

CLASSIFICATION SECRET

25X1

COUNTRY East Germany

REPORT

TOPIC Jueterbog Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

21 March 1955

REFERENCES

PAGES 787 ENCLOSURES (NO. & TYPE)

REMARKS

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This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Jueterbog airfield between 25 February and 11 March 1955:

25 February. Between 1000 and 1500, there was air activity by 12 MiG-15s or U-MiG-15s from the western hangars. The aircraft took off individually at intervals of about 15 minutes for flights of 10 to 20 minutes duration. 25X1

26 February. Between 0900 and 0930, 18 MiG-15s or U-MiG-15s from the northern hangars were towed to the western end of the runway. During air activity, all aircraft took off in elements of two for flights of about 20 minutes duration at very high altitudes with only vapor trails repeatedly being visible. Formations of two and four aircraft flew in echelon formation and formations of four aircraft in wedge formation. During air activity only 3 aircraft individually took off for local flights. Beginning at 1400, MiG-15s or U-MiG-15s took off for firing practices over the firing range. One MiG-15 or U-MiG-15 towing an air sleeve took off followed by 3 MiG-15s or U-MiG-15s at intervals of 2 minutes each. The latter three MiGs assembled in wedge formation and attacked the air sleeve over the firing range. Firing from aircraft armament was heard. These practices lasted about 25 minutes. They were repeated three times up to 1700 when air activity was discontinued.

28 February. No air activity was observed. EM received instruction in the Zigeuner Block (gypsy block). Officers, apparently the flying personnel from the western hangars, received instruction in the Hindenburg Block. The officers of the northern hangars were given instruction in another building. After lunch, EM were drilling while the officers practiced firing and were also engaged in athletics.

1 March. Beginning at 0845, 22 MiG-15s or U-MiG-15s were towed to the western end of the runway and lined up there. During air activity, the aircraft took off in elements of two for flights of 20 to 25 minutes duration at very high altitudes so that vapor trails were visible. The formations disappeared in , and returned from, various directions. Air activity by MiGs was discontinued between 1400 and 1600. Between 1600 and 2200, there was air activity as during the morning. At 1400, 3 Il-28s towing an air sleeve each took off at intervals of 3 minutes. While crossing over the firing range, the air sleeves were fired at by AA guns and submachine guns. During these practices, a biplane circled over the firing range.

FLASH

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2 March. Beginning at 0900, MiG-15s or U-MiG-15s from the northern hangars taxied to the western end of the runway. After taking off in elements of two, the aircraft practiced flying in formations of two, four, eight and twelve at very high altitudes with the course of flights being visible by vapor trails. The formations made flights in various directions of about 25 minutes duration. All aircraft were fitted with auxiliary fuel tanks. At 1100, the pattern of air activity changed. One MiG-15 or U-MiG-15 towing an air sleeve took off followed by 3 other aircraft which fired at the air sleeve with cannons. These practices lasted and were repeated about every 20 minutes. At 1400, air activity was discontinued. At 1420, 3 Il-28s towing air sleeves took off and subsequently crossed over the firing range in spread-out wedge formation. The air sleeves were fired at by AA guns and submachine guns. It was not observed if there were many hits on the air sleeves. After 40 minutes, the aircraft landed again. Beginning at 1730, there was again air activity by MiG-15s or U-MiG-15s which took off in elements of two. The end of air activity was not observed.

3 March. Beginning at 1000, 16 MiG-15s or U-MiG-15s from the western hangars took off individually and in elements of two at intervals of 5 to 15 minutes for flights of about 20 minutes duration at very high altitudes. Air activity was discontinued at 1500. At 1700, one Il-28 without air sleeve took off, subsequently headed toward Markendorf and landed again after 30 minutes. Beginning at 1800, there was night flying by MiG-15s or U-MiG-15s. No details were observed.

4 March. Some MiG-15s or U-MiG-15s made individual local flights. The aircraft taxied to and from the runway. Maintenance work was being done on aircraft in all hangars.

6 March. No air activity was observed. Beginning at 1300, snow, about 4 cm thick, was being cleared from the runway and taxiways by means of snow-ploughs. During the morning, EM received instruction.

7 March. There was no air activity. Snow was being cleared by means of snow-ploughs which were towed by caterpillar tractors. In addition, snow-ploughs which had been fitted onto the front of tank trucks were employed.

8 March. During the night, 20 crates with one MiG-15 or U-MiG-15 each had arrived at the field. Sixteen of the crates were arranged in a rectangular pattern in front of the northern hangars. In the center of the rectangle, the crates were unpacked. Four crates were stored in front of the western hangars. Each crate was 6 to 7 meters long and about 3.5 meters high. The crates were formed like huts. The upper wall was slanting to both longitudinal sides. At one end was a projecting part, about 50 cm long. A sketch of the crate was made. There were many inscriptions on the crates which, however, could not be identified. Unpacking started that day. Two beams on the undersides of the crates apparently served as skids so that the crates could be drawn to the center of the rectangle where the aircraft parts were unpacked.

The two narrow sides of the crates were first opened and the rear of the fuselage with the rudder assembly was drawn out. Subsequently, the front section of the aircraft was drawn out from the opposite direction. The wings and the elevator assembly were finally taken out of the crate.

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Subsequently, the front part of the fuselage was towed to the test stand where the engine was tested for about 30 minutes. The other aircraft sections remained in the "rectangle". After the engine had been tested, the aircraft was assembled. Two aircraft were assembled on one day. They were subsequently parked in hangar No 4. Two railroad tank cars were parked on the spur track next to the test stand. The jet engines on the test stands were supplied directly from these cars.

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No differences were noticed between the newly arrived aircraft and the MiG-15s and U-MiG-15s seen previously. The sounds of the engines did not differ either.

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Daily between 0800 and 1500, the test stand was in operation. The engines were run for about 30 minutes each. Between the individual tests there were intervals of 50 minutes. Several engines were daily tested but only two aircraft were assembled each day.

Each aircraft was fitted with a red cover on the air intake aperture.

9 March. At 1500, an Il-28 took off, headed in the direction of the firing range and returned after about 45 minutes. At 1510, 2, presumably newly arrived, MiG-15s or U-MiG-15s took off for individual flights about 10 minutes duration. The aircraft had taxied to the take-off point. That the aircraft were 2 of the new MiGs was inferred from the fact that a group of officers including a lieutenant colonel and some majors watched the flights with great interest. The take-off length of the two aircraft was about 150 meters shorter than that observed [REDACTED]. No other differences were noticed.

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10 March. Between 1200 and 2100, 12 MiG-15s or [REDACTED] practiced flying. The aircraft individually [REDACTED] of 15 to 20 minutes at very high altitudes. [REDACTED]

At 1230, one Il-28 took off for a 40-minute flight [REDACTED] 20 minutes one and two other Il-28s took off for flights of about 40 minutes duration.

11 March. Between 1000 and 1900, 12 MiG-15s or U-MiG-15s from the northern hangars practiced flying. The aircraft all of which were fitted with auxiliary fuel tanks took off at intervals of 15 to 20 minutes for individual flights of 20 to 25 minutes duration. At 1200, the 4 Il-28s took off without air sleeves and headed in the direction of the firing range. They landed again at 1240. ¹

2. Personnel of the assembly of new aircraft

On 8 March, 3 transport aircraft with 16 to 20 officers charged with the unloading and assembly of the new aircraft arrived at the field. [REDACTED]

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3. Arrival of fuel

At 1400 on 28 February, 14 railroad tank cars moved to the fuel dump. On 10 March, 8 railroad tank cars arrived at the fuel dump, including 2 cars which were towed back to the test stand where they remained. ³

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4. Escort aircraft

During AA firing practices at 5 Il-28s over the firing range, a biplane was repeatedly seen circling over the area. When MiG-15s or U-MiG-15s practiced over the firing range, a single-engine low-wing monoplane was often seen circling over the fighters at a high altitude. The two single-engine aircraft were not observed on Jueterbog airfield and apparently did not land there.

5. Aircraft dummies on the edge of the wood

Two wooden aircraft dummies were observed in the wooded section in the northern section of the field. The dummies were of plywood construction and had been built at the field. One of them represented a swept-back jet fighter and the other one a large jet bomber with 2 engines under each wing and a considerably high nose compartment. The dummies were built very solidly. It was observed that, after snowfall, EM climbed onto the wings and swept all of the snow off the wings. 4

6. Discharged officers and NCOs employed

About 40 discharged officers and [REDACTED] the field as civilian craftsmen such as welders, turners, fitters, etc., driving instructors, in addition to work in the messhall and ordnance shop.

7. Instruction engine in Hindenburg Block

As reported previously, a cut-open jet engine was observed in a classroom of Hindenburg Block which had meanwhile been used for instruction purposes. The jet engine bore resemblance to the model TL-1 engine, but its combustion chambers were much slimmer and the entire engine seemed to be less clumsy. The section aft of the combustion chambers was longer than on the model TL-1 engine. This section probably seemed to be longer because of the tube at the end. The turbo blades located ahead of the combustion chambers were apparently made of an alloy based on aluminum. The turbo blades aft of the combustion chambers were made of very hard metal. Efforts to file off a piece of the metal failed. 5

8. Removal of snow

Snow was still removed by means of snowplows. It was not noticed if sand, salt or other de-icing stuff were strewn. The boundaries of the runway were not marked by soot or twigs, and only the runway lights indicated the course of the runway. About 200 men, all of them EM but none of them technical or flying personnel, were engaged in clearing the snow.

9. Lights fitted on MiG-15 or U-MiG-15 aircraft

A light fitted in the landing gear of all MiG-15s or U-MiG-15s was observed at Jueterbog airfield. The light was in operation when the landing gear was extended. A rigid light was fitted exactly underneath (not over) the air intake aperture, in the bulge between the air intake and the underside of the fuselage. 6

1. [REDACTED] Comment. Jueterbog airfield is still occupied by two fighter regiments.

The aircraft crates which arrived in Jueterbog during the night of 7/8 March had been observed on a train passing through Frankfurt/Oder on 7 March. For sketch of crate, see Annex 1. It has not been determined so far whether the new aircraft, of which 2 were daily assembled at Jueterbog airfield after 8 March, are MiG-15s or U-MiG-15s with a more powerful engine [REDACTED] or whether they represent a new aircraft type.

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According to the present report [redacted] no difference was observed when compared with the previous MiG-15 aircraft. The observation that the new aircraft cleared the runway on take-offs 150 meters shorter than those take-offs previously observed is an excellent indication that the aircraft were fitted with more powerful engines. For site where the aircraft were assembled, see Annex 2.

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2. [redacted] Comment. The 16 to 18 officers are not required for the assembly of 2 aircraft per day. It is more probable that these officers were to familiarize themselves with the new technical details of the newly arrived aircraft. 25X1
3. [redacted] Comment. It has not been determined whether the two tank cars which were towed to the test stand contained a special fuel for the test runs. 25X1
4. [redacted] Comment. These aircraft dummies are reported for the first time. Only primitive dummies have previously been observed at the fields. This is the first time that a four-jet bomber dummy has been observed in the Soviet Zone of Germany. 25X1
5. [redacted] Comment. The jet engine instruction model [redacted] It has not been determined whether this engine model is of the same type as the engine of [redacted] aircraft. The model TL-1 engine is a version of the Or [redacted] or possibly a model VK-1 engine. Efforts have been [redacted] to verify this question. 25X1
6. [redacted] Comment. The observation of a light installed in the lower bulge of the air intake aperture of the MiG-15 or U-MiG-15 is reported for the first time. 25X1

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NOFORN/CONTINUED CONTROL

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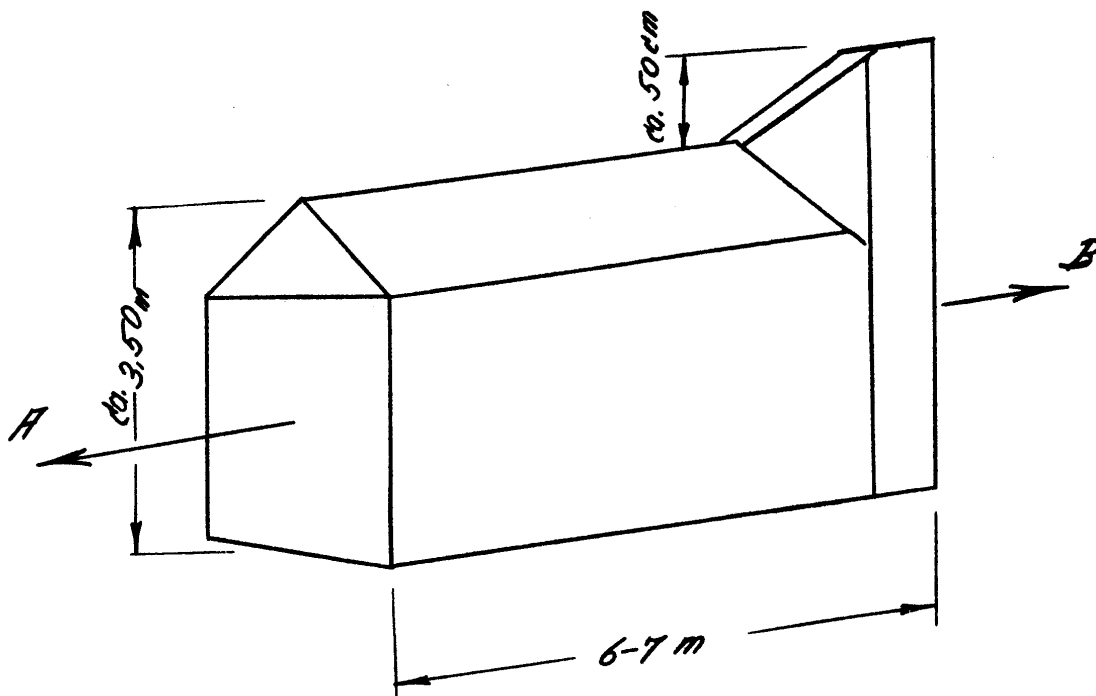
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Annex 1



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Aircraft Crate Observed at Jueterbog Airfield



Legend:

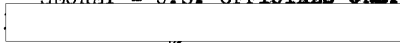
- A Front section of aircraft drawn out in the indicated direction
- B Rear section of aircraft

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Annex 2

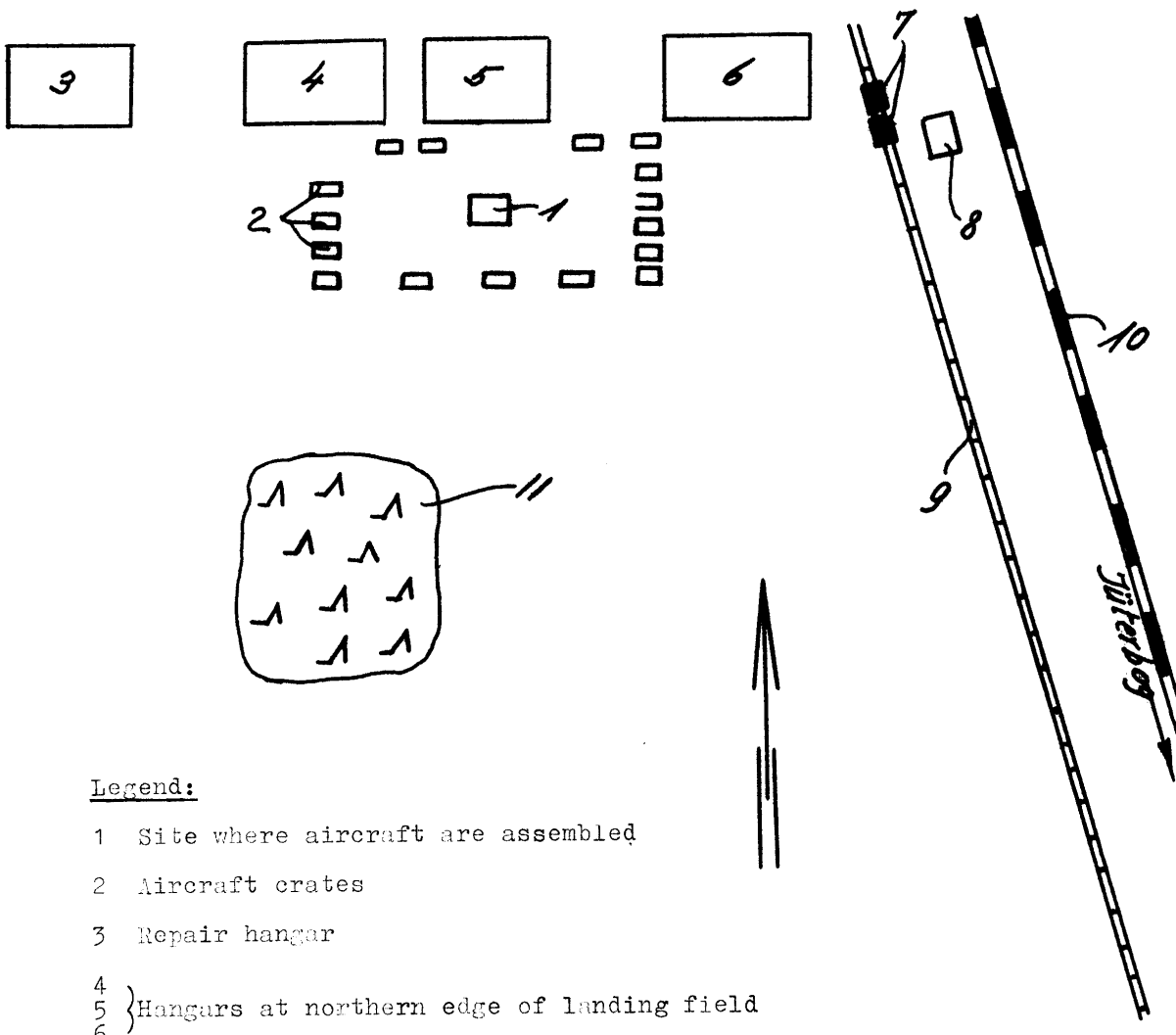


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Site at Jueterbog Airfield Where Aircraft are Assembled



Legend:

- 1 Site where aircraft are assembled
- 2 Aircraft crates
- 3 Repair hangar
- 4 } Hangars at northern edge of landing field
- 5 }
- 6 }
- 7 Two railroad tank cars
- 8 Test stand for jet engines
- 9 Spur track to fuel dump
- 10 Track of Jueterbog-Altes Lager railroad line
- 11 Small woods

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CLASSIFICATION SECRET

COUNTRY East Germany REPORT
 TOPIC Jueterbog Airfield

EVALUATION _____ PLACE OBTAINED _____ 25X1

DATE OF CONTENT _____ 25X1

DATE OBTAINED _____ DATE PREPARED 21 March 1955

REFERENCES _____ 25X1

PAGES 7 ENCLOSURES (NO. & TYPE) _____ 25X1

REMARKS _____ 25X1

This is UNEVALUATED Information 25X1

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1. The following air activity and aircraft were observed at Jueterbog airfield between 25 February and 11 March 1955:

25 February. Between 1000 and 1500, there was air activity by 12 MiG-15s or U-MiG-15s from the western hangars. The aircraft took off individually at intervals of about 15 minutes for flights of 10 to 20 minutes duration.

26 February. Between 0900 and 0930, 10 MiG-15s or U-MiG-15s from the northern hangars were towed to the western end of the runway. During air activity, all aircraft took off in elements of two for flights of about 20 minutes duration at very high altitudes with only vapor trails repeatedly being visible. Formations of two and four aircraft flew in echelon formation and formations of four aircraft in wedge formation. During air activity only 3 aircraft individually took off for local flights. Beginning at 1400, MiG-15s or U-MiG-15s took off for firing practices over the firing range. One MiG-15 or U-MiG-15 towing an air sleeve took off followed by 3 MiG-15s or U-MiG-15s at intervals of 2 minutes each. The latter three MiGs assembled in wedge formation and attacked the air sleeve over the firing range. Firing from aircraft armament was heard. These practices lasted about 25 minutes. They were repeated three times up to 1700 when air activity was discontinued.

28 February. No air activity was observed. EI received instruction in the Ligeuner Block (gypsy block). Officers, apparently the flying personnel from the western hangars, received instruction in the Hindenburg Block. The officers of the northern hangars were given instruction in another building. After lunch, EI were drilling while the officers practiced firing and were also engaged in athletics.

1 March. Beginning at 0845, 22 MiG-15s or U-MiG-15s were towed to the western end of the runway and lined up there. During air activity, the aircraft took off in elements of two for flights of 20 to 25 minutes duration at very high altitudes so that vapor trails were visible. The formations disappeared in _____ and returned from various directions. Air activity by MiGs was discontinued between 1400 and 1600. Between 1600 and 2200, there was air activity as during the morning. At 1400, 3 Il-28s towing an air sleeve each took off at intervals of 3 minutes. While crossing over the firing range, the air sleeves were fired at by machine guns and submachine guns. During these practices, a biplane circled over the firing range.

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2 March. Beginning at 0900, MiG-15s or U-MiG-15s from the northern hangars taxied to the western end of the runway. After taking off in elements of two, the aircraft practiced flying in formations of two, four, eight and twelve at very high altitudes with the course of flights being visible by vapor trails. The formations made flights in various directions of about 25 minutes duration. All aircraft were fitted with auxiliary fuel tanks. At 1100, the pattern of air activity changed. One MiG-15 or U-MiG-15 towing an air sleeve took off followed by 3 other aircraft which fired at the air sleeve with cannons. These practices lasted and were repeated about every 20 minutes. At 1400, air activity was discontinued. At 1420, 3 Il-28s towing air sleeves took off and subsequently crossed over the firing range in spread-out wedge formation. The air sleeves were fired at by AA guns and submachine guns. It was not observed if there were many hits on the air sleeves. After 40 minutes, the aircraft landed again. Beginning at 1730, there was again air activity by MiG-15s or U-MiG-15s which took off in elements of two. The end of air activity was not observed.

3 March. Beginning at 1000, 16 MiG-15s or U-MiG-15s from the western hangars took off individually and in elements of two at intervals of 5 to 15 minutes for flights of about 20 minutes duration at very high altitudes. Air activity was discontinued at 1500. At 1700, one Il-28 without air sleeve took off, subsequently headed toward Markendorf and landed again after 30 minutes. Beginning at 1800, there was night flying by MiG-15s or U-MiG-15s. No details were observed.

4 March. Some MiG-15s or U-MiG-15s made individual local flights. The aircraft taxied to and from the runway. Maintenance work was being done on aircraft in all hangars.

6 March. No air activity was observed. Beginning at 1300, snow, about 4 cm thick, was being cleared from the runway and taxiways by means of snow-ploughs. During the morning, EM received instruction.

7 March. There was no air activity. Snow was being cleared by means of snow-ploughs which were towed by caterpillar tractors. In addition, snow-ploughs which had been fitted onto the front of tank trucks were employed.

8 March. During the night, 20 crates with one MiG-15 or U-MiG-15 each had arrived at the field. Sixteen of the crates were arranged in a rectangular pattern in front of the northern hangars. In the center of the rectangle, the crates were unpacked. Four crates were stored in front of the western hangars. Each crate was 6 to 7 meters long and about 3.5 meters high. The crates were formed like huts. The upper wall was slanting to both longitudinal sides. At one end was a projecting part, about 50 cm long. A sketch of the crate was made. There were many inscriptions on the crates which, however, could not be identified. Unpacking started that day. Two beams on the undersides of the crates apparently served as skids so that the crates could be drawn to the center of the rectangle where the aircraft parts were unpacked.

The two narrow sides of the crates were first opened and the rear of the fuselage with the rudder assembly was drawn out. Subsequently, the front section of the aircraft was drawn out from the opposite direction. The wings and the elevator assembly were finally taken out of the crate.

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Subsequently, the front part of the fuselage was towed to the test stand where the engine was tested for about 30 minutes. The other aircraft sections remained in the "rectangle". After the engine had been tested, the aircraft was assembled. Two aircraft were assembled on one day. They were subsequently parked in hangar No 4. Two railroad tank cars were parked on the spur track next to the test stand. The jet engines on the test stands were supplied directly from these cars.

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No differences were noticed between the newly arrived aircraft and the MiG-15s or U-MiG-15s seen previously. The sounds of the engines did not differ either.

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_____ Daily between 0800 and 1500, the test stand was in operation. The engines were run for about 30 minutes each. Between the individual tests there were intervals of 50 minutes. Several engines were daily tested but only two aircraft were assembled each day.

Each aircraft was fitted with a red cover on the air intake aperture.

9 March. At 1500, an Il-28 _____ took off, headed in the direction of the firing range and returned after about 45 minutes. At 1510, 2, presumably newly arrived, MiG-15s or U-MiG-15s took off for individual flights of about 10 minutes duration. The aircraft had taxied to the take-off point. That the aircraft were 2 of the new MiGs was inferred from the fact that a group of officers including a lieutenant colonel and some majors watched the flights with great interest. The take-off length of the two aircraft was about 150 meters shorter than that observed previously with MiG-15s. No other differences were noticed.

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10 March. Between 1200 and 2100, 12 MiG-15s or U-MiG-15s ~~continuously~~ practiced flying. The aircraft individually took off and flew at intervals of 15 to 20 minutes at very high altitudes. There was a light haze.

At 1230, one Il-28 took off for a 40-minute flight. After about 20 minutes one and two other Il-28s took off for flights of about 40 minutes duration.

11 March. Between 1000 and 1900, 12 MiG-15s or U-MiG-15s from the northern hangars practiced flying. The aircraft all of which were fitted with auxiliary fuel tanks took off at intervals of 15 to 20 minutes for individual flights of 20 to 25 minutes duration. At 1200, the 4 Il-28s took off without air sleeves and headed in the direction of the firing range. They landed again at 1240. 1

2. Personnel of the assembly of new aircraft

On 8 March, 3 transport aircraft with 16 to 20 officers charged with the unloading and assembly of the new aircraft arrived at the field. _____

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3. Arrival of fuel

At 1400 on 28 February, 14 railroad tank cars moved to the fuel dump. On 10 March, 8 railroad tank cars arrived at the fuel dump, including 2 cars which were towed back to the test stand where they remained. 3

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4. Escort aircraft

During AA firing at 5 Il-28s over the firing range, a biplane was repeatedly seen circling over the area. When MiG-15s or U-MiG-15s practiced over the firing range, a single-engine low-wing monoplane was often seen circling over the fighters at a high altitude. The two single-engine aircraft were not observed on Justerbog airfield and apparently did not land there.

5. Aircraft dummies on the edge of the wood

Two wooden aircraft dummies were observed in the wooded section in the northern section of the field. The dummies were of plywood construction and had been built at the field. One of them represented a swept-back jet fighter and the other one a large jet bomber with 2 engines under each wing and a considerably high nose compartment. The dummies were built very solidly. It was observed that, after snowfall, EM climbed onto the wings and swept all of the snow off the wings. 4

6. Discharged officers and NCOs employed as civilian workers

About 40 discharged officers and NCOs continued working at the field as civilian craftsmen such as welders, turners, firemen, drivers, driving instructors, in addition to work in the messhall and ordnance shop.

7. Instruction engine in Hindenburg Block

As reported previously, a cut-open jet engine was observed in a classroom of Hindenburg Block which had meanwhile been used for instruction purposes. The jet engine bore resemblance to the model TL-1 engine, but its combustion chambers were much slimmer and the entire engine seemed to be less clumsy. The section aft of the combustion chambers was longer than on the model TL-1 engine. This section probably seemed to be longer because of the tube at the end. The turbo blades located ahead of the combustion chambers were apparently made of an alloy based on aluminum. The turbo blades aft of the combustion chambers were made of very hard metal. Efforts to file off a piece of the metal failed. 5

8. Removal of snow

Snow was still removed by means of snowplows. It was not noticed if sand, salt or other de-icing stuff were strewn. The boundaries of the runway were not marked by soot or twigs, and only the runway lights indicated the course of the runway. About 200 men, all of them EM but none of them technical or flying personnel, were engaged in clearing the snow.

9. Lights fitted on MiG-15 or U-MiG-15 aircraft

A light fitted in the landing gear of all MiG-15s or U-MiG-15s was observed at Justerbog airfield. The light was in operation when the landing gear was extended. A rigid light was fitted exactly underneath (not over) the air intake aperture, in the bulge between the air intake and the underside of the fuselage. 6

1. Comment. Justerbog airfield is still occupied by two fighter regiments. The aircraft crates which arrived in Justerbog during the night of 7/8 March had been observed on a train passing through Frankfurt/Oder on 7 March. For sketch of crate, see Annex 1. It has not been determined so far whether the new aircraft, of which 2 were daily assembled at Justerbog airfield after 8 March, are MiG-15s or U-MiG-15s with a more powerful engine or whether they represent a new aircraft type.

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According to the present report [Redacted] no difference was observed when compared with the previous MiG-15 aircraft. The observation that the new aircraft cleared the runway on take-offs 150 meters shorter than those take-offs previously observed is an excellent indication that the aircraft were fitted with more powerful engines. For site where the aircraft were assembled, see Annex 2.

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2. [Redacted] Comment. The 16 to 18 officers are not required for the assembly of 2 aircraft per day. It is more probable that these officers were to familiarize themselves with the new technical details of the newly arrived aircraft.

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3. [Redacted] Comment. It has not been determined whether the two tank cars which were towed to the test stand contained a special fuel for the test runs.

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4. [Redacted] Comment. These aircraft dummies are reported for the first time. Only primitive dummies have previously been observed at the fields. This is the first time that a four-jet bomber dummy has been observed in the Soviet Zone of Germany.

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5. [Redacted] Comment. It has not been determined whether this engine model is of the same type as the engine of the newly arrived aircraft. The model TL-1 engine is a version of the Original ~~TL-1~~ engine or possibly a model VK-1 engine. Efforts have been initiated to clarify this question.

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6. [Redacted] Comment. The observation of a light installed in the lower bulge of the air intake aperture of the MiG-15 or U-MiG-15 is reported for the first time.

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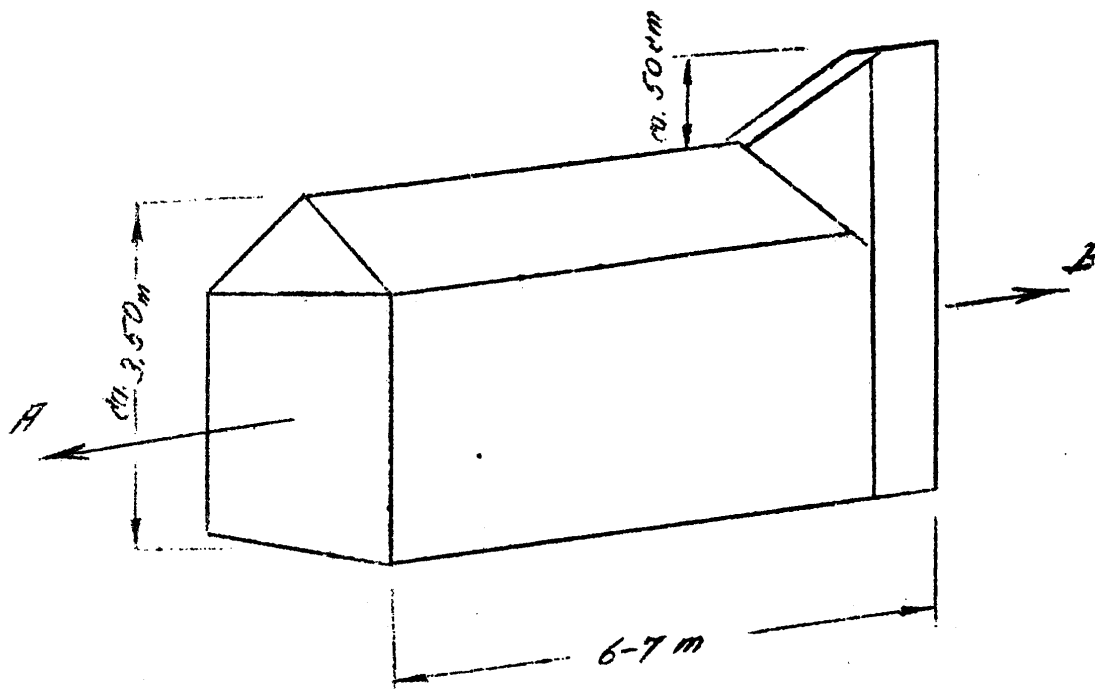
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Annex 1

25X1

Aircraft Crate Observed at Jueterbog Airfield



Legend:

- A Front section of aircraft drawn out in the indicated direction
- B Rear section of aircraft

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Annex 2

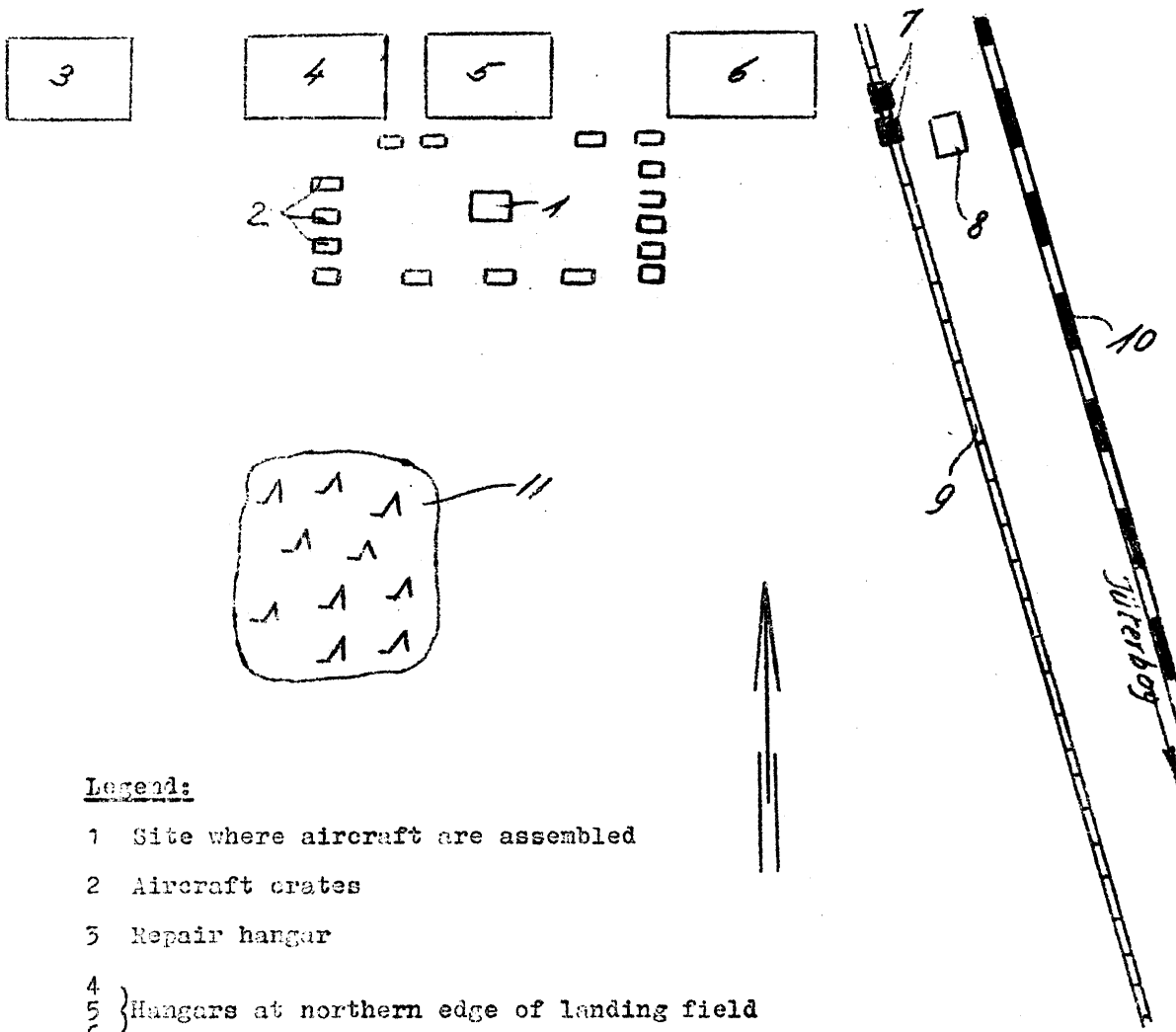


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Site at Jueterbog Airfield Where Aircraft are Assembled



Legend:

- 1 Site where aircraft are assembled
- 2 Aircraft crates
- 3 Repair hangar
- 4 } Hangars at northern edge of landing field
- 5 }
- 6 }
- 7 Two railroad tank cars
- 8 Test stand for jet engines
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