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		FORMATION REPORT	REPORT NO.
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COUNTRY	USSR (Kuybyshov Oblast)		DATE DISTR. 8 October 1952
SUBJECT X1	JUMO-022 Turboprop Engi Development	ne and TS Starter Engine in Upravlencheskiy	NO. OF PAGES 2
		25X1	NO. OF ENCLS, 1 (LISTED BELOW)
		25X1	SUPPLEMENT TO REPORT NO. 25>
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	a Shata teat	C). A fellure resulted. But	prop engine was subjected to in Upravlencheskly the test was successfully est run of 200 hours. 1 25)
2.	During summer 1951 the specially designed TS t tests were satisfactory	JUMO-022 power unit was fligurbo etarter. According to	
	specially designed TS to teste were satisfactory Mess production of the	JUMC-033 power unit was flig aurho starter. According to 5.2-3	cht tested in Kasan with a
3.	specially designed TS to tests were satisfactory Mass production of the 1951 in Leningrad. Medwent to Leningrad. During 1951 designs were JUNO-022 units, each recounterrotating propelly	JUMC-033 power unit was fligurbo starter. According to 1,2-3 TS starter engine was start thanks who had worked on the restarted on a twin turbopmented at 4,500 shaft hp. The lers by means of two gears.	ght tested in Kazan with a Soviet statements these flight ed during the last quarter of a TS starter engine frequently
3. 4.	specially designed TS to tests were satisfactory Mass production of the 1951 in Lemingrad. Medwent to Lemingrad. During 1951 designs were 5000-022 units, each recounterrotating propall was completed by December.	JUMC-022 power unit was fligurbo starter. According to 1,2-3 TS starter engine was start thanks who had worked on the ce started on a twin turbopmated at 4,500 shaft hp. The kers by means of two gears. For 1951 and was to be tester of 1951 deelgns were start	ght tested in Kasan with a Soviet statements these flight ad during the last quarter of a TS starter engine frequently op engine composed of two twin engine was to drive two The first experimental model in January or February 1952.
3. 4.	specially designed TS to tests were satisfactory Mass production of the 1951 in Lemingrad. Medwent to Lemingrad. During 1951 designs were JUMO-022 units, each recounterrotating propall was completed by December of the last quarter with a five-stage axis. In 1951 efforts were me	JUMC-022 power unit was fligurbe starter. According to 1,2-3 TS starter engine was start thanks who had worked on the ce started on a twin turbopreted at 4,500 shaft hp. The kers by means of two gears. For 1951 and was to be tested to turbine. The construct a 250 hp. to connected with this project.	ght tested in Kazan with a Soviet statements these flight ad during the last quarter of a TS starter engine frequently op engine composed of two twin engine was to drive two The first experimental model d in January or February 1952.
3. 4.	specially designed TS to tests were satisfactory Mass production of the 1951 in Leningrad. Measure to Leningrad. During 1951 designs were JUNO-022 units, each recounterrotating propall was completed by December of the five-stage exhaust the five-stage exhaust the five-stage exhaust the leningrad were many difficulties still uncertain by later of this report were proturboprop engine rated mentioned in paragraph	JUMC-022 power unit was fligurbo starter. According to 1,2-3 TS starter engine was start thanks who had worked on the estarted on a twin turbopmated at 4,500 shaft hp. The lers by means of two gears. For 1951 and was to be tested turbine. The connected with this project also to construct a 250 hp. the connected with this project a 1951. The believed that the State tested at 6,000 shaft hp. and that at 6,000 shaft hp. and that	ght tested in Kazan with a Soviet statements these flight ad during the last quarter of a TS starter engine frequently op engine composed of two twin engine was to drive two The first experimental model in January or February 1952. End for a turbojet engine fitted turbo starter unit. Because them

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	State-tested in August 19 believed that the reporte gears. The output of thi combustion temperature.	-022 turboprop engine rate 950 and essentially comple ed JUNC-022 is an improved is version was probably im		
2.	· ·	starter specially constructed at 100 hp. Since this riy 1951, it seems improbe started during the summer red to may be the less power.	ucted for the JUMO- starter unit was n able that flight te r of that year. Th	-022 was ot worked sts with erefore
3 . 4. [comment: are produced engine is produced the blueprints for the JUM present report, flight test	for a previous report in Kmybyshev/Bezymyank in Kazan. Accord 0-022 were forwarded to Kazan. ts with the JUMO-022 were	that the JUMO-022 a. The airframe fo ding to a previous azan and, as stated	engines or this report in the
ें इ	starter engine is referred starter engine went into ma	not clear from the reporto. for a ses production in late 195	of which	the TS 25X hp. TS

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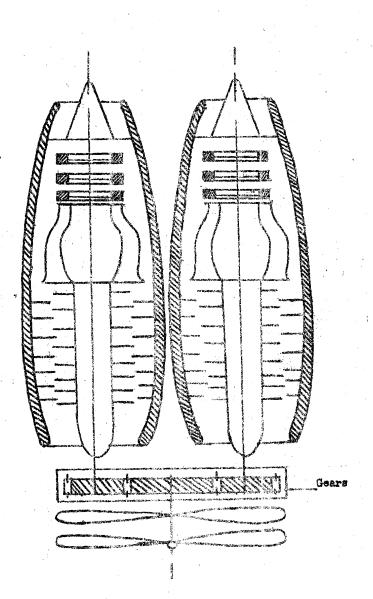
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