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REMARKS	This is UNEVALUATED Information	

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- In August 1954, the 3rd Aeroclub and the 3rd Tech Base of the Administration of Aeroclubs (Verwaltung der Aeroclubs) (VdA) were quartered in the Husaren Kaserne in Bautzen, and the 1st Bn of the Bautzen Aeroclub was stationed at Kamenz airfield. The Bautzen Aeroclub consisted of a headquarters and the 1st, 2nd and 3rd Bns. The 3rd Bn was organized on 28 July 1954 of detached members of the flying and technical personnel of the 1st and 2nd Bns. After that date, the 1st Bn and the 2nd Bn, which had previously consisted of 4 and 5 squadrons respectively, were now made up of 3 squadrons each. No information was available that a similar re-organization had occurred in the other Aeroclubs. <sup>1</sup>

The Aeroclub in Bautzen had a strength of about 200 officers and 360 NCOs and EM. Each battalion consisted of about 170 men, including about 40 pilots and 130 technicians and mechanics. <sup>2</sup>

- The 2nd Bn was equipped with 12 Yak-11s. <sup>A</sup>  
12.7-mm machine gun was mounted in each Yak-11 in the upper left side of the engine cowling. It fired through the propeller. No additional aircraft, engines or spare parts have so far arrived in Bautzen. Repairs were made by the technical personnel. The motor vehicles were furnished by the motor transport company of the 3rd Tech Base. No gas protective equipment was assigned to the 2nd Bn. <sup>3</sup>

- The following training stages of flight training were known:
  - Local individual flying with flight instructors;
  - Aerobatics; flying in elements of two;
  - Firing at airborne and ground targets; flying in formations of four.

Flight training was simultaneously conducted in all the three training stages since the training status of the individual pilots differed.

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Prior to August 1954, no high-altitude flights or night flights were made. Each aircraft was, allegedly, not to be flown longer than 5 hours per day. The firing range with ground targets was located in Weisskorn near Niesky.

German pilots were also trained in the USSR, allegedly at an airfield 60 to 70 km north of Kuibyshev. None of these pilots had allegedly served with the former German Air Force. 4

4. The members of the Aeroclub in Bautzen belonged to the following classes:

pilots	1935 to 1933
technical personnel	1932 to 1930

The personnel had been recruited in the following districts:

about 50 percent in Saxony  
 " 25 percent in Thuringia  
 " 25 percent in Mecklenburg and Brandenburg.

Between January and March 1954, officers and NCOs of the Bautzen Aeroclub had continuously been detached to the various districts in the GDR for recruiting drives. In particular, personnel for the motor transport companies and the guard companies of the technical bases, as well as aircraft mechanics for ground personnel units, were required. Flying personnel were not to be recruited. The target fixed for the recruiting drive was allegedly fulfilled only 45 percent. After about June 1954, the document which was to be signed by new recruits included a phrase according to which they agreed to serve as long as the party and government deemed it necessary. Prior to that date, the term of service had been limited to 3 years. 5

5. The personnel of the 2nd Bn received 2 hours of political indoctrination weekly by the political officer of the battalion and the propaganda officer or the political officer of the squadron, and 30 minutes of political information. Separate courses were held for officers on the one hand and NCOs and EM on the other. The last subject of political indoctrination was the Fourth SED Congress. Current political events were discussed in the political information course. Of the personnel of the 2nd Bn, 30 percent were believed to be convinced SED men, 60 percent fellow-travellers, and 10 percent opponents of the regime. The morale of the personnel of the technical base was poor, particularly because of the excessive working time of up to 13 hours per day, poor quartering facilities and poor food according to category 4. Most of the personnel were looking forward to the end of their service. The mood among pilots was better because they received better food and treatment. About 60 percent of the pilots considered their flight training as a kind of sport instead of a preparation for future combat activity.
6. In mid-June, a Bauunion surveyed the landing field at Bautzen-Litten airfield allegedly for the construction of an intended concrete runway. 6
7. The following officers were assigned to the Aeroclub in Bautzen:
- |                                |   |
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| Commanding Officer of Aeroclub | Lieutenant Colonel Wilpert (fmu),<br>had been a fighter pilot with the former German air force. |
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Political Officer	Captain Wille (fnu)
Chief of Staff	Major Wittig (fnu)
In Charge of operations	Senior Lieutenant Schwab (fnu)
Navigator	Captain Sedlaczek (fnu)
Chief of PRK Department	Captain Weber (fnu)
Chief Engineer	Senior Lieutenant Miesbach (fnu)
Chief of Cadre Personnel	Senior Lieutenant Mueller (fnu)
SSD Liaison Officer	Senior Lieutenant Schulz (fnu)
 <u>2nd Bn</u>	
Commanding Officer	Senior Lieutenant Lange (fnu)
Political Officer	Captain Zipfel (fnu)
Chief of Staff	Major Sarmerschuch (fnu), had been a night fighter pilot with the former German Air Force
In charge of operations	Senior Lieutenant Hentschel (fnu)
Deputy CO and Chief of Flight Training	Senior Lieutenant Brandt (fnu)
In charge of training in firing at airborne targets	Lieutenant Krause (fnu)
Navigator	Lieutenant Galps (fnu)
Propaganda Officer	Senior Lieutenant Nowak (fnu)
In charge of cadre personnel	Lieutenant Knorr (fnu)
SSD Liaison Officer	Senior Lieutenant Kuehn (fnu)
 <u>1st Bn</u>	
Commanding Officer	Captain Zieris (fnu)
Political Officer	Captain Kawig (fnu)
 <u>3rd Bn</u>	
Commanding Officer	Senior Lieutenant Rappmann (fnu)
Political Officer	Senior Lieutenant Raubach (fnu)

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The 2nd Bn included 2 Soviet advisors, Captain Buggai (fnu) (phonetic spelling), advisor in state security matters and Lieutenant Colonel Kushchin (fnu) (phonetic spelling), advisor for flight training.

Additional officers known by source were Colonel Franke (fnu), chief of the political main department of the Vda Cottbus and Major Dovidat (fnu), in charge of parachuting. The latter controlled the obligatory parachute jumps and was responsible for safety measures in regard to parachute equipment. He was probably not engaged in preparations for the organization of parachute units.

1. Comment. According to available information, it is assumed that each Aeroclub has only two battalions. It is however, expected that a third battalion will be assigned to each Aeroclub in connection with the expansion of the VPL. If this assumption is correct, the organization of an Aeroclub would correspond with the organization of a division of the Soviet Air Force. No indications of the organization of a third battalion with the Aeroclubs in Cottbus and Drewitz have been received so far.
2. Comment. The personnel strength of the individual battalions of the Aeroclubs has not yet reached the strength of a Soviet regiment, which is believed to number about 300 officers, NCOs and EM. The small number of technical personnel is sufficient for the small number of aircraft at present available to the individual Aeroclubs.
3. Comment. The reported numbers of Yak-11s stationed at Bautzen airfield corresponds with the air activity observed
4. Comment. The pin-point location in the USSR where VPL pilots received training has not been determined
5. Comment. Compared to the ground personnel, a large number of flying personnel are apparently assigned to the Vda.
6. Comment. the auxiliary runway at Bautzen-Litten airfield was to be replaced by a concrete runway.

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