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NAZI SCIENTISTS AID ARMY ON RESEARCH

Hundreds Are Revealed to Be
in U. S. Showing How They
Built Rockets, Other Things

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WRIGHT FIELD, DAYTON, Ohio, Nov. 19 (Delayed for clearance by War Dept) — More than four score top-ranking German scientists, among them some of the aerodynamicists and physicists who helped design and develop the V-1 and V-2 rockets and the first jet-propelled and rocket-driven fighter planes ever to be in combat, are now working in the giant United States Army Air Forces aeronautical laboratories here under contract to the Government on a project called "Operation Paperclip," it was revealed today.

Simultaneously, it was disclosed that the transportation corps and the ordnance and engineering branches of the ground army and some branches of the Navy have other German scientists working for them on various projects under similar conditions at Fort Bliss, Tex., and elsewhere.

It was disclosed in Washington that about 180 other German scientists were working under contract in the "southwestern United States" — presumably at White Sands, N. M. It was indicated that eventually 1,000 of Germany's top-flight scientists might be brought to the United States.

The air forces estimated that the German scientists by revealing the limit of their developments and charting the points where they had failed would save the United States \$200,000,000 in aeronautical research. The War Department was reported to have announced that at least \$750,000,000 would be saved in basic rocket research by the data of the German scientists.

86 at Wright Field Alone

In all there are eighty-six scientists at this field alone, most of whom were leaders in their special fields of research and development in Germany and Austria before and during the war. Besides the men who were instrumental in producing rocket bombs and rocket and jet fighters, there are others who worked on matters ranging from ribbon parachutes, electronics, high-oxide ceramics, to "space bases" maintained about 4,000 miles above the earth's surface.

The list of the Germans and Austrians here reads like a Who's Who of science. For example, there is small, precise, non-smoking, non-drinking Dr. Rudolf Hermann, who managed the Aerodynamic Institute for Supersonic Aerodynamics and Ballistics at Peenemunde where the V-1 and V-2 rockets were developed.

Besides his V-1 and V-2 work, Dr. Hermann was one of the small group of elect who worked on Hitler's idea of establishing permanent man-made planets in space. Dr. Hermann still feels confident that such a plan can be carried out, and a measure of credence was given to the idea recently by Lieut. Gen. Nathan F. Twining, Commanding General of the Air Materiel Command, who said, "We're talking of 'space vehicles and space bases' which means that we hope not only to fly but to maintain positions far above the earth so as to be actually in interplanetary space."

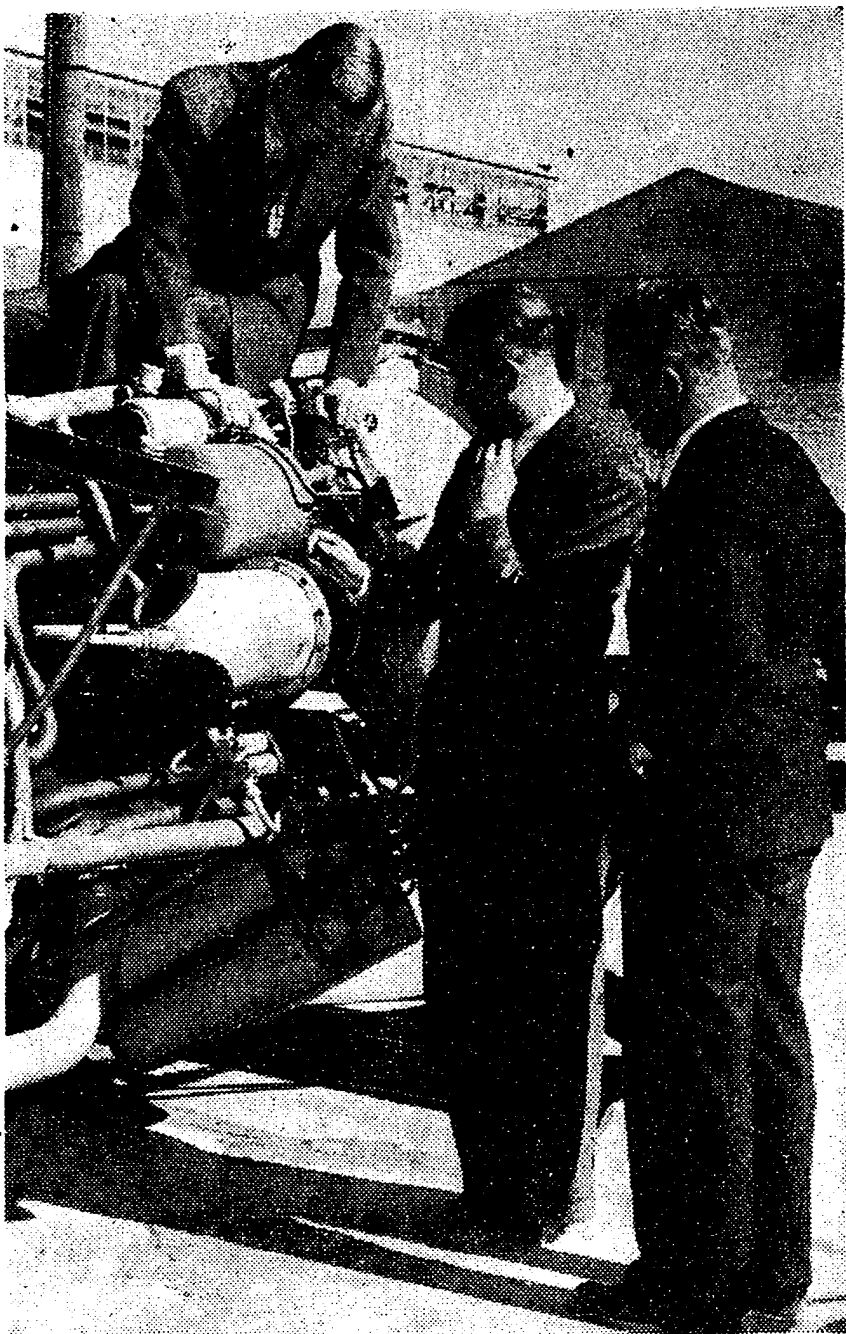
There is Dr. Alexander Lippisch, lean, ascetic-looking chief designer of the Messerschmitt Aircraft Works who designed the Me-163, only rocket fighter to get into combat in the last war. Dr. Lippisch, who divides his spare time between catching, mounting and identifying butterflies in the Wright Field area and painting local scenes in water-colors, also had a hand in the development of the Me-262, the twin-engine German jet fighter that saw action in the war.

Zobel Hopes to Teach in U. S.

Dr. Theodor W. Zobel, youthful former chief of the high-speed aerodynamic section of the Hermann Goering Institute at Brunswick, Germany, and later at the German wind tunnel established at Chalais Meudon, France, is another. Dr. Zobel, who looks remarkably like a youthful Hermann Goering and hopes one day to get a post as a professor at some American university, is credited with developing the Schlieren-Interferometer optical device for measuring the air flow around an airfoil without disturbing the flow.

There is Dr. Bernhard Goethert, chief of the high-speed aerodynamic section of DVL, Berlin-Adlershof, who is now busy testing and correcting the 10-foot wind tunnel here. Dr. Gottfried Guderley, one of the leading aerodynamicists in Germany, and Fritz Dobl-

NOW MAKING ROCKETS FOR UNITED STATES



German scientists check over a V-2 engine being prepared for tests tomorrow at White Sands, N. M., where they are cooperating with our Army Air Forces experts. Atop the engine is Dr. Martin Schilling, a major contributor to the instruments used in the V-2. In the center is Wernher Von Braun, principal inventor of the V-2 and beside him is Dr. Ernst Steinhoff, developer of V-2 remote controls. Associated Press

hoff, an Austrian who studied in Great Britain and developed the Doblhoff jet-propelled helicopter, are also here.

Dr. Rolf Ammann, chief of engine development at the Bavarian Motor Works, Munich; Dr. Hans Mayer, formerly director of the Siemens-Halske Telephonic and Telegraphic Laboratories, and Dr. Heinz Schmitt, chief of the jet engine experimental and testing section of the Junkers Company, and largely responsible for the success of the Junkers 004 engines used in the Me-262 and the Arado 234 jet planes, are here too.

There are others who were top figures in automotive research, in designing heavy machinery for steel rolling mills and hydro-electric presses, in thermo-dynamics, high oxide ceramics, carbides, graphites and boron, and in designs for new type parachutes.

Some of them have been in America about fifteen months, but most of them arrived in small groups after last September. They were all carefully screened in Germany and again after arriving here. Some were former Nazi party men and others were victims of the Nazi party. There have been no clashes between those who went along with the Nazi party and those who suffered at its hands, officials here report, but a cool attitude between the two groups exists. A few have been found undesirable and shipped home.

All are in the United States voluntarily, and at least twenty-five have expressed a desire to take out citizenship. It is understood that the State Department is taking steps to facilitate such action. The families of some of the scientists are coming over soon.

All the scientists are here under special one-year contracts as alien civilian employees of the War Department. Salaries range from \$2.20 to \$11 a day, according to education and experience, and the money is deposited to the account of the scientists or their families in Germany. In addition they get \$6 a day for living expenses, the same allowance made to United States civil personnel on temporary duty away from their home stations.

Most of the scientists have dependents in Germany, and the United States Army has set up at Landshut, a village forty-five miles north of Munich, a housing project where they may live. There, two modern three-story stone and stucco buildings with communal shops have been set aside and put under security guard of the Army.

The whole place is off limits to all Germans and to American military personnel. The families of the scientists are not required to live in the housing project, but the offer of sound houses, fuel to heat

them and extra food rations plus security from any reprisal action by German fanatics has proved a strong magnet.

Middle-aged or beyond on the average, the scientists here look more like small-town business men than the workers who made the magic for Hitler's Wehrmacht. They all seem pleased with the set-up here.

Live in Wooden Barracks

The former pets of Hitler on whom millions of marks were lavished to carry on their work now live atop a small knoll within Wright Field in wooden barracks formerly occupied by the National Youth Administration. The buildings are comfortable if not elaborate, and in general the scientists enjoy the same living conditions as junior officers in the United States Army.

Recreational facilities consist of a swimming pool and space for "fist-ball," a variation of American handball. When off duty, the Germans are allowed to leave the post by signing out at the gate and signing in when they return. They cannot spend a night away from the base, but they can travel into Dayton. A few have started attending classes at the University of Dayton.