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COMINFORM

In 1949 the Yugoslav Government was quite concerned that the Cominformist nations on her border and the USSR itself might be planning aggressive action Yugoslavia. This belief was founded on the intensified propaganda campaign of the Cominform underlining the danger represented by Yugoslavia against the Cominform countries and pointing to the necessity of eliminating the Tito danger.

As a reaction to this pressure from the Cominfo, the Yugoslav Government ordered that the maneuvers of the Yugoslav Army for the year 1949 should be held in the border region near Hungary and Rumania. This was done not only to show the Cominformist countries that Yugoslavia was ready for any contingency, but also to begin the strategic and tactical reassignment of the Yugoslav Armed Forces. Up to that time, the Yugoslav forces were so deployed as to conduct operations against the West, [redacted]

[redacted] As a matter of fact, after the maneuvers had been held, a large number of ground forces were transferred to the East and the Air Force effected the following changes:

The units located in the Northeastern zone were transferred toward the West,

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66?

The fighter planes units were transferred to the new bases in the rear areas:

SKOPLJE [redacted]
CERKLJE [redacted]
LJUBLJANA [redacted]

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This change was effected so that these units would not be subjected to a sudden attack from the East and so that they would at the same time be in a position to engage the attacking forces of the enemy.

The airfields listed below were abandoned by the Air Force and were taken over by ground troops:

ECKA [redacted]
KOVIN [redacted]
SOMBOR [redacted]
PANCEVO [redacted]

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The pilots were instructed to familiarize themselves with the new objectives at once.

b. Operating Units

[redacted] Military Transport PUK (REGIMENT)

BELGRADE 50X1-HUM
ZEMUM

The headquarters of this regiment is located in

[redacted] 50X1-HUM

ZEMUM-BELGRADE.

Planes at its disposal :

German "JU52" three-motor planes;

"DC 3 DAKOTA" two-motor planes;

Soviet two-motor planes, type undetermined, *used as tow-planes for* ~~which were converted~~
from transport gliders.

Commanding Officer: Colonel Vlado SIMIC, a pilot.

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c. PLANES

New Planes

S.49 - a fighter plane. This plane was designed and constructed in Yugoslavia, copied from the "IK-3" Yugoslav prewar model, with modifications taken over from the Soviet "YAK 3" and from the German "M.E.109".


In 1939 the aircraft factory IKARUS, of ZEMUM, turned out the first model which had ^{been} planned and constructed by the aeronautical engineers ILIC, KOSTA SIVCEV, and ZERNIC.

The initials IK-3 stand for:

IK - IKARUS

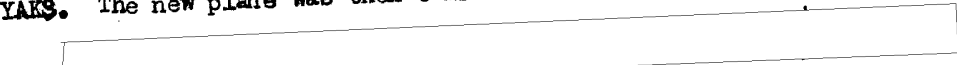

3 - 3 designers.

Armament of the IK-3

- 1 small cannon
- 2 machine guns of undetermined caliber
- an  in-line engine.



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About 20 of these planes were built at that time, but they were destroyed in 1941. After the war, the engineers KOSTA SIVCEV and ZERNIC resumed their studies of this plane and incorporated some changes copied from the YAK-3 and the ME-109 and installed one of these engines: VK-105, PF-2 or VK-107-PF2 taken over from the Soviet YAKS. The new plane was then called the S.49.

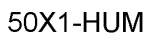

 it is not being turned out on an assembly-line basis by the IKARUS plant.

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S.50 Fighter plane.

This plane is patterned after the IK-3, but differs from it in that it is completely constructed of metal. Moreover, it mounts in-line, water-cooled  engines 

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Following the break with the Cominform, the technical supplies from 

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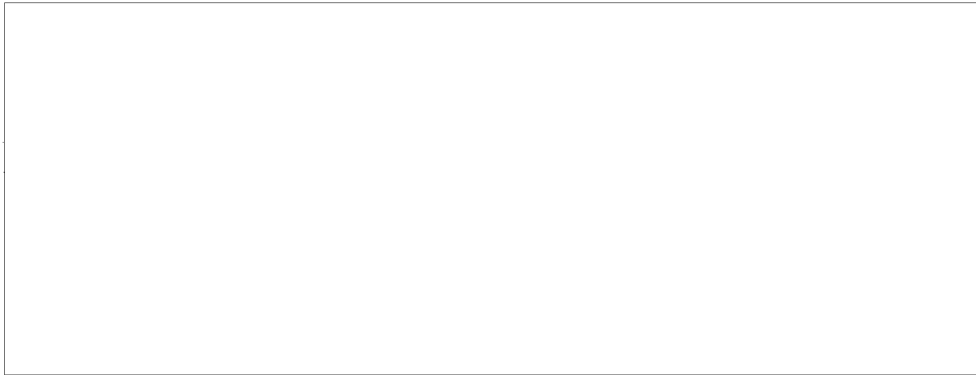
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USSR came to an end, and therefore the IKARUS once again turned to
[redacted] engine, which originally had
been installed on the IK-3 and which later had been supplanted by
the VK-105-PF2 or VK-107-PF2 on the S.49.

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Yugoslav-Built Airplanes Assigned to Fighter Groups

On 21 May 1950 Marshal Tito presented officially to the Yugoslav
Air Force 30 fighter planes constructed by the IKARUS plant of
ZEMUN. [redacted]

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Experimental Planes

The engineer SIMA MILUTINOVIC [redacted]
[redacted] has designed a special 2-motor fighter-bomber
which the IKARUS plant manufactured. When the first test flight
was held in the fall of 1950, the plane fell to the ground and the
pilot was killed. [redacted] the main fault was the
inexperience of the test pilot rather than defects in the plane itself.

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Another plane, almost similar to the preceding one, is nearly
completed. The IKARUS plant is manufacturing it and it was designed
by another professor at the Polytechnic Institute of Belgrade, the
engineer STANKOV.



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d. AERONAUTICAL INDUSTRY

a. Military Agencies

Military Aerochemical Institute -

Belgrade
Zemum

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This agency is part of the Air Force Headquarters and studies and plans for the construction of airplanes, engines, equipment and armaments, and any modifications thereto.

Director: Lt. Col. KOSTA SIVCEV (an engineer) who designed and constructed the first "JK-3" fighter plane mentioned previously.

Asst. Director: Engineer CIAN.

AERONAUTICAL INSTITUTE

Belgrade
ZARKOVO

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It is located in the suburb of Belgrade called ZARKOVO. This agency is the organ of the Air Force Headquarters assigned to experiments and tests. It has a makeshift ^{wind} (aerodynamic) tunnel. The director is Lt. Colonel POLJANAC, who is also a pilot.

b. AIRPLANE FACTORIES

There are only 3 airplane factories in Yugoslavia which either manufacture airplanes or plane parts.

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IKARUS of ZEMUM (BELGRADE)

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U.T.V.A. of PANCEVO (BELGRADE)

PRVA PETOLJETKA of TRSTEMIK (KRUSEVAC)

c. AIRPLANE FACTORY OF IKARUS in ZEMUM

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Three groups of designers work in this plant.

Group I - This group designs and builds monoplanes to be adapted to pursuit planes and to STORMOVIC fighter planes.

The chief of this group is the engineer PETKOVIC.

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Group II - This group studies changes and modifications in training planes.

The chief of this group is the engineer ~~Stanko MARIANOVIC, a Dalmatian~~ SOSTARIC, a Slovene, and his assistants are the engineer Stanko MARIANOVIC, a Serb, and ~~Stanko~~ a Dalmatian engineer

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Group III- This group designs and constructs fighter planes. The chief of this group is the engineer ZERNIC (who designed and constructed the fighter plane I K-3 mentioned above).

(The numbering of the groups [redacted] merely for the sake of convenience, [redacted] does not necessarily correspond with the official designation of these groups.)

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Production

The S.50 fighter plane is being produced on an assembly-line basis, but this is no longer the case with the S.49.

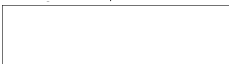
2. U.T.V.A. Aircraft Factory of PANCEVO

This plant turns out training planes which have been designed and whose construction is supervised by the ^{Group I,} designers of the IKARUS Plant mentioned above.

3. PRVA PETOLJETKA Aircraft Factory of TRESTENIK.

This is a new factory which will manufacture multi-motor planes. So far, however, the plant is only manufacturing landing gears and tail wheels for the airplanes turned out by the 2 factories mentioned above.

d. Airplane Engines Factories



1. INDUSTRIJA MOTORA RAKOVICA

Belgrade
Rakovica

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This plant repairs and does general overhauls of plane engines.



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2. " 3 MAY " Factory

~~Belgrade~~
Rakovica

This plant is quite new and is located about 1 kilometer south of the I.M. RAKOVICA plant mentioned above. At present it is turning out engines for training planes and for ^{the} civilian planes

~~WALTER~~ [redacted] and ^G JIPSY MAJCR.

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The technical section of the plant is run by young engineers and technicians who received their training in Czechoslovakia.



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• MISCELLANEOUS INFORMATION

[redacted] Prior to the break with the Cominform, the Yugoslav aeronautical industry depended on the supplies coming in from the USSR and on the technical direction of Soviet engineers. Later, of course, the Soviet engineers went home and as a result, the Yugoslav engineers were left to themselves. The supply of spare parts also soon came to an end.

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In order to meet the immediate needs of the operating units, which were using Soviet planes exclusively (YAK-STORMOVICK-PE 2), all sorts of engineers were ~~made~~ pressed into service for the production of badly needed spare parts. A large percentage of this production was defective, and large amounts of capital were wasted as well as large amounts of materials which were not suitable for this work at hand.

Some spare parts could not be built at all, and since none could be obtained from the USSR, very soon ~~manufacturing~~ ~~the entire~~ Yugoslav aeronautical industry was forced to readjust itself to drastic changes. As a matter of fact, ~~the~~ S-49 fighter plane, which is powered by the Soviet engines of the YAK-3, was abandoned and the IKARUS factory began to turn out, on an assembly line basis, the S-50 plane which is powered by the [redacted] engine.

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The PRVA PETOLJETKA plant of TRESTENIK, which had been constructed in order to manufacture the Soviet fighter plane P E-2, had to renounce to this idea, and instead is now turning out landing gear for the planes manufactured by the IKARUS and the U.T.V.A.

For the time being, therefore, the Yugoslav aeronautical is turning out only training planes, of antiquated design, and the S-50 fighter plane.

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The Yugoslav aviation industry is in a critical condition, lacking specialized personnel and materiel, and not only it cannot build a modern air force, it cannot even service the one that already is in existence. Unless the technical aid promised by the United States, both in men and in materiel, arrives soon, all the operating planes of the Yugoslav Air Force will be grounded, as most of the planes will lack essential spare parts or will be completely worn out.

D. MISCELLANEOUS

Yugoslav Airplane Designer Living Abroad.

Of the 3 men who designed and constructed the first I K-3 plane, (see under paragraph a- Airplanes). two are living in Yugoslavia, as we have already mentioned

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Cominformist Sympathies of Officers

Colonel CONTE, who is a pilot and an observer (he is also a Dalmatian, attached to the Air Force Headquarters of ZEMUM, in 1950 was sentenced to 8 years in prison for having expressed his Cominformist views.

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Escape into Hungary of a Senior Officer with Cominformist

Idea

Colonel POPIVODA, a pilot, who was the political assistant of the Commander in Chief of the Yugoslav Air Force, General ULEPIC ZDENKO, fled to Rumania in February 1950.

The flight took place during a parachute jumping exhibition, at which he was in charge of the jumping, taking place at the ZEMUM Airfield. He was piloting a two-motor Soviet plane, of undetermined type, and after the last parachutist had jumped, he continued with the plane toward Rumania, with the crew still a board, (3 or 4 men) and landed at an unknown place.

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B. CIVIL AVIATION



The director of civil aviation is the engineer ARSNJEVIC.

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Planes in Use

A German "JU 52" three-motored plane. A second plane fell ~~down~~ during the summer of 1950 near SISAK.

Then there is an undetermined number of two-motored Dakotas and DC 3.

Crews

Most of the pilots on the civilian airlines are pilots from the prewar era, and most of them are not particularly loyal to the regime. Three special courses for the new communist pilots were held in order to qualify them as civilian pilots. The courses were even extended, but not one of them was able to qualify as a first pilot; they were able only ~~to qualify~~ as second pilots.

Names of 1st pilots now employed on the civilian airlines

BJELANOVIC



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Romeo ADUM,



now

back at his regular job.

~~KNEZELAC~~ Amo,



has been

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a civil 1st pilot since June 1951.

Ljubisa VASIC,



50X1-HUM

Drakulic MILOS.

1st Pilot Under Arrest

1st pilot DIMCEVIC was arrested and accused of having attempted deliberately to fly out of the country with the plane entrusted to his care.



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Precautions Taken to Prevent the Escape of Planes Across the Border

The 2nd pilot and the wireless operator are loyal and trusted supporters of the regime, and while the plane is in flight, they are armed, and make sure that the 1st pilot does not deviate from his scheduled route.

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