50X1-HUM

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

DAS

CD

COUNTRY Hungary

DATE DISTR. 2 NOV 1950

SUBJECT Development of Acoustical Air-to-Air Rocket

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS. 1 (LISTED BELOW)

DATE ACQUIRED

SUPPLEMENT TO REPORT

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DATE OF

THIS IS UNEVALUATED INFORMATION

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1. The rocket largely motivated by the urge to evolve some defense against the Soviet air attacks on Budapest. delegated the manufacture of 50X1-HUM the various components to the managers of the various MAVAG divisions on an informal basis. By late fall of 1944 the experimental model of the rocket was ready for testing.

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2. The only component of the rocket that MAVAG could not supply was the propellant explosive which was obtained from Germany; it came from a plant near Breslau, did not know the material of which the propellant consisted. It was brownish-black The propellant was in the form of round bars, in several dimensions, and was therefore easy to measure in terms of amounts needed (so many bars of a certain diameter) to propel the rocket during the tests. In the final test, enough propellant to drive 50X1-HUM the rocket approximately one to one-and-one-half miles, ground to ground.

3. The body of the rocket measured 10 to 12 inches in diameter and from 35 to 40 inches long, exclusive of the head and exhaust tail; the latter was about 4 50X1-HUM inches long. Available is an original engineering drawing labeled

4. The rocket head, containing the acoustical firing device was cut or slit to admit sound or frequency impulses. The problem of the formation of a vacuum,

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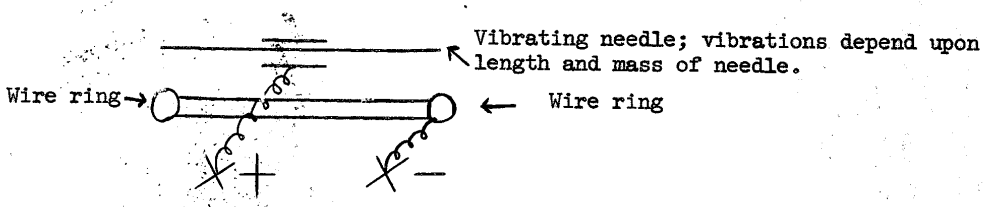
caused by the rocket's speed, which would block sound impulses from being picked up by the acoustical device in the head, was finally solved by an acoustical engineer, Charles Pulvary, an inventor not connected with MAVAG. Wind tunnel tests were successful in both demonstrating and finally solving this vacuum problem.

5. The only complete drawing of the rocket was in the MAVAG office in on Christmas Eve, 1944, The next day Budapest was surrounded by the Soviets and never heard what happened to the drawing of the rocket. 50X1-HUM

6. Pulvary perfected the acoustical firing device The basic idea, is as sketched below: 50X1-HUM



Audio frequency of a given object can be found and needle adjusted to jibe with it and close the circuit. 50X1-HUM

7. Personalities involved in the development of the rocket were few because most persons handled only one component and were not familiar with the final product; in fact, most of these people did not know the components were intended for a rocket. This was normal procedure, especially during 1944 when MAVAG was very busy. However, one engineer was assigned to handle all propelling problems - to "get it flying". He was Imre Koran, and he must still be in Hungar 50X1-HUM he had been in charge of part of the MAVAG plant at Diosgyor in 1945 and 1946 but was later demoted by the Soviets.

8. Koran's superior was General Karoly Bezler, an artillery officer who was assigned to MAVAG as director of the gun factory. General Bezler got out of Hungary and was at that time /1948/ living in Haiti or the Dominican Republic. he would recall the rocket experiments. 50X1-HUM 50X1-HUM

9. Other persons involved in the development work on the rocket were Kalman Borbely and Erno Weigl, both MAVAG engineers, who are still in Hungary. 50X1-HUM

10. Military personnel who took part in the testing at the ballistical testing area called "Zero point" in western Hungary were: Colonel Bela Almay, who is now somewhere in Bavaria; and Colonel Jeno Markotay-Velsz, who is now somewhere in Sweden. 50X1-HUM

11. The only critical material used in the rocket was magnesium and, of course, the propellant which we secured from Germany.

12. not believe MAVAG would be the logical company to produce rockets in quantity. a tube or pipe mill would be more suitable for production runs of rockets. MAVAG was, and still is, essentially a heavy equipment producer concentrating on locomotives, etc. 50X1-HUM

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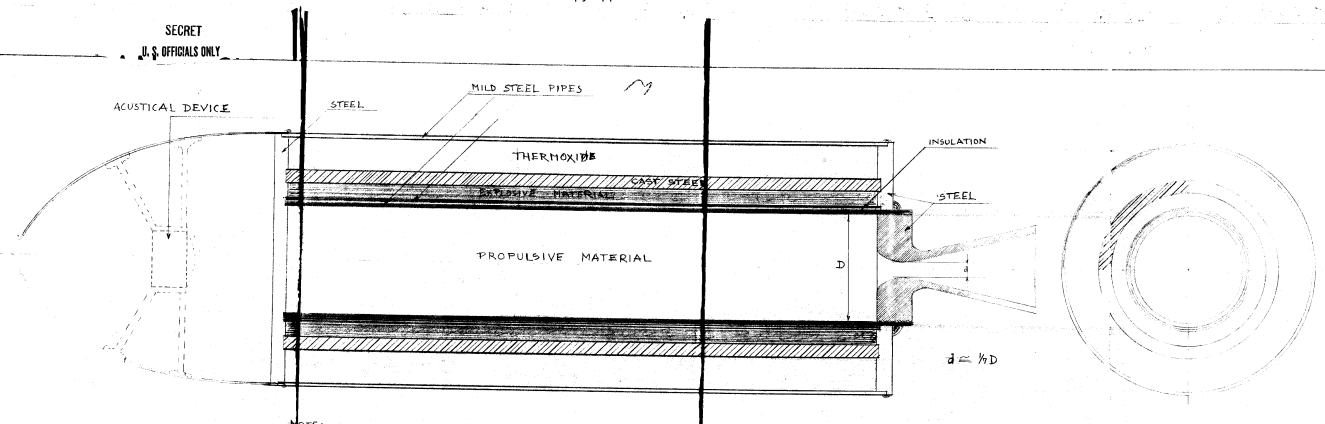

NOTE:
THERMOXIDE IS A PROPER MIXTURE OF IRON-OXIDE AND ALUMINUM

ROUGH SKETCH OF A SPECIAL ROCKET

(10 October 1944)