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have had some serious injuries. We had the electrical shop disconnect the switches and isolate the wires to deactivate this system.

The bomb rack was not damaged beyond repair and Sgt. Gromebeth went to work to make replacement hi-strength bolts with metric threads. We started looking for a mechanical bomb release system to provide the emergency salvo function. Maj. Nelson arrived with the Rumanian pilot, and we chatted through an interpreter for a while before going on to our questions. We explained our mishap with the bomb salvo system and asked if there was a manual release system. There was, with the handle located behind the pilot's seat. We confirmed the auto pilot system as a direct system only. We covered the whole range of flight conditions, power settings, emergency procedures, etc. He was surprised and seemed pleased that we were going to fly his JU 88 to the U.S. While he was still there, we successfully made a manual release of the right tank. His description of the radio compass indicated it was more a direction finding system than an automatic compass.

With most of the inspections and service now complete, the main effort remaining was to complete the modifications, make a live check of all systems, swing the compass and ARN-7, and complete a test flight verification of aircraft readiness. If we didn't hit any snags, I thought we would make the test flight the afternoon of the 7th or the morning of the 8th. The bomb rack incident had set us back a bit, as had the spark plug removal delay. Maj. Nelson was still pleased with the way the project was shaping up and all the things that had been done to prepare the bird for the trip. We proposed to remove and ship the machine guns and cameras to Wright Field as air cargo. He agreed to take care of that and he and Nikolai departed for Cairo.

I drafted a message, giving our requirements again and reporting that stations had confirmed support capability. I projected departure in the next four to six days and described the aircraft markings in detail. The message was dispatched that evening.

The next day, the modifications were all being worked and the button up and closeout work was continuing as inspections and service were completed. By afternoon the machine shop had finished bolts and links and remounted the left bomb rack. The second P-38 tank had been repaired and was hung and braced. Several manual salvo releases were made, and both tanks released without difficulty. The tanks were reinstalled and checked. Work now turned to making the plumbing connections and completing fuel transfer modifications. The emergency equipment shop had solved the raft problem with installation of a B-25 raft with emergency equipment and provisions. They also had a Gibson Girl emergency radio, emergency rations, and water ready to load.

The next morning, work was winding up on the modifications and Lt. Cook expected them to be complete by noon. At 1100, we moved the aircraft out of the hangar to a remote area where we could run the engines with US grade oil to flush the system of residual German oil. We also feathered and unfeathered the propellers to check and purge the oil in that system. We let the airplane cool down during lunch break.

After lunch, the engine crew drained the slushing oil and made final service of the engine systems. The big task of checking the fuel system took most of the afternoon as a lot of fuel had to be drained to check flow rates. The German system worked well and the P-38 drop tanks and B-24 transfer system worked better than expected. We also got a check of our emergency battery and elec-

trical sub panel, through which the B-24 transfer pump was powered.

The remaining items were to swing the compass and check the accuracy of the German and ARN-7 radio compass systems. We returned the JU to the hangar for the night and had the instrument and electrical shop set up to perform the compass swings and radio checks in the morning. Lt. Cook undertook a review of all the work sheets to make sure all actions were complete and to tag actions, such as spark plug change data and time, oil change, tire change, wheel bearing inspections and repack, and modifications, that needed to be entered in the aircraft permanent record file by the records clerk. He worked into the night on this review.

When we arrived the morning of October 7th, the aircraft was already out on the compass rose being prepared for the calibration swing. They had set up a dolly and jack arrangement to raise the tail and place the aircraft in a near-flight attitude. It was a time consuming task with the radio checks added in, but they were done by mid-afternoon. The primary compass was exceptionally accurate with only a couple of minor corrections. The standby compass had the typical number of deviation corrections. Power on and power off did not change the primary compass indications. The radio compass readings tended to swing within a degree on either side of the bearing. The ARN-7 installation worked out very well. We returned the JU-88 to the hangar as all work had now been completed. Cook needed to finish his records review and asked his team to go over the aircraft one more time and conduct a post flight inspection. The plan now was to service it and perform a preflight in the morning, and we would do the engine run. If all checked out, we would fly the test flight with full ferry load.

I called Col. Thompson to advise him of our plan. He wanted to know if I planned to depart for the U.S. that day. I said that if the test flight went well and there were no major glitches we would fly the first leg if I could get off no later than 1330. He said he and/or Maj. Nelson would fly out in the morning.

I returned to the hangar, finding that Lt. Cook had completed his review. Everything was complete and the records clerk was updating the permanent records. We released the crew for the day, but most hung around. We also noticed a lot of people showing up for a last look and to chat. The word had gotten out that the bird was about to go. We even heard of bets being made on whether we would make it.

Lt. Cook and I climbed up in the cockpit to update ourselves on the instruments and our crew procedures, went over all emergency procedures, and then worked out where we would put our emergency gear, B-4 bags, hand bags, brief cases, navigational kit, etc. Things were getting tight, so we decided we would put some gear in the camera compartment. The emergency equipment and supplies we placed in the gunner's gondola. The shop had attached tether lines with snaps to all items and we decided that we would have to move these items up into the crew compartment if we planned to ditch as they would probably be lost or destroyed if we left them in the gondola. We loaded the emergency gear and supplies in the gondola. Lt. Cook asked for straps to tie things down in the camera compartment. There was nothing more to do so we left the aircraft, but stopped to answer questions from the assembled crowd for a while. As we left the hangar, I told Cook that I planned to settle for my room that night and would pack my B-4 bag so I could pick it up in a hurry if we decided to leave after the test flight.

The next morning was 8 October, and our eighth day of involvement with the JU 88D-1. I arrived at the hangar area about 0700. Lt. Cook and crew had the plane on the flight ramp where