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UNIT HISTORY (U)

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

1969

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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 the 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 interrelation 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

1969

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PART I - GENERAL

A. (C) MISSION:

Primary: To conduct liaison between the Commander in Chief, United States Army, Europe (CINC USAREUR) 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 W1AUAA 03, HQ USAREUR, 25 March 1969.
2. USEUCOM Directive 40-18 (Clas).
3. USAREUR Regulation 383-27 (Clas).

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 places of disposition of military units", permit the Mission to render aid and protect the interests of "people of their own country" in the zone, grant the right of extraterritoriality of the Mission buildings, and require each signatory to provide the other with the necessary quarters, rations, P.O.L. supplies and household services needed.

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The 14 accreditations are normally held as follows:

Chief, USMLM (Army)	1
Deputy Chief, USMLM (Air Force)	1
Liaison Officers:	
Army	4
Air Force	2
Navy	1
NCOIC, Potsdam (Army)	1
Drivers:	
Army	3
Air Force	1
	<hr/>
TOTAL	14

D. (C) ORGANIZATION:

USMLM is a USAREUR subordinate unit accredited to CINC GSFG. The Table of Distribution and Allowances (TDA E1-W1AUAA-03) authorizes an Army element of 11 officers and 25 enlisted men. The Chief, USMLM is appointed by CINC USAREUR. A Navy element of one officer and an Air Force element of 6 officers and 9 enlisted men are attached to the Mission. Chief, USMLM exercises command authority over the Army element and operational control over the attached Navy and Air Force elements.

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 C)

Officer Personnel: LTC William L. Roche (USAF) assumed duties as Deputy, USMLM in June 1969 upon the departure of COL Augustine S. Puchrik (USAF). In addition, two Army officers and one Air Force

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officer departed during the year while four Army officers and two Air Force officers were newly assigned. All of the officers assigned are Russian linguists and three are graduates of the Army Foreign Area Specialty Program in Russian Studies.

Enlisted Personnel: Eighteen Army and four Air Force enlisted personnel departed during the year while twenty Army and eight Air Force enlisted replacements were assigned.

Awards:

Lieutenant General G. B. Simler, Vice Commander in Chief, USAFE presented the Air Force Outstanding Unit Award to the Air Element of USMLM in October 1969.



LIG SIMLER PRESENTS THE AF OUTSTANDING UNIT AWARD TO LTC ROCHE

Decorations:

During 1969 the following decorations were presented to members of USMLM:

Legion of Merit

Major Randall Greenwalt

Bronze Star

SFC James E. Hamilton

SFC James R. Ellis

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Army Commendation Medal

LTC Denzil E. Pritchard
SGM Clement S. Kowalski (3d OLC)
SP5 Walter F. Thomann
SP5 Michael E. Cloe
SP5 David G. McClue
SSG David A. Paulson
SSG Kenneth W. Brewer
SSG John P. Stegner

Air Force Commendation Medal

LTC Leo V. Sovinsky
CSMGT Mavis L. Waltner (1st OLC)
MSGT William J. Wilkinson
TSGT Benet J. J. Kutz

Promotions:

The following promotions occurred during the year:

Officer:

<u>NAME</u>	<u>PROMOTED TO</u>
Broz, Alfons L. (AF)	LTC
Hoskins, Lee	LTC
Nikulla, Paul E. (AF)	MAJ

Enlisted:

<u>NAME</u>	<u>PROMOTED TO</u>
Coley, James E.	SP5
DeMent, Stephen M.	SP5
Ellis, James R.	SFC
Guest, Gerald L.	SP4
Hanson, Robert E.	SP5
Hendricks, Greg A.	PFC
Fullerton, Raymond W.	PFC, SP4
Johnstone, James K. (AF)	TSGT
Jones, Thomas R.	PFC, SP4
Hayes, Daniel E.	PFC, SP4, SP5
LaMarche, Jean H.	SSG
O'Donnell, James (AF)	TSGT
Lawrence, Danny L.	PFC, SP4, SP5
Patyk, Robert A.	SP4, SP5
Sclafani, Francis A.	SP5
Staples, Norman E.	SP5

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Taylor, Larry G.
Walters, Raymond J.
Worster, Linwood E.

SP4, SP5
PFC, SP4, SP5
SP4, SP5

Logistics

U.S. Support: Support rendered by Berlin Brigade to USMLM continued to be outstanding in every respect. The Transportation and Maintenance Divisions insured an operational trip was never cancelled due to non-availability of vehicles. The Supply and Services Division continued its outstanding support in all areas.

Vehicles: The most essential piece of equipment in USMLM is the tour car. USMLM is allowed to accredit a total of 10 cars for use in East Germany.

New 1969 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:

- 12 - 1969 Ford Customs
- 1 - 1969 Ford Station Wagon
- 4 - 1968 Ford Customs
- 1 - 1967 Jeep Wagoneer

In addition, the Transportation Division, Berlin Brigade, held four Ford Customs in reserve.

USMLM traveled over a quarter million miles on operational missions in East Germany during 1969 with the ten accredited vehicle passes. The ten passes were distributed as follows:

- | | |
|---------------------------|-----|
| Station Wagon (Ambulance) | - 1 |
| Liaison Duty Vehicle | - 1 |
| Chief of Mission Vehicle | - 1 |
| Army Tour Vehicles | - 5 |
| Air Force Tour Vehicles | - 2 |

Three 1969 sedans had been ordered with automatic transmissions to determine their feasibility as tour cars. Experience showed fewer mechanical problems with the automatic transmission and better performance as a tour car. As a result, all cars in the new 1970 fleet will have automatic transmissions.

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Construction:

A new USMLM photographic laboratory facility was opened in the Joint Refugee Operations Center in May 1969. The expanded floor space and installation of additional photographic equipment greatly increased the photographic reproduction capability of USMLM.

The renovation of the troop billet area was approved and is scheduled to begin in March 1970.

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 the Potsdam House with some furniture, rations and dinner ware. The support received during 1969 was acceptable and comparable to previous years. Work on the Potsdam House by the Soviets included some external repairs and some interior painting is scheduled for 1970.

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PART II

LIAISON ACTIVITIES

A. (C) RELATIONS WITH SOVIET HEADQUARTERS:

Relationships with the Headquarters of GSFG during the year reflected some change which apparently was prompted in part by the attitudes of the new Chief of the External Relations Branch, Colonel Pyotr Andreyvich Grechishkin. Shortly after his assignment to SERB in November 1968, Colonel Grechishkin showed that in comparison to his predecessor he was more self-confident in his contacts with Western representatives, more knowledgeable in the activities of Allied Missions, and more sophisticated in his official contacts. This change had both beneficial and detrimental aspects. On the one hand, Colonel Grechishkin was less prone than his predecessor to escalate minor incidents to Chief of Mission/Chief of SERB level and to transform discussion of minor incidents into a contest of expletives. Normally, official meetings with Colonel Grechishkin were conducted in a businesslike manner in which his position or that of his headquarters was stated impassionately and the official responses were accepted without argumentation. Most incidents were permitted to be resolved at the tour officer/local Kommandant level, notably those which included no official East German involvement. This tended to permit a somewhat greater degree of flexibility in our touring operations and allowed our tours to reach some observation points which had not been accessible earlier. On the other hand, it was apparent from the onset that Colonel Grechishkin would be unyielding on any incident which he or his headquarters felt warranted more serious reaction. In this way, he was much less predictable than his predecessor.

A much more apparent change in the Mission's relationship with GSFG Headquarters is the increased pressure which the official East German applies on matters affecting Allied Mission activities. For the past several years, the majority of incidents involving Mission activities were initiated by East Germans -- either the police or the special surveillance elements of the East German government. However, after initiation of the incident, the Soviets apparently were able to handle the matter without further East German involvement. During 1969, however, there were several incidents in which it appeared that the East German involvement with an Allied Mission was reported through East German channels to the highest levels and thus brought pressure at the command level of GSFG Headquarters. As a consequence, such incidents received prompt attention from GSFG Command and apparently forced SERB to escalate the incident to satisfy the East German pressures.

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B. (C) INCIDENTS AND DETENTIONS:

The following are summaries of significant incidents and detentions which occurred during 1969.

On 6 January, a tour was detained at the Soviet Kommandatura in Brandenburg following an incident in which an East German Army traffic regulator had been struck and knocked to the pavement by the tour car in an apparent effort to stop the vehicle. The Kommandant accused the tour officer and driver of being intoxicated and the Kommandant repeatedly insisted that the tour officer submit to a breath analysis test as required by East German law. The tour officer refused these requests. A Soviet officer from Potsdam was summoned to continue investigation of the incident. The tour officer was released after having been admonished for the incident and advised that a strong protest would be lodged by the Chief of Staff, CSFG. The tour was detained approximately nine hours.

On 17 January, a tour was detained by a Soviet Lieutenant while attempting to pass an Engineer Bridge Column on a secondary road in the vicinity of Reetz. A Soviet Lieutenant Colonel believed to be from the Zerbst Kommandatura was summoned to the scene and conducted a limited investigation. The tour was released after being cautioned that in accordance with the Huebner-Malinin Agreement the place of disposition of Soviet forces was restricted to Allied Mission traffic. The tour was detained for four hours.

On 28 January, a tour was detained at Arnsdorf by a Soviet Major and escorted to the Wittenberg Kommandatura. The Kommandant accused the tour of having violated Mission Restriction Signs in the Wittenberg area. After it could not be proven that a sign had been violated, the tour was released. The tour was detained for two hours.

On 28 February, a tour was detained in the Hohenbucko area by Soviet personnel with a traffic regulator vehicle after having become stuck in a snowbank. An officer from the Wittenberg Kommandatura was called to the scene and escorted the tour to Wittenberg. The Kommandant made an inquiry as to the circumstances of the detention. The tour was released by the Kommandant without accusation. The Kommandant advised the tour officer that the detention had apparently resulted from overzealousness on the part of the traffic regulators. The tour was detained for approximately four hours.

On 13 March, a tour was detained in the vicinity of Zeuden after having become stuck on a badly rutted trail. Troops with a small Soviet column which was negotiating the same trail effected the detention. The tour was accused of having violated the Huebner-Malinin Agreement by being in a place of disposition of Soviet forces. After

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setting out to escort the tour to Burg, a Soviet Lieutenant Colonel encountered enroute directed that the tour should be taken to the Potsdam Kommandatura. The tour was released by the duty officer at the Potsdam Kommandatura after having been congratulated on the success of the US astronauts and cautioned regarding violation of that portion of the Huebner-Malinin Agreement which covers places of disposition of Soviet troops. The tour was detained for thirteen hours.

On 1 April, a tour attempting to pass a FROG-7 column in the vicinity of Nauen was struck by the lead vehicle, an UAZ-69, which was attempting to block the progress of the tour car. Damage to both vehicles occurred. The tour succeeded in departing the area without detention.

On 16 April, a tour was detained by a Soviet Lieutenant in Dorf Retzow. While attempting to evade a ZIL-164 truck, the tour car was pushed from the road by the truck and immobilized. A Soviet Major believed to be from the Parchim Kommandatura was called to the scene to conduct an investigation. The Major subsequently released the tour at the point of detention after having advised the tour officer that a full report of the details had been provided to SERB. The tour was detained slightly in excess of four hours.

On 14 May, a tour was detained in the vicinity of Rothenstein by a Soviet Senior Sergeant who accused the tour of being in the place of disposition of a Soviet unit. Demanding the tour documents and being refused, the Senior Sergeant left a guard and departed in search of a Soviet officer. A Lieutenant Colonel later arrived at the scene, examined the tour documents, and asserted that the tour had been seen in the area on the previous day photographing military objects. The tour officer denied the assertion and was permitted to depart following a brief discussion. The tour was detained approximately two hours.

On 8 October, a tour was detained in the vicinity of Prenzlau by the Kommandant of the Prenzlau Kommandatura and accused of observing a rail line for the purpose of obtaining military information and of endangering the life of the Kommandant while attempting to evade detention. The tour was escorted to the Prenzlau Kommandatura. A joint investigation of the circumstances was conducted at the Prenzlau location by the Kommandant, a representative of SERB from Potsdam, and the Chief, USMLM. Participation by the Chief, USMLM, was requested by SERB. The results of the investigation were referred to the Chief of Staff, GSFG, for resolution. The tour was subsequently released with strong admonition. This detention proved unusual from two standpoints. It was the first incident in which the local Kommandant assisted the tour officer in advising USMLM that a detention had occurred. It was also unusual in that SERB allowed direct participation in the investigation by USMLM. The detention lasted approximately twenty-four hours.

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On 10 October, a tour was detained on the Dresden Autobahn by members of the MFS and Volkspolizei and accused of having violated the boundaries of a Temporary Restricted Area. The allegation was true as the tour had departed Potsdam prior to the imposition of the TRA and was unaware of its existence. The Kommandant from Wittenberg was summoned and escorted the tour to Wittenberg. The tour was subsequently released without being specifically charged with a violation. The tour was detained in excess of eleven hours.

On 3 December, a tour was detained by Soviet personnel in Brandenburg after the tour car became mechanically disabled due to a faulty clutch. The tour was accused of being behind mission restriction signs and of having surveilled a column of Soviet vehicles. The tour was escorted to the Kommandatura where the charges were repeated. Following a discussion, the Kommandant cautioned the tour against violating mission restriction signs. The tour was detained approximately four hours.

On 23 December, a tour was detained in the vicinity of Altenburg by the Volkspolizei with assistance from a civilian truck. An officer from the Altenburg Kommandatura arrived on the scene and accused the tour of having violated mission restriction signs. The Kommandant indicated that the tour would be released after being escorted from the immediate area. MFS personnel who arrived at the scene following detention apparently prevailed upon the Kommandant to escort the tour to the Leipzig Kommandatura for further investigation. The tour was escorted to Leipzig and subsequently released by the Kommandant after a short discussion of the circumstances. The tour was detained for eight hours.

C. (U) LIAISON CONTACTS:

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

D. (C) SOCIAL CONTACTS:

During the year, the Soviet Headquarters hosted one social function for members of the Allied Military Liaison Missions. On 24 February, a reception honoring the 51st Anniversary of the Soviet Army and Navy was held at the Soviet Potsdam Garrison Officers' Club. The reception was attended by approximately 40 Soviet officers with wives and by the members and wives of the three Allied Military Liaison Missions. Major General and Mrs. Semmenikov served as official hosts for the affair.

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Other senior Soviet guests included Major General and Mrs. Babilyev, Major General and Mrs. Kluyev, Major General and Mrs. Byekesov, and Major General and Mrs. Levchevko. Major General and Mrs. Semmenikov were very cordial as hosts and all of the Soviet officers and their ladies displayed an air of congeniality to their Western guests.

USMIM hosted four functions in Potsdam which were attended by officers of Headquarters GSFG. On the 21st of February, the traditional George Washington Birthday Ball was held at the Mission House in Potsdam. In addition to the members of the Allied Military Liaison Mission, three Soviet guests attended. These were Colonel Grechishkin (Chief of SERB), Colonel Grishel' (Deputy Chief of SERB), and Major Savin (SERB Staff Officer). Prior to the affair, SERB had informed USMIM that Major General and Mrs. Semmenikov would be attending the function and requested to know which senior officer from USAREUR Headquarters would be present. A letter was sent to SERB requesting a guest pass for Major General Fergusson, who was identified as representing the CINC at this official function. This guest pass request along with a guest pass request for various other officers from West Berlin was denied by GSFG Headquarters with the explanation that the request could not be approved since they were from "the Berlin Garrison".

On 31 August, a Labor Day picnic was held at the Potsdam Mission House. The guests included the officers and ladies of the three Allied Missions and several officers and ladies from the Soviet Headquarters. In addition, a guest pass request was submitted for three officers and ladies from the "Berlin Garrison". This guest pass request was approved by the Soviets. Soviet guests attending included Colonel Grishel' (Acting Chief of SERB), LTC and Mrs. Belyayev, Captain and Mrs. Mazurov, SR LT and Mrs. Polozov.

On 29 November, USMIM hosted a formal dinner at the Mission House in Potsdam. In addition to members of the Allied Military Liaison Missions, Colonel Grechishkin, LTC and Mrs. Nezanamov, and Captain Mazurov attended. Other East European guests at this function were: LTC and Mrs. Volodimir Sirvatka (Deputy Chief of the Czechoslovakian Military Mission) and COL Biczak (Deputy Chief of the Polish Military Mission).

On 23 December, the Chief and members of SERB were invited to the Potsdam Mission House for the seasonal exchange of greetings and Christmas gifts. SERB guests were: Colonel Grishel', who was Acting Chief during this period, Major Savin, and SR LT Polozov.

Although the approval of guest passes for three officers and ladies from the Berlin Garrison indicates some improvement of the situation in regard to the Soviet guest pass restrictions, it is not

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interpreted as an indication that the Soviets will not be restrictive in the future on visits of Allied officers to Potsdam. However, all requests for guest passes for personnel to support our social activities, i.e., bartenders, band, etc., were approved without exception.

A number of social functions were sponsored by USMIM in West Berlin during the year. Several of these were attended by Soviet officers and on two occasions the Soviet officers were accompanied by their wives. This appears to be a reflection of the more relaxed attitudes of Colonel Grechishkin towards social contacts with Western representatives. Colonel Grechishkin and his wife are congenial and appear relaxed in the presence of Allied officers. On two occasions, the Deputy Chief of SERB, Colonel Grishel', and his English interpreter, SR LT Polozov, were permitted not only to visit the home of a U.S. Mission member but were also allowed to visit a West Berlin night club. On both occasions, the two officers were accompanied by Mrs. Polozov, who is not only fluent in the English language but appears to have a penchant for Western customs and dress.

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PART III

INTELLIGENCE ACTIVITIES

SECTION I - CAPABILITIES

A. (S) GENERAL:

Throughout 1969, USMLM conducted intelligence collection operations against Soviet and East German military forces in the Soviet Zone of Germany. These operations are overt activities accomplished through ground reconnaissance. The USMLM Potsdam House serves as an operational base within the Soviet Zone and as a point of contact with the Soviet External Relations Branch (SERB), the agency representing CINC GSFG in all relations with Allied Military Missions. USMLM Headquarters is located in West Berlin. Intelligence collection operations are closely coordinated with those of the British and French Military Liaison Missions.

USMLM collection operations are conducted by 14 US military personnel accredited to the CINC, Group of Soviet Forces, Germany. Ten accredited vehicles are used in reconnaissance operations. Collection capabilities are restricted by certain limiting factors:

Permanent Restricted Areas (PRA's) embrace a significant portion of GSFG and EGA troop dispositions and deny access to all border areas. PRA's are not penetrated without express approval of Headquarters, USAREUR except when Chief, USMLM finds immediate exploitation necessary to fill high priority gaps in intelligence holdings.

Temporary Restricted Areas (TRA's) are normally imposed to cover significant training activity (ANNEX E). The policy of penetration of PRA's also applies to these restricted areas. Areas peripheral to TRA's are closely observed to determine associated military activity.

Mission Restriction Signs are positioned by both Soviet and East German forces to block access to many installations not already within PRA's. Periodic surveillance by the Ministry of State Security (MFS) and Volkspolizei (VOPO) further inhibit collection activity.

The reconnaissance vehicle is a sedan modified to increase its capability for movement in difficult terrain; however, adverse weather conditions severely limits movement cross-country and on trails.

Surveillance of the activities of the Allied Missions in the Soviet Zone of Germany is normally conducted by the Ministry of State Security (MFS) and the Volkspolizei (VOPO). Surveillance by Soviet or EGA military personnel is rarely encountered. The number of detected incidents of overt and discreet surveillance within the Soviet Zone of Germany did not vary noticeably from previous years. However, the manner in which surveillance was conducted indicated a change of techniques.

MFS surveillance, for example, previously appeared to be under the direct responsibility and control of a ministry level bureau. Personnel and equipment used in surveillance operations appeared to be centralized in Potsdam and East Berlin and undertook surveillance of tours upon their departure from the Potsdam local area. It was not infrequent for a single vehicle to be used in such surveillance. High-powered West German and United States manufactured cars were used in an effort to match the performance characteristics of the Fords used by USMLM. Close surveillance tactics were used, with the tour officer generally being aware of his "tail". Collection activities involving sensitive targets were therefore inhibited. VOPO surveillance tactics were also overt at the various local levels using marked VOPO sedans and close surveillance methods. Counter-surveillance measures under this system often proved highly effective, and the tour officer with moderate experience could evade pursuit and continue his collection activities. An effective system of intra-communications by surveillants did not appear to exist. VOPO surveillants were prone not to cross bezirk (county) boundaries and normally did not alert adjacent bezirks of the presence of a tour. Once evaded, MFS surveillants normally did not reappear during the course of a tour, also seeming to lack an adequate communications system for reacquiring the tour location.

The new surveillance system appears to operate from a central control office and utilize MFS and VOPO agencies at the various local levels to accomplish the actual surveillance task. Telephone and radio communications, probably using existing channels to disseminate information regarding tours to local action levels, appear to have come into common use. The key to this operation is believed to be effective spot reporting of Allied Mission tour locations. These spot reports are apparently channeled immediately to a central control office. The tour location, direction of travel, and potential targets appears to receive rapid dissemination to agencies of the local level having primary jurisdiction. Therefore, as the tour approaches its more sensitive targets, interception by local surveillance teams becomes a distinct probability.

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Credence to the use of this system was found in listening to standard East German radio broadcasts. Periodic announcements are heard which request that citizens observing Allied Mission tours immediately report the sighting to the VOPO. Further, tour officer comments regarding the point at which surveillance was first and subsequently detected or encountered would indicate an accurate degree of interception. Local MFS agencies can now be anticipated to use two or more surveillance vehicles which are radio equipped. Discreet surveillance tactics are used until the tour enters a target area or approaches a target within observing distance. The surveillants then close to attempt apprehension or discourage collection activities by close surveillance tactics. Should the tour be "lost" by the surveillance team, rapid communications appear to put them back in position to again intercept the tour. As a tour passes from one area of local jurisdiction to another, new surveillance teams are alerted and assume the surveillance task. This is true of both VOPO and MFS. It is presently assumed that an unidentified central control office is aware of Allied Mission tour locations with a reasonable degree of accuracy at any given time during the period of the tour. This office may also be aware of techniques used by individual tour officers and targets of a sensitive nature which he can normally be expected to pursue. This knowledge allows for "selective surveillance" of tours approaching or within sensitive areas and is therefore very effective and conserves both manpower and equipment. Carried out effectively, detentions arising from this method of surveillance could be anticipated to be of more serious consequence than previously. Information obtained by MFS and VOPO surveillants appears to be readily available to SERB and can be anticipated to be used during the course of any action taken against an individual tour officer.

MFS personnel exhibit tenaciousness in their tracking of Allied tours. They are believed to maintain a list, or working knowledge, of the observation posts used by tour officers in their collection activities. When a tour is suspected of being within a given area, the observation posts within that area are checked. It is not uncommon to see MFS personnel dismount from their vehicles and examine each trail in a wooded area for trackage left by the passage of tour vehicles.

SECTION II - GSFG GROUND FORCES

A. (S) GENERAL:

Emphasis on increased firepower and mobility was the keynote of observations of GSFG forces in 1969. Developments in the number and type of tube and missile artillery weapons both in the higher and lower combat echelons appear to have significantly increased firepower capabilities. Transport media continued to acquire greater versatility and reliability with improvements in cross-country capability

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and replacement of older model vehicles. The construction of vehicle storage and maintenance facilities materially contributed to maintenance of vehicular equipment in a state of combat readiness. Tactical mobility received continuing stress. Although no new communications systems were observed, the introduction of improved design electronics vans may have been accompanied by an improvement in technical communications capabilities.

On 4 November 1969, Marshal Pyotr K. Koshevoy, CINC GSFG since February 1965, was recalled from his post at Zossen-Wuensdorf. He was replaced by Colonel General Victor Georgevich Kulikov in late November 1969. As the normal tour of duty for this position is four years, no overtones to Marshal Koshevoy's replacement were detected. Colonel General Kulikov commanded the Kiev Military District, USSR, prior to his assignment to GSFG.

The approach of the first anniversary of the Czechoslovakian Invasion was accompanied by unconfirmed reports of activity in GSFG indicative of preparedness to again enter the Czechoslovakian Republic to reinforce elements remaining in that country. A rise in political unrest within Czechoslovakia as the date approached tended to lend some credibility to these reports. Careful and detailed surveillance of the areas adjacent to the border PRA, to include those bivouac and staging areas used by GSFG prior to the 1968 invasion, revealed no preparations for a repeat of the intervention. It is probable that GSFG activity in the border PRA and adjacent areas was either normal training exercises or the rehearsal of contingency plans. There were no Allied Military Mission sightings to indicate that GSFG was diverted from its routine training to prepare to support CGF or that any change in deployments of units to training areas was made.

B. (S) RESTRICTED AREAS:

The first addition to permanent restricted areas since 1 June 1968 was imposed on 30 May 1969. The new PRA covers a small area south of the Eisenach Autobahn astride Route 88 and includes the towns of Rothenstein, Kahla, and Grosskroebitz. The area encompassed covers a small training area near Rothenstein, an ordnance and quartermaster storage facility near Kahla, and new East German construction on the Kuh-Berg southwest of Rothenstein. The latter includes renovation and expansion of storage caves located in the area. The reason for the PRA may have been prompted by the construction of a Soviet installation near Rothenstein, possibly an electronics or communications site.

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A total of 18 TRA's were imposed in 1969, screening important sectors of the Soviet Zone of Germany for a total of 137 days. Although TRA's are occasionally extended beyond their announced expiration date, TRA 18-69 was terminated 12 hours early by GSFG Headquarters. Early termination may have occurred as a result of Allied Military Mission protests regarding the closure of certain autobahns to Mission travel. Rather than submit to the protests, and as the training within the TRA had already terminated, GSFG may have considered it more expeditious to lift the TRA thereby reopening the autobahn routes.

C. (S) TRAINING:

The year 1969 offered the first opportunity to observe fully the new biannual training cycle, interrupted in 1968 by the Czechoslovakian crisis. The new cycle, necessitated by the Soviet Draft Law of 1967, is believed to be divided into two duplicate periods, each lasting five and one-half months. The first month of each period is devoted primarily to individual training. During the remaining months, training progresses to include combined arms level and includes a period of major exercises.



SOVIET ARMORED ELEMENTS DURING TRAINING

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December 1968 marked the beginning of the new training cycle. Following the completion of troop rotation activities, initiation of driver training, small arms firing, small unit training and communications and other specialized training was noted. While these activities are normal to the training cycle, it appeared that the schedule developed at a faster pace than in previous years. This was probably due to the shortened cycle and greater dependence on pre-induction training.

After a brief New Year's lull, GSFG elements trained at a pace which appeared to be ahead of previous years by about three weeks. Three TRA's were imposed during the month, the latter of which extended into February. The last instance of TRA imposition this early in the year was January 1964. TRA's 1 and 2-69 overlapped in time and area covered but there appeared to be no indication that the training activity in either area was coordinated with that conducted in the other. The activity appeared to consist of specialized training such as river crossing rather than tactical exercises or opposed force field training exercises.

Under cover of TRA 1-69, elements of the Second Guards Army conducted an FTX originating in the Wittstock training area and advanced toward the Letzlinger Heide training area with possible limited unit familiarization training in fire, maneuver, and river crossing. Elements of the Third Shock Army may also have participated in the FTX. TRA 2-69 covered CPX activity and normal training of elements of the Third Shock Army, Twentieth Guards Army, Eighth Guards Army and First Guards Tank Army. River crossing exercises appeared predominant, with some range firing and maneuver exercises by armor, motorized rifle and artillery units. Movement to and from the training areas probably did not exceed regimental size units.

Training in GSFG during February continued at a pace more commensurate with previous years with activities observed in all armies. Training appeared to be either specialized training conducted by artillery and engineer units or armored and infantry units conducting short exercises at regimental level and below. All major and close-in training areas were periodically utilized for what appeared to be shortlived exercises. The level of training during February may have been slightly below that of previous years. Headquarters GSFG controlled CPX and FTX activities may have been conducted under cover of TRA 3-69. No large, coordinated activity was observed. CPX activity included substantial communications training. The TRA may also have covered joint maneuvers involving GSFG ground and air elements and the EGA First Motorized Rifle Division in the Jueterbog training area.

A significant diversion in the training cycle occurred in late

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February and early March. The Bonn Parliament's decision to hold a session of the Bundesversammlung (Federal Assembly, West Germany) in West Berlin commencing on 5 March for the purpose of selecting a new West German President created a state of increased political tension throughout Germany. The Soviet government made it clear that they intended to support the East German regime in disrupting the Bundesversammlung session. Training within GSFG had advanced to a point which would enable them to quickly deploy to the field in positions around West Berlin. It is conceivable that certain air and ground force activity in early February was a rehearsal of contingency plans for this alternative. On 24 February, GSFG imposed TRA 4-69 for the period 25 February - 10 March.

The TRA covered activity involving GSFG and FGA elements in response to political moves concerning West Berlin. The area included within the TRA would have facilitated reinforcement of central East Germany without detection by Allied Military Missions. Although numerous movements and field deployments occurred during the TRA, the only notable activity of training value was probably the movement to the field of headquarters elements on 25 and 26 February. The primary purpose of the activity appeared to be the harassment of West Berlin access routes and a show of combined force. The Helmstedt Autobahn was an important center of activity because of Soviet and East German threats to deny access to West Berlin. The largest observed concentration of military force within the TRA was movement of motorized rifle and tank units along the autobahn between the West German border and the Elbe River at Magdeburg. Autobahn traffic to West Berlin was blocked 10 times in the first week of March, the longest closure occurring on the day the Bundesversammlung convened. Closures were ostensibly for the purpose of allowing military units to drive along or across the autobahn. By 8 March, all Soviet and East German army units had returned to their barracks and the period of political tension had passed without ever coming to a climax. The actual training value received from these "autobahn maneuvers" and the massive deployment of troops was probably minimal compared to the overall cost and may have affected training programs in the balance of the year.

After the relative quiet of February and the unfulfilled expectations of a major exercise under TRA 4-69, training in GSFG in March and early April significantly increased in tempo and level of participation. Four additional TRA's were imposed. Subordinate elements of each of the GSFG armies were observed moving between home stations and major training areas. Training did not rise above the divisional level with the notable exception of the exercise carried out under cover of TRA 6-69. This exercise was probably the largest one conducted by GSFG forces during the entire year, if the deployments under TRA 4-69 are discounted. Second Guards Army elements conducted

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an exercise between the Wittstock and Letzlinger Heide training areas which included river crossing. TRA 7-69 appeared to screen preparations for and participation in the Warsaw Pact Exercise Spring (Vesna) 69. The exercise is believed to have been a communications exercise only and included a Polish contingent together with GSFG and EGA units. Several small Polish vehicular columns were observed in the area of Berlin. Deployment to the field was apparently limited to communications units and probably staff elements. TRA 7-69 was extended once for a five day period, the only such extension of the year.

Following this burst of activity, the scale of GSFG training in April reflected a definite leveling off rather than rising to an anticipated climax. Ground forces training in the middle of the month was characterized by a lack of large scale activity and no new TRA's were imposed. However, training never ceased entirely. Firing exercises continued, with some river crossing and other specialized training in the major training areas. Toward the end of the month, training activity increased slightly in all armies.

In late April and early May, a resumption of certain types of elementary training was noted. Driver training was the most apparent. As troop rotation had not yet begun, another basis for such activity was evident. It is possible that GSFG was capitalizing on a lull in major activity to train second drivers and provide additional basic training to technicians. It was noted that an article appeared in the 6 May issue of Red Star which was sharply critical of the conduct of pre-induction driver training by DOSAAF (Voluntary Society for Co-operation with the Army, Air Force and Navy of the USSR) units in the Soviet Union. The article pointed out the necessity for having all personnel fully trained in the operation of motor vehicles. The elementary training observed may have been remedial training in areas where deficiencies were noted.

GSFG training remained generally confined to low level activity until mid-May. Soviet units stayed in the background during the East German May Day celebrations. During the period 13-16 May, elements of the 25th Heavy Tank Division probably carried out an exercise with air support. The exercise appeared to commence in the Wittstock training area and conclude in the Letzlinger Heide training area after a crossing of the Elbe River. Although involving a major tactical move, no TRA was imposed to screen the activity. TRA 9-69 was imposed in mid-May and probably covered river crossing exercises and other small unit activity. It may also have been imposed in conjunction with a Warsaw Pact air defense exercise which centered on major training areas in East Germany. The latter exercise, the largest of its kind in 1969, signaled the end of the lull in GSFG training activity and probably marked the end of the first half of the training cycle.

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Following troop rotation activities, ground forces activity in GSFG increased in tempo and in general followed the pattern established for initiation of the second half of the training cycle. Except for specialized training, the period from late May through the month of June was devoted to various phases of basic training. The period from the first of July through the first week of September saw the imposition of 7 TRA's and concurrent heavy training involving units up to divisional size.

Screened by TRA 11-69, elements of the Twentieth Guards Army conducted an exercise in an area extending from the Letzlinger Heide to the Jueterbog training area. During the following week, elements of the First Guards Army conducted probable regimental exercises under cover of TRA 12-69. Subsequent TRA's continued development of the training cycle to a stage where tactical maneuvers at regimental level were a normal feature, thus bearing resemblance to the development of training in the first half of 1969. Most of the training was limited to intra-army activity.

Although it was anticipated that GSFG training would reach a peak in September with divisional and army level exercises, a pronounced deceleration in training appeared to occur following the expiration of TRA 17-69. No GSFG units were believed to have participated in the Warsaw Pact Exercise Oder-Niesse 69 which was conducted in Poland. Troop training continued at battalion and regimental level. Normal small unit training was conducted by specialized units on established range areas and on occasion divisions exercised their subordinate regiments in short-lived, limited exercises in the major training areas. Training activity detected in relation to the large area encompassed by TRA 18-69 did not substantiate the size of the TRA. Training within the TRA may have been CPX in nature related to a press announced Warsaw Pact Exercise, part of which was to occur in East Germany. The TRA was terminated 12 hours in advance of its announced expiration. No further TRA's were imposed during the year.

Throughout 1969, specialized combat and combat support elements of GSFG conducted intensive training exercises in established major field training and range areas and, occasionally, in local training areas. These elements included armor, artillery, antiaircraft artillery, engineer, missiles, communications, logistics and chemical units.

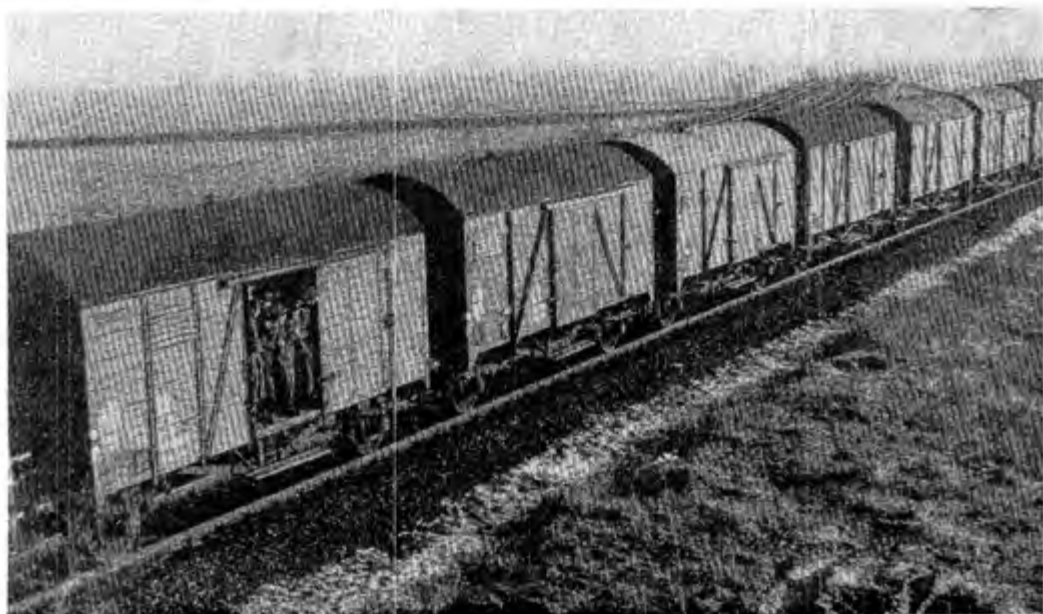
D. (S) TROOP ROTATION:

The annual Soviet conscription directive was issued on 15 April 1969. The spring phase of the semiannual troop rotation within GSFG was well underway by 15 May. Allied Military Missions maintained a

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close surveillance of main rail lines and grouping centers to determine the scope of rotation activities.



PENDEL TRAIN

Two main differences from the 1968 spring phase were noted. The 1969 spring rotation was perhaps two weeks later in starting and was carried out with less intensity than the previous year. It appeared as if the bulk of troops arrived in East Germany before removal of the releasees. Such a procedure was also observed in 1962 and 1966, during the period of the Cuban and Berlin crises respectively. It is probable that the West Berlin political tensions or an expected resurgence of the Czechoslovakian political crisis prompted this method of rotation.

The fall phase of the troop rotation was carried out on schedule, beginning in mid-November and continuing well into the month of December. Allied Military Mission sightings indicated that rotation was accomplished with a concurrent delivery of new conscripts and release of returnees. The tempo of the fall rotation program was significantly reduced following the first full week of operations and continued at a noticeably slow pace.

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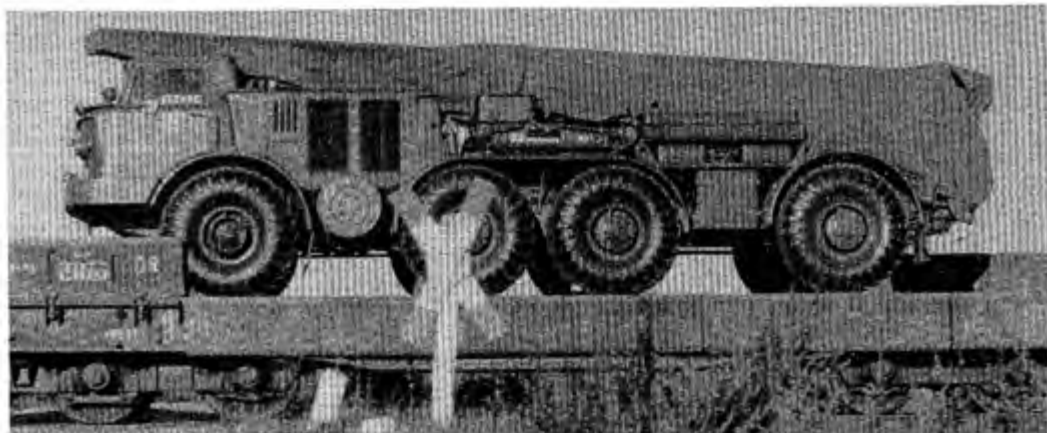
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E. (S) ORDER OF BATTLE:

Increased firepower and maneuverability is an apt summation of the order of battle changes made within GSFG major combat and maneuver elements in 1969. Possessing combat arms organizations already noted for the density of artillery support and degree of mobility, GSFG continued to make significant advances toward increasing the number of weapons available to support combat operations. These advances occurred in mortar, field artillery, antiaircraft artillery and surface to surface free rocket and guided missile units.

Within motorized rifle divisions, noteworthy changes have occurred. It is probable that the Antitank Battery, Division Artillery, has been replaced by a battalion size unit of four batteries composed of mixed 100mm field guns and SWATTER antitank guided missiles. Formerly held with a strength of six tubes, Allied Military Mission sightings would now indicate a probable weapons density of eighteen 100mm field guns and nine SWATTER.

The introduction of the BM-21 multiple rocket launcher into the Multiple Rocket Launcher Battalion, Division Artillery, was initially believed to be a replacement for other similar equipment in both the rifle and tank division. Observations in 1969, however, continued to indicate that the BM-21 has been incorporated into the battalion as a separate firing unit. Thus, the probable strength of the battalion has been raised to a total of 18 launchers in both types of division. An illustration of this was a column sighting by USMLM in August containing twelve BM-24, and five BM-21. The unit was a probable element of the 10th Guards Tank Division.



FROG-7 TEL

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Allied Military Mission sightings indicate that the divisional FROG-7 battalions are definitely being equipped with a fourth FROG-7 launcher. The fourth resupply vehicle had been previously noted with a high degree of regularity.

USMLM sightings of motorized rifle regiments support a number of significant changes in these maneuver elements. In late July, probable motorized rifle elements of the 10th Guards Tank Division were observed returning to their station at Krampnitz. The column contained six 122mm howitzers (M-30) and eighteen 120mm mortars. Typical of numerous other sightings, it is indicated that the mortar company of the motorized rifle battalion has increased firepower to a total of six 120mm mortars and that the tubes of the 120mm Mortar Battery of the regiment has been replaced by six 122mm howitzers.

Continued sightings of the SPG-9 recoilless gun at installations housing elements of motorized rifle regiments suggests that the 57mm antitank gun (ZIS-2) in the antitank platoon of the motorized rifle battalion is being replaced by this weapon. Sightings of the ZIS-2 in GSFG have become infrequent.

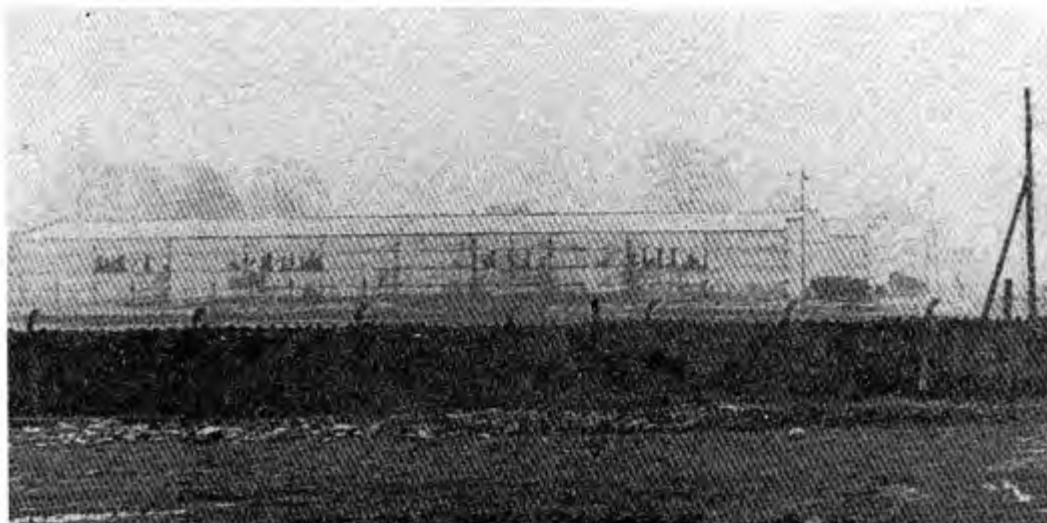
The ZSU 23-4 self-propelled antiaircraft gun was noted in larger numbers and with increased regularity in 1969. This equipment is presently associated with only the tank division. The ZSU 23-4 has been normally sighted in groups of eight weapons, indicating a probable unit organization of that strength or two sub-units of four weapons each. It is not believed that the ZSU 23-4 will replace the ZSU 57-2 or other antiaircraft weapons found in the tank division. Possessing capabilities which compliment such other weapons, it is probable that the weapon will be an addition to current holdings and the firing unit(s) has been added to the division's order of battle.

F. (S) CONSTRUCTION/RENOVATION:

Permanency appeared to be the theme of GSFG construction activities in 1969. Concentrated primarily in caserne areas acquired from the German forces following World War II, GSFG took steps to significantly improve these facilities. Although considerable renovation and new construction has occurred over the previous years, an aggressive program was witnessed throughout East Germany in 1969. Construction within installations of the ground forces was complimented by new construction of air defense and electronics sites as well as air installation improvements.

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NEW VEHICLE SHED CONSTRUCTION - BERNAU



NEW SOVIET CONSTRUCTION - NEUSTRELITZ

Within the ground forces, the most predominant construction activity was vehicle sheds for combat and service elements and storage sites. The latter also included the construction of numerous vehicle sheds, particularly in those instances in which ammunition stocks are preloaded on trucks and trailers. Construction

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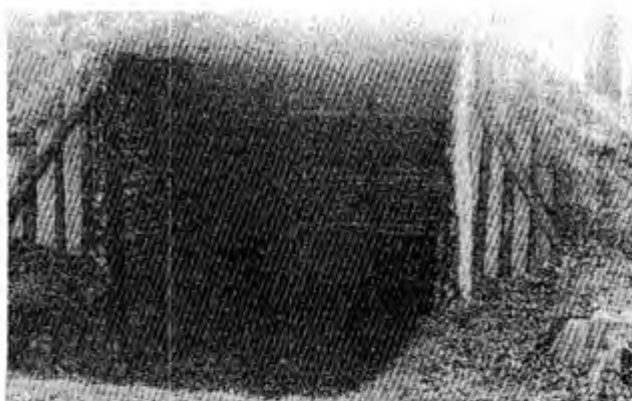
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in these categories resulted not only in the creation of new installations, generally dispersed from areas of heavy GSFG concentration, but the significant expansion of existing facilities. New structures were primarily of pre-formed concrete slabs obtained from East German sources. A high percentage of the actual construction work was accomplished by troop labor using GSFG engineer equipment.

Characteristic of the new installations created are those at Euba (US 6134) and Langenbogen (PC 9307). The Euba facility contains both open and closed shed facilities and is believed to serve as a storage site for vehicles and other equipment. Closed shed facilities of the type found there have been identified with like construction in a minimum of four additional locations in East Germany. Langenbogen is a probable relocation of an ammunition storage site previously located in Halle.

Reconnaissance of the Hohenkuhdorfer Forst (UT 7347) in April 1969 revealed a large Soviet installation with the most elaborate security measures observed in East Germany. The function of the installation is unknown.

Training areas controlled by GSFG army level and subordinate units underwent an improvement program within most army areas. Improvements included not only the construction of permanent range facilities such as range towers, vehicle sheds and administrative buildings but the renovation and construction of aids used in the training programs. In one instance, GSFG occupied and developed a tank training area at Freyburg (PB 9377). This area was previously held as an East German training site.



SOVIET FIELD REVETMENT DESIGNED TO
PROVIDE PROTECTION FOR VEHICLES

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Considerable effort was expended in the construction and development of alert-dispersal areas. A typical area of this type contains revetted vehicle pits, often with overhead cover, personnel bunkers connected to the vehicle pits, and command bunkers. Invariably located in a forested area well away from major installation complexes, these facilities appear to serve a tactical role.

Limited activity in the construction of apartment buildings for dependent housing was noted.

A few instances were noted wherein GSFG effected a change of station of military units and equipment. Typical of this was the movement of a tank unit, probably the 68th Guards Tank Regiment, 6th Guards Motorized Rifle Division, from Biesdorf to Bernau. This action appeared to result in the abandonment of the Biesdorf installation. In a second instance, ECM equipment, and probably personnel, was transferred from Schoenwalde to Werder. These movements appeared to be for the purpose of removing units from heavily built-up and congested civilian areas and adjusting the strength of overpopulated installations. In a majority of the observations, the units transferred occupied newly constructed or renovated facilities.

The renovation and construction projects observed would indicate that the Soviet Union has no plans for a significant reduction of military commitments in East Germany in the immediate future.

SECTION III - EAST GERMAN GROUND FORCES

A. (S) GENERAL:

Rated as probably the best trained and equipped of the Warsaw Pact armies, although the smallest in actual troop strength, the EGA continued to assimilate the latest concepts, organizations and equipment adopted by the Soviet Armed Forces. As a close protege of GSFG, the EGA is probably equally as effective on a unit for unit basis, and may, in some respects, rival GSFG ground elements.

Concurrent with improvements in installations and training facilities accomplished by GSFG, the EGA was also actively engaged in construction and renovation projects throughout 1969. Projects included troop and dependent housing, storage facilities, electronics sites, vehicle storage and maintenance areas and training areas.

B. (S) TRAINING:

The EGA training cycle in 1969 returned to the normal standard following the disruptive influence of the Czechoslovakian Invasion.

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Commencing in late December 1968, the intensity of training activity was increased with widespread out of garrison activity noted in both Military Districts (MD's). Training in January and February was characterized by exercises at the battalion and regimental level involving elements of virtually every major unit. The increased tempo of training may have been designed to keep pace with the GSFG training cycle, thus assuring that a commensurate level of readiness was achieved. Training included both CPX and FTX activity. However, no positive indications of joint GSFG/EGA exercises was obtained prior to the conduct of a Warsaw Pact exercise under cover of TRA 4-69.

Training in late February and March was overshadowed by activities associated with the Soviet and East German reaction to the 5 March West German Bundesversammlung Session in West Berlin. Preparations for the deployments finally accomplished under TRA 4-69 began in early February. Actual deployment of units occurred during the final week of the month and exercise activity commenced on 1 March. The primary participant was the 1st Motorized Rifle Division from Potsdam. Elements of the 9th Tank Division, 8th Motorized Rifle Division, and support units of the Ministry of Defense were also probably involved. As with GSFG participants, the EGA elements appeared to conduct operations without an exercise scenario in what could be aptly described as "autobahn maneuvers". East German army units not deployed under TRA 4-69 continued training activity normal to the yearly training cycle.

The "autobahn maneuvers" were followed by a level of training activity normal to the annual training cycle. Major elements of MD V were active in field locations until early April. Subsequent efforts were then devoted to preparations for the annual May Day Parade and training was primarily limited to small unit formations in local training areas. Major elements of MD III remained active with seasonal training during this period.

It is probable that elements of MDI, MD V, and MD III participated in the Warsaw Pact Exercise "Spring (Vesna) 69".

May Day Parade activities received detailed attention by the Allied Military Missions but no new or unusual items of equipment were revealed.

From May through mid September, the EGA training activity followed the normal annual cycle. No major exercises took place in this period. After a brief lull attributable to the May Day Parade and troop induction activities, moderate to lively small and specialized unit training resumed in local areas and was characterized by the basic training of new recruits and reservists. Tank, river

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crossing, and driver training was observed throughout East Germany. Training progressed at a seemingly normal but vigorous pace and included regimental size units conducting CPX's and FTX's by early July. During the month of August, there was evidence of joint cooperation between GSFG and EGA forces in the conduct of a training exercise in the area of MD III.

September was highlighted by the participation of the 8th Motorized Rifle Division in the Warsaw Pact Exercise "Oder-Niesse 69". This exercise was conducted in Poland and included Soviet, Polish, Czechoslovakian, and East German military units. The exact composition of the EGA force participating in this exercise is unknown, but may have consisted of various support elements and units from other divisions in place of organic units of the 8th Motorized Rifle Division. Very good sightings of equipment were obtained by USMIM near Karow on 30 September as participating units returned to home installations. Elements of MD III appeared to carry out a normal training program during this period.

On 7 October, a parade in honor of the Twentieth Anniversary of the EG Republic was staged in East Berlin. The parade was on a larger scale than previously conducted. Analysis of the equipment in the parade obtained during practice sessions added a significant number of first sightings to the EGA equipment inventory. The majority of the equipment was provided by MD V, though MD III probably supplied some of the FROG missile units.

The EGA took part in the Warsaw Pact staff exercise held under cover of TRA 18-69, but probably not below the level of MD Headquarters. Deployment of headquarters and supporting signal elements was observed.

Concurrent with the troop induction activity in late October and November, training returned to a low level and remained there for the balance of the year.

Military and paramilitary training during 1969 was carried out under a variety of slogans in connection with the Twentieth Anniversary of the GDR and the Thirteenth Anniversary of the EGA. The slogans exhorted troops for better than average accomplishments in training and extractions of commitments for longer than usual terms of service in the EGA. Parades held on 1 March, 1 May, and 7 October in relation to anniversary celebrations resulted in a number of valuable equipment sightings by the Allied Military Missions.

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C. (S) TROOP INDUCTION/RELEASE:

No significant deviations from standard procedures were noted during the Spring and Fall phase of the semi-annual induction and release of troops. Elicited information indicated that the normal tour of duty continues to be 18 months. The Spring phase was basically accomplished during the period 2-5 May following previous publishing of the call-up order. The Fall phase occurred early in November.

A number of partial reserve forces call-ups occurred during 1969. Such events are considered normal under the system utilized by the EGA. Reserves were called upon to perform specialized unit training, attend service schools, participate in field training exercises, and provide filler personnel for combat units during the semi-annual induction and release of personnel.

D. (S) ORDER OF BATTLE:

A continued upgrading of EGA firing and maneuver elements took place in 1969.

On 27 January, an antiaircraft artillery column returning to Potsdam contained three complete batteries of S-60. This sighting indicated that the firepower of the antiaircraft artillery battalion of the 1st MRD may have been increased by one battery. It is not known whether or not the additional battery has replaced the battery of ZSU 57-2 previously held by this battalion. Assuming the ZSU 57-2 battery remains in the strength structure, it would denote a strength of four firing units as opposed to five in an equivalent GSFG battalion. FLAP WHEEL is also included in the inventory of this battalion.

T-34 medium tanks previously held in the regiments of the motorized rifle divisions are being replaced by the T-54 and T-55. Significant numbers of the T-54 were observed in the regiments, probably of the 1st MRD, deployed during the "autobahn maneuvers" of March 1969. On 30 April, T-54's were observed in the Brandenburg installation housing the 3d Motorized Rifle Regiment, 1st MRD.

Divisional reconnaissance elements have apparently been upgraded in both equipment and size through the addition of increased numbers of the BRDM-2.

USMLM and other Allied Mission sightings confirmed the presence in the EGA inventory of both the FROG-7 TEL and resupply vehicle (ZIL 135). The extent to which this equipment has been issued is as yet undetermined although sightings indicate its presence in the 9th Tank Division and 8th Motorized Rifle Division, both of MD V. In the latter instance, observations of military trains returning divisional elements from participation

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in the Warsaw Pact Exercise "Oder-Neisse 69" on 30 September 1969 revealed the presence of 3 FROG-7 TEL and 2 resupply vehicles. As with GSFG units, it is probable that the complete organization of a battalion contains four of each vehicle.



WHEELED SCUD-B

The first public display of the SCUD-B on the MAZ-543 wheeled chassis in EGA hands occurred during the 7 October parade in East Berlin. A total of four vehicles were observed. This equipment may constitute an addition to the holdings of the 2d Artillery (SCUD) Brigade, MD V, the only confirmed SCUD unit in the EGA. This unit currently holds the tracked SCUD-A and SCUD-B. Based on previous sightings of the tracked equipment, it is possible that a total of 12 launchers are now included in the EGA inventory. The possibility also exists that this new equipment was on loan from GSFG for display during the parade.

A total of 8 ZSU-23-4 were also seen in EGA hands for the first time during the 7 October parade. As with GSFG, this equipment is presently associated only with the tank division. It is possible that the equipment in the parade is in the inventory of the 9th Tank Division, MD V. The grouping of eight vehicles lends further credence to a firing unit consisting of that number of weapons, or to two sub-units of four each. It is probable that the firing unit has been added to the order of battle of the tank division.

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ZSU-23-4

SECTION IV - SOVIET AND EAST GERMAN AIR ACTIVITY

A. (S) 24TH TACTICAL AIR ARMY

During the past year, a large number of navigational training flights as well as numerous simulated and live air defense and ground attack exercises were conducted. These missions were flown in all types of weather and such training resulted in an improved air-to-air intercept capability and an increased proficiency in close air support of ground forces. Intensive training is expected to continue as an integral part of overall 24th Tactical Air Army operations.

An intensive program of local navigational training and air-to-air intercept (AAI) practice by Zerbst-based FIREBAR and MAESTRO aircraft was observed in late January. The AAI's were tail chase patterns with both FIREBARS and MAESTROS acting as targets for the attacking aircraft. The FIREBARS were observed carrying a mixed pair of heat seeker and beam rider ANAB missiles. This training session may have actually included live firings of air-to-air missiles since the same aircraft initially seen with the missiles were later observed no longer carrying them. The flying program continued after dark in an apparent effort to increase pilot intercept proficiency under instrument conditions.

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FITTER-PARCHIM

On 5 February Parchim FITTER, MOUJIK and FRESCO C aircraft were observed active in multiple takeoffs and landings. The FITTERS were also seen approaching the field lined up with the runway at 300 to 500 feet altitude and, at the center of runway, executed a vertical climb in a simulated LABS maneuver. Later in the day these aircraft were observed in a very intensive flying program over the Retzow gunnery and bombing range. During most of the program, two aircraft were in the dive pattern simultaneously with two minute intervals between diving passes by the same aircraft. A very tight "pop-up" profile was observed after each diving pass. The month concluded with a heavy Alt Lonnewitz FISHBED D flying program and a second observation was made of the FISHBED F which was initially seen at this airfield on 31 January by an Allied Military Mission.

On 20 and 21 March a deployment of Altonburg based Air Defense Regiment aircraft to the Cochstedt Soviet auxiliary airfield was observed. The flying program on 20 March was conducted mainly by MONGOL and MIDGET aircraft each averaging four local sorties which lasted approximately one-half hour. A detailed observation was made of pre-flight preparations, flying operations, and flying support activities. Most significant was the absence of even minimal support elements which, when viewed in the light of USAF standards, demonstrated the Soviet concept of simplicity of operations.

On 2 April, Cochstedt airfield was again visited in an effort to observe possible participating air elements of Warsaw Pact Exercise

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"VESNA 69". A total of 24 FISHBED and 27 FRESCO aircraft were observed on the field; however, a flying program did not materialize. The FRESCOS, like the FISHBEDS, were believed subordinated to Altenburg even though that airfield is not credited with having as large a number of FRESCOS as were seen at Cochstedt that day. Wittstock FISHBED D and F aircraft were noted active on 7 April configured with blunt missile rails and practice ATOLL missiles on the left missile rail. FARMER B aircraft, which participated in the flying program, carried dual ventrally mounted fuel tanks and possibly served as target aircraft for the practice ATOLL carrying FISHBEDS. A moderate Rechlin Larz-based FITTER, MOUJIK and MIDGET flying program was observed on 8 April and may have involved high altitude FITTER air-to-air intercepts. On 18 April, Polish National Air Force FRESCOS were observed in overflights of Gross Dolln airfield in a possible mobility exercise into the Soviet Zone of Germany and a FISHBED F with live ATOLL air-to-air missiles was observed returning from a possible reaction to the presence of the Polish FRESCOS. The flying program continued in heavy falling snow. Inclement weather flying was also observed on 22 April when FITTERS and MOUJIKS of unknown subordination were observed in live firing passes over the Gadow Rossow Soviet bombing/gunnery range. A possible co-ordinated air defense exercise was observed in the Northern Fighter Corps area on 25 and 26 April involving FITTERS and FISHBEDS in low altitude overflights of the Corps' air defense bases.

FISHBEDS and FITTERS were noted active in live firings of guns, rockets and bomb drops over the Belgern bombing and gunnery range on 13 and 14 May. FITTER gunnery practice continued into darkness. Formation flying by flights of two to four Briesen-based FRESCOS was observed on 16 May. Photographic reconnaissance configured Allstedt-based FISHBED H aircraft were noted active on 19 and 29 May in local flights.

A moderately heavy formation flying program by FISHBED D aircraft was observed at Cochstedt on 5 June. All of the FISHBEDS, except one, were equipped with one ventrally mounted fuel tank and six of the aircraft carried practice ATOLL air-to-air missiles on the left wing pylon. It was interesting to note that the practice ATOLL missiles were painted with alternating red and white stripes. Additionally, one FISHBED D, carrying only a ventrally mounted fuel tank, was completely black with its aircraft number and nationality emblem completely obliterated. A moderately heavy FISHBED F and FARMER B flying program was observed at Wittstock airfield on 10 June. The FARMERS were rocket pod equipped and were probably active over the Retzow gunnery and bombing range. A possible special purpose CAB was observed during the flying program. The CAB had two radomes and several stub antennae of varying length mounted ventrally on the fuselage. A possibly Rechlin Larz-subordinated FITTER was observed in

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practice LABS maneuvers over the Gadow Rossow bombing and gunnery range on 12 June. During one of the maneuvers, the FITTER released a bomb while in an approximately 90 degree climb. Completing the climb with an Immelman, it then departed the range on a northern heading. A similar bomb release tactic was observed at this range in August of 1967. The two situations differed however in that the August 67 release resulted in an air detonation of the weapon producing a large, grey-black mushroom shaped cloud, while the release observed this date resulted in a normal ground burst. A possible air defense exercise involving Neuruppin based FRESCO "C" aircraft and possibly FISHBEDS was observed on 26 June. The FRESCOS were observed making 100 to 200 foot altitude overflights of the local area and may have served as targets for the Beetz SA-2 and the Neuruppin SA 3 surface-to-air missile sites. The FISHBEDS flew at 50 to 100 foot altitudes.

Training in the tactics and techniques of air attack on ground targets is an integral part of the overall 24th Tactical Air Army training program. One common Soviet method of attacking a large target area with more than one flight of fighter-bombers was observed in the vicinity of Gross Dolln in July. A total of twelve FISHBEDS were first observed in a stacked low formation east northeast of the airfield when they went into a steep circular climb. The aircraft then peeled off individually into steep dives against a target approximately eight kilometers north of Gross Dolln airfield. Probable bomb explosions of rocket bursts could be heard from the direction of the apparent target. The twelve FISHBEDS were later observed in a low circular pattern heading toward the airfield at an altitude of approximately 700 feet. No external ordnance could be seen on the aircraft, which carried empty ALKALI-type rails.

Alt Lonnewitz FISHBEDS and MONGOLS were noted active over the Belgern bombing and gunnery range on 14 July. A MONGOL trainer preceded each firing pass with three dry runs. All bombing attacks were preceded by one familiarization dry run. The FISHBEDS were observed in simultaneous dive bombing and rocket firing passes. A deployment of 28 FITTERS to Briesen airfield occurred on 16 July. The aircraft numbers on the FITTERS had not been previously associated with known Soviet units in East Germany indicating that the aircraft may have temporarily deployed to Briesen from outside East Germany. The FITTERS were observed taking off in pairs and all 28 were airborne in a total elapsed time of six minutes. The aircraft were later seen making low circular passes around the airfield. These same FITTERS took part in a light flying program on 27 July. Two of them were equipped with Type "C", 16-shot rocket pods on the wing pylons. The flying pattern indicated that the aircraft may have participated in formation type ground attack practice. Welsow based BREWER D aircraft were noted active on 23 July in local navigational training, low-level high-speed possible photo recon passes

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over their home airfield, and touch-and-go landings. BADGERS, engaged in chaff drops, were observed in the vicinity of Finow airfield on 29 July. Samples of the chaff collected consisted of slip-coated aluminum foil approximately 6 inches long by one sixteenth inch wide with a slight "V" crease running the length of each piece. A total of 27 BADGERS participated in this activity in flights of three aircraft each. During the same time frame, 15 BREWERS were also noted in overflights of the area. On 28 July, a HIP C was seen active over the Gadow Rossow gunnery and bombing range. This was the second USMLM observation of a HIP C with Soviet markings in East Germany. FISHBED D, FARMER B and Polish NAF FITTER BMK variants were active at Wittstock on 29 July. When initially seen, the FISHBEDS and FARMERS were returning to Wittstock from a deployment exercise to an undertermined airfield. The FISHBEDS carried practice missiles on the left wing pylon while the FARMERS were armed with rocket pods and carried auxiliary fuel tanks. The FITTER variants carried two rocket pods mounted ventrally.

On 26 August, one, possibly two, unmarked FISHBED D aircraft were active at Juterbog airfield. The aircraft bore neither nationality emblem nor number.

A heavy BREWER and MAESTRO flying program including photographic reconnaissance overflights of the airfield was observed on 3 September at Welzow. A FRESCO C regiment, which deployed to Briesen from Juterbog in 1968, was noted in an intensive training program over the Liessener Heide gunnery and bombing range on 5 September. The FRESCOS, armed with blunt-nosed practice bombs, dove at the target from an altitude of approximately 10,000 to 12,000 feet. Bomb release occurred at a point below the horizon from the tour's vantage point; however, climb-out at a 30 to 40 degree angle was observed. Repeat patterns were flown at from one to five minute intervals. A HIP C, number 30, was observed



HIP WITH SIDE MOUNTED ROCKET POD PYLONS

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active at Juterbog airfield on 6 September. This same helicopter armed with two Type C, 16 shot rocket pods on pylons attached to either side of the fuselage was seen by a British Commanders'-In-Chief Mission to the Soviet Forces in Germany tour on 1 July. The HIP C was unarmed at the time of this observation, but still had the pylons attached to the sides of the fuselage. A moderate FISHBED flying program including the FISHBED H variant occurred at Gross Dolln on 10 and 12 September. Those observed on 12 September carried practice ATOIL missiles on the left inboard pylon.

A very light flying program by Altenburg FRESCO C aircraft deployed to Cochstedt was observed on 2 October. In addition, 15 FISHBED D and 19 FRESCO C aircraft were observed parked wing tip-to-wing tip on this auxiliary airfield. On 7 October Finsterwalde-based FITTERS performed a minimum of four LABS delivery practice runs. The aircraft passed over the airfield at approximately 2,000 feet, pulled up into vertical climb to 3,500 feet, pitched over, flew inverted for several seconds, then rolled over again departing to the west. A very active program of local navigational, touch-and-go landings, LABS maneuvers, and possible range activity was flown by Grossenhain-based FITTERS and MOUJIKS on 9 October. A vigorous Juterbog-stationed FISHBED flying program occurred on 14 October. When the aircraft made their final turn for landing and were in-line with the airfield, two white approach lights, one on either side of the runway, were switched on. As soon as the landing aircraft passed the approach lights at an altitude of 50 to 100 feet, these lights were turned off. Initial and final portions of the flying program were rather spirited but otherwise appeared routine.

Flying programs throughout the remainder of the year were limited due primarily to poor weather conditions.

B. (S) EAST GERMAN AIR FORCE

The East German Air Force, just as the Soviet Air Force, strives to maintain a high degree of combat readiness through an extensive flying training program. USMLM observation of these training programs is limited, however, by the fact that most of the EGAF airfields are located even deeper within Permanent Restricted Areas than some of the permanently occupied Soviet airfields.

Construction continued at Loepten Airfield but, to date, no flying activity has been observed from this field.

At Halle/Oppin a civilian air terminal is in the process of being constructed. Other construction includes POL and ammunition storage facilities at the Alteno Luckau airfield, and an airfield at Gnoien.

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On 4 March, during a heavy local flying program by FISHBED C/E aircraft at Jocksdorf, FISHBED F aircraft appeared there for the first time. Most of the FISHBED C/E aircraft were armed with practice ATOLL missiles on the right pylon. The practice ATOLL had a dark area on the tip of the blunt nose.

A moderate Jocksdorf based FISHBED and MONGOL flying program was again observed on 6 May. The FISHBED C/E aircraft were equipped with either rocket pods or practice ATOLL missiles on the right pylon.

Neubrandenburg deployed FISHBEDS were noted active at the Stendal Soviet airfield on 14 August.

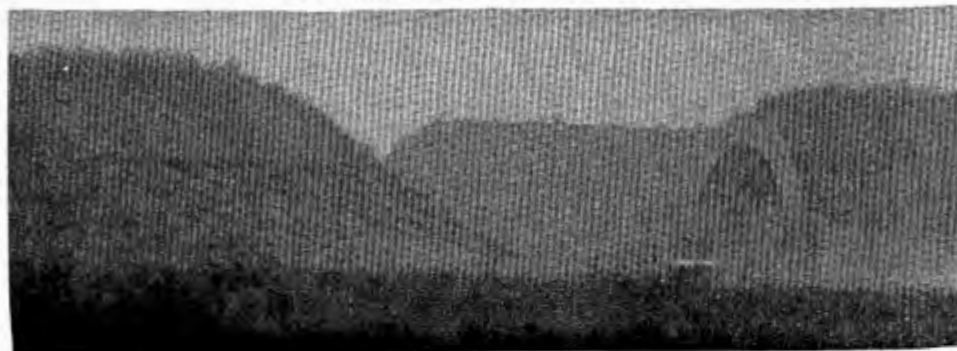
C. (S) HANGERETTE CONSTRUCTION

The Soviet hangarette construction program, which was begun in the first quarter of 1968, continued at a rapid pace throughout 1969. The Soviets further increased hangarette survivability by erecting what appeared to be steel doors in front of the hangarettes. Each door half consists of three hollow prefabricated sections which are stacked on top of each other and each door half measures approximately 18 feet high by 18 feet wide at the base. It was noted that by using conveyer belts the hollow sections were filled with sand or some other earthen substance as the individual door sections were assembled. The assembled doors appear to slide open and closed at right angles to the hangarettes; however, the hangarettes at Altenburg were observed with the door and overhead arch painted in a camouflage pattern of irregularly shaped greyish-white, olive green and brick-red colors. Hangarette construction at Putnitz appeared to be completed when observed in late October. Dirt and vegetation covered all but the entrance and exhaust openings of the hangarettes. The front doors were painted red and green while the back of the hangarette doors was painted solid green.

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ALTENBURG HANGARETTE SHOWING
DOORS AND INTERNAL STRUCTURE



GROSSENHAIN HANGARETTES



ALTENBURG HANGARETTE SHOWING
CAMOUFLAGE

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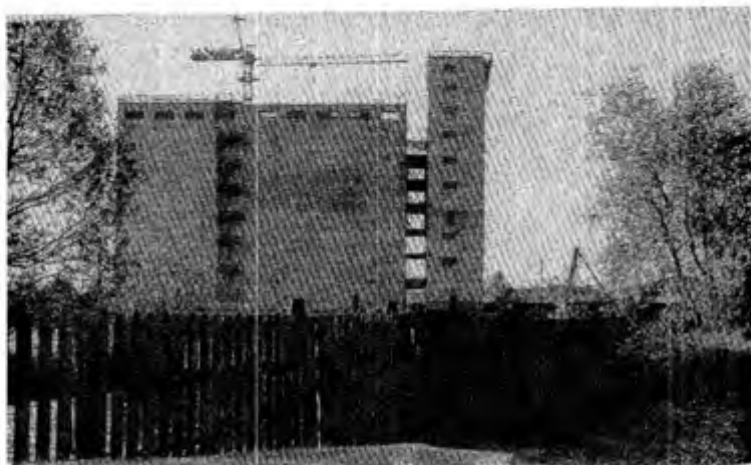
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SECTION V - NAVAL ACTIVITIES AND MARINE SHIPPING

A. (S) GENERAL.

In 1969, periodic loading and offloading of military equipment carried in Soviet and East European merchant ships was noted in the Port of Rostock. In most instances, the equipment observed consisted of vehicles and other wheeled equipment. Shipment to and from the dockside was normally accomplished by means of the adjacent rail facilities.

Construction was completed at the large Rostock Missile Support Installation located near Schwarzenpfost (UA 2207). The area is protected by heavy security measures.



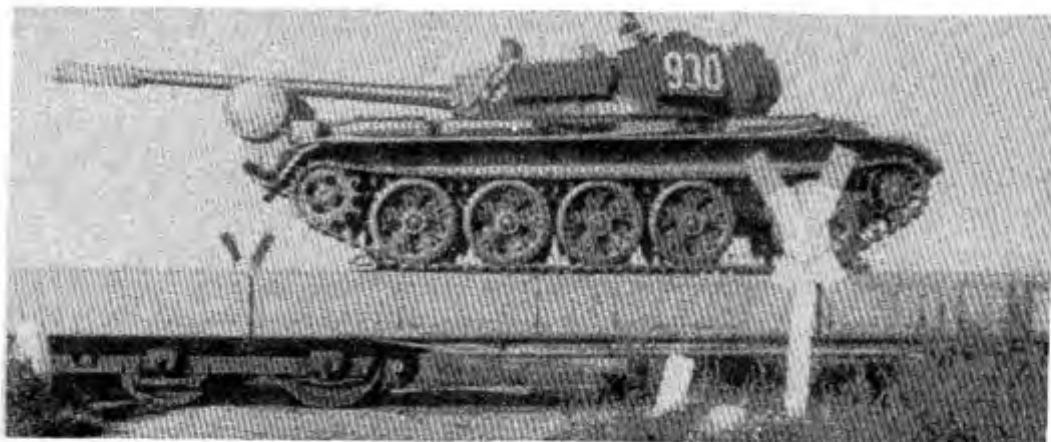
NEW WAREHOUSE FACILITIES - PORT OF ANKLAM

The port facility at Anklam was reported to be assuming a larger role as a trans-shipment point for inland waterway cargo. Visits to the port area revealed that additional warehouse construction had indeed doubled storage area. However, there were no other indications of port expansion.

Sightings of East German elements returning from participation in the Warsaw Pact Exercise "Oder-Niesse 69", revealed the presence of naval personnel and equipment. Participation of naval forces had been indicated through open source publications. At least one major amphibious landing occurred during the exercise. A military train proceeding north through Karow on 9 September contained five T-55 medium tanks

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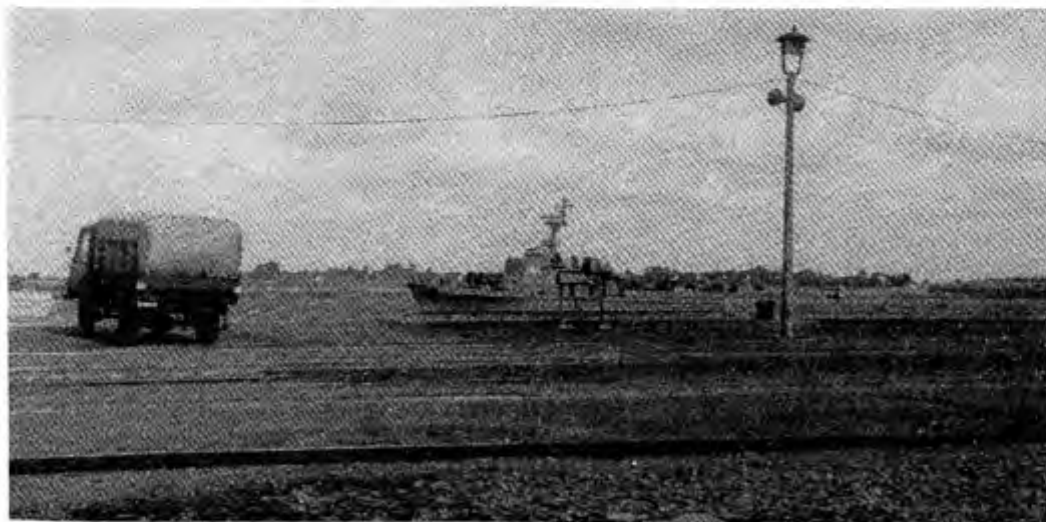
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T-55 PAINTED BLACK - PROBABLE EG NAVY EQUIPMENT

painted black and four M-wagons loaded with naval personnel. The balance of the train carried EGA ground force elements. It is possible that the tanks are included in the inventory of an unidentified EG naval unit.

Military activities associated with the official celebration of the Twentieth Anniversary of the GDR on 7 October resulted in a visit to the Port of Rostock by units of the Soviet and East German fleets. These elements were observed by members of the Allied Military Missions.



NEW KONDER CLASS (MSF) SHIP - EG NAVY-ROSTOCK

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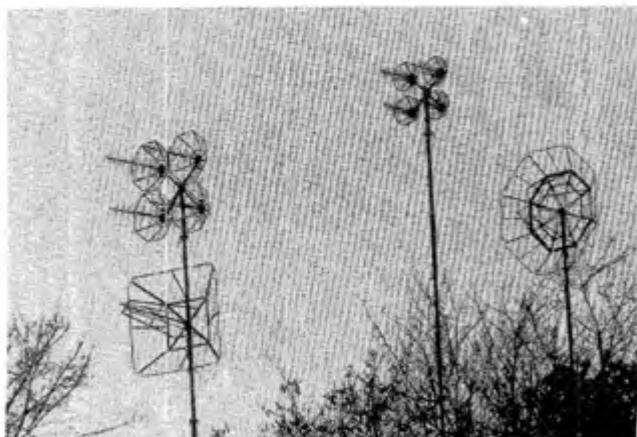
R-118BM-3
COMMUNICATIONS VAN



PROBABLE R-102M
COMMUNICATIONS VAN



PROBABLE ECM
ASSOCIATED ELECTRONICS VAN



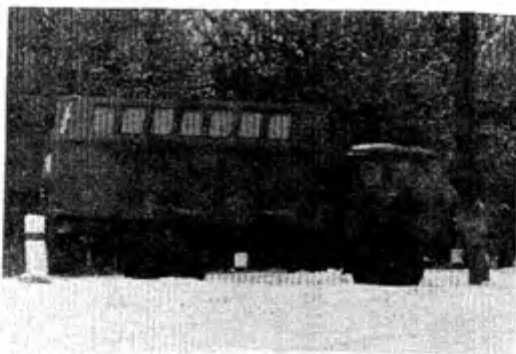
ECM SITE CONTAINING CRAB POT, QUAD SPRING AND GRID SHIELD

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PROBABLE SOVIET FIELD PX



GAZ-66 WITH
UNIDENTIFIED CAMPER TOP VAN



HOOK OVER OP



HOUND BEARING EG CIVILIAN MARKINGS

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PART IV

TECHNICAL

A. (S) GENERAL:

A steady program of improvement in both GSFG and EGA equipment holdings was noted throughout the year. A review of these improvements revealed that although a large percentage of the equipment was intended to replace older items, particularly in the cargo truck category, some items constituted new or technically improved materiel for apparent addition to inventories. The modernization program has improved GSFG and EGA capabilities to conduct combat and combat support operations.

Particular note should be made of the appearance in both GSFG and the EGA of new and improved box body vehicles. Designed to fulfill a variety of functions, such as carriers of radio, radar, electronics countermeasures, supply and maintenance equipment, these box bodied vehicles reflect a higher standard of workmanship, design and general air of greater sophistication than previous models. Many of the newer designs remain as yet unidentified. It is probable that the equipment is designed to function in a chemical, biological or nuclear environment with minimum crew exposure to contaminants.

B. (S) MOTOR TRANSPORT:

A steady influx of new series light and heavy cargo and utility trucks occurred in GSFG. The major addition with respect to numbers and versatility was the URAL-375 and URAL-377, followed closely by the ZIL-131 and GAZ-66. These vehicles have been observed in a number of logistic roles and as prime movers for towed weapons and equipment. In addition, they have been fitted with a variety of types of special purpose equipment designed to fulfill specialized functions. These include van bodies, POL and water tanks, cranes, decontamination equipment, and weapons platforms. Lesser numbers of the KRAZ-255B, ZIL-130, ZIL-133, MAZ-500, GAZ-53 and UAZ-450 series trucks were imported. As with the preceeding vehicles, these too were observed in a variety of roles including the mounting of special purpose equipment.

The EGA continued acquisition of significant numbers of the URAL-375 from the Soviet Union. This vehicle was also noted in the possession of para-military forces, particularly the Volkspolizei. The KRAZ-255B, ZIL-130 and GAZ-66 have also appeared in possession of the EGA. The latter two are generally fitted with special purpose van bodies. The TATRA-813 is being acquired in numbers from Czechoslovakia.

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KRAZ-255B

The KRAZ-255B was first observed in GSFG in March 1969 and in December 1969 was noted bearing EGA markings and vehicle registration numbers. This vehicle is an improved version of the KRAZ-214, possessing a more powerful engine and greater ground clearance. The key feature is improved cross-country mobility achieved through larger terrain tires and a central tire inflation mechanism. In GSFG, sightings tend to indicate that this vehicle is issued to air force units.

Although not designed primarily as a combat vehicle, the MAZ-500 has been observed employed in the cargo, specialized van body and POL tank configuration. Limited in cross-country mobility due to power train (4 x 2) and low ground clearance, this vehicle is capable of transporting heavy payloads rapidly on improved roads.

Improved cross-country mobility is being achieved by the EGA in the W 50LA/A. This vehicle is equipped with oversize terrain tires and a central tire inflation mechanism. Sighted infrequently at present, it is anticipated that this vehicle will come into wider use in the EGA.

Previously sighted in limited number undergoing performance tests, the EGA has now placed the TATRA-813 in service as a prime mover for the 130mm field gun (M-30). Although basically designed as a prime mover, the vehicle has a high payload capability and good cross-country maneuverability. It is probable that it will be adapted for additional uses.

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W-50LA/A CROSS-COUNTRY VEHICLE



TATRA-813

C. (S) INFANTRY WEAPONS:

Infrequent sightings of a weapon believed to be the SPG-9 recoilless gun continued to be made in GSFG motorized rifle elements in the Dallgow-Docheritz area. Mentioned in Soviet publications as the B-14, this weapon is believed to be superior to the B-10 and B-11 recoilless weapons with respect to armor penetration, accuracy and minimum backblast. EGA open source publications have pictured this weapon in the hands of the EGA.



SOVIET SENTRY ARMED WITH
7.62MM DRAGUNOV (SVD)
SNIPER RIFLE

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The Dragunov (SVD) 7.62mm sniper rifle has been infrequently sighted in the hands of GSFG both in the Halle and Dallgow-Doebberitz areas. Observations have been insufficient to determine the role assigned this weapon. All sightings have been of individual weapons in probable motorized rifle elements.

D. (S) ARMOR:

Based on information received from varied sources, the Allied Missions maintained a close vigil for the introduction of a new tank into GSFG. Without positive indicators as to whether such a new tank would be an advanced design of current holdings or a totally new vehicle, both aspects were considered. No sightings were made indicative of a wholly new tank. A T-62 with minor modifications to the turret which had not previously been noted was seen at Satzkorn rail siding in November 1969. The function or purpose of these modifications is unknown. The possibility exists that they may be related to a nuclear protection system.



T-62 WITH TURRET MODIFICATIONS



T-55 EQUIPPED WITH MINE PLOW

The most significant change in tank weaponry noted was the introduction of an increased number of mine plows and mine rollers fitted to the T-54 and T-55 medium tanks. The plows, similar to those observed fitted to non-GSFG T-62's being withdrawn from Czechoslovakia in the fall of 1968, were first seen in large numbers during the "autobahn maneuvers" of March 1969. The T-55's fitted within that sighting probably belonged to elements of the 26th Guards Tank Division. Subsequently, plows and rollers have both been observed in Krampnitz and Bernau installations housing medium tank units. Open source publications revealing technical specifications indicate the plows to be designated as KMT-4 and the combination of the plow and rollers in one package as the KMT-5. Allied Military Mission sightings revealed the

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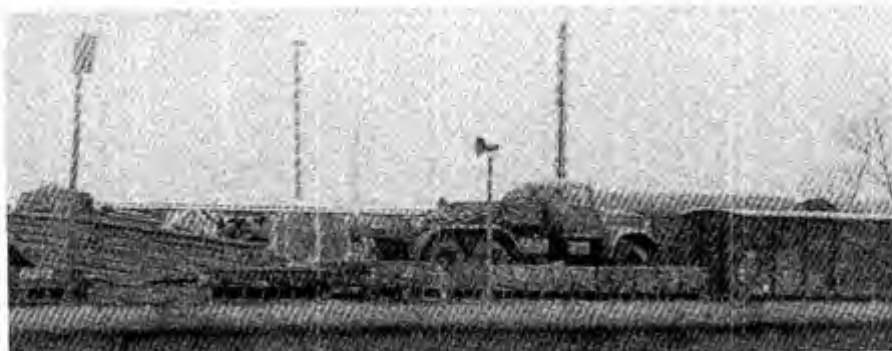
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equipment to be both in GSFG and EGA inventories. A KRAZ-214 mounting a KM-61 crane is used as a similar crane for the transport of mine rollers. Although previous holdings carried a limited number of this equipment in each tank battalion, a possibility exists that certain designated tank regiments have been outfitted with increased numbers of the plows and rollers. The outfitting may be in consonance with combat missions assigned to the regiments. Mine field breaching capability is significantly increased by these additions.

GSFG T-55 were observed in Neustrelitz and Bernau fitted with a small, folding combat snorkel. Less cumbersome than the old snorkel equipment, the snorkel can be erected quicker and with minimum effort. When not in use, the snorkel folds to the rear over the loaders hatch on the right side of the turret.

E. (S) ENGINEER:

In April 1969, a new Soviet powerboat designated the BMK-T was observed in transit in the railyard of Magdeburg. A modified KRAZ-214 serves as the transporter for this item of equipment and is designed to launch and recover the powerboat in a manner similar to the PMP. The BMK-T is associated with the PMP and may serve as the eventual replacement for other equipment presently utilized. Posses-



BMK-T IN TRANSIT

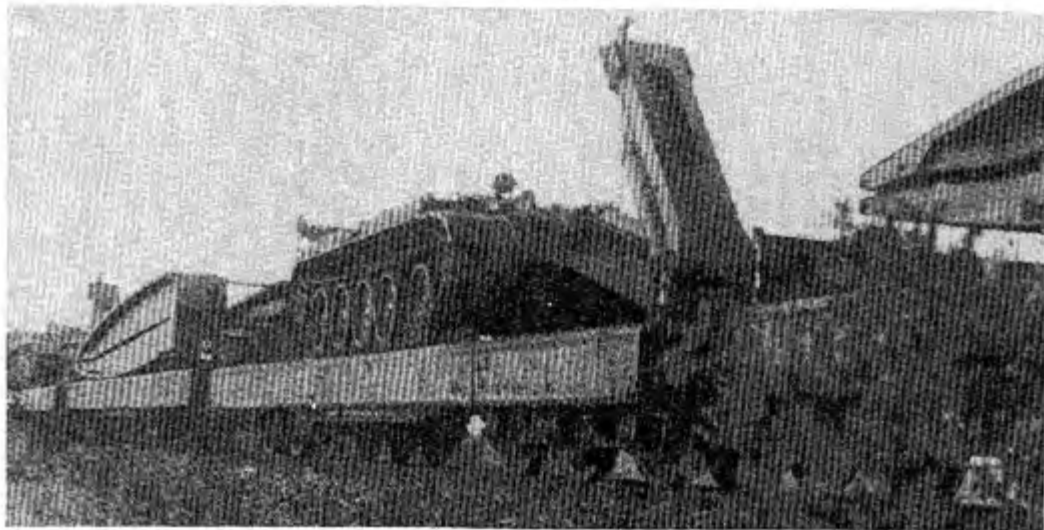
sing a squared bow designed for pushing ponton sections, a shallow draft hull, and a probably improved power plant, the BMK-T offers distinct advantages over such equipment as the BMK-150 in bridging operations. Launch and recovery operations are simplified and compatible with the PMP. The BMK-T has not yet appeared with engineer columns or been observed in actual operation.

During the 7 October parade in East Berlin, the EGA displayed an as yet undesignated tank-launched scissors bridge. The bridge consists of a pair of solid girder treadways folded in half and mounted on top of a modified T-55 chassis for transport and launching. Single models

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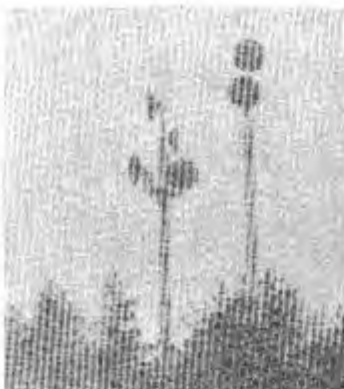
of this equipment, or a prototype, were observed as early as February 1969. It is probable that this bridge will be added to current holdings of tank regiments rather than serve as a replacement item. The bridge is believed to be an EG produced item.



UNIDENTIFIED EG SCISSORS BRIDGE IN TRANSIT

F. (S) RADIO:

Several observations in the latter half of 1969 revealed a single R-400 radio mast bearing 4 parabolas. The additional 2 parabolas have generally been fitted below the normal arrangement on what appears to be a special mounting device placing both parabolas at the same level. Sites containing this mast also contained an additional standard R-400 mast. Ground equipment used with this array has not been observed. The function of the arrangement is as yet undetermined.



R-400 MAST
BEARING 4 PARABOLAE

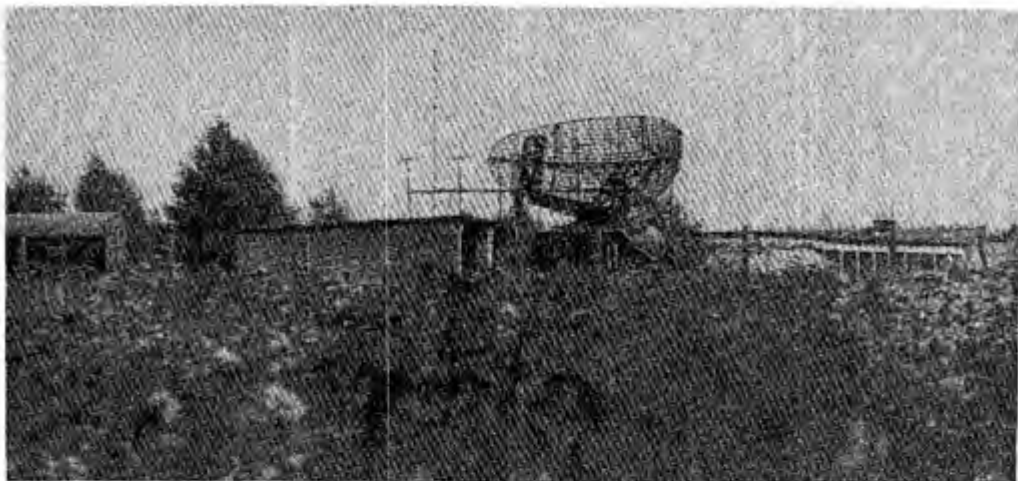
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G. (S) RADAR:

Newer equipment continued to be deployed into the radar inventory in East Germany during 1969. The numerical increase of the FLAT FACE radar was particularly significant. This versatile, mobile, van-mounted radar provided a meaningful improvement in the air defense system of East Germany. The FLAT FACE radar is considered to be extremely effective in providing low altitude coverage for target acquisition. The SQUAT EYE, a relatively new Soviet Early Warning (EW) radar, which is a combination of the FLAT FACE electronic system and a new 60 to 90 foot high tower-mounted reflector, is also increasing in numbers and will definitely improve the capability of detecting low flying aircraft. Additionally, the SQUAT EYE has been deployed at the Soviet SA-3 SAM sites and at the Beetz SA-2 SAM site.

The increase in SIDE NET and THIN SKIN height finder (HF) radars is notable in that they are the newest HF radars in the Soviet inventory in East Germany. The SIDE NET, the latest in its series, and the THIN SKIN, which was primarily designed to extend the detection range against low flying targets, are probably being deployed in a move to modernize existing capabilities. The THIN SKIN is also suspected of being a companion to the LONG TRACK radar and has been observed in simultaneous operation with the LONG TRACK.



LONG TRACK RADAR - PRITZWALK

The LONG TRACK radar, initially seen in East Germany on 22 August 1968 at Pritzwalk, was subsequently seen added to the inventory of other sites in the forward area in 1969. This radar is mounted on a fully tracked vehicle and may be capable of providing EW, ground controlled-intercept (GCI), or target-acquisition data for an advancing

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army front. The LONG TRACK is still believed to be in an early stage of deployment to EW/GCI sites and probably will also be employed in conjunction with the Soviet SA-4 SAM system. This deployment would provide additional frequency diversity, survivability, and mobility for Soviet radar. The LONG TRACK vehicle is an unusually large modified heavy tracked artillery tractor (AT-T) with seven road wheels on either side and is about 28 feet long. Its mobility and size along with numerous vents, suggests that the vehicle has a self-contained power generator and possesses at least a limited operations center capability. The compact and rugged construction of LONG TRACK indicates that this radar is considerably more durable than other EW/GCI radars and is capable of being operated under conditions more extreme than those that can be tolerated by TALL KING, BAR LOCK, SPOON REST and similar Soviet radars.



FLAP WHEEL IN FIELD DEPLOYMENT WITH S-60

The FLAP WHEEL antiaircraft fire control radar appeared in significant numbers in both GSFG and EGA antiaircraft artillery units. The equipment is an integral unit housed in a new model chamfer top van body mounted on the URAL-375. The parabolic dish antenna is mounted on top of the van body. Frequent sightings continued to relate FLAP WHEEL to units equipped with the S-60 57mm automatic antiaircraft gun. Credence to its being the replacement for the FIRE CAN radar and the RANGER antiaircraft artillery fire control director is given by observations of its deployment in field sites containing S-60 but without the other two items. It is not uncommon at present, however, to view all items of equipment within the same unit. A variation noted in FLAP WHEEL van configuration tends to indicate two models of this equipment. Whether the difference lies in the basic radar set and associated fire control equipment or only in the manner in which installed in the van is undetermined. Sightings tend to support the employment of one FLAP WHEEL per S-60 battery. The first observation of a field-deployed FLAP WHEEL radar in operation occurred on 22 April near the Neuruppin SA-3 site. Its parabolic antenna, mounted on the roof slightly forward of center, is fully retractable. The antenna was observed scanning an approximate 65 degree sector and nodding within a vertical arc of 20 degrees plus

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or minus 10 degrees. A FIRE CAN radar, deployed with the FLAP WHEEL, was observed to be oriented 90 degrees to the FLAP WHEEL. When this deployed AAA site was initially seen on 22 April, it contained four S-60 57mm AAA guns; however, a subsequent observation of the same site indicated the number of guns had been increased to 11 indicating that two complete AAA batteries participated in the field deployment.

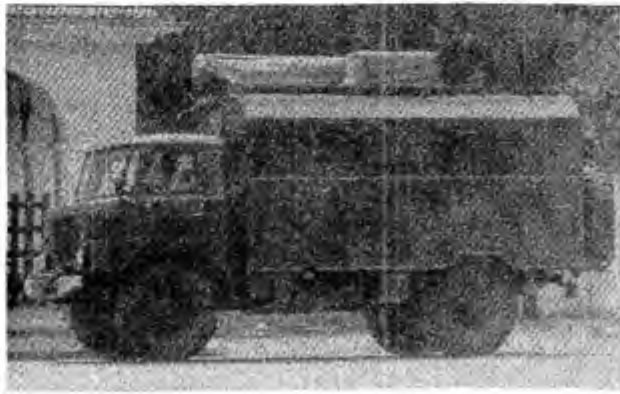
The combined increase in the number of EW radars in East Germany such as BAR LOCK; the overall increase in HF radars; and the addition of communications and data transmission equipment, may be attributed to an increased interest in GCI techniques. By emphasizing the functional categories of EW, HF and fire control (FC) within the overall increase in the radar order of battle, the Soviets have complemented an already highly efficient, well planned radar network which provides an excellent air defense posture.

H. (S) ELECTRONIC COUNTERMEASURES EQUIPMENT:

A new model of the TUB BRICK ECM equipment was observed in the Werder training area during the latter half of the year. Also mounted on a two-axle van trailer similar to its predecessor, the new equipment bears a varied external configuration and probably advanced technical design and capabilities. The prime mover for the trailer is a URAL-375 mounting a new model chamfer top electronics van. The two vans are cabled together during operation. The new TUB BRICK is commonly accompanied by a GAZ-66 mounting a new model chamfer top probable workshop van. The GAZ-66 tows a single-axle special purpose trailer associated with the equipment. The function of this trailer is as yet undetermined. Observed deployed both in the vicinity of the GAZ-66 van and the TUB BRICK van trailer, it may be a generator or equipment utilized for test and checkout operations with the TUB BRICK. The equipment set was first observed on the road by USMIM on 28 November.



NEW TUB BRICK
ECM EQUIPMENT



TWIN BOX ECM EQUIPMENT

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Sightings of a new item of electronic countermeasures equipment termed TWIN BOX increased in number during 1969. This item was first noted with other ECM equipment in the Schoenwalde area in June 1968. Subsequently it was moved from that location to Werder together with other ECM equipment. The TWIN BOX is a GAZ-66 mounting a new model chamfer top electronics van. The box or trough type antenna, mounted on top of the van body, is raised for operation and can apparently be rotated a complete 360 degrees. The exact purpose or function of this equipment is as yet undetermined. It has not been observed in operating mode outside of the training area.

1. (S) AIRCRAFT:

In June 1968, USMLM reported observation at Alt Lonnewitz of a FISHBED D modified or F model which lacked the dark dielectric panel on the vertical stabilizer. On 28 February, photo confirmation was made of the FISHBED F in the Alt Lonnewitz inventory. This addition to the 24th Tactical Air Army was first observed and photographed by an Allied Mission on 31 January. The FISHBED F has since been confirmed in numbers at Alt Lonnewitz and these aircraft are considered a permanent addition to that regiment's order of battle. FISHBED F aircraft are also carried at numerous other bases in both the Northern and Southern Fighter Corps.

Allied Mission photography at Kothen on 25 July revealed that a new variant of the FISHBED had possibly been introduced into the Soviet tactical air force's inventory in East Germany. The Kothen-based FISHBED was similar in some respects to the FISHBED H models observed since 1967 at Allstedt, but carried no reconnaissance pod. Like the FISHBED H, four missile rails were mounted on its wing pylons but, at that time, it could not be determined whether the rails were ALKALI or ATOLL type. Additionally, the new FISHBED model had a small probe-like device on the left side of the nose, a differently configured cigar-shaped fairing on each wing tip, and no VHF blade antenna as used on all other FISHBED models. This FISHBED H variant (subsequently designated FISHBED J) was later photographed at Gross Dolln airfield in September.

The latter photography revealed that the FISHBED J differs from the FISHBED H in that a fin or shelf-like device is located under each inlet suck in door. Additionally, there is a fairing along the bottom of the fuselage in front of the center line pylon with two stub projections which could serve as additional support for an external tank or pod, or are shell deflectors for the 20mm cannon. This new model has been seen with a larger, external fuel tank which could hold approximately 80% more fuel than the previous FISHBED drop tank.

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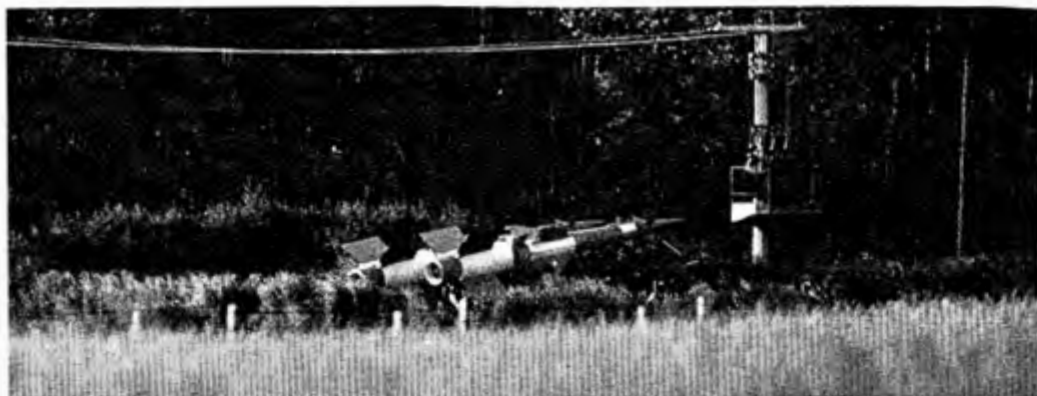
The FISHBED J is usually seen with 4 ATOLL launch rails on the wing pylons and was photographed on 12 September carrying a practice ATOLL missile on the left inboard wing pylon.

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

A general upgrading of the overall Air Defense capability of the surface-to-air missile system in East Germany occurred in 1969. This was brought about by further deployment of FLAT FACE radar with its improved low altitude coverage capability; the SQUAT EYE mounted on its tall tower; and the THIN SKIN and SIDE NET radars. Additionally, throughout the year, the Soviets have attempted to improve data handling and communications procedures through introduction of multiple radio relay equipment at various SA-3 sites. This was first observed at Merseburg in January and subsequently, as many as five MERCURY GRASS were seen at this airfield in May. Multiple MERCURY GRASS were also observed at Rechlin Larz, Briesen and a deployed SA-3 site at Cochstedt. MERCURY GRASS is normally employed as a multichannel tactical radio in army-to-regiment command and support nets, it is also used in air control and EW nets and as a supplement to tactical wire communications systems. Multiple installations would indicate that the Soviets may be attempting to use the equipment as a digital data link assuring a more rapid response and transfer of tracking information to subordinate elements in the air defense structure. Additionally, MERCURY GRASS may serve as the backup system or field deployment channel for digital data transmission in a semiautomatic ground environment (SAGE) type air defense system in East Germany.

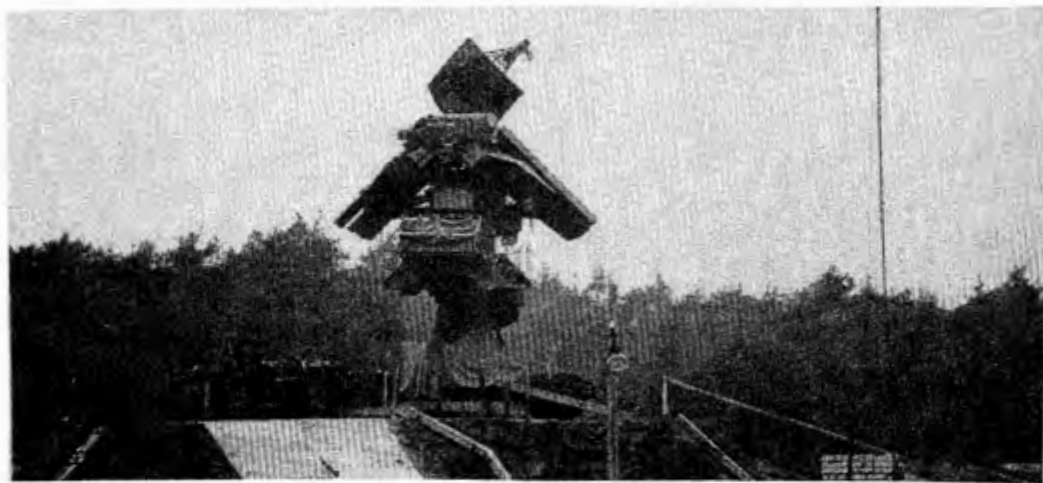
In other SAM developments, BEAGLE aircraft were noted in low altitude overflights of the Wittstock SA-3 site on 11 February. A check of the surface-to-air missile site revealed that an extensive camouflage system had been erected around the site and around various components of the SA-3 acquisition and control radars. Camouflage netting, the height of the LOW BLOW, had been erected west of that antenna, netting was also draped over the FLAT FACE and was stretched around the GOA launch revetments. A similar camouflage program with minor modifications was carried out at the other SA-3 sites in East Germany throughout the year. Cochstedt Soviet auxiliary airfield was visited on 2 April providing the opportunity for observation of a deployed SA-3 surface-to-air missile site west of the air strip. This was the first observation of an SA-3 site deployment to a Soviet auxiliary airfield in East Germany concurrent with the deployment of a fighter regiment. The SA-3 SAM Battalion remained deployed at Cochstedt until August.

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SA-3 (GOA) REVEALING EXTRA FIN

Initial observation of the SA-3 LOW BLOW missile fire control radar in an active tracking mode occurred on 25 and 26 April at Wittstock SA-3 site. The LOW BLOW was seen rotating back and forth through a 30 degree arc oriented toward the Wittstock airfield which was experiencing a FISHBED flying program at the time.



LOW BLOW AND MERCURY GRASS - FINSTERWALDE

On 19 June a SQUAT EYE radar was seen for the first time at the Neuruppin SA-3 site. On 17 June a USMLM tour observed a LOW BLOW and FLAT FACE radar west of the Soviet airfield at Putnitz. Later, on 29 and 30 June, an Allied Mission tour observed an SA-3 column consisting of a FLAT FACE radar van, a KRAZ 214 towing a LOW BLOW radar on a trailer, a ZIL 157 with tarped GOA missiles and four KRAZ 214 towing

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missile launchers heading north toward Putnitz airfield. Thus Putnitz airfield is believed to possess two SA-3 sites.

On 28 June an SA-3 column was also observed proceeding north on Route 109 in the direction of Gross Dolln airfield. The SAM unit was presumed to be returning from the Lieberose training area where it participated in activity associated with TRA 10-69.

A check of the Merseburg SA-3 site on 5 November provided an additional opportunity for observation of the LOW BLOW radar in the active mode with a FISHBED performing high altitude passes over the SAM site. The LOW BLOW antenna assembly rotated counterclockwise through a 90 degree arc from an original 180 degree orientation. The feeds and reflectors were generally lined up vertically. The canvas cocoon was seen to rise and lower from its normal position.

On 11 November the FAN SONG E at Rudolstadt/Saalfeld Soviet SA-2 site was observed draped with camouflage netting. The GUIDELINE missiles were tightly tarped and the missile revetments covered with camouflage netting. This is one of the few SAM missile sites in East Germany that USMLM is able to observe from a high vantage point overlooking the site.

On 9 December, a visit was made to the Klosterfelde East German SA-2 site and it was determined that this installation's missile associated equipment had deployed to an unknown location. The tour team approached to within 100 yards of the site unhampered by mission restriction signs or security guards which are normally seen in abundance around such East German installations.

K. (S) SURFACE-TO-SURFACE GUIDED MISSILES:



FROG-7 TRAINING VEHICLE

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USMIM sightings in the vicinity of Krampnitz revealed the development of a FROG-7 Trainer. Bearing resemblance to the FROG-6 Trainer, the new item of equipment is mounted on a ZIL-157 chassis. It is in keeping with the previous practice of Soviet Forces to develop and employ such items. Thus, undue wear and tear to operational equipment from training programs is avoided.



FROG-7 MISSILE TRANSPORTER

It has been definitely established that the FROG-7 Resupply Vehicle (ZIL-135) is capable of transporting 3 missiles. A total of 7 units of this equipment was fully displayed during the 7 October parade in East Berlin. The impression was gained that the missiles mounted on the vehicles at that time consisted of one actual round and two dummy or practice rounds. The latter were mounted in the outer racks. Except for technical differences in external configuration, the dummy or practice rounds were of the same basic size as the actual round.

L. (S) CBR:



TMS-65 DECONTAMINATION EQUIPMENT

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The TMS-65 decontamination vehicle, seen in GSFG as early as July 1968, began to appear in numbers in 1969. Mounted on a URAL-375 chassis, this equipment is basically a jet aircraft engine adapted to perform decontamination operations. Through injection of decontaminate solutions into the blast stream of the jet engine gaseous and vaporous streams can be applied with force to vehicles and other items of equipment. The combination of heat and additives combine to accomplish decontamination or disinfection. Streams of clear water can be periodically injected to provide a washing effect. The platform mounting the equipment allows for horizontal and vertical movement to direct the flow of the blast stream. Sightings indicate that the equipment is employed in pairs, one on either side of the equipment or vehicles being decontaminated. Thus, a column of vehicular equipment could be processed with rapidity.



PROBABLE REPLACEMENT FOR THE DDA-53 DECONTAMINATION EQUIPMENT

A new ZIL-130 decontamination vehicle has been noted with frequency in GSFG. The equipment of this vehicle is believed to consist of a steam boiler and two steam chambers used in the decontamination of clothing and small items of equipment. The vehicle is a probable replacement for the DDA-53.

M. (S) ANTIAIRCRAFT ARTILLERY:

THE ZSU-23-4 is a self propelled automatic antiaircraft gun system. Mounted on a light tracked chassis, the non-amphibious armored vehicle carries four automatic 23mm guns enclosed in a lightly armored turret. The turret also mounts a gun dish fire control radar. The weapon can be effectively employed against ground targets. It is capable of affording adequate defense against lightly armored vehicles. Associated with the tank division, a Communist publication described the employment of a ZSU-23-4 firing unit as a security element in protecting a tank division river crossing site during the Warsaw Pact Exercise

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"Oder-Niesse 69". Vehicles were deployed on both sides of the crossing site and provided defensive fires against high performance aircraft, helicopters and ground attack.

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PART V

EAST GERMAN ECONOMY

A. (C) GENERAL.

USMLM is not specifically tasked to collect information on the East German economy except for certain industries which relate directly to military production. However, USMLM tours are in daily contact with economic conditions in East Germany and are thereby able to gain general impressions as to the status of the economy. This section summarizes the impressions which the tour officers gain through repetitive tours in East Germany.

In general, the average East German citizen appears to be well clothed and adequately housed and nourished in comparison to standards of other East European countries. Basic requirements of health seem to be met by the established system of socialized medicine. Examples of poverty, beyond the low standards normally found in congested industrial areas or isolated rural areas, are not apparent. Education at all levels appears to be well developed and expansion of educational facilities is noted. There is no apparent unemployment; rather, there appears to be a shortage of labor. Although conversations with citizens normally reveals discontent with the socialist system and resentment towards the Soviets, there nonetheless appears to be a resigned acceptance of the situation and a desire to contribute to the economic progress of the country. Public communications media -- radio, television, and publications -- appears widely developed and is readily available, although recognized by the public as a controlled instrument of the Communist regime.

B. (C) INDUSTRY.

Pronounced signs of industrial development continued to be observed throughout that portion of East Germany accessible to Allied Military Missions. The construction of new industrial complexes and expansion of existing facilities appears to maintain a high priority in development planning and undoubtedly is a large item in the annual budget.

No single industry could be singled out as having received greater stress or priority. It should be kept in mind, however, that Allied Military Mission access to industrial complexes is limited to an external view of facilities and to incidental observations of the flow of manufactured and raw materials on the main transportation arteries and that noted in retail outlets as available for consumption.

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SIGN INDICATING PARTICIPANTS IN INDUSTRIAL CONSTRUCTION - ILMENAU

Exploration for oil and natural gas deposits was observed in various areas of East Germany. Seismographic methods were used. A deposit of natural gas is under development northeast of Potsdam in the Knoblauch area. As many as four drilling rigs were in operation there the entire year and the area is dotted with operating wells. The village of Knoblauch is being razed to clear it from the field.

The transportation and storage of POL products received continuing emphasis. MINOL, the state operated POL industry, continued expansion of storage and distribution facilities. The construction of storage sites for state POL reserves was of particular interest. The site at Medewitz appeared to be in the final stage of construction of the Rostock-Schwedt portion of the DRUZHBA pipeline appears to have been completed and ready for operation, based upon a detailed study made by USMLM. Construction work at pumping stations along this pipeline was noted throughout the year. The construction of a large diameter pipeline net throughout East Germany was carefully monitored. This net appeared to be designed to carry natural or manufactured gas to major industrial and population centers.

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EAST GERMAN PIPELINE CONSTRUCTION

The large synthetics refinery at Ruhland appears to be undergoing a major expansion program.

If industrial smog and pollution is a guage of development, East Germany is rapidly qualifying as a major industrial country. Centers such as Magdeburg, Leipzig, Halle, Dresden and Bitterfeld seem plagued with these problems.

C. (C) CONSUMER GOODS.

Retail outlets within East Germany are normally well stocked with those consumer goods produced in East Germany and imported from other East European countries. Although there is an apparent heavy stress on exporting domestically produced quality items in order to increase revenues, this has not kept the local economy from satisfying most basic consumer needs. Generally, the quality of most manufactured consumer items remains below that of goods produced in the West although some improvement is apparent. In some cases, the consumer can make a selection from more than one manufacturer and price. Rationing has not been observed; however, the price of Western produced items removes them from a market for the average East German.

Distribution facilities appear to still lag production, particularly in food stuffs. Lines are often observed at outlets retailing perishable food products since infrequent deliveries, coupled with limited storage facilities, result in erratic peak loads in retail distribution and places a burden not only on the consumer but on the limited retail staff of the outlet.

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Other consumer goods also suffer from a lag in the development of retail outlets. Except for the large department stores in the major cities, little had been done to meet the consumer needs for convenience or sales appeal. Appliances of all types are readily available but are of inferior quality when compared to Western standards.

D. (C) CIVILIAN CONSTRUCTION.

The construction of dwellings was perhaps the most notable activity in civilian construction in 1969. The erection of multi-family apartment buildings is in progress in almost all populated areas excepting the smaller villages. In some of the more densely populated and rapidly expanding areas, such as the Neustadt district of Halle, completely new urban areas have been created by high rise apartments. These areas are complete with shopping centers, civic centers, and public services. Apartment units are constructed from prefabricated materials produced by allied industries and transported to the construction site. Appearances indicate that a limited number of base floor plans are used in all such construction. Finished units, although modern, are generally small and inadequate by American standards. Many apartment complexes include garages for private automobiles. The quality of prefabricated materials used in construction frequently appears substandard and finished buildings deteriorate rapidly.

Apartment buildings are occasionally constructed in rural areas. The purpose here would appear to be not only to provide the local inhabitants with modern living accommodations as many of the old dwellings are substandard but also to consolidate the work force and the area occupied by individual dwellings. The latter frees these areas for agricultural or industrial development. In this regard, specific examples of evacuating and razing villages for development purposes have been noted. It should not be overlooked that the consolidation of families in common dwellings also enhances the degree of control that can be exercised over such people by a socialistic state.

The construction of single family dwellings was observed in some locations during 1969. These dwellings varied in structure from the classic European style to a modified version of the American "ranch house". All appeared to be well planned and built.

The construction and renovation of business buildings was generally common throughout East Germany. These buildings are well designed and constructed to meet their individual needs.

INTERHOTEL, the state owned and operated hotel industry, continued the expansion and renovation of facilities. A new hotel in Potsdam was completed and placed in operation during the year.

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E. (C) TRANSPORTATION.

The density of trucks, buses and automobiles has increased in East Germany to a point that strains some of the highway system and support services. Large numbers of new models of East German vehicles have been augmented by imports, primarily from the Soviet Union and Czechoslovakia. Although the average citizen must still place his name on a waiting list to purchase an automobile, indications are that the waiting period has been decreased in length.

The improvement of some major highway routes received priority during the year. On the autobahns, numerous sections in bad repair were resurfaced or rebuilt. Repairs to the Elbe River bridges at Magdeburg and Dressau that have been required since the close of World War II were stressed. The Magdeburg bridge was opened to four-lane traffic in the latter part of the year and it is anticipated that the more complicated construction task at Dressau will be finished in 1970. Other major highways such as Route 5, were widened and resurfaced in several areas. A limited number of kilometers of concrete highway was laid; the primary resurfacing material is asphalt laid on a compacted sand base with preformed concrete curbs to prevent the surface from spreading. Labor for highway repairs and construction appeared in short supply. It was not uncommon for projects to be commenced and then temporarily abandoned prior to completion. This was particularly true during the peak agricultural season. It appeared that labor crews were withdrawn to be applied to projects having a higher priority. Secondary and rural routes received little attention and are generally in a bad state of repair, suffering primarily from heavier traffic and the ravages of weather. Excepting the autobahns and a limited number of other major routes, there seems to be no adequate planning or organization within East Germany for highway maintenance and repair.

The rerouting of access routes to major cities to avoid congested areas, the construction of downtown interchanges, and the widening of major intersections to facilitate traffic flow was noted in several areas. Halle, one of the most rapidly expanding cities in East Germany, is most illustrative of this activity.

The system of distribution of POL to the consumer has not kept pace with the increased number of vehicles. Although service station facilities are being improved, they still do not exist in sufficient numbers to ease the distribution problem. Long delays can be anticipated at service station facilities during periods of peak traffic.

The development and maintenance of rail lines appeared adequate to meet demands. However, the production or import of rolling stock necessary to meet transportation needs seemingly lagged. Some new or reconditioned items of rolling stock are frequently observed in the rail inventory, primarily flatcars, gondolas, POL cars and other spe-

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cialized items. However, the use of antiquated freight cars, many in obviously poor condition, continued to form a significant part of rail observations. Numerous steam locomotives which appear to be beyond the retirement age are also still in use.

The containerization of freight appears to be gaining in use in the shipment of goods by both rail and truck.

F. (C) AGRICULTURE.

Increased mechanization appeared to characterize agricultural development during the year. Agricultural machinery produced in East Germany and imported from the Soviet Union and other East European countries appeared in ever increasing numbers. This equipment included tractors, farm implements, potatoe diggers, combines, ensilage cutters, and numerous other items. The equipment appeared to be well designed.

The construction of new farming combine facilities designed to increase production in specific areas, such as hogs, cattle, dairy products, and poultry, was noted throughout the year. In addition, the construction of new facilities for the storage and maintenance of agricultural machinery and for the storage of agricultural products increased noticeably.

Chemical fertilizers and pesticides were widely used. These were applied both through the use of mechanical spreaders and aerial delivery. Aerial application normally was by use of the MAX aircraft with necessary modifications. USMLM tour officers were impressed by the performance capabilities of this light aircraft gained through observations of it in a crop dusting role. The COLT was also used occasionally in a crop dusting role.

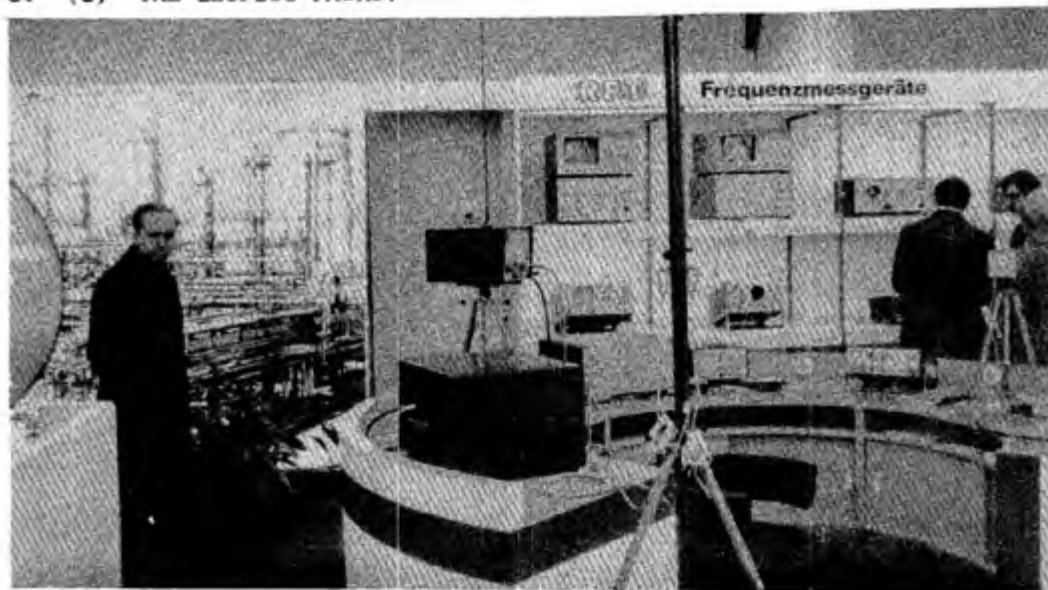
Emphasis was placed on the construction of irrigation systems. These ranged from the older ditch system to the construction of underground pipe systems with watering hydrants so placed throughout the field that complete irrigation is achieved by opening a single valve.

Mechanization has not yet solved the problem of farm labor, particularly in those areas that do not lend themselves to such methods. It is not uncommon to see schools, industry, villages, and youth organizations mobilize to assist in agricultural work during the harvesting season. Soviet troops are frequently observed assisting in the harvest of crops, possibly on a share-crop basis.

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G. (C) THE LEIPZIG FAIRS.



LEIPZIG FAIR - 1969

The East German government conducted the normal spring and fall fairs in the city of Leipzig during 1969. The theme for both fairs centered on the 20th Anniversary of the East German regime. Exhibitors included the Soviet Union as well as other East European countries and a number of Western nations. The latter exhibiting primarily during the fall fair. As in previous years, the fairs covered a wide range of industrial and trades equipment. Noteworthy among these were exhibits in the fields of communications and electronics, data processing, precision instruments, optics, chemicals, light and heavy industrial equipment, construction equipment, and automotive vehicles. By coincidence, the spring fair dates fell within the time frame of the increased political pressures against West Berlin and the autobahn access routes. Western visitors to the fair were therefore subjected to unanticipated delays enroute to and from the fair and to close inspection at the border checkpoints. Viewing this as unnecessary harassment, a number of complaints were voiced by potential Western buyers of East German products. Otherwise, the fairs were conducted with an air of congeniality. Visiting delegations to the spring fair included the United Arab Republic and Republic of North Vietnam.

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EAST GERMANY - WINTER WONDERLAND

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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, 1944, 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 air, navy and army 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 officer 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 enterprises 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 allied 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

TDA E1-W1AUAA-03

HEADQUARTERS
UNITED STATES ARMY, EUROPE and SEVENTH ARMY
APO 09403

TABLE OF DISTRIBUTION)
AND ALLOWANCES)
NUMBER E1-W1AUAA-03)

Approved by
Department of the Army
25 March 1969

UNITED STATES ARMY ELEMENT, UNITED STATES MILITARY LIAISON MISSION TO THE COMMANDER
IN CHIEF, GROUP OF SOVIET FORCES, GERMANY (U)

	<u>Page</u>	<u>Effective Date</u>
SECTION I. GENERAL -----	1	15 Apr 69
ORGANIZATION -----	1	
EQUIPMENT -----	3	
MODIFICATIONS -----	4	
II. ORGANIZATION (Personnel) -----	5	15 Apr 69
III. EQUIPMENT (Controlled Equipment List) -----		25 Dec 66
IV. EQUIPMENT (Noncontrolled Adopted Equipment List) -----		
V. EQUIPMENT (Commercial Noncontrolled Nontype Classified Equipment List) -----		

SECTION I (C)--GENERAL

1. (U) EFFECTIVE DATE: 15 April 1969.
2. (U) LOCATION: Potsdam, Germany.
3. (U) ASSIGNMENT: Headquarters, United States Army, Europe and Seventh Army.
4. (U) DATE OF LAST MANPOWER SURVEY: October 1966.

ORGANIZATION

5. (C) MISSION: a. Primary: Conducts liaison between the Commander in Chief, Group of Soviet Forces, Germany, and the Commander in Chief, USAREUR.

b. Secondary: Exploits USMLM liaison status and potential for the collection of intelligence information in East Germany.

GROUP-3
Downgraded at 12 year intervals;
not automatically declassified.

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TABLE OF DISTRIBUTION AND ALLOWANCES SECTION 8 - ORGANIZATION										TDA NO	E1 WIAUAA 03
DESIGNATION US MIL MSN POTSDAN										DATE	69 04 15
										TOA	MTDA
INDEX		DESCRIPTION	GRADE	MOS	BR	ID	REQ	AUTH	ARMY MGT STRUCTURE CODE	MTDA SCO	BNC
PAR	LINE										
e	b	e	d	e	f	g	h	i	j	k	l
01		OFC OF THE C OF MSN									
	01	CHIEF	COL	09303	AR	0	1	1	25200000		D1
	02	DEPUTY	LTC	09303	IN	0	1	1	25200000		D1
	03	XO	LTC	09303	AD	0	1	1	25200000		D1
	04	INTEL SCT	E9	96B50	NC	E	1	1	25200000		02
	05	SECY-STENOGRAPHER	05	00318	GS	C	1	1	25200000		
		PARAGRAPH TOTAL					5	5			
02		OP DIV									
	01	OP OFF	LTC	09300	MI	0	1	1	25200000		03
	02	ASST OP OFF	LTC	09303	MI	0	1	1	25200000		D1
	03	SR LN OFF	LTC	09303	IN	0	1	1	25200000		D1
	04	LN OFF	LTC	09303	SC	0	1	1	25200000		D1
	05	LN OFF	LTC	09303	AR	0	1	1	25200000		D1
	06	LN OFF	LTC	09303	FA	0	1	1	25200000		D1
	07	LN OFF	MAJ	09303	EN	0	1	1	25200000		D1
	08	LN OFF	MAJ	09303	OD	0	1	1	25200000		D1
	09	DET SCT	E8	96B5L	NC	E	1	1	25200000		D4
	10	INTEL SCT	E7	96B40	NC	E	1	1	25200000		D5
	11	INTEL SCT	E7	96B4L	NC	E	1	1	25200000		D4
	12	PHOTO LAB SUPV	E6	84G40	NC	E	1	1	25200000		D5
	13	INTEL ANAL	E6	96B40	NC	E	2	2	25200000		D5
	14	TLTR	E5	04B2L		E	4	4	25200000		D4
	15	INTEL ANAL	E5	96B2L		E	1	1	25200000		D6
	16	STILL PHOTO LAB SP	E4	84G20		E	1	1	25200000		D5
	17	INTEL ANAL	E4	96B20		E	1	1	25200000		D5
		PARAGRAPH TOTAL					21	21			
a	b	e	d	e	f	g	h	i	j	k	l

DA FORM 2952, 1 JUL 65

REPLACES DA FORM 808-4 (1 and 6 parts) AND DA FORM 808-4a, 5
WHICH ARE OBSOLETE EFFECTIVE 1 OCT 65.

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TABLE OF DISTRIBUTION AND ALLOWANCES										TDA NO. E1 WIAUAA 03	
SECTION II - ORGANIZATION										DATE 69 04 15	
DESIGNATION US MIL HSN POTSDAM										TDA <input checked="" type="checkbox"/> MYDA <input type="checkbox"/>	
INDEX		DESCRIPTION	GRADE	MOS	HR	ID	REQ	AUTH	ARMY MGT STRUCTURE CODE	MTDA SEQ	RMR
PAR	LINE										
a	b	c	d	e	f	g	h	i	j	k	l
03		ADMIN DIV									
	01	ADMIN SUPV	E8	71L50	NC	E	1	1	25200000		02
	02	NTR MAINT SGT	E6	63C40	NC	E	1	1	25200000		02
	03	NSGR DSPCE	E6	71L40	NC	E	1	1	25200000		02
	04	COMM CEN SUPV	E6	72B40	NC	E	1	1	25200000		02
	05	SUP SGT	E6	76Y40	NC	E	1	1	25200000		02
	06	PERS SP	E5	71H20		E	1	1	25200000		02
	07	ADMIN SP	E5	71L20		E	1	1	25200000		02
	08	CRYPTO SP	E5	72B20		E	1	1	25200000		02
	09	CLERK-TYPIST	E4	71B30		E	1	1	25200000		02
	10	PERS SP	E4	71H20		E	1	1	25200000		02
	11	SUP SP	E4	76Y20		E	1	1	25200000		02
	12	LANG INSTR		01710	IC	C	1	1	25200000		
	13	DRIVER		05703	IC	C	1	1	25200000		
	14	GREASER-CAR WASHER		05806	IC	C	1	1	25200000		
		PARAGRAPH TOTAL					14	14			
		UNIT TOTAL					40	40			

DA FORM 2952, 1 JAN 65

REPLACES DA FORM 608-4 (I and E parts) AND DA FORM 608-4a, 5 WHICH ARE OBSOLETE EFFECTIVE 1 OCT 69.

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SECTION _____ EQUIPMENT			TDA NO. E1 WIAUAA 03			
			DATE 69 04 15			
			YCA <input checked="" type="checkbox"/> MTDA <input type="checkbox"/>			
LINE ITEM NO.	DESCRIPTION	REQ		AUTH		RMK NO.
ECC BASIC CHD		DIST	TOTAL	DIST	TOTAL	
a	b	c	d	e	f	g
	01 REQUIRES QUAL AS RUSSIAN LINGUIST MUST BE FAST PROGRAM GRADUATE					
	02 ACT AS MSGR MUST BE ABLE TO OPERATE 5 PASS SEDAN					
	03 REMARK 01 and 92 APPLIES					
	04 REQUIRES QUAL AS GERMAN LINGUIST REMARK 05 APPLIES					
	05 MUST HAVE TYPING ABILITY REMARK 02 APPLIES					
	06 REQUIRES QUAL AS FRENCH LINGUIST REMARK 05 APPLIES					
	92 BRANCH MATERIAL REQUIREMENT					

DA FORM 2953, 1 JUL 65

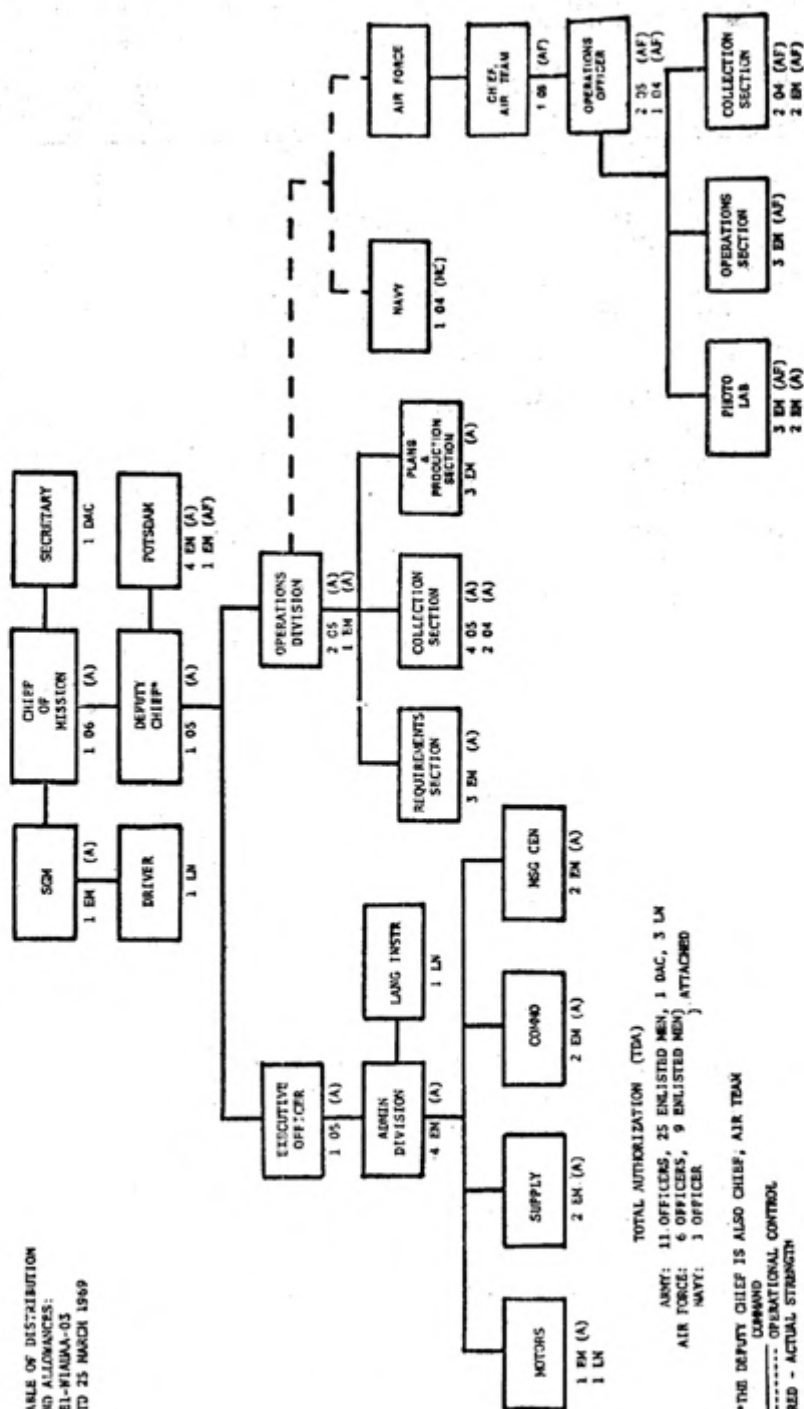
² Reportable under AR 320-1

B-4

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ORGANIZATION CHART UNITED STATES MILITARY LIAISON MISSION

TABLE OF DISTRIBUTION
AND ALLOWANCES:
EL-714MA-03
DTD 25 MARCH 1969



TOTAL AUTHORIZATION (TDA)

ARMY: 11 OFFICERS, 25 ENLISTED MEN, 1 DAC, 3 LN
AIR FORCE: 6 OFFICERS, 9 ENLISTED MEN) ATTACHED
NAVY: 1 OFFICER

*THE DEPUTY CHIEF IS ALSO CHIEF, AIR TEAM

COMMAND

----- OPERATIONAL CONTROL

RED - ACTUAL STRENGTH

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ANNEX C

PERSONNEL ROSTER

<u>RANK</u>	<u>NAME</u>	<u>DATE ARRIVED</u>	<u>DATE DEPARTED</u>
COL	Richie, Howard M.		
COL	Puchrik, Augustine S. (AF)		18 May 69
COL	Pritchard, Denzil E.		1 Jul 69
LTC	Brownlee, Robert W.		
LTC	Broz, Alfons L. (AF)		19 Sep 69
LTC	Coleman, Richard C.		
LTC	Hoskins, Lee		
LTC	Roche, William L. (AF)	9 Jun 69	
LTC	Schneider, Howard E.		
LTC	Stovall, Don O.	8 Jul 69	
LTC	Sovinsky, Leo V. (AF)	13 Oct 69	
LTC	VonDach, Robert F.	24 Nov 69	
MAJ	Ball, William R. (USMC)		
MAJ	Fielder, William H.		
MAJ	Greenwalt, Randall A.		30 Jun 69
MAJ	Manzo, Fred V.	25 Sep 69	
MAJ	Nikulla, Paul E. (AF)		
MAJ	O'Shea, Cornelius J.		
MAJ	VonHoene, John P.	19 Nov 69	
CPT	Gilbert, Gerald H. (AF)	11 Sep 69	
CPT	Vichnevsky, Igor (AF)		
SGM	Kowalski, Clement S.		
CSMSGT	Waltner, Mavis L. (AF)	29 Jul 69	
MSG	Walshaw, Kent D.		2 Jun 69
SFC	Ellis, James R.		
MSG	Fisher, William J. (AF)		9 Mar 69
SFC	Hamilton, James E.	25 Jan 69	
MSG	Hasenyager, Clifford E. (AF)		
SFC	Osborne, James M.	16 Jan 69	
SFC	Wendell, Allen E.	15 Jan 69	27 Jun 69
MSG	Wilkinson, William J. (AF)		
SSG	Bazzell, James W.		
SSG	Beard, Roger D.	15 Sep 69	
SSG	Brewer, Kenneth W.		19 May 69
TSG	Carignan, Theodore D. (AF)	4 Jun 69	
SSG	Freese, Allen E.		
SSG	Giffel, Tibor	22 Aug 69	11 Dec 69
TSG	Johnstone, James K. (AF)	4 Nov 69	
TSG	Kutz, Benet J. J. (AF)		31 Dec 69
SSG	La Marche, Jean H.		
TSG	O'Donnell, James	4 Jun 69	

C-1

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<u>RANK</u>	<u>NAME</u>	<u>DATE ARRIVED</u>	<u>DATE DEPARTED</u>
SSG	Paulson, David A.		3 May 69
TSG	Ratz, Melvin E. (AF)	7 Oct 69	
SSG	Sepulvado, Joseph P.		
SSG	Stegner, John P.		1 Nov 69
SP5	Cloc, Michael E.		18 May 69
SP5	Coley, James E.	24 Mar 69	
SP5	De Ment, Stephen M.	27 May 69	
SGT	Elam, Rickey L.	18 Jul 69	
SP5	Eppich, Stephen L.		14 Apr 69
SP5	Gillet, Robert C.		3 Jan 69
SSG	Grunch, Robert W. (AF)	1 Sep 69	
SP5	Hanson, Robert E.	13 Jan 69	
SSG	Keller, Josef (AF)	13 Aug 69	
SP5	Lawrence, Danny L.	13 Jun 69	
SP5	Markle, Richard L.		2 Mar 69
SP5	Maugans, Marilyn L.		14 Feb 69
SP5	McClue, David G.		3 Jan 69
SP5	Patyk, Robert A.	4 Apr 69	
SP5	Sandberg, Michael J.		11 Apr 69
SP5	Sclafani, Francis A.		
SP5	Senne, Helmut (AF)		
SP5	Staples, Norman E.		
SP5	Taylor, Larry G.	13 Jan 69	
SP5	Thomann, Walter F.		28 Feb 69
SP5	Sacharanski, John		
SP5	Thomas, Donald E.		
SP5	LaRochelle, Vincent E.		10 Apr 69
SP5	Walters, Raymond J.	13 Jun 69	
SP5	Worster, Linwood E.	28 Feb 69	
SP5	Zigoris, Thomas T.		19 Feb 69
SGT	Hayes, Daniel E.	11 Mar 69	
SGT	Andrijiszyn, Michael (AF)	8 Sep 69	
SP4	Fullerton, Raymond W.	13 Jan 69	
SP4	Guest, Gerald L.	16 May 69	
SGT	Hayes, Daniel D. (AF)		10 Dec 69
SP4	Jones, Thomas R.	28 Jun 69	
SP4	Minges, Michael V.	22 Aug 69	
SGT	Standbridge, Lyndle (AF)		13 Feb 69
PFC	Hendricks, Greg A.	11 Jan 69	14 Mar 69
PFC	Russell, Jeffery A.		2 Jan 69
DAC	Gilda C. Layfield		2 May 69
DAC	Marcene L. Weekley	5 May 69	

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ANNEX D

LIAISON MEETINGS

- 7 Jan Chief USMLM met with Chief SERB at SERB request. The purpose of the meeting was to receive a protest from Soviet Headquarters for an incident which occurred in Brandenburg on 6 Jan wherein a USMLM vehicle struck an East German motorcyclist, resulting in minor injury to the East German.
- 2 Mar Deputy Chief USMLM met with Deputy Chief SERB at USMLM request. At this meeting, USMLM requested Soviet assistance in locating and arranging a confrontation with United States Army Sergeant Kavanaugh, who had apparently defected.
- 3 Mar Deputy Chief USMLM met with Deputy Chief SERB at SERB request. At this meeting, SERB stated they could take no action in the case of the defector and that the case was also being addressed through diplomatic channels.
- 5 Mar Chief USMLM met with SERB Duty Officer in order to deliver a protest from Headquarters USAREUR on the repeated closure of the Helmstedt Autobahn.
- 6 Mar Chief USMLM met with Deputy Chief SERB at SERB request. The purpose of this meeting was to receive the response from Headquarters CSFG to the Headquarters USAREUR protest on the autobahn closures.
- 10 Jun Chief USMLM met with Chief SERB at USMLM request to discuss the apparent delay in the processing of a request for accreditation credentials for LTC Schneider.
- 20 Jun Chief USMLM met with Chief SERB at USMLM request to introduce the new Deputy of USMLM, LTC Roche, to Chief SERB and his staff.
- 24 Jun Chief USMLM met with Deputy Chief SERB at USMLM request to discuss an apparent abnormal delay in the administrative processing of requests for documentation of personnel and vehicles.
- 27 Jun Deputy Chief USMLM met with Deputy Chief SERB at USMLM request. Purpose of the meeting was to introduce a new Liaison Officer, LTC Stovall, to Deputy Chief SERB, and to solicit an explanation for a change in procedures for processing documents at the Glienicke Bridge Checkpoint.

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- 9 Jul Chief USMLM met with Deputy Chief SERB at USMLM request to discuss the reaccreditation of a USMLM Liaison Officer, LTC Schneider.
- 10 Jul Chief USMLM met with Chief SERB at USMLM request to discuss the reaccreditation of a USMLM Liaison Officer and to express displeasure at the delay in the handling of this reaccreditation. At this meeting, reaccreditation was denied.
- 4 Aug Chief USMLM met with Deputy Chief SERB at USMLM request. The purpose of the meeting was to request verification of information received from other sources about an American student involved in an automobile accident on the Helmstedt Autobahn.
- 7 Aug Deputy Chief USMLM met with Deputy Chief SERB at USMLM request to discuss maintenance problems at the Potsdam Mission House.
- 8 Aug Deputy Chief USMLM met with Deputy Chief SERB at the Potsdam Mission House to discuss maintenance and East German personnel problems connected with the operation of the Potsdam Mission House.
- 2 Sep Potsdam Duty Officer (MAJ Nikulla) met with LTC Korosyov at SERB request to discuss problems concerning the household help at the USMLM Mission House.
- 9 Oct Chief USMLM met with the Acting Chief SERB at SERB request at the Soviet Kommandatura at Prenzlau. The purpose of the meeting was to conduct a joint investigation and to resolve an incident in which a USMLM tour was accused of violating provisions of the Huebner-Malinin Agreement.
- 13 Oct Chief USMLM met with Acting Chief SERB at USMLM request to express displeasure at the length of the detention of USMLM tour during the night of 10-11 Oct 69.
- 14 Oct Chief USMLM met with Acting Chief SERB at USMLM request to protest the closure of sections of the autobahns to travel by members of the United States Military Liaison Mission by imposition of a temporary restricted area.
- 17 Oct Chief USMLM met with Acting Chief SERB at SERB request to receive a response to a protest made by CINC USAREUR to SMLM-F concerning the autobahn closures.
- 5 Nov Deputy Chief USMLM met with LTC Korosyov, SERB Staff Officer, at USMLM request concerning maintenance of Potsdam Mission House.

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- 24 Nov Chief USMLM and Chief BRIXMIS met with Chief SERB at SERB request to officially announce that CCL-GEN Viktor Georgievich Kulikov had been assigned to the post of Commander in Chief of the Group of Soviet Forces in Germany.
- 13 Dec Chief USMLM met with CINC GSFG at GSFG Headquarters in Wuensdorf. The visit was requested by USMLM for the purpose of delivering a letter from CINC USAREUR to CINC GSFG.
- 23 Dec Chief USMLM met with SERB representatives of GSFG 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 of GSFG.

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ANNEX E

TEMPORARY RESTRICTED AREAS (TRA'S)

TRA 1-69 (030001 - 102400 Jan 69) screened an FTX conducted by elements of the Second Guards Army and the Third Shock Army.

TRA 2-69 (090001 - 162400 Jan 69) apparently covered CPX activity and normal training of elements of the Third Shock Army, Twentieth Guards Army, Eighth Guards Army, and First Guards Tank Army.

TRA 3-69 (310001 Jan - 092400 Feb 69) may have covered GSFG Headquarters controlled CPX and FTX activities in all armies except the Second Guards Army.

TRA 4-69 (250001 Feb - 102400 Mar 69) covered a GSFG controlled exercise with the EGA in response to political moves concerning West Berlin. The maneuvers were announced as a Warsaw Pact Exercise. There were no indications that a large scale exercise was conducted in the TRA, but rather that the majority of the deployed forces were concentrated along the autobahns for the primary purpose of a show of force and harassment of the West Berlin access routes.

TRA 5-69 (140001 - 212400 Mar 69) screened training conducted by the 6th Guards Tank Division and 27th Guards Motorized Rifle Division.

TRA 6-69 (190001 - 222400 Mar 69) possibly covered the largest exercise conducted by GSFG forces during the spring training cycle if the deployments in TRA 4-69 are discounted.

TRA 7-69 (250001 - 312400 Mar 69 extended once to 052400 Apr 69) probably covered the Warsaw Pact Exercise VESNA 69 which apparently included East German, Polish and Soviet forces.

TRA 8-69 (280001 Mar - 052400 Apr 69) appeared to cover training and movement by elements of the 8th Guards Army.

TRA 9-69 (170001 - 252400 May 69) probably covered river crossing exercises and other small unit activity and may have also related to a Warsaw Pact air defense exercise centering on training areas in East Germany.

TRA 10-69 (282000 Jun - 052000 Jul 69) probably screened a GSFG communications exercise. The TRA also followed a protracted period of activity by SAM units at the Lieherose training area and may have covered movement and redeployment exercises of these units enroute to their home stations.

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TRA 11-69 (110001 - 152400 Jul 69) is believed to have covered a communications and command post exercise by the 20th Guards Army and the 3d Shock Army.

TRA 12-69 (190001 - 282400 Jul 69) appeared to cover extensive river crossing training by probably the Engineer Ponton Assault Crossing Regiments from the 8th Guards Army and 2d Guards Army.

TRA 13-69 (031500 - 092400 Aug 69) probably screened an FTX involving some elements of 2d Guards Army and the 8th Guards Army.

TRA 14-69 (120001 - 162400 Aug 69) screened regimental and divisional sized FTXs. Main activity appeared to be by the 20th Guards Army.

TRA 15-69 (170001 - 242400 Aug 69) probably screened FTX activity by elements of the 20th Guards Army and the 3d Shock Army.

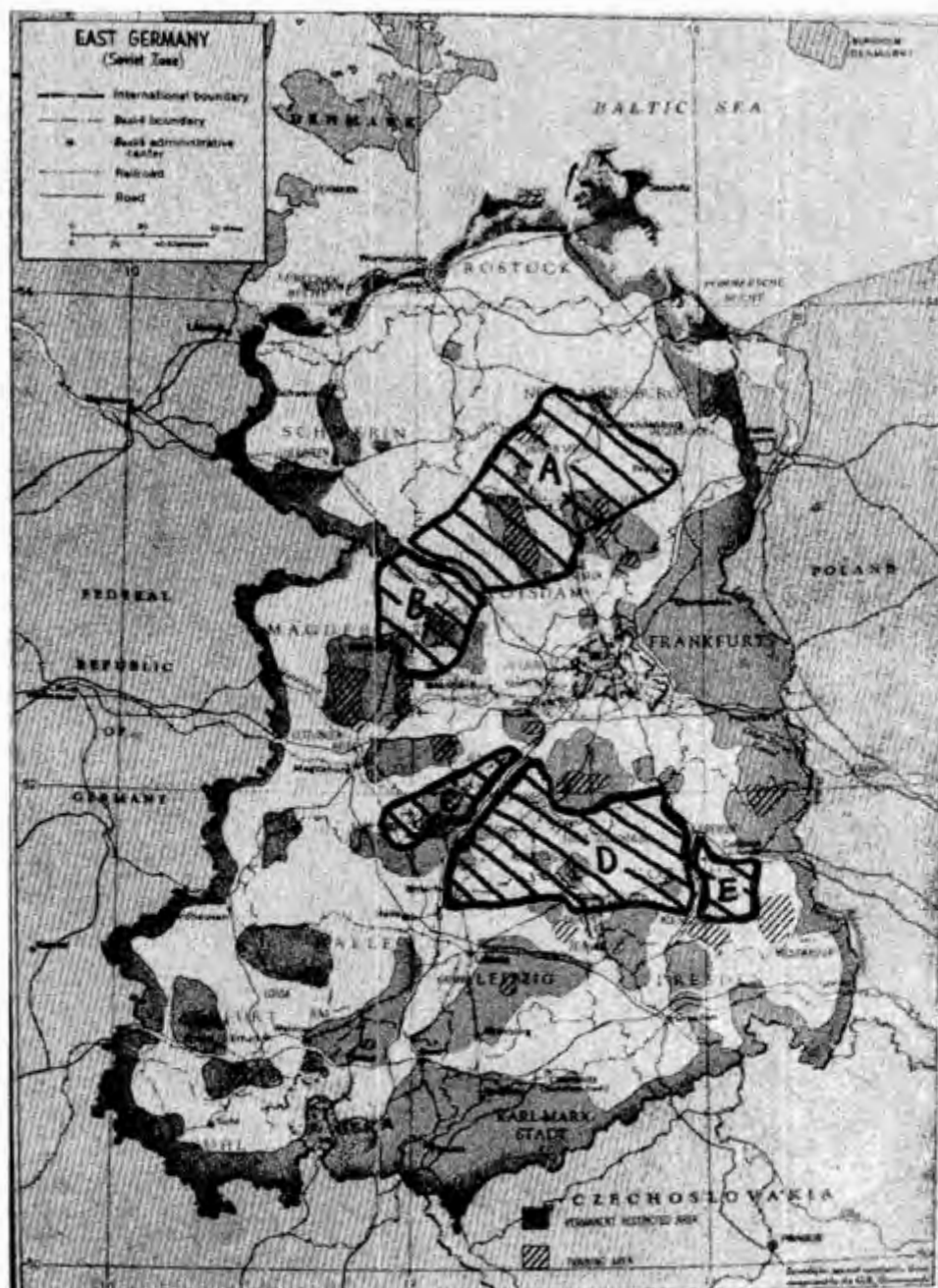
TRA 16-69 (250001 - 292400 Aug 69) is believed to have covered FTX activity, including river crossing exercises, by elements of the 1st Guards Tank Army and the 8th Guards Army.

TRA 17-69 (040001 - 072400 Sep 69) probably screened exercise activity by elements of the 1st Guards Tank Army and the 8th Guards Army.

TRA 18-69 (100700 - 162400 Oct 69) may have shielded FTX activity by the 1st Guards Tank Army and the 8th Guards Army but is more likely to have been imposed to support a press-announced Warsaw Pact Exercise involving Soviet, Czechoslovakian, Polish and East German elements.

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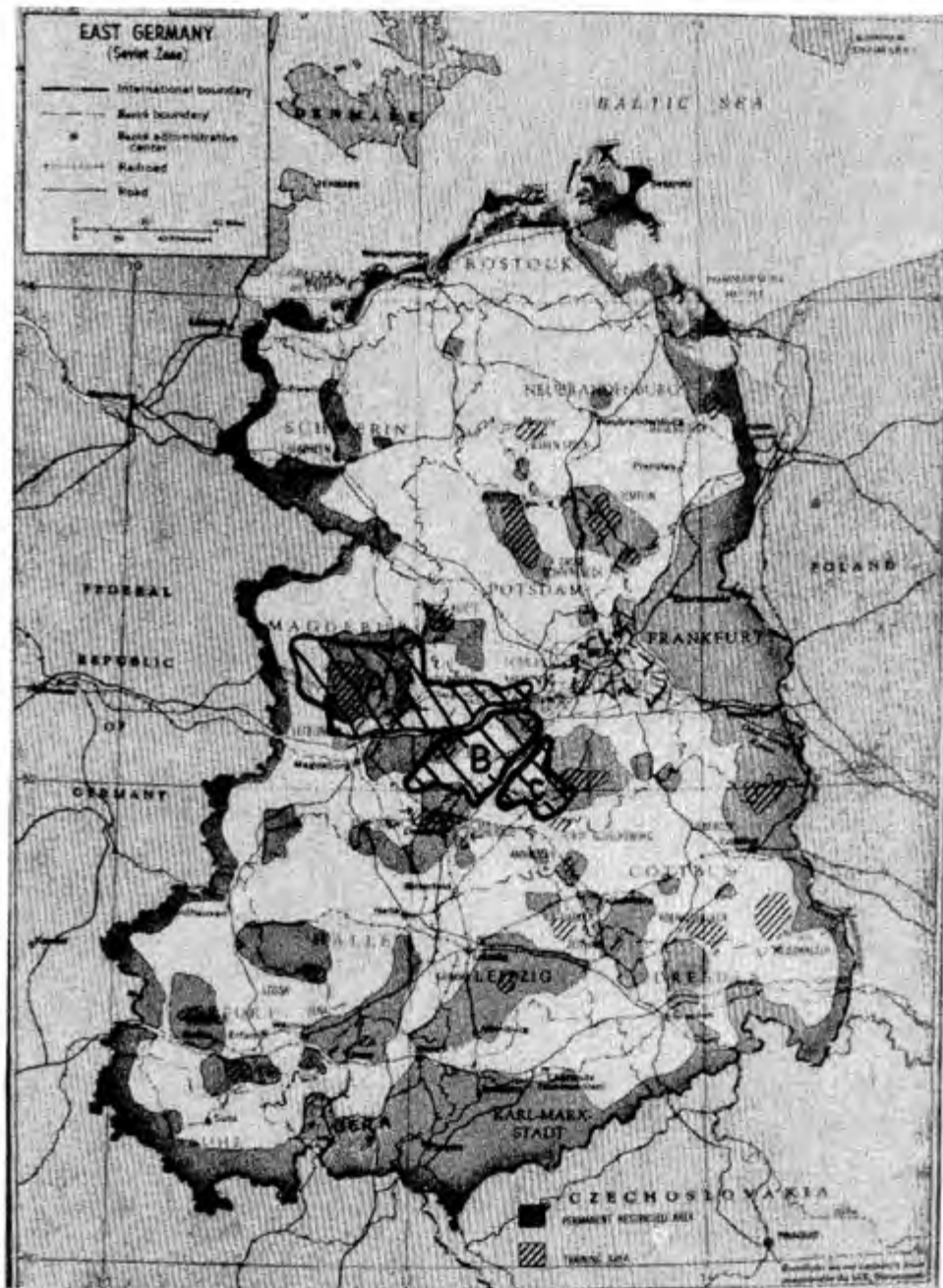


TRA 1-69: 030001 - 102400 JAN 69

E-3

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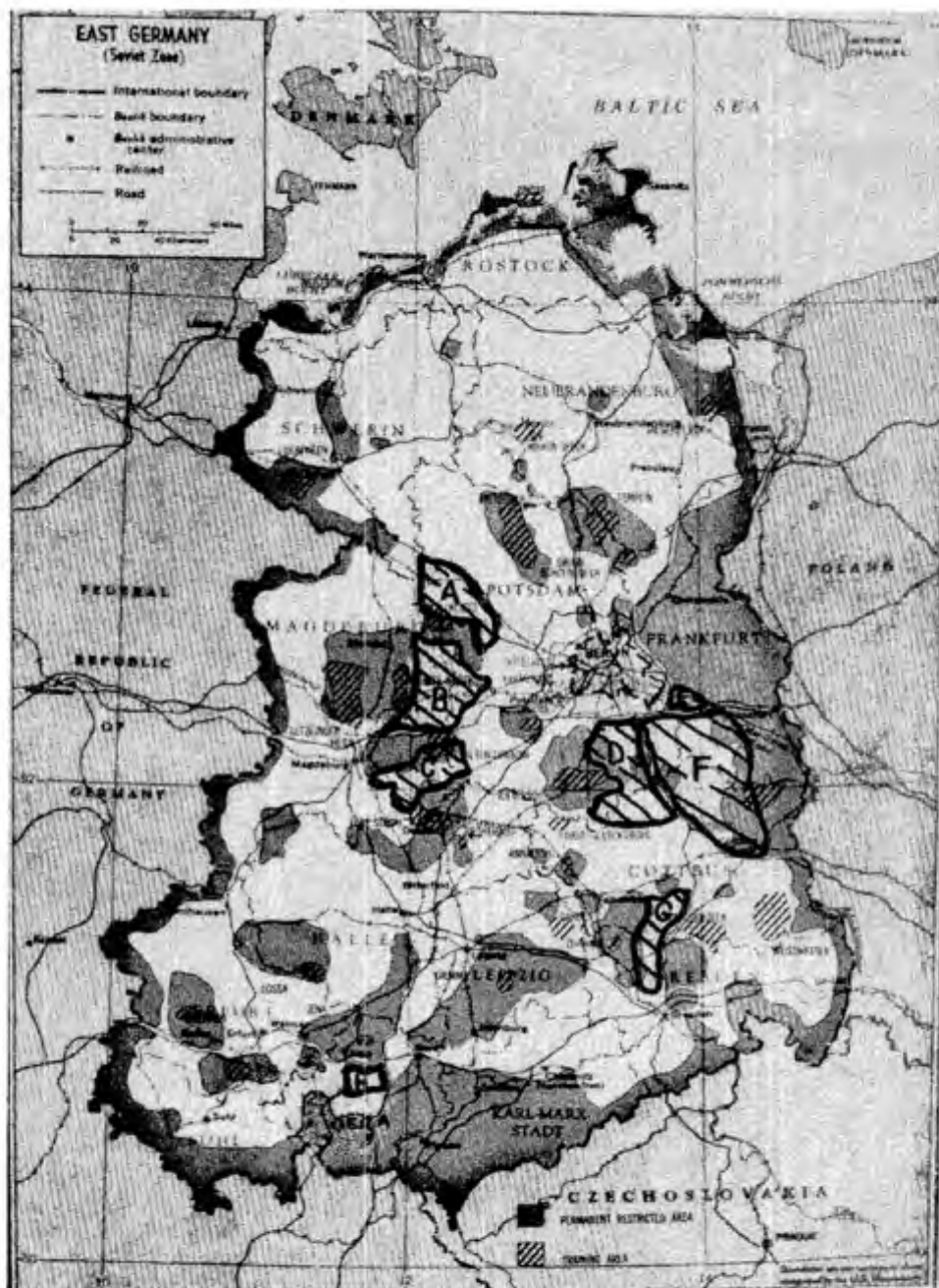


TRA 2-69: 090001 - 162400 JAN 69

E-4

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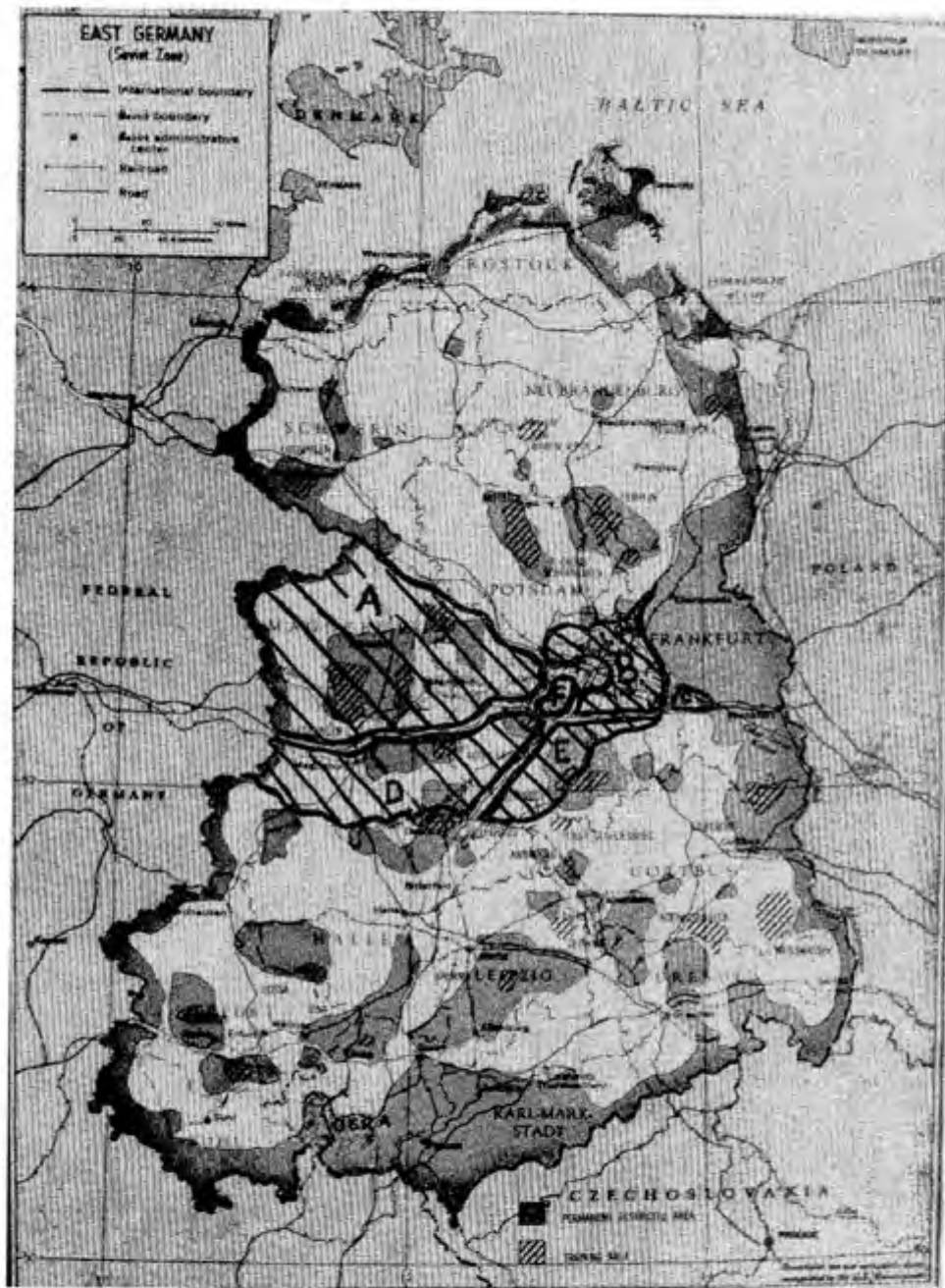


TRA 3-69: 310001 JAN - 092400 FEB 69

E-5

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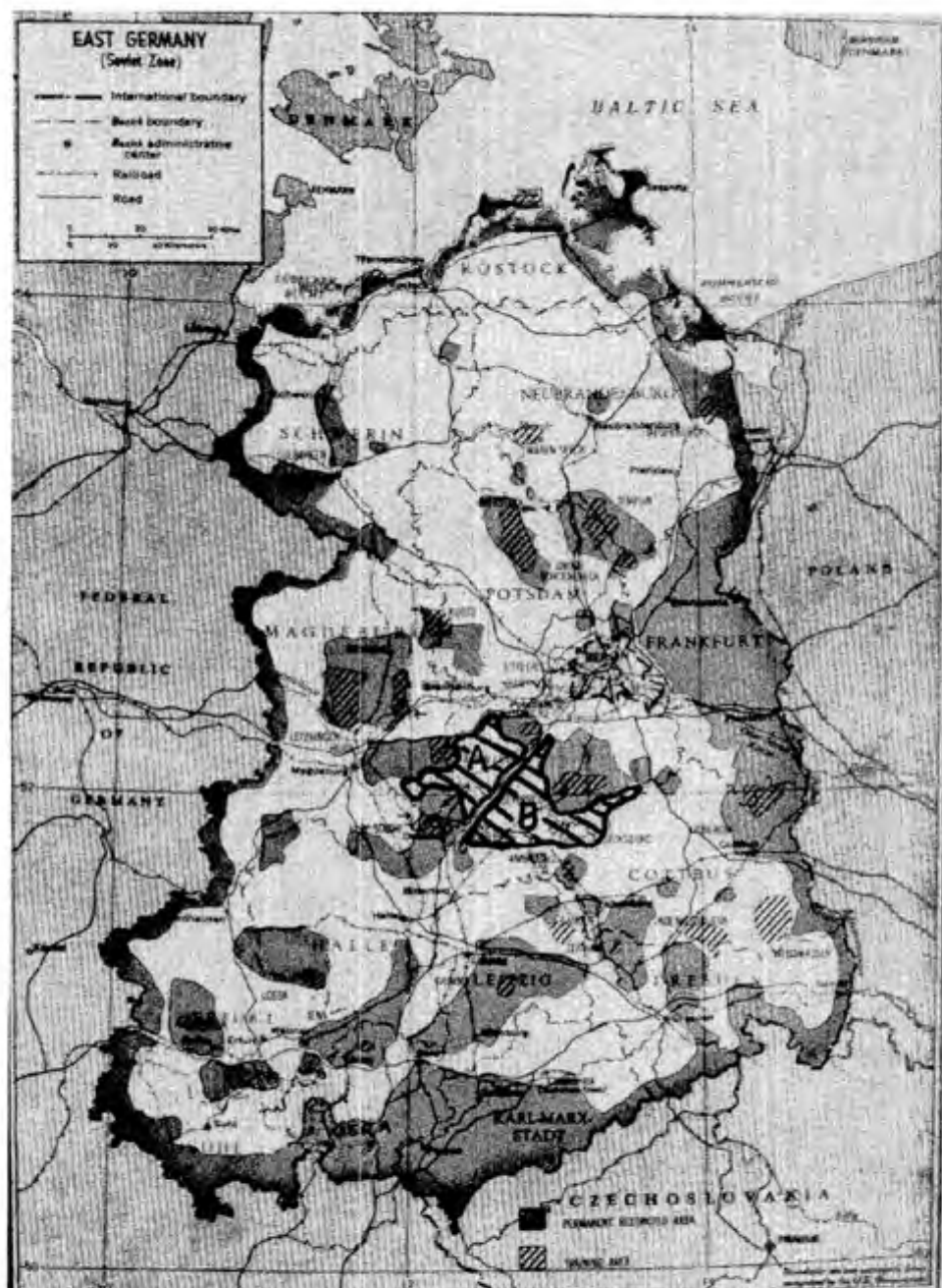


TRA 4-69: 250001 FEB - 102400 MAR 69

E-6

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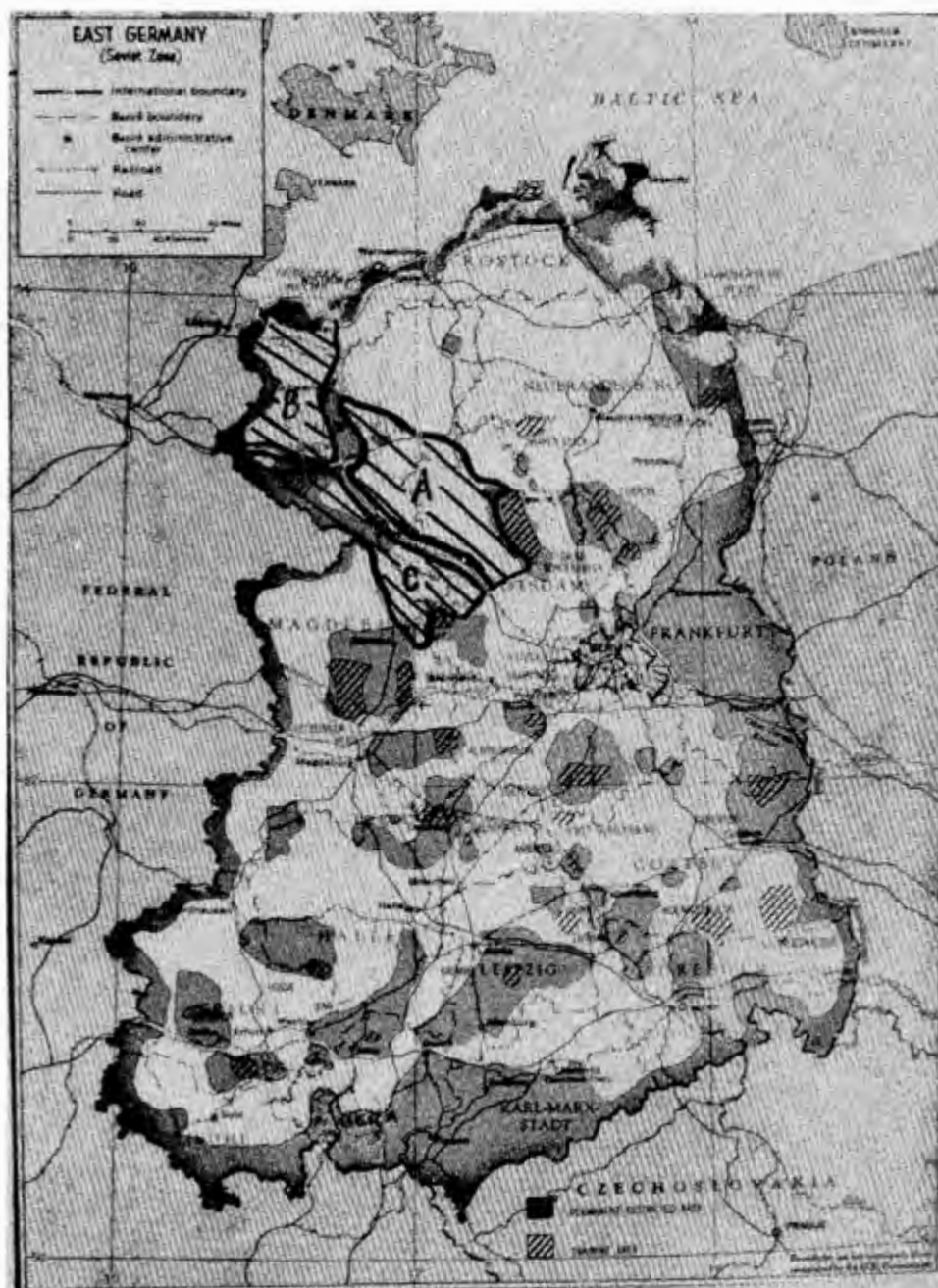


TRA 5-69: 140001 - 212400 MAR 69

E-7

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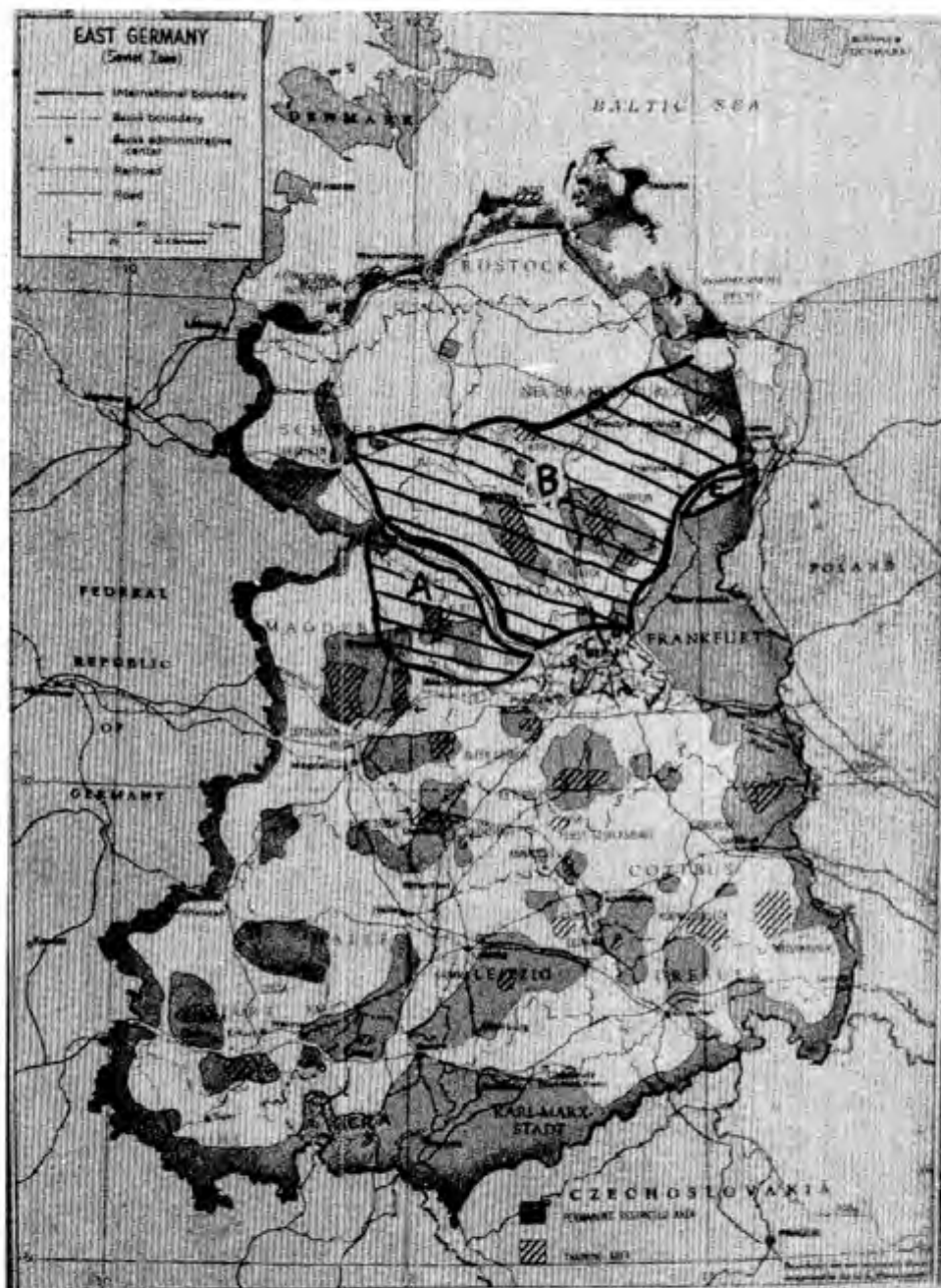


TRA 6-69: 190001 - 222400 MAR 69

E-8

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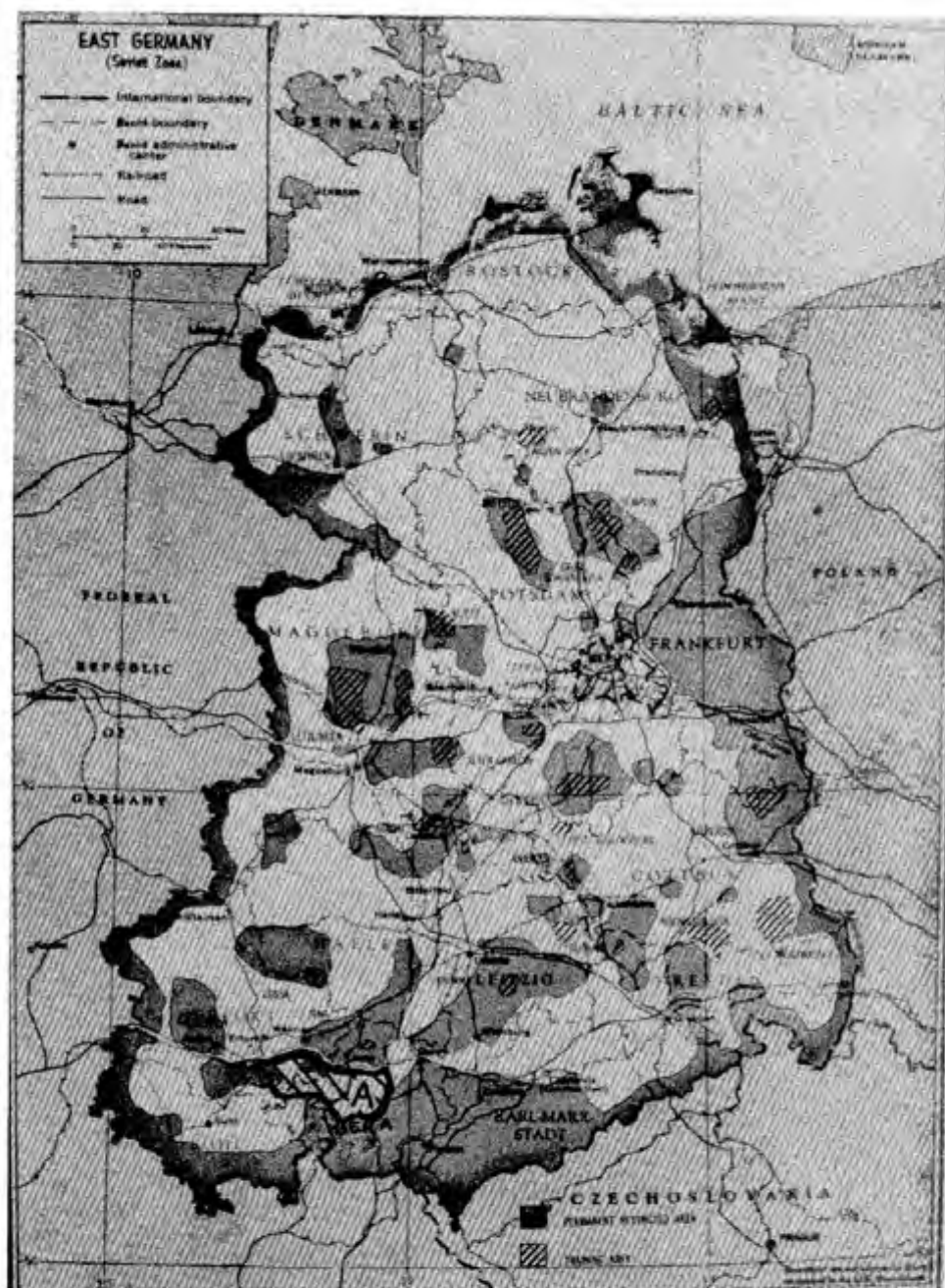


TRA 7-69: 250001 - 312400 MAR 69 EXTENDED TO 052400 APR 69

E-9

UNCLASSIFIED

UNCLASSIFIED

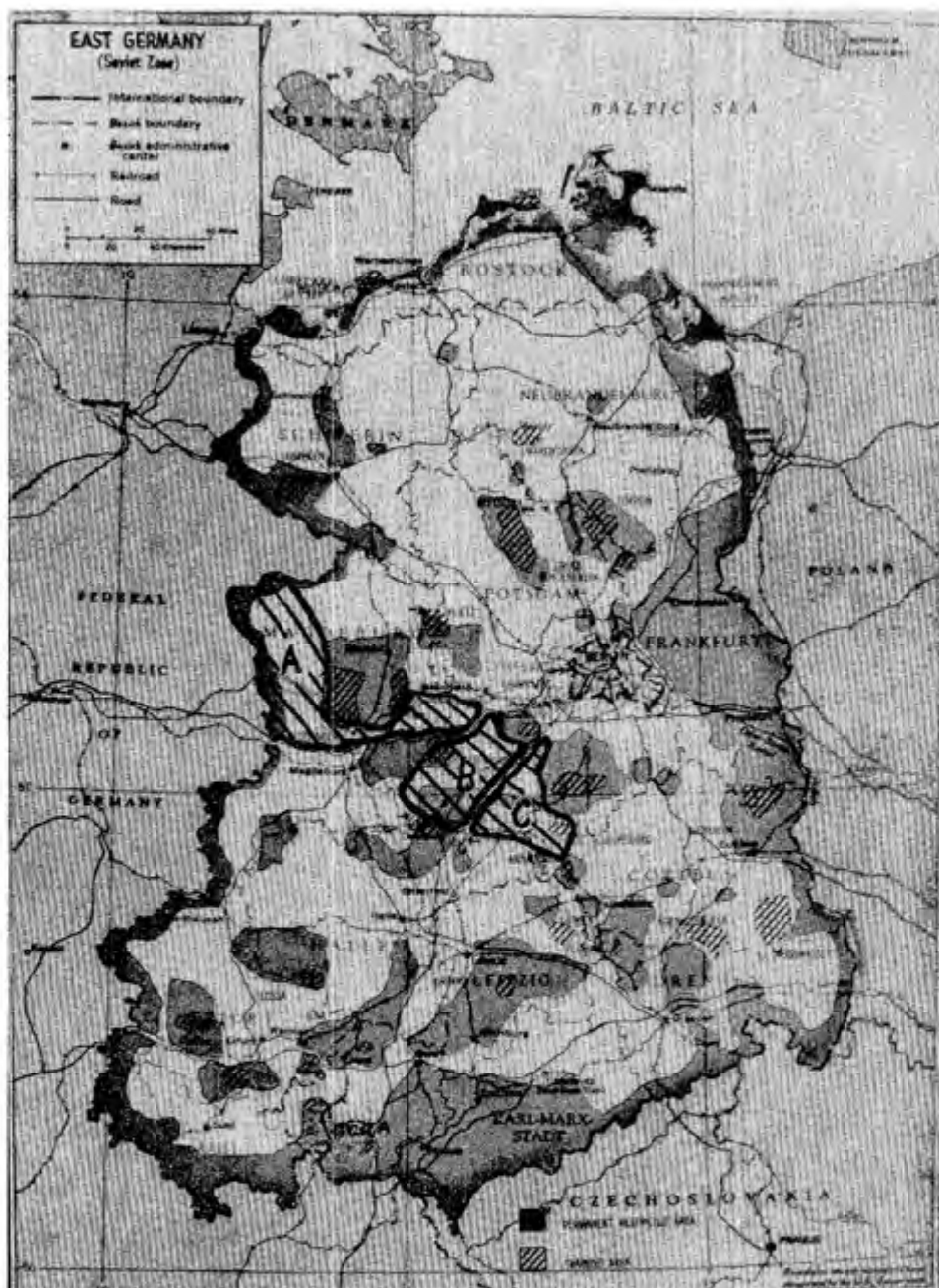


TRA 8-69: 280001 MAR - 052400 APR 69

E-10

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UNCLASSIFIED



TRA 9-69: 170001 - 252400 MAY 69

E-11

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UNCLASSIFIED

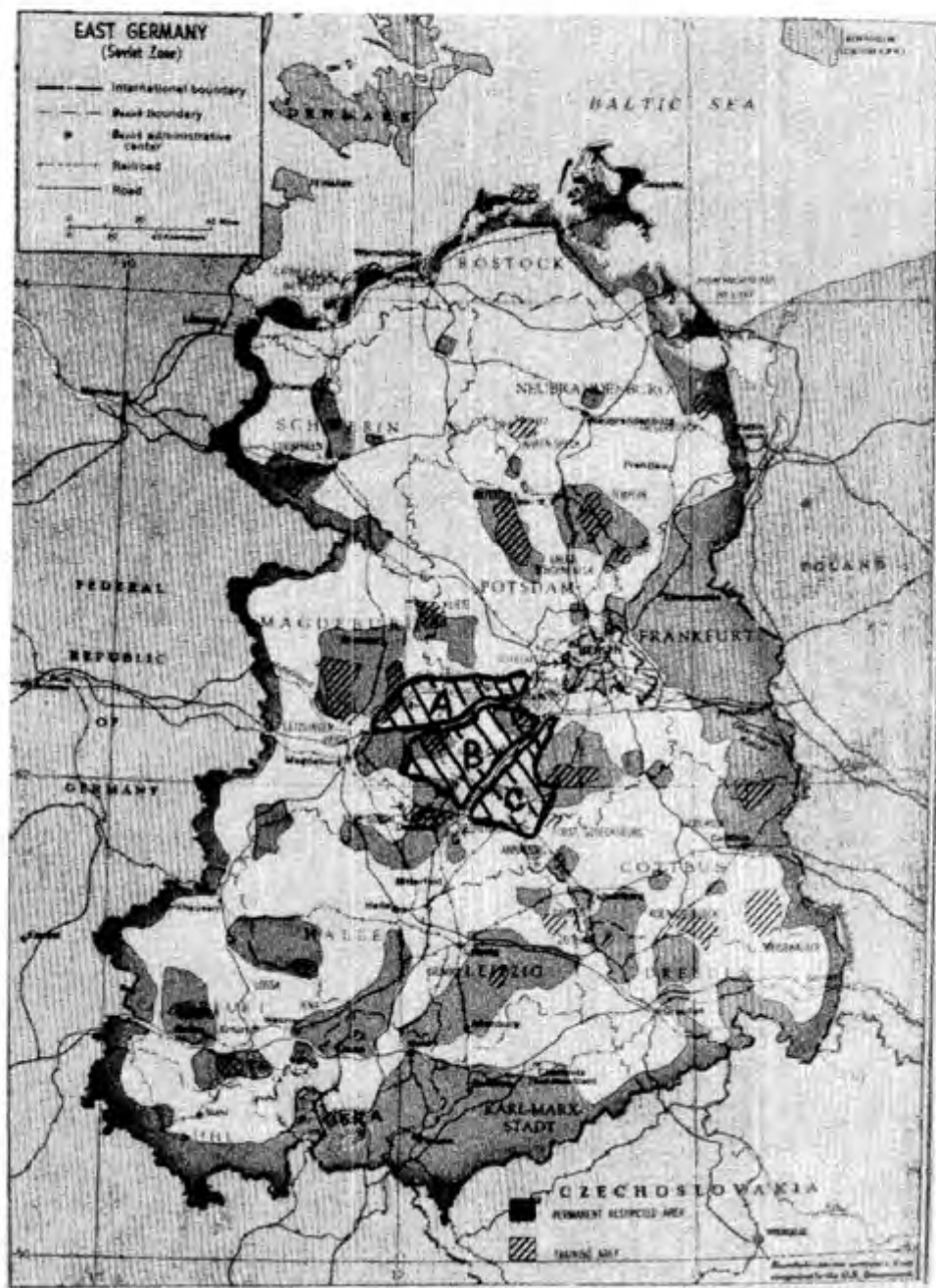


TRA 10-69: 282000 JUN - 052000 JUL 69

E-12

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UNCLASSIFIED

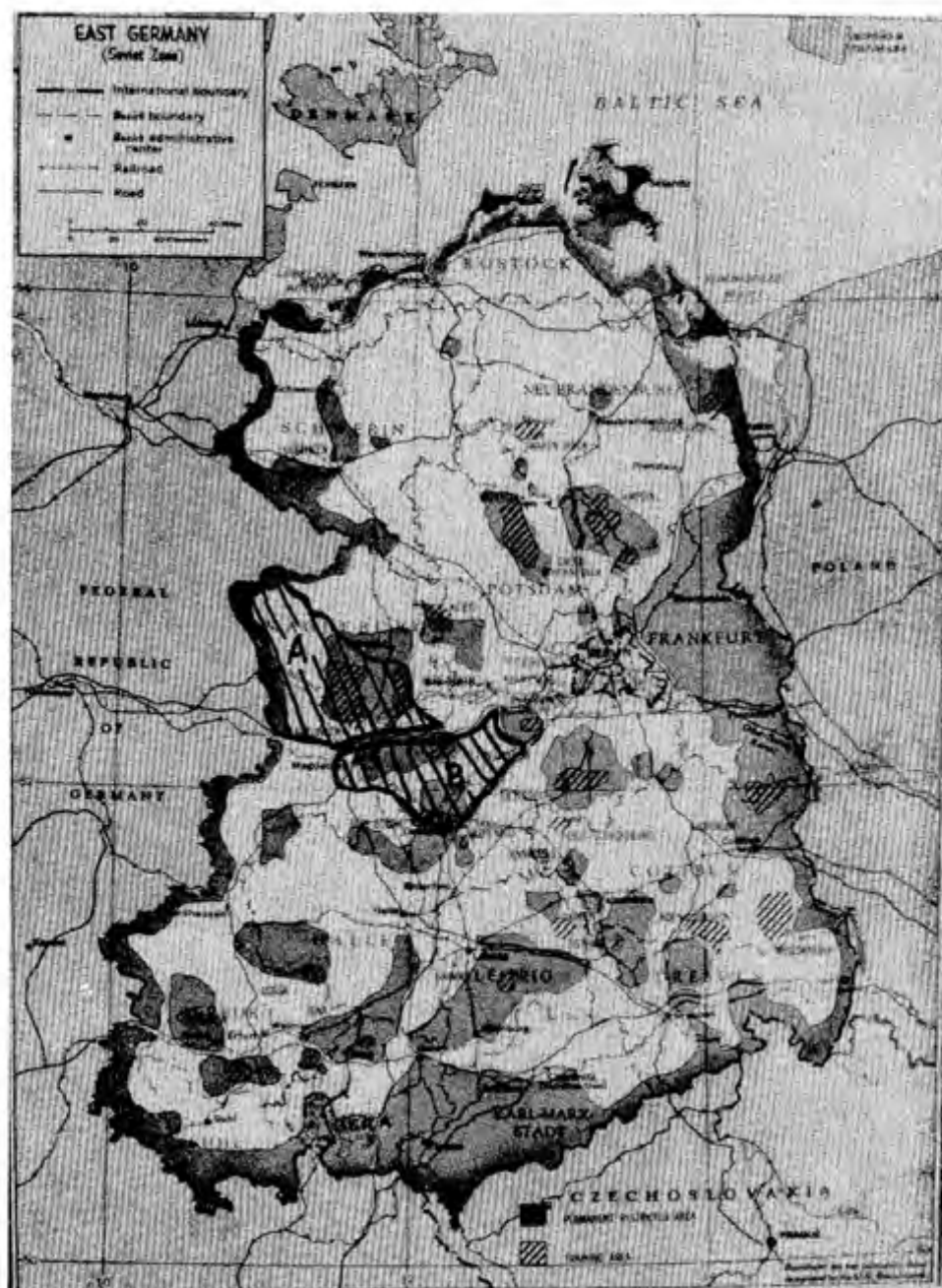


TRA 11-69: 110001 - 152400 JUL 69

E-13

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TRA 12-69: 190001 - 282400 JUL 69

E-14

UNCLASSIFIED

UNCLASSIFIED

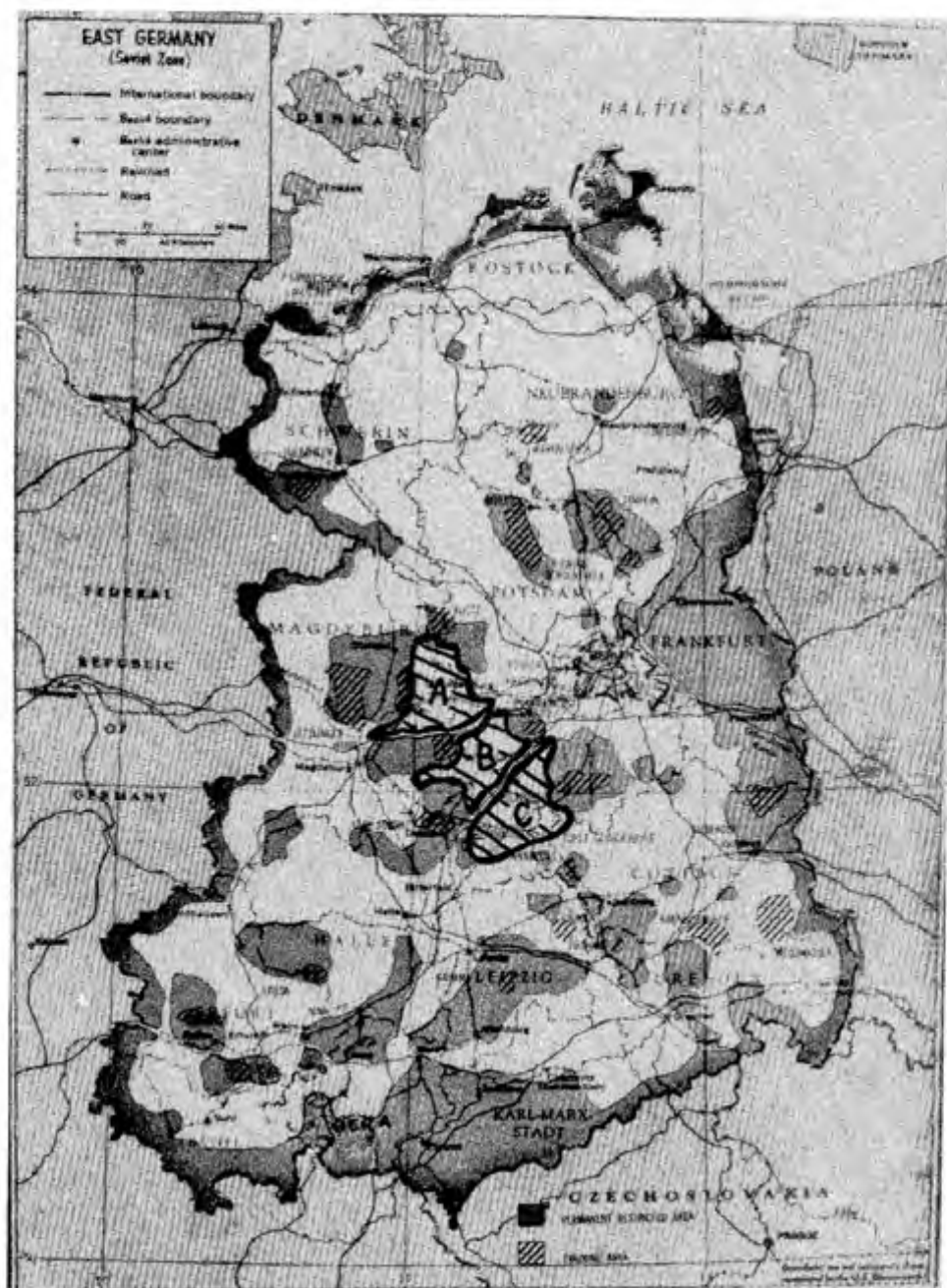


TRA 13-69: 031500 - 092400 AUG 69

E-15

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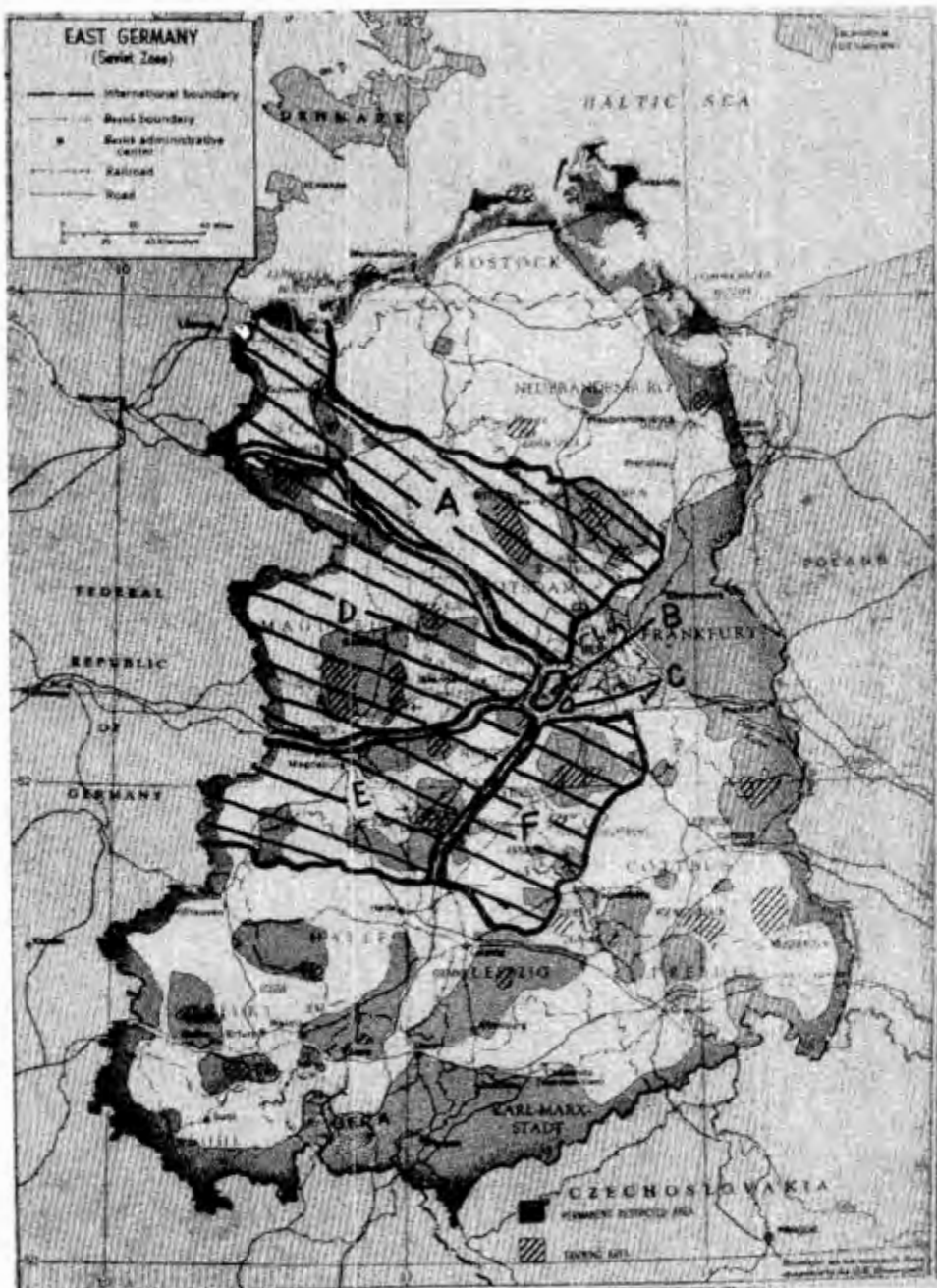


TRA 14-69: 120001 - 162400 AUG 69

E-16

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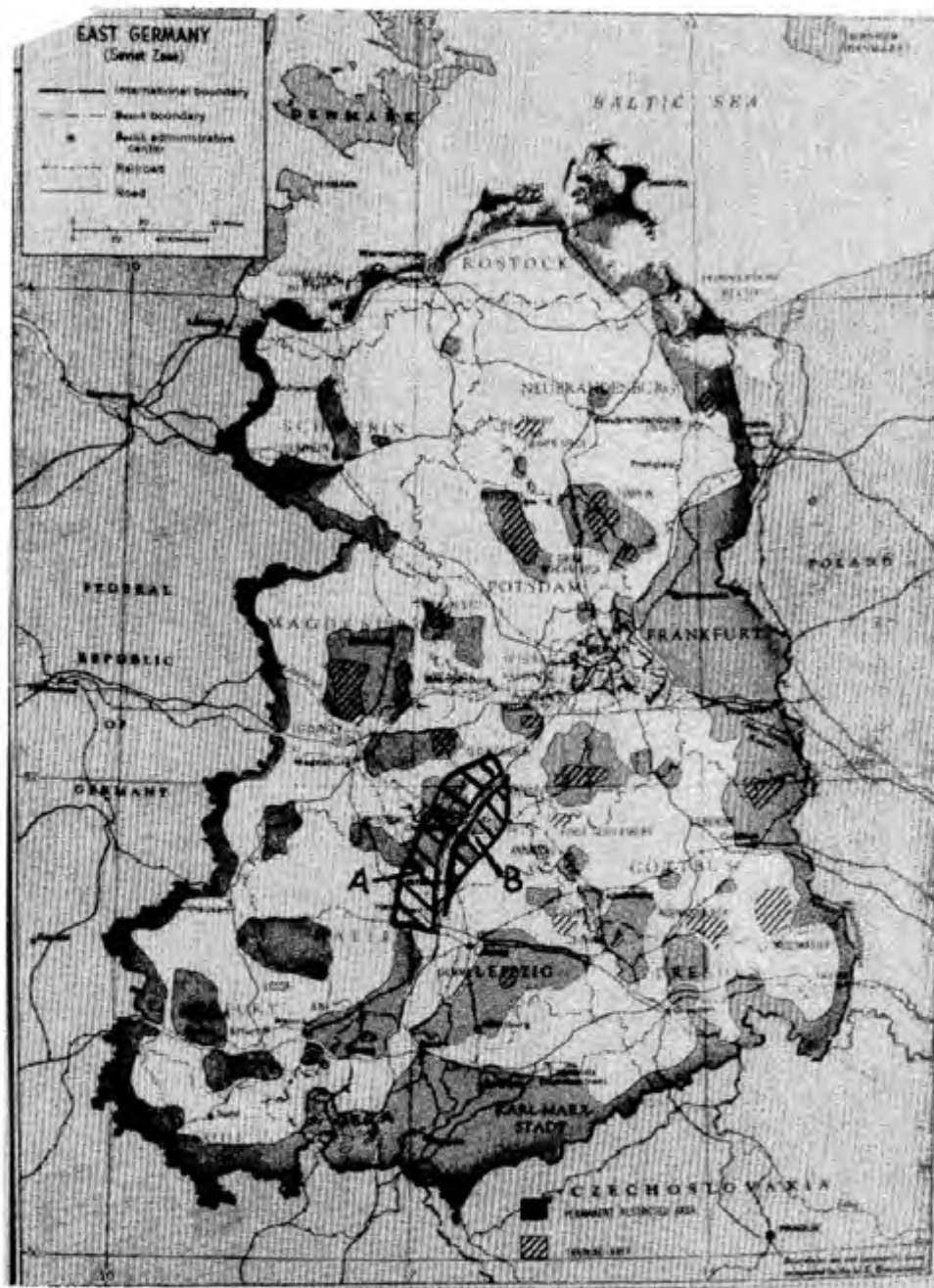


TRA 15-69: 170001 - 242400 AUG 69

E-17

UNCLASSIFIED

UNCLASSIFIED

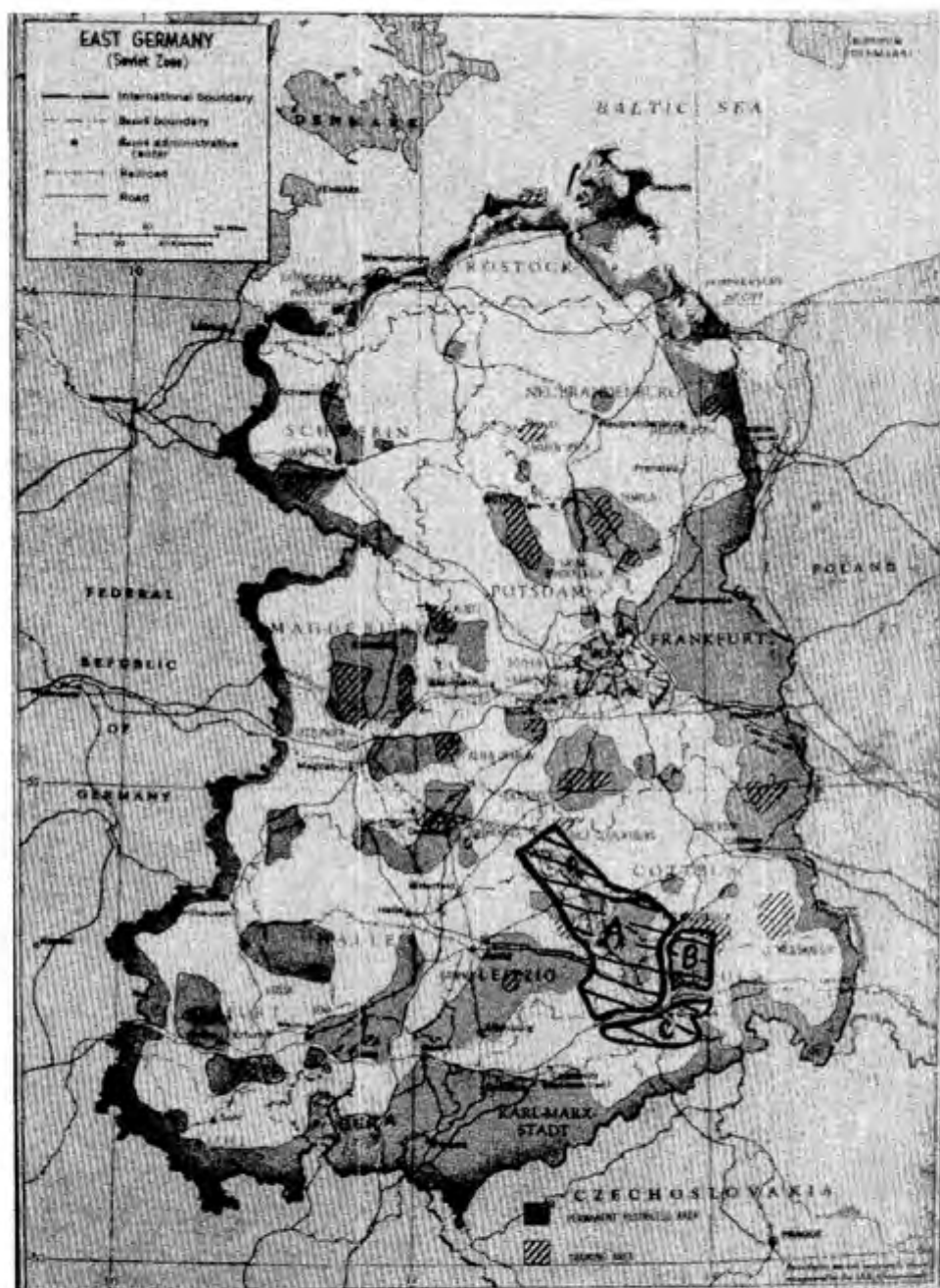


TRA 16-69: 250001 - 292400 AUG 69

E-18

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TRA 17-69: 040001 - 072400 SEP 69

H-19

UNCLASSIFIED

UNCLASSIFIED



TRA 18-69; 100600 - 162400 SEP 69

E-20

UNCLASSIFIED

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ANNEX F

1969 TOURING STATISTICS

Month	Tours	One-Day Tours	Two-Day Tours	Three-Day Tours	Total Tour Days	Mileage
Jan	44	23	21	0	65	20,745
Feb	37	16	21	0	58	20,015
Mar	59	39	20	0	79	22,220
Apr	44	16	28	0	72	20,665
May	43	18	25	0	68	19,420
Jun	37	24	13	0	50	15,690
Jul	50	27	23	0	73	25,690
Aug	57	35	22	0	79	26,014
Sep	59	23	36	0	95	27,953
Oct	50	27	22	1	74	20,635
Nov	35	21	14	0	49	17,220
Dec	42	28	14	0	56	15,575
TOTAL	557	297	259	1	818	252,042

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ANNEX G

PERSONNEL - 1969

OFFICE OF THE CHIEF OF MISSION



COL HOWARD M. RICHIE
CHIEF OF MISSION



LTC ROCHE
DEPUTY CHIEF OF MISSION
CHIEF, AF ELEMENT



MAJ BALL (USMC)
NAVAL REPRESENTATIVE



SGM KOWALSKI
SERGEANT MAJOR



MRS. WEEKLEY
SECRETARY

G-1

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~~CONFIDENTIAL~~

ADMINISTRATION DIVISION



LTC BROWNLEE
EX OFF



CMSGT WALTNER
AIR TEAM NCOIC



SSG SENNE
ADMIN NCO, AIR TEAM



SSG BEARD
ADMIN SUP



SP5 TAYLOR
ADMIN SP



SP5 FULLERTON
PERS SP



SP5 WALTERS
PERS SP

G-2

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COMMUNICATIONS CENTER



SSG BAZZELL
CHIEF, COM CTR



SGT ELAM
CRYPTO SP

MOTORS - SUPPLY



SFC ELLIS
MTR SGT



SGT COLEY
VEHICLE REPAIRMAN



SSG HAYES
SUP SGT



SP4 JONES
SUP CLK

G-3

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OPERATIONS DIVISON



LTC SCHNEIDER
ARMY OPS OFF



LTC BROZ
AF OPS OFF



MAJ O'SHEA
ASST OPS OFF



SFC HAMILTON
ARMY OPS SGT



MSG HASENYAGER
AIR OPS NCOIC

G-4

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REQUIREMENTS SECTION



TSG O'DONNELL
INTEL SP



SSG LAMARCHE
INTEL SCT



SSG SEPULVADO
INTEL ANAL

PLANS AND PRODUCTION SECTION



SP5 PATYK
INTEL ANAL



SFC OSBORNE
SEC CHIEF



SP4 GUEST
INTEL ANAL

G-5

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PHOTO LAB



MSG WILKINSON
CHIEF, PHOTO LAB



TSG JOHNSTONE
PHOTO MAINT SP



SSG FREESH
PHOTO SP



SSG GRUNCH
PHOTO SP



SSG KELLER
PHOTO SP



SP5 DEMENT
PHOTO SP



SP4 MINGES
PHOTO SP



SGT HAYES
PHOTO SP

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COLLECTION SECTION



LTC SOVINSKY
LNO



LTC STOVALL
SR LNO



LTC HOSKINS
LNO



LTC COLEMAN
LNO



LTC VON DACH
LNO



MAJ GREENWALT
LNO



MAJ MANZO
LNO



MAJ VON HOENE
LNO



MAJ FIELDER
LNO

G-7

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COLLECTION SECTION (CONT)



MAJ NIKULLA
LNO



CPT GILBERT
LNO



CPT VICHNEVSKY
LNO

G-8

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POTSDAM INSTALLATION



SGT THOMAS
DET SGT



TSG RATZ
DRIVER-LINGUIST



SSG STEGNER
DRIVER



TSG CARIGNAN
DRIVER-LINGUIST



SP5 WORSTER
DRIVER



SP5 HANSON
DRIVER



SGT ANDRIJISZYN
DRIVER-LINGUIST

G-9

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