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COUNTRY Germany (Soviet Zone)

REPORT NO.

25X1A

TOPIC Zerbst Airfield.

EVALUATION ☐ 25X1XPLACE OBTAINED ☐ 25X1A

DATE OF CONTENT 30 November to 21 December 1951

DATE OBTAINED ☐ DATE PREPARED 11 January 1952REFERENCES ☐ 25X1A

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE ☐ 25X1X

1. Between 3:30 and 4:30 p.m. on 30 November 1951, Zerbst airfield was observed from its western and northern sides. The field was occupied by 8 MiG-15s in one row at the west end of the runway, 11 MiG-15s in front of the hangars, and 12 MiG-15s in the eastern section of the field, about 200 meters north of the runway. None of the planes were covered with tarpaulins. The hangars were closed.

2. Between 9:30 and 10:30 a.m. on 2 December, the MiG-15s at the west end of the runway and in front of the hangars were arranged as on 30 November. No aircraft were observed in the eastern third of the field. The hangars were closed.

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3. On 3 December, one MiG-15 took off in the morning and three MiG-15s took off individually in the afternoon. All the planes were fitted with auxiliary fuel tanks. There was a 10/10 overcast at an altitude of about 300 meters and visibility was limited to 1,000 meters. Between 1:15 and 1:45 p.m. on 4 December, the field was observed from its western border. Six MiG-15s were parked in a row at the western end of the runway and four other MiG-15s in front of the hangars. The aircraft were not covered with tarpaulins. The doors of the hangars were closed. At 1:15 p.m., two MiG-15s ☐ and fitted with auxiliary fuel tanks took off in quick succession and headed west. (1) Individual MiG-15s with auxiliary fuel tanks took off in the afternoon.

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4. At 4:30 p.m. on 7 December, 12 boxcars with an undetermined cargo arrived at Zerbst airfield. ☐ (2) Between 8 and 10 a.m. on 8 December, individual MiG-15s fitted with auxiliary fuel tanks took off. During the period from 9 to 12 December, there was daily flying by jet fighters from 8 to 11 p.m.

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5. Between 1 and 2 p.m. on 12 December, the field was observed from its northern and western sides. There was a 9/10 overcast at an altitude of 300 to 400 meters and visibility was limited to about 1,000 meters. Eight MiG-15s were in a row at the western end of the runway, 15 MiG-15s in the eastern section of the field, north of the runway, and 1 airplane in front of the hangars. No other planes

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[REDACTED]
[REDACTED]
were parked at the field. None of the MiG-15s were covered with tarpaulins. The doors of the hangars were closed. Except for one MiG-15 with auxiliary fuel tanks, which took off, there was no other flying.

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6. During the period from 15 through 21 December, there was no flying. (3) Between 3 and 5 p.m. on 15 December, the field was observed from its western and northern sides. Three MiG-15s and a biplane were parked in front of the westernmost hangar. No other planes were seen at the field. [REDACTED]

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[REDACTED] Between 10 a.m. and noon on 16 December, no aircraft were observed parked at the field. Visibility was poor and there were intermittent showers. Between 12:30 and 1:30 p.m. on 18 December, a biplane was parked in front of the western hangar. Visibility was limited to about 1,000 meters. Between noon and 2 p.m. on 21 December, no aircraft were observed parked at the field. Visibility was limited to about 500 meters. (4)

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Comments.

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(1)

- (2) The boxcars observed were probably loaded with supply goods, possibly spare parts, from U.S.S.R. The possibility of aircraft shipments is ruled out as aircraft are loaded on flatcars.
- (3) This statement was confirmed by another source.
- (4) It is believed that most of the aircraft of the two fighter regiments, which, according to other sources, are stationed at the field, were parked in the hangars while source made his observations.

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