

CLASSIFICATION **SECRET**COUNTRY East Germany

REPORT

TOPIC Briesen Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED

14 October 1954

25X1

REFERENCES

25X1

PAGES 2

ENCLOSURES (NO. &amp; TYPE)

25X1

REMARKS

25X1

25X1

1. The following air activity and aircraft were observed at Briesen airfield 25X1  
between 15 and 23 September 1954:  
15 September. Two Il-28s [ ] took off about 1200, 25X1  
disappeared from view, and returned about 1300.  
16 September. Between 0700 and 1300, two Il-28s or U-Il-28s alternately made 25X1  
individual flights of about 60 minutes duration.  
17 September. About 0800, an Il-28 [ ] took off. Shortly after  
the take-off, the aircraft was seen towing a sleeve target and was being 25X1  
pursued by a second Il-28. After 20 minutes, an Il-28 with [ ] took off  
and broke out a sleeve target which was attacked by aircraft [ ] About 30  
minutes later, aircraft [ ] returned and dropped the torn sleeve target over 25X1  
the field.  
18 September. At 0700, an Il-28, [ ]  
color, took off and broke out a sleeve target shortly afterward. The sleeve  
target was attacked by another Il-28. There was a 7/10 overcast and visibility 25X1  
of about 10 km. After about 1 hour, the towing aircraft returned and dropped  
the torn sleeve target over the field. After 10 minutes, the two attacking 25X1  
aircraft landed at the field. During the afternoon, when air activity was  
discontinued, 27 Il-28s and U-Il-28s were parked along the southern taxiway.  
19 September. About 1000, two Il-28s [ ] took off at 25X1  
an interval of about 2,000 meters. The ceiling was 9/10 overcast and visibility  
was limited to about 5 km. At an altitude of about 1,000 meters, aircraft [ ]  
broke out a sleeve target. Subsequently [ ] did the same. One aircraft headed  
north and the other one headed south, disappearing from view. Subsequently, a  
third Il-28 or U-Il-28 took off, climbed to a high altitude, and crossed several  
times over the airfield within 60 minutes. About 70 minutes after the take-off  
of the first aircraft, the three aircraft returned to the field, dropped their  
sleeve targets and landed individually. The sound of aircraft weapons being 25X1  
fired were not heard during the air activity.  
20 September. No air activity was observed. Twenty-eight Il-28s or U-Il-28s were  
parked on the dispersal areas.  
21 September. At 0730, Il-28s [ ] took off in rapid 25X1  
succession. Aircraft [ ] broke out a sleeve target which was attacked but not  
fired on by the other two aircraft. After a flight time of 60 minutes, the two  
attacking aircraft landed and the third aircraft dropped its sleeve target. The  
latter aircraft landed about 30 minutes later. 25X1  
22 September. There was air activity but no details could be observed. Upon  
completion of flight training, 29 Il-28s and U-Il-28s were parked on the dispersal  
areas.

CLASSIFICATION **SECRET**

25X1

SECRET

- 2 -

25X1

23 September. About 0700, an Il-28 [ ] took off and made local flights for about 50 minutes. After the aircraft had landed, take-offs were made by Il-28s [ ] and subsequently by several Il-28s [ ]. On some aircraft, [ ]

25X1

25X1

[ ] All the aircraft made individual flights mostly disappearing from view. Toward the evening, 28 Il-28s and U-Il-28s were counted on the dispersal area along the southern taxiway.

25X1

2. During the air activity, Soviet sentries and German civilian guards accompanied by dogs were repeatedly observed patrolling the vicinity of the field. Truck [ ] moved to the airfield.

25X1

25X1

Field Comment. Briesen airfield is still occupied by a bomber regiment equipped with about 30 Il-28s. [ ]

25X1

[ ] were observed for the first time.

25X1

INDEX

SECRET