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CENTRAL INTELLIGENCE AGENCY

**INFORMATION REPORT**

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1. Organization of the Yugoslav Air Force (YAF).

The Yugoslav Air Force is a branch of the Army and not a separate service, but has distinctive uniform and insignia. It is composed of five air divisions, each comprising from two to four air regiments. The five divisions are as follows:

- a. 1 Air Division (ground attack)
- b. 2 Air Division (ground attack)
- c. 3 Air Division (fighter)
- d. 4 Air Division (bomber)
- e. 5 Air Division (bomber)

6 Air Division is said to be in existence, but no details are known.

2. V.O.K. Formations (Vazduhovna Oblastna Komanda).

Four permanently located formations are responsible for the administration of airfields on a territorial basis. These are termed V.O.K.'s (District Air Commands). They supply airfields under their jurisdiction with aircraft, spare parts, equipment, armament, fuel, food, ammunition, et cetera, as well as carrying out major aircraft inspection services. The headquarters of the four V.O.K.'s are held to be as follows:

- a. 1 V.O.K. - located at Novi Sad.
- b. 2 V.O.K. - located at Skoplje.
- c. 3 V.O.K. - located at Mostar.
- d. 4 V.O.K. - located at Zagreb.

Two further V.O.K.'s are believed to be in the process of formation, but their subordinations or locations are not yet known for certain.

3. Flying Training Regiments.

There are three Flying Training Regiments in the Yugoslav Air Force. The elementary flying school is situated at Pancevo, the advanced fighter training school at Ecka and the advanced bomber training school at Kovin.

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4. Transport Regiment.

There is one Transport Regiment. This regiment holds "Dakota" type aircraft and JU-52's. Units requiring these machines apply to the Headquarters, Yugoslav Air Force, in Belgrade and the machines fly out on detachment.

5. Parachute Training Regiment.

This regiment is based at Novi Sad and student paratroopers practice jumps from machines on detachment from the Air Transport Regiment.

6. Airfields.

The following airfields are known to be in use by the Yugoslav Air Force:

- a. Marija Devica (Ljubljana)
- b. Lucko-Gornji Stupnik (near Zagreb)
- c. Pleso-Velika Gorica (near Zagreb)
- d. Sombor
- e. Novi Sad
- f. Skoplje
- g. Mostar
- h. Sarajevo-Rajlovac
- i. Pancevo
- j. Nis
- k. Kovin
- l. Eeka
- m. Zemun

More than 100 airfields existed in Yugoslavia at the end of the war; many of them have now been turned over to agriculture or left to fall into disrepair. A large number, however, still remain in a serviceable condition and may be occupied by operational aircraft from time to time, particularly in the summer.

One brand new airfield is known to be under construction at Nova Pazova, and several others are undergoing extensive development, notably Cerklje and Pancevo. Hundreds of POW's have been employed on airfield construction and repair.

7. Aircraft.

Aircraft known to be in current use by the Yugoslav Air Force are:

- a. Fighters - YAK 1, YAK - 3, YAK - 9
- b. Ground attack - TL - 2, IL - LO (Stormovik)
- c. Bombers - PE - 2, PE - 3
- d. Trainers - PO - 2, YAK - 7
- e. Transports - LI - 2 (Dakota) JU-52

There are also small numbers of Spitfires, Hurricanes, Tiger Moths, Harvards, ME - 109's and Capronis, but it is believed that the spare part question is very acute for these aircraft.

It is considered that the war-time strength of an air regiment is 42 machines; 36 in squadrons, 4 at headquarters and 2 in reserve. However, it is not thought that units are up to their correct strength at present, and the following basis for the Order of Battle can be used:

- a. Fighter Regiment - 30 aircraft
- b. Ground Attack Regiment - 30 aircraft
- c. Bomber Regiment - 35 aircraft

One regiment is normally composed of 3 Squadrons.

some regiments have reorganized their three squadrons into four to provide one squadron for training purposes.

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**8. Aircraft Industry.**

At the moment production seems to be limited to the few light sporting aircraft, and a number of gliders and sail-planes.

A large organization for the repair and overhaul of Soviet-type machines exists and various factories carry out this specialized work. The Yugoslav factories are capable of large-scale production, but imports of metal would be necessary before this could take place.

Factories are known to exist at the following places:

- a. Maribor-Ilezno - engine parts, presumably Russian.
- b. Rakovica - engine parts, believed to be jet engines.
- c. Belgrade-Zemun - Ikarus Rogosarsky repairs Soviet-type aircraft; produces light sporting-type machines.
- d. Belgrade-Zemun - ZMAJ repairs aircraft.

Other repair shops are known to be at: Nis, Celje, Sisak, Ecka, Besalinac, Breza, Gradina, Kakanj, Sombor, Topusko, Tuzla, and Zenica. Pancevo overhauls PO-2 engines.

**9. Conclusions.**

The greatest number of machines estimated to be in Yugoslavia today is 700, of which only 39 percent are operational. The rest are training, transport or liaison machines. Serviceability of machines at the present time is not very high, since the Yugoslav Air Force lacks the full-trained ground staff to keep the machines air-worthy. It is considered that no more than the total strength are immediately flyable and that after one week of maximum effort the effective strength of the whole Yugoslav Air Force would be virtually non-existent. However, there are plans to increase greatly the number of fully trained ground staffs and air crews in the future, and the efficiency of the Yugoslav Air Force will therefore improve with the passing of time, though this is not expected to make itself apparent for several years yet.

**10. Numbers and Types of Planes.****a. Fighters:**

YAK-1,3,9,	125
Miscellaneous	4
Total:	129

**b. Ground Attack:**

IL-2	104
Miscellaneous	4
Total:	108

**c. Light Bombers:**

PE-2	90
Miscellaneous	4
Total:	94

**d. Reconnaissance and Observation:**

Hurricane	3
Spitfire 9	3
Spitfire 5	12
Harvard and Misc.	5
Total:	23

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e. Training Planes: 190

f. Transport Planes:

CA-313	4
LI-18 2	15
JU-52	5
<b>Total</b>	<b>24</b>

g. Liaison Planes: 96

Grand Total: 664

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