

they were toppling the fuel tanks and performing the preflight inspection. About 0830, we were all set to start engines to complete the preflight. The left engine started, but would only come up to about 1000 RPM and quit. We had engine fuel pressure and could not pinpoint any problem from the cockpit indications. We secured the systems and climbed out. The crew uncowed the left engine, but could not see anything obvious. In reviewing the work performed on the engines, they determined that the only operation that had been performed on the engine fuel system was to disconnect a cable attached to the fuel injection pump. They removed the cover and found that the cotter pin installed in a clevis pin was too large and not properly trimmed, and as a result was binding in a close fit area. They installed a new cotter pin and very carefully trimmed it. Lt. Cook had the crew check the right engine also and they decided to replace that pin as well. They reinspected the engine compartment and recowed the engines.

Lt. Cook, Sgt. Connor, and I reentered the cockpit, set controls and again tried the left engine. It started promptly—the fault had been corrected. We started the right engine, brought the temperature up to normal, did a magneto and power check, and then ran electrical, hydraulic, control, navigational equipment, and finally communications checks. I got clearance and taxied to runway 36. I went through a takeoff check, setting flaps and trim, turned boost pumps on, checked all gauges, set and checked flight instruments, and then rechecked all items with Cook and Sgt. Connor verifying. We got takeoff clearance from the tower and took the runway, rechecked flight Instruments, applied power, and started takeoff roll with manifold pressure set to 2.9 atmospheres. At about the 4000 ft. marker the airspeed was over 200 kmph (120 mph), but the aircraft did not want to fly off. With about 800 ft. to go, I pushed the throttles a little past red line to three atmospheres, and finally had to pull the aircraft off and immediately retract the landing gear. There were date palms about 1000 ft. beyond the runway which I had to clear. The aircraft started to climb as the gear came up and we continued to accelerate to about 225 kmph. We were right at the top of the palm trees as we went over (we probably shredded palm leaves and picked some dates). It was too damned close I throttled back to 2.9 atmospheres after we passed the trees and at 500 ft. and 250 kmph (150 mph), I reached over to retract flaps only to discover that the wing flaps were already in the up position. I checked with Lt. Cook and Sgt. Connor, and we all agreed that the flaps were in the *starte* position before we took the runway for takeoff, and further that we had all rechecked it.

We climbed on up to 9500 ft. and started checking systems. The radio compasses were very sensitive and could tune stations over 100 miles distance and gave reasonably steady bearing readings. The command radio was loud and clear and switched frequencies easily. I feathered and unfeathered each propeller. Electrical output peaked to high output as feathering was initiated. All systems looked very good. The engines smoked a little during climb, but were clear at cruise power at altitude. I did a series of stalls. The aircraft gave good stall warning and exhibited no nasty characteristics. I decided that 270 kmph (158 mph) would be a good pattern and climb speed, 210 kmph (125 mph) on final, over the runway at 175 kmph (105 mph) and to touchdown at about 160 kmph (93 mph). I planned to add about 10 kmph in turbulence. I rechecked all these speeds down to 200 kmph and the JU 88 had good handling and response.

I then did a simulated engine out condition and could control the aircraft down to about 200 kmph (120 mph), but had difficulty

accelerating without giving up altitude. I could accelerate from 220 kmph (130 mph) with left or right engine. It would be difficult to continue takeoff at less than 220 kmph airspeed with a heavy weight. We were flying at over 25,000 pounds.

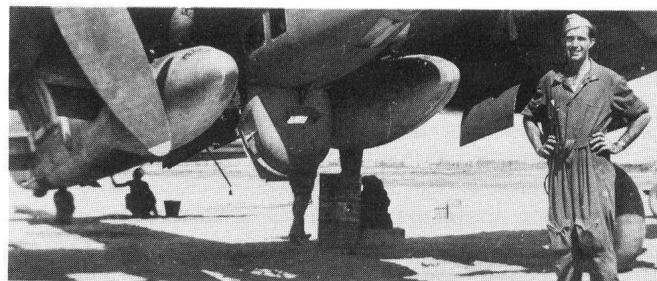
We had now burned enough fuel to check the fuel transfer system. It worked very well. With the exception of the flap problem the airplane checked out with no write-ups. We returned to Deversoir and landed about 1100. We proceeded to check out the naps. When I moved the handle from up to *starte* position and waited, the light would go out (flaps retracting) in a little over a minute. They stayed put for several minutes in the full down landing position. When I moved them from landing position to takeoff position, they held position for over five minutes. We rechecked several times and verified that the flaps would retract when setting from up to the takeoff position, but would stay put in the up or full down position and most importantly, they would stay put in the takeoff position if we moved to the takeoff position from the full down position. In other words, to set takeoff flaps, I had to move them from up to full down, then back up to the takeoff position.

We went in and parked the aircraft and shut down. Lt. Cook immediately checked over the flap and hydraulic system and could not find any leaks or other faults. We held a huddle with our crew and decided we could go with the flaps by using the up-down up-to-takeoff position procedure. Post flight inspection disclosed no fluid leaks or other problems.

It was 1130. We met with Col. Johnson and Maj. Nelson and reviewed our status. Lt. Cook and I both felt we had done all we could to get the JU 88 and ourselves ready to go and they agreed. Col. Johnson handed me a sealed and an unsealed envelope. The sealed envelope was addressed to me, but marked with "Do not open until 10 October 1943." The other envelope contained our flight orders to fly JU 88D-1 serial number 43-0650 to Wright Field, Dayton, Ohio, and deliver it to Colonel "Olie" Hayward, Chief of the Air Technical Intelligence Center. The flight order also had a restriction that precluded our departing Africa prior to 10 October.

Lt. Cook instructed the crew to top the fuel tanks, check oil, coolant, and hydraulic fluid levels, and double check that all filler caps were in place and secure. We went to get a quick lunch and pick up our B-4 bags. Lt. Cook returned to the aircraft and loaded our bags and my flight kit. I went to base operations and filed a clearance for a direct flight to Khartoum in the Sudan.

I then called Col. Phillip Roll, the 26th ADG commander, to say goodbye once again and to thank him for the enthusiastic and superb support his people had given us. I also expressed the hope that we could do our part well and get the JU to Wright Field and make all the effort pay off. I returned to the aircraft, thanked all the support personnel directly, wished them well, and hoped I would see many of them in the future. The time had come to takeoff into the wild blue yonder and head for the good old USA.



Capt. Warner E Newby in front of the JU 88 (33-1)