

# Errata to *Kauz* Night Fighters

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## Additional information for the first reprint edition

IRRESPECTIVE of how many times a manuscript is read, some minor errors will always slip through. Unfortunately, in this volume a somewhat greater error also slipped through relating to victories that Becker made while flying the Do 215. After publication, the author was given full access to his preserved logbook from a private collection, and realised that there was a mix-up of data in the transcribed victory list accessed during the writing of the book. In the first printing there are seven victories included in the victory list, that were made by Becker while flying the Bf 110 and not the Do 215. There were also five additional victories that were not included which Becker made with the Do 215. Rather than incorporate these major corrections into the reprint, they have been made available online only in this errata sheet. This decision was made by the publisher in order to be fair to those who bought the original first printing of the book. The online errata is applicable to all editions of the book and includes the necessary amendments and corrections for the text in the chapters, as well as corrections for the appendixes, to fully reflect the required changes. It also includes information on a few further minor corrections.

Page 4 – Archive of Modern Warfare now reads Archive of Modern Conflict

Page 55 – Photo caption – Stkz. now reads “...with the *Stammkennzeichen* ‘PF+C\*’ instead of ‘PF+Z\*’

Page 105 – Photo caption – Horst Götz had the rank *Oblt.* when the photo was taken, now amended

Page 207 – Falck – first name changed to Wolfgang, not Wolfram

## 1) Text changes to page 161 in bold

At 03:24 Becker shot down a Manchester, L7426 from No. 83 Squadron. The aircraft crashed into the IJsselmeer some 3 km east-north-east of Enkhuizen, killing all seven crew members. Less than an hour later at 04:11 he succeeded in shooting down a second aircraft, this time a Wellington Mk.III, X3641 from No. 9 Squadron, which crashed into the sea 8 km north of Petten on the Dutch coast. **Only a few days later, Becker and his crew would achieve success again. Taking off from Leeuwerden at 21:40 in ‘R4+AP’ for a patrol, they intercepted a Whitley which was shot down in flames at 23:04 in Planquadrat 54624. The interception was made with the FuG 202 radar which detected the aircraft at a range of 2.2 km as noted in Becker’s logbook. The victim was a No. 58 Sqn Whitley (Z9227) which crashed in the Waddenzee with the loss of the five-man crew.** Later the same month on 25 March, a Do 215 B-5, W.Nr. 0097 ‘R4+NN’ of 5./NJG 2, made a belly-landing at Leeuwarden due to landing gear failure, resulting in 20% damage to the aircraft although the crew escaped injury.

During March, Lt. Löhel made one operational flight in ‘R4+FM’ on the night of the 25 th /26 th, again without success. **However another pilot would achieve success on this night with the Do 215. Becker and his crew took off in ‘R4+AP’ at 22:00, intercepting a No. 106 Sqn Manchester (L7390) at 22:28. The aircraft was detected with the FuG 202 from a distance of 1.5 km, and crashed through the ice of IJsselmeer with the loss of all seven on board. Becker continued the patrol and intercepted a Hampden (AT151) from No. 50 Sqn which was shot down at 00:19 in Planquadrat 4449. During the process the Dornier received two hits from defensive fire. These two victories were Becker’s 15th and 16th and were mentioned in the *Wehrmachtberichts* on 26 March 1942. Two nights later Becker would depart on another mission, taking off from Leeuwerden at 23:48 but returning at 01:14 without any success. On the 28th Becker’s crew flew a daytime target display flight in ‘R4+AP’. There are no flights recorded in Becker’s logbook between 30 March and 8 May, suggesting that the crew received some leave after a hectic period.**

Several cross-country, weather, checking and target flights were recorded during March and April in Dorniers with the *Verbandskenzeichen* ‘R4+DC’, ‘R4+FM’, ‘R4+GM’, ‘R4+AP’, ‘R4+JP’ and ‘R4+HP’.

## 2) Text changes to page 169 in bold

After a period of almost **two** months without a recorded victory with the Do 215, things would eventually change in June 1942. On 5th /6th, Becker flew a mission in a **Bf 110** in which he managed to shoot down a Wellington of No. 301 (Polish) Squadron at a height of 5,200 metres. It crashed 60 km north of Amsterdam with the loss of the whole crew. Three nights later Becker again took a **Bf 110** on an operational flight, and again achieved success. This time it was Wellington Mk.IV, Z1467 ‘GR-L’ from No. 300 (Polish) Squadron, which came down in the sea 25 km west of Texel at 02:16. This aircraft was intercepted at a height of 5,100 metres. Only two minutes after Becker’s victory, Gildner succeeded in shooting down a No. 35 Squadron Halifax south-west of Hoek van Holland, south of The Hague.

## 3) Text and delete changes to page 169 and 171 in bold

On 6 June 1942 one Do 215 B-5, W.Nr. 0005, suffered a landing accident at Twente airfield north of Enschede as a result of technical problems. The aircraft was registered as having received 20% damage. From then on no Do 215s were listed with III./NJG 1. **Becker was one of the few pilots still flying the Do 215 on operational missions, even if he had begun to use the Bf 110 more frequently. On 3 August he made three conversion flights on the Do 217 night fighter ‘R4+MM’, confirming that the end for the Do 215 was drawing nearer.** A Wellington Mk.IV, Z1215 ‘BH-E’ of No. 300 (Polish) Squadron on a mission to bomb Emden, fell to his guns on the night of 19-20 June. It crashed into the sea at 03:00, some 30 km north-west of the West Frisian island of Vlieland. This was followed up on the night of 25-26 June with a Stirling Mk.I, W7503 ‘HA-R’, which crashed into the Oude Zeug sandbank north-east of the Wieringermeerpolder at 00:39 with the loss of the entire crew. This aircraft represented the first of seventeen bombers shot down that night by II./NJG 2 under the leadership of Hptm. Lent. The Gruppe had begun to receive Bf 110 night fighters with *Lichtenstein* radar sets which had a marked effect. The next success for Becker with the Bf 110 came on the night 21-22 July when he intercepted a Wellington Mk.II, Z8420 ‘PH-G’, which was on a raid to Duisburg. It crashed at 02:30 at Spierdijk, some 31 km north-west of Amsterdam, with the loss of the entire five-man crew.

**However, it was still possible to achieve success, as demonstrated by Becker on the night of 17-18 August when he took off in ‘R4+AP’ at 00:18 and achieved a radar assisted intercept of a No. 214 Sqn Stirling (BF330) at 1.4 km, shooting it down at 01:46. The seven-man crew perished in the sea. Almost fifty minutes later, at 02:35 Becker and his crew intercepted Wellington X3654 from No. 101 Sqn with the help of the onboard radar at a distance of 1.5 km. These two victories were Becker’s 30th and 31st, and would also be his last with the Do 215.**

An unusual victory achieved with the Do 215 was that made on the night of 17-18 August 1942 by *Maj.*d.R. Alfred Helm, who was in civil life a *Flugkapitän* with *Lufthansa* and had become an expert in blind flying. Helm had been involved in the introduction of the *Lichtenstein* radar and was temporarily attached to the *Stab* II./NJG 2 at Leeuwarden while being the *Kommandeur der Erprobungsstelle* at Werneuchen, an experimental station for developing and implementing new radio and radar equipment. Born on 16 January 1894, Helm was the Luftwaffe’s oldest night fighter pilot, achieving three night victories in total. This night he shot down his third victim, a Wellington Mk.III, X3654 ‘SR-K’ of No. 101 Squadron, which was on a mission to bomb Osnabrück. It was engaged at 4,200 metres and crashed into the sea some 10 km north-west of Vlieland at 02:35. Helm was flying Do 215 B- 5 ‘G9+DF’ at the time—the operational marking for the *Stab* IV./NJG 1. **Helm’s victory was the last one achieved with a Do 215 night fighter.**

~~Towards the end of August, Becker would achieve his last two victories with the Do 215. These would be his 32 nd and 33 rd victories, of which nineteen had been achieved while flying the Do 215 night fighter. He shot down both aircraft within eighteen minutes of each other on the night of 27-28 August. Becker’s first victim, Wellington Mk.III X3418 of No. 150 Squadron, was part of a force of 306 aircraft despatched to bomb Kassel. It was intercepted at 3,200 metres and crashed at Wervershoof, 44 km north-north-east of Amsterdam at 01:22. The next victim was a Stirling Mk.I, R9160 ‘HA-G’ of No. 218 Squadron. This aircraft was intercepted at a height of 3,600 metres and fell into the sea at 01:40 west of Bergen aan Zee, some 50 km west by south of the location of Becker’s previous victory, with the loss of the eight man crew. This was not only Becker’s last victory with the Do 215, it was also the last achieved by NJG 2 with this aircraft type.~~

## 4) Text changes to page 192 in bold

First line of text, left column

‘... Do 17 compared to **35** with the Do 215).’

Third paragraph, second line ‘...night fighters achieved **35** victories...’

Third paragraph, third line ‘...approximately **1.85** victories.’

## 5) Text change to caption in table: **Victories achieved with the Do 215 B-5 Kauz III, in bold page 194**

This victory list is based on the research made by Theo Boiten but has also been subject to amendments as a result of the author’s own research. **35** victories are confirmed to have been achieved while flying the Do 215.<sup>5</sup> No victories have been documented with the Do 215 while it was operated by any units other than NJG 1 and NJG 2.

## 6) Text and delete changes to – **Victories achieved with the Do 215 B-5 Kauz III, in bold page 193/194**

Date	Vkz	Unit	Flugzeugführer	Victim
7-8/11 1941	<b>G9+OM</b>	6./NJG2	<i>Oblt.</i> Ludwig Becker	Whitley Z6948
20-21/1 1942	R4+AP	6./NJG2	<i>Oblt.</i> Ludwig Becker	Wellington Z8370
20-21/1 1942	R4+AP	6./NJG2	<i>Oblt.</i> Ludwig Becker	Wellington Z1207
20-21/1 1942	R4+AP	6./NJG2	<i>Oblt.</i> Ludwig Becker	Wellington Z1110
8-9/3 1942	R4+AP	6./NJG2	<i>Oblt.</i> Ludwig Becker	Manchester L7426
8-9/3 1942	R4+AP	6./NJG2	<i>Oblt.</i> Ludwig Becker	Wellington X3641
<b>12-13/3 1942</b>	<b>R4+AP</b>	<b>6./NJG2</b>	<b><i>Oblt.</i> Ludwig Becker</b>	<b>Whitley Z9227</b>
<b>25-26/3 1942</b>	<b>R4+AP</b>	<b>6./NJG2</b>	<b><i>Oblt.</i> Ludwig Becker</b>	<b>Manchester L7390</b>
<b>25-26/3 1942</b>	<b>R4+AP</b>	<b>6./NJG2</b>	<b><i>Oblt.</i> Ludwig Becker</b>	<b>Hampden AT151</b>
<del>5-6/6 1942</del>	<del></del>	<del>6./NJG2</del>	<del><i>Oblt.</i> Ludwig Becker</del>	<del>Wellington Z1467</del>
<del>8-9/6 1942</del>	<del></del>	<del>6./NJG2</del>	<del><i>Oblt.</i> Ludwig Becker</del>	<del>Wellington R1725</del>
8-9/6 1942		5./NJG2	<i>Oblt.</i> Paul Gildner	Halifax W7699
<del>19-20/6 1942</del>	<del></del>	<del>6./NJG2</del>	<del><i>Oblt.</i> Ludwig Becker</del>	<del>Wellington Z1215</del>
<del>25-26/6 1942</del>	<del></del>	<del>6./NJG2</del>	<del><i>Oblt.</i> Ludwig Becker</del>	<del>Stirling W7503</del>
<del>21-22/7 1942</del>	<del></del>	<del>6./NJG2</del>	<del><i>Oblt.</i> Ludwig Becker</del>	<del>Wellington Z8420</del>
<b>17-18/8 1942</b>	<b>R4+AP</b>	<b>6./NJG2</b>	<b><i>Oblt.</i> Ludwig Becker</b>	<b>Stirling BF330</b>
<b>17-18/8 1942</b>	<b>R4+AP</b>	<b>6./NJG2</b>	<b><i>Oblt.</i> Ludwig Becker</b>	<b>Wellington X3654</b>
<del>27-28/8 1942</del>	<del></del>	<del>6./NJG2</del>	<del><i>Oblt.</i> Ludwig Becker</del>	<del>Wellington X3418</del>
<del>27-28/8 1942</del>	<del></del>	<del>6./NJG2</del>	<del><i>Oblt.</i> Ludwig Becker</del>	<del>Stirling R9160</del>
17-18/8 1942	R4+DC	3 <i>Erpr. St.</i> <i>Werneuchen/Stab</i> II./NJG2	<i>Maj.</i> Alfred Helm	Wellington BJ844

## 7) Text changes in bold page 194 – **Victories made by pilot, both Do 17 and Do 215**

Flugzeugführer	Victories with the Do 17 Z-7/Z-10	Victories with the Do 215 B-5
<i>Oblt.</i> Ludwig Becker	1	<b>17</b>
<b>Total</b>	<b>8*+7 (returned)</b>	<b>35+2 (returned)</b>