

INFORMATION REPORT

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2. Throughout this report for Traffic Ministry read Ministry of Communications.
3. In Paragraphs 1 and 2, for Ministry of Armaments and Munitions read Ministry of Armaments.

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C O N F I D E N T I A L

REPORT

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COUNTRY : USSR (Moscow Oblast)
SUBJECT : Information on the Work of Dr. PAUER
at Bolshevo

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SECURITY INFORMATION

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1. Professor Dr. Walter PAUER was among the German specialists [redacted] transported to the USSR in October 1946. In Podlipki, the transports from Germany were separated according to the various institutes, such as Podlipki, Monino, Fryazino, etc, to which [redacted] to be sent. PAUER was the only German sent to work at Bolshevo. Several [redacted] people who worked at Plant 98 lived, but did not work, in Bolshevo. [The fact that PAUER lived in and worked near Bolshevo was misinterpreted [redacted] to indicate that the organization for which he worked was a subdivision of Podlipki, but physically separated from it. The only relationship between the two organizations was their geographic proximity.] In 1947 [redacted] Professor PAUER was ill. [redacted] it was only a ten-minute walk from Podlipki to Bolshevo [redacted] PAUER lived as a single German among many Soviets, all of whom worked

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for the Ministry of Traffic (Verkehrsministerium). PAUER [] wanted to try to come to Plant 88, since he, as the only German at the purely Soviet concern, felt ill at ease. He said that this Traffic Ministry was working on rockets.

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PAUER was transferred, on the basis of his request, to Branch No. 1 of NII-88 in Ostashkov in March or April 1947. [] never heard the word Kaliningrad used in connection with any of the activities near or around Moscow, i.e. Podlipki, Bolshevo, etc. Professor PAUER had been at any other installation than the two mentioned above. PAUER's place of work at Bolshevo was located rather far from his living quarters. He was picked up and returned by automobile every day. [] thing about any details of the place at which he worked, the organization, etc.

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the Traffic Ministry is not subordinate to the Ministry of Armament and Munitions.

2. The fact that besides the Ministry of Armament and Munitions, still other ministries were engaged in rocket research is supported by the fact that at least two of HOCH's trajectory simulators (Bahnmodelle), designed and constructed at Ostashkov, were sold to other ministries. The Soviets themselves told of this with pride. Employees of these ministries came for instructions in the use of these simulators. Since the simulators were used exclusively for stability investigations of guided missiles, it seems clear that the recipients were (or are) also engaged in rocket research or construction.

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rocket research was carried on at at least three ministries: the Communications Ministry (i.e. Traffic Ministry, which includes postal facilities), the Air Ministry and the Ministry of Armaments and Munitions.

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3. During the war at the Technische Hochschule in Dresden, Professor Dr. Walter PAUER, as head of the Thermodynamics Department, had been occupied with the development of injection systems. After the collapse of the Axis Prof. PAUER was contracted by a Soviet Commission to continue his work in Dresden. He received "intelligentsia" food rations and was paid what was customary at the Bleicherode and Berlin-Gema works without having any formal connection with these works.
4. Along with Professor PAUER the following scientists, who had not been working in Bleicherode and Berlin, were present in transport: Dr. Johannes HOPPE of the University of Jena, Professor Dr. Wilhelm SCHUETZ of the University of Jena, and [] of the Technische Hochschule in Dresden.

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