

INTELLOFAK 4

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

SECRET
SECURITY INFORMATION

50X1-HUM

COUNTRY USSR (Kuybyshev Oblast)

REPORT

SUBJECT Development of the Jumo 012
Engine at Zavod 2, Kuybyshev

DATE DISTR. 21 October 1953

NO. OF PAGES 4

DATE OF INFO.

REQUIREMENT NO. RD 50X1-HUM

PLACE ACQUIRED

REFERENCES

50X1-HUM

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REPORT

[Redacted]

[Redacted]

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COUNTRY : USSR (Kuybyshev Oblast)

DATE DISTR. 14 SEPT

SUBJECT : Development of the JUMO 012 Engine at
Zavod 2, Kuybyshev

NO. OF PAGES 3

PLACE ACQUIRED :

[Redacted]

NO. OF ENCLS.
(LISTED BELOW)

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DATE ACQUIRED

[Redacted]

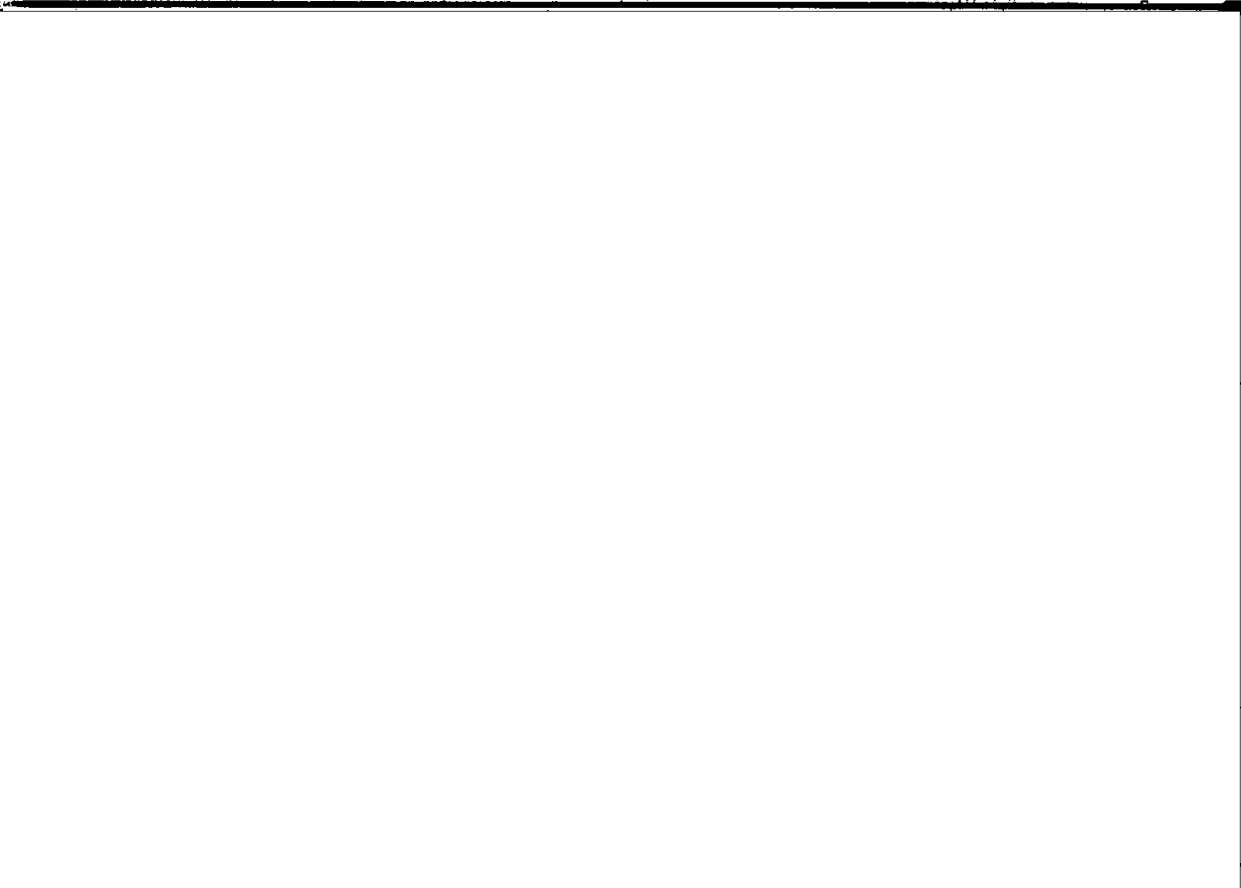
SUPPLEMENT TO
REPORT NO.

DATE OF INFORMATION :

[Redacted]

THIS IS UNEVALUATED INFORMATION

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[Redacted] the turbine had two stages and that the blades had fir tree roots. The roots were inserted in corresponding slots in the rotor and locked by hammering. The resulting burs were machined off.

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4.

[redacted]

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The material used for rotor and blades was known as EA 1. [redacted] it had a high nickel content. It was supposed to be heat resistant to a very high degree. A few O12 rotors and blades were also made of Nimonic (after 1951). (The word Nimonic appeared on the work sheet.)

5.

[redacted]

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6.

[redacted] it must have been at least 100 hours since the engine passed its type test successfully. [redacted] O22 rotor and blades made of similar material to the O12 stood up to over 200 hours under load. [redacted]

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7.

[redacted]

JUMO O12 engines were built at Zavod 2 from March 1947 until the fall of 1949. The first successful 100 hour test was run towards the end of 1949 at Zavod 2.

8.

[redacted]

9.

[redacted]

10.

11.

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[redacted] a factory which undertook the series construction of the types developed at Zavod 2 was situated at Kazan. [redacted]

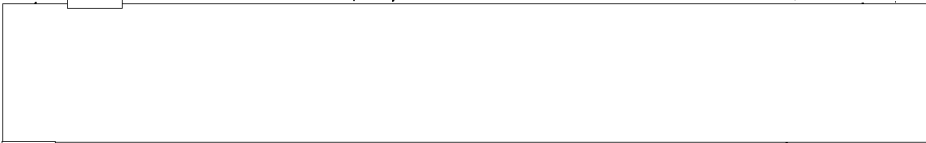
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[redacted] the O12 was produced there. [redacted]

[redacted] the production of the O12 engine had been sent to Kazan.

12.



The manufacture of O12 engines at Zavod 2 ceased in 1949-1950. After 1950 only O22 engines were built, [redacted]

[redacted] the jigs and tools were sent to Kazan. A considerable number of blades, rotors, and other small O12 parts which were left in the part of the workshop [redacted]

13.



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