

E. 97.

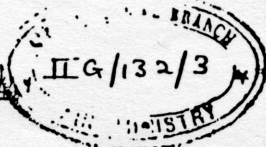
Ops 3/3615.

SECRET

CRASHED ENEMY AIRCRAFT

Report Serial No. 256 dated 14th October, 1944

Me 262



At 1500 hours on 5th October, 1944, a Me 262 jet-propelled aircraft was shot down by Spitfires 9 miles S.W. of Nijmegen, Map Ref. E/6454.

The pilot baled out at 2,000 ft. and the aircraft dived almost vertically into water-logged meadowland. The crater caused by the crash was some 30 ft. x 12 ft. which filled up rapidly with water, a few pieces of the aircraft being thrown clear. A considerable fire occurred before water filled the crater but parts of the wreckage penetrated the soft ground to a sufficient depth to escape burning. Salvage operations are much hampered owing to the swampy nature of the ground, necessitating the use of 2 x 3000 gall./hour pumps.

Identification Markings:

9K + BK. Works No. 17093.

Camouflage:

Pale blue undersurfaces, mottled green upper. The tips of some control surfaces, impossible to identify, were yellow.

Engines:

Jumo 004. (Only one recovered).

Armament:

2 x MK 108 30 mm. guns in mountings were found and two further similar mountings, less guns. Two blast tubes plugged with wooden blocks confirm that only 2 x 30 mm. guns were fitted to this particular aircraft which had apparently been carrying bombs.

Bomb Gear:

Parts of two bomb carriers suitable for 50 kg. bombs or supply containers, were found.

Armour Plate:

One very small piece of armour-plate, 15 mm. thick, the location of which is unknown, was recovered. A bullet-proof screen 100 mm. thick, with a built-in internal heating element has been salvaged.

Internal Equipment:

The only definitely identifiable radio equipment was a FuG 25a, but it was considered that a FuG 16Z had been fitted, from the presence of certain small parts.

Crew:

One: dead. Baled out, but parachute failed to open.

Remarks:

Particular search is being made for any parts of the pilot's seat to confirm the use of ejection apparatus.

One jet-unit has been recovered in fair condition and is being shipped to U.K. for further examination.



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