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COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Brandenburg-Briest Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 8 June 1951

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REFERENCES

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REMARKS

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1. [redacted] 16 jet fighters with swept-back wings were seen at Brandenburg-Briest airfield. [redacted] entered and left the field.
2. [redacted] 28 swept-back wing jet fighters covered with tarpaulins and four uncovered jet fighters of the same type were seen south of the runway. The 28 jet fighters were covered with tight-fitting light gray tarpaulins except for two whose tarpaulins were dark brown. (1) There was no flying on all three days of observation [redacted]
3. [redacted] about 40 to 45 ground personnel drilled in forest sub-area (Jagen) No 30 and then marched to the flight control hut at the runway. [redacted], about 35 pilots, coming from the Goerden Landesanstalt, arrived at the [redacted] (2) They wore standard leather boots, field trousers, and service caps. Some wore short leather jackets, others long linen-like jackets with black belts. The pilots climbed into the aircraft without ladders. At 7:56 a.m., the aircraft with the red numbers [redacted] taxied to the runway, took off and made a local flight. They landed again at 8:03 a.m. Both aircraft had a red and almost horizontal stripe on the upper portion of their rudder assemblies. After stopping the aircraft taxied back on the runway and returned to their dispersal area where they parked. It was seen through field glasses that the roof of the pilot's cockpit slid back and that two men climbed out of each plane.
4. [redacted], all of the aircraft, except for plane [redacted] and two other planes parked at the right and left outer sides of the dispersal area, taxied to the runway and took off in separate elements of two. The first two planes, each with a two-man crew, had the red [redacted] and red stripes on their rudder assemblies. Plane [redacted] also took off without being refueled. Seven of the aircraft which had taken off flew over the field in wedge formation. They had red [redacted] and a red stripe on their rudder assemblies. A two-man crew was seen in at least four of the planes. (3) The aircraft formed one line while flying a left turn and then landed individually beginning [redacted] While landing,

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the [] and red stripes on the rudder

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[] and dark stripes on the rudder assemblies were observed on eleven other planes. The aircraft with [] had only one man and a rod about 1.5 meters long, possibly an antenna, which projected beyond the rear section of the cockpit. This observation was made while the planes came in for landing and while the crews climbed out of the cockpits. The last plane landed at []

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All of the aircraft taxied to their former parking sites. During flying activity, visibility was about 4 to 5 km and the sky was overcast at an altitude of about 2,000 meters. After landing, two men-crews worked on the landing gears of each plane for about 15 minutes. It is possible that brake blocks were being fitted. A tank truck approached plane [] which was the first to land. The tank truck stopped when its rear side was at the left side of the nose. Two men put a hose about as thick as a man's arm into an aperture on the left side of the fuselage between the nose and the wing. Fueling took about 5 minutes. It was not observed that a pump was being used. After this process the tank truck moved next to the other three tank trucks opposite the runway. The three trucks waited for aircraft to come in for landing. All planes that landed were refueled, two planes being refueled from one tank truck. The two planes which were parked at the outer sides of the dispersal area were not refueled. After refueling two planes, each tank truck moved to the fuel dump for refilling and then returned to the dispersal area. It was repeatedly observed that refueling took about 8 minutes and 30 seconds. The aperture in which the hose was placed in could not be seen prior to or after refueling.

5. There was no flying at the field [] a few flights were made with individual planes, also at night between []

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[] clearing work had to stop in forest sub-areas (Jagen) 40 and 40 since aircraft weapons were adjusted on a small firing range, located nearby Jagen 50 on the northern edge of the restricted area. The firing range, 15 x 250 meters, had sand walls on the side which were about 3 to 4 meters high and a wall in front about 5 to 6 meters high. A concrete wall 50 cm x 3 meters with timber on top was in front of the sand wall. The aircraft of the field taxied to the firing range on a concrete strip which was considerably damaged. Firing was practiced from a distance of about 100 meters. Short bursts of about 8 to 10 rounds were fired once or twice then followed with about five individual shots. This practice lasted one minute. A machine gun was probably being used. About 8 to 10 individual shots with a rather dull sound were then fired, probably by a 20-mm aircraft cannon. It is believed that the weapons were new and were being adjusted to the aircraft.

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6. [] eight flatcars six of which were loaded with two boxes each, and two loaded with one box each, were standing on the spur track of the Goerden Landesanstalt. The boxes were painted gray-blue and measured 3.5 x 3.5 x 6 meters. [] the Soviets took two days at most for assembling one plane.

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7. [] individual planes took off for flights lasting about 10 to 15 minutes. Take off's were slow. It required 10 to 15 minutes from the starting of the engine until the plane was airborne.

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8. [] four alert planes and 12 other jet fighters with swept-back wings which were covered with tarpaulins, were parked in the dispersal area. [] the flights were performed only by officers, or sergeants who would be promoted to officers upon receiving their flying licenses.

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9. [redacted] with a mounted searchlight about 50 to 80 cm in diameter was seen daily [redacted] moving to the radio beacon on the eastern edge of the field. It returned the next morning at [redacted] (4) The searchlight was usually covered with a tarpaulin during the day. It flashed up at night toward Brandenburg-Grado airfield at an angle of about 60 degrees while moving back and forth.

10. Seven large railroad tank cars and were shunted to the spur track of Priest airfield [redacted] seven tank cars were shunted to the airfield. [redacted] 27 MiG-15s were counted at the field and, [redacted] eight tank cars were shunted to the airfield. [redacted] seven tank cars were again shunted to the field.

11. [redacted] 3 conventional fighters, and 2 biplanes were counted at the field. (5) Between 9 [redacted] there was no formation flying. Only individual take-offs were made. Four jet fighters were seen taking off at [redacted] They did not return to the field. The [redacted] on the rudder assembly were seen on one plane. [redacted] two jet fighters took off from the field. They had not returned to the field [redacted]

Comments.

- (1) It is reported for the first time that gray tarpaulins were used. Tarpaulins previously observed were brown.
- (2) The Landesanstalt is occupied by personnel of the fighter regiment.
- (3) [redacted] of the fighter regiment has not been definitely clarified. It has been assumed so far that the aircraft have [redacted] on their rudder assemblies. The present report, however, indicates that the numbers possibly range between [redacted] It is believed possible that the different sources have not established whether the first [redacted] have been seen in Koethen where a fighter regiment of the same fighter division is also stationed. However, it has not been reported whether the aircraft in Koethen are two-seaters. Since two-seater jet aircraft have also been seen at Neuruppin airfield it is positively believed that a two-seater version of the MiG-15 plane has been recently stationed in the Soviet Zone of Germany. It has not been determined whether the aircraft are trainers or planes which are used by tactical formation for special employment.
- (4) The radio installation was previously reported [redacted] It is probably a landing beacon.
- (5) The number of MiG-15s observed is the highest so far reported from Brandenburg-Priest.

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