

CENTRAL INTELLIGENCE AGENCY REPORT
INFORMATION REPORT CD NO. 25X1

COUNTRY East Germany
 SUBJECT Meteorology Course at Cottbus

DATE DISTR 11 January 1955
 NO OF PAGES 3

PLACE ACQUIRED []
 DATE OF INFO []

NO. OF ENCLS (LISTED BELOW) 25X1
 SUPPLEMENT TO REPORT NO

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794 OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION 25X1



1. Aeroclub Cottbus organized a course for assistant meteorologists which began on 3 May 1954 and was to be completed on 16 July 1954. The students were selected from personnel of the Technical Bases. The course itself was probably organized by the Meteorological Division of the Signal Communications Department of the VDA. Captain Neuber (fnu), chief of this Division, had checked on the general education of the prospective students and frequently inspected the course which was administratively assigned to the 1st Technical Base at Cottbus. The course was attended by 1 NCO, 1 PFC, and 6 EI and was headed by Senior Lieutenant Dr. Brade, an ex-meteorologist of the German Air Force who had been previously stationed at Cottbus airfield. Brade is now chief meteorologist of the 1st Aeroclub at Cottbus. Instructors during the course included Lieutenant Koenler (fnu), chief of the weather station at Cottbus airfield, Lieutenant Jaroschinski (fnu), and Junior Lieutenant Winter (fnu). It was learned that Dr. Brade made a general weather forecast for every week.
2. On Mondays through Fridays, nine classes were held each day, while five classes were given on Sundays. Subjects given included:
 - a) Weather code (Soviet version)
 - b) The drawing of weather maps and temperature maps
 - c) Wind
 - d) Clouds
 - e) Temperature
 - f) Atmospheric pressure
 - g) Meteorological instruments
 - h) General meteorology.
3. Textbooks used included:
 - 2) The Soviet weather code (about 60 pages with a supplement on the emergency weather code)

CLASSIFICATION CONFIDENTIAL

STATE	NAVY	NSRB	DISTRIBUTION				
ARMY	AIR	EX	FBI			OST	EX

25X1

Page Denied

CONFIDENTIAL,

25X1

- 2 -

- b) Klima-Dienst (climatologic service), a German manual issued prior to 1945
- c) Die praktische Wetterkunde (practical meteorology) by Dr. Brade.

4. The Soviet weather code differs from the United States code inasmuch as it advanced the cipher groups having the 6th and 7th positions in the US code to the 2d and 3d positions. For example:

US code	:	10112	10090	87064	63458	07210	08663	12443
Soviet Code	:	10112	12443	08663	10090	87064	63458	07210

The Soviet code gives temperatures in centigrades.

5. VDA weather stations were located at the following installations:

Kamenz airfield, chief : Lieutenant Kuban
 VDA School at Kamenz,
 chief : Senior Lieutenant Suchwitz
 VDA Hq in Cottbus, chief: presumably Captain Neuber
 Cottbus airfield, chief: Lieutenant Koehler
 Drewitz airfield, chief: unknown
 Bautzen airfield, chief: unknown

The equipment of all these weather stations had been furnished by the Zeiss Firm in Jena.

6. All foreign weather forecasts were monitored by the VDA weather stations and evaluated in conjunction with their own observations. All evaluation reports were transmitted to Pogoda (phonetic spelling) at the Berlin-Schoenefeld airfield. Pogoda probably is the code name for the Soviet weather service in Germany. No information was given by the VDA weather stations to civil meteorological stations. The VDA weather stations prepared 6-hour weather forecasts for the daily flight activity. It was learned that there was a shortage of trained personnel at VDA weather stations. The students attending the meteorological course at Aeroclub Cottbus were to be promoted to the rank of NCO on successful completion.
7. Cottbus airfield was occupied by:

VDA Hq
 1st Aeroclub which consisted of a 1st and 2d Abteilung (battalion)
 1st Technical Base
 VDA guard battalion quartered in the Funker Kaserne southeast of the airfield.
 Fourteen Yak-11s
 in addition to 14
 were stationed at the field.

25X1

About 5 hangars were available at the northern edge of the installation. The taxiways in front of the hangars were about 80 meters wide, while the other taxiways and connecting lanes had a width of about 25 meters.

CONFIDENTIAL

CONFIDENTIAL

25X1

- 3 -

The east west concrete runway was about 2,000 meters long and 80 meters wide. The aircraft stationed at the field were housed in two hangars. Hardstands and aircraft revetments were not observed.

The quarters of the VDA Hq and the 1st Technical Base were in the northeastern portion of the field, while the billets of the 1st Aeroclub were on the northeastern boundary of the installation. The fuel dump of the field was at the side of the spur track. Five underground fuel containers protected by a layer of concrete were seen. Fuel arrived by rail in tank cars. Aircraft refueled from fuel trucks.

8. Lighting facilities available at the field included:

- a) runway lights: red lamps along both edges of the runway and about 50 meters apart;
- b) boundary lights: red neon tubes fitted on steel masts about 10 meters high; the lights had been set up in June 1954;
- c) obstacle lights: red lamps on the roof of the flight control station and on towers and smokestacks in Cottbus.

No artificial horizon was available.

9. There was no air activity at the field between 3 and 15 May 1954. It appeared that the aircraft stationed at the field were being overhauled during this period. Maintenance work was observed in the hangars. From mid-May to late May, local flying and aiming was practiced by Yak-11s. A circle about five meters in diameter was marked by white sand in the southern portion of the field. The aircraft involved in the aiming practices climbed to an altitude of about 1,500 meters in a left bank and approached the target circle at a diving angle of about 45° parallel to the runway. The planes pulled out of dive at an estimated altitude of 200 meters.

On 20 June, Yak-18s and Yak-11s practiced night flying. Local flights were made and some of the planes took off again immediately after touching ground. Up to three planes were seen aloft at the same time. The installation of weapons in Yak-11s parked in hangars was also observed.

Comment. The information on the course for assistant meteorologists appears to be correct. Some of the instructors of this course were known previously. The existence of the Soviet Air Force Meteorological Station at Schenefeld was also known. The data on Cottbus airfield and the air activity observed there are rather scanty. They do, however, appear credible.

25X1

25X1

CLASSIFICATION CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 11 January 1955

SUBJECT Meteorology Course at Cottbus

NO. OF PAGES 3

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

[Redacted area]

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR DISSEMINATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

[Redacted area]

1. Aeroclub Cottbus organized a course for assistant meteorologists which began on 3 May 1954 and was to be completed on 16 July 1954. The students were selected from personnel of the Technical Bases. The course itself was probably organized by the Meteorological Division of the Signal Communications Department of the VDA. Captain Neuber (fnu), chief of this Division, had checked on the general education of the prospective students and frequently inspected the course which was administratively assigned to the 1st Technical Base at Cottbus. The course was attended by 1 NCO, 1 PFC, and 6 EM and was headed by Senior Lieutenant Dr. Brade, an ex-meteorologist of the German Air Force who had been previously stationed at Cottbus airfield. Brade is now chief meteorologist of the 1st Aeroclub at Cottbus. Instructors during the course included Lieutenant Koehler (fnu), chief of the weather station at Cottbus airfield, Lieutenant Jaroschinski (fnu), and Junior Lieutenant Winter (fnu). It was learned that Dr. Brade made a general weather forecast for every week.

25X1

25X1

2. On Mondays through Fridays, nine classes were held each day, while five classes were given on Sundays. Subjects given included:

- a) Weather code (Soviet version)
- b) The drawing of weather maps and temperature maps
- c) Wind
- d) Clouds
- e) Temperature
- f) Atmospheric pressure
- g) Meteorological instruments
- h) General meteorology.

3. Textbooks used included:

- 2) The Soviet weather code (about 60 pages with a supplement on the emergency weather code)

25X1

CLASSIFICATION CONFIDENTIAL

STATE	NAVY	NSRB	DISTRIBUTION																			
ARMY	x	AIR	Ev	x	FBI															OSI	Ev	x

CONFIDENTIAL

25X1

- 2 -

- b) Klima-Dienst (climatologic service), a German manual issued prior to 1945
- c) Die praktische Wetterkunde (practical meteorology) by Dr. Brade.
4. The Soviet weather code differs from the United States code inasmuch as it advanced the cipher groups having the 6th and 7th positions in the US code to the 2d and 3d positions. For example:
- | | | | | | | | | |
|-------------|---|-------|-------|-------|-------|-------|-------|-------|
| US code | : | 10112 | 10090 | 87064 | 63458 | 07210 | 08663 | 12443 |
| Soviet Code | : | 10112 | 12443 | 08663 | 10090 | 87064 | 63458 | 07210 |

The Soviet code gives temperatures in centigrades.

5. VDA weather stations were located at the following installations:

Kamenz airfield, chief : Lieutenant Kuban
 VDA School at Kamenz, chief :
 chief : Senior Lieutenant Buchwitz
 VDA Hq in Cottbus, chief: presumably Captain Neuber
 Cottbus airfield, chief: Lieutenant Koehler
 Drewitz airfield, chief: unknown
 Bautzen airfield, chief: unknown

The equipment of all these weather stations had been furnished by the Zeiss Firm in Jena.

6. All foreign weather forecasts were monitored by the VDA weather stations and evaluated in conjunction with their own observations. All evaluation reports were transmitted to Pogoda (phonetic spelling) at the Berlin-Schoenefeld airfield. Pogoda probably is the code name for the Soviet weather service in Germany. No information was given by the VDA weather stations to civil meteorological stations. The VDA weather stations prepared 6-hour weather forecasts for the daily flight activity. It was learned that there was a shortage of trained personnel at VDA weather stations. The students attending the meteorological course at Aeroclub Cottbus were to be promoted to the rank of NCO on successful completion.
7. Cottbus airfield was occupied by:

VDA Hq
 1st Aeroclub which consisted of a 1st and 2d Abteilung (battalion)
 1st Technical Base
 VDA guard battalion quartered in the Funker Kaserne southeast of the airfield.
 Fourteen Yak-11s in addition to 14 [redacted]
 were stationed at the field.

25X1

About 5 hangars were available at the northern edge of the installation. The taxiways in front of the hangars were about 80 meters wide, while the other taxiways and connecting lanes had a width of about 25 meters.

CONFIDENTIAL

25X1

CONFIDENTIAL

25X1

- 3 -

The east-west concrete runway was about 2,000 meters long and 80 meters wide. The aircraft stationed at the field were housed in two hangars. Hardstands and aircraft revetments were not observed.

The quarters of the VDA Hq and the 1st Technical Base were in the northeastern portion of the field, while the billets of the 1st Aeroclub were on the northeastern boundary of the installation. The fuel dump of the field was at the side of the spur track. Five underground fuel containers protected by a layer of concretos were seen. Fuel arrived by rail in tank cars. Aircraft refueled from fuel trucks.

8. Lighting facilities available at the field included:

- a) runway lights: red lamps along both edges of the runway and about 50 meters apart;
- b) boundary lights: red neon tubes fitted on steel masts about 10 meters high; the lights had been set up in June 1954;
- c) obstacle lights: red lamps on the roof of the flight control station and on towers and smokestacks in Cottbus.

No artificial horizon was available.

9. There was no air activity at the field between 3 and 15 May 1954. It appeared that the aircraft stationed at the field were being overhauled during this period. Maintenance work was observed in the hangars. From mid-May to late May, local flying and aiming was practiced by Yak-11s. A circle about five meters in diameter was marked by white sand in the southern portion of the field. The aircraft involved in the aiming practices climbed to an altitude of about 1,500 meters in a left bank and approached the target circle at a diving angle of about 45° parallel to the runway. The planes pulled out of dive at an estimated altitude of 200 meters.

On 20 June, Yak-18s and Yak-11s practiced night flying. Local flights were made and some of the planes took off again immediately after touching ground. Up to three planes were seen aloft at the same time. The installation of weapons in Yak-11s parked in hangars was also observed.

Comment. The information on the course for assistant meteorologists appears to be correct. Some of the instructors of this course were known previously. The existence of the Soviet Air Force Meteorological Station at Schoenefeld was also known. The data on Cottbus airfield and the air activity observed there are rather scanty. They do, however, appear credible.

25X1

25X1

CONFIDENTIAL

25X1