

**INFORMATION REPORT INFORMATION**

**CENTRAL INTELLIGENCE AGENCY**

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COUNTRY	Rumania	REPORT	
SUBJECT	Rumanian Airfields	DATE DISTR.	11 April 1962
		NO. PAGES	1
		REFERENCES	RD

DATE OF INFO.		
PLACE & DATE ACQ.		50X1-HUM

THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[Redacted]

three reports containing information on the following Rumanian airfields: 50X1-HUM

- a. Military Airfield at Craiova. [Redacted] A 22-page report, including legend keyed to a sketch of the airfield, giving details of the 277th Jet Fighter Regiment, and information on other components of the 66th Jet Fighter Division. 50X1-HUM
- b. Otopeni Airfield. [Redacted] A 9-page report, containing legend keyed to a sketch of the airfield, which was the base of the interceptor aircraft responsible for the defense of Bucharest. 50X1-HUM
- c. Military Airfield at Craiova. [Redacted] A 14-page report, including legend keyed to a sketch of the airfield, giving details of the 158th Jet fighter Regiment. 50X1-HUM

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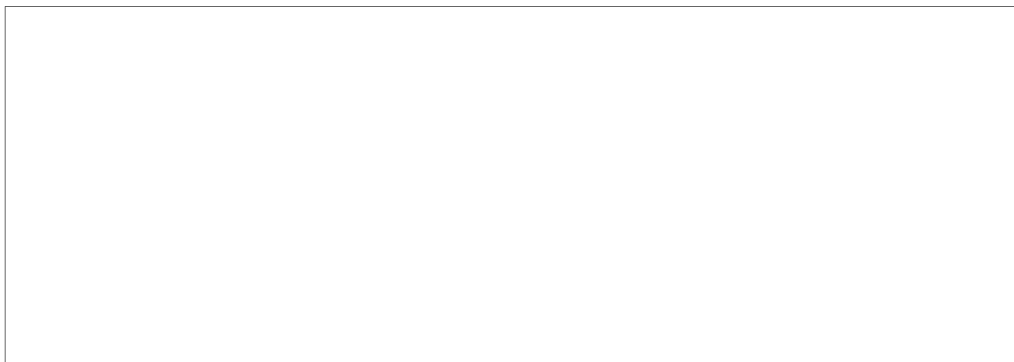
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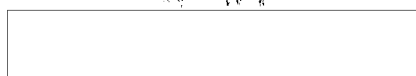
**COUNTRY:** Romania  
**SUBJECT:** The Military Airfield at Craiova



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1. The Craiova airfield, located about five kilometers east of the city, was the only airfield in the vicinity and was therefore used by both military and civil aircraft. Stationed at the airfield were the 66th Jet Fighter Division, the 158th and the 277th Fighter Regiments, the divisional workshops (Atelier Central Reparat Avioane - ACRA), and an airfield service battalion (Batalion Deservire Aerodrom) which served the 66th Division and its units but which was not subordinate to the Division. The third fighter regiment of the 66th

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-2-

Division, whose number [redacted] was the 134th, was based at Devesel airfield.

2. Subordinate to the divisional technical engineer were the technical engineers of the three regiments and the divisional workshop (designated ACRA-4). ACRA-4 was headed by an engineer who had four engineers (ordnance, electricity, radio, and flight instruments) and 15 to 20 enlisted men.
3. The 277th Fighter Regiment included a headquarters, three squadrons (Escadrile de Sbor) of 12 aircraft each, a technical squadron, and the regimental workshops (designated ACRA-1). The headquarters consisted of the regimental commander (a pilot), the political deputy to the commander (a pilot), the chief of staff, a flying officer, a gunnery officer (a pilot), a meteorology officer, a technical officer, and an CBR officer. Each squadron included a headquarters, three flights (Patrule) of four aircraft each, and a YAK-11 or Fieseler liaison aircraft. Squadron headquarters consisted of the commander, political deputy, flying officer, and engineer (the first three were pilots). Each flight was divided into two sections (Celule) of two aircraft each.
4. The squadron engineer was in charge of the squadron technical group (Grupa Tehnica de Escadrile), which consisted of a

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- headquarters and three flight technical groups. The headquarters included an ordnance officer, an electricity officer, a radio officer, an instruments and oxygen officer, and three flight engineers. The three technical groups were subordinate to the flight engineers and included an ordnance officer, an electricity officer, a radio officer, an engines and fuselage officer, and four technical officers, each assigned to an aircraft. Each of the above-named officers was assisted by an enlisted man up to a sergeant first class in rank.
5. The strength of each squadron was approximately <sup>24</sup> 14 officers and/enlisted men. Officer strength consisted of 12 pilots, 12 technical officers assigned to aircraft, 16 other technical officers, and four officers at squadron headquarters. Enlisted strength consisted of 12 assistants to the technical officers assigned to aircraft and 12 assistants to the other technical officers.
  6. The three squadron engineers, the technical squadron, and the regimental workshops were subordinate to the regimental technical engineer. The technical squadron, which had a strength of about 28 to 30, was divided into a fuselage group, a radio group, an electricity group, an ordnance group, an instruments and oxygen group, and a compressed-air group. The first five groups consisted of an officer and three to four enlisted men, while the last group had only one officer or sergeant-

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-4-

major and two enlisted men. The regimental workshops was headed by an officer who had six or seven enlisted specialists (electrician, machinists, welder, sheet-metal workers, and smith).

7. The airfield service battalion was organized into a headquarters (battalion commander and his political deputy), a CBR officer, a meteorology officer, a signals officer in charge of all signals equipment belonging to the airfield, an administrative officer, a rations officer, a quartermaster officer, a guard officer in charge of an entire guard company, and a motor transport officer. The latter had in his <sup>charge</sup> one ambulance, two fire trucks, 15 refueling trucks, about 20 aircraft tractors, about six jeeps, one oxygen-supply vehicle, two vehicles with electric generators, one battery-charger vehicle, and one signals vehicle ("ZEBRA") for flight control equipped with UKV and RSI radio sets.
8. Two additional independent units, a radar platoon and an antiaircraft artillery battalion deployed in emplacements around the airfield, were also stationed at Craiova airfield. Both units were directly subordinate to the national antiaircraft defense headquarters in Bucharest.
9. There was a field security officer (Ofiter Contra Informatie) at headquarters of the 66th Division, but there were no field security officers at the lower echelons.

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[REDACTED]

[REDACTED]

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10. All squadrons of the 277th Regiment were at full aircraft strength and were equipped with MIG-15's, MIG-15 bis, and S-102's (the Czech-made MIG-15). The first two MIG-17's arrived at Craiova airfield in the autumn of 1957 and were subsequently assembled for testing; they were the only radar-equipped aircraft at the airfield. The organizational structure of the squadrons was not connected with the type of aircraft involved [REDACTED]

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[REDACTED]

12. It was possible to determine to which squadron a particular aircraft belonged only if the aircraft was parked and covered with canvas. The aircraft of the 277th Regiment had new olive-green covers, while the 158th Regiment had old mustard-yellow

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covers. The 277th Regiment was considered for some reason to be an "outstanding" unit and had therefore received the new aircraft covers; in fact, the 277th Regiment was a newer unit with younger and more vigorous pilots and was therefore considered "outstanding", although it could be assumed that the pilots of the 158th Regiment were much more experienced.

13. There were four echelons of aircraft maintenance:

- a. That carried out by the technical group of each squadron, including routine maintenance of electric, radio, hydraulic, and compressed-air systems, periodic inspection after 25 flight hours, replacement of engines after 100 flight hours, replacement of parts in landing gears, repair of armament and radio equipment, inspection and replacement of oxygen-supply equipment and pressure valves inside the aircraft, and inspection of the pilot-ejection seat after every 12 landings.
- b. That carried out by ACRA-1, including periodic inspection after 50 flight hours, sheet-metal work on the fuselage, repair of flap connections, welding on the fuselage and its various systems, replacement of defective electric wiring, production of small engine and fuselage repairs when such were not available in storage, and repair of aircraft jacks and other maintenance tools.

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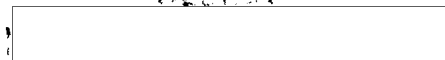
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- c. That carried out by ACRA-4, including periodic inspection after 100 flight hours, periodic painting of the aircraft (approximately once a year) and insignia, adaptation of new instruments received after the aircraft have already gone into service in units, replacement of the entire electric system, replacement of the entire fuel system, replacement of the entire oxygen system, replacement of all armament equipment, and replacement of landing gear.
  - d. That carried out at the URA Factory at Bacau, including periodic inspection after 300 to 400 flight hours, general engine overhaul after 250 flight hours, and repair of serious damage not made at a lower level of maintenance. Aircraft were usually flown to the URA Factory for periodic inspection after an Air Force technical committee had decided which planes should go on the basis of the log book, which showed flight hours, repairs, and accidents. Engines for general overhaul were crated and sent by rail to the URA Factory.
14. MIG-15's had a total fuel capacity of 1960 liters, which was barely sufficient for 70 minutes flight time under normal conditions. The main fuel tank held 1060 liters, the side tanks held 250 liters each, and the rear tank had a capacity of 400 liters, although it could take up to 410 liters.




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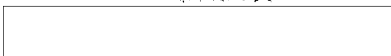
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15.  details about the Craiova airfield:

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- a. The main runway was paved with concrete and measured 2800 x 90 meters. There were two parallel taxi strips, one on each side of the runway and separate from the runway by wide strips of grass.
- b. At night, the runway was illuminated by two white spotlights mounted on trailers and placed at either end of the runway as required. The main runway was lighted by a row of low white lights, and the grass strips were marked by rows of low red lights.
- c. There was a mobile control station ("ZEBRA"), a "GONIO" detail for blind landings, and a U-20 fixed radar station around which were positioned a number of U-4 radar vehicles, which changed positions frequently.
- d. The fuel depot was located near the eastern end of the runway and consisted of two cylindrical tanks, raised above the ground, built of concrete, and protected by earth embankments. Fuel trains came into the airfield area on a special rail siding from the Pielesti station and consisted of 20 to 30 tank cars. Aircraft were fueled from 4-ton fueling trucks. Six minutes were required to refuel one aircraft from a single truck, but aircraft often had to wait for 20 minutes because of minor snags in the fueling process.

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-9-

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- e. Water and electricity were provided from Craiova, and there were standing orders to save water so as not to disrupt the operation of the oxygen supply station.
  - f. There were no shelters for vehicles, aircraft, or personnel; civil defense was based primarily on a large supply of gas masks and protective rubber garments. Drills with this equipment were held occasionally.
  - g. The five hangars measured 45 x 50 meters (20 meters high at the center) and were built of plastered brick with corrugated iron roofs.
  - h. The airfield had a telephone exchange with many direct lines and a powerful radio station for contact with Air Force headquarters in Bucharest and with other Air Force units, including aircraft aloft, in Rumania.
16. Aircraft from other Soviet Bloc countries (usually MIG-16's, MIG-17's, and IL-28's) made frequent visits to the Craiova airfield. Rumanian Air Force units which frequently sent "guests" to the Craiova airfield were the IL-28 bomber regiment at Otopeni and the YAK-23 fighter regiment at Caransebes. Aircraft of TAROM and of the agricultural and health departments also used Craiova airfield, when they were in its vicinity.

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[REDACTED]

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17. [REDACTED] the following personalities:

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a. Major Iosif ADAM was the commanding officer of the 277th Regiment. A native of Cluj, he was [REDACTED]

[REDACTED] a Party member.

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b. Major Nicolae BARBU was the commanding officer of the airfield service battalion. A Party member, [REDACTED]

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c. Captain Petrus BURLACU was the radio officer of the 66th Division. He was from Transylvania [REDACTED]

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d. Lt.-Major Ion CALDARE had been commanding officer of the workshops of the 277th Regiment up to 1957, [REDACTED]

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[Redacted]

-11-

[Redacted]

[Redacted]

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e. Major CAZACU (fnu) was an engineer of the 158th Regiment.

A Party member

[Redacted]

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f. Major Ion CRISTIAN was chief of staff of the 277th Regiment.

A native of Transylvania,

[Redacted]

He was a Party member and a pilot.

[Redacted]

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g. Captain Ladislav DORJY had been the commanding officer of the 277th Regiment up to the end of 1956,

[Redacted]

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h. Captain Nicolae DUMITRAS became commanding officer of Squadron I, 277th Regiment in early 1957,

[Redacted]

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[Redacted]

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-12-

A native of Bacau, he was a Party member

[Redacted]

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- i. Lt.-Major DUMITRESCU (fnu) was the guard officer of the airfield service battalion. A native of Oltenia,

[Redacted]

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- j. Captain EFTIMIE (fnu) was the administrative officer of the airfield service battalion

[Redacted]

He was a native

of Ploesti and was a Party member.

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- k. Lt.-Major GHEORGHIU (fnu) was the quartermaster of the airfield service battalion

[Redacted]

A native of Oltenia,

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- l. Major Traian GHEORGHIU became the technical engineer of the 277th Regiment in early 1957. He originally came

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-13-

from the USSR

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- m. Major Ion ISPAS became the engineer officer of the 66th Division in 1956.

a Party member,

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- n. Captain Matei JOARZA was the engineer officer of Flight I, Squadron I, 277th Regiment,

a Party member.

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- o. Lt.-Major Nicolae MIHALCEA became the political deputy of Squadron I, 277th Regiment in early 1957. A native of Craiova, he was a Party member,

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- p. Lt.-Major MOISE (fnu) became the gunnery officer of the 277th Regiment in 1956. A native of Bucharest

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[REDACTED]

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-14-

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q. Major Iosif MOLNAC joined the 277th Regiment as a flying officer in 1956,

[REDACTED]

A native of Cluj and a Party member,

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r. Lt.-Major Dumitru NACU was the ordnance officer of Squadron I, 277th Regiment.

[REDACTED]

a Party member,

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s. Lt.-Colonel Aurel NICULESCU became the commanding officer of the 66th Division in approximately 1956,

[REDACTED]

A native of Oltenia, he was a Party member

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[Redacted]

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[Redacted]

t. Lt. Major Corneliu NIMITANU was the CBR defense officer of the airfield service battalion.

[Redacted]

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He was a native

of Iasi and a Party member.

[Redacted]

u. Lt. Major Alexandru ORDOS was the engineer of Flight III, Squadron I, 277th Regiment. He was

[Redacted]

a Party mem-

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ber. From the Cluj area,

[Redacted]

v. Captain Dumitru PAIN was the signals officer of the airfield service battalion.

[Redacted]

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[Redacted]

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[Redacted]

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w. Captain POPESCU (fnu) was the commanding officer of Squadron II, 277th Regiment and was an outstanding pilot.

He was from Transylvania, was a Party member,

[Redacted]

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x. Major Nicolae PUIA became commanding officer of the 134th Regiment at Devesel in 1956,

[Redacted]

A native of Brasov

and a Party member,

[Redacted]

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y. Lt. RADU (fnu) was the political deputy of Squadron II, 277th Regiment. A native of the Crsiova area, he was a Party member,

[Redacted]

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z. Lt.-Major Ion SAVU was a flying officer in Squadron I, 277th Regiment.

[Redacted]

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[Redacted]

[Redacted]

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[Redacted] a Party member. A native of Ploesti,  
[Redacted]

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aa. Lt.-Major Nicolae SERBAN was the instruments, oxygen,  
and electricity officer of Squadron I, 277th Regiment.

[Redacted]  
[Redacted] A native of Oltenia and a Party mem-  
ber,  
[Redacted]

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bb. Captain Traian SECUI was the field security officer of  
the 66th Division. [Redacted] a Party member,

[Redacted]  
[Redacted] He was a native of Bucharest or its vicinity.  
[Redacted]

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cc. Lt.-Major Ion SIVU was the engineer officer of Flight I,  
Squadron I, 277th Regiment. [Redacted]

[Redacted]

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[REDACTED]

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-18-

[REDACTED]

He was from the Craiova area,

[REDACTED]

[REDACTED]

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dd. Lt.-Major Ion STAN became the political deputy of the

277th Regiment in 1956,

[REDACTED]

[REDACTED]

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ee. Lt.-Major Cornel STEFANESCU was a flying officer in

Squadron III, 277th Regiment. He was a native of

Bucharest

[REDACTED]

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ff. Lt. Ion STOLIAN was the radio officer in Squadron I, 277th

Regiment. A native of Craiova and a Party member,

[REDACTED]

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[Redacted]

50X1-HUM

gg. Lt.-Colonel Nicolae TATARU was chief of staff of the 66th Division

[Redacted]

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hh. Lt.-Colonel Ion TAU was the deputy commander of the flight school at Tecuci,

[Redacted] A native of Oltenia,

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ii. Lt.-Major Ion TRIFAN was the engineer officer of Flight II, Squadron I, 277th Regiment. A native of Craiova and a Party member,

[Redacted]

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jj. Major Ion VALEANU was the commanding officer of the 158th Regiment

[Redacted] A native of Bucharest and a Party member

[Redacted]

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[REDACTED]

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kk. Major Cornel VINTILA was the commanding officer of the divisional workshop (ACRA-4).

[REDACTED]

a Party member,

[REDACTED]

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ll. Colonel Nicolae VOICU was the political deputy of the 66th Division,

He was a native of Transylvania

[REDACTED]

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18. The following is a legend to the attached layout sketch of the Craiova airfield:

1. To Craiova
2. To Bucharest
3. Rail siding to the Pielesti station
4. Quarters for base officers
5. Guard room
6. Enlisted mess
7. Clinic and dispensary
8. Officers mess
9. Commanding officer of the 66th Division
10. Officers club

[REDACTED]

-21-

[REDACTED]

11. Airfield meteorological instruments
12. Parking lot for base vehicles
13. Quartermaster stores
14. Offices of the airfield service battalion
15. Headquarters, 277th Regiment
16. Headquarters, 158th Regiment
17. Oxygen factory
18. Quarters for "ready formations"
19. Parking aprons for "ready formations"
20. Taxi strip
21. Main runway
22. Guard room
23. Site from which aircraft guns were test-fired at a wall
24. "Gonio" station for controlling aircraft in blind landings
25. Radar stations
26. Aircraft ammunition depot
27. POL depot
28. Divisional aircraft workshops (ACRA-4)
29. Parking apron, 158th Regiment
30. Parking apron, 277th Regiment
31. Hangars, 158th Regiment
32. Hangars, 277th Regiment
33. Parachuting-packing building

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-22-



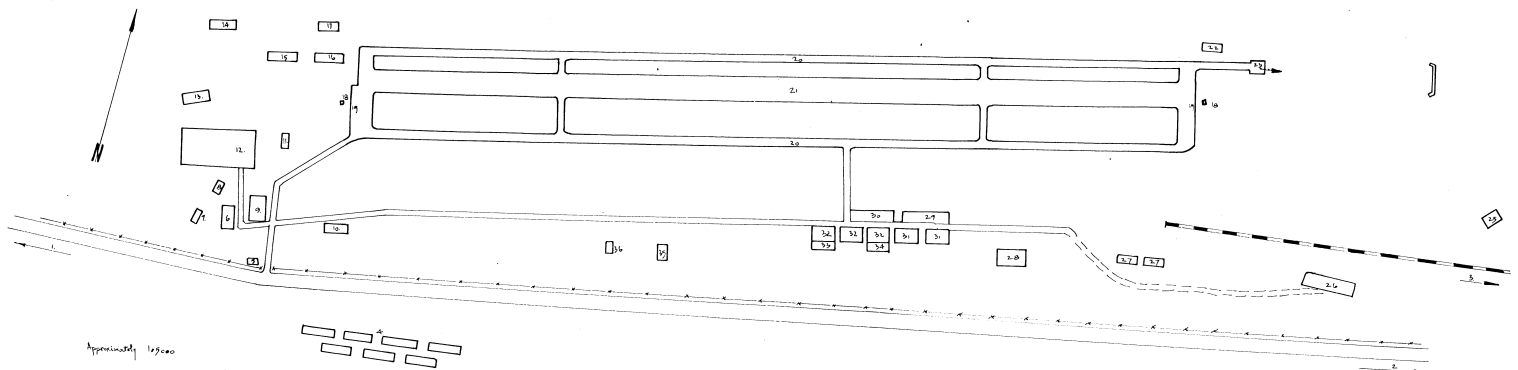
34. Pilot-briefing room
35. Building for testing pilot-ejection seats
36. Signals company

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**COUNTRY:** Rumania  
**SUBJECT:** The Otopeni Airfield

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1. The Otopeni airfield, which was located about two kilometers north of the village of Otopeni, was the base of the interceptor aircraft responsible for the defense of Bucharest.

[REDACTED] An air force division and an understrength regiment were stationed at the field. [REDACTED] the field at M. Kogilniceanu was subordinate to the division at Otopeni airfield, because it was the only base which maintained close contact with the division and because there were mutual visits of pilots and technicians between the two airfields.

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2. In late 1958, the following units were stationed at the Otopeni airfield:
  - a. Headquarters squadron (Escadrila Comanda), with one MIG-19 (for the commanding officer of the air division) and three MIG-17's
  - b. Squadron I, with two MIG-17's and six MIG-15's
  - c. Squadron II, with eight MIG-15's
  - d. Squadron III, with nine MIG-15's
  - e. Squadron IV, with eight MIG-15's
  - f. Squadron V, with one MIG-19 and eight MIG-15's
  - g. Squadron VI, with eight MIG-15's
  - h. Squadron VII, with eight MIG-15's
  - i. Squadron VIII, with nine MIG-15's
  - j. An airfield service battalion
  - k. A battalion of Securitate troops responsible for the security of the base in general and of the numerous visiting aircraft from other Soviet Bloc countries in particular. It was stationed at the eastern end of the runway, apart from the other units.
  - l. An antiaircraft artillery unit stationed in a forest to the east of the runways. It had about six guns [redacted] and about 15 machine guns, [redacted] all deployed along the edge of the forest.

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3. Each squadron was divided into two to three flights (always understrength), and each flight was divided into two sections. The personnel of each squadron consisted of the flying officers, a political deputy, an administrative officer, ground crews (one officer-mechanic and one enlisted-mechanic per aircraft), and the technical crew. The technical crew consisted of two officers (one for engines and one for electronic equipment) and a number of enlisted specialists in electronic equipment, armaments, maintenance, engines, etc. The technical and ground crews performed all routine repairs and tests of the aircraft after 200 operating hours, including the electronic equipment. Each aircraft was equipped with an RSI-6-M Soviet receiver, an RPK Soviet transmitter, an RB-2 Soviet altimeter, and a blind-landing device called "goniometer".

the aircraft were not equipped with radar sets.

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4. details about the Otopeni airfield:
- a. The two parallel concrete runways measured 3000 x 80 meters and were separated by a strip of grass 50 meters wide.
  - b. The control tower was located at the western end of the runways and had a radio station for communicating with aircraft and other bases.
  - c. A POL dump of six underground containers was located in

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-4-

- a fenced area at the eastern end of the runways. The dump was served by a rail spur, and the eight refueling trucks were usually kept parked in the fenced area.
- d. Four identical hangars, 40 x 50 meters and about 30 meters high in the center, were built of plastered red brick with corrugated iron roofs and had an additional narrow room on each side for workshops. The aircraft were never left out in the open, although the alert flight was parked in front of the hangars in especially fine weather; otherwise, it was parked just inside the westernmost hangar, whose doors were always left open.
- e. The three-story barracks for enlisted men also housed the personnel of the alert flight. The latter slept in a special room on the ground floor in order to be as near as possible to their aircraft.
- f. The airfield lights consisted of four fixed projectors throwing a white light on the runways during a landing, a row of alternating green and red lights at the western end of the runways, and a row of low white lights spaced along the sides of both runways. All airfield lights were operated from a special switchboard in the westernmost hangar.

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-5-

- g. There were no air defense shelters for either aircraft or personnel at the airfield.
- h. There were only hand-towed fire carts at the airfield. There was one ambulance, but no sick room; emergency cases were rushed to the military hospital in Bucharest, near the Gara de Nord.
- i. The airfield did not have a local source of power or water; both electricity and water were supplied by underground pipes from Bucharest.
- j. The side of the airfield facing the main road was fenced with barbed wire; the other sides were not fenced, but they were guarded by armed guards. Although strictly forbidden, the local peasants grazed their flocks up to the runways. (On one occasion, a shepherd was shot dead by a guard who had ordered the shepherd to stop because the headquarters squadron was landing.) It was possible to penetrate the airfield without difficulty, but the aircraft and installations were well protected by additional guards.
- k. There were no officer quarters at the airfield, and all officers lived in Bucharest. Only the alert flight, the duty officer, and the minimum number of enlisted men remained at the airfield at night.

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-6-

1. The airfield had no storage facility for aircraft ammunition, which had to be brought as required from the central store in Baneasa forest. The small arms ammunition was kept in the guard room in the easternmost hangar.
5. Although there was little flying in bad weather, mishaps were frequent. There were six fatal accidents from 1957 to late 1958, of which [redacted] the following details:
  - a. In 1958, a MIG-15 flying at a height of about 4000 meters had an engine stoppage. The aircraft crashed onto the runway, and the pilot was killed.
  - b. In 1957, a bomb attached to the wing of a MIG-15 was released just as the wheels of the aircraft touched down on the runway. The resultant explosion killed the pilot and completely destroyed the aircraft.
6. In addition to such accidents, there were numerous instances of collisions when the aircraft were being maneuvered into position on the ground. All aircraft involved in collisions were sent by rail to the URA Factory in Bacau, which was the only factory in Rumania capable of making complicated repairs.
7. In the fall of 1958, the alert flight was ordered to intercept a single-engine jet aircraft and succeeded in forcing the aircraft to land at the Otopeni airfield. The MIG pilots stopped their engines as soon as they had touched down, but the foreign

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-7-

pilot kept his engine on, took off again, and escaped. The pilots of the alert flight were subsequently put on trial and sentenced to long terms in prison.

8. [redacted] the following personalities in the air division stationed at the Otopeni airfield:

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- a. Major-General Mihai BURCA was the commanding officer of the air force division and acted as the commanding officer of the Otopeni airfield. He was the air force representative at the joint headquarters for "air space defense".

[redacted]

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- b. Captain Ioan FLORESCU was the administrative officer of the airfield. He was not a pilot.

[redacted]

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- c. Captain IONESCU (fnu) was the field security officer at the airfield.

[redacted]

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- d. Lt. Mihael MARGINEANU was the technical officer for maintenance of electronic equipment in Squadron II.

[redacted]

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- e. Colonel Constantin RADUT was the commanding officer of Squadron III.

[redacted]

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[redacted]

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[Redacted]

[Redacted]

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f. Major Ion SECARA was the commanding officer of Squadron

II. [Redacted]

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g. Major-General Constantin SIBDER was the political deputy to General BURCA. He was not a pilot.

[Redacted]

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h. Major Constantin TURBURE was the commanding officer of Squadron I.

[Redacted]

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9. Attached is a sketch and legend of the Otopeni airfield.

[Redacted]

[Redacted]

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**-9-**

Legend to Sketch of Otopeni Airfield

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1. To Bucharest
2. To Floesti
3. To the Gara de Nord
4. To Constanta
5. Bus station
6. Base headquarters (ground floor only)
7. Two gates to base
8. Enlisted barracks (3-story building about 80 x 20 meters)
9. Main hangar, housing the headquarters squadron and the alert flight
10. Hangars
11. Hangar, including guard room and storage of small arms ammunition
12. Parking apron
13. Two pairs of fixed projectors (white lights)
14. Control tower
15. Two runways, with rows of white lights along the sides
16. Radar trucks
17. POL dump
18. Building housing the battalion of Securitate troops
19. Rail spur to the POL dump
20. Forest in which the antiaircraft artillery unit was deployed.

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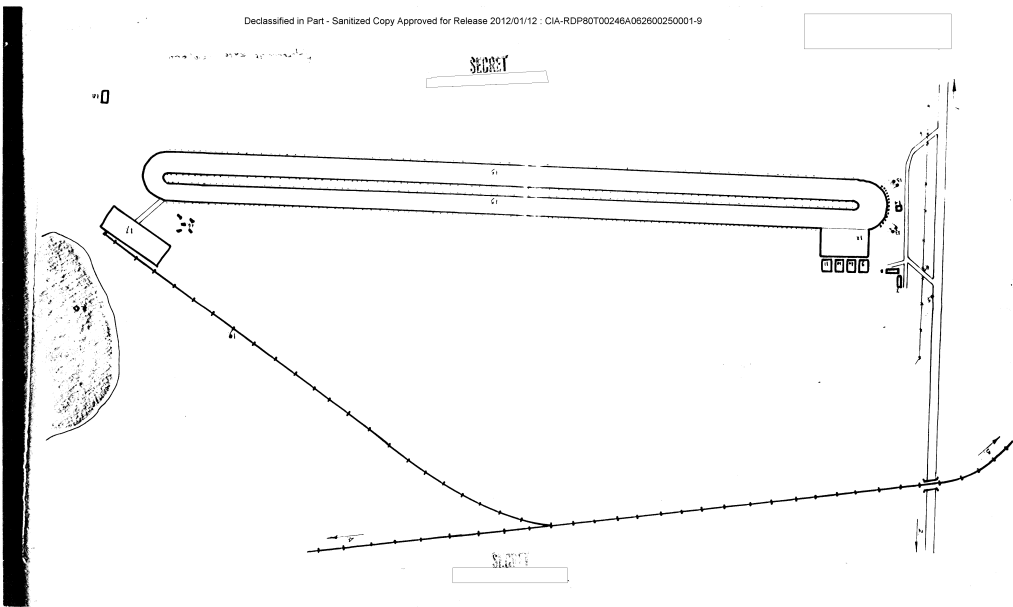
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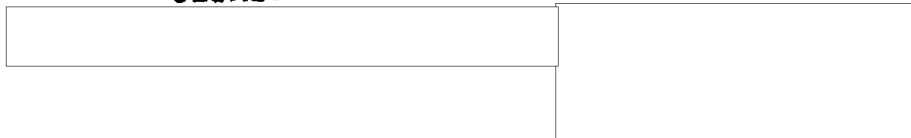


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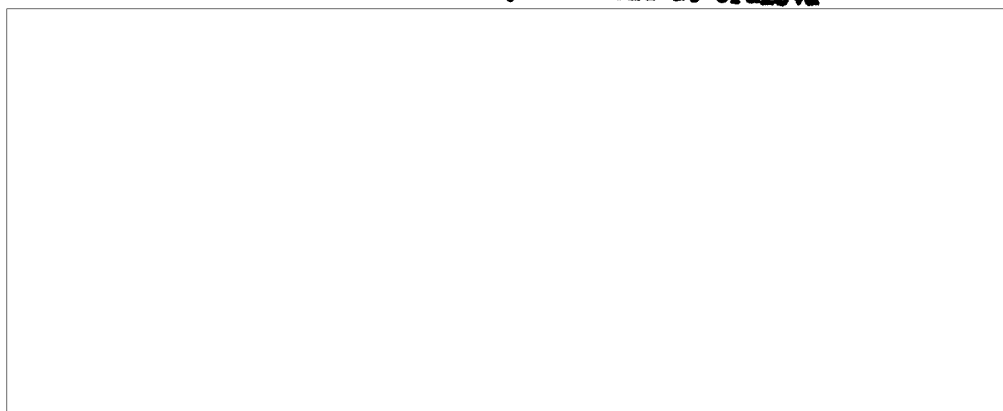
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**COUNTRY:** Romania

**SUBJECT:** The Military Airfield at Craiova



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1. The Craiova airfield, located about five kilometers east of the city, was used by both the Romanian Air Force and by civil aviation (TAROM and aircraft of the health and agricultural departments). It was a military installation at which were stationed the 32nd Jet Fighter Division (Divizia 32 Reactiva) and an airfield service battalion. The 158th Regiment, FFW 0329, the 277th Regiment, and the divisional workshops were all at the Craiova airfield, while the third regiment  was stationed at

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[REDACTED]

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the Devesel airfield.

2. Additional units attached to the 32nd Division included an antiaircraft artillery battalion, which was emplaced in firing positions around the airfield; a signals company, which maintained communications with other Air Force units and with aircraft aloft; an antiaircraft warning (OILA) platoon, which was almost completely independent; and an airfield service battalion [REDACTED] the number was 601), which was attached to the division only while the division was stationed at Craiova airfield. The airfield service battalion had a service company, a guard company, and a motor transport company (ambulances, fueling trucks, fire trucks, trucks, and jeeps).

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3. The organization of the 158th Regiment (which [REDACTED] was identical to that of the other regiments) consisted of a headquarters, a service platoon (two parachute packers, a small photographic laboratory, a field security detail, and a few clerks), three operational squadrons, and a technical squadron. Each squadron consisted of a headquarters and three flights (Patrole), and each flight consisted of two sections (Celure) of two aircraft each. Squadron personnel was divided into flight crews, who were directly subordinate through their flight commanders to the squadron commander, and

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ground crews, who were subordinate to the squadron engineer.

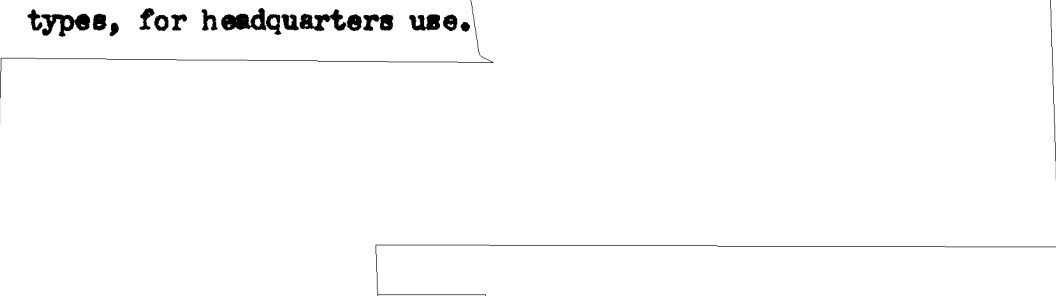
4. Ground crew personnel included the squadron engineer and his four assistants (fuselage and engines, ordnance, radio, and electricity officers), three flight engineers, each of whom had five assistants (fuselage and engines, ordnance, radio, electricity, and instruments and oxygen officers), and two technical officers, each assigned to one of the squadron aircraft. Each officer listed above had one enlisted man as an assistant.
5. The technical squadron was organized as follows:
  - a. The regimental workshops, designated ACRA-2 (to distinguish it from the divisional workshops, which were designated ACRA-4), had one officer, two sergeant-majors, and nine to 11 enlisted men.
  - b. An ordnance detail of one officer and five enlisted men.
  - c. A radio detail of four officers and four enlisted men.
  - d. An electricity detail of one officer, one sergeant-major, and four enlisted men.
  - e. An engine detail of one officer, two sergeant-majors, and four enlisted men.
  - f. An instruments and oxygen detail of one officer and seven enlisted men.

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-4-

6. There were four echelons of maintenance carried out on jet aircraft:
  - a. Maintenance at the flight level, consisting of the most minor repairs and routine maintenance.
  - b. Maintenance at the regimental workshops, primarily routine maintenance rather than repairs proper.
  - c. Maintenance at the divisional workshops, including sheet-metal work, structural modifications, repair of accident damage, and periodic painting.
  - d. Maintenance at the URA Aircraft Factory in Bacau, including all frame operations which involved overall rebalancing of the aircraft after periodic replacement.
7. All aircraft of the 32nd Division were MIG-15's and MIG-15 bis. A number of MIG-17's were received in the summer of 1957, but they had not been flown as of October 1957. There were also a number of small liaison aircraft, mostly Fieseler-types, for headquarters use.

8.  details about the Craiova airfield:
  - a. The single runway was of concrete and measured about

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[REDACTED]  
-5-  
[REDACTED]

1800 x 60 meters. There was a parallel taxi strip with parking areas for aircraft.

- b. Runway illumination was by white lights on the ground along both sides of the runway, spaced 15 to 20 meters apart. There were also four white searchlights which worked in pairs, according to the direction of the landing.
- c. There was equipment for blind landings: homer broadcast stations [REDACTED] were located along both sides of the runway at a distance of about five kilometers on each side.
- d. There were no shelters for aircraft, personnel, or motor transport. The only underground installations were the POL dump and an ammunition store.
- e. The POL dump was in a fenced area at the southeast end of the runway. A special rail siding entered the area, and the trains consisted of 20 to 30 tank cars on each occasion of observation. The fuel was tested at a special laboratory before it was transferred to the tanks. There was a total of about ten tanks covered by clearly-visible piles of earth. A pumping station had been constructed at the end of the taxi strip, and four 1.5 inch pipes provided for direct fueling of aircraft.

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[REDACTED]  
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Fueling was also accomplished by fuel trucks, of which each regiment had five or six.

- f. All hangars were built of plastered brick, and roofs were of wood with corrugated iron. Small buildings on each side of the hangars housed workshops.
- g. A telephone switchboard at the airfield was connected with the entire area and had direct lines to Bucharest. There were also radio communications.
- h. Electric power was supplied from Craiova. There was also a small power station, for emergency use, at the airfield itself. The two diesel engines of the emergency power station were produced at the 23 August Factory [redacted]
- i. Water was supplied from Craiova, but in insufficient quantities. Two wells had been recently drilled on the base, had been supplied with underground pumps, and had in effect solved the water problems at the airfield.
- j. The entire airfield was fenced with barbed wire the height of a man; the posts were of wood, and the strands of wire were rather far apart. The fence was not lighted and could easily be crossed; in fact, the soldiers based at the airfield preferred to go in and out through the fence instead of through the gate. The fence was guarded

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-7-

effectively only on the evenings of national holidays.

The guarding was accomplished by the use of sentries who had been posted near each installation and each aircraft parked in the open and by small patrols which made several complete trips around the fence perimeter a night, moving between the fence and the sentries.

- k. There had been no cases of thieves breaking into the base area, but the soldiers themselves often removed kerosene, which they traded with nearby farmers for wine. More serious thefts from the spare parts storage were sometimes carried out by officers. On one occasion, a group of officers stole a large quantity of plexiglass and sold it on the civilian market; the officers were subsequently caught and sentenced.
- l. The airfield area was devoid of trees, with the exception of a short row between the runway and the divisional headquarters, which formed the principal flying obstacle because of its height and because of the antennas on its roof. Red warning lights were mounted on the roofs of buildings which exceeded 10 meters in height. (At airfields where night flying was common, the usual practice was to put yellow hurricane-type lamps near all types of obstacles, so as to facilitate handling the aircraft on the ground.)

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-8-

m. There were low clouds over the airfield nearly every day in the winter, and the field was often fog-bound in the morning and evening. The other seasons of the year were very clear, and there were almost do days unsuitable for flying. There were usually no flights on Sundays and holidays, except for alert scrambles.

9. [redacted] the following accidents, most of which had occurred at the Craiova airfield:

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- a. In 1956, the aircraft of the 32nd Division participated in a large, interarm maneuver held near Cinco. The pilots flew recklessly low and returned to base with hundreds of meters of telephone wire caught on the aircraft wings.
- b. In 1956, a squadron was flying in formation and ran into a flock of crows. The force of the collision damaged all the cockpits, and the entire squadron had to go in for repairs.
- c. In the winter of 1956, a pilot, Lt.-Major MARGARIT, used to fly very low over a school in a village near the airfield where his fiancée was a teacher. On one of the "fly-bys", he hit a willow tree and was killed.
- d. In 1957, a ready formation was scrambled to identify a bogey. One of the pilots, Lt. NEMES, left his wing-man and headed toward a light which he took to be an aircraft. What he saw was actually a house on top of a hill, and the pilot crashed and was killed.

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-9-

- e. In 1956, the flying officer of a squadron based at the Devesel airfield took off with a Soviet pilot, who served as an adviser to the division, in a MIG-15. The aircraft crashed on its nose during take-off, and both pilots were killed.
10. In addition to the regular use of the Craiova airfield by TAROM aircraft, military aircraft from neighboring countries also paid visits to the Craiova airfield, consisting of MIG-15's, MIG-15 bis, and YAK-23's. Any MIG-17's arriving at the field would only have been Soviet aircraft. When the agricultural and health department aircraft made their infrequent visits to the airfield, they would use the grass area for runway. Liaison aircraft of the Ministry of the Interior also made occasional use of the airfield because there were no other installations in the vicinity.
11. [redacted] the following officers at the Craiova airfield:

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- a. Lt.-Colonel BALAUR (fnu), a flying officer in the 32nd Jet Fighter Division, [redacted]

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- b. Major Vasile CURDUMAN was the commanding officer of the technical squadron of the 158th Regiment. [redacted]

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-10-

c. Major MIHAIȚA (fnu), former commander of the second squadron of the 158th Regiment, became the regimental commander in 1960.

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d. Major Anton MORANDIN was chief of staff of the 158th Regiment until 1960, when he was demobilized.

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e. Lt.-Colonel NICULESCU (fnu) was the commanding officer of the 32nd Division, a Post he had held since 1956.

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f. Major OPRISAN (fnu) was the commanding officer of the service battalion at the Craiova airfield.

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g. Major Ludovic PINTER was the commanding officer of the 158th Regiment from 1957 to 1960, when he was demobilized. Of German origin,

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h. Major Ion PUȚA was the commanding officer of the 277th Regiment until 1957, when he was transferred from the Craiova airfield.

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-11-

- [REDACTED]
- i. Colonel TAU (fnu) was the commanding officer of the 32nd Division until 1956, when he was transferred to Air Force headquarters in Bucharest and was promoted. [REDACTED]

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- j. Major Ion VALEAN was the commanding officer of the 158th Regiment until 1957, when he was transferred to the Military Academy in Bucharest. [REDACTED]

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13. The following is the legend to the attached layout sketch of the Craiova airfield:

1. To Craiova
2. To Bucharest
3. To Pielesti railroad station
4. Blind-landing station about five kilometers from this end of runway
5. Quarters for married officers (2-story buildings)
6. Guard room
7. Dispensary and 30-bed clinic (2-story building)
8. Base meteorological station
9. Enlisted mess

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-12-

10. Offices of 277th Regiment on ground and first floors;  
offices of 158th Regiment on second floor.
11. Offices of the airfield service battalion
12. Divisional headquarters (2-story building) with antiaircraft  
observation (OILA) post on roof
13. Fenced area containing the instruments of the meteorological  
station
14. Officers mess
15. Parachute-packing room
16. Pilot briefing room
17. Enlisted quarters
18. Wide grass runway for parked TAROM aircraft and for take-off  
of small piston aircraft
19. Exit for TAROM aircraft to their parking area
20. Oxygen factory (building and two special-purpose vehicles)
21. Two underground pumping stations for drinking water
22. Parking lot for motor transport
23. Quartermaster stores
24. Enlisted barracks, principally for the service battalion
25. New control tower under construction (ground floor of  
brick, top floor of glass)
26. White spotlights for illuminating runway
27. Shack used by ready crews

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-13-

28. Ready aircraft (Celula de Alarma)
29. Locations where control vehicle ("ZEBRA") was parked
30. Parking apron used by the 277th Regiment
31. Parking apron used by the 158th Regiment
32. Path (impassable to vehicles) between installations
33. Entry for TAROM passenger vehicles
34. Signals company and antenna
35. Guard post
36. Two rooms attached to hangar, one for signals company with workshop and one for training room
37. Hangars of the 277th Regiment (45 x 50 meters, small rooms housing workshops on either side)
38. Hangars of the 158th Regiment (similar to above, but method of aircraft construction was displayed in one of them)
39. Airfield telephone switchboard
40. Parking site for the aircraft of the "commander's flight"
41. Divisional workshop for aircraft repair (ACRA-4)
42. Air compressor station
43. Quarters for personnel of 158th Regiment
44. Quarters for personnel of signals company
45. Airfield power station (nearby small reservoir used to cool diesel-powered generators)
46. Very small building adjacent to the antennas of the OILA detail

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-14-

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47. Special rail siding for fuel
48. Laboratory for testing fuel
49. Fuel tank area (metal tanks covered with earth)
50. Fuel pumping station, from which four 1.5 inch pipes led to the runway for fueling of aircraft
51. Revolving searchlight (half white and half blue), principally for TAROM aircraft
52. Main runway, measuring approximately 1800 x 60 meters
53. Parking site for radar vehicle
54. Ammunition store (fenced area containing a number of underground structures)
55. Point from which aircraft guns were test-fired at a wall marked by an arrow
56. Antiaircraft artillery positions for defense of the airfield

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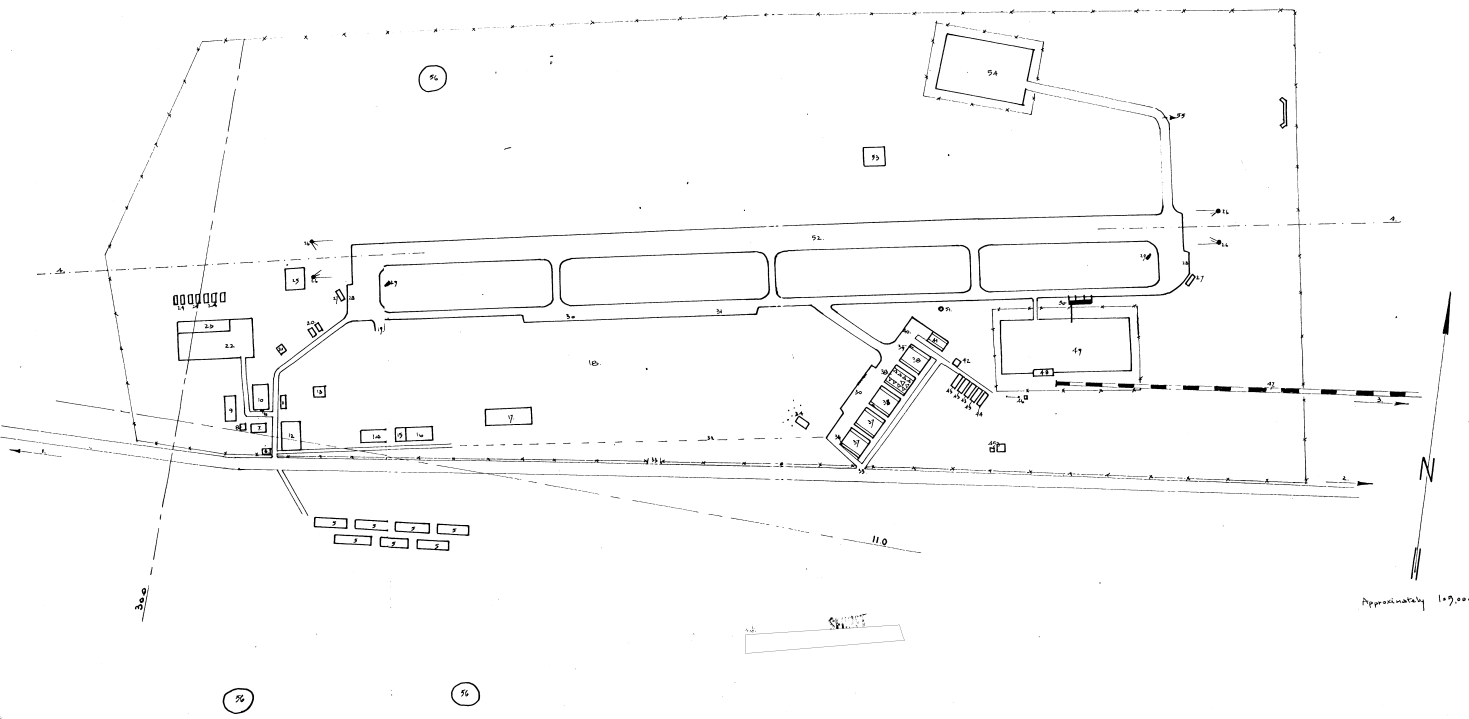


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