

SECURITY INFORMATION
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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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[Redacted]

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Details of work carried out by German technicians
in Zavod 1, Podberesje.

[Redacted]

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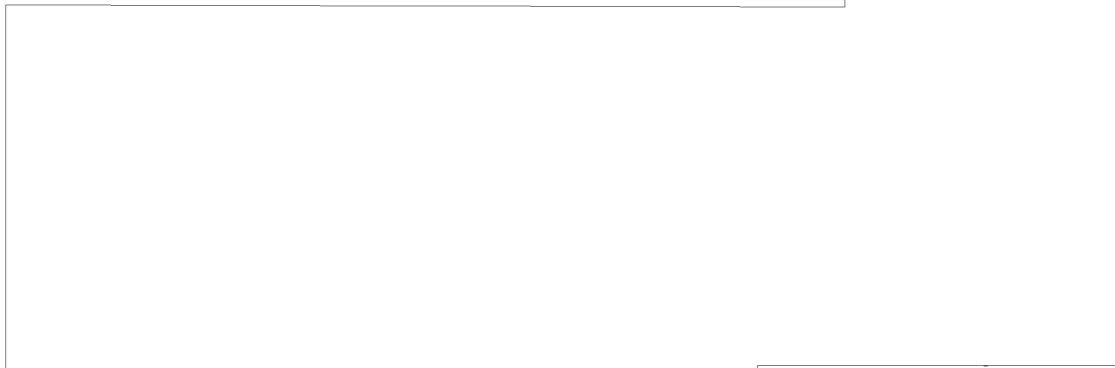
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Two DC.3s and 1 - JU.88 were used for the trip, the latter being a flying test bed for the Argus Pulse-Jet. [redacted] uncrating the EF.131 V-1 and V-3 (the EF.131 V-2 was in Tsagi for static tests), and the three models of the EF.126 (V-1, V-2 and V-4). The aircraft were assembled within ten days and then followed ground and taxi tests for general air worthiness. The EF.131 V-1 flew eight times [redacted] powered by six Jumo 004 jet engines between the spring and autumn of 1947.

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3. In October 1947 Ramenskoye was closed down for Junkers personnel [redacted] went to Podberesje where work was being carried out on the EF.131 V-1. In late 1947 a Migulin engine arrived [redacted] classified as a "Stand-turbine" i.e. not to be used for actual flight tests. After installation designs had been drawn up, a second similar Migulin engine arrived and after the engines had been installed in the EF.131 V-3, the aircraft was transported to Teplistan by road, accompanied by the flight testing group in May 1948.

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4. After the aircraft had been reassembled at Teplistan, two new Migulin engines arrived, together with a group of eight Russian engineers from the Migulin factory in Moscow. These engines were installed prior to flight tests. [redacted]

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5. During the summer of 1948, various flight tests were carried out [redacted]

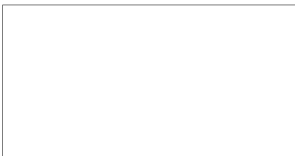
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8. It was decided to concentrate on:-
(a) Aircraft at Ramenskoye with stress on aircraft equipped with Walther rockets.

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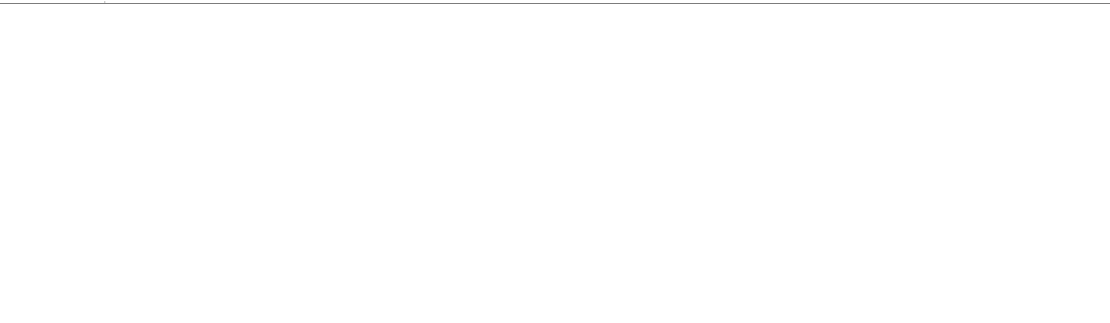
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- (b) Migulin engine.
- (c) General questions on the EF.131 with Migulin engines and EF.150
- (d) Details of factory on the other side of the Volga from Podberesje.

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Aircraft at Ramenskoye 1946-47



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10. [redacted] the Siebel Group in Podberesje developed a rocket aircraft [redacted]. The Siebel machine seemed to be more advanced in design than the Russian rocket aircraft.

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[redacted] there were three of this type on the airfield. Whilst [redacted] there (date forgotten) one aircraft exploded in the air at take-off.

[redacted] the climb from the runway was steep and the rate of descent on the approach seemed high.

11. [redacted] the type of under-carriage [redacted] had an ME.163 under-carriage with jettisonable wheels and a retractable main skid

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Migulin engine

12. This detailed part [redacted] proved almost as disappointing as the description of the rocket aircraft.

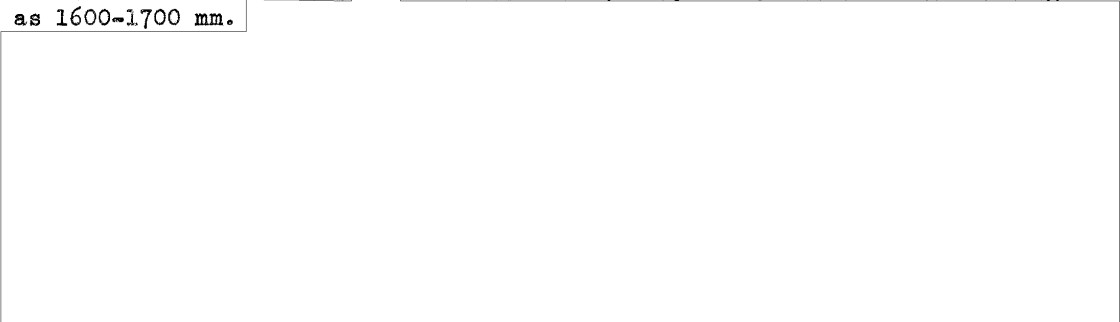
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[redacted] not give one accurate dimension or physical aspect of the engine.

[redacted] the engine as having a direct entry annular air intake, an 8-stage axial compressor, approximately 12 individual flame tubes, a single-stage turbine and an adjustable bullet in the jet pipe. [redacted] it had a Junkers control system as fitted to the Jumo 004. The engine seemed extremely stubby when compared with the 004 and the overall diameter [redacted] estimated as 1400-1500 mm. and the overall length as 1600-1700 mm.

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13. The engines came from what was generally known as the Migulin factory in Moscow. [redacted] the number of the factory [redacted] was something similar to Zavod 450. 25X1

14. The whole of the summer of 1948 was devoted to flight tests with the EF.131 V-3 fitted with the Migulin engines. They were started by means of a compressed air aggregate in accordance with common German usage. [redacted] the thrust of the two engines was measured by means of a dynamometer, cables being attached to the oleo legs and led back to the dynamometer. [redacted] the thrust for both engines combined at full throttle was 6,000 kgs. 25X1

15. [redacted] Paul Roehr was the Head of the Engine Installation Team [redacted] The installation itself was done under Seidel, a machine shop foreman who had returned to the East Zone of Germany with the 1950 transports. Roehr is still in Russia. 25X1

General Information on EF.131 with Migulin Engines and 150

16. In March 1950 the EF.131 V-3 was despatched by boat to an airfield near Kimry (name unknown). [redacted] tests had gone on all the summer with Russian ground personnel, the aircraft being flown by a Russian pilot. A small sprinkling of German engineers accompanied the machine but only one or two stayed there. The general rumour in Podberesje was that excessive vibrations in flight caused the Russians to go very carefully in the tests, [redacted] the general feeling in Zavod 1 was that the EF.131 V-3 was still at least a year from being put into series production. 25X1

17. On the subject of the full-scale mock-up in Zavod 1 [redacted] it was not regarded as a major effort and the main work done in the factory during 1950 was on the modifying of the EF.131 V-1. Some work was done on construction of the fuselage but even this was nowhere near complete in 1950. [redacted] 25X1

18. [redacted] details of the metals used in Zavod 1 during 1949 and 1950 [redacted]

Designation: D.10 }
 D.11 } Were light alloys
 D.16 }

Designation: W.95 Was a light alloy which was used where greater stress was expected.

The only steel designation [redacted] was a sheet metal used for fittings known as 30HGSA. [redacted] no details of any constituents in these metals. 25X1

Factory on the other side of the Volga from Zavod 1

19. [redacted] a settlement on the other side of the [redacted] of the Volga at the beginning of 1947. [redacted] large-size sheds and houses camouflaged to some extent under pine trees. The highest point in the area was a water tower 25-30 m. high on the far side of the houses from the village of Bolshoi-Volga. This water tower [redacted] estimated as being 3-4 km. from the power station, 25X1

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light house and Stalin and Lenin memorials near the village of Bolshoi-Volga. [redacted] great deal of building had gone on during the three years but again, only on sheds and houses. A new railway line ran from the village of Bolshoi-Volga into the "factory" area. The general rumour in the district was that it was a munitions factory. No water pipes were seen running into the river, he saw no fences or walls and was of the opinion that all workers lived within the area.

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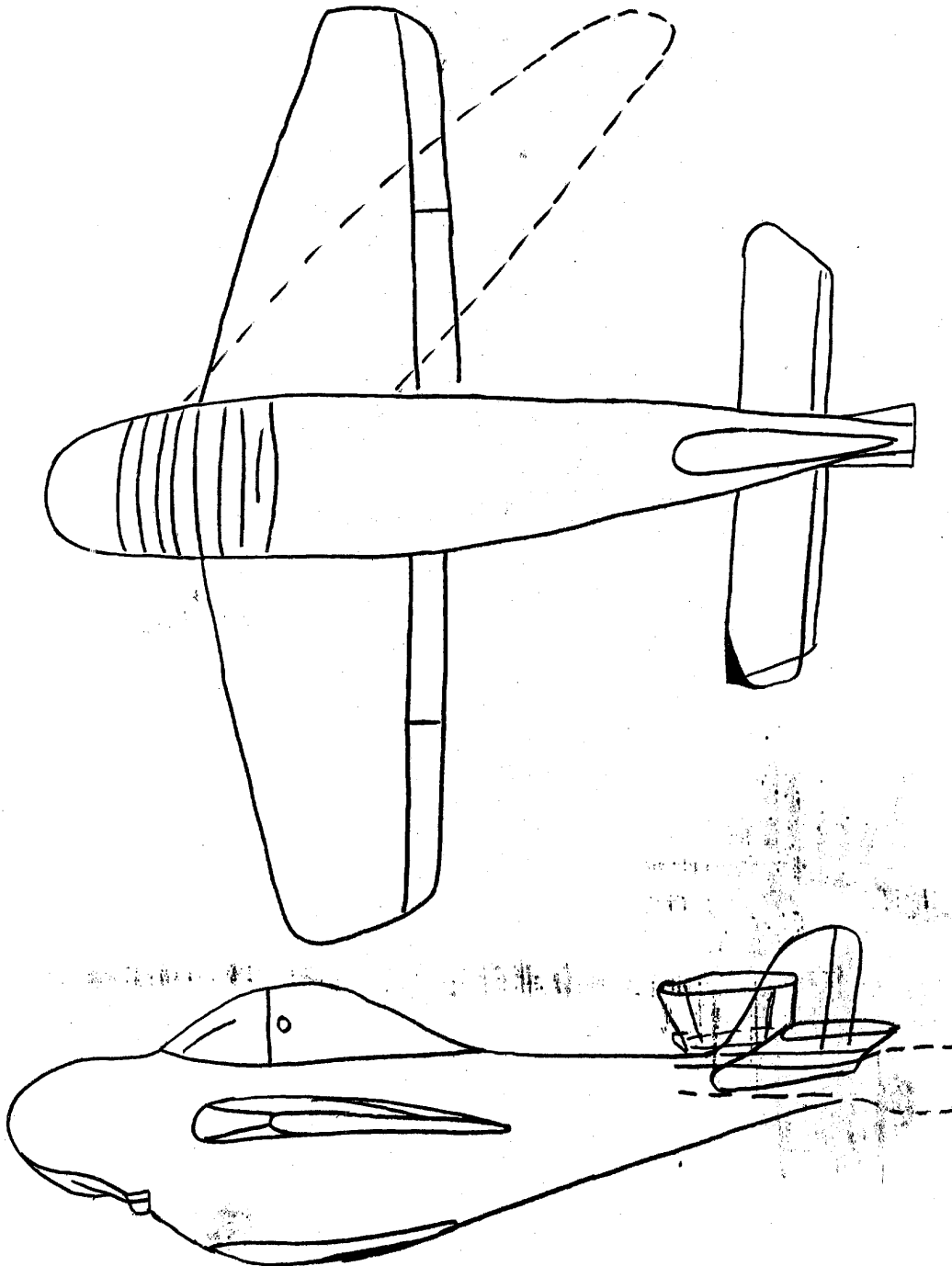
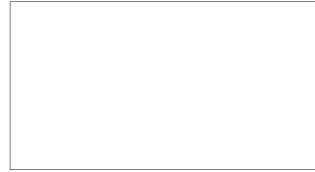
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Enclosures: (A) Aircraft sketch
(B) Migulin engine sketch

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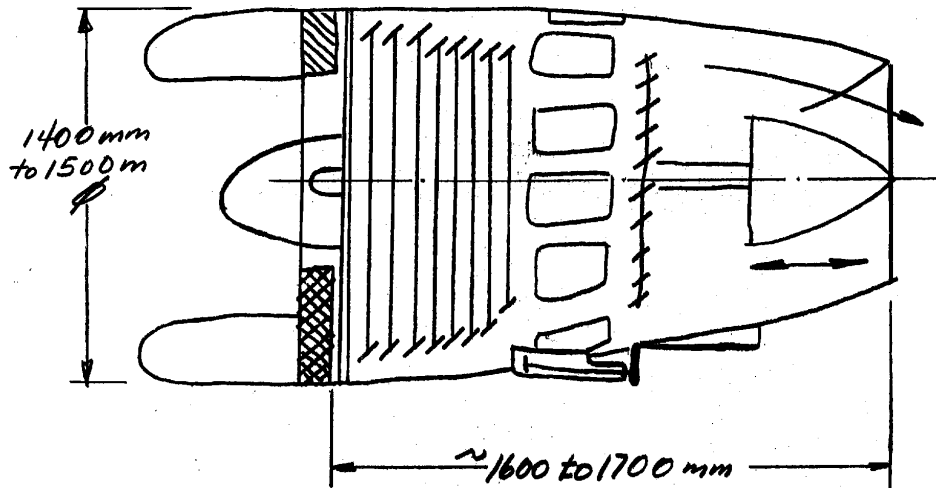


SINGLE-ENGINE ROCKET AIRCRAFT SEEN AT RAMENSKOYE 1946-47.
(Original sketch untouched)

ENCLOSURE (A)

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MIGULIN ENGINE
(Original sketch untouched)

ENCLOSURE (B)

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