

Flight Log Guide

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**





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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 Ring, Hans	Jagdgeschwader 27	1971	
HELD-1	Held, Werner 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 Shores, Christopher	Luftkampf zwischen Sand und Sonne (engl.: Fighters over the Desert)	1969	
RING-2	Ring, Hans Shores, Christopher Hess, William N.	Luftkämpfe über Fels und Wüste (engl.: Fighters over Tunisia)	1981	3-87943-830-7
STKZ-1	Hartmann, Bert	Stammkennzeichen Website (http://www.stammkennzeichen.de)		n.a.
TXU-1		University of Texas – Map Collection (http://www.lib.utexas.edu/maps)		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 5th, 1940 until July 7th, 1944. Born on May 5th, 1920 he joined the Luftwaffe and recorded his first training flights in mid 1940.



Walter Stolz survived the fighting and died July 10th, 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!



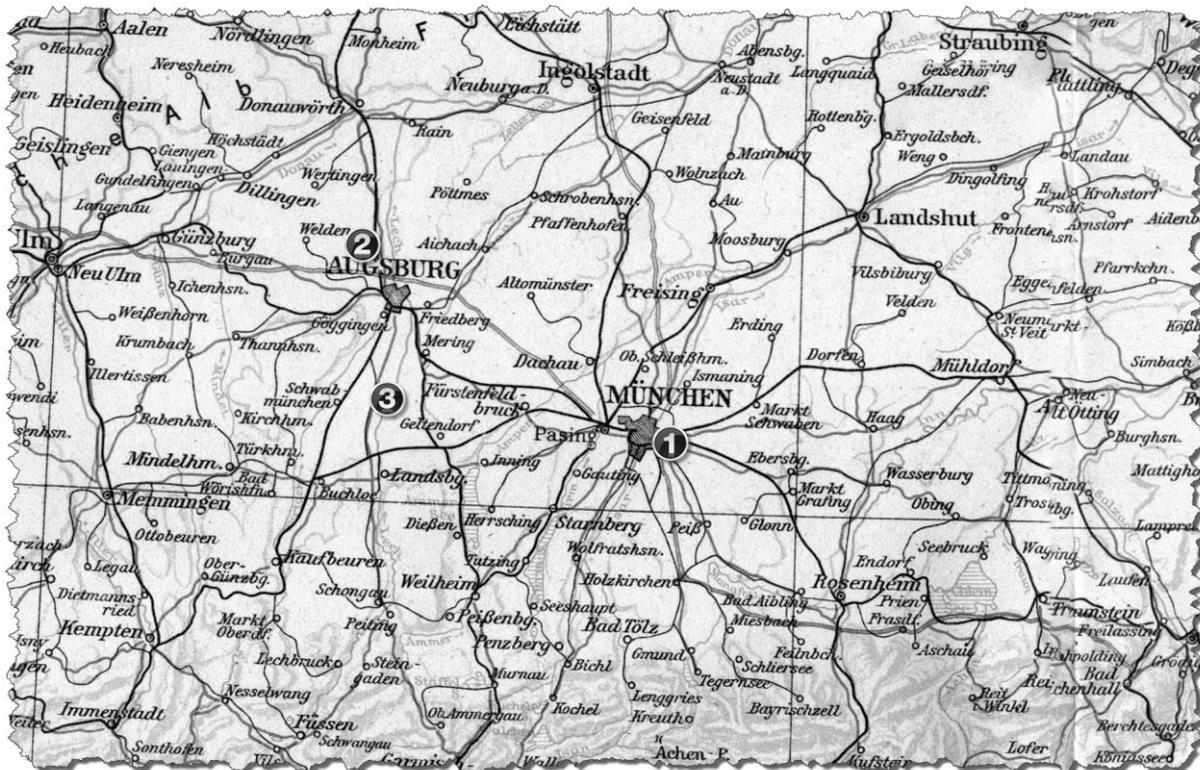
Luftnachrichtenschule 3 - Initial Training

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.	Riem	Stolz	Do 18	W 8 PF	F. T. Flieg	Riem	
2.	"	"	"	"	"	"	"
3.	Moosheim	"	W 34	DB 39	FL	"	"
4.	Litzendorf	"	Do 18	VB 1 PL	FL	"	"
5.	Lechfeld	"	F 158	15	S. a. L.	Gablingen	
6.	Munich	"	"	VB 1 DP	T.V. 200	Riem	
7.	"	"	"	"	T.V. 203	"	
8.	Litzendorf	"	"	NC 1 ED	T.V.	"	
9.	"	"	"	"	"	"	
10.	Angermünde	"	"	VB 1 OE	P. Fl.	"	
11.	"	"	"	"	"	"	
12.	"	"	Ju 86	TK 1 JJ	S. a. L.	Lechfeld	

Fl u a							Bemerkungen
Zug	Zugzeit	Ort	Zug	Zugzeit	Flugdauer	Altitude	
5.6.1932	1122	Riem	5.6.1932	1538	126	516	
5.6.	1527	"	5.6.	1600	39	720	
19.6.	1435	"	19.6.	1616	157	506	
20.6.	1070	"	20.6.	1212	122	527	
24.6.	1244	Gablingen	24.6.	1238	22	102	
4.7.	0954	Riem	4.7.	1134	10.0	431	
4.	1142	"	4.	1045	10.8	449	
10.7.	0732	"	10.7.	1132	240	876	
4.	1248	"	4.	1651	243	877	
29.7.	1331	"	29.7.	1434	12.3	479	
3.	1436	"	3.	1636	10.0	432	
30.7.	1040	Lechfeld	30.7.	1110	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.	Bimm		
14	"	"	"	"	"	"		
15	Geitz	"	Ju 86	VB+PK	"	"		
16	"	"	"	"	"	"		
17	Rehmann	"	DO 18	VB+MH	"	"		
18	Rehmann	"	Ju 86	VB+PK	"	"		
19	"	"	"	"	"	"		
20	"	"	"	"	"	"		
21	Rehmann	"	"	VA+BY	"	"		
22	"	"	"	"	"	"		
23	Rehmann	"	"	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	Bimm	8.8.	0944	100	445
"	0948	"	"	1158	104	453
4.8.	1035	"	4.8.	1240	105	540
"	1505	"	"	1615	40	303
6.8.	0720	"	6.8.	0928	130	670
"	1200	"	"	1420	106	546
"	1500	"	"	1630	90	390
"	1630	"	"	1635	5	20
19.8.	0737	"	19.8.	1006	149	646
"	1006	"	"	1135	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	Geism	Holy	Ju 86	NB+PJ	T. V.	Bimm		
26	Rehmann	"	Fw 58	VB+DR	Fl. S. + P. Fl.	"		
27	"	"	"	"	"	"		
28	Rehmann	"	Ju 86	VB+PJ	Fl. S.	"		
29	"	"	"	"	"	"		
30	Rehmann	"	"	BA+LC	"	"		
31	Rehmann	"	"	"	"	"		
32	Rehmann	"	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.	1946	Bimm	22.8.	1638	90	476
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	37	
27.8.	0716	"	27.8.	0940	144	
"	0944	"	"	1134	100	365
						60. 90

Die Matrikel der Flüge
von Nr. 1 bis 33
ist gefertigt
München am 30. 8. 40.
Oberleutnant u. Rp.-Chef
H. H. H.

A member of staff of the Luftnachrichtenschule 3 acknowledges Flights #1 to #33 on August 30th, 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	Begleiter	Mutter	Zustellungs-Nr.	Zweck des Fluges		Bemerkungen
					Ort	Ort	
34.	König	Stolz	Fw 58	NGIT	F. T. Flug	Neuburg	
35.	Fritz	"	"	NGHIT	"	"	
36.	Trost	"	"	NGHIE	"	"	
37.	Kaufmann	"	"	RI+NV	"	"	
38.	König	"	"	"	F. T. Flug	"	
39.	Rapp	"	Do 17	JMVK	König Flug	"	
40.	König	"	Fw 58	"	Neuburg	"	
41.	Rapp	"	Do 17	JMVK	König Flug	"	
42.	König	"	Fw 58	NGIT	Neuburg	"	
43.	Fritz	"	Fw 58	"	"	"	
44.	König	"	Fw 58	FF+OB	König Flug	"	
45.	"	"	Me 110	42	Landung	"	

Flug								Bemerkungen
Tag	Zeitpunkt	Ort		Tag	Zeitpunkt	Flugdauer	Höhe	
12.9.	1515	Neuburg		12.9.	1615	60		
12.9.	1502	"		12.9.	1506	64	" 2	
17.9.	0842	"		17.9.	0925	53	175	
18.9.	1420	"		18.9.	1510	50	177	
20.9.	1110	"		15.10.	1241	55	172	
3.10.	1100	"		15.10.	1220	80	378	
6.10.	1100	"		6.10.	1145	25	173	
7.10.	1000	"		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	
							1,92	1531

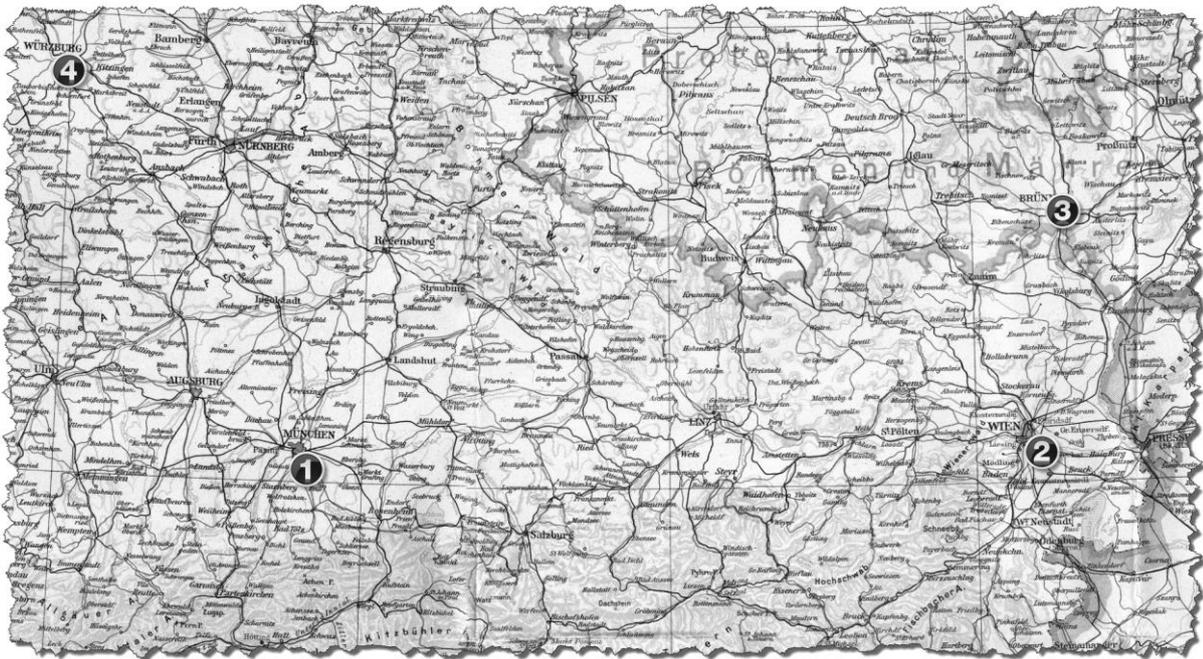
The initial flights are from and to the airfield of Neuburg – the aircrafts he is flying are attached to II./Zerstörerschule 1.

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. Flugzghr. 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	Begleiter	Mutter	Zustellungs-Nr.	Zweck des Fluges		Bemerkungen
					Ort	Ort	
46.	König	Stolz	Fw 58	KENV	Königflug	Neuburg	
47.	König	"	"	NG+VO	Königflug	"	
48.	König	"	"	"	"	"	
49.	"	"	"	"	"	"	
50.	König	"	"	KENV	"	"	
51.	König	"	"	KENV	Königflug	"	
52.	"	"	"	"	"	Zwölfaxing	
53.	Fritz	"	"	"	"	Neuburg	
54.	"	"	"	"	"	Brünn	
55.	König	"	"	NG+VO	"	Würzburg	
56.	"	"	"	"	"	Worms	
57.	Rapp	"	Me 110	42	Landung	Neuburg	

Flug								Bemerkungen
Tag	Zeitpunkt	Ort		Tag	Zeitpunkt	Flugdauer	Höhe	
1.11.	1426	Neuburg		1.11.	1520	47	177	
5.11.	1110	Worms		5.11.	1230	250	140	
6.11.	1209	Neuburg		6.11.	1352	44	172	
"	1437	"		6.11.	1520	43	142	
8.11.	1452	"		8.11.	1530	37	182	
11.11.	1053	Zwölfaxing		11.11.	1225	102	340	
"	1453	Neuburg		"	1705	137	175	
14.11.	1010	Brünn		14.11.	1225	144	180	
14.11.	1227	Neuburg		14.11.	1643	106		
5.11.	1242	Worms		5.11.	1446	64	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. des 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	
59.	Wolfer	"	Bf 110	47	Wf. Aufst.	16.11.1940	1130	
60.	Rapp	"	110	48	Einsatz	18.11.1940	1135	
61.	"	"	110	44	"	18.11.1940	1135	
62.	"	"	110	42	"	22.11.1940	1000	
63.	"	"	110	42	"	22.11.1940	1000	
64.	"	"	110	42	"	22.11.1940	1000	
65.	"	"	110	44	"	22.11.1940	1000	
66.	"	"	110	46	"	23.11.1940	1008	
67.	"	"	110	48	"	25.11.1940	1200	
68.	"	"	110	49	"	26.11.1940	1206	
69.	"	"	110	44	"	26.11.1940	1207	



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.

Fl. Nr. des Fluges	Pilot	Begleiter	Muster	Startflughöhe in m	Zweck des Fluges		Ort		Höhe in m	Bemerkungen
					W	F	Zug	Engelzeit		
70.	Rupp	Holz	BEMO	68	Funkflug	Neubiberg				
71.	"	"	"	53	Funkflug	"				
72.	"	"	"	68	Funkflug	"				
73.	Wagner	"	FWSB	72	Wettkampffl.	"				
74.	Stolze	"	"	"	"	"				
75.	Stolze	"	"	"	"	"				
76.	Stolz	"	"	72	"	"				
77.	Ursinus	"	"	75	Wettkampffl.	"				
78.	Hörnik	"	"	75	"	"				
79.	Ursinus	"	BEMO	40	Funkflug	"				
80.	Stolz	"	FWSB	40	Wettkampffl.	"				
81.	Ursinus	"	"	R11V1a	Wettkampffl.	"				

Zug		Ort		Höhe in m		Bemerkungen	
Zug	Engelzeit	Zug	Engelzeit	Höhe	Bemerkungen		
20.11.40	10:53	Neubiberg	20.11.40	40			
27.11.	10:53	"	27.11.40	53			
27.11.	10:53	"	27.11.40	40			
27.11.	10:00	"	27.11.40	34			
3.1.41	10:53	"	3.1.41	23			
3.1.41	10:53	"	3.1.41	28			
16.1.41	10:53	"	16.1.41	31			
20.1.41	10:02	"	20.1.41	91			
20.1.41	09:30	"	20.1.41	87			
10.1.41	09:02	"	10.1.41	38			
11.3.41	10:53	"	11.3.41	38			
13.3.41	08:53	"	13.3.41	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. Flgfltr. – Sohn des ‘Röhnvaters’, in Afrika ✖” – “My second pilot, son of the ‘Röhnvater’ ✖”.¹

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 21st.

¹ A reference to Carl Oskar Ursinus, a German aviation pioneer. Nicknamed “Röhnvater” 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	Höflichkeits-Ort	Flug				Bemerkungen		
							Tag	Zeitpunkt	Ort	Tag		Zeitpunkt	Höhe
82.	Meinies	Flabr	Bf 110	60	Spätschiff	Neubiberg	13.3.	1200	Neubiberg	13.3.	1210	40	
83.	Lift	"	FWS 74	71	Spätschiff	"	14.3.	1105	"	14.3.	1120	15	
84.	Meinies	"	Bf 110	64	Spätschiff	"	20.3.	0900	"	20.3.	0950	50	
85.	"	"	"	46	T.F.	"	21.3.	1335	"	21.3.	1415	40	
86.	"	"	"	63	Neuflieg	"	25.3.	0850	"	25.3.	1030	111	
87.	"	"	"	40	Fakt. Fr. H.	"	27.3.	0955	"	27.3.	1200	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.	1300	"	31.3.	1415	45	
93.	"	"	"	45	"	"							

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

Nr. des Fluges	Führer	Begleiter	Mutter	Zulassungs-Nr.	Zweck des Fluges	Höflichkeits-Ort	Flug				Bemerkungen		
							Tag	Zeitpunkt	Ort	Tag		Zeitpunkt	Höhe
94.	Meinies	Flabr	Bf 110	1711	Kämpflieg	Neubiberg	3.4.40	1100	Neubiberg	3.4.40	1200	40	
95.	"	"	Bf 110	64	T.F.	"	5.4.40	1000	"	5.4.40	1045	35	
96.	"	"	"	43	"	"	10.4.40	0900	"	10.4.40	0940	50	
97.	"	"	"	43	"	"	10.4.40	0800	"	10.4.40	0840	50	
98.	"	"	"	66	"	"	16.4.40	1000	"	16.4.40	1120	62	
99.	"	"	FWS 74	72	Spätschiff	"	18.4.40	1000	"	18.4.40	1245	33	
100.	"	"	110	40	"	"	"	1100	"	"	1335	45	
101.	"	"	"	41	"	"	20.4.40	1000	"	20.4.	1100	44	
102.	"	"	"	46	T.F.	"	21.4.40	1200	"	21.4.40	1300	50	
103.	Flieger	"	CHRS 5	Bf 110	Kämpflieg	Wipperfurth	13.6.	1500	Wipperfurth	13.6.	1500		
104.	"	"	Bf 110	CHRS 5	"	"	14.6.	1000	Wipperfurth	14.6.	1000		
105.	"	"	"	"	"	"	15.6.	1900	Rhein-Flieger	15.6.	1900		

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 6th, 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 12th, 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 20th, 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	Flughöhe	Tag	Zeitpunkt	Ort	Tag		Zeitpunkt	Flughöhe	Flughöhe
106	Plöger	Stolz	Bf 110	CN+CG	W. St. Rif.	Rim-Ghampino			10.6.	14:00	Wagad	15:00			
107	"	"	"	"	"	Wagad			11.6.	15:34	Catania	16:28			
108	"	"	"	"	"	Catania			11.6.	16:00	Martuba	19:00		Freudflug	
109	"	"	"	"	Zus. Aufkl.	Martuba			11.6.		Gambut	20.6.		Freudflug	
110	"	"	"	"	"	Gambut			"	"	Martuba	"		"	
111	Vorwärts	W. Stolz	"	5F+FK	"	Martuba			20.6.	17:55	"	21.6.	10:55	180	Freudflug 2
112	Plöger	Stolz	"	5F+PK	"	"			20.6.	18:20	"	20.6.	15:40	170	Freudflug 3
113	"	"	"	5F+BX	"	"			20.6.	18:00	Gambut	20.6.	17:55	145	Freudflug 4
114	"	"	"	5F+K	"	Gambut			20.6.	18:55	Martuba	20.6.	19:55	60	"
115	Spindler	"	"	5F+VK	"	Martuba			21.7.	10:55	Martuba	21.7.	10:55	105	Freudflug 5
116	"	"	"	5F+VK	"	Martuba			21.7.	10:55	Martuba	21.7.	11:30	60	"
117	"	"	"	5F+VK	"	Martuba			11.7.	14:00	"	11.7.	17:20	160	Freudflug 6

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 20th and September 2nd, 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	Flughöhe	Tag	Zeitpunkt	Ort	Tag		Zeitpunkt	Flughöhe	Flughöhe
118	Schwarzen	Stolz	Me 110	78K	Zus. Aufkl.	Martuba			19.7.	17:35	Martuba	19.7.	15:45	130	Freudflug 7
119	Prinzel	"	"	7UK	"	"			6.8.	15:23	Bir el Gabi	6.8.	16:55	112	Freudflug 8
120	"	"	"	"	"	Gab			6.8.	17:50	Martuba	6.8.	18:55	55	"
121	Reuter	Stolz	"	5F+K	"	Martuba			2.9.	14:15	Bir el Gabi	2.9.	14:55	90	Freudflug 9
122	Prinzel	Stolz	"	5F+PK	"	Bir el Gabi			2.9.	14:55	Bir el Gabi	2.9.	14:55	40	Freudflug 10
123	"	"	"	"	"	Bir el Gabi			2.9.	14:55	Martuba	2.9.	17:20	100	"
124	Werner	"	"	78J2	Transportflug	Martuba			3.9.	0:55	Gazala	3.9.	06:15	20	Freudflug 11
125	"	"	"	"	"	Gazala			3.9.	10:10	Eldan-Tabri	3.9.	09:50	200	Freudflug 12
126	"	"	"	"	"	Tala			3.9.	10:10	Faggia	3.9.	11:55	315	"
127	"	"	"	"	"	Faggia			3.9.	16:00	Rim-Ghampino	3.9.	18:05	125	"
128	"	"	"	"	"	Rim-Ghampino			5.9.	08:10	Minokan-Rim	5.9.	13:24	254	"
129	"	"	"	"	"	Minokan-Rim			5.9.	11:00	Hf. - Beldaya	5.9.	14:00	70	"



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 3rd, 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.

Nbr. Str. des Fluges	Führer	Begleiter	Muster	Zulassungs-Nr.	Zweck des Fluges	Abflug-Ort	Flug				Bemerkungen		
							Zug	Abflugzeit	Ort	Zug		Ankunftzeit	Flughöhe
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.	1945	35	
134	"	"	"	"	"	Lippstadt	9.9.	1010	Göppingen	9.9.	1200	110	
135	"	"	"	"	"	Göppingen	9.9.	1350	Eutingen	9.9.	1445	25	
136	"	"	"	"	"	Eutingen	9.9.	1550	Lippstadt	9.9.	1945	125	
137	Plöger	"	"	"	"	Lippstadt	12.9.	1100	Handorf	11.9.	1130	30	
138	"	"	"	"	"	Handorf	12.9.	1210	Lippstadt	12.9.	1228	18	
139	"	"	"	"	"	Lippstadt-Hand.	22.9.	1325	Barth/Usse	22.9.	1540	121	
140	"	"	"	"	"	Barth u. d. Ostsee	22.9.	1600	Rerick	22.9.	1633	29	
141	"	"	"	"	"	Rerick	22.9.41	1600	Handorf	22.9.	1833	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 8th and September 9th, 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 22nd, 1941 – Flights #139 - #141)

Nbr. Str. des Fluges	Führer	Begleiter	Muster	Zulassungs-Nr.	Zweck des Fluges	Abflug-Ort	Flug				Bemerkungen		
							Zug	Abflugzeit	Ort	Zug		Ankunftzeit	Flughöhe
142	Wagner	Walt	Ju 52	CO+GU	"	Handorf	23.9.41	1305	Koblenz	23.9.	1502		
143	Wagner	"	"	"	"	Koblenz	24.9.41	1420	Paderborn	24.9.	1512		
144	"	"	"	"	"	Paderborn	24.9.	1625	Lippstadt	24.9.	1607		
145	"	"	"	"	"	Lippstadt	24.9.	1721	Handorf	24.9.	1947		
146	Plöger	"	"	"	"	Handorf	25.9.	1157	Berlin-Staaken	25.9.	1342		
147	"	"	"	"	"	Staaken	26.9.	1637	Prag	26.9.	1830		
148	"	"	"	"	Nachflüge	Prag	26.9.	2115	Prag	26.9.	2240		
149	"	"	"	"	"	Prag	26.9.	2218	Prag	26.9.	2344		
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.	1623	Handorf	30.9.	1928		
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		Flughöhe	Altimeter	Bemerkungen
						Ort	Zeit	Zug	Zugzeit			
157	Plöger	Heh	Doiz	64110	Hannover-Vahrenwalderheide	Hannover	15:40	7:10	12:18			
158	"	"	"	"	Nachtflug	Hannover	15:50	4:10	14:46			
159	"	"	"	"	"	"	"	4:10	20:05			
160	Rehmer	"	"	"	"	Hannover	16:10	18:27				
161	Plöger	"	"	"	"	"	"	18:28	12:18			
162	Rehmer	"	"	"	Nachtflug	Hannover	16:36	13:40	18:45			
163	"	"	"	"	"	"	16:42	"	18:58			
164	"	"	"	"	"	"	16:53	"	19:09			
165	"	"	"	"	"	"	17:03	"	20:05			
166	"	"	"	"	"	"	17:10	"	19:58			
167	"	"	"	"	"	"	17:20	"	19:55			
168	"	"	"	"	"	"	17:33	Coeddingfeld	18:40	19:55		
169	"	"	"	"	Nachtfl.	Hannover	17:35	18:00	19:40			
170	"	"	"	"	"	"	17:45	"	18:40			

Fl. Nr. des Fluges	Pilot	Begleiter	Walter	Zustimmung Nr.	Zweck des Fluges	Abflug		Flug		Flughöhe	Altimeter	Bemerkungen
						Ort	Zeit	Zug	Zugzeit			
175	Rehmer	Heh	Doiz	64110	Nachtflug	Hannover	18:00	18:50				
176	"	"	"	"	"	"	18:02	"	19:02			
177	"	"	"	"	"	"	18:10	"	19:16			
178	"	"	"	"	"	"	18:18	"	19:25			
179	"	"	"	"	"	"	18:28	"	19:36			
180	"	"	"	"	"	"	18:32	"	19:45			
181	"	"	"	"	"	"	18:48	"	19:55			
182	"	"	"	"	"	"	18:57	"	20:05			
183	Plöger	"	"	"	"	"	19:10	"	19:40			
184	Rehmer	"	"	"	"	Hannover	19:10	Lippold	19:10	19:52		
185	Plöger	"	"	"	"	"	19:20	Hannover	19:10	19:57		
186	Plöger	"	"	"	"	"	19:30	Paderborn	19:10	19:54		

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		Flughöhe	Altimeter	Bemerkungen
						Ort	Zeit	Zug	Zugzeit			
187	Plöger	Rehmer	Doiz	64110	Ziellandung	Paderborn						
188	"	"	"	"	"	"						
189	"	"	"	"	"	"						
190	"	"	"	"	"	"						
191	"	"	"	"	"	"						
192	"	"	"	"	"	"						
193	"	"	"	"	"	"						
194	"	"	"	"	"	"						
195	"	"	"	"	"	"						
196	Plöger	"	"	"	"	Paderborn						
197	Plöger	"	"	"	Nachtfl.	Hannover						
198	"	"	"	"	"	"						



Stk. Nr. des Flugzeuges	Pilot	Begleiter	Flüster	Zustellungs-Nr.	Zweck des Fluges	Richtung		Flug				Bemerkungen		
						Ort	Ort	Zug	Zugzeit	Ort	Zug		Zugzeit	Flughöhe
199	Pilger	Wolz	Do 4	GF10		Kandorf								
200	"	"	"	"		Kandorf								
201	"	"	"	"	Kandorf	Kandorf								
202	"	"	"	"	"	"								
203	"	"	"	"	"	"								
204	"	"	"	"	"	"								
205	"	"	"	"	"	"								
206	"	"	"	"	"	"								
207	"	"	"	"	"	"								
208	"	"	"	"	"	"								
209	"	"	"	"	"	"								
210	"	"	"	"	"	"								

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

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

On November 15th, 1941 the journey slows down – a short hop to the airfield of Wiener Neustadt (5) as well as a single hop on November 16th, 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 17th, 1941 – Walter Stolz reaches the airfield of Martuba (8) the next day, November 18th, 1941.

Stk. Nr. des Flugzeuges	Pilot	Begleiter	Flüster	Zustellungs-Nr.	Zweck des Fluges	Richtung		Flug				Bemerkungen		
						Ort	Ort	Zug	Zugzeit	Ort	Zug		Zugzeit	Flughöhe
211	Pilger	Stolz	Do 4	GF10	Kandorf	Kandorf								
212	Kamp	"	Do 4	CO+GU	Erding	Lippstadt								
213	Pilger	"	Do 4	GF10	"	Kandorf								
214	Kamp	"	Do 4	CO+GU	"	Weimar								
215	"	"	"	"	"	Erding								
216	"	"	"	"	"	Mun.-Riem								
217	"	"	"	"	"	Tulln								
218	"	"	"	"	"	Wiener Neustadt								
219	"	"	"	"	"	Belgrad								
220	"	"	"	"	"	Saloniki								
221	"	"	"	"	"	Athen-Tatoi								
222	Pilger	Stolz	Do 4	SF+NK	zur Aufklärung	Martuba								





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 23rd, 1941 out of Martuba (1) and until December 7th, 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 23rd 1941 and December 7th, 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	Stufter	Zielflugs-Nr.	Zweck des Fluges		Abflug Ort
223	Kanold	Holz Gonal	MEMO	SF+VK	Wüfl.		Martuba
224	Renker	" Gonal	"	SF+VK	"		"
225	Fautel	" Gonal	"	SF+VK	"		Martuba
226	"	"	"	"	"		Gazalla
227	"	"	"	"	"		Martuba
228	"	Holz Kamp	"	SF+VK	"		"
229	"	"	"	"	Wüfl.		Gazalla
229	"	"	"	"	"		Gazalla
230	"	"	"	"	"		Gazalla
231	"	"	"	"	"		Martuba
232	Kanold	Holz Kamp	"	SF+VK	"		Martuba
233	"	"	"	"	"		Gazalla
234	König	Holz Kamp	"	SF+VK	"		Martuba

Flug		Dauer		Höhe	Anzahl	Bemerkungen
Zug	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.	17:45	Gazalla	1.12. 18:40	115		Freundflug 17
1.12.	17:20	Martuba	1.12. 18:15	35		Freundflug 18
2.12.	15:00	Martuba	2.12. 16:50	110		Freundflug 19
3.12.	06:55	Gazalla	3.12. 08:15	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 7th, 1941 and December 16th, 1941 shows in Walter Stolz's flight log: up to the 7th 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 14th, 1941) and then Arco Philaenorum (1 - marked by its Italian Name, Arco de Fileni) and El Agheila (2).





Fl. Nr. des Fluges	Pilot	Begleiter	Waffentyp	Zustellung- Nr.	Zweck des Fluges	KSTUS Ort	Flug						Bemerkungen	
							Tag	Zeitpunkt	Ort	Tag	Zeitpunkt	Flug- dauer		Stör- verlust
235	Höring	Witz, Ruffing	MF10	SF+WK	Aufklärung	Gagala	5.12.	17:20	Martaba	5.12.	17:20	1:30		Feindflug 23.
236	Handel	Witz, Kempa	"	SF+WK	"	Martaba	7.12.	07:15	Gagala	7.12.	07:45	1:50		Feindflug 24.
237	Handel	"	"	"	"	Gagala	7.12.	16:15	Martaba	7.12.	17:45	1:30		Feindflug 25.
238	Wiese	Witz, Reichle	"	SF+WK	"	Martaba	11.12.	15:05	Martaba	11.12.	16:35	1:30		Feindflug 26.
239	Wiese	Witz, Vöhl	"	SF+WK	"	Martaba	12.12.	15:30	Martaba	12.12.	17:30	1:30		Feindflug 27.
240	Wiese	Witz, Vöhl	"	SF+WK	"	Martaba	14.12.	07:45	Martaba	14.12.	08:25	40		Feindflug 28.
241	Wiese	"	"	SF+WK	"	Martaba	14.12.	08:35	Martaba	14.12.	10:45	1:30		Feindflug 29.
242	Matz	Witz, Kopp	"	SF+WK	"	Martaba	26.12.	10:05	Martaba	27.12.	12:25	1:40		Feindflug 30.
243	Mohr	"	"	"	"	Martaba	26.12.	13:20	Martaba	27.12.	13:35	1:5		Bei der Landung von Hurricane angegriffen!
244	Witz	"	"	SF+WK	"	Uroa de Filani	2.1.42.	07:10	Uroa de Filani	2.1.42.	10:10	1:20		Feindflug 31.
245	Götz	"	"	SF+WK	"	Uroa de Filani	6.1.42.	08:40	Uroa de Filani	6.1.42.	11:20	1:40		Feindflug 32.
246	Körny	"	"	SF+WK	"	Uroa de Filani	13.1.42.	09:15	Uroa de Filani	13.1.42.	11:40	1:45		Feindflug 33.

Picking up on a previous entry of the flight log, December 9th, 1941 also marks the loss of Walter Stolz's first pilot, Günther Ursinus which he marked earlier².

+	Date	Location	Aircraft	Werknummer	Damage
	Dec. 9 th , 1941	Near Bir-el-Gobi (ca. 60 km. south of Tobruk)	Bf 110 E-3 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 6th, 1942 when they had to perform an emergency landing just near El Agheila airfield³:

+	Date	Location	Aircraft	Werknummer	Damage
	Jan. 6 th , 1942	Near El-Agheila Airfield	Bf 110 E-3 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				

² Dr. Uwe Kühnapfel, Karlsruhe

³ 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 27th, 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 16th, 1942 – 2.(H)/14 is back on the airfield of Martuba.

Fl. Nr. des Fluges	Führer	Begleiter	Waffen	Zielflughöhe	Zweck des Fluges		Flug				Bemerkungen
					Ort	Ziel	Zug	Zugzeit	Flug dauer	Höhe meter	
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	" Röhrl	"	SF+LK	Arco Ph.	Arco Ph.	23.1.42	1140	80	Feindflug	36
250	"	"	"	SF+LK	"	Agedabia	27.1.42	1140	160	Feindflug	36
251	"	"	"	"	"	Agedabia	27.1.42	1140	160	Feindflug	36
252	Röhrl	Stolz, Brock	"	SF+PK	"	Martuba	16.2.42	1220	90	Feindflug	37
253	Röhrl	Stolz, Mayer	"	SF+PK	"	Martuba	16.2.42	1020	163	Feindflug	38
254	Röhrl	Stolz, Röhrl	"	SF+PK	"	Martuba	24.2.42	1030	110	Feindflug	39
255	Röhrl	Stolz, Röhrl	"	SF+PK	"	Martuba	16.2.42	1135	140	Feindflug	40
256	Fischer	Stolz, Röhrl	"	SF+PK	"	Martuba	9.3.42	1130	130	Feindflug	41
257	Röhrl	Stolz, Haggel	"	SF+PK	"	Martuba	16.3.42	1130	25	Feindflug	42
258	Röhrl	Stolz, Haggel	"	SF+PK	"	Martuba	16.3.42	1120	120	Feindflug	43

Walter Stolz continues to fly armed reconnaissance out of Martuba until April 6th, 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 6th, 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 Flugzeug	Pilot	Begleiter	Walter	Zustellungs-Nr.	Zweck des Fluges	Ort	Flug				Bemerkungen		
							Tag	Zeitpunkt	Ort	Tag		Zeitpunkt	Flughöhe
259	Peter	Witz, Kofopff	Bf 110	57+24	Überfall	Martuba	22.7.42	16:50	Martuba	22.7.	19:15	135	Frontflug 44.
260	Korty	Witz, Kofopff	"	57+24	"	"	26.7.	16:00	Martuba	26.7.	11:45	165	Frontflug 45.
261	Prandl	Witz, Kofopff	"	57+24	"	"	2.8.42	10:45	Martuba	2.8.42	12:50	125	Frontflug 46.
262	Rösner	Witz	"	7552	Transportfl.	Martuba	6.8.42	04:30	Brindisi	6.8.42	16:30	240	Frontflug 47.
263	"	"	"	"	"	Brindisi	6.8.42	08:30	Brindisi	6.8.42	10:30	100	Frontflug 48.
264	Zur Differenzierung												
265	nach Wien durch												
266	" " " "												
267	Witz	Witz, Meyer	Messerschmitt Bf 110	311+KS	Überfallfl.	Castel Benito	2.6.42	15:50	Castel Benito	2.6.42	17:00	100	Frontflug 49.
268	"	"	"	"	"	Castel Benito	3.6.42	10:00	Martuba	3.6.42	13:00	110	Frontflug 50.
269	"	Riefmann	"	A	Überfallfl.	Tmimi	7.6.42	18:00	Tmimi	7.6.42	11:11	60	Frontflug 51.
270	"	Sprack	"	B	"	Tmimi	12.6.42	16:00	Tmimi	12.6.	04:10	60	Frontflug 52.

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 Flugzeug	Pilot	Begleiter	Walter	Zustellungs-Nr.	Zweck des Fluges	Ort	Flug				Bemerkungen		
							Tag	Zeitpunkt	Ort	Tag		Zeitpunkt	Flughöhe
271	Rief	Witz	"	7552	Transportfl.	Derna	16.6.42	08:50	Martuba	16.6.42	10:10	100	Frontflug 53.
272	Rief	"	"	"	"	Malesmas	16.6.	12:30	Brindisi	16.6.	16:45	255	
273	Rief	"	"	"	"	Brindisi	16.6.	18:00	Brindisi	16.6.	18:45	185	
274	Riefmann	Witz	"	7552	Überfallfl.	Brindisi	18.6.	07:45	Brindisi	18.6.	11:55	230	
275	Riefmann	"	"	7552	"	"	18.6.	14:15	"	18.6.	17:10	215	
276	"	"	"	7552	"	"	18.6.	20:05	"	18.6.	20:05	240	
277	"	"	"	7552	"	"	22.6.	14:05	"	22.6.	18:00	260	
278	Rief	"	"	7552	"	"	23.6.	14:30	Brindisi-Lipari	23.6.	16:13	103	
279	"	"	"	"	"	Brindisi-Lipari	25.6.	18:45	Brindisi	25.6.	11:25	165	
280	Riefmann	"	"	7552	"	"	26.6.	14:25	"	26.6.	17:00	195	
281	"	"	"	7552	"	"	27.6.	18:05	"	27.6.	2:30	225	
282	"	"	"	7552	"	"	28.6.	07:45	"	28.6.	11:10	245	

The transport mission that sees Walter Stolz leaving Africa again starts on June 16th, 1942 on the airfield of Derna – after a stop on the island of Crete, the airfield of Malesmas, 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	HC+V	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.	12:25	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												
Tag		Zeitpunkt		Ort		Tag		Zeitpunkt		Flughöhe		Bemerkungen
24.9.	15:00	Wesendorf	24.9.	15:00	70							
2.10.	11:00	"	2.10.	11:00	250							
3.10.	11:15	"	3.10.	11:15	175							
19.12.	12:00	Wesendorf	19.12.	12:00	180							
22.12.	12:00	Wesendorf	22.12.	12:00	180							
28.12.	14:00	Wesendorf	28.12.	14:00	165							
28.12.	15:00	Wesendorf	28.12.	15:00	195							
28.12.	16:25	Wesendorf	28.12.	16:25	135							
30.12.	10:30	Wesendorf	30.12.	10:30	180							
31.12.	12:25	Wesendorf	31.12.	12:25	170							
6.1.13.	11:00	Wesendorf	6.1.13.	11:00	130							
11.1.13.	15:00	Wesendorf	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 19th, 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: “Schiffsgelcit”, “Ju-Gelcit”, 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	Jahresangst. Nr.	Zweck des Stuges		Wohin		Datum				Bemerkungen
					Stufler	Stufler	Stufler	Stufler	Stufler	Stufler	Stufler	Stufler	
291	Wörkner	Stolz	Bf. 110	3U+8A	München	Trapani	11.7.43	11.7.43	12.7.43	14.7.43	17.7.43		66
296	Preker	"	"	3U+8A	München	Trapani	20.7.43	20.7.43	22.7.43	25.7.43	28.7.43		67/68
297	Praxis	"	"	DO+PI	München	München	12.7.43	16.7.43	18.7.43	18.7.43			
298	"	"	"	"	"	Vicenza	12.7.43	16.7.43	18.7.43	18.7.43			
299	"	"	"	"	"	Vicenza	12.7.43	12.7.43	13.7.43	14.7.43			
300	"	"	"	"	"	Rom	14.7.43	14.7.43	14.7.43	14.7.43			
301	"	"	"	"	"	Neapel	14.7.43	15.7.43	16.7.43	16.7.43			
302	"	"	"	"	"	Catania	15.7.43	15.7.43	16.7.43	16.7.43			
303	"	"	"	"	"	Trapani	15.7.43	15.7.43	16.7.43	16.7.43			
304	Trost	"	"	3U+8B	München	Trapani	5.7.43	10.7.43	13.7.43	13.7.43			
305	"	"	"	"	"	Neapel	21.7.43	21.7.43	21.7.43	21.7.43			
306	"	"	"	"	"	Neapel	22.7.43	22.7.43	22.7.43	22.7.43			

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	1.25	21.
308	"	"	"	"	"	Biscata		23.3	15:00	Trapani	23.3	16:15	1.15	22.
309	"	"	"	"	See- und Luft	Trapani		24.3	15:00	Trapani	24.3	15:15	2.70	23.
310	"	"	"	3118A	Für Güterfl.	Trapani		25.3	15:00	Biscata	25.3	16:15	1.25	24.
311	"	"	"	"	"	Biscata		25.3	10:05	Chimarra	25.3	11:05	2.05	25.
312	"	"	"	"	Abfertigung	Chimarra		25.3	13:15	Trapani	25.3	14:23	1.08	26.
313	Hoffmüller	"	"	3118A	Für Güterfl.	Trapani		31.3	14:25	Biscata	31.3	16:00	1.15	27.
314	"	"	"	"	"	Biscata		31.3	16:25	Trapani	31.3	17:55	1.30	28.
315	Zittler	"	"	3118A	Abfertigung	Trapani		6.4	17:15	El Djem	6.4	18:00	1.05	29.
316	"	"	"	"	Abfertigung	El Djem		7.4	18:00	El Djem	7.4	19:25	1.05	30.
317	"	"	"	"	Abfertigung	El Djem		7.4	11:00	Trapani	7.4	12:15	1.05	31.
318	"	"	"	"	Giganten-Geleit	Trapani		1.4	13:05	Tunis	1.4	14:25	1.20	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.

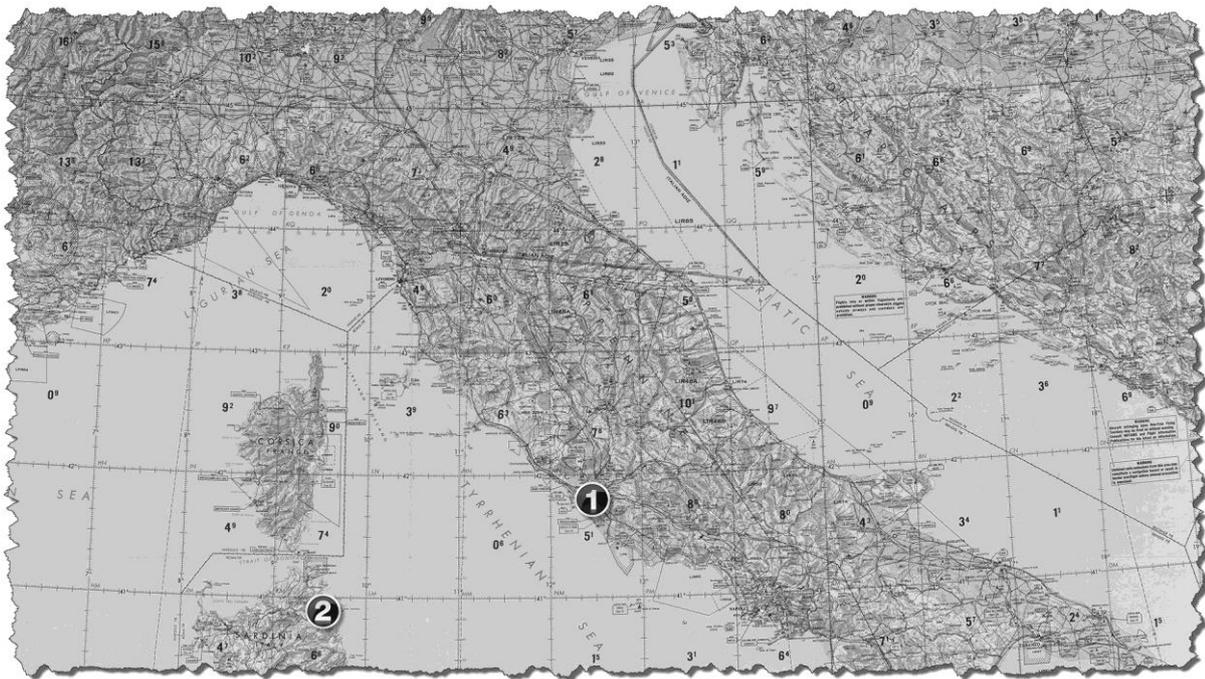
Flg. Nr. des Fluges	Führer	Begleiter	Mutter	Zustellungs-Nr.	Zweck des Fluges	Abflug		Flug				Bemerkungen		
						Ort	Zeit	Zug	Zugzeit	Ort	Zug		Zugzeit	Flughöhe
319	Zittler	Shaly	Bf. 10	3118A	Giganten-Geleit	Tunis		2.4	11:55	Trapani	2.4	12:15	1.20	32.
320	"	"	"	"	Für Güterfl.	Trapani		2.4	11:55	Tunis	2.4	12:15	1.35	33.
321	"	"	"	"	"	Tunis		4.4	11:55	Trapani	4.4	12:15	1.02	34.
322	"	"	"	"	Für Güterfl.	Trapani		10.4	10:15	Tunis	10.4	10:10	1.05	35.
323	"	"	"	"	"	Tunis		10.4	11:20	Trapani	10.4	12:15	1.05	36.
324	"	"	"	"	Transport	Trapani		11.4	11:20	Trapani	11.4	11:20	3.07	37.
325	"	"	"	"	Transport	Trapani		12.4	11:20	Trapani	12.4	11:20	2.40	38.
326	"	"	"	"	Transport	Trapani		13.4	11:20	Tunis	13.4	11:20	1.45	39.
327	"	"	"	"	Für Güterfl.	Tunis		13.4	11:20	Trapani	13.4	11:20	1.45	40.
328	"	"	"	"	Transport	Trapani		16.4	11:20	Trapani	16.4	11:20	1.45	41.
329	Pilch	"	"	"	Transport	Trapani		16.4	11:20	Trapani	16.4	11:20	1.30	42.
330	Zittler	"	"	"	Transport	Trapani		16.4	10:00	Trapani	16.4	11:10	1.30	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	10:20	Trapani	19.4	11:15	1.15	44.
332	"	"	"	"	"	Trapani		20.4	10:20	Trapani	20.4	10:20	1.15	45.
333	"	"	"	"	"	Trapani		22.4	10:20	Trapani	22.4	10:20	1.25	46. 1 Motor ausgefallen
334	"	"	"	"	"	Trapani		23.4	10:20	Trapani	23.4	11:20	1.20	47.
335	"	"	"	"	Transport	Trapani		25.4	10:20	Tunis	25.4	10:20	1.40	48.
336	"	"	"	"	"	Tunis		25.4	11:15	Trapani	25.4	12:15	0.55	49.
337	"	"	"	"	Transport	Trapani		25.4	11:15	Tunis	25.4	12:15	0.55	50.
338	"	"	"	"	"	Tunis		26.4	08:15	Trapani	26.4	08:15	0.50	51.
339	"	"	"	"	"	Trapani		26.4	08:15	Catania	26.4	08:15	0.45	52.
340	"	"	"	"	"	Catania		26.4	11:15	Trapani	26.4	11:15	0.30	53.
341	"	"	"	"	Transport	Trapani		28.4	11:00	Trapani	28.4	11:25	1.35	54.
342	"	"	"	"	Transport	Trapani		1.5	14:45	Tunis	1.5	15:40	1.55	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	Pilot	Co-pilot	Date	Destination	Remarks	Flight Data				Remarks
						Altitude	Speed	Time	Distance	
342	Stolz	Stolz	24.5.43	Trapani	17.00	17.00	0.50	14.00	100	
344	"	"	"	Trapani	17.00	17.00	0.50	14.00	100	
346	"	"	"	Trapani	17.00	17.00	0.50	14.00	100	Totalschaden! Mit Bruch n. d. Platz gelandet
348	"	"	"	Trapani	17.00	17.00	0.50	14.00	100	
349	"	"	"	Trapani	17.00	17.00	0.50	14.00	100	
350	"	"	"	Trapani	17.00	17.00	0.50	14.00	100	
351	"	"	"	Trapani	17.00	17.00	0.50	14.00	100	
352	"	"	"	Trapani	17.00	17.00	0.50	14.00	100	
353	"	"	"	Trapani	17.00	17.00	0.50	14.00	100	
354	"	"	"	Trapani	17.00	17.00	0.50	14.00	100	

From May 18th, 1943 to July 6th, 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	Zusatzangabe Nr.	Zweck des Fluges	Abflug Ort	Flug				Höhe	Bemerkungen	
							Zug	Zugzeit	Ort	Zug			Zugzeit
355	Zittler	Halz	Bf-MR	MR	geg. Gal.	Vona Fiorita	29.5	11:15	Rom-Gang	29.5	16:10	0.25	125
356	"	"	"	311+ER	geg. Gal.	Rom-C	31.5	11:20	Vona Fiorita	31.5	17:15	0.35	126
357	"	"	"	"	"	Vona Fiorita	31.5	11:00	Rom-C	31.5	17:15	0.25	126
358	"	"	"	XR	geg. Gal.	Rom-C	1.6	11:20	Vona Fiorita	1.6	17:05	0.35	126
359	"	"	"	XR	"	Vona Fiorita	1.6	11:00	Rom-C	1.6	17:00	0.30	126
360	"	"	"	MR	geg. Gal.	Rom	4.6	11:15	Vona Fiorita	4.6	17:00	0.30	126
361	"	"	"	MR	"	Vona Fiorita	4.6	11:05	Rom-C	4.6	17:00	0.35	126
362	"	"	"	311+ER	Alarmfl.	Rom	6.6	11:00	Rom	12:00	17:00	0.40	126
363	"	"	"	MR	geg. Gal.	Rom	6.6	11:00	Rom	11:00	17:00	0.25	126
364	"	"	"	MR	"	Rom	6.6	11:00	Rom	11:00	17:00	0.30	126
365	"	"	"	GR	"	Rom	11.6	11:00	Rom	11:00	17:00	0.10	126
366	"	"	"	SR	"	Rom	11.6	11:00	Vona Fiorita	11.6	17:00	0.35	126
							70.115				%		127.25 km.

Flg. Nr. des Fluges	Führer	Begleiter	Muster	Zusatzangabe Nr.	Zweck des Fluges	Abflug Ort	Flug				Höhe	Bemerkungen	
							Zug	Zugzeit	Ort	Zug			Zugzeit
367	Zittler	Halz	Bf-MR	311+SR	geg. Gal.	Vona Fiorita	11.6	11:05	Rom	11.6	17:00	0.25	127
368	"	"	"	GR	Alarmfl.	Rom	13.6	11:00	Rom	13.6	17:00	0.40	127
369	"	"	"	"	geg. Gal.	Rom	17.6	11:00	Vona Fiorita	17.6	17:00	0.35	127
370	"	"	"	XR	"	Vona Fiorita	17.6	11:00	Rom	17.6	17:00	0.45	127
371	"	"	"	GR	geg. Gal.	Rom	20.6	11:00	Vona Fiorita	20.6	17:00	0.40	127
372	"	"	"	BR	"	Vona Fiorita	21.6	11:00	Rom	21.6	17:00	0.25	127
373	"	"	"	ER	Alarmfl.	Rom	21.6	11:00	Rom	21.6	17:00	0.40	127
374	"	"	"	ER	geg. Gal.	Rom	21.6	11:00	Rom	21.6	17:00	0.30	127
375	"	"	"	BR	geg. Gal.	Rom	22.6	11:00	Vona Fiorita	22.6	17:00	0.30	127
376	"	"	"	GR	geg. Gal.	Vona Fiorita	22.6	11:00	Rom	22.6	17:00	0.25	127
377	"	"	"	GR	geg. Gal.	Rom	23.6	11:00	Vona Fiorita	23.6	17:00	0.30	127
378	"	"	"	GR	"	Vona Fiorita	24.6	11:00	Rom	24.6	17:00	0.30	127
							89.110				%		127.25 km.

Flg. Nr. des Fluges	Führer	Begleiter	Muster	Zusatzangabe Nr.	Zweck des Fluges	Abflug Ort	Flug				Höhe	Bemerkungen	
							Zug	Zugzeit	Ort	Zug			Zugzeit
379	Zittler	Halz	Bf-MR	311+MR	Alarmfl.	Rom	26.6	11:00	Rom	26.6	17:00	0.25	127
380	"	"	"	DR	Alarmfl.	"	26.6	11:00	Rom	26.6	17:00	0.40	127
381	"	"	"	BR	geg. Gal.	"	26.6	11:00	Villaoridia	26.6	17:00	0.25	127
382	"	"	"	"	"	Villaoridia	26.6	11:00	Vona Fiorita	26.6	17:00	0.45	127
383	"	"	"	"	"	Vona Fiorita	26.6	11:00	Rom	26.6	17:00	0.35	127
384	"	"	"	FR	Kampf	Rom	27.6	11:00	Rom	27.6	17:00	0.30	127
385	"	"	"	ER	Alarmfl.	Talerno	28.6	11:00	Talerno	28.6	17:00	0.30	127
386	"	"	"	"	Alarmfl.	Rom	28.6	11:00	Talerno	28.6	17:00	0.30	127
387	"	"	"	"	"	Talerno	28.6	11:00	Rom	28.6	17:00	0.35	127
388	"	"	"	ADR	Alarmfl.	Rom	30.6	11:00	Rom	30.6	17:00	0.55	127
389	"	"	"	MR	Alarmfl.	Rom	1.7	11:00	Vona Fiorita	1.7	17:00	0.40	127
390	"	"	"	MR	"	Vona Fiorita	2.7	11:00	Alghero	2.7	17:00	0.20	127
							103.390				%		127.25 km.



Fl. Nr. des Fluges	Pilot	Co-pilot	Staffel	Mission No.	Purpose of Flight	Destination	Flight					Remarks	
							Day	Time	Altitude	Time	Altitude		Time
391	Eitner	Stolz	Bf 110	3U+MR	Scrambling	Alghero	2.7.	1800	Alghero	2.7.	2000	109.32	
392	"	"	"	DR	Scrambling	Alghero	2.7.	0930	Alghero	2.7.	1800	2.30	
393	Grain	"	"	SR	Scrambling	Alghero	2.7.	1700	Rome	2.7.	1900	-	159
394	Eitner	"	Do 17Z	FD	Scrambling	Rome	4.7.	1200	Alghero	4.7.	1800	0.40	151
395	"	"	"	"	"	Alghero	4.7.	1705	Vona Florida	4.7.	1735	0.35	152
396	"	"	"	"	"	Vona Florida	4.7.	1830	Craupino	4.7.	1930	0.05	153
397	"	"	Bf 110	3U+SR	Sea Res.	Craupino	5.7.	0900	Vona Florida	5.7.	1125	2.35	154
398	"	"	"	"	"	Okfana	5.7.	1235	Vona Florida	5.7.	1255	0.25	155
399	"	"	"	"	"	Vona Florida	5.7.	1325	Craupino	5.7.	1445	0.25	156
400	"	"	"	BJ	Scrambling	Rome	6.7.	1215	Rome	6.7.	1820	0.05	157
401	"	"	"	3U+PR	Sea Res.	Quakenbrück	23.7.	1705	Quakenbrück	23.7.	1820	4.35	158
402	"	"	"	"	"	"	24.7.	1900	"	24.7.	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 6th, 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 Sea⁴. 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 th , 1943	North Sea, north of the Frisian Islands	Bf 110 G-2 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 th , 1943	North Sea, north of the Frisian Islands	Bf 110 G-2 3U+FS	5203	100%
	Crew	Comment			
Ltn. Schumann, Günther	KIA	Collided with second aircraft, crashed into the North Sea.			
Uffz. Götte, Bernhard	KIA				

⁴ Dr. Uwe Kühnapfel, Karlsruhe



Stf. Nr. des Flugels	Führer	Begleiter	Muster	Sollflughöhe	Zweck des Fluges	Höhe		Bemerkungen
						Ort	Zeit	
403	Z. H. 111	Stolz	Bf. 110	III./ZG	Abflug	Plantlünne		
404	Z. H. 111	"	"	"	"	"		
405	"	"	"	"	"	"		
406	"	"	"	"	"	"		
407	"	"	"	"	"	"		
408	"	"	"	"	"	"		
409	"	"	"	"	"	"		
410	"	"	"	"	"	"		
411	"	"	"	"	"	"		
412	"	"	"	"	"	"		
413	"	"	"	"	"	"		
414	"	"	"	"	"	"		

Tag		Uebung		Höhe	Höhe	Bemerkungen
Zug	Zugzeit	Ort	Zug			
31.1.41	1400	Plantlünne	31.1.	1625	124,37	
6.9.	1120	"	6.9.	1800	0,57	160
7.9.	1200	Plantlünne	7.9.	1920	0,28	162
13.9.	1100	"	13.9.	1925	0,25	162
22.9.	1010	"	22.9.	1210	0,20	164
27.9.	1310	Wunstorf	27.9.	1425	0,05	165
28.9.	1420	Bremen	28.9.	1415	0,49	166
28.9.	1320	Wunstorf	28.9.	1337	0,49	167
1.10.	1435	Wunstorf	1.10.	1605	0,18	168
9.10.	1400	Lede	9.10.	1400	0,25	169
9.10.	1205	Abflug	9.10.	1820	0,25	170
29.10.	1305	Langenhagen	29.10.	1525	124,33	171

On September 6th, 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 2nd, 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 8th USAAF is flown on October 4th, 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 8th, 1943, the story was a different one: the target of the 8th USAAF that afternoon was the city and port of Bremen. A total of 344 B-17 of the 1st and 3rd Bombardment Division attacked first, about an hour later, 55 B-24 of the 2nd 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 8th 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.



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	Ferihegy	Ferihegy	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	40	176	
420	"	"	Me 210	Z0144	"	"	4.4.	10:55	35	175	
421	"	"	Me 110	Z0162	"	"	4.4.	12:05	45	172	
422	"	"	"	CE1CX	"	"	4.4.	11:20	40	170	
423	"	"	"	Z0162	"	"	5.4.	10:55	40	170	
424	"	"	"	"	"	"	5.4.	11:05	40	170	
425	"	"	"	"	"	"	5.4.	11:25	57	172	
426	"	"	"	"	"	"	5.4.	13:00	70	173	
427	"	"	"	"	"	"	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	Z0162	Ferihegy	Ferihegy	6.4.	11:30	80	178	
429	"	"	"	"	"	"	6.4.	12:05	40	170	
430	"	"	"	"	"	"	12.4.	11:00	45	175	
431	"	"	"	"	Blarupfart	"	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	Z0154	Ferihegy	Ferihegy	4.5.	10:20	60	170	
435	"	"	"	"	"	"	9.5.	10:10	60	170	
436	"	"	"	DEAMP	"	"	14.5.	16:30	50	170	
437	"	"	"	BIFS4	"	"	16.5.	07:00	105	170	
438	"	"	"	"	"	"	16.5.	10:29	30	170	
439	"	"	"	Z0162	"	"	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	Abflug		Flug				Bemerkungen		
						Ort	Zeit	Zug	Zugzeit	Ort	Zug		Zugzeit	Höhe
440	Littner	Holz	FWS8	G270	FT-Flug	Feuchegg		23.5.	09 ¹⁵	Feuchegg	23.5.	10 ¹⁵	1130	
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	Ab. Feuchegg	"	"	25.5.	10 ⁴⁰	"	26.5.	11 ²⁰	40	117
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].

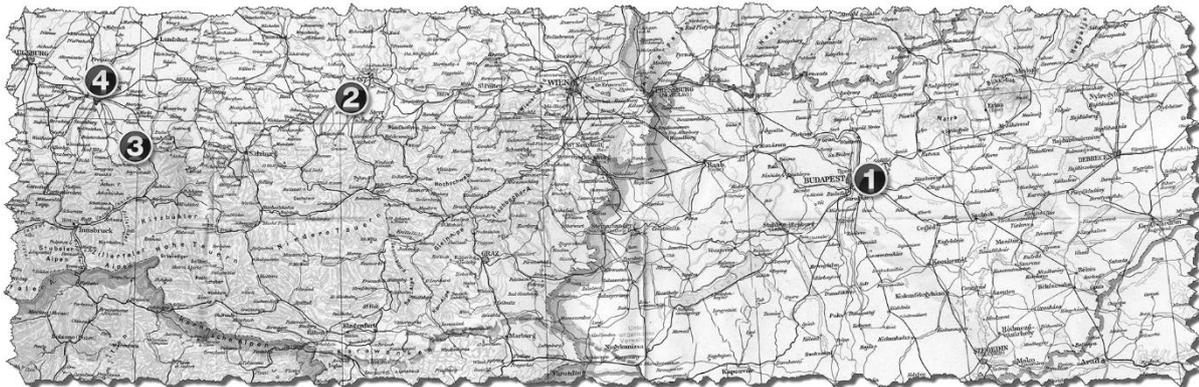
Opf. Nr. des Fluges	Führer	Begleiter	Mutter	Zustellungs-Nr.	Zweck des Fluges	Abflug		Flug				Bemerkungen		
						Ort	Zeit	Zug	Zugzeit	Ort	Zug		Zugzeit	Höhe
452	Beres	Holz	FWS8	G270	FT-Flug	Feuchegg		27.5.	10 ¹⁰	Feuchegg	27.5.	11 ¹⁵	75	
453	Littner	"	Bf 110	DJFGZ	Ab. Feuchegg	"	"	27.5.	13 ²⁰	"	27.5.	11 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	Blauflanz	"	"	2.6.	09 ²⁰	"	2.6.	10 ²⁰	80	
461	"	"	Me 210	Z0+14	Ab. Feuchegg	"	"	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	Abflug		Flug				Bemerkungen		
						Ort	Zeit	Zug	Zugzeit	Ort	Zug		Zugzeit	Höhe
464	Littner	Holz	Me 210	Z0+14	Ab. Feuchegg	"	"	3.6.	12 ²⁰	Feuchegg	3.6.	13 ⁰⁵	45	
465	"	"	"	"	"	"	"	3.6.	14 ¹⁵	"	3.6.	11 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	"	"	"	DD+KR	"	"	"	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	



Then, the last documented flights of Walter Stolz are coming up: one last Me 210 flight in [Z0+45], then a ferry flight of a Bf 110 to Budapest [KF+EY], Werknummer 4315 and finally three flights, a ferry mission with a Bf 110 marked [M8-3] from Budapest (1) via Wels (2) and Bad Aibling (3) to Schleißheim (4).



With this, the flight logs ends and the remaining career of Walter Stolz remains in the dark. His last flights are confirmed long after the war by his former commander in Budapest. In 1951, the District Court in Bad Kreuznach, Germany, certifies the signature that closes the flight log.

Fl. Nr. des Fluges	Pilot	Co-pilot	Aircraft	Registration No.	Purpose of Flight	Station		Remarks
						From	To	
476	Littien	Stolz	Me 210	Z045	Abflug Feiberg	Feiberg		
477	"	"	Bf 110	KF+EY	Überführung	Feiberg	Budapest	die Bedeutung der Leistungen d. Bf. 416-480 wird be- stätigt.
478	"	"	"	M8-3	"	Feiberg	Wels	
479	"	"	"	"	"	"	Bad Aibling	
480	"	"	"	"	"	"	Schleißheim	
481								
482								
483								
484								
485								
486								
487								
488								

Station		Passage		Time	Remarks
From	To	Exp.	Engage		
Feiberg	Budapest	11.6.44 09:20	11.6.44 10:25	55	
Budapest	Wels	28.6.44 16:10	28.6.44 17:10	60	
Wels	Bad Aibling	7.7.44 17:22	7.7.44 18:22	67	
Bad Aibling	Schleißheim	8.7.44 17:22	8.7.44 18:22	25	
Schleißheim	Feiberg	10.7.44 12:50	10.7.44 13:50	10	
				2838	
				47	58
				136	33
				784	31

The District Court in Bad Kreuznach, Germany, certifies the signature that closes the flight log.

Whatever happened to Walter Stolz after July 10th, 1944, is currently unknown. It is known that he has survived the war but if and where he has been posted after finishing his training in Hungary is open. Maybe someone reading these lines can shed further light on the events that came.



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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