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SECURITY INFORMATION

COUNTRY East GermanyREPORT NO. TOPIC Grossenhain AirfieldEVALUATION see belowPLACE OBTAINED

25X1A

DATE OF CONTENT 30 April to 20 May 1953DATE OBTAINED DATE PREPARED 10 June 1953REFERENCES 25X1APAGES 3

ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

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25X1X

1. On 30 April 1953, four MiG-15s were parked in front of the easternmost hangar at Grossenhain airfield. West of a tower in the northeastern corner of the field and between the firing range and the eastern fuel dump, an SCR-602 type radar set was observed. ¹

2. The following air activity and aircraft were observed at the field between 4 and 15 May:

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4 May. There was no air activity. Between 4 p.m. and 5 p.m., the alert flight of 4 MiG-15s with auxiliary fuel tanks was parked in front of the easternmost hangar and 2 MiG-15s were parked in front of the fourth hangar from the west.

5 May. No flying was observed between 7:30 a.m. and 4 p.m. There was a cloud base at an altitude of 500 meters, visibility of 2.5 km and drizzle.

6 May. About 10 a.m., 2 Li-2s, coming from the north, landed. The two planes took off again at 4:25 p.m. heading in the same direction. Twelve MiG-15s and 1 single-engine low-wing monoplane were seen in front of the hangars. It rained and visibility was about 3 km.

7 May. At 5:20 p.m., 3 single-engine low-wing monoplanes took off individually, assembled to a formation, and again landed at 5:54 p.m. There was drizzle.

8 May. Between 8 a.m. and noon, individual MiG-15s with auxiliary fuel tanks made local flights. There were scattered clouds. Between 8 p.m. and 11 p.m., 12 MiG-15s individually practiced night flying. Three searchlights, located at the northern edge of the field, were in operation during that time.

9 May. A Li-2 landed at about 9:15 a.m. and again took off at 3:30 p.m. heading north. There was a cloud base at an altitude of 600 meters, drizzle and a visibility of 4 km.

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25X1A

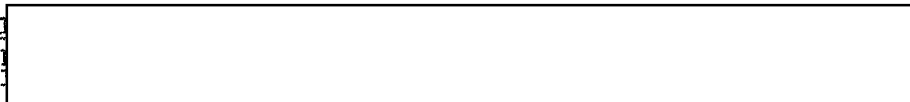
-2-



10 May. No air activity was observed. The weather was dull with intermittent rain showers.

11 May. Between 8 a.m. and 8:25 a.m., 1 MiG-15 circled over the field. The weather was the same as on the preceding day. About 3 p.m., the four alert planes were parked in front of the easternmost hangar and 2 MiG-15s in front of the fourth hangar from the west.

12 and 13 May. No air activity was observed. The weather was dull, visibility poor and it rained occasionally. After the weather had improved, elements of two MiG-15s practiced flying between 9 p.m. and 11 p.m. on 13 May.



25X1

15 May. There was no air activity throughout the day. There was a ceiling at an altitude of 800 meters and visibility of 2 km. At about 9 p.m., two MiG-15s took off. ²

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4. The following observations were made at the field between 5 and 20 May:

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5 May. There was no air activity. The sky was 10/10 overcast and visibility poor.

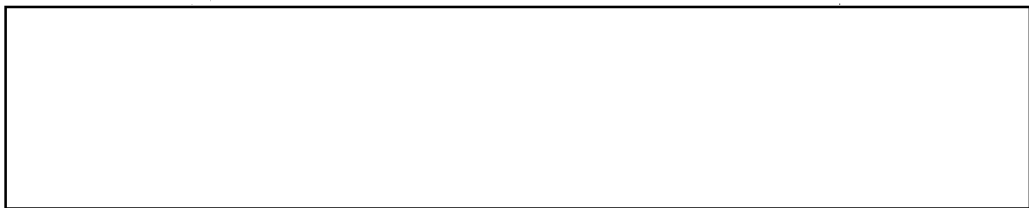
6 May. Visibility was poor and there was no flying.

7 May. No air activity was observed throughout the day. It rained. Between 8 p.m. and 11 p.m., searchlights were in operation.

9 May. No flying was conducted. There were rain and snow showers. Between 8 p.m. and 11 p.m., the searchlights were in operation.

10 May. There was no flying. Visibility was poor and it rained.

25X1



14 May. MiG-15s practiced local flying.

20 May. Several MiG-15s practiced local, high-altitude, and night flying.



25X1B

SECRET

SECRET

25X1A

-3-

25X1X

5. On 6 May, three MiG-15s were parked at the field just north of the western shrapnel-proof aircraft revetments. The shrapnel-proof aircraft revetments on the northern and eastern edges of the field were vacant. A total of 24 revetments were counted from the northeastern corner of the field to the south. It appeared to source that the inner sides of the three walls of the revetments were paved like roads, while the ground was concreted. The field was surrounded by a high board fence to the south and a barbed-wire fence to the east. A four-mast radio installation was located in the extension of the flying lane, south of the railroad line. ³

25X1A

1. Comment. A Dumbo-type radar set in addition to an SCR-602-type radar set had previously been observed at the northern edge of Grossenhain airfield.

25X1A

2. Comment. According to previous information, a fighter division headquarters and two fighter regiments are stationed at the field. After October 1952, a total of 39 aircraft numbers have been reported from Grossenhain airfield.

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Most of the planes available at the field are parked in the numerous hangars.

25X1A

3. Comment. The inner sides of the shrapnel-proof aircraft revetments are re-inforced with concrete slabs.

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