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INFORMATION REPORT

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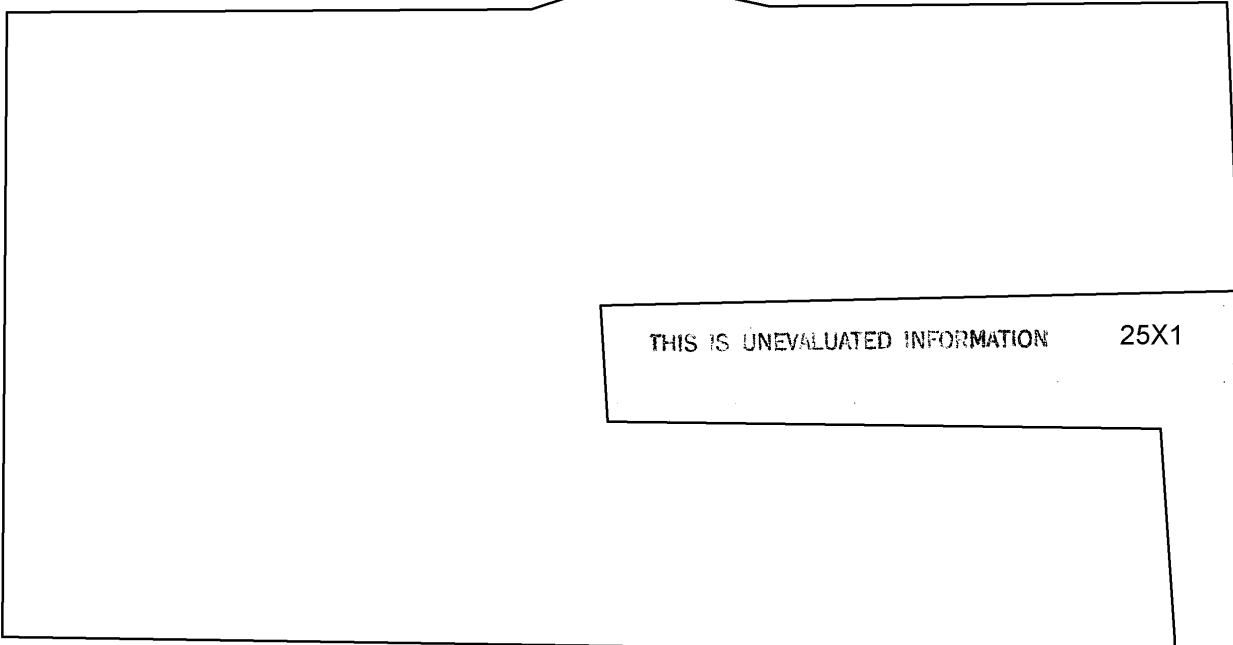
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COUNTRY USSR (Moscow District)

DATE DISTR 28 Feb. 1952

SUBJECT Tsagi Plant and Moscow/Ramenskoye Airfield

NO OF PAGES 3



THIS IS UNEVALUATED INFORMATION 25X1

1. The Tsagi plant is located 2 km SW of Ramenskoye (55° 34' N/34° 14' E), 45 km SW of Moscow, and 10 km of Tykovo. It is on the Moskva River.
2. The Stalinovo Tsagi Plant is a branch of the main plant in Moscow. There are two workshops of 100x80 meters; a wind tunnel with electric power plant, 60x40 meters; and an engine test stand, 20x20x20 meters. A platform with a small cabin permanently occupied by some men was on top of the test stand. Thick pipes led from the ground floor of the building. A loud roar was heard from the building throughout most of the day. There were also three small auxiliary buildings.
3. Activities at the factory included the assembly of aircraft which arrived by rail from the north; work on aircraft which arrived at the plant from the airfield; and probably construction of individual airframes for jet planes. From 5 to 10 jet engines were trucked to the airfield every week. these jet engines also arrived by rail from the north and were only checked at the test stand.
4. one daytime shift with about 300 workers, including 50 percent women. *
5. A 1,500 to 2,000-meter stretch of the main runway at the airfield was completed. Construction work was still in progress. The runway was about 10 meters wide, had a concrete surface 10 to 15 cm thick on a stone base. A second runway, about 1,000 meters long, was farther south, parallel to the main runway. It was also being used as a taxiway.
6. The fuel dump in the southeastern corner of the field had railroad connection. It consisted of about 20 tanks, buried in the ground to three quarters of their height, and covered with earth. Each tank had a capacity of about 100 cbm, but according to regulations they were filled with a maximum of 75 cbm. All the tanks were filled in the spring of 1949. The planes refueled from eight

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 10 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

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tank trucks which drew their gasoline from the fuel dump.

7. There were four hangars, each of about 80x40 meters, in the south-western corner of the field. No ammunition or supply dumps were seen.
8. A tent camp for about 400 pilot students was near the tank dump. About 150 planes were stationed at the field in September 1949.
9. Aircraft at the field included about 30 to 40 jet fighters with swept-back wings, engine in fuselage; about 20 jet fighters, wings not swept back, engine in front section of fuselage, step in fuselage; about 10 jet fighters, same figuration as those just mentioned, but with two engines; and about 12 four-engine aircraft, presumably an American type. The slim fuselage and the nose projecting far beyond the wings was noted. The planes had single rudder assemblies, and many gun stations. The remaining planes were of various types and included German aircraft.
10. There were frequent faulty take-offs which damaged the planes. Three crashes were observed. Once a plane slid off while banking, and twice planes came down with burning engines. The planes concerned were single and twin engine jet fighters. *
11. A total of 2,000 to 3,000 persons worked in two shifts at the Tsagi Plant. Most of them arrived by bus from Moscow, and were very well dressed.
12. Aircraft shipments arrived twice a week by special trailer. The wings were dismantled.
13. The jet fighters, both with and without swept-back designs, climbed very steeply after take-off to an altitude of 6,000 to 7,000 meters. They returned after one hour. These planes frequently came in for a landing in a very steep glide and from a great altitude. the jet planes were fitted with two cannons located at about the wing roots of the underside of the fuselage.
14. Since the presence of German engineers in the plant was a well-known fact, it was rumored that German engineers were also employed as test pilots.
15. Except for one workshop the plant was completely rebuilt after 1945. The construction work was not yet completed.
16. There was production or assembly of jet planes and repair of aircraft which were towed to the plant from the airfield.
17. There were two railroad tracks which allegedly led to Ramenskoye. One of the spurs was completed in 1949.
18. Aircraft observed included a jet plane with engine under the fuselage, elevator assembly set at two-thirds of rudder assembly, wings not swept back, and a twin-jet plane, wings with pronounced sweep-back, one engine in each wing, projecting only slightly beyond leading edge but far beyond trailing edge of wings. Double rudder assembly, oval-shaped, elevator assembly in dihedral. Pointed rear of fuselage projected beyond elevator assembly.

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19. A central heating plant and a transformer plant were built northeast of the Tsagi Plant. These installations worked for the Tsagi Plant and the settlement.
20. A settlement for German engineers was northwest of the plant.
21. It was rumored that the new buildings at the Tsagi Plant were to be provided with very deep basements so that work can be continued even in the event of aerial attacks. The underground passageway between the plant and the factory field was also mentioned.

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