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SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. In late May 1953, the regiments of the 1st VPL Div had generally completed training with Yak-18s and subsequently with Yak-11s. Only a few pilots still practiced with these two aircraft types with which each student pilot must pass an examination. In Cottbus, between 17 and 24 May, Soviet flight instructors made practice flights in eight U-MiG-15s with VP pilots in the student seat. In Bautzen on 26 May, no MiG-15 or U-MiG-15 were as yet available, although the runway was completed and the first MiG-15s were due to arrive by 24 May. In Dresden-Klotzsche, no jet planes had been used for practice flights prior to 26 May. To date, the three VPL regiments have not conducted any joint exercises with units of the Soviet Air Force nor have cross-country flights been made to airfields occupied by the Soviet Air Force. Flight training has only involved cross-country flights of a range not exceeding 75 km, without intermediate landings, or approximately as far as the nearest VPL airfield. As only practice flights were made by the 1st VPL Div, the planes were issued only small quantities of fuel making an escape impossible and control by radar sets apparently unnecessary. No training with weapons, air-to-ground firing or bombing was observed. Previously, student pilots had not received any practice with the carbines. <sup>1</sup>

2. Candidates for a new pilot training course were not available. It appeared, however, that the training of new student pilots was envisaged. On 23 May, former pilots of the German Air Force were inspected as to their fitness for flying. [ ] 30 former German pilots were to be retrained in a short course. However, only 23 candidates were inspected by a commission consisting of Soviet medical officers and the medical officer of the VPL division. Fifteen of the candidates were found fit. [ ] 30 experienced fliers were required as commanding officers of VPL units, as replacements for officers who were to be released for health reasons or because they were believed politically unreliable. The training course for these officers was to be held in Kamenz, at first with Yak-18s and, after August, with MiG-15s. <sup>2</sup>

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3. Contrary to the practice previously followed in the German Air Force, where the best pilots were retained as instructors, in the VPL students were made flight instructors who were unsuited for piloting MiG-15s. Included among the student pilots were men who did not set great store in flying a MiG-15, preferring to pilot a conventional piston plane which they believed to be a much easier job.

4. The 100 one-seater and two-seater jet planes which had been sent to Cottbus were exclusively consigned to VPL units. [REDACTED]

[REDACTED] the MiG-15 and U-MiG-15 planes had been taken over by the 1st VPL Div in mid-May 1953, and that the first MiG-15s had been assembled by ground personnel of the division. <sup>3</sup>

5. Parachuting was not included in the pilot training program. This was attributed to a desire to avoid pilots abandoning their planes prematurely. The previously reported parachute jumps were planned to test new parachutes of German make. However, no information has been received that parachuting was actually conducted. The "Dovidat" parachute unit, issued parachutes to the flying personnel but the parachutes had to be turned in again at the end of flying activity. <sup>4</sup>
6. The 3rd VPL Regt was stationed at Bautzen airfield. The commanding officer of this regiment, Captain Sedlaczek (fnu) was relieved a few days before 24 May by Senior Lieutenant Knoepfel (fnu) of the same regiment. <sup>5</sup> The runway at the field, which allegedly had a length of 1,800 meters and a width of about 60 meters, was entirely covered with runway mats by about mid-May 1953. In late May, work continued on the taxiway which was to be covered with runway mats, width of which was to be 12 meters. The scheduled construction of barracks buildings and hangars had not been started prior to 24 May. Only some temporary buildings were available at the field. <sup>6</sup>
7. The 2d VPL Regt was stationed at Kamenz airfield. It had to transfer to Dresden-Klotzsche as the runway mats on Kamenz airfield had to be removed because of the swampy subsoil. Kamenz airfield was suitable only for initial training with Yak-18s. There was no air activity or flight instruction during late May 1953. The barracks installation at Kamenz included a building which housed a school for technicians being trained in accordance with Soviet methods. <sup>6</sup>
8. The flight personnel of the 2d VPL Regt practiced at Dresden-Klotzsche airfield. A bus from Kamenz was observed parked at Dresden-Klotzsche. <sup>6</sup>

The technical supply division was stationed in Augustusbad in late May 1953. <sup>7</sup> Sonnenstein near Pirna was also occupied by VPL, allegedly for research purposes. <sup>8</sup> No information has been received that Leipzig-Mockau and Schkeuditz airfields are to be occupied by VPL. There were rumors that the division headquarters from Cottbus was to be transferred to Bautzen or Drewitz. <sup>9</sup>

9. One supply battalion each was assigned to the three VPL regiments. The three battalions were not merged into one regiment nor were they controlled by a central agency of the VPL division. However, [REDACTED]

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25X1 [ ] a special technical headquarters was being organized in Bautzen. This headquarters, which was directly assigned to the Supreme Command of the VFL, moved to Augustusbad on 24 April 1953. Major Baldamus (fnu), formerly commanding officer of the 3rd Supply Bn in Bautzen, was appointed commanding officer of this technical headquarters. Captain Zeeck (fnu) succeeded Major Baldamus as C.O. of the 3rd Supply Bn at Bautzen. 7

10. The signal school of the VFL, which was directly subordinate to the VFL headquarters in Johannisthal, was headed by Senior Lieutenant Schaefer (fnu). In January 1953, the signal school moved to Augustusbad from where it was then transferred to Kamenz in April 1953. Officer candidates were also trained at this school. After graduating from its courses the officer candidates were promoted with the rank of lieutenant. [ ]

25X1 [ ] a training course on tactics, aerial navigation and fighter control methods was to be started at the school in June 1953. 10

11. The component units of the 1st VFL Div received their mail via post office boxes. [ ]

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12. As reported previously, the organization of new VFL units and the occupation of new airfields, which were originally planned for August 1953, were postponed to 1954, allegedly because of financial difficulties. 12

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13. [ ] the Soviets still exercised authority over all questions pertaining to air activity within the 1st VFL Div but that all other activity is regulated by the German officials. 25X1

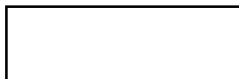
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16. Runway mats, each 3.04 meters long and 39 cm wide, arrived from Zwickau and Leipzig from an unknown consigner. They were packed in piles of 20 plates, each pile weighing 600 kilos. The runway and taxiway at Bautzen airfield were covered with these grass green runway mats, the longitudinal sides of which had punched holes and hooks, about 10 cm apart, for attachment. The runway had 19 of these plates laid side-by-side. An average length of 150 to 180 meters was covered every day. The number of workers involved in this project was not known. 15

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17. VPL recruits were previously given basic military training at the School "500" in Kamenz, for a period of about 3 months. During that period, a decision was reached in regards to the recruit's qualification as a pilot, motor vehicle driver etc. Prior to February 1953, recruits were inspected as to their fitness for flying by a Soviet commission from Kamenz. An officer training course in Augustusbad started on 1 December 1952 and allegedly was to last half a year. The program of this course included about 30 lessons on chemical warfare agents. The pilots were EM, NCOs and officers.

18. The Noffke Signal Battalion did not perform G-2 functions at the VPL headquarters but was responsible for telephone communication, issuing code designations for individual installations every 4 weeks. [redacted] a G-2 section existed at the Ministry of the Interior. 10

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1. [redacted] Comment. The information on the status of training of the VPL pilots of the 1st VPL Div agrees with previous reports [redacted] from Cottbus, Bautzen and Kamenz airfields.

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2. [redacted] Comment. This is the first information on retraining by former German pilots in short flight courses. On account of the fact that commanding officers of VPL units were previously selected mostly on the ground of their political reliability it appears credible that experienced officers of the former German Air Force are to be utilized at an increased rate. This measure is expected to increase the morale of the VPL personnel.

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3. [redacted] Comment. The arrival of MiG-15s at Cottbus airfield was previously reported.

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4. [redacted] Comment. Parachute jumps were repeatedly observed in Cottbus, particularly in early May 1953. Captain Dovidat is known to be the commanding officer of the parachute section in Cottbus. He is said to be also the chief of a special training course at the mechanics school of the division in Kamenz.

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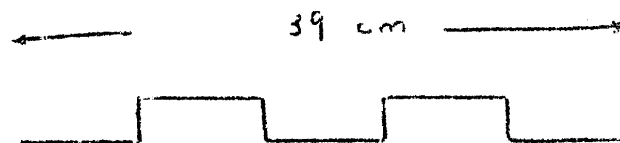
5. Comment. Information on the improvement work at Bautzen airfield has been repeatedly received. The statements as to the dimensions of the auxiliary runway approximately agree 25X1
- 25X1 However, it is believed that the runway is slightly longer than 2,000 meters. The information that the commanding officer of the 3rd VPL Regt was relieved by Senior Lieutenant Knoepfel is received for the first time. Knoepfel was previously known to be the adjutant of the regiment. 25X1
6. Comment. The training at Dresden-Klotzsche airfield of elements of the 2d VPL Regt from Kamenz airfield has been previously reported several times. The unit left Dresden-Klotzsche in early June 1953. 25X1
7. Comment. The organization of a special technical headquarters to which the three technical supply battalions are subordinate has been reported previously. Captain Zeeck is reported for the first time. 25X1
8. Comment. According to available information, a construction bureau for the future East German aircraft industry is stationed at Sonnenstein Castle near Pirna, where special courses in signal communications, meteorology and engineering are also held. 25X1
9. Comment. The VPL operations staff from Berlin-Mohannisthal was transferred to Cottbus. 25X1
10. Comment. Information on the signal school of the VPL and on Augustusbad was previously received. 25X1
- Senior Lieutenant Schaefer was previously reported as the scheduled chief of the VPL signal school. This is the first information that Semmerschuh is the chief of the radar section. 25X1
11. 25X1
12. 25X1
13. Comment. The correctness of these statements cannot be determined. If they are correct, they would account for the training of former members of the German Air Force in order to obtain experienced commanding officers. See paragraph 2 of the present report. 25X1
14. Comment. Lieutenant Colonel Bitterlich is the chief of staff of the 1st VPL Div in Cottbus. The furlough certificate mentioned shows that VPL personnel are only permitted to stay in Berlin for the least possible time. 25X1
15. Comment. The statements concerning the runway mats agree with previous information, except for the grass green paint which is mentioned for the first time. For sketch of runway mat, see Annex. 25X1
16. 25X1

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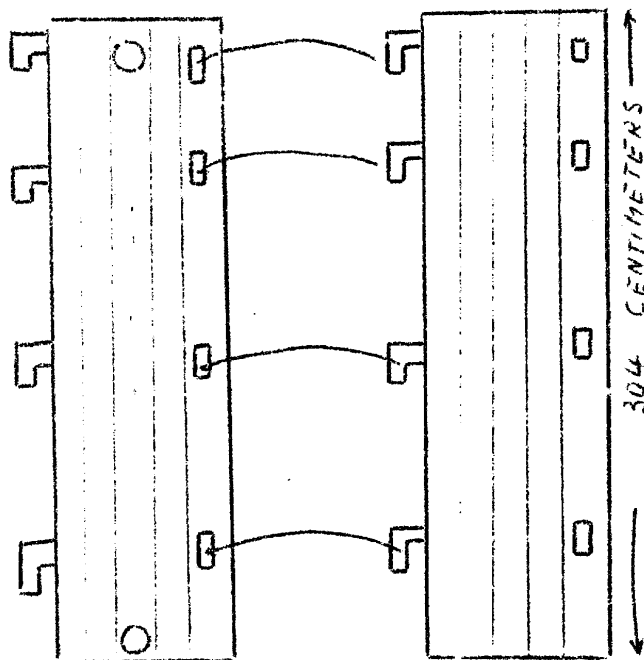
Annex

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Cross Section of Runway Mats Used at Bautzen Airfield



Top View Showing Method of Attachment



Detail Sketch Showing Arrangement of Holes

