

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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50X1-HUM

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 26 Apr. 1950

SUBJECT Guided Missile Plants in Moscow-Khimki

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4

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PLACE
ACQUIRED

DATE OF INFO.

THIS IS UNEVALUATED INFORMATION

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1. Plant no 301.

2. Location:

b. Plant manager: A Soviet officer

c. Production:

(1) Prior to reported period, fighters

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(2) During the period of observation, German jet engines arrived at the plant, were disassembled, and their individual units coded. BMW jet engines also arrived at the plant.

2 (3) [redacted] a jet fighter marked in the plant. The unfaired 50X1-HUM
 Turbine of this craft was mounted under the forward part of the fuselage.

Plant No 456

a. location

b. Layout:

c. Production:

(1) Assembly of captured V-1 missiles. No details available on where the finished missiles were shipped. They were never seen at the test stand.

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(2) Assembly of V-2 missiles from captured parts until about 1947. Afterwards it seemed that the individual parts of the propulsion unit were produced in Plant No 456. The testing of the missiles began in 1948. [redacted]

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(3) A former German train, allegedly directly connected with the

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operation of V-2 missiles was parked near the plant.

(A) [] the propulsion units of the V-2 missiles were shipped to some other plant. [] a plant in Moscow -Podlipki was concerned since some German engineers frequently went there.

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d. The following German engineers were employed at Plants no 456 and 257 and at the missile launching site.

(1) Dr. Putze, [] formerly employed at a plant in Thuringia. He was believed to be the head of the subsidiary plant section. 50X1-HUM

(2) Engineer "Erner" Laum, [] employed in the designs bureau. [] Laum, during the war, worked on the designing of a novel torpedo. 50X1-HUM

(3) Klinpel, working mostly at the launching site. He was transferred to the Crimea in the summer of 1948, allegedly for the supervision of experimental launchings of V-missiles.

(4) Erhardt, [] worked in the designs bureau. 50X1-HUM

(5) Winkowski, worked together with Laum.

(6) Engineer Schwarz, a specialist in the field of jet engine experiments. His assistants were:

(7)

Foreman Pilz,

(8) Haase,

(9) Tschechner,

(10) Foreman Eiseler, Dews, Schierhorn, Quabschek.

(11) Engineer Knack and Grefessmuhl.

(12) Miss Tallmauser, secretary to Dr. Putze.

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The information on the connections of the work of these engineers with the plant in Moscow-Podlipki was furnished by Winkowski.

3. []

a. Observations made near the tower []

The propulsion units of the V-2 missiles were trucked, suspended in special devices, from Plant no 456 to the tower. By means of a pulley block and guide rails they were hoisted to the third floor. From the three or four containers [] fluid oxygen was pumped through a blue pipe line to the tower. While this was being done, a white frost developed on the surface of the pipe. After the preparations were completed, a whistle signal was given three times whereupon the Soviet workers went to the command bunker. After further warning signals the starting of a compressor or motor was heard and shortly afterwards, after a loud detonation, a mixture of yellow smoke and flames emanated from the outlet [] At the same time a yellow blasting cloud fringed by white smoke was seen. After a couple of seconds (definitely not a minute) the yellow smoke stopped and for a short time white smoke continued to emanate with a low hissing sound. After completion of the experiment the fire was extinguished by Soviet workers by means of fire extinguishers. []

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b. German foreman Pilz who formerly worked at the tower once mentioned that eight V-2s had been launched so far. [] he saw only the arrival of propulsion units and that launchings must have been in at some other place.

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Observations made at Plant No. 259

b. Various aircraft types, including Mitchel, Soviet single-engine fighters and four-engine aircraft, were fitted with booster rockets. These booster rockets, about 150 cm long and 70 to 80 cm in diameter were fitted at various parts of the planes; they were put into operation prior to the take off and enabled the plane to attain altitudes of up to 500 meters by the time they reached the airfield border. Shortly afterwards the rockets were lowered by means of parachutes.

c. Under each wing two four-engine aircraft carried a small airplane with pronounced sweepback and steep rudder assembly. The landing gear of the four-engine plane was not retractable. In the air, smoke of an unremembered color occasionally emanated from the little planes. A release of these planes was not observed. they were unmanned since they were too small to carry a crew.

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d. A Mitchel plane with a booster rocket mounted on top of the fuselage was occasionally observed aloft.

e. Another unidentified type aircraft carried a bomb-shaped body suspended from its fuselage; this body was about 4 meters long and 50 to 60 cm in diameter; its purpose was not known. It was noted that this body, contrary to the normal bomb suspension, was connected with the fuselage by a streamlined fairing.

f. The armament of various aircraft types, but mostly of single-engine conventional fighters and jet fighters, was adjusted at the target range. Judging by the sound of the firing, which was often heard from the camp, the caliber of the armament did not exceed 20 mm.

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The containers marked "Zhidki-Kislarod" (Liquid oxygen) were filled from a special truck, which had a tank about 2-3 meters long and 1.8 meters in diameter in the middle and a cubic superstructure at both ends.

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the plant in Mytishchi had the numerical designation 88.

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9.

b. The majority of the mentioned engineers had formerly worked in the Raabe Institute in Elzicherode and were deported to the Soviet Union in early October 1946. The following individuals were previously reported deported:

Putze, Baum, Klippel (sometimes called Kloenbel), Schwarz, Pilz, Haase, Ders, (formerly called Drens), Schierhorn (sometimes spelled Schlerhorn), and Miss Talhaeuser (formerly given as Tardhaeuser),

c. The locations of most of these persons were not known. Graduate engineer Dr. Putze, a specialist in the field of rocket propulsion units and of the V-2 assembly, in 1945/46

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d. From the report it can be inferred that complete V-missiles had not been produced in quantity in Pskov up to the end of 1946 but that 100 to 150 propulsion units of V-missiles were tested every month. Since only one test station was available for these tests, which took place day and night, the possibility of an increase of production seems to be ruled out for the time being.

e. The mentioned plant in Pskov probably is the V-weapons plant in Kaliningrad, an assumption which is supported by its previous numerical designation 88.

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