

SECRET

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A.D.I.(K) Report No. 219/1945.

THE FOLLOWING INFORMATION HAS BEEN OBTAINED FROM P/W. AS THE STATEMENTS MADE HAVE NOT AS YET BEEN VERIFIED, NO MENTION OF THEM SHOULD BE MADE IN INTELLIGENCE SUMMARIES OF COMBATS OR LOWER FORMATION, NOR SHOULD THEY BE ACCEPTED AS FACTS UNTIL COMMENTED ON IN AIR MINISTRY INTELLIGENCE SUMMARIES OR SPECIAL COMMUNICATIONS.

K.G.53. AND FIXING BOMB OPERATIONS.

1. An army deserter who served with the ground staff of 9/K.G.53 from the beginning of the war until the end of December 1944, has given the following information on the V1 operations of K.G.53. He is observant and appears to be truthful and reliable.
2. After about two years on the Russian front K.G.53 was brought back to the Reich in September 1944 and the I Gruppe was dissolved. The majority of the crews were transferred to II/K.G.53 and III/K.G.53 to bring the strength of the Staffeln up to about 20 crews each.
3. At the beginning of December 1944 a new I/K.G.53 was formed with crews from either K.G.3. or K.G.55.

Operations.

(a) II/K.G.53.

4. This Gruppe commenced V1 operations about the middle of November 1944, operating from airfields in the Oldenburg/Bremen area.
5. They lost 12 aircraft in two operations in mid-December 1944, as a number of V1's detonated just after the aircraft had taken off and as a result the Gruppe was non-operational for about a fortnight.

(b) III/K.G.53.

6. In September 1944 this Gruppe moved to Grottkau from Russia where they were trained for airborne V1 operations. They received new aircraft for these operations which were reported to have belonged to K.G.27. These He.111's H-16 and H-20 were modified as V1 carriers at Gschatz. Internal bomb-racks were removed and a special carrier for one V1 was fitted under the starboard wing, inboard of the engine nacelle.
7. At the end of November 1944 the Gruppe moved to North-West Germany to commence operations. 7/K.G.53 moved to Schleswig (Land), the 8th Staffel were based at Leek on the Danish border and the 9th Staffel at Eggebeck.
8. It was rumoured that at the end of December one Staffel of the III Gruppe was to move to Husum and prior to this Husum had been used as an alternative landing ground for returning aircraft if intruder operations were in progress.
9. When 9/K.G.53 moved to Eggebeck they were joined by a specialist V1 armourer unit reported to come from Oldenburg. It was stated that this Unit had formerly been engaged in V1 launchings from sites on the Channel coast.

Operational Procedure.

10. On the afternoon preceding an operation the V1's are brought from their dispersal areas to the servicing hangar on a field railway and after fuelling etc. they are slung under the aircraft on an apron outside the hangar by the special V1 armourers.

11. The aircraft are brought from their dispersal point to the refuelling points in pairs by the ground crews and are then taxied to the V1 hangar; after the bombs have been attached they are taken back to dispersal.

12. Only the observer and the W/T operator are briefed on the exact release point and P/W states that no navigational aids are now used.

13. When operations first commenced at the end of November a sky marker was set by a pathfinder; Hauptmann Bischowski, former Staffelfkapitän of 9/K.G.53, acted in this capacity on one occasion. After the first few operations it was decided that the crews were capable of finding their way without a pathfinder and they were left to their own devices.

14. P/W believes that one release point was used by the entire Gruppe on any operation, but that these points varied nightly.

Scale of Effort.

15. At the beginning of November operations were being made in Gruppen or two Gruppen strength, the II Gruppe having started V1 about three weeks previously. About 60 aircraft would be out five times a week. During December the scale of effort fell gradually owing to petrol shortages which became serious towards the end of the month, when, on one occasion, 9/K.G.53 had to cancel an operation owing to lack of fuel. At this time the fuel situation was acute and there was never more fuel available than was required for the next operation. No stocks were held on the airfield.

16. 9/K.G.53 had on an average about 18/20 He.111 H-16's and H-20's available for their 15/17 crews. Up to the end of December there had been no losses of aircraft or crews in the Staffel.

Esgebeck Airfield. (see Sketch).

17. This airfield, formerly the base of a fighter school, has been extended and improved for the use of the G.A.P. units engaged on V1 launchings.

18. A new hangar has been erected at (A) on the Sketch where V1's are fuelled and armed on the afternoon of the operation.

19. The L-shaped building, formerly used by the M.T. at (B) is now used by the Technische Verwaltung as a store of V1 spares.

20. The hangar (C) is now the home of the Werft and the new hangar at (D) is used by the Staffel technical personnel for minor aircraft repairs and adjustments and as a store for their equipment.

21. A taxi track has been built running North from the airfield to a small wood at C.145805 (Central Europe 1:100,000 Sheet J4) and aircraft are dispersed along the southern fringe of the wood in earth blast shelters covered with netting.

22. V1's, which arrive by railway at Esgebeck station, are also dispersed in this wood. About 40 of these missiles are normally in stock.

23. Two wooden barracks have been erected in the wood, one near the southern fringe, for the use of the Staffel technical personnel at a dispersal hut, and a second further in the wood, for the use of the specialist V1 armourers.

24. Some Arado fighters and some dummy single-engined aircraft have been parked in the old North-western dispersal area to mislead any recon

aircraft in the vicinity. It is believed that the Arados take off from time to time when our recon aircraft are flying overhead in the hopes of creating the impression that the airfield is still used by a school.

25. Flying personnel are accommodated in two barrack buildings at C.180729 (Central Europe 1:100,000 Sheet J4) in the village of Bollingstedt. The specialist VI personnel live in a barrack at C.186725 amongst the trees of the small wood to the South of the lake and on the northern side of the side road. On the southern side of the road about 100 yards further East is a barrack accommodating the Staffel ground crews.

K.G.53 Personalities.

- 26. Geschwader Kommandore - Oberstlt. POCHMUNDT.
- Geschwader T.O. - Hauptmann KIHDT.
- III/K.G.53 Gruppenkommandeur - Major ALBENDINGER.
- III/K.G.53 Gruppen T.O. - Hauptmann REIDHARDT.
- 7/K.G.53 Staffelfkapitän - Oberlt. LAUBNER.
- 8/K.G.53 Staffelfkapitän - Oberlt. DEGG.
- 9/K.G.53 Staffelfkapitän - Hauptmann JESSEN.
- 9/K.G.53 Pilots :
 - Hauptmann EBNER.
 - Oblt. MEIHAUS.
 - Oblt. LITZ.
 - Lt. MASTERLACK (T.O.)
 - Lt. GOLDBECK.
 - Lt. BARTSCH.
 - Lt. PENNECKERDORF.
 - Lt. BUTZER.
 - Lt. KENK.
 - Lt. EISENSCHLIDT.
 - Stabsfr. SCHLIPP.
 - Oiv. KAISER.
 - Fhj.Fw. SONNENEG.
 - Fw. SCHULZE.

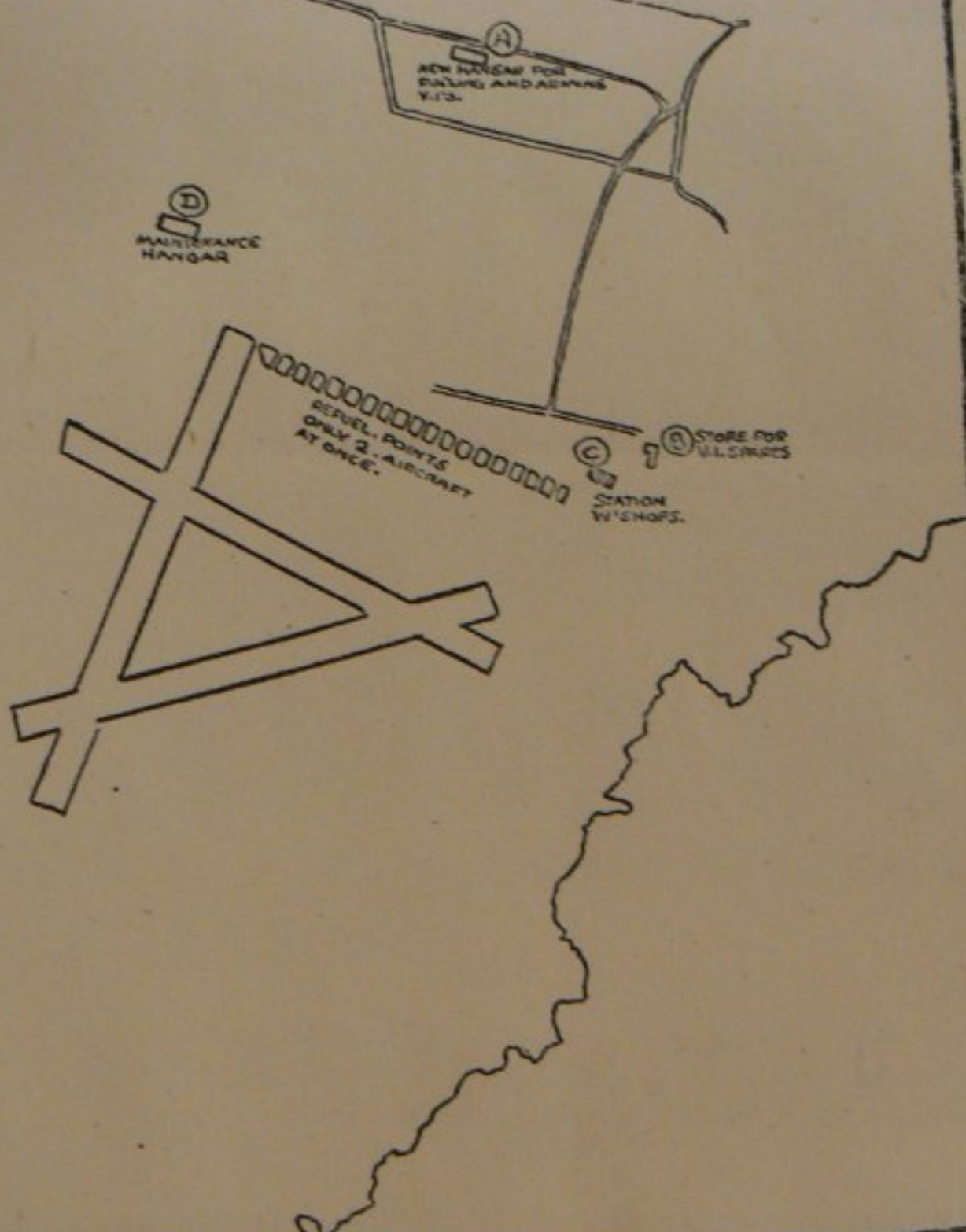
A.D.I.(K) and
U.S. Air Interrogation.
12th March 1945.

[Handwritten Signature]
for S.D. Felkin, F/lt
Wing Commander.

/ DISTRIBUTION.

EGGEBEK AIRFIELD

FROM A-1-2(b) PLAN 2/S11



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