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REPORT NO.

CD NO.

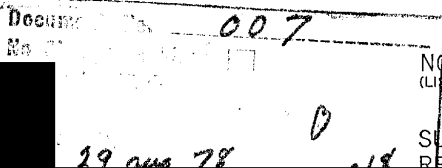
INFORMATION REPORT

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 18 Feb. 1952

SUBJECT Aircraft Plant at Podberezhie

NO. OF PAGES 2

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ACQUIREDDATE OF
INFO.NO. OF ENCLS.
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

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1. The experts of the airframe sections of the Siebel, Heinkel and Junkers Aircraft Plants were deported to Podberezhie (56°45'N/37°09'E), Moscow Oblast, where they worked in a small airframe plant. This plant, which had been repaired by German PWs, was equipped with machinery dismantled at the above mentioned German plants. The plant had a work force of about 2,000. (1)
2. Under the supervision of chief designers Heinz Roessing and Guenther, (fnu), a rocket-driven prototype model, designed at the German Research Institute for Gliders (DFS) before the end of the war, was built. The gross weight of the plane was 3.5 tons, the initial thrust was about 3 tons. So far as source knew the plane was to be used as a light bomber. Further details were not available. (2)
3. The reconstruction of the model, which was designated DFS-346, was completed in June 1950. Flight tests with the craft were to start at an airfield east of Stalingrad in June 1950. The DFS-346 was to be towed to an altitude of 10,000 meters and then released. The craft, manned by only one pilot in prone position, had a rated speed of 1,800 km per hour. The so-called C and T agents, formerly used in Germany, were to serve as fuel for the craft. (3)
4. In the summer of 1950, a craft weighing 17 tons, was flown 8 to 10 km south of Leningrad. It had been turned over to the Soviet Air Force. Fitted with six engines of approximately 1,000 hp each, it was to be used for two Soviet engines which increased the craft's speed to 1,100 km per hour. Nearly all the aircraft instruments were recently developed. A course control set, operating on the induction principle, was also newly installed. Through this set, all course data were automatically fed to a Siemens-type oscillograph for later evaluation. This device was constructed by the Siemens organization deported to Leningrad. (5)
5. [REDACTED]

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then shipped out. Details are not available.

6. Wolfgang Ziese, formerly employed at the Siebel Aircraft Plant, was the test pilot for the DFS-346. He was later to be replaced by Karl Treuter, who had flight tested the Ju-88. On 1 September 1950, 55 German families were returned while 550 specialists remained in the U.S.S.R., some with their dependents. The cooperation between Germans and Russians was very poor.

F-3 7. Source heard that the Jumo-003 C engine was mass produced in Kazan. (R) Details were not available.

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Comments.

- (1) This information was previously known [REDACTED].
- (2) Heinz Roessing was a designer from the [REDACTED] Plant. Information on him was previously transmitted. Siegel [REDACTED] was the chief designer of the Heinkel Aircraft Plant. He is believed to have higher qualifications than Roessing. Although PWs mentioned experiments with a rocket-propelled aircraft in Podberezhie, details on the type of plane concerned have not been obtained. There is a possibility that the information refers to a further development of the Me-263, an improved version of the Me-163 designed by Marschofen with an endurance of 15 minutes. Although about 400 airframes of this type were available at the end of the war, the corresponding engines were never built.
- (3) The advanced work on the DFS-346 is known. Noteworthy is the remark that the plane was to be tested at a field east of Stalingrad. Light and smoke phenomena were repeatedly observed by PWs in the area east of Stalingrad in the summer of 1949. While these phenomena were previously reported to be connected with V-2 launchings they are now believed to have been caused by experiments with rocket propelled aircraft types. [REDACTED] 12772
- (4) The information partly contradicts previous information according to which the flight tests for this type of aircraft, except for the [REDACTED] flight range test, were completed in late 1948. There is a possibility that the tests observed concern a version of this type of aircraft with more powerful engines. Noteworthy is the reference to [REDACTED] airfield where the tests were apparently made. This statement leads to the somewhat fanciful description of the flying action reported there by PWs.
- (5) This is believed to refer to the Leningrad organization to which Hermann Wolff is attached. Wolff once complained in writing about an oscillograph delivered by the AEG. See [REDACTED].
- (6) The manufacture of steel units for the V-2 is believed to be incorrect since no V-2 expert was attached to the construction staff concerned. Other parts required for aircraft were presumably concerned.
- (7) Two Soviet engineers from Plant No 16 in Kazan were present in Upravlencheski. However, according to available information, German engineers from Upravlencheski were sent to Ufa to eliminate difficulties experienced with turbine power plants there.

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