

Families of ALTERED WARS™

Luftwaffe 1946

Ted
Nomura

Ben
Dunn



ANTARCTIC
PRESS



4

\$2.95 U.S.
\$4.10 Can.
JULY 1997

Luftsturm



When the balance of military power began to slope in favour of the Allies during the last months of 1942, the Axis Powers had to change their "conquest and consolidation" strategy for another of "defense of the metropolitan territory."

The industrial reorganization derived from this sudden change of political objectives proved to be of such a magnitude that Germany could only comply with it partially.

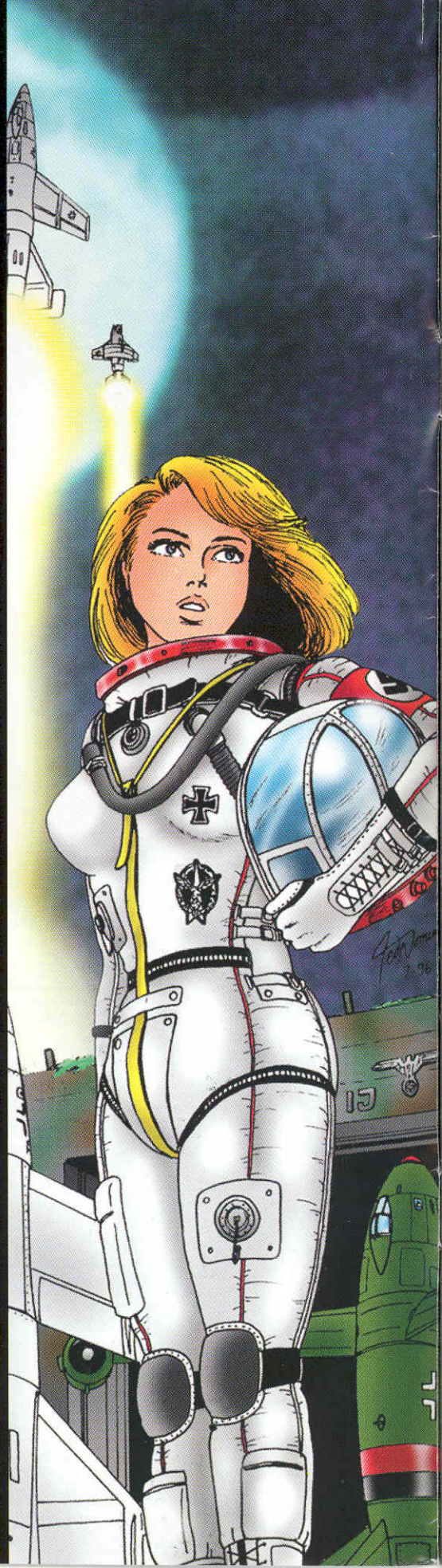
It was carried out by burying whole factories under armoured tunnels, scattering industries to make enemy bombardments more difficult, developing new chemical technologies to compensate for the loss of raw materials such as rubber and oil, and exploring physics in all directions in the hope of finding alternative industrial procedures, detection systems, new materials for engineering or...the final weapon.

Geographical imperatives forced the Allies to depend on aviation to "carry the war" to the German metropolitan territory. Bombing raids did really little damage to the Reich industry, but had a devastating effect among the population. This was the reason why top priority was given to anti-aircraft defense: artillery, missiles, radar and high-performance fighters.

In this way, German scientists and engineers, working under high pressure and having the right resources and motivation, created a huge dossier of projects without equal in the history of aeronautical technology—not so much for the variety and ingenuity of designs as for the limited human resources and short span of time (five years) available to produce these amazing scientific and technological achievements.

Contemporary engineers' fantasies are strongly determined by such conservative terms as profit, safety, etc.—all very reasonable in peaceful times. Exotic ideas which are not turned down in the computer are eliminated in the wind tunnel. Their German colleagues of 1943 had nothing to lose; they tested everything and...succeeded many times, as the winning Powers confirmed in post-war years.

from "Reichdreams" by Justo Miranda
Reichdreams Research Services, Madrid, Spain

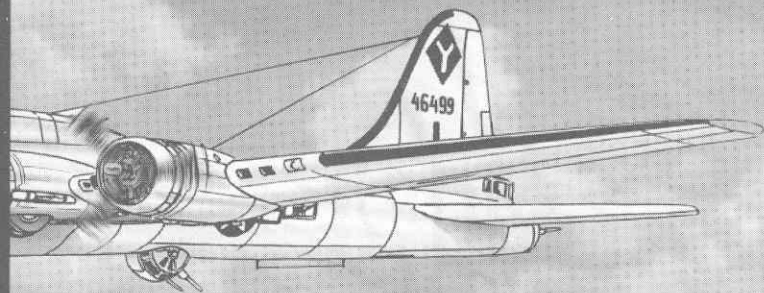
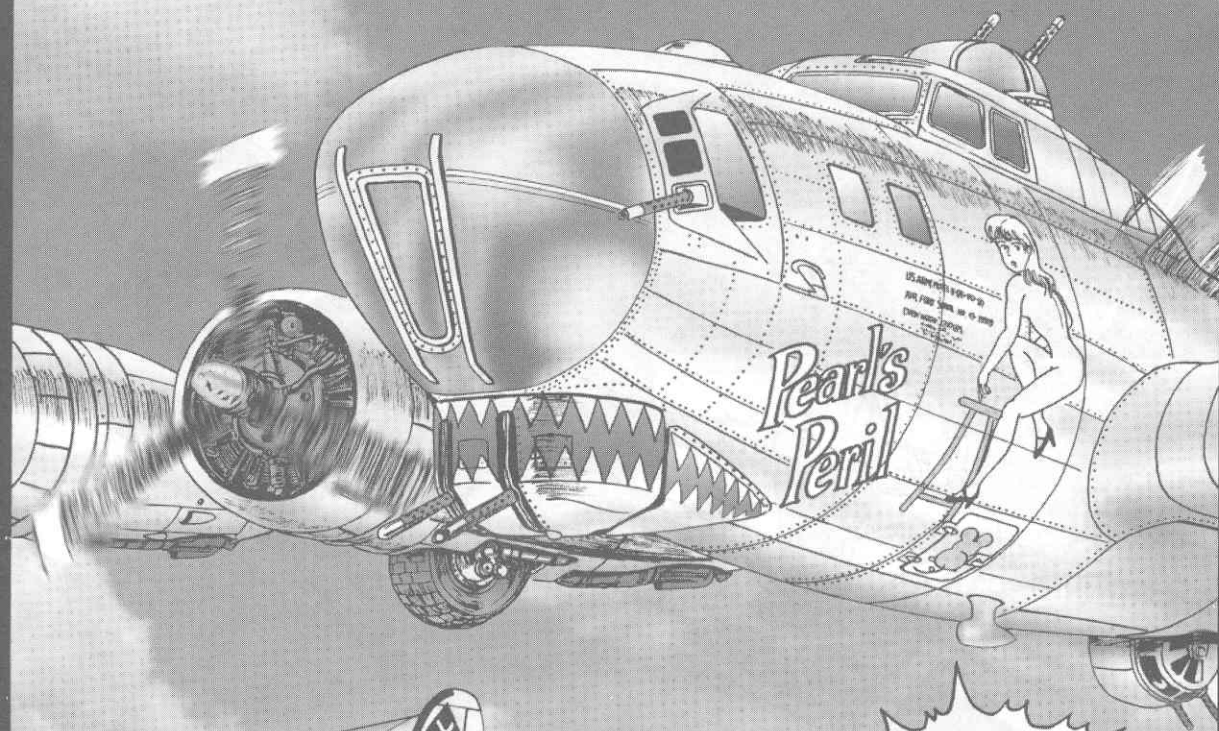
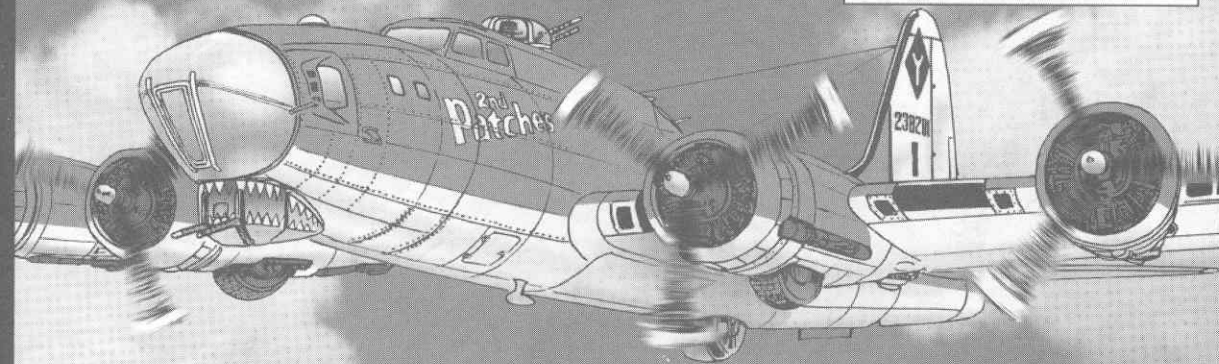


NOVEMBER 7, 1944

B-17s FROM THE 346 BOMB SQUADRON, 99TH BOMB GROUP, 15TH AIR FORCE ON A SHUTTLE MISSION FROM AFRICA TO THE U.S.S.R.

MORE
MESSERSCHMITTS!
4 O'CLOCK HIGH!
SQUADRON
STRENGTH!

HISTORICAL NOTE: THE RUSSIAN SHUTTLE MISSIONS, CONDUCTED BY THE 8TH WING, WERE INITIATED ON JUNE 2, 1944. CODE NAMED FRANTIC, THE FIRST PHASE ENDED ON JUNE 11TH OF THAT YEAR.

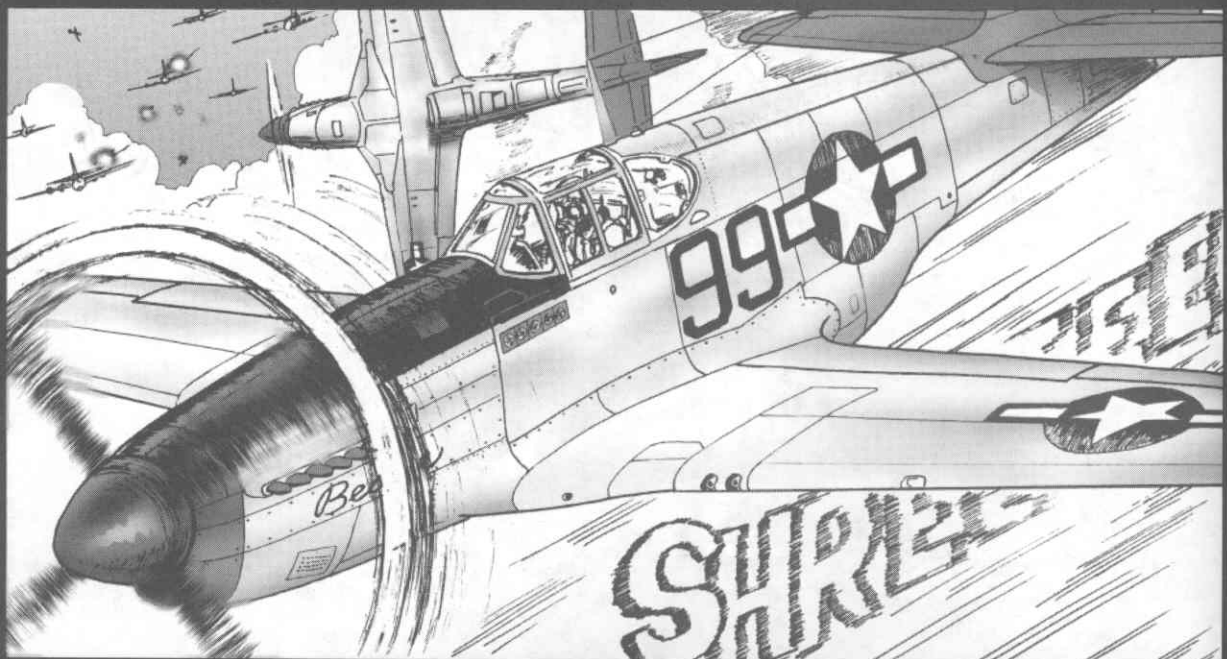


TIGER LEADER
TO SQUADRON!
FILL IN THE GAP!
FILL IN THE GAP!
WE MUST HOLD
UNTIL OUR ESCORTS
RETURN FROM THEIR
FIRST ENGAGEMENT!



6 O'CLOCK!
6 O'CLOCK!
THEY'RE
ATTACKING
FROM THE
REAR!!

TALLY-
HO, GUYS!
LET'S SHOW
THEM WHAT
WE CAN DO!



SHRILL

109'S WITH ITALIAN MARKINGS! MUST BE FROM THE NEW BASE AT AVIANO! SOME OF THEM ARE ACES!

I WONDER WHICH SIDE CAVALIER WENT TO...

LIEUTENANT 'BILLARD' A MALLIDI OF THE 332ND FIGHTER GROUP, 15TH AIR FORCE, JOINED THE 99TH SQUADRON IN 1943, FLYING P-40S IN AFRICA. 6 VICTORIES. BOTH THE 99TH SQUADRON AND 332ND GROUP ARE UNITS FLOWN BY COLORED PILOTS.

THE NAZI'S USUALLY GIVE THE ITALIANS THEIR HAND-ME-DOWNS...IF THEY'RE FLYING THE BEST 109'S, WHAT ARE THE HITLER BOYS FLYING NOW?

STINKY!
LOOK OUT!
BEHIND YOU!
6 O'CLOCK!

BANK LEFT!
BANK LEFT!
I'LL GET HIM!

BAM!

BRATATATATATA!

LOOK OUT!
LOOK OUT!
THIS CRAZY ONE
IS COMING
STRAIGHT IN!!

BOWBOWBOW

UHH!

ZIP!

SPEED!

VIP!

Pearl's
Peril

U.S. ARMY MODEL B-17D-100-00
AIR FORCE SERIAL NO. 43-28500
C/NW 172145
Pearl Harbor, Hawaii
Serial No. 172145

NORB! ARE
YOU ALL RIGHT?

Y...YEAH...I
THINK SO BUT
MY ARM IS HIT!
YOU BETTER
TAKE THE
CONTROLS...

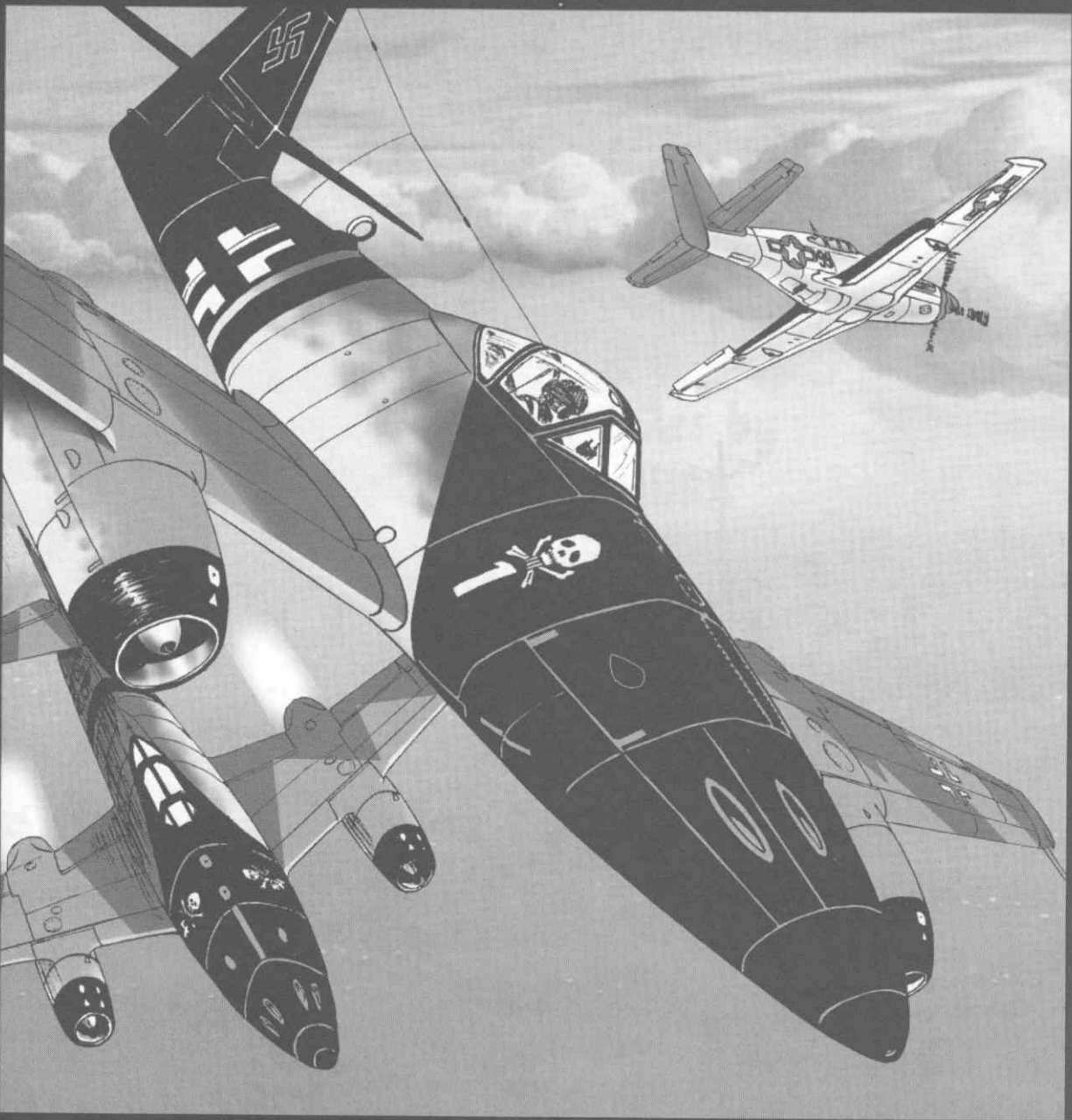
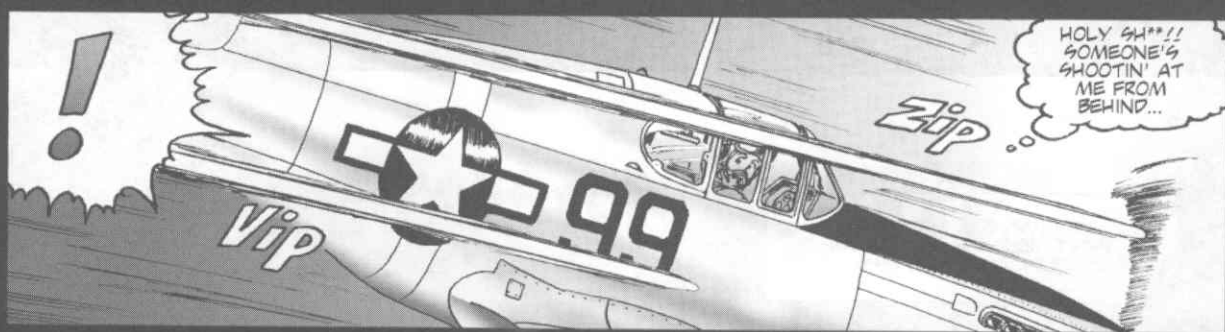
WHO WAS THAT
DAMN FOOL?
ATTACKING
THROUGH THE
GAUNTLET LIKE
THAT...?

CRAP!
THAT GUY
SLICED RIGHT
THROUGH THE
FORMATION!

GOTTA GET
HIM BEFORE
HE DOES MORE
DAMAGE!

THAT GUY'S
EITHER GOT
GUTS OR
IS CRAZY!
...OR BOTH!





THE IMPERIAL JAPANESE
FIRST MOBILE FLEET, INDIAN
OCEAN. MARCH 18, 1946.

Luftwaffe
1946

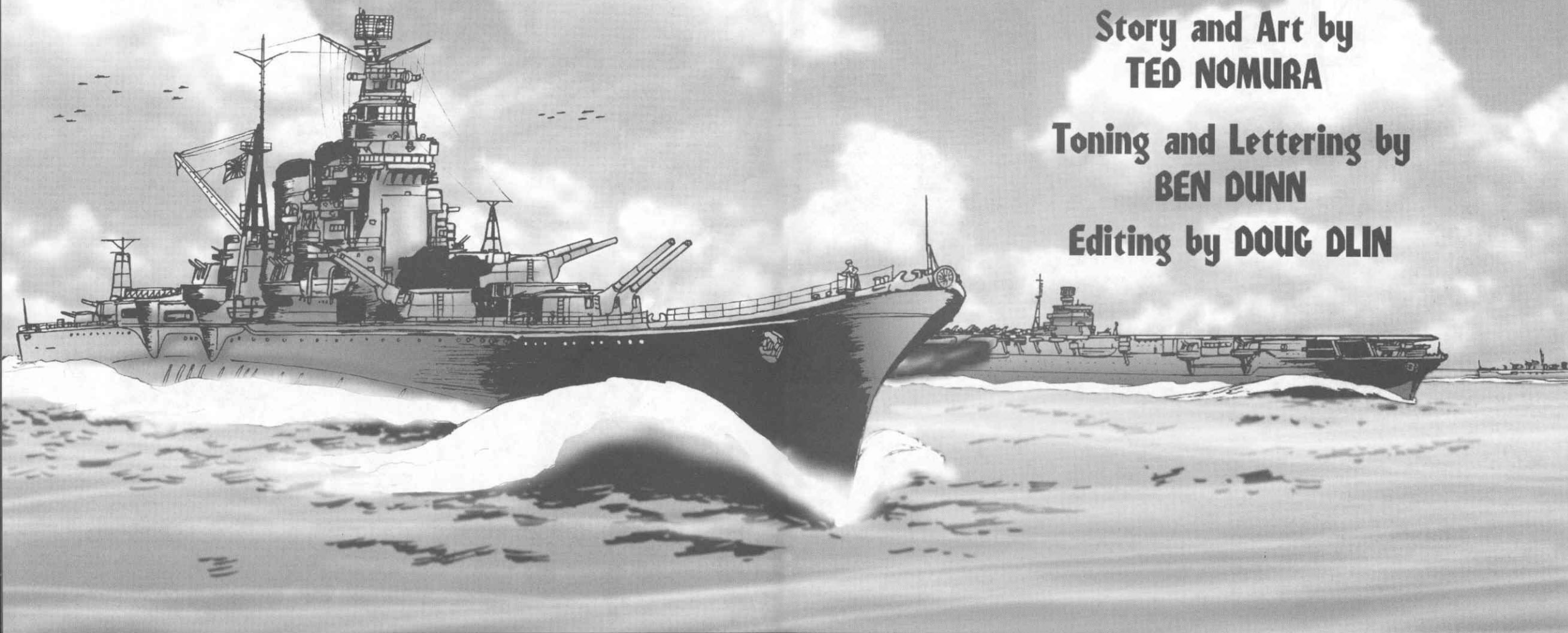
Luftsturm

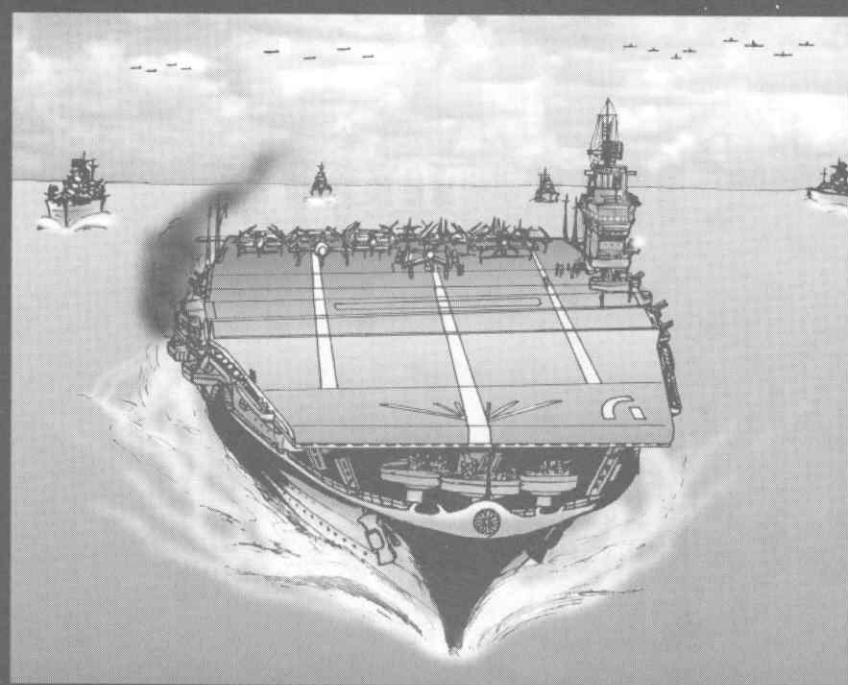
Part Four

**Story and Art by
TED NOMURA**

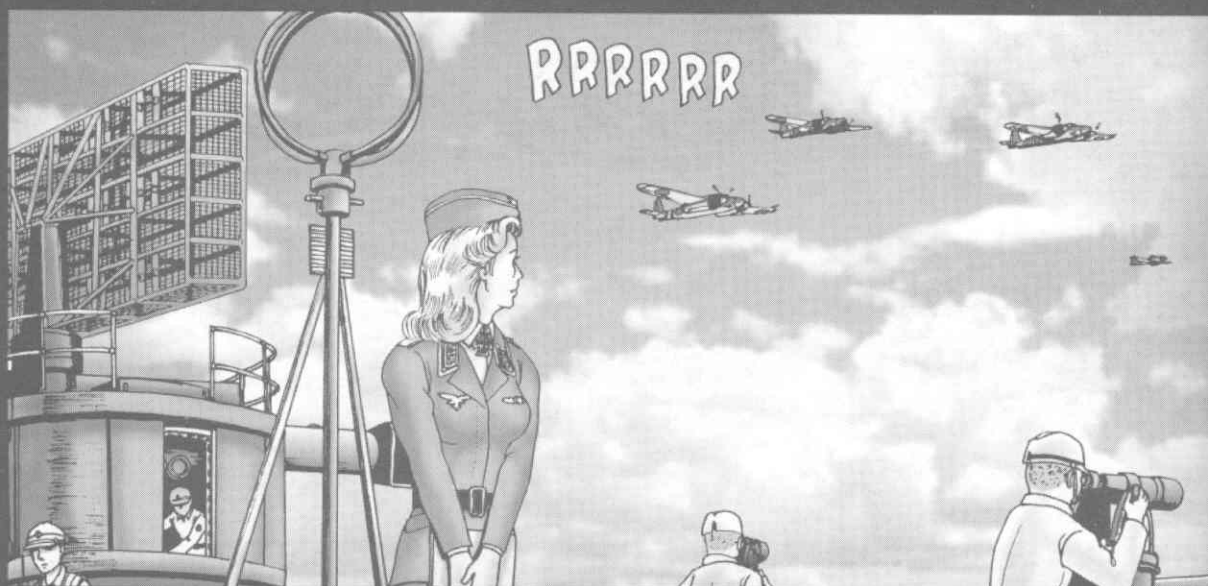
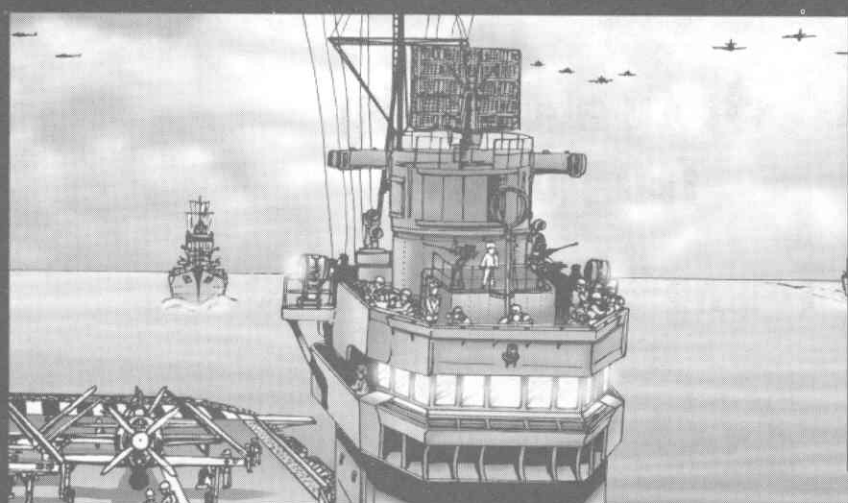
**Toning and Lettering by
BEN DUNN**

Editing by DOUG DLIN





IMS-RYUKAKU OF THE JAPANESE IMPERIAL NAVY, ORIGINALLY LAID DOWN AS A PROTOTYPE 'SHOKAKU' CLASS ON DECEMBER 31, 1936 AFTER NOTIFYING THAT JAPAN WOULD NO LONGER CONSIDER THEMSELVES BY THE WASHINGTON NAVAL TREATY OF 1922. NEARLY 845 FEET LONG WITH A FULL LOAD OF APPROX. 32,000 TONS, THE CONSTRUCTION INCLUDED THE 'HIRYU' TYPE PORT ISLAND ARRANGEMENT IN ITS INITIAL PLANNING BUT WAS HALTED IN LATE 1939 WHEN THE 'HIRYU' ITSELF, COMPLETED AT THE SAME TIME, PROVED TROUBLESGOME TO PILOTS LIKE IT HAD BEEN ON THE CARRIER 'AKAGI'. THE ADDED CONVENIENCE OF COMMUNICATION WITH A STARBOARD-SIDE ISLAND SISTER SHIP PROVED LITTLE COMPARED TO THE CONFUSION IT CAUGED TO THE FLIGHT CREW. THE NEXT SHIP, THE 'SHOKAKU' ITSELF, WITH THE STARBOARD ISLAND PROCEEDED WITH ITS CONSTRUCTION AT FULL SPEED AFTER IT WAS LAUNCHED ON JUNE 1, 1939. AND ANOTHER ONE, THE 'ZUIKAKU', ORIGINALLY INTENDED AS A PROTOTYPE FOR THE ARMOUR'D 'TAIHO' TYPE, WAS ALSO CONTRACTED AS A 'SHOKAKU' TWIN. 'RYUKAKU', AFTER MUCH DISCUSSION ABOUT CONVERTING WITH A STARBOARD TYPE BRIDGE, FINALLY PROCEEDED WITH ITS PORT ARRANGEMENT TO SAVE TIME WHEN WAR NEED BECAME EVIDENT. IN REAL HISTORY, THE 'RYUKAKU', NEVER EXISTED, A MUCH LIGHTER 'RYUJO' WAS BUILT BEFORE 'SORYU' AND 'HIRYU'.





DORA! THERE YOU ARE! WE HAVE TO BE GOING!

DORA?



WE'RE GOING TO LOSE THE WAR, AREN'T WE, GLIS?



WHY ARE YOU SAYING THAT?

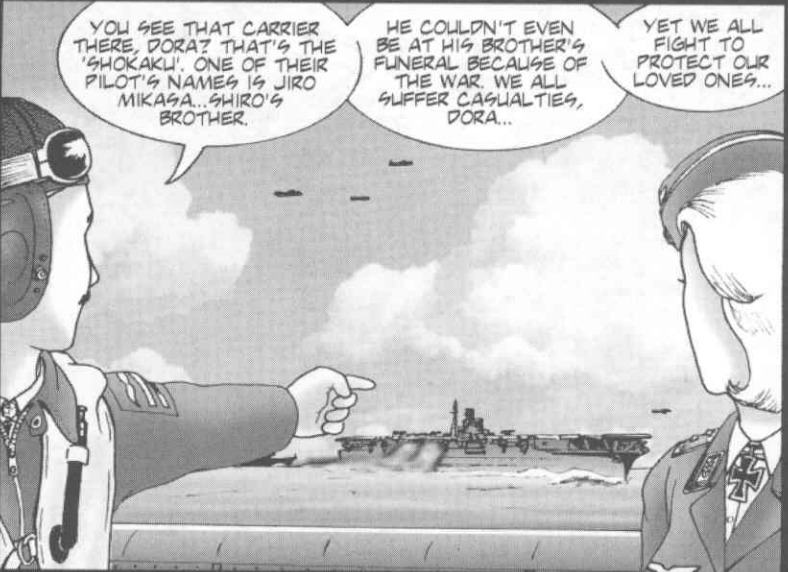
YOU'RE THINKING OF SHIRO AGAIN, AREN'T YOU...*



SHIRO...AND SO MANY OTHERS...

SO MANY WASTED LIVES...

WHY ARE WE STILL FIGHTING?



YOU SEE THAT CARRIER THERE, DORA? THAT'S THE 'SHOKAKU'. ONE OF THEIR PILOT'S NAMES IS JIRO MIKASA.. SHIRO'S BROTHER.

HE COULDN'T EVEN BE AT HIS BROTHER'S FUNERAL BECAUSE OF THE WAR. WE ALL SUFFER CASUALTIES, DORA...

YET WE ALL FIGHT TO PROTECT OUR LOVED ONES...



...OR DIE TRYING.



*AS SEEN IN 1991E 3V2

WHOOOM!



JUNKERS JU-87E... I THOUGHT I'D NEVER FLY THIS CRATE AGAIN...

TO THINK THAT THE JAPANESE NAVY WAS KIND ENOUGH TO GIVE US ONE BACK FOR OUR RETURN TRIP BECAUSE THEIR OWN AICHI B7AS ARE BETTER...

I GUESS THEY DON'T HAVE PILOTS LIKE OBERST RUDER TO JUSTIFY THEIR USE...

DORA...?

I WONDER IF WE'LL EVER SEE JAPAN AGAIN...

BERLIN, MARCH 19TH

YOU CALLED FOR ME, MEIN FÜHRER?

YES, HEINRICH! I'VE BEEN GETTING A DISTURBING REPORT FROM BORMANN THAT YOUR 'LUFTSTURM' PILOTS ARE MAKING SUICIDE ATTACKS!

I MADE IT CLEAR THAT OUR PILOTS MUST BE ABLE TO SURVIVE FROM THEIR MOUNTS!

THAT IS WHY I CANCELLED THE INSANE FI-103 MISSIONS!

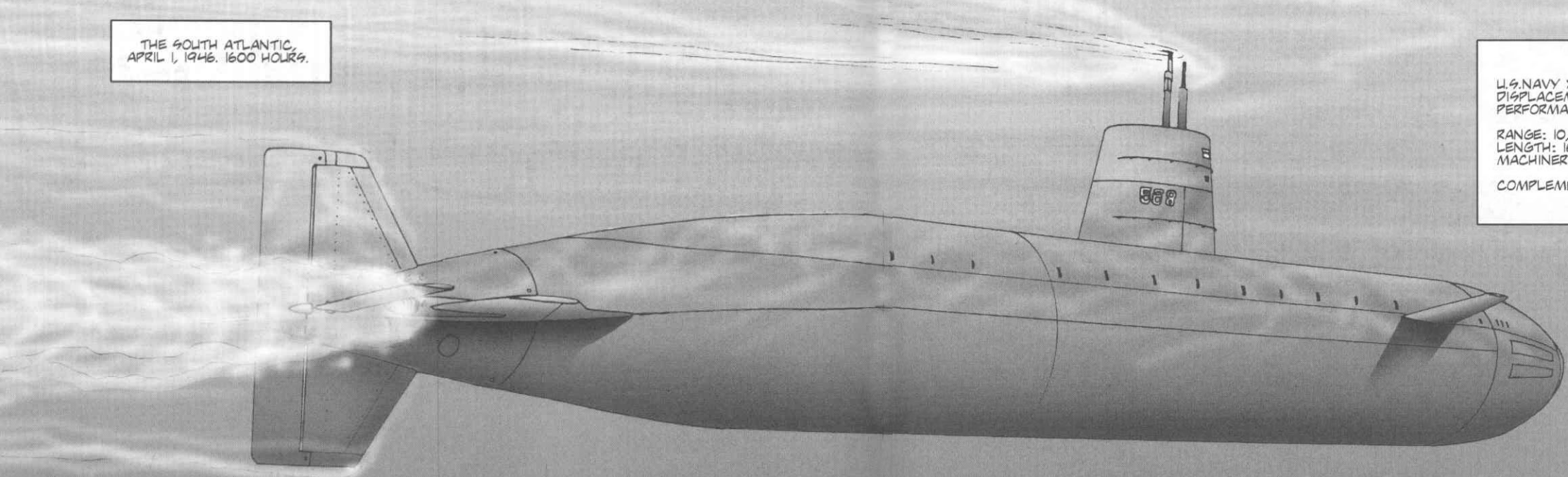
I DO NOT CARE ABOUT RESULTS! I WILL NOT TOLERATE SUICIDE PILOTS! IS THAT CLEAR?

.....

BUT OF COURSE, MEIN FÜHRER...

THE SOUTH ATLANTIC,
APRIL 1, 1946. 1600 HOURS.

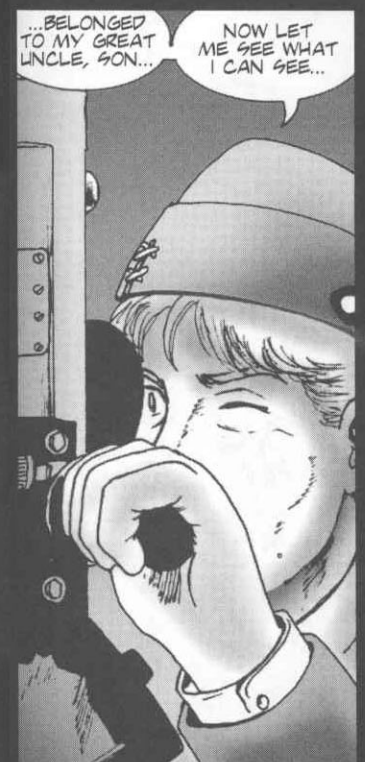
U.S. NAVY XGG-568, U.S.S. HUNLEY.
DISPLACEMENT: 580 TONS
PERFORMANCE: 17.5 KTS. SURFACED
39.0 KTS. SUBMERGED
RANGE: 10,000+ N.M.
LENGTH: 165 FT.
MACHINERY: TWO 1000HP DIESELS
TWO 1200HP ELECTRICS
COMPLEMENT: 9



SURFACE
CONTACT,
SKIPPER!

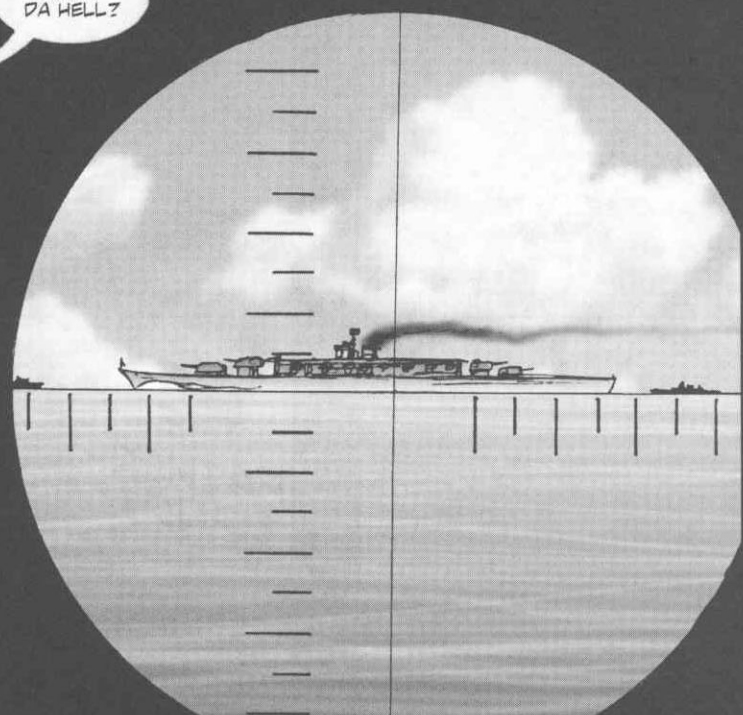


HOW BIG?
PRETTY BIG, SIR! IT'S A FLEET!
WELL, IT CAN'T BE THE KRAUT FLEET WE FACED EARLIER.* THEY MUST BE SEVERAL HUNDRED MILES WEST OF US AND NONE OF OURS IS IN THIS AREA... MUST BE THE ENEMY!
WE STILL GOT 4 FISHES LEFT. OK, SOUND BATTLE-STATIONS!
AYE, SIR!
STILL WEARING THAT OLD CIVIL WAR ENLISTED CAP, SKIPPER?



...BELONGED TO MY GREAT UNCLE, SON...
NOW LET ME SEE WHAT I CAN SEE...

WHAT DA HELL?



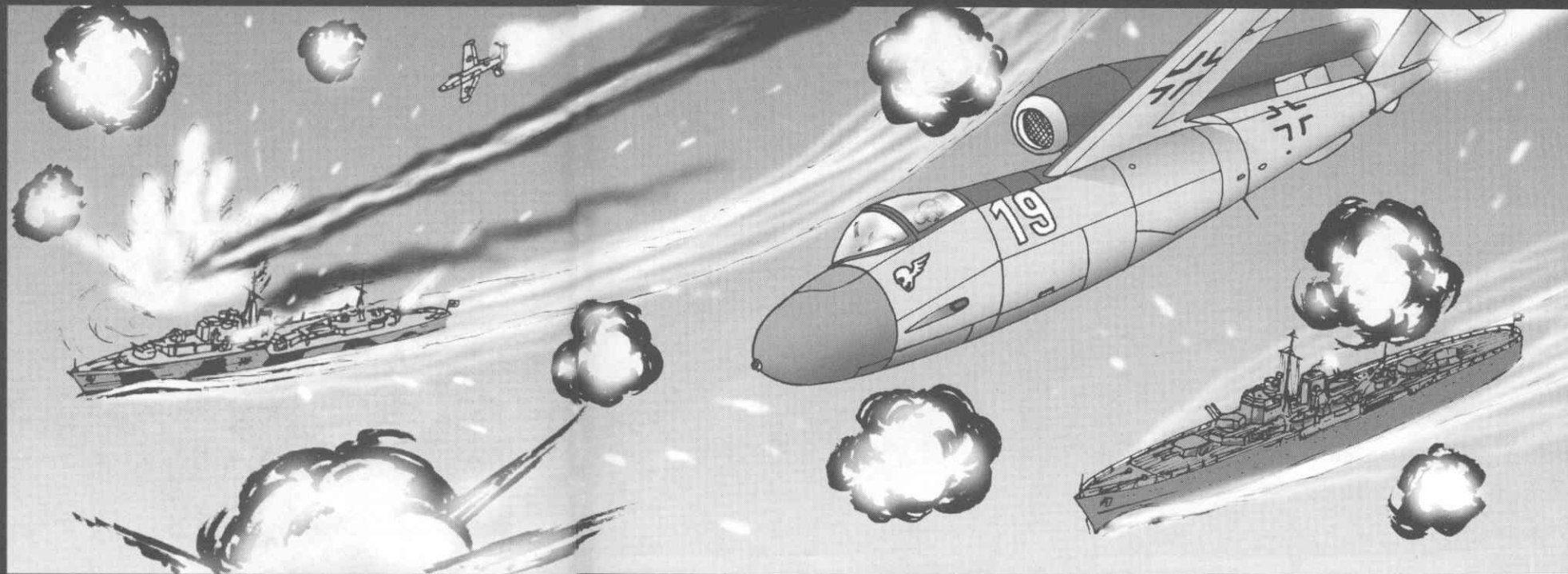
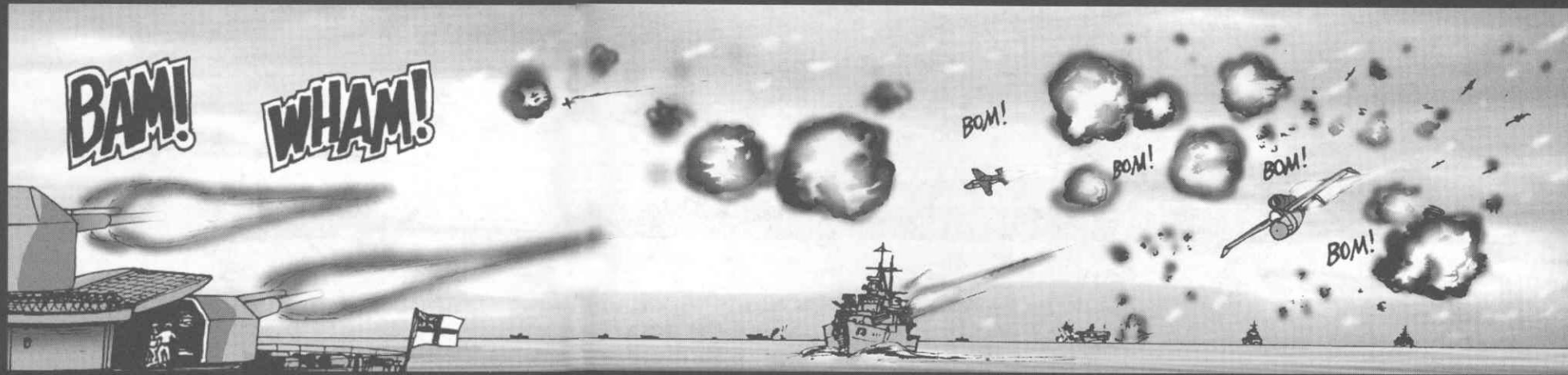
*IT HAPPENED IN ISSUE 2-3V1

FORCE A, 1600 HOURS



WE'VE BROKEN THROUGH THEIR FIGHTER SCREEN, HERR SCHARFÜHRER!

ATTACK!!



FOR THE FATHERLAND!!



INSIDE THE KMS-
HINDENBERG

OK, MEN!
EVACUATE THIS
DOCK AND SEAL
THE...

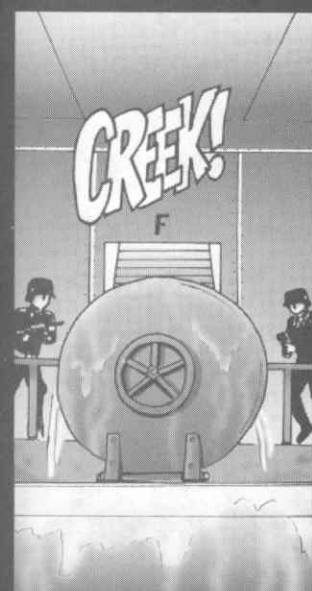
!
WHAT
THE...?

TEN



WHOOSH!





*SEE TIGERS OF TERRA 20V2.



RATATATATATATA

PING!

TATATATA TAT



OPEN THE HATCH! OPEN THE DAMN HATCH!

HURRY!

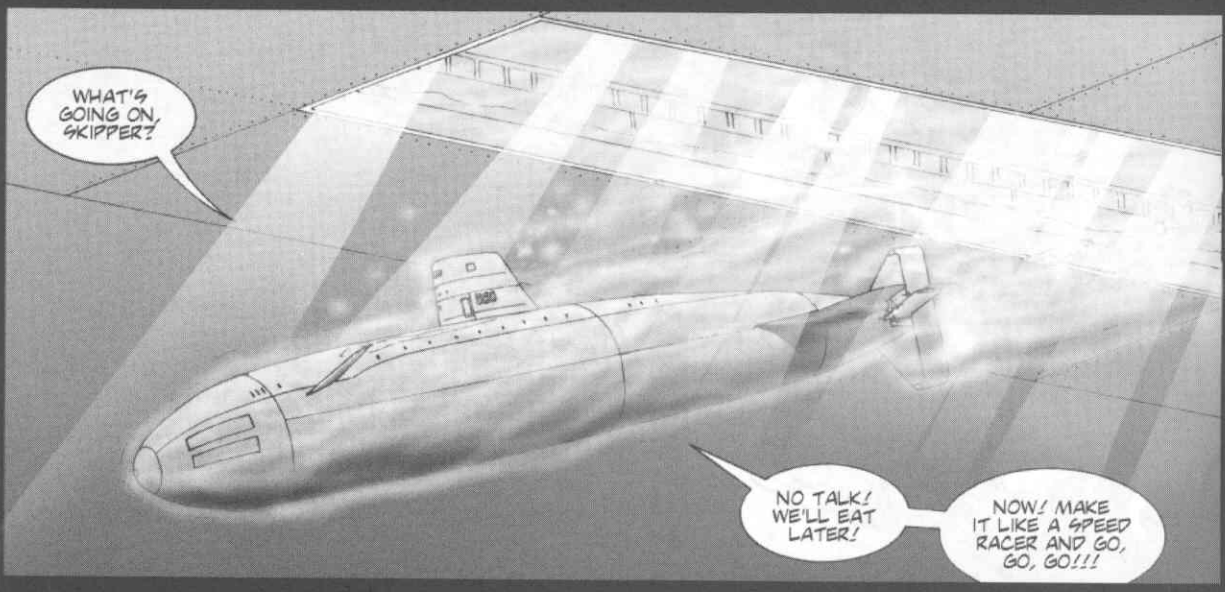
THUD!



CAP'N! WHAT WAS THAT?

SHADDUP! ARE WE ALL BACK?!

DOUG! CRASH DIVE! NOW!!



WHAT'S GOING ON, SKIPPER?

NO TALK! WE'LL EAT LATER!

NOW! MAKE IT LIKE A SPEED RACER AND GO, GO, GO!!!



WHICH WAY CAP'N?

NEVER MIND! JUST MAINTAIN PRESENT COURSE! MAX SPEED!

KEEP THE DEPTH AT 50! WE'LL PROBABLY GET LESS SHOCKWAVE THAT WAY...

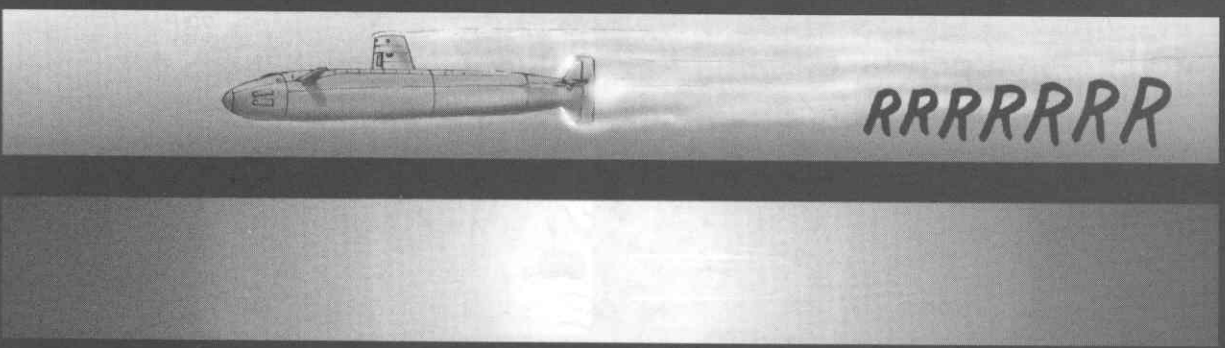
WHEW THAT WAS CLOSE!

HOPE WE'RE NOT TOO LATE!

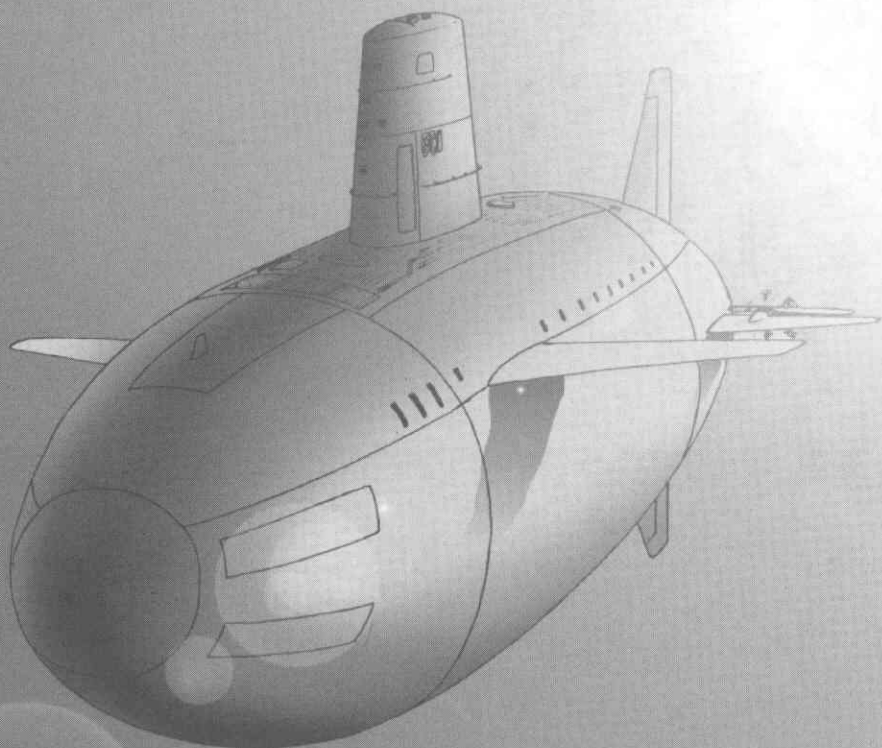
SHOCKWAVE?

PREPARE TO BRACE, MEN!

OH, MAN! I DIDN'T GET TO KILL ANY NAZIS!



RRRRRRR



RRUMBLE!!



UHHH....



DAMN...YOU WIN THIS ONE, NAZI!

BUT I'LL BE BACK...



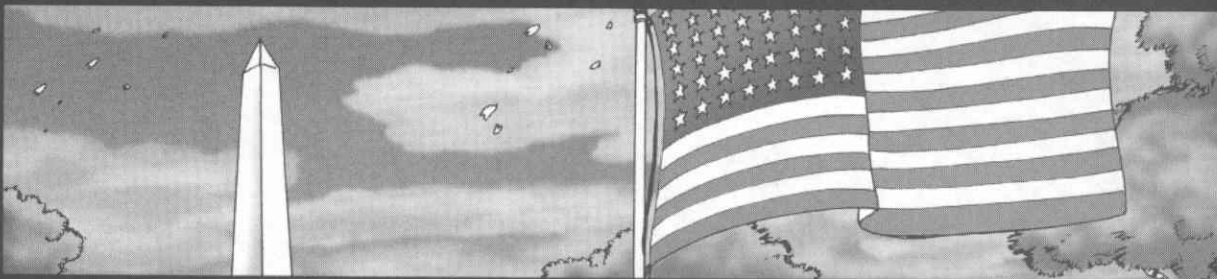
COUNT ON IT!

APRIL 15, 1946.
CHARLESTON,
SOUTH CAROLINA.

HOW ARE
WE GOING TO
EXPLAIN THAT
TO OUR
CHIEF?

LEAVE
THAT TO
ME...

GET ME THE
FIRST PLANE TO
WASHINGTON!



MY
APOLOGIES,
SIR...

NONSENSE,
J.J. YOU'RE ALIVE
AND YOU BROUGHT
BACK VALUABLE
INFORMATION!

WE LOST
MANY MEN AND
SHIPS, BUT WE
DEFEATED THE
AXIS FLEET...

DIDN'T
WE?...!

MR. PRESIDENT...
WE'RE FACING AN
EXTREMELY DANGEROUS
ENEMY...

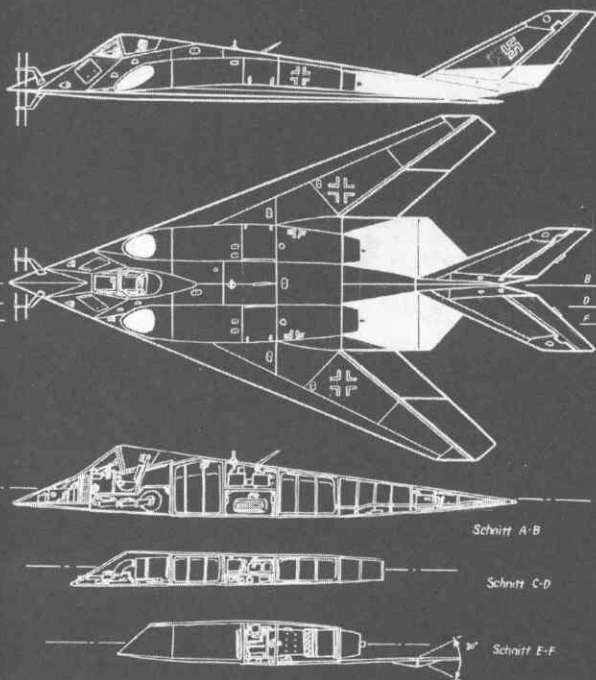
I SUGGEST
WE GET
SERIOUS,
SIR...

to be continued

Bildskizze

Maßstab: 1:100

Maßeinheiten:



0245 91 900470

Luftpost

7272 Wurzbach no. 204

San Antonio, Tx. 78240-1621

<http://www.texas.net/users/antarctic/>

Well, July was a busy month. First Ben and Joe Dunn and I went to Columbus, OH for an IPMS (International Plastic Modelers Society) meet. I didn't even know that it was an IPMS meet until I got there. Boy, I almost forgot what I was missing! I used to be an IPMS member, but let my membership expire after I started to make comic books. Well, I joined IPMS again. We also went there for business. After much discussion with members, and especially Mr. David Veres, we decided to put aside our desktop model project and concentrate on decals first. We also have another model format in the works. Shon Howell and Ray Elliot have been trying to persuade us to attend the local IPMS meet for months, but we never seem to find the time. I guess we can be persuaded more easily now.

I also drove 3500 miles during that month, partly to attend the San Diego Comic Con, but also to make two detours to my hometown of Vegas.

Ben is now planning a much bigger project for Luftwaffe: 1946. As a result, I've bought my very first 12" G.I. Joe doll. (Guess what WE'RE planning to do!)

Now for the letters:

Dear Ted and Ben:

Fantastic! Brilliant! Exceptional!

Luftwaffe: 1946 is a dream come true. About two months ago, a friend mentioned he'd come across a publication that was

very difficult to get hold of, but was...well...Luftwaffe: 1946. Last Sunday, I was at a model show with him and was lucky enough to look at his small collection of three early copies. I was impressed!!!

I resolved to track some copies down for myself. Having phoned most shops across the country, I can say that Luftwaffe: 1946 is indeed very difficult to find over here. I eventually tracked down and purchased the March '97 edition with the shark-mouthed '109G-2 on the front, but the joke was that this was as the result of browsing, as the shop had denied all knowledge of your publication!!!

Anyway, I'm heavily into alternative histories, and have noted that you're investigating marketing plastic kits. I'm a member of the International Plastic Modellers Society, and as part of that, I'm an avid supporter and contributor to a special interest group call the "What If?" Group. Luftwaffe: 1946 figures strongly in our group. At the moment, I'm finishing a model of the Arado 396, a licensed production of the Kawanishi "Rex", for use in the Greek Islands in 1945. I'm really intrigued by some of your drawings. I'm already planning an Me-262 with sharkmouth, and the scope for SS Luftsturm aircraft is incredible. One of the group is already well on the way with his "Berlin 1946 Airshow" collection. He's been at it for years now, complete with tiger-striped Ta-152's, aerobatic Me-262's and Hartmann's Bf-109 Racer. Brilliant!

I've ordered Luftwaffe: 1946 over here now from a hopefully reliable shop, but it still means a round trip of 50 miles or so to collect it. Worth it, though! Can you help with supplying any of the back issues? I'll willingly pay postage and so on. I've just got the one issue so far, and I don't know how many have been issued before. As I've mentioned earlier, my copy is of the March 1997 edition.

As an offshoot, I've invented a scenario where the Imperial Roman Empire still rules Europe and are in conflict with everyone from the Aztecs to the Sioux to the Zulus! I've produced some really wild Sabres, F-104's, F-16's, etc., with artwork for our publication too.

It's great to know that there are people out there with similar interests to ours. Someone I know is building Don Gentile's P-80, and I'm building an example from the 56th FG. I've already done some "opposition" for the Luftwaffe '46 myself in the form of an all-black P-80N Nightshadow (F-94A!) with "Lady in the Dark" markings.

Thanks again for producing a great publication!

Terry Champion
Swadlincore, Derbyshire
ENGLAND

Thanks for your kind letter, Terry. I'm glad that you found Luftwaffe: 1946. Judging from our letters, it's hard to find even here.

As I mentioned earlier, I rejoined IPMS. In one day, I found more rare models and books that I wanted than I could've found in a year by regular means. We also hope to spread the word about our Luftwaffe: 1946 series to IPMS members.

If you have real problems getting our books, subscriptions are available for our overseas customers. Although the first four issues of the original series are sold out, the graphic novel that compiles them is still available. Just ask our mail-order department.

I'm glad you enjoy our stories. If you guys have any interesting ideas, I'm all ears.

Dear Ted and Ben:

I am a military history fan with a special affinity for military hardware (especially experimental designs), so it's no wonder I have been snapping up every issue of *Luftwaffe: 1946* as soon as it has appeared. Nevertheless, even allowing for the fact that this is an alternate universe, I do think that you are sometimes giving Germans more credit than they deserve for their technical ingenuity. I have a number of books about experimental German aircraft and missile designs, and I can't help but be impressed by the sheer number of projects that German engineers crafted in the dying days of the Third Reich. Still, just because an engineer can draw a pretty impressive aircraft on paper, it does not mean it can actually fly, and judging from the progress of *Luftwaffe: 1946*, it seems to me that every single experimental project will be fleshed out in your series as a fully operational aircraft. Not only does it ignore the logistical and training nightmares it would impose on the hapless Luftwaffe (Imagine having to train pilots to fly and mechanics to service dozens of different jet aircraft types), but it also presupposes that every one of those designs was in fact viable. The Triebflügel is a case in point. Although the Allies thoroughly absorbed all the technological achievements of Nazi German scientists, I cannot find any references to a single similar aircraft ever taking to the air in any country. I believe there were helicopter designs in the U.S. which used small ramjets at the rotor tips, but they were found to be unsound and inferior to conventional helicopters. In his letter published in the "Luftsturm" issue, Mr. John Nicklas claims that the Osprey and other VTOLs (like the totally different Harrier?) were influenced by the Triebflügel, but there is too little in common between these aircraft to warrant that claim.

My personal impression is that the German engineers all too frequently got carried away and produced designs which, although quite impressive from a technological point of view, were either unsuccessful as weapons or failed to make lasting impact. The Me-163 Komet was a failure as a fighter due to its short endurance, excessively high speed which prevented effective engagement of much slower bombers, and limited load of ammunition for its cannon. The He-162 Volksjäger was both very difficult to fly (definitely not a desirable characteristic in an aircraft designed for Hitler Youth cannon fodder with a few hours of glider training) and structurally weak, which forced the designers to replace the originally planned 30mm MK-108's with lighter 20mm MG151's, pending structural reinforcement (which would have increased weight and lowered performance). The anti-ship guided missiles (Hs-293 and PC-1400X "Fritz X") initially scored impressive successes, sinking a variety of Allied ships (including the Italian battleship *Roma*), but soon were effectively countered with electronic warfare. The Allies had an undoubted lead in electronics during the war, and any radio-guided weapon the Germans might have developed would have been similarly neutralized.

Luftwaffe: 1946 also revisits the old controversy regarding the Me-262's "late" entry into service. Yes, we all know the old tale of how meddling Hitler once again thwarted the infallible German designers and thus delayed a veritable miracle weapon and cost them the war. In fact, this line has become the standard excuse of every German memoir-writer of the war for everything that went wrong, from Galland to Mellethin to Manstein. I suppose it is easier than admitting that you were outsmarted and outfought by the "untermenschen". Personally, I find it utterly unbelievable that a simple modification like the addition of bomb racks could have delayed Me-262 production for such a long time,

especially since German aircraft designers (including the Messerschmitt team) had plenty of experience converting bombers to heavy fighters to night fighters to counter new threats. What's more, according to William Green's *Warplanes of the Third Reich* (a very detailed and thoroughly researched work which I trust far more than self-serving memoirs written by former Nazis), design work to convert the Me-262 to a fighter bomber was done even before Hitler issued his "infamous" order. And it is not as if Hitler's orders were always followed to the letter. The weight of evidence points to more prosaic (and believable) reasons for the delay of the Me-262: immaturity of both powerplant and airframe, something not even the technological prowess of German engineers could rectify in time for the fighter to become operational before 1944.

Finally, I must take exception to your "beautification" of the Third Reich. Other than Hitler's obsession with Jews, there seems to be absolutely nothing wrong with it. Speaking of Hitler, he is all of a sudden transformed into a loving family man with a great sense of humor. ("Heil myself"? You have got to be kidding!) You also attempt to make the distinction between a very small circle of "guilty" Germans (i.e., Hitler and Himmler, and some other SS types on whom you pin all Nazi crimes), and the "innocent" masses of ordinary Germans. While I am certain that most Germans watched helplessly the events which were unfolding around them, this can hardly be said about the protagonists of your series, professional soldiers in Hitler's war machine waging an unprovoked war of aggression against practically the entire world. In your series they are portrayed merely as German patriots, fighting to protect the Reich from encroaching Allied armies. Practically every issue has at least one of them protesting Nazi policies, which makes them look as if they were somehow not accomplices to Nazi crimes. I would love to find out what thoughts were going through your heroes' heads when they were invading and conquering one defenseless country after another, paving the way for concentration camps, forced resettlement and enslavement. I suppose they were doing all that out of love for the Vaterland? Or were they "just following orders," the standard excuse of war criminals worldwide? Perhaps you could do a little piece exploring your heroes' consciences once they realize after the war how many lives were lost in concentration camps thanks to their victories prolonging the war into 1946.

Wernher von Braun receives a complete makeover as well. Instead of an SS officer who dedicated his creative powers to designing advanced weapons for his Nazi masters to use against the civilian population, blithely unconcerned about the fate of thousands of prisoners who died from starvation, exposure, disease and torture while making components for his "Wonder Weapons," we see a romantic idealist who only wants to build spacecraft and constantly criticizes Hitler (which once again gives the impression that he was somehow set apart from the Nazi elite).

Furthermore, you committed a factual error in issue 1 of the miniseries: Despite Lorelei's assertions to the contrary, taking an oath to Germany was not something she ever would have had an opportunity to do. All German military servicemen (not just SS) had to take an oath explicitly to Adolf Hitler. It was one of the concessions Hitler extracted from the German military in return for destruction of the SA, which threatened the military's status. I watched pre-war German newsreels proudly showing entire formations of Wehrmacht soldiers taking that oath.

Having said all that, you may find it difficult to believe that I enjoy your work a lot. Both story and artwork are a breed apart. However, judging from the tone of the letters you publish, I am beginning to get the impression that some members of your readership are having trouble seeing past the sleek aircraft, huge warships, powerful missiles and sharp uniforms which crowd every page to realize the true

character of the Nazi regime. Although you are completely correct in saying that the swastika is not an inherently Nazi symbol, when I see someone in a brown shirt with an armband or banner bearing a swastika, it's a safe bet that he does not have the Finnish air force, eternal life or Buddhist temples in mind. Like it or not, thanks to the Nazis, this once-benign symbol has become forever associated with evil. (On a related topic, when was the last time you met anyone named Adolf?) On the other hand, I agree that such distortions of history as removal of swastikas from books or aircraft models are both misguided and counterproductive.

Well, that's all I have to say for now. Having read so many letters full of nothing but praise from other fans, I felt compelled to set the record straight on some issues, since no one else was willing to take up this cause. Then again, perhaps this is one of hundreds of similar letters you receive, but you simply do not publish them?

Sincerely,
Mike Jasinski
Little Rock, AR

I hate to disappoint you, Mike, but your letter is only the third of a total of four letters we've received in a whole year that included any real negative comments. Maybe that's because most of our readers realize that this is a FICTIONAL HISTORY and are not in a rush to make conclusions before they read the whole story. It'll be a long time before I can tell a whole different version of World War II, especially since I'm more interested in military hardware than politics. Many readers get the incorrect impression that nothing in the past of the Luftwaffe: 1946 universe has changed from our own, but common sense dictates that if nothing had changed in the past, then World War II would've ended on September 2, 1945.

You also have a misapprehension of why such aircraft as the Triebflügel weren't made in the USA after the war. To put it simply, THEY WEREN'T NEEDED! America was at peace until Korea in 1950, and no enemy bombers were raiding their homes on all fronts! Other weapons, like the V-2 (A4)s, had higher priority. There were many other VTO designs tested during the '50's. The Fairey "Delta-1," Convair XFY-1 "Pogo," Ryan X-13 Vertijet, S.N.E.C.M.A. C.450.01 "Coléoptère," and Lockheed XFY-1 "Salmon" all followed the same VTO concept, and the Focke-Achgelis Fa-269 and especially the Weser WP1003/1 looked remarkably similar to the Bell XV-3, XV-15 and V-22 series that followed them. It was lack of real need rather than technology that defeated them. Even Harriers received little attention until the Falklands.

Designers realized the Me-163's limitations too, but the valuable data they gathered led to the Me-263s. (I'm assuming that you did not misidentify the Me-263s in Luftwaffe: 1946 V.2 #1 as Me-163s.) The Me-263 would've been lethal against the Allied bombers if they had been used properly.

There's a lot of misconceptions about the He-162's flight characteristics. Despite the popular myth, the He-162 was actually a good flying aircraft. (Check the flight analyses by Capt. Eric Brown, RAF.) Of COURSE putting in a Hitler Youth with only a few hours of glider training as the pilot would've been suicidal—it would've been suicidal to do that with ANY AIRCRAFT!

It was not weight that was the main reason they switched to the MG-151, but rather the vibration of the MK-108, plus the low amount of ammunition it could carry!

Hitler being the main blame for the Me-262's delay is also a myth. I discovered this when I studied the Jumo 004 at USAF Jet Engine School in 1976. The Me-262 book by Monogram also mentions them. According to Milch, it was

Göring, not Hitler, that ordered all the Me-262s already built to be converted to bombers, and it was the jet engine that caused the delay. By January, 1944, 23 production Me-262s sat without engines. In Luftwaffe: 1946, Hitler gives different orders than he did in real history.

Beautification of the Third Reich? If you're talking about the pre-war scenes I did, that's based on fact. Germany looked like a nice place to live then, if you weren't a Jew or a political prisoner. America was the same, unless you were an Indian or black or any minority. Many Jews suffered too, although not as bad as in Germany. As a matter of fact, when an American film crew came back from Germany, the Nazi Germany scenes looked too good for them, so they added fake segments to make them look more sinister. It's called propaganda. The Hitler-with-kids scene is based on real events told by the kids who knew him, although I did add an in-joke of "Heil myself" from the movie To Be Or Not to Be (1941). It is FICTION, you know.

According to Göring, Hitler became a different person, much more cold and insensitive, after Geli died. I always wondered if he would have acted differently in WWII had she lived. Luftwaffe: 1946 is just one version of what could have been.

I'm sure the Union soldiers who massacred the helpless Indians or the bomber crews who fire-bombed Dresden and Tokyo were just following orders too. I tend to blame the decision-makers rather than the professional soldiers. We learned our mistake in Vietnam. If every U.S. soldier question his orders, the Nazis would still be running Europe. I served proudly in the USAF for 13 years. I wasn't political then, and if I was told to bomb Moscow, I would've probably done it and then asked questions later.

For those of you who want to know about concentration camps, I recommend the movie Schindler's List and the documentary Russia's War for starters. I think there's no need to do a fictional story about the concentration camps when real history is more important. I may do a story or two on lesser-known topics, like the Soviet and Japanese treatment of their prisoners in their concentration camps, but I'm more interested in drawing war machines than people in agony. That's why this book is called Luftwaffe: 1946 and not Nazi Crimes.

I used to admire Wernher von Braun because the Moon race was a big part of my childhood. I still do, although in a somewhat different way since I found out about how the V-2s were built at the expense of many prisoners. I still regret not meeting him before he died.

It's true that all new recruits were required to take an oath to Hitler after he came to power, even though he did not officially become their commander until 1939. It's important to know that only 1/3 of the German voters voted for Hitler, and I'm sure more than a good portion of those did it because they got a job rather because of politics. I saw Air Force and Navy recruits taking an oath too, but many, especially officers, were already in the service before Hitler, and I never saw photo reels of them taking an oath. It would be interesting to see if they re-enlisted that way. One of the reasons why Hitler let Himmler create the Waffen SS is because he never trusted the other branches of the service. I need to remind you that in the case of Lorelei, this is a fictional story, she being a female combat pilot and all. The Hitler of this universe has a better relationship with the military, and the oath is not mandatory. I can't explain the

whole Luftwaffe: 1946 story in one year.

As for meeting people named Adolf, Ben knew quite a lot of people by that name when he was at school. It's a common Spanish name. I know a few in the USAF. As a matter of fact, there's an Attorney-at-Law right across from our office named Adolf. Now, "Hitler," that's a name we haven't heard lately.

If you'd read the letter columns more carefully, you'd have seen that we included as many negative comments as we dared without upsetting the majority of positive ones. I'm old enough not to change my way of fictional storytelling, but I read every reader letter with sincerity. It's about 25-to-1 in favor of the positive letters right now, even including the negative ones with some positive comments, like yours. I get my energy from readers who are very knowledgeable about the subject, because we—and that includes me—still don't know enough about real history.

Subject: *Luftwaffe: 1946*, Vol. 2 #1:

Unfortunately, I haven't seen a single issue of the previous miniseries after the first one. It is still almost impossible to find anything from Antarctic in Finland. It just may be that I won't find the next one.

I still think, considering the National Socialist ideology, that Hitler would have never allowed female pilots. Even at the end of the war, he trained wounded, young and aged men instead of women. The only female pilots that ever flew in WW2 were Russian.

In addition, in the alternate reality of *Luftwaffe: 1946*, Göring is dead and is not trying to refight the Great War again. In that case, what happened to the Uralbomber? This was supposed to be a four-engine heavy bomber with high altitude and great range. Both Dornier and Junkers had built prototypes of it as early as 1936. There was significant support for the plane, but Göring canceled the program. However, Stukas were not as effective against Hurricanes and Spitfires as he had hoped. The Uralbomber could have destroyed London and maybe Moscow easily (assuming that it could fly, of course).

Besides, Hitler himself issued the orders to make the Me-262 a bomber instead of a fighter. Of course, it may be that you have already taken these things into account in the issues of the miniseries I haven't seen...

Luftwaffe: 1947 plastic models seem strange; there are plastic model kits of those "alternate" planes. I remember having a Me-262 model as a kid, and there is still my old Me-163B Komet—a gift from the USA, by the way—somewhere.

One more thing: I think technological superiority does not mean automatic victory. Finnish pilots fought well in the War with clumsy Brewster Buffaloes, the same planes Zeros shot down in the thousands because their opponents thought the Japanese could not even shoot straight.

Whether or not I find any other issues...

Take Care of You and Yours,
Vesa Lehtinen
Tampere
FINLAND

P.S.: I take it you have not considered a Finnish side of the story....

*As mentioned before, Vesa, aviatrixes like Hanna Reitsch proved that even Hitler didn't follow the Nazi ideology. Of course, not only Russian females flew combat planes and drove tanks; Ukranian and other females from the occupied Soviet territories did so as well. I did a preview in the original *Tigers of Terra* #3 (Book 2) in*

1987, and hope to do a full story in the future.

I'll tell a story about the Uralbomber in the future as well. As usual, it'll take a lot of storytelling.

*I also agree that technological superiority does not mean automatic victory. That's why the Nazis lost. The Finns fought very well against the Soviets, despite heavy odds. The Flying Tigers, whom I introduced in the very first issue of *Tigers of Terra*, also proved that they could shoot down a Zero. I want to do a story about the Finnish Air Force in the future, even a fictional one about them flying Me-262s, even though Finland changed sides in 1944.*

*If you have problems getting A.P. books, you can contact us by calling (210) 520-3852, 10 AM-4 PM U.S. Central Time, by faxing us at (210) 520-3891 at any time, or by just writing us at: Antarctic Press, 7272 Wurzbach Suite 204, San Antonio, TX 78240, USA for more info. Subscriptions to *Luftwaffe: 1946* are available.*

Well, I have many more letters to answer, but I'm saving them for future issues so I can get this one completed. Please send us more letters. Too much info is never a bad thing.

*Although the first *Luftwaffe: 1946* series is available as a trade paperback from A.P., some of you have asked for the original four issues. I have a limited amount from my own stock available for \$15 PPD/set. I also have an extremely limited amount of *Tigers of Terra Book One* for \$12 PPD, as well as issues V.1 #11 for \$6 PPD, and V.2 #0, 1, 2, 5, and 15 for \$4 PPD each. Sorry, this offer is good only for orders within the U.S. Please send your U.S. check or money order to: Ted Nomura, 7272 Wurzbach Suite 204, San Antonio, TX 78240.*

*I'll be concluding the "Luftsturm" story next issue, then there will be the 5-part "Projekt Saucer." After that, I haven't decided which of three stories I want to do first: "Luftpanzer," about a German airborne unit in a Panama invasion, "Raumkrieg," about war in space, or "Amerika Bomber," about a German attack on the U.S. Hopefully, you readers can help my decision process. I also have more ideas for spin-off series, like *Kamikaze: 1946*, *Panzer: 1946*, *Kriegmarine: 1946* and *Luftwaffe: 1947*. The latter is a totally different alternate World War II story, in which Hitler goes into a coma and Göring dies in a plane crash, both on July 6, 1940, and WWII ends, only to resume after Hitler awakens five years later and the Soviets invade Germany first, forcing the Allies to join the Nazis instead! I've got other wild ideas for *Luftwaffe: 1948* and *Luftwaffe: 1949*, too, but I'd better not think too far ahead until I can catch up with the current series.*

*I also want to create a *Luftwaffe: 1946 Annual* series so I can show off the stories and artwork of our readers. Many of you have great ideas too.*

*Also, I'd like to give thanks to Mr. Odell for the video copy of the Japanese documentary about the Nazi UFOs, and to Mr. Miranda for his incredible number of research papers. Both will help my "Projekt Saucer" story. Mr. Miranda's work is so complete that it was like getting the last big piece of a puzzle that I've been assembling since the late '60's. We're pleased to announce that we're planning to publish his works for our series of *Luftwaffe: 1946* tech manuals, the first of which is scheduled for early 1998. Stay tuned!*

*Oh, one last thing: Please don't blame Rod Espinosa for the page mix-up on the inside back cover of *Luftwaffe: 1946* #3. That page belongs to his own comic book, which is also published by A.P. It was beyond my control and I still feel uneasy about computer bugs. Ah, progress!*



Luftwaffe: 1946

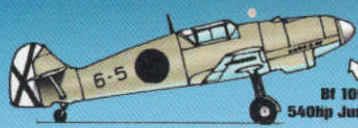
Messerschmitt Bf-109

Bf 109C-1 data
 powerplant: 700hp Jumo 210Ga
 length: 28'
 wingspan: 32' 4.5"
 armament: 4xMG17
 max speed: 292 mph

THERE IT IS, FOLKS. THE MESSERSCHMITT BF-109! LUFTWAFFE'S PRIMARY FIGHTER OF THE SECOND WORLD WAR!



↑ Bf109C-1 2/JG 71
 Summer 1939



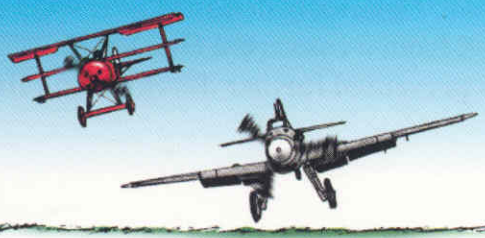
↑ Bf 109V5
 540hp Jumo 210B



↑ Bf 109K4
 2000hp DB605D

The 'BF' (Bayerische Flugzeug) werke firm, under Willy Messerschmitt designed a state of the art fighter despite official discouragement from the Reich commissioner for aviation, Milch. The first prototype, powered by the British 695hp Rolls Royce engine flew in 1935. The Bf109 series lasted over 10 years, nearly doubling its weight while almost quadrupling its power!

Like the famous Fokker Dr.1 triplane of 1917, the Bf-109s were enthusiastically flown by aces long after it was considered obsolete. The successor Me-209 was dropped in favor of Me-262 production and the advanced me-309 fared not much better in performance.

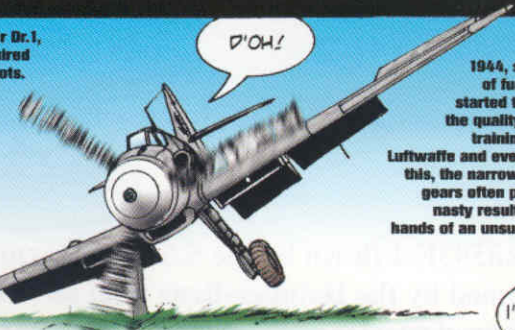


From its combat debut in the Spanish Sky by the J/88 Condor Legion before WW2 to the Czech built Avia S-99 version fought by the Israeli Air Force (Chel Ha' Avir) after Germany's defeat, the Bf-109s soldiered on despite limitations, even producing a kill ratio of 12 to 1 by the Finnish 109Gs against the Soviets by 1944.

But like the Fokker Dr.1, the Bf-109s required experienced pilots.



YIPE!

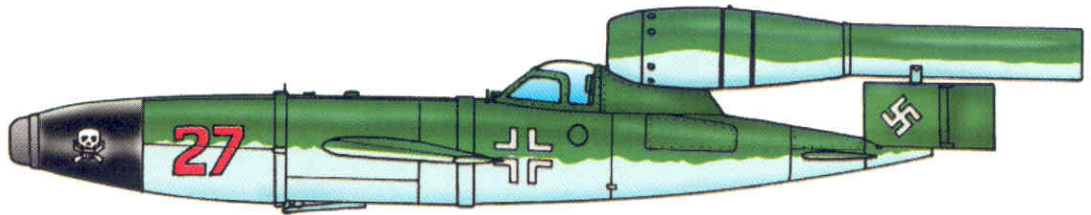


By late 1944, shortage of fuel finally started to effect the quality of pilot training in the Luftwaffe and even before this, the narrow landing gears often produced nasty results in the hands of an unsuspecting pilot!

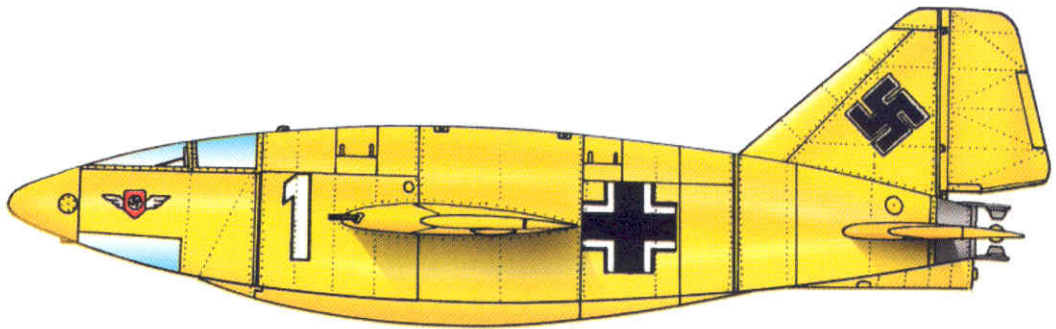


I THINK I'LL GO FOR A LUNCH!

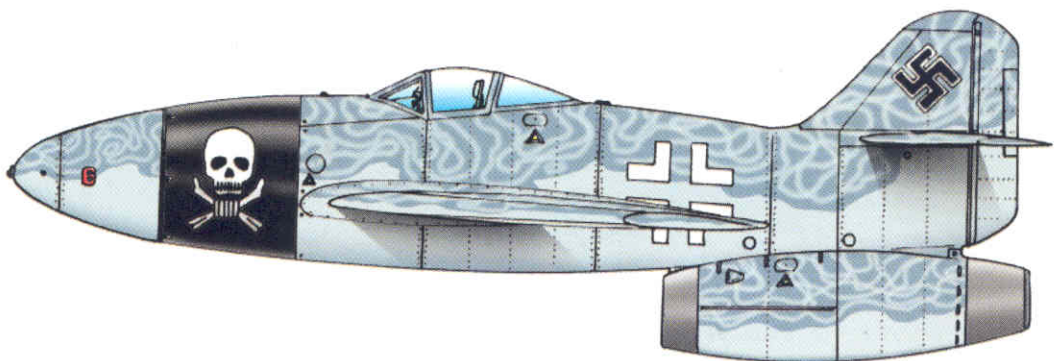
Selbstopfermännerflugzeug of the ALTERED WARS



Fieseler Fi103A-1 "Reichenberg IV" flown by the S.S. volunteers of the 5.II/KG200, "Leonidas Steffel," June 13, 1944. Use of the Fi103s against the Allied D-Day beaches was halted personally by Hitler when he discovered the near-impossibility of pilot egress, claiming "suicide" to be immoral.



Ritter/Von Braun Rb101X-1 flown by the S.S. volunteers of the Sonderkommando "Wagner," October 14, 1944. Originally designed as a VTO interceptor, X-1 variants were test-launched from a converted Heinkel He277V1 for endurance testing. Safer alternatives prevented further development after reaching Mach 1 on August 27, 1945.



Ritter/Daimler-Benz Rd503E-1 flown by the S.S. Luftsturm pilots of the KG.54, August 27, 1946. Designed by the Daimler-Benz firm as "Project E." Ritter Flugzeugbau manufactured special variants designed to carry radioactive-dust warheads packed with explosives. Each was powered by an HeS 011A turbojet and carried by a "Project C" type Schnellbomberträger.