

## HUNTERS IN THE SKY

Program Eight: "Struggle For Supremacy"

### FINAL SCRIPT

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| TEASER:   |  |
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| A. SADAMU KOMACHI-SOT-<br>VO-TAPE # 183J; 31<br>07:22:00-07:22:15 (V/O)<br>"The Americans may<br>have laughed at our<br>technology. They could<br>control their planes<br>from ships. (O/C) We<br>relied on human<br>eyesight, luck and<br>miracles." | 183J-15: (7:22:00) "The<br>Americans might have<br>laughed at our undeveloped<br>technology. (7:22:03)<br>[Although the Americans were<br>not using missiles,<br>( ) they<br>could control all the planes<br>from a ship and could instruct<br>the planes. (7:22:15) For us,<br>( ) [to escape<br>from the curtain of bullets,<br>( ) we relied<br>only on luck and miracles."<br>( )<br><br>Soundbite ends in mid-word. |
| B. NARRATOR: From 1940<br>through 1945, the<br>relentless quest for<br>excellence in aircraft<br>performance and<br>equipment is carried out<br>by both sides at an<br>astonishing pace.  |  |

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| C. HARRY BROADHURST-<br>SOT-VO-TAPE # 138B;<br>12,13 13:24:36-<br>13:24:52 (O/C) "When<br>they put the Rolls-Royce<br>engines into the (V/O)<br>P-51, it made it into an<br>unbeatable long-range<br>fighter." |   |
| D. ADOLF GALLAND-SOT-<br>VO-TAPE # 238G; 13,14<br>02:30:37-02:31:54 (O/C)<br>"If we had (V/O) 200 or<br>250 jet fighters, we<br>could have stopped the<br>American Daylight<br>raids."                         | 238G-13: ( ) "...<br>if we had 200 to 250 jet<br>fighters, we could have<br>stopped the daily raids by the<br>Americans." (2:31:54) |
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| <u>SERIES TITLE: HUNTERS IN THE<br/>SKY (:15)</u>  |   |
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| <u>EPISODE TITLE: "Struggle for<br/>Supremacy"</u>   |   |

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| ACT I "THE INVISIBLE WAR"   |  |
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| 1. NARRATOR: World War II...spectacular duels are fought in hostile skies. The Battle is for control of the air. Another war, an invisible war, is fought behind locked doors of top-secret rooms. Designers and technicians are in a frantic race to develop new equipment, to win the edge. Only 30-odd years since man first experienced flight, the fighter plane has become one of the deadliest weapons in the history of combat. It will soon be deadlier still. |  |
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| <p>2. NARRATOR: In the Pacific, reeling from the Japanese attack at Pearl Harbor, America quickly realizes that its fighters are no match for Japan's light, fast Zeros. The US faces a new kind of war...fought from moving aircraft carriers...it will require new techniques and new technologies.</p> |  |
| <p>3. NARRATOR: The only fighter available to the American pilots in the Pacific in any quantity is the "stubby" Grumman F-4-F Wildcat. Navy pilot Butch Voris flies a Wildcat from the U.S.S. Enterprise.</p>  |  |

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| <p>4. BUTCH VORIS-SOT-<br/>TAPE# 36A; 11,12<br/>09:11:39-09:12:12 (O/C)<br/>"It was a little mid-<br/>wing, looked like an<br/>elongated barrel, (V/O)<br/>and it had .50 caliber<br/>machine guns. It was<br/>built...almost like an<br/>"iron machine". I think<br/>that's why Grumman got<br/>the name "The<br/>Grumman Iron Works".<br/>They BUILT their<br/>machines. They Were<br/>rugged, tough, they<br/>could take the stress of<br/>carrier work, and they<br/>could take a REAL<br/>pounding or battle<br/>damage in the air and<br/>could still survive."</p> |  |
| <p>5. NARRATOR: The<br/>Wildcat can kill, but it is<br/>no aerobatic match for<br/>the lighter, tight-turning<br/>Japanese Zero.</p>  |  |

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| <p>6. IYOZO FUJITA-SOT-TAPE# 179J; 2<br/>03:02:00-03:02:28 (O/C)<br/>"The Zero was very easy to control...(V/O) it didn't accelerate well because of its small engine. But it WAS very maneuverable, AND it had 20mm cannons...this was an advantage. The Zero had weak points though. They had NO defensive armor, and when they were hit, they easily caught fire"</p> | <p>179J-2. (3:01:54) ["Well,] (_____) they were very easy to control. And they had 20mm cannons. (3:02:13) [Well, speed,] (_____) the Zero could not gain speed very fast, but because they were small, I could control them easily. This was an advantage. (3:02:30) However, the Zero also had weak points. Zero fighters did not have any defense function. No defense. When they were shot, they easily caught fire." (_____)</p> |
| <p>7. NARRATOR: For all its limitations, the Wildcat is a heavily armored, tough bird to down.</p>   |   |
| <p>8. JOE FOSS-SOT-TAPE# 44A; 7,8 02:05:59-02:06:35 (O/C) "Anyone that flies airplanes knows that the lighter one can maneuver faster than the heavier one. (V/O) Now, we had them beaten on firepower and armor and they had us beaten on speed and maneuverability</p>   |   |

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| 9. KEN WALSH-SOT-TAPE#<br>31A; 10 04:10:03-<br>04:10:12 (O/C) "If you<br>got tangled up with a<br>Zero...at slow<br>speeds...especially a<br>slow climb...they were<br>like a hummingbird.<br>They'd whip around,<br>and get on your tail, and<br>you'd buy their lunch. |  |
| 10. NARRATOR: Lt. Col.<br>Ken Walsh, is so taken<br>with the Zero's grace<br>that he nearly forgets<br>that it's the enemy.  |  |

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| 11.KEN WALSH-SOT-TAPE#<br>31A; 2,3 04:03:00:00<br>(O/C) "A Zero came right<br>down in front of me,<br>(V/O) and for a split<br>second I couldn't but<br>marvel at the beautiful<br>configuration. It was<br>the first time I ever saw<br>a Zero that close up.<br>..and (O/C) the color was<br>sort of a tan-gold color,<br>it was clean and<br>waxed...but this was a<br>kill...and, I lined up my<br>gunsight on him within<br>range and he went down<br>in flames." |  |
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| 12. NARRATOR: During an<br>attack in 1942 on Dutch<br>Harbor, Alaska, a Zero is<br>forced down intact.   |  |
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| <p>13.IYOZO FUJITA-SOT-178J;<br/> 11 02:18:52:00 (O/C)<br/> "The Americans caught one Zero fighter in Dutch Harbor. They brought it back and studied it.<br/> (V/O) I think then, the Americans realized that the armor was very weak. They often shot from the front. When we went behind them, they dove and kept some distance, then attacked from the front. We re-modeled the Zero, but we had no real defense against the American fighters and that was fatal."</p> | <p>178J-11 (2:18:48) "The Americans caught one Zero fighter in Dutch Harbor. They brought it back and studied it. (2:19:05) I think then the Americans realized that the Japanese defense was very weak. (2:19:12) They often shot from the front.<br/> (_____) [...]<br/> (2:19:50) When we went behind them, they dove and kept some distance, then attacked from the front.<br/> (_____) [...]<br/> (_____) We remodeled the Zero fighters, but (_____) [...]<br/> (_____) we had no defense. It was fatal that we did not have any defense."<br/> (2:20:53)</p> <p>Transition to voice-over is in mid-word.</p> |
| <p>14. NARRATOR: Hit and run is the American strategy...don't dogfight with the nimble Zero. Summer, 1942. A new American fighter is operational. The twin-engined supercharged Lockheed P-38 is the first US fighter to exceed 400 MPH in level flight.</p>   |   |

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| <p>15. IYOZO FUJITA-SOT-<br/>178J; 13 02:23:53-<br/>02:24:43 (O/C) "The<br/>American fighter that<br/>surprised me the most<br/>was the P-38. (V/O) It<br/>was too fast for us.<br/>When it attacked from<br/>above, I flew away. It<br/>kept turning, then it<br/>attacked again. I did<br/>not expect the P-38 to<br/>be able to move so fast."</p> | <p>178J-13: (2:23:53) ["I,<br/>personally,<br/>( ) the one<br/>that surprised me the most<br/>was when I went to the<br/>Philippines, I saw the P-38. I<br/>did not fight an air battle,<br/>because the plane was too<br/>fast. When it tried to shoot<br/>above me, I flew away.<br/>(2:24:21) [...]<br/>( ) Then it<br/>attacked again. (2:24:43) I<br/>did not expect the P-38 would<br/>be able to move so fast."<br/>( )]</p> |
| <p>16. NARRATOR: The P-38<br/>is joined by the Vought<br/>F4U Corsair, nicknamed<br/>"Hose Nose" by the<br/>Americans, "Whistling<br/>Death" by the Japanese.</p>   |   |
| <p>17. KEN WALSH-SOT-<br/>TAPE# 30A; 10,11<br/>03:11:59-03:13:10 (O/C)<br/>"With this fighter, with<br/>that engine, (V/O) we<br/>could break 400MPH in<br/>straight and level flight.<br/>Beginning February<br/>1943, we were deployed<br/>with the Corsair to take<br/>the offensive...this is<br/>where the tide turned."</p>                     |   |

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| <p>18.NARRATOR: Another deadly fighter, the F-6-F Hellcat joins the U.S. arsenal. Powerful, fast, long-ranged; a match for the agile Zero in a go-for-broke shootout.</p>  |  |
| <p>19. KAZUO TSUNODA-SOT-<br/>TAPE# 188J; 6<br/>12:11:29-12:11:50 (O/C)<br/>"The F-6-F Hellcats appeared in 1943.<br/>(V/O) I felt they were better than our Zeros. When we used to attack the older F4's, they flew away...they AVOIDED the Zeros, but the Hellcats were SO GOOD that even if they were at a disadvantage, they STILL attacked us."</p> | <p>188J-6. ( ) "... at the end of the 17th year or the beginning of the 18th year, F6Fs started to appear in air battles. (12:11:49) I felt that F6Fs were better than Zeros. (12:11:55) As for F4Fs, ( ) [...]<br/>( ) If we attacked with Zeros and tried a one against one attack, F4Fs flew away. (12:12:09) [...]<br/>( ) They avoided Zeros.<br/>( ) [...]<br/>(12:12:19) F6Fs, even when they were not in good attacking positions, F6Fs attacked us." (12:12:26)</p> |
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| <p>20. BUTCH VORIS-SOT-<br/>TAPE# 36A; 12<br/>09:12:24-09:12:47 (O/C)<br/>"The F-6-F Hellcat was a<br/>tremendous fighting<br/>machine. (V/O) It had 6<br/>.50 calibers. It was<br/>responsible, I believe<br/>the number was 75 or<br/>76 per cent of all<br/>aircraft shot down in the<br/>Pacific during World<br/>War II. So it was the<br/>mainstay of our fighter<br/>machine."</p> |  |
| <p>21.NARRATOR: U.S.<br/>factories turn out<br/>swarms of new planes.<br/>New pilots wait to fly<br/>them in combat. In<br/>contrast, continual<br/>bombing depletes<br/>Japan's capability in the<br/>air. Shortages of raw<br/>materials and fuel<br/>plague efforts to<br/>reinforce beleaguered<br/>island garrisons.</p>   |  |

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| <p>22. KUNIOSHI TANAKA-<br/>SOT-TAPE# 195J; 3<br/>00:38:12-00:38:34 (O/C)<br/>"During the battles in<br/>the south Pacific many<br/>skillful pilots died. (V/O)<br/>I think around that time<br/>Japan started becoming<br/>inferior to the enemy<br/>and the shortage of<br/>aircraft on the Japanese<br/>side accelerated the<br/>change in the tide."</p> | <p>195J-3: (_____) <br/>"During the South Pacific war,<br/>many skillful pilots died.<br/>(00:38:34) I think around<br/>that time, actually, Japan<br/>started becoming inferior.<br/>(00:39:51) [...] ([earlier tc]<br/>_____) And the<br/>shortage of aircraft on the<br/>Japanese side accelerated the<br/>change in the tide." (00:37:40)</p> |
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| 23. NARRATOR: Japanese<br>aces lead attack after<br>attack and they are the<br>first to die. Novice<br>pilots, rushed into battle<br>are no match for<br>American veterans.<br>Desperate, young pilots<br>channel frustrated<br>courage into suicidal<br>missions. An ancient<br>Japanese tradition is<br>reborn...The Kamikaze,<br>or, "Divine Wind" is the<br>phrase for the fighter<br>who trades death for a<br>flare of glory. The war<br>in the Pacific will go on,<br>but for Japan it is a<br>struggle without hope.<br>The US wins the war of<br>technology, as her<br>production overwhelms<br>Japanese resistance. |  |
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| END OF ACT I  |  |

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| <p>ACT II</p> <p>"HORSEPOWER...MERLINS AND BARONS TAKE TO THE AIR"</p>  |   |
| <p>1. NARRATOR: In Europe, the struggle for air supremacy begins in 1940 over Great Britain. German technology has perfected the sleek, powerful ME 109, a design proven in the skies over Spain, Poland and France.</p>  |   |
| <p>Fredrich Obleser, Luftwaffe, will score 127 kills in his ME 109.</p>   |   |
| <p>2. FREDRICH OBLESER-SOT-TAPE # 241G; 4<br/>05:05:51-05:05:06 (O/C)<br/>"For me as a fighter pilot, (V/O) the ME 109 was THE plane. I flew many versions of it, we used this plane a great deal, and those that did fly it considered it to be the best plane of its kind."</p> | <p>241G-4 (5:05:51) "For me as a fighter pilot, the fighter plane Me-109 was the plane that I experienced warfare in. I flew many versions of this. ( ) [...]<br/>( ) We used this plane a great deal of the time. And those that flew it considered it to be the best plane of its kind." (5:06:38:20)</p> |

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| 3. NARRATOR: Britain's Royal Air Force, vastly outnumbered, pins its slim hope on a fighter evolved from a racing seaplane and developed despite an obstinate bureaucracy ... The Vickers Supermarine Spitfire.  |  |
| 4. ROLAND BEAMONT-SOT-TAPE# 131B; 11<br>06:16:49-06:17:09<br>(V/O) "The Spitfire has a classically beautiful shape, (O/C) and everybody wanted to fly Spitfires in 1940. They looked marvelous. (V/O) The Spitfire was now ... a few miles an hour faster than a 109." |  |



5. NARRATOR: The RAF's other mainstay is the Hurricane. Tough, dependable and deadly. But it is the Spitfire that gives the Luftwaffe its worst headache, matching the performance of the 109. Though slightly faster, the Spitfire's Rolls-Royce Merlin engine is not fuel injected, like the Daimler-Benz-engined Me 109. This technical edge gives the Germans an early advantage in combat, where gravity forces, commonly known as "G" Forces, cut off the flow of fuel to a normally carbureted engine. For RAF pilots, that tiny edge is the difference between life and death.

6. HARRY BROADHURST-  
SOT-TAPE# 139B; 2,3  
14:02:25-14:04:05  
(V/O) "When we started  
the war, (O/C) if you got  
behind a 109, his best  
maneuver to get away  
from you was just to  
shove the stick forward  
and do that, whereas we  
had to roll over...we  
couldn't take negative  
"G" in our Rolls engines."

7. NARRATOR: The  
solution: a plate over  
the Merlin's carburetor  
to keep the fuel flow  
constant. America  
provides the RAF with  
100 octane aviation fuel.  
By comparison, the  
Germans must  
supplement their  
meager supplies with  
synthetic fuels that limit  
engine performance. In  
spite of this, German  
research again tips the  
balance. The Focke-  
Wulf 190 with a 1700  
horsepower engine built  
by BMW can out-  
perform the Spitfire.

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| 8. HARRY BROADHURST-<br>VO-SOT-TAPE# 139B 2,3<br>13:25:27-13:26:30<br>(V/O) "I remember<br>when I first ran into a<br>Focke-Wulf...(O/C) I was<br>jolly lucky to get<br>home..."   |  |
| 9. NARRATOR: Harry<br>Broadhurst reports his<br>encounter with the new<br>Luftwaffe fighter.<br>Eyebrows are<br>raised...command<br>doesn't believe his story<br>about a German fighter<br>that can out-perform<br>the Spitfire. |  |
| 10.HARRY BROADHURST-<br>SOT-TAPE# 139B 2,3<br>(V/O) "Fortunately, one<br>of the chaps flying a<br>Focke-Wulf landed in<br>England. (O/C) We'd got<br>a complete Focke-Wulf<br>and we were able to test<br>it."                   |  |

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| <p>11.NARRATOR: The Focke-Wulf challenge is met when Rolls-Royce introduces superchargers that make Merlin engines the equal of German technology. The Spitfire's combat ceiling is doubled from 15 to 29 thousand feet.</p>  |  |
| <p>12.NARRATOR: As America enters the airwar over Europe, US pilots are provided with the P-38, already proven in the Pacific and North Africa... It has the firepower and performance to take on the Luftwaffe, but it's range is limited. Early 1943 sees the arrival of the P-47 Thunderbolt, called the "Jug" by her pilots. Massive, powerful and well armed, this fighter can reach the frontiers of the Reich.</p> |  |

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| <p>13. NARRATOR: The Thunderbolts prove their worth. However, they still cannot provide bomber escort deep inside Germany. A long-range fighter must be found quickly. American designers produce the P-51 Mustang, powered by the British Merlin engine. It is an incredible fighting machine. Equipped with drop tanks, the P-51 has a remarkable duration in the air of 8 hours. In March, 1944, the first Mustangs appear over Berlin. Allied bombers now have the protection they need.</p> |  |
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| <p>14.WOLFGANG SPATE-SOT-<br/>TAPE # 232G; 3,4<br/>09:07:31-09:08:17 (O/C)<br/>"I had a lot of respect<br/>for the Mustang. (V/O)<br/>Its performance,<br/>armament and<br/>equipment was superior<br/>to ours. They had better<br/>sighting equipment;<br/>their sights could<br/>automatically<br/>compensate for our<br/>movements. "In high-<br/>speed dives, they'd fly<br/>through our formation,<br/>and still be able to pull-<br/>out at low altitude,<br/>thanks to their high<br/>performance engines;<br/>we really had to look<br/>out for those Mustangs.<br/>They had the best scores<br/>against us... if I<br/>remember correctly, one<br/>of the best American<br/>pilots scored 20 kills<br/>with the Mustang he<br/>flew."</p> | <p>232G-3 (9:07:31:00) "When I<br/>remember all of my many air<br/>battles and adventures, I'd<br/>have to say I had the most<br/>respect for the Mustang.<br/>(9:07:44:00). The Mustang's<br/>performance, armament, and<br/>equipment was superior to<br/>ours (9:07:52:23). They had<br/>better sighting equipment;<br/>their sights could<br/>automatically compensate for<br/>our movements.<br/>(_____) [...]<br/>(_____) In high<br/>speed dives, they'd fly<br/>through our formation and<br/>still be able to pull out at low<br/>altitude, thanks to their high-<br/>performance engines, and still<br/>be able to to attack our<br/>formation again from<br/>underneath. (9:08:24:13) So<br/>we really had to look out for<br/>those Mustangs, and the<br/>Mustangs also had the best<br/>scores against us, if I<br/>remember corectly.<br/>(9:08:37:02) One of the best<br/>American escorts, Yeager,<br/>scored twenty kills with the<br/>Mustang: (9:08:47)</p> |
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15.NARRATOR: It is the Mustang with its combination of firepower, speed and range that assures Allied domination of the skies over Europe. Mustangs alone will account for almost 5,000 combat kills. Technology and production breakthroughs unite...the Allies grow more powerful. The Luftwaffe learns that courage and skill are not enough to stem the massive Allied buildup. Germany will make one last attempt to win the battle of the blueprint. A revolutionary new fighter is on the drawing board. The ME-262...the first combat jet.

END OF ACT II

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ACT III THE SECRET WEAPON TOO  
LATE...GERMANY JINX'S HER JETS.

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1. NARRATOR: Long-range Mustang fighters and Allied bombers by the thousands rain destruction on Germany. The Luftwaffe is ordered to consolidate its remaining fighters to defend the Fatherland, but the raids cannot be stopped.

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2. MACKI STEINHOFF-SOT-TAPE # 239G; 13,14 03:28:18-03:29:10 (V/O) "We as pilots were experiencing great gloom... (O/C) we had only one thought...when will we get a better fighter so we can stop the bombers?"

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239G-13 (3:28:14:20) "We were experiencing great gloom. (\_\_\_\_\_) [...]  
(3:29:04) We, (\_\_\_\_\_) [however,] (\_\_\_\_\_) had only one thought: When will we get a better fighter so we can stop the bombers?" (\_\_\_\_\_)

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| <p>3. ADOLF GALLAND-SOT-<br/>TAPE # 238G; 12<br/>02:27:40-:02:27:53 (O/C)<br/>"The fact of the matter<br/>was that the only way to<br/>counteract the absolute<br/>superiority in sheer<br/>numbers that the Allies<br/>possessed was a<br/>technical superiority."</p>   | <p>238G-12: (2:27:40) "The fact of<br/>the matter was that the only<br/>way to counteract the<br/>absolute superiority in sheer<br/>numbers that the Allies<br/>possessed was a technical<br/>superiority."<br/>(_____)</p> |
| <p>4. NARRATOR: The<br/>Germans turn to a new<br/>technology...the jet<br/>fighter. Professor Willi<br/>Messerschmitt's top<br/>secret project, the ME<br/>262, a twin-engine<br/>turbojet fighter who's<br/>performance will eclipse<br/>anything in the sky.<br/>Incredibly, the brilliant<br/>design has been on the<br/>drawing board for four<br/>years before it is seen as<br/>urgent.</p> |   |

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| <p>5. ADOLF GALLAND-SOT-<br/>TAPE # 238G; 10<br/>02:33:16-02:34:39 (O/C)<br/>"By May, 1943 I was<br/>able to fly the first jet<br/>fighter. This was a<br/>prototype. (V/O) This<br/>was something<br/>completely new for me,<br/>and it was a really<br/>grandiose experience,<br/>This was the beginning<br/>of a completely new age,<br/>a new generation of<br/>aircraft, and a new<br/>technology."</p> | <p>238G-10: (_____) .<br/>"[Just the same,] by May '43, I<br/>was able to fly the first jet<br/>fighter. This was still a<br/>prototype. This was<br/>something completely new for<br/>me. (_____) [...]<br/>(_____) It was a<br/>really grandiose experience.<br/>(_____) [...]<br/>(2:24:39) This was the<br/>beginning of a completely new<br/>age, a new generation of<br/>aircraft, of fighters. And new<br/>technology." (2:24:59:00)</p> |
| <p>6. NARRATOR: The Me-<br/>262, the fastest plane<br/>yet flown by man, is<br/>presented to Adolph<br/>Hitler. Germany will<br/>have an unbeatable<br/>fighter, but Hitler issues<br/>an astonishing order.</p>   |   |

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| <p>7. ADOLF GALLAND-SOT-TAPE # 238G; 11,12<br/>02:25:24-02:26:16 (O/C)<br/>"I was present in 1944, before the invasion, when Hitler was shown the Messerschmitt 262 at Innsbruck in East Prussia. It was very impressive, (V/O) achieving about 510 MPH in level flight. Then, Hitler asked Messerschmitt, "Can this plane carry bombs??" He answered, "Yes mein Fuehrer, a 500lb bomb!!". "Good!!", Hitler said. "Then this is the Blitz bomber with which I will beat back the invasion!!". (O/C) Then a struggle began to try to use this aircraft as a fighter where it had enormous potential, instead of a bomber, for which it wasn't at all suited."</p> | <p>238G-11: (2:25:11:18) ["The introduction of the Messerschmitt-262 was negatively influenced by Hitler himself.]<br/>( ) I was present in 1944, before the invasion, when Hitler was shown the Messerschmitt 262 in Innsbruck, East Prussia.<br/>( ) [...]<br/>( ) It was very impressive, doing speeds of about 850 kilometers per hour. Hitler was surprised, and asked Messerschmitt, 'Is this plane capable of carrying bombs?' Messerschmitt answered, 'Yes, mein Fuehrer, yes, a 250 to 252 kilogram bomb.' 'Good,' said Hitler. 'Then this is the blitz bomber with which I will beat back the invasion.' (2:26:26) Then a struggle began to negate the use of this aircraft as a bomber, for which it wasn't at all suited."<br/>( )</p> |
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| <p>8. NARRATOR: Hitler's decision to limit the use of the new jet is one of the costliest in the history of war. The ME 262 fails as a bomber. In the last desperate months of The Third Reich, Hitler agrees to use the plane as a fighter. Galland is ordered to create an elite interceptor squadron. He turns to Johannes Steinhoff.</p>                                    |   |
| <p>9. MACKI STEINHOFF-SOT-TAPE # 239G; 13,14 13:29:11-13:29:35 (O/C) "Galland turned to me and asked: "Would you like to form a jet fighter squadron??? tomorrow morning then!!! (V/O) I went to Brandenburg and formed the squadron. We got the planes from Bavaria and assembled them and we began to fly them. This was flying in a new dimension...it was fabulous.!!!"</p> | <p>239G-13: (3:29:04) [...]<br/>(_____) "So Galland turned to me and he asked me, 'Would you like to form a jet fighter squadron? Tomorrow morning, then.' So I went to Brandenburg and I formed the squadron. We got the planes from Bavaria. They were assembled in Brandenburg and we began to fly them. This was flying in a completely new dimension. It was fabulous." (3:29:50:05)</p> |

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| <p>10. NARRATOR: Walter Krupinski is one of the aces chosen by Steinhoff to fly the jets in combat...</p>  |  |
| <p>11. WALTER KRUPINSKI-SOT-TAPE # 226G; 1<br/>03:02:30-03:03:25 (V/O)<br/>"Colonel Steinhoff stood on the wing and said to me "She flies just like any other bird except it takes forever until you're up to speed and you need just as long to lose speed when you want to land". That was all the instruction I had. I taxied over to the runway and took off. You had the feeling that the gods were shoving you skywards" !!!</p> | <p>226G-1: (3:02:30:18) ["My trainer--we didn't have a two-seater version, was General Steinhoff, at that time] (_____) Colonel Steinhoff, stood on the wing, (3:02:41:15) and said to me, (_____) [...] (3:02:49:02) [Otherwise] (_____) 'She flies just like any other bird, except it takes forever until you're up to speed, and you need just as long to lose speed when you want to land.' (3:03:05:24) So that was all the instruction I received, and then I taxied over to the runway and took off. (3:03:14:02) [...] (_____) You had the feeling the gods were shoving you skywards." (_____)</p> |
| <p>12. NARRATOR:<br/>Germany's first jet fighter squadron is airborne. Allied pilots are in for a shock.</p>   |  |

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| <p>13. ANDREW MACKENZIE-<br/>SOT-TAPE # 220M; 7<br/>02:13:31-02:14:34 (O/C)<br/>"This jet came down<br/>through our formation<br/>and that's the first jet<br/>I've ever seen in my<br/>life!"</p>  |   |
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| <p>14. WALTER KRUPINSKI-<br/>SOT-VO-TAPE # 226G; 2<br/>03:03:46-03:04:19 (O/C)<br/>"I flew right at them,<br/>and wanted to shoot, but<br/>our closure rate was too<br/>high. I flew right<br/>through the formation<br/>without firing!"</p> | <p>226G-2: (3:03:46) [...]<br/>( ) "I decided<br/>to engage them<br/>( ) [and saw<br/>them immediately]<br/>( ) and flew<br/>right at them, but my speed<br/>was too fast,<br/>( ) [I mean,<br/>our closing speed was too<br/>high. I wanted to shoot, but I<br/>was flying so fast that I never<br/>was able to shoot, and]<br/>( ) by the<br/>time I wanted to shoot, I'd<br/>already flown through the<br/>formation."<br/>( )</p> |
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| <p>15. ANDREW MACKENZIE-<br/>SOT-VO-TAPE # 220M; 7<br/>02:13:31-02:14:34 (O/C)<br/>"I saw this thing go by,<br/>(V/O) it just went<br/>dashing through the<br/>formation...it didn't even<br/>fire its guns!!! (O/C) We<br/>couldn't do any combat<br/>with them because they<br/>were here and gone!!!"</p>                          |  |
| <p>16. WOLFGANG SPATE-<br/>SOT-VO-TAPE # 232G; 6<br/>09:14:09-09:19:31 (O/C)<br/>"The high rate of closing<br/>speed was an advantage,<br/>but it was also a<br/>disadvantage (V/O)<br/>because you closed on<br/>the formation so quickly<br/>that you only had a<br/>couple of seconds in<br/>which you were able to<br/>fire."</p> | <p>232G-6 (9:14:09:02) ["So]<br/>( ) the high<br/>rate of closing speed was an<br/>advantage, but it was also<br/>disadvantageous because you<br/>closed on the formation so<br/>quickly that you had only a<br/>couple of seconds in which<br/>you were able to fire."<br/>(9:14:31:25)</p> |

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| <p>17. MACKI STEINHOFF-SOT-VO-TAPE # 239G;<br/>.16 03:33:28-03:34:30<br/>(O/C) "The plane was superbly armed. By the end of the war, we had twelve rockets on each wing. You had (V/O) to fly close to the bomber so that at 1000 meters you were sure that the twenty-four rockets would cover the entire length of the bomber. When the rockets were fired the bomber was destroyed!"</p> | <p>239G-16: (3:33:28) The plane was superbly armed. By the end of the war we had 12 rockets on each surface. So we had 24 rockets that could be released simultaneously at a bomber. So you had to fly closely to the bomber so that - a distance of a thousand meters--and make sure the 24 rockets covered the entire breadth of the bomber.<br/>( ) [You had to sight the plane in your sight] ( ) And then when the rockets were released, the bomber would be destroyed."<br/>( )</p> |
| <p>18. NARRATOR: Although jets begin to take their toll of Allied bombers, only about 20 or 30 of the 1400 jets produced are operational at any one time. Severe fuel shortages keep many of them grounded. Allied fighter pilots must hunt the nests of the new menace.</p>  |  |



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| <p>19. JAMES GOODSON-SOT-TAPE # 214A; 6<br/>01:10:17:22 (O/C) "When the jets and rocket planes turned up, (V/O) they went 500 or more miles an hour. We realized the only way we could catch them was on the ground."</p>  |  |
| <p>20. MACKI STEINHOFF-SOT-TAPE # 239G; 15<br/>03:31:41-03:32:34 (O/C)<br/>"From takeoff, it took the 262 almost five minutes to reach battle speed. (V/O) American fighters would keep a lookout over the airfields and take advantage of this vulnerable moment when they knew they could get us."</p> | <p>239G-15: (3:31:41:09) ["We were faced with this question, whether or not we should change our tactics completely.] (_____) When we started the plane, it took about 3, 4, 5 minutes to achieve battle speed. (_____) [At this point we were vulnerable.] (_____) American fighters would keep a lookout over the airfields and they would make use of this early phase when we were vulnerable to get us." (_____)]</p> |

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| <p>21. JAMES GOODSON-SOT-<br/>TAPE # 214A; 6<br/>01:10:17:22 (V/O) "We<br/>found an airfield with<br/>two jets on it and I went<br/>down to take them out.<br/>We were very worried<br/>because we thought<br/>they could produce<br/>these planes very fast,<br/>and (O/C) there was no<br/>way we escorting<br/>fighters could catch<br/>them."</p> |  |
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| <p>22. NARRATOR: The<br/>astonishing new<br/>technology, though a<br/>serious threat to the<br/>allies is a classic case of<br/>too little...too late. Even<br/>as German resistance<br/>collapses, General<br/>Galland's squadron<br/>fights to the end...</p>   |  |
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| <p>23. ADOLF GALLAND-VO-<br/>SOT-TAPE # 239G; 4,5<br/>03:08:58-03:10:04 (O/C)<br/>"These were selected<br/>pilots and they fought to<br/>the last day, until we<br/>destroyed our own<br/>planes, the<br/>Messerschmitt-<br/>262s...(V/O) we blew<br/>them up in front of the<br/>American tanks. We<br/>didn't do this to win the<br/>war or to gain better<br/>conditions for peace or<br/>negotiating positions, No,<br/>we fought because we<br/>DID have a superior<br/>weapon. Yes we were<br/>faced with greater<br/>numbers, (O/C) but we<br/>could still hold our own.<br/>We could not surrender<br/>before the German<br/>people while we still<br/>had these superior<br/>planes. This is the<br/>reason why this unit<br/>perished in flames."</p> | <p>239G-4: (3:08:52) [...]<br/>(_____) "These<br/>were selected pilots and they<br/>fought to the last day, until<br/>we threw our planes, the<br/>Messerschmitt-262s, we blew<br/>them up in front of the<br/>American tanks. We didn't do<br/>this to win the war or to gain<br/>better conditions for peace or<br/>negotiating positions. No, we<br/>fought because we did have a<br/>superior weapon. We were<br/>faced with greater numbers,<br/>but we could still hold our<br/>own. (3:09:59) And we could<br/>not capitulate before the<br/>German people, being in<br/>possession of those<br/>possibilities that we still had.<br/>This is the reason why this<br/>unit perished in flames."<br/>(_____)</p> |
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| 24.NARRATOR: Out of the<br>carnage of war a new<br>technology is given life.<br>Jet aviation takes flight<br>across a new horizon.<br>And other horizons wait<br>to be conquered. To fly<br>higher, faster, farther is<br>the goal. The prize, new<br>means to challenge the<br>limits of human<br>endeavor. |  |
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| END OF ACT III   |  |