

CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

TOPIC Merseburg Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

28 December 1953

REFERENCES

PAGES 1

ENCLOSURES (NO. &amp; TYPE)

REMARKS

This is UNEVALUATED  
Information

25X1

The following observations were made at Merseburg airfield between 24 and 30 November 1953:

23 to 25 November. There was no air activity at the field. Visibility was good.

26 November. Between 8:30 a.m. and 2:40 p.m., MiG-15s or U-MiG-15s practiced individual flying and in formations of four. The aircraft remained aloft for 55 to 60 minutes. There was closed ceiling at an altitude of about 400 meters and a visibility range of 4 km.

27 November. No air activity was observed. There was closed ceiling at an altitude of 500 meters and good visibility.

28 November. Between noon and 1 p.m., individual flights were made by swept-back jet aircraft. There were no clouds and visibility was good.

29 November. No air activity was observed. The sky was overcast at an altitude of 1,000 meters and visibility was good.

30 November. Between 9:30 a.m. and 11:40 a.m., some individual take-offs were made by MiG-15 or U-MiG-15s. A total of 43 MiG-15 or U-MiG-15s were counted at the field.

Comment. Merseburg airfield is occupied by a fighter division headquarters and a fighter regiment. According to previous observations, the fighter regiment is equipped with 30 to 35 MiG-15s. about 60 and 43 MiG-15s at the field on 4 November and on 30 November respectively.

A decrease of the aircraft strength at other airfields or the absence of a unit has not been determined. Therefore, it appears possible that the increase of the number of aircraft in Merseburg on 4 November is connected with the shipment observed on 25 October. It is also possible that the surplus aircraft were distributed to the regiments of the division. This assumption, however, requires confirmatory information from Koethen and Altenburg airfields.

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25 YEAR RE-REVIEW