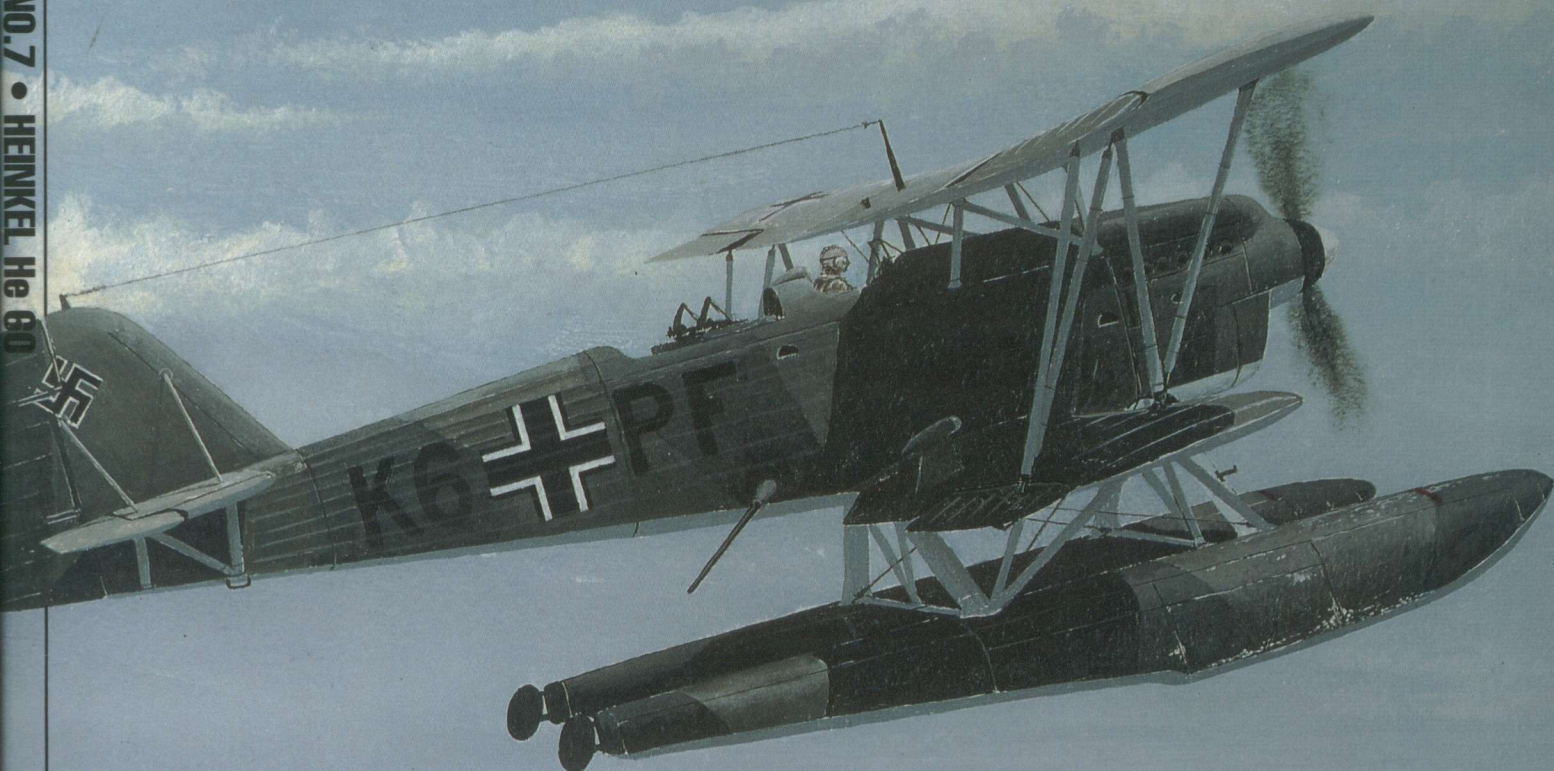


THE LUFTWAFFE PROFILE SERIES NO.7 • HEINKEL He 60

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NO.7



HEINKEL

He 60

Gerhard Lang

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Two photos of the He 60a, which differed from the later versions in a number of respects. Its most noticeable feature is the four-blade propeller. Another is the use of a single strut to brace the horizontal stabilizer instead of the N-strut which was introduced by the second prototype.





The first prototype, the He 60a, seen taking off on a test flight. The aircraft still lacks a registration code. Note the exhaust collector and the vertical ribs behind the engine, features that were absent from the later variants. Also absent are the struts linking the ailerons, which were added to supplement the N-struts.

The He 60, an very seaworthy two-seat floatplane, was created by the Heinkel Flugzeugwerke in 1931/32 on the basis of a request for tenders issued by the State Ministry of Transportation. The specification on which development of the type was based was prepared jointly by the Ministry of Transportation and the Reichsmarine. It called for an extremely seaworthy marine reconnaissance and shipboard aircraft capable of being launched from the catapults of large warships. In charge of design and development was Reinhold Mewes, who decided in favor of the biplane configuration.

Flight testing of the He 60 began in early 1933. The prototype, registered D-2157 (Werknummer 380) Seeadler, was designated the He 60a or He 60 V-1. The earlier designation HD 60 was also used in some cases. Registration took place in August 1932.

Although the first prototype did not meet the requirements of the specification, as it could not be launched by catapult, flight tests were promising. The single disadvantage was the inadequate output of the BMW VI power plant, which offered only 660 H.P. for takeoff. This lack of power made impossible any future increase in weight. However, the main purpose of the He 60a was to demonstrate the aircraft's seaworthiness, which was so good that it could land without difficulty even in rough seas.

Another HD 60 coded D-2176 (W.Nr. 381) is mentioned in the book *Research into the Role of the German Aircraft 1919-1934*. It was registered in 1931 and destroyed in Decem-

ber of the same year. Nothing further is known about this machine. As well, the dates given are puzzling, as the He 60a did not fly until 1933.

The second prototype, the He 60b (He 60 V-2) registration D-2325 (W.Nr. 418) Seefalke, received a more powerful BMW VI 7.3 engine. Although this power plant produced 750 H.P., no improvement in performance was achieved. Heinkel subsequently decided to return to the proven and reliable BMW VI 6.0ZU for the following aircraft.

The first catapult trials began in early 1933 with the Heinkel He 60c (He 60 V-3) D-IROL. These trials were so successful that the decision was made to construct a pre-production series of fourteen aircraft. The He 60c had larger ailerons than its predecessors in both wings. Following the completion of trials, D-IROL became the first operational aircraft of its type to be handed over to the navy.

The He 60 saw service with seaplane schools and with various coastal and marine reconnaissance units (Küstenaufklärungs- and Seeaufklärungsgruppen) and two shipboard units (Bordfliegerstaffeln). In detail, these units were 1/SAGr 125, 1/SAGr 126 and 3/SAGr 127, 1/KAGr 106, 2/KAGr 206, 1/KAGr 306, 1/KAGr 406, 1/KAGr 506 and 1/KAGr 706. The two shipboard units were 1/Bordfliegerstaffel 196 and 5/Bordfliegerstaffel 196. The unit designations listed here are the ultimate ones; in the early years unit designations were changed often.

The two units of Bordfliegerstaffel 196

were based at Wilhelmshaven and Kiel-Holtenau; they were responsible for the operation of He 60 floatplanes from the cruisers and battleships of the Kriegsmarine. Examples of service aircraft include 60+D91 on the battleship Admiral Scheer, 60+F91 on the battleship Admiral Graf Spee, D-IPEN and 60+F95 on the cruiser Königsberg, D-IVYN, 60+C95 and 60+X95 on the cruiser Leipzig, and 60+C11, 60+C14, 60+G21 and 60+G95 on the cruiser Nürnberg.

Beginning in 1939 the He 60 was replaced as a shipboard aircraft first by the He 114, which was not a success, and then by the Arado Ar 196, a very good multi-purpose seaplane.

He 60s on active service initially wore their registration codes (Stammkennzeichen); later in the war they used the standard Geschwader codes. Here is an explanation of the standard prewar code, using as an example an He 60 of 1/KAGr 206 which bore the code 60+I21 in the period 1937/1938.

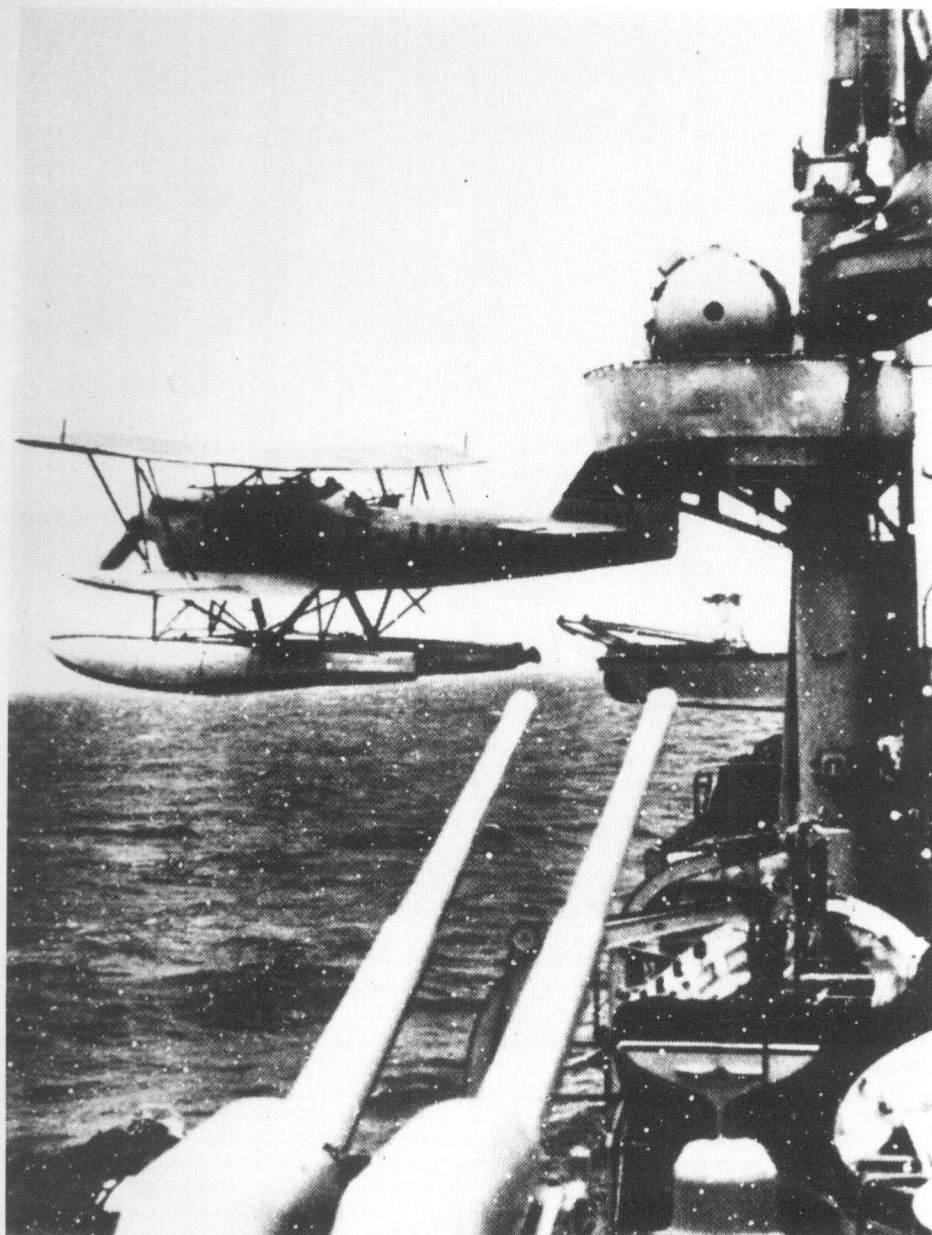
The code may be deciphered as follows:

6 = Luftkreis (Air Force Service Area) VI in Kiel
0 = see note below

+

I = identity letter of the aircraft within the Staffel
2 = 2nd Gruppe formed in Luftkreis VI
1 = the 1st Staffel of this Gruppe

As there were no Geschwader formed in the naval air arm, the second digit, which normally indicated the Geschwader, was replaced by a zero.



He 60 D-IVYN captured by the camera immediately after being launched from the catapult of the cruiser Leipzig.

Until the outbreak of war all He 60s wore a finish of RLM-Gray (RLM 02) over all surfaces. In the early years of the war this was replaced by a camouflage finish consisting of the two greens RLM 72 and RLM 73 on the upper surfaces and Light Blue RLM 65 on the under surfaces. In some cases only RLM 72 was used on the upper surfaces. The hub of the wooden propeller was left unpainted, while the blades were painted RLM 01 (silver) on the front side and RLM 22 (black) on the back side. The floats received an aluminum-color protective finish.

He 60s 60+E41 and 60+D41 were lost on 12 May 1937. The crew of Eger and Hack of 1/KAGr 506 took in He 60 60+Y31 at 0433 hours to search the Dievenow-Kolberg area. The crew landed at Dievenow at 0605 hours after a fruitless search and took off again in the same aircraft at 0700. This flight lasted until 0815 hours. They then took off for a third time at 1058 hours and landed at 1237. Whether the search was successful, and whether further aircraft took part is not known.

Another He 60 of 1/KAGr 506 was lost on 22 June 1937. The identity of this aircraft is unknown.

On 22 September 1939 He 60 KG+QH of 1/KüFlGr 406 became the first German warplane to land in Swedish territory. The aircraft and its crew of Oberleutnant zur See Helmut Rabenau and Leutnant Gerhardt Grosse were taken to Ystad by the Swedish destroyer Vidar. The crew, which gave engine trouble as the cause of the landing, were detained there. They returned to Germany in 1940.

The Seefliegerstaffeln (naval aircraft squadrons) had a total of 76 Heinkel He 60s on strength on 19 September 1938. There are different figures given for the number of aircraft still in front-line service with the coastal reconnaissance Gruppen at the outbreak of war on 1 September 1939. Once source lists 45 aircraft, another 54 He 60s in service with the units in the North Sea area and 27 in the Baltic region.

The following units were wholly or partly equipped with the He 60 on 4 September 1939:

Cover artwork by Steve Ferguson.

Translated from the German by David Johnston.

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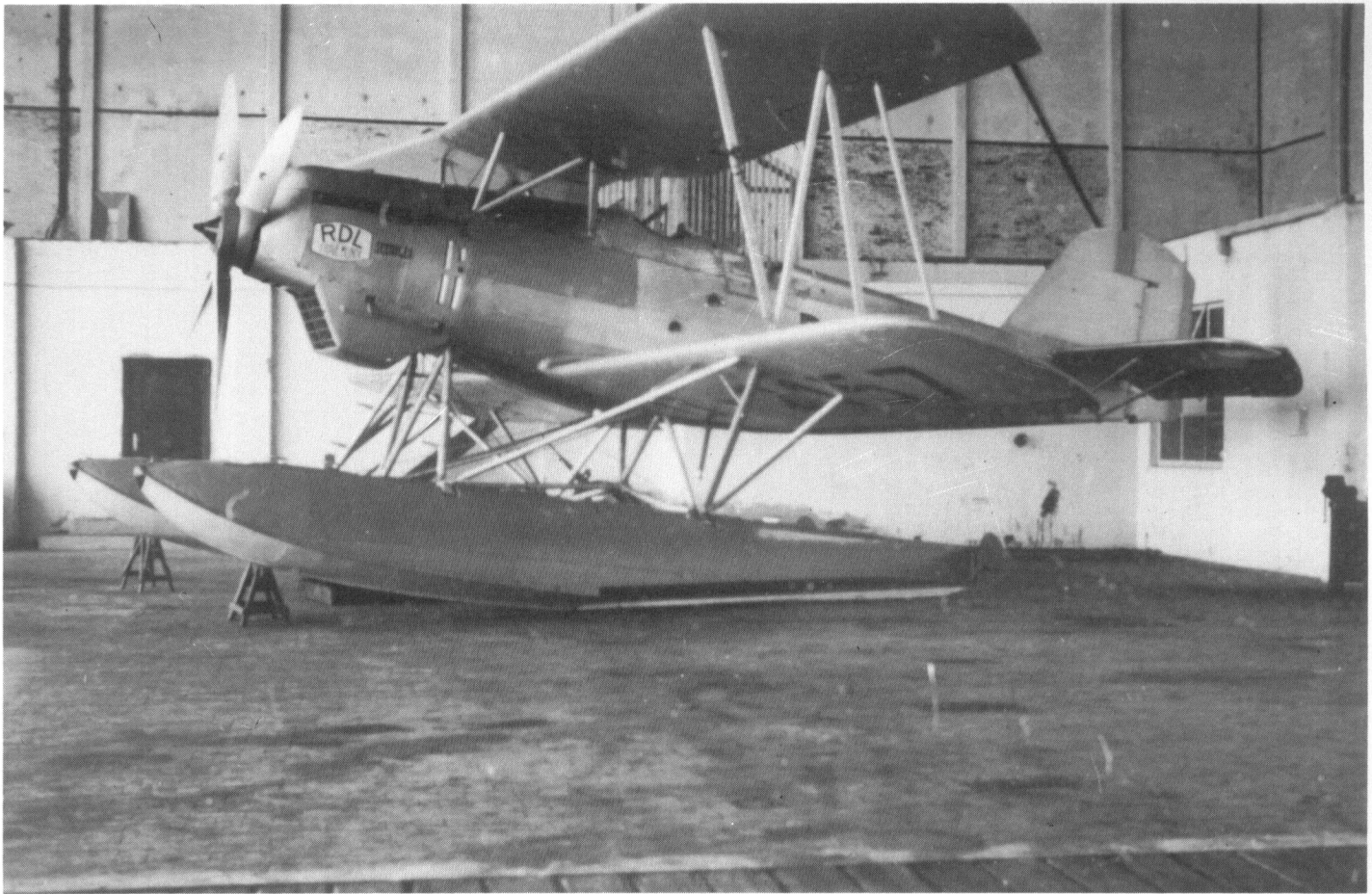
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Heinkel He 60a D-2157 Seeadler (Sea Eagle) in service with the Reichsverband der deutschen Luftfahrtindustrie (the German Aviation Industry Association, or RDL) at Travemünde.

1/KAGr 306 at Dievenow
 1/KAGr 406 at List
 1/KAGr 506 at Pillau
 1/KAGr 706 at Nest
 5/Bordfliegerstaffel 196 at Holtenau.

After several months of wartime service it was obvious that the He 60 was no longer equal to the demands placed on it. The main reason for this was the fact that the aircraft was underpowered. The type was gradually removed from active service and assigned to the naval flight training schools. On 2 December 1939 there were still 36 aircraft on strength with the front-line units, of which 32 were serviceable. By 11 May 1940 there were no He 60s left with front-line units. But this was not the end for the He 60, for in autumn 1940 several Staffeln of three marine reconnaissance Gruppen were reequipped with the aircraft. The first was 1/SAGr 125, which on 14 September 1940 had nine He 60s on strength.

As a result of the invasion of the Soviet Union on 22 June 1941, the units under the command of the Fliegerführer Baltikum (Commander of Air Forces Baltic States, Oberst Wild) – part of the 1st Air Fleet – were assigned an operational role as part of Operation “Barbarossa” (prior to the invasion the post had been known as Fliegerführer Ostsee – Commander of Air Forces Baltic). One of the units under his command was SAGr 125, which was restricted to coastal reconnaissance and security duties as it was equipped with obsoles-

cent He 60, He 114 and Ar 95 floatplanes. By the end of 1941 SAGr 125 was chiefly occupied with coastal patrols in Latvia and Estonia.

1/SAGr 126 and 3/SAGr 126 served in the Mediterranean and the Aegean until 1942. In addition to the He 60, this Gruppe flew the Fokker T.VIII-W. On 14 February 1942 the two units had a total of 21 Heinkel He 60s between them, of which only eight were serviceable. Two months later the number of He 60s on strength had shrunk to 17 aircraft, with 9 serviceable. Both Staffeln converted to the Ar 196 in mid-1942.

The third marine reconnaissance Gruppe equipped with the He 60 was SAGr 127, which operated in the Baltic States. It was with this unit that the He 60 stayed in service longest; not until late summer 1943 was 3.SAGr 127 disbanded.

Heinkel He 60 A

The first pre-production series aircraft to be built was the He 60 V-4 (D-IHOH). It was also designated He 60A-01. Together with the second He 60 A (D-IVIX), it was used for additional flight tests, which concluded in April 1933. The last six pre-production aircraft were not capable of catapult launchings as delivered; they were, however, retrofitted with the necessary equipment at a later date. The transfer of the He 60 A to the Kriegsmarine's naval flight training schools began in June 1933 and

it was there that they spent most of their service lives. A total of 81 of the He 60 A variant were built.

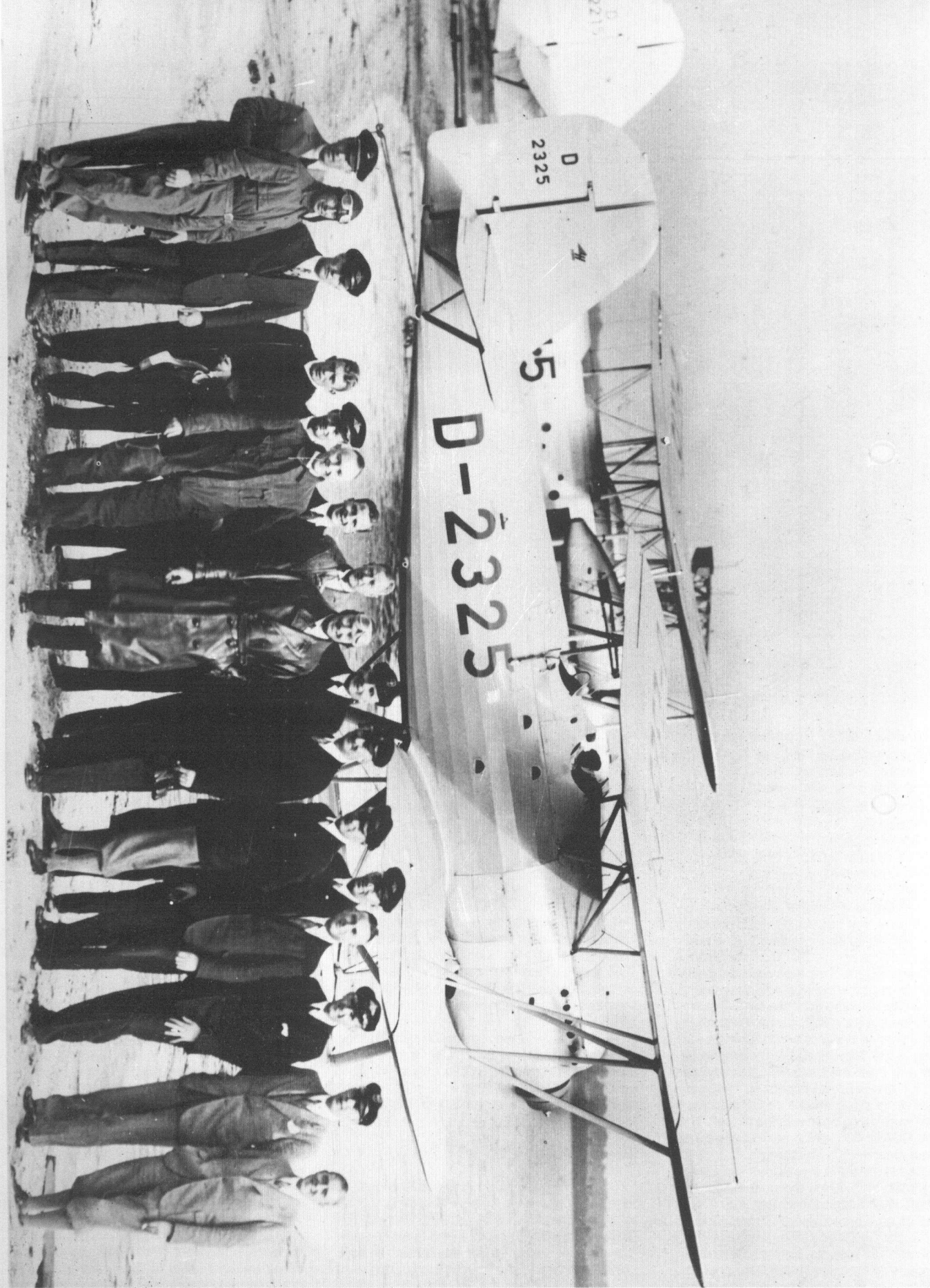
He 60 B

In 1934 the He 60 A was replaced on the production line by the He 60 B, which was built in small numbers only. Efforts were under way at that time to improve the performance of the He 60. In 1935 an He 60 B (D-IPZI) was tested with a 900 H.P. DB 600 A engine. With a take-off weight of 3,690 kg., D-IPZI reached a maximum speed of 295 kph. However the DB 600 was not available for use in the He 60 and development of this version, which was limited to the single conversion, was dropped.

He 60 C

In late summer 1934 production switched to the He 60 C, which incorporated minor improvements. Together with the D-version, it was the most-produced variant of the He 60. The He 60 C met all the requirements of the 1932 specification. The first two C-series aircraft (D-ILRO and D-IXES) were delivered in the autumn of 1934. The observer's position of the He 60 C could be fitted with an MG 15 machine-gun on a circular track mount for the weapons training or armed reconnaissance roles.

Beginning in 1935, Arado and Weserflug joined in production of the He 60 C in order to



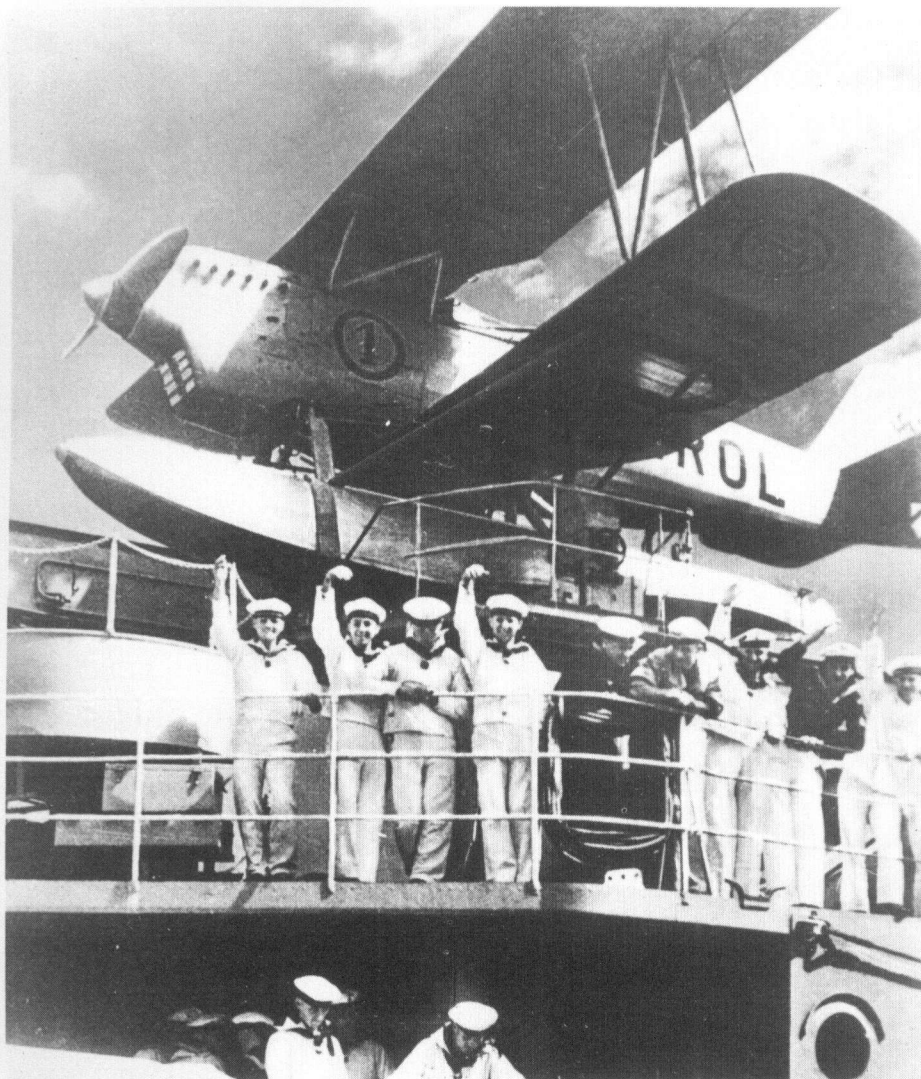
Group photo in front of the second prototype of the He 60, D-2325 Seefalke (Sea Falcon). Visible in the background is the He 59 V-1, D-2215.



Two interesting photos of the He 60 D-2512 taken at Swinemünde on the same day in 1933. The photo above shows the starboard side of the aircraft with black-white-red stripes on the fin and rudder and the one below the port side with swastika emblem.



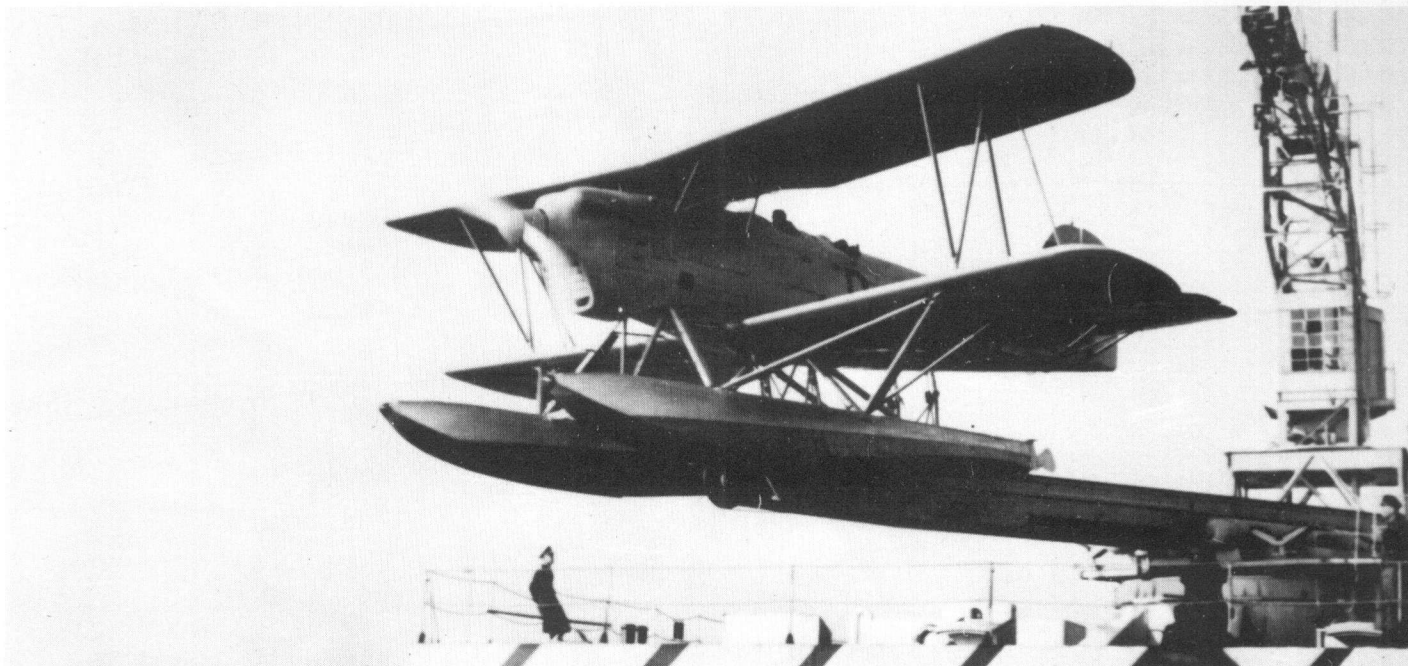
Two He 60s (D-3132 and D-3137) wearing the style of codes used until 1934.



The He 60 V3 D-IROL was the first machine used for catapult trials.

The He 60 V-4 D-IHOH was the first A-series pre-production machine.





Catapult launch by D-IHOH.

free up production space for new projects at Heinkel. The He 60 was the first aircraft to be wholly built by Weserflug. 76 aircraft were built and delivered by the Einswarden factory between June 1935 and June 1937.

He 60 D

The He 60 D was essentially similar to the C-version, but it incorporated a fixed, forward-firing MG 17 machine-gun with an ammunition capacity of 1,000 rounds and improved radio equipment. Production of this variant began at Weserflug in June 1936.

He 60 E

Shortly before production of the He 60 ended, Spain ordered six D-series aircraft, which were delivered as the He 60 E. The last aircraft went to Spain in April 1937. During the Spanish Civil War the He 60 was flown on the Nationalist side by the newly-formed Grupo 60. The main role of the He 60 in Spain was coastal patrols over the Mediterranean and the Atlantic. Two aircraft were lost during the civil war; the rest remained in service until 1948, when they were retired.

Technical Description

The He 60 was a single-engined, highly seaworthy, multipurpose floatplane.

The fuselage consisted of a welded steel tube framework. A wooden outer structure resulted in an oval fuselage cross-section, which was covered with fabric from the firewall aft.

The wings were of the single-bay, unstressed type in a staggered biplane arrangement. They were rectangular in shape and the span of the upper wing was slightly greater than that of the lower. Both wings were of twin-spar, wooden construction. Ribs and spars were made of pine and plywood, fittings were sheet steel. The wing leading edge was also

made of plywood, the rest of the wing was fabric-covered.

Both wings were hinge-mounted, and were attached to one another outboard by an N-section strut and to the floats by three struts on each side. Ailerons of corrosion-resistant Hydronalium with fabric covering were installed in both wings.

The conventional empennage was of similar construction to the ailerons. The horizontal stabilizer was braced to the fuselage by N-struts on both sides. All control surfaces and trim tabs were mass balanced; the elevator was also fitted with an aerodynamic balance.

Both single-step light-metal floats had vee-shaped bottoms and were attached to the fuselage and lower wings by a framework of struts. Each float was equipped with a retractable water rudder controlled from the cockpit.

The standard power plant installed in the He 60 was a BMW VI 6.0ZU with a rated output of 660 H.P. driving a fixed-pitch, two-blade wooden propeller with a diameter of 3.10 meters. The power plant itself was installed on resilient attachment points on an engine mount. This mount was so designed that almost any contemporary engine of similar output could be installed.

The 672-liter fuel tank and the oil tank were installed in a separate space beneath the pilot seat and were easily accessible. The removal of only three bolts enabled both tanks to be removed.

The two-man crew was accommodated in tandem open cockpits.

Technical Data of the Heinkel He 60 C

Wingspan, upper	13.5 m
Wingspan, lower	12.4 m
Length	11.5 m
Height	5.3 m
Distance between floats	3.45 m
Empty weight	2410 kg
Equipped weight	2730 kg

Additional Loads	320 kg
Equipment	180 kg
Crew	390 kg
Fuel	35 kg
Oil	65 kg
Ammunition	3400 kg
Gross Weight	95 kph
Landing speed	215 kph
Cruising speed at sea level	210 kph
Cruising speed at 2,000 m	
Maximum speed at sea level	240 kph
Maximum speed at 1,000 m	
Maximum speed at 2,000 m	220 kph
Rate of climb	327 m/min
Time to 1,000 m	3.2 min
Time to 2,000 m	8.2 min
Service ceiling	5000 m
Range	720-825 km
Maximum range	945 km
Wing area	56.2 m ²
Wing loading	60.5 kg/m ²
Power loading	5.15 kg/H.P.
Power plant	BMW VI 6.0ZU with a rated output of 660 H.P. at 1,650 rpm

Fuel capacity	672 liters
Propeller	two-blade, fixed-pitch, wooden propeller by the Schwarz with a diameter of 3.1 m

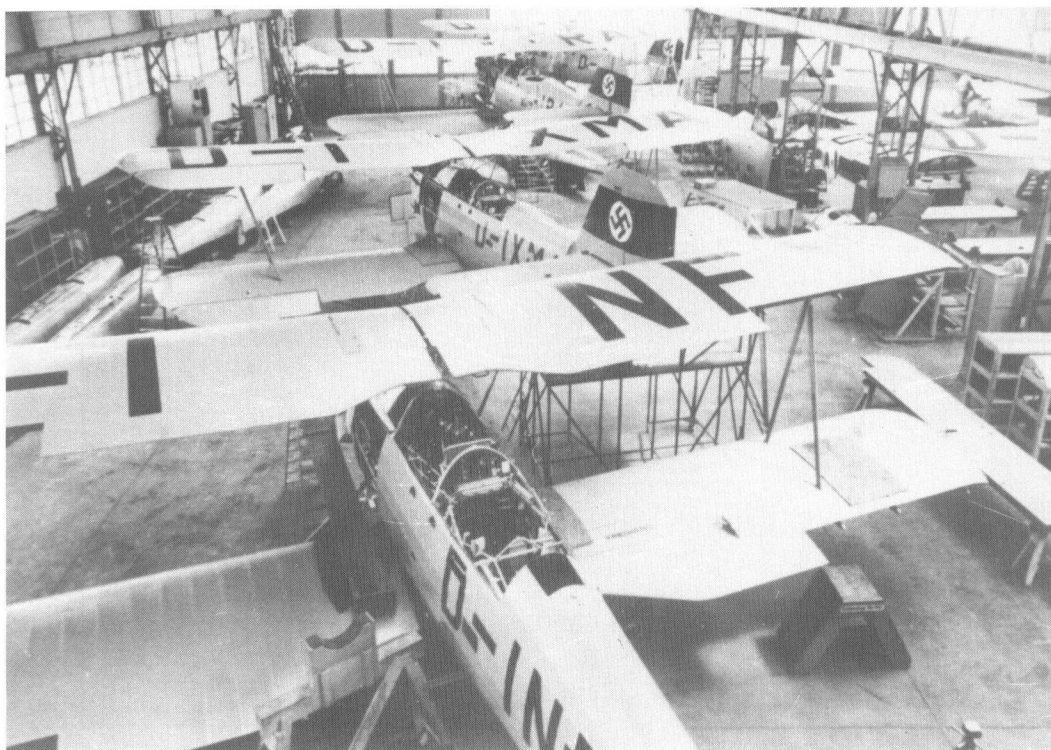
Crew	2
Armament	1 x MG 15, 7.9mm caliber in circular-track mount, with 825 rounds of ammunition



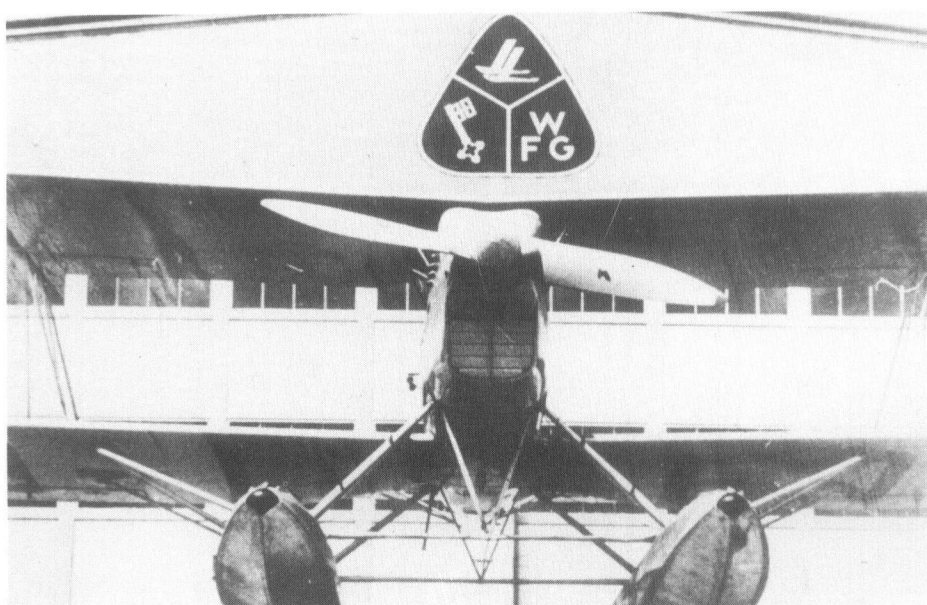
The second He 60 A D-IVIX/3 during trials. The aircraft still wears the black-white-red nationality markings on the fin and rudder.

He 60s in Kette formation. In the foreground is the second He 60 A (D-IVIX/3), then D-IVYN/2, and beyond it the He 60 V-3 (D-IROL/1).

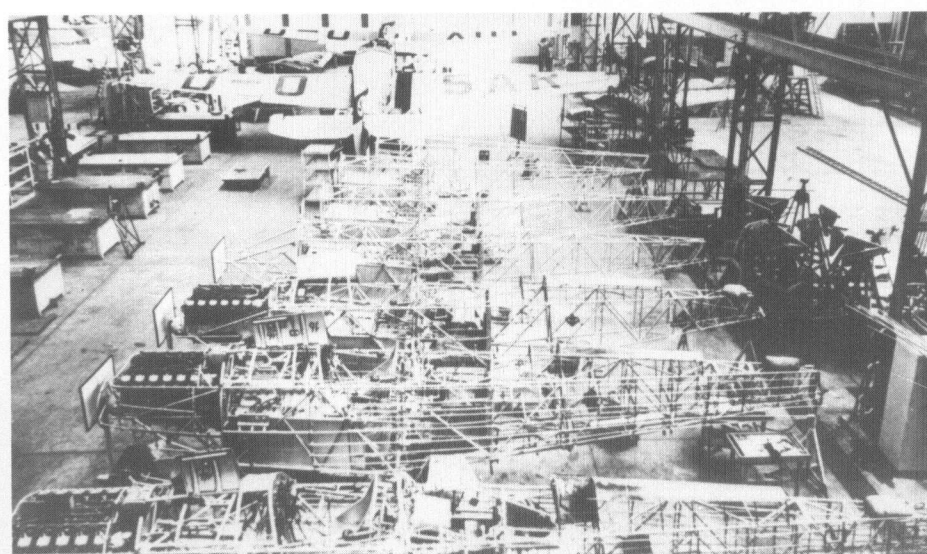




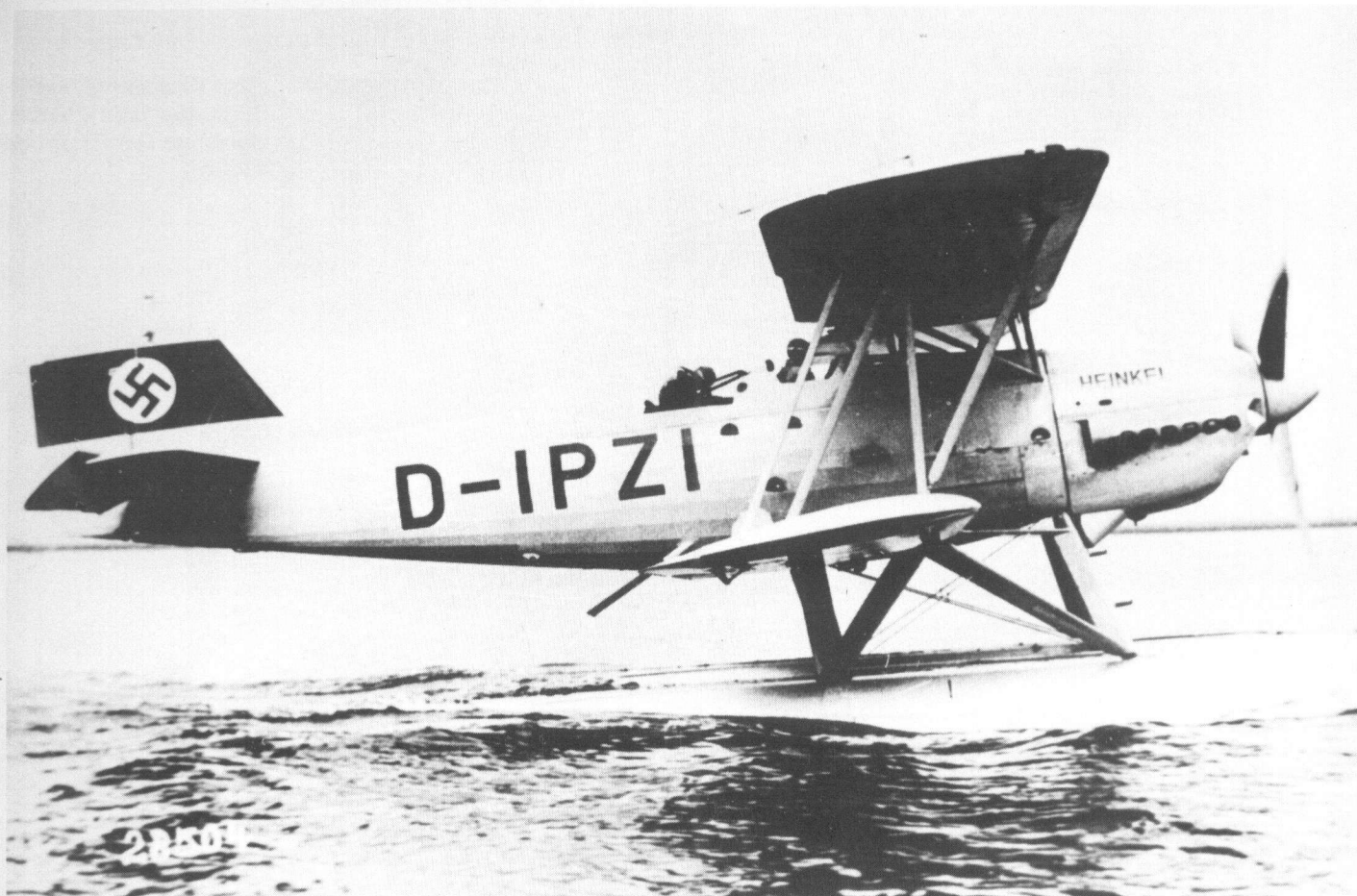
Final assembly of He 60s in the Weserflug factory. Visible in the photo are D-INFY, D-IXMA and D-IRAO.



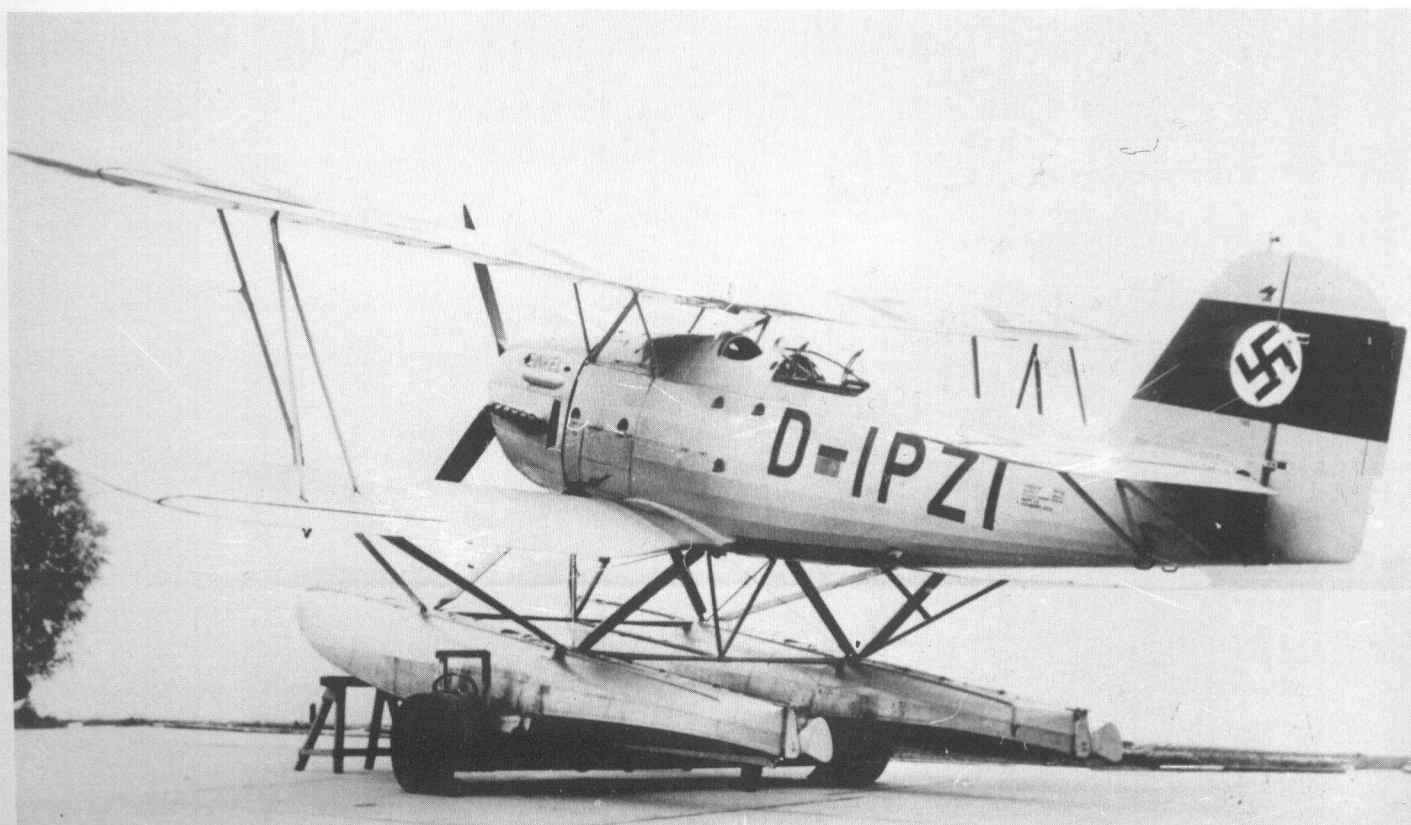
An He 60 photographed in front of a hangar at Weserflug, where it was built under license.

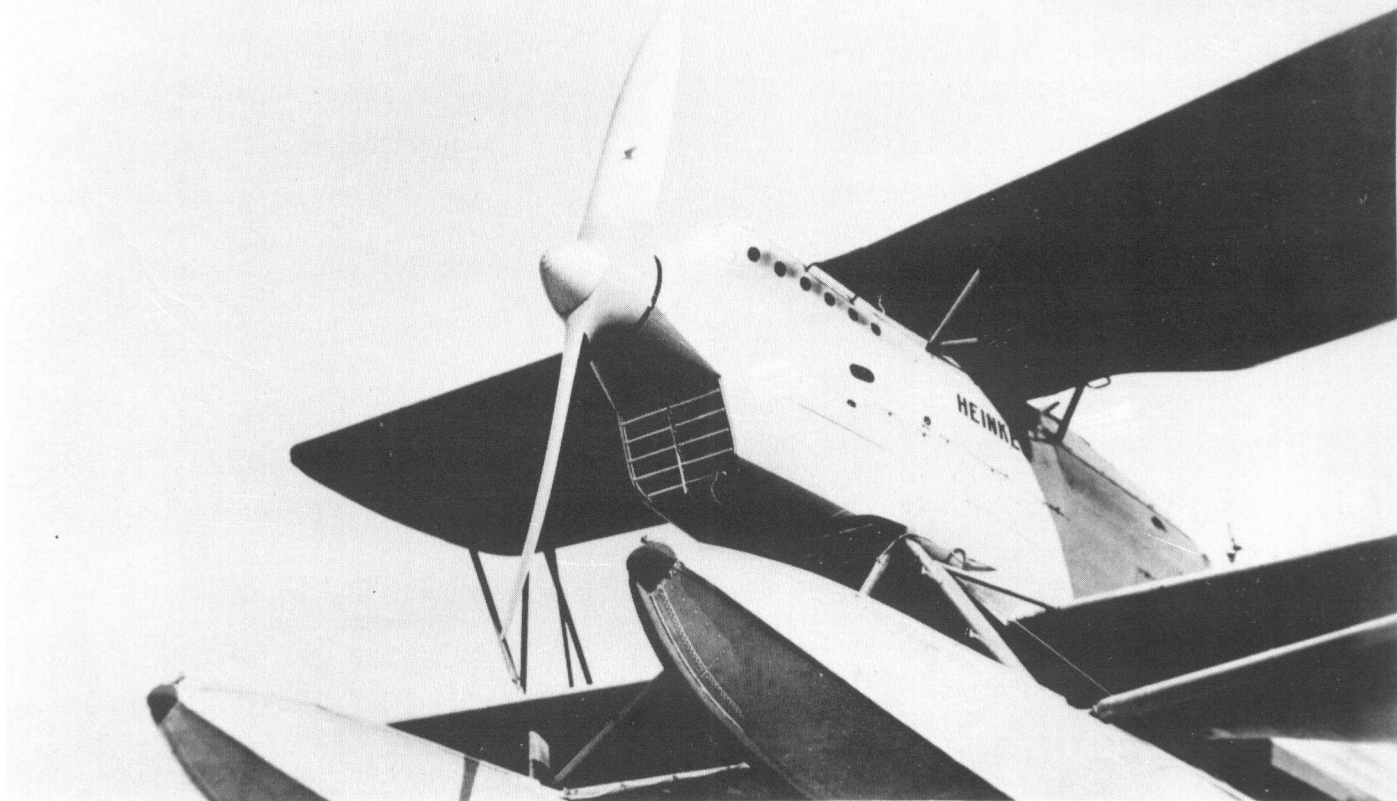


Seven He 60 fuselages under construction at Weserflug. This photo provides an excellent view of the welded steel tube framework. The three fuselages in the foreground have had their engines mounted.

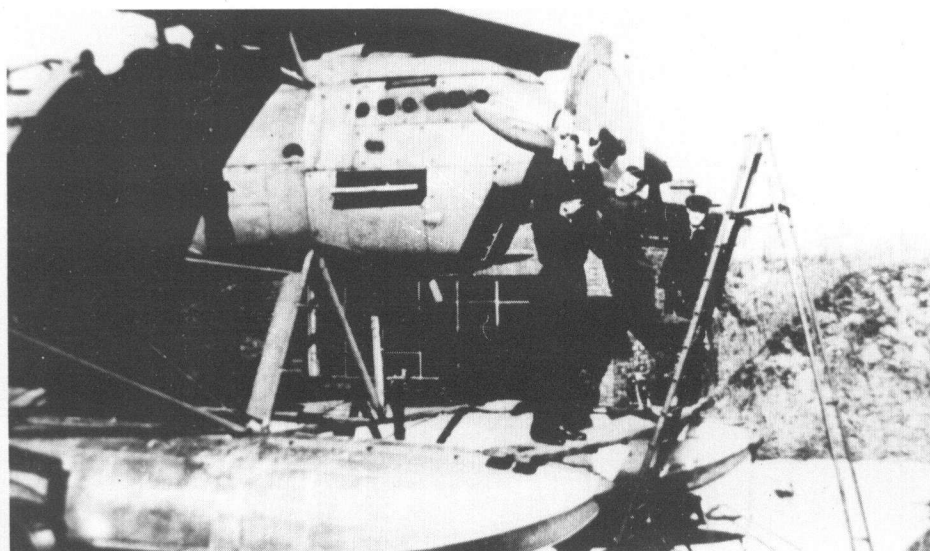


He 60 D-IPZI serving as a test-bed for the DB 600 A, seen above as it prepares for takeoff and below on a beaching trolley. Note the three-blade propeller.

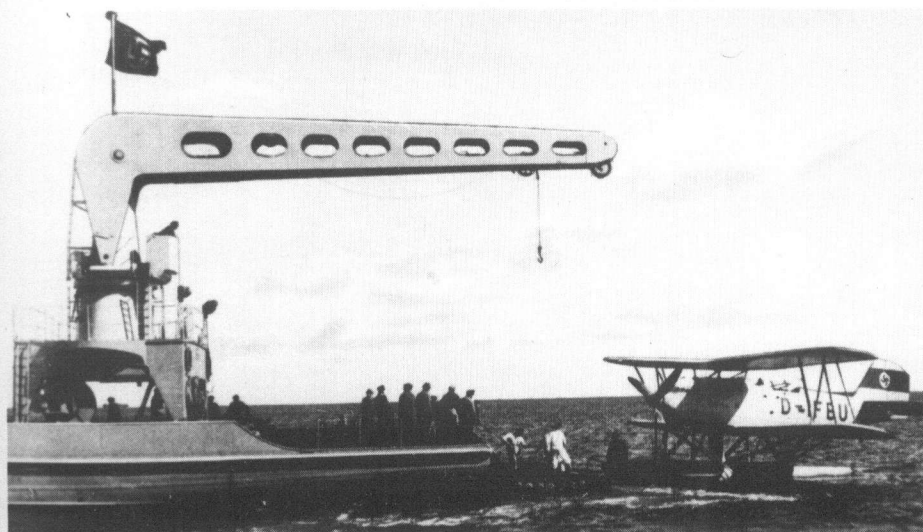




Closeup of the forward fuselage of an He 60 C.



Maintenance work on an He 60.

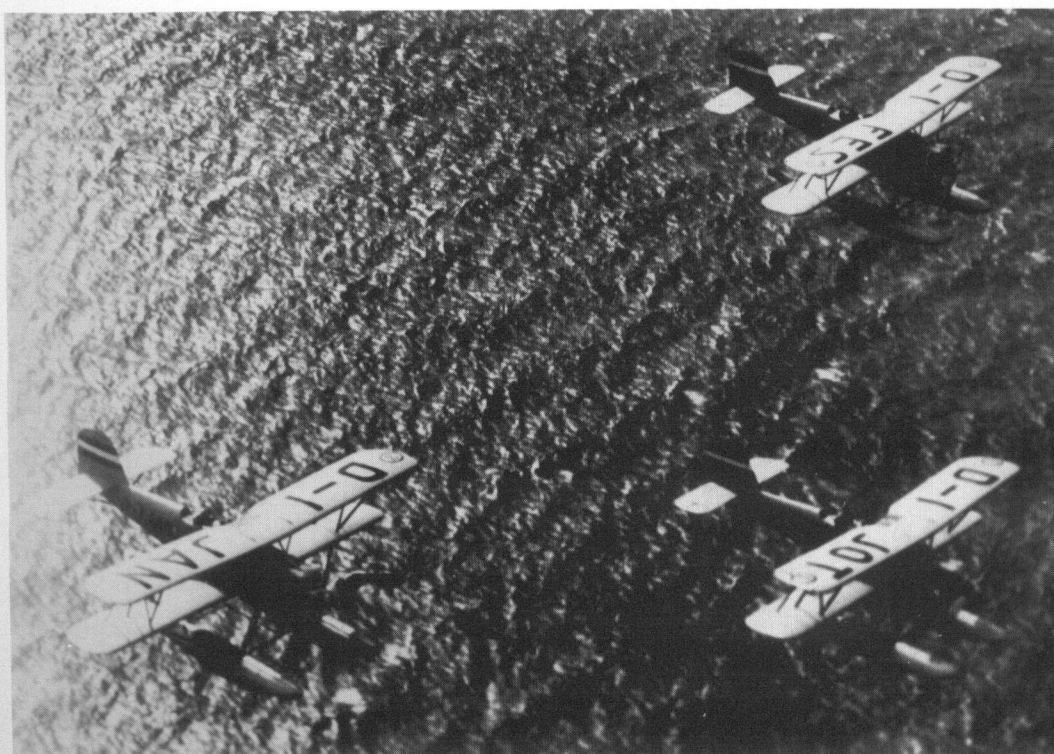


He 60 D-IFBU being taken aboard the Greif (Griffon).

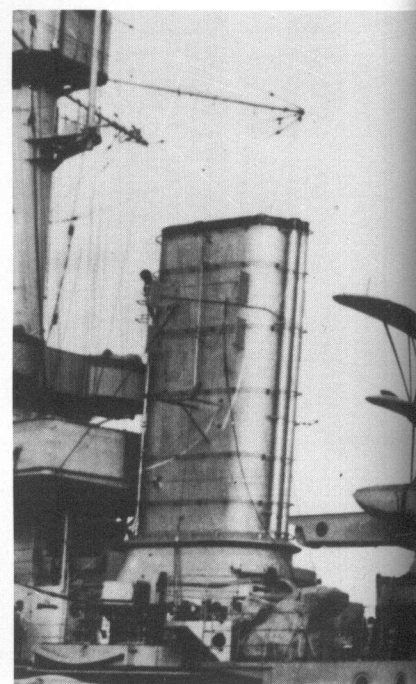
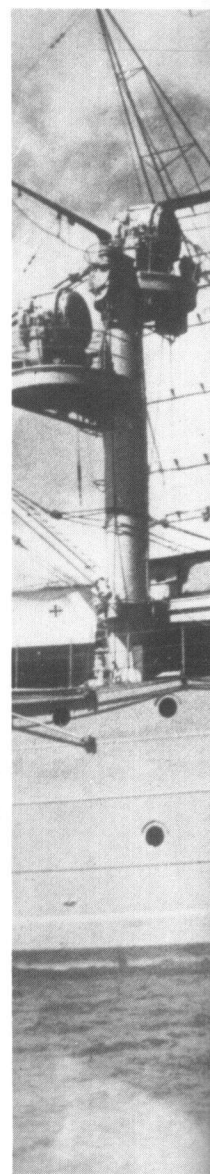


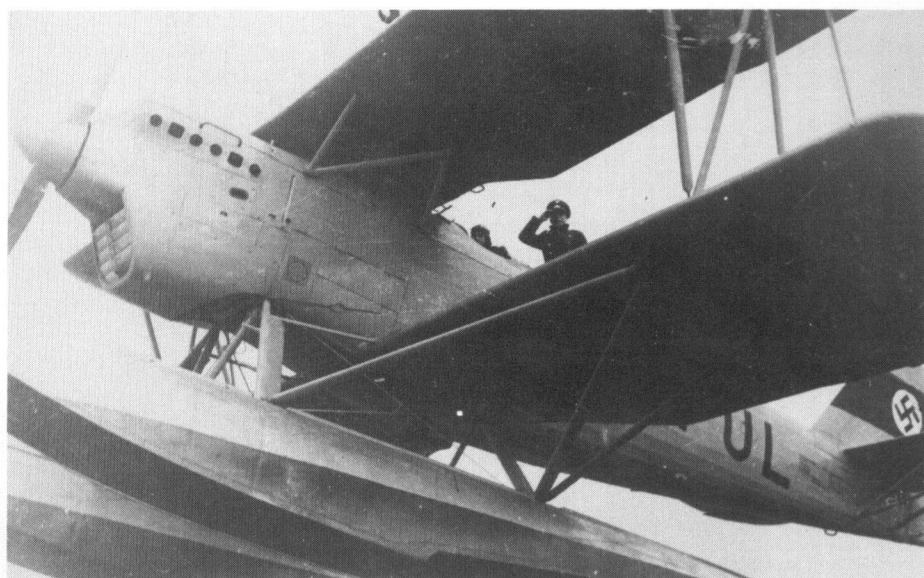
D-ILRO, the first He 60 C, is readied for takeoff.

A Kette of He 60s (D-IJOT/1, D-IFES/2, and D-IJAN/3) in formation flight.



D-IPEN/1 flew from the cruiser Königsberg.

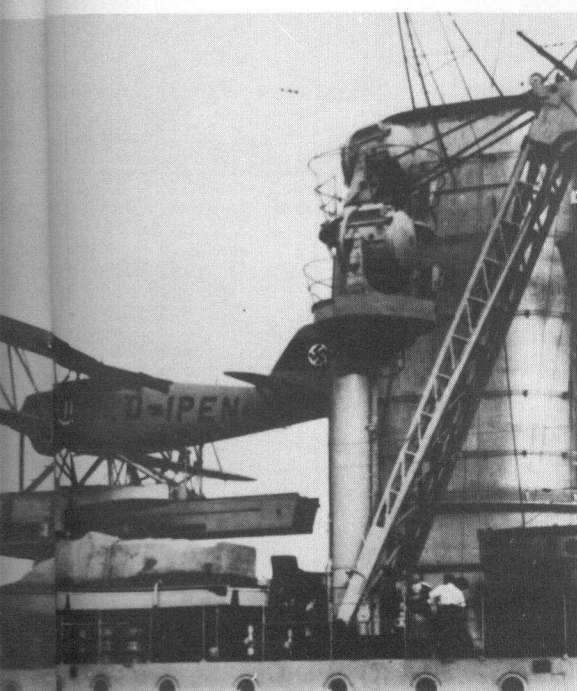




A crane lifts He 60 C D-IPUL from the water (Warnemünder, 1935).



Two He 60s, above D-IJYO and below D-IRUX, on the slipway at Warnemünde.



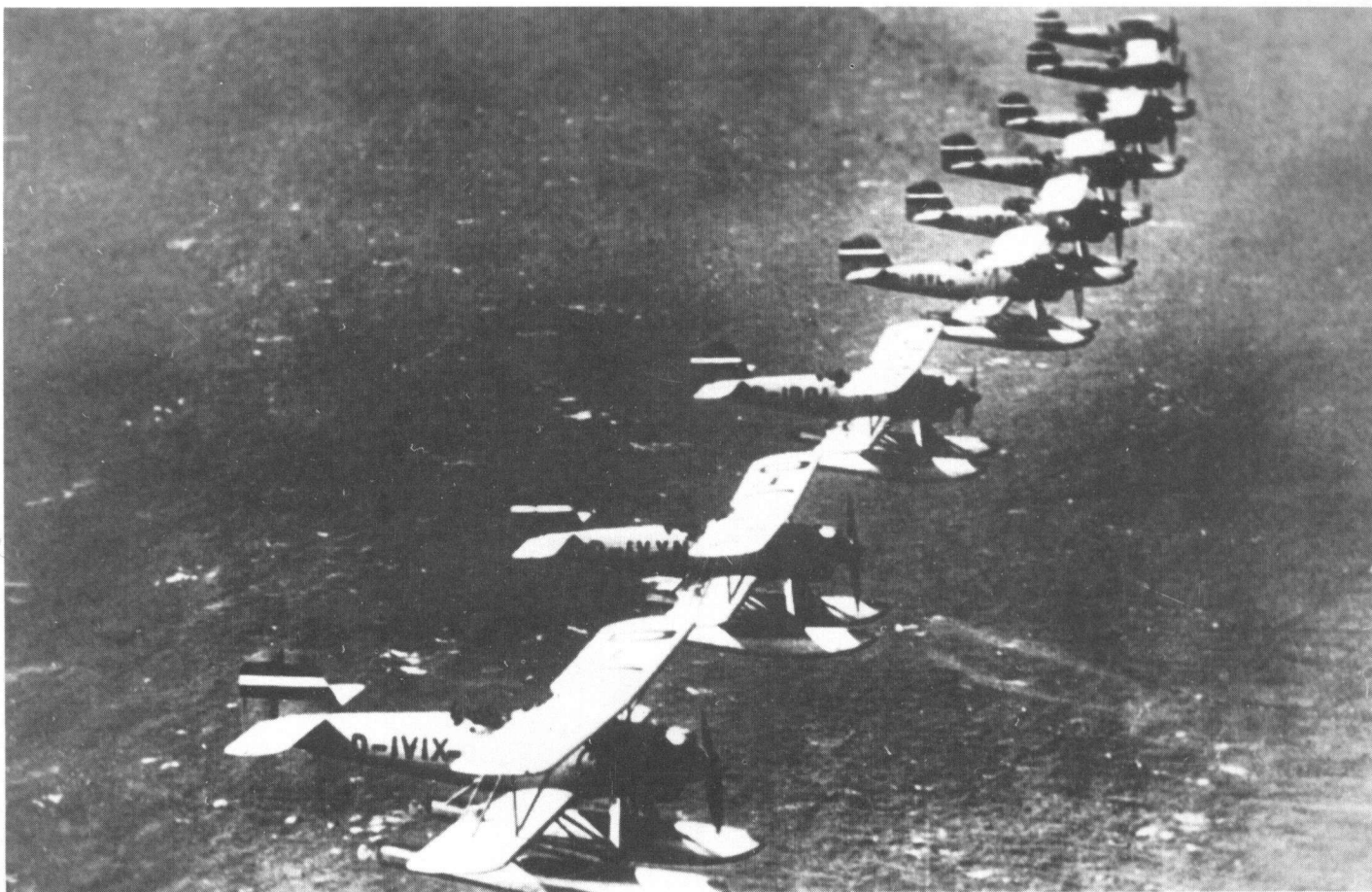


Two photos of the second He 60 C (D-IXES), taken while the aircraft was being readied for takeoff.

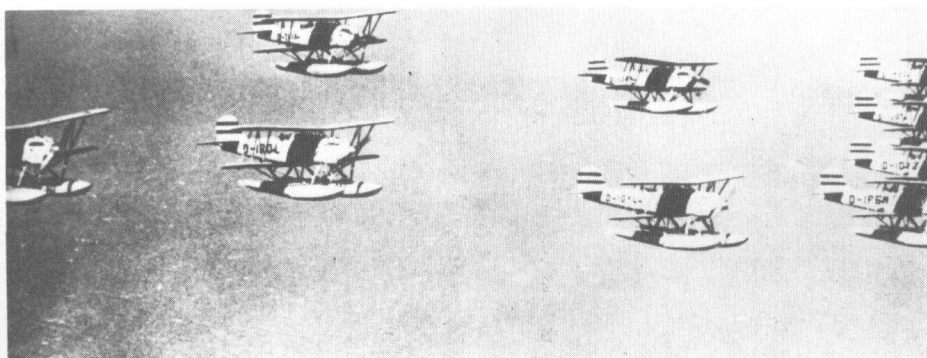


A Staffel of He 60s on the slipway at Kiel-Holtenau Naval Air Station. In the foreground is D-IHOQ.

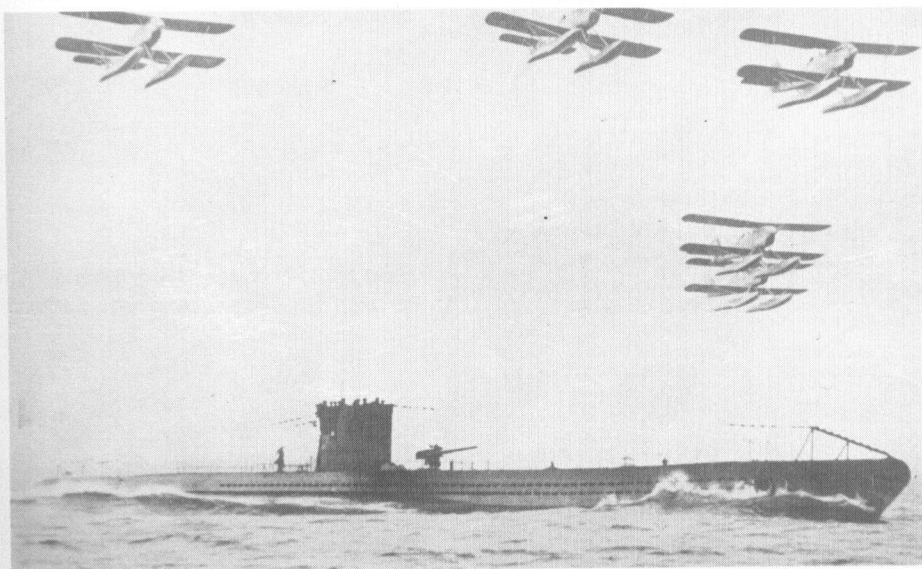




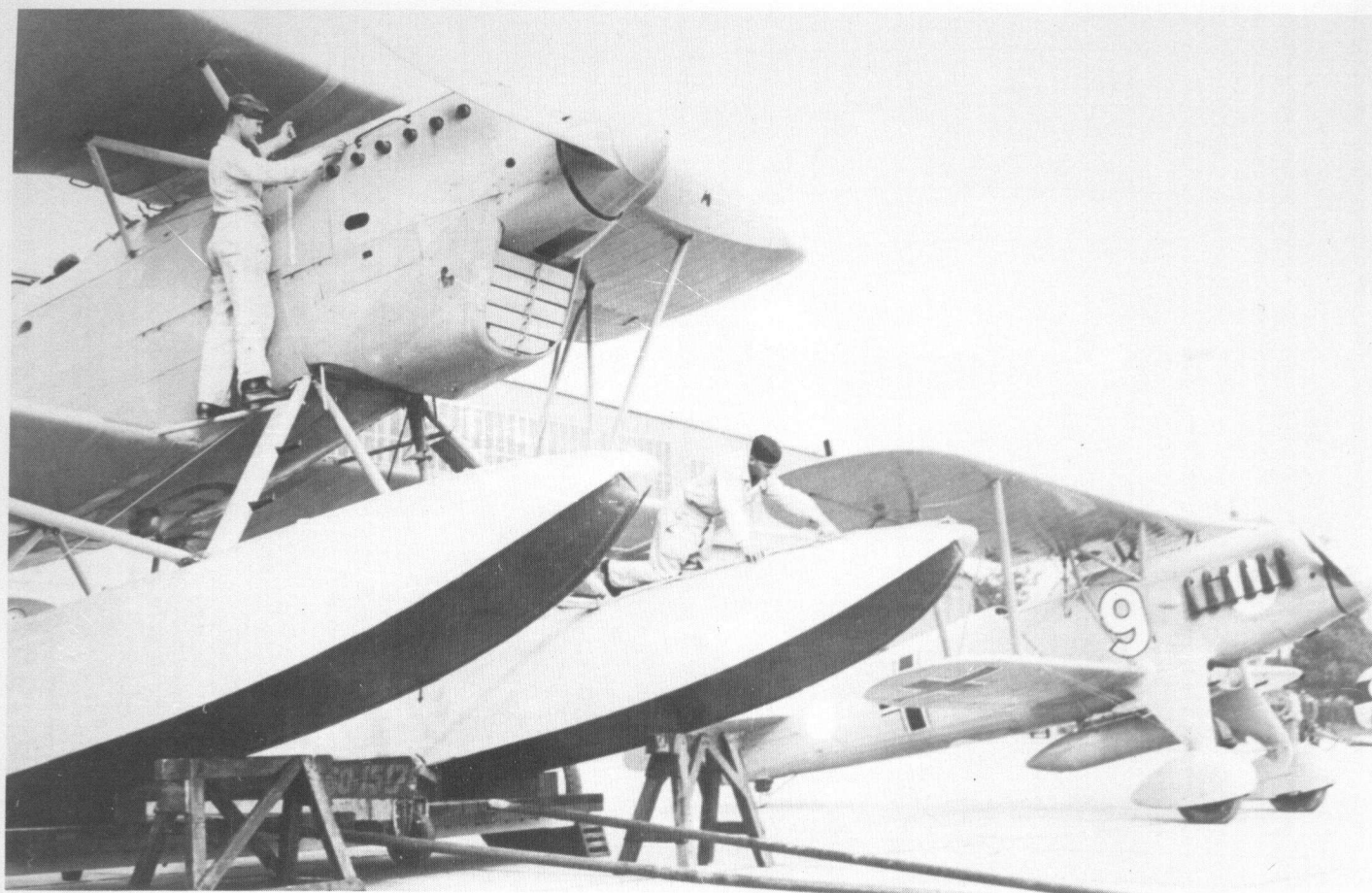
This photo of a formation of He 60s from Holtenau was taken over the Baltic in 1935.



A Staffel of He 60s in close formation.



The submarine U-28 escorted by five He 60s.



Servicing He 51s and He 60s on the apron at Rostock-Marienehe.



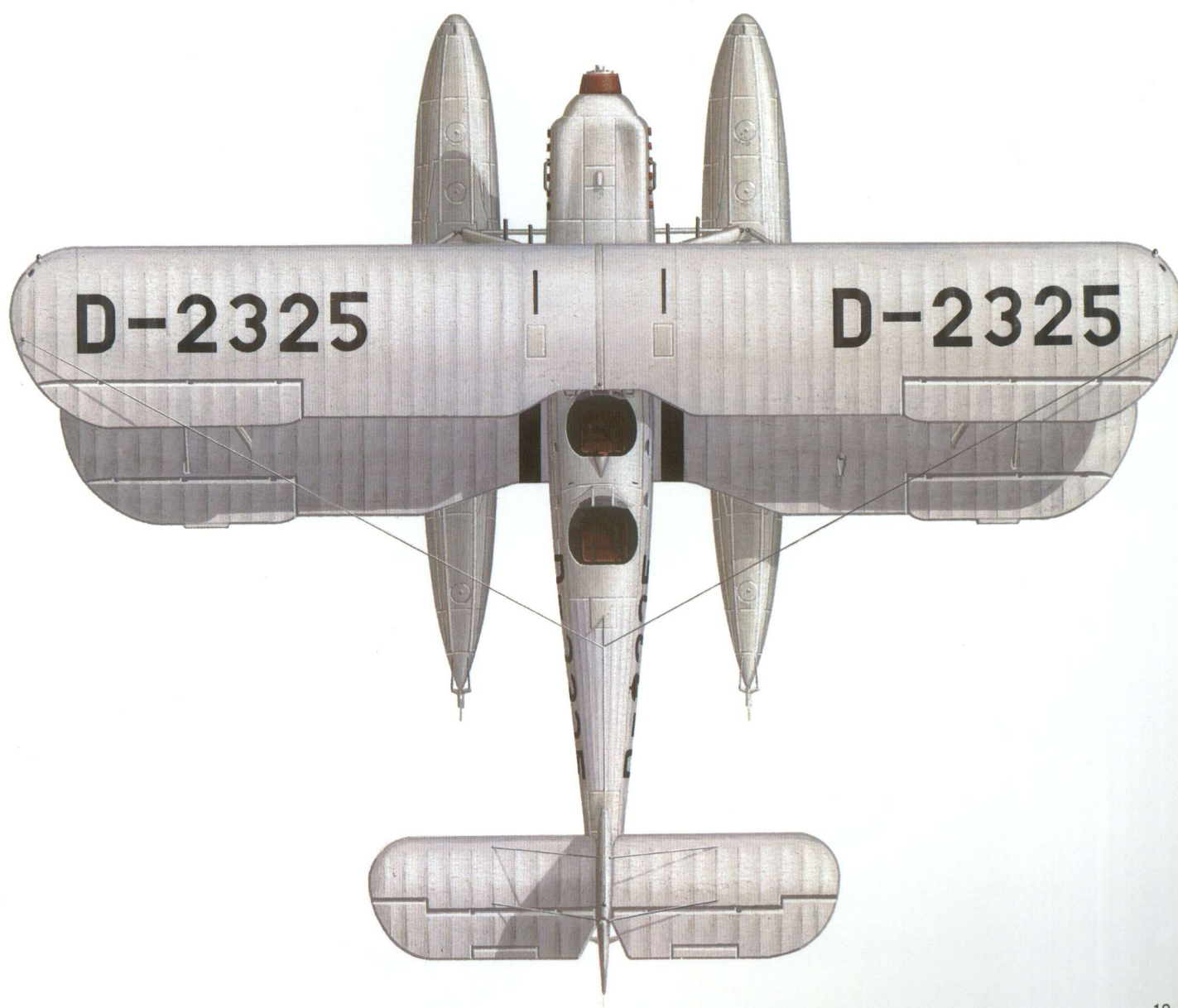
An He 60 C is prepared for a patrol flight. Clearly visible is the observer's MG 15 on its circular-track mount.



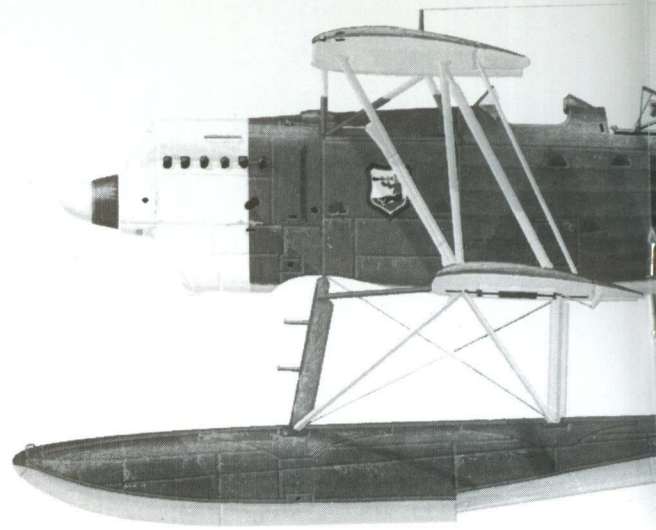
Rare photo of an He 60 with the code WL-INQA as used by Luftwaffe training aircraft until 1939.

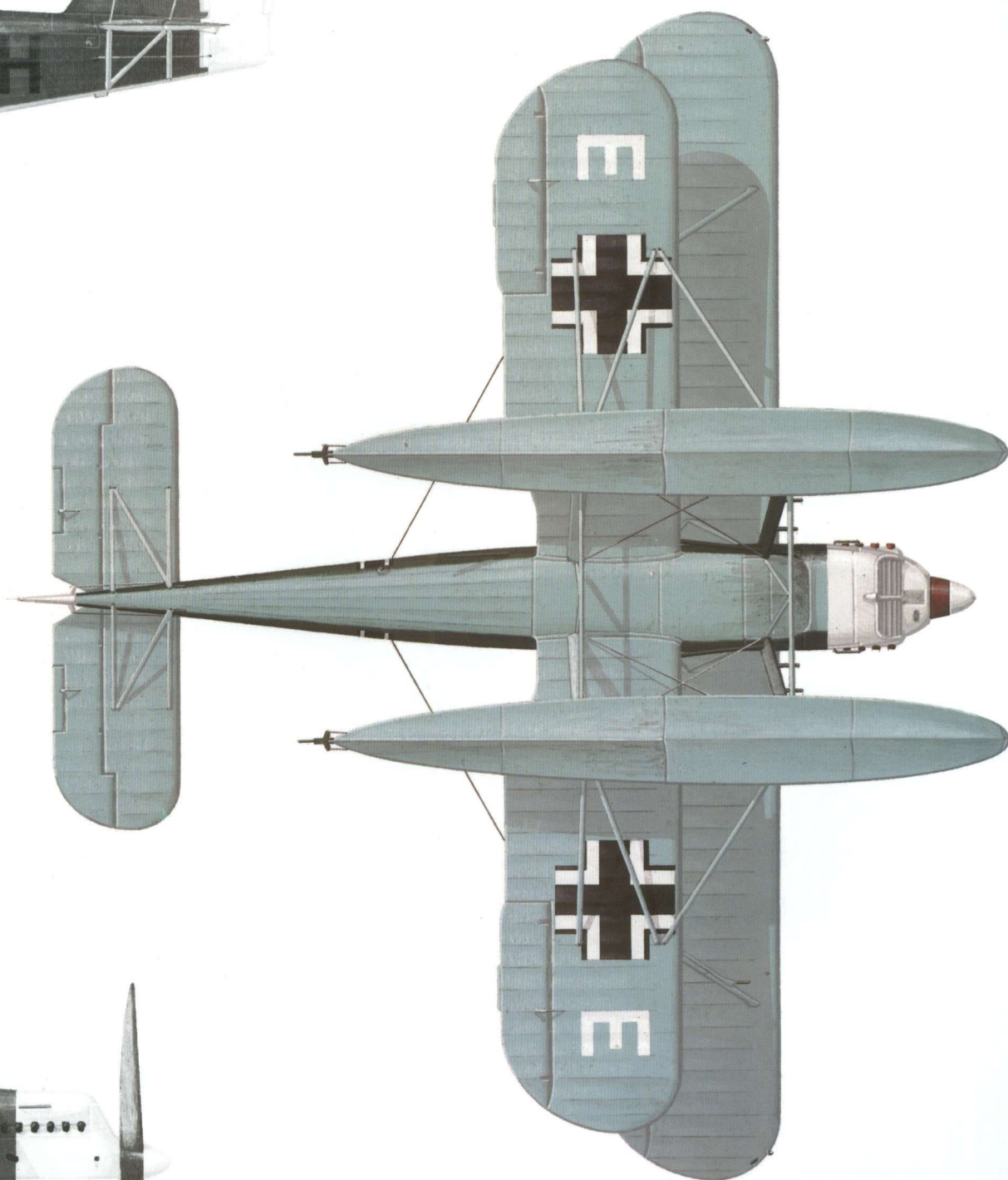
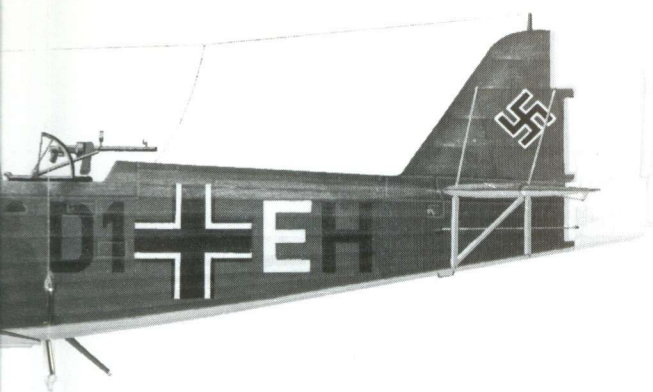


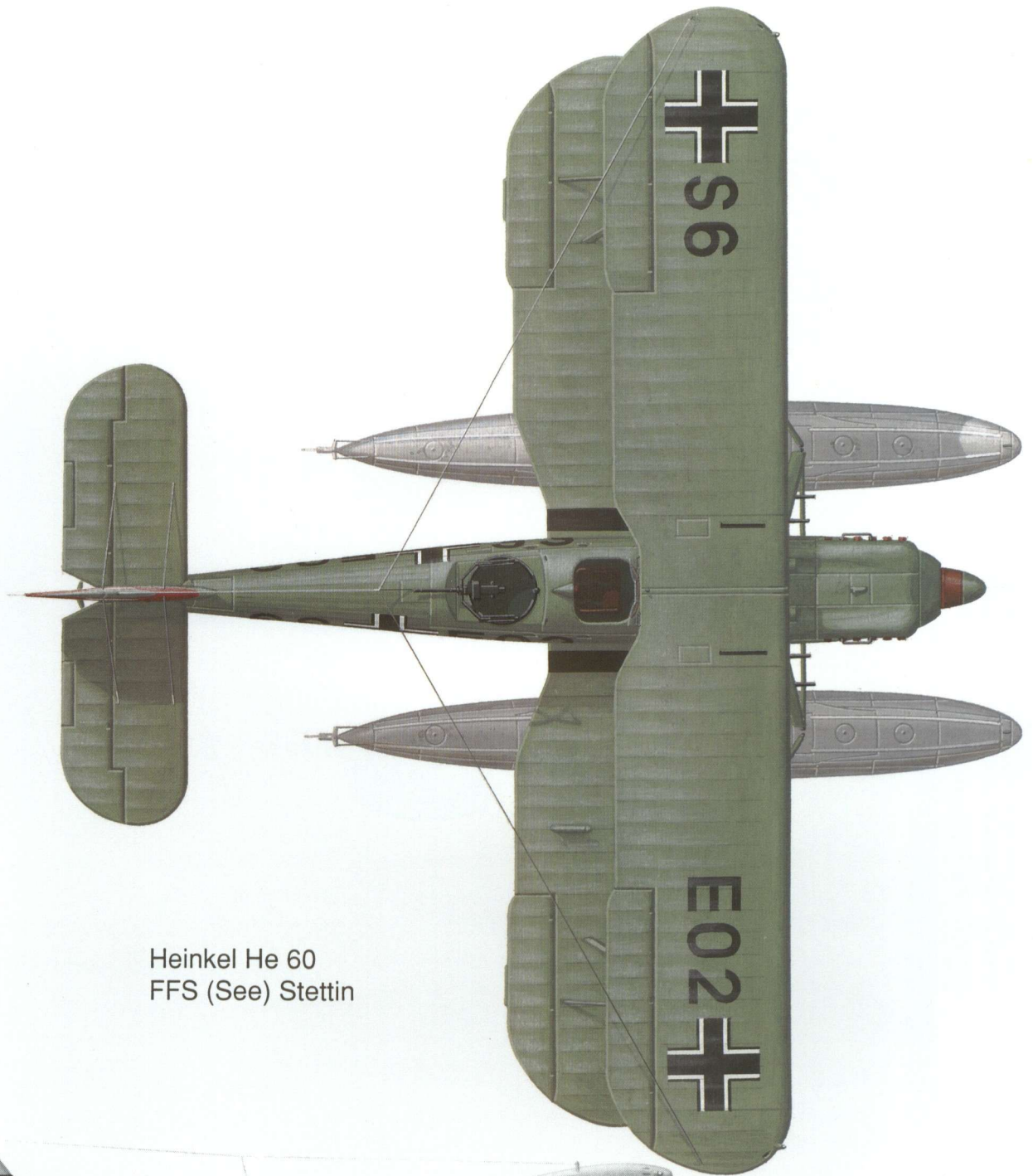
Heinkel He 60 V-2 "Seefalke"



Heinkel He 60 C
1./ SAGr 126
Ägäis 1942

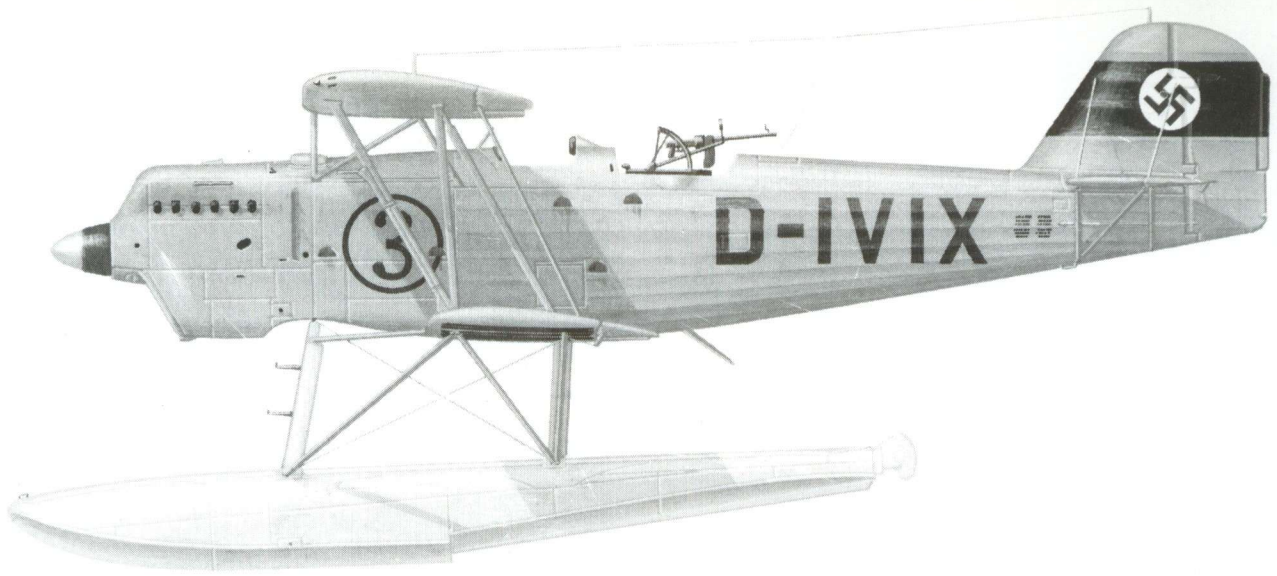






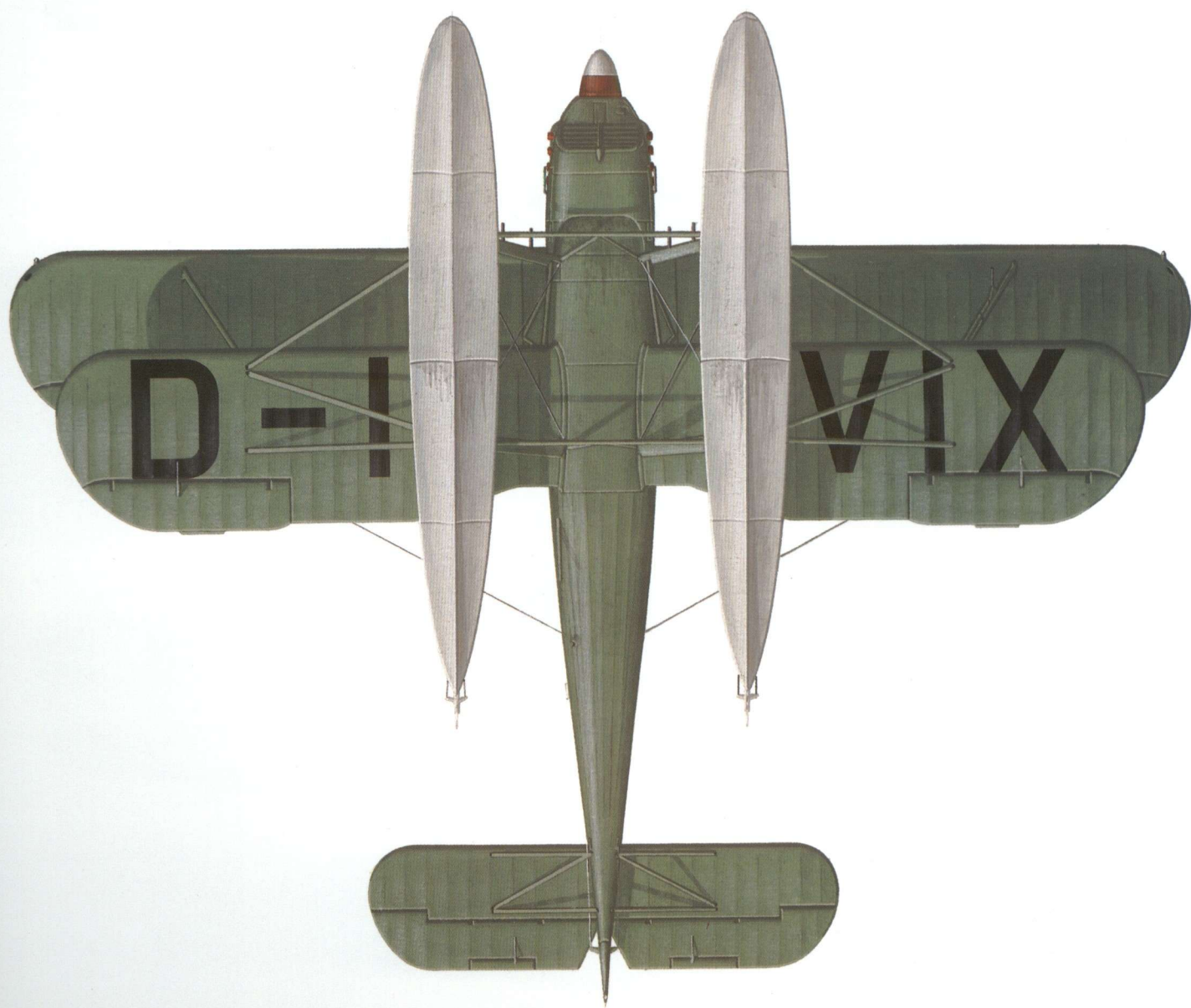
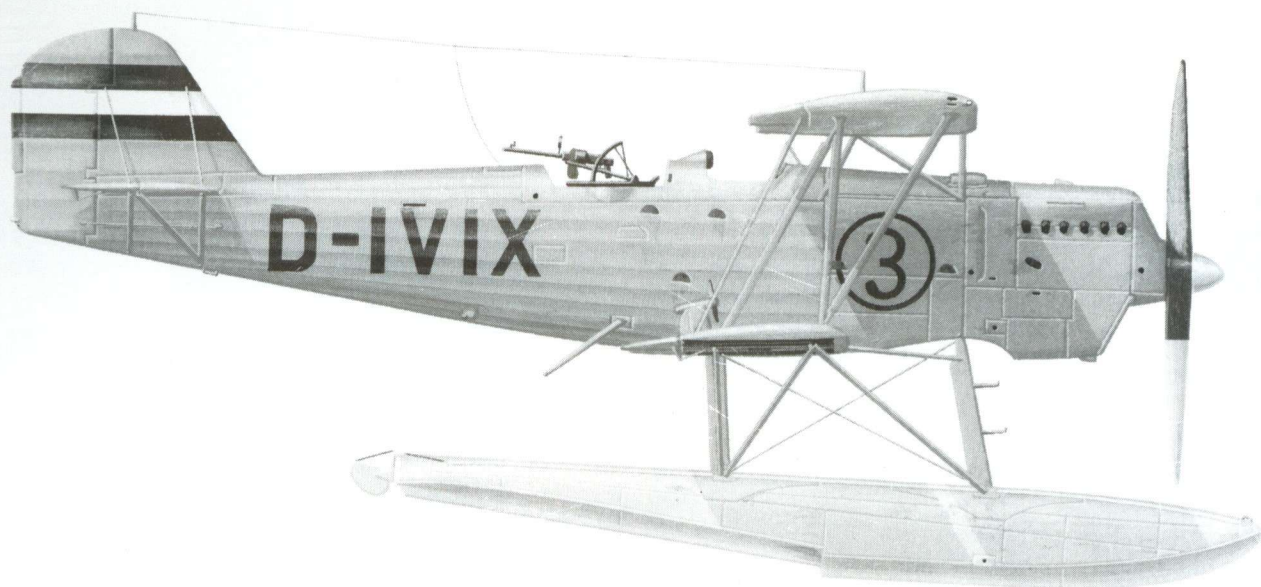
Heinkel He 60
FFS (See) Stettin

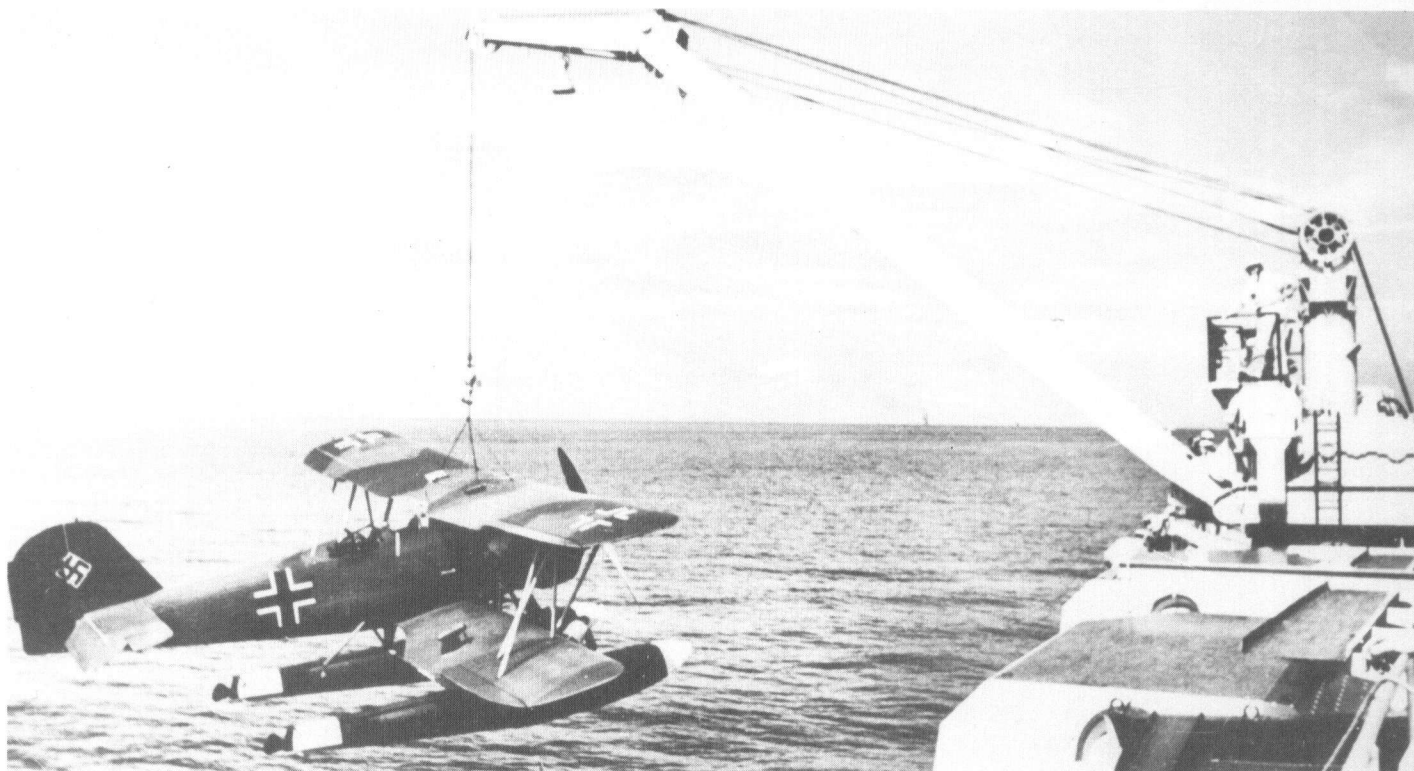




Heinkel He 60 A
1935





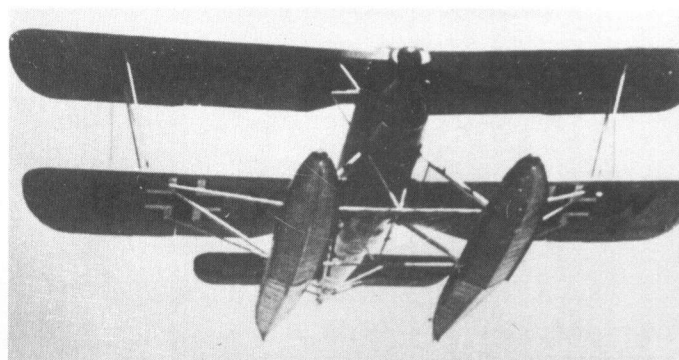


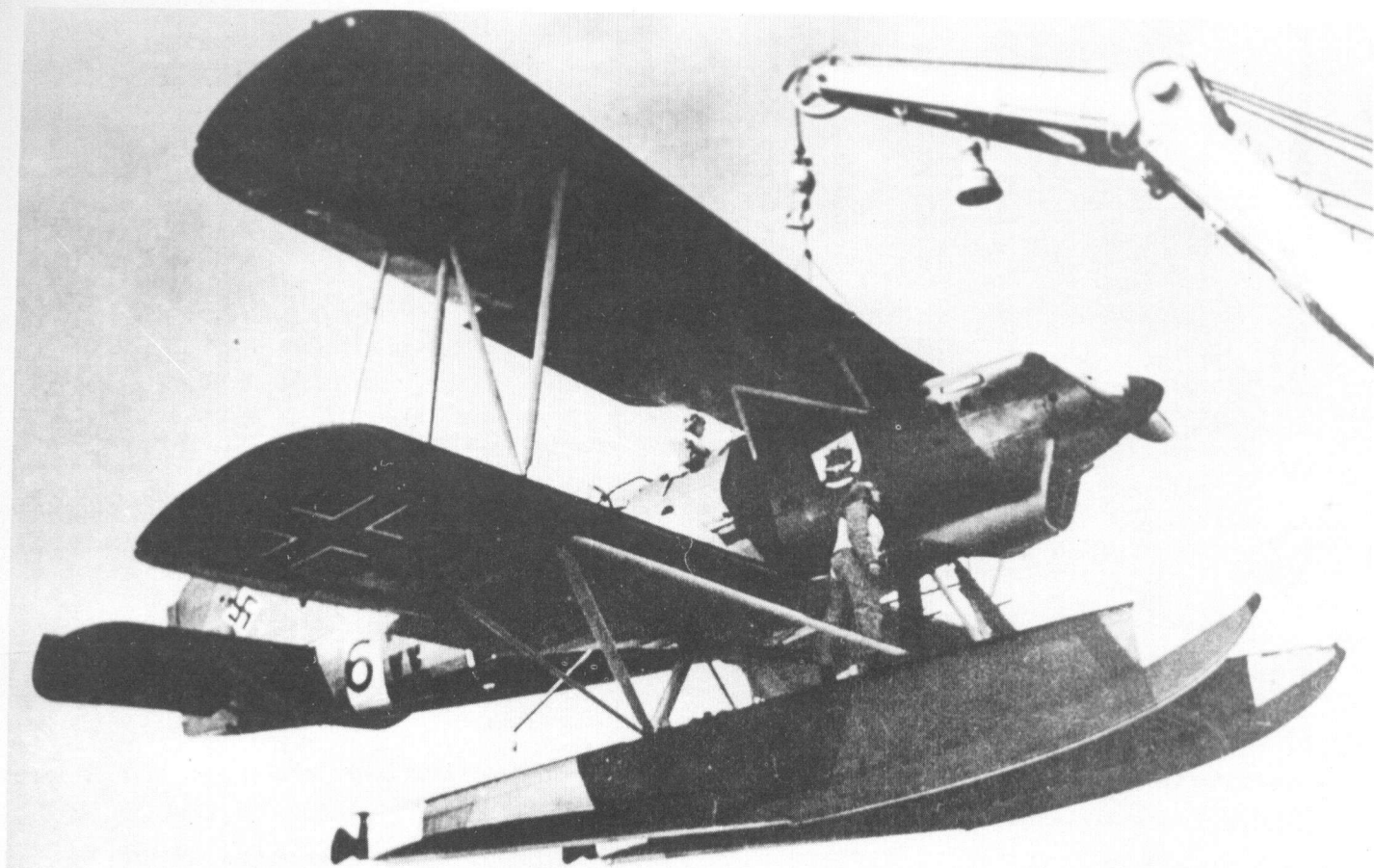
He 60 suspended beneath a crane. This photo provides an excellent view of the aircraft's camouflage scheme in colors 72, 73 and 65.



The crews of a coastal reconnaissance and naval support squadron (Küstenfliegerstaffel) prepare for the next sortie.

Camouflaged He 60, code DA+KO. Note the overpainted Balkenkreuz and the code letter "K."





The unit emblem suggests that this Heinkel He 60 (6W+—) belonged to 5/Bordfliegerstaffel 196. However the code 6W was worn by aircraft of SAGr 128. The photo is believed to have been taken soon after the outbreak of war.



Camouflaged He 60 (KG+—) of Küstenfliegergruppe 406.



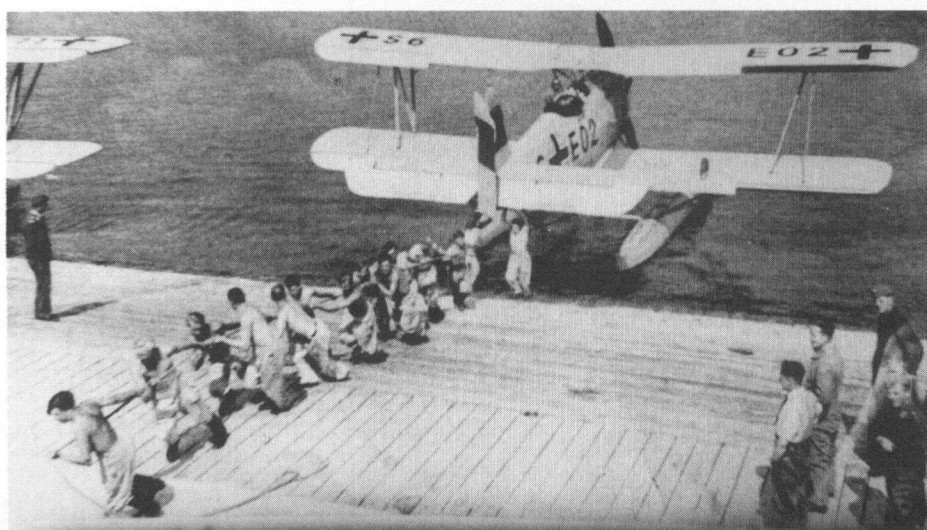
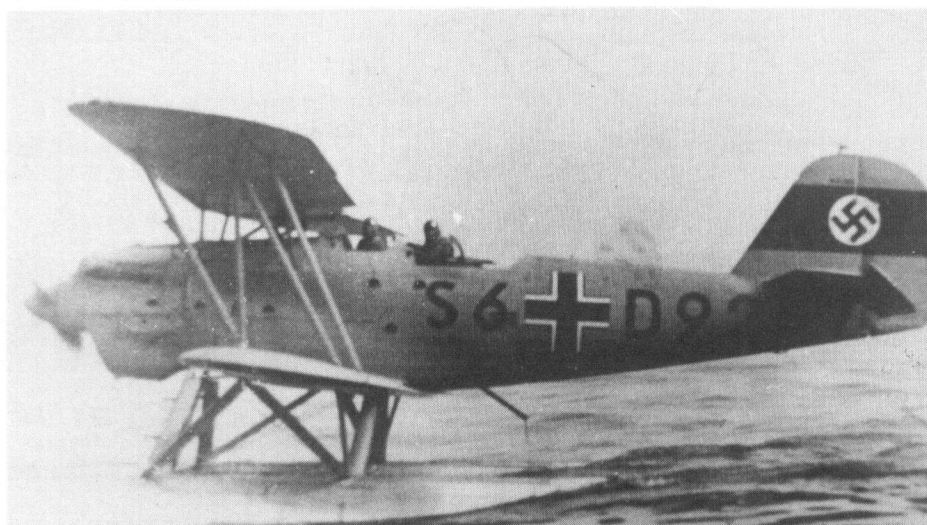
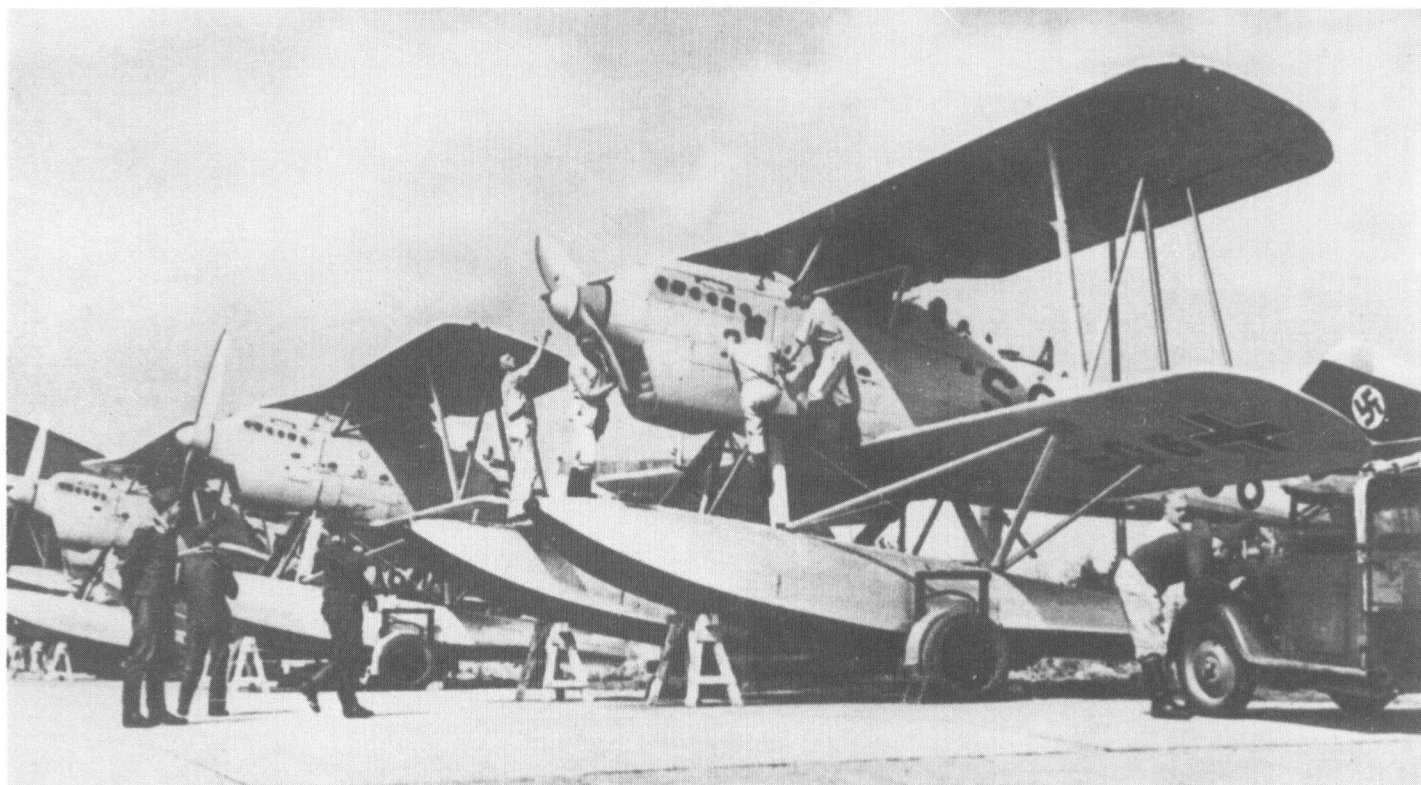
An He 60 being towed to the hangar on a beaching trolley.



He 60s in the maintenance hangar. The civil registration is visible on the wing upper surface of the aircraft in the foreground.



He 60 (60+121) of 1/206 during a formation takeoff.

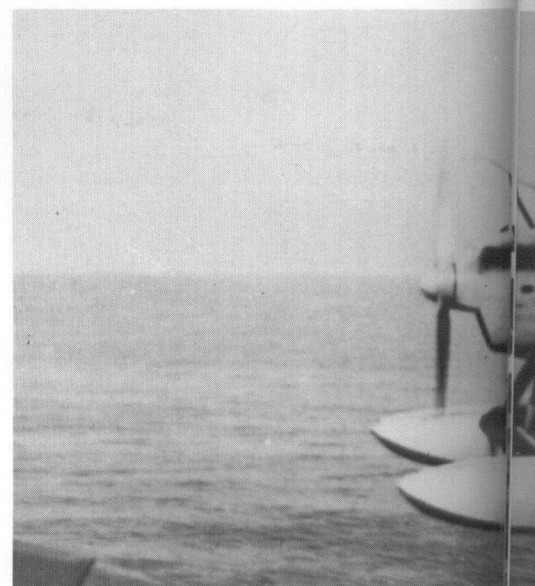


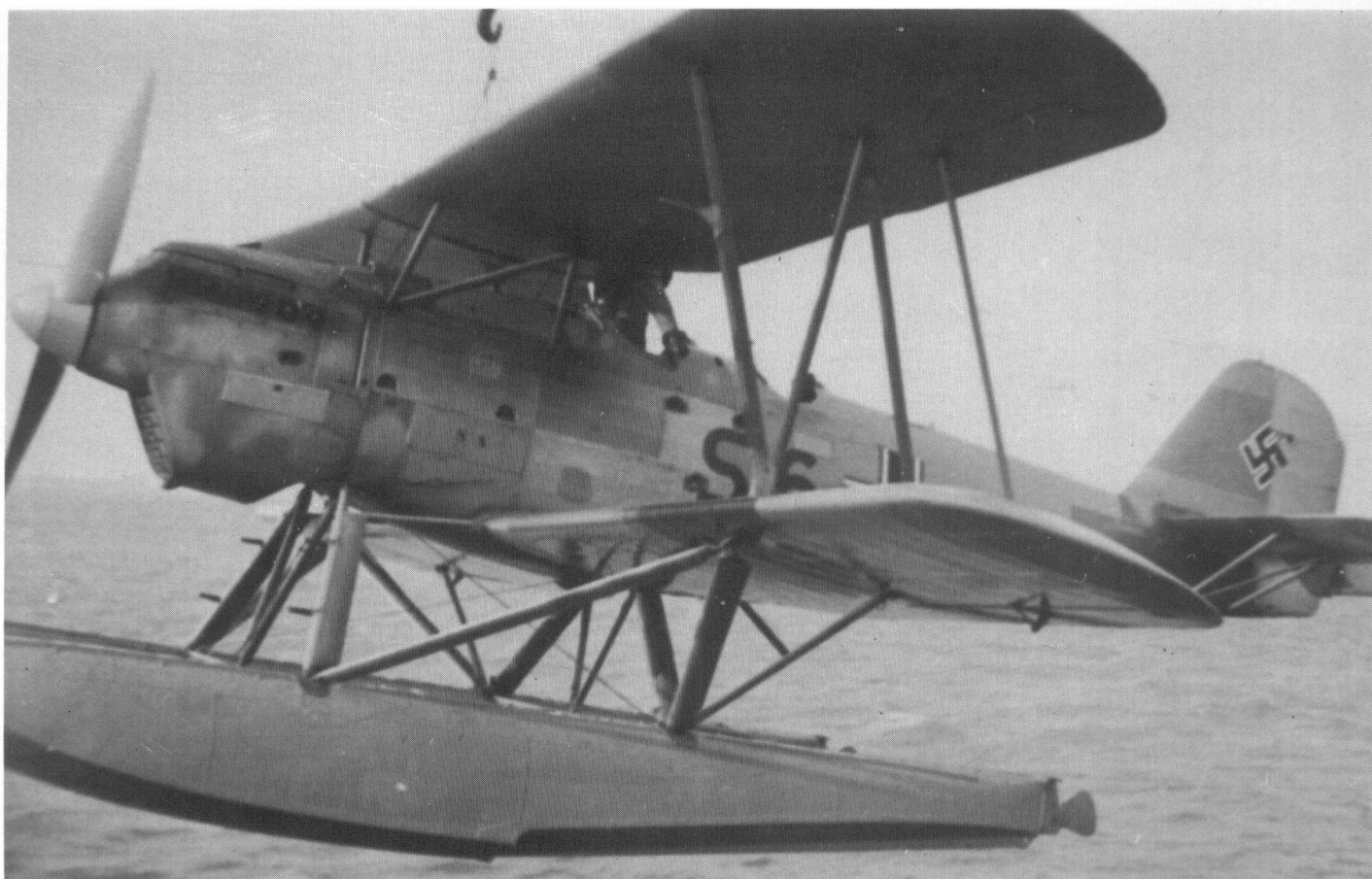
Top and center:

Two Heinkel He 60s of Flugzeugführerschule "See" (Pilot School "Sea"), based at Stettin. The first two characters of the code, "S6", signify a flying school in Luftkreis (Air Force Service Area) 6. Below S6+D92 prior to takeoff, and above S6+E02 undergoing maintenance.

Bottom:

Camouflaged He 60 (KG+—) of Küstenfliegergruppe 406.

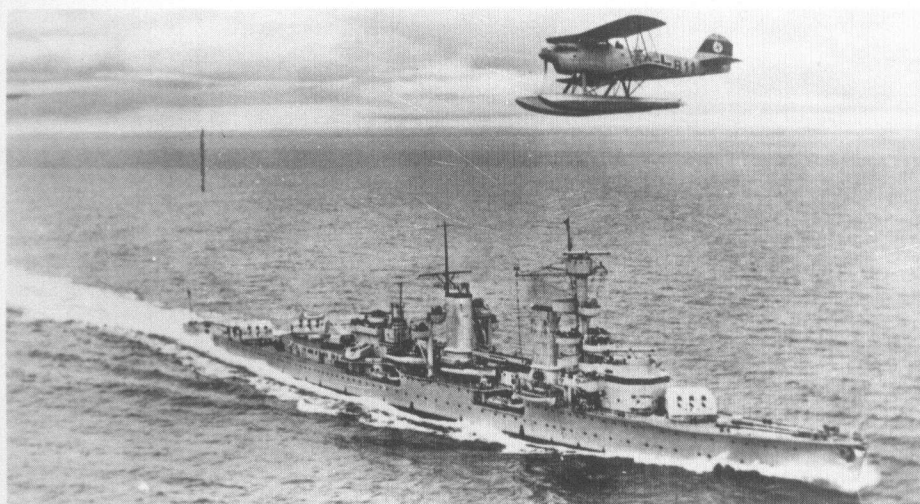




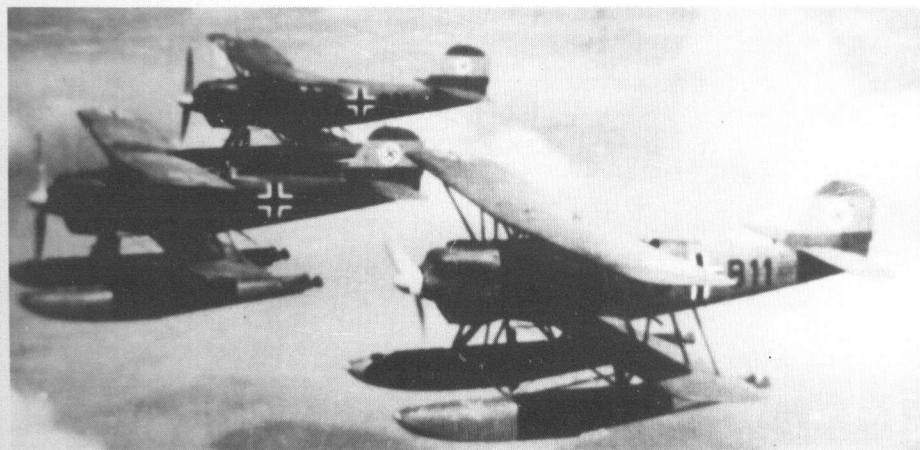
This sequence of photos shows an He 60 of FFS "See" being lifted from the water, swung aboard the ship, and placed on the catapult.

He 60 (S6+DO8) of Flugzeugführerschule "See."





60+B11 overflies the cruiser Köln.



A Kette of He 60s of 1/106 (60+B11 and 60+C11). The code of the formation leader's aircraft can not be made out.

Top two photos:

Two photos of an He 60 C of 1/KüFlGr 106 (60+G11) showing two different styles of swastika on the fin and rudder.

He 60 on the beach.

An He 60 C is taken on board a German warship, probably the cruiser Nürnberg.

Power Plant Technical Data

BMW VI

The BMW VI was a water-cooled, twelve-cylinder, four-stroke engine with the cylinders vertical vee (60 deg.) arrangement. It was built in various models with and without gearing and a compression of 6.0 or 7.3. The version installed in the He 60 produced 660 H.P. for take-off at 1,650 rpm. Maximum continuous output was 550 H.P. at 1,530 rpm. Specified fuel consumption was 240 g/PSH.

Dry weight	542 kg
Length	1.711 m
Width	0.859 m
Height	1.103 m

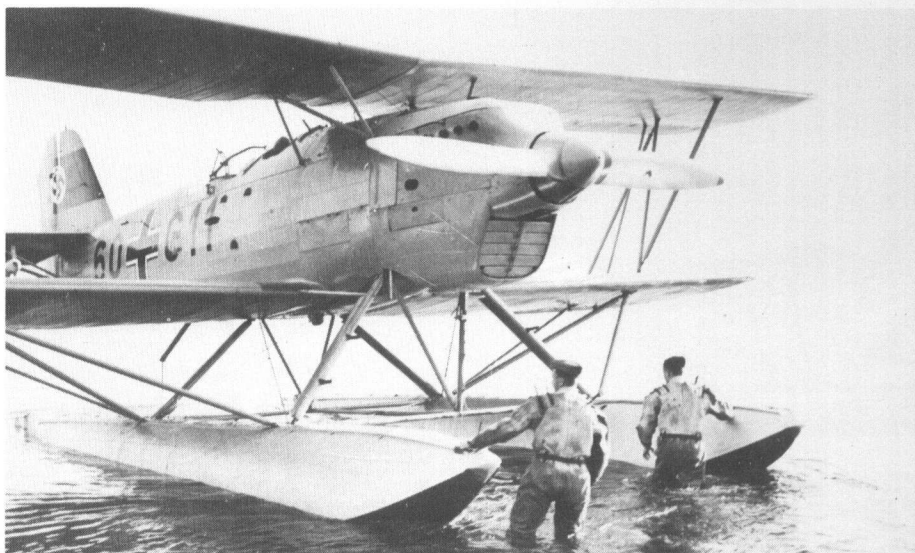
Daimler Benz DB 600

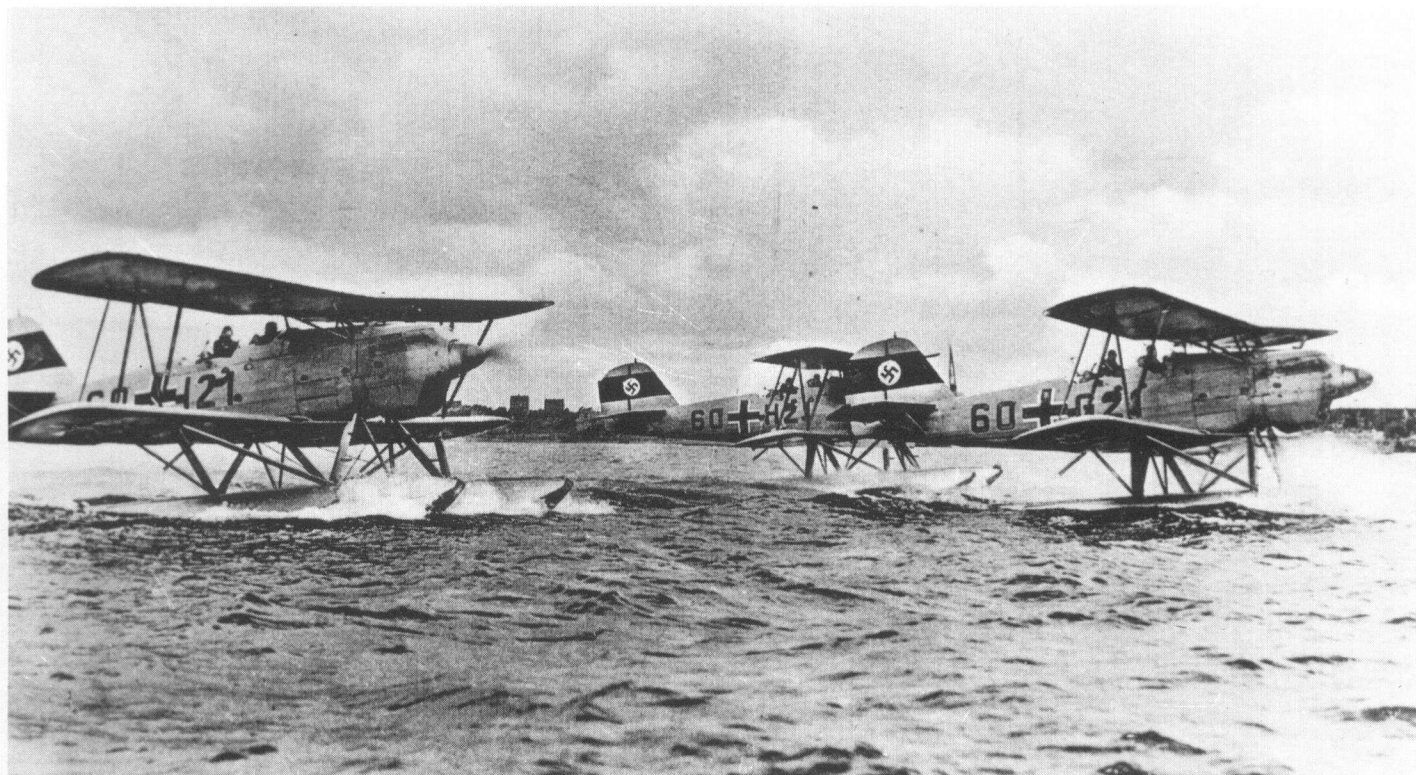
Use of the DB 600 by the He 60 was limited to a single experimental installation. Like the BMW VI power plant, it was a water-cooled, twelve-cylinder, four-stroke engine, however the cylinders were in an inverted-vee arrangement. The basic model of the DB 600 produced 600 H.P. The engine installed in the He 60 produced 910 H.P. for takeoff at 2,400 rpm and had a maximum continuous output of 780 H.P. at 2,200 rpm.

Dry weight	555 kg
Length	1.720 m
Width	0.712 m
Height	1.0 m

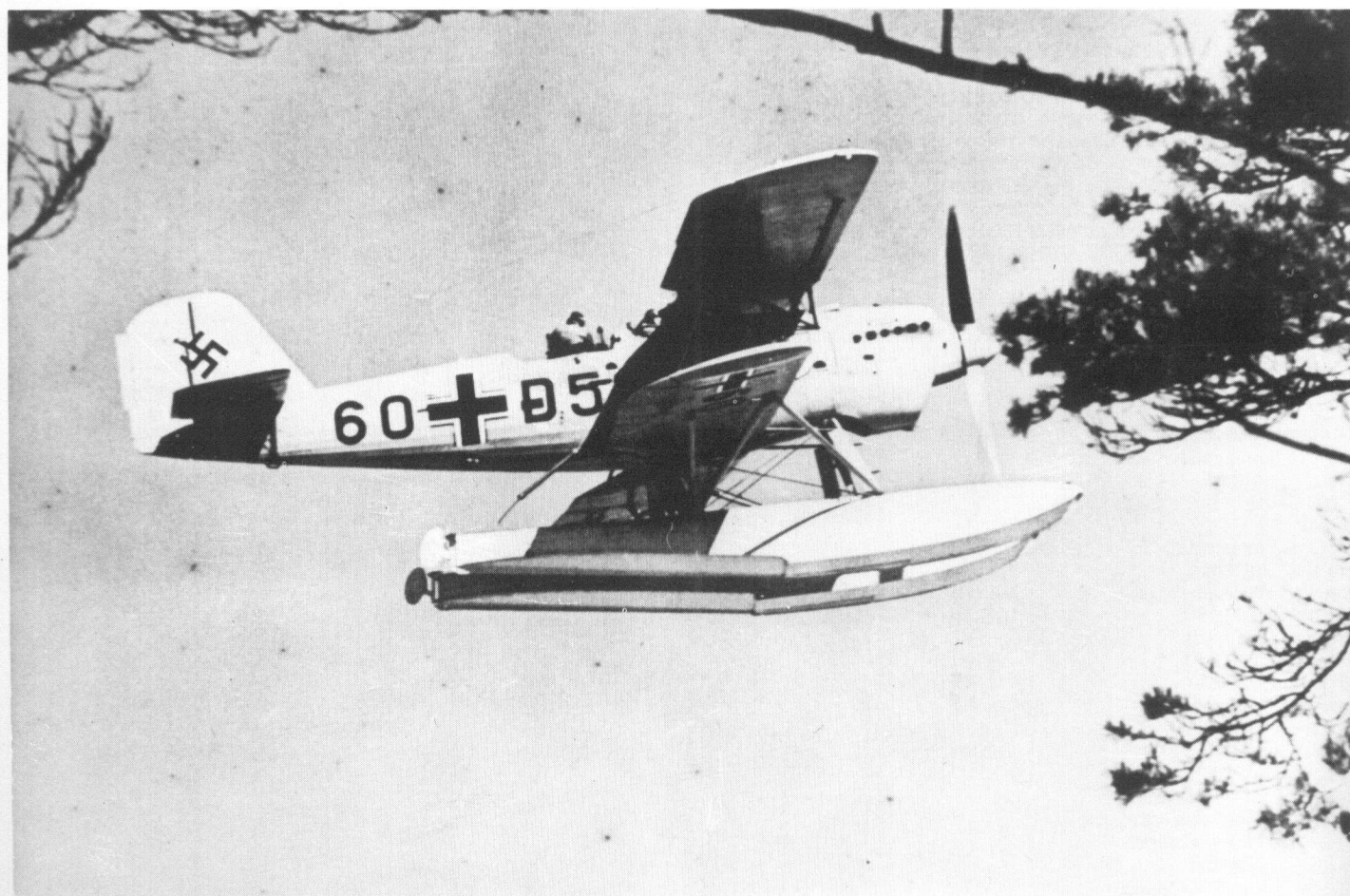
Armament Technical Data

	MG 15	MG 37
Manu- facturer	Rheinmetall	Rheinmetall
Caliber	7.9 mm	7.9 mm
Length	1090 mm	1078 mm
Weight	8.1 kg	10.2 kg
Rounds per minute	1250	1180
Muzzle velocity	765 m/sec	905 m/sec
Instal- lation	flexible	rigid
Ammunition feed	11 double drums metal belt with 75 rounds each Cocking	
	mechanical	mechanical or electro-pneu- matic





A Kette of Heinkel He 60s (60+I21, 60+H21 and 60+G21) of 1/206 about to take off.



He 60 C (60+D51) of 1/506 in a scheme of overall RLM-Grey (RLM 02).



He 60 C of 1/KASt 506 at Dievenow.

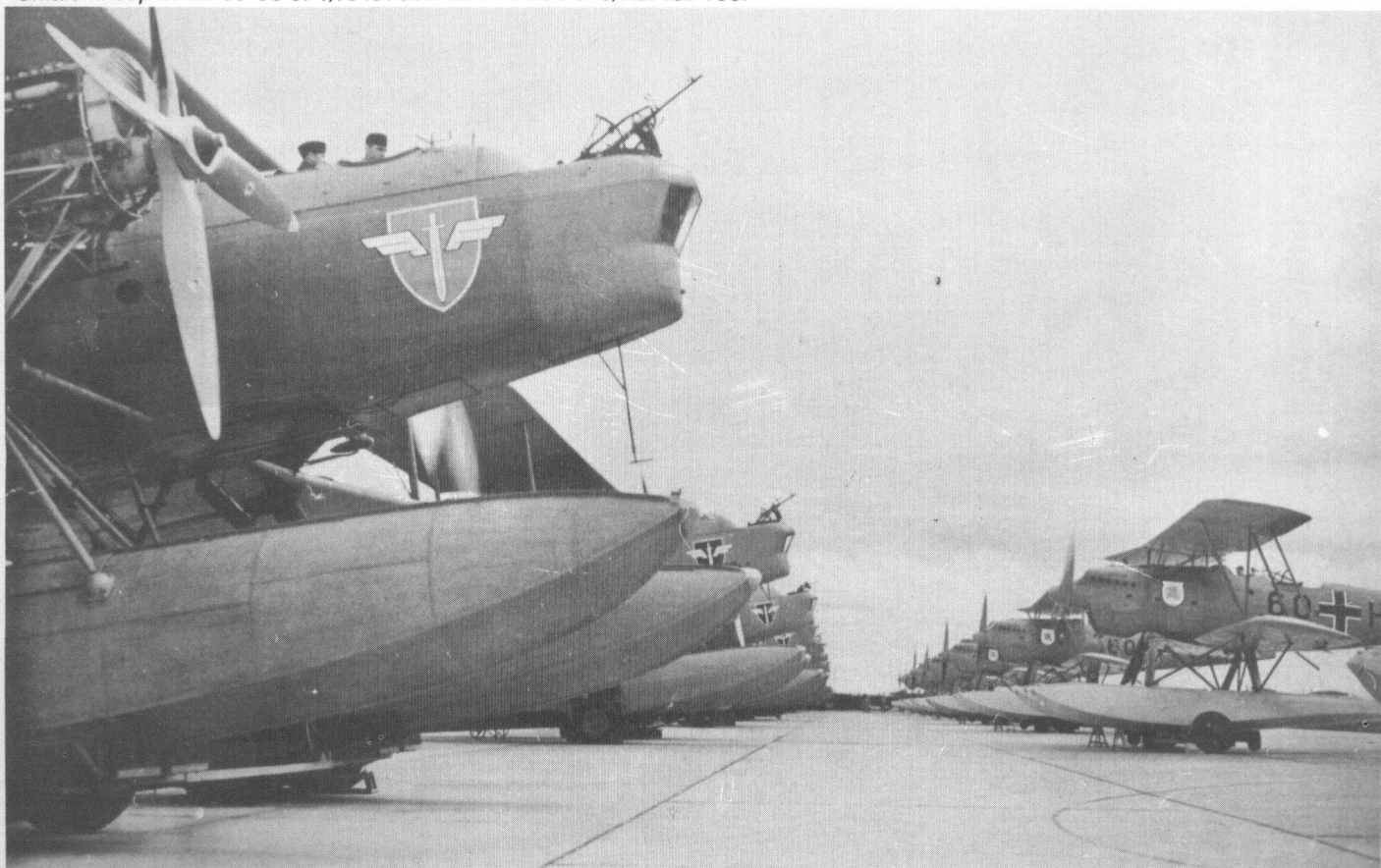
Close-up of an He 60 C with MG 15 machine-gun on a circular-track mount.



Suspended beneath the crane: He 60 C 60+G21, also of 1/206.



Smart lineup of He 60 Cs of 1/KASt 506 and He 59s of 3/KüFIGr 106.





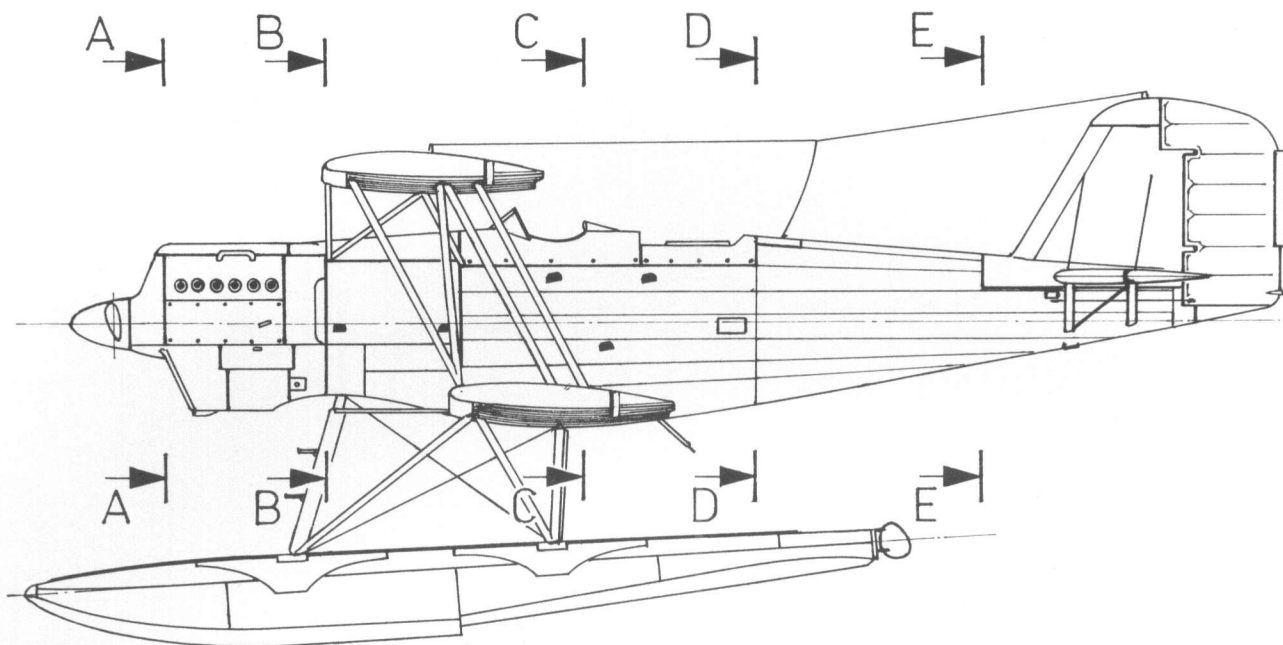
He 60 60+Y91 of 1/906. The aircraft identity letter of this He 60 is probably yellow.



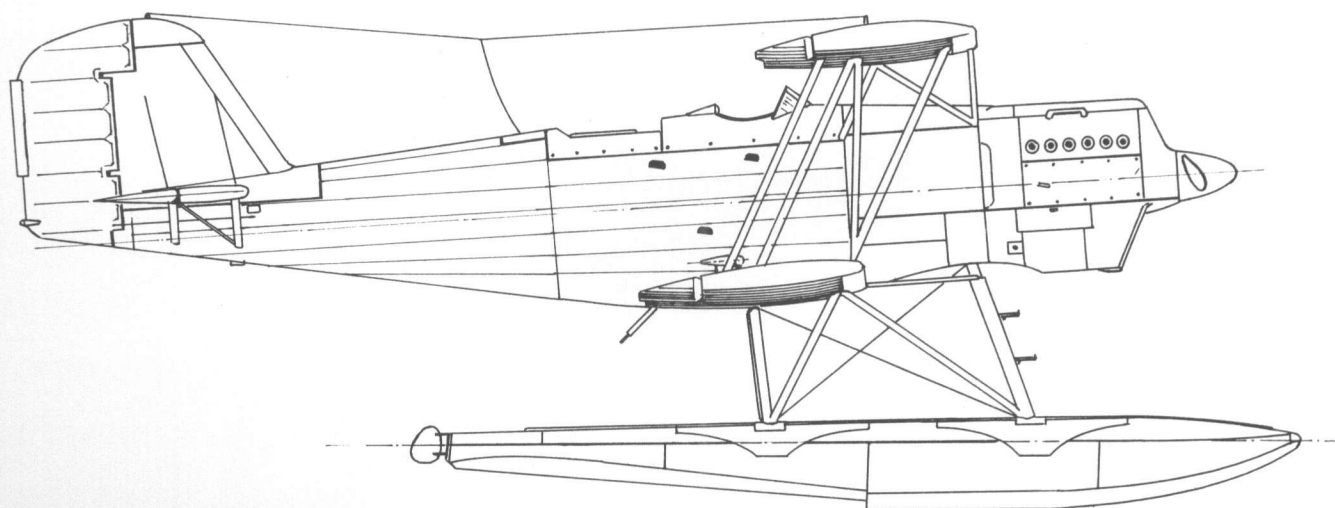
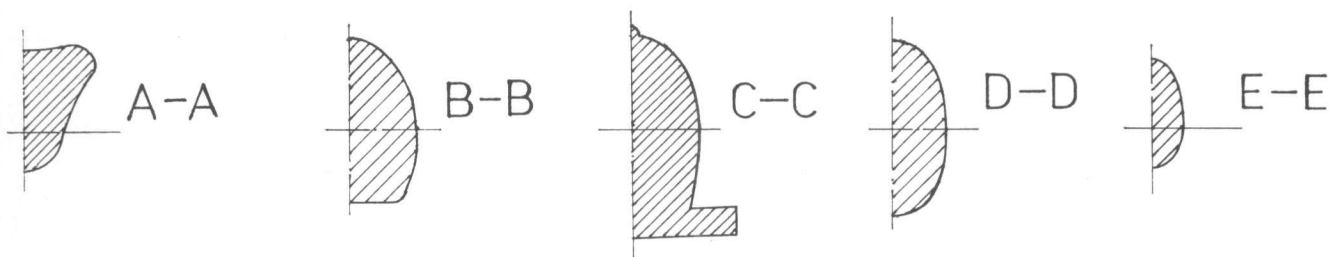
Two He 60 Cs of 1/506 on a patrol flight.



A rare and unfortunately blurry photo of Heinkel He 60 E 60-6 in action with the Spanish Armed Forces.

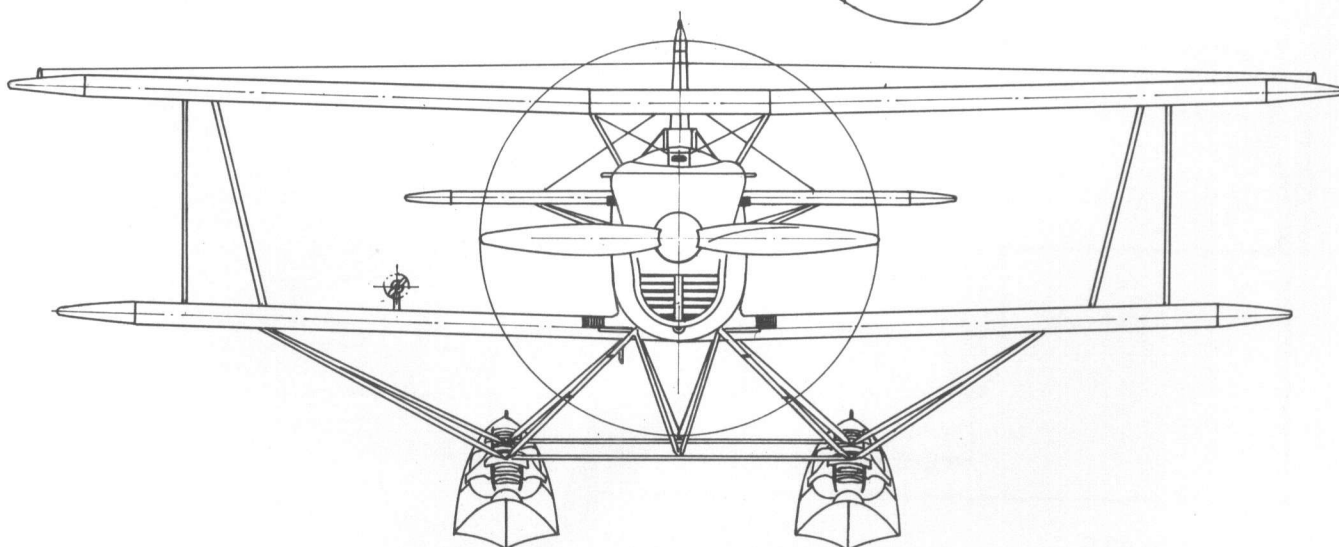
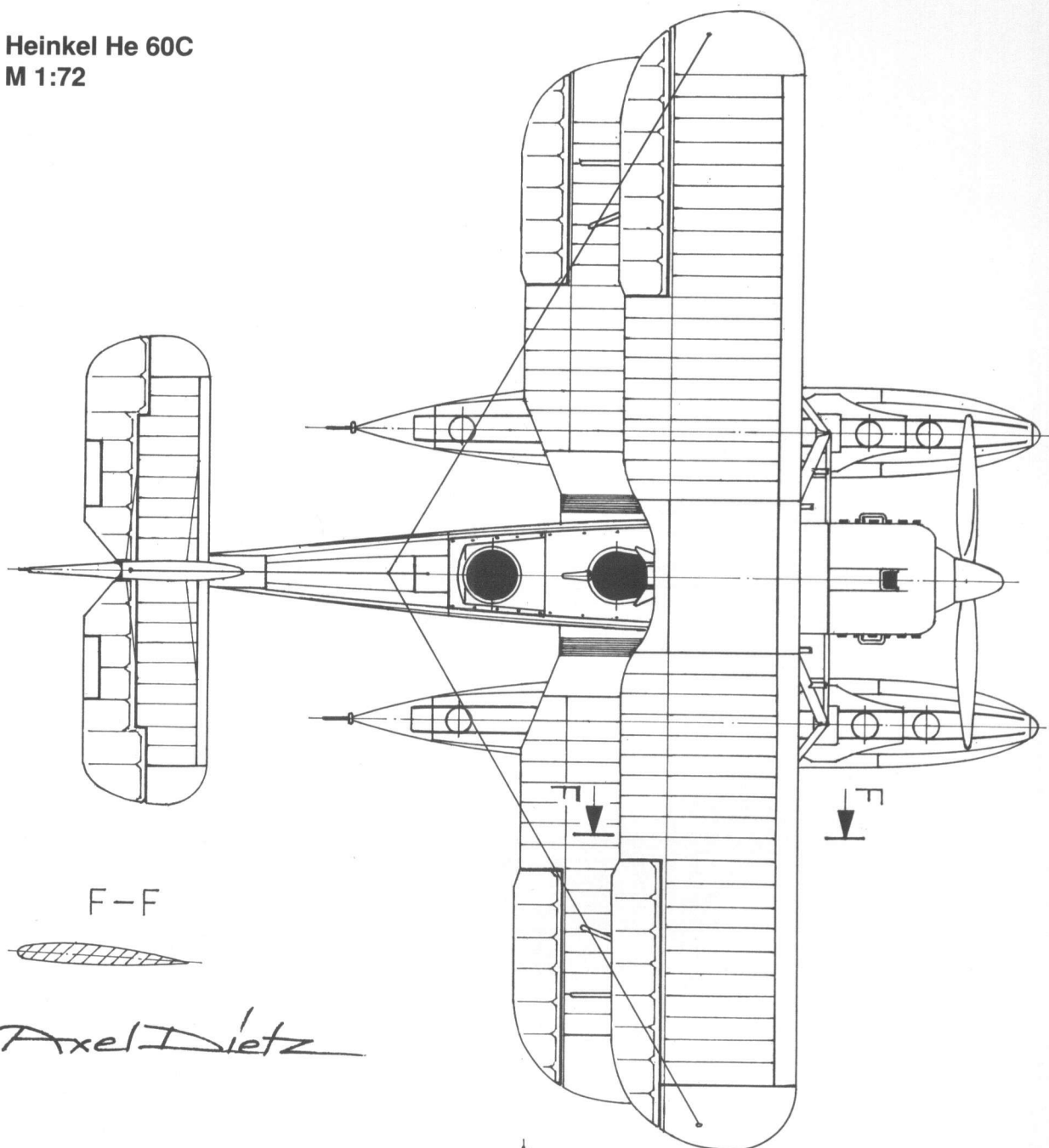


Axel Dietz

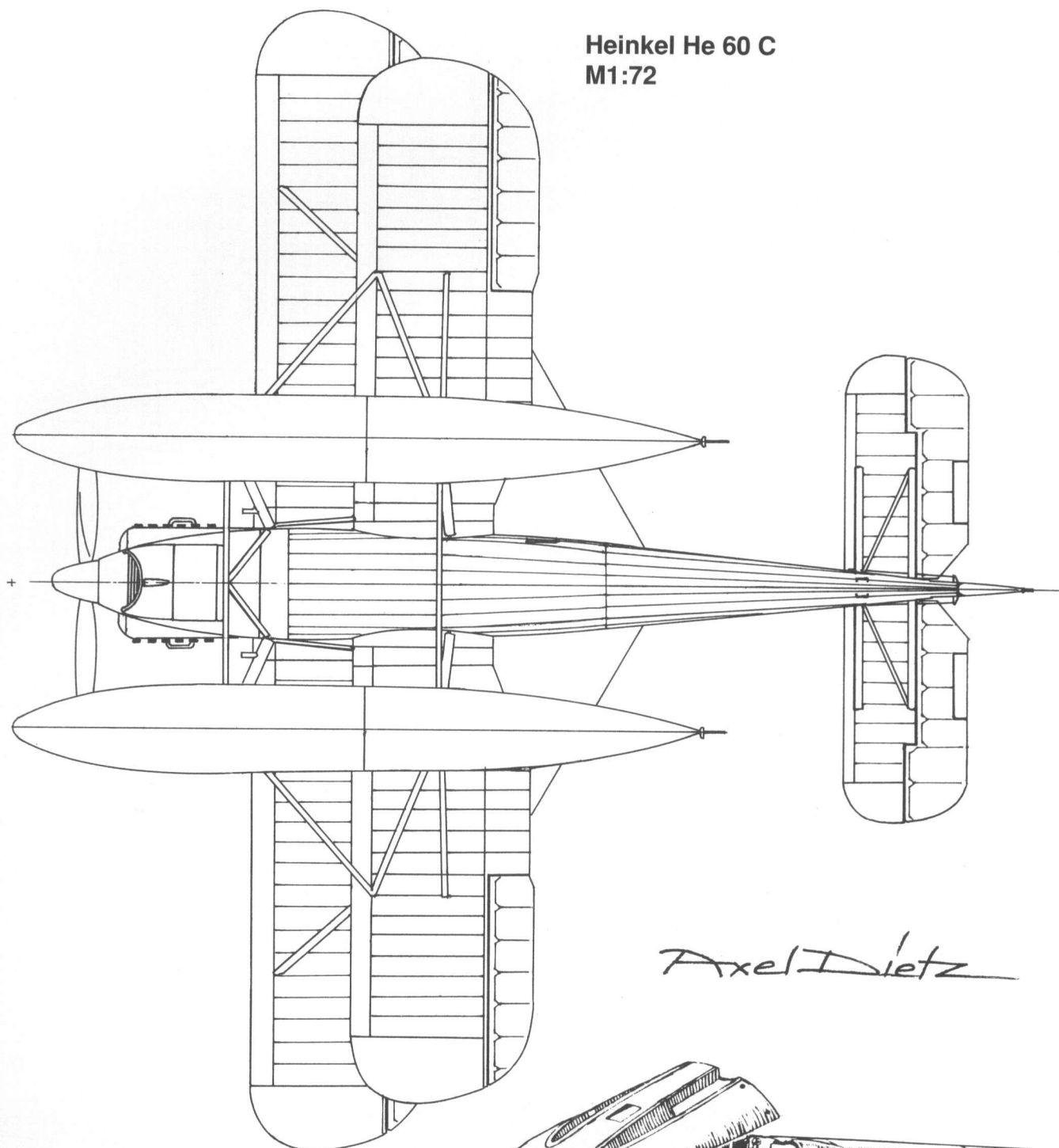


Heinkel He 60 C M 1:72

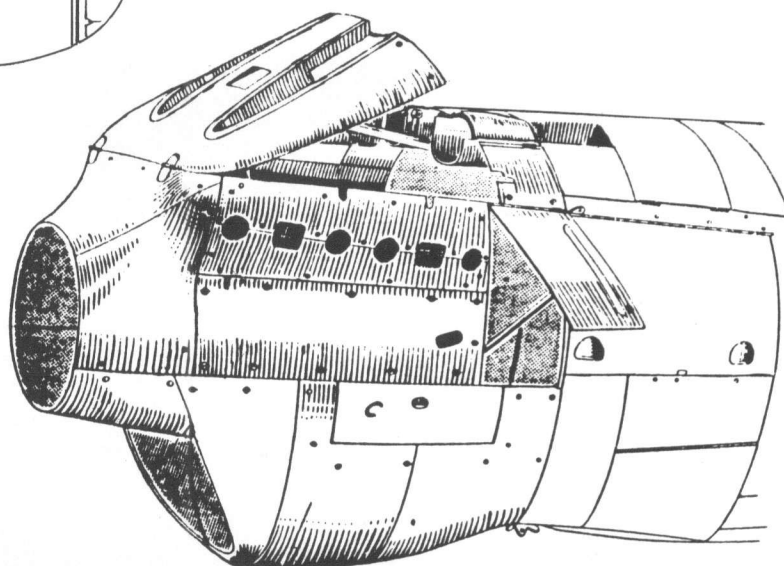
Heinkel He 60C
M 1:72



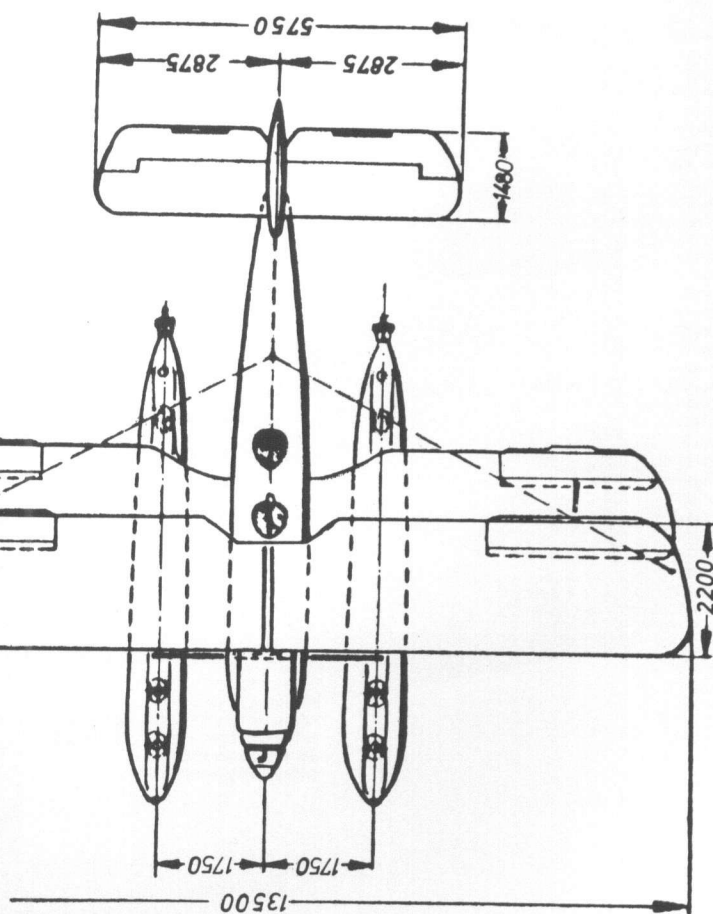
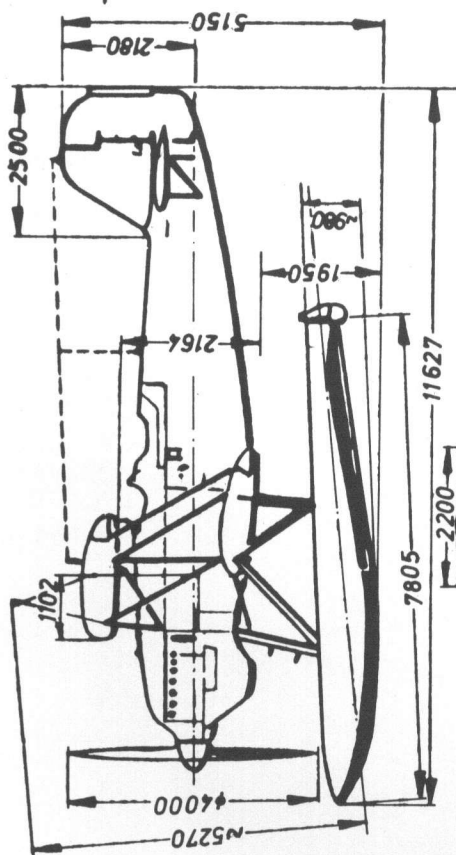
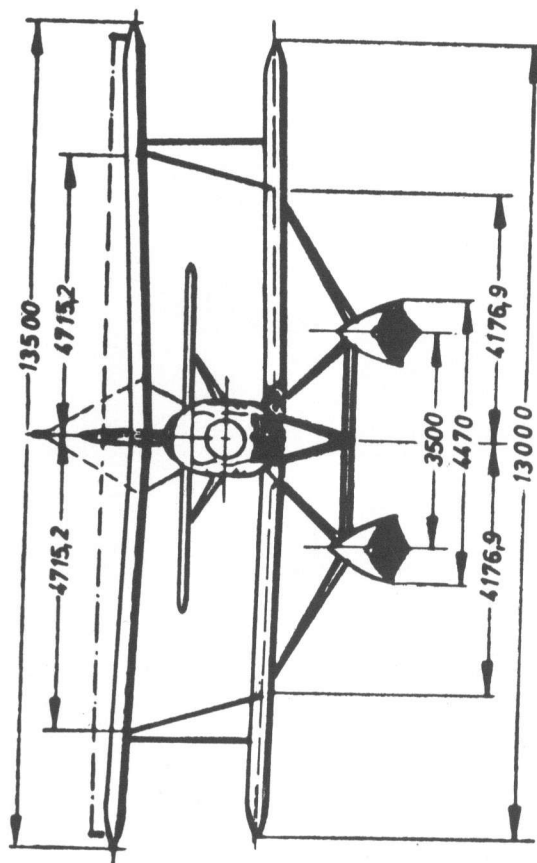
Heinkel He 60 C
M1:72



Axel Dietz

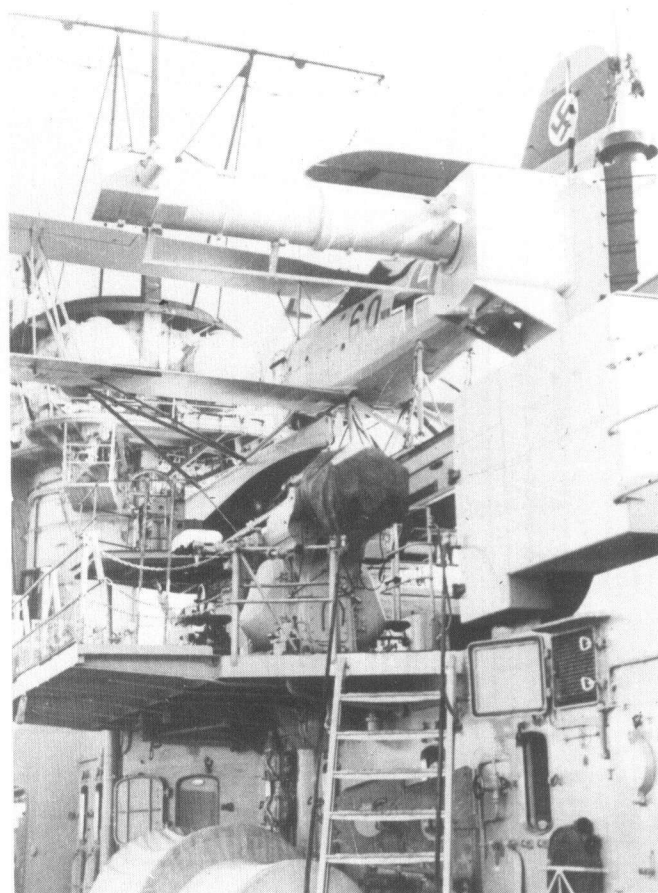


Typenblatt He 60 E

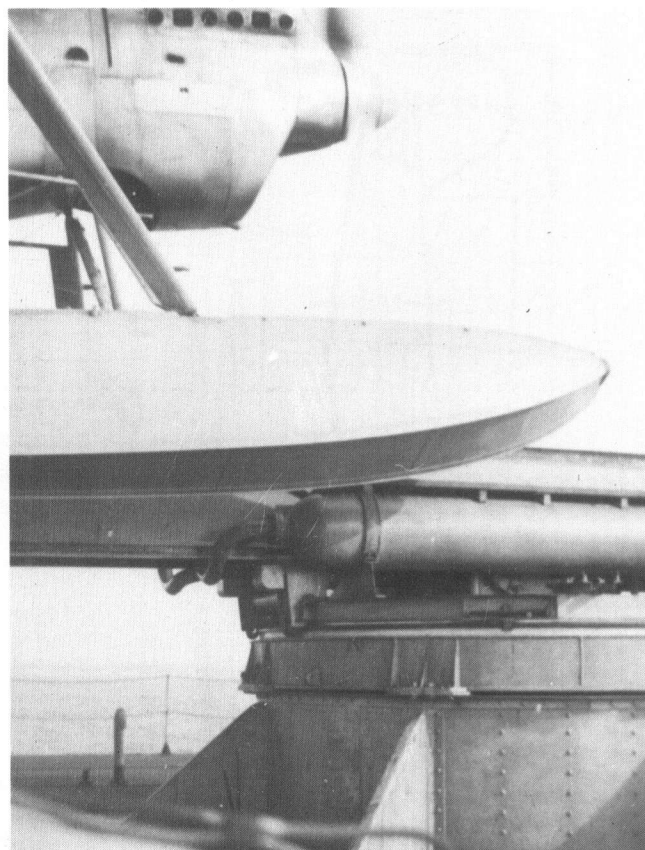


Known Codes

D-2157	W.Nr. 380	He 60a/He 60 V-1 Seeadler	RDL
D-2176	W.Nr. 381		
D-2325	W.Nr. 478	He 60b/He 60 V-2 Seefalke	
D-2511			
D-2512			
D-3132			
D-3137			
D-3158	W.Nr. 493	He 60 D	
D-IDBS			
D-IDYZ			
D-IFBU			
D-IFES			
D-IGUS			
D-IGYL			
D-IHOH		He 60 V-4/ He 60 A-01	
D-IHOQ			
D-IJAN			2/KAGr 206
D-IJTY			
D-IJOT			
D-IJO			
D-IKUX		He 60 C	
D-ILRO			2/KAGr 206
D-INFY			
D-INQA			
D-INYR			
D-IPEN			
D-IPUL		He 60 B-3	
D-IPZI			
D-IQOF		He 60	C/He 60 V-3
D-IROL			
D-IRUX			
D-ISYH			
D-IVI		He 60 A	
D-IVY			
D-IVYN			
D-IVYP		He 60 C	
D-IXES			
D-IXMA			
D-IZOO			
WL-INQA		He 60 D	
KG+UI		He 60 C	
PB+ZP		He 60 C	
SD+WJ			
D1+EH		He 60 C	1/SAGr 126 Aegean
K6+PH			
S6+C30			
S6+D08			
S6+E02			
S6+E60		He 60C	Flugzeugführerschule "See" Stettlin
60+B11			
60+C11			
60+G11			
60+I21		He 60 C	1/KüFIGr 206
60+F21			
60+H21			
60+A31			2/KAGr 206 1/KAGr 506
60+B31			1/KAGr 506
60+C31			1/KAGr 506
60+D31			1/KAGr 506
60+E31			1/KAGr 506
60+F31			1/KAGr 506
60+G31			1/KAGr 506
60+H31			1/KAGr 506
60+J31			1/KAGr 506
60+X31			1/KAGr 506
60+Y31			1/KAGr 506
60+Z31			1/KAGr 506
60+B41		He 60 C	
60+D41			
60+E41			
60+B51			
60+C51			1/KAGr 506
60+D51			
60+E51			1/KAGr 506
60+G51		He 60 C	1/KüFIGr 506 Dievenow
60+J51			1/KAGr 506
60+X51			1/KAGr 506
60+Z51			1/KAGr 506
60+D91			
60+F91			
60+C95			
60+E95		He 60 C	5 BordFIGrStff 196 Wilhelmshaven
60+G95			
L2+A41			10(See)/Lehrgeschwader 2
L2+B41			10(See)/Lehrgeschwader 2
6L+AOS			10(See)/Lehrgeschwader 2
6L+BOS			10(See)/Lehrgeschwader 2
6L+COS			10(See)/Lehrgeschwader 2
6L+UOS			10(See)/Lehrgeschwader 2



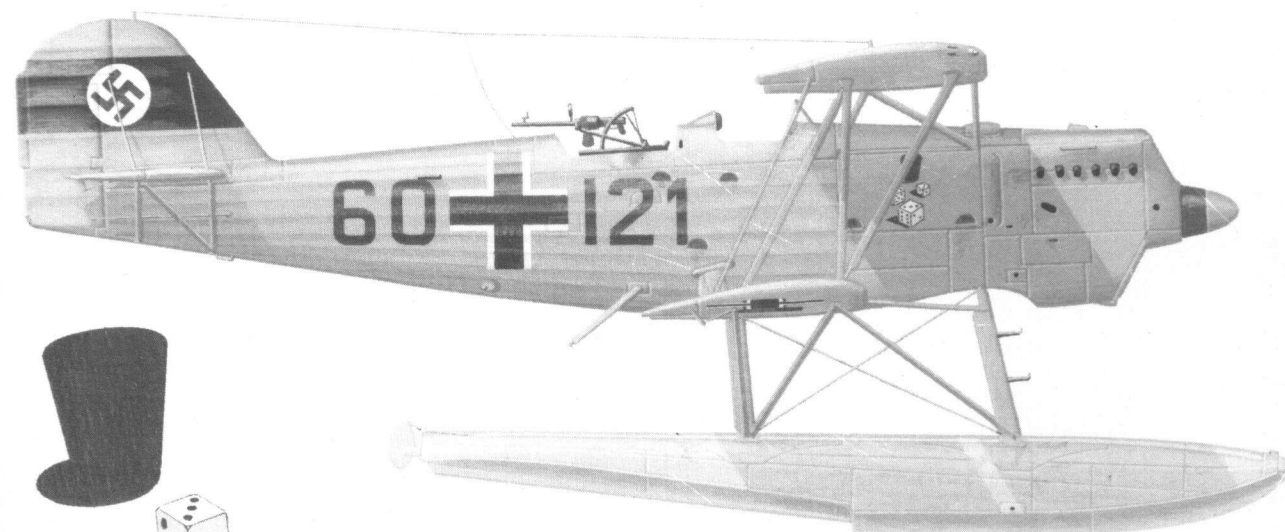
Heinkel He 60 C (60+D91) of 5/Bordfliegerstaffel 196 on board the battleship Graf Spee in the summer of 1938.



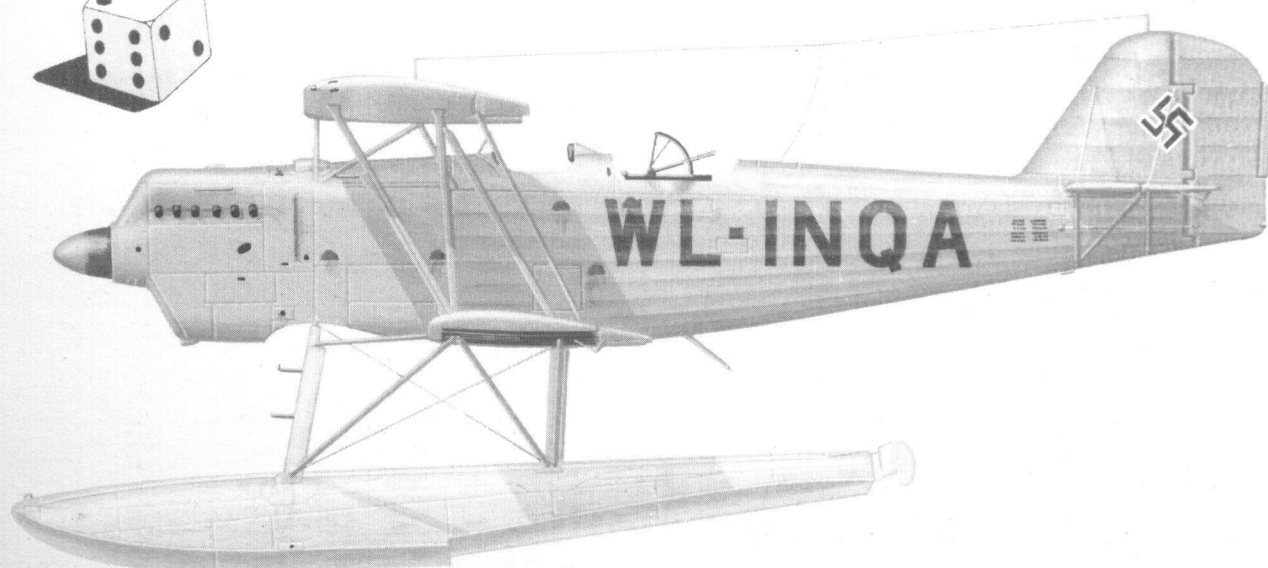
Closeup of an He 60 on the catapult, engine running, ready to be launched.



Heinkel He 60 C 1./KAGr. 506 Dievenow 1938



Heinkel He 60 C 1./Kü Fl Gr. 206





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