



During the 30-31 March 1944 Nürnberg raid, engaged in his 16th Feindflug, Uffz. Kleebauer of 8./NJG2 achieved his first confirmed victory. He is seen here as a Feldwebel in July 1944 (Coll. Veit Scherzer).

at around 00.45 hrs). *We have a hit in the port wing, the port spinner is dented. We had taken off from Laon-Athies at 23.26 and landed at Langendiebach at 01.55, it was my 103rd operational sortie. Our Gruppe has seven Abschüsse.* Schmidt's 18th Abschuss was *anerkannt* on 12 July 1944 for his 15th confirmed victory.

Another *Experte* who scored in the Vogelsberg area was the *Staffelkapitän* of 11./NJG5 Hptm. Gustav Tham flying in a Bf110 G-4. Some 25 years later, he recorded, *'Once airborne shortly before midnight, we received information on the altitude and direction of the raid and Schweinfurt as the most probable target. The night was clear with very good visibility. My initial hunting area must have been pretty well at the northern edge of the bomber stream because I observed some kills to the south of me. I therefore turned more south and at approximately 00.30 hrs my Funker reported a blip on the SN-2. The blip was in front of us, altitude 5,800 m, distance approx. 300 m. I increased speed, descended to a height some 100 m lower than my adversary and about two minutes later, I got a visual on the shadowy outline of a four-engined Lancaster. I decided to give him a burst with the vertical 20 mm guns. Sneaking below the bomber I equalised speed and fired. Immediately, the whole right wing was burning brightly, the bomber turned in a flat spin and crashed about one minute later in the vicinity of the 'Vogelsberg'.* (207 Squadron Lancaster LM436, crashed and exploded with a full bomb load at Freiensteinau at 00.35 hrs, author's note).

Continuing our search, my Bordfunker soon reported our Radar unserviceable, and we were forced to hunt visually. At 01.00 hrs I suddenly observed the exhaust flames of a second Lancaster flying right in front of me, altitude 6,000 m, distance approx. 150 m. I opened fire immediately with my forward-firing armament and saw flames erupting in the fuselage and left wing. After my attack, and while the aircraft started going down, Schweinfurt-based searchlights caught the burning aircraft in their cones and followed the bomber down until it crashed some 20 km north of Schweinfurt. (207 Squadron Lancaster ND568, crashed with great force near Schweinfurt, author's note).

In addition to the mass of twin-engined *Zahme Sau* Gruppen that was sent up by the I. Jagdkorps, elements of all three single-engined *Wilde Sau* Geschwader were also employed. Under 3. JD control, some 20 Bf109s of I./JG300 became airborne from Bonn-Hangelar between 23.55 and 00.10 hrs and flew to light beacon *Otto*, where they were joined by the Fw190s of II./JG300 from Rheine.

Accompanied by his regular crew of Ofw. Hubert Varzecha (BF) and Fw. Max Mayer (BM), Hptm. Heinz-Horst Hissbach, St.Kpt. of 5./NJG2 flying a Ju88, reported two *Viermot* Abschüsse in just four minutes, both of which were later *anerkannt*. The Hissbach crew amassed 27 Abschüsse plus four rejected claims before they were killed in action in mid-April 1945. Oblt. Dieter Schmidt, St.Kpt. of 8./NJG1 flying in Bf110 G-4 G9+CS with his regular crew of Fw. Schönfeld (BF) and Fw. Schlosser (BS) claimed a Halifax shot down at 00.49 hrs at Vogelsberg.

'We were on our way to radio beacon Ida. A bright moon shone in the west, first quarter, and was not due to set for another two hours. Will the Tommy really come? They are coming!!! Suddenly we are right in amongst them, course 120° to 150°, Flak fire, a bomber is going down! And another one! More and more! We also soon have one in front of us. I am not accustomed to the prevailing bright light and fire at too great a range, Missed! With the second burst there is only a miserable bum-bum, the guns have failed! I break off briefly, reload, test fire, partial success - two cannon had failed completely. Now my adversary's gone! Abschüsse all around us, wild dogfights, 'There's one behind us', 'Break off', 'Flak to starboard!' 'No, aircraft guns!' It's a madhouse, aircraft exchanging fire everywhere, bombs and aircraft falling all around, a night such as this I had never experienced before. 00.45 hrs, I am flying at an altitude of 5700 metres. 'Look out, one coming from port, 300, 200 metres'. He passed in front of us, I had almost rammed him! Turn in at him, full throttle, 100 metres, he turns, I take better aim, a little deflection, fire, he passes through the burst from the right and catches fire at once in the fuselage and starboard inner engine, that's enough for him. I pass to the right, he returns the fire. I break off, see the roundels, believe I recognize the letters N and MP or NP (author's note: actually MP-W), then he is behind us to port. It goes down to crash at 00.49, some 50-100 km north-west of Würzburg in the mountains and on the approach to Nürnberg. We later hear that the Halifax crashed at Vogelsberg (author's note: 76 Squadron Halifax LW647 impacted at Niedermoos



Tame Boar. In early 1944 this Bf110 G-4 of 10./NJG3, D5+BV ('Berta') was the regular mount of Lt. Walter Briegleb, who achieved his confirmed victories, numbers 2 to 4 (between March and May 1944) in this aircraft. Note the auxiliary tanks for long endurance on the Tame Boar missions, the large antennae of the SN-2 Radar, and the exhaust flame dampers on the left DB 605 engine. No *Schräge Musik* armament has been fitted to this aircraft yet. Posing at Sylt airfield in March 1944, are from left: Ogefr. Walter Bräunlich (BM/BS); Lt. Walter Briegleb (pilot), and Ogefr. Brandt (BF). The crew converted to the Ju88 G-1 in May 1944, achieving another 20 nighttime Abschüsse on the Ju88 G-1 and G-6 during the last year of the war (Coll. Walter Briegleb).

Both Gruppen were then directed on to Frankfurt am Main. Here, they were soon ordered to land. The Bf109s of III./JG300, based at Rheine and Wiesbaden-Erbenheim, were assembled by the 3. JD controllers at *Leuchfeuer* (light beacon) *Nordpol* (near Wittenberg, east of Dessau) and fed into the stream. These fighters were instructed to land in central Germany after having accomplished their mission. 2. JD contributed one single-engined Gruppe (III./JG302) from Oldenburg, which was assembled at light beacon *Otto*, but this unit was soon forced to land because the flight range of its Bf109 G-6s was too limited. Finally, 1. JD sent up three single-engined Gruppen (II./JG302 from Ludwigslust, III./JG301 from Zerst and I./JG302 from Jüterbog), and assembled these *Wilde Säue* at light beacon *Nordpol*. These fighters only saw limited action, as they were ordered to land again after the attack on Nürnberg had begun. Fw. Möckel of 6./NJG2 comments,

'The single-engine Wilde Sau fighters would have had, given the bright conditions before midnight, the same conditions as day-fighting and would certainly have scored some victories. But they weren't ordered off from Bonn until after midnight, and then not to the nearby Ida beacon, where there were still opportunities, but to the Otto beacon. And so the completely incomprehensible result: no Wilde Sau successes before the Rhine!

Some of the single-engine fighters apparently weren't even brought into action, I remember that after my victory, during which I'd unexpectedly emptied my guns, I landed in Düsseldorf in the hope of getting a full new magazine for my single 15mm MG (Hannes my engineer did actually find one). I parked my machine and went to report to the airfield command post. A very impressive young officer in full flying gear was half-sitting on a table in the ready room, he saw my flying suit as well as the flying helmet in my hand and asked me, 'Where the hell have you come from?' 'Sir! Fw. Moeckel, 6./NJG2. I respectfully report that I have landed after operations against the enemy to re-arm. I shot down a Lancaster at 00.25 hours. I shall take off again immediately!' When we were on operations, we didn't require prior permission from the controllers to land at other bases. He simply replied, 'Are you trying to wind me up?' He and his Staffel were still waiting for the green light!

Heavy bomber crews were credited with the shooting down of five *Nachtjäger* on the outward track: a Bf109 by Halifax LW696 of 76 Squadron near Duisburg at 00.16 hrs, a Fw190 by Halifax LV795 of 78 Squadron west of Giessen at 00.49 hrs, a Bf109 by 106 Squadron Lancaster JB664 north of Frankfurt at 00.52 hrs (probably Bf109 G-6 'Black 4' of 8./JG302 that crashed in flames at Lischeid ca. 00.45-01.00 hrs, Ofw. Hill, a former flying instructor being killed on his very first *Feindflug*), an Me110 by 166 Squadron Lancaster ND628 near Bamberg at 01.12 hrs, and, finally, a Ju88 by the mid-upper gunner of 12 Squadron Lancaster ME642, the *Nachtjäger* being seen to disintegrate in a large yellow explosion 50 km north of Nürnberg at 01.10 hrs. ME642 was extensively damaged in this combat and in an earlier encounter with a Ju88 50 km north of Frankfurt at 00.36 hrs and barely managed to struggle back to the UK, where it landed at West Malling, the first available airfield.

Only three twin-engined Nachtjäger were actually lost in return fire during the bombers' outward-bound flight. Two Bf110 F-4s of 4./NJG4 were shot down at Ordonnaz (Fw. Fritz Lehmann and crew killed) and at Lyon airfield (Hptm. Söthe injured in return fire from a bomber's rear gunner), whilst Bf110 G-4 D5+LT of 9./NJG3 in the hands of Lt. Hans Raum was shot down SW of Siegen at 00.40 hrs. Lt. Raum, who had destroyed four outward-bound Nürnberg raiders in only 15 minutes (all *anerkannt* on 19 June and 5 September 1944 for his 6th - 9th confirmed victories), managed to bale out wounded; his crew perished in the crash at Roth. Hans Raum survived the war as St.Kpt. of 9./NJG3 with a tally of 12 Abschüsse and one rejected claim. A fourth twin-engined night fighter, a Ju88 C-6 in the hands of Oblt. Ruprecht Pantzer of 4./NJG3, was destroyed by 239 Squadron Mosquito DZ661 10 km south of Bayreuth at 00.15 hrs. The Nachtjagd pilot was wounded, but along with his *Bordfunker* and gunner was able to bale out safely.

At 01.08 hrs, two minutes before Zero Hour, the running commentary controllers of the I. Jagdkorps announced Nürnberg as the Main Force target. Over Nürnberg, 14 combats with twin-engined Nachtjäger and another five with single-engined fighters occurred, four bombers being shot down. Flak accounted for two bombers destroyed:

-101 Sqn Lancaster DV276: hit by 1.-8./schw. Flak Abt. 522, schw. Flakbatt. z.b.V. 6243 and schw. Flakbatt. z.b.V. 6249, crashed at Röthenbach at 01.28 hrs.

-424 Sqn Halifax LV944: hit by 7. & 8./schw. Flak Abt. 639, 1./schw. Flak Abt. 905, 4. & 6./schw. Flak Abt. 482 and 1./schw. Flak Abt. 263, crashed at Falkenstein nr. Donnersdorf at 01.35 hrs.

JG300 filed 12 Abschüsse, including five over Nürnberg, but JG301 and JG302 each reported only one Abschuss. It must be noted that only two of the single-engined *Wilde Sau* Abschüsse were later confirmed. One of these concerns a claim by Lt. Gabler, St.Kpt. of 9./JG300, who flew a Bf109 G-6. At 01.25 hrs, Gabler intercepted 7 Squadron Lancaster JB722 which had almost reached the aiming point. In the exchange of fire, both aircraft went down; the British crew were all killed, the Wild Boar pilot baled out safely at Gutenberg near Gräfenberg. Another *Wilde Sau*, Bf109 G-6 'White 7' of 7./JG302 in the hands of Uffz. Erwin Völkel was shot down in an air combat near Mendhausen, some 150 km north of Nürnberg at Hildburghausen, the pilot being killed.

After the end of the war, General Schmid, AOC of the I. Jagdkorps, gave the following comments on the employment of the single-engined *Wilde Säue*,

'The single-engined fighters played no part in the overall success. They were unable to enter combat over Nürnberg because of their limited range, and were unable to participate in the pursuit because they were not equipped with Radar. The single-engined fighter units were ordered up so that they could defend Frankfurt am Main if necessary, or in case the British bombers should decide to attack targets in central Germany or the city of Berlin. The whole operation served to demonstrate once more that the effective employment of single-engined Wilde Sau depends on the following conditions:



Having achieved his 27th confirmed victory during the 30-31 March 1944 Nürnberg raid, Ofw. Scherfling of 12./NJG1 received the Ritterkreuz from General Schmid (on right) on 8 April 1944 at Jüterbog, Schmid's HQ (Coll. Herbert Scholz via Wim Govaerts).

1. Participating fighter aircraft must have a sufficiently long flight range to permit them complete independence in the selection of the best place to make their attack.

2. The probable targets selected for attack by the enemy must be identified fairly early during operations and with some degree of certainty. These two conditions were not obtained during the night of 30/31 March. The frequent course alterations of the bomber stream and the diversionary attacks carried out by the Mosquitoes effectively prevented our identifying the target to be attacked in time. The Headquarters of the I. Jagdkorps did not become aware until fairly late that Nürnberg was to be the target. The enemy bomber stream, thrown into confusion by the German fighter aircraft encountered during its approach flight, arrived piecemeal over Nürnberg and did not begin to attack immediately. This led the Headquarters of the I. Jagdkorps to assume that the attack was actually destined for some other target. By the time the air situation became clear, the single-engined units had already landed.'

Because the majority of the Nachtjagd aircraft had to break off the prolonged fight to refuel and re-arm, by the time the bomber stream had reached the Nürnberg area (planned time of attack was between 01.10 and 01.22 hrs), only some 24 twin-engined night fighters engaged the bombers on the return leg. These destroyed another 13 aircraft, two more 'heavies' (of 427 and 622 Squadron) being lost in a collision over Rachecourt, Aubange. In turn, the gunners on board 76 Squadron Halifax LW825 claimed an 'Me210' as probably shot down SW of Nürnberg at 01.38 hrs.

Uffz. Willi Kleebauer and his crew of 8./NJG2, flying a brand-new Ju88 R-2 coded R4+DS on their 16th *Feindflug*, followed the bomber stream out of the target area, when,

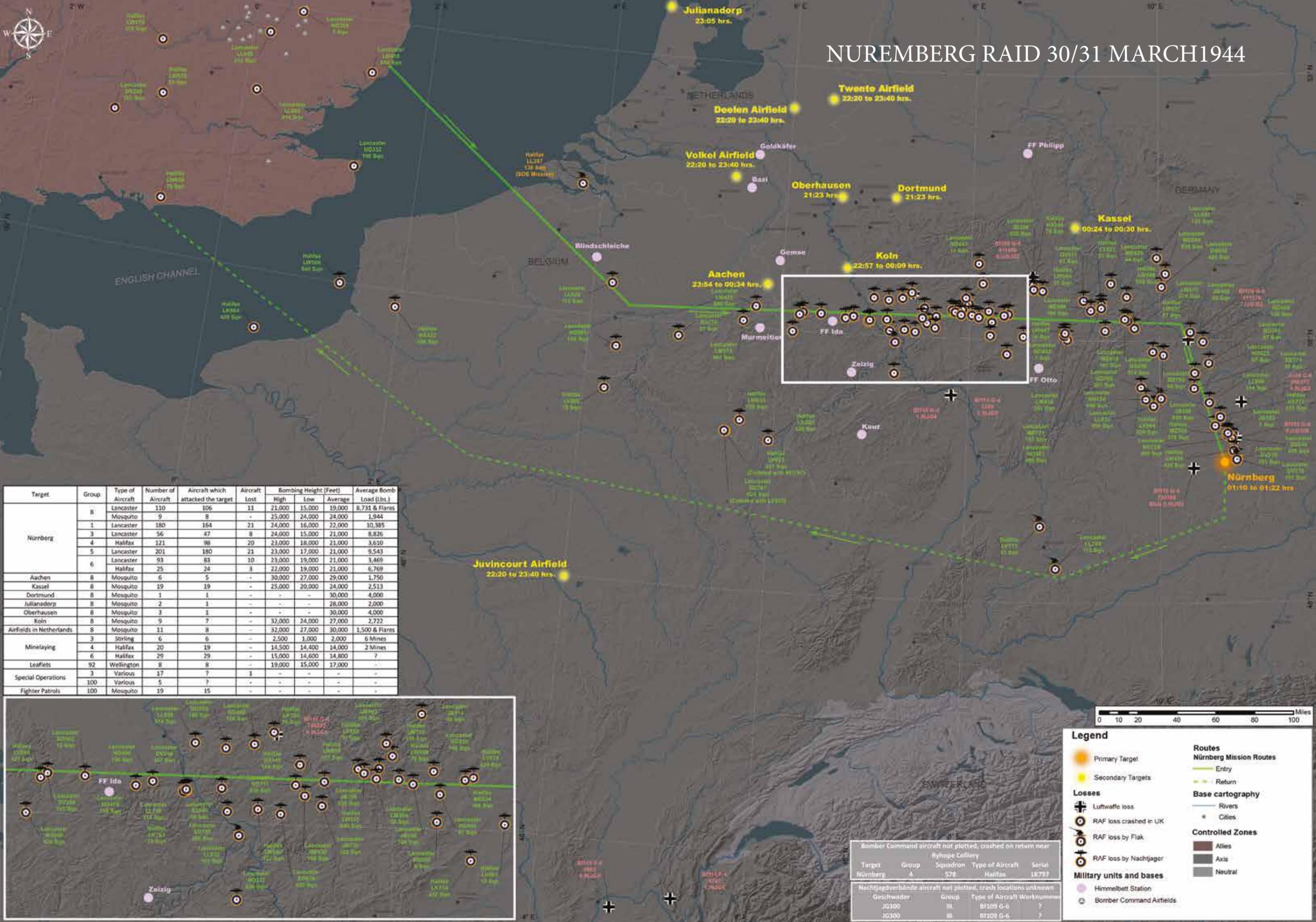
*'I've got one!' suddenly comes crackling through my headphones. That was Hans. He has a contact on his SN-2. On his screen he can see the range indications clearly and he leads me in towards the bomber. At the same time Gustl (BM) and I concentrate on staring forward into the darkness of the night. 'There he is, up ahead!' I shout. Gustl discovers him almost at the same instant. He's flying along calmly, a little higher than us. He hasn't seen us. I carefully push myself in closer to him until I'm in a good firing position beneath his port wing. The tension in the cockpit is almost palpable. I take the safety off and look up towards the Reflexvisier gunsight (for the *Schräge Musik*, author's note). Because the two MG 151s are fixed into position, I have to aim with the whole aircraft. I make a few more adjustments and push the firing button. The cannon immediately start hammering, the Junkers rattles and shakes and I see the flashes of strikes in the wing between the inner and outer engines. The wing soon begins to burn. The Halifax flies on straight for a little way, then it goes down in a steep spiral, one wing comes off and then it explodes in the air. My watch shows 02.05 hours. Hans and Gustl congratulate me. 'Well done!' Then Hans speaks up, all excited. 'I've got the next one!' And the game starts all over again. It's another Halifax. But this one's seen us. It's weaving and I have difficulty getting into firing position. The rear gunner has also drawn a good bead on us. I pull back on the throttles and increase the range, the rear gunner calms down. We can't see it any more, but Hans has the Halifax on his SN-2. We continue to peer about, everywhere there is the flash of tracer, Flak shells exploding beneath us, numerous fires on the ground. I go a little lower and let Hans guide me in again. This time it seems to be working. I push the Junkers very carefully below the starboard wing and let fly. The bomber pulls away below, stands on its head and crashes in flames at 02.11 hours.*

In the meantime, the 'traffic' has diminished noticeably, and it's time to start heading home. Then we see a bright point ahead of us. As we draw closer the point transforms itself into the smouldering engine of a badly shot-up Viermot. Carefully I draw up closer to it.

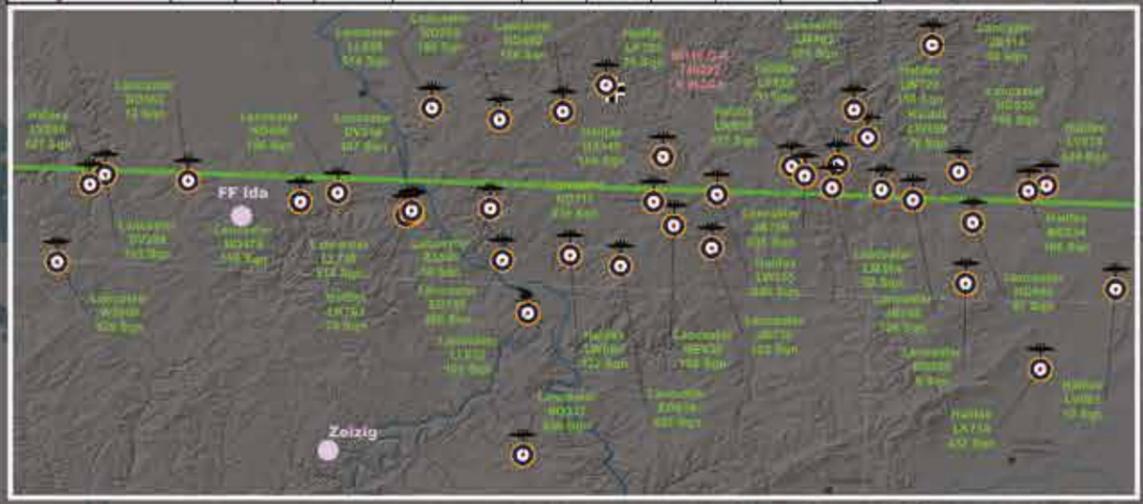


Ofw. Scherfling and his regular crew, taken on the occasion of the award of the Ritterkreuz to Scherfling. L-r: Fw. Scholz (BF), Ofw. Scherfling, Fw. Winkler (BS) (Coll. Wim Govaerts).

NUREMBERG RAID 30/31 MARCH 1944



Target	Group	Type of Aircraft	Number of Aircraft	Aircraft which attacked the target	Aircraft Lost	Bombing Height (Feet)			Average Load (Lbs.)
						High	Low	Average	
Nürnberg	8	Lancaster	110	106	11	21,000	15,000	19,000	8,731 & Flares
		Mosquito	9	8	-	25,000	24,000	24,000	1,944
	1	Lancaster	180	164	21	24,000	16,000	22,000	10,385
	3	Lancaster	56	47	8	24,000	15,000	21,000	8,826
	4	Halifax	121	98	20	23,000	18,000	21,000	3,610
	5	Lancaster	201	180	21	23,000	17,000	21,000	9,543
Aachen	8	Lancaster	93	83	10	23,000	19,000	21,000	3,469
		Halifax	25	24	3	22,000	19,000	21,000	6,769
Kassel	8	Mosquito	6	5	-	30,000	27,000	29,000	1,750
Dortmund	8	Mosquito	19	19	-	25,000	20,000	24,000	2,513
Julianadorp	8	Mosquito	1	1	-	-	-	30,000	4,000
Oberhausen	8	Mosquito	2	1	-	-	-	28,000	2,000
Köln	8	Mosquito	3	1	-	-	-	30,000	4,000
		Mosquito	9	7	-	32,000	24,000	27,000	2,722
Airfields in Netherlands	8	Mosquito	11	8	-	32,000	27,000	30,000	1,500 & Flares
Minelaying	3	Stirling	6	6	-	2,500	1,000	2,000	6 Mines
		Halifax	20	19	-	14,500	14,400	14,000	2 Mines
Leaflets	6	Halifax	29	29	-	15,000	14,600	14,800	7
		Wellington	8	8	-	19,000	15,000	17,000	-
Special Operations	3	Various	17	7	-	-	-	-	
Fighter Patrols	100	Various	5	?	-	-	-	-	
Fighter Patrols	100	Mosquito	19	15	-	-	-	-	



Bomber Command aircraft not plotted, crashed on return near Rynape Colliery

Target	Group	Squadron	Type of Aircraft	Serial
Nürnberg	4	578	Halifax	LR797

Nachtjagdverbände aircraft not plotted, crash locations unknown

Geschwader	Group	Type of Aircraft	Werknummer
JG300	III	Bf109 G-6	?
JG300	III	Bf109 G-6	?

0 10 20 40 60 80 100 Miles

Legend

- Primary Target
- Secondary Targets
- Losses
 - Luftwaffe loss
 - RAF loss crashed in UK
 - RAF loss by Flak
 - RAF loss by Nachtjäger
- Military units and bases
 - Himmelbett Station
 - Bomber Command Airfields
- Routes
 - Nürnberg Mission Routes
 - Entry
 - Return
- Base cartography
 - Rivers
 - Cities
 - Controlled Zones
 - Allies
 - Axis
 - Neutral

The barrels of the rear gunner's turret are pointing up to starboard. The turret looks shot to pieces. It's a badly damaged Lancaster that is just barely dragging itself along, losing height all the while. I go lower and push myself under the undamaged starboard wing, take aim through the Revi with the Schräge Musik at a point between the engines, take the safety catch off and push the firing button. The cannon rattle away, but fall silent after a short time. *Crap, I think to myself, I've missed, and I pull the Junkers away. Then I see that the wing has started to burn. The bomber first begins to turn, then goes down in a steep spiral, crashes and explodes on the ground at 02.35. But now it really is time to set course home. Our morale is exceptionally good, even euphoric. Over the headphones we hear dance music from the forces station at Calais and at 03.35 hours we land at Twente.*

Unfortunately, on 25 June the Reichsluftfahrtministerium officially recognised only one of my victory claims.' (A 514 Squadron Lancaster shot down just east of Bonn during the bombers' outward-bound flight, author's note).

Another successful Nachtjäger on the bombers' withdrawal flight was the crew of Hptm. Modrow and his BF Uffz. Schneider of 2./NJG1. Following an unsuccessful *Mosquito* einsatz in He219 A-2 G9+CK under *Himmelbett* control in *Raum Goldkäfer* earlier in the night, they were scrambled from Venlo for their 27th *Einsatz*, a *Zahme Sau* sortie in the same *Uhu* at 02.07 hrs. This time, they dispatched two Halifaxes near the French coast, for their first two victories, and fought an undecided *Feindberührung* before returning to Venlo again at 05.41 hrs. The I. Jagdkorps Radar plotters reported the last returning bombers passing over the mouth of the River Somme at 04.54 hrs.

A 138 Squadron Halifax that used the Nürnberg raid as cover for an agent-dropping mission near Antwerpen was shot down by Flushing-based Flak whilst nearing the dropping zone, and one Main Force bomber was destroyed by Flak on the homeward-bound flight:

-138 Sqn Halifax LL287: hit by light Flak of II. & III./4./lei. Flak Abt. 847 (o), ditched in sea 3 km SE of 's-Gravenpolder at 02.00 hrs.

-51 Sqn Halifax LV777: hit by 4. & 6./schw. Flak Abt. 436, 2./schw. Flak Abt. 525, 4./schw. Flak Abt. 241, 4./gem. Flak Abt. 265 and 4./schw. Flak Abt. 906, crashed at Bietigheim at 02.33 hrs.

The *Staffelkapitän* of 4./NJG1 Oblt. Lau concludes his story,

'Soon we recognised the target: it was Nürnberg again. As we came nearer, I noticed that the bombs were falling further and further short. When we were over the target we could no longer see any bomb bursts. We flew over the burning city at about 7,000 m altitude, so that against the bright light we might perhaps spot the direction of the departing bombers. We didn't see another one, though.

For the moment our 'Reportage' from the ground wasn't good because currently the situation wasn't clear to the controllers either. With a 'good luck' we set course westward. For about half an hour we made the effort to obtain a contact or get a 'chance encounter' with a bomber. In vain, however. As a result I decided to land in Langendiebach.

There was major landing activity at the airfield. Many night fighters that had seen action wound up there. Since we'd been late in taking off and in consequence didn't have a fuel emergency, we gave way to our comrades and hung around close to the airfield. After nearly all our comrades were down, we went in for a landing. We set down at 02.25 on 31 March. On the morning of the 31st we flew back to Athies. Around midday we learned that that about 130 bombers had been shot down overnight.'

The final Nachtjagd Abschuß for the night was achieved by the *Kommodore* of KG51 Major Meister, who claimed a 'Fortress' destroyed to the east of Cambridge during an intruder sortie over East Anglia. In fact, this was a 12 Squadron Lancaster that was severely damaged in the encounter, but made a safe landing at RAF Wickenby. During February and March 1944, the Me410 equipped KG51 'Edelweiss' had been involved in nuisance bombing attacks to the UK, mainly against London. Starting on the night of 30-31 March 1944, the II. Gruppe of KG51 embarked upon a series of successful *Fernnachtjagd* operations over Eastern England, which would last until well into the summer of 1944. The aircraft were not fitted with AI Radar or other search equipment, the German crews having to rely on the old 'mark-one eyeball' to find their quarries. On this maiden intruder operation, seven Me410 crews were employed, whilst an eighth crew flew a *Nahnachtjagd* sortie over Belgium, all crews returning safely to their bases.

During landing incidents, four Bf110 G-4s and a Ju88 were damaged or destroyed. A Ju88 of the *Luftbeobachterstaffel* of NJG6, in the hands of Ofw. Launer, was 40% damaged during a forced landing at Mainz-Finthen (the pilot being injured), a Bf110 G-4 of 1./NJG6 also crash-landing at Finthen, the *Bordschütze* being injured in the process. Two other Bf110 G-4s of 1./NJG6 collided in the circuit of Finthen, one aircraft being written off and all six crew members receiving injuries. Finally, Bf110 G-4 C9+AN of II./NJG5 somersaulted on landing at Unterschluersbach, killing the crew's *Bordschütze*.

In all, the Nachtjagd submitted 120 claims for heavy bombers destroyed on 30-31 March 1944 to the *Abschußkommission*, and the Flak arm ten Abschuße for 'heavies' shot down. After evaluation, 114 of the Nachtjagd Abschuße and three Flak claims were officially confirmed as full victories by the *Abschußkommission*. Seven Flak Abschuße were either shared with contesting Nachtjäger, or credited solely to night fighters. In fact, Bomber Command losses amounted to 95 heavy bombers, 64 Lancasters and 31 Halifaxes. Another 34 Main Force bombers returned with fighter damage: four of these were categorised E (written off on return to the UK), four classified as Cat. B damaged (extensively shot up), 20 as Cat. AC damaged (repairable) and six sustained slight fighter damage. 17 Nürnberg raiders returned with minor Flak damage. It was Nachtjagd's finest hour of the war. 545 Commonwealth airmen died during the course of the Nürnberg raid, more than RAF Fighter Command had lost during the whole of the Battle of Britain in 1940. Nachtjagd losses for the whole night amounted to a mere seven twin-engined Nachtjäger and eight crewmen being killed or injured. The *Wilde Sau* Geschwader lost five single-engined aircraft, three pilots of JG301 and JG302 being killed.

Oblt. Martin Drewes: 15	Stab III./NJG1	Lancaster	NE Spa: 5.500 m.	00.03-05	550 Sqn Lancaster LM425
<i>Note: also claimed by Flak of 3.-6./schw. Flak Abt. 514, schw. Flak Battr. z.b.V. 5780 and 3./lei. Flak Abt. 785 ('Lancaster Ulbachtalsperre 00.06 hrs'), victory Oblt Drewes confirmed on 12.7.1944</i>					
Oblt. Hans-Joachim Witzleb: 4	Stab III./NJG1	Lancaster	2 km E. Gemünd: 4.200 m.	00.12	101 Sqn Lancaster DV264
<i>Note: also claimed by Flak of 4.-6./schw. Flak Abt. 514, 4./schw. Flak Abt. 446 and 1./5780 ('Lancaster Gemünd 00.26 hrs'), victory Oblt. Witzleb confirmed on 12.7.1944</i>					
Oblt. Richard Delakowitz: 2	7./NJG4	Lancaster	Werbomont/Stoumont (PM 05): 5.500 m.	00.13	467 Sqn Lancaster LM376
Lt. Hermann Leube: 11	Stab II./NJG3	Lancaster	10-20 km S. Flak zone of Bonn: 6.000 m.	00.15	467 Sqn Lancaster DV240 or 514 Sqn Lancaster LL738
<i>Note: same claim as Uffz. Gerstmayr 00.38 hrs, victory Lt. Leube confirmed on 19.6.1944</i>					
Ofw. Herbert Altner: 5	8./NJG5	4-mot	05 Süd (South), no location: 5.800 m.	00.15	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 17.6.1944</i>					
Lt. Hans Schäfer: 1	7./NJG2	Lancaster	10-30 km E. Bonn: 5.900 m.	00.17	166 Sqn Lancaster ND798
Oblt. Martin Becker: 20	2./NJG6	Halifax	5-40 km SW Köln (NO): 5.400 m.	00.20	427 Sqn Halifax LV898
Lt. Hans Raum: 6	9./NJG3	Lancaster	20 km SW Bonn	00.20	625 Sqn Lancaster W5009
<i>Note: same claim as Lt. Fengler 00.24 hrs, victory Lt. Raum confirmed on 19.6.1944</i>					
Lt. Günther Lomberg: 2	3./NJG6	Lancaster	Klofeld-Bockerath, Oberpleis, SE Bonn: 4.500 m.	00.21	514 Sqn Lancaster LL698
<i>Note: same claim as Uffz. Kleebauer 00.34 hrs, victory Lt. Lomberg confirmed on 23.6.1944</i>					
Oblt. Martin Becker: 21	2./NJG6	Halifax	Etzbach, 2 km NE Hamm (OQ 4): 5.000 m.	00.23	76 Sqn Halifax LK795
Ofw. Rudolf Frank: 34	3./NJG3	Lancaster	Giessen-Lauterbach-Ziegenhain area (NT-OT/OS-OT): 6.000 m.	00.24	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 19.6.1944</i>					
Lt. Hermann Leube: 12	Stab II./NJG3	Lancaster	20-30 km SE Bonn: 5.400 m.	00.24	467 Sqn Lancaster DV240 or 514 Sqn Lancaster LL738.
<i>Note: same claim as Uffz. Gerstmayr 00.38 hrs, victory Lt. Leube confirmed on 19.6.1944</i>					
Lt. Georg Fengler: 1	Stab IV./NJG1	Lancaster	Prüm area: 6.000 m.	00.24	625 Sqn Lancaster W5009
<i>Note: same claim as Lt. Raum 00.20 hrs, victory Lt. Fengler confirmed on 14.7.1944</i>					
Lt. Hans Schäfer: 2	7./NJG2	Lancaster	40-60 km E. light beacon <i>Ida</i> (Montabaur-Limburg area): 5.600 m	00.24	prob. 635 Sqn Lancaster ND711
Fw. Wolfram Möckel: 2	6./NJG2	Lancaster	20-40 km W. light beacon <i>Ida</i> /W. Bonn: 6.300 m	00.25	12 Sqn Lancaster ND562
<i>Note: same claim as Hptm. Raht 00.26 hrs, victory Fw. Möckel confirmed on 26.6.1944</i>					
Lt. Hans Raum: 7	9./NJG3	Lancaster	30 km E. Bonn: 5.800 m.	00.25	156 Sqn Lancaster ND492
<i>Note: also claimed as probable victory by Uffz. Werthner of 7./NJG2 ('Lancaster 10 km S. Eitorf 00.15 hrs'). Claim Uffz. Werthner not listed by OKL/RLM, victory credited to Lt. Raum on 19.6.1944</i>					
Uffz. Walter Rohlfing: 8	9./NJG3	Lancaster	10-20 km area Koblenz: 6.000 m.	00.26	630 Sqn Lancaster ND337
Hptm. Gerhard Raht: 27	4./NJG3	4-mot	SW Bonn, area <i>FF Ida</i> : 5.000 m.	00.26	12 Sqn Lancaster ND562
<i>Note: same claim as Fw. Möckel 00.25 hrs, victory Hptm. Raht confirmed by RLM on 19.6.1944</i>					
Lt. Achim Woeste: 4	Stab III./NJG3	4-mot	near Koblenz: 6.000 m.	00.28	460 Sqn Lancaster ED750
Uffz. Benno Gramlich: 3	3./NJGr.10	4-mot	W. Nürnberg: 5.800 m.	00.28	Nürnberg raid, unidentified
<i>Note: date of victory confirmation unknown</i>					
Hptm. Josef Krahforst: 1	2./NJG4	4-mot	nr. Schweinfurt	00.28	Nürnberg raid, unidentified
<i>Note: victory confirmed on 31.6.1944</i>					
Oblt. Wilhelm Engel: 10	3./NJG6	Lancaster	Launsbach, 8 km NE Kastellaun (<i>Zeisig</i>): 6.200 m.	00.30	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 23.6.1944</i>					
Uffz. Werner Rominger: 2	8./NJG3	4-mot	Rhein-Main area: 5.500 m.	00.30	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 21.7.1944</i>					
Fw. Hans Meissner: 10	2./NJG3	Lancaster	NW Frankfurt am Main: 6.000 m.	00.31	prob. 158 Sqn Halifax HX349
Lt. Paul Fehre: 3	5./NJG3	Lancaster	N. Schmalkalden/80-150 km E. <i>FF Ida</i> : 5.500 m.	00.31	426 Sqn Lancaster DS852

Oblt. Walter Prues: 1	8./NJG1	4-mot	N. Limburg a.d Lahn: 5.900 m.	00.31	158 Sqn Halifax LW724
<i>Note: attacked twice by NF at 20.000 ft, crashed Herbornseelbach ca. 00.30 hrs, same claim as Lt. Wagner 00.32 hrs and Lt. Lomberg 00.34 hrs, victory Oblt. Prues confirmed on 12.7.1944</i>					
Lt. Hermann Leube: 13	Stab II./NJG3	Lancaster	40 km ESE Bonn: 5.400 m.	00.32	622 Sqn Lancaster ED619
Hptm. Hubert Rauh: 10	3./NJG4	Lancaster	Wetzlar-Giessen	00.32	97 Sqn Lancaster ND640
Lt. Gerhard Wagner: 2	8./NJG5	4-mot	40-60 km NNW Frankfurt: 5.900 m.	00.32	158 Sqn Halifax LW724
<i>Note: attacked twice by NF at 20.000 ft, crashed Herbornseelbach ca. 00.30 hrs, same claim as Oblt. Prues 00.31 hrs, victory Lt. Wagner confirmed on 17.6.1944</i>					
Oblt. Martin Becker: 22	2./NJG6	Lancaster	Bremscheid, 5 km NE Bad Hönningen (OP 9): 5.100 m.	00.33	50 Sqn Lancaster R5546
Lt. Günther Lomberg: 3	Stab I./NJG6	Halifax	Betzdorf-Herborn area (NQ 9 – OQ 2-3, OR 4-2 – NR 7): 6.800 m.	00.34	158 Sqn Halifax LW724
<i>Note: attacked twice by NF at 20.000 ft, crashed Herbornseelbach ca. 00.30 hrs, same claim as Oblt. Prues 00.31 hrs and Lt. Wagner 00.32 hrs, victory Lt. Lomberg confirmed on 23.6.1944</i>					
Ofw. Herbert Altner: 6	8./NJG5	4-mot	05 Süd (South), no location: 6.600 m.	00.34	12 Sqn Lancaster ND441 or 630 Sqn Lancaster ME664
<i>Note: 12 Sqn Lancaster ND441 (hit by night fighter, crashed and exploded am Meisbach near Dotzlar ca. 00.30 hrs) or 630 Sqn Lancaster ME664 (flying at 19,600 ft, hit by unseen night fighter at 00.34 hrs, exploded and crashed twixt Burla and Sätzelstätt). Victory Ofw. Altner confirmed on 17.6.1944</i>					
Uffz. Wilhelm Kleebauer: 1	8./NJG2	Lancaster	6 km SW Hennef, E. Bonn: 5.900 m.	00.34	514 Sqn Lancaster LL698
<i>Note: same claim as Lt. Lomberg 00.21 hrs, victory Uffz. Kleebauer confirmed on 24.6.1944</i>					
Lt. Hans Raum: 8	9./NJG3	Halifax III	Roth village: 6.000 m.	00.34	51 Sqn Halifax LW537
Hptm. Gustav Tham: 9	11./NJG5	Lancaster	Vogelsberg area: 5.800 m.	00.35	207 Sqn Lancaster LM436
Ofw. Rudolf Frank: 35	3./NJG3	Lancaster	Ulrichstein-Fulda area (OT-OU): 5.000 m.	00.35	7 Sqn Lancaster ND443
Oblt. Martin Becker: 23	2./NJG6	Halifax	Caan, 5 km NE Bendorf (PQ 2): 5.000-5.500 m.	00.35	432 Sqn Halifax LW687
Lt. Hans Zettel: 1	2./NJG6	Stirling	294 degrees (WNW) FF Otto, Montabaur: 5.100 m.	00.35	prob. 640 Sqn Halifax LW555
Uffz. Otto Kutzner: 5	5./NJG3	4-mot	Hohenroth: 5.200 m.	00.35	427 Sqn Halifax LW618 or 635 Sqn Lancaster JB706
Lt. Hans Raum: 9	9./NJG3	4-mot	50 km SW Kassel: 5.800 m.	00.35	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 19.6.1944</i>					
Lt. Klaus Bretschneider: 4	6./JG300	4-mot	Giessen area	00.35	424 Sqn Halifax LV879
<i>Note: exploded and crashed on Hangelstein, 1 km W. Alten-Buseck ca. 00.30 hrs</i>					
Uffz. Bruno Rupp: 5	4./NJG3	Lancaster	Giessen area: 5.800 m.	00.36	106 Sqn Lancaster ND535
<i>Note: crashed and exploded at Königsberg, Biebertal 00.35 hrs</i>					
Obstlt. Günther Radosch: 54	Stab NJG2	4-mot	Adenau, Hohes Venn/Schmidtheim-Kelberg area (PO): 6.000 m.	00.36	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 24.6.1944</i>					
Fw. Hans Meissner: 11	2./NJG3	Lancaster	NW Frankfurt am Main: 6.000 m.	00.37	Nürnberg raid, unidentified
<i>Note: victory confirmed on 19.6.1944</i>					
Uffz. Lorenz Gerstmayr: 8	4./NJG3	4-mot	SE Bonn: 6.200 m.	00.38	467 Sqn Lancaster DV240 or 514 Sqn Lancaster LL738
<i>Note: same claim as Lt. Leube 00.15 and 00.24 hrs, victory Uffz. Gerstmayr confirmed on 2.9.1944</i>					
Lt. Achim Woeste: 5	Stab III./NJG3	4-mot	Butzbach-Friedberg area (PS): 6.000 m.	00.38	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 19.6.1944</i>					
Fw. Ernst Reitmeyer: 10	1./NJG5	Lancaster	Eckelshausen (NS 4): 6.000 m.	00.38	49 Sqn Lancaster JB314
Hptm. Berthold Ney: 6	Stab III./NJG2	Lancaster	Westerburg, W. Becken: 5.400 m.	00.39	166 Sqn Lancaster ME638
Oblt. Martin Becker: 24	2./NJG6	Halifax	Daubhausen, 12 km WNW Wetzlar: 5.200 m	00.40	76 Sqn Halifax LW696
Lt. Ernst-Otto Hoevermann	Stab III./NJG2	4-mot	100-120 km ENE FF Ida	00.40	VNE: ASM, 106 Sqn Lancaster ND332 (Cat. E damaged).
<i>Note: attacked separately and several times by two Ju88s in Dillenburg area ca. 00.36-40 hrs, putting both gun turrets out of action, causing extensive damage to aircraft and setting fire to starboard outer engine, bombs jettisoned and returned to UK, written off after crash-landing at Manston. Claim Lt. Hoevermann not listed in OKL/RML Stab III./NJG2 Confirmed Abschussübersicht</i>					
Uffz. Otto Kutzner: 6	5./NJG3	Lancaster	3 km S. Friedberg-Stadt: 5.200 m.	00.40	432 Sqn Halifax LK754

Obstlt. Günther Radosch: 55	Stab NJG2	Lancaster	5-40 km W. to SW Koblenz (PP): 6.000 m.	00.41	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 24.6.1944</i>					
Oblt. Johannes Werth: 3	Stab NJG2	4-mot	Herborn-Limburg area (OR-PR): 6.000 m.	00.41	51 Sqn Halifax LV822
Maj. Paul Semrau: 19	Stab II./NJG2	Lancaster	Giessen-Dillenburg-Limburg: 6.000 m.	00.42	101 Sqn Lancaster LM463
Oblt. Fritz Lau: 4	4./NJG1	Halifax	est. 20-30 km SSE Bonn: 6.000 m.	00.43	78 Sqn Halifax LK762
Ofw. Robert Lüddecke: 6	5./NJG2	Halifax	area Giessen and Rhön: 5.800 m.	00.44	prob. 166 Sqn Halifax ME624
<i>Note: prob. same claim as Fw. Möller 00.45 hrs, victory Ofw. Lüddecke confirmed on 26.6.1944, victory Fw. Möller confirmed on 26.4.1944</i>					
Fw. Klaus Möller: 2	12./NJG3	4-mot	Giessen-Fulda airfield: 5.700 m.	00.45	166 Sqn Halifax ME624
Ofw. Hans-Heinz Scherfling: 27	12./NJG1	Lanc/Halif	NE Siegen: 6.000 m.	00.45	106 Sqn Lancaster JB566
Oblt. Ruprecht Pantzer: 4	4./NJG3	4-mot	350 degrees (NNW-N) FF Otto: 5.800 m.	00.45	prob. 103 Sqn Lancaster JB736
Oblt. Günther Köberich	6./NJG2	Lancaster	SW Köln, left of Rhine: 6.700 m.	00.46	156 Sqn Lancaster ND476
<i>Note: claim not listed by OKL/RML, nor listed in OKL/RML 6./NJG2 Confirmed Abschussübersicht</i>					
Oblt. Günther Köberich	6./NJG2	Lancaster	SW Köln, right of Rhine: 6.700 m.	00.47	156 Sqn Lancaster ND406
<i>Note: claim not listed by OKL/RML, nor listed in OKL/RML 6./NJG2 Confirmed Abschussübersicht</i>					
Oblt. Helmuth Schulte: 9	4./NJG5	Lancaster	NE Frankfurt am Main: 5.600 m.	00.48	635 Sqn Lancaster JB356
Uffz. Alfred Walther: 2	2./NJG2	4-mot	30 km NW Nürnberg: 4.500 m.	00.49	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 28.7.1944</i>					
Oblt. Dietrich Schmidt: 15	8./NJG1	Halifax	Vogelsberg/NW Würzburg: 5.700 m.	00.49	76 Sqn Halifax LW647
Oblt. Martin Drewes: 16	Stab III./NJG1	Lancaster	Megelburg/Wetzlar: 5.500 m.	00.50	9 Sqn Lancaster W5006
Oblt. Martin Becker: 25	2./NJG6	Halifax	Wahlen, 10 km NW Ailsfeld (NT 7): 5.200 m	00.50	51 Sqn Halifax LW544
Hptm. Heinz-Horst Hissbach: 11	5./NJG2	Lancaster	SW Thüringer forest: 6.000 m.	00.50	49 Sqn Lancaster JB466
Oblt. Richard Delakowitz: 3	7./NJG4	Lancaster	Oberhausen, 10 km S. Fulda (PU 3): 5.500-4.500 m.	00.50	460 Sqn Lancaster ND361
Hptm. Heinz-Horst Hissbach: 12	5./NJG2	4-mot	Rhön, SW Thüringer forest: 6.000 m.	00.52	prob. 101 Sqn Lancaster LL861
Lt. Wilhelm Seuss: 3	11./NJG5	Lancaster	N. Fulda: 5.800 m.	00.52	44 Sqn Lancaster ME629
Oblt. Hans Leickhardt: 13	2./NJG5	prob. Halif	NE Fulda/NE Frankfurt: 4.600 m.	00.53	prob. 51 Sqn Halifax LV857 or 103 Sqn Lancaster ME721
Lt. Wolf Gütter: 3	3./NJG3	4-mot	80-130 km from Frankfurt am Main: 6.000 m.	00.53	Nürnberg raid, unidentified.
<i>Note: victory confirmed on 19.6.1944</i>					

One of the staggering total of 95 heavy bombers that failed to return from the Nuremberg Raid, Halifax LV857, seen here on a pre-delivery flight. (Coll. ww2images.com).

