

WAR EAGLE

• INCORPORATED •

1/48th Scale Decals

LUFTWAFFE

'Two-Seat'

AIRCRAFT

The following information is excerpted from Vol. 21, No. 4 IPMS USA 'QUARTERLY' and is reprinted with the kind permission of IPMS USA.

SPECIAL NOTE

The markings for Bf 109G-12, 'YELLOW 60' are included on the decal sheet. Refer to the FALCON direction sheet for camouflage and markings information.

Artwork by Richard P. Lutz, Jr.

Scale 1:48

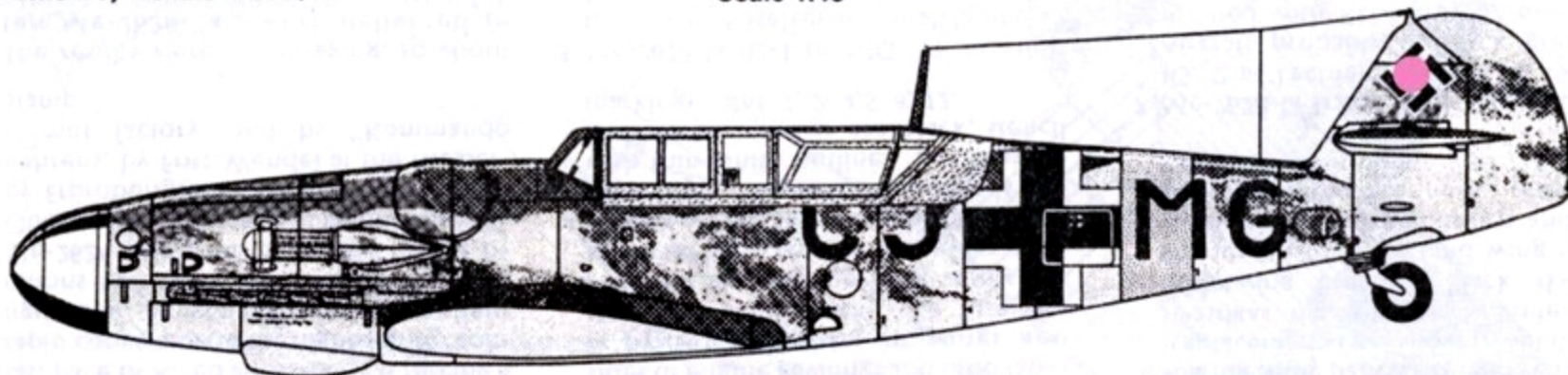


Figure 5: Bf-109 V-52, prototype for the G-12 series, werke nummer 18319, coded CJ + MG. It was converted from a G-6/Trop. The aircraft was camouflaged with RLM 74 gray-green, 75 gray-violet, and 76 light blue. The propeller spinner was two-thirds 70 black-green and one-third white. The fuselage band was 27 yellow. The new two-cockpit canopy framework was unpainted aluminum.

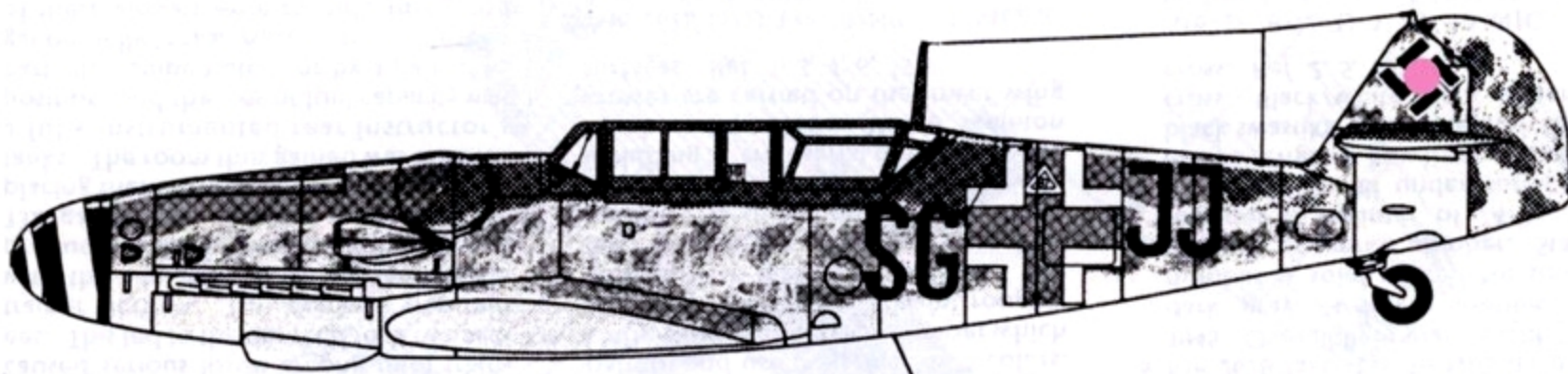


Figure 6: Bf-109G-12/R3. This aircraft was converted from a G-6. It was camouflaged with RLM 74 and 75 over 76. The propeller spinner was 70 black-green with a tapered white spiral.

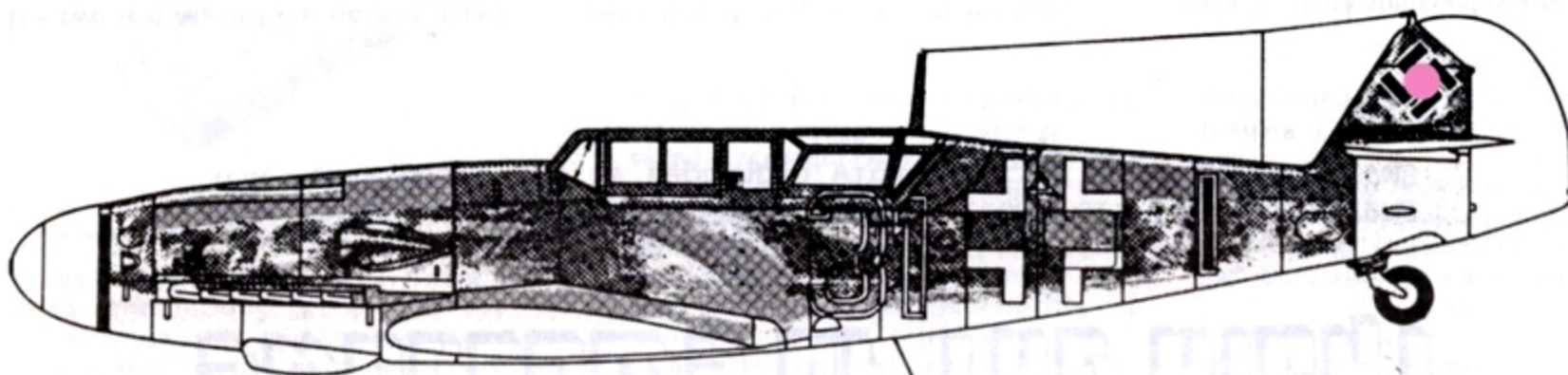


Figure 7: Bf-109G-12/R3. On this aircraft, the propeller spinner, rudder, and lower part of the tail were painted white. The Balken cross and number '31' were outlined in white, while the Group bar was black with a white outline.

Table 1
Listing of Known Bf-109G-12 Aircraft, by Werk Number

Werk Number	Const. Number ¹	Notes	Werk Number	Const. Number ¹	Notes	Werk Number	Const. Number ¹	Notes
10346		Scrapped Aug 44, Dienststelle Dresden Jul 44	15198	33	NAG (Long-range reconnaissance group) 102, Wesendorf Jan 45	19344	17	JG.106, Stolp-Reitz Jan 45
10497		Salzwedel Mar 44	16020		Delivered Mar 44, Scrapped Jul 44	19351	44	JG.103, Stolp-Reitz Jun 44, Flensburg Jan 45
10807	37	JG.104	16097		JG.105 Mar 44	19352	38	JG.108, Flensburg Jan 45
10838	43	JG.105	16106		JG.108, Mar 44	19357		2/JG.102, Berlin Jul 44
10860	27	JG.104, Fürth Jan 45	16107		Werft-Abteilung (Repair Section) (O) 40/III, Stolp-Reitz	19378	30	JG.105, Scrapped Feb 45
10891	10	JG.110 Altenberg, Neumünster May 44	16108		Neumünster Mar 44 Stolp-Reitz Jun 44	19419		2/NAG 102 Jüterbog-Damm May 44
10892		I/NAG (long-range reconnaissance group) 102, Mar 44	16109	25	JG.110	19439		JG.103, Neumünster Jul 44
10916	5	JG.110 Altenberg, Neumünster May 44	16135		Scrapped Aug 44	19443	24	JG.101, Scrapped Feb 45
10920	35	JG.108, Landau b. München Jan 45	16152		Diepholz Mar 44	19444		Vechta Apr 44
13436		JG.110, Neumünster Aug 44	16156		Scrapped Jul 44	19445		Werft-Abteilung (O) 40/III Stolp-Reitz Jun 44
13563		JG.107 Mar 44, Scrapped Jun 44	16169		Scrapped Sep 44	19449	22	2/NAG.102, Jüterbog-Damm May 44
14007		Diepholz Mar 44	16205		Scrapped Aug 44	19540	47	I/NAG.102
14035		JG.104 Mar 44	16206	14	JG.206, Flensburg Jan 45	19547		Werft-Abteilung (O) 11/III Finow/Mark Oct 44
14134		Scrapped Mar 44	16207		Delivered Mar 44	19552	23	NAG.102, Jüterbog-Damm May 44
14184		Delivered Mar 44	16226	15	JG.106	19557		Scrapped Aug 44
14229	36	JG.102, Scrapped Feb 45	16255	42	JG.107	19558	11	JG.110 Altenberg
14351	36	Flieger Horst, Trier, May 44	16285		Scrapped Sep 44	19559	8	Ergänzungs Jagd Gruppe (Reserve Fighter Group), France, Scrapped Feb 45
14531	39	JG.101	18214	4	JG.101, Scrapped Feb 45	19584	18	JG.107, Scrapped May 44
14592		Diepholz Mar 44	18319		Prototype V-52, CJ+MG, JG.104 May 44	19598		Scrapped Aug 44
14725		Delivered Mar 44	18419		JG.104, Fürth	19614	26	JG.110 Altenberg
14859	49	Delivered Mar 44	19214		Scrapped Jun 44	19630		Scrapped Oct 44
14867	41	JG.106, Scrapped Feb 45	19224		Scrapped Jun 44	19738		Hillsheim Jan 45
14871	31	JG.110, Neumünster May 44	19227	1	Jagd Gruppe at Jean d' Eangely, France, Scrapped Neumünster May 44	19739	21	JG.110 Altenberg, Wesendorf Jan 45
14874	6	JG.110 Altenberg, Scrapped Feb 45	19245	34	JG.108, Bad Vöslau May 44, Scrapped Aug 44	19744	7	JG.110 Altenberg, Reichenbach Jan 45
14880		Delmenhorst Mar 44	19252	46	2/JG.102, Berlin Aug 44, Flensburg Jan 45	19766	19	JG.103, Stolp-Reitz Jan 45
14887	29	JG.110	19267	20	JG.105, Neumünster May 44	19776		1/JG.102 Aalborg-Ost, crash landing Aug 44
14929		JG.107 Mar 44, Scrapped Oct 44	19296	48	I/NAG (Long-range reconnaissance group) 102, Salzwedel Mar 44, Scrapped Sep 44	19784	13	JG.110 Altenberg, Scrapped Feb 45
14945	40	JG.103	19301	28	E.Gru. 1 (Reserve or replacement group), Vahrenwald Apr 44, Neumünster May 44	19799	50	Delivered Mar 44, Scrapped Feb 45
14956	32	JG.107	19316		Scrapped Jul 44	19804		JG.104, Scrapped Feb 45
14967		I/NAG (Long-range reconnaissance group) 102 Jul 44	19318	16	JG.102, Neumünster Aug 44	19975	2	Erprobungsstelle (Research & Test Center) at Rechlin, Scrapped May 44
14988		Scrapped May 44	19319	3	JG.110 Altenberg, Neumünster Aug 44	411251		Crashed Oct 44
15021	45	Scrapped Feb 45						
15027		JG.101, Neumünster Aug 44, Scrapped Feb 45						
15110		Salzwedel Mar 44						
15113	12	JG.103, Stolp-Reitz Jan 45						
15123	9	JG.101, Bad Vöslau May 44, Scrapped Aug 44						

¹Only available for the first fifty conversions.

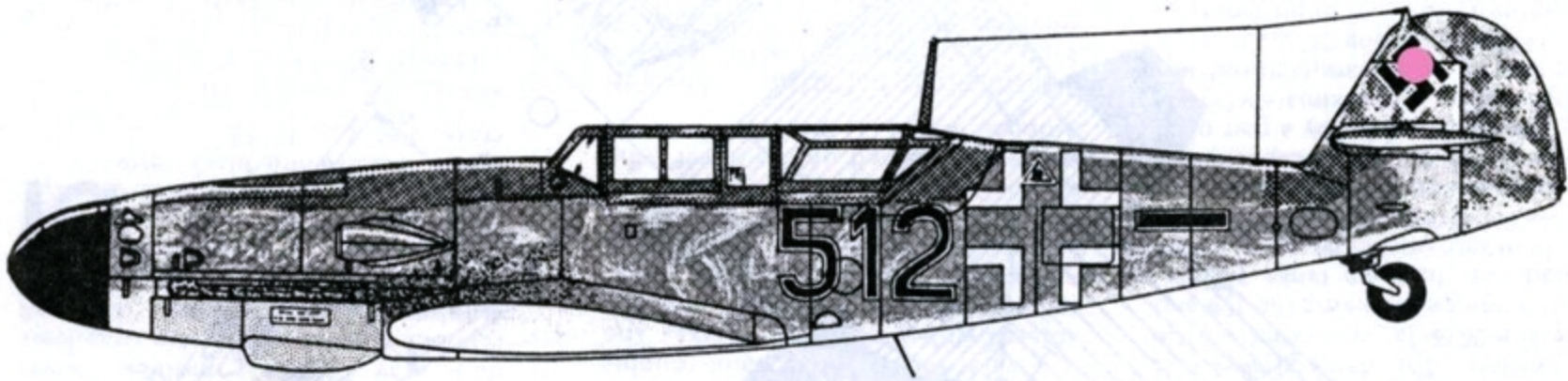


Figure 11: Bf-109G-12/R3. This aircraft was converted from a G-4, and was camouflaged in RLM 74, 75, and 76. The prop spinner was overall 70 black-green. The oil cooler cowl and undersides of the wingtips were painted yellow. The number '512' and Group bar were black with white outlines.

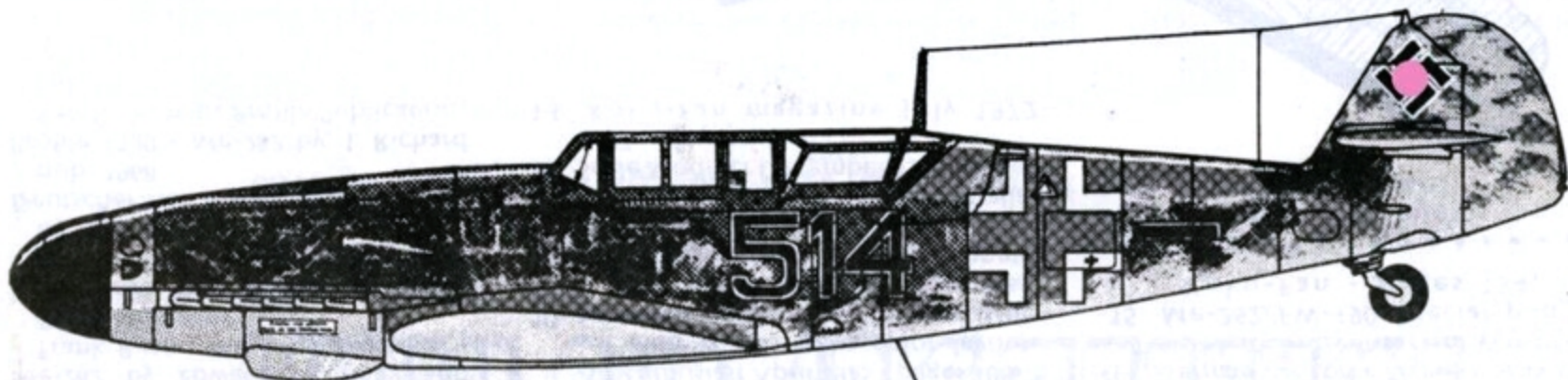


Figure 12: Bf-109G-12/R3. It was converted from a G-4, and camouflaged in RLM 74, 75, and 76. It was marked identically to the G-12 pictured in Figure 11, above.

SWALLOWS OF THE NIGHT

The following information is excerpted from Vol. 14, No. 3 IPMS USA 'QUARTERLY' and is reprinted with the kind permission of IPMS USA

The two seat Me-262 was born of necessity. Minimum training conversion programs using the Bf-110, the Me-410, and the untried and unfamiliar Me-262 jet, with its high proportion of system failures, caused serious losses among pilot trainees. This led to the demand for a two seat trainer version. The demand was met with the Me-262B-1a, converted on the production line by removing the 198 and 132 gallon rear fuselage tanks and replacing them with smaller 88 and 57 gallon tanks. The room thus gained was used for a fully instrumented rear instructor's position, and the loss of fuel capacity was partially compensated for by a pair of 66 gallon belly tanks. Approximately fifteen of these aircraft were manufactured and delivered to III Ergantung/JG.2, a training unit comprised mostly of pilots from the recently disbanded "Kommando Nowotny".

These aircraft proved effective, but the fast pace of Allied air strikes was forcing a rapid conversion to the night-fighter configuration. Several night-fighter configurations had been tested using modified Me-262A-1a's with Wilde Sau tactics by Oberst Hajo Herrmann at Jagdivision 30, by Erprobungstelle Rechlin under Oblt. Behrens, by Fritz Wendel at the Messerschmitt factory, and by "Kommando Stamp."

The results were encouraging, so about ten Me-262B-1a's were delivered in February, 1945 to "Kommando Welter", named after its distinguished commander Oberst Kurt Welter (the top scorer from Kommando Stamp). These aircraft were identical to the trainer version except for the addition of the FuG 218 Neptun V radar with the Hirschgeweh (staghorn) aerial array, the FuG 350 ZC Naxos radar (which would home in on British H2S signals), and miscellaneous other special types of radio and navigation equipment. The Kommando Welter unit is alleged to have scored about twenty victories before its redesignation, in late April 1945, as 10/NJG. 11 (Wilde Sau).

The "stretched" Me-262B-2a version, intended as the definitive night-fighter with almost double the fuel capacity, numbered only two machines. Both were confined to testing radar antennas and never saw combat. The final defeat in May, 1945 ended all further progress.

ILLUSTRATIONS

1 Me-262B-1a/U-1 of 10/NJG. 11, Berlin, Spring 1945. Upper fuselage mottle

pattern is dark gray 74 over medium gray 75 consisting of mostly wavy lines and spots with a few donut shapes. The upper wing and horizontal stabilizer surfaces are the standard splinter pattern and use the same 74/75 colors. Undersides are a black distemper which is a water soluble black paint roughly applied with many brush marks. The red 12 on the fuselage (squadron number) is thinly outlined in white. Upper wing, fuselage, and tail markings including aircraft serial number (werke number) are black. White skeleton crosses are carried on the lower wing surfaces. Ref. 1, 3, 4, 6, 15.

2 Me-262B-1a/U-1 of 10/NJG. 11, Magdeburg, April 1945. Topside mottle is medium gray 75 over light gray 76 applied in a streaked pattern. Horizontal stabilizer fairings are also medium gray 75 as shown. Black distemper (very worn) only on undersides of engine cowlings and drop tanks & pylons. Topsides of wings and stabilizers also streaky like fuselage. Fuselage and topside wing across are black skeleton type, while under wing crosses are old fashioned black/white/black style. Squadron number is red with thin white outline. Tail swastika and werke number are black, stencil markings. Ref. 1, 2, 4, 5, 8, 12.

3 Me-262B-1a/U-1 of NJG. 11, location unknown. Fuselage is overall light gray 76 with snaky overlay of medium gray 75. Topsides of wings, stabilizers, and engine cowlings are splinter pattern greens 81/82 - a most unusual combination of markings. White skeleton cross on wing topsides. Black skeleton crosses on wing undersides and fuselage. Solid black swastika, werke number, and small number 9 on nosewheel door. Squadron number is white thinly outlined in black. Note that upper pair of cannon ports are sealed. Ref. 7 (I know of no photo for this aircraft.)

4 Me-262B-1a/U-1 of 10/NJG. 11 at Magdeburg, April 1945. Fuselage is very dense, non-descript overspray of greens 81/82 over base of light blue 65 - overall effect is an irregular mottle. Undersides are black distemper except drop tanks in light gray (possibly RLM Gray 02.) Small nose numbers are solid white. Squadron number is hand-painted in red with white outline. White skeleton crosses on wings top and bottom. Black skeleton crosses on

fuselage. Black stenciled swastika. No werke number. Wing and horizontal stabilizers topsides are solid green 81. Ref. 9, 14.

5 Me-262B-1a/U-1 of 10/NJG. 11 at Berlin 1945. Overall light gray 76 with streaky dark gray 74 linear mottles. Nose number is solid white. No squadron number or werke number. Standard topsides in splinter of 74/76. Black distemper on all under surfaces and entire engine cowlings. Stenciled black swastika. Black skeleton fuselage cross. Black/white/black under wing cross. Ref. 2, 5, 10, 12.

6 Me-262B-1a/U-1 of 10/NJG. 11 at Lechfeld, Winter of 1944-45. Overall base color of Light gray 76 (front half) and medium gray 75 (rear half) with dark gray 74 mottles overall. Worn black distemper undersides including drop tanks, pylons, and nose but sparing some panels of engine cowlings (replacements?) as shown. Solid black swastikas on tail. Black/white/black underwing crosses. Black skeleton crosses on fuselage (and wing tops?). Note sealed upper gunports and long barreled 30mm cannons projecting from the lower ports. Ref. 1, 13, 15.

7 Me-262B-1a Trainer of III (Ergantung)/JG. 2 at Lechfeld, Winter of 1944-45. Aircraft probably in black green 70 mottled with RLM gray 02 over light blue 65 base, Splinter pattern 70/71 wing and horizontal stabilizer topsides. Swastika is an unusual solid white, and werke number is black. Fronts of engine cowlings and belly stripe (in line with cowl fronts) are white. Squadron number is hollow outline white over base camouflage color. Fuselage cross is white skeleton. Wing underside crosses are black/white/black. Note faded (replacement?) gun bay cover and wire stone guards on engines. This machine may have carried drop tanks. Ref. 1, 5, 11, 12.

Reference List

1. *Warplanes of the Third Reich* by William Green - pub. by Doubleday & Co.
2. *Jagerblatt* (magazine of the German Fighter Pilots Assoc.) - various issues.
3. *Airfix Magazine* - November 1966
4. *Famous Airplanes of the World #17 - Me-262* - pub. by Koku-Fan.

- 5. Me-262 by Edward Maloney and Frank Ryan - pub. by Challenge Publications Inc.
- 6. Aero Series #14 - Messerschmitt 262 by Uwe Feist and R. S. Hirsch - pub. by Aero Publishers Inc.
- 7. Deutscher Aerokurier by Uwe Feist - pub. 1968
- 8. Profile #130 - Me-262 by J. Richard Smith - pub. by Profile Publications Ltd.

- 9. Air Enthusiast April 1975 - pages 196-7 - superb two page color layout.
- 10. Squadron Magazine - unknown issue page 9 - drawing by Steve Kiss.
- 11. Me-262 Described Pt. 2 by Kenneth Merrick - pub. by Kookaburra Technical Publications of Australia.
- 12. Scale Modeler December 1971 - pages 27 - 33.
- 13. Koku-Fan magazine July 1972




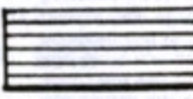
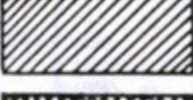


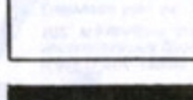


- 14. German Air Force Fighters of W.W. II vol. 1 - by Martin Windrow.
- 15. Me-262/FW-190 Special pub. by Koku-Fan - pages 154, 156.

1a

Fuselage camouflage pattern omitted for clarity.

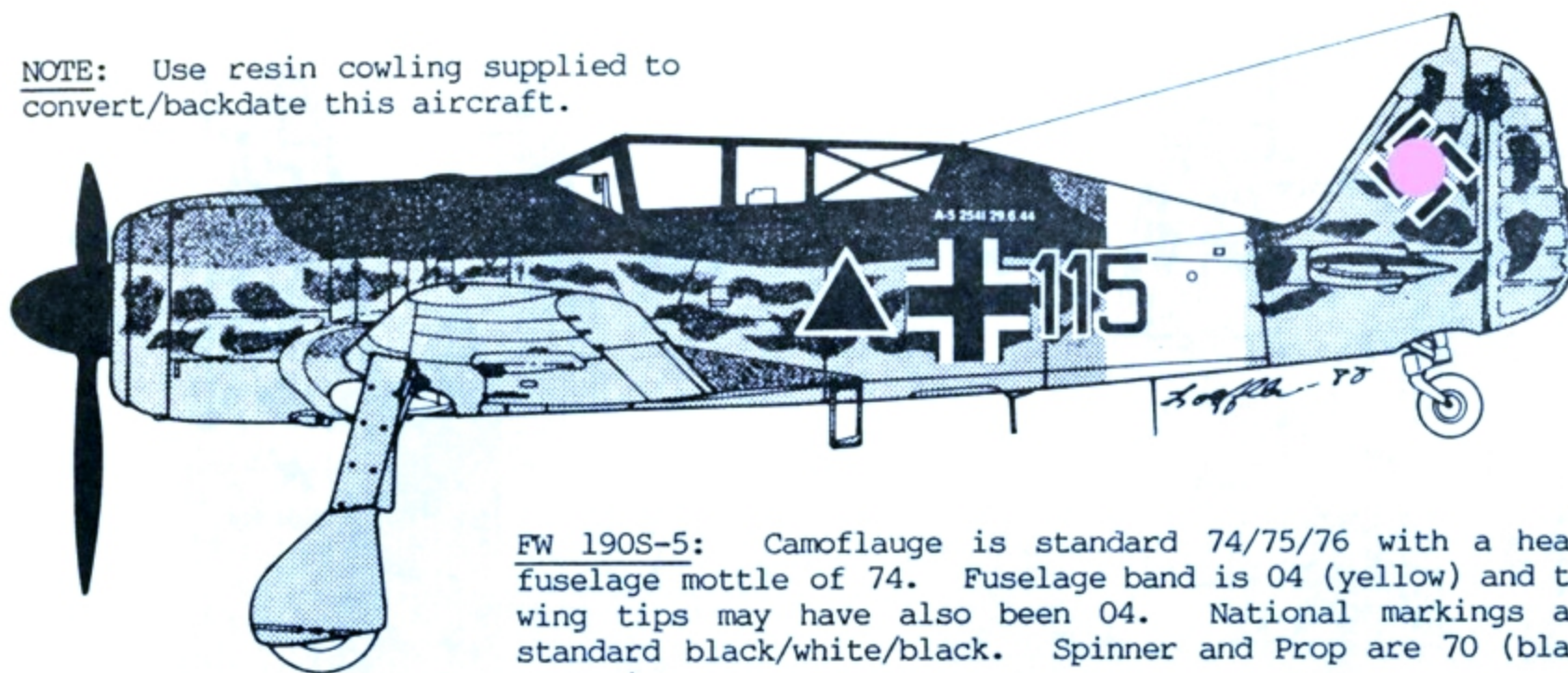
ALL DRAWINGS ARE 1/48 SCALE

COLOR CHART

65 Light Blue			76 Light Grey
02 RLM Grey			75 Medium Grey
82/81 Greens			74 Dark Grey
71 Medium Green			White
70 Black Green			Black

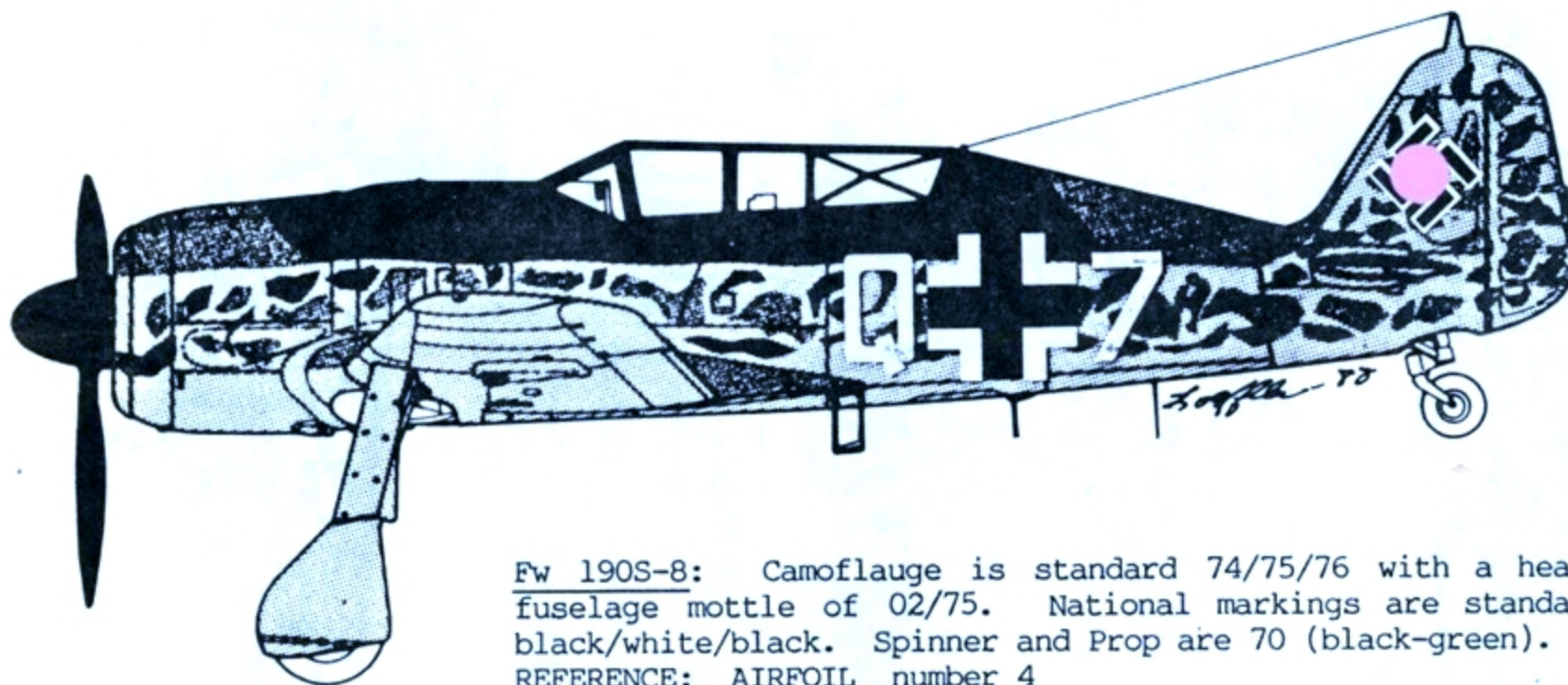
by: Steve Cook
Art: Ralph Weilant

NOTE: Use resin cowling supplied to convert/backdate this aircraft.



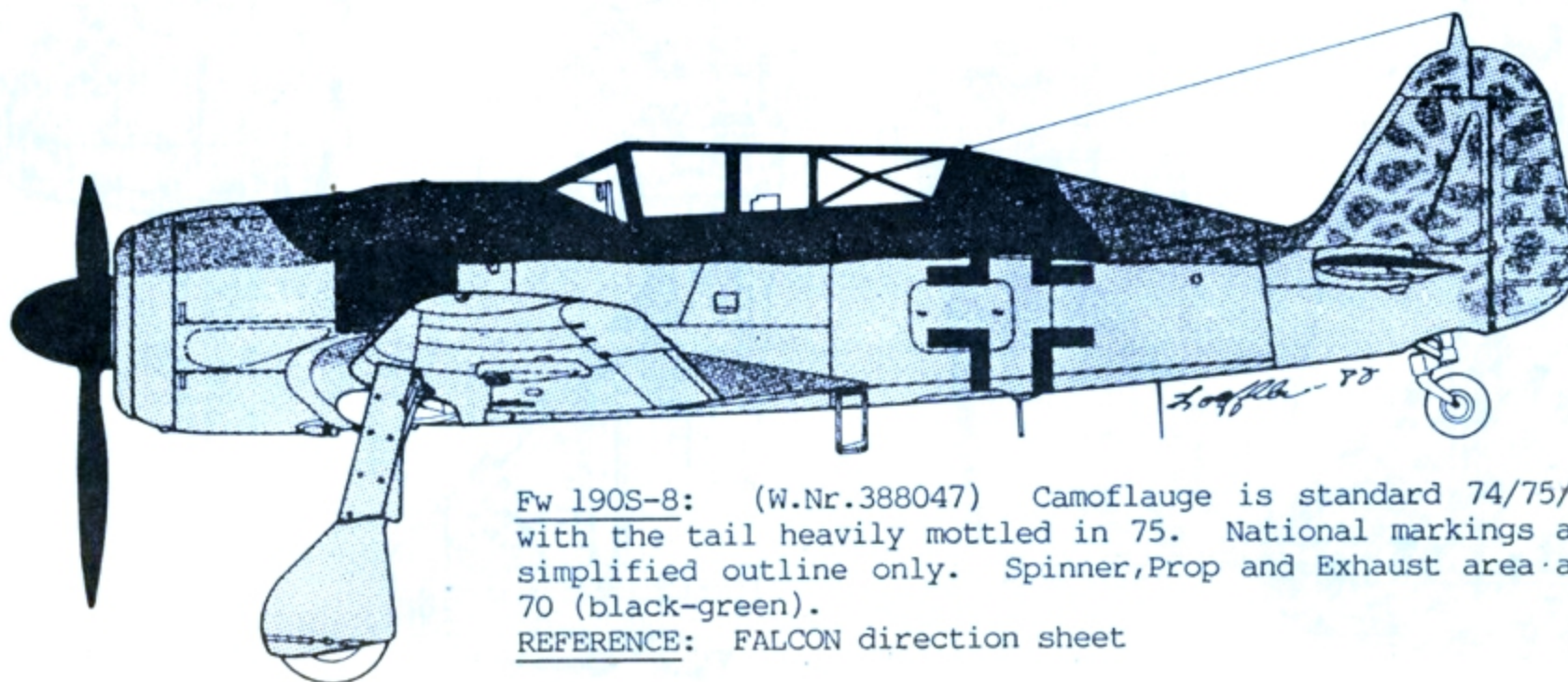
FW 190S-5: Camouflage is standard 74/75/76 with a heavy fuselage mottle of 74. Fuselage band is 04 (yellow) and the wing tips may have also been 04. National markings are standard black/white/black. Spinner and Prop are 70 (black-green).

REFERENCE: AIRCAM #56 FOCKE-WULF Fw 190A/F/G



Fw 190S-8: Camouflage is standard 74/75/76 with a heavy fuselage mottle of 02/75. National markings are standard black/white/black. Spinner and Prop are 70 (black-green).

REFERENCE: AIRFOIL number 4



Fw 190S-8: (W.Nr.388047) Camouflage is standard 74/75/76 with the tail heavily mottled in 75. National markings are simplified outline only. Spinner, Prop and Exhaust area are 70 (black-green).

REFERENCE: FALCON direction sheet

SPECIAL NOTE

Even though the FALCON INDUSTRIES direction sheet recommends the REVELL Bf 109G-10 as a basis for the Bf 109G-12 conversion, it is our opinion that the ARII/OTAKI Bf 109G-6 is a better basis for the conversion. It is much easier and much less work to adapt the ARII/OTAKI wings to the FALCON conversion fuselage than to modify the REVELL upper wing panels. Following is a short description on how to adapt the ARII/OTAKI wing to the FALCON conversion fuselage.

- 1) Assemble the FALCON conversion fuselage and the ARII/OTAKI wings (parts B1, B2 & B3) per instructions.
- 2) Fit the assembled wings to the vacuform fuselage. It maybe necessary to narrow the fuselage slightly at the wing joint. Make sure that the wings do not squeeze the lower fuselage halves together.
- 3) Add a plastic card filler to the trailing edge of the wing to fill the gap left in the fuselage. Assemble the wing and fuselage making sure the bottom of the wing is flush with the bottom of the fuselage.
- 4) The wings are somewhat thicker than the fuselage fillet. Carefully fill and rebuild the fillet using putty.
- 5) Finish assembling the kit per instructions adding the cast metal tailwheel supplied.

The decal sheet supplies markings for both the early and late model Bf 109G-12. The late model can be built straight from the kit, while the early model will require some modification. In order to build the early version, it will be necessary to fill the backside of the gun bulges with an 'epoxy' based putty. Assemble the fuselage per instructions and then remove the gun bulges. Rescribe the panel lines and complete the kit per the instructions.

NATIONAL MARKINGS

In order to supply as many different markings as possible, some of the more common German National Insignia were omitted. Those markings that were omitted can be found on the decal sheets included with the ARII/OTAKI Bf 109G-6 and Fw 190A-8 kits. All the necessary markings for the Me 262B are included on the decal sheet.

SPECIAL THANKS

IPMS USA

The articles by RICHARD P LUTZ, jr. and STEVE COOK are typical of the many fine articles on aircraft, armor, autos, ships, figures and spacecraft found in the IPMS USA 'Quarterly' and 'Update'. We at WAR EAGLE have found their articles, artwork and personal help to be invaluable and we highly recommend membership in the INTERNATIONAL PLASTIC MODELERS SOCIETY - USA.

IPMS USA

JIM KITCHENS

EARL LOEFFLER
(PLANE-LINES, inc.)

LLOYD JONES
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ROY SUTHERLAND

BOB FERREIRA
(MISSING LINK MODELS)

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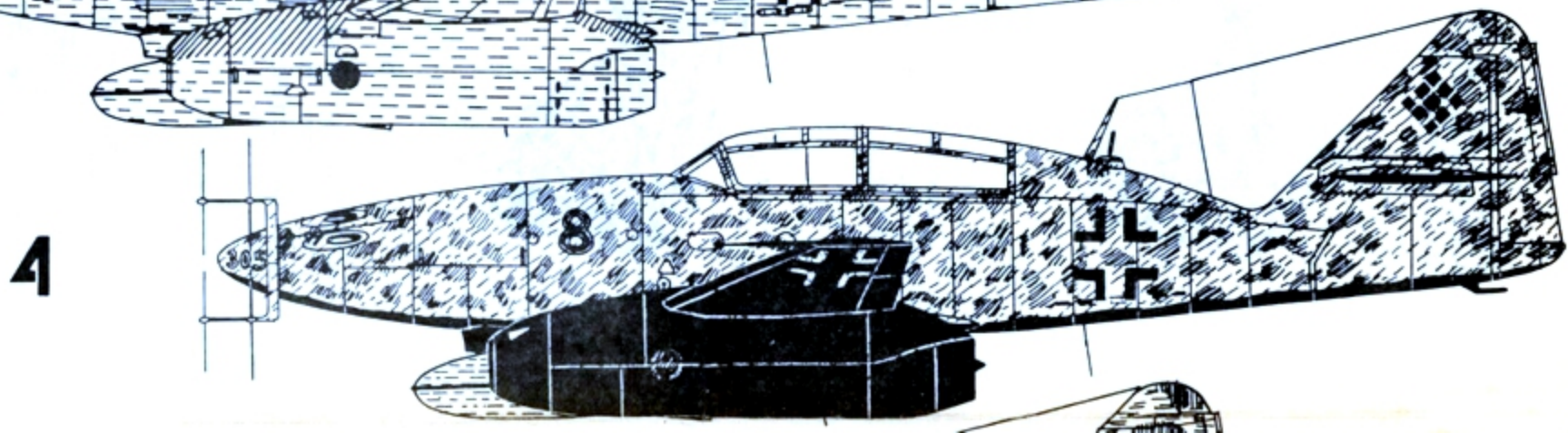
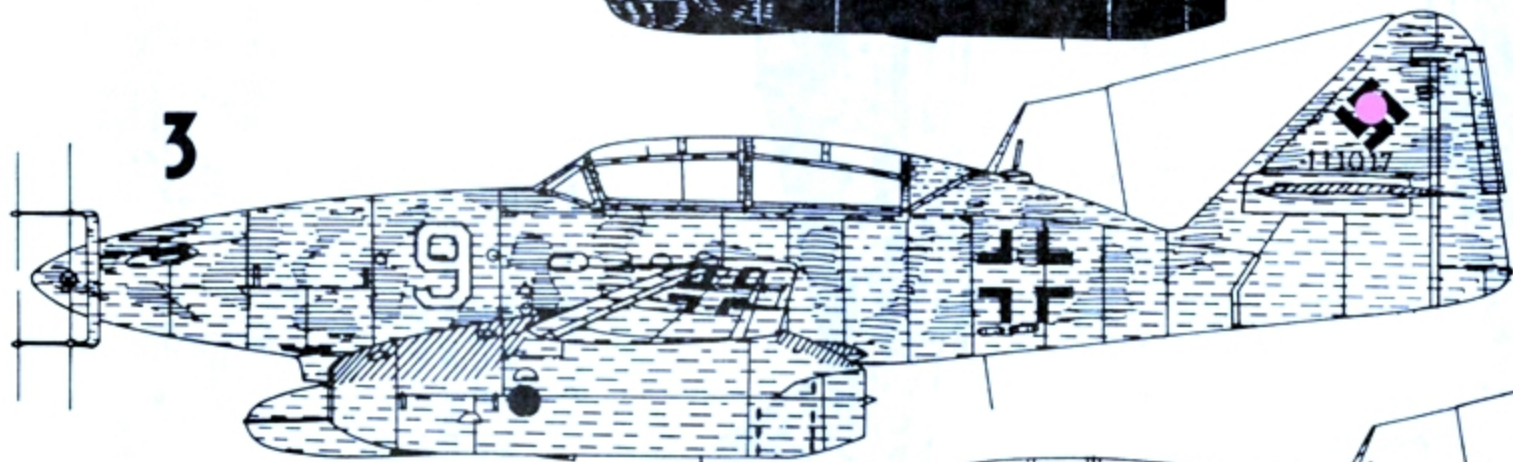
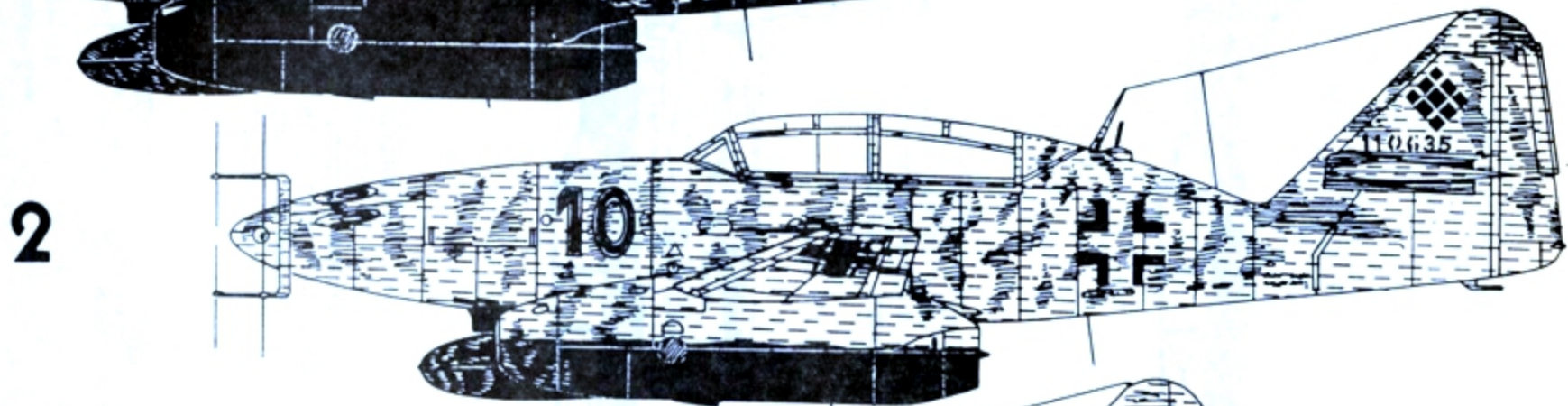
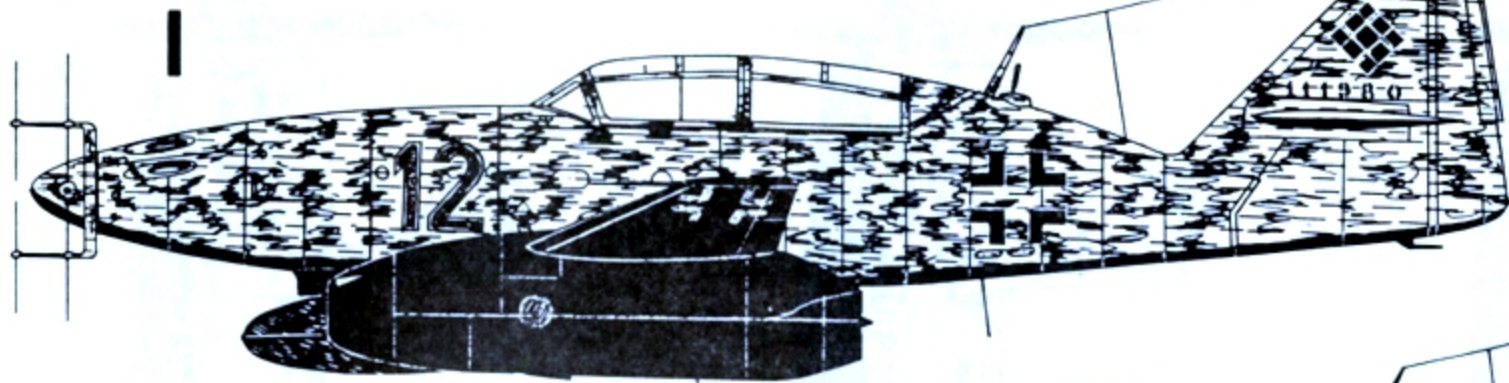
VACUFORM MODELS

DECALS & ACCESSORIES

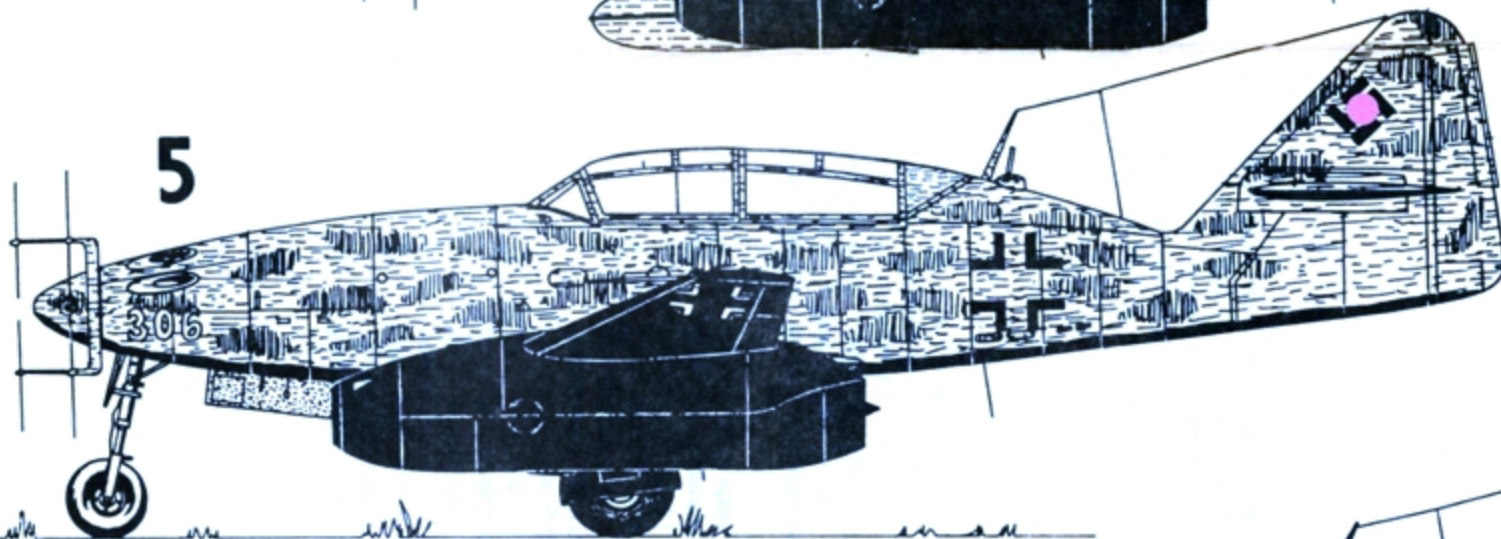
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RON & DONNA
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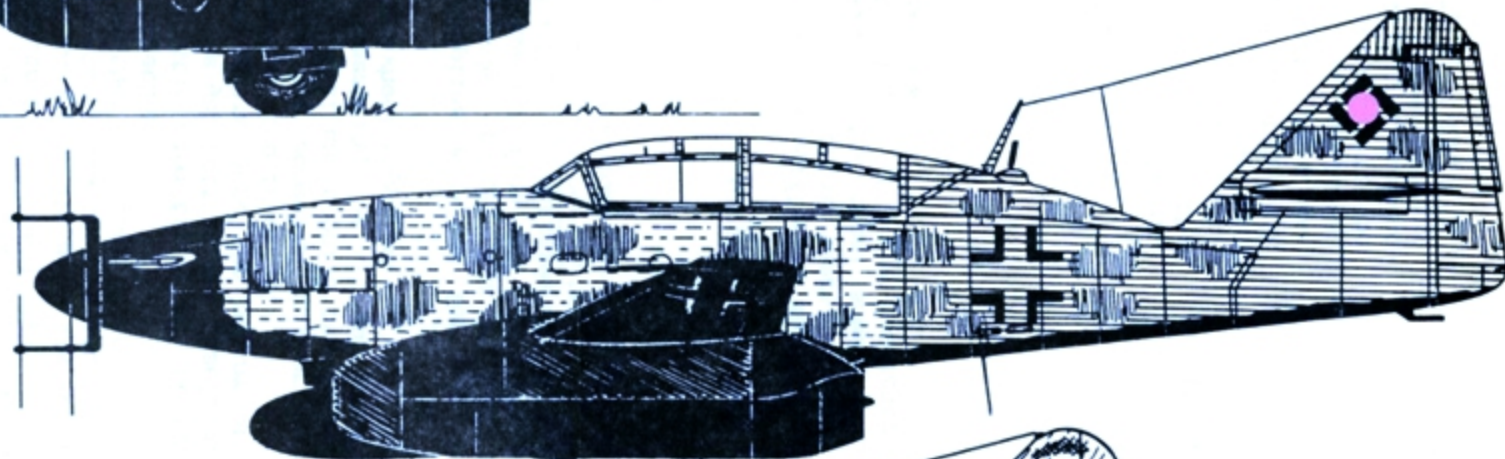
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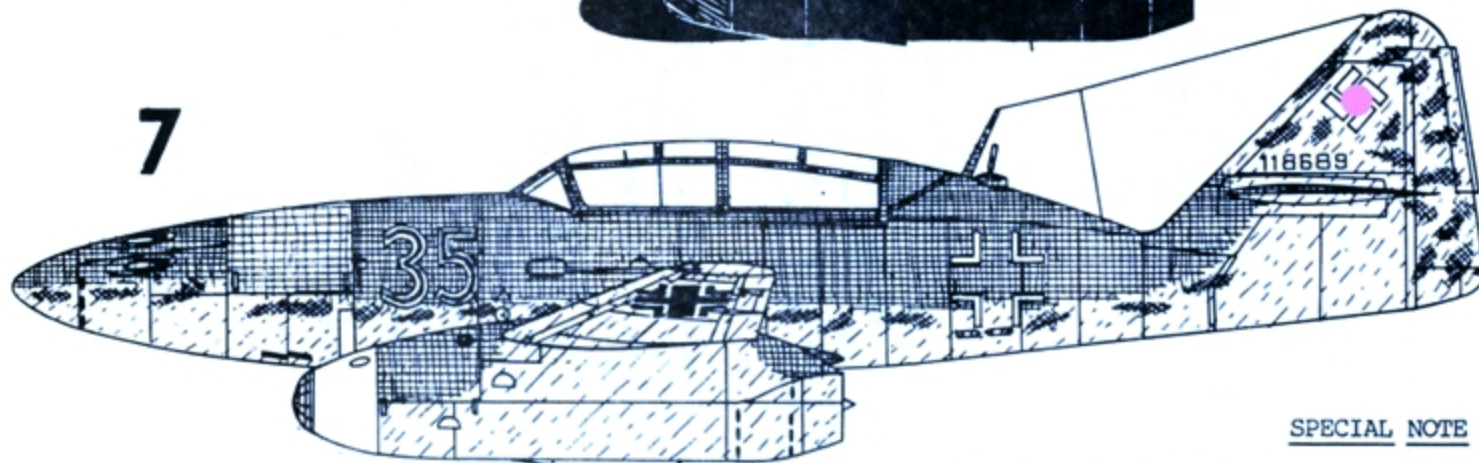
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6



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SPECIAL NOTE

Some of the markings and national insignia as shown on the drawings are incorrect. Those given on the decal sheet are correct and should replace those shown incorrectly.