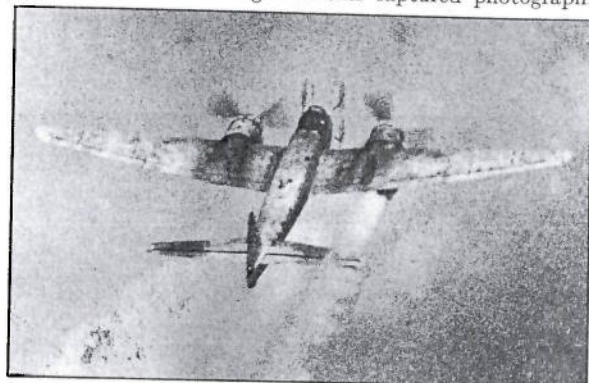
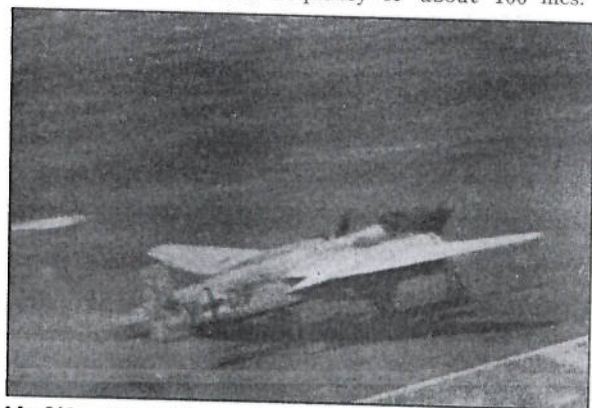


Do-217J, the new night-fighter modification of the familiar twin-engine enemy aircraft (SUMMARY No. 27, page 9) is shown in flight in this captured photograph.



Ju-88 with radar aerials similar to those shown on an Me-110 in SUMMARY No. 28 (page 11). These exceptionally large aerials suggest a new AI installation with a very wide scan and a frequency of about 100 mcs.



He-219 was photographed closeup for first time on 21 May by a P-51 which beat it up on Tarnowitz Airfield. The tricycle undercarriage and tapered nacelles show clearly in the picture. The plane is uncamoouflaged.

Page 10

Radar aerials for the FuG 202 are seen on the nose, and the top and belly rearward-firing armament are also clearly visible. Whole nose section of the plane is new.

Me-163 vs. SPITFIRE

ANOTHER probable sighting by an Allied airman of an Me-163 in operation is reported by AI2(g), Air Ministry. An RAF photo-reconnaissance Spitfire pilot described a near-interception by an unknown aircraft near Wilhelmshaven on 31 May; although positive identification of the plane was not made, it showed many of the reported characteristics of the jet-propelled fighter, as described in SUMMARY No. 25 (page 6).

The Spitfire pilot was first aware of an approaching aircraft when he was preparing to make his fifth run of the mission, after having covered Bremen and Hamburg twice each. Visibility was excellent, and contrail height was 30,000 feet, so that visual interception was a possibility.

Flying at 37,000 feet, the pilot first saw a white trail about 3,000 feet below him and something over a mile distant horizontally. The trail turned into an interception course and then disappeared. The Spit pilot began a climb, and during the next three minutes saw the trail reappear four times, at intervals, as the unknown aircraft climbed toward him. He observed that the plane apparently covered a distance of about three times the length of the visible trail before the next emission would appear.

By the time the Spit had reached 41,000 feet, the pilot could see the supposed enemy, but could not identify the aircraft, except that it seemed to be "nearly all wing," which possibly had a marked sweep-back. At this point, the unknown aircraft was only 3,000 feet below the Spit, and only about

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1,000 yards away horizontally. Evidently it had climbed about 8,000 feet and reduced the horizontal distance by about 1,000 yards during the time it took the Spitfire to climb about 3,500 feet. No further trails were seen, the pilot lost sight of the aircraft, and soon afterwards returned to base.

The reported regularity of the appearance of vapor trails tends to bear out previous reports that the propulsion unit of the Me-163 is only used intermittently, and also suggests that it is cut in

and out automatically. On the other hand, this apparent regularity may have been mere coincidence.

It is also suggested by AI2(g) that the probable Me-163 may have been on a training flight, since the incident occurred only some 20 miles from Zwischenahn, where these aircraft are known to be based. Possibly an experimenting pilot took advantage of a convenient opportunity to try out his plane's performance against the Spitfire.

Notes On Enemy Flak

SOME interesting details have been received from 1st Bombardment Division, Eighth Air Force, and MI 15, British War Office, concerning flak phenomena encountered by Allied Air Forces since 1 June. Among them are the following:

Larger Fragmentation: Fragments of flak have been recovered from 1st Bombardment Division aircraft lately which on examination suggest that the Germans are attempting to produce larger fragmentation. It appears that each of these fragments, which were about six inches long and one inch wide, with perfectly straight edges, had split off so precisely because the outside of the shell casing had been grooved. This principle, used for years in hand grenades, may be in an attempt to obtain greater damage effect than is usually the case from minute pieces.

Incendiary Shrapnel: During the early days of June, there have been no reports of the incendiary shrapnel described in SUMMARY No. 28 (page 6). It was evident that the enemy was experiencing difficulty with it, and it is thought that original issues may have been withdrawn pending further experimentation.

Possible Firing Restrictions: There has been a noticeable lack of flak in the coastal area from Boulogne to Cape Gris Nez, which may be explained either by the fact that there are fewer guns there than is generally believed—or that a very strict ammunition restriction may be in force. Most of the Allied experiences in this area have been limited to conditions of 10/10 cloud, so that "unseen" type of fire has been used for the most part. The theory of ammunition restriction may therefore be preferable to the former, according to MI 15.

White Flak Bursts: The problem of white bursts appears now to be less of a mystery; the observations of an Eighth Air Force colonel who led a mission to Berlin are of interest in this connection. He saw four bursts that were obviously fired by one four-gun battery; the bursts occurred one above the other, as is often the case. The two lower bursts, which were at about the same level as his aircraft, were black; the third, slightly

higher, looked gray; while the fourth burst, which was a considerable distance above the plane, appeared whitish.

This description tends to confirm existing suspicions that white bursts are exactly the same as black, but merely appear lighter if the light falls on them from certain angles. It is a fact that white bursts are always reported to be above formations, and while there may be some genuine white bursts, it would seem that, more often than not, they are an optical illusion.

Aircraft MGs as Light Flak: A further indication of the recently reported use of aircraft cannon as *ersatz* light flak guns (SUMMARY No. 30, page 23) is provided by a lately captured document. This refers to a 20-mm. Oerlikon gun which appears to be a ground version of the corresponding aircraft weapon. It has a muzzle velocity of 2,000 feet per second, and fires an HE tracer projectile, which is reported to self-destroy after 1.7 seconds. This would indicate a ceiling of not more than about 2,500 feet.

Multiple-Cable Balloons: In July, 1943, certain activity at a balloon site near Bordeaux led to the conclusion that a number of balloons were being flown from a single winch. The following month, ground information was received to the effect that at Lorient many balloons had three cables, one being the ordinary ground cable, the two others leading down through pulleys on the ground and then up to the nearest balloons on either side. Informants did not say how the two additional cables were manipulated when the balloons were raised and lowered. The multiple sites at Bordeaux were later discarded, and it is thought likely that the whole layout there was experimental. The Lorient barrage did have a few interconnected balloons, but the arrangement there was generally normal. Similar arrangements have, however, been seen in reconnaissance photos last month to exist along the Kiel Canal and at Chaigny, near Orléans, but there is no evidence to indicate that multiple sites will displace the normal practice of one balloon to each site, each with its own winch.

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IN EUROPE**

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**AIR INTELLIGENCE
SUMMARY No. 32**

For Week Ending 18 June, 1944

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