

CLASSIFICATION **SECRET**COUNTRY East Germany REPORT

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TOPIC Dresden - Klotzsche AirfieldEVALUATION PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 29 March 1955

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Dresden-Klotzsche airfield between 27 January and 23 February 1955: 25X1

27 January. Between 1100 and 1210, 2 Po-2s made local flights at an altitude of about 250 meters.

28, 29 and 31 January. No air activity was observed.

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1 February. Between 1200 and 1430, 2 Po-2s practiced local flying at an altitude of between 300 and 350 meters.

2 February. Between 1300 and 1420, there was air activity by MiG-15s or U-MiG-15s over the airfield area. One aircraft circled over the field at an altitude of about 400 meters for 15 minutes and then headed east. Twenty five minutes later, another swept-back jet fighter circled over the field.

8 February. From 1500 to 1530 and from 1810 to 1825, one MiG-15 or U-MiG-15 circled over the field at an altitude of about 200 meters. One Po-2 also made local flights between 1810 and 1825.

9 February. No air activity was observed.

10 February. At about 0930, a Po-2 took off and headed north.

At 1105, a helicopter took off. Its direction of departure could not be observed because of heavy snowfall.

11 February. At about 1100, a helicopter was seen aloft during a snowstorm. From 1255 to 1430, a MiG-15 or U-MiG-15 circled over the field.

12 February. Two Po-2s practiced local flying between 1000 and 1220.

14 February. Local flights were made by 2 Po-2s from 1200 to 1430.

16 February. At about 1115, 2 MiG-15s or U-MiG-15s crossed over the field at an altitude of about 300 meters. From 1200 to 1430, 2 Po-2s circled widely over the field. At about 1510, individual MiG-15s or U-MiG-15s repeatedly crossed over the field.

17 February. Between 1000 and 1030, 1 MiG-15 or U-MiG-15 crossed over the field. A Po-2 made local flights from 1020 to 1400 and remained aloft for 25 to 30 minutes. A one-man crew and sometimes a two-man crew was observed in the Po-2.

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18, 19, 21 and 22 February. No air activity was observed.

23 February. Two Po-2s practiced local flying from 1020 to 1250. 1

2. About 75 % of the officers observed in the military post were blue-bordered golden epaulets and the remaining 25 % were blue-bordered silver epaulets. About 70 % of the officers wore air force insignia which included officers with air force engineer insignia, motor transport insignia and signal insignia. The remainder of the officers wore no insignia. Approximately the same percentage was noted among the NCOs and EM.
3. A large number of dwellings were allegedly to be vacated near Dresden-Klotzsche airfield by late March 1955. It was rumored among the population that an atomic pile was to be constructed and Dresden-Klotzsche airfield was to be occupied by VPL. 2
4. Vehicular traffic at the field included trucks [redacted] 25X1
[redacted] 25X1
5. On 5 February, no air activity was observed at Dresden-Klotzsche airfield. Five Li-2s were seen in front of the eastern hangar while 15 single-engine aircraft were parked approximately in front of the former flight control station. The area in front of the other hangars could not be observed. 1 25X1
6. It was observed from some distance that 4 antenna masts were now located on the left tower of the former Hansa Building, instead of the 2 masts which had previously been reported. One mast was located at each of the 4 corners of the tower. The masts were diagonally interconnected by antennas. A cable branched off from the point of intersection of the antennas and lead downward. 4
7. In late January 1955, at an assembly of the residents in Dresden-Klotzsche, it was announced that the officers billets southeast of the airfield and about 300 dwelling units in Klotzsche were to be vacated. There were also rumors that the airfield would be taken over by the VPL. Another version had it that an atomic pile would be erected at the field and the necessary engineers would move into the officers billets. On 4 February a resident from Dresden-Klotzsche stated that 600 dwelling units would be vacated in Dresden-Klotzsche by 31 March 1955. The farms bordering on the airfield were also to be vacated and the fields were no longer to be cultivated. The population in the area to as far as Dresden was alarmed because the people who were to be vacated would have to be quartered in Dresden. At the same time all housing facilities in Dresden were being checked. 2
8. Construction work on the new garages located at the entrance of the former Luftkriegsschule (war academy) (LKS) had not advanced. 5
9. On 5 February, there were about 45 new and unloaded boxcars seen on the spur track east of the highway to Koenigsbrueck. No locomotive was seen in connection with these freight cars.
10. Vehicular traffic in the area of the field and the former LKS included trucks [redacted] 25X1
1. [redacted] Comment. Three Po-2 liaison aircraft of the HQ First Gds Mecz Army are still stationed at Dresden-Klotzsche airfield. Since 9 September 1954, Li-2s have also been observed there. This is the first report that helicopters and 15 single-engine aircraft were observed at the field. [redacted] 25X1
2. [redacted] Comment. It is unknown if the reported evacuation of the dwelling units in the area surrounding the airfield and in the eastern section of Klotzsche by late March 1955, are connected with the construction of an atomic pile, the occupation of the airfield by VPL, or for some other reason. Inasmuch as a nuclear research center has previously been believed to be located in Strubben near Pirna it would appear more likely that an atomic pile would be erected there. Dresden-Klotzsche airfield was temporarily used by VPL in 1953.

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Comment. The 4-mast antenna system on the left tower of the former Hansa Building is reported for the first time.

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Comment. The construction of garages at the entrance to the former LKS is reported for the first time.

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