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REPORT NO. []

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INFORMATION REPORT

COUNTRY USSR/Germany (Soviet Zone)

DATE DISTR. 28 Feb. 1952

SUBJECT Technical Specifications of the EF-132 Type Heavy Bomber

NO. OF PAGES 2

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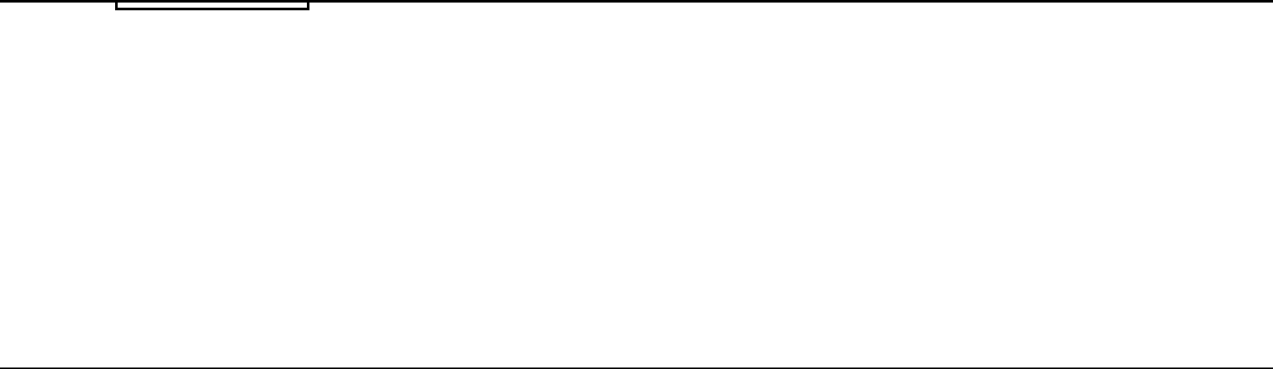
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SUPPLEMENT TO REPORT NO.



25X1X 1. In 1946 a heavy bomber having the type designation EF-132 and a modification of this type which was to be used as a reconnaissance plane were designed by the Special Constructions Bureau (SKTB) No. 1 in Dessau. A mock-up model of the aircraft was made.*

2. Descriptive data:

- a. The aircraft was designed as a semi-high-wing monoplane with swept back wings and tail assembly. In order to meet the range specifications demanded, the plane was fitted with six JUMO-012 engines mounted in the wings. The wing thickness required in the jet engine area was obtained by increasing the profile thickness from 16 to 20 percent. For reasons of better stability and servicing, the jet engines were ultimately placed on rails, which made it possible to pull them out of the wings.
- b. The aircraft was designed with a tricycle landing gear, the nose wheel retracting into a recess under the pressurized cabin. The main landing gear, in tandem, was fitted inboard of the inside jet engine. This arrangement of the landing gear was known from various large aircraft types designed at the Junkers Aircraft Plant. The required tire sizes of 1.80 meters in diameter were, however, not available at that time. A second solution was therefore provided. This version was characterized by the utilization of smaller wheels and an auxiliary landing gear mounted between the two main wheels which was jettisoned after take-off. The Junkers Plant acquired experience with multiple-wheel landing gears by the construction of the Ju-390 type aircraft.
- c. The four-man crew** was housed in a spacious pressurized cabin in the nose. The shape of this cabin was similar to that of the Ju-287 and Ju-86 aircraft.
- d. The plane was to be provided with three remote-controlled gun stations to be delivered by the Borsig firm. Two gun stations each with two 30 mm cannon were located just behind the pressurized cabin. These gun stations had a complete free area for firing except for dead spaces of the tail

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assembly and the pressurized cabin. A remote-controlled 20-mm four-barreled machine gun was mounted aft of the tail assembly. Weapons having effective range directly to the front were not provided.

- e. The mounting of the jet engines in the wings and the arrangement of the landing gear made it impossible to carry sizable amounts of fuel in the wings. The bulk of the fuel was therefore stored in special rubber containers.
- f. Specifications:
 - Payload: four tons of bombs and one ton armament.
 - Wing span: approximately 40 meters.
 - Length: approximately 30 meters.
 - Wing area: approximately 230 square meters.
 - Tail assembly area: approximately 38 percent of the wing area.
 - Maximum take-off load: 90,000 kg.
 - Tactical range: 8,000 to 10,000 km.
 - Maximum speed:
 - at sea level, approximately 800 km per hour.
 - at 4,000 meters, approximately 900 km per hour.
 - at 11,000 meters, approximately 750 km per hour.
 - Service ceiling: approximately 13,000 km.
 - Rated take-off ground run: 2,700 meters.

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Comment: For mock-up of aircraft, and chart of its performance, see Attachment 1 and 2. The report supplies information on design project No. 132, which was being worked on at the Junkers Aircraft Plant shortly before the end of the war.

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Comment: Previously reported to be a five-man crew.

Attachments:

1. Sketches of the EF-132 type bomber
2. Graphic representation of the maximum speeds of the EF-132 at various altitudes.

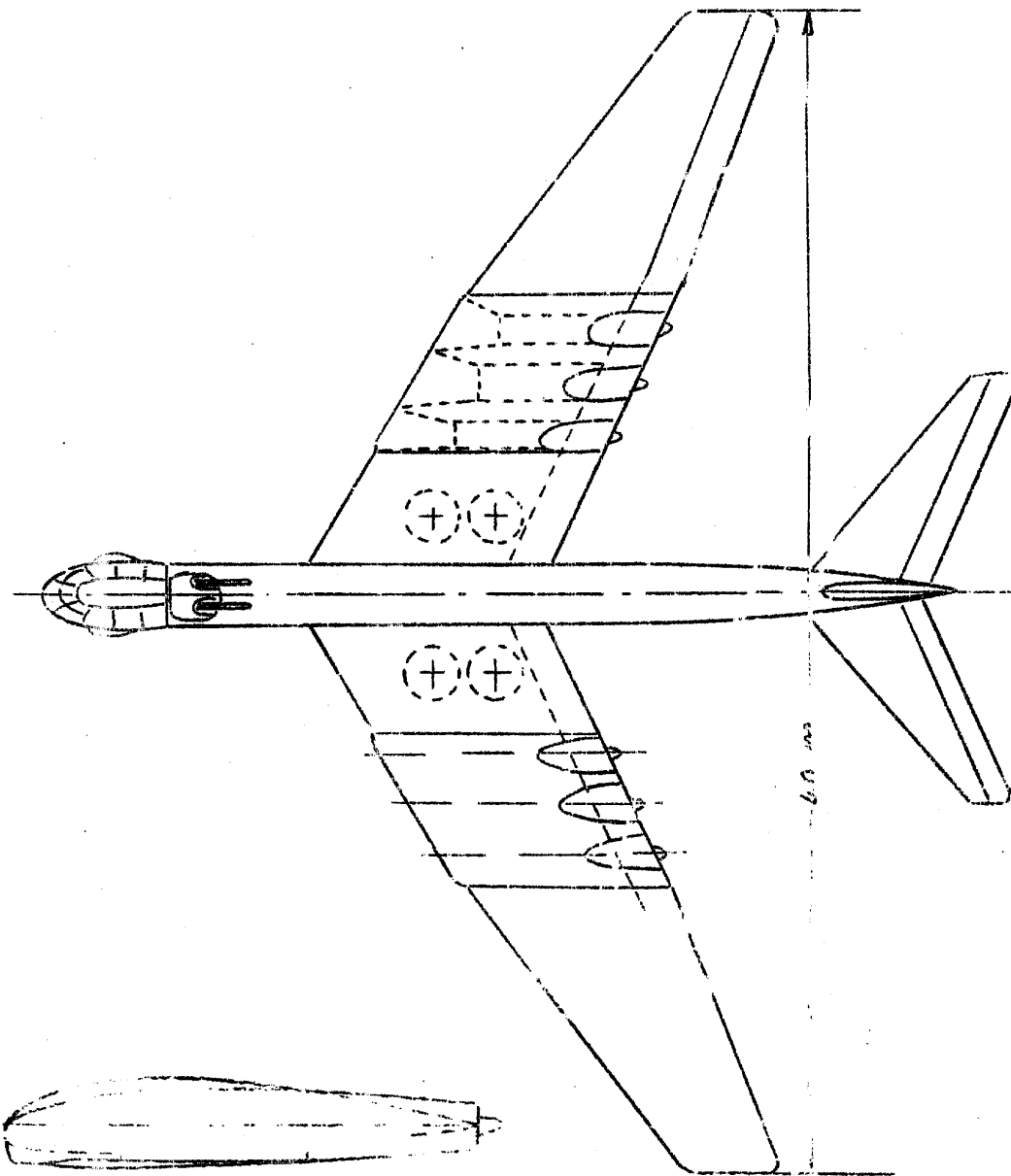
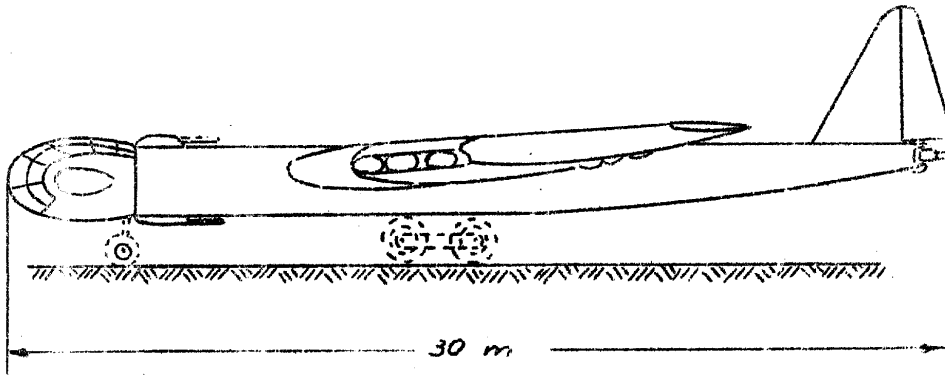
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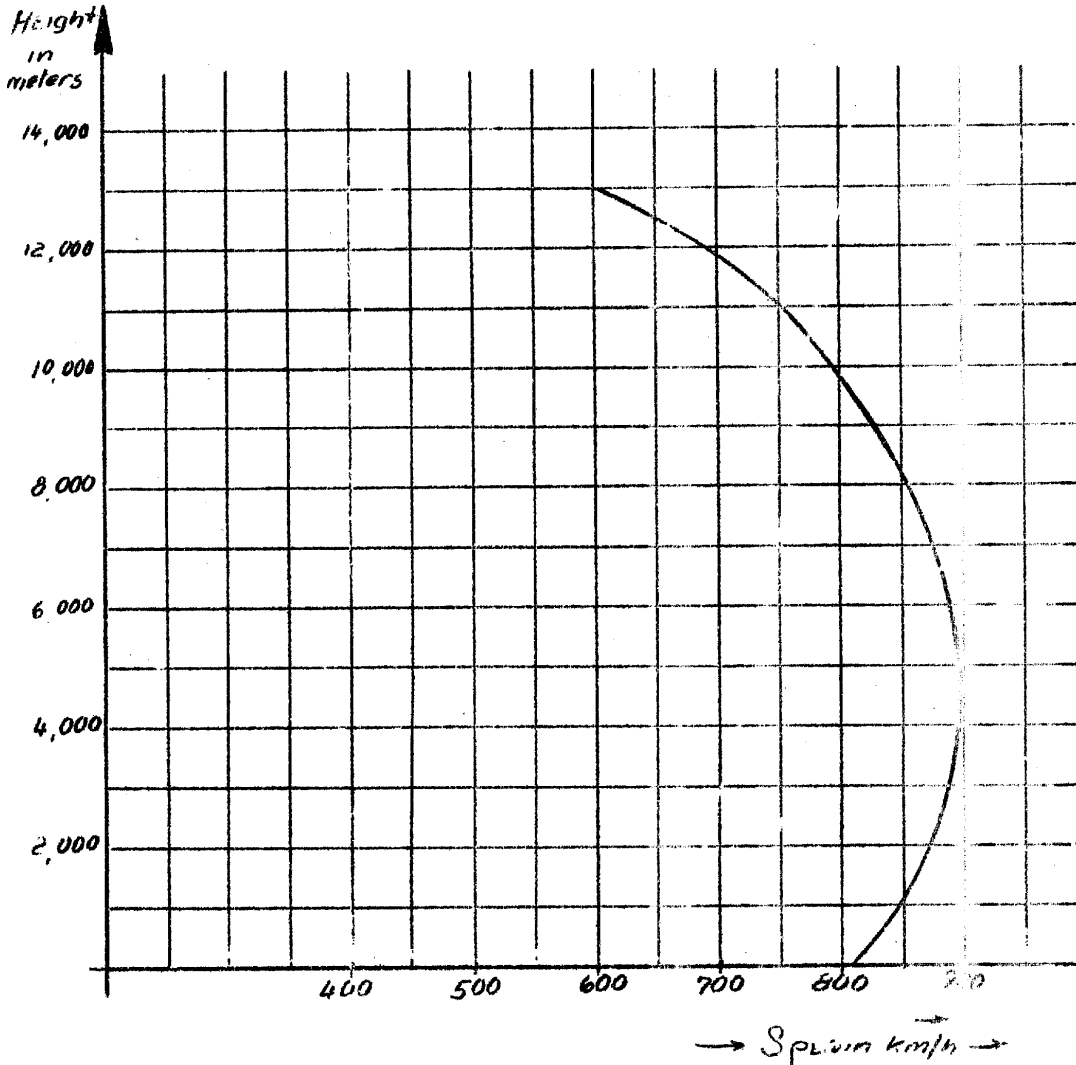
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Sketches of LF-132 Bomber Aircraft



Graphic Representation of Maximum Speeds of the EF-132 Bomber
at Various Altitudes



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