



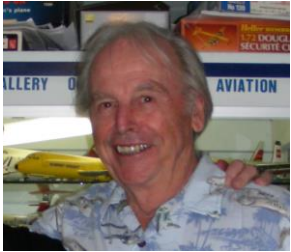
THE STYRENE SHEET TWO

VOL. 57A, No. 7B WWW.SVSM.ORG JULY 2023

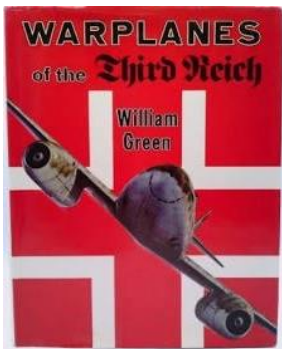
A Publication of the SVSM Chapter of International Plastic Modeler's Society, USA



Jim and I work Together, To Make his JU390V-2 article see light of Day



**Welcome
IN THIS ISSUE -**



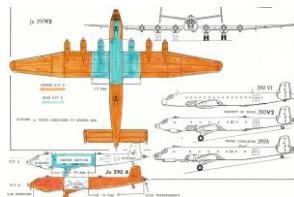
James Lund
1948 - 2023
1948 - 2023

Conversion topic:

BUILDING THE GIANT JUNKERS JU-390 V2 "AMERICA BOMBER"

In the early 1970's, Contrail released a rather crude 1:72 scale vacuum kit of the Junkers Ju 390A. I purchased the kit, but never built it because it was never a reality.

There are a lot of, both planned, and hypothetical "Luftwaffe '46" kits on the market, but I like to model aircraft that actually flew. The German plan to use trans-oceanic aircraft like the Junkers 390 six engine bomber failed because of internal strife within the industry and the Luftwaffe's everchanging demands.



Page 2.

The accompanying diagram illustrates how the 290 kits are cut up to make the single Ju 390 V2.

Photo "A" here

Parts from kit A and B marked for cutting

After installing the interior per kit directions, the 3 fuselage sections are bonded and low spots filled. (the crown containing the various turrets and vents is staggered help keep proper alignment)

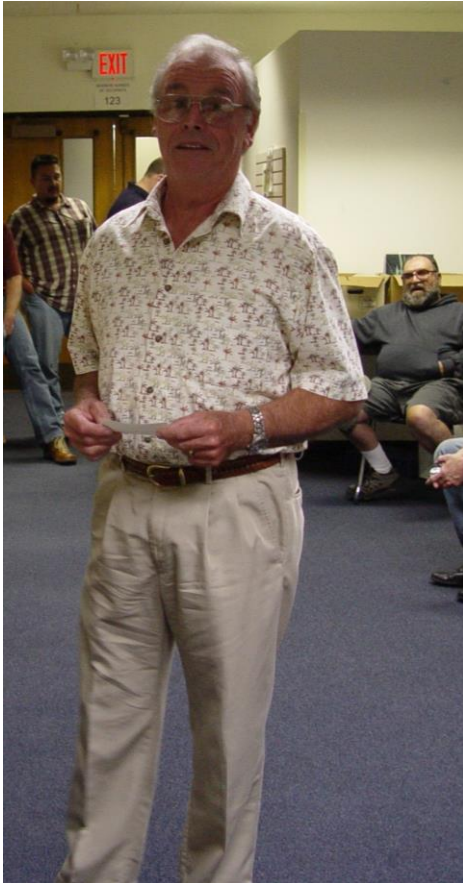
Photo "E" here.

The fuselage with tail assembly and inner wing section from kit A with the balsa spar. Also the outer wing assembly from kit B is shown.

Modeler & Historian Jim Lund Takes On Freeing His Original JU390 Conversion Article Once Sold to FSM, from the same FineScale Modeler. Follow Journey Across Time, Internet and Now A Definitive Final Note !

(Feature Article Begins on Page 3)

“ A MODEL GENT, A GENT WHO MODELS, A MODELLING SUPER HERO TO ME. THANKS FOR SHARING SO MUCH WITH US, Mr. JIM ”



These shots are from my SVSM club meet archives of the early 2000s, and already W.J. Lund's contributions to our community were huge, invaluable, amazing

These few I picked for here, all vac forms by the way, barely be giving clue to what Gentleman Warren J. (Jim) Lund could do.

I salute you, Sir. Thank you for this last article and your lasting legacy, truly you have lived the Joy of Modelling amongst your other successes in life. I count myself lucky to know you - mb



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- 5) “ ORIGINAL PREFACE ” **JIM LUND's BEGINNING OF HIS JOURNEY TO BUILD JU-390, SOLVE FLIGHT MYSTERY**
- 6) Article Anew, NOW A MODEL WAY TO BETTER ILLUSTRATE FROM WHERE THE JU-390 began its design life THANKS to JIM
- 7) A NEW YORK BOMBER JU-390V2 in 1/72 SCALE created by BOLD KIT CONVERSION and dogged research by WJL (runs to 14)
- 15) “ COULD BE AMERICA BOMBERS ” in 1/72 SCALE, The REST Of The MODEL JU 390 BUILD STORY as intended (runs to 21)
- 22) FINAL THOUGHTS: WJL gives a splendid single page modeler biography revealing and cheerily motivating (1500 + 1/72 models!)
- 23) “A LEGACY of WILLIAM GREEN's FLIGHT PLAN PURPORT”: JIM LUND's JOURNEY & FINDINGS *Epilog by M Burton*
- 24) “ ADDENDA by WJL : A SERIES of “VERDICTS” : JIM LUND's END Of His JU 390V2 JOURNEY & FINDINGS (runs to 30)

Creating The “New York Bomber” Ju-390V-2 in 1/72nd

Text & Photos: W.J. Lund Additional Text: Mick Burton

INTRODUCTION – PROLOGUE

A bit of history – Putting a cogent framework with selected correspondence between Jim and I via email regarding his article for me on this.

Late in November 2017 Presently, I’m preparing the article on the Junkers Ju 390V-2 for you. As you know, I’m waiting for Mark Hembree of Fine Scale Modeler to release the unpublished article of 2007. They have held it for 10 years, but can’t seem to let it go. It’s true that I signed the deal and was paid \$300.00 for the article. Therefore I must get Kalmbach Publishing Company’s OK. It is 20 pages of text and photos. It is quite an historical story, involving the renowned English historian, William Green, 1927 - 2010.

A new time line has been built: 1970 - William Green’s magnum opus, " The War Planes of the 3rd Reich was published." 2007 - Jim Lund’s article purchased by Kalmbach.

2013 - Credible sources decreed that the Ju 390V-2 was completed, but never flown. Too bad that Mr. Green had been dead for 3 years. My efforts had been built around Green’s story. I was careful to use the word “purported” about the flight of the Ju 390V-2, but the 2013 story claimed NO CORROBORATION for Green’s comments.

That statement makes my story a fictional account. And to think that I bothered to travel to the town of Mont de Marson, France just to check out the place.

I’ll keep you posted on any progress.

Jim

Very early December 2017 Subject: Conditional release by FSM for 20 page Ju-390V-2 article & photos.

Mick,

Conditions: Can’t be broadcast on the internet (i.e. SCALEMATES and their likes) Make mention of “Some material courtesy of Fine Scale Modeler” in your article.

We can thank Englishman William Green 1927 - 2010. His Magnum Opus, "War Planes of the Third Reich” published in 1970, planted the seed of the Ju-390V-2 ’s 1944 flight from France to New York and back. So much info has filtered down in the ensuing 37 years. 99% of which, cannot be corroborated. The internet has published pages of remarks and theories that boggle the minds of all of us clear thinkers. Are you ready to assemble all that I’m ready to transmit to you?

Jim

Same Day Reply JAMES !

Hello thanks and permit me to breathe a moment... This REALLY GREAT NEWS. Now I am about two days from being ready to do anything even to download them. SO SEND NOW OR CAN EASILY TAKE ON TUESDAY 12-12-17 and after. Totally cool news Jim !

Reply 3 days later December 2017 MICK B !

Take a deep breath... When things get resolved and you find that you would like to have some material to assemble in a way only you can do... send me a reminder, and I will send you my stuff - one piece at a time. This is not urgent. Move along at a leisurely rate.

Jim

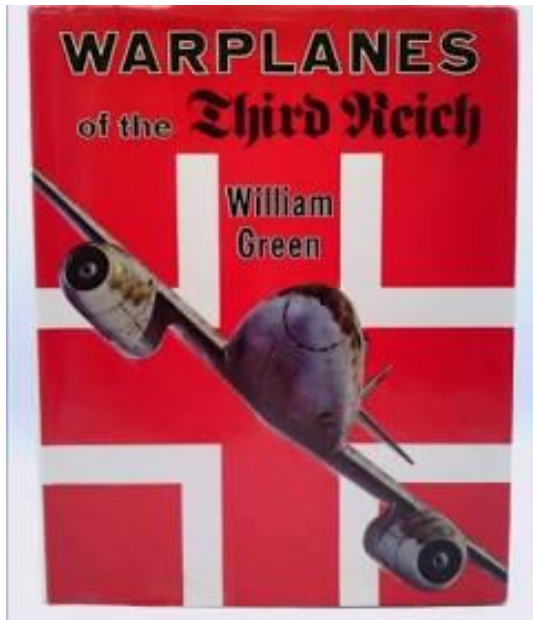
Reply to reminder, late February 2018 Subject: Re: Conditional release by FSM for 20 page Ju-390V-2 article & photos.

Mick,

The 390 story is being re-assembled, and at the moment I am occupied... I plan to focus on this article and get it over to you as soon as I finish it. Maybe as soon as next month.

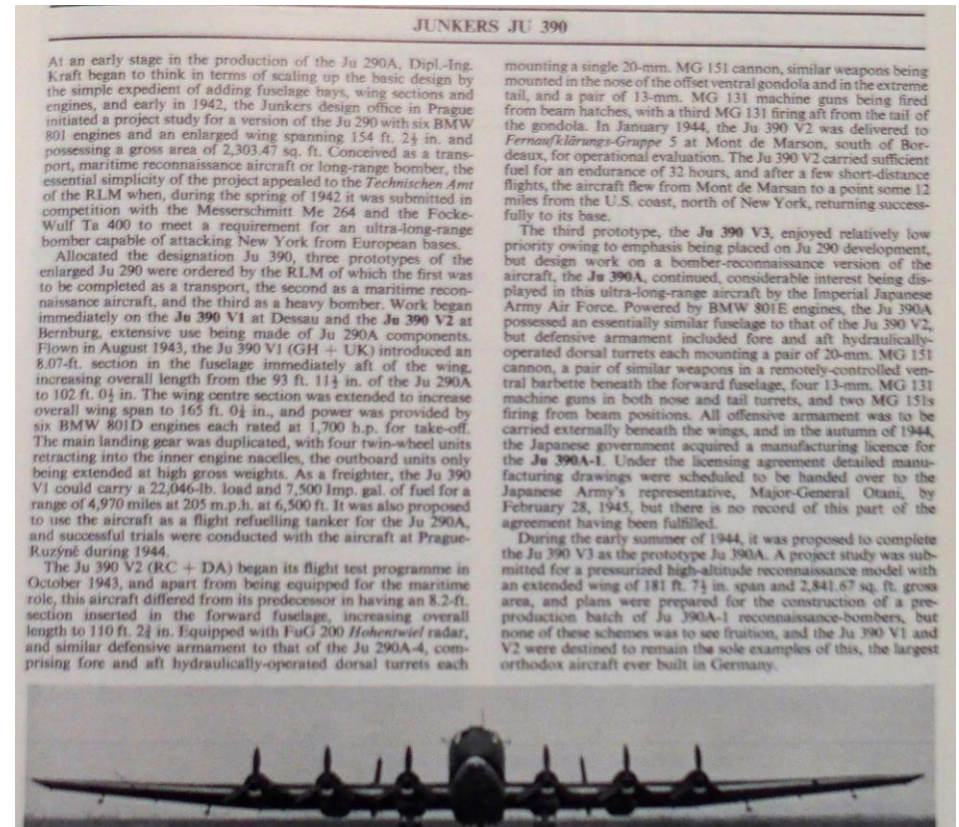
Jim

Reply to reminder, mid March 2018 Subject: Part one: William Green - in 1970 he became the English language fount on the Luftwaffe.



Note that the Iron Cross is featured, and not the swastika. This was because in Germany, it was forbidden to print. Most Europeans refrained to print it as well.

This book, published in 1970, planted the seed for this article. Little did I know, that it would take 43 years to prove that the Junkers Ju 390 V-2 never took flight.



So stand by, as I send you the original pages of the unpublished article.

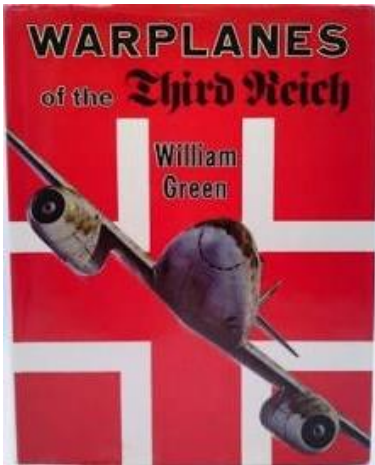
The “New York Bomber” Ju-390V-2 in 1/72nd

Text & Photos: W.J. Lund

ORIGINAL ARTICLE – PREFACE with updates

William Green’s book published in 1970. Back then, there was nothing on the Internet pertaining to the flights of the Ju 390. We only had William Green’s book. This book inspired Lund to create this model 35 years later.

Today I can find a lot of stuff about that purported flight to New York and back. As recent as 2013, I discovered a guy by the name of Mike Knowles had made a hypothetical Ju-390 V-2 using my exact technique. I’m sure that many more have been built that we do not know about.



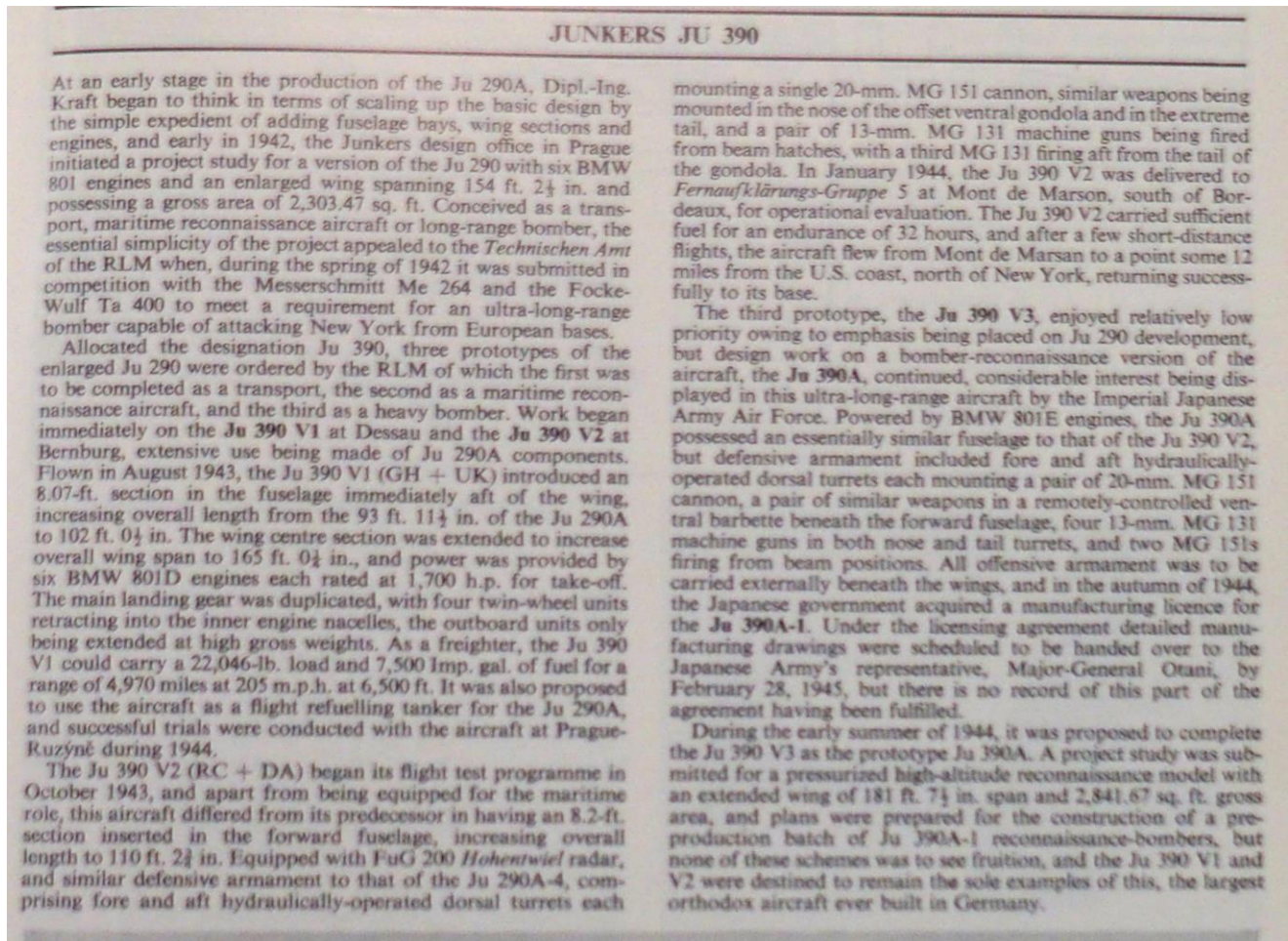
(on right, Jim’s launch, inspired by this page 519 within William Green’s seminal book)

Time has made all the difference over the years since I sold my article to Fine Scale Modeler in 2007 (11 years)

I see no need to repeat what is already well noted when you Google up Junkers Ju 390 V2.

Jim’s exact words here, right after this:

No more history – Let’s have some model talk.



(please note that some material in this article appears courtesy of “FineScale Modeler” magazine, a Kalmbach Publication. –ed.)

Modelling here from where it all began:

The Junkers Ju-90, which would lead to ultimately to the 390

Jim's Ju-90V-3 is a Franz Schaedler kit, better known in USA as AIRMODEL vac. Done in markings of Lufthansa, ca. 1938



The Ju-290 family of military transport and long range maritime recon directly sprang from that airliner.

Jim's Ju-290 is as it was boxed by Gordon Sutcliffe, a hybrid vac form kit with 290V-2 & A-0 features in it.

Next stop, the **Ju-390!**



Many thanks to Jim for his additional photos for this lead in illustration, especially for folks like myself. My basic knowledge of the Ju-290 is mostly being gleaned from the famous “**Alles Kaput**” nose art aircraft that was captured at end of War in Europe by Watson's Whizzers. *On with the show!*

A “New York Bomber” Ju-390V-2 in 1/72nd by a Kit Conversion

Text & Photos: W.J. Lund Additional Text: M Burton

NEW BASIS ORIGINAL ARTICLE for this publication – in part premised from a 2007 FSM submission by W.J. Lund

BUILDING THE GIGANTIC JUNKERS JU-390 V2 “ AMERICA BOMBER”

In the early 1970’s, Contrail released a rather crude 1:72 scale vacuform kit of the Junkers Ju 390A. I purchased the kit, but never built it because it was never a reality.

There are a lot of, both planned , and hypothetical “Luftwaffe ‘46” kits on the market, *but I like to model aircraft that actually flew*. The German plan to use transoceanic aircraft like the Junkers Ju 390 six engined bomber failed because of internal strife within the industry and the Luftwaffe’s everchanging demands.

In January of 1944, the Ju 390 V2 was **purported** to have flown from Mont de Marsan (south of Bordeaux, France) to a point some 12 miles from the U.S. coast just north of New York, returning successfully to its base.

The initial RLM plan called for a 390 V1 (GH+UK), a transport version, followed by a 390 V2 (RC+DA), a long range maritime reconnaissance/bomber version, and finally, a production version, the 390A. The V1, V2 were built and flown. The 390A was never produced due to the end of the hostilities.

At first glance, it would appear that Junkers just cobbled together the parts from 2 Ju 290’s. The engineering was much more complicated, and new wing spars, fuselage bracing were called for.

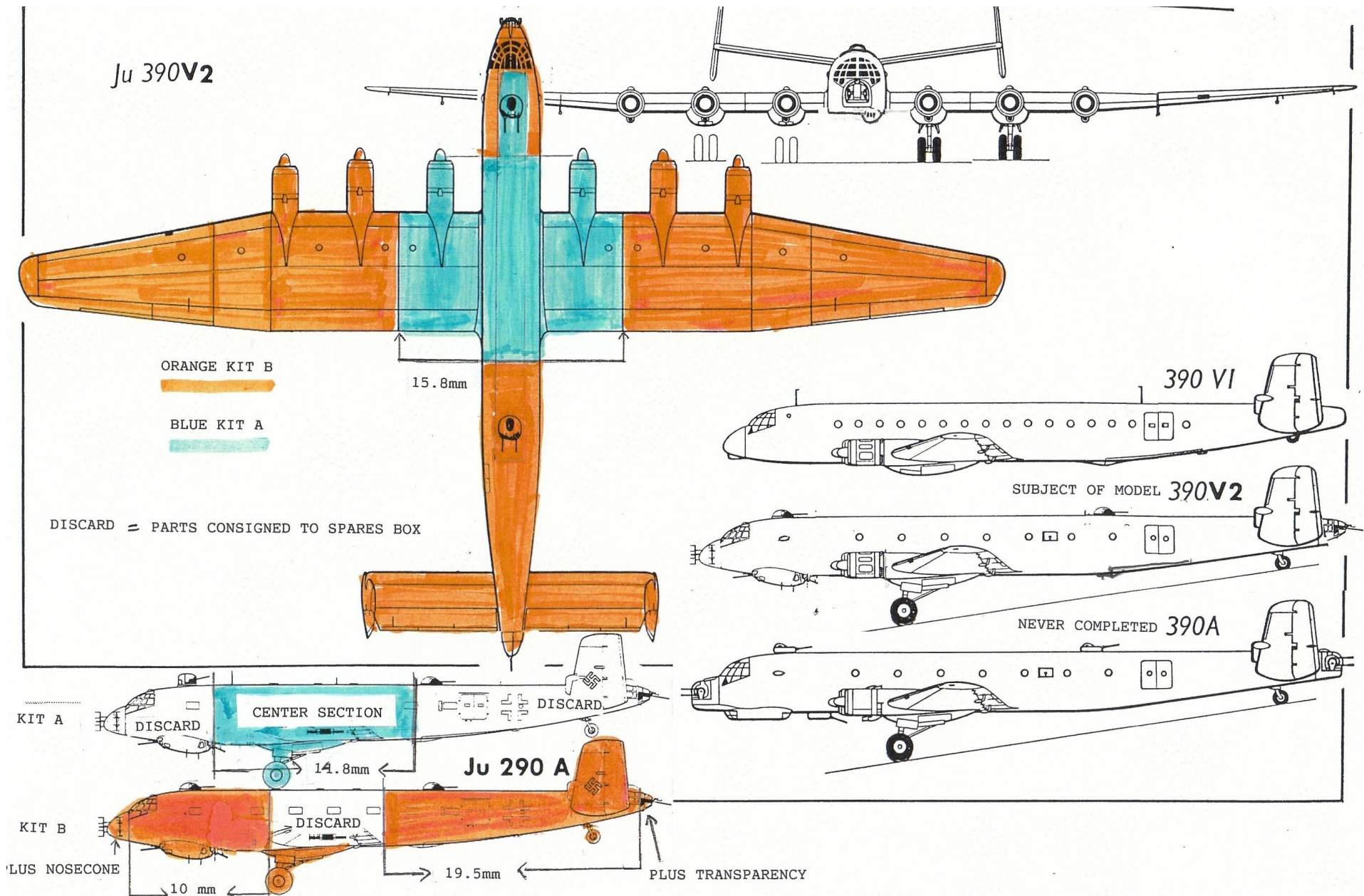
However for the modeller, it’s a piece of cake. Just buy a couple of Revell Ju-290A-5 kits. The Revell kit is very reasonably priced, plus you will fill your spares box with 2 extra BMW radials, propellers, lots of interior and antennae parts ! Did I also mention FuG 200 Hohentwiel radar and MG 131 and Mg 151 cannon?

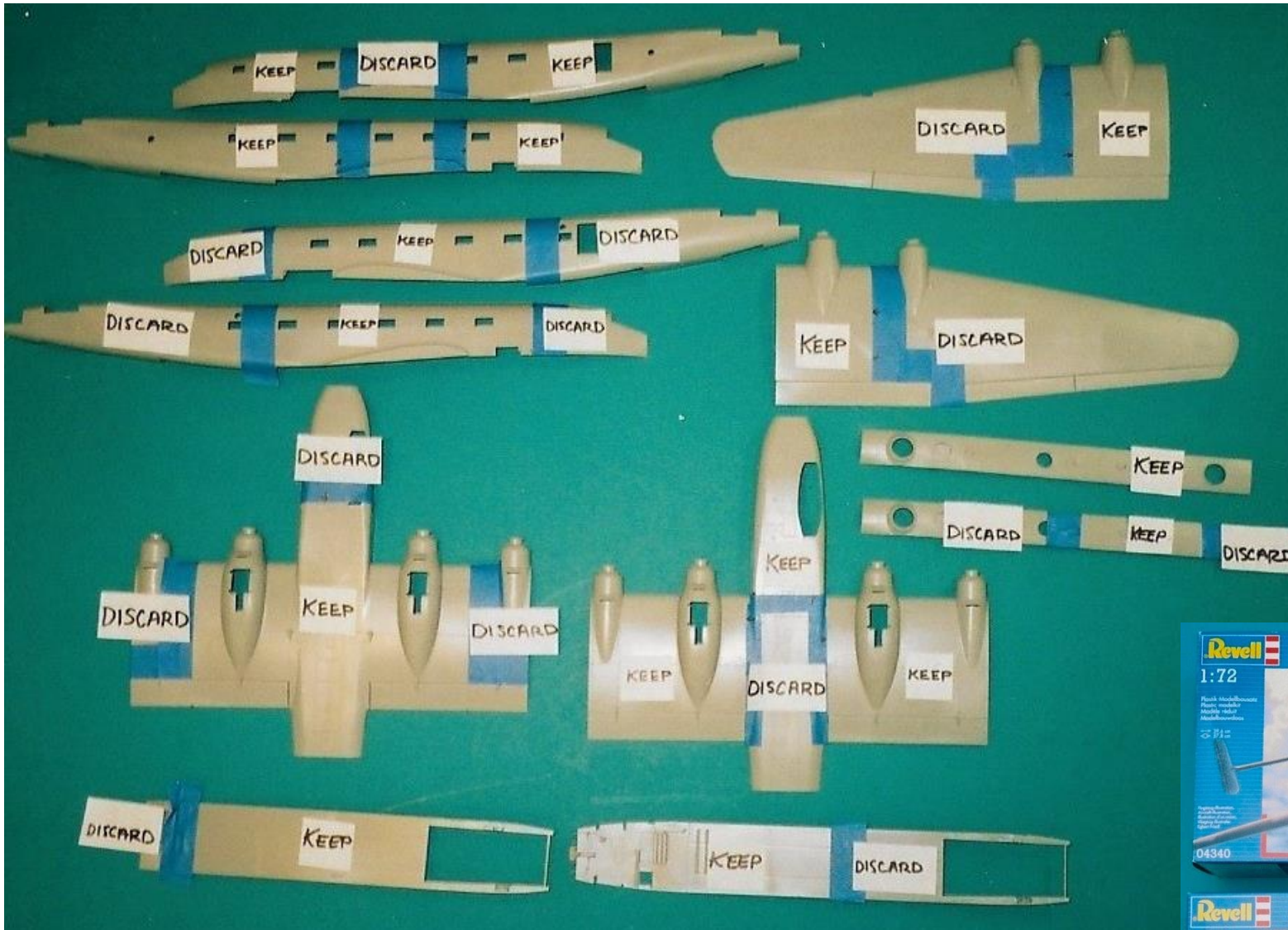
No engineering problems here. A simple 12 inch long balsa spar will support the longer wing, and a strip of .030 styrene mounted inside the fuselage sections will do the job. The only filling necessary is a little Milliput (epoxy putty) behind the wing on the fuselage. (of course, there will be some minor filling here and there, as you would do with a regular Ju-290 kit)

The size difference between the Ju 290 and 390 V2 are as follows:

Ju 290A-5	wingspan, 137 ft. 9.5 in.	length, 96 ft. 1.5 in.
Ju 390 V2	wingspan, 165 ft. 1 in.	length, 110 ft. 2.5 in.

The accompanying diagram illustrates how the 290 kits are cut up to make the single Ju 390 V2.





Parts from kit A and B marked for cutting.

(Next paragraph is as intended.

Illustrations are not provided for what are effectively captions, as soon will be explained.

Kept all included as is, in narrative continuity)

The soft injected plastic is cut easily with a #11 X-Acto blade. The trimmed parts of kits A and B ready for assembly. After installing the interior per kit directions, the 3 fuselage sections are bonded and low spots filled. (The crown containing the various turrets and vents is staggered to help keep proper alignment) (*all originally writ for photos "B, C, D" -ed*)



The fuselage with tail assembly and inner wing section from kit A with the balsa spar. (as a reference to below, this is photo "E")

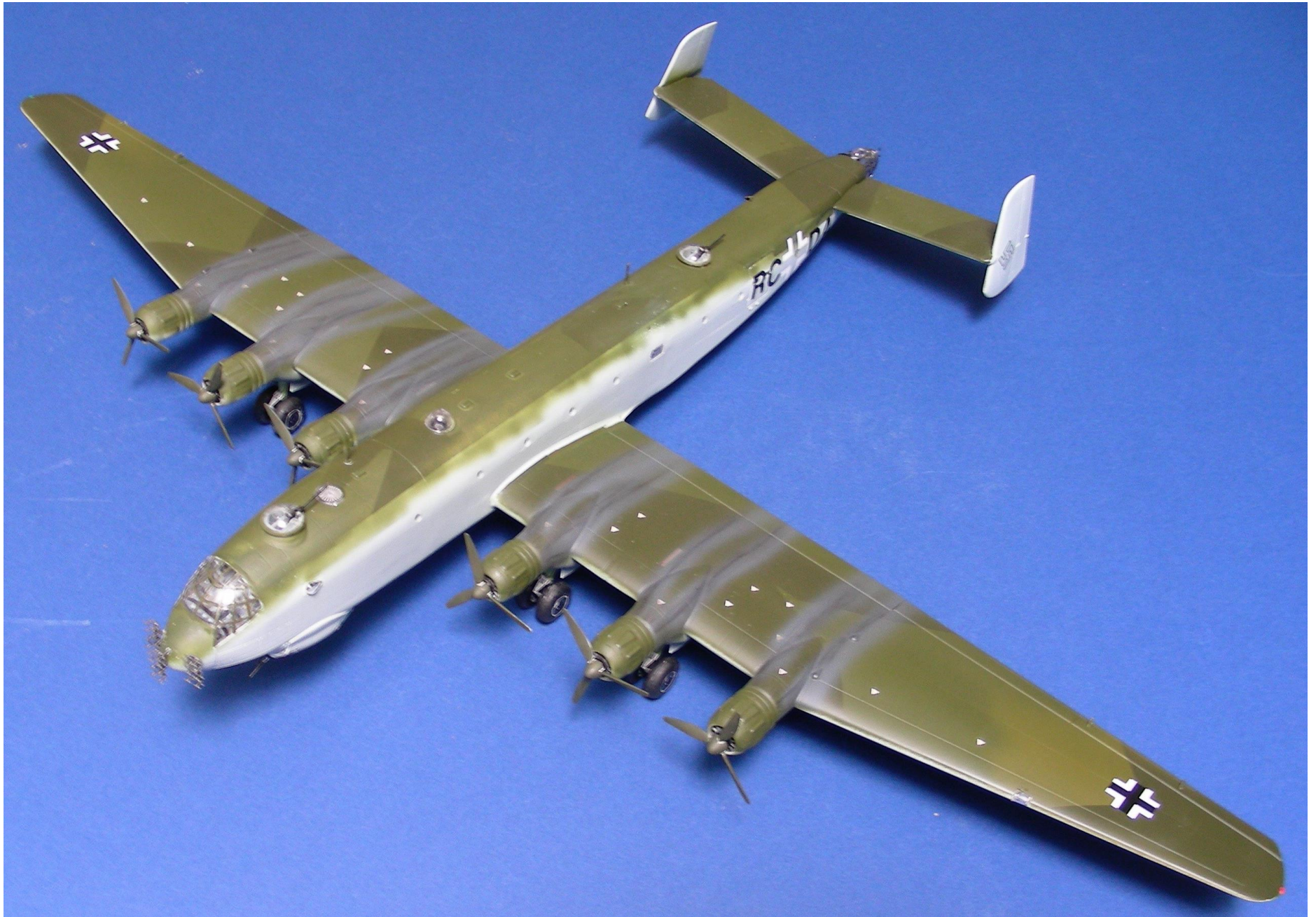


(Mick, page 2, photos "B" "C" and "D" were sent to FSM and all I have now are 35mm negatives. Basically, these pic's are only shots of my fingers working with a #11 exacto knife on the plastic molding. I don't think we have to go to all the trouble and expense of having a photo lab print them. This photo "E" is what is needed. As Confucius said: "One picture worth thousand words")



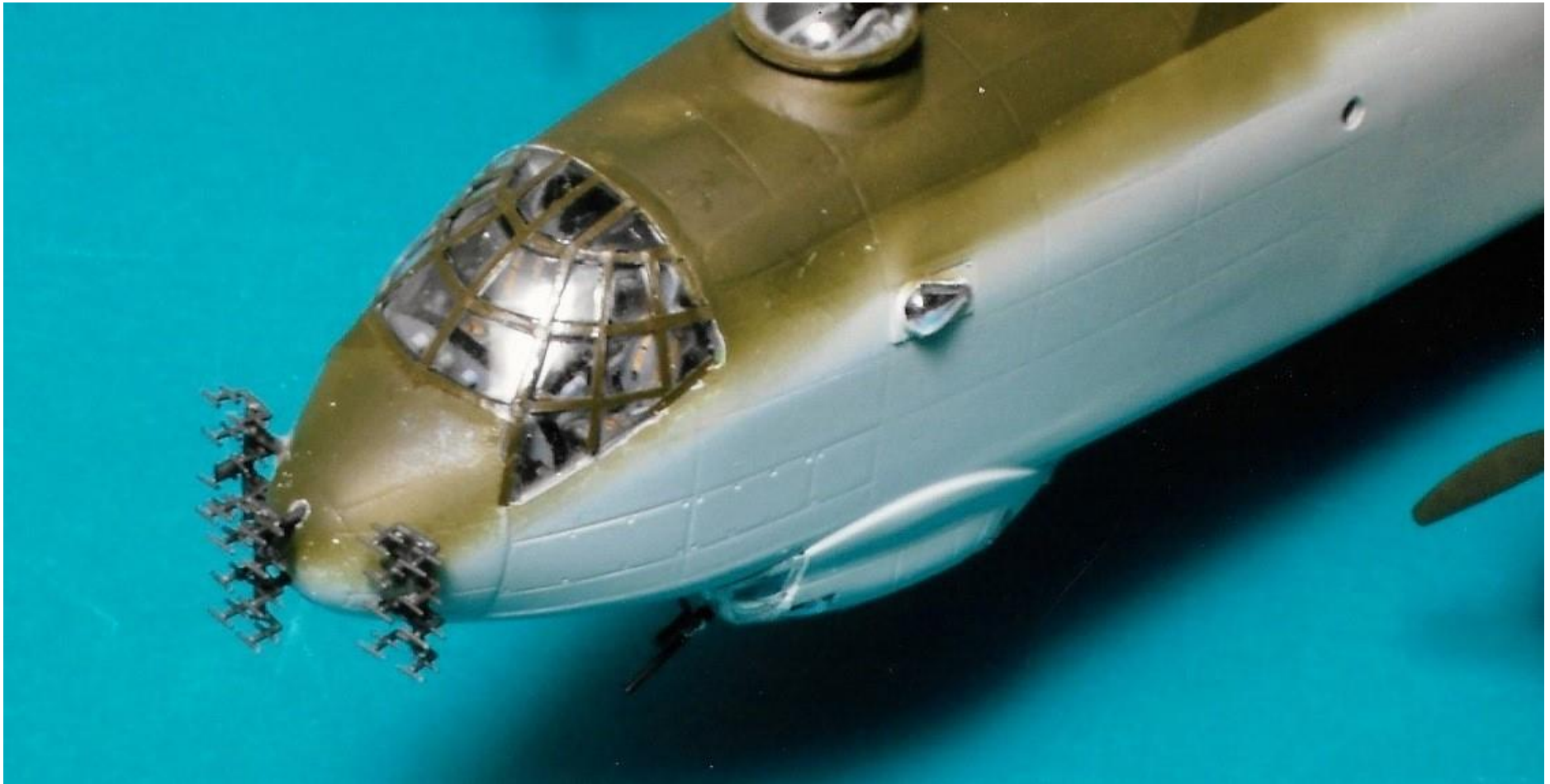
Top view of assembled airframe

(As you saw noted by Jim in his correspondence to me above, there were some photos he did not feel by this point in time, worth getting printed from negatives for use now. Three noted already "B, C, D" and now, "G" which showed bottom airframe. Happily enough, from here on out the photos for build article are complete. As well, supplement material that Jim would have liked to have seen used for his submission to FSM also survived for my use in recrafting. Great material. Yet as a long time reader of the magazine, feel though they paid for it all, was likely to have never been used -ed)



The completed model !





The close up of the Ju-390V-2 nose detail

There are no photographs to be found of the mysterious V2. Highly respected, well known and much published historians state that Ju 390 V2 was delivered to Fernaufklarungs-Gruppe 5 at Mont de Marsan in January of 1944. This led me to decorate my V2 in the colors of that unit. The Luftwaffe code given was RC+DA. Photos of the Ju 390 V1 show sooty exhaust stains on the wings, and I made sure to include them on the completed model. It also carried the same armament and radar as the Ju-290A-5.



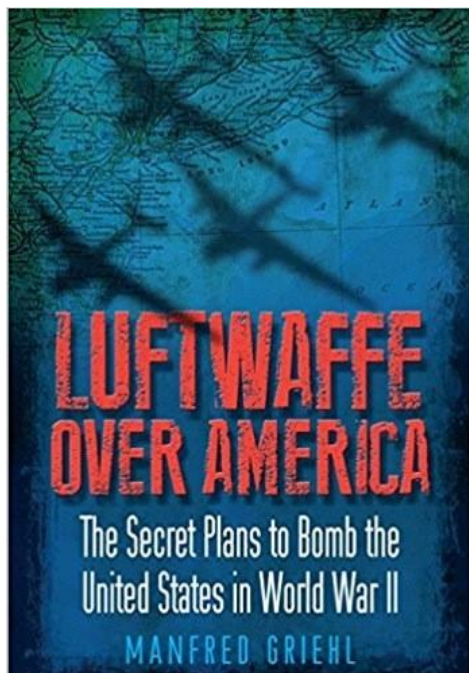
References:

Warplanes of the Third Reich, by William Green. Published by Doubleday and Company, New York ca. 1970

Junkers 290, 390, etc by Heinze J. Nowarra. Published by Schiffer ISBN 0-7643-0297-3 ca, 1983

Messerschmitt 264 AMERIKA BOMBER by Forsyth and Creek. Ian Allan Publishing ISBN (10) 1 903223652 ca. 2006

(**This concludes Mr W.J. Lund's conversion build of the Ju 390 V2.** What follows is the excellent article additions that Jim hoped that FSM would also publish, as he submitted it as part of his article in rough draft. I have most appreciated having all this to continue with , WJL! –ed)



Just a month ago (*at time of writing, ca 2007 –ed*) I got a copy of the 2006 issue of this book, at Barnes and Noble, Inc. Titled “Luftwaffe Over America”, by Manfred Griehl.

It contains copious dialogue between Luftwaffe Generals and the German Aircraft manufacturers.

It was very disappointing to me, as there was very little mention of the Ju 390 V2.

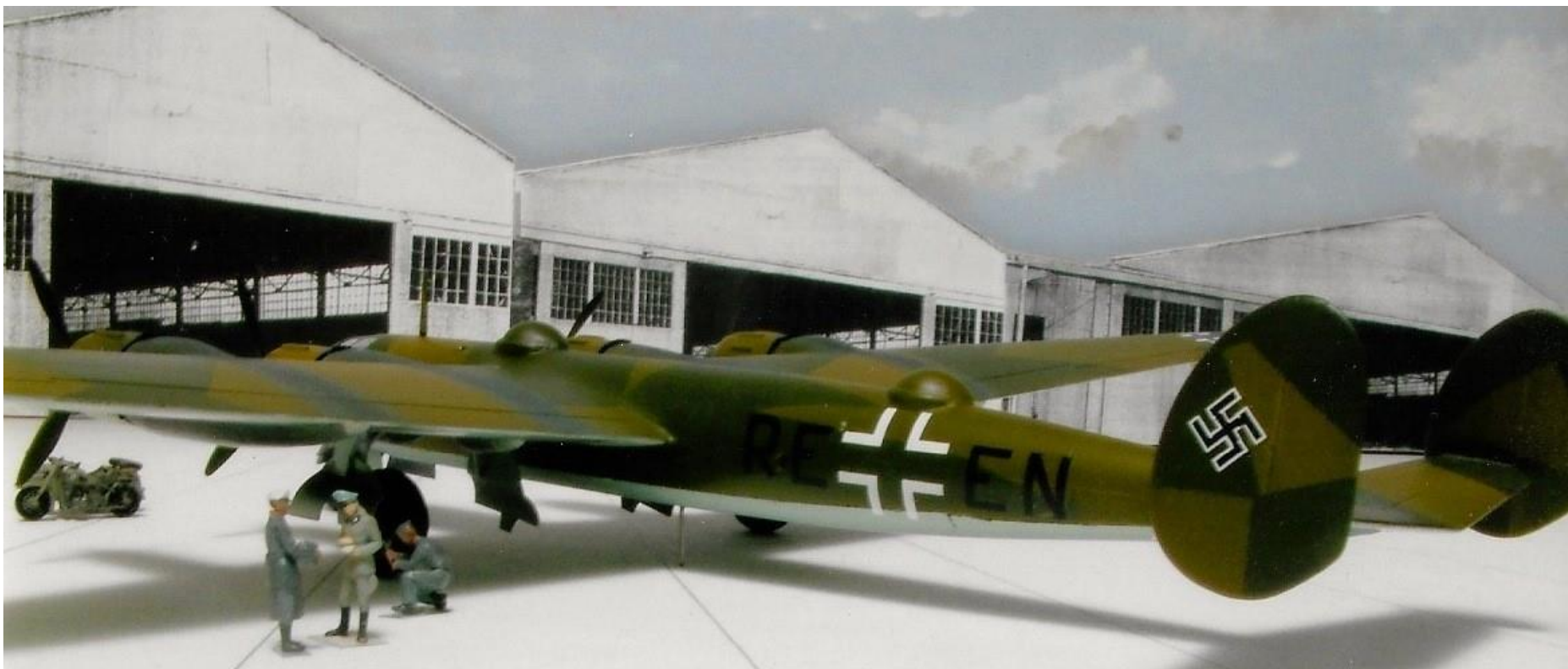
Page 203 has but one paragraph on the V2. And I find it disheartening. Quote: That a second Ju 390 prototype was completed seems a possibility but there is no proof available from the manufacturers documentation. The Ju 390 V2 is mentioned twice in the log of Oberleutnant Joachim Eisermann.

Subsequently this aircraft made a 50 minute flight from/to Rechlin on 9 February 1945 and made a second flight that same day to Larz.

A Gallery of Could Be America Bombers

Me-264





Messerschmitt was supposed to build 3 prototypes. The V1, V2 and V3. However, there was never time nor money. The V1 (RE+EN) was instead continually modified , so it evolved through the phases of the V2 and V3. The actual V2 was under construction, but never completed.

My model was made from a Special Hobby 1/72 kit. The kit had the Jumo 211 engines like the Ju 88. Strangely, however, the kit had the longer wings of proposed V2.

I had photos of the V1 with BMW radials and the long wings. I put the Jumos into my spares box and found 4 BMW radials, props in that same spares box. I scratch built the dummy turrets shown in my photos.

(on the right, Jim's Me 264 build without the BMW or Jumos)



(Jim noted in article draft to me, that Special Hobby did in fact later, release BMW radials version Me 264, of course after his conversion!)



Messerschmitt had plans to stretch the Me 264 to six engines to increase the load and range.

Heinkel
He 177V2
(basis for He 277)



He 277V2



Heinkel wanted to produce a trans-ocean bomber. This model of a He 277V2 is made from a Toad Resins 1/72 kit. Heinkel was stretching the old He 177 and had completed the next stretch with the He 274 that actually flew just before the war ended.

Blohm und Voss BV 222V4



The Luftwaffe considered a nuisance raid on New York with a Blohm und Voss BV 222. It was to be refueled at sea by a U-boat. Since it was so big and slow, it was sure to be shot down, so that idea was shelved.

Jim's model is an AIRMODEL 1/72 Vacuform kit from 1972.

CANT Z.511



(Jim's 1/72nd scale CANT Z.511 build is a one off vacform. The pattern is by Ray O'Neill and the raw vac product done by Mike Herrill/Execuform)

The Italians wanted to beat the Germans to the punch.

Here is a quote from Italian Civil and Military Aircraft 1930-1945, by Jonathan Thompson. Published by Aero Publishers, 1963:

“ An ambitious plan for raiding the New York Harbor was under study in 1943 by the Regia Marina, using “Porcellini” man-guided torpedoes already successfully employed against the British battleship Valiant at Alexandria. The two Z.511 seaplanes were to fly the Atlantic, taxiing in under the radar screen to a point from which the manned torpedoes could be launched. No provisions were made to retrieve the personnel after their attack. Before the project could be realized, the two Z.511 were destroyed at Lake Trasimeno by strafing Allied aircraft.”



FINAL THOUGHT

I go back a long ways. The 30's, 40's, 50's, 60's, 70's, 80's, 90's, 2000 and I just keep going. I' ve been building model airplanes, first with sticks I would find in the backyard. Then I discovered a hobby shop.

It was during the Great Economic Depression in the states, and I hadn't a penny. I could just look in the display window and drool. I could see that men had carved Spitfires, Messerschmitts, and KittyHawks (we called them P-40's) out of wood. So, whenever I had a spare moment, I'd carve out a plane. It was fun. There was a big war raging in Europe and there were pictures. Evil Stukas bombing and strafing refugees. Then in December 1941, my country entered the war. Then came civil defense teams and Air Raid Wardens.

Then in 1943 came the payoff. The Aeronautics Aircraft Spotters Handbook. This was the modeller's Rosetta Stone. Descriptions, specifications, and three view plans. I could carve the entire Luftwaffe, RAF, USAAF, Regia Aeronautica and a bunch of Japanese planes, too. My parents raised an honest boy, Lying, cheating, and stealing were not tolerated. Well, I had lied and cheated, but I had never stolen a thing. Here I was, in the Civil Defense Office, a ten year old boy...and here was this Handbook. No one was looking...I slipped it under my jacket and away I went.

That Handbook was the first and last thing I ever stole (I didn't get caught, but I've been on a guilt trip ever since)

The 50's came and so did plastic models (I know the English had FROG Penguin plastic kits, but we never heard of them) At first, I thought how stupid, no modelling here, just glue'em together. Then I got a hold of a Royal Air Force Flying Review and that changed my thinking. Each issue had a page or two on modelling, and I saw the English were having a jolly good time with plastic kits.

Later, the Brits came up with the IPMS, and things got serious. I never joined up, but the IPMS sent a lot of information down the pipe and I appreciated it. It makes sense because when a real keen model builder spends a year or more working on one model, no one is going to give it a thorough inspection like an IPMS Judging Team. It serves that purpose well. The IPMS has taught me that I am not a modeller per se, but an aviation historian who likes to build three dimensional 1:72 scale photographs of airplanes.

Over the years I have built up a collection of over twelve hundred examples. As a matter of fact the Ju 390 V2 is number 1522 on my list. That tells you I've got the makings for about 200 more 1:72 models stashed away someplace.

Building the Ju 390 V2 was pure fun. It gave me great pleasure to re-create in three dimensions , a piece of history long gone, It was relatively inexpensive and done in the comfort of my own home. **Enjoyment - that's what a hobby is supposed to be**

- WJL fini

EPILOGUE by Mick Burton

Here ahead, are Jim's original pages from his addenda to me. For further illustrating as he said in his correspondence, the final answer to his satisfaction as a clear thinker, to the veracity of William Green's 1970 putting forth that Ju 390 V2 had made this flight. As Jim relates, 37 years passed from Green's book first publish, means by which he was inspired to create his 3-D photo in model form and craft the story he would successfully submit for sale to FSM. 6 years from that time, he concludes that hope notwithstanding, with same sources providing satisfactory proof yes, potentially Ju 390 V2 could indeed as constructed, have flown from Mont de Marsan to within 12 miles of New York City and back, that in fact it did not. Jim himself even traveled to the place in France to see for himself, within that time. Again as he says, only to not ever find any such airfields there.



I have also added my own component to Jim's then updated time line. Thus wrap up last bit of this long journey. Due you may surmise, this light of day is 5 years since JL sent me raw materials to get this done, and now 6 years after his getting the release.

SO first; "newest time line" is now here built: (blue-Jim's words, red-Mick's new)

1970 - William Green's magnum opus, " The War Planes of the 3rd Reich" was published.

2007 - Jim Lund's article purchased by Kalmbach.

2013 - Credible sources decreed that the Ju 390V-2 was completed, but never flown. Too bad that Mr. Green had been dead for 3 years. My efforts had been built around Green's story. I was careful to use the word "purported" about the flight of the Ju 390V-2, but the 2013 story claimed NO CORROBORATION for Green's comments. That statement makes my story a fictional account

2017 October – Mick attends fabulous event in honor of JL exhibition at SF Airport, publishes an edition of TAMS (Oct 2017) shortly thereafter about it. Jim says he liked that, sends two " article catalysts he feels MB could make use of as time permits, on his HK-1 and SARO Princess builds

2017 November- Jim first introduces idea to Mick he'd like to get this Ju 390 article published, as he had wished for in first place back in 2007. He had determined FSM would never do so, so knew he would have to secure rights to it back

2018-Jim has secured all the necessary rights, gathered best he could the material he had originally used for 2007, along with more recent items to assist the final tale, now that Mick says he's ready.

2020-April, May issues of this (SST) finally make it to publication, Jim's generous offerings of the 1/72nd HK-1 Hughes and SARO Princess. Life intercedes, and for awhile, access to the seeds of this production are completely lost, Mid 2022, Burton regains the data from Microsoft dungeon

2023 June- Burton finally has found a way to re-imagine the disparate threads of this several year odyssey into a useful production, after again two more computer deaths help complicate life...

Jim Lund on the streets of Agen, France, hot on the trail of the epic flight. He could not locate the airfield at Mont de Marsan.

ADDENDUM

(or as Jim puts them, "the verdicts", subsequent research on the Internet by him, post build, post article sale, post death of William Green)

[Amazing wartime story of the Ju 390 and the Ju 290 >](#)

Ju-390 New York flight

The Evidence

A captured Photographic technician, Unteroffizier Wolf Baumgart, was interrogated by the US Ninth Air Force and his testimony was recorded by the A.P.W.I.U. Report 44/1945. In that report Baumgart is quoted claiming that a Ju-390 flew from Mont de Marsan, France, to within 12 miles of New York city. He further stated that photographs were taken of the city's skyline. The same A.P.I.W.U report also references corroboration by a more senior Luftwaffe officer, who added that the Ju-390 had an in-flight endurance of 32 hours.

On 11 November 1955 when Green was editor of the "RAF Review" he referred to two British Intelligence reports dated from August 1945 entitled "General Report on Aircraft Engines and Aircraft Equipment." This British Intelligence report drew from British and not US sources. It also drew from various wartime Enigma decrypts which in 1955 were classified. In fact because the British Government re-sold captured Enigma machines to many African nations, it had to keep Enigma classified well after the war because it continued to provide intelligence long into the Cold War era. Enigma was not declassified until 1996, so Green was unable to identify Enigma decrypts as a source for RAF intelligence reports. The reports however became the basis of Green's claims for a flight to New York in 1944

What is known of William Green, is after quoting from the British Intelligence reports an unidentified former German serviceman began a lengthy correspondence with Green which later formed a basis for many of Green's claims about the New York flight in his book.

Capacity of the Ju-390 to perform such a flight

The fuel consumption of the Ju-390's BMW801D/E engines are well known and documented. From that and knowledge of the aircraft's fuel load it can easily be deduced what the range would be for a range of power settings and altitudes. At 232 knots the Ju-390 could theoretically fly 7,400 nautical miles. The aircraft had a very low ground footprint with an ACN of 7.5 enabling it to fly from dirt airstrips at gross weight. Merseberg where one of the Ju-390 aircraft made it's first flight had a dirt airstrip of less than 1,000 feet. The Ju-290A-7 Alles Kaput first landed at Merseberg to surrender to Watson's Whizzers.

That such a flight could have taken place was quite logical. The Ju-390 was built entirely in response to a RLM request for an "Amerika" bomber capable of reaching New York and returning. In fact the Junkers Ju-290 had been developed from the Ju-90 in response to the EF-53 project in 1940 for a four engined airliner to reach New York from France.

The six engined EF-100 project was based upon the four engined EF-53 project. The EF-100 was a military project in response to an RLM request for a long range maritime patrol aircraft able to reach America and back. The EF-100 led directly to the Ju-390 design. That 1942 contest resulted in proposals for the Messerschmitt Me264; the troubled Heinkel He-177 and the unbuilt Focke Wulf Ta400. RLM eventually favoured the Ju-390.

Common Objections by Skeptics

Critics of the New York flight routinely make the same objections. One is that the Ju-390 lacked the fuel, or else had too high a fuel consumption to make a round trip. Fuel consumption is addressed on one of the other pages on this website. To recap however, about 53,000lb of fuel were required to provide take off power and then cruise at 12,000 feet for 32 hours endurance. This was sufficient to permit a return flight with a 10,000kg payload.

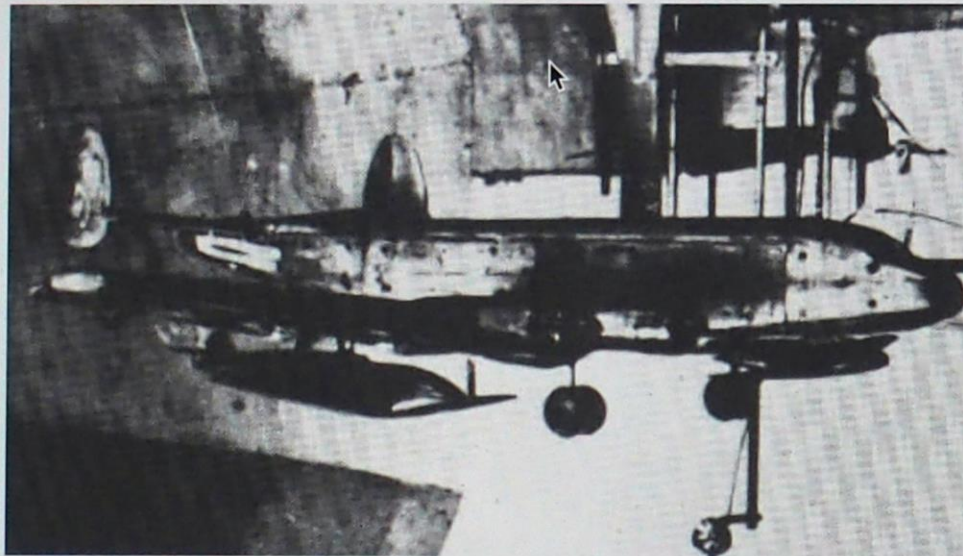
Verdict #1

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For its maiden flight in August 1943 the Ju-390 was limited to a 38,000kg Maximum Take Off Weight (MTOW). It subsequently emerged that the Junkers company simply set this as an arbitrary limit based on the earlier Ju-90 whose abilities were well known. As test flights expanded the aircraft's performance envelope, the Ju-390 V1's MTOW was first certified at 75,500kg and later in May 1944 after shedding 5,000kg of equipment was recertified at 80,500kg.

Another common criticism is that the Ju-390's wings were too weak. Two aspects explain this problem. Firstly following July 1944's Bomb plot against Hitler, RLM was taken over by the SS. The SS were less interested in the Ju-390 than had been the Luftwaffe. The SS were more interested in developing the winged A-4b with a boosted take off for a mission similar to the Sanger Bredt sub orbital bomber. The Ju-390 was considered redundant by the SS.



Author and co-author on various books about the Luftwaffe, in addition to being a research translator, Geoffrey Brooks kindly informed me in 2008 what the genesis of his claim was. The Ju-390 was capable of long range flight and the wings were strong enough for long range flights. For its proposed New York mission however it had been intended to carry three parasite Me-328 fighters. In September 1944 however, RLM announced that the Ju-390 wings were too weak for the Amerika Bomber mission. One photo survives of a Ju-90 model used for windtunnel testing of the parasite concept. Of interest the aircraft model pictured had tailfins peculiar to the Ju-390 V7 and V8 which helps identify the likely date when testing commenced.

Verdict #2

Authors Kessler & Ott claim the Ju 390 could not possibly have taken off at this maximum gross weight, but their argument does not gel with the facts. For its maiden flight the Ju 390 was limited to the maximum certified take off weight of the Ju-90 V6 from which it was converted. As with all aircraft which are up rated and re-certified trials are used to prove such things as stall speeds, never exceed speeds, minimum control speeds and various permissible weights. It proves nothing to claim that the maiden flight was limited to a known airframe.

A case in point is that the Boeing 737 has grown from a short range airliner barely capable of carrying a hundred passengers with the B737-100 series through various modifications to the B737-900 capable of flying 200 passengers twice the original distance. At each maiden flight of a new type the test was begun limited to the previous type's certified limits.

Boeing B-29 Bomber

The Ju-290 had approximately 20% more horsepower for its gross weight than the American B-29 and it had wings with approximately 80% more wing area, yet nobody questions the B-29's ability to perform similar range missions.



Convair B-36 bomber

If scaled up, the Ju-290 had more in common with the Convair B-36 Peacemaker. Depending on which variant the B-36 could take off in just 1500 metres at full load. Later B-36 models could manage take off in under 1400 metres. The point is not exactly which B-36 one compares the Ju-390 with. The point is that the B-36 proves size and weight themselves do not prevent a relatively short take off run. Wing loading and power to weight ratio determine take off roll. In that respect the Ju 390 was superior to the B-36.

Verdict #3

Verdict #4

(This one is probably hardest to read, follow and is longest of set. Also only one to my reading, that basically tries to make case that in fact, flight was made, while never explicitly saying so, walking centerline sketchily in "Roswell UFO manner". Only one to also allege 7+ Ju 390s were built !)

As Jim said, the Internet presents remarks, enough "facts" without corroboration to boggle mind of even the clearest thinkers

Part 1 of 4

Anna Kreisling's claim by James Newsom

A correspondent to a discussion on the aviastar website naming himself James Newsom confidently asserted in March 2007 that his neighbour Anna Kreisling co-piloted the Ju-390 from Norway to Ohio, then back out to sea past New York to France.

Newsom also asserted in 2007 that six Ju-390 were built. This was similar to a claim privately asserted to me by author and co-author of several WW2 books, who requests his name be withheld. That author asserted to me that he had sighted archival material suggesting Junkers was compensated by RLM on 29 June 1944 for construction of seven Ju-390 airframes which it is alleged were scrapped due to cancellation of the Ju-390 order on 20 June 1944 in advance of the Emergency Fighter Program on 2 July 1944.

Shortly after posting his claim Newsom declined to answer further questions at Aviastar about Kreisling's identity. I attempted in 2007 to get in contact with Newsom at an online forum which he frequented but received no reply.

Subsequently in 2010 the Aviastar website was bombarded with a variety of unlikely claims that the New York flight occurred on 28 August 1943. The Ju-390 had barely made its first flight by this date and likely had not completed its certification test flights by the end of August. Russian websites often cite the Ju-390's maiden flight in August 1943 made by Hans Werner Lerche at Bernberg.

If the Anna Kreisling mission did take place then the real Anna Kreisling should come forward and put the record straight rather than take this gem of history to the grave. Despite my widespread appeal in 2007 for either Newsom, or others to contact me with credible evidence not one credible source has come forward, so I still regard the Kreisling claims with suspicion. If true then it would suggest more than one Ju390 flight to New York.

Were there 7 actually aircraft built?

Skeptics mockingly suggest one would need a time machine for the Ju-390 to be at two places at the same time...
reference to a Ju-390 being both at Mont de Marsan with FAGr.5 and at Prague in early 1944.

could just be however that the simplest explanation is that indeed there was more than one Ju-390 aircraft flying.

Documents found in the Junkers factory, dated 6 October 1944, relating to Licensed construction manufacturing in Czechoslovakia clearly indicate other components which do not belong to the Ju 390 V-1. There is actually no proof that only one Ju-390 ever flew. The reason why (other than for RC+DA) we only have photos for the Ju-390 GH+UK is because that aircraft was displayed to Hitler at Insterburg on 26th November 1943. RC+DA was photographed by a British Merchant seaman in the Mediterranean.

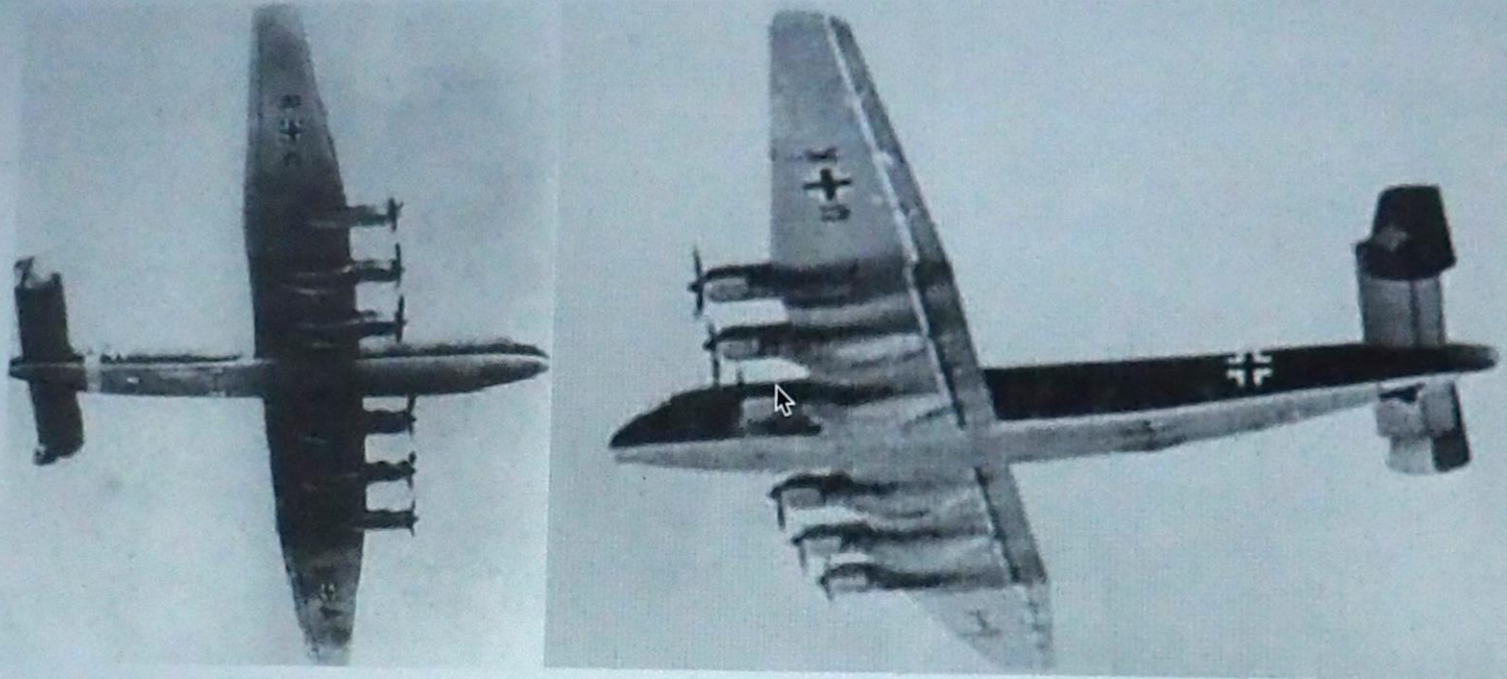
Claims that only one Ju-390 flew arise from the postwar testimony of two key people. At a hearing before the British, on 26 September 1945, Professor Heinrich Hertel, chief designer and technical director for Junkers Aircraft and Motor Works, stated the second Ju 390 prototype was neither completed, nor had it been flown. The same thing was said by the aircraft's Chief Test Pilot Capt Hans Joachim Pancherz. That however may have just been splitting hairs. Following the first prototype, RLM recommended to Milch dispensing with further prototypes and commencing production for the Ju 390-A series. Technically Hertel and Pancherz may not have been lying when they said the second prototype was not built. The British simply did not ask the right question.

Kreisling maintained as many as 11 Junker 390 aircraft were built and flown. Historians still debate whether two aircraft were flown

Part 2 of 4

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An interesting corroboration of that particular Kreisling claim comes from a respected book about the Luftwaffe Manfred Griehl: "Luftwaffe over America", (Greenhill Books 2005) which was researched by the author in German archival material. Griehl essentially says that Junkers was paid by Reich Luft Ministerium (RLM) for seven completed aircraft on 29 June 1944.

Quote:

"In October 1943 at the suggestion of Major Hoffmann [GL/C/E2] was acted upon to commence a series production of the Ju 390 without having prototypes beforehand. The first aircraft of the series would be used for the usual tests. Milch then ordered the Ju 390 [into] series production without prototypes after Rechlin said they had no objections. This machine was demonstrated to Göring on 5 November 1943, and trials continued at Prague-Rusin..."

Quote:

"... On 1 December 1943 the Luftwaffe QM-General listed the first series aircraft Ju 390 V2 for October 1944. This machine would be available at the end of October, three more in November, five in December and so on into March 1946. Ju 390 V2 was expected to be ready by the end of September 1944 and flight tested in November. A report dated March 1944 indicates that Dessau was to turn out 26 Ju 390, another report from May 1944 that Junkers had no less than 111 on the order book..."

Quote:

"... Because of the general situation, all work on the production was stopped in June 1944. On 29 June 1944 KdE Rechlin made a surprise announcement condemning the aircraft as unsuitable for long-distance work because the wing loading would be too great for the intended payload (various other drawbacks were also recited). Shortly before the termination of all work Junkers received contracts in June 1944 to build Ju 390 V-2 to V-7, but this might have been done for accounting purposes..."

The Kreisling's claim would however explain one issue, why coastal radar stations did not detect an approaching German aircraft. If the aircraft approached from inland then it would not have been noticed.

Part 3 of 4

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New Evidence for a third Ju-390

Interesting new evidence from wreckage of a Ju-390 in North America might corroborate the existence of another Ju-390.

Wreckage was reported of a large six motor aircraft with very dark green and black paint in the sea off Owls Head Lighthouse, Maine about 17-19th September, 1944. Three bodies were found in area on the 28th of September, 1944 and taken by the U.S. Coast Guard to Rockland Maine Station. One of the witnesses states he saw one body in German Luftwaffe Signal Corps Uniform, (grey-blue with yellow/brown collar tabs), which suggests the rank of Hauptmann (Luftwaffe Captain)

The FBI, US Secret Service, Military Intelligence etc are all reported by locals at the time having told those who had witnessed the crash that it was first a submarine, and then later that they better forget what they saw, but the witnesses insist it was no submarine but rather an aeroplane. Local Mr. Ruben P. Whittemore claims to have relatives who eye-witnessed this event.



A diver recovered a badly worn constructor's plate from this aircraft. It read:

RMZ WERKE Nb 135 #7 34 (Allgemeine)
JUNKERSMOTORWERKES (Agts: Haan)

Part 4 of 4

A diver recovered a badly worn constructor's plate from this aircraft. It read:

RMZ WERKE Nb 135 #? 34 (Allgemeine)
JUNKERMOTORWERKES (Agts: Haan)
FWU WERKE Nb 135 #? 34 (Gbs: Fliegeroberstkommando Rdt.)

Nobody has ever bothered to investigate this sighting and the US Government went to great lengths to silence all reports of it. Was this aircraft a Ju-390 which fell prey to improved radar surveillance after Kreisling's flight in 1943?

Even more disturbingly Germany was working on a nuclear weapon invented by the scientists Eric Schumann and Walter Trinks for Heereswaffenamt (HWA). Transcripts of conversations between German nuclear scientists at Farm Hall Cambridgeshire in 1945 revealed that in early July 1944 USA threatened Hitler through Lisbon that USA would drop a nuclear weapon on Dresden unless Hitler sued for peace within 6 weeks.

Was this Ju-390 flight in September 1944 Hitler's reply to the Allied ultimatum?

Was there in fact a forerunner to 9/11 in September 1944 and was the world's first nuclear weapons attack hushed up?



New York Convention and Visitors Bureau

THE "NEW YORK" BOMBER

Okay, that's all folks. I'm with Jim, while Mr. Green was within bounds for his time and available intel, now we know. **NOPE!** Even so, immense thanks to Mr Warren J. Lund for challenging and honoring me with this project of his to get it published -mb