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CIA-RDP81-00280R001300020022-3

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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

3014521

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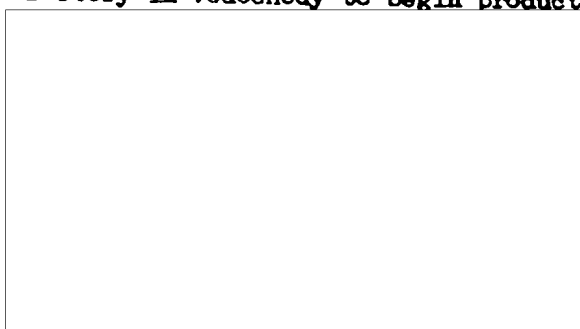
COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Miscellaneous Military Information	DATE DISR.	26 October 1956 50X1-HUM
		NO. PAGES	1
		REQUIREMENT NO.	RD
DATE OF INFO.		REFERENCES	
PLACE & DATE ACQ.			50X1-HUM 50X1-HUM

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there was a large combined forces exercise underway, because of the many military vehicles moving along the Vyskov-Brno-Frague highway. there was an exercise in the area of Karlovy Vary, because the 32nd Fighter Bomber Regiment from Brno-Šlatina left for that site on 21 September 1956. 50X1-HUM

- In August 1955 the compulsory military service in Air Force units, tank units, and Border Guard units was reduced from three to two-and-a-half years.
- In early spring 1956 there was a plan in process which called for mechanics attached to Air Force units to be temporarily transferred to an aircraft factory in Vodochody to begin production of Il-14-type aircraft. 50X1-HUM



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COUNTRY: Czechoslovakia

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I. Military

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(a) [redacted] 4th Squadron of the 3rd Fighter Regiment (4. letka, 3. stihaciho leteckeho pluku) stationed in Brno-Turany (N 49-09, E 16-40).

[redacted]

[redacted] was subordinate to the 22nd Fighter Division with Headquarters in Pardubice. The 22nd Fighter Division was part of the Tactical Air Force (Frontove Letectvo) not to be confused with the Aviation Component of the National Air Defense (PVOS).

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(c) Actual unit strength: The 3rd Regiment consisted of four squadrons (letka). The 3rd Regiment had 40 fighter planes - about 25 MIG-15's, 15 MIG-15 bis', and three dual-control MIG-15's. Approximately 65 pilots were assigned to the Regiment; the total number of personnel was about 250.

Authorized unit strength was four squadrons consisting of four flights each; each flight had four fighter planes. Authorized number of pilots was about 80 and the total authorized number of personnel about 360.

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[REDACTED]

(e) The training target range was located about 15 km. north-northeast of Vyskov (N 49-17, E 17-00) in the area where the training site for Vyskov tank units was located. The target range used by [REDACTED] the 32nd Fighter Bomber Regiment stationed at the Brno-Slatina Airfield.

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(h) Lieutenant Colonel Vladimir Fros was the CO of the 3rd Fighter Regiment. Fros [REDACTED] served with the Czechoslovak units in USSR during World War II. First Lieutenant Jan Dostal was the CO of the 4th Squadron.

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2.

(a) 22nd Fighter Division with Headquarters in Pardubice. This Division had three regiments: the 4th and 18th Regiments stationed in Pardubice and the 3rd Regiment described under para. 1 above. [REDACTED] the actual strength of the 4th and 18th Regiments was approximately the same as that of the 3rd Regiment. The Division CO was Lieutenant Colonel Kacer (fnu), [REDACTED] Lieutenant Colonel Kalicky (fnu), was Chief of Staff, and Major Jan Miklosik was CO of the 4th Regiment.

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(b) Altogether Czechoslovakia had five fighter divisions. The five divisions were stationed in Ceske Budejovice, Pardubice, Pilsen, Zatec (N 50-20, E 13-33), and Bratislava. The numerical designations of the five fighter divisions were 1, 2, 3, 5, and 22. With the exception of the 22nd Fighter Division in Pardubice, source did not know the exact location of each division. Three of the divisions were part of the PVOS and the remaining two divisions belonged to the Tactical Air Force. Since the beginning of 1956 an additional fighter division was being organized in Caslav (N 49-55, E 15-24).

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[REDACTED] four of the above-

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mentioned divisions were equipped with MIG-15's and MIG-15 bis', as was the 22nd Division. [redacted]

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[redacted] the fighter division located in Ceske Budejovice was equipped with MIG-17's.

- (c) [redacted] the entire Pilsen Fighter Division was stationed at Line Airfield. [redacted] the Ceske Budejovice Division had two regiments in Ceske Budejovice and one in Bechyne (N 49-18, E 14-29). The Zatec Division had regiments in Zatec and in the Mlada Military Area. The Bratislava Division had regiments in Bratislava, Presov, and in Kosice. An unidentified bomber regiment in Frerov was equipped with IL-28's. The 45th Reconnaissance Regiment was stationed at the Pilsen-Bory Airfield [redacted]

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[redacted] The 32nd Fighter Bomber Regiment was stationed at the Brno-Slatina Airfield.

(d) Ground Forces:

- (1) An unidentified AA gun unit; unidentified tank unit; Border Guard training center; and an AA gun training center were located in Olomouc.
- (2) The VTA (Military Technical Academy) and an unidentified engineering unit were located in Brno.
- (3) An unidentified tank unit and artillery unit were located in Vyskov (N 49-17, E 17-00).
- (4) An unidentified AA gun unit was stationed in the area between Kurim (N 49-18, E 16-32) and the Kninicky Dam.
- (5) An unidentified artillery unit was located in Uherske Hradiste (N 49-04, E 17-27).

3. [redacted] there was a large combined forces exercise underway. [redacted] of the many military vehicles moving along the Vyskov-Brno-Prague highway. [redacted] there was an exercise in the area of Karlovy Vary because the 32nd Fighter Bomber Regiment from Brno-Slatina left for that site on 21 September 1956.

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4. [redacted] in August 1955, the compulsory military service in Air Force units, tank units, and Border Guard units was reduced from three to two-and-a-half years. Compulsory military service in all other military units was for two years.

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6. For information regarding vehicular movement, see above para. 3.

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information concerning increases in critical equipment:

- (e) In August 1955, each squadron [redacted] was issued equipment for detecting nuclear contaminated areas (dosimeter). As of early spring 1956, [redacted] unit was equipped with so-called "light anti-chemical and anti-atomic protective clothing," which was distributed to each unit member.

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9. (a) In early spring 1956, there was a plan in process which called for mechanics attached to Air Force units to be temporarily transferred to the aircraft factory in Vodochody to begin production of IL-14-type aircraft.

- (b) In April 1956, on occasion of an official meeting of officers [redacted] the Division's gunnery officer, a captain, stated that the Soviets have the MIG-19 fighter plane, the top speed of which is about 1,800 km. per hour and the maximum altitude about 22,000 meters. He also stated that the MIG-19 is equipped with a radar-controlled gunsight.

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- (c) The 32nd Fighter-Bomber Regiment in Brno-Slatina expected to receive new jet fighter planes to replace the standard B-33-type planes. According to remarks made by personnel of the 32nd Regiment, it appeared that the Air Force was attempting to dispose of many B-33 planes. They were not given careful treatment and some were being sold at a very low cost.

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16. According to instructions issued to the entire Air Force in October 1955 concerning procedures to be followed in the event of an atomic alert, conventional-engine aircraft were to be removed from the airfield and distributed throughout the area at a distance of 3.5 to 4 km. from the airfield. Jet aircraft were to be taken 2.5 to 3 km. from the airfield. It was explained that the shorter distance for jet aircraft was satisfactory because their construction was superior to that of conventional aircraft. The regulation further called for the removal of all aircraft and units at a particular airfield with the exception of one squadron which had to remain on the airfield in combat readiness.

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19. In addition to the radar located on [redacted] airfield, [redacted] two other radar stations, one of which was located about 15 km. east of Pardubice on flat land in the direction of Dasice (N 50-02, E 15-55). The other station was located about ten km. south of Trebic (N 49-18, E 15-55). 50X1-HUM
20. An unidentified AA gun unit was posted in combat readiness on a hill in the Krenovice area about three km. south of the Brno-Vyskov highway about halfway between the two cities. [redacted] the size of the unit to be two batteries. Personnel were billeted in wooden barracks there. 50X1-HUM

[redacted] 50X1-HUM

Additional Information

- * 1. In a discussion at the end of January 1956 with several officers [redacted] the Chief Political Officer of [redacted] replied as follows to complaints that actual number of aircraft at the Regiment was far below the authorized number: "This is a result of the tense international situation. To win [redacted] for the Communists, Czechoslovakia is selling her planes to Egypt, thus creating a shortage for herself." [redacted] 50X1-HUM
- [redacted] MIG-15's and MIG-15 bis' destined for [redacted] were being assembled in a Vodochody aircraft factory [redacted] Comment: probably Letov-II), where they were inspected by an [redacted] technical commission. No further information. 50X1-HUM
- * 2. [redacted] a Czechoslovak fighter squadron received only one, or, a maximum of two, jet planes per six-month period. 50X1-HUM
- * 3. [redacted] Regiment of 40 planes (ca. 25 MIG-15's and 15 MIG-15 bis') normally averaged 360 flying hours monthly, i.e., two 45-hour flying days a week. An acute shortage of jet fuel required the Regiment to cut its monthly flying hours from a total of 360 to a total of 40 for the months of June, July, and August 1956. Only 50,000 liters of jet fuel were allotted the Regiment each of these months. However, an adequate supply for September again permitted flying the usual 360 hours. [redacted] jet fuel is produced only in the Pardubice Refinery, the former Fanto firm. 50X1-HUM
- * 4. Shortly after the shooting down of an Israeli aircraft over Bulgaria, the following order was issued to the entire Czechoslovak Air Force: No foreign aircraft flying over Czechoslovak territory was to be fired on by Czechoslovak planes without a specific order from the Czechoslovak Air Force Commander-in-Chief. In no case were AA guns to be used.

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- * 5. Officers [redacted] were informed of the January 50X1-HUM
crash of Czechoslovak airliner in the Tatra Mountains
on occasion of the regular monthly briefing held at the end
of each month regarding aircraft accidents in Czechoslovakia.
They were told that the crash was due to the plane
colliding with a Western propaganda balloon. [redacted] 50X1-HUM
did not know of any other plane crash due to balloons.
Indoctrination concerning balloons given to Air Force
personnel always stated, in general, that the balloons
were not effective as a propaganda medium and that "their"
only value was to make clothing from the balloon material.
[redacted] the airliner crash was the result 50X1-HUM
of collision with the balloon. Instructions for
Czechoslovak campaigns against balloons were as follows:
Small balloons were to be knocked down by propellor or wing
of an Arado-type aircraft or shot down by a jet plane.
Large balloons were to be shot down by jet plane
guns; firing was to be in short bursts starting at a
distance of 400 meters and aircraft would take immediate
evasive action to avoid collision with the balloon.
[redacted] Czechoslovak Air Force personnel were 50X1-HUM
not required to attend meetings, make statements, or
agree to anything pertaining to allegations regarding
balloon hazards.
6. [redacted] it was "common knowledge" among Air 50X1-HUM
Force personnel in Czechoslovakia that "American aircraft"
crossed over Czechoslovakia at frequent intervals.
Czechoslovaks were helpless to do anything about the
situation because the "American planes" flew higher than
15,000 meters, which is about the maximum altitude of
MIG-15's, MIG-15 bis', and MIG-17's (sic). The last crossing
of an "American plane" [redacted] was 50X1-HUM
in summer 1956 when a B-57 escorted by two unidentified
planes crossed the Brno-Turany Airfield.

II. Civilian

- [redacted] 50X1-HUM
3. There was a shortage of meat; during the last few months,
however, the situation was not as acute as previously.
This information pertains only to the Vyskov area.
[redacted] 50X1-HUM
6. Civilians were instructed in plants and offices on
defense preparations against air attacks [redacted] 50X1-HUM
did not know of any air raid shelters under construction.

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