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**Chris Goss
with**

Bernd Rauchbach

Luftwaffe

SEAPLANES

1939-1945



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Luftwaffe Seaplanes
1939-1945

An Illustrated History

Chris Goss with Bernd Rauchbach

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Introduction

Throughout World War II, the *Luftwaffe* made extensive use of seaplanes. The variety of these seaplanes has, as a result, been a popular subject of research by historians, an especially popular subject for modellers and of great interest to anyone who has a liking for old aircraft.

We have been lucky over the years that we have carried out our joint research into *Luftwaffe* air operations during World War II to obtain many unusual and rare photos of German seaplanes operating from as far south as the Mediterranean to as far north as the Arctic Circle; as far east as Russia to as far west as the coasts of France and Spain. We have decided to share these photos by publishing them in this book. The book is therefore not intended as a definitive study of German seaplanes but will hopefully give the reader the chance to see new and unusual photos from private sources. Some seaplanes, such as the Arado 196 and Heinkel 115, will get greater photographic coverage than others and some might have seen a few of the photographs before; for this we make no apologies as it is hoped that the quality and rarity of these photos will help enhance the readers enjoyment of the book, no matter what their particular interests might be.

Chris Goss & Bernd Rauchbach, 2002

ACKNOWLEDGEMENTS

The main thanks go to those who freely supplied us with the photographs and whose names are credited accordingly but special thanks should be made to Manfred Griehl, Dr. Klaus Daser, Paul Metges and Horst Thürling. We would also like to thank Franz Selinger, John Foreman, Graham Day, Horst Münter, John Collier, Dr Peter Schenk and all at Crécy Publishing, particularly Gill Richardson (and if we forgot Jeremy Pratt, he would never forgive us!) for continued support in publishing the fruits of our labours. Finally, our wives Sally Goss (and not forgetting daughters Katherine, Megan and Alexandra!) and Martina Rauchbach – you put up with a lot!

Chris Goss & Bernd Rauchbach, 2002


GLOSSARY AND ABBREVIATIONS

Ar	Arado
Aufklärungsgruppe	Reconnaissance Wing
Beobachter	Observer
Borfliegergruppe (B.Fl.Gr)	Ship-borne (lit) Flying Wing
Bordfunker	Radio operator
BV	Blohm & Voss (also designated Ha)
Deutsches Kreuz in Gold	German Cross in Gold (award for bravery)
Do	Dornier
Ergänzung (Erg)	Training
Flugzeugführer	Pilot
Feindflug	Operational flight
Feldwebel (Fw)	Flight Sergeant
Fg Off	Flying Officer
Flieger (Flg)	Aircraftman
Flt Lt	Flight Lieutenant
Flt Sgt	Flight Sergeant
Führer	Leader
Gefreiter (Gefr)	Leading Aircraftman
Gruppe (Gr)	Wing (three <i>Staffeln</i>) commanded by a <i>Gruppen Kommandeur</i> (Gr Kdr)
Ha	Early designation for Blohm & Voss aircraft built in Hamburg
Hauptmann (Hptm)	Flight Lieutenant/Captain
He	Heinkel
Ju	Junkers
Kampfgeschwader (KG)	Bomber Group
Kampfgeschwader zur besonderen Verwendung (K.Gr.z.b.V)	Transport Wing
Kriegsmarine	German Navy
Küstenfliegergruppe (Kü.Fl.Gr)	Coastal Reconnaissance Wing
Lehrgeschwader (LG)	Operational Training Group
Leutnant (Lt)	Pilot Officer/2nd Lieutenant
Lt	Lieutenant
Leutnant zur See (Lt zS)	Sub Lieutenant
Luftflotte	Air Fleet
Lufttransportstaffel (See) (LTS)	Air Transport Squadron (Sea)
Major (Maj)	Squadron Leader/Lieutenant Commander
Oberfeldwebel (Ofw)	Warrant Officer/Master Sergeant
Obergefreiter (Ogefr)	Senior Aircraftman
Oberleutnant (Oblt)	Flying Officer/1st Lieutenant
Oberleutnant zur See (Oblt zS)	Lieutenant
Plt Off	Pilot Officer
Rotte	Two aircraft tactical formation
Seeaufklärungsgruppe (SAGr)	Maritime Reconnaissance Wing (Note: in this book, such units will usually be shown in numerals i.e. 2/125)
Seenotflugkommando	Air Sea Rescue Detachment
Seenotstaffel	Air Sea Rescue Squadron
Sgt	Sergeant
Sonderkommando	Special Detachment
Sqn	Squadron
Sqn Ldr	Squadron Leader
Stab	Staff or Headquarters
Staffel	Squadron, commanded by a <i>Staffel Kapitän</i> (St Kap)
Stabsfeldwebel (Stfw)	Senior Warrant Officer
Unteroffizier (Uffz)	Sergeant
Werk Nummer (Wk Nr)	Aircraft serial number
+	Killed

ARADO

Arado's advert for their Ar 196 which translated reads 'Helping Victory'. Arado Flugzeugwerke GmbH was established in 1925 with its head office at Babelsberg near Berlin. Its aircraft were constructed at Brandenburg (Havel), Warnemünde and Anklam. The Ar 196 was used extensively during the early part of the war for naval reconnaissance, light bombing and anti-submarine duties. It was also the standard catapult seaplane on ships of the *Kriegsmarine*.

Helpfer zum Sieg



ARADO



A second series Ar 196 prototype, either V3 (Wk Nr 2591, D-ILRE), V4 (Wk Nr 2592, D-OVMB), or V5 (Wk Nr 0090, D-IPOB). The main difference from earlier and later Ar 196s was the float arrangement.
(Drogen-Meyer, Wilhelmshaven)

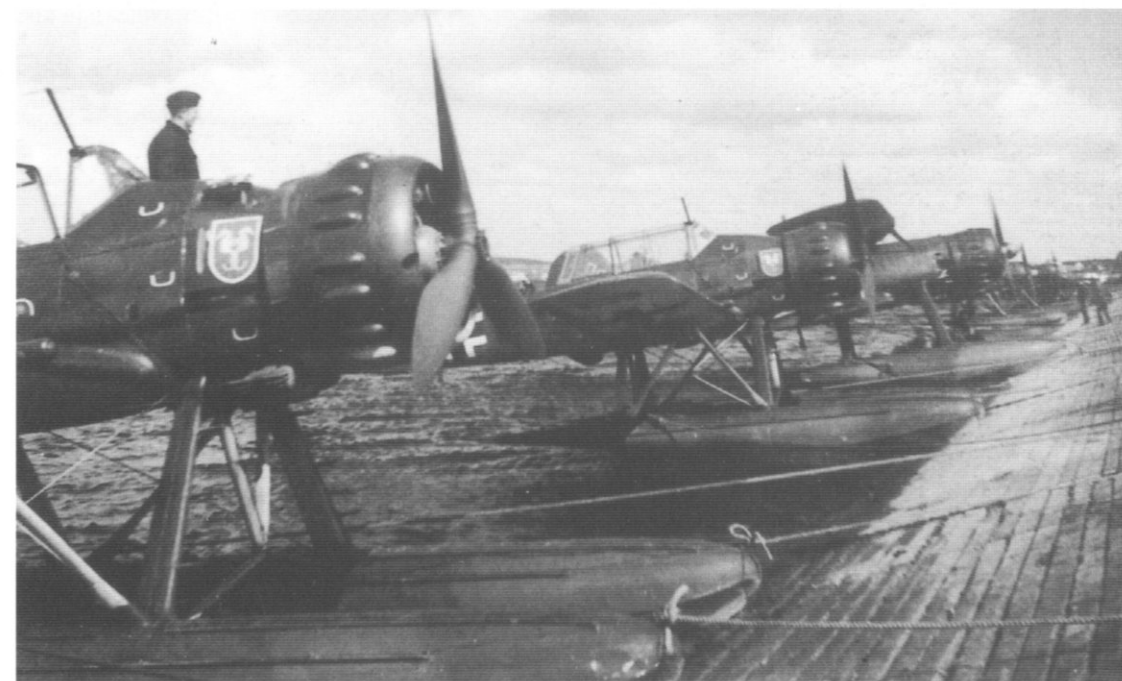
Ar 196 A-01, D-ISFD (later T3+HB) of 10 (See)/LG 2 during sea trials on the battleship *Gneisenau*, Travemünde, Germany 1939.



Ar 196 A-2, D-IYFS, *Gneisenau*, 1939.
(via Lauther)

Ar 196 A-2s of 4(Erg)/B.Fl.Gr 196 photographed on the Baltic coast, 1940. The third aircraft from the camera is a He 114. The badge on the nose consisted of two inter-twined light grey seahorses on a blue shield.

(Rosenbaum)



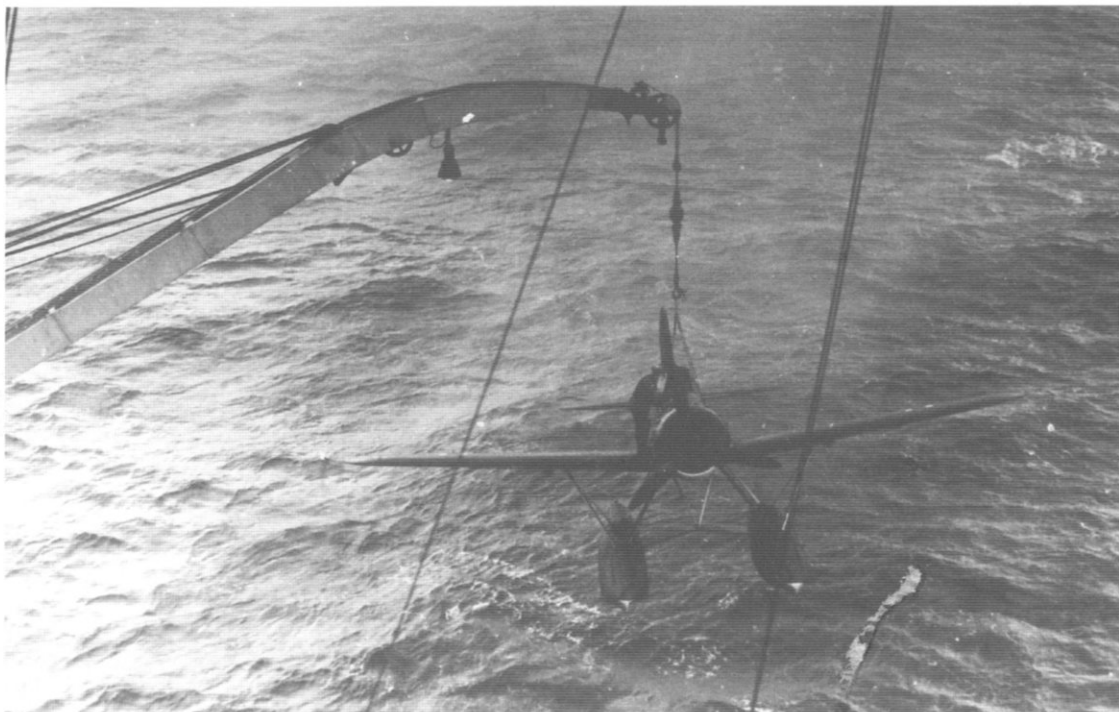


An Ar 196 A-2 of 4(Erg)/B.Fl.Gr 196, Aalborg, Denmark April 1941. This unit became 2/125 (See) at the end of this month. The officers are left to right Lt zS Wilhelm Rosenbaum, Oblt Rolf Lemp and Lt zS Thiele. (Rosenbaum)

A series of photos showing Ar 196s of 1/B.Fl.Gr 196 being brought on board the battleship *Scharnhorst*, 1939-40. This photograph shows T3+LH (note over-sized wing crosses and seahorse badge just behind the cowling).



T3+LH of 1/B.Fl.Gr 196 being brought on board the battleship *Scharnhorst*, 1939-40.



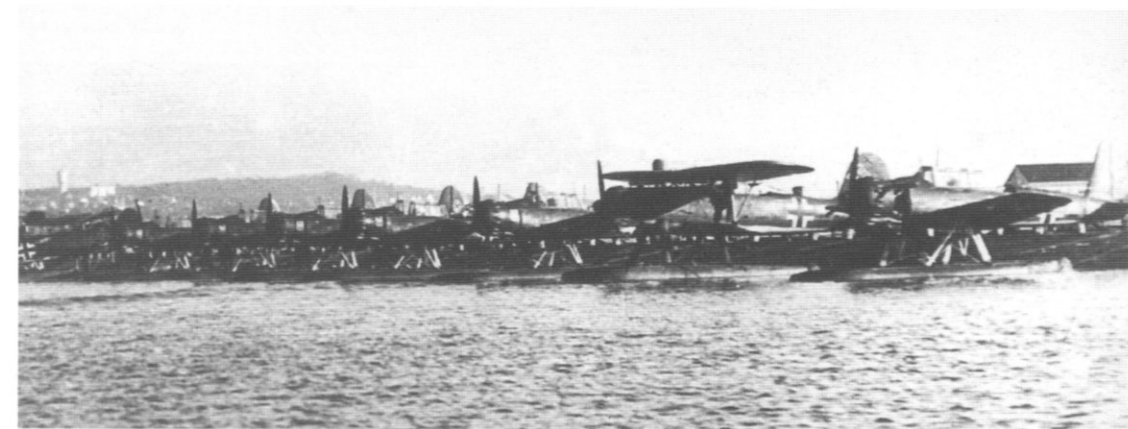
An Arado 196 of 1/B.Fl.Gr 196 being brought on board the battleship *Scharnhorst*, 1939-40.

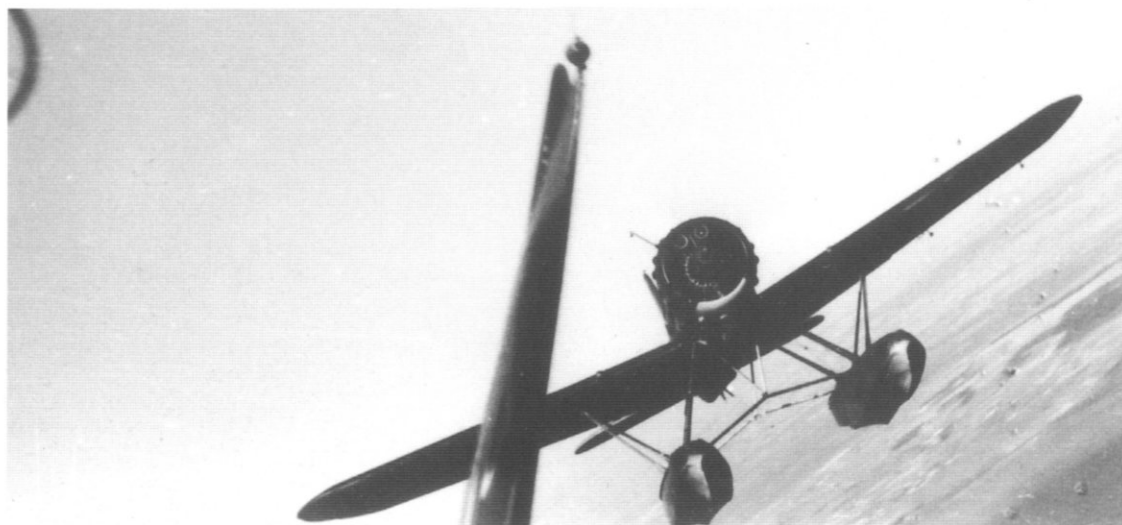
The *Scharnhorst* with her Ar 196s seen at the start of the War. The ship in the background is the pocket battleship *Admiral Scheer*.



An Ar 196 probably from B.Fl.Gr 196 seen at Aalborg, 1940; note replacement floats on the quayside to the left.
(Thürling)

A mixture of He 60s, He 114s and Ar 196s, Aalborg, 1940; the unit is believed to be 3/Kü.Fl.Gr 506 from the badges seen behind the engines on the Ar 196s.
(Thürling)





A particularly close Ar 196 coded T6+IH of 1/B.Fl.Gr 196 operating out of Altafjorden, Norway, 1943.

(Rosenbaum)

1/B.Fl.Gr 196 over Altafjorden, 1943.

(Rosenbaum)



Ar 196 A-3 of B.Fl.Gr 196, Aalborg, 1941.

(Rosenbaum)

An Ar 196 A coded 7R+BK of 2/125 (See) at the start of the Russian campaign, June 1941. Note the 50 kg bomb underneath the starboard wing and that the aircraft individual code, a red 'B', is only just visible.

(Rosenbaum)



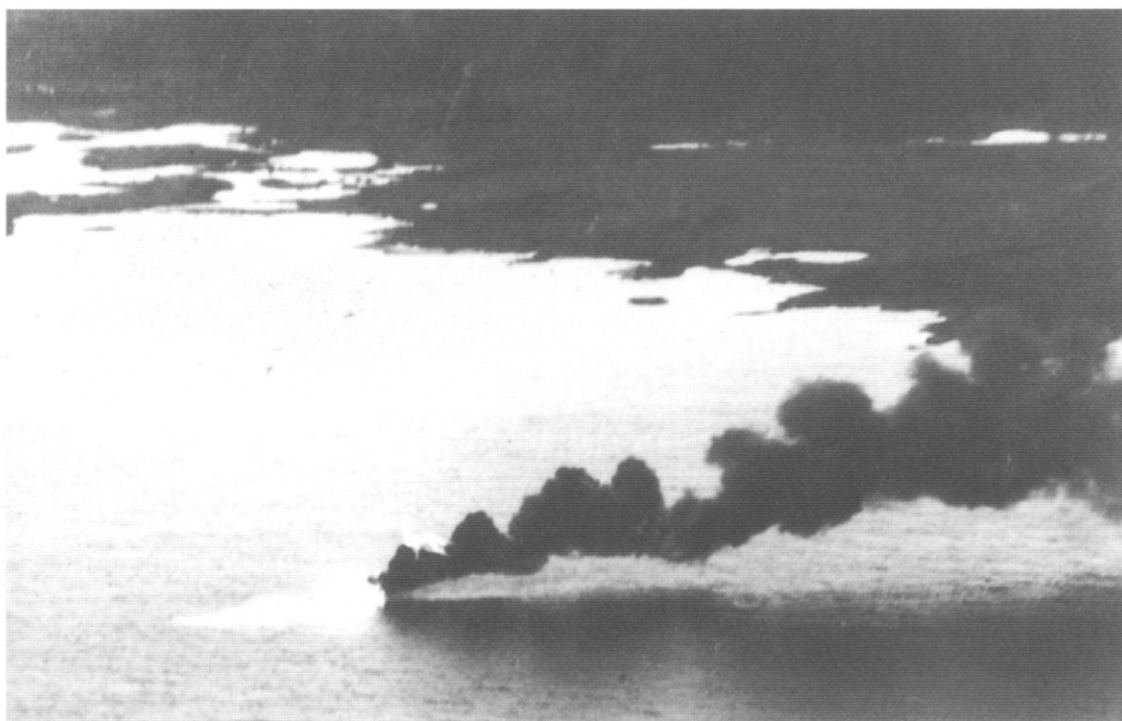


Abandoned and destroyed Russian vehicles in the Baltic States, June 1941 photographed from an Ar 196 of 2/125.

(Rosenbaum)

A Russian Beriev MBR 2 seaplane is seen burning at Vilsandi after having been shot down by an Ar 196 of 2/125, 2115 hrs on 15 July 1941.

(Rosenbaum)



A series of photos showing Ar 196 T3+HH of 1/B.Fl.Gr 196 operating out of Altafjorden, 1943.

(Rosenbaum)

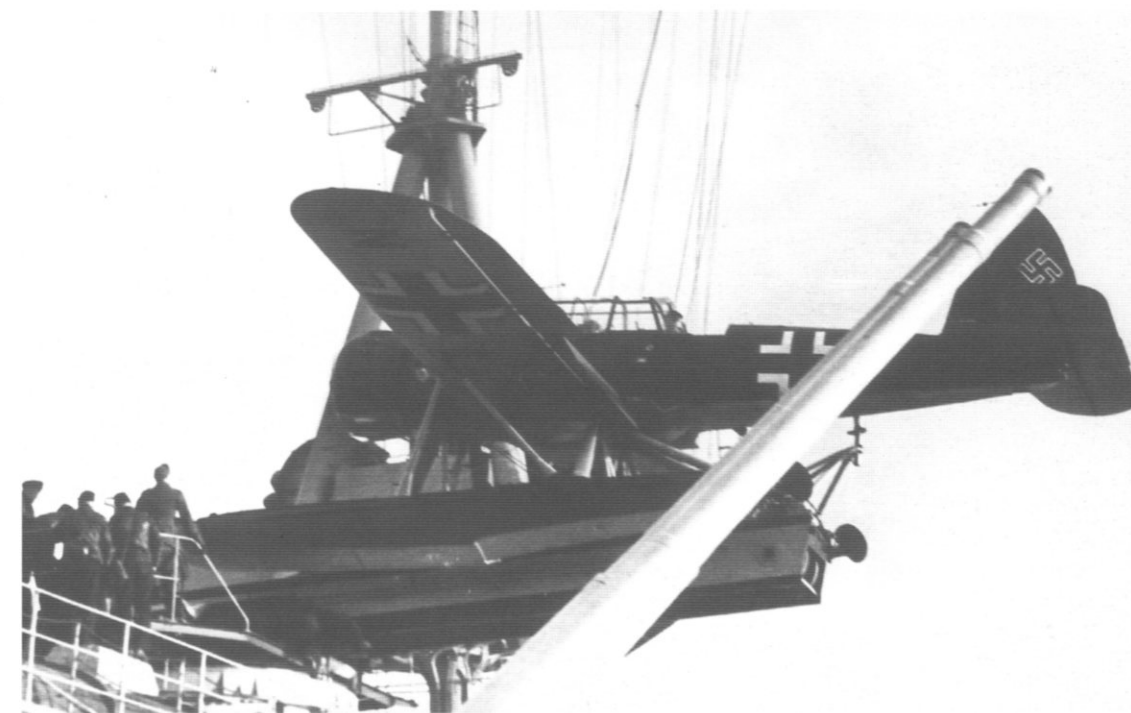
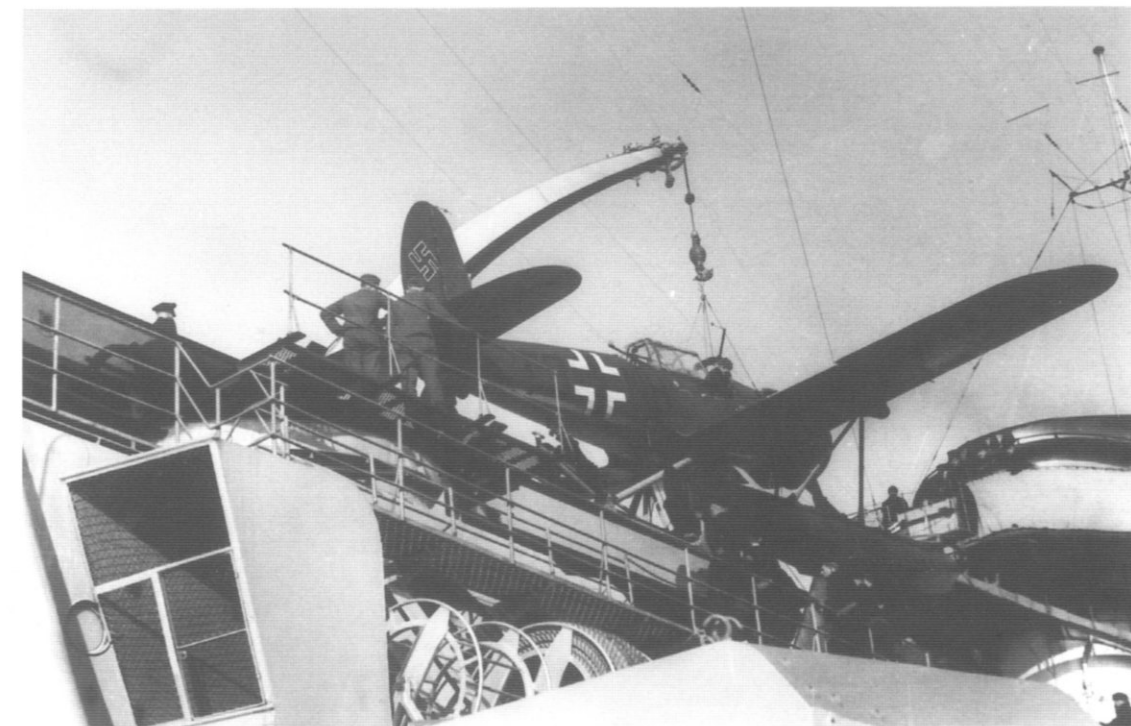


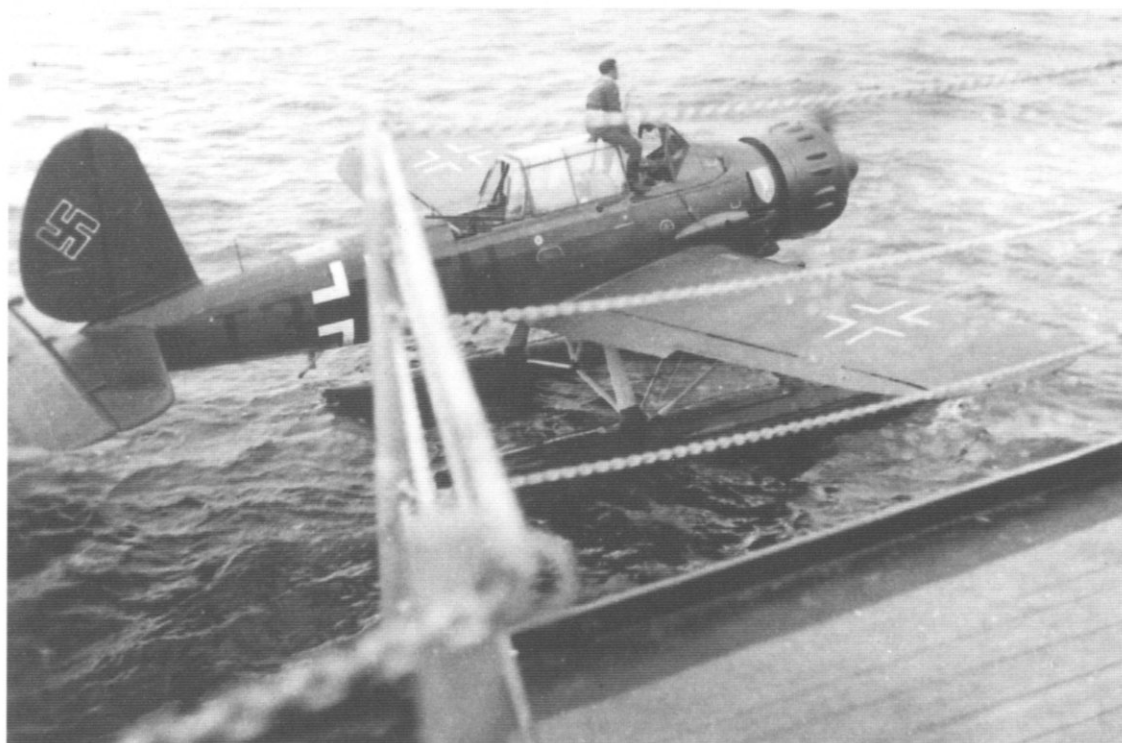


Ar 196 T3+HH of 1/B.Fl.Gr 196 operating out of Altafjorden, 1943.
(Rosenbaum)



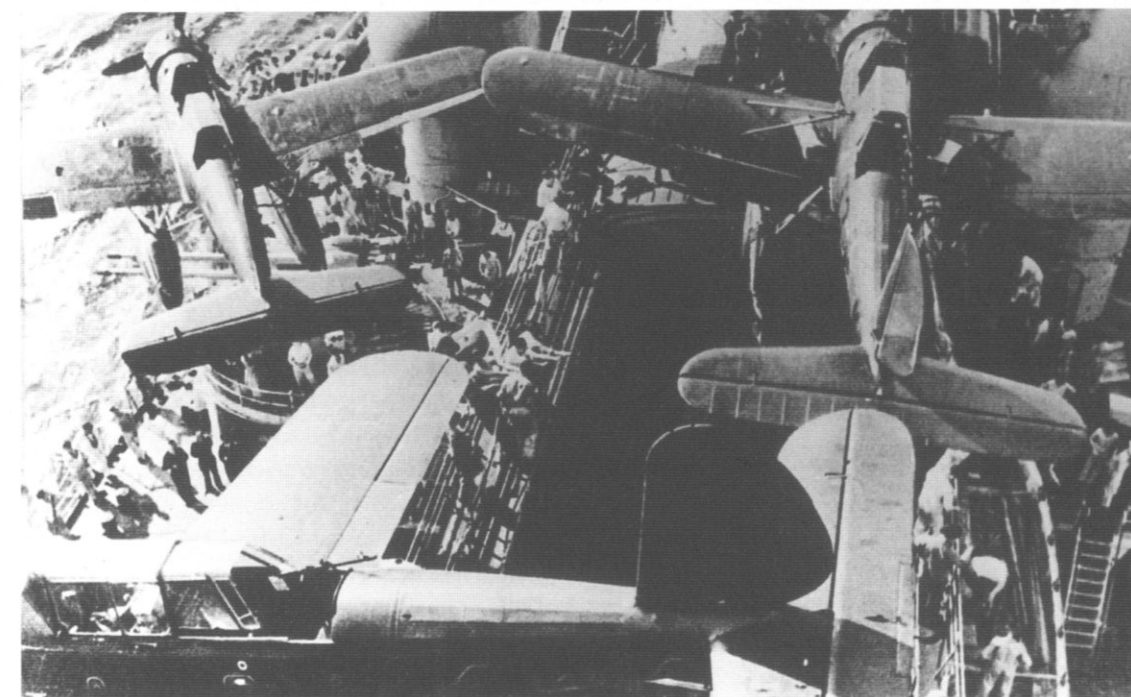
Ar 196 A coded T3+NH of 1/B.Fl.Gr 196 operating off the
Scharnhorst, 1940.





An Ar 196 A-3, T3+EH of 1/B.Fl.Gr 196.
(via Schulze)

Two photographs showing Ar 196 As on board the *Scharnhorst*, 1943.





An Ar 196 A-2 of 1/B.Fl.Gr 196 onboard the cruiser *Admiral Hipper*, Spring 1941. Left to right *Uffz* Hermann Koch, *Uffz* Alfred Schmidt and *Uffz* Walter Müller.

(Müller)



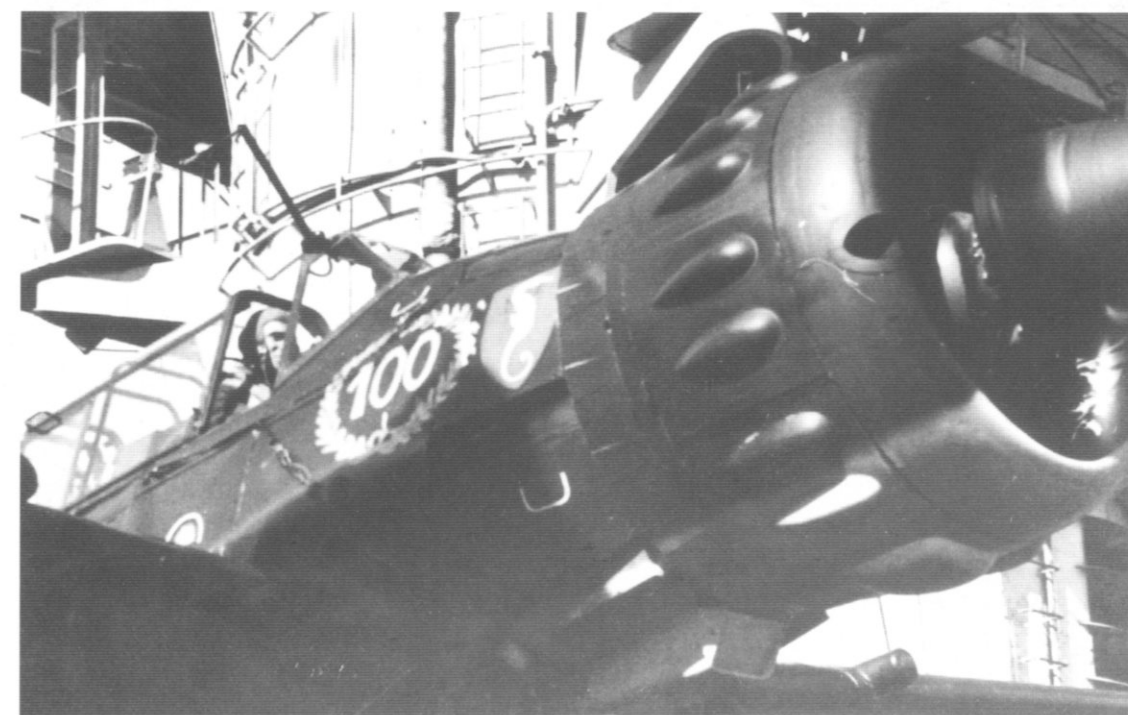
Ofw Walter Müller, an Ar 196 pilot with 1/B.Fl.Gr 196 for most of the war, flew a total of 324 *Feindflug* from 3 September 1939 to his last flight on 24 March 1945; he was awarded the *Deutsches Kreuz in Gold* and the mission clasp in gold for reconnaissance aircrew with the '300' missions pendant. He served on the cruisers *Leipzig*, *Karlsruhe*, *Admiral Hipper* and *Lützow* and the battleship *Scharnhorst*. Walter Müller and his observer *Lt* Molsen served on the cruiser *Blücher* from 23 March 1940; the *Blücher* was sunk by a Norwegian coastal battery in Oslo-Fjord at 0728 hrs on 9 April 1940. Müller was captured after swimming in the Fjord for 30 minutes but six days later was released. In addition to the usual *Luftwaffe* regalia, to the left of the Iron Cross 1st Class he also wears a *Kriegsmarine* badge worn by those who served on battleships.

(Müller)



An Ar 196 A-3 coded T3+DH of 1/B.Fl.Gr 196 on board the cruiser *Lützow*, Norway May-August 1942.
(Müller)

A series of photographs showing the 100th catapult launch from the battleship *Tirpitz*, summer 1943. The pilot was Uffz Meissner, observer Lt Wilhelm Rosenbaum.
(Rosenbaum)



100th catapult launch from engine start through launch...
(Rosenbaum)



...to landing and final recovery to the battleship *Tirpitz*.
(Rosenbaum)





Lt Wilhelm Rosenbaum, 1/B.Fl.Gr 196, observer on the 100th catapult launch. He served a series of detachments onboard the *Tirpitz* from 15 April 1942 to 1 March 1944.
(Rosenbaum)

A series of photographs taken from an Ar 196 of 1/B.Fl.Gr 196 of the *Tirpitz*, Norway, spring 1943.
(Rosenbaum)



Two photographs taken from an Ar 196 of 1/B.Fl.Gr 196 of the *Tirpitz*, Norway, spring 1943.
(Rosenbaum)



Photographs taken from onboard the *Tirpitz* during Operation *Sizilien/Zitronella*, a bombardment of Spitzbergen, from 6 to 9 September 1943. This operation was led by *Admiral* Kummetz and also involved the battleship *Scharnhorst* and nine destroyers. This was the only time that the *Tirpitz*'s main armament of eight 15 inch guns were used in anger.

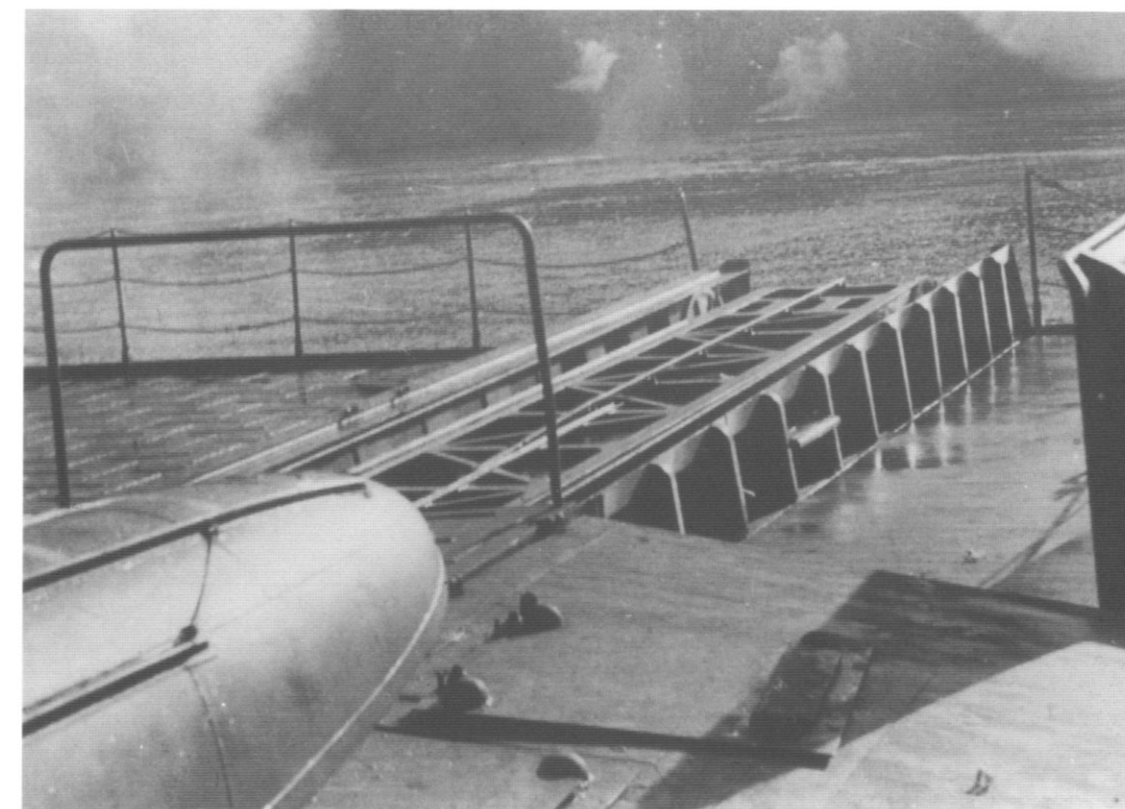
(Rosenbaum)





A rare series of photographs taken from the seaplane catapult on board the *Tirpitz* during the attack by Royal Navy midget submarines known as 'X' Craft, Altafjorden, 22 September 1943. This was one of several British attacks on the German battleship which was eventually sunk by 30 Lancasters of 9, 463 and 617 Squadrons on 12 November 1944. The first two photographs show explosions in the water, the third photograph one of the captured submariners. Attempts to positively identify the captured officer have failed but it is likely that he is a survivor from X6 (Lt D Cameron) or X7 (Lt B C G Place and Sub Lt R Aitken).

(Rosenbaum)





A series of photographs taken from an Ar 196 of 1/B.Fl.Gr 196 on patrol off Norway, autumn 1943.
(Rosenbaum)



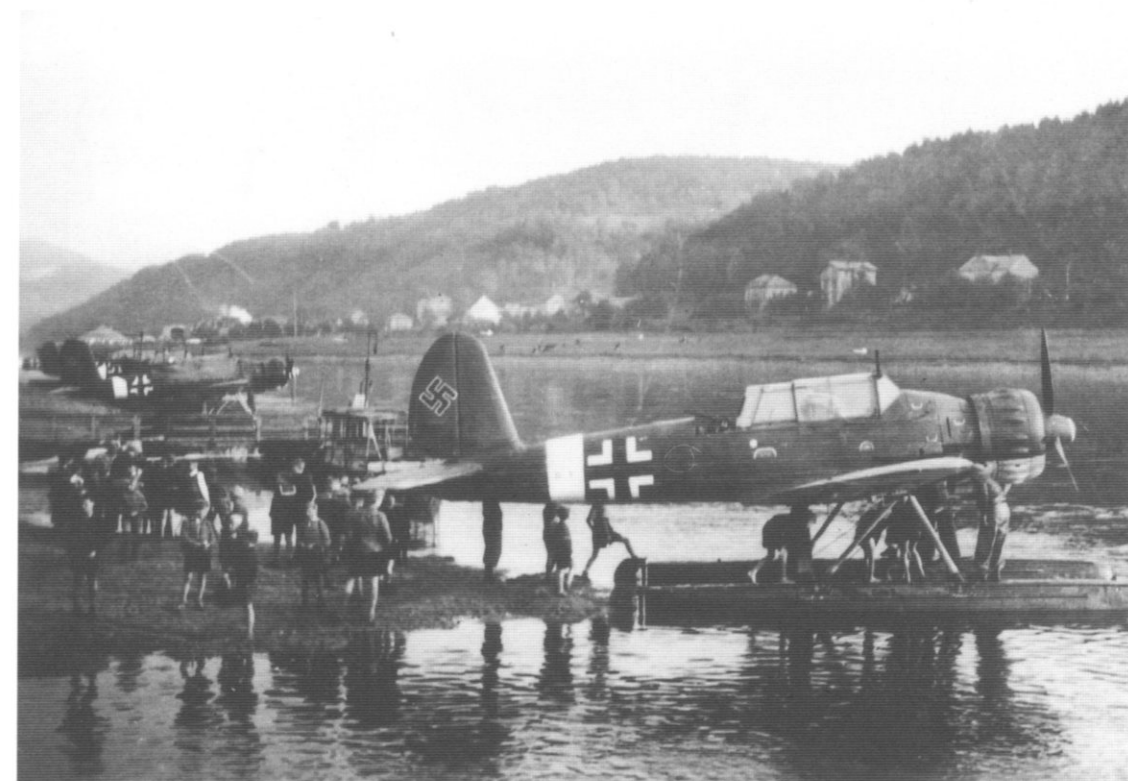


Torpedoboat T 21 of 3 *Torpedobootsflotille* based in the Baltic. This photograph was taken off the Norwegian coast, 1943.

(Rosenbaum)

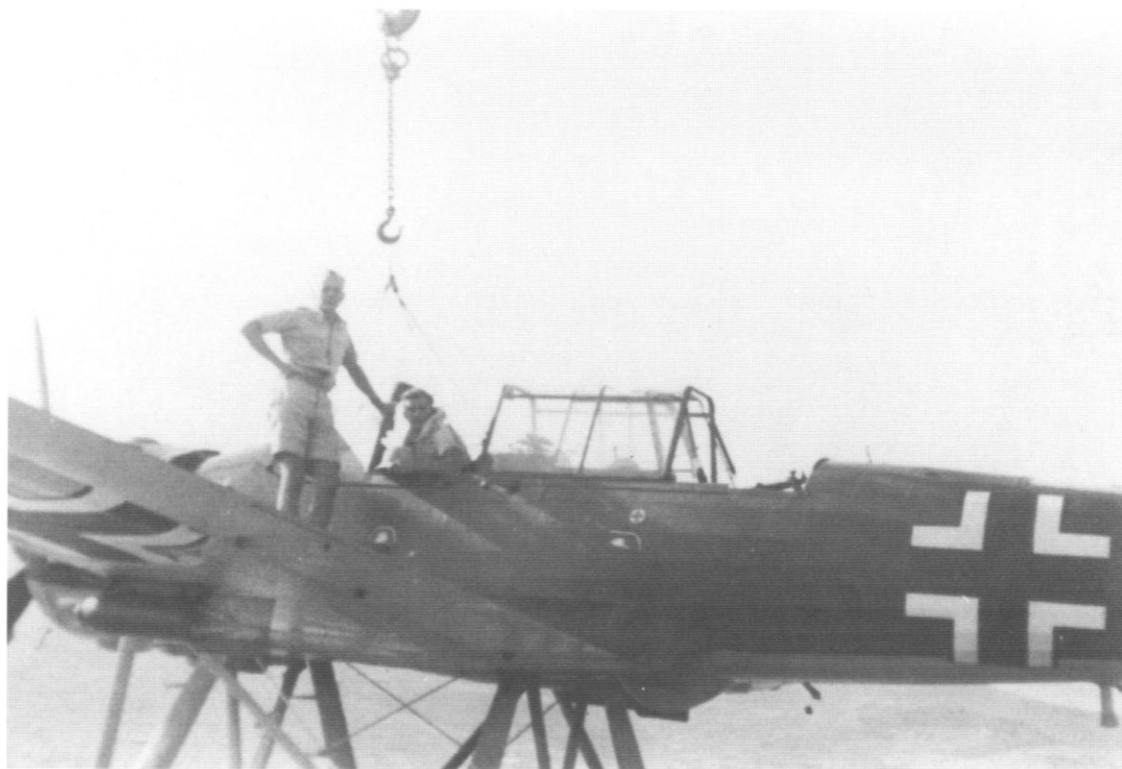
Believed to be the hospital ship *Rügen*.

(Rosenbaum)



Ar 196 As of 4/126 (formerly 2/125) seen on the River Danube, 1943-44; the nearest aircraft is believed to be coded D1+BM.

(Chlupka)



An Ar 196 A of 2/125, Aegean Sea, 1943. Note the oversize wing and fuselage crosses (which aided identification by German shipping) and the 50 kg bomb under the port wing.

(Chlupka)

The 203 Squadron crew photographed just before being shot down – left to right Flt Sgt Don Hickson, Lt Jack Bergh, Sgt Frank Michell and Sgt Bill Charlesworth.

(Hickson)



Air-sea rescue duties in the Mediterranean. Martin Maryland serial AH280 coded 'Y' of 203 Squadron was shot down by flak south-west of Crete on 11 October 1942; the crew of four, Lt Jack Bergh, Sgt Bill Charlesworth, Sgt Frank Mitchell and Flt Sgt Don Hickson, were rescued by a Do 24 of 7 *Seenotstaffel* the following day. Bill Charlesworth is seen being helped ashore at Suda Bay, Crete by Lt Karlheinz Daehn (right); in the background is an Ar 196 A coded 7R+FK of 2/125. Bill Charlesworth died in December 2000 just before being contacted by Karlheinz Daehn.

(Daehn via Thürling)

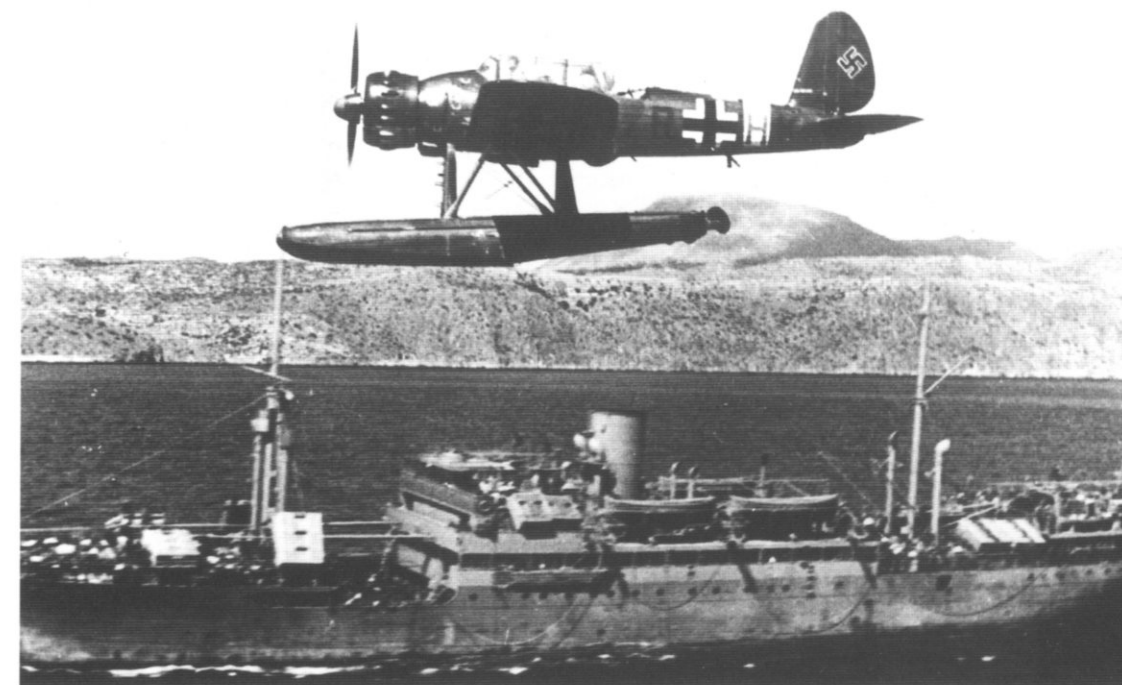


A series of photographs taken from an Ar 196 A of 2/125 on patrol
in the Mediterranean, 1943.
(Lechner)





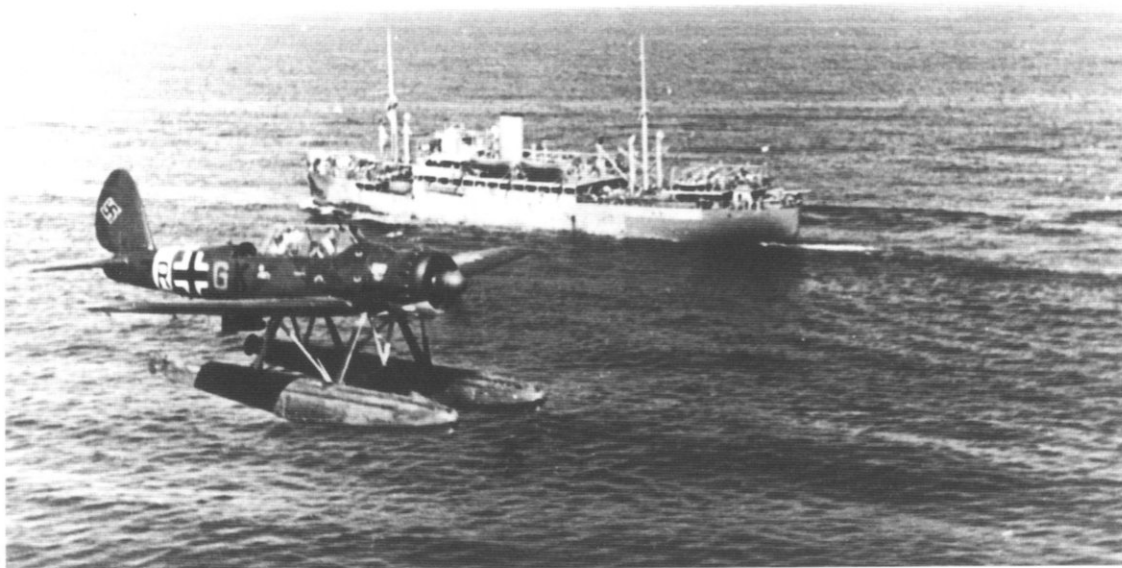
The view looking forward from the *Bordfunker's* position in an Ar 196; the pilot is *Uffz Cletus Lechner* of 2/125.
(*Lechner*)



Ar 196 A coded 7R+HK of 2/125, Mediterranean, 1942.
(*Lechner*)



ARADO



Ar 196 A coded 7R+GK of 2/125, summer 1942.
(Lechner)

Ar 196 A coded 7R+CK of 2/125, summer 1942.
(Lechner)



Uffz Cletus Lechner (by cockpit) of 2/125 about to set forth on
another mission over the Mediterranean, summer 1942.
(Lechner)



Ofw Cletus Lechner who flew with 2/125 and 4/126 between September 1941 and June 1944.
(Lechner)



2/125 on patrol over the Mediterranean, summer 1942.
(Lechner)

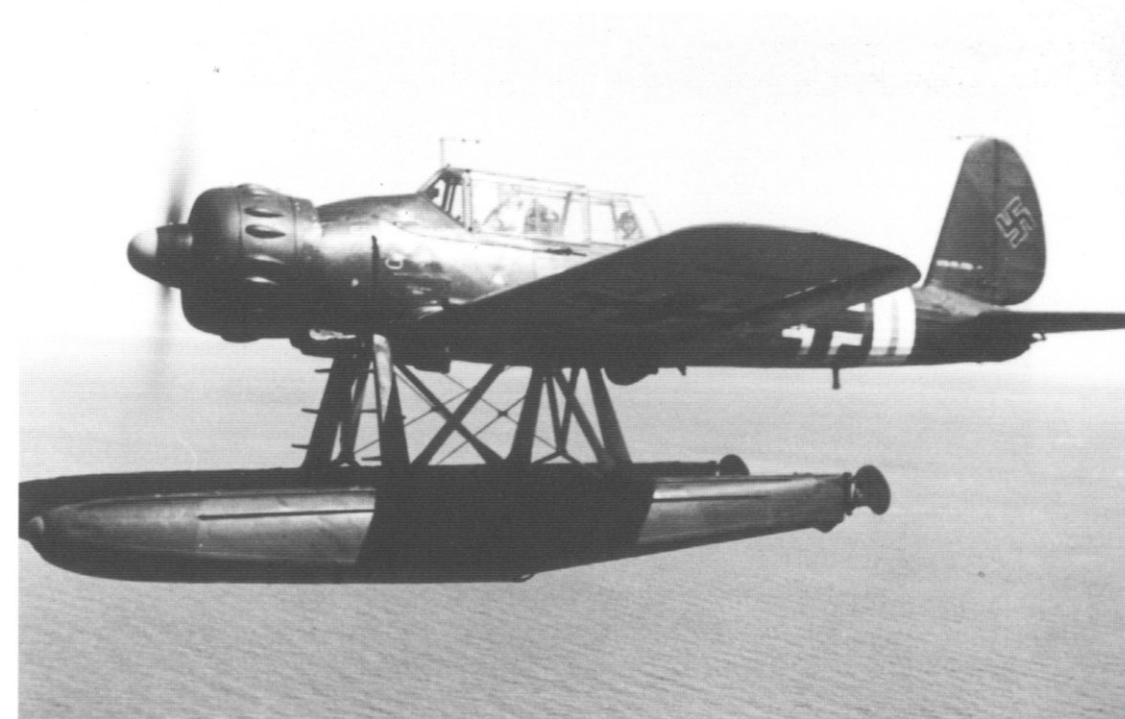




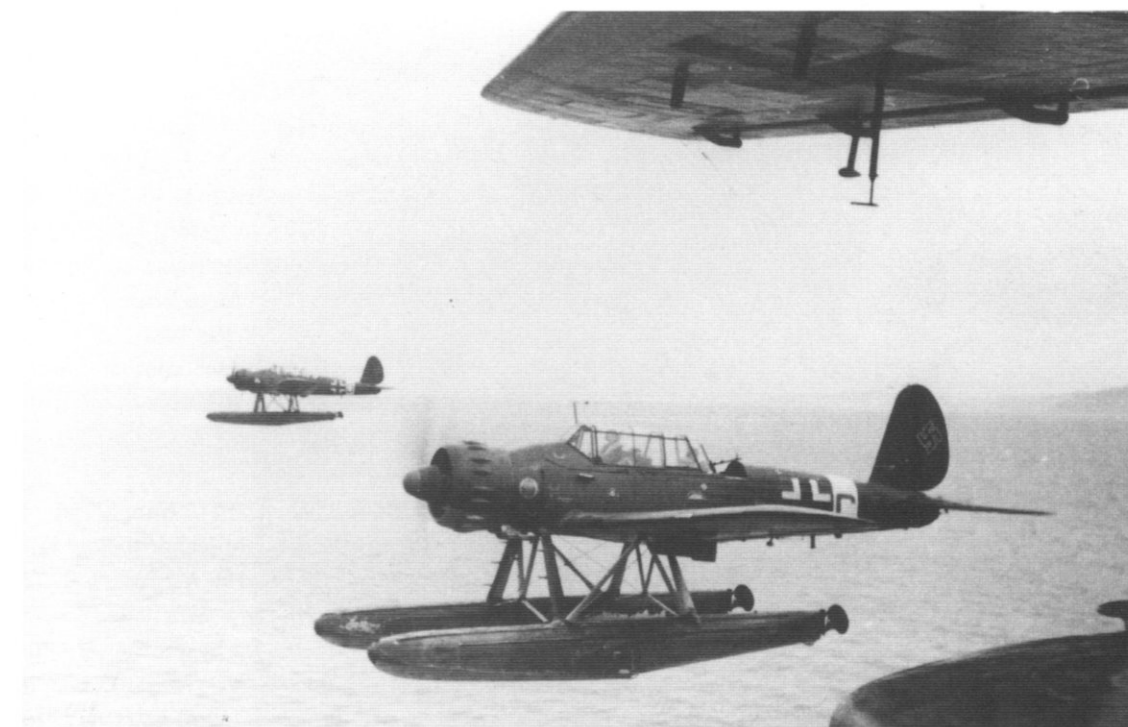
A successful mission for 2/125, summer 1942; 2nd from the right is
Uffz Cletus Lechner.
(Lechner)



D1+DM of 4/126 and 7R+IK of 2/125 over the Mediterranean,
 late 1943 to early 1944.
(Lechner)



ARADO



Two photographs showing Ar 196 A of 4/126 coded D1+CM
 photographed by a Do 24 T of 7 Seenotstaffel, coded DJ+ZM (see
 page 123) over the Mediterranean, late 1943, early 1944.
 (Lechner)

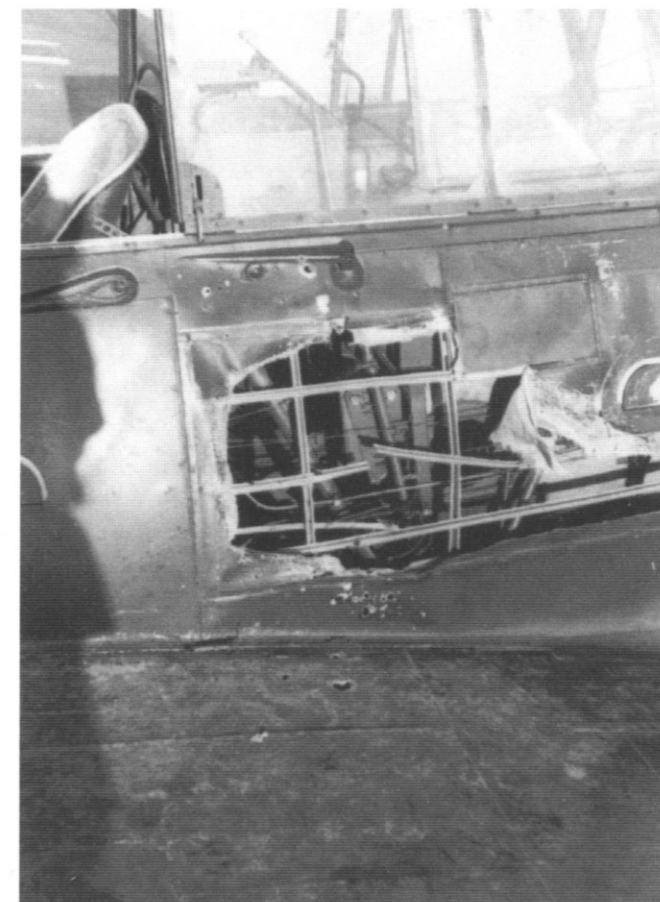


The fate of two Ar 196s is recorded on the nose of a Bristol Beaufighter of 47 Squadron. On 4 December 1943, Sgt Bob Willis and his navigator Sgt Tommy Thompson destroyed an Ar 196 which had force-landed in the sea west of the Island of Leros and shot down another which was circling it.

(Willis)

The crew of the force-landed Ar 196 A-3, *Wk Nr* 1015 from 2/126, Lt Eberhard Ahrends (observer) and *Uffz* Karl Steinbrecher (below left and right respectively). The pilot of the other Ar 196 A-2, *Wk Nr* 0302 from the same unit, Lt Friedrich Brunswig, was killed. *Uffz* Steinbrecher was slightly wounded and picked up by another Ar 196; Lt Ahrends was picked up by an Ar 196 A-3, *Wk Nr* 0306 coded C1+KL of 3/126 crewed by *Ofw* Walter Schindler (pilot) and *Ofw* Otto Albrecht. This Ar 196 was destroyed on the water by four Beaufighters of 252 Squadron and all three were killed.

(Steinbrecher)



Damage caused by enemy gunfire to an Ar 196 A of 2/126, early 1944; just visible (top left) is the pilot's 'bucket' seat.

(Steinbrecher)

BLOHM & VOSS



Ha 138 V1, Wk Nr 114 coded D-ARAK on its proving flight, July 1937. The first prototype featured a gull wing. 'Ha' was the abbreviation of *Hamburger Flugzeugbau* which in 1937 was renamed *Blohm & Voss Schiffswerft, Abteilung Flugzeugbau*.
(EADS Deutschland GmbH)



A pre-war photograph of a Ha 138, probably D-AMOR.
(EADS Deutschland GmbH)

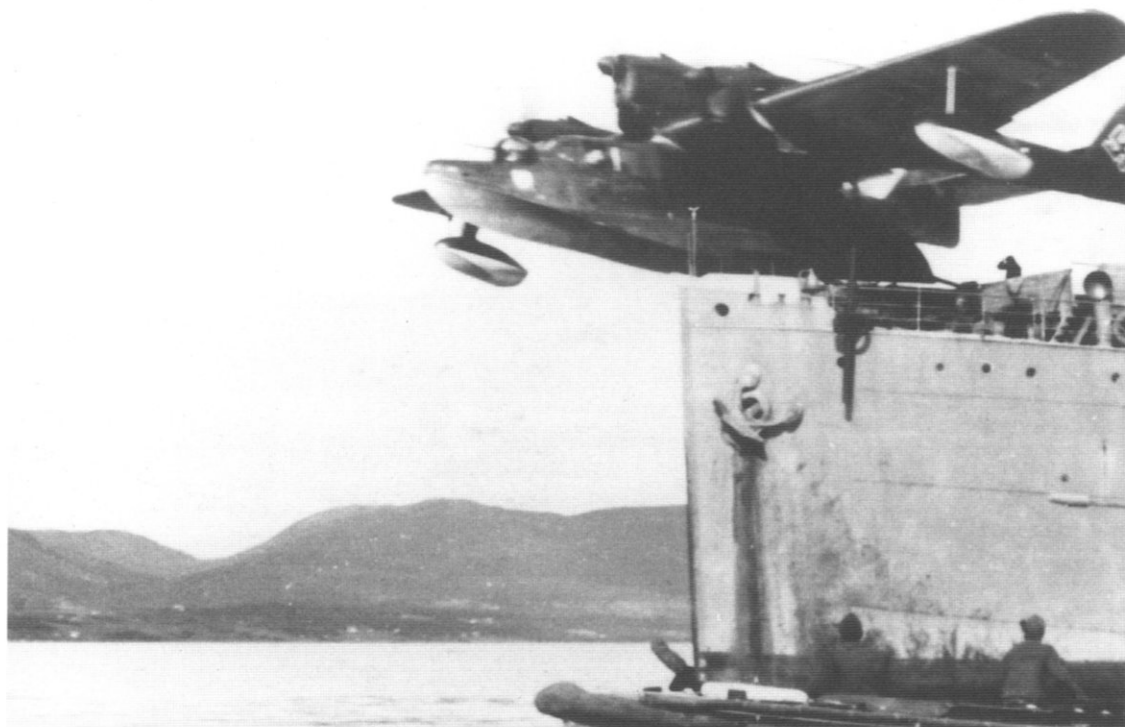


Ha 138 V2 Wk Nr 113 coded D-AMOR on
its proving flight, autumn 1937.
(EADS Deutschland GmbH)

A BV 138 of 1/129 (formerly 1/406) seen at Biscarosse, south-west
France, summer 1943.
(Metges)



BLOHM & VOSS



A BV 138, presumably from *Kü.Fl.Gr 706/SAGr 130* is launched from the catapult ship *Westfalen*.
(Drepper)

The view from the Officers' Mess showing two BV 138s of *2/Kü.Fl.Gr 706* at their moorings, Norway, 1942.
(Drepper)



A BV 138 B-1 of *2/Kü.Fl.Gr 706*.
(Drepper)

A different mooring again showing BV 138 C-1s of *Kü.Fl.Gr 706*, somewhere in Norway, 1942.
(Drepper)





A well known photograph showing a BV 138 C-1 coded 7R+PL of 3/125, a unit which operated over the Black Sea for much of the war.
(Knittel)



A BV 138 C-1 of 3/130 (formerly 2/Kü.Fl.Gr 406) seen in Norway, late 1943.

A BV 138 probably from Kü.Fl.Gr 406 returning from a mission.



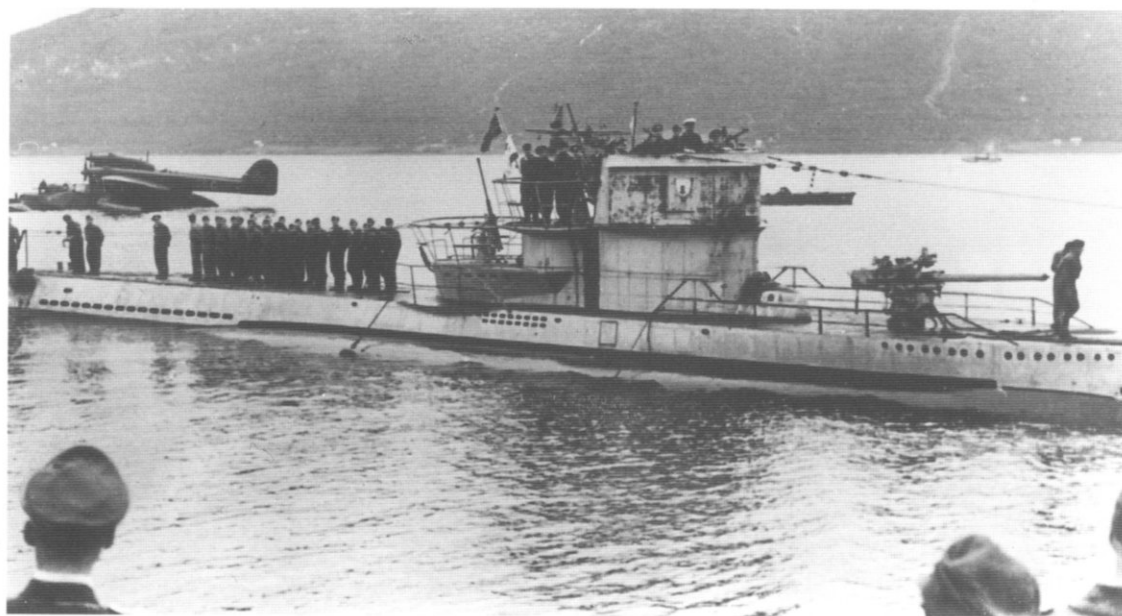


The rear gunner's position in a *Kü.Fl.Gr 706 BV 138* showing the good arc of fire and potentially lethal 13mm machine gun.
(Drepper)



Arctic rendezvous. An unidentified U-boat meets up with a FuG 200 'Hohentwiel' radar equipped BV 138 C of 2/130 for refuelling near the Arctic convoy routes; the second photo shows the same seaplane on its return to Norway, 1943-44.
(Drepper)





A series of photographs showing the U-255 returning to Tromsø 18 September 1943 after having picked up the crew of a BV 138 C-1, *Wk Nr 311034* of 2/130 which had ditched during an operational mission on 12 September 1943. As the crew were uninjured, their names were not recorded. U-255's first mission was in July 1942 and it survived the war to be sunk by rockets fired by Bristol Beaufighters of 254 Squadron on 13 December 1945. The captain when these photographs were taken was *Obt zS* Erich Harms who commanded U-255 from 7 July 1943 to August 1944.



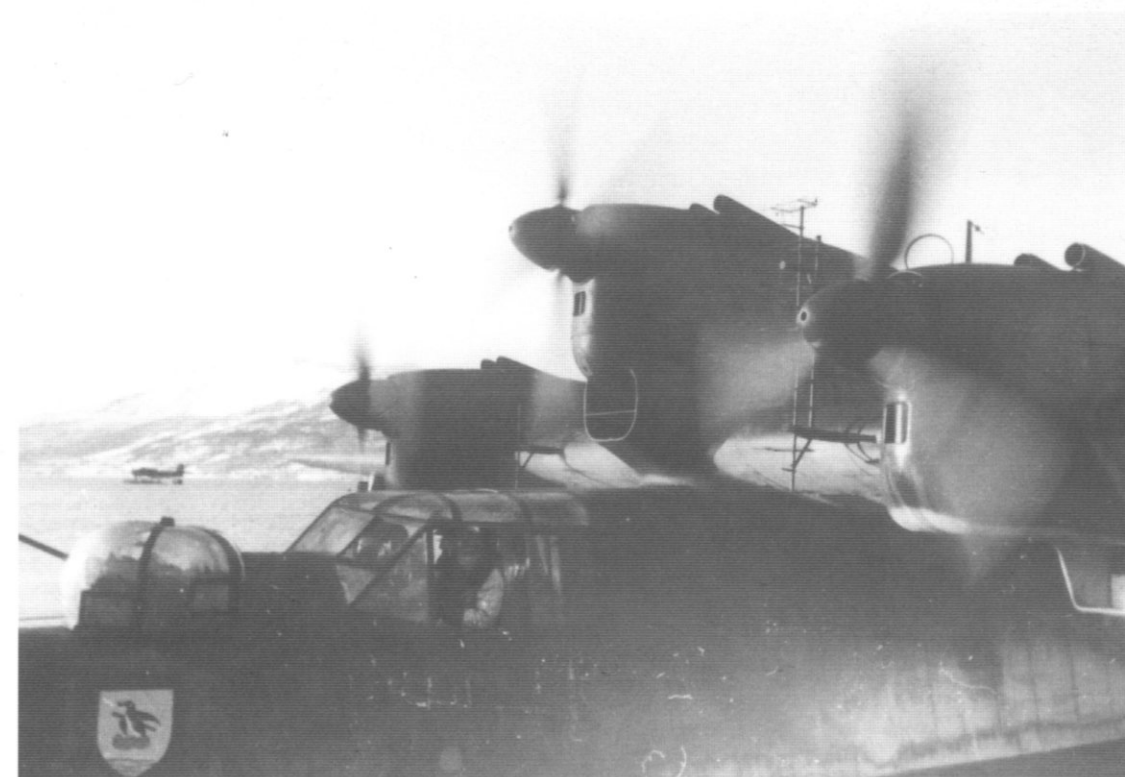
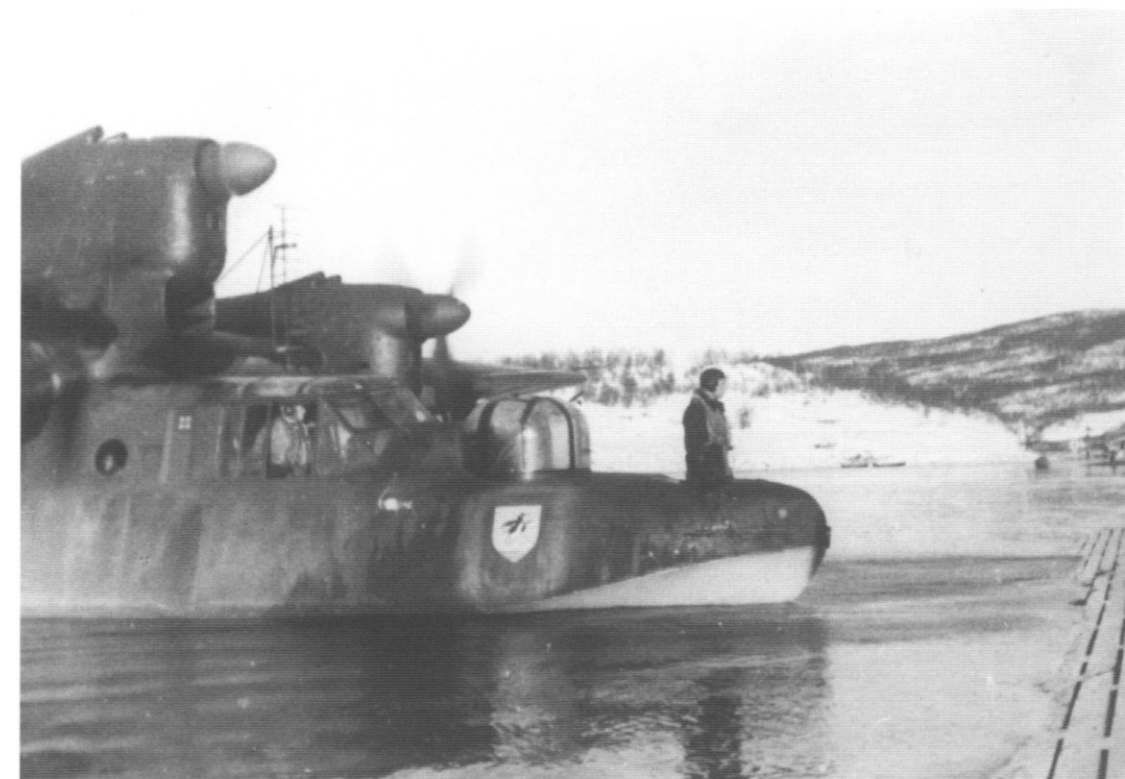


U-255 docks, 18 September 1943.

Opposite page:

A BV 138 C-1 flown by the *Staffel Kapitän* of 2/130, *Hptm* Karl-Heinz Greve, Norway, October 1943. Note the *Schiffsuchgerät FuG 200 Hohentwiel* aerial array between the engines and the unit badge – a penguin flying in a clog with a telescope under its wing, the clog representing the BV 138.

(Scheibe)





The emblem of 2/Kü.Fl.Gr 706 (later 2/130) has been used to indicate the unit HQ, probably at Tromsø, Norway, 1942.

(Drepper)

An all too common scene at the end of the war. To the left are the remains of a BV 138 A-1, Wk Nr 387 coded NA+LR of *Flieger Waffen Schule* 6. This aircraft was reported written off when it was attacked by unidentified Allied aircraft at Dievenow (now Dziwnow, Poland) on 15 June 1944. To the right are the remains of a Do 24.

(Rolley, *Glider Pilot Regt* via Collier)

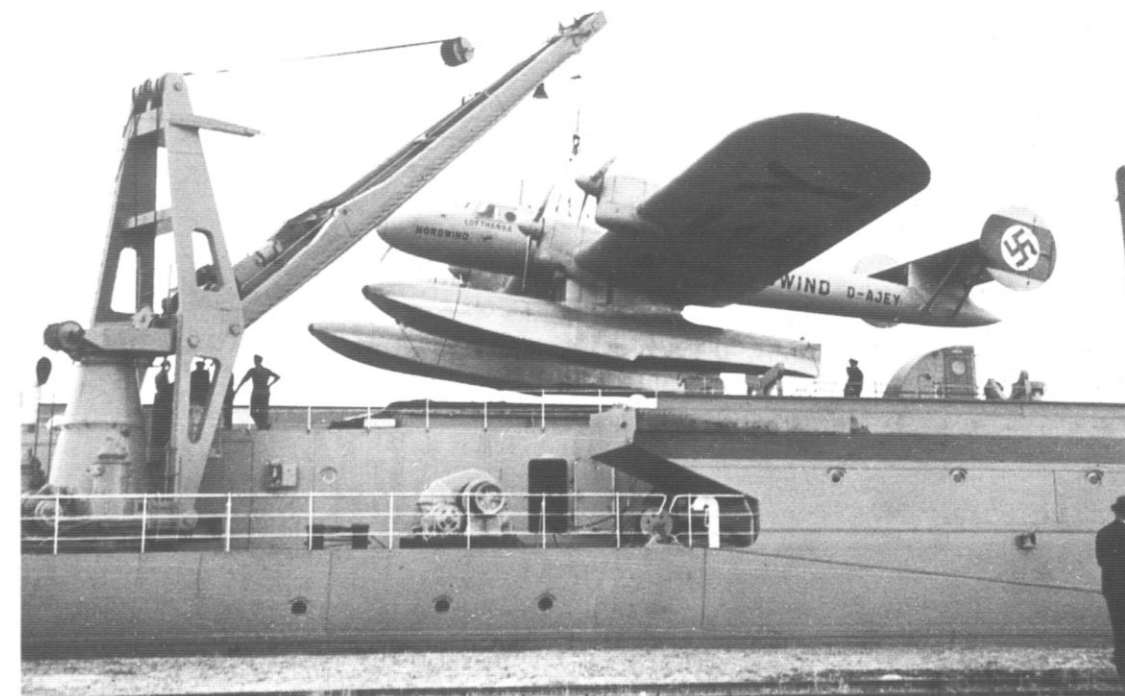


Ha 139 V1 Wk Nr 181 coded D-AMIE and named 'Nordmeer'. The Ha 139 was developed for *Deutsche Lufthansa* and saw service over the north and south Atlantic between 1937 and the start of the war. The Ha 139 had very limited wartime service.

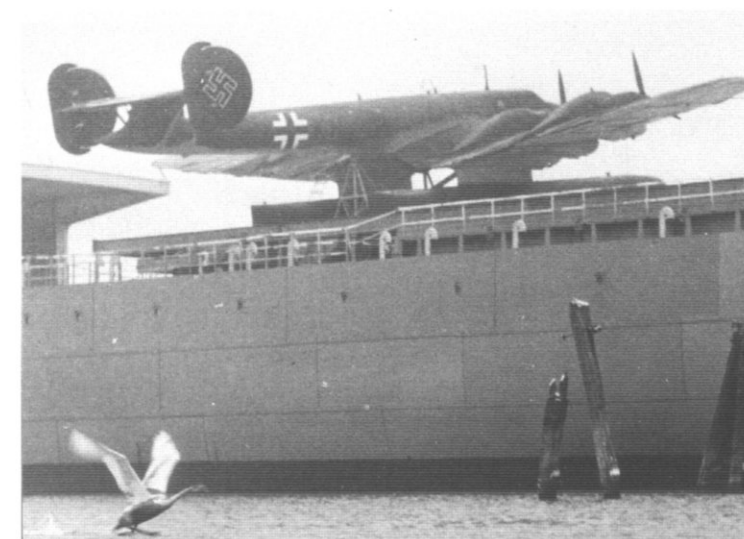
(EADS Deutschland GmbH)



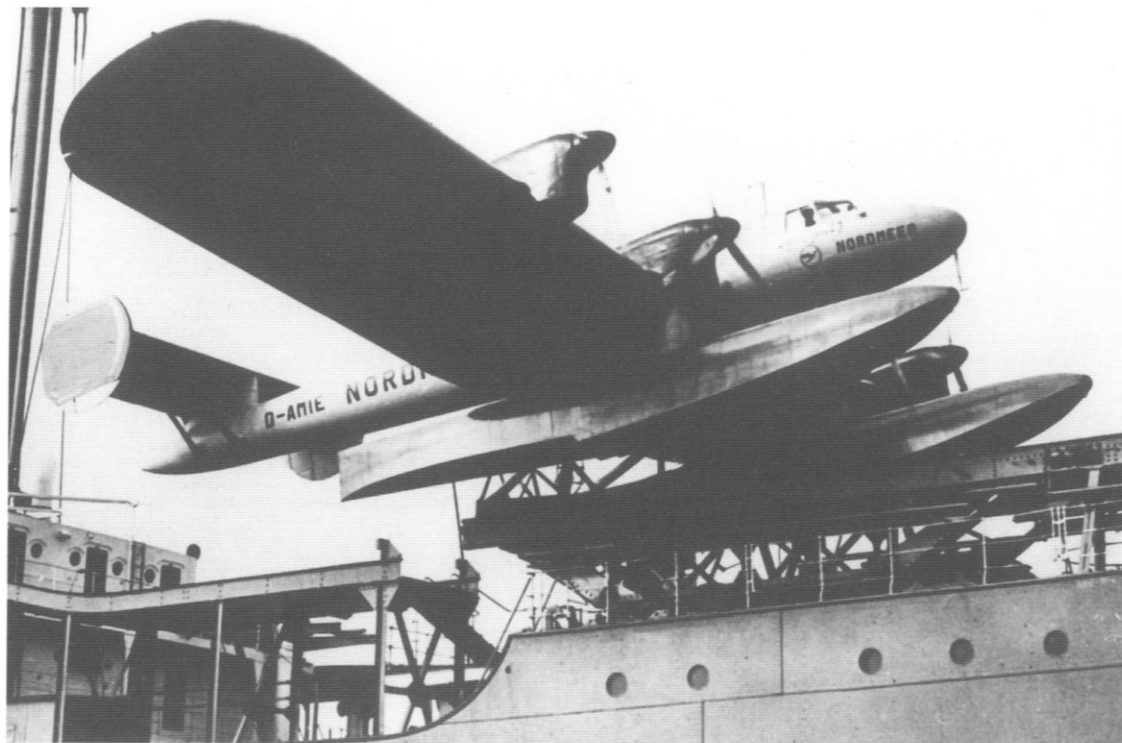
A brand new Ha 139 V1 coded D-AMIE causes much interest as a crane lowers it onto land and the trolleys which fit underneath the floats.
(Griehl)



Ha 139 V2 coded D-AJEY Wk Nr 181 was delivered to *Lufthansa* in June 1937, re-designated a Ha 139 A and given the name *Nordwind*.
(Griehl)



An unidentified Ha 139 seen early during the war. The code letters are incomplete but the last two letters after the fuselage cross read 'KH'. It is probably serving in the logistic support role with *K.Gr.z.b.V 108 See*.
(Griehl)

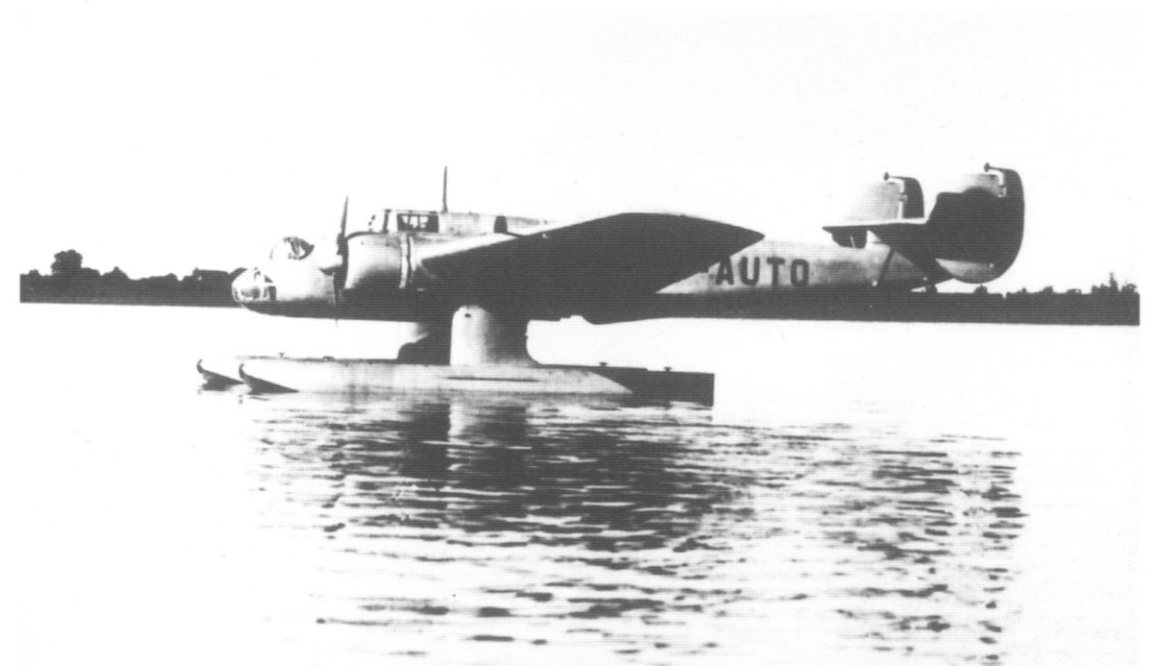


Re-designated Ha 139 A, D-AMIE is seen on one of its depot ships.

(EADS Deutschland GmbH)

A series of photographs of the Ha 140 V1 coded D-AUTO which first flew in September 1937. Like the Ha 139, its wartime service was also extremely limited.

(EADS Deutschland GmbH)



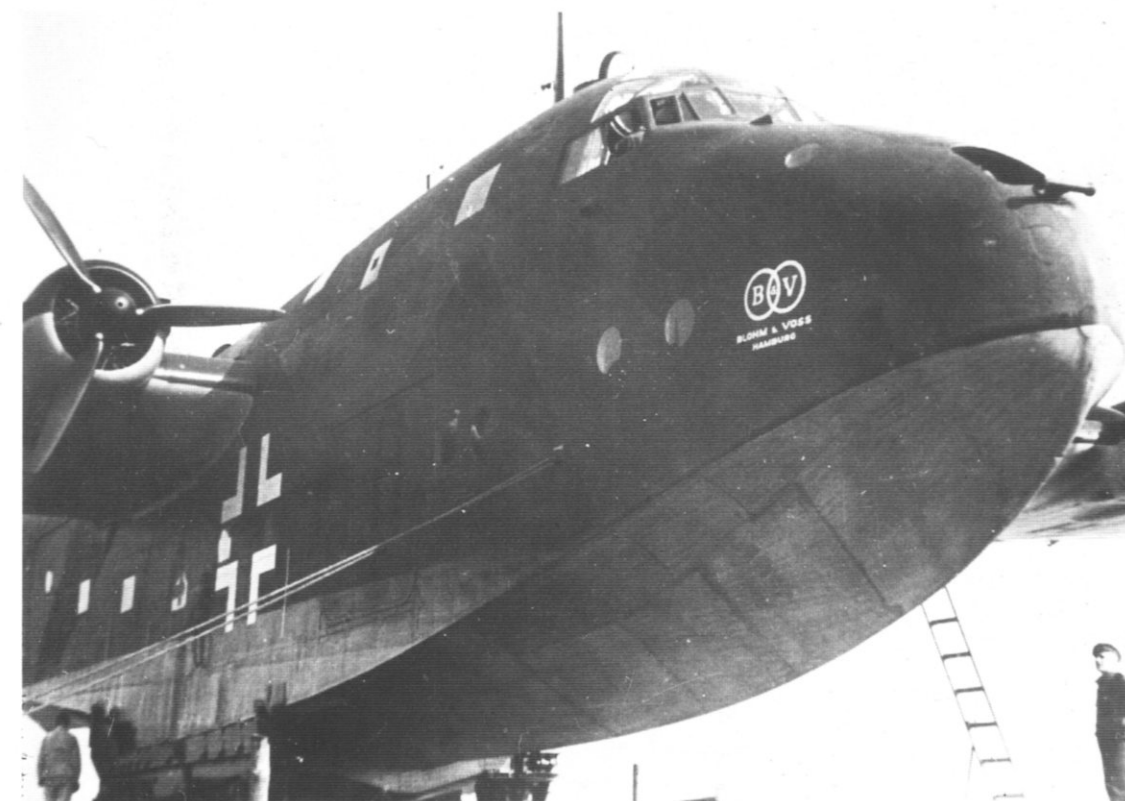
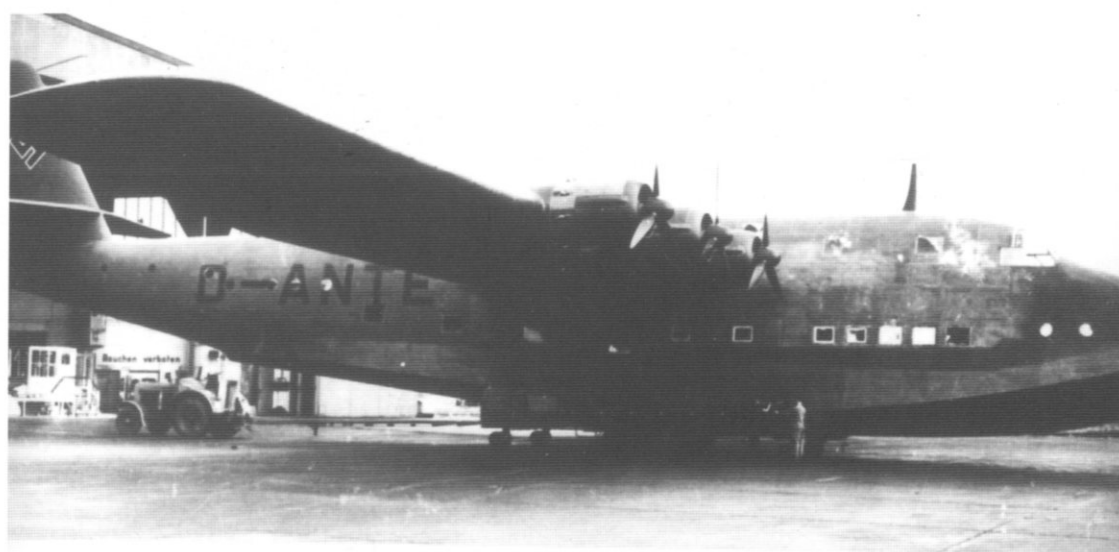


Ha 140 V1 coded D-AUTO suffered an accident in December 1937; this photo shows the damage to the starboard float and engine which occurred when the aircraft landed in rough seas.

(Griehl)

The magnificent BV 222. Seen here is the first prototype BV 222 V1 coded D-ANTE which first flew on 7 September 1940. Later coded CC+EQ and X4+AH, it was written off in an accident at Athens in February 1943 whilst with LTS 222.

(EADS Deutschland GmbH)



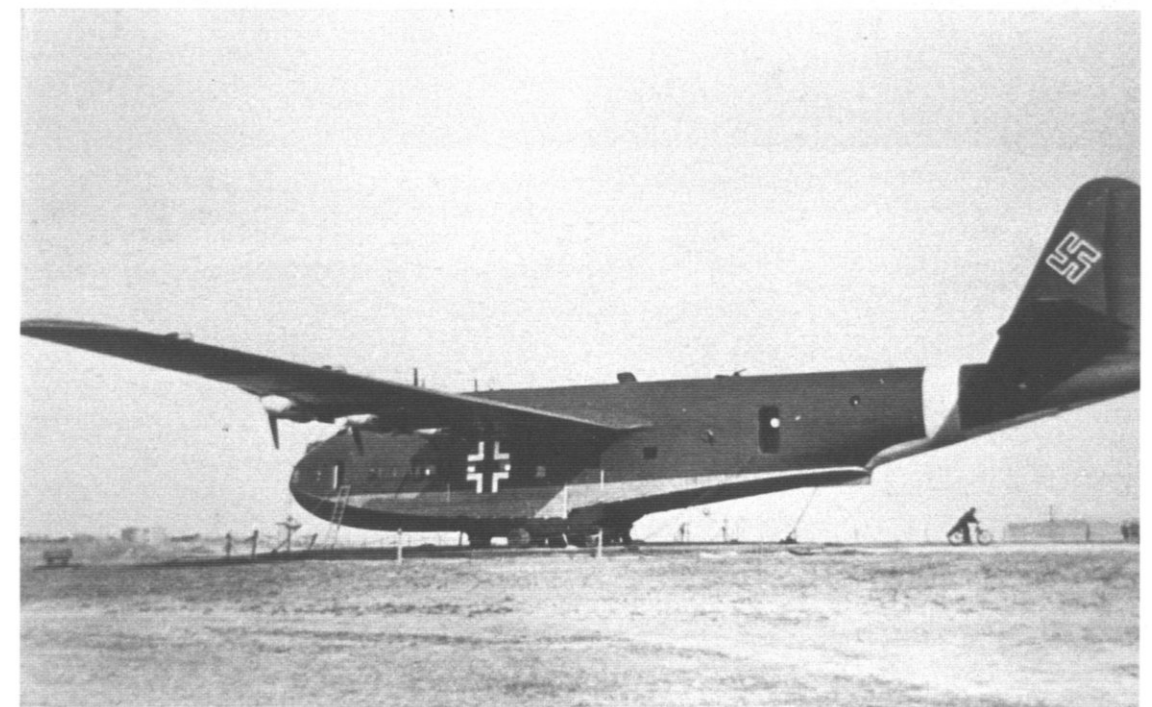
A close up of the nose of BV 222 V1 X4+AH, clearly shows the Blohm & Voss emblem on the nose.

(Griehl)

The first BV 222 prototype on a test flight, 1941. (EADS Deutschland GmbH)



BV 222 V2, Wk Nr 366 and coded CC+ER and X4+BH served with LTS (See) 222 until the end of the war and was captured at Oslo, where this photograph was taken.



Believed to be BV 222 V3, DM+SD and later coded X4+CH Wk Nr 0439. It served with 1/129 and was sunk at its moorings on 21 June 1943, together with Wk Nr 0005, X4+EH, when Biscarosse was attacked by Mosquitoes of 264 Squadron at 2015 hrs. Confusion exists as to who destroyed this BV 222 as two BV 138s were also destroyed and the only crew to claim a BV 222 was Sqn Ldr Leo T Bryant-Fenn and Fg Off Lawrence H Hayden.

(Griehl)

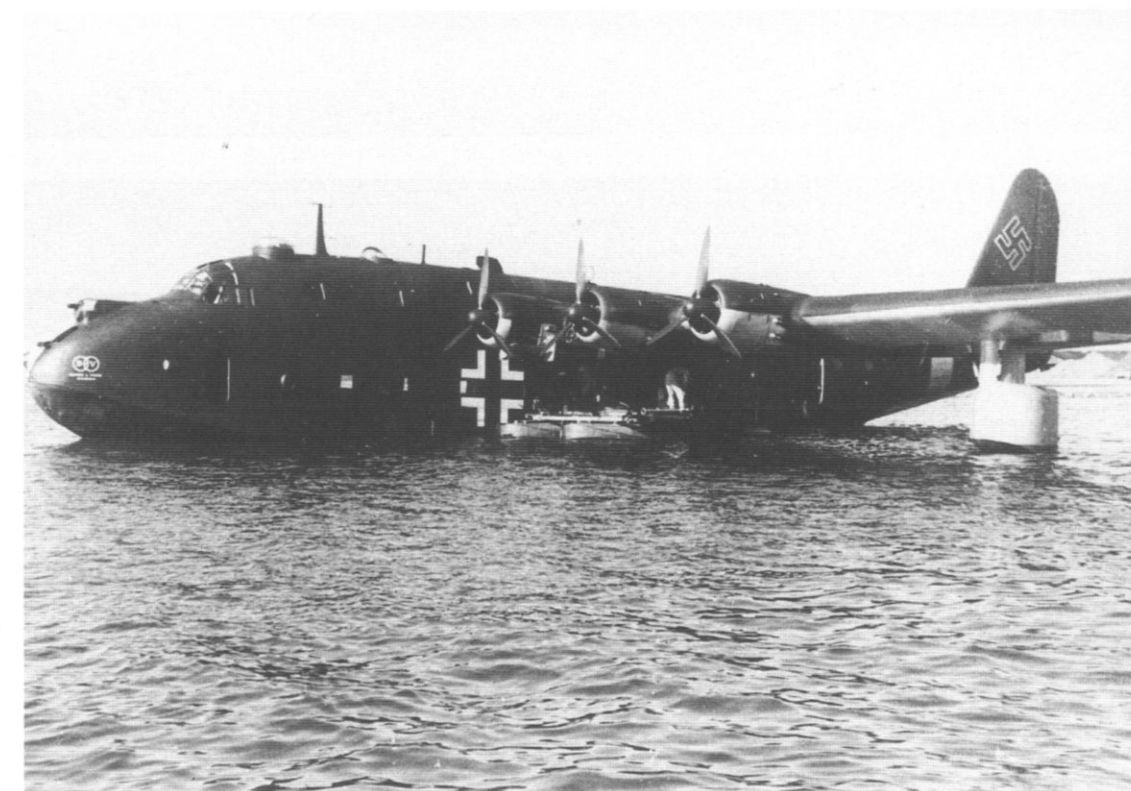


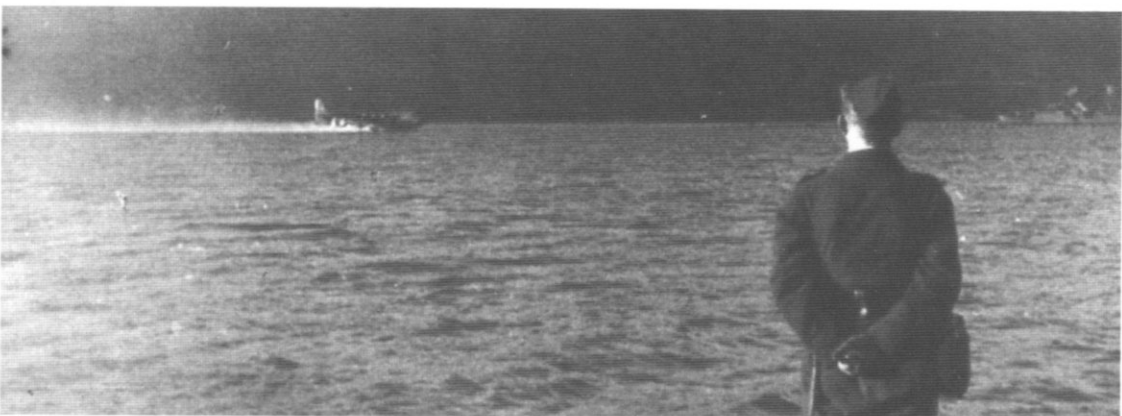
A BV 222 of *LTS (See) 222* seen at Athens Harbour. The BV 222 was used on resupply missions for Rommel's *Afrikkakorps* flying to North Africa from Greece and Italy.
(Griehl)



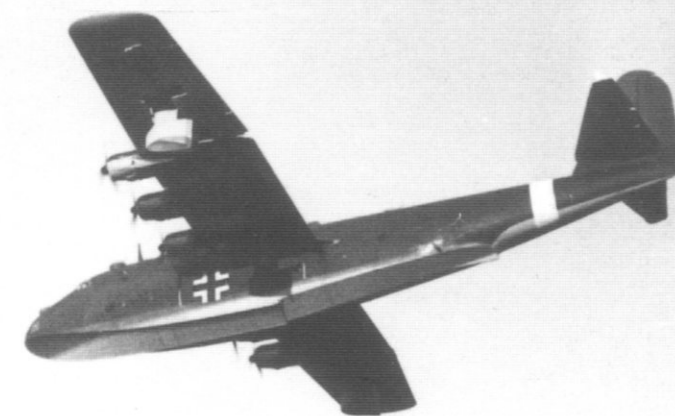
Believed to be BV 222 V4 coded X4+DH of *LTS (See) 222*; this aircraft was sunk by its crew at Kiel-Holtenau at the end of the war.
(Metges)

BV 222 A, probably V2 CC+ER and later X4+BH. which served with *LTS (See) 222* and 1/129 and survived until the end of the war.
(Griehl)





Views showing BV 222s of *LTS* (See) 222, Suda Bay, Crete, 1942. The photo of the two seaplanes at their moorings probably shows BV 222 V5, X4+EH and V4, X4+DH.
(Blank/Schenk)

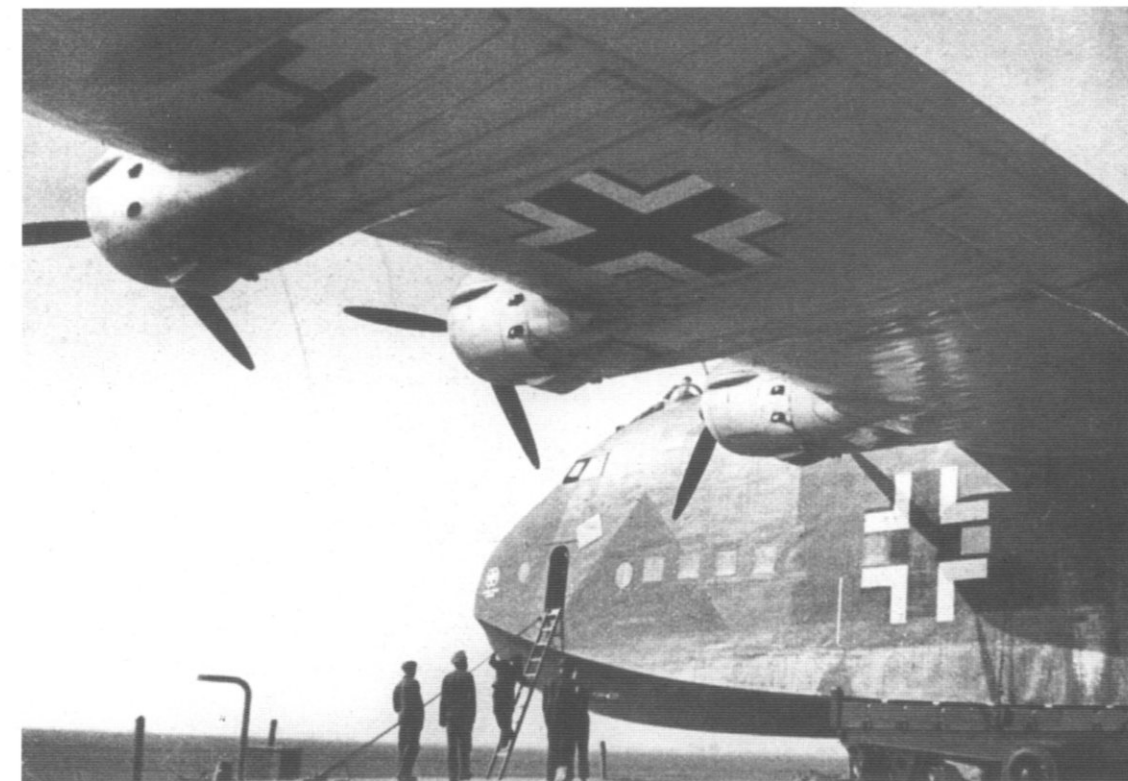


A later photo of BV 222 V4, X4+DH seen overhead Tromsø, 1942.
(Drepper)

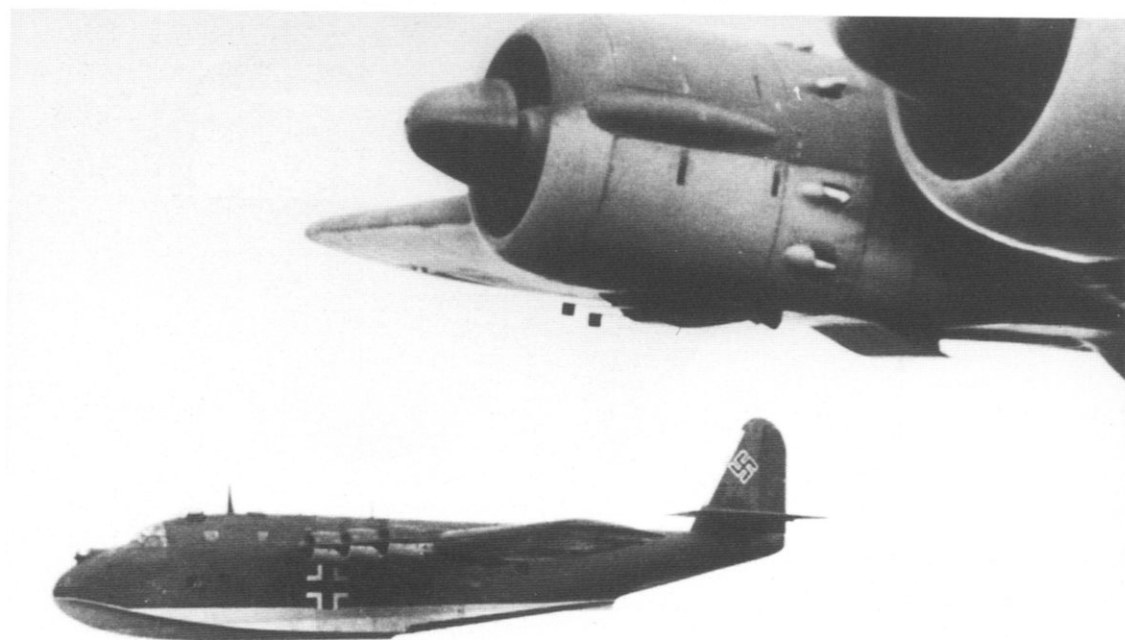


A BV 222 from 1/129.
(Metges)

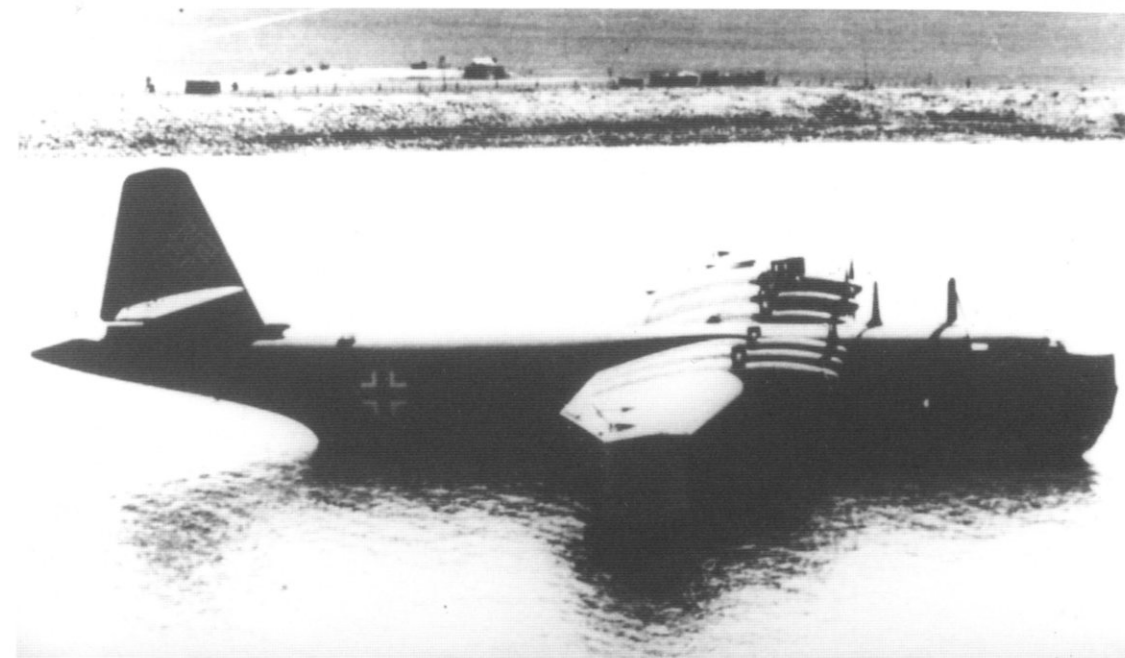
A formation shot of BV 222s of 1/129. The individual identities of the aircraft are not known.
(Griehl)



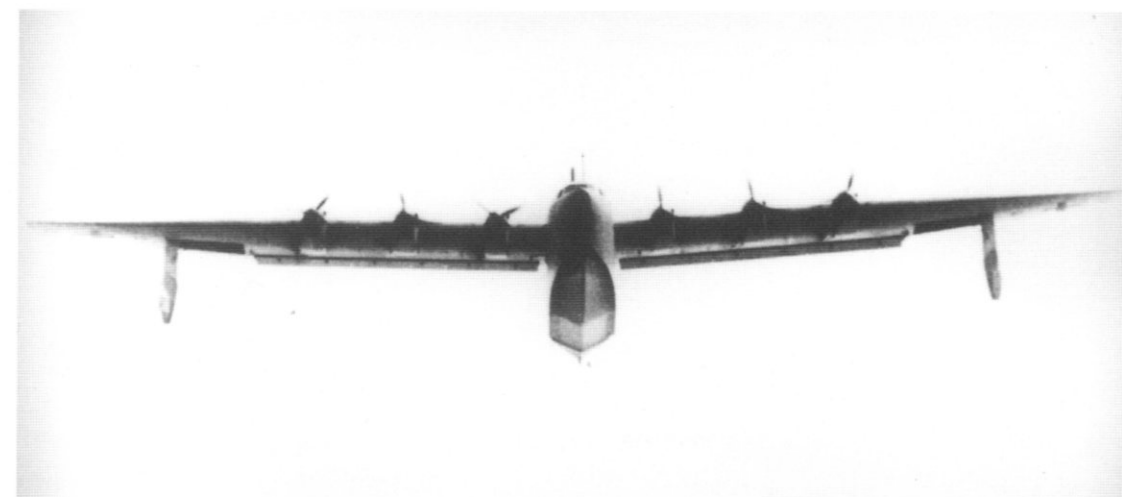
Believed to be a BV 222 from 1/129 which operated out of Biscarosse from 1943.
(Metges)



BV 222s in formation.
(Griehl)



The first prototype of the BV 238, the V1 coded RO+EZ. This aircraft was sunk at its moorings on Lake Schaal, Hamburg at the end of the war by unidentified Allied fighters.
(EADS Deutschland GmbH)

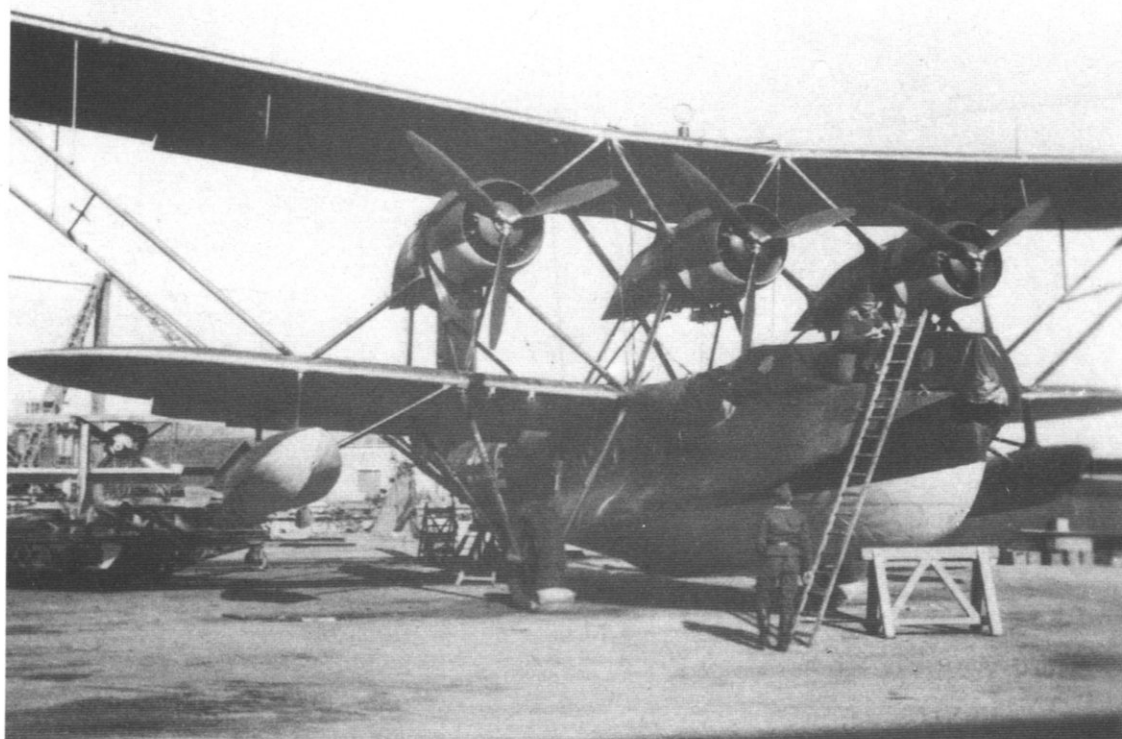


BREGUET



Bizertes of 1 *Seenotstaffel* seen on the slipway at Brest-Lanvéoc,
1941.

(Peetz)



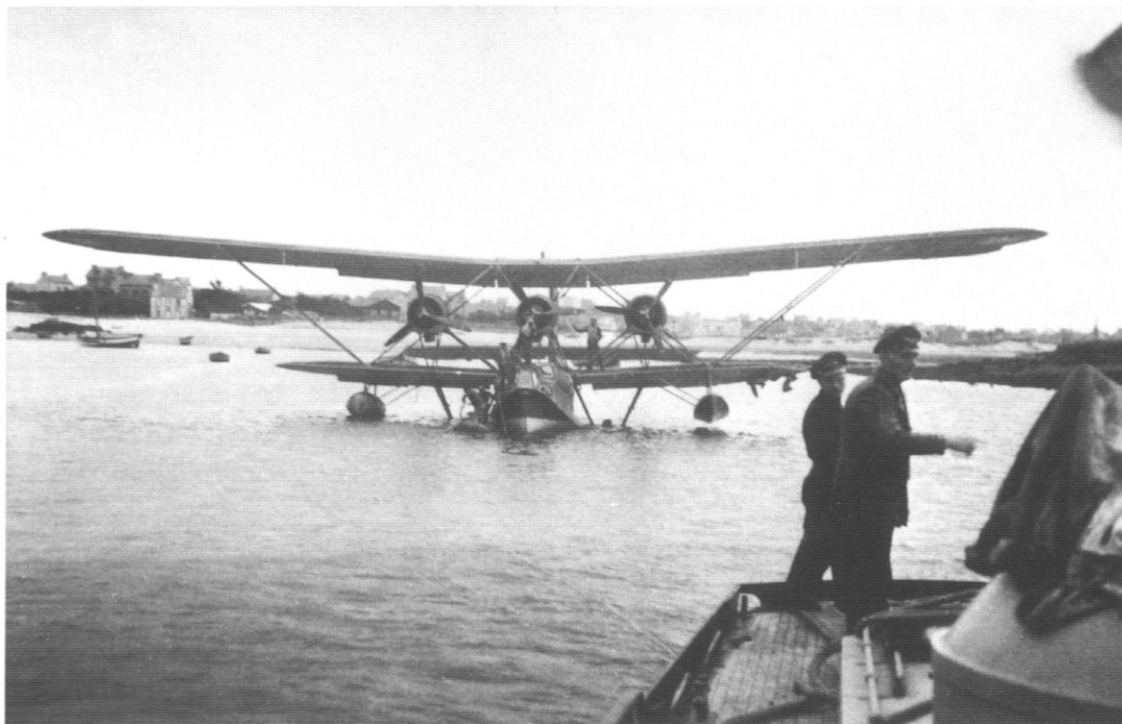
Believed to be Bizerte KD+BE, *Wk Nr 0026* of 1 *Seenotstaffel* seen at Hourtin in September 1940; this aircraft was lost in the Bay of Biscay on 21 April 1941, probably as a result of a mechanical failure, and its crew rescued uninjured.

(Metges)



Believed to be Bizerte KD+BG, *Wk Nr 0029* of 1 *Seenotstaffel*. In this photograph the middle engine has broken its mountings; this aircraft crashed on landing at Brest on 12 April 1941. The crew were rescued uninjured.

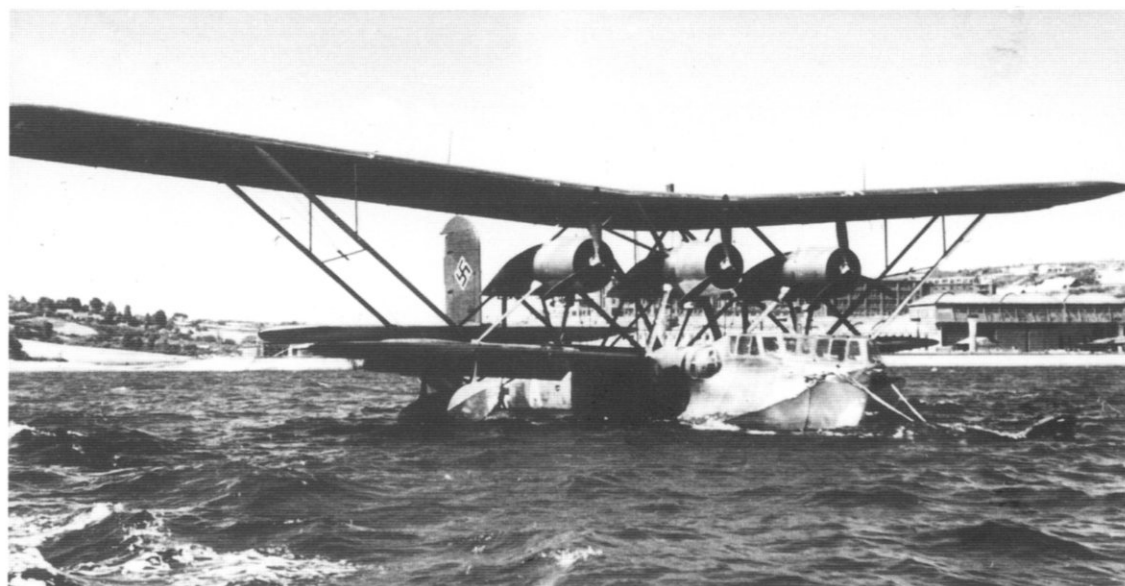
(Metges)



A Bizerte of 1 *Seenotstaffel* at its mooring somewhere in France.
(Metges)

A Bizerte of 1 *Seenotstaffel* believed to be Wk Nr 0004, coded KD+BA, later W4+GH. It survived the war, returning to French service on 26 October 1944.

(Griehl)



SEAPLANES IN COLOUR



An Ar 196 of 2/125 at Suda Bay; in the background is the beached cruiser HMS York. The York had been severely damaged by Italian MTM type explosive motor boats on 26 March 1941 and beached in 27 feet of water. It was further damaged by German air attacks and was eventually scuttled in Suda Bay on 22 May 1941.

(Kirch)

Ar 196s of 4/126 moored at Suda Bay, 1943/44. Note the white band on the fuselage and the lower part of the cowling being painted yellow.

(Kirch)



Essential maintenance on an Ar 196 of 2/125.

(Kirch)

Ar 196s of 4/126 headed off on a mission, Crete, 1944. Note the red tips to the floats and spinner as well as the yellow lower cowlings.

(Lechner)





A Do 24 T, probably from 7 Seenotstaffel seen at Suda Bay, 1942.

(Kirch)

BV 222 V5 coded X4+EH of LTS 222 (See), Crete, 1943. It appears to carry the Viking longboat badge above the opened cargo door. This aircraft was destroyed at its mooring at Biscarosse, France by RAF Mosquitoes of 264 Squadron, 21 June 1943.

(Kirch)



An Ar 196 of 2/125 taxis out. On the slipway in the background are a mixture of Ar 196s, He 60s and a sole Fokker T.VIII W.

(Kirch)

A He 60 at its mooring, Skaramanga, 1941.

(Kirch)





Making safe an Ar 196 of 2/125, Crete, 1943.

(Kirch)

A marriage by proxy (note the empty chair with flowers to the groom's right), 2/125, Suda Bay, Crete, 1943.

(Kirch)



Crete seen from the cockpit of a 2/125 Ar 196, early 1943.

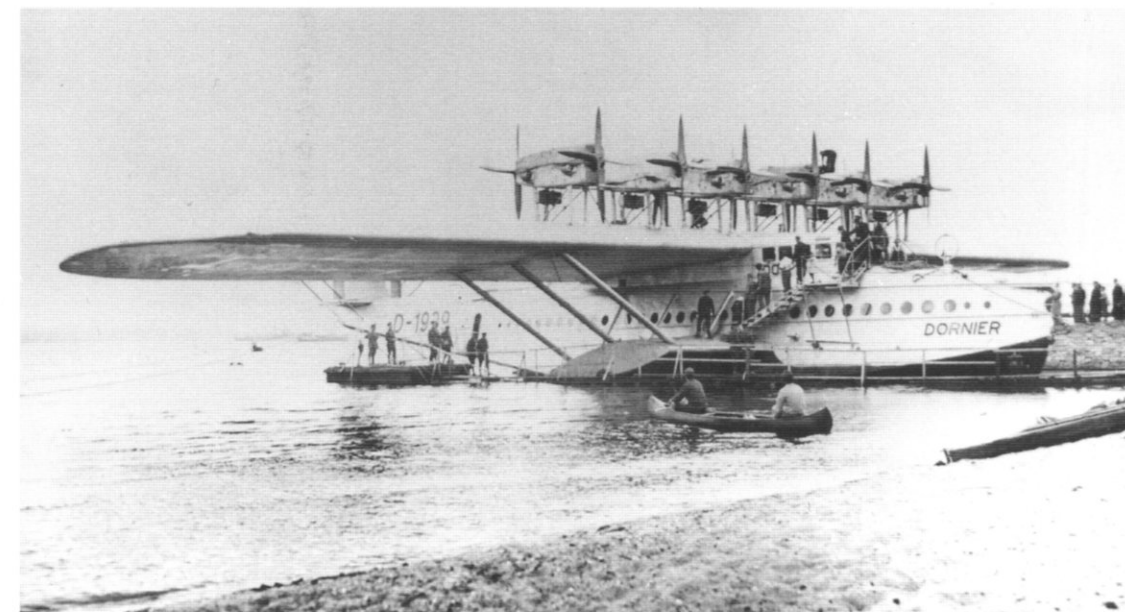
(Kirch)

The quayside at Skaramanga, 1942 sees a He 60, two Ar 196s of 2/125 and, just visible, the tail of a Fokker T.VIII W.

(Kirch)



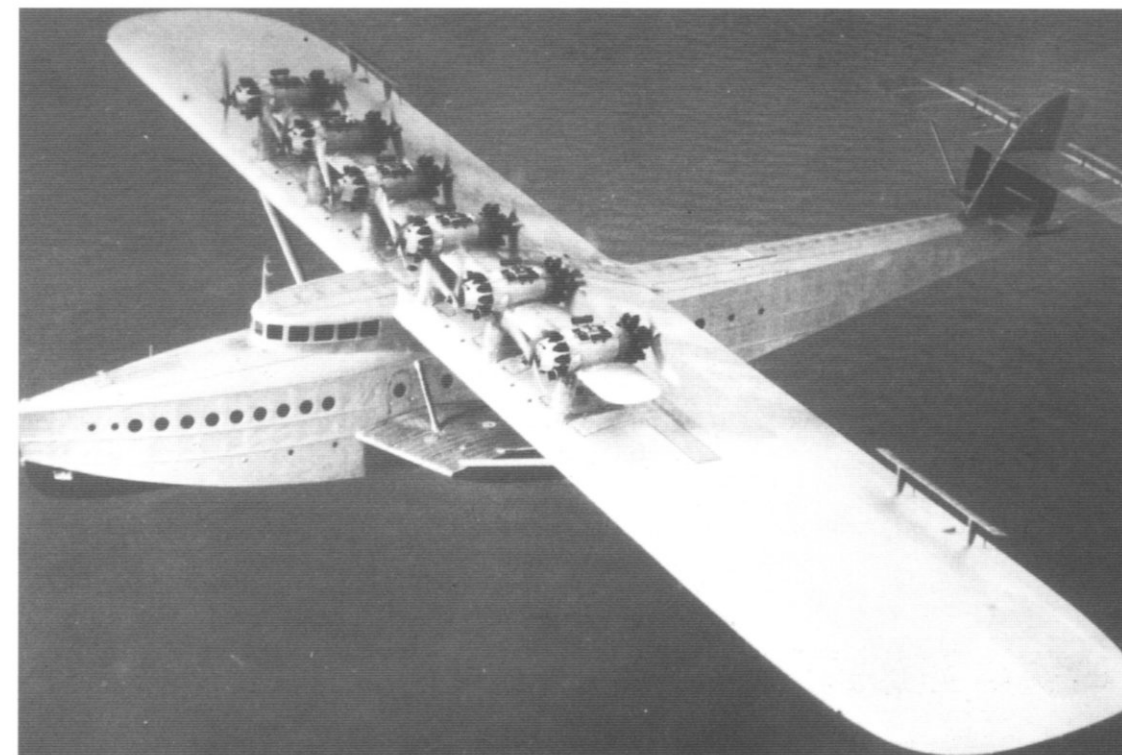
DORNIER



A German seaplane that did not make it to World War II. Do X coded D-1929 seen at Kiel-Holtenau, 1932-33.
(Gold)



The same Do X in service with *Lufthansa*, fitted with Curtiss Conqueror engines.
(Dornier GmbH)



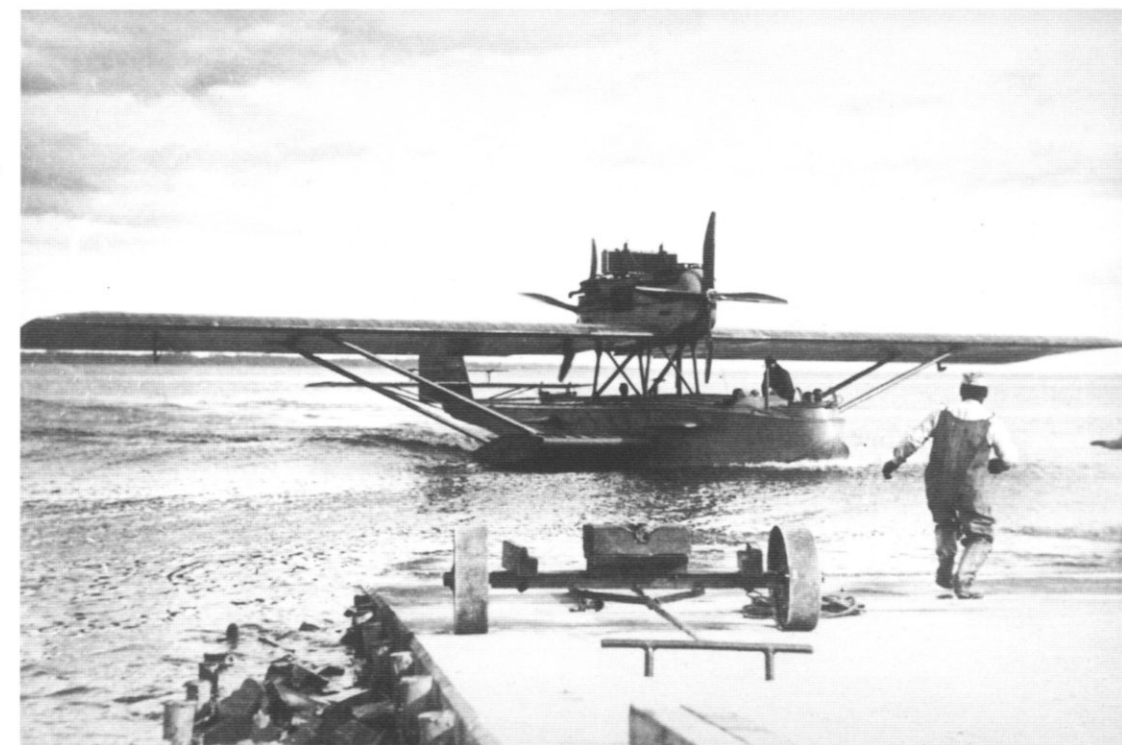
A Do X with Siemens Jupiter engines.
(Dornier GmbH)

Another version of the Do X coded I-ABBN with Fiat engines.
(Dornier GmbH)





The Dornier Wal first flew in 1922 but was eventually withdrawn from service in late 1938.
(Dornier GmbH)



A Dornier Wal approaching land.
(Dornier GmbH)

A Dornier Wal with an experimental 20mm cannon fitted in the nose.
(Griehl)



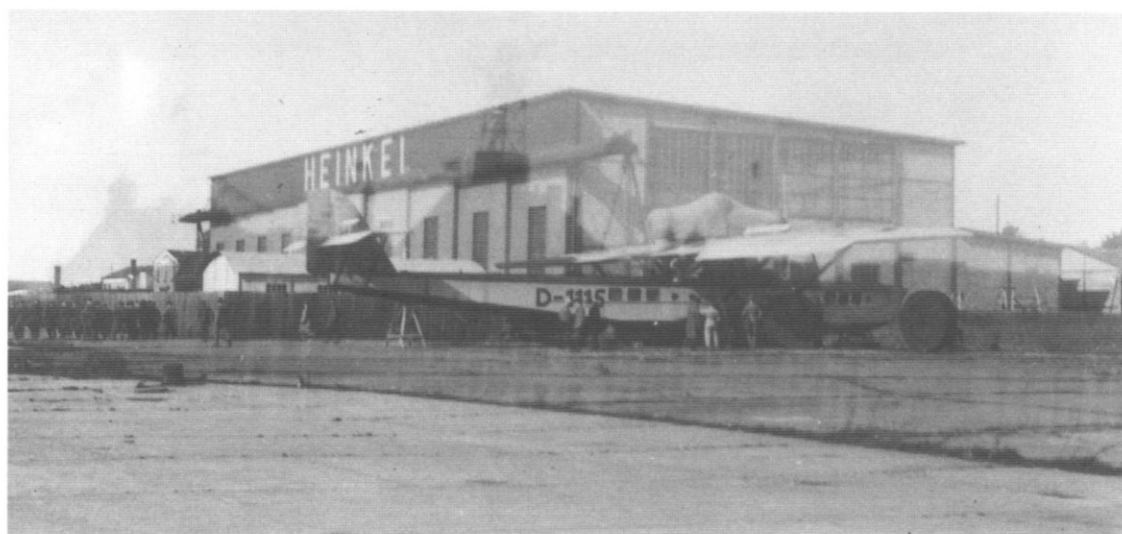


The military derivative of the *Wal* was the Do 15 *Militär Wal* 33 seen here at Stettin-Altdamm. The *Militär Wal* was still in service with *Flugeugführerschule (See) 1* in the summer of 1940.

(Rauher)

Dornier Do R2 (*Ras*) *Ris Superwal* D-1115 seen at the *Heinkel Werke*, Warnemünde, October/December 1928.

(Pfeiffer)

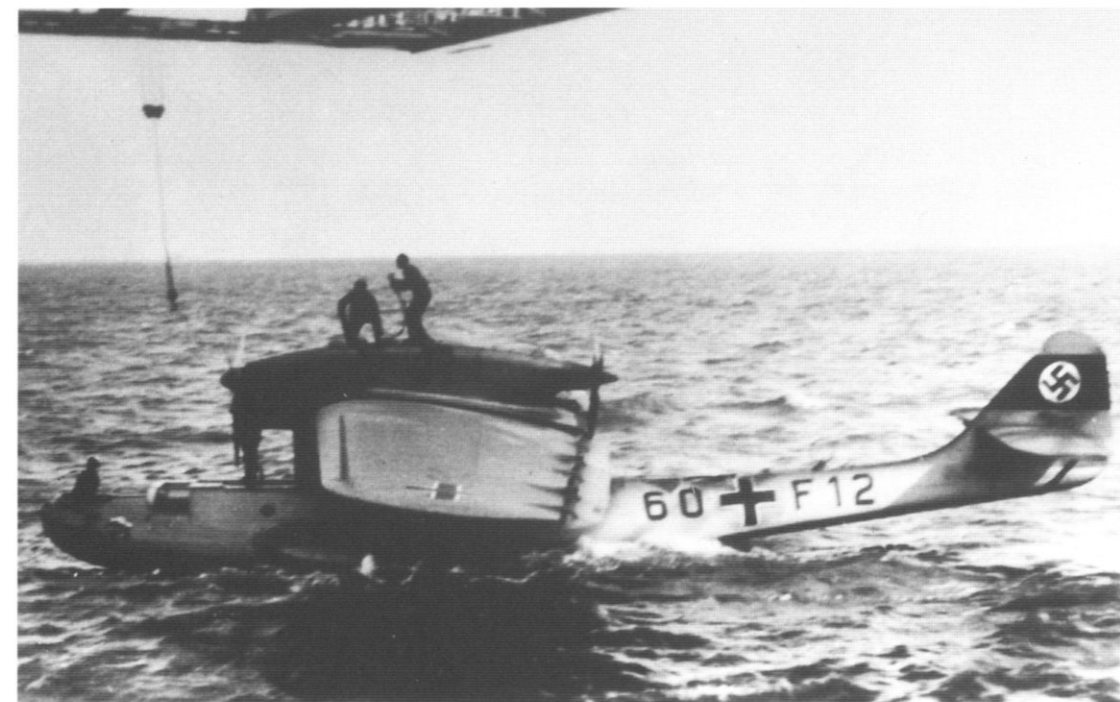


The Do 18 was a replacement for the Do 15 and this is the Do 18 V5 prototype. The Do 18 was regarded as obsolete by the summer of 1941.

(Dornier GmbH)



Do 18 E Wk Nr 255 coded A-AR0Z and named 'Pampero'; this aircraft was lost on 1 October 1938 between Bathurst and Natal.
(Dornier GmbH)



A Do 18 D of 2/Kü.Fl.Gr 106. Both 1 and 2
Staffel of this unit were based at Norderney
at the outbreak of war.
(Metges)

A Do 18 D of 2/Kü.Fl.Gr 406. The unit was
based at List at the outbreak of war.
(Dornier GmbH)



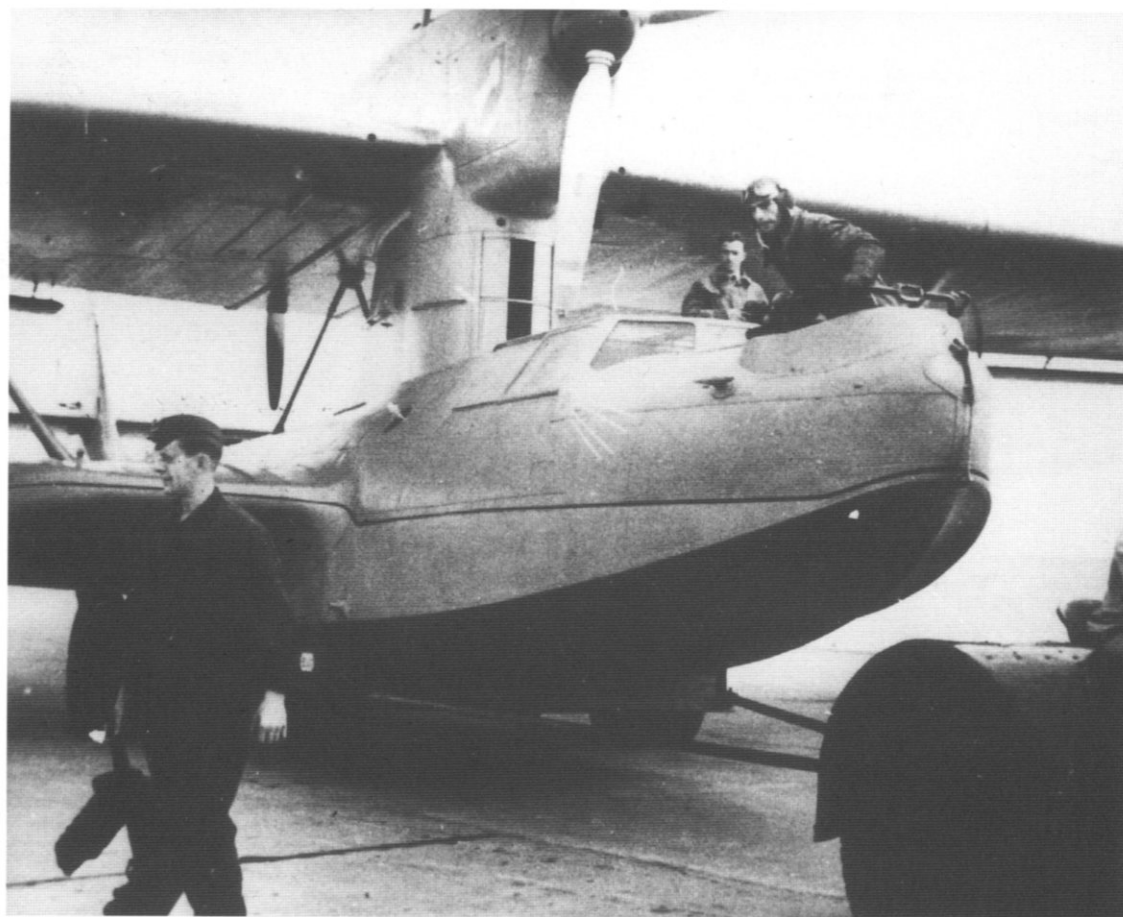


Brest-Lanvéoc 1941. At least six Do 18s and two Breguet Bizertes are visible.

(Peetz)

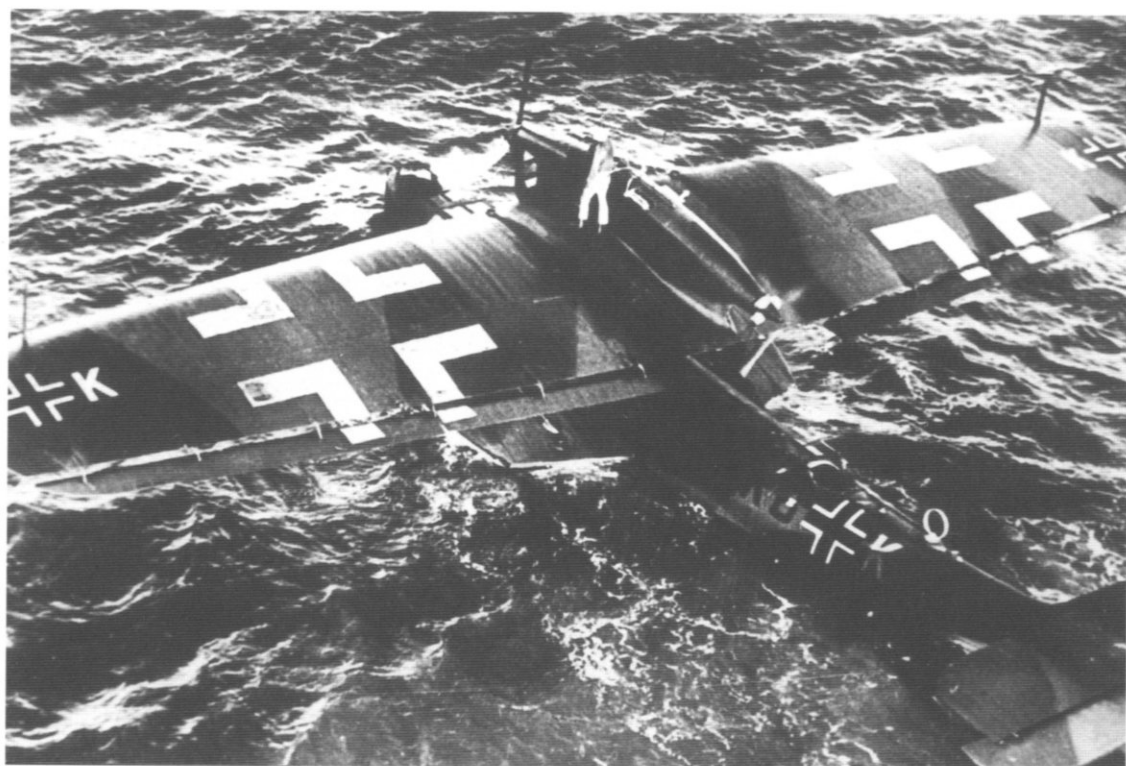
Close up of a pre-war camouflaged Do 18 D; the badge just visible on the engine cowling is a mailed fist on a diagonally striped shield indicating the unit to be *Kü.Fl.Gr 406* (see previous page).

(Griehl)



A Do 18 D of 1/*Kü.Fl.Gr 406* probably coded K6+BH; of interest is the beaching trolley; the location is not known but this unit was based at Hörnum after re-equipping from He 60s to the Do 18, 1939-1940.

(Griehl)



A Do 18 D coded K6+KL of 3/Kü.Fl.Gr 406; the oversized and duplicated wing crosses were soon discontinued after the start of the war.

(Griehl)

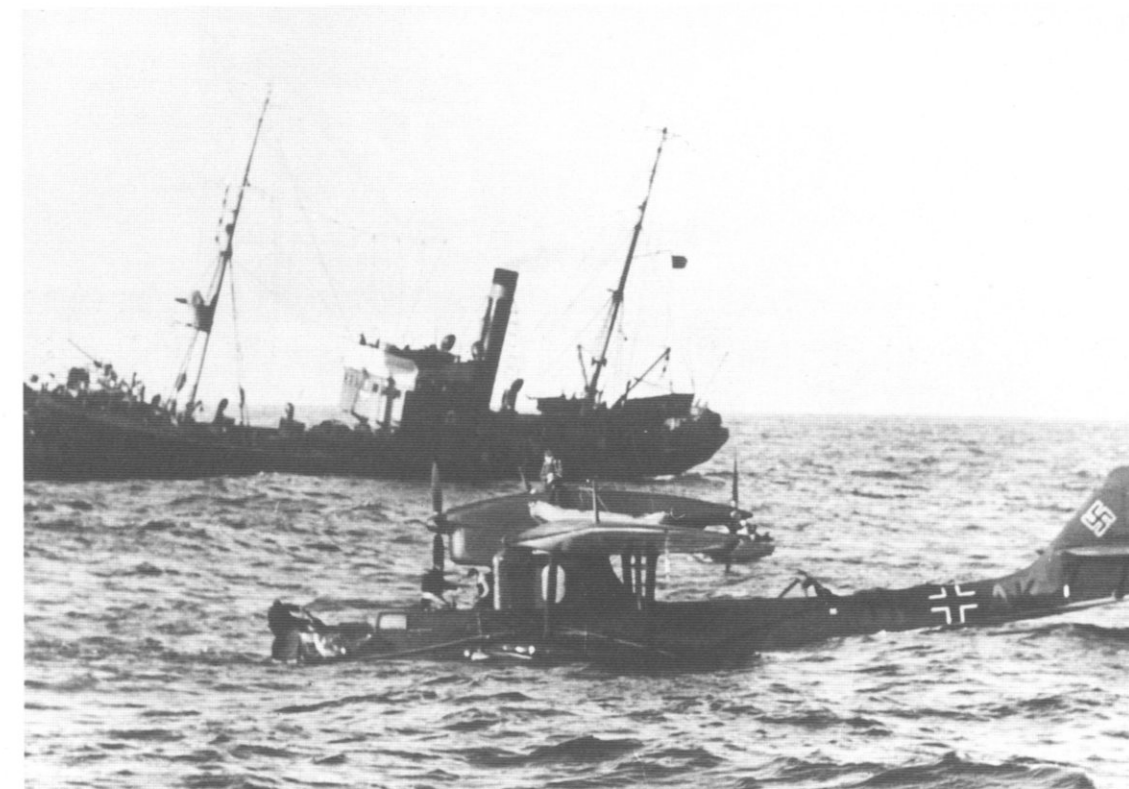


Believed to be a BMW 132 M air-cooled radial-engined Do 18 L; the unit is not known but the latter two letters of the factory code are 'OF' or 'GF'.

(Griehl)

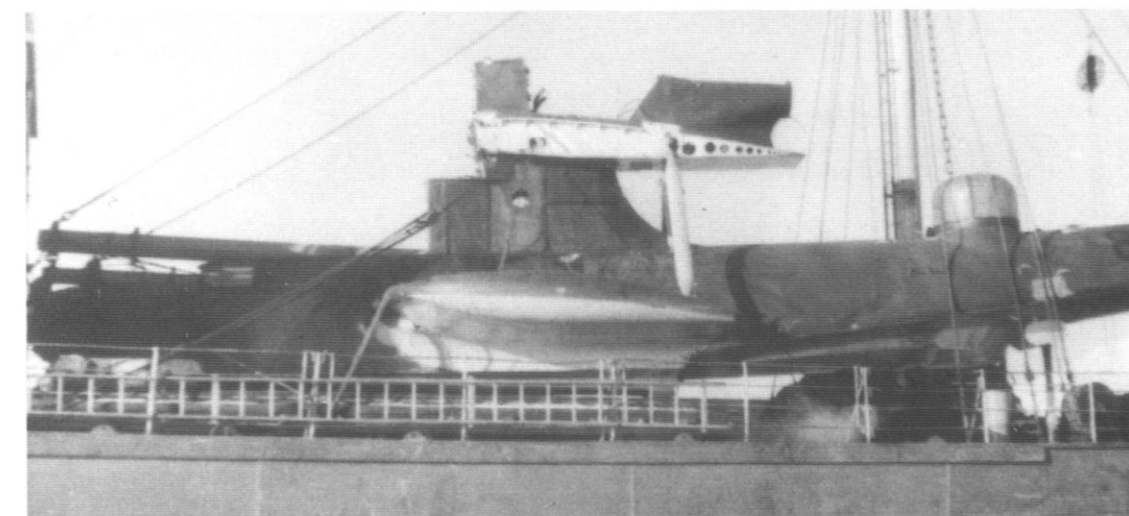


Do 18 Ds of *Kü.Fl.Gr* 106 seen over northern Germany at the start of the war. This unit was based at Norderney.
(Griehl)



Do 18 D coded M2+AK of 2/*Kü.Fl.Gr* 106; the date of the incident or what is occurring is not known but it would appear that a crew member has the dinghy alongside the engine so it is assumed that the seaplane has been forced to ditch.
(Griehl)

An unusual shot showing a damaged Do 18 G of *Kü.Fl.Gr* 906 onboard a ship, Norway, February 1942.
(Drepper)

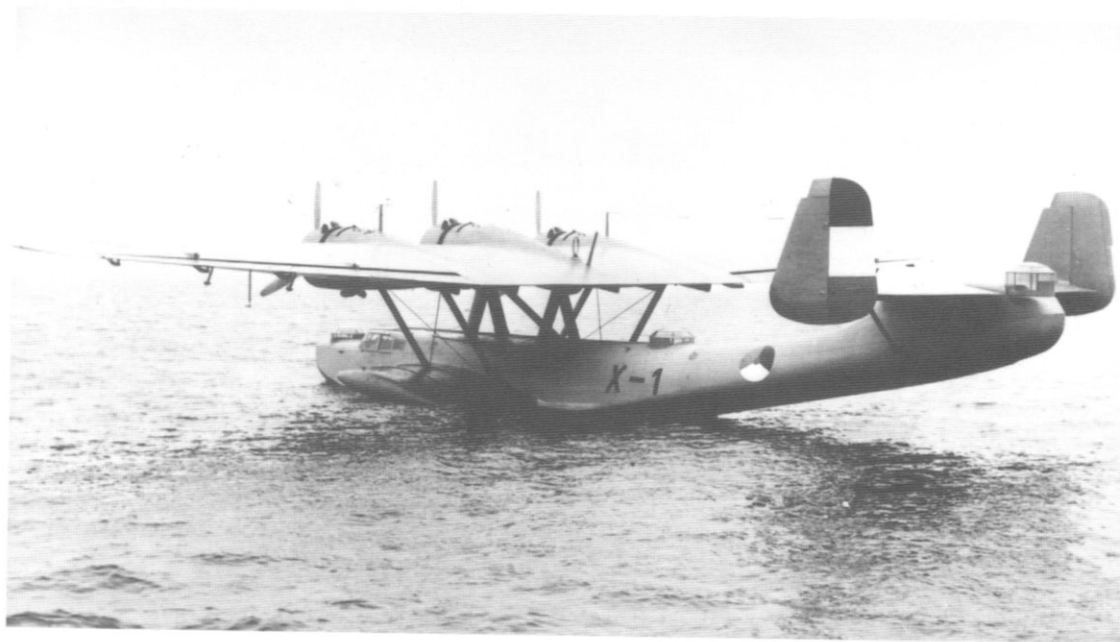




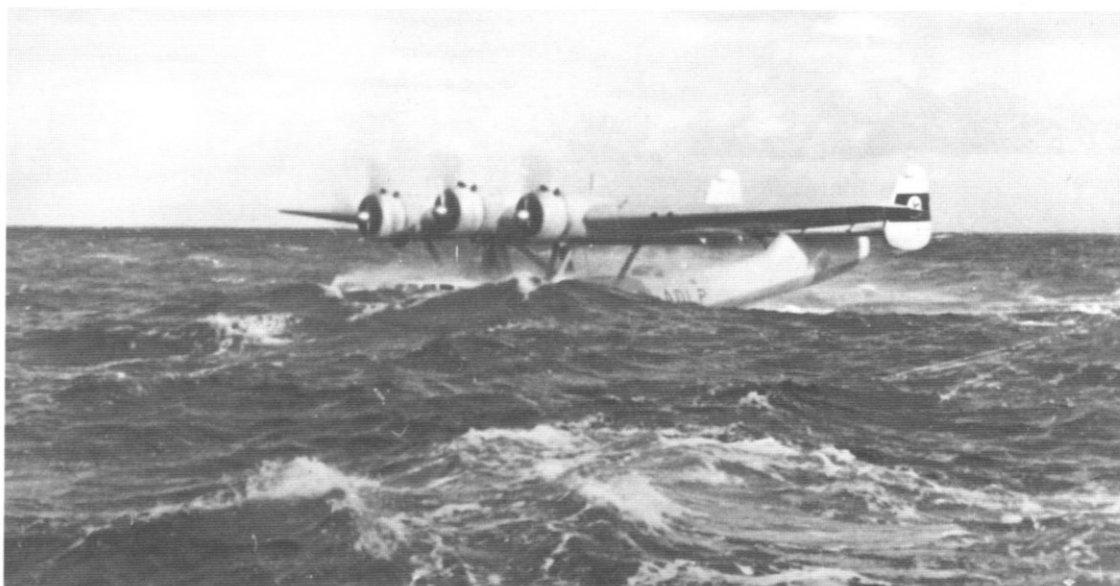
A curious photograph showing Do 18 coded RU+AU of an unidentified unit apparently forced down on land by Allied fighters towards the end of the war.

Do 24 K-1, coded D-AYWI, was sold to the Dutch Navy in 1937. The Do 24 met the Dutch government's requirement for a seaplane and was made under licence by Fokker. It was also made by SNCAN in France. The Spanish Air Force was still operating Do 24s in the Mediterranean in the 1960s.

(Dornier GmbH)

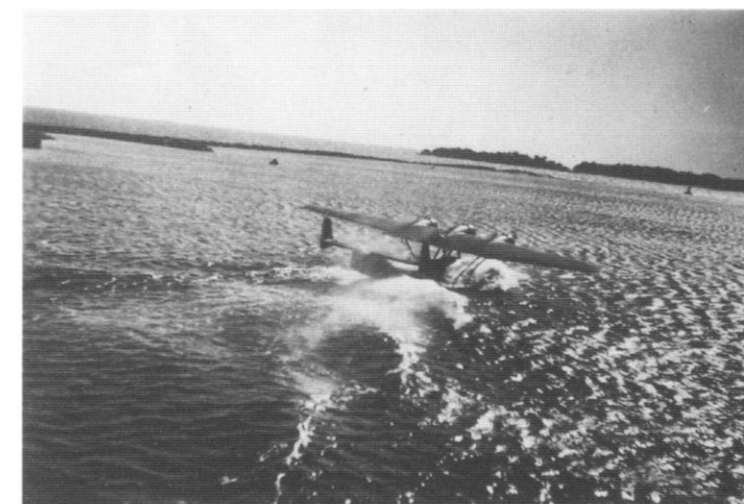


Another Do 24 K-1 destined for Holland. *(Dornier GmbH)*



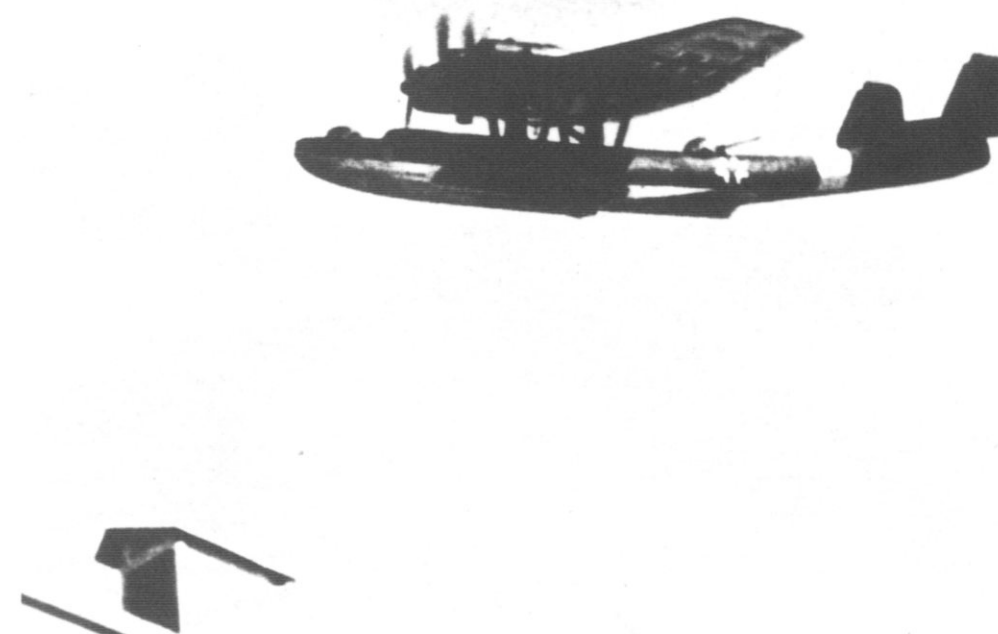
Do 24 K coded D-ADLP on trials in the North Sea, September 1937.
(Dornier GmbH)

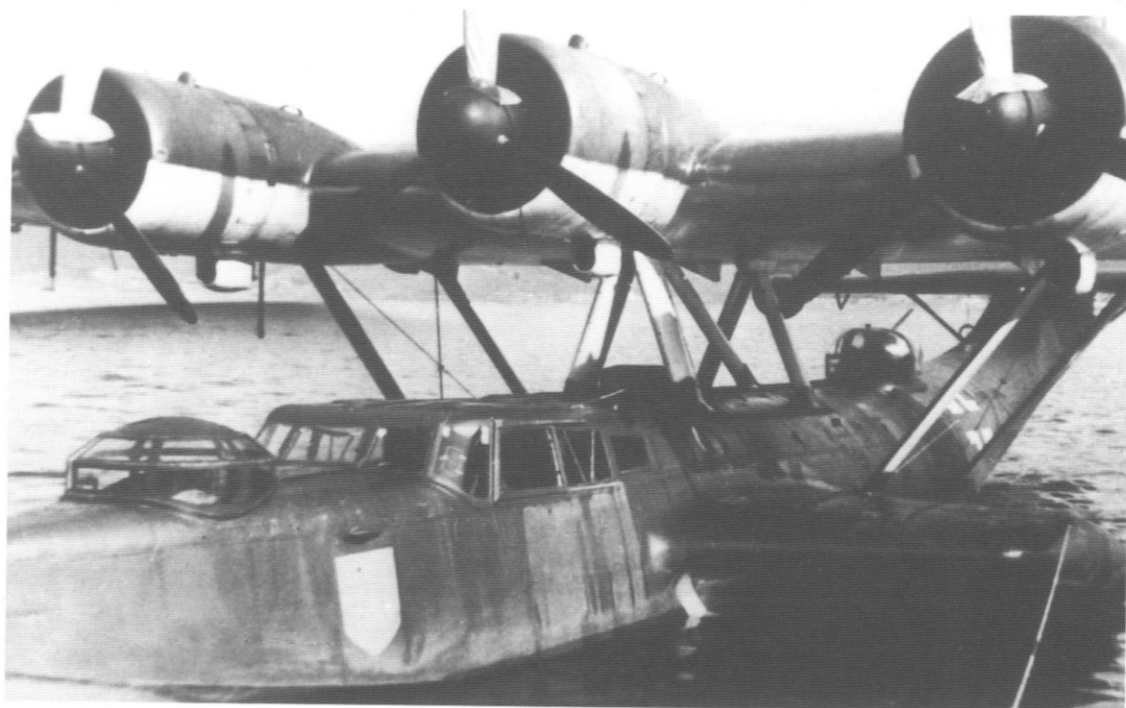
The Do 24 T-1 was manufactured in Holland; this one is coded KO+GJ.
(Dornier GmbH)



A Do 24 struggling to get airborne from Helsinki Harbour.

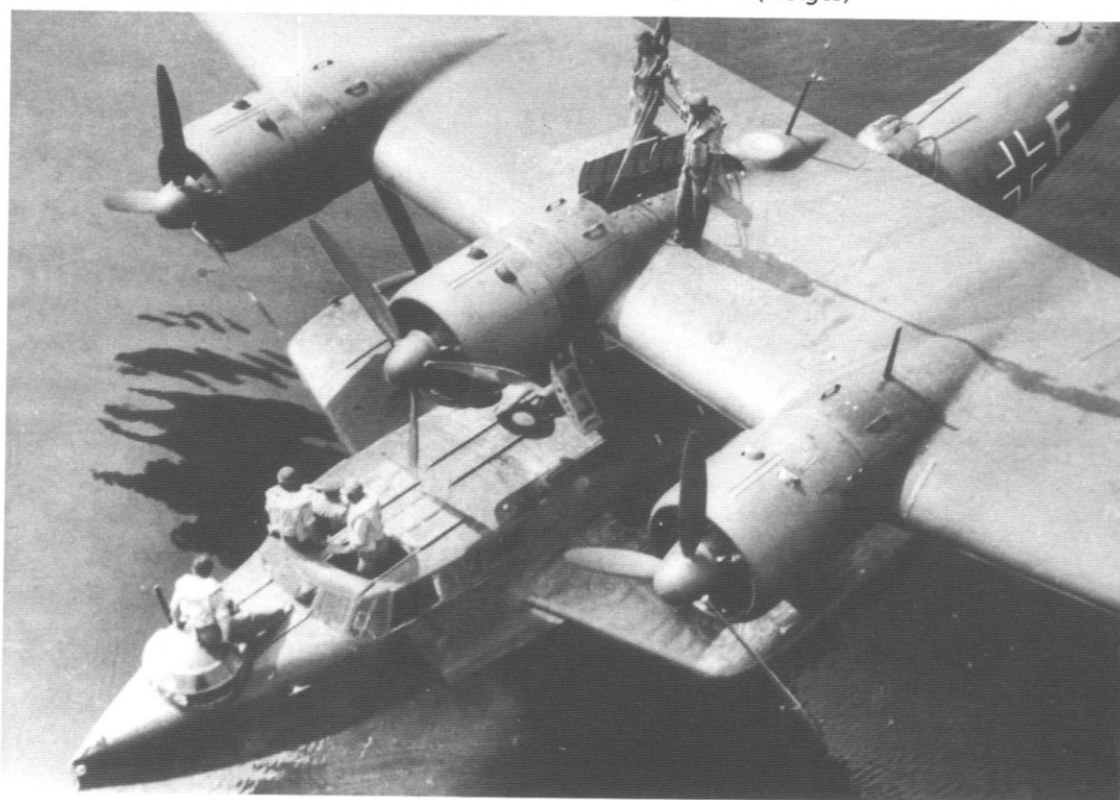
A Do 24 T of Seenotzentrale Syrakus, operating out of Sicily in 1942.
(Metges)





A Do 24 T of an unidentified unit, the last two letters of the code being 'ZS'.

A Do 24 T-3 of 1 *Seenotstaffel*, Berres, southern France, 1943. (Metges)



A Do 24 T of 7 *Seenotstaffel* coded DJ+ZM which was based at Athens-Phaleron when this photograph was taken in late 1943 to early 1944; in the background is a Ju 52/3m possibly of *Seetransportstaffel* 1. (Daehn via Thürling)



Another air-sea rescue. Bristol Beaufighter T4935 of 252 Squadron ditched in the Mediterranean at 1145 hrs on 11 March 1942 and the crew was picked up by 7 Seenotstaffel the following day. Left to right Fw Hans Sost (+ 17 December 1942), Ofw Richard Marquardt (+ 23 December 1943), unknown, Sgt Ian J Philip DFM, Fg Off Bernard F Mooney DFM, Uffz Kurt Meyer and Ogefr Karl Wallraff (+27 November 1943).

(Daehn via Thürling)



The crew of DJ+ZM waiting for a lift to shore. The badge on the nose is of an angel on a cloud looking seawards with a telescope; the writing to the right of it is followed by the date '1.12.43' which was the date when parts of the fuselage below the waterline had been painted.

(Daehn via Thürling)



The same crew is brought to shore by a motor launch; centre with cap is the *Staffel Kapitän* of 7 Seenotstaffel from May 1943 to March 1944, Hptm Hans Lösch.

(Daehn via Thürling)



A Do 24 T of 7 Seenotstaffel being brought closer to a lifting crane, October 1943.

(Daehn via Thürling)

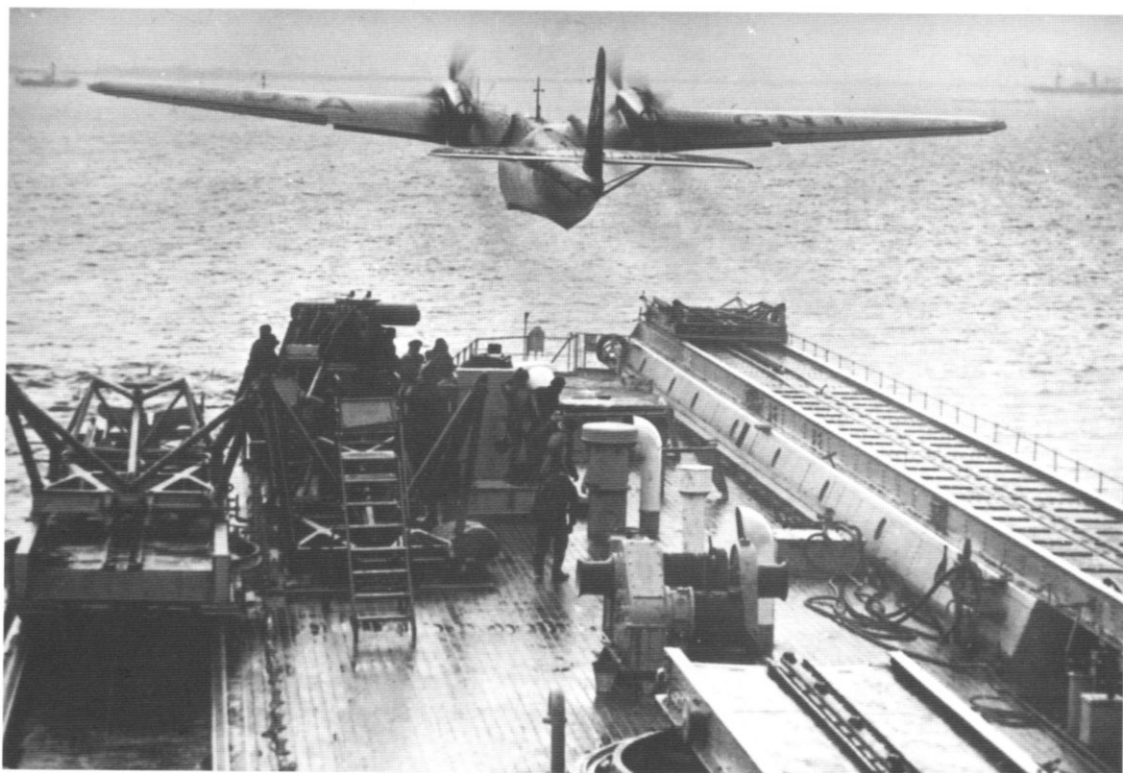
A perfect example of a Do 24 captured by Allied troops at the end of the war; in the background is a similarly perfect BV 138. The photograph is believed to have been taken at Stavanger in Norway, 1945 and therefore the units are assumed to be *Seenotstaffel 5* (Do 24) and *SAGr 130* or (BV 138).



Do 26 V1, Wk Nr 791 D-AGNT, first flew in May 1938 and it carried the name 'Seeadler'. Assigned to K.Gr.z.b.V 108, on 28 May 1940 it, together with another Do 26, was sunk (whilst landing German Alpine troops) in Rombak Fjord, Norway by RAF Hurricanes of 46 Squadron flown by Flt Lt Pat Jameson, Plt Off Allan Johnson and Plt Off Herbert Knight.

(Dornier GmbH)

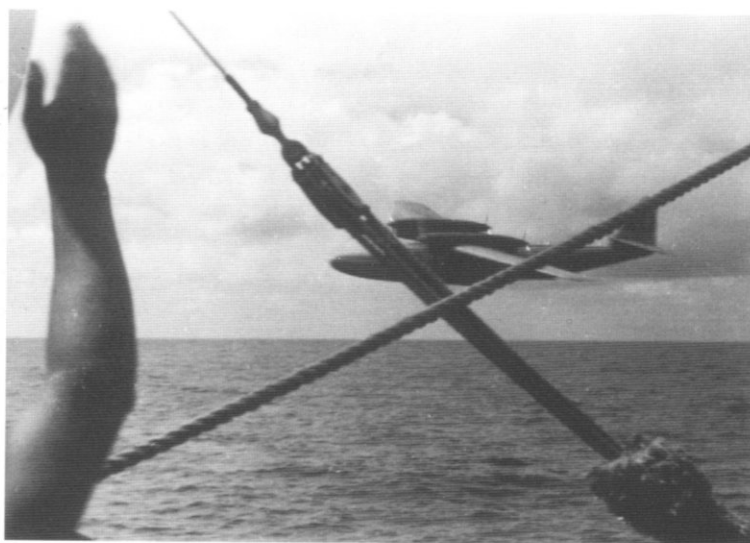




'Seeadler' being catapulted off the *Friesenland*. The catapult and recovery crane-equipped *Friesenland* was eventually sunk by Soviet torpedo aircraft in Bille Fjord, 19 September 1944.

(Dornier GmbH)

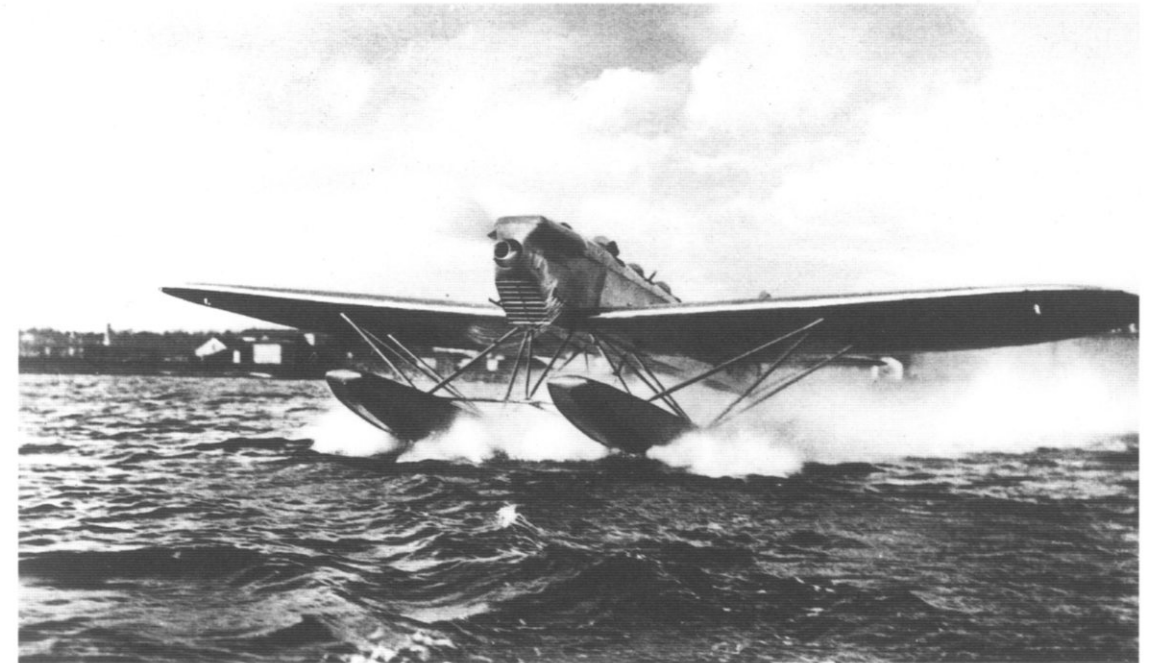
Believed to be 'Seeadler' photographed from on board the *Albert Leo Schlageter* off Pernambuco November 1938 whilst on its proving flight to Chile.



Only 6 Do 26s were produced of which the fates of four are known for certain. One (Do 26 V 2 Wk Nr 792 coded P5+BH) was shot down by three Blackburn Skuas of 803 Squadron Fleet Air Arm (crews: Lt LA Harris/Lt JHR Medicott-Vereker; S/Lt PN Chorlton/Naval Airman F Culliford; Petty Officer AG Johnson/Leading Airman F Coston) into Ofotsfjord near Narvik on 8 May 1940. A further two (Do 26 V 1 and V 3, Wk Nr 791 and 793 coded P5+AH and P5+CH) were destroyed by Hawker Hurricanes of 46 Squadron near Narvik on 28 May 1940 (see page 129). Finally, Do 26 V 5, Wk Nr 795 and coded P5+EH crashed following a catapult launch from the *Friesenland* at Brest on 16 November 1940. Seen here is a Do 26C (formerly V 4), Wk Nr 794 coded P5+DH of *Sonderstaffel/Kü.Fl.Gr 406* (which was originally *Trans-Ozean Staffel/K.Gr.z.b.V 108*).

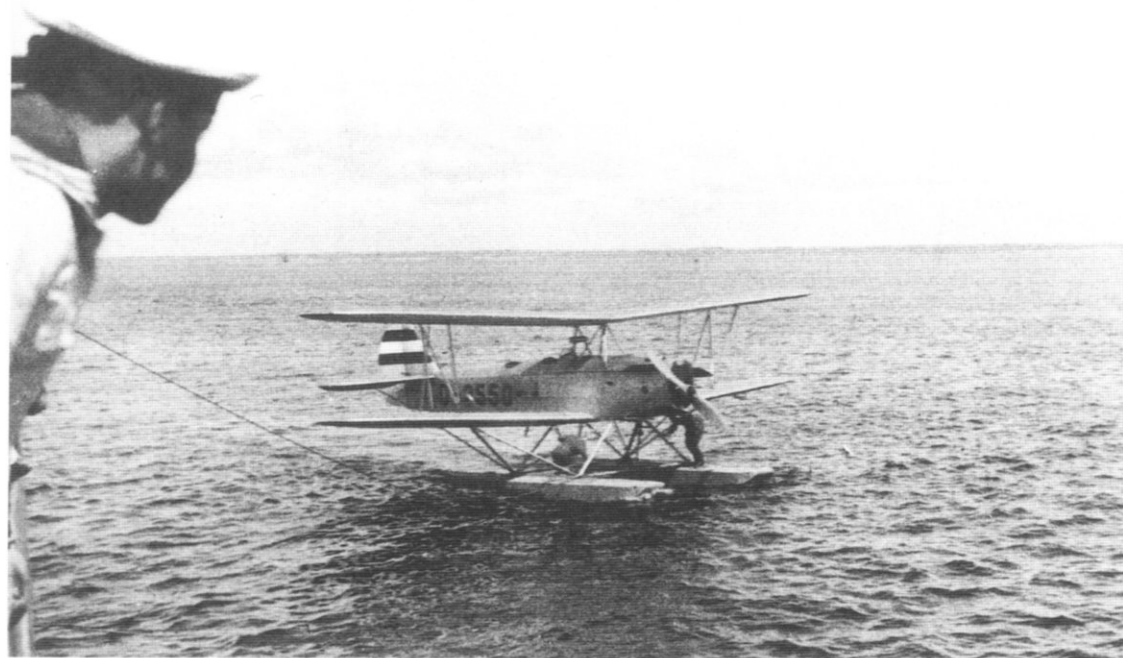
(Dornier GmbH)

HEINKEL



Part of the first generation of post-First World War German seaplanes, the HE 9 was withdrawn from service in the 1930s. This aircraft appears to be a HE 9a coded D-1625 which was used as a three-seat trainer. Rolf Starke flew several speed records in this plane May/June 1929 and it was seen at the London Air Show in the same year.

(via Reifferscheidt)



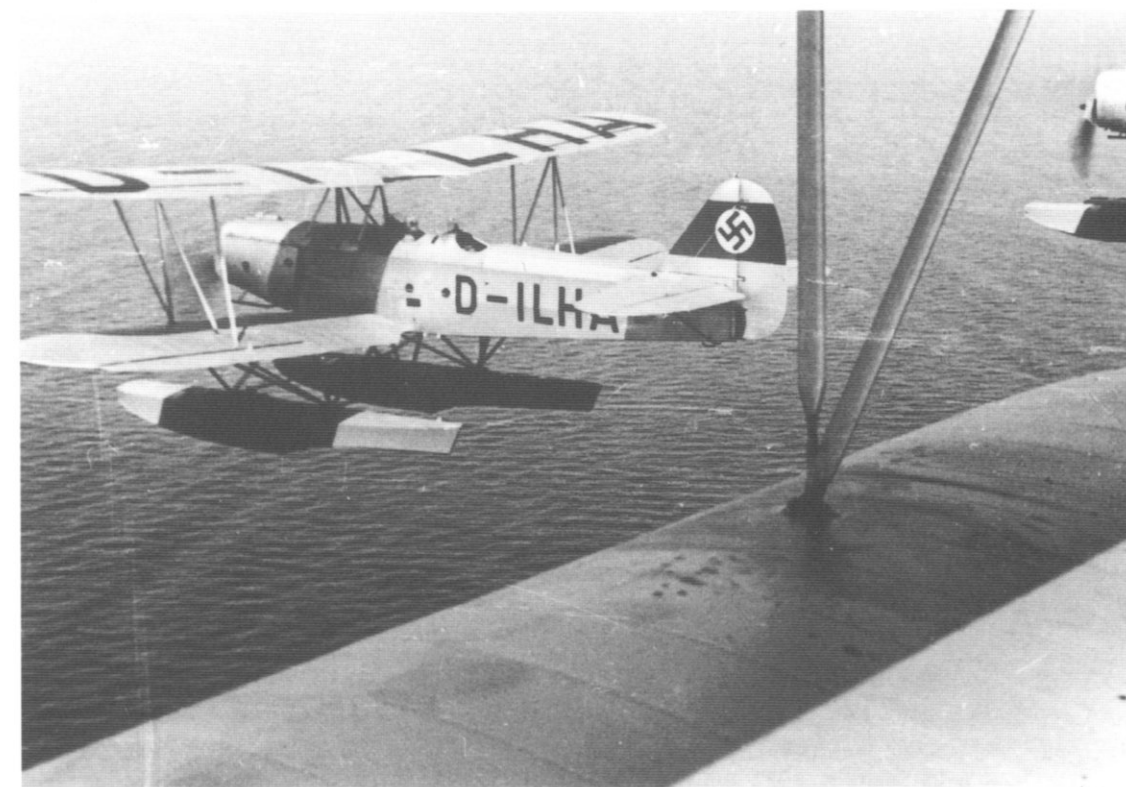
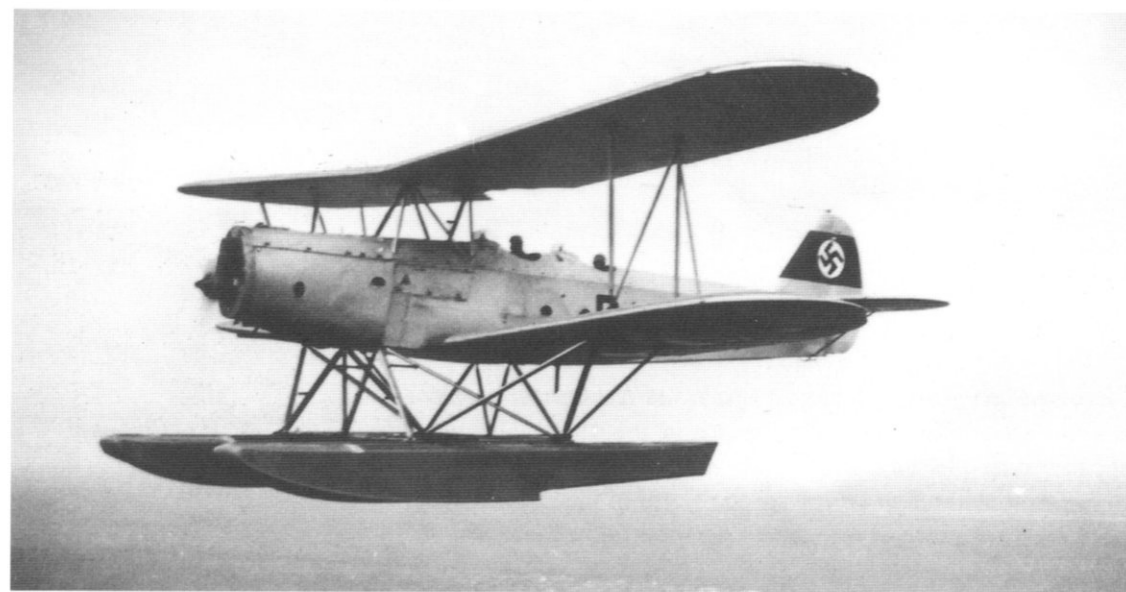
Another aircraft obsolete by the start of the war was the He 42. Seen here is the He 42B, serial D-2550. Note that there is no *Hakenkreuz* on the tail.

(Gold)

Below and opposite page:

Obsolete for operational flying, the He 42B still remained a basic trainer for many seaplane aircrew who were operational at the start of the war and was still in service with *Fluzeugführerschule C17* in the spring of 1944.

(Chlupka & Müller)



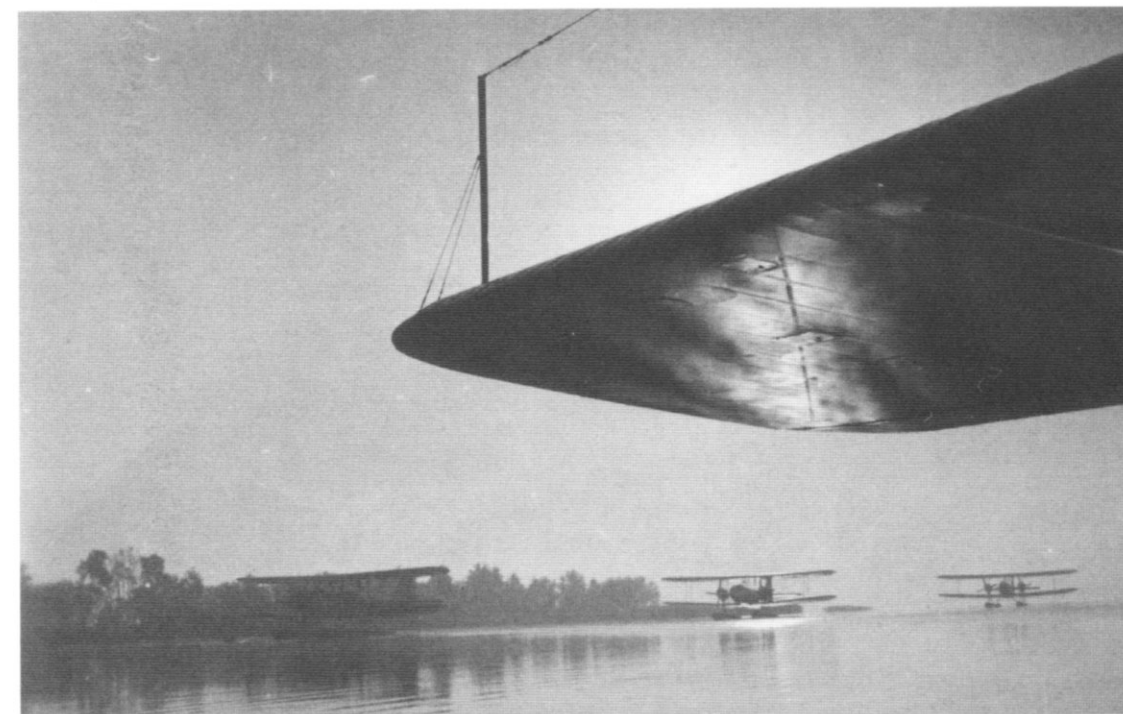


Another Heinkel considered by many as obsolete by 1940 was the He 59. This multi-purpose seaplane first flew in 1931 and saw service in Spain in 1936 with *See-Aufklärungsstaffel AS/88*; D-ATYP is a B-1 version.

(via Reifferscheidt)

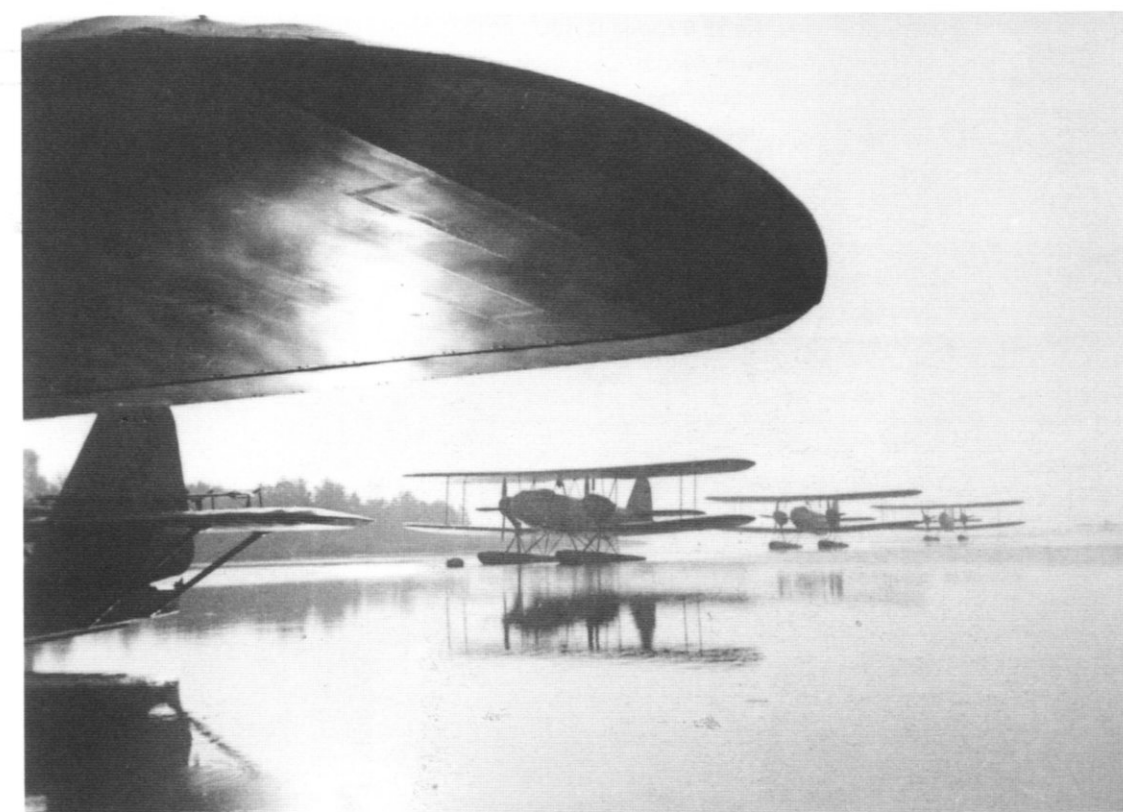
The He 59 B in military markings; the censor has blanked off the fuselage codes but '60' is just visible ahead of the fuselage cross indicating that it is 60+A13 of 3/Kü.Fl.Gr 106 which was based at Borkum.

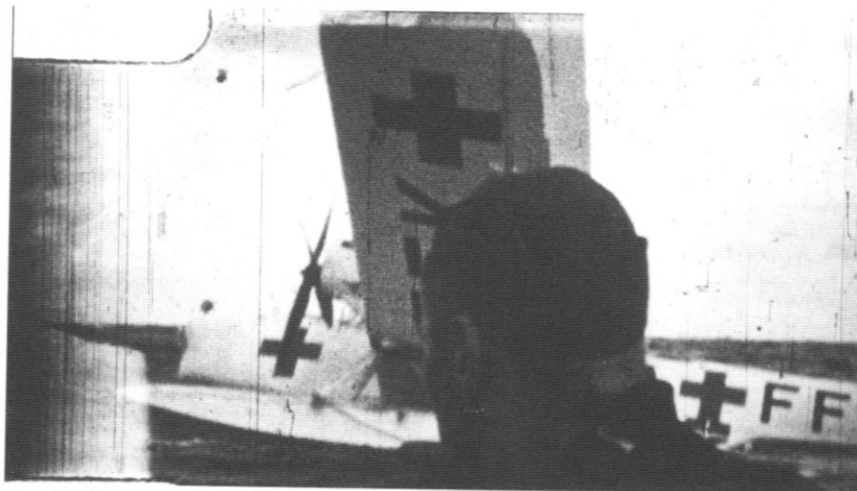
(EADS Deutschland GmbH)



He 59 Bs seen at Stettin-Altdamm 1938.

(Rauher)



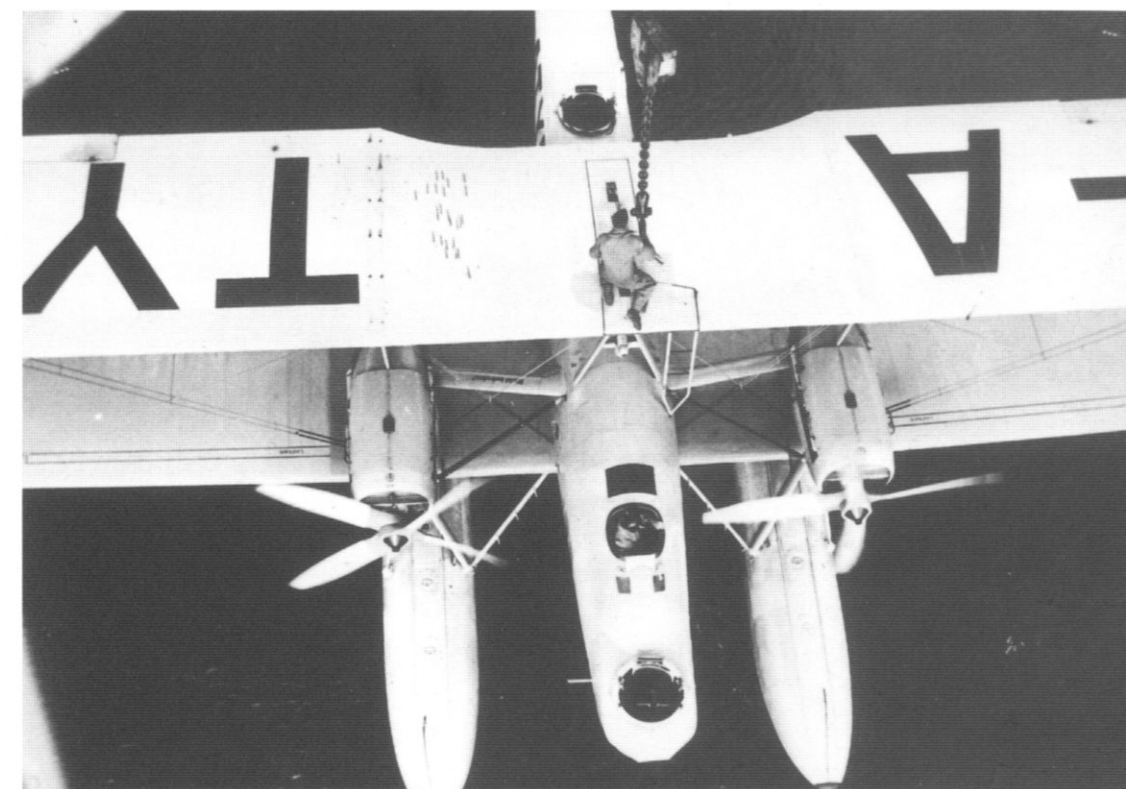
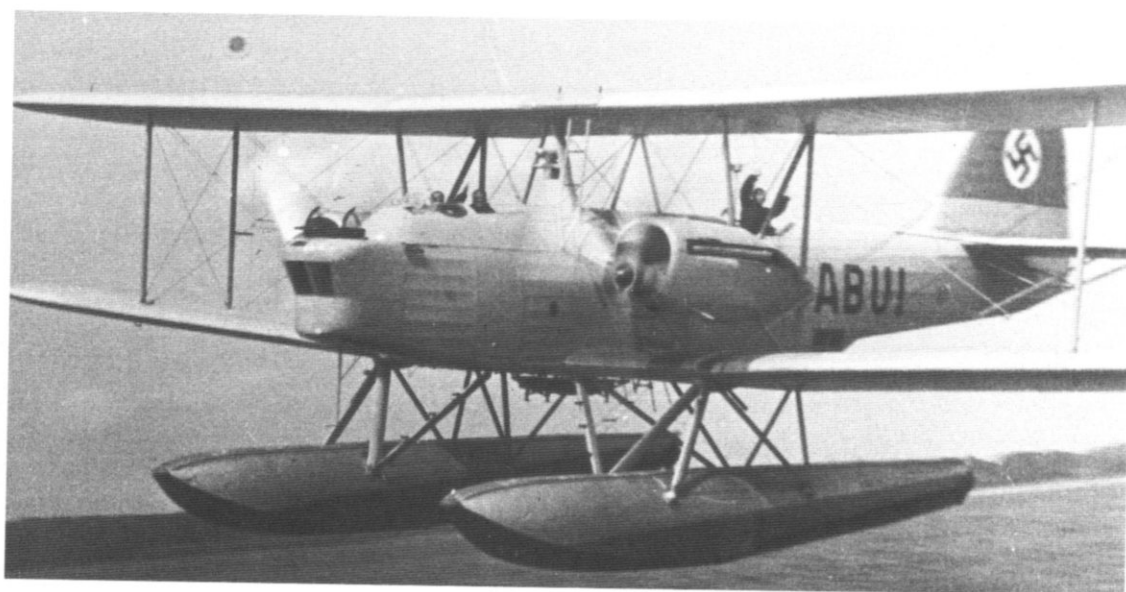


At the start of war, He 59s were painted white, emblazoned with red crosses and used for air sea rescue duties. This did not make them immune – an He 59 C of *Seenotstaffel IV* coded D-AFFK capsizes into the North Sea after being shot down by a Lockheed Hudson of 206 Squadron during the evening of 15 August 1940. The observer, Lt zS Siegfried Börner, was mortally wounded but the remainder of the crew as well as a crew from a He 111 of 8/KG 26 which they had rescued earlier, were unwounded and eventually rescued two days later.

(Riedel)

He 59 B coded D-ABUI. At the start of the war, this aircraft was serving with *Seenotflugkommando 1*. In between June and August 1940, its regular crew was Uffz Friedl (pilot), Fw Funk (observer), Uffz Meyer (radio operator) and Uffz Steinig (flight engineer) and operated out of Trondheim and Norderney.

(Griehl)



He 59 B-1 coded D-ATYP; the unit this aircraft served with is not recorded.

(Griehl)

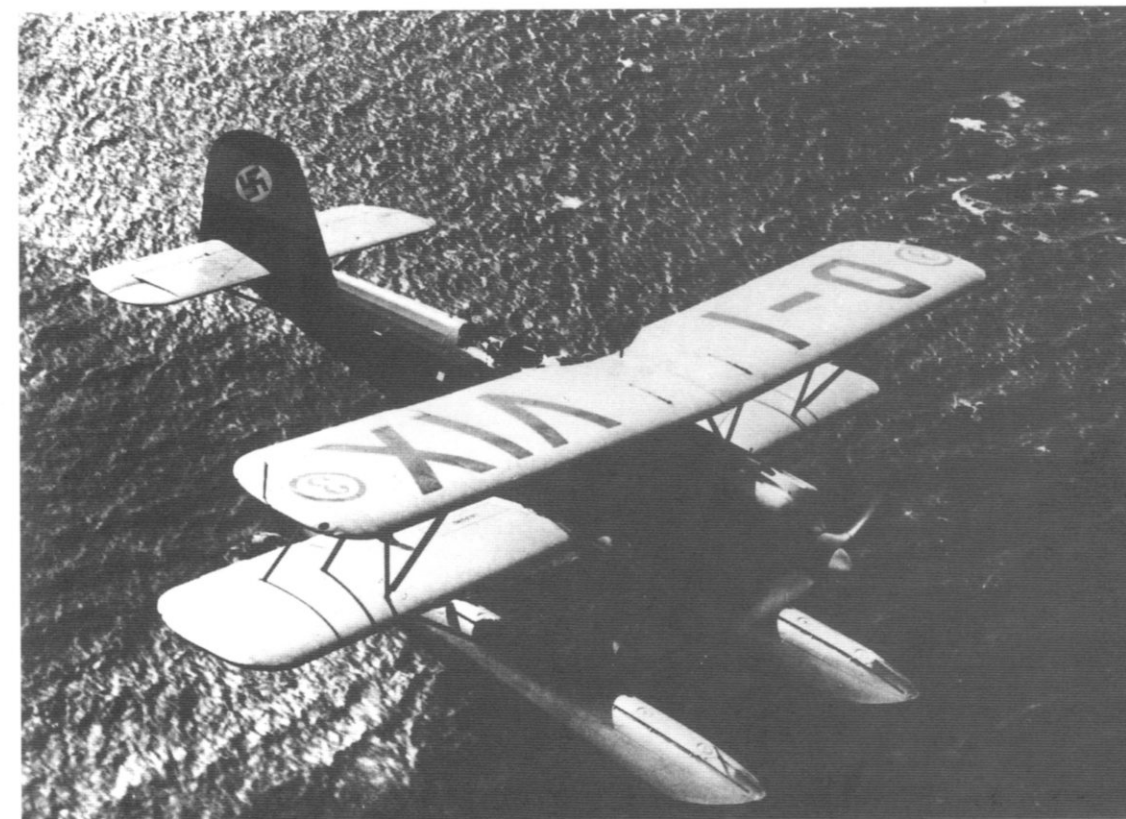
More conventional camouflage is carried by this He 59 C seen at Aalborg in the company of He 115s of 1/Kü.Fl.Gr 706.

(Thürling)

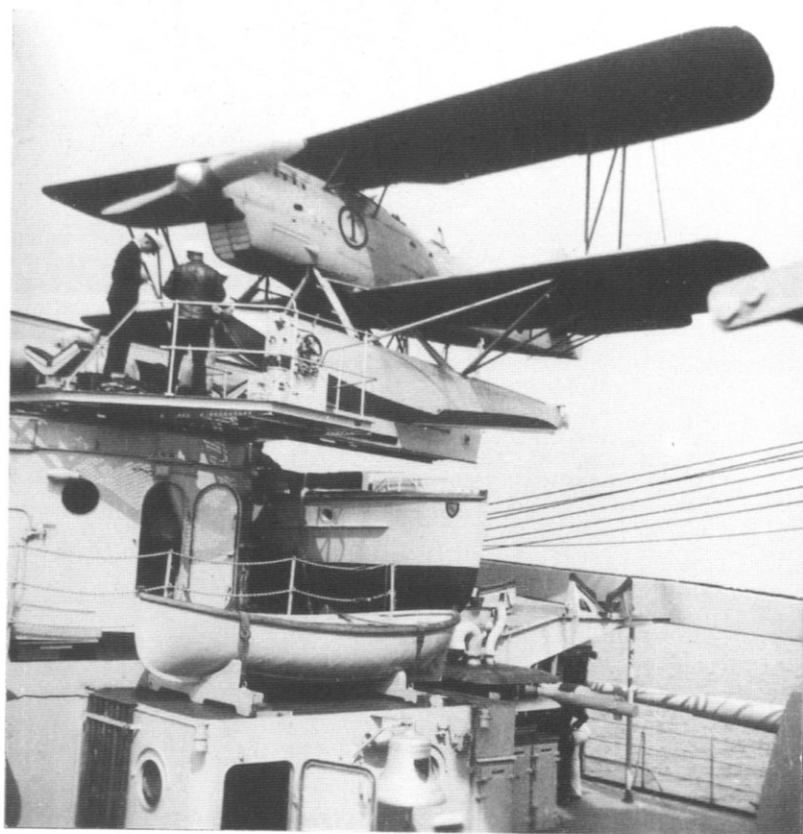
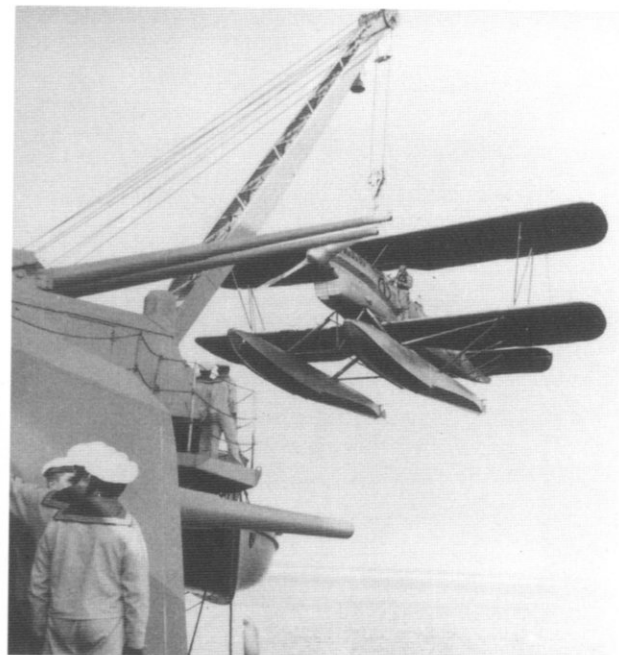
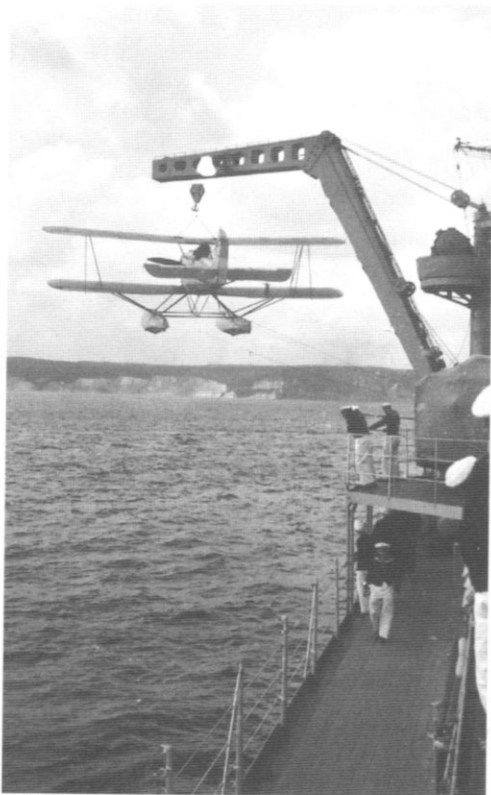




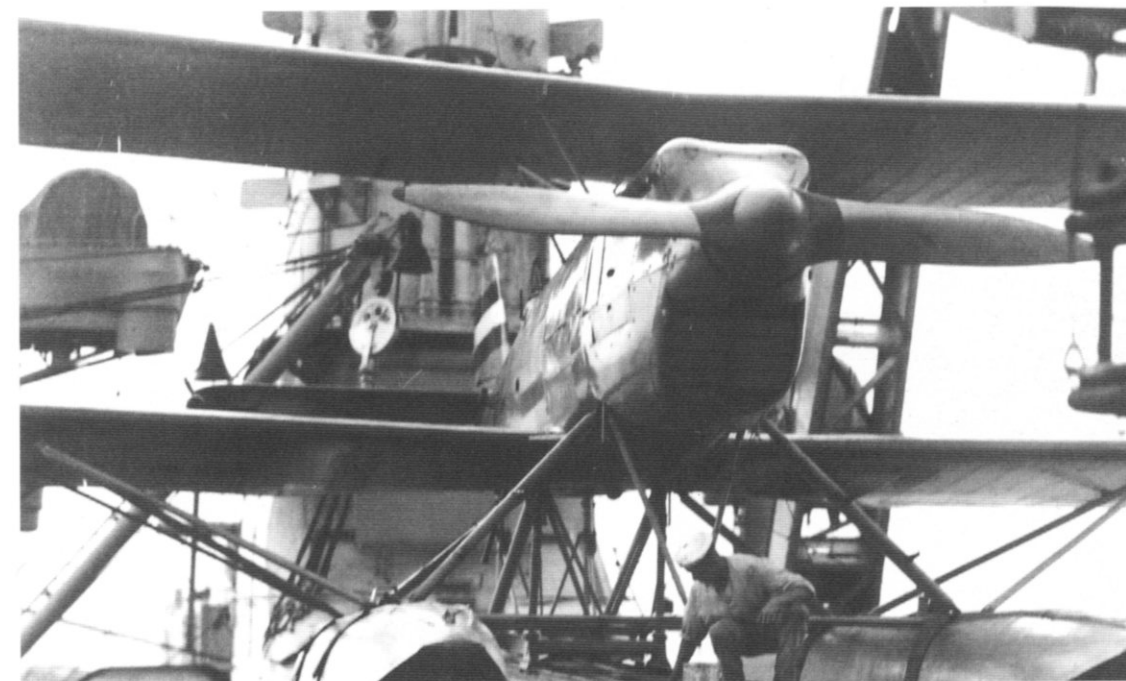
The He 59 D-1 was mainly used for navigation and air-sea rescue training.



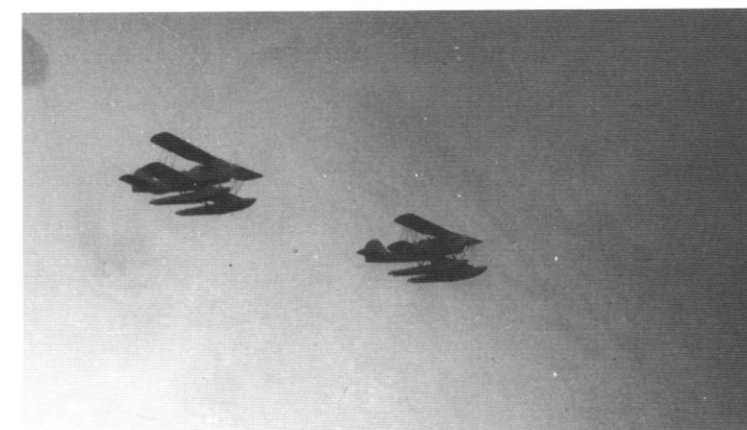
The He 60 first flew in 1933 and was powered by a BMW VI 6.0 ZU 12-cylinder liquid-cooled engine. D-IXES/3 is a He 60 C. (Reifferscheidt)



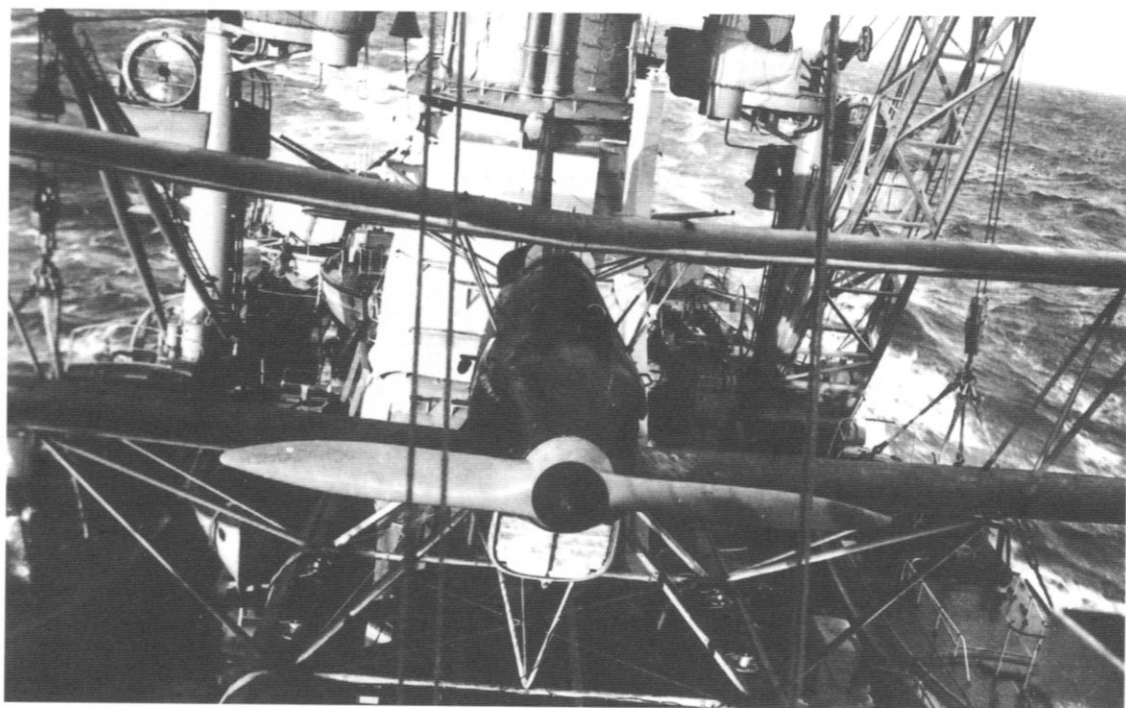
A He 60 C is brought aboard the cruiser *Admiral Scheer*.
(Schöpke)



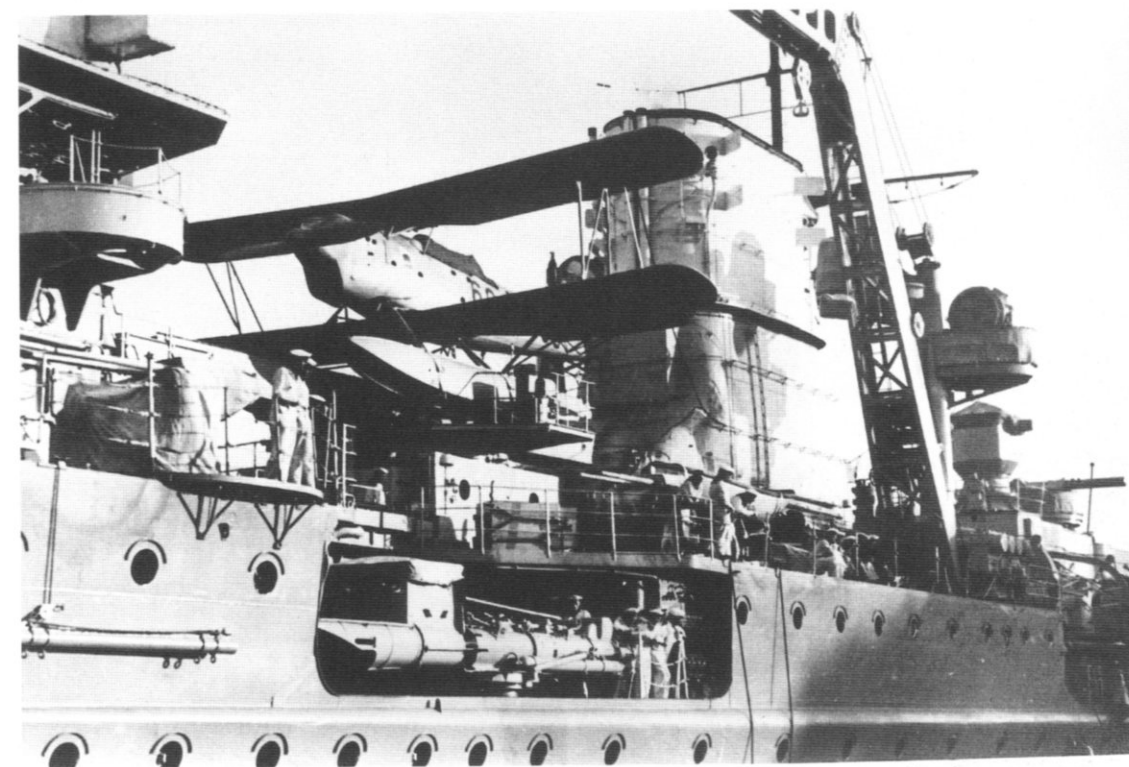
A He 60 C carried by the *Leipzig*, 1934-35.
(Müller)



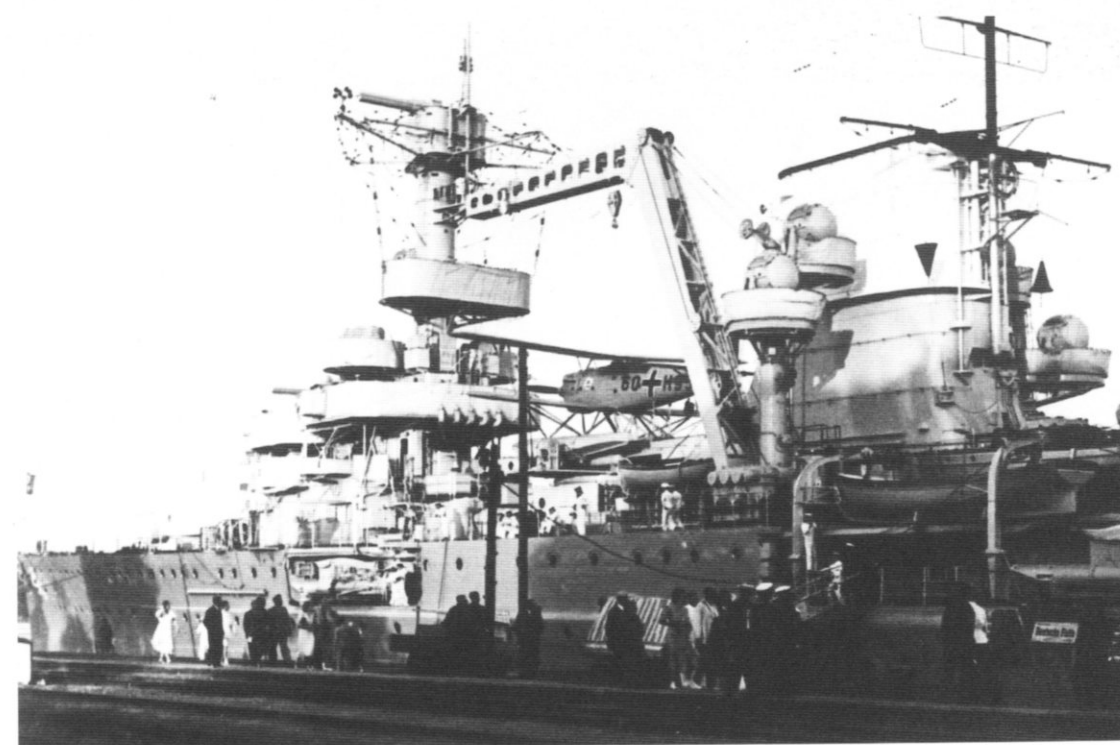
A *Rotte* of He 60 Cs of AS/88, part of the *Legion Condor*, seen in the skies over Spain, 1938.

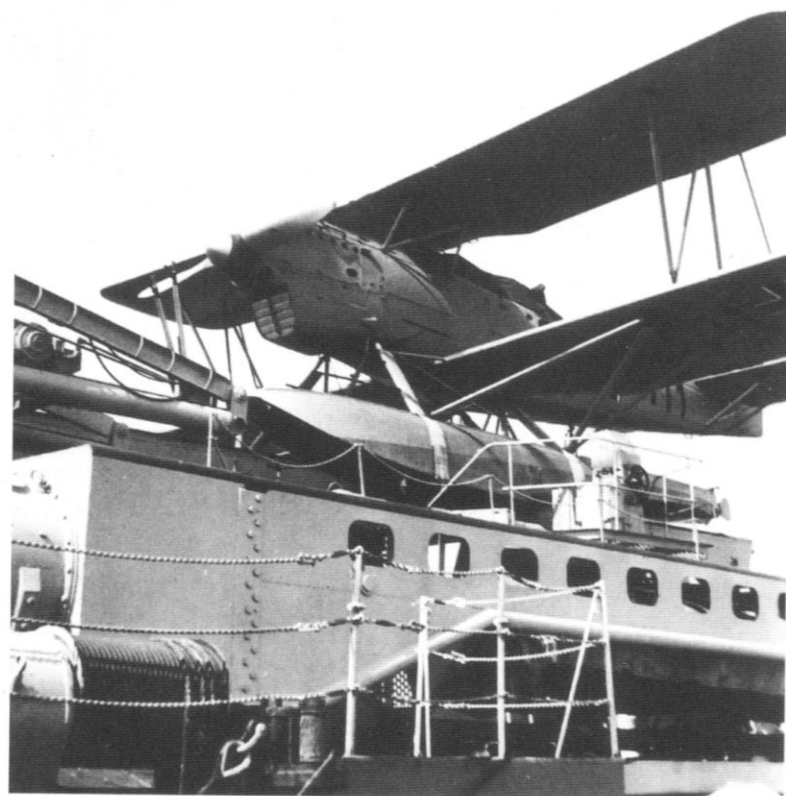


By 12 December 1939, when this photograph was taken, the cruiser *Leipzig* carried a more conventionally camouflaged He 60 D of 5/B.Fl.Gr 196.
(Müller)



A He 60 C coded 60+H95 of 5/B.Fl.Gr 196 carried by the *Leipzig*, photographed pre-war. Note the unit badge on the fuselage behind the engine.





A He 60 C believed to be from 1/Kü.Fl.Gr 106.

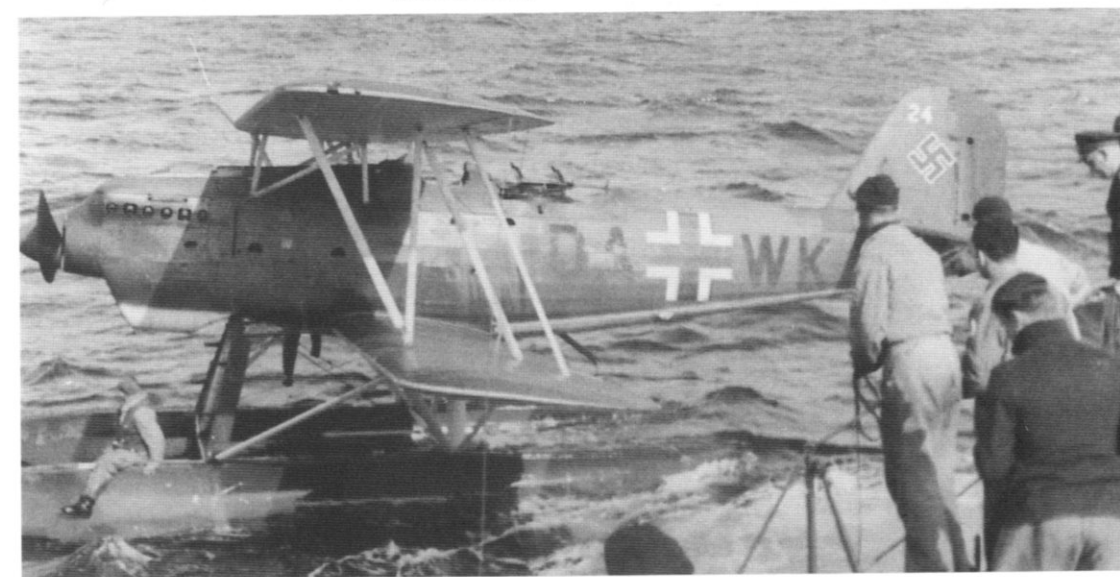


He 60 Cs of an unidentified unit seen at Berlin, late 1939; the second aircraft from the right is coded HV+HW serial 73; to the right and just visible is serial 84.

(Lechner)

A He 60 C coded DA+WK/24 of an unidentified unit which force-landed off Pillau, East Prussia in 1940. At the start of the war, Pillau was the base of 1 and 3/Kü.Fl.Gr 506 with *Staffel* operating the He 60.

(Rosenbaum)



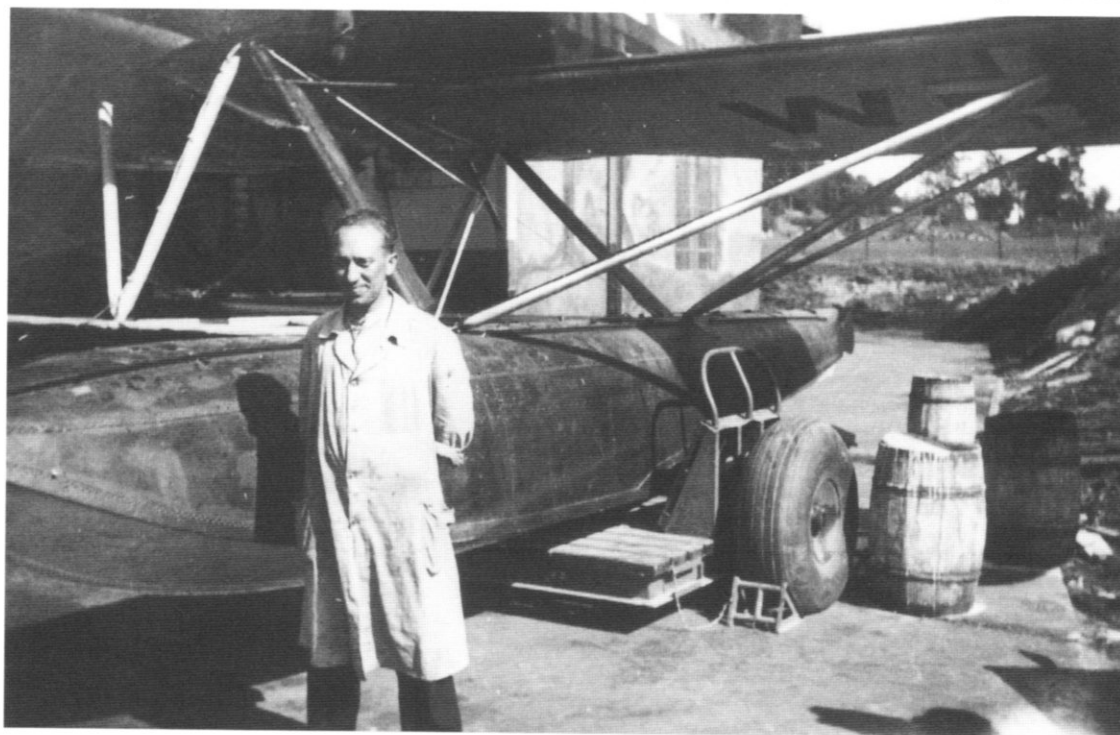


A He 60 coded SD+WU of an unidentified unit photographed near Bergen in June 1940.

(via Münter)

A close up of the beaching wheels for the He 60.

(via Münter)



He 60s of SAGr 126, Lemnos, 1942.

(Schenk)



Heinkel He 114 V9 coded D-IHDG; this became the series A-2.
(EADS Deutschland GmbH)



A He 114 A of an unidentified unit under tow, September-October 1939; curiously, an unidentified seaplane is balanced on the stern of the launch.

(Gold)

A He 114 A-1 coded 60+V51 of 1/Kü.Fl.Gr 506. In addition to carrying the code on the upper wing, a unit badge is almost visible on the fuselage behind the engine. This unit had converted to the He 60 by the outbreak of war and by early 1940 had converted again to the He 115.

(Griehl)



HEINKEL



He 114 A-2s still carrying the factory codes IY+YF, IY+YK and IY+YG; the unit is not known but the photograph was taken just after the start of the war.

(Griehl)

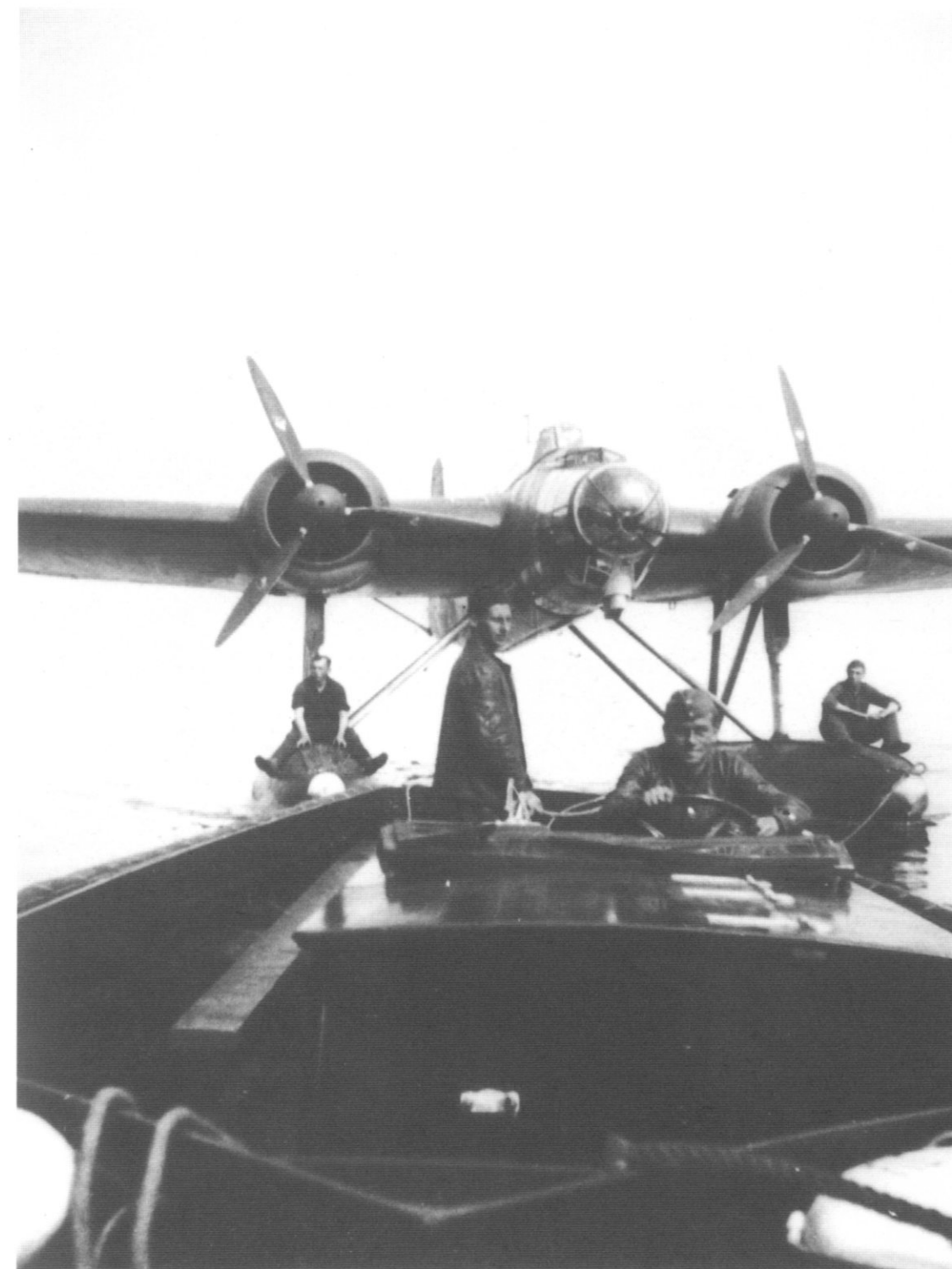


He 114 A-2 IY+YG about to be beached; in the background is another He 114 A and a mix of Do 18s and a lone He 59.

(Griehl)



A close up of a He 114 A-2's BMW 132 engine and showing the VDM manufacturers badge on the propellers and the last two digits of the *Wk Nr.*
(Griehl)

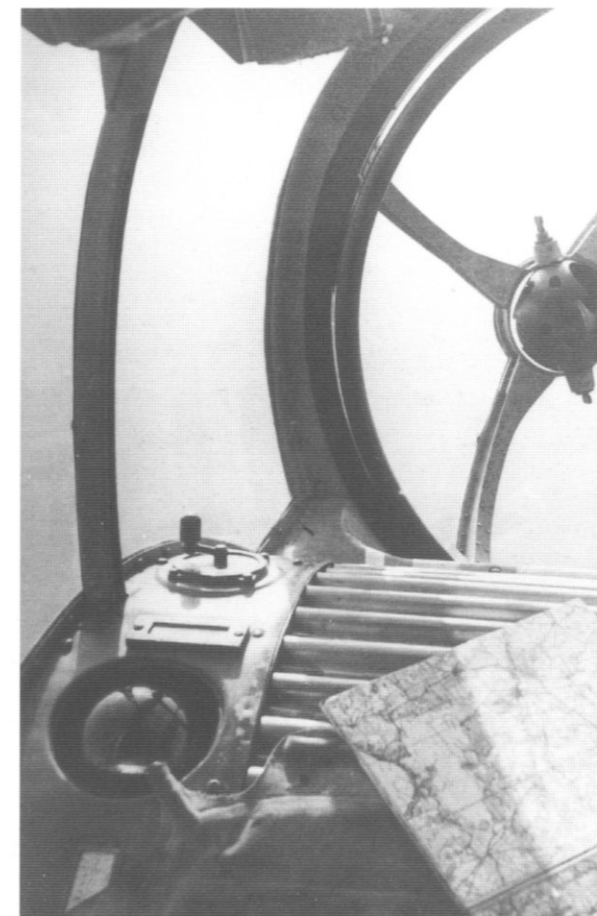


An unidentified He 115 B under tow.

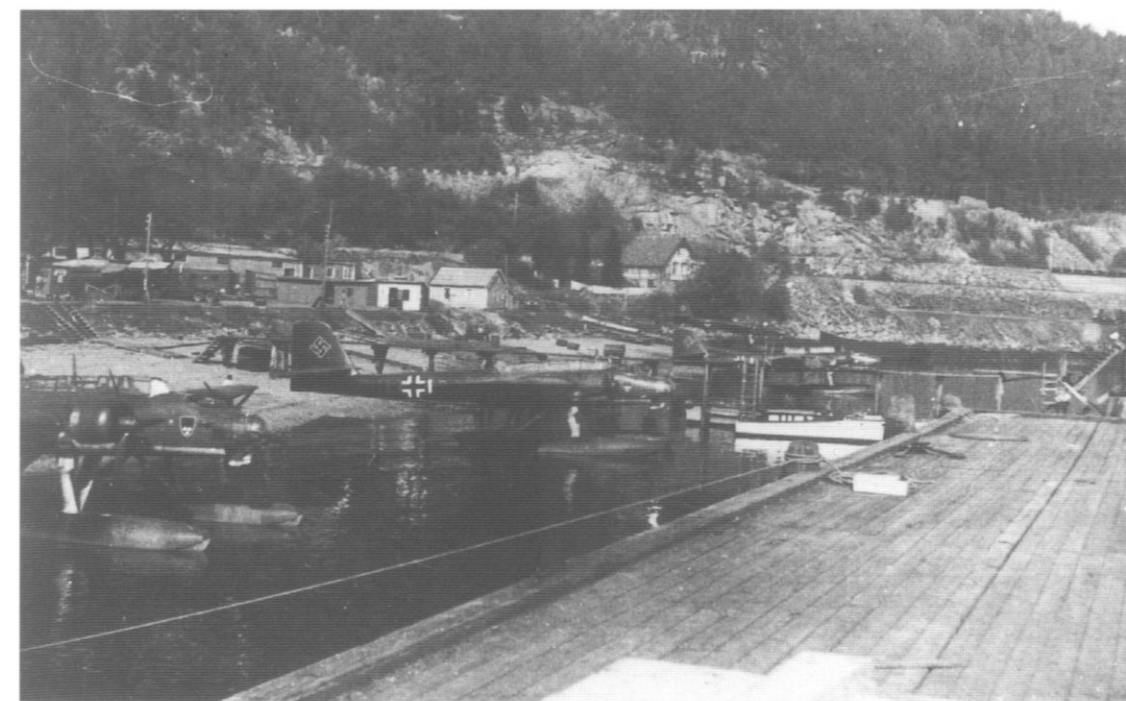


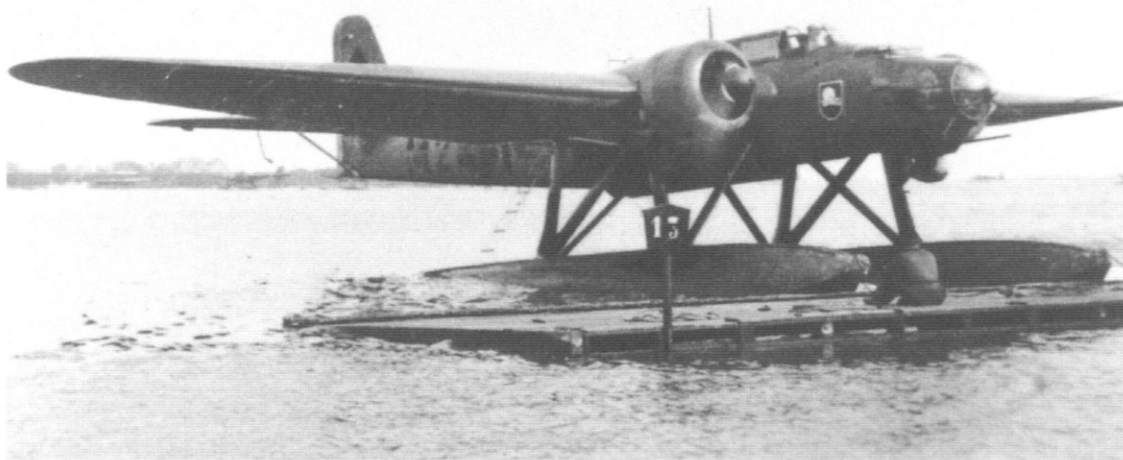
Unidentified He 115s at their moorings.

The view from the left-hand side of the nose of a He 115 B-1.
(Rosenbaum)



He 115Bs of 1/Kü.Fl.Gr 106 at Trondheim, 1940. All carry the *Staffel* badge on the nose.





A He 115 B of 3/Kü.Fl.Gr 106 seen at Borkum in August 1940. Note that whilst the marking have been toned down for nocturnal operations off the British coast the *Staffel* badge, a skull and crossed bones, has not.
(Laubis)



He 115s of 1/Kü.Fl.Gr 406 at Sørreisa, Norway, 1942.
(Scheibe)

A He 115 of 1/Kü.Fl.Gr 406 offloading passengers at Sørreisa, 1942.
(Scheibe)





Working on K6+EH of 1/Kü.Fl.Gr 406, Sørreisa, 1942. The unit badge is two silhouettes of swans, one black, the other white, flying over a map of the Stettiner Haff and the Baltic. This badge was adopted when the unit was formed from 2/Kü.Fl.Gr 506 in October 1939 and was used until 1943.

(Scheibe)

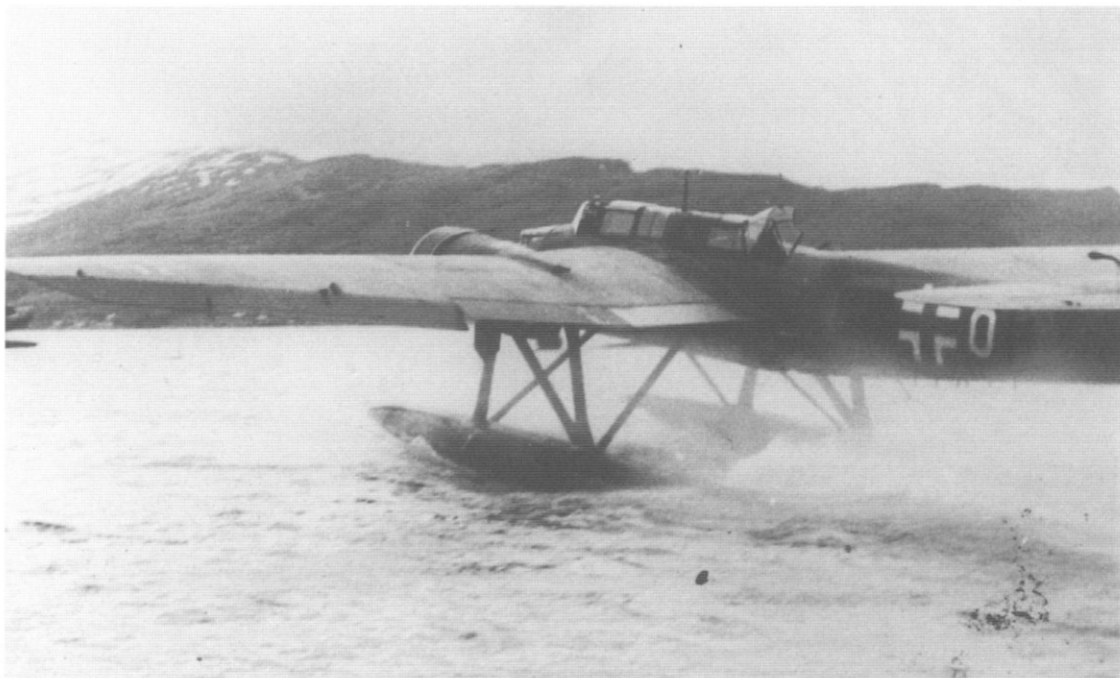


He 115s of 1/Kü.Fl.Gr 406 at Tromsø, late 1941; to the left is a Do 18 of an unidentified unit.
(Scheibe)

K6+IH of 1/Kü.Fl.Gr 406 at an unusually calm mooring, Sørreisa, 1942.

(Scheibe)



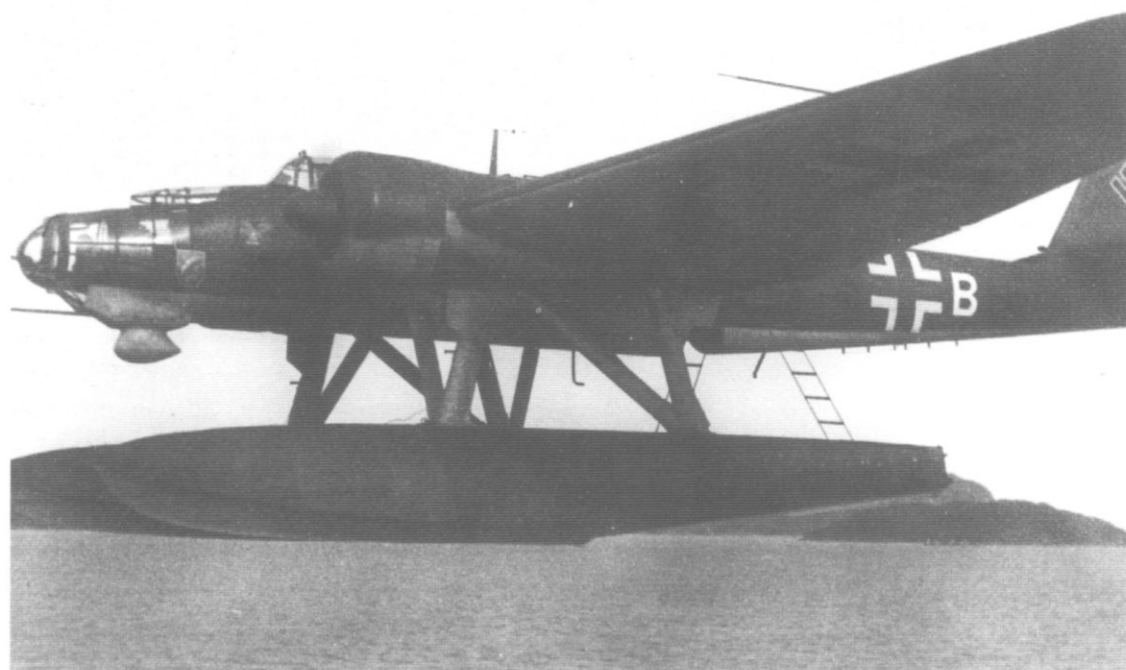


K6+OH of 1/Kü.Fl.Gr 406 taking off from Sørreisa, 1942.
(Scheibe)

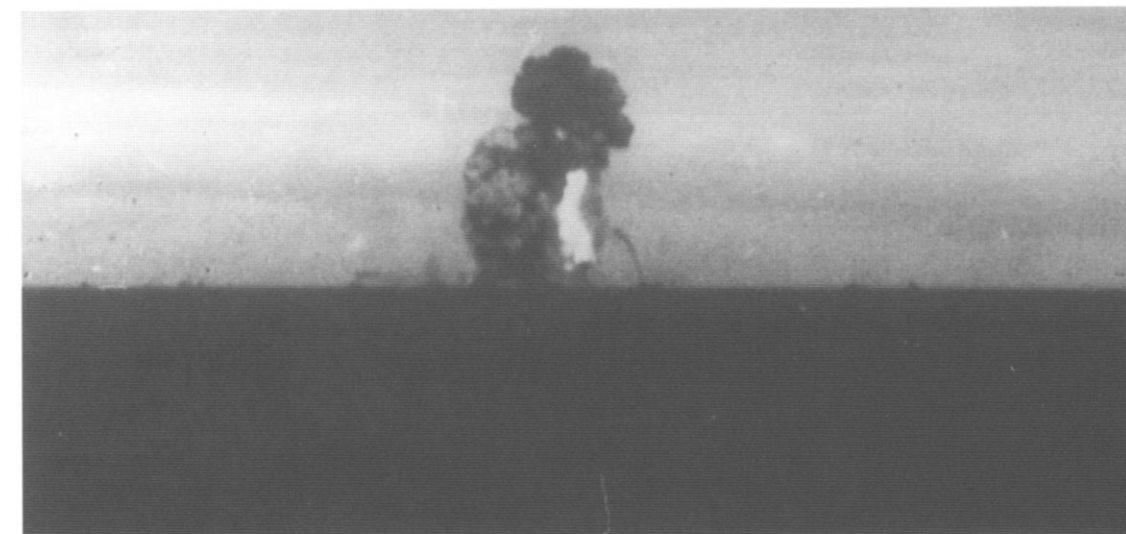
The views from the *Bordfunker's* position of a
He 115 of the coastline near Aalborg.
(Rosenbaum)



Lt zS Scheibe of 1/Kü.Fl.Gr 406, in the cockpit of a He 115 whilst
escorting the *Tirpitz* to the Lofoten Islands, 1942.
(Scheibe)



K6+BH of 1/Kü.Fl.Gr 406 off the coast of Norway, late 1941.
(Scheibe)



Photographed by a 1/Kü.Fl.Gr 406 He 115, a ship in the fated convoy PQ 17 explodes after having been torpedoed, 2 July 1942.
(Scheibe)

He 115 coded K6+IH captained by *Oblt* zS Burmeister picks up the crew of He 115 Wk Nr 2759 flown by the *St Kap* of 1/Kü.Fl.Gr 406, *Hptm* Herbert Vater, which had been shot down during the attack on PQ 17, 2 July 1942. *Hptm* Vater later became *Gr Kdr* of the maritime He 111 unit I/KG 26 from January to July 1943.
(Scheibe)





*Oblt zS Burmeister returning to Sørreisa with Hptm Vater, 2 July 1942.
(Scheibe)*

*Oblt zS Burmeister, 1/Kü.Fl.Gr 406.
(Scheibe)*



*1/Kü.Fl.Gr 406 in formation over Norway, 1942.
(Scheibe)*

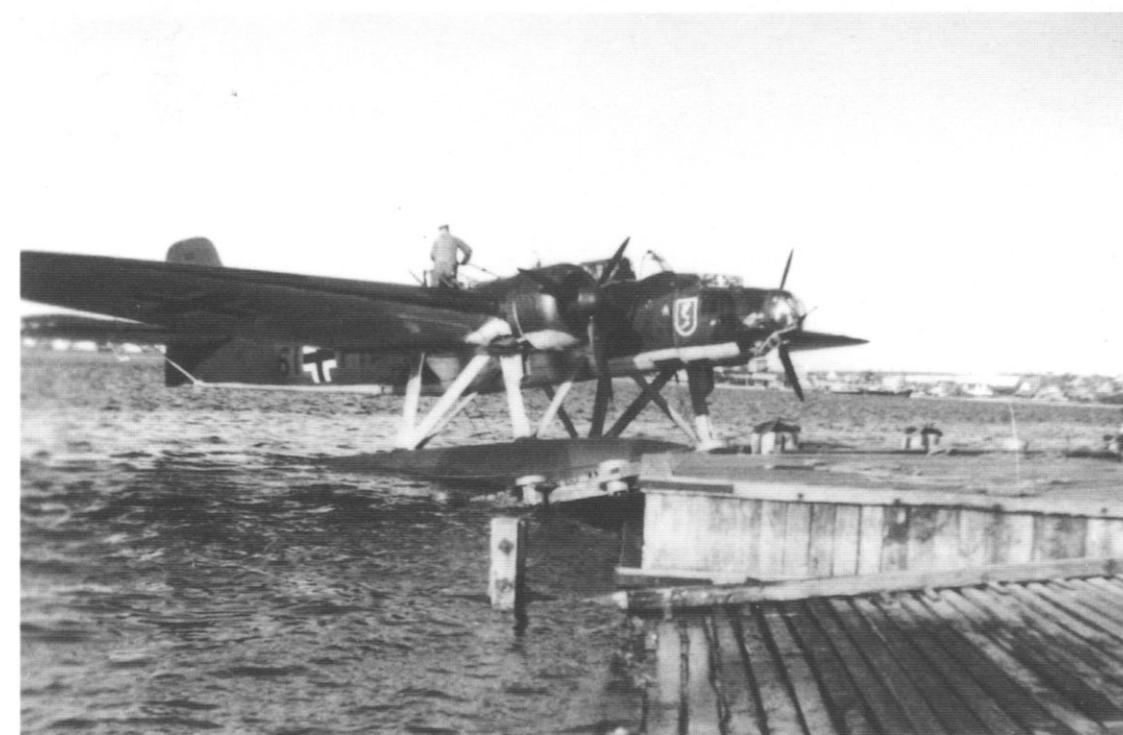
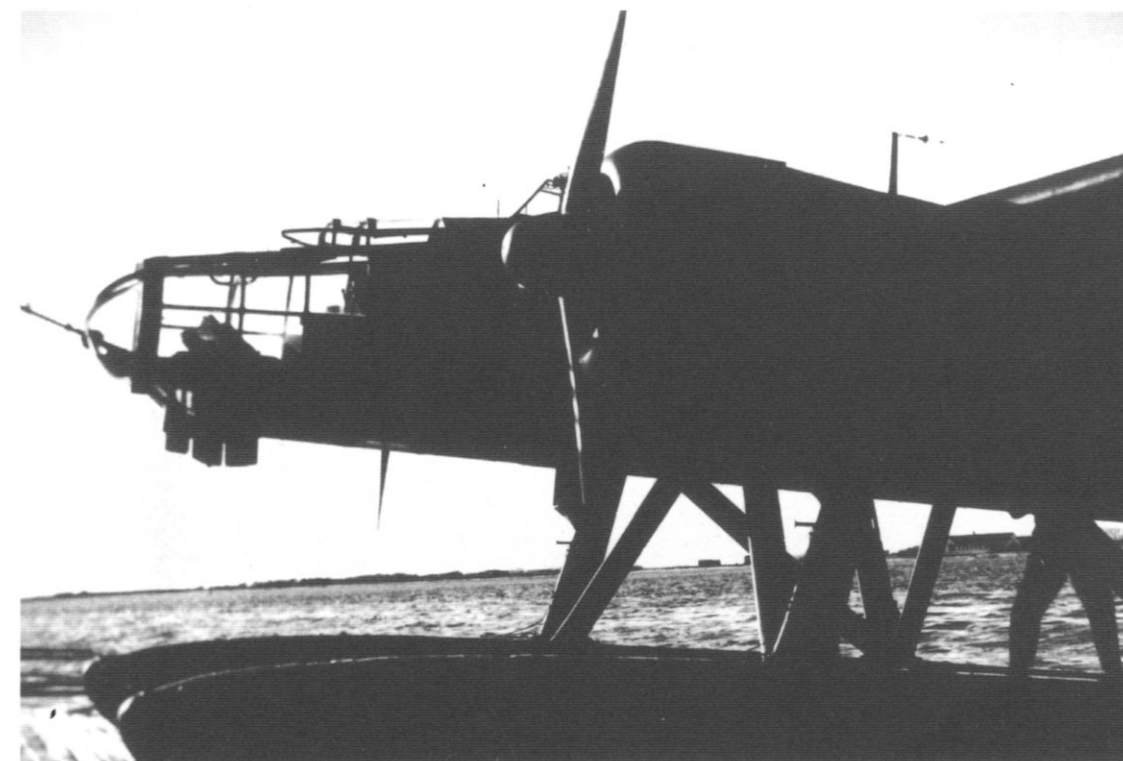
He 115s of 1 & 2/Kü.Fl.Gr 506, Trondheim, 1940.



HEINKEL



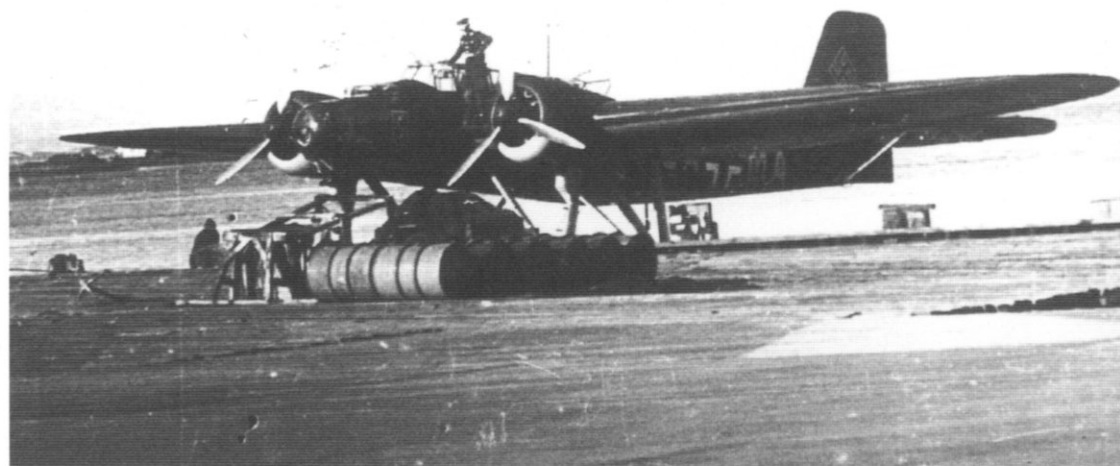
A series of photographs showing a He 115 B-1 coded 6I+AH of 1/Kü.Fl.Gr 706, clearly showing the harpooned shark badge on the nose and the individual aircraft letter 'A' on the bomb sight.
(Rosenbaum)



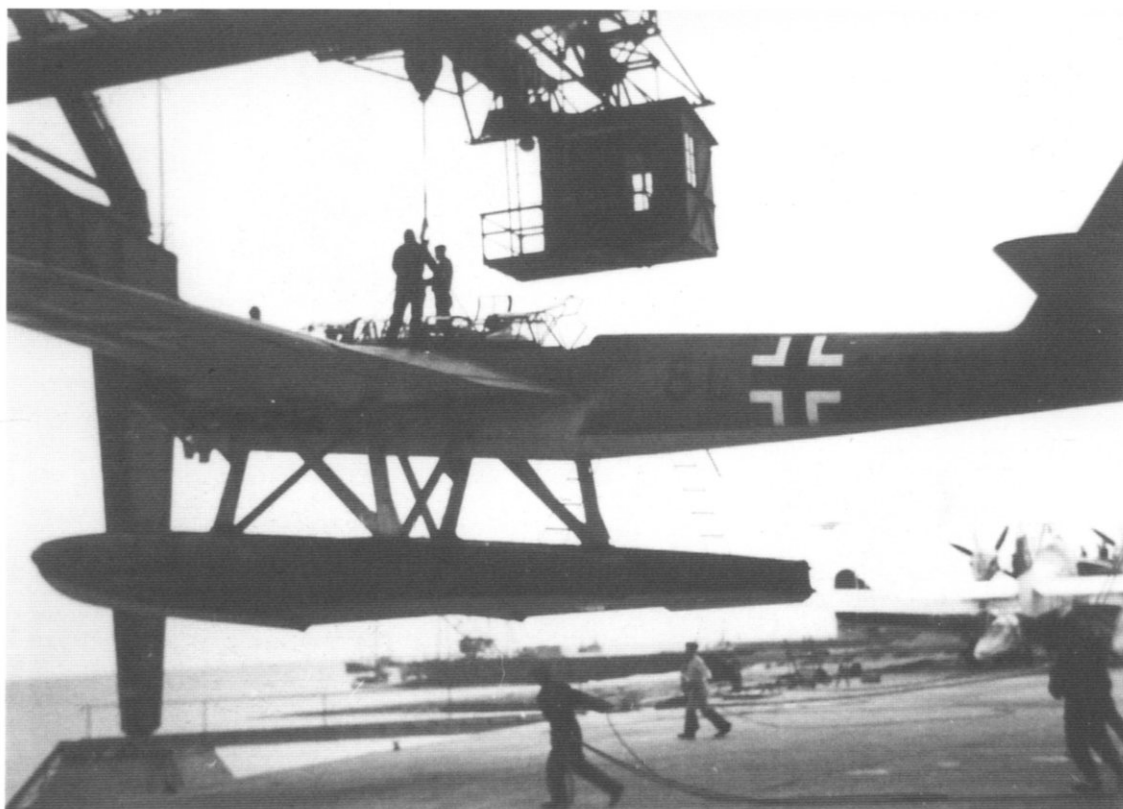


A He 115, probably from 1/Kü.Fl.Gr 506, flies over Brest-Lanvéoc, 1941.
(Peetz)

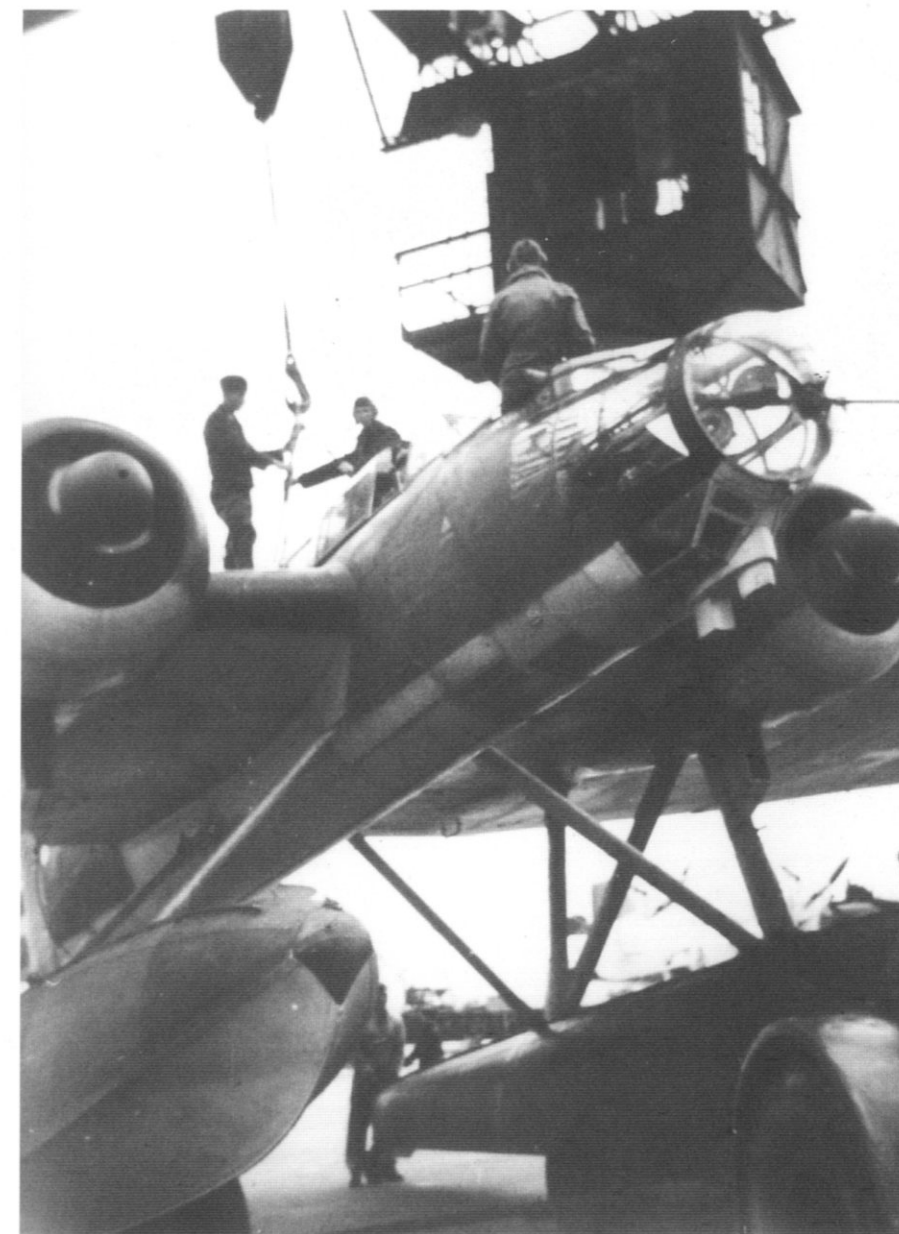
A He 115 B of 1/Kü.Fl.Gr 706, Aalborg, 1940.
(Thürling)



A He 115 B coded 8L+KH of 1/Kü.Fl.Gr 906 is winched ashore at Rügen, winter 1939-1940.



The crane positions the He 115 B ready for its next mission.



Safely ashore 8L+KH undergoes engine runs.



He 115 C-1, Wk Nr 2754 8L+GH of 1/Kü.Fl.Gr 906. This aircraft hit a hillside near Fraserburgh, Scotland on 16 September 1940 because of bad weather. Its crew, *Hptm* Heinrich Kothe (pilot), *Lt zS* Hans-Otto Aldus (observer) and *Uffz* Herbert Meissner (radio operator) were all captured.

(Aldus)



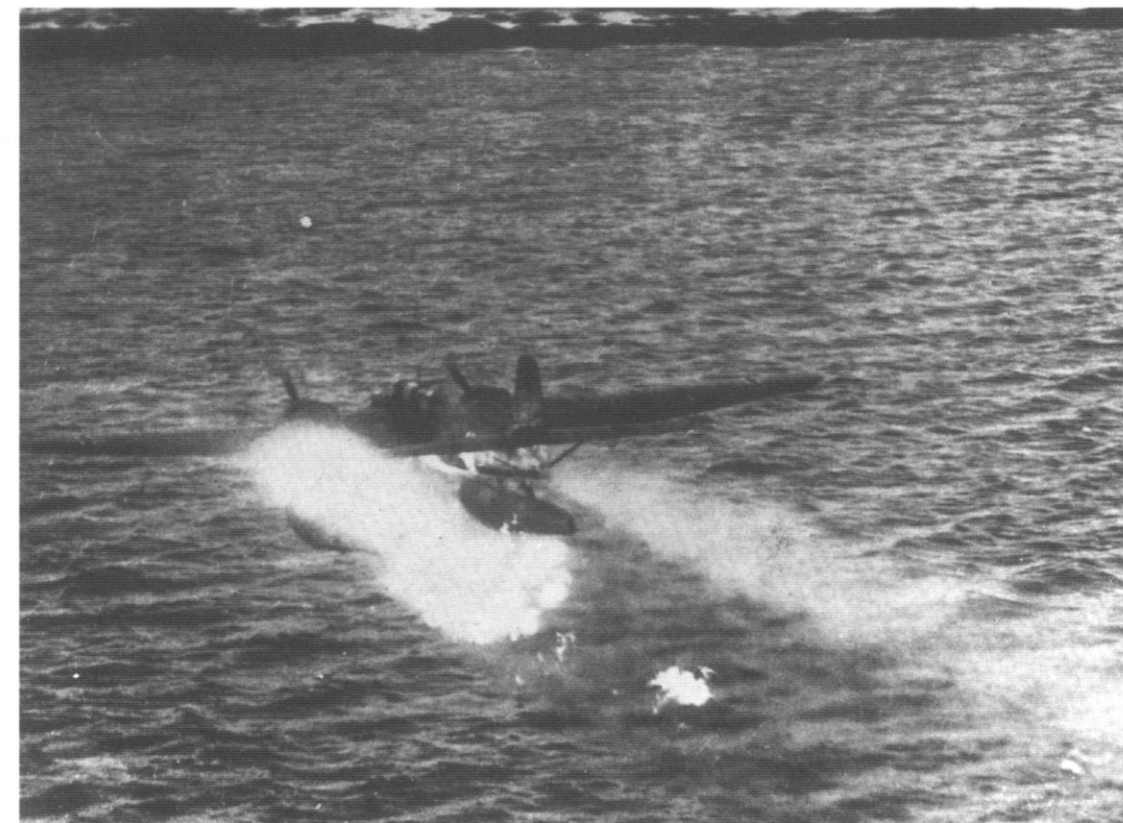
Crew being taken off He 115 coded 8L+BH of 1/Kü.Fl.Gr 906.
(Hadrich)



HEINKEL

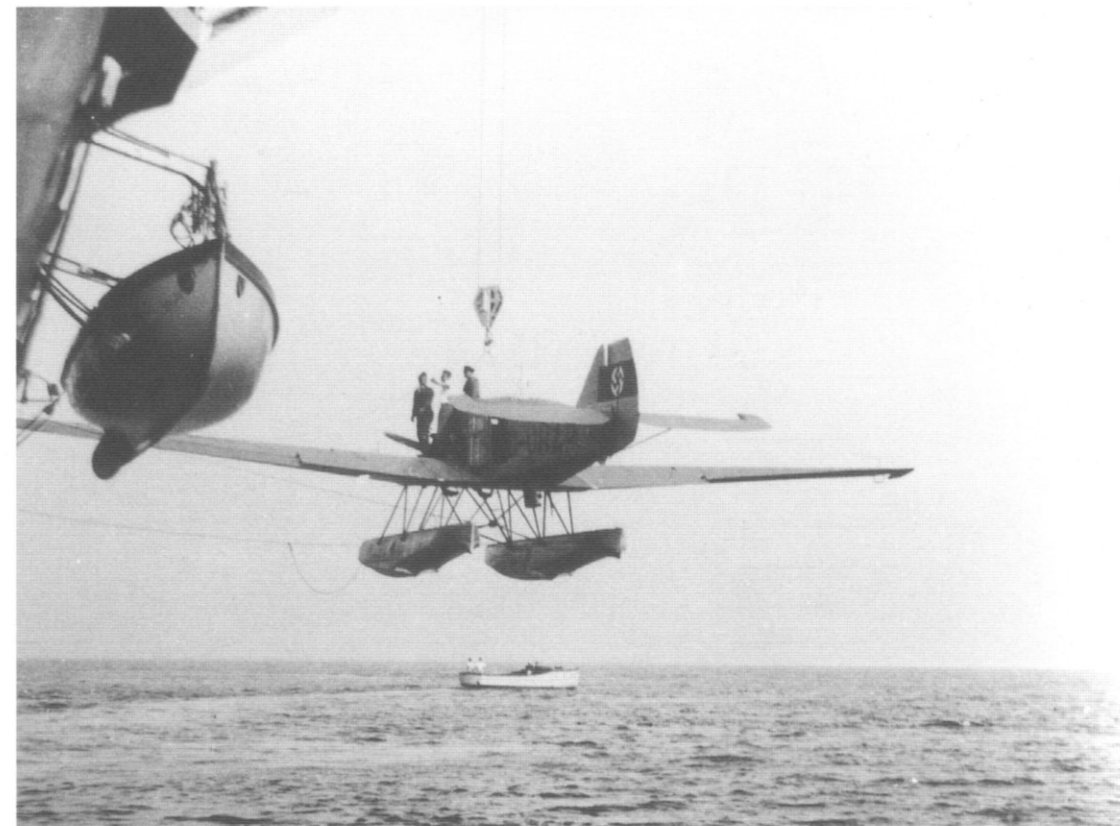


Occasionally confused with the He 115 in the Mediterranean theatre was the three-engined Cant Z506B, seen here from 146a SQ RM at Elmas, Sardinia in August 1942. The *Luftwaffe* did use captured Cant Z506 Bs from late 1943 onwards.
(Hauschnik)

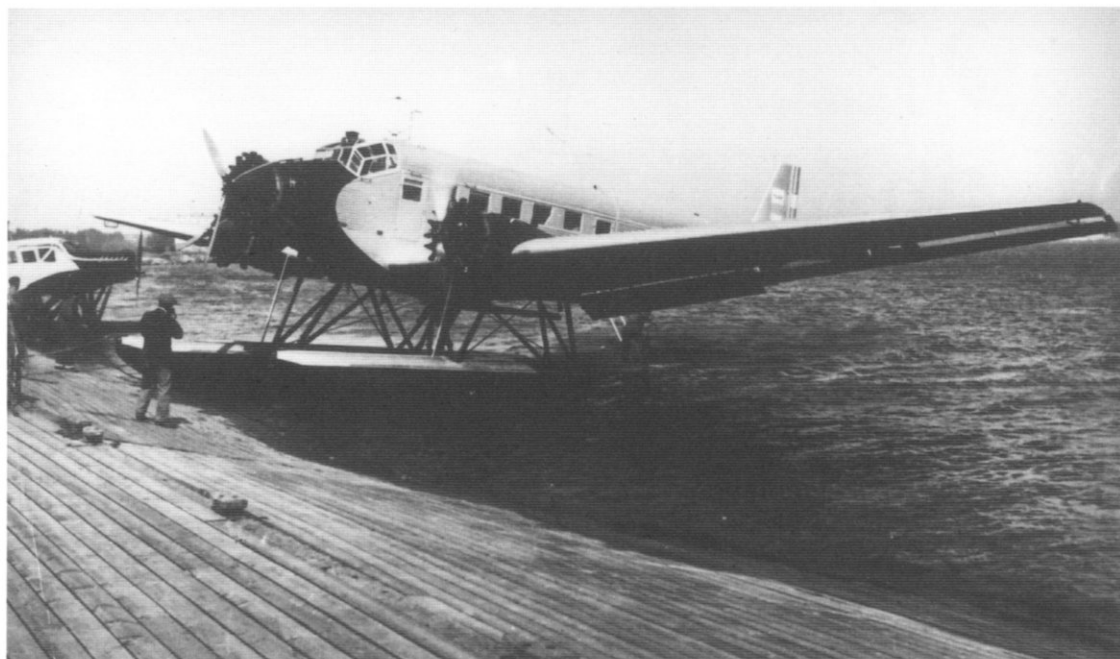


A dramatic photo showing the last moments of He 115 Wk Nr 20383 coded K6+CH of 1/Kü.Fl.Gr 406. It was shot down by Norwegians Lt Hans Engebristen (pilot) and Lt D Jonassen (navigator) in Mosquito HP863 coded P of 333 Squadron at 0956 hours on 6 February 1944 whilst on a training flight from Stavanger to Trondheim. The seaplane crashed near Bremanger killing Lt Heinz Scholmann (observer), Ofw Hermann Borgards (pilot), Uffz Heinz Piechocki (radio operator) and Uffz Konrad Esser (flight engineer).

JUNKERS



The Junkers Ju 46 (W 34) was obsolete by the start of the war; here D-UHAR is being brought onboard the cruiser *Admiral Scheer*.

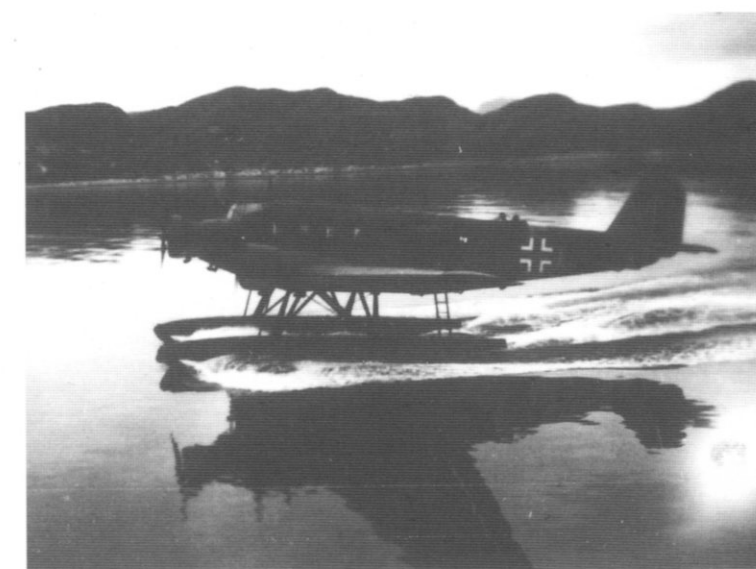


The Ju 52/3m was quickly pressed into military service when war was declared, particularly with *K.Gr.z.b.V* 108. The tail of this aircraft appears to carry a red cross.
(EADS Deutschland GmbH)



The *Kriegsmarine* Admiral responsible for the seas around northern Norway visits 1/*Kü.Fl.Gr* 406 at Sørreisa by means of a Ju 52/3m of an unidentified unit, 1942-1943.
(Scheibe)

A Ju 52/3m seen taxiing down an unidentified Norwegian fjord.





Under new management.
A Ju 52/3m in Norwegian
markings, late 1945.

A Ju 52/3m (See) g5e seen at Flåy Island, Bergen, June 1940.
(via Münter)



A Ju 52/3m (See) seen at Bergen – the badge is a polar bear on three
floating icebergs with the setting sun behind it.
(via Münter)



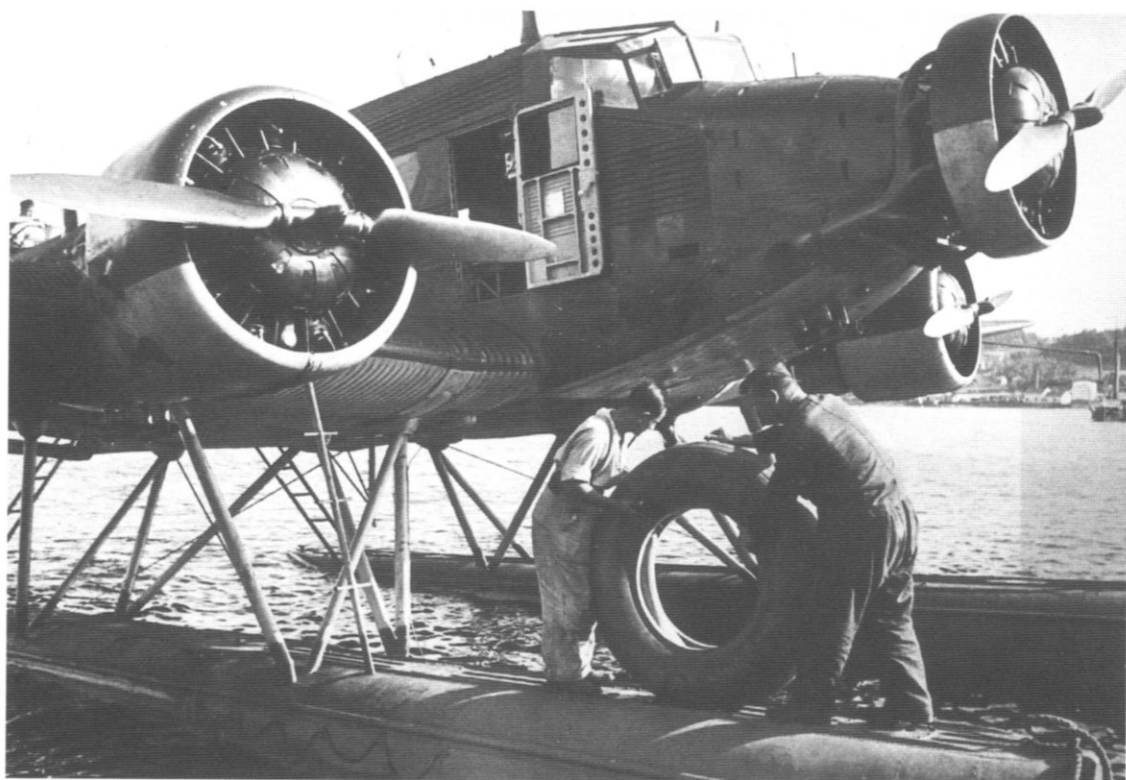
A Ju 52/3m (See) seen at Flåy Island, June 1940. The first two letters of the code appear to be 'TF'.

(via Münter)



A mixture of military and civilian markings seen on Ju 52/3m (See)s at Bergen, 1940 – 1941; the white Ju 52 is coded D-AKIY and carries an inscription along the fuselage. The Ju 52 to the right appears to be coded D-AQUR.

(via Münter)

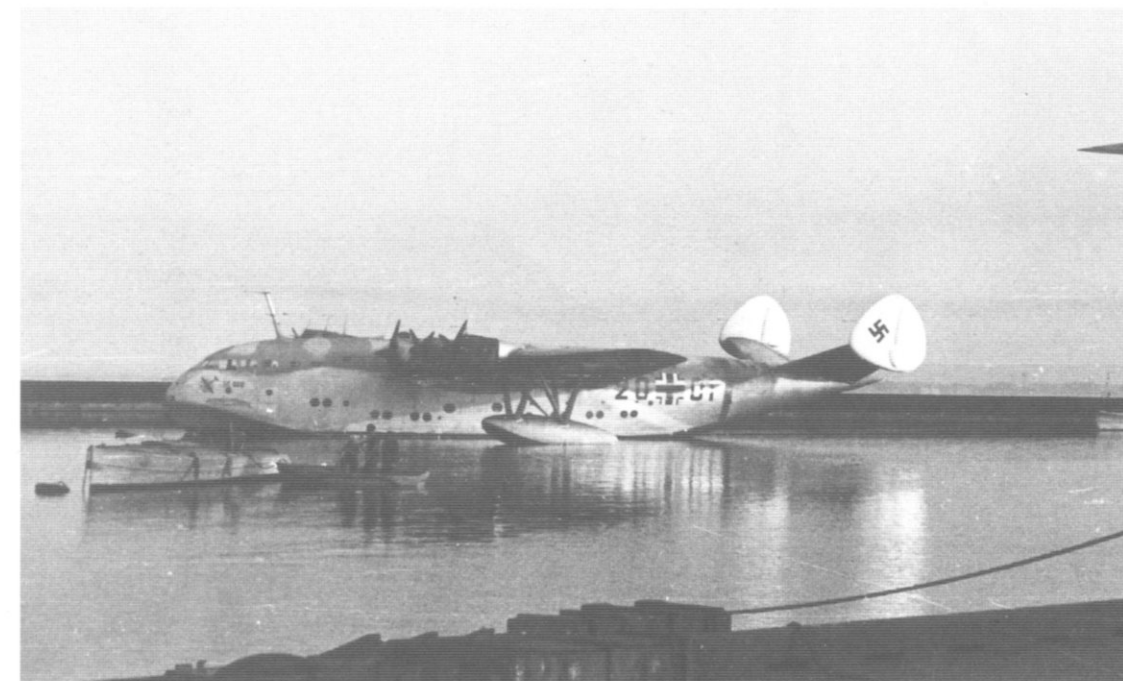


A Ju 52/3m (See) being used to transport an aircraft main wheel tyre; unit, date and location is not recorded.
(Griehl)

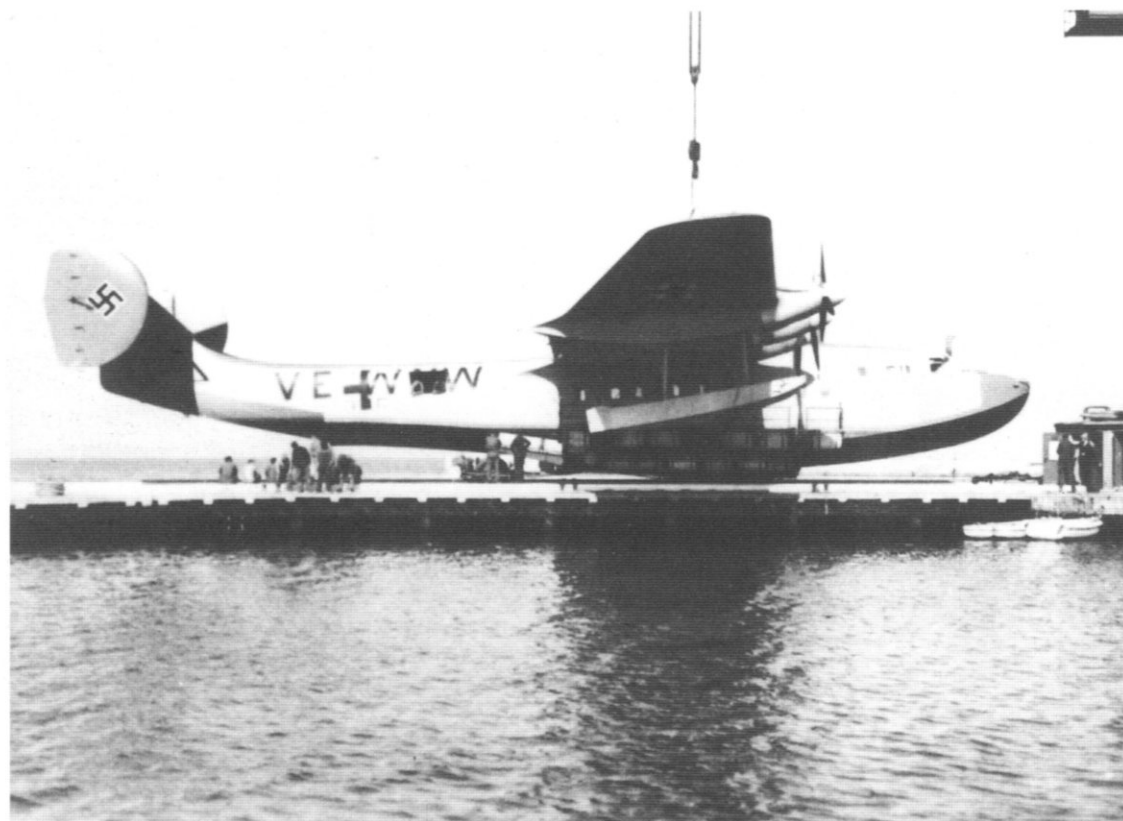


A Ju 52/3m (See) in its pre-war camouflage; it is believed that this aircraft has been carrying high-ranking officers hence the flag by the aerial mast on the top of the fuselage.
(Griehl)

MISCELLANEOUS

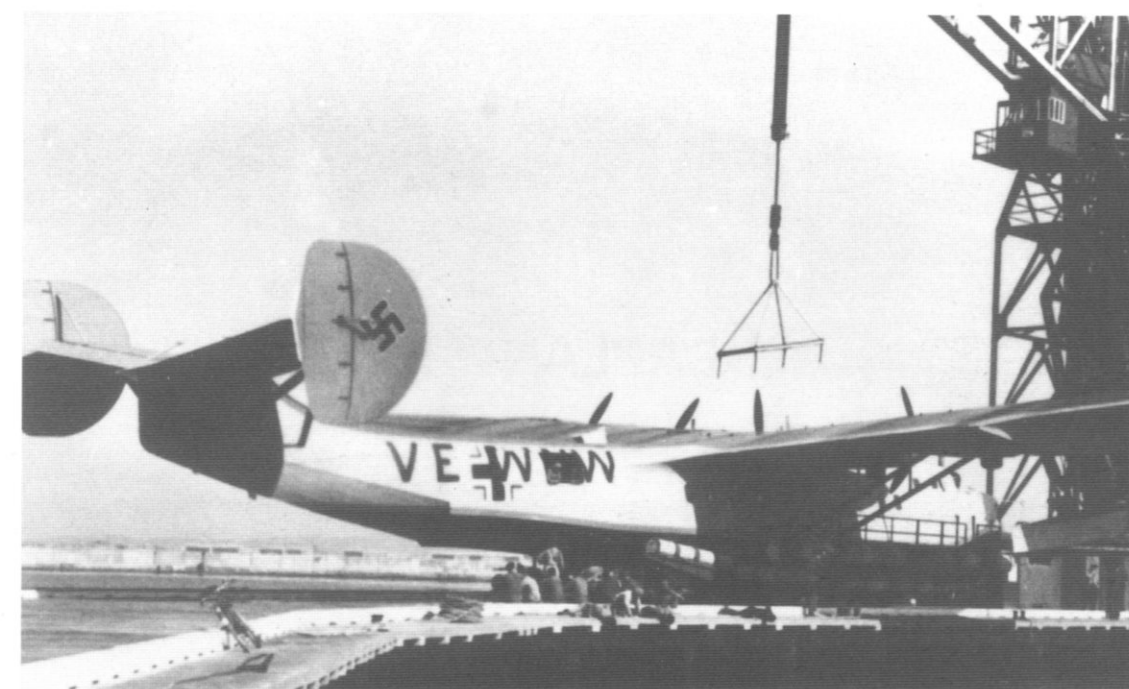


This captured French seaplane was the radial-engined SCNASE SE 200. Coded 20+01, it was flown to Germany in January 1944 but during April 1944 was sunk at its moorings on Lake Constance by unidentified Allied fighters; its remains were salvaged in the 1950s. (Griehl)



VE+WW was a six-engined French CAMS-Potez 161 flying boat. It was flown to Germany in 1944 where its intended purpose was thought to have been as a 'Mistel' carrier for attacks on mainland targets, such as the USA. It would have had a smaller aircraft on top which would control the unmanned flying 'bomb'; the smaller aircraft would cast off, leaving the CAMS-Potez 161 to explode on its target. Before this could be trialled, on 17 September 1944, the seaplane was destroyed at its moorings at Bug on the island of Rügen in the Baltic by unidentified Allied fighters.

(Griehl)



SEAPLANE AIRCREW



Happier times. *Hptm* Kurt Kroll, *St Kap* of 2/126, is congratulated on returning from his 2000th flight. Kroll was an experienced seaplane pilot, receiving the *Deutsches Kreuz in Gold* for his efforts on 16 May 1944. As he is already wearing this award in these photos, it would date the photographs as early summer 1944. It is believed that Kurt Kroll survived the war.

(*Steinbrecher*)



Beginning and end. Trainee seaplane aircrew seen at *Fliegerwaffenschule (See) 1*, Parow, autumn 1940; a number of these, such as *Ofhr* Wilhelm Rosenbaum (front 4th from left) later transferred to the *Luftwaffe* from the *Kriegsmarine*.

(*Rosenbaum*)

Another pilot is welcomed back – *ObLt* zS Burmeister of *1/Kü.Fl.Gr 406* is toasted on returning from his 100th operational flight, July 1942.

(*Scheibe*)



Ofw Cletus Lechner of *2/125* sporting an unusual form of flying helmet.

(*Lechner*)

A new *Luftwaffe* Lt Rosenbaum
(left) shortly after transferring.
(Rosenbaum)



1/B.Fl.Gr 196, 1944. *Obt* Rosenbaum,
(centre) still smiling but looking much older.
(Rosenbaum)



German seaplanes were finding it too hard to continue operating
faced with Allied air superiority, so many seaplane aircrew found
themselves on other duties as the end of the war approached. *Obt*
Rosenbaum ended the war on the staff of *Flugzeugführerschule* (See)
1 Warnemünde which trained new pilots on the Bücker 181.
(Rosenbaum)

Fuel and transport was in such short supply in the latter months of the
war that even cattle had to be used to move the aircraft.
(Rosenbaum)



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