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REPORT

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COUNTRY Rumania

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DATE DISTR. 3 May 1954

SUBJECT Miscellaneous Information on Aviation
50X1

NO. OF PAGES 3

DATE OF INFORMATION

REFERENCES:

PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

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50X1 1. [redacted] following persons engaged in aeronautical research in Rumania: Professor Elie CARAFOLI, the world-famous specialist in aerodynamics [redacted] STROIESCU, a very talented aeronautical technician who directed the aerodynamics laboratories at both the University of Bucharest and the Polytechnic Institute; Professor Ion TIPEI, who did research in the mechanics of airplanes with Professor CARAFOLI; Professor Alexandru STRATILESCU, who did research in airplane motors at the Polytechnic Institute; SAVULESCU and PANTAZOPOL, two brilliant students in aerodynamics who were working for their doctorates under Professor CARAFOLI at the Polytechnic Institute; and PATRAULEA, an aerodynamics engineer and former pilot.

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2. [redacted] there were no Russians employed in Rumanian aviation production and [redacted] there was no Russian influence on research activities in the field of aeronautics in Rumania. After the reputed recognition of Professor CARAFOLI by the Russians in 1947 [redacted] he was appointed to organize Rumanian research in this field. The Russians seemed to think that because of CARAFOLI the Rumanians did not need Russian experts to direct them.
3. In 1952 [redacted] a supersonic wind tunnel for research purposes was planned for use by the Rumanian Academy of Sciences in collaboration with the army. This tunnel was to be built at Rosu, in the outskirts of Bucharest [redacted]. It is possible that actual work on the construction started in 1953. This project was under the control of a committee set up in 1952 by the Academy's Institute of Applied Mechanics, which was located on Strada Mihail Eminescu (formerly Strada Romana). Both the committee and the Institute were headed by Professor CARAFOLI.
4. The field of aviation did not offer many opportunities in aircraft construction engineering to graduates of the Polytechnic Institute other than the Rumanian air force tried to induct most of the graduates trained in aviation. One alternative to military service was employment with TARS, the civilian airline, but Professor STANGACIU [redacted] a former employee of TARS, advised [redacted] against this, stating that TARS was a very unpleasant concern to work for, full of personnel intrigues and conflicts. There were only two openings for aircraft engineers at TARS: one spot was always filled by a Soviet engineer, the other one by a Rumanian. The Director of TARS was a Soviet national and the Assistant Director was a Rumanian national whose name was VADUVA. Professor CARAFOLI had several openings in his Institute of Applied Mechanics, but only for lab technicians who were paid 500 lei per month. Even though research in the aeronautical field was done there, the small salary precluded interest in these jobs on the part of graduate engineers. To illustrate this point, the six other students who were [redacted] in aircraft construction at the Polytechnic Institute were employed as follows [redacted]:
- Virgil CONSTANTINESCU: air force senior lieutenant and instructor of fluid mechanics and hydraulics at the Academia Tehnica Militara in Bucharest (founded in 1951).
 - Mihai NITA: air force senior lieutenant and assistant instructor in the armaments course in the Academia Tehnica Militara in Bucharest.
 - Constantin MIHALACHE: as of March 1953, air force senior lieutenant and instructor of aerodynamics at the Rumanian Air Force Pilots' School at Tecuci airfield [redacted].
 - Ilie TERPU: air force senior lieutenant stationed at Bucharest-Pipera Airfield N 44-29, E 26-07 and serving in the maintenance engineering section.
 - Alexandru VOICU: employed as drafting engineer with IPROMET, working in Section P-3 (FURNALE), smelting furnaces.
 - Gheorghe RAMBET: prior to graduation was assigned to the Ministry of Construction and Materials of Construction.
5. The only reference to aircraft production in Rumania [redacted] at the Polytechnic Institute was made by Professor Mihai POPESCU [redacted] in 1952 in a course called Technology of Aircraft Production (Tehnologia Fabricatii de Avioane), which dealt in a

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general and theoretical way with aircraft production, maintenance, and repair. This course was being offered for the first time and no practical examples from existing native or foreign production were used, perhaps because examples had not as yet been collected. In fact, none of the Institute's professors had ever succeeded in seeing or studying Soviet-built aircraft. On one occasion a professor asked for permission to take his class to Otopeni Airfield N 44-34, E 26-05 to see jet aircraft. Permission was not granted. None of the professors was in a position to comment on Soviet equipment, production methods, and design. In other courses at the Institute examples of Soviet machinery and production were used, but not in the aviation field.

6. The only airplane produced in Rumania since World War II was a copy of the Czech ZLIN-381. The Rumanian version of this plane was the IAR-813 (profile NACA 23012), designed by Eng. MANICATIDE for sport and training purposes. It differed from the ZLIN only in that it had a metal skin. The plane had a wooden and metal frame, a length of five meters, a span of seven meters, and a 100 h.p. engine. It had two seats and a speed of 170 km. per hour. 50X1
 The IAR-813 was produced as late as 1953 in a converted army arsenal building in Brasov. 50X1

7. The former IAR (Industria Aeronautica Romana) factory in Brasov, which produced airplane engines before World War II, has been producing only tractors, agricultural machinery, machine tools, and possibly tanks, since the war, under the management of Sovrom Tractor. As in all Sovrom factories, the general director was a Russian who had the authority to disagree with or to reject even a minister's suggestions. 50X1
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8. The ZLIN itself was imported from Czechoslovakia in small sport types designated 381, 22, and 26. The ZLIN had a speed of 150 to 170 km. per hour and a 100 h.p. Walter Minor motor. Another plane, the AERO 45, was also imported from Czechoslovakia. This plane had two 100 h.p. engines, a speed of about 240 km. per hour, and four seats. 50X1
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9. Military planes were imported from the Soviet Union. All planes used for civilian transport were old models.

10. No airplane engines have been manufactured in Rumania since World War II. 50X1
 an airplane and automobile engine factory was under construction in Piatra Neamt N 46-55, E 26-20. 50X1

11. 50X1
 a factory was producing airplane frames in Ardeal, somewhere in the region of Brasov.

12. 50X1
 a subterranean factory for jet aircraft had been under construction in Bacau N 46-34, E 26-54 since 1951. It was assumed that jet aircraft production in Rumania would be under strict Soviet control and that Rumanian engineers would probably never see the complete assembly process.

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