



Project list Ernst Heinkel A.G.)

PL.

Heinkel-Projekte							
P	He	Verwendungszweck	Triebw.	P	He	Verwendungszweck	Triebw.
1054		takt. Transporter	2 x Otto	1075		Fernaufklärer (Do 535E)	4 x Otto
1062		Jäger	1 x Otto	1076		Jäger	1 x Otto
1063		Schnellbomber (1 Mann)	2 x TL	1077	Julia	Jäger	1 x RGR
1064		Fernbomber	6 x Otto	1078		Jäger	1 x TL
1065		Arbeitsflugzeug (3 Mann)	2 x Otto	1079		Nachtjäger	2 x TL
1066		Arbeitsflugzeug (2 Mann)	2 x Otto	1080		Lorin - Jäger	Lorin
1067		Schnellstbomber	2 x Otto				
1068	343	Bomber	4 x TL				
1069		Jäger	1 x TL				
1070		Bomber (Nurflugel)	2 bzw. 4 x TL				
1071		Jäger (unsym.)	2 x Otto				
1072		Fernbomber	4 x Otto				
1073	162	Jäger	1 x TL				
1074		Jäger (Lu. 2 mot. Druckschr.)	2 x Otto				

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AIR CRAFT DATA

Hersteller:	Heinkel				
Baumuster:	162	Julia	P 1076	P 1078	P 1079
Bauform:	Schulterdecker	Hochdecker	Tiefdecker	Schwanzlos	Mitteldecker
Bauart:	Metall-Holz	Holz	Metall	Metall-Holz	Metall-Holz
Verwendungszweck:	Jäger	Jäger (Senkrecht)	Jäger	Jäger	Nachtj. Zerst.
Materialen:	BMW 003; HeS 11	Walter-Rakete	DB 603; Jumo 211	HeS 11	HeS 11
Besatzung:	1	1	1	1	2(3)
Besondere Merkmale:		Pulver-Startverfahren			
Abmessungen:					
Spannweite (m)	7.20	8.00	11.00	9.00	13.00
Länge, größte (m)	9.05	6.74	9.60	6.00 (Rumpf 5.0)	14.00
Höhe, größte (m)	2.55	1.00	2.90	2.40	3.40
Radspannweite (m)	1.50	Kufe	1.90	2.00	2.60
Bereifungsort					
Reifen gröÙe (mm)	660 x 190	-	660 x 190	740 x 210	1015 x 380
Radräder					
Radräder gröÙe (mm)	380 x 150	-	290 x 110 (Sporn)	465 x 165	770 x 270
Inhalt d. Kraftstoffbehälters (L)	1310 1530	900	700	1500	4000
Inhalt d. Schmierstoffbehälters (L)	-	-	70	-	-

Heinkel 162/5

Tr. 162, 1076, 1078, 1079

NOTE: Data on five of the final six Heinkel projects compiled for the Americans. The only one missing is the P 1080 ramjet fighter.

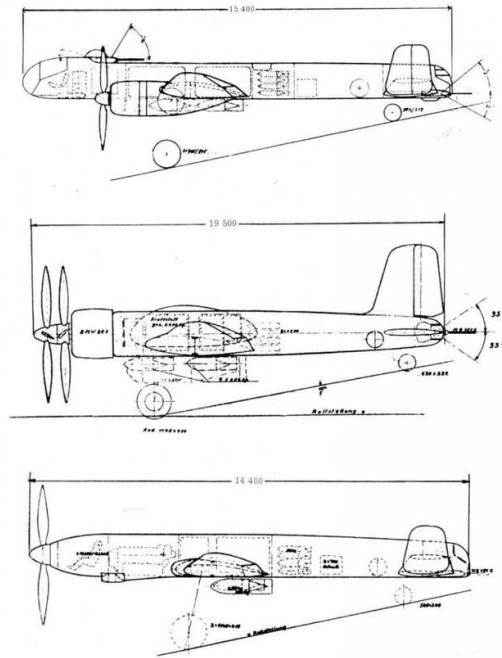
P.1084 (1942) Transport aircraft project

P.1062 (1942) Fighter project

P.1063 (1942) Fast mid-wing attack aircraft

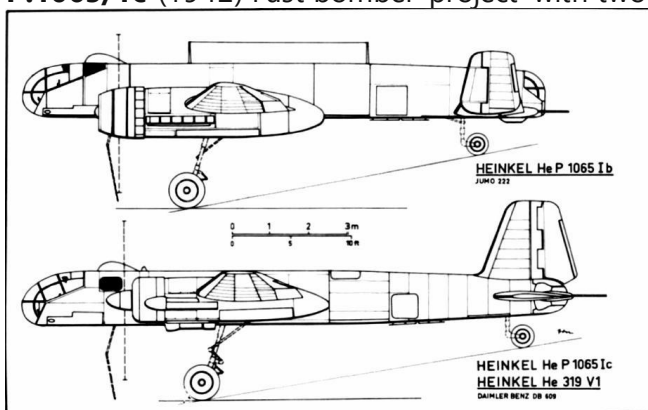
P.1064 (1943) Long-range mid-wing bomber with six BMW 801Ea engine

P.1065 (1942) Fighter bomber project which led to the He.319

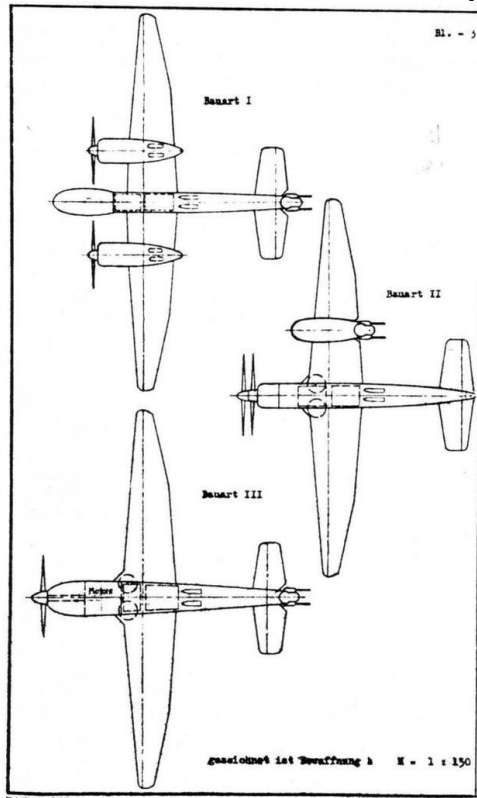


P.1065/1b (1942) Fighter bomber project with two Junkers Jumo 222C engine

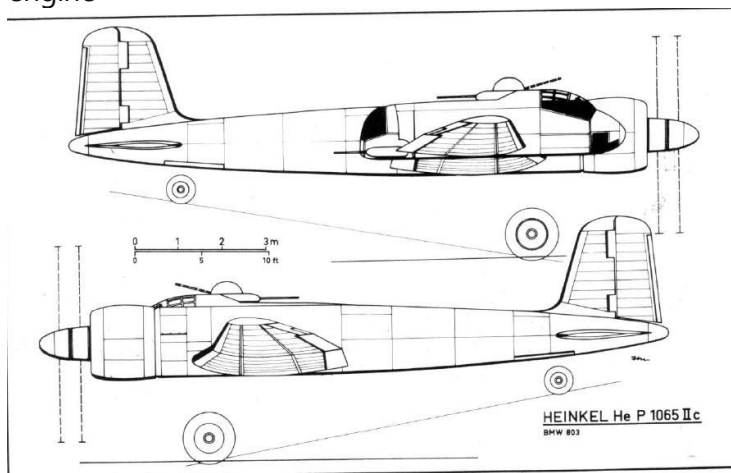
P.1065/1c (1942) Fast bomber project with two Daimler Benz 609 engine



P.1065/2a (1942) Fast bomber unsymmetrical layout project with BMW 803 engine

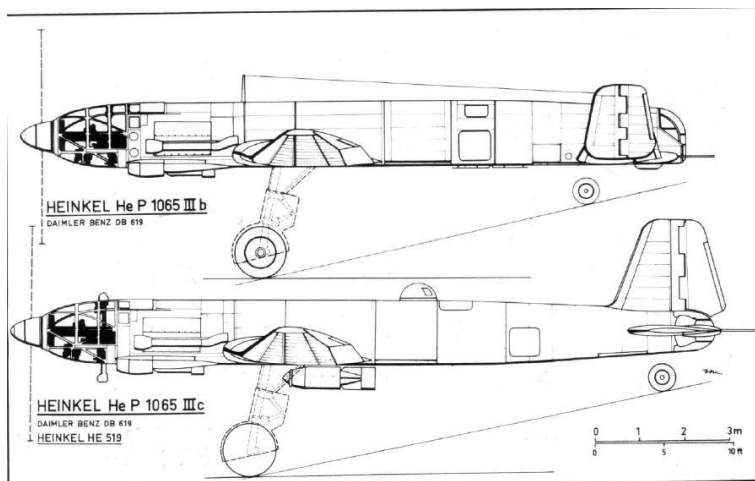


P.1065/2b (1942) Fast bomber unsymmetrical layout project with Daimler Benz 619 engine



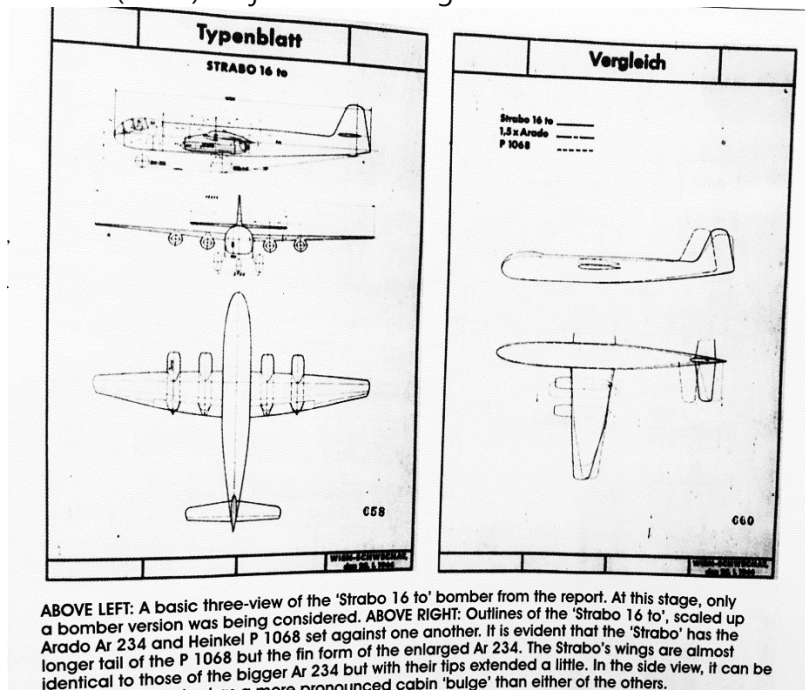
P.1065/3a (1942) Fast bomber project with doubled Daimler Benz 613C engine

P.1065/3b (1942) Fast bomber with Daimler Benz 619



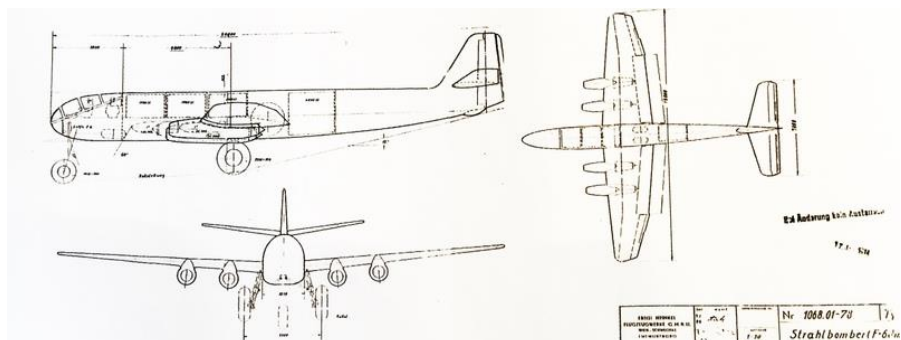
P.1066 (1942) Ground attack fighter with two BMW 801E or BMW Jumo 222C

P.1068 (1944) Project that emerged as the He.343 multirole aircraft.



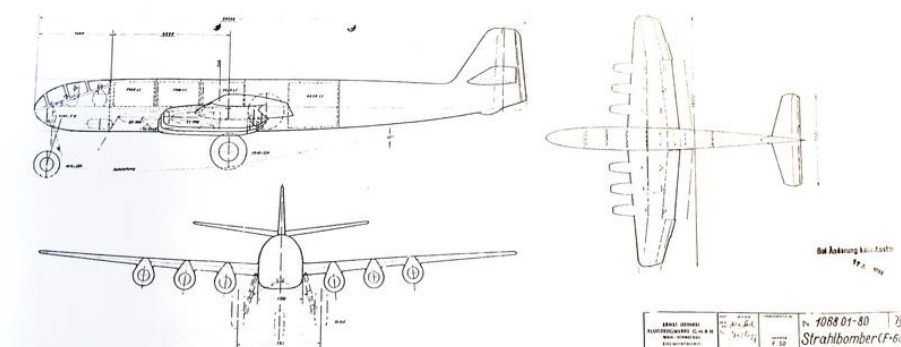
ABOVE LEFT: A basic three-view of the 'Strabo 16 to' bomber from the report. At this stage, only a bomber version was being considered. ABOVE RIGHT: Outlines of the 'Strabo 16 to', scaled up 1.5 x Arado and Heinkel P 1068 set against one another. It is evident that the 'Strabo' has the longer tail of the P 1068 but the fin form of the enlarged Ar 234. The Strabo's wings are almost identical to those of the bigger Ar 234 but with their tips extended a little. In the side view, it can be seen that the Strabo has a more pronounced cabin 'bulge' than either of the others.

P.1068/78 (1944) Mid-wing bomber reconnaissance with 4 He S11 jet engines, est. top speed 850 km/h.



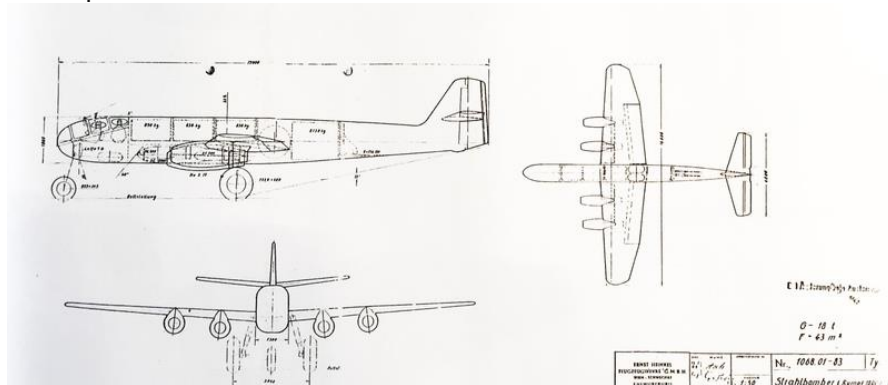
ABOVE: This drawing from the January 14, 1944, report shows P 1068.01-78 – a four-engine 20m long, 19m wingspan, 60m² wing area, design with room for 10,790 litres of fuel and a bomb bay that could take munitions up to the SC2000 bomb. The drawing itself is dated January 7, 1944.

P.1068/80 (1944) Mid-wing bomber reconnaissance aircraft with six He S11 jet engines.



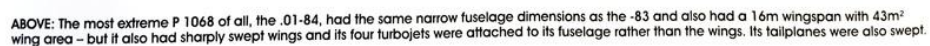
ABOVE: The P 1068.01-80 dated January 10, 1944. The aircraft was the same in every dimension as the -78 but had six engines instead of four.

P.1068/83 (1944) Mid-wing bomber reconnaissance aircraft with four He S11 jet engines, max speed 910 km/h.

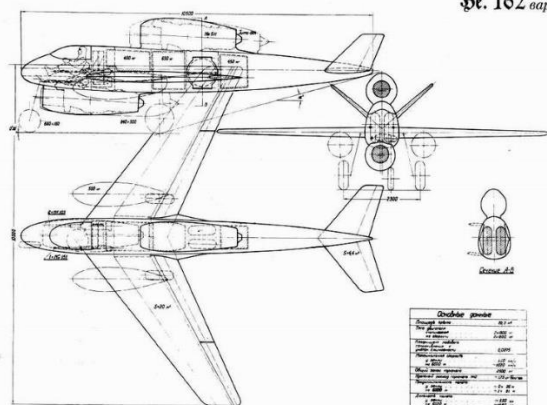


ABOVE: While it may look similar to the -78 and -80, the P 1068.01-83, shown in this drawing dated January 13, 1944, was a very different aircraft. It was much smaller – just 17m long and with a 16m wingspan and 43m² wing area. It carried just 4700kg of fuel for its four engines but had two rear-facing MG 151s in its fuselage for defence.

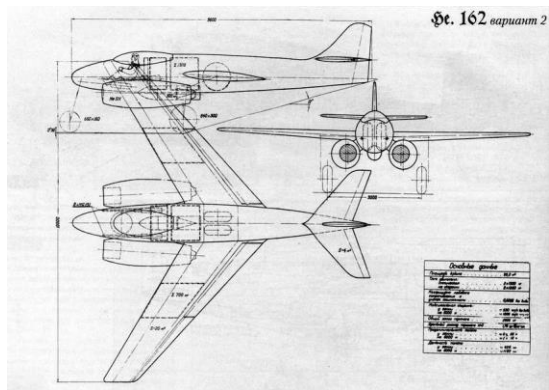
P.1068/84 (1944) Mid-wing bomber reconnaissance aircraft with four He S11 jet engines.

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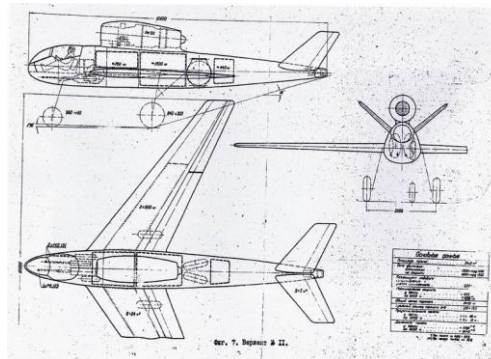
№ 162 вариант 1



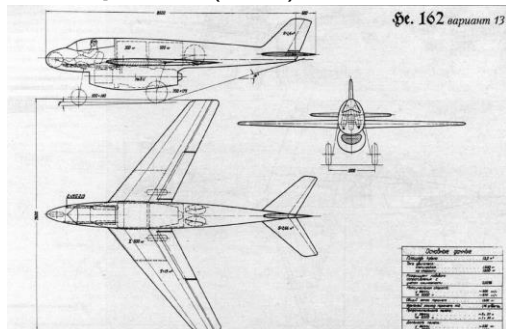
P.1073/01-02 (1944)



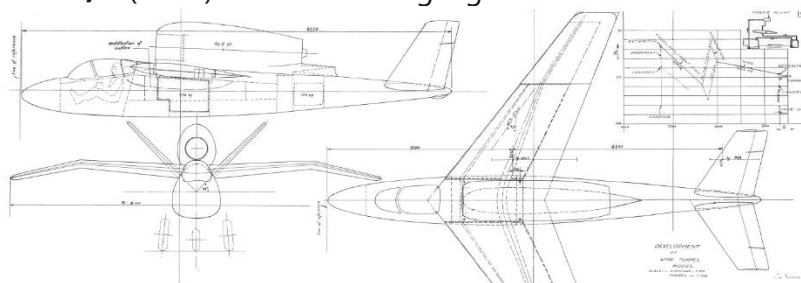
P.1073/01-11 (1944)



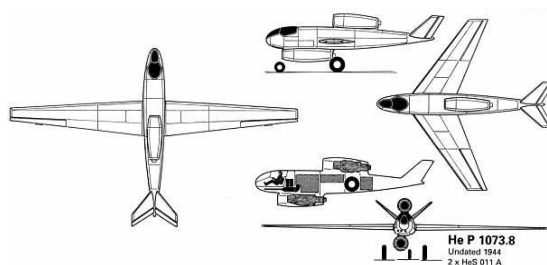
P.1073/01-13 (1944)



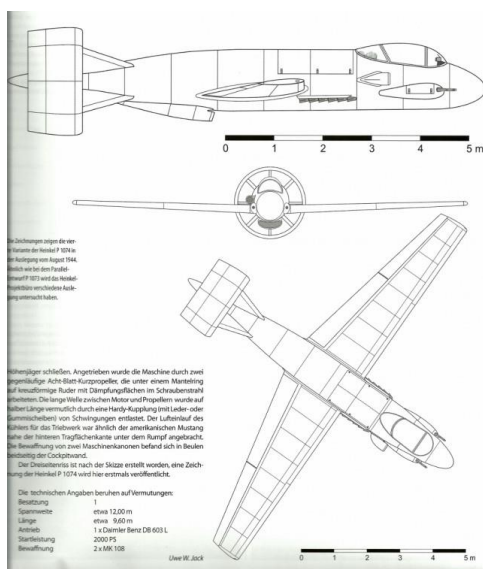
P.1073/2 (1944) - Shoulder-wing fighter



P.1073/8 (1944) – High altitude Fighter

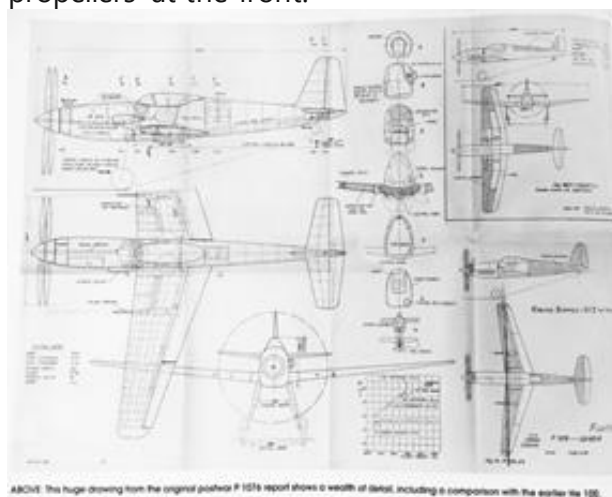


P.1074 (1944) - Four-engine fighter with BMW 801E engines

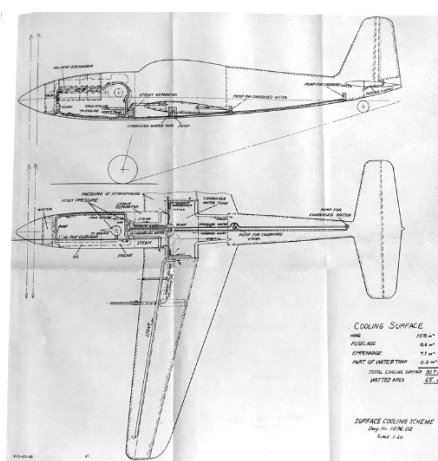


P.1075 (1974) - Mid-wing long-range fighter with twin Daimler Benz 603E

P.1076 (1944) - Fast fighter, project only. Had slightly forward swept wings and double propellers at the front.

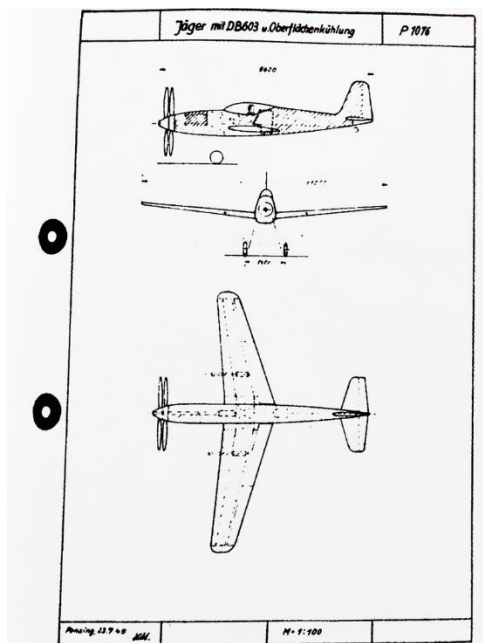


ABOVE: This huge drawing from the original postwar P 1076 report shows a wealth of detail, including a comparison with the earlier He 100.



ABOVE: Diagram showing how the P 1076's elaborate and unusual steam cooling system was intended to work.

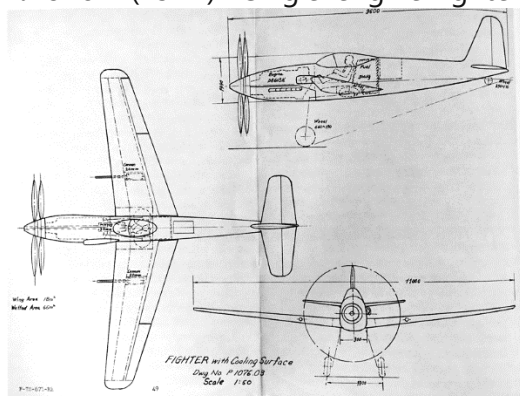
P.1076A (1944) - Single engine fighter project with Daimler Benz 603U



ABOVE: July 23, 1945 sketch of the P 1076 from an early report compiled by the Heinkel team at Penzing. For years, this appears to have been the only known contemporary depiction of the design.

P.1076B (1944) - Single engine fighter project with Junkers Jumo213E

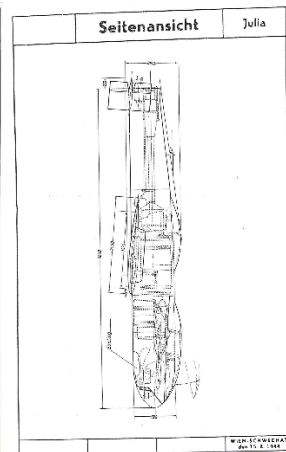
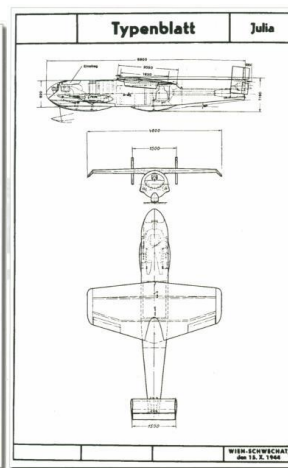
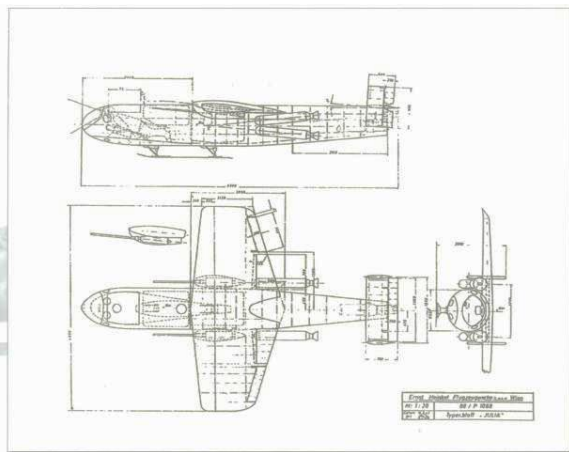
P.1076N (1944) - Single engine fighter project with Daimler Benz 603N



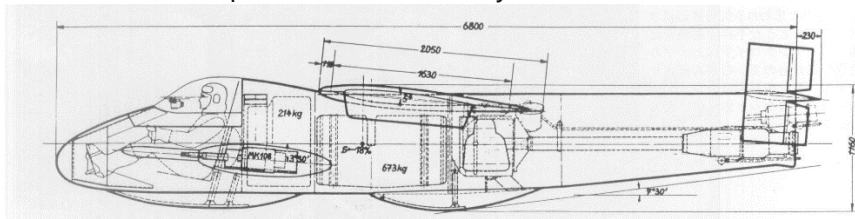
ABOVE: Simple three-view drawing of Heinkel's P 1076 - note the deliberately slightly off-centre position of the engine.

P.1076LM (1944) - Single engine fighter project with Daimler Benz 603LM

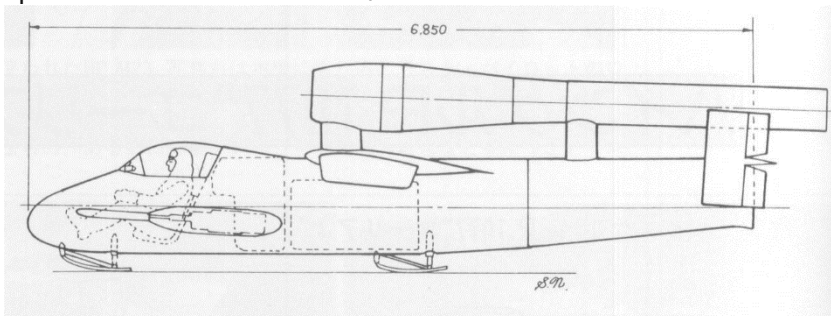
P.1077 Julia I (1944) - This was a single seat interceptor. The pilot flew the aircraft in a prone position. By the end of the war only a model had been built. Two prototypes that had been planned, including one powered by a pulse jet engine instead of rockets, never proceeded past the project stage. Walter HWK 109-509A rocket engine.



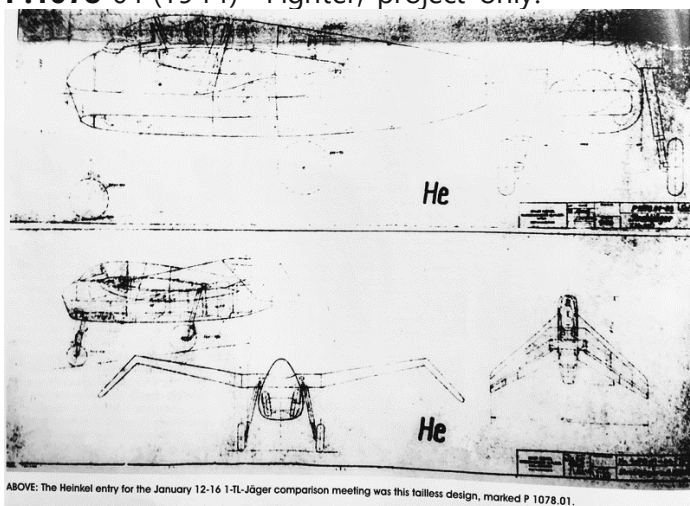
P.1077 Julia II (1944) - This was a single seat interceptor project. The pilot flew the aircraft in a seat position. Powered by Walter HWK 109-509A rocket engine.



P.1077 Romeo (1944) - Interceptor project powered by an Argus 014 pulse jet with a top speed estimated at 980 km/h

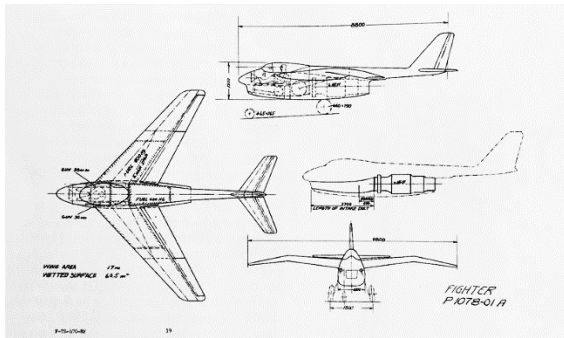


P.1078 01 (1944) - Fighter, project only.

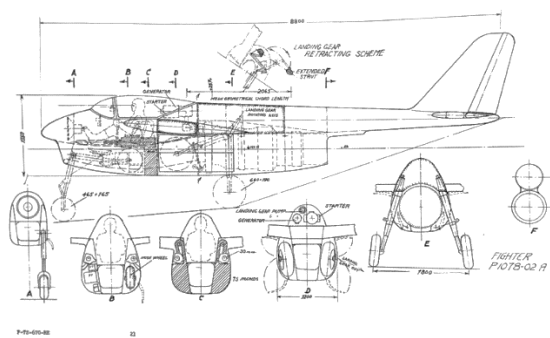


ABOVE: The Heinkel entry for the January 12-16 1-TL-Jäger comparison meeting was this tailless design, marked P 1078.01.

P.1078A (1944) - The Heinkel P.1078A was a jet-engined fighter project with a single Heinkel He S11 jet engine.

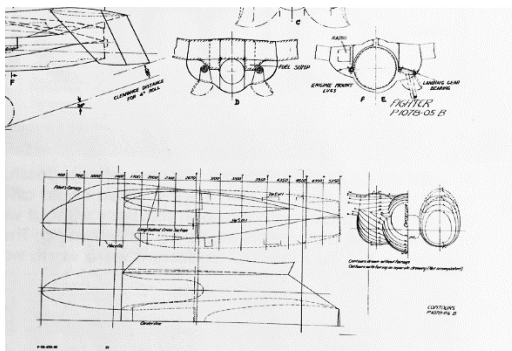


ABOVE: The He 1078 A appears to combine elements of the P 1078.01 with aspects of the He 162.

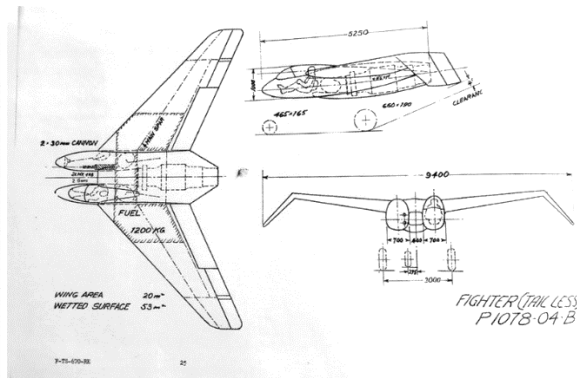


ABOVE: Drawing of the Heinkel He 1078 A from a report produced for the Americans.

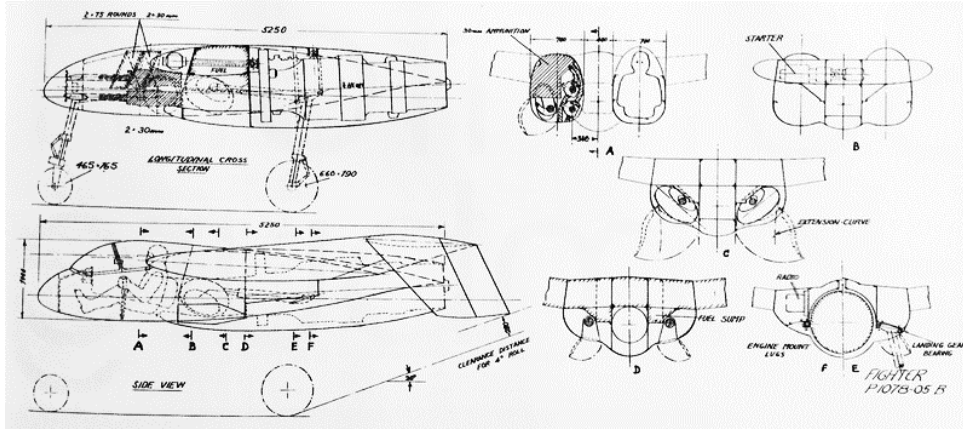
P.1078B (1944) - Project P.1078B was a tailless jet-engine wing fighter concept, with a single Heinkel He S11 jet engine.



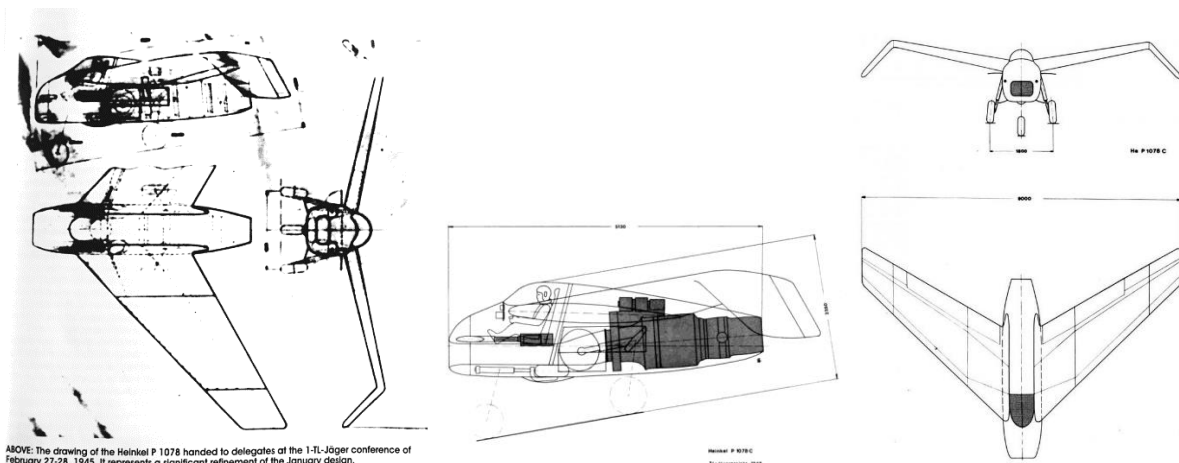
ABOVE: Contour drawing shows how the two 'noses' of the He 1078 B gently curved inwards towards the aircraft's centreline.



ABOVE: The radical P 1078 B – which may or may not have been an entirely postwar creation. The available evidence suggests that it was not, but it was never an entry for 1-TL-Jäger.



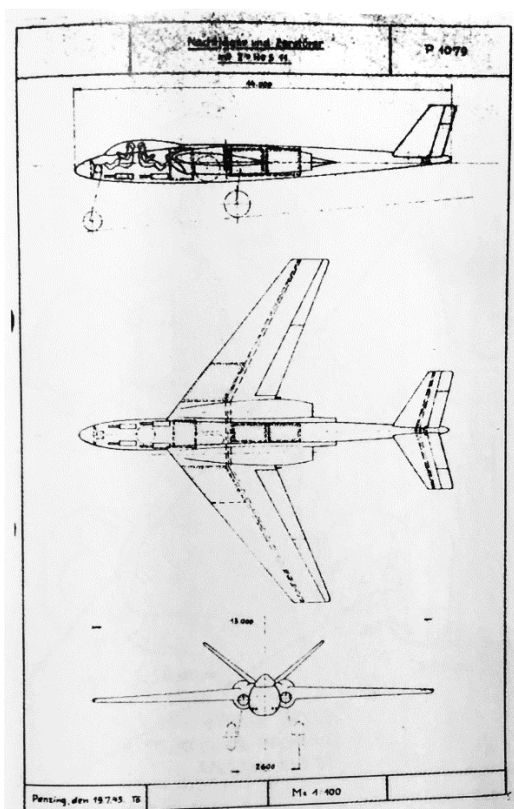
P.1078C (1944) - Project P.1078C was a tailless jet-engine wing fighter concept, with a single Heinkel He S11 jet engine.



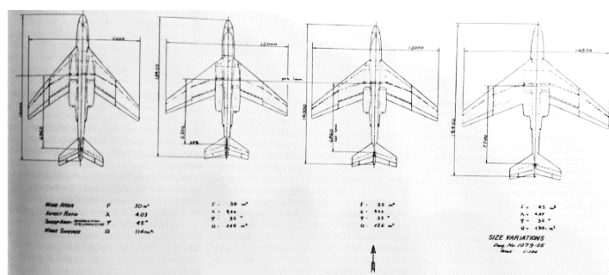
ABOVE: The drawing of the Heinkel P 1078 handed to delegates at the 1-IL-Jäger conference of February 27-28, 1945. It represents a significant refinement of the January design.

Heinkel P 1078 C
1-IL-Jägerkonferenz 1945

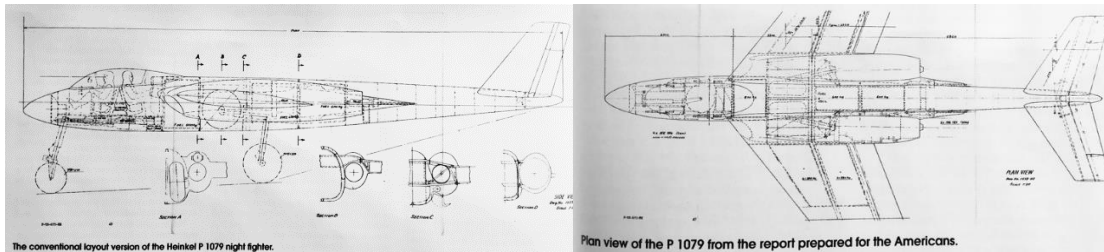
P.1079A (1944) - Twin-engine night-fighter with jet-engines, project only. Initial design with 35 degree swept back wings and a V-tail. Powered by Heinkel HeS 011 turbojets.



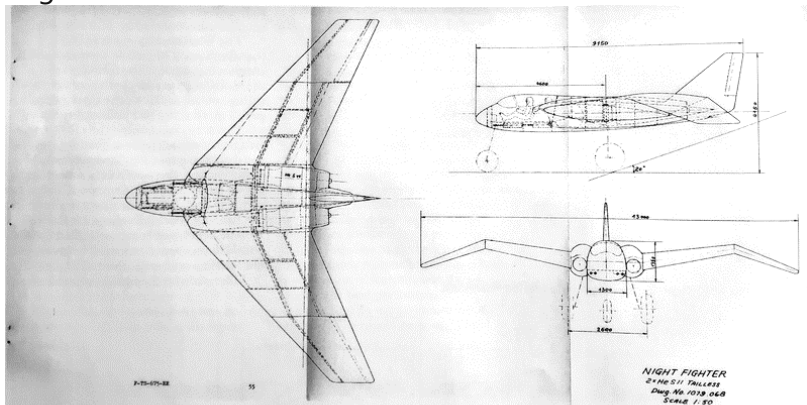
Before detailed reports were prepared for the Americans, Heinkel's engineers created a single document which offered sketches of all the company's late-war projects. This is the page on the P 1079, the forward view showing its V-tail to advantage.



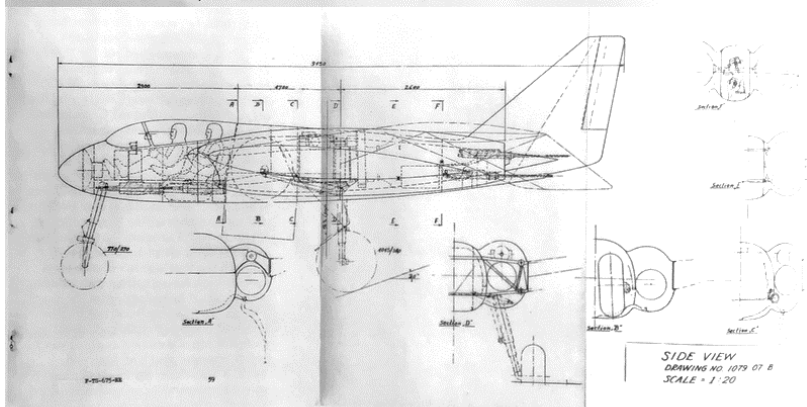
Heinkel was adept at offering its designs to suit requirements and in this case roughly the same layout for the P 1079 was assessed in different sizes to determine which offered the best performance.



P.1079B (1944) - Heinkel P.1079B was an all-weather heavy fighter project. It was a flying wing design with jet-engines. Second flying wing design had a vertical tail and gull shaped wings. This was the single-seat, all weather, heavy fighter with the same intended engines as the P.1079A.

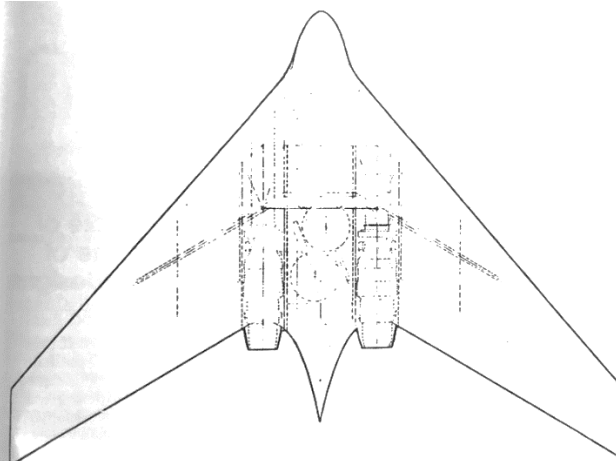


A head-on view of the tailless P.1079 illustrates its gullwing design, while the plan view shows a layout not entirely dissimilar to some of those tried by Uppisch for his P.11 some three years earlier.



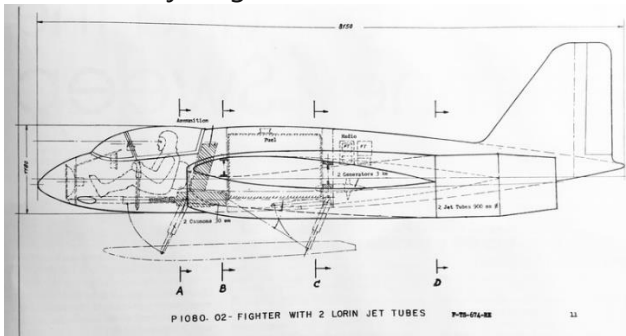
The tailless version of the P.1079 would, according to Heinkel chief designer Siegfried Günter, outperform its conventional counterpart. Whether it was originally designed during the war or only afterwards is debatable.

P.1079 B/II (1944) - This was the second design (*Entwurf II*) for the He P.1079B all-weather heavy fighter. The wings were swept back sharply.

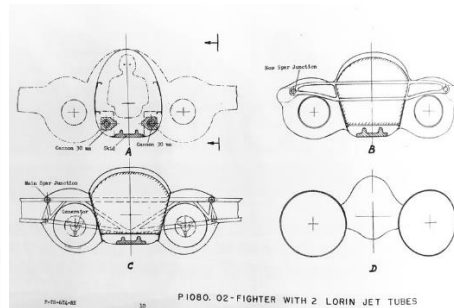


While only one tailless version of the P 1079 was included in the report for the Americans, it would appear that a second was also prepared. The only known drawing of it is this faded off image from British report German Aircraft: New and Projected Types.

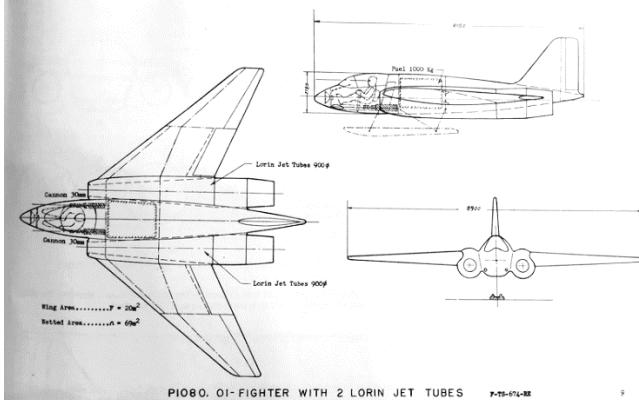
P.1080 Ramjet fighter



ABOVE: The P 1080 would have been a relatively simple aircraft, utilising what appears to be a He 162 canopy and cockpit but with a different nose.

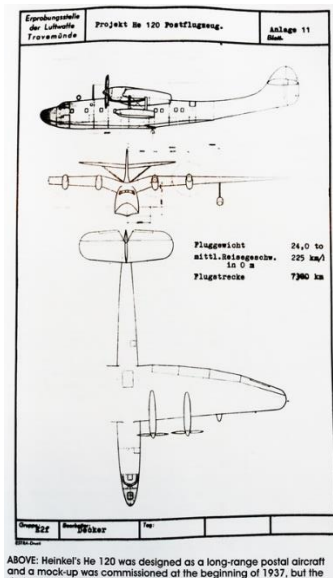


ABOVE: The diminutive size of the P 1080 is illustrated by this sectional view - showing the pilot, cannon and ramjets all positioned within a short distance of one another.



ABOVE: Heinkel's final project of the war - the tailless P 1080. It was a compact design based on two small ramjets rather than one large one.

He. 120 (1937) Fly boat project



He.211 (1958) - Project for a passenger transport.

He.211 A (1958) - High wing propeller turbine similar configuration to the Fokker Friendship.

He.211 A-1 (1961) - Propeller driven low-wing passenger transport project with a conventional tail configuration.

He.211 B (1958) - Rear engine jet passenger transport project with a Dassault Falcon type tail. Designed to carry around 20 passengers.

He.211 B-1 (1) (1960) - Designed as a passenger transport project. Twin engines rear-mounted, based on the He.211B. Early configuration, later emerged as the He.211 B-1 (2) mentioned below.

He.211 B-1 (2) (1962) - Twin engines embedded in the rear between a butterfly tail. Final design of the He.211 as a passenger transport project to carry 22-24 passengers.

He.277 B-3 (1944) - Mid-wing heavy combat aircraft with four BMW 801E engines.

He.277 B-5/R-1 (1944) - Mid-wing heavy combat aircraft with four Daimler Benz 603A engines.

He.277 B-5/R-2 (1945) - Mid-wing heavy combat aircraft with four Daimler Benz 603A engines with slightly improved top speed.

He.277 B-6/R-1 (1945) - Mid-wing heavy combat aircraft with four Junkers Jumo 213F engines.

He.277 B-7 (1945) - Mid-wing heavy combat aircraft with four Junkers Jumo 213E engines.

He.277 B-7/6 (1943) - Mid-wing heavy combat aircraft project with six BMW 801E engines.

He.280 (1943) - Small mid-wing monoplane with one reaction propulsion unit on each wing. Single seat fighter with an $\square H \square$ tail.

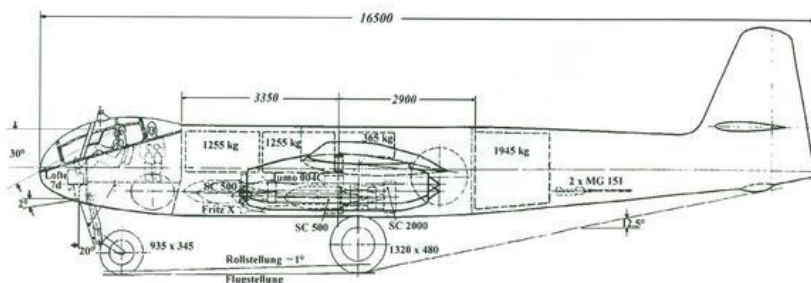
He.319 (1943) - Multirole fighter evolved from project P.1065.

He.319 A-0 (1943) - Mid-wing fast combat aircraft project with a pair of Daimler Benz 603A.

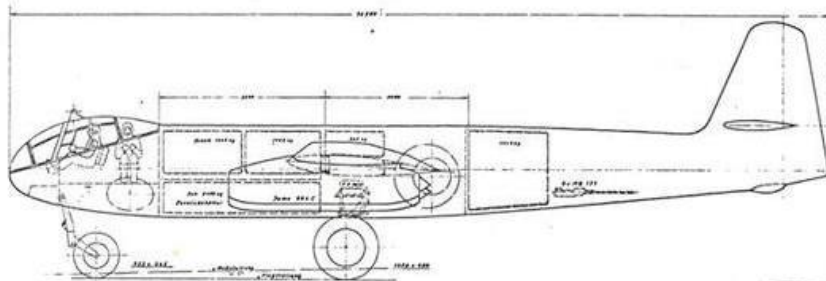
He.319 A-1 (1943) - Mid-wing fast combat aircraft project with a pair of Daimler Benz 603A.

He.343 (1944) - Multirole aircraft, project only. A total of 20 of these aircraft were ordered. Cancelled due to the Emergency Fighter Program.

He.343 A-1 (1944) - Proposal for a fast bomber version of the basic He.343 with four wing mounted Heinkel He S11A jets. Designed to carry a bombload of 3000 kg. Not built.

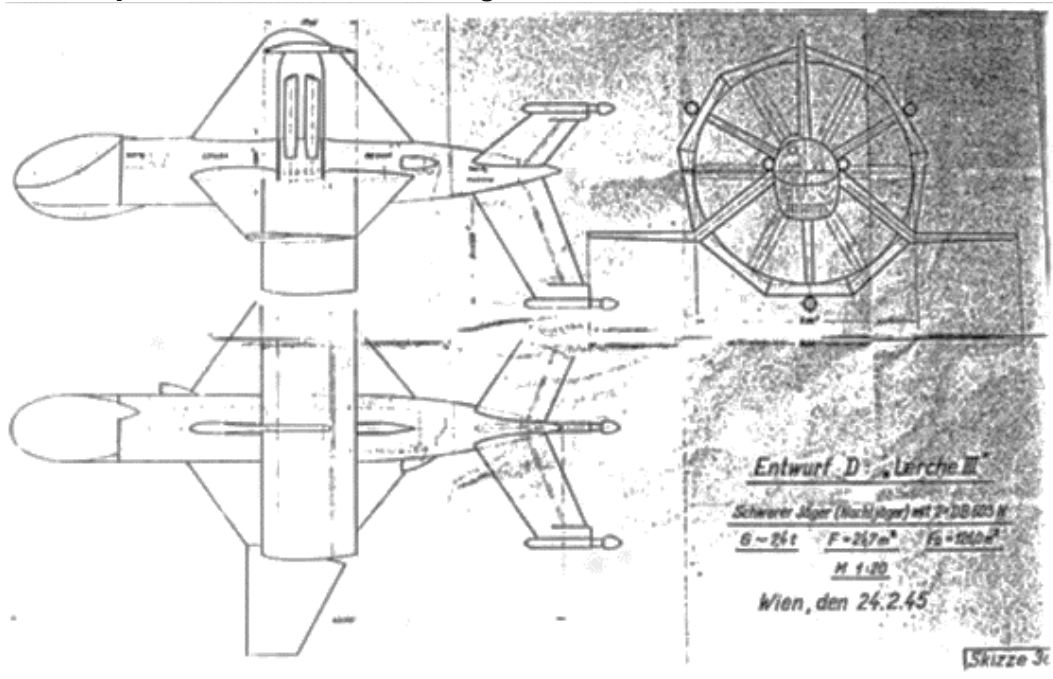


He.343 A-2 (1944) - Proposal for a reconnaissance version of the basic He.343. A mid-wing design with four Heinkel He S11A. Not built



He.343 A-3 (1944) - Proposal for a Zerstörer ("Destroyer") heavy fighter version of the basic He.343. Was to be armed with four MK 108 forward facing guns and two rearward MG 151s. Not built

He Wespe /Lerche II(1945) VTOL Fighter



He unknow four jet long range bomber

