Development of the He 162

Heinkel was able to fall back on a well-coordinated team to develop the new fighter. An exceptional rate of development was achieved because technical and other controls normally imposed by the RLM had been waived and Heinkel received every imaginable support from the RLM. The project was virtually swamped by the sheer numbers of personnel made available.

All key personnel were prepared to take chances that would normally have been avoided and they were also willing to accept other risks associated with so rapid a development process and so few inspections.[21]

Project Head Günther

Chief Design Engineer Schwärzler

For an aircraft the size of the He 162, around 60 000 hours would have been considered reasonable to produce the drawings. In fact, about 200 000 hours were

[21] Farren Mission to Germany

expended. The additional outlay was the result of numerous parallel development processes and the inevitable corrections. Much the same situation existed for the design draughtsmen: 370 were employed when, normally, around 150 would have sufficed. In specific phases, up to 90 man-hours a week were common, which probably did little to promote quality. Work schedules in the design offices were soon limited to around 70 hours per week. This measure gave the design engineers more time to recuperate and allowed them to work faster.

Development facilities were spread across the Vienna area:

- The project department was situated in the basement of the Villa Heinkel in Vienna-Ober-St.Veit (headed by Siegfried Günther).
- The design office was located at the Fichtegasse 1 in the centre of Vienna (led by Karl Schwärzler, appointed for special assignments in the He 162 project. His deputy, Otto Butter, was responsible for the majority of the designs).
- Both workshops "Santa I" and "Santa II" were housed in the Schwechat Brewery (headed by Karl Hayn, Operations Director of all Heinkel factories).
- The workshop "Languste" ["Lobster"] for building master airframes and fixtures for copy production was installed in a shutdown gypsum plant near Mödling in the Hinterbrühl, the so-called Seegrotte[W] [Lake Grotto], also headed by Karl Hayn.
- Final assembly, testing out and trials with prototype aircraft was undertaken at Schwechat-Heidfeld airfield (managed by Ulrich Rauhe, who was normally under Karl Hayn, but reporting to Carl Francke for the He 162 project).

Despite all the wasted effort and corrections, the deadline was met: on 6.11.1944, the last drawings were completed.[22] From 12.10.1944 onwards, design drawings for the 600 sub-assemblies were issued steadily to the manufacturers; by 15.11.1944, over 150 modifications had been made as a result of complaints.

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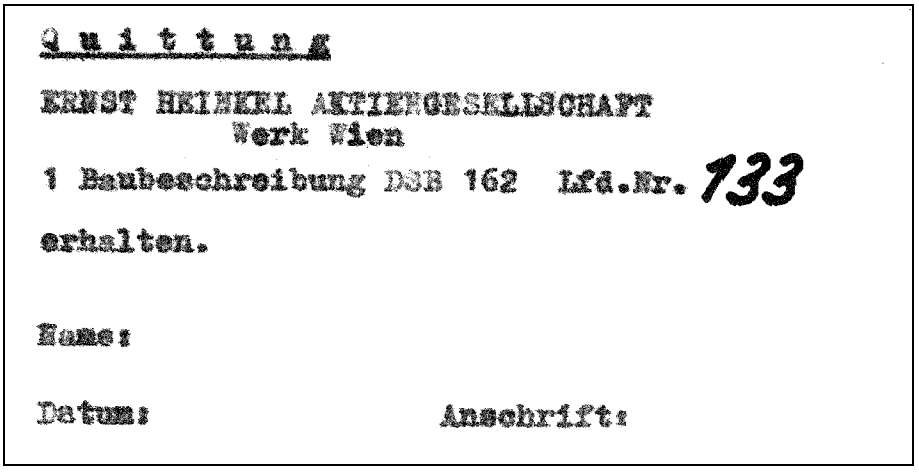
[22] Interrogation Heinkel and Frydag, Intelligence Report T.I. A-462, p. 2

Constructional description of the production model 162

As the first phase in the design process, the constructional description had to be written. It was completed by 15.10.1944 as shown below. Closing discussions took place at the Technical Office of the RLM on 17.10.1944.[23]

In adherence with the regulations on secrecy it was normal that the receipt of confidential documents had to be registered. Documents were numbered so that the guilty party could be traced in the event of loss. The receipt was produced as a low-quality mimeograph print (wax stencil) but is still legible today:



Quittung

ERNST HEINKEL AKTIENGESELLSCHAFT
Werk Wien

1 Baubeschreibung DSB 162 Lfd.Nr. 133

erhalten.

Name:

Datum: Anschrift:

Transfer receipt for copy number 133

Even if the complete constructional description reproduced on the following pages suggests that it represents the actual status per 15.10.1944, this is not entirely correct. The general description was completed by that date. However, some appendices (numbers 2, 5, 7, 8, 12 and 16 / page 1) are older, while our copy also includes two pages that were updated after 15.10.1944, i.e. appendix 15 (plan of the electrical installation, dated 16.10.1944) and appendix 16 / page 2 (armament overview MG 151, dated 25.10.1944).

[23] Nowarra, part 2, p. 218 et seq.

DSB 162

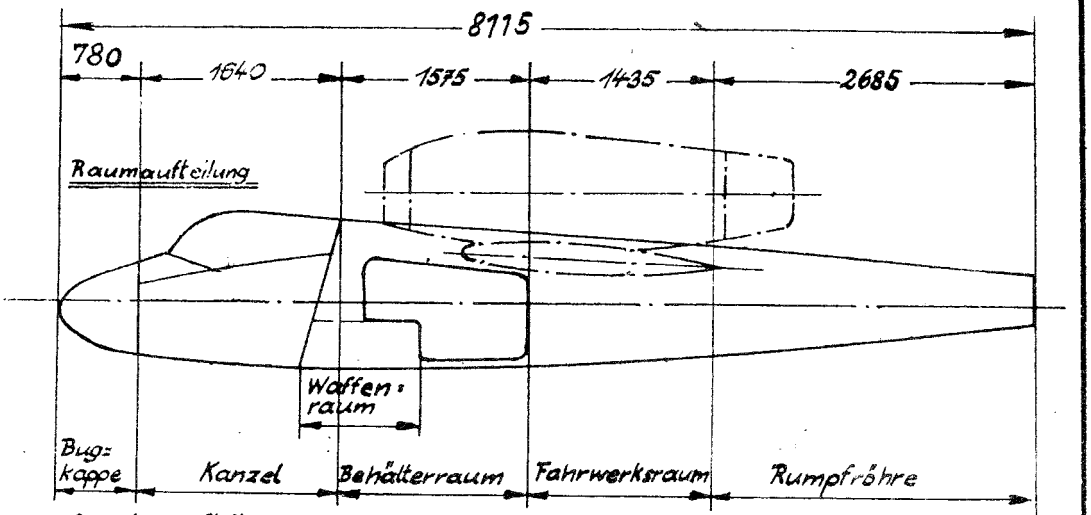
GEHEIM

BAUBESCHREIBUNG

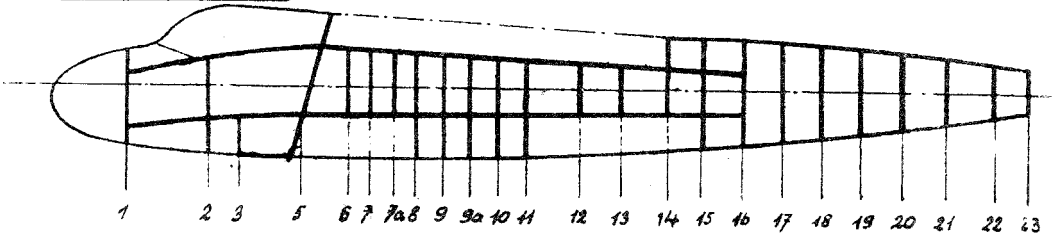
BAUMUSTER 162

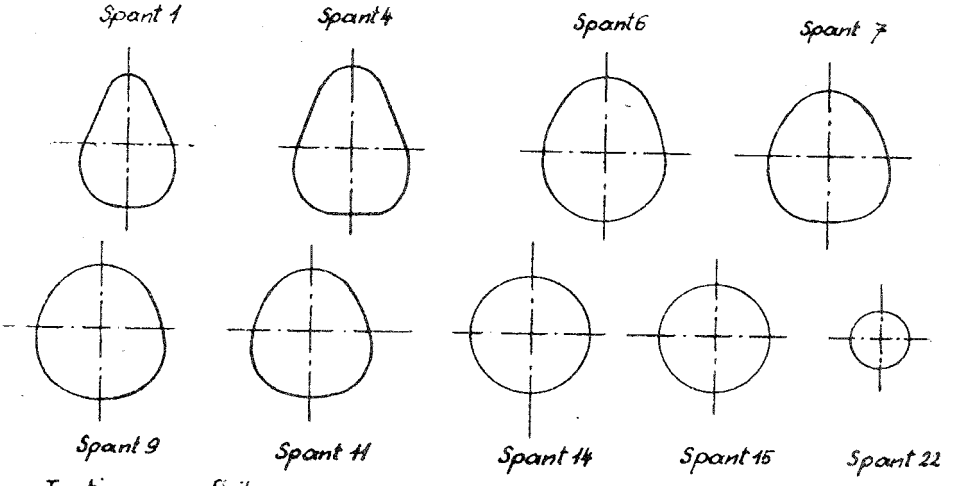
ERNST HEINKEL AKTIENGESELLSCHAFT – WERK WIEN

E H A G Wien	Baubeschreibung 162 · Rumpfübersicht	Anlage: 6

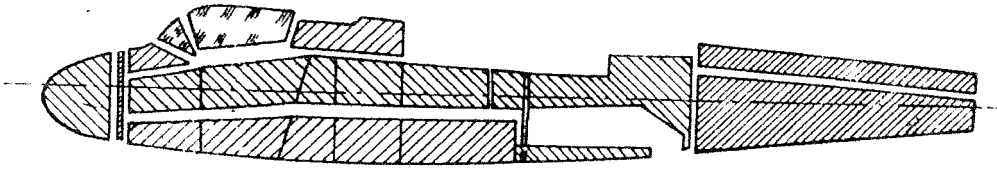


Spantenaufteilung

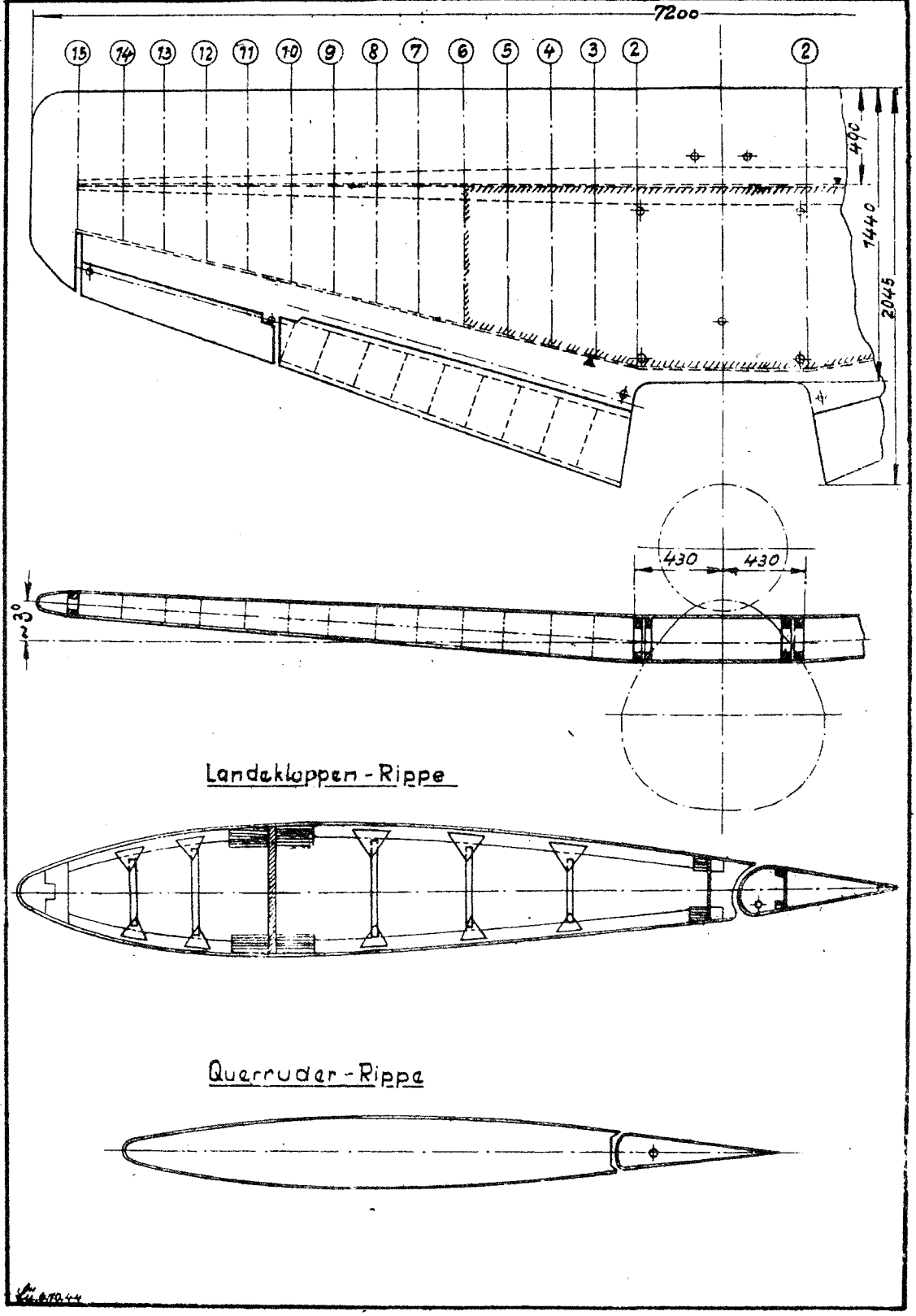




Fertigungsaufteilung

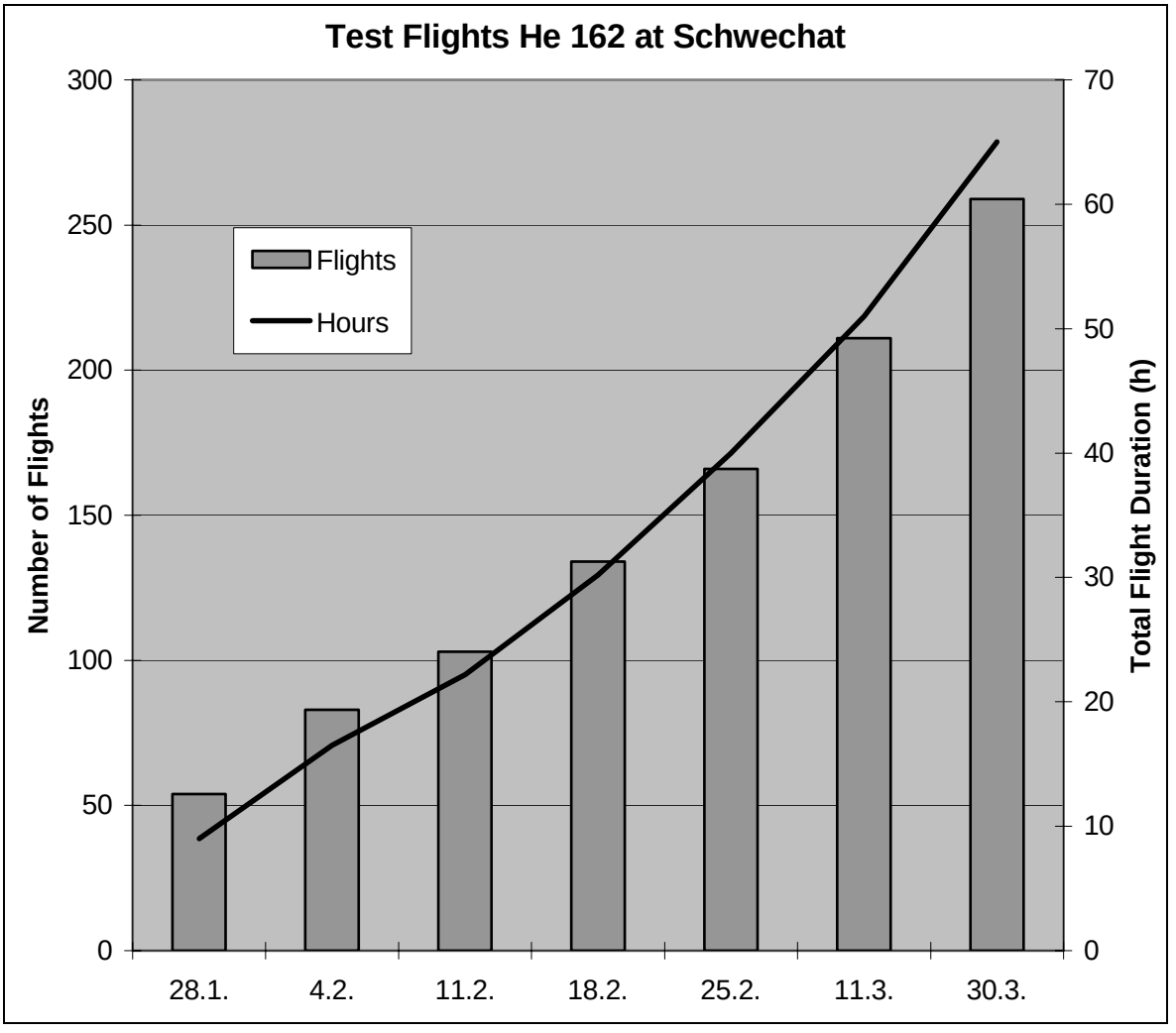


E H A G Wien	Baubeschreibung 162 Tragflächenübersicht	Anlage·7



Test flying operations

Given the wartime environment and the prevailing weather conditions, test flights were slow to start but, nevertheless, up to the time that the airfield was abandoned on 1.4.1945, they had risen steadily.



The number of test flights conducted in Vienna (left scale) correspond to the weekly reports and the total number of flying hours achieved (right scale). The chart shows that, in the course of the trials, the average flight duration increased somewhat.

The following page is a reproduced document in which Heinkel personally complains that not even the taxiways are intact. The teams of oxen he mentions were draft animals used by the Luftwaffe towards the end of the war to tow aircraft to the main runway in order to save fuel.