

CLASSIFICATION SECRET-CONTROL/US OFFICIALS ONLY

COUNTRY Germany (Soviet Zone) SECURITY INFORMATION REPORT NO. [REDACTED]

521

TOPIC Zerbst Airfield.

EVALUATION see below PLACE OBTAINED [REDACTED] 25X1A

DATE OF CONTENT [REDACTED] 25X1A

DATE OBTAINED [REDACTED] PREPARED 31 October 1951

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

REFERENCE COPY

DO NOT CIRCULATE

[REDACTED] 25X1X

1. On the morning of 25 September 1951, individual MiG-15s were repeatedly observed over Zerbst. At 6 p.m., four MiG-15s were parked in one line on the northern edge of the field. The Zerbst-Dobritz road was blocked by trenches between the intersection of the road leading to Lindau as far as the intersection of the road leading to Straguth. On the following days there was flying by individual MiG-15s at the field.

2. At 4 p.m. on 29 September, four MiG-15s were parked on the northern edge of the field. Soviet soldiers were excavating trenches along the northeastern edge of the installation. A radio installation was probably being established in the eastern extension of the runway, about 200 meters east of the road to Straguth, where a radio truck was parked and equipment was lying about.

3. In the early morning of 2 October, there was intensive flying by MiG-15s. At the field. At 6 p.m., about 50 MiG-15s were observed on the landing field. Intensive day and night flying continued up to 6 October, however, only in clear weather. The aircraft usually flew individually or in groups of two. Their flying was confined to circling over the field. Passenger [REDACTED]

[REDACTED] were observed at the entrance to the field.

4. A German worker at the field said that the runway lighting facility was almost completed. Red lamps, about 20 meters apart, were installed on a cable on both sides of, and 3 meters from, the runway. Another laborer stated that reconditioning of the barracks buildings was completed except for plumbing work which was under way. He also said that, on 3 October, a jet fighter had turned over while landing. Its landing gear hit a newly dug cable ditch. According to Soviet soldiers, the jet fighters at the field had come from Koethen. Some of the crews and Soviet female personnel had allegedly come directly from the U.S.S.R. The total strength was estimated at 1,200 to 1,500 men by the Soviet soldiers. They further stated that Baumton Bresden, in charge of the improvement of the runway, was transferred to Langarten.

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No Change in Class.

Declassified

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