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FLP 454

CLASSIFICATION ~~TOP SECRET~~ [redacted]

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COUNTRY Romania

REPORT NO. [redacted]

TOPIC Bucharest-Otopeni Airfield

EVALUATION 25X1X

PLACE OBTAINED [redacted]

25X1C

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DATE OF CONTENT April 1949 to June 1950

DATE OBTAINED [redacted]

DATE PREPARED 28 December 1950

REFERENCES

25X1

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ENCLOSURES (NO. & TYPE)

REMARKS

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1. Large-scale improvement and enlargement work has been carried on at the Bucharest-Otopeni (XC 65) airfield since April 1949. It was to be completed by the fall of 1950.
2. The old hangars were fully occupied by Soviet military aircraft during the construction work.
3. The construction plans were worked out by the Soviets and placed at the disposal of the Rumanian offices through the Rumanian War Department. It was obvious that the Soviets had great interest in the work. [redacted]
- 25X1 [redacted] commissions of high ranking Soviet officers checked the work.
4. The construction costs amounted to about 300 million leis, which had to be paid by the Rumanian State.
5. The combined Soviet-Rumanian Construction Firm Sovrom-Constructii was given the contract for the work. The work was carried out by central office No 1 under the supervision of a Rumanian engineer, whose name was not remembered, and his deputy, Traian Digan, also a Rumanian engineer.
6. The project under construction was a new concrete runway, underground fuel and ammunition dumps, and parking sites partially underground.
7. The new runway is 300x2,500 meters. has a 60-cm subgrade of granite, topped by broken stone, sand and concrete. It extends from southwest to northeast. The southwestern end is about 60 to 70 meters from the entrance to the field. Parts of the old runways were removed when the new runway was being built. The runway was completed by October 1949.
8. The underground fuel and ammunition dumps were dispersed along the border of the field. They were about 1.5 meters underground and were topped by a thick concrete roof.
9. The aircraft revetments, which are also scattered around the edge of the field, are underground and have small concrete roofs for the protection of the engines.

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Document No. 10

No Change in Class.

Declassified

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The planes roll into the revetments on inclined aprons. Each revetment holds one plane. The parked aircraft are covered with camouflage nets.

10. About 500 laborers were permanently employed. *

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* Comment. The report, which is believed to be credible, contains a number of details on the construction of the Otopeni airfield. Another source previously reported that a new runway suitable for jet aircraft was to be built. The runway is now believed to be finished. The aircraft revetments which were previously reported, were apparently being made on the fuel and ammunition dumps also. The field, 25X1A which is still believed to be occupied by a Soviet fighter unit, is evidently to remain in the possession of the Soviets. The fighter unit possibly is to be re-equipped with jet aircraft.

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