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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO. [redacted]

CD NO.

COUNTRY East Germany

DATE DISTR. 19 November 1952

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DATE OF INFO. April to July 1952

SUPPLEMENT TO REPORT NO. [redacted] 25X1

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THIS IS UNEVALUATED INFORMATION

[redacted]

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1. In June 1952, [redacted] engineers were asked by agents of the East German Government whether they were willing to work in a construction bureau at a monthly salary of 1,200 eastmarks. The construction bureau was to be established as part of a new aircraft plant near Pirna (N 51/F 38) which is scheduled to manufacture sport planes.

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2. On 3 July 1952, a procurement agent of the Erfurt railroad district observed that cargo gliders were being manufactured in Silberstein near Pirna.

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3. In June 1952, an agent of the Maschinenbaudirektion Dresden [redacted] for an aircraft plant 18 km from Dresden. [redacted] Engineer Mueller (fnu), who returned from Upravlenchesky-Gorodok, U.S.S.R., in late 1951, [redacted] allegedly gets a monthly salary of 800 eastmarks. In June 1952, three employees of an office at 1-4 Schnellerstrasse in Berlin visited the SAG Avtovelo Plant in Berlin-Adlershof. One of these employees was former Lieutenant Colonel Hoffmann (fnu) who, prior to 1945, was assigned to the High Command of the German Armed Forces and, from 1945 to 1948, served with the Volkspolizei. These employees discussed the possibility of using the Avtovelo Plant to test engines. The Avtovelo Plant intended to make available for this purpose the building of the former pressure cabin test stand which is presently occupied by the motor pool of the HVA. (2)

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4. In June 1952, a mechanic stated that the manufacture of aircraft and ship engines is to start soon in the former aircraft engine plant in Genshagen (N 53/4 72), south of the railroad line from Michendorf to Gross-Beeren. The plant was dismantled in 1945 but has been reconstructed in the meantime. Engine specialists are being hired for this plant. (3)

5. In May 1952, [redacted] a special workshop for aircraft engines was established in the factory area of the Askania Works at Zehlendorfer Damm in Klein-Machnow near Berlin. [redacted] In late April, sections of four large workshops and aircraft engines from Schoenefeld airfield arrived by truck and rail at the Askania Works. On 28 May 1952, the aircraft engine department of the Askania Works was officially opened in the presence of about 50 high ranking Soviet officers.

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6. In July 1952, a departmental chief of the construction bureau in Koepenick stated that prominent specialists in the field of aircraft construction in Eastern Germany were being contacted. He mentioned Tops (fnu), formerly manager of the Arado Aircraft Plant and Heinrich (fnu), formerly test pilot of the Heinkel Aircraft Plant. [redacted] the manufacture of aircraft was started in Pirna. According to rumors, only sport planes and trainers were to be constructed there for the time being. Alfred Boese and Anders (fnu), designers of the Arado Aircraft Plant who returned from the U.S.S.R. in June 1952, allegedly volunteered to work in Pirna. (4) 25X1

7. In late June 1952, the establishment of an aircraft industry was discussed at a conference which was attended by representatives of various East German ministries. At the same time, members of the former aircraft industry were requested to participate in meetings in Berlin. Prior to 4 July 1952, these experts had not yet returned. [redacted] 25X1
25X1 [redacted] the following persons who were ordered to go to Berlin: Tops (fnu), deputy technical director of the VVB Hochseeschiffbau, formerly aircraft designer; Heinrich (fnu), chief test pilot of the Heinkel Plant; Kroeger (fnu), chief test pilot of the air force testing station in Rechlin. According to Tops, basic questions relating to the manufacture of aircraft were to be discussed in Berlin. [redacted] 25X1
25X1 [redacted] a meeting of all former aircraft engineers in Rostock [redacted] As the first step in the establishment of an aircraft industry, the section for light metal construction was made an independent department within the framework of the VVB Hochseeschiffbau. According to an administrative employee, the management of the VVB Hochseeschiffbau is to be transferred to Magdeburg. (5)

25X1 [redacted] Comments.

(1) The aircraft plant mentioned is probably located in Pirna, about 18 km southeast of Dresden.
(2) This item of information refers to engineer Otto Mueller, an engine specialist, who was previously employed by the BMW. Former Lieutenant Colonel Hoffmann is not identical with the inspector general of the Volkspolizei. The reconstruction of the pressure cabin test stand in Adlershof was previously reported [redacted] 25X1 25X1
(3) According to information [redacted] 25X1 [redacted] reconstruction of the plant in Genshagen was planned and clearing work started in the spring of 1952. A small portion of the plant is used as a motor vehicle repair shop. Details on the production of the reconstructed plant are not available. 25X1
(4) Engineers Alfred Boese and Helmut Anders had been deported to Ostashkov in the U.S.S.R.
(5) These statements, though unconfirmed, are forwarded because they are the first information on the establishment of an aircraft industry in Eastern Germany.

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