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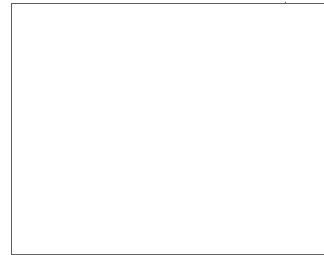
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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Czechoslovakia
SUBJECT Airfield in Marianske Lazne/Gearer Iron Ore Mines
in Zeleznik/Huko Metallurgical Combine in
Jelsava/Military Caserne in Jelsava.



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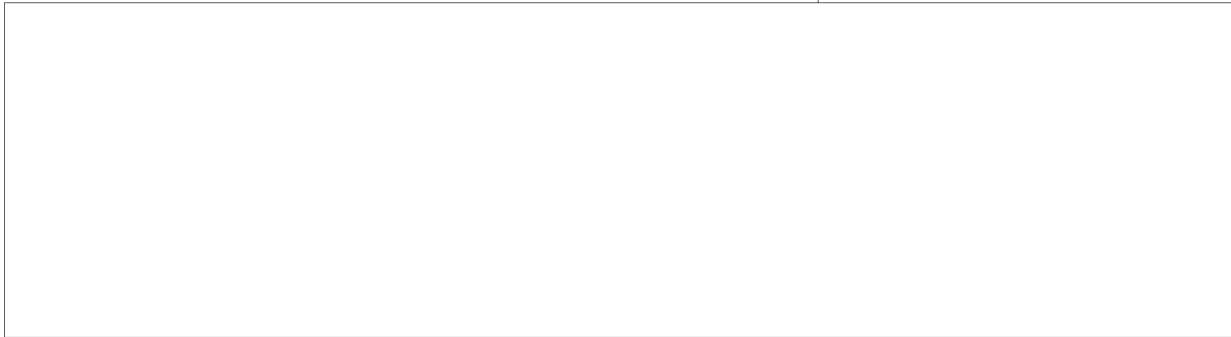
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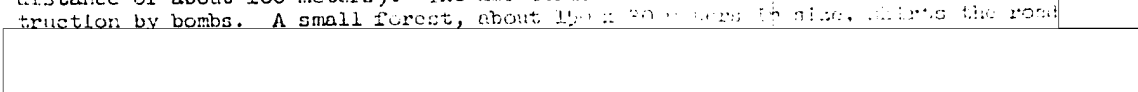
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Commercial Airfield in Marianske Lazne

1. Location: The airfield is located about five kilometers southeast from the center of the city of Marianske Lazne, on the left side of the single-track railroad line and the state highway from Marianske Lazne to Chodova Lana. It is approachable by a road which leads from this highway. For exact location see circled number one of Enclosure (A). The surface of the airfield is grassy, without runways, and measures about 50 x 600 meters and is surrounded by red and white wooden posts.
2. Buildings and installations: There is one hangar of steel construction, about 50 x 30 meters/See circled number seven on Enclosure (B); another steel construction hangar, incomplete as of October 1951, mea. was about 50 x 50 meters and was bombed during World War II. There is an annex to this hangar, measuring about 7 x 10 meters, for offices. In front of the hangars and building, there is a concrete manipulation area. A concrete road leads from this area to the former air terminal (a distance of about 100 meters). The air terminal has not been rebuilt, following destruction by bombs. A small forest, about 15 x 30 meters in size, skirts the road.



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3. Personnel and equipment: [redacted] members of the Army Air Force as well as civilian employees of the airfield. During the spa season the airfield served for landings of aircraft of the Czechoslovak Airlines, on their regular scheduled service from Prague to Bratislava. These aircraft were mostly TU 98 (Dunkers). The airfield accommodated only three radio - 96 aircraft on a permanent basis. These machines belonged to the security air patrol, and were used along the Czechoslovak border. Toward the end of August 1952, [redacted] take-offs and landings of CAP type aircraft, which seemed to spread some kind of chemical compound as a counteragent against the potato bug. These aircraft were piloted by military pilots. [redacted]

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Iron Ore Mines in Zelenik u Revuce, in Slovakia

4. The accurate name of this enterprise is Generaké Zelenické Baně, Národní Podnik, Zelenik (Gener Iron Ore Mines, National Enterprise in Zelenik). These pits are deep shafts for mining iron ore contained in the local gneisses. [redacted] For exact location of individual shafts see circled numbers 1 and 1a on Enclosure (c) [redacted]. The locations of these shafts were drawn in by myself, and I am personally well acquainted with them. The management of the enterprise is located in Rozsava, and has jurisdiction over the entire Gemer iron ore region. The individual pits are reached by road from the state highway from Sirk to Revuca. The mines in this region yield an ore containing iron. Mined ore is sent to sintering furnaces before shipment. The ore is first placed on shakers and separated from the earth. There are three sintering furnaces at the plant. [redacted] circled number 2, Enclosure (c) [redacted]. The sintered ore is then loaded into trucks on an overhead cable railroad and shipped directly to the metallurgical plant at Tisovec.
5. Technical equipment of the mines: The iron ore mines have no shafts, but merely underground passages. Only the pit Antal [redacted] circled number 1, Enclosure (c) [redacted] has a head frame. Antal is 900 meters deep. Except for pneumatic hammers and elevators, these mines have no modern equipment. All mining equipment and the compressors for driving the pneumatic hammers and ventilators are powered by electricity. The majority of the miner [redacted] circled number 1, Enclosure (c) [redacted] are almost exhausted. The sorting plant has several rotary sieves and three sintering furnaces.
6. Production: All three mines combine [redacted] circled number 1, Enclosure (c) [redacted] produce 120 trucks of ore per shift. Each truck has a capacity of about five to six quintals of material. [redacted]
7. Personnel wages and morale: The three above mentioned mines are connected by underground passages. They employ about 1,500 persons in three shifts. The average pay of a miner is from 5,000 to 6,000 crowns per month, net. The working norms are relatively high, so that earnings are low. About 30 percent of the personnel are members of the Communist Party, and most of them are former members of the Social Democratic Party. Only a few members of the Communist Party exercise political pressure on other employees. These few have been in the Party since 1945 and occupy for the most part, leading positions in the enterprise and on the enterprise council. The enterprise also had an enterprise militia. The members of this militia were mostly not true to the regime, did not want to participate in weapons training and actually only paraded on 1 May. They were armed with rifles. Reflecting the small earnings, the morale of the workers was bad. Various "voluntary" additional shifts worked on Sundays and in celebration of Communist ceremonies, did not add to the morale of the workers. Many of the young mining apprentices had been assigned to this type of work against their will and had no interest in the work, they escaped from the mines on occasion and had to be placed in labor camps for the young.

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Huko (Hutni Kombinát, Metallurgical Combine) in Jelsava, Slovakia.

- 8. [For exact location of this combine see circled number 4 on Enclosure (C)].
The construction of this metallurgical combine was begun in May 1950 and had not been completed as of August 1952. The enterprise is being built in an area of some 500 x 500 meters. At that time [see above] several reinforced concrete buildings and two blast furnaces had been erected. An additional blast furnace was under construction. Following HUKO in Kosice, this enterprise is supposed to be the largest in Slovakia. The iron ore is scheduled to be delivered by the iron ore mines in the vicinity. [redacted]

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Military Caserne in Jelsava, Slovakia

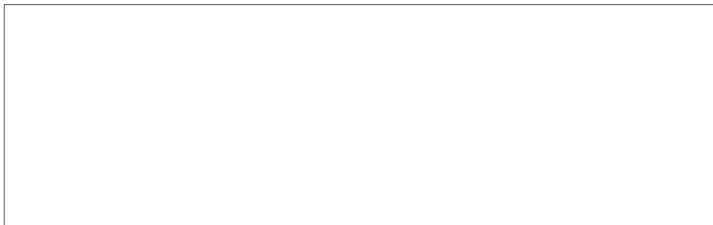
- 9. This caserne was constructed during the First Republic and consists of two three-story brick buildings, about 30 x 15 meters each. One building stands in the northern section of the town of Jelsava and the second is located in the southeastern part. [For exact locations see circled number 5 on Enclosure (C)]. Thearrison consists of about 200 infantry men. [redacted] These soldiers wore green uniforms with red epaulettes and black borders. [redacted] members of this unit practising with small arms. [redacted]

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- ENCLOSURE (A): Sketch-map of Civilni Letiste-Marianske Lazne
- (B): Sketch-map of Civilni Letiste v Marianskych Lazniach with legend
- (C): Sketch-map of Revuca with legend



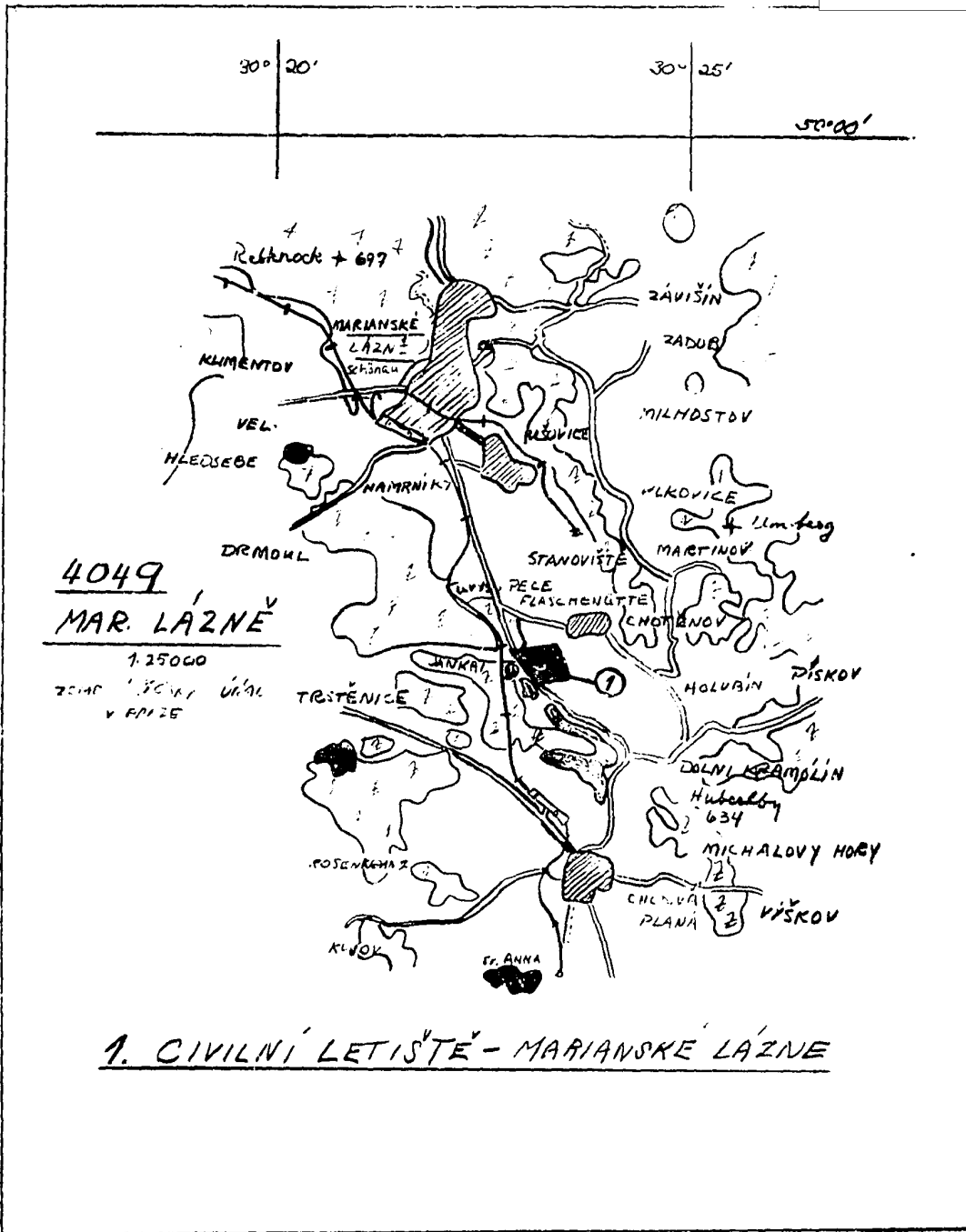
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ENCLOSURE (A)

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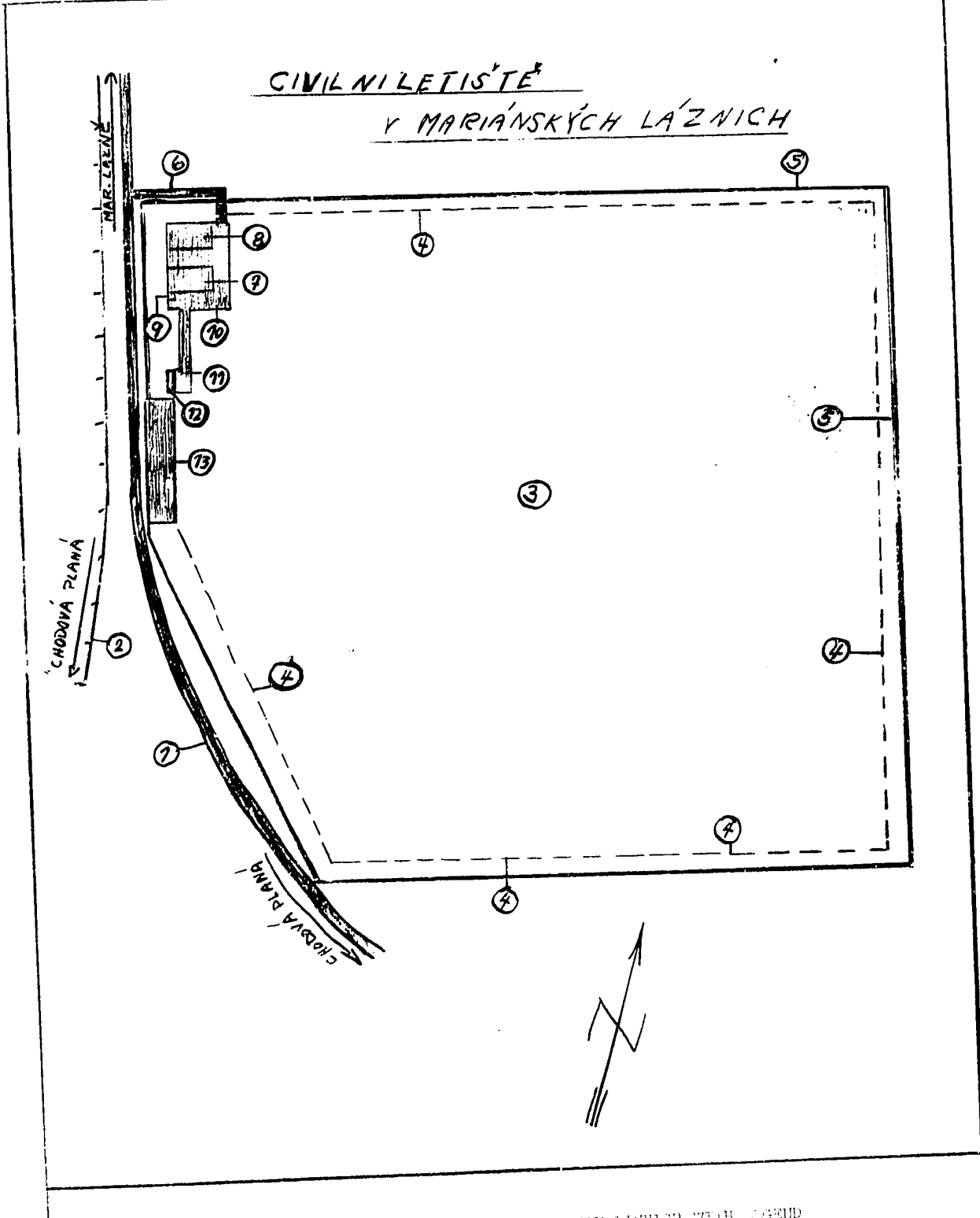
SKETCH MAP OF CIVILIAN AIRFIELD - MARIANSKE LAZNE

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ENCLOSURE (B)

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SKETCH MAP OF CIVILNI LETISTE V MARIANSKYCH LAZNICH WITH LEGEND

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ENCLOSURE (3)
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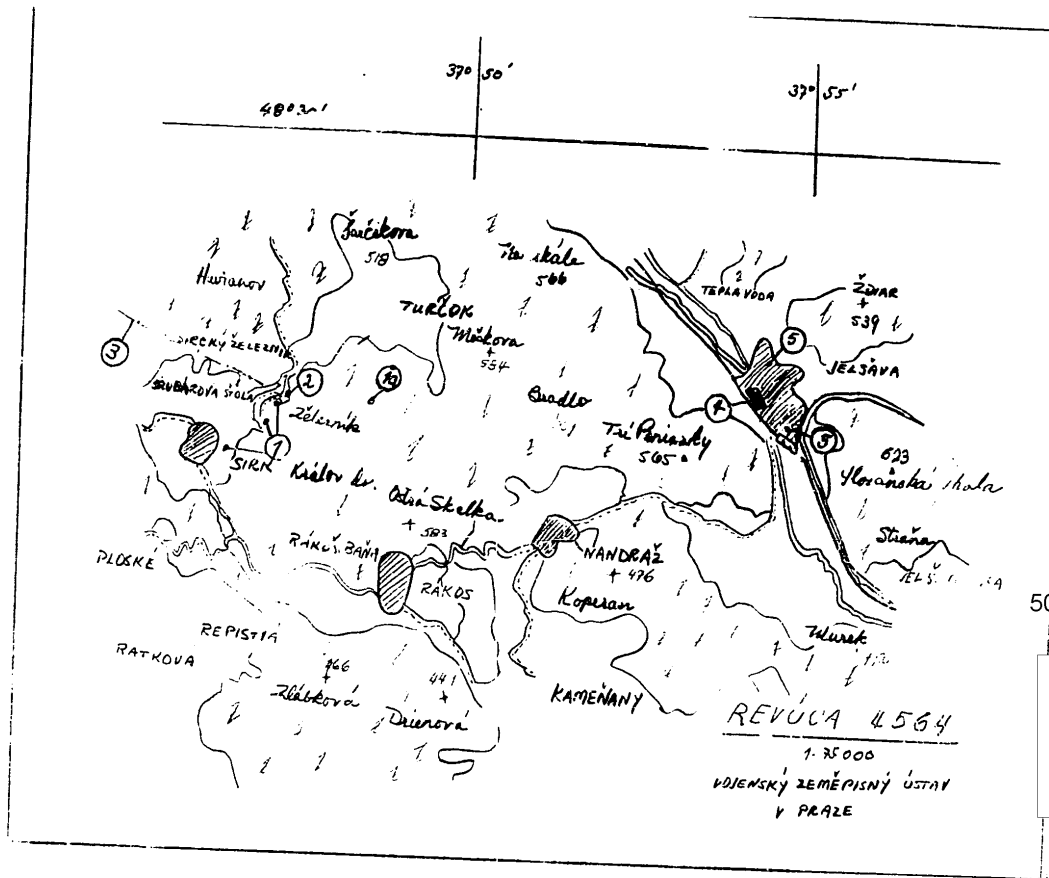
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Legend:

1. State highway Marianske Lazne - Chomutov Plzeň
2. Single track railroad line
3. Surface area of airfield
4. Fencing around airfield
5. Border of airfield area
6. Approach road to airfield (dotted)
7. Hangar
8. Incompleted hangar
9. Offices of the airfield administration
10. Concrete manipulation area
11. Concrete road to air terminal building
12. Ruins of the former air terminal building
13. Small forest

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Legend:

1. Iron ore mines located in
- 1a. Antai iron ore shaft
2. Location of sintering furnaces
3. Cable car railway, leading to the lift over iron car
4. Building site of the lift-shaft and other buildings
5. Location of the lift-shaft entrance

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