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FORM NO. 51-AAA  
FEB 1952

CENTRAL INTELLIGENCE AGENCY  
CLASSIFICATION ~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY  
SECURITY INFORMATION

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25X1

**INFORMATION REPORT**

REPORT

CD NO.

COUNTRY Bulgaria

SUBJECT Airfields

**REFERENCE COPY**

DATE DISTR. 111 Mar. 1952

NO. OF PAGES 1

25X1

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DATE OF INFO.

NO. OF ENCLS. (LISTED BELOW)

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. There were 20 to 30 planes of unspecified types based at the Karlovo airfield. Between 8 July and 21 July 1951 [redacted] 20 old German-type, single and twin-engine planes flying daily between Karlovo, Krumovo and Plovdiv.
- 25X1 2. There is an airplane repair depot, employing 1,500 workers and a large number of Soviet technicians, located near the Karlovo field.
- 25X1 3. Another airfield is located at Marino-Pole village (QK-2628), approximately eight kilometers southeast of Karlovo. [redacted] 20 four-engine planes without propellers had landed at Marino-Pole the day before. [redacted] these were jet planes, but could not furnish any information regarding their origin or reason for landing at the field; however, while passing the Graf-Ignatiev airfield [redacted] observed four planes which appeared to be covered with oil cloth. [redacted] these were Soviet jet planes and that their main base was the Krumovo airfield.

[redacted] Comment: Grid location is for the AMS M506 1:250,000 Map Series.

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Auth.: HR 70-2

Date: 12 SEP 1978 By [redacted]

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CENTRAL INTELLIGENCE AGENCY

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**INFORMATION REPORT**

REPORT

**REFERENCE COPY**

NO.

COUNTRY Bulgaria

DATE DISTR. 11 Mar. 1952

SUBJECT 1. Bulgarian Transport Service  
2. Arms and Ammunition Factory at Sopot  
3. Karlovo-Sofia Railroad Construction

NO. OF PAGES 2

DATE OF INFO.

NO. OF ENCLS. (LISTED BELOW)

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25X1 1. The Bulgarian transport service was using trucks of the following types:

25X1 a. Old German Opel-Blitz trucks;

25X1 b. Soviet M-105 3-ton ZIS trucks;

c. Soviet M-110 3½-ton ZIS trucks; and

d. Soviet M-150 5-ton ZIS trucks.

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Class. Changed To: TS S C 25X1  
Auth.: HR 70-2  
Date: 13 SEP 1978 By

2. The ZIS trucks were very inefficient because of their great gas consumption. Since the government allocates only 100 liters of gas per vehicle each month, the ZIS trucks have been unusable after the fifteenth or twentieth of each month. To compensate for the lack of gas, the government is refitting the trucks with wood burners.

3. Military Factory Group No. 11 is located in the western section of Sopot. The factories in the group, exact number unknown, employ 5,500 workers and are operating on three shifts a day. The group produces rifles, 7.65 (sic) caliber pistols, and various types of hand grenades and ammunition.

4. Most of the workers are quartered in surrounding villages and are documented for entry into the factory area.

5. The factory group is under strong military guard and entirely enclosed by a barbed wire entanglement two and one-half meters high. There are three or four antiaircraft gun emplacements on the western boundary of the factory group.

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-2-

6. There are eight tunnels along the Karlovo-Sofia rail artery, as follows:
- a. The first tunnel, approximately 1,200 meters long, is located west of Klisura and has been completed;
  - b. The second or Zlidol tunnel, approximately 1,400 meters long, has been completed;
  - c. The third tunnel, approximately 600 meters long, has been completed;
  - d. The fourth tunnel, approximately 840 meters long, has been completed;
  - e. The fifth tunnel, approximately 340 meters long, has been completed;
  - f. The sixth tunnel, approximately 1,370 meters long, located just out of Klisura, has been completed;
  - g. The seventh or Koznitsa double-track tunnel, approximately 5,800 meters long, located between Pirdop and Klisura, was the only unfinished section of the entire rail artery; approximately 2,500 trudovaks and 500 civilian laborers were working in three shifts to complete the levelling and laying of tracks; and
  - h. The eighth tunnel, approximately 1,860 meters long, located seven or eight kilometers east of Makotsevo (XL-7359), has been completed.

25X1  Comment: Grid locations are for the AMS M506 1:250,000 Map Series.

25X1 1.  Comment: Subsequent overt information indicates that the entire line was completed on 17 December 1951, the masonry work on the Koznitsa tunnel having been completed on 13 November 1951 and the track laying on 2 December 1951.

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