

INFORMATION REPORT

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SUBJECT Bulgarian Airports

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There follows a partial list of the airports in Bulgaria, the majority of which are under the supervision of the Soviets.

- Buzhurishte Airport. A permanent airport under the supervision of the Soviets. One transportation squadron is located here. This airport has only one very good runway, 1,100 meters long and 500 meters wide. There are three hangars and one underground hangar.
- Plovdiv Airport. This is a permanent military airport which is also used as a civilian airport by the Soviets. It had some damage during the war but was repaired by the Soviets. There are six large metal hangars and one repair shop. At the north end there is a warehouse. There are installations for both day and night flying. At present, 438 Soviet Bombing Battalion is located here. There are also four Bulgarian pursuit squadrons, equipped with new JAK-9 type fighters.
- Gorna Dikanya Airport. This is a permanent airport. One Soviet bombing regiment is located here. This airport has an exceptional runway, 1,500 meters long and 750 meters wide; a cement runway 1,000 meters long and 45 meters wide was recently constructed by Bulgarian soldiers under Soviet supervision. There are five hangars and others under construction (number not known). The airport has a repair shop, one radio station, and all installations for day and night flying.
- Dobrich Airport. All work was completed in October 1949 at this airport. Two hangars were constructed by the Soviets. There are underground reservoirs (presumably P.O.L.) with a capacity of 30,000 liters and another of 10,000 liters. The runway is constructed of cement, 1,200 meters long and 60 meters wide. There is also a radio station whose antennae is located near the airport. There is a transportation squadron which the Soviets use to transport goods to Albania (airlift) and as a link with the Soviet Union. Large four engine cargo planes land at this airport.
- Yambol Airport. This is a permanent airport under the control of the Soviets. A cement runway was constructed on Soviet orders. There are four hangars and one factory with Soviet machines. There is also a large underground tank of gasoline between the hangars. The airport is used only by

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the Soviets. There is one bombing, one pursuit, and a transportation squadron here. There is a large warehouse for bombs and ammunition. The airport has installations for night flying.

6. Telish Airport. This is a permanent airport used by the Bulgarian Army Air Force. It was constructed and used by the Germans. This airport has an exceptional runway of cement 1,200 meters long and 100 meters wide. It has installations for day and night flying. There is a new hangar and one shop, a radio station, and a radar station. One Soviet bombing squadron is located here.
7. Kazanlik Airport. This is a permanent airport which was used by the Germans. The cement runway was constructed by the Germans; measurements of the airport are as follows: 1,500 meters long and 1,300 meters wide. During 1949 the Soviets constructed another runway of cement and concrete taxi approaches. This airport has installations for night and day flying. One squadron of the Bulgarian Bombing Division (135 Bombers Squadron consisting of 112 type planes) is located here. There is also a "half unit" of Soviet transportation planes which are used for the airlift to Albania.
8. Vrazhdolma Airport. This is a permanent airport used by the Bulgarians. This is one of the best and largest airports because of location and the native terrain. The airport is 2,000 meters long and 1,000 meters wide. There are four large steel hangars, one repair shop, and various other installations. At the beginning of December 1949 the construction of one cement runway was completed. The largest portion of the Bulgarian Air Force is located at this airport. There is also one pursuit squadron, whose airplanes have been furnished by the Soviets.
9. Dolna Mitropoliya Airport. This is a permanent airport of the Bulgarian Air Force. During the war it was almost destroyed but it was repaired in 1948. There is one defense squadron with jet planes furnished by the Soviets at this airport. Its commander is a Soviet officer. There is also one Soviet transportation squadron at this airport which regularly conveys goods and men. It has a cement runway 1,500 meters long and 200 meters wide. The other cement runway is under construction. The airport has all necessary installation and one new radio station. There are two hangars and one repair shop. There is one gasoline tank located between the hangars.
10. Atanassovo Airport. This is an auxiliary airport which is scheduled to become a permanent airport this year. At present there is a pilot school there. There is no cement runway and only a repair shop constructed of cement blocks and steel. The personnel of the airport and the pilot school is housed in four buildings. To the left of the airport there is a 50,000 liters cement tank for gasoline. There is an active radio station and installations for night and day flying.
11. Cherna Gora Airport. This is an auxiliary airport with a firm, dry runway 1,200 meters long and 1,000 meters wide. It is Plovdiv's alternate airport. At present there is one formation of Soviet pursuit planes and one squadron of Bulgarian pursuit planes located here. The Soviet formation has JAK-12 airplanes, and the Bulgarians have Messerschmidt 109's.
12. Ivanovo Airport. This auxiliary airport is located near the village of Ivanovo near Svilengrad. There are only two buildings at this emergency airport which are used for housing.
13. Karlovo Airport. This is a permanent airport of the Bulgarian Air Force. The war damage has been completely repaired. There are four large hangars, one permanent repair shop, and the regular installations of a permanent airport.
14. Balcik Airport. This is a permanent airport of the Bulgarian Air Force. The airport is 2,000 meters long and 1,500 meters wide, and has a cement runway 1,000 meters long and 60 meters wide. It has four large hangars, and two more under construction. There is a workshop and a gasoline tank with a 100,000 liters capacity. There is one Bulgarian bomber squadron and two Soviet transportation squadrons here.

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15. Dospat Airport. This is a Bulgarian auxiliary airport and is located on a plateau of the Rodopi Mountains. During the war it was used by the Germans. In 1948 it was reconstructed and completed with new installations. Although this is an auxiliary airport, it has two cement runways. One is 650 meters long; the other is 45 meters wide (sic). At this airport there is a Soviet pursuit formation. The airport is guarded by a company of the Soviet Army.
16. Krumovo Airport. This is a new airport constructed in 1948, with two hangars and one factory. The airport is 1,500 meters long and 800 meters wide. The runway accommodates the heaviest planes during any season. There are installations for day flying only at present. There is one Soviet pursuit squadron (15 planes) and one unit of the Bulgarian Pilot School under the command of a Soviet officer.
17. Buhovo Airport. This is a Bulgarian auxiliary airport 1,000 meters long and 450 meters wide. There is a small radio station and a goniometer (RDF equipment) which was left by the Germans during their retreat. There is a training squadron of the Bulgarian Air Force located here.
18. Sopot Airport. Construction of this airport began in 1948 for use by the Soviets. Construction has not been completed. Until now hangars, one repair shop, and two fairly large warehouses have been constructed. There is one cement runway 1,300 meters long and 60 meters wide under construction.
19. Stara Zagora Airport. This was used during the war by the Germans. It has no permanent runway and floods easily. It is 1,000 meters long and 500 meters wide. It has four hangars and one small repair shop. It is used only for training purposes during the summer.
20. Dolni Dupnic (sic) Airport. This airport was built for the use of the Soviets and is designed for bombers. It is 1,600 meters long and 1,000 meters wide. It has installations for night and day traffic and is now being used by the Soviets in their airlift.
21. Graf Ignatiev Airport. This is a permanent Bulgarian airport with a cement hangar and a new permanent repair shop. South of the airport is a gasoline tank. An underground tank is also under construction which will have a capacity of 100,000 liters. The airport has installations for day and night flying. There is one formation of Soviet bombing planes with jet motors.
22. Chirpan Airport. This airport is still under construction. It is being constructed by a unit of the Bulgarian Army.
23. Lovech Airport. This airport is located near a temporary factory where airplanes are assembled, the parts coming from the Soviet Union. This factory also makes general repairs to airplanes. Because of the good terrain the heaviest planes are able to land during all seasons. For this reason it will be one of the largest bases for Soviet pursuit planes.
24. Maslarevo Airport. This is an auxiliary airport 1,600 meters long and 800 meters wide. It has a dry runway at all seasons. There is no cement runway but construction is to be made during 1950. There is one Soviet pursuit squadron.
25. Urba Airport (sic). This airport is five kilometers south of Varna. It is small with a few Soviet transport planes stationed there.
26. Orlino Airport. This is a Bulgarian auxiliary airport which was used by the Germans during the war. A cement runway is under construction. It is located on a plateau on the Rodopi Mountains near the village of Spatsko (sic). There are only a few Soviet planes here. There are plans to make this a large base for Soviet pursuit planes.
27. Yambol Batevo Airport. This is an auxiliary airport and is located 10 kilometers south of Yambol. This airport will be used as a pilot training school by the Bulgarians. There is only one hangar and a few buildings where the Bulgarian personnel lives.

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28. Varna Chaika Airport. This is an old Bulgarian base near the Black Sea. It has two hangars and installations for Soviet sea planes. These are mainly transport planes and are used to transport goods from the Soviet Union into Bulgaria. At the same time it is a station for sea planes which fly from the Soviet Union to Albania. Most of the time it is filled with planes.

Comment:

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1. [Redacted] the following airfields as listed below were not in existence at the end of 1945:

- Paragraph 3 - Gorna Dikanya
- Paragraph 10 - Atanassovo
- Paragraph 11 - Cherna Gora
- Paragraph 12 - Ivanovo
- Paragraph 17 - Buhovo
- Paragraph 18 - Sopot
- Paragraph 20 - Dolni Dupnic (sic)
- Paragraph 22 - Chirpan
- Paragraph 24 - Maslarovo
- Paragraph 25 - Urba (sic)
- Paragraph 26 - Orfino
- Paragraph 27 - Yambol Botevo
- Paragraph 28 - Varna Chaika

- 2. Most of the places mentioned above are in immediate proximity of existing airfields or leveled off emergency landing grounds and it does not appear probable that the alleged elaborate constructions were carried out.
- 3. The airport alleged to be at Atanassovo might have been mistaken with the airport Sarafovo. The former is a village within three miles of Burgas and is located on terrain unsuitable for an airfield. The airfield of Sarafovo is within five miles of Burgas and has been in use for a number of years. Similarly, the airfields given as Urba and Chaika, near Varna, might refer to the established air bases known as Peinerdjik and Sessevmez.
- 4. The alleged concrete runway construction does not seem feasible. Prior to 1945 Bulgaria had one inadequate concrete runway, at Vrazhdebna, which was about 800 meters long and could not accommodate heavy bombers.
- 5. The existence of underground hangars and radar stations likewise do not seem feasible; they did not exist in Bulgaria up to 1945 and the present size of the Bulgarian Air Force hardly warrants such construction.

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