

COUNTRY Romania Approved For Release 2006/07/11 : CIA-RDP82-00457R014200090001-8

TITLE Airfields in Rumania

25X1 EVALUATION PLACE OBTAINED 25X1

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REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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25X1 1. Bucharest-Ghencea. During the second half of 1950, many jet aircraft flew over Bucharest-Ghencea (R 43-44/X 64). 25X1

25X1 the former artillery range located there had been converted into an airfield. The aircraft had the Rumanian insignia on their fuselages and wings. They flew in formations of 12 to 20 planes and were sometimes followed by the same number of aircraft. Occasionally, individual planes made approach flights at each other.

2. Humanian air force headquarters were quztered in the Singer Block on Bul. Bratianu. This was inferred from the fact that many officers wearing bluish gray uniforms and propeller insignia on their epaulets were seen there.

25X1 3. very fast aircraft with swept-back wings over Bucharest-Ghencea between December 1951 and March 1952. 25X1

25X1 the aircraft were Russian versions of German jet fighters. Other Rumanians said that the aircraft were assigned to Ghencea airfield which now is the main military airfield of Bucharest. The aircraft, which had an

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[redacted]

aluminum sheen, flew in formations of 2 to 4 planes at altitudes of about 2,000 meters. They were aloft in all types of weather and repeatedly practiced firing at an air sleeve towed by a twin-engine plane.

4. Between December 1950 and March 1952, [redacted] 25X1

[redacted] in Ghencea on the western perimeter of Bucharest, that parachute jumps were made in groups of 10 to 12 men from twin-engine planes flying at an altitude of 500 to 600 meters. The jumps were made in the late afternoon over the area from which the aircraft had taken off. Not more than two such exercises were observed on one afternoon.

5. The first jet aircraft were observed over Bucharest about February or March 1951. Air activity by jet planes was steadily intensified up to March 1952. The planes usually flew in formations of 2 to 4 planes at high altitudes. A formation of 15 jet aircraft was observed once. The aircraft had swept-back wings. * 25X1

6. Floesti Targosor Lou. Between January and December 1951, [redacted] in Floesti Targosor Lou engines were running on the nearby airfield. Flying was practiced in all types of weather and often at night. At daytime, individual flights were made in twin-engine planes which, [redacted] were IL-10s or Ju-52s. Firing was practiced at air sleeves which were towed by aircraft of the same type. Muzzle flashes were observed at the nose and tail of the attacking plane. Some of the aircraft were marked by Soviet stars, others by the three-color Rumanian cockade. ** 25X1

7. Blaj. Blaj airfield bordered the southeastern perimeter of Blaj (R 36/R 04). The field was bordered on the northeast by a footpath just parallel to the railroad line, on the southeast by fields, and on the southwest by the Kochel River. The field had been built prior to 1940. The two hangars with vaulted roofs of corrugated sheet metal, located in the northwestern corner of the field, had been constructed during the German occupation. The concrete aprons in front of the hangars were covered with grass. The installations at the field had not been damaged. The field was not used by the Russians.

8. There was little air activity between November 1949 and November 1951. Two or three biplanes were permanently parked just southeast of the hangars. Cattle were usually grazing on the former landing field. Except for the guards at the entrance, soldiers were seldom observed at the field, and there was almost no traffic to or from the field. No construction or improvement work was observed at the field. ***

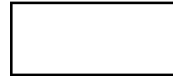
* [redacted] Comment. This is the first information that the former Bucharest Ghencea artillery range was improved for use as an airfield. The terrain which measures about 1,500 meters from north to south and 2,500 meters from east to west appears suitable for an airfield. It can even be extended to the west. 25X1

[redacted] it is concluded that the airfield is occupied by units of the Rumanian Air Force equipped with jet aircraft. 25X1

[redacted] jet planes with Rumanian soldier personnel flying above Bukarest. [redacted] The type of the aircraft could not be determined. It is possible that a parachute unit is also stationed at the field. However, it also is believed possible that the parachute jumps observed were part of the regular training of the flying personnel. 25X1

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*** [redacted] Comment. The information confirms that Ploesti Targorul Nou airfield is occupied by a Rumanian Air Force unit. It is possible that a Soviet unit is also stationed at the field. The statement that the planes are IL-10s is not correct, but it is believed possible that they are IL-14s or another twin-engine bomber type.

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*** [redacted] Comment. This information indicates that no construction was conducted at Blaj airfield up to late November 1951 and that the field was not occupied by a tactical unit. This small airfield is probably being used for civilian flights. The hemp factory where source was employed is located just west of the two hangars.

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