

25X1

25X1

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

25X1

CONFIDENTIAL

641238

COUNTRY	Bulgaria	REPORT	
SUBJECT	1. Stara Zagora Airfield 2. [unclear]	DATE DISTR.	6 August 1954
DATE OF INFO.		NO. OF PAGES	11
PLACE ACQUIRED		REQUIREMENT	
		REFERENCES	

This is UNEVALUATED Information

25X1

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

STARA ZAGORA MILITARY AIRFIELD

Location

1. The Stara Zagora airfield is an old military airfield, located in the angle formed between the Stara Zagora-Maritsa (formerly Simeonovgrad) road and the road branching from this road, about four kilometers south of Stara Zagora, and going to Mogila village, Stara Zagora Okoliya, and Topolovgrad. It is almost immediately south of Kolyu Ganchevo village (N 42-23, E 25-38), Stara Zagora Okoliya.
2. The airfield is located at N 42-22-30, E 25-38-30. Its general terrain has a rectangular shape about 1,500-2,000 meters in length and 600-800 meters in width; the northwest corner of the field borders on the road to Maritsa, while the northeast corner of the field borders on the road to Mogila village, Stara Zagora Okoliya. The airfield runs in a southeast-northwest direction.

CONFIDENTIAL

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

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

CONFIDENTIAL

- 2 -

25X1

Airfield Buildings

3. Until January 1952, the airfield had a total of about 16 buildings, grouped primarily in the northwest corner of the field, as follows:
- a. One large hangar in the form of a capital "L" with sides of equal length, each approximately 100 x 40 meters in size; the hangar is painted a sky-blue color and is roofed with white tile; the doors are located on the southeastern and southwestern sides.
 - b. Guardhouse, a 1-story masonry building, about 20 x 30 meters in size, painted white, and roofed with red Marseilles tiles;
 - c. A 1-story building about 50 x 20 meters in size, used for some type of offices and the telephone center of the airfield; [redacted] the building is painted yellow and roofed with red Marseilles tiles; 25X1
25X1
 - d. A wooden barracks, about 30 x 15 meters in size, roofed with red Marseilles tiles; used as a storehouse for the tools of the Trudovak unit.
 - e. A masonry, 1-story building, about 30 x 20 meters in size, painted white, roofed with red Marseilles tiles; [redacted] this building [redacted] has some offices; 25X1
25X1
 - f. An old masonry, 1-story building about 100 x 20 meters in size, painted yellow, and roofed with red Marseilles tiles; used as sleeping quarters by the ground crew personnel; the recreation hall is located in this building;
 - g. A masonry, 1-story building, constructed about 4-5 years ago, painted white, roofed with red Marseilles tiles; used as kitchen and mess hall for the ground crew and technical personnel of the airfield, as well as for the Trudovak unit;
 - h. A masonry, 1-story construction, built about 5-6 years ago, painted white, roofed with red Marseilles tiles; used as sleeping quarters for the technical personnel of the airfield, separated into a sectional technical company;
 - i. A masonry, 1-story building, constructed after 9 September 1944; painted white or yellow, roofed with red Marseilles tiles; [redacted] the airfield headquarters is located in it and stated that fliers gather in it before taking off; 25X1
25X1
 - j. A masonry, 1-story building, about 20 x 10 meters in size, painted white, roofed with red Marseilles tiles; in this building are located the radio receiving and transmitting station of the airfield (see below);
 - k. Old shed, about 80 x 20 meters in size, painted a lead-blue color, roofed with red Marseilles tiles; used as a garage for motor vehicles; it is divided into 3-4 large sections, each of which has a large double door on the southeast side; this building also has two regular doors on the northwest side, leading into two small rooms, probably offices; along the whole length of this garage on the southeast side there is a concrete platform about 10-15 meters wide; a similar concrete platform is located in front of the garage on the northwest side, and between this platform and the garage runs one of the newly-constructed roads inside the airfield; this concrete platform runs along the entire length of the garage and is about 10 meters wide;

CONFIDENTIAL

CONFIDENTIAL

- 3 -

25X1

1. A masonry, 2-story building about 30 x 20 meters in size, painted white, roofed with red Marseilles tiles; used as offices and sleeping quarters for the civilians working on the farm and livestock enterprise of the airfield;
- m. A masonry, 1-story building about 50-60 x 20 meters in size, painted gray and roofed with red Marseilles tiles; used as the military airplane repair workshop;
- n. An old masonry, 2-story building, about 30 x 20 meters in size, painted sky-blue and roofed with red Marseilles tiles; used as a depot; in front of it, along one of its walls, has been lined up a large number of small cement training bombs; and
- o. Two small, 1-story identical sheds, located in the southeast end of the airfield; informant was unable to give details concerning their dimensions, since he had seen them only from a distance.
6. In February 1952 a Trudovak unit [redacted] arrived at the airfield and immediately started construction work. The men were under pressure to work very fast, since they worked in three shifts. They worked until 20 November 1952, at which time they had erected the following buildings:
- a. One masonry, 1-story building about 80 x 20 meters in size, painted sky-blue and roofed with red Marseilles tiles; used as a warehouse (type unknown);
- b. A large masonry, 2-story building with basement, painted white, roofed with red Marseilles tiles; used as sleeping quarters for the flying and mess hall personnel of the airfield;
- c. A masonry, 1-story building, about 50 x 15-20 meters in size, unpainted, roofed with red Marseilles tiles; used as an infirmary for the airfield;
- d. A masonry, 1-story building about 80 x 10 meters in size, unpainted, roofed with red Marseilles tiles; used temporarily as sleeping quarters of the Trudovak unit and also as a storeroom (type unknown); it is to be used in the future as a warehouse; and
- e. A masonry, 1-story building, about 50 x 20 meters in size, unpainted, roofed with red Marseilles tiles; used as kitchen and mess hall for ground officers of the airfield and the civilian clerks.

25X1
25X1Landing Area and Equipment of the Airfield

25X1

7. The airfield has a natural surface, and in rainy or damp weather it softens and becomes sticky, and after drying out becomes very hard (only when it becomes very hot, however). Usually the landing field is damp, and is thus greatly overgrown with grass which reaches a height of 30 centimeters and is occasionally mowed. 25X1
8. The field has no concrete runway. The runway is not marked off. It is enclosed by meadows and, in part, by overgrown fields. 25X1
9. In November 1952, the Trudovak unit at the airfield was replaced by a detachment of Trudovak Company [redacted] of Trudovak Battalion [redacted] subordinate to Stara Zagora Trudovak Brigade [redacted] This 25X1

CONFIDENTIAL

CONFIDENTIAL

- 4 -



25X1

Trudovak detachment immediately started construction work, by excavating ditches in part of the airfield, where the buildings are located, that is, in the north corner. Many ditches up to two meters deep were excavated, running with the direction of the landing area, and were lined with eternit bricks with a diameter of about 20 centimeters.

25X1

there was no water shortage at the airfield prior to this time. they may possibly be connected with draining the landing area.

25X1

25X1

10. On 1 April 1953, when the ditches had been completed, the Trudovak unit was increased by an additional 50 men. For the exact location of these roads inside the airfield, see the sketch attached as an Appendix on page 11. These roads are four meters wide. First of all, a stone pavement foundation was laid, over which was poured a layer of gravel about 10 centimeters thick, and over this a layer of sand, and it was finally rolled.

11.



25X1

12. The stone and gravel for all the roads at the airfield is obtained from the rock quarry near Zmeevo village (N 42-29, E 25-27), Stara Zagora Okoliya, and the sand from the Tundzha River.

13. The entrance into the airfield is located on the northwest side. On either side there is a brick wall about 10 meters long. The entrance opens on the road to Mogila village, Stara Zagora Okoliya, by means of a hard-surfaced road about 300 meters long and four meters wide.

Lighting Equipment at the Airfield

14. there is an automatic lighting system located on the area used for parking airplanes, between the constructed part of the field and the southwest border, with approximate dimensions of 300-400 meters wide (from northwest to southeast) and about 500-600 meters long (from northwest to southeast). these are not search-lights, but are the standard type of automatic lights.

25X1

25X1

25X1

25X1

when airplanes approach the airfield, the landing area is outlined by these lights. The light is strong and white (it is supplied by regular electricity) and is not dispersed, i.e., the lighting was only for marking the landing area and was very good, without moving around to the surrounding areas or into the sky as a searchlight would do. the lights were on the ground. Immediately after a plane landed, the lights were shut off, to be turned on again with the appearance and landing of the next plane.

25X1

15.



25X1

the lighting facilities were spaced evenly, and not concentrated in one place.

16. there are no poles for electric lights on the airfield.

25X1

At night the airfield is dark except for the lights coming from the windows of the various buildings used as living quarters.

17. One single electric pole, with a bulb of 100 watts throwing a red light, is located in the area of the semi-underground gasoline depots of the airfield.

CONFIDENTIAL

CONFIDENTIAL

- 5 -

25X1

Gasoline Depots

18. On the northeast side of the airfield, about 50-100 meters south of the road to Mogila village, Stara Zagora Okoliya, are located the gasoline stores of the airfield. This area is enclosed by a barbed wire fence stopping near the road to Mogila village and is approximately 100 x 50 meters in size.
19. In this area are located about 3-4 semi-underground concrete gasoline depots, protruding about 50 centimeters above the ground, which parts are vaulted. [redacted] the underground portion of these is built of reinforced concrete, and the above-ground part is of bricks. The vaulted above-ground portion is covered with a layer of earth about 20-30 centimeters thick, which is well worn, so that only the front side of the vaulted part is visible. The estimated dimensions of these are about 20 meters in length, about three meters in width, with the height not known. They are located about five meters apart. 25X1
20. On the front side of the depots there is a straight ditch, through which, by means of steps, one can go down to the bottom of the depot where a door into the depot is located. [redacted] since these are gasoline depots, the gasoline is stored in barrels. 25X1
21. About 20 meters southeast of the above-mentioned half-underground depots is located a masonry, 1-story building about 10 x 8 meters in size, painted yellow, and roofed with red Marseilles tiles. This is used as a depot (type unknown).
22. Immediately on the southwest side of this building is located a metal cistern about three meters high and about two meters in diameter. This is located in the open and painted a gray color.
23. About 10 meters east of this is a gasoline pump for drawing gasoline for the motor vehicles of the airfield and the tank-truck which transports the gasoline from the pumping station to the hangars. [redacted] the tank-truck makes about 3-4 trips per day between the gasoline pump and the hangars. 25X1
24. [redacted] 25X1

Radio Receiving and Transmitting Station of the Airfield

25. The airfield is equipped with its own radio receiving and transmitting station, located in the building shown as No. 10 on the sketch attached as an Appendix on page 11.
26. Toward the end of April 1953, a special antenna was constructed about 10-15 meters northeast of this building. This consists of four poles about 15-20 meters high, equipped with one line and standing about 5-7 meters from one another. On the four sides of each one of these poles wires about 1.5 centimeters thick were dropped toward the ground and slightly under them was a second row of the same wires. [redacted] these are only props. In the upper part the poles are connected by means of a separate wire. These poles were connected with the building. 25X1
27. [redacted] 25X1

Personnel

28. The total personnel at the airfield [redacted] consists of approximately 300 men, as follows: 25X1
- a. Headquarters and other administrative personnel: 40 officers;

CONFIDENTIAL

CONFIDENTIAL

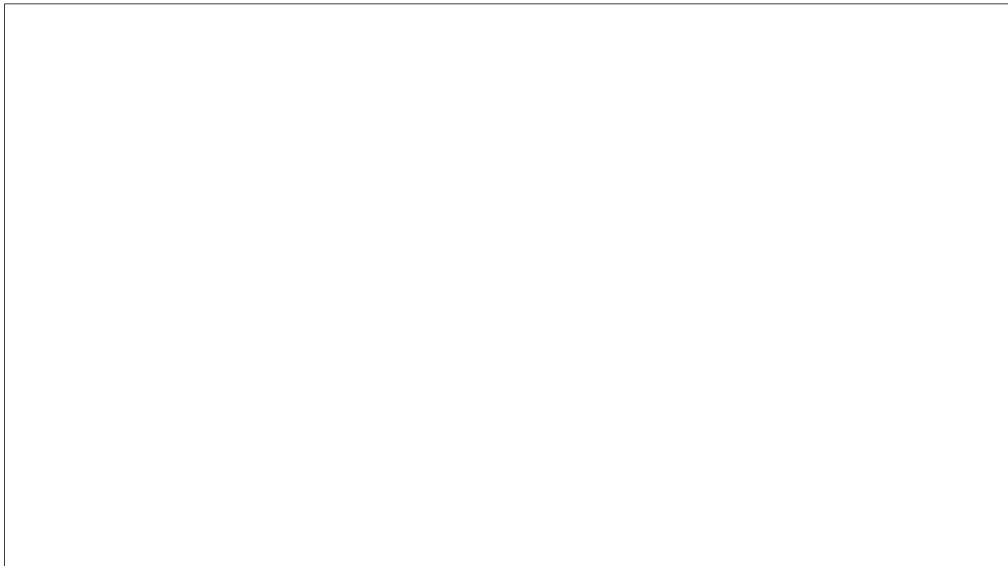
- 6 -



25X1

- b. Flight personnel: about 60 officers;
- c. Ground personnel: about 100 soldiers, commanded by 10 officers, consisting of one battalion composed of two companies of two detachments;
- d. Technical personnel: about 80 sergeants, commanded by four Air Force officers, who compose one technical company of two detachments;
- e. Infirmary: four medical officers and five aides; and
- f. Civilian workers at the airfield's farm: about 7-8 workers and three administrative workers.

29.



25X1

30.

[redacted] The commander of the airfield was a colonel (name unknown), and the deputy commander for political affairs was a major (name unknown).

25X1

31. On 20 May 1953, General Zakhariiev, commander of the Bulgarian Air Force, arrived at the airfield in a 3-engine airplane. He stayed three days and inspected the airfield installations and observed exercises.

32. In the period from 15 April 1953 to 4 July 1953, the airfield was visited three times by an unidentified Soviet in uniform with the rank of colonel,

[redacted] On one of these visits he stopped and looked over the gasoline depots at the airfield. After his visit, the fence around them was rebuilt. He was a Soviet flying officer.

25X1

25X1

Airplanes

33. [redacted] the Stara Zagora airfield has airplanes of only one type which are stored in the hangar or outside of it. [redacted] saw about 20-30 of these airplanes.

25X1

25X1

34. [redacted] the airplanes are of the reconnaissance type. [redacted] training flights are made primarily at night, with silent landings (engines cut off).

25X1

25X1

25X1

35. The planes have low, swept-back single wings. The total length of the wings is about 15 meters and that of the fuselage, about 10-12 meters. They are

CONFIDENTIAL

CONFIDENTIAL

- 7 -

25X1

single-engine, twin-seat (pilot and another flyer seated one behind the other). The wheels are not retractable. The canopy is transparent.

25X1

there are no other types of airplanes at the field.

25X1

36. In the period from 15 April to 4 July 1953 [] other airplanes (not subordinate to this unit) at the field only twice: in late May 1953 a 3-engine plane for the visit of General Zakhariev, and later a 2-engine plane of the type [] from the Kazanluk military airfield []

25X1

25X1

37. [] there are searchlights at the airfield, but did not know where they are or how many there are. He saw only one searchlight in the gasoline depots area.

25X1

Motor Transport Vehicles

38. At the Stara Zagora airfield, informant saw the following transport vehicles:

- a. Two light cars;
- b. Seven or eight ZIS-5 trucks;
- c. One tank truck; and
- d. Two motorcycles.

39. In addition, there were the following horse-drawn vehicles:

- a. One buggy;
- b. One cabriolet;
- c. Two or three carts; and
- d. One wagon.

Pilot Training

40. [] pilot training was carried out about four days a week. [] this training was being carried out intensively since usually, in a given flying day, the airplanes at the field took off singly or in groups in three flights, as follows:

25X1

25X1

- a. Morning, from 5:00-6:00 until 9:00-10:00;
- b. Afternoon, from 2:00 to 5:00-6:00; and
- c. Night, from 8:30-9:00 until unknown time.

41. [] all the airplanes at the field are utilized in these three flights, since they usually take off one after another. [] practice take-offs in pairs and in threes. He got the impression that special training is carried out at night and states that there were more night than daytime flights.

25X1

25X1

25X1

42. In the daytime training flights the planes climb very high and then dive straight down, on some occasions making an attack (sic); then they make a vertical climb, after which they cut the engines (stall?); on some occasions they land with the engines cut off. A little after that they again start the engine and again climb steeply. This was the most usual training exercise. In addition they make free loops, flat circles which start in a large circle and decrease in size, circles followed by two or several planes, and so forth.

CONFIDENTIAL

CONFIDENTIAL

- 8 -

25X1

43. [redacted] 25X1

44. [redacted] a parachute jump from these planes about 3-4 times, once in late May 1953, during the visit of General Zakhariev, about 5-6 men jumped from 3-engine planes. At this time single and group exercises of the types described above were demonstrated for the General. 25X1

45. An enclosed firing range is located in the southeast corner of the airfield, delineated by a concrete wall about 10 meters wide and four meters high. Firing practice was carried out usually by the ground personnel of the airfield and the officers, usually 2-3 times a week.

46. For night training, the planes usually took off one after another, but carried out group exercises.

Take-Off Method

47. [redacted] take-off and landing of airplanes always is made by one and the same specifically set-forth method, as follows: 25X1

- a. Take-Off: The plane with engine running comes out of the hangar and taxis toward the southeast end of the airfield; in the vicinity of the place where the two small buildings are located (see No. 15 of Appendix on page 11) the plane makes a turn and faces toward the northwest; from there the plane starts and takes off in a direction from southeast to northwest, flying low over the Stara Zagora-Dimitrovgrad road and over Kolyu Ganchevo village, over Stara Zagora, still climbing; then it makes a turn to the west and later swings toward the south; and
- b. Landing: The incoming plane makes a turn over Stara Zagora in the direction from east to west and then swings to the south; this means that landing is done in the direction of northwest to southeast, as the plane lands in the northwestern end of the airfield, and the engine is cut a little south of the hangars.

Airfield Guard

48. [redacted] permanent guardposts in the airfield area, at the following locations: 25X1

- a. At the gate to the field;
- b. At the gasoline depots; and
- c. In front of the depot (see No. 14 on the sketch attached as an Appendix on page 11).

In addition, there are patrols in the area both during the day and the night. Informant did not know anything about the number of these.

Airfield Farm

49. The airfield has its own farm enterprise. It consists primarily of a strawberry garden. The livestock enterprise is divided into a sheep farm with about 800-1,000 head, a swine farm with about 60-70 pigs, and a cattle farm with about 60-70 cattle. The farm is taken care of by about 7-8 civilian workers and three administrative employees.

CONFIDENTIAL

CONFIDENTIAL

- 9 -

25X1

Trudovak Unit at the Airfield

50. The construction work in the area of the Stara Zagora airfield from November 1952 until 4 July 1953 was being carried out by one detachment of Trudovak company [redacted] of Trudovak Battalion [redacted] subordinate to the Stara Zagora Trudovak Brigade [redacted]. The detachment consisted of about 40 Trudovaks, commanded by Mladshi Lieutenant Peev (fnu),

25X1

25X1

25X1

DOSO

51. The DOSO (Dobrovolna Organizatsiya za Sudeystvie na Otbranata; Voluntary Organization for Defense Assistance) also trains at the Stara Zagora airfield. The military has handed over to the DOSO about 3-4 of the above-described airplanes located at the field. In these, DOSO members carry out training and drills and, according to informant, achieve considerable success.
52. The airplanes of the DOSO are located in the hangars of the airfield, together with the other planes. DOSO is equipped also with one glider which is kept out in the open and in which training is also carried out.
53. Almost every day, members of the DOSO (about 20-30 persons among whom are 3-4 girls) come to the airfield where they carry out theoretical and practical studies.
54. [redacted] rumors that the entire Stara Zagora airfield, together with all planes located at it, are to be turned over for the needs of the DOSO. 25X1
55. The following legend refers to a sketch based on a free-hand drawing made by informant showing the layout and installations at Stara Zagora airfield and included as an Appendix on page 11:
1. Hangar
 2. Guard buildings and other rooms
 3. Offices and telephone center
 4. Warehouse for equipment of the Trudovak unit
 5. Offices
 6. Building for ground personnel of the airfield
 7. Building for junior sergeants of the technical company
 8. Kitchen and mess hall for ground personnel of the airfield and for the Trudovak unit
 9. Offices and probably airfield headquarters
 10. Radio receiving and transmitting station
 11. Garage for motor vehicles
 - 11a. Concrete platforms

CONFIDENTIAL

CONFIDENTIAL

- 10 -



25X1

- 12. House for the administration personnel of the farm and livestock enterprises of the airfield
- 13. Airplane workshop
- 14. Warehouse
- 15. Gasoline depot:
 - a. Semi-underground gasoline storage
 - b. Offices
 - c. Open cistern
 - d. Gasoline pumping station
- 16. Warehouse
- 17. Airfield club
- 18. Infirmary
- 19. Warehouse and temporary quarters of Trudovak unit
- 20. Kitchen and mess hall for flyers and farm personnel
- 21. Farm and livestock enterprises of the airfield
- 22. Landing and take-off area
- 23. Road connecting the airfield with the Stara Zagora-Mogila road
- 24. Stara Zagora-Topolovgrad road
- Roads under construction within the airfield
- Stone wall
- Airfield area limits



25X1

CONFIDENTIAL

CONFIDENTIAL

APPENDIX

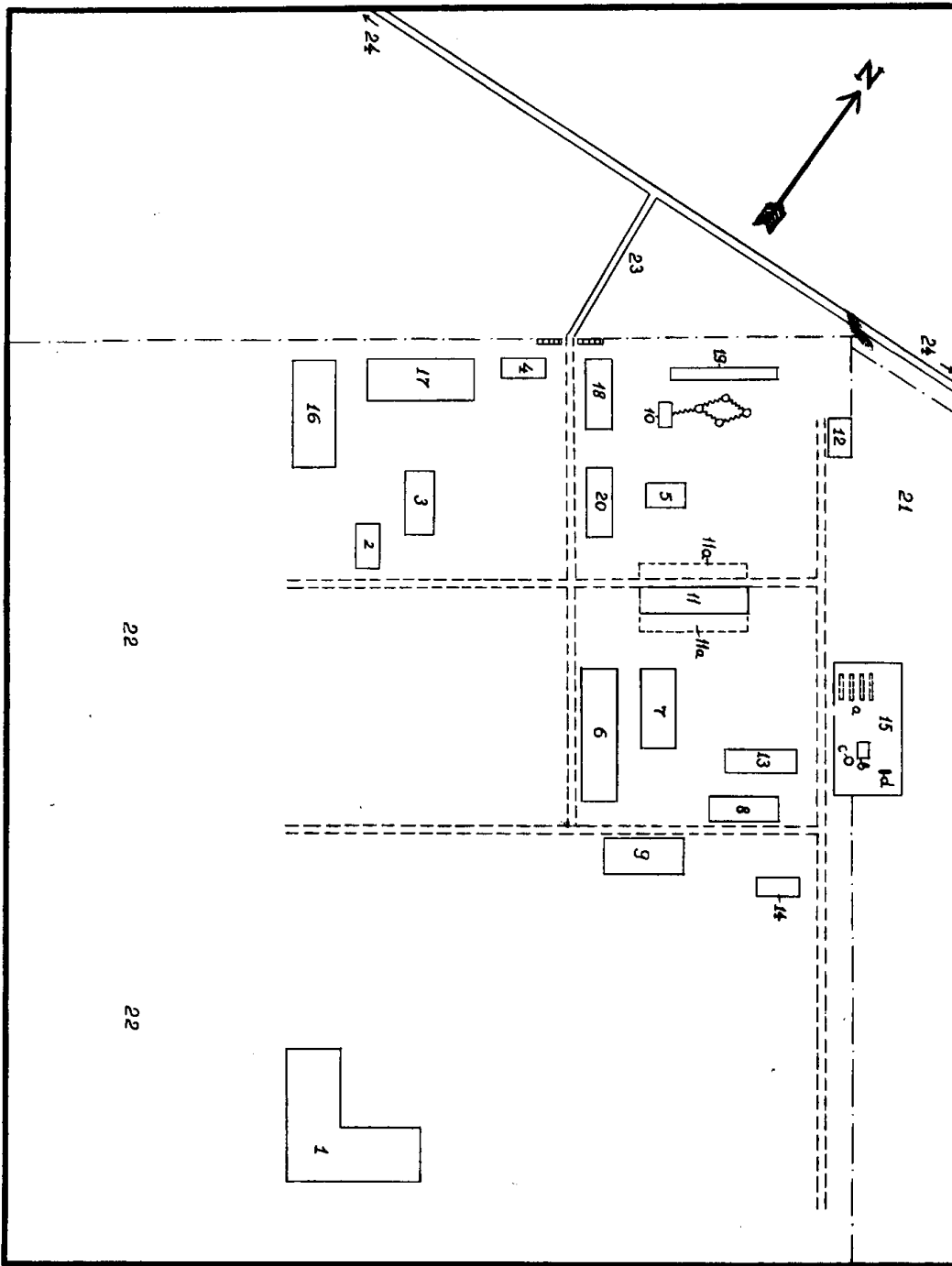
- 11 -



25X1

STARA ZAGORA AIRFIELD

Scale: 1: 2,000



CONFIDENTIAL