

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Rumania	REPORT	[Redacted]	50X1-HUM
SUBJECT	Miscellaneous Military Information	DATE DISTR.	7 December 1964	
		NO. PAGES	1	
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DATE OF INFO.	[Redacted]			50X1-HUM
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THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[Redacted]

[Redacted] four 50X1-HUM reports containing information on the following: 50X1-HUM

- a. School for Air Force Officers at Bobocu. [Redacted] 50X1-HUM
[Redacted] A four-page report on the training field and names of some of the personnel. 50X1-HUM
- b. Academic Antiaircraft Artillery Reserves at Bucharest University. [Redacted] A four-page report on the training of the reserves. 50X1-HUM
- c. The 15th Interceptor Aircraft Division, Craiova. [Redacted] 50X1-HUM
[Redacted] A six-page report on the organization and activities of this unit. 50X1-HUM
- d. Radar and Early Warning Units in Rumania. [Redacted] 50X1-HUM
[Redacted] Six-page report on the various radar units and their equipment. 50X1-HUM

Distribution of attachment:

[Redacted] 50X1-HUM

Air Force (Retention)

[Redacted] 50X1-HUM

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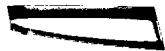
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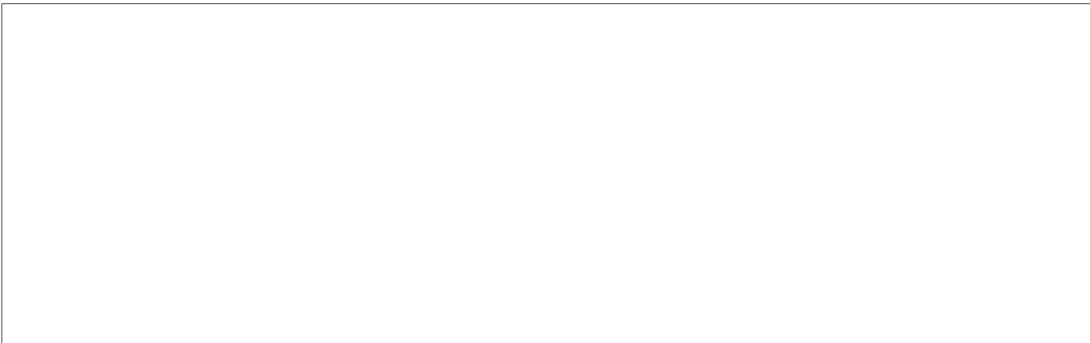
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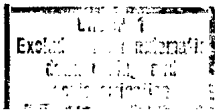
COUNTRY : Rumania
SUBJECT : School for Air Force Officers
at Bobocu



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1. After mid-1958, the headquarters of the division which included all training units of the Rumanian Air Force was transferred from the Tecuci (N 45-52, E 27-25) airfield to an airfield at Bobocu (N 45-12, E 26-59), about 16 kilometers northeast of Buzau (N 45-09, E 26-50). This division included a school for Air Force officers, a basic training depot for personnel of the Air Force services' units at Focsani (N 45-42, E 27-11), and a base for advanced flying (jets) at Bacau (N 46-34, E 26-54). Other units transferred from Tecuci at the same time were the services platoon of division headquarters, a battalion for airfield maintenance (batalion de deservire), and a training regiment (flying

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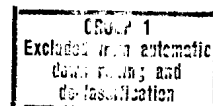
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- school). Simultaneously, the Bobocul airfield was evacuated by its Soviet troops, and the Tecuci airfield, which did not have a concrete runway, was turned over to a collective farm in the area.
2. The school for Air Force officers offered training only for a Type A license, which was for piston engine aircraft. Although the school had regimental status, its strength was considerably smaller, consisting of the following:
 - a. Four platoons of trainees, each composed of 30 to 35 men.
The trainees were high school graduates who took this course during their three-year compulsory military service.
 - b. The teaching staff, which included a commander for every platoon, a deputy commander (political), three or four flight instructors for each platoon, and 10 or 12 instructors in radio, mechanics, navigation and radar.
 - c. Ground crews for maintenance of training headquarters. These consisted of 30 to 40 mechanics and radio technicians.
 3. After its construction by the Germans, no new installations had been added to the Bobocu airfield, which had a main concrete runway more than two kilometers long with four hangars next to it. Between the runway and the road to Buzau were situated a four-story barracks, which housed the trainees of the flying school, the services battalion, the ground crews, the offices of division headquarters, and several houses which served as quarters for married officers. Most of the time, strong winds blew across the airfield and its

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installations, which were on an open plain, without tall trees or hills.

4. The field's services battalion comprised 120 men, including drivers, cooks, cobblers, medics, and guard units. This battalion refueled the planes, coordinated the runway, and cleared the runway of snow.¹

5. When the school was situated at Tecuci, all its aircraft were YAK-18s and YAK-11s. Upon the transfer to Bobocu, one MiG-15 was added, but the trainees did not fly this, possibly because it was inoperative. The planes were locked in hangars at night, and only occasionally were night and bad-weather flights executed.

6.  personalities with this division:

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a. Major Catana (fnu), deputy commander (political) of the division until 1956.

b. Colonel Osicianu (fnu), commander of the services battalion at the Bobocu airfield.

c. Captain Paun (fnu), deputy commander (political) of the services battalion.

d. Major General Constantin Sendrea, commander of the Air Force division in Bobocu in 1958, and later deputy commander of the Rumanian Air Force.

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e. Captain Zaharia (fnu), commander of the ground crews attached

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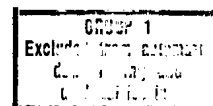
to the officers' school at Bobocu.

- 1. Comment: Although the Germans had supposedly installed a heating system for the runway, it was not in working order.

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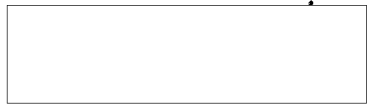
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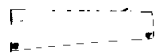


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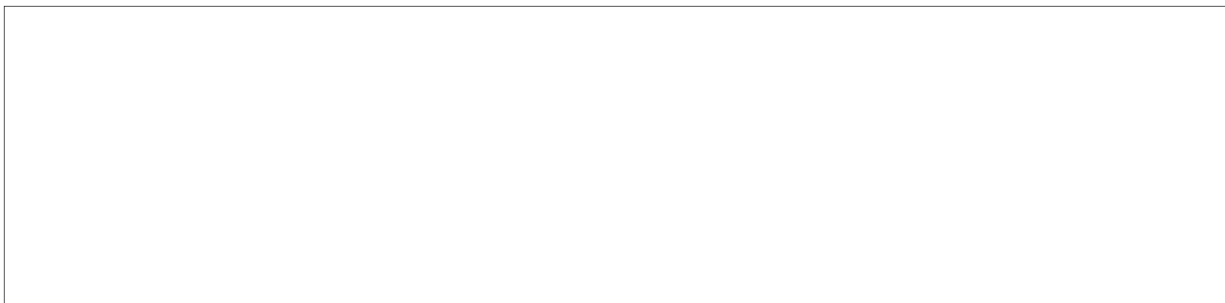


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COUNTRY : Rumania
SUBJECT : Academic Antiaircraft Artillery Reserves
at Bucharest University

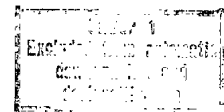
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1. During the period 1953-1958, students of the Parhon Faculty of Physics at Bucharest University served in the academic reserves. About 120 students made up the Independent Antiaircraft Artillery Student Division, which consisted of a headquarters staff, two batteries, six platoons (three to a battery), and twelve sections (two to a platoon). The headquarters staff was composed of the divisional commander (a lieutenant colonel), the political deputy (a lieutenant major), and the two battery commanders (lieutenants). Each section was equipped with one gun manned by a team of eight or nine men, including the gunlayer, the range setter, the altitude setter, and the ammunition carriers.
2. The gun positions were located in a field near the barracks in the form

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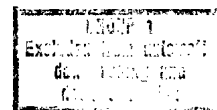


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of a hexagon. Each side of the hexagon was 100 to 150 meters long, and a gun was positioned in each angle. The hexagon, which constituted one battery, included a command post, an observation post, and a communications post. An OILA station was located about 200 meters from the battery area and consisted of the following:

- a. A radar station operated by nine men, including one engineer and four technicians. It was equipped with a Soviet-made radar set and a generator.
 - b. A data processing apparatus (aparatul central) of Soviet manufacture. It processed all data supplied by the radar set (altitude, speed, distance of aircraft), as well as the data of the meteorological station, and transmitted them to the command post. The gunlayer fed the data to the gun sight, and the observer at the observation post then decided on what corrections should be made.
3. One or two light 25-mm quick firing antiaircraft guns, for covering the battery against low flying fighter aircraft, were positioned near each battery.
4. Service in the division was divided into three stages:
- a. Theoretical instruction stage, in which courses were given once a week during the second and third years of study. The courses were conducted by university lecturers on the faculty premises, and the subjects of study included military regulations and such general military topics as the various branches of the armed

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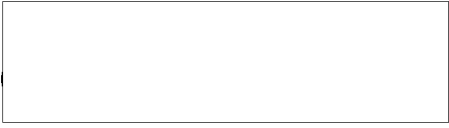
forces and their operations, particularly the infantry, armored corps, and artillery attached to the infantry. Courses on the antiaircraft artillery included the study of weapons, aircraft tracking data, coordination with meteorological data, and data transmission and receiving sets. Neither the students nor the instructors had any real interest in these subjects.

- b. Field exercise, gun drill and firing practice stage. In the summer of 1955, the division was recruited for 30 days of training. For the first week, it was stationed at barracks in Berceni, near Floesti, where field exercises and gun drill were conducted. The division was then transferred to a firing range at Capul Midia, near Constanta, where firing practice on tank-like structures, towed in pairs by trucks, was conducted. Firing practice was performed with two Polish 85-mm guns and one Soviet 76.2-mm gun. The Polish guns were accurate and stable, while the Soviet one, although accurate, had to be re-aimed after each firing. Observed at the range were 57-mm Rheinmetall guns (informant knew no details).
- c. Final course and exercise stage. In the summer of 1957, the division was again recruited for 45 days of training. This time, it was stationed in barracks located at Kilometer 6 off the road leading to Alexandria. The division operated independently, and training included both courses and exercises. The barracks included sleeping quarters for 150 men and a store containing six

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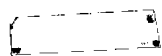
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guns and 10 ZIS trucks. Six of the trucks were used to tow guns, and four were used to transport food, instruments, arms, and men.

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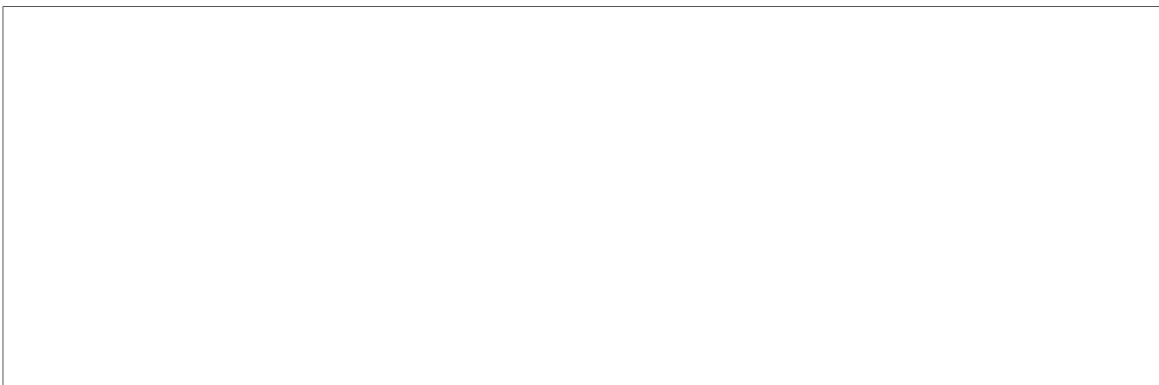
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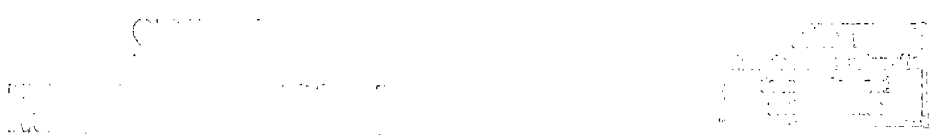


COUNTRY : Rumania
SUBJECT : The 15th Interceptor Aircraft Division,
Craiova

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1. Until August 1958, the headquarters of the 15th Jet Interceptor Aircraft Division was stationed at the airfield at Craiova. The division included the 158th Regiment and the 277th Regiment stationed at Craiova and a third regiment stationed at Devesel. These three regiments were of similar structure and had almost identical armaments. However, although all three regiments were equipped with MiG-15 and MiG-17 aircraft, the regiment at Devesel was also equipped with MiG-19s, which the two regiments at Craiova did not have because of the unsuitable runway at Craiova.
2. The following units attached to the division's headquarters were



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also stationed at the airfield at Craiova:

- a. An antiaircraft artillery unit, whose guns were deployed in positions around the field.
 - b. A signals company, which maintained telephone and radio communications with other ground units and ground-to-air radio communication. A course for signals personnel was also held regularly within this unit's framework.
 - c. An early warning company (OILA), including a radar set and observation posts around the field.
 - d. An aircraft repair shop.
 - e. A services battalion (batalioane deservire aerodrom) consisting of the following: a companie gospodarie of quartermasters, cooks, barbers, and tailors; a guard company (companie paza), which was augmented in time of need by ground crew personnel from the division; a military transport company (companie auto), which included service vehicles, fire engines, tank trucks, ZIS-151 trucks for towing aircraft, and jeeps; and a runway service company (companie deservire piste), which was responsible for runway lighting and for keeping the runways free of snow, mud, and other obstacles.
3. The 601st Services Battalion (FPN 03284) and the 466th Services Battalion were stationed at Craiova to serve the two regiments. These battalions were undermanned, with each of their companies consisting of only 30 to 40 men. The commanding officers and deputy

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commanders (political) of the company were the only officers; thus, a number of sergeant majors in the regular Air Force were responsible for the professional functions of these units.

4. Each of the division's regiments included the following:
 - a. A regimental headquarters, which comprised the regimental commanding officer who was a pilot, a chief of staff, also a pilot who served as flight officer (loctitor de sbor), a regimental deputy commander (political), and a number of clerks.
 - b. Three identical squadrons (escadrile de sbor).
 - c. A technical squadron (escadrila tehnica).
5. Each squadron included squadron headquarters, air crews, and ground crews. Headquarters included the following: a commanding officer, a pilot with the rank of captain; a flight officer (loctitor de sbor de escadrila), a pilot with the rank of lieutenant major; a political deputy commander, a lieutenant major; a squadron engineer, a captain; and a squadron adjutant, a lieutenant.
6. Each squadron was equipped with twelve interceptor fighter aircraft and two training craft. However, the squadrons were never able to man all the aircraft at their disposal because of the serious shortage of qualified pilots.¹ Each squadron had an average of only eight or nine pilots. The squadrons were divided into three wings (patrula), which in turn were divided into two sections (celule). Each section, which was the basic operational unit, consisted of two aircraft.
7. The ground crews were all directly subordinate to the squadron

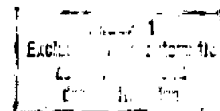
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engineer, who was aided by five assistants, each an engineer officer. The latter were in charge of fuselage and engine, armaments, radio, electricity, and instruments and oxygen. The ground crews also included 14 officer technicians, one for each aircraft, who supervised all repair and maintenance work of the aircraft and were personally responsible for all flight trouble. Each officer was usually assisted by an enlisted man. The crews also had a number of warrant officers of the regular Air Force, who assisted the officer technicians in matters of armaments, radio, and instruments.

8. The commanding officer of the technical squadron was also the regimental chief engineer and held the rank of major. He was in charge of the regimental workshop and the following technical teams: fuselage and engine (grupa avion-motor); armaments (grupa armament); radio (grupa radio); electricity (grupa electricitate); and instruments and oxygen (grupa aparataj-oxigen). Each of these units was commanded by an officer, generally a captain, who was assisted by two regular Air Force soldiers and four or five enlisted men. The regimental workshop included the commanding officer, one or two sergeant majors, and about ten enlisted men. Each regiment had two piston-engine aircraft, YAK-15 or YAK-11s, which were used for liaison purposes.
9. Repair of aircraft fell under four categories:
 - a. Repairs carried out within the squadron, such as regulation of the electrical system, compressed air, and routine checkups.
 - b. Repairs carried out by the regimental technical squadron, such as airframe work, changing engines, controls and landing gear.



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- c. Repairs at the divisional repair shop, including general airframe work and painting and replacement of complete electrical, oxygen, armaments and landing systems.
- d. Repairs at the URA aircraft repair plant at Bacau, such as general overhaul of the aircraft and their engines. The aircraft sent to this plant were usually craft which had been involved in accidents.
10. When the Soviets evacuated the airfield in Alexeni in August 1958, the field had to be taken over by the Rumanian Air Force. Therefore the 277th Regiment was transferred from the 15th to the 66th Division and was stationed at Alexeni. [REDACTED] 50X1-HUM
- No organizational changes took place in the regiment, and the organization at the Alexeni airfield was similar to that at Craiova.
11. [REDACTED] incidents in the division: 50X1-HUM
- a. During the summer of 1958, two Rumanian jet fighters intercepted a Yugoslav jet and forced it to land at the Craiova airfield. When the three aircraft touched down, the Rumanians throttled down to landing speed; the Yugoslav, instead, increased his speed, took off, and escaped before the Rumanians were able to become airborne again. The Rumanians pursued him unsuccessfully.
- b. In the summer of 1959, as a flight of MiGs was approaching the base during the day, the pilot of the last plane, which was flying at a greater altitude than the others, became blinded by the sun, lost control of the plane, and crashed near the field. The pilot was killed.

NO

c. In early 1959, the commanding officer of the 158th Regiment, a lieutenant colonel, was court martialled, demoted, and dishonorably discharged from the Air Force. He was convicted of fraudulently logging extra flying hours under difficult conditions in order to receive extra pay.

12. [redacted] personalities in the 15th

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Division:

a. Major Iliescu (fnu), commanding officer of the 601st Service Battalion in 1958-1959. [redacted]

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b. Major Ion Molnea, commanding officer of the 277th Regiment in 1959. [redacted]

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1. [redacted] Comment: In 1959, a Rumanian Air Force publication carried an article stating that there were only 400 jet pilots in the Force and that this was far below the required number.

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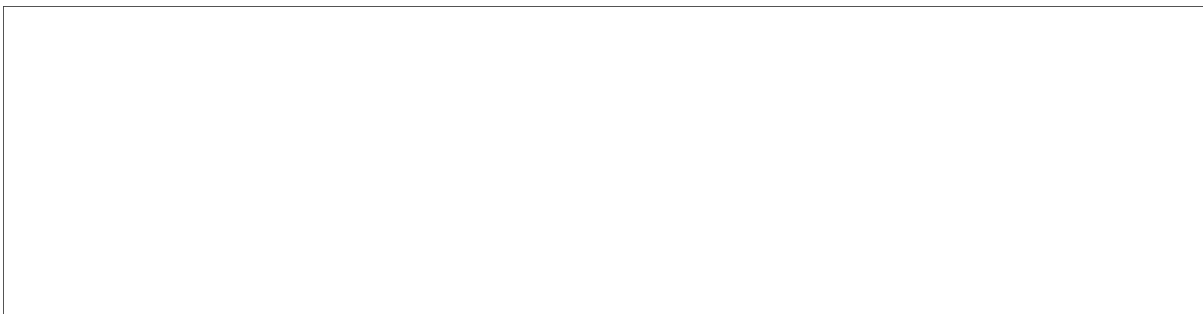
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COUNTRY : Rumania
SUBJECT : Radar and Early Warning Units in Rumania



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1. In mid-1957, a school for radar technicians (scoala tehnica de radio locatie), belonging to the Artillery Corps, was located at Kilometer 32 on the Bucharest-Ploesti highway, opposite the monument for the Rumanian soldiers killed during World War II. Three types of courses were regularly held at this school: a course for signalmen (telephone and radio operators); a course for radar power plant operators (electromecanizi); and a course for radar set operators (servanti-operati de radio-locatie).
2. Courses at the school usually began in December of each year, and the average number of students per course was 350. Some of the courses, the telephone operators' one for example, lasted only a

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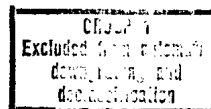
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few months, while the radar operators' course was the longest one, lasting almost eleven months. Graduates of these courses were posted to various military units.

3. Within the framework of the course for radar set operators there was a department for early-warning system radar operators (radio-localitie de descoperire). These trainees were taught the operation of the P-8 (briefly), the P-10, and the P-20 sets, with emphasis on the P-10 model. Use of the P-20 set was taught only to those trainees who were to work on that set. The department for early-warning system radar operators trained personnel for work listed as No. 42 in the military trades classification.
4. In late 1957, there were believed to be three radar regiments in Rumania, with headquarters in Bucharest, Timisoara, and Constanta respectively. All other radar units were subordinate to these three regiments. Among members of these units, it was said that the strongest radar sets (P-30) were situated in areas around Timisoara and Constanta, while the greatest number of sets was concentrated in the Craiova area and in the direction of the Yugoslav border.
5. In early 1958, a radar battalion apparently subordinate to the radar regiment with headquarters in Timisoara, was located on Bolevardul Armatei Rosii in Cluj. The battalion included the following five radar companies:
 - a. A company stationed at the battalion headquarters in Cluj,

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which was equipped with a P-8 radar set. This company was primarily a reserve and training unit.

- b. A company stationed near Axente Sever (N46-06, E24-13), which was equipped with a P-10 radar set.
 - c. A company stationed near Sebes (N45-58, E23-34), which was equipped with P-10 and P-20 sets.
 - d. A company stationed at Muntele Mare (N46-30, E23-14) (elevation: 1827 meters), which was equipped with one P-10 and one P-20 set.
 - e. A fifth company, about which no details were known.
6. The radar set at Muntele Mare occupied a permanent installation, with buildings, storerooms, and paved approach roads. The company stationed there consisted of 80 or 81 officers and men, including the commanding officer (a captain), the political deputy, the services platoon composed of cooks, drivers, quartermasters, and clerks, the signals section composed of telephone and radio operators, and the P-10 and P-20 set teams:
- a. The team for the P-20 set, which numbered 24 and operated in shifts, consisted of the commanding officer (a captain or lieutenant major), the duty officers (three captains), the radar truck personnel (two operators and telephone operator), the signals vehicle personnel (two men), and the generator truck soldier. The duty officer traveled in the radar truck and, when the vehicle was on the move, such as while changing positions (an operation which was never carried out at this unit), the team

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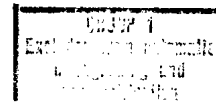


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would also be joined by a radio operator. The signals vehicle personnel maintained contact with the target aircraft and called upon them to identify themselves. They then received the predetermined identification signal, which was changed every few hours, from the aircraft. The generator truck carried two 380-volt generators.

- b. The team for the P-10 radar set, which numbered 14, consisted of the commanding officer (a lieutenant or lieutenant major), the deputy commander (a second lieutenant or sergeant major), and three shifts of operators. Each shift was commanded by a corporal and included: an operator who watched the screen and plotted the position of the target aircraft on the map; an operator who called the azimuth and distance readings; and an electrician-mechanic who operated the set's generator.
7. A list of programmed civil aircraft flights was kept in the cabin of the vehicle carrying the P-10 set. The list also included information on military planes which had already taken off and those which were expected to take off. This information was received from the Air Force via the battalion headquarters at Cluj.
8. Each target picked up by the radar was given a serial number, and its position was immediately marked on a grid map (planseta) in the cabin of the set. Each day, the early warning sets were allocated a list of serial numbers for this purpose. The set commander then informed the command post (punctul comanda - PC) by telephone,

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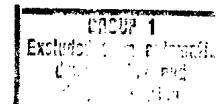
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giving the following details:

- a. Serial number of the target.
 - b. Description of the target (single aircraft or group flight), if possible.
 - c. Azimuth.
 - d. Range from the set.
 - e. Altitude of the target.
9. The company command post, which also served the P-20 set, was manned by a duty officer (one of the officers), a telephone operator who stood beside a grid map, and two radio operators (one for transmitting and one for receiving). These teams worked in three shifts and manned the post 24 hours a day. The company command post passed on the data it received, as it came in, to the battalion command post at Cluj, and the latter then passed the data on to the National Radar Headquarters (Comandamentul Apararii Antiaeriene A Teritoriului), known as CAAT, in Bucharest.
10. In late 1959, CAAT was located in the northern suburbs of Bucharest, on the western side of the Bucharest-Ploesti highway, where it occupied an installation which had been built by the Germans but had been renovated after World War II. The installation included a central hall equipped with many maps, and around this hall were two stories of rooms from which communication was maintained with radar units throughout the country. CAAT was staffed by officers of the Air Force and the Antiaircraft Artillery Corps. In 1959

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Col. Axente (fnu), who had been a senior officer at CAAT, was killed in an airplane crash.

- 11. Sub-units of CAAT were designated by various letters. For example, the plotter teams (plansetisti) were designated by the letter "G".

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