

COUNTRY East Germany REPORT NO. [redacted]

TOPIC 1. Husaren Kaserne in Bautzen
25X1 2. Litten-Neupurschwitz Airfield

EVALUATION [redacted] 25X1

DATE OF CONTENT [redacted]

DATE OBTAINED [redacted] PREPARED 2 December 1952

REFERENCES [redacted]

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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DO NOT CIRCULATE

[redacted]

1. Between 12 October and 1 November, there was only intermittent flying by two-seater, low-wing monoplanes fitted with a rigid landing gear at Litten-Neupurschwitz airfield. Aircraft mostly circled widely over the airfield. Occasionally flights were observed in which student pilots were apparently made familiar with air tactics. During these flights, the planes climbed to an altitude of 800 to 1,000 meters, performed one or two rolls, then sideslipped losing altitude while spinning. At an altitude of 300 to 400 meters, the planes pulled out and subsequently landed. These planes always had crews of two. Thirteen aircraft were still observed at the field. They were covered with tarpaulins and parked north of the flight control station. During the night of 27 October, the planes left the field.¹

2. Prior to 1 November, the flight control station was the only installation at the field. The building measured about 30x10 meters and had a small tower fitted with an anemometer on its roof. Excavation work was started about 150 meters north of the Baschuetz-Neupurschwitz road near kilometer marker stone 3.2. At this site, a fuel container the size of a railroad tank car but supported by props was seen. The airfield construction project was officially designated Object No 106. [redacted] 17
railroad carloads with sections of prefabricated houses had arrived in Bautzen. The bureau of the Bauunion was located at the inn in Litten.²

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3. No radio stations or lightning facilities were observed. In mid-October, 20 telegraph poles were unloaded along the Purschwitz-Neupurschwitz road. In late October, [redacted] a telephone line which extended from the flight control station along the road paralleling the southern edge of the field toward Bautzen.

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4. The airfield was guarded by members of the regular police. One sentry was posted at the flight control station, while a double sentry patrolled the boundaries of the field. It was rumored that the Purschwitz-Neupurschwitz road was to be blocked.

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[redacted]

6. On 27 October, [redacted] 13 low-wing monoplanes at Litten airfield. On the same day, [redacted] Bautzen a VP Kommissar in a new uniform with blue collar patches and a female VP member with blue collar patches with a wing on them.

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1. [Redacted] Comment. The VP air regiment stationed at the Husaren Kaserne in Bautzen is trained at the Litten-Neupurschwitz airfield. The observation that 13 Yak-18 aircraft are stationed at the field agrees with previous information. Since no hangars are available at the installation, it is believed that the planes are flown to Cottbus airfield in the evening, where they are parked in hangars.

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2. [Redacted] Comment. The dispatch of a railroad fuel tank car from the air force fuel depot in Velten to Bautzen was reported previously. The train concerned included four tank cars consigned to Cottbus and one tank car consigned to Kamenz. [Redacted]

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According to available information [Redacted] the OATB of the fighter regiment which was previously stationed in Parchim. This observation tends to support the assumption that this regiment is charged with the mission of training the pilots of the VP air division. [Redacted]

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