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THIS IS UNEVALUATED INFORMATION

1. In the fall of 1948, **Opytnyy Konstruktivnyy Byuro (Experimental Design Bureau)** (OKB 1), the Junkers department of Plant No 1 in Ivankovo Podberozhe (56°45'N/37°09'E) was issued an order by the Air Ministry in Moscow to develop a bomber having the following performance data and characteristics: gross weight about 50 tons, speed about 1,000 km/h, and a range of 4,000 km. The aircraft designed by the OKB 1 was a mid-wing monoplane with swept-back wings; the elevator assembly was hinged to the upper edge of the vertical fin at a dihedral angle. The P-150 was powered by two **Igulka** engines which generated a thrust of 5,000 kp and were to provide a speed of 1,000 km/h. The experimental model was inspected and approved in January 1950, except for some minor modifications in the arrangement of the instruments in the cockpit. Two airframes were ordered to be used in testing and for stress analysis. By August 1950, the first fuselage was about 60 percent completed and the construction of the wings and the tail assembly was started. Preliminary tests with the Servo control were almost completed. The great difficulties which were encountered during the preliminary experiments with the densely riveted fuselage sections to be utilized as fuel tanks were eliminated by August 1950.
2. The cockpit was a separate structural part faired into the fuselage. The pressurized cabin had ample space and was equipped with ejector seats for a crew of three. (1) The entire length of the cockpit roof could be removed. Although the P-150 was first planned to have a control column, the Servo control system required the installation of a control stick. The standard instrument panel included complete equipment for instrument flying. The operating lever for the engines and landing gear was on the left side, an arrangement which was similar to that of the Ju-88. The radio operator, sitting back-to-back with the pilot, also operated a remote controlled gun station located on top of the fuselage. The commander, who sat in the nose, had all the important instruments on the left side of his seat. This seat could be jettisoned through the bottom of the fuselage. The bomb sight was developed in Moscow by German specialists from Jena. (2) There was a plexiglass radar blister on the belly of the plane under the cockpit.
3. The fuselage, which was oval in shape, had a total length of about 28 meters. The densely riveted portion of the fuselage which was to be used as fuel tank took about two-thirds of the upper cross section of the fuselage and extended like the bomb bay for about 12 meters in length. The fuel tank was subdivided by bulkheads. The large hydraulic bomb bay door was to be operated by the pilot by

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means of electric controls. There was space for two 1,800 kg bombs, to be suspended one behind the other. (3) Instruments of the fuel system were attached to the roof of the bomb bay. The oxygen containers and the oxygen pipes were attached to the inner walls of the bomb bay behind the shackles for the small bombs. Behind the bomb bay there was a compartment for the retracted main landing gear. The compartment for the photographic equipment was just aft of the landing gear compartment. Hydraulically operated dive brakes with a surface of about 1.5 square meters were attached to either side of the fuselage. The tail gunner communicated with the other crew members by means of an intercommunication system.

4. The tandem landing gear with dual wheels was similar to that of the American B-51. It was designed so as to park the plane in level position. The front wheels were to be steered by the pilot by means of the rudder pedals. At a certain speed during the take-off run, the rear landing gear was a little retracted to give the aircraft a more favorable angle of incidence. The outrigger landing gear retracted into the engine nacelles. The wings were completed in the fall of 1950 but had to be redesigned after they were tested in a high speed wind tunnel. This work was completed by the end of 1950.
5. By the end of the time of observation, the flight model of the P-150 had undergone test runs and was to be shipped as a unit to an airfield for testing. This plan, however, was abandoned; the plane was disassembled, and special railroad cars were constructed for the transportation of the fuselage and wings. Twenty-six of these railroad cars were available. The airfield where the tests were to be conducted was located in Lubitze (*sic*) on the Moskva and Don rivers, about 140 km south of Moscow. The airfield was said to be more than 5 kilometers long. (.)
6. The stress analysis on model aircraft were satisfactory and only the landing flaps had to be reinforced. Flight tests could not be expected before July 1952. For security reasons, the assembly work and flying of the aircraft was done by **Soviet** personnel only. Gen Guenther Schroeter refused to accept the assignment as test flight engineer, Willy Lehmann volunteered for this job.
7. High speed test flights with the DSF-346 were also made at Lubitze airfield. During the last test flights, test pilot Wolfgang Diese climbed to altitudes of allegedly more than 18,000 meters. Tail flutter at a speed in critical sonic regions finally caused the empennage to break off. Diese jettisoned the canopy and himself and landed with a broken right ankle. It was assumed that, thereupon, the tests with the DSF-346 were discontinued and that the Siebel experts merely prepared final reports after this crash.

Comments.

- 25X1 (1) It was previously reported that the cockpit accommodated a crew of four.
- 25X1 [REDACTED]
- 25X1 (2) The reported bomb sight is possibly of the Lofte-0 type. This bomb sight was completed after the war by the Zeiss Plants in Jena.
- (3) It is doubted that the bomb bay is 12 meters long. With regard to the space needed to keep the tandem landing gear, the previously reported length of 6.5 meters would be more probable. A bomb bay of 6.5 meters length could not take two 1,800 kg bombs suspended one behind the other.
- 25X1 (4) Comment: [REDACTED] the EF-150 and aircraft engines were tested at Lukovets (52-18N, 36-41E). The town of Lubitze can not be located and available information does not list an airfield of the reported size in this area.

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