

	CLASSIFICATION <u>CONFIDENTIAL</u>	25X1
COUNTRY	Czechoslovakia	REPORT <span style="float: right;">25X1</span>
TOPIC	Karlovy Vary (Karlsbad) Airfield	25X1
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1
DATE OBTAINED	DATE PREPARED	16 March 1955
REFERENCES		
PAGES	ENCLOSURES (NO. & TYPE)	
REMARKS		
This is UNEVALUATED Information		



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✓ Olsova

1. Between the northern edge of the old landing field of the airfield southeast of [REDACTED] (50°13'N/12°54'E) and the road from Karlovy Vary [REDACTED] there was a woods which obstructed the view from the [REDACTED]. In the summer of 1954, extensive clearing work was being done in the woods by many civilian workers. A large chain excavator and a steam roller were engaged in clearing and leveling work. [REDACTED] the landing field was being enlarged. Three or four hangars and other buildings were located at the southeastern edge of the field. These buildings were in existence during the last war. No new buildings had apparently been constructed at the field. No aircraft were seen parked at the field nor was any activity observed. 2
  
2. Until 1953, light air activity was observed over Karlovy Vary. From 1953 to about October 1954, air activity intensified. It was not determined whether the aircraft involved in air activity were stationed at the field southeast of Karlovy Vary but there were indications that they took off and landed there. Beginning in 1953, there was air activity daily, even during unfavorable weather. No night flying was observed. The aircraft, allegedly, practiced flying usually at altitudes between 1,500 and 2,000 meters. Occasionally, aircraft were also seen flying at very low altitudes over the town of Karlovy Vary.<sup>3</sup> Frequently, formations of 2, 3 and up to 6 aircraft were seen aloft. More than 3 aircraft flew in echelon formation. All formations maintained intervals of more than one aircraft length and one wing span between the individual aircraft. There were never more than 6 aircraft aloft at the same time. All aircraft seen were single-engine monoplanes. It was determined by the noise of the engines that they were not jet aircraft.

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- 2 -

[Redacted]

1. [Redacted] Comment. Previous information on Karlovy Vary airfield indicated an extension to the north. The take-off and landing strips extended from southeast (from the concrete apron at the hangars) to northwest and from southwest to northeast. Each strip was 1,000 meters in length. 25X1
  
2. [Redacted] Comment. It is not believed that the clearing of the woods near the airfield is any indication of increased importance of the field. 25X1
  
3. [Redacted] Comment. The observation of air activity even during unfavorable weather (during rain) does not necessarily indicate that the Me-109s of the SNB (State Security Police - Air) conducted bad-weather flights. The hilly terrain in the Karlsbad area and the facilities for take-offs and landings at the field prevent bad-weather flights. It is believed that air activity was probably conducted during unfavorable weather but only when the ceiling was not below an altitude of 1,000 meters. 25X1

[Redacted]

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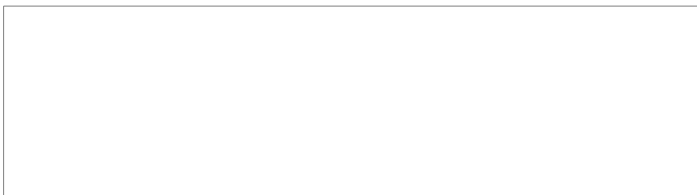
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