

TOPIC Dessau AirfieldEVALUATION 25X1 PLACE OBTAINED DATE OF CONTENT 21 September to 25 October 1952 25X1DATE OBTAINED DATE PREPARED 25 November 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 25X1

REMARKS

DO NOT CIRCULATE

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1. The following air activity and aircraft were observed at Dessau airfield between 22 September and 11 October 1952:

22 September. The sky was 8/10 overcast at an altitude of 600 to 800 meters. At 11:30 a.m. and 1:30 p.m., one ground attack plane each took off. The planes remained aloft for one hour. They flew over the field, sometimes in the clouds.

24 September. Between 8 a.m. and 5 p.m., formation flights were made by ground attack planes which took off in flights and subsequently assembled in echelon formation. The aircraft remained aloft for 70 to 75 minutes. The sky was 8/10 overcast at an altitude of between 600 to 800 meters.

25 September. At 11:45 a.m., a ground attack plane towing an air sleeve took off and headed northeast. The plane circled over the Flaeming Ridge and landed at 2 p.m. Four biplanes started night flying at 7 p.m. There was a closed cloud base at an altitude of 600 to 800 meters, and a westerly wind. Fourteen take-offs were counted. The planes remained in the air for 30 minutes. Air activity was discontinued at 9:30 p.m., because of rain. Between 10 p.m. and midnight, two biplanes were observed aloft.

27 September. There was a 6/10 overcast at an altitude of 1,200 to 1,600 meters. Between 9 a.m. and 2:30 p.m., take-offs were made in formations of 3 and 4 planes, in addition to a total of 24 individual take-offs. One plane towed an air sleeve heading northeast.

29 September. A ground attack plane took off at 6:30 a.m. heading east.

30 September. There was a 5/10 overcast. The cloud base was at an altitude of 1,500 to 2,000 meters. Air activity was conducted by four biplanes between 7:30 a.m. and 1:20 p.m. A ground attack plane landed at 11:30 a.m.

1 October. The sky was 4/10 overcast at an altitude of about 2,000 meters. The visibility was limited to 8 or 10 km. Between 3:15 a.m. and 5:30 p.m., take-offs were made individually and in formations of four planes. Flying was practiced in squadron formation. The aircraft usually remained in the air for about 75 minutes. A plane towing an air sleeve was also observed aloft.

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2 October. In the evening, there was a 6/10 overcast at an altitude of 2,000 to 2,500 meters. Between 6:30 p.m. and midnight, night flying was practiced by three biplanes. Seventeen take-offs were counted. The planes remained aloft for about 10 minutes. Ten additional take-offs were made by aircraft which flew for about one hour. The planes flew with set position lights but without landing lights. The obstacle lights were switched on.

4 October. There was a 5/10 overcast, the cloud base being at an altitude of 1,000 to 1,200 meters. Five ground attack planes took off at 8 a.m. heading east. The landings of the planes were not observed. Between 8:30 a.m. and 2 p.m., there was air activity by ground attack planes which usually flew in the clouds.

6 October. At 2 p.m., seven ground attack planes took off from the field heading east. It was not observed that the planes landed at the field on the same day. At 5 p.m., 30 aircraft were counted at the field.

7 October. There was a 7/10 overcast at an altitude of 1,000 to 1,200 meters. Between 7 and 10 a.m., six take-offs were made.

8 October. Landings were made by 6 ground attack planes at 9 a.m. and by 4 aircraft of the same type at 12:30 p.m. All the planes came from the east. Source believed that the planes which were observed landing had taken off from the field on 4 and 6 October.

9 October. The sky was 6/10 overcast, the cloud base being at an altitude of about 1,500 meters. At 10 a.m., eight ground attack planes took off and practiced formation flying between Bessau and Wittenberg. At 10:30 a.m., 36 ground attack planes took off in flights and assembled in four squadrons. The planes headed east. The 36 planes landed at the field at 3:30 p.m.

10 October. Between 5 and 5:30 p.m., 12 ground attack planes with red upper edges on their rudder assemblies landed at the field.

11 October. In the morning, 70 to 75 ground attack planes were parked at the field. Sixty-two of the planes were counted in the southern and eastern section of the field and 10 to 13 planes were estimated in the northern section. Other planes parked at the field included 5 biplanes and 4 high-wing monoplanes. Most of the ground attack planes had white upper edges on their rudder assemblies, but a small number had red upper edges on their rudder assemblies. 1

2. In October, shrapnel-proof aircraft revetments were under construction on the southwestern edge of the field. The walls consisted of logs filled up with earth from the outside. The revetments were open toward the field while the rear side had two entrances.
3. Up to 11 October, six 37-mm machine guns were observed near the flight control station. 2

4. The following aircraft and air activities were observed at the field between 7 and 25 October:

7 October. Between 9 and 11 a.m., there was air activity by ground attack planes.

9 October. Flying was practiced between 10 a.m. and 12:40 p.m. One twin-engine plane each landed at 12:45 and 2:15 p.m. At 5 p.m., more aircraft than previously were observed at the field. The planes were not parked at their dispersal areas but scattered all over the field. It appeared that they were dispersed as during wartime. It was not observed that the aircraft were camouflaged by nets or bushes. 52 F-10s on the portion of the field along the railroad line and additional planes were located on the northern edge of the field.

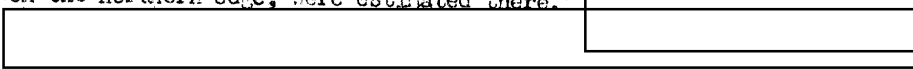
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11 October. No air activity. At 5 p.m., 47 IL-10s were counted at the field and an additional 25 to 30 planes, most of which were parked on the northern edge, were estimated there.

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15 October. After 8 a.m., there was intensive air activity. At 8:15 a.m., 22 IL-10s were observed circling over the field at an altitude of about 500 meters. Thirty IL-10s landed at 9:15 a.m. Intensive air activity continued in the afternoon.

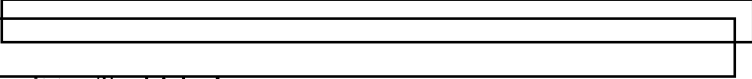
17 October. In the afternoon, ground attack planes practiced flying. At 5 p.m., 49 IL-10s and 4 biplanes were counted at the field.

25 October. There was air activity by ground attack planes in the morning.

5. Only little progress was made on the buildings located on the northern edge of the field up to 25 October.³

1. Field Comment. The air activity and the number of aircraft observed by [redacted] at Bessau airfield confirm that the ground attack regiment from Brandenburg-Arado airfield was transferred to Bessau and that the regiment participated in maneuvers held by the Eighth Gds Army between 9 and 16 October.

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The ground attack aircraft which departed from Bessau toward the east on 4 and 6 October and which returned on 8 October are probably identical with those planes which [redacted] cooperated in the Grossenhain area with the lighter regiments from Grossenhain.

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2. Comment. The AA gun emplacement which is located east of the flight control station is known. From previous observations made at other airfields [redacted] it is believed that each airfield is protected by about three AA batteries with 37-mm AA guns. Therefore, it is assumed that not all the AA gun emplacements at Bessau airfield were observed.

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3. Comment. The construction of three hangars on the northern edge of Bessau airfield was previously reported. [redacted]

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[redacted] previously reported that only one hangar was under construction. [redacted]

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