

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT



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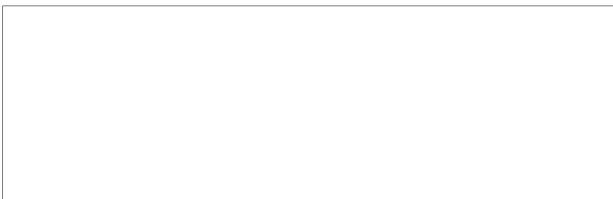
COUNTRY Hungary

DATE DISTR. 23 Apr 1951

SUBJECT Szolnok Airfield

NO. OF PAGES 5

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NO. OF ENCLS. 2
 (LISTED BELOW) (A) & (B)

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION 50X1

1. Szolnok Airfield is located approximately four km south of the center of Szolnok City (47° 11' N - 20° 12' E). A concrete road 10 meters wide leads from the city to the airfield. This road was concrete for three and a half km and changed to dirt approximately five hundred (500) meters from the airfield. The main identifying mark is the Tisza River flowing in a southeasterly direction four km from the airfield. Another identifying mark is the Holttisz, a lake of elongated shape approximately nine km long and 90-100 meters wide located about 200 meters north and northeast of the airfield. A small village, Irakoczi-Falva (about 200 buildings), is situated approximately 3½-4 km southwest of the airfield. No railroads lead to the field.
2. When I was there, Szolnok Airfield was of curved, almost boomerang, shape. The length of the landing strip was approximately 1,000 meters in northeast direction. Its width was approximately 400 meters. Runways were not of concrete, but rolled dirt and partly grass covered. There was a concrete ramp near the two hangars and the two aircraft magnetic compensating roses. There were no artificial water drainage installations at this field. The level surface made natural drainage of rain water almost impossible. After a heavy rainfall, large areas of the airfield were covered with water pools for several days, reducing flight operations to zero.
3. Szolnok had two hangars and three large administrative buildings. There were no camouflaged dispersal points for aircraft, blast pens, or underground hangars. Aircraft were either parked in the hangar buildings or on the concrete ramp. In the event of air alert the aircraft were dispersed in a haphazard manner, and could be seen from the air since no camouflage measures were practiced.
4. Technical facilities included a Morse code and teletype installation. The teletype apparatus, called "HUGES," was of Soviet manufacture, and was received sometime in December 1948. This apparatus is currently standard equipment in the Hungarian Air Force. It is also used at other military installations. There was also a stationary radio transmitting and receiving station, operational in December 1950, which had three antennae. The Hungarian name for the installation is Gunio. The radio apparatus itself was known under the term RSZBF, and is of Soviet manufacture. This radio installation was to be used only in case of hostilities, for only a mobile radio transmitting and receiving unit was used when I was there. The mobile radio station was installed on "Dodge"-type truck.

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It has a vertical antenna for transmitting and a horizontal antenna for receiving, and is operated by one 24-volt 150 amp hrs battery. Since the radio transmission apparatus operates on 500 volts, a dynamotor is used to step up the 24 volts of the battery. Transmission and receiving range is 150 to 200 meters. The airfield has telephone service, both with military installations and Szolnok City. The meteorological station is located in the same building occupied by the telegraph and teletype office.

Adequate power is supplied by the Szolnok City electric power station. In the military barracks 25-watt bulbs were used while in the offices there were 100-watt bulbs installed. Strict orders were in force to keep the light off in the billets from 2100 hrs till 0430. There were no night landing aids such as runway markers, and no night flying was practiced at the time I was stationed at the airfield. Also, there were no searchlights nor anti-aircraft guns.

Only minor aircraft work was undertaken at this field, such as engine change, rewiring and routine maintenance work. Overhaul of engines was done at Szekesfehervar Airfield. (47° 09' N - 18° 25' E) Radio repair facilities were not available at Szolnok. Aircraft radio sets were removed when repairs were made, and replaced by a new set. Each YAK-9 aircraft was equipped with four radio sets of Soviet manufacture. The following are the radio nomenclatures: "ERESZI-6 (transmitter), ERESZI-6K (receiver), ERESZI-6-1 (direction finder), SCS-3t (identification: the recognition signal was changed each day)."

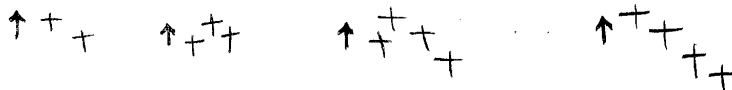
Fuel used at this airfield was of the following octane grades: B-95 octane for YAK-9's, IL-10's and IL-2's, B-72 octane for UT-2 and YAK-18, and 87 octane for YAK-11's and ARADO aircraft. Bessman oil used was designated by the following letters: MZSZ for winter use and MK and MSZ for summer use. The oil was changed every fifteen hours of engine operation in winter season, every 10 hours in summer or whenever there was no dusty condition at the airfield, and otherwise, every five (5) hours: the YAK-9 with VK-107 Vikto Klimov engine required 680 liters of fuel per hour (rich mixture) and 380 liters per hour (lean mixture) flying 550 km per hr. Maximum speed of YAK-9 aircraft (level flight) was 673 km per hr with full rich mixture and 3,100 rpm (crank shaft). Ratio of propeller rpm to crank shaft rpm was 1:2. Total fuel capacity for YAK-9 was 680 liters, distributed in five fuel tanks, two in each wing and one in the center section of the aircraft. Oil capacity was 72 liters. Most of the fuel, I believe, was imported from the USSR. I saw twenty tankers in Kecskemet railroad station which were marked Caucasus (Kaykaz). The Caepel refineries in Budapest are producing 95 octane aviation gasoline. Approximately 200 barrels of gasoline and oil were stored at the airfield in open air approximately 800 meters southwest of the runway. Each barrel was of approximately 200 liter capacity. A small fuel storage consisting of 30 barrels was located on the airfield. There was also a modern water supply system, with one electric water pump of 12 horsepower.

Flight operations are possible during the four seasons of the year. During December 1950 there was practically no snow in this area. Prevailing winds are from the northwest.

Six three-story buildings were completed during 1950 as housing for married officers. Each building could accommodate approximately twenty families. Three rooms, including bathroom, were assigned to each family.

The only basic flying school in Hungary, Killian Gyorgy, is located at Szolnok airfield. Lt Col Laszlo Huba was in charge, and Lt Col Istvan Hegyi was the Political Officer. Lt Col Zhigarov of the Soviet Air Force was the school adviser. Lt Col Istvan Emmerling was the school Deputy Commanding Officer. A Lt Junior Grade was the school counter-intelligence officer. There were approximately 500 students. One hundred were taking navigation and the rest were being trained as pilots. I do not know how many instructors were assigned to this school. Pilot training was accomplished on YAK-18 aircraft (16 a/c in all). Two LI-2 aircraft were utilized for navigation training. Length of the course for pilots was two months of lectures and one month of actual flying. Advanced flight training was accomplished at Kecskemet Flying School. I think that the navigator's course was of three months duration. The class hours for both pilots and navigators were from 0800 till 1500, uninterrupted, for six days per week. The dinner period was after 1500. Political indoctrination lectures were given every day for two hours. The mechanics received two hours of political indoctrination each Monday. Flight training was conducted every day including Sundays, weather permitting, from 0800 to 1600 hrs. Maintenance personnel worked from 1600 to 2100 or 2200. In the event faulty work was performed the whole crew was restricted for the week end. Sometimes maintenance personnel were accused of sabotage.

Flight training formations comprised two, three or four aircraft as follows:



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2. Each aviation cadet at this school, whether pilot or navigator, was required to make six parachute jumps during his training period. During the first three jumps the parachutes were opened automatically, but each cadet had to pull the cord himself during the last three. All six jumps were made from an altitude of 800 meters. A paratroop Captain, probably from Papa Airfield, was the school instructor. I do not recall any case of parachute failure. Each cadet was equipped with two parachutes. The regular parachute worn on the back was designated as PD-6, possibly of US manufacture. The reserve parachute, a Soviet type, was worn on the chest. The material of the Soviet-type parachutes was of inferior quality as compared to the US type. There was no air-to-air aerial gunnery training at this school.

3. In December 1950, there were the following types of aircraft at Szolnok Airfield:

16 YAK-18
2 LI-2 (DC-3)
8 IL-2
6 YAK-9
6 ARADO-96
2 ZLIN

4. The points hereunder refer to sketch, Enclosure (A):

Point

- #1..... Landing area of the airfield. Covered mostly by grass and rolled dirt. Dimensions approximately 1,000 meters long and 400 meters wide.
- #2 & 3.. Two hangars. Constructed in 1949 of reinforced concrete. Length 40 meters-width 20 meters. Each hangar could accommodate approximately 20 YAK-9-type aircraft. Hangars were apparently built on weak foundations because they were sinking into the ground (about 30cm deep by December 1950).
- #4..... Concrete ramp, approximately 30 x 20 meters, used for magnetic compensating of aircraft.
- #5..... Concrete road five meters wide which did not lead outside the airfield area.
- #6..... Empty buildings in neglected status.
- #7..... Parachute jump training site. This is a wooden parachute jumping tower approximately 20 meters high.
- #8..... A single story brick building utilized for canteen and barber shop. Dimensions: 30 x 7 meters.
- #9..... Guard house. Single story building constructed of bricks. Dimensions: 50m x 8 meters.
- #10..... Water well.
- #11..... Three-story building constructed of bricks, approximately 70 meters long and 20 meters wide. In this building were housed the following: teletype and telegraph office, photo laboratory, shoe repair shop, wood work shop and link trainer.
- #12..... Two-story building constructed of bricks, approximately 40 meters long and 12 meters wide. This building housed the counter-intelligence personnel. This was the counter-intelligence center of the training branch of the Hungarian Air Force. In addition the engineering office was located in this building.
- #13..... Small fuel storage for gasoline and oil. Approximately 30 barrels stored in open air.
- #14..... Excavation site for the underground fuel storage tank.
- #15..... Two-story building utilized as military barracks. Dimensions approximately 70 meters long 30 meters wide. Constructed of bricks. It housed approximately 80 men. The building had camouflage paint from the war period. Most of the buildings on this airfield still had the war time camouflage coating.
- #16..... Iron gate.
- #17..... Dirt road which leads to Szolnok city.
- #18,A,B,C Underground air raid shelters constructed of bricks. These shelters were being reconditioned.
- #19..... A barn for horses used for transportation within the airfield.
- #20..... Garage. Constructed of bricks approximately 50 meters long and 15 meters wide. Could accommodate approximately 20 trucks.

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Point

- #21..... Two-story dispensary. Constructed of bricks. Approximately 20 meters long and 10 meters wide. Could accommodate up to 50 patients.
- #22..... Empty, single-story building, constructed of bricks. Possibly former office building.
- #23..... Water basin. Constructed of cement. Approximately 20 meters long, 15 meters deep. It was not filled with water, however.
- #24..... Military barracks. Three-story building constructed of bricks. Approximately 70 meters long and 20 meters wide. Housed pilot students and mechanics.
- #25..... Two-story building constructed of bricks, approximately 20 meters long and 15 meters wide. Housed the finance office.
- #26..... Sports field. Approximately 100 meters long and 40 meters wide.
- #27..... Military barracks. Three-story building constructed of bricks. Approximately 70 meters long and 20 meters wide. Housed school students.
- #28..... Dressing room for the sports field.
- #29..... Swimming pool. Constructed of concrete, approximately 30 meters long and 8 meters wide.
- #30..... Open area used for storage of gasoline. Approximately 200 barrels were stored here in December 1950.
- #31, 32,
33 & 34.. Classroom buildings. Constructed of bricks with steel sheet roofs. Buildings were three stories high, each about 70 x 20 meters.
- #35..... Two-story building constructed of bricks. First floor contained the students mess hall. On the second floor was the movie hall and theater, called the "Cultural Hall."
- #36..... Military barracks. Three-story building constructed of bricks, approximately 70 meters long and 20 meters wide.
- #37..... Warehouse. Single-story building constructed of bricks. Approximately 40 meters long and 15 meters wide. Roof was covered with red tile. Storage for aircraft spare parts.
- #38A..... Aircraft machine gun testing ground. Here the synchronization for aircraft machine guns firing through the propeller was conducted. The concrete area covered about 5m x 5 meters.
- #38B..... Earth mound.
- #39..... Airfield gate and guard house.
- #40..... Bachelor Officers' quarters. The building was constructed of reinforced concrete, and was two stories high. It was approximately 40 meters long and 15 meters wide. The building was painted in light yellow color. The roof was covered with tin sheets.
- #41, 42,
43 & 44.. Three-story buildings constructed of reinforced concrete, each approximately 40 meters long and 10 meters wide. Roofs were level and covered with tin sheets. These buildings were occupied by married officers and their families. Painted in light yellow color.
- #45..... Two-story building constructed of reinforced concrete, approximately 40 meters long and 10 meters wide. Roofs were level and covered with tin sheets. Painted in light yellow color. Buildings were occupied by bachelor officers.
- #46..... Holt Tisza Lake shoreline. The Lake was approximately 9km long, 90 to 100 meters wide and 5 to 8 meters deep.

5. The points hereunder refer to sketch, Enclosure (B):

Point

- #1..... Szolnok Airfield.
- #2..... Radio transmission and receiving (GONIO) station.
- #3..... Concrete road leading to Szolnok City, approximately 10 meters wide and in poor condition.
- #3a..... Dirt road leading to Szolnok Airfield.
- #3b..... Dirt road leading to Rakoczi village.
- #4..... Rakoczi Village, approximately 200 buildings. Population 1,500.
- #5..... Civilian Glider School, inactive in December 1950.
- #6..... Bridge over a depression. It was constructed of concrete and was approximately 300 meters long. This bridge had approximately 100 supports arranged in three rows.

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Point

- #7..... Bridge over Tisza River. Metal construction, approximately 80 meters long, with four piers.
- #8..... Tisza River. Approximately 70 meters wide at this point.
- #9..... Small airfield known by the name of Szanda. The landing area was approximately 1,000 meters long and 400 meters wide. This airfield had grass landing strips. It is located 1,500 southwest of Szolnok and about 2,500 meters northwest of the main Szolnok Airfield. It was operational only during dry weather. In the Spring and Autumn this airfield was flooded by the Tisza River.
- #10..... Flat, uncultivated area, mostly grass-covered.
- #11..... Zagya Rivulet. Usually dry during the Summer.
- #12..... Radio station "PETOTY." It had one tower approximately 100 meters high.
- #13..... Concrete covered road to Debrecen, 10 meters wide. It was in poor condition.
- #14..... Szolnok City.
- #15..... Sugar factory in Szolnok. It has three smokestacks constructed of bricks, each 40 meters high.
- #16..... Earth dam approximately 5 meters high. It was constructed for the protection against Tisza River floods.

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ENCLOSURE (A): Memory sketch of Szolnok Airfield.

ENCLOSURE (B): Memory sketch of Szolnok Airfield surrounding area.

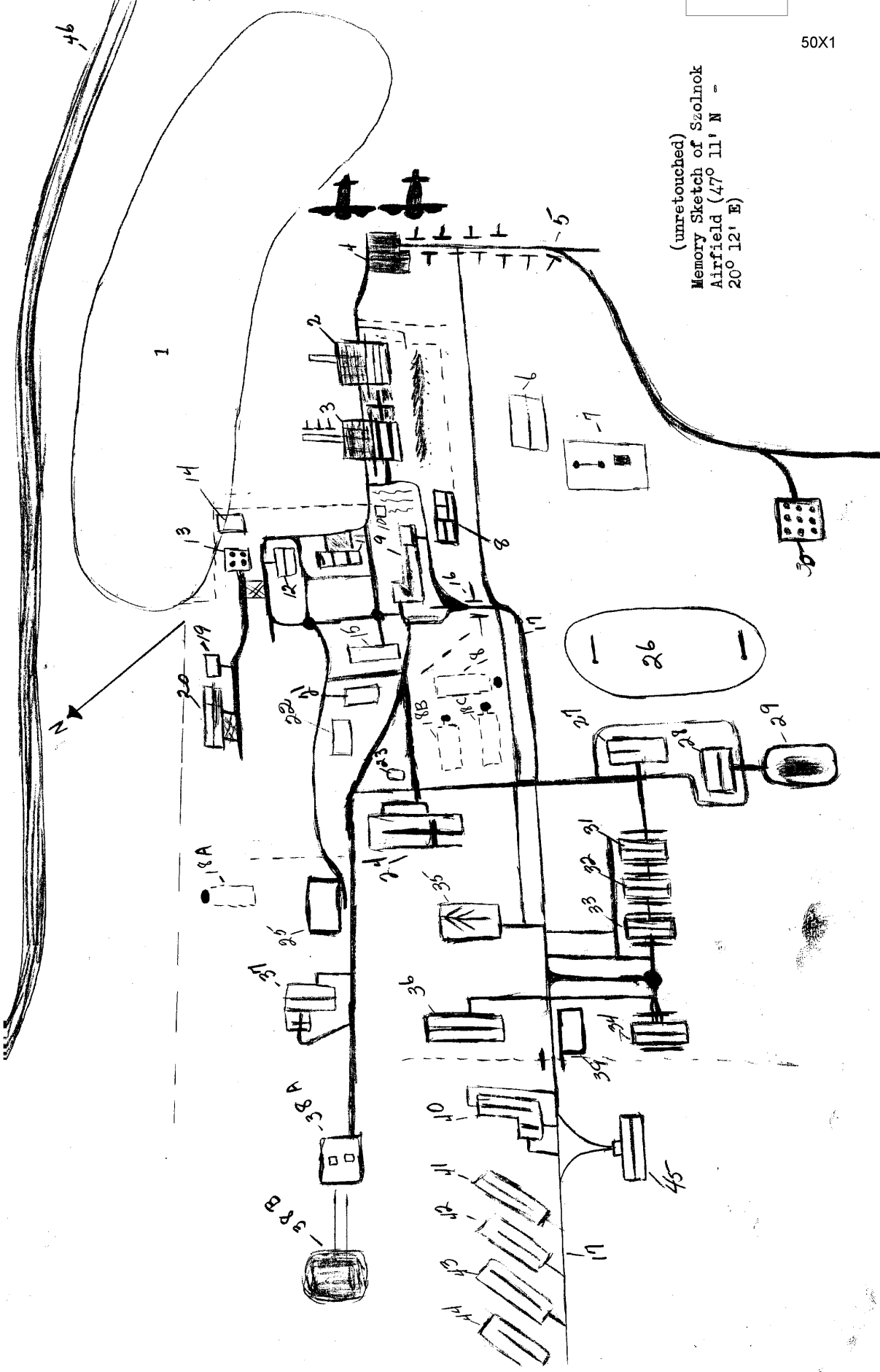
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ENCLOSURE (A)

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Memory Sketch of Szolnok
Airfield (47° 11' N -
20° 12' E)

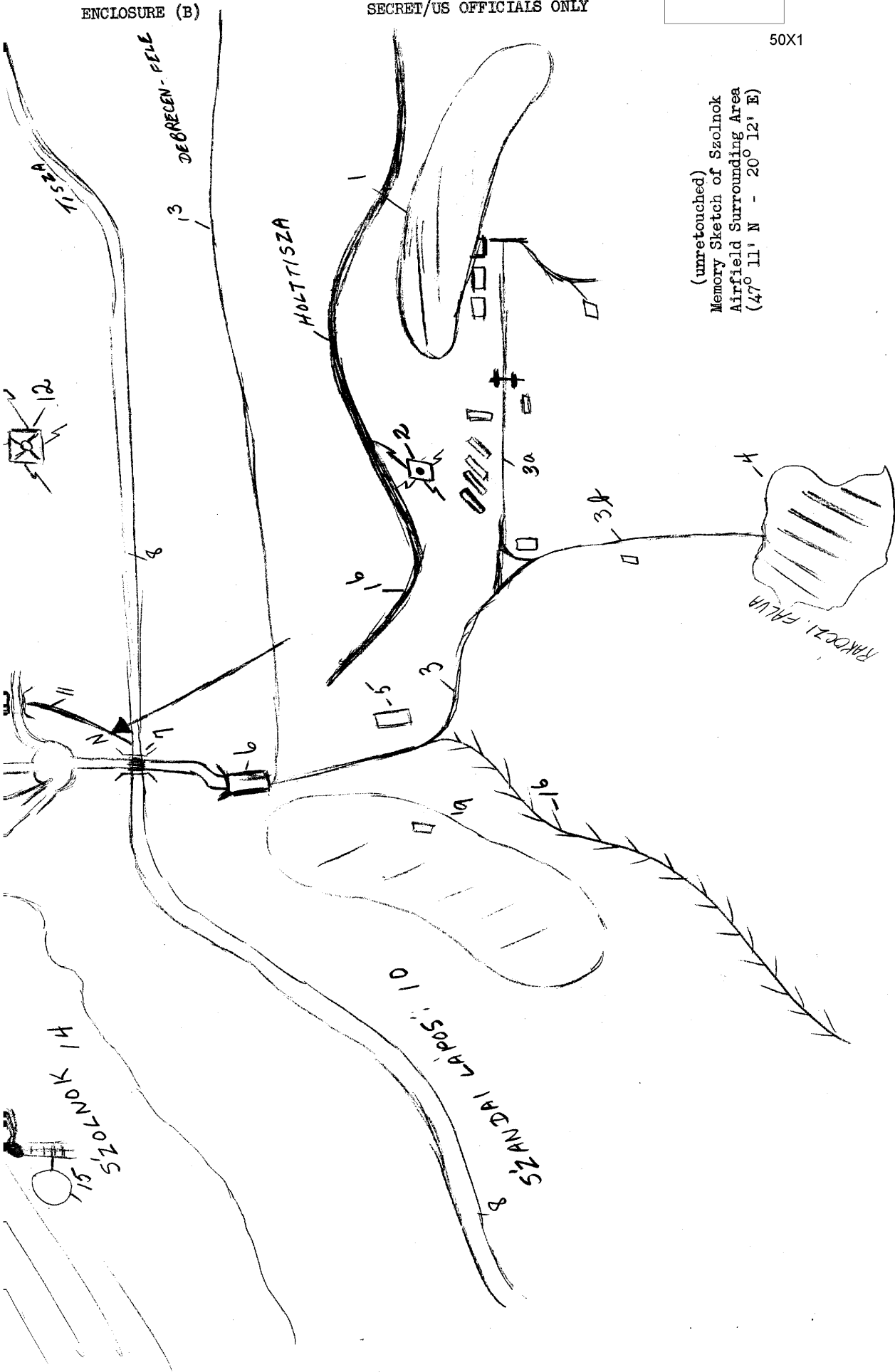


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ENCLOSURE (B)

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 Memory Sketch of Szolnok
 Airfield Surrounding Area
 (47° 11' N - 20° 12' E)

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