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 CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

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THIS IS UNEVALUATED INFORMATION

1. At the end of World War II, the Torpedo Propulsion Design Group at Junkers/Dessau was required to continue the development of the closed-cycle propulsion motor. Material and equipment, as well as personnel, were made available by the Soviets. From Autumn 1945 until Autumn 1946, work continued on the propulsion motor, which was known both to the Soviets and to the Germans as KM-8 (Kreis Motoren-8). During this period, the Germans reconstructed not only the propulsion units but also the torpedo bodies under the supervision of Soviet civil and naval engineers. In addition, all of the technical data, drawings and calculations were assembled under Soviet orders.
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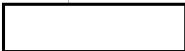
2. The Torpedo Propulsion Design Group, charged by the Soviet occupation force with the development of the closed-cycle propulsion motor, was organized as follows:
 - a. Design Office
 - Approximately 8 engineers
 - Approximately 10 designers
 - Approximately 15 draftsmen
 - b. Test Stand
 - Approximately 5 research engineers
 - Approximately 35 foremen, test stand mechanics, and auxiliary personnel

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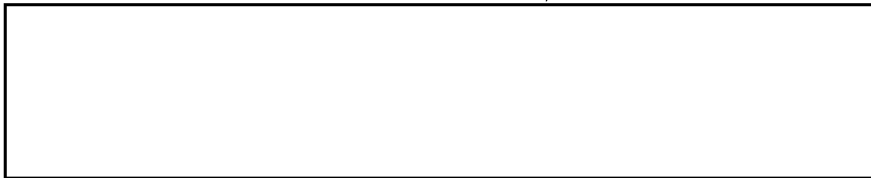
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3. The Soviet command of this group at Junkers was as follows:

a. Commander (fn) **Davidov**



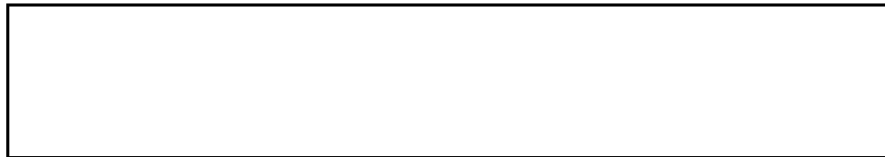
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b. Lt. Commander (fn) **Ivanov**



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c. Engineer (fn) **Petrov**



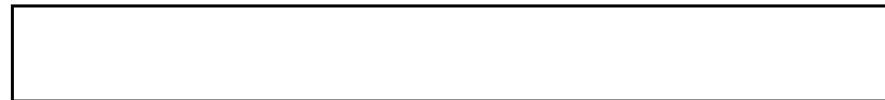
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d. Engineer (fn) **Christofe**



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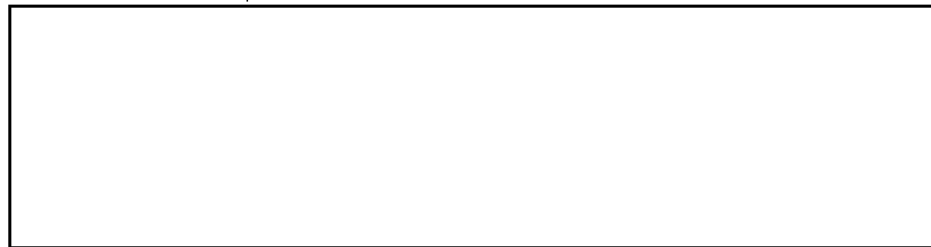
e. Engineer (fn) **Korolko**



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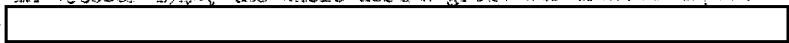
4. Furthermore, for the purpose of examining and judging the possible utilization of the closed-cycle torpedo propulsion motor, a number of higher ranking Russian naval officers were present temporarily in Bessau. Among these were:

a. Captain (fn) **Irona**



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5. One morning in October 1946, the whole design group was ordered deported to the USSR



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25X1 [redacted] The Germans in the Torpedo Design Group were told that they would be going to Machatsch Kala (Makhachkala) on the Caspian Sea where a whole new plant and test plant 1, based on the Dessau works, had been erected. This was later confirmed in 1949

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6. The following German engineers and specialists who worked at the design office and test stand were sent to the USSR:

a. Engineer Mika, Emil.

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b. Engineer Moller, Wilhelm.

[redacted]

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c. Engineer Valerius, Wilhelm.

[redacted]

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7. In addition, the following foremen and mechanics were deported:

a. Schmidt, Heinz

[redacted]

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b. Schleicher, Karl

[redacted]

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c. Grube, Karl

[redacted]

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d. Pfanschmidt, Alwin

[redacted]

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[redacted]

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[Redacted]

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9. The Soviets sent everything in the torpedo and propulsion design office to the USSR including not only the technical data, drawings, test equipment and test stands, but also the furniture, light fixtures and heating pipes as well. In addition, the six or seven completed torpedoes and closed-cycle propulsion motors, built and assembled by the group under Soviet orders and supervision, were shipped to the USSR. [Redacted] told by Soviet officers [Redacted] torpedo propulsion people were going to Machatsch Kala on the Caspian Sea. At this time the Junkers/Dussau air frame group and the Engine Design group were told that they were going to Moscow and Kybyshev, respectively. [Redacted] whether anyone in the Machatsch Kala group has returned from the USSR.

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10. The closed-cycle propulsion motor was not completely developed at the time the group was transferred to the USSR. Although some water-run tests had been made on the torpedo and propulsion motor, the latter was not functioning properly. The chief difficulty was in the regulating system (Regelsystem), where oxygen compressed to 5 atmospheres was admitted to 5 atmospheres before introduction into the motor (in the flow passage line). This regulating system had not been perfected. Another problem yet to be solved was the introduction of oxygen into the motor after the motor ran for a half second on air following launch. Bad functioning of the motor sometimes occurred in this step.

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11. [Redacted] whether the Germans nor the Soviets had been able to complete successfully the development of the closed-cycle torpedo propulsion motor prior to 1941, for the reason that neither the Germans nor the Soviets were technically qualified to overcome the problems already indicated (see paragraph 10). Moreover, source had been approached twice to assist in this work. In 1940, graduate engineer

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[Redacted]

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12. The use of liquid oxygen in the closed-cycle propulsion motor had been considered at Junkers, and a feasibility study was made by [Redacted] The study led to no further developments. [Redacted] did not and neither the Soviets were interested in the use of liquid oxygen, and [Redacted] was not brought up [Redacted]

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13. None of the German group which went to the USSR was knowledgeable in the use of hydrogen peroxide which had not been considered for use in torped propulsion motor either by the Germans or the Soviets at Berlin.

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[Redacted]

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