

THE FOLLOWING INFORMATION HAS BEEN OBTAINED FROM P/W. AS THE STATEMENTS MADE HAVE NOT AS YET BEEN VERIFIED, NO MENTION OF THEM SHOULD BE MADE IN INTELLIGENCE SUMMARIES OF COMMAND OR LOWER FORMATIONS, NOR SHOULD THEY BE ACCEPTED AS FACT UNTIL COMMENTED ON IN AIR MINISTRY INTELLIGENCE SUMMARIES OR SPECIAL COMMUNICATIONS.

THE MANHEIM GERÄT.

1. The following information was obtained from a G.A.F. deserter who at the time of his surrender in mid-August 1944 was employed as an electrician at the Sammel und Instandsetzungsstelle (Maintenance Unit) Fu.M.G.2/VI at Nivelles in Belgium.

2. This unit was one of two centres in the West - the other was near Paris devoted to the storage and repair of Radar equipment, mainly the Würzburg A., C. and D., the Freya and the Mannheim, but also airborne search equipment. It had been based at Vilvorde from 1941 until the beginning of August 1944 when, after repeated air attacks, it moved to disused hangars and workshops in the North-West corner of Nivelles airfield.

3. P/W had no knowledge of the operation of the Mannheim Gerät and this report is limited to his description of the apparatus derived from an inspection, made out of curiosity, of a unit in the store.

MANNHEIM GERÄT

Description.

4. The base of the Mannheim Gerät closely resembles that of the Flak Würzburg; it consists of a crosspiece supporting a turntable which, in turn, supports a rectangular cabin containing the crew and instruments.

5. The crosspiece is fitted with two contact plugs, one for the supply of current and the other for the onward transmission of values obtained.

6. The cabin is about 4 metres x 2 metres in plan and 2 metres high. It is of metal construction except for the upper portion of the rear wall which contains two plexiglass windows with canvas screens.

7. Entrance to the cabin is through a door at the left-hand end. Attached to the right-hand end wall is a small platform known as the "Führerstand", together with a vertical panel about 1.50 metres high. The platform is about 1.50 metres above the floor of the main cabin and access to it is by means of a small ladder, which hangs clear of the ground so that the cabin can rotate freely.

8. The vertical panel is fitted with two cathode ray tubes for coarse readings (Übersichtsröhre), below which are levers for elevation and azimuth control. To the left, on the end wall of the cabin, there are a number of control buttons and a plug for headphones.

9. The Führerstand is used by an operator whose function is to bring the Mannheim Gerät on to the approximate direction of the target. This is done by manipulating the levers in accordance with the coarse readings in the cathode ray tubes, and accurate measurements are then obtained by the operators inside the cabin.

#### **Measuring Instruments.**

10. P/W cannot give any detailed description of instruments inside the cabin, but he had heard that they included a new type of range measuring device known under the code name "See-Igel" and that values obtained were not telephoned by the crew, but were passed on automatically by means of a "Geber". The latter system is said to have been in use for almost six months prior to P/W's capture.

11. The Mannheim Gerät incorporates a new type of transmitter, which consists of a V-shaped aluminium unit containing a L.S. 180 transmitting valve in each leg. The aluminium housing is perforated to permit cooling by air circulation. Another feature of the apparatus is that the impulse generation is effected at the "Netzanschlussgerät".

#### **Reflector.**

12. The reflector is paraboloid in form, resembling that of the Würzburg in shape and size. The reflecting surface, however, consists of a network of metal strips, approximately 3 cm. wide and 1 mm. in thickness, which intersect at right angles.

13. The reflector is built as a single unit and not in two halves as in the case of the Flak Würzburg. It can be swung through 90° from the vertical to the horizontal for measuring purposes and during transit is placed horizontally over the top of the cabin.

WÜRZBURG B.

10. Whilst at the Sammel- und Instandsetzungsstelle, P/W had spoken to servicing personnel connected with Würzburg B instruments. He had gathered that the Würzburg B was constructed on a completely different principle from the A., C., and D., and that it operated by means of heat rays; it was stated to be extremely accurate.

15. One Würzburg B was said to be in operation near Rotterdam and another in the vicinity of Ostende.

A.D.I.(K). and  
U.S. Air Interrogation.  
15th November 1944

S. D. Felkin,  
Wing Commander.