

## t Venlo

l motion operates only remaining stationary.

ockpit wall is connected When this is rotated, a graduated in kilometers of this flap has not yet ht to be connected with 1 at different speeds.

grouped together on a cockpit. A selector lever our positions. One of nd is presumably for g skid. The lever is because of the confined

pull-out lever attached the setting selected or o lower the skid. Two apparently an air pres-panel. A conventional or manual operation.

l has two steel spars the wing main spar e distance between the oints is approximately

e fairing marked "C" "C-Stoff" content of ing is a notice to the : is to be shut off after ated under the fairing age main bulkhead, is g tank at the base of to each side from this onnected to each of the e passing through the onnected to a supple-ig or may be used for ipe extends rearwards is made for mounting obably interconnected ks.

The rear of the bulk-ght-alloy ring of 0.12 ttachments projecting e mounting points for

fitting, identical to scribed in SUMMARY parachute brake, was parachute brake may e-163 to shorten the

heel fork is fitted with esumably for steering

the aircraft when taxiing. No wheel was found but the maximum diameter would be about 14 inches.

**Wing :** The wing is made in two separate main-planes ; the leading-edge of the port mainplane was recovered. The length from root to tip is 14 feet, six inches. The wing is of wooden construction with an eight-mm. plywood skin covered with heavily doped fabric. The built-up main spar is of laminated wood and is 13 inches deep at the root. Forged steel attachments bolted to the top and bottom of the spar have spherical self-aligning bearings which connect to the fuselage steel spars. The auxiliary spar with a single metal attachment point is also of laminated built-up wood construction and carries the flap operating jack.

A leading-edge slot, seven feet, two inches long terminates about 12 inches from the wing tip. This slot is not quite parallel to the leading-edge. The small portion of the trailing-edge between the aileron and flap is duralumin covered and is strengthened by two reinforced welded steel brackets which carry the spigots for the aileron and flap bearings.

**Aileron :** The aileron, five feet, nine and one-half inches in length and with constant chord of one foot, three inches, is of composite construction having a sheet steel leading-edge and inboard rib, duralumin

ribs and fabric covering. It is carried on two small self-aligning ball bearings and is operated from the inboard end by a linkwork and tubular rods running in supports forward of the main spar. A small fixed metal tab is provided for initial trim adjustment.

**Flap :** The fabric-covered flap is of dural construction, the ribs being reinforced by wood. The approximate chord is 14.5 inches. Operation is by a simple screw-jack mounted on the auxiliary spar ; a linkage of torque rods, universal joints and bevel gears connects the jack to the cockpit hand-wheel.

**Pitot Tube Mounting :** A mounting for the pitot tube is located in the leading-edge, about seven feet from the wing root end.

**Leading-edge Tank :** A light alloy fuel tank (estimated capacity about 17 gallons) is fitted in the leading-edge between the wing root and the pitot tube mounting. A small pipe projecting rearwards, on the undersurface of the wing, is probably a vent.

**Armament :** The front mounting for an MK 108 was found ; shape of the mounting attachment suggests that the gun is fitted in the skid fairing. No gun mountings or attachment points were found in the wing root.



## The 162, New Jet Fighter, Encountered in Combat

**FURTHER** investigation of the details of the encounter reported in connection with opposition to Eighth Air Force on 4 April in SUMMARY No. 74 (page 6) has resulted in the identification of the unorthodox German aircraft as an He-162 (possibly Me-162) or "Volksjäger." Other reports on this new single-jet fighter have been published in SUMMARIES No. 74 (page 10) and No. 75 (page 9).

**The Encounter** took place near Ludwigslust, below a cloud layer at an altitude between 500 and 1,000 feet. Interrogation of the P-51 pilot by USSTAF technical officers brought out the fact that the enemy aircraft appeared to be quite maneuverable, being able to climb, turn, and run at very much the same level of performance as that of the P-51. These observations were made while the Eighth Air Force fighter was indicating a manifold pressure of 72. The P-51 pilot was able to cut off the 162 on several turns, and managed to get in several bursts, some of which he saw hit the enemy plane, which, however, finally succeeded in evading into the clouds.

**The Aircraft** was described by the American pilot as a mid-wing monoplane with twin fins and rudders, powered by a single jet unit. This unit was (as prisoners and photo interpretation have reported) mounted aft of the pilot along the top of the fuselage. The power unit appeared to be a Jumo 004, which

is the most widely used German jet unit ; at any rate it seemed no longer than the 004.

The pilot originally described the plane as an "inline pusher" type, and further discussion appears to indicate that this impression arose from the probability that the power unit is sunk into the fuselage to an extent that produces a streamlined effect. The plane was further described as cleanly designed throughout. The pilot was seated ahead of the wing edge, and should have excellent visibility.

**Designation :** Certain reports have indicated that the "Volksjäger" is a product of combined design plans, involving both Messerschmitt and Heinkel, and perhaps another designer. Its early appearances at Schwechat have caused a tentative conclusion to be drawn that it is properly designated in the Heinkel series as He-162. Other references have indicated that possibly the aircraft is considered primarily a Messerschmitt product, with the designation "Me-162."

**Production :** Underground factories have been discovered in Central Germany by advancing Allied ground forces, in which production of the 162 fighter was well under way. This fact, and its appearance in combat on 4 April, would seem to indicate that the "Volksjäger" jet fighter was about to make an operational appearance in greater numbers.

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IN EUROPE

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