

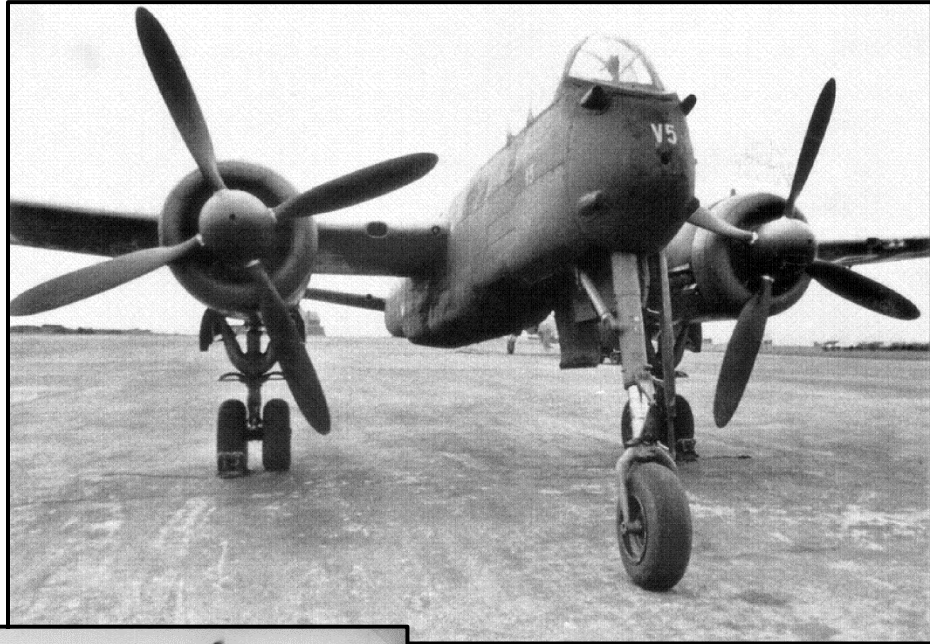
The Photographic Record – Case Study 2

A surprisingly large number of published He 219 photographs have been blighted by incorrect captions. Published photographs of the He 219 V 5, in particular, have been treated very poorly with a bewildering array of incorrect captions. Occasionally, it has been wrongly described as the V 18. Frequently, it has been wrongly attributed with the *Stammkennzeichen* GE + FN. It has also been linked, incorrectly, with testing the Jumo 222 engine.

(RIGHT and BELOW)

**He 219 V 5, DH + PU,
W.Nr. 190005.**

The photo at right was taken in the spring of 1943 shortly after the machine rolled off the assembly line at Schwechat. The prominent whitish-pale spot on the starboard rear fuselage is the lower part of the letter U (from **DH + PU**).



Above photo: Walter Denzinger via Bernd Barbas Collection

In the photo at left, the He 219 V 5 is taking part in a “New Weapons” show at Tarnowitz that was reportedly attended by Adolf Hitler, Herman Göring and high ranking officials. Note that the original camouflage scheme of overall RLM 22 Black has been replaced by a lighter scheme; most likely RLM 76 with RLM 75. It was unusual for prototypes to be repainted; however, the He 219 seems to have been something of an exception in this regard as several prototypes were repainted.

The photographic record shows a number of early prototypes (certainly the V 5, V 6 and V 8) were fitted ex-factory with four-bladed propellers. This feature has no connection with the Jumo 222, but is instead an indication that in the initial planning stages, Heinkel intended that these aircraft would be powered by Daimler Benz DB 603 G engines. Also, to be seen in these photos is the ‘step’ in the lower rear fuselage. The corresponding ‘step’ in the upper fuselage cannot be seen due to poor photo quality. Effective from W.Nr. 190007, the He 219 rear fuselage was streamlined (ex-factory) with removal of the ‘steps’ and incorporated all of the modifications made to the He 219 V 1 and He 219 V 2 in December 1942 and early 1943. According to Richard Bateson, p.181, the He 219 V 5 was one of several early prototypes to serve with I./NJG 1 at Venlo – however, this is incorrect; the machine was actually the He 219 A-05, W.Nr. 190055, delivered to I./NJG 1 at Venlo in October 1943. Reports suggest the He 219 V 5 was still flying from Ludwigslust in November 1944.

The Photographic Record – Case Study 3

The machine seen below is almost certainly the **He 219 V 8, Werknummer 190008, DH + PX**.

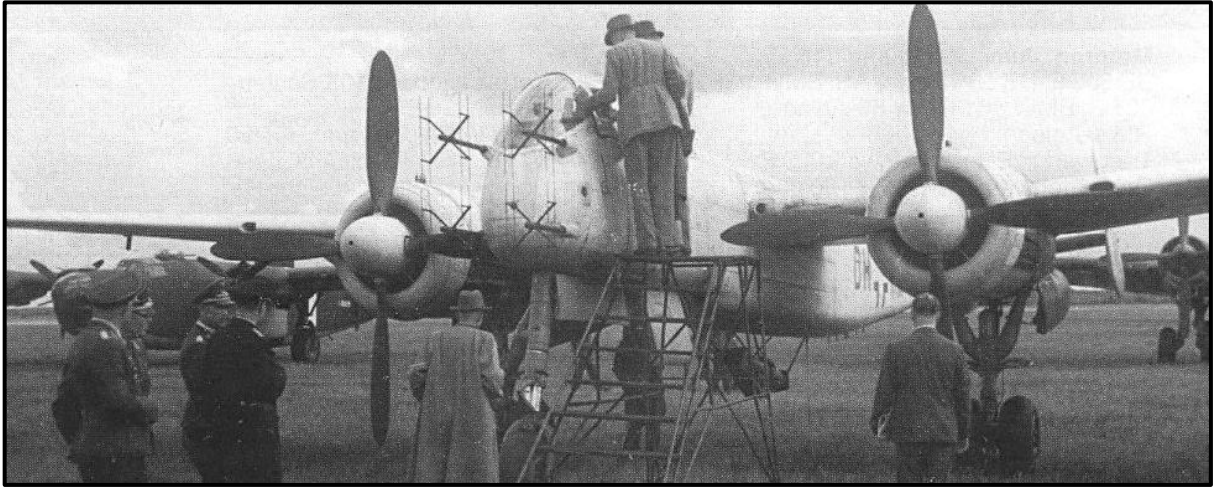
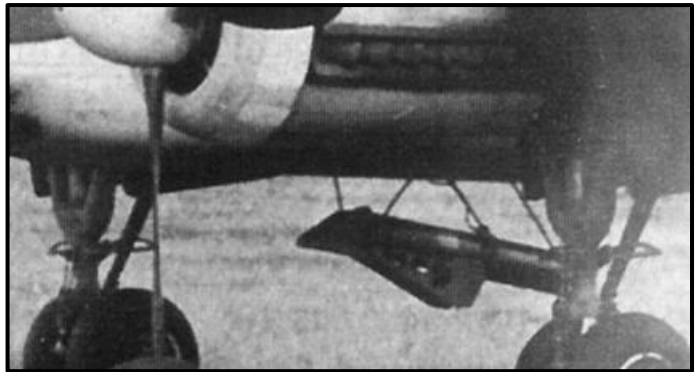


Photo: Hans Hubmann

In some publications this machine is described as the He 219 V 4, WNr. 190004, DH + PT; however, the shape of the rear fuselage suggests otherwise.

The historical record shows that the rear fuselage of the He 219 V 3, V 4, V 5 and V 6 was quite distinctive and certainly different to all other He 219s. The first six machines (V 1 to V 6, inclusive) were built with the



originally designed fuselage, which included 'steps' in the upper and lower rear section intended for remotely controlled gun barbettes (which were never installed). The He 219 V 1 and V 2 subsequently underwent a series of modifications to the rear fuselage including (a) lengthening by 940 mm, and (b) removal of the 'steps'. For a more complete list of these modifications see Note 16 (b) on p.78. The He 219 V 3, V 4, V 5 and V 6, however, did not receive these same modifications but instead retained the original fuselage with its distinctive 'steps' (see *the He 219 V 5 on the preceding page*).

The He 219 V 8 was delivered to I./NJG 1 at Venlo in May 1943 and on the 15th of that month was flown in a comparison flight against a Bf 110 G (Remp, p.63). While at Venlo the machine wore the *Verbandskennzeichen* G9 + EB. Some days later the machine was transferred to Rechlin for undercarriage trials (*FlugBuch* records confirm the machine was at Rechlin on June 2nd). According to Richard Bateson, p.188, quote, "*Intensive landing trials, by day and night, were carried out at Rechlin with the He 219 V 8 ...*". (at that time the RLM were not at all convinced by the He 219's tricycle undercarriage). The strange looking device under the belly of this machine is thought to be a *Landehöhenmesser* (*landing height meter*). *Developed by the DVL (German Aviation Research Institute) and mounted mid-way between the main landing gear, this device operated on the principle of a light beam reflected from the ground and recorded 24 times per second on film.*

The above photographs were taken on (or about) 3rd September 1943 at Rechlin during a display of captured Allied aircraft.

The Photographic Record – Case Studies 4 and 5

A survey of He 219 publications suggests as many as one in three captions is incorrect. The following photographs are among those affected.

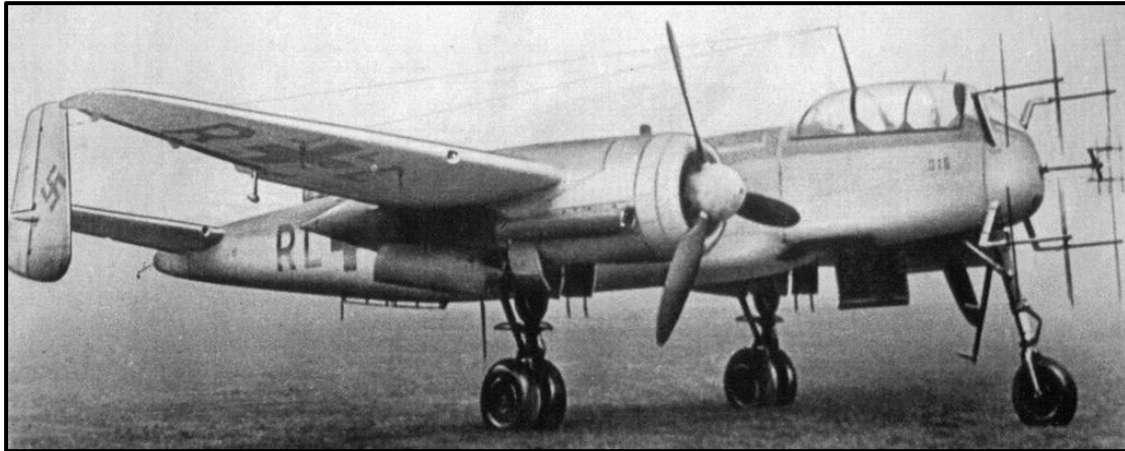


Photo: via Archiv von Lutz

(ABOVE) This He 219 photograph has appeared in nearly every He 219 publication since 1970 and in most cases the machine has been incorrectly described as the He 219 V 16, RL + AJ, *Werknummer* 190016. The *Werknummer* 190016 simply did not exist – and the He 219 V 16 was an entirely different machine (see Appendix 2). The numerals 016 beneath the cockpit – plus the *Stammkennzeichen* prefix RL (seen on the rear fuselage and underside of the starboard wing) clearly identify this machine as the **He 219 A-016, RL + AF, W/Nr. 190066**.

In January 1944 this machine was delivered to *E-Stelle* Werneuchen, 24 km NE of Berlin, where it was used as a ‘test-bed’ for various airborne radar systems including *Neptun* and *Naxos Z*. (The radar systems manufacturer, Telefunken, had technical facilities at Werneuchen). It’s claimed in some publications this was the first He 219 to be fitted with *FuG 220 Lichtenstein* SN-2 radar; however, this is not quite correct. In reality, this machine was the first He 219 to be fitted with the improved version of this system; quite probably the SN-2c/d system or the forward and rear-facing version of the system.

This machine was reportedly on strength with *NJGr.10* at Werneuchen and Finow during the summer of 1944.

(BELOW) This He 219 is often thought to be the same machine as seen above. However, the letters AG can be seen on the underside of the port wing. This, plus other features clearly identify this machine as the **He 219 A-017, RL + AG, W/Nr. 190067**, a sister-ship of the aircraft seen in the above photograph.



(ABOVE PHOTOS) On 8 December 1943, *Ernst Heinkel Flugzeug* (EHF) reported these He 219s as newly completed machines ready for front-line service. Areas of interest in these photographs include (a) the early style rear cockpit glazing with provision for rear-firing gun, and (b) the early style squat spinners.

Heinkel He 219

Publications – List of Suggested Corrections



It's thought this machine was one of the very first A-2s to leave the assembly line at Rostock-Marienehe in the summer of 1944. The first two numbers of the *Werknummer* '29' can be faintly seen on the vertical stabilizer, which clearly identifies this machine as an A-2 variant.

The camouflage scheme appears to be unfinished; the RLM 76 scribble does not extend all the way forward, leaving a solid block of RLM 75 Grey beneath the cockpit.

Note also the Revi 16 A-N overhead gunsight for *Schrägemusik* obliquely mounted upward-firing weapons.

The Heinkel He 219 – A Research Paper (3rd Edition)

Revisions to this Chapter

- Shaded cells in the following List indicate a revision to the previous Edition.

• Bateson Heinkel He 219 Uhu (No. 219 in the Profile Series) Hylton Lacy Publishers (1970)

page	line	currently reads	should read
181	caption to photo	<i>The He 219 V 5 was used as a weapons-trials aircraft. Early 1943 saw it at the Erprobungsstelle Tarnowitz, and it was one of several early prototypes to serve with I./N.J.G. 1 at Venlo.</i>	The He 219 V 5 was used as a weapons-trials aircraft. Early 1943 saw it at the <i>Erprobungsstelle</i> Tarnowitz. (Refer The Photographic Record – Case Study 2)
184	44-45 (col.1)	On November 15, 1942, the He 219 V 1 powered by two 1,750 h.p. DB 603 As was flown successfully at Rostock.	Powered by two Daimler Benz DB 603 A engines each rated at 1,750 hp, the He 219 V 1 (VG + LW) made its maiden flight on 6th November 1942 at Rostock with Heinkel test pilot Gotthold Peter at the controls.
184	7-11 (col.2)	This was cured by enlarging the vertical tail surfaces of the V 3 (third prototype) and subsequent aircraft. Some instability in flight was eliminated through lengthening the fuselage of the same prototype (by 3 ft. 5 in.).	To overcome these problems, several changes were made to the He 219 V 1 during December 1942 and early 1943. These changes included: - a) lengthening the rear fuselage by 940 mm (3' 1"), b) removal of the "steps" in the rear fuselage, c) thickness of the fuselage skinning increased by 30% in selected areas, d) engine nacelles lengthened, e) original empennage replaced by a redesigned, larger tail unit. The He 219 V 2 also received these same changes. In February 1943 it was decided that effective from <i>Werknummer</i> 190007, all airframes (ex-factory) would incorporate all of the modifications previously made to the V 1 and V 2. The V 3, V 4, V 5 and V 6 retained the original fuselage shape – they would, however, be fitted with the larger, redesigned tail unit.
185	caption to photo (upper)	<i>Photograph taken by Baake's radar-operator, Unteroffizier Waldbauer.</i>	(Refer The Photographic Record – Case Study 10) <i>(Modrow's rank is also incorrectly listed as Oberleutnant; his rank at this time was Hauptmann).</i>
185	caption to photo (lower right)	<i>..., long nacelles protruding aft from bulky radial engines and ...</i>	..., long nacelles protruding aft from cowlings that had a radial engine appearance (due to the annular radiators located in front of the V-12 engines) and ...
186	caption to photo	<i>Although identified elsewhere as the He 219 V 16, it is more likely that this aircraft is the pre-production He 219 A-0 W.Nr. 190065, probably in use as a radar trials machine.</i>	The <i>Stammkennzeichen</i> prefix 'RL' on the fuselage plus the number '016' painted on the forward fuselage identify this machine as He 219 A-016, W.Nr. 190066, RL + AF. (Refer The Photographic Record – Case Study 4)
187	3-9 (col.2)	<i>Major Hans-Dieter Frank, Kommandeur of I./N.J.G.1 ... piloting He 219 A-0, W.Nr.190055 (coded G9+CB), collided with a friendly Bf 110 during this attack and was killed.</i>	<i>Major Hans-Dieter Frank, Kommandeur of I./NJG 1 ... at the controls of He 219 A-0, W.Nr.190053 (coded G9 + CB), collided with the Bf 110G-4 (G9 + DA) of the Stab./NJG 1, crewed by Hptm. Friedrich, Oblt. Gerber and Obgefr. Weisske. The crew of both aircraft were killed in this action.</i> (Refer Note 74)

Heinkel He 219 Publications – Suggested Corrections

• **Bateson** **Heinkel He 219 Uhu (No. 219 in the Profile Series) Hylton Lacy Publishers (1970) (cont'd)**

page	line	currently reads	should read
188	3-4	<i>I./N.J.G.1</i> had by now received seven <i>Uhu</i> night-fighters. All seven were unserviceable.	By this date, <i>I./N.J.G.1</i> had seven He 219s on strength (four machines had earlier been lost on operations). All seven were unserviceable.
188	18-19	It is probable that this figure includes the 12 initial “true” prototypes.	It is probable that this figure includes the 11 initial “true” prototypes (the He 219 V 1 was produced at Rostock).
190	caption to photo (top)	<i>Used for exhaust flame-damper trials, the He 219 V 17 (coded PK QJ), is seen here badly damaged after suffering main undercarriage failure.</i>	The He 219 A-010/TL, PK + QJ, (W.Nr. 190060) suffered 40% damage in a forced landing at Aspern (Vienna) on 13 November 1943. After being repaired it's reported this machine was engaged in 'G-supercharger' trials with the DB 603 A engine under the 'V'-number, V 17. (Refer Chapter entitled, The Jets)
191	caption to photo (top)	<i>Two He 219 prototypes (the V 4 and V 6) were used at the Erprobungsstelle Rechlin for compressed-air ejector-seat trials during 1943-1944. One of these machines (coded DV + DI), with main canopy removed, is seen in standard night-fighter camouflage ...</i>	The photographic record shows two He 219s were engaged in the testing of ejection seats. These were the He 219 V 6 and W.Nr. 190113, DV + DI, seen here. There are vague reports of the He 219 V 4 also being used for this testing; however, this is not supported by the photographic record. Testing took place at the <i>Erprobungsstelle</i> Rechlin during 1943-1944. W.Nr. 190113, DV + DI, with main canopy removed is seen here in standard night-fighter camouflage. (Refer Chapter entitled, The Ejection Seat Versuchs Machines)
195	6-7 (col. 2)	The first five Vienna-built A-2s were due for delivery in September.	(Refer Note 37)
198	3-5 (col.1)	The V 30 was about to become the first He 219 to fly with an underslung jet engine.	The V 30 was about to become the second He 219 to fly with an underslung jet engine, the first being the He 219 A-010/TL which first flew with jet engine (at idle) on 23 September 1943. (Refer Chapter entitled, The Jets)
202	1-4	On New Year's Day, 1945, a No. 604 Squadron, R.A.F., Mosquito ... shot down an He 219 near Mönchengladbach.	(Refer Note 83)

• **Nowarra, H** **“Uhu” – He 219 – Best Night Fighter of World War II (1989) Schiffer**

page	line	currently reads	should read
inside front cover	caption to photo	One of the first experimental models of the Heinkel He 219 - presumably He 219 V2 – during factory testing.	The first of the line; the Heinkel He 219 V 1 seen here in flight around the spring of 1943. By this time the aircraft had been extensively reworked – compare to photo p.5.
9	16 (col.1)	He 210 V 1, ...	He 219 V 1, ...

NOTES (cont'd)

61. (Remp, p.67; Ryś, p.50) Contrary to the published text, *Hptm.* Hans-Dieter Frank claimed no victories for 27 July 1943. Flying a He 219 he claimed two enemy aircraft on the night of July 25-26, one on August 23-24, three on August 30-31 and one on September 5-6, 1943, for a total seven He 219 victories. This data appears in the source document (*Abschüsse auf He 219 Mitteilung*, from Heinkel Schwechat, 25 July 1944) and is confirmed in *The Nachtjagd War Diaries An Operational History of the German Night Fighter Force in the West, Vol.1* (Boiten), pp.219-260.
62. (Remp, p.75; Ryś, p.50; Murawski, p.43) Contrary to the published text, Strüning's first victory claim flying a He 219 was made on the night of 10-11 May 1944. This data appears in the source document (*Abschüsse auf He 219 Mitteilung*, from Heinkel Schwechat, 25 July 1944). Strüning did indeed claim three victories on the night of 30-31 August 1943. He was, however, flying a Bf 110G-4 of 3./*Staffel* (probably G9 + FL) – not a He 219 as stated in the text. On the following night (31st August/1st September) he claimed his 41st victory, again flying a Bf 110G-4. Strüning was a highly experienced night fighter pilot and the account of his actions on the night of 5-6 September 1943 suggests that that night was his first time in combat with the He 219.
63. (Ryś, p.50) The published text is incorrect. *Hptm.* Hans-Dieter Frank made no victory claims for 27-28 September 1943. The 56th victory claimed on the night of 27-28 September 1943 was that claimed by *Hptm.* Manfred Meurer of the *Stab.II./NJG 5*, flying a Bf 110G-4.
64. (Ryś, p.53) The tally of He 219 victories for April 1944 is incomplete. Omitted are the following: -
 - a) *Fw.* Rauer claimed one victory, a Lancaster 42 km east of Antwerp, on the night of 11-12 April,
 - b) *Hptm.* Ernst-Wilhelm Modrow, the most successful He 219 pilot, claimed three victories on the night of 22-23 April, and a further two victories on the night of 24-25 April.
 Also, *Uffz.* Karl-Heinz Wildhagen claimed his victory on the night of 22-23 April; not 24 April as published.
65. (Murawski, p.47) Missing from the tally of victories for the night of 22-23 April 1944 is *Uffz.* Karl-Heinz Wildhagen of 2./*NJG 1*, who shot down a Lancaster 50-70 km from Düsseldorf at 01:43 hrs.
66. (Remp, p.72) The published details are understated. Flying a He 219, *Hptm.* Ernst-Wilhelm Modrow, actually claimed 25 enemy aircraft in the period 30-31 March to 21-22 June 1944, inclusive. When matched to corresponding losses, this total was made up of 14 Lancasters, 7 Halifaxes, 1 Mosquito and 3 unidentified.
67. (Murawski, pp.47, 51, 53) On page 54 the name Karlewski is spelt correctly; elsewhere it appears incorrectly as Karlowski.
68. (Murawski, p.48) *Oblt.* Baake's claim for the destruction of this B-17 (of the 422nd Special Leaflet Squadron) was not confirmed – and was turned down by the OKL/RLM. (see *The Nachtjagd War Diaries, Vol.2*, Boiten *et al*, p.41).
69. (Murawski, p.53) There are several important omissions from the published text. On the night of 21-22 June 1944, fourteen enemy bombers were brought down by the He 219s of *NJG 1* (without loss), making it *the* most successful night for the He 219. Modrow and Strüning each accounted for four, while Nabrich, Baake and Morlock achieved double victories.
70. (Ryś, p.50) Window was first used on the night of 24-25 July 1943 when the British attacked Hamburg. The published text incorrectly states that Window was used for the first time on the night of 27 September 1943.
71. (Murawski, p.62) The published text states that *Hptm.* Baake's victory on 7th March 1945 was the last victory credited to a He 219 in the Second World War. This may be correct. However, the final He 219 claim for WWII probably went to *Hptm.* Alexander Count Rességuier de Miremont who, on 3-4 April 1945, claimed one four-engined bomber (two months earlier he had ejected from *WNR. 290070*). Baake's victory was only one of two claimed on the night of March 7-8 by He 219 pilots, i.e., *Oblt.* Thurner (of I./*NJG 1*) also claimed a Lancaster.

The Heinkel He 219 – A Research Paper (3rd Edition)

NOTES (cont'd)

72. (Remp, p.113; Ryś, p.59) By failing to specifically describe the aircraft type flown by Johannes Hager, the published text allows the reader to form the view that Hager was at the controls of a He 219. This is incorrect; Hager was actually flying a *Schräge Musik* equipped Bf 110 G-4 on the night of 21-22 February 1945 (*The Nachtjagd War Diaries, Vol.2*, Boiten *et al*, p.274). On the night of 20-21 March, when Hager again claimed multiple victories he was at the controls of Bf 110 G-4, G9 + BC (*ibid.*, p.336). Johannes Hager was the *Staffelkapitän* of 6./*Staffel*, one of three *Staffeln* making up II./*Gruppe* of NJG 1. This data further confirms the finding that II./*Gruppe* did not have He 219s on strength at this time and was equipped only with Bf 110s.
The only known claims by Hager at the controls of a He 219 occurred on the night of 16-17 June 1944.

NOTES 73 TO 84 (incl.) RELATE TO LOSSES – SEE ALSO APPENDIX 5

73. (Ryś, p.28) The first He 219 lost on combat operations was the aircraft flown by *Maj.* Streib on the night of 11-12 June 1943 when it crashed on landing. The first He 219 lost as a consequence of enemy action was the V 10 on the night of 5-6 September 1943 when fuel lines were damaged by return fire.
74. (Bateson, p.187; Remp, pp.79, 134; Ryś, p.50; Murawski, p.44) The correct *Werknummer* of the He 219 A-03, lost 27-28 September 1943, is 190053. This is confirmed in the records of the Gen.Qm.Abt.6 (loss reel 11) and the *EHW Archiv*. Most publications quote the *Werknummer* as 190055, which is incorrect. *WNr.* 190055 was delivered to NJG 1 at Venlo on 10th October 1943; twelve days after the loss of the He 219 A-03.
75. (Nowarra, pp.22, 26) The published text is incorrect on several counts. Firstly, it is stated that the pilots, Schön (p.26) and Meurer (p.22) were at the controls of a He 219 A-2 on the nights of 22-23 September and 18-19 October 1943, respectively. This is clearly incorrect as deliveries of the A-2 variant did not commence until mid-1944. Secondly, the date 22-23 September should read 23-24 September. Thirdly, Meurer claimed no victories on the night of October 1st 1943. He did, however, claim one victory, a Halifax, on the night of 3-4 November 1943 at 20:15 hrs – the last He 219 claim for 1943.
76. (Remp, pp.134-135) The Loss List has a number of problems, e.g.,
- At least eight of the published *Werknummern* are incorrect. For example, the loss for 25-26 September 1944 is listed incorrectly as *WNr.* 190193. The error has its roots in H. Höhler's machine typed list. In point of fact, *WNr.* 190193 was found at the end of hostilities at Heinkel's Schwechat plant. The *Namentliche Verlustmeldung* records the loss for 25-26 September 1944 as *Werknummer* 190098, which is confirmed in a Heinkel document of 17 October 1944.
 - The details of Strüning's aircraft lost on 5-6 September 1943 are incorrect. The correct details are *WNr.* 190010, G9 + (F?)B; not *WNr.* 219010, G9 + FL. The few He 219s with NJG 1 at that time were assigned to the *Stab I. Gruppe*, hence the code B. (Also, Strüning's name is misspelt). It's now thought that the code G9 + FL may have applied to the Bf 110G-4 which Strüning previously flew with 3./*Staffel*.
 - Details of the first successful ejection made under combat conditions (11-12 April 1944) appear in the text (p.88) but the loss does not appear in the Loss List.
 - The loss of He 219, *WNr.* 190116, on 19-20 May 1944 does not appear in the Loss List (this loss is the well-documented ejection of Fries and Staffa of II./NJG 1).
- This is a small sample of the problems with the Loss List. The published List appears to be based exclusively on the I./*Gruppe* of NJG 1. A revised Loss List, utilizing a number of different reference sources and targeting all losses is included as Appendix 5.
77. (Dressel & Griehl, p.10) These figures appear to relate only to I./NJG 1. See Appendix 5 for full list of losses.
78. (Remp, p.80; Ryś, p.51; Murawski, p.44) It's unclear which aircraft *Hauptmann* Meurer flew on 18-19 October 1943. Nowarra incorrectly describes the aircraft as a He 219 A-2 (see Note 75). More recent authors describe the aircraft as He 219 A-0, G9 + BB, which is the identity of the He 219 Meurer flew on 21-22 January 1944, when he was killed in action.

NOTES (cont'd)

- 79.** (Murawski, pp.51-52) The published text has a couple of problems. Firstly, the grammatical structure; the first and third sentences refer to encounters between He 219s and Mosquitos in the month of June 1944; sandwiched between is a sentence that has nothing to do with Mosquitos. In the suggested correction, the first and second sentences have effectively swapped positions – thereby removing any possible misunderstanding. The second problem with the published text is the date of loss of WNr. 190188; the correct date is the night of 3-4 June.
- 80.** (Murawski, p.54) The two Bf 110G-4 were coded G9 + HX and G9 + SR. The aircraft took off from Grove; not Aalborg-West. G9 + HX, flown by Buchholz was shot down by P-51s. The other Bf 110, flown by Prues, was shot down at Maribo by B-17s. *(source: Jörn Junker of Risskov, Denmark, who worked on recovery of one Bf 110 wreck).*
- 81.** (Remp, pp.107/108; Ryś, pp.56/57; Murawski, p.56) The published text (Remp and Ryś) claims that a Mosquito of 125 Sqn. RAF flown by Flying Officer G. S. Irving brought down a He 219 on the night of 4-5 October. This is incorrect; 125 Sqn. made no claims on this date. Records show that the claim by Irving was for the night of 14-15 October – which corresponds with the loss of the He 219 A-0, WNr. 190059, G9 + EH. The published text incorrectly describes the actions of 4-5 October and 14-15 October as two separate and unrelated events. In reality, these are one and the same event that took place on the night of 14-15 October 1944. Murawski's claim that the He 219 was shot down by return fire from a British bomber is also incorrect.
- 82.** (Remp, p.137) The Table of He 219 Losses is poorly formatted making it quite impossible to understand. The correctly formatted Table is as follows: -

	Table of He 219 Losses									
	Operational losses over German territory							Non -operational losses over German territory		
	(1.)			(2.)			(3.)	(4.)		
	Flak			Fighters			Bombs*	Various causes		
	A	B	C	A	B	C	A	A	B	C
June 1944	-	-	2	1	-	-	-	4	3	3
July 1944	-	-	-	1	-	-	-	2	7	5
August 1944	-	-	1	1	-	-	-	1	7	3
September 1944	-	-	-	1	-	3	1	1	2	1
October 1944	-	-	-	1	-	-	-	3	1	2
November 1944	-	-	-	1	-	-	-	1	1	3
December 1944	-	-	-	5	-	-	-	6	-	2
January 1945	-	-	-	7	-	1	1	4	-	6
February 1945	1	-	1	5	2	1	-	1	4	2
March 1945	1	-	1	-	-	-	-	-	-	-
April 1945	----- No data -----									
May 1945	----- No data -----									

The 'Key/Legend' to the symbols, A, B, C and *, is as follows: -

A : Total loss

B : Damaged (requiring spares)

C : Lightly damaged (not requiring spares)

* : Machines listed as lost in bombing attacks do not include He 219s destroyed in the plants or lost on factory airfields prior to being taken over by the Luftwaffe.

- 83.** (Bateson, p.202; Remp, p.111; Ryś, p.58) S/Ldr D C Furse of 604 Sqn RAF claimed a He 219 on the night of 1/2 January 1945 near Mönchengladbach. However, there are no known He 219 losses on this night. The downed aircraft was almost certainly Bf 110 G-4 (G9 + KS).

Appendix 3 - He 219 *Werknummern* and *Stammkennzeichen*

<i>Stkz.</i>	Comments/Notes
DB + DT	Not applicable to the He 219. (see Note 1 - end of this Appendix).
DN + AN	Almost certainly not applicable to the He 219. (see Note 2 - end of this Appendix).
DV + DB	The <i>Stammkennzeichen</i> DV + DB identifies this machine as the He 219 V 31, <i>W</i>Nr. 190106. This machine was one of five He 219 wrecks found at Schwechat after hostilities ceased. A British Field Intelligence Unit Report of 8th August 1945 described this machine as, “<i>He 219, DV + DB, marked on side of cockpit V 31</i>”. It’s claimed (Remp, p.136 and Dressel & Griehl, p.7) this machine was used for braking parachute tests. The FIU Report, however, does not validate this claim. In fact, the FIU Report makes it clear a different airframe, the He 219 V 11 (VO + BC), was equipped for this type of testing. It has also been reported (Remp, pp.85/86) this machine was earmarked for service trials (combat duties) with I./NJG 1, however, it has not been possible to obtain confirmation that this went ahead as planned. On 15 May 1944, <i>Hptm.</i> Lüdtké of NJGr.10 made two flights in the V 31 at Schwechat. The Heinkel test pilot, Gotthold Peter flew this machine in November 1944; however, the purpose of these flights is unknown.
DV + DH	The <i>Stammkennzeichen</i> DV + DH identifies this aircraft as the He 219 A-041, <i>W</i>Nr. 190112. This is noteworthy since it’s reported that <i>W</i>Nr. 190112 was fitted with a three-man cockpit and test flown in June 1944 as the He 219 V 34.
DV + DI	Assigned to <i>W</i> Nr. 190113. See Chapter entitled, The Ejection Seat <i>Versuchs</i> Machines.
DV + DL	Assigned to <i>W</i> Nr. 190116. See the Photographic Record – Case Study 6.
DV + DQ	Assigned to <i>W</i> Nr. 190121. See the Photographic Record – Case Study 9.
GE + FN	This <i>Stammkennzeichen</i> appears in quite a few He 219 publications where it’s linked (incorrectly) with two different designations, i.e., the He 219 V 5 and He 219 A-0/R3. The link with the He 219 V 5 is clearly incorrect; the photographic record proves this machine was assigned the <i>Stammkennzeichen</i> DH + PU (see The Photographic Record – Case Study 2). The earliest known reference to A-0/R3 and GE + FN appears in the “<i>Entwicklung der He 219 Baureihen</i>” document; a post-war document notable for its many errors (see Chapter Four). To date it has not been possible to establish the <i>bona fides</i> of this code, nor to establish any connection with the He 219. The latest research offers four possible explanations, viz., • GE + FN may have been assigned to the He 219 V 3. The similarity between A-0/R3 and V 3 suggests a possible misunderstanding/mix-up of designations (<i>very common with the He 219</i>). • GE + FN may have been assigned to the He 219 V 12. Dates suggest a possible connection. • GE + FN may actually have been TE + FN which was assigned to the Focke-Wulf Ta 154 V 10. The German/English letter G is written as Г in Russian (<i>note the similarity to the letter T in all three languages</i>) - perhaps a case of mistaken identity as both types were twin-engined nightfighters with tricycle undercarriage; and both were late war types produced in relatively small numbers. • Could GE + FN actually be GE + EA ? The similarity in the last group of letters suggests this may be so. This possibility is further supported by evidence that the <i>Stkz.</i> GE + EA was also assigned to a nightfighter – a Dornier Do 217 J-1. A photograph of this machine was published p.32 of Jerry Scutts’ book, “<i>German Night Fighter Aces of World War 2</i>”.

Appendix 3 - He 219 *Werknummern* and *Stammkennzeichen*

<i>Stkz.</i>	Comments/Notes
GG + WG	This <i>Stammkennzeichen</i> was assigned to the He 219 V 2. First flown on 10th January 1943, this machine was destroyed in a crash 10th July 1943. See photograph Appendix 2.
GI + KQ	The <i>Stammkennzeichen</i> GI + KQ was assigned to the He 219 A-2, <i>WNR.</i> 290202. Originally produced at Rostock/Marienehe, this machine was surrendered to the British in May 1945 at Grove. After being handed over to the Americans in June 1945, it was shipped to the United States where it was coded FE-614. The presence of a <i>Stammkennzeichen</i> would indicate this machine may have been engaged in a role other than frontline combat duties when hostilities ceased. Currently on static display in the United States, this machine is the only surviving He 219.
KZ + RZ or KZ + HZ ?	The statement, “ <i>some sources claim that a He 219 fitted with Jumo 222 E/F engines and flown with radio code KZ + RZ attained a speed of 700 km/h</i> ”, appears in one publication. It has not been possible, however, to locate any data that might confirm this <i>Stammkennzeichen</i> . In looking at possible explanations, it is known that the <i>Stammkennzeichen</i> ‘KZ + Hx’ series applied to the He 219. KZ + HQ (<i>Werknummer</i> unknown) was delivered to NJG 1 on 12 January 1945; and KZ + HN has been confirmed from a He 219 <i>FlugBuch</i> of around the same date. The similarity between the letters ‘R’ and ‘H’ points to a simple typographical or transcription error. (<i>The historical record contains a number of similar errors - see BE + JF, DB + DT and RL + AK</i>). ... so it seems very likely that KZ + RZ may actually be KZ + HZ, in which event the timing of this reported flight can be dated to around January 1945; quite probably January 5th (see Note 12, p.76).
RL + AA	The <i>Stammkennzeichen</i> RL + AA appears in the “ <i>Losses of the E-Stelle Rechlin ... to 1945</i> ” (Beauvais <i>et al</i> , p.125), where it’s linked to the He 219 A-011, <i>WNR.</i> 190061. No <i>Versuchsnummer</i> is quoted. According to the Loss List, this aircraft crashed during testing on 16th June 1944 near Mirow, due to tailplane failure (see Appendix 5). Photographs of the wreckage taken in 2011 show that <i>WNR.</i> 190061 was fitted with the tail empennage of <i>WNR.</i> 190063 at the time of its loss.
RL + AB	The <i>Stammkennzeichen</i> RL + AB identifies this machine as the He 219 A-012, <i>WNR.</i> 190062. In 1944/45 this machine conducted trials with MeP 8 (Messerschmitt-Prause) braking propellers under the control of <i>E-Stelle</i> Rechlin. In a numerical coincidence, the He 219 A-2 <i>WNR.</i> 290062 was also engaged in the same test program. On 9 December, 1944, <i>E-Stelle</i> Rechlin department E3 (engines/propellers) reported that test flights with RL + AB had been interrupted while awaiting parts to replace a damaged rudder. According to Remp, p.135, this machine was found scrapped at Schwechat in May 1945, but oddly, it does not appear in the British Field Intelligence Unit Report of 8th August 1945. It’s also widely claimed RL + AB flew with experimental flame dampers and new heating system. It’s unknown if a <i>Versuchsnummer</i> was allocated to this machine.
RL + AC	The <i>Stammkennzeichen</i> RL + AC identifies this machine as the He 219 A-013, <i>WNR.</i> 190063. From this, it’s possible to further identify this machine as the He 219 V 33 (Dressel & Griehl, p.11; Remp, p.86). On 8 December 1943, EHF reported this machine as one of seven new He 219s ready for front-line service (Remp, p.82), which would indicate it was transferred from front-line service into a <i>Versuchs</i> role early in 1944. On 23 April 1944 this machine was involved in an accident, which apparently caused substantial damage – after this date the machine was used as a source of spare parts with the tail unit being ‘transferred’ to <i>Werknummer</i> 190061, RL + AA.

Appendix 3 - He 219 *Werknummern* and *Stammkennzeichen*

Stkz.	Comments/Notes
RL + AD	The <i>Stammkennzeichen</i> RL + AD identifies this machine as the He 219 A-014, <i>W.Nr.</i> 190064. The “Summary of He 219 Prototypes as at 9 February 1944” (Remp, pp.85/86) indicates this machine, designated the He 219 V 15, was operating with <i>E-Stelle</i> Rechlin as at that date and was engaged in testing: - a) the prototype nitrous oxide (GM-1) boost system, and b) the <i>FuG</i> 16 ZY as a VHF voice radio and fighter control system.
RL + AF	Assigned to the He 219 A-016, <i>W.Nr.</i> 190066. See The Photographic Record – Case Study 4.
RL + AG	Assigned to the He 219 A-017, <i>W.Nr.</i> 190067. See The Photographic Record – Case Study 5.
RL + AH	This machine was one of five He 219 wrecks found at Schwechat after hostilities ceased. The British FIU Report of 8th August 1945 stated that the He 219, RL + AH, marked V 28 could not be properly inspected as the machine had been bulldozed into a crater and covered over. The <i>Stammkennzeichen</i> RL + AH identifies this machine as He 219 A-018, <i>W.Nr.</i> 190068, which was produced at Schwechat in December 1943. This machine was flown at Schwechat on 14 May 1944 by <i>Hptm.</i> Lüttke of <i>NJGr.</i> 10 (see Note 1). It's believed the He 219 V 28 was retained by Heinkel as a ' <i>Musterflugzeug</i> ' and used in endurance trials with the Daimler Benz DB 603 E engine. In some publications (Remp, p.136 and Dressel & Griehl, p.7) the He 219 V 28 is incorrectly linked to the <i>Stkz.</i> VO + BC – and by association, incorrectly linked to diving/braking chute trials.
RL + AJ	The <i>Stkz.</i> RL + AJ identifies this machine as He 219 A-020, <i>W.Nr.</i> 190070. On 8 December 1943, EHF reported this as one of seven new He 219s ready for front-line service (Remp, p.82). This machine was lost in combat on the night of 21/22 January 1944 (see Appendix 5).
RL + AK	The <i>Stammkennzeichen</i> RL + AK identifies this machine as the He 219 V 18, <i>W.Nr.</i> 190071. It appears certain this machine was one of five He 219 wrecks found at Schwechat after hostilities ceased. Described in the British Field Intelligence Unit Report of 8th August 1945 as, “ <i>He 219, BL + AK</i> ”, it is known that the <i>Stammkennzeichen</i> was recorded incorrectly. BL + AK was in fact assigned to a Focke-Wulf Fw 58. The FIU Report noted that this machine had the standard wing of 18.5m span and was powered by DB 603 engines. The He 219 V 18 is linked with the testing of 6 x 30mm cannons (Remp, p.85; Dressel & Griehl, p.11). When inspected in August 1945, it was not possible to carry out a detailed examination as the machine had been bulldozed into a crater and covered over. Therefore, there is no confirmation of the armament installation.
SP + CR	The <i>Stammkennzeichen</i> SP + CR was assigned to the He 219 A-0, <i>W.Nr.</i> 210903. This machine was one of the fifteen A-0 series He 219 produced at Rostock/Marienehe. Delivered to II./NJG 1 at Deelen, it was assigned to 6./Staffel and given the <i>Verbands-kennzeichen</i> G9 + LP. On 22 June 1944, one crew member was killed and the aircraft damaged when hit by return fire (see Appendix 5). On 11 July 1944, the aircraft was transferred to I./NJG 1. When captured at Grove in May 1945, it was wearing the <i>Stammkennzeichen</i> SP + CR, indicating it may have been operating in a training role at that time. The aircraft was handed over to the Americans in June 1945 and later designated FE-612 (see Appendix 6).