

29 April 1941 FW200C-3 Wn.0054 F8+HH 1/KG40

At sea - off the Shetland Isles.

Failed to return from operations.
 Ff: Obltn Roland Schelcher +. *NKG.*
 Ff: Uffz Josef Obergaulinger 57377/1312 +. *CC 3/520.*
 Bo: Ogefr Rudolf Renntrop +. *NKG.*
 Bf: Ofw Otto Verpahl +. *NKG.*
 Bm: Uffz Josrf Niklas +. *NKG.*
 Bs: Gefr Erwin Sengbusch +. *CC 3/517.*

29 April 1941 Bü131B Wn.4477 GD+EG

Somerford, near Christchurch, Dorset.

Intercepted by fighters and landed safely. The aircraft had been stolen from an airfield near Caen by two ex Armee de L'Air pilots. It was given the RAF registration DR626.
 Denys Boudard
 Jean Hébert



MAP ID 11 (page 892)

Left and below: The Bücker Bü 131 that was stolen by two intrepid French airmen and flown to England on 29 April. Denys Boudard and Jean Hébert (pictured right) stole the Jungmann from the airfield at Caen-Carpique.



MAP ID 12 (page 892)

30 April 1941 Ju88A-1 Wn.0715 S4+JH 1/506

At sea - off Withernsea, Yorkshire.

Believed to have crashed due to being shot down by AA fire.
 ID: 73138, AW: white, Westerland, 23 April 1941, FP: -.
 Ff: Fw Kurt Pahnke +. *NKG.*
 Bo: Ltn Hans Jark +. *NKG.*
 Bf: Uffz Johann Schaare +. *NKG.*
 Bm: Hptgefr Josef Schumacher 73038/208 +. *Brandesburton, Yorkshire.*

The body of Josef Schumacher was washed ashore on 9th May 1941. Air Intelligence recorded that the body had been in the water only a short time and from the last entry in his diary the loss must have occurred after 29th April 1941. The airman's Ausweis was issued at Westerland and ID disc suggested a Coastal Reconnaissance Unit. A diary showed that this man left Perleberg on 15th April 1941 and also made a War Flight on 24th April 1941 in -- + IH from 13.57 hrs - 17.53 hrs.

30 April 1941 Ju88 1/506

Aircraft hit by AA fire during operations to Newcastle. Bo: Ltn Paul Drecher injured, Bs: Ogefr Alfred Schnlegel killed.

30 April 1941 He111H-4 Wn.3274 5J+AC 3/KG4

Failed to return from operations to Plymouth. Ff: Ofw Ernst Ebel; Bo: Ofw Heinrich John; Bf: Ofw Friedrich Börner; Bm: Fw Josef Wiczowek all lost without trace.

30 April 1941 He111 I/KG27

Aircraft damaged by AA fire. Bm: Ofw Willi Klause wounded. Bs: Ogefr Johann Kratchwill injured.



1-4 MAY 1941



MAP ID 1 (page 904)

1 May 1941	He111H-5	Wn.3783	1H+LK	2/KG26
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Failed to return from operations to Peterhead. A wireless message was received from the crew to say that the aircraft had suffered engine failure. Ff: Ltn Wolfgang Grunnert, Bo: Gefr Erich Böhme, Bf: Ogefr Franz Werner, Bm: Uffz Arnold Bovelett all lost without trace.

1 May 1941	He111H-5	Wn.3753	1H+CB	I/KG26
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At sea - QU3861. A wireless message was received from crew to say that the aircraft was in trouble ½ hour from coast. Ff: Uffz Erich Otto, Bo: Gefr Rolf Brauch, Bf: Uffz Heinz Glashoff, Bm: Gefr Hermann Kuntz all lost without trace.

1/2 May 1941	He111P	Wn.2604	1G+HM	4/KG27
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At sea - five miles south of Worthing, West Sussex. 22.45 hrs.

Started from Chateaudun to attack Liverpool. When approaching the English coast at 12,000 ft in bad visibility the crew were completely surprised by a night fighter, there being a loud explosion and the port side of the aircraft caught fire, although the engines still functioned properly. The aircraft went into a steep dive and the pilot gave the order to bale out, before escaping through the front escape hatch at 3,000 ft. He was picked up after being in the water for about half an hour. The observer was last seen crawling towards the rear escape hatch.

ID: -, AW: light blue, Fl.H.Kdtr.1/VII, 27 February 1941, FP: -.

Ff: Ltn Helmut Ballaüf.

Bo: Fw Franz Förster +. NKG.

Bf: Uffz Rolf Averberg 62684/139 +. Buried at sea on 14th July 1941.

Bm: Fw Heinrich Platt +. CC 4/83. Body washed ashore on 19th June 1941.

The pilot, whose morale was deemed to be very high, had been at the front less than three months but had made about twenty War Flights and was expecting to receive the EK I. During the three months he had not had any leave.

MAP ID 2 (page 904)

1/2 May 1941	He111H-5	Wn.4021	V4+IL	9/KG40
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At sea - 300 yards north of Gurnards Head, Cornwall. 22.00 hrs.

Target Bristol. This aircraft was flying in a northerly direction and was seen to crash into the sea. The body of the pilot was washed ashore at Porthminster Point, half a mile south-east of St. Ives.

AW: white, Nordhausen, 8/5/40, FP: L 02110.

Ff: Ofw Alfred Pickart EK1 53548/17 +. CC 5/280.

Bo: Ltn August Losse 53548/6 +. CC 5/332.

Bf: Ofw Hubert Buruan +. NKG.

Bm: Fw Franz Schwarz I 53548/38 +. CC 5/273.

The pilot was very experienced as he had a certificate in his possession dated 20th March 1940 showing that he had passed the Instructor's Test in Blind Flying and was fully qualified as an instructor. He wore the Four Years Service and Sudeten Medal ribbons.

The pilot was known to belong to 9/KG40 from a captured Staffel list. The flight engineer was known as Schwarz I so as to differentiate him from a rear gunner in the same Staffel of the same name and rank and referred to as Schwarz II.

The Feldpostnummer was formerly for I/KG1, subsequently III/KG40.

The Luftwaffe Quartermaster General's daily returns record the code of this aircraft as V4+JL from 3/KG40.

2 May 1941	Ju88	Wn.0711	S4+FH	1/506
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Failed to return from operations off the East Coast of England. Ff: Ofw Stefan Haberkern, Bo: Obltn Werner Beck, Bf: Fw Wilhelm Schwarz, Bm: Ogefr Arthur Wagner all lost without trace.

2 May 1941 He111H-3 Wn.5660 1G+CP 6/KG27

MAP ID 3 (page 904)

At sea - ten miles south-east of Bury Head, Devon.

Body picked up from the sea. The airman had previously been reported as failing to return from a raid on Plymouth on the night of 29th April 1941, along with a crew which included Leutnant Lang.

AW: blue, 9/5/40, FP: -.

Obltn Helmut Brandenburg 62683/5 +. CC 5/296.

Uffz Walter Belser 51905/84 +. NKG

Ltn Lange +. NKG.

The ID disc number had not been previously identified by Air Intelligence.

The body of Walter Belser was washed ashore at Beer, Devon but the place of his burial was not recorded.

2/3 May 1941 Ju88A-5 Wn.8180 4D+BH 1/KG30

MAP ID 4 (page 904)

Weybourne, Norfolk. 03.30 hrs.

Took off from Eindhoven at 01.30 hrs along with eleven other aircraft of 1/KG30 to attack Liverpool Docks in the vicinity of Birkenhead. This aircraft, the only one drawn from 1/KG30, led the raid with orders to report the weather conditions over the target to the other aircraft in the formation. The crew skirted over the northern end of The Wash at 23,000 ft turning west over Skegness but encountered heavy AA fire. The port engine then started to lose power and the compass failed, so the bombs were jettisoned and the pilot turned south for home. While over Norfolk the starboard engine started to fail, so the pilot made a good forced landing on the foreshore, just below the low tide point.

Markings: 80 marked in white, on the top of the fin, twelve inches long. Shield in red and white but blacked out.

Armament: one 1,000 kg and one 500 kg mine.

ID: 62741 & 62758, AW: blue, L 30264, FP: L 31074.

Ff: Fw Erwin Geiger EKII.

Bo: Fw Helmut Laser EKII.

Bf: Fw Richard Altmeyer EKII.

Bs: Major Walter Seeburg EKII injured.

The gunner at the age of fifty-three was on his first War Flight, having come along just for the ride, being the Assistant Operations Staff Officer his normal duties were signing Ausweis. He possessed the Eisern Kreuz Second Class but Air Intelligence were unsure of the doughty deed this had been awarded for. The rest of the crew including the flight engineer, Uffz Schmidt who had been left behind had served together as a crew for over three years having taken part in the raid on the Firth of Forth on 16th



Below and opposite page: Junkers 88 4D+BH lies on the beach at Weybourne near Cromer, note the open dinghy hatch on the upper rear fuselage.



October 1939. During the Polish Campaign they had served with KG1 making twelve War Flights in He111s over Northern Poland and were detailed to attack railway installations and stations.

During the attack on Belfast on the 15th April 1941 this crew had flown from Eindhoven, using normal navigational methods and although Knickebein was in use they only used the beam occasionally to check their drift. The transmissions were still audible over Belfast at 13,000 ft but they finally pinpointed their position by the Belfast Harbour entrance lights which were not extinguished during the raid.

This crew had carried out a number of minelaying sorties over the Thames Estuary using 1,000 kg magnetic mines, acoustic mines were never carried. They usually dropped their mines from about a height of 600 ft to ensure accuracy although mines could be dropped from as high as 8,000 ft but accuracy suffered and the danger of night fighter interception increased at this height. The Goerz 219 bomb sight was used in conjunction with a set of special tables for mine laying.



2/3 May 1941 Ju88A-5 Wn.4269 3Z+CL 3/KG77

Welney, Norfolk. 04.00 hrs.

Started from Laon to attack Liverpool. On the return journey, having successfully bombed the target, the port engine failed and a while later the starboard engine cut out and caught fire. The crew baled out, leaving the pilot to make a good belly landing, twenty miles further on. The port engine burnt out without setting fire to the rest of the aircraft. The pilot then tried to set fire to the aircraft by firing a large number of Very Pistol cartridges into the petrol tank but this failed, so he made a torch out of paper which he lit and put into the tank but this also failed to ignite, whereupon he gave up. A few bullet strikes were traced to the engine nacelle but this was attributed to the pilot when he was trying to destroy the aeroplane.

Markings: CL marked on the tip of the tail fin. DE+ES also visible but had been painted over. Crest; the word "Condor" in yellow on either side of the nose.

Engines: Jumo 211 G1, starboard engine number M.M.W. 211 G 1/533; port engine number M.M.W. 211 G 1/439.

Armament: two dorsal rear MG15, and one MG15 firing forward.

The exhaust manifolds were covered by an anti-glare shield.

ID: 55512 & 65108, AW: red, L 07201, 16 January 1941 & grey, Obertraubling, 31/1/40, FP: L 20512.

Ff: Ltn Joachim Wreschnick.

Bo: Uffz Rudolf Siekmann.

Bf: Uffz Friedrich Podlech.

Bs: Gefr Helmut Pix.

All the crew were deemed to have very high morale and refused to answer any questions, while the pilot was reported to be very offensive to everyone he came into contact with.

2/3 May 1941 Ju88A-6 Wn.2368 3Z+DS 8/KG77

Minstead, Hampshire. 22.35 hrs.

After a short briefing by the Staffelfkapitän, Hauptmann Wagner, three aircraft from 8/KG77 started from Juvincourt to attack Liverpool Docks but this crew were held up due to engine trouble and eventually took off at about 21.00 hrs. The course was to make landfall to the west of the Isle of Wight and fly directly north until level with the target and then turn east. Whilst on the outward flight at 12,000 ft the rear gunner spotted a night fighter and the pilot turned the aircraft steeply to port but it was hit in the port wing root and went out of control. The pilot gave the order to bale out and the three crewmen carried out the order, before the aircraft crashed through some trees in a steep dive and exploded, leaving a large crater. The flight engineer's parachute was found three miles from the crash, although the airman was not initially apprehended.

Airframe made by Henschel F.W.



Left: The crater left by Ju88 3Z+DS at Minstead.

MAP ID 5 (page 904)

MAP ID 6 (page 904)

Armament: remains of three MG15 found. Four 250 kg and five SC 50 kg bombs carried.
 ID: 55512 & 71040, AW: grey, Werl, 18/3/40, FP: L 01987 Paris.
 Ff: Fw Hans Beckmann 55512/35 +. CC 6/287.
 Bo: Uffz Friedrich Wilhelm Pohl EKI.
 Bf: Fw Willi Winkler.
 Bm: Uffz Alexander Mayer EKII.

The crew who baled out had some difficulty in surrendering, especially the wireless operator whose flying boots had fallen off during his parachute descent, before landing in a pond in the New Forest. After wandering around for some time he was badly shaken by the appearance of a white ghost which subsequently turned out to be a New Forest pony. Upon reaching a road the airmen was unsuccessful in stopping passing motor cars, so when an ambulance appeared he stood in the middle of the road and waved his arms and shouting 'soldier German' until the driver stopped. The driver flashed his torch over the airman and made off at speed. Eventually the airman managed to give himself up to a Military Policeman that he came across near to a large military camp.

The pilot and the observer were already known to Air Intelligence as their aircraft 3Z+FS failed to start on the night of 16th April 1941 when 3Z+BS was brought down. The flight engineer had been mentioned in the German Press in November 1940 when he was awarded the Eiserner Kreuz Second Class.

MAP ID 7 (page 904)

2/3 May 1941 Ju88A-5 Wn.5105 3Z+AT 9/KG77

Fairmile Common, Cobham, Surrey. 01.00 hrs.

Below: 3Z+AT was another Ju88 that went into the ground in a steep dive. This time, the firmer soil at Cobham has scattered more remains on the surface including an engine and propeller blade to the right of the photo.

Took off at 21.30 hrs from Juvincourt to attack Liverpool Docks, along with two other aircraft from 9/KG77 and in conjunction with a number of aircraft from 8/KG77 which were also briefed to attack the same target. This aircraft made landfall just west of the Isle of Wight with the aim of reaching the target area west of Birkenhead Docks, then made a turn to starboard, aiming for the West and East Float Docks which were a good landmark just west of their target, just the other side of the river. Having just dropped their bomb load and while still in the target area the port engine was hit by AA fire splinters and stopped. Ten minutes later it caught fire but the pilot managed to extinguish the flames and continued to fly on one engine for about an hour. The pilot finally lost control, the aircraft went into a steep dive and at 3,500 ft the crew baled out. The aircraft crashed in flames and burnt out.





Airframe made by Norddeutsche Dornier Werke; building nr. 921, in May 1940. Component part plates show A.T.G. Leipzig.
Engines: Jumo 211 B, one engine nr. 51955.
Armament: two MG15 traced.
ID: 65107, AW: pink, Luneburg, 13/1/40 & pink, Werl, 23/2/40, FP: L 01978 Paris.
Ff: Obltn Horst Hempel EKI injured.
Bo: Ofw Hans Höchersteiger EKI.
Bf: Fw Herbert Rösch EKI.
Bs: Fw Otto Schulle EKI.

Above: more wreckage from the Ju88 at Cobham, this time the starboard tailplane and crumpled tail just behind the man on the right.

It was established from interrogation of the crew that on 17th April 1941 8/KG77 had five crews remaining and 9/KG77 only had four crews available for operations. The Staffelkapitän Oberleutnant Richter and his crew were lost on the 25th April during a daylight reconnaissance flight to Plymouth and with the loss of 3Z+AT this now left two crews. The problem with replacement crews was deemed to be that the Luftwaffe had not originally envisaged the need for large scale night flying operations until the failure to gain air supremacy over Great Britain during the Battle of Britain and that although there was no shortage of replacement crews, very few had been trained in night flying. Even though KG77 had an Ergänzungs Staffel and night flying training had been intensified, this was insufficient to keep up with the demand for trained personnel.

3/4 May 1941 Ju88A-5 Wn.8161 M7+AH 1/806

MAP ID 8 (page 904)

Moons Hill Farm, Stoke St.Michael, Somerset. 23.30 hrs.

Started from Caen on operations to Liverpool. While flying at 12,000 ft this aircraft was attacked by a night fighter, the port engine caught fire and the pilot ordered the crew to bale out, the aircraft then dived into the ground and exploded on impact when the bomb load blew up.

Markings: the letter H had a thin white stripe running through the vertical and horizontal lines. Airframe was made by Norddeutsche Dornier Werke, building nr. 1366, in August 1940.

Engines: Jumo 211.

ID: 73551, AW: grey, Uetersen, 5/7/40 & 12/5/40 & grey, Caen, 31/10/40, FP: 01929.



Top: Crews of Kampfgruppe 806 line up with two of their Ju88s.

Above: L-R, Ofw Fritz Schäfer, Ltn Gottwald Gerlach, Fw Walter Kramer and Fw Helmut Soland, the crew of M7+AH.

MAP ID 9 (page 904)

Ff: Ofw Fritz Schäfer.
Bo: Ltn Gottwald Gerlach wounded.
Bf: Fw Helmut Soland.
Bs: Fw Walter Kramer wounded.

The unit was ascertained from the Feldpostnummer and Ausweis as 1/806 which at the time was acting as III/KG54 although this was probably only for administrative purposes as Gruppe 806 was at this time still based at Caen and the lettering M7 was retained. The ID disc number had been previously encountered by Air Intelligence with 8/LG 1.

This was an experienced crew with the wireless operator having previously served in the German Navy before transferring to the German Air Force in 1937 and had completed eighty-five War Flights. The pilot had made ninety-three War Flights. Their morale was very high and they were very security conscious 'The duty of a soldier to his country outweighs every other consideration'.

This crew described a sortie that they had made just before their capture in which they had made a low level daylight attack on an aluminium works between Liverpool and Manchester in which they made three runs over the target and dropped four 250 kg, seven 50 kg bombs and three chutes of incendiary bombs. They claimed that the attack was a great success but according to British sources no aluminium factory in the area described was attacked but a similar bomb load was dropped at a works to the west of Oldham on 14th April 1941 at 15.03 hrs but the damage was not serious. It was a possibility that the aircraft had used 'Rocket Start' on this occasion to get airborne due to the large bomb load and aircraft from the unit frequently used this option when operating from Caen.

The crew had made about thirty War Flights from Caen and it was from here that the Gruppe took part in the big raid on London on 16th April 1941. Most of the crews from the Gruppe made two sorties while one or two of the most senior crews carried out three operations to London that night.

3/4 May 1941 He111H-5 Wn.3602 1H+BD Stab III/KG26

Rexton Gorse, Crowcombe, Somerset. 01.00 hrs.

Took off from Le Bourget at 23.30 hrs to attack Liverpool Docks. While crossing the English coast at 13,000 ft the crew experienced some AA fire and they also fired at another aircraft believed to have been a night fighter. Fifteen minutes later they were attacked by a night fighter and the starboard engine caught fire, while the port engine stopped. The pilot attempted a forced landing but the aircraft crashed into a wood and caught fire; the wireless operator succeeded in jumping clear.