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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO. [redacted]

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1. Production: (See sketches 1 through 3)

Eight to 10 jet fighters per week. It took 3½ days to assemble one plane.

Descriptive data: Length about 7.6 meters, wing span 7 meters. [redacted] Diameter of fuselage at mounting of cockpit about 1.75 meters. Cockpit: Length about 1.35 meters, height 30 cm, two-man crew, both facing in the same direction. The cockpit was protected by 1-cm armor plates. Only the front seat had a control stick. For figuration of wings see sketch 2. Wing chord about 3.3 meters, thickness of wings at root about 35 cm. Landing flaps 2 meters long and 20 to 50 cm wide. Such landing flaps were, allegedly, in the form of brake flaps at the leading edge of the wings extending 3 meters, measured from the wing roots. ([redacted] probably he means conventional split flaps fitted at the trailing edge of wings.)

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After the removal of the turbine the wings were packed in one unit.

The shape of the elevator assembly was not remembered; for rudder assembly, see sketch 1.

The craft was fitted with a nose wheel (sketch 3), the main landing gear retracted inward. The wheels were about 3.5 meters apart, the shock-absorbing struts were not faired. No armament was seen but there was a hole 4 cm in diameter in each wing about 1.5 meters from the fuselage. Radio equipment was not seen. The craft was fitted with a small antenna rod

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from which an antenna led to the rudder assembly (sketch 1).

The plane was fitted with one jet engine. These engines arrived only at night in boxes 400 x 100 x 100 cm. The engine was about 3 meters long and had a maximum diameter of 30 cm, the jets one of 20 cm. The air intake was covered by a red plywood lid. [redacted] 25X1

25X1 [redacted] the air intake [redacted] a curved device in the shape of
25X1 a propeller hub. The turbine blades could only be partially seen since the fairing of the air intake was arched. [redacted] 25X1
25X1 [redacted] the turbine was a copy of the BMW turbine since BMW firm plates were seen in 1946 and the turbines installed afterward exactly resembled the BMW turbine. The turbine projected with its upper section into the fuselage and its front section was supported by a 30-cm steel belt.

The craft had two fuel tanks above the turbine. The oil tank was above the retracted nose wheel. The plane was an all-metal plane. De-icing facilities were not seen.

2. Observations at the disassembly of the plane:

The disassembly was done by a four-man detail. The two wing tips were supported and the turbine removed. The front and rear ends of the fuselage were then lifted so that the wings were detachable. The elevator assembly was dismantled next. The fuselage, wings and tail assembly were packed in one box and the turbine in another.

3. Final assembly procedure: (Sketch 4)

The assembly line procedure with prearranged work phases was used. Wings and fuselages were assembled separately and then assembled in a third phase. There were four rigs for each of the assembly phases.

4. Engine test stand:

The delivered jet engines were given a test run at an engine test stand prior to installation.

5. Performance data:

Soviets said that the maximum speed of the craft was about
25X1 1,200 km/h. [redacted] cruising speed at 800/km/h and the maximum speed at 900 km/h.

25X1 [redacted] Comment:

a. The report confirms the production in the Tbilisi Plant No 31 of a two-seater plane with one jet engine fitted under the fuselage. However, its description varies in some minor details from previously known data.

b. In agreement with a previous report [redacted] 25X1

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different from the hitherto assumed figuration of the Yak-15, the jet engine was mounted below the center of the fuselage.

c. The report mentions that the landing gear retracted inward while most other reports stated that it retracted outward. This divergence, however, is not of great importance since even a turn of the wheels in the process of retraction may be taken for an inward retraction.

25X1 d. [redacted] contrary to former reports [redacted] the two seats were facing in the same direction. The armor protection of the cockpit and the equipment with one control stick would indicate that the craft represented a combat version. It is therefore possible that besides the two-seater training version there was another version of this type fitted as a reconnaissance or ground attack craft. This latter version now seems to be replaced by a third version fitted with a revolving seat and a weapon pointing to the rear. 25X1

e. The estimated weekly output of 8 to 10 jet fighters may be correct relative to the status of early 1948 but not for August 1948 unless these figures refer to the production of one version only. On the basis of numerous reports it is believed that 120 to 150 planes of the above type were produced monthly in the Tbilisi Aircraft Plant in the summer of 1948.

f. The data on the assembly and dismantling procedure used in Tbilisi are in agreement with previous information (Sketch 4).

<u>2 Annexes</u>: Jet Fighter produced in Aircraft Plant No. 31 in Tbilisi (4 sketches on two dittos)

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