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CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Action Program (Aktionsprogramm) of the Aircraft Industry

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(Plans and plan fulfillment)

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REFERENCES

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major objectives of the industry during 1958. Discussion of the first three objectives is given below. Objectives 4 and 5 concern the production of consumer goods by the aircraft industry and the implementation of the Law for the Perfection and Simplification of the Work of the State Apparatus (Gesetz zur Vervollkommung und Vereinfachung der Arbeit des Staatsapparates in der DDR).

five

- 1. Make up for plan lags in production and in research and technology; overfulfillment of all parts of the plan

In view of the fulfillment status as of 30 April, every effort must be made within VVB Flugzeugbau to make up all production plan lags by 30 September 1958. In addition, the individual plants have pledged to exceed the plan by the end of the year by the following amounts:

Plant 801	3,000,000	DME
Plant 802	1,750,000	DME
Plant 804	500,000	DME
Plant 805	1,120,000	DME
Plant 806	20,000	DME
Plant 807 ¹	660,000	DME

Pledges for additional production of consumer goods by all plants 2,780,000 DME

Fulfillment of gross production as of 30 April 1958 was as follows:

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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	<u>Fulfillment of the Plan for the Period 1 Jan - 30 Apr 58</u>	<u>Fulfillment of the Annual Plan for 1958</u>
VVB, total	79.9 percent	24.3 percent
Plant 801	83.9 percent	25.1 percent
Plant 804	49.1 percent	15.5 percent
Plant 805	104.0 percent	30.9 percent
Plant 806	92.8 percent	27.8 percent
Plant 807	97.3 percent	29.9 percent

Nonfulfillment of the plan for the industry as a whole is due primarily to the lag in the production of propulsion units (Triebwerksfertigung) at VEB Industrierwerke Karl-Marx-Stadt (IWK), which in turn has adversely affected output at VEB Flugzeugwerke Dresden. The plan lag at Plant 807 is due to production difficulties in connection with propulsion unit 014. The following pledges have been made for the fulfillment or overfulfillment of the production plans:

VEB Flugzeugwerke Dresden

1. Achieve a seven-day head start (Vorsprung) in all main construction groups (Hauptbaugruppen) in order to complete one IL 14 above the plan by the end of the year.
2. Reduction of the reject rate by 1.2 percent in 1958.

VEB Industrierwerke Karl-Marx-Stadt

1. The following program has been worked out for making up plan arrears and for fulfilling the 1958 production plan:
 - a. Make up plan arrears by 30 September 1958 in accordance with the operating plan (Operativplan) which has been drawn up.
 - b. Fulfillment of the 1958 plant plan (Betriebsplan) by 24 December 1958.
 - c. Scheduled completion of equipment (Geraete) for aircraft 152.
2. Improve the quality of engine Ash 82 T and increase the life expectancy to 750 hours, with the goal of delivering engines with a life expectancy of 750 hours beginning in the second quarter of 1959.
3. The technical director has pledged to complete all type test runs (Musterpruef-laefte) and type tests of licensed construction (Nachbaumusterpruefungen) for all equipment (Geraet) of the IL 14 aircraft. Of importance in this connection is the completion of the type test (Nachbaumusterpruefung) of the Ash 84 T engine, construction phase (Bauzustand) 5.

VEB Maschinen- und Apparatebau Schkeuditz

1. Complete the government aircraft (Reglerungsmaschine) and turn it over to the Flugbetrieb on 15 July 1958 instead of 15 September 1958 as contracted.
2. Deliver two additional IL 14 tail units (Leitwerke) so that VEB Flugzeugwerke Dresden can meet its obligations.
3. Deliver three additional sets of Bestuhlungen for the IL 14 by 15 July 1958.

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4. Rebuild by 15 July 1958 one AN-2 for Deutsche Lufthansa for conducting sightseeing flights (Rundfluege).
5. Fulfill the annual plan for 1958 by 20 December 1958.
6. For 1959: increase production by about 30 percent; improve working methods; reduce the time required to repair the IL 14 from 73 days to 58 days; and lower by 10 percent the number of hours required for each repair.

VEB Industriewerke Ludwigsfelde

1. Complete the first TL 014 engine by 31 May 1958, and deliver the second engine ready for the test stand (pruefstandsreif) by the time of the Fifth Party Congress.
2. In order to make up for the delay in technological preparations for the prototype series (O-Serie) of the TL 014, technological preparations are to be concluded by 31 July 1958 and, in addition, the lag caused by development work is to be made up so that the objectives set forth in the state plan can be achieved.
3. Save 360,000 DME in foreign exchange by building own special machinery for the production of TL 014, thereby insuring the planned start of production.

VEB Kooperationszentrale fuer die Flugzeugindustrie

1. Procure 50 percent of the standard parts ordered from domestic suppliers and from imports by the time of the Fifth Party Congress.
2. Submit 328 items of equipment (Geraete) with complete documentation by 31 December 1958 for type testing.

In the field of research and technology the following pledges have been made:

VEB Flugzeugwerke Dresden

1. Deliver the "152" V 1 for flight testing seven days ahead of schedule (i.e., by 13 August 1958).
2. Complete the "152" V 2, sectional airframe (Bruchzelle), seven days ahead of schedule.
3. The plant management collective has pledged to achieve the following goals for the long-range program (Ferspektivprogramm):
 - a. Completion of the 152 V 4, partially Chemisch abgetragen and without equipment (Ausstattung), by 31 May 1959.
 - b. Completion of the 152 V 5, with equipment, by 30 September 1959.
 - c. Completion of the 152 V 6, completely Chemisch abgetragen (sectional airframe), by 31 December 1959.
 - d. Completion of the 152 aircraft No. 8 by 31 December 1959.
 - e. Completion of the 152 aircraft No. 9 by 31 March 1960.
 - f. Completion of the 152 aircraft No. 7 by 10 July 1960.

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4. The development of the 153 is to be pushed forward so that the first test aircraft can be delivered factory finished (hallenklar) by 31 December 1959.

VEB Entwicklungsbau Pirna

1. Deliver four units TL 014 for the 152 V 4 in the fourth quarter of 1958.
2. During the period May to December 1959 deliver another eight units TL 014 to VEB Flugzeugwerke Dresden for flight tests.
3. Complete one TL 014 by September 1958 for testing on the IL 28 airframe.
4. Take all steps necessary to assure that state acceptance (type test) for TL 014 can take place in June 1959 and for PTL 018 in August 1960.
5. Achieve fulfillment of the parameter weight on the TL 014 in the second quarter of 1958 and conclude another 150-hour endurance test in the third quarter of 1958.
6. Complete the plotting of the compressor characteristic curves (Verdichter-kennfeld) for the multiple-stage phase PTL 018 in the second quarter 1958 and for the full compressor test stand (Vollverdichterpruefstand) in the third quarter of 1958.
7. Expedite the activation of the hydraulic brake test stand for the PTL 018 so that work can be started in the third quarter of 1958.
8. Conclude production tests and study of the results of these tests in the fourth quarter of 1958 with the goal of manufacturing compressor blades (Verdichterlaufschaufeln) in accordance with the continuous production line pressing method (Fliepressverfahren).
9. Complete the component parts for one additional TL 014 by the end of 1958 so that any testing stoppages which may occur can be quickly overcome.
10. Fulfill the research and technology part of the 1958 plan ten days ahead of schedule.

VEB Apparatebau Lommatzsch

1. Satisfy international requirements in the manufacture of gliders and start production of the Libelle 15 m and the two-seater (Doppelsitzer) 15 m cantilever construction by the first quarter of 1959.
2. Make up excess losses in the production enterprises

As of 30 April 1958, plants 801 and 804 had losses totaling 4,300,000 DME in excess of plan. This alarming figure will require the institution of extraordinary measures in the series production plants in order to achieve the planned results for the year. Special emphasis must be placed on reducing rejects as well as excess work and work done over (Mehr- und Nacharbeit). As of 31 March 1958, the following amounts (in DM) had been expended in the enterprises for extra-plan work:

Plant 801	359,981
Plant 804	1,559,300
Plant 805	89,600
Plant 806	18,300
Plant 807	138,100

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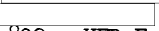
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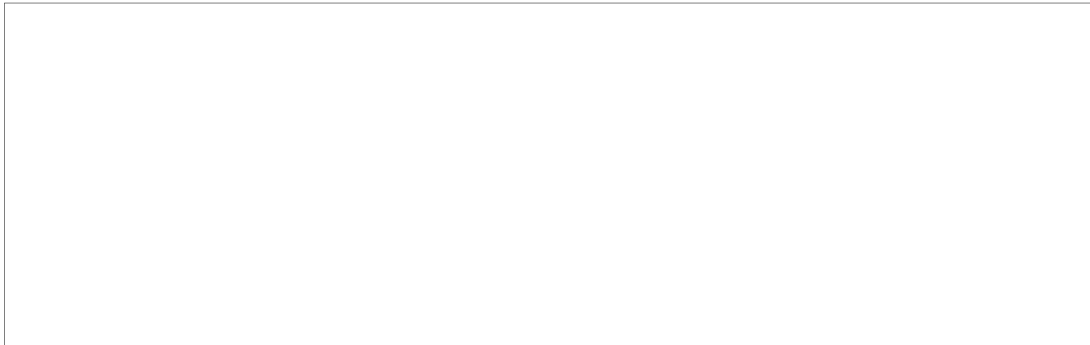
3. Make up arrears in the export program and fulfill the program ahead of schedule

Because of various circumstances and shortcomings, the aircraft industry's export program is considerably in arrears. The fulfillment status of the export program as of 30 April 1958 was as follows;

IL 14	75 percent
Ash 82 T	0 percent
Ground instruments	0 percent
Spare parts	75 percent
Remodeling and repairs to IL 14	50 percent

1.  Comment: These plants have been identified  25X1

 as follows: Plant 801 - VEB Flugzeugwerke Dresden; Plant 802 - VEB Entwicklungsbau Pirna; Plant 804 - VEB Industrierwerke Karl-Marx-Stadt; Plant 805 - VEB Maschinen- und Apparatebau Schkeuditz; Plant 806 - VEB Apparatebau Lommatzsch; Plant 807 - VEB Industrierwerke Ludwigsfelde. 25X1



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