



Warner E Newby (R) pilot and Lt. George W Cook (L) Engineering Officer stand by the JU 88 after the completion of their ferry flight across the Atlantic. (34-1)

### THE FLIGHT

Col. Thompson and Maj. Nelson thanked Lt. Cook and me for the way we had handled the project so far. I asked Maj. Nelson if he would send a wire along the route advising of our start with a first stop at Khartoum. We climbed aboard, strapped in, started engines, and were cleared to the active runway. We made our checks, called for takeoff clearance, and took the runway. I rechecked everything with Cook double checking, applied power, and started takeoff roll; Cook was to keep an eye on the flaps and advise if they moved from the *starte* position. As we approached the 4000 ft marker, the JU 88 lifted off easily and climbed at a moderate, but adequate rate, clearing the palm trees by over 200 ft. The flaps stayed put on takeoff, so our procedure worked okay. I retracted flaps at about 500 ft, climbed to 1000 ft, and turned back toward the field. With tower approval, I descended to about 300 ft over the flight line where there was quite a gathering, rocked the wings as we passed, then climbed to cruise altitude (9500 ft) on a direct route to Khartoum.

This was our shakedown flight and first real opportunity to expand our familiarity with the JU 88. The distance was 1035 miles. During the flight, the cowl flaps tended to hunt until we figured out the proper settings. We had oil oozing out of the right filler cover. The fuel transfer system and P-38 drop tanks all worked fine. The heading-hold auto pilot worked amazingly well and the gyro heading reference was extremely stable. The ARN-7 worked better than expected and would consistently pick up usable signals over 100 miles. We learned how to use the German radio compass system better and it had more capability than we thought.

The country we were traversing was harsh, barren desert. The Nile river was to our right and looped under us to the left and back in front of us as we approached Khartoum. We arrived at Khartoum in four hours and 20 minutes and essentially on course over the 1035 miles distance, landing just before sundown. The only write-up was the oozing oil on the engines (the left engine had also leaked,

which we had not seen in flight because the filler cover was on the outboard side).

Lt. Cook went to work servicing the plane, while I went to base operations to close our flight plan and start the clearance for the next leg. The weather forecast was good and no serious notams reported. I arranged for quarters for both of us and dispatched a wire to all stations on our route advising of our progress and planned flight for the 9th. Cook arrived and reported the JU refueled and ready to go. The oil leak was caused by overfilling the reservoir, not leaving enough room for expansion. He had removed some oil, tightened the filler caps, and wiped the oil off so we could get a good check on the next flight. We had dinner and turned in.

On 9 October, we got up at 0400 for an early takeoff. I then went to the plane and loaded our gear. Lt. Cook again monitored the flap indicator on takeoff, and we lifted off easily at about 180 kmph. We turned and headed west, climbing to a cruise altitude of 8500 ft. Our first key check point was 500 miles distant at Al Fashir, still in the Sudan. The area was still empty desert, but we did fly over some mountains and dry lake beds. From Al Fashir we turned toward Maiduguri, Nigeria, our next planned stop some 849 miles ahead, making a total of 1341 miles for this leg. The terrain was changing from desert to vegetation with lakes and streams as we crossed Chad, and then to dense jungle and swamp as we approached Cameroon and Nigeria. We landed at Maiduguri after a five hour flight. We computed ground speeds of 285 mph on this leg. The JU 88 performed superbly and we had no write-ups. Maiduguri personnel were ready with service when we parked and Lt. Cook went right to work. A good sized crowd had gathered, including natives. Cook had all the help he could use and then some. I went to base operations to close the night plan and check weather and notams. All looked good and I decided if we could get off within an hour, we would make Accra before sundown. I made out the clearance and when Lt. Cook arrived and reported the JU all serviced and ready to go, we went to have a quick lunch with transit alert