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CLASSIFICATION

REPORT

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COUNTRY East Germany

SUBJECT Nationale Volkarmee/Luftstreitkräfte
(National People's Army/Air Force)

DATE OF REPORT 11 July 1957

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1. In 1950, a special main administration, headed by Inspector General Kessler and without assigned units and charged only with administrative work, was established in Johannisthal for the Ministry of the Interior. In February 1952, officers were selected from all KVP (Landespolizei Volkspolizei) headquarters as flying personnel and detached to a training course in Pinnow from where they were sent to the Kuybishev area on the Volga River in the USSR in April 1952. An air technical school was established in April 1952 and quartered in the Panzer Kaserne on Machar Strasse in Kamenz. An incomplete division with Lieutenant Colonel Wilpert (fnu) as chief and consisting of 3 Kommandos (regiments), which had been activated in Zeithain, was taken over by the Volkspolizei/Luft (People's Police/Air Force) (VP/L) from the KVP in June 1952, and personnel were withdrawn from all KVP headquarters. The 1st Kommando was transferred to Cottbus, the 2d Kommando to Bautzen, and the 3rd Kommando to Kamenz. Shortly after the transfer to their new posts, all officers had to undergo a physical examination by a Soviet commission concerning their physical fitness for flying. Those officers who were considered to be physically fit were assigned as flying personnel to the new air force regiments, while the others who were not physically fit or did not want to enter flight service were assigned as headquarters or technical personnel to the regiments or air technical bases. As a result of the selection of officers on their fitness for flying, the number of pilot officers in the individual kommandos varied considerably and had to be equalized. The 3 kommandos were reorganized into 3 air regiments and 3 air technical bases (later called air technical battalions) and quartered at the following locations: 1st Air Regt and 1st Air Tech Base in Cottbus, 2d Air Regt and 2d Air Tech Base in Kamenz, and 3rd Air Regt and 3rd Air Tech Base in Bautzen. In August 1952, newly inducted personnel were assigned as student pilots and mechanics to the 3 air regiments. In September 1952, a Soviet training regiment was assigned to the VP/L for flight training with Yak-18s. In August/September 1952, the flying personnel were concentrated in a central instruction course in Cottbus where Soviet officers were in charge of theoretical instruction. Three regimental commanders were allowed for the first time to fly as passengers on Yak-18s.
2. From October 1952 to June 1953, the flying personnel practiced flying on Yak-18s and Yak-11s under supervision of the Soviet training units. The 1st Regt practiced in Cottbus, the 2d Regt in Kamenz with Yak-18s and in Klotzsche with Yak-11s, and the 3rd Regt in Bautzen. The other

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personnel of the regiments participated in other training courses, such as technicians in Cottbus from October 1952 to May 1953, headquarters officers in Cottbus from December 1952 to May 1953, and mechanics in Kamenz II from October 1952 to July 1953. In February 1953, 102 MiG-15s arrived for the division in Cottbus and were test flown by Soviet pilots. These aircraft were immediately transferred to Soviet airfields after the 17 June riots. In May 1953, the 2d Air Regt and 2d Air Tech Base in Kamenz II were transferred to Drowitz. In October 1953, each of the 3 air regiments was equipped with 10 Yak-18s and started training without the Soviet instruction units. The officers who had been detached to Kuybyshev in the USSR for training on Yak-18s and Yak-11s returned to the GDI in November 1953, and about 80 of these new pilots were assigned to each air regiment. At about the same time, the 3 air regiments were reorganized into 3 divisions with the code designation Aeroclub. The 1st Aeroclub with 3 regiments which again were called Kommandos, was quartered in Cottbus, the 2d Aeroclub with 2 Kommandos in Drowitz, and the 3rd Aeroclub with 3 Kommandos in Bautzen.

3. In April 1954, the 2d Kommando of the 2d Aeroclub was transferred from Drowitz to Jocksdorf where a new airfield had been built. At the same time, the newly organized 5th Air Tech Base also transferred to Jocksdorf. In November 1954, the 2d Aeroclub was filled up to its authorized strength and the 3rd Kommando of this Aeroclub was organized. At the same time, all technicians and mechanics who had terminated their training courses with the air technical school were transferred to the Aeroclubs. In May 1954, all kommandos had completed training on Yak-18s and started training with Yak-11s.
4. In October 1955, the establishment of Kamenz pilot school was started. For lack of space, a squadron of this school was transferred to Jocksdorf in November 1955. This squadron moved to a factory airfield in Schkeuditz in April 1956 and finally to the newly taken-over airfield at Brandenburg-Briest in October/November 1956. In October 1955, a Lufthansa training course (Hq No 209) was established in Jocksdorf. The pilots and technical personnel were selected from all VP/L units. The VP/L pilots were retrained by Aeroflot pilots on commercial aircraft of type Il-14.
5. Flight training was completed in August 1956. A portion of the flying and technical personnel subsequently joined the East German Lufthansa, while the other pilots were transferred to Dessau where a new VP/L pilot school was in the initial stage of organization. In June 1956, the leading flying personnel started training on MiG-15s with Soviet instructors. The administration of the VP/L in Cottbus was taken over by the NVA in May 1956 and the 1st Aeroclub was taken over in June 1956 and simultaneously redesignated 1st Ftr Div. A wing of the new 1st Ftr Div participated in the maneuvers on Hugel Island in August/September 1956. In September 1956, the 3rd Aeroclub and 4th Air Tech Base in Bautzen were unexpectedly disbanded after an inspection by a commission of the NVA Main Hq, and the personnel were transferred to other VP/L units. As was rumored among the other VP/L units, the disbanding was caused by the poor political reliability of the personnel. On 10 October 1956, the 2d Aeroclub was taken over by the NVA as 3rd Ftr Div. The reorganization of the East German Air Force, which started with the taking over of units by the NVA, has not yet been completed.

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6. The individual units of the East German Air Force were stationed at the following locations:

<u>Location</u>	<u>Unit</u>
Strausberg near Berlin Billets of NVA Main Hq	Liaison Staff Air Force
Cottbus airfield	Chief of NVA/Air and Air Defense Staff of NVA/Air
	1st Ftr Div with 1st Ftr Wing 2d Ftr Wing 3rd Ftr Wing
	Staff of Rear Service with guard battalion transport battalion 1st Air Tech Bn
	Prosecutor's Office
	Office of Ministry for State Security (MfS)
Cottbus House of officers	Administration of Cottbus Army Sport Club
	Cultural Chief
Drewitz airfield	Hq 3rd Ftr Div with 7th Ftr Wing and 9th Ftr Wing
	2d Air Tech Bn
	Airfield construction battalion
Jockendorf airfield	8th Ftr Wing of 3rd Ftr Div, post office Box 3934 in Forst, telephone Forst 702
	5th Air Tech Bn
Bautzen airfield	Under construction
	Training courses of Rear Services
Kamens	
Object I former Panzer Kaserne along Macher Strasse	Air technical school
Object II former Panzer Kaserne along the road to Zschornau	Fighter pilot school with headquarters and 1st Eng Regt
	3rd Air Tech Bn

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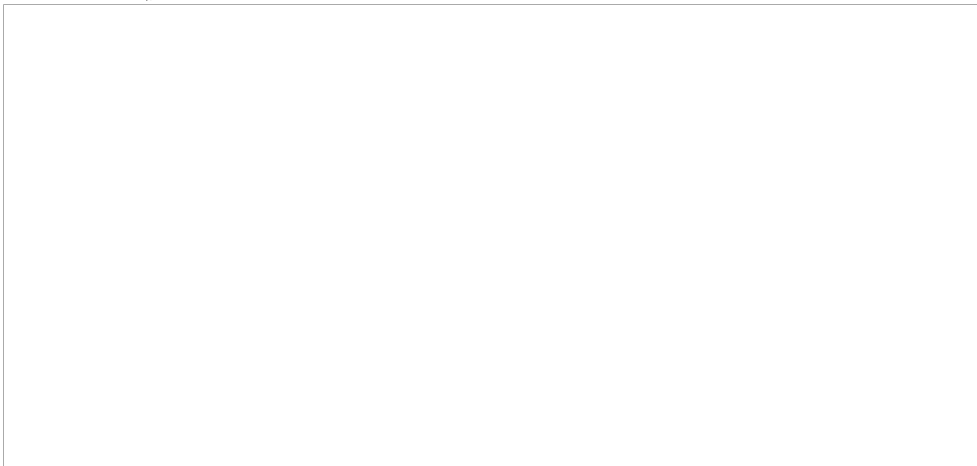
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Augustushad near Radsturg	Training units of Rear Services
Dessau airfield	Pilot school
IFA House	6th Air Tech En 1
Brandenburg/Briest airfield	3rd Trg Regt of Kamens fighter school
Roggenthin airfield	Advance detail of Rear Services
Noubrandenburg airfield	Advance detail of Rear Services
Rothenburg airfield	Advance detail of Rear Services
Area of Pasewalk-Franzlau airfield (pin-point location unidentified)	Advance detail of Rear Services
Luckau-Altens airfield	Advance detail of Rear Services 2
Goerlitz	Central supply depot of NVA/Luft
Klotzsche near Dresden	Supply depot for aircraft spare parts
Chekmitz	Supply depot for engines and jet engines
Bad Sauer near Schramitzel Lake	NVA hospital, 95 percent occupied by NVA/Luft personnel
Oberwiesenthal recreation center	Sport training courses and health resort for flying personnel
Herzhausen airfield near Cottbus	3 NVA/Luft flying instructors
Riesa/Elbe airfield both airfields assigned to Association for Sport and Technique (GST)	3 NVA/Luft flying instructors

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8. The NVA/Luft was organized as follows:

	<u>Location</u>
Chief of NVA/Luft and Air Defense with chief of staff, 2 main sections including a political section and an air engineer section, and 15 sections	Cottbus
Hq NVA/Luft	Cottbus
Liaison staff to NVA Main Staff	Strausberg
Strategic Air Force	Cottbus
Rear Services	Cottbus
Instruction centers	Cottbus
Air Defense in initial stage	Cottbus

A transfer to Strausberg of the NVA/Luft in Cottbus was not planned. The liaison staff to the NVA Hq in Strausberg has been increased since the VP/L was taken over by the NVA. 4

9. The organization of the liaison staff to the NVA Main Staff was not known. In January 1957, Major Boehm (Maj), chief of the Operations Staff of the NVA/Luft was transferred to Strausberg, presumably as chief of a larger liaison staff. The following officers of the staff were known:

Major Soumerschuh (Maj)	prior to 1953, chief of the radar service staff administration of the Aeroclubs
Senior Lieutenant Schmidt (Maj)	prior to 1953, chief of cadre section of the 1st Wing

10. The Strategic Air Force was organized as follows:

Chief of NVA/Luft	Cottbus
Staff NVA/Luft	Cottbus
Signal battalion	Cottbus
1st Ftr Div	Cottbus
3rd Ftr Div	Drewitz and Jocksdorf

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The post of the Chief of NVA/Luft was not occupied until early March 1957, but it was assumed that Lieutenant Colonel Bittarlich (2nd), Chief of Staff of 1st Pz Div, would become chief. The following schools were assigned to the Strategic Air Forces:

Kanara fighter school
 Daquan bomber school 6
 Kanara air technical school

The signal battalion was organized into:

Staff
 Radar company
 Radio company
 Teletype and telephone company

The radar company with 4 platoons and equipped with P-8 radar sets was detached to Cottbus, Drewitz and Jockdorf airfields.

The radio company with at least 6 stations, i. e. 6 platoons, was employed in Cottbus. The radio installations of type RAB and RSE were for VHF, and RAB for short wave. No information was available on the staff and teletype/telephone company.

11. The 1st Pz Div in Cottbus was organized into:

Staff	Cottbus
Signal Company	Cottbus
1st, 2d, and 3rd Wings	Cottbus
1st Air Tech Bn	Cottbus

The authorized and actual strengths were as follows:

Unit	Authorized Strength			Actual Strength		
	OFFICERS	NOCS	EM	OFFICERS	NOCS	EM
Staff	63	27	48	63	27	48
Signal Company	5	8	55	5	8	55
1st Pz Wing	133	134	10	100	116	37
2d Pz Wing	113	134	10	100	116	37
3rd Pz Wing	113	134	10	100	116	37
Total	407	587	133	368	383	214

The EM exceeding the authorized strength were members of the disbanded units from Eastzoo.

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12. Each division had an authorized strength of 124 aircraft including
- | | |
|---------------------------------------|---------------------|
| 1 leading flight of the division with | 4 aircraft |
| 3 leading flights of the wings with | 12 aircraft |
| 9 squadrons of the division with | <u>108 aircraft</u> |
| Total 124 aircraft | |

The actual aircraft strength was as follows:

- a. 60 MiG-15s, single-seat combat aircraft of Czech make, armed with 1x37-mm gun of type N and 2 guns either of new type NS, 23 mm, or of older type NR, 33 mm

Of these 60 aircraft, 20 each were at Cottbus airfield (1st Ftr Div), at Drewitz airfield (3rd Ftr Div), and at Jocksdorf airfield (1st and 3rd Ftr Divs). At these airfields, training courses with MiG-15s were started in May 1956 and were probably completed in April 1957. The pilots of the former 3rd Aeroclub Bautzen practiced at Jocksdorf airfield since no concrete runway was available in Bautzen. After disbanding Bautzen Aeroclub, the pilots of this unit were assigned to the 1st and 3rd Ftr Divs but continued training with their previous course in Jocksdorf. After completion of MiG-15 training, these pilots transferred to their new headquarters, i. e. 1st Ftr Div in Cottbus, 3rd Ftr Div in Drewitz, and 3rd Ftr Div in Jocksdorf.

- b. Twelve UMIG-15s, two-seater trainers of Czech make, armed with 1x12.7-mm machine gun. Of these 12 aircraft, 4 each were assigned to the 1st Ftr Div at Cottbus airfield, the 3rd Ftr Div at Drewitz airfield, and the 1st and 3rd Ftr Divs at Jocksdorf airfield.
- c. Ninety Yak-11s, armed with 1x12.7-mm machine gun of type UB, firing through propeller at upper right side. Of these 90 aircraft, 30 were assigned to the training regiment of Kamenz fighter school at Brandenburg-Briest airfield, 30 to the 1st Ftr Div at Cottbus airfield, 20 to the 7th and 9th Wings at Drewitz airfield, and 10 to the 8th Ftr Wing at Jocksdorf airfield.
- d. Forty Yak-18s without ornament. Of these 40 aircraft, 4 were assigned to the Staff NVA/Luft and 1st Ftr Div at Cottbus airfield, 2 to the 3rd Ftr Div at Drewitz airfield, 26 to the fighter school at Kamenz airfield, 4 each were stationed at Riesa and Neuhausen airfields and were lent to the GST.
- e. Three Il-14s without ornament, Soviet commercial aircraft, borrowed from the East German Luftwaffe, stationed at Dessau airfield where a boucher school was located.
- f. Three AN-2s, 14-seater Soviet transports, without ornament, used for parachuting, stationed at Cottbus airfield where the Staff NVA/Luft was located.
- g. Three TRENNERs, 4-seater trainers and sport aircraft of Czech make, without ornament, used for towing gliders. Of these aircraft, 2 were stationed at Cottbus airfield where the Staff NVA/Luft was located and

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1 was at Komens airfield and was lent by the Staff NVA/Luft to the flying school.

- h. One SOKOL, a 4-seater sport plane of Czech make, without armament, stationed at Cottbus airfield, used as a sport plane by the Staff NVA/Luft.

Following the Soviet pattern, the aircraft were covered with tarpaulins and parked in the open, always ready to take off. The hangars at the fields were used as repair hangars and for the parking of aircraft in need of repair. The TRENER and SOKOL sport aircraft at Cottbus airfield were always parked in a hangar. In May 1956, the first MIGs flown by Czech pilots and coming from Czechoslovakia arrived in Cottbus. They were accepted by a mixed commission of aircraft engineers, engineers for special equipment, armament and radio equipment, and members of the flying personnel. The aircraft destined for Drewitz and Jocksdorf airfields were flown to these fields by the advisors. In 1957, it was planned to equip the individual units with MIG-15s to their full authorized strength (124 aircraft for each Ftr Div). The new series of Yak-11s with nose wheel has been delivered to the flying school in order to facilitate future training with MIG-15s.

13. The 3rd Ftr Div had the same organization and strength as the 1st Ftr Div and superior to the 7th Ftr Wing in Drewitz with the 2d Air Tech Bn, the 8th Ftr Wing in Jocksdorf with the 5th Air Tech Bn, and the 9th Ftr Wing in Drewitz. The organization was as follows:

Staff

Commander
General deputy
Deputy flight training
Chief of political section
Senior engineer
Chief of staff
Cadre section

Signal Company

3 radio platoons each with 2 radio stations
1 telephone platoon

1st Ftr Wing

Staff of leading flight consisting of 4 aircraft
3 squadrons

Staff with squadron commander
general deputy
deputy flight training
deputy political officer
engineer of wing
chief of staff
chief of cadre section
operational officer

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Squadron with commander
 3 flights with a total of 12 aircraft
 engineer of squadron
 chief of staff 7

14. The rear services were organized as follows:

Chief of rear services	Colonel Alter (fm)	Cottbus
Chief of political section		
Chief of staff		
Deputy Technique		
Deputy supply		
Chief medical officer		
Staff of rear services		Cottbus
with guard battalion		Cottbus
central transport battalion		Cottbus
airfield construction battalion		Drawitz
signal company		Cottbus
training courses for supply personnel		Augustusbad and Bautzen
5 air technical battalions		
5 air technical battalions (initial stage)		
supply depot		
Maison staffs to construction union and aircraft industry		8

15. The NVA/Luft training centers such as Kamenz fighter school, Dessau bomber school and Kamenz air technical school were directly subordinate to the Chief of NVA/Luft. By order of this chief, the training section of Staff NVA/Luft directed the training program together with the individual sections.

a. The fighter school at Kamenz, with Colonel Lehwis-Litzmann (fm) as chief, was organized into the staff with a training section and 3 training regiments, and the subordinate 3rd Air Tech Bn. The authorized strength of the fighter school was estimated as follows:

Cadre personnel 303 officers
 66 NCOs
 75 EM

Student pilots 675 officer candidates

	Officers	NCOs	EM	Student Pilots
Staff and training section	60	30	30	-
1st Tng Regt	81	12	15	225
2d Tng Regt	81	12	15	225
3rd Tng Regt	81	12	15	225
Total	303	66	75	675

Until 5 March 1957, the staff and training section were not yet filled up to their authorized strength. The number of student pilots amounted

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to about 150. Each training regiment was organized into 3 squadrons. The status of the individual training regiments was as follows:

1st Tng Regt, training on Yak-18s at Kamens, staff incomplete, 2 incomplete squadrons, 3rd Sq not yet organized.

2d Tng Regt, is to train with Yak-11s in Bautzen after completion of runway, incomplete staff still in Kamens, squadrons not yet organized.

3rd Tng Regt is to train with MiG-15s at Brandenburg-Briest airfield, staff still incomplete, on squadron training with Yak-11s in Brandenburg-Briest.

Training with one aircraft type in each training regiment was scheduled to last one year. After 3 years of training, the students will make their state examination and be promoted to officers.

- b. The bomber school in Dessau was in the initial stage of organization. On 5 March 1957, personnel in Dessau included 8 officers who had participated in a training course in Jocksdorf but had not received flight training for lack of aircraft and 25 officers who, after flight training in the USSR, returned to the GDR on 10 February 1957 and were given a 4-week leave before being transferred to Dessau bomber school. About 6 officers, who had received flight training in Jocksdorf and subsequently had been taken over by the Lufthansa, were expected to return to the NVA/Luft and were scheduled to become flight instructors at Dessau bomber school. Commander of the school was Captain Weise (fm) who still flew for the East German Lufthansa but repeatedly came to Dessau to witness activity there. In mid-February 1957, the bomber school was equipped with 3 Il-14s of the East German Lufthansa. Training activity had not yet started, although more than 20 student pilots and officer candidates had already arrived. Two officers including one who had been in Dessau since August 1956 and belonged to the group of 8 officers, and the other who returned from the USSR on 10 February 1957, definitely stated that a bomber school was being established in Dessau.

- c. The air technical school in Kamenz was organized as follows:

Staff with training section
3 training battalions for technicians
2 training battalions for mechanics

The authorized strength included 5 training battalions but the number of battalions actually changed according to the requirement and number of inducted trainees. The authorized strength of the air technical school was not definitely determined but estimated as follows:

	Officers	NCOs	EM	Trainees
Staff with training section	95	35	25	-
1st Bn	18	4	4	180
2d Bn	18	4	4	180
3rd Bn	18	4	4	180
4th Bn	18	4	4	180
5th Bn	18	4	4	180
Total	185	55	45	900

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Each battalion was organized into:

	Officers	NCOs	EM	Trainees
Staff	3	1	1	-
1st Company	5	1	1	60
2d Company	5	1	1	60
3rd Company	5	1	1	60
Total	15	4	4	180

During the period of observation, a smaller number of trainees actually participated in the courses, but it was expected that the number will increase by the organization of new units and the filling-up of available units. In this connection, it was learned that, in May 1957, 75 to 95 percent of the mechanics had fulfilled their term of service and that a large portion of them will undoubtedly return to civilian professions. So far, each training course numbered 20 trainees, with 3 classes forming a company. When the number of trainees was below that rate, not all battalions were filled up with trainees but only the first battalions which were possibly filled to over authorized strength with considerably more students in each class than 20. After the final examination, the mechanics and technicians were detached to the strategic units as NCOs and officers respectively.

16. The Soviet advisors were approved by the Commander-in-Chief of the Warsaw Pact Armed Forces, Marshal Koryev, usually after a long procedure which usually lasted several months. So far, Soviet advisors were assigned to the following NVA/Luft officers:

Chief of NVA/Luft
 Chief of Staff
 Chief of Main Political Section
 Chief Engineer

Colonel Ivanov, chief of a flying school

Deputy Training
 MES officer with Staff NVA/Luft
 Division Commanders
 Chief of Staff of Division
 Deputy Flight Training of Division
 Chief of Political Section of Division
 Senior Engineer of Division
 Wing Commanders of Division
 Commanders of Schools

Chief of Rear Services
 Chief of Medical Service
 Chief of Political Section of Rear Services
 Chief of Staff Rear Services
 Deputy Technique
 Deputy Supply
 Commanders of Air Technical Battalions

The advisors ranking from major to colonel were usually detached from a unit that was one degree higher in rank than the unit to which they were assigned.

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17. Advisor of the division commander of the 3rd Ftr Div was Colonel Kopilov (fnu), commander of a guard air division. He had the same rank as the German officer to whom he was assigned, but he had been the commander of elite troops. Advisor of the chief of the 8th Ftr Wing in Jocksdorf was an unidentified chief of flight training with a Soviet division. The chief of all Soviet advisors with the NVA/Luft was Colonel Ivanov. Almost all of the advisors knew each other from their service time in the USSR. Before the Aeroclubs were taken over by the NVA, the advisors mostly wore the VP/Luft uniform with their proper rank insignia and, at special occasions, Soviet uniform.
18. The Soviet advisors had influence on the entire military service. Brigadier General Kessler and Brigadier General Zorn were always accompanied by their advisors with whom they talked in Russian without interpreters. The other officers who had been assigned advisors depended in every decision on the approval of these advisors. The advisors with the air units who were always present during flight training, paid much attention to the flight training and flying efficiency of each individual pilot. Generally, the Soviet advisors were detached to the NVA/Luft for 18 to 24 months, had no subordinates, and were considerably independent except that they were occasionally controlled by the superior advisors with whom they were on friendly terms. However, it happened occasionally that they were reproved by their superiors in the presence of German officers.
19. On about the tenth day of every month, the advisors had to go to Cottbus for instruction by Chief Advisor Ivanov. On this occasion, they were issued the monthly bulletin which was classified material and 120 to 150 pages thick. The following topics were remembered:

Promotion and transfer of division commanders and higher officers.

Decorations awarded to active division commanders and higher officers with photographs.

Nuclear warfare, some times with folded-up charts.

Results of reconnaissance concerning enemy air force.

New aircraft models of USSR air force and changes in general military activity.

New information on aerodynamics and navigation.

All Soviet advisors assigned to air units had to go to the Soviet airfield for 1 or 2 days once every 3 months in order to prove their flying technique and to control flight service. The following Soviet advisors were known:

Advisor to Chief of NVA/Luft and Air Defense	Colonel Ivanov, chief of a flying school in the USSR
Advisor to commander of 3rd Ftr Div	Colonel Kopilov (fnu)
Advisor to chief of staff of 3rd Ftr Div	Colonel ?, had been operational officer of an air force corps in the USSR

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Advisor to 9th Ftr Wing

Lieutenant Colonel Dolyunov (fmu)

Advisor to 8th Ftr Wing
until June 1956

Colonel Lobas (fmu), the only advisor who had been decorated with the Hero of the Soviet Union Medal during the war, was presented with a goblet by the German officers when he departed. Lobas had formerly been deputy for flight training in a division in the USSR and, after his return, became deputy for flight training at an airfield in Moscow, probably at a school.

Advisor to 5th Air Tech Bn

Major Kapustin (fmu)

The Soviet advisors were on friendly terms with the flying personnel during flight training as well as during social gatherings.

20. The following service manuals were known:

a. Published material

- 10/1 Basic training (withdrawn); will be newly edited because of many changes.
- 10/2 Sports (withdrawn); will be newly edited due to many changes.
- 10/3 Interior Duty; some changes, still in use.
- 12/1 Training of Radio Operators, part I.
- 12/2 Training of Radio Operators, part II.
- 12/4 The Lilliput Radio Set.
- 20/1 Carbine 44.
- 20/2 Light Machine Gun Model TB.
- 20/3 Pistol Model TT/33.
- 20/4 Submachine Gun Model 41.
- 20/5 Ballistics.
- 20/6 Training in Firing
- 20/10 Regulations at Target Ranges and Practices According to Rules.
- 30/B System of Tactical Training of Single Fighters.
- 32/A Aircraft Recognition Service, General Description.
- 32/B Aircraft Recognition Service, Aircraft Types.

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- 61/1 Driving and Maintenance of Motor Vehicles.
- Reading and Evaluation of Aerial Photographs.

b. Classified material.

- 10/6 Disciplinary Regulation; valid except for some changes.
 - 10/8 Transportation Regulation.
 - 10/9 Regulations for Classified Material; valid.
 - 30/1 Field Duty Regulations.
 - 30/2 Field Duty Regulations (Single Fighter to Battalion).
 - 30/3 Field Duty Regulations (Regiment, Division).
 - 30/4 Field Duty Regulations for Headquarters.
 - 30/5 Documents on Strategic Operations.
 - 50/1 Organization of Nuclear Protective Service.
 - 50/2 Chemical Warfare Agents.
 - 50/4 Nuclear and Chemical Defense.
 - Combat Regulations of NVA/Luft
 - Engineer Regulations.
 - Topography I to III.
21. According to officials information, there are plans to extend the NVA/Luft and Air Defense by organizing both the Staff of the Chief of NVA/Luft and Air Defense and the Staff of the Chief of NVA/Luft. After completed organization, the Staff of the Chief of NVA/Luft will simultaneously perform the duties of a corps headquarters staff until it is decided whether an air corps will be organized or whether the divisions will continue to be directly subordinate to the Chief of NVA/Luft. In late 1956, the former Soviet advisor Colonel Lobas stated that, in connection with the change to atomic warfare, there were considerations of abolishing the air corps in order to guarantee a stricter and more rapid command, and to subordinate 2 to 12 or even 15 divisions to the High Command of the Air Fleet or Army. In case an air corps is organized, the corps headquarters staff will be a branch of the Staff of the Chief of NVA/Luft. The organization of the Staff of the Chief of NVA/Luft which started in January 1957, was presumably completed in April 1957. Both the Staff of the Chief of NVA/Luft and Air Defense and the Staff of NVA/Luft are located in Cottbus. A transfer to Strausberg of the Superior Staff of the NVA/Luft was not planned. The corps headquarters staff, if actually organized, would probably be stationed in Cottbus or possibly in Dresden. 9
22. The following transfers were planned for 1957:

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Unit	To
1st Ftr Div with Staff	Drewitz
1 wing	Drewitz
1 wing	Joeksdorf
1 wing	Rothenburg
3rd Ftr Div with Staff	Roggenthin (?)
1 wing	Roggenthin (?)
1 wing	Neubrandenburg
1 wing	u/i airfield in Pasewalk-Frenzlau area, presumably Marxwalde. 10

Each of these airfields will be occupied by an air technical battalion. In addition, one air technical division will be organized both with the 1st Ftr Div and the 3rd Ftr Div.

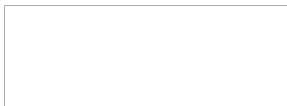
23. The organization of a school for airborne units in Dresden was planned, but the pin-point location and other details were not yet known.

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1. ~~Comment.~~ The 6th Air Tech Bn reportedly stationed in Dessau was assumed to be in Komana; in the meantime, this battalion has been dissolved except for one company.
2. ~~Comment.~~ Advance details of Rear Services at unoccupied airfields are responsible for general maintenance work and are not necessarily indications as to an expected occupation.
3. ~~Comment.~~ Most of the details in paragraphs 1 through 7 have been reported previously. They also contain some new information which appears credible.
4. ~~Comment.~~ For organization of Chief of NVA/Luft and Rear Services, see Annexes 1, 1a, and 1b. For organization of Main Political Section and Air Technical Service, see Annexes 2 and 3. For organization of 15 sections, see Annex 4.
5. ~~Comment.~~ For organization and officers of 1st and 3rd Ftr Divs, see Annexes 5 and 6.
6. ~~Comment.~~ It is believed that an air transport school is located in Dessau.
7. ~~Comment.~~ For organization of Staff of 1st and 3rd Ftr Divs and staff of one fighter wing, see Annexes 7a, 7b, 7c, and 8.
8. ~~Comment.~~ For organization of Rear Services and 5th Air Tech Bn (as example, see Annexes 9 and 10).
9. ~~Comment.~~ These plans are reported for the first time and cannot be evaluated.

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10. [Redacted] Comments [Redacted] one wing each was transferred from Cottbus to Drewitz and Jocksdorf in late 1956/1957. Other transfers are not known.

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Main Section Polit

Legend:

1 Main Section Polit:

This section controls political indoctrination and political reliability of troops.

2 Deputy Chief:

He maintains liaison to the civilian sector.

3 Chairman of Party Control Commission:

He admits and excludes party members and candidates, and commences legal proceedings.

4 Deputy Party Work:

He controls party work of subordinated headquarters, such as Organization, Party Treasury, and Propaganda.

5 Deputy for FdJ Work:

He has the same functions as No 4.

6 Chief Marxist-Leninist Indoctrination:

He is in charge of political indoctrination of officers, at least 8 lessons per month.

7 Chief Propaganda Section:

He is responsible for political indoctrination of EM.

8 Chief agitation Section:

He procures and distributes propaganda material, such as banners, leaflets, etc, to subordinated units.

9 Chief "House for Officers":

He is in charge of the "House for Officers" in Cottbus, which had formerly housed the Soviet commandatura. He is also responsible for cultural performances, such as theater, motion pictures, etc.

10 Chief Cultural Section:

He is responsible for all cultural performances within NVA/Luft and forwards all incoming requests to the "Deutsche Gastspielfdirektion"

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(German cultural performance agency).

11 Chief Party Schools:

He controls party schools in the NVA/Luft area. Each division and separate unit of more than regimental strength is to be assigned a party school. The party school for the HQ NVA/Luft is located in Cottbus. One-year courses are held at these schools for personnel selected by the Party Control Commission regardless of rank. Each party school has 60 students in 3 classes with one day of political indoctrination per week. The students are free of duty, even free of flight training.

12 Instructors for Political Training:

They control political indoctrination and hold examinations. Almost every 2 weeks the instructors inspected the 8th Ftr Wing. One officer examined the indoctrination of EM and another one the indoctrination of officers.

13 Chief Libraries:

He supervises NVA/Luft libraries, procures and distributes reading material. One library is assigned to each NVA/Luft installation. About 60 percent of the books deal with political topics, such as "The History of the Communist Party", "Lenin", "Ulbricht", and other works of party leaders. Belletristic books include translations of Russian authors, as well as German authors, such as Thomas Mann, Heinrich Mann, etc.

14 Chief Party Office:

He deals with applications for party membership, conducts solemn admission of new party members, supervises special party indoctrination such as political training of all commanders. Each officers' club and the "House for Officers" in Cottbus has a party office.

15 Military Band:

The band gives concerts in NVA/Luft quarters, towns, and big plants.

16 NVA/Luft Printing and Publishing Section:

This section is in charge of the printing of political leaflets, the official bulletin "Der Kampfflieger" (The Combat Pilot), posters, formulars, but no service manuals.

17 Classified Material Section:

This section is in charge of the classified material of the Main Section Polit.

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Chief Engineer for Special and Electro Equipment:

He is responsible for work by all NVA/Luft personnel on special and electro equipment and all work connected with special electro equipment and oxygen devices.

10 Flight Technician of Leading Flight:

No details are available.

11 Chief of Central Workshop:

He is responsible for general overhaul and repair of aircraft which are trucked to the repair shop and, after repair, are flown back to post by pilots. He is also in charge of repairs on electro special and oxygen equipment which cannot be repaired with the resources available with units. During time of repair, units receive temporary or permanent replacement.

12 Senior Engineer of Division and School:

No details on duties are available.

13 Senior Engineer for Repairs:

He has the same functions as the Deputy for Repairs.

14 Chief of Repair Brigade:

For functions, see No 6.

15 Senior Engineer for Armament:

He has the same functions as the Chief Engineer for Armament.

16 Senior Engineer for Radio Equipment

He has the same functions as the Chief Engineer for Radio Equipment.

17 Senior Engineer for Special Equipment:

He has the same functions as the Chief Engineer for Special Equipment.

18 Flight Technician:

No details are available.

19 Chief of Workshop:

He is responsible for repairs on aiming devices (repairs on this line by units are strictly prohibited), forwarding of equipment to optical plant in Zeitz, and also for repairs on armament, bombing devices, ejector seats and machine-gun cameras which cannot be carried out by units.

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20 Wing Engineer:

No details on his functions are available.

21 Engineer for Maintenance and Repair:

He supervises maintenance work on aircraft equipment, order stops and dismantling of devices, and gives permission on extended running time of equipment. He also controls repairs beyond the scope of units.

22 Chief of Repair Brigade:

He has the same functions as No 6.

23 Engineer for Armament:

No details on his functions are available.

24 Engineer for Radio Equipment:

No details on his functions are available.

25 Engineer for Electro Special Equipment:

He is responsible for aircraft electro equipment, such as altimeters, speedometers, turn and bank indicators, storage batteries, etc.

26 Senior Technician for Photos:

No details on his functions are available.

27 Flight Technician of Leading Flight:

No details on his functions are available.

28 Chief of Mobile Workshops:

No details on his functions are available.

29 Engineer of Squadron:

No details on his functions are available.

30 Senior Technician for Repairs:

He has the same functions as No 21.

31 Senior Technician for Oxygen:

He has the same functions as No 9.

32 Flight Technician:

He is in charge of aircraft technicians and aircraft mechanics.

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Sections Subordinate to Chief of Staff NVA/Luft

Legend:

1. Staff Operations:

Chief:

The chief is responsible for operational training and command of NVA/Luft.

- a. Two senior officers and four section officers are in charge of the preparations of instruction material for strategic and tactical training of officers. They are also responsible for strategic-tactical records during action (filling in of maps and journals)
- b. Classified Material Office:

This office keeps records and files of orders and other classified material for strategic-tactical commitment of NVA/Luft.

- c. Classified Material Library:

This office keeps schematic sketches and other instruction material for strategic-tactical training and commitment.

2. Staff Navigation:

Chief:

The chief navigation officer is responsible for navigational training and commitment, as well as for time service.

- a. Navigational Control:

Controls navigational training with units and navigational activity during practices and maneuvers.

- b. Map Office:

This office is responsible for map material of NVA/Luft and distributes maps to units.

- c. Topographic Service:

This section is responsible for new entries and changes on maps as for instance in case of the construction of new airfields, depots, etc., as well as new streetcar lines, railroad lines, canals.

- d. Fighter Control Point:

The fighter control point leads fighter formations in the air and directs aircraft to targets using chart tables. The evaluators enter data on chart tables.

- e. Classified Material Office:

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This office keeps the classified material of Staff Navigation.

3. Staff Flight Inspection:

Chief:

The chief controls air technical activity.

a. Flight Inspectors:

They control the steering technique of all pilots up to division commander; each pilot is tested at least once per month.

b. Aerodynamics:

This section is responsible for the drawing up of directives on aerodynamics, instruction on aerodynamic problems, and mainly studies the effects on flight and flight technique of aerodynamic laws. For these studies, a so-called "smoke canal" is available, which is a chamber, about 50 cm deep, consisting of glass walls. The rear wall is a black plate with holes for nails to which cross sections of wings can be attached. Dark air is pressed into the smoke canal so that the movement can be seen on the cross sections on which movements of the rudder can also be made. Smaller smoke canals, approximately the size of a suitcase, are available with all fighter wings.

c. Aircraft Control Section:

This section is responsible for directives on routine flying operations and aircraft control, such as regulations on "The flying with Yak-11s."

d. Cloud Flight "Cabinet":

The "cabinet" contained a model airfield 5 x 2.5 meters with installations for blind landing practices and a link trainer with the same equipment as in a regular aircraft cabin. The pilot has to operate the steering equipment without visibility, each angular movement of the control surface moving the cabin. In the cloud flight "cabinet", so-called "instruction method" training courses were held which usually lasted one month. All divisions are to be equipped with such cloud flight "cabinet".

e. Air Gunnery and Bombing:

This section is responsible for directives on, and material for, air gunnery and bombing, and controls training activity and firing ranges of individual units. The firing range of the 8th Ftr Wing was known to be located near Hirschwinkel, 8 km south of Jecksdorf. A second firing range was located near Lieserose and a third one near Nochten. Each wing was equipped with training equipment for air gunnery.

f. Classified Material Office:

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This office is in charge of the classified material of the section.

g. Classified Material Library:

This office is in charge of classified material such as pamphlets, printed material, books, etc.

4. Staff Cadre:

Chief:

The chief is responsible for the assignment of officers.

a. Assistant:

He is responsible for personnel files.

b. Classified Material Office:

This office is in charge of all classified material of the Cadre Section.

5. Staff Organization, Records, and Registration:

Chief:

The chief is responsible for the registration of all noteworthy events with the NVA/Luft, chronicles, personnel files of all sub-leaders and soldiers, and mail.

a. Office:

The office is responsible for the general registration of incoming and outgoing mail, the typewriter room and for files of all "open service regulations".

b. Chief's Office:

Anteroom of Chief NVA/Luft.

c. Special Affairs:

This office is responsible for the registration in 2 lists and processing of all special events, such as aircraft catastrophes, mutiny, crimes, desertions. List 1 contains notes on special affairs which must be immediately forwarded to the HQ NVA through signal communication channels.

d. Records:

This office keeps records of personal data of all sub-leaders and soldiers.

e. Chronicle:

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This section keeps 1-year-chronicles on the history of the NVA/Luft from its establishment to the present time. The smallest unit to keep a chronicle is the independent battalion (air technical battalion) or wing. The chronicles are written in 2 copies, one of which is kept in the safe of the unit and the second copy must be forwarded to the Chronicle Section of the HQ NVA/Luft by February 1 of the following year.

f. Archives:

The archives stores files of personal data of deceased personnel, which were not sent to the Kreis Kommando, documents older than 2 years that must be preserved, and one copy of each edition of the periodical "The Combat Pilot".

g. Classified Material Office:

This office records and stores the classified material of the section.

h. Classified Material Library:

This office keeps files of printed classified material, such as pamphlets, books, etc.

i. Mail Office:

This office is responsible for the registration of incoming and outgoing mail of the staff and all sections. Mail is partly sent by courier and partly by postal service.

6. Staff Parachute Service:

Chief:

The chief is responsible for the parachute service within the NVA/Luft.

a. Parachute Control:

This section is responsible both for parachute training of flying personnel and maintenance of parachutes. Officers control parachute training and make test jumps with new parachutes. Parachute jumps were made in Neuhausen south of Cottbus.

b. Parachute Registration:

This office keeps files of available parachutes with record numbers.

7. Staff Signal Communications:

Chief:

The chief is responsible for signal communications within the NVA/Luft.

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including ground-to-air communications, but not including air-to-ground and air-to-air communications.

a. Radar Chief:

He is responsible for radar service from the ground. At present, only radar stations equipped with model P-8 IFF sets are available.

b. Radio Chief:

He is responsible for radio communications including teletype and radio photography.

c. Telephone Chief:

He is responsible for telephone and teletype service as well as loudspeaker installations. He also controls work in telephone or teletype installations performed by members of the postal telecommunication service.

d. Storage Depot:

The depot in Cottbus stores and keeps files of signal equipment.

e. Classified Material Office:

This office is in charge of all classified material of the section.

f. Courier Services:

This section has to make available personnel and vehicles for courier service, fixes courier routes, and exchanges classified material in accordance with service regulation No 10/9.

g. Army Postal Service:

This office has to make preparations for the mail service in case of war and, at present has to issue post office box numbers to units and registers these numbers. It has not yet been definitely determined if the post office box numbers for all units are centrally issued by the Main Staff NVA.

8. Staff Enciphering Service:

Chief:

The chief is responsible for enciphering all classified material forwarded by radio, teletype or courier. He is also responsible for the entire enciphering service, in particular for the list of code names and call numbers of flying personnel.

a. Enciphering Officers:

They are responsible for enciphering and deciphering, and the

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tabulations for the enciphering service.

b. Classified Material Office:

This office is responsible for classified material of the enciphering service.

9. Staff Reconnaissance:

Chief:

The chief is responsible for the collection of enemy reconnaissance data and for the employment of reconnaissance.

a. Assistants of Chief:

They evaluate reconnaissance reports received from the Main Staff NVA which in turn receives data only from the Soviet Military Administration.

b. Photo Laboratory:

This laboratory is responsible for the developing of aerial photographs and photostats.

c. Evaluators:

They evaluate aerial photographs.

10. Staff Interpreters:

The chief interpreter, a woman, is section chief and interpreter for Russian with the Chief of NVA/Luft. She is responsible for all translations into German and into foreign languages. For the time being, only interpreters for Russian, English and French are available.

a. Interpreters for Russian:

b. Interpreters for English and French

11. Staff Nuclear Protective Service:

This section is responsible for the organization of ABC defense.

Chief:

The chief is responsible for nuclear protective service and training in ABC defense within NVA/Luft.

a. Nuclear Protection Company:

This is a central training unit under supervision of the chief of nuclear protective service. Until February 1957, the protection company numbered only 25 to 30 men who were equipped with some actinometers. This company is scheduled to be organized and equipped

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as follows:

Washing and deactivating center equipped with:

Water trucks with water warming devices
 Showers and tents for changing clothes
 Washing devices for motor vehicles
 Tank trucks for deactivating clothes and equipment
 Equipment for deactivating aircraft
 Protective clothing for personnel of deactivating center

Several teams for the measuring of radiation, equipped with:

3 different types of Soviet-made sets for Alpha, Beta and Gamma rays; at present, only one type similar to the Geiger counter is available. Signal flags for staking off the contaminated areas indicating the degrees of contamination according to Roentgen units (Rh), 100 Rh, 50 Rh, 1 Rh, and 1/10 Rh
 Protective clothing lined with lead tissue

Chemical observers equipped with:

Signal flags similar to those used by the teams for the measuring of radiation
 Special equipment, no details available
 Protective clothing

Supply platoon equipped with:

Protective masks
 Protective suits
 Protective capes
 Protective devices

At full strength, the nuclear protection company will number about 240 men.

b. Nuclear Protecting Officers:

They are assigned as inspectors to units for controlling protective training and protective equipment.

c. Storage Depot:

The depot in Cottbus stored protective clothing, protective devices, and instruction material. This depot was too small and, therefore, was scheduled to be considerably enlarged.

12. Staff Dispatcher and Air Control Service:

This section is responsible for the organization and control of air traffic in the Soviet zone. All flights of NVA/Luft must be announced at, and confirmed by, the flight control section with the Soviet main dispatcher in Werdor on the preceding day.

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a. Warning Service:

This service transmits warnings to all aircraft aloft and all airfields in case of catastrophes, such as storms, thunderstorms, etc. It organizes search and rescue service if aircraft got lost, and organizes aid from the air in case of aircraft catastrophes. All aircraft catastrophes must be reported as R-Avio call to the warning service in Cottbus, telephone No 2300. This telephone number has repeatedly been published in newspapers since also civilian persons are obliged to report air catastrophes to the warning service. All NVA/Luft units are warned when enemy aircraft enter the zone.

b. Flight Records:

This sub-section keeps records on all flights, aircraft catastrophes and balloons shot down by NVA/Luft units. In 1956, several West German and American balloons were shot down.

c. Dispatcher Service:

The dispatchers daily enter all flights into tabulations, control all communications between aircraft and airfields during air activity and, if necessary, cut in on this communication. The tabulations must be daily submitted to the chief of staff.

13. Staff Training:

This staff is in charge of the organization and control of all training activity.

Chief:

The chief is responsible for central control of training and holds briefings with the chief instructors of the units.

a. Planning:

This sub-section is responsible for the training program for operational units, schools, training courses, instructive methodical training, and staff training.

b. Records and Reports:

This sub-section keeps records on all types of training, including flight training, makes reports on training activity and forwards these reports to Main Staff NVA.

c. Sports:

This sub-section is responsible for regulations for sports and preliminary sport for flight personnel, procures sport equipment, establishes sport fields and obstacle courses

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and holds training courses.

d. Military Training:

This sub-section issues training manuals for military training and holds training courses.

e. Training in Firing:

This sub-section controls and supervises training in firing of NVA/Luft units, issues manuals and directives, and is responsible for the maintenance of firing ranges.

f. Draftsmen:

They make drawings for the training manuals.

g. Classified Material Office:

This office is responsible for the classified material of the section.

h. Classified Material Library:

This office keeps files of classified material, such as pamphlets, books, and other printed material.

14. Staff Meteorological Service:

This is the central weather service for the NVA/Luft.

Chief:

The chief is the personal advisor of the Chief NVA/Luft in meteorological questions.

a. Meteorologists:

They conduct weather reconnaissance in connection with meteorological stations both of NVA/Luft and on the civilian sector. Weather balloons are used. Weather data are transmitted every 90 minutes.

b. Weather Technicians:

They are responsible for weather reconnaissance and weather forecast in large areas, draw sunoptical weather and temperature charts.

c. Archives:

The archives stores all weather and temperature charts.

d. Weather Radio Operators and Weather Teletypists:

They maintain radio and teletype connection with all civilian

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weather stations of the NVA and NVA/Luft as well as with Soviet headquarters.

e. Draftsmen:

They draw schematic sketches, weather and temperature charts based on data received from weather technicians.

15. Staff Classified Material:

This section keeps records on all classified material of NVA/Luft and stores classified material of the staff which is not stored with individual sections.

a. Central Classified Material Office:

This office stores all classified material concerning the Chief of NVA/Luft and the chief of staff.

b. Courier Office of Classified Material Section:

This office forwards classified material of the entire staff; the classified material locked bags and sealed envelopes is handed over to the couriers of the signal communication section.

c. Central Classified Material Library:

This office keeps records on all classified material such as pamphlets and books of NVA/Luft; at least one copy of each printed document is available. The office also stores files of all classified material older than 2 years.

The Staff Classified Material distributes the official seals issued by the Main Staff NVA. The Classified Material Section of the Main Staff NVA employs engravers and has a seal factory in Berlin. The official seals are forwarded by courier from the Classified Material Section of the NVA/Luft to the classified material sections of the individual units where they are kept under lock and key.

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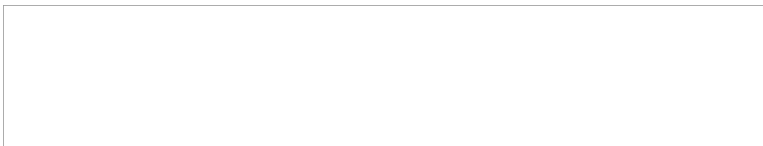
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Description of Attachments (all attachments are organizational charts and are referred to as annexes in the Field Comments of the report):

- Attachment A: NVA/Luft and Air Defense
- " B: NVA/Luft
- " C: Rear Services
- " D: Main Political Section
- " E: Main Section Air Engineer Service
- " F: Sections Subordinate to the Chief of Staff, NVA/Luft
- " G: First Fighter Division
- " H: Third Fighter Division
- " I: First Fighter Division Headquarters
- " J: Third Fighter Division Headquarters
- " K: MFS and Soviet Advisors' Control of Fighter Division
- " L: Fighter Wing
- " M: Sections Subordinate to the Chief of Rear Services
- " N: Fifth Air Technical Battalion



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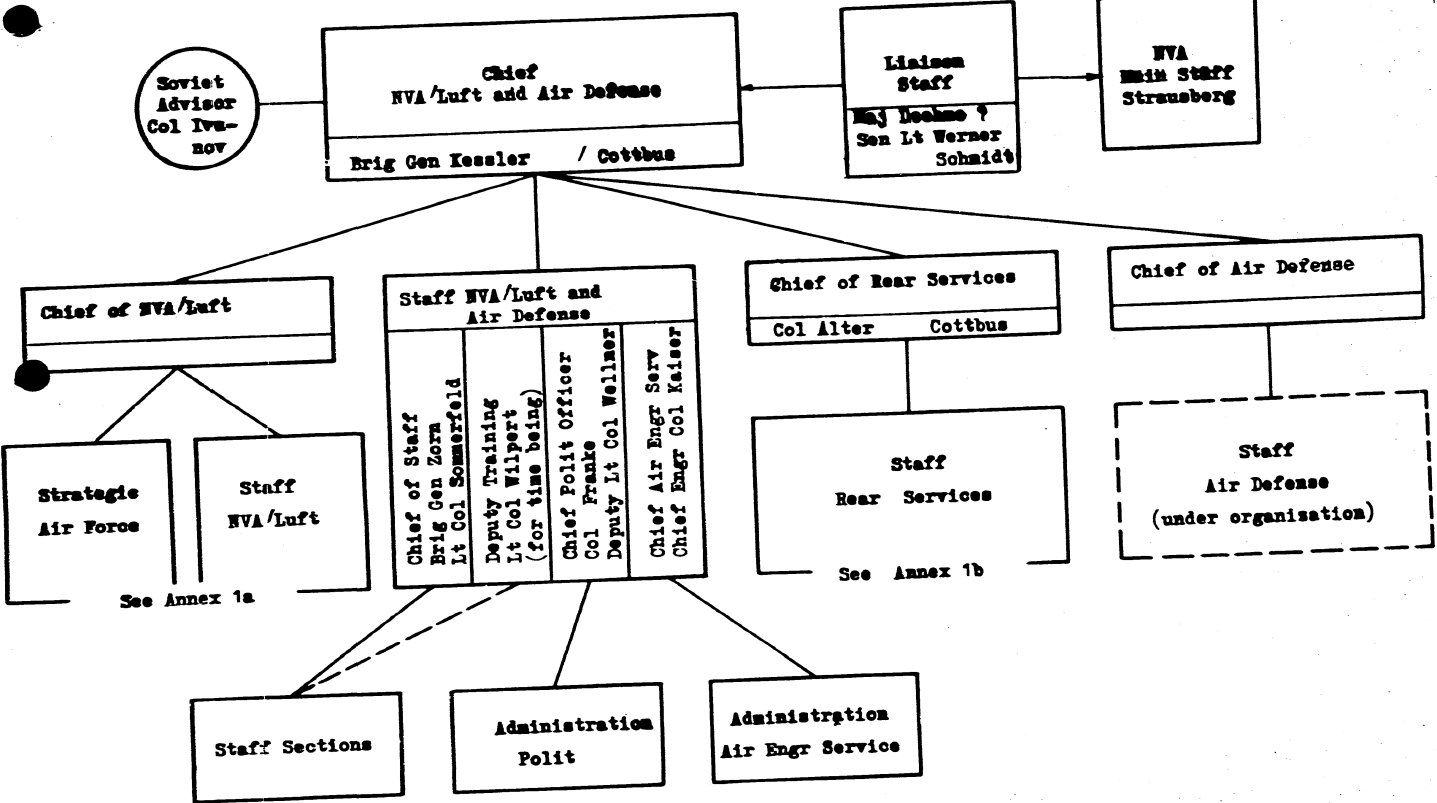
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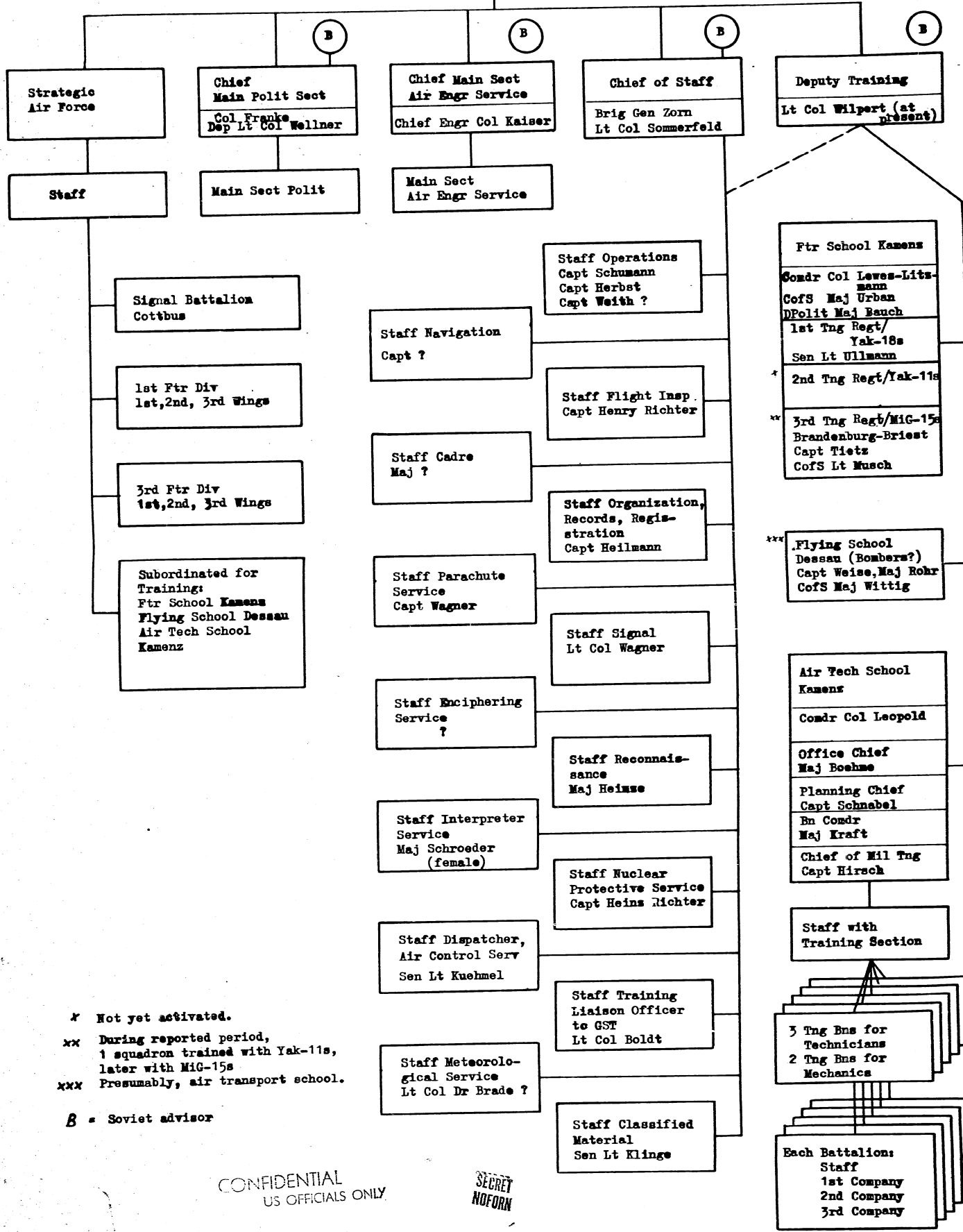
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Annex 1a/I

Annex 1a

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Chief
NVA/Luft
/ Cottbus



* Not yet activated.
 xx During reported period, 1 squadron trained with Yak-11s, later with MiG-15s
 xxx Presumably, air transport school.

B = Soviet advisor

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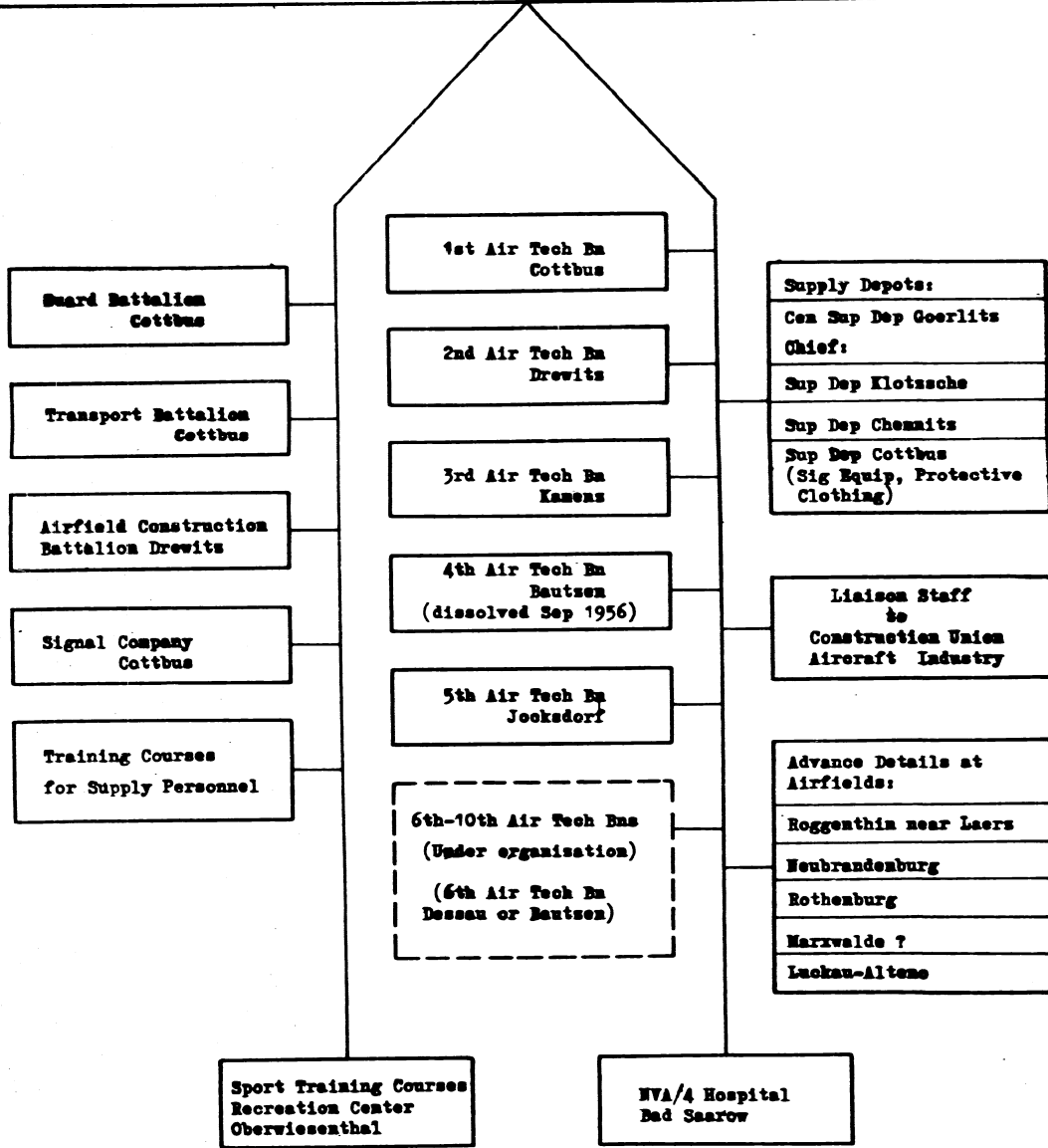
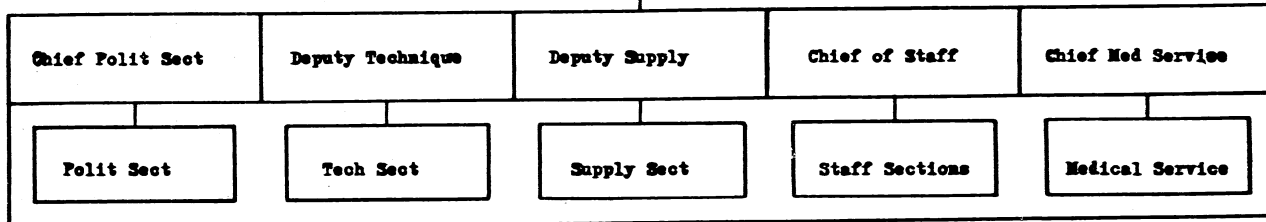
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Annex 1b/I

Annex 1b



Chief
Rear Services
Colonel Alter Cottbus



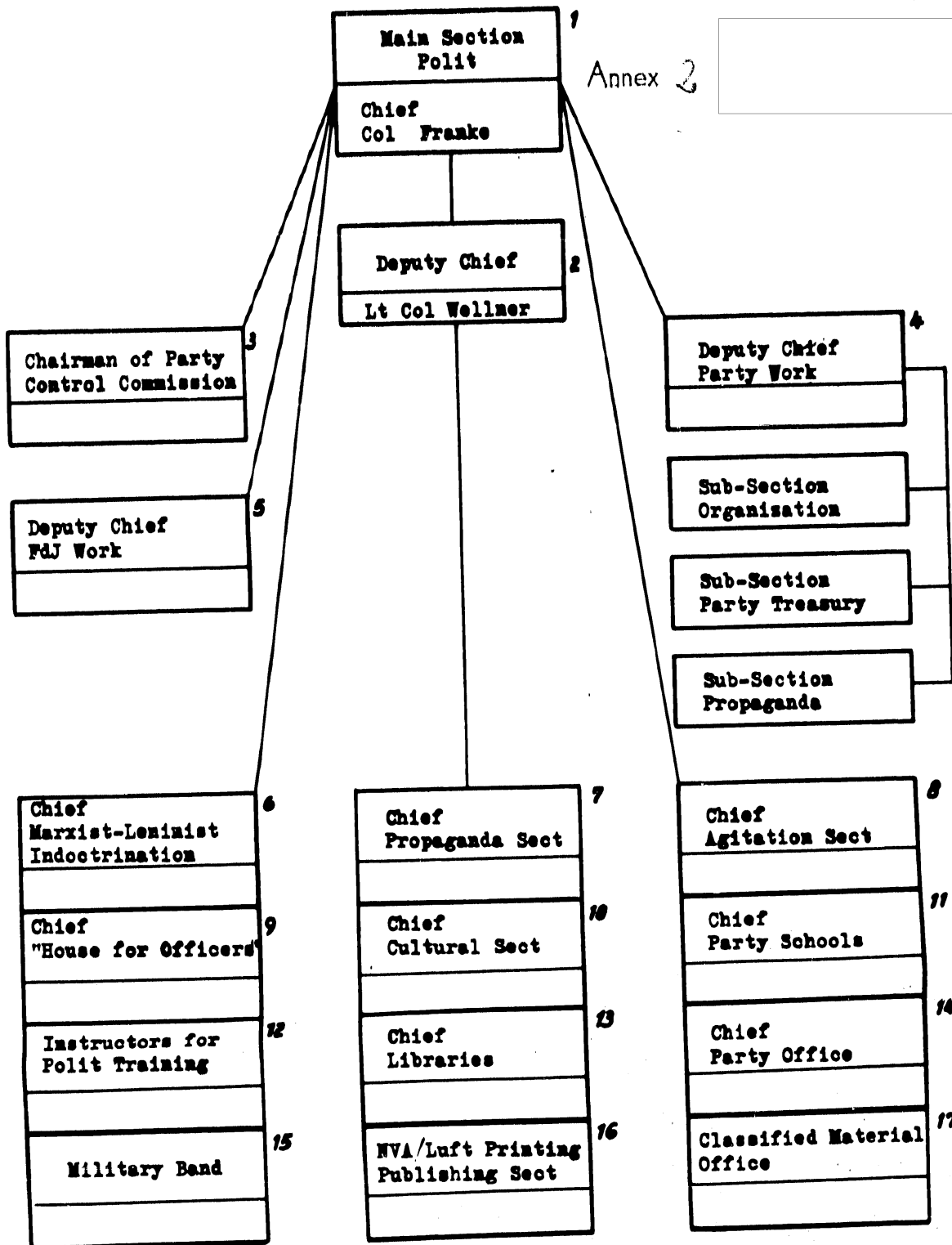
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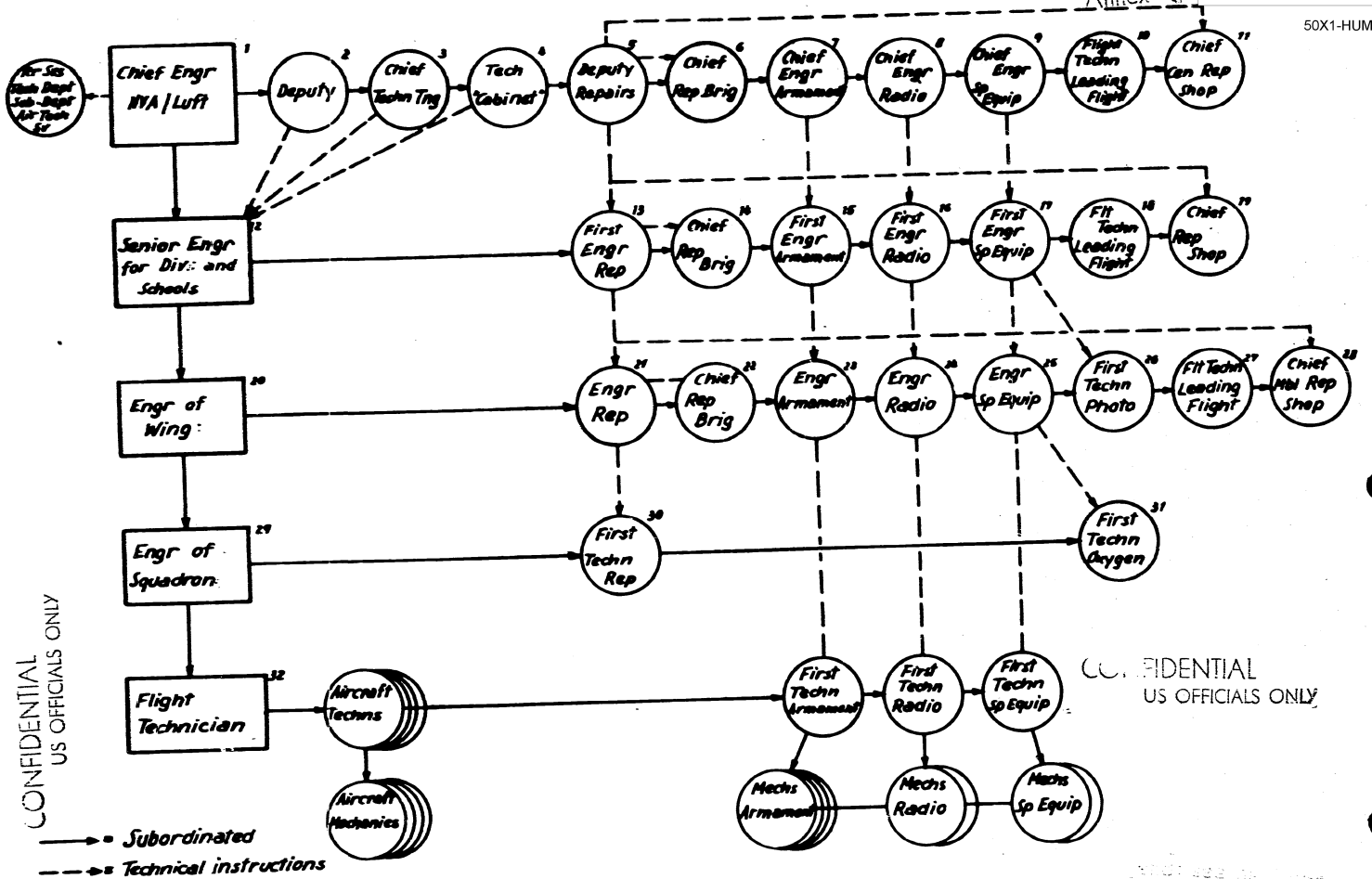
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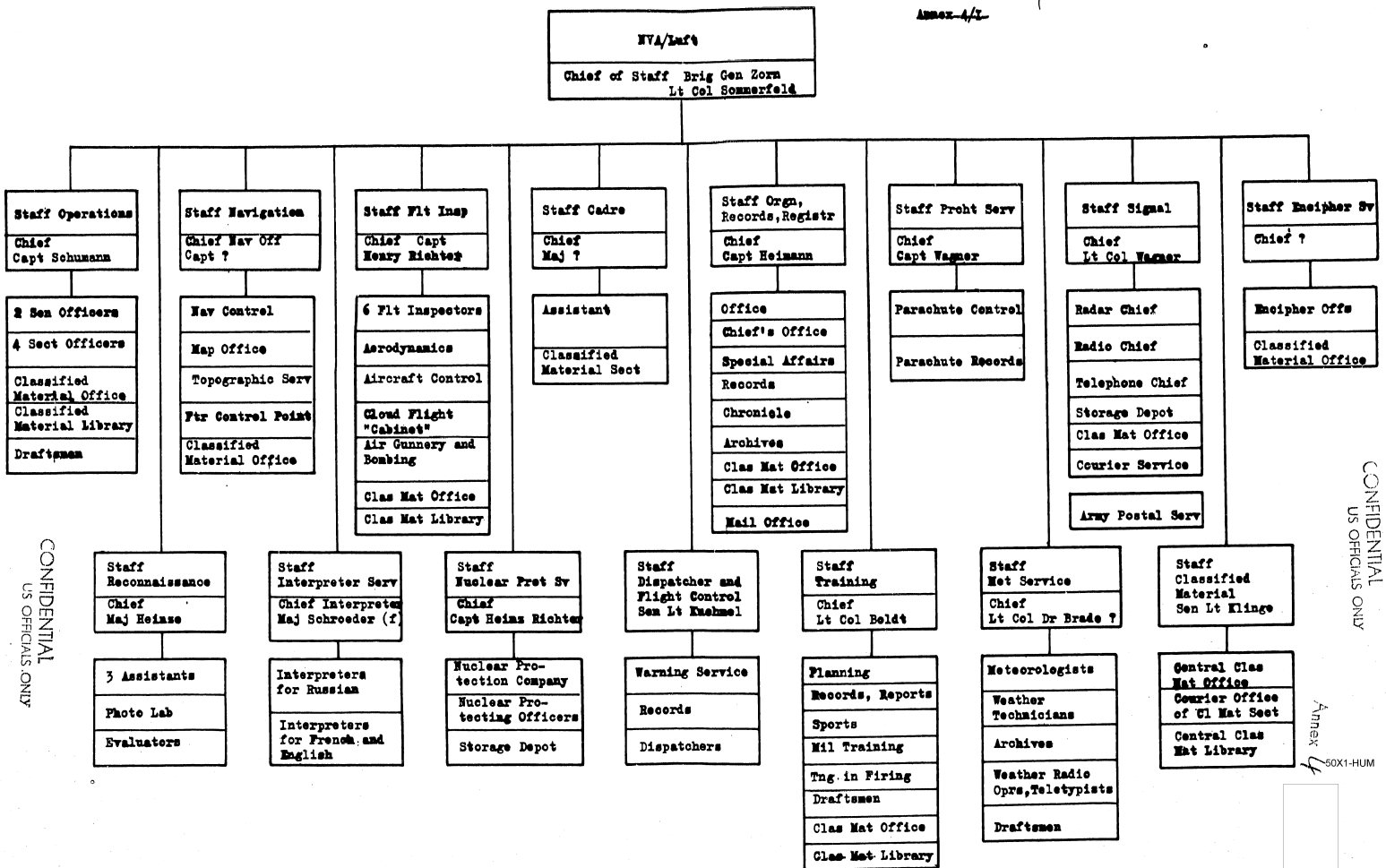
Air Engineer Service of NVA/Luft (Organization of Technical Aircraft Service)



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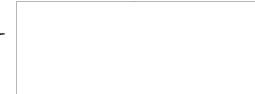
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~~Annex 5/I~~

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1st Ptr Div Commander Lt Col Raths Gen Deputy

Annex 5



1st Wing Cottbus	
Commander Capt Kuha	Chief of Staff
Gen Deputy	Operations Off Capt Henschel
Engineer	Signal Officer
Ordnance Engr	Navigation Off
Radio Engineer	Officer Air Gunnery, Bombing
Sp Electro Engineer	Party Secretary
Repair Engr	FdJ Secretary
Workshop Chief	Propagandist
Chief Cadre Sect	Deputy Polit Off
Chief Classified Material Sect	Liaison Officer to MFS
Sport Officer	

2nd Wing Cottbus	
Commander	Chief of Staff
Gen Deputy	Operations Off Sen Lt Heinze
Engineer	Signal Officer
Ordnance Engr	Navigation Off
Radio Engineer	Officer Air Gunnery, Bombing
Sp Electro Engineer	Party Secretary
Repair Engr	FdJ Secretary
Workshop Chief	Propagandist
Chief Cadre Sect	Deputy Polit Off
Chief Classified Material Sect	Liaison Officer to MFS
Sport Officer	

3rd Wing Cottbus	
Commander	Chief of Staff
Gen Deputy	Operations Off Sen Lt Kegel
Engineer	Signal Officer
Ordnance Engr	Navigation Off
Radio Engineer	Officer Air Gunnery, Bombing
Sp Electro Engineer	Party Secretary
Repair Engr	FdJ Secretary
Workshop Chief	Propagandist
Chief Cadre Sect	Deputy Polit Off
Chief Classified Material Sect	Liaison Officer to MFS
Sport Officer	

1st Sq	2nd Sq	3rd Sq
Commander	Commander	Commander
Deputy Polit Off	Deputy Polit Off	Deputy Polit Off
Chief of Staff	Chief of Staff	Chief of Staff
Nav Officer	Nav Officer	Nav Officer
Engineer	Engineer	Engineer

1st Sq	2nd Sq	3rd Sq
Commander	Commander	Commander
Deputy Polit Off	Deputy Polit Off	Deputy Polit Off
Chief of Staff	Chief of Staff	Chief of Staff
Nav Officer	Nav Officer	Nav Officer
Engineer	Engineer	Engineer

1st Sq	2nd Sq	3rd Sq
Commander	Commander	Commander
Deputy Polit Off	Deputy Polit Off	Deputy Polit Off
Chief of Staff	Chief of Staff	Chief of Staff
Nav Officer	Nav Officer	Nav Officer
Engineer	Engineer	Engineer

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3rd Pzr Div
Commander Lt Col Reinhold (USSR)
Gen Deputy Maj Lange (commander at present)

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Annex 6

7th Wing Drewits	
Commander Maj Reuter	Chief of Staff Sen Lt Kluge
Gen Deputy	Operations Off Sen Lt Dell
Engineer Capt Hennemann (Engr)	Signal Officer
Ordnance Engr	Navigation Off
Radio Engineer	Officer Air Gunnery, Bombing
Sp Electro Engr	Party Secretary
Repair Engr	P&J Secretary
Workshop Chief	Propagandist
Chief Cadre Sect	Deputy Polit Off
Chief Classified Material Sect	Liaison Officer to MfS
Sport Officer	

8th Wing Jocksdorf	
Commander Capt Brandt	Chief of Staff Sen Lt Konczak
Gen Deputy Sen Lt Funk	Operations Off Sen Lt Gerhard Kaiser
Engineer Capt Diehm (Engr)	Signal Officer Sen Lt Schröder
Ordnance Engr Sen Lt Kasper (?)	Navigation Off Sen Lt Kresse
Radio Engineer Lt Gatzmange (Engr)	Officer Air Gunnery, Bombing Sen Lt Teissen- roth
Sp Electro Engr Lt Krahnfuss (Engr)	Party Secretary Lt Kleinsenhagen
Repair Engr Sen Lt Honesch (Engr)	P&J Secretary Lt Schmandt
Workshop Chief Lt Roland Schnei- der	Propagandist Capt Prager
Chief Cadre Sect Lt Lohrmann	Deputy Polit Off
Chief Classified Material Sect MSGT Anita Grosse	Liaison Officer to MfS Lt Grosse
Sport Officer Lt Ohm	

9th Wing Drewits	
Commander Maj Doerfl	Chief of Staff Capt Seling
Gen Deputy Sen Lt Koehler	Operations Off Capt Tegel
Engineer Capt Baustian	Signal Officer Capt Lehmann
Ordnance Engr	Navigation Off Sen Lt Merkel
Radio Engineer	Officer Air Gunnery, Bombing
Sp Electro Engr	Party Secretary
Repair Engr	P&J Secretary
Workshop Chief	Propagandist
Chief Cadre Sect	Deputy Polit Off Capt Heinrich
Chief Classified Material Sect	Liaison Officer to MfS
Sport Officer	

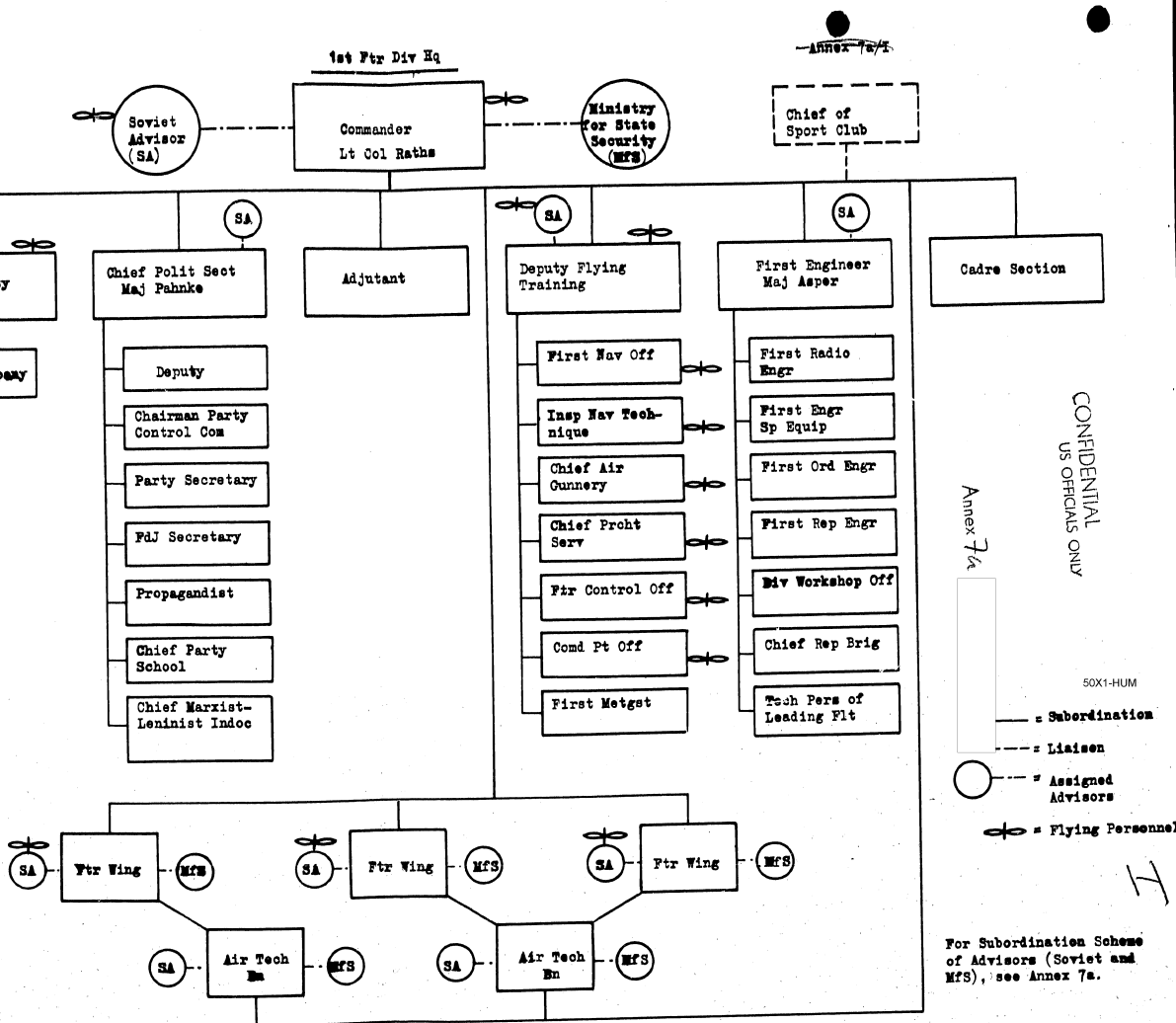
1st Sq	2nd Sq	3rd Sq
Commander	Commander	Commander
Deputy Polit Off	Deputy Polit Off	Deputy Polit Off
Chief of Staff	Chief of Staff	Chief of Staff
Nav Officer	Nav Officer	Nav Officer
Engineer	Engineer	Engineer

1st Sq	2nd Sq	3rd Sq
Commander Sen Lt Hoffmann	Commander Sen Lt Wolff	Commander Sen Lt Fischer
Deputy Polit Off Sen Lt Retzer	Deputy Polit Off Sen Lt Friedrich	Deputy Polit Off Sen Lt Karsch
Chief of Staff	Chief of Staff Lt Deckert	Chief of Staff Lt Grauer
Nav Officer Sen Lt Basedow	Nav Officer Sen Lt Hamilton	Nav Officer
Engineer Lt Rissa	Engineer Lt Haha	Engineer Lt Loeha

1st Sq	2nd Sq	3rd Sq
Commander	Commander	Commander
Deputy Polit Off	Deputy Polit Off	Deputy Polit Off
Chief of Staff	Chief of Staff	Chief of Staff
Nav Officer	Nav Officer	Nav Officer
Engineer	Engineer	Engineer

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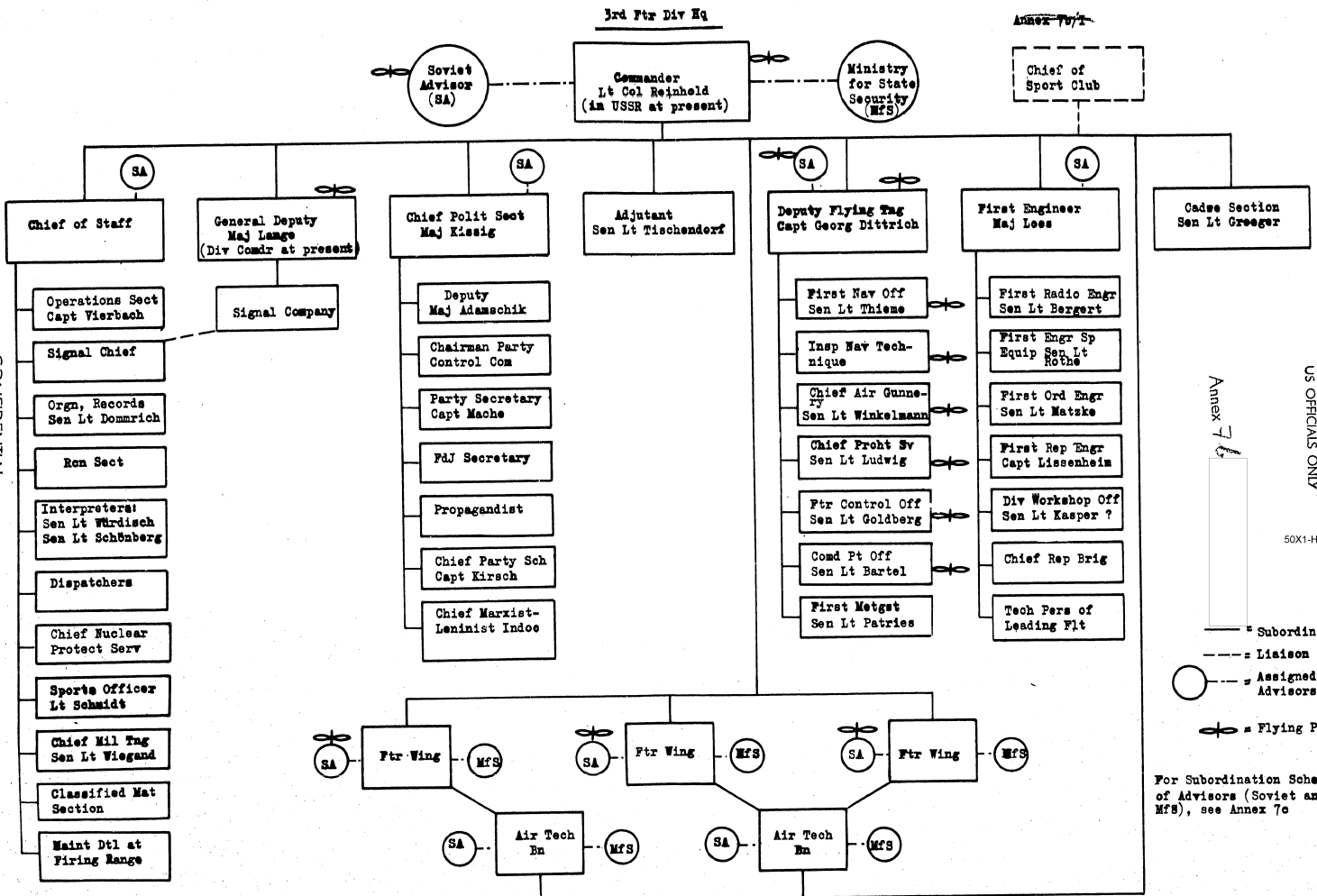
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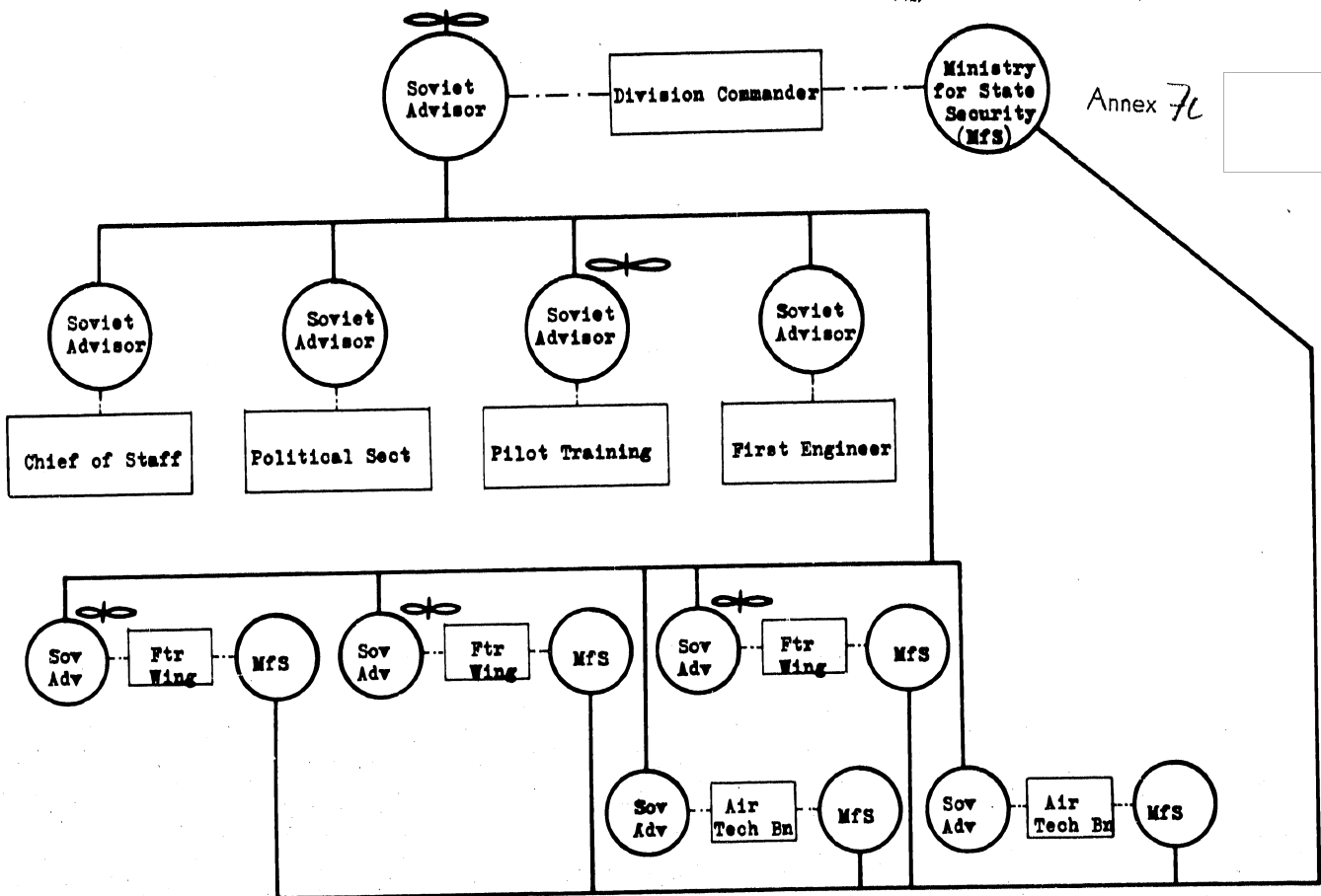
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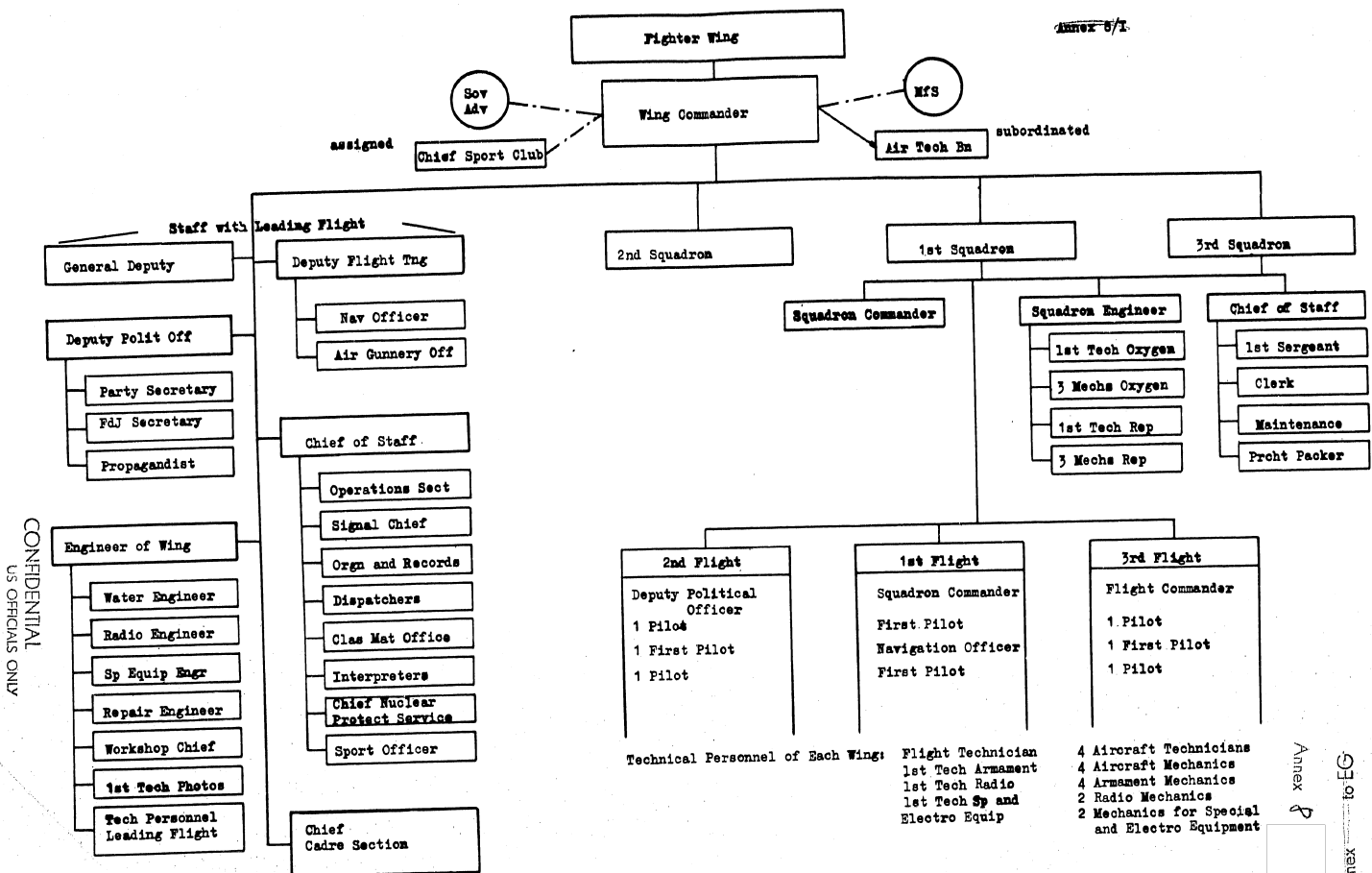
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Annex 7c



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Annex 6/1

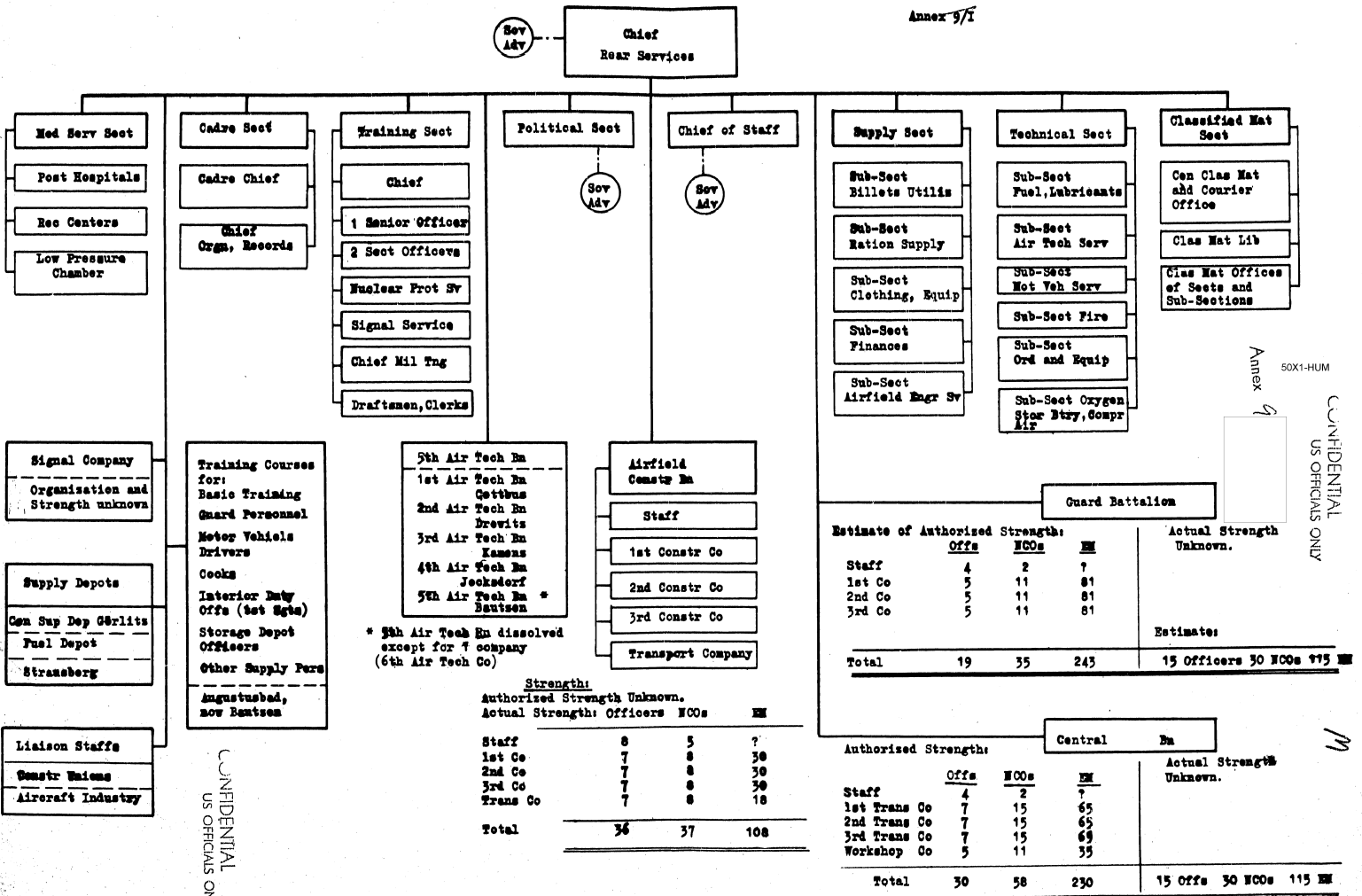


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Annex 8
to EG

Annex 9/I



Estimate of Authorized Strength:				Actual Strength Unknown.
	Offs	NCOs	EM	
Staff	4	2	7	
1st Co	5	11	81	
2nd Co	5	11	81	
3rd Co	5	11	81	
Total	19	35	243	Estimate: 15 Officers 30 NCOs 175 EM

Strength:

	Authorized Strength	Unknown.	Actual Strength: Officers	NCOs	EM
Staff	0	5	7	0	7
1st Co	7	0	7	0	30
2nd Co	7	0	7	0	30
3rd Co	7	0	7	0	30
Trans Co	7	0	7	0	18
Total	36	5	37	0	108

Authorized Strength:				Central	EM	Actual Strength Unknown.
	Offs	NCOs	EM			
Staff	4	2	7			
1st Trans Co	7	15	65			
2nd Trans Co	7	15	65			
3rd Trans Co	7	15	65			
Workshop Co	5	11	35			
Total	30	58	230			15 Offs 30 NCOs 115 EM

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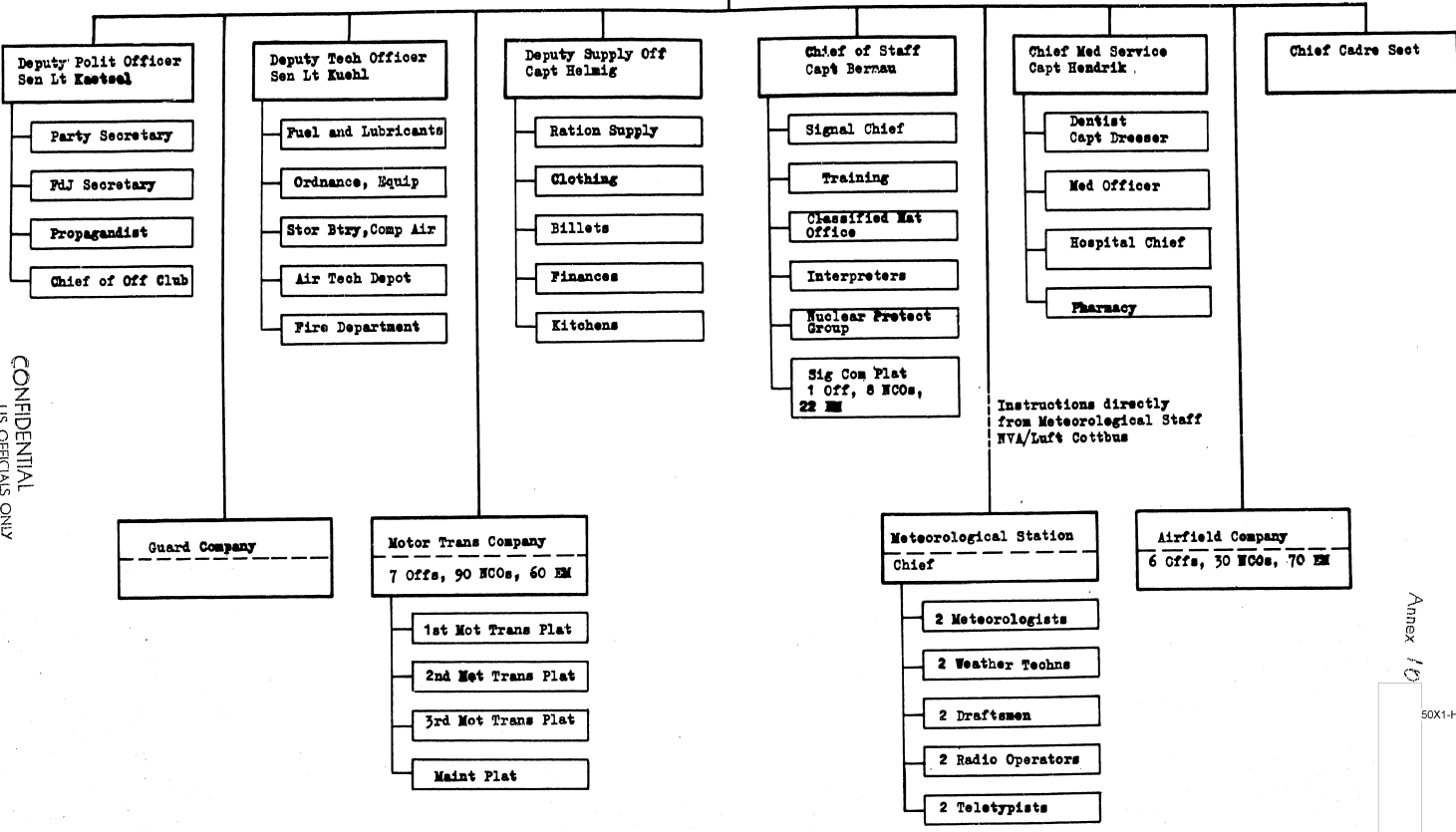
Annex 10/5

Personnel Data - Average of Authorized Strength

5th Air Tech Bn
 Staff: 42 Offs, 45 NCOs, 90 EM
 Commander: Capt Karaszewsky

SA

M/S



Instructions directly from Meteorological Staff NVA/Luft Cottbus

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Annex 10

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