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CLASSIFICATION SECRET/CONTROL/US OFFICIALS ONLY		5X1A
COUNTRY	Soviet Zone of Germany	REPORT NO.
TOPIC	Laerz Airfield	
25XTX	EVALUATION	PLACE OBTAINED
25X1A	DATE OF CONTENT	25X1A
25X1A	DATE OBTAINED	DATE PREPARED 2 August 1950
REFERENCES		
PAGES	ENCLOSURES (NO. & TYPE)	
REMARKS		

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SOURCE 25X1X [REDACTED]

25X1X [REDACTED] 1. The Laerz (N 54/U 33) airfield was observed on 3 June 1950. The road along the western edge of the field was open to public traffic for only five hours. The field was occupied by 100 to 120 planes parked under nets which were partially suspended from trees. As far as could be seen the planes were jet fighters with swept back wings, some painted silver-gray, others gray-green. Six jet fighters with swept back wings practiced formation flying over the field between 3:45 and 4 p.m. at an altitude of about 500 meters. (1)

25X1C [REDACTED] 2. A radio truck with three antennas stood at the exit of Illersholz (N 54/U 33). At its side was a mobile generator which was in use. Six four-axle railroad tank cars were standing [REDACTED]

25X1X [REDACTED] 3. About 25 jet planes, 21 single-engine low-wing monoplanes, three biplanes, and six low-wing monoplanes without propellers which were similar to conventional fighters, were parked at the field on 13 and 15 June 1950. (3) Many more single-engine aircraft were parked on the eastern edge of the field. The single-engine low-wing monoplanes were fighters with radial engines and had red or blue propeller hubs. The [REDACTED]

25X1C [REDACTED] monoplanes without propellers. The following features were observed on the jet planes from a distance of about 15 meters :
 Air intake, about 75 cm in diameter, in nose; air exhaust considerably smaller and set under small end of fuselage;

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Document No. [REDACTED]
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both apertures covered with red flaps when the planes were parked; wings considerably swept back and no dihedral, edges almost parallel; rudder assembly noticeably high and slanting to the rear; elevator assembly considerably swept back and set at upper third of rudder assembly; nose wheel; main landing gear retracting inward; fuselage about 8 meters long; plexiglass cockpit with middle section sliding on to fuselage forward of wings; antenna rod, about 45 cm high, aft of cockpit with antenna leading to tip of rudder unit; no weapons in the wings. The [redacted]

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[redacted] were seen on eight planes and [redacted]

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[redacted] on four planes on the side of their noses. Some planes had white-red bordered, red Soviet stars, others had plain red Soviet stars on their fuselages and rudder assemblies.

- 4. Two jet planes took off, one immediately after the other, at 4:20 p.m. on 13 June 1950. The visibility was good and the cloud-base about 600 meters. The planes landed individually at 4:42 p.m. A radio truck, an ambulance and a trailer, the latter with a blue-yellow flag, were standing at the take-off point. The jet planes taxied to the take-off point, except for jet plane No 17 which was towed by a jeep from the parking site to the firing range on the western edge where weapons were being adjusted. Night flights were made after 10 p.m. (4)

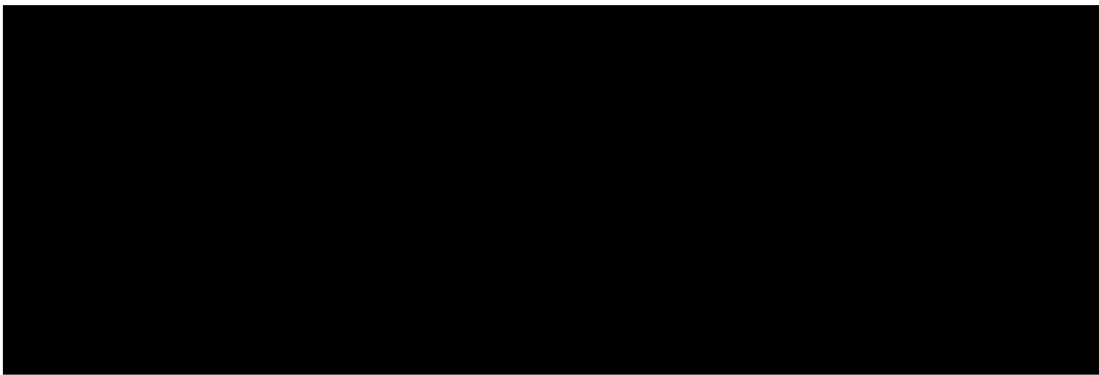
- 5. Eight railroad tank cars which were emptied into tank trucks were standing on the spur track. The tank cars arrived and left with regular passenger trains. A searchlight with a generator was on the western edge of the field. Another searchlight was near the fuel dump on the southeastern perimeter of the town. AA gun emplacements were not seen. Ten to twelve [redacted] some of them damaged, were lying on the southwestern edge of the field.

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