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Dissemination Authorized  
Assistant Director  
Office of Current Intelligence  
CIA/SC/RR IP 59-27

No. Pages 30

12 August 1959

QUARTERLY ESTIMATE OF THE PRODUCTION OF AIRCRAFT  
IN THE SINO-SOVIET BLOC  
APRIL - JUNE 1959

CIA HISTORICAL REVIEW PROGRAM  
RELEASE AS SANITIZED  
1989

Office of Research and Reports

CENTRAL INTELLIGENCE AGENCY

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FOREWORD

This publication is the seventeenth in a series issued on a quarterly basis summarizing production of aircraft in the Sino-Soviet Bloc. The estimates presented are issued to satisfy the request of consumers for the most recent estimates of production of aircraft in the Bloc and are intended to supersede those estimates contained in previous publications of this Office. Differences between the present estimates and past estimates result from revised estimates of airframe weight and plant floorspace and from more recent intelligence information

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QUARTERLY ESTIMATE OF PRODUCTION OF AIRCRAFT  
IN THE SINO-SOVIET BLOC\*  
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1. Trends in Production

Since 1955 one of the most important trends in Soviet production of aircraft has been the reduction in number of airframe plants in production of combat aircraft. Of eight plants in production of bombers in 1955, only Moscow/Fili Airframe Plant No. 23 retains its former role.\*\*

Production of Bison (M-4) decreased to a rate of approximately one aircraft per month during 1958 and was suspected of being phased out. During 1959, however, production of Bison has increased to a rate of almost two aircraft per month.\*\*\* The Bison is the only known Soviet bomber in series production, for production of the Badger (Tu-16) medium jet bomber is believed to have ceased.\*\*\*\* Of the three airframe plants which formerly produced the Badger, two are known to be producing transports, and the production activity of the third is obscure.

Recently received intelligence information indicates that of the three versions of the Camel (Tu-104, Tu-104A, and Tu-104B), two are no longer in series production in the USSR. The Tu-104 and the Tu-104A probably were phased out of production late in the first quarter of 1959. Analysis indicates that Kazan' Airframe Plant No. 22, formerly a producer of the Badger, entered production of the Tu-104B in 1958.

\* The estimates and conclusions in this publication represent the best judgment of this Office as of 1 July 1959.

\*\* Estimated production of aircraft in the Sino-Soviet Bloc from 1955 through the second quarter of 1959 is given by number in Table 1, p. 7, below, and by airframe weight in Table 2, p. 8, below. Estimated production of aircraft in the USSR from 1955 through the second quarter of 1959 is given by number in Table 3, p. 9, below, and by airframe weight in Table 4, p. 10, below. For comparative purposes, US military acceptance figures from 1955 through the second quarter of 1959 are given by number in Table 6, p. 12, below, and by airframe weight in Table 7, p. 13, below. For additional comparison, production of combat aircraft in the USSR from 1955 through mid-1959, by number, is compared with that in the US in the chart inside back cover.

\*\*\* For descriptions and illustrations of all Soviet aircraft mentioned in this publication, see the Characteristics and Performance Handbook, USSR Aircraft, issued in January 1958 by the Assistant Chief of Staff/Intelligence and the Office of Naval Intelligence, US Navy, SECRET. Supplementary updating sheets have been added to this handbook.

\*\*\*\* Estimated cumulative production of selected Soviet aircraft, including the Bison, through the second quarter of 1959 is given in Table 5, p. 11, below. Estimates of monthly, quarterly, and cumulative production at selected plants in the Sino-Soviet Bloc are given in Table 10, p. 18, below.

Among turboprop transports, the Cleat (Tu-114) four-engine transport apparently has entered series production. It is believed that the large turboprop transport entered series production at Kuybyshev Airframe Plant No. 18. Tashkent Airframe Plant No. 84 recently was identified as the production site for the Antonov-designed Camp (An-8). This turboprop assault transport now is believed to be in series production. Along with the Camp, series production of the Coot (Il-18) and the Cat (An-10) turboprop transports is continuing. It is now apparent that, after initial delays, production of these new turboprop transports designed by S. I. Il'yushin and O. K. Antonov is well under way.

As of 1 July 1959, there was no firm evidence as to which of the new jet fighters will enter quantity production in the USSR. The output of all five of the airframe plants involved in production of the new jet fighters is relatively low. Of the new fighters, only the Fitter, designed by P. O. Sukhoy, is believed to have been produced in sizable quantities.

It is believed that production of the Horse (Yak-24) helicopter has been resumed in the USSR. The Yakolev-designed helicopter first was sighted in 1955 but probably was not produced in quantity until late 1957 or early 1958. Production of the Horse is believed to take place at Leningrad Airframe Plant No. 272.

The most noteworthy development in production of aircraft in the Sino-Soviet Bloc outside the USSR occurred in Czechoslovakia where the anticipated production of Farmer (MIG-19) jet fighters failed to materialize. The Farmer did not appear in the expected numbers during the second quarter of 1959.

## 2. Production in the USSR

### a. Bombers

Analysis of information received after publication of the last estimate in this series indicates that five rather than three Bison heavy jet bombers were produced at Moscow/Fili Airframe Plant No. 23 during the first quarter of 1959. Analysis of Plant No. 23 during the second quarter of 1959 indicates that two Bison aircraft were produced in March, two in April, and one in June. Cumulative production of Bison aircraft at Plant No. 23 therefore is estimated to be 105 aircraft, as of 1 July 1959. This estimate is believed to be reliable within plus or minus six aircraft.

Production of the Badger medium jet bomber is believed to have ceased. Of the three plants which produced Badger aircraft, Kazan' Airframe Plant No. 22 and Voronezh Airframe Plant No. 64 are known to be producing transport aircraft. The current production, if any, at the third plant, Kuybyshev Airframe Plant No. 1, is unknown. Both Kuybyshev Airframe Plant No. 1 and Kazan' Airframe Plant No. 22 still are believed to be overhauling Badger aircraft.

With the phasing out of production of medium bombers, Moscow/Fili Airframe Plant No. 23 is the only Soviet plant known to



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be engaged in the production of bomber aircraft. Plant No. 23 has been suspected for some time of phasing the Bison out of production, but production continues at the low level of one aircraft per month. The only known developmental medium or heavy bomber aircraft is the Bounder. No new information concerning the Bounder has become available during the second quarter of 1959.

b. Transports

Aeroflot registration numbers from the Camel (Tu-104, Tu-104A, and Tu-104B) twin-jet transport indicate that the Tu-104 and Tu-104A versions are no longer in production. Both the 50-passenger Tu-104 and 70-passenger Tu-104A had been produced at Khar'kov Airframe Plant No. 135 and Omsk Airframe Plant No. 166. It is estimated that production of the Tu-104 and Tu-104A aircraft at these plants probably phased out by the second quarter of 1959. Current production at these plants is not known.

Kazan' Airframe Plant No. 22 as the producer of the 100-passenger version of the Camel. Production of the Tu-104B at Plant No. 22, which previously produced the Badger medium bomber, is believed to have begun during the third quarter of 1958. A total of 39 Tu-104B aircraft are estimated to have been completed at this plant by 1 July 1959.

The Cleat (Tu-114) four-engine turboprop transport long has been expected to go into series production. A Tu-114 prototype s first observed in November 1957 at the October Revolution Air Show in Moscow. This prototype, which is the only Tu-114 known to exist, was not active before the spring of 1959 but since that time has made several long-distance flights, the most notable being the recent nonstop flight from Moscow to New York on 28 June. Two Tu-114D's, which are believed to be transport versions of the Bear (Tu-95) bomber aircraft, are also known to exist. They have been observed in flight traffic and Soviet publications since May 1958.

It now appears that the Tu-114 is in series production. The designer, Andrey N. Tupolev, who was one of the passengers aboard the Trans-Atlantic flight to New York, announced that series production of the Tu-114 had begun and that a total of 12 to 15 aircraft already have been built. Visitors to the annual meeting of the Federation Aeronautique Internationale, held in Moscow, 24 May through 5 June 1959, were told that Aeroflot had four Tu-114's and two Tu-114D's.

It is tentatively estimated on the basis of this information that, as of 1 July 1959, 12 Cleat (10 Tu-114 and 2 Tu-114D) have been produced at Kuybyshev Airframe Plant No. 18.

As previously anticipated, Tashkent Airframe Plant No. 84 was identified during the second quarter of 1959 as the production site of the Camp. The Antonov-designed turboprop assault transport

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probably entered series production in late 1958. The number of aircraft sighted and the relatively small size of the airframe plant indicate that the Camp is being produced on a two-shift basis.

the previous estimate of Coot production at Moscow Airframe Plant No. 30 was too high. Analysis

indicates that this plant reached a peak rate of four Coot aircraft per month rather than six per month as was previously estimated. A total of 69 Coot aircraft is estimated to have been produced at Moscow Airframe Plant No. 30 as of 1 July 1959.

c. Fighters

Significant changes from the previously estimated production of jet fighter aircraft have been incorporated within this estimate. A reevaluation of earlier intelligence information

indicates that Komsomol'sk Airframe Plant No. 126 was taking part in series production of the Fresco (MIG-17) at least into 1958 and that production or modification and overhaul of the aircraft is continuing at this plant. This continued association with the Fresco suggests that the new Sukhoy-designed jet fighter, the Fitter, has not entered full series production, and estimates of production of the Fitter have been lowered accordingly.

During 1959, both Gor'kiy Airframe Plant No. 21 1/\* and Tbilisi Airframe No. 31 2/ are participating in production of a new Mikoyan aircraft designated Article E-6. The plants had been associated since 1956 with production of test quantities of Mikoyan aircraft designated Articles E-2, E-2A, and E-5. The association of both plants with Article E-6 suggests that Article E-6 is the Mikoyan-designed jet fighter scheduled for series production. Accordingly, it is estimated that production of Articles E-2 and E-5 in both plants was phased out by mid-1959 in favor of production of Article E-6. This estimate is substantiated by statements recently made by Soviet Marshal Malinovskiy. 3/ The Marshal stated that the MIG-21, not positively identified but believed to be a new Mikoyan jet fighter, had not stood up under field tests and had been withdrawn from production. It appears probable that the designation MIG-21 may have equated with Article E-2 or Article E-5, both of which were replaced in production by Article E-6.

As of 1 July 1959, there is no firm evidence as to which of the new jet fighters observed in 1956 will enter quantity production. It is not believed that more than two of the aircraft of the Faceplate/- Fishbed, Fitter/Fishpot series, or the Yak-27/29 will enter quantity production. Only the Fitter is believed to have been produced in significant numbers. Although more Sukhoy aircraft appear to have been produced than new Mikoyan fighters, it is probable that only service tests lots have been completed. Neither Komsomol'sk Airframe Plant No. 126, production site of the Fitter, nor Novosibirsk

\* For serially numbered source references, see the Appendix.

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Airframe Plant No. 153, possibly the production site of the Fishpot, appears to be under pressure to produce large numbers of the new fighters quickly. It is believed that Novosibirsk Airframe Plant No. 153 still may be producing the Farmer, although firm evidence of this production is lacking. As yet there is no evidence of the Soviet decision as to which of the new fighters is to be placed in large-scale production.

d. Others

As was suggested in earlier publications in this series, it is now believed that the USSR has resumed production of the Horse helicopter. This helicopter first was sighted in 1955 but was not produced beyond a test series in that year. From 1955 through early 1958 the Horse failed to appear in significant numbers. A version of the Yakovlev-designed helicopter sighted in 1958, however, showed improvement in comparison with the earlier model and included a revised tail configuration. 4/ It is believed that the Horse entered series production at Leningrad Airframe Plant No. 272 in late 1957. It is estimated that cumulative production of the Horse had reached 32 helicopters as of 1 July 1959.

During the second quarter of 1959 a new helicopter, possibly designed by Antonov, was sighted at Lyubertsy airfield. 5/ Described as having two 4-blade rotors similar to the Hound (Mi-4), this helicopter has not been identified. 6/

3. Production in the European Satellites\*

Several changes have been made in this publication from previous estimates of production of aircraft in the European Satellites. Production of the Midget (U-MIG-15) at Prague/Vodochody Airframe Plant have been revised for 1958 and the first quarter of 1959. It was estimated previously that production of the Midget was declining and that it would be replaced in production by the Farmer twin-jet fighter. It is now suspected that the Farmer is not to be series produced and that the Midget will remain in production longer than formerly anticipated. Pending the receipt of clarifying reports, production of both the Midget and the Farmer are carried at moderate rates.

In late 1957 and early 1958 the trend in the number of Midget aircraft sighted at the plant was downward, and in the summer of 1958 only a few Midget aircraft were observed. Intelligence reports and occasional sightings of Farmer aircraft suggested that production of the Midget was being replaced by production of the Farmer. In early 1959, however, the number of Midget aircraft observed at the plant increased; passenger buses, possibly manufactured at the plant, were observed in the area; and Farmer aircraft failed to appear in the expected numbers.

\* Estimated production of aircraft in the European Satellites and in Communist China from 1955 through the second quarter of 1959 is given by number in Table 8, p. 14, below, and by airframe weight in Table 9, p. 16, below.

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Two other items may be of significance concerning production at Prague/Vodochody Airframe Plant. First, on 24 August 1948, reference was made in a Czechoslovak newspaper to "... changes it will be necessary to make very soon in the structure of the engineering sector of the economy." 7/

Second, in February 1959 it was reported in a Czechoslovak newspaper that Vysocany Aero, which formerly had produced aircraft parts, was to manufacture electronic instruments. 8/ Because Vysocany Aero has been a major subcontracting plant for Prague/Vodochody Airframe Plant, withdrawal of this plant from production of aircraft parts would greatly reduce output at the airframe plant.

Analysis of the foregoing information suggests that the Farmer originally was scheduled to replace the Midget in production but that this decision was revised in mid-1958. It is anticipated that production of the Midget will continue at the plant at least through the third quarter of 1959, although at a lower rate than before the preparations to produce the Farmer were undertaken.

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Table 1

Estimated Production of Aircraft in the Sino-Soviet Bloc, by Number a/  
1955 Through the Second Quarter of 1959

Type of Aircraft	Units					
	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959
<b>Jet bomber</b>						
Heavy	21	25	33	14	5	5
Medium	450 (380) b/	530 (500)	460	230	12	0
Light	790	330	130	0	0	0
<b>Turboprop bomber</b>						
Heavy	17	35	0	0	0	0
Jet fighter Transport	2,800 (2,900)	2,900 (2,400)	2,400 (1,900)	1,400 (1,300)	270	270
Jet	4 (5)	14 (17)	32 (30)	73 (37)	17 (9)	14
Turboprop	0	3	17	100 (120)	59 (57)	70
Piston	600 (610)	1,000 (1,100)	1,300 (1,200)	780 (750)	160	170
<b>Trainer</b>						
Jet	1,100	550	420	340 (370)	75 (56)	75
Piston	560	600	520	520	130	140
Other c/	500 (520)	640 (670)	900	1,100	240	240
Total	<u>6,800 (6,900)</u>	<u>6,700 (6,100)</u>	<u>6,200 (5,600)</u>	<u>4,500</u>	<u>960 (950)</u>	<u>980</u>

a. Figures are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sum of the rounded components.

b. Numbers in parentheses represent estimates presented in the last publication of this series. Reasons for changes in the present estimates from past estimates are explained in the text of this publication.

c. Helicopters, seaplanes, and utility aircraft.

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Table 2

Estimated Production of Aircraft in the Sino-Soviet Bloc, by Weight <sup>a/</sup>  
1955 Through the Second Quarter of 1959

Type of Aircraft	Thousand Pounds of Airframe Weight					
	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959
Jet bomber						
Heavy	2,300	2,800	3,700	1,600	560	560
Medium	23,000	27,000	23,000	12,000	610	0
Light	14,000	6,000	2,300	0	0	0
Turboprop bomber						
Heavy	1,500	3,100	0	0	0	0
Jet fighter	22,000	25,000	21,000	12,000	2,200	2,300
Transport						
Jet	220	770	1,800	4,100	990	840
Turboprop	0	94	840	4,600	2,600	3,200
Piston	2,400	9,500	11,000	5,400	780	840
Trainer						
Jet	8,100	3,400	2,600	2,100	460	460
Piston	640	680	590	590	150	160
Other <sup>c/</sup>	3,700	4,300	5,100	4,600	830	790
Total	78,000	83,000	72,000	46,000	9,200	9,100

a. Figures include production of spare parts and are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sum of the rounded components.

b. Numbers in parentheses represent estimates presented in the last publication of this series. Changes in the present weight estimates from past weight estimates reflect changes in the estimated number of aircraft produced.

c. Helicopters, seaplanes, and utility aircraft.

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Table 3  
Estimated Production of Aircraft in the USSR, by Number a/  
1955 Through the Second Quarter of 1959

Type of Aircraft	1955		1956		1957		1958		1st Quarter of 1959		2d Quarter of 1959	
	Units		Units		Units		Units		Units		Units	
<b>Jet bomber</b>												
Heavy	21		25		33		14		5	(3)	5	
Medium	450	(380) b/	530	(500)	460		230		12		0	
Light	790		330		130		0		0		0	
<b>Turboprop bomber</b>												
Heavy	17		35		0		0		0		0	
Jet fighter	2,400	(2,600)	2,500	(2,000)	2,200	(1,600)	880	(850)	130		120	
Transport												
Jet	4	(5)	14	(17)	32	(30)	72	(36)	17	(9)	13	
Turboprop	0		3		17	(18)	100	(120)	59	(57)	70	
Piston	600	(610)	1,000		1,200	(1,100)	620	(600)	110		120	
<b>Trainer</b>												
Jet	840		310		180		140		30		30	
Piston	340		360		360		360		90		90	
Other c/	440	(450)	510	(530)	640		710	(700)	150		150	
<b>Total</b>	<b>5,900</b>	<b>(6,000)</b>	<b>5,700</b>	<b>(5,200)</b>	<b>5,200</b>	<b>(4,600)</b>	<b>3,100</b>	<b>(3,000)</b>	<b>600</b>	<b>(610)</b>	<b>600</b>	

a. Figures are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sum of the rounded components.

b. Numbers in parentheses represent estimates presented in the last publication of this series. Reasons for changes in present estimates from past estimates are explained in the text of this publication.

c. Helicopters and seaplanes.

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Table 4  
Estimated Production of Aircraft in the USSR, by Weight a/  
1955 Through the Second Quarter of 1959

Type of Aircraft	Thousand Pounds of Airframe Weight					
	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959
<b>Jet bomber</b>						
Heavy	2,300	2,800	3,700	1,600	560	560
Medium	23,000	27,000	23,000	12,000	610	0
Light	14,000	6,000	2,300	0	0	0
<b>Turboprop bomber</b>						
Heavy	1,500	3,100	0	0	0	0
Jet fighter Transport	20,000 (21,000)	23,000 (19,000)	19,000 (15,000)	8,200 (8,100)	1,200 (1,400)	1,200
Jet	220	770	1,800	4,000	990	770
Turboprop	0	94	(890)	4,600	2,600	3,200
Piston	2,400 (2,600)	9,200 (9,400)	10,000 (9,400)	3,400 (3,000)	270	320
<b>Trainer</b>						
Jet	6,700	2,000	1,100	830	180	180
Piston	400	430	430	430	110	110
Other c/	3,600 (3,800)	4,200 (4,500)	4,700	4,000 (3,900)	690 (630)	660
Total	74,000 (72,000)	78,000 (73,000)	68,000 (62,000)	39,000 (37,000)	7,200 (6,600)	7,000

a. Figures include production of spare parts and are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sum of the rounded components.

b. Numbers in parentheses represent estimates presented in the last publication of this series. Changes in the present weight estimates from past weight estimates reflect changes in the estimated number of aircraft produced.

c. Helicopters and seaplanes.



Table 5  
Estimated Cumulative Production of Selected Aircraft in the USSR a/  
Through the Second Quarter of 1959

Model	Type of Aircraft	Production to 1 July 1959	Units
Badger b/	Jet medium bomber	1,800	
Beagle b/	Jet light bomber	6,000	
Bear b/	Turboprop heavy bomber	55	
Bison	Jet heavy bomber	100	
Camel (Tu-104, Tu-104A) b/	Jet transport	120	
Tu-104B	Jet transport	39	
Cat	Turboprop transport	130	
Camp	Turboprop transport	37	
Cleat (Tu-114)	Turboprop transport	10 c/	
Coot	Turboprop transport	69	
Crate b/	Piston transport	1,200	
Clod	Piston transport	110	
Farmer	Jet fighter	3,600	
Flashlight b/	Jet fighter	670	
Fresco b/	Jet fighter	9,600	
Fished	Jet fighter	65	
Fitter	Jet fighter	130	
Horse	Helicopter	32	
Hound	Helicopter	1,500	
New fighters	Jet fighter	190	

a. Totals given in this table are rounded to two significant digits.

b. Denotes aircraft no longer in production.

c. This figure does not include two Tu-114D's.

Table 6

US Military Aircraft Acceptances, by Number a/  
1955 Through the Second Quarter of 1959

Type of Aircraft	Units					
	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959 b/
Bomber						
Heavy	34	75	173	156	19	35
Medium	530	505	199	31	5	6
Light	155	105	14	0	0	0
Ground attack	631	469	339	400	95	98
Fighter	4,017	2,656	2,569	1,574	202	270
Transport	536	362	223	337	46	48
Trainer	1,439	843	784	567	160	174
Other c/	701	1,098	1,316	1,174	241	197
Total	<u>8,043</u>	<u>6,113</u>	<u>5,617</u>	<u>4,239</u>	<u>768</u>	<u>828</u>

a. 9/

b. Including preliminary data for June 1959.

c. Tankers; helicopters; flying boats; and antisubmarine warfare, warning, liaison, utility, amphibian, and lighter-than-air aircraft.

Table 7

US Military Aircraft Acceptances, by Weight a/  
1955 Through the Second Quarter of 1959

Type of Aircraft	Thousand Pounds of Airframe Weight				
	1955	1956	1957	1958	1st Quarter of 1959 2d Quarter of 1959 b/
Bomber					
Heavy	3,853	8,442	19,462	17,638	2,101
Medium	26,377	22,525	7,340	1,250	160
Light	2,724	1,975	268	0	0
Ground attack					
Fighter	6,034	4,803	3,720	3,680	855
Transport	43,161	30,588	30,427	18,562	2,578
Trainer	20,697	13,104	9,319	8,134	925
Other c/	7,453	3,283	4,050	3,107	891
	4,397	5,292	4,853	13,758	4,193
Total	<u>114,696</u>	<u>90,012</u>	<u>79,439</u>	<u>66,129</u>	<u>11,703</u>
					<u>14,911</u>

a. 10/

b. Including preliminary data for June 1959.

c. Tankers; helicopters; flying boats; and antisubmarine warfare, warning, liaison, utility, amphibian, and lighter-than-air aircraft.

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Table 8  
Estimated Production of Aircraft in the European Satellites and in Communist China, by Number a/\*  
1955 Through the Second Quarter of 1959

Country	Type of Aircraft	Units						2d Quarter of 1959
		1955	1956	1957	1958	1st Quarter of 1959		
Czechoslovakia	Jet fighter	130	0	0	10	3	7	
	Jet trainer	240	240	240	200	45	45	
	Piston trainer	120	6	6	0	0	0	
	Piston transport	0	17	46	60	15	15	
	Helicopter	0	0	0	7	5	8	
	Other	68	140	220	290	56	51	
Total		<u>560</u>	<u>510</u>	<u>520</u>	<u>570</u>	<u>120</u>	<u>130</u>	
Poland	Jet fighter	240	340	240	360	90	90	
	Piston trainer	36	36	36	34	12	21	
	Light helicopter	0	0	40	110	30	30	
Total		<u>280</u>	<u>380</u>	<u>310</u>	<u>500</u>	<u>130</u>	<u>140</u>	
Rumania	Piston trainer	24	24	45	69	18	18	
Bulgaria	Piston trainer	<u>20</u>	<u>36</u>	<u>36</u>	<u>20</u>	<u>0</u>	<u>0</u>	
Hungary	Piston trainer	<u>24</u>	<u>30</u>	<u>36</u>	<u>37</u>	<u>2</u>	<u>2</u>	
East Germany	Piston transport	0	2	19	41	9	9	
	Jet transport	0	0	0	1	0	1	
Total		<u>0</u>	<u>2</u>	<u>19</u>	<u>42</u>	<u>9</u>	<u>10</u>	

\* Footnotes for Table 8 follow on p. 15.

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Table 8  
Estimated Production of Aircraft in the European Satellites and in Communist China, by Number a/  
1955 Through the Second Quarter of 1959  
(Continued)

Country	Type of Aircraft	Units				
		1955	1956	1957	1958	1st Quarter of 1959
Communist China	Jet fighter	0	0	1	120	46
	Piston transport	0	0	1	56	24
Total		0	0	2	180	70
Grand total		<u>900</u>	<u>980</u>	<u>270</u>	<u>1,400</u>	<u>360 (340)</u>

a. Figures are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sum of the rounded components.

b. Numbers in parentheses represent estimates presented in the last publication of this series. Reasons for changes in the present estimates from past estimates are explained in the text of this publication.

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Table 9  
Estimated Production of Aircraft in the European Satellites and in Communist China, by Weight a/\*  
1955 Through the Second Quarter of 1959

Country	Type of Aircraft	Thousand Pounds of Airframe Weight					
		1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959
Czechoslovakia	Jet fighter	760	0	0	96	.29	67
	Jet trainer	1,500	1,500	1,500	1,300 (1,400) b/	.280	280
	Piston trainer	130	120	6	0	0	0
	Piston transport	0	290	800	1,000	.260	260
	Helicopter	0	0	0	7	5	8
	Other	73	150	240	320	.60	56
Total		<u>2,400</u>	<u>2,000</u>	<u>2,500</u>	<u>2,700 (2,900)</u>	<u>.630</u>	<u>670</u>
Poland	Jet fighter	1,400	2,000	1,700	2,700	670	670
	Piston trainer	35	35	35	33	12	21
	Light helicopter	0	0	92	260	69	69
Total		<u>1,500</u>	<u>2,100</u>	<u>1,800</u>	<u>3,000</u>	<u>750</u>	<u>760</u>
Rumania	Piston trainer	23	23	43	66	17	17
	Piston trainer	19	34	34	19	0	0
	Piston trainer	26	32	39	40	10	10
East Germany	Piston transport	0	35	330	710 (670)	160	160
	Jet transport	0	0	0	68	0	68
Total		<u>0</u>	<u>35</u>	<u>330</u>	<u>780 (740)</u>	<u>160</u>	<u>220</u>

\* Footnotes for Table 9 follow on p. 17.

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Table 9  
 Estimated Production of Aircraft in the European Satellites and in Communist China, by Weight a/  
 1955 Through the Second Quarter of 1959  
 (Continued)

Country	Type of Aircraft	Thousand Pounds of Airframe Weight					
		1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959
Communist China	Jet fighter	0	0	7	890	340	360
	Piston transport	0	0	4	210	90	100
Total		0	0	11	1,100	430	460
Grand total		4,000	4,200	4,800	7,700 (7,800)	2,000 (1,900)	2,100

a. Figures include production of spare parts and are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sum of the rounded components.

b. Numbers in parentheses represent estimates presented in the last publication of this series. Changes in the present weight estimates from past weight estimates reflect changes in the estimated number of aircraft produced.

Table 10

Estimated Production of Aircraft in the Sino-Soviet Bloc, by Number in Selected Plants as of the Second Quarter of 1959

Country	Type of Aircraft	Model	Airframe Plant	Units			Remarks
				June Production	Quarterly Production	Cumulative Production a/*	
USSR	Bombers						
	Heavy jet	Bison (M-4)	Moscow No. 23	1	5	100	It was believed that Bison production would have phased out during the last quarter, but production has continued at a higher rate than in 1958.
		Bounder	Moscow No. 23	0	0	2	Prototypes. Only one Bounder is known to exist, but it is probable that another was constructed for static tests.
	Heavy turboprop	Bear (Tu-95)	Kuybyshev No. 18	0	0	55	Series production is believed to have ceased during the fourth quarter of 1956.
	Medium jet	Badger (Tu-16)	Kuybyshev No. 1	0	0	690	Production ceased in the first quarter of 1959.
		Badger (Tu-16)	Kazan' No. 22	0	0	920	Production ceased in December 1958.
		Badger (Tu-16)	Voronezh No. 64	0	0	220	Production ceased in late 1957 or early 1958.
	Jet fighters	Farmer (MIG-19)	Gor'kiy No. 21	0	0	1,400	Believed to be entering production of article E-6.
		New fighters	Gor'kiy No. 21	1	6	65	

\* Footnote for Table 10 follows on p. 21.



Table 10  
 Estimated Production of Aircraft in the Sino-Soviet Bloc, by Number in Selected Plants  
 as of the Second Quarter of 1959  
 (Continued)

Country	Type of Aircraft	Model	Airframe Plant	Units			Remarks
				June Production	Quarterly Production	Cumulative Production a/	
USSR (Continued)	Jet fighters (Continued)	Fresco (MIG-17)	Tbilisi No. 31	0	0	1,700	Believed to be entering production of Article E-6.
		Fishbed	Tbilisi No. 31	1	8	65	
		Fitter Farmer (MIG-19)	Komsomol'sk No. 126	12	35	130	
	Transports	Fishpot	Novosibirsk No. 153	5	25	2,100	Phasing out.
			Novosibirsk No. 153	12	36	63	
		Yak-27	Saratov No. 292	5	15	65	
		Jet	Camel (Tu-104B)	Kazan' No. 22	5	13	39
	Khark'ov No. 135			0	0	3	
	Camel (Tu-104 and Tu-104A)		Khark'ov No. 135	0	0	45	Production of the Tu-104A is believed to have ceased.
			Omsk No. 166	0	0	70	
Turboprop	Military Cat (An-12)		Irkutsk No. 39	8	17	67	Production of the Tu-104A is believed to have ceased.
			Civil Cat (An-10)	Voronezh No. 64	7	20	
	Coot (IL-18)	Moscow No. 30	4	12	69	Production of the Tu-104A is believed to have ceased.	
		Cleat (Tu-114 and Tu-114D)	Kuybyshev No. 18	2	5		10
	Camp (An-8)	Tashkent No. 84	0	0	2		
		5	16	32			

Table 10  
 Estimated Production of Aircraft in the Sino-Soviet Bloc, by Number in Selected Plants  
 as of the Second Quarter of 1959  
 (Continued)

Country	Type of Aircraft	Model	Airframe Plant	Units			Remarks	
				June Production	Quarterly Production	Cumulative Production a/		
USSR (Continued)	Transports (Continued)							
		Piston	Creek (Yak-12) Colt (An-2) Clod (An-14)	Leningrad No. 458 Kiev No. 473 Kiev No. 473	24 0 16	72 0 45	1,200 1,700 110	
		Trainers						
	Jet	Midget (U-MIG-15)	Ulan-Ude No. 99	10	30	2,400	Possibly phasing out.	
	Piston	Max (Yak-18)	Semenovka No. 116	30	90	5,400		
	Helicopters		Hare (Mi-1)	Rostov No. 168	16	48	280	
			Hare (Mi-1)	Chkalov No. 47	15	45	870	
			Hen (Ka-15)	Ulan-Ude No. 99	6	18	150	
			Hound (Mi-4)	Kazan' No. 387	9	28	1,100	Possibly phasing out.
			Horse (Yak-24)	Leningrad No. 272	2	6	32	
	Seaplanes	Madge (Be-6)	Taganrog No. 49/86	1	3	330		
	Czechoslovakia	Jet fighters	Farmer (MIG-19) type	Vodochody	3	7	20	
		Piston transports	Crate (IL-14)	Cakovice	5	15	160	
		Jet trainers	Midget (U-MIG-15)	Vodochody	45	45	1,100	
		Helicopters	HC-2	Otrokovice	3	8	20	
Others		Aero-45	Kunovice	5	15	540		
		L-200	Kunovice	2	6	14		
		L-60	Chocen "Orlican"	3	9	210		

Table 10  
 Estimated Production of Aircraft in the Sino-Soviet Bloc, by Number in Selected Plants  
 as of the Second Quarter of 1959  
 (Continued)

Country	Type of Aircraft	Model	Airframe Plant	Units			Remarks
				June Production	Quarterly Production	Cumulative Production <sup>a</sup>	
Czechoslovakia (Continued)	Others (Continued)	L-40	Chocen "Orlican"	3	9	40	
		ZLIN series	Otrokovice	4	12	580	
Poland	Jet fighters	Fresco (MIG-17)	Mielec	30	90	730	
		TS-8	Mielec	7	20	42	
	Piston trainers	PZL-101	Mielec	1	1	2	
		PZL-102	Okecie	0	0	1	
	Helicopters	SM-1	Lublin/Swidnik	10	30	210	
Rumania	Piston trainers	IAR-813	Stalin	1	3	140	
		IAR-817	Reghin	1	3	29	
		RG-6					
Bulgaria	Piston trainers	LAZ series	Lovech	0	0	110	
		Max (Yak-18)	Esztergom	3	9	130	
East Germany	Piston Jet	Crate (Il-14) "Type 152"	Dresden/Klotzsche Dresden/Klotzsche	3 1	9 1	78 2	
		Communist China	Jet fighters	Fresco (MIG-17)	Shenyang No. 112	16	48
Piston transports	Colt (An-2)			Nanchang No. 320	9	27	110

a. Unless otherwise indicated, figures for cumulative production are rounded to two significant digits and include all production through the second quarter of 1959.

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APPENDIX

SOURCE REFERENCES

Evaluations, following the classification entry and designated "Eval.," have the following significance:

<u>Source of Information</u>	<u>Information</u>
Doc. - Documentary	1 - Confirmed by other sources
A - Completely reliable	2 - Probably true
B - Usually reliable	3 - Possibly true
C - Fairly reliable	4 - Doubtful
D - Not usually reliable	5 - Probably false
E - Not reliable	6 - Cannot be judged
F - Cannot be judged	

"Documentary" refers to original documents of foreign governments and organizations; copies or translations of such documents by a staff officer; or information extracted from such documents by a staff officer, all of which may carry the field evaluation "Documentary."

Evaluations not otherwise designated are those appearing on the cited document; those designated "RR" are by the author of this publication. No "RR" evaluation is given when the author agrees with the evaluation on the cited document.

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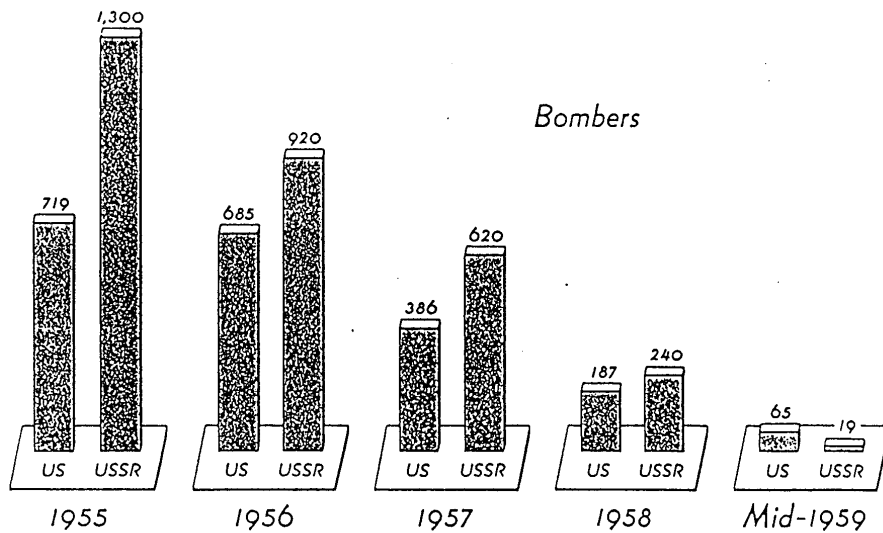
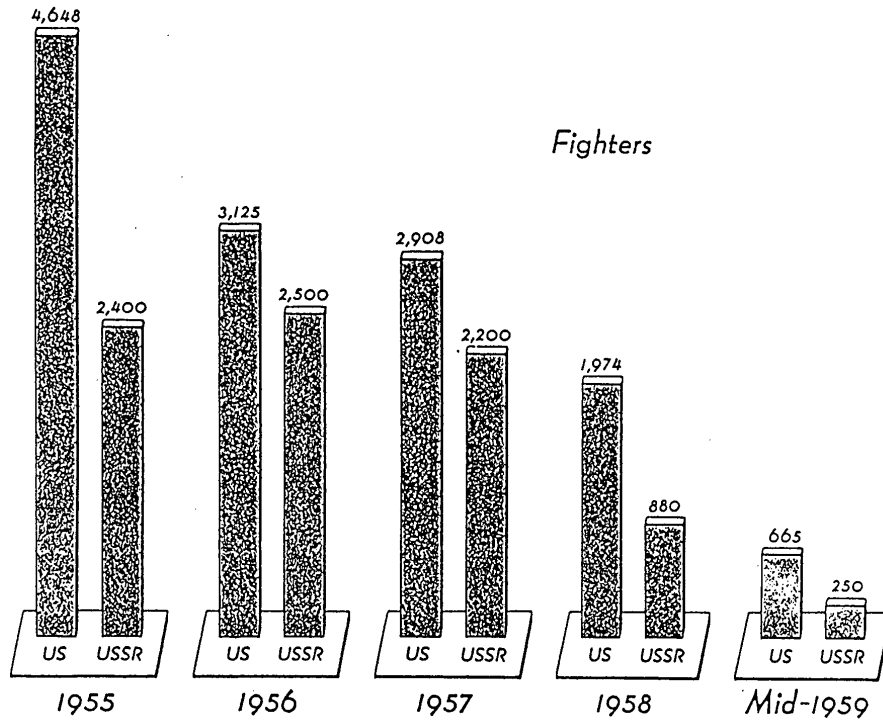
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US\* and USSR\*\*  
PRODUCTION OF COMBAT AIRCRAFT, BY NUMBER  
1955 through Mid-1959



\* US totals include preliminary data for March 1959.

\*\* USSR totals are rounded.

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