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EVALUATION

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REFERENCES

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ENCLOSURES (NO. &amp; TYPE)

REMARKS

This is UNEVALUATED  
Information

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1. Glider training at Erfurt-North airfield

The glider group of the Athletic and Technical Association (GST) conducted glider training at Erfurt-North airfield on 1 May 1955. There was a 3/10 to 5/10 overcast at an altitude of 700 to 800 meters, a wind force of 3 to 5 meters/second, and good thermal conditions. Air activity started at 0700 and lasted until about 1800. Instructor Hummel (fmu) was responsible for the training activity on this day. He was assisted by an auxiliary instructor and a mechanic specialized in Pfeifer-type winches. One winch was used during air activity by a total of 25 student pilots. The following aircraft were available:

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1 SG-38

1 SG with hull; pilot's seat and front portion of fuselage faired, open tail

1 Cessna-Baby IIB

On 1 May, 50 to 60 take-offs were made. Prior to the take-off and after the landing, the student pilots had to report in military bearing. The students were divided into the Beginners Group and Groups B, C and L-1 depending on their status of training. Beginners Group. The students of this group trained on SG-38 gliders and practiced air bobogganing, short jumping and straight flying. A special take-off and landing zone was reserved for the beginners, while the students of the other groups used the neutral zone and the landing lane which was marked by the landing cross. At the end of the course after at least 25 take-offs, the students had to pass a final test "A" which consisted of 5 straight glides of at least 30 seconds duration.

Group B. The students of this group used the SG-38 glider with hull for towed starts to an altitude of 200 to 250 meters with subsequent local flights. At least 50 take-offs and 5 test flights in right and left local flights had to be made before the student could pass the "B" test.

Group C. The students of this group trained on Cessna-Baby gliders and made legal flights. A flight of at least 30 minutes duration had to be conducted as test flight. Those students who wanted to acquire the L-1 pilot's certificate had to make a thermic (sic) flight, spot landings and further be able to operate the disrupter flaps. The requirements during the examinations were unusually high. The flight tests of the "C" and "L-1" classes formerly made had to be repeated.

2. Special training course at Wartin

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Glider training at the glider school at Wartin, Angermuende District, was intensified during May 1955 since the Wartin glider pilots were to participate in

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a glider contest in Poland in June 1955. Political indoctrination was also intensified and took 3 days per week. Colleague states that glider training would soon be taken over by the VPL which would recruit its pilots from among the glider pilots. The previously used smaller gliding sites, such as Stoellen, near Mainz were allegedly to be vacated and the following 3 large fields in the GDR were probably to be included: ~~Seelow~~ near Potsdam, Schoenhagen near Trebbin and Lencha/Unstut.



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