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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

CONFIDENTIAL
INFORMATION REPORT

CD NO. [REDACTED]

DATE DISTR. 12 Sept. 49

COUNTRY USSR (Ukraine)

SUBJECT Airframe Plant in Kiev

PLACE ACQUIRED [REDACTED]

DATE OF INFO [REDACTED] 25X1A

This document is hereby regraded CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008

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NO. OF ENCLS. 1 (LISTED BELOW)

SUPPLEMENT TO REPORT NO. [REDACTED]

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1. Location: About three miles west of the town center of KIEV (30°30' S/50°28' N), north of the road to ZHITOMIR, east of the highway bridge across the RR line to KOROSTEN.
2. Plant installations: See attached sketch and legend.
3. Designation: The plant was designated Zavod No. 473.
4. History: The plant was slightly damaged during the war. Sections of the Arado Aircraft Plant near BERLIN, especially machinery of all kinds, were transferred to the plant in 1946/47. The origin of the machinery was ascertained from inscriptions on boxes and on the machinery itself.
5. Production: The plant was a test plant. (Production of experimental models.) Helicopters had been developed and tested in the plant since 1944, designation of type unknown. The craft were test-flown in the factory area, usually at altitudes of from 100 to 130 feet.
6. Description of the helicopter:
 - Estimated length of cigar-shaped fuselage (probably metal aircraft): About 20 feet.
 - Height: About six feet.
 - Diameter of fuselage: Five feet.
 - Engines and propellers: There was a cowled engine rigidly attached to each side of the fuselage. According to a fellow PW, the engines were of American make.
 - Each of the engines drove one metal propeller, probably of duralumin, about 13 feet long.

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Flight properties: On test flights, the helicopter would take off perpendicularly until it had reached an altitude of from 100 to 130 feet. At this altitude the two engines with their propellers were inclined to the front and the plane would begin level flight at a very low speed. After flying one circle over the factory area, the helicopter would again land. The interrogated PW had heard from fellow PWs that the helicopter engines could be inclined down to an angle of 45° from the horizontal. The interrogated PW estimated the angle of inclination at about 20° in the test flights. Landing gear: Retractable, conventional two-wheel landing gear.

7. Engines and raw material arrived by rail. The interrogated PW saw aluminum plates, six to eight inches thick. Some of the plates were 15 feet long. The helicopter propellers were made from these plates.
8. Work force: 150 to 200 PWs in addition to 300 to 400 civilians in each of the three shifts.

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Comment:

The following summary is based on all information available on the KILV Airframe Plant:

a. Development:

The repeatedly reported aircraft plant was located in the former Aircraft Plant No. 43, which, in 1941, was evacuated to NOVOSIBIRSK. Prior to its transfer, the built-up area of the plant amounted to about 60 acres. Its work force was about three thousand. Aircraft parts were manufactured in the plant. After the war, the damaged plant was repaired, expanded, and reequipped with dismantled German machinery, chiefly from the Arado Aircraft Plant.

b. Location:

West of the town center, north of the road to ZHITOMIR, immediately east of the intersection of the road to ZHITOMIR and the RR line to KOROSTEN.

c. Installations:

The plant has a factory airfield; for installations see attached sketch.

d. Designation:

The former designation was Plant No. 43. The present designation is stated variously as 437, 473, and 475.

e. Production:

The plant has specialized on the development and production of helicopters; it is the only Soviet plant of its kind. In production are helicopters designed by I.P. BRANUKHIN, whose latest model, according to description, is the "Omega" type (known

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Specification:

Two engines of type M-11, of 150 HP each.

Service speed: 75 mph.

Maximum speed: 112 mph.

Rate of climb: 20 feet per second.

The output is probably low, about four planes weekly in 1948.

f. Work force:

The present work force is estimated at about 1,500 men working in three shifts.

g. Transportation facilities: The plant has a spur track to the RR station of KIEV-SVIATOSHINA and is provided with a loading ramp.

ATTACHMENT: SKETCH MAP OF AIRFRAME PLANT IN KIEV

KEY:

1. Boilerhouse. Built in 1946-47, equipped with 3 or 4 boilers, coal-fired. At the eastern side of the building there is a smokestack about 130 feet high.
2. Kitchen, mess halls, and food storage facilities.
3. Workshop under construction. Estimated size: 330 x 100 x 130 feet. The construction has made slow progress since 1947. Rails for traveling cranes were observed.
4. PW camp with about 200 PWs.
5. Garages.
6. Main workshop, 500 x 500 feet:
 - a. Transformer and control station. The power was supplied by an unknown power house.
 - b. Final assembly shop; off-limits to PWs.
 - c. No details available.
 - d. Utilities shop, including carpentry, glazier's shop, locksmith's shop, and electric department.
 - e, f, h. Mechanics' shops (lathe department, milling and boring shops; automatic machines of the Pitt and Skoda plants, ascertained from the firms' names marked on the machinery). Manufacture of small iron fittings, airframe sections, and engine mounts. The propellers were manufactured in h.
 - g. Mechanics' shop. Grinding machines, large milling machines, all modern; machining of engine parts.
 - i. Metal foundry: two or three furnaces. Copper, brass, white metal, and light metal were used. Casting of small parts, such as pistons, bearings, bushings.
 - k. Materials depot.
 - l. Empty shop, used as a storage house and partly as a workshop.
7. Administration building. The technical bureaus were not located at the plant but were assumed to be located in town.

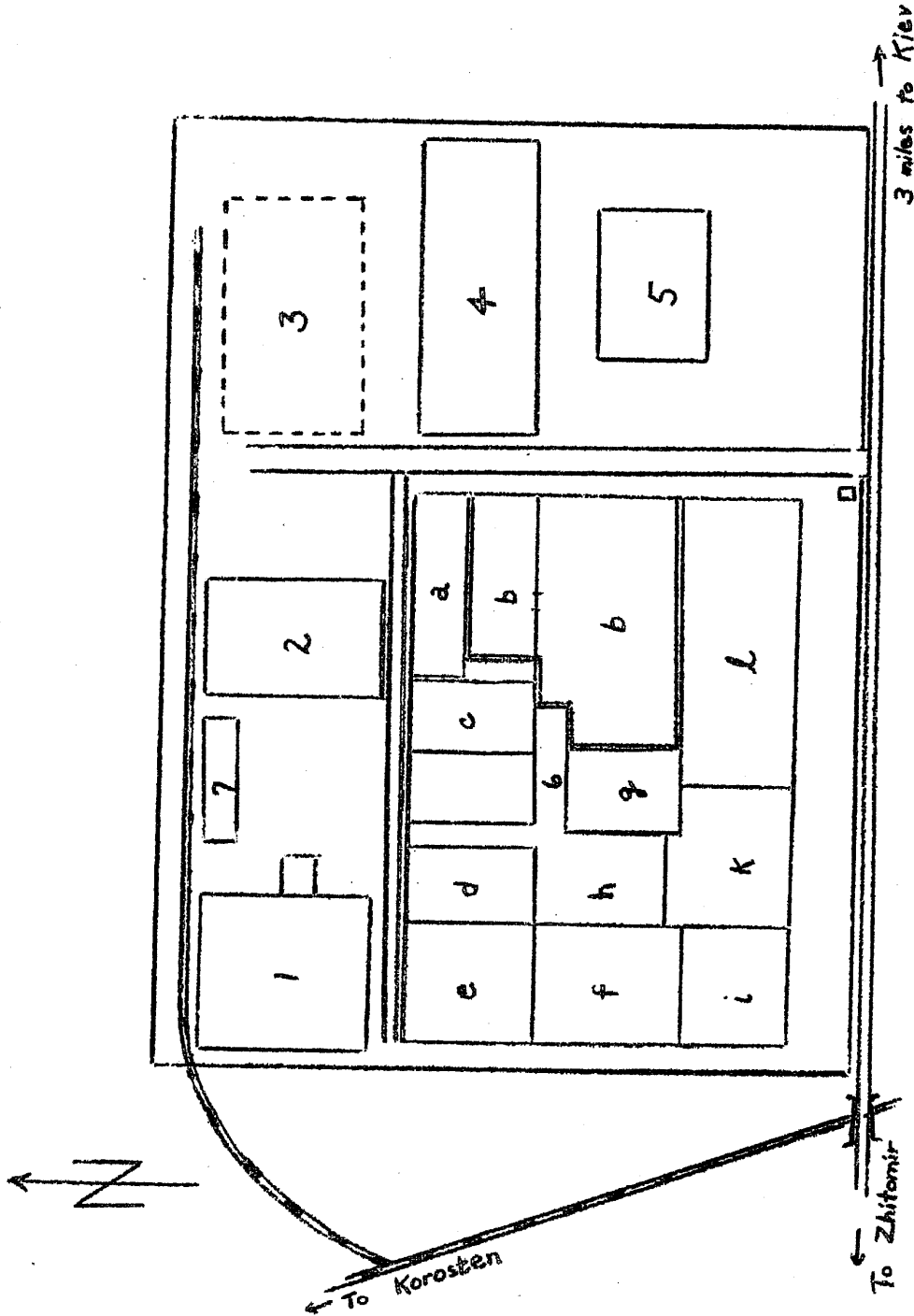
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Attachment

AIRFRAME PLANT IN KIEV (UKRAINE)



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