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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

Aircraft Factories

- 25X1 1. The J. Dimitrov Plant of Avia in Letnany assembles aircraft of the Russian Ilyushin (IL) type. Parts for conventional fighters are also made here, and since 1 February 1953 this plant has also been making parts for jet fighters.
- 25X1 2. The Jan Sverma Plant, of Motorlet (formerly Walter) in Prague-Jinonice, manufactures both gasoline and jet motors. The jet motors are for MiG-15s.
- 25X1 3. The Aero factory in Prague-Vysocany produces parts and assembles aircraft of the Sokol, Cap, and Baby (sig) types.
4. The Let factory at Prague-Malesice produces gasoline-operated aircraft motors.
5. The Let factory at Chocen manufactures duralumin struts for jet aircraft.
6. The new Let factory at Kunovice, formerly an Avia factory, was not yet in production at the time of observation, but it was rumored among the employees that the plant is to be engaged in assembling jet aircraft.
7. Kovohute, formerly the Moravian Metal Rolling Mills, at Bridlicna (P 50/0 09), formerly Frydlant nad Moravici, is a rolling mill which produces duralumin and aluminum sheets of all dimensions for the manufacture of aircraft.
8. PAL, at Kbely, produces radio transmitters and receivers and radar aircraft control stations.

Rudy Letov Plant of Let National Corporation

9. The Rudy Letov Plant of Let in Letnany assembles MiG-15 jet aircraft and

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		OSI Ev	x	ORR Ev	x
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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makes use of (Ausschlachtung) old weapons of large caliber for Messerschmidt aircraft by installing them in the planes.

10. Nearly 9,000 persons are employed at this plant, and there are also 700 Czech soldiers working there. The soldiers are quartered outside of the plant in barracks near the Prague-Cakovice highway. They are Air Force ground personnel.
11. There are also 14 Soviet test pilots at the plant. They are members of the Soviet Air Force.
12. The plant is under the direct supervision of the Minister of National Defence. Civilian employees are under the direct control and jurisdiction of the military authorities.
13. All sections work three shifts.
14. Sheet aluminum 2.5 mm. thick and duralumin rods (Stangen) are delivered to the plant from the Let plant at Chocen. Radio and electric apparatus comes from the PAL plant in Prague-Letnany. Jet motors are delivered from the Jan Sverma Plant at Prague-Jinonice. Weapons for the aircraft come from the Zbrojovka Brno factory. The airplane fuselages are said to come, in part, from East Germany.
15. Electricity for the Rudy Letov Plant comes from the Prague-Holesovice electric works. Gas comes from the Prague Gas Works and from the CKD-Stalingrad plant, near Prague. The plant does not use coal; it is heated by a central heating plant.
16. The Rudy Letov Plant does not have its own railroad spur line; materials are brought in by truck. Finished aircraft are taken from the plant's airfield to the nearby Prague-Kbely field.
17. This plant has the following motor vehicles:
 - 10 five-ton trucks, Praga and Skoda makes
 - 1 ambulance
 - 1 fire truck
 - 80 electric dollies
 - 15 Zetor-type tractors for towing aircraft
18. The plant also has the following motor-driven equipment:
 - 2 cranes
 - 1 elevator in the central storehouse
19. Rudy Letov manufactures MiG-15s, and is the only plant in Czechoslovakia doing final assembling of these aircraft. Daily capacity is seven aircraft. The finished planes are picked up once a month at the plant's airfield. They stand outside the buildings under canvas covers without numbers or insignia, until picked up. They are built for use by Czechoslovakia, the USSR, and Communist China.
20. This plant also works on Messerschmidt aircraft, often only to the extent of installing heavier weapons in them, however.
21. In the main assembly hall (No. 7 on the annexed sketch), Messerschmidt aircraft are rebuilt. The old German motors are removed and replaced by new, stronger ones provided by the Jan Sverma Plant, Prague-Jinonice. 44-mm. cannon and 22-mm. heavy machine guns are installed in them. These aircraft are towed

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to the Prague-Kbely airfield by tractor when finished.

22. The following is an explanatory legend to accompany the annexed sketch; the numbers here given correspond to those appearing on the sketch:

- (1) Barracks for Czechoslovak soldiers. These are old wooden buildings about 15 by 60 m. in size. They are full of soldiers.
- (2) Headquarters of the military commander, in an old two-story structure. The Soviet test pilots live here and the radio station is also in this building. There is a glass turret on the roof and a circular antenna (Kreisanterenne) on a mast; the mast is of steel and is six m. high.
- (3) Wooden barracks about 15 by 35 m. in size. Military personnel here check the radio apparatus and switchboards (Kontrolle von Radioapparaten und Schaltbrettern) which are installed in the aircraft.
- (4) Wooden building on a brick or stone foundation, about 13 x 25 m. in size. Location of testing instruments for completed aircraft (Kontrollmessgeraete fuer fertige Flugzeuge). Testing is done by Czech Air Force personnel. The aircraft being checked are outside this building on a concrete hardstand.
- (5) A three-story building which was completed during World War II. Location of the Rudy Letov Plant administration.
- (6) An old wooden building. Batteries for the factory's vehicles are charged here.
- (7) Main assembly hall, which was formed by making one large building out of what formerly were six airplane hangars.
 - a. The machine tool hall (soustruzna). Strips, ends of combustion chambers or tubes (Leisten, Endungen von Verbrennungsroehren) 22 mm., 32 mm. and 45 mm. in diameter, and various pistons are the duralumin parts which are made here. This hall has the following machinery:
 - about 70 turret lathes, Skoda and Vollman makes
 - 40 automatic turret lathes, Swiss make
 - 8 electric welding apparatuses
 - 20 drills
 - 20 semi-automatic turret lathes
 - b. Grinding hall (Brursfna). Rudder strips for aircraft (Leistenflugzeugsteuer), pistons for suspension of landing gear (Kolben fuer Federung der Fahrgestelle) and pistons for "Motorwalzen" are ground (geschliffen) here. This hall has the following machinery:
 - 40 automatic grinding machines (of Swedish, German and Swiss provenience)
 - 30 abrasive polishing machines (Schmirgelmaschinen)
 - c. Technical electrical workshop. Radio apparatuses which have been tested by military personnel are mounted in their frames

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here. They are then installed in the aircraft in the auxiliary assembly shop (No. 7e). The technical electrical workshop has the following machinery:

hand-operated drilling machines

tool benches (Werkzeuggestische)

- d. Final assembly hall for aircraft, assembly of auxiliary firing mechanisms; springs (Federn) are mounted here for discharging air pressure (Luftdruckauswurf) under the pilot's cabin. The protective paper wrappings are removed from the aircraft here and the entire plane is polished. This hall has the following machinery:

1 crane (bridge construction)

30 polishing machines

- e. Auxiliary assembly workshop. Final assembly of electrical and radio apparatus is done here.

- f. Weapons forge. Weapons are here mounted in the turbines (Turbinen) on the left side of the aircraft. The weapons are rapid firing: one 44-mm. cannon, with a heavy 22-mm. machine gun mounted above it. A connecting cable (Verbindungsseil) runs from these weapons to the middle of the machine and is connected automatically with a photographic lens (Photolinse).

- (8) Garage; an old building.

- (9) Former hangar, now a storehouse for materials.

- (10) Cabinet maker's shop; an old, one-story building. Wooden patterns (Holzkonstruktionen) for gliders and various dies (Matritzen) are produced here.

- (11) Former hangar, now an auxiliary shop to the main assembly hall, No. 7. This shop has the following machinery:

3 large drills

shapers, turret lathes, planers

- (12) Former hangar, now the molding shop (Presswerkstaette). Aluminum sheets for lifting surfaces, rudders and fuselages are worked here. The aluminum sheets are already provided with protective paper covering. This shop has 35 air presses of various sizes.

- (13) Varnish shop.

- (14) Plant machinery repair shop (udrzba). This shop is intended to do repairs on all machinery in the whole factory. Smaller repair jobs are done in the various halls of the plant. This shop also was formerly a hangar.

- (15) Transformer for the whole factory, three meters long.


- (16) Water tank for fire-extinguishing purposes.

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- (17) New structure which was only finished in May 1952; has three floors and is about 50 meters square. This is the central storehouse and supply room. The administration of this storehouse is exclusively in the hands of the military authorities. Issuing of materials is done by Czechoslovak soldiers.
 - (18) Smithy, formerly a hangar. Production of machinery parts such as turning tools (Messer) for lathes. Equipped with eight forging furnaces.
 - (19) Residence of the gardner of the Rudy Letov factory.
 - (20) New building which was not finished until after 1945. Has two floors and is about 30 meters square. Houses the Works Council, the ambulance, plant militia and fire-fighting section.
 - (21) Formerly a hangar; now the plant canteen.
 - (22) Formerly a hangar; now the drawing room (Zeichensaal).
 - (23) Guard shelter for the plant militia and the Czech soldiers.
 - (24) Factory wall.
 - (25) Barbed wire.
 - (26) Fence.
 - (27) Factory entrances.
 - (28) Connecting road to the airfield.
 - (29) Factory airfield.
 - (30) Runway of the factory airfield.
 - (31) Old hangars.
 - (32) Barracks.
 - (33) PAL National Enterprise.
 - (34) Kbely airfield.
 - (35) Avia factory airfield
 - (36) Prague-Cakovice highway.
 - (37) Prague-Vinor-Brandys highway.

Note: No. 9 is not indicated on the sketch.

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ANNEX:

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RUDY LETOV AIRCRAFT FACTORY AND AIRFIELD
PRAGUE-LETNANY

