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# INTELLIGENCE MEMORANDUM

QUARTERLY ESTIMATE OF THE PRODUCTION OF AIRCRAFT IN THE SINO-SOVIET BLOC
JULY-SEPTEMBER 1955

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25 November 1955

#### WARNING

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### FOREWORD

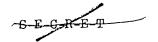
This publication is the second in a series to be issued on a quarterly basis summarizing production of aircraft in the Sino-Soviet Bloc. The estimates presented are intended to supersede those contained in previous CIA reports and are published to satisfy consumer requests for the most recent estimates of aircraft production in the Bloc. Both the methodology and the technical terms employed in previous reports have been utilized in the present report. Changes in the estimates have resulted from later information and analysis rather than from any methodological change. No interagency coordination has been attempted,

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# QUARTERLY ESTIMATE OF THE PRODUCTION OF AIRCRAFT IN THE SINO-SOVIET BLOC JULY-SEPTEMBER 1955\*

### 1. Trends in Production.

From the second to the third quarter of 1955 the number of aircraft produced in the Sino-Soviet Bloc declined 3.4 percent,\*\* or somewhat less than the 4.2-percent decline in the number of aircraft produced in the preceding quarter. The decline was principally in the production of fighter aircraft in the USSR, where the production of the Fresco (MIG-17) is being replaced by the production of later models. Fifty percent of the aircraft produced were combat types.

In contrast to the reduction in numbers of aircraft produced from the second to the third quarter of 1955, the production of aircraft in terms of airframe weight increased 1.8 percent, compared with an increase in airframe weight of 1.4 percent in the preceding quarter. This increase results from the trend toward greater weight in modern aircraft.

### 2. Soviet Production.

The USSR produces most of the aircraft manufactured in the Sino-Soviet Bloc. Of the 2,278 aircraft produced in the third quarter of 1955, 1,967 aircraft, or over 86 percent, were produced in the USSR.\*\*\* On the basis of airframe weight, 94 percent of the total production of aircraft in the Bloc took place in the USSR. The difference between the Soviet share of production on a weight basis as opposed to a unit basis is explained by the production of relatively lighter aircraft by the European Satellites.

<sup>\*</sup> The estimates and conclusions contained in this memorandum represent the best judgment of ORR as of 15 October 1955.

<sup>\*\*</sup> Estimated production of aircraft in the Sino-Soviet Bloc from 1953 through the third quarter of 1955, by number, is given in Table 1, p. 3, below, and by airframe weight, in Table 2, p. 4, below.

\*\*\* Production of aircraft in the USSR from 1953 through the third quarter of 1955, by number, is given in Table 3, p. 5, below, and by airframe weight, in Table 4, p. 6, below.

The estimate for the production of medium bombers (Badgers) in the USSR has been lowered

Despite the lowered estimate, in the third quarter of 1955 the total production of bombers still constituted over 51 percent of the Soviet production of aircraft, by weight.

## 3. Satellite Production.

In the third quarter of 1955 the European Satellites produced 311 aircraft, or 14 percent of the total production of aircraft in the Sino-Soviet Bloc.\* There is still no indication that Communist China or the Asiatic Satellites are producing aircraft. Czechoslovakia is still the largest producer among the Satellites, accounting for 71 percent of the total Satellite production of aircraft, in numbers. The decrease in Czechoslovak production in the third quarter of 1955 is explained by the termination of production of the Beast (IL-10). It is not yet known what model will be produced in place of the Beast.

The estimate for the production of jet fighters (Fagots) in Poland was increased substantially

In the revised estimate, production of Fagots in Poland is greater than that in Czechoslovakia.

<sup>\*</sup> Production of aircraft in the European Satellites from 1953 through the third quarter of 1955, by number, is given in Table 5, p. 7, below, and by airframe weight, in Table 6, p. 8, below.



Table 1

Estimated Production of Aircraft in the Sino-Soviet Bloc, by Number 1953 through Third Quarter 1955

	<del></del>	<del> </del>		· · · · · · · · · · · · · · · · · · ·	Units		
			1955				
Type of Aircraft	1953	1954	1st Quarter	2d Quarter	3d Quarter		
Jet bomber							
Heavy Medium Light	0 12 1,384	16 157 1 <b>,</b> 288	13 .71 \ 324	17 78 324	22 81 324		
Piston bomber .							
Medium	134	0	0	0	0		
Jet fighter	4,067	4,496	1,001	885	812		
Ground attack	457	207	30	30	. 0		
Transport	1,687	1,681	240	251	261		
Trainer							
Jet Piston	522 877	1,157	336 284	336 291	336 291		
Others a/	703	794	164	147	151		
Total	9,843	10,873	2,463	2,359	2,278		

a. Helicopters, gliders, seaplanes, and utility aircraft.

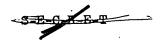


Table 2

Estimated Production of Aircraft in the Sino-Soviet Bloc, by Weight
1953 through Third Quarter 1955

Thousand Pounds of Airframe Weight a 1955 1953 1954 1st Quarter 2d Quarter 3d Quarter Type of Aircraft Jet bomber 2,480 1,910 1,800 1,460 Heavy 3,620 3,985 8,010 4,135 613 Medium 5,896 5,896 25,410 23,580 5,896 Light Piston bomber 0 0 7,010 0 0 Medium 6,450 6,700 29,349 32,361 7,252 Jet fighter 243 243 3,700 1,676 Ground attack 2,272 9,860 1,908 2,109 9,281 Transport Trainer 2,513 455 2,513 8,796 2,513 3,348 Jet 454 435 936 1,394 Piston 1,654 1,725 8,669 6,971 1,790 Others b/ 96,146 25,465 25,925 86,618 25,117 Total

a. These figures include production of spare parts.

b. Helicopters, gliders, seaplanes, and utility aircraft.



Table 3

Estimated Production of Aircraft in the USSR, by Number 1953 through Third Quarter 1955

Units 1955 3d Quarter 1st Quarter 2d Quarter Type of Aircraft 1953 1954 Jet bomber 22 17 13 Heavy 0 16 78 81 12 71 Medium 324 1,384 1,288 324 324 Light Piston bomber 0 0 0 134 - 0 Medium 664 858 737 Jet fighter 3,769 3,956 249 257 1,662 1,681 239. Transport Trainer 1,068 267 267 267 Jet 522 207 684 828 207 207 Piston 145 683 158 141 770 Others a/ 1,967 9,764 2,137 2,020 8,850 Total

a. Helicopters, gliders, and seaplanes.



Table 4

Estimated Production of Aircraft in the USSR, by Weight
1953 through Third Quarter 1955

Thousand Pounds of Airframe Weight 2/ 1955 Type of Aircraft 1953 1954 1st Quarter 2d Quarter 3d Quarter Jet bomber Heavy 1,800 1,460 1,910 2,480 3,985 Medium 613 8,010 3,620 4,135 Light 5,896 5,896 25,410 23,580 5,896 Piston bomber Medium 7,010 0 0 0 0 Jet fighter 27,552 29,103 6,389 5,807 5,557 Transport 9,240 .9,860 1,906 2,106 2,266 Trainer 3,348 8,225 Jet 2,071 2,071 2,071 Piston 960 727 259 259 259 6,957 8,652 Others b/ 1,786 1,650 1,721 Total 80,857 90,190 23,684 23,387 24,385

a. These figures include the production of spare parts.

b. Helicopters, gliders, and seaplanes.



Table 5

Estimated Production of Aircraft in the European Satellites, by Number 1953 through Third Quarter 1955

-		<del></del>				Units
					1955	
Country	Type of Aircraft	1953	1954	lst Quarter	2d Quarter	3d Quarter
Czechoslovakia	Jet fighter Ground attack Jet trainer Piston trainer Small transport	294 457 0 66 25	394 207 89 165 0	69 30 69 71 1	69 30 69 78 2	69 0 69 78 4
Total		842	<u>855</u>	240	248	220
Poland	Jet fighter Piston trainer	1 <sub>4</sub> O	146 60	74 O	79 0	79 0
Total		<u>4</u>	206	74	<u>79</u>	<u>79</u>
Bulgaria	Piston trainer	103	0	0	0	0
Rumania	Piston trainer	24	24	6	6	6
Hungary	Utility	20	24	6	6	6
Grand total		<u>993</u>	1,109	<u>326</u>	<u>339</u>	<u>311</u>



Table 6

Estimated Production of Aircraft in the European Satellites, by Weight 1953 through Third Quarter 1955

Thousand Pounds of Airframe Weight a

				1955		
Country	Type of Aircraft	1953	1954	lst Quarter	2d Quarter	3d Quarter
Czechoslovakia	Jet fighter Ground attack Jet trainer Piston trainer Small transport	1,775 3,700 0 72 41		417 243 442 171 2	417 243 442 190 3	417 0 442 190 6
Total		5,588	4,976	1,275	1,295	1,055
Poland	Jet fighter Piston trainer	22	878 64	446 • 0	476 0	476 0
Total		22	942	446	476	<u>476</u>
Bulgaria	Piston trainer	116	0	0	0	0
Rumania	Piston trainer	21	21	5	6	5
Hungary	Utility	14	17	4	14	4
Grand total		5,761	5,956	1,730	1,781	1,540

a. These figures include production of spare parts.