

CLASSIFICATION CONFIDENTIALCOUNTRY Hungary

REPORT

TOPIC Kiskunlachaza Airfield

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED

4 December 1954

25X1

REFERENCES

25X1

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED
Information

25X1



1. An airfield was located about 4 km east of Kiskunlachaza (47°01'N/19°00'E) south of the paved road from Kiskunlachaza to Bugyi (47°03'N/19°03'E). The easternmost point of the airfield was about 1.5 km distant from the Budapest-Auszentulles (47°01'N/19°07'E) railroad line. A branch road connected the entrance of the airfield which was located at its northwestern side with the Kiskunlachaza-Bugyi road. The field extended about 3,500 meters from southwest to northeast and 2,000 meters from northwest to southeast. There had allegedly already been plans for the construction of an airfield in that area during World War II. The construction of the field was started in 1948. In the spring of 1954, construction work was still under way at the field and at the barracks installations. A southwest-northeast runway, 2,500 to 2,800 meters long, was still under construction in the fall of 1954. From a worker at the field it was learned that construction work on a second runway had been started in the spring of 1954. It was not believed that other concreted lanes were being constructed at the field. The ground consisted of broken stones and remained firm after heavy rainfall. Aircraft hangars and quarters were located at the western edge of the field. There were a total of 12 to 14 buildings, including 3 to 4 hangars.
2. Take-offs and landings by monoplanes and biplanes at the field were repeatedly observed from Kiskunlachaza and Bugyi. Single-jet aircraft took off and landed at the field for the first time in the fall of 1953. All jet aircraft were of the same type and were referred to by the population as MiG-15s. The aircraft had considerably swept back wings. Up to 8 MiG-15s were seen aloft at the same time; a total of 10 to 12 MiG-15s was said to be stationed at the field.
3. In the late fall of 1953, Hungarian soldiers with unidentified service color were seen on the road connecting the field with the Kiskunlachaza-Bugyi road. These soldiers did not wear service caps. The AVH members who possibly were guarding the field. It is believed that the soldiers were the flying personnel stationed at the field. From a construction worker it was learned that Hungarian pilots had been retrained in jet aircraft by Soviet instructors at the field. The Soviet instructors allegedly were not quartered at the field, but arrived daily by motor vehicles.



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1.  Comment. The present information generally agrees with previous information. The length of the runway mentioned was reported previously. In previous reports the runway was described as extending from northwest to southeast. . The construction of a second runway is reported for the first time. 25X1

2.  Comment. So far, Kiskunlachaza airfield was believed to be occupied by an Hungarian fighter regiment equipped with MiG-15s. The information that Hungarian pilots have been retrained in jet fighters there remains to be confirmed. It is possible that the jet fighter retraining unit believed to be stationed at Toekoel is stationed at Kiskunlachaza and a Hungarian fighter regiment is stationed at Toekoel.  25X1



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- An airfield was located about 4 km east of Kiskunlachaza (47°11'N/19°00'E) south of the paved road from Kiskunlachaza to Bugyi (47°13'N/19°08'E). The westernmost point of the airfield was about 1.5 km distant from the Budapest-Kunszentmiklos (47°01'N/19°07'E) railroad line. A branch road connected the entrance of the airfield which was located at its northwestern side with the Kiskunlachaza-Bugyi road. The field extended about 3,500 meters from southwest to northeast and 2,000 meters from northwest to southeast. There had allegedly already been plans for the construction of an airfield in that area during World War II. The construction of the field was started in 1948. In the spring of 1954, construction work was still under way at the field and at the barracks installations. A southwest-northeast runway, 2,500 to 2,800 meters long, was still under construction in the fall of 1953. From a worker at the field it was learned that construction work on a second runway had been started in the spring of 1954. It was not believed that other concreted lanes were being constructed at the field. The ground of [REDACTED] and remained firm after heavy rainfall. Aircraft hangers and [REDACTED] located at the western edge of the field. There were a total of [REDACTED] including 3 to 4 hangars.¹
- Take-offs and landings by monoplanes and biplanes at the field were repeatedly observed from Kiskunlachaza and Bugyi. Single-jet aircraft took off and landed at the field for the first time in the fall of 1953. All jet aircraft were of the same type and were referred to by the population as MiG-15s. The aircraft had considerably swept back wings. Up to 8 MiG-15s were seen aloft at the same time; a total of 10 to 12 MiG-15s was said to be stationed at the field. 25X1
- In the late fall of 1953, Hungarian soldiers with unidentified service color were seen on the road connecting the field with the Kiskunlachaza-Bugyi road. These soldiers did not wear service caps as worn by the AVH members who possibly were guarding the field. It is believed that the soldiers were the flying personnel stationed at the field. From a construction worker it was learned that Hungarian pilots had been retrained in jet aircraft by Soviet instructors at the field. The Soviet instructors allegedly were not quartered at the field, but arrived daily by motor vehicles.²

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CONFIDENTIAL, [redacted]

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1. [redacted] Comment. The present information generally agrees with previous information. The length of the runway mentioned was reported previously. In previous reports the runway was described as extending from northwest to southeast. [redacted]. The construction of a second runway is reported for the first time. 25X1

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2. [redacted] Comment. So far, Kiskunlachaza airfield was believed to be occupied by an Hungarian fighter regiment equipped with MiG-15s. The information that Hungarian pilots have been retrained in jet fighters there remains to be confirmed. It is possible that the jet fighter retraining unit believed to be stationed at Toekoel is stationed at Kiskunlachaza and a Hungarian fighter regiment is stationed at Toekoel. [redacted] 25X1

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CONFIDENTIAL, [redacted]

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