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SECURITY INFORMATION

COUNTRY	East Germany	REPORT	
TOPIC	Brandenburg-Arado Airfield	50X1-HUM	
EVALUATION		PLACE OBTAINED	50X1-HUM
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	22 October 1953
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS			
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1. The following air activity and aircraft were observed at Brandenburg-Arado airfield between 11 September and 2 October 1953:

11 September. A total of 35 Il-10s were counted on the eastern edge of the field. There was no air activity, and the weather was rainy and stormy.

12 and 13 September. No air activity was conducted. There was the same weather as on 11 September.

14 September. Between 8 a.m. and 5 p.m., a few flights were made by Il-10s.

15 September. Between 8 a.m. and 1 p.m., formation flights were made by elements of twos and up to 8 aircraft. 50X1-HUM

16 September. There was light air activity up to 3 p.m. [redacted] At 2 p.m., maintenance work was being done on aircraft. Subsequently, individual test flights were made. 50X1-HUM

19 September. At 11 a.m., 37 aircraft were observed on the eastern edge of the field. There was no air activity.

21 September. Air activity was started at 6 p.m. It became more intensive after nightfall. Flights were made in elements of twos and, for the first time at night, formations of four aircraft were observed aloft.

22 September. At 7 a.m., 37 canvas-covered aircraft were observed on the eastern edge of the field. At 11 a.m., the aircraft were refueled. Between 4 p.m. and 6 p.m., flights were made by a Po-2. Up to 6 p.m., individual flights were made by ground attack aircraft. Later, this air activity was resumed and continued up to about 3 a.m.

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23 September. During the morning, one Po-2 was observed aloft. At 5 p.m., some engines were run up for testing purposes. From 6:30 p.m. until after midnight, night flights were made by ground attack aircraft. Between 4 p.m. and 5 p.m., Il-10s probably from Brandenburg-Priest airfield continually flew over the field.

2 October. At 5:15 a.m., the loud noise of engines was heard from the field. At 5:45 a.m., 24 Il-10s individually taxied to the eastern and southern edges of the field and were parked there in two rows. The flight and ground personnel lined up between the aircraft, while about 15 officers, including a general, inspected the soldiers and aircraft. The general spoke with individual soldiers. After the inspection, which lasted about 40 minutes, six Il-10s took off individually at 6:30 a.m., at intervals of 6 minutes. The aircraft assembled in a wedge formation. Another six Il-10s took off at 6:40 a.m. The first formation landed at 8 a.m. and the second one at 8:25 a.m. After the landing, the aircraft individually taxied back to the southern edge of the field and were parked there in the previous arrangement. Three or four officers of the inspection team approached the landed aircraft and spoke with their crews. 50X1-HUM

Air activity was continued up to 5 p.m. by aircraft flying in elements of twos and formations of fours for 30 to 60 minutes duration. Additional aircraft identified in the course of the day. About 20 meters from the two rows of aircraft were two aircraft. 50X1-HUM

During the air activity, an ambulance and radio trucks were observed on the southern edge of the field. 50X1-HUM

2. The following air activity was observed at the field between 15 September and 2 October: 50X1-HUM

15 September. At about 12:30 p.m., a total of 34 Il-10s were observed aloft flying in formations of twos and threes which assembled in three squadrons of 8 aircraft each and one squadron of 10. The formation headed northwest maintaining a distance of 500 meters between the individual squadrons. After 60 to 70 minutes, the aircraft landed at the field.

16 September. During the morning, individual flights were made by ground attack aircraft some of which subsequently made low-level attacks. At 3:10 p.m., two Il-10s practiced formation flying.

17 September. A total of 34 Il-10s were counted at the field.

19 September. There was poor visibility. Only 30 Il-10s were observed at the field.

23 September. Between 6 p.m. and 11 p.m., night flights were made by Il-10s, with two to four aircraft continually being aloft. The weather was overcast.

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24 September. Between 8 a.m. and 5 p.m., individual flights were made by Il-10s which, after 3 or 4 local flights, made a low-level attack.

29 September. Once, a total of 26 Il-10s were observed aloft. The aircraft practiced flying in squadrons for about 40 minutes duration.

1 and 2 October. Aircraft flying in squadron formation practiced flying in various directions.

Comment. Brandenburg-Arado airfield is still occupied by a ground attack regiment with Il-10s; during the last months, 37 to 40 Il-10s were counted. A total of 44 aircraft were observed. Temporarily, there was intensive air activity particularly in formations. It was observed for the first time that flying in formation of four aircraft was practiced at night.

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