

INTELLOFAX 14

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COUNTRY

Germany (Soviet Zone)

25X1  
25X1C

Laerz Airfield

25X1  
EVALUATION

see below

DATE OF CONTENT

7 to 26 March 1952

DATE PREPARED 16 April 1952

PAGES

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ENCLOSURES (NO. &amp; TYPE)

1. On 15 March 1952, there was heavy flying at Laerz airfield. Between 11 a.m. and 1 p.m. on 16 March, 8 swept-back jet fighters, 2 U-2s and 28 aircraft of an undetermined type were observed at the field. There was no flying. [redacted] 25X1C

2. From 9 to 11:30 a.m. on 18 March [redacted] 34 swept-back jet fighters and 10 single engine planes were parked at the field. The dispersal area south of the flight control building could not be seen. Single engine aircraft continuously practiced flying. There was a slight overcast, and visibility was 3 km. Aircraft observed between 1 and 4 p.m. on 19 March included 32 swept-back jet fighters, 10 single-engine planes and 3 biplanes. However, not all of the planes available at the installation could be seen. At about 1 p.m., four MiG-15s took off in groups of two and subsequently fired at ground targets in the area southeast of Roggentin. When the [redacted] 25X1C

The radio installation on Hill 77 had been re-established. (1)

3. Between 9 a.m. and 4 p.m. on 5 March, 14 MiG-15s practiced flying including formation flying in groups of up to 6 planes. The weather was clear. [redacted] All the MiG-15s practiced firing at ground targets north of the field. From 9 a.m. to 11 p.m. on 6 March there was flying in clear weather. Prior to 4 p.m., planes only circled over the installation. [redacted] 25X1C

[redacted] After 7 p.m. the planes flew in formations of four. On the morning of 7 March, two Yak-11s circled over the field several times. A twin-engine plane fitted with radial engines was observed flying between 1 and 1:30 p.m. and MiG-15 [redacted] with auxiliary fuel tanks practiced flying from 1:45 to 2 p.m. On 8 March, formation flying by up to six MiG-15s was practiced. The planes also fired individual rounds and short bursts against ground targets near Klopzow. The weather was clear. Between 9:30 a.m. and 11 p.m. on 12 March, there was flying by 16 jet aircraft, most of which had taken off in groups of two. The planes practiced firing at ground targets near Klopzow until about 7 p.m. in clear weather. [redacted] 25X1C

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[redacted] from 9 a.m. to 10 p.m. on 13 March, jet fighters practiced individual flying. Between 10 p.m. and 3 a.m., a twin-engine plane fitted with radial engines took off several times. Between 9:30 a.m. and 1 p.m. on 14 March, jet fighters [redacted] made individual flights of about 25 minutes duration. About 9 a.m. on 15 March, 22 jet fighters fitted with auxiliary fuel tanks took off in quick succession and headed west flying in formations of 4. When the planes landed again about 10:15 a.m., [redacted]

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[redacted] Six jet fighters without auxiliary fuel tanks practiced flying between 10:30 and 10:50 a.m. Aircraft observed included 23 MiG-15s parked at the south side of the field; 8 others were parked along the canal, 3 near the flight control station, and 6 in the area reserved for the alert flight. Six Yak-11s, 4 Po-2s, and 1 twin-engine plane fitted with radial engines were also seen. From 8 a.m. to 5 p.m. on 21 March, 12 MiG-15s were flying in formations of 4 and 6 at an altitude of about 500 meters. There was a 5/10 overcast. The planes fired individual rounds and bursts at ground targets near Klopzow. The plane that took off about 4 p.m. [redacted]

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4. The radar set previously located near the western end of the runway was no longer seen after 15 March. At about 2 p.m. on 4 March, nine tank trucks [redacted] arrived at the field. Trucks [redacted] picked up bread for the units in Rechlin at the bakeries in Laerz and Mirow. Truck [redacted] was used to pick up ration supplies for the unit in Rechlin.

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5. On 21 March, [redacted] several freight cars with equipment for unit [redacted] in Rechlin arrived at the Ellerholz railroad station. (2)

6. On 13 March, [redacted] about 33 MiG-15s, 5 single-engine planes, 1 twin-engine plane and 2 biplanes were parked at the installation. Not all of the planes parked in the aircraft dispersal area southeast of the flight control station could be seen. The weather was clear and the visibility was about 5 km. MiG-15s, which took off in groups of two, practiced flying. Between 1:30 and 3:30 p.m. on 14 March, a total of 37 swept-back jet fighters was observed. At 1:45 and about 1:55 p.m., six MiG-15s took off in groups of two and subsequently assembled in two formations. During this time, the Dumbo type radar set was rotating counter-clockwise. At 2:05 p.m., when the planes of the first formation were landing again, [redacted]

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[redacted] Flying was discontinued after 2:10 p.m. Between 6 p.m. and 3:30 a.m., conventional piston aircraft continuously circled over the field. Aircraft observed between 1 and 3:30 p.m. on 15 March included 39 MiG-15s, 1 twin-engine plane, 3 single-engine planes, and 2 biplanes. However, not all of the planes parked at the installation could be seen. There was no flying during the period of observation.

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7. About 11 a.m. on 24 March, 36 MiG-15s, 5 single-engine planes, 1 twin-engine plane with double rudder assembly and 1 biplane were counted at the field. After about 12:30 p.m., single-engine planes circled over

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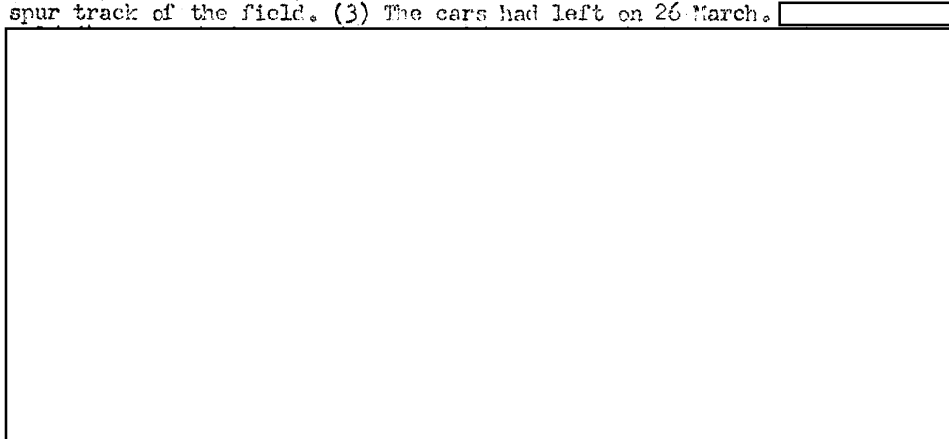
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the field in clear weather. Between 9:30 a.m. and 1 p.m. on 25 March, 34 MiG-15s, 1 twin-engine plane and 1 biplane were observed at the field. However, not all of the planes available could be seen. There was a closed cloud cover at about 400 meters, and visibility was limited to about 2 km. There was no flying. Aircraft observed at the field between 12:30 and 3:30 p.m. on 26 March included 24 MiG-15s, 5 single-engine planes, 1 twin-engine plane and 1 biplane.

8. On 15 March, the dismantling of the radio installation on Hill 77 was begun. (1) On 25 March, seven railroad tank cars were observed on the spur track of the field. (3) The cars had left on 26 March.

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## Comments.

- (1) The inner landing beacon is located on Hill 77. See Map GSOS 4414, Sheet 2642. Its dismantling on 15 March and its apparent reappearance on 18 March indicate that the old installation was replaced by a new one.
- (2) [redacted] belongs to the OATB of one of the two fighter regiments in Laerz.
- (3) The arrival of the railroad tank cars is reported for the first time.
- (4) [redacted]
- (5) The present report confirms previous information, according to which Laerz airfield is occupied by about 40 MiG-15s, some Yak-11s, Po-2s, and a transport plane. The MiG-15s are assigned to two fighter regiments, which are apparently below T/E strength.

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