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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

50X1-HUM

COUNTRY **Czechoslovakia**

REPORT

SUBJECT **Aircraft and Accessories Stocked in Czechoslovakia**

[Redacted Report Content]

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[Redacted Section]

1. The following table is an inventory of aircraft stocks in Czechoslovakia at the end of World War II and as of the latest date of information which was 1948.

A. Aircraft, stocks formerly German

	<u>1945</u>	<u>1948</u>
Siebel 204	20	60
Arado 96	30	70
Me-109 (S-199) (Junkers engine replaced by BMW)	25	90
Me-262	2	7
Fieseler-Storch	15	40
Aero-45 (Tourist 4-seater)	0	10
Sokol Mic (Sport 2-seater)	0	70
Bonzo (Tourist 4-seater)	0	1
Buecker-132 (Trainer 2-seater)	5	60
Z-22 (Trainer)	0	10
Z-26 (Trainer)	0	1
Heinkel-219 (Experimental) (disassembled)	2	2
Focke-Wulf (2-rotor Helicopter)		2
Praga E (Tourist 4-seater)		11

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B. Aircraft, Stocks formerly Royal Air Force

	<u>1945</u>	
Spitfires	60	
Liberators (B-24)	12	These were to be returned in 1947 in exchange for Mosquitoes, but it is not known whether this exchange actually took place.
Anson	2	

As to the disposal of these aircraft, no information available.

C. Aircraft, formerly American surplus

C-47	*40
Norseman	6

\*The 40 C-47's were disposed of as follows:

Rebuilt for civilian use as 21-seat passenger planes: 26 (actually only 21 were rebuilt like this, the rest unknown)  
 Rebuilt as cargo planes: 6  
 Destined to be dismantled: 8

D. Aircraft, commercial

Ju-352	1		
Ju-52	6		50X1-HUM
Ju-90	2		
Ju-52	2		50X1-HUM

2. Aircraft engines were stocked as follows:

	<u>1945</u>	<u>1948</u>
Argus 410 & 411 (for Siebel & Arado)	50	150
BMW (for Me-109)	30	120
DB-213 (research)	2	15 (partially assembled)
Walter Minor 4/III (for Aero-45, Z-22, Z-26, and Sokol)	0	50 (license to Yugoslavia, later cancelled)
Walter Minor 6 (development)	--	2
Praga D	--	20

3. Components for aircraft and aircraft instruments were available in large quantities from German stocks left behind after the end of World War II. Furthermore, the Czechoslovakian industry was self-sufficient and developed their own accessories and instruments.

4. Location of aircraft engines and instruments

Aircraft:

Si-204 . . . . .	Aero and CKD (Karlin)
Ar-96 . . . . .	Letov & Avia
Me-109 . . . . .	Aero & Avia
Me-262 . . . . .	Avia
Fi-Storch . . . . .	Chocen
Ae-45 . . . . .	Aero
Bu-132 . . . . .	Aero
Zlin types . . . . .	Zlin
Sokol & Bonzo . . . . .	Chocen

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Aircraft engines:

Walter-----Jinonice near Prague  
Avia-----Mlada Boleslav  
Praga D-----CKD

Aircraft instruments:

Jihlava, Jelesin, [sic], etc.

5. All aircraft and parts were under the jurisdiction of the Czechoslovakian Air Force and of the Central Management of the Nationalized Metal Industry (Ustredni reditelstvi znarodneneho kovoprurnyslu) respectively. Other than the 60 to 80 Me-109's there is no other information as of 1948 relating to further disposals of aircraft. 50X1-HUM

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Yugoslavia,

of the war. Furthermore,

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