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CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORT TOPIC Finow AirfieldEVALUATION PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED PREPARED 4 July 1955 25X1

REFERENCES

PAGES _____ ENCLOSURES (NO. & TYPE) 1 - sketch on ditto with legend

REMARKS

This is UNEVALUATED Information

25X1

1. Air activity and aircraft observed at Finow airfield between 13 April and 13 May 1955: 25X1

13 April. At 1630, 50 to 55 jet fighters were observed on the northern edge of the field. Six MiG-15s or U-MiG-15s including 2 covered with tarpaulins were parked in the gap of the fence. Soviet personnel worked on these aircraft. Personnel wearing flying suits were not observed. 1 25X1

26 April. At 0700, air activity started and a MiG-15 or U-MiG-15 towing an air sleeve took off. Immediately afterward, an element of two MiG-15s or U-MiG-15s took off heading west. Another take-off by an element of two MiG-15s or U-MiG-15s was observed. After some time, the aircraft towing the sleeve target returned and dropped the air sleeve over the field. The take-offs by a swept-back jet fighter towing a sleeve target and by an element of two jet fighters were repeatedly observed. Air activity was discontinued at about 1900.

27 April. From 0700 until evening, swept-back jet fighters practiced flying as on the preceding day.

28 April. At about 1400, two or three individual take-offs with subsequent local flights were made by MiG-15s or U-MiG-15s.

29 April. Air activity by swept-back jet fighters was observed from a distance.

30 April to 2 May. No air activity was observed.

3 May. Between 0700 and 1900, take-offs were continuously made by MiG-15s or U-MiG-15s towing sleeve targets and individual take-offs were made by other swept-back jet fighters.

4 May. Between 0700 and 1900, there was air activity by MiG-15s or U-MiG-15s which took off individually and in elements of two. The aircraft practiced formation flying in elements of two and local individual flying.

5 May. After 2100, night flying was practiced by swept-back jet fighters

CLASSIFICATION SECRET -

FLASH (16)

SECRET

25X1

-2-

while searchlights were in operation. Several aircraft were simultaneously aloft. The aircraft were illuminated by searchlights. The end of air activity could not be observed.

7 May. At about 1400, individual flying were made by MiG-15s or U-MiG-15s.

8 and 9 May. No air activity was observed.

10 May. Throughout the day, swept-back jet fighters practiced flying individually and in elements of two.

11 May. There was air activity throughout the day. At about 1100, several jet fighters made individual flights at medium altitudes. The noise from the engines of these aircraft sounded different than that of MiG-15s. Upon closer observation it was determined that these aircraft were not MiG-15s in spite of their great resemblance to MiG-15s. The leading edges of the wings had a more pronounced sweep and the roots of the trailing edges of wings formed a bend while the MiG-15 had an almost acute angle at the wing root. It appeared as if the wing tips were smaller and more rounded off than those of the MiG-15. ¹

12 May. Throughout the day, there was air activity including individual take-offs and landings and in elements of two. Jet fighters of a new type construction were repeatedly seen as on the preceding day. At 1200, 2 Il-28s crossed over the field, including one Il-28 towing a sleeve target. The two aircraft headed northwest.

13 May. Flights were made by individual aircraft and elements of two.

2. Radio and radar installations.

At 1800 on 9 May, the Fishnet-type radar set was no longer observed east of the bunker of the radar station at Finow Estate. At this site there were several masts interconnected by antennas. Cables extended from the antenna system into the bunker. Next to the masts were two radio trucks about 40 meters apart. Exactly in the middle between the two radio trucks was a two-wheel trailer with a cable connection to each of the radio trucks. The noise of a motor was not heard from the trailer. Each of the two radio trucks had an extended mast with an umbrella-type antenna on top. At 1000 on 11 May, 2 Fishnet-type antennas were observed in the radar station northwest of the landing field, just next to the Kniferest-type set. No radio trucks were seen in the vicinity of the radar station. A brick barracks with tile roof was under construction 300 to 400 meters southwest of the radar station, almost at the edge of the landing field. The two radio trucks and trailer were no longer observed in the radar station on 13 May. An overhead line consisting of 4 individual wires supported by newly placed masts was being laid from the radar station at the Finow Estate to the airfield. At 1630, 2 Fishnet-type radar sets and a model AA 4 MK 3 set were seen in the eastern section of the landing field. No radio trucks were observed. ²

3. The previous assumption that the eastern section of Schwarzer Weg would be included into the field area was supported after observing the course of Schwarzer Weg and the southern edge of the field. Confusion with the road called Rotes Gestell is not possible since Schwarzer Weg extends across the Biesenthaler Strasse to Schwarzer Lake while Rotes Gestell passes farther north along the lake. A total of 12 revetments were counted in the area of Jagen (forest sub-district) 186, south of Schwarzer Weg. It is possible that there were more revetments which could not be seen since the area is partially covered by woodland. Four aircraft revetments were seen just

SECRET

SECRET

25X1

-3-

north of Schwarzer Weg, in front of the intersection between Schwarzer Weg and Biesenthaler Strasse. 3

4. Air activity and aircraft observed between 30 April and 13 May:

25X1

30 April. Between 1130 and 1725, there was air activity by MiG-15s or U-MiG-15s which flew in elements of two or formations of four over Eberswalde and its vicinity for about 10 minutes duration. The aircraft always took off in elements of two with an interval of about 15 seconds between the two aircraft. After landing, the aircraft remained at the field for 20 minutes before taking off again. After a flight by a formation of four, the two elements landed within minutes. The interval and distance between the aircraft was about 2 wing spans and 4 or 5 aircraft lengths respectively. About 60 jet fighters were counted on the landing field.

3 May. There was formation flying in elements of two and formations of four. At about 1120, a Li-2 took off heading south.

4 May. At about 1200, a local flight by a MiG-15 or U-MiG-15 was observed from Eberswalde.

6 May. Between 1530 and 2300, individual flights were made by MiG-15s or U-MiG-15s which headed east immediately after the take-off. Approximately every 20 minutes, a take-off and a landing were made. At 1600, a MiG-15 or U-MiG-15 departed toward the east. After 2100, swept-back jet fighters alternately crossed over the Eberswalde area and served as targets for practicing searchlights. The following searchlights were observed:

- 1 searchlight approximately on the border line between Jagen 216 and Jagen 217, exactly in the extension of the runway
- 1 searchlight in Jagen 214, in the extension of the runway
- 1 searchlight about 100 meters north of the radar station at Finow Estate

The 3 searchlights sought out the aircraft which had set position lights. When the searchlights finally fixed on these aircraft, they were turned off and the exercise was repeated.

13 May. Between 0930 and 1415, there was air activity by MiG-15s or U-MiG-15s which made individual flights and flights in formations of two and four. At 1435, a MiG-15 or U-MiG-15 towing a sleeve target was seen coming from the field and heading east. After about 5 minutes, another swept-back jet fighter flew toward the east. Subsequently, air-to-air firing was apparently practiced since MiG-15s or U-MiG-15s towing sleeve targets and other swept-back jet fighters flying individually were repeatedly observed. 1

5. Radio and radar installations.

The Token-type radar which had been observed near the village of Sommerfelde on 22 April was no longer seen on 3 May. The other Token-type set near Finow Estate was still there. Only one umbrella-type antenna was observed on the roof of the barn of the estate on 6 May. 2

6. The AA gun emplacement at the field was still occupied by 6 x 37-mm AA guns on 16 May.

SECRET

SECRET

25X1

-4-

7. Air activity and aircraft observed between 3 and 19 May:

25X1

3 May. Between 0900 and 1530, about 15 take-offs were made by F4C-15s or U-MIG-15s. After 1530, air activity continued but no details could be observed.

4 May. There was air activity by MIG-15s or U-MIG-15s.

25X1

5 May. Between 0900 and 1400, there was little air activity by swept-back jet fighters. A total of 10 take-offs were counted. After 2100, the sound of flying Mig-15s was heard.

7 May. At about 1300, about 50 jet fighters were observed at the field. The aircraft of the alert formation north of the runway intersection had the [redacted] U-MIG-15s [redacted] was observed at the take-off point. 1

25X1

19 May. At 1130, there was air activity by jet fighters. The following MIG-15s or U-MIG-15s were parked at the field: an alert formation of 4 in the northeastern corner of the field, 5 at the take-off point, at the eastern end of the runway, 31 on the northern edge of the landing field and an additional 18 to 20 estimated at the latter site. [redacted]

25X1

25X1

25X1

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In addition 2 fire trucks, 6 tank trucks and 6 trucks mounting searchlights were also seen there. The motor vehicle strength at the installation was estimated at about 100 on the basis of current observations.

25X1

1. [redacted] Comment. It is believed that Finow airfield is still occupied by the headquarters of a fighter division and 2 fighter regiments. Air activity was conducted along the usual pattern. The information on the construction features of the jet fighters described by source definitely indicates that the aircraft were Mig-17s. A total of about 60 jet fighters were counted on the landing field. Mig-15 [redacted] have previously been reported from Neuruppin. [redacted]

25X1

2. [redacted] Comment. [redacted] the radar sections at the eastern landing field and in the northwestern section of the airfield were equipped with 2 Fishnet-type sets each. The removal of the Token-type set near Sommerfelde and of one of the two umbrella-type antennas on the roof of the barn of Finow Estate, and the laying of a four-wire overhead line from Finow Estate to the airfield are reported for the first time. The dismantling of the Fishnet-type set in the radar station at Finow Estate was reported previously.

3. [redacted] Comment. For sketch of course of southern edge of airfield, see Annex. The construction of revetments in the wooded area south of the border of the landing field was reported previously.

25X1

SECRET

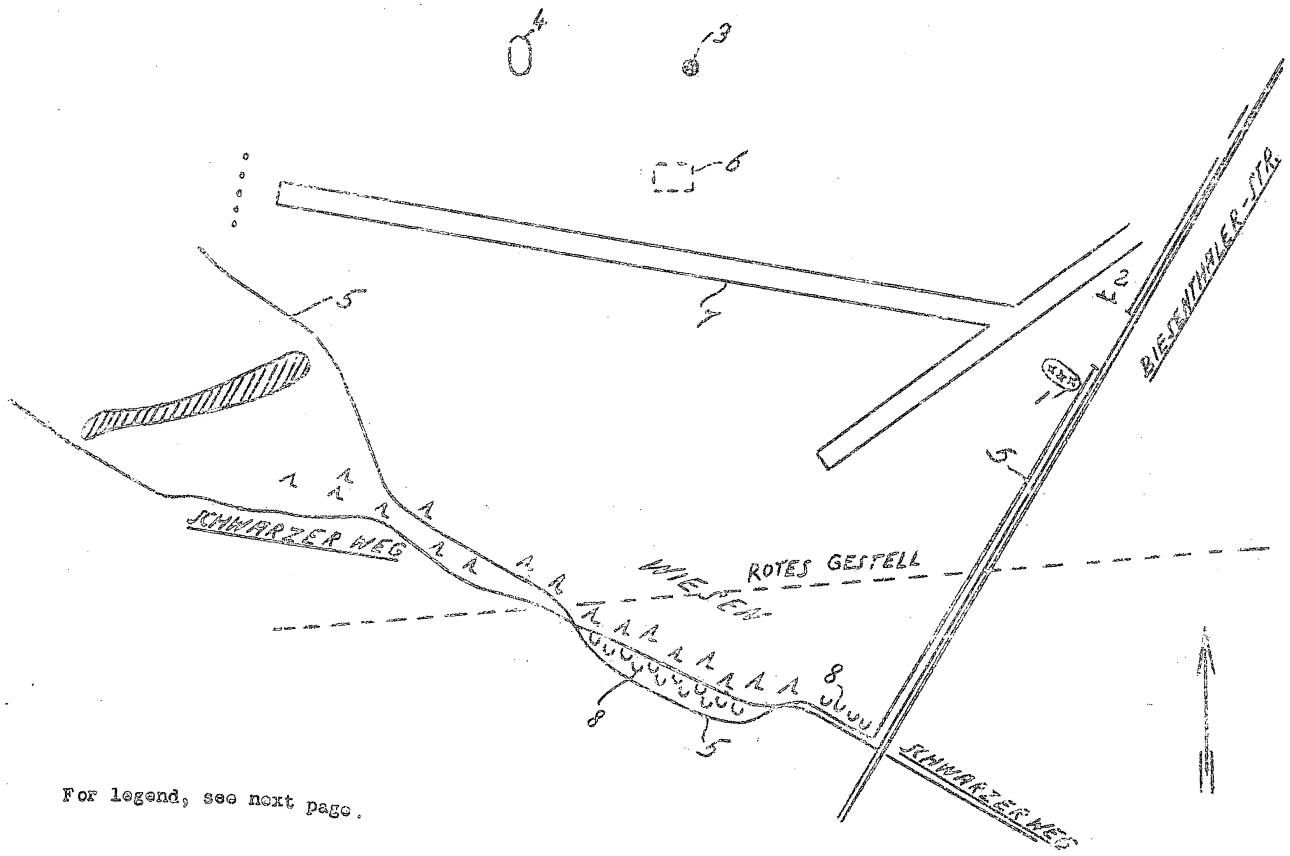
Southern Section of Finow Airfield

Annex

25X1

SECRET

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25X1

For legend, see next page.

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25X1



Legend

Southern Section of Finow Airfield

- 1 Radar station
- 2 Alert formation
- 3 Umbrella-type antenna
- 4 Radar station
- 5 Southern border of airfield
- 6 Former hangar
- 7 Runway
- 8 Aircraft revetments

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