

COUNTRY East Germany REPORT NO. [redacted]

TOPIC Laera Airfield  
25X1

EVALUATION see below PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT 14 September to 3 October 1952

DATE OBTAINED [redacted] DATE PREPARED 17 November 1952

REFERENCES [redacted]

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

DO NOT CIRCULATE

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SOURCE [redacted]

1. On 15, 16, 17, and 18 September 1952, there was individual and formation flying by MiG-15s at the field. Formations of up to 12 MiG-15s were observed.

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2. Once in the second half of September [redacted]

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4. In September, source determined that the previously reported second taxiway in the southwestern portion of the field consisted only of a curved concrete strip on which the aircraft were parked. No AAA emplacement was seen there.

5. A bunker built into a low ridge and a single-story, low wooden building north of it were observed between the Retzow-Mirow highway and the runway parallel to this highway. Source determined that the board fence around the field recedes in the northwestern corner near the southern bank of Sumpfssee, a lake, and follows a ditch to the northeast as far as a point about 150 meters west of the northern end of the short runway. It then parallels the runway to the north-northwest until it turns to the east-northeast at a point about 125 meters north of the Vietzen-Mirow highway.

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6. On 22 September, source counted 16 MiG-15 or type-29 aircraft at the field. Twenty of these planes [redacted] were parked near the canal. Jet fighters [redacted] were observed near the eastern end of the runway. Seventeen jet fighters [redacted] were parked near the flight control station. On 26 September, MiG-15s [redacted] were observed flying. Flying was also observed on 27 September and 1 October.

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7. On 23 September, source observed 28 empty aircraft crates being trucked from the vicinity of the tank dump to the spur track of the field, where they were loaded by

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means of a special crane on railroad cars, which left toward Ellerholz. The crates had attachments on their front sides. [redacted] and 25 were identified on 6 crates. The walls of the crates consisted of planed and dove-tailed boards about 2 cm thick. The corners of the crates had sheet metal covers, and their tops were vaulted and protected with roofing paper. The crates which could not be disassembled were fitted with openings 150x100 cm on both front sides. One crate was loaded on a flatcar. On 24 September, no aircraft crates were seen at the edge of the woods near the fuel dump.1

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8. The crates used for the shipment of aircraft engines consisted of smooth boards fastened by iron vaults. The crates consisted of two sections. Source saw a jet engine wrapped in oiled paper in one of these crates.3

9. A workshop in which about 20 Russians worked on work benches was observed north of the garages located in the triangle formed by the Ellerholz-Kochlin and Kochlin-Retzow highways. A spare parts depot was located in a garage near this workshop. Source saw aircraft wings and metal propellers in this building. The depot and workshop were permanently guarded by Soviet soldiers. The crates with aircraft engines were stored in a garage adjacent to the spare parts depot.

10. Between 10 and 20 September, work was being done on the garages in the restricted area west of the Ellerholz-Laerz highway. Training with rifles was conducted by an air force unit almost daily in the area between the single-story buildings and the garages. [redacted]

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11. In September, aircraft revetments were being built by the side of the taxiway near the fuel dump. The revetments consisted of logs protected by roofing paper and covered with a layer of earth 25 cm thick. They were open toward the taxiway, and there was a gap between the rear side and the two sidewalls. At its widest section, the revetments had a diameter of about 12 meters, they tapered toward the rear side. Seven such revetments were completed, two were under construction, and three more were staked off. The revetments were 25 meters apart. Other revetments were under construction on both sides of the Retzow-Mirow highway which was blocked to traffic.

12.

13. Air activity observed at the field during the period from 15 through 30 September included:

15 September. From 10 a.m. to 2 p.m., MiG-15s took off in groups of two and practiced formation flying, three groups of five planes each flying in wedge formation. [redacted]

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16 September. There was formation flying by MiG-15s [redacted] from 8 a.m. to 5 p.m.

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17 September. From 9 a.m. to 5 p.m., formation flying was practiced. Formations of up to 12 planes were seen. Two single-engine planes fitted with radial engines [redacted] were also observed flying. [redacted]

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18 September. There was flying from 8 a.m. to 2 p.m. Most of the planes took off in groups of two. [redacted]

19 September. There was flying from 7 a.m. to 6 p.m.

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20, 22 and 23 September. There was no flying. The weather was rainy most of the time.

24 September. There was flying, mostly by individual planes, from 1 to 5:30 p.m.

25 September. There was flying from 1 a.m. to 2 p.m. [redacted] were involved in individual flights.

25 September. Groups of two planes took off between 7 a.m. and 5 p.m.

27 September. Individual flying was practiced from 7:45 a.m. to 2:30 p.m.

29 September. There was flying from 8 a.m. to 2 p.m.

30 September. There was no flying.<sup>4</sup>

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14. In the second half of September, the empty aircraft crates were removed from the fuel dump. The last crates were entrained at the spur track on 23 September. The crates were put on skids and towed individually by caterpillar tractors to the spur track. Seven flatcars each were loaded with one crate. Source did not observe that aircraft or aircraft crates had been put into these crates. Since the crates were handled by three Russians, they definitely must have been empty. The crates were handled rather roughly with the caterpillar tractors.<sup>4</sup>

15. When the crates were loaded on flatcars, source observed that the spur track had space for only one locomotive, 7 flatcars and one railroad crane car. The limited space of the spur track made shunting operations very difficult. A wooden garage, 50x7 meters, was completed about 750 meters from the eastern corner of the flight control station, and about 50 meters from the southern end of the taxiway. The garage had a capacity of 16 trucks. A wooden shed on a concrete base measuring about 16x13 meters was observed about 20 meters from the board fence and 150 meters east of the billeting area. Two trucks could be parked in this shed.<sup>5</sup>

16. There was an AAA emplacement in the southern corner of the field, almost exactly in line with the short runway. Ten tents were seen near the emplacement; behind the tents there were underground billeting facilities. The guns of the emplacement were arranged in a circle. Alerts for the gun crews were sounded by means of an iron gong. Usually the crews were at the guns about 2 minutes after the alert was sounded. Generally alerts lasted from 15 to 60 minutes. Source believed that no AA directors were available at the emplacement.<sup>6</sup>

17. On 15 September, source observed near Neustrelitz a formation of 23 MiG-15 and type-29 planes coming from the direction of Laerz airfield. On 17 September, MiG-15 and type-29 aircraft flying individually or in groups of two were observed over Neustrelitz. The planes had come from the direction of Laerz.

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1. [redacted] Comment. The dispatch of aircraft crates was also reported from other airfields in the Soviet Zone of Germany. The present report indicates that the crates are returned empty. On 9 October 1952, a shipment of 28 crates left Frankfurt/Oder toward Brest Litovsk.

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2. [redacted] Comment. It was previously believed that this curved concrete strip was a second taxiway paralleling the taxiway which connects the southern end of one runway of the western end of the other runway.

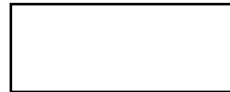
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3. [redacted] Comment. The existence of special crates for jet engines was reported previously. [redacted]

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[Redacted] Comment. Two fighter regiments and the headquarters of a fighter division are stationed in Laerz. The flying activities reported followed the previously observed pattern. Formation flying was being stressed. [Redacted]

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[Redacted] Comment. The construction of these garages has been reported previously. In some cases, they were erroneously referred to as hangars.

6.

[Redacted] Comment. According to available information, two AAA batteries equipped with 6x37-mm guns each, are stationed in the northwestern portion of the field and east of the new garages respectively.

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