

INFORMATION REPORT

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COUNTRY USSR

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SUBJECT Airplane Engine Factory in Rybinsk

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1. Location: The Rybinsk airplane engine works, Factory 42, is located near the western edge of the city, about one kilometer south of the Volga. Lenin Street, Rybinsk's main street, which is asphalted and ten meters wide, runs just north of the plant yards.

2. Installations (see Attachments I and II for detailed description and map of installations): According to the Soviet workers, the factory was originally erected in 1934 under the direction of German engineers. However, during the war the plant was evacuated in four days, to be rebuilt in Siberia, and the plant buildings in Rybinsk were blown up. The reconstruction of the Rybinsk plant, began in 1944,

3. All of the factory is equipped with the most modern metal-working machines, including German, American, English, and Swiss special work benches. The machines are new and certainly still serviceable, even though the Soviets have not been careful in their use of the material at their disposal. The new buildings have sky lights to provide better light. The plant has three railway spurs which are used to bring in raw materials, fuel (coal, peat), and gasoline (Treibstoff). The plant's own power station, equipped with three steam turbo-generators, provides the necessary electricity for the enterprise.

4. Production: Before the war the Rybinsk factory manufactured fifteen engines a day; but after the reconstruction, production difficulties limited output to only four pieces a day. In 1947 this had been increased to six engines a day, and by the end of 1948 output reached ten pieces a day. The production plan envisioned a capacity of 25 engines a day by 1950.

5. The factory manufactures all parts for the airplane engines. The most important item of production is the large 24-cylinder radial engine, approximately 1.60 meters high. The individual cylinders are about 30 to 35 centimeters high and have a diameter of 15 centimeters. The plant is also said to be experimenting with the production of another internal combustion engine, but this. In addition, single parts for other engines are manufactured by the

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Rybinsk enterprise and sent away, presumably to other factories. The final item on the work program of the enterprise is the repair of old radial engines.

6. Management: The Rybinsk factory is directed by Soviet air corps officers stationed at the plant. In addition there are a number of civilian officials, mostly engineers or specialists (fachleute). Also working in the enterprise are approximately forty engineers and foremen who are Soviet prisoners (forced labor). These are specially guarded and considered as better civilian prisoners.
7. Personnel: The plant employs between 3,000 and 5,000 persons, including many women and girls. From 1944 to 1946, two or three shifts of work were done a day, but since the summer of 1947, this has been reduced to one shift. [redacted] but between 300 and 400 were used in the reconstruction work.

Encl: 1 key to map (2 pages)
1 map

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