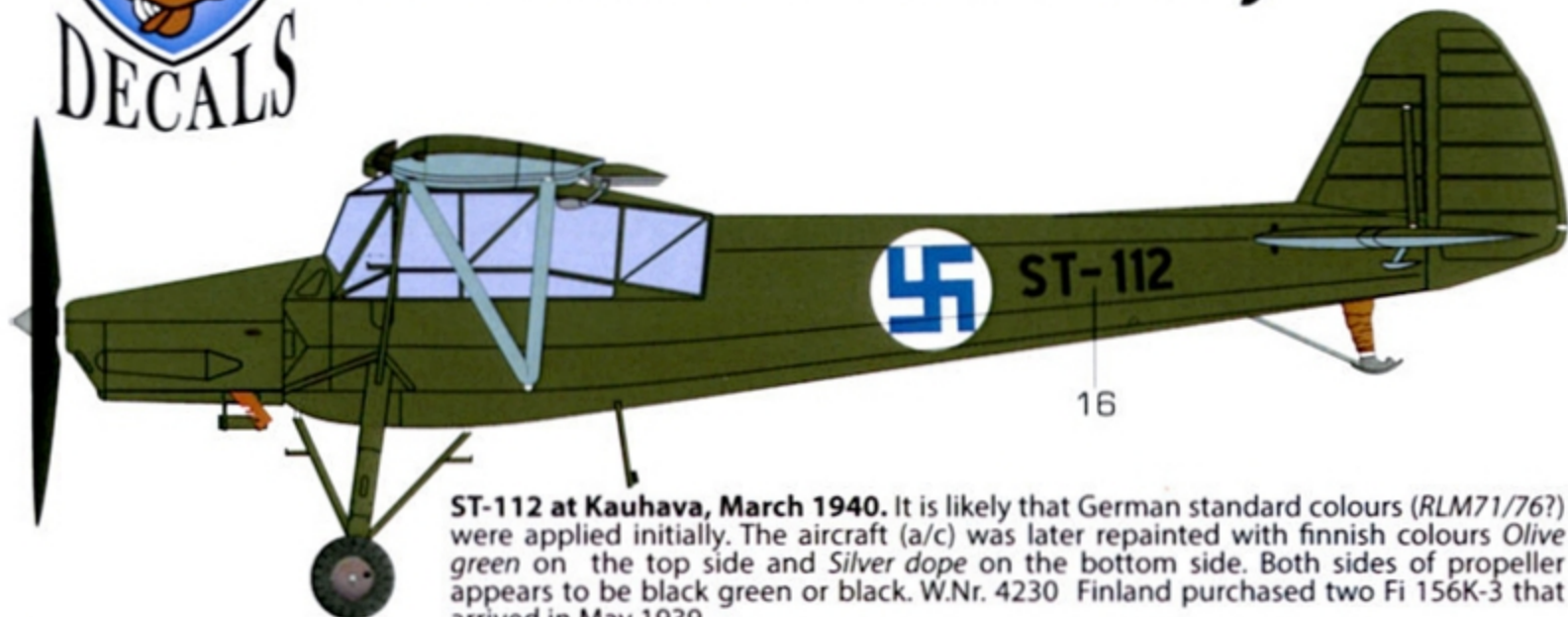
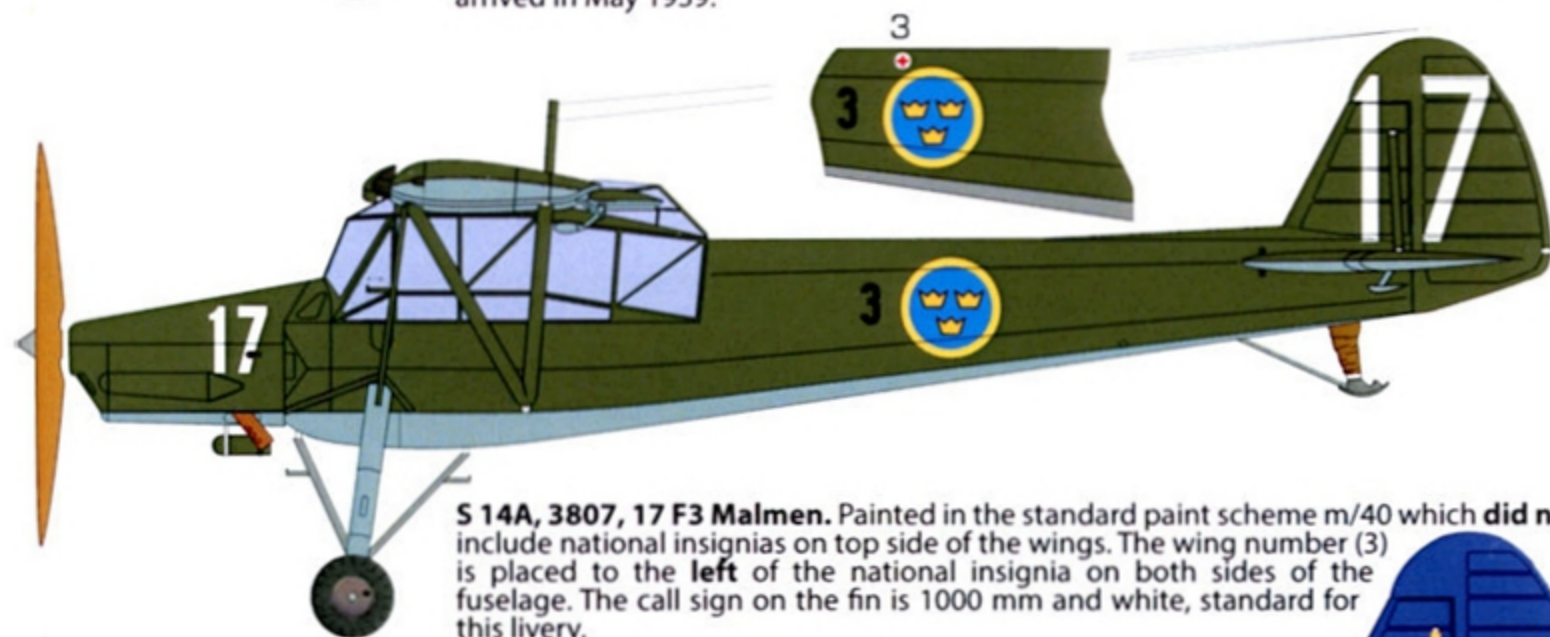


Fiesler Fi 156 Storch Service in Finland, Sweden & Norway



ST-112 at Kauhava, March 1940. It is likely that German standard colours (RLM71/76?) were applied initially. The aircraft (a/c) was later repainted with Finnish colours *Olive green* on the top side and *Silver dope* on the bottom side. Both sides of propeller appears to be black green or black. W.Nr. 4230 Finland purchased two Fi 156K-3 that arrived in May 1939.



S 14A, 3807, 17 F3 Malmen. Painted in the standard paint scheme m/40 which **did not** include national insignias on top side of the wings. The wing number (3) is placed to the **left** of the national insignia on both sides of the fuselage. The call sign on the fin is 1000 mm and white, standard for this livery.



KF-8, N-AI This a/c together with many other Norwegian Storchs were rebuilt with parts from German a/c at Kjeller Flyfabrik. Norwegian AF used seven ex German Fi 156 Storch call signs between AB and AI. The first letter N indicates a/c type. N-AI later became LN-BDE on the civil register. Note that a flat window was mounted where the roof gun cupola used to be mounted (same implementation on the Swedish a/c).

Original profile drawings: Bjørnar Norås



KF-3, N-AD, delivered to LKN - The Northern Air Command at Bardufoss in 1947. This a/c was used at Bardufoss until January 1950 when it was written off due to an accident. Norwegian a/c appears to have stencilling on landing gear struts, it is however unclear if it was norwegian since the german fuel triangles were used on top side of the wings.



S 14B, 3809, 9 at F6 Karlsborg in the fifties. M/44 livery (introduced on the 21 of December 1944). This paint scheme includes national insignias on top side of the wings. W.Nr. 110061

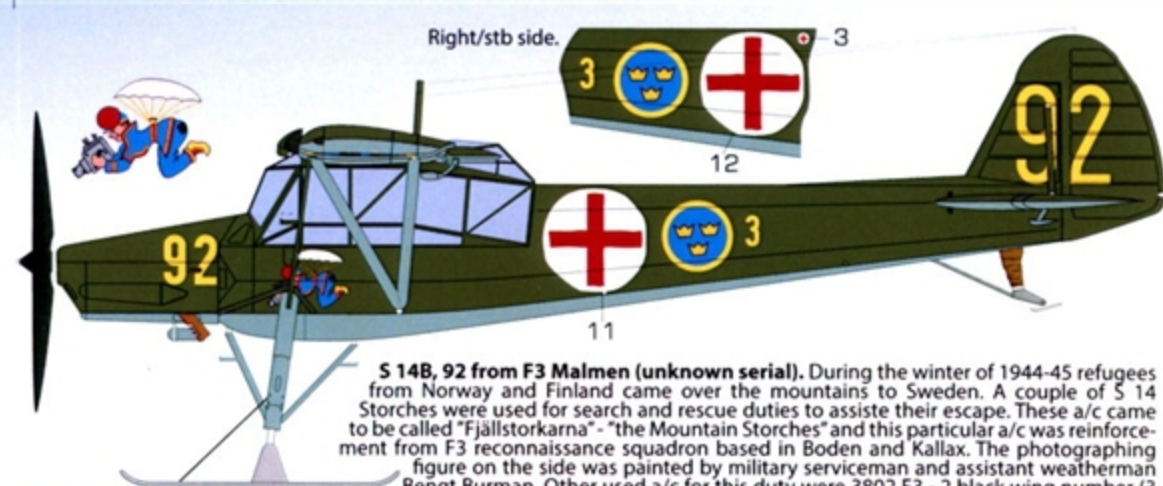


S 14B, 3825, 825 at F11 Nyköping 1961. After some years this a/c got the later style of Södermanland's wing badge on both sides of the fuselage. Paint scheme according to m/44 with national insignias on top side of the wings and yellow wing number (11) aft of the national insignia (on both sides off the fuselage). Three digit numbers (600 mm) were only used at F11. W.Nr. 5440 and earlier German code PP+QA.



P 4, 803 at F3 Malmen 1938. P 4 was the initial designation and short term for "Provflygplan 4" (Test aircraft 4) for the two Fiesler Storch (803 and 804) that Swedish AF purchased in 1938. The main task was to validate the a/c type for forward air controlling duties for the artillery at Skillingaryd. These two a/c were delivered in Swedish AF standard colours Olive green and Light blue grey and had 800 mm national insignias (m/37 type without yellow border) on both sides of the wings. Both P 4 a/c later became S 14A 3804 respectively 3804 in February 1940. Both a/c had flat roof window. 803 crashed 1944-03-07 and had W.Nr. 631.

Right/stb side.



S 14B, 92 from F3 Malmen (unknown serial). During the winter of 1944-45 refugees from Norway and Finland came over the mountains to Sweden. A couple of S 14 Storches were used for search and rescue duties to assist their escape. These a/c came to be called "Fjällstorkarna" - "the Mountain Storches" and this particular a/c was reinforcement from F3 reconnaissance squadron based in Boden and Kallax. The photographing figure on the side was painted by military serviceman and assistant weatherman Bengt Burman. Other used a/c for this duty were 3802 F3 - 2 black wing number (3) Skies were painted Silver dope. See top and bottom side view for the red cross marking aft of rear top canopy and bottom side of wings.



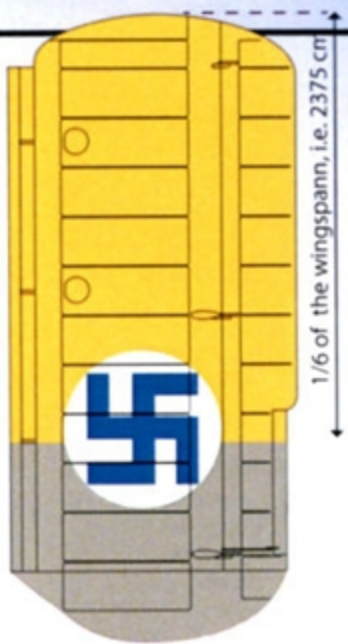
S 14B, 3813, 12 at F21 Kallax/Luleå. Crashed on the 10 of March 1960. W.Nr 110201



ST-113 E/LeLv 14 at Tiiksjärvi in January 1942. Overpainted white areas in Finnish insignias. This paint scheme is according to a profile drawing. ST-112 was never at the front and consequently never got this black/green livery applied. Top side pattern is the standard Finnish pattern and the details most definitely differed from the representation found herein. ST-113 was destroyed 1944-10-25.



ST-112 during the fifties. Note that the a/c has been fitted with a non standard tail wheel instead of the ski. After some time the whole a/c was painted green and insignias without black border were used also in the bottom side positions. This a/c was sold in 1960 after logging 2561 h and 51 min and civil registered as OH-FSA. It later got an alternative engine installed. It is today at the museum of Vantaa. W.Nr. 4230



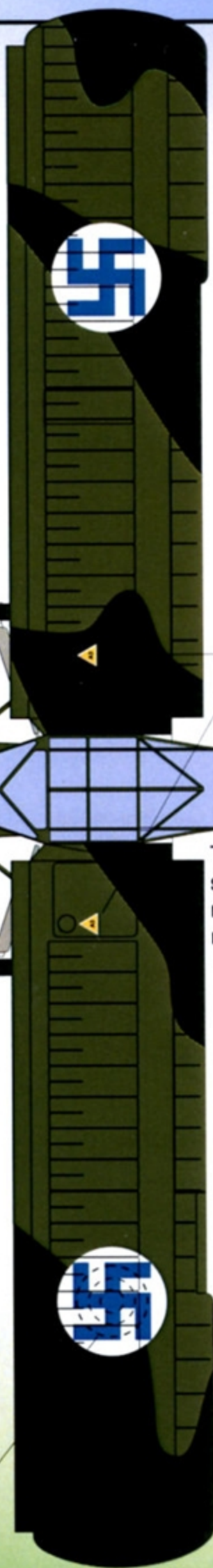
1/6 of the wingspan, i.e. 2375 cm

Finnish bottom side, both sides for a/c with yellow markings.

Finnish bottom side early markings.

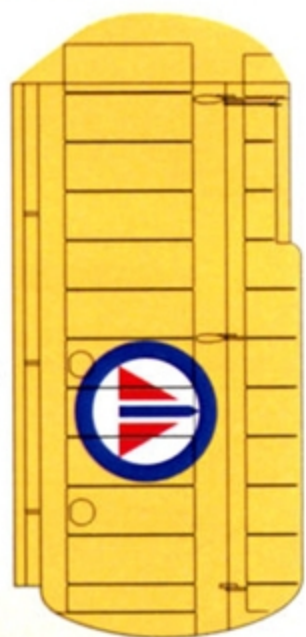


16 ST-112 after war markings. Symmetrical, left/right. The placement on the top side of the wing is uncertain, it is likely to be in the same position as the earlier cocard marking (this position is also somewhat uncertain).



Norwegian top side

Norwegian bottom side



Finnish colours

- | | |
|---------------------------|------------------------|
| | |
| Light Green | Light Grey |
| Close FS number: 34096 | Close FS number: 16440 |
| | |
| Rich Yellow | Black |
| Close FS number: FS 33538 | Close FS number: 37038 |

50 cm

This top side pattern for ST-113 is the standard Finnish pattern and the details most definitely differed from this representation.

Norwegian colours

- | | |
|--------------------------|--|
| | |
| Light Yellow | Middle Blue |
| Close FS number: FS23637 | Close FS number: FS25109 Colour sample FS25102 Colour pictures |

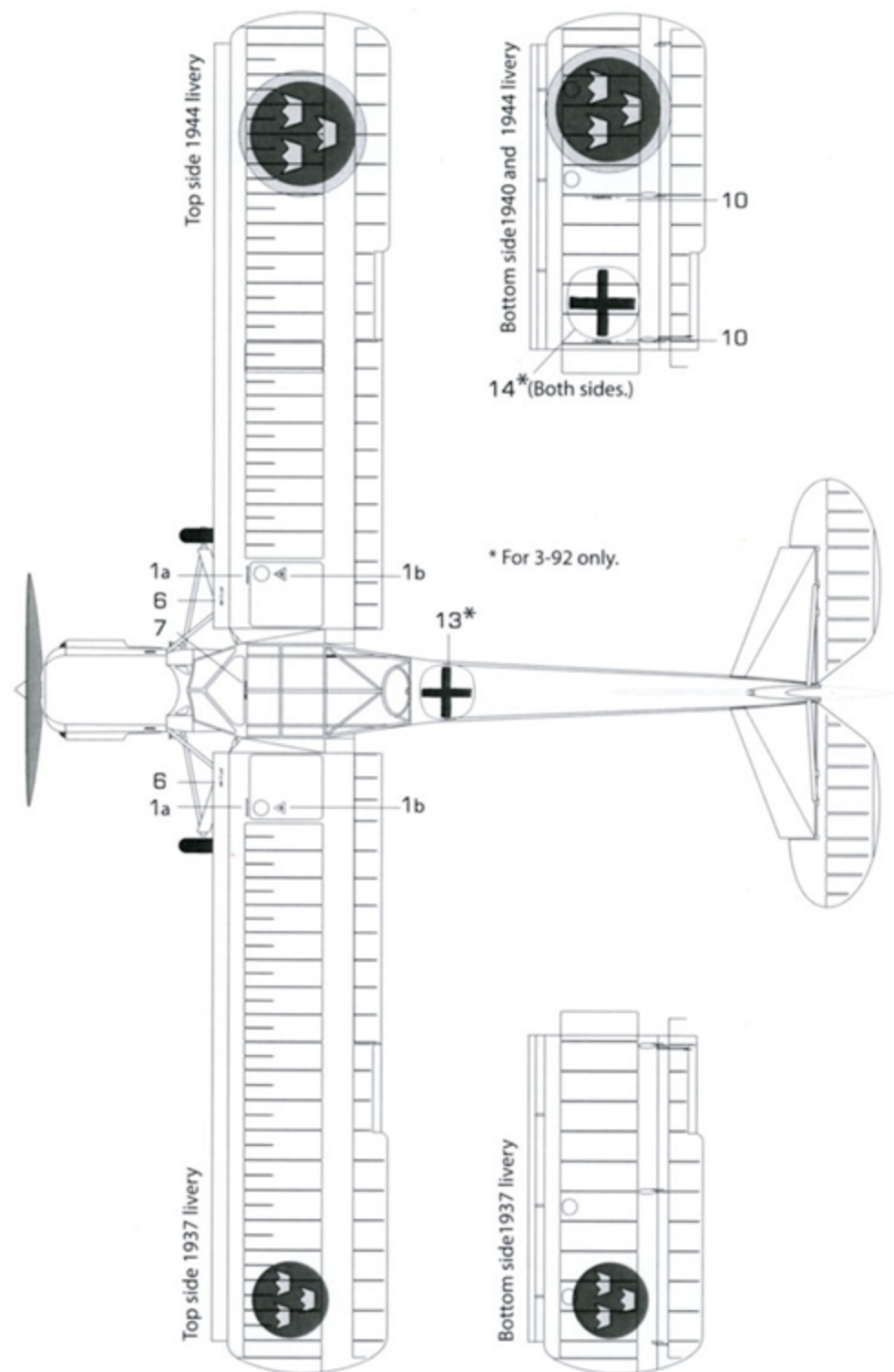
References:

- Marking drawing ZD 4083
- Marking drawing ZD 4120
- Flygplansritningar 4, Karlstöm ISBN: 91-85496-27-8
- Flygplansritningar 6, Karlstöm ISBN: 91-85496-39-1
- Newsletter For Warbirds of Norway VOL. 21 - NO. 1
- Finnish Fighter Colours Vol. 1 Kari Stenman, Karolina Holda ISBN: 978-8363678074

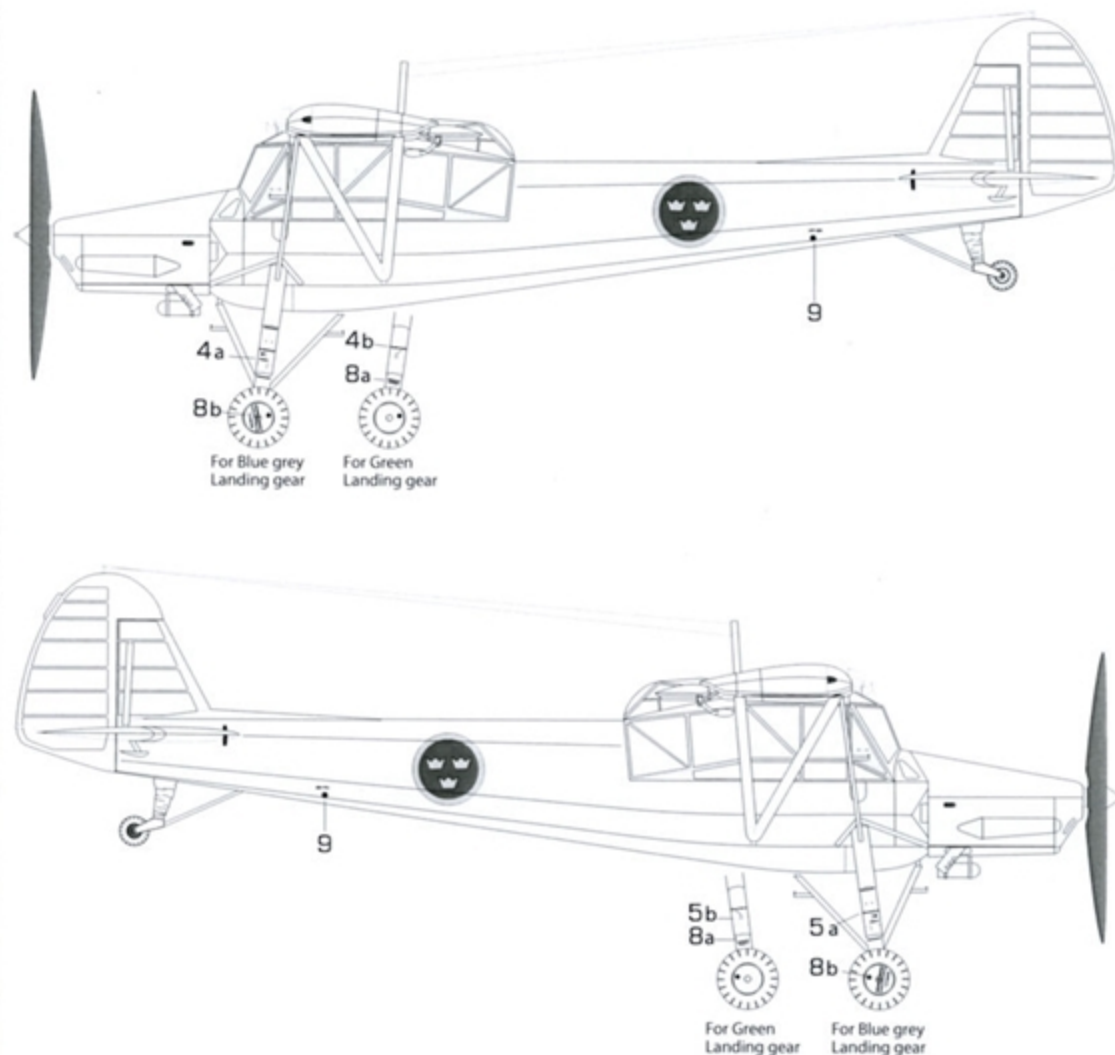
Especially thanks to:

- Björnar Norås
- Anders Bask
- Mats Averkvist
- Leif Fredin
- Kyösti Partonen

Fiesler Storch Swedish Stenciling



Original profile drawings: Bjernar Norås

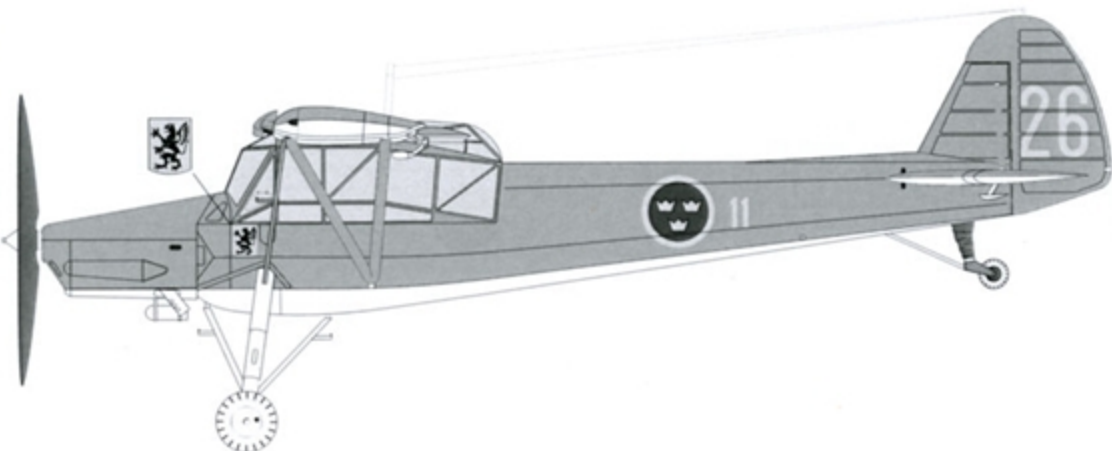


The stenciling on the Swedish Storchs was far from uniform for all airframes. The representation found herein are some of the examples found in pictures since stenciling is not included in none of the marking drawings. Decal 6 and 7 are examples of probably less common decals and decal 1a have not been seen in a picture but is most likely to have been represented when the German markings (1b) were replaced by Swedish.

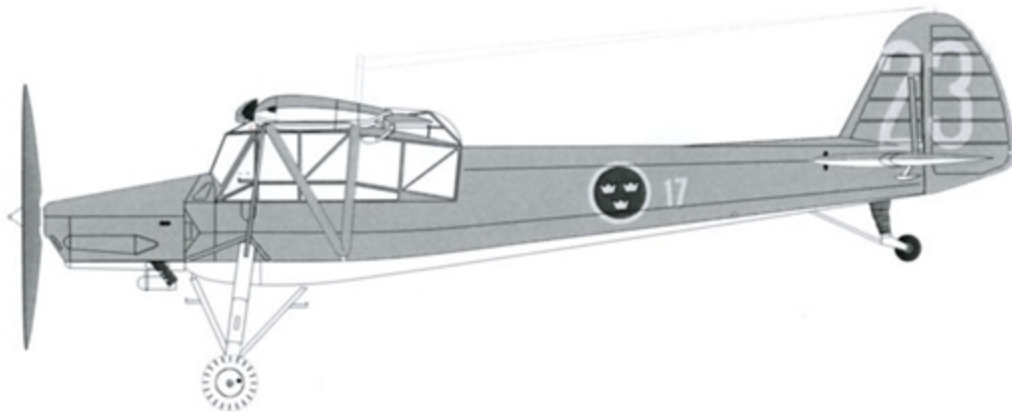
In 1948-49 F6, F12 and F17 were equipped with S 14 Storchs. Two Storchs were also placed at F4 (3817, 4-17 and occasionally also 3806).

Swedish AF Top Colour
Olive green W 25 (W - Wedevåg brand)
 (Olive green 325 from 1948)
 Close FS number:
 Close Tamiya: XF-13 / XF-62?
 Close Humbrol:

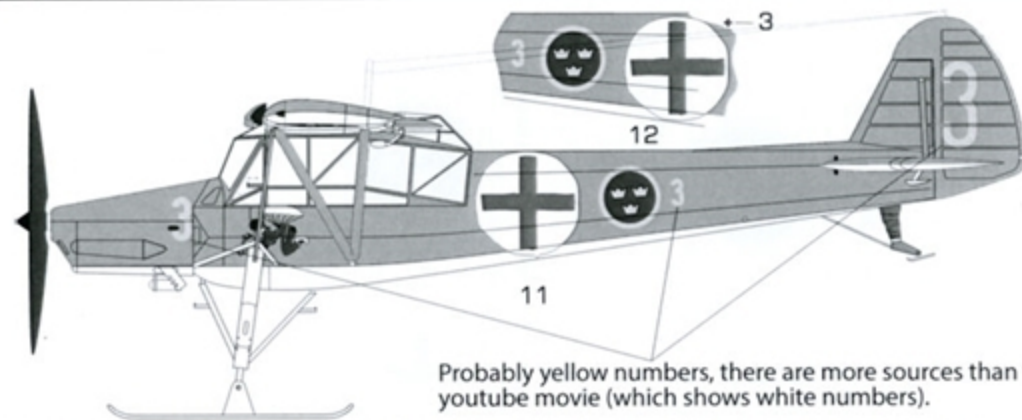
Swedish AF Bottom Colour
Light blue grey W 26
 (Blue grey 058 from 1948)
 Close FS number: 35042/35045
 Close Tamiya: XF-17+03?
 Close Humbrol: 77



S 14B, 3826, 26 - F11 Skavsta/Nyköping. This a/c was hit by a S 31 Spitfire (Mk. XIX) 31042 in December 1954. It's unclear if this a/c was written off due to the damages in this accident. All numbers are most likely yellow.

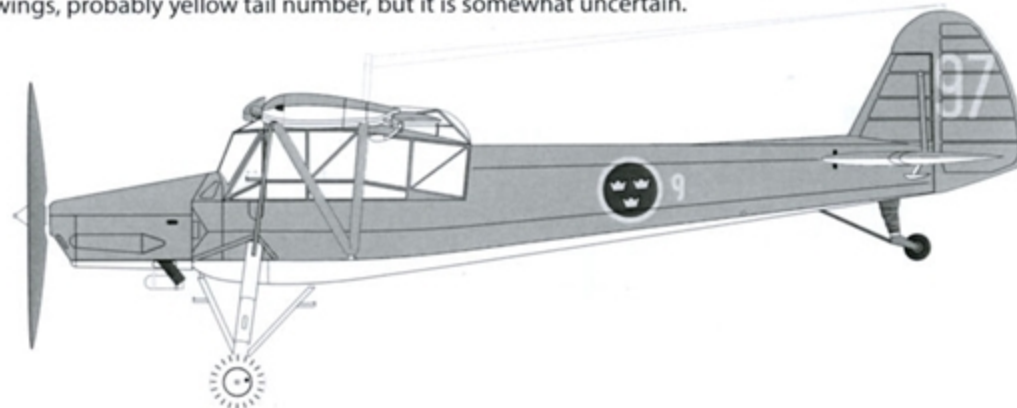


S 14B, 3823, 23 - F17 Kallinge/Ronneby. Marked in m/44 livery, i.e. yellow numbers and national insignia also on top side of the wings. Earlier German code was BD+VF and it was later sold to Ostermans after retirement in the AF.

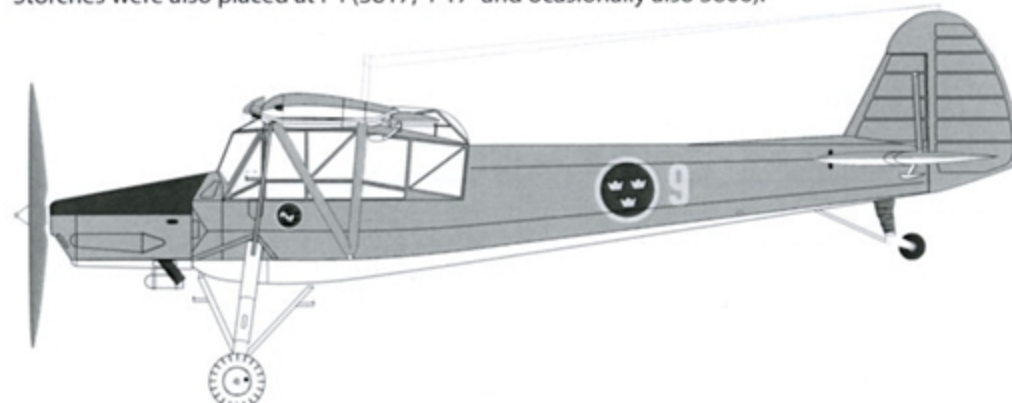


Probably yellow numbers, there are more sources than the youtube movie (which shows white numbers).

S 14B, 3803??, 3 - F3 Malmen/Linköping (based at Boden and northern Sweden). Markings are according to m/40, it's likely all mountain Storches were marked in the same way, i.e. including red cross markings and national insignias also represented on the top side of the wings, probably yellow tail number, but it is somewhat uncertain.



S 14B, 3814, 97 - F9 Säve/Gothenburg. This a/c was earlier marked 9 - 44 (9 with long "hook", and 1000 mm "44" on fin, not included on this decal sheet). Werke number: 110202 Two Storches were also placed at F4 (3817, 4-17 and occasionally also 3806).



S 14B, 3814, F9 Säve/Gothenburg. After retirement in the SwAF. This a/c was stored (or hidden) at F9 (along with P-35 Seversky and J 21A-3) and was used for air shows during the sixties. The call sign was removed, the upper part of the nose was painted black, the yellow wing number 9 was repainted in the larger 400 mm size (instead of 250 mm) and the second squadrons badge "Bonzo" was applied below the cockpit window, it's not confirmed to be on both sides. Werke number: 110202