

25X1

Approved For Release 2006/04/20 : CIA-RDP82-00457R011200080010-2

CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~ SECURITY INFORMATION REPORT NO. 25X1

COUNTRY Germany (Soviet Zone)

25X1 TOPIC Neuruppin Airfield

25X1

DATE PREPARED 27 February 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - tabulation

25X1

RETURN TO LIBRARY

25X1

- 25X1
1. On 23 January 1952, 8 to 10 jet fighters and 7 single-engine planes were observed in front of the hangars at Neuruppin airfield. Truck [redacted] loaded with boards moved to the field. A board fence 2 meters high was under construction at the field. Most of the wooden poles were already set up. About 100 meters of the fence along Wittstocker Allee from its intersection with Stresemannstrasse was completed. 25X1
  2. Between 4 and 4:30 p.m. on 21 January, [redacted] 12 swept-back jet fighters covered with tarpaulins, 2 single-engine low-wing monoplanes with radial engines, and 2 biplanes were in front of the hangars. There was no flying. Between 10 and 11 a.m. on 25 January, 10 covered swept-back jet fighters, 1 low-wing monoplane, and 3 biplanes were observed in front of the hangars. There was no flying. It appeared that slightly more than half of the barracks buildings were occupied by an estimated 600 airmen. \* [redacted] 25X1
  3. On 19 January, [redacted] a jet plane take off. There was flying by PO-2s during the night. The runway was illuminated as previously. However, there were no lighting facilities in the eastern extension of the runway. A board fence 2 meters high beginning at the former repair hangar was under construction around the eastern section of the field. This fence had a gap about 50 meters wide at the extension of the runway. 25X1
  4. At 11 a.m. on 2 February, 12 jet fighters were parked at the field. Truck [redacted] was observed entering and leaving the installation. 25X1
  5. From 12 to 21 January, there was intensive flying at the field. There was no flying on 22 January. Between 9:30 to 10 a.m. on 30 January, [redacted] 11 swept-back jet fighters and 2 single-engine low-wing monoplanes were parked in front of the hangars and along the taxiway. There was no flying. [redacted] work was continued on the fence. The fence was completed from the easternmost hangar as far as Wittstocker Allee and along this highway as far as a point in line with the northern perimeter of the settlement north of the cemetery. A strip about 100 meters wide on the extension of the runway was not fenced in. On 8 February, 11 swept-back jet fighters and 2 single-engine, low-wing monoplanes were observed at the field. There was no flying. 25X1

FS CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~ 10

Document No. [redacted]

No Change in Class.

Declassified

Class. Changed To: TS

Auth: HR 1009-78

Date: 11-9-78

25X1

SECRET/CONTROL/US OFFICIALS ONLY

- 2 -

25X1

- 25X1 6. Between 8:30 and 10 a.m., between 11 a.m. and 12:30 p.m., and between 25X1 2:30 and 3:45 p.m. on 18 January flying was observed. Two planes 25X1 were observed flying in formation. 25X1 the two planes flew in very good formation and practiced diving. Between 8:30 a.m. and noon on 19 January, flying was 25X1 observed at the field. \*\*
7. On 20 January, there was no flying at the field. On 21 January, the tarpaulins were removed from two MiG-15s which, however, remained parked near the hangar. No noise from turbines was heard. Between 10:30 and 11:30 p.m. on 22 January, night flying was practiced by two PO-2s. There was no flying by jet planes between 23 and 28 January. Then the biplanes were flown on several evenings, the runway was illuminated probably by portable lamps because the former lighting facilities were not replaced.
- 25X1 8. the refueling of a jet plane from a tank truck took between 11 and 18 minutes. On 28 January, the fence was completed as far as a point from which a road branched off to the fuel dump north of the field. The poles were being placed in holes from this point as far as the fuel dump. A gap remained open in line with the runway.
9. On 31 January, a single-engine low-wing monoplane with a radial engine engaged in acrobatics. On 5 February, MiG-15s practiced flying in groups of two, a type-29 plane practiced high-altitude flying, and single-engine planes with radial engines practiced take-offs and landings at night. On 9 February, individual MiG-15s fired at ground targets. On 8 and 10 February, 10 type-29 and MiG-15 planes and 3 single-engine low-wing monoplanes with radial engines were at the field. 25X1
- 25X1 \* Comment. It appears that the personnel occupation at the field has not reached the strength of the former fighter regiment whose personnel were transferred to the U.S.S.R. in October 1951. It is believed that the fighter regiment including the OATB, ATR and signal personnel numbers at least 700 men.
- 25X1 \*\* Comment. For a tabulation of air activity, see Annex. These activities indicate that personnel are still in the primary stage of training on MiG-15s.
- 25X1 \*\*\* Comment. The report confirms previous information that the field is occupied by a recently activated fighter regiment which does not have its authorized strength of personnel or aircraft. 25X1
- It is believed that the unit is equipped with 13 or 14 MiG-15s. 25X1

SECRET/CONTROL/US OFFICIALS ONLY

~~CONFIDENTIAL~~  
SECRET/CONTROL/US OFFICIALS ONLY

Annoz

25X1

- 1 -

Tabulation of Air Activity Observed on 18 and 19 January 1952  
at Neuruppin Airfield

18 January 1952. Weather 4/10 overcast, northwesterly wind, visibility about 10 km, good flying weather.

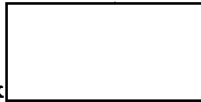
	<u>Plane</u>	<u>Take-Off</u>	<u>Landing</u>	<u>Flying Time</u>	<u>Refueling</u>
25X1	[redacted] two-man crew	9:08 a.m. 9:16 "	9:13 a.m. 9:21 "	5 minutes 5 "	
		9:24 "	9:28 "	4 "	
		9:31 "	9:36 "	5 "	
		9:39 "	9:44 "	5 "	
		9:46 "	9:50 "	4 "	after 28 minutes
25X1	[redacted] two-man crew	9:09 " 9:17 "	9:13 " 9:21 "	4 " 4 "	
		9:24 "	9:28 "	4 "	
		9:32 "	9:36 "	4 "	
		9:40 "	9:44 "	4 "	
		9:47 "	9:51 "	4 "	after 24 minutes
25X1	[redacted]	9:38 "	9:59 "	21 "	
25X1	[redacted] with a one-man crew				
25X1	[redacted] one-man crew	9:12 " 9:45 "	9:34 " 9:59 "	22 " 14 "	after 36 minutes
25X1	[redacted] one-man crew	:35 "	10:00 "	25 "	
25X1	[redacted] a one-man crew	11:09 a.m. 11:48 "	11:27 a.m. 12:03 p.m.	18 " 15 "	after 33 minutes
25X1	[redacted] one-man crew	not observed 11:23 a.m.	11:03 a.m. 11:39 "	16 "	
25X1	[redacted] two-man crew	12:01 p.m. 12:09 " 12:18 "	12:06 p.m. 12:15 " 12:23 "	5 " 6 " 5 "	after 16 minutes
25X1	[redacted] one-man crew	11:14 a.m. 11:53 "	11:35 a.m. 12:11 p.m.	21 " 13 "	after 34 minutes
25X1	[redacted] one-man crew	2:38 p.m. 3:21 "	2:56 p.m. 3:33 "	18 " 12 "	after 30 minutes

19 January. Weather: 10/10 overcast, hazy, visibility 6 to 8 km, slight showers.

25X1	[redacted] two-man crew	9:11 a.m. 9:17 " 9:25 "	9:14 a.m. 9:22 " 9:29 "	3 minutes 5 " 4 "	after 12 minutes
25X1	[redacted] two-man crew	10:02 " 10:08 " 10:15 "	10:06 " 10:12 " 10:19 "	4 " 4 " 4 "	after 12 minutes
25X1	[redacted] one-man crew	9:38 "	9:57 "	19 "	
25X1	[redacted] a one-man crew	10:22 "	10:34 "	12 "	after 31 minutes

SECRET/CONTROL/US OFFICIALS ONLY

Annex



25X1

- 2 -

	<u>Plane</u>	<u>Take-Off</u>	<u>Landing</u>	<u>Flying Time</u>	<u>Refueling</u>
25X1	[Redacted]	10:23 a.m.	10:40 a.m.	17 minutes	
25X1	[Redacted] with a one-man crew	11:01 "	11:13 "	12 "	after 29 minutes
25X1	[Redacted] one-man crew	9:26 "	9:40 "	14 "	
		9:59 "	10:13 "	14 "	after 20 minutes
		11:34 "	11:51 "	17 "	
	[Redacted]	11:21 a.m.	11:27 a.m.	6 minutes	
		11:30 "	11:36 "	6 "	
		11:39 "	11:44 "	5 "	after 17 minutes

The observations were discontinued at 12:11 p.m.

SECRET/CONTROL/US OFFICIALS ONLY