

SECRET

CATEGORY "ONE" LIST

(formerly designated as Category A)

OF

ENEMY EQUIPMENT

FILE --- PH/Int/Adm

RECEIVED BY WRIGHT FIELD

No. ~~XXXI~~ 3

Prepared by
Director of Technical Services
Headquarters
Air Technical Service Command in Europe

May 1945

NOTE

This list supersedes the Category "A" list published February 1945. The February 1945 list should be destroyed.

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IMPORTANT

A. PREAMBLE.

1. The chief objective of Air Technical Intelligence activities in Germany, at the present stage of the war, is to obtain any and all information which may be applied to the prosecution of the war against Japan. There is good foundation to the belief that the Germans have made many, if not all, of their developments available to the Japanese. Hence, knowledge of German developments is vitally needed to:

- a. Devise effective countermeasures, both technical and tactical.
- b. Insure the technical superiority of our own equipment.

2. This list of enemy equipment desired for technical intelligence and research purposes is published as a guide for those engaged in gathering German materiel for intelligence purposes. It is a revision of, and supersedes, the Category A List of Enemy Equipment Desired by Wright Field, published in February 1945.

3. Two types of enemy materiel are listed -- that which is known to exist or has been reported, and that on which no specific information is available. This latter type is listed in general terms. Specimens of German versions of these types of equipment are required for examination and evaluation.

4. As it is of the utmost importance to Wright Field to receive, promptly, specimens of new German equipment, particular attention is invited to the method of scheduling priorities for shipment as follows:

a. Priority I -- Will be shipped by air with the least possible delay. Consolidated shipments will be accompanied by a courier.

- (1) In general, this priority applies to experimental models, the first captured specimens of production items, or significantly modified standard equipments which are considered to be capable of contributing valuable information as outlined in para 1 above.
- (2) The following general classes of German equipment are considered to rate Priority I:
 - (a) Jet or rocket propelled aircraft and accessories or instruments peculiar to them.
 - (b) Jet or rocket propulsion engines and accessories or instruments peculiar to them.
 - (c) Experimental high powered reciprocating engines and accessories.
 - (d) Gas turbine engines combined with propeller drive.
 - (e) All controlled missiles, especially the control mechanisms.
 - (f) Methods of improving aircraft, engine, or crew performance at high altitudes (includes cabin supercharging, oxygen equipments, etc.).
 - (g) Methods of improving night operation of aircraft and crew (includes exhaust flame dampers, night vision aids etc.).

- (h) Special fuels, lubricants, anti-icing, finishes, alloys.
- (i) Samples of advanced or new manufacturing techniques.
- (j) New or improved guns, rockets, rocket launching methods.
- (k) Advanced or experimental photographic equipment, notably high altitude aerial cameras, gun sight cameras, special lenses.
- (l) Microwave radar, anti-jamming arrangements, infra-red and associated equipment, radio control gear, television, any novel electronic equipment.
- (m) Any standard item showing significant improvements applicable to the distinct advantage of our own equipment.

b. Priority II -- shipment to be expedited but does not require courier or air transport, except where surface transport facilities are inadequate.

(1) In general, this priority applies to the following two classes of enemy equipment:

- (a) A limited number of equipments of the same type as, but in addition to, that shipped under Priority I. This shipment is required to assure a sufficient number of the items shipped under Priority I to continue and expand the investigations prompted by the first received items. This will explain why many items list numbers required under more than one priority.
- (b) Equipment whose relative importance, as outlined in para 1, does not warrant Priority I, but which is required for prompt investigation.

c. Priority III -- routine shipment.

(1) Materiel not required for immediate investigations, or additional quantities of that shipped under Priorities I or II are classed as Priority III. This will provide materiel for later or more detailed investigations.

d. It will be noted that 3 designations are given in the list for quantities required. These are explained as follows:

- (1) Numbers are given when information is sufficient to permit specific quantities to be requested.
- (2) "X" indicates that the subject warrants the importance of that priority but no specific items are known. Samples of each type found are required. Quantities required may be judged by comparison with other items, bearing in mind the size and importance of the item in question.
- (3) A question mark (?) indicates that available information is insufficient to make the priority certain. Examination of any recovered specimens in the light of the above explanation of priorities should be made to determine whether the indicated priority should be changed.

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Certain items, particularly aircraft and engines, are listed but not required. These have either been previously examined or are otherwise of no further interest.

B. General Instructions for the Guidance of Field Personnel.

1. It is important that materiel shipped under Priority I or Priority II have any available information as to where found, how used, what used with, etc., securely attached to it. This is often a very great aid in proper evaluation.
2. Because of the incompleteness of our knowledge of German developments, field personnel will be required to evaluate much materiel found in the light of the foregoing definition of priorities. It is important that the existence of Priority I materiel be made known immediately in order that arrangements for its prompt inspection and removal can be made.
3. The existence of factories or experimental establishments dealing with Priority I Items should be reported immediately in order that arrangements for guarding, inspection and evaluation by qualified technical specialists may be made. Factories containing exceptionally large or otherwise noteworthy machinery should also be reported at once.
4. It is important that special tools, manifolding, wiring such as ignition harness, electric and hydraulic connectors and couplings etc., be searched for and sent with any items recovered to make complete examination and test possible.
5. NOTE: In dismantling aircraft, extreme care should be taken in separating and properly tagging all electric and hydraulic lines. If possible control surface cable tensions should be measured before dis-assembly and cables then properly tagged.
6. All stocks of German-captured Russian materiel should be reported at once.

C. REPORTING INSTRUCTIONS.

All personnel having access to this list of equipment are requested upon locating any listed item to signal all pertinent details to the Director of Intelligence, USSTAF (Widewing, Main), Attention: Exploitation Division. Arrangements should be made to have the item guarded. The D/I will then take the necessary action to have the article inspected or removed. If the item has previously been obtained in required quantity D/I will issue instructions to the reporting agency to release the article for disposition in accordance with SHAEF or Comm Z directives.

- Class 1 AIRCRAFT
1-A Complete aircraft and/or airframes.
1-B Airframe accessories.
(This section includes all equipment built into or onto the airframe but not directly a part of the propulsion system or other classes dealt with separately).
- Class 2 PROPULSION
2-A Jet propulsion engines.
2-B Reciprocating engines.
2-C Propellers.
2-D Take-off assist devices.
2-E Cooling system.
2-F Exhaust systems.
2-G Engine mountings.
2-H Full systems.
2-I Ignition systems.
2-J Oil systems.
- Class 3 EQUIPMENT
3-A Aero-medical equipment.
3-B Air transport equipment.
3-C Emergency rescue equipment.
3-D Ground handling equipment.
3-E Personal equipment.
- Class 4 COMMUNICATION AND RADIO NAVIGATIONAL AIDS
4-A Airborne communication sets.
4-B Airborne radio navigational aids.
4-C Countermeasures.
4-D Ground radio equipment.
4-E Interphone systems.
4-F Miscellaneous equipment.
- Class 5 RADAR
5-A Airborne radar.
5-B Ground radar.
5-C Gun-laying radar.
5-D Radar countermeasures.
- Class 6 INFRA-RED
6-A Picture resolving devices (viewing devices).
6-B Miscellaneous aircraft identification devices.
- Class 7 SPECIAL WEAPONS
7-A Aerial torpedoes.
7-B Flying bombs.
7-C Guided missiles.

Class 8 ARMAMENT, ORDNANCE, AND CHEMICAL WARFARE

- 8-A Ammunition.
- 8-B Ammunition accessories.
- 8-C Bombs.
- 8-D Bombing accessories.
- 8-E Bombsights.
- 8-F Chemical warfare.
- 8-G Guns and cannons.
- 8-H Gun accessories.
- 8-I Gunsights.
- 8-J Turrets.
- 8-K Pyrotechnics.

Class 9 PHOTOGRAPHIC

Class 10 INSTRUMENTS

- 10-A Automatic pilots.
- 10-B Engine instruments.
- 10-C Flight instruments.
- 10-D Navigational instruments.
- 10-E Miscellaneous instruments.

Class 11 MATERIALS

- 11-A Adhesives.
- 11-B Finishes.
- 11-C Fuels and lubricants.
- 11-D Metals.
- 11-E Plastics.
- 11-F Woods.
- 11-G Miscellaneous.

AMENDMENT: All numerical quantities given in columns I, II, and III under "No. Required for Priorities", pages 1 to 35 inclusive, should be increased by 2; e.g. 1 becomes 3, 2 becomes 4, etc.

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|---------------------|---|--------------------------------|------|------|---|
| | | I | II | III | |
| -A | <u>Complete Aircraft and/or Airframes</u> | | | | |
| | (Arado) | | | | |
| 1 | Ar-231 | ? | 1 | ? | No details available. |
| 2 | Ar-232 | - | - | 1 | Transport/cargo aircraft-2 or 4 engines; tricycle undercarriage; might have additional 10 wheels under fuselage. |
| 3 | Ar-234 | 1 | 2 | 4 | Reported to have 3 skids for undercarriage; 2 jet engines (probably Jumo 004) |
| | Series A | 1 | 2 | 4 | Reported to have wood wings and tail. 2 Jumo 004. |
| | Series B | 1 | 2 | 4 | Reported to have 4 BMW jet engines arranged in 2 pairs. (BMW-003). |
| | Series C | 1 | 2 | 4 | |
| 4 | Ar-240 | ? | 1 | 1 | Twin-engined high altitude reconnaissance and fighter. |
| 5 | Ar-393 | ? | 1 | 1 | No details available. |
| 6 | Ar-396 | - | - | - | Dive bombing trainer. |
| 7 | Ar-420 | ? | 1 | 1 | Designation may have been confused with Ar-240. Also see Brandenburg-42. |
| 8 | Ar-432 | ? | 1 | ? | Possibly a development of Ar-232. |
| 9 | Ar-440 | ? | 1 | ? | Presumed development of Ar-240; not known how many exist. 2 DB-603 engines; bomber. |
| 10 | Augsburg - 44 | 1 | 1(?) | 2(?) | May be Me-109H; seen at Augsburg; has 45' wing span. |
| 11 | Brandenburg - 42 | ? | 1 | ? | An experimental aircraft of Arado design having a span of approximately 42 feet. May be the Ar-420. |
| | (Blohm & Voss) | | | | |
| 12 | Bv-138 | - | - | - | 3 engine high wing flying boat. |
| 13 | Bv-141-B | - | 1 | 2 | 1 engine unsymmetrical monoplaner cabin and engine in separate nacelles; fuselage extends to tail from engine nacelle only. |
| 14 | Bv-144 | - | - | 1 | Twin-engined transport. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|---------------------|--------------------------|--------------------------------|----|-----|---|
| | | I | II | III | |
| L-A Cont'd. | | | | | |
| 15 | Bv-155 | ? | 1 | ? | No details available. |
| 16 | Bv-222 | - | - | 1 | Six engined flying boat. |
| 17 | Bv-237 | - | 1 | ? | 1 engine observation type; asymmetric tail plane. |
| 18 | Bv-238 | 1 | ? | ? | Experimental six-engined flying boat. Only one known to exist; span about 195 ft; may have Jumo-222 engines. |
| 19 | Bv-333 (Dornier) | 1 | ? | ? | Reported (unconfirmed) as 4 engine bomber. |
| 20 | Do-217 | - | - | 1 | Twin-engined bomber. Sub types M or P only. |
| 21 | Do-217P | - | 1 | 1 | High altitude version with 90 ft span with DB-605 engine in fuselage for super charging wing engines (DB-603). |
| 22 | Do-235 | - | 1 | ? | Reported (unconfirmed) as 4 engine bomber; numbers also reported as applying to a Junkers aircraft. |
| 23 | Do-317 | 1 | 1 | 1 | Experimental aircraft, not known how many in existence. Reported as prototype of Do-217P. 2 DB-603 or 2 Jumo-213. |
| 24 | Do-335 | - | 1 | 1 | Two-engined multi-purpose aircraft. Two engines in tandem. One tractor propeller in front, one pusher propeller at rear. Experimental aircraft, not known how many exist. |
| 25 | Do-435 (Fieseler) | - | 1 | ? | Reported as a development of Do-335 with 2 Jumo 222 engines. |
| 26 | Fi-103 | 1 | 2 | 4 | Believed to be a flying bomb; possibly 2 Argus-Rohr propulsion units. |
| 27 | Fi-156 (Storch) | - | - | - | Light reconnaissance aircraft. |
| 28 | Fi-256 | - | - | 1 | Light reconnaissance aircraft, possibly development of the Fi-156 ("Storch"). |
| 29 | Flettner-282 | - | 1 | 2 | Helicopter. Not known how many exist. Twin-rotor; 550 hp Hirth engine. |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|--------------------|--|--------------------------------|-----|------|---|
| | | I | II | III | |
| 1-A Cont'd. | | | | | |
| 30 | Focke-Achgelis-223 (Focke-Wulf) | - | 1 | 2 | Twin-rotor helicopter powered by Bramo Fafnir engine. Not known how many exist. |
| 31 | Fw-152 (Ta 152) | - | 1 | 2 | Scaled up Fw-190 with in-line engine. Reported for high altitude operation. |
| 32 | Fw-154 (Ta 154) | - | 1 | 1 | Reported to be German version of Mosquito. |
| 33 | Fw-183 (Ta 183) | 1 | (2) | (4) | Very fast; single jet engine; experimental. Reported not complete. |
| 34 | Fw-189 | - | - | - | Twin engine, twin boom; obsolete. |
| 35 | Fw-190 C | - | 1 | 1 | Number built unknown; may have increased wing span. |
| | 190 D | - | 1 | 1 | Long nose version; Jumo-213 engine. |
| | 190 (BMW-801D "Windei") | - | 1 | 1 | Jettisonable turbo supercharger. |
| | 190 (BMW-801E) | - | 1 | 1 | Fixed external turbo supercharger. |
| | 190 (DB-603) | - | 1 | 1 | Reported experimental; frontal radiator. |
| | 190 (DB-628) | - | 1 | 1 | Reported experimental. |
| | 190 V-13 | - | 1 | 1 | Reported prototype; 40 ft span. |
| 36 | Fw-191 | ? | 1 | 1(?) | Reported 2 engine; 70 ft span; pointed tail. |
| 37 | Fw-200 | - | - | - | 4 engine, low wing, military version of transport. |
| 38 | Fw-206 | - | - | 1 | Reported 2 engine transport; believed not built. |
| 39 | Fw-237 | - | ? | 1 | Reported (unconfirmed) as multi-purpose; wood construction. |
| 40 | Fw-254 (Ta 254) | - | 1 | (1) | Presumed development of Fw-154. Experimental; not known how many exist. |
| 41 | Fw-300 | ? | 1 | ? | Details not available. |
| | 300 A | - | ? | 1 | Projected 6 engine bomber using BMW-801's also reported as Fw-400. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|---------------------|-------------------------|--------------------------------|------|-----|--|
| | | I | II | III | |
| -A Cont'd. | (Gotha) | | | | |
| 42 | Go-244 (Heinkel) | - | - | - | 2 engine powered version of Go-242 cargo glider. |
| 43 | He-111 | - | - | - | 2 engine obsolete medium bomber. |
| 44 | He-111 Z | - | - | 1 | 2 He-111's joined, total of 5 engines. |
| 45 | He-115 | - | 1(?) | (?) | No details available. |
| 46 | He-162 | 1 | 2 | 4 | High short wing; narrow track undercarriage; Heinkel-Hirth turbo-jet (109.011) mounted <u>above</u> fuselage; twin tail. |
| 47 | He-177 | | | | |
| | A-3 | - | - | - | Most common type; 4 engines coupled to drive 2 propellers. |
| | A-5 | - | - | - | Improvement on A-3. |
| | A-7 | - | 1 | 1 | Long span (greater than 103 ft); 2 DB613 engines (coupled DB-603). |
| | B-5 | - | 1 | 1 | 103 ft span; 4 engines and propellers (probably DB-605). |
| | B-7 | - | 1 | 1 | Long span; otherwise similar to B-5. |
| 48 | He-219 | 1 | 1 | 2 | Twin-engined night fighter tricycle undercarriage, 2 DB603. Specially desired is a version with a jet propulsion booster unit slung under fuselage, and a version powered by Jumo 222 engines. |
| 49 | He-274 | 1 | 1 | 4 | Turbo supercharged DB603's armored pressure cabin in nose. Prototyped by Farman Paris-may also be found in Germany. |
| 50 | He-277 | - | 1(?) | 1 | Details unknown, probably development of He-177. |
| 51 | He-280 | 1 | 2 | 4 | Twin unit jet propelled fighter. |
| 52 | He-343 | 1 | 1 | 2 | Reported as multi-seat fighter with either 2 or 4 jet engines. |
| 53 | He-1060 | ? | 1 | 2 | No details available. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|---------------------|---------------|--------------------------------|----|-----|--|
| | | I | II | III | |
| 1-A Cont'd. | (Henschel) | | | | |
| 54 | Hs-126 | - | - | - | Single engine; high wing; three place. |
| 55 | Hs-128 | - | 1 | 1 | Experimental twin-engined high altitude aircraft. Not known how many exist. |
| 56 | Hs-129 | - | - | - | Low wing, heavily armored, ground attack type. 2 Gnome-Rhone engines. |
| 57 | Hs-130 A | - | 1 | 1 | High altitude aircraft; probably 2 DB628 engines. |
| | 130 C | - | 1 | 1 | High altitude aircraft; probably 2 BMW-801 J engines with turbo supercharger. |
| | 130 E | - | 1 | 2 | High altitude aircraft with pressure cabin 2 DB603 engines; 1 DB605 in bomb-bay to supercharge wing engines. |
| 58 | Hs-132 | ? | 1 | ? | 1 place experimental fighter possibly jet. |
| | (Junkers) | | | | |
| 59 | Ju-52 | - | - | - | 3 engined obsolete transport. |
| 60 | Ju-86 R | - | - | 1 | Twin-engined high altitude aircraft with turbo supercharged Jumo-207 diesel engines. |
| 61 | Ju-87 (Stuka) | - | - | - | Obsolete dive bomber. |
| 62 | Ju-88 H | - | - | 1 | 2 engine bomber or fighter; fuselage lengthened over earlier sub-types. |
| 63 | Ju-88 P | 1 | 1 | - | Fitted with 1-75 mm or 1-88 mm gun. |
| 64 | Ju-90 | - | - | - | 4 engine low wing large transport. |
| 65 | Ju-92 | - | 1 | 1 | Reported as bomber and troop transport; 4 Jumo-222 engines. |
| 66 | Ju-188 | - | - | 2 | Twin-engined development of the Ju-88 |
| 67 | Ju-248 | 1 | 2 | 1 | Reported as Junkers version of Me-163 B; with tricycle gear; longer. |
| 68 | Ju-288 | - | 1 | 1 | Experimental aircraft, not known how many exist. Believed designed for Jumo-222 engines but may be found with others |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|---------------------|------------------------------------|--------------------------------|----|------|--|
| | | I | II | III | |
| -A 69 cont'd. | Ju-388 J, K & L | - | 1 | 1 | Believed to be fighter, bomber, recon- naissance types respectively. Reported with turbo supercharged BMW-801; possi- bly pressure cabin. |
| 70 | Ju-390 | - | 1 | 1 | 6 BMW-801 or Jumo-213 engines, span 164 ft. |
| 71 | Ju-488 | - | 1 | 1 | No details available. |
| 72 | Ju-588 | - | 1 | 1 | No details available. |
| 73 | Ju-252 | - | - | - | 3 engined transport developed from Ju-52 - smoother lines; "snoot" nose. |
| 74 | Ju-290 | - | - | 1 | 4 engined large transport, convertible to bomber. Developed from Ju-90. |
| 75 | Ju-352 | - | - | 1 | Possibly further developments of Ju-52 and 252. |
| 76 | Ju-452 | - | - | 1 | do |
| 77 | Ju-488 | - | 1 | 1 | This is actually the 4 engine Ju-188. 4 BMW-801 engines; 4 main wheels. |
| 78 | Ju-390 | - | 1 | 1(?) | 6 engined transport. Production status not known. |
| 79 | Ju-588 | - | 1 | 1 | Possibly confused with Ju-488. |
| 80 | Lechfeld-54 | - | 1 | 1(?) | Experimental development of Me-410 with a wing span of approximately 54 ft. |
| 81 | Lechfeld-59 (Messerschmitt) | - | 1 | 1 | Experimental development of Me-410 with a wing span of approximately 59 ft. |
| 82 | Me-109 | - | 1 | 1 | Model with DB-628 engine (2 stage super- charger) and model with MV50 (alcohol injection) desired. Also 2 place version (III). |
| 83 | Me-109/Ju-88 composite | - | - | 1 | Me-109 is mounted atop the Ju-88. |
| 84 | Me-110 | - | - | - | 2 engine fighter now obsolete. |
| 85 | Me-209 | - | 1 | 1(?) | Developed to replace Me-109, not in pro- duction; not known how many exist. |
| 86 | Me-309 | - | 1 | 1(?) | Experimental aircraft; not known how many exist. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|-------------|-----------------------------|----|-----|---------|
| | | I | II | III | |

| | | | | | |
|---------|--------|---|------|------|---|
| 1-A 87 | Me-161 | - | 1 | 1 | Reported long range aircraft; 4 BMW-801 engines. |
| Cont'd. | | | | | |
| 88 | Me-162 | - | - | - | Number now allocated to He-162 formerly bomber developed from Me-110. |
| 89 | Me-163 | 1 | 2 | 4 | Tail-less single-unit, rocket propelled aircraft. |
| 90 | Me-164 | - | - | - | Reported as 2 engine transport developed by Caudron; reported abandoned. |
| 91 | Me-208 | - | - | 1 | Probably development of Me-108; communications type aircraft; tricycle undercarriage. |
| 92 | Me-209 | - | 1 | 2 | Similar to Me-109; inward retracting undercarriage; developed as replacement for 109. |
| 93 | Me-210 | - | - | - | 2 engine development of Me-110; single fin. |
| 94 | Me-250 | - | 1 | - | 4 engine bomber; status unknown. |
| 95 | Me-261 | - | 1 | 1 | Reported as 2 seat fighter and dive bomber with 2 DB-603 engines. |
| 96 | Me-262 | - | 2 | 4 | Twin-unit jet propelled fighter, 1 aircraft already shipped to Wright Field. |
| 97 | Me-263 | 1 | 2 | 4 | Reported as development of Me-163. |
| 98 | Me-264 | - | 1 | 1 | 4 engine; experimental; not known how many in existence; one known to have been fitted with Juvo 211's. |
| 99 | Me-309 | - | 1 | 2 | Intended as replacement for Me-109; more advanced than Me-209; tricycle gear. |
| 100 | Me-310 | - | - | 1 | Presumed development of Me-210. |
| 101 | Me-323 | - | - | - | 6 engine powered version of Me-321 glider. |
| 102 | Me-324 | 1 | 2 | 4 | Reported about Me-109 size; 2 Argus-Rohr jet engines; 2 spring skids. |
| 103 | Me-328 | 1 | 2 | 4 | Reported as a single seater; rocket propelled 20 ft span. |
| 104 | Me-409 | - | 1(?) | 1(?) | Presumed further development of Me-109. |
| 105 | Me-410 | - | - | - | Development of Me-210. |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|-----------------|---------------------------------------|-----------------------------|----|-----|---|
| | | I | II | III | |
| 1-A Cont'd. | | | | | |
| 106 | Rechlin-60 | 1 | ? | ? | In general similar to Me-110 but greater wing span (abt 60 ft). More taper on trailing edge than on leading edge. |
| 107 | Rechlin-66 (Siebel) | 1 | 1 | ? | Experimental aircraft of span approximately 66', seen at Rechlin. Sharply swept forward wing and long thick nose. Possibly a tail-first aircraft. May be Ju-287. |
| 108 | Si-204 | - | - | - | Small 2 engined trainer. |
| 109 | Si-304 | - | - | - | Probably development of Si-204. |
| 110 | "Volksjaeger" | X | X | X | Refers to single engine jet fighters in general. |
| 111 | Z.SO 523 | - | - | 1 | Designed by S.N.C.A.S.O. and Zeppelin, based on Me-323 but larger; span 230 ft; twin fins and rudders; has been reported as Me-523. |
| 1-B | <u>Airframe Accessories</u> | | | | |
| 1 | Braking systems | - | - | X | Samples or information on any new developments. |
| 2 | Cabin pressurizing Systems | X | - | - | Including methods of protection against sudden decompression. |
| 3 | Cabin pressure regulators. | X | - | - | Samples required. |
| 4 | De-icer equipment | X | - | - | Particularly information on research on: 1. Heated wing de-icing systems. 2. Cabin heating and defrosting. 3. Windshield wipers, anti-icing sprays etc, to maintain vision during icing and rain. 4. Methods of dealing with frost on parked aircraft. 5. Details of research establishments dealing with above. |
| 5 | Energizers - auxiliary power supplies | - | - | X | Particularly A.C. generators - airborne. |
| 6 | Fire detection systems | - | X | - | Details and samples. |
| 7 | Fire extinguishers | - | X | - | Any new types including extinguishing material. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|---------------------|--|--------------------------------|----|-----|--|
| | | I | II | III | |
| 1-B 8 | Fluid and mechanical quick disconnects | 1 | - | X | |
| 9 | Generators | - | - | X | Other than main-engine driven, particularly A.C. systems. |
| 10 | Heating control for flying clothing | - | - | X | |
| 11 | Heating systems for cabin | - | - | X | |
| 12 | Hydraulic pressure pumps | - | - | X | |
| 13 | Internal armor plating | - | - | X | Particularly new types of material. |
| 14 | Instrument and cabin lighting. | - | - | X | Particularly for night fighters. |
| 15 | Lighting systems; external | - | - | X | |
| 16 | Oxygen cylinders | - | - | X | New or experimental types. |
| 17 | Oxygen flow indicators | - | - | X | New or experimental types. |
| 18 | Oxygen generators; airborne | - | - | X | Any type. |
| 19 | Oxygen generators | - | 1 | X | Especially those using liquid oxygen. |
| 20 | Oxygen pressure gages | - | - | X | New or experimental types. |
| 21 | Oxygen pressure regulators | - | - | X | |
| 22 | Oxygen regulators; constant flow | - | - | X | |
| 23 | Oxygen regulators; demand | 1 | - | X | |
| 24 | Oxygen systems | - | - | X | |
| 25 | Oxygen warning devices | 1 | - | X | Types indicating to pilot when any crew member stops drawing oxygen. |
| 26 | Relief tubes and devices | - | - | X | |
| 27 | Safety belting and devices | - | 1 | X | |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks | |
|--------------------|--|--------------------------------|----|-----|--|---|
| | | I | II | III | | |
| 1-B 28 Cont'd. | Seats | 1 | 2 | 4 | Showing new designs or materials. Types showing power-ejection particularly. | |
| 29 | Shimmy damper for nose wheel | - | - | X | | |
| 30 | Storage batteries | - | - | X | | |
| 31 | Stowage and carrier compartments | - | - | X | | |
| 32 | Struts and shock absorbers | - | - | X | | |
| 33 | Suction relief valves | - | - | X | | |
| 34 | Tanks-external, internal, jettisonable | - | - | X | | |
| 35 | Tires | - | X | - | | Particularly tires for replacement on aircraft desired. |
| 36 | Voltage regulators | X | - | X | | New or experimental types. |
| 37 | Wheels | - | - | X | | Particularly for aircraft listed as desired. |
| 38 | Windshield defrosters | - | - | - | See De-icers. | |
| 39 | Windshield wipers | - | - | - | " " | |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|---------------------|--|--------------------------------|----|-----|--|
| | | I | II | III | |
| -A | <u>Jet Propulsion Engines</u> | | | | |
| 1 | (Argus-Rohr) | 2 | 20 | 20 | Reported constructed of sheet iron; only usable ones. |
| 2 | Argus jet engine | 2 | 20 | 20 | |
| 3 | Athodyd Units | 2 | 20 | 20 | Experimental type of unit. Probably not in production. Commonly known as "ram-jet" |
| 4 | BMW-003 | 2 | 20 | 20 | Reported to burn gasoline, may be used in He-280. Similar to Jumo-205. |
| 5 | He-58A | 2 | 20 | 20 | Reported used in He-280; Campini type(?) |
| 6 | Hirth jet engine | 2 | 20 | 20 | Details not available. |
| 7 | Impulse duct | 2 | 20 | 20 | Only developments beyond V-1 flying bomb type. |
| 8 | Junkers TL(Jumo-004) | 1 | 20 | 20 | Used on Me-262. |
| 9 | R-211 | 2 | 20 | 20 | Used in Me-163. Reported made by Walter of Kiel. |
| 10 | Any new developments of jet engines or modifications of existing models. | 2 | 20 | 20 | All jet engines are of the utmost interest, including turbine driven propeller engines. German designations: TL- Turbo jet engine PTL- Turbine driven propeller engine |
| ?-B | <u>Reciprocating Engines</u> | | | | |
| 1 | Bramo (Fafnir) - 323 (Bavarian Motor Works) | - | - | - | |
| 2 | BMW-132 | - | - | - | 9 cyl air cooled radial. |
| 3 | BMW-801 | - | 2 | - | 14 cyl. radial. Later models desired (D, G, and later). Where significant change is evident (2 stage or turbo supercharger etc.) |
| 4 | BMW-802 | - | 2 | 2 | Reported 2 row, 18 cyl radial and in production. |
| 5 | BMW-802 | 2 | 2 | 4 | Reported 2, 14 cyl radial; driving contrarotating props; 4,000 hp. |
| 6 | BMW-804 | - | 2 | 2 | Experimental engine, not known how many exist. Reported 27 cyl. radial (three banks of 9 each); 2,800 hp. |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|------------------|----------------|-----------------------------|----|-----|---|
| | | I | II | III | |
| 2-B 7 Cont'd. | BMW-805 | 2 | 2 | 4 | Reported 3 bank radial; 3,200 hp; status unknown. |
| 8 | BMW-806 | 2 | 2 | 4 | Reported 28 cyl radial; similar to BMW-803. |
| 9 | BMW-816 | 1 | 1 | - | Reported experimental work; abandoned; description unknown. |
| | (Daimler Benz) | | | | |
| 10 | DB-601 | - | 1 | 2 | 12 cyl. inverted V, liquid cooled; desired if with 2 stage or turbo supercharger. |
| 11 | DB-603-603 AS | - | 1 | 2 | 12 cyl. inverted V, liquid cooled; desired if with 2 stage or turbo supercharger (DB-603 AS). |
| 12 | DB-605 | - | 1 | 2 | 12 cyl. inverted V, liquid cooled; desired if with 2 stage or turbo supercharger. |
| 13 | DB-607 | - | 1 | 2 | Experimental engine, not known how many exist. Reported 24 cyl. compression ignition. |
| 14 | DB-608 | - | 1 | 2 | Details not available. |
| 15 | DB-609 | - | 1 | 2 | Reported as 16 cyl. inverted V, liquid cooled. |
| 16 | DB-610 | - | - | 2 | Two DB-605's coupled to drive one propeller. |
| 17 | DB-612 | - | 1 | 2 | Reported as DB-601 with redesigned cyl. heads and rotary valves. |
| 18 | DB-613 | - | 1 | 2 | Two DB-603's coupled to drive one propeller, possibly contra-rotating. |
| 19 | DB-614 | - | 1 | 2 | Experimental engine, not known how many exist. |
| 20 | DB-620 | - | 1 | 2 | Details not available. |
| 21 | DB-623 | - | 1 | 2 | Reported as development of DB-603 with addition of turbo-supercharger. |
| 22 | DB-625 | - | 1 | 2 | Reported to be DB-605 with turbo-supercharger. |
| 23 | DB-626 | - | 1 | 2 | Reported as development of DB-603 with addition of turbo-supercharger. |

| Class & Item No. | Description | No. Required, by Priorities | | | REMARKS |
|------------------|---------------------------------|-----------------------------|------|------|---|
| | | I | II | III | |
| 2-B 24 | DB-627 | - | 1 | 2 | No details available. |
| Cont'd. 25 | DB-628 | - | 1 | 2 | DB-605 with two stage supercharger and inter-cooler. |
| 26 | DB-632 (Junkers Motor Works) | - | 1 | 2 | No details available. |
| 27 | Jumo-205C | - | - | - | 6 cyl. opposed piston, diesel, liquid cooled. |
| 28 | Jumo-207, 207E, J | - | - | - | May be equipped with turbo-supercharger similar to Jumo-205. |
| 29 | Jumo-210 | - | 1(?) | 2(?) | Details not available. |
| 30 | Jumo-211 | - | 1 | 2 | 12 cyl. inverted V, liquid cooled, mechanically driven supercharger. Desired with 2 stage supercharger only. |
| 31 | Jumo-212 | - | 1 | 2 | Experimental engine, not known how many in existence. Thought to be 24 cyl "x", or two Jumo-211 units side by side. |
| 32 | Jumo-213 | (1) | 1 | 2 | 12 cyl. inverted V, liquid cooled. Reported version with 3 stage supercharger particularly desired (Priority I) |
| 33 | Jumo-222 | - | 1 | 2 | Experimental engine, not known how many exist. Reported 24 cyl. engine made up of 6 blocks of 4 cyl. arranged radially. Possibly combination of liquid and air cooling. |
| 34 | Jumo-223 | - | 1 | 2 | Experimental engine, not known how many exist. |
| 2-C | <u>Propellers</u> | . | . | . | . |
| 1 | Feathering pumps and motors | - | - | X | Samples. |
| 2 | Escher-Wyss Propeller | X | X | X | Swiss reversible pitch propeller, experimented with by Germans. |
| 3 | MeP-8 | 1 | 2 | 2 | Reversible pitch propeller. |
| 4 | New type propellers | 1 | 2 | 2 | Particularly contra-rotating types. |
| 5 | Propeller controls | - | X | X | Particularly for contra-rotating types. |
| 6 | Propeller governors | - | X | X | Particularly for contra-rotating types. |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|-----------------|--|-----------------------------|----|-----|--|
| | | I | II | III | |
| 2-C Cont'd. | 7 Propeller hubs | 1 | 2 | 2 | Particularly, contra-rotating types and reversible pitch types (See Ref-8). |
| | 8 Hollow metal blades | X | X | X | Experiments with 2 types of hollow steel blades reported. |
| | 9 Unusual blade construction | X | X | X | Plastics, wood greater than 16 ft diam. hollow aluminum, etc. |
| | 10 Stamping process for propeller blades | X | X | - | Location of machinery and details important. Samples of blades desired. |
| | 11 VDM propellers | - | X | X | Experimental models; samples. |
| 2-D | <u>Take-off Assist Devices</u> | | | | |
| | 1 Liquid fuel jet units | | | | Standard bomber type not required. Application to jet aircraft or new types desired. |
| | 2 Solid fuel rocket units | 12 | 20 | 20 | Particularly as used with jet planes. |
| 2-E | <u>Cooling Systems</u> | | | | |
| | 1 Coolant pressure relief valves. | - | - | X | Samples. |
| | 2 Coolant systems | - | - | X | New types and developments including coolers, de-aerators and regulation of temperatures. |
| | 3 Cowling attachments and arrangements | - | - | X | Including automatic and normal regulation of cowl flaps and other temperature control means. |
| | 4 Hose and hose clamps | - | - | X | Samples of new types. |
| | 5 Intercooler (super-charger) | - | X | - | Any type; samples. |
| | 6 Oil cooler surge protection valves | - | X | X | Samples of all types for existing engines desired. Also samples of experimental types. |
| 2-F | <u>Exhaust Systems</u> | | | | |
| | 1 Exhaust collectors | - | X | - | Types apparently using special materials and arrangements desired particularly. |
| | 2 Exhaust gas heat exchangers | - | X | - | Particularly details of use for wing de-icing; see De-icing. |
| | 3 Flame damping type exhaust. | - | X | - | Any new types. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|--------------------------------------|-----------------------------|----|-----|---|
| | | I | II | III | |
| 2-G | <u>Engine Mountings</u> | | | | |
| 1 | New types of shock mounting | - | X | - | Vibration isolating and quick disconnect mounts and fittings all of particular interest; samples desired. |
| 2 | "Power Egg" types | - | X | - | Details of arrangement; samples if applied to large engines. |
| 2-H | <u>Fuel Systems.</u> | | | | |
| 1 | Automatic engine control units | X | X | - | Particularly complete details on single lever controls for operation of all engine controls. |
| 2 | Direct fuel injection | X | X | X | Samples of all types for existing engines desired. Also samples of experimental types. |
| 3 | Electric and hydraulic control units | - | X | X | Samples required. |
| 4 | Fuel filters | - | - | X | |
| 5 | Fuel pumps | - | - | X | |
| 6 | Fuel condensers | - | - | X | |
| 7 | Fuel system coolers | - | - | X | |
| 8 | Fuel system valves | - | - | X | |
| 9 | Fuel vent systems | - | - | X | |
| 10 | Power boost at altitude | 1 | 2 | 4 | GM-1. Device for adding oxygen to engine at altitude source being liquid oxygen or liquid nitrous oxide carried in tanks. |
| | | 1 | 2 | 4 | MV-50 Corresponds to our water injection device. |
| 11 | Turbo installations | X | X | X | Particularly turbo regulators. |
| 12 | Turbo superchargers | X | X | X | Samples of all types desired. |
| 13 | Turbine wheels | X | X | X | All types - particularly those for jet engines, for test, and replacement on jet engines required. |
| 14 | Water recovery systems (exhaust) | X | X | X | For recovering water from exhaust for water injection, etc. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|---|-----------------------------|----|-----|--|
| | | I | II | III | |
| 2-I | <u>Ignition Systems</u> | X | X | X | Particularly low-tension systems- ie low tension distribution with individual high tension coil for each cylinder. |
| 1 | Ignition cable | - | X | X | Samples from high altitude engines. particularly. |
| 2 | Ignition harness, low and high tension | - | X | X | Samples |
| 3 | Ignition system pressurization | X | X | X | Pumps, harnesses, accessories, etc. |
| 4 | Low tension starting vibrators (boosters) | - | - | X | Samples. |
| 5 | Magnetos | - | - | X | Samples. |
| 6 | Spark plugs | - | - | X | Samples. |
| 7 | Spark plug cleaning attachments | X | X | - | Reported systems are installed on engine for the purpose of cleaning spark plugs while in flight. |
| 2-J | <u>Oil Systems</u> | | | | |
| 1 | Booster pumps in external oil system | - | X | - | |
| 2 | Oil systems | - | X | - | Any experimental types and developments including new methods of breathing and means for reducing foaming at altitude. |
| 3 | Oil system deaerators | - | X | - | |
| 4 | Oil system pressure relief | - | - | X | |
| 5 | Oil separators | - | X | - | |
| 6 | Oil temperature regulator valves | - | - | X | |
| 7 | Oil flow meters | - | X | X | Samples. |
| 8 | Oil quantity gages | - | X | X | " |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|-----------------|---|-----------------------------|----|-----|---|
| | | I | II | III | |
| 3-A | <u>Aero-medical Equipment</u> | | | | |
| 1 | Air-evacuation equipment | - | X | - | Litters, ambulance kits, etc. |
| 2 | Air-evacuation methods | - | X | - | Especially organization and function of Air Evacuation units. |
| 3 | Casualty blankets | - | - | X | |
| 4 | Dental equipment-airborne | - | - | X | |
| 5 | First Aid equipment | - | - | X | |
| 6 | Medical publications and directives | - | X | - | |
| 7 | Medical and surgical supplies and equipment | - | X | - | Airborne surgical equipment, blood substitutes, field anesthetic equipment. |
| 3-B | <u>Air-transport Equipment</u> | | | | |
| 1 | Aerial supply equipment | X | X | X | |
| 2 | Conveyor systems | X | - | X | Particularly auxiliary powered systems. |
| 3 | Cargo handling | - | - | X | Includes tie down methods. |
| 4 | Drop kits | X | X | - | |
| 3-C | <u>Emergency Rescue Equipment</u> | | | | |
| 1 | Ditching procedure | - | X | - | |
| 2 | Inflation gear | - | - | X | |
| 3 | Kits, emergency personal | - | X | - | |
| 4 | Life rafts | - | X | - | Also data on how stored in aircraft and release mechanisms. |
| 5 | Life raft accessories | - | - | X | Including radios, mirrors, lights, flares, water dyes, etc. |
| 6 | Quick release methods | - | X | - | |
| 7 | Rations | - | - | X | |
| 8 | Water | - | X | - | Including types of water containers and devices for converting sea water. |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|--------------------|--|--------------------------------|----|-----|--|
| | | I | II | III | |
| 3-D | <u>Ground Handling Equip- ment</u> | | | | |
| 1 | Crash truck and equip- ment | - | - | X | Chiefly details of special equipment. |
| 2 | Fog dispersing equip- ment | X | X | X | Samples and information. |
| 3 | Gasoline-water separa- tors | 1 | 2 | 6 | do |
| 4 | Gasoline de-aerators | 1 | 2 | 6 | do |
| 5 | Heaters | - | - | X | Specialized types such as for parachute drying towers etc. |
| 6 | Hi-octane gasoline pump | - | - | 6 | Samples and information. |
| 7 | Liquid oxygen equipment | - | - | X | For charging aircraft systems. |
| 8 | Doorings | - | - | X | Adequate samples required--includes means for keeping wings free of ice other than covers. |
| 9 | Oxygen charging equip- ment | - | - | X | For charging aircraft systems. |
| 10 | Special maintenance equipment | See remarks | | | Priority same as aircraft or engine used with. Includes tools, stands, etc. |
| 11 | Special purpose air force vehicles | - | - | X | Vehicles designed for air transport; also salvage vehicles etc. |
| 3-E | <u>Personal Equipment</u> | | | | |
| 1 | Anti-G clothing | X | - | - | Samples of all types. |
| 2 | Bail-out cylinders | - | - | X | do |
| 3 | Electrically heated flying suits | - | - | X | do |
| 4 | Electrically heated gloves | - | - | X | do |
| 5 | Exposure suits | - | X | - | do |
| 6 | Escape kits-clothing | - | - | X | do |
| 7 | Flak suits | X | - | - | do |
| 8 | Flying boots | - | - | X | do |

SECRET

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|---------------------|--|--------------------------------|----|-----|--|
| | | I | II | III | |
| 3-E 9 Cont'd. | Flying clothing | - | - | X | Samples of all types. |
| 10 | Glasses and other devices for looking into sun | X | - | - | do |
| 11 | Goggles - frames and lenses | - | X | - | Also including information as to what bands in the light spectrum are absorbed by the colored lenses, if available. |
| 12 | Helmets | - | - | X | Samples of new designs. |
| 13 | Life vests | - | - | X | do |
| 14 | Life-Vests, kapok and inflatable | - | - | X | do |
| 15 | Mattresses and cots | - | - | X | Samples showing design for extreme portability or air transport. |
| 16 | Night vision equipment and training aids | X | X | - | Including outlines of methods of night vision training, especially as related to psychological studies, experiments on the effect of immersion in water on personnel, etc. |
| 17 | Oxygen masks, demand | X | X | X | Samples of new designs. |
| 18 | Oxygen masks, constant flow | - | - | X | do |
| 19 | Oxygen masks, pressure | - | X | - | do |
| 20 | Parachutes | - | X | - | Particularly large types or aircraft types if found. |
| 21 | Sleeping bags | - | - | X | Samples desired. |
| 22 | Safety harnesses | - | - | X | do |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|--|-----------------------------|----|-----|---|
| | | I | II | III | |
| 4-A | <u>Airborne Communication Sets</u> | | | | |
| 1 | FuG-10 | - | - | - | Obsolescent bomber radio. |
| 2 | FuG-11 | 1 | 2 | 6 | Liaison type radio to replace FuG-10. May employ FM. |
| 3 | FuG-15 | 1 | 2 | 6 | New FM/AM command radio to replace FuG-16. |
| 4 | FuG-16 | - | - | - | |
| 5 | FuG-16Z, 16ZY etc | - | 2 | 6 | Command type radio. |
| 6 | FuG-17 | - | - | 4 | Fore-runner of FuG-16 series. |
| 7 | FuG-18 | X | X | X | Details not available, may be similar to FuG-16 and 17. |
| 8 | New types of all kinds of transmitters and receivers | 2 | 4 | 6 | Particularly evidence of decimeter or centimeter communication systems, pulse or modulated. |
| 4-B | <u>Airborne Navigation</u> | | | | |
| 1 | FuBl-1 | - | - | - | Blind landing equipment. |
| 2 | FuBl-2F | - | - | - | " " " |
| 3 | FuBl-2H | - | - | 2 | " " " |
| 4 | Peilgerat-6 | - | - | 2 | Direction finding radio. |
| 5 | Peilgerat-7 | - | 2 | 4 | Direction finding radio, may incorporate automatic radio-compass facilities. |
| 4-C | <u>Countermeasures</u> | | | | |
| 1 | Jamming | X | X | - | Information on methods and/or specimens of equipment. |
| 2 | Anti-jamming | X | X | - | Information on methods and/or specimens of equipment. |
| 4-D | <u>Ground Radio Equipment</u> | | | | |
| 1 | Fixed ground stations | - | X | - | Particularly VHF installations. |
| 2 | Mobile ground stations | - | X | - | " " " |
| 4-E | <u>Interphone Systems</u> | - | - | X | Samples of amplifiers etc. where not part of radio. |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|-----------------|---------------------------------|-----------------------------|----|-----|---|
| | | I | II | III | |
| 4-F | <u>Miscellaneous Equipment.</u> | | | | |
| 1 | Antenna systems | X | X | - | Wide band types or decimeter/centimeter types. |
| 2 | Coaxial cabling | - | X | - | Samples of all types. |
| 3 | Flexible wave guides | X | - | - | " " " " |
| 4 | Fittings and connectors | X | - | - | Particularly for wave guides and coax. |
| 5 | Headsets | - | - | X | |
| 6 | Interphone jack boxes | - | - | X | |
| 7 | Inverters | - | - | X | |
| 8 | Microphones | - | - | X | |
| 9 | Radiosonde | - | X | - | Balloons carrying radio equipment for transmitting upper air weather information. |
| 10 | Telegraph keys | - | - | X | Automatic keys or new designs. |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|-----------------|-----------------------|-----------------------------|----|---------|--|
| | | I | II | III | |
| 5-A | <u>Airborne Radar</u> | | | | |
| 1 | FuG-25-25A | - | - | 6 | IFF. |
| 2 | FuG-101, 101A | - | - | 6 | Frequency modulated radio altimeter 101-A is later version; desired. |
| 3 | FuG-102 | 1 | 2 | 6 | Pulsed radio altimeter. |
| 4 | FuG-103 | 1 | 2 | 6 | Radio altimeter. Reported similar to FuG-101A. |
| 5 | FuG-120 | 1 | 2 | 6 | Reported as a navigational device. |
| 6 | FuG-200 | - | 2 | 6 | Anti-shipping airborne radar. |
| 7 | FuG-202 | - | 2 | 6 | Aerial interception radar. |
| 8 | FuG-203A, 203D | - | 2 | 6 | Radio control. |
| 9 | FuG-212 | - | 2 | 6 | Modernized FuG-202. Transmitter and receiver in one case. |
| 10 | FuG-213 | - | 2 | 6 | "Lichenstein S" anti-shipping. |
| 11 | FuG-214 | - | 2 | 6 | "Lichenstein R". Decimeter tail warning appearance similar to FuG-202. |
| 12 | FuG-216 | - | 2 | 6 | "Neptune Gerate". Tail warning. |
| 13 | FuG-217 | - | 2 | 6 | Reported development of FuG-216. |
| 14 | FuG-218 | 1 | 2 | 6 | Reported development of FuG-216. |
| 15 | FuG-220 | 1 | 2 | 6 | "Lichenstein SN ₂ ." Development of FuG-202. |
| 16 | FuG-224 (Berlin) | 1 | 2 | 6 | German equivalent of British H ₂ S. |
| 17 | FuG-225 (Wobbelbeine) | 1 | 2 | 6 | IFF set. |
| 18 | FuG-226 (Neuling) | 1 | 2 | 6 | IFF set. |
| 19 | FuG-350A (Naxos) | 1 | 2 | 6 | Centimeter D/F homing receiver (airborne) (various models exist). |
| 20 | FuG-351 | 1 | 2 | any no. | Centimeter search receiver (ground). |

IMPORTANT NOTE:

Any German aircraft radio with a FuG number greater than 100 is desired on high priority ie: 1 Priority I; 2 Priority II; 6 Priority III, except as noted above.

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|--|--------------------------------------|----|-----|--|
| | | I | II | III | |
| 5-B | <u>Ground Radar</u> | | | | |
| 1 | Benito | will be handled by special personnel | | | Fighter control |
| 2 | Freya | | | | Anti-jamming devices only. |
| 3 | Wurzburg | | | | Anti-jamming devices only. |
| 4 | Mannheim | | | | Similar to Wurzburg. Has enclosed cabin |
| 5 | Jagdschloss | | | | |
| 6 | New developments in mobile and fixed units using micro-wave radiation. | X | - | - | Any information or specimens recovered should be reported for examination by specialist personnel. |
| 5-C | <u>Gun Laying Radar.</u> | | | | |
| 1 | All new types | X see above | - | - | Also standard items modified for special uses or equipped with anti-jamming equipment. |
| 5-D | <u>Radar Countermeasures</u> | | | | |
| 1 | All types of jamming and anti-jamming systems. | X | - | - | Will be handled by specialist personnel. Suspected installation should be reported. |
| 2 | Foil strips (chaff or window) | X | - | - | |
| 3 | VHF Jammer - Protekt | X | - | - | |
| 4 | VHF Jammer - Geraet | X | - | - | |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|--|-----------------------------|----|-----|--|
| | | I | II | III | |
| 6-A | <u>Picture Resolving Devices (viewing devices)</u> | X | X | X | Information and materiel dealing with this subject are greatly desired. |
| 1 | Grob-Obi | 1 | 2 | 6 | Reported to use Nipkow disc as in ear television systems. |
| 2 | Obi-Gerat | 1 | 2 | 6 | Development of Grob-Obi without Nipkow disc. |
| 3 | Thermal picture transformer | X | X | X | Any device for converting received infra-red or heat rays to visible light. |
| 6-B | <u>Miscellaneous Aircraft Identification Devices</u> | | | | Requires infra-red source on aircraft and some sort of viewing device (see above). |
| 1 | Beaming devices | X | X | X | Usually used for formation flying. |
| 2 | Portable devices | X | X | X | Used for pathfinder work for gliders or paratroops to assemble. |
| 3 | Searchlights | X | X | X | Used at coastal points for ship detection (fixed installation). |
| 4 | Proximity Fuses | X | X | X | Operate from heat radiated from exhaust or any other means, incl. photoelectric. |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|-----------------|-------------------------|-----------------------------|----|-----|--|
| | | I | II | III | |
| 7-A 1 | <u>Aerial Torpedoes</u> | 1 | 2 | 10 | L-10 reported to be glider attachment to allow torpedo to be released from aircraft at a distance. |
| 7-B | <u>Flying Bombs</u> | | | | |
| 1 | V-1 (FZG-76) | 1 | 2 | 4 | Only larger versions of V-1, or version with different propulsion system desired also pilot operated types. |
| 7-C | <u>Guided Missiles</u> | | | | |
| 1 | Enzian | 1 | 2 | 10 | Rocket driven small airplane similar to Me-163-remotely controlled-reported built at Augsburg (Messerschmitt). |
| 2 | Hs-117 | 1 | 2 | 10 | Reported rocket propelled, radio controlled, ground launched against bomber formations. 10' long, 7½' span. Sharply tapered wings. |
| 3 | Hs-293 | - | - | 4 | Early glide bomb, radio controlled. |
| 4 | Hs-298 | 1 | 2 | 4 | Air launched winged missile, controlled by a cable or radio. |
| 5 | V-2 | X | X | X | Everything in connection with V-2, including launching and servicing equipment should be guarded and reported at once. |
| 6 | Wasserfall | 1 | 2 | 4 | Reported 25' long, similar to V-2, launched from hole in ground. |
| 7 | X-4 | 1 | 2 | 4 | Reported small rocket bomb, launched from fighters. 4 small wings; controlled by cable; proximity fuse. |
| 8 | X-7 | 1 | 2 | 4 | Reported ground launched rocket, remotely controlled. |
| 9 | BP-20 | 1 | 2 | 10 | Rocket interceptor-wood construction-Me-163 engine-span about 13 ft. |
| 10 | Natter | 1 | 2 | 6 | Reported rocket driven aircraft-pilot operated-driven by 24 - 37 mm rocket shells. |
| 11 | Igel | 1 | 2 | 6 | Reported as new Natter with 12-15 75 mm rocket shells. |
| 12 | Rheintochter | 1 | 2 | 10 | Reported rocket driven remote controlled shell-2 types: a. speed of sound, b. slower speed. |
| 13 | Schmetterling | 1 | 2 | 10 | Reported rocket driven remote controlled aircraft. |
| 14 | Taifun | 1 | 2 | 10 | Rocket driven shell-NOT remote controlled |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|-----------------|--|-----------------------------|----|-----|---|
| | | I | II | III | |
| 8-A | <u>Ammunition</u> | | | | |
| 1 | Ammunition for Bk 5, Mk 55, Mk 411. | X | X | X | Adequate samples for firing tests. |
| 2 | Hollow charge ammo for Mk 108 | X | X | X | |
| 3 | High velocity ammunition for MG 131, 153. | - | X | X | |
| 8-B | <u>Ammunition Accessories</u> | | | | |
| 1 | Ammunition boosters | - | - | X | |
| 2 | Ammunition feeds and magazines | - | - | X | |
| 3 | Ammunition boxes, chutes, cases, and link collectors | - | - | X | |
| 8-C | <u>Bombs</u> | | | | All types of fuses employed with those desired. |
| 1 | Armor piercing | - | - | X | Samples of all types. |
| 2 | Chemical bombs | - | - | X | " " " " |
| 3 | Fragmentation | - | X | X | " " " " |
| 4 | General purpose | - | X | X | " " " " |
| 5 | High explosive | - | - | X | " " " " |
| 6 | Incendiary | - | X | X | " " " " |
| 7 | Semi-armor piercing | - | - | X | " " " " |
| 8-D | <u>Bombing Accessories</u> | | | | |
| 1 | Bomb disposal equipment | - | X | - | As used on American bombs and long delay fuses. |
| 2 | Bomb bay systems | - | - | X | |
| 3 | Bomb handling equipment | - | - | X | Cranes, trailers, lift trucks, etc. |
| 4 | Bomb release mechanisms and controls | - | - | X | |
| 5 | Bombight calibration stands | - | X | - | |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|-----------------|-------------------------------|-----------------------------|--------|--------|---|
| | | I | II | III | |
| 8-E | <u>Bombsights</u> | | | | |
| 1 | Lotfe-7D | - | - | 4 | Standard bombsight. |
| 2 | Lotfe-7H | 1 | 2 | 4 | Development of Lotfe-7D; high altitude sight; used with 3 axis autopilot. |
| 3 | Lotfe-7K | - | 2 | 4 | 1 recovered. |
| 4 | Navi- | 1 | 2 | 4 | Details not available. |
| 5 | Donanth Platte | 1 | 2 | 4 | A fitment to the BZA sighting head. |
| 6 | New Revi (gyroscopic) | 1 | 2 | 4 | A gunsight also used as a bombsight. |
| 7 | Tief-Schlender-Anlage (TSA) | - | 2 | 4 | Low altitude "Slinger" sight; development of the BZA sight. TSA-2 recovered. |
| 8 | Fuses | - | - | X | Samples of various types. |
| 9 | Intervalometers | X | X | X | |
| 10 | Intervalometer testing device | - | - | X | |
| 11 | Sight stabilizing devices | X | X | X | |
| 8-F | <u>Chemical Warfare</u> | | | | |
| 1 | Chemical warfare bombs | - | - | X | |
| 2 | Chemical warfare agents | - | - | X | |
| 3 | Defensive masks | - | X | - | |
| 8-G | <u>Guns and Cannons</u> | | | | It is important that ammunition accompany guns. Several hundred rounds to accompany the guns are requested. |
| 1 | Recoilless guns of all types | X | X | X | |
| 2 | Any cannon 40 mm or greater | 1 each | 2 each | 6 each | Reported experimental types. |
| 3 | Bk-5 | - | 2 | 6 | 5 cm aircraft cannon. |
| 4 | Mg-153 | 1 | 2 | 6 | Believed modified Mg-131; barrel for high-velocity ammo. |
| 5 | Mk-55 | 1 | 2 | 6 | 5 cm aircraft cannon. |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|-----------------|---------------------------------------|-----------------------------|----|-----|--|
| | | I | II | III | |
| 8-G 6 | Mk-103 | 1 | 2 | 6 | 3 cm long barrel cannon. |
| Cont'd | | | | | |
| 7 | Mk-107 | 1 | 2 | 6 | 3 cm cannon; believed similar to Mk-102 |
| 8 | Mk-108 | 1 | 2 | 6 | 3 cm short barrel cannon. |
| 9 | Mk-112 | 1 | 2 | 6 | No details available. |
| 10 | Mk-411 | 1 | 2 | 6 | Believed 28 mm cannon. |
| 8-H | <u>Gun Accessories</u> | | | | |
| 1 | Gun chargers | X | X | - | Samples of types found. |
| 2 | Gun mounts; flexible and fixed | - | X | X | 20 mm gun mounts particularly (power-driven and manual controlled). Particularly for suspending guns under wings or under belly. |
| 3 | Servos and data transmission systems. | X | X | X | Samples and details of installation desired. |
| 8-I | <u>Gunsights</u> | | | | |
| 1 | Zeiss Gyro Gunsight | X | - | - | Carl Zeiss of Jena reported to be developing gyro gunsight; said to have been destroyed. |
| 2 | Any gyro gunsight | 1 | 2 | 4 | |
| 3 | Fire control computers | 1 | 2 | 4 | Particularly remote controlled. |
| 4 | Fire control stations | X | X | X | Details and equipment. |
| 8-J | <u>Turrets</u> | X | X | X | Any new turret developments. |
| 2 | FDL-B 131/2A | - | - | 3 | |
| 3 | FLL-B 131/2F | - | - | 3 | |
| 4 | FDL-B 131/2K | - | - | 3 | |
| 5 | FDL-C 131/2B | - | - | 3 | |
| 8-K | <u>Pyrotechnics</u> | | | | |
| 1 | Flares | - | - | 50 | All types, with all combinations of color |
| 2 | ABN 50 | - | - | 50 | |
| 3 | ABN 250 | - | - | 50 | |

| Class & Item No | Description | No. Required, by Priorities | | | Remarks |
|--------------------|---------------------------------------|--------------------------------|----|-----|---------|
| | | I | II | III | |
| 8-K 4 Cont'd. | BLC 250 | - | - | 50 | |
| 5 | Bodenleuchten, 100 mm diameter | - | - | 50 | |
| 6 | LK7 | - | - | 50 | |
| 7 | Mark 50 Luft (5 min) | - | - | 50 | |
| 8 | Mark 50 F/A (15 min) | - | - | 50 | |
| 9 | Mark 2/L | - | - | 50 | |
| 10 | Mark 3B/1 | - | - | 50 | |
| 11 | Mark 3B/2 | - | - | 50 | |
| 12 | Mark 3B | - | - | 50 | |
| 13 | Mark 5S | - | - | 50 | |
| 14 | Mark 50 Kask | - | - | 50 | |
| 15 | Mark AB250-2 | - | - | 50 | |
| 16 | Mark <u>AB 250 Kg</u> 44 Mark 2L | - | - | 50 | |
| 17 | Mark <u>AB 250 K2</u> 19 Mark 3B/1 | - | - | 50 | |
| 18 | Mark <u>AB 1000-2</u> 200 Mark 3B | - | - | 50 | |
| 19 | Mark <u>ABB 500</u> 15 Mark 3B/1 | - | - | 50 | |
| 20 | Mark <u>AB 70-4A</u> 2 Mark 5S | - | - | 50 | |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|----------------------------------|-----------------------------|----|-----|---|
| | | I | II | III | |
| 9 | 1 <u>Aerial Cameras</u> | 1 | 2 | 4 | Particularly night cameras, or precision mapping cameras. |
| | 2 Calibration of camera shutters | X | - | - | Information and equipment desired. |
| | 3 Developing units | - | X | - | Particularly automatic or continuous types or airborne. |
| | 4 Gun cameras | X | - | - | Especially those using larger sizes of films. |
| | 5 Night photography technique | X | - | - | Information. |

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| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|--|-----------------------------|----|-----|---|
| | | I | II | III | |
| 10-A 1 | <u>Automatic Pilots</u> | 1 | 2 | 4 | Samples of electronic types especially desired. Also fighter types. Particularly specimens of integrating accelerometer etc. Samples from other than V ₁ , V ₂ , Hs-293 or Fx bomb desired. |
| | | -each- | | | |
| 2 | Control units for guided missiles and flying bombs | X | X | X | |
| 3 | Flight stabilizers | X | X | X | Particularly if applied to fighters. |
| 10-B | <u>Engine Instruments</u> | | | | |
| 1 | Automatic cowl flap control. | - | X | - | Samples desired. |
| 2 | Bearing temperature indicators | - | X | - | " " |
| 3 | Engine synchronism indicators | - | X | - | " " |
| 4 | Fuel flow gages | X | X | - | Samples of new types desired. |
| 5 | Fuel level gages | - | - | X | |
| 6 | Fuel pressure gages | - | - | X | |
| 7 | Fuel mixture indicators | - | X | - | |
| 8 | Manifold pressure gage | - | - | X | |
| 9 | Oil dilution indicators | - | X | - | |
| 10 | Oil pressure gage | - | - | X | |
| 11 | Tachometers | - | - | X | |
| 12 | Tail pipe temperature indicators | X | - | - | Samples required. |
| 13 | Torquemeters | X | - | - | " " |
| 14 | Thrust meters | X | - | - | Probably experimental. |
| 10-C | <u>Flight Instruments</u> | | | | |
| 1 | Accelerometers | X | X | X | Samples. |
| 2 | Air position indicators | X | X | X | " |
| 3 | Air speed indicators | X | X | X | Samples of new types, particularly true air speed indicator. |
| 4 | Air speed tubes (pitot and static) | - | X | X | Samples of new types. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|-------------------|---------------------------------------|-----------------------------|----|-----|---|
| | | I | II | III | |
| 10-C 5 Cont'd. | Altimeters | - | X | X | Samples of new types including absolute altimeters; also see radar altimeter. |
| 6 | Attitude indicators | - | X | X | Samples of new types. |
| 7 | Altitude warning signals | - | X | X | do |
| 8 | Bank and turn indicators | - | - | X | do |
| 9 | Combination and true speed indicators | X | X | X | Any samples desired. |
| 10 | Dive angle indicators | - | X | X | Samples desired. |
| 11 | Gyro horizon indicators | X | X | X | Particularly so-called "attitude indicators." |
| 12 | Inclinometers | - | X | X | |
| 13 | Mach meter | X | X | X | Airspeed indicator with extra hand to automatically adjust maximum diving speed for altitude. |
| 14 | Position indicators | - | - | X | Samples of new types. |
| 15 | Rate of climb indicators | - | - | X | do |
| 16 | True airspeed indicators | - | X | - | Especially new types. |
| 17 | Turn indicators | - | - | X | Samples of new types. |
| 10-D | <u>Navigational Instruments</u> | | | | |
| 1 | Blind landing instruments | - | ? | X | See radio (Class - 4) |
| 2 | Clocks and watches | - | X | X | Navigational types. |
| 3 | Compasses | - | X | X | Any new types. |
| 4 | Drift meter | - | - | X | do |
| 5 | Remote indicating radio compass | - | 2 | 4 | See radio (Class - 4) |
| 6 | Sextants, integrating type | - | X | X | Samples desired. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|---------------------|--|--------------------------------|----|-----|------------------|
| | | I | II | III | |
| 10-E | <u>Miscellaneous Instru- ments</u> | | | | |
| 1 | Computers | - | - | X | Samples desired. |
| 2 | Engine fire extinguish- er controls | - | - | X | |
| 3 | Electrical connectors | - | - | X | |
| 4 | Flexible connectors | - | - | X | |
| 5 | Instrument illumination | - | - | X | |
| 6 | Instrument mountings | - | - | X | |
| 7 | Instrument test equip- ment | - | - | X | |
| 8 | Remote indicating pres- sure system | - | - | X | |
| 9 | Rigid connectors | - | - | X | |
| 10 | Scale correction cards | - | - | X | |
| 11 | Thermometers | - | - | X | |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|--|-----------------------------|----|-----|--|
| | | I | II | III | |
| 11-A | <u>Adhesives</u> | | | | |
| 1 | General | - | X | X | Particularly adhesive used in cementing fiber lining of self-sealing tanks. |
| 2 | Plastics adhesives | - | X | - | |
| 3 | Wood adhesives | - | - | X | Wood to wood type; wood to metal type. |
| 4 | Metal adhesives | X | X | X | Metal to metal types. |
| 11-B | <u>Finishes</u> | | | | |
| 1 | Anti-icing lacquer | X | - | - | Extent of use and chemical analysis. |
| 2 | Paints, cleaning compounds | - | - | X | Samples of fabric dopes, varnishes, thinners, etc. |
| 3 | Rust preventative compounds | - | - | X | Inhibitors; mechanical film; packaging type. |
| 4 | Sealing compounds | - | X | - | Integral fuel tank; pressurized joint type. Note use and applications. |
| 5 | Miscellaneous | - | ? | ? | Any information on unusual plating or anodizing processes or materials. |
| 11-C | <u>Fuels and Lubricants</u> | | | | |
| 1 | Fuel additives, other than tetraethyl lead | X | X | X | Such as mixed chloride and bromides. Chemical analysis particularly important. |
| 2 | Fuel deleading equipment | X | X | X | Existence not confirmed. |
| 3 | Fuel for jets of unconventional types | X | X | X | |
| 4 | Grease | - | - | X | Soap types and content; oil type and content; additive agents. |
| 5 | Halides | X | X | X | Ratio of halide to lead in fuel needed. |
| 6 | Instrument oils | - | - | X | Synthetic oils especially. |
| 7 | Instrument oil additives | - | X | - | Viscosity index improvers; corrosion preventatives; oiliness agents. |
| 8 | Oxidation inhibitors | - | X | - | Used to prevent precipitation of insoluble lead compounds. |

| Class & Item No. | Description | No. Required, by Priorities | | | Remarks |
|------------------|-------------------------------------|-----------------------------|----|-----|--|
| | | I | II | III | |
| 11-D | <u>Metals</u> | | | | |
| 1 | Alloy A2M | - | X | X | |
| 2 | Alloy A2 855 (Magnesium alloys) | - | X | X | |
| 3 | Spec. No. 3315.2 | - | X | X | |
| 4 | " " 3350.0 | - | X | X | |
| 5 | " " 3351.0 | - | X | X | |
| 6 | " " 3300.0 | - | X | X | |
| 7 | " " 3305.2 | - | X | X | |
| 8 | " " 3310.2 | - | X | X | |
| 11-E | <u>Plastics</u> | | | | |
| 1 | Bullet resisting glass | - | X | X | |
| 2 | Plastic glass of special kind | - | X | X | Used to reduce ultraviolet radiation, visible glare or other special reason. |
| 3 | Plastic patch repair kits | - | - | X | |
| 11-F | <u>Woods</u> | | | | Details on all types used in aircraft construction. |
| 1 | Compressed impregnated woods | - | X | - | Details of process used for compressing and impregnating. |
| 2 | Special wood construction | - | X | - | Unusual laminated construction. |
| 11-G | <u>Miscellaneous</u> | | | | |
| 1 | Aqueous hydraulic fluid | - | X | - | Extent of use? |
| 2 | Anti-icing fluid | X | X | X | Chemical analysis important. |
| 3 | Hydraulic fluid additives | - | X | X | Viscosity index improvers, Corrosion inhibitors; oxidation inhibitors; pour point depressants; oiliness agent. |
| 4 | Inflammability agent | - | X | X | To reduce inflammability. |
| 5 | Liquid coolants | - | X | X | Especially inhibitors to prevent corrosion. |
| 6 | Unusual or new insulating materials | X | X | X | Including silicones, enamels etc. |