

CLASSIFICATION ~~SECRET~~ SECURITY INFORMATION

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COUNTRY East Germany REPORT NO. 25X1

TOPIC Alt Loennewitz Airfield 25X1

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED 25X1 DATE PREPARED 5 November 1952

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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REF

1. The following observations were made at Alt Loennewitz airfield between 25 August and 27 September 1952:

25 August. No air activity. Six MiG-15s were parked in one line north of the eastern edge of the runway. The planes were parked there at day and night. (1) Between 8 and 11 p.m., MiG-15s took off in elements of two and practiced local flying without any lighting facilities or searchlights in operation.

26 August. No air activity.

27 August. Between 7:30 a.m. and 1 p.m., 12 MiG-15s flew in elements of two over the field.

28 August. No air activity. It rained, and there was a strong wind.

29 August. Ten MiG-15s took off in elements of two, assembled over the field and headed toward Torgau. At about 5 p.m., 10 MiG-15s approached from the south, circled over the field, and landed individually.

30 August. Between 7:30 and 11 a.m., there was flying in elements of two. A total of 28 elements were counted crossing the field. At noon, a total of 14 MiG-15s took off in elements of two within two minutes. The planes headed toward the Elbe River. The planes flew in ragged formation first and joined up in line abreast formation. The formation landed at 12:45 p.m. There was no other air activity.

31 August. No flights were made.

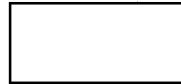
1 September. In the afternoon, individual flights were made by MiG-15s. The weather was clear.

2 September. At 7:10 a.m., eight MiG-15s took off within 3 minutes heading toward the Elbe River. At 12:10 p.m., eight individual MiG-15s approached from the south and landed at the field. Between 8 and about 11:45 p.m., there was night flying. The first take-offs were observed at 8, 8:04, 8:08, 8:10, 8:15, 8:26, 8:31, 8:42, 8:46 and 8:52 p.m. No spotlights or searchlights were switched on. (2)

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3 September. Twelve MiG-15s took off in rapid succession at 9:30 a.m. heading southeast. It rained. The planes landed individually at the field at 11:30 a.m.

4 September. There was no air activity throughout the day. Night flying started at 7:30 p.m., while searchlights were in operation.

5 September. Eight MiG-15s took off heading southeast. No more flights were made while it was raining.

7 September. No air activity.

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8 September. [redacted] observed 6 MiG-15s at dispersal area III on the eastern edge, 4 MiG-15s at dispersal area II, which was bordered by walls of earth to the north, on the northern edge of the field, east of the road to Falkenberg, and 4 MiG-15s at dispersal area I west of the road to Falkenberg. An additional four MiG-15s and a conventional plane were parked without any pattern in front of the hangars. (3) At 10:15 a.m., four MiG-15s were towed by a motor vehicle from the dispersal area III at the east end of the runway to the take-off point where they were parked aft of each other. The planes took off at about 11:00 a.m. at intervals of 40 seconds. At 11 a.m., two MiG-15s were towed by a jeep from dispersal area I to the runway. At 11:45 a.m., another four MiG-15s took off while four MiG-15s landed almost simultaneously. At noon, two MiG-15s taxied from a hangar to the east end of the runway and took off at 12:15 p.m.

9 September. No air activity.

10 September. There was intensive air activity by MiG-15s and Yak-11s between 7 a.m. and 6:30 p.m. Ten MiG-15s took off in elements of two at 8 a.m. After the take-off, the elements assembled in one formation. The formation flew almost as far as the Elbe River and there turned to the southeast. The planes flew in echelon to the right. At 8:40 a.m., the planes approached in elements of two, frequently changing their course of flight, apparently to simulate escaping AA fire. After 8:30 a.m., aircraft flying in elements of two fired at air sleeves.

11 September. Individual MiG-15s practiced local flying between 7:30 and 8:10 a.m. At 8:30 a.m., six MiG-15s took off within 45 seconds, circled over the field five times and subsequently landed.

12, 13 and 14 September. No air activity.

15 September. Between 10:30 a.m. and 4:30 p.m., individual MiG-15s were aloft. Two aircraft practiced diving.

17 September. Twelve MiG-15s took off in elements of two within 4 minutes and assembled in formations of 4 planes. The aircraft landed individually.

18 September. In the morning, 22 MiG-15s were counted at the field. Between 2:30 and 3 p.m., there was flying in formations of four MiG-15s. The weather was hazy, and it drizzled.

19 September. After 1:30 p.m., MiG-15s took off in formations of 5 or 6 planes heading south. At 2:50 p.m., three formations approached. The planes landed individually. Between 4:50 and 6 p.m., 18 MiG-15s made individual flights.

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20 September. There was no air activity. It was raining, and there was a strong wind from the west.

21 September. No air activity. As usual, six MiG-15s were parked on dispersal area III.

22 September. Between 2 and 4 p.m., there was individual flying by MiG-15s in the vicinity of the field. Shortly after the take-off, the planes were observed flying close above the trees before disappearing in the haze and clouds. The sky was overcast.

23 September. Between 3 and 6 p.m., individual flights were made by MiG-15s. The weather was very cloudy.

24 September. Flying in formations of 4 planes was practiced between 7 a.m. and 6 p.m. Aircraft flying in the same formation also practiced firing at towed air sleeves.

25 September. A total of 38 individual flights were made by MiG-15s between 8 a.m. and 4:30 p.m.

26 September. After 1:30 p.m., 16 MiG-15s took off in formations of 4 planes.

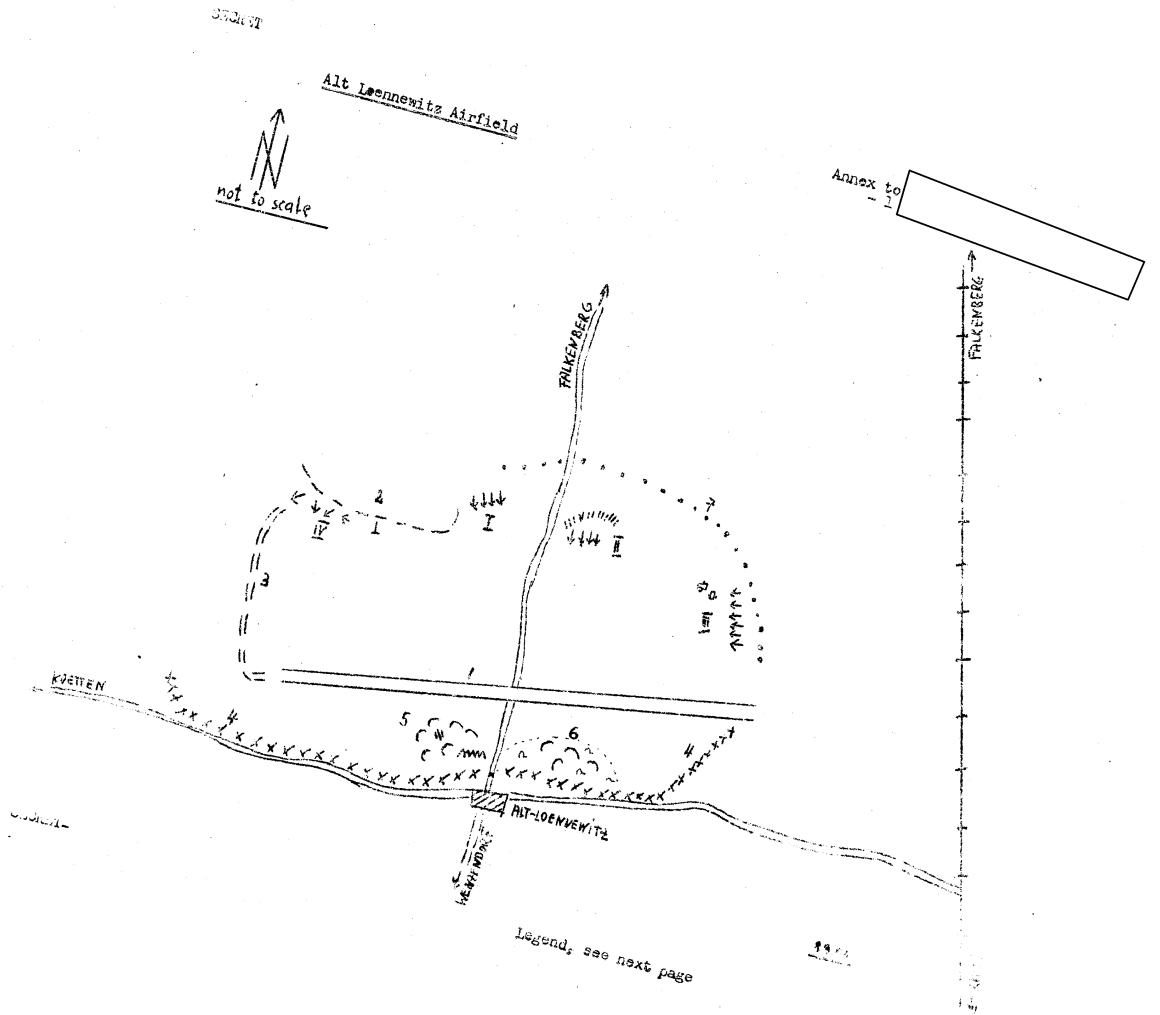
27 September. Between 10 a.m. and 5:30 p.m., 12 MiG-15s practiced flying in formations of four. Another four MiG-15s made individual flights.

2. On 1 September, soldiers were working on the fence along the northeastern field boundary. On 8 September, the board fence with two barbed wires on top was completed along the southern edge of the field. There were no gaps in the fence. Poles, probably for a fence, were observed along the northeastern and northern edges of the field.
3. On 8 September, earth mounds extended north of dispersal area II and east of the Alt Loennwitz-Falkenberg road. At 11:45 a.m., a Soviet sentry with a dog was observed near the ammunition bunker.
4. On 18 September, an AA gun emplacement with motor vehicles nearby was observed on the southern edge of the field. In the early morning, each gun was guarded by a sentry. At 12:30 p.m., troops were practicing with the guns. a taxiway which extended from the lengthened runway to the westernmost hangar.

Comments.

- (1) It is believed that the alert flight of the fighter regiment at Alt Loennwitz airfield is parked at the east end of the runway during the day and night.
- (2) It was also observed at other airfields that night flying was frequently performed without the use of obstacle and boundary lights while only a few runway lights were in operation. In this way, the pilots are probably being familiarized with combat conditions.
- (3) For location of dispersal areas, see Annex. It is believed that aircraft of the fighter regiment in Alt Loennwitz occasionally make intermediate landings at other airfields. This accounts for the long intervals between take-offs and landings at Alt Loennwitz airfield.
- (4) The presence of a light AA gun battery of six 37-mm guns is known at the field. For location of emplacements, see Annex.

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Alt Loemewitz Airfield

Legend:

- 1 Runway
 - 2 Hangar area
 - 3 Taxiway
 - 4 Board fence
 - 5 AA gun emplacement with six 37-mm guns, tents and a building housing a messhall
 - 6 Unoccupied AA gun emplacement, possibly an alternate emplacement
 - 7 Poles probably for wire fence
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- I Aircraft dispersal area I
 - II Aircraft dispersal area II with wall of earth
 - III Aircraft dispersal area III, probably for the alert flight
 - IV Dispersal area in front of hangars

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