

COUNTRY	East Germany	REPORT	
TOPIC	Cottbus Airfield		
EVALUATION	25X1	PLACE OBTAINED	25X1
DATE OF CONTENT		DATE PREPARED	29 May 1953
DATE OBTAINED			
REFERENCES	25X1		
PAGES	4	ENCLOSURES (NO. & TYPE)	
REMARKS	25X1		

- 25X1 [] 1. In April 1953, several shipments with aircraft crates arrived in Cottbus via Frankfurt/Oder. One shipment with 40 crates which arrived at Cottbus airfield on 4 April was escorted by a Soviet officer who [] 25X1
- 25X1 had supervised the loading activity in Brest Litovsk. At Cottbus railroad station, the crates arrived on four-axle cars and were transloaded on two-axle flatcars by VP under the supervision of the abovementioned Soviet officer. [] 25X1
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- 25X1 During the transloading activity, two VP men were ordered to climb into one crate in which the heavy weight was incorrectly distributed. On this occasion, [] 25X1
- 25X1 apparently a MiG-15 or similar plane was packed inside. The fuselage was fastened in about the middle of the crate and the wings, covered with thin tarpaulins, were on both sides of the fuselage. Boxes of various sizes were stored on the bottom of the crate, under the fuselage. Crates observed arriving at the field included 20 on 7 April, 7 on 15 April, 20 on 17 April, and 30 on 21 April. [] 25X1
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- 25X1 2. On 21 April, 18 Yak-11s, 7 MiG-15s and 1 Li-2 were observed at the field. Some of the Yak-11s were used for flying.
- [] 3. During the night of 4 April, 15 to 20 aircraft crates were observed at Cottbus freight station. 2

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4. The following air activity and aircraft were observed at the field between 9 and 29 April:

9 April. Eight Yak-11s [redacted] flew over the field and the town. An additional 14 Yak-11s, 2 jet planes and 2 twin-engine aircraft were parked on the landing field.

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10 April. There was no air activity at 4:30 p.m.

11 April. Between 3:30 and 4 p.m., 2 Yak-11s practiced formation flying. The planes landed on the grass south of the runway.

13 April. There was air activity between 10 and 10:30 a.m. The take-offs and landings were made on the runway. Aircraft observed at the field included 12 jet planes, 18 Yak-11s, 1 twin-engine plane, and 2 Po-2s. Some groups of soldiers were apparently given instruction on the jet planes.

14, 15, and 16 April. Individual Yak-11s were aloft.

17 April. Aircraft [redacted] took off on the runway, however, landed on the grass south of the runway.

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20 April. Between 2:30 and 3 p.m. aircraft flew individually and in elements of two for 20 to 25 minutes. The one-man crews were changed after each landing.

21 and 22 April. Between 3 and 3:30 p.m., there was the same air activity as on 20 April.

23 April. Between 3:30 and 4 p.m., flying was practiced at an altitude of about 2,500 meters. Twelve Yak-11s and 36 jet planes were parked in front of the hangars.

25 April. Flying was practiced between 4:30 and 5 p.m.

26 April to 28 April. No air activity was observed. Apparently an increased number of jet planes were parked at the field.

29 April. Between 5 and 5:30 p.m. individual planes practiced flying for 25 to 30 minutes. Take-offs and landings were made on the runway. ²

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5. [redacted] wooden aircraft crates without inscriptions arrived at the field. The crates took up the floor space of the gondola cars in which they arrived and had the height of a boxcar. They were transloaded by VP at Cottbus freight station before being shipped to the field. [redacted]

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[redacted] In the second half of April, an estimated total of 100 crates in three rows were stored in the north-eastern corner of the field near the highway to Burg. ¹

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6. On 9 April, three Soviet officers were surveying the area north of the road to Dahlitz. Jeep [redacted] with driver wearing red-bordered black epaulets was seen nearby. At 7:50 a.m. on 17 April, 3 officers and 30 VPL personnel with luggage marched from the railroad station to the field.
7. On 10 April, a female employee in the Soviet hospital stated that a plane had crashed over Cottbus airfield and that a VP officer had died on the way to the hospital.
8. In mid-April, a number of aircraft crates arrived in Cottbus. After being unloaded at the airfield, the aircraft were assembled immediately under the supervision of a major in VPL uniform. [redacted] swept-back jet aircraft with two seats among the assembled planes.
9. The following air activity was observed at the field between 13 and 17 April:

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13 April. There was intensive air activity by Yak-11s which flew at altitudes of more than 500 meters.

14 April. Yak-11s practiced flying in elements of two. There was a closed cloud base at an altitude of about 1,800 meters.

15 April. Yak-11s were aloft. There was a closed cloud base and rain showers in the afternoon.

16 April. There was intensive air activity.

17 April. At 5:45 a.m., a parachutist jumped from a transport plane over the field. Subsequently, 2 parachutists each jumped from 20 approaching planes. Throughout the day, there was intensive air activity by Yak-11s, which also made aerobatics at altitudes of more than 2,000 meters. About 50 assembled MiG-15 and type-29 planes were parked at the field. ²

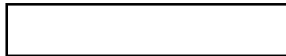
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10. At 7 a.m. on 17 April, parachuting was practiced at the field, two parachutists each jumping from one transport plane. ²
11. On 14 and 21 April, aircraft crates arrived at the field from Frankfurt/Oder. The shipments were escorted by Soviet soldiers with Mongolian features who were not allowed to leave the train. Apparently the trains had been on their way for a long time. The crates were transloaded on the Spreewald-Bahn by VP personnel under the supervision of Soviet officers for shipment to the airfield. ¹
12. About 15 and 20 April, two trains with a sizeable number of aircraft crates arrived in Cottbus. The crates had flat ridge roofs or round roofs like boxcars. The side walls of the crates were re-inforced by boards arranged crosswise and the planks under the bottom were shaped like runners. The crates which arrived about 20 April had at the upper half of their front side a projecting part, about 1.5 meters long, which tapered to below. The crates were transloaded on the Spreewald-Bahn and were escorted by Soviet and German air force personnel on route to the field. Previously the crates had been shipped to the field on trucks. ¹

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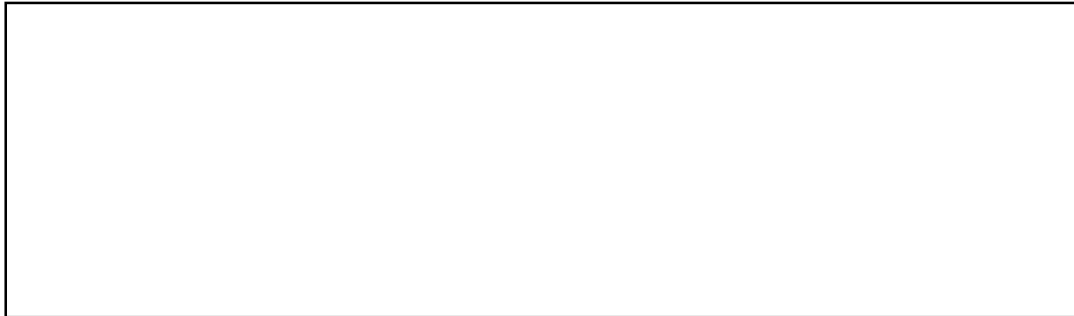
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 Comment. Cottbus airfield is occupied by the headquarters of the VPL division and the 1st Regt of this division. At present, VPL pilots are being trained on Yak-11s. It is believed that retraining on MiG-15 and type-29 planes will start soon. The parachute jumps observed probably were practice jumps by VPL pilots.

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