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UNITED STATES MILITARY LIAISON MISSION  
TO COMMANDER IN CHIEF  
GROUP OF SOVIET FORCES IN GERMANY

1970

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DCMH, No. 31791

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FOREWORD

The purpose of this document is to provide an annual review of the activities of the United States Military Liaison Mission to the Commander in Chief, Group of Soviet Forces in Germany. The scope of the document is limited to a summary of USMLM operations and a brief presentation of developments in the Soviet and East German military forces. The presentations on Soviet and East German military forces should be viewed by the reader as "impressions" gained by USMLM personnel through repetitive tours in East Germany rather than as conclusions based on analysis.

Throughout the document, mention is made of the close interrelationship of USMLM operations with those of the British and French Military Liaison Missions. The complementarity of this interrelationship should be recognized as contributing to the "impressions" gained by USMLM.

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UNITED STATES MILITARY LIAISON MISSION  
UNIT HISTORY  
1970  
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PART I

GENERAL

A. (C) MISSION

Primary: To conduct liaison between the Commander in Chief, United States Army, Europe (CINC USAARFUC), and the Commander in Chief, Group of Soviet Forces, Germany (CINC GSFG), in accordance with the provisions of the Huebner-Malinin Agreement (ANNEX A).

Secondary: To exploit United States Military Liaison Mission (USMLM) status and potential for the collection of intelligence information in East Germany.

B. (U) REFERENCES

1. TDA E1 WIAUAA 04, HQ USAREUR, 14 May 1970.
2. USEUCOM Directive 40-18 (Class).
3. USAREUR Regulation 383-27 (Class).

C. (U) HUEBNER-MALININ AGREEMENT

The basis for the existence of USMLM is the Huebner-Malinin Agreement. The Agreement was signed in March 1947 by Lieutenant General C.R. Huebner, Deputy Commander in Chief, European Command, and Colonel-General Malinin, Deputy Commander in Chief and Chief of Staff, Group of Soviet Occupation Forces, Germany. The Agreement established a Soviet Military Liaison Mission (SMLM), presently accredited to CINC USAREUR and located in Frankfurt/Main; and the USMLM, presently accredited to CINC GSFG and located in Potsdam, East Germany. Terms of the Agreement authorize each Mission to have 14 accredited members without regard to service or grade, guarantee the right of free travel for accredited members throughout the zone without escort "except place of disposition of military units", permit the Missions to render aid and protect the interests of "people of their own country" in their respective zones, grants the right of extraterritoriality of the Mission buildings, and requires each signatory to provide the other with the necessary quarters, rations, P.O.L. supplies and household services needed.

The 14 accreditations are normally held as follows:

Chief, USMLM (Army)	1
Deputy Chief, USMLM (Air Force)	1

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Liaison Officers:

Army	4
Air Force	2
Navy	1
NGOIC, Potsdam (Army)	1
Drivers:	
Army	3
Air Force	1
TOTAL	14

D. (C) ORGANIZATION

USMLM is a USAREUR subordinate unit accredited to CINC, GSFG. The Table of Distribution and Allowances (TDA E1-W1A0AA-04) authorizes an Army element of 9 officers and 23 enlisted men. The Chief, USMLM, is appointed by CINC USAREUR. A Navy element of 1 officer and an Air Force element of 5 officers and 11 enlisted men are attached to the Mission. Chief, USMLM, exercises command authority over all elements of the Mission.

The Deputy Chief of Staff, Intelligence, USAREUR (DCSI, USAREUR), exercises primary staff supervision over USMLM, to include the provision of policy and operational guidance and the levying of intelligence collection requirements.

CINC USNAVEUR and CINC USAFE exercise normal staff supervision over the Navy and Air Force elements in matters involving administration, discipline and training. All liaison and intelligence collection requirements proposed for levy on USMLM are submitted to CINC USAREUR for approval.

E. (C) ADMINISTRATION AND LOGISTICS

Personnel: (ANNEX B)

Officer Personnel: LTC David J. Colgan (USAF) assumed duties as Deputy, USMLM, in June 1970 upon the departure of LTC William L. Roche (USAF). In addition, three Army officers and two Air Force officers departed during the year while two Army officers and two Air Force officers were newly assigned.

Enlisted Personnel: Twenty-four Army and four Air Force

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enlisted personnel departed during the year while twenty-two Army and three Air Force enlisted replacements were assigned.

Decorations:

The following decorations were presented to members of USNLM during 1970:

Legion of Merit

LTC Howard E. Schneider  
LTC Richard C. Coleman  
MAJ Cornelius J. O'Shea  
CPT Igor Vichnevsky

Meritorious Service Medal

SGM Clement S. Kowalski  
MSG William J. Wilkinson

Army Commendation Medal

SFC James M. Osborne  
SFC Lawrence D. Ridley  
SSG James W. Bazzell  
SSG Daniel E. Hayes  
SSG Jean H. LaMarche  
SGT Rickey L. Elam  
SP5 Raymond N. Fullerton  
SGT Robert E. Hanson  
SP5 Francis A. Sciafani  
SP5 Linwood L. Worster

Air Force Commendation Medal

TSG Nikolaus G. Netter

Promotions:

<u>NAME</u>	<u>PROMOTED TO</u>
Fullerton, Raymond W.	SP5
Guest, Gerald L.	SP5
Hedrick, Danny F.	SP4, SP5
Jeffries, Louis E.	SP4
Jones, Thomas R.	SP5
Kolley, Robert L.	SP4
McCulley, Lloyd G.	SP4, SP5
Minges, Michael V.	SP5
Young, Clyn L.	SP4, SP5

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Logistics:

U.S. Support: Support rendered by Berlin Brigade was outstanding in every respect.

Vehicles: The most essential piece of equipment in USMM is the tour car. USMM is allowed to accredit a total of 10 cars for use in East Germany. The vehicles using the accredited passes travelled over a quarter million miles on operational missions in East Germany during 1970.

1970 models were received during the summer and phased into the fleet with an attendant turn-in of old vehicles. By December the tour fleet consisted of the following:

- 16 - 1970 Ford Customs
- 4 - 1969 Ford Customs
- 2 - 1970 Ford Broncos
- 1 - 1970 Ford Station wagon

The 1970 fleet was ordered with automatic transmissions. Experience had shown that operational tour vehicles equipped with automatic transmissions performed better, especially during off the road movement. Studded snow and mud tires were used on the entire fleet starting in the winter of 1970 which increased the safety factor.

1970 saw the introduction of the Ford Bronco as a special-purpose vehicle to be used against certain targets located in difficult terrain where cross-country mobility was essential.

Construction: The renovation of the troop billet area in Berlin was the major project completed in 1970. It greatly improved the living conditions of the single personnel assigned to USMM.

Soviet Support: The support provided by the Soviets is concerned principally with providing building and ground maintenance, issuance of coupons for 2,500 liters of gas monthly, furnishing and paying of East German help employed at the Potsdam House, and providing some furniture, rations and dinnerware. The support received during 1970 was comparable to previous years. Little was done on the Potsdam House except absolutely necessary repairs. The Soviets indicated some major renovation was scheduled for 1971.

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PART II

LIAISON ACTIVITIES

A. (C) RELATIONS WITH SOVIET HEADQUARTERS

USMLM relations with the Soviet Headquarters during 1970 appeared to follow the pattern reflected in 1969. With one notable exception, incidents involving alleged "violation of travel rights" were treated by the Soviets in a matter-of-fact manner. Eleven detentions occurred during the year. Only four of these involved a formal protest at the Chief of Mission level and only two resulted in correspondence at higher than Chief of Mission level. Soviet reactions to USMLM incidents continued to be unpredictable. However, as the reflection of a trend noted in recent years, the degree of seriousness with which the Soviets view an incident can generally be expected to be related to the degree of involvement of the official East German regime. The official East German--the VOPO, MfS, or military--continues to be the most enthusiastic enforcer of restrictions. In most detentions, an MfS agent lurks somewhere in the background and appears to be the agitator for escalation. In the most serious incident of the year, a tour headed by the Deputy Chief of Mission was detained for over 36 hours and was restricted to the Mission House in Potsdam for seven days. All the ingredients for a serious detention were in evidence--an East German target under observation, MfS surveillance, and East German military personnel making the detention. The only other incident which could be classified as serious involved a minor accident with a VOPO surveillance vehicle.

B. (C) INCIDENTS AND DETENTIONS

Following are summaries of incidents and detentions which occurred during 1970:

On the afternoon of 5 February a tour with two officers and an enlisted driver was detained near Erfurt by East German Air Force personnel. At the time of the detention the tour was seeking a suitable OP to observe joint Soviet and East German air activity in progress at Bindersleben Airfield and had inadvertently passed a Mission Restriction Sign. After a period during which the tour was threatened and extensively photographed by East German military personnel, the Erfurt Kommandant arrived at the detention site and after a discussion of the incident escorted the tour to Leipzig. On the following morning, Chief SERB arrived at the Leipzig Kommandatura and met with the tour. The meeting was also attended by the Kommandants from Erfurt and Leipzig and included the normal exchange of accusations and denials. Claiming that the incident could be resolved only by the GSEFG Chief of Staff, Chief SERB departed without releasing the tour. On the morning of 7 February, the tour was escorted to Potsdam by an officer from the

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Kommandatura. Also on the morning of 7 February, Chief USMLM met with Chief SERB and received the first notification of the incident. Again claiming that resolution of the problem required a decision of the GSFG Chief of Staff, Chief SERB released the tour to "the custody of Chief USMLM", but refused to return accreditation documents. In effect, he restricted the tour to the Potsdam Mission House. Subsequently, the action taken on the detention included an exchange of letters by the CINC USAREUR and CINC GSFG and the imposition of retaliatory travel restrictions on members of the Soviet Military Liaison Mission in Frankfurt. Finally on 14 February the documents of the restricted tour were returned to Chief USMLM at a meeting with Chief SERB. The total time of detention and restriction was approximately 9 days.

On 26 January a tour was detained by the Volkspolizei (VOPO) in the vicinity of Eilenberg. The tour had been reconnoitering the western edge of the Torgau PRA to determine the nature of Soviet activity in the area. Having detected a VOPO surveillance vehicle, the tour decided to reverse direction but while backing to negotiate a turn, the VOPO vehicle suddenly accelerated and struck the rear of the tour vehicle. The collision was minor but the tour was subsequently blocked by VOPO vehicles and detained. Two Soviet officers arrived from the Leipzig Kommandatura and escorted the tour to Leipzig. At Leipzig, the tour was accused of having penetrated the Torgau PRA. The tour officer was denied the use of telephone facilities to call USMLM to advise them of the incident. On the following morning the Leipzig Kommandant released the tour. He stated that a formal statement would be forwarded through channels charging the tour with having penetrated the Torgau PRA. A letter of protest on the incident was forwarded from the Chief of Staff GSFG to the Chief of Staff USAREUR on 4 February. The tour was detained for approximately 18 hours.

On 30 April a tour approached the Neuseddin rail siding to check for military rail movements. An armed Soviet sentry posted on a train loaded with T-62 detected the presence of the tour and fired several warning shots into the air. The tour left the area without further incident. It is doubtful that the sentry was able to identify the Mission tour involved.

On 11 May a tour was detained by East German troops and the MFS while proceeding along a trail in the area of Neubrandenburg. The tour had inadvertently entered an area marked by Mission Restriction Signs, unexpectedly encountered an East German communications site, and subsequently became mired in the mud. The Soviet Kommandant from Neustrelitz was summoned to the scene and took charge of the incident. He advised the tour officer that he was in an East German restricted area and then escorted the tour to the Kommandatura at Neustrelitz. After a brief delay in Neustrelitz, the tour was released. Length of the detention was 1 hour and 45 minutes.

On 13 May a tour was detained by Soviet traffic regulators on a

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major road near Rheinberg. The tour had unexpectedly come upon the rear of a Soviet column containing heavy engineer equipment and became snarled in traffic. Regulators with the column refused to permit the tour to proceed after traffic was cleared stating that the tour was in a restricted area. Subsequently, a Soviet captain who stated that he was from the Wittenberge Kommandatura, advised the tour that the Kommandant would arrive later to take charge of the situation. Still later, a Lieutenant Colonel arrived with the same message. On the following morning, a Soviet major arrived and advised the tour officer that after due consideration of the incident, to include the tour officer's explanation of his presence, he was free to proceed. At no time were the documents of the tour personnel or vehicle requested. The tour was detained 12 hours and 30 minutes.

On 17 June a tour was detained by Soviet Air Force personnel on an unimproved road northwest of Kiev. The troops blocked the road and accused the tour of being in a restricted area. A junior sergeant departed the site of the detention to check with his commanding officer as to disposition of the tour. He returned in approximately 55 minutes and very apologetically stated that the tour should not have been detained and that it could now proceed. The tour was detained for about 1 hour.

On 25 July a tour was detained by a Soviet senior lieutenant in the vicinity of Wittenberg. The tour was proceeding along an unmarked route when it encountered an impassable bridge. A Soviet bus containing the lieutenant approached the tour car from the rear and blocked the exit route. The Kommandant from Wittenberg was called to the scene and accused the tour of "suspicious activity". The tour was escorted to the Wittenberg Kommandatur where the charges were repeated. After a brief period, the tour documents were returned and the tour was allowed to proceed. The tour was detained for 1 hour and 50 minutes.

On 13 August a tour was detained by Soviet troops at Sandau in the vicinity of a Soviet and East German river crossing training site. The tour used the Elbe River ferry at Sandau to cross the river and found themselves in the midst of Soviet personnel and equipment engaged in training at the crossing site. A Soviet lieutenant colonel subsequently escorted the tour to Route 107, returned the tour documents, and allowed them to proceed. The tour was detained for 5 hours.

On 19 August a tour was detained by a Soviet officer in the Potsdam local area. The tour was maintaining a watch for Soviet column movements at the time of detention. An officer from the Potsdam Kommandatura arrived and accused the tour officer of being in a Soviet column. The tour was escorted from the point of detention, held for a short period and then released. The length of detention was approximately 10 hours.

On 14 October a tour was detained by an East German officer and enlisted man in the vicinity of Schoenfeld. The tour had driven onto

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an Elbe River dike in search of a river-crossing site. Exit from the dike was blocked by a civilian vehicle containing the detaining personnel. The tour was accused of being in a restricted area. Occupants of a second East German civilian vehicle, probably MFS, apparently served as liaison between detaining personnel and an unidentified Soviet kommandatura. This vehicle departed the scene of detention and later returned. Following its return, the tour was allowed to depart. It is probable that the unidentified Kommandant ordered the tour released. The tour was detained for approximately 2 hours.

On 21 October a tour was detained by VOPC and MFS personnel in the vicinity of Grimmen. The tour was engaged in a reconnaissance of Area A, TRA 24-70, and subsequently was accused of being in a restricted area. A Soviet captain from the Rostock Kommandatura was summoned to the scene, apologized for the actions of the VOPC and indicated that the tour was free to proceed. He stated that the VOPC apparently did not realize that the TRA had terminated. At this point, the MFS representative argued that the tour was in a restricted area. The Soviet captain seemed anxious to avoid the issue of Mission Restriction Signs and repeated that the tour was free to proceed. The tour was detained for 3 hours.

On 6 November a tour was detained by two East German officers in the area of an electronics site at Burgstargard after their vehicle became stuck in the mud. The tour was accused of being in a restricted area. The Soviet kommandant from Neustrelitz was summoned to the scene of detention and escorted the tour to the kommandatura. After a discussion of this incident at a meeting between Chief SERB and Chief USMLM, the tour was released at the site of detention after surrendering an exposed roll of unused film. The tour was detained for approximately 9 hours.

C. (U) LIAISON CONTACTS

During the year there were nineteen official USMLM meetings with the Soviet External Relations Branch (ANNEX D). Of these meetings, nine were at SERB request and ten were requested by USMLM. This number does not include informal or impromptu meetings by the USMLM Duty Officer with various members of the SERB staff. Correspondence with SERB included forty requests for accreditation documents for USMLM, four requests for Command Diesel clearances, fifty-three transit documents and guest passes for Soviet Military Liaison Mission personnel and guests, and twenty guest pass requests for visits to Potsdam.

D. (U) SOCIAL CONTACTS

During the year the headquarters of USFC appeared to have some increased interest in contact with the Allied Military Missions and has "shown the flag" in greater numbers and in more senior rank than

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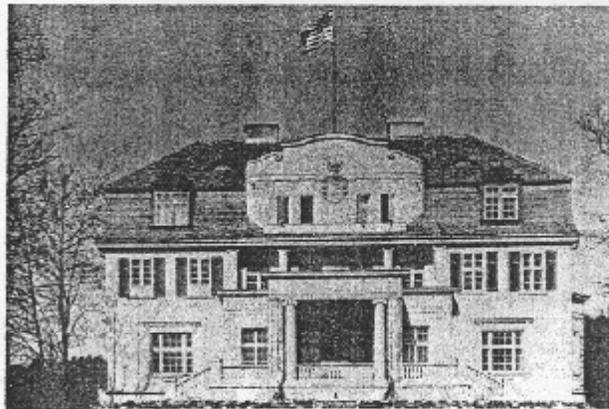
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has been the practice in the past few years. Without exception, the attendance at social contact functions in Potsdam sponsored by the Allied Missions during the year included Soviet officers and their wives.

In addition to members of SERB staff, several Soviet general officers appear to serve as Soviet representatives at Allied functions. The apparent "flag bearer" of GSEF is Major General Semmenikov who frequently has identified himself as Acting Chief of Staff and probably is the first Deputy to the Chief of Staff. He is normally accompanied by Major General Khodakovski, apparently one of his deputies. At a reception held by the French Military Liaison Mission in Potsdam in July, Soviet general officer representation included in addition to Generals Semmenikov and Khodakovski, Colonel General Govorov, who is identified as the Deputy to the Commander in Chief, Lieutenant General Kouchouk, and Major General Levchenko.

Some social functions in West Berlin received Soviet attendance, though in less numbers. A Christmas dinner-dance sponsored by USMCM in West Berlin was attended by six Soviet officers headed by Colonel Grechishkin, Chief of SERB. Five of the Soviet officers were accompanied by their wives. At other functions in West Berlin, Colonel Grishel, Deputy Chief of SERB, was the most frequent attendee.

The single Soviet-sponsored social function of the year was the traditional reception in February to commemorate the anniversary of the Soviet Army and Navy. Host for this affair was the Chief of Staff of GSEF, Colonel General Turantayev.



USMIA POTSDAM HOUSE

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PART III

INTELLIGENCE COLLECTION ACTIVITIES

SECTION I - CAPABILITIES

A. (S) GENERAL

USMLM's intelligence collection is accomplished by overt ground reconnaissance conducted by the fourteen military personnel accredited to Headquarters, Group of Soviet Forces in Germany. Ten accredited vehicles, each modified to increase its capability for cross-country movement, are used for these operations. The Potsdam Mission House serves as an operational base for activities in East Germany; the Mission Headquarters and all collection support activities are located in West Berlin. All USMLM intelligence collection activities are closely coordinated with those of the British and French Military Liaison Missions.

B. (S) RESTRICTIONS

The Soviet headquarters recognizes the intelligence collection capability of the Allied Military Liaison Missions and has imposed a variety of restrictive measures intended to limit observation of Soviet and East German military forces.

Permanent Restricted Areas (PRA's) deny to Allied Military Liaison Missions the right of travel in a significant portion of East Germany. PRA's are designed to embrace large garrison complexes, airfields, surface-to-air missile sites, important training areas, and all border areas. An adjustment in the PRA boundaries became effective on 15 February 1970 which not only added some 350 square kilometers to the existing restrictions but also severed Route 187 in central East Germany making even more difficult the already restrictive lateral access routes between the Dresden and Nurnberg autobahns. The following adjustments in PRA boundaries were made (see map):

GDR/FRG Border PRA. Extension of the boundary to the East in the Eisenach area placed the major portion of the city within the Border PRA (Map, reference A).

Gotha PRA. The PRA was extended to the north and now encompasses the GSFG airfield at Schlotheim and varied East German installations and facilities north of Muehlhausen (Map, reference B).

Letzlinger Heide PRA. The southern portion of the PRA was extended to the south to a line roughly paralleling the Mittel Land Kanal (Map, reference C).

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Jucterbog PRA. The southern boundary of the PRA was extended to the South to include the Gluecksburg Training Area and installations in the Jessen area (Map, reference D).

Teupitz PRA. The southwestern border was extended to the West across Route 96 North of Baruth and joined with the Jucterbog PRA. The Teupitz PRA therefore lost its separate identity (Map, reference E).

Temporary Restricted Areas (TRA's) are normally imposed to screen significant training activity. During 1970, twenty-five TRA's were imposed which screened large sectors of East Germany for a total of 138 days excluding overlap (See Annex E).

The number of TRA's imposed exceeded the previous record of 21 TRA's in 1967. The average length of TRA's did not vary significantly from those imposed in previous year (6.3 days). No significant difference in the character of activity noted within the TRA's was detected. TRA 24-70 was the longest of the year (23 days) and screened the Warsaw Pact Exercise "Comrades in Arms". TRA 21-70, originally imposed for a period of 8 days, was terminated after 20 hours with no indications of exercise activity noted by the Allied Military Missions. The reason for its early termination is not known. TRA 22-70 covered the identical geographical areas scheduled for TRA 21-70 and, although one day shorter in scheduled duration, probably screened the activity previously scheduled for TRA 21-70.

Surveillance of the activities of the Allied Missions in the Soviet Zone of Germany was conducted throughout the year by the MfS and WOPD. Surveillance by the Soviet and EGA military personnel is rarely encountered. The number of detected incidents of overt surveillance within the Soviet Zone of Germany did not vary noticeably from previous years. However, continuing a trend noted in 1969, surveillance methods were effective and generally enabled the surveilling agency to maintain at least intermittent contact with the selected tour. Telephone and radio communications were used in combination with an effective spot report system. MfS personnel continued to exhibit tenaciousness in their tracking of tours selected for surveillance.

Mission Restriction Signs (MRS's) are positioned by both Soviet and East German forces to block access to many installations located outside of PRA's. No significant change in the number of MRS's was noted during the year.

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SECTION II - SUMMARY OF CSFG ACTIVITY

A. (S) GENERAL

Air defense training and mobility exercises appeared again to receive the greatest emphasis in CSFG activities for the year. Training of ground force units appeared to follow the normal progression of the biannual cycle adopted in 1968. Following each of the two rotation periods, training progressed rapidly to field exercises which usually included the crossing of a water barrier. Throughout the year, specialized combat support units were active in major field training areas. Air activity was abnormally light in the early months of the year, probably due to the long and severe weather. By early April, however, heavy flying programs were initiated and air activity during the balance of the year was maintained at a normal pace.



CZECH PRAGA V39 PROBABLE WORKSHOP VAN - A VISITOR FOR "COMRADES IN ARMS."

B. (S) EXERCISE "COMRADES IN ARMS"

As a heralded highlight of the training year, the Warsaw Pact conducted a major exercise in East Germany in October under the direction of General Heinz Hoffman, East German Minister of Defense. The exercise was publicized as the largest Warsaw Pact maneuver ever to be conducted. USMLM observations tended to confirm that for the first time all seven member states of the Warsaw Pact participated, although the Rumanians probably were present only as observers. Military traffic associated with each member state was observed in areas peripheral to the TRA imposed to screen this exercise.

The scenario of the exercise appeared to envisage an attack from the West by a NATO force which penetrated to the area of the Oder-Neisse line, was contained there and subsequently repulsed by a Warsaw Pact counter-offensive from the East. The scenario included air-supported amphibious, ground, and airborne operations. All of these activities were well-screened from Allied mission observations by TRA 24-70.

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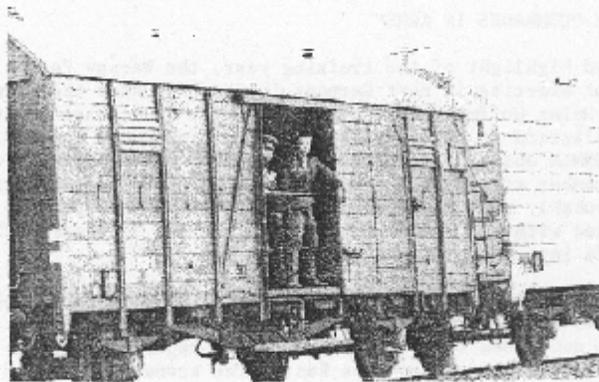
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Ground reconnaissance of those areas of TRA 24-70 accessible to Allied Missions at the conclusion of the exercise indicated that there were no large scale tactical maneuvers conducted during the exercise. It is therefore probable that the tactical demonstrations were only loosely connected by the narrative of the scenario. The demonstrations were probably closely controlled and aimed to permit viewing by top level spectators and full propaganda exploitation.

C. (S) TROOP ROTATION

Conscripts serving in GSGP are rotated on a semi-annual basis in the spring and fall. The spring phase normally extends from late April until early July and the fall phase from late October until early January. The heaviest rotation activity normally occurs in May and November. The Soviet news agency "TASS" announced the issue of the USSR Defense Minister's annual conscription directive on 17 April 1970. Allied Missions maintained a periodic surveillance of main rail lines and grouping centers to determine the scope of rotation activities.

The spring phase began on schedule in late April. Activity was heaviest during the period 13-27 May. The last Pendel train observed during the spring phase was loaded with recruits and arrived in East Germany on 8 June. Allied Mission sightings indicated that rotation operations generally were carried out on a two-way basis. Under this method, Pendel trains arriving in GSGP with new conscripts are then reloaded with returnees for movement to the Soviet Union.



GOING HOME - N-MASSCH WITH TROOPS

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The first fully loaded Pendel train of the fall rotation period was observed on 18 November at Satzorn. Following a moderate degree of rotation activity during the remainder of the month, the program seemingly terminated during the first few days of December. Despite the early termination, there were no indications of an abnormal rotation program. Sightings of widespread driver-training and a return to other basic types of training indicated that a normal complement of replacements had arrived in GSFG.

GSFG replacements in previous years were readily identifiable by their close-shaver heads. Although small numbers of troops sporting the "white sidewall" haircuts were observed during the rotation periods of 1970, it was more common to observe a less severe style of coiffure. Perhaps the anti-establishment attitude of youth has also reached the Soviet Union.

Two isolated sightings were made which suggested that some replacements may have arrived by other than the normal rail movement. During the spring phase, the presence of a loaded Pendel train in the area of Rostock, East Germany's major Baltic seaport, indicated that some rotation activities may be carried out through this port. In the fall phase, a truck convoy of what appeared to be replacements was observed coming from the area of the Briesen Brand Soviet airfield, suggesting that some replacements may have been airlifted. Allied Mission observations were insufficient to confirm either of these possibilities.

C. (S) NEW NATIONAL MARKINGS

GSFG adopted new national markings for vehicular equipment during the first months of the year. The solid white roundel previously used on the rear of vehicles was replaced by a roundel of similar size having the upper half painted white and the lower half red. A small red star was centered in the upper portion of the roundel and the Cyrillic letters "CA" (Soviet Army) were painted in white in the lower portion. The symbol was also painted on the right and left front doors of sedans and on the cab doors of vehicles so equipped. A small red star was added to the white field on the ends of front bumpers on wheeled vehicles. A white star was added on each side of the turret of all armored vehicles so equipped and on the sides of other armored vehicles.

D. (S) ORDER OF BATTLE

A significant increase has been observed in the number of MAZ-537 tank transporters sighted with GSFG elements. Originally sighted in June at both the Karlshorst installation in East Berlin and at Kammersdorf, the MAZ-537 prime mover and GOMZAP-5247 low bed trailer have been periodically observed since that time active in the Berlin area and in use between the 10th Guards Tank Division, Krampnitz, and the Letzlinger Heide PRA. Observations in the Krampnitz garrison area would indicate that a reasonable degree of training is required before

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a tank driver is capable of loading the tank onto the trailer. The tank transporter has been noted hauling both the T-55 and T-62 medium tanks. Transporting of the T-55 may have been in conjunction with the withdrawal of this tank from active units and its replacement by the T-62. It is estimated that GSFG has the present capability to transport one tank regiment by use of the MAZ-537. The transporter unit is probably garrisoned in the Kunnersdorf area.

Allied Mission sightings during the year suggest that the strength of the Engineer Ponton Assault Crossing Regiments (EPACR) at front and Army level within GSFG has probably been increased by two PMP heavy floating ponton bridge companies. It is probable that these companies have formed a third battalion within the EPACR. In one such sighting, a total of 93 PMP river ponton, 12 PMP shore ponton, and other related equipment were noted proceeding south through Reetz into the Dessau PRA. This increase would indicate the emphasis placed upon river crossing capabilities by GSFG.

On 28 July, a USMLM tour noted an unidentified engineer column proceeding east on Route 87 into Luckau. The column contained one light cargo truck equipped with retractable railroad trucks, 19 ZIL-157 flat bed trucks towing a distinctive single-axle dolly trailer, 7 KRAZ-214 cargo trucks loaded with steel I beams, crane trucks and other equipment signature to engineer bridging units. Four of the ZIL-157 flat bed trucks were loaded with an oversize river ponton which rested on the truck bed and on the dolly trailer. The column is believed to have come from the Annaburg area. This sighting, combined with observations of a GSFG railroad troop unit in the Annaburg installation complex and activity on the Elbe River in the vicinity of Preztin, would indicate that GSFG order of battle includes an unidentified heavy floating railway bridge unit. Additional sightings will be required to confirm this holding. The existence of such a unit would significantly enhance GSFG capabilities to sustain rail support operations to the forward area in combat operations.

The SA-4 GANEF surface-to-air missile system now appears to be deployed extensively within GSFG. It is probable that one regimental sized unit is subordinate to each army. Identification of the components of this system now reveals that introduction of related components began in GSFG as early as 1968. A review of the sightings during 1969 reveals the direct association of certain items of previously unidentified wheeled vehicle components. The SA-4 GANEF system is highly mobile, employing both wheeled and track-laying vehicles. Its deployment significantly increases the capability of GSFG to provide for the air defense of the forward area.

On 30 April 1970, the Soviet press announced the promotion of the CINC GSFG, Colonel-General Viktor Georgevich Kulikov, to the rank of Army-General. General Kulikov's promotion was anticipated as his assignment is normally held by an Army-General or a Marshal of the Army-General.

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T-55 TANK BEARING TURRET NUMBER, NEW STAR MARKING, MATHEMATICAL STRIPES AND TACTICAL SIGN.



NEW GSPV VEHICLE MARKINGS

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Kulikov appeared in East Berlin on 1 May wearing the insignia of his new rank. During his first year as CINC, GSFG, General Kulikov has given the impression of being a hard and demanding commander. He has placed noticeable emphasis on training and appears determined to significantly advance the status of GSFG tactical preparedness.



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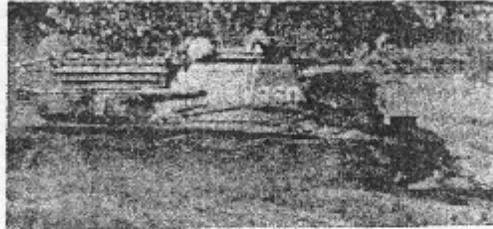


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JGU-T (MODEL D) TANK RETRIEVER

### SECTION III - GSFG GROUND FORCE TRAINING

December 69 marked the beginning of the first phase of the training cycle. Following the completion of troop rotation activities, initiation of driver training, small arms firing, small unit training, and communications and other specialized unit training was observed throughout GSFG. The integration of new conscripts into these assigned units appeared to be again at the normal rapid pace. During January individual training gave way to small unit exercises. The tempo of activity picked up noticeably with the movement of small tactical and specialized units to local training areas. Deployment of artillery, engineer, chemical and surface-to-air missile units was predominate. Artillery units appeared to train at battalion level.

In late January, activity progressed rapidly to combined arms training at regimental level and in mid-February had included at least one division level FTX. Under cover of TRA 1-70, elements of the 6th and 7th Guards Tank Divisions of the 1st Guards Tank Army and the 19th Guards Motorized Rifle Division of the 20th Guards Army exercised in the Jueterbog area in late January. This activity was followed closely by movement of the 25th Tank Division and possibly other 3d Shock Army elements into the Letzlinger Heide area under cover of TRA 2-70. The 32d Motorized Rifle Division of the 2d Guards Army appeared to conduct a division level FTX in the Letzlinger Heide area under cover of TRA 3-70. Elements of the 1st Guards Tank Army also exercised under this TRA but little movement activity was observed.

March was the most active month of the year; seven TRA's were imposed during this month. TRA 4-70 was probably imposed to screen FTX activity of the 6th Guards Tank Division in the Jueterbog area. Elements of the 8th Guards Army conducted field training under cover of TRA 5-70. The movement of tanks and major elements of a motorized rifle regiment were observed in the area. Elements of the 20th Guards Motorized Rifle Division from Leipzig are believed to have participated in this activity. Some movement of SA-4 units was also observed during this TRA. The 2d Guards Army was again active under TRA 6-70 as elements of the 94th and

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32d Guards Motorized Rifle Divisions were believed to have conducted division level exercises which included river crossing operations.

Little activity was observed in relation to TRA's 7-70 and 8-70 which overlapped for a 24-hour period. It is believed that these restrictions were imposed primarily to screen EGA training, although small elements of GSFG could have utilized TRA 8-70 for local training activity. Elements of the 10th Guards Army, including units from the 6th Guards Motorized Rifle Division, are believed to have exercised in the Junterbog area under cover of TRA 9-70. TRA 10-70 apparently screened a major CPX or communications exercise conducted by GSFG Headquarters.

Four TRA's were imposed in April. The first, TRA 11-70, appeared to screen FIX activity in the Junterbog and Lettinger Heide area by elements of the 3d Shock Army and 1st Guards Tank Army. Both TRA's 12-70 and 13-70 are believed to have been imposed to screen low level tactical and communications exercise by elements of the 8th Guards Army and possibly EGA. TRA 14-70 embraced the smallest geographical areas of the year and Allied mission sightings did not reveal the nature of the activity conducted. It may have been imposed to screen administrative activity not related to training.

Combined arms training was at a relatively low pace in May and June. However, an extensive exercise by the GSFG pipeline brigade was observed during the period 18 May to 17 June. Two 6-inch and one 4-inch pipelines were laid. The first extended from the Weisswasser training area northwest to the Forst Gluecksberg extension of the Junterbog PRA.



AT-P LOADED WITH TROOPS AND AMMUNITION BOXES

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SOVIET CBR TRAINING AT DOTTBERG

The second extended from the vicinity of the Lieberose area west to Forst Gluecksberg north of the first line. The third originated in the Luebben area and extended west on a line parallel to the second line to a point west of the Dresden Autobahn where it curved northwards to the eastern portion of the Jueterbog PRA. An extension of either the first or second pipeline ran west from the western portion of Forst Gluecksberg north of the Elbe River toward Goswig. The exercise appeared to entail pipeline laying only. Although one section was noted to be under pressure, there was no evidence of any fuel being pumped.

The second half of the training year began with a return to basic individual and small unit training. However, TRA 15-70, imposed effective 30 May, signaled a resumption of larger scale field training exercises. Under cover of the TRA, the 207th Motorized Rifle Division and the 47thth Guards Tank Division, both of the 3d Shock Army, are believed to have conducted simultaneous but separate training in the Letzlinger Heide area. TRA 16-70 overlapped TRA 15-70 for a forty-eight hour period and probably screened exercise activity by elements of the 3d Shock Army, 8th Guards Army, and 1st Guards Tank Army as well as small units of the East German Army who exercised in the Torgau area. Little activity was observed by the Allied Missions during TRA 17-70 and it may have screened EGA activity in the northern part of East Germany. GSFC elements within the area may have conducted small unit exercises under cover of the TRA.

TRA 18-70 linked the Letzlinger Heide, Rathenow, Altengrabow, Dessau, and Lehnin PRA's. Extensive air and ground training occurred under cover of the TRA. Major elements of the 19th Motorized Rifle

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Division and 71st Guards Artillery Brigade took part in an FTX which appeared to include a river crossing. The 9th Guards Tank Division, 2d Guards Army, and a tank division of the 3d Shock Army probably conducted a major FTX screened by TRA 19-70. The FTXs appeared to be conducted separately. Both probably involved a river crossing. In early July, the 27th Guards Motorized Rifle Division of the 1st Guards Army and the 57th Motorized Rifle Division of the 8th Guards Army, probably conducted a division level opposed force exercise under cover of TRA 20-70.

TRA 21-70 was curtailed without apparent reason after 20 hours. For a short period prior to the imposition of this TRA, activity in the garrison areas of the 10th Guards Tank Division, 3d Shock Army, indicated preparations for movement. The preparations included the training of tank crews to load the T-62 onto the MAZ-537 tank transporter. Commencing during the late afternoon of 10 August and extending well into 11 August, the 10th Guards Tank Division moved from its garrison areas south through the Lehnin PRA and then west into the Letzlinger Heide PRA. All major elements of the division appeared to be included in the deployment. Tank transporter support was provided by a minimum of forty-seven MAZ-537. The deployment was accomplished rapidly. The division started the return to garrison late on 19 August. The return movement included a combination of rail and highway movements at a more leisurely pace than the deployment.

TRA 22-70 encompassed the identical areas scheduled for TRA 21-70. Elements of the 32d Motorized Rifle Division, 2d Guards Army, and the 6th Guards Motorized Rifle Division, 20th Guards Army, probably conducted FTX activity under cover of this TRA. The TRA also may have screened CPX and COMEX activity by other major elements of GSFG. TRA's 23-70 and 24-70 appeared related in that they screened preparations for the conduct and close-out of the Warsaw Pact Exercise "Comrades in Arms". It is possible that small elements of GSFG exercised separately under TRA 23-70 in the Jueterbog area. TRA 25-70, the last for the year, probably screened exercise activity by the 94th and 32d Motorized Rifle Divisions, 2d Guards Army. Headquarters elements of the 2d Guards Army, 94th Guards Motorized Rifle Division, and 10th Guards Tank Division may also have participated.

On 29 September, the Soviets unilaterally announced an effective closure of the northern and central air corridors to Berlin from 300130 to 300530 September. Allied Mission ground tours were dispatched into the affected area to determine the nature of activity in progress during that time period. One tour observed the probable launching of a missile from the vicinity of Pullen Berg (UU 2143) toward the west at approximately 300530 September. A second tour located southwest of that location observed what appeared to be a missile in flight at approximately the same time. It is possible that a FROG may have been fired from the Rathenow PRA into an impact area in the Letzlinger Heide PRA or within the Rathenow PRA.

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From the end of August through the remainder of the second half of the biannual training cycle, training within GSFG was devoted primarily to small unit exercises within local garrisons and training areas. The basic exceptions were moves by artillery or engineer elements to ranges or river crossing sites for specialized training. A similar lull in training was noted during this period in 1969 and may be a regular feature of the biannual training program to allow unit commanders to complete the training of their units without the distraction of major exercises. This year, consideration must also have been given to the preparations for the Warsaw Pact Exercise "Commandes in Arms".

#### SECTION IV - EAST GERMAN GROUND FORCES

##### A. (S) GENERAL

Throughout the year, the EGA continued to assimilate the latest concepts, organization and equipment adopted by the Soviet Armed Forces. A number of observations during the year indicated that GSFG and the EGA conducted coordinated training exercises.

The EGA carried out an active military construction program in 1970. Projects included troop and dependent housing, storage areas, electronics sites, vehicle storage and maintenance facilities and training areas.

##### B. (S) SUMMARY OF ACTIVITIES

The East German Army training cycle during 1970 followed a normal pattern of development similar to that of GSFG.

Military activity in the EGA during the first quarter of the year reflected a lively pace of local and out-of-garrison training. Most training was confined to the small unit level. Military District V units dominated the training activity during January and February. During January, elements of the 8th Motorized Rifle Division engaged in training activity in the Rathenow PRA and engineer elements of the division conducted a river crossing exercise in the Elbe River north training area. The 1st Motorized Rifle Division was particularly active, probably exercising in the Rathenow PRA under partial screening of TRA 2-70 and conducting a regimental level FTX in areas northwest of Berlin during mid-February.

In both military districts, an increased tempo of training was reflected during the month of March. The Independent Artillery (FRGG) Battalion of the 1st Motorized Rifle Division and artillery elements of the 9th Tank Division were involved in training activity screened by TRA 8-70. Elements of the 5th Artillery Regiment, Military District V, the 9th Artillery Regiment, 9th Tank Division, and the 16th Artillery Regiment, 8th Motorized Rifle Division, all engaged in training and live

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firing exercises during the month. The 2d Signal Regiment, Ministry of Defense, probably engaged in a communications exercise in an area southeast of Berlin in late March. The exercise may have been conducted jointly with GSPG elements. Military District III units were active and elements of the 4th and 11th Motorized Rifle Divisions and the 7th Tank Division trained under cover of TRA 7-70. It is possible that this exercise also included limited participation by GSPG elements. Armored and motorized rifle elements of the 7th Tank Division were also active in late March.

During April, EGA units were primarily preoccupied with the biannual induction and release period for military personnel and preparations for the annual May Day parade. Anti-tank and antiaircraft elements of the 1st Motorized Rifle Division engaged in out-of-garrison training. Engineer elements of this division engaged in river-crossing training in the Sandfarth training area. Elements of the 4th Motorized Rifle Division apparently trained under cover of TRA 12-70. Communications and support elements of this division deployed west of Erfurt on 9 and 10 April. Preparations for the annual May Day parade began during the first week of April. Initial parade practices were held on 13 and 14 April with full dress rehearsals occurring between 25 and 28 April. Many significant weapons and equipment sightings were made during the preparations. The most interesting sightings were SCUD-B (wheeled) transporter-erector-launchers (TELs) and 2SU-23-4 self-propelled antiaircraft guns. These items of equipment had not been observed with EGA elements since the East Berlin parade on 7 October 1969.

The EGA received an influx of conscripted replacements during the first week of May. In this connection, increased individual and small unit training was noted in the 7th Tank Division and 11th Motorized Rifle Division of Military District III, and in the 1st Motorized Rifle Division, and 8th Tank Division of Military District V. Extensive driver training was noted on both wheeled and track-laying vehicles. During this period of reduced activity, civilian and reserve defense readiness tests and air-defense exercises up to battalion and regimental level were conducted in mid-June. The civil and reserve defense readiness tests included EGA elements, Volkspolizei, factory militia groups, civil defense elements and EGA reservists. The 1st Antiaircraft Artillery Battalion, 1st Motorized Rifle Division, appeared to be an active participant in the air-defense exercise. Elements of this unit were deployed in late May and did not return to garrison until mid-July. TRA 17-70 may have screened a portion of the air-defense exercises.

As proficiency increased, combat and combat support elements were more frequently observed in combat training exercises. Engineer supported river-crossing operations on the Elbe River in the vicinity of Riesa were conducted by elements of the 7th Tank Division in early June. Training in July, August and early September was characterized by exercises at the battalion and regimental level and involved elements of virtually every major unit of Military Districts III and V. The

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Rathenow PRA training areas were heavily used by the 1st Motorized Rifle Division in late July and the 8th Motorized Rifle Division in early September. Emphasis was placed on the training of specialized units throughout the period. The northern coastal ranges and local training areas were frequently used by antiaircraft units.

During late September, the main feature of EGA activity appeared to be preparation for the impending Warsaw Pact Exercise "Comrades in Arms". Beginning in mid-September, training activity throughout EGA was light. This appears to be a normal feature at this time of year but preparations for the Warsaw Pact exercise may have partly accounted for the lack of major training. The month of October was devoted to the Warsaw Pact Exercise. Elements of all six EGA divisions, plus Ministry of Defense units, were engaged throughout the month with the exercise. At the end of October, the discharge of time-expired conscripts took place. The new conscripts for the EGA reported for duty during the first week of November. Activity within the EGA throughout the balance of the year was light with emphasis on training of the new conscripts and small unit exercises.

C. (S) TROOP INDUCTION/RELEASE

The East German Army conducts a biannual induction/release period for military personnel. No significant deviations were noted from standard procedures during the spring and fall phases of this activity. The spring phase of the program occurred on schedule. Observations indicated that release of personnel who had completed their obligated military tours occurred between 28 and 30 April, and that the induction of new recruits took place during the first week of May. In the fall phase, the discharge of time-expired conscripts took place at the end of October and the new recruits reported to their units during the first week of November. The normal tour of duty for conscripts appears to remain at 18 months.

D. (C) ORDER OF BATTLE

In December, USAREUR accepted an order of battle change affecting the number of Engineer Ponton Regiments in the EGA. Allied Mission observations in Havelberg determined that a newly constructed garrison area was occupied by an engineer heavy folding ponton unit of regimental size. Each military district and the Ministry of Defense now has a subordinate Engineer Ponton Regiment.

Continued sightings of BTR-60 series personnel carriers in garrison areas of Military District V other than the 8th Motorized Rifle Division and in Military District III tend to indicate that additional numbers of these vehicles are being received by EGA motorized rifle units. The new series vehicles are believed to be replacing the BTR-152. The rate or extent of replacement cannot be determined at this time.

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EAST GERMAN ARMY ON THE MOVE

Except for the May Day Parade in Berlin, the SCUD-B on the M12-543 wheeled chassis and the ZSU 23-4 self-propelled antiaircraft gun have not been seen in East German Army hands during training or tactical deployment.

F. (C) VOLKSPOLIZEI EQUIPMENT

A definite program to upgrade the capability of the Volkspolizei (VPO) forces to fulfill both their para-military and police functions was noted during the year. Based upon the quantity of new equipment introduced, the budgeting for this activity must have been significantly increased over previous years.

As a para-military organization, the military equipment in the hands of the VPO was frequently noted as being on a par with that of the Kampfgruppe elements. The possible exception to this was in the area of individual weapons and equipment. Here, the VPO received the same type equipment as the armed forces. As the year progressed, numerous items of new models of vehicular equipment appeared with VPO registration plates and were operated by uniformed VPO personnel. Acquisitions included the KRAZ-255B and W-50 LA/A cross-country cargo vehicles, the TATRA 813 prime mover, tactical communications equipment, and such improbable items as elements of the PMP ponton bridge. Close observation is frequently required to differentiate between a VPO column in movement or a VPO training exercise and that of an infantry element of the National Volksarmee. The purpose of upgrading is unknown but may be related to a change of mission or additional emphasis on an existing mission.

Fulfilling a more conventional police role, emphasis has been placed on the procurement of sedans, specialized motor bikes and communications equipment. VPO sedans in large cities have long been equipped with two-way radio equipment, while those in rural areas were not. During

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the past year, intensive effort was obviously made to equip all sedans with two-way radios. Concurrently, several new communications towers of the type associated with VOPO installations have been noted. It is probable that a police radio network is being established independent of other radio nets within East Germany. A radio equipped motor bicycle has appeared in greater numbers. Used in both city and rural areas, the bicycle contains a complete receiver and transmitter set built into a compartment over the rear wheel. The rider wears a specially fitted helmet which contains the earphones and microphone. The helmet is connected to the radio by a cable and jack plug. Foot patrolmen are frequently observed with handy talkie-type radio sets. These sets were formerly noted in small numbers and usually associated with such activities as speed traps. They now appear to be in routine use.

#### SECTION V - SOVIET AND EAST GERMAN AIR FORCES

##### A. (S) 24TH TACTICAL AIR ARMY

During the first quarter of the year the level of flying activity by the 24th Tactical Air Army (24th TAA) was very low. Adverse weather probably greatly affected the level of activity. Of the more than 55 airfields visited during the first quarter, only 13 had a flying program during the period of observation.

On 17 January, 14 FRESCO C aircraft from Neuruppin engaged in live ground firing on the Retzow gunnery/bombing range. During the firing passes, FINDER aircraft were observed in high passes over the range possibly providing cover for the FRESCOS.

On 28 January, 8 FISHBED H, 2 MONGOL, 1 FRESCO, and 1 MIDGET aircraft engaged in a flying program at Allstedt. Six to seven of the FISHBED H aircraft carried auxiliary fuel tanks on the outboard wing pylons in addition to the ventrally mounted photo or electronic reconnaissance pod. This flying activity was possibly related to TRA 01-70 which was in effect at the time.

A joint Soviet-East German deployment of FISHBED aircraft took place at Erfurt-Bindersleben civilian airfield on 5 February. This was the first known observation of joint Soviet-East German use of the same airfield. The west outer marker beacon was manned by Soviets. FISHBED aircraft with Soviet and EGAF markings were noted in the landing pattern.

On 26 February, a minimum of 4 HOPLITE helicopters were seen in approaches to Gross Dolln. This was the first observation of the newly introduced turbine helicopter at Gross Dolln and indicated its continued deployment in GSFG.

The period 10-23 March was spent in maintaining a close surveillance of Coehstedt auxiliary airfield, the site of the first ground observation of an operationally deployed Soviet SA-4 Surface-to-Air missile system.

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SOVIET MIG-5



HOPIANS EQUIPPED WITH AUXILIARY FUEL TANKS



F100 J WITH NEW ADOLL AAM BAILS

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During this period, a total of nine four-days were spent in observing this deployment. Detailed photography was obtained of the erection and operation of the PAT HAND target tracking/missile guidance radar and the LONG TRACK target acquisition radar. Additionally, the transloading of SA-4 missiles from the vehicle transloader to the transporter-erector launcher (TEL) was observed and photographed. Data link transmission antennae noted in photographs of the LONG TRACK and PAT HAND indicated that the system is not dependent on connecting cables. This observation was the first ground coverage of the Soviet latest mobile SAM system in GSFG.

On 27 March, Welsow was active with 5 BREWER D and 3 MAESTRO aircraft engaged in local area flying. The reconnaissance aircraft made repeated passes over the airfield with the camera bays open.

The highlight of flying activity for the month of March was the deployment of the full Kothen regiment of FISHBED J aircraft to the Cochstedt auxiliary airfield on 30 March. The deployment of 32 FISHBED J aircraft was observed; 12 new numbers were noted among the 27 aircraft photographed. The photographs taken of FISHBED J aircraft were of the highest quality to date and it enabled analysts to detect several new features of the aircraft. These included the installation of 2 guns and the ODD BOB antennae, the latter were thought to be missing on the J variant. This was also the first observation of the FISHBED J carrying 3 auxiliary fuel tanks; a new enlarged ventral tank and 2 standard tanks on the outboard wing pylons.

The Beigern aerial gunnery/bombing range was active on 31 March. FISHBED D and F aircraft made passes on the range in 3 ship formations-- first in familiarization runs, then in live-firing with only the lead aircraft firing.

By early April, the weather began to improve and heavy flying programs were observed at most of the 24th TAA airfields that were visited. Both the ground attack and air defense regiments conducted vigorous training programs. A heavy flying program by FRESOO C was noted at Neuruppin. On 14 April, 31 FISHBED aircraft were active from Jueterbog in what was probably the most concentrated flying program observed this year at a Soviet airfield. The Merseburg FISHBEDS were observed on 21 April in activity associated with the SA-3 surface-to-air missile system. The aircraft made low passes at their home base while the LOW BLOW target tracking/missile guidance radar of the SA-3 system was observed tracking the aircraft. Important information on the LOW BLOW tracking capability was reported from this observation. Also noted active in April were BEAGLE bombers at Finow, and FIREBAR and FARMER E air defense aircraft at Zerbst.

Flying activity continued at a high level throughout May. On 5 May, 3 MIG-21 MONGOL trainers, and 5 MIG-15 MIDGET trainer aircraft conducted repeated local area familiarization training flights over a 6-hour period at Alt Lonnwitz. Included in the training were aerobatics over the airfield. On 14 May, the ground attack regiment at Finsterwalde launched

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LONG NOSED VARIANT OF THE FIESLER

twenty-seven FITTER and 2 MOUJIK trainers for out-of-local area flying training. On the other day, 3 new BREWER D photo-recon aircraft numbers were noted during active reconnaissance training by 13 BREWER D aircraft from Welzow. The camera bays of the BREWERS were opened as the aircraft passed over their home base. This type of activity appears to be a standard training procedure at Welzow.

A new air-to-air missile rail was first detected on the FISHBED J aircraft during a very active flying program at Cochstedt on 19 May. Nineteen aircraft participated in what appeared to be local navigational and pilot proficiency training at the airfield. At the conclusion of the flying program, an S-60 antiaircraft artillery battery with FLAP WHEEL radar was observed in a training exercise on the airfield. This was the first observation of the FLAP WHEEL radar on this airfield.

The Rechlin fighter-bomber regiment, the most active in the GSFG, conducted a heavy flying program on 23 May. Twenty-four FITTER and 4 MOUJIK trainers were observed with air-to-ground rocket pods. Black smoke stains on the fuselage near the wing roots indicated that the 50mm cannon had also been used, probably on the Retzow gunnery/bombing range. On 29 May, the Retzow range was used by Rechlin FITTERS and MOUJIKS in live bombing and cannon fire. In addition to the standard dives and "pop-up" pattern, "straight-in" low altitude bombing passes were noted.

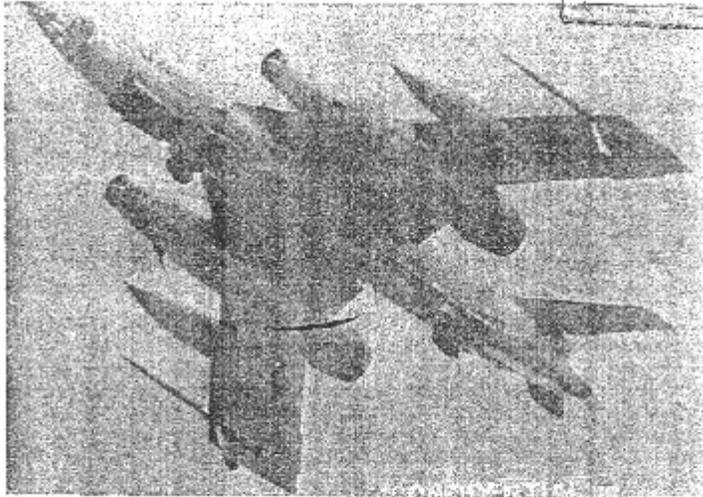
June opened with an intensive flying program by the air defense regiment of FISHBED aircraft at Alt Lonnwitz. Fourteen aircraft were engaged in multiple sorties of what appeared to be local proficiency training. On the 4th and 5th of June, FISHBED aircraft of the Kothen regiment, then deployed to Cochstedt and the Wittstock regiment, were

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BRNWER E (MODIFIED BRNWER C) POSSIBLE NEW ELECTRONIC THREAT TO FORWARD AREA.



SOVIET FIRING WITH AIRLAKE AAM

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observed performing repeated low-level bomb delivery techniques (LASS) over their respective airfields. The aircraft approached the field at about 500 feet at a very high rate of speed, went into a vertical climb at a point over the airfield and executed an Immelmann at about 8,000 to 10,000 feet. On 17 June, the Alt Lonnawitz FISHBED aircraft were also observed practicing LASS deliveries over their home base. During this observation aircraft approaches were made at an altitude of 750 to 1,000 feet and the climb in an Immelmann at about 4,000 to 5,000 feet.

The first USMLM photograph of the newly configured BREEMK was taken during observation of a heavy flying program at Welnow on 19 June. The most prominent feature of this modified aircraft whose port number was 62, was the elongated radome on the underside of the aircraft in a position which normally houses the camera ports on the BREEMER D. This was the second sighting of this type aircraft within twenty-four hours. An Allied tour observed an identical type aircraft whose port number was 60 in the vicinity of Grossenheim on 18 June.

On 7 July, six probable Neuruppin subordinate FRESCOS were active over the Gadow Borsow range in probable TRA 20-70 related activity. The FRESCOS had a black-band painted around the fuselage between the wing trailing edge and vertical stabilizer. Similarly painted FITTERS probably subordinate to Rechlin were observed the following day flying over Wittstock enroute to the Gadow Borsow range. These sightings are significant in that they are the first observation of tactical markings on aircraft since the Czechoslovakian invasion in 1968.

Another significant first sighting occurred at Cochstedt on 14 July with the observation of two ZSU 23-4 self-propelled antiaircraft guns on the auxiliary airfield. The GUN DISK radars of the ZSU 23-4 were untarped.

On 14 July, the LONG TRACK and THIN SKIN radars were observed for the first time at the Quedlinburg radar site. The LONG TRACK radar at Hagenow was first observed on 12 August. These sightings verify the continued deployment of this sophisticated highly-mobile radar within the GSEF.

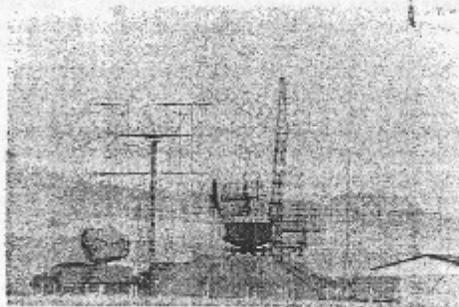
On 18 August, a HOPLITE helicopter was observed at the Reinardurf auxiliary airfield possibly acting as an airborne controller for probable Jaeterbog based FISHBED aircraft. The FISHBEDS made low-level passes over the field and broke off sharply to the left or right. The FISHBEDS departed to the west while the HOPLITE landed at the airfield.

On 22 August, observation was made of a heavy flying program by the Rechlin FITTER regiment. A total of 35 fuselage numbers were recorded.

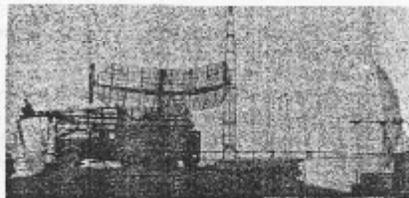
Excellent photographic coverage of the Kothen FISHBED J regiment deployed at Cochstedt was obtained on 3 September. Scuttle rates as well as one new number were recovered.

FISHBED J aircraft, probably from the deployed Kothen regiment, were





EARLY WARNING RADAR SITE - QUEBEC



MAF - THE INDISPENSIBLE INGREDIENT, BREWING THE THIRD SAHN AT FROZWALK

active in bombing practice over the Potkus bombing and gunnery range on 15 September. Later on 23 September, FISHBED J aircraft probably subordinate to the Gross Dolln regiment, were noted in bombing practice over the Retzow bombing and gunnery range. These sightings indicate that the FISHBED J has a ground attack role in addition to its normal air defense mission.

BREWER aircraft conducted a heavy flying program from Wellow on 15 September. Twenty-four aircraft numbers were observed landing: 2 MAESTROS, 18 BREWERS D, and 4 BREWERS E. Photography confirmed variations of equipment carried in the nose greenhouse of each variant.

On 19 September, the Kothen FISHBED J regiment returned them to home

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base from five and one-half months deployment at Cochstedt. Two HOOK and 1 HOUND helicopters were observed in probable shuttle flights between the two airfields. A subsequent visit to Cochstedt on 7 October revealed that only the CROSS OUT and SPOON REST radars remained on the field.

Air Team coverage of the Warsaw Pact Exercise "Comrades in Arms" was limited to perimeter reconnaissance of TRA 24-70. On 15 October, a total of 6 aircraft formations were observed in overflights of the Aschersleben area, probably enroute to a fly-by over Magdeburg. The formations, in order of appearance, consisted of 9 FITTERS of unknown nationality; 15 Soviet FIREBARS of which approximately 11 were the new, long-nosed variant; 4 Polish FITTERS including 3 BM and 1 BK variant; 6 Czech FITTERS; 12 East German P-export FISHBEDS; and 12 additional FITTERS of unknown nationality. This activity was spaced over a four hour period. Another USMCN tour positioned on the Helmstedt approach within the same time frame, heard air craft making low passes over the Altenradow training area in the vicinity of Altenradow/Labars.

On 18 December, a Soviet deployed EW/GCI site was observed east of the permanent Soviet radar site at Pritzwalk. On 19 December, the temporary site was vacated. A sod-landing strip, which could accommodate light aircraft and helicopters, was noted a few yards north of the vacated site.

On 19 December, 16mm motion picture photography of the fixed radar site at Pritzwalk was obtained. The erection of the sail on a vehicle-mounted THIN SKIN radar to operating configuration as well as the operation of a long track radar in conjunction with a second THIN SKIN radar were photographed. Because of its proximity to the deployed site observed on 18 December, as well as observation of one THIN SKIN radar being erected, it is highly probable that the deployment on 18 December originated from the fixed radar site at Pritzwalk.

On 22 December, a heavy flying program involving 30 FITTERS from Rechlin was observed. Aircraft were noted in two separate and distinct patterns, which involved low-altitude, high-speed passes over the field and then a live strafing run some 15 to 20 kilometers north of the airfield. The average sortie time was approximately thirty minutes. Thirty millimeter cannon fire was audible during the initial stages of the exercise. Most of the FITTERS had fresh powder burns on the fuselage forward of the wing roots. Thirty-five FITTERS participated in the first two and one-half hours of the training program. Of this number, only five were repeats.

B. (S) EAST GERMAN AIR FORCE (EGAF)

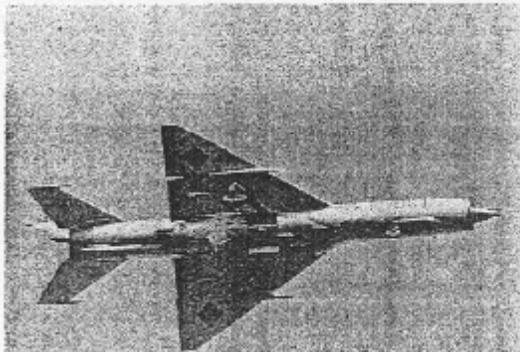
Allied Mission tours observed and photographed the first deployed FISHBED J (Export) aircraft while in the vicinity of Cottbus airfield in February and again in July. These are the only two sightings to date of

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EGAF FISHBED F (EXPORT)



EGAF BEAGLE AIRCRAFT DEPLOYED TO BREZNER/KLOUSCHE AIRFIELD.

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this aircraft in the EGAF inventory.

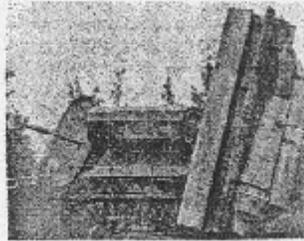
A joint East German and Soviet Air Force deployment was observed on 5 February at Erfurt/Bindersleben civilian airfield. Soviet and East German FISHBED D engaged in a moderate flying program on this date.

Light flying programs were observed at Cottbus on 24 and 25 March, and moderate activity was noted again on 5 and 7 May.

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EAST GERMAN PAN SONG B/C - GROSS DOBBERN SA-2 SITE

Mass EGAF deployment exercise activity was noted on 14 and 15 July. Perhaps the most significant of these was the first USMLM observation of 1L-28 BEAGLE aircraft in the East German inventory. Unconfirmed reports had listed BEAGLES at Drowitz. On 14 July, 4 BEAGLES, 11 FRESCOS, and standard GCI equipment was seen at Dresden/Klotzsche. On 15 July, an EGAF deployment of 9 FISHBED E/P (Export), 1 MIDGET, and 7 FRESCOS was photographed at Loepten auxiliary airfield. This is the first known deployment to this sod auxiliary strip since its completion in 1969. On the same date, an EGAF deployment consisting of 8 FISHBED E (Export), 8 FRESCOS, and 2 MIDGETS was observed and photographed at Alteno-Luckau auxiliary airfield. The FISHBEDS and MIDGETS observed at Alteno-Luckau were probably subordinate to Cottbus while the FRESCOS were most likely from Neubrandenburg.

The first observation of FISHBED type aircraft at Kamenz was made on 5 August. Other equipment on the airfield on this date included the normal complement of FRESCO and COLT aircraft, EW and GCI radars, and a PAN SONG missile control and guidance radar with 2 SA-2 GUIDELINE launcher rails minus missiles.

On 3 August, Bautzen airfield contained 37 MAYAS, 3 FRESCOS, and 2 ZSU 57-2 antiaircraft guns.

On 8 September, a USMLM tour observed an EGAF deployment of 11 FRESCOS, 1 BEAGLE, and 1 CRATE at Dresden/Klotzsche. The GCI site and east outer marker beacon had a full complement of equipment. By early November, the deployed EGAF aircraft and radar equipment were gone.

Leipzig-Skuditz civilian airfield was the site of an EGAF and Czechoslovakian aircraft deployment during the Warsaw Pact Exercise

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"Comrades in Arms." On 16 October, 1 CRUSTY, 1 CRATE, and 1 CGLT of the EGAF and 4 CRATES of the Czech Air Force were observed on the airfield. Two FILTERS also noted on the airfield probably belonged to the Czech Air Force.

The program of reorganizing and hardening East German GCI radar sites which began in 1969 continued throughout 1970. New construction has provided permanent masonry-type buildings for troops quarters, messing facilities, and operator/support areas at most locations. A program of building reinforced concrete bunkers covered with earthen bombs progressed throughout the year. These bunkers house the equipment associated with the radar systems, including duplicate radars, and leave only the radar antennae exposed above ground. Thus, all radar equipment except the antennae and all air situation computer vans are protected from ground fire and blast effect. The hardening program has been completed at Kirchnoser, Striesow, Ischillichau, Hinsdorf, Pragsdorf, and Alrensalzwedel. The program may be complete at Rohlsdorf and is in varying stages of completion at other accessible sites. Hardening of these sites reduces the degree of mobility of equipment positioned at the site. However, each site probably retains the capability to deploy a mobile radar location. Equipment changes noted in 1970 were the replacement of the SPONGE CAKE height finding radar with the more sophisticated BILL NET and THIN SKIN radars. No new equipment was noted.

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PART IV

PERSONNEL SUPPORT ACTIVITIES IN GSFG

USMLM liaison officers frequently have the opportunity to form impressions of the morale supporting activities in GSFG. Since they are only impressions they must be expressed in general terms. Specific detailed data is usually not available.

It is believed that all officers, senior sergeants, and civilians serving in GSFG are permitted to have their dependents in East Germany. Specific grade or length of service limitations in the enlisted ranks are not known, but observations indicate that junior (mladshii) sergeants do not enjoy this privilege. Senior sergeants have been observed in Potsdam and other areas with their dependents. No liaison officer can recall having seen a junior sergeant with dependents.

The vast majority of Soviet families live in housing projects on, or immediately adjacent to, Soviet garrisons. The quarters appear to be very crowded; and in at least some, communal kitchens are still in use. However, a rather extensive housing construction program appears to have been in progress for the past two years and considerable improvements are being achieved. This newer housing is in the form of three to four-story apartment buildings and is of modern design. Judging from the number of entrances, it appears that the apartments average three rooms. No single house or duplex-type construction has been observed. A small percentage of Soviet accompanied personnel live in German villages and towns. Usually they are grouped in one area. Nothing substantiative is known pertinent to bachelor officer's quarters.

Soviet household goods seem sparse by our standards. For moves between garrison complexes in East Germany, one light cargo truck appears to be sufficient to move both the dependents and their belongings. Normally observed are mattresses, lamps, refrigerators, television sets, and a few simple items of furniture. In conversation with Soviet wives, the impression is gained that few other personal belongings are shipped to East Germany. Some reddish-brown crates containing household goods, which presumably came from the Soviet Union, have been observed being moved into dependent housing areas. No more than two of these crates have ever been observed being moved at one time. The crates are about the size of our overseas shipping containers.

The following support/recreational facilities exist for use by GSFG personnel and their dependents:

a. Military Exchange Stores. Those observed are combination PX-Commissary facilities which stock cigarettes, soap and toilet articles, canned foods, books, magazines, beer, vodka, radios, and some items of civilian clothing, to include sports clothes. Often a "kiosk", or snack bar, selling drinks and snack-type food items is operated with the exchanges.

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b. Officers' Clubs. Each major installation has an officers' club. Those observed are large and sparsely furnished. No regular meal service appears to be provided, nor is there a regularly available bar. These clubs do not appear to be the social center for Soviet officers despite the relative isolation of the Soviet officer from the recreational activities of East Germany. The clubs appear to exist principally to accommodate conferences, scheduled social functions, movies, and for presentations by special entertainment groups, such as singers and dancers.

c. Enlisted Men Clubs. Enlisted men clubs have not been observed. Apparently the reading rooms ("Lenin's Corner") are the sole EM recreation centers in installation complexes. Sport equipment is available at most garrisons. Volleyball and soccer appear to be the most popular.

d. Recreation Centers. Beaches, camp sites and hunting areas have been set aside for exclusive Soviet use. Few facilities, except possibly boats, are provided in these areas.

e. Dependent Schools. An extensive primary and secondary school system has been established. The teachers are all Soviet. Foreign languages taught include German, English, and French. The number of schools appears to be limited. School buses have been observed transporting children as far as thirty or forty kilometers from the smaller garrisons. Military buses and drivers are used for this purpose.

f. Radio Network. GSFC has its own radio network (Radio Volga). The programs appear to be pre-recorded, with variety extending from children's programs to excellent music programs. All are interspersed with news, replete with propaganda.

g. Bus Service. Bus or truck service is provided between major installations and nearby population centers. Long lines at bus stops indicate that this service is inadequate.

As a rule, Soviet officers and their wives claim not to enjoy their tour of duty in East Germany. This is believed to reflect, in part, a natural aversion of the Russian for things foreign. However, it is also probably a reaction to the unfriendly attitude of the local populace. The East German normally displays an attitude toward the Soviet ranging from cold indifference to rudeness.

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PART V

TECHNICAL

A. (S) GENERAL

GSFG and the East German military forces maintained a steady program of improvement in equipment holdings during the year. The large influx of new series light and heavy cargo and utility trucks which was observed in 1969 appeared to level off during 1970. However, the import of other new or technically improved equipment continued at a steady pace, including that associated with the SA-4 missile deployment. Observations indicated continued introduction of the BTR-60 series armored personnel carriers and T-62 medium tanks.

New and improved box-bodied vehicles continued to flow into GSFG and EGA elements. Although a significant portion of these were identifiable as associated with radio, radar and electronics countermeasures, large numbers were of the workshop or general purpose type. These vans appeared designed to fulfill a wide variety of technical functions both in the field of mechanical and of electrical maintenance. There also appears to be a program for improving such other combat support vehicles as POL transports, water tank trucks, general purpose engineer equipment, ration trucks, and chemical reconnaissance and decontamination vehicles.

B. (S) MOTOR TRANSPORT

The MAZ-537 tractor truck appeared in the hands of GSFG during the early part of the year. Combined with the GEMZAF 5247 low bed trailer, this vehicle serves primarily as a tank transporter. The TATRA-813 prime mover continued to be imported from Czechoslovakia for use by the EGA. Observed in 1969 while undergoing field tests and later as a prime mover for the 130mm field gun (M-30), the vehicle is now observed also with antiaircraft artillery. It is used as a prime mover for the RANGER and FIRE CAN in the antiaircraft battalion.



MAZ-537 TRACTOR TRANSPORTER

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Both CSFG and the EGA have introduced new fuel tank trucks during the year. New water tank trucks have also been observed in CSFG. Within the Soviet forces, the fuel tanks have been noted on the GAZ-66, ZIL-150, ZIL-131, and MAZ-500 chassis. Open source publications refer to the ZIL-131 series vehicles as the ATs 4 3-131 and ATZ 4 3-131. The MAZ-500 fuel tank truck has been observed with a 2 axle fuel tank trailer. The KRAZ-221B tractor truck with fuel tank semi-trailer, normally associated with Air Force units, was observed on several occasions. A water tank has been noted on the GAZ-66 chassis. East German forces are importing the Czechoslovakian TATRA-158 equipped with a fuel tank with a probable 10,000 liter capacity. It has been seen towing a 2-axle fuel tank trailer of equal capacity. Some upgrading of the fuel tank and fuel servicing vehicles within CSFG has been anticipated. Much of the older equipment mounted on the ZIL-164, ZIL-150 series, and MAZ-200 chassis has reached the wear-out point. Many of these older vehicles appear to be retained in service for use as driver-training vehicles.

C. (S) INFANTRY WEAPONS

Infantry formations were watched throughout the year for the introduction of new weapons or significant variations in the numbers and type of known weapons. No significant sightings were made. The SFG-9 recoilless gun and man-pack SAGGER were infrequently observed.

The Dragunov (SVD) 7.62mm sniper rifle was frequently seen with motorized rifle troops. It appears that the weapon is issued on a basis of one weapon per motorized rifle platoon.

D. (S) ARMOR

The BRDM-2 amphibious scout car within CSFG is being equipped with what is believed to be an infrared night lighting device. First observed with a reconnaissance element of a motorized rifle division, the BRDM-2 equipped with the new device has now been sighted at several locations in East Germany. The device is mounted on the right front corner of the upper deck of the vehicle. It has not been determined if the device fulfills only a night driving/observation role or if it is also related to the armament on the BRDM-2.

Continued vigil for the introduction of a new tank into CSFG did not produce a new tank but detected a T-62 with significant turret variations. A number of T-62 medium tanks deploying from Saalfeld on 17 August for a field training exercise had machine guns mounted on the loader's hatch. The gun, although tarped, appeared similar in configuration to the 12.7 AAMG mounted on the T-54 medium tank. Three ammunition boxes for the weapon were mounted on the side of the turret. Due to the different positioning of the weapons on several of the tanks, it appeared that the AAMG could be rotated on a ring mount. It is believed that the modifications to the loader's hatch necessary to

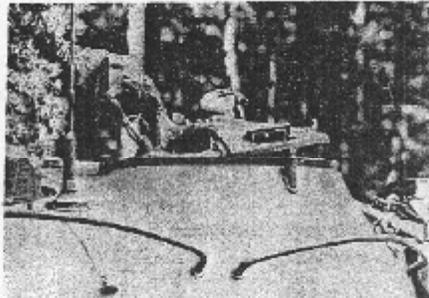
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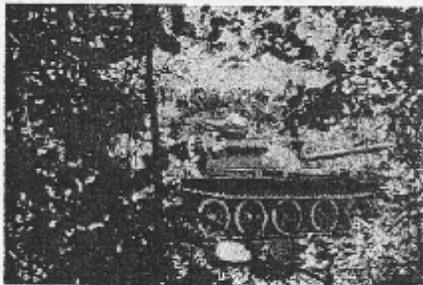
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BRM-2 WITH PROBABLE INFRARED LAMP



COMMANDER'S CUPOLA T-62 TANK



T-62 TANK EQUIPPED WITH ANTI-AIRCRAFT MACHINEGUN

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KAZ-500 POL TRUCK WITH TRAILER

accommodate this weapon would require a special cast turret. Other minor modifications on the turret were noted. The addition of the AAMG may be a result of Soviet assessment of the threat posed by armed helicopters. Other observations of the T-62 show the existence of a variant in the commander's cupola. The locking ring constitutes the major difference, one being characterized by a solid row of locking bolts with a modified lock ring.

The number of ETR-60P series armored personnel carriers in use within GSFG and to a lesser degree the ECA, increased significantly at military rail sidings in shipping crates and were uncrated by troop labor at the sidings.

E. (S) ENGINEER

The KRAZ-255B cross-country vehicle first observed in GSFG in early 1969 has been noted in increasing numbers. Sighted originally in the cargo version, it was observed in 1970 equipped with sections of the PMP heavy floating ponton bridge and the E-305V crane shovel. Introduction of this improved vehicle into engineer units is considered a logical progression as a replacement for the KRAZ-214.

The PKP wheeled amphibious trailer was observed for the first time during the year. This single-axle, dual-wheeled ponton trailer is used in conjunction with the PT-S tracked amphibian. Towed behind the PT-S during a river crossing operation, it provides the capability to transport a towed artillery piece together with the prime mover in a single trip. Special built-in features of the PKP allow for securing the artillery piece in place on the deck of the ponton. Short loading ramps on the rear of the PKP facilitate loading and unloading of the piece. Conceivably, the PKP could also be used for ferrying other materials and equipment, limited only by its load carrying capacity in the water and the ability to secure the load to the ponton.

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A probable solution to the question regarding utilization of both the Soviet and East German split ponton was obtained through a review of available photography. The Soviet split ponton appears to be an integral part of the KMS bridge construction set and the East German version an integral part of the RF 68 pile driving raft set. In both instances, the complete set consists of two full pontoons which mount the pile driving equipment, one split ponton, one powerboat, and the vehicles necessary to transport the equipment. The pontoons are assembled into a U-shaped raft after launching, with the full pontoons joined end-to-end and the split ponton separated and forming the sides of the U. The pile driving equipment is operated off the side of the full pontoons inside the U. A platform is therefore formed which is not only stable in the water but permits the engineer crew to work forward of the pile driving equipment.

F. (S) RADAR

After a relatively long period during which no observations were made, the POLE DISH radar was again observed in the Potsdam area in late December. Although little was learned regarding the operation of the equipment, coverage of the vehicles associated with the equipment was obtained. The equipment appears to be transported by a distinctly tarped UAZ-69 which tows a single-axis trailer.

On 17 April a Soviet SMALL YAWN field artillery radar was observed with the parabola erected in the Haufled area. Photography revealed seldom observed features of the parabola and its mount.

Observations of the FLAP WHEEL fire control radar with both GSPG and the EGA antiaircraft artillery units has given rise to a question regarding the equipment. Following a small import program in 1969, the number of FLAP WHEEL in use appears to have stabilized. Generally thought to be a replacement for FIRE CAN and possibly RANGER in the S-60 system, it would now appear that the equipment is either still undergoing field testing or was initially intended for only limited use. It is more commonly observed in EGA units.

G. (S) AIRCRAFT

An active import program of HOPLITE utility helicopters by GSPG was noted throughout the year. The aircraft was observed being uncrated and assembled at the 8th Guards Army air strip at Nohra. Observations of the crated aircraft during rail shipment revealed numerous crates stenciled "Made in Poland". One HOPLITE was noted equipped with strap-on type auxiliary fuel tanks.

A HARKE (MI-10) helicopter was observed during the latter part of the year with an unusual van-type structure in the load carrying position. The van was equipped with struts and wheels at each lower corner. Although not heavily constructed, the wheel arrangement appeared substantial enough to permit movement of the van once detached from

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B-400 LATTICE MAST VEHICLE



FOUR DISH RADAR AND ASSOCIATED UAZ-66

the helicopter. Each end of the van was equipped with a radome-like object mounted on the end of a retractable arm. When first observed, both objects were extended downward. During the period of observation, the rear object was retracted to a position near the rear of the van. The equipment appeared to be electronics associated.

FIREBAR aircraft equipped with an elongated, sharp-pointed radome approximately 5 feet longer than the standard blunt-nosed FIREBAR have been observed flying out of Zerbst since August. Whether the aircraft were modified locally or in the USSR is not known. In April, Zerbst FIREBAR #53 was photographed before modification. This same numbered aircraft was photographed again during a flying program at Zerbst in September after modification.

Modified BREWER aircraft were observed flying out of Wellow on three separate occasions subsequent to mid-June. Modifications noted included a slightly altered greenhouse; a blade antenna-like projection on the outboard side of each engine nacelle; two small bud-like protrusions on the forward part of the fuselage below the cockpit area; a large, box-like panel or protrusion aft of the nose wheel; two cylindrical, possible jet vents mounted parallel to the fuselage length forward of the camera port area as seen on the BREWER D; and an elongated radome at the approximate location of the camera ports noted on the BREWER E. This radome is somewhat similar to that often seen on the TU-16/BADGER aircraft. It is speculated that this modified aircraft may have an ECM role and may be a replacement for the aging IL-28/BEAGLE aircraft, which will probably be phased out of the 24th TAA inventory. The introduction of the new aircraft, which has been designated BREWER E, may represent an increase in the tactical ECM threat in the forward areas.

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Although the FISHBED J has been considered as the prime air defense aircraft of the 24th IAA, there had been some speculation since its introduction in East Germany in the summer of 1969 that this aircraft could also be used in the ground attack role. While FISHBED D/F have been observed dropping bombs over ranges in East Germany, it was not until late September that the first sighting was made of FISHBED J engaged in live bombing exercises over the Retzow Range. Four aircraft in formation and equipped with one bomb on the right inboard pylon approached the range on a westerly heading at an estimated altitude of 1,000 to 1,500 feet. The aircraft circled the range to the left in an approximate 5 to 7 kilometers radius turn, each aircraft spaced at 30 second intervals. The aircraft proceeded on a heading of 180 degrees, two kilometers east of the range until abeam the impact area and then initiated a descending right turn to a heading of 270 degrees. Each aircraft made one pass and a definite explosion was heard. This sighting confirms that the FISHBED J may be used in a dual interceptor/ground attack role. Photography of 30 March at Cochstedt auxiliary airfield indicated that the FISHBED J had two forward firing guns fixed under the center fuselage forward of the centerline pylon fuel tank. Although the caliber of the guns has not been determined positively, analysts believe that these may be the AM 23. Contrary to previous estimates, the 30 March photography also indicated that the ODD JOB antennas, located under the nose of the aircraft, had not been removed to accommodate the gun on the J. A third significant sighting from the 30 March photography was the discovery of a large external centerline pylon tank with an estimated capacity of 1,550 pounds of fuel compared to 880 pounds in earlier models. Continued observation and photography of the FISHBED J deployed at Cochstedt also indicated that the aircraft was equipped with modified ATOLL air-to-air missile (AAM) rails. The new launch rail measured approximately 1 foot longer than the 7.9 foot rail previously associated with ATOLL. An Allied Mission observed and photographed a new AAM which measured 1.5 feet longer than the ATOLL. The nose of the missile was pointed rather than blunt suggesting a beam rider guidance system rather than a heat-seeking type missile. Standard ATOLL missiles were also noted on the longer launch rail.



MARK (MI-19) WITH UNIDENTIFIED PROBABLE ELECTRONICS POD

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An aircraft arresting barrier was noted located on the west end of the runway at Cochstedt auxiliary airfield. The barrier consisted of three heavy steel cables stretched across the width of the overrun of the runway. The first cable was about 40 to 50 feet from the junction of the end of the runway and the remaining two cables were spaced at 50 feet intervals of the overrun to the west of the first cable. The three cables were held about two feet above the overrun by wooden stakes. The cables were anchored at each end by a heavy steel stake driven into the ground. Attached to each end of the cable at the anchor points were lengths of heavy, iron chain links. The barrier was evidently designed so that the aircraft undercarriage would engage the three arrester cables in succession on the overrun, and the weight and resulting drag of the heavy chain links attached to each of the cables would gradually bring the aircraft to a halt. The cable/chain barrier could be easily transported by truck and setup very quickly with minimum effort. Arresting barriers have not been found at any other Soviet or East German auxiliary airfields to date.

H. (S) CHEMICAL

Long familiar with the BRDM rkh chemical reconnaissance vehicle, identification was made of a UAZ-69 equipped with a smaller version of the contamination marking flag dispenser which appeared around mid-year in the Kramnitz area. In addition to the flag dispenser, the vehicle appeared to be equipped with contamination detection devices. Addition of the UAZ-69 rkh to unit holdings indicate a continuing emphasis on CBR warfare in the Soviet armed forces.

Several observations were made in the latter part of the year of the ARS-12 decontamination apparatus mounted on the ZIL-151 chassis. This is indicative of the trend to replace the ZIL-150 series vehicles with improved vehicles.

I. (S) RADIO

The ZIL-157 lattice mast vehicle was noted in general use by CSFG communications elements throughout the year. The vehicle serves as a transporter for the R-400 series radio lattice mast and parabola. The telescoping mast is mechanically erected on the truck, thus greatly reducing the time required to place the radio terminal in operation.

Sighting of an unidentified communications van on both the GAZ-63 and GAZ-66 chassis deployed with field artillery units increased during the year. The van is believed to house R-125 radio equipment. It is probable that the van serves as a command/operations center for artillery units.

J. (S) SURFACE-TO-AIR MISSILE DEVELOPMENTS

The garrison ARS-12 units of the newly deployed SA-4

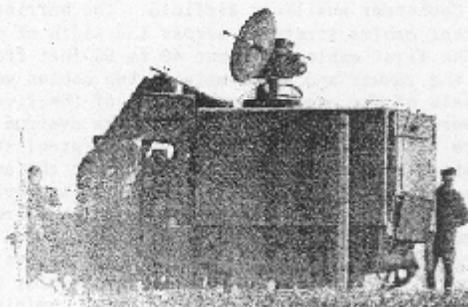
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#### SMALL YARD

SA-4 missile systems are located within PRA's and inaccessible to direct observation. However, deployment of units of this system for field training exercises during 1979 provided some opportunity for detailed observation.

The SA-4 system uses three track-laying vehicles:

The transporter-erector-launcher (TEL) is a tracked chassis equipped with 7 road wheels. The TEL mounts 2 SA-4 missiles on a dual arm launch rail system probably capable of being traversed a full 360 degrees. The mechanism probably elevates both missiles simultaneously.

The LONG TRACK early warning and target acquisition radar is mounted on a modified AT-T heavy tracked artillery tractor chassis. The chassis has been extended and contains a total of 7 road wheels. The cab features of the AT-T have been retained. LONG TRACK has been deployed with early warning radar sites and ground control interceptor sites within GSFC since early 1968.

The PAT HAND tracking guidance radar is mounted on a tracked chassis similar to the TEL. Although the chassis contains 7 road wheels, it appears to be of heavier design than the TEL.

The following wheeled vehicle components are considered signature items of the system:

The servicer-transloader vehicle. This vehicle is a

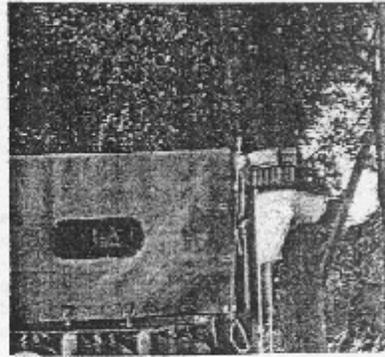
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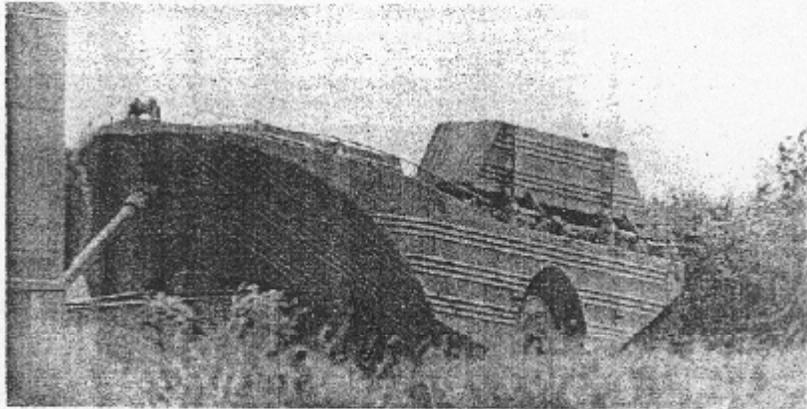
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GAZ-63 PROBABLY R-125 RADIO VAN



UAZ-69 with CBR DETECTION VEHICLE



WEP AMPHIBIOUS PORTON TRAILER

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modified URAL-375 chassis. The cargo bed portion of the truck has been extended and reinforced. Each side is equipped with a large hydraulic leveling jack. The vehicle is equipped with a single missile rail capable of handling 1 SA-4 missile. It would appear that the vehicle is used to transport a checked out missile from the check-out area to the TEL. This vehicle is equipped with an onboard crane for use in transferring the missile from the servicer-transloader to the TEL.

The missile canister transporter. This vehicle consists of a ZIL-157V tractor truck with a 2-axle semi-trailer. The trailer is articulated. It appears capable of transporting one complete round, less warhead, in the piggy-back canister peculiar to the SA-4 system.

The probable warhead canister transporter. This vehicle is a ZIL-157 cargo truck with distinct modifications to the cargo bed. Either the cargo bed or equipment mounted in the cargo bed significantly extends the vehicle to the rear. A specially designed tarpaulin covers the entire cargo portion of the truck. Each side of the cargo bed is equipped with two anchor cables apparently used to secure the load in traveling position.

The URAL-375 crane truck. This truck is probably used to load and unload missile and warhead canisters.

ZIL-157 electronics van probably related to warhead and missile checkout.

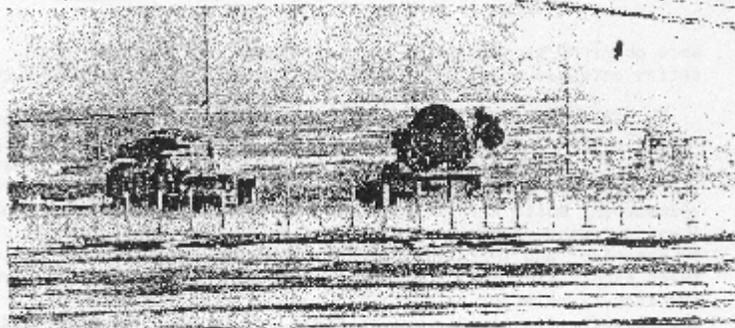
ZIL-157 fuel servicing vehicles.

The observation at Cochstedt of the LONG TRACK operating simultaneously with the PAT HAND firmly established its association with the SA-4 system. The LONG TRACK has an antenna reflector approximately 29 x 9 feet with 6 feed heads mounted on an 11 foot boom forward of the reflector. The antenna was observed to erect, unfold and begin operation mechanically within 10 seconds. The PAT HAND antenna system consists of four antennae mounted on a wishbone assembly. The large, 8 foot in diameter antennae mounted directly on the wishbone support is believed to provide the target tracking function. The three smaller antennae, 3.4, 2.5, and 1.1 feet in diameter, fulfill the target illumination and missile guidance function. The three smaller dishes

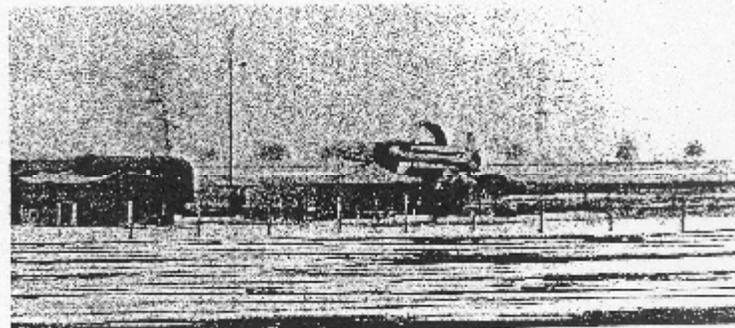
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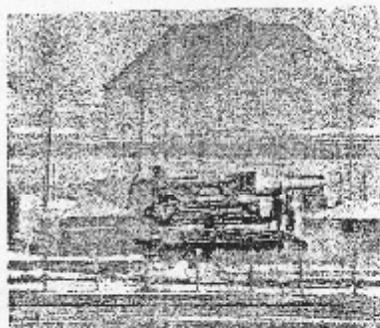
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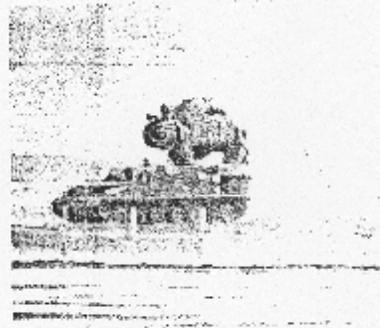
LONG TRACK (FOLDER) AND FAF  
HAND RADAR



SA-4 SERVICER-TRANSLATOR IN OPERATION



SA-4 WITH SINGLE MISSILE



FAF HAND RADAR

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were observed to nod in the vertical plane while in operation. The entire antennae array folds down horizontally for travel configuration.

The SA-4 missile is about 27 feet long and 3 feet in diameter. The TEL is believed to be air transportable. A pair of SA-4 missiles on a TEL was observed elevated to about 30 or 40 degrees and traversed through an arc of about 60 degrees at Cochstedt. VHF antennae on telescoping masts were noted on the LONG TRACK and PAT HAND chassis. These antennae probably serve to transmit radar data from one system to the other and thereby eliminate the need for connecting cables between each subsystem. The transloading of the SA-4 missile from the servicer-transloader to the TEL by use of the self-contained crane on the servicer-transloader was observed. This on-board crane adds further to the mobility and self-sufficiency of the system. SA-4 missile support columns have been observed on several occasions.

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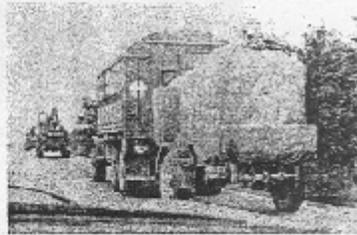
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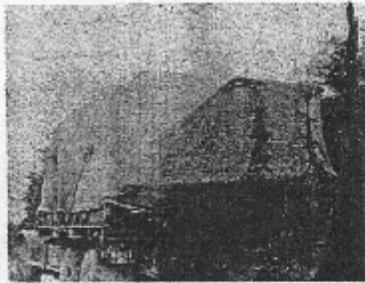
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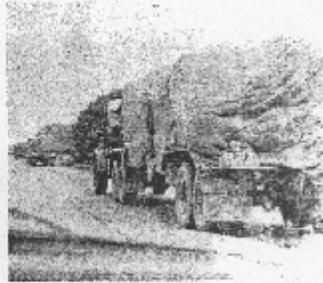
SA-4 FUEL SERVICING VEHICLE



SA-4 ASSOCIATED ELECTRONICS VAN



SA-4 PROBABLY WAREHEAD CANISTERS TRANSPORTER



SA-4 MISSILE CANISTER TRANSPORTER

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SA-4 SERVICE TRANSLoader VEHICLE



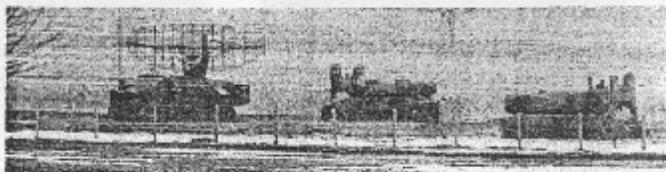
SA-4 SERVICE TRANSLoader VEHICLE



UHAL-375 CRANE



SA-4 FUEL SERVICING VEHICLE



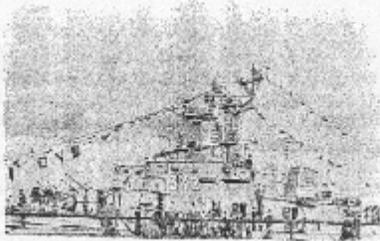
UHAL-375 CRANE AND 2 SA-4 THE RECEIPT VEHICLE

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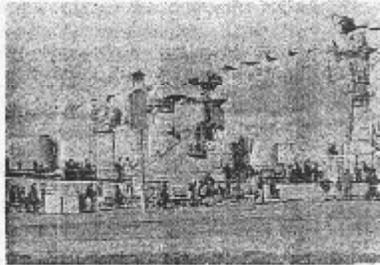
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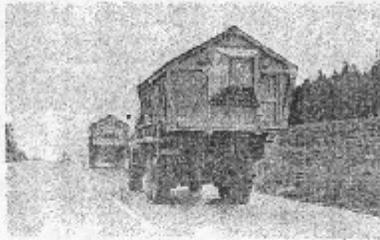
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EAST GERMAN EDISON CLASS MWP



EAST GERMAN MINKA, TYPE II, PCB



SIX MISSILE CRATES ON C-5 CARGO TRUCK

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PART VI

EAST GERMAN ECONOMY

A. (C) GENERAL

USMLM tours are in daily contact with economy conditions in East Germany and thereby are able to gain general impressions as to changes in the status of the economy. This section summarizes impressions which the tour officer developed by repetitive tours in East Germany.

During 1970, economic growth appeared to reflect a continuation of trends and pace which characterized the previous year. While the unusually long and severe winter undoubtedly caused some slippage in construction, expansion of the industrial base apparently continued to receive high priority. The standard of living of the average East German did not appear to change appreciatively during the year. Those constraints inherent to the economic system remained in force and continued to limit the East German in his efforts to improve his living standard. As in the past several years, basic needs such as food, clothing, and adequate shelter appeared to have been satisfied but the availability of less essential consumer items continued to be plagued by shortages, high costs, erratic delivery, inadequate storage facilities, and antiquated marketing methods.

B. (C) TRANSPORTATION

Despite a growth in the truck transportation fleet, railroads continued as the primary means for movement of materials and commodities in East Germany. This year has seen a replacement of long stretches of track on many rail lines. Rebuilding is accomplished primarily through the use of prefabricated rail sections composed of steel rails mounted on concrete cross ties. Rail beds have also been improved by use of crushed rock ballast.

The rail line running southwest from Mirov and the one running northwest from Joachimsthal are examples of the lines rebuilt during the year. A new line running northwest and southeast in the vicinity of Bronkow has been built but not yet placed in service. Although currently a single line, the rail bed would support a second track and when completed this line may prove to be a major artery. There appears to be little or no effort devoted to extension of existing electrical lines, probably related to the shortage of electrical power in East Germany. Diesel locomotives predominate, although older steam locomotives also remain in use.

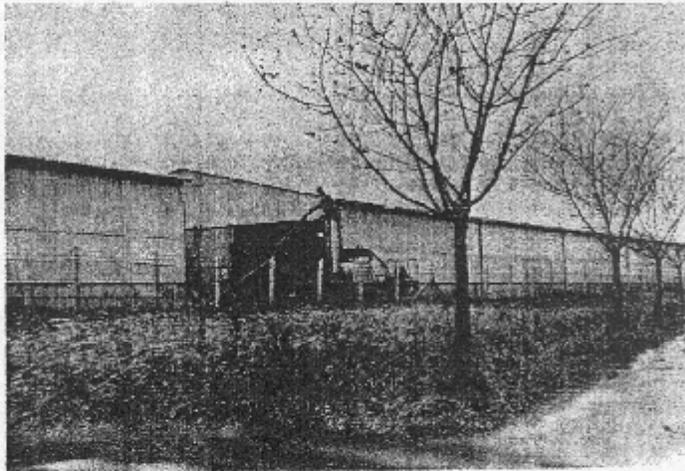
Rolling stock is being upgraded. Especially apparent has been an increase in the number of refrigerator cars and late model passenger coaches. Containerized rail shipments are increasing in use and may be a partial solution to the deteriorated condition of freight cars.

The extensive rail passenger network in East Germany appears to exceed

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COLLECTIVE FARM FOREMAN'S KIT AND CONTENTS



GRAIN STORAGE SITE NEAR BAUTZEN

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passenger requirements. Even during peakload periods, passenger trains are seldom crowded. Rail siding facilities are being improved, particularly in agricultural areas. New storage sheds for agricultural products and refurbishment or extension of loading facilities have been observed frequently.

As recently as 1968 most railroad grade crossings were equipped with hand-operated gates manned normally by elderly persons. Replacement of this system began in 1968 and proceeded very rapidly during 1970. If the pace of this replacement continues, most grade crossings will be equipped with automated equipment by the end of 1971.

Commencing in late spring, highway and road construction proceeded at a very fast pace, not only to repair the damages incurred during the winter months but for improvement of the road network. A qualitative improvement was observed in both rural and urban areas and most villages are now connected to a main highway by at least one hard-surfaced, all-weather road.

Other notable examples of major construction include the widening of main roads such as Route 103 and Route 104, the resurfacing of Route 180 between Eisleben and Freyburg, and the construction of bypasses around built-up areas which form a traffic bottleneck, such as Wittstock and Parchitz. A major project for repair of the Nuremberg autobahn has been in progress for most of the year, particularly on that portion immediately north of the intersection with the Hisanach autobahn. The north dual-lane autobahn section of the Elbe River bridge near Dessau was opened in 1970, thereby permitting closure of the south lanes for badly needed repairs. The northern lane of this bridge had been closed since World War II. Construction work on the Berlin North Ring autobahn has continued since late spring.

Despite the pace of road and highway construction, the density of traffic continues to increase and repairs barely keep pace with deterioration of existing roads. Many secondary roads previously used by military units for movement of armored vehicles now bear signs prohibiting the passage of tracked vehicles. This may help to slow the deterioration of the road nets near military garrisons.

C. (C) HOUSING CONSTRUCTION

The construction of high-rise apartment complexes continued to be observed throughout East Germany. In the cities these construction projects are designed to create self-contained communities. One such community, rivaling that of the Halle Neustadt, is nearing completion immediately south of Jena.

More widespread but obviously proceeding at a slower pace is the construction of small 20 to 30-unit housing projects. According to local nationals, much of the labor on these projects is done by the

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CIVILIAN HOUSING DEVELOPMENT, JENA

future residents themselves under the supervision of construction specialists. Technical work, such as electrical wiring and plumbing, is done in part by the specialist and in part by the "self-help" method. Such a project has been underway for several months near the USMLM Mission House in Potsdam. Work on the project is very sporadic and construction appears to be of poor quality.

D. (C) AGRICULTURE

As a logical follow-on to the extensive mechanization program observed in 1969, widespread construction of equipment sheds was observed during 1970. Most collectives now appear to have adequate shed space for tractors and other farm equipment even though much of it is open-sided shedding. The construction of grain storage facilities also appears to have received high priority during the year. Construction of silos was observed in many areas, particularly near the major rail loading points.

An unusual grain storage facility has been constructed near Bautzen. This facility used the south lanes of the Bautzen Wuischke autobahn for a distance in excess of 10 kilometers. The facility appears to be capable of providing storage space for as much as 100,000 tons. The primary commodity in storage at present is believed to be wheat. The terminal section of this autobahn east of Bautzen was closed to provide for this facility and is enclosed within a wire mesh fence. There are 60 sheds for the storage of grain. The sheds are constructed of ferro-cement sections mounted on steel framework. The surface of the autobahn is used both as a foundation and floor. New agricultural machinery to include reapers and harvesters are stored in the open on the autobahn surface in the center part of the complex. Several administrative buildings and piles of construction materials were observed in the center part of the

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complex. Observation into one shed showed its contents to be wheat.

Storage facilities for perishable farm products other than grain appear inadequate. According to local nationals, this deficiency resulted in loss from spoilage of a portion of the bumper potato crop of 1970. Many collectives had to resort to burying the crop in an effort to preserve it.

Increased attention was given to the planting of orchards and the care of those already in existence. Some farm areas previously used for other crops have been converted to orchards. New plantings appeared to be well cared for. Old orchards were pruned, cleared from undergrowth, and sprayed for insects. A more coordinated effort was made to harvest the fruit than was evident in previous years. The fruit "sampled" seemed to be of a better quality than that in previous years.

The number of aircraft used in crop dusting and spraying has increased over the previous year. Both the MAX and COLT continue to be used. At civilian airports, such as Kyritz and Anklam, where two or three aircraft were previously seen, as many as eight to ten can now be observed on occasion. Crop dusting aircraft are also frequently seen parked in fields with small tents providing shelter for the pilots and maintenance personnel.

On 21 October 1970, a leather pouch probably belonging to the foreman of a collective farm in the Oschatz area was recovered from a roadside. Documents within the pouch contained information on the general operation of the farm collective. This data included the base plan for crop rotation in the 1969-1970 season, work norms, salary scales, a contract between two collectives providing for an exchange of products, and a list of special qualifications required for a brigade leader in the farm collective.

Conversation with a shepherd in the area of Belzig provided an insight into East German sheep raising. The shepherd stated that he and his wife manage a flock of 300 sheep and 200 lambs. They like the work since it permits them to be virtually independent. The East German government pays them a combined wage of 500 DM per month. The shepherd served a period of apprenticeship of approximately seven years under the direct supervision of a qualified shepherd. During the last three years of this apprenticeship, supervision was on a weekly basis. He then served a two year tour of duty with an armored unit of the East German Army near Rostock. After leaving the service he returned for a year's refresher training with a flock. Since that time he has had a relative free hand in managing the small sheep farm.

#### E. (C) CONSUMER GOODS

Little improvement was noted in the availability of consumer goods or services to the average East German. Although food products appeared to be in adequate quantity, retail outlets for perishable items continued

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to be faced with the problem of peak demands resulting from infrequent deliveries.

In some of the larger department stores, self-service markets have been established and appear to be quite popular. However, stocks maintained in these stores do not normally include perishable items.

There has been an apparent effort to improve the display of merchandise. In particular, clothing stores are prone to give more attention to attractive display of goods in the shop windows and, in addition, there has been an obvious effort to improve the style of clothing.

Some new items which could be classified as luxuries have appeared in greater quantities during the past year. One of the more notable has been stereo/high fidelity equipment. The quality of the product does not approach that of Western production and its cost is relatively high. Television sets, on the other hand, appear to be of acceptable quality and at a reasonable price. The complaint of the East Germans is the lack of repair and maintenance shops for such equipment. In the city of Potsdam repair facilities for such items are not known to exist.

The waiting time for private automobiles apparently is decreasing with each passing year. However, the cost coupled with the waiting time keeps a private car beyond the reach of most families. The most inexpensive--the smallest Trabant--costs over 9,000 DME. The problem of inadequate service facilities also faces the owner of automobiles. Even in the larger cities car repair and maintenance facilities are scarce and in the smaller towns they are nonexistent.



ALAS, UDEM WAS WITHOUT INVITATION TO THE NEW YEARS'S BALL

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ANNEX A

AGREEMENT

ON MILITARY LIAISON MISSIONS ACCREDITED TO THE SOVIET AND UNITED STATES  
COMMANDER IN CHIEF OF THE ZONES OF OCCUPATION IN GERMANY

In conformity with the provisions of Article 2 of the Agreement on "Control Mechanism in Germany", dated November 14, 1945, the United States and the Soviet Commanders in Chief of the zones of Occupation in Germany have agreed to exchange Military Liaison Missions accredited to their staffs in the zones and approve the following regulations concerning these missions:

1. These missions are military missions and have no authority over quadripartite military government missions or purely military government missions of each respective country, either temporarily or permanently on duty in either zone. However, they will render whatever aid or assistance to said military government missions as is practicable.

2. Missions will be composed of all ranks and some representatives. There will be no political representative.

3. The missions will consist of not to exceed fourteen (14) officers and enlisted personnel. This number will include all necessary technical personnel, office clerks, personnel with special qualifications, and personnel required to operate radio stations.

4. Each mission will be under the orders of the senior member of the mission who will be appointed and known as "Chief of the United States (or Soviet) Military Mission".

5. The Chief of the mission will be accredited to the Commander in Chief of the occupation forces.

In the United States zone the mission will be accredited to Commander in Chief, United States European Command.

In the Soviet zone the mission will be accredited to the Commander in Chief of the Group of Soviet Occupational Forces in Germany.

6. In the United States zone the Soviet Mission will be offered quarters in the region of Frankfurt.

7. In the Soviet zone the United States Mission will be offered quarters at or near Potsdam.

8. In the United States zone the Chief of the Soviet Mission will communicate with A-C of Staff, G-3, United States European Command.

9. In the Soviet zone the Chief of the United States Mission will communicate with the Senior officers of the Staff of Commander-in-Chief.

10. Each member of the missions will be given identical travel facilities to include identical permanent passes in Russian and English languages permitting complete freedom of travel wherever and whenever it will be desired over territory and roads in both zones, except places of disposition of military units, without escort or supervision.

Each time any member of Soviet or United States mission wants to visit United States or Soviet headquarters, military government offices, forces, units, military schools, factories and any territories which are under United States or Soviet control, a corresponding request must be made to Director, Operations, Plans, Organization and Training, European Command or Senior Officer, Headquarters, Group of Soviet Occupational Forces in Germany. Such requests must be acted upon within 24-72 hours.

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Members of the missions are permitted alien guests at the headquarters of the respective missions.

11. a. Each mission will have its own radio station for communication with its own headquarters.

b. In each case couriers and messengers will be given facilities for free travel between the headquarters of the mission and headquarters of their respective Commanders-in-Chief. These couriers will enjoy the same immunity which is extended to diplomatic couriers.

c. Each mission will be given facilities for telephone communication through the local telephone exchange at the headquarters and they also will be given facilities such as mail, telephone telegraphy through the existing means of communication when the members of the missions will be traveling within the zone. In case of a breakdown in the radio installation, the zone commanders will render all possible aid and will permit temporary use of their own systems of communication.

12. The necessary rations, P. O. L. supplies and household services for the military missions will be provided for by the headquarters to which accredited by method of mutual compensation in kind, supplemented by such items as desired to be furnished by their own headquarters.

In addition the respective missions or individual members of the missions may purchase items of Soviet or United States origin which must be paid for in the currency specified by the headquarters controlling zone where purchase is made.

13. The buildings of each mission will enjoy full right of extra-territoriality.

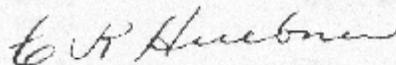
14. a. The task of the mission will be to maintain liaison between both Commanders in Chief and their staffs.

b. In each zone the mission will have the right to engage in matters of protecting the interests of their nationals and to make representations accordingly, as well as in matters of protecting their property interests in the zone where they are located. They have a right to render aid to people of their own country who are visiting the zone where they are accredited.

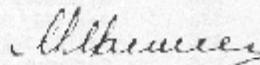
15. This agreement may be changed or amplified by mutual consent to cover new subjects when the need arises.

16. This agreement is written in Russian and English languages and both texts are authentic.

17. This agreement becomes valid when signed by Deputy Commanders of United States and Soviet Zones of Occupation.



Lieutenant-General HUEBNER  
Deputy Commander in Chief,  
European Command



Colonel-General MALININ  
Deputy Commander in Chief,  
Chief of Staff of the  
Group of Soviet Occupation  
Forces in Germany

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ANNEX B

## PERSONNEL ROSTER

<u>RANK</u>	<u>NAME</u>	<u>DATE ARRIVED</u>	<u>DATE DEPARTED</u>
COL	Richie, Howard M.		
LTC	Colgan, David J.	13 Jun 70	
LTC	Brownlee, Robert W.		
LTC	Coleman, Richard C.		28 Dec 70
LTC	Hoskins, Lee		
LTC	Koche, William L.	(AF)	23 Jul 70
LTC	Schneider, Howard H.		16 Jun 70
LTC	Sovinsky, Leo V.	(AF)	1 Jul 70
LTC	Stovall, Don O.		
LTC	Von Dach, Robert F.		
MAJ	Ball, William K.	(USMC)	
MAJ	DePrie, Michael C.	12 Jun 70	
MAJ	Fielder, William H.		
MAJ	Hall, David B.	1 Apr 70	
MAJ	Manzo, Fred V.		
MAJ	Meckel, Peter S.	3 Jul 70	
MAJ	Nikulla, Paul F.	(AF)	
MAJ	O'Shea, Cornelius J.		9 Jul 70
MAJ	Von Hoens, John P.		
MAJ	Zalmanis, Andris	(AF)	3 Mar 70
CPT	Gilbert, Gerald H.	(AF)	
CPT	Vichnevsky, Igor	(AF)	29 Jul 70
SGM	Kochanice, Louis J.	11 Sep 70	
SGM	Kowalski, Clement S.		17 Jul 70
MSGT	Waltner, Mavis L.	(AF)	
SFC	Burandt, Horst G.	16 Apr 70	23 Nov 70
SFC	Ellis, James R.		
SFC	Hamilton, James E.		
MSG	Hasenyager, Clifford E.	(AF)	
MSG	Johnson, Arley L.	(AF)	27 Jul 70
SFC	Osborne, James M.		11 Jun 70
SFC	Ridley, Lawrence D.	30 Jul 70	
MSG	Wilkinson Jr., William J.	(AF)	16 Jun 70
SSC	Banzell, James W.		15 Apr 70
SSC	Beard, Roger D.		
TSG	Carignan, Theodore D.	(AF)	8 Sep 70
SSG	Freese, Allen F.		7 Jan 70
SSC	Hayes, Daniel E.		18 Mar 70
TSG	Johnstone, James K.	(AF)	8 Oct 70
SSC	LaMarche, Jean H.		25 Jul 70
SSC	Merthen, Nick	28 Sep 70	9 Nov 70
TSG	Netter, Nikolaus G.	(AF)	7 Aug 70
TSG	O'Donnell, James	(AF)	
TSG	Ratz, Melvin E.	(AF)	

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## UNCLASSIFIED

<u>RANK</u>	<u>NAME</u>	<u>DATE ARRIVED</u>	<u>DATE DEPARTED</u>
TSG	Rucheleau, Kenneth D.	(AF) 4 Jul 70	
SSG	Salas, Francisco A.	15 May 70	
SSG	Sepulvado, Joseph P.		29 Jul 70
SP5	Allen, Kenneth J.	12 Mar 70	29 Nov 70
SSG	Bone, Ernie A.	(AF) 27 Jul 70	
SP5	Coates Jr., Robert E.	3 Apr 70	29 Nov 70
SP5	Coley, James E.		
SGT	Elar, Rickey L.		2 Mar 70
SP5	Florin, Paul R.	9 Apr 70	
SP5	Fullerton, Raymond N.		29 Jul 70
SSG	Grunch, Robert W.	(AF)	
SP5	Guest, Gerald L.		
SGT	Hanson, Robert E.		26 May 70
SP5	Hedrick, Danny F.	11 Feb 70	
SP5	Huff, Carl E.	12 Mar 70	
SP5	Jones, Thomas R.		
SSG	Keller, Josef	(AF)	
SP5	Lawrence, Danny L.		29 Jul 70
SP5	McCulley, Lloyd	13 Jan 70	
SP5	Minges, Michael V.		
SGT	November, Meyer S.	6 Jan 70	13 Mar 70
SP5	Patyk, Robert A.		21 May 70
SP5	Sacharanski, John		6 Mar 70
SP5	Sclafani, Francis A.		12 Apr 70
SSG	Senne, Helmut	(AF)	
SP5	Staples, Norman E.		10 Feb 70
SP5	Taylor, Larry G.		
SP5	Thomas, Donald E.		23 Nov 70
SP5	Walters, Raymond J.		23 Nov 70
SP5	Worster, Linwood E.		29 Jul 70
SP5	Young, Clyn L.	1 Apr 70	
SP4	Anctil, Roland R.	2 Dec 70	
SGT	Andrijiszyn, Michael	(AF)	1 Oct 70
SP4	Curren, Michael J.	27 Jul 70	
SP4	Fontenot, Michael T.	31 Jul 70	
SP4	Jeffries, Louis E.	7 Mar 70	
SP4	Kelley, Robert L.	16 Apr 70	
SP4	Miller, Ronald M.	30 Oct 70	
SP4	Napolski, Craig A.	9 Nov 70	
SP4	Perkins, John W.	9 Nov 70	
PFC	Clayton, Allen W.	3 Apr 70	6 Jul 70

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ANNEX C

LIAISON MEETINGS

- 13 Jan Deputy Chief USMLM met with a SERB staff officer (LTC Karasyov) at USMLM request to discuss the East German personnel shortages of the household staff at the Potsdam Mission House.
- 4 Feb Chief USMLM met with Chief SERB at SERB request. The purpose of this meeting was to receive a letter of protest from the Chief of Staff GSFG to the Chief of Staff USAREUR concerning an incident which resulted in the detention of a Mission tour in East Germany.
- 7 Feb Chief USMLM met with Chief SERB at SERB request to discuss an incident involving a USMLM tour near Erfurt and the subsequent detention of this tour at Leipzig. At the conclusion of this meeting the tour personnel were released but their travel documents were not returned by the Soviets and the tour was restricted to the Potsdam Mission House.
- 14 Feb Chief USMLM met with Chief SERB at SERB request. The purpose of this meeting was to continue the discussion of the restriction of a USMLM tour at the Potsdam Mission House. At this meeting the documents of the restricted officers were returned.
- 17 Feb Chief USMLM met with Chief SERB at USMLM request. The purpose of this meeting was to give Chief SERB a letter from CINC USAREUR addressed to CINC GSFG.
- 1 Mar Chief USMLM met with Chief SERB at USMLM request to deliver a letter from CINC USAREUR to CINC GSFG protesting the delay of the CINC diesel train at the Soviet checkpoint in Marienborn.
- 3 Mar Deputy Chief USMLM met with a SERB staff officer at USMLM request. The purpose of this meeting was to obtain a guest pass for an Army doctor to visit a military dependent hospitalized in East Germany after a vehicle accident. The request was granted.
- 6 Mar Chief USMLM met with Chief SERB at SERB request to receive a CINC GSFG response to a letter from CINC USAREUR concerning the delay of the CINC diesel train.

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- 20 Mar Chief USMLM met with Chief SERB at USMLM request to transmit a verbal statement from CINC USAREUR expressing his appreciation for the investigation being made by the Soviet Headquarters concerning the delay of the CINC USAREUR diesel train.
- 14 Apr Deputy Chief USMLM met with Deputy Chief SERB at USMLM request to discuss maintenance problems at the Potsdam Mission House. At this meeting, Deputy Chief SERB stated that funds for major repairs of the House would not be available until Calendar Year 1971.
- 16 Apr Deputy Chief USMLM met with Deputy Chief SERB and an East German construction contractor at SERB request to determine the extent of needed repairs at the Potsdam Mission House.
- 3 May Chief USMLM met with Deputy Chief SERB at USMLM request to obtain Soviet assistance in locating a U.S. Army Lieutenant who had entered East Berlin and had not returned.
- 27 May Deputy Chief USMLM met with Deputy Chief SERB at SERB request. The purpose of the meeting was to discuss two minor incidents involving USMLM tours.
- 10 Jul Deputy Chief USMLM met with Deputy Chief SERB at USMLM request. The purpose of the meeting was to seek Soviet assistance in determining the status of three U.S. civilians who had been detained by East German border guards on 9 July.
- 14 Aug Chief and Deputy Chief USMLM met with Acting Chief SERB at SERB request to discuss repairs at the Potsdam Mission House. At this meeting, Acting Chief SERB stated that general overhaul of the Potsdam Mission House would be made in 1971.
- 21 Aug Chief USMLM met with Acting Chief SERB at SERB request. The purpose of this meeting was to discuss a detention of a USMLM tour in East Germany.
- 25 Sep Chief USMLM met with Chief SERB at USMLM request to seek Soviet assistance in resolving the problem of the inoperable railroad switch at the Lichterfelde-West railroad station in West Berlin.

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*[Handwritten signature]*

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- 6 Nov Chief USMLM met with Chief SERB at SERB request to receive a protest concerning an incident and subsequent detention of a USMLM tour in East Germany.
- 28 Dec Chief USMLM met with SERB representatives at USMLM request at the Potsdam Mission House for the traditional presentation of seasonal gifts and greetings from the CINC and Chief of Staff USAREUR to the CINC and Chief of Staff GSPG.

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[REDACTED]

ANNEX D

TEMPORARY RESTRICTED AREAS (TRA'S)

TRA 1-70 (240001-302400 January 1970). Covered garrison areas of the 6th and 7th Guards Tank Divisions, 1st Guards Tank Army, and 14th Guards Motorized Rifle Division, 20th Guards Army. Apparently screened major FTX activity primarily in the area of the Jueterbog PRA.

TRA 2-70 (020001-067400 February 1970). Screened FTX activity conducted by elements of the 3d Shock Army with possible participation by elements of the 2d Guards Army. Included non-tactical move from Neuruppin PRA into the Letzlinger Heide PRA with an Elbe River crossing in the Gnevsdorf area.

TRA 3-70 (090001-142400 February 1970). Northern portion of TRA probably screened division level FTX by 32d Motorized Rifle Division, 2d Guards Army. The Division apparently moved south into Letzlinger Heide PRA on movement which included crossing of the Elbe River. Southern portion of TRA probably covered exercise activity by 1st Guards Tank Army elements.

TRA 4-70 (020001-072400 March 1970). Covered garrison areas of the 6th and 7th Guards Tank Divisions, 1st Guards Tank Army, and 14th Guards Motorized Rifle Division, 20th Guards Army. Probably screened division level FTX involving the 6th Guards Tank Division and 27th Guards Motorized Rifle Division.

TRA 5-70 (090001-142400 March 1970). Appeared to screen division level activity of 20th Guards Tank Division, 8th Guards Army. Activity by SA-4 units noted during TRA.

TRA 6-70 (100001-152400 March 1970). Probably covered low-level activity by 94th Guards Motorized Rifle Division and 32d Motorized Rifle Division, 2d Guards Army. May have included a crossing of the Elbe River by a regimental unit.

TRA 7-70 (110001-142400 March 1970). No evidence of large scale exercise. May have screened activity by the East German Army.

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TRA 8-70 (140001-202400 March 1970). Appeared to screen activity by elements of the East German Army. Artillery elements, probably of the 9th Tank Division, Military District V, noted moving in area. Minor elements of GSPG may have utilized TRA to screen small unit training activity.

TRA 9-70 (190001-222400 March 1970). Probably covered FTX involving elements of the 20th Guards Army including the 8th Guards Motorized Rifle Division. Elements of 30th and 38th Artillery Brigades, 34th Artillery Division, moved to Justerbog PRA and may have participated in exercise.

TRA 10-70 (230001-282400 March 1970). Probably screened GSPG CPX or communications exercise. No evidence of movement of tactical units observed.

TRA 11-70 (050001-122400 April 1970). Probably covered exercise activity by elements of 1st Guards Tank Army and 3d Shock Army. Headquarters and tactical units deployed.

TRA 12-70 (100001-132400 April 1970). Appeared to screen minor exercise by East German elements of Military District III and Soviet elements of 8th Guards Army. Activity was probably regimental level or lower.

TRA 13-70 (230001-282400 April 1970). May have screened FTX activity by elements of 8th Guards Army and possibly East German Army elements.

TRA 14-70 (230001-252400 April 1970). May have screened CPX or COMEX activity by GSPG and East German Army elements.

TRA 15-70 (300001 May-042400 June 1970). Covered FTX activity by 207th Army. Activities of the two units were probably conducted separately.

TRA 16-70 (020001-102400 June 1970). Apparently screened exercise activity by elements of the 3d Shock Army, 8th Guards Army, and 1st Guards Tank Division. The 19th Guards Motorized Rifle Division, 20th Guards Army, may have participated. East German Army elements probably exercised in the Jorgau PRA.

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TRA 17-70 (050001-172400 June 1970). Primarily screened activity by elements of the East German Army. GSPG elements located within the TRA may have conducted limited activity.

TRA 18-70 (160001-212400 June 1970). Covered CPX and FTX activity by elements of the 19th Guards Motorized Rifle Division and the 71st Guards Artillery Brigade of the 20th Guards Army. Exercise included a river crossing.

TRA 19-70 (220001-272400 June 1970). Covered exercise activity conducted by elements of the 2d Guards Army and 3d Shock Army. The 9th Guards Tank Division probably made an Libe River crossing.

TRA 20-70 (020001-102400 July 1970). Covered divisional level opposed force exercise involving the 37th Motorized Rifle Division, 1st Guards Tank Army, and the 57th Guards Motorized Rifle Division, 8th Guards Army.

TRA 21-70 (100001-172400 August 1970). (Terminated 102000 August 1970). No exercise activity observed in relation to TRA.

TRA 22-70 (240001-302400 August 1970). May have screened FTX activity by elements of 32d Guards Motorized Rifle Division of the 2d Guards Army, and 6th Motorized Rifle Division of the 20th Guards Army. Also appeared to cover COMEX and CPX activity by other major elements of GSPG.

TRA 23-70 (021500-072400 September 1970). Apparently imposed to screen preparations for the Warsaw Pact Exercise, "Comrades in Arms". Elements of the 34th Artillery Division may have deployed into areas of Jucterbog PEA.

TRA 24-70 (280001 September-202400 October 1970). Screened preparations for, conduct, and close-out of the Warsaw Pact Exercise, "Comrades in Arms".

TRA 25-70 (241700-272400 October 1970). Covered exercise activity by the 94th Guards Motorized Rifle Division and 32d Guards Motorized Rifle Division, 2d Guards Army. Headquarters elements of the 2d Guards Army were also believed to have been deployed. Separate activity may have been conducted by elements of the 10th Guards Tank Division, 3d Shock Army.

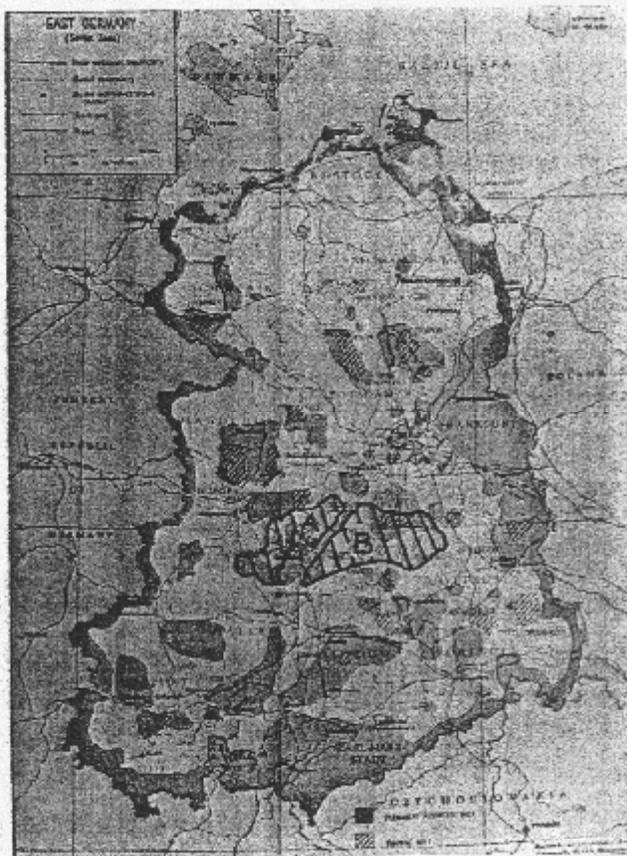
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NOT USED

<sup>D-4</sup>  
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WIA 1-70 (240021-902402) January 1970.

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TBA 2-70 (020001-062-00 February 1970).

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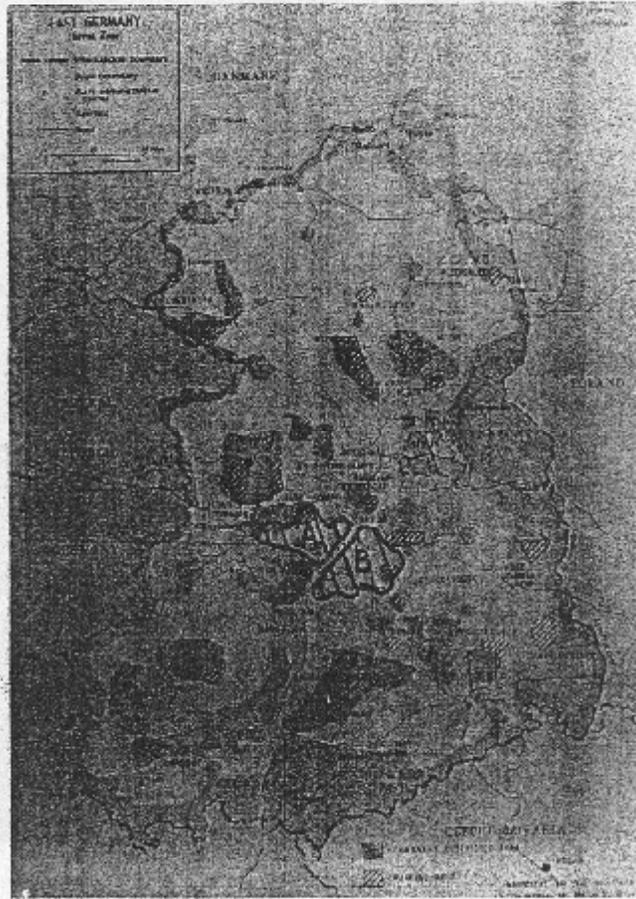
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TNA 5-70 (090001-148400 February 1970).

D-7  
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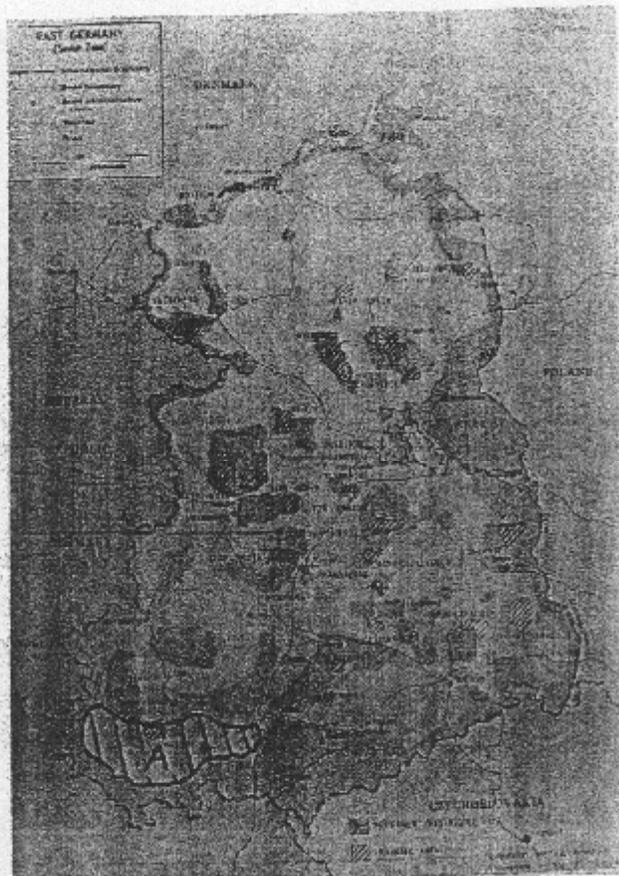
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TRM 4-70 (020001-072400 March 1970).

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OWA 5-70 (09003-140400 March 1970)

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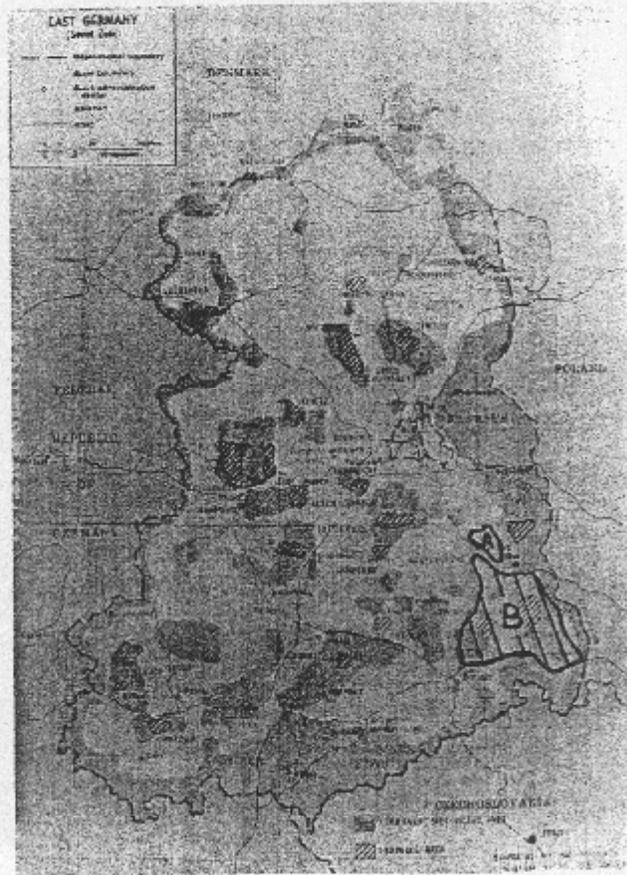
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SEA 6-70 (100001-152400 March 1970).

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UNCLASSIFIED

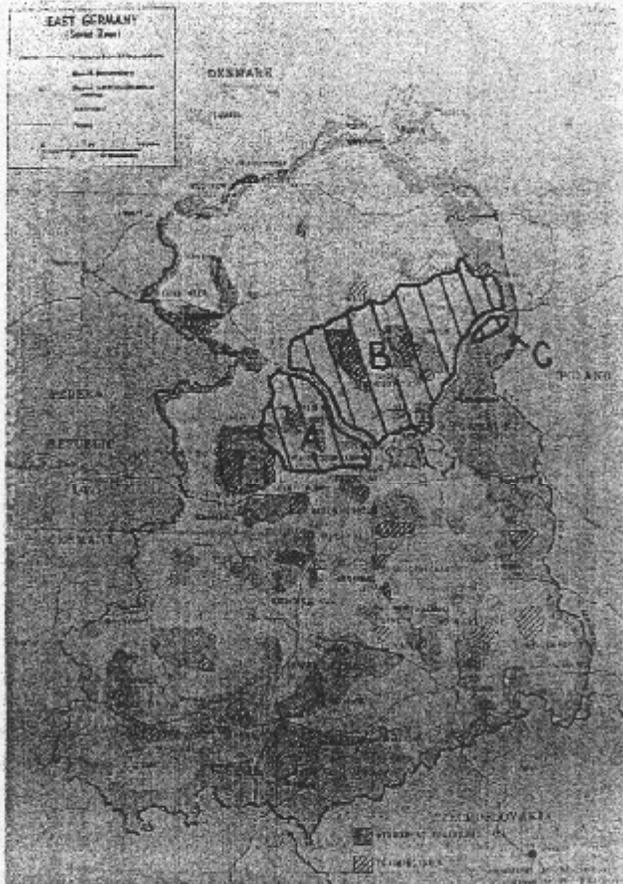
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TRA 7-70 (210001-140400 March 1975)

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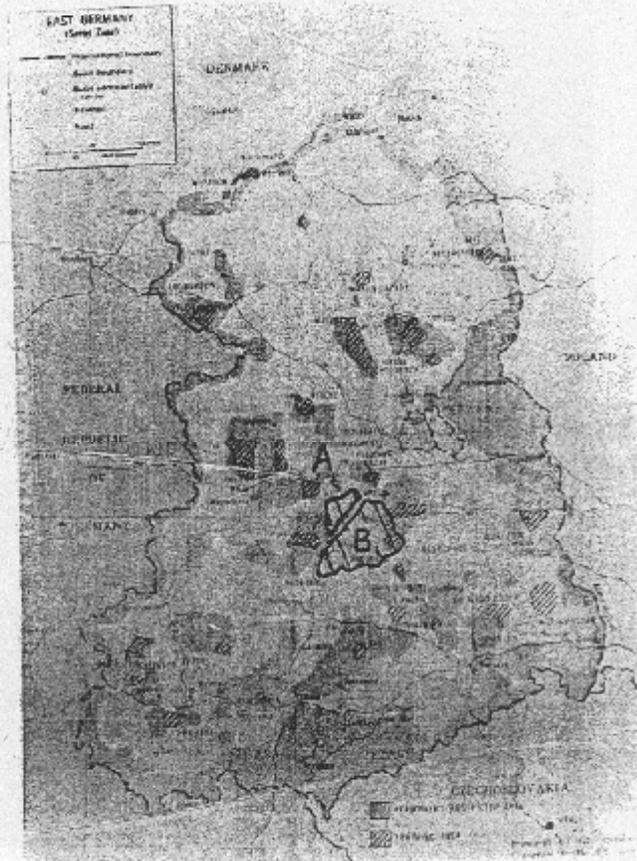
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TRA 8-70 (140001-202400 March 1970)

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NSA 9-70 (194001-482400 March 1970)

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UNCLASSIFIED

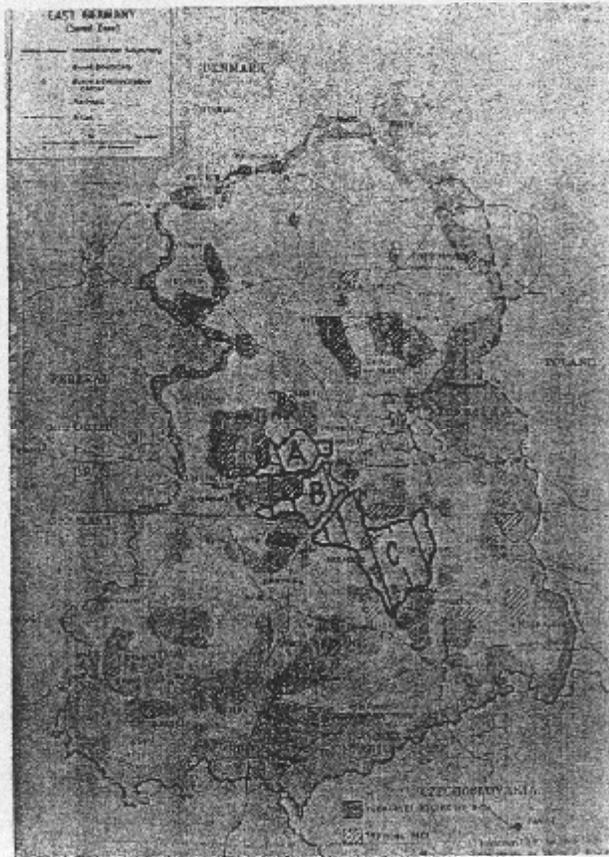
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TRA 10-70 (230001-282400 March 1970).

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UNCLASSIFIED

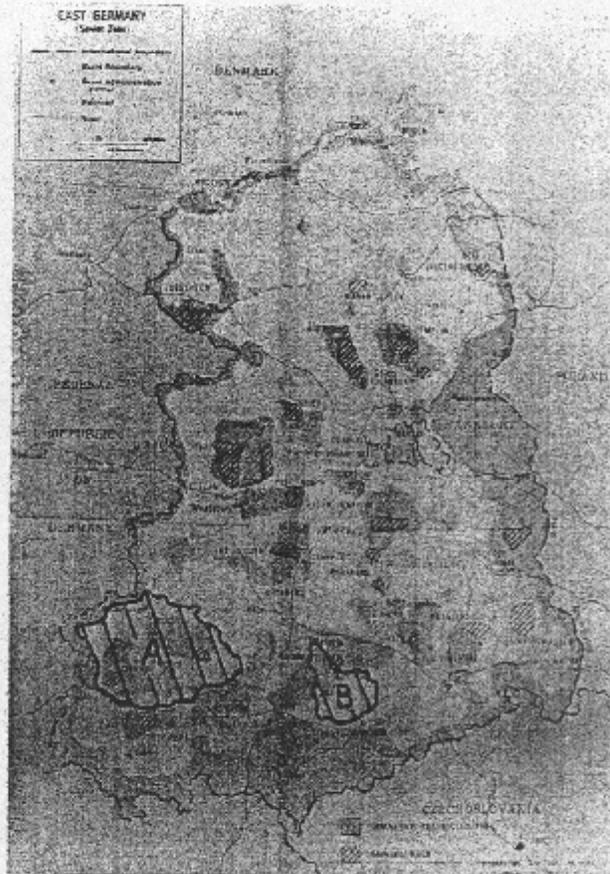
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TRA 11-70 (030001-128400 April 1970)

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UNCLASSIFIED

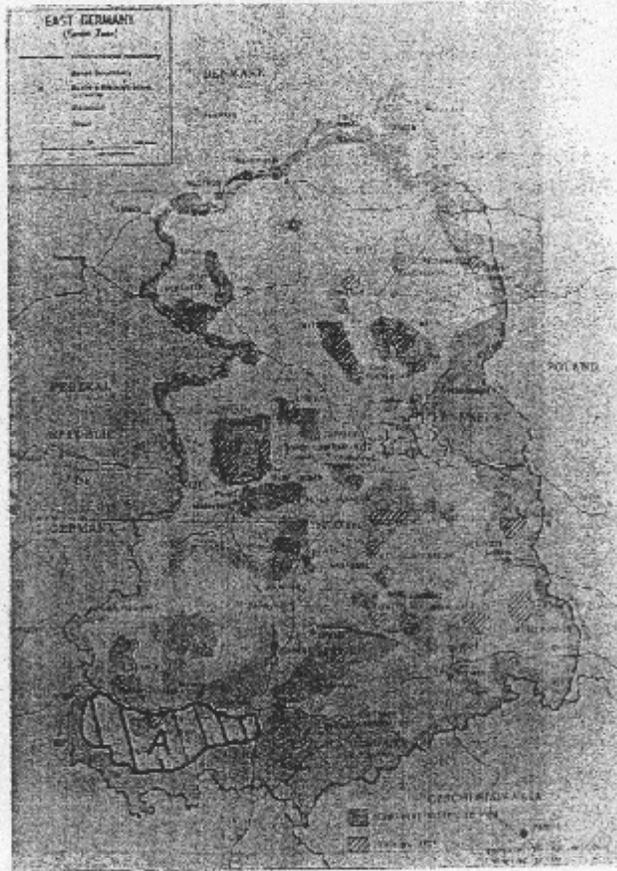
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THA 12-70 (100001-130401 April 1970)

D-16  
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EMA 11-70 (Special-282400 April 1970).

D-17  
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ZNA 24-70 (220001-252400 April 1970)

D-18  
UNCLASSIFIED

UNCLASSIFIED

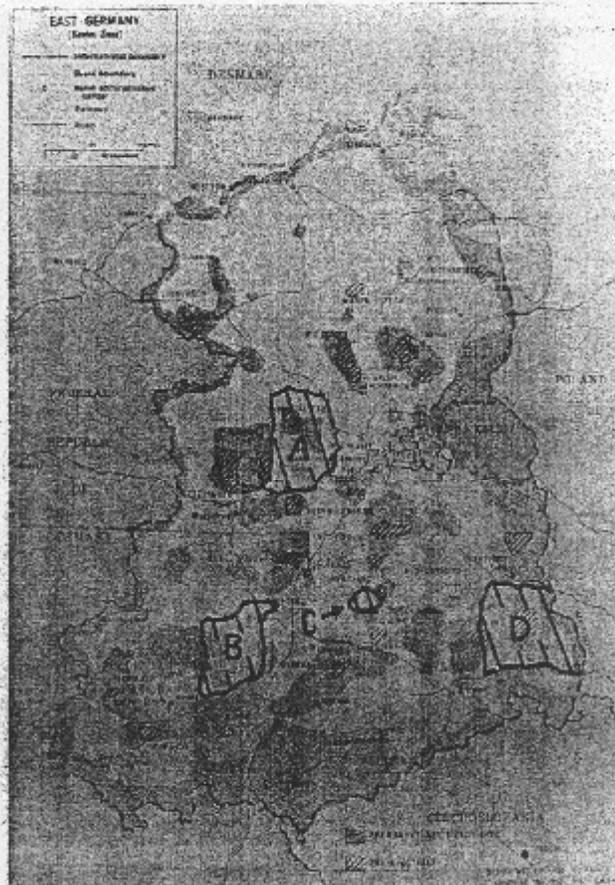


TRA 15-70 (300001 May-04/100 June 1970)

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UNCLASSIFIED



ZBA 16-70 (GPO003-100400 June 1970).

D-20  
UNCLASSIFIED

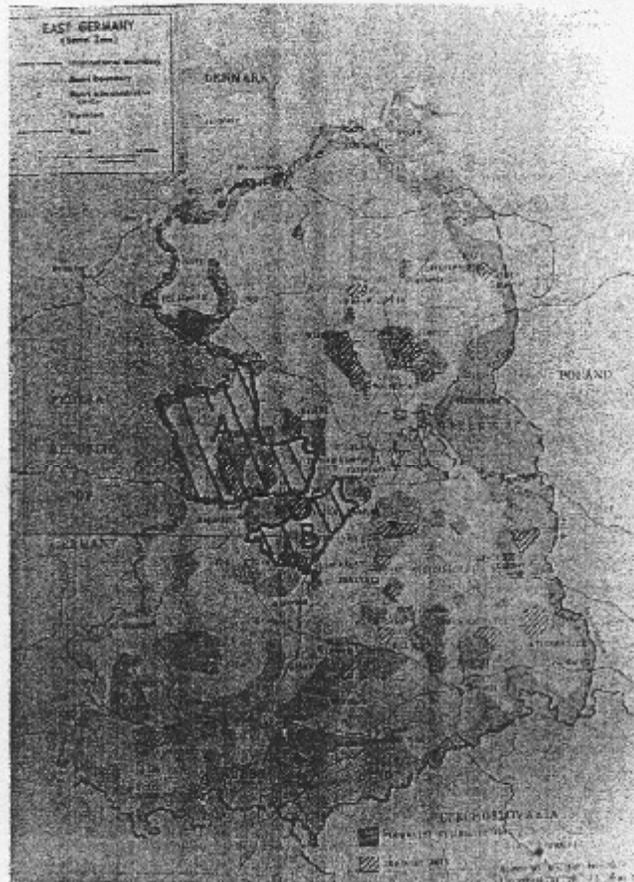
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ETA 27-70 (050001-070400 June 1970).

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UNCLASSIFIED

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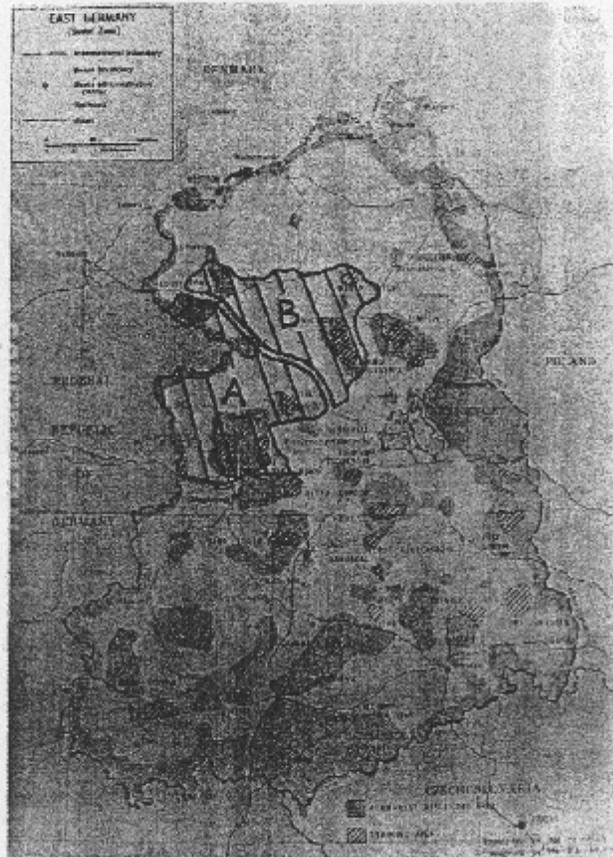


TRA 18-73 (160001-212-00 June 1973).

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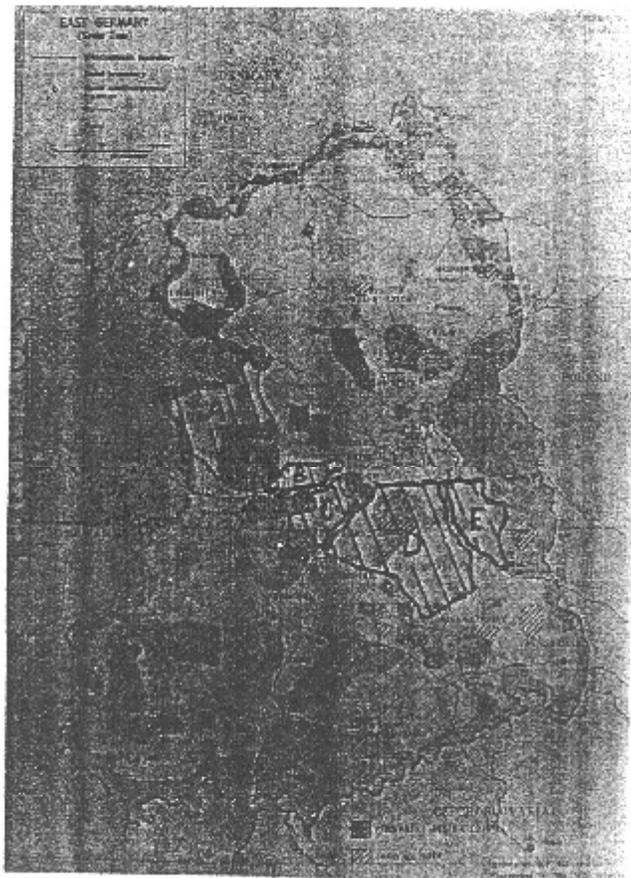


TUL 19-70 (220001-378400 June 1970).

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TRA 20-70 (020001-102000 July 1970).

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UNCLASSIFIED

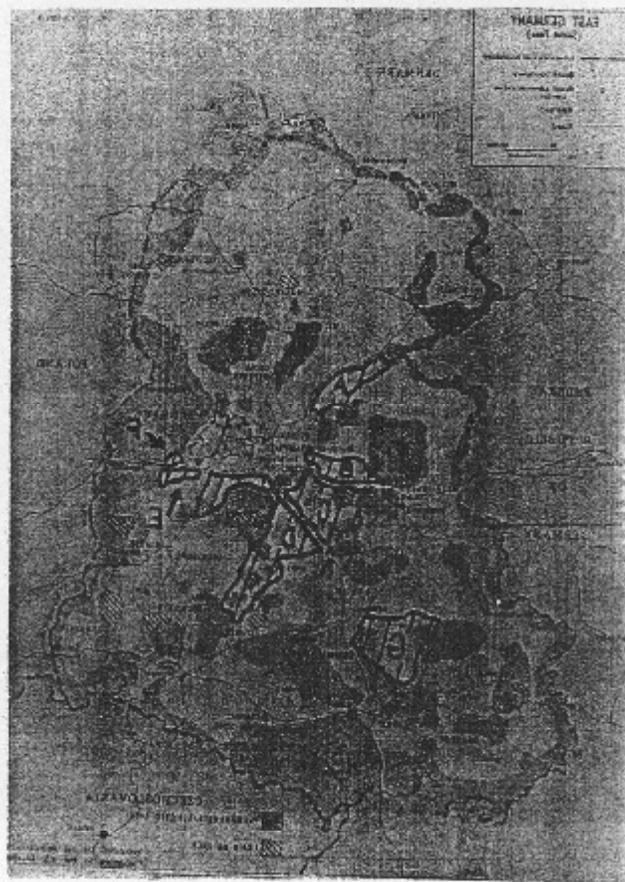
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TRA 21-70 (100001-172400 August 1970)-(Terminated 102000 August 1970).

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THA 22-70 (240001-302400 August 1970)

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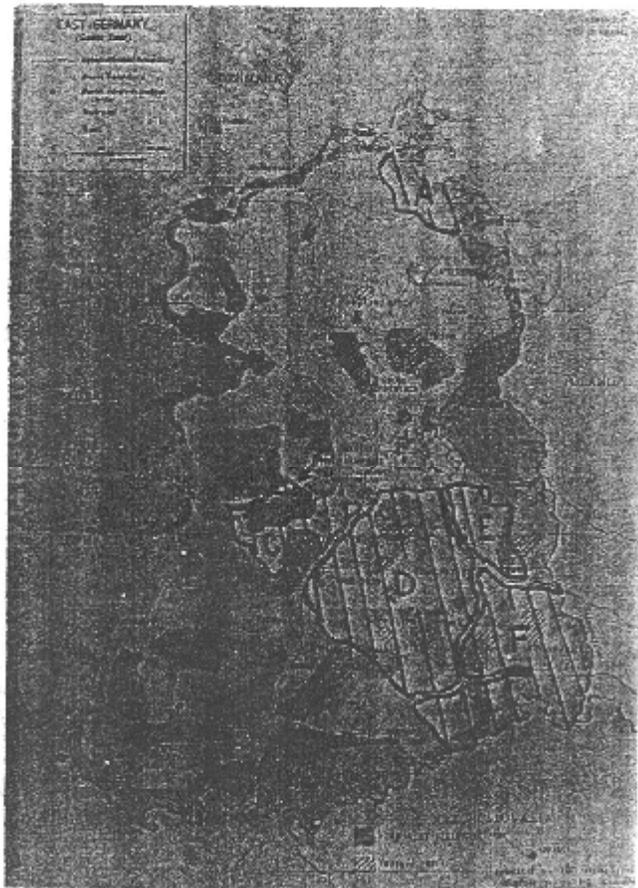


THA 23-70 (021500-072400 September 1970)

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UNCLASSIFIED

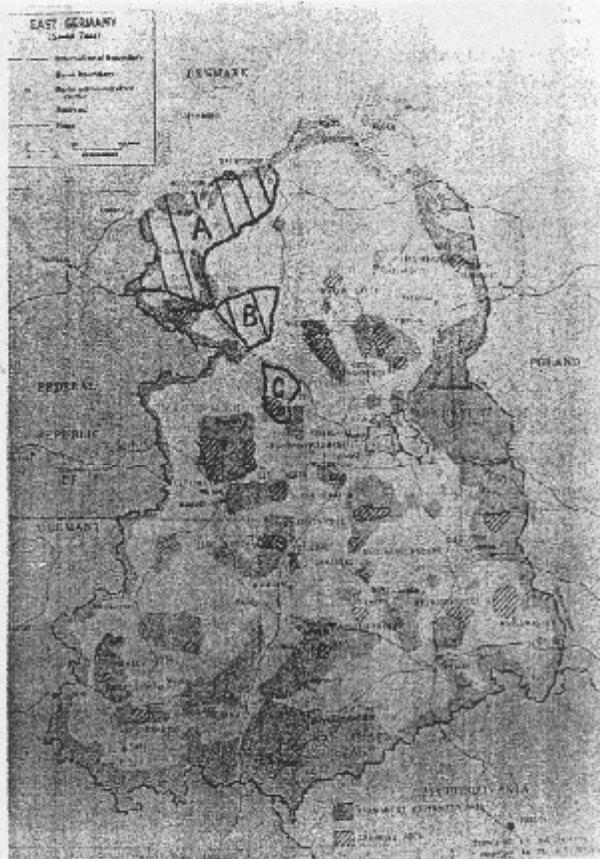
UNCLASSIFIED



DNA 84-70 (080001 September-202400 October 1970).

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TRA 25-70 (241700-272400 October 1970).

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ANNEX E

1970 TOURING STATISTICS

MONTH	TOURS	ONE DAY TOURS	TWO DAY TOURS	THREE DAY TOURS	TOTAL TOUR-DAYS	MILEAGE
Jan	46	29	17	0	63	23,185
Feb	37	21	16	0	53	19,504
Mar	55	31	24	0	79	27,072
Apr	49	20	29	0	78	28,704
May	45	15	30	0	73	26,564
Jun	42	10	31	1	75	27,600
Jul	45	19	26	0	71	26,128
Aug	44	14	30	0	74	27,232
Sep	49	18	31	0	80	29,440
Oct	62	28	34	0	96	35,328
Nov	39	15	24	0	63	22,947
Dec	49	21	28	0	77	28,336
TOTAL	560	239	320	1	882	324,539

GROUP E-1

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~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

ANNEX F

PERSONNEL 1970



COL HOWARD M. RICHIE  
CHIEF OF MISSION



LTC COLGAN  
DEPUTY CHIEF OF MISSION  
CHIEF, AF ELEMENT



MAJ BALL (USMC)  
NAVAL REPRESENTATIVE



SGM KOCHANEC  
SERGEANT MAJOR



MRS. ALANIZ  
SECRETARY

#-1

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ADMINISTRATION DIVISION



LTC BROWNLEE  
EXECUTIVE OFFICER



CMSGT WALTNER  
AIR TEAM NCOIC



SSG SENNE  
ADMIN NCO, AIR TEAM



SSG BEARD  
ADMIN SUPV



SPS TAYLOR  
ADMIN SP



SPS McCULLEY  
PERS SP



SP4 FONTENOT  
PERS SP

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COMMUNICATIONS CENTER



SF4 NAPOLSKI  
CHIEF, COMM CTR



SP4 PERKINS  
CRYPTO SP



SF4 JEFFRIES  
CRYPTO SP



SFC ELLIS  
MTR SGT



SGT COLEY  
SUPPLY SGT



SP5 JONES  
SUPPLY CLK

F-3

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OPERATIONS DIVISION



LTC VON DACH  
ARMY OPS OFF



MAJ HALL  
AF OPS OFF



LTC HOSKINS  
ASST OPS OFF



MAJ FIELDER  
ASST OPS OFF



SFC RIDLEY  
ARMY OPS SGT



MSG HASENYAGER  
AF OPS SGT

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PHOTO LAB



MSG JOHNSON  
CHIEF, PHOTO LAB



SSG BOMP  
PHOTO SYSTEM TECH



TSG ROCHELBAU  
LAB TECH



SSG GRUNCH  
LAB SF



SSG KELLER  
PHOTO SF



SP5 MINGES  
PHOTO SP



SP4 ANTIL  
PHOTO SP

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POTSDAM INSTALLATION



SFC BURANDT  
NCOIC - LINGUIST



MSG RATZ  
DRIVER - LINGUIST



SSG SALAS  
DRIVER



SP4 KELLEY  
DRIVER - LINGUIST



SP4 CURRAN  
DRIVER - LINGUIST

F-6

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~~CONFIDENTIAL~~

COLLECTION SECTION



LTC STOVALL  
SR LNO



MAJ DePRIE  
LNO



MAJ MANZO  
LNO



MAJ MECKEL  
LNO



MAJ VON HOENE  
LNO

F-7

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COLLECTION SECTION (CONT.)



MAJ NIKULLA  
LNO



MAJ ZALMANIS  
LNO



CPT GILBERT  
LNO

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

REQUIREMENTS SECTION



TSG O'DONNELL  
INTELL SP



SP5 HEDRICK  
INTELL SGT



SP5 YOUNG  
INTELL ANAL



SP5 FLORIN  
INTELL ANAL



SSG HUFF  
SEC CHIEF



SP5 GUEST  
INTELL ANAL

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