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FEB 1952

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

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INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 9 July 1952

SUBJECT Remote Control Turbine Engine Research
Station Moved from Peenemünde to Altengrabow

NO. OF PAGES 2

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DATE OF INFO.

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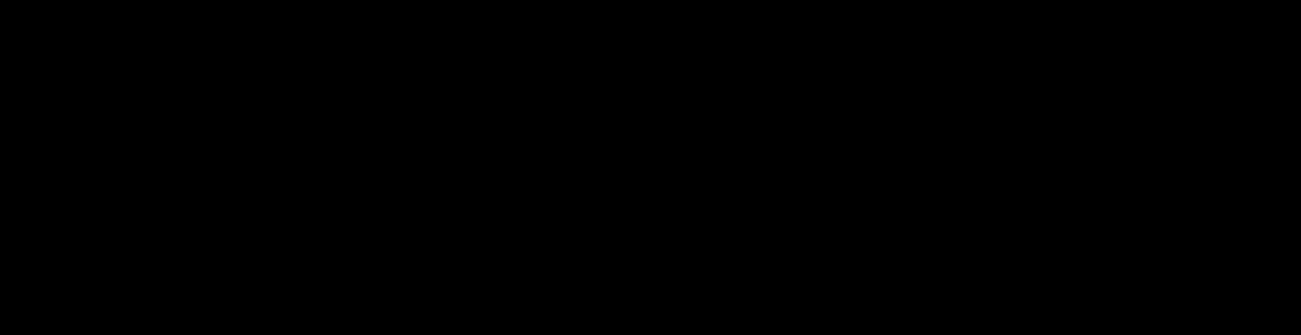
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SUPPLEMENT TO REPORT NO.

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1. The research station at Peenemünde has been moved to Altengrabow. A new wind tunnel is among the technical improvements planned here. The chief engineer of the station is a former member of the Peenemünde station, who worked with Sänger (fnu) and Von Braun. His name is Dipl. Engineer Zippel (fnu).
2. A remote controlled turbine engine has been developed here, which has a practical cruising range of 800 km and a ceiling height of 15,000 meters. The control is accurate to plus or minus 5 meters. There is no pilot. Impetus is provided by a newly developed "Staustahl" (sic) (ram-jet) driving mechanism. The airplane is provided with an explosion chamber in its nose, to which air channels are connected. The wings join the hull at a very sharp angle.
3. Construction of this machine was directly supervised by the Soviet Control Commission (SKK). Supposedly it is a plane for defense against bombers. The separate parts were built by Krupp-Gruson² at Magdeburg, and a works in East Berlin, probably Askania.
4. The remote control resembles a system that was developed at Stassfurt during the war. At that time Focke-Wulf (Fw) 200 bombers were also to be remote controlled in this way. The system was developed further and will be applied here.
5. The tail assembly (Leitwerk) is much like that of the MIG-15; but the angle is smaller.

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6. The number of civilian workers employed at Peenemünde in construction work and the restoration of the barracks, etc., amounts to 860 men.

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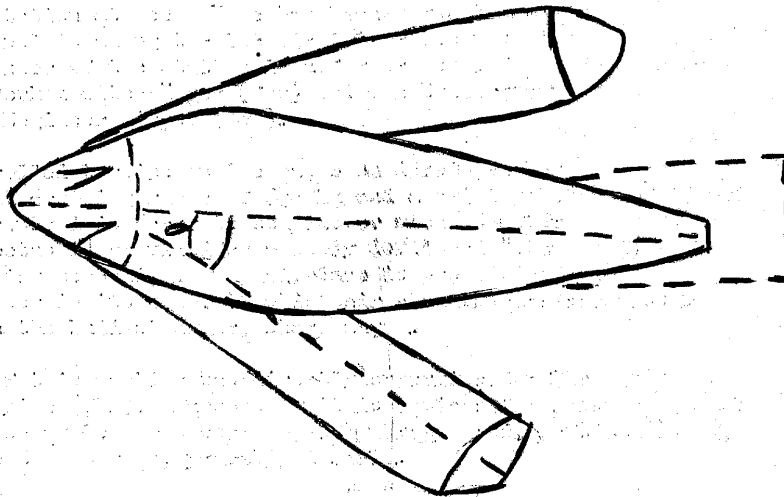


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1. Comment: Probably Dr. Werner Von Braun.

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2. Comment: Now known as Ernst Thaelmann Works (SAG Amo).



Sketch of approximate design of the plane.

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