

FLP
398
A

CLASSIFICATION CONFIDENTIAL/CONTROL-US OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 13 Dec. 1950

SUBJECT Plants No. 456 and 293 in Moscow - Khimki

NO. OF PAGES 2

RETURN TO CIA
LIBRARY

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 6

DATE OF INFO.

SUPPLEMENT TO REPORT NO. [REDACTED]

25X1A

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF U. S. C., 51 AND 52, AS AMENDED, ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

*except as noted

THIS IS UNEVALUATED INFORMATION

SOURCE 25X1X

1. The plants were located just east and southeast of the aircraft parking site at the Moscow-Khimki Airfield, just northwest of the town of Moscow-Khimki. (1)
2. A high-ranking Soviet officer who was assisted by a German engineer, about 45, with one leg amputated, was manager of all the plants. (2)
3. The V-weapons test station was intended for the testing of "propulsive charge launching sets". The launching tower was a square structure with a square opening 2x2 meters.

25X1X
25X1X

a tank, allegedly filled with methyl alcohol. Special Studebaker tank trucks with a tank three meters long and 1 1/2 meters in diameter made several trips daily from Plant No. 317* to the launching site, where they were filled with methyl alcohol. (3)

4. Launching device: Prior to the beginning of the tests a special light-metal apparatus was trucked from Plant No. 317* to the launching tower. Usually these apparatuses were taken back to the plant. Some of them, which were damaged and thrown on the scrap heap, were inspected by the P's. (4)
5. Experimental launchings were made two or three times daily, and occasionally at night. According to a German engineer, 3,000 liters of alcohol were used for every test launching. The same engineer stated that these experiments concerned the testing of V-2 propulsion units and that they were conducted in a very unskillful manner. The Soviets had reached the approximate status attained by the Germans in 1943. At the beginning of the experiment there was a "blubbling" sound, then a long darting flame shot from the opening in the tower. After about one minute the flame, which was accompanied by yellowish-white smoke, disappeared again. During the experiments about 20 engineers, most of them Germans, and 20 to 30 Soviet technical personnel were assembled at the launching tower.

CLASSIFICATION CONFIDENTIAL/CONTROL - US OFFICIALS ONLY

STATE	NAVY	NSRB	DISTRIBUTION						
ARMY #									

Document No. [REDACTED]
 No Change in Class. [X]
 Declassified
 Class. Changed To: TS S C
 Approved For Release 2000/05/18 : CIA-RDP82-00457R006200350001-8
 Date: [REDACTED] By: [REDACTED]

25X1A

CONFIDENTIAL/CONTROL/US OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

25X1A

6. The following aircraft were observed at the factory field:
- a. Twin-engine aircraft fitted with an auxiliary power plant over the fuselage. The craft was observed in the air almost daily from mid-1948 to February 1949. The auxiliary power plant was supported by two rods about 70 cm high. There was an opening at its nose. The auxiliary power plant was started while the plane was on the ground with its piston engines running. At first there were some intermittent sounds followed by a high-pitched whistle. After the take-off the plane climbed rapidly and remained aloft for up to two hours. (5)
 - b. Single-engine fighters equipped with radial engine and Jato units. There were some planes of this type which had been in use during the war and were usually called "Stalin fighters". In addition a rocket about one meter long and 30 cm in diameter was fitted under each wing. The Jato unit was operated both at the take-off and in the air. It had a combustion period of about three minutes. During that time it discharged a jet of yellow-violet fire two to three meters long, which left a thin and greyish smoke plume behind. [REDACTED] that the rockets boosted the speed of the fighter from approximately 400 km/h to over 600 km/h. After the booster rockets were used the fighters would immediately land. (6)
 - c. Twin-engine aircraft with auxiliary power plants over the fuselage.

25X1X

25X1X

[REDACTED]

long. In its form it was essentially different from that described here in paragraph 6a. An opening was seen at the rear of the power plant. The booster rocket was operated both at the take-off and in the air. Its combustion period was almost five minutes. When the craft used the booster rocket at its take-off it climbed almost perpendicularly. With its booster rocket in operation it had a ground take-off run of 200 to 250 meters. The plane had a crew of one, although it was obviously designed for several crew members. The planes were always flown by the same pilot, who wore civilian clothes.

- d. Turbine fighter fitted with a skid and a turbo jet power plant. It was designed to be suspended from a four-engine bomber. Such parasites were seen at a distance of about 500 meters suspended from four-engine bombers as if they were fastened to the carrying plane with suckers. The fighters were released at an altitude of 500 to 1,000 meters. This procedure was seen more than a hundred times. The fighter was painted silver grey and was marked with the Soviet star. It had a landing run of about 100 meters and produced a high-pitched whistling sound.

25X1X

25X1C