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aluminum sheen, flew in formations of 2 to 4 planes at altitudes of about 2,000 meters. They were aloft in all types of weather and repeatedly practiced firing at an air sleeve towed by a twinengine plane. Between December 1950 and March 1952, in Ghencea on the western perimeter of Bucharest, that parachute jumps were made in groups of 10 to 12 men from twin-engine planes flying at an altitude of 500 to 600 meters. The jumps were made in the late afternoon over the area from which the aircraft had taken off. Not more than two such exercises were observed on one afternoon. 5. The first jet aircraft were observed over Burharest about February or Carch 1951. Air activity by jet planes was steadily intensified up to March 1952. The planes usually flew in formations of 2 to 4 planes at high altitudes. A formation of 15 jet aircraft was observed once. The dircraft had swept-back wings. * 25X1 Floesti Targsor Lou. Between January and December 1951, in Ploesti Targsor Now engines were running on the mearby airtiskd, Flying was practiced in all types of weather and often at night. At daytime, individual flights were made in twinongine planes which, were 1L-3.0s or 25X1/ du-52s. Firing was practiced at air sleeves which were towed by aircraft of the same type. Muzzle flakhes were observed at the nose and tail of the attacking plane. Some of the mircraft were marked by Soviet stars, others by the three-color Aumanian cockade. ** (R 36/R Oh). The field was bordered on the northeast by a footpath just parallel to the railroad line, on the southeast by fields, and on the southwest by the bochel River. The field had been built prior to 1940. The two hangars with vaulted roofs of corrugated sheet metal, located in the northwestern corner of the field, had been constructed during the Jerman occupation. The concrete aprons in front of the hangars were covered with grass. The installations at the field had not been damaged. The field was not used by the Dussians. 0. There was little air activity between November 19h9 and November 1951. Two or three biplanes were permanently parked just southeast of the bangars. Cattle were usually grazing on the former landing field. Except for the guards at the entrance, soldiers were seldom observed of the field, and there was almost no traffic to or from the field. to construction or improvement work was observed at the field. *** Comment. This is the first information that the former Bucharest Chencea artillery range was improved for use as an airfield. The terrain which measures about 1,500 meters from north to south and 2,500 meters from east to west appears suitable for an airfield. can even be extended to the west. it is concluded that the airfield is occupied by 25X1 units of the Euranian Air Force equipped with jet aircraft. list places with Passian <u>e</u>chier praction ilying above Bukarest. The type of the 25X1 sircraft could not be determined. It is possible that a parachute unit is also stationed at the field. lowever, it also is believed possible that the parachute jumps observed were part of the regular training of the flying personnel.

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That a poviet unit is also stationed at the field or	he atetement
wat the planes are IL-10s is not correct, but it is	borratifad
possible that they are IL-4s or another fwin-engine h	omber time
comment. This information indicates that no comment	netrue ton wee
conducted at biaj airfield up to late beyombar 1961 a	nd that the
Insid was not occupied by a tactical unit. This small	l pirficial in
provably coing used for civilian flights. The horn for	actom misona
source was employed is located just west of the two ha	angars,

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