

COUNTRY*

REPORT

TOPIC

Neuruppin Airfield

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EVALUATION

PLACE OBTAINED

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25X1 DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED 7 November 1952

REFERENCES

PAGES

7

ENCLOSURES (NO. & TYPE)

REMARKS

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DO NOT CIRCULATE

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1. Observations made at Neuruppin airfield during the period from 22 August through 18 September 1952 included:

26 August and 5 September. Nineteen MiG-15 or type-29 planes, 6 single-engine aircraft, 5 biplanes, 1 high-wing monoplane, and 1 twin-engine plane were counted at the field. Two or 3 MiG-15s may have been aloft.

22, 26, 27, 28, 29, 30 August and 2 September. There was flying throughout the day by swept-back jet fighters.

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4 and 5 September. Flying was conducted only in the morning.

3 September. At 5:30 a.m. the sound of a siren was heard. Between 5:30 and 5:45 a.m. about 20 motor vehicles which were occupied to capacity, left through the gap in the fence on Wittstocker Chaussee proceeding toward the north. At 5:41 a.m., the four alert planes took off at intervals of 30 seconds. At 6:25 a.m., 6 to 10 reports of firing AA guns were heard. The siren was again sounded at 6:30 a.m., and 4 MiG-15s landed at 6:35 a.m. By 6:45 a.m. all the trucks had returned individually. 1

25 August and 4 September. Night flying was observed.

8 September. Flying by MiG-15s and biplanes was started at 5 p.m. and continued until after midnight.

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2 September. Flying was started at 6 p.m. and continued until after 11 p.m. On the latter two days three searchlights, which appeared to be stationed at different corners of the field, were in operation. Each of the searchlights directed its beam at one jet fighter. The planes were flying with their position lights and landing lights switched on. The three planes flew individually and kept in the area over the airfield. 2

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11 September. There was flying from 6:30 p.m. until after 11 p.m.

12, 13, 14 September. MiG-15s practiced flying in the morning.

15 September. Night flying by MiG-15s fitted with auxiliary fuel tanks continued after 11 p.m.

16 September. Between 2 and 6 p.m., single-engine fighters practiced individual flying and MiG-15s fitted with auxiliary fuel tanks did formation flying. Eight MiG-15s flying in line abreast formation with a sizable space between the individual two-ship elements were observed several times. Shortly after 5 p.m., [redacted] the landing of a plane, apparently an Il-10, which was not stationed at the field.

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17 September. From 8 a.m. to 1 p.m. and from 2 to 5 p.m., there was flying by front-back jet fighters. Eight MiG-15s fitted with auxiliary fuel tanks were again seen flying in line abreast formation. Spaces between the individual two-ship elements were 2 1/2 times larger than those kept within the two-ship elements. While flying in an east-west direction at a medium altitude the planes came down when approaching the field, crossed the field in low level flight and climbed again at the western end of the installation. The same procedure was repeated six times between 9:30 and 10 a.m. At 10:10 a.m., 6 MiG-15s flying at a high altitude crossed the field from south to north. At 10:15 a.m., one MiG-15 of the alert flight took off.

18 September. There was no flying until noon.

2. About 12 crates were observed in the eastern hangar prior to 5 September. 3
3. Construction work was observed 500 meters north of the eastern end of the runway. Earth mounds having inner sides which were retained by boards and boards, were being built there. 4
4. Six AA guns with an estimated caliber of 37 mm were seen near the southern edge of the field south of the middle of the runway; a well camouflaged gun emplacement was observed north of these six guns. Five soldiers, who were apparently quartered in a low wooden building, which was semi-underground were once seen in the AAA emplacement. 5

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5. [redacted]
6. The following observations were made at the field [redacted]

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20 August. About 12:35 p.m., 22 MiG-15 and type-29 planes, 3 single-engine, low-wing monoplanes and 4 biplanes were counted at the field. There was flying by planes without auxiliary fuel tanks.

22 August. At 9:10 a.m., 5 MiG-15 and type-29 planes took off and landed again about 10 a.m. At 4:30 p.m., a Po-2 dropped a sleeve target and then landed at the field. Throughout the day MiG-15s fitted with auxiliary fuel tanks practiced formation flying. Individual take-offs of planes without auxiliary fuel tanks were also observed.

2 September. Take-offs in groups of two were practiced. Twenty-three MiG-15 and type-29 planes, 3 single-engine, low-wing monoplanes and 4 biplanes were counted.

3 September. At 6 a.m. 4 MiG-15s were observed coming in at the field for a landing.

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4 September. At 7:45 p.m., a MiG-15 took off from the runway both sides of which were marked by red lamps. Night flying extended beyond 10 p.m. All the planes flew with their position lights on. On a MiG-15 or type-29 plane which landed about 8:05 p.m., [] a white lamp each at both shock-absorbing struts of the extended landing gears. The lights which were relatively bright were not searchlights.

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12 September. At 8:30 a.m., 7 MiG-15 or type-29 planes fitted with auxiliary fuel tanks took off. Five of the planes crossed Neuruppin flying in line abreast formation at an altitude of about 500 meters; the two other planes followed at a distance of about 1,000 meters. After the formation landed again, two groups of two planes each took off in the morning. There was no flying in the afternoon.

14 September. After 10 a.m., 7 groups of 2 planes each fitted with auxiliary fuel tanks took off for flights of about 30 minutes' duration.

15 September. There was flying between 10 a.m. and midnight. Two MiG-15 or type-29 planes were continuously observed circling east of Neuruppin. The planes were continuously in the beams of searchlights.

17 September. At 9:35 a.m., 8 MiG-15s fitted with auxiliary fuel tanks took off heading toward the northeast. At noon, the planes landed again. From 2 to 3:50 p.m., there was formation flying by 6 swept-back jet fighters. At 4 p.m., 2 MiG-15s fitted with auxiliary fuel tanks took off, and at 5 p.m. 2 such planes landed.

19 September. At 8:30 p.m., 2 individual MiG-15 or type-29 planes flew over Neuruppin. Rotatable searchlights were observed in the vicinity of Nietwarder and Bechlin.

20 September. At 10 a.m., 18 MiG-15 or type-29 planes took off and subsequently crossed Lake Neuruppin in 2 formations of 8 and 10 planes respectively. The first group flying in line abreast formation headed north, the second in squadron wedge formation headed northwest. The planes flew at an altitude of about 1,000 meters. At 11:30 a.m., 18 MiG-15s fitted with auxiliary fuel tanks landed at the field.

16 September. About 2 p.m. a formation of 9 jet bombers escorted by 7 MiG-15 or type-29 planes crossed the field. The bombers flew at an altitude of about 1,000 meters in dispersed squadron wedge formation from northwest to southeast.⁶

7. Between 25 August and 20 September, the six AA guns observed for the first time on 18 June 1952, were still seen emplaced on a site 200 meters square, about 450 meters south of trigonometric point 45.3, and about 120 meters north-northeast of the intersection of the road and Klappgraben.⁵

8. The following observations were made at the field during the period from 22 August through 12 September:

22 August. At 6:30 a.m. 18 MiG-15 or type-29 planes, 4 Yak-11s, 3 Po-2s and 1 Pe-2 were counted. Air activity observed on that day included:

Take-off	Landing	Aircraft Involved
6:42 a.m.	7:09 a.m.	2 MiG-15s [] climbed to an altitude of 3,000 to 4,000 meters and practiced attacks.

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6:58 a.m. 7:26 a.m.

4 MiG-15s [redacted]
practiced formation flying at an altitude
of 5,000 to 6,000 meters. Echelon formation
to the right and left and steep climbing
in formation were observed.

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7:45 a.m.

1 Pe-2 towing an air sleeve flew at an
altitude of 4,000 to 5,000 meters south
of Neuruppin.

8:25 a.m.

2 MiG-15 or type-29 planes [redacted]

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8:42 a.m. 9:07 a.m.

4 swept-back jet fighters. [redacted]

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[redacted] fitted with
auxiliary fuel tanks, practiced formation
flying.

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At 7:58 a.m., 2 MiG-15s were firing at the sleeve target towed by the Pe-2. Shortly after 6 p.m., 4 jet bombers approached the field from the east, turned off to the north and then flew curves in the vicinity of Pfalzheim. At 8:45 p.m. 4 jet bombers, whose silhouettes were clearly visible, flew over the field and headed toward Pfalzheim where flashes were subsequently seen.

30 August. At 6:30 a.m., 12 MiG-15 or type-29 planes, 4 Yak-11s, 3 Po-2s and 1 Pe-2 were counted at the field. At 7:05 a.m., 2 MiG-15s took off and practiced air firing at an altitude of 6,000 to 7,000 meters. Then the planes landed at 7:32 a.m. [redacted] At 7:57 a.m., two groups of 2 MiG-15s each took off and climbed so high that vapor trails were visible. Formation flying was practiced. Then the planes landed at 8:25 a.m. [redacted] At 8:35 a.m., MiG-15 [redacted] practiced aerobatics. From 8:35 a.m. until about 2 p.m., individual MiG-15s, including [redacted] fired at an air sleeve towed by a Yak-11. After 8:35 a.m., Po-2s [redacted] practiced formation flying at the field. The last Po-2 was observed landing at 4:47 p.m., while flying by jet fighters discontinued about 2 p.m.

31 August. There was no flying.

1 September. There was no flying by swept-back jet fighters. Po-2 [redacted] circled over the field.

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2 September. At 6:58 a.m., MiG-15 [redacted] took off and disappeared in the clouds; the plane landed at 7:22 p.m. From 9:21 to 9:46 a.m., a formation of 2 MiG-15s practiced formation flying over a 7/10 to 9/10 overcast. One of the planes [redacted] Between 9:28 and 9:54 a.m., two groups of 2 planes each flew above the clouds, probably also in formation. [redacted] were identified. Between 11:56 a.m. and 12:23 p.m., two groups of 2 planes each practiced formation flying. [redacted] were identified. Two other groups of 2 MiG-15s each practiced formation flying between 2:47 and 3:10 p.m. [redacted] were identified. From 5:30 to 5:43, 6:12 to 6:20 and 7:06 to 7:15 p.m. Yak-11s circled over the field. From 8:30 p.m. to 1 a.m., one Yak-11 which flew without landing lights, practiced take offs and landings. The night was clear.

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3 September. At 5:30 a.m., the engines of the alert flight were started. At 5:37 a.m., the 4 planes took off in groups of 2, each of the planes flying in a different direction. [redacted] were identified. Between 6 and 6:02 a.m., the planes landed individually and refueled at their parking site. Between 5:54 and 6:15 a.m., MiG-15s [redacted] fired at ground targets; between 6:15 and 7:08 a.m., MiG-15 [redacted] practiced

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air-to-ground firing. A light drizzle set in about noon. There was no flying in the afternoon.

4 September. From 10:20 a.m. until the afternoon, individual swept-back jet fighters fired at ground targets set up in the northern portion of the airfield. At 6:30 p.m., the 4 planes of the alert flight took off at intervals of 20 seconds. Between 6:50 and 7 p.m. the planes landed individually and refueled at their parking site. There was flying by swept-back jet fighters from 9 p.m. to 2 a.m.

5 September. A MiG-15 circled once over the field between 8:20 and 8:32 a.m. At 8:28 a.m., a Po-2 took off and released a sleeve target at a great altitude. A MiG-15 fired at this target between 9:01 and 9:26 a.m. Between 9:09 and 9:31 a.m., a MiG-15 fired at ground targets in the northern portion of the field. A Yak-11 landed. At 11:20 a.m., a Po-2 dropped a sleeve target over the field and flew away toward the south. At 5:56 p.m. the 4 planes of the alert flight took off and dispersed in the same way as observed on 3 September. When these planes landed again between 6:21 and 6:24 p.m.,

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6 September. Po-2s circled over the field until 12:45 p.m. At 3:21 and 4:30 p.m. 22 MiG-15 or type-29 planes, 5 Yak-11s and 2 Po-2s were counted. Twelve aircraft crates were still observed in a hangar. 3

7 September. There was no flying.

8 September. The planes of the alert flight took off at 8:45 and landed at 8:50 p.m.

9 September. At 8:45 a.m. a Yak-11 towing an air sleeve took off. The target was fired at by individual MiG-15 or type-29 planes fitted with auxiliary fuel tanks. Between 9:02 and 11:18 a.m. on MiG-15s. The firing practices continued until the afternoon. From 8:45 p.m. until about midnight, swept-back jet fighters and Yak-11s practiced flying. The night was clear.

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10 September. At 6:10 a.m., individual Po-2s were observed flying from Rechlin. At 6:45 p.m., the planes of the alert flight took off and dispersed as previously observed. The planes landed again between 7:15 and 7:17 p.m. There was flying by MiG-15s between 8:15 p.m. and midnight.

11 September. Individual swept-back jet fighters and Yak-11s practiced take-offs and landings.

12 September. There was flying by swept-back jet fighters.

9. Between 20 August and 12 September, the warm-up of the jet engines of the alert flight took 5 to 8 minutes. Shortly before being switched off the engines were run at full power for a moment. several times that the engines of jet planes which had flown for a period of 60 to 90 minutes were not warmed up prior to taking off for a second time. The planes of the alert flight always took off from the runway in quick succession.

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10. On 6 September, five splinter-proof revetments were completed at the field and another one was under construction. The revetments were north of the eastern end of the runway and their openings pointed in different directions. the revetments were usable only for single-engine planes, because they were too small for twin-engine aircraft. 4

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0-2 12. Air activity observed during the period from 25 August through 20 September included:

<u>Time</u>	<u>Activity Observed</u>
25 August, from 10 a.m. to 2 p.m.	Flying by swept-back jet fighters
26 August, from 10 a.m. to 5 p.m.	Individual flights by MiG-15 or type-29 planes
28 August, from 7 a.m. to 2 p.m.	Heavy flying by MiG-15s including formation flying
29 August, from 10 a.m. to 5 p.m.	Flying by swept-back jet fighters
30 August, from 8 a.m. to 1:30 p.m.	MiG-15s practiced firing at a sleeve target
3 September	No flying
9 September, from 8 a.m. to 2:10 p.m. and 8 p.m. to midnight	Flying by MiG-15s
12 September, from 10 a.m. to 3 p.m.	Flying by individual swept-back jet fighters
13 September, from 7:45 a.m.	Heavy flying by MiG-15s fitted with auxiliary fuel tanks. [redacted]
14 September, between 10:05 and 10:25 a.m. 11 a.m.	Three take-offs of 4 MiG-15s each fitted with auxiliary fuel tanks [redacted]
15 September	No flying
17 September	Light flying by swept-back jet fighters
19 September	No flying
20 September in the morning	Formation flying by more than 10 swept-back jet fighters.

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[redacted] Comments.

1. Probably one of the periodic practice alerts was held.
2. It is believed that flying in the beam of **searchlights** is part of the training program given fighter pilots. Such flights were repeatedly observed at different airfields recently.

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3. According to another report, 15 aircraft crates were shipped from the field toward Brest Litovsk on 26 September 1952.
4. Aircraft revetments are under construction at all airfields in the Soviet Zone of Germany. On airfields occupied by fighter units, these revetments are built in a makeshift way, while permanent structures are erected at fields occupied by bomber units.
5. So far, the existence of only this one AAA emplacement has been known. The well camouflaged emplacement, [REDACTED], probably accommodates the data computer of the AAA battery.
6. There is a possibility that these bombers participated in an army exercise held in the Rathenow area.
7. The Cadom-Rosow bomb range which is used by the bomber units from Wernauchen and Brand is located north of Pfalzheim.
8. These observations indicate that the planes of the alert flight take-off in the early morning hours and before darkness in order to test their readiness for employment.
9. A fighter regiment is stationed at Neuruppin airfield. The air activities observed there show an increased training in formation flying. [REDACTED]

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