

CENTRAL INTELLIGENCE AGENCY

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SOURCE [REDACTED]

1. The Dimitrov Plant is located on the western perimeter of Cakovice (O 51/L 98). Prior to World War II, the installation consisted only of Plant I. During World War II, the Germans built Plant II for the manufacture of trucks and buses. The plant did not suffer any war damage. After 1 January 1951, the plant was, allegedly, scheduled to manufacture only aircraft. Source himself did not observe any indications of this planned conversion. The plant, which was previously designated Avia Akciova Spolecnost Pro Vyrobu Letadel V Letnanech U Prahy was redesignated at the time of the nationalization, Dimitrovy Zavody, Narodni Podnik V Letnanech U Prahy. (1)
2. Cadre commissar (sic) at the plant was Josef Mika, technical director Engineer Hrazdira, (fnu), chief of the assembly department Engineer Choteborsky, (fnu). The acceptance board consisted of 8 to 12 high-ranking Czech Air Force officers. The work force of the installation numbered 4,500 persons, 2,000 of whom were assigned to Plant I. The work force included 200 women and about 25 Yugoslavs employed as mechanics. (2) Work was done in one 8-hour shift except for the steel hardening section, which worked two shifts.
3. German Me-109, Me-262, and Ar-96 aircraft were stripped and reassembled in Plant I. The engines were sent to Prague-Jinonice for repair. An autogiro equipped with Soviet Levocka type engines was being manufactured at the plant. The daily average production for 1948/1949 was estimated by source at two Me-109s, and two Ar-96s. Two Me-262s were produced per month. In 1950 this production was decreased to 25 Me-109s and 25 Ar-96s each per month. The Me-262 production cut was to one per month. By 30 June 1950, two autogiros were manufactured while a third such plane was under production. (3)
4. Trucks, buses, cogwheels, and roller bearings for motor vehicles were manufactured in Plant II. (4) The cylinder blocks were delivered. The rough castings for cogwheels came from Vitkovice. While the daily production was estimated at nine trucks and five buses in 1948/1949, this production decreased to a daily average of three trucks and one bus in 1950. Approximately 500 cogwheels were manufactured daily and packed in boxes. They were shipped to the U.S.S.R. along with the bearings.

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All the aircraft manufactured were delivered to the Czechoslovakian Air Force. Most of the trucks and buses were delivered to the Czechoslovakian State Railroads. The Me-109, which was equipped with a DB in-line engine, was being built as a two-seater craft. It was fitted with four machine guns, two in each of the wings. The Ar-96 was a trainer with two machine guns fitted above the engine. It was being built both as a one-seater and two-seater craft. The Me-262, a two-seater craft, was fitted with four machine guns mounted in the nose. (5)

5. Semi-finished products delivered to the plant included steel rods, sheet steel, and sheet duralumin all from the Vitkovice foundry, in addition to wood, glass, mica plates, and cylinder blocks. Switchboards, cylinder heads, motor vehicle pumps, and ball bearings were delivered from Sweden and Germany. Motor vehicle axles, tires, and propellers were supplied by the Rudy Letov Plant in Letnany; machine guns and damaged aircraft from the Soviet Zone of Germany and from Austria. About 100 damaged aircraft and 80 DB aircraft engines were on hand in June 1950.
6. Power was supplied to the plant from Prague via a transformer station in the northwestern corner outside of the fenced-in installation.

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█ Comments.

- (1) The information on the location and the layout of the plant is believed to be correct. There are no indications of a conversion of Plant II to the production of aircraft. In view of the large capacity of the Czechoslovakian aircraft plants, which are not yet working to capacity, this conversion appears improbable. It must be borne in mind in this respect that the production figures of the Five Year Plan for motor vehicles were raised in early 1951.
- (2) In 1948, only one third of the work force of the plant was assigned to aircraft production. Mainly diesel engines, trucks, and buses were manufactured. In 1947, 107 buses were manufactured in Cakovice. More recent production figures are not available.
- (3) The figures on the production or repair of aircraft are considered to be exaggerated. One Me-109, which was redesignated S-199 by the Czechs, was completed daily in 1948/1949. The manufacture of Me-262s was restricted to 30 units per year at most because of the small number of engines available. According to available information, 12 Me-262s have been built so far. The autogiro mentioned is the Focke-Achgelis-223 helicopter, which was built at the plant. Since no Soviet Lavocka type engine is known to exist, it is inferred that Lavochkin type planes were being overhauled at the installation.
- (4) The manufacture of roller bearings was previously reported. It appears credible.
- (5) The conversion of Me-109s G into two-seater trainers designated CS-99 by the Czechs/ previously reported. The Czech Me-262s were previously described.

Attachment: Sketch of the Dimitrov Plant in Cakovice.

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