

CENTRAL INTELLIGENCE AGENCY

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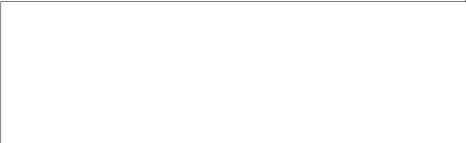
INFORMATION REPORT

SECRET/CONTROL-U.S.
SECURITY INFORMATION



COUNTRY East Germany
SUBJECT Brandis Airfield

DATE OF INFO.
PLACE ACQUIRED



REQUIREMENT NO. RD
REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.



The [redacted] attachments are [redacted]

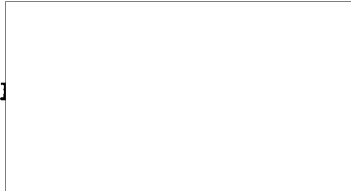
- A. A report on observations made at Brandis airfield between 5 April and 7 May (3 pages)
- B. Layout sketch of airfield and key (2 pages)
- C. Sketches of tactical markings on IL - 28 aircraft

TO: AIR [redacted]

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STATE	ARMY	NAVY	AIR	FBI	AEC
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SEP 15 2 57 PM '53

SECRET CONTROL-U.S. OFFICIALS ONLYGERMANY (Russian Zone)AIR/MILITARYBRANDIS Airfield - Sitrep 5 Apr - 7 May 19531. Summary

- (a) BRANDIS Airfield 5 Apr - 7 May 53.
- (b) Aircraft: Approx 23 IL 10s
 1 LI 2
 2 PO 2 parked on the airfield.
- (c)
- (d) Flying Activity: IL 10s flew circuits and formation flights, also towed dr. que: parachute jumps from LI 2; night flying with IL 10s.
- (e) Changes: 3 aircraft blast shelters under construction between the major repair hangar and static water tanks.

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2. Layout See Appendix "A".3. Aircraft

- (a) Number: Approx 25 (Hangar doors sometimes open but no aircraft seen)
- (b) Types: i) 20-23 IL 10s
 ii) 1 LI 2
 iii) 2 PO 2s.

(c)

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4. Flying Activity(a) By Day:

7, 8, 9 & 10 Apr 53: Pressure was high and weather good for flying. IL 10s were seen each day making single flights or in pairs and on 8 Apr, three IL 10s were seen flying over the airfield.

11 Apr 53: Visibility approx 12½ miles; wind from approx 80° at 0-2 mph; nil cloud.

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1) The preparation for take-off area was on the NW side of the runway approx 400 m from the edge of the airfield. Three fuel tankers, one fire tender, one bus, one W/T truck with whip aerial, controller's caravan and one car were all parked within. Three IL 10s were parked East of the area and approx 10 IL 10s were parked in front of the workshop. Flying occurred between 1030 and 1700 hrs. Single circuits and landings were made by 2 IL 10s. Formation flying by approx 10 IL 10s, in formations of 3 and 4 aircraft was carried out. The aircraft took off singly and formed up in the air, flying off out of sight on a heading of 360° and returned on a reciprocal after 20-25 minutes flying.

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They then broke formation and landed singly, [redacted]

[redacted] At 1115 hrs one IL 10 appeared over the airfield towing a drogue, which it dropped and then landed. At 1440 hrs one IL 10 [redacted] took off and climbed to approx 2500 ft. The aircraft then flew slowly over the airfield and at 1445 hrs released a drogue from under the fuselage. The tow rope was approx 250 ft long and the drogue measured approx 4.5 - 5 m long with a diameter of 80-100 cm. It was slightly conical in shape, white in colour and blocked at the tail end. At 1500 hrs one IL 10 [redacted] approached on a heading of 180°, towing a drogue which it then dropped and landed. At 1530 hrs a formation of three approached the airfield on a heading of 360°, broke formation and landed singly. [redacted] Attacks on the drogue were not observed.

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14, 16 and 17 Apr: Pressure was high and the weather good for flying.

14 Apr at approx 0700-1900 hrs 10-15 IL 10s were seen [redacted] formation flying - in formations of three and four aircraft.

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16 Apr between 1200 and 1600 hrs one or two PO 2s were observed [redacted] circuits and landings.

17 Apr at approx 1200 hrs one PO 2 was seen over BRANDIS and at 1330 hrs a formation of nine IL 10s. During the afternoon single flights were made over the airfield.

18, 20, 22, 24, 27 and 29 Apr: Good flying weather.

18 Apr 53: Flying occurred between 0900 and 1700 hrs. IL 10s [redacted] circuits, formation flying and IL 10 [redacted] was seen towing a drogue. At 1325 hrs a formation of seven took off and flew off on an approx heading of 340°. At 1330 hrs one PO 2 [redacted] landed.

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20 Apr: There was very little air activity. One LI 2 was seen to come in and land at 1545 hrs and at 1830 hrs three IL 10s took off, made a dive attack on the airfield from approx 1200 ft. The aircraft landed at 1850 hrs.

22 Apr: Little flying activity. At 1530 hrs two LI 2s flew in and landed. At 1630 hrs one LI 2 flew in and landed. At 1900 hrs one LI 2 took off and flew away on a heading of 270°. Four IL 10s took off at the same time, dived onto the airfield from approx 1500 ft and then landed.

24 Apr: At 1700 hrs one LI 2 took off and flew over the area north of GERICHSHAIN at about 1200 ft. Five or six parachutists baled out, some did not release their parachutes until approx 450 ft before landing. The LI 2 flew over again and five or six parachutists baled out. The aircraft then returned to the airfield and landed. It took off again after approx 10 minutes. During the period up to 1800 hrs it made four or five take offs and an approx total of 25 parachutists baled out. At 1845 hrs four IL 10s took off, made a dive attack on the airfield and landed at 1900 hrs.

27 Apr: Only single flights in PO 2s were observed.

29 Apr: At 0750 hrs one LI 2 took off and dropped parachutists over GERICHSHAIN. Six personnel baled out at a time. There was no flying on 2 May despite good weather.

(b) By Night

8 Apr 53: Clear starry night. Night flying commenced approx 1930 hrs - three or four IL 10s [redacted] circuits and landings.

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20 Apr 53: Clear starry night. Flying commenced at approx 2000 hrs. The night flying [redacted] consisted of four or five IL 10s.

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10 Apr 53: Direction of wind from approx 90° at approx 2 mph;
clear starry night.

Preparation for take-off area was on the West of the airfield approx 300 m from the airfield boundary. Four IL 10s and about five duty vehicles were parked in the area. The flare path consisted of white lights placed out at approx 60 m intervals along both sides of the runway. One [] mounting a searchlight was parked about 60 m West of the take-off. A further [] with a searchlight and red runway indicator lights was placed at the West end of the runway. A revolving beacon was situated on the taxi track approx 250 m South of the major repair hangar. Flying began at 2000 hours. Two IL 10s made circuits and landings, flying with undercarriages down. Two IL 10s flew wide circuits over BRANDIS. When the aircraft came in to land, the runway was illuminated by the two searchlights until the aircraft had finished taxi-ing over the grass to the take-off. Whilst flying was in progress the revolving beacon was in action, with its beam at approx 45°: it revolved six times then cut out for 3-4 minutes.

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50X1-HUM5. W/T and Radar

- (a) A W/T truck with whip aerial was observed during flying on 11 Apr 53.
- (b) A telephone cable carried approx 2 m above the ground has been erected on a tent or hut standing on the Southern edge of the airfield.

6. Personnel

- (a) It is estimated there are now approx 1200 all ranks on the airfield.
- (b) All ORs wore SAF sbds.

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8. AA []

- (a) The AA site in the NE corner of the airfield remains unchanged. The type of guns could not be ascertained as they were covered with tarpaulins and are deeply emplaced.
- (b) On 2 May 53 a tripod approx 1.5 m high was set up. A box-shaped apparatus measuring approx 10 x 15 x 25 cm was placed on the tripod. An OR stood in front of the tripod. []

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9. Remarks

- (a) Three aircraft blast shelters were constructed in the period under review on the NW end of the airfield between the static water tanks and the major repair hangar. (See point 14 at App. "A"). The shelters are U-shaped and [] consisted merely of earth mounds.
- (b) On 2 May 53 on the road from BRANDIS to ZEITLITZ on a level with the Officers Mess, four youths were detained by a Russian sentry and four officers. Two of the officers wore red armbands. After a short conversation three officers walked quickly to the airfield and the youths were left under guard sitting on the edge of the road.

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Key to Appendix "A"

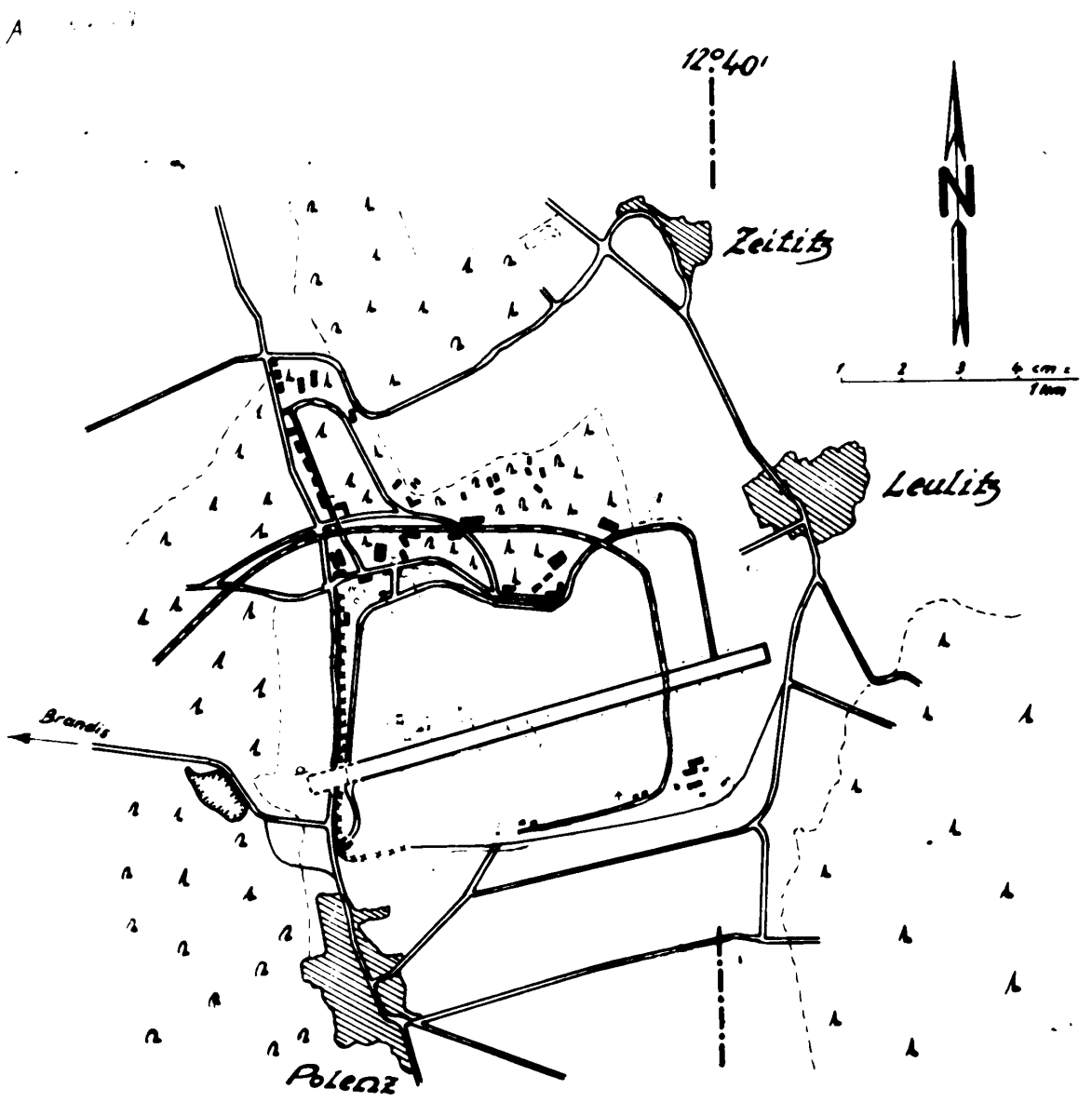
1. Workshop
2. Flying Control
- 3 & 4. Hangars.
5. Approx 10 IL 10s.
6. Three IL 10s.
7. Approx ten IL 10s engaged in flying.
8. 1 W/T truck with whip aerial
1 take-off lorry
1 car.
9. 3 fuel trucks

12. 1 revolving searchlight.
13. White lamps at intervals of approx 60 m.
14. 3 shelters.
15. Tent or hut 2 x 2 x 2 with telephone cable.
16. Wooden fence.
17. Wire fence.
18. Huts and 4 AA guns.
19. Sentries with shelters.

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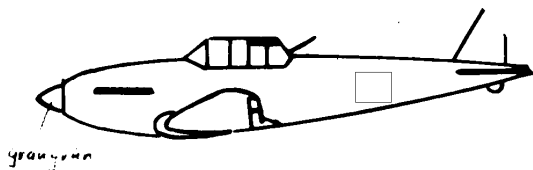
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Brandis, 4641

Appendix "B"

IL-10



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IL-10

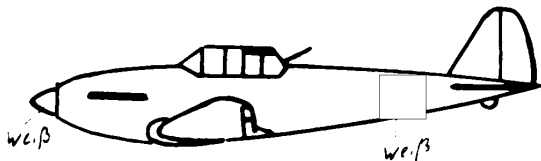


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IL-10



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