

FORM NO. 51-8AA
FEB 1952~~CONFIDENTIAL~~

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION**INFORMATION REPORT**

25X1

CD NO.

DATE DISTR. 7 April 1952

NO. OF PAGES 3

NO. OF ENCLS.
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

25X1

COUNTRY Yugoslavia

SUBJECT 1. The 21 May Airplane Engine Factory
2. The Zrak Airplane Engine FactoryTHIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVE-
LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS
PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

21 May Airplane Engine Factory

1. The 21 May Airplane Engine Factory (usually referred to as the 21 May-A Enterprise to distinguish it from other factories in Yugoslavia with the name of 21 May) is located in an area near the fork of the Rakovica-Knezevac and Rakovica-Monastir Roads, close to Strazevica Mountain, between the towns of Knezevac and Rakovica. The 21 May Airplane Engine Factory covers an area of approximately 350 x 80 meters and is surrounded by a wall some two and one-fifth meters in height. The area is patrolled by members of the KNOJ and the industrial militia.
2. The Factory, construction of which was initiated in 1946, has not yet been completed, although since August 1950,¹ completion of airplane engine parts has been carried out. Machinery, the majority of which is being furnished is still in the process of installation. Factory buildings are not camouflaged; the buildings and roofs are unpainted.
3. The director of the 21 May Airplane Engine Factory has been identified as Lieutenant Colonel Perekovic (or Petrovic); the deputy director is an unidentified Yugoslav Air Force major and the technical director an unidentified civilian engineer, presumably the only qualified engineer attached to the 21 May Factory. Employed in the technical department are three Yugoslav Army captains, four Air Force captains and three Air Force majors, all unidentified with the exception of a certain Major Belovic, who was arrested during the spring of 1951 on the charge of sabotage.
4. The 21 May Factory employs some 1,400 persons. Eight hundred of these employees are civilians; 300 are "internal" apprentices; 150 are "external" apprentices; and the remaining 150 are military specialists attached to various Army units.

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

Document No. 4

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

DISTRIBUTION

Auth. 14-9-78

Date: 14-9-78

By: 14-9-78

25X1

25X1

CONFIDENTIAL

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 2 -



An unspecified number of civilian employees at the 21 May Factory completed apprentice courses in Czechoslovakia during 1948. The Factory operates on two work shifts: one shift from 7:00 a.m. to 2:30 p.m., and the other from 2:30 p.m., to 11:00 p.m.

5. Construction at the 21 May Factory is under the control and supervision of the Vranduk Military Construction Enterprise, Belgrade.² Approximately 400 soldiers are occupied in this construction work at the Factory. The following construction is still in process at the 21 May Factory:
 - a. An engine shop;
 - b. A transformer station; and
 - c. Excavation of tunnels under Strazevica Mountain.
6. The following interior construction and installation is in process at the Factory:
 - a. Air-conditioning units are being installed in the various parts of the Factory;
 - b. Machinery is being installed in the various workshops;
 - c. Chemical laboratories are being equipped and fitted;
 - d. The main building is being equipped with sledge hammers;
 - e. The transformer station is being equipped with transformers and insulators;
 - f. Boilers and pipes are being installed in the boiler room; and
 - g. Electrical wiring is being completed.

All machinery at the 21 May Factory will be electrically operated. Electric power will be furnished by an unidentified power station.

7. Inasmuch as the 21 May Airplane Engine Factory is not connected with the Kijevo-Resnik railway in the area, trucks are used for the transporting of equipment, materials and finished products. The following trucks, furnished with one exception, by a truck supply depot located at Topcider, are at the disposal of the 21 May Factory:
 - a. One Diamond-T truck, with a capacity of 25 quintals;
 - b. Two Skoda trucks with a capacity of 70 quintals;
 - c. One Praga truck having a capacity of 25 quintals;
 - d. One German Ford V-8 truck with a capacity of 25 quintals;
 - e. One British truck with a capacity of 25 quintals; and
 - f. One tool truck on loan from the Rakovica Motor Factory.
8. While the 21 May Factory will not actually start serial production of airplane engines until installations and construction have been entirely completed, the following production was in progress during August 1951:
 - a. Manufacture of large goosenecks, possibly to be installed in engines of tanks. This work was limited to a single shift; one piece a week being produced;
 - b. Construction of gun sights derived from Mannesman gun barrels, 15 centimeters long and one and one half-inches (sic) in caliber. Each sight has been equipped

CONFIDENTIAL

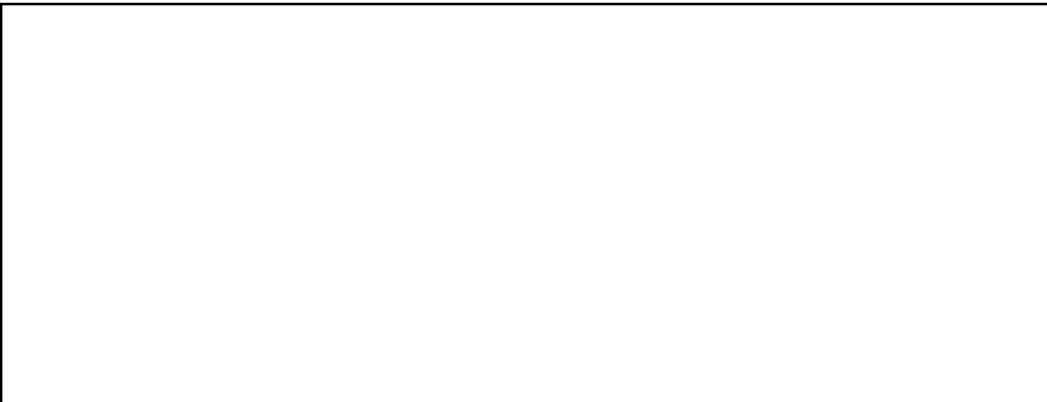
25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

-3-

with two lenses and a swallow-tailed base to clamp onto the gun barrel. The Factory has received an order for the production of 20,000 pieces, and by August 1951, 10,000 of these pieces had been completed and delivered to the Kragujevac Military Arsenal;

- c. Exhaust tubes, screws, nuts, cotter pins and other parts for airplane engines are being produced; and
 - d. A model airplane engine, which was assembled during 1950 is on display in the main building of the 21 May Factory. A second engine, completed during the spring of 1951, is in the foyer of the directorate headquarters. Both of these engines were tested at the testing shop of the Rakovica Motor Plant.
9. At the present time, workers in the main workshop are occupied with the completing of semi-finished equipment and machinery, as follows:



Zrak Airplane Engine Factory

10. The Zrak Airplane Engine Factory, of recent construction, will produce star-shaped airplane engines. This Factory which is located on the opposite side of the mountain from the 21 May Factory in an area south of the Strazevica Mountain, northeast of Kijevo, Belgrade, will be connected with the 21 May Factory by an underground tunnel. This tunnel, now being excavated under the Strazevica Mountain in a northeast to southwest direction, has an entrance six by five meters in size on the side of the 21 May Factory. Excavated earth from the tunnel was observed lying along the western side of the Kijevo-Resnik railway.

1. Comment:
 the 21 May Factory was put into operation during the spring of 1949.

25X1

2.

**CONFIDENTIAL**