

Test Detachment 162

At the end of 1944, the formation of a test detachment for the He 162, similar to the test detachment 262, was being considered. Before the year was out, Inspector General of Fighters, Galland, had submitted a request for a Test Detachment He 162. The plan was for three squadrons, each with only twelve aircraft and a group staff with four aircraft for a duration of six months. The force was to be stationed at an airfield in the immediate vicinity of Rechlin. Militarily, the test detachment was to report to the Rechlin Erprobungsstelle [Proving Centre]; with regard to training and operations, it was subordinate to the Inspector General of Fighters. The KdE was informed on 1.1.1945 that the orders for setting things up were to be prepared forthwith.¹¹⁶

This took a few days after which the matter began to take shape. On 10.1.1945, Oberst Petersen, Commander of the Rechlin Proving Centre received a telegraphic communication of the OKL Generalquartiermeister that the request of the Inspector General of Fighters was approved forthwith, but that in all respects, the "Test Detachment 162" was subordinate to the KdE. The mission was defined as:¹¹⁷

»Technical and operational proving of the He 162 as a daytime fighter«

Confirmation of fulfilment was requested by 1.2.1945. On 13.1.1945, a teleprint was received by EK 162 [Test Detachment 162] informing them of the decision of the OKL Generalquartiermeister of 12.1.1945:

»In order to establish 2 squadrons Test Detachment 162, the Parchim air-base will be made available to them for 1-1½ months, conditional upon Parchim being needed by 262 formations.«

On 14.1.1945, Oberst von Helden, Test Detachment 162, was instructed by the KdE to detail off a group of 26 soldiers, led by an Oberfeldwebel, to the Heinkel company in Marienehe for training and assignment. The following day, the group arrived in Rostock.¹¹⁸ Another four men were told off to Marienehe; they arrived there on 18.1.1945.¹¹⁹

¹¹⁶ Various teleprints in the files of the Luftwaffe Proving Centre Rechlin to E.Kdo He 162 : 27.12.1944 – 2.1.1945

¹¹⁷ Teleprint SSD lbkw 0400 9/1 (2210) & Order OKL 18/45 of 9.1.1945

¹¹⁸ Teleprint KdE to EK 162 of 14.1.1945 & Letter: Building Supervision at Heinkel to KdE of 15.1.1945

¹¹⁹ Letter: Building Supervision at Heinkel to KdE of 20.1.1945

Aircraft captured by the Americans

In the course of their advance, American troops did not find any machines intact. In the South German area and in Central Germany they encountered numerous damaged, destroyed or only partially assembled machines. Their post-war examinations were based on equipment captured by the British at Leck.



WNr 310027, captured in damaged condition at Junkers in Bernburg



WNr 220006 (M-23) was captured on 1st May 1945 at Munich-Riem. Without its armament and nose wheel, the machine tilted to the rear.



WNr 220003 (M-20) in much the same condition as M-23, was also captured on 1st May 1945 at Munich-Riem airfield.

Aircraft originally captured by the British were subjected to inspection and flying trials in the USA. These led to a number of reports and also to translations of German test reports. The instruction manual was translated into English and the engineering side of the aircraft described in detail. The follow extracts originate from the “Interim Report No. 1 on the German Jet Fighter Heinkel 162”.¹⁴⁶

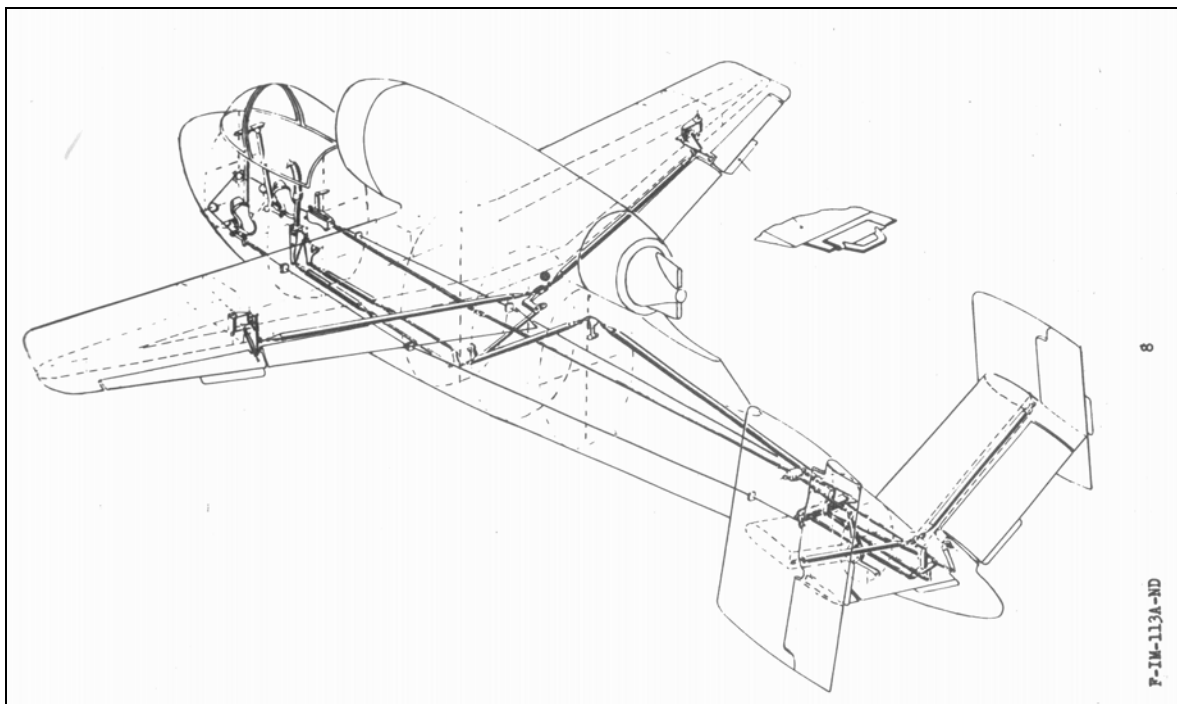


Diagram of the rudder controls in the Heinkel He 162

¹⁴⁶ F-IM-1113A-ND, 3.7.1947