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SECURITY INFORMATION

REPORT NO.

50X1

COUNTRY Czechoslovakia
 SUBJECT Piestany Airfield

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PLACE
ACQUIREDNO. OF ENCLS. 2
(LISTED BELOW)DATE
ACQUIRED BYSUPPLEMENT TO
REPORT NO.

DATE OF INFO

THIS IS UNEVALUATED INFORMATION

SOURCE

1. Piestany Airfield N 48-35, E 17-51 see Enclosure A was located two kilometers north of Piestany N 48-36, E 17-50, about two kilometers west of the Vah River Enclosure A, Point 4, and 10-15 m. west of the asphalt road from Bratislava to Zilina Enclosure A, Point 2, at an elevation of 162 m. above sea level. In this location, according to the Pilot's Handbook, during the summer the prevailing winds are from the southeast, and during the winter the prevailing winds are from the northwest. The yearly average wind velocity is 10 km. per hour, and the yearly rainfall is 450 mm. The mean temperature is plus 10 C. Visibility is generally good, but I recall fogs during November, December, January, and March. (Weather reports were received by radio and disseminated locally.)
2. The field see Enclosure B was rectangular and covered an area about 1,000 x 800 m., with hangar capacity for four C-47 type

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aircraft. No possibility for expansion existed because of the RR tracks Enclosure A, Point 37 and the road, which extended along the east and west boundaries of the field respectively and converged three-quarters of a kilometer to the north of it, and the town of Piestany itself immediately to the south.

3. The airfield had a hard and level grass surface and was able to sustain operations all year. The natural drainage was good and no artificial drainage facilities existed. There were no taxi-strips, perimeter tracks, hardstands, or revetments. The main grass runway Enclosure B, Point 87 was oriented exactly north to south. Two secondary grass runways used only by light training aircraft extended from the northwest to the southeast corners (1,150 x 60 m.) and from the northeast to the southwest corners (900 x 60 m.) respectively. Portable landing lights were available at the field, both the dry-cell type and the kerosene type. Three concrete aprons existed Enclosure B, Points 6, 10, and 147 and aircraft were usually parked on them. I did not observe any AA guns in the vicinity, nor air raid shelters.
4. All buildings on the airfield had red warning lights, but I recall the following obstructions as mentioned in the Pilot's Handbook:
 - a. Hangar 12 m. high in southeast corner of airfield.
 - b. Two hangars, 8-11 m. high, at center of the southern boundary of the field.
 - c. Barracks eight meters high and the RR track to the west of the field.
 - d. Church spire 30 m. high located one kilometer southeast of the field.
 - e. The Inovecke Mountains five kilometers east of the field.
 - f. The White Carpathian Mountains 15 km. west of the field.
5. There was a US type transmitter-receiver set located in the Civilian Terminal Enclosure B, Point 47. I do not know the manufacturer. I do not know the frequencies used, but I know that all communications from this set were CW. I did not observe radio masts in the vicinity. A radio transmitter-receiver, which I believe was a German-made Yalta-type, was located in the north part of the old Military Control Center Enclosure B, Point 77, and I observed two wooden radio masts 10 m. high immediately west of this building. Only military personnel operated this equipment, and I do not know on which frequencies. In October 1951 I observed a mobile DF station either along the north boundary or in the northeast corner of the field. I know that Piestany Airfield offered radio beacon service to CSA flights from Brno to Budapest. The beacon emitted a "P Y" signal in Morse code, but I do not recall the frequency used. I do not know where the airfield's beacon installation was located. I do not know if landline telegraph service was available at the field, but I am certain there were no teletype

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facilities. The telephone number of the Civilian Terminal at the field was "2147", according to the Pilot's Handbook.

6. The airfield was supplied with electric current, probably 220 v., from the town of Piestany. Running water, probably piped from Piestany, was available at the field.
7. There were no refueling facilities for civilian aircraft at the field. I assume that military gasoline storage facilities existed at the field, but I do not know where. There were minor maintenance facilities in each of the hangars.
8. The civilian section of the airfield had two or three trucks and two or three passenger cars for transportation, and I assume that the military section had similar transportation facilities.
9. The airfield was under joint civilian and military authority. Four or five civilians worked in the terminal building Enclosure B, Point 47 and represented the local Doslet Flying Club, about 100-150 members of which had exclusive use of the airfield facilities Saturday afternoons and Sundays. In the Fall of 1951 the field's regular civilian complement was headed by Michal IANOS. IANOS became a CSA pilot in the Winter of 1952, and I do not know his successor at the field. I do not know the strength of the military personnel at the field. I saw soldiers there dressed in the standard CAF uniform, i.e. blue uniform with light blue shoulder boards, but I did not know anyone stationed there.
10. The airfield had one mobile ambulance available for emergencies. There was no hospital at the field, but there was a sanatorium in Piestany. I do not know the number of beds.
11. I was informed by the CSA that the Piestany airfield was not a regular stop in the CSA schedules, and that civilian planes could land there at night only in case of emergency. Up to and including the Fall of 1951 I observed C-106 type primary trainers flying in the vicinity of the airfield and in October 1951 I saw 20 C-106 trainers parked on the southern part of the field. This fact seemed to confirm information I had heard from pilot friends to the effect that Piestany Airfield was the site of a CAF primary flying school. During the summer of 1952 while I was in Leopoldov N 48-27, E 17-47, near Piestany; I observed only ARADO type advanced trainer aircraft flying in the vicinity. Also in the summer of 1952 Piestany airfield I observed 15-20 ARADO type aircraft parked on the field in front of the hangars Enclosure B, Points 13 and 157. I did not observe any other aircraft on the field at that time. This fact, plus information from pilot friends, convinced me that Piestany had become the site of a CAF advanced flying school sometime during the first part of 1952. In October 1951 when I last at the field I noticed a SOKOL aircraft and a PIPER CUB shooting landings see Enclosure B, Point 57.

ENCLOSURES:

- A. Overlay of GSGS 4416, 1:100,000, Sheet W-12 TRNAVA, Pinpointing Piestany Airfield N 48-35, E 17-517.
- B. Memory Sketch of Piestany Airfield.

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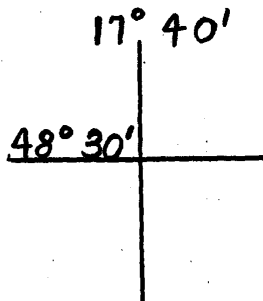
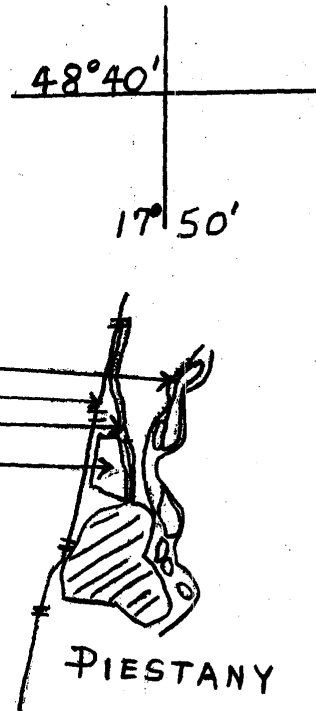
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Enclosure A:

Overlay of GSGS 4416 1:100,000
 Sheet W-12 TRNAVA, Pinpointing
 Piestany Airfield Δ N 48-27, E 17-47



LEGEND

POINT # 1. Piestany Airfield: Pinpoint location.

2. Asphalt Highway: from Bratislava to Zilina, five-six meters wide, fair condition, drainage ditches on both sides.

3. Double Track RR Line: standard gauge, main line between Bratislava and Zilina, heavy passenger and freight traffic. No RR stop in the vicinity of the airfield.

4. Vah River: flows south. [] since 1950 three major hydroelectric projects were under construction at or near the following localities: Ilava Δ N 49-00, E 18-14, Dubnica Δ N 48-58, E 18-11, and Nove Mesto Nad Vahom Δ N 48-75, E 17-50.

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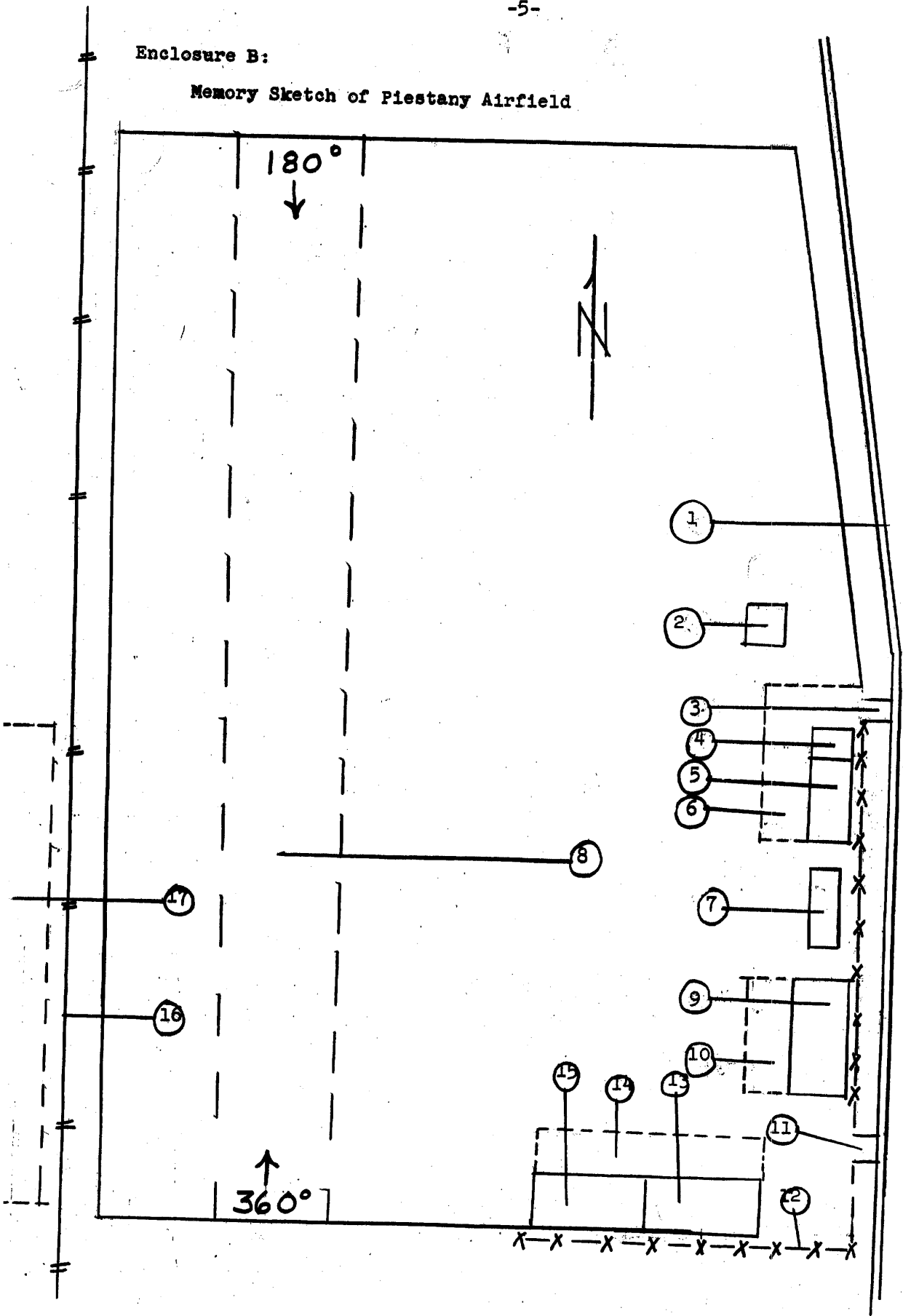
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Enclosure B:

Memory Sketch of Piestany Airfield



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Enclosure B (Cont'd)

LEGEND

POINT # 1. Asphalt Road: same as Point 2, Enclosure A, this report.

2. New Control Tower: standard Czech military type, completed Fall 1951, located about 15 m. west of road /Point 1, Encl. B/. Three stories, 15-20 x 10 x 10 m., stucco brick construction, with glass-enclosed room on top. I assume the first floor contained a military meteorological office; the second floor a military radio room with, I assume, transmitter-receiver facilities; and the third floor an observation room. /See Encl. D, [redacted]

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3. Civilian Entrance: was not guarded in October 1951; iron gate three-four meters wide, 2½ m. high, observed continually open.

4. Civilian Terminal Building: built in 1949 or 1950, 15 x 20-25 x 10-12 m., stucco brick construction, flat roof, constructed as annex to hangar, Point 5. Terminal had one story and contained passenger waiting room, canteen, terminal administrative office, meteorological office (tended by one civilian employee who worked days), radio receiver-transmitter room (tended by one or two civilian operators who worked days only, operating set believed U.S. type), and pilot briefing room. Although the terminal was closed at night, one or two men were in the building at all times.

5. Civilian Hangar: appeared to be an extension of building, Point 4. Stucco brick, measured 30 x 20-25 x 10-12 m. with shed-type roof and accordion-type metal doors. Hangar could hold one C-47 type aircraft. Light maintenance facilities, i.e. work benches, were located along the eastern wall of hangar. In October 1951 [redacted] the following light aircraft in this hangar: two SOKOLS, two-three PIPER CUBS, one C-106, and two-four gliders. These were used by the civilian air club "Doslet" (renamed "Svazarm" in 1952-53). A wind sock with white and red alternating vertical stripes was located on the roof of the hangar.

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6. Concrete Apron: L-shaped, long leg 55 m., short leg 30-35 m., overall 10 m. wide, in good condition.

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7. Old Military Control Center: wooden building, exterior walls smeared with oil for protection, measured 10-15 x 8 x 4-5 m., with gable roof. [redacted] this building during the Summer of 1951, and noticed a military radio room, a meteorological service office, and a guard room. [redacted] the building might have been torn down after the construction of the new control tower /Point 2, this report/. The section of the airfield south of this building was the military area of the airfield and was restricted to all but military personnel.

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Enclosure B (Cont'd)

- 50X1 # 8. Grass Runway: approximately 1,000 x 60 m., hard surface, level, good condition, marked and outlined by white-washed rectangles painted on grass 60 - 80 m. apart. Runway was oriented on a 360° - 180° course and was located approximately 200 m. east of the western boundary of the airfield. It was satisfactory for C-47 landings.
- 50X1 # 9. Old Military Hangar: bombed during World War II, and repaired shortly thereafter, was a stucco brick structure with a curved roof; measured 40 x 20-25 x 10-12 m., had wooden accordion doors and was used solely by the military. On the roof there was a wind sock with white and red vertical stripes. [] never saw the interior of the hangar because the doors were kept closed.
- 50X1 # 10. Concrete Apron: approximately 40 x 10-15 m., fair condition.
- 50X1 # 11. Military Entrance: always guarded by a sentinel armed with a sub-machine gun, believed the new "ZB" type. [] no further information.
- 50X1 # 12. Barbed Wire Fence: 2½ m. high, extended north as far as the civilian entrance, Point 3, and also along south boundary as far as west side of hangar, Point 15.
- 50X1 # 13. New Military Hangar: stucco brick construction with dark green camouflage paint, completed in 1950; 40-45 x 20-30 x 8-11 m., shed type roof, metal accordion doors; light aircraft maintenance facilities; used solely by the CAF. In October 1951 [] some C-106's in this hangar.
- 50X1 # 14. Concrete Apron: about 80-90 x 15 m., good condition.
- 50X1 # 15. New Military Hangar: adjoined and was actually a continuation of hangar #13, from which it was separated by a brick partition, identical in construction, appearance, and dimensions to hangar Point 13, and completed the same year. In October 1951 [] noticed some C-106's in this hangar.
- 50X1 # 16. Double Track RR Line: same as Point 3, Encl. A.
- # 17. Barracks Area and Pilot School: [] not recall the buildings in this area. All CAF personnel were housed here and this area was also the site of a Primary Pilot School in 1951. Students of this school trained in the C-106 aircraft then assigned to the field [see paragraph 11].

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