

CLASSIFICATION **SECRET** -COUNTRY East Germany REPORTTOPIC Neuruppin Airfield

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EVALUATION _____ PLACE OBTAINED _____

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DATE OF CONTENT _____

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DATE OBTAINED _____

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25X1

REFERENCES _____

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REMARKS _____

This is UNEVALUATED Information

25X1

1. The following air activity and aircraft were observed at Neuruppin airfield between 28 January and 6 February 1955:

28 January to 1 February. No air activity was observed at the field.

2 February. Between 1000 and 1600, there was air activity by 8 MiG-15s or U-MiG-15s. Of these aircraft 4 took off individually, assembled in elements of two and practiced formation flying at an altitude of about 2,000 meters for 35 to 50 minutes duration. After landing, the aircraft were refueled and then took off again. The other 4 aircraft made local individual flights at altitudes between 300 and 400 meters. They took off aft of each other and, after each local flight, remained on the ground for about 20 minutes. After each landing, they taxied to the dispersal area in the southeastern corner of the landing field. There, the aircraft were directed by a man with a red flag. This man apparently tested the tires each time.

25X1

3 February. No air activity was observed.

4 February. Between 1030 and 1600, there was air activity by 12 MiG-15s or U-MiG-15s including 8 with auxiliary fuel tanks. These 8 aircraft took off in elements of two, assembled in 2 formations of 4, and practiced formation flying at altitudes between 2,000 and 2,500 meters. They landed individually after about 45 minutes. After an interval of about 30 minutes, the aircraft again took off. The other 4 MiG-15s made individual local flights at an altitude of about 400 meters. The aircraft were refueled from tank trucks in front of the south-eastern hangar. The refueling of one aircraft was estimated to take 7 to 8 minutes.

5 and 6 February. No air activity was observed.¹

2. No air force personnel were observed in the Schuetzenhaus which was occupied by about 80 soldiers who were only engaged in fatigue duty and drilling exercises. About 400 guard personnel wearing red-bordered black epaulets were stationed in the area of the Schuetzenhaus. These personnel simultaneously guarded an ammunition depot between Gentz

25X1

SECRET

25X1

- 2 -

Strasse and Schuetzenhaus. The former restaurant "Waldschoesschen", located about 150 meters from the Schuetzenhaus, was also occupied by soldiers. [redacted] only a few air force personnel were observed in the town.

25X1

3. The following air activity and aircraft were observed at the field between 28 January and 5 February 1955:

25X1

No air activity was observed at the field between 28 January and 1 February or on 3 and 5 February.

On 30 January, about 25 MiG-15s or U-MiG-15s were counted on the landing field. An element of 2 alert MiG-15s or U-MiG-15s was parked near the eastern end of the runway. A battery cart with a storage battery was seen under the left wing of each alert aircraft and 2 men of the ground personnel were seen at each plane.

4 February. Beginning at 1000, there was air activity by 5 or 6 MiG-15s or U-MiG-15s which took off from west to east. Two of these aircraft were seen turning on the eastern turning apron immediately after the landing, taxiing back to the runway and taking off from the western turning apron. A change of personnel was not observed. The flights lasted 12 to 15 minutes. The other MiG-15s or U-MiG-15s remained aloft for 25 to 30 minutes after the take-off. No more detailed observations could be made because [redacted]

[redacted] was patrolled by a sentry armed with a rifle.

25X1

4. A Kniferest-type radar set was still located in the southeastern corner of the field. The four-mast radio installation formerly observed near Nietwerder was not re-erected.
5. The motor vehicles observed in the town were either new or were they ~~very~~ in good condition.
6. The unidentified device was still observed southwest of the eastern gap in the fence. No cable connections could be seen.
7. Air activity and aircraft observed at Neuruppin airfield between 29 January and 7 February 1955:

25X1

29 January. No air activity was observed. At 1130, 24 MiG-15s or U-MiG-15s and 2 Yak-11s were seen in the following arrangement:

2 alert MiG-15s or U-MiG-15s southeast of the eastern end of the runway,
6 canvas-covered MiG-15s or U-MiG-15s in front of the southeastern hangar,
the other aircraft were also canvas-covered and parked in the southeastern dispersal area.

All revetments seen were empty. At 1220, an Il-28 approached from the north at an altitude of about 5,000 meters. The aircraft changed on to a western course over the field. The aircraft later on. After some time, loud detonations were heard. Exactly 3 minutes after the Il-28 crossed the field, another Il-28 arrived and repeated the same maneuver. An additional 6 Il-28s followed at intervals of 3 minutes. The course and time intervals were exactly observed. It was not observed that the aircraft corrected their approach

SECRET

25X1

SECRET

25X1

- 3 -

direction or altitude. Each aircraft made 3 approaches in the described manner. The last Il-28s crossed over Neuruppin airfield at 1335 after the third approach. The aircraft departed toward the north. There were rumors among the population that bombs were dropped in the Gadow-Rossow area.

30 January to 1 February. No air activity was observed.

2 February. Between 1100 and 1700, there was air activity by MiG-15s or U-MiG-15s which made individual glides toward Hasenberg at an altitude of 500 meters and flights in elements of two. The formations dispersed in a gliding flight and landed individually. Take-offs and landings were made from east to west. It appeared that flight training was conducted by young pilots who were not allowed to take off and land with the wind. The flights were made with great inaccuracy. Six to 8 aircraft were continuously aloft at the same time.

3 February. No air activity was observed.

4 February. Between 1130 and 1600, there was air activity by MiG-15s or U-MiG-15s.

5 to 7 February. No air activity was observed.¹

8. On 8 February, a green barrack~~s~~ about 30 x 8 meters was seen just south of the destroyed southern hangar. This new building was allegedly to be fitted as a workshop.⁵
9. The unidentified device was still located southwest of the eastern gap in the fence.
10. The following motor vehicles were observed:

29 January. At 1100, ambulance [redacted] was parked in front of the Neuruppin hospital on Neustaedter Strasse. This vehicle was observed at the same place every morning from 1030 to 1130. Its driver was an air force soldier.

25X1

2 February. At 1200, bus [redacted] was parked in front of the hospital. About 20 airmen who were properly dressed descended from the vehicle and were subsequently led into the hospital by an officer.

25X1

3 February. The same bus with the same officer and other soldiers was seen in front of the hospital at 1200. It appeared that young pilots were examined in the hospital about their fitness for flying.⁴

1. [redacted] Comment. Neuruppin airfield is still occupied by one fighter regiment. Air activity shows that exchanged personnel were trained in local flights, formation flights, approach flights at ground targets etc. Bombing from Il-28s over Gadow-Rossow bomb range was repeatedly observed in January 1955. A total of 25 MiG-15s or U-MiG-15s and 2 Yak-11s were counted on the landing field.
2. [redacted] Comment. The observation made in the area of the Schuetzenhaus support the assumption that only army units are quartered there.

25X1

25X1

SECRET

25X1

SECRET

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25X1

- 4 -

3. [Redacted] Comment. The information on radio and radar installations was received previously. 25X1

4. [Redacted] Comment. The motor vehicle exchange program during the late fall of 1954 has repeatedly been confirmed. Ambulance [Redacted] was repeatedly reported from Wittstock, bus [Redacted] was observed for the first time in the area of the Twenty-Fourth Air Army. The information that young pilots underwent physical examination in the Neurpping hospital confirms the repeatedly observed exchange of personnel during the fall of 1954. 25X1 25X1

5. [Redacted] Comment. The workshop barracks is reported for the first time. 25X1

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25X1

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25X1

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25X1