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CENTRAL INTELLIGENCE AGENCY REPORT

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COUNTRY Yugoslavia DATE DISTR. 9 July 1951

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1. Prior to World War II the Utva Factory in Pancevo, then known as "Utva Zlatokrila" (Utva Gold Wings), produced gliders. The factory began powered aircraft production in 1947 when the factory was enlarged, new machinery installed and the number of workers increased. Utva, along with the Ikarus plant, is presently one of Yugoslavia's largest aircraft factories.
2. The first models to be produced by the factory in 1947 were the "251" training planes. The Trojka, another training plane, was turned out in 1948. Production of the "212" training plane was begun in the latter part of 1948 and early 1949 from the blueprint made by Major Ljuba Ilic, who was formerly in the Royal Yugoslav Army and who reportedly has escaped abroad. Production of the so-called Vihor "213" plane, the invention of Engineer Sostarica, was planned for 1950.
3. Plans for 1948 called for the production of eighty "251" planes but only twenty models were actually produced because of a lack of material, and labor. In 1949 forty "251" models were produced, twenty of which remained without motors. Although the original 1949 plan called for one hundred "212" models, only two such craft were produced by August 1950. The 1950 plan called for the construction of an original production of ten "213" craft.
4. Factory personnel totals approximately one thousand workers and employees, with 450 engaged in actual production. Of the latter group only between 120 and 150 report for work daily. Frequent absences and lack of interest on the part of both workers and technical personnel decrease factory output. With favorable conditions Utva could produce from eighty to one hundred planes annually.
5. All machinery installed in the factory has been imported, particularly the better machines which came from Germany as war reparations. The machines are in excellent repair. Upon import from Germany, the machines were first sent to the "21 May" Factory in Pancevo from where distribution to the Utva, Ikarus, Rakovica, and Trstenik plants was made. The Pancevo factory was the receiving center where the machinery was tested, necessary repairs effected and distribution made.

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6. The raw materials utilized are special steel, light alloys, fabrics, varnishes and pipes of which there is a great scarcity.

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Utva has been supplied with two Rendzer model 440 HP (sic) motors and they are installed on two "212" craft.

7. The following personnel are employed by Utva:

- Factory Director - Edvard Idjakovic, Major and CP member.
- Chief Engineer - Radoslav Jarevica
- Secretary, CP organization - Stevan Kirsta
- Personnel Chief - Captain Ostojic, a CP member.
- KOS Representative - Major Josip Sprajser, known as "Lika". (He was reported to have transferred to the advanced Party school in the latter part of 1950. He is a former UDB chief in Zemun.)
- Assistant to the KOS Representative - A certain Aleksic, a military technical employee.
- Chief, Construction Bureau - Engineer Petar Kersic
- Chief, Planning Section - Engineer Cermak, a former Royal Naval Officer, non-Party member, reportedly transferred from Utva.
- Chief, Operational Section - Srboljub Maric
- Chief, Production Section - A certain Preselo
- Chief, Factory Control - Captain Arie Curic
- Military Control Chief - Lt. Momcilovic
- Member, Military Control Section - Lt. Stevo Gazibabic
- Member, Military Control Section - A certain Rajkovic
- Chief Dispatching Officer - Captain Buda Zivkovic

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8. Various cases of damage to material and machinery occurred because of negligence bordering on sabotage. After a gasoline tank was constructed, small changes were made after initial tests and it became the sample from which thirty similar tanks were manufactured. None of the subsequent thirty tanks was usable, however and all had to be destroyed. Similar occurrences take place throughout Utva.

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Comment:

Production totals in the latter dissemination are at variance with the above report.

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