

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Rumania	REPORT	
SUBJECT	Rumanian Air Force	DATE DISTR.	12 March 1953
DATE OF INFO.		NO. OF PAGES	7
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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During 1951¹ the Rumanian Air Force underwent some radical transformations. It was completely reorganized; new large units were created; it was equipped with modern materiel, and the units were fully manned.

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1. The Fighter Air Force:

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- a. The 1 Fighter Division at Bucharest which had previously been composed of three regiments, was organized into two regiments, located at the Airports of Clinceni (Bucharest) and Rosiorii-De-Vede (Teleorman), the latter regiment having been transferred from Craiova.
- b. The 3 Fighter Regiment of Targsoar (Ploesti) which had been part of the 1 Fighter Division, merged with the 7 Fighter Division of Stalin (Brasov), which had been a part of the 2 Bomber Division of Stalin (Brasov), and thus was created the 2 Fighter Division.
- c. The 97 Turbojet Division located at the Ianca Airport, Braila, was created. It was composed of two regiments, both located at the same airport.

2. The Bomber Air Force:

The 2 Bomber Division at Stalin (Brasov) was transformed into the 7 Bomber Division. It was composed of the 6 Bomber Regiment and the newly created 17 Bomber Regiment, both located at the Airport of Stalin (Brasov).

3. The Attack Air Force:

The 4 Attack Division, located in Stalin (Brasov) was created from the 4 Attack Regiment. It was composed of two regiments, one having been newly created. Both regiments are stationed at the Turnisor Airport, Sibiu, where previously only the 4 Attack Regiment was located.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "A")

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4. Independent Units:

The five independent units were maintained as before, but were supplied with additional personnel and equipment. The Seaplane Squadron, which formerly was under the orders of the Navy Command, was transferred to the Air Force Command.

5. Flying Equipment:

- a. In order to equip the 97 Turbojet Division, the following types of airplanes were brought from the Soviet Union:

4 YAK-17 planes, with dual controls for training.
 20 YAK-23 planes.
 10 MIG-9 planes.
 12 MIG-15 planes.

- b. To complete the equipment of the fighter units, the following planes came from the Soviet Union:

20 YAK-11 planes.
 15 LAU-9 planes.

- c. The 8 Air Transport Regiment was equipped with three AERO-45 planes.

- d. The Attack units were trained and equipped with Stormovik-IL-2 planes.

- e. The reorganization of the rear units of each airport enabled them to fulfill the needs of the flying units.

6. The pilot training schools of Tecuci and Focsani produced large numbers of pilots but the level of training was very low. This was mostly due to the weak basic training of the students. The advanced training of the cadre with Soviet type planes was continued, as in the past, at the training center of Buzau. Because of the creation of the new units there were big changes in personnel, transfers, promotions, assignments.

7. The Rumanian Air Force Command, until mid-1952:

- a. Location: Bucharest, Blvd. Lenin (formerly Dacia) No. 5.

Commander: General Major Nicolae Fulga.

Political Commissar: Lt. Col. Laurian Medvedovici, formerly the Political Commissar of the 97 Turbojet Division. At that time he was a Major. He replaced Colonel Mihai Agafitei in the spring of 1952.

Chief of the General Staff: Col. Anton Stefanescu (Freiberg)

- b. The General Staff is composed of the following sections:

Operations Section: Col. Dumitru Bucur.

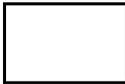
Training Section: Col. Constantin Sendrea, former Commander of the 1 Fighter Division. He replaced Colonel Ion Ignat, retired, in the Air Force Command.

Scouting Section: Captain Stuparu

Liaison and Communications Section: Lt. Col. Constantin Radulescu, replacing Major Engineer Marcel Luca, who was transferred to another post.

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Navigator of the Command: Colonel Pompiliu Radulescu.
Target Section: Major Teodor Moscu.
Counterintelligence Section: Captain Mihailescu.
Personnel Section (Cadre): Lt. Col. Andrei Dan.
Engineer: Colonel Parvulescu.

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c. Command Engineer's Assistant: Major Mihai Fenici, a regular army mechanic-officer, graduation class of 1932, a native of Oltenia (District of Romanati). He holds a war pilot degree.

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d. Commander of the Rear: Lt. Col. Mihai Gavrilas, appointed to that post in January 1952, to replace Colonel Georgescu.

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e. Political Section Chief: Lt. Col. Gheorghe Iliescu. The section is composed of the following bureaus:

Cadre: Major Weiss
Training Bureau: Major Dumitrescu.
Intelligence Bureau: Lt. Major Panigea.
Bureau for Agitation and Propaganda: Captain Mandita.
Communist Party Board.
Youth Bureau.

8. There are approximately 50 officers working in the Political Section. The large air force units have received Soviet advisers, in addition to those already existing at the Air Force Command. At the Air Force Command there are four of those Soviet advisers; one general and three colonels. Those advisers give verbal directions to the commanders but do not intrude into the units' activities, merely supervising the execution of the training program.

9. The Rumanian Air Force Units are the following:

a. Independent Units:

The 5 Scout Regiment, in Turda
The 8 Air Transport Regiment of Pipera
The 9 Air Liaison Regiment of Pipera
The Seaplane Squadron of Siut-Ghiol (Constanta)
The Air Communications Regiment of Cotroceni,

b. Units integrated into Air Force Divisions:

The 1 Fighter Division, Bucharest.

The 1 Fighter Regiment of Clinceni, Bucharest.
The 3 Fighter Regiment of Targor, Ploesti.
The 7 Fighter Regiment of Stalin (Brasov).

The 2 Fighter Division, Rosiorii-De-Vede (Teleorman).

The 2 Fighter Regiment of Rosiorii-De-Vede.
A Fighter Regiment of Deveselu, Caracal.
The 180 Fighter Regiment of Lugoj.

The 97 Turbojet Division of Craiova.

Turbojet Regiment of Ianca.
Turbojet Regiment of Craiova.
Turbojet Regiment of Craiova.

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The 4 Attack Division of Stalin (Brasov).

The 4 Attack Regiment of Turnisor (Sibiu)
An Attack Regiment of Turnisor (Sibiu)

The 7 Bomber Division of Stalin (Brasov).

The 6 Bomber Regiment of Stalin (Brasov).
The 17 Bomber Regiment of Stalin (Brasov).

10. Training Centers and Schools:

Air Force Training Center of Buzau.
Paratrooper Training Center of Clinceni.
Technicians School of Medias.
Technical Officers School of Sibiu.
Pilot Officers School No. 1 of Tecuci.
Pilot Officers School No. 2 of Focsani.

11. The 7 Bomber Division:

Location: Stalin (Brasov), Cuza Voda Street. The units are at the Sfantu Petru-Stalin (Brasov) Airport.
Commander: Lt. Col. Nicolae Conta.
Political Commissar: Captain Iancu.
Chief of the General Staff: Major Alexandru Popescu.
Navigator: Lt. Major Florea Marcu.
Target Officer: Lt. Major Puscutzza.
Officer in charge of battle training: Captain Florea.
Officer in charge of personnel (Cadre): Lt. Major Silea.
Target Officer: Captain Stanciulescu.
Engineer: Captain Gheorghe Bica.
Commander of the Rear: Lt. Col. Gheorghian.
Soviet Adviser of the 7 Bomber Division: Colonel Kusnetzow.

12. The 7 Bomber Division was made up out of the former 2 Bomber Division to which the newly created 17 Bomber Regiment was added. The 17 Bomber Regiment, together with the 6 Bomber Regiment formed the Division.

13. Organization of the 7 Bomber Division:

The 6 Bomber Regiment.
The 17 Bomber Regiment.

14. The 6 Bomber Regiment:

Location: At the Stalin (Brasov) Airport.
Commander: Captain Alexandru Viorel Popescu. In summer of 1951 he was transferred to the 7 Bomber Division, in the capacity of Chief of the General Staff. His successor at the Regiment's Command was Captain Zaharcu.
Political Commissar: Captain Cojocaru.
Chief of the General Staff: Lt. Major Duca.
Commander's Assistant, for Flights: Lt. Major Dumitru Pitzurca.
Navigator: Lt. Isidor Astelus.
Officer in Charge of targets: Captain Stoicovici.
Engineer: Lt. Neagu.
Counterintelligence Officer: Sub Lt. Kodis.
Personnel (Cadre) Officer: Lt. Major Bunica.

15. Organization:

The 6 Bomber Regiment is composed of three squadrons of three patrols each, with three planes in each patrol.

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Squadron 1:

Commander: Lt. Major Nicolae Taraban.
 Political Commissar: Lt. Ion Tataru.
 Commander's Assistant: Lt. Crojan.

Squadron 2:

Commander: Lt. Viorel Pop.
 Political Commissar: Lt. Ion Luca.
 Commander's Assistant: Lt. Gheorghe Popescu.

16. The 17 Bomber Regiment:

Commander: Captain Gheorghe Seniuc.
 Political Commissar: Lt. Ion Ghinea.
 Chief of General Staff: Captain Stefan Ilasievici.
 Battle Training Section: Lt. Mircea Iordache.
 Gunnery Section: Lt. Ion Brebeanu.
 Navigator: Lt. Marcu.
 Engineer: Lt. Cosma.
 Cadre Officer: Sut Lt. Zamfirescu.
 Medical Doctor: Lt. Dr. Bucur.
 Counterintelligence Officer: Lt. Luca.

17. Squadron 1:

Commander: Lt. Stefan Popa.
 Political Commissar: Sub Lt. Lipa.
 Engineer: Lt. Oprisan.

Squadron 2:

Commander: Lt. Barna.
 Political Commissar: Lt. Opincaru.
 Engineer: Sub Lt. Irimescu.

18. The 97 Turbojet Division:

Location: In the barracks newly constructed on the Ianca Airport
 (located approximately 40 kilometers West of Braila). The
 Airport was enlarged and provided with cemented runways.
 Commander: Lt. Col. Ion Cosma.
 Political Commissar: Major Laurian Medvedovici.
 Commander's Assistant, for Flights: Lt. Col. Aurel Raican.

The 97 Turbojet Division was created in July and August 1951. It was staffed with pilots transferred from the following units: The 1 Fighter Division, the 6 Bomber Regiment and the 7 Fighter Regiment. The flying equipment was brought from the USSR and consists of YAK-17 training planes, with dual controls, and YAK-23 planes.

19. Organization:

The 97 Division is composed of two regiments:

Commanders of the two regiments are Major Stefan Gheorghiu and Major Diacu. In the winter of 1951 and 1952 Major Diacu was replaced by Major Josif Damba who had returned from the Soviet Union where he had taken a two year course at the Frunza Military Academy, aviation section.

The organization of the Regiment is similar to that of any fighter regiment,

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being composed of three squadrons, with three patrols in each squadron and with four planes in each patrol. The difference from other units is that the turbojet regiments are fully manned and fully equipped, in accordance to the Soviet military regulations.

20. Equipment:

- 6 YAK-17 dual control planes.
- 20 YAK-23 planes.
- 2 PO-2 planes, which are used as courier-carriers for the Air Force Command.
- 10 MIG-9 planes.
- 12 MIG-15 planes.

21. During autumn of 1950 and the spring of 1951 a number of pilots who were to be ordered to the turbojet units, followed courses and underwent training with Soviet instructors. The training took place at the Zilistea Airport (near Buzau). Thus, at the time the planes arrived, the units were already staffed with Rumanian instructors, familiar with the new engines. A team of Soviet technicians instructed the Rumanian technicians on the care and maintenance of the new equipment.

22. There is a training squadron in each regiment. Its sole task is to train the young pilots. After a training period, the young pilots are transferred to the flying squadrons, where they are instructed in battle training. Judging by the way the training progressed, the pilots need at least two more summers (1952 and 1953) to complete their training. Only then would it be possible to consider that the turbojet units are ready for war. The pilots who had been trained at the old-time pilot schools, learned rapidly, and became familiar with the Soviet methods in piloting and battle training. On the other hand, those pilots who had attended only the new schools lacked a scientific background and had difficulty in understanding the new material.

23. Independent Units of the Rumanian Air Force 1951:

The 5 Scout Regiment.

Location: Turda Airport.
Commander: Captain Iliescu.
Chief of the General Staff: Lt. Furman.
Commander's Assistant for Flights: Lt. Gheorghe Slusaru.

24. Equipment:

At present some of the unit's pilots have attended the advance courses at the training center of Buzau. They were instructed in the use of TU-6 Soviet bi-motor reconnaissance planes which are going to be supplied to the unit. The 5 Scout Regiment is equipped with the following planes:

- 4 PO-2 planes for night flight training.
- 20 IAR-39 planes.

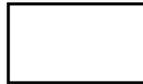
Some of the pilots of the units were transferred in 1951 to the newly created units because of lack of equipment.

25. The 8 Air Transport Regiment.

Location: The Pipera Airport (Bucharest).
Commander: Major Marcel Botez.
Chief of the General Staff: Capt. Matei Timotin.
Assistant Commander for Flights: Lt. Visinescu.

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26. The 9 Air Liaison Regiment.

Location: The Pipera Airport, Bucharest.
Commander: Capt. Vasile Paun.
Chief of General Staff: Lt. Ion Ciocianu.

27. The Air Communications Regiment.

Location: Cotroceni Barracks.

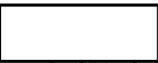
This is a communications unit. It is a specialized communications unit which is in charge of liaison and communications between the air force units.

28. The Seaplane Squadron:

Location: The hangars and buildings border the shore of the Siut-Ghiol Lake (Constanta). They were the quarters of the former Seaplane Flotilla.

Commander: Major Gheorghe Moraru.
Political Commissar: Lt. Major Voineagu.
Chief of the General Staff: Capt. Vasile Ioan.

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1.  Comment. Although much of this information is known it is being submitted for whatever use it might have.

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