

CLASSIFICATION **SECRET**

COUNTRY	East Germany	REPORT	
TOPIC	Koethen Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	11 July 1955 25X1
REFERENCES			
PAGES	6	ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED Information		

1. The following air activity and aircraft were observed at Koethen airfield between 30 April and 3 June 1955:

25X1

30 April. At 0630, the doors of the three hangars were closed. Two jet fighters the engines of which had been run up several times were parked in front of one of the hangars. At about 1000, these two aircraft were pushed into the hangar. No other aircraft were seen at the field. Usually a radio truck with glass cupola, a radio installation of one mast and a take-off post with two flags are located at the take-off point, but on this date no such preparations had been made. There was no air activity.

9 May. At about 0700, 2 MiG-15s or U-MiG-15s the cabins of which were covered by tarpaulins were seen between the eastern hangars. The doors of the three hangars were closed. At about 1100, about 20 jet fighters were pushed out of the eastern hangars and parked in front of them. Two MiG-15s or U-MiG-15s on which maintenance work was being done were seen in front of the western hangar. There was no air activity during daytime. At 1200, the runway lights were tested. At about 1900, 2 MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks were towed by truck to the eastern end of the runway and were parked there in addition to a radio truck with a rod antenna, about 4 meters long. One landing floodlight was posted both on the right and left side of the runway. All other jet aircraft were again pushed into the hangars. Beginning at 2150, night flying was observed from a distance.

14 May. At 0645, the doors of the hangars were closed. Two uncovered MiG-15s or U-MiG-15s were parked in front of the southeastern hangar. During the preceding night night flying had been practiced, presumably engaging the two aircraft with auxiliary fuel tanks which had been towed to the eastern end of the runway. At 0900, 12 MiG-15s or U-MiG-15s were pushed out of the eastern hangar. Subsequently maintenance work was being done on the aircraft and their engines were run up. When the engines were cold 70 to 90 seconds elapsed from the moment they were started until they were running at full power; the procedure lasted

FLASH (10)

CLASSIFICATION **SECRET**

25X1

SECRET

25X1

- 2 -

about 30 seconds when the engines were run up for a second time. At 0900, the take-off point was not yet established. At about 1300, several MiG-15s or U-MiG-15s approached the field from the east. On one of the aircraft which flew at an altitude of about 80 meters it was seen that one bomb suspended from the inner side of each wing, along side of the auxiliary fuel tank. The bombs were about 1/5 of the size of the auxiliary fuel tanks. Two dark spots were seen just next to the fuel tanks on the aircraft engaged in air activity. These were probably devices to fasten the bombs since the bombs had been seen at this place on the other aircraft. The weight of the bombs was estimated at 50 kg. No other features distinguishing the aircraft from the usual MiG-15s were noticed.

23 May. At 0730, 20 MiG-15s or U-MiG-15s were seen in front of the northeastern hangar. The doors of the three hangars were closed. At about 1000, 11 MiG-15s or U-MiG-15s were pushed out of the other hangars and were towed by trucks to the southwestern corner of the field. After about 10 minutes, they were towed back to the hangars. A radio truck with glass cupola and a radio truck with a rod antenna about 4 meters high had been parked at the eastern end of the runway. There was no air activity. At about 1200, the radio trucks departed again.

24 May. At 1100, 9 MiG-15s or U-MiG-15s were parked in front of the eastern hangars. The take-off point was not established. The fuel from 2 tank trucks was transferred to the fuel containers at the fuel dump on Baasdorfer Strasse. No air activity was observed.

27 May. At 0745, the western hangar and the southeastern hangar were opened and 20 jet fighters were towed by trucks to the western end of the runway. A radio truck with a rod antenna about 4 meters high and two radio trucks each with an antenna mast extended to a length of about 8 meters were parked at the take-off point. Two tank trucks were again emptied into the fuel containers at the fuel dump on Baasdorfer Strasse. Air activity started at about 0830. Single-seater MiG-15s or U-MiG-15s without auxiliary fuel tanks practiced take-offs and landings. Several double-seater aircraft with auxiliary fuel tanks made individual flights of about 30 minutes duration at altitudes of about 3,000 meters. Each of these aircraft made a gliding approach on a ground target near the field. Several single-seater aircraft with auxiliary fuel tanks made flights of 90 to 95 minutes duration in close formations of two and three toward the northeast. The aircraft landed after they had crossed over the field at altitudes of about 2,000 meters. Only the auxiliary fuel tanks were seen under the wings. Prior to 1100, a total of 17 single and double-seater aircraft took off. The following take-offs by formations were seen: At 0900 a formation of three, at 0915, 0930, 1000, and 1010 one element of two each, and at 1020 a formation of three. At 1015, the first formation of three landed. The other formations landed later on at regular intervals. Air activity was discontinued at about 1500. Beginning at 1200, the attacking of air sleeves was practiced at altitudes of about 800 meters in the area between Dessau and Koethen. All take-offs and landings showed good flight discipline.

25X1

SECRET

25X1

25X1

SECRET

25X1

- 3 -

3 June. Thirty jet fighters were counted at the field and included 18 engaged in air activity, 11 being parked in front of the eastern hangars and 1 in front of the western hangar. The three hangars were half open. At about 0700, the railroad bridge northeast of the field at Baasdorfer Strasse was guarded by KVP sentries with watchdogs. At about 0710, a boxcar was shunted to the northeastern hangar. At about 2000, 15 boxcars were seen there. At about 0900, air activity started. Several take-offs toward the west in formations of two and three aircraft and individual planes were seen. The aircraft climbed through the ceiling and, according to the noise heard after 5 or 6 minutes, crossed over the field from the east at altitudes of 4,000 to 5,000 meters. After about 15 minutes, the aircraft landed at irregular intervals coming from the east and without crossing over the field prior to landing. All aircraft were fitted with auxiliary fuel tanks. Eight individual take-offs, 2 take-offs in elements of two and 1 in a formation of three were seen within one hour. In addition, 2 single-seater MiG-15s or U-MiG-15s practiced take-offs and landings. The pilots of the latter aircraft were repeatedly changed after landing. During air activity, the Kniferest-type radar set slowly rotated to the left and right. The two aircraft taxied to the take-off point while all other aircraft were towed there by trucks. For towing, the aircraft were attached to a rod 1 to 1.5 meters long with the help of which, the aircraft could be moved in take-off direction.

25X1

2. The AA 4 MK 3-type and the Fishnet-type radar sets were still seen at the southern edge of the field. The sets were not in operation. The Kniferest-type radar set north of the taxiway which had been removed on 30 April was again seen at its previous location. The high mast, which was about 8 meters in height, on the radio truck parked near the take-off point was a telescopic mast which was fitted at the rear side of the truck and braced to the ground, according to its height. A radio installation of one mast was seen between the flight control station and the western hangar. 2
3. The AA gun emplacement in the southeastern corner of the field was still occupied by 6 x 37-mm AA guns. On 3 June, aiming practices were held with the guns.
4. Extensive excavating work was under way next to the guard house in the southeastern corner of the field. A conveyor belt was employed for work. Shelters were apparently constructed. Other shelters had been constructed between the eastern hangars and at the eastern end of the runway. They were built underground, covered with sod and were about 12 meters square. A similar shelter had been constructed north of the eastern end of the runway at the point where the radio truck had previously been parked. Logs needed for the constructions were hauled to the site by trucks. 3

25X1

25X1

SECRET

25X1

25X1

SECRET

25X1

- 6. It was learned that engineers of the former Junkers plant had been asked whether they were willing to work in their previous field for an initial pay of 750 eastmarks. Dresden-Klotzsche airfield was scheduled to serve as test field for "Prina". 4
- 7. Dessau airfield was used for gliding practices by the Association for Sport and Technics.
- 8. The following air activity and aircraft were observed at the field between 4 May and 9 June:

4 May. At 1230, 4 MiG-15s or U-MiG-15s with their noses toward the west were parked in front of the aircraft revetments in the northeastern corner of the field. Take-offs and landings were continuously made. Take-offs were partly made in elements of two and also in formations of three. The elements of two consisted of one U-MiG-15 and one single-seater MiG-15. The two-seater aircraft were occupied by two men. Local flights were made. [redacted]

25X1

10 May. Between 1330 and 1430, local flights were made at altitudes of 800 to 1,000 meters just below the ceiling. Two jet fighters were seen at the take-off point. [redacted]

25X1

[redacted] Thirty minutes later, the same aircraft landed [redacted] Two radio trucks, one with an umbrella-shaped antenna, the other one with an umbrella-shaped antenna and a rod antenna and with glass cupola were parked between the aircraft revetments in the northeastern corner of the field. During air activity by jet fighters, a single-engine conventional aircraft made local flights taking off and landing on the sod near the runway. Three take-offs were seen. Take-offs and landings were made at intervals of 10 minutes.

25X1

25X1

11 May. Between 1630 and 1730, there was no air activity. Twelve MiG-15s or U-MiG-15s were parked in a row in front of the northeastern hangar and 3 MiG-15s or U-MiG-15s the tails of which had been disassembled were parked in front of the southeastern hangar. One wing of one of the aircraft had also been disassembled. Although there was a strong wind one MiG-15 or U-MiG-15 was towed to the western end of the runway where 2 aircraft had already been parked.

12 May. Between 1630 and 1745, elements of two jet fighters made local flights and flights out of sight. One MiG-15 or U-MiG-15 practiced gliding approaches at an angle of about 30° from an altitude of about 1,000 meters down to an altitude of about 300 meters. The aircraft subsequently made a left bank and climbed again. [redacted]

25X1

[redacted] Flights lasted about 15 minutes.

25X1

13 May. There was no air activity between 1645 and 1730. Thirty-two aircraft were seen on the landing field.

31 May. Twelve jet fighters were parked without any noticeable pattern in front of the eastern hangars, and 12 MiG-15s or U-MiG-15s were seen in the dispersal area in front of the aircraft revetments in the northeastern corner of the field. From the latter area aircraft continuously taxied to the take-off point and returned there after landing. Five jet fighters were parked in front of the western hangar.

25X1

SECRET

25X1

SECRET

UNCODED

25X1

25X1

- 5 -

Two radio trucks and 2 trucks were parked between the aircraft revetments in the northeastern corner of the field. The attacking of air sleeves was practiced. Aircraft remained aloft for about 25 minutes. [redacted]

25X1

2 June. Between 1100 and 1350, jet fighters continuously made local flights. The take-off by two elements of two was seen. Two radio trucks, 1 ambulance and 2 trucks were parked between the aircraft revetments south of the western hangar.

3 June. Between 0900 and 1500, there was intensive air activity by jet fighters. Twelve jet fighters were seen in front of the northeastern hangar. They changed continuously, since they were involved in air activity and, immediately after the landing, taxied back to the dispersal area. An additional 12 jet fighters were parked in front of the southeastern hangar in a row which extended onto the field. These aircraft also changed while taxiing to and from the take-off point. Six jet fighters, 3 radio trucks, 1 ambulance and 1 truck were parked between the aircraft revetments in front of the western hangar. A single-seater monoplane and 1 radio truck were additionally parked in front of the southeastern hangar. Local flights were continuously made. Landings and take-offs were made at short intervals. At 1500, 4 air sleeves were made ready at the take-off point.

8 June. At 1730, 12 jet fighters which were fully covered by tarpaulins were parked in front of the southeastern hangar. Two rows of 7 aircraft each were parked in checkered position in front of the aircraft revetments in the northeastern corner of the field. Three radio trucks were parked in front of the aircraft revetments at the dispersal area of the alert flight. One of the trucks was fitted with an octagonal glass cupola as described previously. A man was seen mounting and again leaving this cupola from the interior of the radio truck. The umbrella-shaped antenna which was fitted in the center of the rear edge of the top was telescopic. The cupola projected about 80 cm beyond the roof of the truck. The extended antenna had an estimated height of 3 to 4 meters. The antennas of the radio trucks without cupola were fitted in front of the right. At about 1900, 2 trucks each mounting a searchlight about 60 cm in diameter proceeded in the eastern extension of the runway. One of them was parked about 30 meters west of the gap in the fence and the other one 40 meters east of the road in the field at a point in line with the southern edge of the runway. No personnel were seen near the trucks. There was no air activity. Between 2000 and 2330, the rotatable searchlight at the field was in operation.

9 June. Between 1700 and 1820, there was no air activity by jet fighters. At about 1800, one Li-2 landed while rain set in.

9. After 10 May, a Fishnet-type radar set was seen at the southern edge of the field next to the AA 4 MK 3-type set which had previously been seen there between aircraft revetments and the fence. Another Fishnet-type radar set was seen next to the Kniferest-type set at the northern edge of the field in front of the aircraft revetments southwest of the hangars. The distance between the two sets was estimated at 10 to 15 meters.
10. Excavation work was being done by soldiers between the aircraft revetments in the northeastern corner of the field and the fence. Logs, about 10 cm in diameter and 2 to 2.5 meters long, were seen at the construction site.

25X1

SECRET

25X1

SECRET

[Redacted]

25X1

25X1

1. [Redacted] Comment. Koethen airfield is believed to be still occupied by 1 fighter regiment and 1 reconnaissance regiment equipped with MiG-15s. Air activity reported was normal. The fastening of bombs under the wings between auxiliary fuel tanks and the fuselage was observed for the first time, but, in the meantime was confirmed by observations made at the Kummersdorf bombing range. [Redacted] bombs. A total of 32 jet fighters were counted at the field. MiG-15 [Redacted] previously reported from Justerbog, [Redacted]
2. [Redacted] Comment. The radio installation of one mast between the flight control station and the western hangar is reported for the first time. All other information on radio installations was received previously.
3. [Redacted] Comment. The construction of underground bunkers on the landing field was concordantly reported by two sources.
4. [Redacted] Comment. Rumors on the improvement of Dresden-Klotzsche airfield were reported previously. [Redacted]

25X1  
25X1  
25X1  
25X1  
25X1  
25X1  
25X1  
25X1  
25X1

25X1

SECRET

[Redacted]

25X1

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Koethen Airfield</u>		25X1
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED <u>11 July 1955</u>	25X1
REFERENCES		
PAGES <u>6</u>	ENCLOSURES (NO. & TYPE)	
REMARKS	<u>This is UNEVALUATED Information</u>	

25X1

1. The following air activity and aircraft were observed at Koethen airfield between 30 April and 3 June 1955:

30 April. At 0630, the doors of the three hangars were closed. Two jet fighters the engines of which had been run up several times were parked in front of one of the hangars. At about 1000, these two aircraft were pushed into the hangar. No other aircraft were seen at the field. Usually a radio truck with glass cupola, a radio installation of one mast and a take-off post with two flags are located at the take-off point, but on this date no such preparations had been made. There was no air activity.

2 May. At about 0700, 2 MiG-15s or U-MiG-15s the cabins of which were covered by tarpaulins were seen between the eastern hangars. The doors of the three hangars were closed. At about 1100 about 20 jet fighters were pushed out of the eastern hangars and parked in front of them. Two MiG 15s or U-MiG-15s on which maintenance work was being done were seen in front of the western hangar. There was no air activity during daytime. At 1200, the runway lights were tested. At about 1900, 2 MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks were towed by truck to the eastern end of the runway and were parked there in addition to a radio truck with a rod antenna, about 4 meters long. One landing floodlight was posted both on the right and left side of the runway. All other jet aircraft were again pushed into the hangars. Beginning at 2150, night flying was observed from a distance.

14 May. At 0645, the doors of the hangars were closed. Two uncovered MiG-15s or U-MiG-15s were parked in front of the southeastern hangar. During the preceding night night flying had been practiced presumably engaging the two aircraft with auxiliary fuel tanks which had been towed to the eastern end of the runway. At 0900, 12 MiG-15s or U-MiG-15s were pushed out of the eastern hangar. Subsequently maintenance work was being done on the aircraft and their engines were run up. When the engines were cold 70 to 90 seconds elapsed from the moment they were started until they were running at full power; the procedure lasted **FLASH (10)**

25X1

CLASSIFICATION SECRET

SECRET

25X1

about 30 seconds when the engines were run up for a second time. At 0900, the take-off point was not yet established. At about 1300, several MiG-15s or U-MiG-15s approached the field from the east. On one of the aircraft which flew at an altitude of about 80 meters it was seen that one bomb suspended from the inner side of each wing, along side of the auxiliary fuel tank. The bombs were about 1/5 of the size of the auxiliary fuel tanks. Two dark spots were seen just next to the fuel tanks on the aircraft engaged in air activity. These were probably devices to fasten the bombs since the bombs had been seen at this place on the other aircraft. The weight of the bombs was estimated at 50 kg. No other features distinguishing the aircraft from the usual MiG-15s were noticed.

23 May. At 0730, 20 MiG-15s or U-MiG-15s were seen in front of the northeastern hangar. The doors of the three hangars were closed. At about 1000, 11 MiG-15s or U-MiG-15s were pushed out of the other hangars and were towed by trucks to the southwestern corner of the field. After about 10 minutes, they were towed back to the hangars. A radio truck with glass cupola and a radio truck with a rod antenna about 4 meters high had been parked at the eastern end of the runway. There was no air activity. At about 1200, the radio trucks departed again.

24 May. At 1100, 9 MiG-15s or U-MiG-15s were parked in front of the eastern hangars. The take-off point was not established. The fuel from 2 tank trucks was transferred to the fuel containers at the fuel dump on Baasdorfer Strasse. No air activity was observed.

27 May. At 0745, the western hangar and the southeastern hangar were opened and 20 jet fighters were towed by trucks to the western end of the runway. A radio truck with a rod antenna about 4 meters high and two radio trucks each with an antenna mast extended to a length of about 8 meters were parked at the take-off point. Two tank trucks were again emptied into the fuel containers at the fuel dump on Baasdorfer Strasse. Air activity started at about 0830. Single-seater MiG-15s or U-MiG-15s without auxiliary fuel tanks practiced take-offs and landings. Several double-seater aircraft with auxiliary fuel tanks made individual flights of about 30 minutes duration at altitudes of about 3,000 meters. Each of these aircraft made a gliding approach on a ground target near the field. Several single-seater aircraft with auxiliary fuel tanks made flights of 30 to 95 minutes duration in close formations of two and three toward the northeast. The aircraft landed after they had crossed over the field at altitudes of about 2,000 meters. Only the auxiliary fuel tanks were seen under the wings. Prior to 1100, a total of 17 single and double-seater aircraft took off. The following take-offs by formations were seen: At 0900 a formation of three, at 0915, 0930, 1000, and 1010 one element of two each, and at 1020 a formation of three. At 1015, the first formation of three landed. The other formations landed later on at regular intervals. Air activity was discontinued at about 1500. Beginning at 1200, the attacking of air sleeves was practiced at altitudes of about 800 meters in the area between Dessau and Kothzen. All take-offs and landings showed good flight discipline.

SECRET

25X1



SECRET

25X1

- 3 -

3 June. Thirty jet fighters were counted at the field and included 18 engaged in air activity, 11 being parked in front of the eastern hangars and 1 in front of the western hangar. The three hangars were half open. At about 0700, the railroad bridge northeast of the field at Baasdorfer Strasse was guarded by KVP sentries with watchdogs. At about 0710, a boxcar was shunted to the northeastern hangar. At about 2000, 15 boxcars were seen there. At about 0900, air activity started. Several take-offs toward the west in formations of two and three aircraft and individual planes were seen. The aircraft climbed through the ceiling and, according to the noise heard after 5 or 6 minutes, crossed over the field from the east at altitudes of 4,000 to 5,000 meters. After about 15 minutes, the aircraft landed at irregular intervals coming from the east and without crossing over the field prior to landing. All aircraft were fitted with auxiliary fuel tanks. Eight individual take-offs, 2 take-offs in elements of two and 1 in a formation of three were seen within one hour. In addition, 2 single-seater MiG-15s or U-MiG-15s practiced take-offs and landings. The pilots of the latter aircraft were repeatedly changed after landing. During air activity, the Kniferest-type radar set slowly rotated to the left and right. The two aircraft taxied to the take-off point while all other aircraft were towed there by trucks. For towing, the aircraft were attached to a rod 1 to 1.5 meters long with the help of which, the aircraft could be moved in take-off direction.

25X1

2. The AI 4 MK 3-type and the Fishnet-type radar sets were still seen at the southern edge of the field. The sets were not in operation. The Kniferest-type radar set north of the taxiway which had been removed on 30 April was again seen at its previous location. The high mast, which was about 8 meters in height, on the radio truck parked near the take-off point was a telescopic mast which was fitted at the rear side of the truck and braced to the ground, according to its height. A radio installation of one mast was seen between the flight control station and the western hangar. 2
3. The AA gun emplacement in the southeastern corner of the field was still occupied by 6 x 37-mm AA guns. On 3 June, aiming practices were held with the guns.
4. Extensive excavating work was under way next to the guard house in the southeastern corner of the field. A conveyor belt was employed for work. Shelters were apparently constructed. Other shelters had been constructed between the eastern hangars and at the eastern end of the runway. They were built underground, covered with sod and were about 12 meters square. A similar shelter had been constructed north of the eastern end of the runway at the point where the radio truck had previously been parked. Logs needed for the constructions were hauled to the site by trucks. 3

25X1

SECRET


25X1

SECRET




25X1

6. It was learned that engineers of the former Junkers plant had been asked whether they were willing to work in their previous field for an initial pay of 750 eastmarks. Dresden-Klotzsche airfield was scheduled to serve as test field for "Pirna". 4
7. Dessau airfield was used for gliding practices by the Association for Sport and Technics.
8. The following air activity and aircraft were observed at the field between 4 May and 9 June:

4 May. At 1230, 4 MiG-15s or U-MiG-15s with their noses toward the west were parked in front of the aircraft revetments in the northeastern corner of the field. Take-offs and landings were continuously made. Take-offs were partly made in elements of two and also in formations of three. The elements of two consisted of one U-MiG-15 and one single-seater MiG-15. The two-seater aircraft were occupied by two men. Local flights were made. 


25X1

10 May. Between 1330 and 1430, local flights were made at altitudes of 800 to 1,000 meters just below the ceiling. Two jet fighters were seen at the take-off point. 


25X1

25X1

25X1


 Two radio trucks, one with an umbrella-shaped antenna, the other one with an umbrella-shaped antenna and a rod antenna and with glass cupola were parked between the aircraft revetments in the northeastern corner of the field. During air activity by jet fighters, a single-engine conventional aircraft made local flights taking off and landing on the sod near the runway. Three take-offs were seen. Take-offs and landings were made at intervals of 10 minutes.

11 May. Between 1630 and 1730, there was no air activity. Twelve MiG-15s or U-MiG-15s were parked in a row in front of the northeastern hangar and 3 MiG-15s or U-MiG-15s the tails of which had been disassembled were parked in front of the southeastern hangar. One wing of one of the aircraft had also been disassembled. Although there was a strong wind one MiG-15 or U-MiG-15 was towed to the western end of the runway where 2 aircraft had already been parked.

12 May. Between 1630 and 1745, elements of two jet fighters made local flights and flights out of sight. One MiG-15 or U-MiG-15 practiced gliding approaches at an angle of about 30° from an altitude of about 1,000 meters down to an altitude of about 300 meters. The aircraft subsequently made a left bank and climbed again. 

25X1

25X1

 Flights lasted about 15 minutes.

13 May. There was no air activity between 1645 and 1730. Thirty-two aircraft were seen on the landing field.

31 May. Twelve jet fighters were parked without any noticeable pattern in front of the eastern hangars, and 12 MiG-15s or U-MiG-15s were seen in the dispersal area in front of the aircraft revetments in the northeastern corner of the field. From the latter area aircraft continuously taxied to the take-off point and returned there after landing. Five jet fighters were parked in front of the western hangar.

SECRET



25X1

SECRET

25X1

- 5 -

Two radio trucks and 2 trucks were parked between the aircraft revetments in the northeastern corner of the field. The attacking of air sleeves was practiced. Aircraft remained aloft for about 25 minutes.

25X1

2 June. Between 1100 and 1350, jet fighters continuously made local flights. The take-off by two elements of two was seen. Two radio trucks, 1 ambulance and 2 trucks were parked between the aircraft revetments south of the western hangar.

3 June. Between 0900 and 1500, there was intensive air activity by jet fighters. Twelve jet fighters were seen in front of the northeastern hangar. They changed continuously, since they were involved in air activity and, immediately after the landing, taxied back to the dispersal area. An additional 12 jet fighters were parked in front of the southeastern hangar in a row which extended onto the field. These aircraft also changed while taxiing to and from the take-off point. Six jet fighters, 3 radio trucks, 1 ambulance and 1 truck were parked between the aircraft revetments in front of the western hangar. A single-seater monoplane and 1 radio truck were additionally parked in front of the southeastern hangar. Local flights were continuously made. Landings and take-offs were made at short intervals. At 1500, 4 air sleeves were made ready at the take-off point.

8 June. At 1730, 12 jet fighters which were fully covered by tarpaulins were parked in front of the southeastern hangar. Two rows of 7 aircraft each were parked in checkered position in front of the aircraft revetments in the northeastern corner of the field. Three radio trucks were parked in front of the aircraft revetments at the dispersal area of the alert flight. One of the trucks was fitted with an octagonal glass cupola as described previously. A man was seen mounting and again leaving this cupola from the interior of the radio truck. The umbrella-shaped antenna which was fitted in the center of the rear edge of the top was telescopic. The cupola projected about 80 cm beyond the roof of the truck. The extended antenna had an estimated height of 3 to 4 meters. The antennas of the radio trucks without cupola were fitted in front of the right. At about 1900, 2 trucks each mounting a searchlight about 60 cm in diameter proceeded in the eastern extension of the runway. One of them was parked about 30 meters west of the gap in the fence and the other one 40 meters east of the road in the field at a point in line with the southern edge of the runway. No personnel were seen near the trucks. There was no air activity. Between 2000 and 2330, the rotatable searchlight at the field was in operation.

9 June. Between 1700 and 1820, there was no air activity by jet fighters. At about 1800, one Li-2 landed while rain set in.

9. After 10 May, a Fishnet-type radar set was seen at the southern edge of the field next to the AA 4 Mk 3-type set which had previously been seen there between aircraft revetments and the fence. Another Fishnet-type radar set was seen next to the Kniferest-type set at the northern edge of the field in front of the aircraft revetments southwest of the hangars. The distance between the two sets was estimated at 10 to 15 meters.
10. Excavation work was being done by soldiers between the aircraft revetments in the northeastern corner of the field and the fence. Logs, about 10 cm in diameter and 2 to 2.5 meters long, were seen at the construction site.

SECRET

25X1

SECRET



25X1

- 6 -

1.  Comment. Koethen airfield is believed to be still occupied by 1 fighter regiment and 1 reconnaissance regiment equipped with MiG-15s. Air activity reported was normal. The fastening of bombs under the wings between auxiliary fuel tanks and the fuselage was observed for the first time, but, in the meantime was confirmed by observations made at the Kummersdorf bombing range.   
 The bombs are estimated to be 50 kg bombs. A total of 32 jet fighters were counted at the field.   


25X1  
25X1  
25X1
2.  Comment. The radio installation of one mast between the flight control station and the western hangar is reported for the first time. All other information on radio installations was received previously. 

25X1
3.  Comment. The construction of underground bunkers on the landing field was concordantly reported by two sources. 

25X1
4.  Comment. Rumors on the improvement of Dresden-Klotzsche airfield were reported previously. 

25X1  
25X1

SECRET

25X1