

25X1A 360

COUNTRY East Germany REPORT NO. [redacted]

TOPIC Wittstock Airfield

EVALUATION see below PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT 16 June to 11 August 1953

25X1 DATE OBTAINED [redacted] DATE PREPARED 10 September 1953

REFERENCES [redacted]

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

[redacted] 25X1X

- 1. The following air activity and aircraft were observed at Wittstock airfield between 16 June and 7 August 1953:
 - 25X1A 16 June. Between 10:30 a.m. and 3 p.m. MiG-15s made a few local flights. The weather was fair. In the evening MiG-15s practiced firing at towed air sleeves. Each of the MiG-15s attacked the air sleeve three times firing 3 to 4 bursts at each attack. 25X1
 - 25X1C 17 June. Between 10 a.m. and noon, 10 MiG-15s made local flights. At noon, the aircraft were parked at the field in a dispersed form [redacted]. Two ladders were seen at each aircraft. The alert flight was increased to 12 MiG-15s.
 - 18 June. There was no air activity.
 - 19 June. No air activity was observed. [redacted]
 - 17 to 25 June. The observation tower northwest of the field was occupied and the guarding of the field was stricter. 25X1
 - 28 June. No air activity was observed.
 - 29 June. Between 8 a.m. and 1 p.m., MiG-15s made individual 15-minute flights. The weather was fair. Between 5:30 p.m. and 10 p.m., there was intensive individual flying by MiG-15s and which repeatedly changed their crews between landings and take-offs.
 - 30 June. Between 7:30 a.m. and 1:30 p.m. individual local flying by MiG-15s was observed. The weather was fair. Between 8 p.m. and 10 p.m., there was firing with tracer ammunition at an illuminated air sleeve.
 - 1 July. Between 7:30 a.m. and 11:30 a.m., MiG-15s made local flights. There were no clouds. Between 9 p.m. and midnight firing at an air sleeve was practiced as on the preceding day.
 - 2 July. There was intensive local flying in the morning and firing at air sleeves at night.
 - 3 July. There was firing at an air sleeve which was in the beam of a searchlight.
 - 9 July. Between 8 a.m. and 2 p.m., MiG-15s made local flights; 20 such flights were observed. 25X1
 - [redacted]
 - 14 July. In the morning, there was air activity by about 15 MiG-15s. Weather was 5/10 overcast. Between 7 p.m. and 10:30 p.m. firing at air sleeves was practiced.
 - 15 July. There was air activity as on the preceding day.

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16 July. In the morning, 12 MiG-15s were parked in aircraft revetments. After 10 a.m. there was intensive flying involving aircraft which had been parked in the aircraft revetments.

17 July. Throughout the day MiG-15s took off in groups of two. The weather was fair.

18 July. In the morning, MiG-15s flew wide circles over the field.

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20 July. In the morning, MiG-15s flew wide circles over the field. The weather was fair.

21 July. Between 10 a.m. and noon, MiG-15s made local flights.

22 July. Throughout the day, aircraft took off in elements of twos and flew wide circles over the field.

29 July. Prior to 3:30 p.m., MiG-15s individually made local flights and subsequently practiced formation flying.

1 August. There was individual flying. The aircraft practiced out of sight. The weather was partly cloudy.

2 August. At 2 p.m. one Li-2 landed and twenty-six men got out of the aircraft.

3 August. There was no flying.

4 August. In the morning, individual MiG-15s made flights of about 30 minutes duration. At 7 p.m. the Li-2 took off and subsequently 17 men, each of whom equipped with two parachutes, jumped from it southwest of the field. The parachutists returned to the field by truck.

5 August. At 7 p.m., the Li-2 which had landed on the preceding day, took off headed in a northeasterly direction and landed again at about 8 p.m.

6 August. In the morning, there was individual flying by MiG-15s. Local flights were also made after 8:30 p.m.

7 August. At night MiG-15s made local flights.

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2. The following air activity and aircraft were observed at the field between 21 June and 4 August 1953:

21 and 22 June. There was no air activity throughout the day. At night, individual jets were observed over the town. Tanks and sentries were posted around the field.

23 June. Between 5 p.m. and 7:30 p.m., individual flying by MiG-15s was observed.

28 June. There was no flying. Special security measures were observed for the last time.

29 June. There was individual flying in the morning. Weather was 3/10 overcast. After 4:45 p.m., formations of 6 MiG-15s each practiced flying. The MiGs took off in rapid succession and remained aloft for about 15 minutes.

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time that 24 MiG-15s were seen aloft, 6 MiG-15s or U-MiG-15s were also parked in front of the hangars.

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3 July. No flying was observed. Six MiG-15s were parked in front of a hanger.

4 July. In the afternoon, one MiG-15 flew wide circles over the field. There was a 5/10 overcast.

5 and 6 July. There was no flying.

9 July. After 10 p.m., individual jets were seen over the town.

12 and 13 July. No air activity was observed. Weather was rainy.

14 July. In the morning the noise of flying aircraft was heard. Weather was 10/10 overcast. In the afternoon, individual jets, without auxiliary fuel tanks, practiced flying at large intervals. The weather had improved.

15 July. There was some individual flying by MiG-15s in the morning. The weather was partly cloudy.

16 July. There was no flying and it was raining. Between 8 p.m. and 8:30 p.m. no aircraft were parked outside the hangars.

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17 July. No noise of flying aircraft was heard. About 7:30 p.m., 11 conventional aircraft flying in two formations were seen east of Wittstock heading in a southerly direction. Subsequently, three detonations, probably bombs, were heard at short intervals from the southeast.

18 July. Between 9 a.m. and 1 p.m., MiG-15s made individual flights of about 15 minutes duration. There were no clouds. Eight jet fighters and 1 Li-2 were parked at the field.

19 and 20 July. No air activity was observed.

21 July. There was light air activity in the morning. In the afternoon the following MiG-15s were parked at the field: 10 at the eastern end of the runway; 9 near the aircraft revetments north and south of the western end of the runway, and about 11 near the aircraft revetments southeast of the west end of the runway. One Li-2 was seen in front of a hangar. About 4:45 p.m., the MiG-15s previously seen in the aircraft revetments near the west end of the runway had been removed.

22 July. Between 9 a.m. and 2:30 p.m., individual flying by MiG-15s was observed. In the afternoon 15 to 20 jet fighters were parked near the aircraft revetments at the west end of the runway and 1 Li-2 in front of a hangar.

23 July. Between 7:30 a.m. and 11 a.m., individual MiG-15s with auxiliary fuel tanks practiced flying at irregular intervals. There was variable weather. At noon, 13 jet fighters and the Li-2 were parked in the area of the hangars.

28 July. Between 9:30 a.m. and 2 p.m., individual MiG-15s, with auxiliary fuel tanks, flew wide circles over the field. In the afternoon, 6 and 4 jet fighters were parked in front of the hangars and east of them respectively. Possibly more aircraft were parked in the woods to the east. At 6:25 p.m., a formation of 12 MiG-15s, with auxiliary fuel tanks, was seen over the town. The MiGs landed at the field at 6:38 p.m.

29 July. Between 8:30 a.m. and 12:30 p.m., there was individual flying by MiG-15s. There was a 5/10 overcast and good visibility. At 2 p.m., 26 MiG-15s were counted at the field, 4 of which were parked at the eastern end of the runway and the remainder in front of the hangars.

2 and 3 August. No flying was observed. It rained intermittently. In the evening of 3 August, the noise of individually flying jet aircraft was heard. 25X1

4 August. There was no flying. Eight MiG-15s were parked at the field.

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4. The following air activity and aircraft were observed at the field between 20 July and 11 August 1953:
- 20 July. Between 7 a.m. and 8:30 a.m., 16 MiG-15s, including 4 at the eastern end of the runway, and 1 biplane were observed at the field. After 7:30 a.m., individual MiG-15s and the biplane made local flights, while other MiG-15s took off in elements of twos.
- 24 July. In the afternoon, 20 MiG-15s and 3 biplanes were counted at the field. There was intensive flying by elements of two MiG-15s.
- 26 July. Between 4:30 p.m. and 5 p.m., 1 biplane and 2 MiG-15s landed.
- 27 July. At 1:40 p.m., 4 MiG-15s took off, assembled in formation and left toward the east. Fifteen MiG-15s and 1 single-engine monoplane with radial engine were seen at the field.
- 28 July. There was intensive flying by MiG-15s and the single-engine low-wing monoplane between 11:45 a.m. and 12:15 p.m. The weather was hazy.

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11 July. There was no air activity except for the take-off of a MiG-15 at 7 a.m. The weather was variable.

3 August. Between 4 p.m. and 5 p.m., MiG-15s flying in elements of twos and in flight formation left the field toward Schweinrich. Weather was hazy. Twelve MiG-15s and 1 single-engine monoplane with radial engine were observed at the field.

5 August. An additional twin-engine transport was observed at the field. Between 3:30 p.m. and 4 p.m., MiG-15s with extended landing gears flew wide circles over the field. There were intermittent rain showers and the visibility was poor.

7 August. Between 12:35 p.m. and 1:12 p.m., 12 MiG-15s, with auxiliary fuel tanks, took off at intervals of about 5 minutes and individually headed east. The MiGs landed again between 2:10 p.m. and 3 p.m. At 4:50 p.m., 24 MiG-15s were parked in three rows of 8 MiG-15s each in front of the hangars.

11 August. Nineteen MiG-15s and 2 twin-engine transports were observed at the field. The latter two aircraft took off at 4:30 p.m. headed to the south. MiG-15s flew wide circles over the field.

5. Between 20 and 27 July, the following motor vehicles were seen entering and leaving the fields: Trucks [redacted] 25X1C

[redacted] and sedans [redacted] Between 28 July and 11 August, [redacted] Trucks [redacted] 25X1C

[redacted] the driver of which wore red-bordered black epaulets, [redacted] and sedan [redacted] 25X1C

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6. At 10:15 a.m. on 5 August, two MiG-15s were observed aloft over the field. The alert flight of 4 MiG-15s was parked near the runway and 22 MiG-15s on which maintenance work was being performed were seen in front of the hangars. Two 37-mm AA guns were emplaced at the western edge of the field. At 2:20 p.m. and 5:30 p.m., 11 MiG-15s each were parked at the field. Sedan [redacted] 25X1C and van-like truck [redacted] were identified at the field. 25X1C

25X1A [redacted] Comment. This report indicates that there was no change in the occupation of Wittstock airfield. A fighter regiment equipped with about 30 MiG-15s and the headquarters of the Northern Fighter Corps are believed to be stationed there. Aircraft [redacted] 25X1C

25X1C [redacted] were observed for the first time in East Germany. The following [redacted] were observed previously at the airfields mentioned: [redacted] in Koethen, 25X1C

25X1C [redacted] in Leerz and Neubrandenburg, [redacted] in Zerbst, [redacted] in Puetnitz, [redacted] in Leerz, [redacted] in Neubrandenburg, [redacted] in Leerz and later in Neubrandenburg, [redacted] in Neu- 25X1C

25X1C brandenburg, [redacted] in Leerz and Neubrandenburg. The firing practiced at illuminated air sleeves appears noteworthy. Similar observations have been reported from other airfields in East Germany indicating a high proficiency in training. 25X1C

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