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INFORMATION REPORT

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THE YUGOSLAV AIR FORCE

1. Yugoslav military aviation is now much stronger than formerly. Only young men serve, most of whom have had special courses in Soviet Russia and in Yugoslavia.
2. The Yugoslav Air Force already has 500? ("500?" has been inked in over the number "5,000" in the original) modern aircraft furnished by the Soviet Union, and as many more are being constructed in the Yugoslav aircraft industries.
3. The largest part of the Yugoslav Air Force consists of fighter planes which, according to Soviet war strategy, are to defend Yugoslavia in the initial phase of military operations and as long as Russian aircraft are not active in long-range or heavy bombing attacks over enemy territory.
4. Command of the Yugoslav Air Force is professionally trained according to Russian methods. Almost all instructors have been given specialized training in Russia.
5. Supreme Command of the Yugoslav Air Force is under strict control of high Soviet officers who issue orders and directives regarding the training of Yugoslav officers. All of the most important decisions, promotions, and transfers, as well as all procedures relative to the construction and strengthening of the Yugoslav air potential, are under jurisdiction of the above-mentioned Soviet officers. At the head of the special Russian commission, which has control of the Yugoslav Air Force, is a Soviet general who is frequently seen with Tito and the commander of the Yugoslav Air Force.
6. The most influential person in the Air Force is the political commissar Silovic, a Yugoslav ex-sergeant who participated in guerrilla warfare on the Partisan side. All of his orders are carried out to the last detail as though he were the commander-in-chief of Yugoslav military aviation, for even Tito and the members of the special Soviet Mission have the greatest confidence in him.
7. The present air force is based on old Yugoslav formations. The smallest unit is the squadron, while the largest is the air brigade, consisting

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of three regiments.

8. Disposition of the Yugoslav air regiments is as follows: 1st Air Force Regiment, Zemun (Belgrade); 2d, Sarajevo (Bosnia); 3d, Skoplje; 4th Novi Sad; 5th Zagreb; 6th Pancevo; 7th, Ljubljana; 8th Mostar; 9th Eoka; 10th, Kraljevo; and 11th, Nis.
9. Each of the above-mentioned regiments has at its disposal three or four airfields within its jurisdictional area. Regiments are composed primarily of fighter craft and bombers. In each regiment there is a training center for pilots arriving from supplementary cadres. In addition, each regiment has a detached high-ranking Russian officer, who is also in fact the secret commander of the regiment because all of his orders are executed immediately.
10. Besides the above-mentioned regiments which are permanently organized, there are also the regimental schools which, in case of war, can be immediately transformed into air-combat regiments. They are the Pancevo Regimental School, Eoka Regimental School, and the Mostar Regimental School.

YUGOSLAV MILITARY AIRCRAFT

11. The Yugoslav Air Force is equipped with Russian aircraft exclusively. Other aircraft, which the Yugoslavs received from the Allies during the last war and which fell in Yugoslav German-occupied territory, are used only for training, transport, and communications.
12. The Yugoslav Air Force now has the following types of planes: YAK-3, YAK-7, YAK-9, Stormovik, and P.F. Petlyakov.
13. The YAK is a fighter plane similar to the German Messerschmitt or the English Spitfire, with a 1,300-hp engine and a maximum speed in horizontal flight of 580 km per hour. It has a ceiling of 10,000 meters, and is armed with two 7.9-mm machine guns and two 20-mm cannons.
14. The Stormovik is an attack aircraft, two-seater low-wing monoplane with a 1,500-hp water-cooled engine; it has 10-mm-thick armor for the protection of the engine; it can attain a maximum speed of 450 km per hour. It has a ceiling of 5,000 meters and is armed with two 7.9-mm machine guns, one for the pilot and the other for the observers. There are only two 20-mm cannons and four rocket-launching tubes. In addition, it has a bomb capacity of 400 kg. The rocket-launching tubes, mounted on the tail of the craft, are arranged like those of the Katusha.
15. The Petlyakov is a low-wing monoplane and has two 1,300-hp engines like those of the YAK. The crew consists of three men. The plane, which can attain a speed of 500 km per hour, has a ceiling of 9,000 meters, is armed with three machine guns and two cannons, and has a bomb capacity of 750 kg.

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DISPOSITION OF REGIMENTS

17. Each of the 11 Yugoslav Air Force regiments has sole command of one or two principal airfields and several so-called war-emergency fields. Disposition of these regiments and their bases is as follows:

1st Air Force Regiment, Zemun

18. The 1st Air Force Regiment is located at Zemun Airfield. Military aircraft are not based at a field of this type for political and other reasons. Zemun Airfield accommodates only civilian and military transit aircraft but, in case of war, a regiment of fighters will be assigned there for defense of Belgrade and Zemun. Such defense is also the responsibility of other Air Force regiments stationed nearby. It is estimated that about 400 fighter planes can be stationed at this airfield.
19. General construction of Zemun Airfield is of highest quality. During the German occupation, the Luftwaffe built a modern concrete runway there for landing of heavy combat or transport aircraft. It also has all of the most modern installations essential to an airfield that covers such broad and important fields of service.
- 2d Air Force Regiment, Sarajevo
20. The four fields used by the 2d Air Force Regiment of Sarajevo are the Rajlovac Airfield and the Butmir, Sokolac, and Tuzla-Bijeljina Auxiliary fields. The Rajlovac Airfield is the most important.
21. Rajlovac Airfield is located 6 km from Sarajevo toward Zenica. It is the largest airfield assigned to the 2d Air Force Regiment. This field was greatly enlarged by the Germans and later was damaged by German aircraft; however, it was reconstructed immediately after the war. The field today is much more beautiful and modern than it was before the war. The runway, now about 2 km long, is metal for take-offs and landings of heavier aircraft. Moreover, the installations are modern. There is also a modern goniometer at the eastern end of the field.
22. The field has six large modern hangars, a radio station operated by a Russian specialist, an aircraft repair shop, an automobile repair shop, a depot and a large underground gasoline storage tank at the western end outside the boundary of the airfield. This tank has a capacity of approximately 1,600,000 liters. There is also a pilot-training school, under direction of a Russian officer conspicuously attired in civilian clothing. At the present time a regiment of fighters and bombers is stationed at the field. Of these, about 150 are YAK-9 fighters and 90 are Petlyakova.
23. Butmir Airfield is situated near Butmir where the famous Ilidsa baths are located, about 10 km from Sarajevo. This is one of the

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auxiliary fields in time of war. It has temporary runway about 1,500 meters long and 80 meters wide. It is suited for light aircraft only because the surrounding mountains do not permit the take-off of large aircraft and because the terrain is too muddy and damp from the nearby Basna River. At present there are no modern installations at this field; in an emergency, they could be quickly installed and the airfield could thereafter be easily adapted for defense of Sarajevo and Bosnia, and for landings of other aircraft. At this field at present there are only three squadrons of YAK-7 fighters and a unit school near Pancevo.

24. Sokolac Airfield is located between Sarajevo and Visegrad, about 35 km from Sarajevo on a plateau of the well-known Romanija Mountains near Sokolac, from which the field took its name. It is superbly camouflaged because all the surrounding area is densely wooded. It has one runway about 1,800 meters long and 85 meters wide. This runway has a firm surface because the ground is solid and lends itself to the use for which it was intended. In addition, the surrounding woods provide excellent cover; the camouflaged field, also is without any significant landmarks. It is difficult to determine where aircraft are hidden. On the other hand, the aircraft can be made ready for take-off on a moment's notice. At the present time the airfield has no modern equipment, but it is evident that in an emergency it can be equipped with all the buildings and installations necessary for normal airfield operations. Two squadrons of Stormoviks are now based at this field, as well as five jet planes piloted by Russians.
25. Bijeljina Airfield is located in the immediate vicinity of Bijeljina, not far from Popovo Polje near Tuzla. This, too, is an auxiliary field under the 2d Regiment. It is well situated in the mountains and not visible from the air. It has a runway about 1,700 meters long and 150 meters wide. The ground is excellent for heavy aircraft. It has no modern equipment at present, with the exception of a radio station. Four squadrons are now stationed there: Two of Petlyakovs and two of YAKs. This airfield, likewise, must help defend Bosnia and the chief industrial centers of the territory.

3d Air Force Regiment, Skoplje

26. The three airfields assigned to this regiment are Skoplje, Tetovo, and Kumanovo, even though there are other smaller fields in the well-known region of Kosovo Polje.
27. The 3d Regiment has the responsibility of defending the entire sector of southern Serbia, with air defense extending into Greek territory and even into the Mediterranean. Therefore, it is one of the most important units in the entire Yugoslav Air Force.
28. Skoplje Airfield is one of the largest and most modern in southern Serbia, and therefore it is the most important post under jurisdiction of the 3d Air Force Regiment. It has one modern runway, 2 km long, metal surfaced since the war for heavier aircraft. It has all of the finest installations of a modern airfield, as well as night-flying equipment. It includes eight hangars modernized since the war, a large aircraft repair shop, another automobile repair shop, an ammunition dump at the north end of the field, and an underground gasoline storage tank at the south end.

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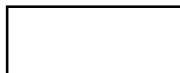
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29. There are now five squadrons of YAK fighters, three Petlyakov squadrons, and one squadron of the four-engined Martin-47's based at this field. In addition there is a second group of five jet aircraft piloted by Russians who have instructions to turn these aircraft over to Yugoslav pilots as soon as they have had a special course in Russia.
30. Tetovo Airfield is the second largest airfield (after the one at Skoplje) assigned to the 3d Air Force Regiment. It has only recently been completed; the Russians intend it to be one of the most modern airfields on the entire Balkan Peninsula inasmuch as it must be used principally by the Russian Air Force.
31. This airfield has a metal runway 2,000 meters long and 150 meters wide. It has modern equipment for complete operation of an up-to-date airfield: equipment necessary for night flying and even a school for night flying. The field is situated 8 km on the left side of the road from Tetovo to Bitolj, and is at present clearly visible from the air.
32. It has been modernized and enlarged at the request of the Soviet military authorities. Two hundred and fifty aircraft are now stationed here; ten squadrons of fighters and 20 of bombers including YAKs, Stormoviks, Petlyakovs, and Martins.
33. This airfield is considered a central base for any emergency involving those aircraft taking part in the defense of southern Serbia and in raids over Greece and Turkey. It is a major base for all aircraft from the USSR where these aircraft may load gasoline and bombs, and, on their return trip, effect new raids over their objectives.
34. Kumanovo Airfield is near Kumanovo in Petrova Kosa. This is an auxiliary field under command of the 3d Regiment. Its runway is 1,600 meters long and 200 meters wide. It has no modern equipment except for a radio station which maintains contact with the command of the 3d Air Force Regiment, stationed at Skoplje. Four squadrons of YAK-9 fighters, which are in daily training, are now based at this airfield.
- 4th Air Force Regiment, Novi Sad
35. The following airfields are assigned to the 4th Regiment: Jugovicevo, Indija (a newly constructed airfield), and a group of auxiliary fields scattered over the region of Srem.
36. Jugovicevo Airfield is situated only 4 kilometers from Novi Sad. This field was almost destroyed during the last war, and has not been of much service since. The command agrees that the field has no great importance and that even the ground because of neglect, does not lend itself to aircraft activities. However, toward the end of 1947, the Russians had great hopes that this field might be adapted to serve various purposes, first for transports from the USSR, second for defense of Novi Sad, and finally for protection of military units deployed nearby.
37. The airfield is now considered completely renovated. All hangars that were destroyed have been rebuilt and new ones have been erected; also, a paved runway has been laid. This runway is about 2 km long and 150 meters wide. The field has eight hangars an aircraft repair shop, and an underground gasoline storage tank located at the northern end of the

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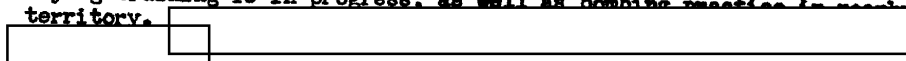


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field. It has a radio station, a goniometer, and modern equipment for night flying.

38. Now based at the airfield are four squadrons of Petlyakovs, three squadrons of YAK-7 fighters, and half a flotilla of Spitfires. Night flying training is in progress, as well as bombing practice in the territory.



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39. Indija Airfield was constructed only a short time ago and is to serve, primarily, in time of war. Its runway is 1,500 meters long and 200 meters wide, but no special accommodations of any kind. It now has a unit school which offers Stormovik training in strafing ground objectives.

40. Bela Crkva Airfield is now under command of the Novi Sad Airfield. It is one of the old fields situated close to the Rumanian border near Bela Crkva. It is a modern airfield that was refitted and enlarged by German Air Force units for fighter training. Located here at present is a school offering courses such as target practice and other training necessary to an efficient modern air force. All training is directed by a special commission of high-ranking Russian officers and two Yugoslav Air Force colonels. A jet aircraft training unit, under direction of pilots and other Russian instructors, is also located on the field.

5th Air Force Regiment, Zagreb

41. This regiment is based at the Zagreb Airfield. The following airfields are assigned to it: Zagreb (the most important), Vrbasko (sic; probably Vrbaska), and various small auxiliary fields situated in Croatia.
42. Zagreb Airfield is one of the better airfields available to the Yugoslav Air Force. It ~~is~~ somewhat damaged during the war, but immediately after was repaired and reconditioned for new activity. It was finally reconstructed in 1947, and equipped with everything required for a modern air force. A modern concrete runway, 1,800 meters long and 100 meters wide, has recently been constructed at Zagreb. Night-flying equipment has also been installed. The only aircraft based here are fighters for defense of Zagreb and all the large industries located in Croatia. There are seven squadrons of YAK-9 fighters and one squadron of Spitfires and Hurricane Rockets; also deployed here is another squadron of the Stormovik fighters which engage in training for day flying and often night flying.
43. The airfield has a repair shop for heavy aircraft; also seven hangars, two of which are new and an underground gasoline storage tank.
44. The Vrbasko Airfield was constructed within the last year. Actually, its construction was begun by the Ustashi air force during the war. It was finished, however, in the middle of 1947.
45. This airfield is located near the Kupa River. A group of Russian YAK-9 fighters are based here. The field has an ejector for launching V-2 guided missiles. Access to the field is strictly forbidden. A special track has been constructed from the center of the magazines in which the missiles are probably kept. The airfield is clearly visible from the air and therefore is provided with fighters for its defense,

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and for the zone from which guided missiles would be launched. This group of planes consist of six squadrons which carry out daily training maneuvers in defense of the field. There is also a special group of Russian pilots who fly the YAK-9s. In addition, there is a commission (under the command of a general) of 15 officers, which is probably there to issue instructions on the handling of the guided missiles.

46. Cerklje Airfield is also under command of the 5th Air Force Regiment, and it too is new, constructed during the last year. It is 125 km from Zagreb and 7 km from Novo Mesto. It has a concrete runway 1,000 meters long and 50 meters wide. This airfield has a field aircraft repair shop and seven new aircraft hangars. On the eastern side of the field are 12 newly-erected military buildings in which airfield personnel live. This airfield has all the most modern installations. Based here are five fighter and bomber squadrons, all of which are Russian YAK-7s, YAK-9s and Stormoviks. In addition there is a gasoline storage tank, housed between hangars 3 and 4. This tank has a capacity of about one million liters.
47. The aircraft at this airfield engage daily in bombing and target practice against ground objectives. Not far from the airfield is a field equipped with dummy tanks which are used frequently for bombing and machine gun practice; from this it can be deduced that in case of war these aircraft are to attack enemy tanks. A parachute unit, which has daily practice, is also located at Cerklje Airfield. Such a unit uses aircraft of the Dakota type, constructed, however, in the USSR, as well as thres of the old German Ju-52 type.

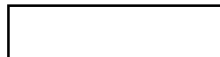
6th Air Force Regiment, Pancevo

48. Pancevo, Jabuka, and Kovin airfields are assigned to this regiment. Regimental schools are located at all three fields. The Academy of Aeronautics and an aeronautics observation school for noncommissioned officers and others are also located at Pancevo. The Academy, which provides instruction for young Air Force officers, is commanded by
- the training period of the Academy is two years. There are about 600 cadets (corporals) and 200 sergeants now enrolled. By autumn of this year, the latter are to graduate as second lieutenants.
49. The noncommissioned officers' school, however, has about 250 students who, on completing the course this autumn, will become sergeants. Besides the above-mentioned schools, there is a third for observers (both commissioned and noncommissioned officers), who take a 6-months' course. There is also a pilot school for the regiment, now attended by 350 students; it offers a 6-months' course after which those who have completed it are decorated and sent to Bela Crkva for confidential assignments. All of these courses are directed by Russian officers.
50. Pancevo Airfield has a concrete runway 1,500 meters long, completed this year. The airfield, which has all modern equipment, has a 1,500,000-liter-capacity underground gasoline storage tank and an aircraft repair shop.
51. The following fields are assigned to the Pancevo Regimental Schools
- a. Jabuka Airfield, an auxiliary field with a 1,000-meter runway. As yet there is no special equipment. It now has a unit of the pilot

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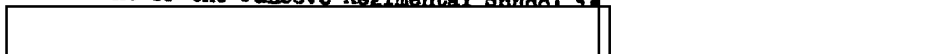
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school at Pancevo.

b. Kovin Airfield, also an auxiliary field, is under the command of the above-mentioned Pancevo Regimental School. The field is located in the vicinity of Kovin and has a runway 1,200 meters long. At present it has a unit of the pilot school from the Pancevo Regimental School.

52. Commandant of the Pancevo Regimental School is



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7th Air Force Regiment, Ljubljana (Lubiana)

53. The Ljubljana, Zalog, Skofja Loka, and Maribor airfields, all of which are located in former Italian territory near Susak, are assigned to this regiment.
54. Ljubljana Airfield is newly equipped. It was reconditioned in 1947 and provided with a concrete runway for heavier aircraft, 1,500 meters long and 140 meters wide. It also has all the latest equipment essential to modern aviation, including that for night flying. It has its own aircraft repair shop, eight hangars (three of which are new), and a million-liter gasoline tank.
55. This airfield now has a full quota of aircraft, both fighters and bombers, including six squadrons of YAK-9 fighters, one squadron of Spitfires, Hurricanes, and Mustangs, as well as three squadrons of Petlyakov bombers.
56. The field is the largest in Slovenia and will have the task of defending that region, and in case of war will aid in the bombardment of Italy and Austria.
57. Zalog Airfield, near Ljubljana, is directly adjacent to the Ljubljana-Kranj railroad line. The airfield was recently laid out and will soon be completed. Barracks for personnel are now being built as are hangars and an aircraft repair shop. It will also have new equipment. Now based at the field are two squadrons of YAK-9 fighters which have daily practice in aerial combat. This field is at the disposal of the Fourth Army in Slovenia.
58. Maribor Airfield is an auxiliary, located near Maribor (Marburg). It is being enlarged and improved toward becoming one of the largest fields of Slovenia, primarily for fighters which will defend Maribor and industrial centers. Reconstruction of this field has already begun, and there is reason to believe that it should be completed by the end of this year. At present, only one squadron of Petlyakov light bombers is based here.
59. Skofja Loka Airfield is also an auxiliary field near the Italian border. It is rather large, but it must be further enlarged and improved both in size and design, much as that at Maribor.

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60. There are no special installations at this field. It has a 1,200 meter dirt runway that is solid enough to accommodate heavy aircraft.
61. The airfield now has three squadrons, detached from the interior of Yugoslavia, that probably will remain there. These squadrons are made up of fighters and bombers which will undergo attack, bombing and defense training. This field is also at the disposal of the Fourth Army.
- 8th Air Force Regiment, Mostar
62. This regiment is based at the Mostar-Buna Airfield. The following airfields are assigned to it: Dubrovnik (Ragusa), Niksic, Podgorica, and Berane. There is a regimental school for pilot training at the Mostar Airfield. The above-named fields have the task of defending the Adriatic coasts of Dalmatia and Bosnia.
63. Mostar Airfield is one of the better fields of Yugoslavia. It does not have a concrete runway; however, the surface of the field is gravelled so that even heavy aircraft can land. During the war it was badly damaged, but immediately thereafter it was repaired.
64. This field has its own aircraft repair shop, six new hangars, and a million-liter gasoline storage tank. It has all modern equipment for day and night flying.
65. Besides the regimental school, it has four squadrons of Petlyakov medium bombers, two squadrons of Stormoviks, one squadron of Martin-47 heavy bombers, and six squadrons of YAK-9 fighters.
66. Niksic Airfield is an auxiliary field centrally located between Niksic and Montenegro. It has a 1,600-meter runway, but no modern equipment. There is one radio station connecting Mostar with the Aeronautical Command. Six squadrons of YAK-7 and YAK-9 fighters are now based here. They must defend the low-level bases of the Gulf of Kotor, and a part of the Adriatic coast, the most important military regions of Montenegro.
67. Podgorica Airfield is the largest airfield near Montenegro. Until the end of the war it was strictly an auxiliary field. Since the war along with the enlargement of Podgorica, which now bears the name Titograd (City of Tito), this airfield has expanded according to demands of modern aviation technique and take-off requirements of heavy aircraft. It now has a concrete runway of 1,800 meters long and 130 meters wide, and all equipment for day flying. Seven hangars are under construction, which are to be of modern design. An aircraft repair shop is already under construction, and a gasoline storage tank will be installed.
68. Now based here are four squadrons of Stormoviks, two squadrons of Petlyakovs, and four squadrons of YAK-9s.
69. This field will be the defense of the Adriatic coasts and of troops garrisoned in Montenegro, as well as for the protection of Albanian territory and those bases intended for the aerial raids eventually to be effected over Italy.
70. This airfield also has an additional squadron composed of Dakotas and other new twin-engined Russian transports identical with the Dakota.

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71. Dubrovnik (Ragusa) Airfield is an auxiliary field at present being used for civilian transportation. However, it is now being enlarged and improved toward becoming one of the finest airfields on the Yugoslav Adriatic coast. For the present, at least, it has no military aircraft suitable for combat.
72. Berane Airfield is likewise an auxiliary field under the command of the 8th Air Force Regiment stationed at Mostar. It is situated in a well-hidden valley and has a runway about 1,000 meters long. It has no modern equipment. According to plans, it is considered an auxiliary airfield and, as such, it must serve exclusively in time of war. A section of the Mostar pilot school (with aircraft for training) is now stationed here.

9th Air Force Regiment, Eoka

73. This is a newly formed regiment. The Eoka Airfield is assigned to it and other small auxiliary fields situated in and around the territory defended by this regiment.
74. Eoka Airfield was constructed by the German Air Force during the war. In new equipment, this airfield is second in importance among those of Yugoslavia. It has its own aircraft repair shop, 12 hangars, and three gasoline storage tanks at the eastern end of the field (two underground and one above) with an over-all capacity of 2 million liters.
75. This airfield has all necessary facilities for day and night flying. It houses the Eoka Regimental School and several squadrons of combat aircraft are based there.
76. The Eoka Regimental School
 This school has a faculty of Russian and Yugoslav officers who teach by Russian methods. The school offers courses in piloting, observation, bombing mechanics, radio telegraphy, and machine-gunnery.
77. A regimental school is organized as follows:
- Regimental commandant
 - Assistant regimental commandant
 - Regimental political commissar
 - Three school squadrons
 - Three commando squadrons
 - Three political commissioner squadrons
 - Commandant of the Air Forces company at the regimental school
 - Commissioner of the Air Forces company at the regimental school.
78. Besides the command personnel indicated above, in each of the previously mentioned three regimental school there are 15 - 20 high-ranking Russian officers who are instructors and who, at present, control all activity of the regimental school.
79. A squadron school is organized as follows: of the 6-9 aircraft for the school, three are allotted to each of the subdivisions of the school. To each of the school aircraft are assigned one or two instructors,

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a chief and his assistants, and lastly, six students for each of the above-mentioned instructors.

80. The airfield company with the regiment is composed of auxiliary personnel charged with maintaining order and cleanliness at the field; in addition, it has a sanitary unit, fire-fighting unit, and other minor services. This airfield company has the following duties: guard sanitation, fire-fighting, and motor-pool operation and provides a platoon for supply.
81. The three above-mentioned regimental schools make up a division called "School Division," but, in case of war, it becomes the "Proletarian Division of Aeronautics."
82. Types of aircraft used by instructors in regimental school are:
- a. I-2, Russian made, is primarily for training. It is a two-seater biplane; the instructor sits behind the student. The plane has a 100-hp Russian engine with maximum speed of 140 km per hour.
 - b. IP-2, Russian-made, is a two-seat, low-wing monoplane and has a 120-hp engine. The instructor sits behind the student; its maximum speed is 150 km per hour.
 - c. YAK (built by Yakovlyev), YAK-3 is a transport fighter (for passengers) used by the flying school between primary-training and fighter-training periods.
 - d. Tiger Moth is a trainer aircraft which the Yugoslav Air Force received from the allies after the war. The characteristics of this aircraft are well known, and therefore are not indicated here.
 - e. Buker Jungmeister (Bugerjungmeister) is a German plane which the Yugoslav Air Force obtained from the Russians. These were captured by the Soviet at Wiener Neustadt Airfield and were immediately sent to Yugoslavia with other aircraft of the same type which had been used by the Croatian Ustashi Air Force. The Bukermeister (Bugermeister) is a biplane with 100-hp Hikt engine; moreover, it is a two-seater suitable for aerobatics. It is one of the best training planes used by the Yugoslav school unit.
 - f. "Harvard-Standard" is also an aircraft received from the Allies for Yugoslav aeronautical training. The characteristics of this aircraft are well known.

10th Air Force Regiment, Kraljevo

83. The following airfields are assigned to the above regiment: Kraljevo, Preljina, Uzicka Pozega, Krusevac, Kragujevac, and several small auxiliary fields. These airfields in general do not have paved runways.
84. Kraljevo Airfield is one of the oldest Yugoslav fields, which during the war, was badly damaged by the Germans. It is, however, one of the largest in Yugoslavia. It has a runway 1,400 meters long and

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- about 600 meters wide. There is an aircraft repair shop, and next to the airfield is a large state aircraft factory which was dismantled during the war by the German military occupation authority and removed to Germany. Immediately after the war, this factory was reconstructed and equipped with the latest machinery and installations seized in Germany, particularly from the air force establishment of Wiener Neusstadt. In fact, this factory manufactures new aircraft of Russian type, since the molds were brought from the Soviet Union. In any event, this factory is under control of Russian specialists.
85. Kraljevo Airfield has all the newest installations necessary for day flying. Four YAK fighter squadrons, six Stermovik squadrons, and one squadron of Martin-47 heavy bombers are temporarily based here. This airfield is to provide defense for the industrial centers of Serbia, and aid in defending the garrisons deployed in Serbia and Bosnia.
86. Preljina Airfield is an auxiliary under the 10th Air Force Regiment. It is on the railroad between Cacak and Belgrade; nearby is a small forest. Its runway is about 1,400 meters long and 300 meters wide. The field is excellent for maneuvering heavy bombers. Except for a small radio station there are no modern installations at present. Gasoline is drawn from special tanks 9 miles from the airfield at the Brdjana (sic) railroad station. These tanks are to the right of the station and built into a small hill; they have a capacity of 6 million liters. One squadron of the IT-2 training planes (school) and two Petlyakov squadrons are now based at this airport.
87. Uzicka Pozega Airfield is located in Serbia near the Uzicka Pozega region. It is an auxiliary field that can be used for heavy aircraft except during rainy weather when the wheels sink into the mud. In view of this, the Yugoslav aeronautical authorities have favored construction of a concrete runway, inasmuch as the airfield is important to that sector of Yugoslavia and is not visible from the air because of surrounding mountains. The field has a runway two km long and 500 meters wide. At present there are no modern installations except a small radio station. It has its own gasoline storage tank built into a mountain near the Jeminska Stena (sic) station on the Uzicka Pozega-Cacak railroad. Three fighter and two bomber squadrons are now based at the field.
88. Kragujevac Airfield is an auxiliary field situated not far from the Kragujevac Military Technical Institute. It is especially suited for operations of fighters which must serve in the defense of this Institute. The field has a runway 1,000 meters long and 200 meters wide, but it has no special installations. Two squadrons of YAK-7 fighters are now based here.
89. Krusevac Airfield is just outside the town of Krusevac near the Obilicevo Military Technical Institute. It is an auxiliary field with a 900-meter runway for fighter planes. There are no aircraft based here now, but in case of war, it can serve fighters participating in the defense of Krusevac, nearby industrial centers, and the Stolac railroad center.

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CENTRAL INTELLIGENCE AGENCY

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11th Air Force Regiment, Nis

90. This regiment is stationed at Nis Airfield, which is situated to the left of the Crveni Krst--Nis railroad line. This field has a fighter-pilot training school under direction of high Soviet officers. Of three school groups assigned to the field, one has day flying practice and the other two have night flying practice.
91. Nis Airfield is one of the old Yugoslav fields. It was destroyed during the war but immediately after was repaired and put into serviceable condition. It has a 1,500-meter runway, six hangars, and aircraft repair shop, a garage for the motor vehicle corps, and all special new installations for day and night flying. Its runway is not paved, but is of the best quality and suitable for take-off and landing of even heavy aircraft.
92. Besides the fighter-pilot training school at this field, there are four Petlyakov squadrons and two YAK-9 squadrons that have daily training in both attack and defense.

AIRCRAFT INSIGNIA OF THE YUGOSLAV AIR FORCE

93. On the outer side of the wing there are concentric circles of the three colors of the Yugoslav flag, with a five-pointed red star in the center. On the vertical stabilizer there is a tricolored Yugoslav flag and on the white field is a five-pointed red star. Each aircraft is marked with the name by which it is registered at the Air Force Command. In the fuselage is a number followed by one or two letters of the alphabet, as: 66-ER.

AUXILIARY FIELDS

94. Besides previously mentioned fields now in service, the Yugoslav Air Force has at its disposal many other auxiliary fields, both large and small, scattered throughout Yugoslav territory. Recently a special commission was set up which has travelled all over Yugoslavia to determine suitable fields in woods and mountains known only to the Air Force Command and pilots using them.
95. The fields built by German forces are:
 - a. Sombor Airfield, under the command of the 4th Air Force Regiment. It was probably meant to be used by the Luftwaffe during the war. This field has all modern installations and a metal runway 900 meters long and 50 meters wide. A regiment composed of three Petlyakov medium bomber squadrons and three squadrons of YAK-7 and YAK-9 fighters is based here.
 - b. Zemunik Airfield, near Zara. This field was built by the Italians, but was later reconditioned by the German Air Force. The field now has installations that fully measure up to modern demands. One squadron made up of Spitfire-9s and Hurricanes, and two squadrons of Stormoviks are based here at present. It also has a flight-school division.

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