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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

**INFORMATION REPORT**

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CD NO.

COUNTRY Rumania

DATE DISTR. 13 March 1952

SUBJECT 1. Otopeni Airfield  
2. Artillery School

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Sovromconstructia had six regional sections with the suffix "A"; "A" 1 was in Bucharest, and the others in different parts of Rumania. Construction Team A 1 was one of the units working under Region "A" 1, and was employed on building a military airfield at Otopeni and a school of artillery in the barrack area occupied by the Otopeni Artillery Regiment. The airfield, which was military, and built for the USSR, consisted of runways, fuel depots, a training school for pilots, accommodations and a club for officers.. In October 1951, these were almost completed, and the building organization was about to be withdrawn. While the work was in process a number of barracks were used for the workers; these barracks were not dismantled afterwards but used to house the Soviet guards employed at the airfield. The Soviet pilots and soldiers were billeted in Otopeni village, whose occupants had been evacuated, and also in a number of houses in the immediate neighborhood of the airfield, whose owners had likewise been evacuated. The runway was approached (by means of a number of roads, among them was the main Bucharest-Ploesti road) from the Pilots' School and its environs and from the old runway built by the Germans during the war. These roads were all interconnected. The runway itself was three to four kms. long and about 15 to 20 meters wide. It was specially designed for jet planes which came in to land at great speed and needed this distance to stop safely, though they did not need so much space for the take-off. A special drainage system had been installed. The airfield can be lit at night, but power is obtained from outside sources, possibly Otopeni. [redacted] exercises were carried out with jet planes at night, and [redacted] the airfield was lit up for this purpose. (See appendix for sketch). There were five or six hangars built by the Germans during the war, which had semi-circular roofs. No other hangars had been built since. Most of the hangars had been converted into workshops by the Soviets, who used them for the assembling of jet planes brought in sections. The planes themselves stood on the roads leading to the runway.

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- 2 -

2. About half the height of the fuel depots at the Otopeni airfield was above ground. The depots consisted of reservoirs holding 40 to 50 tons of fuel each, built of large sheets of steel. In October 1951, between 20 and 30 such reservoirs had been constructed, but they were still being covered with soil for protection. The barracks that were constructed at the airport accommodated about 4,000 to 5,000 workers of the labor battalions working on the airfield.
3. The Otopeni Artillery Regiment was stationed at the entrance to the village and on the right of the road to Otopeni from Bucharest, near the railroad track that crosses the main Bucharest-Ploesti road. The school, in the barrack area, consisted of a basement, ground floor and two upper stories, and was built round a square in order to obtain a maximum of light. In addition to the school itself two sheds for guns were built, each of them 100 meters long and 40 to 50 meters wide. The roofs were semi-circular.
4.  another airfield for jet planes for the Rumanian forces, situated south of Bucharest. Rumanian planes were assembled there, and these differed from the Soviet planes in having straight wings, while those of the Soviet planes were sloped backward. Between 20 and 30 jet planes had been brought by the Soviets and assembled on the airfield by October 1951.

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## Legend to Appendix

1. Bucharest-Ploesti highway, arrow points north.
2. Pilots' School, 200 to 300 meters from the highway.
3. Arrow points towards Otopeni, five or six kms. down the road from the Pilots' School.
4. Road passing the Pilots' School.
5. Road used by the building workers to enter the airfield, 400 to 500 meters north of the Pilots' School. The runway began south of this road.
6. Point 800 meters from the highway down the Pilots' School road, at which network of small roads leading to the runway began.
7. Distance of 300 to 400 meters to the runway from point referred to in 6 above, along continuation of the same road. It was by means of this calculation that source estimated the distance of the runway from the main road.
8. The old runway built by the Germans, which has been trodden down and is crossed by a number of small roads leading to the new runway.  not sure of the location or the direction of this runway, but said this was its approximate placing with respect to the Pilots' School. It is possible that it runs parallel to the new runway, and not obliquely towards it.
9. The old German hangars.
10. Five or six barracks already occupied by the Soviets.
11. Unknown number of barracks, also occupied by the Soviets.
12. Unknown number of barracks which in October 1951 were still occupied by the labor battalions, of whom about 800 men were left at that time.
13. The fuel depots, about two kms. from the highway, south of the road used by the building workers, and to the left of the railroad siding.
14. The runway, of a total length of three to four kms. It is about two kms. long from the point at which it crosses (or ends) the old runway, heading south towards Otopeni.  planes took off from all parts of the runway, and landed in both directions. The runway may lie parallel to the Bucharest-Ploesti road and not as drawn.
15. Railroad siding, 300 to 400 meters from the runway at same level as the road from the Pilots' School.
16. Towards station (name not known) with which the siding is connected.

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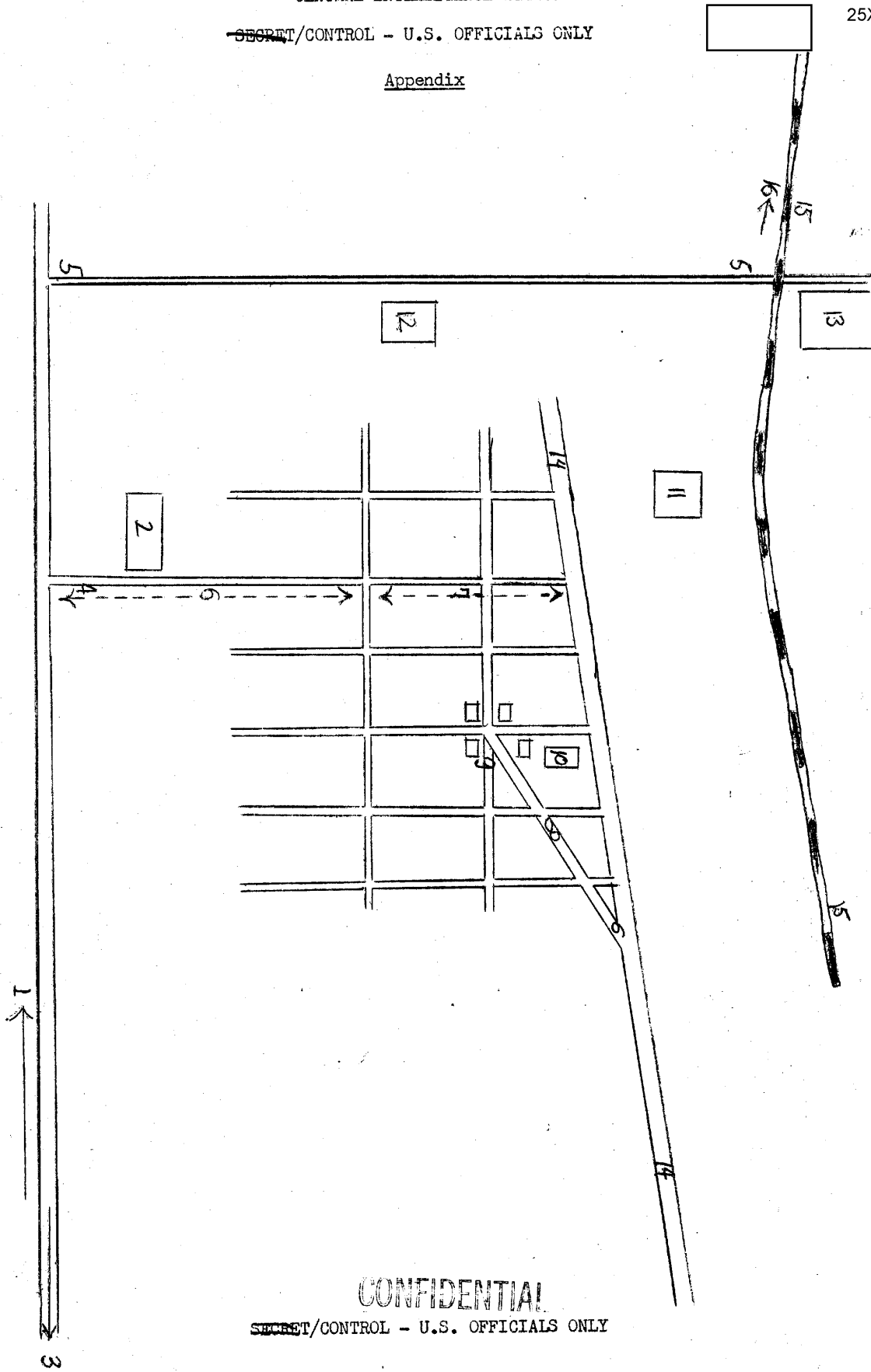
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Appendix



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