

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

TOPIC Alt Loennewitz Airfield

EVALUATION [REDACTED] OBTAINED [REDACTED] 25X1

DATE OF CONTENT [REDACTED]

DATE OBTAINED _____ DATE PREPARED 13 February 1952

REFERENCES _____

PAGES 3 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

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1. On 20 January 1952, the visibility at Alt Loennewitz airfield was limited to about 650 meters. There were rain and snow showers. Four jet aircraft and one jet engine were seen in front of the closed hangars. There was no flying. Almost all the windows of the barracks buildings in the northwestern corner of the field were lighted at night. According to residents from Falkenberg, about 1,400 men were allegedly stationed at the field. (1)

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2. A radio installation with four masts and a small wooden cabin in the center was observed east of the field about 400 meters from the landing field. The radio installation was occupied by five Soviet Air Force soldiers. Between this installation and the runway there were eight masts which were 4 meters high and several meters apart. A searchlight was fitted on each mast. (2)

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3. Between 5 and 14 January, [REDACTED] the southern edge of the field was surrounded by a board fence which was about 2 meters high and pointed at its top. (3) There was no fence along the western boundary. The field was occupied by a Soviet unit, estimated at 350 men who wore blue epaulets. Most of the soldiers wore war decorations. A unit of an estimated 120 men, equipped with motor vehicles and horsedrawn vehicles, was also stationed at the field. These soldiers had close-cropped hair. According to previous observations, the field was occupied by an estimated 18 mid-wing monoplanes with swept-back wings. Three transports and 1 high-wing courier plane were also stationed there. Practice flights were made between 9 a.m. and 3 p.m. in good weather only. Before the daily flying activity started, three radio trucks appeared. The aircraft were refueled from a tank truck on the dispersal area in front of the hangars. Almost every tenth day, the planes took off for firing practice over the wooded area near Belgorn (N 52/E 73). It appeared that tank and motor vehicle decoys were located there because it was repeatedly observed that decoy targets were transported from the field to this training area. The unit stationed near Belgorn was also assigned to Alt Loennewitz airfield. During flying activity, sentries patrolled in this area. (4)

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4. Between 11:30 a.m. and 4:30 p.m. on 16 January, the field was observed from its eastern and southern sides. The cloud base was about 500 meters, and visibility was limited to about 1,500 meters. There were occasional showers. The field could be observed only for a few minutes because of the strict security measures. At least 15 transports were observed taking off and landing. (5) Two MiG-15s without

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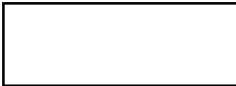
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auxiliary fuel tanks took off individually at 2:30 p.m. and landed individually at 2:45 p.m. A single-engine, low-wing monoplane circled over the field during the entire period of observation. At 2 p.m., three MiG-15s without auxiliary fuel tanks were observed at the east end of the runway. About 20 meters northward, there were three single-engine, high-wing monoplane with rigid landing gears. Four twin-engine transports were parked in front of the hangars. Some hangars were open but no aircraft were observed in them. All of the aircraft stationed at the field were observed by source. The houses in the Falkenberg restricted area which were previously occupied by Russians were vacant. (6) The Soviet warehouses were closed.

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5. Between 11:30 a.m. and 4:30 p.m. on 25 January, the following aircraft were observed parked at the fields at 12:30 p.m., 4 swept-back jet fighters on the east end of the runway and 2 DC-3 transports in front of the hangars; at 1:45 p.m., 4 swept-back jet fighters on the east end of the runway and 4 transports in front of the hangars. Three radio trucks were parked near the swept-back jet fighters.

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A long antenna mast was fitted behind the pilot's cabin. Flying was continually practiced by transports up to 1:45 p.m. A plane was observed landing every 10 to 20 minutes, while take-offs were only made at 12:35 and 1:15 p.m. The runway was icy and packed with snow 5 to 7 cm deep. The moment a plane approached for landing in line with the railroad line, another plane coming from the westsouthwest flew across this spot making a circle at an altitude of 600 to 700 meters and came in to land after 9 1/2 to 10 minutes.

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6. Gaps in the fence were boarded up. (3) Air Force sentries patrolled along highway No 183. No loading or unloading of aircraft was observed. No change was observed at the radio installations on and near the field. The restricted area in Falkenberg near the electric power plant was still vacant. (6) Trucks entered and left the field.

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7. [redacted] one transport with two radial engines and five windows. The plane was painted gray [redacted] A second plane [redacted] had two radial engines, [redacted] but no windows. (5) The two transports practiced flying between 10 a.m. and 5 p.m. A DF station with four masts, a radio installation with two masts and a wooden cabin, and an entrenched radio truck were observed east of the field.

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Comments.

- (1) Since December 1951, Alt Loennewitz has been occupied by a newly activated fighter regiment. The reported total occupation of about 1,400 men may be correct although no numbers are available for comparison. It is unknown how many MiG-15s are presently assigned to the new regiment. Only up to four aircraft have been observed at the field [redacted] Although some aircraft may be parked in the hangars it is believed that the regiment is not yet fully equipped.
- (2) The McCook DF station about 400 meters east of the runway and the searchlight in the direction of approach were previously reported [redacted]
- (3) The board fence in Alt Loennewitz has been in existence before the reported date. For exact course of this fence, [redacted].
- (4) [redacted]

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It is unclear whether the personnel strength of 350 men refers to a flying unit or the OITB. The existence of a training area near Falkenberg which is reported for [redacted] and the observation of no training space also other fighter squadrons have their own training fields in the vicinity of these airfields.

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(5) The significance of the alleged practice flights by transports over the field has not been clarified. [redacted] the planes may belong to the transport regiment in Altenburg while [redacted] they are probably Li-2s (DC-3).

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The air transport regiment is still stationed in Altenburg as inferred from the fuel shipments [redacted]

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During the preceding weeks, [redacted] the headquarters of this regiment in Altenburg.

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(6) The Falkenberg restricted area was previously occupied by the officers' dependents of the two fighter regiments who were transferred to the U.S.S.R. in October 1951. This confirms information from other airfields according to which the dependents of the personnel assigned to the newly activated fighter regiments have not yet arrived in the Soviet Zone of Germany.

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