

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO. 50X1

CONFIDENTIAL

COUNTRY Germany (Russian Zone)

DATE DISTR. II MAY 50

SUBJECT Jet Aircraft at Alt Loennewitz Airfield

NO. OF PAGES 2 50X1-HUM

PLACE ACQUIRED

NO. OF ENCLS. 1 (LISTED BELOW) 50X1-HUM

DATE OF INFO.

SUPPLEMENT TO REPORT 50X1

[Redacted]

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF U.S.C. 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

[Redacted]

1. [Redacted] ALT LOENNEWITZ airfield (E84), trees along the MARZDORF-TORGAU road have been felled, opening an E-W flight approach to the new runway. On the field, 24 February 1950, were two fuel trucks painted sky blue and two mobile radio stations.
2. The following aircraft were seen: 7 jet fighters of the type based at GERMENDORF, 38 YAK-9, and 20 FW-190. Conventional types were parked on hangar aprons and covered with tarpaulins. All jets were aluminum with red stars on both sides of the fuselages.
3. Practice flights of jets were observed. Five were aloft at one time, the other two being parked on the runway near the eastern edge of the field. Six jet take-offs were observed at close hand. The entire length of the 1,400 meter runway was required, two-thirds being used for gaining speed; when covering the final third, the plane was sharply nosed down, then zoomed upward at a sharp angle of 50-60 degrees. Before landing, the planes flew over the field once with landing gear down, making a wide curve (1,500-2,000 meters); the engine was throttled hard, after which the plane coasted down to the runway at a steep angle. Initial contact was made about 150 meters before the actual start of the runway, this spot being marked by red flags. Highest flight speed, with landing gear retracted, was estimated at 700-750 km per hour.
4. The attached sketches of this single-seater jet [Redacted] 50X1-HUM
[Redacted] The turbine runs through the entire fuselage, with intake duct forward, exhaust duct to the rear. The exhaust duct contains a conical inset (Zapfen), the use of which could not be determined.
5. Also on 24 February 1950, another type of jet flew over TORGAU, circling the Elbe Bridges several times at approximately 250 meters altitude [Redacted] 50X1-HUM
[Redacted] its fuselage form was similar to the YAK-9, with normal YAK

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB															
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI															

CONFIDENTIAL

50X1-HUM

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2038

Document No. 6
No Change in Class.
 Media/Info
Class. Control: TS SC
Auth. [Redacted]
Date: 05 JUN 1978

~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY

50X1

CENTRAL INTELLIGENCE AGENCY

-2-



rounded-tip wings. The intake vent is conical and is located in the nose; the exhaust is placed slightly behind the back edges of the wings.

50X1-HUM

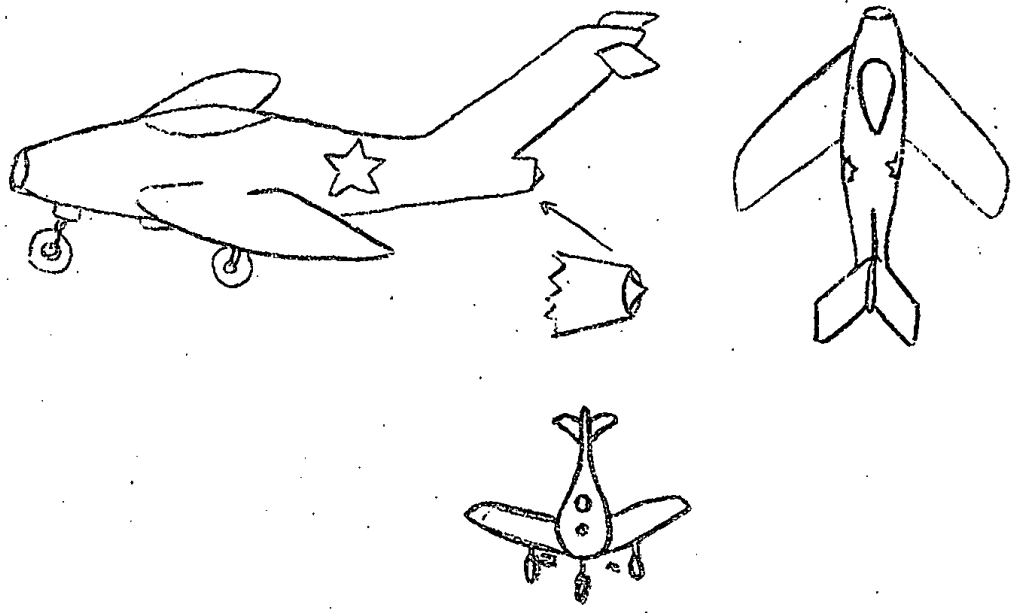


Encls: Views of Germendorf-type jet fighter seen at Alt-Lönnowitz airfield
Sketch of YAK-type jet fighter seen over Torgau. (1 page)

CENTRAL INTELLIGENCE AGENCY
ATTACHMENT I



Views of Germendorf-type jet fighter
seen at Alt Lönnewitz Airfield on 24
February 1950.



Sketch of YAK-type jet fighter
seen over Torgau on 24 February 1950.

