F.L.A. SPECIAL

SLO-DRENTHE

THE SEARCHLIGHT

Term: Summer | Issue 7 | Date: July 26, 2019

Lost Wings & Route.nl

More than 300 people have used the Lost Wings Routes since this year's publication. The Klazienaveen-Nieuw Dordrecht-Zwartemeer and the Schoonebeek-Weiteveen routes are also popular among nature lovers with their routes through the moorparks.
More and more people are becoming aware of our panels.
We seem to be fulfilling our aim towards the crew members; Lest we forget!

SLO-COMMITTEES

The board of the Air War Research Foundation Drenthe consists of the triumvirate Rob Wethly (chairman), Harrie Peters (treasurer) and Peter van der Weide (secretary).
Due to the unexpected growth in activities, the foundation wants committees that support the foundation. For example, an Education Committee will be formed by a number of special beneficiaries. With this we can increase the quality and guarantee our professionalism.

MAY 5TH 2019

For the 2nd time this year, the Air War Research Foundation Drenthe was invited to come to the liberation festival in Assen.

With 'renewed' exhibition material, our group quickly had an extensive exhibition that attracted many interested people.

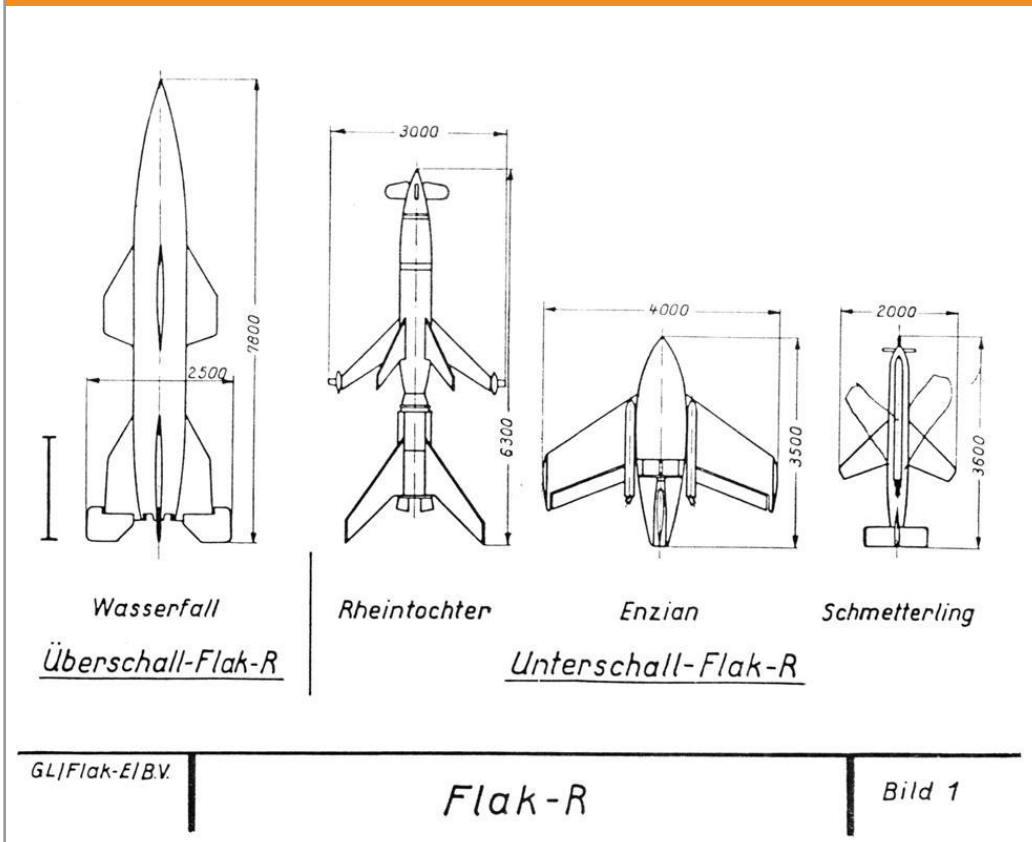
Next year we will be in Schoonebeek, together with Schoonebeek In Actie.

FLUGABWEHR RAKETEN SPECIAL

This edition is a special about the development of the Flugabwehr Rockets of the Luftwaffe.
Chairman Rob Wethly originally wrote it as an article for the Searchlight.
But it soon turned out to be much better as the first real special from the Spotlight.
We thank our chairman for his creative pen!

Peter van der Weide, editor-in-chief and secretary SLO Drenthe

HET FLA RAKETEN BEFEHL



The first step towards the development of the German rockets originated in response to the provisions of the Treaty of Versailles. In the Treaty were many provisions that prohibited the German industry to produce several military equipment such as heavy artillery.

The Reichswehr, the army of the Weimar Republic between 1921 and 1935 therefore looked for alternatives such as long-range artillery rocket (which did not yet exist and therefore, as such, was not mentioned in the Treaty of Versailles) to circumvent the ban.
This was not an easy task because rocket technology was still in its infancy at the time.
By the time the rocket technology really began to take shape, the Treaty of Versailles now outdated by the political events in Germany.
A lot of pioneering work had already been done.
With this rocket technology, Germany now had a major lead over other countries.

Allied threat from the air.

In September 1942, Reich Marshal Göring gave his approval to "increase the fire power of air defense by all means," as a result of the ever-increasing bombing by the Allied Air Force.luchtmacht.

The Fla-Rocket Befehl was part of this decision and later formed the foundation for the post-war development of ground-to-air missiles. Many systems were very spectacular, state of the art designs for that time.

The designs (many of which did not go beyond the drawing board) included subsonic and supersonic guided missiles, unguided missiles, radio and radar guided missiles, missiles with passive radar systems, and infrared target search. systems.

The Fla-Rocket Befehl paved the way for German rocket technology to further develop and contribute to German air defense.

On 18 September 1942, General der Flakwaffe v. Axthelm announced that Reich Marshal Hermann Göring had approved the development program of the 1942 Flak Artillery.

HET FLA RAKETEN BEFEHL

Geheime Kommandosache

General der Flakwaffe (L.In.4)
Az. 67 Nr.1373/42 g.Kdos.(II)

Berlin, den 18. Sept. 1942
100 Ausfertigungen
12. Ausfertigung.

Betr.: Übersicht über den Entwicklungsstand und die Entwicklungsabsichten der Flakartillerie.

Herrn Amtschef
nach Bearbeitung vorlegen!

An

Amtsgruppe f. Flakentwicklung (L.Flak)	Kontr.Nr. 1-35
Generalluftzeugmeister (Techn.Amt)	" " 36-40
Generalstab, Gen.Qu. 2. Abt.	" " 41-45
" " " 6. "	" " 46-50
Luftwaffenführungsstab Ia	" " 51-53
" IT	" " 54-55
R.d.L.u.Ob.d.L. Forschungsführung	" " 56-60
V.O. d.Gen.d.Flakwaffe b.Führungsstab	" " 61
" " b.O.K.M.	" " 62
Höh. Kdr. der F.A.S.	" " 63-68
Oberkommando der Kriegsmarine	" " 69-71
Oberkommando des Heeres (f.Wa.Prüf 11)	" " 72-74
General der Flakwaffe	
Inspekteur der Flakschulen i.F.A.R.	" " 75
Gr. A	" " 76
" I	" " 77
II	" " 78
II A	" " 79-80
II B	" " 81-82
II C	" " 83
II D	" " 84
II E	" " 85
II F	" " 86
Entwurf Gr.II	
Vorrat	" " 87-97

F+E
JAN 9 1946
Nr. 738/4

HAP
Eing. 10 OKT 1942
Gb.Nr. 449/42

HVP/EW
Eing. 12 OKT 42
Gb. Nr. 0033/42 g.

2 8. Sep 1942

Das anliegende Entwicklungsprogramm der Flakartillerie 1942 ist von Herrn Reichsmarschall genehmigt. Es gilt für alle Führungs- und Entwicklungsstellen als Richtschnur und Arbeitsgrundlage.

Ich knüpfe daran die Bitte und den Wunsch, daß der Flakartillerie durch die Forschung und Entwicklung die modernsten und besten Waffen in die Hand gegeben werden, die sie befähigen, den deutschen Raum in dem zu erwartenden totalen Luftkrieg wirksam zu schützen. Der Vorsprung, den die fliegerische Entwicklung eindeutig hat, muß unter Anspannung aller Kräfte eingeholt werden.

6. 10. 42
939/42 g.K.

HAP
HAP/EW

v. Axthelm

Chef

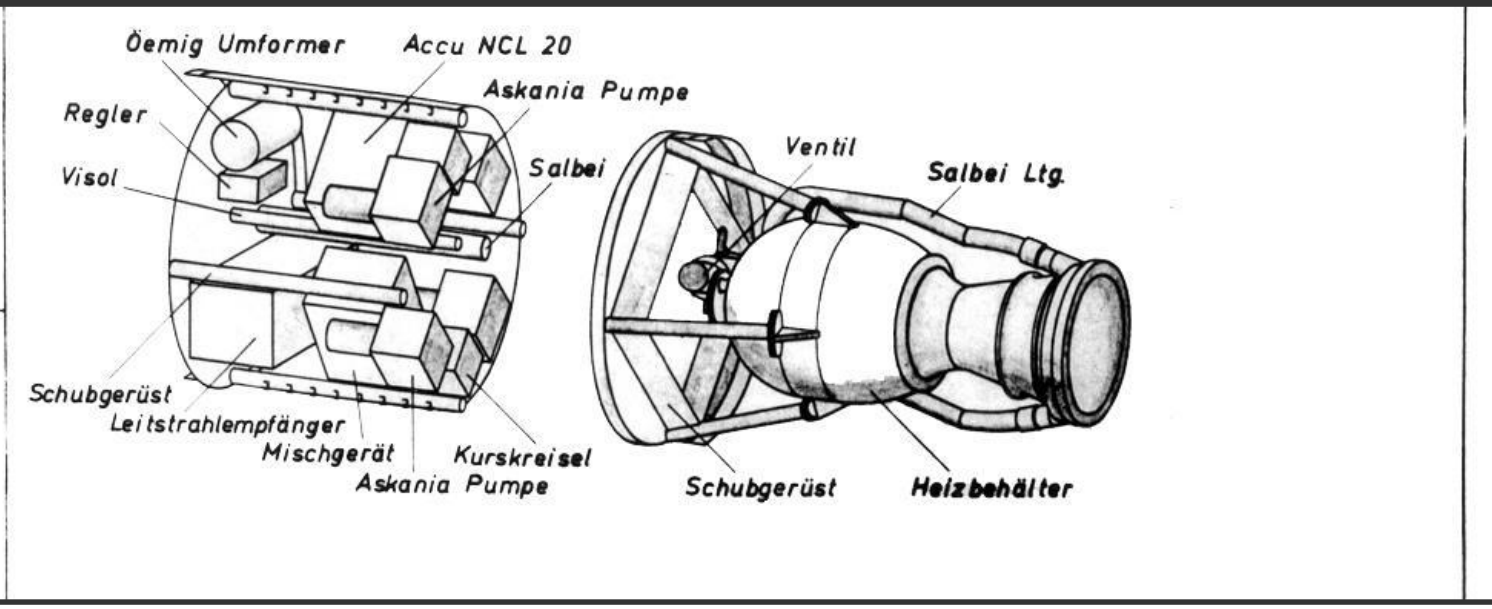
Nr. g.Kdos

FLA RAKETE WASSERFALL

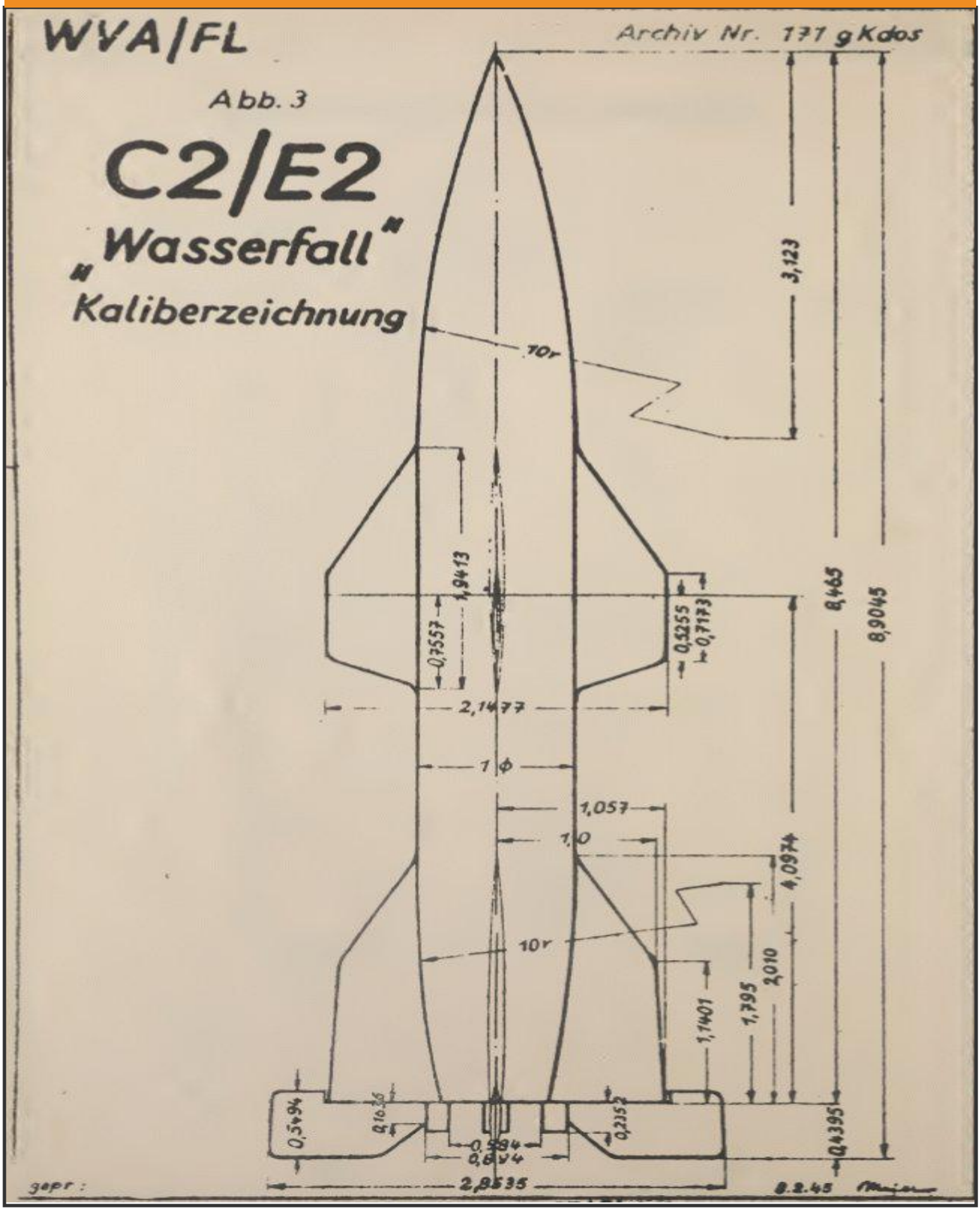
Flugabwehr-Rakete Wasserfall.

The Wasserfall rocket was a much more ambitious weapon, intended against targets with speeds of up to 858 km per hour and altitudes of up to 19,800 meters. The development began in 1942 under the direction of Dr. Werner von Braun. In 1942 he submitted a draft plan for the Wasserfallfall rocket.

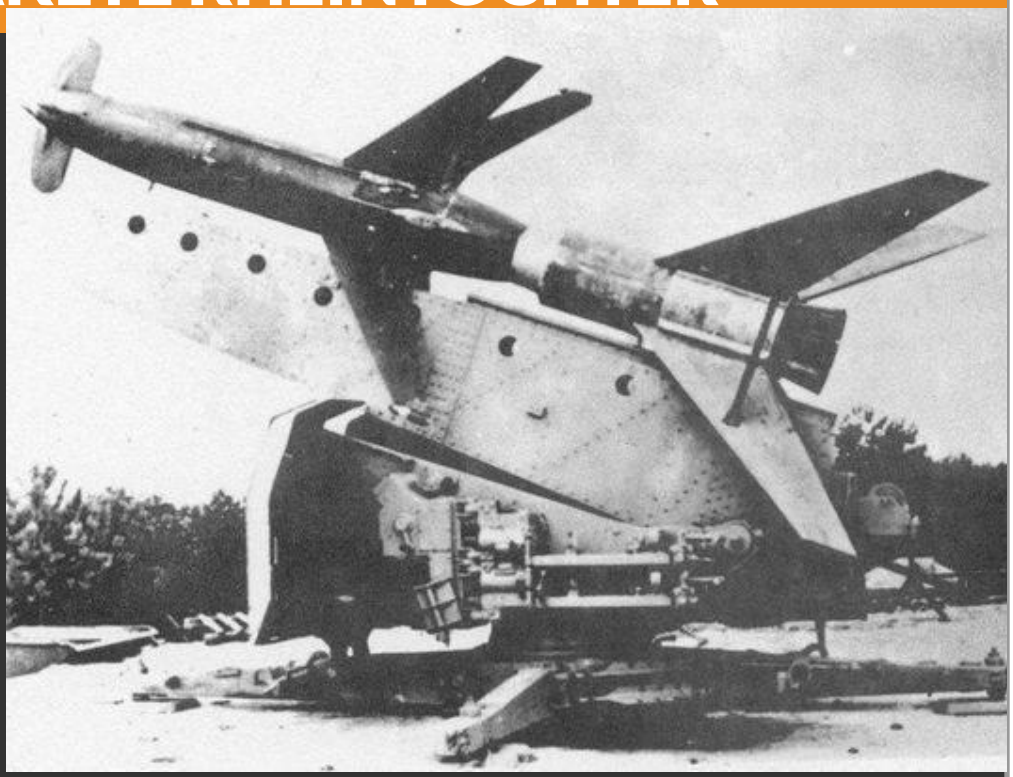
The Wasserfall rocket was developed in Peenemünde and looked like a smaller version of the A-4 (V-2) ballistic rocket and also had a lot of technology in common.
The Wasserfall rocket had to be supersonic, but did not reach that speed in the first tests.
The fluid drive in particular is of a high scientific level, as well as the radio-graphic control, aerodynamics and the test facilities. The production was carried out by prisoners in Thuringia (Dora complex).



FLA RAKETE WASSERFALL



FLA-RAKETE RHEINTOCHTER



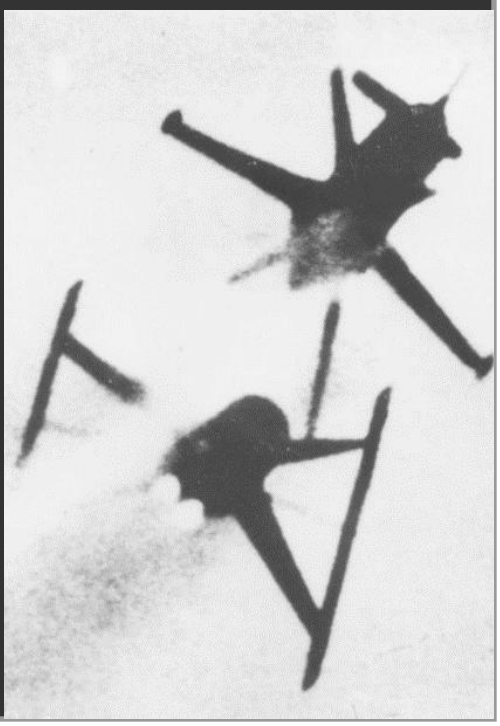
With its cruciform wings and control surfaces placed on the nose, the Rheintochter I already resembled many modern ground-to-air missiles.

In contrast to the Enzian and the Hs 177, the Rheintochter was a two-stage rocket with solid fuel. This weapon was also radio controlled.
Optical tracking was facilitated by the air flares at the rear.
A high subsonic speed and a 6000 m ceiling were specified in the specification.
The 150 kg load was equipped with a Kranisch acoustic proximity switch. This was probably the best of its kind, with a response range of around 7 m.

The design of the Rheintochter was of a very revolutionary and experimental nature, this special German two-stage anti-aircraft missile that was tested in the last years of the Second
World war.
The Rheintochter was also one of the largest solid fuel rockets of the war and the first stage produced the greatest thrust, although for a very short duration.

82 test rockets were fired in 1943-1944, but due to the insufficient height limit, the Rheintochter RI was replaced by the R III model, a liquid fuel rocket with two side-mounted, solid fuel boosters.

Only 6 of them were ever launched.



FLA RAKETE ENZIAN

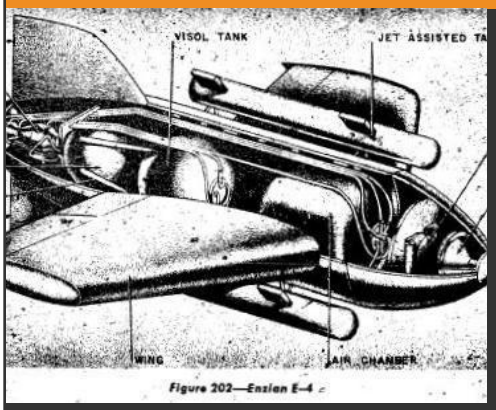


Figure 202—Enzian E-4

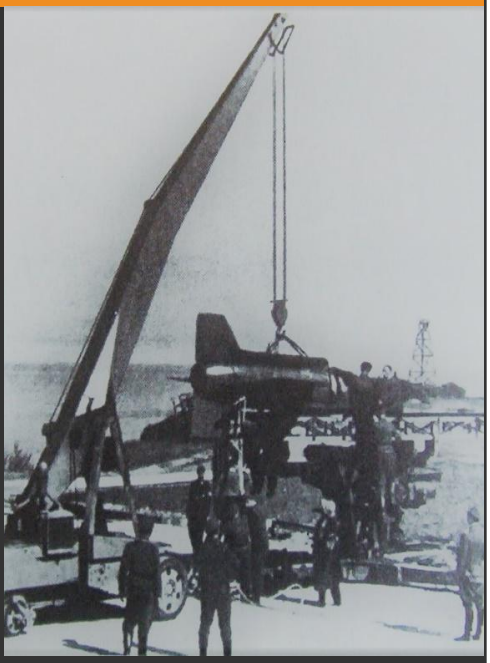
Flugabwehr-Rakete "Enzian" E1 bis E4.

The Enzian, developed by Dr. Wurster of Messerschmitt AG, was initially given the Luftwaffe designation FR (Flak Rakete) 1.

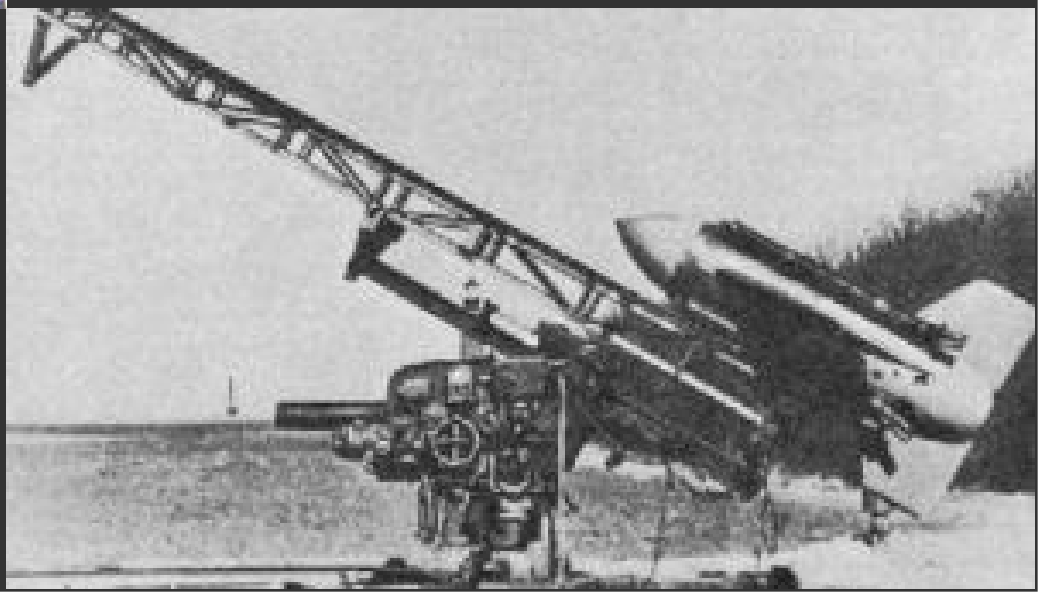
The winged rocket was equipped with a dual-fuel rocket engine, developed from the tail rocket of the Me 163 fighter plane and was equipped with four external thrusters before the start.

The first guidance took place by means of radio guidance, the operator steered the rocket optically or by radar to the intended target up to a distance at which the rocket's own infrared target seeker system (Madrid) could take over control.

The Enzian E4 was equipped with a blasting load of 320 kg that could be carried at a speed of Mach 0.75 up to a maximum height of almost 15,000 meters, the launch installation for Enzian E4 was based



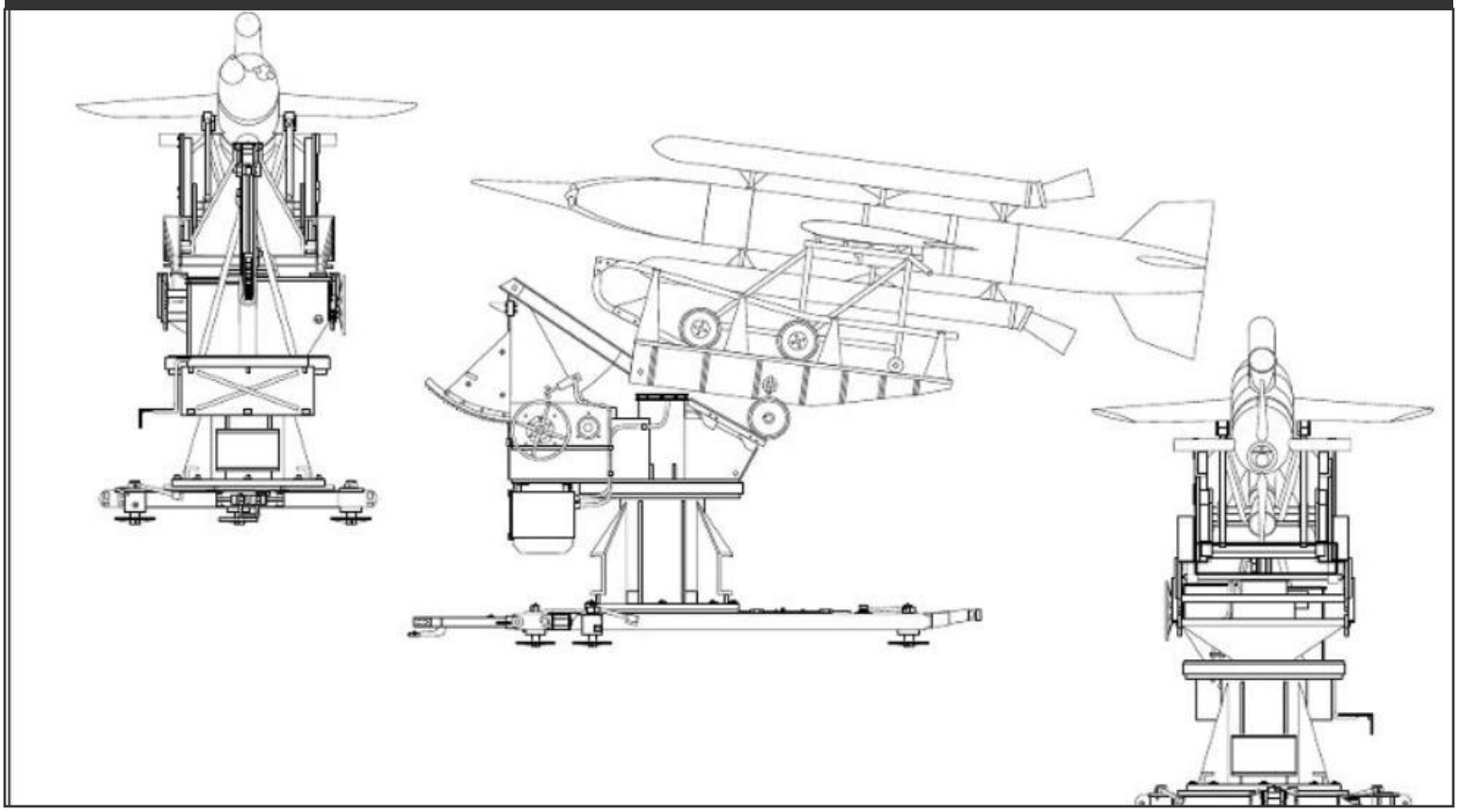
on the chassis of a FLAK 88 chassis, the system had therefore a highly mobile character.
The Enzian E4 was never put into operation due to the premature end of the war.



FLA RAKETE SCHMETTERLING

Flugabwehr-Rakete Henschel Hs 117 "Schmetterling".
The Henschel Hs 177 “Schmetteling” Professor Herbert A. Wagner developed the Schmetterling in 1941 and had a load of 25 kg.
The development was difficult, of the 59 pilot launches, 34 failed, and in 1944, 23 rockets were successfully launched.
The order for mass production was given in December 1944 and the rockets were to be deployed from March 1945, and in January 1945 the final and definitive prototype was ready to serve as a model for production implementation. However, the project was canceled on 6 February 1945.
The Schmetterling did not have its own target search system and was directed by means of a periscope and then sent to the target with a joystick via a radio connection.
A torch in the tail of the Schmetterling made sure that the rocket could be followed properly during the flight.
The radio connection was maintained via a Kehl / Straßburg system with code name “Parsival” (FuG203 / 230). Four different radio frequencies were used for control, a 5th was used to control the explosive charge as soon as the rocket was in the vicinity of the enemy bomber. The Schmetterling had an effective range was around 16 km and the maximum height was around nearly 11,000 meters.

Rob Wethly, chairman SLO-Drenthe



CRASH MUSEUM

At the request of and in consultation with Foundation The Drents Landscape and Foundation Drents Monument, Air War Research Foundation Drenthe has decided to take over the management of the airguard tower in Schoonebeek.

For this purpose, Air War Research Foundation Drenthe has set up the 'Air Watch Tower in Schoonebeek' committee and will, in this way, shape the management of the Air Watch Tower in Schoonebeek. All in consultation with the Drenthe Landscape Foundation.

AIRGUARD TOWER 7-Z-3

Air War Research Foundation Drenthe was, as a team excursion, visiting the Crash Museum of the AVOG foundation in Lievelde (Gelderland).
In the museum the film: "The Air War is revived" (own production) is shown.
This film also gives a global view of the 1940-1945 Air War above Europe and specifically above
"The Achterhoek (the eastern region of Gelderland)" and is intended as an introduction prior to viewing the exhibited aircraft parts and other exhibited objects.

SLO-Drenthe and AVOG have the same goal: to shorten missing lists if they want to preserve a piece of history for the future.

ANNOUNCEMENTS

Rensenpark 2020

In the summer of 2020, SLO-Drenthe wants to hold an exhibition in the Rensenpark in Emmen.

Smalspoormuseum

The Industrial railway museum in Erica is remembering D-Day on Saturday, June 6th. SLO-Drenthe is also invited for this.

Liberation festival 2020

In the period April and May 2020, the SLO takes part in the large liberation festival in Schoonebeek.

Lectures

This year SLO Drenthe will give lectures on the local air war in Slagharen and Dedemsvaart.