Korolev’s subsidiaries

At the end of the 1950s the government began to increase the number of companies dedicated to the production of rockets. Thus, in April 1955 it decided to build plant N°139 in Miass near Chelyabinsk to produce R-5M and R-7 missiles in series. But in March 1958 this project was abandoned and the plant became a duplicate of NII-88 and of its subsidiary in Zagork (later NII-229) and absorbed by V. P. Makeiev in October 1959. In February 1958, plant N°1001 KrasMach, in Krasnoyarsk, was affected by this move. The minister Dimitri Ustinov wanted an underground factory created to manufacture Korolev’s rockets. In fact, an underground nuclear plant had already been built in the secret city of Krasnoyarsk-26. In the Soviet Union there were many so-called secret cities, or ZATOs, with numbers, such as Arzamas-16, Chelyabinsk-70, Sverdlovsk-44, Tomsk-7, Penza-19, Krasnoyarsk-26, and Zlatoust-36. A decree issued on April 1, 1959 called for the creation of subsidiary N°2 of Korolev’s OKB adjacent to the KrasMach plant. The director was M. F. Rechetnev, chief constructor of the R-11M. Like Makeiev, he was 35 at the time. He succeeded him and made new versions of the R-11. Rechetnev’s version was produced in series by plant N°47 in Orenburg. But in October 1959 the underground plant project was abandoned. The subsidiary would therefore not build the R-7 and R-9. Instead, in 1960 the subsidiary was assigned to produce M. K. Yangel’s R-14 (which served as the basis for the Kosmos 3M space launcher). In December 1961 subsidiary N°2 was transformed into OKB-10. It specialized in telecommunications, navigation, and geodesic satellites, of which it has supplied more than 1,000! Similarly, on January 2, 1958 the government decided to transfer production of the R-7 and R-9 to Progress plant N°1 of Kuybyshev. On July 14, 1960 D. I. Kozlov’s sector became subsidiary N°3 of Korolev’s OKB.

In 1958 Korolev began working on solid-fuel rockets. In November 1959 a decree ordered the creation of the RT-1 missile. Korolev then absorbed the activities of neighboring OKB-1: institute N°58 (TsNII-58) of constructor V. G. Grabine. After the RT-1, Korolev developed three missiles: the RT-15 in cooperation with TsSKB-7 of the Leningrad arsenal factory, the RT-25 in cooperation with OKB-172 of the Motovilikinsk factory near Perm, and the RT-2 in cooperation with both companies. It was planned to open a fourth subsidiary to produce this type of rocket at factory N°92 in Gorky, but the project was abandoned.
DMITRI KOZLOV

Dmitri Ilyich Kozlov was born on October 1, 1919 in Tikhoretske in the Krasnodar region to a family of railway workers. He had two brothers who died at the front during the Second World War. At the outbreak of war, Dmitri was attending courses at the Leningrad military institute of mechanics. He then enlisted as a simple soldier and, after the blockade of Leningrad, shrapnel from a mine near Vyborg severed his left arm on July 12, 1944. He was demobilized and returned to the institute, from which he was evacuated to Perm. In May 1943 he became a member of the party. He finished his studies at the institute towards the end of 1945 with a diploma on a new detonator for artillery shells. He became an engineer, and was a member of the first group of 18 people who did a specialized four month course on rocketry. He was assigned to institute N°88 in Podlipki, which became the institute of rockets of the ministry of armaments on May 13, 1946. He moved near the institute with his wife Zoia Vassilievna, whom he had married in February. Their son Vladimir was born in 1947 (he later directed TsSKB Foton KB) and their daughter Olga was born in 1952. In June 1946 Kozlov went to Nordhausen in Germany, where his first task involved pneumo-hydraulic aspects of the V-2 engine in V. P. Glushko’s group. For several months he served as party secretary for the group of specialists led by General Lev Gaidukov, and then for Korolev’s group at plant N°3 in Kleinbodungen, which was reconstructing Wernher von Braun’s V-2. In August, Kozlov became an engineer for sector N°3 of the OKB of NII-88 (which became OKB-1 in April 1950). He returned to Podlipki in December 1946 and participated in the V-2 flights at Kapustin Yar in