

CLASSIFICATION SECRET/CONTROL - U.S. OFFICCOUNTRY East Germany REPORTTOPIC Neuruppin Airfield

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EVALUATION  PLACE OBTAINED  029132

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DATE OF CONTENT

DATE OBTAINED  DATE PREPARED 7 July 1954

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REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)REMARKS  This is UNEVALUATED Information

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1. Between 16 May and 2 June 1954, air activity at Neuruppin airfield included high altitude flights by individual and formations of two MiG-15s or U-MiG-15s, firing at air sleeves, and local flights. In addition, Po-2s made local flights at day and night. There was night flying on 17, 26 and 28 May and 2 June, including firing at air sleeves by MiG-15s or U-MiG-15s on 15 May and 2 June. On the latter day a U-MiG-15 fitted with auxiliary fuel tanks and towing an air sleeve was seen aloft. The air sleeve was attacked by individual MiG-15s, each which approached with machine guns. After landing, all aircraft exited the air sleeve, took off again and practiced diving maneuvers in the northwestern corner of the field giving one burst of fire each from their machine guns. After each burst of fire, there was a noticeable rumbling impact. Similar air-to-ground firing practices were made in formations of twos during daytime on 27 May. The formations approached from a south-southeasterly direction at an altitude of about 1,000 meters and dived while still in formation, at the ground targets in the northwestern corner of the field, each firing one burst of fire from their machine guns and pulled out of the dive at an altitude of about 200 meters. Within 45 minutes, 12 MiG-15s had attacked the targets and landed again. Subsequently, the 12 aircraft took off again, but this time, the right hand aircraft of a formation fired with its cannon, while the left hand aircraft fired again with a machine gun. The bursts of fire given by the machine guns consisted of about 10 rounds each, while that of the cannons consisted of about 4 rounds with tracer ammunition. After firing, diving was practiced from altitudes of about 2,000 meters. The aircraft pulled out of dive at altitudes of 300 to 400 meters. The ground target in the northwestern corner of the landing field consisted of a cross, between 5 to 6 meters long and 1 meter wide. About 50 meters from that cross, a rectangle, 3 x 4 meters, was marked.

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2. Between 24 May and 11 June, air activity by MiG-15s or U-MiG-15s included firing practices at a ground target at the edge of the field, flying in formations of twos and high-altitude flights. Repeatedly formations of two MiG-15s disappeared out of sight and returned after about 30 minutes. In addition, there was air activity

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by Po-2s which also were seen aloft at night. During night flying on 8 June, 4 Po-2s took off individually, assembled to a loose line-abreast formation and made a local flight; the distance between the individual aircraft was about 100 meters. About noon on 11 June, 22 MiG-15s or U-MiG-15s in addition to some single-engine monoplanes were counted at the field.



3. The following air activity and aircraft were observed at the field between 30 May and 9 June:

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30 May. No flying was observed. There was a 7/10 to 9/10 overcast. In the afternoon, 25 MiG-15s or U-MiG-15s in addition to 1 Li-2 and some Po-2s and Yak-11s were parked at the field.

31 May. At 2045, some Po-2s took off toward the south-southwest. At 2200, the aircraft had not yet returned.

1 June. At 0550, the alert flight took off after an alarm had been given. At about 0600, the aircraft landed again. During the morning, Po-2s practiced take-offs and landings.

3 June. Between 0745 and about 1500, formations of two MiG-15s or U-MiG-15s made flights of about 30 minutes duration at altitudes of about 3,000 meters.

4 June. After 0450, Po-2s practiced individual spot landings from altitudes of between 600 and 800 meters. After the flying practices by the Po-2s were completed, MiG-15s or U-MiG-15s practiced formation flying in elements of twos at altitudes of about 8,000 meters between 0900 and 1600. Between 0930 and 1030, a Li-2 was also aloft and was seen dropping parachutists over the town of Bechlin.

5 June. During the morning, high-altitude flights were again made by elements of two MiG-15s while, at the same time, individual MiG-15s practiced air-to-ground firing and diving. Po-2s made local flights.

6 and 7 June. There was no air activity.

8 June. MiG-15s or U-MiG-15s took off in elements of twos for flights in formations of fours at altitudes between 9,000 and 10,000 meters while others made local flights. Throughout the day until about 2100, Po-2s practiced take-offs and landings and local flights.

9 June. At 0700, the alert flight took off in elements of twos after an alarm had been given.



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5. In early June, it was determined that the personnel of the alert flight consisted of 4 pilots and 8 ground personnel who were in the guard building near the alert flight. One of the ground personnel was wearing a leather cap fitted with a [REDACTED]

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jacket with zipper fastener and woolen lining, standard uniform trousers and apparently unlined boots. The ground personnel wore coveralls. An alarm was given to the alert flight by telephone which was answered by one of the pilots, while the remaining personnel dashed to their aircraft. After landing, the aircraft were immediately made ready again for take-off. A two-wheel carriage mounting a bottle which was marked by the Russian letters OAYX was observed near the alert aircraft.


6. In early June, about 60 officers were quartered on the first floor of the administrative building with a clock tower. Two to 4 officers occupied one room. According to their clothes, some officers were pilots.

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7. Trucks  were identified at the field.

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 Comment. The concordant observations of air activity by the fighter regiment at Neuruppin give a good picture that advanced and initial training are being conducted there.

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