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SECURITY L. AMATION

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Crolly to: [redacted]

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Source, Operational Data, and Comments:

FIELD COMMENT:

Upon her arrival in Chile, Nella KIATT contacted the office of the Air Attache in this Embassy and stated that she had been in previous contact with the corresponding American officer in Buenos Aires and had provided the latter with information on her uncle's jet invention. Subsequently, KIATT submitted considerable information on the jet engine to the Air Attache and this information was turned over to the Directorate of Intelligence of the Air Force in Washington in August 1951.

It has been noted that Nella KIATT is residing at the present time with Marion G. Young, American Embassy official in Santiago, Chile, and that up to a few months ago KIATT lived with [redacted], secretary of the Air Attache office in Santiago. The exact nature of the close relationship with these two individuals is not yet clear, but it is being called to the attention of the Counselor of Embassy in view of the possible [redacted] and objectives of KIATT in the past.

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"Arriving in Buenos Aires, LANUS contacted the Ministry of Air, and he was offered 10,000,000 Argentine pesos in payment for the construction of jet engines. LANUS was obliged to keep the Argentine authorities advised as to his plans and the progress of his work.

"In carrying out this contract, LANUS worked in the Air Ministry for a short time, and afterwards proceeded to the air base Rio Cuarto at Córdoba, Argentina. At the same time, he signed a contract with Gustav HARTER to construct an electrode plant, into which business LANUS invested more than 1,000,000 Argentine pesos which he had brought from Europe. Hella HART and her uncle established themselves at the Las Higueras air base, where they were provided with a house by the Argentine government and were also given necessary documents to visit other Argentine air bases. LANUS was also provided with an assistant named Rodolfo CHILIZZI Marone. In March 1950 the first part of the construction of the jet motor was finished and various government officials attended the subsequent tests and discussed the sale of the patent covering the engine.

"The tests proved satisfactory and on 30 March 1950, Karl LANUS returned to his home at 6 a.m. very content with his work. On the following day, Hella HART left their home early in order to buy some repair parts in Rio Cuarto and upon her return, she found her uncle unconscious. He died the same day without recovering consciousness.

"On 1 April 1950, the remains of Karl LANUS were sent to the morgue in Buenos Aires, and Hella was only able to take the body for burial seven days later. She was accompanied by two officials of the Air Ministry, who demanded that she sign a document stating that her uncle had died in Buenos Aires. This she refused to do.

"Returning from the cemetery, she was arrested by the secret police and asked if she had the plans of the jet engine in her possession. She replied that these were in Rio Cuarto.

"A few days later she travelled to Rio Cuarto in order to enter her house because it had been sealed up by the secret police. Unable to recover her possessions, she returned to Buenos Aires where she was informed at the Air Ministry that all her belongings, including the plans, were under the control of the government. She was kept in a hotel, she realized that all her documents had been taken from her. She was released through various government officials' intervention, and was notified by the secret police that she was acting in opposition to the interests of the government. In July 1950 she was informed that the government had decided to deport her.

"Efforts on the part of influential friends proved to be of no avail, and she realized that she was kept under police surveillance from 20 July 1950 to 25 August 1950, when she left to visit friends at the HORNOS LA 123 (ARDALES). While there, she was summoned back to Buenos Aires by the police and upon her arrival, obtained authorization to travel to Chile as a tourist.

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TCS-1898

"Since arriving in Chile, she has received about \$50 monthly from her mother through the intermediary of various Germans living in Chile, especially Pablo KRIS, Calle Bandera 78."

4. Subsequently, the following list of technical personnel at the jet engine factory at Córdoba was prepared:

- Eurt ZANK Professor, ex-German General and aviation technician (known in Córdoba as Kurt HARTS)
- Werner LAUTERBACHER Ex-Gestapo leader in Poland, Designer
- Ulrich HUEBL Ex-official of the German Air Force
- HEINRICH Ex-official of the German Air Force
- SURCHLING Ex-official of the German Air Force



Reportedly, HEINRICH and SURCHLING are test pilots of the new plane, flying them first to El Palomar and then to Comodoro Rivadavia air bases. Ulrich HUEBL and Adolf GALLAND, ex-Nazi pilot, both of whom recently transferred to El Palomar air base, apparently also pilot the jet planes. The jet planes built at Córdoba are called "Palque No. 3", and allegedly Argentina already possesses 60 of these planes. By the end of 1951 this is to increase to 100 planes, and this production is expected to double in 1952. It is also reported that the Córdoba factory is also producing machine guns (similar to the type used by the German Army toward the end of World War II) in great numbers.

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