

CLASSIFICATION ~~SECRET~~  
 CENTRAL INTELLIGENCE AGENCY  
 INFORMATION FROM  
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

FOR OFFICIAL USE ONLY

STAT  
 STAT

COUNTRY Rumania; USSR  
 SUBJECT Military; Political  
 HOW PUBLISHED Irregular periodica  
 WHERE PUBLISHED Rome  
 DATE PUBLISHED 12 Apr - 10 Dec 1951  
 LANGUAGE Italian

REPORT [ ]  
 CD NO. [ ]  
 DATE OF INFORMATION 1951  
 DATE DIST. 2 MAY 1952  
 NO. OF PAGES 2  
 SUPPLEMENT TO REPORT NO.

**THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 56 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.**

THIS IS UNEVALUATED INFORMATION

SOURCE Bollettino Dambiano.

SOVIET ARMED FORCES IN RUMANIA

SOVIET GENERAL COMMANDS RUMANIAN ARMED FORCES -- Rome, Bollettino Dambiano, 12 Apr 51

Soviet Lt Gen K. S. Kolganov, whose official function is that of military attache to the Soviet Embassy in Bucharest, is the real commander-in-chief of the armed forces of the RPR (Rumanian People's Republic). He receives daily reports from Emil Bodnarus, RPR Minister of Defense, and Nicolae Salageanu, Chief of Staff of the RPR. It may be recalled the Bodnarus, whose true Ukrainian name is Bodnaruk, is a former lieutenant who had been found guilty of espionage for the USSR. He returned to Rumania together with Ana Pauker and other high Communists when the Soviet troops occupied the country. Salageanu, a former laborer, likewise achieved his position through the party.

TAKE PRECAUTIONS TO PREVENT FLIGHT OF AVIATORS -- Rome, Bollettino Dambiano, 12 Apr 51

To prevent the flight of Rumanian aviators out of their country, the Soviet command ordered Colonel Fulga (fnu), a former upholsterer raised to commander of the Rumanian Air Force in August 1950, to maintain strict watch on airports. He was told to control strictly the distribution of gasoline to training schools. The political commander alone is authorized to prepare flight plans for airports. He distributes gasoline and is in charge of guards for hangars and fuel depots. Antiaircraft guns are ready at all fields to take action against possible deserters.

Since trained instructors who belong to the party are lacking, former officers and noncommissioned officers of the air force are still used. However, their every step is watched by agents of the political commander. The most suspect are discharged as soon as replacements are found. This was the case with Colonel Penescu (fnu), commander of the Zilistea-Buzau airport. Many other flight officers at Focsani, Tecuci, and Bumbesti were discharged.

Two Soviet colonels have offices adjacent to those of Colonel Fulga at the headquarters of the Rumanian Air Force in the Singer building on Bratianu Boulevard in Bucharest.

CLASSIFICATION ~~SECRET~~

FOR OFFICIAL USE ONLY

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB															
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI															

STAT

**BUILD NEW BARRACKS FOR SOVIET TROOPS IN RUMANIA** -- Rome, Bollettino Dambiano, 10 Dec 51

The government of the Rumanian People's Republic is building an installation in the city of Resita capable of housing 7,000 men. It will contain equipment warehouses and garages. Work is to be finished in December 1951. The Minister of the Interior, through the Directorate of People's Security, contracted with Sovromconstructia (Soviet-Rumanian Construction Enterprise) for the work. This has led the local population to believe that the installation is intended for Rumanian or Soviet police. The management of the construction project, however, is reported to have said that the installation would serve to quarter Soviet troops. These troops are temporarily housed in villages of the Banat, in the city of Timisoara, and in the surrounding area.

**SOVIET HEAVY BOMBERS IN RUMANIA** -- Rome, Bollettino Dambiano, 6 May 51

Five squadrons of Soviet heavy bombers landed at Otopeni airport on the edge of Bucharest in mid-April 1951. Up to that time only YAK fighters had been seen. Otopeni airport, one of the best in the Balkans, was provided with a concrete runway in 1950 for handling jet planes. Under the direction of Soviet engineer Podoro Devskiy, director of Sovromconstructia in Bucharest, work was finished in December 1950 at a cost of 1.6 billion lei.

**CREATE MILITARY AIRPORT IN RUMANIA** -- Rome, Bollettino Dambiano, 27 Nov 51

The civilian airport on the edge of Galati has been enlarged and transformed into a military airport. The new installation is provided with modern equipment, a repair shop, fuel tanks, and other items. It is almost as large as the new airport completed in Tiglina [possibly Sulina] at the end of September 1951. All work at Galati, except on wooden barracks for personnel, was completed in November 1951. Soviet transport planes were already using the runways. Soviet flying personnel were quartered in the military hospital of the Rumanian III Army Corps in Galati, evacuated for that purpose.

**ARREST SOVIET SOLDIERS FOR BLACK MARKETING IN RUMANIA** -- Rome, Bollettino Dambiano, 27 Nov 51

Soviet officers and enlisted men stationed in Rumania for long periods of time formed a black-market network, principally in food products. They sold sugar, butter, powdered eggs, canned meat, oil, flour, clothing, and blankets stolen from military warehouses or illegally requisitioned from factories or state stores on the basis of forged documents. They acted in collaboration with Rumanian civilians. The same organization carried on a wide trade in tires, which were no longer available on the open market. They accepted payment in rubles only, since this was the only currency they could use if sent back to the USSR.

However, at the end of October 1951, the Soviet police discovered the ring and arrested more than 100 soldiers, including high-ranking officers.

- E N D -

- 2 -