

## INFORMATION REPORT

CD NO. 25X1

COUNTRY East Germany

DATE DISTR. 31 January 1955

SUBJECT Status of the 24th Air Army as of 15 October 1954 NO. OF PAGES 16

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF  
INFO.

SUPPLEMENT TO  
REPORT NO. 25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTIONS 793  
AND 794 OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL-  
ATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON  
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

### Table of Contents

Paragraph 1	Composition of Twenty-Fourth Air Army
Paragraph 2	Location of Air Units and Their Headquarters
Paragraph 3	Transfer since 1 May 1954
Paragraph 4	Strength of Fighter Units
Paragraph 5	Training Activity by Fighter Units
Paragraph 6	Ground Attack Units
Paragraph 7	Bomber Units
Paragraph 8	Air Transport Units
Paragraph 9	Technical Training Units
Paragraph 10	Radar Network in East Germany
Paragraph 11	Airfield Construction Projects in East Germany
Paragraph 12	AA Protection at Airfields
Paragraph 13	Conclusion

#### 1. Composition.

The composition of the Twenty-Fourth Air Army since the arrival of light bomber units in May 1954 is as follows:

Hq Twenty-Fourth Air Army  
2 fighter corps with 6 fighter divisions and 18 fighter regiments (MiG-15s)  
1 ground attack corps with 2 ground attack divisions and 6 ground attack regiments, including 3 regiments retraining from Il-10s to MiG-15s.  
1 bomber division with 4 light bomber regiments (Il-28s)  
1 air reconnaissance regiment (MiG-15s)  
3 air transport regiments  
4 air technical divisions (ATD) with 33 air technical supply battalions (OATB) training units  
supply depots and repair units

#### 2. Location of Air Units and Their Headquarters.

In connection with the arrival of the light bomber units since May 1954 and the retraining on MiG-15s for pilots of the GA Div Alt Loennewitz  
Changes in the locations of some of the  
air units of the Twenty-Fourth Air Army have occurred.

25X1

CLASSIFICATION SECRET-U.S.OFFICIALS ONLY

STATE	X	NAVY	#X	NSRB	DISTRIBUTION														
AR 4	X	AR 5	X	FBI															

25X1

25 YEAR RE-REVIEW

SECRET

U.S. OFFICIALS ONLY

25X1

- 2 -

25X1

<u>Unit</u>	<u>Location</u>
<u>Hq Twenty-Fourth Air Army</u>	Werder
<u>Hq Northern Ftr Corps</u>	Wittstock
<u>Ftr Div Hq</u>	Puetnitz
1 Ftr Regt	Puetnitz
1 Ftr Regt	Puetnitz
1 Ftr Regt	Parchim
<u>Ftr Div Hq</u>	Rechlin-Laerz
1 Ftr Regt	Rechlin-Laerz
1 Ftr Regt	Rechlin-Laerz
1 Ftr Regt	Wittstock
<u>Ftr Div Hq</u>	Finow
1 Ftr Regt	Finow
1 Ftr Regt	Finow
1 Ftr Regt	Neuruppin
<u>Hq Southern Ftr Corps</u>	Wittenberg
<u>Ftr Div Hq</u>	Zerbst
1 Ftr Regt	Zerbst
1 Ftr Regt	Jueterbog
1 Ftr Regt	Jueterbog
<u>Ftr Div Hq</u>	Merseburg
1 Ftr Regt	Koethen
1 Ftr Regt	Altenburg
1 Ftr Regt	Merseburg
1 Alert Unit	Erfurt-Bindersleben
<u>Ftr Div Hq</u>	Grossenhain
1 Ftr Regt	Grossenhain
1 Ftr Regt	Grossenhain
1 Ftr Regt	Altenburg
<u>Hq GA Corps</u>	Finstertal
<u>GA Div Hq</u>	Brandenburg
1 GA Regt	Brandenburg-Briest
1 GA Regt	Brandenburg-Industrieafen
1 GA Regt	Stendal

25X1

25X1

SECRET

U.S. OFFICIALS ONLY

SECRET

- U.S. OFFICIALS ONLY

- 3 -

25X1

<u>GA Div Hq</u>		Alt Loennewitz
1 GA Regt		Alt Loennewitz
1 GA Regt		Finsterwalde
1 GA Regt		Finsterwalde
<u>Hq Bmr Corps</u>		?
<u>Bmr Div Hq</u>		Werneuchen
1 Bmr Regt		Werneuchen
1 Bmr Regt		Werneuchen
1 Bmr Regt		Briesen
1 Bmr Regt		Welzow
1 Air Rcn Regt (MiG-15)		Koethen
1 Air Rcn Regt (Il-10)		Zerbst
1 Trans Regt		Neubrandenburg
1 Trans Regt		Schoenefeld
1 Trans Regt		Schoenefeld

25X1

3. Transfers After 1 May 1954Beginning ofTransfers Movements      Units

9 May	Ftr Regt Briesen	to Altenburg	
12 May	Air Tech Tng Unit	Altenburg to Doeberitz	
10 May	GA Regt Brandis	to Finsterwalde	25X1
20 May	Arrival in Werneuchen and Briesen of a bomber division with 3 bomber regiments from the east		
23 July	Air Rcn Regt (MiG-15s)	Welzow	to Koethen
3 August	Arrival at Welzow airfield of a bomber or air reconnaissance regiment (Il-28s)		

25X1

The following temporary transfers took place during the fall maneuvers:

22 to 27 September	GA Regt Stendal to Grossenhain
25 September to	GA Regt Brandenburg-Briest to Doeberitz
6 October	
27 September to	Ftr Regt Merseburg to Dessau
5 October	

4. Strength of Fighter Units

The following tabulation lists the number of MiG-15s and U-MiG-15s observed outside of the hangars at fighter airfields since 1 May 1954 and aircraft observed since 1 October 1953.

25X1

SECRET

- U.S. OFFICIALS ONLY

SECRET

U.S. OFFICIALS ONLY

- 4 -

Airfield	Number of Regiments	MiG-15s and U-MiG-15s
Merseburg	1	38
Koethen	2	39
Altenburg	2	45
Erfurt-Bindersleben (aircraft formation)		4
Grossenhain	2	33
Justerbog	2	38
Zerbst	1	20
Finow	2	65
Neuruppin	1	30
Parchim	1	22
Puetznitz	2	45
Rechlin-Laerz	2	54
Wittstock	1	32
Finsterwalde	-	14
Alt Loennowitz	-	14
	19	493

UNCODED

25X1

These [ ] certainly do not represent exact strength figures since observation [ ] was limited. Roads in the vicinity of airfields were blocked, the view was obstructed by various obstacles, all of the hangars and revetments available could not always be seen.

25X1

25X1

Since May 1954, Merseburg airfield has again been occupied by a fighter division headquarters and a fighter regiment. An evaluation of the observation made between 27 September 1953 and April 1954 indicates that about 75 aircraft [ ] were seen in Merseburg and that most of these [ ] belonged to the fighter regiments in Altenburg, Merseburg and Koethen. It is possible, that during this period, flying was practiced at division level at Merseburg airfield.

25X1

The arrival of bomber units in May and June 1954 was responsible for the transfer of the two regiments from Briesen and Welzow airfields. The fighter regiment in Briesen which had come from Alt Loennowitz in early August 1953 was probably not retransferred to Alt Loennowitz because ground attack pilots were being retraining at this field. Therefore, this regiments was transferred to Altenburg airfield which is now occupied by two regiment from two different fighter divisions. The regiment in Welzow which had come from Koethen on 15 August 1953 was retransferred back to Koethen on 23 July 1954. This fact supports the previous assumption that this regiment does not belong to the Merseburg Ftr Div or to another fighter division but that it is an independent regiment, presumably a reconnaissance regiment.

SECRET

U.S. OFFICIALS ONLY

SECRET

- U.S. OFFICIALS ONLY

25X1

- 5 -

Since the beginning of 1954, aircraft crates from the USSR have arrived in East Germany on a small scale only. Shipments which arrived in Grossenhain probably included 10 crates on 26 December 1953, 7 crates on 13 February, and 7 crates on 26 February 1954.

It appears that, in 1954, MiG-15s have not arrived from the USSR at the same rate as in 1952 or the first quarters of 1953. [redacted]

25X1

In 1954, probably only individual aircraft arrived to replace the aircraft which were discarded as worn out. On the basis of information available it is assumed that, since 1 May 1954, the aircraft strength of the fighter regiments has scarcely changed. Assuming that the individual fighter regiments have an authorized strength of 30 to 33 MiG-15s, it is therefore believed that the Twenty-Fourth Air Army has a total of 540 to 600 MiG-15s. This figure also includes 40 to 50 U-MiG-15s.

##### 5. Training Activity by Fighter Units.

No noteworthy changes have been observed since 1 May 1954. [redacted]

25X1

[redacted] It is assumed that, between 1 May and 15 October, [redacted] combat training for fighter pilots was probably carried out by the units of the Twenty-Fourth Air Army themselves since air activity with Po-2s increased after the arrival of new pilots. This observation was particularly noted at Neuruppin and Finow airfields. Since late April 1954, Oranienburg airfield has been occupied by a unit consisting of about 26 officers and 50 EM. This unit was called Unit Trofimshuk after its supply officer and allegedly came from Wittstock. Since late April 1954, 8 to 10 Po-2s have been stationed at and observed aloft during the day time and at night. It has not been determined if the pilots of this unit receive training for fighter units or for some army purpose, possibly artillery missions. Combat training by fighter units placed much stress on firing practices at airborne and ground targets. This type of training was observed on all days that air activity was conducted. Since about the middle of 1954, firing at towed sleeve targets has repeatedly been conducted at night. The towing plane usually took off with the sleeve target attached to a rope 100 to 120 meters long. At an altitude of about 1,500 meters, the towing plane gave flash signals with its landing lamp, whereupon three to five searchlights on the ground were switched on and very quickly caught the sleeve target in their beams. The attacking aircraft usually approached 3 or 4 times from the right rear of the target at an angle of 30 to 40 degrees and fired 5 to 8 rounds on each attack. When [redacted] attack had been completed,

the sleeve would then be dropped over the field and the ground searchlights switched off. It is assumed that these illuminated nightfighting exercises were held by elements of two planes. The fact that much stress was placed on this type of training indicates that the fighter aircraft of the Twenty-Fourth Air Army are not equipped with airborne radar. Therefore, these fighter aircraft can only be used for night defense of installations in conjunction with searchlights.

Firing practices at ground targets were also usually made in elements of two. The attacking aircraft approached from an altitude of 1,200 to 1,500 meters at a gliding angle of 20 to 60 degrees and fired 5 to 8 rounds with aircraft weapons at a ground target in a corner of the field. The fact that these exercises were repeatedly observed indicates that the Soviets set great store in the employment of fighters against ground targets. As previously noted bombing by MiG-15s has only been observed at the Gadow-Rosow and Kummersdorf training fields. The aircraft usually began their bomb-run from a distance of 2,000 to 2,500 meters or further at an altitude of about 2,000 meters, approaching in straight and level flight

SECRET

U.S. OFFICIALS ONLY

SECRET

- U.S. OFFICIALS ONLY

- 6 -

25X1

while making slight pendulum movements. They then dived at an angle of 40 to 45 degrees down to about 700 meters and made their drop. Two bombs were usually dropped at the same time. Noteworthy is the observation that the attacks were made from various directions, presumably without consideration of the ground wind.

Formation flights made by fighter aircraft show a very good training status. Formations were usually practiced by 4 to 12 aircraft. The take-offs were made in elements of two in rapid succession. The aircraft then assembled in formations of four and sometimes to formations of 12. The formation flew in close order with 1 leading plane, 1 plane at the left side, and 2 aircraft at the right side and staggered to the rear. The distance maintained between the individual aircraft of a formation was about two aircraft lengths with a lateral spacing of about one wing span. The distance between the individual formations of four depended on the type of the mission. Formations flying in very close order were repeatedly observed. It can be assumed that trained fighter pilots are in complete control of their aircraft when piercing clouds. So far, such exercises have been observed only when the cloud base was at a minimum altitude of 400 meters and at a visibility of at least 2 km. Flights in formations of four have been observed over the clouds when there was a scattered cloud base and intermittent light showers. Individual planes have been seen emerging from out of a cloud base. It is believed that Soviet fighter pilots are able to make bad weather flights if the cloud base is not too low. Furthermore, it can be assumed that the Soviets have mastered the technique of directing aircraft to airfields by means of radio and radar. No information is available as to whether fighter pilots are able to pierce thick layers of clouds in large formations. Close-support appears to be the primary missions assigned to the Twenty-Fourth Air Army. Therefore, it may be assumed that the fighter units will be employed mainly in the actual combat areas. It is believed that the fighter units will be assigned the following type missions:

Protection of the air space over the combat area in order to facilitate the employment of ground-attack and light bomber units.

Protection of ground units against enemy fighter-bombers and bombing attacks. Escorting of ground-attack and bomber units.

Employment as fighter-bombers against ground targets in the combat zone.

Protection of airfields, assembly areas, depots, quarters, bridges etc.

Since enemy ground-attack and bomber units usually require ground visibility for close-support missions and the fact that they will probably operate at low or medium altitudes, it is assumed that the fighter aircraft of the Twenty-Fourth Air Army will mainly be employed against them when there is sufficient ground visibility and if the cloud base is not too low. The pilots apparently have also received sufficient training to be able to return to their home-base during unfavorable weather.

It is further believed that the fighter units of the Twenty-Fourth Air Army are well trained for their missions in the event of hostilities and that their fighting efficiency will be ample.

#### 6. Ground Attack Units

Since late April 1954, 50 percent of the ground-attack units of the Twenty-Fourth Air Army have been retraining with MiG-15s of U.S. MiG-15s. The GA Div Brandenburg with its regiments located in Brandenburg-Briest, Brandenburg-

SECRET

- U.S. OFFICIALS ONLY

SECRET

- U.S. OFFICIALS ONLY

25X1

- 7 -

-Industrieflotten and Stendal is still equipped with Il-10s and is continuing its training activity with this aircraft type. The GA Div Alt Loennewitz is retraining its units at Alt Loennewitz and Finsterwalde airfields with MiG-15s. The three regiments of the division in Brandenburg are probably equipped with the following aircraft:

Regiment	Number of Il-10s
Brandenburg-Briest	50
Brandenburg-Industrieflotten	43
Stendal	32

25X1

25X1

The aircraft of this division mainly practiced flying in formations of up to 36 Il-10s, attacking of ground targets while gliding and diving, bombing and firing. The latter two practices were made at Gadow-Rossow and Kummerdof training fields. In addition to these practices, the regiments have continuously been involved in small-scale exercises with Soviet Army units.

On 20 September 1954, when the fall maneuvers started, the regiments were temporarily transferred to other airfields. The regiment from Stendal transferred temporarily to Grossenhain, and the regiments from Brandenburg to Doeberitz. Il-10s were also temporarily observed in Erfurt-Bindersleben. On 27 April 1954, individual flights by MiG-15s or U-MiG-15s were observed for the first time at Finsterwalde. The same observation was made at Alt Loennewitz airfield in early June 1954.

The type of air activity consisting mostly of short local flights of 4 to 5 minutes duration, sometimes with extended landing gears, indicates that retraining on MiG-15s or U-MiG-15s had begun.

25X1

Between 10 and 13 May 1954, 5 troop shipments with a total of 18 converted boxcars, 118 boxcars and 64 flatcars moved from Brandis to Finsterwalde and 2 troop shipments with 5 converted boxcars, 47 boxcars and 37 flatcars from Brandis to Falkenberg. After 13 May, no Il-10s were parked at Brandis airfield nor was any air activity observed there. The regiment allegedly had temporarily transferred to Finsterwalde for retraining on jet aircraft. In September 1954, 15 MiG-15s or U-MiG-15s were stationed at Finsterwalde airfield and the same number at Alt Loennewitz airfield. The 10 Aircraft n previously observed in Finsterwalde indicate that the aircraft which were used for retraining purposes had formerly been stationed at Laerz, Justerbog, Briesen, Puetnitz, Herseburg and Zerbst airfields. It is assumed that the aircraft were detached by the fighter regiments stationed there for retraining purposes. It was not observed that any aircraft from outside the Soviet Zone of Germany had arrived at Alt Loennewitz or Finsterwalde. It is felt that new MiG-15s may soon arrive for the ground attack units after they have reached a more advanced status of training. Those pilots who apparently have reached the highest training status have already begun formation flying, aerobatics and attacking of ground targets. The former auxiliary airfield near Dabern-Gahro north of Finsterwalde was used as the firing range by these pilots.

25X1

The present location of about 125 Il-10s assigned to the three ground attack regiments of the GA Division Alt Loennewitz has not been determined. The last flights with Il-10s at Finsterwalde airfield were observed on 13 May 1954. Twelve Il-10s were parked outside of the hangars at Alt Loennewitz airfield in mid-July 1954. On 8 May, 27 Il-10s left Brandis airfield and were not seen returning to the field. There are 6 hangars each, located at Alt Loennewitz and Finsterwalde airfields and 3 hangars at Brandis airfield in which 125 Il-10s could easily be stored. It has never,

SECRET

U.S. OFFICIALS ONLY

SECRET

U.S. OFFICIALS ONLY

25X1

- 8 -

however, been determined if these aircraft are still parked in the hangars at Alt Loennewitz and Finsterwalde or whether they left East Germany by air. It is not believed that any Il-10s are stored at Brandis since the ground personnel there have already left that field. Also, there has been no increase in the Il-10 count of the 3 regiments of the 6th Division in Brandenburg. The possibility therefore exists that these 125 Il-10s have been flown out of East Germany and turned over to the satellite air forces. This assumption that the Il-10s left East Germany is further supported by the fact that the regiments of the division in Alt Loennewitz did not participate in the fall maneuvers. Retraining activity by ground attack regiments and the expected retraining on MiG-15s by a division of the 6th Corps of the Twenty-Fourth Air Army will only temporarily decrease the combat efficiency of the ground attack units. It is believed that, upon completion in mid-1955 of the expected retraining activity by the second division, the combat efficiency of ground attack units will have been considerably increased.

#### 7. Bomber Units.

Prior to the arrival of light bomber units, the Briesen Ftr Regt [ ] was transferred to Altenburg. Between 9 and 13 May, 6 trains with at least 96 boxcars and 129 flatcars moved to Altenburg. Briesen airfield was thereby vacated for a new unit. Meanwhile between 11 and 17 May, the technical training unit stationed at Altenburg was transferred to Doberitz to make additional space available to air units at Altenburg airfield. The arrival of the bomber units began on 20 May 1954. A total of 12 trains was observed moving the Werneuchen and 4 trains to Briesen. Additional shipments most probably arrived but were not observed. On 22 May, the first three Il-28s landed at Werneuchen and by the end of May approximately 40 to 50 Il-28s had arrived by air. The first Il-28s also arrived at Briesen on 22 May 1954 and by 25 May the Il-28 count had increased at this field to 31.

25X1

A few days after the arrival of the aircraft, intensive air activity was conducted by Il-28s in the vicinity of Werneuchen and Briesen airfields, even in unfavorable weather and at night. No external changes were noted in the appearance of the aircraft when compared with Il-28s which had been stationed in East Germany prior to late July 1953. On 20 July 1954, the Rcn Regt [ ] equipped with MiG-15s started its transfer from Welzow to Koethen, in order to vacate Welzow airfield for a bomber unit. On 3 August 1954, about 16 Il-28s landed in Welzow.

25X1

About 100 Il-28s are now presumably stationed in East Germany: 45 to 50 Werneuchen, 30 in Briesen and 16 in Welzow. It is believed that the regiments in Werneuchen and Briesen belong to one bomber division and that the division headquarters is probably in Werneuchen. A total of 37 aircraft numbers were observed in Werneuchen and 30 in Briesen. These numbers range between 10 and 100.

25X1

[ ] It has not been determined to whom the regiment in Welzow is subordinate or if it also belongs to the division at Werneuchen. Since the regiment in Welzow is equipped with only a small number of Il-28s the possibility exists that it is an air reconnaissance regiment. Such a regiment was previously stationed at Jueterbog airfield prior to late July 1953.

It is still unknown as to where these bomber units were located before coming to East Germany, [ ] a portion of the officers from the regiment in Briesen came from Kazan (5550 N-4910 E).

25X1

[ ] A total of 90 recruits from Kiev allegedly also arrived in Briesen. The officers who arrived with the bomber units speak hardly any German and are not familiar with the conditions in Germany. Therefore, it is not believed that the new bomber units can be identified with the bomber units which were withdrawn from East Germany in the summer of 1953.

25X1

SECRET

U.S. OFFICIALS ONLY



25X1

**Page Denied**

SECRET

- U.S. OFFICIALS ONLY

25X1

-- 10 --

- a. Attacks by Il-28s at sleeve targets towed by Il-28s. The attacking aircraft approaches to the side of the sleeve from the rear and from an elevated position.
- b. Attacks from the front. The attacking Il-28s approaches the towing plane from the front and begins firing with its front weapon at the towed sleeve target as it passes over the towing plane.
- c. Firing practices with tail weapons. The sleeve target is towed on a long rope by the firing plane itself. As the aircraft alters its course, an angle is created between the towing plane and the sleeve target so that firing can be practiced with its tail guns.

Firing was also reportedly practiced at night with luminous sleeve targets allegedly being used.

Il-28s and U-Il-28s were also used for target representation for fighter aircraft and AAA. In these practices, several MiG-15s repeatedly attacked and fired at a sleeve target towed by an Il-28. For AAA target presentation, Il-28s were temporarily transferred to Jueterbog and Parchim airfields from where they were employed over the AA firing ranges at Jueterbog and Wustrow. Bombing by Il-28s units was practiced at Kummersdorf training field. Bombing in train with up to three bombs was practiced during daytime, while only single releases were practiced at night.

The high training status which has been reached by Il-28 units in formation flying could well be seen on 3 October when 27 Il-28s from Briesen airfield took off at intervals of about 10 seconds each. The aircraft assembled in a formation of three squadrons. Each squadron flew a wedge formation and consisted of 9 aircraft. The distance maintained between the individual aircraft in the formations was about one aircraft length behind and about an interval of one wing span apart. The formation was escorted by 25 MiG-15s. On 1 and 7 October, additional Il-28 in formations of 30 to 36 aircraft, escorted by MiG-15s were also observed. This air activity was probably connected with the fall maneuvers.

It would appear that since the light Il-28 bomber is inferior to Western fighter aircraft the bomber units will only be able to operate against an enemy if sufficient fighter escort is provided.

#### 8. Transport Units.

The transport regiment in Neubrandenburg [ ] which is equipped with 22 Li-2s was assigned 5 type-36 helicopters on 18 August. These are the first helicopters to arrive in East Germany. Between 27 September and 2 October, they were temporarily absent from Neubrandenburg airfield and probably were participating in exercises with the Soviet Army during that time. The formation flights with Li-2s which were observed during daytime and at night when the cloud base was at an altitude of 80 to 100 meters and visibility limited to 2 km, indicates that the training status of pilots was good. It is still assumed that the transport regiment is scheduled to be used for air landing operations and the transportation of parachute troops. It is also assumed that the regiment as a rule, is not used to airfield supplies and material for supply units. Individual aircraft of the regiment have seldom been absent from Neubrandenburg airfield for a prolonged period. In addition to the air units, Neubrandenburg airfield is probably also occupied by a unit consisting of about 8 officers and 25 EM who are undergoing parachute training. The officers of this unit wear air force uniforms and the EM olive-drab uniforms with air force epaulets. They receive instruction in the use of parachutes and make practice jumps from aircraft. When jumping those jumpers attack their rip cords to the

25X1

SECRET

- U.S. OFFICIALS ONLY

SECRET

- U.S. OFFICIALS ONLY

- 11 -

25X1

aircraft and their parachutes open shortly after they have left the plane. It is not believed that the routine jumps by normal flying personnel are involved with this unit.

Schoenefeld airfield is still occupied by 15 to 20 Li-2s, 4 Po-2s and 1 Yak-14. The field is believed to be still occupied by Trans

Regt [ ] which is employed for courier and liaison missions of the Twenty-Fourth Air Army, and Trans Regt

25X1

[ ] which is assigned liaison missions

25X1

to the east. The field is still used by commercial aircraft of the Aeroflot and Satellite states. Li-2 transports have occasionally been observed at all airfields of the Twenty-Fourth Air Army. These planes are used as liaison planes between the army headquarters and the subordinate headquarters or temporarily detached to individual regiments for routine parachute jumps by flying personnel.

In addition to Neubrandenburg airfield, Brandis airfield was used for parachute jumps between 9 and 21 September. Up to 72 jumps were made daily from three Li-2s. It is believed that a special unit was being trained in Brandis. Similar training activity had been conducted in Brandis in September and October 1952. At that time, a special army unit was possibly receiving its final training in parachuting. In connection with the fall maneuvers, large formations of twin-engine aircraft in addition to Il-10 and MiG-15 formations were observed in the Doeberitz-Magdeburg-Rathenow area on 3 October. It could not be determined where the twin-engine aircraft had come from. No observations were made which might indicate the participation of the transport regiments from Neubrandenburg or Schoenefeld. During previous years, the fall maneuvers also involved transport units from outside the Soviet Zone of Germany.

#### 9. Technical Training Units.

The air technical school [ ] of the Twenty-Fourth Air Army is still stationed in Doeberitz. The personnel strength varies between 1,200 to 1,500 men. An exchange of personnel has been under way since late October 1954. The training schedule of the school included manual training and basic military training. Charts of aircraft engines, radio equipment and other instruction charts were seen in the classrooms in addition to radio sets. The presence of workshops indicate that training courses are also offered for locksmiths, mechanics, welders and carpenters.

25X1

In mid-May 1954, another technical training unit [ ] was transferred from Altenburg to Doeberitz, [ ] because Altenburg airfield was to be vacated for the fighter regiment from Briesen. The unit transferred from Altenburg to Doeberitz on 7 trains with a total of 34 converted boxcars, 194 boxcars and 145 flatcars. Unit [ ] had already been observed at Altenburg in January 1951. Technical ground personnel had probably been trained by this unit at Altenburg on jet engines and jet aircraft. Observation of the same type training has been made at Doeberitz airfield since the transfer of the school. The hangars at Doeberitz airfield are occupied by about 9 MiG-15s but are not used for flying. MiG-15s setting on blocks outside of the hangars have repeatedly been observed having test runs made on their engines. Since no engines or other equipment were moved to or from the hangars it is not believed that repairwork was being done there. It is therefore assumed that the students practice the starting of engines there. The technical training unit numbers 1,200 to 1,400 men.

25X1

25X1

#### 10. Radar Network in East Germany.

The efficiency of radar stations within the radar network at airfields and outside of airfields was improved during 1954. The network of radar stations has the capability of early detection of enemy aircraft and of

SECRET

- U.S. OFFICIALS ONLY

SECRET

U.S. OFFICIALS ONLY

25X1

- 12 -

an efficient control of their own fighter aircraft. This radar network will not only be of great importance in the defense of air attacks by enemy aircraft on targets within the DDR, but will serve also as an effective early warning of enemy aircraft approaching the territory of the satellites or the USSR itself. It is believed that the following radar sets are available at the individual radar stations:

a. Radar Stations Outside Airfields:

Location	Token	Kniferest	Fishnet	Dumbo
Rehberg/Ort (Ruegen)	1	1	1	-
Ribnitz	1	-	-	-
Wismar	-	1	-	-
Hagenow	1	1	2	1
Ludwigslust/Tschentin	-	1	1	-
Perleberg	1	1	2	-
Gardelegen	1	1	2	-
Quedlinburg	1	1	1	-
Neuhaus/Rennsteig	-	1	1	-
Gr. Berndten	1	1	1	-
Gotha	1	-	-	-
Plauen	1	1	1	-
Glindew, SW Werder	1	1	-	1
Wittenberg	1	-	-	-
Eberswalde	1	-	1	1
Magdeburg	-	-	1	1

b. Radar Stations on Airfields or in Connection with Airfields:

Location	Token	Kniferest	Fishnet	Dumbo
Puetnitz	1	1	1	1
Parchim	-	1	1	-
Rechlin/Laerz	1	1	1	-
Wittstock	1	1	1	-
Finow	1	1	1	-
Neuruppin	-	1	1	-
Zerbst	-	1	1	1
Jueterbog	1	1	1	-
Merseburg	1	1	-	1
Koethen	-	1	1	-
Altenburg	1	1	3	- 1 RUS II
Grossenhain	1	1	1	-
Peenemuende	-	1	1	-
Werneuchen	-	1	1	-
Briesen	-	-	-	-
Welzow	-	-	-	-

11. Airfield Construction Projects in East Germany.

By late October 1954, construction work at Tutow, Rothenburg and Jocksdorf airfields had advanced so far that utilization of these airfields may be expected by the spring of 1955. The 2,200-meter runway at Tutow airfield was completed in late August 1954. The 2,500-meter runways at Rothenburg and Jocksdorf airfield were completed in late March and early May 1954 respectively. During a

SECRET

U.S. OFFICIALS ONLY

SECRET

- U.S. OFFICIALS ONLY

25X1

- 13 -

conference concerning the occupation of the individual airfields it was mentioned that Rothenburg airfield was scheduled to be used by a bomber unit.

At Vietmannsdorf airfield (Schorfheide), the auxiliary runway which branches off from the southwestern end of the main runway continued to be widened from 21 to 60 meters on a stretch of 2,500 meters. The 21-meter-wide middle section has a 40-cm concrete cover while the new 19.5-meter-wide strips on the two sides are provided with a layer of concrete 30 cm thick. It is believed that the auxiliary runway is to serve as a taxiway to the dispersal areas in the southwestern section of the field for medium and heavy bombers and as a runway for fighters.

The completion date for the auxiliary runway was set for 20 November 1954. Vietmannsdorf airfield should definitely be serviceable by the spring of 1955 since the following installations have already been completed: the main runway, 3,500 meters long, 80 meters wide and 40 cm thick; a taxiway; a fuel dump; an ammunition dump; several dispersal areas and buildings in the billeting areas. This will be the first airfield in the DDR to be available for medium bomber units.

At Wolfsehringen airfield, (Object No 541) located in the Haina Forst east of Eisenach concreting work still remains to be done on half of the runway, which presumably will be 2,200 meters long and 60 meters wide when finished. Work on the runway was suspended in 1954 due to delays in the construction of the spur track.

Preparatory work for the construction of an airfield near Ziegelroda which is west of Querfurt (Object No 542) is under way. But, it is not expected that actual construction will begin before 1955. Prefabricated barracks for construction workers and workshops which were used at the Vietmannsdorf construction site have been shipped to Ziegelroda.

Two additional airfield construction projects were mentioned during construction conferences. No details are available on the new projects except that they possibly will be in the Quendlinburg and Luckau areas. Auxiliary runways covered with runway mats at Bautzen-Litten and Erfurt-Bindersleben airfields were to be provided with concrete runways. The Bautzen-Litten project has been cancelled. It is not known either if the plan for Erfurt-Bindersleben airfield will be carried out. It is felt that airfields without concrete runways in the DDR will no longer meet future requirements of the 24th Air Army since it is expected that ground attack units will also be equipped with jet aircraft.

Oranienburg airfield was accepted by a Soviet commission in late April 1954 but has not been occupied by a combat unit as yet. There is some doubt concerning the condition of the runway and if it can actually, meet the requirements of combat aircraft. No information is available as to the extent of the damages on the runway. It was overheard in early

October 1954 that a bomber unit was expected to arrive in Oranienburg in the near future. A remote connection to this rumor was the arrival of billeting equipment in the "Weisse Stadt" Settlement near the airfield on 21 October and could possibly indicate a re-occupation. The Twenty-Fourth Air Army and the VDA have the following number of usable airfields available to them in East Germany:

- 1 airfield with a runway 3,500 meters long.
- 9 airfields with runways between 2,500 and 2,800 meters long.
- 18 airfields with runways between 2,000 and 2,400 meters long.

SECRET

- U.S. OFFICIALS ONLY

SECRET

U.S. OFFICIALS ONLY

25X1

- 14 -

5 airfields with runways between 1,100 and 1,800 meters long  
 2 airfields with runways covered with mats  
 12 grass fields without concrete or auxiliary runways.

This tabulation does not include Wolfsburg or Querfurt airfields which are under construction or the two fields which are possibly scheduled to be built.

## 12. AA Protection at Airfields.

There has been relatively little AAA protection established at airfields in East Germany. A light AA battery of 6 x 37-mm AA guns will usually be located at airfields occupied by fighter or ground attack units while only medium AA guns of 76-mm or 85-mm caliber are stationed at bomber fields. There is no AA protection available at airfields occupied by transport or VPL units. The following numbers of AA guns are believed to presently be stationed at the individual airfields in East Germany:

Airfield	Number of AA guns	AA Radar
Altenburg	6 x 37-mm	
Alt-Loennewitz	6 x 37-mm	
Briesen	6 x 37-mm	
	6 x 85-mm	
	4 x 20-mm	
	four-barreled	
Brandenburg-Industrie-	6 x 37-mm	
hafen		
Brandenburg-Briest	6 x 37-mm	
Brandis	6 x 37-mm	
Doberitz	6 x 37-mm	
Erfurt-Bindersleben	4 x 37-mm	
Finow		
	6 x 37-mm	AA 4 MK 3
Finsterwalde	6 x 37-mm	
Grossenhain	6 x 37-mm	
Justerbog	6 x 37-mm	
Koethen	6 x 37-mm	AA 4 MK 3
Laerz	6 x 37-mm	
Merseburg	6 x 37-mm	
Neuruppin	6 x 37-mm	
Parchim	6 x 37-mm	
Puetnitz	6 x 37-mm	
Stendal	6 x 37-mm	
Welzow	8 x 76-mm	
	12 x 37-mm	AA 1 MK 2
Werneuchen	8 x 76-mm	AA 4 MK 3
	6 x 37-mm	AA 1 MK 2
Wittenberg	4 x 37-mm	
Wittstock	6 x 37-mm	
Zerbst	6 x 37-mm	

25X1

The AA batteries stationed at the individual airfields repeatedly held their firing practices at the Wustrow and Justerbog AAA firing ranges in 1954. Some of the following rail shipments to Wustrow were observed and indicate the following AA movements:

SECRET

U.S. OFFICIALS ONLY

SECRET

- U.S. OFFICIALS ONLY

25X1

- 15 -

AA Units	From	To
Werneuchen	4 February	13 February 1954
	19 "	4 March 1954
	11 May	1 June 1954
	10 June	8 July 1954
	11 July	20 September 1954
Welzow	12 June	23 August 1954
Briesen	6 March	12 March 1954
	8 May	7 June 1954
Stendal	26 January	22 February 1954
	5 May	2 June 1954
	?	2 July 1954
Rechlin-Laerz	9 February	21 February 1954
	12 July	20 September 1954
Parchim	15 February	21 February 1954
	10 June	6 July 1954
Mittstock	15 June	8 July 1954
Finsterwalde	18 February	?
	5 May	3 June 1954
Neuruppin	4 July	17 July 1954

The AAA units at airfields not mentioned in the above tabulation, especially the light AAA Batteries, probably practiced firing at Jueterbog training field. On 11 May 1954, a light AAA battery from Finow airfield was observed en route to Jueterbog. The firing practices simulated modern conditions since MIG-15s and Il-28s were used as towing aircraft.

### 13. Conclusion.

On the basis of all information which was available, for this study but which is incomplete and subject to error, the following picture is obtained on the aircraft strength of the Twenty-Fourth Air Army:

Fighter Units	540 to 600 MIG-15s
Ground Attack Units	130 to 150 Il-10s
Bomber Units	90 to 100 Il-28s
Transport Units	<u>35 to 40 Il-2s</u>

Total 795 to 890 aircraft in operational use

On the basis of previous observations concerning authorized strength of component units of the Twenty-Fourth Air Army, it is believed that the total personnel strength amounts to 28,000 to 30,000 officers, NCOs and EM, in addition to about 5,000 personnel of AAA batteries assigned to the airfields. In conclusion, it can be stated that the fighting power of the Twenty-Fourth Air Army, especially with regard to close support missions, meets its requirements. The fighting power has been considerably increased since the return of the Il-28s units and will be further

SECRET

- U.S. OFFICIALS ONLY

SECRET

U.S. OFFICIALS ONLY

25X1

- 16 -

improved after the retraining of ground attack pilots on a jet fighter-bomber type has been completed.

With regard to air defense it is assumed that the fighter units in East Germany will be able to effectively ward off attacking Western formations during daytime. It is believed, however, that the fighters cannot effectively fulfill their missions at night, in bad weather or even during daytime when modern aircraft of the Western Forces attack at very high altitudes and at high speeds. Particularly for all-weather missions, aircraft are not yet available to the 24th Air Army. The MiG-15 which is not equipped with radar search or radar aiming devices is therefore not fully capable of all-weather sorties. The radar network for the control of the air space and for directing fighter aircraft within the Soviet Zone of Germany and the immediate forward area has apparently been improved to such a degree that the employment of night fighter units would be possible, provided 24th Air Army gets aircraft equipped for all weather missions. The existence in the USSR of a special night fighter type has not been confirmed so far. The arrival of MiG-17 aircraft charged with the mission to defend the area against rapid attack aircraft flying at high altitudes is expected.

It is believed that the Twenty-Fourth Air Army will be able to fulfill the close-support mission assigned to it but the accomplishment of air defense missions will require reinforcement by other units.

25X1

SECRET

U.S. OFFICIALS ONLY



CENTRAL INTELLIGENCE AGENCY

## REPORT

# INFORMATION REPORT

CD NO.

**COUNTRY** East Germany

DATE DISTR. 31 January 1955

**SUBJECT** Status of the 24th Air Army as of 15 October 1954

NO. OF PAGES 16

**PLACE  
ACQUIRED**

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF  
INFO.

**SUPPLEMENT TO  
REPORT NO.**

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

25X1

- |              |  |
|--------------|--|
| Paragraph 1  | Composition of Twenty-Fourth Air Army          |
| Paragraph 2  | Location of Air Units and Their Headquarters   |
| Paragraph 3  | Transfer since 1 May 1954                      |
| Paragraph 4  | Strength of Fighter Units                      |
| Paragraph 5  | Training Activity by Fighter Units             |
| Paragraph 6  | Ground Attack Units                            |
| Paragraph 7  | Bomber Units                                   |
| Paragraph 8  | Air Transport Units                            |
| Paragraph 9  | Technical Training Units                       |
| Paragraph 10 | Radar Network in East Germany                  |
| Paragraph 11 | Airfield Construction Projects in East Germany |
| Paragraph 12 | AA Protection at Airfields                     |
| Paragraph 13 | Conclusion                                     |

## 1. Composition.

The composition of the Twenty-Fourth Air Army since the arrival of light bomber units in May 1954 is as follows:

**Hq Twenty-Fourth Air Army**

- 2 fighter corps with 6 fighter divisions and 18 fighter regiments (MiG-15s)
- 1 ground attack corps with 2 ground attack divisions and 6 ground attack regiments, including 3 regiments retraining from Il-10s to MiG-15s.
- 1 bomber division with 4 light bomber regiments (Il-28s)
- 1 air reconnaissance regiment (MiG-15s)
- 3 air transport regiments
- 4 air technical divisions (ATD) with 33 air technical supply battalions (OATB) training units
- supply depots and repair units

## 2. Location of Air Units and Their Headquarters.

In connection with the arrival of the light bomber units since May 1954 and the retraining on MiG-15s for pilots of the GA Div Alt Leenewitz

25X1

CLASSIFICATION SECRET-U.S.OFFICIALS ONLY

25X1

CLASSIFICATION									
STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	DISTRIBUTION				
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI					

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

- 2 -

25X1

25X1

<u>Unit</u>	<u>Location</u>
<u>Hq Twenty-Fourth Air Army</u>	Werder
<u>Hq Northern Ftr Corps</u>	Wittstock
<u>Ftr Div Hq</u>	Puetnitz
1 Ftr Regt	Puetnitz
1 Ftr Regt	Puetnitz
1 Ftr Regt	Parchim
<u>Ftr Div Hq</u>	Rechlin-Laerz
1 Ftr Regt	Rechlin-Laerz
1 Ftr Regt	Rechlin-Laerz
1 Ftr Regt	Wittstock
<u>Ftr Div Hq</u>	Finow
1 Ftr Regt	Finow
1 Ftr Regt	Finow
1 Ftr Regt	Neuruppin
<u>Hq Southern Ftr Corps</u>	Wittenberg
<u>Ftr Div Hq</u>	Zerbst
1 Ftr Regt	Zerbst
1 Ftr Regt	Justerbog
1 Ftr Regt	Justerbog
<u>Ftr Div Hq</u>	Merseburg
1 Ftr Regt	Koethen
1 Ftr Regt	Altenburg
1 Ftr Regt	Merseburg
1 Alert Unit	Erfurt-Bindersleben
<u>Ftr Div Hq</u>	Grossenhain
1 Ftr Regt	Grossenhain
1 Ftr Regt	Grossenhain
1 Ftr Regt	Altenburg
<u>Hq GA Corps</u>	Finsterwalde
<u>GA Div Hq</u>	Brandenburg
1 GA Regt	Brandenburg-Briest
1 GA Regt	Brandenburg-Industrieafen
1 GA Regt	Stendal

25X1

25X1

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

- 3 -

25X1

<u>GA Div Hq</u>		Alt Loennewitz
1 GA Regt		Alt Loennewitz
1 GA Regt		Finsterwalde
1 GA Regt		Finsterwalde
<u>Hq Bmr Corps</u>		?
<u>Bmr Div Hq</u>		Werneuchen
1 Bmr Regt		Werneuchen
1 Bmr Regt		Werneuchen
1 Bmr Regt		Briesen
1 Bmr Regt		Welzow
1 Air Rcn Regt (MiG-15)		Koethen
1 Air Rcn Regt (Il-10)	Zerbst	
1 Trans Regt	Neubrandenburg	
1 Trans Regt	Schoenefeld	
1 Trans Regt	Schoenefeld	

25X1

For map indicating the locations of the air units, see Annex.

### 3. Transfers After 1 May 1954

#### Beginning of

#### Transfers Movements Units

9 May	Ftr Regt Briesen	[ ] to Altenburg	
12 May	Air Tech Tng Unit	[ ] Altenburg to Doeberitz	25X1
10 May	GA Regt Brandis	[ ] to Finsterwalde	
20 May	Arrival in Werneuchen and Briesen of a bomber division with 3 bomber regiments from the east		
23 July	Air Rcn Regt (MiG-15s)	Welzow [ ] to Koethen	25X1
3 August	Arrival at Welzow airfield of a bomber or air reconnaissance regiment (Il-28s)		

The following temporary transfers took place during the fall maneuvers:

22 to 27 September	GA Regt Stendal to Grossenhain
25 September to 6 October	GA Regt Brandenburg-Briest to Doeberitz
27 September to 5 October	Ftr Regt Merseburg to Dessau

### 4. Strength of Fighter Units

The following tabulation lists the number of MiG-15s and U-MiG-15s observed outside of the hangars at fighter airfields since 1 May 1954 and aircraft [ ] observed since 1 October 1953.

25X1

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

- 4 -

Airfield	Number of Regiments	MiG-15s and U-MiG-15s
Merseburg	1	38
Koethen	2	39
Altenburg	2	45
Erfurt-Bindersleben (alert formation)		4
Grossenhain	2	33
Jueterbog	2	38
Zerbst	1	20
Finow	2	65
Neuruppin	1	30
Parchim	1	22
Puetnitz	2	45
Rechlin-Laerz	2	54
Wittstock	1	32
Finsterwalde	-	14
Alt Loennowitz	-	14
	19	493

25X1

These [ ] certainly do not represent exact strength figures since observation at the fields was limited. Roads in the vicinity of airfields were blocked, the view was obstructed by various obstacles, all of the hangars and revetments available could not always be seen.

25X1

25X1

Since May 1954, Merseburg airfield has again been occupied by a fighter division headquarters and a fighter regiment. An evaluation of the observation made between 27 September 1953 and April 1954 indicates that about 75 aircraft [ ] were seen in Merseburg and that most of these [ ] belonged to the fighter regiments in Altenburg, Merseburg and Koethen. It is possible, that during this period, flying was practiced at division level at Merseburg airfield.

25X1

The arrival of bomber units in May and June 1954 was responsible for the transfer of the two regiments from Briesen and Welzow airfields. The fighter regiment in Briesen which had come from Alt Loennowitz in early August 1953 was probably not retransferred to Alt Loennowitz because ground attack pilots were being retraining at this field. Therefore, this regiments was transferred to Altenburg airfield which is now occupied by two regiments from two different fighter divisions. The regiment in Welzow which had come from Koethen on 15 August 1953 was retransferred back to Koethen on 23 July 1954. This fact supports the previous assumption that this regiment does not belong to the Merseburg Ftr Div or to another fighter division but that it is an independent regiment, presumably a reconnaissance regiment.

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

25X1

- 5 -

Since the beginning of 1954, aircraft crates from the USSR have arrived in East Germany on a small scale only. Shipments which arrived in Grossenhain probably included 10 crates on 26 December 1953, 7 crates on 13 February, and 7 crates on 26 February 1954. It appears that, in 1954, MiG-15s have not arrived from the USSR at the same rate as in 1952 or the first quarters of 1953.

25X1

In 1954, probably only individual aircraft arrived to replace the aircraft which were discarded as worn out. On the basis of information available it is assumed that, since 1 May 1954, the aircraft strength of the fighter regiments has scarcely changed. Assuming that the individual fighter regiments have an authorized strength of 30 to 33 MiG-15s, it is therefore believed that the Twenty-Fourth Air Army has a total of 540 to 600 MiG-15s. This figure also includes 40 to 50 U-MiG-15s.

##### 5. Training Activity by Fighter Units.

No noteworthy changes have been observed since 1 May 1954.

25X1

It is assumed that, between 1 May and 15 October, training for fighter pilots was probably carried out by the Twenty-Fourth Air Army themselves since air activity with Po-2s increased after the arrival of new pilots. This observation was particularly noted at Neuruppin and Finow airfields. Since late April 1954, Oranienburg airfield has been occupied by a unit consisting of about 26 officers and 50 EM. This unit was called Unit Trofimshuk after its supply officer and allegedly came from Wittstock. Since late April 1954, 8 to 10 Po-2s have been stationed at and observed aloft during the day time and at night. It has not been determined if the pilots of this unit receive training for fighter units or for some army purpose, possibly artillery missions. Combat training by fighter units placed much stress on firing practices at airborne and ground targets. This type of training was observed on all days that air activity was conducted. Since about the middle of 1954, firing at towed sleeve targets has repeatedly been conducted at night. The towing plane usually took off with the sleeve target attached to a rope 100 to 120 meters long. At an altitude of about 1,500 meters, the towing plane gave flash signals with its landing lamp, whereupon three to five searchlights on the ground were switched on and very quickly caught the sleeve target in their beams. The attacking aircraft usually approached 3 or 4 times from the right rear of the target and fired 8 rounds on each attack. When the sleeve target was hit, the searchlights switched off. It is assumed that these illuminated nightfighting exercises were held by elements of two planes. The fact that much stress was placed on this type of training indicates that the fighter aircraft of the Twenty-Fourth Air Army are not equipped with airborne radar. Therefore, these fighter aircraft can only be used for night defense of installations in conjunction with searchlights. Firing practices at ground targets were also usually made in elements of two. The attacking aircraft approached from an altitude of 1,200 to 1,500 meters at a gliding angle of 20 to 60 degrees and fired 5 to 8 rounds with aircraft weapons at a ground target in a corner of the field. The fact that these exercises were repeatedly observed indicates that the Soviets set great store in the employment of fighters against ground targets. As previously noted bombing by MiG-15s has only been observed at the Gadow-Rosow and Kammersdorf training fields. The aircraft usually began their bomb-run from a distance of 2,000 to 2,500 meters or further at an altitude of about 2,000 meters, approaching in straight and level flight

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ U.S. OFFICIALS ONLY

25X1

- 6 -

while making slight pendulum movements. They then dived at an angle of 40 to 45 degrees down to about 700 meters and made their drop. Two bombs were usually dropped at the same time. Noteworthy is the observation that the attacks were made from various directions, presumably without consideration of the ground wind.

Formation flights made by fighter aircraft show a very good training status. Formations were usually practiced by 4 to 12 aircraft. The take-offs were made in elements of two in rapid succession. The aircraft then assembled in formations of four and sometimes to formations of 12. The formation flew in close order with 1 leading plane, 1 plane at the left side, and 2 aircraft at the right side and staggered to the rear. The distance maintained between the individual aircraft of a formation was about two aircraft lengths with a lateral spacing of about one wing span. The distance between the individual formations of four depended on the type of the mission. Formations flying in very close order were repeatedly observed. It can be assumed that trained fighter pilots are in complete control of their aircraft when piercing clouds. So far, such exercises have been observed only when the cloud base was at a minimum altitude of 400 meters and [REDACTED] formations of four have been observed over the clouds when there was a scattered cloud base and intermittent light showers. Individual planes have been seen emerging from out of a cloud base. It is believed that Soviet fighter pilots are able to make bad weather flights if the cloud base is not too low. Furthermore, it can be assumed that the Soviets have mastered the [REDACTED] of radio and radar. No information is available as to whether fighter pilots are able to pierce thick layers of clouds in large formations. Close-support appears to be the primary missions assigned to the Twenty-Fourth Air Army. Therefore, it may be assumed that the fighter units will be employed mainly in the actual combat areas. It is believed that the fighter units will be assigned the following type missions:

Protection of the air space over the combat area in order to facilitate the employment of ground-attack and light bomber units.

Protection of ground units against enemy fighter-bombers and bombing attacks. Escorting of ground-attack and bomber units.

Employment as fighter-bombers against ground targets in the combat zone.

Protection of airfields, assembly areas, depots, quarters, bridges etc.

Since enemy ground-attack and bomber units usually require ground visibility for close-support missions and the fact that they will probably operate at low or medium altitudes, it is assumed that the fighter aircraft of the Twenty-Fourth Air Army will mainly be employed against them when there is sufficient ground visibility and if the cloud base is not too low. The pilots apparently have also received sufficient training to be able to return to their home-base during unfavorable weather.

It is further believed that the fighter units of the Twenty-Fourth Air Army are well trained for their missions in the event [REDACTED] that their fighting efficiency will be ample.

#### 6. Ground Attack Units

Since late April 1954, 50 percent of the ground-attack units of the Twenty-Fourth Air Army have been retraining with MiG-15s of U-MiG-15s. The GA Div Brandenburg with its regiments located in Brandenburg-Briest, Brandenburg-

~~SECRET/CONTROL~~ U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

25X1

- 7 -

-Industriehafen and Stendal is still equipped with Il-10s and is continuing its training activity with this aircraft type. The GA Div Alt Loennowitz is retraining its units at Alt Loennowitz and Finsterwalde airfields with MiG-15s. The three regiments of the division in Brandenburg are probably equipped with the following aircraft:

Regiment	Number of Il-10s	
Brandenburg-Briest	50	UNCODED
Brandenburg-Industriefeld	43	
Stendal	32	

25X1

25X1

The aircraft of this division mainly practiced flying in formations of up to 36 Il-10s, attacking of ground targets while gliding and diving, bombing and firing. The latter two practices were made at Gadow-Rossow and Kummersdorf training fields. In addition to these practices, the regiments have continuously been involved in small-scale exercises with Soviet Army units.

On 20 September 1954, when the fall maneuvers started, the regiments were temporarily transferred to other airfields. The regiment from Stendal transferred temporarily to Grossenhain, and the regiments from Brandenburg to Doeberitz. Il-10s were also temporarily observed in Erfurt-Bindersleben. On 27 April 1954, individual flights by MiG-15s or U-MiG-15s were observed for the first time at Finsterwalde. The same observation was made at Alt Loennowitz airfield in early June 1954. Observations at the latter airfield had been discontinued in May 1954. The type of air activity consisting mostly of short local flights of 4 to 5 minutes duration, sometimes with extended landing gears, indicates that retraining on MiG-15s or U-MiG-15s had begun.

Between 10 and 13 May 1954, 5 troop shipments with a total of 18 converted boxcars, 118 boxcars and 64 flatcars moved from Brandis to Finsterwalde and 2 troop shipments with 5 converted boxcars, 47 boxcars and 37 flatcars from Brandis to Falkenberg. After 13 May, no Il-10s were parked at Brandis airfield nor was any air activity observed there. The regiment allegedly had temporarily transferred to Finsterwalde for retraining on jet aircraft. In September 1954, 15 MiG-15s or U-MiG-15s were stationed at Finsterwalde airfield and the same number at Alt Loennowitz airfield. The 10 Aircraft previously observed in Finsterwalde indicate that the aircraft which were used for retraining purposes had formerly been stationed at Laerz, Jueterbog, Briesen, Puetnitz, Merseburg and Zerbst airfields. It is assumed that the aircraft were detached by the fighter regiments stationed there for retraining purposes. It was not observed that any aircraft from outside the Soviet Zone of Germany had arrived at Alt Loennowitz or Finsterwalde. It is felt that new MiG-15s may soon arrive for the ground attack units after they have reached a more advanced status of training. Those pilots who apparently have reached the highest training status have already begun formation flying, aerobatics and attacking of ground targets. The former auxiliary airfield near Dabern-Gahro north of Finsterwalde was used as the firing range by these pilots.

25X1

The present location of about 125 Il-10s assigned to the three ground attack regiments of the GA Division Alt Loennowitz has not been determined. The last flights with Il-10s at Finsterwalde airfield were observed on 13 May 1954. Twelve Il-10s were parked outside of the hangars at Alt Loennowitz airfield in mid-July 1954. On 8 May, 27 Il-10s left Brandis airfield and were not seen returning to the field. There are 6 hangars each, located at Alt Loennowitz and Finsterwalde airfields and 3 hangars at Brandis airfield in which 125 Il-10s could easily be stored. It has never,

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ U.S. OFFICIALS ONLY

25X1

- 8 -

however, been determined if these aircraft are still parked in the hangars at Alt Loennowitz and Finsterwalde or whether they left East Germany by air. It is not believed that any Il-10s are stored at Brandis since the ground personnel there have already left that field. Also, there has been no increase in the Il-10 count of the 3 regiments of the GA Division in Brandenburg. The possibility therefore exists that these 125 Il-10s have been flown out of East Germany and turned over to the satellite air forces. This assumption that the Il-10s left East Germany is further supported by the fact that the regiments of the division in Alt Loennowitz did not participate in the fall maneuvers. Retraining activity by ground attack regiments and the expected retraining on MiG-15s by a division of the GA Corps of the Twenty-Fourth Air Army will only temporarily decrease the combat efficiency of the ground attack units. It is believed that, upon completion in mid-1955 of the expected retraining activity by the second division, the combat efficiency of ground attack units will have been considerably increased.

#### 7. Bomber Units.

Prior to the arrival of light bomber units, the Briesen Ftr Regt [ ] was transferred to Altenburg. Between 9 and 13 May, 6 trains with at least 96 boxcars and 129 flatcars moved to Altenburg. Briesen airfield was thereby vacated for a new unit. Meanwhile between 11 and 17 May, the technical training unit stationed at Altenburg was transferred to Doeberitz to make additional space available to air units at Altenburg airfield. The arrival of the bomber units began on 20 May 1954. A total of 12 trains was observed moving the Werneuchen and 4 trains to Briesen. Additional shipments most probably arrived but were not observed. On 22 May, the first three Il-28s landed at Werneuchen and by the end of May approximately 40 to 50 Il-28s had arrived by air. The first Il-28s also arrived at Briesen on 22 May 1954 and by 25 May the Il-28 count had increased at this field to 31.

25X1

A few days after the arrival of the aircraft, intensive air activity was conducted by Il-28s in the vicinity of Werneuchen and Briesen airfields, even in unfavorable weather and at night. No external changes were noted in the appearance of the aircraft when compared with Il-28s which had been stationed in East Germany prior to late July 1953. On 20 July 1954, the Rcn Regt [ ] equipped with MiG-15s started its transfer from Welzow to Koethen, in order to vacate Welzow airfield for a bomber unit. On 3 August 1954, about 16 Il-28s landed in Welzow.

25X1

About 100 Il-28s are now presumably stationed in East Germany: 45 to 50 Werneuchen, 30 in Briesen and 16 in Welzow. It is believed that the regiments in Werneuchen and Briesen belong to one bomber division and that the division headquarters is probably in Werneuchen. A total of 37 aircraft numbers were observed in Werneuchen and 30 in Briesen. These numbers range between 10 and 100.

25X1

[ ] Since the regiment in Welzow is equipped with only a small number of Il-28s the possibility exists that it is an air reconnaissance regiment. Such a regiment was previously stationed at Jueterbog airfield prior to late July 1953.

It is still unknown as to where these bomber units were located before coming to East Germany. [ ] a portion of the officers from the regiment in Briesen came from Kazan (5550 N-4910 E).

25X1

[ ] A total of 90 recruits from Kiev allegedly also arrived in Briesen. The officers who arrived with the bomber units speak hardly any German and are not familiar with the conditions in Germany. Therefore, it is not believed that the new bomber units can be identified with the bomber units which were withdrawn from East Germany in the summer of 1953.

25X1

~~SECRET/CONTROL~~ U.S. OFFICIALS ONLY



25X1

**Page Denied**

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

25X1

- 10 -

- a. Attacks by Il-28s at sleeve targets towed by Il-28s. The attacking aircraft approaches to the side of the sleeve from the rear and from an elevated position.
- b. Attacks from the front. The attacking Il-28s approaches the towing plane from the front and begins firing with its front weapon at the towed sleeve target as it passes over the towing plane.
- c. Firing practices with tail weapons. The sleeve target is towed on a long rope by the firing plane itself. As the aircraft alters its course, an angle is created between the towing plane and the sleeve target so that firing can be practiced with its tail guns.

Firing was also reportedly practiced at night with luminous sleeve targets allegedly being used.

Il-28s and U-Il-28s were also used for target representation for fighter aircraft and AAA. In these practices, several MiG-15s repeatedly attacked and fired at a sleeve target towed by an Il-28. For AAA target presentation, Il-28s were temporarily transferred to Jüterbog and Parchim airfields from where they were employed over the AA firing ranges at Jüterbog and Wustrow. Bombing by Il-28s units was practiced at Kammersdorf training field. Bombing in train with up to three bombs was practiced during daytime, while only single releases were practiced at night.

The high training status which has been reached by Il-28 units in formation flying could well be seen on 3 October when 27 Il-28s from Briesen airfield took off at intervals of about 10 seconds each. The aircraft assembled in a formation of three squadrons. Each squadron flew a wedge formation and consisted of 9 aircraft. The distance maintained between the individual aircraft in the formations was about one aircraft length behind and about an interval of one wing span apart. The formation was escorted by 25 MiG-15s. On 1 and 7 October, additional Il-28 in formations of 30 to 36 aircraft, escorted by MiG-15s were also observed. This air activity was probably connected with the fall maneuvers.

It would appear that since the light Il-28 bomber is inferior to Western fighter aircraft the bomber units will only be able to operate against an enemy if sufficient fighter escort is provided.

#### 8. Transport Units.

The transport regiment in Neubrandenburg [ ] which is equipped with 22 Li-2s was assigned 5 type-36 helicopters on 18 August. These are the first helicopters to arrive in East Germany. Between 27 September and 2 October, they were temporarily absent from Neubrandenburg airfield and probably were participating in exercises with the Soviet Army during that time. The formation flights with Li-2s which were observed during daytime and at night when the cloud base was at an altitude of 80 to 100 meters and visibility limited to 2 km, indicates that the training status of pilots was good. It is still assumed that the transport regiment is scheduled to be used for air landing operations and the transportation of parachute troops. It is also assumed that the regiment as a rule, is not used to airlift supplies and material for supply units. Individual aircraft of the regiment have seldom been absent from Neubrandenburg airfield for a prolonged period. In addition to the air units, Neubrandenburg airfield is probably also occupied by a unit consisting of about 8 officers and 25 EM who are undergoing parachute training. The officers of this unit wear air force uniforms and the EM olive-drab uniforms with air force epaulets. They receive instruction in the use of parachutes and make practice jumps from aircraft. When jumping those jumpers attach their rip cords to the

25X1

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

- 11 -

25X1

aircraft and their parachutes open shortly after they have left the plane. It is not believed that the routine jumps by normal flying personnel are involved with this unit. Schoenefeld airfield is still occupied by 15 to 20 Li-2s, 4 Po-2s and 1 Yak-14. The field is believed to be still occupied by Trans Regt [redacted] which is employed for courier and liaison missions of the Twenty-Fourth Air Army, and Trans Regt [redacted] which is assigned liaison missions to the east. The field is still used by commercial aircraft of the Aeroflot and Satellite states. Li-2 transports have occasionally been observed at all airfields of the Twenty-Fourth Air Army. These planes are used as liaison planes between the army headquarters and the subordinate headquarters or temporarily detached to individual regiments for routine parachute jumps by flying personnel. In addition to Neubrandenburg airfield, Brandis airfield was used for parachute jumps between 9 and 21 September. Up to 72 jumps were made daily from three Li-2s. It is believed that a special unit was being trained in Brandis. Similar training activity had been conducted in Brandis in September and October 1952. At that time, a special army unit was possibly receiving its final training in parachuting. In connection with the fall maneuvers, large formations of twin-engine aircraft in addition to Il-10 and MiG-15 formations were observed in the Doeberitz-Magdeburg-Rathenow area on 3 October. It could not be determined where the twin-engine aircraft had come from. No observations were made which might indicate the participation of the transport regiments from Neubrandenburg or Schoenefeld. During previous years, the fall maneuvers also involved transport units from outside the Soviet Zone of Germany.

25X1

25X1

#### 9. Technical Training Units.

The air technical school [redacted] of the Twenty-Fourth Air Army is still stationed in Doeberitz. The personnel strength varies between 1,200 to 1,500 men. An exchange of personnel has been under way since late October 1954. The training schedule of the school included manual training and basic military training. Charts of aircraft engines, radio equipment and other instruction charts were seen in the classrooms in addition to radio sets. The presence of workshops indicate that training courses are also offered for locksmiths, mechanics, welders and carpenters.

25X1

In mid-May 1954, another technical training unit [redacted] was transferred from Altenburg to Doeberitz, [redacted] because Altenburg airfield was to be vacated for the fighter regiment from Briesen. The unit transferred from Altenburg to Doeberitz on 7 trains with a total of 34 converted boxcars, 194 boxcars and 145 flatcars. Unit [redacted] had already been observed at Altenburg in January 1951. Technical ground personnel had probably been trained by this unit at Altenburg on jet engines and jet aircraft. Observation of the same type training has been made at Doeberitz airfield since the transfer of the school. The hangars at Doeberitz airfield are occupied by about 9 MiG-15s but are not used for flying. MiG-15s setting on blocks outside of the hangars have repeatedly been observed having test runs made on their engines. Since no engines or other equipment were moved to or from the hangars it is not believed that repairwork was being done there. It is therefore assumed that the students practice the starting of engines there. The technical training unit numbers 1,200 to 1,400 men.

25X1

25X1

#### 10; Radar Network in East Germany.

The efficiency of radar stations within the radar network at airfields and outside of airfields was improved during 1954. The network of radar stations has the capability of early detection of enemy aircraft and of

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

25X1

- 12 -

an efficient control of their own fighter aircraft. This radar network will not only be of great importance in the defense of air attacks by enemy aircraft on targets within the DDR, but will serve also as an effective early warning of enemy aircraft approaching the territory of the satellites or the USSR itself. It is believed that the following radar sets are available at the individual radar stations:

a. Radar Stations Outside Airfields:

Location	Token	Kniferest	Fishnet	Dumbo
Rehberg/Ort (Ruegen)	1	1	1	-
Ribnitz	1	-	-	-
Wismar	-	1	-	-
Hagenow	1	1	2	1
Ludwigslust/Tschentin	-	1	1	-
Perleberg	1	1	2	-
Gardelegen	1	1	2	-
Quedlinburg	1	1	1	-
Neuhaus/Rennsteig	-	1	1	-
Gr. Berndten	1	1	1	-
Gotha	1	-	-	-
Plauen	1	1	1	-
Glindow, SW Werder	1	1	-	1
Wittenberg	1	-	-	-
Eberswalde	1	-	1	1
Magdeburg	-	-	1	1

b. Radar Stations on Airfields or in Connection with Airfields:

Location	Token	Kniferest	Fishnet	Dumbo
Puetznitz	1	1	1	1
Parchim	-	1	1	-
Rechlin/Laerz	1	1	1	-
Wittstock	1	1	1	-
Finow	1	1	1	-
Neuruppin	-	1	1	-
Zerbst	-	1	1	1
Jueterbog	1	1	1	-
Merseburg	1	1	-	1
Koethen	-	1	1	-
Altenburg	1	1	3	- 1 RUS II
Grossenhain	1	1	1	-
Peenemuende	-	1	1	-
Verneuchen	-	1	1	-
Briesen	-	-	-	-
Wetzow	-	-	-	-

11. Airfield Construction Projects in East Germany.

By late October 1954, construction work at Tutow, Rothenburg and Jocksdorf airfields had advanced so far that utilization of these airfields may be expected by the spring of 1955. The w2,200-meter runway at Tutow airfield was completed in late August 1954. The 2,500-meter runways at Rothenburg and Jocksdorf airfield were completed in late March and early May 1954 respectively. During a

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

25X1

- 13 -

conference concerning the occupation of the individual airfields it was mentioned that Rothenburg airfield was scheduled to be used by a bomber unit.

At Vietmannsdorf airfield (Schorfheide), the auxiliary runway which branches off from the southwestern end of the main runway continued to be widened from 21 to 60 meters on a stretch of 2,500 meters. The 21-meter-wide middle section has a 40-cm concrete cover while the new 19.5-meter-wide strips on the two sides are provided with a layer of concrete 30 cm thick. It is believed that the auxiliary runway is to serve as a taxiway to the dispersal areas in the southwestern section of the field for medium and heavy bombers and as a runway for fighters.

The completion date for the auxiliary runway was set for 20 November 1954. Vietmannsdorf airfield should definitely be serviceable by the spring of 1955 since the following installations have already been completed: the main runway, 3,500 meters long, 80 meters wide and 40 cm thick; a taxiway; a fuel dump; an ammunition dump; several dispersal areas and buildings in the billeting areas. This will be the first airfield in the DDR to be available for medium bomber units.

At Wolfsberringen airfield, (Object No 541) located in the Haina Forst east of Eisenach concreting work still remains to be done on half of the runway, which presumably will be 2,200 meters long and 60 meters wide when finished. Work on the runway was suspended in 1954 due to delays in the construction of the spur track.

Preparatory work for the construction of an airfield near Ziegelroda which is west of Querfurt (Object No 542) is under way. But, it is not expected that actual construction will begin before 1955. Prefabricated barracks for construction workers and workshops which were used at the Vietmannsdorf construction site have been shipped to Ziegelroda.

Two additional airfield construction projects were mentioned during construction conferences. No details are available on the new projects except that they possibly will be in the Quendlinburg and Luckau area. Auxiliary runways covered with runway mats at Bautzen-Litten and Erfurt-Bindersleben airfields were to be provided with concrete runways. The Bautzen-Litten project has been cancelled. It is not known either if the plan for Erfurt-Bindersleben airfield will be carried out. It is felt that airfields without concrete runways in the DDR will no longer meet future requirements of the 24th Air Army since it is expected that ground attack units will also be equipped with jet aircraft.

Oranienburg airfield was accepted by a Soviet commission in late April 1954 but has not been occupied by a combat unit as yet. There is some doubt concerning the condition of the runway and if it can actually, meet the requirements of combat aircraft. No information is available as to the extent of the damages on the runway. It was overheard in early

October 1954 that a bomber unit was expected to arrive in Oranienburg in the near future. A remote connection to this rumor was the arrival of billeting equipment in the "Weisse Stadt" Settlement near the airfield on 21 October and could possibly indicate a re-occupation. The Twenty-Fourth Air Army and the VDA have the following number of usable airfields available to them in East Germany:

- 1 airfield with a runway 3,500 meters long.
- 9 airfields with a runways between 2,500 and 2,800 meters long.
- 18 airfields with runways between 2,000 and 2,400 meters long.

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

25X1

- 14 -

5 airfields with runways between 1,100 and 1,800 meters long  
 2 airfields with runways covered with mats  
 12 grass fields without concrete or auxiliary runways.

This tabulation does not include Wolfsbehringen or Querfurt airfields which are under construction or the two fields which are possibly scheduled to be built.

12. AA Protection at Airfields.

There has been relatively little AAA protection established at airfields in East Germany. A light AA battery of 6 x 37-mm AA guns will usually be located at airfields occupied by fighter or ground attack units while only medium AA guns of 76-mm or 85-mm caliber are stationed at bomber fields. There is no AA protection available at airfields occupied by transport or VPL units. The following numbers of AA guns are believed to presently be stationed at the individual airfields in East Germany:

<u>Airfield</u>	<u>Number of AA guns</u>	<u>AA Radar</u>
Altenburg	6 x 37-mm	
Alt-Loennowitz	6 x 37-mm	
Briesen	6 x 37-mm	
	6 x 85-mm	
	4 x 20-mm	
	four-barreled	
Brandenburg-Industrie-	6 x 37-mm	
hafen		
Brandenburg-Briest	6 x 37-mm	
Brandis	6 x 37-mm	
Doeberitz	6 x 37-mm	
Erfurt-Bindersleben	4 x 37-mm	
Finow		
	6 x 37-mm	AA 4 MK 3
Finsterwalde	6 x 37-mm	
Grossenhain	6 x 37-mm	
Justerbog	6 x 37-mm	
Koethen	6 x 37-mm	AA 4 MK 3
Laerz	6 x 37-mm	
Merseburg	6 x 37-mm	
Neuruppin	6 x 37-mm	
Parchim	6 x 37-mm	
Puetznitz	6 x 37-mm	
Stendal	6 x 37-mm	
Welzow	8 x 76-mm	
	12 x 37-mm	AA 1 MK 2
Werneuchen	8 x 76-mm	AA 4 MK 3
	6 x 37-mm	AA 1 MK 2
Wittenberg	4 x 37-mm	
Wittstock	6 x 37-mm	
Zerbst	6 x 37-mm	

25X1

The AA batteries stationed at the individual airfields repeatedly held their firing practices at the Wustrow and Justerbog AAA firing ranges in 1954. Some of the following rail shipments to Wustrow were observed and indicate the following AA movements:

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

25X1

- 15 -

AA Units	From	To
Werneuchen	4 February	13 February 1954
	19 "	4 March 1954
	11 May	1 June 1954
	10 June	8 July 1954
	11 July	20 September 1954
Welzow	12 June	23 August 1954
Briesen	6 March	12 March 1954
	8 May	7 June 1954
Stendal	26 January	22 February 1954
	5 May	2 June 1954
	?	2 July 1954
Rechlin-Laerz	9 February	21 February 1954
	12 July	20 September 1954
Parchim	15 February	21 February 1954
	10 June	6 July 1954
Wittstock	15 June	8 July 1954
Finsterwalde	18 February	?
	5 May	3 June 1954
Neuruppin	4 July	17 July 1954

The AAA units at airfields not mentioned in the above tabulation, especially the light AAA Batteries, probably practiced firing at Justerbog training field. On 11 May 1954, a light AAA battery from Finow airfield was observed en route to Justerbog. The firing practices simulated modern conditions since MiG-15s and Il-28s were used as towing aircraft.

### 13. Conclusion.

On the basis of all information which was available, for this study but which is incomplete and subject to error, the following picture is obtained on the aircraft strength of the Twenty-Fourth Air Army:

Fighter Units	540 to 600 MiG-15s
Ground Attack Units	130 to 150 Il-10s
Bomber Units	90 to 100 Il-28s
Transport Units	<u>35 to 40 Il-2s</u>

Total                      795 to 890 aircraft in operational use

On the basis of previous observations concerning authorized strength of component units of the Twenty-Fourth Air Army, it is believed that the total personnel strength amounts to 28,000 to 30,000 officers, NCOs and EM, in addition to about 5,000 personnel of AAA batteries assigned to the airfields. In conclusion, it can be stated that the fighting power of the Twenty-Fourth Air Army, especially with regard to close support missions, meets its requirements. The fighting power has been considerably increased since the return of the Il-28s units and will be further improved.

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

25X1

- 16 -

improved after the retraining of ground attack pilots on a jet fighter-bomber type has been completed.

With regard to air defense it is assumed that the fighter units in East Germany will be able to effectively ward off attacking Western formations during daytime. It is believed, however, that the fighters cannot effectively fulfil their missions at night, in bad weather or even during daytime when modern aircraft of the Western Forces attack at very high altitudes and at high speeds. Particularly for all-weather missions, aircraft are not yet available to the 24th Air Army. The MiG-15 which is not equipped with radar search or radar aiming devices is therefore not fully capable of all-weather sorties. The radar network for the control of the air space and for directing fighter aircraft within the Soviet Zone of Germany and the immediate forward area has apparently been improved to such a degree that the employment of night fighter units would be possible, provided 24th Air Army gets aircraft equipped for all weather missions. The existence in the USSR of a special night fighter type has not been confirmed so far. The arrival of MiG-17 aircraft charged with the mission to defend the area against rapid attack aircraft flying at high altitudes is expected.

It is believed that the Twenty-Fourth Air Army will be able to fulfil the close-support mission assigned to it but the accomplishment of air defense missions will require reinforcement by other units.

25X1

25X1

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY