

COUNTRY Germany (Soviet Zone) REPORT NO.

TOPIC Dessau Airfield

EVALUATION  PLACE OBTAINED  25X1

DATE OF CONTENT  25X1

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REFERENCES \_\_\_\_\_

PAGES 3 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

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25X1

1. On 17 May 1952, 45 IL-10s were counted at Dessau airfield. Nineteen planes were parked north and 26 south of the taxiway. At 9 a.m. on 21 May, flying activity started at the field. A unit of two IL-10s took off almost every 10 minutes. The planes circled and then landed again. At noon, 6 or 7 IL-10s took off. Their landings could not be observed. On 23 May, 39 IL-10s were counted at the field. At 4:30 p.m., 18 IL-10s were parked north and 21 south of the taxiway. On 31 May, 43 IL-10s, including 17 north of the taxiway and 26 south of it, were counted at the field. No air activity was observed on 3 June. On 6 June, 43 IL-10s and 3 biplanes were observed at the field.

2. On 31 May, several take-offs and landings were made by a twin-engine plane, probably a IC-3. Parachute jumps were made from the plane. Additional jumps were made on 2 and 4 June. On 4 June, a landing plane was damaged, probably at its nose.

3. Five guns, probably AA guns, were dug in south of the taxiway, east of the take-off point. Three circular tents and a larger four-cornered tent were set up behind the gun emplacement. Another small round tent was in front of the four-cornered one.\*

4. On 20 May, a small, apparently newly erected hangar was observed for the first time among the debris of former hangars.  a workshop was housed in this hangar. A ground attack plane was parked on 24 May and 3 planes on 27 May. 25X1

5. The following observations were made at the field between 21 May and 13 June:

21 May. About 62 take-offs were made by single-engine aircraft. Forty-two single-engine planes were counted at the field.

28 May. Between 7:15 and 7:30 a.m., individual take-offs were made by 6 single-engine planes which landed after 7:30 a.m. The weather was cloudy.

29 May. At 8:45 a.m., 6 single-engine planes took off in cloudy weather. Their landings were not observed.

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2

30 May. After 7 a.m., upon the sound of a siren, the defense of the airfield was practiced. Entrenching work was also in progress. \*\* At 9:45 a.m., a twin-engine plane with single rudder assembly and radial engines landed at the field. Thirty-six single-engine planes were observed at the field.

31 May. At 6:35 a.m., a twin-engine plane took off. Two parachutists jumped at 6:45 a.m. and six other parachutists at 6:50 a.m. from an altitude of between 700 and 800 meters. The plane landed at 7 a.m. and took off again at 7:10 a.m. Five men jumped both at 7:15 and 7:20 a.m. Nine circular and one four-cornered parachutes were observed. Each descent took 2 minutes and 30 seconds. At 7:40 a.m. the plane again took off. Three parachutists jumped at 7:55 a.m. and 2 men, at 8 a.m. The descents lasted 2 minutes and 10 seconds and 2 minutes and 20 seconds respectively. The plane landed again at 8:10 a.m. A plane took off at 8:20 a.m., and seven men jumped from an altitude of about 750 meters at 8:27 a.m. Three of the seven parachutists were injured while coming down near Klein-Kuehnau. At 8:35 a.m., 44 parachutists jumped. The parachutes of two men had a delayed opening. Their descent took 1 minute and 10 seconds. A biplane landed at 8:35 a.m. and took off at 10:05 a.m. Six single-engine planes took off at 12:30 p.m. and landed at 12:35 p.m.

2 June. A twin-engine plane took off at 7:10 p.m. A man jumped from the plane from an altitude of about 700 meters. The descent lasted 2 minutes and 20 seconds. Ten other men jumped from the same plane at 7:25 p.m. The parachute of one jumper opened with delay. This man landed after 1 minute and 15 seconds while the other jumpers came down in 2 minutes and 15 seconds. The plane landed at 7:30 p.m. and took off again at 7:40 p.m. Jumps were made by 2 men at 7:50 p.m. and by 6 men at 7:58 p.m. Five men had circular parachutes and one jumper was equipped with a cornered parachute. Another landing was made at 8:05 p.m. and a take-off at 8:10 p.m. Five men jumped at 8:20 p.m. Their time of descent was 2 minutes and 10 seconds. One man had two parachutes of which the smaller one was opened only 200 meters from the ground. The auxiliary parachute was about one third smaller than the main parachute, and it was attached below the main chute. It appeared that the auxiliary parachute was operated by the right hand or by means of a stick. Although this jumper had been released together with the other jumpers he landed 5 to 6 seconds later. The plane landed at 8:30 p.m. \*\*\*

3 June. Between 7:50 a.m. and 9:30 p.m., about 75 take-offs were made by ground attack planes, which took off individually and assembled in formations. Low-level attacks at an angle of 30 to 35 degrees were made at the field from an altitude of 400 to 800 meters. A biplane landed at 9 a.m. and took off at 5:45 p.m. Three biplanes landed at 7:55 p.m.

4 June. A twin-engine plane took off at 6:15 a.m. and one parachute jump was made at 6:20 a.m. At 6:25 a.m., eight men jumped from the plane. One man made a free fall from an altitude of 700 meters to about 300 meters before the parachute opened. Another jumper had two parachutes, the second one being opened about 200 meters above the ground. The twin-engine plane again took off at 6:45 a.m. One man jumped at 6:55 a.m. and five men jumped at 7 a.m. Among the five men, there was one who was equipped with two parachutes, the second one being opened 200 meters from the ground. About noon, a twin-engine plane took off. Its landing was not observed.

5 June. Forty-six ground attack aircraft and 4 biplanes were observed at the field. Four single-engine planes took off at 8:05 p.m. and landed at 8:20 p.m. Seven ground attack planes took off successively at 9:15 p.m. and landed at 9:55 p.m. Individual take-offs and landings were observed between 10 p.m. and 1:55 a.m.

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3



6 June. From 65 to 68 take-offs were counted at the field. Individual take-offs, spot landings and formation flights in elements of two and flight formation were made. Four sedans and truck [redacted] were parked about 300 meters from the landing T.

25X1

11 June. Between 9 and 11 a.m., a biplane towed a sleeve target which was fired at by light AA guns from the southwestern corner of the field..\*

12 June. Two biplanes took off at 8 p.m. and landed at 8:20 p.m. Three biplanes made local flights between 9:30 p.m. and 2:30 a.m. Forty-eight take-offs were counted. The pilots were changed after three flights.

13 June. A twin-engine plane landed at the field.

6. On 24 May, trucks [redacted] left the camp in Alten.

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7. In May, six AA guns were emplaced on the south edge of Klein Kuehnau. [redacted] [redacted] the type of the guns because the area was heavily guarded by Russians. \*

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8. Between 3 and 5 p.m. on 7 June, no air activity was observed at the field. About 40 Il-10s were parked in two rows on the southern edge of the field. Twenty-four of the aircraft were counted. Three biplanes were also parked there.

9. Two AA gun emplacements were located on both sides of the taxiway east of the dispersal area in the southern section of the field. One 37-mm AA gun was observed in each emplacement. Five soldiers practiced aiming with a gun. The soldiers were changed twice. A tent was observed near the AA gun emplacement. \*

\* [redacted] Comment. The AAA unit is reported from Dessau for the first time. [redacted] two batteries of 37-mm guns are located at the field. One battery is emplaced at the southern perimeter of Klein-Kuehnau, northwest of the field and the other battery is emplaced at the taxiway on the southern edge of the field. It is not known to which AA units these batteries are subordinate.

25X1  
25X1

\*\* [redacted] Comment. Such practice alerts were occasionally observed at all airfields in the Soviet Zone of Germany.

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\*\*\* [redacted] Comment. The parachute jumps were probably performed by air personnel. The training program for all air personnel of the Soviet Air Force apparently includes parachute jumping.

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