

CLASSIFICATION SECRETCOUNTRY East Germany REPORT   
TOPIC Neuruppin Airfield 25X1EVALUATION  PLACE OBTAINED  25X1DATE OF CONTENT  25X1DATE OBTAINED  DATE PREPARED 1 December 1954 25X1REFERENCES PAGES 5 ENCLOSURES (NO. & TYPE)  25X1REMARKS This is UNEVALUATED Information

1. Between 27 September and 24 October 1954, the following air activity and aircraft were observed at Neuruppin airfield:

27 September to 9 October. Almost daily at about 0600, 4 MiG-15s or U-MiG-15s were seen being parked at the eastern end of the runway and 18 to 20 canvas-covered MiG-15s or U-MiG-15s at the dispersal area southeast of the landing field. No Yak-11s or Po-2s were seen. There was very little air activity except for a few individual flights and some local flying by formations of three. There was no flying on 9 October.

11 to 14 October. Aircraft were parked at the field as during the preceding period of observation.

15 October. Between 0730 and 1000, it was observed from the town of Neuruppin that 2 MiG-15s or U-MiG-15s were aloft over the field. One of the MiGs was towing a sleeve target which was attacked and fired at by another MiG at an altitude of 1,200 to 1,400 meters.

18 to 24 October. Every day during this period at about 0540 (on 24 October at about 0830), the following numbers of aircraft were parked at the field: 2 MiG-15s or U-MiG-15s at the eastern end of the runway, about 18 (on 19 October about 22), canvas-covered MiG-15s or U-MiG-15s at the dispersal area southeast of the landing field and 1 Li-2 in front of the southeastern hangar. On 19 October, No 2411 was seen on one of the MiGs at the dispersal area.

Between 11 and 24 October, 3 three-axle tank trucks, 1 truck mounting a searchlight, 1 or 2 trucks with van-like superstructures presumably radio trucks, 1 or 2 large jeeps, and 2 trucks were parked between the alert shack and the eastern edge of the field. 1

2. The following air activity and aircraft were observed at the field between 7 and 19 October:

7 October. At 1600, a Yak-24 took off and disappeared toward the southeast. No other air activity was observed.

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8 October. At 1700, a Yak-14 took off and headed toward the southeast.

9 October. Beginning at 0930, a Po-2 made local flights.

10 and 11 October. No air activity was observed.

12 October. At about 0900, a Po-2 made local flights, Between 1100 and 1130, 2 MiG-15s or U-MiG-15s made local flights. At 1600, one Yak-14 approached from the east and landed.

13 October. At about 1030, 2 MiG-15s or U-MiG-15s circled widely over the field. They landed between 1112 and 1115.

14 October. Between 0915 and 1700, MiG-15s or U-MiG-15s took off in elements of two, flew a wide circle over the field and subsequently assembled to formations of four and climbed to high altitudes through a layer of scattered clouds. After a flight of 20-25 minutes duration the formations dispersed and the aircraft approached individually for landing from a very high altitude.

15 October. Between 1000 and 1600, elements of two MiG-15s or U-MiG-15s made flights of 20 to 25 minutes duration at altitudes of between 6,000 and 7,000 meters. At about 0940, 24 MiG-15s or U-MiG-15s, 4 Yak-11s, 4 Po-2s, 2 Yak-14s, and 1 Li-2 were counted at the field. Besides the alert flight of 5 MiG-15s or U-MiG-15s, an additional flight of 4 MiG-15s or U-MiG-15s was seen at the dispersal area in the southeast of the field. Motor vehicles parked at the field included 6 tank trucks near the alert shack and 1 fire truck in front of the southeastern hangar. 1

16 October. Between 0800 and 1000, one Li-2 was seen aloft over Bechlin. The aircraft made an intermediate landing at Bechlin airfield. From the athletic field south of Bechlin it was observed that the Li-2 flew in the direction towards Treskow and west of Krenzlin and back at an altitude of 600 to 800 meters. Three cylindrical containers with a red flag each fitted on parachutes were dropped from the aircraft and subsequently five parachutists jumped. Because of wind, the eight parachutes drifted considerably apart. The containers dropped faster than the parachutists. When the parachutists touched ground they unfastened their parachutes and ran for the containers which lay 300 to 400 meters apart and waved the red flags. The containers were about 50 cm in height and were not opened. About 1 km from the point where the footpath leaving Bechlin branches off, 1 tank truck, 2 jeeps, 2 open trucks, 1 van-like truck were seen. A group of soldiers standing near the van-like truck watched the parachutists with field glasses. Upon the waving with the red flags a yellow flag was waved by a man at the van-like truck. Thereupon, the parachutists gathered the containers and parachutes and proceeded to the van-like truck. Subsequently 3 containers were again dropped and 5 parachutists jumped from the Li-2. These practices were repeated twice. Subsequently the Li-2 made an intermediate landing at the Bechlin airfield. Truck [redacted] occupied by personnel wearing blue-gray cloth flying suits with fur collars and air force caps proceeded toward Bechlin. Parachutes, but no weapons were seen on the truck.

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17 October. There was no air activity. Eight to 10 patrols armed with submachine guns were seen in town instead of the previous 3 to 4 patrols.

18 October. There was no air activity by MiG-15s or U-MiG-15s. Between 0730 and 1030, parachuting from a Li-2 flying at an altitude between 600 and 800 meters was practiced as on 16 October. Four to 5 men were seen jumping from the Li-2, which again made an intermediate landing at Bechlin airfield. Later, motor vehicles [redacted] were seen proceeding toward the Bechlin airfield, and 3 trucks, 1 tank truck and 2 jeeps were seen returning from there.

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19 October. At 0800, parachuting was practiced as on 16 October. One Li-2 was seen taking off. Five parachutists jumped and three containers were dropped. At 0945, the practices were discontinued because of unfavorable weather. <sup>2</sup>

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3. On 11 and 20 October, there were no changes in the following radio installations: The Adcock D/F station south of kilometer marker 53.0, the landing beacon II and the VHF position markers (dipole board). The radio truck with one rod antenna which previously had been seen east of Gildenhall, was seen about 20 meters northwest of the mast of landing beacon II. A standard truck was also seen there in addition to five temporary wooden buildings. A cable, 2 to 3 cm in diameter, led from the Krusemark cider factory into the ground, probably crossed the road from there underground, projected again from the ground at the dipole board from where it extended about 60 cm above ground, fitted on rods, and led into the temporary wooden building nearest to the radio installation of one mast. <sup>3</sup>
4. The following air activity and aircraft were observed at the field between 8 October and 3 November 1954:
- 8 October. Between 1100 and 1300, MiG-15s or U-MiG-15s made short local flights. Maintenance work was being done at the field.
- 9 October. Maintenance work was being done at the field.
- 10 and 11 October. No air activity was observed.
- 12 October. At 1030, one Po-2 landed. Between 1430 and 1520, 3 MiG-15s or U-MiG-15s made short local flights. Maintenance work was being done.
- 13 October. Every hour between 1030 and 1545, 10 MiG-15s or U-MiG-15s took off in elements of two and landed again after about 45 minutes. The aircraft presumably participated in army exercises held northwest of Neuruppin. Firing of artillery guns and rocket launchers was heard from that direction. At 1030, a Yak-14 landed.
- 14 October. Between 0945 and 1610, elements of two MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks took off and landed again after 40 to 50 minutes. As on the preceding day, the aircraft presumably participated in army exercises northwest of Neuruppin. At 1020 and 1100, a Yak-14 and 2 Po-2s respectively took off. The aircraft landed again at 1210. At 1500, one Li-2 landed.
- 15 October. At 0830, 2 Po-2s took off individually and disappeared toward the southeast. Between 0920 and 1030, 4 MiG-15s or U-MiG-15s practiced glides while firing with machine guns at a ground target in the northwestern part of the field.
- 16 October. At 1130, 4 MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks took off in elements of two and disappeared toward the southwest. They landed individually at 1215.
- 17 October. There was no air activity.
- 18 October. At 1030, a Li-2 landed. Maintenance work was being done at the field.
- 20 October. At 0840, one Po-2 took off. Maintenance work was being done at the field.
- 21 October. At 0930, one Li-2 took off. At 1115, 2 Po-2s took off in formation. Their return was not observed.

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5. On 26 October, the Adcock D/F station was at its previous location about 1.3 km north of Nietwerder at the eastern edge of the woods. The landing beacon, consisting of one mast, about 15 meters high and braced in three places was still seen 1 km north of Nietwerder east of Gildenhall, next to a garden truck. Two temporary wooden buildings, a motor vehicle shed and 1 radio truck were seen near the installation. A cable, about 12 mm in diameter, fitted on 10 cm-high wooden supports extended from the Adcock D/F station to the landing beacon. Another cable extended from the latter installation to the garden truck from where a cable connected to the high tension long-distance supply line. The other landing beacon, a radio installation of one mast about 8 meters high and braced in only one place was also seen at its previous location in the former lumber yard at Neuruppin. Temporary buildings were seen next to the installation. 3

6. The following air activity and aircraft were observed at the field between 11 and 25 October:

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11 October. There was no air activity.

14 October. At 0915, a Po-2 made a local flight at an altitude of about 200 meters. At 1430, a Li-2 crossed over Neuruppin from east to west at an altitude of about 500 meters.

15 October. Between 0900 and 1700, MiG-15s or U-MiG-15s took off in elements of two and subsequently flew below and above the clouds. Between 0900 and 1000, Po-2s made two local flights.

16 October. At 0720, a Li-2 crossed over the lake area flying from the east in the direction of Treskow. From the reduced speed and the strong noise of the engine it was inferred that the aircraft was heavily loaded.

17 October. At 1400, the following numbers of aircraft were parked at the field: The alert flight of 4 MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks on the apron at the eastern end of the runway, 20 MiG-15s or U-MiG-15s, all of them covered by tarpaulins, on the dispersal area southeast of the landing field, and 1 Li-2 in front of the southeastern hangar.

18 October. There was no air activity.

19 October. At 0817, a Li-2 which came from the east crossed over the lake area in the direction of Treskow at an altitude of about 500 meters.

20 October. There was no air activity.

21 October. At 1303 and at 1305, one Li-2 each crossed over the town toward the south at an altitude of about 400 meters.

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22 and 23 October. There was no air activity.

24 October. At 1500, the alert flight of 4 MiG-15s or U-MiG-15s was parked on the apron east of the runway, 18 to 20 canvas-covered MiG-15s or U-MiG-15s on the dispersal area southeast of the field and 1 Li-2 in front of the southeastern hangar.

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24 and 25 October. There was no air activity. 1

1. Comment. Neuruppin airfield is still occupied by one fighter regiment. Between 13 and 15 October, the regiment participated in exercises with the army. The overhauling of aircraft instruments and engines was also reported from other airfields and appears to be routine work regularly done in the fall. In 1953 similar work was also reported from Neuruppin.

2. Comment. Parachuting over Bechlin airfield near Neuruppin was reported previously. The present observations indicate that parachuting was practiced by a special unit since the dropping of equipment was not observed so far in connection with routine parachuting of flying personnel.

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3. Comment. The radio and radar installations mentioned were reported previously.

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