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Introduction

Dear Readers,

It is a great honour to present this book, published on the occasion of the 90th anniversary of the OMNIPOL Group.

Since its founding in 1934, OMNIPOL has been closely associated with aviation and security. In the ninety years of its existence, it has undergone a significant evolution from a pure trading company to a strong industrial group. From this position, OMNIPOL has, not only managed to save several important Czech aviation and hi-tech companies in recent years, but has also been successful in, bringing them back to current and future success.

As the owner, I am incredibly proud that thanks to the highest quality of its products and services, OMNIPOL now has an excellent reputation around the world. Thinking about this, I often remember my father, Ing. František Háva, who dedicated his entire life to the company. It was in particular thanks to, his love of aviation and his business talent that OMNIPOL was so immensely successful in the 1980s and became one of the most important companies of its time.

I humbly took the baton from him and every step I take is influenced by thoughts of him. Thanks to his inspiration, I devoted a large part of my life to saving the Czech aviation industry, which has a long tradition in the Czech Republic. It's an honour that my family has been able to shape the direction of the OMNIPOL Group now for three generations.

I wish all our companies every success in the years to come. I am confident that, this will be achieved in no small part thanks to, my sons Petr and Martin Háva who have been in charge of OMNIPOL alongside me for the last few years. I want to thank all the employees and company management for their work and their commitment, and I wish them good health and personal success in the future.

Richard Háva

OMNIPOL GROUP IN DATA

1934 /

FOUNDING OF OMNIPOL

THE JOINT-STOCK COMPANY, FORMERLY ŠKODA PLZEN, ESTABLISHES OMNIPOL TO SELL IT'S PRODUCTS, THROUGH IT'S INTERNATIONAL NETWORK OF BRANCHES.

1939 /

TAKEOVER OF THE JOINT STOCK COMPANY FORMERLY ŠKODA PLZEN PLANTS, AND THE DISCONTINUATION OF THE PRE-WAR ACTIVITIES OF OMNIPOL.

1945 /

RESTORATION OF OMNIPOL'S BUSINESS ACTIVITIES, AT THE SAME TIME NATIONALISATION OF THE PARENT JOINT STOCK COMPANY FORMERLY ŠKODA PLANTS IN PILSEN.

1953 /

BY THE RESOLUTION OF, THE CENTRAL COMMITTEE OF THE COMMUNIST PARTY OF CZECHOSLOVAKIA, ALL THE IMPORT AND EXPORT AGENDA FOR AIRCRAFT AND SPORTS WEAPONS, IS TRANSFERRED TO OMNIPOL A.S.

1956 /

CHANGE IN THE ARTICLES OF ASSOCIATION OF THE COMPANY, OMNIPOL A.S. BECOMES THE FOREIGN TRADE ENTERPRISE (FTE) OMNIPOL.

1960 /

WITHIN THE DIVISION OF LABOUR OF THE RVHP, THE CZECHOSLOVAK SOCIALIST REPUBLIC IT IS, RECOMMENDED TO, CONCENTRATE ON THE DEVELOPMENT, AND PRODUCTION OF, TRAINER JET AIRCRAFT AND SMALL TRANSPORT AIRCRAFT. OMNIPOL, FROM ITS POSITION AS FTE, EXPORTS ALL AIRCRAFT (MAINLY ZLIN, LET, AND AERO) ALL OF WHICH ARE, PRODUCED IN THE CZECHOSLOVAKIA.

1973 /

THE SPORTING ARMS AGENDA IS, SEPARATED FROM THE OMNIPOL FTE, AND TRANSFERRED TO FTE MERKURIA.

1990 /

THE END OF OMNIPOL'S MONOPOLY, ON THE EXPORT AND IMPORT OF AIRCRAFT.

1996 /

PRIVATISATION OF OMNIPOL A.S. COMPLETED.

2000 /

AFTER A PERIOD OF, SEARCHING FOR A NEW IDENTITY, AND NEW BUSINESS OPPORTUNITIES IN THE 1990S, THE COMPANY FOCUSES ON TRADING IN HIGH-TECH PRODUCTS WITH HIGH ADDED VALUE AND INVESTING IN CZECH TRADITIONAL MANUFACTURERS.

2011 /

ACQUISITION OF ERA A.S.

2015 /

OMNIPOL BECOMES THE STRATEGIC PARTNER AND CO-INVESTOR IN THE L-39NG PROJECT.

2018 /

ACQUISITION OF MESIT HOLDING A.S., A COMPANY ENGAGED IN, THE DEVELOPMENT AND PRODUCTION OF, TACTICAL COMMUNICATION SYSTEMS AND AERONAUTICAL INSTRUMENTS, AS WELL AS, PRECISION MACHINING AND SPECIALIZED CASTINGS FOR THE AEROSPACE INDUSTRY.

2021 /

OMNIPOL GROUP ACQUIRES A 25% STAKE IN AERO VODOCHODY AEROSPACE A.S., WHICH DEVELOPS AND PRODUCES THE L-159 ALCA AND THE L-39NG AIRCRAFT, BUILDING ON THE HISTORIC GLOBAL SUCCESS OF THE L-39 ALBATROS.

2022 /

ACQUISITION OF AIRCRAFT INDUSTRIES A.S., WHICH DEVELOPED AND PRODUCES, THE L 410 NG, BUILDING ON THE GLOBAL SUCCESS OF THE L 410 TURBOLET.

The Beginnings of OMNIPOL Group

1916–1939



LOCAL PRODUCTION BASE AND THE PREDECESSORS OF OMNIPOL

A key year was 1916, when the Laurin & Klement automobile manufacturer founded Excelsior, a motor plough factory, in Mladá Boleslav.

In 1925, the Laurin & Klement and Škoda plants were merged under the name "Joint Stock Company, Formerly the Škoda Works in Plzeň". Excelsior became part of this concern. After twelve years of existence, an extraordinary general meeting of the Excelsior company held on 7th April 1928 established the company Autopol, which traded used cars. The company's sole shareholder was the Joint Stock Company, Formerly the Škoda Works in Plzeň. This was the second step leading to the establishment of OMNIPOL.





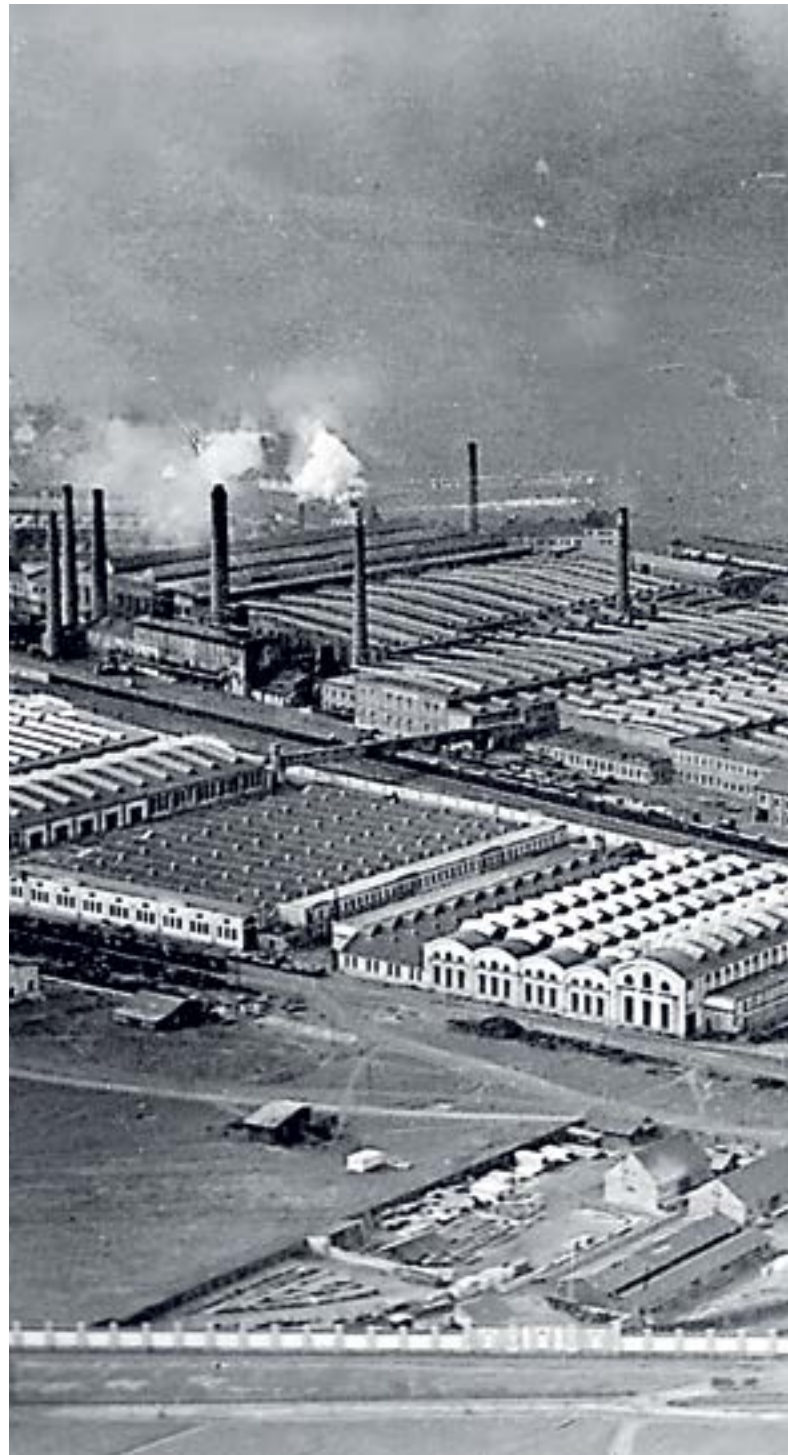


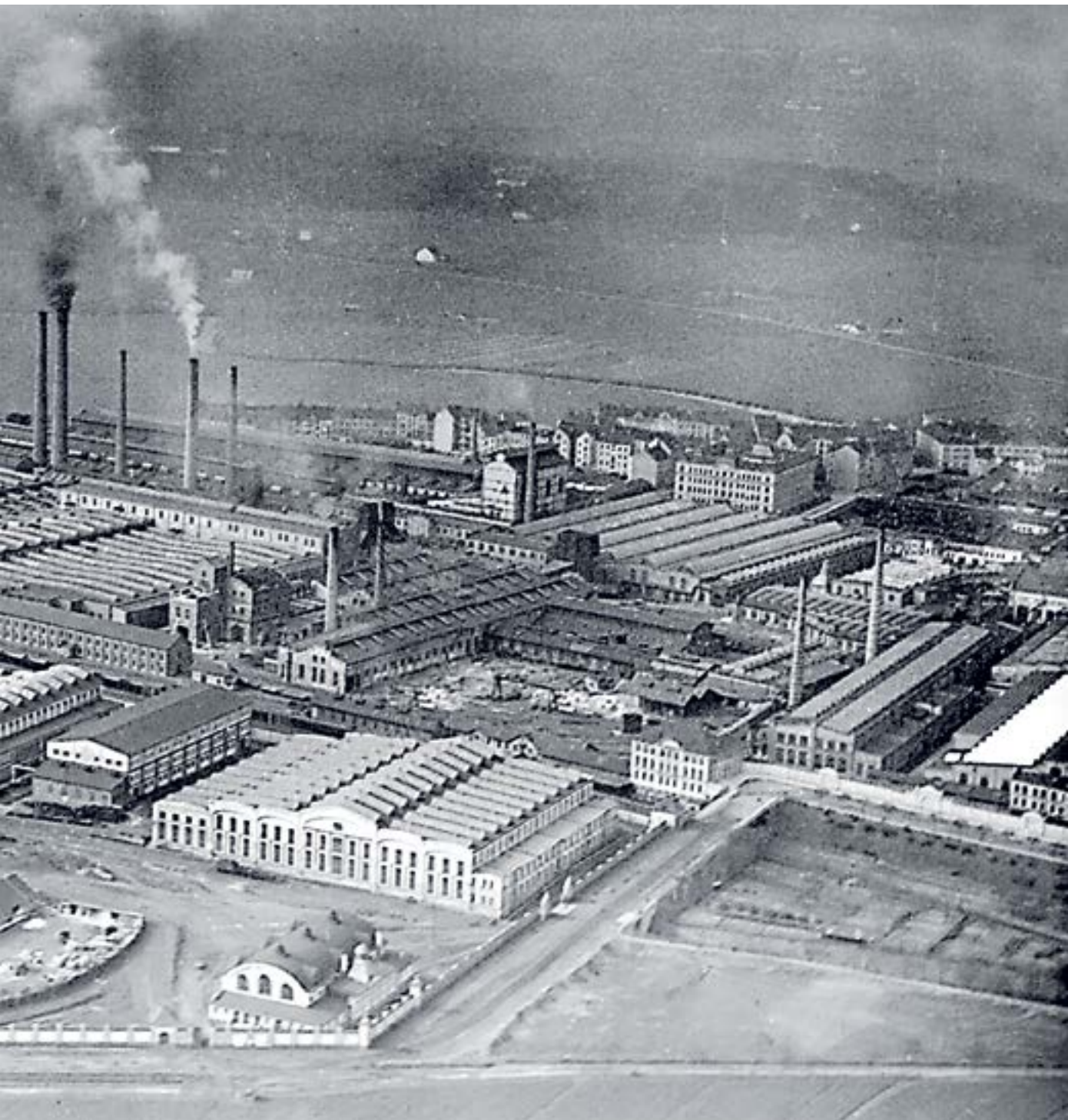
THE BIRTH OF OMNIPOL

To prevent the Škoda Works in Plzeň from having to rely exclusively on another entity for cooperation, in October 1934 they founded OMNIPOL for the main purpose of mediating barter trade. The period between 1935 and 1938 saw the establishment of an extensive foreign network of sales offices in over 60 countries worldwide. Through this trade representation, the commodities of the rapidly developing Czechoslovak economy gradually began to be traded.

After just three years, the existing legal form of OMNIPOL s.r.o. no longer satisfied the growing volume of trade and therefore in the middle of September 1938 the change to a joint stock company was made. However, the expected further growth in the trading volume never materialised. The mobilisation of the army in Czechoslovakia was announced on 23th September 1938; the Munich Agreement was signed just six days later.

The situation at the company became tense. The French main shareholder, Schneider et Cie, withdrew from Škoda in 1939 and the shares were bought by the Czechoslovak state. But the situation was changing rapidly.





ŠKODA PRODUCTION PLANT IN PLZEŇ

OVERVIEW OF KEY EVENTS

1916 /
EXCELIOR, A MOTOR PLOUGH FACTORY, WAS FOUNDED.

1928 /
EXCELIOR BECOMES THE TRADING COMPANY AUTOPOL.

1929 /
THE GLOBAL ECONOMIC CRISIS STARTS.

1934 /
THE MANAGEMENT OF AUTOPOL APPROVES A CHANGE OF THE COMPANY'S NAME TO OMNIPOL. THE SUBJECT OF THE BUSINESS WAS EXPANDED TO INCLUDE THE WHOLESALE OF MIXED GOODS AND FREIGHT FORWARDING.

1938 /
THE SHARE CAPITAL WAS INCREASED TO CZK 10 MILLION; THE MAIN SHAREHOLDER WITH A 99% STAKE WAS THE JOINT STOCK COMPANY, FORMERLY THE ŠKODA WORKS IN PLZEŇ.



VELETRŽNÍ PALACE IN PRAGUE'S HOLEŠOVICE,
ONE OF THE FIRST RESIDENCES OF THE OMNIPOL GROUP

World War II

1939–1945



DURING THE PROTECTORATE

On 15th March 1939, Czechoslovakia was occupied by German troops and the Protectorate of Bohemia and Moravia was established. Thanks to its strong economic and manufacturing position on the local and international markets, the Joint Stock Company, Formerly the Škoda Works in Plzeň, immediately became an object of interest of German's wartime entrepreneurs.

The financial group Kehrl-Rasche, Dresdner Bank forced the transfer of 130,528 shares of Škoda plants, which remained in the hands of the Czechoslovak state. Their publication set in motion power shifts in Zbrojovka in Brno and in Škoda's factories. The era of this financial group ended on the 26th of August 1939, when the holding of Reich German factories took over the shareholding and control of the Office for the German Military Economy in Prague (Wehrwirtschaft-Inspektion Prag).

At that time, a German director was appointed to head the OMNIPOL company, and thus the occupying power could dispose of the joint-stock company in a very non transparent manner. Also, the two then Czechoslovak air transport companies, the state-owned ČSA and Škoda's ČLS, were completely integrated into the then German Lufthansa.

Another story is also being written at that time. In October 1941, the Gestapo arrested five Czech executives of the OMNIPOL company, who were accused of collaborating with the enemies of Germany at the time. Additionally, in particularly dramatic circumstances, it was proven that the reasons for the arrests were fictitious. After a year of persecution, the executives remained in the company, but under Gestapo control. He was the brother of Reich Marshal Albert Göring, who uses the influence of his brother Hermann, who intervenes in the highest places in Germany and in the Protectorate of Bohemia and Moravia and rescues the Czech director of OMNIPOL František Zrno and his four colleagues.



OMNIPOL ALSO EXPORTED DIESEL GENERATORS.



AFTER 1941

During this period, there was no such thing as an independent Czechoslovak military or aviation industry. Not only the Škoda Works, but other Czechoslovak factories as well were fully utilised for the needs of the German military economy, and the output of Czech factories was at a high level of both quality and quantity.

At the same time, the government-in-exile in London kept in touch with the foreign subsidiaries of OMNIPOL.



OVERVIEW OF KEY EVENTS

1939 /

THE JOINT STOCK COMPANY, FORMERLY THE ŠKODA WORKS IN PLZEŇ, WAS TAKEN OVER BY A REPRESENTATIVE OF THE GERMAN MILITARY ADMINISTRATION. ALL PRE-WAR ACTIVITIES OF OMNIPOL WERE SUSPENDED.

1941 /

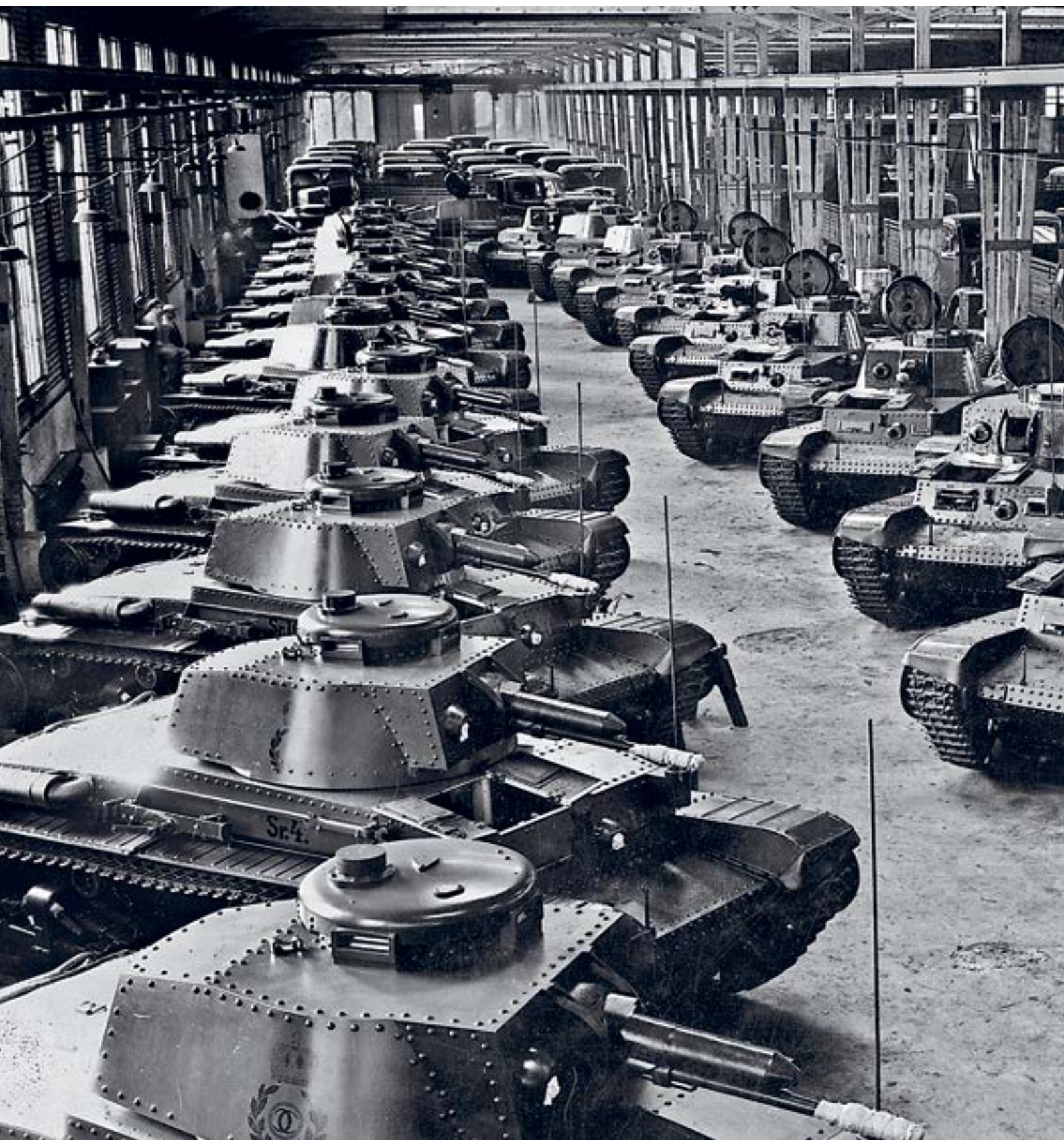
IN OCTOBER 1941, THE GESTAPO ARRESTED FIVE CZECH SENIOR EXECUTIVES OF OMNIPOL AND ACCUSED THEM OF COLLABORATING WITH THE ENEMIES OF GERMANY.

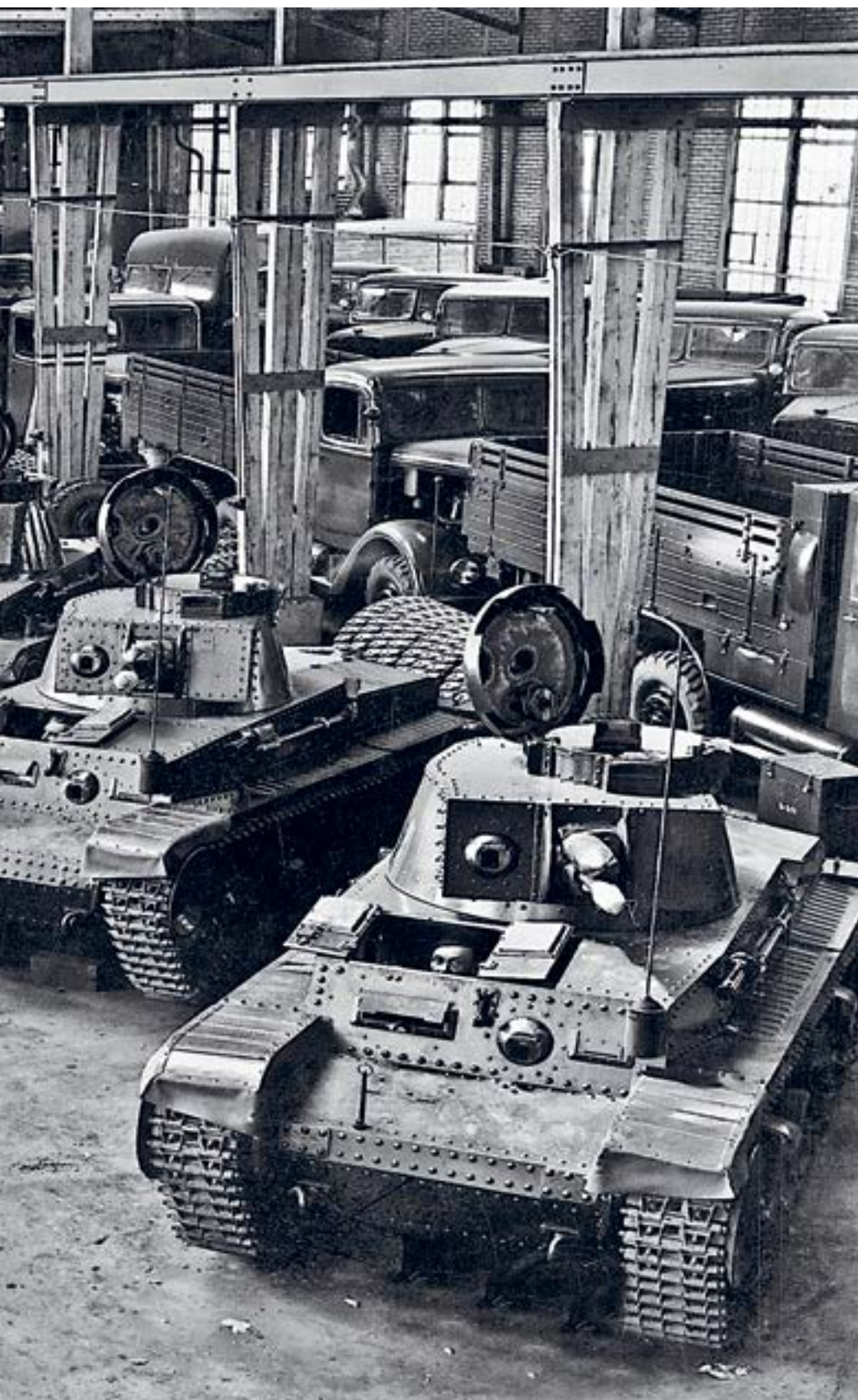
1942 /

THE GOVERNMENT-IN-EXILE IN LONDON MAINTAINS CONTACTS WITH THE FOREIGN SUBSIDIARIES OF OMNIPOL.

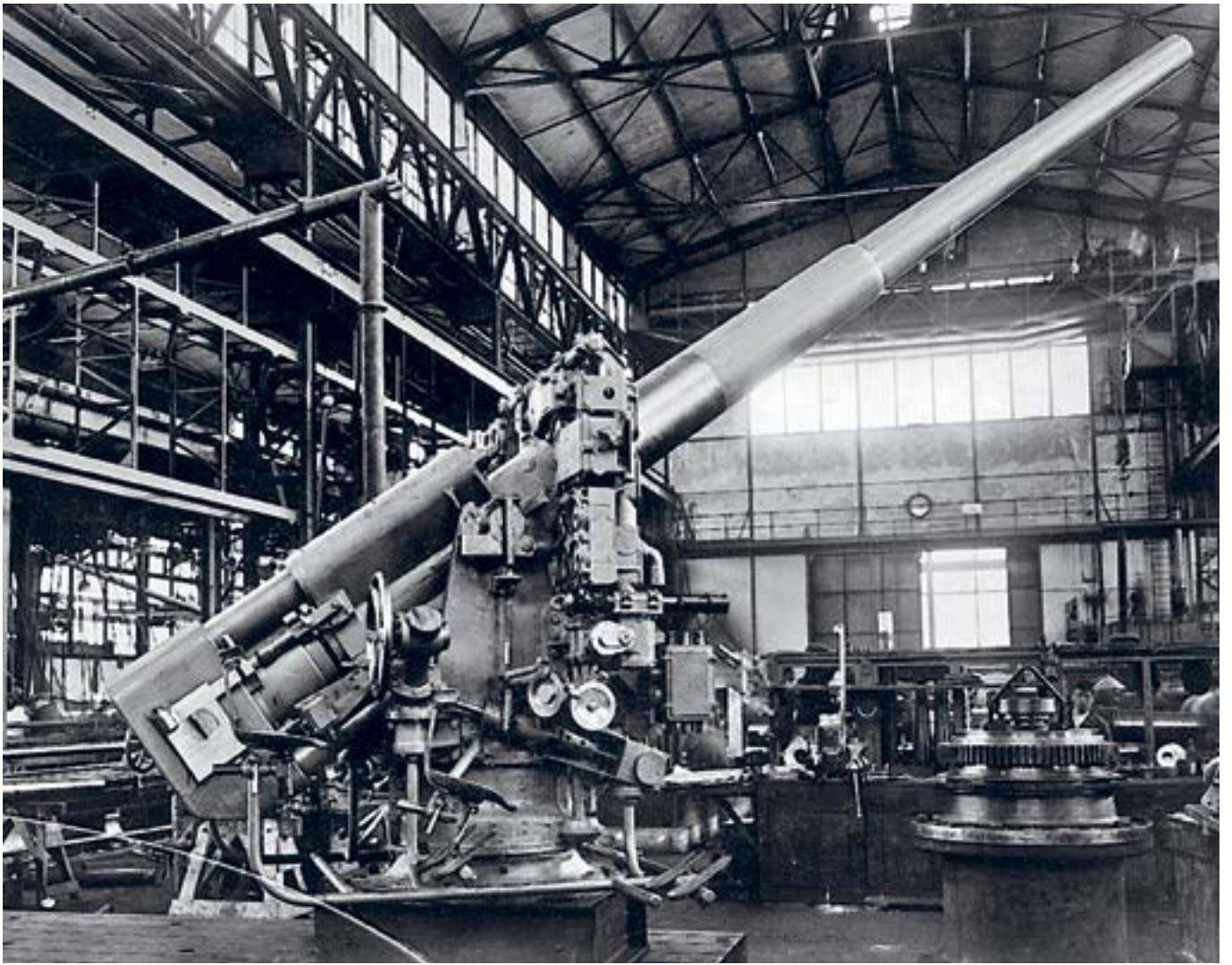


THE GENERAL DIRECTORATE OF ŠKODA PLANTS IN PRAGUE,
THE REGISTERED OFFICE OF OMNIPOL IN THE 1930S AND 1940S

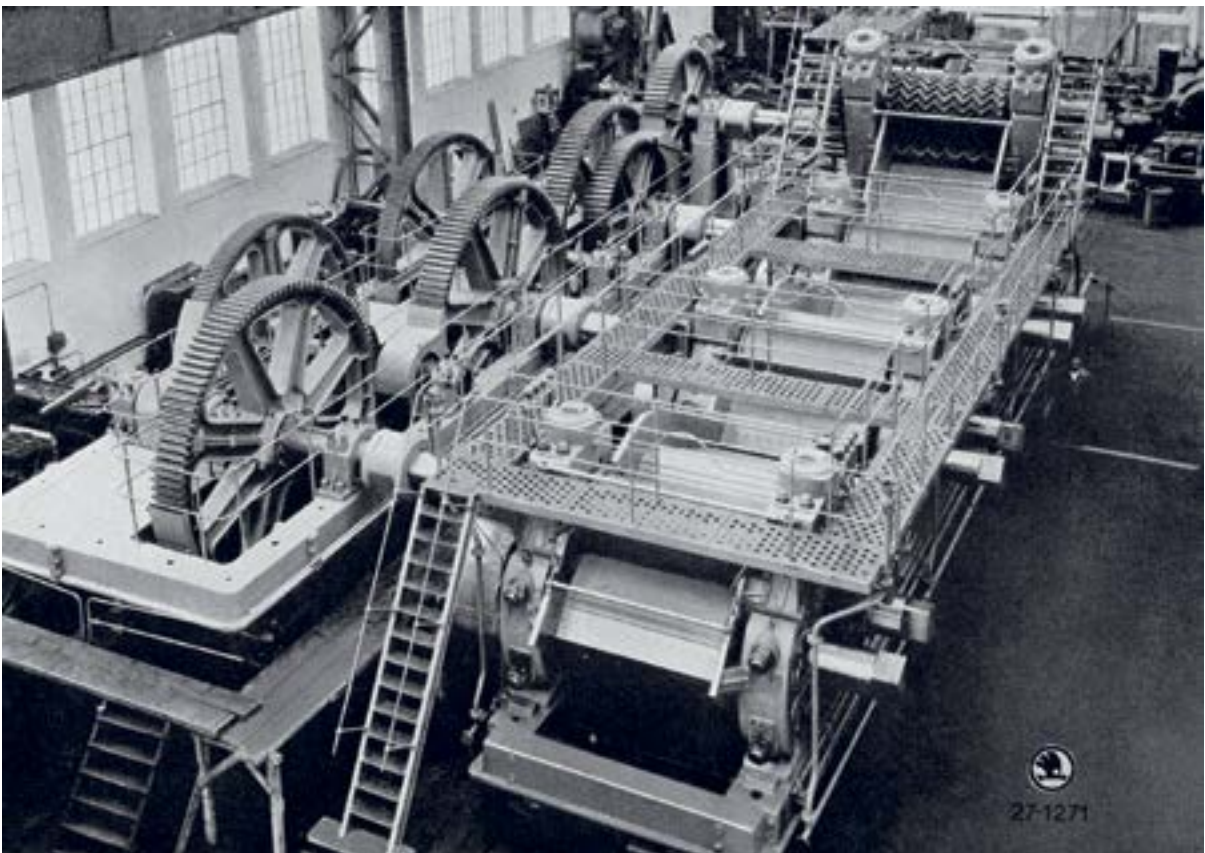
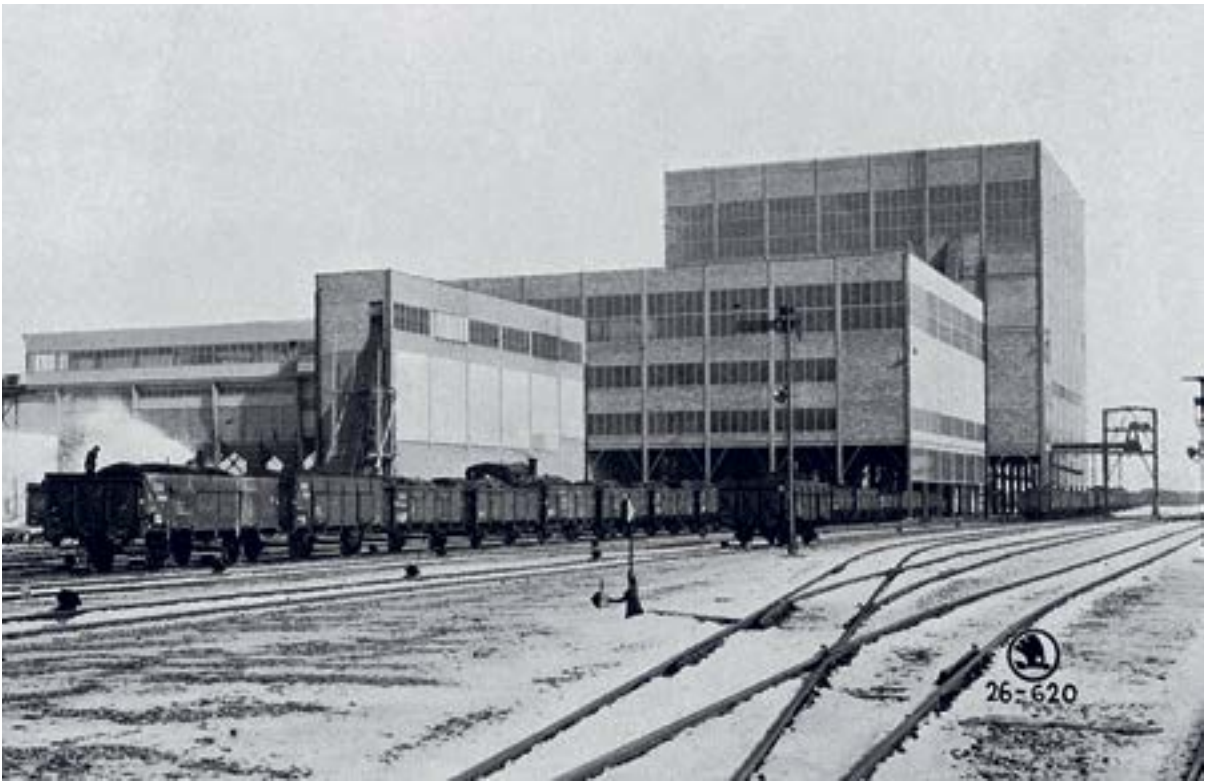




OMNIPOL IN IT'S EARLY DAYS ALSO EXPORTED TANKS. THE PICTURE SHOWS A SKODA COMPANY TANK TYPE LTVz35. A TOTAL OF 298 UNITS WERE PRODUCED.



THE EXPORT PORTFOLIO OF THE OMNIPOL COMPANY ALSO INCLUDED CANNONS.
IN THE PICTURE IS AN ANTI-AIRCRAFT CANNON CALIBER 88 MM VZ36/37.



ŠKODA WORKS IN PLZEŇ

Post-War Reconstruction

1945–1948



POST-WAR RECONSTRUCTION BEFORE 1948

The atmosphere of post-war Czechoslovakia was full of enthusiasm from the victory over nazism. Almost immediately after the end of the war, key industrial enterprises were nationalised. The nationalisation of the Joint Stock Company, Formerly the Škoda Works in Plzeň, in 1945 marked the beginning of a gradual separation of the manufacturing parts of the group, which also affected OMNIPOL as well as leading arms and aircraft manufacturers. The nationalisation of the company was announced by a National Administration Regulation no. 1 dated 6th June 1945.

The new administration proceeded in line with the declared principle of separating distribution and production, which was implemented in two stages. The first step was taken on 1st July 1946 when the General Directorate of the Czechoslovak Metal and Machine Engineering Works (ČZKS) decided that all export-related agenda of national enterprises in the metal industry would be handled by the ČZKS's export department. OMNIPOL a.s. was incorporated into the ČZKS an independent organisation, severing its ties with the Joint Stock Company, Formerly the Škoda Works in Plzeň. This opened a new chapter in the company's history.



During the second phase of separating distribution from production the company Kovo a.s. Praha was created. The documents of 1st July, 1946 were implemented, among others also by issuing a Decree of the Ministry of Foreign Trade No. 3271 of 20th December, 1948. Based on that Decree the joint stock company Kovo took over the foreign trade programme with the exception of receivables from trade completed based on export licenses prior to 1st January, 1949. Despite Škoda's efforts, the liquidation of these claims was not taken over by any institution of

the Ministry of Foreign Trade. This explains OMNIPOL's later behaviour around the year 1956. OMNIPOL remained affiliated to the central authority: the Czechoslovak Metal and Machine Engineering Works in Prague.

It should be noted here that in 1946 and part of 1947, OMNIPOL a.s. had sales with a nominal value of CSK 2.26 billion. The company employed 160-180 people at the time.

OVERVIEW OF KEY EVENTS

1945 /

BY THE DECREE OF THE PRESIDENT OF THE REPUBLIC JOINT STOCK COMPANY, FORMERLY THE ŠKODA WORKS IN PLZEŇ, WAS NATIONALIZED; OMNIPOL REMAINED PART OF IT.

1946–1947 /

THE COMPANY'S TURNOVER WAS 2,260 MILLION CROWNS.

OMNIPOL 1948 to 1980

1948–1980



THE WATERSHED YEAR 1948

February 1948 brought an end to the country's democratic post-war reconstruction. The Czechoslovak Republic adopted Act No. 119/1948 Coll., on State Organisation of Foreign Trade and International Freight Forwarding, which established a monopoly on foreign trade as one of the basic sectors of the Czechoslovak national economy. New Czechoslovak export companies were established. As early as January 1948, OMNIPOL a.s. became part of the Czechoslovak Metal and Machine Engineering Works (ČZKS). But the international sales network that OMNIPOL a.s. had been building for the needs of the Škoda Works no longer suited the state's vision.



*Pracuje jako
„confirming“
velkých
zahraničních
obchodních domů

*dávaje jim k dispozici svoji nákupní
organisaci a znalost čsl. trhu.*

INFORMACE STÁNEK 3165



*Přejímá
generální
zastoupení*

*a výhradní prodej solidních podniků
a celých výrobních odvětví.*

INFORMACE STÁNEK 3165

In 1951, the ČZKS was reorganised. The export of products was now managed by the corresponding department of Kovo, a foreign trade corporation. Soon, however, aeronautical manufacturing was taken out of this system and transferred under the general directorate of the Czechoslovak Automobile and Aircraft Works (ČZAL). The export of civilian aeronautical products was subsequently passed on to the corresponding department of Motokov, a foreign trade enterprise, and remained there until early 1956.

In the early 1950s, the individual manufacturing companies within the general directorate of ČZAL seemingly operated as economically independent entities. But the financial costs of the development of aviation technology soon exceeded the capabilities of these companies as well as the state. A solution was needed. The central authorities recommended to shift focus to the production of small aircraft in which the country had the longest tradition.



*Uspadňuje
zahraničním
nákupcům
a velkým obch.
domům*

*pohodlný a levný nákup kvalitního čsl. zboží
a umožňuje solidním čsl. výrobcům
vývoz i do nejvzdálenějších zemí.*

INFORMACE STÁNEK 3165

THE FIRST FIVE-YEAR PLAN

During the first Five-Year Plan for the Development of the Czechoslovak National Economy (1949-1953), the so-called arms race begins. Everything is gradually shifting towards a militarisation of industrial systems. The Czechoslovak economy, governed by five-year plans, followed a similar system of management as the USSR and countries of the Council for Mutual Economic Assistance. Among other things, Czechoslovakia needed to arm its military with jet aircraft. The decision to produce them locally resulted in a great developmental leap forward for the Czech aviation industry, from piston engines one generation higher, to jet engines.

EXPORT OF ARMS FROM CZECHOSLOVAKIA TO THIRD WORLD COUNTRIES 1948-1962

One frequently discussed topic is that after 1948, socialist Czechoslovakia exported weapons to the Third World. In the context of the global policy of socialist countries, with the USSR in the leading role, the importance of arms exports to the Third World could not be doubted. These transactions in particular served to expand the Soviet Union's influence on Third World countries in many different areas due to ties with military suppliers.

The rules of export as well as individual transactions were always decided by the highest political authority, and the export of weapons was always consulted with the Soviet Union and could not be carried out without its approval.

In March 1953, Czechoslovakia banned the export of all weapons to capitalist countries, including spare parts and ammunition. Various exceptions to the ban were issued as a temporary measure until guidelines on the export of special material were approved. These were adopted after an exceptionally complicated approval process in June 1956. They reflect the fact that Czechoslovakia

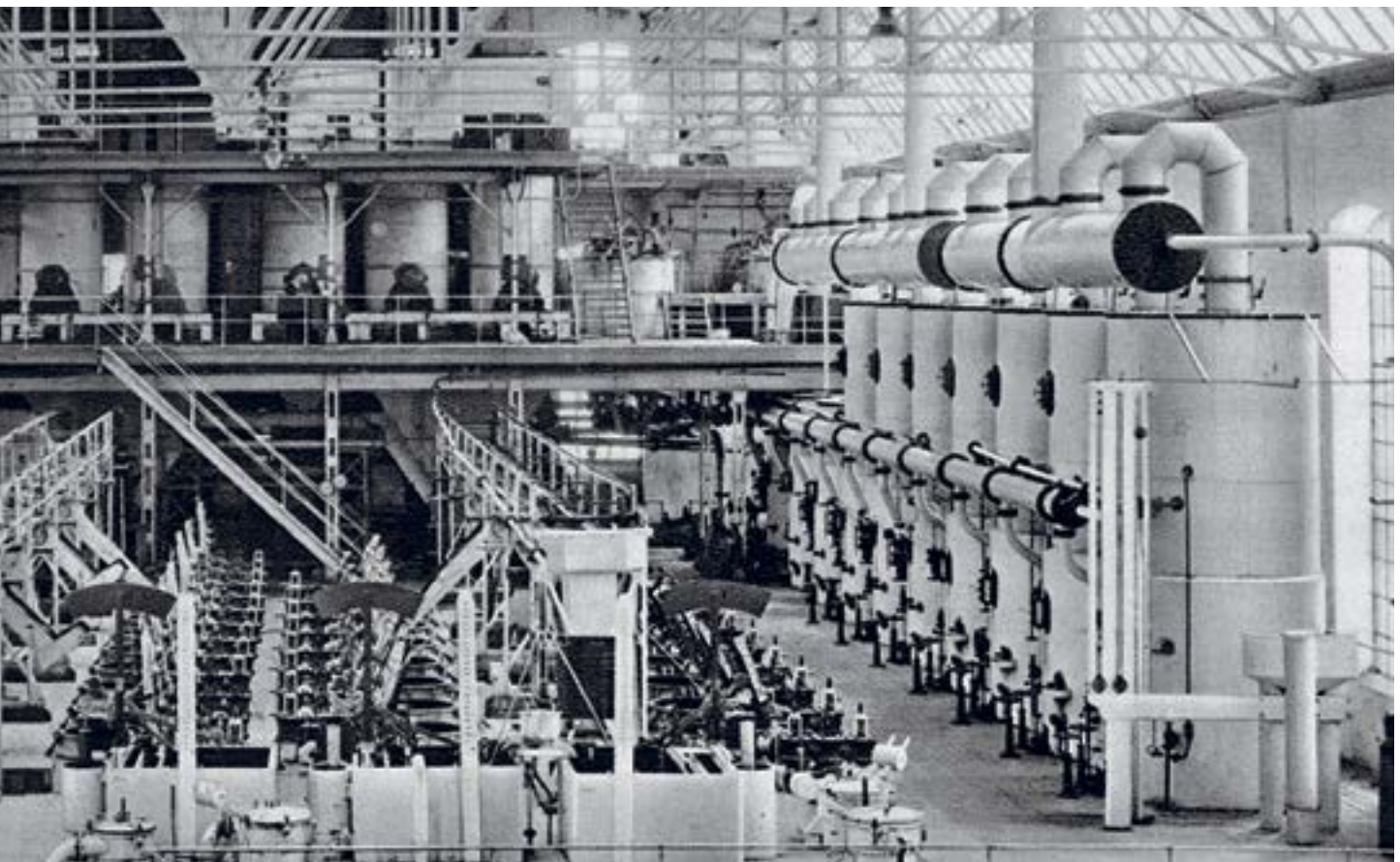




became a major exporter of weapons to the Third World and the Middle East in particular.

TRANSITION PERIOD 1953–1955

This was a period of the first serious general societal crisis in all parts of the Soviet Bloc, including Czechoslovakia. After the death of Joseph V. Stalin and Klement Gottwald, signs of dissatisfaction with the regime became apparent. This transition period has certain specifics. The activities of OMNIPOL in this time had long been seen as suspicious, largely due to various assumptions caused by the inaccessibility of documents testifying to the real facts.



THE YEARS 1956–1960

The second half of the 1950s was characterised by an increased effort to partially open the national economy and Czechoslovak society to the world. Development of the aviation industry gradually led to the need to establish a specialised trading company that would export and import aviation technology.

In early 1956, the central political authorities decided to use the OMNIPOL registration mark. The decision was confirmed in April 1956 by a decree of the Minister of Foreign Trade which gave the OMNIPOL joint stock company the exclusive licence to export and import sporting and hunting weapons and sporting and civil aircraft. This gave OMNIPOL a state monopoly on

foreign trade with these commodities, which it retained until the early 1990s.

OMNIPOL also played a major role in the development of Czechoslovak aviation, as it imported all the aircraft used by the Czechoslovak Airlines (ČSA) from the 1960s to the 1980s and handled their operational maintenance, general overhauls etc.

In addition to aviation technology, the export of Czechoslovak electrical engineering products and equipment intended for airports became increasingly more prominent as well.



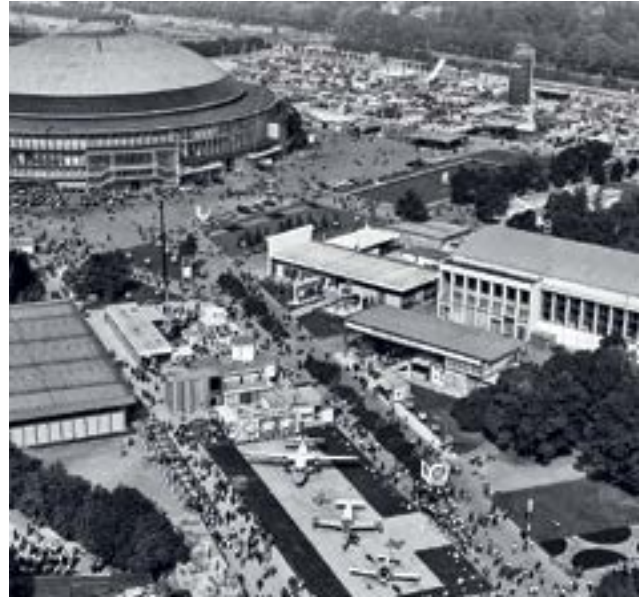
THE YEARS 1961–1965

The declared goal of the first half of the 1960s was to build a socialist society in Czechoslovakia. But the Cuban Missile Crisis of 1962 caused an escalation of political and economic tensions around the world. In 1962 and 1963, the volume of industrial production in Czechoslovakia dropped for the first time since 1945.

In 1965, a new organisation of the Czechoslovak aviation industry is created: the AERO production-economic unit. AERO took over all the activities of Czechoslovak aviation companies. Before then, the aviation industry and its manufacturing companies were undergoing a series of reorganisations and name changes, resulting in substantial confusion over what they do. With this step, all the individual manufacturing companies received specific names. These were for example Let n. p. Uherské Hradiště-Kunovice, Aero n. p. Vodochody and Mesit n. p. Uherské Hradiště-Mařatice.

At this time, OMNIPOL was already fully engaged in the export of aircraft, some of which gained worldwide popularity – such as the Zlín Trenér series of sport aircraft and the L-13 Blaník gliders. The export programme also included a military jet trainer of Czechoslovak design, the Aero L-29 “Dolphin” from Aero Vodochody, which had its maiden flight in April 1959.

The expansion of the export range to include the L-29 and other defence and security products led to a necessary change in the official mission of OMNIPOL, which had been ostensibly an exporter and importer of sports and civil aircraft. Starting from 1966, the company officially becomes OMNIPOL, Foreign Trade Corporation. By a decision of the political authorities and the Czechoslovak government, OMNIPOL was also authorised to trade goods related to state defence and security.

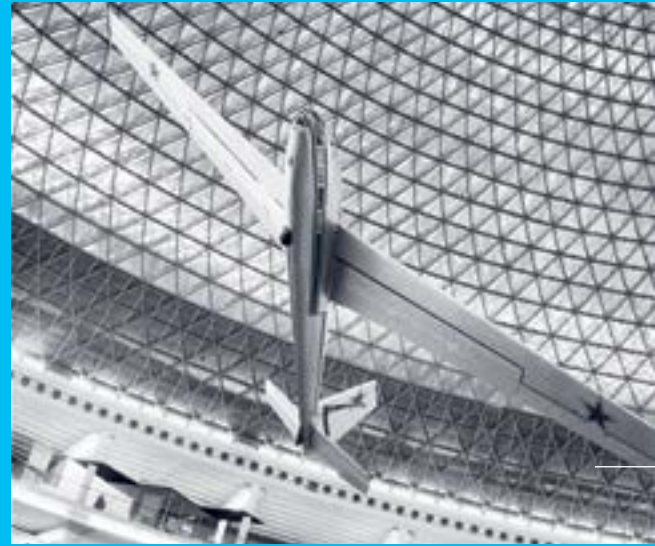




„THE FIRST JET AIRCRAFT DESIGNED AND MADE IN CZECHOSLOVAKIA. IN THE 1960S ALSO THE STANDARD JET TRAINER OF THE WARSAW PACT COUNTRIES.“

L-29 Delfín

Maiden flight: 5th April 1959
Manufacturer: Aero Vodochody
Chief designer: J. Vlček, Z. Rublič, K. Tomáš
Produced: over 3,600 units



L-13 Blaník

Maiden flight: 22nd March 1956
Manufacturer: Let Kunovice
Chief designer: Karel Dlouhý
Produced: over 3,000 units



„SUBSONIC JET TRAINER AS WELL AS LIGHT COMBAT AIRCRAFT. IN THE 1970S AND 1980S PART OF THE AIR FORCE OF MORE THAN THIRTY COUNTRIES.“

L-39 Albatros

Maiden flight: 4h November 1968
Manufacturer: Aero Vodochody
Chief designer: Jan Vlček
Produced: approximately 3,000 units

„SINGLE-ENGINE AIRCRAFT MADE FOR USE IN AGRICULTURE. ALSO USED FOR TOWING AIRCRAFT AND FOR TRAINING.“



Zlín Z-37 Čmelák

Maiden flight: 29th June 1963
Manufacturer: Let Kunovice
Chief designer: Svatopluk Zámečník a Miroslav Langr
Produced: 713 units

„TWO-SEAT FIXED-WING GLIDER. DESIGNED FOR PILOT TRAINING, POPULAR FOR ITS EXCELLENT FLIGHT CHARACTERISTICS.“

„TRANSPORT AIRCRAFT DESIGNED FOR REGIONAL TRANSPORT. CAN CARRY UP TO 19 PASSENGERS OR 1.7 TONS OF CARGO.“



L 410 Turbolet

Maiden flight: 16th April 1969
Manufacturer: Let Kunovice
Chief designer: Ladislav Smrček
Produced: over 1,200 units



L-29 Delfin

CELEBRATED 60 ANNIVERSARY

The first test flight with the XL-29 prototype was performed by the VZLÚ test pilot Rudolf Duchoň on 5th April 1959. Because the Motorlet / Walter M-701 jet engine's development was unfinished, the prototype used the British Bristol Siddeley Viper instead. The decisive factor in the future fates of the L-29 programme was its victory in the competition for the jet trainer of the Warsaw Pact countries, held near Moscow, in Monin, in the second half of 1961.



INTERNATIONAL TRADE FAIR IN BRNO
SEPTEMBER/1964

The Dolphin demonstrated better characteristics than the Soviet Jak-30 and the Polish PZL TS-11 Iskra. The Kunovice design group also contributed to the development by designing the rear of the fuselage and the tail surfaces. Further modifications of the L-29, based on requirements sent from Moscow after the victory in Monin, were made under the leadership of the new chief designer, Ing. Jan Vlček.

It was decided that the aircraft would be made not only in the parent company Central Bohemian Machine Works Vodochody, but also in Machine Works of the First Five-Year Plan Uherské Hradiště – Kunovice. This was the official name of Let Kunovice from January 1957 to December 1966. For the Kunovice factory, the production of the L-29 jet trainer with a pressurized cabin was a technological leap forward compared to the previous types.

The central part including hydraulics and electrical installation, which means the middle part of the fuselage with the main landing gear, landing flaps, fuel tank, firewall and engine bed, was made in Kunovice. The front of the fuselage was from Vodochody and the rear was made in Letov; the outer part of the wings was produced in Otrokovice. In connection with the preparation of the production of the Dolphin in Kunovice, it was decided to build an airport with a concrete runway. Construction began in the spring of 1963 and was completed in September 1964. The test pilots, Ing. František Svinka a Vladimír Vlk, underwent training on the L-29 at the Aviation Training Centre in Košice in early April. The ceremonial first flight of the first Dolphin (no. 0487) assembled in Kunovice took place on 29th April 1963 in the presence of factory management and journalists.

On the second flight on the very same day, the plane reached an altitude of 8,000 m. A photo report from the event was published in the Svět v obrazech (World in Pictures) weekly and in Křídla vlasti (Wings of the Homeland). As was custom at the time, the new aircraft flew over the May Day parade in Uherské Hradiště.

Serial production of the L-29 took place in Kunovice until 1974; a total of 1,722 units were made. Aero Vodochody and Let Kunovice together produced 3,665 Dolphins which were at the time exported to 13 countries. In the poll for the most popular Czechoslovak aircraft of the century (1918–2018), the Aero L-29 Dolphin jet trainer ranked third.

The Designers of L-29 and L-39

THE KEY PEOPLE OF AIRCRAFT PRODUCTION



Jan Vlček

1922-1984

From the 1960s to the 1980s, Jan Vlček was the chief designer at Aero Vodochody. His specialty was jet aircraft, and he gained prominence in particular for his role in the development of the L-29 "Dolphin" and L-39 "Albatros".

He grew up in Moravia. As a child, he always loved building model planes; after the war, in 1949, he graduated from the Czech Technical University in Prague. Since the 1950s, he gave lectures on aircraft design at many schools. He started working on the L-29 as the assistant of the chief designers, Zdeněk Rublič and Karel Tomáš. After retirement of Tomáš in 1960, he became the deputy chief designer. Two years later, after Rublič retired as well, Vlček took over as chief designer. The result was immensely successful, and more than 3,500 aircraft were sold around the world.

Work on the L-39 first started under his leadership in 1956, and the first mass-produced aircraft were delivered in 1972. Other versions were introduced later, such as the L-39V, L-39ZO and L-39ZA. Many others, however, remained only on paper. His basic concept is still used in the new L-39NG aircraft, which is currently entering a serial production.

His approach to design was very traditional, but he was also able to utilise innovative technical solutions. His strength was also in his ability to lead a group with great energy.

Karel Dlouhý was a Czech aircraft designer and aeronautical pioneer. He was born in 1922, at a time when the aviation industry was in its infancy.

Dlouhý worked on aeronautical design for his entire life and became famous for his innovations and design ideas. His most significant achievements include the design of the L-13, a modern two-seater glider. It was characterised by its full-metal body and laminar wing profile. The design was finished in 1955, and the first two prototypes were made one year later. The aircraft was manufactured in Kunovice, and over 3,000 units were made. Under Jan Vlček's leadership, Karel Dlouhý also contributed to the design of the L-39.

Thanks to his passion, ingenuity and determination, Karel Dlouhý left behind a lasting legacy in aviation. His work helped form the modern aviation industry and brought many innovations that influence aviation technology to this day.



Karel Dlouhý

1922-2005

THE YEARS 1966–1980

The development of the aerospace industry was marked by the emergence of a new generation of materials and associated technologies. Therefore, it was necessary to look for viable ways to help the Czechoslovak aviation industry keep pace with these trends. At the end of this period, two main types of aircraft were introduced, new models of which continue to be produced to this day. These are the military jet trainer L-39 Albatross from Aero Vodochody and the small transport aircraft L-410 Turbolet from Let Kunovice.

In 1973, after 17 years of successful business, sporting and hunting weapons and ammunition were removed from OMNIPOL's export programme and transferred to the Merkuria foreign trade enterprise.



During this period, OMNIPOL maintained a stable export programme. A very good “marketing” move was the arrival of the new Z-50 aerobatic aeroplane, which, immediately after its introduction, dominated the world competition in aerobatics, making it an interesting export item. The Z-50 enjoyed major success in international competitions practically until the end of the 1980s.

An important feature in this period was the integrated progress of industrialised socialist countries in the field of providing “technical and material assistance” to certain Arab countries. However, it must be noted that as a result of their external economic activities and orientation, Czechoslovakia and OMNIPOL gradually became the target of criticism from the democratically oriented and economically advanced countries of the world.



L-13 BLANÍK AT A EXHIBITION IN BRNO



OVERVIEW OF KEY EVENTS

1948 /

BY THE DECREE NO. 359/1948 OF THE MINISTRY OF FOREIGN TRADE, THE JOINT STOCK PARTICIPATION IN OMNIPOL A. S. WAS TRANSFERRED FROM, THE ASSETS OF THE NATIONALIZED COMPANY “AKCIOVÁ SPOLEČNOST DŘÍVE ŠKODOVY ZÁVODY V PLZNI” TO CZECHOSLOVAK METAL AND MACHINERY WORKS, NATIONAL COMPANY FROM PRAGUE.

1949 /

BASED ON, ACT NO. 243/1949 COLL THE JOINT STOCK COMPANY, OMNIPOL, A. S. WAS GIVEN APPROVAL TO CONDUCT FOREIGN TRADE ACTIVITIES.

1951 /

REORGANIZATION OF THE CZECHOSLOVAK METAL AND MACHINERY WORKS OUT OF WHICH, FOUR ASSOCIATIONS OF INDUSTRIAL WORKS EMERGED.

1953 /

IN MARCH 1953, CZECHOSLOVAKIA PROHIBITS EXPORTS OF ALL WEAPONS TO CAPITALIST COUNTRIES, INCLUDING SPARE PARTS OR AMMUNITION.

1959 /

CHANGE OF COMPANY STATUTES; OMNIPOL A.S. BECOMES FOREIGN TRADE ENTERPRISE (PZO) OMNIPOL.

1960 /1970

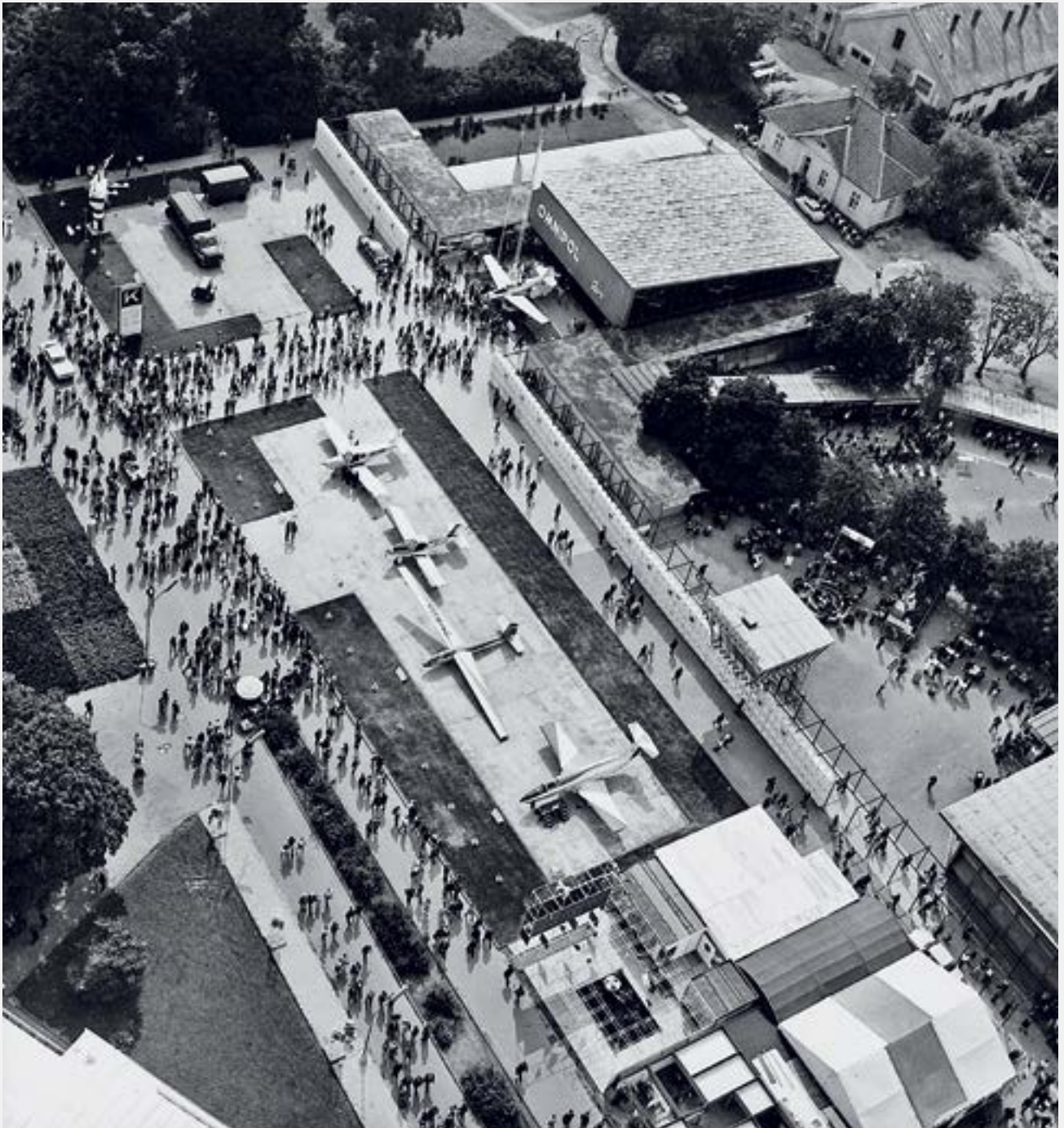
OMNIPOL'S BUSINESS ACTIVITIES FOCUSES ON CIVIL AND MILITARY AVIATION TECHNOLOGY, AIRPORT EQUIPMENT AND OTHER RELATED PRODUCTS AND SERVICES.

1960 /

AS PART OF THE DIVISION OF LABOUR IN THE COUNCIL FOR MUTUAL ECONOMIC ASSISTANCE, CZECHOSLOVAK SOCIALIST REPUBLIC IS RECOMMENDED TO, CONCENTRATE ON THE DEVELOPMENT AND MANUFACTURING OF JET TRAINERS AND SMALL TRANSPORT AIRCRAFT. AS A PZO, OMNIPOL IS IN CHARGE OF THE EXPORT OF ALL AIRCRAFT (IN PARTICULAR ZLÍN, LET AND AERO) MADE IN CZECHOSLOVAKIA.

1973 /

THE SPORTS WEAPONS AGENDA IS TAKEN AWAY FROM PZO OMNIPOL AND TRANSFERRED TO PZO MERKURIA.











The “Golden Age”

1980–1989



1980–1989

In the Soviet Bloc, the 1980s were a period of a gradual end of communist regimes and a return to democratic values. The first signs of political and economic changes appeared in Poland, but the Soviet Union itself also began the perestroika process under the leadership of Mikhail Gorbachev. But it ends in failure at the end of the 80s. The weakening of the USSR also led to the collapse of the entire socialist system.

For OMNIPOL, the 1980s were a “golden age”. The company saw enormous commercial success, particularly because of the export of aircraft made by Aero Vodochody, Let Kunovice (today Aircraft Industries), Moravan and others.

Czech aircraft manufacturers at that time worked in three-shift operations to produce hundreds of machines every year. The annual production of two hundred and fifty L-39s and eighty L-410s was a record achievement not only for Czechoslovakia.

A key role in this historically most successful period of the company and the Czechoslovak aviation industry as a whole was played by Ing. František Háva, the father of the current owner Richard Háva and at that time the head of the Aviation Department.

He joined the company in the 1950s and from the 1970s represented OMNIPOL in negotiations in a number of countries. For example, he spent many years in Syria. Later, he was in charge of the entire aviation department that handled all exports of aircraft made in Czechoslovakia to other countries as well as the import



of aviation equipment to Czechoslovakia. The “Golden Age” was therefore largely a result of his hard work and business talent. Ing. Háva and his team were the reason why OMNIPOL achieved such unprecedented success in the 1980s.

In addition to the export of aircraft, there also was a very demanding project in which a new version of the L 410 was being developed and tested for short take-off and landing to ensure it can be operated in extreme climatic conditions. In this period, exports of sports aeroplanes also increased, thanks mainly to the international success of the Z-50LS, in which OMNIPOL employee Petr Jirmus was twice the European and world champion.

In the second half of the decade, international business activities were expanded to countries and regions where it had not been possible before for political reasons.

Generally speaking, OMNIPOL had an excellent reputation not only in Czechoslovakia, but everywhere in the world in the 1980s. This was largely thanks to the aviation department. It is not surprising, therefore, that in the early 1990s its head, František Háva, became the CEO of the entire company.

He passed on his love for aviation to his son, Richard Háva, who played an important role in OMNIPOL in

the current millennium. It was him who, after the difficult early 1990s, saved the Czech aviation industry and the Czech manufacturers of the L-39 and L 410.



ING. FRANTIŠEK HÁVA







Export of aircraft in numbers

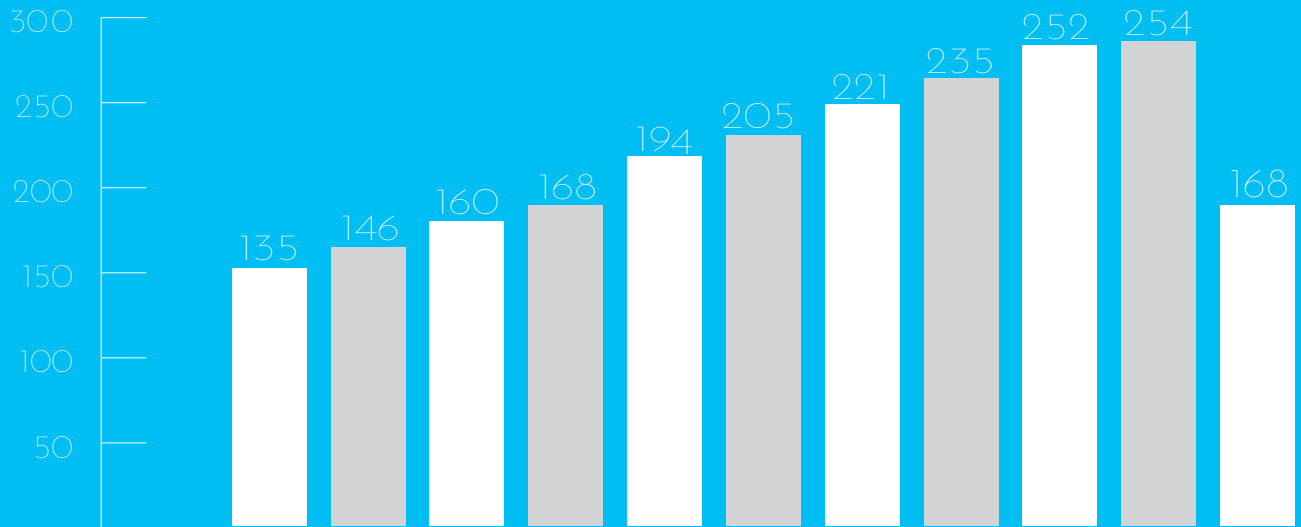
The 1980s were record-breaking for the company OMNIPOL when up to 250 L-39 aircraft and 80 L-410 aircraft were produced annually. Most of them were successfully exported as well. The OMNIPOL company's turnover reached up to 40 billion Czech crowns annually in the currency of that time.

NUMBER OF DELIVERED L 410

The 1980s were a golden era even for the L-410, of which 663 were produced. This is roughly half of all L-410, which were manufactured in Kunovice during the whole period.



NUMBER OF DELIVERED L-39 DURING 1980—1990



The New Era of the OMNIPOL Group

1989–present



1989–1996

November 1989 saw the beginning of fundamental political and related economic changes in Czechoslovak society and the state. The former socialist republic ceases to function as an ally of the USSR. For the Czechoslovak economy, the political upheaval resulted in a loss of its main customer.

In early 1990, the monopoly on foreign trade ended. This concluded another era of OMNIPOL's activities connected with export commodities dictated by the state. The entire structure of foreign trade changed literally overnight and many of the Foreign Trade Enterprises, which had over a period of more than thirty years built up a solid position on foreign markets, quickly disappeared.

The liberalisation of foreign trade also affected OMNIPOL and ended its monopoly in military and aviation technology. This led to a significant decline in the volume of trades. In just two years, 1991 and 1992, OMNIPOL's turnover fell by 70% compared to 1989.

OMNIPOL survived the difficult first half of the 1990s thanks to its stability. In 1996, the company's privatisation was complete. OMNIPOL becomes very successful also in this new era, thanks to its own, long and successful experience in international trade.







THE NEW MILLENNIUM

With the privatisation in 1996, all the shares in OMNIPOL were transferred to individual owners. The main shareholder was the Chemapol Group. Two years later, in 1998, Richard Háva, the son of former CEO František Háva, became the sole owner. He remains in a senior role to this day but passed on most of the management activities of OMNIPOL to his sons, Petr and Martin Háva. Together, they influence its current direction.

As the owner of OMNIPOL, Richard Háva returned to the family tradition. Following in the footsteps of his father, who taught him to love aviation, he saved the Czech aircraft manufacturers and hi-tech companies that had been for many years part of the Czech “family silver”.

After 1989, many of them lost their main customer, the USSR, and found it difficult to return to the limelight. Thanks to Richard Háva, they managed to build on their traditional roots in recent years and restore their position as some of the best companies in the aviation and security sector.

Over the last few decades, OMNIPOL transformed from a pure trading company to a strong industrial group focusing on investment in hi-tech companies and projects in the Czech defence and aerospace industry. Thanks to the highest quality of its products and services, OMNIPOL has managed to regain its excellent global reputation. And generally, it's one of the companies that give the Czech Republic a good name both at home and abroad.







THE FIRST PASSIVE SURVEILLANCE SYSTEM WAS KOPÁČ FROM DAUGHTER COMPANY ERA BASED IN PARDUBICE.



THE DAUGHTER COMPANY ERA

After ten years of successful efforts to stabilise the company, from 1998 onwards, OMNIPOL purchased ERA a.s. (formerly a part of TESLA) from Pardubice in 2011, essentially saving it from bankruptcy. Under OMNIPOL's leadership, ERA has become an internationally successful company. It is now a first-class developer of multilateration systems and technologies for tracking and recognising targets using the multistatic principle. The company develops, manufactures, and implements systems for civilian and military air traffic safety.

Specifically, ERA is a pioneer in passive tracking systems. Its product, the unique Czech invention VERA-NG, can detect, locate, and identify enemy targets without sending out any signals by itself. In practice, this means that it can "see without being seen", unlike active surveillance systems such as radar.

In addition, ERA has developed another category of a passive tracking system. It's the PLESS, a long-range direction-finding system that can see targets even beyond the horizon.

In its three decades of existence, ERA has installed over 160 tracking systems in more than 67 countries on five continents. These systems meet their users' operating demands 24/7. The company's goal is to keep introducing on the market new technologies that are able to meet modern challenges.

HISTORY OF PASSIVE SURVAILANCE SYSTEMS

The first passive surveillance system was named KOPÁČ, which is the abbreviation for the Czech wording of Correlation Intelligence (korelační pátrač). The mockup was built in the 1960s and used in the Berlin Crisis in 1961.

The second generation was called RAMONA as the abbreviation of the Russian wording for the Fast Tunable Radio Apparatus.

The third generation was called TAMARA. It was exported throughout the Warsaw Pact countries and to Oman between 1986 and 1991. The abbreviations RAMONA and TAMARA sound like a woman's name, perhaps this is not a coincidence.

The fourth generation VERA-NG was named after a real woman - Věra Perlingerová. Doctor Perlingerová, former ATC controller of the Czech Army, together with



SECOND GENERATION - RAMONA



THIRD GENERATION - TAMARA



a handful of colleagues helped restart the use of passive radars by introducing the advantages of multilateration technology to the Czech Armed Forces and by lobbying among Czech politicians and other decision-makers.

The last, fifth generation of PET (Passive Surveillance ESM Tracker) system is called VERA-NG. The abbreviation "NG" means the Next Generation. Compared to its predecessors, the VERA-NG system has numerous new features, it is lighter and much more efficient. It has been used by the Czech Armed Forces and exported throughout the world.



FOURTH GENERATION - VERA S/M





THE MODERN BUILDING OF THE DAUGHTER COMPANY ERA BASED
IN CZECH CITY NAMED PARDUBICE

THE DAUGHTER COMPANY MESIT

But OMNIPOL's expansion did not end with the acquisition of ERA. Seven years later, in 2018, the group merged with MESIT holding a.s., which focuses on the development and production of specialised products and systems for the military and aerospace industry. With this step, the group expanded by 11 more companies including the MESIT secondary school in Uherské Hradiště.

For more than 70 years, MESIT has been developing and making highly specialised products and systems. Their quality is proven in the most demanding fields. Since its founding, the core pillar of the group has been in-house development and manufacturing of aeronautical instruments. It also cooperates with military and civilian research institutes.

Its flagship products include systems for de-icing aircraft

and for measuring aircraft fuel quantity and consumption. The group's products can be found in almost all aircraft manufactured in the Czech Republic (and Czechoslovakia).

In addition, MESIT develops and manufactures tactical communication systems including vehicle intercoms and headsets. It's a reliable supplier not only for the Army of the Czech Republic, but also armies worldwide.

The MESIT holding includes a secondary school, which opened in 1952. To date, it has trained more than 4,000 experts, particularly in electrical and mechanical engineering. The school is attended by 640 students every year. This includes up to 100 students with special educational needs. The school in Uherské Hradiště offers vocational programmes for various jobs including electricians, metalworkers, and mechanical engineers.





AERO VODOCHODY AEROSPACE

Another milestone for OMNIPOL in the new millennium was the year 2015 when it concluded an agreement with AERO Vodochody AEROSPACE a.s. and became a strategic partner and co-investor in the L-39CW and L-39NG projects, a new generation of the legendary L-39 aircraft. The main reason for OMNIPOL's entry into the project is the company's tradition and knowledge of the international market. This happened mainly thanks to, the owner of the OMNIPOL Group Richard Háva, who decided to continue production of these legendary planes. He wanted to create a product that would be the jewel of the Czech aviation industry. He certainly succeeded in that.



The L-39NG light fighter was first introduced to the public on 12th October 2018 and two months later, on



22nd December 2018, it made its maiden flight. This project has revived the Czech aviation industry and represents its future. It features modern avionics systems, an extremely efficient jet engine and excellent flight characteristics. It is also a versatile platform suitable for training as well as reconnaissance and light combat missions. The aircraft is very successful and in demand across all continents.

But that is far from the end of OMNIPOL's cooperation with AERO. In 2021, OMNIPOL became a minority owner of the entire company and the L-39NG project is part of this acquisition. The owner of the OMNIPOL Group, Richard Háva, subsequently managed to stabilize Aero and return it, once again, to being one of the top of companies in the aviation industry.

The original "Albatros", the L-39, has been inseparable from OMNIPOL for more than 30 years. In the past, OMNIPOL was responsible for exporting nearly 2,800 of these aircraft. In addition to the export of the actual aircraft, the company also provided a complete customer base, i.e. Spare parts, service, repair facilities and training of the relevant personnel. At present, nearly 600 aircraft remain in active operation.



AIRCRAFT INDUSTRIES

The OMNIPOL Group continues to expand its scope of activities in aviation. Another important date of the new millennium was 21st April 2022. That was the day of the acquisition of Aircraft Industries (Let Kunovice), previously owned by Russians. With this move, the company returned to Czech hands after 11 years.

The purchase was made in the spirit of the anti-Russian embargo imposed after the invasion of Ukraine in 2022 which brought Aircraft Industries into financial trouble. That's when OMNIPOL decided to intervene and save the company. And that's when the OMNIPOL Group decided to intervene. Once again, it was the owner Richard Háva who, decided to save a bit of Czech industrial history, originally built by his ancestors, this included his father - František Háva.



The company's factories now produces two models of turboprop commuter aircraft. Specifically, these are the civil aircraft L 410 UVP-E20 and L 410 NG.

But because this largest manufacturer of transport aircraft in the Czech Republic had spent the last few decades before it became part of the OMNIPOL Group relying exclusively on exports to Russia, the management now faces the challenge of expanding the customer portfolio outside this eastern country. And it's quite successful at that.



Throughout its rich history, Aircraft Industries, formerly Let Kunovice, made more than 8,000 aircraft of different types. The company produced almost 1,200 of its L 410 models, which is a very impressive number in the world of aviation.





Raising Experts from the Young Generation

SECONDARY SCHOOL OF AVIATION

Aircraft Industries, a member of OMNIPOL Group, is the founder of the Secondary School of Aviation, located directly on the premises of the Kunovice factory. The school offers specialised training focused on technical and engineering fields. Specifically, there are vocational courses in fields such as aircraft mechanic or metalworker. The history of the school dates back to 2001.



Graduates can obtain an apprenticeship certificate or graduation certificate (maturita) as well as an aircraft maintenance technician licence. Employees of airspace companies also take exams here to get their licence.

600
graduates

150
students

35
new students
every year

MESIT SECONDARY SCHOOL



The history of the school, located in Uherské Hradiště, dates back to 1952. It became part of the MESIT holding, which is also owned by the OMNIPOL Group, in 1991. The school offers training in electrical and mechanical engineering disciplines and its students

can obtain apprenticeship and graduation certificates. Specific programmes include for example metalworker and electrician. Graduates can also find employment and opportunities for further professional development in our companies.



4,000
graduates

640
students


100
students
with special needs

How Is an Aircraft Made?

Since 2022, the industrial OMNIPOL Group is a proud owner of Aircraft Industries, a company that makes civil aircraft L 410 NG and L 410 UVP-E20.

Both are from 80 percent made from Czech parts. And most importantly, the entire process from riveting through the completion of individual sheets to final assembly takes place in the factory halls in Kunovice.

 180,000
RIVETS

13,000
PARTS 

 617
CZECH COMPANIES

1,000
EMPLOYEES
INVOLVED IN PRODUCTION 

 15,000
SCREWS

15 KM
OF CABLES 

COMPONENTS- ALLOY SHEETS



INDIVIDUAL PARTS OF THE L 410





FINISHED AIRCRAFT



**FROM THE PARTS, LARGER
PIECES ARE MADE**



**FROM LARGER PIECES, THE ENTIRE
AIRCRAFT IS ASSEMBLED**

PRODUCTION TECHNOLOGY

However, even at this stage the OMNIPOL industrial Group continues to be a system integrator of the export and import of products, technologies, and services with high added value. While defence and security products dominate the business portfolio, the company can also provide highly specialised and complex turnkey solutions in other fields.

Specifically, OMNIPOL in cooperation with leading suppliers from the Czech Republic offers presses, furnaces and forging and machining equipment for the production of artillery ammunition. The group develops and expands the traditional Czech production of beer and related products. It supplies a complete range of equipment for malt houses, breweries and distilleries including bottling lines for bottles, cans, and kegs.

In this area, the OMNIPOL Group builds on many years of experience too. In the past, the company exported entire investment units, which documented the development of Czechoslovakia. For example, in the 1970s and 1980s, OMNIPOL exported complete repair shops for artillery systems, as well as complete production lines for infantry ammunition and other paramilitary operations. OMNIPOL also built, similar factories on a very large scale in Syria and Libya, where thousands of people from Czechoslovakia participated in these projects.

A rich ninety-year history has led to the fact that the OMNIPOL Group is still one of the most important Czech industrial groups. It employs 4,000 people who help every day to, develop hi-tec products and solutions that, are still a source of great to the pride of, Czech industry. OMNIPOL has partners in more than 60 countries around the world, where it supplies a diverse range of products from it's rich portfolio.



OVERVIEW OF KEY EVENTS

1996 /
PRIVATISATION OF OMNIPOL A.S. COMPLETED.

2011 /
ACQUISITION OF ERA A.S.

2015 /
OMNIPOL BECOMES THE STRATEGIC PARTNER AND CO-INVESTOR IN THE L-39NG PROJECT.

2018 /
ACQUISITION OF MESIT HOLDING A.S., A COMPANY ENGAGED IN, THE DEVELOPMENT AND PRODUCTION OF, TACTICAL COMMUNICATION SYSTEMS AND AERONAUTICAL INSTRUMENTS, AS WELL AS, PRECISION MACHINING AND SPECIALIZED CASTINGS FOR THE AEROSPACE INDUSTRY.

2021 /
OMNIPOL GROUP ACQUIRES A 25% STAKE IN AERO VODOCHODY AEROSPACE A.S., WHICH DEVELOPS AND PRODUCES THE L-159 ALCA AND THE L-39NG AIRCRAFT, BUILDING ON THE HISTORIC GLOBAL SUCCESS OF THE L-39 ALBATROS.

2022 /
ACQUISITION OF AIRCRAFT INDUSTRIES A.S., WHICH DEVELOPED AND PRODUCES, THE L 410 NG, BUILDING ON THE GLOBAL SUCCESS OF THE L 410 TURBOLET.

The Key People of the OMNIPOL Group



František Háva

Over the ninety years of its existence, OMNIPOL was shaped by several significant personalities. A particularly important role was played by the Háva family, which has been running OMNIPOL for three generations. After the privatisation that took place in Czechoslovakia and subsequently the Czech Republic after 1989, the family became the main shareholders of the company. In the last fifteen years, thanks to its vision and hard work, it managed to transform the company into a world-class industrial group.

Specifically, OMNIPOL has been closely linked with the Háva family since the mid-20th century when František Háva became an employee. He was an OMNIPOL representative in many countries on several continents; for example, he spent a long time working in Syria in the 1970s. After his return, he became the head of the entire Aviation Department and kept that position throughout the 1980s.

He was a very good businessman who could find a way out of any difficult situation, and his expertise won him a lot of respect from his business partners. His talents eventually led him to assume the position of CEO in the early 1990s. František's son Richard Háva followed in his footsteps.

Continuing in the family tradition, he closely linked his life to OMNIPOL and became its owner after the privatisation in 1998. His dream was to transform the company into a successful group active in the aviation and security sectors. Through his diligence, the vision became a reality. In recent years, OMNIPOL expanded to include Aircraft Industries, an aircraft manufacturer, and acquired a stake in another Czech aviation company, AERO Vodochody AROSPACE. The company also acquired ERA, a company that develops unique tracking systems, and MESIT whose portfolio includes tactical communication systems.

It also must be said that few Foreign Trade Enterprises managed to transform after the Velvet Revolution into such a successful industrial group as OMNIPOL did.

OMNIPOL AS A FAMILY COMPANY

Richard Háva turned OMNIPOL into a family company. Currently, the third generation of the Hávas, his sons Martin and Petr, is taking an active part in the company's management. They also together hold over fifty percent of shares.

In their positions as members of the Board of Directors and the Supervisory Board, they contribute to making OMNIPOL a modern group with great future whose reputation and portfolio can compete with globally renowned companies active in the aviation and security sectors.



Richard Háva



**RICHARD HÁVA'S MOTHER, MRS. SOŇA HÁVOVÁ,
WITH HIS SONS MARTIN AND PETR**

Management of the OMNIPOL Group



Jiří Podpěra

PRESIDENT

Artem Movsesyan studied at the Faculty of Social Sciences in Prague at the Charles University in Prague. Throughout his career, he has gained extensive successful experience in, international trade in the defense and aerospace industry. Initially at, the Czech state-owned company LOM Praha and at SPARC AO, where he was responsible for managing all commercial activities in both companies. In 2018, he was recruited by OMNIPOL, and took on his current role of OMNIPOL Vice-President for Sales and Commercial on the 1st of October 2021.



Artem Movsesyan

VICE-PRESIDENT FOR SALES



Jozef Piga

VICE-PRESIDENT FOR EXTERNAL RELATIONS

Jiří Podpěra graduated from, the Faculty of Law of the University Karlovy Vary in Prague and also from the University of Economics in Prague, Faculty of Finance and Accounting. In his career he has worked as an independent lawyer and later he became the managing partner of the law firm Velíšek & Podpěra. He has extensive experience in investment projects and international trade. On the 1st of January 2017, he was appointed President of the OMNIPOL company.

Jozef Piga graduated from the University of Economics in Bratislava and Harvard University in Boston. During his professional career, he worked, for example, at the Czechoslovak Embassy in Libya and the Czech Embassy in Jakarta, holding numerous important positions in various companies. Currently, he is the Vice-President for External Relations and Chairman of the Board of OMNIPOL, where he has been working since 1995. Mr. Piga is fluent in English, Russian, and Arabic.

Miroslava Trávníčková holds the position of Vice-President for Asset Participation and Control Department at OMNIPOL, where she has been working since 2015. She is also the Vice Chair of the Board of Directors of OMNIPOL and a member of the Board of Directors of the OMNIPOL subsidiary MESIT holding. She graduated from the Brno University of Technology with a degree in Business Economics and Business Management. In the past, she worked for fifteen years in chemical production, where she rose to a leadership position within the company. She also served as Deputy for Healthcare Economics at Homolka Hospital.



Miroslava Trávníčková

VICE-PRESIDENT FOR PROPERTY PARTICIPATION AND SUPERVISION



Michal Geist

VICE-PRESIDENT FOR FINANCE

Michal Geist graduated from, the Faculty of Economics and Management at the Czech University of Life Sciences in Prague. His professional specialization lies in the field of finance, having worked in positions such as Financial Director and later Executive Director at the Czech Ministry of Defence owned company LOM, located in Prague. He has been serving as the Vice-President for Finance at OMNIPOL since 2022.

David Bennet studied software engineering at the University in Edinburgh. He then worked as a systems analyst and participated in a number of ICT projects, both in the public and private sectors. His skills include, among others, the introduction of new technologies such as ERP systems, solutions in the field of cyber security, etc. He has been working at OMNIPOL since 2015, holding the position of CIO, whose purpose is to ensure continuous development as well as implementation of key systems across the entire ICT field.



David Bennet

DIRECTOR OF ICT DEPARTMENT

OMNIPOL GROUP HEADQUARTERS

1934 / 35 JUNGMANNOVA STREET, PRAGUE 2

1938 / PALACE OF PRAGUE SAMPLE TRADE FAIRS

1939 / GENERAL DIRECTORATE OF THE ŠKODA WORKS IN PRAGUE

1956 / 11 WASHINGTONOVA STREET, PRAGUE 1

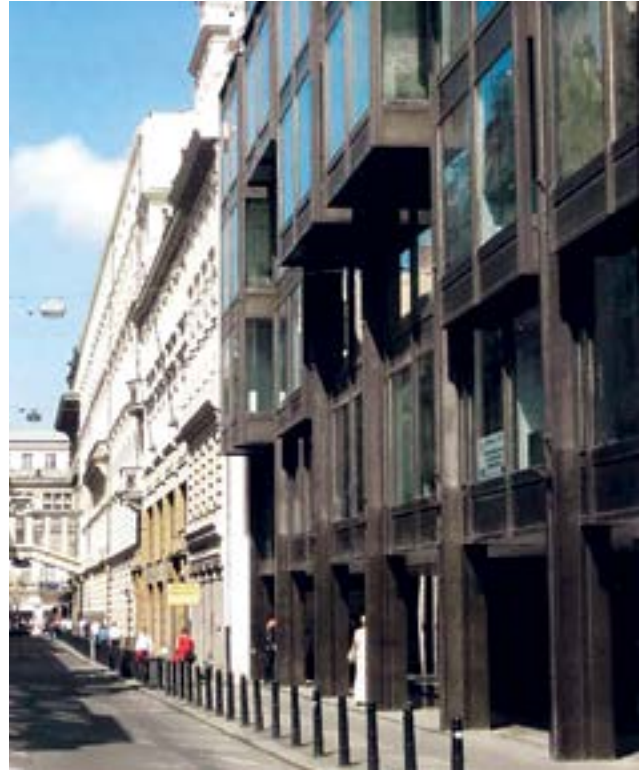
1979 / 11 NEKÁZANKA STREET, PRAGUE 1

2017 / WENCESLAS SQUARE, PRAGUE 1 (DURING RENOVATIONS OF THE HEADQUARTERS)

2018 / 11 NEKÁZANKA STREET, PRAGUE 1

The location of the headquarters of the OMNIPOL Group deserves special mention. Since 1979, the company has been closely associated with Nekázanka, a street in Prague 1. The building has become iconic for the company. It was here that the main business activities of the 1980s took place, at a time when OMNIPOL was the exclusive exporter of aircraft and special purpose material. And the company has its seat on this address to this day.

In its early days, OMNIPOL's offices were located at 35 Jungmannova Street in Prague 2; then it relocated to the building known today as the Trade Fair Palace and later still the General Directorate of the Škoda Works in Prague. In 1956-1979, the company's address was 11 Washingtonova Street; from 1979 onwards, it has been located at 11 Nekázanka.



The building was erected in the late 1970s in a gap between two houses. It was designed by a team of the "Regional Architectural Institute Prague" led by Zdeněk Kuna who designed a house in late International style with strong features of Brutalism. It occupies almost the entire plot of land, but still manages to harmonise with the surrounding historical buildings.



The headquarters of OMNIPOL Group far exceeded the usual standard of the time in terms of architecture, quality of materials, workmanship, and interior equipment. It included air conditioning, lifts and an underground car park with a washing bay. The building was one of the most important architectural projects in Czechoslovakia and has been included on the list of architecturally valuable buildings.

A TRIBUTE TO FRANTIŠEK HÁVA

Forty years later, in 2017 and 2018, the house underwent a full renovation. Everything except the load-bearing structure was demolished and rebuilt; a new ninth floor was also added. The architects tried to preserve the original Brutalist façade and its partitioning, as you can see in the photographs.

The project, led by the "di5 architekti inženýři" studio, fulfilled the brief given by Richard Háva, owner of the building and the OMNIPOL Group, to create an architecturally and technically modern building that will serve as a venue for important meetings. Interesting features include the statue of a bull by the entrance and graffiti in the underground car park. The project won an

award in the 2018 Building of the Year competition.

Tradition, Czech roots and family ties are central to OMNIPOL. That is why the project also acknowledges the company's employees as well as Richard Háva's father, František Háva.

"With the renovation of this building, I want to thank all the employees who have built OMNIPOL since 1934 and who continue to represent the good name of the Czech engineering and arms industry at home and abroad. I especially want to thank my father, Ing. František Háva," reads a plaque that has been located by the main entrance since 2018.











DURING THE NINETY YEARS OF IT'S EXISTENCE, IT WAS DESCRIBED IN THIS SECTION, THAT OMNIPOL HAD A GREAT DEAL OF EXPORT SUCCESS TAKING THE LEAD FOR, MANY IMPORTANT CZECH AND SLOVAK COMPANIES.

IN RECENT YEARS, OMNIPOL HAS BECOME AN IMPORTANT INDUSTRIAL GROUP UNITING THE MOST IMPORTANT CZECH HI-TEC AEROSPACE AND DEFENCE BRANDS. THIS IS MAINLY DUE TO THE VALUES, UPON WHICH THE OMNIPOL GROUP IS BUILT. THEY ARE BASED ON OUR EXPERIENCE, AND INDUSTRIAL TRADITIONS OF OUR COUNTRY. THIS INCLUDES OUR CAPABILITY TO BE INNOVATIVE, WHICH WE CONSIDER A KEY SUCCESS FACTOR FOR THE FUTURE ECONOMIC DEVELOPMENT OF OUR COUNTRY.

SUPPORT AND GROWTH OF THE CZECH AVIATION AND DEFENCE INDUSTRY REMAINS OUR PRIORITY FOR THE FUTURE.

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