

CLASSIFICATION ~~S-E-C-R-E-T~~  
 CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

REPORT   
 CD NO. 25X1  
 DATE DISTR. 4 May 1955  
 NO. OF PAGES 2  
 NO. OF ENCLS. (LISTED BELOW) 25X1  
 SUPPLEMENT TO REPORT NO.

COUNTRY East Germany  
 SUBJECT Civil Aviation in East Germany

PLACE ACQUIRED   
 DATE OF INFO.

THIS IS UNEVALUATED INFORMATION

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.

25X1

1. A sum of 700 million DME allegedly had been earmarked for construction for an aviation company in the GDR. In January 1955, however, this sum was allegedly diverted and instead was to be spent for more important military construction projects.
2. The establishment of an East German Lufthansa at this time is considered improbable for various reasons, and various facts indicate that thus far no East German Lufthansa has been established. For example, all pertinent statements published in the world press have to date been categorically denied. The only airfield available to civil aviation in the GDR is Leipzig-Mockau airfield. All other airfields are controlled by the Soviets. Only the Berlin-Schoenefeld airfield could possibly be used by commercial aviation to foreign countries, provided that operations of the Aeroflot, Lot and CSA Airlines are not affected by German air traffic. For commercial flights within the Soviet Zone of Germany, the construction of new airfields would, therefore, be necessary. Such a project would, however, require much time and an outlay of money which is not available. Foreign aircraft types suitable for commercial aviation are the Soviet Il-12 and Il-14 each of which holds 21 passengers and is capable of speeds of from 350 to 490 km/h. Four-engine aircraft such as the Il-18 would probably not be employed in the beginning. It appears rather certain that Dr. Otto John will not qualify as the chief of a future East German Lufthansa.

1.  Comment. Various press reports have been issued on the establishment of a civil airline in the GDR. The views contained in paragraph 2 of the present report are believed to be incorrect. It is assumed that the non-existence of civil airfields in East Germany is not the most urgent problem because the new airline would probably not operate within East Germany. The Leipzig-Mockau airfield and eventually also Schoenefeld airfield may suffice for air traffic by East German aircraft in the European area. At first, air traffic would presumably be taken up with the countries of the Eastern Bloc. The decisive problem will be the conclusion of appropriate treaties with foreign airline companies. These negotiations will probably be rather difficult. It is unknown whether Dr. John, a former member of the pre-WWII Deutsche Lufthansa, will play a role in the organization of GDR commercial aviation. While

25X1

STATE		NAVY		NSRB		DISTRIBUTION	
ARMY	#	X	AIR	#	X	FBI	

25X1

SECRET

- 2 -



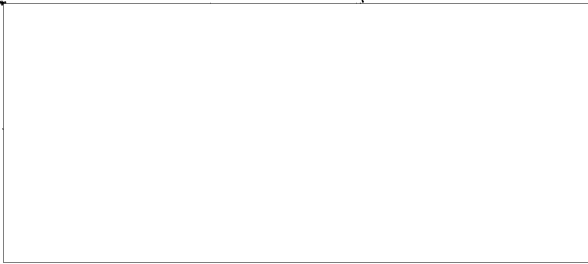
25X1

in the employ of the Lufthansa, John was a colleague of Waechter, Erich, who now is the president of the GDR Board of Trade and Industry and who allegedly, is scheduled to become State Secretary for Aviation.

2.  Comment. 

25X1

the Il-14 is a commercial aircraft very similar to the Il-12 and is suited for mass production in East Germany.



25X1

SECRET