

INDIVIDUAL HISTORY

JUNKERS Ju88 R-1 W/NR.360043/PJ876/8475M
MUSEUM ACCESSION NUMBER 78/AF/953

Mid 1942 Possible original construction date as a Ju88 A-1 bomber, license built by Heinkel at Rostock or Oranienburg with the manufacturers radio code CH + MB

Early 1943 Likely conversion date to R-1 standard. The Ju88 R-1 entered service early 1943 and was an interim development of the C-6 fighter variant and most were radar fitted for the night fighter role. W/Nr 360043 served with IV/NJG.3, coded D5 + EV.

Sunday
09 May 43 Took off from Aalborg, Westerland, Denmark at 1503 hours, landing at Kristiansand, Norway for refueling at 1603. Took off again at 1650 for a mission over the Skaageraak. The crew of three were: Flugzeugführer (Pilot) Oberleutnant Heinrich (or Herbert) Schmitt (age 29) - son of the one-time secretary to the Weimer Republic's Minister for Foreign Affairs, Gustav Streseman. Bordmechaniker (Flight Engineer) Oberfeldwebel (Sgt) Erich Kantwill; Bordfunker (Wireless Op/Gunner) Oberfeldwebel Paul Rosenberger.

Aviation historian Ken West records that these were a 'peacetime' crew of some repute, though Schmitt and Rosenberger were loners who did not mix with other fliers. Schmitt, despite his length of service, had never shot down an allied aircraft. It is suggested that he had pro-British sympathies, and whilst serving with 2/NJG2 he had landed in the UK at Debden (14-15 Feb 41) and in Lincolnshire (20 May 41) on clandestine intelligence missions connected with British intelligence. Some authors claim that both Schmitt and Rosenberger had worked for British Intelligence for some time, having flown together since 1940.

According to Robert Hill in 'The Great Coup'; both Schmitt and Rosenberger were motivated by experiences in the Spanish Civil War and abhorrence of Nazi Genocide. Schmitt was certainly from an anti-Nazi background and had apparently been passing information to the allies since 1940.

A letter from Helmut Fiedler, former ground crew on this aircraft, written July 1998, adds some interesting details; 'on the squadron one often thought why such a long serving crew with the customary awards had made no interceptions and shot nothing down.....Oberleutnant Schmitt and Oberfeldwebel Kantwill were friendly with us ground crew. Oberfeldwebel Rosenberger was not liked by the air or ground crew... He was a lone wolf...'

At 1710 hours Rosenberger sent a bogus message to Night fighter HQ at Grove, Denmark, saying the aircraft had a starboard engine fire and Schmitt descended to sea level to get below German radar and dropped three life rafts to make the Germans think the plane and crew were lost at sea, then headed for Scotland. Kantwill was not part of the conspiracy and resisted until held at gunpoint by Rosenberger. Professor R V Jones in his book 'Most Secret War', p.327 recorded that the crew had been ordered to intercept and shoot down an unarmed BOAC Mosquito courier flight from Leuchars, Scotland to Stockholm, Sweden and this caused Schmitt and Rosenberger to decide 'it was time for them to get out of the war'.

The Ju88 was eventually intercepted by aircraft from No.165 (Ceylon) Squadron, flying Spitfire VBs from Peterhead with a detachment at Dyce airfield near Aberdeen. Blue section - 22 year old American, the late Flt Lt (later Sqn Ldr) Arthur Ford 'Art' Roscoe DFC in BM515 (blue 1, who passed away 12 March 2006) and Canadian Sgt Ben R S Scaman (Blue 2) in AB921 were scrambled from Dyce at 1750 with orders to intercept an unidentified aircraft.

The Squadron Diary (DoRIS Ref.AC91/8/23) records: 'Arthur Roscoe and Ben Scaman were scrambled today to investigate a raider plotted due east of Peterhead. The raider turned south and eventually started to orbit as though lost. The section identified the raider as a Ju88 and when Arthur approached, the Hun dropped his undercart shot off very lights and waggled his wings. Blue 1 waggled his wings in turn and positioned himself in front of the enemy aircraft - Ben Scaman flew above and behind and the procession moved off to Dyce aerodrome where all landed safely causing a major sensation'.

Roscoe's report of the incident records contact made at 1805 hours 13 miles NNW of Aberdeen: 'I was flying Blue 1 when we were scrambled to intercept an 'X' raid said to be 15 miles east of Peterhead traveling west at 0 feet. We were vectored 030° and I flew at very high speed in order to intercept before bandit reached coast. When about half way to Peterhead, we were told the bandit was flying south about 5 miles out to sea. We turned east and flew out to sea for a few minutes and then orbited as bandit was reported due north of us going south. We were then told to come closer in shore and orbit. We were then told bandit was west of us and orbiting so I flew slightly NNW so I could see to port. I then saw bandit about 1 mile inland on my port bow at about 300-400 feet. I approached from his starboard beam and noticed his wheels were down and he fired numerous red very lights. I identified it as Ju88. He waggled his wings and I answered him back so I presumed he wished to be led to an Aerodrome. I positioned myself about 400 yards ahead of him and told Blue 2 to fly above and behind and to one side of bandit. The 88 raised his wheels and followed me back to Dyce. Upon reaching the aerodrome he lowered his wheels, fired more red lights, did a short circuit and landed. I followed him around during his complete run-in just out of range. We then pancaked.

The Ju88 landed safely, despite being hit by the airfields AA guns, at 1820.

No.165 Squadron's ORB (PRO Ref.Air 27/1087) records: "Blue section were ordered to investigate a raid under Peterhead section control (Flt Lt Crimp). The raider was plotted due east of Peterhead but turned south down the coast eventually orbiting a few miles NNW of Dyce. The fighters were vectored on to him and the aircraft was identified as a Ju88. The E/A lowered its undercarriage, fired off very lights and waggled its wings violently on Flt Lt Roscoe's approach. He replied in a similar manner and flew ahead to lead the E/A into Dyce. Blue 1 ordered Blue 2 to fly behind and above the Junkers and the whole party proceeded to Dyce and all landed safely. The pilots are to be congratulated for not opening fire and so bringing home valuable information for the technical branch and the Controller for his quick appreciation of the possibilities of the officer and bale handling of the situation."

The Dyce composite combat report of 9 May 1943 repeats the praise for the controller and Spitfire pilots and records that the Dyce airfield AA guns opened up whilst the Ju88 was in the circuit and scored one or two strikes.

Schmitt presented Roscoe with his life jacket as a thank-you for not shooting them down, with Roscoe continuing to wear it in preference to the bulky RAF 'Mae West' and in 2012 it was extant in excellent condition in the United States with the collection of the WWII Aviation Society Inc, which was then up for sale.

Ben Scaman also was given a Mae West as a souvenir from the German aircraft. A couple of years after this incident, he reluctantly lent it to an organization to display as part of a bond drive in Britain, and he never got it back.

This was a valuable coup for the British - the Ju88 was fitted with the latest FuG 202 Liechtenstein BC A.I radar. It was the first of its type to fall into British hands, complete with associated signals documents.

Photos of aircraft at Dyce; Intruders over Britain (021437) p.86; 'Captive Luftwaffe (009336) p.75; Action Stations Vol.7 (023706) p.89; Britain at War magazine January 2013 pp.67 – 69; Aerodromes of Fighter Command Then And Now (Brooks 2014) p.313.

There had been no apparent pre-warning of the detection for the airfield or Spitfire pilots. Roscoe and Scamen were mentioned in dispatches for the capture, although Professor R V Jones attempted, unsuccessfully to have them given the DFC for taking a calculated risk in not shooting down the Ju88.

Schmitt and Rosenberger co-operated fully with the British. Schmitt's safe arrival in the UK was signaled to his father in Germany with the coded message 'May has come' broadcast by the British propaganda radio station 'Gustav Seigfried Eins' and the Luftwaffe learnt of the defection a month later when Schmitt and Rosenberger took part in propaganda broadcasts. Kantwill did not co-operate and was incarcerated as a POW. Schmitt returned to Germany post-war, flew as a civil pilot and then emigrated and disappeared. Rosenberger assumed a

new identify and by 1979 ran a hotel and restaurant in Marlborough, Wilts. Kantwill emigrated to Canada after release since his marriage had broken up during the war, later moving to the US. The story was covered in detail in German newspapers in the 1970s.

See also <http://elinorflorence.com/blog/rcaf-spitfire> for Ben Scamen story.

- 11 May 43 Professor R V Jones (Assistant Directorate of Scientific Intelligence and an expert on German radar systems) arrived at Dyce to take charge of evaluation of the aircraft and its equipment and asked for it to be hangared to hide it from Luftwaffe reconnaissance aircraft.
- 14 May 43 Flown from Dyce to RAE Farnborough by Sqn Ldr R A Kalpas, escorted by Beaufighters. Given temporary markings `B63' Schmitt had offered to ferry the aircraft himself but this was refused. See Ju88 correspondence file 2015/6 for reported sightings by Terry Abbotts and Marion Brough, who were both children at the time.
- 17 May 43 British serial number PJ876 allocated.
- 18 May 43 Photographed at Farnborough with RAF roundels applied and radar removed - Forever Farnborough (Cooper).
- 25 May 43 After application of British markings, commenced test programme with the RAE Wireless and Electrical Flight. Made 83 flights totaling 66 hours 55 minutes with the RAE, mostly from Farnborough but on 7 occasions flew to Hartford Bridge and made long flights from there to night to test the radar. These tests were in conjunction with the Fighter Interception Unit and resulted in the issue of Enemy Aircraft Report EA 35/9 in December 1943.
- Jun 43 Flown on various radio trials and radar investigation flights using both Farnborough and Hartford Bridge Flats (Blackbushe).
- 20 Jun/13 Jul 43 Made 7 night flights during which combat trials were carried out against a Halifax and the results reported in Fighter Interception Unit report no.211, 23 Jul 43 (PRO Ref.Air 40/184) to test radar and aircraft effectiveness. The report commented favorably on the Ju88s handling qualities but criticized poor pilot visibility; Flown by several RAE pilots including Sqn Ldr R J Falk and Sqn Ldr Martindale. Other pilots included Sqn Ldr Christopher Hartley, and Wg Cdr Derek Jackson, the two pilots most closely connected with the tests, Hartley being author of FIU unit report No.211 23 Jul 43, on the aircraft.
- Jul 43 Trials ended when aircraft grounded by a blown cylinder head.
- 08 Sep 43 Flying again after repairs; A&AEE carrying out flame damping exhaust tests at Hartford Bridge.
- Mar/Apr 44 Final series of RAE tests conducted to evaluate the effect of `window' (chaff) of varying lengths on the performance of the FuG202 radar. Photo at RAE in Luftwaffe c/s (black-green upper surfaces and light blue under surfaces) and minus radar antennae: Captive Luftwaffe (009336)

- 06 May 44 Flown to RAF Collyweston by Flt Lt H J King to join No.1426 (Enemy Aircraft) Flight, remaining with that unit until its disbandment. radar removed by this time and flying with dark earth/dark green upper surfaces, yellow underside and yellow 'prototype' 'P' on the fuselage sides. Photos: War Prizes (027726) p.17; Aviation News Vol.21 No.5 17-30 Jul 92 p.21 (piloted by Flt Lt R F Forbes, CO of No.1426 Flight); also Junkers Ju88 in Action 2 (027615) p.26; Air International Dec 75 p.284; Aircraft Illustrated Feb 70 P.50.
- 26 May 44 Joined No.1426 Flights' 'circus' at RAF Thorney Island to fly over various allied units during the build-up to D-Day to provide instruction in aircraft recognition and flew until the invasion of 6 June on these duties.
- 14 Jun 44 Flown Thorney Island – Holmsley South by Flt Lt Doug Gough (25 minutes, Logbook in DoRIS, X003-8805/002)
- 15 Jun 44 35 minute air-air photography flight by Doug Gough.
- 4 Jul 44 45 minute air test by Doug Gough.
- 25 Jul 44 Bombing test for 'realist'-20 minutes-Gough logbook.
- 26 Jul 44 First of ten flights by Gough for a film company, mostly with two passengers, continuing until 27 July, including 'Bombing and Photography' on 27 July.
- 5 Sep 44 A&E test by Gough (45 minutes) with Sgt Dowie as passenger.
- 24 Sep 44 25 minute demonstration flight by Gough.
- 21 Jan 45 No.1426 Flight disbanded at Collyweston.
- 04 May 45 To Enemy Aircraft Flight of Central Fighter Establishment at Tangmere, receiving their code 'EA-11'. Pilot Gough – 45 minutes.
- Aug 45 CFE moved to West Raynham, leaving behind the Ju88.
- 01 Oct 45 Nominal transfer to No.47 MU Sealand, but probably selected for preservation by the Air Historical Branch at Tangmere in July 1946.
- Mar/Apr 46 Probable transfer by road to No.47 MU Sealand - recorded in their records May 1946. Stored alongside other AHB aircraft.
- c.1948 To GAFEC Stanmore Park, Middx with other AHB aircraft.
- Sep 54 Displayed on Horseguards Parade for Battle of Britain Week with several other AHB aircraft. Photos: Airfix Magazine Guide, German Fighters of WW2 () p.59; Air Pictorial No 54 p.339; AeroPlane 1 Oct 54 p.508;

- Flight 17 Sep 54 p.434; Flypast October 2006 p.60; Captive Luftwaffe (009336) - Frontspiece. Repainted in German colours but minus radar antennae. British oxygen gear still fitted. See also Die Ju88 (Nowerra - 021395)
- Sep 55 Again displayed on Horse Guards - Photo Flight 23 Sep 1955 p.537.
- c. late 55 Moved from Stanmore Park to No.125 MU Wroughton, Wilts with rest of AHB collection.
- c.1958 With other AHB aircraft to RAF Fulbeck, Lincs.
- Jun 60 Noted at RAF Colerne, Wilts 'being restored' - Air Britain Digest Aug 60 p.93.
- 1960 To RAF Biggin Hill, Kent with other AHB aircraft. Photo: May 1961 - Captive Luftwaffe (009336) p.75; Aircraft Illustrated Sep 71 p.358; Aero Modeller Jan 66 p.25 (Sep 65); Control Column Dec 65; Britain at War magazine January 2013 p.71 (as of Sept. 1965).
- Jun 67 To RAF Biggin Hill by road to RAF Henlow, Beds for possible use in Battle of Britain Film, but not used and probably never assembled. Photo on arrival, with serial PJ876 reapplied to rear fuselage - Air Pictorial Sep 67 p.327.
- Aug 73 To RAF St Athan, South Wales ex-Henlow.
- Apr 74 Decision taken to restore the aircraft. For account and photos of restoration see Control Column Nov 75 p.147. Initially stripped down to bare metal - photo Control Column Nov 74 p.170. paint stripping found CFE EAF codes EA-11 but German paint had been removed c.1944 from upper surfaces but survived on the underside beneath RAF yellow and the 1950s spurious German scheme of olive green above and pale green below.
- Paint stripping, patch repairs and filling were completed and reproduction nose radar antennae fitted. For technical details and list of instruments supplied by RAFM see DoRIS Ref.B2704. Restoration team led by Sgt (later Warrant Officer) K McKenzie, Propulsion Instructor at No.4 SoTT.
- 09 Jul 75 Roll-out of restored aircraft. Photos: Captive Luftwaffe p.76; Air International Mar 76 p.150. Aircraft Illustrated Sep 75 p.388; Aeroplane Monthly Feb 76 p.73 (colour). Given RAF Maintenance serial 8475M around this time. Also Aircraft Illustrated Jan 78 p.41. Colour Photo; Aeromilitaria Summer 2000 rear cover.
- 13 Feb 76 Allotted RAF Maintenance Serial 8475M.

14 Aug 78 By road to RAFM Hendon for the new Battle of Britain Hall opened that November. Photos: War Prizes p.154; Blitz then and Now (024044) p.261; Scale Models International Sep 90 p.434-439; Wingspan International Jan/Feb 2001 p.54-57 (including colour cockpit shots). Museum opened 22 Nov 1978. Photos – Flypast August 2006 p.22; Britain at War magazine January 2013 p.72.

2 Feb 2017 By road to RAFM Cosford for further display following closure of Battle of Britain Hall for redevelopment. GJD Engineering firstly delivered the engines, control surfaces, propellers and other ancillary equipment on Thursday November 17th 2016. Photos on arrival – Flypast April 2017 p.6; Aviation News April 2017 p.17.

Under reassembly by 21st March 2017; moved into display position 23rd March 2017. Photo – Scale Aircraft Modelling July 2017 p.82.

Other Ju88 Survivors

Several wrecks of Ju88s have been recovered in Norway and the former eastern block to form the basis of restoration projects, including a Ju88 A4 under restoration in Belgium and another with the Verkehr und Technik Museum, Berlin.

The only other complete original aircraft are:

Ju88A-1 W/Nr 0880119 U4+TK Virtually intact; Ex Norwegian Lake, crashed April 1940, recovered Sep 2004; for Royal Norwegian Air Force Museum, Gardermoen.

Also Ju88A-4 W/Nr 1379 Technik Museum, Sinsheim near Heidelberg (crash site restoration, ex Sweden).

Plus a virtually intact A-5 0886146 CV+VP recovered from a lake for the Norwegian Air Force Museum at Gardermoen in August 2000, having force-landed in June 1942; now transferred to Deutsches Technical Museum, Berlin.

JU88C-2 0881033 Gardermoen in ‘as found’ crash site condition.

Ju88 D-1/Trop W/Nr 430650 Ex-Rumanian Air Force and RAF HK959, now at the US Air Force Museum at Wright-Patterson AFB,

Ju88D-1 W/Nr 0881203 4N+EH Ex Norway, where it force-landed in February 1943. Under restoration for Norwegian Aviation Museum, Bodo with parts from Ju88C-4 0880797, Norway 2004. The same museum has Ju88 A-4 0881478 and the wings and tail of Ju88D-1 430813. Air Britain World Summer 2004 p.57

Ju88G-1 W/nr 714628 Ex Hungary 1996. Deutsches Technikmuseum, Berlin. Aeroplane April 2004 p.6

In August 2008, Shoreham Aircraft Museum, Kent acquired a restored Ju88A-1 cockpit from Norway. Photos on display – Flypast June 2010 p.12; Wrecks and Relics 25th Edition..

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