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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. Following the "New Course" in East Germany, HV Transportmaschinenbau in Dessau (Main Administration for Transport Construction) which had been given the special mission of manufacturing military aircraft, was dissolved in June 1953.

2. 50X1-HUM when, on 1 January 1953, the Ministry for Transport and Farm Machinery Construction was established in East Berlin, the HV Transportmaschinenbau was set up in Dessau as a subordinate unit of the Ministry. The HV was accommodated in the building complex at 35/36 Koethener Strasse in Dessau. It included the Main Administration, the Organization Section and the C 50X1-HUM Section with a total staff of about 350.

3. Miller (fnu), who had been manager of the HV, resigned in late March because of poor health and was succeeded by Meister (fnu). Engineer Topps, a member of the former Junkers aircraft firm, was managing engineer. Topps was the key person at the HV who, among other things, selected the subsidiary firms for the manufacture of air armament. His assistant managing engineer was Albert Kempf, also a former Junkers man, who had been in the USSR and, until late 1952, in Pirna. 50X1-HUM

4. Hornoff, who was Hutsky's predecessor as head of the Materialamt in Pirna, was chief of the department which controlled the administration and finance sections. Kuehnel (fnu) was head of the finance section which drafted the financial plans for all air armament subsidiary plants and, therefore, was aware of the firms which produced aircraft components.

5. Herbert Stephan was head of the central procuring section which was responsible for the supply of raw material and semi-finished products to the subsidiary

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air armament plants. Wherever possible, he preferred private firms for such deliveries. He was well informed about the situation in the raw material market.

6. Walter Haas and Brabant (fnu), two engineers, were members of the personnel section. They had been in the USSR.

7. The central construction staff of the HV, also called investment section, closely cooperated with Topps and was responsible for the erection or expansion and the mechanical equipment of air armament plants and subsidiary works. The managing engineering section of the HV selected supply works, determined the manufacture, and submitted requisitions for new buildings, mechanical equipment and similar requirements.

8. The HV was ordered to submit a financial plan for the new production by 30 June 1953 to coordinate the old budget and the new budget for the subsidiary air armament plants. 50X1-HUM the previous non-air-armament production at the air armament plants would be continued under the HV Transportmaschinenbau control, at least until the next fiscal year; that air armament production would begin next fiscal year in addition to non-air-armament production; that the two kinds of production would be combined into one budget; that the budget would be organized into comparable production (old production) and noncomparable production (aircraft production), and the the complete budget would be submitted for approval to a government commission in July 1953.

9. The main administration had headquarters in the former Jumo administration building. Meister (fn u) was head of the main administration. He was assisted by Topps and managing engineer Liebscher (fnu) as deputy. Kreutzburg (fnu) was production manager and chief of the Reichsbahn Ausbesserungswerk (Railroad Repair Shop) (RAW). Johannes (fnu) was chief technologist and head of the propulsion plant section. Hauber (fnu) was head of the investment section and Kempf (fnu) was head of the investment section for the manufacture of machine tools. Schulz (fnu) was chief quality inspector, engineer Maedebach was in charge of material tests, Becker (fnu) headed the radio and equipment section and Bormann (fnu) was head of the research and development section. The sections had a personnel of about 250.

10. Since the former IFA building was still under construction, only a few rooms were used by the organization section. No information was available on the production of the RAW by late June 1953. 50X1-HUM a turbine rotor test stand for a thrust of 3,000 kg without silencers and a high-altitude test stand were being designed at the project office which was in the former Sanar Ico-building. Jaensch (fnu) drafted a high-speed wind tunnel for up to 1.2 Mach and a tunnel for between 1 and 3 Mach. All these projects were still in their initial stage. 50X1-HUM

11. Bormann (fnu) would become head of the flight test department, once Professor Guenther Bock returned from the USSR to take over the research and development section. The flight test department was planned on the north side of the area near the old wind tunnel. Two low buildings, each 42.5 by 12,5 meters, and a gear shed, 10 by 20 meters, were the first erected. They were completed but not yet used in early July. An aircraft hangar, 25 by 20 meters, which was under construction, was scheduled to be surrounded by a board fence, 2.5 meters high, and have a watchtower, 8 meters high, manned by VPs. In August, it was planned to send a MiG-15 from Pirna to Dessau to the flight test department for the training of the ground personnel. The first mass-production MiG-15-type airplane, built at the RAW, was scheduled to be delivered by December 1953. 50X1-HUM

12. operation manager Scheffel had designed the flight test buildings and also worked on the flight operation shed, which was scheduled to be completed on the site of the former flight operation shed in the south-western section of the airfield by July 1954. This steel-concrete shed,

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100 by 75 meters, was planned to have annex buildings on three sides. The storage tank installation of four underground tanks, each with a capacity of 240 cubic meters was planned in about its previous place near the hair-pin curve. The construction close to the flight test building of a large shed 100 by 45 meters, with annexes, each 12.5 meters long, to be used as office rooms, commenced in early July. The runway was planned to be lengthened from 2,200 to 2,500 meters.

13. After the rebellion in June, it was rumored that the HV would be dissolved. At 9 a.m. on 25 June 1953, Meister (fnu), manager of the firm, informed the personnel that on orders of the government the HV would be dissolved, all orders placed would be cancelled and all documents would have to be kept safely at places still to be determined. He also said that the personnel would be dismissed and be re-employed at industrial plants, while the buildings would be used by other public offices.

14. German airplane specialists hired for work in the USSR, who had been scheduled to return to Dessau by late June, were retained because of the dissolution of the HV. No news had been received from Podberezye at the time. The latest information received indicated that, by the end of June, all Germans had left Lukovtse airfield and returned to Podberezye, where they were told by General Lukin that together with their families they would be transferred to a camp in Servolovo on the right bank of the Volga River opposite Kimry. General Lukin had added that the Germans would stay there for a year, as there was no work for them because of the new situation in East Germany. The Kuybyshev people were also scheduled to be transferred to Servolovo. 50X1-HUM

15. When the HV was being dissolved [redacted] 26 special offices had been in existence. They included offices for the manufacture of instruments and other equipment in Leipzig and Magdeburg, a branch section of the air- 50X1-HUM craft building plant for the construction of Yak-type training planes in Schkeuditz and numerous small subsidiary firms in Thuringia and Saxony, such as the VEB clothing plant in Seifhennersdorf, which was making parachutes. All documents, records, drawings, appliances, templates, and component parts more than 60 percent complete, were forwarded to and safely stored at Schloss Sonnenstein near Pirna on and after 15 July 1953. [redacted] trucked 26 boxes with about 2,500 blueprints and technical data and a set of panel templates for MiG-15 to Pirna. On 31 July 1953, [redacted] most of the 50X1-HUM [redacted] HV employees [redacted] dismissed. Only a few specialists remained until 50X1-HUM 31 August to wind up the work. 50X1-HUM

16. In late 1952, dependents of personnel of the Junkers firm who had been transferred to Kuibyshev, were informed by the town administration in Dessau that the deportees would soon return. On about 5 July 1953, they were told, however, that the return had been postponed. Dwellings which had been reconditioned and equipped with furniture to accommodate returning specialists were released for other purposes.

17. [redacted] the reconstruction work at the Junkers plant in Dessau was stopped and [redacted] the employees and workers were gradually dismissed. 50X1-HUM

18. [redacted] Dessau had refused to take over aircraft designers from the Pirna office and that the VEB Shipbuilding, Design and Project Office in Berlin had refused to take over for ship design 20 aircraft designers, who could not be employed there.

19. [redacted] 50X1-HUM reconstruction work at the Junkers plant and preparations for the return of these specialists had been discontinued. [redacted] a liquidation office 50X1-HUM would work until 31 July 1953, [redacted] the houses reserved for the returning 50X1-HUM

specialists were returned to the housing office in Dessau, and some of the engineers at the Sonnenstein Institute in Pirna had been signed up for Communist China. 50X1-HUM

20. On 25 June 1953, the secret office of the Junkers parent plant at 1, Unruhstrasse, Dessau, was dissolved and the personnel was either transferred to their previous offices or dismissed. The office rooms were sealed with seals showing the inscription DIR, HVT and all records and drawings were trucked away. The VPs who had guarded the office were withdrawn in early July. 50X1-HUM drawings and devices for the construction of jet pumps for aircraft had been prepared at the secret office. The barriers on Junkerstrasse, which had been set up to bar access to the secret office, were removed on 25 June 1953, and bus traffic, which had been detoured previously, moved again through Junkerstrasse.

21. the RAW shed in Dessau was returned to the State Railroad at a cost of 3,500,000 eastmarks. The machines which had been removed to make room for other equipment had to be reinstalled. 50X1-HUM

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22. German aircraft specialists feared new deportations to the USSR. It was rumored that the trains which had been used for the deportations in 1946 were kept ready between Dessau and Bitterfeld and between Elsnick, Koethen and Bernburg. 50X1-HUM

23. During early August 1953, the Materialamt in Pirna was being dissolved. About 30 percent of the personnel had been transferred to their former working places.

24.

the organization of and key positions at the Materialamt in Pirna as of 11 July 1953 was as follows:

Plant Management: 50X1-HUM

Manager: Heinz Horloff, a specialist who returned from the USSR and was transferred to HV Transportmaschinenbau in Dessau in February 1953.

Deputy Manager: Hutzky (fnu) formerly cultural manager. 50X1-HUM

Managing Engineer: Hans Eiseler, Engineer who returned from Chimki, USSR and had been transferred to HV Dessau in January 1953.

Deputy Managing Engineer: Anders (fnu) 50X1-HUM

Assistant to managing engineer: Achrader (fnu)

Personnel (Cadre) Section:

Section head and personnel chief: Betnara (fnu) He was transferred to HV Dessau in February 1953.

Former head and personnel chief was Rudolf (fnu) 50X1-HUM

Purchase Section:

Section head: Stephan Lange who returned from the USSR and transferred to HV Dessau as special purchasing manager in February 1953.

Work Preparation Section:

Section Head:
Wiesenmueller (fnu) — a specialist, who had returned from Upravlentcheskiy-Gorodok, USSR.

Quality Testing Section:

Section Head:
Schandera (fnu)

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Material Testing Section:

Section Head:
Roesner (fnu) — an engineer and specialist who had returned from the USSR.

Aerodynamical Section:

Section Head:
unidentified

Standard Section:

Section Head:
Schurz (fnu), engineer — a specialist, who returned from Podberezyee.

Power Plant Section:

Section Head:
Boehnisch (fnu)
Subsections Heads:
Neidhardt (fnu), Kempler (fnu)

Party Cell:

Key members:
Baade (fnu), Naetzold (fnu)
Zimmermann (fnu)

Main Record Office:

Head:
Reinhardt (fnu)

Workshop:

Chief Foremen:
Heinz Knittel — a specialist who had returned from Chimki, USSR.
Kempf (fnu) — who was transferred to HV Dessau in January 1953 to buy machine-tools.

The personnel of the Materialamt in Pirna numbered between 850 and 900 persons; about 75 percent of the staff members and specialists were returnees. The others came from various special plants, such as VEB-EMW Eisenach (IC-engine specialists) and Junkers in Dessau.

25. Between early May 1952 and October 1952, the Materialamt Pirna had to develop a Klemm-type plane, which was completed only as a model. New sections, which

were set up while source had been detached to attend a course of instruction at the Zeiss works in Jena from October 1952 to December 1952, included the standards section, the technical management, the power plant section and the political cell. In early 1953, the institute was ordered to translate from Russian into German the specifications, drawings, technological data and aerodynamical characteristics of the Soviet MiG-15 jet fighter. Both the drawings and the MiG-15 jet fighter came from Bad Schandau. The most important manufacturing plants for airplane construction included the Zwickau-Hartenstein factory for power plants, the Leipzig factory in Schkeuditz near Leipzig for fuselage production, the Leipzig factory for landing gear, the Halle factory for empennage and the State Railroad Repair Works in Dessau and the Lowa works in Dessau for assembly work.

26. Prior to January 1953, orders were placed by a sort of Ministry for Aircraft Development which later became the Ministry for Transport and Farming Machinery Construction.

27. Four MiG-15 fighters were scheduled to be completed by East German manufacturing plants by late 1953. 50X1-HUM

28. Soviet engineers assigned to the Materialamt worked as advisors to help with the translation of the technological description (specifications), drawings and aerodynamical data.

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29. [redacted] in the field of airframe, including fuselage, wings, empennage and landing gear [redacted] the translators, [redacted] were farmers, barbers and teachers and, although they spoke Russian, were incapable of translating technical specifications, technical terms or technical data. 50X1-HUM

[redacted] classification of the measuring instruments 50X1-HUM was given a definite code number, which did not correspond to the number of component part for which it was to be used. The Russian translation differentiated between code letters S and SD, with S signifying 90 and SD signifying 92 as code names of the engine components. The code number, the component part number, and the assembly number of the engine, were given as 3000,4000, 5500 following No 90 or 92, i.e. either S or SD, which indicated the component part referred to. The component part number was followed by the serial number and partial number of the engine. The sub-groups indicated the measuring instruments, cutting and non-cutting tools, punching machines, drilling and boring machines and check instruments. This code number checked with the indexnumber of the sub-groups corresponding to the various component parts. The code numbers of the jigs carried Soviet designations, Shkk meaning standard gauge, Shek meaning check gauge and Gshk meaning counter jigs for checking contours. Since the tolerance fits, which had been in accordance with ISA standards (International Standards Association rules) were made according to GOST standards, orders for measuring instruments, snap gauges, jigs and thread gauges could be placed, because the firms in East Germany, as well as those in the satellite states, were still unable to manufacture machine tools for the production of measuring instruments in conformity with GOST standards. [redacted] a conversion 50X1-HUM would cost several million eastmarks, and [redacted] the production of the new instruments could at the earliest start in the fall of 1953. It was planned to order certain measuring instruments and the required threads for the thread fits on the machines in the USSR.

30. After the specifications had been translated, some of the material was supplied according to classes of hardness as, for example, sheet metal from Hettstedt. Since February 1953, these orders for sheet metal and measuring instruments were handled by HV Dessau to assure a smooth supply to the plants.

31. A power plant was disassembled by Winter (fnu), Lass (fnu) and Naumann (fnu) at house 14 for the training of designers and the translation of drawings and

specifications. Frame work was disassembled at house 42 for training purposes and the checking of errors in translation which might have occurred in the specifications (technological descriptions) and drawings.

32. Except for the factories in Schkeuditz and the RAW in Dessau, the plants could not start producing for lack of adequate mechanical equipment, which was stored in Pirna and was to be distributed to the various plants. Some of the measuring instruments required for workshop use and quality inspection were available, however, Precision measurement rooms had still to be erected at the various plants. The precision measurements rooms at the RAW in Dessau were planned in such a manner that all templates would be kept under a constant temperature to serve as standards for all measuring purposes. The precision measurement rooms at the other plants were for checking the measuring instruments. Available were 3 universal measuring instruments (UMN), 3 optical dividing devices, 3 universal lengthmeters, and 2 sets of stop measures. The other optical devices were delivered by the Zeiss works in Jena on the basis of a government order.

33. The tools required were distributed according to a percentage scale either by the Materialamt in Pirna or, in some cases, individual plants. The tools which were lacking were ordered by the purchasing sections of the individual plants through the HV Dessau and were delivered through the DHZs by Zeiss in Jena and Keilpart in Schmalkalden.

34. Materials were analysed centrally by the material testing section of the Materialamt in Pirna and could be ordered following specification and successful analysis. Since test samples had also to be submitted, processing of low-grade material was definitely impossible.

35. Bottlenecks in sheet iron developed from shortage of ores and rolled material and goods not imported from satellite countries. Sheet metal was made in Hettstedt. Four railroad cars with sheet metal had arrived at the RAW in Dessau prior to 11 July 1953.

36. Orders exceeding 2,000 eastmarks were considered government orders and had to go through official channels, while other orders could be forwarded direct through the DHZ.

37. In July 1953, it was announced that the Material Testing Office would be dissolved. All employees believed that the reason was the rebellion on 17 June, especially as the workers at the RAW in Dessau had declared that they wished to build houses, rather than make weapons and work for armament. They were aware that the RAW had slowly prepared for mass production of airplanes, as locomotive pits in large sheds had been filled up and been given concrete floors, and some other important changes for aircraft production had been mad[illegible] 50X1-H[illegible] 50X1-HUM

38. Regarding the possibility of resuming the activity of the institute, [illegible] on the whole, the institute had served its purpose and [illegible] mass production of S 90 and SD 92 could be started without delay. [illegible] the translation of the technical material on the MiG-15-type jet fighter was finished completely. [illegible] the only difficulty for starting production was the procurement of the mechanical equipment and the necessary special gauges and testing instruments. With these procured, he was quite certain that mass production could begin in less than two months. 50X1-HUM

39. In February or March 1953, HV Dessau, Land- und Transportmaschinenbau (Main Administration for the Construction of Farming Machinery and Means of Transport) was established and placed under the control of the Ministry for the Construction of Farming Machinery and Means of Transport. The organization of the HV was as follows:

Management of plant: General manager Topps (fnu), a specialist, who had been in the USSR.
Deputy general manager Kreuzburg (fnu), a specialist, who had been in the USSR.

Technical management:	Managing engineer Liebscher, a specialist, who had been in the USSR.
Quality inspection:	Schurz (fnu), Reuter (fnu) Retzlaff (fnu), Traber (fnu) and since May 1953 source.
Purchase:	Stephan (fnu).
Standards:	Schurz (fnu), since May 1953.
Personnel section:	Betnara (fnu).

The HV Dessau had about 250 employees.

40. In early May 1953, preparatory work for production had so advanced at the Materialamt in Pirna that the various groups could gradually move to the production shops. [redacted] to the best of his knowledge, both complete MiG-15-type jet fighters and piston engines for the Yak-17-type airplanes were planned to be manufactured in East Germany. [redacted] the production of other flying equipment required for the Volkspolizei was being prepared in East Germany. [redacted] 50X1-HUM

41. On the morning of 25 June 1953, all preparations at the car factory were suddenly stopped and all documents were collected to be taken to the central office at the Materialamt. An official announcement indicated that pursuant to new government orders, the entire production would be shifted over to the manufacture of commodities and that therefore the aviation building program would temporarily be suspended. [redacted] the postponement would last about one year. Almost all members of the Materialamt were transferred to factories which manufactured civilian goods. 50X1-HUM