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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT	
SUBJECT	1. Radar Station near Burgas 2. DOSO Aero Club Flight Patterns 3. Aircraft 4. Jet Aircraft Flights	DATE DISTR.	4 February 1954
DATE OF INFO.		NO. OF PAGES	6
PLACE ACQUIRED		REQUIREMENT	25X1
		REFERENCES	25X1

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Radar Station, Burgas

1. [redacted] existence of a Soviet radar station located 7-8 kilometers northwest of Burgas by Jordan Dobrev, Chief of the Burgas DOSO (Dobrovolna Organizatsiya za Sudeystriya na Otbranata; Voluntary Organization to Facilitate the Defense) Aero Club. (See Appendix A to this report [redacted] which describes the location and appearance of this station). 25X1

2. [redacted] There were four 15-meter poles set four to five meters apart and connected by antennae and various other wires. The site was surrounded by barbed wire entanglements and there were vineyards on the north and east sides. 25X1

3. [redacted] the station belongs to and is manned by Soviets. It is forbidden to approach or to fly over the site. 25X1

Flight Controls

4. DOSO sponsored training flights from the Sarafovo Airfield near Burgas were only permitted to fly over the airfield and Banya village (N 42-37. E 27-24). [redacted] a coastal battery located on the Black Sea coast about three kilometers northeast of Sarafovo village. There is an unspecified unit stationed between the sea and the Burgas-Pomorie road at this point. Both Army and Navy uniforms are worn by members of this unit. [redacted] flights were to be made only over authorized areas. 25X1

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5. When DOSO sponsored training flights are to be made from one airfield to another, a request is sent to the Ministry of Defense two or three days in advance and the flight is not made until authorization is received. [redacted] 25X1

[redacted] The training planes (see below) are not equipped with radios.

6. Students pilots were taught to adhere to the following traffic patterns:
- Take off - climb to 100 meters, 90 degree left hand turn, maintain altitude until a point which is 45 degrees from the place where the take off was begun, 90 degree left hand turn, climb until reaching 200 meters, enter compass course; and
 - Landing - fly over the landing "T" at 250 meters, circle counter-clockwise and land within a 25 x 25 meter square located 25 meters to the right of the landing "T".

Aircraft

7. The "LAZ" type planes (see Appendix B [redacted]) are used by the DOSO as trainers at Dolna Mitropoliya and since 1953 at Sarafovo airfields. They are used as light night bombers by Bulgarian Air Force units based at the Yambol Airfield. The bodies of these planes which are constructed of metal and wood are made at the airplane factory in Lovech. The construction of a series of "LAZ" planes, designed by an engineer, Lazarov, was started after 1944. The first series, consisting of five models was unsuccessful as the wings easily sheared off. The present series is considered very successful. [redacted] 25X1

[redacted] tests were being made with the purpose of mounting YAK-9p engines in these bodies. At that time, the "LAZ" planes were equipped with 4-cylinder Czechoslovak "Watter" engines.

8. The "LAZ" planes have the following characteristics:¹
- Wings: about seven meter span, low tapered leading edge and straight trailing edge, elliptical tips; slight dihedral angle "from the roots"; flaps, about 80 x 10-15 centimeters; trim tabs on the tail but not on the wings; no slots; ailerons located near the center of the trailing edge;
 - Fuselage: about six meters overall, straight undercarriage; side-by-side dual control; plexi-glass canopy;
 - Empennage: single fin and rudder; diamond-shaped horizontal stabilizer and elevator;
 - Landing gear: tail wheel; tail wheel not retractable, landing wheels retract towards fuselage; landing wheels in wings about 25-30 centimeters from the fuselage; landing gear struts are about 40-50 centimeters long and 10 centimeters square with rounded corners; wheel about 10 centimeters in diameter; tire about 40 centimeters in diameter; hydraulic shock absorbers; and
 - Miscellaneous: airscoop on left beneath spinner; exhaust on right; heavy machine gun mounted on right over cowling. 25X1

9. The frames of "SINIGER" trainers (see Appendix C [redacted]) are also constructed at the airplane factory in Lovech. They are equipped with German 7-cylinder, "Siemons SH 14A4" engines or Czechoslovak 4-cylinder "Walter" engines. The "Siemons SH 14A4" engines weigh 120 kilograms, 25X1

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have 120 horse power, maximum speed of 165 kilometers per hour and compression ratio of 5.3 to 1. There is another model with the same designation with 160 horse power and a compression ratio of 6 to 1.

10. The "SINIGER" planes have the following characteristics:

- a. Wings: biplane 1.20 meters between wings; span nine meters; wings 80 centimeters wide, rectangular with rounded corners; dihedral angle, three degrees, "from the roots"; backswept two degrees, untapered; total wing area is about 20 square meters; the ailerons are near the tip of the wing; no trim tabs on wings; no slots; no flaps;
- b. Fuselage: overall length, 7.25 meters; height of fuselage, one meter; overall height of aircraft 2.8 meters; the propeller tip is 80 centimeters from the ground; tandem dual control; open cockpit; plexi-glass windshield;
- c. Empennage: single fin and rudder; rectangular stabilizer and elevator;
- d. Landing gear: non-retractable landing gear; landing wheels are attached to the fuselage by about 100 centimeter long struts; the wheels are interconnected; hydraulic shock absorbers; wheel 10 centimeters in diameter; tire 40 centimeters in diameter; in place of a tail wheel, there is a steel support called "Bakil" which has rubber shock absorbers; and
- e. Miscellaneous: (See Appendix C)
 - 1. Oil tank;
 - 2. Gas tank; and
 - 3. Reserve gas tank.

11. [Redacted]

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YAK-9p fighters had a cruising speed of 700 kilometers an hour which was increased to 800 kilometers an hour by the introduction of a "reductor".

12. [Redacted]

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German military aircraft which had been left in Bulgaria have all been replaced by Soviet planes. These replaced planes have been stored intact in depots at the Kazanluk and Karlovo airfields. The engines have been covered with protective grease.

Jet Aircraft Flights

13. During June and July 1952 [Redacted] a pair of MIG-15 jets flying east over Golyamo Krushevo at about 12 a.m. on several occasions.

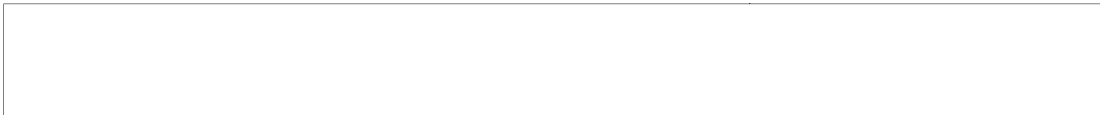
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14. In May 1953 [Redacted] a pair of jet planes flying east from Yambol towards Burgas almost every other day at about 2 p.m.

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15. On 15 September 1953 [Redacted] two jet planes that were not MIG-15's flying east over the western outskirts of Burgas about 5 p.m.

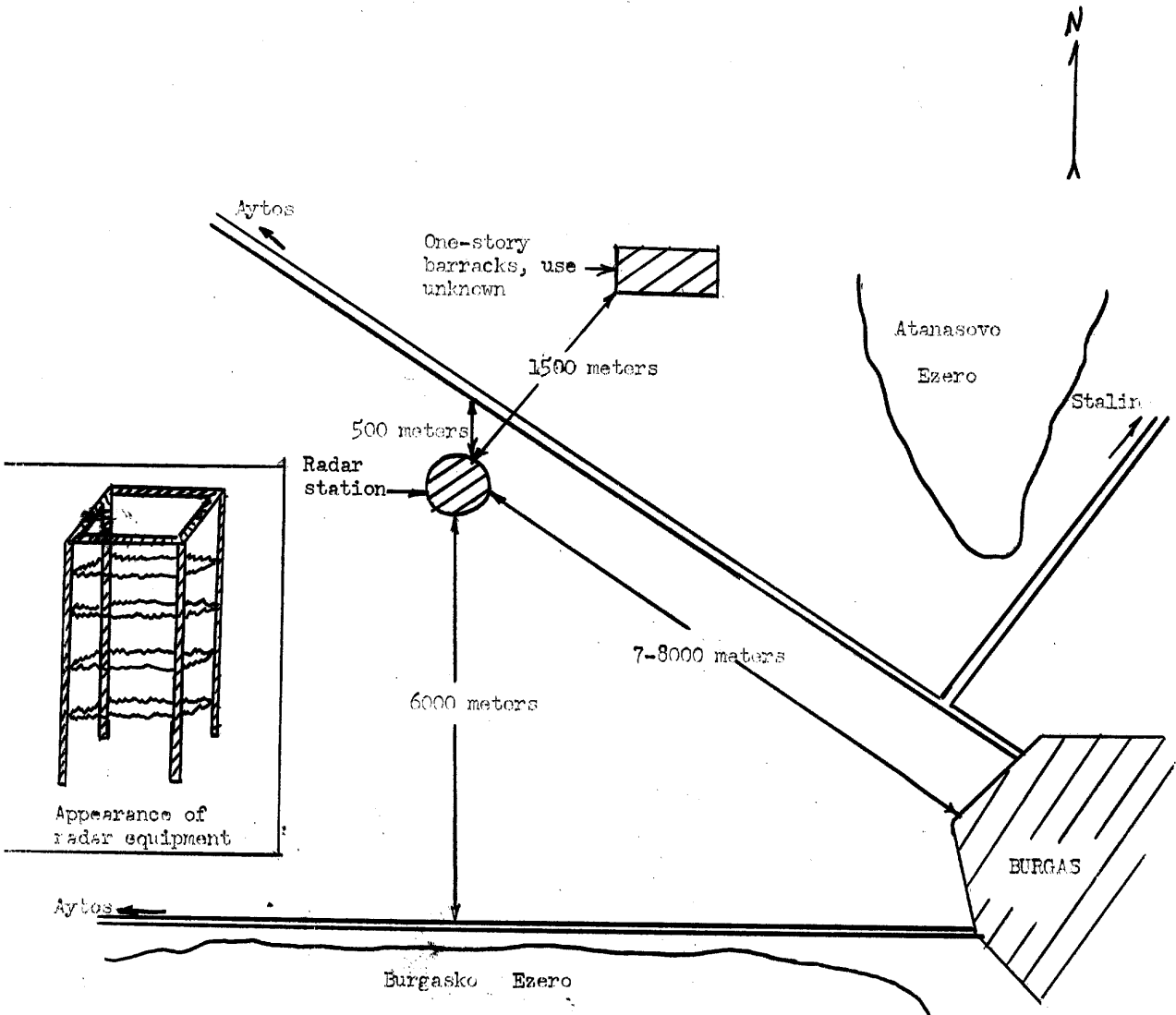
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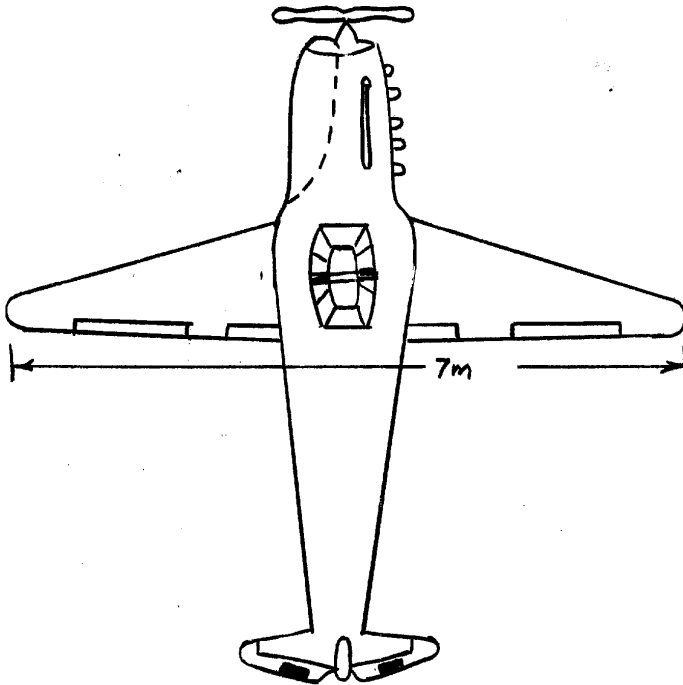
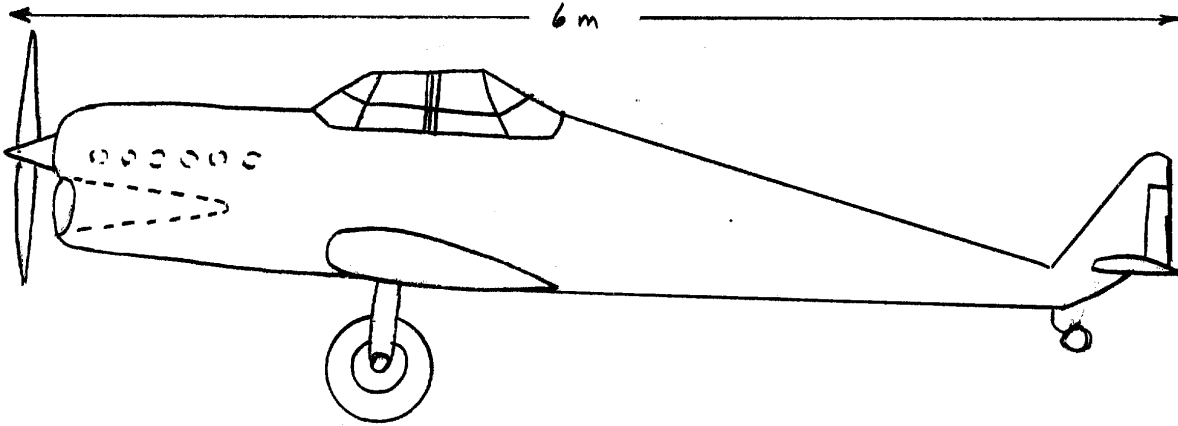
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Radar Station, Burgas



"LAZ" Type Planes





"SINIGER" Trainers

