

Kummersdorf (Gut) – Chronology

1903

Konstantin Ziolkowski starts to write scientific essays about rocket planes

1923

Hermann Oberth publishes the book "The rocket to the space of planets" with a vision of manned space flight on the basis of rockets with fluid drives

1926

Robert Goddard starts successful a rocket with fluid drives

1927

Johannes Winkler founds the "Club of astronautics" in Breslau

1928

Max Valier experiments, apart from other things, with rocket-powered sledges, rail-cars and automobiles on the Avus. Fritz von Opel starts for the first time a glider with 6 powder-rockets on the airport Frankfurt/Main

1929

the "Club of astronautics" moves to Berlin and Hermann Oberth becomes the new president. Important members are: Rudolf Nebel, Klaus Riedel, Rolf Engel, the 17-year-old Wernher von Braun, Hans Bermüller, Paul Ehrmayer, Helmut Zoike and Kurt Hainisch

1929

Dr.-Ing. Karl Emil Becker, lieutenant-colonel of the army of the Third Reich, gets the order to test the use of rocket propulsions from the minister of the German army of the Third Reich Groener

1929

Members of the "Club of astronautics" starts in cooperation with the industry ("Junkers" in Dessau, "Heylandt industry gas" in Berlin Britz) to experiment with fluid drives

1930

Dipl.-Ing. Walter R. Dornberger colonel of the army of the Third Reich, assistant of the ballistic department of the weapon department of the army, gets in touch to the several inventor groups and supports them partly in spring 1930

1930

The student Eugen Sänger studies rocket technology and the space and develops ideas, how to reach the outer space with a rocket plane

1930

Rudolf Nebel inaugurates the "rocket-airport Berlin" in Tegel in September 1930

1932

Construction of the rocket research institute "Kummersdorf-West" on the area of the artillery range Kummersdorf in January

1932

The rocket specialists around Rudolf Nebel demonstrate without success in presence of Becker, von Braun and Dornberger their 4m long rocket with fluid drive "Mirak II" in Kummersdorf. After that the weapon department of the army gives up the sponsorship of the rocket airport Berlin.

1932

Wernher von Braun gets engaged by the weapon department of the army after an introduction to Becker. His works start in October 1932 in Kummersdorf

1933

The first successful propulsion tests in January with a thrust of 140 kg by Wernher v. Braun in Kummersdorf, development of the aggregate 1 (A1), production of 3 test samples

1934

Promotion Wernher v. Braun on the tests with rocket propulsion on the test stands of Kummersdorf in April 1934

Hitler visits Kummersdorf for the first time

1934

The aggregate 2 (A2) with a thrust of 300kg, previously often tested in Kummersdorf, is successfully tested on the isle Borkum in December 1934. Two gyroscope-stabilized rockets (called Max and Moritz) with a 300kg alcohol/liquid oxygen- drive reach each a height of 2200m

1935

Start of the development of the aggregate 3 (A3) as a test rocket with a thrust of 1,5 tons on the research institute Kummersdorf-West

1935

In the year 1935 Wernher von Braun presents a conception of a "rocket research institute" to the army and the air force with the leading idea of consolidation. The presentation of the conception count for the hour of birth of Peenemünde

1935

Test of an additive rocket propulsion for propeller planes (He 112) in Kummersdorf

1936

The erection of the research institution of the army Peenemünde is decided in April 1936

1936

The engineer Dr. Walter Thiel starts his work in Kummersdorf, additional extension of the test stand in Kummerdorf. Start of the development of the A4- propulsion with a thrust of 25 tons

1937

Aircraft captain Erich Warsitz flies in summer 1937 in Neuhardenberg a Heinkel He 112 with rocket propulsion, which was developed in Kummersdorf

1937

Test sample of the rocket A3 are started unsuccessful on the Oie in Greifswald.

1938

The series oft tests with the aggregate 5 (A5) starts. The A5 reaches heights up to 12000m. The A5 is a modified A3 with better technical properties and an improved control. Altogether more than 100 test flights were done.

1939

The first rocket plane in the world, a He 176, flies in Peenemünde with a new propulsion

1939

Conference about rocket propulsions with participation of the universities in Kummersdorf

1940

The first burn test with a 25-tons-propulsion in Peenemünde 1940. First plan of a two-stage Intercontinental-rocket

1940

Erster Entwurf einer zweistufigen Interkontinental-Rakete

1942

First and successful realization of a test shooting with rockets from a submerged submarine

1942

First successful start of an A4 after 12 years of rocket development. The A4-aggregate reaches a height of more than 80 km and starts the conquest of the outer space

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