

COUNTRY <u>East Germany</u>		SECURITY INFORMATION	
TOPIC <u>Koethen Airfield</u>		REPORT NO. 	
EVALUATION <u>see below</u>	PLACE OBTAINED 	25X1	
DATE OF CONTENT <u>13 March to 25 April 1953</u>			
DATE OBTAINED 	DATE PREPARED <u>22 May 1953</u>		
REFERENCES <u>25X1</u>			
PAGES <u>4</u> ENCLOSURES (NO. & TYPE) _____			
REMARKS _____			

SOURCE

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1. The following aircraft and air activity were observed at Koethen airfield between 13 March and 14 April 1953:

13 March. At noon, 22 MiG-15s were parked in front of the hangars in the northeastern section of the field and 24 MiG-15s in one line south of the building area. There was no air activity although the weather was favorable.

14 March. Between 6 a.m. and midnight, flying was continuously practiced. The weather was good. Between 12:30 p.m. and 1:30 p.m., source observed 11 MiG-15s at the take-off point in the western section of the field and 7 MiG-15s in front of the hangars in the northeastern section.

17 March. Aircraft observed included 16 MiG-15s in front of the hangars in the northeastern section and 9 MiG-15s south of the building area. Flying was continuously practiced between 6 a.m. and 8 p.m.

20 to 25 March. There was intensive air activity of which no details could be observed.

26 March. At noon, 14 MiG-15s were parked in front of the hangars in the northeastern section of the field.

27 March. There was no air activity throughout the day although the weather was good. No aircraft were observed outside the hangars.

30 March. Three MiG-15s were parked in front of a hangar in the northeastern section of the field. At 3 p.m., 2 MiG-15s took off. No other air activity was observed.

2 April. There was intensive air activity at noon, while the weather was favorable. Seven MiG-15s, 2 radio trucks and the usual trailer were observed at the eastern end of the runway. No aircraft were parked in front of the hangars. Three soldiers were setting up small white flags along the runway.

3 April. At noon, there was intensive air activity in favorable weather. Eleven MiG-15s were parked at the east end of the runway.

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6 April. Air activity was intensive.

7 April. After 7 a.m., take-offs and landings were continuously made while the weather was favorable. It was once observed that a formation of 6 MiG-15s flew at an altitude of about 3,000 meters. Air activity continued until about midnight.

8 April. Only few take-offs were made in good weather. Aircraft observed in front of the hangars in the northeastern section of the field included 12 MiG-15s, 1 single-engine plane and 2 twin-engine planes, one of which took off at 12:15 p.m. An additional 11 MiG-15s were observed at the take-off point in the western section of the field.

13 April. No air activity was observed between 4:30 p.m. and 5:30 p.m. There was strong wind. Three MiG-15s were towed into a hangar in the northeastern section of the field.

14 April. At about 11 a.m., source observed 18 MiG-15s parked in one row in front of the hangars in the northeastern section. No air activity was observed. ¹

2. On 14 March, the SCR-602-type radar set was observed at its previous location. A semi-underground wooden shed was under construction near the radar set. Source observed that the Dumbo-type radar set was in operation during air activity on 17 March. In mid-April, source observed a new PKV-45 D/F station north of the western end of the northern taxiway. ²

3. On 14 March, construction work was under way near the underground tank installation at the Koethen-Baasdorf road. A heavy caterpillar tractor towed a fuel container, about 6 meters long and 1.5 to 2 meters in diameter, which had been dug out. In mid-April, source observed that four such containers were propped up and that the wholes in which they had been installed were leveled. Tank trucks [redacted] were repeatedly filled from these containers. ³

4. Between 8 and 13 April, several driving school vehicles daily practiced in the outskirts of the town. Most of the drivers wore blue epaulets and some of them red-bordered black epaulets. At the intersections the vehicles were directed by officers with small flags. [redacted]

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5. In mid-April, soldiers were engaged in covering with sod the shrapnel-proof aircraft revetments in front of the ammunition dump in the southeastern corner of the field. Source had the impression that the maintenance of the revetments was especially cared for. ⁴

6. According to rumors in Koethen, the troops stationed at the airfield were to leave. This, however, was contradictory to maintenance work observed at the field.

[redacted] 7. Source observed the following aircraft and air activity at the field between 29 March and 13 April 1953:

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29 March. Between 9 a.m. and 11 a.m., 19 jet fighters and 1 single-engine plane with radial engines were parked in front of the hangars. After 10 a.m., in gusty weather, planes took off individually, assembled in elements of two and practiced flying in combat formation.

1 April. Between 9 a.m. and 5 p.m., 31 jet fighters were parked in the area of the hangars. The hangars were open and vacant. Aircraft continuously took off individually and practiced flying in elements of two while the weather was favorable. All MiG-15s had auxiliary fuel tanks. [redacted]

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3 April. Between 10 a.m. and 4 p.m., MiG-15s with auxiliary fuel tanks practiced flying in elements of two, taking off in a northeasterly direction. There was a closed ceiling at an altitude of about 2,500 meters. Individual flights were made by jet fighters during the night.

4 April. Little air activity was conducted by MiG-15s although the weather was clear. Aircraft observed included 19 jet fighters and 2 single-engine planes with radial engines in the area of the closed hangars and 5 jet fighters in the shrapnel-proof aircraft revetments.

6 April. In the afternoon, MiG-15s with auxiliary fuel tanks flying in elements of two and formations of four practiced flying in combat formation. There was a closed cloud base at an altitude of about 2,000 meters and good visibility.

13 April. At 8:30 a.m., 22 jet fighters were parked in the area of the hangars and 11 jet fighters at the take-off point. At 9:15 a.m. 4 jet fighters including No 428 took off and practiced flying in formation. MiG-15s practiced firing at a sleeve target towed by another MiG-15. There was good visibility and a scattered cloud base. The last landing was made at 1:16 p.m.; Then air activity was discontinued because the weather grew worse. ¹

8. On 1 April, source observed for the first time that an AA gun emplacement at the road to Edderitz was occupied by 5 x 37-mm guns. [redacted]

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[redacted] A radio installation with four masts was observed about 1 km north of the runway, about 700 meters west of Koethen-Edderitz road. ⁵

9. Between 11 a.m. and 3:20 p.m. on 3 April, MiG-15s with auxiliary fuel tanks practiced flying in elements of two at an altitude of about 3,000 meters. There was favorable weather. [redacted]

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At 1:30 p.m., source observed 17 MiG-15s, [redacted] in front of the hangars in the northeastern section of the field, 8 MiG-15s in front of the hangar in the southwestern section of the building area, and 3 MiG-15s in the shrapnel-proof aircraft revetments next to the latter hangar. No aircraft were observed on the site of the alert planes. During air activity the SCR-602-type radar set was in operation. Source timed with a stop watch that the set rotated 360 degrees within 30 seconds. When air activity was discontinued, the set stopped operating. The Dumbo-type radar set was not in operation. During air activity only a sentry was posted at the gap of the fence along the Koethen-Baasdorf road and one sentry each was at the old and new heating plant. A signboard with the Russian inscription "No smoking" was observed at the building behind the new heating plant. No change was observed in the AA gun emplacements. [redacted]

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10. Between 3 p.m. and 5:30 p.m. on 25 April, there was no air activity at the field while the weather was hazy. No aircraft were observed in front of the hangars in the northeastern section of the field. Two MiG-15s were parked in front of the hangar in the southwestern section of the building area. No aircraft were parked on the sites where the alert flight had been previously observed. At least 3 new shrapnel-proof aircraft revetments had been built just south of the fuel dump in the eastern section of the field. Each of them was occupied by a gray-blue plane of an unidentified type, which was not fitted with the rudder assembly typical for the MiG-15 type plane. The shrapnel-proof aircraft revetments in the southeastern section of the field were covered with sod. The inner walls were lined with gray-brown slabs, each about 40 cm square. No aircraft were observed in the other revetments of the field. A PKV-45 D/F station was observed north or northwest of the western end of the runway. The two radar sets were not in operation. No changes were observed

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at the lighting facilities at the field. The AA gun emplacement in the southeastern section of the field was occupied by at least 4 x 37-mm guns. Motor vehicles observed entering and leaving the field [redacted]

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1. [redacted] Comment. According to available information, two fighter regiments are stationed at Koethen airfield. The reported number of 46 MiG-15s is believed to be correct. Most of the aircraft are usually parked in the three large hangars at the field. A total of 40 MiG-15s were counted at the field during a review on 18 December 1952. [redacted]. Intensive air activity was also observed at other airfields during the reported period.

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2. [redacted] Comment. The radar station is known. The new PKV-45 D/F station was confirmed by other sources. Two PKV-45 D/F stations were also observed at other airfields, one located in the flying lane, the other one inside the area of the field.

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3. [redacted] Comment. The location and capacity of this fuel dump are known. The foundations of the containers are probably replaced.

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4. [redacted] Comment. The shrapnel-proof aircraft revetments are now being provided by a camouflage cover of sod, after having been reinforced with concrete slabs.

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5. [redacted] Comment. Koethen airfield is protected by a light AAA battery of 6 x 37-mm guns, located on the southern edge of the landing field.

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