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REPORT

INFORMATION REPORT

CD NO. 50X1-HUM

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DATE DISTR. 31 October 1952

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DESSAU AIRFIELD Sitrep (22 Aug - 9 Sep 1952)

1. Layout: See Appendices "A"1 and "A"2.

2. Aircraft: 30 Aug 52 7 Sep 52

- | | | |
|-------------|--------------|-----------|
| (a) Number: | 46 | 48 |
| (b) Types: | i) 43 IL 10s | 47 IL 10s |
| | ii) 3 PO 2s | 1 PO 2 |



3. Air activity:

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(a) By day:

- i) 22 Aug 52: Weather - Visibility approx 5 miles; direction of wind from 180° at 2 mph; cloud cover 10/10-7/10 at approx 3600 ft. General - low pressure.

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The controller's caravan was situated approx 300 m WEST and approx 750 m SOUTH of the WEST end of the runway. Duty vehicles, including [redacted] 1 fuel tanker, 1 crash tender, 1 ambulance and 1 box-type trailer, were parked approx 200 m SW of the controller's caravan.

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Flying commenced at 0745 hrs and ceased towards 1130 hrs. Single IL 10s took off up to 0815 hrs, made a single circuit of the airfield, in flights lasting approx 6 mins, and landed.

From 0815 hrs onwards, air-to-air firing at drogues, towed by IL 10s, by single and formations of 4 aircraft, took place. When carrying out air-to-air firing, the aircraft took off singly, the tug aircraft leading. At approx 1200 ft, the tug aircraft streamed its drogue and flew off on a heading of approx 180°. The formations formed over the airfield at approx 1200 ft and followed the tug aircraft. When the aircraft had flown approx 5 km on a heading of approx 150°, they changed course to approx 090° and flew out of sight.

The formations and tug aircraft returned to the airfield on a heading of approx 270° after approx 35-45 mins' flying. They landed singly at approx 30 sec intervals and were taxied immediately to their dispersal along the railway line.

The tug aircraft dropped its drogue at approx 450 ft, made a circuit of the airfield and landed approx 5 mins behind the formations.

Approx 30 take-offs of the tug and IL 10s taking part in the firing programme were made throughout the flying programme.

At approx 1345-1400 hrs, considerable aero engine noise was heard coming from the airfield and on investigation, it proved to be aircraft taxi-ing to new dispersal positions. 36 IL 10s were counted at their new dispersal positions approx 250 m before the EAST end of the runway. Aircraft were parked in 3 lines over a length of approx 350-400 m (see point 4 at App "A"2).

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Meanwhile, the controller's caravan had been moved to a point further SOUTH of the runway.

At 1459 hrs, [redacted] 20 (approx) ground crew drove to the IL 10s dispersal on the extreme SOUTH of the runway and the personnel busied themselves about the aircraft.

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At 1506 hrs, [redacted] approx 20 ground crew, drove to the IL 10s dispersed on the NORTHern side of the runway. They, too, busied themselves about the aircraft.

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Observation of the aircraft was continued on the assumption that a considerable amount of flying was further to take place, but no flying was observed until 1620 hrs, when individual IL 10s, from those remaining parked along the railway line, took off, made single circuits of the airfield and landed. Flights lasted approx 6 mins. Approx 8 further take-offs were made before flying ceased at approx 2000 hrs. [redacted]

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- ii) 23 Aug 52: Weather: Visibility approx 5 miles; direction of wind from approx 360° at 2-4 mph; cloud cover 0/10 filling to 5/10 at 1100 hrs, filling to 10/10 towards 1600 hrs; low cloud approx 3600 ft. General - High pressure.

The controller's caravan was situated approx 400 m EAST and approx 100 m NORTH of the WEST end of the runway. Duty vehicles were parked approx 200 m to the NW.

12 IL 10s which took part in the flying programme, were parked approx 100 m WEST of the controller's caravan.

Considerable aero engine noise was heard at 0515-0530 hrs. Observation of the airfield was taken up at 0630 hrs, when it was observed that the 36 IL 10s, parked the previous day NORTH and SOUTH of the WEST end of the runway, were back at their usual dispersal, alongside the railway line.

From 0620-1000 hrs, approx 10 take-offs were made in IL 10s and single circuits of the airfield, in flights lasting approx 6 mins, were made.

From 1030 hrs, 10 IL 10s were taxied out to the runway and took off at approx 30 sec intervals. These practices were repeated at 1300 hrs.

Towards 1600 hrs, formation flying in 4 flights of 3 aircraft were carried out; flights lasted approx 30-45 mins and the aircraft flew out of sight on a heading of approx 360°, returning to the airfield on a reciprocal heading. Aircraft took off and landed singly.

- iii) 26 Aug 52: Weather: Visibility approx 5 miles; direction of wind from approx 180° at 2 mph; cloud cover approx 10/10-3/10; low cloud approx 1500 and 3000 ft. General - Low pressure.

During the day's flying programme, approx 10 take-offs in IL 10s were observed. Aircraft carried out local flying in flights of approx 10 mins' duration.

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- iv) 28 Aug 52: Weather: Visibility approx 5 miles; direction of wind from approx 180° at 8 mph; cloud cover 10/10-8/10 at approx 3600 ft. General - low pressure.

The controller's caravan was situated approx 300 m WEST and approx 150 m SOUTH of the EAST end of the runway. Duty vehicles were parked approx 200 m to the SW.

The flying programme consisted of flights including single circuits and landings and local flying of approx 30 mins' duration. Approx 10 take-offs were observed.

- v) 29 Aug 52: Weather: Visibility approx 5 miles; direction of wind from 180° at 3 mph; cloud cover approx 1/10 at 3600 ft. General - low pressure.

The controller's caravan and duty vehicles were parked in similar positions to those reported on 28 Aug 52.

Flying commenced at 0800 hrs and ceased towards 1500 hrs. Single circuits and landings were flown until 1000 hrs in flights of 6-10 mins' duration.

From 1000 hrs onwards, single local flights were made, together with air-to-air firing at drogues by formations of 3 aircraft. Air-to-air firing took place out of sight of the airfield in a direction of approx 045°.

A total of 35 take-offs were observed during the flying programme.

- vi) 31 Aug 52:

At 0840 hrs, a formation of 4 IL 10s approached the airfield and landed singly. No further flying took place.

- vii) 2 Sep 52: Weather - Visibility approx 5 miles; direction of wind from 180° at approx 2 mph; cloud cover 9/10-10/10 at approx 3600 ft. General - low pressure.

The controller's caravan was situated approx 300 m WEST of the EAST end of the runway. The duty vehicles were parked approx 200 m to the SE.

From 1330-1500 hrs, IL 10s carried out single circuits and landings in flights of approx 6 mins' duration. A total of 20 take-offs were observed. On landing, aircraft were parked in their usual dispersal along the railway line.

- viii) 5 Sep 52: Weather - Visibility approx 1.5 miles; direction of wind from approx 180° at approx 2 mph, veering to 220°; cloud cover 10/10 at approx 2500 ft. General - low pressure - rain drizzle from 0930 hrs.

From 0800-0900 hrs, 4 IL 10s took off, singly, made single circuits of the airfield and landed.

- ix) 9 Sep 52: Weather - Visibility approx 5 miles; direction of wind from approx 330° at 3 mph; cloud cover 10/10-9/10 at approx 3000 ft. General - low pressure: rain showers.

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The controller's caravan was situated approx 400 m EAST and approx 50 m NORTH of the WEST end of the runway. The duty vehicles were parked approx 200 m to the NORTH.

IL 10s which took part in the flying programme were parked EAST of the caravan and some NORTH of the caravan.

Flying commenced at 0800 hrs and ceased towards 1530 hrs.

Up to 1300 hrs, aircraft flew single circuits of the airfield and landed. Flights lasted approx 6 mins.

From 1300-1400 hrs, formation take-offs of 2 and 3 aircraft were made with local flying. Flights lasted approx 15 mins.

From 1400-1500 hrs, air-to-air firing took place

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4. W/T and Radar:

No change was noted in the airfield's static W/T station.

5. Personnel:

It is estimated that the airfield continues to be occupied by approx 750 all ranks of the SAF; of whom approx 150 were officers.

6. AA Defences:

No change in or activity at the AA site was noted during the period under review.

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8. Remarks:

The U-shaped ash heaps [redacted] at the WEST side of the airfield, are now being timbered. The timbering takes the following form:

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- (a) Wooden stakes were driven into the ground on the inside of the heaps, up to a height of approx 2.5 m, distance between stakes approx 2.5 - 3 m.
- (b) Sapling poles, still with the bark on them, were secured across the upright stakes to form a log wall.
- (c) Over the whole is fastened a tarpaulin.

For sketch of shelters, see "C".

A total of 12 shelters were observed.

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Key to Appendix "A"1

1. Accommodation.
2. "
3. "
4. Air traffic control.
5. Static W/T station.
6. Wooden fence.
7. IFA building (former JUNKERS air-frame shop).
8. Ash heap.
9. U-shaped ash heaps.
10. Barbed wire fence.
11. Holes for fencing posts.
12. 6 x 3.7 cm AA guns, BOFORS type.
13. Tents.
14.
15. U-shelters.
16. Concrete bunker.
17. Dug-out.
18. Controller's caravan.
19. 21 IL 10s.
20. 13 IL 10s.
21. 3 PO 2s.
22. 10 IL 10s.
23. 4-wire telephone line.
24. 2-wire " "
25. Duty vehicles.

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Key to Appendix "A"2.

1. Barracks.
2. "
3. "
4. 36 IL 10s.
5. 10 IL 10s.
6. Caravan.

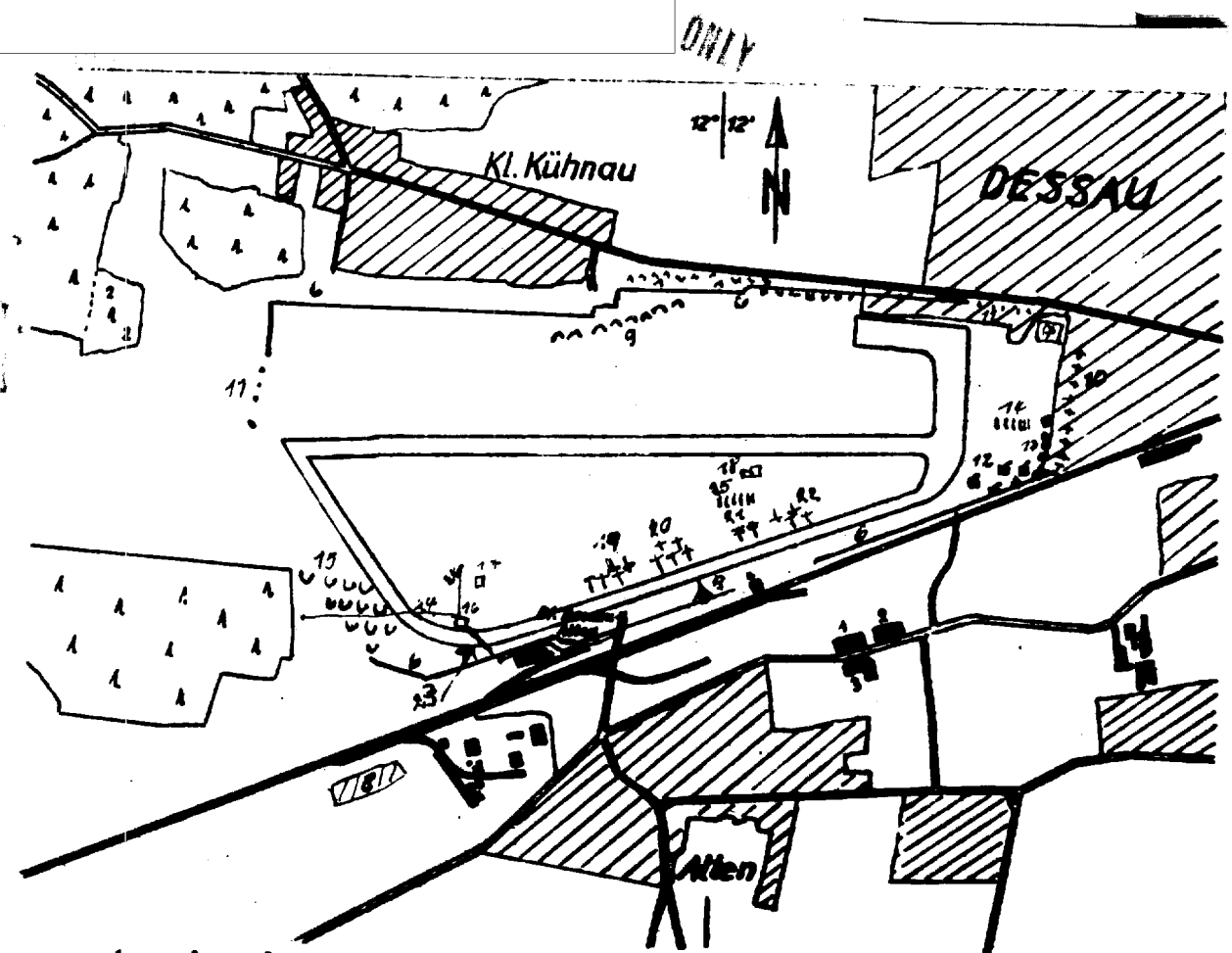
Key to Appendix "C".

1. Earth wall.
2. Height of wall approx 1.2 - 1.5 m.
3. Stakes.
4. Inside view of log wall.
- 5-9. Logs.
6. Outside view.
7. Battens fastening tarpaulin cover.
10. Earth wall.

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Appendix "A" 1



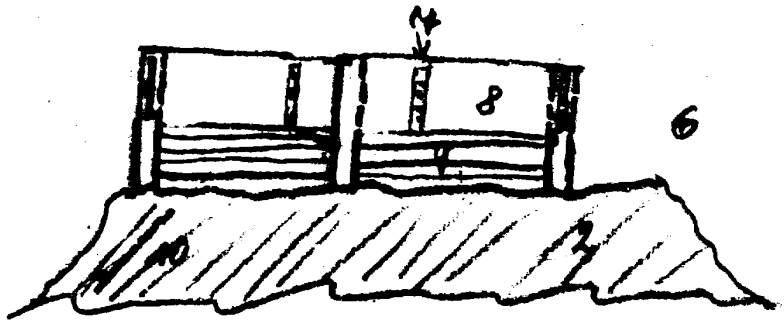
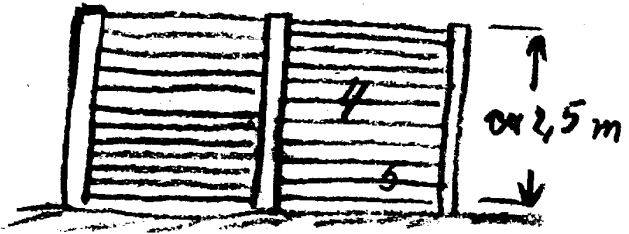
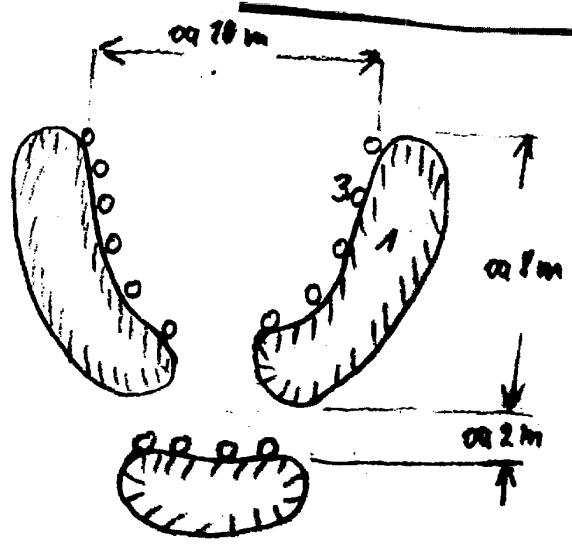
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Appendix "B"



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