

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY Rumania
SUBJECT Rumanian-Built Aircraft

REPORT

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1. The IAR-813, designed and produced under the supervision of a Rumanian aeronautical engineer, (fnu) Manicatide, is a conventional single-engine monoplane. Built specifically as a primary trainer, the IAR-813 may also be used as a liaison aircraft. Since early Spring 1951, it has been produced in small numbers at the Army No. 2 Aircraft Repair Shops (Ateliere Reparatii Material Volant No. 2) located on the northern periphery and in the two center hangars of Stalin Airfield. By September 1951, 25 IAR-813 aircraft had been built at Stalin and were the first installment of an order of 50 such aircraft to be produced for the Ministry of Armed Forces (Ministerul Fortelor Armate-MFA).
2. During 1951, the 25 aircraft were disposed of as follows: three or four were sent to Air Cadet School No. 1 at Tecuci Airfield (4551N-2724E); three or four were sent to Air Cadet School No. 2 at Focsani/South Airfield (4540N-2712E); one was sent to Rumanian Air Force (RumAF) Command Hq. in Bucharest, as liaison aircraft; and approximately 15 were believed to have been sent to the air regiments as liaison craft, possibly to replace the PO-2 Soviet-built biplanes. As of March 1952, the total order of 50 aircraft was still in effect, the target date for completion of the contract being the Fall of 1952. [] ultimately each of the two Air Cadet Schools was to receive 12 such aircraft; 12 were to go to the Aviation Instruction

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USAF review completed.

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Center at Buzau Airfield (4508N-2648E), and the balance assigned as liaison craft to the Rumanian Air Regiments; possibly several were to be sent to the civilian flying schools.

3. Specifications for the IAR-813 were as follows: It was a primary trainer and/or liaison aircraft, had no armament and no radio; it had dual controls, and a two-place single cockpit. It also had a single Czech-made, Walther-Minor, 4-cylinder, 110-h.p., inline, speed of 200 km/hr.; it could take off in 50 m. It had a two-blade fixed-pitch wooden propeller. It was a monoplane, low-wing type, moderate positive dihedral. It had non-retractable conventional landing gear. The fuselage was of tubular truss construction with a canvas skin; the craft had all-metal wings and tail assembly. It was painted silver-gray.

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4. [redacted] the Soviets were of no assistance and actually refused to deliver any aircraft construction materials for this project.

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5. The twin-engine IAR-814, also designed by engineer Manicatide, was in the last stages of prototype production, March 1952, in the Army No. 2 Aircraft Repair Shops, Stalin Airfield. Manicatide expected to have the prototype completed by July or August 1952. The IAR-814 was primarily intended to be an advanced trainer aircraft; however, it had a passenger capacity of six persons plus pilot and navigator and/or a utility cargo of four stretchers. The plane had Czech-made Walther-Major 6-cylinder, inline, air-cooled engines of 165 h.p. each. It had two-blade fixed-pitch, wooden propellers and electro-mechanical retractable conventional landing gear. It was a low-wing, positive dihedral monoplane. As of March 1952, no production order had been placed for this aircraft.

6. [redacted] with the exception of the two above-named aircraft, there was, as of March 1952, no aircraft production or aircraft assembly activity in Rumania. All World War II production and/or assembly facilities were discontinued shortly after the war.

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