

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Hungary

DATE DISTR. 18 May 1951

SUBJECT Matyasfold Airfield

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NO. OF ENCLS. 1
(LISTED BELOW) (A)

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SUPPLEMENT TO REPORT NO. 50X1

DATE OF INFORMATION

50X1

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THIS IS UNEVALUATED INFORMATION

- 50X1 1. Matyasfold Airfield was located approximately fifteen kilometers from the East Railroad Station in Budapest. The airfield could be reached by the Budapest-Godolo electric railroad, or the concrete highway which ran parallel with the railroad, about 1,100 meters north of the airfield. The field was in the shape of a polygon. [redacted] the NNW side was about 500 meters long, the NE side 100 meters long, the eastern side 1,200 meters long, the SE side 300 meters long, the SSW side about 500 meters long and the western side about 600 meters long.
- 50X1 2. [redacted] the field was used for the basic training of new air force personnel, but also had an aircraft mechanics school. After six weeks of basic training, recruits were reassigned to various units throughout Hungary. The aircraft mechanics course lasted about three months. There were about two hundred students who were attending courses in armament, aircraft and engine mechanics, photography and radio. The mechanics' course was attended by about fifty students; the curriculum consisted of physics, chemistry, aerodynamics, navigation, chemical warfare, mathematics and political indoctrination. [redacted] Captain Janos Tuba was in command and had a staff of twelve instructors.
- 50X1 3. Flying operations at the field were begun at sunrise and lasted until about 1500 hours. There were about 25 pilots who also served as instructors at the school. Approximately thirty mechanics maintained the aircraft in flying condition. There were no flying operations during winter. Prevailing winds blew from a north easterly direction. [redacted] the following aircraft were based at Matyasfold: 24 UT-2's, six ARADO-96's, 10 ZLIN's and one Fieseler-Stork. There were also four Bucker-jungman aircraft which never were flown.
- 50X1 4. The airfield had telegraph, teletype and telephone facilities, but lacked radio facilities. Adequate power was supplied by the Budapest power station, but there were no night landing aids as there was no night flying. There were also no facilities for major maintenance work. Engine, wing and propeller changes were either accomplished at Szekesfehervar Airfield, or a mobile repair unit came to the field to make repairs. Only a small stock of spare parts was kept at the field.

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50X1

-2-

5. In 1949 and 1950 only 72 octane grade gasoline was used. MSZ oil was used in the summer, MK during spring and fall and MSZ in the winter. There was no shortage of fuel or oil [redacted]
6. There were no revetments for aircraft, no air raid shelters, no air raid alert exercises, no searchlights, and no antiaircraft. One of the obstructions in the vicinity of the airfield was a church tower about 40 meters tall, located 200 meters north of the airfield. Other obstructions were the chimneys of the Kobanya industrial section which ranged from 40 to 60 meters in height. There was also a power line about five kilometers from the airfield which ran in a NW-SW direction. The towers were about 30 meters high.
7. The points hereunder refer to sketch, Enclosure (A):

POINT

- 1..... Electric railway, located about 1 km north of the airfield.
- 2..... Single track rail spur.
- 3..... Barracks, constructed of brick, red tile roof, camouflaged, approximately 40 meters long and 15 meters wide.
- 4..... Repair shop, yellow, constructed of brick, with white slate roof.
- 5..... Vehicle repair shop.
- 6..... Iron gate, approximately 6 meters wide.
- 7..... Wire fence, approximately 2 meters high.
- 8..... Barracks, brick construction, red tile roof, about 40 meters long and 10 meters wide.
- 9..... Single story, tool storage building, red tile rood, camouflaged approximately 20 meters long and 10 meters wide.
- 10..... One story, brick office building, red tile roof, 40 meters long and 10 meters wide.
- 11..... Rail line end block.
- 12..... Elevated passage way above the rail spur.
- 13..... Statue representing a lion.
- 14..... Three story brick building, red tile roof, approximately 40 meters long and ten meters wide.
- 15..... Single story, aircraft repair ship, constructed of concrete with flat glass roof. The building was about 100 meters long and 20 meters wide.
- 16..... Brick building, two stories, 10 meters long and six meters wide, red tile roof, used for repair shop and storage of parachutes.
- 17..... Brick building, three stories, red tile roof, 20 meters long and 10 meters wide, camouflaged, used for a mess hall.
- 18..... Hangar, constructed of corrugated metal, approximately 20 meters long and 15 meters wide.
- 18A..... Underground fuel storage installation, constructed of concrete, with a capacity of 18,000 meters.
- 19..... Bombed building.
- 20..... Concrete area, 30 meters in diameter.
- 21..... Concrete road leading to the railroad station.
- 22..... Railroad station, constructed of brick, red tile roof, approximately 10 meters by 5 meters.
- 23..... Church, with tower about 40 meters high.
- 24..... Building constructed of brick, with tile roof, 40 meters long, 15 and 10 meters wide.
- 25..... Concrete road, 7 meters wide.
- 26..... New hangar, completed during 1949. It was constructed of concrete, with flat, slate roof. Approximately 50 meters long 25 meters wide.
- 27..... Hangar which had been bombed.
- 28..... Hangar, 20 meters long and 10 meters wide, semi-circular roof and constructed of wood.
- 29..... Iron gate about 5 meters wide.

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-3-

50X1

- 30..... Stables, constructed of brick, 15 meters long and 10 meters wide.
- 31..... Wooden fence about 2 meters high.
- 32..... Gasoline and oil barrels.
- 33..... Concrete covered area, used for fuel and oil storage, 10 meters by 8 meters.
- 34..... Grass covered landing field.
- 35..... Firing range, 100 meters long.
- 36..... Empty building.

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ENCLOSURE (A):  sketch of Matyasfold Airfield

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SKETCH OF MATYASFOLD AIRFIELD
(47°31'N - 19°12'E)

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