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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

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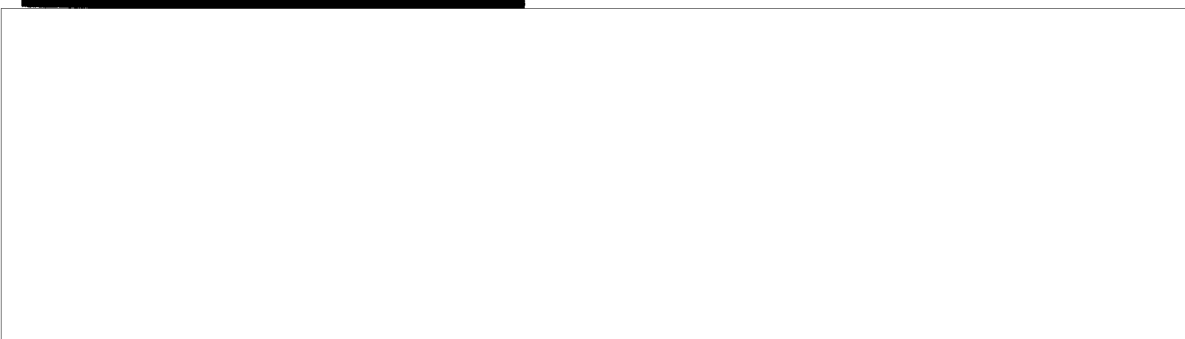
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DATE OF INFORMATION



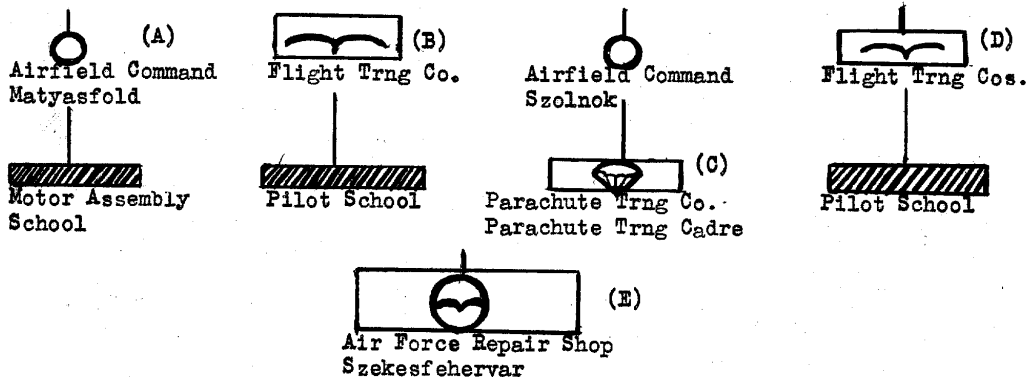
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1. The Hungarian Air Forces have no combat formations at present. They have only training units and, consequently, only training cadres exist.

2. Present Organization of Air Force:



- (a) Only the most necessary buildings are in repair. The commanding officer is Maj Marton Zold and the Adjutant is Lt Bordas. The strength of headquarters is as follows:
- 1. Commanding Officer
 - 1 Adjutant
 - 1 QM Officer
 - 1 Food Supply Officer
 - 1 clerk, a non-com

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1 non-com and 1 soldier in charge of buildings.
 1 physician
 1 Medical Corpsman
 1 non-com in charge of motor vehicles
 3 drivers
 1 truck
 2 passenger cars.

- (b) The Flight Training Company at Matyasfold was formed on 1 Feb 48. 96 recruits started service on 15 Mar 48. On 15 Apr 48 cadets of the Kossuth Academy started a six-month training course.
 Commanding Officer: Lt Col Janos Gyenes
 Deputy Commander: Maj Andor Lang
 Recruit Commander: 1st Lt Adnor Balogh
 Kossuth Acad Grp C.O.: 1st Lt Istvan Kardos

50% of the recruit group is under the supervision of the ground crew for training. The other 50% went to special courses to learn photography, meteorology and the handling of arms. This group dissolved after the recruit training, 30 of them becoming pilot trainees and the others receiving training until the end of the year. The group of 30 pilot trainees, after two weeks of theoretical training, started their practical flight training with Bucker-Jungmann aircraft. Until the end of 1948 there were eight Bucker-Jungmann planes and one Arado 96.

- (c) The commander of the Parachute Training Company is Capt Ferenc Gado. The strength of the Company is about 80 men, mainly aspirants and non-coms. The Company was formed on 1 Nov 48 and is under the Airfield Command at Szolnok. The soldiers receive six weeks' training in infantry and partisan tactics, after which comes instruction in gymnastics and parachute technique, with a final period for actual parachute training. All arms and materiel are of Soviet origin.
- (d) The Flight Training Company at Szolnok was formed on 1 Sep 48.
 Commanding Officer: Maj Istvan Gellert
 Deputy Commander : Capt Istvan Tuba
 Adjutant : 1st Lt Gyorgy Gevay
 Recruit Strength : 53 men
 Aircraft : 36 U.T. 2 (Soviet make)
 6 Bucker - Jungmann
 8 Bucker - Trostmann (a second-grade school machine)
 4 Skol school planes
 1 Aero 45, school bombing plane

Gasoline on Hand: 45,000 litres blocked supply.

- (e) Air Force Repair Shop at Szeskesfehervaris staffed as follows:
 Commanding Officer : Maj Endre Kenez
 Adjutant : Lt Ferenc Lukacs
 Chief QM : Capt Kornel Meresz
 Strength: 1 commanding officer
 1 adjutant
 1 chief QM
 1 QM officer
 3 aspirants
 1 service aspirant
 1 technical officer

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1 clerk aspirant
 3 assembly aspirants
 2 motor assembly aspirants
 4 kite assembly aspirants
 3 asst. assembly men
 2 draftsmen

All told, there are five officers, 19 aspirants, 60 soldiers, 50 civilian employees, four parachute-sewing women, 30 metal workers and three woodworking machines.

Material in Repair Shop: 110 parachutes (US origin)
 70 parachutes (Soviet origin)
 4 new Messerschmidt motors
 1 110cm searchlight

The repair shop can repair four planes daily. There are no reserve motors. Motor repair and motor changes are done in the Csonka Gephyar Machine Factory. After the repairs are done they are checked by the repair shop.

3. Plane Construction: The new model of the Erno Rubik is the P-18. This plane is used to tow gliders. It has a 130 H.P. engine /Possibly rated by Hungarian power units/ and can take a glider to a height of 3900 feet in four to five minutes. Production of this plane has started.

In the neighborhood of the Esztergom Camp, the bombed factory has been reconstructed and is the largest airplane factory in Hungary. Also in Esztergom there is a small factory, called Aero Tver, which is producing gliders. This factory was half finished in 1944 when it was bombed out. New glider construction includes the Fergeteg S.G. II, (wing span 18 metres, length 11 metres) and the Moka S.G. II for which only technical drawings have been made.

4. Air Training Done outside of the Air Force: The Hungarian National Aviation Society (O.M.R.E.) handles training camps for students who solo after four weeks' training. Their training plane is the Bucker-Jungmann. They have established an aviation-motor-assembly school and apprentice shop. The OMRE is doing preliminary and advanced training. Courses last three months. Registration through recruiting is done three times a year. After finishing the course the students go to Matyasfold or Szolnok for further military training. Training there is done in Arado 96 type planes. The center of the OMRE is at 18 Stalin Square in Budapest. OMRE training cadres are in Budaors, Esztergom, Gyor, Balatonkiliti and Algyo.

5. Airfields now in use in Hungary

Date	Location	Occupied by		Units Stationed There	Size	Runway	Remarks
		Civilian	Military				
June 1949	Szombathely	Massovlet	-----	Hangers are in ruins	1000X 1500	-----	Former civilian & military field
June 1949	Szekesfehervar Sosto-Toc	-----	Soviet	2 Bomber Sqds. (2 motor bombers)	-----	-----	150 bombers arrived 5 Aug 49
May 1949	Veszprem Jutas	-----	Soviet military	2 night pursuit squadrons	1000x 1500	-----	
June 1949	Szentkiraly- szabadja	-----	Soviet	2 bomber squadrons	-----	-----	Hard to approach, heavily guarded.
July 1949	Gyor	Massovlet	-----	1 giant hangar in two parts	2100x 2200	1000x 120	Rebuilt

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Date	Location	Occupied by		Units Stationed There	Size	Runway	Remarks
		Civilian	Military				
June 1949	Papa	Under construction. "National Airfield". under the field.		To be the Drainpipes are	----	(2) 100x 5-600m.	-----
July 1949	Tapolca	Under construction		-----	-----	-----	-----
June 1949	Pecs	Masovlet	-----	-----	-----	-----	Only for traffic purposes
Jan 1949	Budaors	Masovlet	-----	5 hangars	1000x 2200	-----	-----
Feb 1949	Ferihegy	Masovlet	-----	-----	-----	1500x 150	Under construction and enlargement
July 1949	Szolnok	-----	Hungarian	aviation training cadre. Parachute cadre.	-----	-----	-----
June 1949	Debrecen	-----	Soviet	-----	1500x 2000	-----	-----
May 1949	Miskolc	Under construction and enlargement		-----	-----	-----	-----
July 1949	Szeged	Masovlet	-----	-----	-----	-----	-----
July 1949	Matyasfold	-----	Hungarian	aviation trng. cadre	-----	-----	-----
Aug 1949	Kenyeri	-----	Soviet	7-8 pursuit companies	-----	-----	-----
Aug 1949	Alag	-----	Soviet	1 pursuit Sqdn 1 recon. company.	-----	-----	-----

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