

## Prisoner of War Interrogation

This document is a record of the interrogation of the uninjured survivor of Ju.88 5K+DW, shot down by 255 Squadron on the night of 25/26 April 1942 close to the English/Welsh border. Transcribed "E&OE" from the original document held at TNA.

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SECRET

A.I. 1(k) Report No 183/1941<sup>a</sup>

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

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PLACE DATE TIME:	Seven miles E.N.E. of Builth Wells, Brecon (O.5976) 25/4/42, 2350 hours.
AIRCRAFT TYPE & MARKS:	Ju.88 5K + DW
UNIT:	IV/K.G. 3.
IDENTITY DISCS:	Obs:- 53576 (= 1/Erg. K.Gr.2. personal number 440) W/T:- 51616 (unknown)
FELDPOSTNUMMER:	L. 28959 Brussels (unknown)
AUSWEISS:	Obs:- Grey, issued by F.H.K. 10/VI, 12/12/40. W/T:- Grey, issued by F.H.K. E. 16/XI 4/4/42.
START & MISSION:	Started from Brussels - Evere at 2136 hours to attack Night Fighter aerodromes in the area East of Bath. 250 kg bombs carried.

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### LAST FLIGHT.

1. According to the Observer of this aircraft (the only unwounded survivor) about eight crews of IV/K.G.3 have for the last three weeks been stationed at Brussels Evere flying both Ju.88 and Do.17 aircraft.

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a TNA : AIR40/2410. Original document – requires TNA Readers Ticket to view. A.I.1(k) decodes as Air Intelligence department 1(k), which handled all aviation-related information obtained from refugees as well as PoWs. The file reference 183/1941 contains a drafting error; both it and the date alongside the signature should read "1942". Although correctly filed amongst other 1942 reports, finding it is further complicated by the originally-loose pages of the report being bound into AIR40/2410 in the wrong order.

2. He stated that his crew – the only one from this aerodrome to operate on 25/4/42 – was briefed for an attack on British night fighter aerodromes in the Wiltshire area, to take place conjointly with the projected attack on Bath on that night<sup>b</sup>.
3. For this purpose the aircraft was to operate under control of IV/K.G.30. The W/T operator's signal sheet was headed "IV/K.G.50" or "IV/K.G.30" more probably the former though P/W stated that it was IV/K.G.30.
4. The aircraft took off from Brussels Evere at 2136 hours, took a course slightly south of west down Channel, and turned northwards on a bearing from Tocquerville<sup>c</sup>.
5. From the start the D/F apparatus appeared to be out of order – it was difficult to obtain bearings, and reception was bad – and after having been over England for a short time, the Observer became completely lost.
6. Up to 2330 hours no aerodrome had been located, and the pilot was flying northwards at about 10,000 feet when the aircraft was hit by what was believed to be A.A.fire<sup>d</sup>, which wounded the W/T operator and put his M.G. out of action, and also damaged the starboard engine. The bombs were jettisoned and height reduced to 6,500 feet.
7. About 10 minutes later the aircraft was attacked from behind by a night-fighter<sup>e</sup>; the starboard engine caught fire, and the aircraft began to break up in the air, whereupon the Observer and the W/T operator baled out. The aircraft dived into a mountain, and exploded, setting a large area of mountainside on fire.
8. The pilot and rear gunner were killed in the crash.
9. The observer had no idea that the aircraft was over Wales at the time, but thought the crash had occurred somewhere North East of Bath.

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b The first of the "Baedeker Raids" on the City of Bath. Moon phase: Waxing Gibbous, moonset over target about 04:00.

c Sic. Presumed error for Tocqueville, a small village near the NE tip of the Cherbourg Peninsular. This was a known location of a German electronic warfare site equipped with both Würzburg and Freya radar systems along with a Medium Frequency navigation beacon, German codename "Willi". The intelligence report's reference to the Tocqueville site may have been based on deliberate disinformation given out by the PoW. It seems technically possible that the Ju.88 tried to use one or other of the German navigation beams (Knickebein, X-Gerät or Y-Gerät) based at Beaumont-Hague, some 30km further to the west. Unfortunately for Luftwaffe crews, the British were rather good at jamming these, which would explain why the bomber got lost. Search the Internet for the codewords MEACON, HEADACHE and ASPIRIN for basic information regarding how such jamming was done, or see Denny, M. (2007), *Blip, Ping and Buzz: Making sense of Radar and Sonar*, Baltimore: JHU Press, p.102. ISBN 0801886651. Not all relevant information has been declassified; the technique of "Meaconing" remains valid to this day as a method of electronic warfare.

d Claimed by the radar-controlled AA gun battery on Flat Holm Island in the Bristol Channel. (Site J16B, 351/112 Heavy Anti-Aircraft Regiment, Royal Artillery.)

e The RAF aircraft involved was Bristol Beaufighter Mk.VIF, serial X7933, 255 Squadron, Squadron Code YD-U, Pilot 89626 Flying Officer Hugh Graham Stanhope WYRILL, Nav/Radio 973558 Sergeant John WILLINS, Ground Control by GCI Station Comberton, combat reports at AIR50/98/35, AIR50/98/36 (mis-indexed as WILLIAMS) and AIR50/98/41.

W/T

10. The documents from this aircraft included the new 'Au. Ka.Tafel' (Anklarungs – und Kampffliegertafel Land und See – Reconnaissance and Bomber code table, land and sea) dated November 1941. This had been passed to A.I. 4(b)

11. In these tables code-groups were provided for the following aircraft types:-

Ar.95	Do.24	He.59	Ju.52
Ar.196	Do.217	He.60	Ju.87
BV.138	Fw.90	He.111	Ju.88
BV.222	Fw.200	He.115	Me.109
Do.17	Fokker T.8.W		Me.110
Do.18		He.177	Me.210

12. The Verflugungs Signale (Special groups for the day) included signals for “change of time and plan of crossing coast” and for diversions to Laon and Chartres aerodromes.

13. The particular sheet of the Au.Ka code to be used on the operation was marked “30<sup>th</sup> Day” as is mentioned in the W/T signal sheet.

14. The fwf table was similar in essentials to those previously reported on, but made provision for eleven variations instead of six.

15. Spaces for a weather report has been added and in the date, which was printed, the month had been omitted, thus 26. 42.

16. The W/T operator's signal sheet contained several features of interest and is reported in full as Appendix I.

17. The list of M/F beacons provided for a change of call-sign and frequency 8 times during the night at irregular intervals, no less than 3 different frequencies being used during the period 2120 – 2355 hours.

18. It will also be noticed that the M/F beacons listed were numbered according to a system not previously encountered. The six light beacons also showed changed characteristics.

19. A code to be used for the German map grid gave code groups covering the South of England between longitudes 0 and 3 W and up to latitude 52 N which includes the area of night operations.

20. Other papers of the W/T operator showed that the call sign of a number of operational aerodromes had been changed, and though the same 8 frequencies were used, these had also been allocated to different aerodromes.

21. All W/T documents have been sent to A.I.4.(b)

### THE CREW

22. The pilot of this aircraft, a Leutnant, was said to have had about 60 war flights to his credit.

23. He had the E.K.I.<sup>f</sup> and Silver war flights badge<sup>g</sup>.

24. The observer, and Oberfeldwebel, born 24/11/1914 claimed 66 operational flights, and also wore the E.K.I. and Silver war flights badge. He joined the G.A.F. In 1934, and after serving as ground staff at Lechfield, and Totow aerodromes, commenced his Observer's training at Tutow in 1939.

25. Since the completion of his training, he had had 4 comparatively short spells of operational flying, interspersed with compassionate leave, hospital and a period as instructor.

26. The first period of operational work was during the French campaign when he joined 5.K.G.3 and operating from Wiesbaden, made 15 war flights in 14 days. The second spell was in December 1940, and again lasted 14 days, this time with 6/K.G.3 at Antwerp - Deurne.

27. After a period of 3 months at the Observer's school at Tutow, this man was posted in March or April 1941 to Stab III/K.G.3 who were then stationed near Graz - possibly at Zeitweg - and during the Jugoslavian campaign made 15 reconnaissance flights in a week as far as the Adriatic, flying Do.17 aircraft.

28. He was then incapacitated by a foot injury, and was in hospital until July 1941, when he joined II/K.G.3 in Russia, and made about 20 Operational flights from an aerodrome south of Brest-Litovak, attacking aerodromes and communications. His Feldpostnummer at this time was L 18737.

29. After six weeks, he again injured his foot, and returned to hospital at Paderborn, where he remained until March 1942. After three weeks sick leave he was then posted to IV/K.G.3 at Brussels Evere early in April.

30. During the ensuing weeks numerous training flights were made, including two to Eindhoven, where the crew remained for 3 days in all, and one to Chievres<sup>h</sup>, where they were grounded for 3 days by bad weather.

31. Two weather and shipping reconnaissances which counted as operational flights, were made

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f Eisernes Kreuz 1. Klasse (Iron Cross 1<sup>st</sup> Class).

g Qualification: Bronze, 20 war flights. Silver, 60. Gold, 110. (Data source: AIR40/2405 doc 300/1941 at p.8.)

h Chièvres, Belgium. No accented characters appear in the original British text, either typed or added by hand.

over the Channel. These were both in Ju.88s one of which was marked 5K+.

32. The W/T operator of this aircraft, who was very seriously wounded, was an Obergefreiter aged 21. He was the only inexperienced member of the crew, having joined the G.A.F. at the beginning of the war, and commenced his flying training in the autumn of 1940. He was on his second war flight - his first over this country - when shot down.

33. This man's papers indicate that he was at Chievres during the first 3 months of this year. The following items are worth recording:-

- |      |     |   |
|------|-----|---|
| Jan. | 5.  | First flight in Ju.88.  |
|      | 11. | Travel warrant Brugellete-Ath return.                                       |
| Feb. | 10. | Flight to Eindhoven.  |
|      | 12. | First war flight.   |
|      | 15. | Return from Eindhoven to Chievres.  |
|      | 18. | Cross country flight Eindhoven.   |
|      | 22. | Celebration at Soldatenheim at Ath.   |
| Mar. | 1.  | Promoted to Obergefreiter.  |
|      | 9.  | Celebration at Soldatenheim at Ath.   |
|      | 14. | Forced landed at Eindhoven - both engines out - crew of 3 slightly injured. |
|      | 15. | Returned from Eindhoven to Chievres by train.                               |
|      | 25. | Uffz Ulrich and Uffz Barschow killed (engine on fire - baled out)           |
| Apl. | 19. | Formation flight, Beauvais, DW.   |

34. Numerous short day time flights were recorded during April in aircraft with letterings AW, DW, HW and LW.

35. The gunner, who was killed, was a Feldwebel. He was stated to have been an experienced man, and, in common with the pilot and observer, had the E.K.1. and Silver war flights badge.

#### MORALE.

36. The Observer, having only recently returned to the front after nine months sick leave, had not become oriented to active Service. He wanted to get married, and asked himself what the war was all about, and thought that the Russian campaign was a mistake. He was as well drilled in Security as other G.A.F. personnel.

CREW.

PILOT: Leutenant Gunther BRIKIUS<sup>j</sup>..... Dead

OBSERVER: Oberfeldwebel Fritz KREIENBROCK - 24/11/14 (8) ..... Unwounded.

W/T : Obergefreiter Paul KOCHON - 18/11/20 (2½) ..... seriously wounded.

GUNNER: Feldwebel Atti LEIDIEG<sup>k</sup> ..... Dead.

28/4/41<sup>n</sup>.  
A.I.1 (k)

Signed: S.D.Felkin<sup>m</sup>  
Wing Commander

APPENDIX ATTACHED.

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See also: <<http://www.aircrewremembrancesociety.co.uk>>, website of the Aircrew Remembrance Society, mirrored in the British Library website archive.

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j Sic. Should read Oberleutnant Günther BREXIUS and give DoB as 02/7/1916.

k Sic. Should read Feldwebel Adolf LIEBIG and give DoB as 05/8/1916.

m 74650 Samuel Denys FELKIN (b:18/8/1894, Scotland – d:14/1/1973, Jersey), specialist in intelligence relating to the Luftwaffe's organisational structure and its personnel.

n Sic. Should read 28/4/42.

APPENDIX I.

IV; K.G. 50 (30 or 50 ?)

Den. 25. 4. 42.

Machrichtebefehl (Signals Order) No. 6.  
für den Einsatz am Samstag 25. 4. 42.  
 (for the operation on Saturday 25. 4. 42.)

Hauptfrequenz : 4352 z  
 (Main frequency) 5728 y

Rufz : Bodenstelle  
 (Call sign) (Ground station) 2 c x s

Verband als Staffel  
 (Unit as Staffel) 1 b p E W

Abstimmsspruch: stündlich in der 12. und 40 Min. Rufz. : k z o  
 (Calibration Signal) (hourly at 12 and 40 minutes (Call sign)  
 past the hour) Ken. : M  
 (Recognition letter)

Signaltafel: Au. Ka. mit Schlüsselbl. 30.Tag.  
 (Code Table) (Reconnaissance and Bomber code tables, land and sea, 30<sup>th</sup> day)

<u>Funkfeuer:</u>	<u>Willi 24</u>	<u>Peter 25</u>	<u>Christian 9b</u>	<u>Fritz 9a</u>
1910 – 2120	-	832 HP	-	255 DA
2120 – 2210	-	832 HP	-	255 DA
2210 – 2300	282 FL	-	255 DA	-
2300 – 2355	282 FL	-	255 DA	-
2355 – 0115	282 FL	-	255 DA	-
0115 – 0240	-	832 HP	255 DA	-
0240 – 0350	282 FL	-	255 DA	-
0350 – 0500	-	832 HP	255 DA	-
0500 – 0805	-	832 HP	-	255 DA

	<u>Josef 23</u>	<u>Fred 15</u>	<u>Julius 17</u>	<u>Karl 20.</u>
1910 – 2120	220 FR	551 ZU		
2120 – 2210	586 YS	427 MQ		
2210 – 2300	520 oX	380 LW		
2300 – 2355	569 TG	403 JB		
2355 – 0115	380 LW	220 FR	243 HU	300 PN
0015 – 0240	427 MQ	268 KL	315 RA	390 DO
0240 – 0350	327 QD	208 CY	223 GK	268 KL
0350 – 0500	208 CY	520 oX	554 Uo	595 WC
0500 – 0805	599 AL	559 SL	520 oX	569 TG

Leuchfeuer:  
 (Light beacon)

Christa U  
 Pepi O  
 Dagmar D  
 Frieda P  
 Julia Zi  
 Carla ZL

[See endnote at foot of Page 8]

**An annotated transcript of part of UK National Archives document AIR40/2410.**

Flugsicherung: (D/F Safety Service)

Fluz Frankreich F L R ) FL 342 (473, 532)  
Atlantik N L R ) FK 3650 (5815, Fluz, Frankr. 3150)  
Holland Z L V )  
Bretigny 308 S U Y .

ES/NS/ES/EL : 2/rot/Striche/grun rot  
(2/Red/dashes/green red)

Jagerwarnfunk.

(Warning signal – night fighters)

**[Prefix “JJ” apparently omitted from original transcript in error - Editor]**

Schussel fur Grosstrapeze: (Code for grid positions)

05 Ost	00 = 7Z	15 West	10 = 1Y	20 = 3C	31 = 4K
	01 = 8A		11 = 4Z	21 = 1D	32 = 5L
	10 = 5D		12 = 2A	22 = 6F	

“JJ 4Z 52” = Jager in Grosstrapez 11, 15, West, in 5200 m Hohe.  
(Fighter in grid square 11, 15 West, at 5200 m.)

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**Explanatory note added by website editor:**

**MF direction-finding beacon “Willi 24”, known to have been at Tocqueville (just inland from Barfleur), would have been transmitting on a frequency of 282 kHz between the hours of 22:10 and 01:15 and again between 02:40 and 03:50, identifying using the Morse Code letters FL (Dit-Dit-Dah-Dit Dit-Dah-Dit-Dit) auto-keyed on the basis of “FSK” (Frequency Shift Keying) with an offset likely to have been either 400 Hz or 1020 Hz.**

**[End]**