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USSR

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3rd RE-ISSUEINFORMATION FROM "FIN" CONCERNING AIRCRAFT  
CONSTRUCTION IN THE "ISLAND" (1943)

From: NEW YORK

To: MOSCOW

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24 June 43

Professor PETROV (henceforth "FIN[KIL']") [i] told ARSENIJ [ii] that the development of aircraft construction in the ISLAND [iii] in many [4 groups unrecovered] outstripped the COUNTRY [iv]. For this reason a large group of the COUNTRY's aviation experts, including three from "FIN's" firm, was sent to the ISLAND to study the experience [gained there] [a]. The group remained there three months and brought back a large quantity of [1 group unrecovered].

FIN [KIL] told ARSENIJ that the COUNTRY's aircraft with laminar-flow wings had a number of unsatisfactory features and that it was therefore necessary to keep in mind the following:

1. On the wings it would be possible to reduce to a minimum all the hatches and trap-doors: these abound on the wings.
2. The fastenings of hatches and trap-doors should in all circumstances be free of projections. Turbulence [4 groups unrecovered] ([2 groups unrecovered] wings). With [1 group unrecovered] [b]

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[73 groups unrecoverable]

[25 groups unrecovered]

delivery of the new MUSTANG aircraft

[43 groups unrecoverable]

personally

[61 groups unrecovered]

fairing [ODTEKATEL'] of the wing are fillets [ZAJIZ]. The engine is the British "MERLIN-66". Output 1700 h.p. Speed 480 miles per hour. Rate of climb 6500 feet per

[51 groups unrecoverable]

and is being supported, we gave ARSENIJ permission to

[19 groups unrecovered]

Notes: [a] Inserted by translator.

- [b] This group deciphers to 'DAN'. However there are indications that the next word is 'fastening' and this, taken in conjunction with the preceding passage, suggests that the sentence is concerned with aircraft characteristics. If it were concerned with a personality with a cover-name 'DAN', one would expect a new paragraph and DAN would be in inverted commas as this would be its first occurrence in the telegram. It is almost certain, therefore, that 'DAN' is a garble.

Comments: [i] PETROV : Possibly Alexander Nicholas PETROFF, an aerodynamicist at the Curtiss-Wright Corporation. However, ~~neither~~ he nor anyone under his supervision travelled to BRITAIN on the firm's business. \*

[ii] ARSENIJ : Andrej Ivanovich SHEVCHENKO, Soviet representative at the Bell Aircraft Corporation, Buffalo, New York.

[iii] ISLAND : GREAT BRITAIN.

[iv] COUNTRY : U.S.A.

\*The word 'KIL' can mean 'FIN' (an aircraft part) as well as 'KEEL' and the translation has been revised to reflect PETROV's employment in an aircraft firm.

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