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Introduction

The purpose of this study is to present a comprehensive picture of the development of the VPL from the year 1950 to late 1954. Units of the VPL operate under the designation of "Verwaltung des Aeroclubs" (Administration of the Aeroclub) (VdA), a term which most probably was designed to conceal the actual military nature of these units and give them the appearance of an organization engaged in sport flying.

At present, the VPL units are not yet trained for combat missions. The training of about one half of the approximately 450 pilots available has, however, progressed to such a point that at least one VPL division could be employed within one year providing that retraining with jet aircraft be given priority and the combat fighter aircraft necessary be supplied speedily.

The VPL is completely dependent on the Soviets for its supply with modern fighter aircraft. As to when the Soviets will be willing to supply such fighter aircraft probably depends on the Soviet assessment of the political reliability of the GDR and of the VPL in particular. The observations which have been made since November 1954 indicate that the retraining of VPL pilots with jet aircraft has already begun at Jocksdorf airfield near Forst.

The organizational setup of VPL headquarters which still on the surface have the character of schools but in actuality have the composition of combat units closely follows the Soviet pattern. It is, therefore, believed that the integration of the three existing VPL divisions (Aeroclubs) with Soviet Air Force units both in the field of tactical employment and logistics, will present no particular difficulties. In the event of a withdrawal by the Soviet occupation forces from the GDR it must be expected that the VPL will be assigned additional missions within the framework of the Eastern military system. In the field of air defense, these missions will include the organization of a comprehensive East German air warning system (radar control), thereby maintaining for the USSR the protective belt necessary along her Western borders to give advance warning of approaching enemy aircraft and time to organize her first line of air defense. In the field of offensive action, additional VPL missions will probably include the maintenance of ground facilities in the GDR which would be used by Eastern attack units as forward or advance operation bases. The execution of such missions, however, would require a considerable increase over the present VPL strength.

A. Development

In early 1950, all East German citizens who had been trained in the art of powered flight were registered. VP officers who were to be designated for top-level assignments in the future VP Air Force had received some training in the USSR between the summer of 1949 and the fall of 1950. In December 1950, Heinz Kessler, First Secretary of the FDJ in Berlin, was transferred to the Main Administration for

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Training of the VP with the rank of an Inspector General. He was given the task of initiating the establishment of the VP Air Force. His office was given the designation "Hauptabteilung s.b.V. in der HVA" (Main Department for Special Missions within the Main Administration for Training).

In the spring of 1951, Kessler's department moved to the former administration building at Berlin-Johannisthal airfield. At the same time, Chief Inspector Zorn (2nd), a general staff officer of the former German Luftwaffe, was attached as Chief of Staff to Inspector General Kessler. In the summer of 1952, the Main Department for Special Missions was redesignated "Hauptverwaltung Luft" (Main Administration for Aviation) (HVL).

In July 1952, about 1,300 men selected for the VPL were assembled at Zeithain and formed into the first VPL division. In August 1952, the personnel moved to VPL posts at Cottbus, Bautzen, and Kamenz. In the fall of 1952, the structure of the VPL was as follows:

Command Headquarters VPL, at Berlin-Johannisthal;
 Headquarters of VPL Division 600, at Cottbus;
 VPL Regt 601, at Cottbus;
 VPL Regt 602, at Kamenz;
 VPL Regt 603, at Bautzen.

Each regiment was organized into three wings (squadrons) which included both flying and technical personnel. Following the Soviet pattern, each regiment was logistically supported by an airfield supply battalion. Flight and technical training was given to VPL Division 600 by the Soviet fighter regiment at Parchim which, in late July 1952, was detached from its fighter division at Puetnitz. The bulk of the regiment moved to Cottbus and elements of it to Kamenz and Bautzen. In September 1952, about 45 Yak-18 trainers arrived. In order to accelerate the training of technical personnel required by the VPL, training courses for ground personnel, radio operators, and signal personnel, parachute riggers, navigational instructors, and meteorologists, were organized by Division 600 under the control of the Soviet instruction regiment. The students who attended these courses had previously been trained in their respective fields. At the same time, a Technical Officer and NCO School charged with the mission to train technicians and mechanics was established at Kamenz. After November 1952, training courses for VPL field officers were given at the VPL school at Pirna-Sonnenstein.

Until mid-June 1953, the training of VPL pilots was conducted intensively and effectively. The employment of a fully trained fighter regiment of the 24th Air Army as an instruction regiment for the VPL indicated that the Soviets were interested in quickly achieving the readiness for employment of the first VPL division which was to serve as a cadre for the organization of additional VPL units. Theoretical instruction

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given on jet engines and MiG-15 aircraft moreover showed that the first fighting units of VPL were to be employed as jet fighter units in the same manner as in the other Soviet satellites. Since the facilities at Bautzen-Litten and Kamenz airfields were to be enlarged in order to meet the requirements for jet aircraft training, main training efforts were temporarily shifted to Cottbus and Dresden-Klotzsche airfields. The planned increase of the VPL strength was reflected in the construction of Rothenburg airfield north of Goerlitz and Jocksdorf airfield south of Forst. Construction work was executed by Bau-Union Sued. Prior to April 1953, VPL Division Cottbus had received 40 Yak-11s from the USSR, a type which is an intermediate plane between the initial trainer and a combat aircraft.

Moreover, during the month of April 1953, a total of 80 to 100 MiG-15s were sent in several rail shipments from the USSR to Cottbus where they were turned over to the VPL. The first flights with the two-seater version of this type aircraft were observed at Cottbus airfield in mid-May 1953. This was the initiation of the third training phase for the first group of VPL pilots.

In April 1953, the airfield supply battalions were subordinated to the newly organized headquarters of the VPL Technical Supply Division which had its headquarters at Augustusbad near Radeberg. In June 1953, the VPL Command Headquarters moved from Berlin-Johannisthal to Cottbus.

After the June 1953 uprisings in the GDR, the training program of the VPL was completely stopped. All aircraft including the Yak-11s and Yak-18s had to be returned to the Soviets. This also applied to all radar equipment which had been made available for training purposes. All records, notes, and instruction material on MiG-15s had to be turned in, and all instruction on this type of aircraft was stopped. In early July 1953, the Soviet instruction regiment was released from its VPL training mission. In mid-July, it was assembled at Welzow airfield and re-equipped with MiG-15s. In late August, it returned to Puetnitz where it once again joined its parent division.

The actions by the Soviets after 17 June 1953 indicate that the Soviets considered the equipping of VPL units with MiG-15s, which is their standard fighter aircraft, premature because their trust in the political reliability of the German pilots had probably been shaken. This distrust may have been increased by the defection of several Polish fighter pilots to the West. There were, however, no indications that the personnel strength of the VPL as of June 1953 was reduced.

By late August 1953, the VPL again received 30 Yak-18s and, in late October 1953, about 36 Yak-11s. After October 1953, heavy flying activity by Yak-18s and Yak-11s was again observed at all VPL airfields.

For deception purposes the following redesignations went into effect with the VPL after 1 October 1953:

MdI/VPL was redesignated Aeroclub Cottbus;

VPL Regts 601 through 603 were redesignated Departments of the Aeroclub; and airfield supply battalions received the name of Technical Bases of the Aeroclub.

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These redesignations in no way reflected any change in the military objectives of the VPL. They only disclosed that military training of VPL units would be conducted under the guise of sport flying.

In late October 1953, 280 VPL officers, who had received 12-months of flight training in the USSR, returned to Germany and were distributed among the three regiments at Cottbus, Bautzen and Kamenz. Their status of training corresponded to about the same as that of the other VPL pilots who had been trained in the GDR. The VPL officers who had been trained in the USSR had not received any training in jet aircraft.

In order to create the conditions for the planned doubling of the VPL forces in the course of 1954, a reorganization of the VPL was effected on 1 December 1953. The existing VPL division at Cottbus with its component regiments at Cottbus, Drewitz, and Bautzen, was reorganized into three separate divisions (Aeroclubs). Two regiments (Abteilungen des Aeroclubs = departments of the Aeroclub) were then assigned to each of the newly created divisions. With the implementation of this new setup the goal of doubling the VPL had been obtained. This plan also envisaged a possible reorganization of a third regiment for each division. On 1 December 1953, the Headquarters of Division 600 in Cottbus was deactivated and the commander of this division became chief of Aeroclub Bautzen. At the same time, the Headquarters of the Technical Supply Division at Augustusbad was dissolved and merged with the Main Department for Repair Services of the Headquarters of the VdA. The Aeroclubs at Cottbus, Drewitz, and Bautzen were now directly subordinated to the VdA with its Headquarters in Cottbus. Simultaneously, the 4th Technical Base was established at Kamenz airfield. This unit supplied the 1st Department (regiment) of Aeroclub Bautzen which trained with Yak-18 aircraft at Kamenz airfield.

Training with Yak-18s was done by the 1st Department of the Aeroclubs, while training with Yak-11s was done by the 2nd Department of Aeroclubs. As a rule, the pilots who had been trained in the USSR were assigned to these 2nd Departments.

In late July 1954, Aeroclub Bautzen began the organization of a 3rd Department (regiment). In November 1954, a detail of 80 members of Aeroclub Bautzen was stationed at Jocksdorf airfield which had been completed. It is believed that these men are a cadre unit for a new 5th Technical Base. In late December 1954, Jocksdorf airfield was heavily occupied by Soviets and VdA personnel. At the same time, three jet aircraft were seen at the airfield and later, from the description furnished, identified as probable Yak-23s. This type aircraft is also used for training purposes of other satellite airforces. If the reports received from Jocksdorf airfield are correct, this would then indicate that the 3rd Department (regiment) of Aeroclub Cottbus has been organized at this airfield and that the regiment has started the training of VdA pilots with jet aircraft.

It may be assumed that Aeroclub Drewitz has also begun the organization of a 3rd Department. This indicates that the VPL has reached the strength of a fighter corps which is, however, not yet ready for combat missions. If the flight training is continued without interruption, it is believed that the 3rd Departments (regiments) of the three Aeroclubs will have reached the status of combat units by the end of 1955. These

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regiments, after being equipped with MiG-15s, will probably be formed into the first VPL fighter division ready for immediate employment.

B. Organization and Units of the VdA

In December 1954, the VPL, which is officially known as the "Verwaltung des Aeroclubs" (Administration of the Aeroclub) (VdA), consisted of the following headquarters and units:

<u>Units</u>	<u>Location</u>
Headquarters VdA	Cottbus airfield and Funker Kaserne in Cottbus
1st Tech Base (301)	Cottbus airfield
2nd Tech Base (302)	Drewitz airfield
3rd Tech Base (303)	Bautzen-Litten airfield and Husaren Kaserne in Bautzen
4th Tech Base (304)	Kamenz airfield and Panzer Kaserne in Kamenz
5th Tech Base (305), presumably being newly organized	Jocksdorf airfield
Headquarters in Augustusbad (400)	Augustusbad near Radeberg
VdA School (500)	Panzer Kaserne in Kamenz
1st Aeroclub Cottbus (600)	Cottbus airfield and presumably Jocksdorf airfield
2nd Aeroclub Drewitz (700)	Drewitz airfield
3rd Aeroclub Bautzen (800)	Bautzen and Kamenz airfields
Central supply depot of the VdA §311/12)	Goerlitz

For distribution of units, see Annex 1.

The VdA Hq is believed to be the command headquarters of the VPL and controls the following:

- Organization and administration of the entire VPL
- Organization and administration of ground units (technical bases)
- Planning of airfield construction work (construction staff)
- Planning and supervision of flying and technical training (Aeroclubs and School No 500)
- Recruiting of personnel (Headquarters No 400)

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Chief of the HQ VdA and simultaneously commander-in-chief of the VPL is Brigadier General Heinz Kessler. Chief of staff of the VdA is Brigadier General Heinz Zorn and is in charge of all tactical and training matters. Colonel Alter (fnu), chief of the Main Department for Rear Services, is in charge of technical bases, supply matters and the recruiting system. Thus, the HQ VdA combines the missions of an air force operations staff, an air corps headquarters, and an air technical division headquarters. Three different missions will probably be assigned to various headquarters in the course of the further development of VPL. For organizational setup of the Central VdA Headquarters, see Annex 2.

The Technical Bases Nos 301 through 304 correspond to the airfield supply battalions (OATB) of the Soviet Air Force. A 5th Tech Base was presumably organized at Jocksdorf airfield. The technical bases are in charge of the administration and maintenance of airfield installations and the supply of air units with technical equipment, aviation fuel, rations etc. According to these missions, an airfield company, a motor vehicle company and a guard company are assigned to each technical base. Part of the personnel are trained in special training courses at Installation No 400 in Augustusbad where new VPL personnel are also inducted and receive their basic military training. For organization of a technical base, see Annex 3.

With regard to their organization, the Aeroclubs Nos 600, 700 and 800 correspond to Soviet Air Force divisions. Their component "Departments" correspond to Soviet Air Force regiments. The regiments include both flying and technical personnel. The pilots are trained in the department of the Aeroclub while the technical personnel are trained at VdA School No 500 in Kamenz prior to their transfer to the Aeroclubs. For the time being, the Aeroclubs still have the outward appearance of schools, while their sub-division into departments (regiments) and squadrons already reflects the organization of combat units. At present, each Aeroclub consists of 2 Abteilungen (departments). The 1st Department conducts initial training on Yak-18s and the 2nd Department advanced training on Yak-11s. The 3rd Department which is being organized will probably be charged with transitional training to jet aircraft. For organization of Aeroclub (VPL Division), see Annex 4.

The VdA School No 500 in Kamenz is charged with the training of air force maintenance personnel of all technical branches including meteorologists and signal communication personnel. The aircraft technicians ranking as officers and aircraft mechanics with the rank of NCO are trained separately. For organization of VdA School 500, see Annex 5. For list of leading VPL personnel, see Annex 6.

C. Training of Pilots

1. Personnel

a. Training in the USSR

In January 1952, members of the VP headquarters were selected by a team of Soviet physicians. They were then assembled in Pinnow northeast of Angermuende where theoretical pilot training was begun. In June 1952, the training course which had about

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210 men was transferred to Pirna/Sonnenstein. There, an additional 90 student pilots of the Landesjugendschule were assigned to the course. In September 1952, about 280 members of the course were transferred to Syzran near Kuibishev in the USSR. The German chief of the training course in the USSR was Captain Raatz (fnu), who is now the commander of the Cottbus Aeroclub. Soviet officers were in charge of theoretical and practical training. Flying was performed only with single-engine Yak-18 and Yak-11 aircraft. Each student received about 60 hours with each aircraft type. A total of 20 students were dropped from the course because they were considered to be unfit. The entire course returned to Germany and arrived in Kamenz on 29 October 1953. After a 6-week furlough, the individual members were assigned to the 3 Aeroclubs in Cottbus, Drewitz and Bautzen. The re-organization of the VPL on 1 October 1953 and the establishment of the 2nd Departments of the individual Aeroclubs are probably connected with the return from the USSR of these VPL members.

It is assumed that about 260 VPL pilots who were trained in the USSR and subsequently practiced flying on Yak-11s in the Soviet Zone of Germany in 1954 have reached the highest status of training among VPL personnel. It is therefore presumed that they will be the first to receive transitional training to jet aircraft.

b. Training in the Soviet Zone of Germany.

In August 1952, about 160 men who were considered fit for flying duties were selected from the KVP agencies. They participated in a theoretical training course on Yak-18s in Cottbus from 28 August to 30 September 1952. Upon completion of this course, the pilot students were distributed to the 3 VPL regiments and flight training on Yak-18s was started by the 3 regiments on 1 October 1952. Training on Yak-11s began in March 1953. The first shipments of MiG-15s from the USSR arrived in Cottbus in March 1953. As flight training advanced rapidly, it is assumed that some of the personnel had already received initial training with the former German Air Force. From the beginning of April 1953, the regiment in Kamenz continued practice flying with Yak-11s at Dresden-Klotzsche airfield because the soil conditions at Kamenz airfield were rather poor. The Kamenz regiment transferred to the completed Drewitz airfield in early June 1953.

In early May 1953, the first flights were made with U-MiG-15s at Cottbus airfield where the VPL pilots were instructed by Soviet pilots. This training activity was discontinued after the riot on 17 June 1953.

In late May 1953, pilots of the former Deutsche Luftwaffe were again examined for their fitness for flying, probably because of a shortage of pilots in the VPL who could qualify for unit commanders. Of 23 men only 15 were considered to be physically fit for flying.

A special training course was held from early September to mid-October 1953 for all commanders from squadron commander to division commander including the selected 15 pilots of the former Luftwaffe.

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The VPL regiments again started flying activity with Yak-18s on 14 October 1953. Training activity with Yak-11s began on 25 November 1953. The flight instructors were VPD pilots. Since the fall of 1952, only a small number of personnel from the Augustusbad recruiting center or the VdA school in Kamenz have been assigned to flight training. Only individual VPL candidates who were fit for flying duties were probably assigned to the Aeroclubs. It is believed that at present 420 to 450 VPL pilots including those trained in the USSR are undergoing training in the Soviet Zone of Germany. A portion of these pilots receive initial training on Yak-18s, while another portion has presumably reached such an advanced training status on Yak-11s that transition to jet aircraft can begin. Only after the arrival of jet aircraft and the organization of combat units will it be possible to induct new pilot candidates. Training activity on a large scale is not possible for the time being because of the small number of Yak-18s and Yak-11s available to the Aeroclubs.

2. Training Program

Initial training on Yak-18s and Yak-11s includes about 60 flying hours of the following training program:

- a. Individual Local flying with flight instructor: Take-off, 4 x 90-degree banks, landing, taxiing back to take-off point; flight altitude about 200 meters, duration of one local flight about 6 minutes.
- b. Local flying with flight instructor: Same flights as described in item a) but 3 to 4 local flights in succession with intermediate touch and go runs on the runway.
- c. Local flying without instructor: First solo flight after 40 to 60 take-offs with instructor. About 20 flying hours for practices described in items a through c.
- d. High-altitude flying: Flights at an altitude of 3,500 to 4,000 meters with instructor within airfield zone: no oxygen mask used.
- e. Flying in zones: Flights with and without instructor in an area of about 20 km around the field.
- f. Aerobatics: Instruction flights with instructor, about 2 flights of 30 minutes duration; flying through the program in solo flight; program includes diving, Immelmann turn, roll, spinning, loop, simulated force landing. About 15 flying hours for flights described in items a through f.
- g. Formation flying: Flights in elements of two, leading aircraft occupied by instructor and student, second aircraft occupied only by students. Distance and interval between 2 aircraft about 50 meters. About 16 flying hours.

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- h. Cross-country flying: 5 cross-country flights of about 80 minutes duration with instructor. One cross-country test flight of same duration. Usual flight route: Cottbus - Kamenz - Bautzen - Cottbus or opposite direction, without intermediate landings. Flight altitude not over 2,000 meters, ceiling not more than 3/10, visibility not less than 25 km. Radio communication only with ground radio station of home base. Total flying time: about 8 hours.
- i. Instrument flying: Flights of about 45 minutes duration with instructor. Curtains of student's cabin section lowered. Takeoff and landing performed by instructor. Flight altitude about 1,500 meters.
- k. Parachuting: Each pilot must make one parachute jump from a transport aircraft both during the winter and summer training period.

During the training period with Yak-11s, the flying hours for initial training are reduced and the following practices are held instead:

Simulated air fighting exercises, so-called "combat flying" (Kampfordnungsfliegen) i.e. flying in elements of two aircraft with quick changes of course and attitude of flight; the second aircraft must give protection to the formation leader in a simulated air combat.

Flying in formations of 4 and 9 to 12 aircraft.

Firing practices with live ammunition and gun cameras. Firing ranges were established near Lieberose, Hoyerswerda and Niesky northwest of Goerlitz.

Continuation of instrument flying.

In conjunction with flight training, theoretical and practical training is given in the following subjects during 5-month training courses:

Political indoctrination	110 hours
Ground and air tactics	30 "
Engines	15 "
Airframe	15 "
Aircraft weapons	20 "
Instruction on auxiliary aircraft	15 "
Equipment	
Navigation	10 "
Meteorology	18 "
Aerodynamics	15 "
Military training	14 "
Athletics	20 "
Interpretation of terrain features	10 "
First aid	5 "
Russian language	38 "
Radio operations	10 "

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Instruction on air tactics included:

- a. Close support of ground troops
- b. Co-operation with fighter and ground attack units
- c. Employment of fighters as fighter-bombers against enemy ground organization
- d. Fighter escort for bomber units

The type of flight training and theoretical instruction indicates that the VPL units are scheduled to be employed like the fighter units of the Twenty-Fourth Air Army.

D. Technical Training

1. VdA School 500 at Kamenz

The training of air technical personnel started in February 1952 in Pirna/Sonnenstein where about 200 men including 70 % newly inducted personnel and 30 % from HVP agencies were assembled for a course. Seven Soviets were employed as instructors.

In June 1952, this course was transferred to the Kamenz Technical Officer and NCO School, while the preparatory course for pilots (mentioned in item C 1a) moved to Pirna. In Kamenz, technical trainees who arrived from Pirna were organized into a 1st and a 2nd Co. Other personnel attending training courses came to Kamenz between June and September 1952 and at first received basic military training. A portion of the newly inducted personnel had either graduated from technical schools or had attended universities.

The following technical training courses began in Kamenz on 1 October 1952:

Course I: About 600 officers who were trained as aircraft technicians.

1st to 3rd Cos: Aircraft technicians
 4th Co : Ordnance technicians
 5th Co : Electric engineers

Course II: About 400 NCOs who were trained as aircraft mechanics.

6th to 8th Cos: Aircraft mechanics
 9th Co : Aircraft instrument mechanics and flight control personnel.

The NCO course terminated at the end of 1953, the officer course in August 1954. The aircraft technicians and mechanics who completed the courses were assigned to the various Aeroclubs. Some officers of the technical training course were retained as instructors for VdA School 500.

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In May 1953, an officer course for radio operations and signal communications was transferred from Augustusbad near Radeberg to the Kamenz school under the designation of "Course III, 10th Co." This course with about 130 men had presumably been organized in Augustusbad in the middle of 1952 and was scheduled to last until February 1955.

In early 1954, a course for meteorologists was transferred from Pirna/Sonnenstein to VdA School 500 in Kamenz. This course which had started in Pirna in September 1952 was attended by 6 officers and 82 NCOs and EM of whom 36 were to be trained as meteorologists, 14 as specialists in the composition of synoptical weather charts, 26 assistant meteorologists (Wettertechniker) and 12 radio operators for the transmission of weather data. This course was concluded in Kamenz in June 1954.

In early 1954, after termination of the first NCO training course in Kamenz, a new training course was formed from personnel, who had been inducted in Augustusbad, received basic military training in Pirna/Sonnenstein and were then transferred to Kamenz. Prior to the beginning of technical training in Kamenz in October 1954, these personnel received their basic military training and were organized into a III Bn with 3 companies with a total personnel strength of 3 officers, 12 NCOs and 360 EM. Most of the members of this battalion had graduated from secondary schools, while only a few came from elementary schools or civilian employment. A 4th Co which also arrived in Kamenz from Augustusbad via Pirna was sent to Bautzen and assigned to the 3rd Tech Base.

In mid-October 1954, when technical training started, the officer course of VdA School 500 was subdivided into the 6th Co consisting of radio and signal officers of the former 10th Co, who were scheduled to terminate their training by February 1955,

the 7th through 9th Cos consisting of officers who were being trained as aircraft technicians for about 2 years.

These two courses numbered about 400 men at the beginning. During the last quarter of 1954, an additional 3 companies of recruits were probably transferred from Augustusbad to Kamenz where they were formed into a IV Bn. These men are possibly to be trained as mechanics in a new training course. A so-called "qualification" course was planned to begin at VdA School 500 in late 1954. The aim of this course was to raise technical personnel of the Aeroclubs and some instructors of the Kamenz school to the level of students of the first officer training course.

The following personnel have received thorough technical training at the Kamenz VdA School 500 since the establishment of the VPL:

- about 600 aircraft technicians
- 400 aircraft mechanics
- 130 radio and signal officers
- 90 meteorologists

An additional estimated 800 men are believed to be undergoing training.

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2. Other Training Courses.

Several short training courses were held by VPL Div 600 in order to obtain in the quickest time possible, cadres of technical personnel when the first VPL units were organized in 1952. For this purpose, a division mechanic school was temporarily established at Object II of the Panzer Kaserne in Kamenz. A portion of the trainees had belonged to the first cadre of 1,300 men who had been transferred from Zeithain to the VPL stations in Cottbus, Bautzen and Kamenz in August 1952. It is probable that some of the personnel involved had undergone some technical training before joining the VPL. Up to the middle of 1953, about 600 technicians and Mechanics had been trained in various fields in these courses of the division mechanic school. At the same time, Soviet instructors held a course on Yak-18s for technical officers at Cottbus airfield. Between October 1952 and early 1954, about 150 men were trained as radio operators, radio mechanics and radio direction finding personnel in a signal course of the division in Bautzen and Kamenz.

In early July 1954, 60 men of the VdA School in Kamenz were transferred to a course for radio operators in Bautzen.

Additional training courses were held for navigation instructors, parachute riggers and assistant meteorologists. According to unconfirmed information, 50 VPL members were sent to the USSR in 1952 for training as aircraft engineers.

Taking into account the technicians and mechanics trained at VdA School 500, it is assumed that the VPL units included a total of about 2,000 technical personnel as of late 1954. On the assumption that about 500 air technical personnel are assigned to each Aeroclub fully equipped with aircraft, the total number of technical personnel available would suffice to meet the personnel requirement of 4 Aeroclubs (divisions).

3. Training Program

The following is the instruction schedule for the training of radio officers:

duration of course	2 years
basic military training	2 months
guard duty	40 days
furlough	40 days
firing training	100 hours
political indoctrination	400 hours
air tactics	40 hours
topography	40 hours
mathematics	40 hours
mechanics	40 hours
aircraft theory	120 hours
aircraft engines	40 hours
airframe	70 hours

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elementary electrical and radio engineering	100 hours
electrical equipment of aircraft	70 hours
elements of D/F operation	100 hours
instruction on the operation of transmitters and receivers	100 hours
instruction on special transmitting and receiving sets	100 hours
instruction on radio navigation sets	100 hours
operating and maintenance of radio equipment	300 hours
mechanical training	100 hours
study of manuals	100 hours

The courses for aircraft technicians included the following practical exercises:

outward checking of aircraft,
assembly and disassembly of engine and landing gear,
filling and emptying of fuel and oil tanks,
checking of cockpit instruments,
test run and running up of engine,
checking of aircraft prior to and after flights.

Training equipment at VdA School 500 included numerous instruction charts, machines for manual training, such as lathes, drilling machines etc. and

4 instruction aircraft of type Yak-18
3 instruction aircraft of type La-9
1 instruction aircraft of type Yak-11

in addition instruction engines and cut-open models of the

model ASH 82 FN engine for La-9 aircraft
model ASH 21 engine for Yak-11 aircraft
model M-11 FR for La-9 aircraft.

Prior to 17 June 1953, there had also been a MiG-15 and a RD-45 jet engine available for instructional purposes.

At first the quality of the training courses suffered from the fact that many of the instructors did not have the required qualification and technical knowledge because only convinced communists had been selected and assigned to these posts. This led to the establishment of a so-called "qualification course" in which the knowledge of these instructors and personnel was to be improved.

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E. Recruiting by Agency 400

The VPL personnel consisted of volunteers who were recruited by special recruiting commissions. Special efforts were made to obtain personnel with technical training. The flying personnel will be recruited to an increasing extent from the glider groups and later from the conventional aircraft groups of the Athletic and Technical Association (GST). It is believed that the recruiting of volunteers qualified as flight personnel will be easier than that of technical personnel.

Newly inducted personnel were organized into companies at the VPL Agency 400 in Augustusbad near Radeberg and received basic military training for 8 to 12 weeks. The large number of personnel inducted during the first half of 1954 necessitated basic military training also in Pirna/Sonnenstein. In mid-June 1954, Pirna/Sonnenstein was vacated by all VPL units.

Between October 1953 and October 1954, 13 companies (7th through 19th Cos) were formed by the newly inducted personnel. Assuming that each company had a strength of 80 to 100 men, this would add up to a total of about 1,200 men. Most of them were distributed among the companies of the technical bases and VdA School 500 in Kamenz. About 3 to 5 men of some companies were assigned to flight training.

The newly inducted personnel in Augustusbad received instruction in the following subjects:

- political indoctrination
- basic infantry training (A-tactics)
- instruction in firing and on weapons
- defense of airfields, construction of dummy airfields, construction of shrapnel-proof aircraft revetments, aircraft recognition service (Lufttaktik)
- service regulations
- athletics

Besides the training of newly inducted personnel, various training courses of the Main Department for Rear Services of the VdA Hq were held with Agency 400. The following courses have been observed:

- courses for NCOs to be utilized as basic training instructors
- courses for drivers
- courses for personnel of searchlights
- courses for ration supply personnel

In these courses, mostly special personnel of the technical bases which are subordinate to the Main Department for Rear Services were trained.

The installation in Augustusbad housed the Agency 400 and the Main Department for Gliding of the Ministry of the Interior. The latter functioned as a coordinating agency between the GST and VdA.

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The VPL personnel originally had to sign up for 3 years. In June 1954, new recruits had to sign a declaration binding them to serve "as long as party and government deem it necessary." After some time, this phrase was dropped for juridical reasons. The officer students who attended the technical course at VdA School 500 had to sign up for a total of 10 years before the beginning of a 3-year training course. This is presumably also true for the flying personnel. The pilots who received training in the USSR in 1952/1953 had to state in writing that they were willing to serve for 6 years prior to the beginning of their 3-year training course.

F. Weapons and Equipment

The VPL is at present equipped with about 36 Yak-18s and 33 Yak-11s for flight training in addition to some small model AN-2 transports which are used as liaison aircraft for the routine parachute jumps of pilots.

For flight training, the Aeroclubs and technical bases are equipped with the required special vehicles, such as command cars, radio trucks, tank trucks, trucks mounting searchlights, repair shop trucks and tractors. Soviet-made DF stations, homing radio beacons etc. are available for air traffic control and voice-radio traffic. Prior to June 1953, VPL airfields had been equipped with radar sets but these were also withdrawn along with the MiG-15 aircraft.

There are some indications that some jet trainers, possibly of type Yak-23, are available at Jocksdorf airfield. Re-equipping the VPL units with MiG-15s has, however, not yet been begun.

The VPL units are equipped with small arms, submachine guns etc. for training purposes. These weapons are stored in ordnance shops and are issued only for guard duty, basic military training and firing practices.

G. Supply

The VPL depends entirely on the Soviets with regard to the supply of aircraft, armament, ammunition and special equipment. For this reason, the supply of spare parts and engines and the replacement of crashed aircraft is a time-consuming procedure. Technical equipment is supplied through the Central Equipment Depot of the Twenty-Fourth Air Army in Strausberg and the Central Supply Depot of the VdA (Agency 311/12) in Goerlitz.

Motor vehicle fuel, clothing and rations are probably supplied by the central supply depots of the KVP. Motor vehicles, except for special vehicles, are mainly delivered by German firms.

Aviation gasoline is mainly supplied by East German hydrogenation plants which also supply the Twenty-Fourth Air Army. Aviation gasoline is allocated by the Soviet Occupation Power. Fuel and ammunition depots which serve the VPL exclusively are not known.

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H. Uniforms, Service Colors, Rank Insignia

1. The uniforms of the VPL are the same as those of other KVP units and resemble the uniforms of the Soviets in color (khaki and olive drab) and cut.

The following uniforms are in use:

fatigue uniform
service and guard uniform
dress uniform
flying suits.

Fatigue uniforms (denim) are only worn by NCOs and EM. Service uniforms (khaki cloth) just as fatigue uniforms are worn for interior duty and infantry training. NCOs and EM wear laced boots and garrison caps, officers wear boots and garrison or service caps. Laced boots are slowly to be replaced by buckle boots. Protective clothing is probably used for special technical work.

Dress uniforms of NCOs and EM consist of khaki trousers and coats, service caps and shoes; officers wear blue trousers, khaki coats, gray-blue shirts with black neckties, service caps and shoes.

Flying suits vary according to the season and consist of fur-lined or non-lined leather jackets, fur boots, lined or non-lined leather helmets with attached headphones and throat-type microphones, gloves and woolen sweaters.

Officers wear service caps with light blue ribbons, black patent leather straps and crossed propellers surrounded by a wreath of ears of corn in gold for flying personnel and in silver for other personnel. Generals wear a cord interwoven with golden threads instead of the patent-leather strap. Garrison caps of the officers of the flying personnel have golden pipings, while those of the other officers have silver pipings. NCOs and EM wear garrison caps while on duty and service caps with light-blue ribbons and cockades when on pass.

2. Service Color.

The following collar patches and pipings on epaulets are in use with the VPL:

- a. Flying personnel

Officers: Gold-bordered light-blue collar patches with a golden wing.

NCOs and
EM : Light-blue collar patches without pipings with a golden wing.

- b. Technical personnel

Officers: Silver-bordered light-blue collar patches with a silver wing.

NCOs and
EM : Light-blue collar patches without piping with a silver wing.

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c. Other personnel

Officers: Silver-bordered light-blue collar patches without wings - Such collar patches are for example worn by the officers of technical bases.

NCOs and
EM : Light-blue collar patches without pipings and wings.

All members of the VPL wear light-blue epaulets. Insignia for the individual branches of service are not yet in existence but are expected to be introduced.

3. Rank Insignia.

The rank insignia of the VPL personnel correspond to those of the KVP and are displayed on epaulets.

Private	no insignia
Corporal	one silver cross bar
Sergeant	epaulets with silver braid except at the side facing the sleeve
Technical sergeant	completely edged by a silver braid, one star
Master sergeant	same as technical sergeant but with two stars; First sergeants also wear a stripe, 16 mm wide, presumably of silver braid, around the sleeve
Sub-lieutenant	smooth silver epaulet, one star
Lieutenant	same as sub-lieutenant, but 2 stars
Senior lieutenant	same as sub-lieutenant, but 3 stars
Captain	same as sub-lieutenant, but 4 stars
Major	braided silver epaulet, 1 star
Lieutenant colonel	same as major, but 2 stars
Colonel	same as major but 3 stars
Brigadier general	braided golden epaulet, silver star
Major general	same as brigadier general, but 2 stars
General	same as brigadier general, but 3 stars

Except for generals, the officers wear golden stars.

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I. Construction Matters

An agency called "Chef fuer Bauwesen und Unterbringung" (Chief for Construction and Billeting) is in existence at the Ministry of the Interior/KVP. It serves all branches of the KVP, i.e. the army, navy and air force. The Administration for Construction Work and the Administration for Billeting Affairs are subordinate to this agency. The construction projects designed by the planning section of the Administration for Billeting Affairs are executed by the Bauunion Sued and the Bauunion Kueste in co-operation with the Administration for Construction Work.

Details of airfield projects are handled by the Main Department for Airfield Construction Work which is attached to the VdA Hq in Cottbus. This department submits plans to the Chief for Construction and Billeting Affairs. Completed plans with attached material plans are forwarded to the Planning and Coordinating Department of the Ministry of the Interior which orders the State Planning Commission to make the necessary arrangements concerning materials and monetary allocations. Airfield construction work is executed in co-operation between the Bauunion Sued and the Main Department for Airfield Construction Work at Cottbus. Kontroll-Inspekteurgruppen (KI-Gruppen) (Teams of inspectors) were formed in the fall of 1953 to control KVP construction projects mainly with regard to the observance of estimates of costs. On 1 January 1955, a KI group was also formed at the VdA Hq in Cottbus.

The planning of airfield constructions, depends largely on the planning of the Special Construction Staff of the Soviet Air Force in Werder and it is believed that all airfield constructions in the GDR are directed by this staff. Bauunion Sued is therefore not only employed for the construction of airfield installations scheduled for use by the VPL but also for those to be used by the Soviets. In addition to Bauunion Sued, the VEB Ing Tiefbau Brandenburg is at present charged with the construction of airfield installations in the GDR.

Completed airfield buildings are administered by the Billeting Department of the Main Department for Rear Services at the VdA Hq.

K. Summary

The following is a tabulation of the present total strengths of the VPL units:

VdA Hq (including guard battalion, motor vehicle and signal companies)	380 officers,	550 NCOs and EM			
Four technical bases	216 "	1,200 "	"	"	"
Three aeroclubs	1,080 "	1,950 "	"	"	"
VdA School 500	240 "	920 "	"	"	"
Agency 400	20 "	300 "	"	"	"
Total	1,936 officers	4,920 NCOs and EM			

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Since each ~~de~~partment (regiment) requires one technical base (airfield supply battalion), 5 additional technical bases have to be formed in connection with the intensification of flight and technical training, the re-training on jet aircraft, and the conversion of the aeroclubs into operational units. This would result in an additional requirement of about 270 officers and 1,500 NCOs and EM. The recruiting of this personnel would raise the total personnel strength of the VPL to about 9,000 organized into 3 fighter divisions and one pilot school for basic training. In due course, the VPL will probably also organize an aircraft reporting service (radar installations) and establish repair installations, an air transport regiment and supply units etc. for the execution of services which are at present mainly furnished by the Soviets. For these services, presumably an additional 2,000 to 3,000 personnel will be required, a reinforcement which would raise the total personnel strength of the VPL to 11,000 to 12,000.

The conversion of only one VPL division into an operational unit is expected in the near future. It may be expected that one fighter corps will be ready for employment by late 1956.

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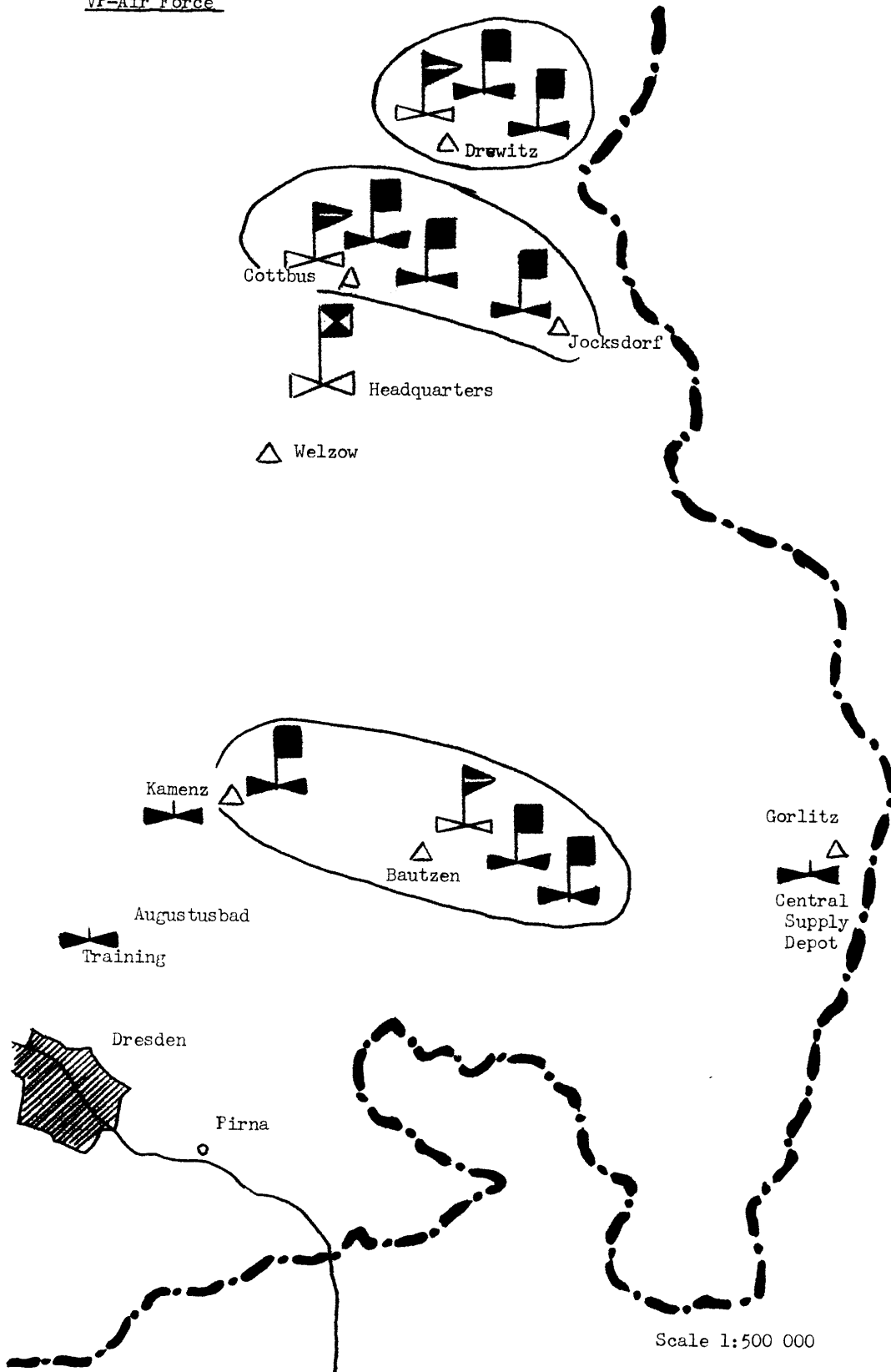
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VP-Air Force



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Annex 2

Organizational Setup of the Central VdA Headquarters

Chief of the VdA

Chief of staff

Deputy chief of staff (and chief of the operations department)

Deputy chief in charge of general affairs

Liaison officer to the State Secretariat for Security

Main Department for Political and Cultural Affairs (Polit-Kultur)

(Deputy chief in charge of political and cultural affairs)

Departments for :

- Party documents
- Youth affairs (FdJ secretary)
- Party affairs (party secretary)

about 25 personnel

Main Department for Technical Affairs

(Deputy chief in charge of technical affairs)

Departments for:

- Equipment
- Engines
- Airframes
- Radio equipment
- Armament
- Repair and Maintenance

about 15 personnel

Main Department for Airfield Construction

(Deputy chief in charge of construction matters)

Departments for :

- Finances
- Planning and Surveying
- Supervision of construction sites

about 75 personnel including
25 civilians

Main Department for Rear Services

(Deputy chief in charge for rear services)

Chief of staff
Political officer

Departments for:

- Organization
- Cadre
- Training
- Airfields
- Technics
- Motor vehicles
- Fuel and lubricants
- Supply
- Clothing and equipment
- Billeting affairs
- Medical care

about 180 personnel
including civilians

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Chief in charge of flight training

Training Department

Sub-departments for : Flight training
 General training
 Tactics
 Athletics
 Parachuting
 Training in logistics
 Statistics
 Translating and interpreting

about 21 personnel

Operations Department

about 10 personnel

Organizational Department

about 6 personnel

Signal Department

with meteorological sub-department

about 26 personnel
 including 16 in sub-department

Cadre Department

about 18 personnel

Finance Department

about 5 personnel

Economics Department

about 14 personnel

The total strength of the VdA Hq was about 285 officers, 60 NCOs and EM and 50 civilians. The chiefs of the main departments have the rank of deputy VdA chief. The deputies are scheduled to become brigadier generals, the chief of the VdA will be a full general and the chief of staff a major general. The deputy chief for flight training is an inspector rather than a chief of a main department. The following Soviet advisors are detached to the headquarters of the VdA:

Chief advisor
 Political advisor
 Advisor for training
 Advisor for parachuting
 Advisor for signal communications
 Advisor for technical services
 Medical advisor.

For administration purposes the personnel of the VdA headquarters are organized into a headquarters company.

A motor vehicle company consisting of 80 to 100 men and about 45 motor vehicles also belongs to the VdA headquarters.

A guard battalion with 3 guard companies with a total of about 350 personnel and 36 motor vehicles is in charge of guarding the buildings of the VdA headquarters.

A signal company with a total strength of about 60 personnel furnishes the personnel for the switchboard, the teletype office and the radio installation.

The guard battalion and the motor vehicle and signal companies are quartered in the former Funker Kaserne at the southeastern edge of Cottbus airfield.

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Annex 3

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Organization of a Technical Base

The technical base (airfield supply battalion) is organized as follows:

Headquarters
 Airfield Company (1st Co)
 Motor Vehicle Company (2nd Co)
 Guard Company (3rd Co)

The headquarters is organized as follows:

Commanding officer	
Chief of staff and assigned personnel	(8)
Deputy commander in charge of supply affairs, with assigned personnel	(26)
Clothing and equipment section	
Ration supply section	
Quartermaster section	
Technical Department	(18)
Technical officer	
Technical depot	
Fuel and lubricant section	
Ordnance section	
Political Department	(8)
Deputy commander in charge of political affairs	
Chief of propaganda	
Party secretary	
PdJ secretary	
Liaison officer to the SFS	
Signal Department	(32)
Switchboard	
Teletype office	
Radio station	
Meteorological Department	(6)
Cadre Department	(2)
Finance Department	(3)
Cash office	
Bookkeeping	
Medical Department	(16)
Fire Department	(14)

The figures in brackets indicate the number of personnel authorized in the table of organization. According to these figures, the total strength of a headquarters of a technical base amounts to about 35 officers, 80 NCOs and EM and 20 civilian employees. The headquarters personnel is probably organized into a headquarters company.

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The (1st) airfield company consists of 3 platoons and numbers about 7 officers, 4 NCOs and 60 EM, including the company headquarters personnel.

The (2nd) motor vehicle company consists of 2 motor vehicle transport platoons, 2 special platoons and 1 repair shop platoon and numbers about 7 officers, 2 NCOs and 70 EM.

The (3rd) guard company consists of 3 platoons of 3 NCOs and 27 EM each and has a total strength of about 5 officers, 10 NCOs and 85 EM.

A technical base, therefore, has a total strength of about 54 officers, 300 NCOs and EM and 20 civilian employees. The following motor vehicles are assigned to a technical base:

- 1 motorcycle
- 3 sedans
- 15 to 18 trucks
- 10 to 12 truck trailers
- 3 prime movers
- 1 heavy tractor
- 3 radio trucks
- 1 mobile flight control station with glass cupola
- 2 trucks mounting searchlights
- 1 repair shop truck with trailer
- 3 tank trucks including some with trailers
- 3 to 4 personnel carriers
- 1 propaganda loudspeaker vehicle
- 2 fire trucks
- 3 ambulances
- 1 truck with hoisting gear

A technical base is, therefore, equipped with a total of 55 to 60 motor vehicles. Minor repairs are done at the motor vehicle repair shop of the technical base, major repairs at the central motor vehicle repair shop of the VdA in Kamenz, Object II.

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Organization of an Aeroclub (VPL Division)

An aeroclub consists of a headquarters and 3 departments. Each department consists of 3 squadrons.

The headquarters of an aeroclub corresponds to the headquarters of a Soviet Air Force division and a department to a Soviet Air Force regiment. Expressed in former German terms, the aeroclub corresponds to a "Geschwader" (wing), the department to a "Gruppe" (group). The aeroclub headquarters has a strength of about 25 officers and 40 NCOs and EM. A headquarters includes a:

Commanding general (brigadier general)
 Chief of staff
 Deputy commander in charge of political affairs
 Deputy commander in charge of flight training
 Officer in charge of operations and deputy chief of staff
 Officer in charge of organization
 Chief engineer (technical officer)
 Chief of the repair shop of the Aeroclub
 Officer in charge of air-to-air firing
 Officer in charge of parachuting
 Chief navigator
 Chief meteorologist
 Officer in charge of signal communications
 Officer in charge of cadre matters
 Medical officer.

The same positions appear at departmental headquarters. Squadron headquarters have the following positions:

~~Engineer (technical officer)~~
 Squadron commander
 Deputy commander in charge of political affairs
 Engineer (technical officer)
 Navigator
 Adjutant

Each squadron has 12 pilots, a department has therefore 36 pilots plus 4 pilots assigned to the departmental headquarters. Each aeroclub is assigned a total of 124 pilots. In the table of organization of a departmental headquarters, the commanding officer, the chief of flight training and the navigator are carried as pilots. In the table of organization of squadrons the commanding officer, the officer for political and cultural affairs and the navigator are carried as pilots. All the other pilots are sub-lieutenants, lieutenants or senior lieutenants.

As in Soviet units, the bulk of technical personnel is assigned to squadrons to which the following technical personnel belongs:

1 engineer
 12 aircraft technicians
 12 aircraft mechanics
 1 ordnance technician
 2 ordnance mechanics
 1 radio technician
 2 radio mechanics
 1 equipment technician
 2 equipment mechanics
 1 parachute rigger.

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Annex 4

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Technical personnel will presumably be increased after the arrival of new aircraft and/or the re-equipment with jet aircraft so that, according to the Soviet pattern, the following personnel will ultimately be assigned to each aircraft:

1 aircraft technician
 1 aircraft mechanic
 1 engine mechanic
 1 ordnance mechanic
 1 equipment mechanic
 plus the following personnel in each squadron:
 1 ordnance technician
 1 radio technician
 1 equipment technician
 2 radio mechanics.

Technicians are sub-lieutenants or lieutenants, mechanics are NCOs. The technical personnel of a departmental headquarters is administratively attached to a squadron.

The squadrons are designated as follows:

1st Department	1st to 3d squadrons
2d Department	4th to 6th squadrons
3d Department	7th to 9th squadrons

Each aeroclub is scheduled to have a repair shop.
 The units are scheduled to have the following strengths:

Squadron : About 30 officers, 55 NCOs and EM, 12 aircraft;
 Department: About 110 officers, 200 NCOs and EM, 40 aircraft;
 Aeroclub : About 360 officers, 650 NCOs and EM, 124 aircraft.

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Annex 5

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Organizational Setup of VdA School 500

VdA School 500 is housed in the southern section of the former Panzer Kaserne on Macher Strasse in Kamenz (Object I). The 4th Technical Base and the 1st Department of the Aeroclub Bautzen are quartered in the northern portion of the Panzer Kaserne (Object II). Part of the latter unit is quartered at Kamenz airfield.

VdA School 500 is organized as follows:

Headquarters
 Training section
 Training courses
 Headquarters company

The headquarters includes the following leading personnel:

Chief of the school
 Deputy commander in charge of political affairs (PK)
 Chief of staff
 Party secretary
 FDJ secretary
 Deputy commander in charge of basic training
 Deputy commander in charge of supply matters
 Deputy commander in charge of financial matters
 Deputy commander in charge of propaganda
 Deputy commander in charge of cadre affairs
 Medical officer
 Chief of the PKK (Partei Kontroll Kommission) (Party Control Commission)

The training section includes about 200 officers and is organized as follows:

Chief of training section
 Deputy chief of training section
 Planning section
 Instruction sections for: Politics
 Aircraft engines
 Airframes
 Radio operation and radio orientation
 Electrical equipment
 Armament
 Meteorology
 Practical training
 Topography
 "Methodisches Kabinett (a special section)
 for instruction material)

Each instruction section has one chief, several chief instructors and some instructors. For instruction purposes, each section is divided into several classes.

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Each course is headed by a so-called "Lehrgangsleiter" (Chief of course). Depending on the number of participants in a course, the courses are divided into companies of 3 platoons with 3 squads to each platoon. The company commander, company PKs and platoon leaders do not belong to a training section but function as military superiors.

The headquarters personnel is organized into a headquarters company to which the motor vehicle section with about 5 sedans and 10 trucks is attached.

Prior to the beginning of technical instruction courses, the recruits sent by Agency 400 in Augustusbad to Kamenz are temporarily organized into battalions which conduct basic training and also perform guard duties.

The total strength of the cadre personnel of VdA School 500 included about 240 officers and 120 NCOs and EM. The total capacity of the school amounts to 1,300 to 1,500 men. Instruction rooms, workshops and pattern shops with the necessary equipment for the trainees are available within the barracks area. These installations and the equipment are administered by the so-called "Methodisches Kabinett" (a special section for instruction material).

The management of the school and the instruction given is supervised by 6 Soviet advisors.

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Leading VdA Personnel

The following officers are, at present, assigned leading positions in the VPL:

1. VdA Hq

Chief of VdA	Brigadier General Kessler (fnu)
Chief of Staff	Brigadier General Zorn (fnu)
Deputy commander in charge of political affairs	Lieutenant Colonel Barthel (fnu)
Deputy commander in charge of technical affairs	Colonel Kaiser (fnu)
Deputy commander in charge of construction affairs	Lieutenant Colonel Weickert (fnu)
Deputy commander in charge of Rear Services	Colonel Alter (fnu)
Deputy commander in charge of flight training	Colonel Lehwes Litzmann
Chief of training section	Colonel Schroeter (fnu)
Chief of operations section	Lieutenant Colonel Sommerfeld (fnu)
Chief of organization section	Captain Radon (fnu)
Chief of signal section	Major Wagner (fnu)
Chief of cadre section	Major Weigelt (fnu)
Chief of finance section	Lieutenant Colonel Baumbach (fnu)

2. Technical Bases

Commanding officer of Technical Base Cottbus	Major Baldamus (fnu)
Commanding officer of Technical Base Drewitz	Captain Richter (fnu)
Commanding officer of Technical Base Bautzen	Major Zeeck (fnu)
Commanding officer of Technical Base Kamenz	Captain Keil (fnu)

3. Aeroclubs

Commanding officer of Aeroclub Cottbus	Major Raatz (fnu)
Commanding officer of 1st Department	Lieutenant Rietschel (fnu)
Commanding officer of 2nd Department	Senior Lieutenant Heinrich (fnu)
Commanding officer of 3rd Department	unknown

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Commanding officer of
Aeroclub Bautzen

Commanding officer of
1st Department

Commanding officer of
2nd Department

Commanding officer of
3rd Department

Lieutenant Colonel Wilpert (~~fnu~~)Captain Zieris (~~fnu~~)Senior Lieutenant Lange (~~fnu~~)Senior Lieutenant Rappmann (~~fnu~~)

Commanding officer of
Aeroclub Drewitz

Commanding officer of
1st Department

Commanding officer of
2nd Department

Commanding officer of
3rd Department

Captain Reinhold (~~fnu~~)Captain Knoepfel (~~fnu~~)

unknown

unknown

Commanding officers of

4. VdA School 500 in Kamenz

Chief

Chief of training section

Deputy commander in charge of
political affairs (PK)

Chief instructors

Colonel Leopold (~~fnu~~)Major Bueschel (~~fnu~~)Lieutenant Colonel Raupach (~~fnu~~)Major Boldt (~~fnu~~)
Captain Rother (~~fnu~~)

5. Agency 400 in Augustusbad

Commanding officer

Chief of staff

Main section gliding/Ministry
of the InteriorMajor Beyer (~~fnu~~)Captain Donath (~~fnu~~)Major Hansen (~~fnu~~)SECRET
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