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arrangements with the British and were designated as 9th Air Force project officers and our contacts for the project.

There being little more substantive information to pass on, it was suggested we drive out to Heliopolis Airfield to meet the RAF test pilot and officer in charge, get a look at the aircraft, and, if it was in commission, take a check flight.

Shortly before we arrived at No 1 BARU, we were briefed that the test pilot and officer in charge was a 58 year old RAF wing commander, Wynne Eaton, who was all business. Upon arrival we went to his office and, following an exchange of a few words, he asked "Shall we get on with it?" and laid out papers to be signed. Maj. Nelson did the signing for the US Army Air Forces. Following this, Wing Commander Eaton promptly walked out of the office with the comment "Let's go get a look at the JU-88."

We walked out to the JU 88 which was parked on a dirt parking spot. The entire Heliopolis Airfield was unpaved, and on our previous flights in and out we learned to use low power during power checks, taxi runs, and initial takeoff rolls until we were moving at least 25 mph. We had damaged some propellers until we adopted these techniques.

We approached the JU 88 at the right wing tip and started our walk around inspection with the wing commander pointing out checks and features. As we approached the right nacelle, he pointed out the rotating operation of the landing gear during retraction so it laid horizontal in the up position, and that the door closed with the gear in both the up and extended positions. We then took a careful look in the wheel well and at the landing gear for any signs of fluid leaks and proper strut extension. He pointed out that the engines were 1340 hp Junkers 211J series units. At the bomb bay area we checked the forward and aft bomb bay tanks and camera compartment. We inspected the tail sections, the left wheel well, engine, and wing sections, and finally the wings, fuselage, and engines from the front of the airplane. As he entered the crew compartment, Wg. Cmdr. Eaton checked electrical switches and circuit breakers, emergency hydraulic panel, valves, and pump. Once in the pilot's seat, he checked fuel valves, switches, and controls, set brakes, and turned on power, booster pumps, and master ignition switch, calling out all of these actions in rapid fire order as he proceeded. He energized the left starter and, after several rotations of the propellers, turned the left ignition switch on, whereupon the left engine came to life and stabilized at about 1000 RPM. He checked engine, hydraulic, electrical, and pneumatic gauges for proper responses; all were OK. Then he did the same for the right engine, fired up the radios, put on the headset, got tower clearance and taxied to the south end of the airport, which was just a wide field with no runways. He did a power check with a manifold pressure of about 2 atmospheres (30 Inches of mercury), a magneto check at about 2200 RPM, and a recheck of the gauges. I was trying to follow all these actions, but was having some difficulty because everything was metric and labeled in German.

He set the flaps to *starte* (take off position), advised the tower he was on the go and applied power. During the takeoff, the heading changed about 10° and the aircraft seemed to be difficult to hold on heading during the early part of the roll. After lift off, the aircraft handled well and the wing commander was obviously a very skilled and smooth pilot. He pointed out some of the flight characteristics and other features of the aircraft, then returned to the airfield, and landed. After shutting down, he answered some of my questions. After a few more questions outside the aircraft, he departed with a cheerful "good luck, Yank."

Although Wg. Cmdr. Eaton had gone through the preflight and flight checkout in a proper and professional manner, I was really not prepared nor sufficiently familiar with the aircraft to fly it in a safe and competent manner. We had become aware of the JU 88 about two hours earlier and had no manuals or technical data on the aircraft. All the aircraft placards and instructions were in German and most of the instruments were in metric units. But we had committed ourselves to the task of ferrying it to the US and the Army Air Forces now owned the bird. So it was now up to us to pick up the ball and get on with the project. We did just that.

As we walked away from the JU 88, I thanked Eaton for his help. Lt. Cook and I then met with Lt. Col. Thompson and Maj. Nelson to check status. We asked for a couple of US parachutes, that the crew chief meet us at the JU to go over servicing procedures and provide us with any additional information about the aircraft, and for any available manuals of similar JU 88 models, since none for our model were on hand. We split up and I returned to the JU 88 to get more familiar with the aircraft and get better prepared to make the flight back to the 26th ADG at Deversoir.

After another walkaround inspection of the aircraft, I was about to enter the cockpit when Lt. Cook and the man who had crewed the JU 88 from the time the RAF took charge at Cyprus, walked up. He was an extremely personable chap and turned out to be very familiar with the JU 88's systems, service, and maintenance procedures. He had a ladder and tools with him and proceeded to work Cook right through the service and preflight check. He provided valuable information and added to our confidence.

While they were doing their checks, I entered the cockpit and studied the controls and instruments until I was completely familiar with those I would need to make the flight to Deversoir. I memorized the power settings on German instruments I would need, as well as a night profile data for takeoff, climb, cruise, and landing, and the critical procedures I would need in case of engine, electrical, or hydraulic failure and, of course, fire.

Lt. Cook and the RAF crew chief entered the cockpit and he worked us through the electrical, hydraulic, fuel, communications, and escape systems. He was really good and gave us a big leg up on our task. We both were much more confident and now ready to fly the JU to Deversoir. I am sorry that I do not have the name of the RAF crew chief, because he was a key player for us.

It was late in the afternoon when we again met with Lt. Col. Thompson and Maj. Nelson. They had our parachutes, some JU 88 A-4 flight, maintenance, and repair manuals, and several English/German dictionaries. Col. Thompson advised all was set at the 26th ADG to give whatever assistance we needed. They expected to have the project declassified, probably in the morning. Maj. Nelson advised that he would be out at Deversoir by noon the next day to coordinate any 9th Air Force actions.

After filing a clearance to Deversoir, we climbed in the cockpit, adjusted our parachutes and seat harnesses, then set and checked controls, switches, instruments, and brakes. With Lt. Cook checking in sequence, I powered up and started the engines. Cook turned on the radios and I called the tower and was cleared to takeoff to the south end of the field. There I did a power and magneto check, and set wing flaps and trim. We both double checked everything and called the tower for takeoff clearance, and were cleared to go.

I applied power gradually and was able to hold my heading, but with a little difficulty. I used 2.9 atmospheres manifold pressure for takeoff power. The aircraft lifted off easily at about 170 kilometers per hour (kmph) (100 mph) and with gear up and flaps