

Families of ALTERED WARS™

Luftwaffe 1946

Ted
Nomura

Ben
Dunn



ANTARCTIC
PRESS



6

\$2.95 U.S.

\$4.10 Can.

OCTOBER 1997

Projekt Saucer



When the ancient Babylonians studied astronomy, there were movements in the skies that they could track but could not explain, so they created gods to identify them. The Chinese astronomers also studied the skies and probably wondered if a higher being were responsible. It wasn't until around 540 BCE that Greek astronomers challenged the long-established "Flat-Earth" concept, a claim that sounded so absurd that many were ridiculed and some were executed. With the birth of the Christian empire, the very idea of "another world" or "plurality of worlds" was condemned, and such absurd claims were declared officially against the law by Pope John XXI in 1277. The edict stood even when the theory that the Earth revolved around the Sun (rather than the Earth being the center of the universe) was published by Copernicus in 1543, Kepler in 1609 and Galileo in 1610. In 1633, Galileo was forced by the Church to recant his findings, and Copernicus' papers remained banned until 1835. Even in this modern day, there are people who still believe in the Church's traditional attitude and deny the possibility that there may be other worlds, or even the thought that there were smarter civilizations that existed before the dawn of our recorded history.

Space pioneers were also ridiculed or labeled as "mad" during the early years. Works of "science fiction" like those of Jules Verne and H.G. Wells, were considered to be pure fantasy and even "insulting" by the non-believers, but there were professionals who shared their vision and went beyond. Men like Tsiolkovsky, Goddard, Oberth, Winkler, Ley, Dornberger, Korolev and von Braun were all science-fact pioneers of space exploration, and everything that's related to our modern space technology can trace its roots to these great men. And yet there are secrets, especially during war, when technology takes quantum leaps and the first casualty is "the truth."

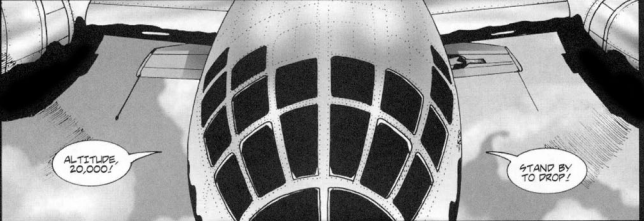
Even among aviation enthusiasts, little is known about the German "flying saucer" experiments during the Nazi era. Americans also experimented with the concept, but due to the desperation of their defense, the Nazis took further steps, leaving a trail of failures and secret successes. Then the trail dies, only to re-emerge at Roswell in July, 1947, not far from where Dr. Goddard experimented with rockets until his death in 1945, the same year the first atomic bomb officially exploded.

I myself did not take the idea of Nazi saucers seriously until 1982, when I read the "Project Saucer" article in the book German Jet Genesis by David Masters. Since then, I have gathered enough information to be able to get a better picture of what may or may not have happened. Most claims can be categorized as fakes. Certainly, with modern technology, it is easy to make them (like the simple fake picture shown above), but there's enough credible information to think that there are far more stories about World War II than we're led to believe. Perhaps our whole history is a fake. There's enough myths around to make us believe in that theory. Perhaps a hundred years from now, classified (or banned) papers can be released so we can find out what really happened in this century. Meanwhile, others will continue to believe in established "facts", while we can only speculate.

Luftwaffe: 1946 is a speculation to the extreme; it's fiction.

—TN

Luftwaffe: 1946, No. 6, Vol.2, October 1996, is published by the Antarctic Press, 7272 Wurzbach Suite #204, San Antonio, Texas, 78240. FAX #: (210) 614-5029. Story and art ©1997 Ted Nomura/Ben Dunn. All other material is TM and copyright ©1997 Antarctic Press. No similarity to any character(s) and/or place(s) is intended, and any similarity is purely coincidental. Nothing from this book may be reproduced without the express written consent of the authors, except for purposes of review or promotion. "It's a UFO! It's a godda** UFO!" Print run: 5500. Printed by Brenner Printing, San Antonio, Texas, U.S.A.



ALTITUDE,
20,000!

STAND BY
TO DROP!

ALL GREEN,
CAPTAIN! GOOD
LUCK!

ROG,
THANKS!

5...

4...

3...

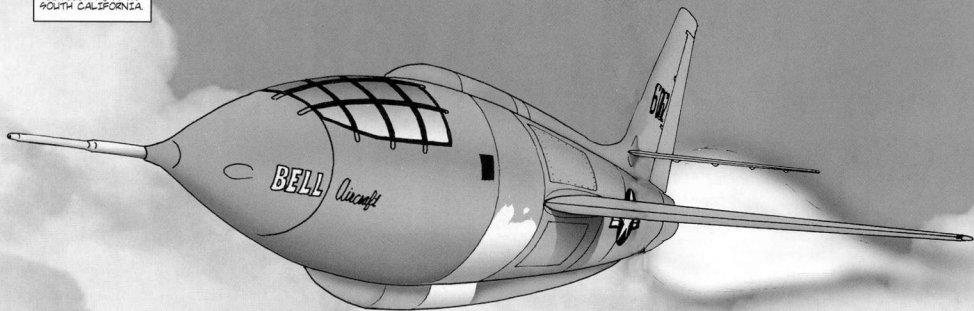
2...

1...

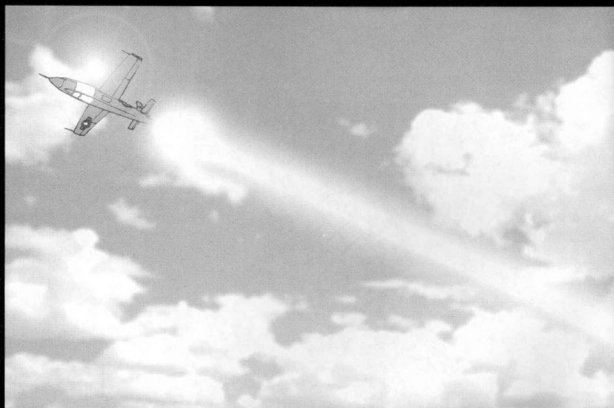
10:26 AM

LAUNCH!!

OCTOBER 14, 1947.
SOUTH CALIFORNIA.



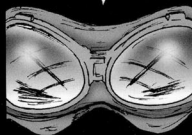
ROAR!



MACH
93...

94...

IT'S
BUFFETING
AGAIN!



I'M GOING
FOR IT!

BOUM!

!

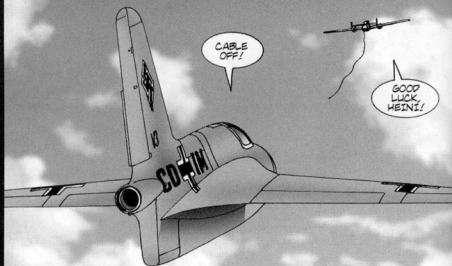
MY GOD.
DID HE
DO IT?

ON OCTOBER 14, 1947, OVER
THE ROGERS DRY LAKE, THE
BELL X-4-1, PILOTED BY WWII
ACE CAPTAIN CHARLES E.
"CHUCK" YEAGER, SUCCEEDED
IN BREAKING THE SOUND
BARRIER, BUT THE ACHIEVEMENT
WAS KEPT A MILITARY SECRET
FOR TWO YEARS.



OCTOBER 2, 1941.
NAZI GERMANY.

A MESSERSCHMITT ME-163A V39CD+1,*
PILOTED BY FLUGKAPITAN HEINI DITTMAR
WITH TANKS FILLED ONLY 3/4 FULL,
WAS TOWED BY A BF-110C OVER THE
NORTH SEA AND RELEASED AT
13,500 FEET FOR A RECORD SPEED RUN.



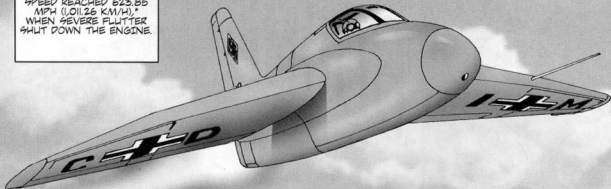
CABLE
OFF!

GOOD
LUCK,
HEINI!

*ME-163A V4, ACCORDING TO
'ROCKET FIGHTER' BY WILLIAM
GREEN (1971) AND 'DER STRENG
GEHEIME VOGEL ME-163' BY
WOLFGANG SPATE (1983).

THE ME-163A IGNITED
IMMEDIATELY, AND ITS
SPEED REACHED 623.85
MPH (1,011.26 KM/H).
WHEN SEVERE FLUTTER
SHUT DOWN THE ENGINE.

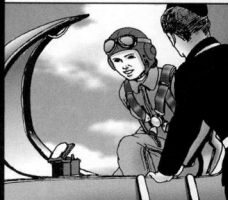
1,003.67 KM/H ACCORDING TO SPATE.



DITTMAR RESTARTED HIS
R11 203 ENGINE TO RUN
THE TANKS DRY, THEN
MADE A SAFE LANDING.
FOR THE FIRST TIME, A
MANNED AIRCRAFT HAD
REACHED THE MAGIC
NUMBER OF 1000 KM/H.

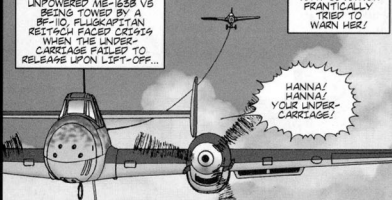
BUT DUE TO WAR-
TIME CONDITIONS,
THIS ACHIEVEMENT
WAS KEPT SECRET
AT THE TIME.

THE FAMOUS AND AMBITIOUS GERMAN AVIATRIX HANNA REITSCH USED HER STRONG CONNECTIONS TO TEST-FLY MANY HIGH-PERFORMANCE AIRCRAFT.



ON OCTOBER 30, 1942, WHILE FLYING AN UNPOWERED ME-163B V8 BEING TOWED BY A BF-110, FLUGKAPITAN REITSCH FACED CRISIS WHEN THE UNDER-CARRIAGE FAILED TO RELEASE UPON LIFT-OFF...

THE BF-110'S REAR SEAT OBSERVER FRANTICALLY TRIED TO WARN HER!



REALIZING THE TROUBLE, REITSCH TRIED TO LAND BACK AT REGENSBURG FIELD, BUT BOUNCED THE CRAFT TWICE, THEN BROKE ITS WHEEL IN A NEARBY FARMER'S FIELD.

THE AIRCRAFT ITSELF RECEIVED NO REAL DAMAGE, BUT REITSCH BADLY INJURED HER FACE. THE BF-110 CREW WAS THE FIRST ON THE SCENE TO RESCUE HER.

DESPITE THIS SETBACK, THE PROGRAM CONTINUED.



JULY 6, 1944

AN ME-163B V8 FLOWN BY RUDOLF OPITZ TOOK OFF FROM PEENEMÜNDE FOR ANOTHER HIGH-SPEED RUN.

AFTER EXCEEDING THE CRITICAL MACH NUMBER, THE ROCKET MOTOR WAS CUT-OFF...

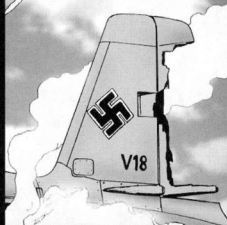
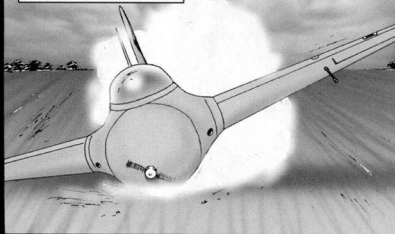


AFTER BARELY RECOVERING FROM A DIVE AND NEARLY MISSING THE WATERS OF THE BALTIC, OPITZ MANAGED TO LAND BACK AT PEENEMÜNDE...

...ONLY TO DISCOVER THE REASON FOR THE V8'S INSTABILITY.

MEIN GOTT! LOOK AT THE RUDDER!

THE ME-163B V8 REACHED 702 MPH BEFORE THE LIMITATION OF THE AIRFRAME WAS MET.



ZWISCHENAHN,
NAZI GERMANY
MAY 14, 1944

Luftwaffe:
1946

PROJEKT: SAUCER

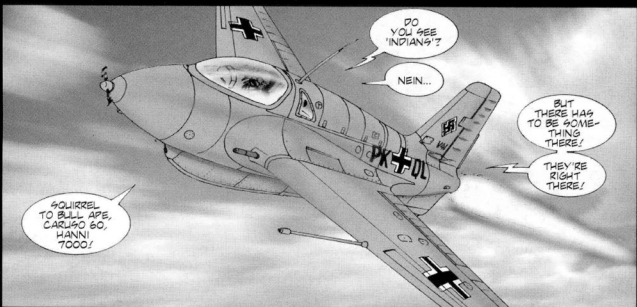
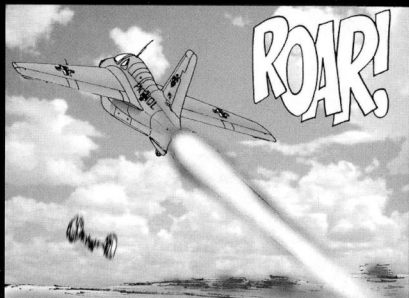
Part One

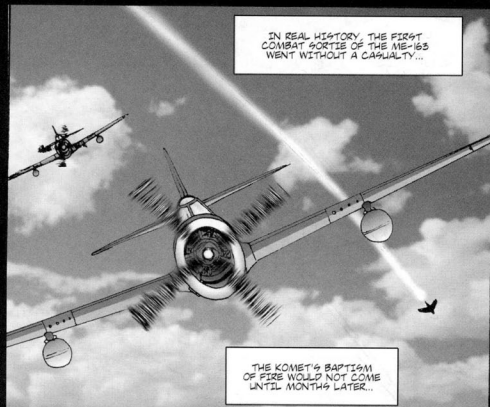
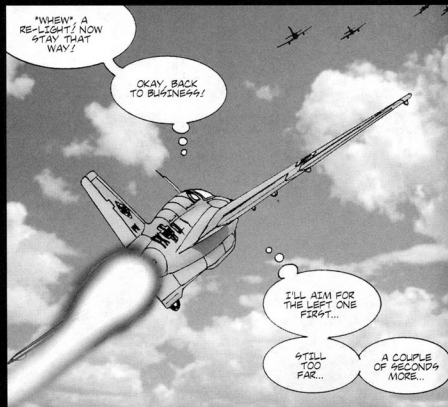
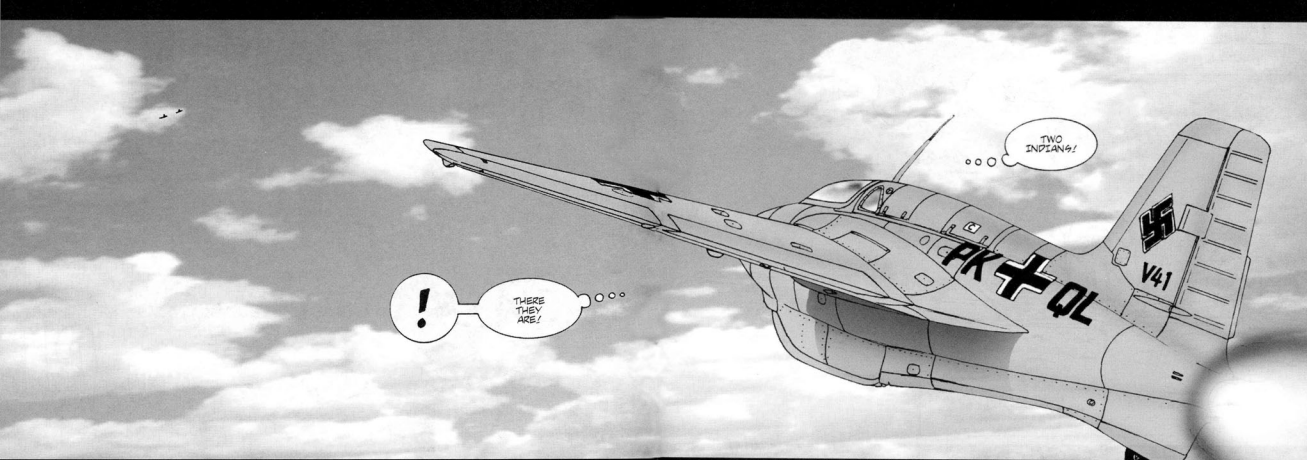
Story and Art by
TED NOMURA

Shading and Lettering by
BEN DUNN

Edits by
DOUG OLIN







AUGUST 5, 1944

BOSSYS
AT 9 O'CLOCK!
CLOSE UP
FORMATION!

GEEZ!
WHAT ARE
THEY?

RELAX,
BOYS! WE'RE
ENGAGING!

THREE P-52B4 FROM THE
352ND FIGHTER GROUP
ESCORTING THE B-17s
ATTACKING THE VICINITY
OF MASSEBURG TURNED
TO FACE THE THREE
ME-264 OF JG400.

LOOK AT
THAT SPEED!
MUST BE HITLER'S
NEWEST SECRET
WEAPON!

AT 35,000 FT
KOMETS AND P-51s
FOUGHT AT POINT-
BLANK RANGE. THE
KOMETS DREW
FIRST BLOOD!

THE FIRST ME-163 COMBAT LOSS
OCCURRED ELEVEN DAYS LATER WHEN
THE P-51s FROM THE 350TH
GROUP ENGAGED THE JG400.

BY THEN THE LUFTWAFFE
WAS PREPARING TO DEPLOY
AN EVEN DEADLIER WEAPON!

NOVEMBER
6, 1944

BOSEY
AT 2 O'CLOCK
LOW, BUD! LOOKS
LIKE THE NEW
NAZI WONDER
JET!

TALLY-
HO!!

ROGER,
CHUCK! I'LL
GIVE YOU TOP
COVER!

WATCH
YOURSELF!

HE'S APPROACHING
HE FIELD FOR LANDING!
NO WONDER HE'S GOING
SO SLOW. SHOOTING
FROM BEHIND LIKE THIS
WON'T BE SPORTSMAN-
LIKE...

FLAK!
COMING IN
TOO CLOSE FOR
COMFORT!

BETTER
MAKE MY
FIRST PANG
COUNT!

RATATATATATA

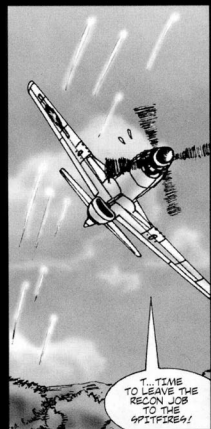
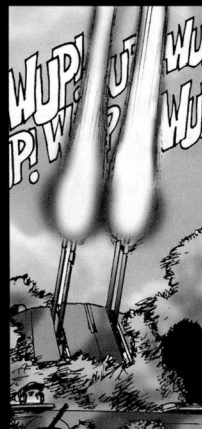
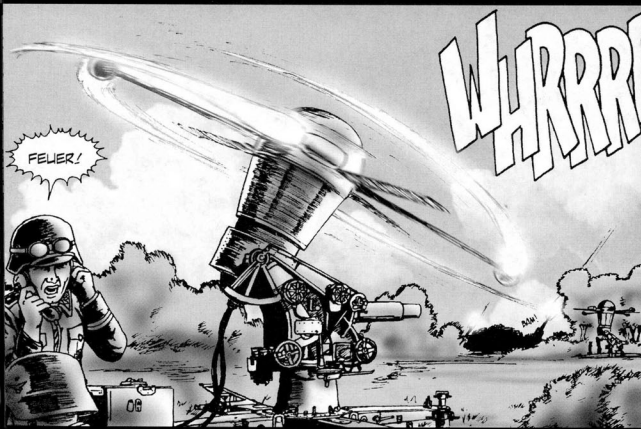
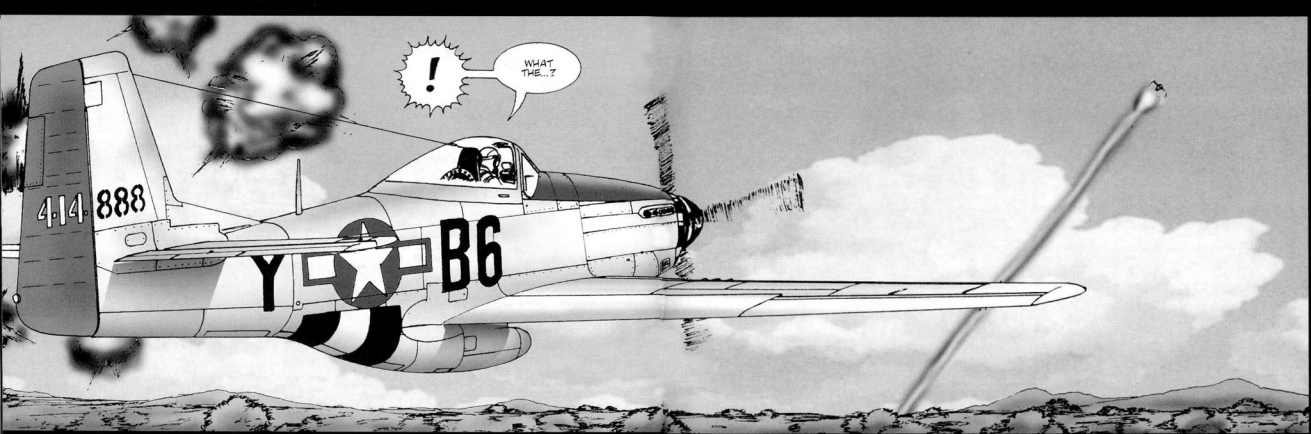
WUP!

BAM!

OH WELL...
THIS IS
WAR!

BAM! WUP!

FHOOM!





to be continued

Luftpost

7272 Wurzbach #204

San Antonio, Texas, 78240-1621

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



Illustrated by Patricia Lynn McGullam
San Francisco, CA

Well, September was an interesting month. I'm back in uniform! Just a month earlier, I decided to re-enlist in the USAF Reserves because my ID card was about to expire. (Since leaving for San Antonio, I'd been in ARPC, which is a fancy name for inactive reserve.) Boy, it's weird to be back in uniform. Good thing, too. My old uniform had gotten tight, so it's back to getting in shape for me. Anyway, I didn't realize what I was missing. All that military discipline and coordination—it's like a vacation! First IPMS, now this! It was a good break for me from my usual routine, you know—waking up whenever you want, going to work whenever you want, eating whatever you want, resting whenever you want and going home whenever you want. Boy, being an artist can be tough!

Seriously, I've always had high respect for the men and women in uniform (including police and firefighters), because they're asked to sacrifice the rights most people take for granted, especially when there's a war (or civil crises), and they get blamed for silly things during peacetime.

For the readers who can't tell the difference, Luftwaffe: 1946 is about fictional heroes. For real heroes, read your history books. (And I mean really READ your history books, not just watch TV or listen to what people say!)

As for the series, this issue will start the "Projekt Saucer" episode, scheduled for five issues, then my new plan is to do a 10-part "Jugdgeschwader" (Fighter Wing) story, which will be explained later, then "Kamikaze", then "Raumkrieg". Also, I'm planning to do another Special during the "Jugdgeschwader" episode. First choice will be the Me-262, second is the He-162. When I can start putting them out on a regular basis (like after each 5 regular issues), then I can concentrate on other aircraft that I want to cover, like the Ta-183, Ho-229 and manned A4/A9s.

Our first prototype of the 12" Luftwaffe: 1946 character figure should be ready for our inspection by the time you read this. It's a figure of Luftwaffe pilot Major Ritter. We're hoping that the production model will be available for our readers by early next summer. Our next figure is planned to be a Japanese Kamikaze pilot. I'm hoping that we can do Dora Oberlicht soon. Let me know what you guys think.

Okay, enough big talk. Now for the letters:

Dear Ted and Ben:

I have just finished reading issue two of *Luftwaffe: 1946*. it is getting better with each issue. I have always wondered "What if...". So far, you've answered that question. My knowledge of German aircraft is humbled before yours. Me and my brother have always been interested in unknown aircraft. It is so refreshing to see something different in comics besides the usual stuff. It was a shock to see Hitler portrayed in a different light just to see him opening the story. I agree with Ben on the swastika controversy. I found myself giggling at their reluctance to portray the swastika, being a plastic modeler myself. My club is having an alternative history model contest in December. I might introduce them to the series. I have to look up the USS Hunley at the library now. I've noticed alternate history is really taking off, from Harry Turtledove's sci-fi series of books to even role-playing games in gaming stores. However, the main subjects, your books, are exemplary, so as far as the rest and other series go, I say gimme more! These comics were overdue. I hope others, with my help, can discover them too.

Yours Sincerely,
Basil A. Reid
76 Cobourg Ave.
Winnipeg, MB R2L 0H5
CANADA

Thanks for your support, Basil. First, I need to apologize for not answering your letter much earlier. (He wrote this nearly a year ago.) I meant to, but somehow misplaced it before it could get filed. I recently found it in my briefcase!

Yep, I got the idea for J.J. and his Hunley Co. after reading about the brave and tragic story of the Confederate submarine CSS Hunley. (That's the American Civil War, for those who don't know.) I also gave the name Hunley to a stealth spaceship in my Tigers of Terra series. Although the real Hunley sub story is no laughing matter, I decided to make J.J. Condorcet and his faithful crew (who are based on Antarctic Press' own crew) a semi-comedic American commando team with their secret stealth sub, something like the silly war comics of the 1960s—a reminder that our comics shouldn't be taken really seriously either. It's entertainment!

Anyway, thanks again, and sorry for the super-slow response. And all I can say is, you're gonna get more!

Dear Mr. Nomura and Mr. Dunn:

I'm very impressed with the technical detail and historical research that goes into your *Luftwaffe: 1946*. I've always been interested in WWII aviation and history. When I was about ten, I got to meet Werner von Braun after a lecture he'd given (most of which I couldn't understand, but I knew about his role in the U.S. space program). And in high school, I loved building models of some of the Luftwaffe's stranger planes.

Despite my enthusiasm for the cool planes, I am a bit surprised that your comic has largely left aside a crucial implication of your alternate historical scenario: the Holocaust. Had the land war in Europe indeed dragged on into 1946, with both fronts stalemated, the death camps in Nazi-occupied Poland would have continued to operate at their full capacity. In actual history, of course, the extermination camps were evacuated ahead of the advancing Soviet Army. The last mass gassings in

Auschwitz, for instance, took place in the fall of 1944, and in the winter of 1944-45 the gas chambers themselves were dismantled to partially conceal the evidence of genocide. In *Luftwaffe: 1946*'s Europe, the "final solution to the Jewish Question" might very well have been final. What has this to do with a comic about the air war? Possibly not much, but perhaps it merits some consideration in future issues.

Of greater concern is your portrayal of anti-Semitism as a "madness" that was peculiar to Adolf Hitler himself. In *Luftwaffe: 1946* #3, you portray Wernher von Braun complaining to Hitler that "The SS are...taking all the experienced technicians with any trace of Jewish heritage!" Your von Braun is shocked at the "racial purity" rhetoric in Hitler's reply, asking a comrade "Is he...er...going mad, Reichsmarschall?" The other man (Rommel?) replies, "It took you this long to figure that out, Doctor?" This brief vignette suggests that hatred of the Jews was a personal quirk of Hitler's rather than a central policy of the Nazi state. Downplaying the core racism of the Nazi movement, even in a comic that is more concerned with aviation than ideology, strikes me as naive at best. Hitler's associates knew all too well about the extermination policy, and the vast majority of them were as committed to it as he was. To be sure, the German military was less ideologically committed to "racial hygiene" than the Nazi party was, and some generals even opposed the genocide. Nevertheless, plenty of evidence exists that the Wehrmacht as well as the SS took part in mass murder. The Luftwaffe, by its very nature, had relatively clean hands, at least as far as the Holocaust goes.

On the other hand, Germany's A-4 rockets (V-2s) were built with slave labor, mostly Poles and Russian POWs, a fact that Dr. von Braun was quite aware of. He inspected the underground Mittelwerk rocket factory in January, 1944, and long after the war described conditions there as "absolutely horrible." One Nazi official estimated that approximately 160 slave laborers died per day at the Mittelwerk. Nevertheless, von Braun personally sought out qualified technicians from the Buchenwald concentration camp to work as slave laborers in the A-4 program—a rather different spin on von Braun's attitudes towards his "workers" than the portrait you present. (Information on the Mittelwerk and von Braun is from Dennis Piskiewicz's *The Nazi Rocketeers: Dreams of Space and Crimes of War*. Westport, CT: Praeger, 1995, pp. 135, 139-40, 167.)

Finally, I must call attention to an odd parallel between your comic and the ideas of a particularly warped human being, the Canadian neo-Nazi Ernst Zundel. Zundel is one of North America's most notorious Holocaust deniers, publishing numerous books and pamphlets distorting the historical record and claiming that an international Jewish conspiracy secretly runs the world. In 1972, Zundel also wrote a laughable book called *UFOs: Nazi Secret Weapons?*, which claimed that Nazi flying saucers were still operating from a secret base in Antarctica. You can imagine my surprise when *Luftwaffe: 1946* featured swastika-bedecked flying disks and a huge underground base in Antarctica! I'm not suggesting that you took the idea from Zundel directly, since it has been around in other venues as well, and I'm certainly not implying that you are at all sympathetic to Zundel's politics or his obscene claim that the Holocaust was a hoax. But I am curious whether you were aware of Zundel and his crackpot ideas, or whether the parallels are simply coincidences.

Thanks for a very entertaining comic; I hope that as

Luftwaffe: 1946 evolves, it will examine not only the technological but also the broader historical implications of its timeline.

Sincerely,
Marty Kelley
20 East Mills Dr., #3
Tucson, AZ 85705
mkelley@u.arizona.edu

Well, Marty, like Ronald Reagan often said, "There you go again."

If I'd wanted to do a fictional story about the Holocaust, I would've called it Holocaust: 1946! Luftwaffe: 1946 is a labor of love, not a labor of hate. (I have almost no interest in doing stories about war crimes. I leave that to other artists who might enjoy doing it. They wouldn't even have to draw the Nazis with accurate uniforms, just slap on a couple of swastika armbands and markings anywhere, even where they don't belong, and people would think it's historically accurate.) I'm sure your reasoning is sincere, but I have no desire to slave-labor (if you'll pardon the expression) on a subject that's already been told many, many times in the past in movies, TV, books and comics. There's already a good comic book about the Holocaust; it's called Maus. (No, I've never read the book, but it won awards, so it must be good. Mustn't it?) Now, if somebody dumps tons of money on me, I might do one, but only if I can do it my way and I don't have to enjoy it. Besides, as I already responded to Mr. Mike Jasinski's letter, it's more important to learn about real history. I was hoping that Luftwaffe: 1946 would make its readers re-read history books so they could separate fact from fiction, but it seems like some readers are having problems doing that. I certainly didn't create this fictional story so the readers could complain about something I already know! Perhaps I was wrong when I said "Too much info is never a bad thing." Too much of the same info can drive you nuts!

As for my portrait of von Braun, you obviously didn't bother to read carefully before you accused me of historical inaccuracies in this fictional World War II story. The other man von Braun is talking to is not Rommel, it's Wolfgang Ritter, whom Hitler clearly calls by his first name just one panel earlier. And the "experienced technicians" that he is referring to are his "fellow colleagues," certainly not the "slave laborers" that you assumed he means. The puzzlement (or shock, as you assumed) that von Braun talks to Ritter about is due to the fact that Hitler seems to be more interested in separating out the Jews than perfecting the weapon delivery system that might win the war for him. As I try to portray the different Hitler of this universe, he seems more sane and relaxed at the beginning of the war, yet still turns to his deep-rooted hatred when the war closes in on him. In real history, it seems almost absurd that Hitler drained manpower and resources by still allowing the SS to murder Jews rather than using the SS for defense, but he let his hatred overrule his common sense. In Luftwaffe: 1946, Hitler's "madness" comes later than in real history, but the end result is still the same.

As for the Mittelwerke factory, Lorelei Junkers already mentions its conditions in the very first issue of Luftwaffe: 1946. In real history, the SS took over the V-2 production from the Army in late 1943, and it wasn't until May, 1944 that the V-2 production complex at Mittelwerke was completed. The "absolutely horrible" conditions that von Braun referred to were the conditions of the "disposable" factory-constructing slave laborers whom the SS supervised. The "qualified technicians" that von Braun chose were considered lucky because they were treated slightly better due to their valuable skills. Most of the unfortunate slave laborers died during the

factory construction phase. About half of the actual V-2 construction personnel were regular civil-labor technicians who received pay; the other half were slave-labor technicians. Of course, the treatment of the slave laborers was just as bad as that of the slave-labor technicians who constructed the Soviet war machines.

Labeling von Braun as an SS officer who wanted to create weapons rather than someone who dreamed of space travel is misleading. He was a dedicated space cadet long before the Nazis came into power. A member of the civilian VfR (Society for Space Travel), he signed the contract to work with Army Ordnance in November, 1932 (before the Nazis) as a civilian, then used the Army grant to finish school and got his Ph.D. in physics. He joined the Luftwaffe in 1936 to meet his military requirements before going back to the Army (as a civilian). During the early rocket developments, Hitler showed little interest, even after visiting and listening to von Braun's technical talk at Kummersdorf in March, 1939. But Hitler became convinced of the A-4 (V-2)'s potential after viewing the successful October 3, 1942 launch on film, plus a model of the larger bunker being built at Watten, a model of the V-2, and its transport methods on July 7, 1943. He actually apologized (Gasp!) to the rocket team for ignoring them earlier, renamed the A-4 as the V-2, and placed the Army General Dornberger/von Braun V-2 program on the "highest priority." Himmler, wanting absolute power, muscled in and forced the production and deployment responsibilities away from the Army, leaving them pretty much with R&D (though some were part of deployment). Wanting von Braun to join the SS, Himmler tried to enlist him during 1943, but von Braun refused, wanting to stay with his team and Dornberger, whom he trusted and had worked with since 1932. Himmler, feeling insulted, finally had the Gestapo arrest von Braun and two engineers, Klaus Riedel and Hellmuth Grottrup, in March, 1944 on charges of sabotage—namely, having more interest in space travel than in developing weapons for the Fatherland. It took the combined forces of Dornberger and Speer to release them from their scheduled execution. Of course, the real reason for this ridiculous charge was that it was Himmler's way of forcing von Braun to join the SS so there would be "no misunderstanding of his loyalty." By 1944, Hitler had lost faith in the Luftwaffe and the Army, so he basically let Himmler do whatever he wanted. Fearing for his life, von Braun did join the SS (with the rank of Major). Unfortunately for historians, especially those who want to focus on von Braun's association with the SS, there's no clear picture of von Braun wearing an SS uniform, which they claim he wore during Himmler's visit. There's one that is claimed to show part of his face, but the photo quality is so poor that it could be anybody. Also, due to recent computer technology, it's easy to fake pictures, so we'll never know for sure. I, for one, do believe that he was part of the SS, but I see no claims other than that. The only real fault I can see on von Braun's part is that he didn't publicly admit his association with the SS after the war, when it was safe to do so, but by then the Cold War was on and America was too busy testing the very V-2s built by slave labor for their own use. The U.S. Army told von Braun to keep his mouth shut while they erased his record of Nazi association, a decision perfectly feasible for that time period. Thanks to "Operation Paperclip," von Braun and his team managed to escape the war trials until after America won the Moon Race, when the investigations were reopened.

Despite his evil part in history, my respect for von Braun is just as high as for his Soviet counterpart, Sergei Korolev, who also worked for an evil regime that built war machines using prisoners and slave labor; or the scientists who created the atomic bomb; or my favorite presidents, Teddy Roosevelt (an imperialist who traded Korea to the Japanese to end the war with the Russians and got the Nobel Peace Prize) and

Harry Truman (who did illegal bookkeeping and became a senator because his associates stuffed the ballot boxes). I have high regard for all of them because their good outweighs their evil. But I'm not so ignorant (or "naive", as you accuse) as to dismiss their ugly sides. However, unlike what Mike Jasinski suggested, I feel that I myself (and most readers) have matured enough to see past the personal hate and prejudices and see *Luftwaffe: 1946* for what it is: a fictional (I'm getting tired of saying this.) aviation war comic.

As for the Canadian so-called "neo-Nazi" Mr. Ernst Zundel, since I'm not interested in neo-Nazis (only in the 1933-1945 Nazi era), I'm unaware of his work. But I will not permit any name-calling in our letter column. You can disagree with him, as that's your right, but that's all. If you want more, make your complaints on a radio talk show. I'm against all hate groups because hate is the root of all evil. This includes people who hate whites or who label all Germans as Nazis. If we blame individuals just by group association or nationality, then we're all guilty of war crimes. Two wrongs don't make a right. We have our share of people who hate Nazis, too; that's one of the reasons I decided to do *Luftwaffe: 1946*. Unlike the Holocaust, Germany's rich history of aviation is not told in detail in U.S. comics. I work in accordance with Newton's law: The more people who complain about bad Germans, the more stories I want to do about good Germans. I'm trying to keep our *Luftpost* as mature as possible without censorship! Now, if Mr. Zundel denies that the Holocaust ever happened, then I have to disagree with him. I, for one, believe that it did happen, unless all the photos, documents and interviews are fakes. I do have a problem with numbers, though, but only in a technical matter. "Holocaust", by definition, means "destruction of a people by fire." If that's the case, according to the best records I have, 1.95 million Jews (and others of mixed or alleged Jewish heritage) were murdered by gas then fire out of 5,645,000 (others claim higher) total who died during the war. Out of that, an estimated 550,000 were killed, starved or died of disease in Warsaw and other ghettos, and about half a million were killed by mobile extermination squads. Also, over 25 million Russians and other people in the Soviet occupied territories were killed or murdered by the Nazis and Stalin's own death squads. And if you're talking about rough numbers, about 30 million Chinese were killed or murdered by their own civil war and the Japanese occupation forces. All the numbers are estimates, of course; the true numbers are probably higher. Even the SS records which state that nearly 13,000 workers died in the Mittelwerk/Nordhausen/Dora camps, which included V-2 production, are no doubt low estimates. But even on their most efficient day, the death camps could gas and burn no more than 20,000 people. (Ironically, the gas-and-burn method was developed as a more efficient and "moral" way of killing, intended to benefit the executioners by sparing them the mental anguish, as some of them detested the task while others no doubt enjoyed it. The French guillotine was created for the same reason, but became an instrument of terror anyway. The head honcho, Himmler himself, felt sick during executions. Hitler didn't even bother to watch the live demo.) I also consider the Dresden and Tokyo firebombings of 1945 to be holocausts, because each raid caused about 250,000 people (mostly women, children and the elderly, because the able men were fighting the war) to die from being burned alive (Shelters were of no use against temperatures of 3000°), and the Hiroshima bomb killed 80,000 in one second (about 250,000 died later of radiation and injuries). The problem I have is that since the TV miniseries of the same name, so much focus was laid upon the Jewish murders that the word has

become connected to them almost exclusively, while we almost ignore the others, such as the Slavs, Gypsies, "Communists", political prisoners, criminals and physically/mentally handicapped, who died the same way. The term "Holocaust" is so misused now that politicians are even using it to describe the abortion of unborn babies! I think this is an insult to the real Jewish Holocaust victims. We shouldn't dilute fiction with fact. But of course, you can't tell the entire story, not even by its connection to the main plot, in the amount of time and space you're given. This is the reason why I haven't included the story of the Holocaust in *Luftwaffe: 1946*. I'm having enough problems severely editing the regular scenes to fit the format. Maybe someday when I have more pages than I know what to do with I might include a segment about the Holocaust. Meanwhile, just to satisfy the concerned, I'm going to include a very short story about how the SS solved the Final Solution problem in this fictional universe. You might not like it, though; it involves a large Luftwaffe bomber and an atomic bomb. (And no, not all the Jews in Europe died, just as Americans couldn't kill all the Indians 50 years earlier.)

As for the Nazi UFOs, I got the idea during the late '60s when I saw the Godzilla movie *Destroy All Monsters*, which shows an underground UFO base. This was about the same time I heard that during the late '40s and early '50s, UFO sightings were claimed to be Soviets flying captured Nazi saucers. This sounded absurd, but I connected the two together for a fictional story I was developing and reasoned that the best place to hide them was in Antarctica! I wish I had known about Mr. Zundel's book, because I thought I'd come up with a very clever and original idea back then, not knowing that there were claims that it was true! I could've at least used it as a reference for *Luftwaffe: 1946*. Oh well, at least the book *Man-Made UFOs* and the Japanese documentary about the Nazi UFOs helped some. We also got a VHS copy of *Nazi UFOs*, narrated by Vladimir Terziski, but Ben and I had a hard time staying awake through it. The Japanese documentary, which basically covers the same subject, was much better, with amateuristic but cool reenactments. The only thing that bugged Ben was that he can't understand Japanese and I couldn't translate it fast enough. Personally, I would be very surprised if there was a big secret underground base in Antarctica, but I wouldn't dismiss the possibility. Area 51 doesn't officially exist either. I would be only a little surprised if the Nazis had actually started to construct a base there. (Interestingly, there's a German civilian camp located in about the same area right now.) It is a fact that the Nazis conducted an expedition there in 1938-39 (They left a bunch of Nazi flags there.) and that after the war, the Americans conducted a huge secret expedition there themselves (probably to pick up the flags for souvenirs!). Of course, the Nazi base in L1946 is an overkill; it's fiction! (What? No UFOs?)

Oh, by the way, the swastika-bedecked flying disk you mention in *Luftwaffe: 1946* isn't a flying saucer at all, but a "floating" time-governor left by an advanced race from the past! Now you made me tell part of the story before I had a chance to show it. I'm glad that you didn't think I got the idea from Mr. Zundel's book (Did you?), because if you did, you'd be insulting my intelligence. I don't consider my ideas as "crackpot" because *Luftwaffe: 1946* is fiction! Only a crackpot would believe that L1946 is about real Nazis! I consider any story that includes fictional characters as fiction based on fact, like the Holocaust TV series and *Battle of the Bulge* and *Midway* war movies.

Speaking of a laughable book, since I'm not a Christian, when I first read the Bible, I thought it was the most outrageous fictional fairy tale I'd ever read! Then my Christian friends told me that it really happened, and I was really confused! I was led to believe that we evolved from apes. That's why the movie *Planet of the Apes* scared me when I saw it for the first time in 1969. Fortunately, my friends were patient and didn't try to convert me (Some were even interested in my Buddhist/Shinto religion. Since the Christian girls I knew were really pretty, I had to think fast!), so as a result I was able to study it without any fear and learned to respect the book, even though I still don't believe in it. The important thing is that I read it without pre-conceived prejudice, since I'm interested in reading any alternate view of history. So if I get a chance to read Mr. Zundel's book, I won't make any judgments until I finish it. Now you've got my curiosity. Do you know where I could get a copy? You don't have to tell me if you don't want to; I'm in no hurry.

Yep, the parallels are simply coincidences. God works in mysterious ways.

Anyway, looking back on Mr. Mike Jasinski's letter as well as your own, I'm surprised that you guys even enjoy reading our book, but I appreciate the fact that you even bother. Like Ben said, we're here to have fun! So you might not like the plans I have to continue drawing cool war machines and Germans acting like normal people. I am now planning to add a new chapter in response to this, though. It'll be part of the "Raumkrieg" story, which will increase to at least 7 parts by adding on extra scenes of von Braun and his quest for space (an extension of the L1946 V.1, #3 "Conquest of Space" story), mainly focusing on V-2 developments. Although this is also a fictional story, the rocket program in the L1946 universe is pretty close to that of actual history, and some of the scenes will parallel each other. Maybe now I'll get a chance to show off the SS bad guys and Himmler. (Yak!) Personally, I think I detest Himmler more than any other Nazi figure, even more than Hitler. I can almost understand why Hitler became evil, but Himmler just bugs me. I don't even like drawing him. So don't expect too many war crimes scenes in the future, as it'd be like pulling teeth for me. I'm here to have fun too, and like Frankie said, "I did it my way!" (I feel like singing, but I'm out of breath!)

Ted Nomura and Ben Dunn
Luftpost, 11:32 Berlin Time:

I am very impressed with the quality, plot and character development. The development of *Luftwaffe: 1946* has been an interesting read, seeing how items might have changed with different people in place making decisions. Bringing back pilots who in current time are deceased is an interesting quirk. You did mention that you would bring back aviatrix Elfie. What about Hanna Reitsch?

In your altered scenario, you have different people in power, making decisions which altered aircraft production. Here is a proposal: Have the FW-187 in production over the BF-110, and the He100 in production along with the BF-109. With this proposal, several aircraft might not have reached production, e.g., the Me410 and 210. The He219 might have obtained flight/squadron acceptance sooner than June, 1943. It was mainly politics which hindered or stopped production of many of these aforementioned aircraft.

All in all, I am happy with the direction of the comic.

Where did Reimar Ritter come from? A WWI pilot leftover. The B-36 was a long-distance nuclear bomber, so I question its use in Europe. In the Pacific, it would be well suited.

Thank you for your time and effort in answering my letter. Any and all correspondence can be mailed to the address listed below.

Vickpehne Aufrichtig,
Trevor Snyder
1138 Queen's Blvd.
Kitchener, ON N2M 1C2
CANADA

Wow, Trevor, it seems like you've been reading my mind. Your proposal of alternate aircraft production is pretty close to what I had in mind. In the L1946 universe, the FW187 did win over the Bf110 for production. FW187s were shown in Tigers of Terra V.2 #20. Some pre-production Bf110s and later the Me210/410 series were built. He100s were built in limited numbers as back-ups for the Bf109s until the FW190s took over. In this altered universe, the He100s fought in France and later in Russia during the early phase of their offensive. The main difference is that the deployment of He219s was delayed because the Ta154s didn't suffer the wood-glue problem and went into production as night fighters. It still amazes me that in real history, the Luftwaffe was still developing and deploying so many new aircraft even in 1945. Despite what some of our readers might think, I'm putting only a small portion of the advanced German aircraft project designs in action in the L1946 universe. To make it more realistic, I made a long list of aircraft that made it to production in actual history but didn't in the L1946 universe, like the He177 and Do217, while some productions, like the He111 and Do17s, were terminated early, and others, like the Me309 and He280, actually went into limited production in the L1946 universe when mistakes made in real history were prevented.

Of course, as you no doubt know, I did introduce the aviatrix Elfie in Tigers of Terra, but I was unable to finish the story and am now planning to continue the plot in "Projekt Saucer," as well as bring back Hanna Reitsch. Most people know that Hanna was a dedicated Nazi aviatrix. (Actually, she was dedicated to Hitler, since he gave her the opportunity to be a test pilot when her very job description was against the Nazi ideology.) Elfie is supposed to be a younger and even shorter version of Hanna, and she is even more fanatical than her. I kinda created Elfie as comedy relief.

As explained in the biography in the pages of Luftwaffe: 1946 Book One, Reimar Ritter is a son of Wolfgang Ritter, who was a WWI pilot and who replaced the roles of Udet and Göring in this altered universe. Reimar is 28 in 1946. He's an excellent pilot, but partly due to the fact that his father is the Air Marshal, he's pretty liberal and often gets into trouble by disobeying orders.

As you know, I introduced B-36s in the last issue, but the cockpit is the prototype variant.

Thanks for your encouragement. I'll try to keep up to your expectations.

Dear Ted and Ben:

This is the first time I've ever been moved to write a fan letter to a comic, and...ah, the heck with the cliches. Congrats on a fine piece of work, guys! I've been following *Luftwaffe: 1946* since the first issue of the miniseries. As soon as I spotted the book at the comic shop, it was love at first sight!

I've been fascinated with German WWII aircraft ever since my parents gave me a copy of an old Doubleday hardback series, *German Air Force Fighters, Volume One* when I was just a kid (back when the big lizards walked the Earth). I thought I knew

quite a bit about Luftwaffe "might-have-been" aircraft, but I find my mind being boggled in almost every issue by the strange and exotic aircraft roaring across the page. And being a long-time fan of strong female characters, it's a real delight watching women proving themselves as tough and competent as any hotshot male fighter pilot. Of course, the fact that they're attractive as hell doesn't hurt, either. So, when are we going to see the *Luftwaffe: 1946* pin-up book? ;-)

Sadly, I haven't been following *Tigers of Terra*, mainly because I'm so far behind in the story that it'd probably be useless to try to track down all the back issues. Ah well...

Anyway, like everyone else, I have a few comments and questions.

1) We keep seeing these tantalizingly brief glimpses of the other sides' pilots and aircraft. Any chance we'll ever see more of "how the other half lives"? The woman flying the Soviet jet in issue 4 of the miniseries was particularly intriguing. Perhaps a *Special* covering Allied and Japanese equipment and pilots someday? And what about the Italians?

2) I'm somewhat surprised that Germany is fighting the Soviets in this "altered" reality. In our reality, this was probably one of the main contributors to Germany's defeat. One would think that the Hitler of your universe, who certainly seems more stable than "ours", wouldn't have made the same bone-headed move.

3) With so many bomber interceptions taking place, I'm surprised we haven't seen more use of the Germans' R4M rockets. This was one of the Luftwaffe's more effective air-to-air weapons, particularly when mounted on the Me262. Surely, with the war going on an extra year, there'd be a more extensive use of these rockets?

4) If I have any complaint about the book, it's that with so many pages devoted to the stories' many air battles, there doesn't seem to be enough character interaction. In some cases, it's hard to tell what makes these people tick. A couple of extra pages of action on the ground might be nice, assuming, of course, that the extra workload wouldn't burn you guys out completely. ;-)

5) I was delighted to read about your plans to produce model kits. However, I'm a bit concerned about the difficulties of such a venture. Producing plastic kits has some horrendous start-up costs. And getting past that, I've found that model builders can be downright vicious in their criticism of a kit's accuracy. Fans insist on very precise detail.

There are already many kits in existence of aircraft featured in the book produced by DML, Tamiya and Hasagawa, as well as numerous smaller producers. Perhaps you might consider simply making arrangements to sell some of these existing kits. In cases where a kit needs extensive modification (Dora's swept-wing He162, for example), there are numerous small companies out there that produce resin parts for modifying existing kits. Maybe you guys could look into having special *Luftwaffe: 1946* detail kits made to sell with currently existing kits?

In a similar vein, something I'd love to see would be custom decal sets to use with existing model kits. A package containing a sheet of decals (with swastikas!) and a 3-view drawing detailing the aircraft's color scheme would be great for doing an SS Me262, shark-mouthed BF109, or (my personal favorite) one of those Allied aircraft with the oh-so-

sexy nose art! ;-)

future issues.

Well, It hink I've vented enough. I would, however, like to compliment Ben on his complaint re: the overuse of Holocaust material in war films. I agree it was a terrible thing, and Adolf and the boys certainly deserve a private room in Hell, but I've gotten tired of modern media's constant beating us over the heads with it. As if we didn't have enough to feel guilty about! I hope you haven't caught any heat over that particular opinion.

That's it! Thanks for the great series! You guys keep publishin' them, and I'll keep readin' them!

Regards,
Phil Bolton
1613 36th Street SE
Auburn, WA 98002

Thanks, Phil. It seems like many of our readers are writing for the first time, which is really flattering.

Gee, I've been so busy that I haven't thought about a pin-up book. I think Ben or somebody else mentioned the idea once. Personally, I won't mind doing it if I have time and can sell enough of them to justify the cost. Maybe a calendar with each month showing a female pilot in uniform in front of her aircraft. Hmm, sounds a bit like sexual discrimination to me in the new military atmosphere, since I probably prefer to draw only females. I've also been a supporter of strong female roles partly because I prefer drawing them to men in tights, as other artists seem to do well. In the past, most female roles were basically as sidekicks to the lead macho men, but lately females are making the front covers of comics look like pin-ups. I think part of this new trend is due to the increase of fighting females in video games, sort of like cyber-fantasy. Since I don't usually play video games, my reason is different. Most of the fictional female characters I create are based on real people I know, so I guess it's my weird way of showing my fantasies. Er...forget what I just said!

Okay, now for your questions:

1) I have every intention of showing the other sides, especially the female pilots who flew for the Soviet Union, USA, Canada and England. I introduced the Soviet female pilots in Tigers of Terra V.1 #3 (Book 2) in 1987, and the Italian Air Force in V.1 #11, which portion was redone and reprinted in L1946 v.2 #4. Of course, I want to expand on this when I have time.

2) Since Germany was supposed to lose in the end anyway, I couldn't let the Nazis defeat the USSR because the war is meant to last until 1946. Unfortunately for Germany, one of Hitler's deep obsessions was to defeat Communism and take the land, a strategy that eventually doomed him. Even in the L1946 universe, after conquering France, Hitler turns toward the USSR after making a negotiated cease-fire with England. With its forces at full strength and deploying earlier, Germany reaches Moscow, but the surviving Soviet forces retreat behind the Urals and fight on. The Me264 bombers aren't deployed until 1943 due to lack of long-range escort fighters, and by then the Soviets recover and fight back, although at a slower pace than in real history.

3) I introduced Me262s using R4Ms in Tigers of Terra V1. #4 (Book 2) in 1987, and of course you saw their use again just last issue. In this universe, the missile program was somewhat slower since the fighters were doing a good job, but you'll see more missiles in action in

4) I'd like to put in more scenes focusing on the main characters too, especially the 5 main German characters, Reimar, Gustav, Dora, Mika and Reinhard Wagner. As mentioned earlier, Reimar Ritter is liberal, while his friend Gustav Adler is conservative; he's even reluctant to fly jets. Dora is an intelligent but politically naive person who just wants to fly. Mika is her evil sister who believes in Hitler and the Nazi movement, and although she loves her younger sister, she is somewhat jealous of Dora's fame and more rapid rise in rank. (Part of the reason for this is that J.J. Condorcet keeps foiling Mika's missions.) Reinhard Wagner is a dedicated SS member who starts to have second thoughts during the last days of the war. The reason I like to put in more action than personal scenes is because most of my favorite war movies and TV shows contained too many character scenes and not enough action to satisfy me, so I try to rectify that in my series. The story in L1946 V.2 #3 comes pretty close to the ratio I wanted. After "Projekt Saucer," I'm now planning to do a 10-part "Jugdgeschwader" story which covers the evolution of the German fighter wing from 1914-1946 with a slightly different history. I'll be able to develop characters in more detail then.

5) As you may already know, we put the plastic model plan on the back burner for the very reasons you mentioned. I want to do a decal issue as soon as I'm able. I too agree that I like the sexy art, especially on USAAF aircraft. As a matter of fact, I used to be more interested in American warplanes for the same reason until I found out that some of the swastikas were missing on the German planes. If it weren't for that, I think I would be focusing on comics about USAAF aircraft rather than the Luftwaffe. I don't like to be deceived, and didn't even when I was a little kid.

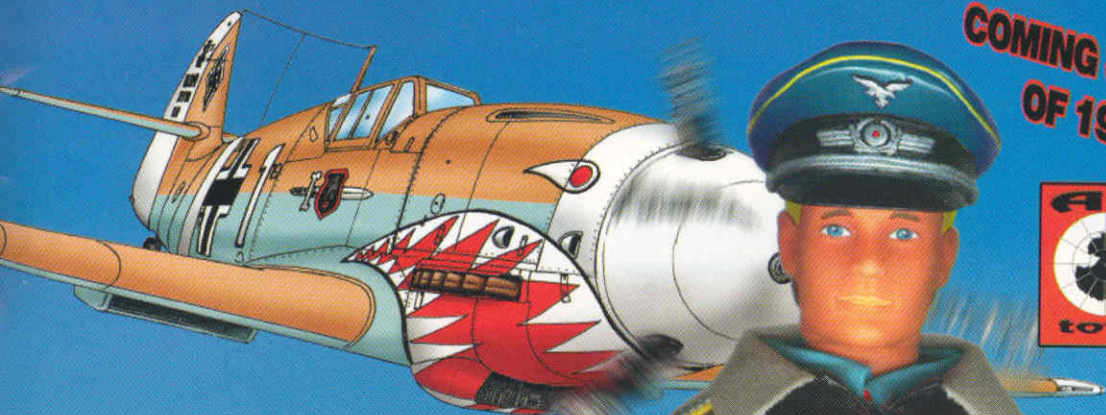
If that's your way of venting, I don't mind it at all. I like to answer questions like yours because it gives me more energy to want to do more.

As for Ben Dunn, he does kinda get carried away when he makes speeches, pretty much like Winston Churchill. Sometimes he reminds me of Churchill even though Ben doesn't smoke or drink alcohol. Actually, his comment about the Holocaust was partly my fault. I wanted Ben to give his voice, so I asked him to write an editorial for V.2 issue 2. "I don't know what to write," Ben said. "Anything would do. Talk about the movies," I said. "Oookay," Ben said. Maybe that last comment should've been a warning to me. Anyway, none of us read the editorial until it was printed. Ben's way of talking may be too blunt for some, but I prefer him to be honest rather than tell a lot of white lies. But rest assured, folks, I'll give him more time on his next editorial or it won't get printed. Yep, we received some flak, but like Churchill said, "We shall fight on the beaches. We shall never surrender!"

Maybe I'll get some flak about my comments on the Holocaust now. Oh well, I'm glad that at least you seem to understand.

Well, this Luftpost column was another long one. That 400+-page book I want to do is beginning to look mighty appealing, but as I indicated before, I enjoy answering most of the letters because it helps me to charge up my batteries, while arguing about ideology just drains my energy. This Luftpost was just about even, which would be okay if I didn't have to get back to work! Maybe I should let Ben answer some of the letters, but he's too busy working on his other books, including a new series called Silvercross, which is about the "Fourth Reich." Oh no, here we go again!

COMING SPRING
OF 1998!



"Nichtung!"

He flew the skies
of Germany for the
Third Reich's dreaded
LUFTWAFFE!

AP Toys is proud to present
the first of its new military
12" line from Ted Nomura's
best selling series:
LUFTWAFFE:1946.

ONLY
\$29.95
S.R.P.

This is an "Early Bird" edition.
Proto-type pictured. Final version may vary.
Product is scheduled for shipping late spring
of 1998 (May or June). AP Toys is not responsible
in delays in manufacturing. Figure is limited and
will be sold on first come first serve basis. To
order send \$29.95 plus \$5 shipping and handling
by check, money order, or credit card to:
Luftwaffe Pilot, 7272 Wurzbach #204, San Antonio,
Texas, 78240-1621. Dealer Inquires welcome. Contact
Joeming Dunn or Matt High at AP Toys, 210-614-0396.

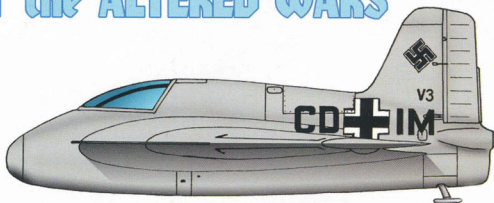


Luftwaffe:1946 copyright©1997 Ted Nomura and Ben Dunn

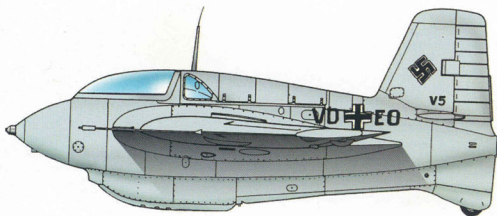
The Altered World War Series



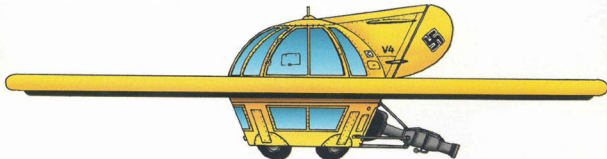
Versuchsraketenflugzeug of the ALTERED WARS



Me-163A V3 flown by Flügkapitan **Heini Dittmar** on October 2, 1941. Designed as an improved, high-speed version of the Lippisch DFS194, a limited amount of Me-163As armed with 24 R4M rockets for point-defense missions were later produced in 1945.



Me-163B V5 flown by Flügkapitan **Hanna Reitsch** on October 30, 1942. Some Japanese-built Me-163Bs were produced as Ki-163s until the simpler Ki-200 and J8Ms took over. A special Me-163 wing was created in 1945, flown by the pilots of the Aeronautica Nazionale Repubblicana (ANR) until the superior Me-263s became available.



Ri-300A V4 flown by Flügkapitans **Dora Oberlicht** and **Elfie Hockdruck** on October 14, 1944. Based on the two-seat "Flügelrad" design, Ri300As powered by Walther HWK-RII-203 or HWK-109 509A engines (shown) were produced by the Ritter firm. Powered or unpowered Ri-300s were often towed by Bf-110s to train new pilots for stability checks, since powered take-offs proved difficult.



Benedict