

# Flight Log Guide

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*Walter Stolz*

The flight log of a radio operation and observer, initially serving time with a reconnaissance unit in North Africa. When time is up for him and his unit is switching single-engine Bf 109 for recon missions, he transfers to a Zerstörer-Geschwader, initially in the Mediterranean, later in Germany. Finally joins Ausbildungskommando Zerstörer in Hungary for training on Me 210.

written by **Andreas Zapf**





## Table of Contents

|   |    |
|---|----|
| Introduction .....  | 2  |
| Literature & Sources .....                                | 3  |
| Maps .....  | 3  |
| The Flight Log of Walter Stolz .....                      | 3  |
| Luftnachrichtenschule 3 – Initial Training.....           | 5  |
| Zerstörerschule 1 – Training continued .....              | 7  |
| 2.(H)/14 – Reconnaissance in Eastern Libya .....          | 11 |
| Time In Germany .....                                     | 14 |
| III./ZG 26 – Zerstörer over Sicily and North Afrika ..... | 21 |
| Blindflugschule 6 in Wesendorf.....                       | 22 |
| III./ZG 26 – Back in the Mediterranean .....              | 23 |
| Ausbildungskommando Zerstörer – Hungary 1944 .....        | 30 |
| Revision History .....                                    | 33 |



## Introduction

Writing up this Flight Log Guide took quite a bit more than I had initially anticipated. First, I learned a lot about the war in North Africa – I knew the general story but I had to dig into details to put the log entries into perspective.

Secondly, I made the mistake to include much of this information into the initial versions of this guide – a big mistake, as it turned out: it would take way too long and would be far too complex and – most importantly – what do I do when I try and cover another flight log from the same time and area?

I therefore made a decision: the Flight Log Guide will strictly stick to the contents of the flight log itself – I may mention additional events such as campaigns or events but will not explain them or dive into them. You will have to look them up elsewhere. Likewise, I have decided to remove any details on airfields mentioned – I will provide a general map but I will not dive into the specifics of a particular airfield. For both areas, I will publish dedicated material when the time arrives – basically, this is “buying time to assemble the information” – an attempt to not delay the publishing of the immediate area of interest, the flight log itself.

Andreas Zapf

*“Those who cannot remember the past are condemned to repeat it”*  
*([George Santayana](#))*



## Literature & Sources

The following list provides an overview of the books, the sources and internet sites that have been used during the research for this ...

| ID        | Author  | Title  | Year | ISBN           |
|-----------|---|--|------|----------------|
| DIERICH-1 | Dierich, Wolfgang                                     | Die Verbände der Luftwaffe 1935 – 1945   | 1976 | 3-87943-437-9  |
| GIRBIG-1  | Girbig, Werner<br>Ring, Hans                          | Jagdgeschwader 27  | 1971 |                |
| HELD-1    | Held, Werner<br>Obermaier, Ernst                      | Die deutsche Luftwaffe im Afrika-Feldzug 1941 – 1943   | 1979 | 3-87943-661-4  |
| NOWARRA-1 | Nowarra, Heinz  | Fernaufklärer 1915 – 1945  | 1982 | 3-87943-858-7  |
| NOWARRA-2 | Nowarra, Heinz  | Nahaufklärer 1910 – 1945   | 1981 | 3-87943-808-0  |
| OMMERT-1  | Ommert, Stefan  | Recon for Rommel – 2.(H)/14 Air Recon Flyers in Africa   | 2006 | 3-9805216-7-2  |
| PRIEN-1   | Prien, Jochen   | "Pik-As" – Geschichte des Jagdgeschwaders 53 – Teil 2  | 1990 | 3-923457-14-6  |
| PRIEN-2   | Prien, Jochen   | Geschichte des Jagdgeschwaders 77 – Teil 3   |      |                |
| RING-1    | Ring, Hans<br>Shores, Christopher                     | Luftkampf zwischen Sand und Sonne<br>(engl.: Fighters over the Desert)   | 1969 |                |
| RING-2    | Ring, Hans<br>Shores, Christopher<br>Hess, William N. | Luftkämpfe über Fels und Wüste<br>(engl.: Fighters over Tunisia)   | 1981 | 3-87943-830-7  |
| STKZ-1    | Hartmann, Bert  | Stammkennzeichen Website ( <a href="http://www.stammkennzeichen.de">http://www.stammkennzeichen.de</a> )             |      | n.a.           |
| TXU-1     |   | University of Texas – Map Collection ( <a href="http://www.lib.utexas.edu/maps">http://www.lib.utexas.edu/maps</a> ) |      | n.a.           |
| WEAL-1    | Weal, John  | Messerschmitt Bf 110 Zerstörer Aces of World War 2   |      | 978-1855327535 |

## Maps

Access to authentic maps of the time is difficult – especially when it comes to North Africa and copies of the "Deutsche Heereskarte". Alternative maps are available online, I have used the following:

- Army Map Service Series P661 (Tripoli) in 1:100.000 (click [here](#))
- Army Map Service Series P662 (Cyrenaica), 1:100.000 (click [here](#))
- Army Map Service Series P502 in 1:250.000, dating 1954 and onwards, covering Algeria, Egypt, Libya, Morocco, and Tunisia (click [here](#))
- International Map of the World 1:1.000.000, available at the University of Texas (click [here](#))
- A provisional GSGS 2465 Collection in 1.1.000.000, at least partially based upon former colonial Maps. Issued by the UK War Office and later by the US Army Map Service (click [here](#))

While "authentic maps" are preferable, "post-war" maps from US and UK sources are also quite good (and in some cases based – at least partially – in maps from axis sources). Last resort when looking for a map of a specific area and none is available in the previous series are the more modern maps of the

- Tactical Pilotage Charts 1:500.000, mostly from the 80s and 90s (click [here](#))
- Operational Navigation Charts 1:1.000.000 (click [here](#))

## The Flight Log of Walter Stolz

The flight log of Walter Stolz covers his career with the Luftwaffe from June 5<sup>th</sup>, 1940 until July 7<sup>th</sup>, 1944. Born on May 5<sup>th</sup>, 1920 he joined the Luftwaffe and recorded his first training flights in mid 1940.



Walter Stolz survived the fighting and died July 10<sup>th</sup>, 1996.

1-33 LNS 5 München-Kriebitz  
34-102 Neubiberg  
Zerst. Schw 1

**Flugbuch** 18.9.42 - 5.10.42  
für  
Walter Stolz BFS 6  
7/2926  
begonnen am: 5.6.40 NJG 102  
beendet am:

Ung. LW

Logen-Nr. 134 Heß, Braunschweig-München Nachdruck verboten!



## Luftnachrichtenschule 3 - Initial Training

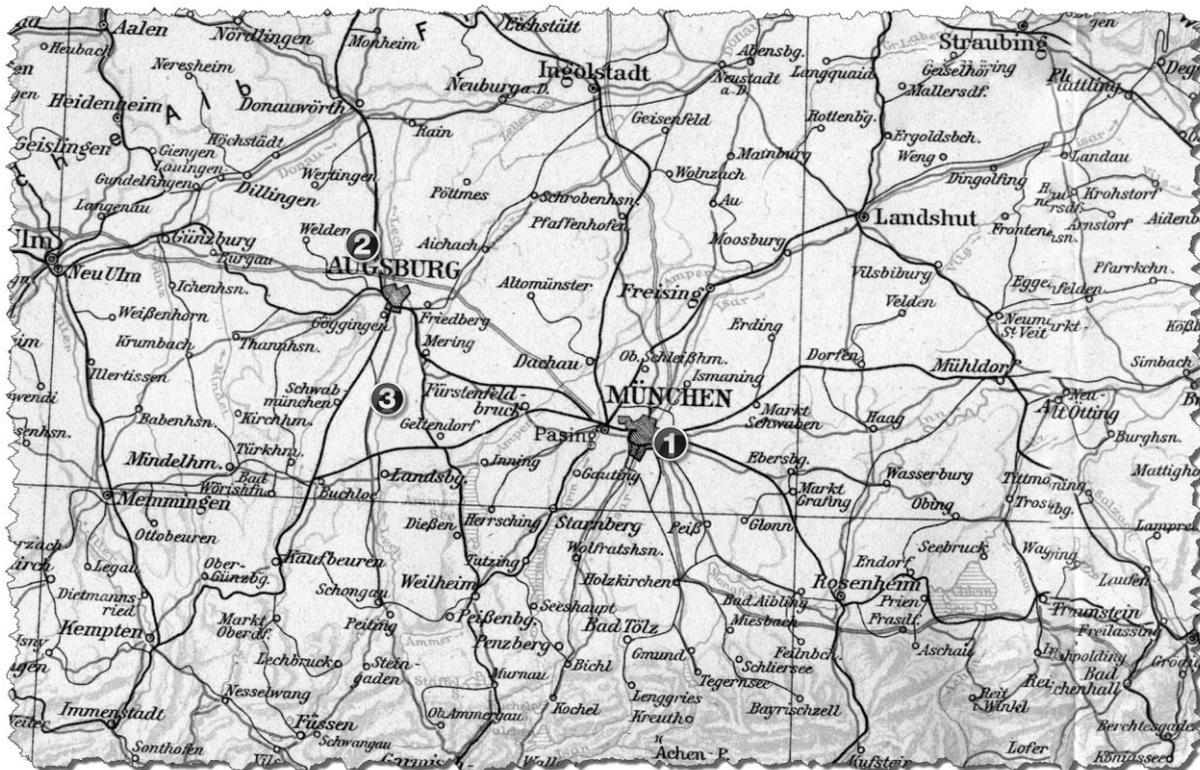
It is unknown when Walter Stolz joined the Luftwaffe – but he records his first flights as “Pilot-non-flying” which he will remain for his entire career – he will be a Bordfunker (Radio Operator) and potentially Beobachter (Observer) but never fly any of the aircrafts as pilot.

| Stp. Nr. des Fluges | Führer    | Begleiter | Walter | Startplatz- Nr. | Zweck des Fluges | Höf l u a |      |
|---------------------|-----------|-----------|--------|-----------------|------------------|-----------|------|
|                     |           |           |        |                 |                  | Ort       | Zeit |
| 1.                  | Quann     | Stolz     | Do 16  | VR+PF           | F. T. Flieg      | Riem      |      |
| 2.                  | "         | "         | 1      | 1               | "                | "         | "    |
| 3.                  | Mooskin   | "         | W 34   | DB+SR           | FL               | "         | "    |
| 4.                  | Littner   | "         | Do 16  | VB+PL           | FL               | "         | "    |
| 5.                  | Abtwein   | "         | F 158  | 15              | S. a. L.         | Gablingen |      |
| 6.                  | Abtwein   | "         | "      | VB+DP           | T.V. 200         | Riem      |      |
| 7.                  | "         | "         | "      | "               | T.V. 203         | "         |      |
| 8.                  | Littner   | "         | "      | NC+ED           | T.V.             | "         |      |
| 9.                  | "         | "         | "      | "               | "                | "         |      |
| 10.                 | Angermann | "         | "      | VB+OE           | P. Fl.           | "         |      |
| 11.                 | "         | "         | "      | "               | "                | "         |      |
| 12.                 | "         | "         | Ju 86  | TK+JJ           | S. a. L.         | Lechfeld  |      |

| Fl u a |         |           |        |         |           |          |       | Bemerkungen |
|--------|---------|-----------|--------|---------|-----------|----------|-------|-------------|
| Zug    | Zugzeit | Ort       | Zug    | Zugzeit | Flugdauer | Altmet   |       |             |
| 5.6.36 | 7122    | Riem      | 5.6.36 | 7578    | 726       | 516      |       |             |
| 5.6.   | 7527    | "         | 5.6.   | 7600    | 39        | 720      |       |             |
| 19.6.  | 7425    | "         | 19.6.  | 7616    | 157       | 506      |       |             |
| 20.6.  | 7070    | "         | 20.6.  | 7272    | 722       | 527      |       |             |
| 24.6.  | 7244    | Gablingen | 24.6.  | 7078    | 82        | 102      |       |             |
| 4.7.   | 0954    | Riem      | 4.7.   | 1134    | 10.0      | 431      |       |             |
| 4.     | 1142    | "         | 4.     | 1045    | 10.8      | 449      |       |             |
| 10.7.  | 0782    | "         | 10.7.  | 1182    | 840       | 876      |       |             |
| 4.     | 1248    | "         | 4.     | 1651    | 843       | 877      |       |             |
| 29.7.  | 1331    | "         | 29.7.  | 1434    | 723       | 479      |       |             |
| 3.     | 1436    | "         | 3.     | 1636    | 10.0      | 432      |       |             |
| 30.7.  | 1040    | Lechfeld  | 30.7.  | 7110    | 30        | 130      |       |             |
|        |         |           |        |         |           | 22.84.25 | 557.2 |             |

His first assignment – at least as recorded from the flight log – is training with Luftnachrichtenschule 3 (LNS 3) in München-Riem (1) where he is accumulating flight time in Junkers Ju 86 and Junkers W34 as well as Focke-Wulf Fw 58.



Although most flights are departing and arriving at the Luftnachrichtenschule's home airfield in Munich, some take Walter Stolz to other airfields: Flight #5 takes him to Gablingen (2) and Flight #12 to Lechfeld (3). He is also picking up some flight time on a Dornier Do 17 Z (Flight #17).



| N:o. Str. des Fluges | Führer | Begleiter | Walter | Zulassungs-Nr. | Zweck des Fluges | Höf l u g |      | Bemerkungen |
|----------------------|--------|-----------|--------|----------------|------------------|-----------|------|-------------|
|                      |        |           |        |                |                  | Ort       | Zeit |             |
| 13                   | Kurzer | Holy      | Fw 58  | VB+DR          | T. V.            | Binn      |      |             |
| 14                   | "      | "         | "      | "              | "                | "         |      |             |
| 15                   | Gatz   | "         | Ju 86  | VB+PK          | "                | "         |      |             |
| 16                   | "      | "         | "      | "              | "                | "         |      |             |
| 17                   | Rehner | "         | DO 14  | VB+MH          | "                | "         |      |             |
| 18                   | Rehner | "         | Ju 86  | VB+PK          | "                | "         |      |             |
| 19                   | "      | "         | "      | "              | "                | "         |      |             |
| 20                   | "      | "         | "      | "              | "                | "         |      |             |
| 21                   | Rehner | "         | "      | VA+BY          | "                | "         |      |             |
| 22                   | "      | "         | "      | "              | "                | "         |      |             |
| 23                   | Rehner | "         | "      | BÄ+LB          | "                | "         |      |             |
| 24                   | "      | "         | "      | "              | "                | "         |      |             |

| Fl u g |           | B a n d u n a |       | N:o. 2436 |           | Bemerkungen |
|--------|-----------|---------------|-------|-----------|-----------|-------------|
| Zug    | Engelzeit | Ort           | Zug   | Engelzeit | Flugdauer |             |
| 2.8.   | 0740      | Binn          | 8.8.  | 0944      | 100       | 445         |
| "      | 0948      | "             | "     | 1158      | 104       | 453         |
| 4.8.   | 1035      | "             | 4.8.  | 1440      | 105       | 540         |
| "      | 1505      | "             | "     | 1615      | 40        | 303         |
| 6.8.   | 0720      | "             | 6.8.  | 0948      | 130       | 640         |
| "      | 1200      | "             | "     | 1420      | 106       | 546         |
| "      | 1500      | "             | "     | 1630      | 90        | 390         |
| "      | 1630      | "             | "     | 1635      | 5         | 20          |
| 10.8.  | 0737      | "             | 10.8. | 1006      | 149       | 646         |
| "      | 1006      | "             | "     | 1435      | 89        | 386         |
| 22.8.  | 0800      | "             | 22.8. | 1000      | 120       | 520         |
| "      | 1000      | "             | "     | 1200      | 120       | 520         |
|        |           |               |       |           |           | 70. 45.41   |

His time with Luftnachrichtenschule 3 coming to an end in late August 1940, after adding some more flight time on the Ju 86 and the Fw 58.

| N:o. Str. des Fluges | Führer | Begleiter | Walter | Zulassungs-Nr. | Zweck des Fluges | Höf l u g |      | Bemerkungen |
|----------------------|--------|-----------|--------|----------------|------------------|-----------|------|-------------|
|                      |        |           |        |                |                  | Ort       | Zeit |             |
| 25                   | Gavin  | Holy      | Ju 86  | NB+PJ          | T. V.            | Binn      |      |             |
| 26                   | Rehner | "         | Fw 58  | VB+DR          | Fl. S. + P. Fl.  | "         |      |             |
| 27                   | "      | "         | "      | "              | "                | "         |      |             |
| 28                   | Rehner | "         | Ju 86  | VB+PJ          | Fl. S.           | "         |      |             |
| 29                   | "      | "         | "      | "              | "                | "         |      |             |
| 30                   | Rehner | "         | "      | BA+LC          | "                | "         |      |             |
| 31                   | Rehner | "         | "      | "              | "                | "         |      |             |
| 32                   | Rehner | "         | Fw 58  | VB+EE          | Fl. S. + P. Fl.  | "         |      |             |
| 33                   | "      | "         | "      | "              | "                | "         |      |             |

| Fl u g |           | B a n d u n a |       | N:o. 45.44 |           | Bemerkungen |
|--------|-----------|---------------|-------|------------|-----------|-------------|
| Zug    | Engelzeit | Ort           | Zug   | Engelzeit  | Flugdauer |             |
| 22.8.  | 1446      | Binn          | 22.8. | 1638       | 90        | 416         |
| 23.8.  | 0437      | "             | 23.8. | 0909       | 120       | 445         |
| "      | 0938      | "             | "     | 1132       | 120       | 438         |
| 24.8.  | 0701      | "             | 24.8. | 0902       | 104       | 534         |
| "      | 0915      | "             | "     | 1120       | 125       | 512         |
| 26.8.  | 0936      | "             | 26.8. | 1122       | 120       | 529         |
| "      | 1332      | "             | "     | 1304       | 31        |             |
| 27.8.  | 0716      | "             | 27.8. | 0940       | 144       |             |
| "      | 0944      | "             | "     | 1134       | 100       | 365         |
|        |           |               |       |            |           | 60. 90      |

Die Höflichkeit der Flüge  
von 1. bis 33. ist  
bezeichnet.  
München am 30. 8. 40.  
Oberleutnant u. Kap.-Chef  
H. H. H.

A member of staff of the Luftnachrichtenschule 3 acknowledges Flights #1 to #33 on August 30<sup>th</sup>, 1940 as the official stamps are showing.



## Zerstörerschule 1 – Training continued

Walter Stolz is moving on and his next flights are with Zerstörerschule 1 – a heavy fighter training unit located at the airfield of Neuburg, on the southern outskirts of Munich. He continues to fly Focke-Wulf Fw 58 and Dornier Do 17 but – for the first time – is now seeing airtime in the Messerschmitt Bf 110 (which he notes down as Me 110, later as Bf 110).

The Messerschmitt Bf 110 – a twin-engine heavy fighter (in the Luftwaffe referred to as “Zerstörer” – literally: “Destroyer”) will be the aircraft type he will be spending most of his operational flight time in.

| Flg. Nr. des Fluges | Pilot    | Co-pilot | Aircraft | Takeoff No. | Destination     |         |
|---------------------|----------|----------|----------|-------------|-----------------|---------|
|                     |          |          |          |             | From            | To      |
| 34.                 | König    | Stolz    | Fw 58    | NGIT        | F. T. Flug      | Neuburg |
| 35.                 | Fritz    | "        | "        | NGHIT       | "               | "       |
| 36.                 | Trost    | "        | "        | NGHIE       | "               | "       |
| 37.                 | Kaufmann | "        | "        | RIANV       | "               | "       |
| 38.                 | König    | "        | "        | "           | F. T. Flug      | "       |
| 39.                 | Rapp     | "        | Do 17    | JMXX        | König Flug      | "       |
| 40.                 | König    | "        | Fw 58    | "           | Neuburg         | "       |
| 41.                 | Rapp     | "        | Do 17    | JMXX        | König Flug      | "       |
| 42.                 | König    | "        | Fw 58    | NGIT        | Neuburg         | "       |
| 43.                 | Fritz    | "        | Fw 58    | "           | "               | "       |
| 44.                 | König    | "        | Fw 58    | FFLOB       | König Flug      | "       |
| 45.                 | "        | "        | Me 110   | 42          | Friedrichshagen | "       |

| Flug   |      |         |        |      |      |      | Bemerkungen                           |
|--------|------|---------|--------|------|------|------|---------------------------------------|
| Tag    | Zeit | Ort     |        | Tag  | Zeit | Höhe |                                       |
| 12.9.  | 1515 | Neuburg | 12.9.  | 1615 | 60   |      |                                       |
| 12.9.  | 1502 | "       | 12.9.  | 1506 | 64   |      | "                                     |
| 17.9.  | 0842 | "       | 17.9.  | 0925 | 53   | 175  |                                       |
| 18.9.  | 1420 | "       | 18.9.  | 1510 | 50   | 177  |                                       |
| 20.9.  | 1110 | "       | 15.5   | 1241 | 55   | 172  |                                       |
| 3.10.  | 1120 | "       | 11.10. | 1120 | 80   | 378  | Mein 1. Flugz. in Dänemark abgestürzt |
| 6.10.  | 1110 | "       | 6.10.  | 1145 | 25   | 173  |                                       |
| 7.10.  | 1020 | "       | 7.10.  | 1140 | 100  | 165  |                                       |
| 9.10.  | 1110 | "       | 9.10.  | 1135 | 25   | 173  |                                       |
| 10.10. | 1730 | "       | 10.10. | 1745 | 25   | 173  |                                       |
| 12.10. | 1240 | "       | 12.10. | 1415 | 135  | 150  |                                       |
| 21.10. | 1720 | "       | 21.10. | 1740 | 20   | 170  |                                       |
|        |      |         |        |      |      | 192  | 1531                                  |

The initial flights are from and to the airfield of Neuburg – the aircrafts he is flying are attached to II./Zerstörerschule 1.

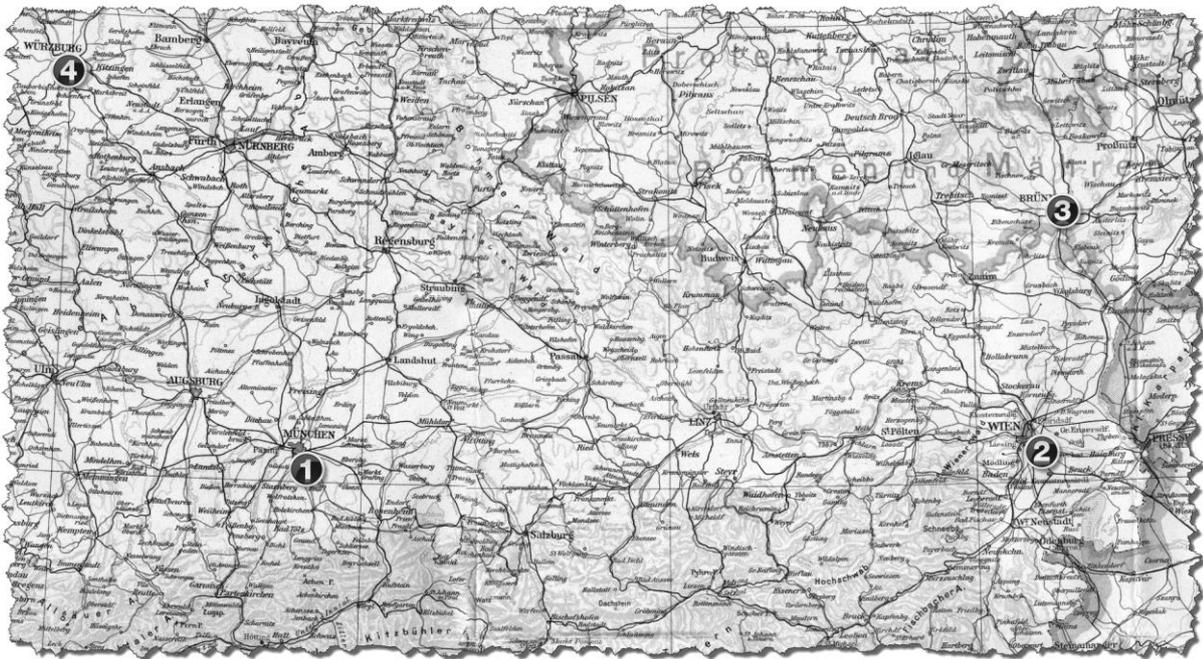
At some point later, Walter Stolz is adding explanatory comments to his flight log – the first one is with Flight #39 and reads “Mein 1. Flugz. in Dänemark abgestürzt” – “My 1st Pilot crashed in Denmark”. Throughout the flight log, other explanatory comments are added and we will discover them later.

| Flg. Nr. des Fluges | Pilot | Co-pilot | Aircraft | Takeoff No. | Destination     |         |
|---------------------|-------|----------|----------|-------------|-----------------|---------|
|                     |       |          |          |             | From            | To      |
| 46.                 | König | Stolz    | Fw 58    | KENV        | Luffflotten     | Neuburg |
| 47.                 | König | "        | "        | NONO        | König Flug      | "       |
| 48.                 | König | "        | "        | "           | Luffflotten     | "       |
| 49.                 | "     | "        | "        | "           | "               | "       |
| 50.                 | König | "        | "        | KENV        | "               | "       |
| 51.                 | König | "        | "        | KENV        | König Flug      | "       |
| 52.                 | "     | "        | "        | "           | Zwölfaxing      | "       |
| 53.                 | Fritz | "        | "        | "           | Neuburg         | "       |
| 54.                 | "     | "        | "        | "           | Brünn           | "       |
| 55.                 | König | "        | "        | NONO        | "               | "       |
| 56.                 | "     | "        | "        | "           | Würzburg        | "       |
| 57.                 | Rapp  | "        | Me 110   | 42          | Friedrichshagen | Neuburg |

| Flug   |      |            |        |      |      |      | Bemerkungen |
|--------|------|------------|--------|------|------|------|-------------|
| Tag    | Zeit | Ort        |        | Tag  | Zeit | Höhe |             |
| 1.11.  | 1426 | Neuburg    | 1.11.  | 1520 | 47   | 174  |             |
| 5.11.  | 1110 | Brünn      | 5.11.  | 1230 | 250  | 140  |             |
| 6.11.  | 1209 | Neuburg    | 6.11.  | 1352 | 44   | 172  |             |
| "      | 1437 | "          | 6.11.  | 1520 | 43   | 172  |             |
| 8.11.  | 1452 | "          | 8.11.  | 1530 | 37   | 172  |             |
| 11.11. | 1053 | Zwölfaxing | 11.11. | 1225 | 102  | 340  |             |
| "      | 1453 | Neuburg    | "      | 1705 | 137  | 175  |             |
| 14.11. | 1010 | Brünn      | 14.11. | 1225 | 144  | 170  |             |
| 14.11. | 1327 | Neuburg    | 14.11. | 1643 | 106  |      |             |
| 5.11.  | 1242 | Würzburg   | 5.11.  | 1446 | 104  | 212  |             |
| 5.11.  | 1548 | Neuburg    | 5.11.  | 1730 | 102  | 340  |             |
| 16.11. | 1955 | "          | 16.11. | 1020 | 35   | 172  |             |

Starting with Flight #51, the flights are beginning to take Walter Stolz cross-country and to other airfields such as Zwölfaxing (2), Brünn (3), and Würzburg (4) . But Neuburg (1) remains the center of his activities.



**Note:** Flights #55 and #56 are out of sequence and should have been #48 and #49 instead.

With Flight #57, he is fully converting to Messerschmitt Bf 110 – an aircraft that he will later note down as “Me 110”.

The flights with the Bf 110 also start to show the “Zweck the Fluges” – (engl.: Reason for Flight) to change – it is now “Einsatz” which translates into “Mission”.

| Fl. Nr.<br>des<br>Fluges | Pilot  | Co-pilot | Aircraft | Serial No. | Zweck des Fluges | Datum      |      | Remarks |
|--------------------------|--------|----------|----------|------------|------------------|------------|------|---------|
|                          |        |          |          |            |                  | Start      | End  |         |
| 58.                      | Rapp   | HMK      | Bf 110   | 46         | Einsatz          | 16.11.1940 | 1132 | Wien    |
| 59.                      | Wolfer | "        | Bf 110   | 47         | Wf. Aufst.       | "          | "    | "       |
| 60.                      | Rapp   | "        | 110      | 48         | Einsatz          | "          | "    | "       |
| 61.                      | "      | "        | 110      | 44         | "                | "          | "    | "       |
| 62.                      | "      | "        | 110      | 42         | "                | "          | "    | "       |
| 63.                      | "      | "        | 110      | 42         | "                | "          | "    | "       |
| 64.                      | "      | "        | 110      | 42         | "                | "          | "    | "       |
| 65.                      | "      | "        | 110      | 44         | "                | "          | "    | "       |
| 66.                      | "      | "        | 110      | 46         | "                | "          | "    | "       |
| 67.                      | "      | "        | 110      | 48         | "                | "          | "    | "       |
| 68.                      | "      | "        | 110      | 49         | "                | "          | "    | "       |
| 69.                      | "      | "        | 110      | 44         | "                | "          | "    | "       |

| Flug       |      |      |            |      |     |           |           | Bemerkungen |
|------------|------|------|------------|------|-----|-----------|-----------|-------------|
| Zug        | Tag  | Ort  | Zug        | Tag  | Ort | Flugdauer | Flugmeter |             |
| 16.11.1940 | 1100 | Wien | 16.11.1940 | 1132 | 32  |           |           |             |
| 16.11.1940 | 1137 | "    | 16.11.1940 | 1130 | 33  |           |           |             |
| 18.11.1940 | 1100 | "    | 18.11.1940 | 1145 | 45  |           |           |             |
| 19.11.1940 | 1105 | "    | 19.11.1940 | 1135 | 40  |           |           |             |
| 22.11.1940 | 1105 | "    | 22.11.1940 | 1100 | 45  |           |           |             |
| 22.11.1940 | 1105 | "    | 22.11.1940 | 1108 | 33  |           |           |             |
| 22.11.1940 | 1107 | "    | 22.11.1940 | 1140 | 33  |           |           |             |
| 22.11.1940 | 1108 | "    | 22.11.1940 | 1100 | 42  |           |           |             |
| 23.11.1940 | 1107 | "    | 23.11.1940 | 1108 | 16  |           |           |             |
| 25.11.1940 | 1100 | "    | 25.11.1940 | 1100 | 30  |           |           |             |
| 26.11.1940 | 1105 | "    | 26.11.1940 | 1126 | 31  |           |           |             |
| 26.11.1940 | 1105 | "    | 26.11.1940 | 1107 | 42  |           |           |             |



### Messerschmitt Bf 110 or Messerschmitt Me 110?

When the twin-engine heavy fighter received its official type number – 110 – the Reichsluftfahrtministerium (RLM) pre-fixed the type number with an official abbreviation of the manufacturer, which was the “Bayerische Flugzeugwerke AG” – abbreviated “Bf”. As a result, the official designation of the aircraft type was “Bf 110”.

One of the two owners of the “Bayerische Flugzeugwerke AG” was Wilhelm Emil Messerschmitt – nicknamed “Willy”. In 1938, the “Bayerische Flugzeugwerke AG” was renamed to “Messerschmitt AG” – as of this point, all future aircraft would carry the official manufacturer abbreviation “Me” instead of “Bf”.

However, this change did not reflect on aircraft types already in service – they kept their original designation. In daily use, however, the “Bf” was frequently replaced with “Me” – therefore, famous aircraft such as the Bf 108 “Taifun”, the Bf 109 single-engine fighter and the Bf 110 twin-engine heavy fighter appear as Me 108, Me 109 and Me 110 in many sources.

Around the end of November 1940, his flights with the Bf 110 are ending; he is recording the last one on November 27, 1940. A break of almost two months follows – what exactly he was doing during this time remains unknown but Walter Stolz records his next flight around the end of January 1941 – Flight #73 and Flight #74 are in reverse order.

| Nr. des Fluges | Pilot   | Co-pilot | Motor  | Startplatz-Nr. | Zweck des Fluges |           | Ort    |          | Höhe | Zeit | Bemerkungen  |
|----------------|---------|----------|--------|----------------|------------------|-----------|--------|----------|------|------|--|
|                |         |          |        |                | Abflug           | Zielflug  | Abflug | Zielflug |      |      |  |
| 70.            | Rupp    | Holz     | BF 110 | 68             | Landung          | Neubiberg |        |          |      |      |  |
| 71.            | "       | "        | "      | 53             | Landung          | "         |        |          |      |      |  |
| 72.            | "       | "        | "      | 53             | Landung          | "         |        |          |      |      |  |
| 73.            | "       | "        | "      | 68             | Landung          | "         |        |          |      |      |  |
| 74.            | Rupp    | "        | FW 190 | 72             | Wartung          | "         |        |          |      |      |  |
| 75.            | Stolze  | "        | "      | "              | "                | "         |        |          |      |      |  |
| 76.            | Rupp    | "        | "      | 72             | "                | "         |        |          |      |      |  |
| 77.            | Ursinus | "        | "      | 75             | Wartung          | "         |        |          |      |      | Mein 2. Flgführ. – Sohn des 'Röhrvater', in Afrika ✖ |
| 78.            | Holz    | "        | "      | 75             | "                | "         |        |          |      |      |  |
| 79.            | Ursinus | "        | BF 110 | 46             | Landung          | "         |        |          |      |      |  |
| 80.            | Rupp    | "        | FW 190 | 46             | Wartung          | "         |        |          |      |      |  |
| 81.            | Ursinus | "        | "      | R111/1         | Wartung          | "         |        |          |      |      |  |

| Zug      |           | Ort      |          | Höhe   |          | Zeit   |          | Bemerkungen  |
|----------|-----------|----------|----------|--------|----------|--------|----------|--|
| Abflug   | Zielflug  | Abflug   | Zielflug | Abflug | Zielflug | Abflug | Zielflug |  |
| 20.11.40 | Neubiberg | 20.11.40 | 1800     | 40     |          |        |          |  |
| 27.11.40 | "         | 27.11.40 | 1140     | 55     |          |        |          |  |
| 27.11.40 | "         | 27.11.40 | 1800     | 40     |          |        |          |  |
| 27.11.40 | "         | 27.11.40 | 1620     | 34     |          |        |          |  |
| 3.1.41   | "         | 3.1.41   | 1150     | 23     |          |        |          |  |
| 30.1.41  | "         | 30.1.41  | 1613     | 28     |          |        |          |  |
| 16.2.41  | "         | 16.2.41  | 1830     | 31     |          |        |          | Mein 2. Flgführ. – Sohn des 'Röhrvater', in Afrika ✖ |
| 20.2.41  | "         | 20.2.41  | 1124     | 91     |          |        |          |  |
| 20.2.41  | "         | 20.2.41  | 1125     | 87     |          |        |          |  |
| 10.3.41  | "         | 10.3.41  | 1731     | 38     |          |        |          |  |
| 11.3.41  | "         | 11.3.41  | 1415     | 38     |          |        |          |  |
| 13.3.41  | "         | 13.3.41  | 1140     | 77     |          |        |          |  |

He is still in Neubiberg – so still with II./Zerstörerschule 1 – and, at least for the flights with the Bf 110, is assigned a new pilot, Günther Ursinus (see also Flight #94).

The comment that is placed next to Flight #77 reads “Mein 2. Flgführ. – Sohn des ‘Röhrvater’, in Afrika ✖” – “My second pilot, son of the ‘Röhrvater’ ✖”.<sup>1</sup>

There is not much to say about the time to come: still attached to the II./ZS 1 in Neubiberg, Ursinus and Stolz are accumulating airtime in the Bf 110 – a pattern that continues to the end of April 1941 when Walter Stolz is leaving the ZS 1 in April 21<sup>st</sup>.

<sup>1</sup> A reference to Carl Oskar Ursinus, a German aviation pioneer. Nicknamed “Röhrvater” as the founder of the first gliding club at the Wasserkuppe/Röhn in 1920.



| Nr. des Fluges | Führer  | Begleiter | Mutter | Zulassungs-Nr. | Zweck des Fluges | Höhe Ort  | Flug  |           |           |       | Bemerkungen |           |      |
|----------------|---------|-----------|--------|----------------|------------------|-----------|-------|-----------|-----------|-------|-------------|-----------|------|
|                |         |           |        |                |                  |           | Tag   | Zeitpunkt | Ort       | Tag   |             | Zeitpunkt | Höhe |
| 82.            | Wissner | Flabr     | Bf 110 | 60             | Spätschiff       | Neubiberg | 13.3. | 1800      | Neubiberg | 13.3. | 1810        | 40        |      |
| 83.            | Lift    | "         | FWS 74 | 71             | Spätschiff       | "         | 14.3. | 1805      | "         | 14.3. | 1820        | 15        |      |
| 84.            | Wissner | "         | Bf 110 | 64             | Spätschiff       | "         | 20.3. | 0900      | "         | 20.3. | 0950        | 50        |      |
| 85.            | "       | "         | "      | 46             | T.F.             | "         | 21.3. | 1835      | "         | 21.3. | 1845        | 40        |      |
| 86.            | "       | "         | "      | 63             | Neufl. Flug      | "         | 25.3. | 0850      | "         | 25.3. | 1030        | 111       |      |
| 87.            | "       | "         | "      | 46             | Fakt. Fr. H.     | "         | 27.3. | 0905      | "         | 27.3. | 1000        | 40        |      |
| 88.            | "       | "         | "      | 41             | "                | "         | 28.3. | 0823      | "         | 28.3. | 0950        | 35        |      |
| 89.            | "       | "         | "      | 45             | "                | "         | 28.3. | 1105      | "         | 28.3. | 1115        | 30        |      |
| 90.            | "       | "         | "      | 46             | "                | "         | 29.3. | 1400      | "         | 29.3. | 1440        | 40        |      |
| 91.            | "       | "         | "      | 47             | "                | "         | 30.3. | 1440      | "         | 30.3. | 1450        | 50        |      |
| 92.            | "       | "         | "      | 44             | "                | "         | 31.3. | 1800      | "         | 31.3. | 1815        | 45        |      |
| 93.            | "       | "         | "      | 45             | "                | "         |       |           |           |       |             |           |      |

The last flight with II./Zerstörerschule 1 in recorded for April 21<sup>st</sup>, 1940 – the stamp acknowledging Flights #34 to #102 is issued by “Fliegerhorstkommandantur Neubiberg”

| Nr. des Fluges | Führer  | Begleiter | Mutter | Zulassungs-Nr. | Zweck des Fluges | Höhe Ort    | Flug    |           |                    |         | Bemerkungen |           |      |
|----------------|---------|-----------|--------|----------------|------------------|-------------|---------|-----------|--------------------|---------|-------------|-----------|------|
|                |         |           |        |                |                  |             | Tag     | Zeitpunkt | Ort                | Tag     |             | Zeitpunkt | Höhe |
| 94.            | Wissner | Flabr     | Bf 110 | 1711           | Kämpfling        | Neubiberg   | 3.4.40  | 1800      | Neubiberg          | 3.4.40  | 1740        | 40        |      |
| 95.            | "       | "         | Bf 110 | 64             | T.F.             | "           | 5.4.40  | 1800      | "                  | 5.4.40  | 1845        | 35        |      |
| 96.            | "       | "         | "      | 43             | "                | "           | 10.4.40 | 0900      | "                  | 10.4.40 | 0940        | 50        |      |
| 97.            | "       | "         | "      | 43             | "                | "           | 15.4.40 | 1800      | "                  | 15.4.40 | 1840        | 50        |      |
| 98.            | "       | "         | "      | 66             | "                | "           | 16.4.40 | 1800      | "                  | 16.4.40 | 1820        | 62        |      |
| 99.            | "       | "         | FWS 74 | 72             | Spätschiff       | "           | 18.4.40 | 1800      | "                  | 18.4.40 | 1845        | 33        |      |
| 100.           | "       | "         | 110    | 40             | "                | "           | "       | 1800      | "                  | "       | 1835        | 45        |      |
| 101.           | "       | "         | "      | 41             | "                | "           | 20.4.40 | 1800      | "                  | 20.4.   | 1810        | 44        |      |
| 102.           | "       | "         | "      | 46             | T.F.             | "           | 21.4.40 | 1800      | "                  | 21.4.40 | 1800        | 50        |      |
| 103.           | Flieger | "         | CHRS 5 | Bf 110         | Spätschiff       | Wipperfurth | 13.6.   | 1800      | "                  | 13.6.   | 1800        |           |      |
| 104.           | "       | "         | Bf 110 | CHRS 5         | "                | "           | 14.6.   | 1800      | Wipperfurth        | 14.6.   | 1800        |           |      |
| 105.           | "       | "         | "      | "              | "                | "           | 15.6.   | 1800      | Rhein-Fliegerhorst | 15.6.   | 1800        |           |      |

Die Richtigkeit der eingetragenen Flüge ist bestätigt.  
  
 (Drucke nur mit Genehmigung des Kommandanten)



## 2.(H)/14 – Reconnaissance in Eastern Libya

Following the time in Neubiberg, a period of inactivity comes up – the next flight is only recorded for June 6<sup>th</sup>, 1941. In the meantime, Walter Stolz must have received his orders and is transferred to a new unit – he is now attached to 2.(H)/14, a Luftwaffe Reconnaissance unit.

Flight #103 starts in Lippstadt (1) in June 12<sup>th</sup>, 1941 and – over the next days – ferries the Messerschmitt Bf 110 [CN+CG] via Leipheim (2), Munich (3), Rome-Ciampino (4), Naples (5), and Catania (6) to Martuba (7) in eastern Libya.





This particular Messerschmitt Bf 110 [CN+CG] is listed as Bf 110 E-1 (Werknummer 2414) and assigned to 2.(H)/14.

Walter Stolz arrives in North Africa just after Operation Battleaxe is over – his first combat mission is on June 20<sup>th</sup>, 1941 – just a few days after the battle had ended (Flight #109).

| Fl. Nr. des Fluges | Pilot    | Begleiter | Muster | Zustellungs-Nr. | Zweck des Fluges | W e f l u g  |      | F l u g |         |     |     | Bemerkungen |         |           |
|--------------------|----------|-----------|--------|-----------------|------------------|--------------|------|---------|---------|-----|-----|-------------|---------|-----------|
|                    |          |           |        |                 |                  | Ort          | Zeit | Tag     | Zugzeit | Ort | Tag |             | Zugzeit | Höhe      |
| 106                | Plöger   | Stolz     | Bf 110 | CN+CG           | W. St. Rif.      | Rim-Ghampino |      |         |         |     |     |             |         |           |
| 107                | "        | "         | "      | "               | "                | Wagad        |      |         |         |     |     |             |         |           |
| 108                | "        | "         | "      | "               | "                | Cataura      |      |         |         |     |     |             |         |           |
| 109                | "        | "         | "      | "               | Zus. Aufkl.      | Maritake     |      |         |         |     |     |             |         | Freudflug |
| 110                | "        | "         | "      | "               | "                | Gambel       |      |         |         |     |     |             |         | Freudflug |
| 111                | Veruina  | W. Stolz  | "      | 5F+FK           | "                | Maritake     |      |         |         |     |     |             |         | Freudflug |
| 112                | Plöger   | Stolz     | "      | 5F+PK           | "                | "            |      |         |         |     |     |             |         | Freudflug |
| 113                | "        | "         | "      | 5F+BX           | "                | "            |      |         |         |     |     |             |         | Freudflug |
| 114                | "        | "         | "      | 5F+K            | "                | Gambel       |      |         |         |     |     |             |         | Freudflug |
| 115                | Spindler | "         | "      | 5F+VK           | "                | Maritake     |      |         |         |     |     |             |         | Freudflug |
| 116                | "        | "         | "      | 5F+VK           | "                | Maritake     |      |         |         |     |     |             |         | Freudflug |
| 117                | "        | "         | "      | 5F+VK           | "                | Maritake     |      |         |         |     |     |             |         | Freudflug |

This (and the next) mission are still recorded under the aircrafts "Stammkennzeichen" – [CN+CG]. The flights following are then recorded using the tactical unit designators – [5F+\_K] for 2.(H)/14.

Flights #109 - #113, #115, #117 - #119, #121, and #123 are marked as Combat Missions – their Flight Type is "Bew. Aufkl." – "armed Reconnaissance".

Despite the retreat of the British Forces after Operation Battleaxe, the Royal Air Force is still very much present in the area around Tobruk, Sollum and Gazalla. Fighter Patrols and Bomber attacks on airfields are on the list of events almost daily – the main concern to a reconnaissance aircraft would be the allied fighters...

Between June 20<sup>th</sup> and September 2<sup>nd</sup>, 1941, Walter Stolz is accumulating 10 Combat Missions, all of them in eastern Libya.

| Fl. Nr. des Fluges | Pilot     | Begleiter | Muster | Zustellungs-Nr. | Zweck des Fluges | W e f l u g  |      | F l u g |         |     |     | Bemerkungen |         |           |
|--------------------|-----------|-----------|--------|-----------------|------------------|--------------|------|---------|---------|-----|-----|-------------|---------|-----------|
|                    |           |           |        |                 |                  | Ort          | Zeit | Tag     | Zugzeit | Ort | Tag |             | Zugzeit | Höhe      |
| 118                | Schwarzen | Stolz     | Me 110 | 7 BK            | Zus. Aufkl.      | Maritake     |      |         |         |     |     |             |         | Freudflug |
| 119                | Prinzel   | "         | "      | 7 UK            | "                | "            |      |         |         |     |     |             |         | Freudflug |
| 120                | "         | "         | "      | "               | "                | Gab          |      |         |         |     |     |             |         | Freudflug |
| 121                | Reuter    | Stolz     | "      | 5F+BK           | "                | Maritake     |      |         |         |     |     |             |         | Freudflug |
| 122                | Prinzel   | Stolz     | "      | 5F+SK           | "                | Bir el Gab   |      |         |         |     |     |             |         | Freudflug |
| 123                | "         | "         | "      | "               | "                | Bir el Gab   |      |         |         |     |     |             |         | Freudflug |
| 124                | Werner    | "         | "      | 7-52            | Transportflug    | Maritake     |      |         |         |     |     |             |         | Freudflug |
| 125                | "         | "         | "      | "               | "                | Maritake     |      |         |         |     |     |             |         | Freudflug |
| 126                | "         | "         | "      | "               | "                | Gazalla      |      |         |         |     |     |             |         | Freudflug |
| 127                | "         | "         | "      | "               | "                | Tala         |      |         |         |     |     |             |         | Freudflug |
| 128                | "         | "         | "      | "               | "                | Sagga        |      |         |         |     |     |             |         | Freudflug |
| 129                | "         | "         | "      | "               | "                | Rim-Ghampino |      |         |         |     |     |             |         | Freudflug |



His flights are mainly from and to the airfield of Martuba (1) but also other airfields such as Gambut (3), Monastir (Tunisia, not on map), and Bir el Gobi (4) are noted.



On September 3<sup>rd</sup>, 1941, Walter Stolz is on his way back to Germany. Leaving North Africa from the airfield of Martuba, a very short stop is made at the airfield of Gazalla (2) before the flight continues north over the Mediterranean Sea.

The flight takes the Ju 52 [KG+FJ] – Werknummer 6072 – to Greece, precisely to Athens-Tatoi (1). From there, the next leg of the journey goes to Foggia (2) and finally to Rome (3) where Walter Stolz arrives in the early evening.

Two days later, his Ju 52 is departing Rome and is flying to Stuttgart-Böblingen (5), not without a stop in Munich (4) first.

His first tour of duty on with 2.(H)/14 in North Africa only lasted for about 2½ months. He will be back before the year is over.



## Time In Germany

Having returned to Germany, Walter Stolz is adding flight time in the Junkers Ju 52 in flights all across Germany.

| Stk. Nr. des Flugzeug | Führer | Begleiter | Muster | Zulassungs-Nr. | Zweck des Fluges | Abflug-Ort         | Flug    |            |                 |       | Bemerkungen |             |           |
|-----------------------|--------|-----------|--------|----------------|------------------|--------------------|---------|------------|-----------------|-------|-------------|-------------|-----------|
|                       |        |           |        |                |                  |                    | Zug     | Abflugzeit | Ort             | Zug   |             | Ankunftzeit | Flugdauer |
| 130                   | Körner | Walt      | Ju 52  | KG+FJ          | Transportfl.     | Böblingen          | 8.9.41  | 1305       | Weimar          | 6.9.  | 1405        | 90          |           |
| 131                   | "      | "         | "      | "              | "                | Weimar-Nohra       | 8.9.41  | 1405       | Lippstadt       | 6.9.  | 1715        | 90          |           |
| 132                   | Wagner | "         | "      | CO+GU          | "                | Lippstadt          | 8.9.41  | 1505       | Münster-Handorf | 8.9.  | 1545        | 30          |           |
| 133                   | "      | "         | "      | "              | "                | Handorf            | 8.9.41  | 1710       | Lippstadt       | 8.9.  | 1745        | 35          |           |
| 134                   | "      | "         | "      | "              | "                | Lippstadt          | 9.9.    | 1010       | Göppingen       | 9.9.  | 1200        | 110         |           |
| 135                   | "      | "         | "      | "              | "                | Göppingen          | 9.9.    | 1350       | Eutingen        | 9.9.  | 1415        | 25          |           |
| 136                   | "      | "         | "      | "              | "                | Eutingen           | 9.9.    | 1500       | Lippstadt       | 9.9.  | 1645        | 125         |           |
| 137                   | Plöger | "         | "      | "              | "                | Lippstadt          | 12.9.   | 1100       | Handorf         | 11.9. | 1130        | 30          |           |
| 138                   | "      | "         | "      | "              | "                | Handorf            | 12.9.   | 1210       | Lippstadt       | 12.9. | 1248        | 18          |           |
| 139                   | "      | "         | "      | "              | "                | Lippstadt-Hand.    | 22.9.   | 1325       | Barth/Usse      | 22.9. | 1540        | 121         |           |
| 140                   | "      | "         | "      | "              | "                | Barth u. d. Ostsee | 22.9.   | 1600       | Rerick          | 22.9. | 1630        | 28          |           |
| 141                   | "      | "         | "      | "              | "                | Rerick             | 22.9.41 | 1600       | Handorf         | 22.9. | 1838        | 160         |           |

From Böblingen, where the transport flight from North Africa has originally ended, they continue to Weimar-Nohra and then to Lippstadt – his last flight in the Ju 52 [KG+FJ] and for now. Just two days later, he is on another Ju 52 [CO+GU].

One tour takes him from Lippstadt to Münster-Handorf and back, followed by a flight from Lippstadt to Göppingen, Eutingen and back to Lippstadt on September 8<sup>th</sup> and September 9<sup>th</sup>, 1941. (Flights #132 - #136)

A second tour goes to the north of Germany – from Lippstadt to Barth on the Baltic Sea and the airfield of Rerick, then back to Münster-Handorf (September 22<sup>nd</sup>, 1941 – Flights #139 - #141)

| Stk. Nr. des Flugzeug | Führer | Begleiter | Muster  | Zulassungs-Nr. | Zweck des Fluges | Abflug-Ort | Flug    |            |                |       | Bemerkungen |             |           |
|-----------------------|--------|-----------|---------|----------------|------------------|------------|---------|------------|----------------|-------|-------------|-------------|-----------|
|                       |        |           |         |                |                  |            | Zug     | Abflugzeit | Ort            | Zug   |             | Ankunftzeit | Flugdauer |
| 142                   | Wagner | Walt      | Ju 52   | CO+GU          | "                | Handorf    | 23.9.41 | 1305       | Koblenz        | 23.9. | 1500        |             |           |
| 143                   | Wagner | "         | "       | "              | "                | Koblenz    | 24.9.41 | 1420       | Paderborn      | 24.9. | 1510        |             |           |
| 144                   | "      | "         | "       | "              | "                | Paderborn  | 24.9.   | 1625       | Lippstadt      | 24.9. | 1600        |             |           |
| 145                   | "      | "         | "       | "              | "                | Lippstadt  | 24.9.   | 1720       | Handorf        | 24.9. | 1940        |             |           |
| 146                   | Plöger | "         | "       | "              | "                | Handorf    | 25.9.   | 1150       | Berlin-Staaken | 25.9. | 1340        |             |           |
| 147                   | "      | "         | "       | "              | "                | Staaken    | 26.9.   | 1630       | Prag           | 26.9. | 1830        |             |           |
| 148                   | "      | "         | "       | "              | Nachflüge        | Prag       | 26.9.   | 2115       | Prag           | 26.9. | 2240        |             |           |
| 149                   | "      | "         | "       | "              | "                | Prag       | 26.9.   | 2218       | Prag           | 26.9. | 2345        |             |           |
| 150                   | Plöger | "         | "       | "              | Werklauffl.      | Prag       | 28.9.   | 1445       | Prag-Russin    | 28.9. | 1550        |             |           |
| 151                   | Wagner | "         | Do 17 P | GA+IO          | "                | Prag       | 30.9.   | 1400       | Worms          | 30.9. | 1500        |             |           |
| 152                   | Plöger | "         | "       | "              | "                | Nohra      | 30.9.   | 1620       | Handorf        | 30.9. | 1728        |             |           |
| 153                   | Plöger | "         | "       | "              | Hand.            | Handorf    | 4.10.   | 1415       | Worms          | 4.10. | 1505        |             |           |

Flights continue – another set of flights in the Ju 52 [CO+GU] is added:

- from Münster-Handorf to Koblenz and back via Paderborn and Lippstadt (Flights #142 - #145),
- from Münster-Handorf to Berlin-Staaken and Brieg to Prag-Russin

Here, in Prag, the Ju 52 [CO+GU] is replaced with a Dornier Do 17 P [GA+IO], returning to Münster-Handorf via Worms.



This Do 17 is also taken for a flight in early October, from Münster-Handorf to Hannover-Vahrenwald (Flight #153 and #154, which Walter Stolz is noting down as Hannover-Varenwalderheide) and then for a series of flights marked "Nachtflug" – "Nightflight" in Münster-Handorf (Flight #155 - #182).

| Fl. Nr. des Fluges | Pilot  | Begleiter | Walter | Zustimmung-Nr. | Zweck des Fluges           | Abflug  |            | Flug       |         |       |     | Bemerkungen |         |
|--------------------|--------|-----------|--------|----------------|----------------------------|---------|------------|------------|---------|-------|-----|-------------|---------|
|                    |        |           |        |                |                            | Ort     | Zeit       | Zug        | Zugzeit | Ort   | Zug |             | Zugzeit |
| 157                | Plöger | Helm      | Doiz   | 62410          | Hannover-Vahrenwalderheide | Handorf | 4.10.1940  | Handorf    | 7.10.   | 12.18 |     |             |         |
| 158                | "      | "         | "      | "              | Nachtflug                  | Handorf | 3.10.1940  | Handorf    | 4.10.   | 19.46 |     |             |         |
| 159                | "      | "         | "      | "              | "                          | Handorf | 3.10.1940  | Handorf    | 4.10.   | 20.05 |     |             |         |
| 157                | Rehmer | "         | "      | "              | "                          | Handorf | 22.10.1940 | "          | 12.10.  | 19.27 |     |             |         |
| 158                | Plöger | "         | "      | "              | "                          | "       | 22.10.1940 | Handorf    | 12.10.  | 12.18 |     |             |         |
| 159                | Rehmer | "         | "      | "              | Nachtflug                  | Handorf | 13.10.1940 | "          | 13.10.  | 19.45 |     |             |         |
| 160                | "      | "         | "      | "              | "                          | "       | 13.10.1940 | "          | "       | 19.51 |     |             |         |
| 161                | "      | "         | "      | "              | "                          | "       | 13.10.1940 | "          | "       | 19.49 |     |             |         |
| 162                | "      | "         | "      | "              | "                          | "       | 13.10.1940 | "          | "       | 20.05 |     |             |         |
| 163                | "      | "         | "      | "              | "                          | "       | 15.10.1940 | Coeddingen | 15.10.  | 09.58 |     |             |         |
| 164                | "      | "         | "      | "              | "                          | "       | 15.10.1940 | Handorf    | 15.10.  | 09.44 |     |             |         |
| 165                | "      | "         | "      | "              | Nachtfl.                   | Handorf | 15.10.1940 | "          | 15.10.  | 18.24 |     |             |         |

| Fl. Nr. des Fluges | Pilot  | Begleiter | Walter | Zustimmung-Nr. | Zweck des Fluges | Abflug  |            | Flug      |         |       |     | Bemerkungen |         |
|--------------------|--------|-----------|--------|----------------|------------------|---------|------------|-----------|---------|-------|-----|-------------|---------|
|                    |        |           |        |                |                  | Ort     | Zeit       | Zug       | Zugzeit | Ort   | Zug |             | Zugzeit |
| 175                | Rehmer | Helm      | Doiz   | 62410          | Nachtflug        | Handorf | 15.10.1940 | Handorf   | 15.10.  | 18.50 |     |             |         |
| 176                | "      | "         | "      | "              | "                | "       | "          | "         | "       | 19.12 |     |             |         |
| 177                | "      | "         | "      | "              | "                | "       | "          | "         | "       | 19.16 |     |             |         |
| 178                | "      | "         | "      | "              | "                | "       | "          | "         | "       | 19.25 |     |             |         |
| 179                | "      | "         | "      | "              | "                | "       | "          | "         | "       | 19.26 |     |             |         |
| 180                | "      | "         | "      | "              | "                | "       | "          | "         | "       | 19.45 |     |             |         |
| 181                | "      | "         | "      | "              | "                | "       | "          | "         | "       | 19.55 |     |             |         |
| 182                | "      | "         | "      | "              | "                | "       | "          | "         | "       | 20.05 |     |             |         |
| 183                | Plöger | "         | "      | "              | "                | "       | "          | "         | 16.10.  | 11.40 |     |             |         |
| 184                | Rehmer | "         | "      | "              | "                | Handorf | 17.10.1940 | Lippold   | 17.10.  | 14.52 |     |             |         |
| 185                | Plöger | "         | "      | "              | "                | Handorf | 17.10.1940 | Handorf   | 17.10.  | 10.07 |     |             |         |
| 186                | Plöger | "         | "      | "              | "                | Handorf | 19.10.1940 | Paderborn | 19.10.  | 11.24 |     |             |         |

From today's vantage point, these flight patterns pretty much look like flight training or flying practice – the "Nachtflüge" continue, but Flights #187 - #195 also show the entry "Ziellandung" – "Precision Landing" at the airfield of Paderborn.

| Fl. Nr. des Fluges | Pilot  | Begleiter | Walter | Zustimmung-Nr. | Zweck des Fluges | Abflug    |            | Flug      |         |       |     | Bemerkungen |         |
|--------------------|--------|-----------|--------|----------------|------------------|-----------|------------|-----------|---------|-------|-----|-------------|---------|
|                    |        |           |        |                |                  | Ort       | Zeit       | Zug       | Zugzeit | Ort   | Zug |             | Zugzeit |
| 187                | Plöger | Rehmer    | Doiz   | 62410          | Ziellandung      | Paderborn | 19.10.1940 | Paderborn | 19.10.  | 12.10 |     |             |         |
| 188                | "      | "         | "      | "              | "                | "         | "          | "         | "       | 12.20 |     |             |         |
| 189                | "      | "         | "      | "              | "                | "         | "          | "         | "       | 12.40 |     |             |         |
| 190                | "      | "         | "      | "              | "                | "         | "          | "         | "       | 12.54 |     |             |         |
| 191                | "      | "         | "      | "              | "                | "         | "          | "         | "       | 12.57 |     |             |         |
| 192                | "      | "         | "      | "              | "                | "         | "          | "         | "       | 13.04 |     |             |         |
| 193                | "      | "         | "      | "              | "                | "         | "          | "         | "       | 13.20 |     |             |         |
| 194                | "      | "         | "      | "              | "                | "         | "          | "         | "       | 13.26 |     |             |         |
| 195                | "      | "         | "      | "              | "                | "         | "          | "         | "       | 13.59 |     |             |         |
| 187                | Plöger | "         | "      | "              | "                | Paderborn | 19.10.1940 | Handorf   | "       | 14.18 |     |             |         |
| 188                | Plöger | "         | "      | "              | Nachtfl.         | Handorf   | 19.10.1940 | "         | 19.10.  | 12.13 |     |             |         |
| 189                | "      | "         | "      | "              | "                | "         | 19.10.1940 | "         | 19.10.  | 12.43 |     |             |         |



| Stk. Nr. des Flugzeuges | Pilot  | Begleiter | Flüster | Zustellungs-Nr. | Zweck des Fluges | W e i t u n g |     | F l u g |         |         |        | Bemerkungen |         |          |
|-------------------------|--------|-----------|---------|-----------------|------------------|---------------|-----|---------|---------|---------|--------|-------------|---------|----------|
|                         |        |           |         |                 |                  | Ort           | Ort | Zug     | Zugzeit | Ort     | Zug    |             | Zugzeit | Flughöhe |
| 199                     | Pilger | Waltz     | Do 4    | GBF10           |                  | Kandorf       |     | 20.10.  | 18:25   | Kandorf | 20.10. | 18:45       |         |          |
| 200                     | "      | "         | "       | "               |                  | Kandorf       |     | 20.10.  | 16:25   | Kandorf | 20.10. | 16:49       |         |          |
| 201                     | "      | "         | "       | "               | Kandorf          | Kandorf       |     | 20.10.  | 18:04   | "       | "      | 18:25       |         |          |
| 202                     | "      | "         | "       | "               | "                | "             |     | "       | 18:09   | "       | "      | 18:15       |         |          |
| 203                     | "      | "         | "       | "               | "                | "             |     | "       | 18:16   | "       | "      | 18:24       |         |          |
| 204                     | "      | "         | "       | "               | "                | "             |     | "       | 18:25   | "       | "      | 18:30       |         |          |
| 205                     | "      | "         | "       | "               | "                | "             |     | "       | 18:34   | "       | "      | 18:39       |         |          |
| 206                     | "      | "         | "       | "               | "                | "             |     | "       | 18:43   | "       | "      | 18:50       |         |          |
| 207                     | "      | "         | "       | "               | "                | "             |     | "       | 18:50   | "       | "      | 18:58       |         |          |
| 208                     | "      | "         | "       | "               | "                | "             |     | "       | 18:56   | "       | "      | 19:05       |         |          |
| 209                     | "      | "         | "       | "               | "                | "             |     | "       | 19:06   | "       | "      | 19:14       |         |          |
| 210                     | "      | "         | "       | "               | "                | "             |     | "       | 19:12   | "       | "      | 19:18       |         |          |

Eventually, on October 25<sup>th</sup>, 1941, the Do 17 P is flown to Lippstadt (Flight #213 – out of sequence with #212) and on November 13<sup>th</sup>, 1941, Walter Stolz is back on board the Ju 52 [CO+GU] to fly back to North Africa.

Leaving on November 13<sup>th</sup>, 1941, the first leg of the flight goes from Lippstadt (1) to Weimar-Nohra (2) where the night is spent. The next day, November 14<sup>th</sup>, the flight continues from Weimar-Nohra to Erding and Munich-Riem (3) and then on to Tulln (4).

On November 15<sup>th</sup>, 1941 the journey slows down – a short hop to the airfield of Wiener Neustadt (5) as well as a single hop on November 16<sup>th</sup>, 1941 to Belgrade (6).

From there on, pace picks up again and the flight continues from Belgrade to Saloniki (7) and then Athens-Tatoi (8) on November 17<sup>th</sup>, 1941 – Walter Stolz reaches the airfield of Martuba (8) the next day, November 18<sup>th</sup>, 1941.

| Stk. Nr. des Flugzeuges | Pilot  | Begleiter | Flüster | Zustellungs-Nr. | Zweck des Fluges | W e i t u n g   |     | F l u g |         |                |        | Bemerkungen |         |          |
|-------------------------|--------|-----------|---------|-----------------|------------------|-----------------|-----|---------|---------|----------------|--------|-------------|---------|----------|
|                         |        |           |         |                 |                  | Ort             | Ort | Zug     | Zugzeit | Ort            | Zug    |             | Zugzeit | Flughöhe |
| 211                     | Pilger | Stolz     | Do 4    | GBF10           | Kandorf          | Kandorf         |     | 20.10.  | 18:25   | Kandorf        | 20.10. | 18:45       |         |          |
| 212                     | Kamp   | "         | Do 4    | CO+GU           | Erding           | Lippstadt       |     | 20.10.  | 10:30   | Weimar         | 20.10. | 11:51       |         |          |
| 213                     | Pilger | "         | Do 4    | GBF10           | "                | Kandorf         |     | 20.10.  | 16:20   | Lippstadt      | 20.10. | 16:49       |         |          |
| 214                     | Kamp   | "         | Do 4    | CO+GU           | "                | Weimar          |     | 20.10.  | 19:25   | Erding         | 21.11. | 19:40       |         |          |
| 215                     | "      | "         | "       | "               | "                | Erding          |     | 21.11.  | 19:25   | Mun.-Riem      | 21.11. | 19:40       |         |          |
| 216                     | "      | "         | "       | "               | "                | Mun.-Riem       |     | 21.11.  | 19:25   | Tulln          | 21.11. | 19:40       |         |          |
| 217                     | "      | "         | "       | "               | "                | Tulln           |     | 21.11.  | 19:25   | Wi-Neustadt    | 21.11. | 19:40       |         |          |
| 218                     | "      | "         | "       | "               | "                | Wiener Neustadt |     | 21.11.  | 19:25   | Belgrad-Steubi | 21.11. | 19:40       |         |          |
| 219                     | "      | "         | "       | "               | "                | Belgrad-Steubi  |     | 21.11.  | 19:25   | Saloniki       | 22.11. | 19:40       |         |          |
| 220                     | "      | "         | "       | "               | "                | Saloniki        |     | 22.11.  | 19:25   | Athen-Tatoi    | 22.11. | 19:40       |         |          |
| 221                     | "      | "         | "       | "               | "                | Athen-Tatoi     |     | 22.11.  | 19:25   | Martuba        | 23.11. | 19:40       |         |          |
| 222                     | Pilger | Stolz     | Do 4    | SF+NK           | zur Aufklärung   | Martuba         |     | 23.11.  | 08:20   | Martuba        | 23.11. | 08:35       |         |          |





Right in time for Operation Crusader, Walter Stolz is back in North Africa, he picks up combat missions in Messerschmitt Bf 110 again – the unit codes [5F+\_K] show he is still with 2.(H)/14.

His first combat mission (Flight #222) is flown on November 23<sup>rd</sup>, 1941 out of Martuba (1) and until December 7<sup>th</sup>, 1941 when General Rommel decides to withdraw his forces to Gazalla (2), Walter Stolz and 2.(H)/14 are flying out of Martuba and Gazalla.

The number of combat missions flown between November 23<sup>rd</sup> 1941 and December 7<sup>th</sup>, 1941 illustrates the very dynamic and changing situation in North Africa with a never-ending back and forth and units on a constant move.

| Fl. Nr. des Fluges | Führer  | Begleiter | Stufler | Zielflugs-Nr. | Zweck des Fluges |       | Abflug Ort |
|--------------------|---------|-----------|---------|---------------|------------------|-------|------------|
|                    |         |           |         |               |                  |       |            |
| 223                | Kanold  | Holz      | General | MEMO          | SF+VK            | Wüfl. | Martuba    |
| 224                | Renker  | "         | General | "             | SF+VK            | "     | "          |
| 225                | Fautsch | "         | General | "             | SF+VK            | "     | Martuba    |
| 226                | "       | "         | "       | "             | "                | "     | Gazalla    |
| 227                | "       | "         | "       | "             | "                | "     | Martuba    |
| 228                | "       | Holz      | Kampfe  | "             | SF+VK            | "     | "          |
| 229                | "       | "         | "       | "             | "                | Wüfl. | Gazalla    |
| 229                | "       | "         | "       | "             | "                | "     | Gazalla    |
| 230                | "       | "         | "       | "             | "                | "     | Gazalla    |
| 231                | "       | "         | "       | "             | SF+VK            | "     | Martuba    |
| 232                | Kanold  | Holz      | Kampfe  | "             | SF+VK            | "     | Martuba    |
| 233                | "       | "         | "       | "             | "                | "     | Gazalla    |
| 234                | König   | Holz      | Kampfe  | "             | SF+VK            | "     | Martuba    |

| Flug   |           | Abflug  |           | Zielfeld |           | Höhe          | Anmerkung |
|--------|-----------|---------|-----------|----------|-----------|---------------|-----------|
| Tag    | Zeitpunkt | Ort     | Zeitpunkt | Ort      | Zeitpunkt |               |           |
| 25.11. | 15:45     | Martuba | 25.11.    | 17:45    | 120       | Freundflug 12 |           |
| 26.11. | 14:20     | Martuba | 26.11.    | 16:00    | 120       | Freundflug 13 |           |
| 29.11. | 07:56     | Gazalla | 29.11.    | 08:25    | 31        |               |           |
| 29.11. | 13:45     | Gazalla | 29.11.    | 14:20    | 35        | Freundflug 14 |           |
| 1.12.  | 16:50     | Martuba | 1.12.     | 17:45    | 115       | Freundflug 15 |           |
| 1.12.  | 13:10     | Gazalla | 1.12.     | 14:10    | 49        | Freundflug 16 |           |
| 1.12.  | 14:45     | Gazalla | 1.12.     | 16:40    | 115       | Freundflug 17 |           |
| 1.12.  | 17:20     | Martuba | 1.12.     | 17:15    | 35        | Freundflug 18 |           |
| 2.12.  | 15:00     | Martuba | 2.12.     | 16:50    | 110       | Freundflug 19 |           |
| 3.12.  | 06:55     | Gazalla | 3.12.     | 09:15    | 140       | Freundflug 20 |           |
| 3.12.  | 14:50     | Martuba | 3.12.     | 16:45    | 115       | Freundflug 21 |           |
| 5.12.  | 06:50     | Gazalla | 5.12.     | 08:10    | 90        | Freundflug 22 |           |

The Afrika Korps holding the Gazalla-Line between December 7<sup>th</sup>, 1941 and December 16<sup>th</sup>, 1941 shows in Walter Stolz's flight log: up to the 7<sup>th</sup> of December, Gazalla was on the list of airfields 2.(H)/14 was using for their missions. The later flights remain flights out of Martuba (until December 14<sup>th</sup>, 1941) and then Arco Philaenorum (1 - marked by its Italian Name, Arco de Fileni) and El Agheila (2).





| Fl. Nr.<br>des<br>Fluges | Pilot  | Begleiter     | Waffentyp | Zustellung-<br>Nr. | Zweck des Fluges | KSTUS           |      | Flug     |       |                 |          |       |     | Bemerkungen                                |      |
|--------------------------|--------|---------------|-----------|--------------------|------------------|-----------------|------|----------|-------|-----------------|----------|-------|-----|--|------|
|                          |        |               |           |                    |                  | Ort             | Zeit | Start    | Ende  | Zeit            | Ort      | Zeit  | Ort |  | Zeit |
| 235                      | Hörig  | Witz, Ruffing | MF10      | SF+WK              | Aufklärung       | Gagala          |      | 19.12.   | 15.20 | Martaba         | 5.12.    | 17.20 | 120 | Frei-Flug                                  | 23.  |
| 236                      | Handel | Witz, Kempa   | "         | SF+WK              | "                | Martaba         |      | 7.12.    | 17.15 | Gagala          | 4.12.    | 19.45 | 150 | Frei-Flug                                  | 24.  |
| 237                      | Handel | "             | "         | "                  | "                | Gagala          |      | 7.12.    | 16.15 | Martaba         | 4.12.    | 17.45 | 90  | Frei-Flug                                  | 25.  |
| 238                      | Hiese  | Witz, Reichel | "         | SF+WK              | "                | Martaba         |      | 11.12.   | 15.05 | Martaba         | 11.12.   | 16.55 | 40  | Frei-Flug                                  | 26.  |
| 239                      | Hiese  | Witz, Vöhl    | "         | SF+WK              | "                | Martaba         |      | 12.12.   | 15.30 | Martaba         | 12.12.   | 17.30 | 120 | Frei-Flug                                  | 27.  |
| 240                      | Hiese  | Witz, Vöhl    | "         | SF+WK              | "                | Martaba         |      | 14.12.   | 17.45 | Martaba         | 14.12.   | 18.25 | 40  | Frei-Flug                                  | 28.  |
| 241                      | Hiese  | "             | "         | SF+WK              | "                | Martaba         |      | 14.12.   | 18.35 | Martaba         | 14.12.   | 19.45 | 120 | Frei-Flug                                  | 29.  |
| 242                      | Matz   | Witz, Kopp    | "         | SF+WK              | "                | Martaba         |      | 26.12.   | 19.05 | Martaba         | 27.12.   | 12.25 | 120 | Frei-Flug                                  | 30.  |
| 243                      | Moh    | "             | "         | "                  | "                | Martaba         |      | 26.12.   | 19.05 | Martaba         | 27.12.   | 13.35 | 15  | Bei der Landung von Hurricane angegriffen! |      |
| 244                      | Rehner | "             | "         | SF+WK              | "                | Urcos de Filoni |      | 2.1.42.  | 18.10 | Urcos de Filoni | 2.1.42.  | 10.10 | 120 | Frei-Flug                                  | 31.  |
| 245                      | Götz   | "             | "         | SF+WK              | "                | Urcos de Filoni |      | 6.1.42.  | 18.40 | Urcos de Filoni | 6.1.42.  | 11.20 | 160 | Frei-Flug                                  | 32.  |
| 246                      | Körny  | "             | "         | SF+WK              | "                | Urcos de Filoni |      | 13.1.42. | 18.45 | Urcos de Filoni | 13.1.42. | 11.40 | 175 | Frei-Flug                                  | 33.  |

Picking up on a previous entry of the flight log, December 9<sup>th</sup>, 1941 also marks the loss of Walter Stolz's first pilot, Günther Ursinus which he marked earlier<sup>2</sup>.

| +     | Date                        | Location   | Aircraft  | Werknummer | Damage |
|-------|-----------------------------|--|---|------------|--------|
|       | Dec. 9 <sup>th</sup> , 1941 | Near Bir-el-Gobi<br>(ca. 60 km. south of Tobruk) | Bf 110 E-3<br>5F+WK                                   | 2502       | 100%   |
| Crew  |                             | Comment  |   |            |        |
| Fw.   | Ursinus, Günther            | KIA  | Shot down by allied fighters in the Bir-el-Gubi area. |            |        |
| Oblt. | Lüderssen, Herbert          | MIA  |   |            |        |
| Uffz. | Schulze, Karl-Heinz         | MIA  |   |            |        |

The flight log also shows the pressure the British in general and the Desert Air Force in particular was applying: on Flight #242, while landing in El Agheila, Walter Stolz adds the comment "Bei der Landung von Hurricane angegriffen!" – "Attacked by Hurricane while landing!".

While he obviously made it back to the airfield, the crew had lesser luck on January 6<sup>th</sup>, 1942 when they had to perform an emergency landing just near El Agheila airfield<sup>3</sup>:

| +      | Date                        | Location                 | Aircraft   | Werknummer | Damage |
|--------|-----------------------------|--------------------------|--|------------|--------|
|        | Jan. 6 <sup>th</sup> , 1942 | Near El-Agheila Airfield | Bf 110 E-3<br>5F+NK                                | 2417       | 25%    |
| Crew   |                             | Comment                  |  |            |        |
| [unk.] | Götz                        | OK                       | Emergency landing due to bad weather and low fuel. |            |        |
| [unk.] | Stolz, Walter               | OK                       |  |            |        |
| [unk.] | Wagner                      | OK                       |  |            |        |

<sup>2</sup> Dr. Uwe Kühnapfel, Karlsruhe

<sup>3</sup> Dr. Uwe Kühnapfel, Karlsruhe



The back and forth during Operation Crusader continues to show on the next page of the flight log. Flights until January 27<sup>th</sup>, 1942 are to and from Arco Phileanorum, then the advancing Afrika Korps started to drive back the British forces and 2.(H)/14 move up behind the lines to the airfield of Agedabia, south of Benghasi. Finally – on February 16<sup>th</sup>, 1942 – 2.(H)/14 is back on the airfield of Martuba.

| Fl. Nr.<br>des<br>Fluges | Führer  | Begleiter      | Waffen | Zielflughöhe | Zweck des Fluges |          | Flug    |         |           |           | Bemerkungen |
|--------------------------|---------|----------------|--------|--------------|------------------|----------|---------|---------|-----------|-----------|-------------|
|                          |         |                |        |              | Ort              | Ort      | Zug     | Zugzeit | Flugdauer | Höhe      |             |
| 247                      | Rankov  | Stolz, Haggel  | Bf 110 | SF+LK        | Arco Ph.         | Arco Ph. | 19.1.42 | 1330    | 105       | Feindflug | 32          |
| 248                      | Wiene   | " Haggel       | "      | SF+PK        | Arco Ph.         | Arco Ph. | 21.1.42 | 1400    | 135       | Feindflug | 35          |
| 249                      | Konke   | " Rahr         | "      | SF+LK        | Arco Ph.         | Arco Ph. | 23.1.42 | 1140    | 80        |           |             |
| 250                      | "       | "              | "      | SF+LK        | "                | Agedabia | 27.1.42 | 1140    | 160       | Feindflug | 36          |
| 251                      | "       | "              | "      | "            | "                | Agedabia | 27.1.42 | 1140    | 140       |           |             |
| 252                      | Körke   | Stolz, Brock   | "      | SF+OK        | "                | Martuba  | 16.2.42 | 1220    | 90        | Feindflug | 37          |
| 253                      | Rankov  | Stolz, Meyer   | "      | SF+PK        | "                | Martuba  | 16.2.42 | 1020    | 163       | Feindflug | 38          |
| 254                      | Rankov  | Stolz, Schmidt | "      | SF+PK        | "                | Martuba  | 24.2.42 | 1030    | 110       | Feindflug | 39          |
| 255                      | Rankov  | Stolz, Birkner | "      | SF+PK        | "                | Martuba  | 16.2.42 | 1135    | 140       | Feindflug | 40          |
| 256                      | Fischer | Stolz, Klein   | "      | SF+PK        | "                | Martuba  | 9.3.42  | 1130    | 130       | Feindflug | 41          |
| 257                      | Rankov  | Stolz, Haggel  | "      | SF+PK        | "                | Martuba  | 16.3.42 | 1130    | 25        | Feindflug | 42          |
| 258                      | Rankov  | Stolz, Haggel  | "      | SF+PK        | "                | Martuba  | 16.3.42 | 1120    | 120       | Feindflug | 43          |

Walter Stolz continues to fly armed reconnaissance out of Martuba until April 6<sup>th</sup>, 1942. He is then transferred out of Africa on a Junkers Ju 52, first to Araxos (Flight #264), then to Brindisi (Flight #263).

What follows is a "break" in his flying activities – the comment between flights #263 and #266 reads "Zur Auffrischung nach Wien Schwechat" – "Reinforced at Wien Schwechat".

Shortly thereafter, on June 6<sup>th</sup>, 1942, Walter Stolz is back in the air – however, he is no longer with 2.(H)/14 but instead logs flights in Messerschmitt Bf 110 belonging to III./Zerstörergeschwader 26.



### III./ZG 26 - Zerstörer over Sicily and North Afrika

| #Fl. Nr. des Flugels | Pilot               | Begleiter     | Walter | Zustellungs-Nr. | Zweck des Fluges | Ort           | Flug    |           |        |       | Bemerkungen |  |           |
|----------------------|---------------------|---------------|--------|-----------------|------------------|---------------|---------|-----------|--------|-------|-------------|--|-----------|
|                      |                     |               |        |                 |                  |               | Tag     | Zeitpunkt | Ort    | Tag   |             | Zeitpunkt  | Flugdauer |
| 259                  | Peter               | Witz, Kofopff | Bf 110 | 5F+2K           | Waffen           | Martuba       | 22.7.42 | 16:50     | 22.7.  | 19:15 | 135         | Frontflug 44.  |           |
| 260                  | Korty               | Witz, Kofopff | "      | 5F+2K           | "                | Martuba       | 26.7.   | 16:00     | 26.7.  | 18:45 | 165         | Frontflug 45.  |           |
| 261                  | Prandl              | Witz, Kofopff | "      | 5F+2K           | "                | Martuba       | 2.8.42  | 10:45     | 2.8.42 | 12:50 | 125         | Frontflug 46.  |           |
| 262                  | Rösner              | Witz          | "      | 7552            | Transportfl.     | Martuba       | 6.8.42  | 04:30     | 6.8.42 | 16:30 | 240         | Frontflug 47. (Handwritten note: 1000 ft. for engine inspection)   |           |
| 263                  | "                   | "             | "      | "               | "                | Wieder        | 6.8.42  | 08:30     | 6.8.42 | 10:30 | 100         | "  |           |
| 264                  | Zur Differenzierung |               |        |                 |                  |               |         |           |        |       |             |  |           |
| 265                  | nach Witz durch     |               |        |                 |                  |               |         |           |        |       |             |  |           |
| 266                  | "                   | "             | "      | "               | "                | Wieder        |         |           |        |       |             |  |           |
| 267                  | Witz                | Witz, Meyer   | M. 110 | 311+KS          | Waffenfl.        | Castel Benito | 2.6.42  | 15:50     | 2.6.42 | 17:00 | 100         | Frontflug 48.  |           |
| 268                  | "                   | "             | "      | "               | "                | Castel Benito | 3.6.42  | 10:00     | 3.6.42 | 13:00 | 110         | "  |           |
| 269                  | "                   | Riefmann      | "      | A               | Waffenfl.        | Tmimi         | 7.6.42  | 18:00     | 7.6.42 | 11:11 | 60          | Frontflug 49.  |           |
| 270                  | "                   | Sprack        | "      | B               | "                | Tmimi         | 12.6.42 | 16:00     | 12.6.  | 07:10 | 60          | Frontflug 50. (Handwritten note: No further flights until 11.7.42) |           |

After having transferred a Messerschmitt Bf 110 from Trapani/Sicily to the airfield of Castel Benito near Tripoli and then on to the airfield of Martuba, the two combat missions (Flights #269 and #270) are flown out of the airfield at Tmimi, slightly to the east of Martuba.

| #Fl. Nr. des Flugels | Pilot    | Begleiter | Walter | Zustellungs-Nr. | Zweck des Fluges | Ort      | Flug    |           |         |       | Bemerkungen |               |
|----------------------|----------|-----------|--------|-----------------|------------------|----------|---------|-----------|---------|-------|-------------|---------------|
|                      |          |           |        |                 |                  |          | Tag     | Zeitpunkt | Ort     | Tag   |             | Zeitpunkt     |
| 271                  | Rief     | Witz      | 7552   | 7H+8X           | Transportfl.     | Derna    | 16.6.42 | 08:50     | 16.6.42 | 10:10 | 100         | Frontflug 51. |
| 272                  | Rief     | "         | "      | "               | "                | Malemes  | 16.6.   | 12:30     | 16.6.   | 16:00 | 255         | "             |
| 273                  | Rief     | "         | "      | "               | "                | Brindisi | 16.6.   | 18:00     | 16.6.   | 18:45 | 185         | "             |
| 274                  | Riefmann | Witz      | 7552   | GR+7K           | Waffenfl.        | Brindisi | 18.6.   | 07:45     | 18.6.   | 11:05 | 230         | "             |
| 275                  | Riefmann | "         | "      | RF+GF           | "                | "        | 18.6.   | 14:15     | 18.6.   | 17:10 | 215         | "             |
| 276                  | "        | "         | "      | HE+111          | "                | "        | 18.6.   | 20:05     | 18.6.   | 20:05 | 240         | "             |
| 277                  | "        | "         | "      | 7552            | VK+PT            | "        | 22.6.   | 14:05     | 22.6.   | 18:00 | 260         | "             |
| 278                  | Rief     | "         | 7552   | RE+BE           | "                | "        | 23.6.   | 14:30     | 23.6.   | 16:13 | 103         | "             |
| 279                  | "        | "         | "      | "               | "                | "        | 25.6.   | 18:40     | 25.6.   | 11:25 | 165         | "             |
| 280                  | Riefmann | "         | HE+111 | V4+1P           | "                | "        | 26.6.   | 14:25     | 26.6.   | 17:00 | 195         | "             |
| 281                  | "        | "         | 7552   | CF+OV           | "                | "        | 27.6.   | 18:05     | 27.6.   | 2:30  | 225         | "             |
| 282                  | "        | "         | HE+111 | PK+PE           | "                | "        | 28.6.   | 07:45     | 28.6.   | 11:10 | 245         | "             |

The transport mission that sees Walter Stolz leaving Africa again starts on June 16<sup>th</sup>, 1942 on the airfield of Derna – after a stop on the island of Crete, the airfield of Malemes, the flight carries on to Brindisi and finally to Naples (Flights #271 - # 273).



## Blindflugschule 6 in Wesendorf

Then – again – there is a disruption his flight time and in September, he is flying at Blindflugschule 6 in Wesendorf, just north of Wolfsburg. Except for a flight to Denmark – Copenhagen-Castrup airfield – his flighty depart and arrive at Wesendorf airfield.

| Uf. Nr. des Flugzeug | Pilot       | Begleiter | Walter | Zustellung-Nr. | Zweck des Fluges |           | Ort       | Flug     |           |          |         | Bemerkungen |
|----------------------|-------------|-----------|--------|----------------|------------------|-----------|-----------|----------|-----------|----------|---------|-------------|
|                      |             |           |        |                | Flug             | Ort       |           | Tag      | Zeitpunkt | Flughöhe | Strecke |             |
| 283                  | Rindfleisch | Sholtz    | KCM    | CM+EE          | Blindfl.         | Wesendorf | Wesendorf | 24.9.    | 15:00     | 70       |         |             |
| 284                  | "           | "         | KCM    | VE+II          | "                | "         | "         | 2.10.    | 11:00     | 250      |         |             |
| 285                  | Zallmann    | "         | F+JZ   | VK+PT          | "                | "         | "         | 3.10.    | 11:15     | 175      |         |             |
| 286                  | Marsden F.  | Sholtz    | KCM    | 3U+ENT         | Blindfl.         | Wesendorf | Wesendorf | 19.12.   | 12:00     | 180      |         |             |
| 287                  | "           | "         | "      | 3U+ENT         | Blindfl.         | Wesendorf | Wesendorf | 22.12.   | 12:00     | 180      |         |             |
| 288                  | "           | "         | "      | "              | Blindfl.         | Wesendorf | Wesendorf | 28.12.   | 14:00     | 165      |         |             |
| 289                  | "           | "         | "      | "              | Blindfl.         | Wesendorf | Wesendorf | 28.12.   | 15:00     | 195      |         |             |
| 290                  | "           | "         | "      | "              | Blindfl.         | Wesendorf | Wesendorf | 28.12.   | 16:25     | 135      |         |             |
| 291                  | "           | "         | "      | FJ             | Blindfl.         | Wesendorf | Wesendorf | 30.12.   | 10:30     | 180      |         |             |
| 292                  | "           | "         | "      | XT             | Blindfl.         | Wesendorf | Wesendorf | 31.12.   | 17:25     | 170      |         |             |
| 293                  | "           | "         | "      | 3U+BJ          | Blindfl.         | Wesendorf | Wesendorf | 6.1.13.  | 11:00     | 130      |         |             |
| 294                  | "           | "         | "      | 3U+BJ          | Blindfl.         | Wesendorf | Wesendorf | 11.1.13. | 15:00     | 90       |         |             |

| Flug     |           | Datum    |           | Flughöhe | Strecke | Bemerkungen   |
|----------|-----------|----------|-----------|----------|---------|---|
| Tag      | Zeitpunkt | Tag      | Zeitpunkt |          |         |   |
| 24.9.    | 15:00     | 24.9.    | 15:00     | 70       |         | Die Richtigkeit der Flöhe unter Hfd. Nr. 294 bis Hfd. Nr. 293 nachgeprüft den 3.10.1942 |
| 2.10.    | 11:00     | "        | 2.10.     | 250      |         |   |
| 3.10.    | 11:15     | "        | 3.10.     | 175      |         |   |
| 19.12.   | 12:00     | 19.12.   | 12:00     | 180      |         |   |
| 22.12.   | 12:00     | 22.12.   | 12:00     | 180      |         |   |
| 28.12.   | 14:00     | 28.12.   | 14:00     | 165      |         |   |
| 28.12.   | 15:00     | 28.12.   | 15:00     | 195      |         |   |
| 28.12.   | 16:25     | 28.12.   | 16:25     | 135      |         |   |
| 30.12.   | 10:30     | 30.12.   | 10:30     | 180      |         |   |
| 31.12.   | 17:25     | 31.12.   | 17:25     | 170      |         |   |
| 6.1.13.  | 11:00     | 6.1.13.  | 11:00     | 130      |         |   |
| 11.1.13. | 15:00     | 11.1.13. | 15:00     | 90       |         |   |

Time with BFS 6 is over in early October – then, another gap in his flight career is causing a disruption of flight time, he is airborne again only on December 19<sup>th</sup>, 1942.



### III./ZG 26 – Back in the Mediterranean

After finishing with BFS 6, Walter Stolz is back with his former III./ZG 26 – specifically the 9./ZG 26 [3U+\_T] which is located at the airfield of Chinisia, just south of Trapani.

At this time, anything going from and to North Africa requires protection – any shipping, any air transport. Which is what keeps Walter Stolz and ZG 26 busy. The reasons for the different flights tell the story: “Schiffsgleit”, “Ju-Geleit”, an occasional “Bew. Aufklärung” – “Ship Escort”, “Junkers Ju 52 Escort”, “armed reconnaissance”. Some flights are recorded with aircraft of the Stab III./ZG 26 [3U+\_D].



The map above shows the area of operations – Trapani (and that is both, Trapani and Chinisia airfield) are (1), Tunis (2) and El Djem (3). Briefly, Walter Stolz is leaving the area of operations again, going back to Germany to pick up an aircraft, as it seems.

| Stfl. Nr. des Stuges | Führer  | Begleiter | Stufler | Zielfangst. Nr. | Zweck des Stuges |          | Wohin   |            | Datum      |         |            |      | Bemerkungen |
|----------------------|---------|-----------|---------|-----------------|------------------|----------|---------|------------|------------|---------|------------|------|-------------|
|                      |         |           |         |                 | Zweck            | Wohin    | Zug     | Abflugzeit | Ort        | Zug     | Abflugzeit | Flur |             |
| 291                  | Wörkner | Stolz     | Bf. 110 | 3U+8A           | München          | Trapani  | 11.7.48 | 11:00      | Trapani    | 12.7.48 | 14:00      | 1700 |             |
| 296                  | Preber  | "         | "       | 3U+8L           | München          | Chinisia | 20.7.48 | 10:00      | Chinisia   | 22.7.48 | 15:35      | 2800 | 66          |
| 297                  | Pravin  | "         | "       | DO+PI           | München          | München  | 12.7.48 | 16:00      | München    | 12.7.48 | 18:30      |      | 67/68       |
| 298                  | "       | "         | "       | "               | "                | München  | 12.7.48 | 16:00      | Vicenza    | 12.7.48 | 18:00      |      |             |
| 299                  | "       | "         | "       | "               | "                | Vicenza  | 13.7.48 | 12:00      | Rom-Civita | 13.7.48 | 14:00      |      |             |
| 300                  | "       | "         | "       | "               | "                | Rom      | 14.7.48 | 11:00      | Napoli     | 14.7.48 | 12:30      |      |             |
| 301                  | "       | "         | "       | "               | "                | Napoli   | 14.7.48 | 15:00      | Catania    | 14.7.48 | 16:00      |      |             |
| 302                  | "       | "         | "       | "               | "                | Catania  | 15.7.48 | 14:30      | Trapani    | 15.7.48 | 16:00      |      |             |
| 303                  | "       | "         | "       | "               | "                | Trapani  | 5.3.48  | 10:00      | Trapani    | 5.3.48  | 13:00      |      |             |
| 304                  | Trost   | "         | "       | 3U+8B           | München          | Trapani  | 21.7.48 | 07:00      | Napoli     | 21.7.48 | 09:00      |      | 69          |
| 305                  | "       | "         | "       | "               | "                | Napoli   | 21.7.48 | 12:00      | Napoli     | 21.7.48 | 14:00      |      | 70          |
| 306                  | "       | "         | "       | "               | "                | Napoli   | 22.7.48 | 09:00      | Trapani    | 22.7.48 | 11:00      |      |             |

Flight #297 in a Messerschmitt Bf 110 G-2 [DO+PI] is taking him from Munich to Vicenza, then – on the next day – on to Rome. Again, on the next day, the flight continues from Rome to Naples, then to Catania and finally to Trapani where the unit is located. And as of Flight #303, he is back in the regular action, covering the shipping lanes to North Africa.



| Flg. Nr. des Fluges | Führer     | Begleiter | Mutter | Zustellungs-Nr. | Zweck des Fluges | Abflug   |      | Flug  |         |          |       | Bemerkungen |         |          |
|---------------------|------------|-----------|--------|-----------------|------------------|----------|------|-------|---------|----------|-------|-------------|---------|----------|
|                     |            |           |        |                 |                  | Ort      | Zeit | Zug   | Zugzeit | Ort      | Zug   |             | Zugzeit | Flughöhe |
| 307                 | Zittler    | Shaly     | Bf. 10 | 3118A           | für Güterfl.     | Trapani  |      | 23.3. | 13.00   | Trapani  | 23.3. | 14.00       | 1.00    | 21.      |
| 308                 | "          | "         | "      | "               | "                | Biscata  |      | 23.3. | 15.00   | Trapani  | 23.3. | 16.00       | 1.00    | 22.      |
| 309                 | "          | "         | "      | "               | See- und Luft    | Trapani  |      | 24.3. | 15.00   | Trapani  | 24.3. | 15.00       | 2.00    | 23.      |
| 310                 | "          | "         | "      | 3118A           | für Güterfl.     | Trapani  |      | 25.3. | 15.00   | Biscata  | 25.3. | 16.00       | 1.00    | 24.      |
| 311                 | "          | "         | "      | "               | "                | Biscata  |      | 25.3. | 10.00   | Chimarra | 25.3. | 11.00       | 2.00    | 25.      |
| 312                 | "          | "         | "      | "               | Abfertigung      | Chimarra |      | 25.3. | 13.00   | Trapani  | 25.3. | 14.00       | 1.00    | 26.      |
| 313                 | Hoffmiller | "         | "      | 3118A           | für Güterfl.     | Trapani  |      | 31.3. | 14.00   | Biscata  | 31.3. | 15.00       | 1.00    | 27.      |
| 314                 | "          | "         | "      | "               | "                | Biscata  |      | 31.3. | 16.00   | Trapani  | 31.3. | 17.00       | 1.00    | 28.      |
| 315                 | Zittler    | "         | "      | 3118A           | Abfertigung      | Trapani  |      | 6.4.  | 17.00   | El Djem  | 6.4.  | 18.00       | 1.00    | 29.      |
| 316                 | "          | "         | "      | "               | Abfertigung      | El Djem  |      | 7.4.  | 18.00   | Trapani  | 7.4.  | 19.00       | 1.00    | 30.      |
| 317                 | "          | "         | "      | "               | Abfertigung      | El Djem  |      | 7.4.  | 11.00   | Trapani  | 7.4.  | 12.00       | 1.00    | 31.      |
| 318                 | "          | "         | "      | "               | Giganten-Geleit  | Trapani  |      | 1.4.  | 13.00   | Tunis    | 1.4.  | 14.00       | 1.00    | 32.      |

Amongst the regular flight types, he now also Flight #309 noted as "Seenotdienst" – "Sea-Rescue" and Flight #318 is the first one labeled "Giganten-Geleit" – literally "Giant's Escort" – in reference to the nick-name of the Messerschmitt Me 323 Transports. Flights #315 - #317 are in and out of the Airfield of El Djem, south of Sousse.

Throughout April 1943, the missions out of Trapani continue – some have intermediate stops at other airfields such as Tunis or Catania but Trapani remains the home base for 9./ZG 26.

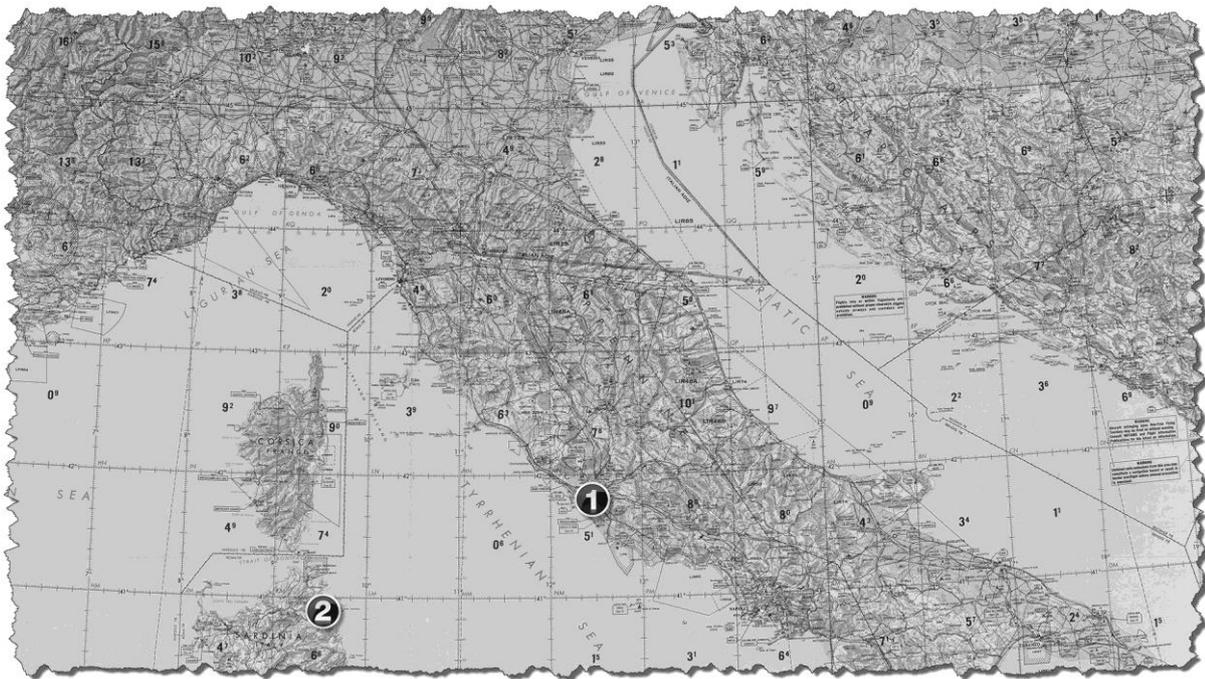
| Flg. Nr. des Fluges | Führer  | Begleiter | Mutter | Zustellungs-Nr. | Zweck des Fluges | Abflug  |      | Flug  |         |         |       | Bemerkungen |         |          |
|---------------------|---------|-----------|--------|-----------------|------------------|---------|------|-------|---------|---------|-------|-------------|---------|----------|
|                     |         |           |        |                 |                  | Ort     | Zeit | Zug   | Zugzeit | Ort     | Zug   |             | Zugzeit | Flughöhe |
| 319                 | Zittler | Shaly     | Bf. 10 | 3118A           | Giganten-Geleit  | Tunis   |      | 2.4.  | 15.00   | Trapani | 2.4.  | 16.00       | 1.00    | 32.      |
| 320                 | "       | "         | "      | "               | für Güterfl.     | Trapani |      | 2.4.  | 17.00   | Tunis   | 2.4.  | 18.00       | 1.00    | 33.      |
| 321                 | "       | "         | "      | "               | "                | Tunis   |      | 4.4.  | 18.00   | Trapani | 4.4.  | 19.00       | 1.00    | 34.      |
| 322                 | "       | "         | "      | "               | für Güterfl.     | Trapani |      | 10.4. | 19.00   | Tunis   | 10.4. | 20.00       | 1.00    | 35.      |
| 323                 | "       | "         | "      | "               | "                | Tunis   |      | 10.4. | 17.00   | Trapani | 10.4. | 18.00       | 1.00    | 36.      |
| 324                 | "       | "         | "      | "               | Transport        | Trapani |      | 11.4. | 18.00   | Trapani | 11.4. | 19.00       | 3.00    | 37.      |
| 325                 | "       | "         | "      | "               | Transport        | Trapani |      | 12.4. | 19.00   | Trapani | 12.4. | 20.00       | 2.00    | 38.      |
| 326                 | "       | "         | "      | "               | Transport        | Trapani |      | 13.4. | 20.00   | Tunis   | 13.4. | 21.00       | 1.00    | 39.      |
| 327                 | "       | "         | "      | "               | für Güterfl.     | Trapani |      | 13.4. | 19.00   | Trapani | 13.4. | 20.00       | 1.00    | 40.      |
| 328                 | "       | "         | "      | "               | "                | Tunis   |      | 16.4. | 19.00   | Trapani | 16.4. | 20.00       | 1.00    | 41.      |
| 329                 | Pilch   | "         | "      | 3118A           | Transport        | Trapani |      | 16.4. | 18.00   | Trapani | 16.4. | 19.00       | 1.00    | 42.      |
| 330                 | Zittler | "         | "      | 3118A           | Transport        | Trapani |      | 18.4. | 10.00   | Trapani | 18.4. | 11.00       | 1.00    | 43.      |

| Flg. Nr. des Fluges | Führer  | Begleiter | Mutter | Zustellungs-Nr. | Zweck des Fluges | Abflug  |      | Flug  |         |         |       | Bemerkungen |         |                         |
|---------------------|---------|-----------|--------|-----------------|------------------|---------|------|-------|---------|---------|-------|-------------|---------|-------------------------|
|                     |         |           |        |                 |                  | Ort     | Zeit | Zug   | Zugzeit | Ort     | Zug   |             | Zugzeit | Flughöhe                |
| 331                 | Zittler | Shaly     | Bf. 10 | 3118A           | Transport        | Trapani |      | 19.4. | 19.00   | Trapani | 19.4. | 20.00       | 1.00    | 44.                     |
| 332                 | "       | "         | "      | "               | "                | Trapani |      | 20.4. | 18.00   | Trapani | 20.4. | 19.00       | 1.00    | 45.                     |
| 333                 | "       | "         | "      | "               | für Güterfl.     | Trapani |      | 22.4. | 19.00   | Trapani | 22.4. | 20.00       | 1.00    | 46. 1 Motor ausgefallen |
| 334                 | "       | "         | "      | "               | "                | Trapani |      | 23.4. | 18.00   | Trapani | 23.4. | 19.00       | 1.00    | 47.                     |
| 335                 | "       | "         | "      | "               | Transport        | Trapani |      | 25.4. | 19.00   | Tunis   | 25.4. | 20.00       | 1.00    | 48.                     |
| 336                 | "       | "         | "      | "               | "                | Tunis   |      | 25.4. | 19.00   | Trapani | 25.4. | 20.00       | 1.00    | 49.                     |
| 337                 | "       | "         | "      | "               | Transport        | Trapani |      | 25.4. | 19.00   | Tunis   | 25.4. | 20.00       | 1.00    | 50.                     |
| 338                 | "       | "         | "      | "               | "                | Tunis   |      | 26.4. | 18.00   | Trapani | 26.4. | 19.00       | 1.00    | 51.                     |
| 339                 | "       | "         | "      | "               | "                | Trapani |      | 26.4. | 18.00   | Catania | 26.4. | 19.00       | 1.00    | 52.                     |
| 340                 | "       | "         | "      | "               | "                | Catania |      | 26.4. | 19.00   | Trapani | 26.4. | 20.00       | 1.00    | 53.                     |
| 341                 | "       | "         | "      | "               | Transport        | Trapani |      | 28.4. | 19.00   | Trapani | 28.4. | 20.00       | 1.00    | 54.                     |
| 342                 | "       | "         | "      | "               | Transport        | Trapani |      | 1.5.  | 14.00   | Tunis   | 1.5.  | 15.00       | 1.00    | 55.                     |



Around mid of May, 7./ZG 26 is leaving Trapani as a home base and is relocating to Rome-Ciampino airfield. Flight #348 is showing the change – from here on, the main area of operations for Walter Stolz is the Mediterranean Sea between Rome and Sardegna.

Airfield that now become important are shown on the map below – Rome Ciampino (1) and two airfields on the island of Sardegna, Olbia and Vena Fiorita. Both are so close together that they share one ID (2).



Flights are mostly uneventful, except Flight #346 where the comment reads “Totalschaden! Mit Bruch n. d. Platz gelandet” – “Crashed the A/C next to the airfield”.

| Fl. Nr. des Fluges | Führer | Begleiter | Wetter | Sollflughöhe | Zweck des Fluges | Wohlfühlort   | Flug   |         |              |         | Bemerkungen |          |          |                               |
|--------------------|--------|-----------|--------|--------------|------------------|---------------|--------|---------|--------------|---------|-------------|----------|----------|-------------------------------|
|                    |        |           |        |              |                  |               | Zug    | Zugzeit | Ort          | Zugzeit |             | Flöheöhe | Flöheöhe |                               |
| 342                | Ertter | Stolz     | Bf 109 | 30000        | Küstenflug       | Tunis         | 1.5.43 | 1600    | Trapani      | 1.5.    | 1700        | 14.40    | 0.50     |                               |
| 344                | "      | "         | "      | "            | Spaßflug         | Trapani       | 4.5.   | 1800    | Trapani      | 4.5.    | 2000        | 2.30     | 0.30     | 100% Motorerfolg              |
| 345                | "      | "         | "      | "            | Küstenflug       | Trapani       | 7.5.   | 1900    | Olbia-Tempio | 7.5.    | 2000        | 0.35     | 0.35     | 2.6. Franz. Militär abgeholt! |
| 346                | "      | "         | "      | "            | "                | Mittel-Tempio | 6.5.   | 0500    | Trapani      | 8.5.    | 1600        | 0.35     | 0.35     | 100% Abt. Tempio              |
| 347                | "      | "         | "      | "            | Alarmflug        | Trapani       | 8.5.   | 1500    | Trapani      | 9.5.    | 1600        | 0.30     | 0.30     |                               |
| 348                | "      | "         | "      | "            | "                | Rom-Ciamp.    | 11.5.  | 1400    | Ragusa       | 11.5.   | 1500        | 0.30     | 0.30     |                               |
| 349                | "      | "         | "      | "            | "                | Ragusa        | 11.5.  | 1600    | Rom-Ciamp.   | 11.5.   | 1630        | 0.30     | 0.30     |                               |
| 350                | "      | "         | "      | "            | "                | Rom-Ciamp.    | 24.5.  | 1500    | Rom-Ciamp.   | 24.5.   | 1500        | 0.40     | 0.40     |                               |
| 351                | "      | "         | "      | "            | Spaßflug         | "             | 26.5.  | 0300    | Olbia        | 26.5.   | 1000        | 0.40     | 0.40     |                               |
| 352                | "      | "         | "      | "            | "                | Olbia         | 26.5.  | 1100    | Rom-Ciamp.   | 26.5.   | 1300        | 0.05     | 0.05     | 100% Motorerfolg              |
| 353                | "      | "         | "      | "            | Alarmflug        | Rom-C.        | 27.5.  | 1400    | "            | 27.5.   | 1100        | 0.20     | 0.20     | 2.00                          |
| 354                | "      | "         | "      | "            | Sp. fl.          | Rom-C.        | 28.5.  | 1100    | Vena Fiorita | 28.5.   | 1300        | 0.40     | 0.40     | 100%                          |

From May 18<sup>th</sup>, 1943 to July 6<sup>th</sup>, 1943, Walter Stolz is adding another 54 Flights, most of them between the named airfields of Rome, Olbia and Vena Fiorita. And many of these flights are escort duty, some courier flights and some scrambles.



| Flg. Nr. des Fluges | Führer  | Begleiter | Muster | Zulassungs-Nr. | Zweck des Fluges | Abflug-Ort   | Flug |         |     |     | Bemerkungen |         |      |           |
|---------------------|---------|-----------|--------|----------------|------------------|--------------|------|---------|-----|-----|-------------|---------|------|-----------|
|                     |         |           |        |                |                  |              | Zug  | Zugzeit | Ort | Zug |             | Zugzeit | Höhe | Stoßweite |
| 355                 | Zittler | Halz      | Bf-MR  | MR             | geg. Gal.        | Vona Fiorita |      |         |     |     |             |         |      |           |
| 356                 | "       | "         | "      | 311-ER         | geg. Gal.        | Rom-C.       |      |         |     |     |             |         |      |           |
| 357                 | "       | "         | "      | "              | "                | Vona Fiorita |      |         |     |     |             |         |      |           |
| 358                 | "       | "         | "      | XR             | geg. Gal.        | Rom-C.       |      |         |     |     |             |         |      |           |
| 359                 | "       | "         | "      | XR             | "                | Vona Fiorita |      |         |     |     |             |         |      |           |
| 360                 | "       | "         | "      | MR             | geg. Gal.        | Rom          |      |         |     |     |             |         |      |           |
| 361                 | "       | "         | "      | MR             | "                | Vona Fiorita |      |         |     |     |             |         |      |           |
| 362                 | "       | "         | "      | 311+D          | Alarmflak        | Rom          |      |         |     |     |             |         |      |           |
| 363                 | "       | "         | "      | MR             | geg. Gal.        | Rom          |      |         |     |     |             |         |      |           |
| 364                 | "       | "         | "      | MR             | "                | Rom          |      |         |     |     |             |         |      |           |
| 365                 | "       | "         | "      | GR             | "                | Rom          |      |         |     |     |             |         |      |           |
| 366                 | "       | "         | "      | SR             | "                | Rom          |      |         |     |     |             |         |      |           |

| Flug  |                  |              |      |       |                  |     |  |         |  |       |           |             |
|-------|------------------|--------------|------|-------|------------------|-----|--|---------|--|-------|-----------|-------------|
| Zug   |                  | Zugzeit      |      | Ort   |                  | Zug |  | Zugzeit |  | Höhe  | Stoßweite | Bemerkungen |
| 29.5. | 11 <sup>15</sup> | Rom          | Gaug | 29.5. | 16 <sup>10</sup> |     |  |         |  | 59,40 | 1         |             |
| 31.5. | 11 <sup>20</sup> | Vona Fiorita |      | 31.5. | 17 <sup>15</sup> |     |  |         |  | 1,35  |           | 120         |
| 31.5. | 11 <sup>00</sup> | Rom-C.       |      | 31.5. | 12 <sup>15</sup> |     |  |         |  | 2,25  |           | 120         |
| 1.6.  | 11 <sup>20</sup> | Vona Fiorita |      | 1.6.  | 13 <sup>05</sup> |     |  |         |  | 1,35  |           | 120         |
| 1.6.  | 11 <sup>00</sup> | Rom-C.       |      | 1.6.  | 13 <sup>20</sup> |     |  |         |  | 1,50  |           | 120         |
| 4.6.  | 11 <sup>15</sup> | Vona Fiorita |      | 4.6.  | 14 <sup>05</sup> |     |  |         |  | 1,30  |           | 120         |
| 4.6.  | 11 <sup>05</sup> | Rom-C.       |      | 4.6.  | 13 <sup>50</sup> |     |  |         |  | 1,35  |           | 120         |
| 5.6.  | 11 <sup>20</sup> | Rom          |      | 5.6.  | 14 <sup>20</sup> |     |  |         |  | 1,44  |           | 120         |
| 6.6.  | 11 <sup>20</sup> | Rom          |      | 6.6.  | 11 <sup>25</sup> |     |  |         |  | 1,25  |           | 120         |
| 6.6.  | 11 <sup>20</sup> | Rom          |      | 6.6.  | 13 <sup>20</sup> |     |  |         |  | 1,48  |           | 120         |
| 11.6. | 11 <sup>00</sup> | Rom          |      | 11.6. | 11 <sup>20</sup> |     |  |         |  | 0,10  |           | 125         |
| 11.6. | 11 <sup>20</sup> | Vona Fiorita |      | 11.6. | 13 <sup>15</sup> |     |  |         |  | 1,35  |           | 126         |

70.115  
% 87. 25 Wm.

| Flg. Nr. des Fluges | Führer  | Begleiter | Muster | Zulassungs-Nr. | Zweck des Fluges | Abflug-Ort   | Flug |         |     |     | Bemerkungen |         |      |           |
|---------------------|---------|-----------|--------|----------------|------------------|--------------|------|---------|-----|-----|-------------|---------|------|-----------|
|                     |         |           |        |                |                  |              | Zug  | Zugzeit | Ort | Zug |             | Zugzeit | Höhe | Stoßweite |
| 367                 | Zittler | Halz      | Bf-MR  | 311+SR         | geg. Gal.        | Vona Fiorita |      |         |     |     |             |         |      |           |
| 368                 | "       | "         | "      | GR             | Alarmflak        | Rom          |      |         |     |     |             |         |      |           |
| 369                 | "       | "         | "      | "              | geg. Gal.        | Rom          |      |         |     |     |             |         |      |           |
| 370                 | "       | "         | "      | XR             | "                | Vona Fiorita |      |         |     |     |             |         |      |           |
| 371                 | "       | "         | "      | GR             | geg. Gal.        | Rom          |      |         |     |     |             |         |      |           |
| 372                 | "       | "         | "      | BR             | "                | Vona Fiorita |      |         |     |     |             |         |      |           |
| 373                 | "       | "         | "      | ER             | Alarmflak        | Rom          |      |         |     |     |             |         |      |           |
| 374                 | "       | "         | "      | ER             | geg. Gal.        | Rom          |      |         |     |     |             |         |      |           |
| 375                 | "       | "         | "      | BR             | geg. Gal.        | Rom          |      |         |     |     |             |         |      |           |
| 376                 | "       | "         | "      | GR             | geg. Gal.        | Vona Fiorita |      |         |     |     |             |         |      |           |
| 377                 | "       | "         | "      | GR             | geg. Gal.        | Rom          |      |         |     |     |             |         |      |           |
| 378                 | "       | "         | "      | GR             | "                | Vona Fiorita |      |         |     |     |             |         |      |           |

| Flug  |                  |              |  |       |                  |     |  |         |  |       |           |             |
|-------|------------------|--------------|--|-------|------------------|-----|--|---------|--|-------|-----------|-------------|
| Zug   |                  | Zugzeit      |  | Ort   |                  | Zug |  | Zugzeit |  | Höhe  | Stoßweite | Bemerkungen |
| 11.6. | 11 <sup>15</sup> | Rom          |  | 11.6. | 15 <sup>20</sup> |     |  |         |  | 74,25 | 1,25      |             |
| 13.6. | 11 <sup>20</sup> | Rom          |  | 13.6. | 16 <sup>10</sup> |     |  |         |  | 1,40  |           | 127         |
| 17.6. | 11 <sup>20</sup> | Vona Fiorita |  | 17.6. | 17 <sup>15</sup> |     |  |         |  | 1,35  |           | 127         |
| 17.6. | 11 <sup>20</sup> | Rom          |  | 17.6. | 18 <sup>05</sup> |     |  |         |  | 0,95  |           | 127         |
| 20.6. | 11 <sup>20</sup> | Vona Fiorita |  | 20.6. | 19 <sup>00</sup> |     |  |         |  | 1,48  |           | 127         |
| 21.6. | 11 <sup>20</sup> | Rom          |  | 21.6. | 11 <sup>20</sup> |     |  |         |  | 1,25  |           | 127         |
| 21.6. | 11 <sup>00</sup> | Rom          |  | 21.6. | 11 <sup>00</sup> |     |  |         |  | 1,40  |           | 127         |
| 21.6. | 11 <sup>20</sup> | Rom          |  | 21.6. | 12 <sup>05</sup> |     |  |         |  | 0,90  |           | 127         |
| 22.6. | 11 <sup>20</sup> | Vona Fiorita |  | 22.6. | 13 <sup>00</sup> |     |  |         |  | 1,30  |           | 127         |
| 22.6. | 11 <sup>20</sup> | Rom          |  | 22.6. | 11 <sup>15</sup> |     |  |         |  | 1,25  |           | 127         |
| 23.6. | 11 <sup>20</sup> | Vona Fiorita |  | 23.6. | 11 <sup>20</sup> |     |  |         |  | 0,90  |           | 127         |
| 23.6. | 11 <sup>20</sup> | Rom          |  | 23.6. | 11 <sup>15</sup> |     |  |         |  | 1,25  |           | 127         |
| 23.6. | 11 <sup>20</sup> | Vona Fiorita |  | 23.6. | 11 <sup>20</sup> |     |  |         |  | 0,90  |           | 127         |
| 23.6. | 11 <sup>20</sup> | Rom          |  | 23.6. | 11 <sup>15</sup> |     |  |         |  | 0,90  |           | 127         |

89410  
9547. 17 Wm.

| Flg. Nr. des Fluges | Führer  | Begleiter | Muster | Zulassungs-Nr. | Zweck des Fluges | Abflug-Ort   | Flug |         |     |     | Bemerkungen |         |      |           |
|---------------------|---------|-----------|--------|----------------|------------------|--------------|------|---------|-----|-----|-------------|---------|------|-----------|
|                     |         |           |        |                |                  |              | Zug  | Zugzeit | Ort | Zug |             | Zugzeit | Höhe | Stoßweite |
| 379                 | Zittler | Halz      | Bf-MR  | 311+MR         | Alarmflak        | Rom          |      |         |     |     |             |         |      |           |
| 380                 | "       | "         | "      | DR             | Alarmflak        | "            |      |         |     |     |             |         |      |           |
| 381                 | "       | "         | "      | BR             | geg. Gal.        | "            |      |         |     |     |             |         |      |           |
| 382                 | "       | "         | "      | "              | "                | Villaoridia  |      |         |     |     |             |         |      |           |
| 383                 | "       | "         | "      | "              | "                | Vona Fiorita |      |         |     |     |             |         |      |           |
| 384                 | "       | "         | "      | FR             | Kampfflug        | Rom          |      |         |     |     |             |         |      |           |
| 385                 | "       | "         | "      | ER             | Alarmflak        | Talerno      |      |         |     |     |             |         |      |           |
| 386                 | "       | "         | "      | "              | Alarmflak        | Rom          |      |         |     |     |             |         |      |           |
| 387                 | "       | "         | "      | "              | "                | Talerno      |      |         |     |     |             |         |      |           |
| 388                 | "       | "         | "      | ADR            | Alarmflak        | Rom          |      |         |     |     |             |         |      |           |
| 389                 | "       | "         | "      | MR             | Alarmflak        | Rom          |      |         |     |     |             |         |      |           |
| 390                 | "       | "         | "      | MR             | "                | Vona Fiorita |      |         |     |     |             |         |      |           |

| Flug  |                  |              |  |       |                  |     |  |         |  |       |           |             |
|-------|------------------|--------------|--|-------|------------------|-----|--|---------|--|-------|-----------|-------------|
| Zug   |                  | Zugzeit      |  | Ort   |                  | Zug |  | Zugzeit |  | Höhe  | Stoßweite | Bemerkungen |
| 26.6. | 11 <sup>00</sup> | Rom          |  | 26.6. | 13 <sup>20</sup> |     |  |         |  | 15,70 | 2,25      |             |
| 26.6. | 11 <sup>00</sup> | Rom          |  | 26.6. | 14 <sup>00</sup> |     |  |         |  | 0,90  |           | 147         |
| 26.6. | 11 <sup>00</sup> | Villaoridia  |  | 26.6. | 14 <sup>15</sup> |     |  |         |  | 1,25  |           | 147         |
| 26.6. | 11 <sup>20</sup> | Vona Fiorita |  | 26.6. | 14 <sup>15</sup> |     |  |         |  | 0,45  |           | 147         |
| 26.6. | 11 <sup>20</sup> | Rom          |  | 26.6. | 14 <sup>25</sup> |     |  |         |  | 0,75  |           | 147         |
| 27.6. | 11 <sup>00</sup> | Rom          |  | 27.6. | 10 <sup>17</sup> |     |  |         |  | 0,75  |           | 147         |
| 27.6. | 11 <sup>20</sup> | Talerno      |  | 27.6. | 11 <sup>15</sup> |     |  |         |  | 2,50  |           | 147         |
| 27.6. | 11 <sup>20</sup> | Talerno      |  | 27.6. | 11 <sup>15</sup> |     |  |         |  | 1,00  |           | 147         |
| 27.6. | 11 <sup>20</sup> | Rom          |  | 27.6. | 11 <sup>45</sup> |     |  |         |  | 0,55  |           | 147         |
| 28.6. | 11 <sup>20</sup> | Rom          |  | 28.6. | 13 <sup>15</sup> |     |  |         |  | 0,55  |           | 147         |
| 1.7.  | 11 <sup>20</sup> | Vona Fiorita |  | 1.7.  | 11 <sup>20</sup> |     |  |         |  | 1,05  |           | 147         |
| 2.7.  | 11 <sup>20</sup> | Villaoridia  |  | 2.7.  | 11 <sup>00</sup> |     |  |         |  | 0,20  |           | 147         |

103.390  
109 80. 32 Wm.



| Fl. Nr. des Flugers | Pilot  | Co-pilot | Staffel | Aufstellungs-Nr. | Zweck des Fluges | Abflug      |      | Flug    |           |             |       |           | Bemerkungen |      |
|---------------------|--------|----------|---------|------------------|------------------|-------------|------|---------|-----------|-------------|-------|-----------|-------------|------|
|                     |        |          |         |                  |                  | Ort         | Zeit | Zug     | Zeitpunkt | Ort         | Zug   | Zeitpunkt |             | Höhe |
| 391                 | Eitner | Stolz    | Bf 110  | 3U+MR            | Inspektionsflug  | Alghero     |      | 2.7.    | 1800      | Alghero     | 2.7.  | 2000      | 109.32      |      |
| 392                 | "      | "        | "       | DR               | Inspektionsflug  | Alghero     |      | 2.7.    | 0930      | Alghero     | 2.7.  | 1800      | 2.30        |      |
| 393                 | Grahn  | "        | "       | SR               | Inspektionsflug  | Alghero     |      | 2.7.    | 1710      | Rom         | 2.7.  | 1900      | -           | 159  |
| 394                 | Eitner | "        | Do 17Z  | FJ               | Inspektionsflug  | Rom         |      | 4.7.    | 1220      | Alghero     | 4.7.  | 1800      | 0.40        | 151  |
| 395                 | "      | "        | "       | "                | "                | Alghero     |      | 4.7.    | 1705      | Vona-Fronta | 4.7.  | 1735      | 0.35        | 152  |
| 396                 | "      | "        | "       | "                | "                | Vona-Fronta |      | 4.7.    | 1830      | Craupino    | 4.7.  | 1930      | 0.05        | 153  |
| 397                 | "      | "        | Bf 110  | 3U+SR            | Inspektionsflug  | Craupino    |      | 5.7.    | 0900      | Vona-Fronta | 5.7.  | 1125      | 2.35        | 154  |
| 398                 | "      | "        | "       | "                | "                | Okfana      |      | 5.7.    | 1235      | Vona-Fronta | 5.7.  | 1255      | 0.20        | 155  |
| 399                 | "      | "        | "       | "                | "                | Vona-Fronta |      | 5.7.    | 1325      | Craupino    | 5.7.  | 1445      | 0.25        | 156  |
| 400                 | "      | "        | "       | BJ               | Alarmflug        | Rom         |      | 6.7.    | 1215      | Rom         | 6.7.  | 1820      | 0.05        | 157  |
| 401                 | "      | "        | "       | 3U+PR            | Inspektionsflug  | Quakenbrück |      | 23.8.43 | 1705      | Quakenbrück | 23.8. | 1820      | 4.35        | 158  |
| 402                 | "      | "        | "       | "                | "                | "           |      | 24.8.   | 1900      | "           | 24.8. | 1900      | 3.05        | 159  |

In July 1943, III./ZG 26 is withdrawn from the Mediterranean Theater of Operations and relocated back to Germany, at least the 7./ZG 26 calling the airfield of Quakenbrück their new home base. Walter Stolz is recording a last flight from Rome on July 6<sup>th</sup>, 1943 – scrambling to potentially intercept allied fighters or bombers.

His next flight, Flight #401, is already out of Quakenbrück, the reason for flight is “Seenoteinsatz” – “Sea Rescue Operation” – and so is Flight #402 the next day. It is likely that those two flights are linked to an event recorded in the Luftwaffe Loss Lists – two aircraft of 8./ZG 26 have collided mid-air and crashed into the North Sea<sup>4</sup>. Three of the four crew members have been found dead, the fourth one remains missing. The name of the first pilot, Oblt. Hantel, is noted in the flight log but the noted other name is none of the ones given by the official loss list.

| +                    | Date                         | Location   | Aircraft            | Werknummer | Damage |
|----------------------|------------------------------|--|---------------------|------------|--------|
|                      | Aug. 24 <sup>th</sup> , 1943 | North Sea, north of the Frisian Islands                    | Bf 110 G-2<br>3U+FS | 6412       | 100%   |
|                      | Crew                         | Comment  |                     |            |        |
| Oblt. Hantel, Helmut | KIA                          | Collided with second aircraft, crashed into the North Sea. |                     |            |        |
| Uffz. Glasche, Hans  | MIA                          |  |                     |            |        |

| +                      | Date                         | Location   | Aircraft            | Werknummer | Damage |
|------------------------|------------------------------|--|---------------------|------------|--------|
|                        | Aug. 24 <sup>th</sup> , 1943 | North Sea, north of the Frisian Islands                    | Bf 110 G-2<br>3U+FS | 5203       | 100%   |
|                        | Crew                         | Comment  |                     |            |        |
| Ltn. Schumann, Günther | KIA                          | Collided with second aircraft, crashed into the North Sea. |                     |            |        |
| Uffz. Götte, Bernhard  | KIA                          |  |                     |            |        |

<sup>4</sup> Dr. Uwe Kühnapfel, Karlsruhe



| Stf. Nr. des Flugels | Führer   | Begleiter | Mutter  | Sollflughöhe | Zweck des Fluges | Abflug     |       | Bemerkungen |
|----------------------|----------|-----------|---------|--------------|------------------|------------|-------|-------------|
|                      |          |           |         |              |                  | Ort        | Zeit  |             |
| 403                  | Z. H. H. | H. H. H.  | Bf. 110 | 30000        | Abflug           | Plantlünne | 10:00 |             |
| 404                  | Z. H. H. | H. H. H.  | Bf. 110 | 30000        | Abflug           | Plantlünne | 10:00 |             |
| 405                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |
| 406                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |
| 407                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |
| 408                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |
| 409                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |
| 410                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |
| 411                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |
| 412                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |
| 413                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |
| 414                  | "        | "         | "       | "            | Abflug           | Plantlünne | 10:00 |             |

| Flug   |           | Übung       |           | Höhe    | Stoß | Bemerkungen                     |
|--------|-----------|-------------|-----------|---------|------|---------------------------------|
| Tag    | Zeitpunkt | Ort         | Zeitpunkt |         |      |                                 |
| 31.10. | 1400      | Plantlünne  | 16:25     | 124,37  |      |                                 |
| 6.11.  | 1120      | "           | 18:00     | 0,57    |      |                                 |
| 7.11.  | 1200      | Plantlünne  | 12:20     | 0,28    |      |                                 |
| 13.11. | 1100      | "           | 13:10     | 0,25    |      |                                 |
| 21.11. | 1010      | "           | 12:10     | 0,20    |      |                                 |
| 27.11. | 1310      | Wunstorf    | 14:25     | 0,05    |      |                                 |
| 28.11. | 1420      | Bremen      | 14:15     | 0,49    |      |                                 |
| 28.11. | 1320      | Wunstorf    | 13:37     | 0,47    |      |                                 |
| 1.12.  | 1435      | Wunstorf    | 16:05     | 0,18    |      | 1.12. Fortschritt! Abgefliegen! |
| 9.12.  | 1400      | Lede        | 14:00     | 0,28    |      |                                 |
| 9.12.  | 1205      | Abflug      | 12:20     | 0,25    |      | 1.12. Fortschritt! Abgefliegen! |
| 29.11. | 1305      | Langenhagen | 13:25     | 124,333 |      | 1.12. Fortschritt! Abgefliegen! |

On September 6<sup>th</sup>, 1943, Walter Stolz and III./ZG 26 are relocating to the airfield at Plantlünne near Osnabrück. But their time there is a short one – on October 2<sup>nd</sup>, 1943 they are moved to the airfield of Wunstorf, just west of Hannover. From here, they are supporting the “Defense of the Reich”, Walter Stolz still with 7./ZG 26.

A first combat mission against the 8<sup>th</sup> USAAF is flown on October 4<sup>th</sup>, 1943. On that day, the main target of the allied B-17 and B-24 was Frankfurt/Main. A Diversion was flown by about 38 B-24 over the North Sea, thus dividing the Luftwaffe’s defensive actions to two areas. III./ZG 26 was involved into the fighting but was tasked to intercept the decoy aircraft over the North Sea – they sent 32 Bf 110 this morning just to find... nothing.

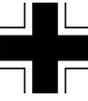
Two days later, on October 8<sup>th</sup>, 1943, the story was a different one: the target of the 8<sup>th</sup> USAAF that afternoon was the city and port of Bremen. A total of 344 B-17 of the 1<sup>st</sup> and 3<sup>rd</sup> Bombardment Division attacked first, about an hour later, 55 B-24 of the 2<sup>nd</sup> Bombardment Division followed. The first wave was flying with fighter escort, the second one without.

The Luftwaffe was able to answer the attack with roughly 500 aircraft – fighters, night fighters and the twin-engine destroyers – Walter Stolz and his aircraft being one of them (Flight #411). Equipped with BR 21 unguided air-to-air missiles, Walter Stolz and his Pilot, Fw. Helmut Zittier, claim two of the Flying Fortresses that day although the Luftwaffe claim lists only show one claim for the crew: a B-17 north-east of Vechta at 6.000m at 15:29.

He is in the air again just one day later: the 8<sup>th</sup> USAAF is sending a total of 378 bombers to attack targets in the Baltic Sea region, namely Anklam, Gdingen, Gdansk, and Marienburg. Walter Stolz is logging two flights this day – the first one (Flight #412) seems to be uneventful, the second one (Flight #413) ends with the loss of the aircraft.



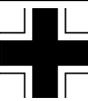
Reportedly, Walter Stolz and his III./ZG 26 are targeting the B-17 that attack Anklam –his III./ZG 26 claims a total of 13 aerial victories, he and his pilot are also adding another B-17 Fortress to their score but are then hit themselves and had to bail out<sup>5</sup>.

|   |  |                    |  |                   |               |
|---|--|--------------------|--|-------------------|---------------|
|  | <b>Date</b>                                | <b>Location</b>    | <b>Aircraft</b>  | <b>Werknummer</b> | <b>Damage</b> |
|   | Oct. 9 <sup>th</sup> , 1943                | North-West of Kiel | Bf 110 G-2<br>3U+FR                                    | 6374              | 100%          |
|   | <b>Crew</b>                                | <b>Comment</b>     |  |                   |               |
|   | Fw. Zittier, Helmut<br>Uffz. Stolz, Walter | WIA<br>WIA         | Return fire from a B-17, Crew successfully bailed out. |                   |               |

Because of this mission, Walter Stolz is listed as “wounded in action” and only sees airtime again on November 29<sup>th</sup>, 1943.

| Nr. des Flugzeuges | Pilot | Begleiter | Waffen | Zustellung-Nr. | Zweck des Fluges | Abflug   |      | Flug      |            |          |         | Bemerkungen  |
|--------------------|-------|-----------|--------|----------------|------------------|----------|------|-----------|------------|----------|---------|--|
|                    |       |           |        |                |                  | Ort      | Zeit | Tag       | Tagesszeit | Flughöhe | Stunden |  |
| 415                | Paris | Stolz     | Bf 110 | 1              | W. Stolz         | Hannover |      | 6.12.1943 | 11:15      | 136-33   | 42      | <p>Abflug von Hannover<br/>Zweck: Training<br/>Bei Rückkehr<br/>Rückflug Nr. 286-415<br/>unvorsätzlich<br/>abgestürzt.<br/>6.12.1943<br/>H. Stolz<br/>W. Stolz</p> |

He is now flying with a different Pilot, Lt. Helmut Paris, but only for two flights (#414 and #415): on the second flight, a training flight, their aircraft has “involuntary ground contact” and crashes<sup>6</sup>. Walter Stolz is listed as “wounded in action”, again...

|   |   |                 |   |                   |               |
|---|---|-----------------|---|-------------------|---------------|
|  | <b>Date</b>                               | <b>Location</b> | <b>Aircraft</b>                                 | <b>Werknummer</b> | <b>Damage</b> |
|   | Dec. 4 <sup>th</sup> , 1943               | Near Hannover   | Bf 110 G-2<br>3U+JR                             | 420025            | 80%           |
|   | <b>Crew</b>                               | <b>Comment</b>  |   |                   |               |
|   | Ltn. Paris, Helmut<br>Uffz. Stolz, Walter | WIA<br>WIA      | Involuntary ground contact on training mission. |                   |               |

<sup>5</sup> Dr. Uwe Kühnapfel, Karlsruhe

<sup>6</sup> Dr. Uwe Kühnapfel, Karlsruhe



## Ausbildungskommando Zerstörer - Hungary 1944

Walter Stolz is now transferred to Hungary, where the Messerschmitt Me 210Ca-1 variant is built under a mutual armament program. His flights are now out of Budapest Ferihegy, today's the hungarian capital's international airport, where a combined training of German and Hungarian crew members was taking place.

Reunited with his former Pilot, Helmut Zittier, he is mainly flying Messerschmitt Bf 110 but Messerschmitt Me 210 from the Hungarian Air Force are mixed in – their aircraft registrations starting with "Z0". The Messerschmitt Bf 110 are listed as assigned to "AusbKdo Zerstörer" – "Training Command Destroyer".

The first flights during April (Flight #416 - #427) seem to be regular training flights – all between 45 Minutes and 80 Minutes, and all from and to Budapest Ferihegy.

| Fl. Nr. des Fluges | Führer  | Begleiter | Mutter | Zulassungs-Nr. | Zweck des Fluges | Abflug Ort | Flug |         |     |     | Bemerkungen |
|--------------------|---------|-----------|--------|----------------|------------------|------------|------|---------|-----|-----|-------------|
|                    |         |           |        |                |                  |            | Zug  | Zugzeit | Ort | Zug |             |
| 416                | Zittier | Stolz     | Me 210 | Z0143          | Ferihely         | Ferihely   | 3.4. | 12:15   | 45  | 177 |             |
| 417                | "       | "         | "      | "              | "                | "          | 3.4. | 12:25   | 40  | 170 |             |
| 418                | "       | "         | "      | "              | "                | "          | 3.4. | 12:30   | 40  | 175 |             |
| 419                | "       | "         | "      | "              | "                | "          | 3.4. | 12:40   | 25  | 176 |             |
| 420                | "       | "         | Me 210 | Z0144          | "                | "          | 4.4. | 10:55   | 35  | 175 |             |
| 421                | "       | "         | Me 110 | TJ1G2          | "                | "          | 4.4. | 12:05   | 45  | 172 |             |
| 422                | "       | "         | "      | CE1CX          | "                | "          | 4.4. | 11:20   | 40  | 170 |             |
| 423                | "       | "         | "      | TJ1G2          | "                | "          | 5.4. | 10:05   | 40  | 170 |             |
| 424                | "       | "         | "      | "              | "                | "          | 5.4. | 11:05   | 57  | 172 |             |
| 425                | "       | "         | "      | "              | "                | "          | 5.4. | 13:00   | 70  | 173 |             |
| 426                | "       | "         | "      | "              | "                | "          | 6.4. | 10:55   | 45  | 172 |             |
| 427                | "       | "         | "      | "              | "                | "          | 6.4. | 12:00   | 45  | 174 |             |

The pattern continues as training goes on – Helmut Zittier and Walter Stolz are taking one of the Hungarian Me 210 [Z0+55] for a flight to Debrecen but otherwise remain in the various Bf 110 associated with the training unit.

| Fl. Nr. des Fluges | Führer  | Begleiter | Mutter | Zulassungs-Nr. | Zweck des Fluges | Abflug Ort | Flug  |         |     |     | Bemerkungen |
|--------------------|---------|-----------|--------|----------------|------------------|------------|-------|---------|-----|-----|-------------|
|                    |         |           |        |                |                  |            | Zug   | Zugzeit | Ort | Zug |             |
| 428                | Zittier | Stolz     | Me 210 | Z0143          | Ferihely         | Ferihely   | 6.4.  | 11:30   | 80  | 178 |             |
| 429                | "       | "         | "      | "              | "                | "          | 6.4.  | 12:05   | 40  | 170 |             |
| 430                | "       | "         | "      | "              | "                | "          | 12.4. | 11:00   | 45  | 175 |             |
| 431                | "       | "         | "      | "              | Blauflucht       | "          | 13.4. | 06:15   | 30  | 170 |             |
| 432                | "       | "         | Me 210 | Z0155          | "                | "          | 23.4. | 13:45   | 40  | 170 |             |
| 433                | "       | "         | "      | "              | "                | Debrecen   | 23.4. | 16:45   | 35  | 170 |             |
| 434                | "       | "         | Bf 110 | B11SV          | Ferihely         | Ferihely   | 4.5.  | 10:20   | 60  | 170 |             |
| 435                | "       | "         | "      | "              | Ferihely         | Ferihely   | 9.5.  | 10:10   | 60  | 170 |             |
| 436                | "       | "         | "      | DE1MP          | "                | "          | 14.5. | 16:30   | 50  | 170 |             |
| 437                | "       | "         | "      | B11SV          | "                | "          | 16.5. | 07:00   | 105 | 170 |             |
| 438                | "       | "         | "      | "              | "                | "          | 16.5. | 10:29   | 30  | 170 |             |
| 439                | "       | "         | "      | TJ1G2          | "                | "          | 20.5. | 10:00   | 35  | 170 |             |



Not much is happening in May 1944, continued training and flights around Budapest are the daily pattern.

| Opf. Nr. des Fluges | Führer  | Begleiter | Mutter | Zustellungs-Nr. | Zweck des Fluges | Ausflug  |      | Flug  |         |          |       | Bemerkungen |         |      |
|---------------------|---------|-----------|--------|-----------------|------------------|----------|------|-------|---------|----------|-------|-------------|---------|------|
|                     |         |           |        |                 |                  | Ort      | Zeit | Tag   | Zugzeit | Ort      | Tag   |             | Zugzeit | Höhe |
| 440                 | Littner | Holz      | FWS8   | G270            | FT-Flug          | Feuchegg |      | 23.5. | 09:15   | Feuchegg | 23.5. | 10:15       | 1150    |      |
| 441                 | Egri    | "         | "      | "               | "                | "        | "    | 23.5. | 11:20   | "        | 23.5. | 16:20       | 90      |      |
| 442                 | Pfalz   | "         | "      | G295            | "                | "        | "    | 24.5. | 10:20   | "        | 24.5. | 11:00       | 90      |      |
| 443                 | Littner | "         | Bf 110 | DJFGZ           | Nb. Flug         | "        | "    | 25.5. | 10:40   | "        | 26.5. | 11:20       | 40      | 107  |
| 444                 | "       | "         | "      | "               | "                | "        | "    | 25.5. | 11:10   | "        | 26.5. | 11:20       | 40      |      |
| 445                 | "       | "         | "      | "               | "                | "        | "    | 26.5. | 11:45   | "        | 26.5. | 11:20       | 45      |      |
| 446                 | "       | "         | "      | "               | "                | "        | "    | 26.5. | 11:25   | "        | 26.5. | 16:25       | 60      |      |
| 447                 | "       | "         | "      | "               | "                | "        | "    | 26.5. | 16:50   | "        | 26.5. | 17:00       | 10      |      |
| 448                 | "       | "         | "      | Bf 110          | "                | "        | "    | 26.5. | 09:15   | "        | 26.5. | 10:25       | 60      |      |
| 449                 | "       | "         | "      | "               | "                | "        | "    | 26.5. | 10:20   | "        | 26.5. | 10:10       | 30      |      |
| 450                 | "       | "         | "      | "               | "                | "        | "    | 26.5. | 11:20   | "        | 26.5. | 11:25       | 55      |      |
| 451                 | Beres   | "         | FWS8   | G270            | FF-Flug          | "        | "    | 27.5. | 07:15   | "        | 27.5. | 10:15       | 1100    |      |

Again, some mixed in flights with the Hungarian Me 210 are listed – this time the [Z0+14] and [Z0+35].

| Opf. Nr. des Fluges | Führer  | Begleiter | Mutter | Zustellungs-Nr. | Zweck des Fluges | Ausflug  |      | Flug  |         |          |       | Bemerkungen |         |      |
|---------------------|---------|-----------|--------|-----------------|------------------|----------|------|-------|---------|----------|-------|-------------|---------|------|
|                     |         |           |        |                 |                  | Ort      | Zeit | Tag   | Zugzeit | Ort      | Tag   |             | Zugzeit | Höhe |
| 452                 | Beres   | Holz      | FWS8   | G270            | FT-Flug          | Feuchegg |      | 27.5. | 10:20   | Feuchegg | 27.5. | 11:15       | 75      |      |
| 453                 | Littner | "         | Bf 110 | DJFGZ           | Nb. Flug         | "        | "    | 27.5. | 13:20   | "        | 27.5. | 11:15       | 35      |      |
| 454                 | "       | "         | "      | "               | "                | "        | "    | 27.5. | 14:20   | "        | 27.5. | 11:15       | 85      |      |
| 455                 | "       | "         | "      | "               | "                | "        | "    | 27.5. | 16:20   | "        | 27.5. | 12:15       | 55      |      |
| 456                 | "       | "         | "      | BB14N           | "                | "        | "    | 27.5. | 17:40   | "        | 27.5. | 11:20       | 50      |      |
| 457                 | "       | "         | Me 210 | Z0+35           | "                | "        | "    | 30.5. | 09:20   | "        | 30.5. | 09:20       | 30      |      |
| 458                 | "       | "         | "      | "               | "                | "        | "    | 30.5. | 09:15   | "        | 30.5. | 09:45       | 10      |      |
| 459                 | "       | "         | "      | "               | "                | "        | "    | 30.5. | 09:10   | "        | 30.5. | 10:20       | 40      |      |
| 460                 | "       | "         | Bf 110 | BB14N           | Blauflucht       | "        | "    | 2.6.  | 09:20   | "        | 2.6.  | 10:20       | 80      |      |
| 461                 | "       | "         | Me 210 | Z0+14           | Nb. Flug         | "        | "    | 2.6.  | 11:20   | "        | 2.6.  | 16:15       | 55      |      |
| 462                 | "       | "         | "      | "               | "                | "        | "    | 2.6.  | 17:00   | "        | 2.6.  | 17:20       | 10      |      |
| 463                 | "       | "         | "      | "               | "                | "        | "    | 3.6.  | 09:45   | "        | 3.6.  | 10:20       | 45      |      |

The first half of June 1944 sees more flight time on Me 210 and Bf 110 – all without events except Flight #473 where the comment reads “Maschine in ein Bombenloch gerollt. Bruch!” – “Taxied Aircraft into a bomb crater. Crashed!”.

| Opf. Nr. des Fluges | Führer  | Begleiter | Mutter | Zustellungs-Nr. | Zweck des Fluges | Ausflug  |      | Flug  |         |          |       | Bemerkungen |         |  |
|---------------------|---------|-----------|--------|-----------------|------------------|----------|------|-------|---------|----------|-------|-------------|---------|--|
|                     |         |           |        |                 |                  | Ort      | Zeit | Tag   | Zugzeit | Ort      | Tag   |             | Zugzeit | Höhe                                       |
| 464                 | Littner | Holz      | Me 210 | Z0+14           | Nb. Flug         | Feuchegg |      | 3.6.  | 12:20   | Feuchegg | 3.6.  | 13:05       | 45      |  |
| 465                 | "       | "         | "      | "               | "                | "        | "    | 3.6.  | 14:55   | "        | 3.6.  | 15:15       | 60      |  |
| 466                 | "       | "         | "      | "               | "                | "        | "    | 4.6.  | 09:15   | "        | 4.6.  | 10:45       | 50      |  |
| 467                 | "       | "         | "      | "               | "                | "        | "    | 7.6.  | 11:05   | "        | 7.6.  | 11:15       | 10      |  |
| 468                 | "       | "         | "      | "               | "                | "        | "    | 7.6.  | 15:20   | "        | 7.6.  | 16:20       | 70      |  |
| 469                 | "       | "         | Bf 110 | CEFK            | "                | "        | "    | 7.6.  | 08:12   | "        | 7.6.  | 08:15       | 45      |  |
| 470                 | "       | "         | "      | BB14N           | "                | "        | "    | 11.6. | 09:20   | "        | 11.6. | 09:20       | 50      |  |
| 471                 | "       | "         | "      | "               | "                | "        | "    | 11.6. | 09:45   | "        | 11.6. | 10:25       | 50      |  |
| 472                 | "       | "         | "      | "               | "                | "        | "    | 11.6. | 11:10   | "        | 11.6. | 11:20       | 50      |  |
| 473                 | "       | "         | "      | DDFKR           | "                | "        | "    | 16.6. | 11:15   | "        | 16.6. | 15:10       | 35      | Maschine in ein Bombenloch gerollt. Bruch. |
| 474                 | "       | "         | "      | BB14N           | "                | "        | "    | 17.6. | 10:40   | "        | 17.6. | 11:20       | 50      |  |
| 475                 | "       | "         | "      | "               | "                | "        | "    | 17.6. | 12:05   | "        | 17.6. | 12:25       | 50      |  |





## Revision History

As this document is describing historical events, information may unfold after the document has first been published and maybe even through feedback arrived therefrom. Changes to the content are likely – in order to allow readers to determine the state of their version, please refer to the revision history to understand what changes have been made to this document when.

| Version | Date       | Author  | Comment                                       |
|---------|------------|---------|---|
| 1.0     | 2013-09-04 | A. Zapf | Initial Version                               |
| 2.0     | 2013-09-06 | A. Zapf | Corrected the loss record for Günter Ursinus. |



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