behind the guide beam transmitter. For the supervision and control of the trajectory, the battery used 2 stations under the code name Leutnant Löwe. Both stations were located 500 to 1,000 meters behind the guide beam transmitter. The first station served for the optical and the second for the electrical control of the trajectory of the A-4. The electric control station was in use when the weather did not allow an optical control of the trajectory. One more station was attached to the battery, located 4 kilometers behind the transmitter. The code name of the station, a normal wireless set, was Maikäfer. A Telefunken AS 59 wireless set was the heart of the station. Beside all of the above-mentioned equipment, a generator was also carried on the same truck. Maikäfer supervised the guide beam transmitter Hawaii Ib and transmitted the takeoff of each rocket to headquarters. Leimrute was connected to the station that supervised the technical quality of the guide beam. The station was 8 to 10 kilometers behind the guide beam transmitter.

The battery was organized into three firing platoons with three armored fire control vehicles code named Grobschmied. A generator car per platoon and tanker trucks for A-and B-Substance equipped the battery. Every platoon was equipped with three Meilerwagen,[33] which were used for the transport of the rocket. Furthermore, the battery used a receiver with the code name Koblenz.

In early 1945, the SS-Rocket-Battery was deployed in Holland, stationed in proximity to the Zwolle. From here, rockets were launched against the Belgian city of Antwerp, and a few shots against Liege. Since December 26, 1944, the Hawaii guide beam transmitter was stationed near Dedensvoort. Rockets were launched from this position beginning January 4, 1945.

The guide beam transmitter was re-located to Ommershaus by the end of the month. Here the battery stayed for 4 to 5 weeks, and then moved to the area of Vromsloop. Near Vromsloop, the guide beam transmitter Hawaii was stationed on either side of the road. The transmitter Campania was stationed near Ham. The firing site of the battery was located around Hellendoorn. At the end of March, the battery moved from Holland back to Central Germany. [34]

The transmitting time of Hawaii was limited to 4 minutes, and the guide beam transmitter was put into operation 2 minutes before the launch of the rocket. Readiness for the battery was ordered 90 minutes before each launch, and the warm up of the transmitter started 30 minutes before takeoff. The transmitter was connected to the antennas 10 minutes before takeoff. Leimrute and Maikäfer supervised this process. The following code names were used for the time left before a launch:

* Eber: 60 minutes to go
* Beichte: 30 minutes to go
* Eiche: 15 minutes to go
* Eindruck: 5 minutes to go
* Eimer: 4 minutes to go
* Eidbruch: 3 minutes to go
* Fahrschein: 2 minutes to go
* Fallsucht: 1 minute to go
* Droschke: Stop the takeoff-arrangement

The batteries used 7 different radio frequencies. Frequencies 1, 2, 4, 5 and 6 were used in combat; frequency No. 3 was the home-frequency. Equipped with a 25-meter antenna, was the transmitter Koblenz. This apparatus pointed to the direction of the guide beam. Corrections were given from here to the Hawaii transmitter. The so-called Heide transmitter was used to control the emergency shut off of the rocket motor. It was controlled from the firing truck. The Viktoria transmitter installed in the rocket transmitted signals back to the ground station Campania. Shut off of the rocket motor usually occurred 57 seconds after take-off.

Operations of the V-2 system was kept as simple as possible. About thirty vehicles, which included a transport trailer, mobile crane, launch table trailer, propellant vehicles, command and control trucks supported a trailer mounted rocket. Liquid oxygen, alcohol and rockets were delivered to the firing area by

[33] Usually used only for transporting missiles short distances. For longer distances, the rockets were transported by train.

[34] Nothing further is known about the fate of the battery.