

Summary of debriefing German pilot Hans Fey on operational performance & late war deployment of the Me 262 jet fighter

Conducted by Major Ernst Englander, Spring, 1945

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THE MESSERSCHMITT 262

This report deals with the first Me 262 to fall intact into allied hands. Coupled with this good fortune is the happy circumstance that the pilot flew it into our lines deliberately and is knowledgeable and ready to impart his experience.

LAST FLIGHT

About 1345 hours on 30 March 1945, a strange aircraft with wheels down circled Rhein/Main airdrome. Occupying American troops on the field tried anxiously to identify it. The pilot carefully picked the only available field strip among the bomb craters, brought his ship in for a perfect landing, and stepped out of the cockpit.

He was Hans Fay, veteran Messerschmitt test pilot and technical inspector, with approximately 11,000 starts (80 in jet planes) to his credit. Fay had waited a long time for an opportunity which came as the result of two factors: first, the home town of his parents, near Lachenspeyerdorf, was at last in American hands, and second, 22 new jet planes which were in danger of capture at Schwabisch-Hall were ordered to be flown to Neuburg a/d Donau. When his family would no longer have to fear retaliation for his act, and when orders came on 30 March 1945 to proceed from Neuburg to Schwabisch-Hall to help ferry away the endangered jet planes, Fay saw his chance. He would fly his plane from Schwabisch-Hall to Lachen-Speyerdorf instead of Neuburg, turn it over to the Americans, and join his parents. Fay's account in this respect has been checked, and it is known that he informed his family of it last Christmas and again in January. They in turn had told US authorities to be on the lookout.

Officials at the final assembly plant at Schwabisch-Hall had at first decided to destroy all jet planes on hand, since bombing had made the runways unusable. But at the last moment such repairs were completed as to justify a change of orders and an effort to ferry the planes out to safety.

Fay took off, fourth, and on gaining altitude, retracted his landing gear. But it was faulty, and failed to lock securely into place. For a moment Fay hesitated, then decided to go ahead with his plan. He flew on with landing wheels down at about 300 - 400 feet. His efforts to retract the landing gear brought him off course. Also, being slowed down considerably by the lowered landing gear, the pilot began to doubt his ability to reach Lachen-Speyerdorf. He quickly chose Rhein/Main as a substitute field, circled, picked a runway among the craters, and landed with a run of only 400/500 yards.

PERSONAL BACKGROUND AND MOTIVE OF INFORMANT

This pilot comes of an intellectual and artistic family which revealed anti-Nazi tendencies as early as 1935. They had barely managed to keep to themselves and avoid trouble with the Nazi regime. A younger brother was drafted early in the war, and was killed in the Polish campaign. A sister was drafted early in the war, into the service with a FLAK searchlight battery near Hannover, and managed simply to remain at home after leave in December 1944.

CAREER

Hans Fay was born in Speyer/Rhein in 1914. In 1932, after receiving the equivalent of a high school education, he entered on three years of aircraft construction and engineering training in Mannheim and Weimar. At the same time he received practical training as work student in tool factories and an auto repair shop.

Fay got his basic (A/B) flying training in the Luftwaffe in Darmstadt and Mannheim in 1936, then entered tactical training as a fighter pilot at Mannheim/Sandhofen in 1938. His main occupation during those years was office and construction work with Henschel Flugzeugbau in Berlin (1936), construction work with the firm of Prof. Max Meyer in Munich (1937), and the Allgemeine Elektricitäts Gesellschaft (1937) in Berlin.

On 23 July 1939 informant was inducted into the Luftwaffe to participate in a flight teachers' course at Herzogenaurach, after which he was assigned to operational fighter units. In May 1940 he was transferred as test pilot to the Luftwaffe Erprobungsstelle (GAF Experimental Station) at Rechlin, where he tested the performance of captured enemy planes. During the winter of 1940/41 he was detached from Rechlin to Gardemoen, Norway, to make experiments with ski undercarriages on the Me 109 JU 87, and the Fieseler-Storch.

In August 1941 informant was discharged from the Luftwaffe, given professional deferment, and assigned from Rechlin as Me 109 acceptance pilot to the Erla Aircraft plants in Leipzig. From February 1941 to July 1942 he worked in the repair shops of Erla in Antwerp. There he also flew defensive missions, as test pilots at that time were called upon to do, and received the E.K. II (Iron Cross II Class) for shooting down a Spitfire. In August 1943 he returned to Erla-Leipzig, again as acceptance pilot for Me 109.

In September 1944 he was recalled into the Luftwaffe proper by FliegersuberKommando Quedlinburg and was returned to Erla on furlough status.

In December 1944, Fay was transferred by the German Air Ministry to Messerschmitt in Augsburg as acceptance pilot of the Me 262. On 1 January 1945 he started this new assignment with the Messerschmitt branch at Neuburg/Donau and Memmingen. He later continued this function in Neuburg until 1945 when he flew his aircraft to Rhein/Main.

THE ME 262 A-1 DESCRIPTION

German pilots called the Me 262 "Silber" ("Silver"). The particular ship flown by this pilot is established by papers which he brought along as series type A-1. He did not know of any other types except an experimental Me 262. This was a two-seater with Plexiglas nose and no armament, which he saw at Lechfeld in January 1945. This plane was used for reconnaissance and possibly also for bombing.

All the general facts already known on the merits and demerits of the Me 262 in relation to the conventional fighter are confirmed by Fay. Its merits lie in its high speed and heavy armament, consisting of four MK 108 30mm cannons. Its demerits lie in its lack of maneuverability, its relatively short range, and in the extreme vulnerability of the jet units which tend to catch fire very readily if hit in aerial combat.

MARKINGS

Fay's aircraft had not been painted. The only markings on its silver skin were the conventional German black crosses on wings and fuselage, and the swastika on the fin. The customary paint for the operational Me 262 was a dark green camouflage spray, and a whitish spray for winter.

PROPULSION UNITS

The jet power plants were Jumo units designated "TL 109.004 B-1." The prefix "TL" probably stands for "Turbinelauf" (Turbine Movement). Both units were manufactured by the Junkers plant and were tested on the 5th and 14th of February, 1945.

ARMAMENT

The armament of this ship was normal, 4 x MK 108 30 Cm. cannon in the nose of the fuselage firing forward and synchronized for 500 yards.

GUN SIGHT

The gun sight is the old-fashioned REVI 16 B reflector-type which can be turned out of the pilot's field of vision. A fair number of the new Me 262's are now equipped with a gyroscopic sight.

ARMOR

The armor protection is a 16mm. bulkhead made in four sections at the forward end of the cockpit. Behind the pilot there is a 16mm. head and shoulder armor plate.

CANOPY

The canopy consists of two parts which can be jettisoned in one operation by pulling the red handle on the right hand side of the cockpit.

AUTOMATIC PILOT

Informant's plane had no automatic pilot. The first three Me 262's fitted with automatic pilots arrived in Neuburg toward the end of March 1945.

WEIGHT OF AIRCRAFT

A "Preliminary Flight Permission" (Vorlaefige Fluggen Schimung) brought along by this pilot states that the maximum weight for starting is 7100 kgs (15,620 lbs). This includes the basic weight of the aircraft, 3870 kgs (8514 lbs) plus 3230 kgs (7106 lbs) allowance for fuel and bombs. If the weight when landing is more than 5700 kgs (12,540 lbs) special caution must be taken.

BOMB LOAD

There are two external bomb racks, but no internal bomb stowage. The maximum bomb load was stated by the pilot to be either 2 x 259 kgs (550 lb) or 1 x 500 kg (1100 lb) bomb. Lettering on the underside of the fuselage indicated the maximum carrying capacity at 500 kg. Based on the allowable weights, as shown by documents brought by the pilot, the indicated maximum bomb load might be 1000 kg (2200 lb). Fay had never heard of such a load being carried.

FUEL TANKS

There are two main fuel tanks, one forward and one behind the cockpit, each with a capacity of 900 liters (238 U.S. gallons). Beneath the seat of the pilot is a reserve tank of 200 liters (53 U.S. gallons) capacity. Total fuel capacity is therefore close to 2000 liters (just over 529 U.S. gallons). The concentration of all tanks near the pilot makes his position extremely vulnerable.

FUEL

Fay knows of three varieties of fuel which can be used:

- a. The standard fuel, used by him on all flights, a brown coal fuel oil known as J-2.
- b. Diesel oil
- c. Aviation gasoline.

Fay says that according to operating instructions, standard aviation gasoline was not considered so desirable because of its fast rate of consumption.

A small two-cycle starting engine uses gasoline mixed with 3¹/₄% lubricating oil.

The brown coal fuel oil used at Neuburg came from an underground factory approximately 6 miles west of Neuburg near Unterhausen (Pinpoint of Unterhausen, 481190, GSGS4416, Germany, 1:1,000,000, sheet W 5 Augsburg). According to informant, this area was bombed, without success, toward the end of February 1945.

LENGTH OF RUNWAY

The length of runway required by an experienced pilot for takeoff and landing with the Me 262, with 1800 liters (475 U.S. gallons) fuel load and no bombs is estimated by informant as follows:

CONCRETE	GRASS STRIP
Take-off 900 - 1100 yards	1100 - 1400 yards
Landing 900 - 1100 yards	700 - 900 yards

For an inexperienced pilot, FAY would add a safety margin of about 350 yards. When he landed at RHEIN/MAIN he was able, by excessive braking to bring the aircraft to a stop within 450-650.

For an additional tank load of about 200 liters (53 U.S. gallons) another 100 to 200 yards should be added to the above figures.

ASSISTED TAKE-OFF

FAY never used assisted take-off in his acceptance flights but he knows that such equipment is available for heavy loads or short runways.

PERFORMANCE ACCEPTANCE STANDARDS

In acceptance flights speed was the one requirement which was most strongly stressed. Test pilots and inspectors had orders to refuse delivery unless the aircraft meet the following specifications:

- (a) Actual speed in straight and level flight at full throttle, 830 km/h (515 mph). Instructions were not to fly at this speed for more than 10-15 minutes, though informant believes that speed could be maintained for 20 minutes.
- (b) Speed in a shallow dive, at about 30 degrees from horizontal, 950 km/h (589 mph). Speeds of from 1000 - 1050 km/h (620-650 mph) were spoken of as the absolute maximum for diving.

All planes tested by Fay met these speed specifications. He had heard of others which did not, but believes that after inspection and adjustments most aircraft finally met the speed requirements. However if the speed in level flight reached only 825 km/h (510 mph) or only 900 km/h (558 mph) in a dive, the ship was usually passed. That, however, was the extreme limit of tolerance.

Of a total of approximately fifty aircraft tested by informant, two were turned down. This was due not to failure to meet speed specifications, but to small structural defects on the plane as delivered or as the result of a slight bending of a wing of no more than 1 degree.

No more than ten percent of all aircraft tested were to be turned down and put aside for school machines. If the percentage of failure to meet operational performance specifications should be larger, the order was that the planes would have to be tuned and adjusted as much as possible and used for operations.

SPEED

Take-off speed with full fuel load but without bombs is about 180-200 km/h (111-124 mph). Cruising speed is about 750 km/h (465 mph).

In landing, the approach speed is 250 km/h (155 mph). Stalling speed with full fuel load is 180-200 km/h (112-125 mph).

In all his acceptance flights Fay flew only up to 13,000 feet. Up to this altitude his experience was that the

speed of the Me 262 does not change with changes in altitude, as is the case with ordinary aircraft. He attributes this primarily to the lack of a carburetor with its dependency on the density of the air, and the decreasing fuel injection pressure, more marked in jet units with increasing altitude than in the standard plane.

Fay believes that the speed of the Me 262 compares favorably with that of the Ar 234, as the Arid is larger and heavier, and has the same propulsion units.

STRUCTURAL WORKMANSHIP

Fay says that the structural workmanship on the Me 262 is not as good as that on the Me 109. When testing the Me 262, it was not infrequent for parts to be stripped off in steep, fast dives, and Fay has himself lost cockpit covers, bomb racks, and the needle-valve of the tail-pipe during dives. In fact, because of these uncertainties, the pilots rarely did a roll or similar maneuver during acceptance flights.

RANGE

Flight duration of the Me 262 varies from 45 to 90 minutes. The maximum time of flight in low altitudes is 45 to 50 minutes; in high altitudes it ranges from 60 to 90 minutes. The reason for greater efficiency at higher altitudes lies in the dependency of the jet propulsion unit on the pressure of the air. The efficiency also varies with weather, namely barometric pressure and temperature. Fay says that the foreman in charge of jet propulsion units at Neuburg obtained daily data from the meteorological office on barometric pressure and temperature. Based on this information he made adjustments on the jet propulsion units to assure proper fuel pressure in order to obtain maximum efficiency in the consumption of fuel.

Range tables which are published by the Reichsluftfahrtministerium (German Air Ministry) for other aircraft types had not yet been made available on the Me 262 to the acceptance pilots. Fay believes therefore that range figures have not been finally established.

FLYING CHARACTERISTICS

Fay states that the Me 262 has good stall characteristics. The 262 has very good aileron control at all altitudes and at very high speeds, and it will do a good slow roll. He had never put one into a spin, but has stalled them intentionally. After stalling, it fell forward with no bad spin characteristics. As his work as test pilot never took him above 13,000 feet, he has done no acrobatics other than slow rolls.

The 262 will turn much better at high than at low speeds, and due to its clean design, will keep its speed in tight turns much longer than the conventional type aircraft.

Spoilers (automatic slots) are fitted along the whole length of the leading edge of the wing. These come out automatically at about 300 km/h (186 mph) when the plane is in a glide angle and about 450 km/h (279 mph) when the plane is climbing.

There is no flutter while diving. Fay conjectures the reason for this to be the high position of the horizontal stabilizer in relation to the airflow around the wings.

About one third of the airplanes tested by Fay had a slight tendency to skid during their first flights. This has easily eliminated by adjusting the trim tab on the rudder.

SPECIAL PRECAUTIONS FOR JET AIRCRAFT ACCELERATION

From 7000 to 8700 RPM, which is full power, the throttle may be increased quickly. Below 7000 RPM, the throttle must be increased smoothly and slowly.

A big error in the handling of the Me 262 is to increase the throttle too rapidly. Messerschmitt is therefore trying to develop a regulator which will automatically guarantee a smooth injection of fuel.

PARACHUTE

Informant believes that the parachute used by jet pilots is of a special type, as the ordinary type would tear when opened after bailing out at the great speed of the Me 262.

GROUND ACCIDENT WITH JET UNITS

A pilot who got too close to the jet units of a Me 262 was severely burned after walking about 3-5 feet in front of it and being pulled to the unit by the suction of the airflow. A safety minimum of at least 7 feet was prescribed in front and behind the jet units. Particular caution was to be exercised when starting, for occasionally the burning gasoline mixture ejects a flash flame from the rear of the jet unit.

VISIBILITY

With the exception of visibility, the minimum weather conditions for safe flying are the same for jet aircraft as for the conventional fighter. Because of its great speed, minimum safe visibility for take-off and landing of the Me 262 is considered at 4 - 5 K (2 1/2 to 3 miles) for a reasonably experienced pilot who knows the terrain. There were no blind-flying instruments in the aircraft, other than the artificial horizon.

CONVERSION TRAINING ON THE Me 262

Fay is acquainted only with conversion training at Neuburg. This base was particularly suitable because it has a concrete runway which is 2200 yards long. Therefore nearly all acceptance pilots in Ergänzungsgruppen (Training Units) of KG 40, KG 51, and KG 54-

Fay says that this aircraft is easier to fly than the latest types of FW 90 or Me 109- In fact, he feels any Me 109 pilot is qualified to fly the Me 262 after one hour's instruction.

Training consisted of ground instruction followed by three flights. The former bomber pilots flew a two seater Me 262 first and the regular Me 262 afterwards. During the first solo flight they were aided on the individual manual operation by W/T guidance from the ground. Only approximately 5% had any difficulties in retraining.

This training was followed by tactical training which included some formation flying and bombing practice.

After heavy bombardment of Neuburg in March 1945 the retrained bomber pilots were to be transferred to Munchen-Riem.

Retrained bomber pilots, while not as aggressive nor as effective in direct fighter attacks as experienced fighter pilots, are found to be quite satisfactory for the usual tactical use of the Me 262, which was to draw off our fighter cover, leaving the actual attack on our bombers to the Me 109's and FW 190's.

JET BASES AND PRODUCTION

PRODUCTION

Fay knows of the following airbases as final assembly fields for jet aircraft:

BASE	ESTIMATED NUMBER OF AIRCRAFT	
	OPTIMUMAL PRODUCTION SCHEDULE (Monthly)	ACTUAL PRODUCTION (Monthly)
KITZINGEN	40	20
LEIPHEIM	180	50
NEUBURG	120	80
OBERTRAUDELING	150	130
SCHWABISCH HALL	180	150
Total	670	530

OTHER BASES

Informant believes that Brandenburg/Briest was also used temporarily as one of the jet bases, and he has heard of Landsberg as a base for acceptance flights.

Accepted aircraft were ferried to operational jet units at Giebelstadt, Achmer, and one near Berlin, as well as other bases not known to informant. LOSSES Giebelstadt

Informant estimates that only approximately 50% of the entire Me 262 production is operational at any time. The losses occur in ferrying, conversion training, and as a result of occasional failures of the jet propulsion units. Frequent air alerts and raids delay and reduce the production. Bombardment of component plants caused stoppages in supply of spare parts. Considerable difficulty was experienced in getting jet units from Muldenstein, and they often had to wait for days to get sufficient gasoline to send a truck to Muldenstein.

ALLIED AIR ATTACKS

ACTION IN CASE OF AIR RAID ALARM AT NEUBURG

The airfield received its first warning when Allied aircraft were reported within a 150 km (93 miles)

radius. They then instructed Flying Control that no aircraft were to take off and that any of their aircraft on test flights in the vicinity were to land and be parked in dispersal areas and refuelments. Aircraft in the air were instructed over FuGe 16 "Machen Sie sofort Lucy Anton," code for "land at once," too far away from their own base were told over FuGe 16 "Machen Sie sofort Lucy Anton, i.e. Kitzingen", code for land at once at Kitzingen, or any other suitable base which was not likely to be under attack at the same time. The rest of the message was in open language and sometimes even added "enemy fighters" or "enemy bombers" or "enemy jabos" (fighter bombers) in the vicinity. Fay said they ordered their 262's to land as they would not have enough fuel left to engage in combat after an acceptance flight.

On the second warning, Allied aircraft were supposedly within about 100 km (62 miles) and all personnel were to leave the immediate vicinity. They would go in autos to about 10 km distance, or on bicycles or on foot as far as they could go.

RAID ON NEUBURG

The raid on Neuburg at the end of March 1945 destroyed almost all ground equipment and installations and most tools and spare jet units. All aircraft on the field, that is, an approximate total of 80-100 Me 262 were destroyed or damaged on the ground. This included about 60 aircraft of the Ergänzungsgruppen (retraining units), about 20 of the "Moorkultur" (code name for the acceptance unit) and about 20 of the final assembly " Wandmontage " at Zell.

The runway was usable again after three days. If the craters are small, repair usually takes only one to two days. Informant said that fragmentation bombs were particularly effective against the dispersal positions, but H.E. bombs were more effective in destroying the aircraft in hangars and in damaging runways.

Informant thought that bombing of Neuburg runways, hangars and dispersal areas was more effective than bombing of living quarters.

Jets were usually tested right in front of hangars. In case of alert they usually dispersed the Me 262's quickly. At Memmingen only it was the customary procedure to pull the jet planes into hangars.

RAID ON OBERTRAUBLING

Fay heard from a reliable source that in the Obertraubling raid about the end of February or beginning of March 1945, approximately sixty Me 262's were destroyed. This raid was particularly effective, as this field had no concrete runway and the ground was so soft that the Me 262's could not take off when the alert was sounded.

RAID ON LEIPHEIM

Fay heard that in this raid toward the end of March 1945, thirty Me 262's were destroyed.

AUTOBAHN STRIPS FOR JET AIRCRAFT

As jet airfields available to the GAF become fewer, a policy is coming into effect of using camouflaged sections of superhighways (Autobahnen) for landing strips, and of using the adjacent woods as dispersal areas. The ground crews and pilots of the Fuehrerkurierstaffel under Hptm. Talk were stationed in Neuburg until the air raids at the end of March 1945. It was planned that this staffel would use the stretch or the Autobahn between Muenchen and Augsburg at Lechhausen as a landing strip (Pinpoint: from 357840 - 383834, GSGS 4416, Germany 1:100,000, sheet W 5, Augsburg). Work on this particular airstrip was begun a few months ago, but could not be finished due to lack of transportation facilities and building materials. In March 1945 Hptm. Talk wanted to finish it quickly, with the help of a GAF Construction Battalion (Luftwaffen-baubataillon).

Other such landing strips were to be built and may now be under construction at the following pinpoints: 861843 to 890847, Germany, 1:100,000, GSGS 4416, sheet W 4, ULM and somewhere between 736200 and 740310, Germany 1:100,000, GSGS 4416, Sheet V 6, Regensburg. On these Autobahn airstrips the grass in the middle of the road is removed and the ground covered with asphalt and then camouflaged to give it its original appearance. Any overhead obstructions such as bridges of intersecting highways are dynamited to give a line of approach without obstacles. In the opinion of informant, it should be easy to observe the construction of these landing strips from the air before they are camouflaged.

COUNTERTACTICS SUGGESTED FOR ALLIED FIGHTERS AND BOMBERS

The GAF has apparently not yet perfected the best tactics with the jet plane. Fay heard from another pilot

and some crew chiefs that several Staffeln of Me 262's at Lechfield devoted themselves primarily to flying experimental missions against Allied aircraft to devise the best method of attack.

Informant made the following suggestions on combating the Me 262. These are theories, as he has no combat experience with jet aircraft. Although some of these suggestions are obvious, they are presented because they confirm tactics used in the past by Allied pilots.

- (1) **AIM AT THE JET PROPULSION UNITS**, as they catch fire even more easily than the conventional engine.
- (2) **OVERCOME THE ADVANCE IN SPEED BY AN ADVANTAGE IN ALTITUDE**. By flying the fighter cover in a stacked-up formation with as much as 3,000 feet between flights, the high flight could reach a speed in dive similar to that of the Me 262, and exploit this in attacking. Furthermore, the Me 262 is relatively slow in turns and movements. It cannot, for instance, Split-S in less than 9000 - 12000 feet. The ideal situation would be a combination of two factors: first, speed gained through superior altitude, thereby making straight escape risky to the jet aircraft, and second, exploiting its lesser maneuverability when it goes through an evasive maneuver.
- (3) **CATCH THE ME 262 IN ITS TRAFFIC PATTERN**. It is particularly vulnerable when landing, as it is then likely to be low on fuel.

Fay tells of an incident which happened about six weeks ago when two P-51's were reported in the Memmingen area, then proceeded at minimum altitude below radar cover, and suddenly reappeared at the Neuburg A/D. They exploited this surprise element by shooting down a Me 262 while in the process of landing.

Cannons of the Me 262 are adjusted for the fire to converge at 450 meters (500 yards). Therefore, when it attacks a bomber formation, it is imperative that the bombers shoot a strong field of fire from a relatively long range before the jet aircraft has an opportunity to use its devastating fire-power.

PERSONALITIES

Name	Location	Function
Stabsing. Bader	Rechlin	Experimental Station test pilot, works on new types of aircraft
Ing. Beauvais	Rechlin	Experimental Station test pilot works on new types of aircraft., K.G. 54.
Hptm. Bender	Neuburg	
Braendle (Brendle)	Obertraubling	Chief pilot for Messerschmitt plants.
Hpt. Ing. Brueckner	location not known	RLM Supervisor; Chief of all German Aircraft production.
O'Stabsing, Franke	location not known	Director at Heinkel; formerly in Rechlin, he was promoted from Gefreiter to Lieutenant for having sunk the Ark Royal.
Hoffmann (Not a Nazi)	Neuburg	Control pilot of RLM ALSO AT Memmingen and Leipheim airfields.
Kaden	Neuburg	Chief jet pilot and "Flugbetriebsleiter" for series production of Messerschmitt.
Obit Kersting (Not a Nazi)	Neuburg	Specialist at Junkers Motors on turbines, and test pilot at Messerschmitt.
Dipl. Ing. Koch	Memmingen	Supervisor of acceptance flight department. Dir. Linder Regensburg Chief at Messerschmitt Works for Series

Prof. Lippich	location not known	production of Me 262. Aircraft engineer and specialist in aerodynamics.
Schlinz	Neuburg	Supervisor of acceptance flight department.
Hptm. Talk	Lechhausen	Chief of "Fuehrerkurierstaffel" Lechhausen near Augsburg
Hptm. Thieme	Neuburg	KG 54
Meister Waggenhut	Memmingen	Foreman
Ing. Witt	Schwabisch Hall	Supervisor of assembly plant.

RELIABILITY

Fay does not give the impression of being an opportunist, and seems to regret only that the Americans did not capture his hometown earlier so that he could have brought his plane and himself to the Allies even sooner.

He expects a very early collapse of German resistance, and is willing to help the Allied war effort in any practicable way, in order to avert further unnecessary bloodshed, and to get the Nazis off the neck of the German people.

He is prepared to fly his ship for test purposes or in mock combat with our own jet and other fighter planes.

His character and general reliability have been checked. His family was also visited by the interrogation officer. It is felt that Fay acted in good faith, without ulterior motives, and with the courage of his convictions. He is regarded as trustworthy.

ERNST ENGLANDER, Major, AC.

For

ERIC M. WARBURG, Lt. Col., AC.