

## GERMAN WWII FIGHTER

## 1/48 SCALE PLASTIC KIT

## DUAL COMBO! #11116



## INTRO

No other aircraft of the German Luftwaffe is so intimately connected with its rise and fall in the course of the Second World War than the Messerschmitt Bf 109. This type, by whose evolution outlived the era in which it was conceptualized, bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany through to her final downfall. The history of the aircraft begins during 1934-35, when the Reich Ministry of Aviation formulated a requirement for the development of a single-engined monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The last mentioned firm featured a technical director named Professor Willy Messerschmitt, who was riding a wave of popularity based on the success of his recent liaison aircraft, the Bf 108. His goal was to conceive of an aircraft with the best possible performance for the specified weight, size, and aerodynamic qualities. Over the subsequent months, several prototypes were built that served first and foremost in development flights and further modifications. The aircraft was relatively small, and compared to the prevailing trends of the time, docile with revolutionary features such as low wing design, the use of a retractable landing gear, a wing with a very narrow profile, wing slats, landing flaps, weapons firing through the prop hub, and so on. Even the enclosed cockpit and the method of construction were not very common just four years prior to the beginning of the Second World War. At its conception, the Bf 109 was a very promising asset despite some powerplant troubles. These were solved by the introduction of the DB 601. This engine, together with its extrapolated development DB 605, is umbilically connected to the types success. These two-row, twelve cylinder inverted V engines powered several tens of thousands of 109s in over 25 versions and variants.

The first combat use was by three developmental Bf 109s in the Spanish Civil War, where they were delivered in December 1936. The pre-series airframes were to, first of all, validate the aircraft's abilities in modern aerial combat. Shortly thereafter, production machines in the form of the Bf 109B-1 began to reach 2./J.88, the Legion Condor. The desire of Germany to demonstrate her aerial prowess to potential foes was advanced further in international sport meets. The triumphs attained in Zurich in the summer of 1937 were complemented several months later by grabbing the speed record of 610.95 kph. In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the types to combat units did not sustain a rate that was desired by military brass. Even by August 1938, the Bf 109 accounted for less than half of the 643 front line fighters in service. The later months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. With both a qualitative and quantitative advantage, the fighter wing of the Luftwaffe entered the Polish campaign, the first defenses of the Fatherland, Blitzkrieg against the West, and the Battle for France. With one foot in the door that was the English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 was revealed: the inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors that made the defeat of the Luftwaffe in the Battle of Britain possible. Experiences gained in 1940 led to the development of the 'F' version prior to the spring of 1941. The elegance of the Bf 109 crested with the 'Friedrich'. Following a largely defensive stance over the Channel and northern France, the Bf 109F took on a more offensive role in Operation Barbarossa in the east, and in northern Africa. In later duties with the 'Jagdflieger' during the second phase of the war in the east, and in the 'Defense of the Reich' from 1943 to 1945, the Bf 109 served in the form of the 'G' version, followed by the 'K'. Even if by the end of the war it was clear that the development of the Bf 109 was exhausted, during its combat career, the type was able to keep pace with the foes that it encountered. Besides its primary function as fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and Rammjäger.

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples were in Swiss service up to 1949, and many flew in the air force of Czechoslovakia in both original form with a DB 605 powerplant and as aircraft built out of necessity with surplus Jumo 211s. The latter type also served as the first fighter to fight for the independence of the newly formed state of Israel. Finland retired the type as recently as 1954, and Spain didn't retire its HA-1109-1112, re-engined Bf 109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the state that developed it.

## ÚVODEM

Žádný jiný stroj německé Luftwaffe není výrazněji spojen s jejím vzestupem a pádem ve 2. světové válce, než stíhací Messerschmitt Bf 109. Letoun, který svou koncepcí výrazně předběhl dobu, ve které vznikl, se stal tahounem stíhacího letectva od prvních válečných konfliktů nacistického Německa, až do jeho hořkého konce. Historie letounu se začíná v období let 1934-35, kdy Říšské ministerstvo letectví formulovalo specifikace zakázky na vývoj jednomotorové jednoplošné stíhačky. Projektu se zúčastnily firmy Arado, Heinkel, Focke-Wulf a Bayerische Flugzeugwerke. V poslední jmenované působil na postu technického ředitele profesor Willy Messerschmitt, jehož popularita se nesla na vlně úspěchu nedávno dokončeného kurýrního Bf 108. Jeho cílem bylo vytvořit letoun s co největším poměrem výkonu k celkové hmotnosti, velikosti a aerodynamickým vlastnostem. V průběhu následujících měsíců vzniklo několik prototypů, které sloužily zejména ke zkouškám a dalšímu vývoji. Letoun byl poměrně malý, oproti stávajícím zvyklostem relativně jemný, s revolučními konstrukčními prvky jako byla dolnokřídla koncepcí, použití zatahovacího podvozku, křídlo s velmi štíhlým profilem, pohyblivé sloty, vztlakové klapky, zbraně střelící osou vrtule, atd. Dokonce uzavíratelný překryt kabiny nebo skořepinová konstrukce nebyly čtyři roky před začátkem 2. světové války tak obvyklým jevem, jak by se z dnešního pohledu mohlo zdát. Bf 109 byl již od počátku svého vývoje, i přes problémy s pohonnou jednotkou, velmi nadějným projektem. Problémy s pohonem vyřešila až zástavba motoru DB 601. Ten je spolu s pozdějším DB 605 neodmyslitelně spojen s úspěchy Bf 109. Řadový invertní dvanáctiválec do V poháněl několik desítek tisíc vyprodukovaných „stodevitek“ ve více než 25 verzích a variantách.

K prvnímu bojovému nasazení tří zkušebních kusů Bf 109 došlo za občanské války ve Španělsku, kam byly odeslány v prosinci 1936. Stroje z před sériové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazení u 2./J.88 Legion Condor začaly dostávat i sériové stroje varianty Bf 109B-1. Snaze Německa ukazovat svou leteckou sílu potenciálním protivníkům napomáhala i sportovní klání. Triumf letounů Bf 109 na leteckém mítinku v Curychu v létě 1937 byl doplněn o několik měsíců později ustanovením rychlostního rekordu 610,95 km/h. Ve velmi krátkých časových úsecích následovaly verze C, D a E. Přesto však doplňování nových strojů k bojovým útvarům nepokračovalo tempem, který by si velení mohlo přát. Ještě v srpnu roku 1938 tvořila výzbroj letouny Bf 109 méně než polovinu z 643 stíhačů první linie. Ovšem během následujících měsíců roku se tempo dodávek k bojovým útvarům zrychlilo. V okamžik přepadení Polska (kterého se však zúčastnilo jen o málo více než dvě stě Bf 109) tak Luftwaffe disponovala jistě nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou i množství převahou tak stíhací část Luftwaffe absolvovala polskou kampaň, první obranu Vaterlandu, Blitzkrieg proti západu i bitvu o Francii. S jednou nohou vykročenou přes kanál La Manche zahájila Luftwaffe v letních měsících roku 1940 útoky na Británii. V tu dobu se mj. projevil jeden vážný nedostatek Bf 109 - nepřipravenost konstrukce stroje na nesení pídavné nádrže, která by zvýšila dolet letounu při doprovodu bombardérů nad Británii. Tato zdánlivá maličkost byla jedním z faktorů, které zapříčinily porážku Luftwaffe v Bitvě o Británii. Zkušenosti z bojů v r. 1940 napomohly při vývoji verze F, která se začala k bojovým útvarům dostávat během předjaří 1941. Elegance Bf 109 u „Friedricha“ dosáhla vrcholu. Po bojích nad Kanálem a severní Francií, spíše již defenzivního charakteru, se Bf 109F zapojily i do útočných akcí, a to zejména při operaci Barbarossa na východě nebo v severní Africe. Do pozdějších úkolů Jagdflieger ve druhé fázi války na východě i do obrany Říše v letech 1943 - 1945 se zapojovaly především Bf 109 verze G a v posledních měsících války pak také verze K. Ačkoli na konci války bylo jasné, že koncepce letounu Bf 109 se po deseti letech služby dostala na hranici možnosti, po celou dobu své bojové činnosti dokázaly jednotlivé varianty držet krok se svými stíhacími protivníky. Kromě svého prioritního určení stíhacího letounu se Bf 109 objevily i v rolích stíhací-bombardovací, průzkumná, noční stíhací, palubní stíhací, cvičné nebo jako Rammjäger.

Nebe se pro Bf 109 nezavřelo ani po skončení války. Několik strojů sloužilo až do roku 1949 ve Švýcarsku, mnohé létaly v balkánských zemích, v osvobozeném Československu, a to jak v původní podobě s motory DB 605, tak v přestavěných variantě s motory Jumo 211. Zejména tyto stroje později tvořily základ letectva bráničů svobody nově budovaného státu Izrael. Finsko zrušilo Bf 109 až v roce 1954 a Španělsko opustilo své HA-1109 a 1112 dokonce až v roce 1967.

ATTENTION

\* UPOZORNĚNÍ

\* ACHTUNG

\* ATTENTION

\* 注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS \* INSTR. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODRÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS

\* DÍLY

\* TEILE

\* PIÈCES

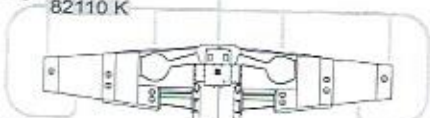
\* 部品

A&gt;



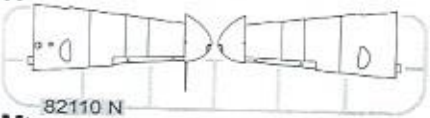
82110 A

K&gt;



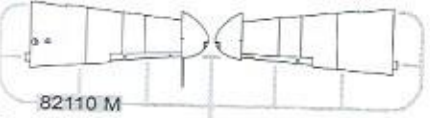
82110 K

N&gt;



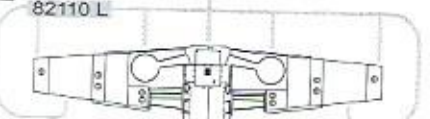
82110 N

M&gt;



82110 M

L&gt;



82110 L

R&gt;



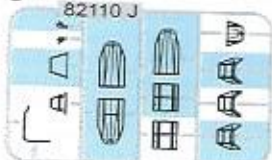
82110 R

Z&gt;



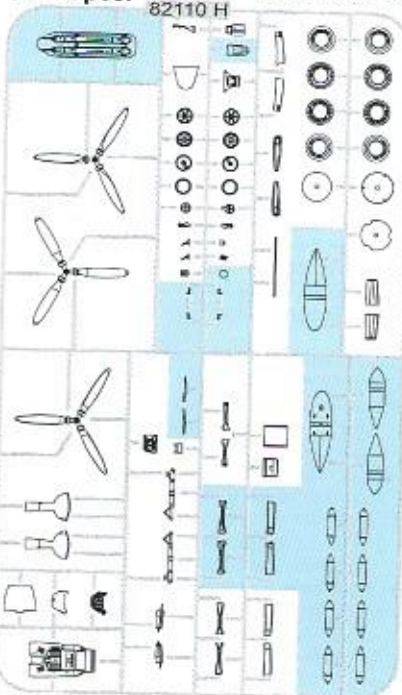
82110 Z

J&gt;



82110 J

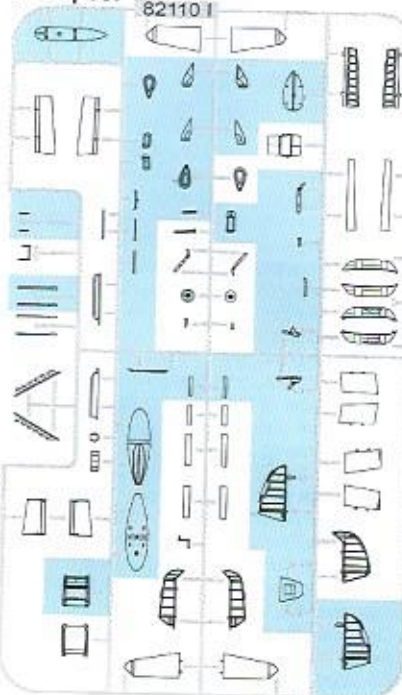
H&gt; 2 pcs.



PLASTIC PARTS

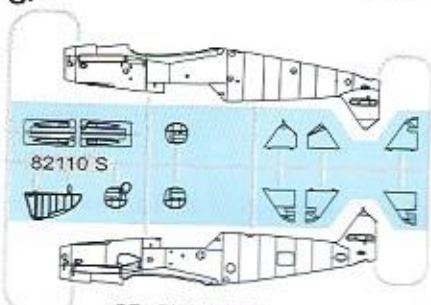
82110 H

I&gt; 2 pcs.



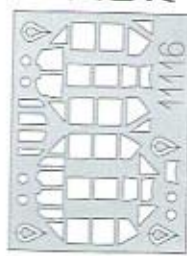
82110 I

S&gt;



82110 S

PE - PHOTO ETCHED DETAIL PARTS

eduard  
MASKeduard  
BRASSIN

RP - RESIN PARTS

R141  
2 pcs.R142  
2 pcs.

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS

\* BARVY

\* FARBEN

\* PEINTURE

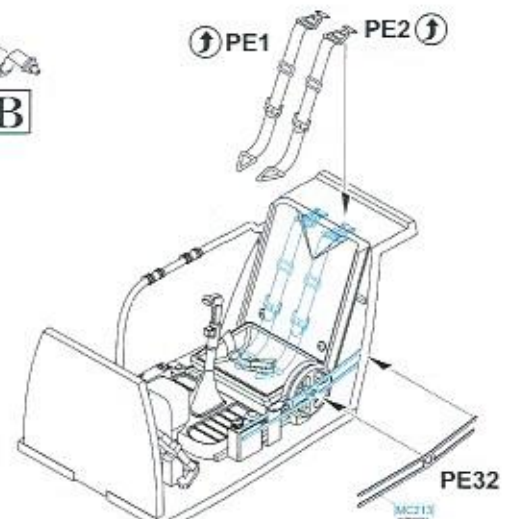
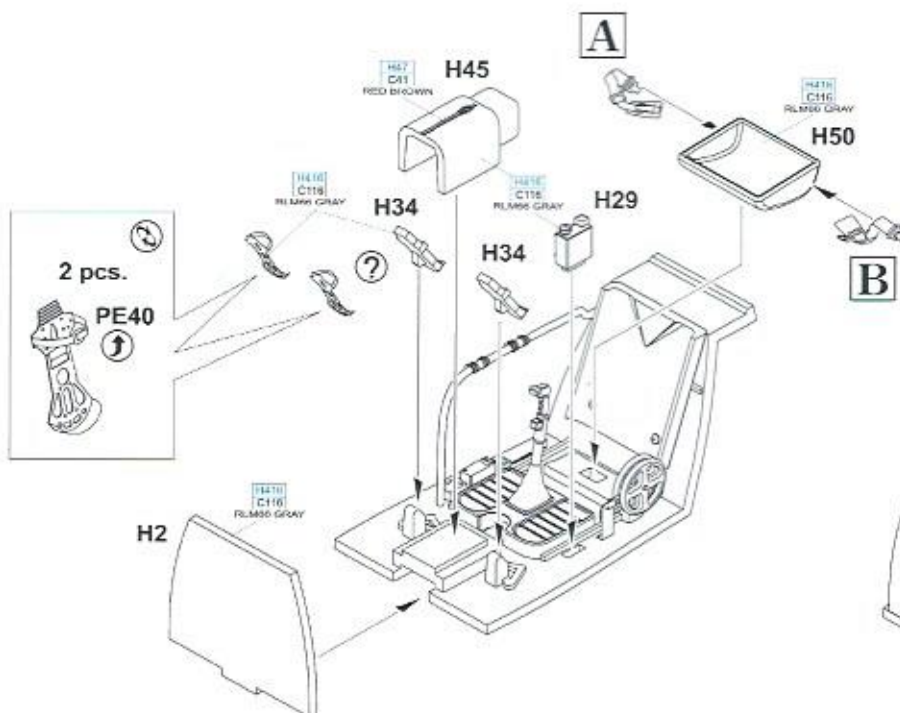
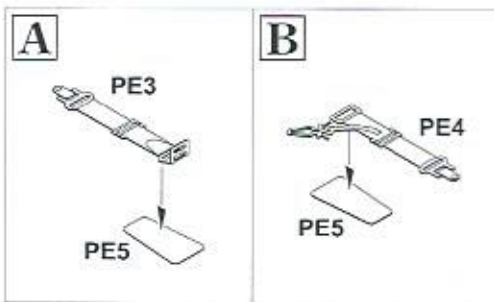
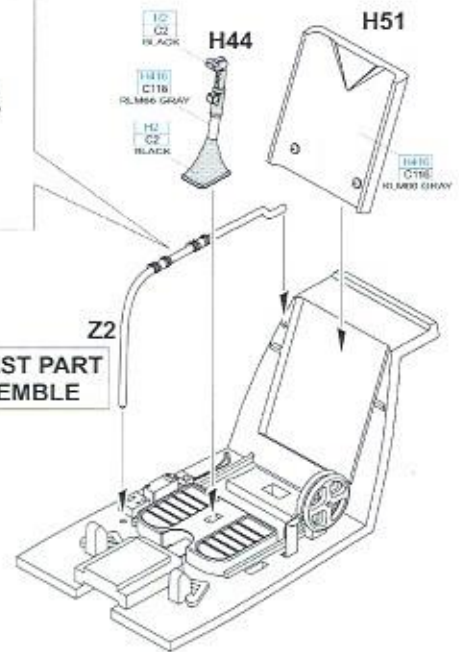
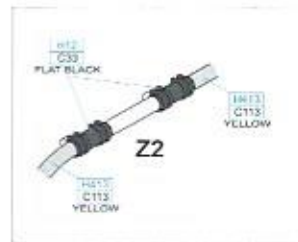
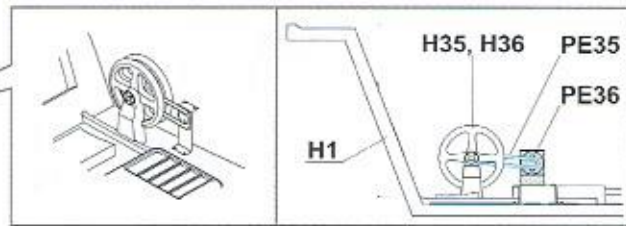
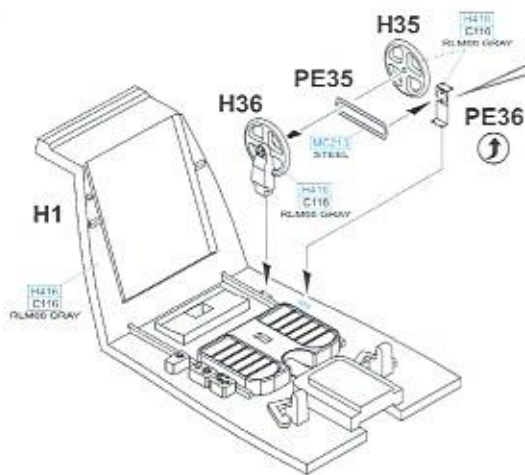
\* 色

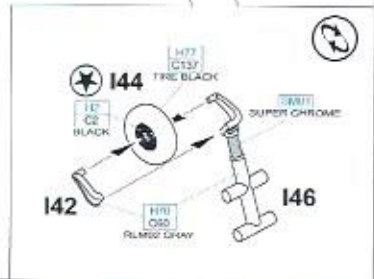
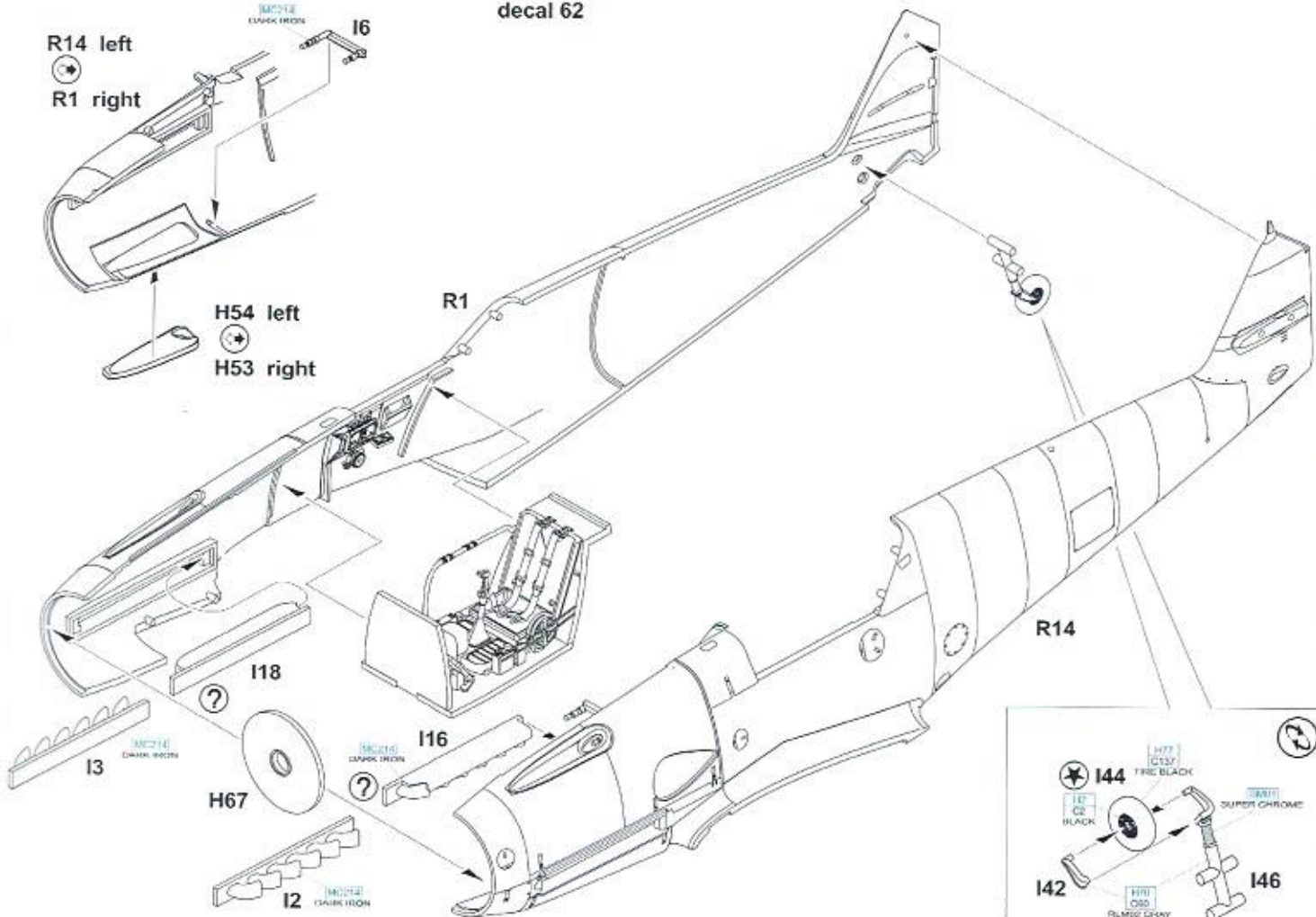
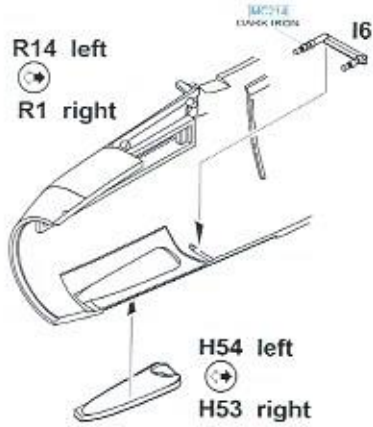
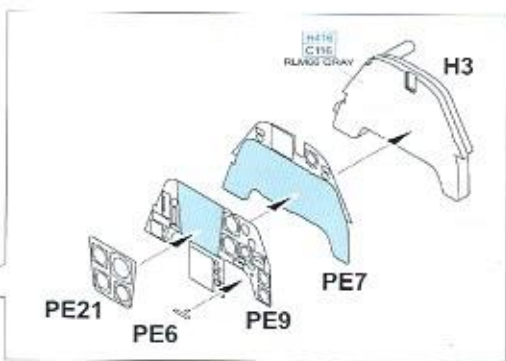
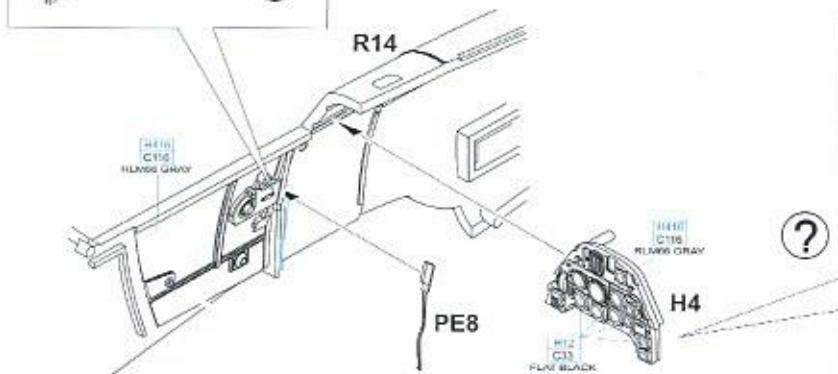
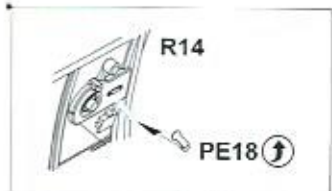
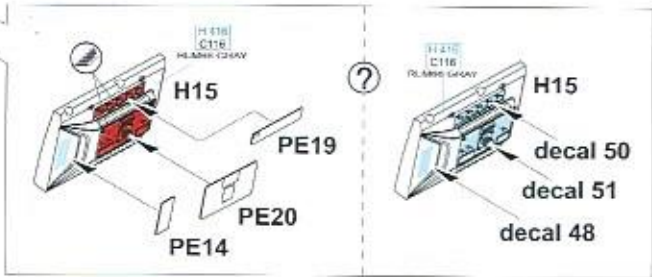
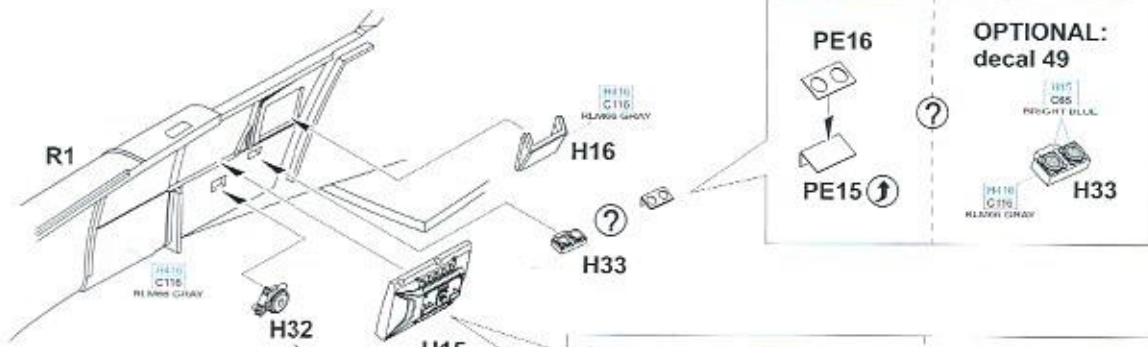
GSI Colors (GUNZE)		
AQUEOUS	M-COLOR	
H2	C2	BLACK
H11	C62	WHITE
H12	C3	FLAT BLACK
H15	C83	BRIGHT BLUE
H21	C68	OFF WHITE
H67	C41	RED BROWN
H65	C18	BLACK GREEN
H66	C119	SANDY BROWN
H68	C36	DARK GRAY
H69	C37	GRAY
H70	C80	GRAY
H71	C137	TIRE BLACK
		RLM70
		RLM79
		RLM74
		RLM75
		RLM62

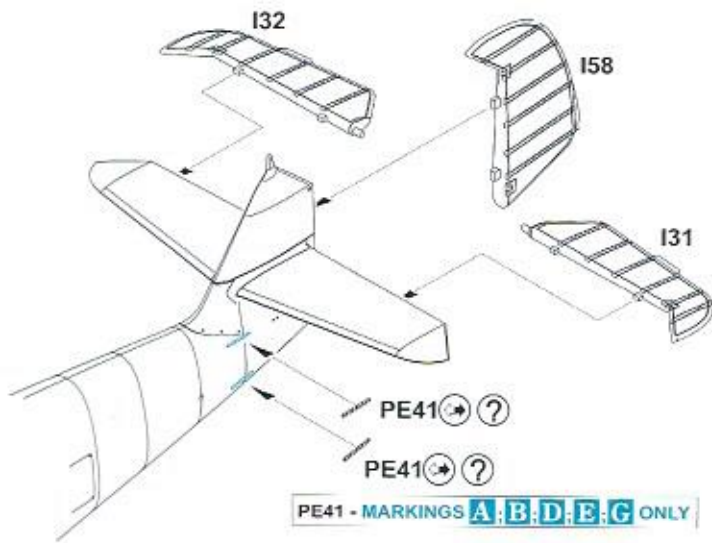
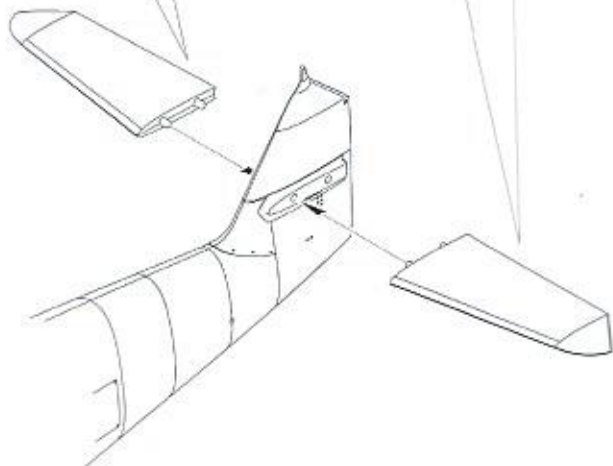
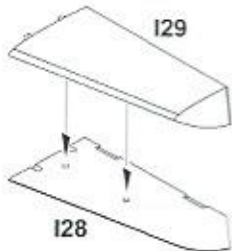
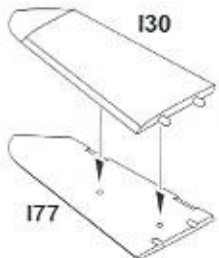
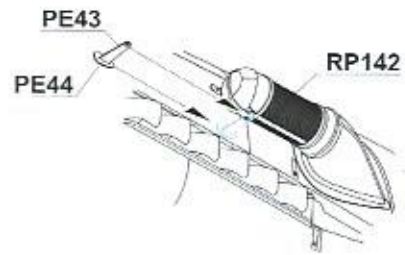
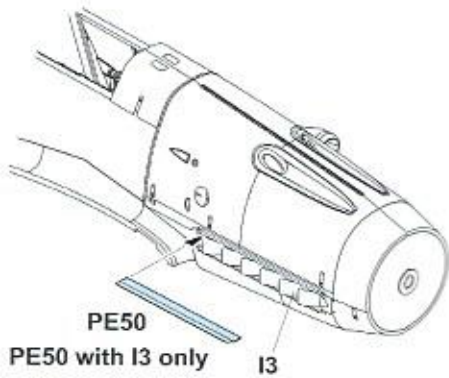
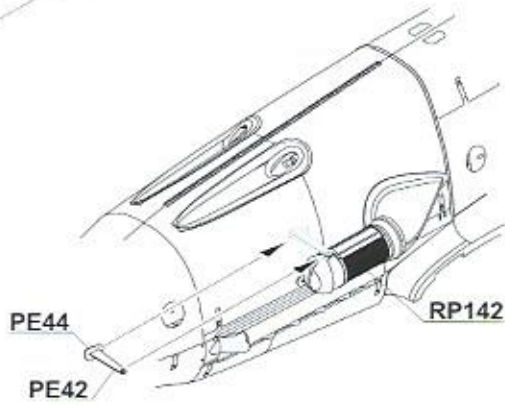
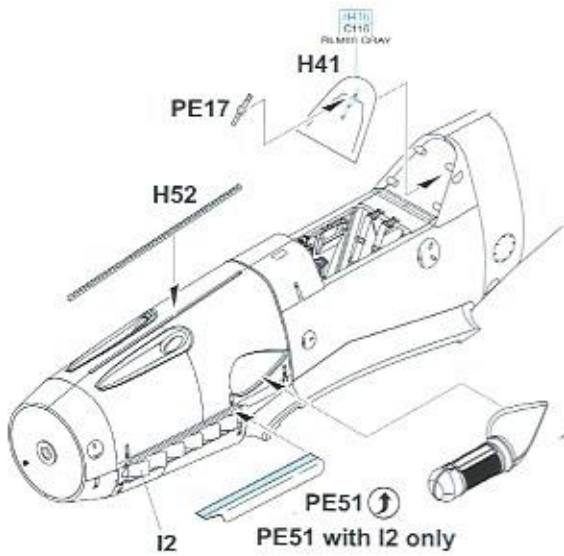
AQUEOUS	M-COLOR	
H16	C47	CLEAR RED
H84	C138	CLEAR GREEN
H473	C113	YELLOW
H414	C114	RED
H416	C116	BLACK GRAY
H417	C117	LIGHT BLUE
H418	C118	LIGHT BLUE
H420	C120	OLIVE GREEN
M-METAL COLOR		
M215		STAINLESS
M216		DARK IRON
M-COLOR SUPER METALLIC		
SAR1		SUPER CHROME

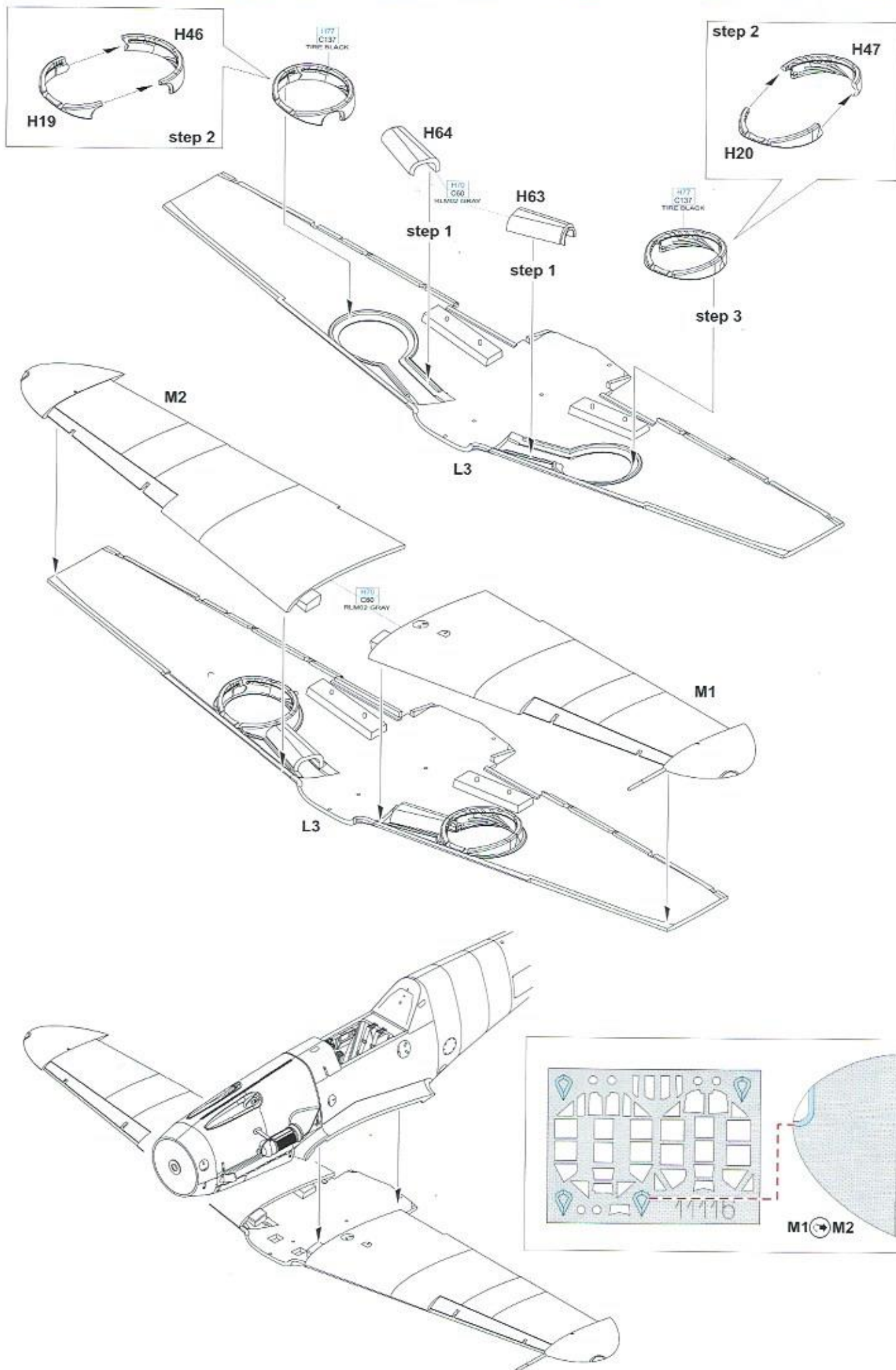
# Bf 109F-4

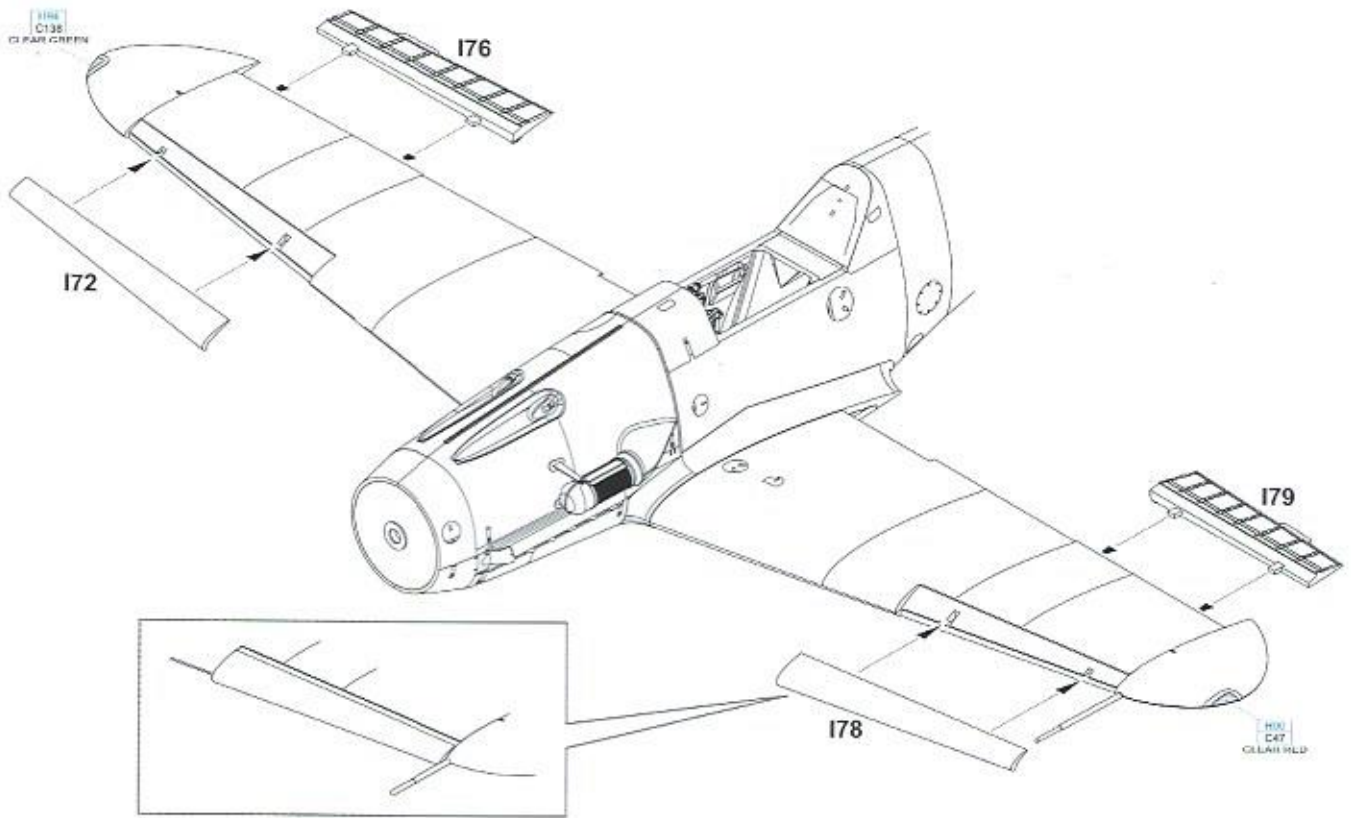
MARKINGS **A - G**



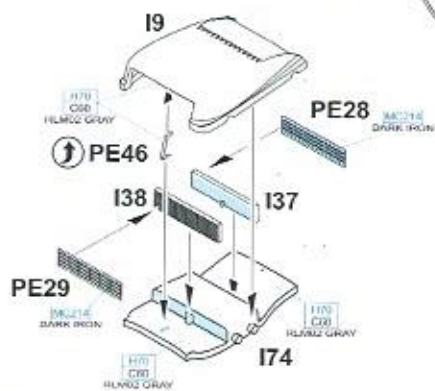
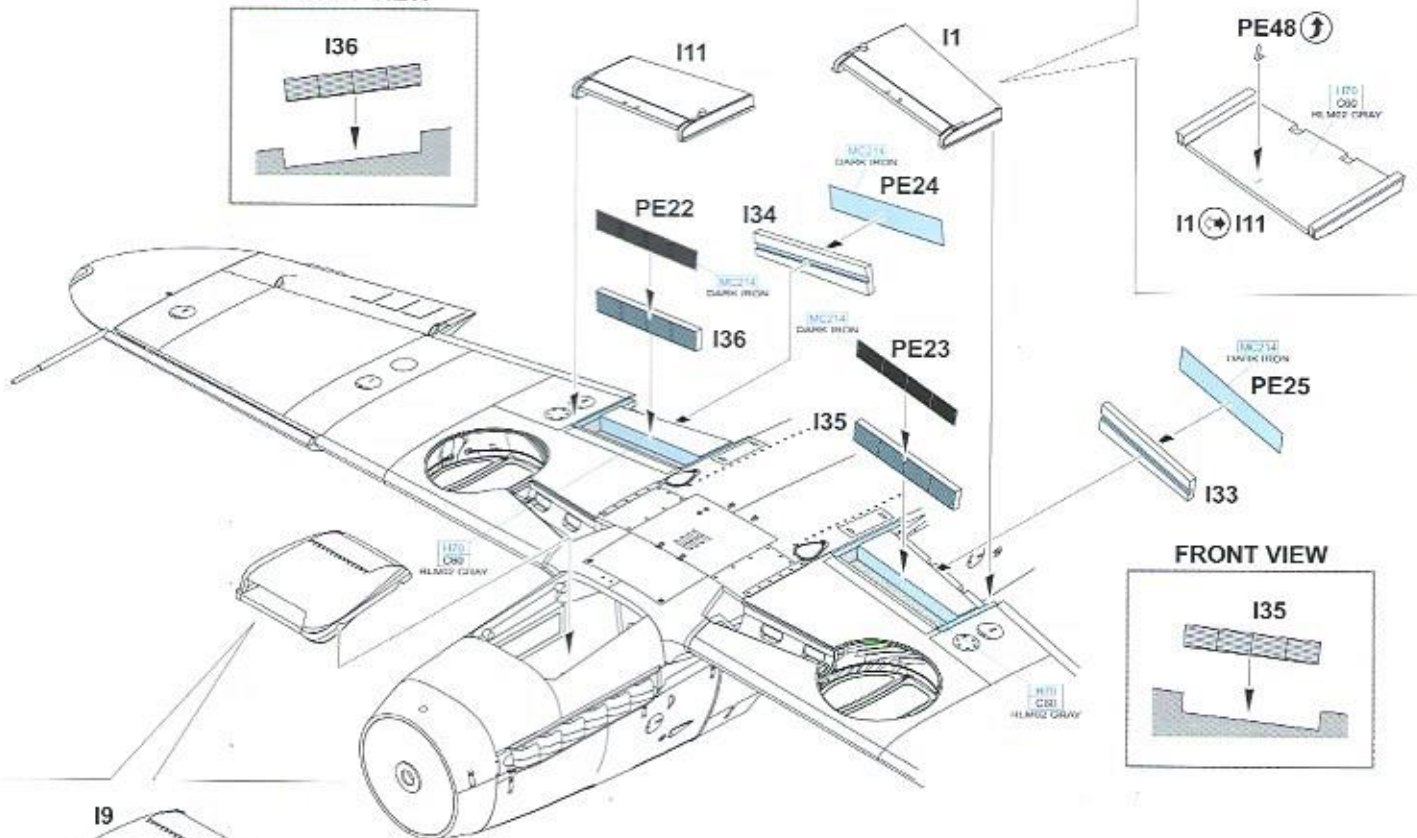


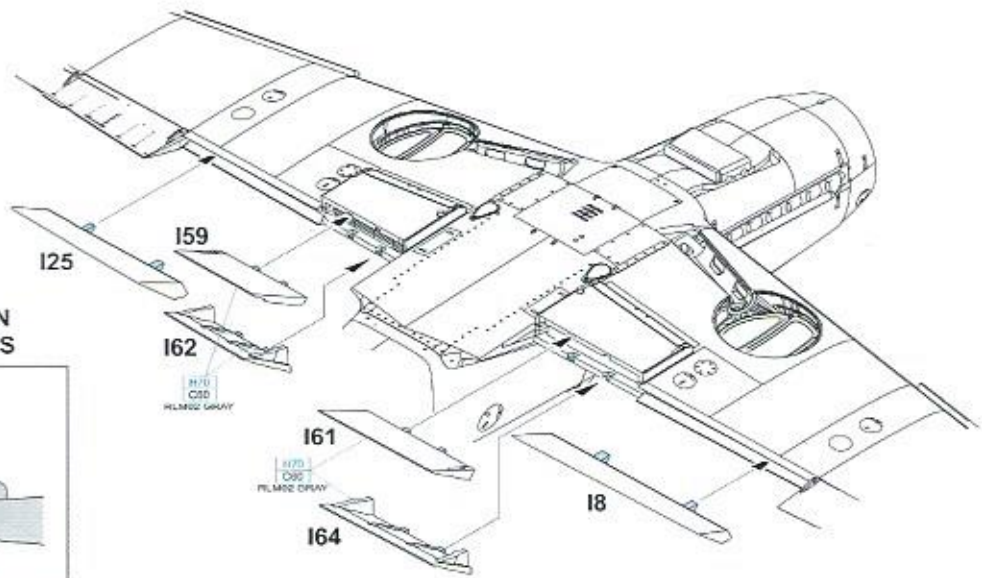




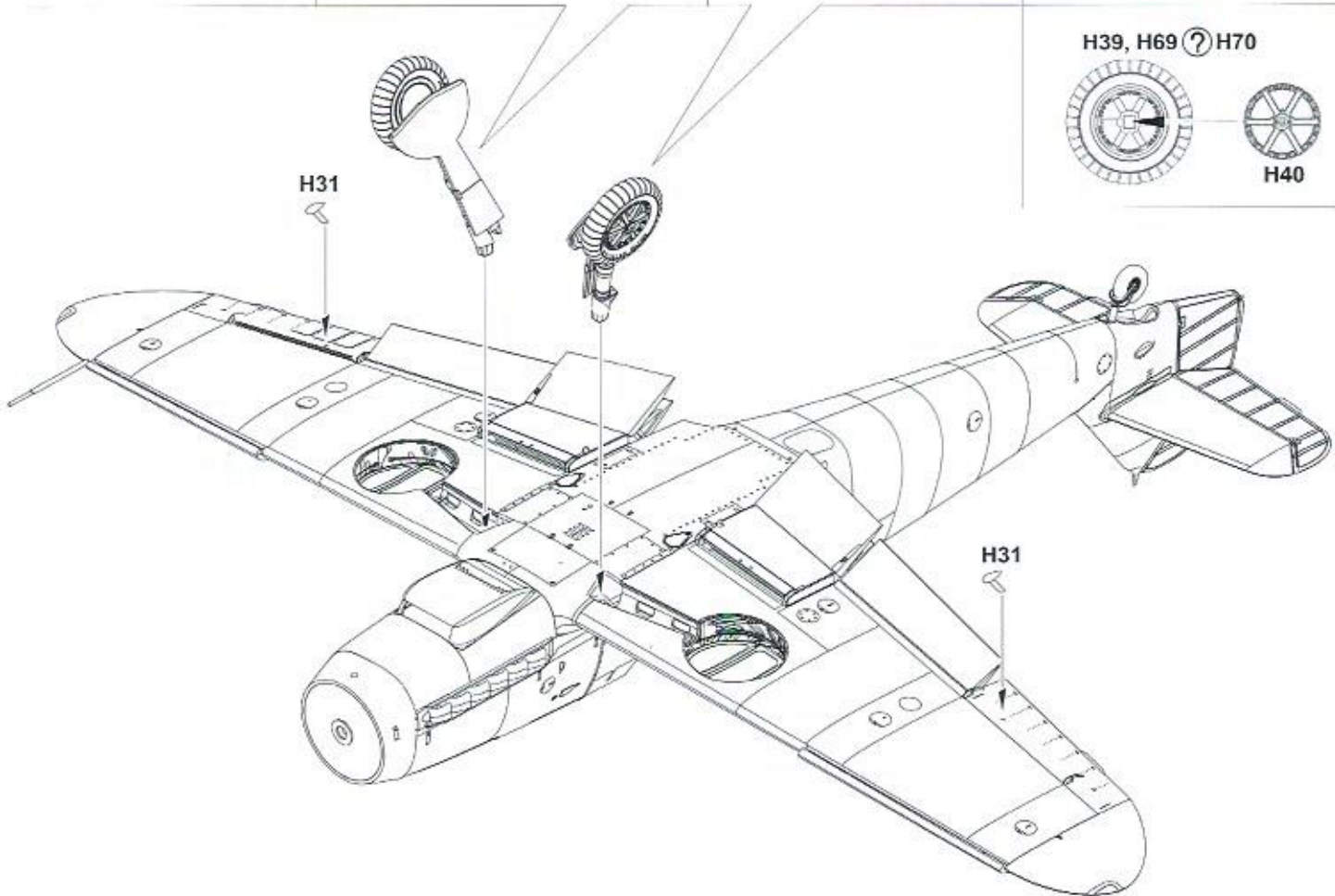
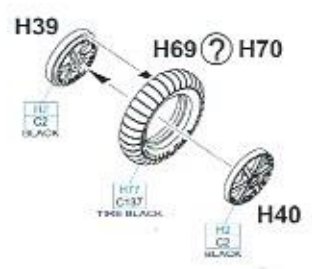
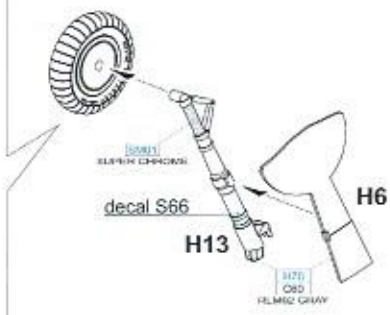
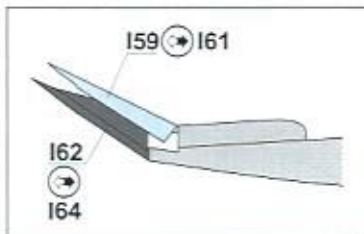


FRONT VIEW

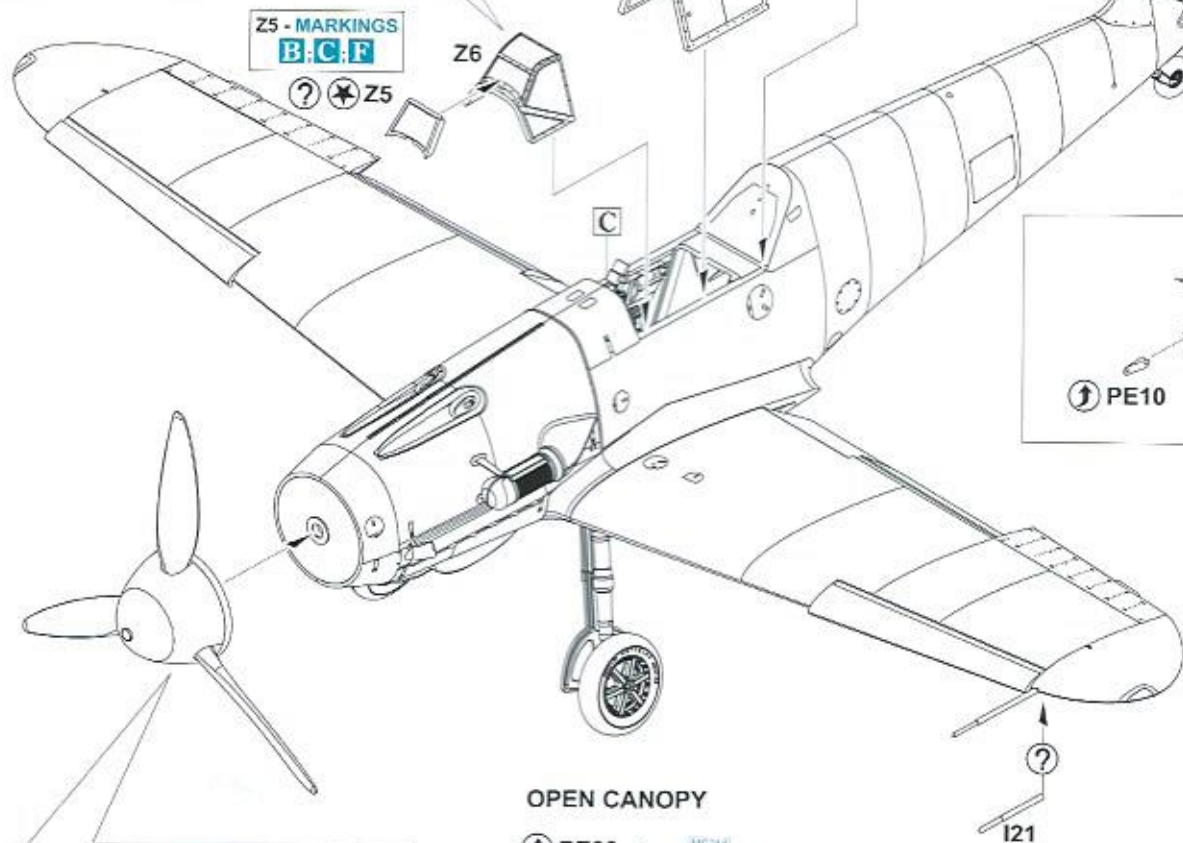
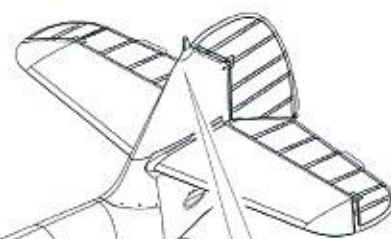
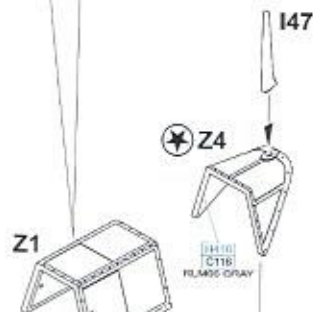
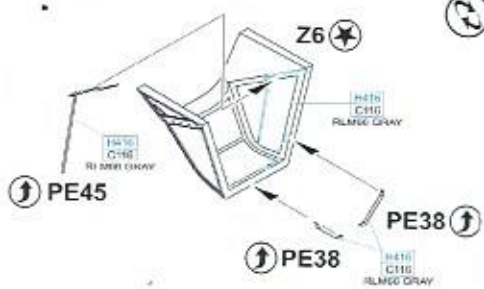
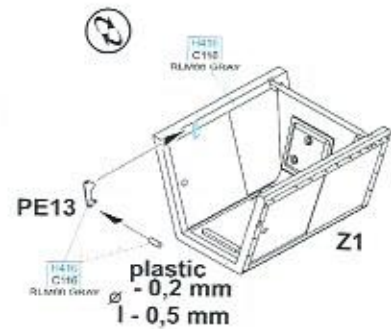
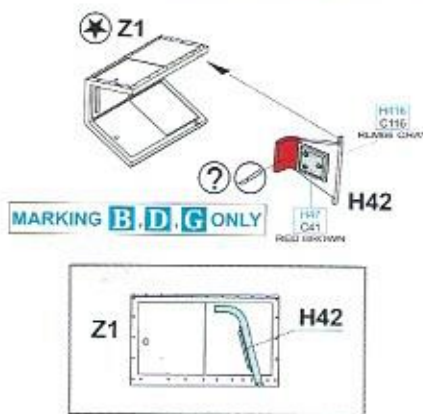
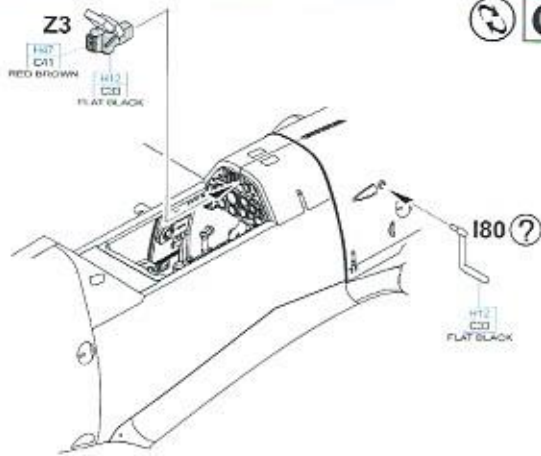




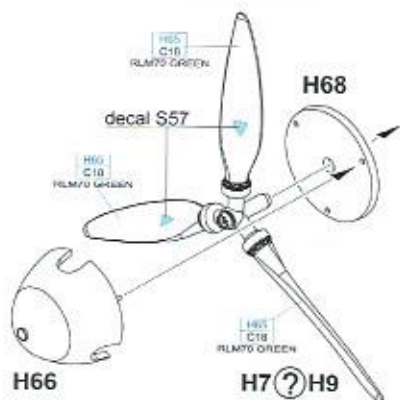
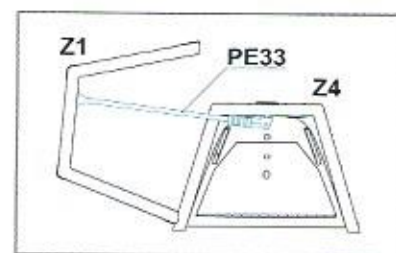
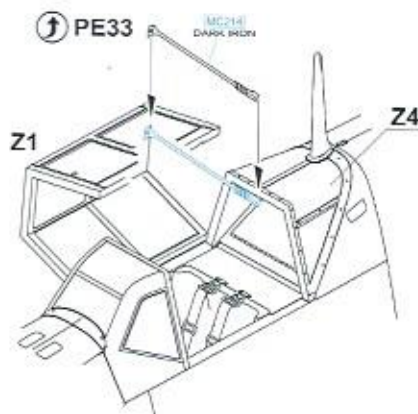
**CORRECT POSITION OF RADIATOR FLAPS**

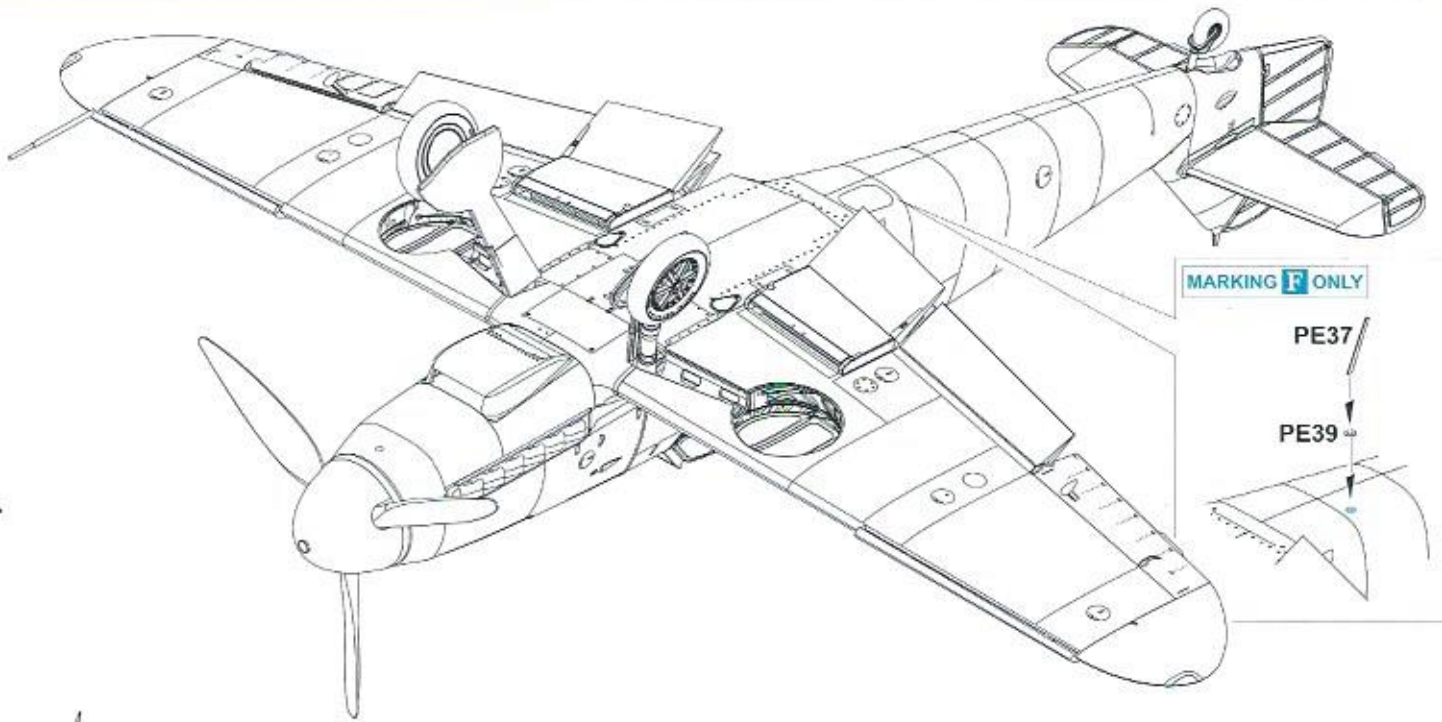






OPEN CANOPY

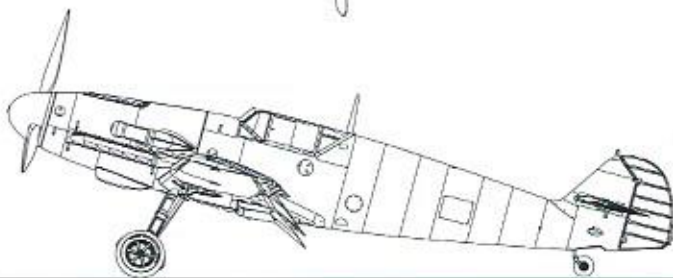




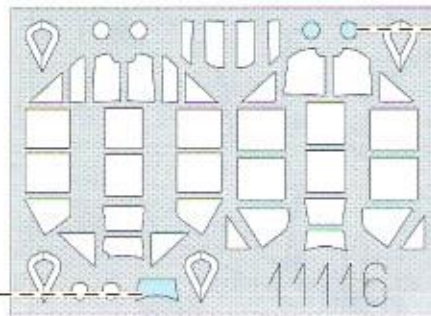
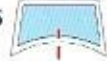
MARKING F ONLY

PE37

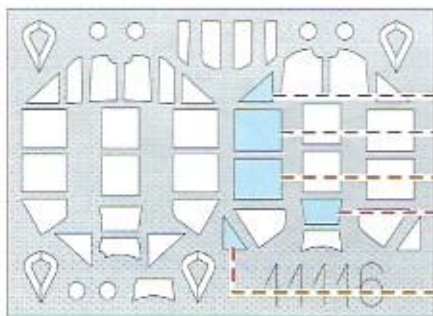
PE39



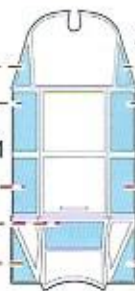
Z5



I44

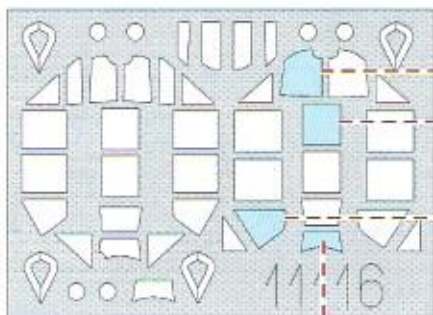
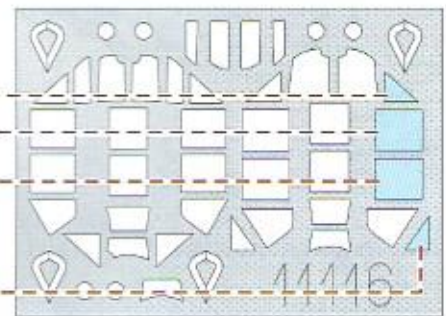


Z1

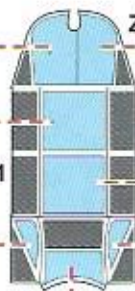


Z4

Z6

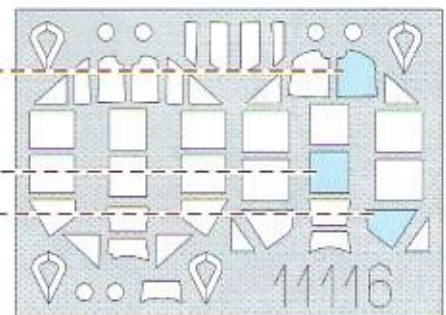


Z1



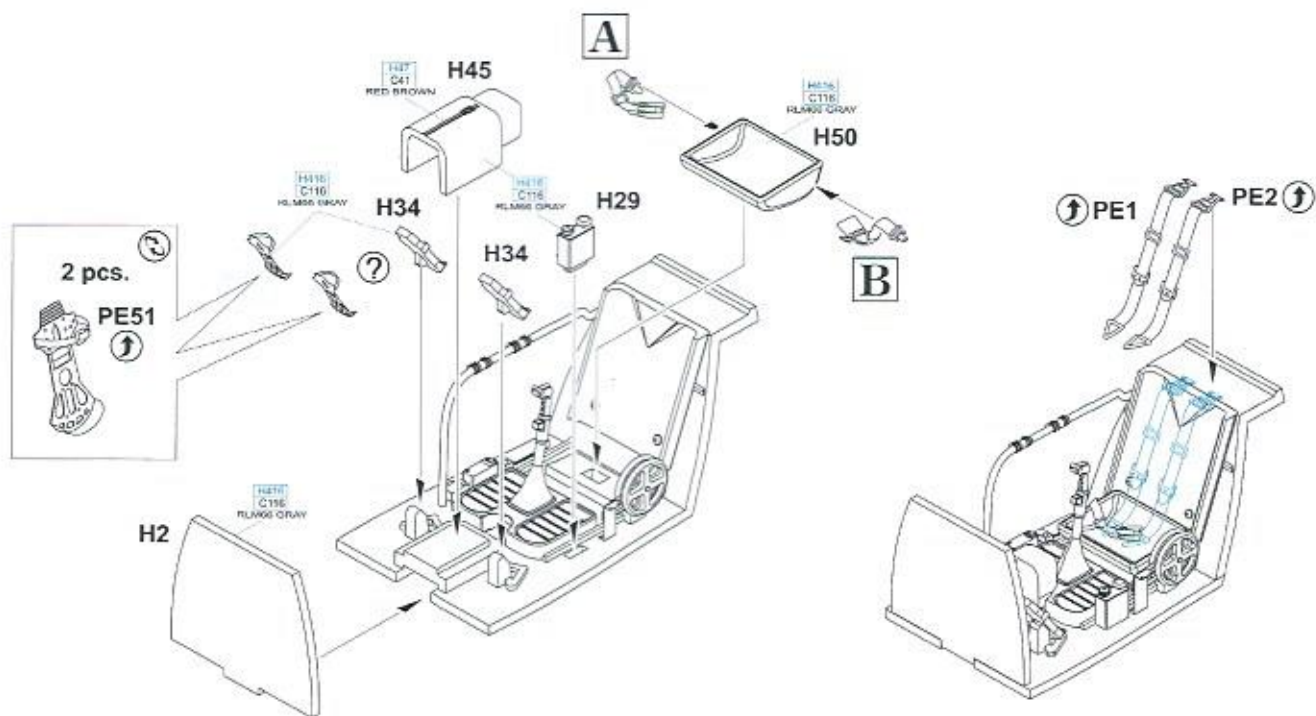
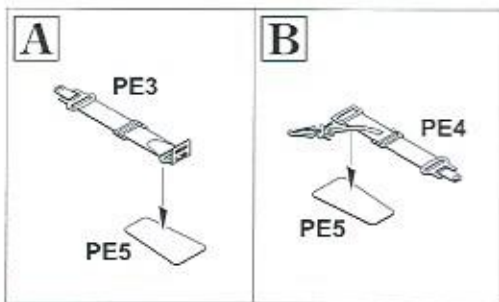
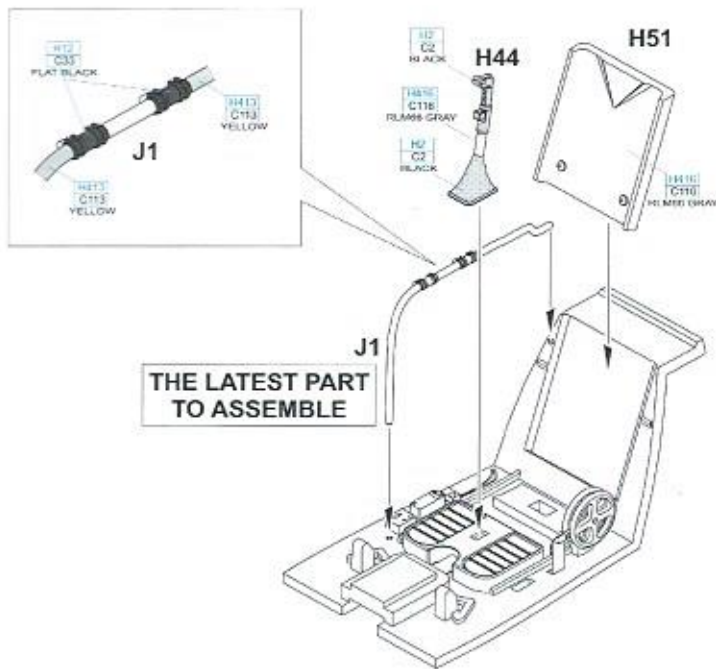
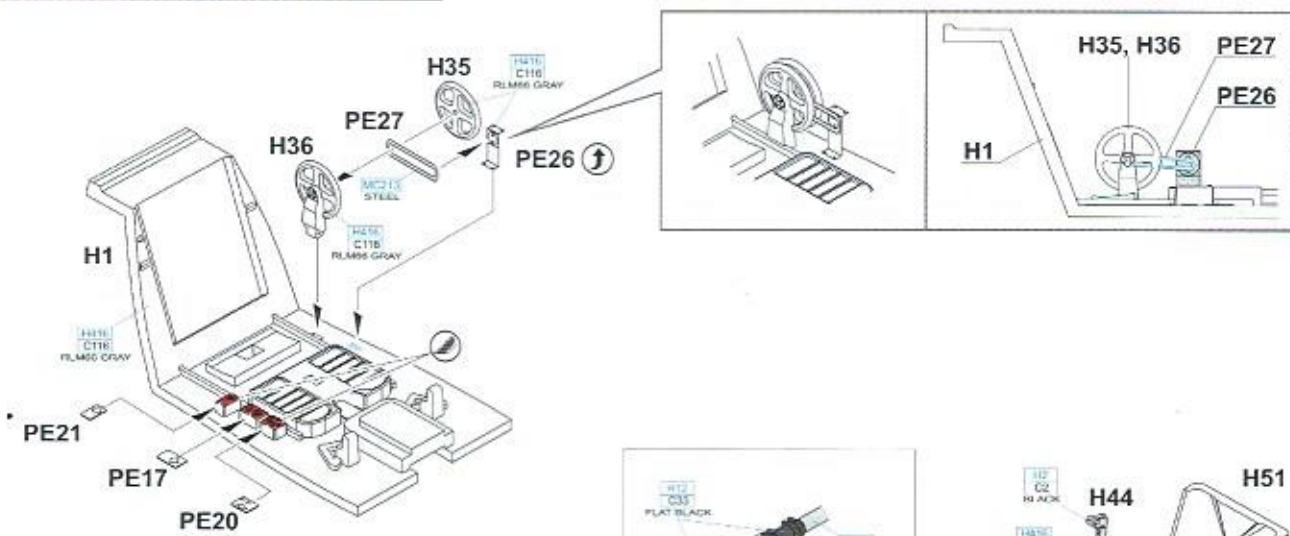
Z4

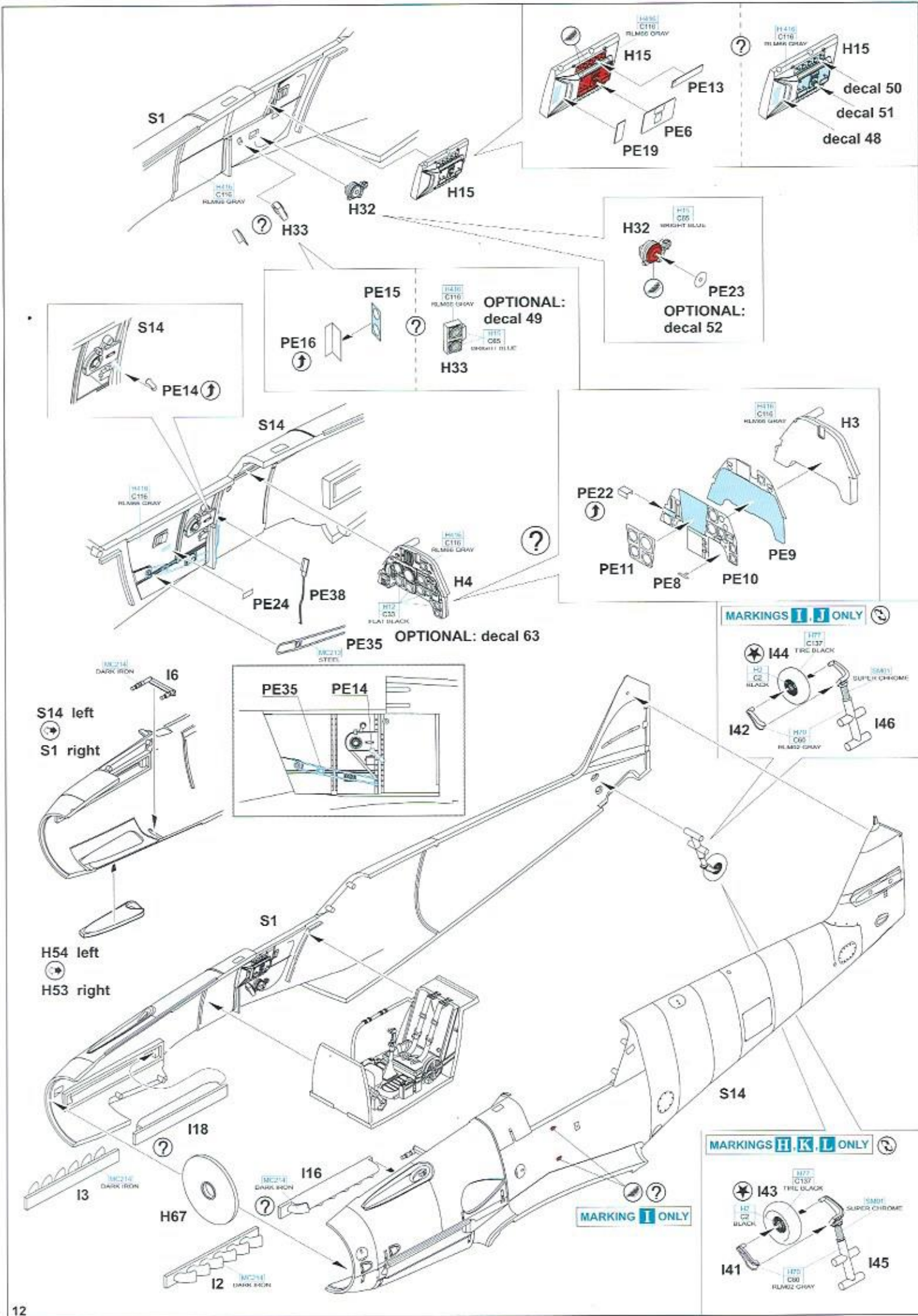
Z6

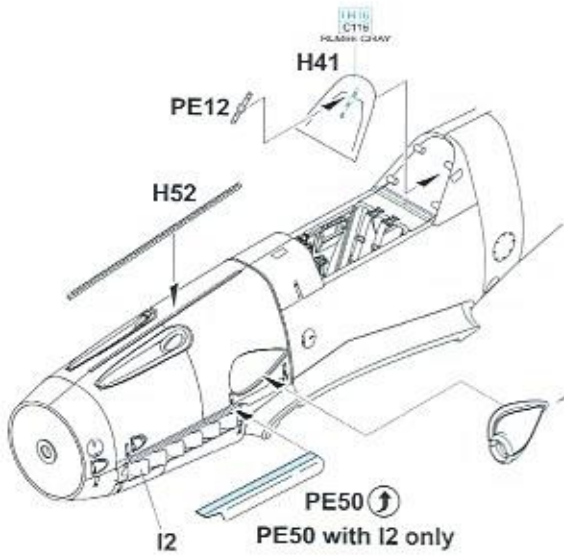


# Bf 109G-2

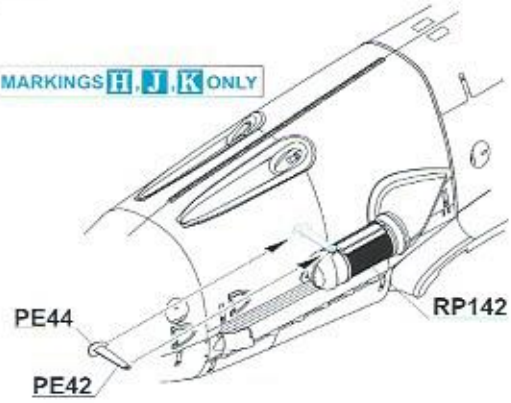
MARKINGS H - L



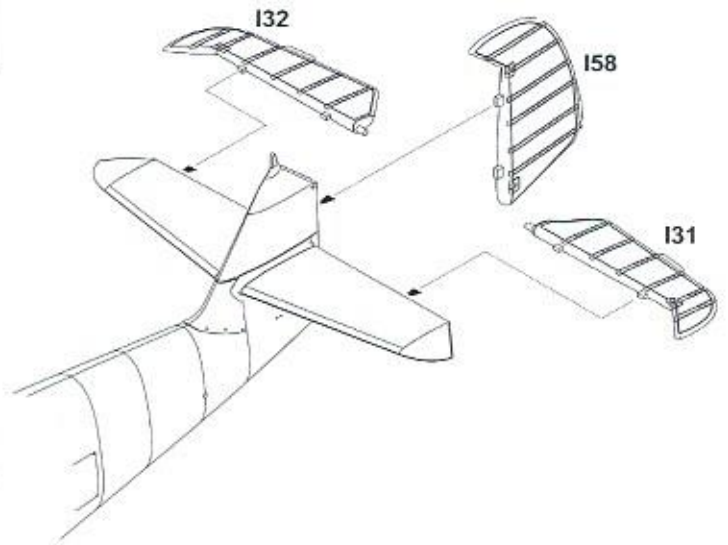
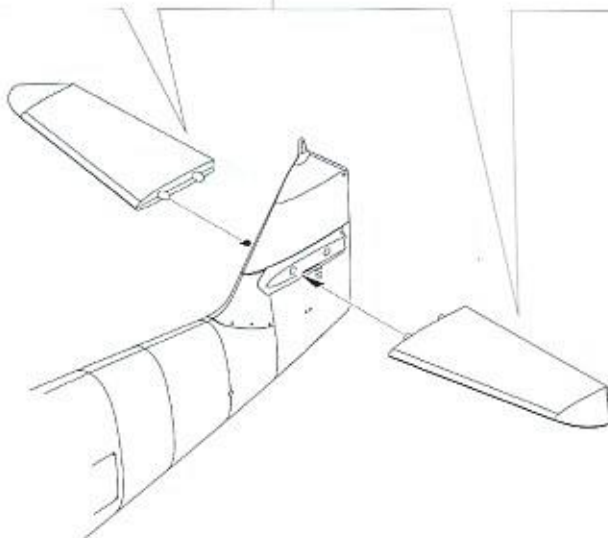
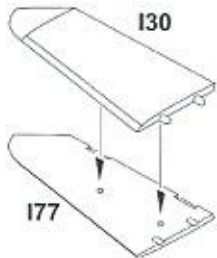
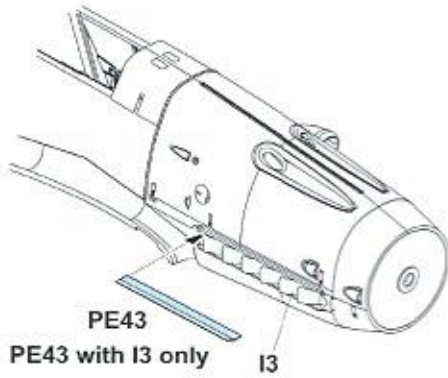
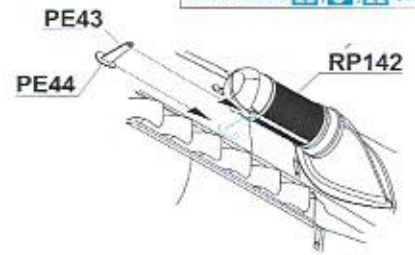


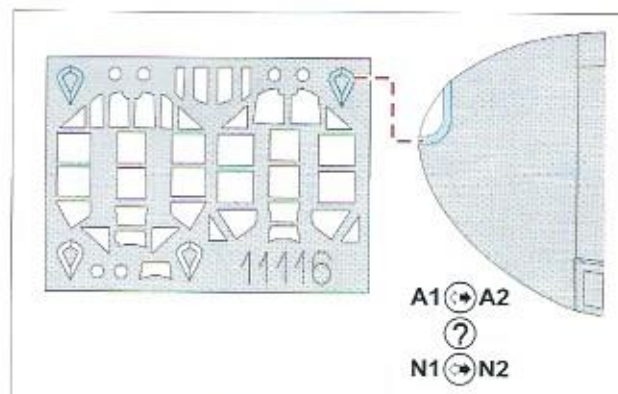
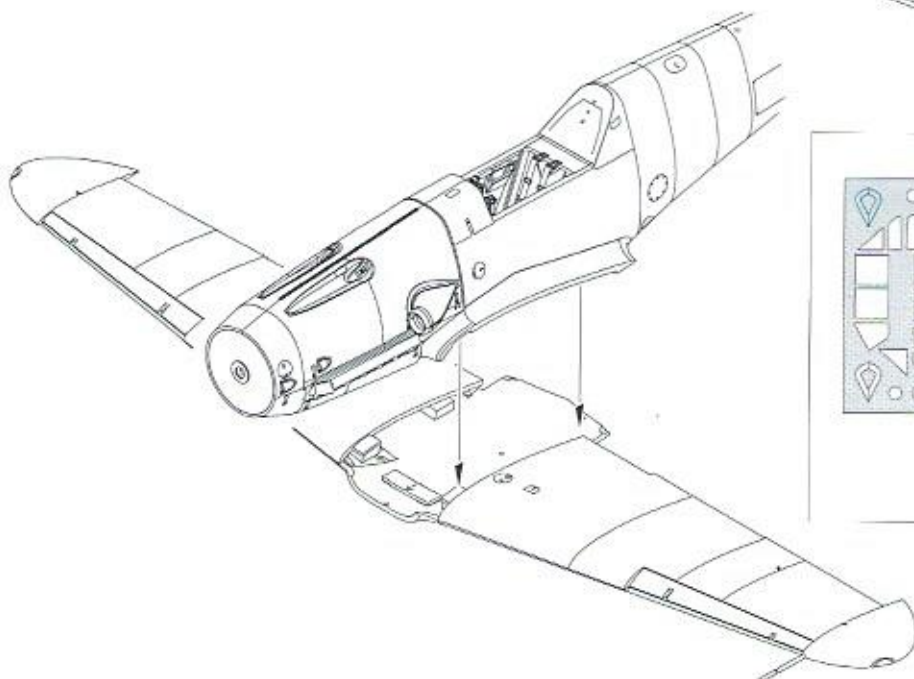
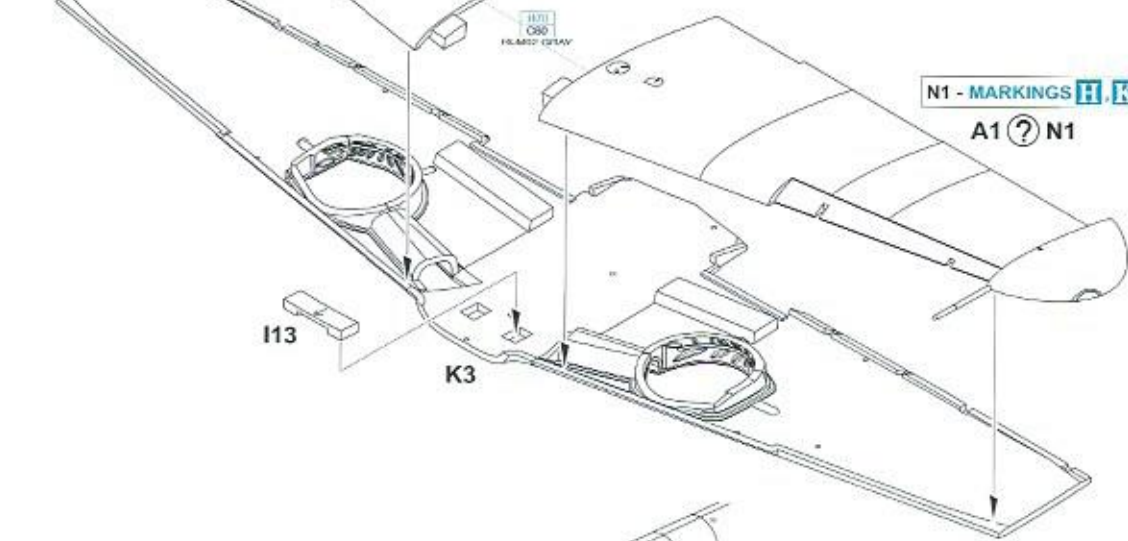
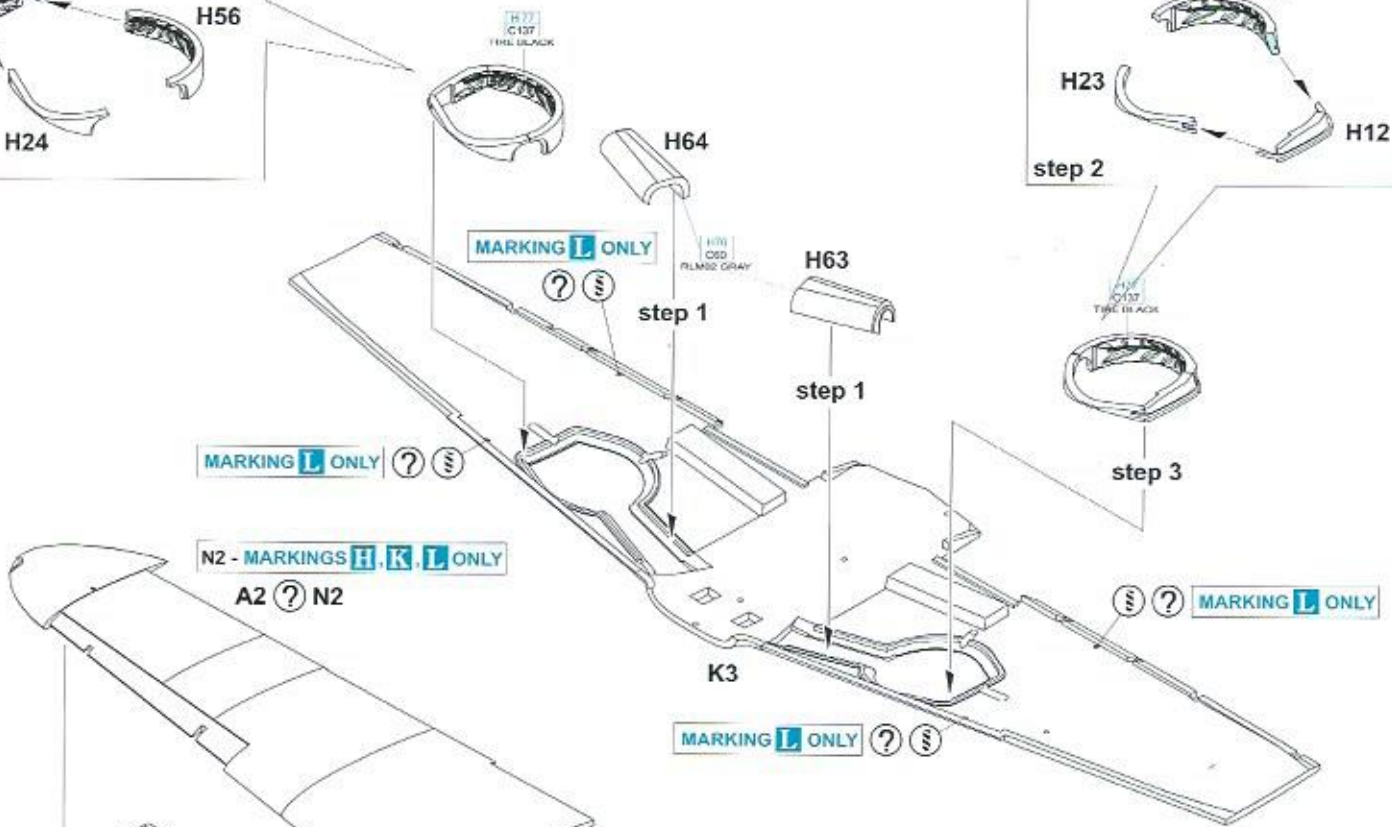
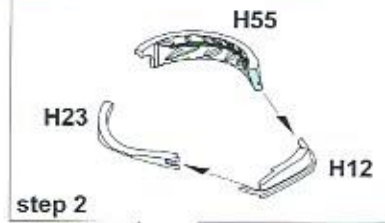
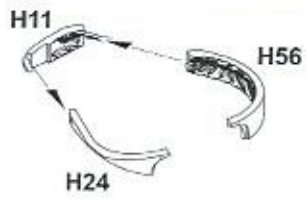


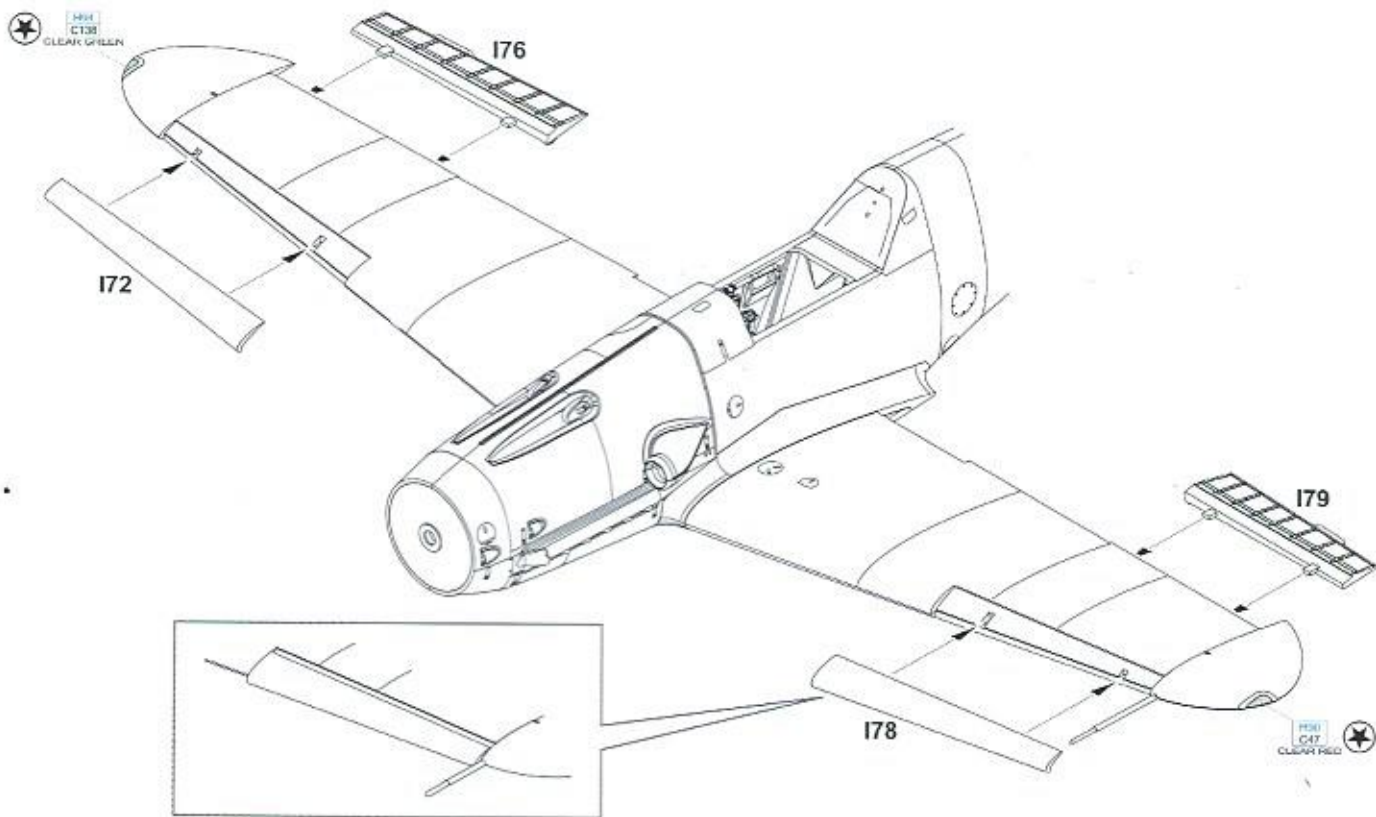
MARKINGS H, J, K ONLY



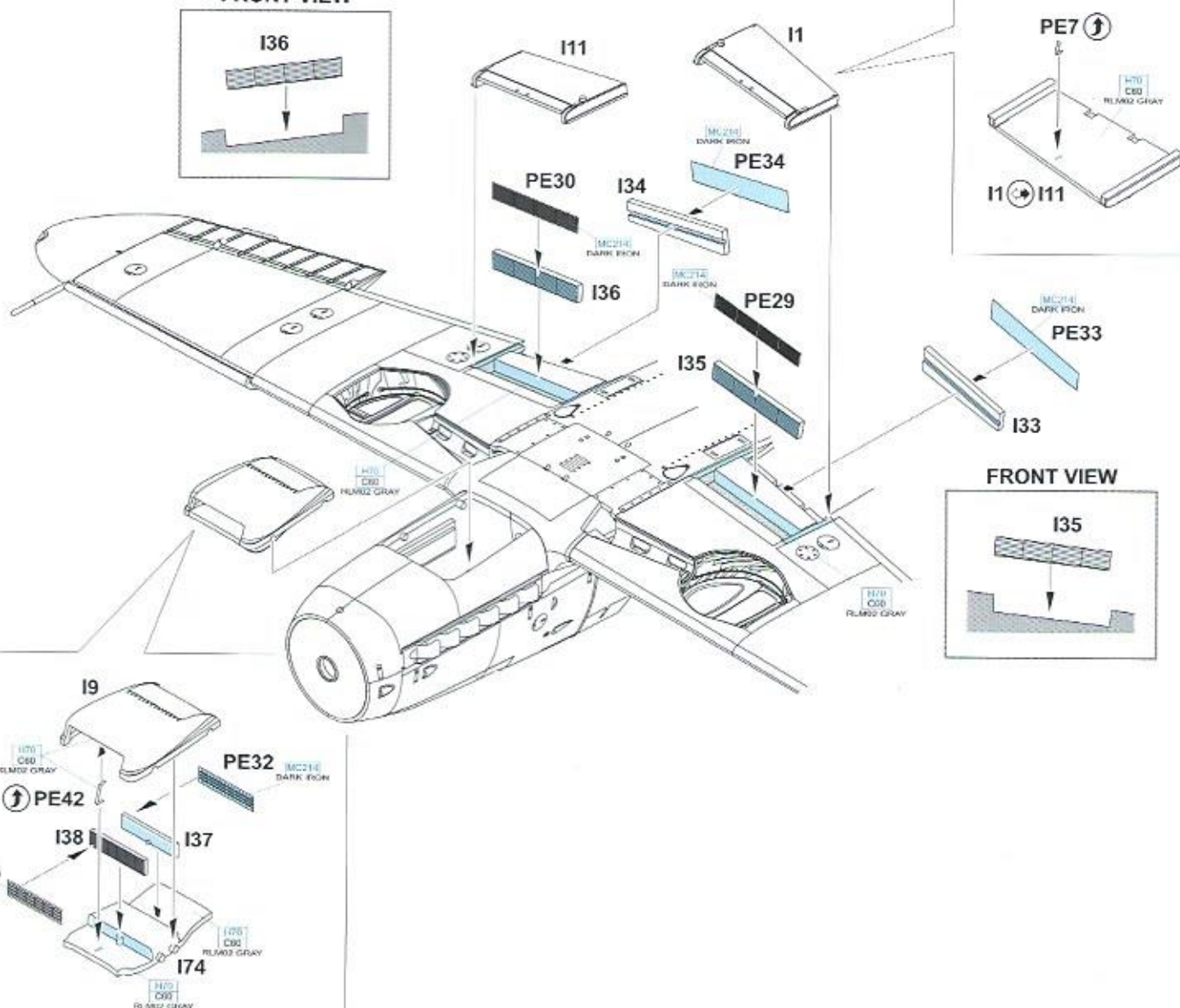
MARKINGS H, J, K ONLY



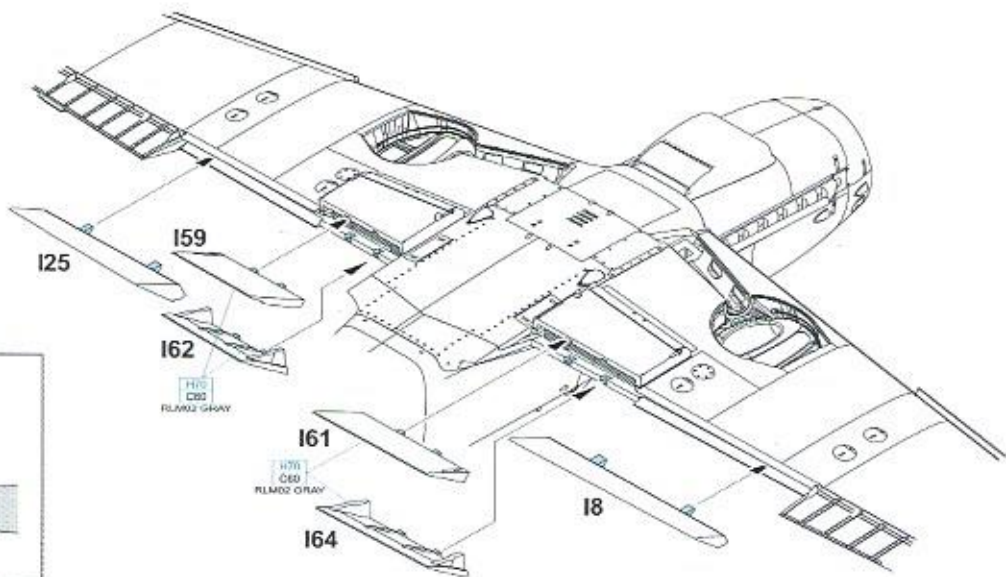
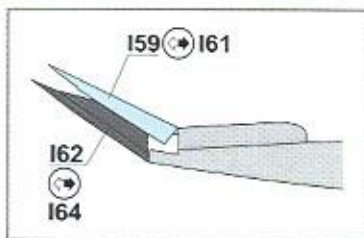




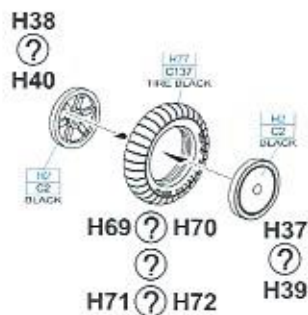
**FRONT VIEW**



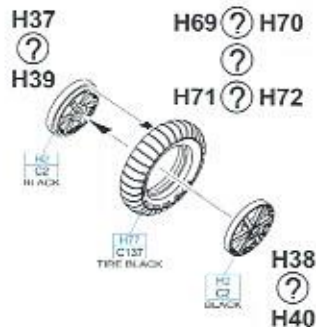
**CORRECT POSITION OF RADIATOR FLAPS**



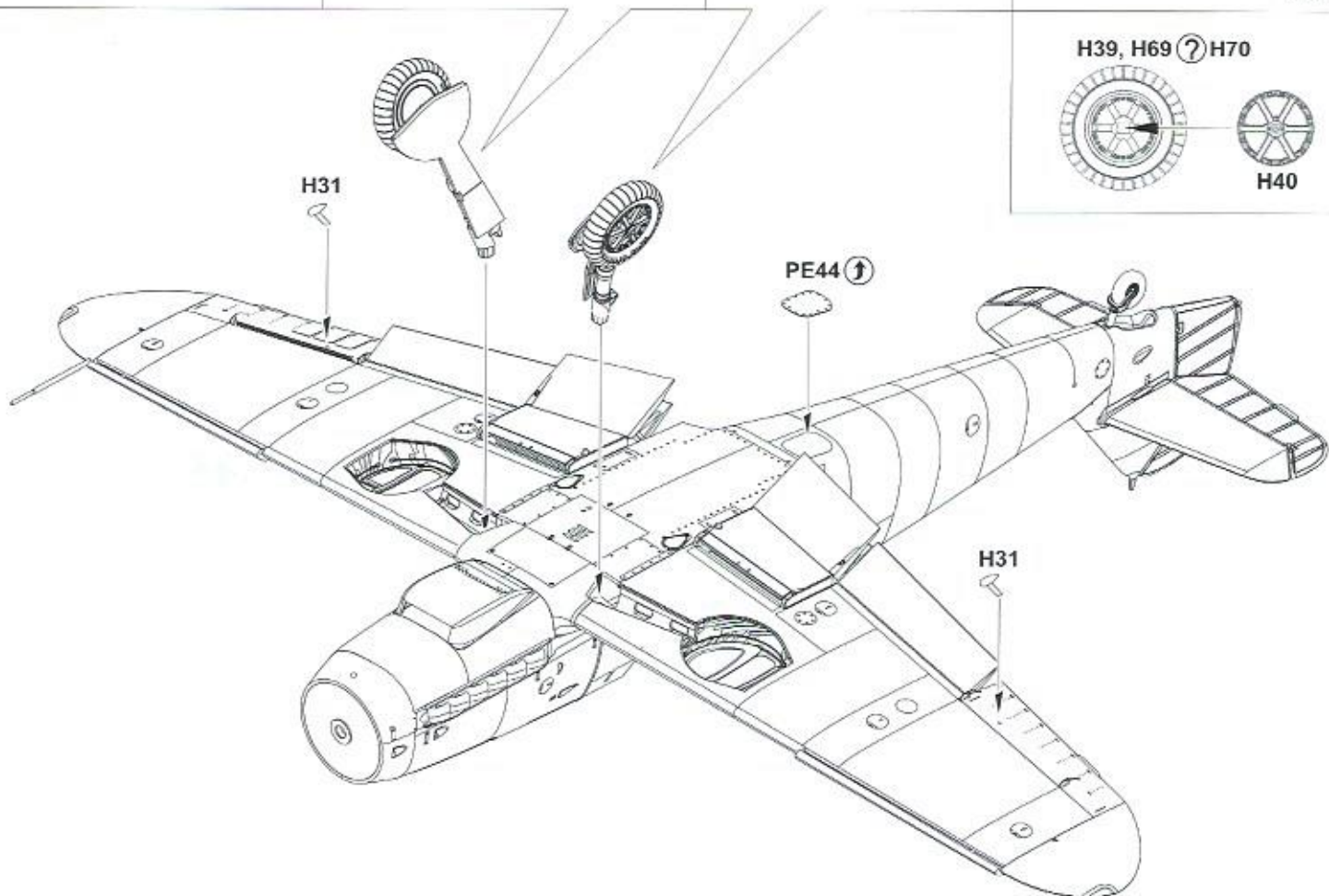
**H37, H38, H71 ? H72 - MARKINGS H, K, L ONLY**



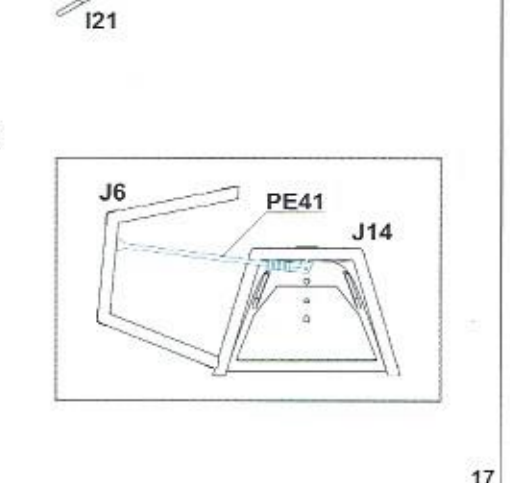
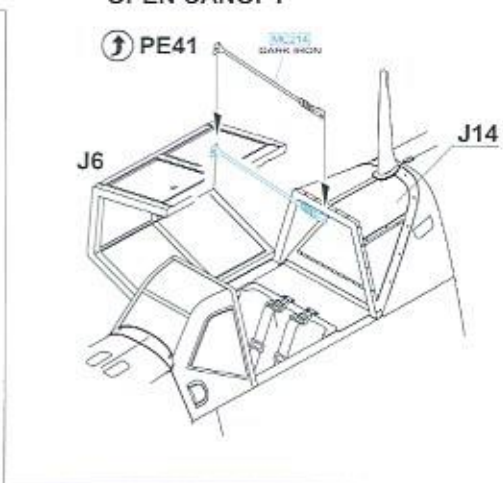
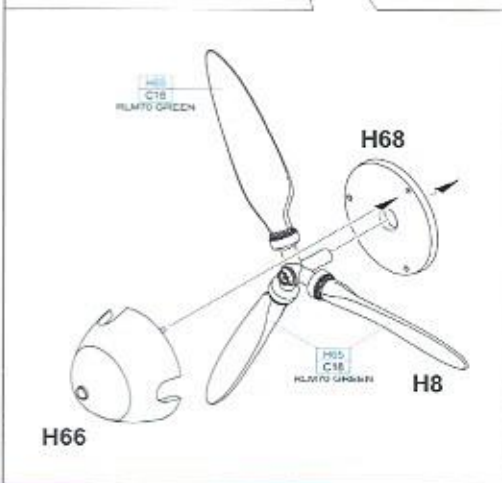
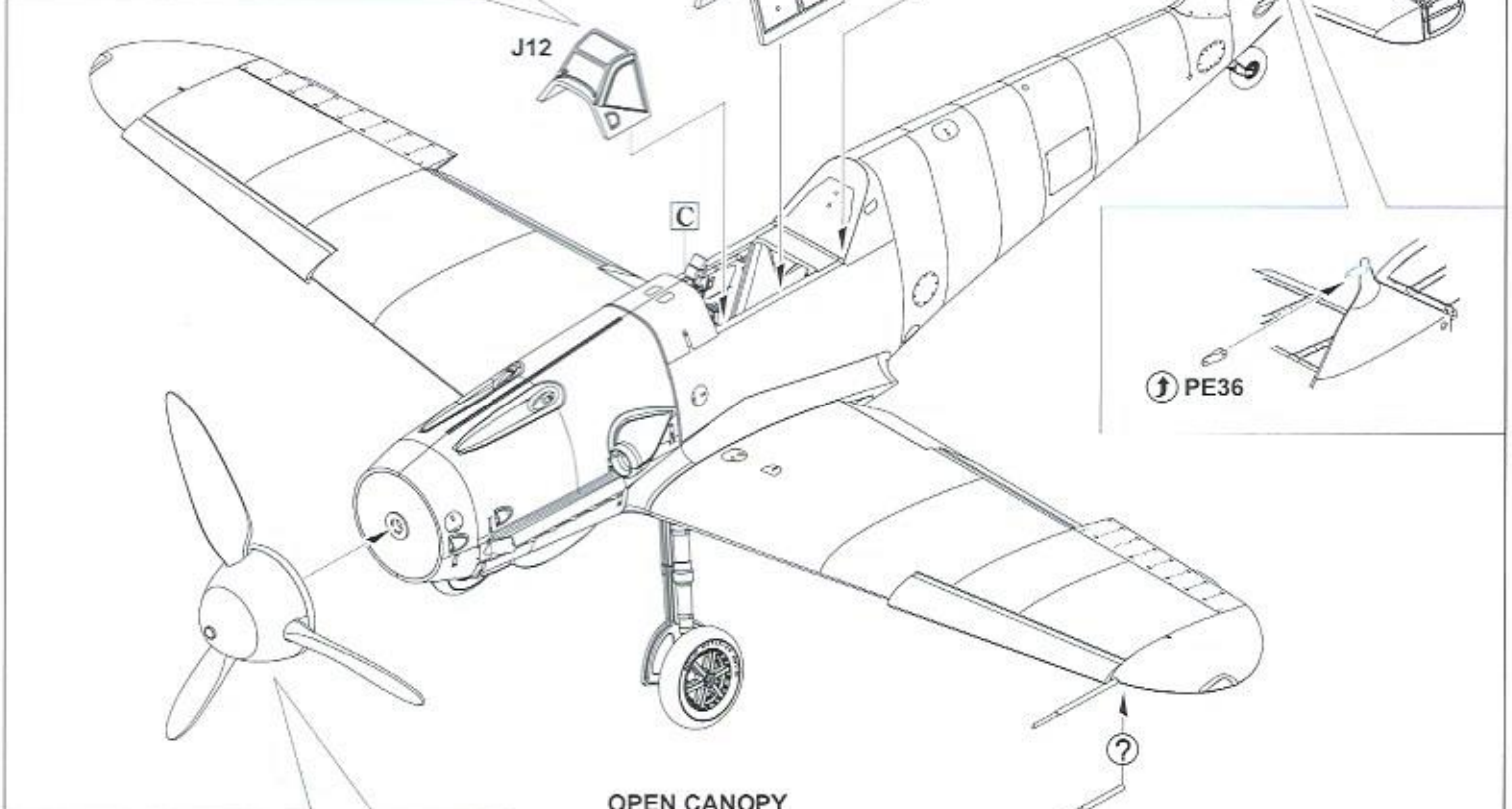
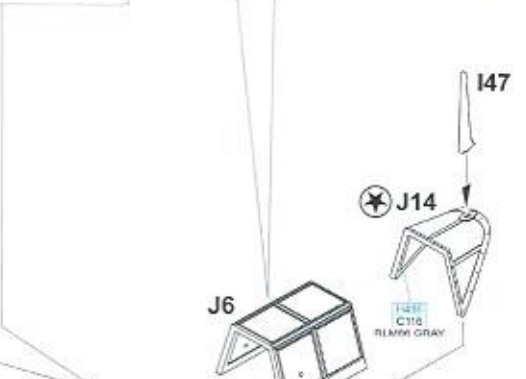
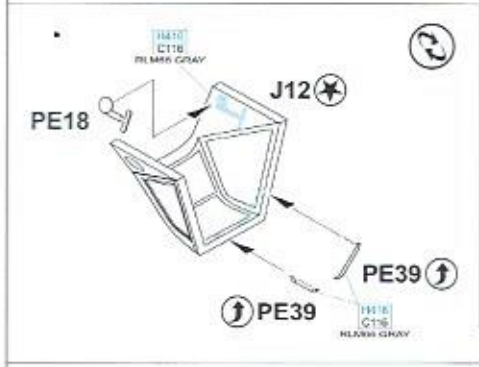
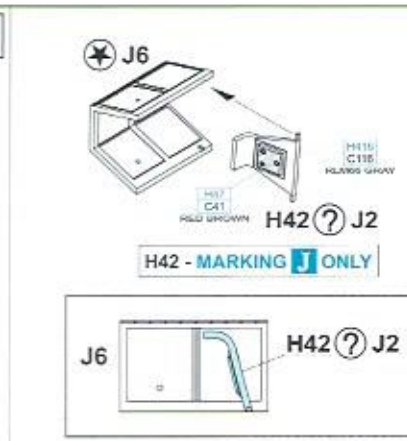
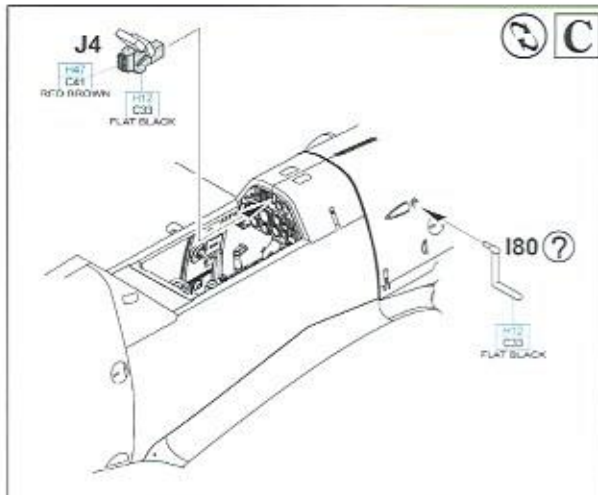
**H37, H38, H71 ? H72 - MARKINGS H, K, L ONLY**



**H39, H69 ? H70**

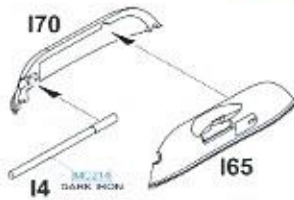




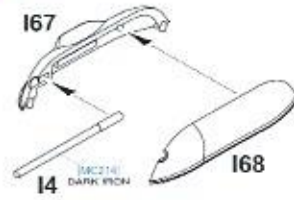


MARKING **I** ONLY

I70



I67



I4

MC216  
DARK IRON

I65

I4

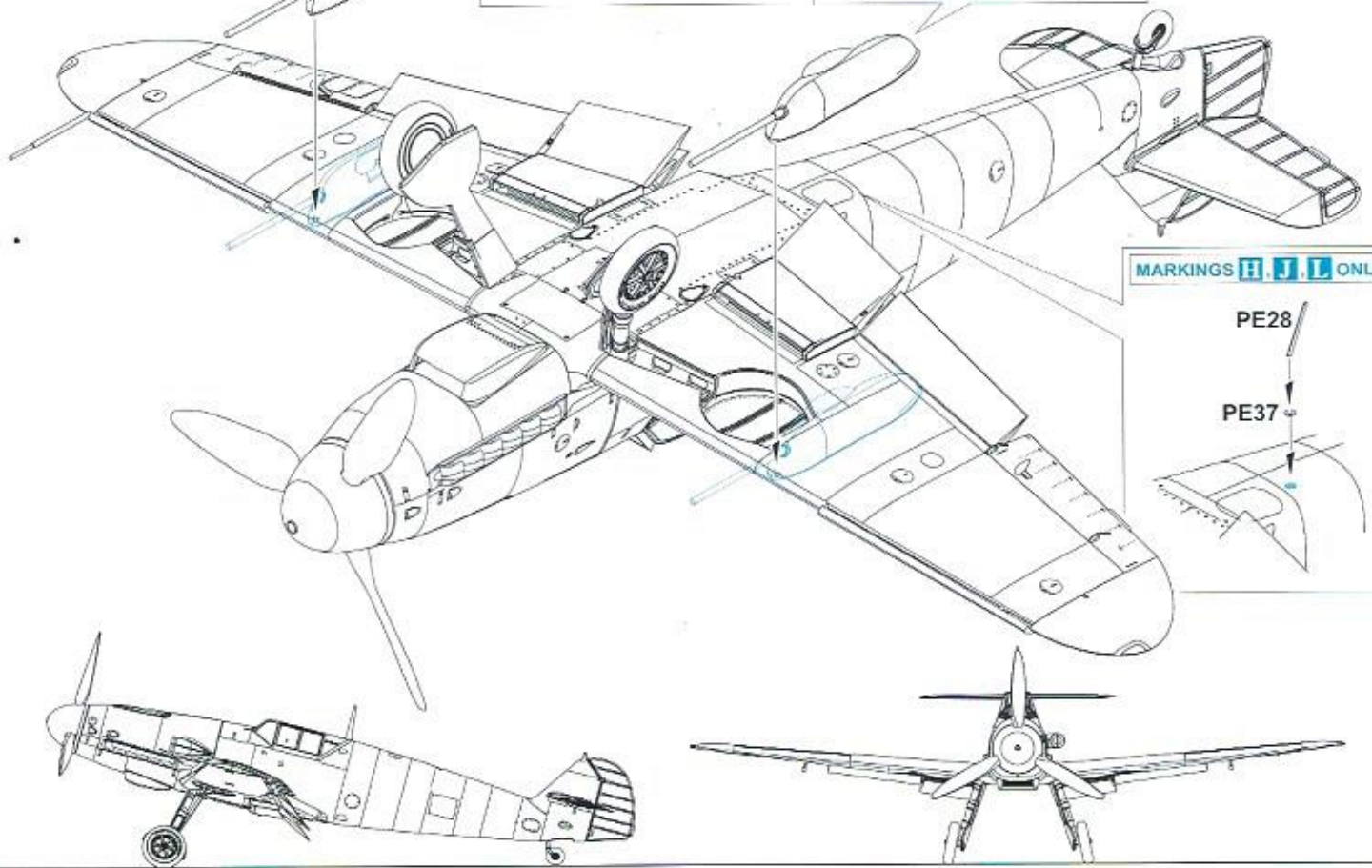
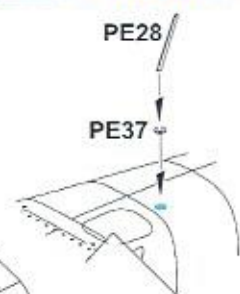
MC216  
DARK IRON

I68

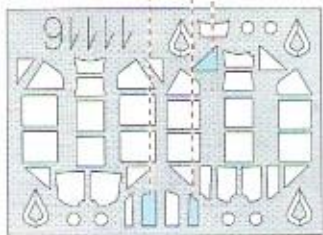
MARKINGS **H, J, D** ONLY

PE28

PE37



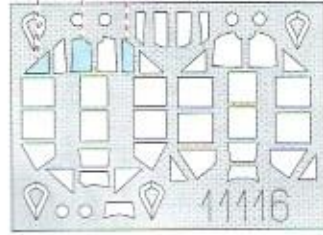
inner side  
J14



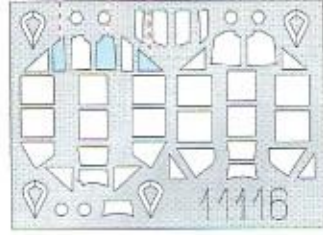
inner side  
J14



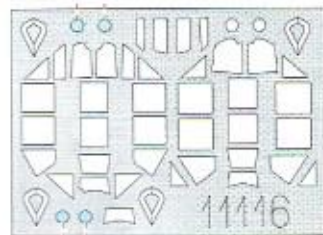
outer side  
J14



outer side  
J14



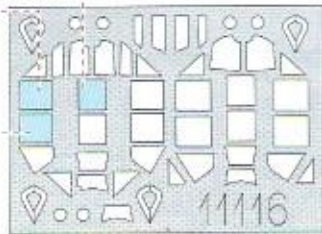
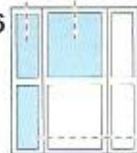
I43



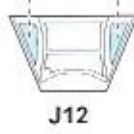
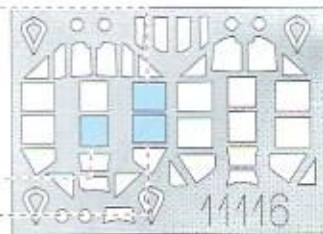
I44



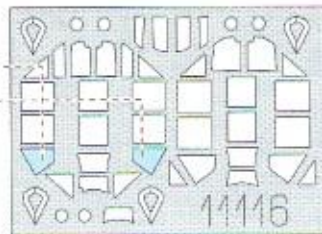
J6



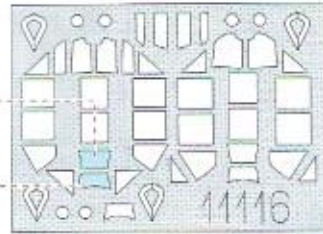
J6



J12

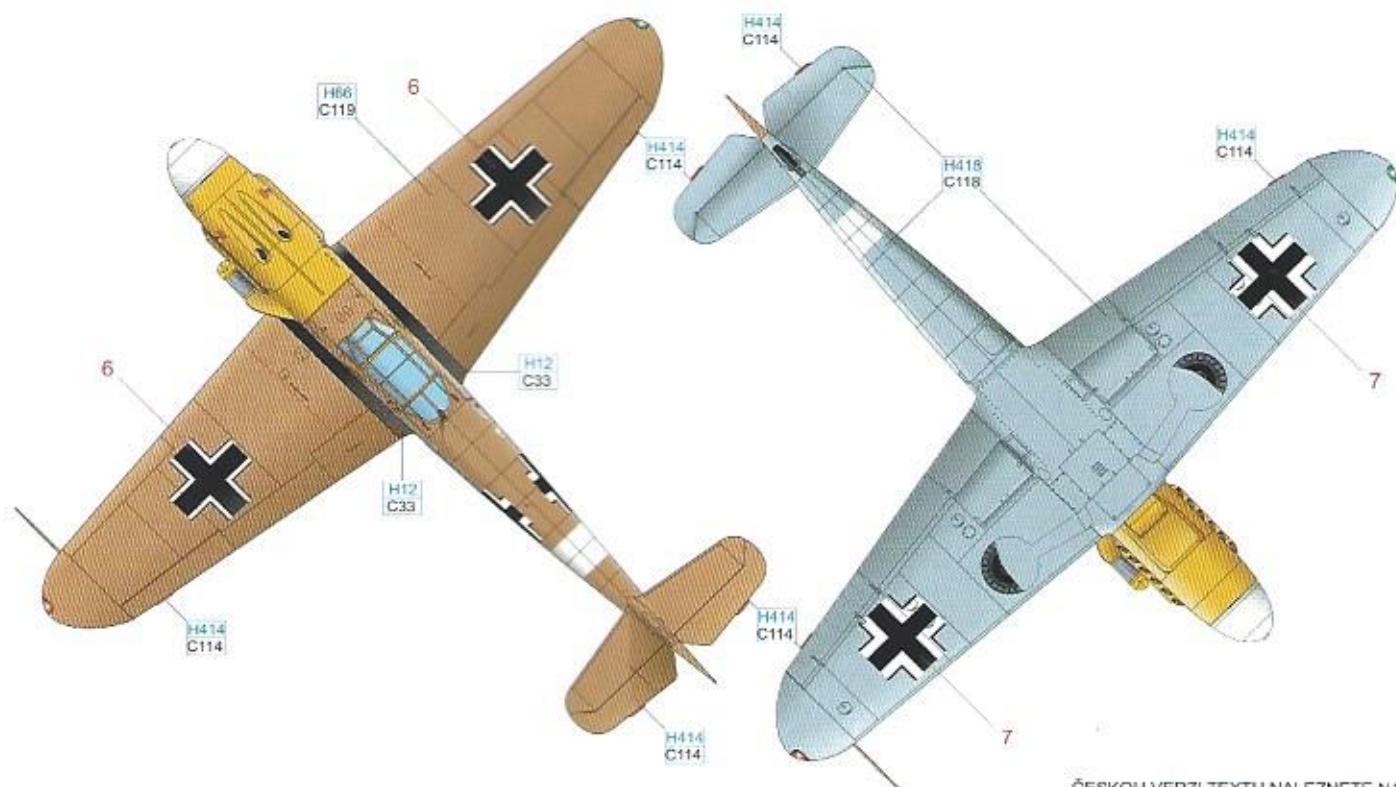
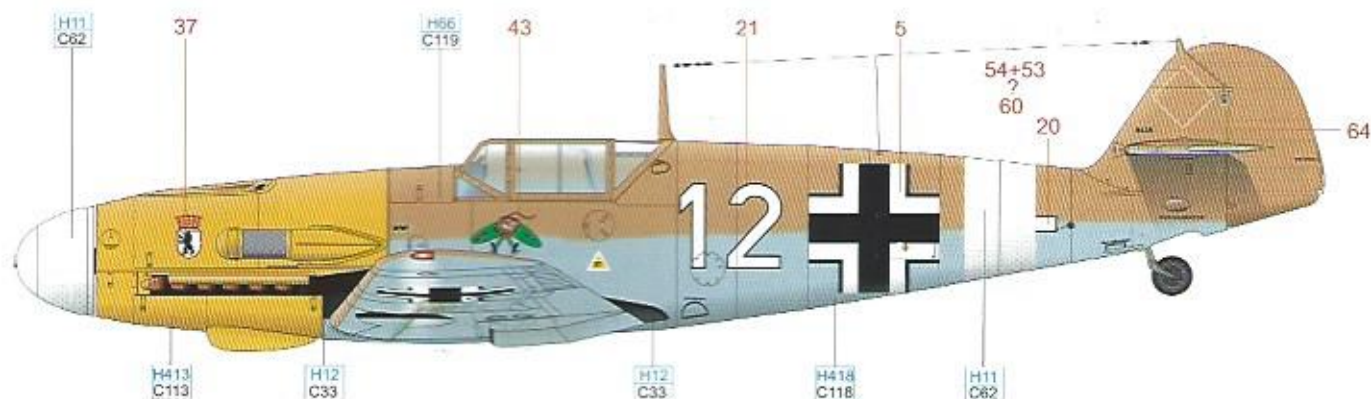


J12

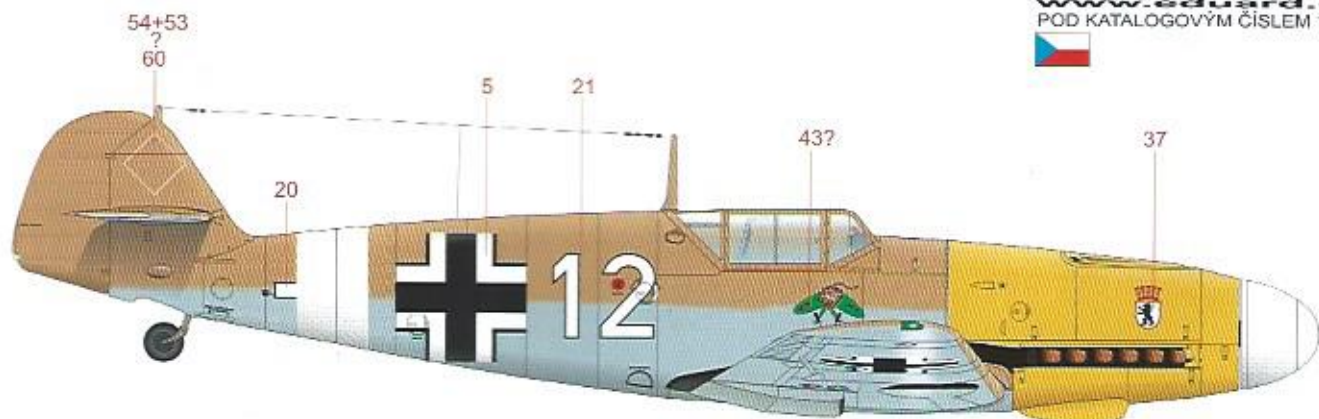


# A Bf 109F-4/Trop, W. Nr. 8438, 4./ JG 27, El Gazala, Libya, end of 1941

II. Gruppe JG 27, with 4th Staffel constituting its part, was established at Magdeburg-Ost Airbase on January 3rd, 1940. This Gruppe participated in the operations above Belgium and France, it took part in the Battle of Britain and in January 1941, it was transferred to Wien-Schwechat Airbase. Later, for a couple of years, the Gruppe operated on the Southern Front. It moved to the African grounds in the second half of September of 1941 and remained there till the beginning of December of the following year. The aircraft, whose standard "desert" camouflage is painted in RLM 78/79, has white propeller spinner and white band on the tail. Behind the white fuselage circle there is a marking of the II. Gruppe – a white horizontal band - which was the colour used by the 4th Staffel. Underneath the cockpit there is a 4./JG 27 marking – a caricature of an English lion.



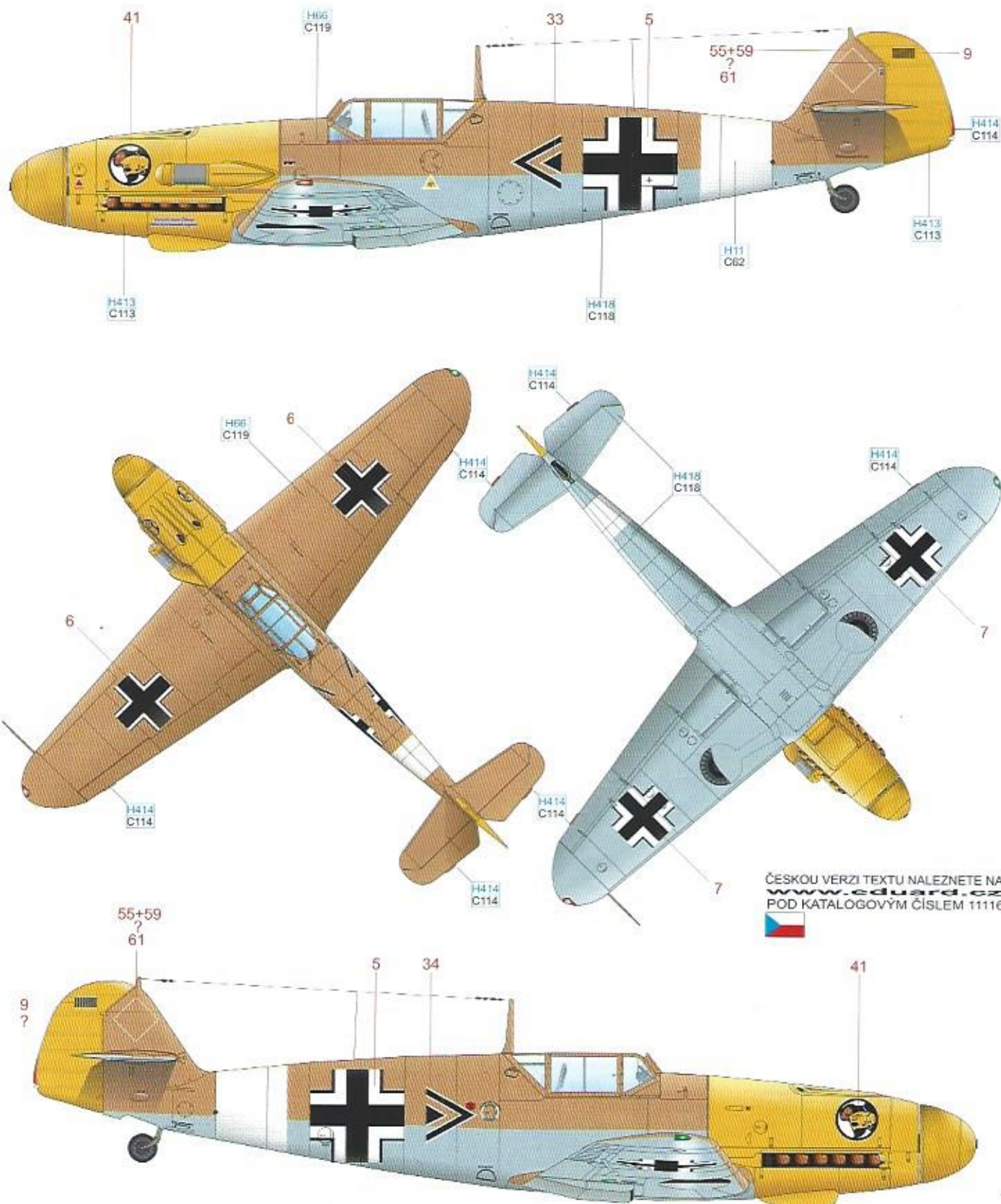
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.cz](http://www.eduard.cz)  
 POD KATALOGOVÝM ČÍSLEM 11116



RLM 79	H66 C119	RLM 78	H418 C118	BLACK	H12 C33
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113

# B Bf 109F-4/Trop, flown by Hptm. Eduard Neumann, CO of I./JG 27, Martuba, Libya, December 1941

Eduard "Edu" Neumann was born on July 5th 1911 in Molodia in then Austria-Hungary. In 1934, he joined Luftwaffe and went through a fighter pilot training. He performed two shot downs during the Spanish Civil War and, upon his return, he was appointed a commander of 4./JG 26. On July 21st, 1940 he was appointed a commander of I./JG 27, he flew with this Gruppe during the Battle of Britain and shortly also during the crusade against Yugoslavia. From April 1941 the I./JG 27, fought under his command in the North Africa. On June 8th, 1942 he was appointed to command the whole JG 27. Neumann led this Geschwader until April 22nd, 1943 and then he handed over the command to Gustav Rödel; Neumann was then assigned a staff post. At the end of WWII his post was Jagdfliegerführer Oberitalien. After war he established an engineering company and continued flying as a private pilot. He died on August 9th, 2004. Neumann's aircraft is painted RLM 79 on the upper sides, the undersides are painted RLM 78. Yellow colour of the rudder bears symbols of the shot downs, white band ahead of the tail parts marks the Luftwaffe aircraft flown in the Mediterranean region. The yellow-coloured engine cover bears the emblem of the I./JG 27.



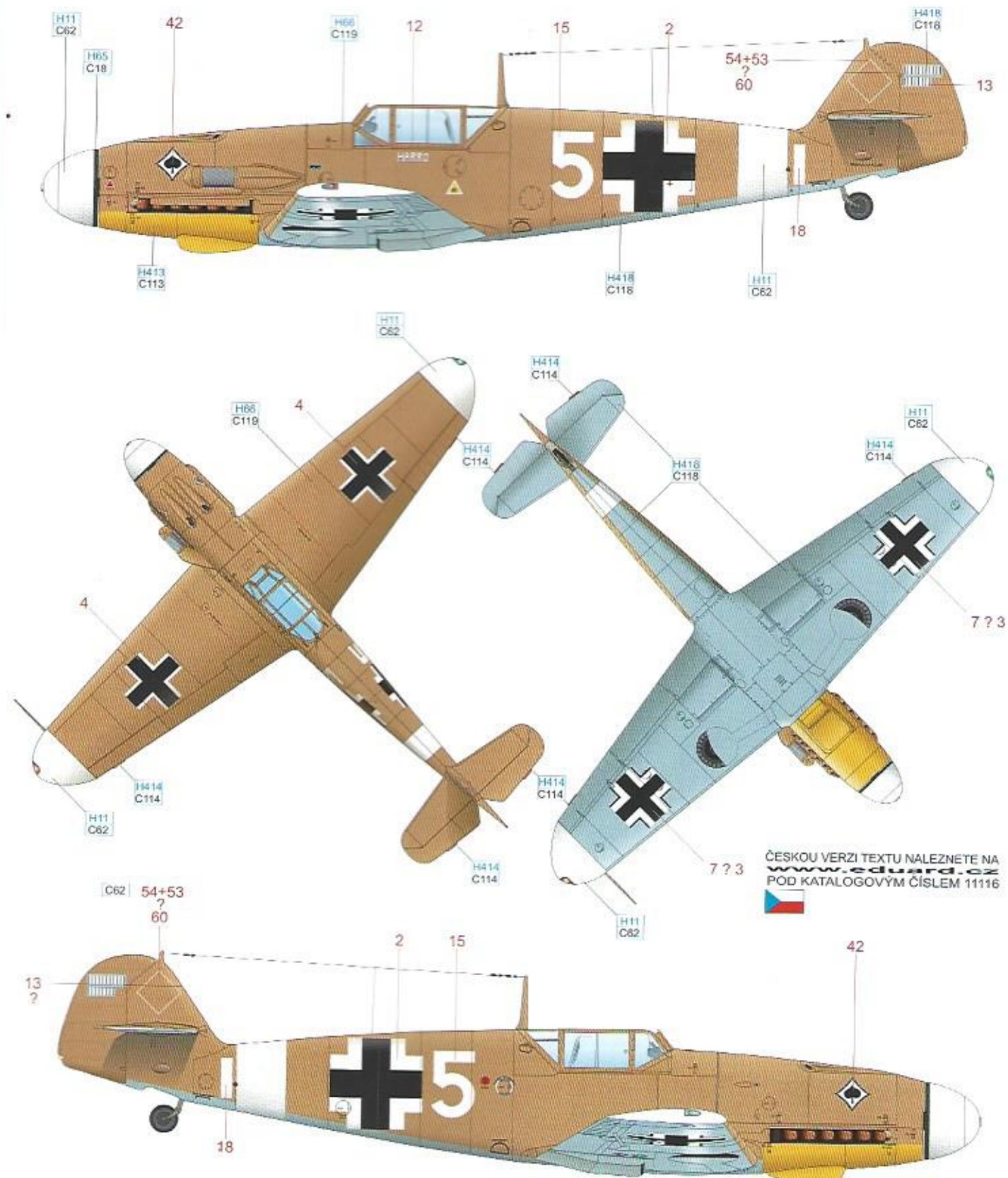
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.cz](http://www.eduard.cz)  
 POD KATALOGOVÝM ČÍSLEM 11116



RLM 79	H66 C119	RLM 78	H418 C118
WHITE	H11 C62	RLM 23	H414 C114
		RLM 04	H413 C113

## C Bf 109F-4/Trop, flown by Lt. Jürgen Harder, 7./JG 53, Martuba, Libya, June 1942

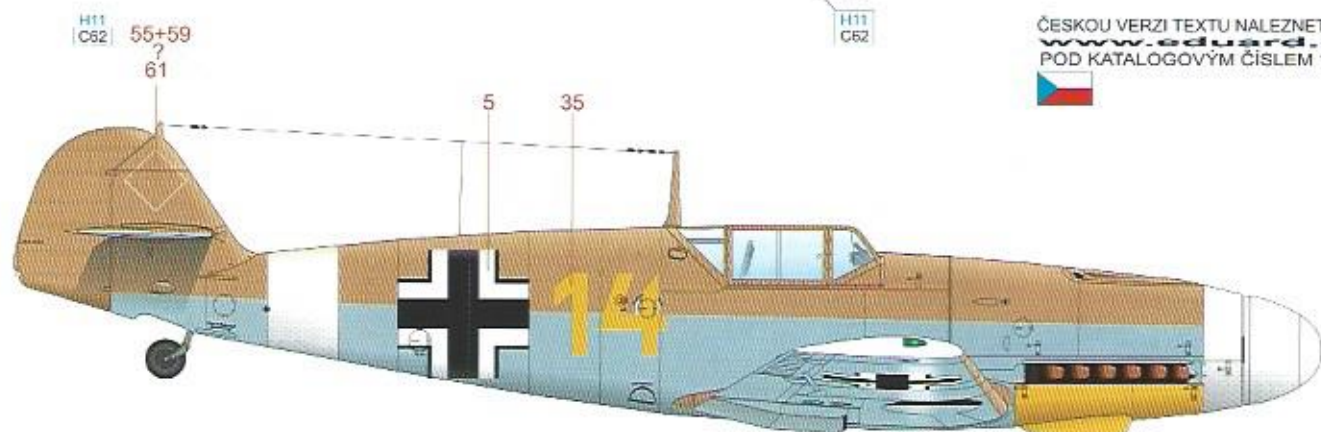
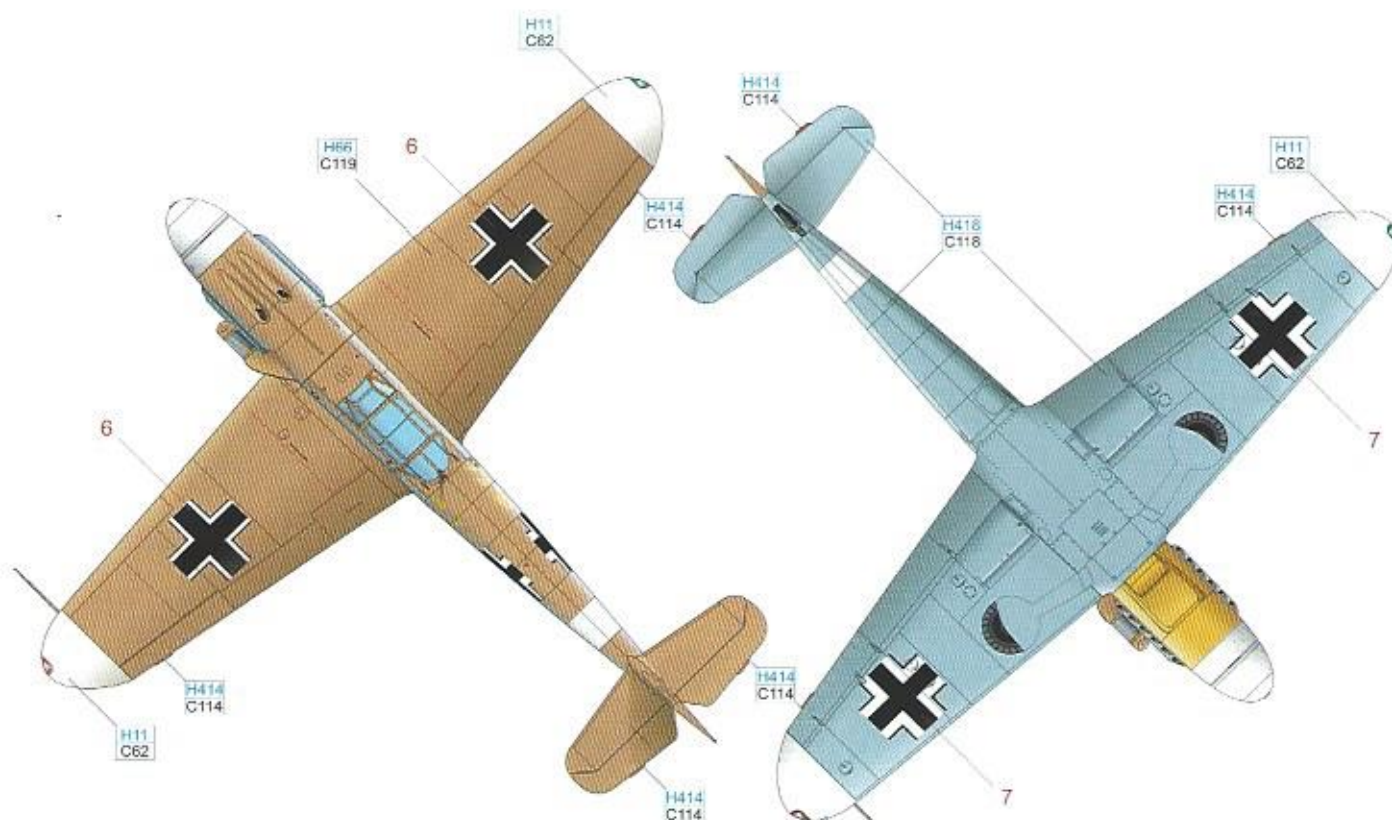
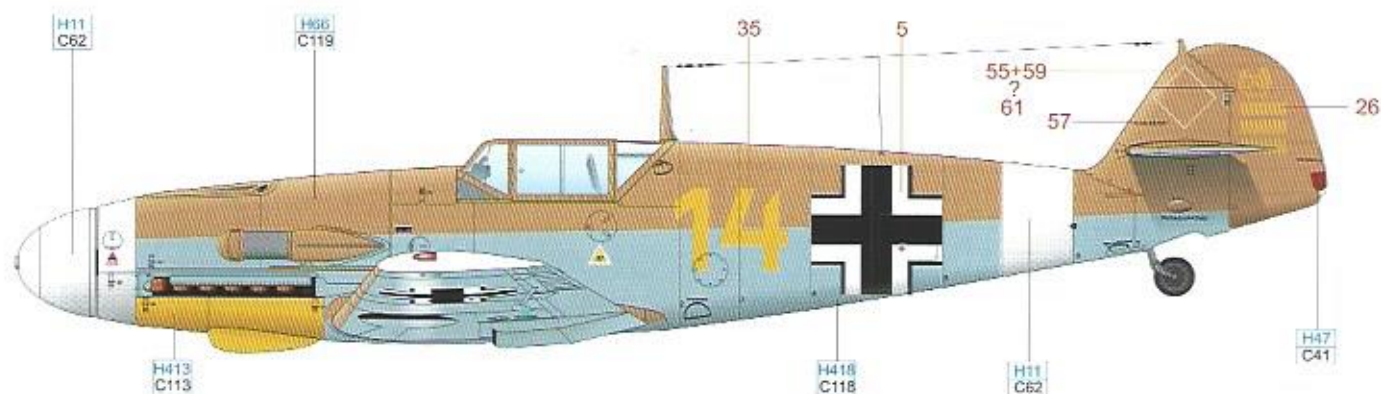
Jürgen Harder was born on June 13th, 1918 in Swinemünde (currently the town of Świnoujście in Poland). He joined Luftwaffe in 1939. After his fighter pilot training he served at III./JG 53. With this unit he went through the initial phase of the invasion of Soviet Union. In May 1942 the III. Gruppe was moved from south of Italy to North Africa. From February 5th, 1943 Oblt. Harder was a commander of 7./JG 53 and on February 15th, 1944 he was in command of the whole III. Gruppe of JG 53. On February 1st, 1945, as a commander of JG 11, he was awarded Knight's Cross of the Iron Cross with Oak Leaves. On the February 17th, 1945, flying the Messerschmitt Bf 109G-14, he crashed near the town of Strausberg. The reason of the crash was damage on the engine. During the operational flights in WWII, he achieved 64 victories. The aircraft of Jürgen Harder were painted in a standard camouflage constituting of RLM 78 and 79 of the aircraft operating in the Southern Front. The additional marking were white wingtips, white propeller spinner and white band on the tail of the fuselage. The rudder bore symbols of shot downs, underneath the cockpit there was a "HARRO" sign to commemorate Harder's brother, who was shot down above the English Channel on August 12th, 1940. The resources state that he was shot down by P/O David Crook of No. 609 Squadron RAF.



RLM 79	H66 C119	RLM 78	H418 C118	RLM 70	H65 C18
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113

# D Bf 109F-4/Trop, W. Nr. 10137, flown by Oblt. Hans-Joachim Marseille, CO of 3./ JG 27, Ain-el-Gazala, Libya, June 1942

Hans-Joachim Marseille, a bearer of the Knight's Cross of the Iron Cross with Oak Leaves, Swords and Diamonds, a fighter ace with 158 shot downs, used this aircraft from June 6th to 18th, 1942. After Marseille's departure for operational leave, the plane remained at 3rd Staffel JG 27 and on July 25th, 1942 the Allied raid, aimed at the Turbiya Airfield in Egypt, destroyed it. The camouflage consists of a continuous RLM 79 Sandgelb paint on the upper sides and RLM 78 Himmelblau on the undersides, the rudder shows symbols of particular shot downs till that time. The marking of the Luftwaffe aircraft used in the Mediterranean were white wingtips, white propeller spinner and white band ahead of the tail surfaces.



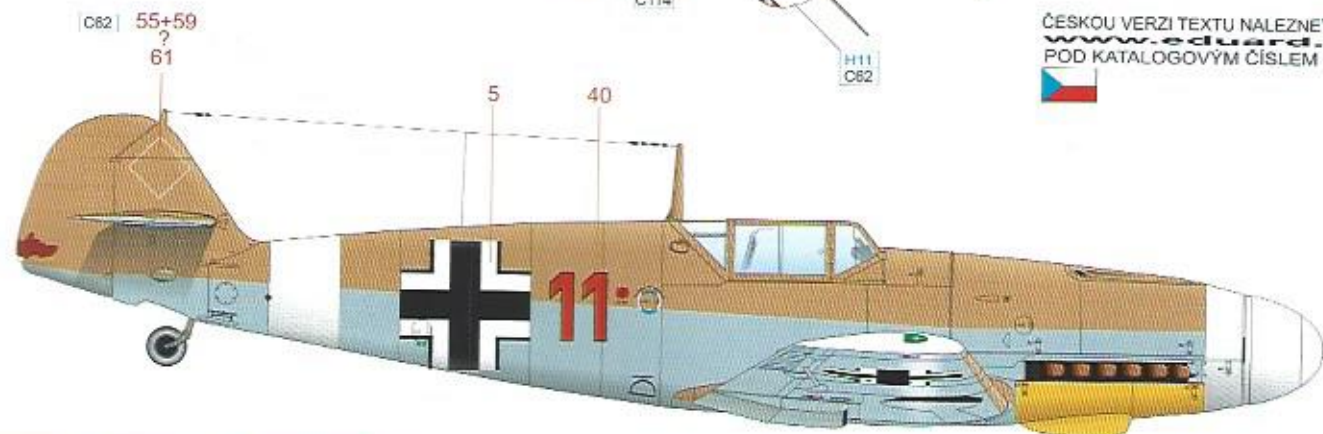
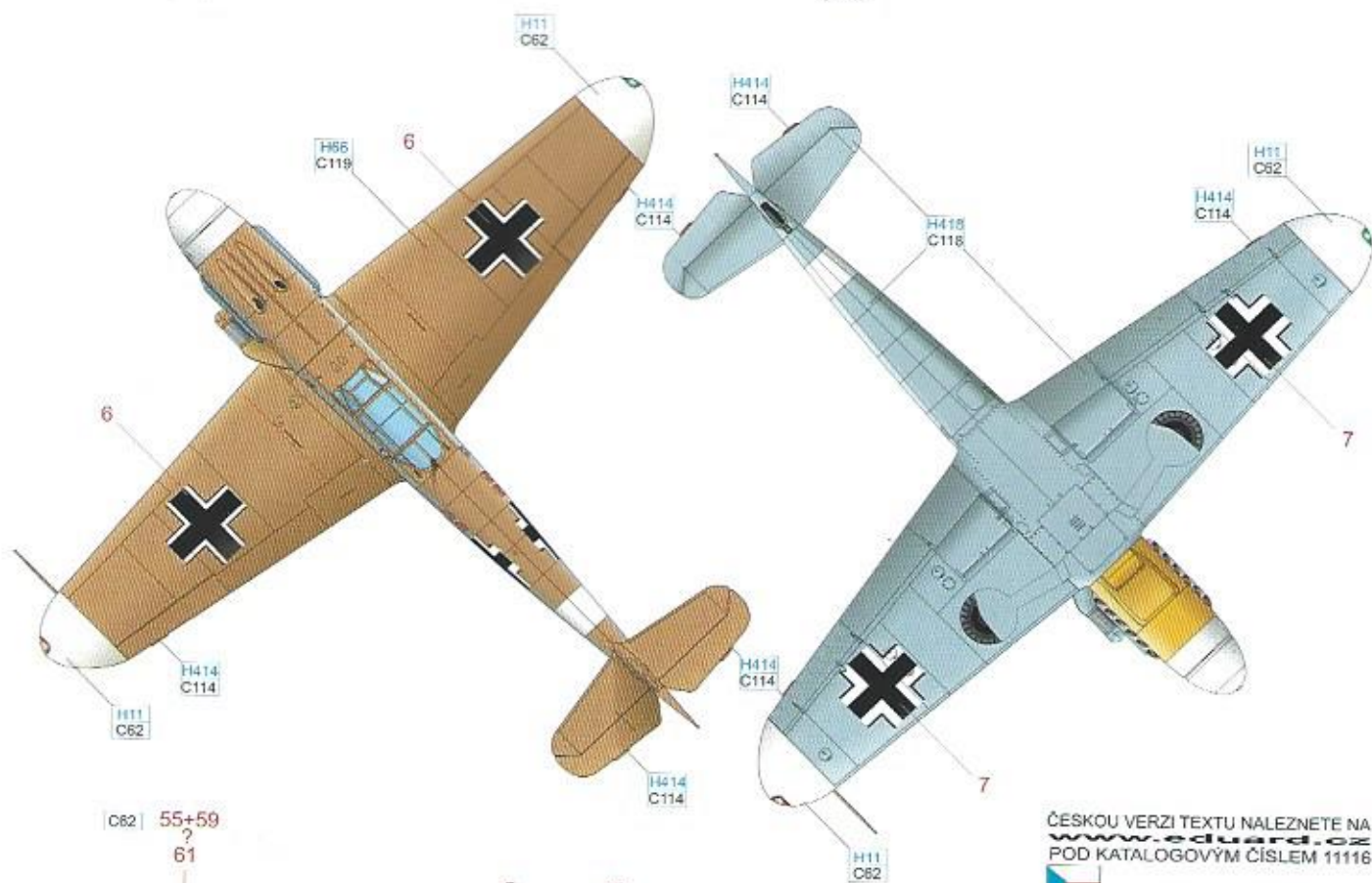
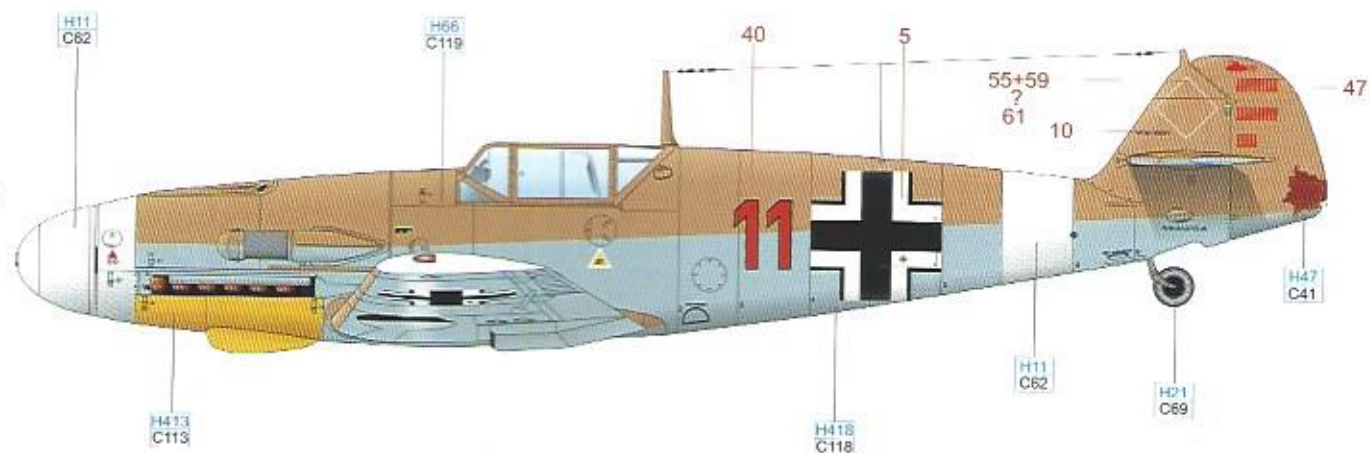
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.cz](http://www.eduard.cz)  
 POD KATALOGOVÝM ČÍSLEM 11116



RLM 79	H66 C119	RLM 78	H418 C118	RED BROWN	H47 C41
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113

# E Bf 109F-4/Trop, W. Nr. 10154, flown by Lt. Friedrich Körner, 2./JG 27, Ain-el-Gazala, Libya, June 1942

The later bearer of the Knight's Cross, Friedrich Körner, joined Luftwaffe on November 15th, 1939. On July 4th, 1941, after his fighter pilot training, he was assigned to 2./JG 27 where he achieved all of his success. On July 4th, 1942 he was shot down flying a Bf 109F-4/Trop W. Nr. 8696 during the attack on the bombing squadron of the Allies. The pilot who shot him down was a South African flying ace Lt. Lawrence Waugh of No. 1 Squadron SAAF on Hurricane Mk.IIc. Körner saved his life on a parachute, and then he was captured. He was released from Canadian prison camp in 1947. In 1955 he joined the re-established Luftwaffe where he served till June 1979. He died in Paris, on September 3rd, 1998. Lt. Körner's aircraft bore a standard Luftwaffe paint applied to the planes involved in the African missions. On the rudder there are symbols referring to his shot downs by June 17th, 1942. Worth mentioning is his remarkable success related to the attacks aimed at the ground targets - on March 21st, 1942, during the battle of Martuba - while performing several successful sweeps he managed to eliminate 4 tanks.



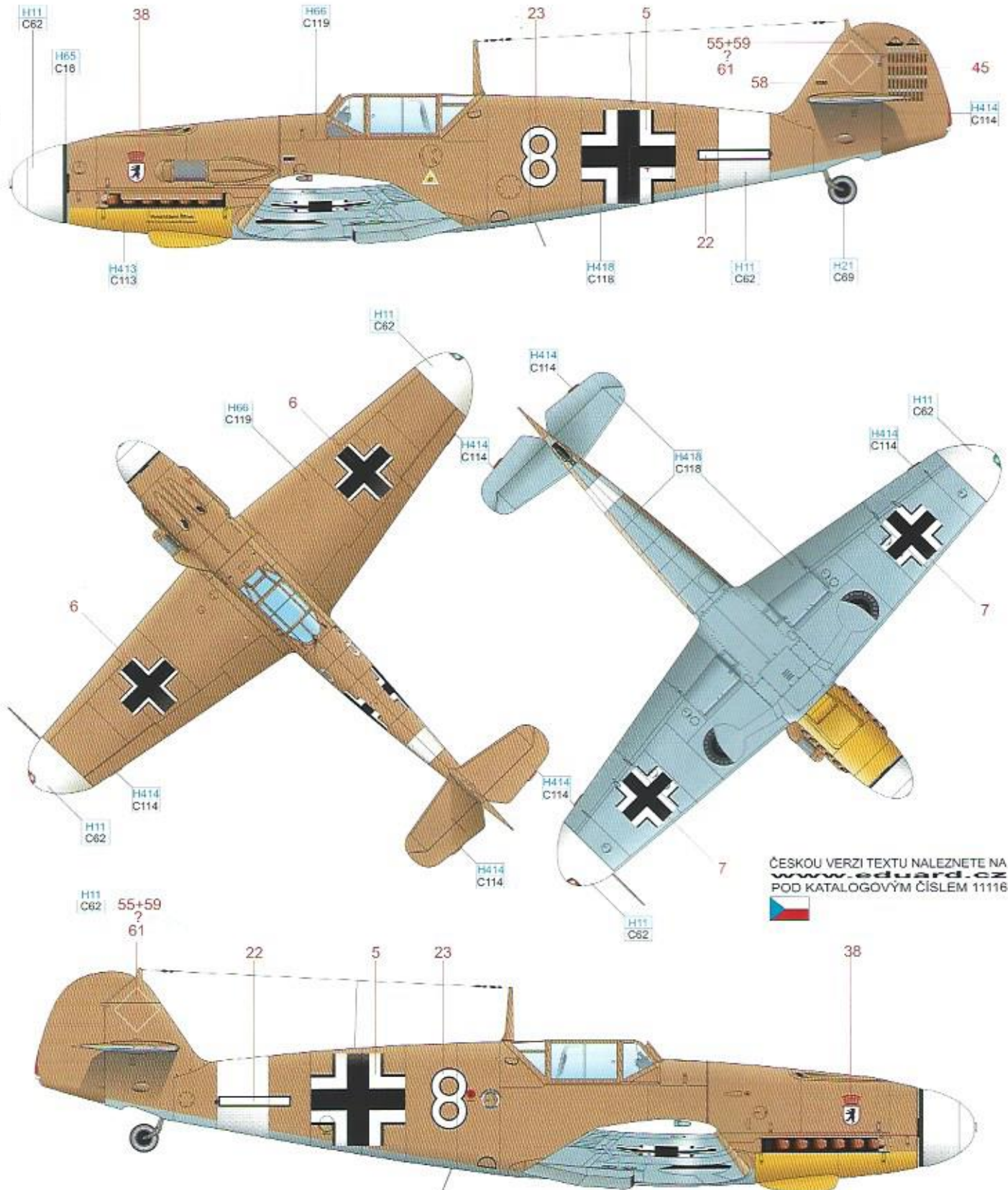
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.cz](http://www.eduard.cz)  
 POD KATALOGOVÝM ČÍSLEM 11116



RLM 79	H66 C119	RLM 78	H418 C118	RED BROWN	H47 C41
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113
				OFF WHITE	H21 C69

# F Bf 109F-4/Trop, W. Nr. 8596, flown by Ofw. Erwin Sawallisch, 4./ JG 27, Quotaifiya, Egypt, August 1942

Erwin Sawallisch, participated in Spanish Civil War operations where he shot down three Republican aircraft. At the beginning of World War Two he was in the Jagdgeschwader 77 ranks. In the mid 1941, he was transferred to JG 27. He first flew as a staff pilot within this squadron and then he was transferred to 4th Staffel, where he was taken for an expert, along with Ofw. Bendert, Ofw. Stiegler and Olt. Vögl ("die Experten"). These four pilots were supposed to achieve a large number of shot downs during the course of August, though, such deed is considered by some "a debatable deed" – there were objections coming from pilots of neighbouring squadrons. The commander of the II. Gruppe (4th Staffel belonged to this Gruppe) later sent these four pilots to several different squadrons. On August 19th, 1942 the aircraft of Ofw. Sawallisch did not return from a test flight above the Mediterranean ... This aircraft has all surfaces of the sides of the fuselage, all the way to the bottom edge of the fuselage, camouflaged by RLM 79. The camouflage was accompanied by the marking of the aircraft serving in the Southern Front – i.e. white wingtips, white propeller spinner and a white band on the tail of the fuselage. The engine cover had an emblem of II. Gruppe JG 27 on both sides.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.cz](http://www.eduard.cz)  
 POD KATALOGOVÝM ČÍSLEM 11116

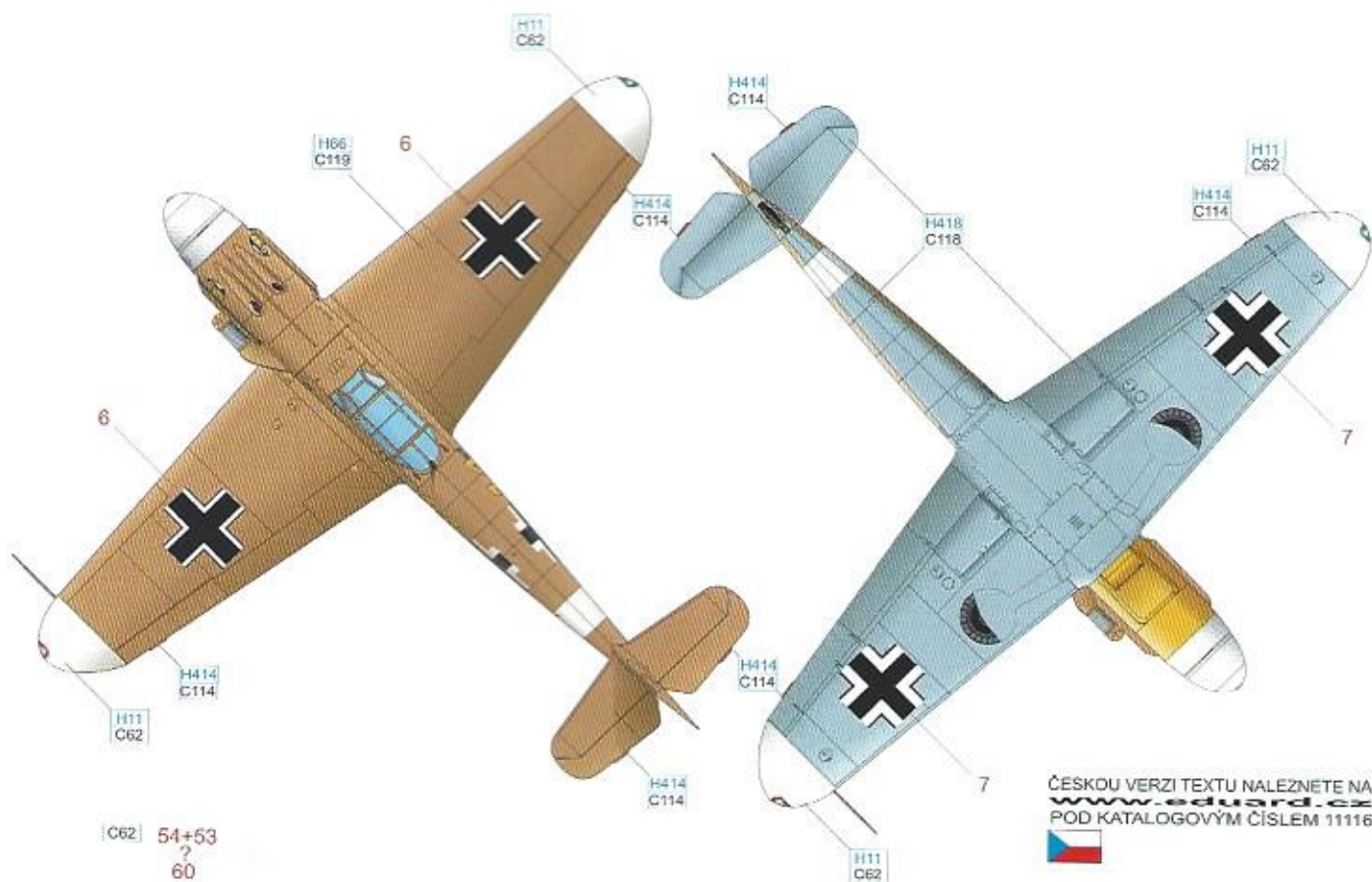
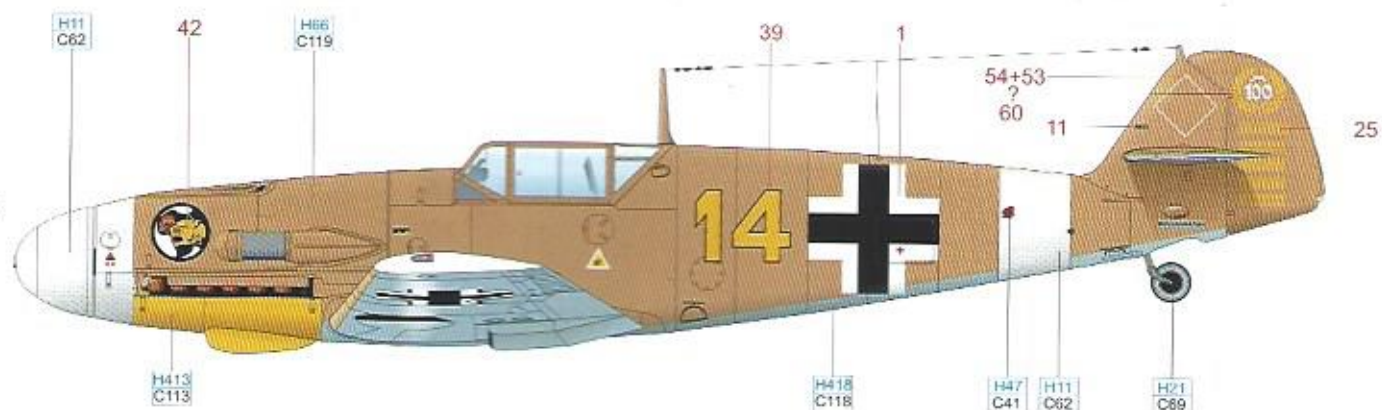


RLM 79	H66 C119	RLM 78	H418 C118	RLM 70	H65 C18
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113
				OFF WHITE	H21 C69

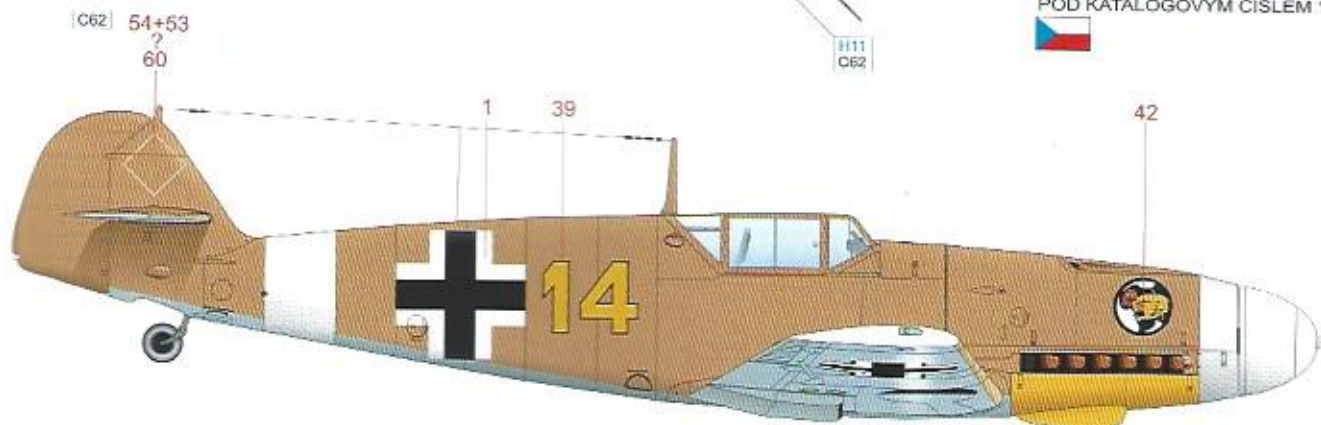


# G Bf 109F-4/Trop, W. Nr. 8673, flown by Hptm. Hans-Joachim Marseille, CO of 3./ JG 27, Quataifiya, Egypt, September 1942

Hans-Joachim Marseille flew this aircraft from August 24th, 1942 to September 25th, 1942, after his return from Rome. Flying this plane he was credited with 49 shot downs of Allied forces' aircraft; this aircraft was the last "Friedrich" he used. On September 30th, 1942 piloting Messerschmitt Bf 109G-2/Trop he lead 3rd Staffel during the escort of Stuka Staffel. His cockpit filled up with smoke upon his return to the base and he was forced to catapult himself. His attempt was unsuccessful, during his catapult he hit the rudder of his aircraft, consequently he lost consciousness, his parachute then failed to open and the fall to the ground became fatal for him. After Marseille's death, W. Nr. 8673, served at I./SG 2 where it got lost after being hit by flak south of El Alamein on October 22th, 1942. This aircraft is painted RLM 79 on the upper sides and all over the sides of the fuselage, this was an irregularity. The undersides were camouflaged by RLM 78. The camouflage was complemented by the marking of the aircraft flying in the Southern Front – white wingtips, white propeller spinner and white band on the tail of the aircraft. The engine cover had I. Gruppe JG 27 emblem on both sides.



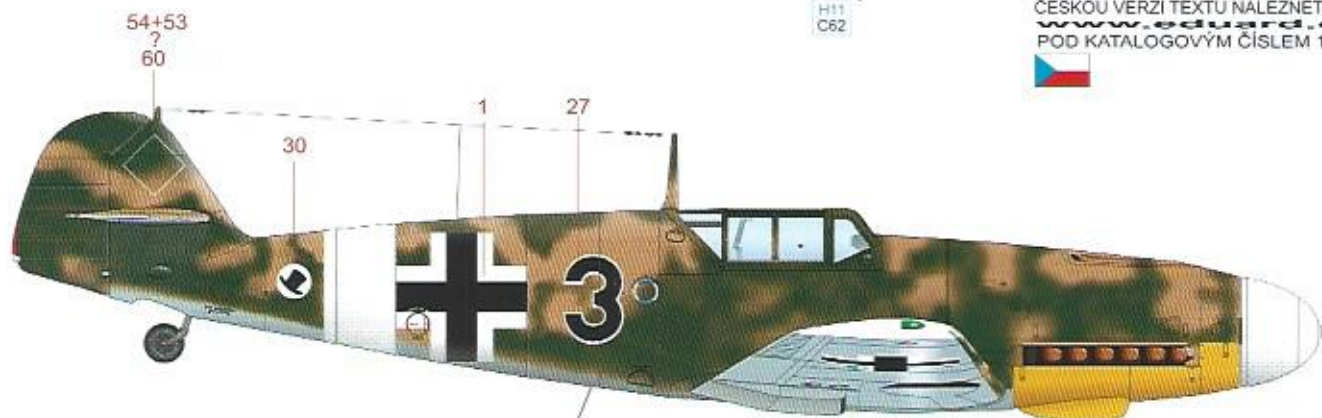
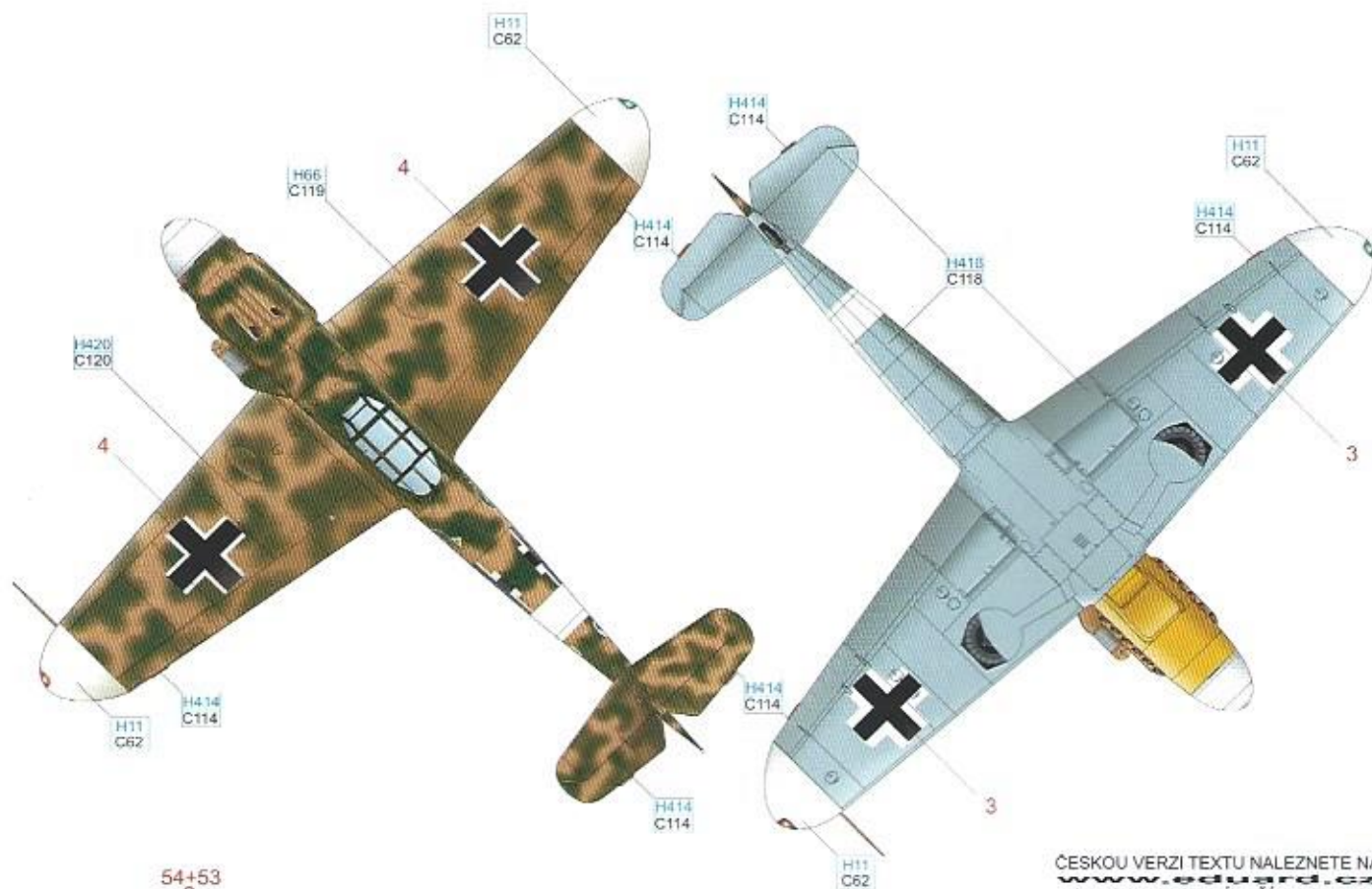
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.cz](http://www.eduard.cz) POD KATALOGOVÝM ČÍSLEM 11116



RLM 79	H66 C119	RLM 78	H418 C118	RED BROWN	H47 C41
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113
				OFF WHITE	H21 C89

# H Bf 109G-2/Trop, 2./ JG 77, North Africa, autumn 1942

The first Gruppe JG 77, with its 3rd Staffel, was established on January 6th, 1942 in Mariupol by renaming the original I. (J)/LG 2 unit. After the Eastern Front operations, at the end of June 1942, the squadron was determined to move to the Southern Front, first to Italy and then to Africa. It stayed on the Southern Front till mid 1944 when it moved to Germany. It even overtook an emblem of the I.(J)/LG 2 unit, a black "Zylinderhut" in a white circle, which had appeared on the I./JG 77 aircraft and remained for more than a year after I./JG 77 had been established. Standard camouflage of Luftwaffe aircraft used in Africa was supplemented by irregular patches of RLM 80 on the upper sides and on the side of the fuselage. An essential complement constituted of white wingtips, white propeller spinner and white band on the tail of the fuselage – the marking of the aircraft operating in the Southern Front.



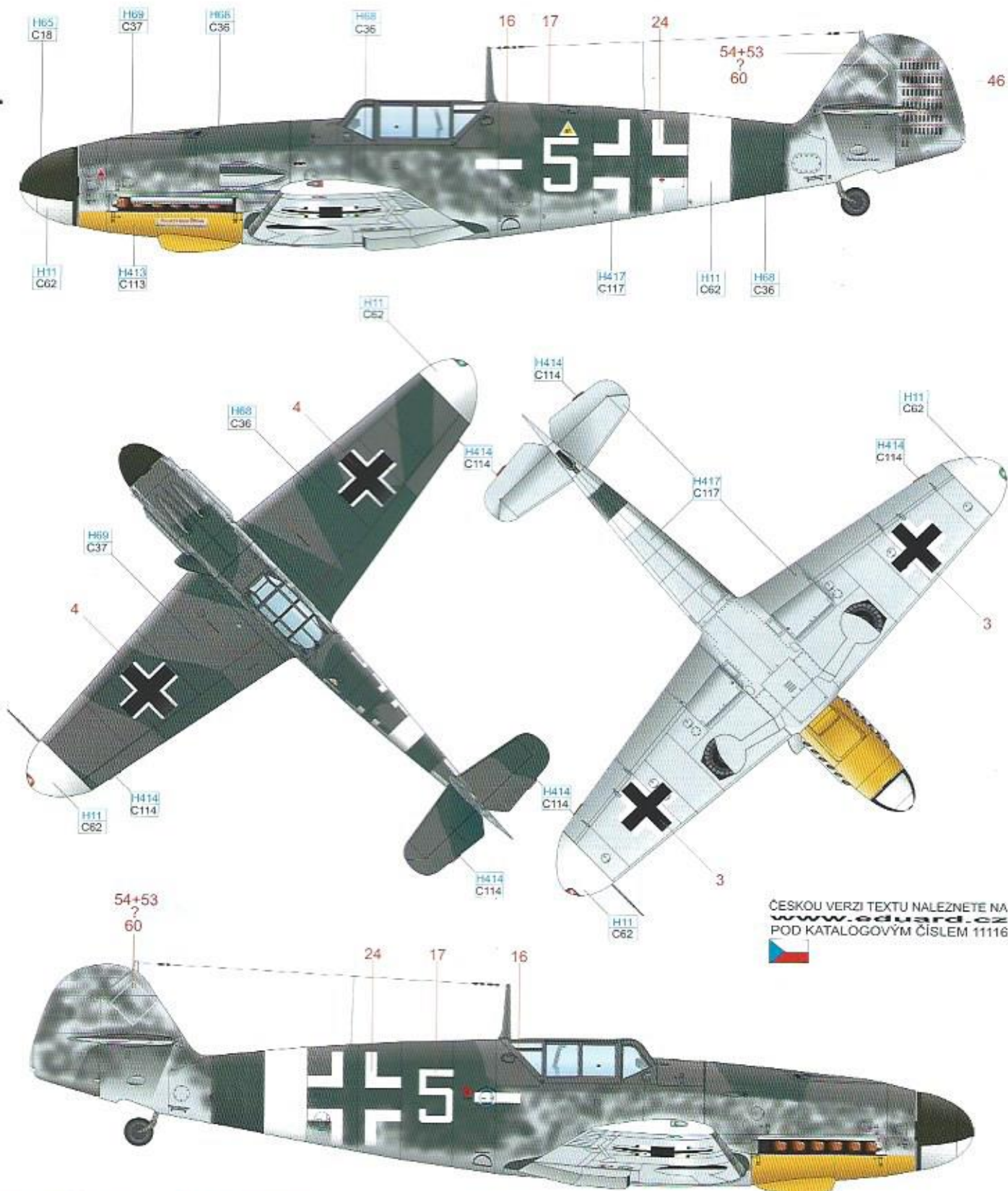
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.cz](http://www.eduard.cz) POD KATALOGOVÝM ČÍSLEM 11116



RLM 79	H66 C119	RLM 78	H418 C118	RLM 80	H420 C120
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113

# Bf 109G-2, flown by Fw. Anton Hafner, 4./ JG 51, Bizerta, Tunisia, November 1942

Anton Hafner was born on June 2nd, 1918 in Erbach near Ulm. In 1940 he successfully completed his fighter pilot training. After the training he joined JG 51 and remained in this squadron for the rest of his fighter pilot career. On August 22nd, 1942 he shot down his 60th enemy, which brought him the Knight's Cross of the Iron Cross – he got it the next day. At the beginning of November 1942, the II. Gruppe JG 51 moved from the Eastern Front to Africa. On January 2nd, 1943 Anton Hafner was shot down. He survived and upon his return from hospital he joined the Stabstaffel JG 51. On May 15th, 1944 he overtook the command of 8./JG 51. On October 17th, 1944 Oblt. Anton Hafner, the bearer of the Knight's Cross of the Iron Cross with Oak Leaves, shot down his 204th enemy, the Soviet Yak-7 aircraft. During the battle, while performing a low flight with his Messerschmitt Bf 109G-6, he hit a tree and did not survive the crash. The aircraft of the II. Gruppe JG 51 moved to Africa from the Eastern Front bore a camouflage with RLM 74/75/76 paint. The yellow identification elements marking the aircraft operating in the Eastern Front, were repainted and substituted by white complements on the wingtips and on the tail of the fuselage. The rudder bears the sign representing the number of Anton Hafner's shot downs. Ahead of the fuselage number there is an irregularity – a white horizontal band marking the aircraft of the II. Gruppe.



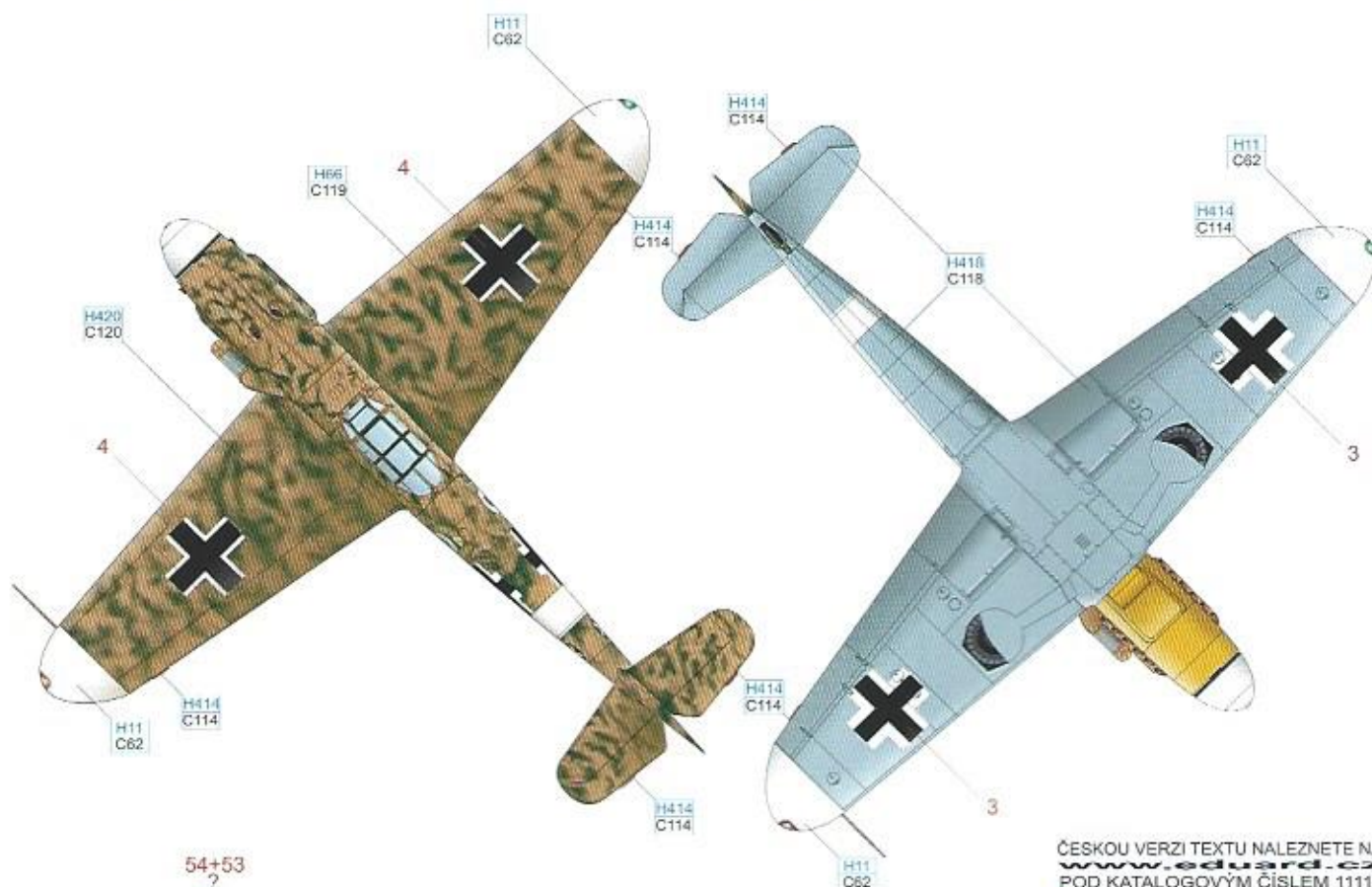
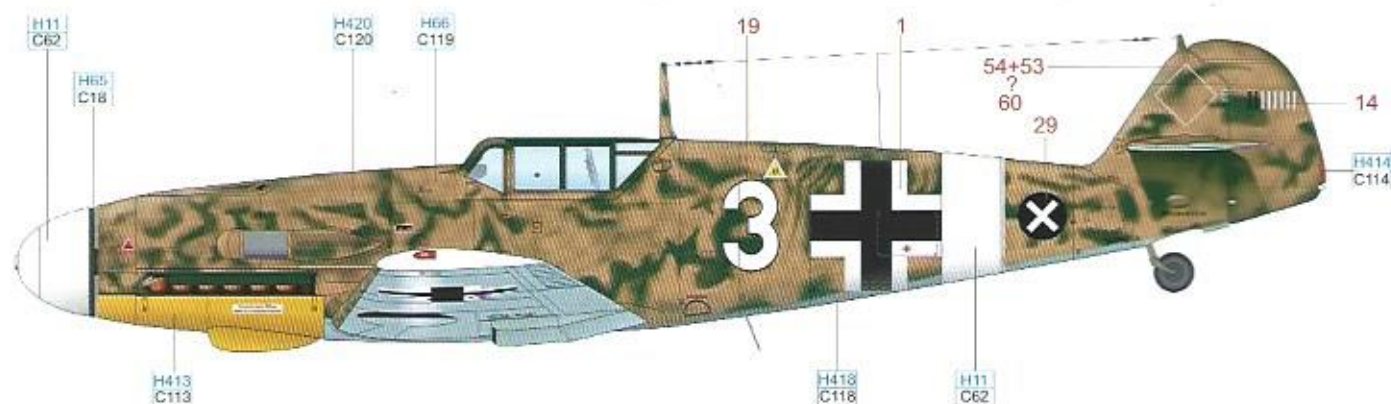
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.cz](http://www.eduard.cz)  
 POD KATALOGOVÝM ČÍSLEM 11116



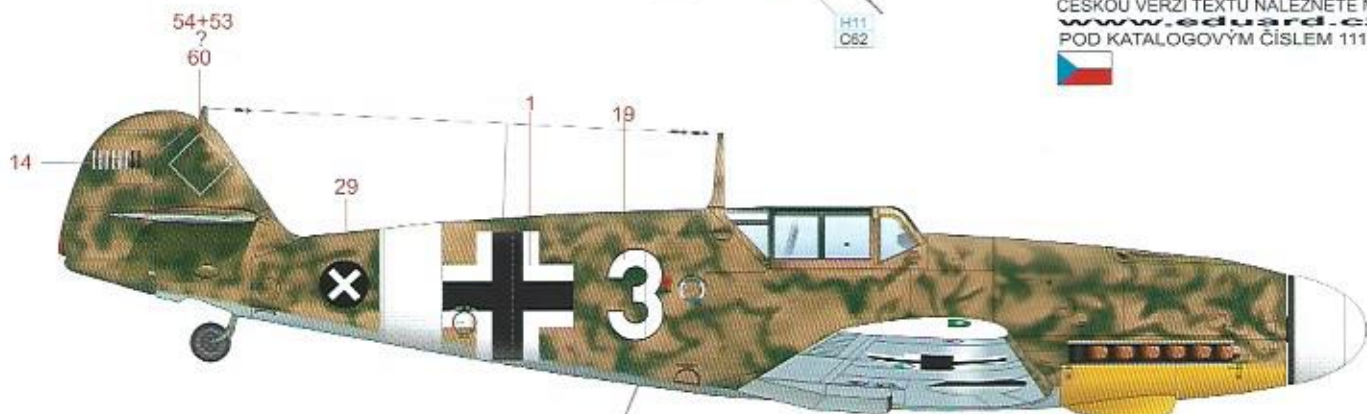
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117
RLM 04	H413 C113	WHITE	H11 C62	RLM 23	H414 C114
				RLM 70	H65 C18

# J Bf 109G-2/trop, W. Nr. 10533, flown by Uffz. Horst Schlick, 1./ JG 77, Bir-el-Abd, Egypt, November 1942

As a fighter pilot in JG 77 ranks, he was a member of this wing from 1942 to 1945, Horst Schlick managed to perform two shot downs on the Eastern Front and at minimum thirty shot downs on the Western Front. Most of the time he served as a member of its 1st Staffel. In the autumn of 1944, a change occurred, Schlick was transferred to 4nd Staffel where he shot down his last enemy. In spring 1945 he was order to move to EJG 2 training unit and later to JG 7, equipped with jet-powered fighter aircraft Me 262. He did not manage to perform any more shot downs. During WWII he participated in 480 operational flights and shot down 32 enemy planes (some sources state as many as 34 shot downs). Horst Schlick aircraft's camouflage was formed by irregular spray-painted patches of RLM 79 and RLM 80. The undersides were painted with RLM 78. An essential supplement of the marking is the Eastern Front marking – white wingtips, white band on the fuselage and white propeller spinner.



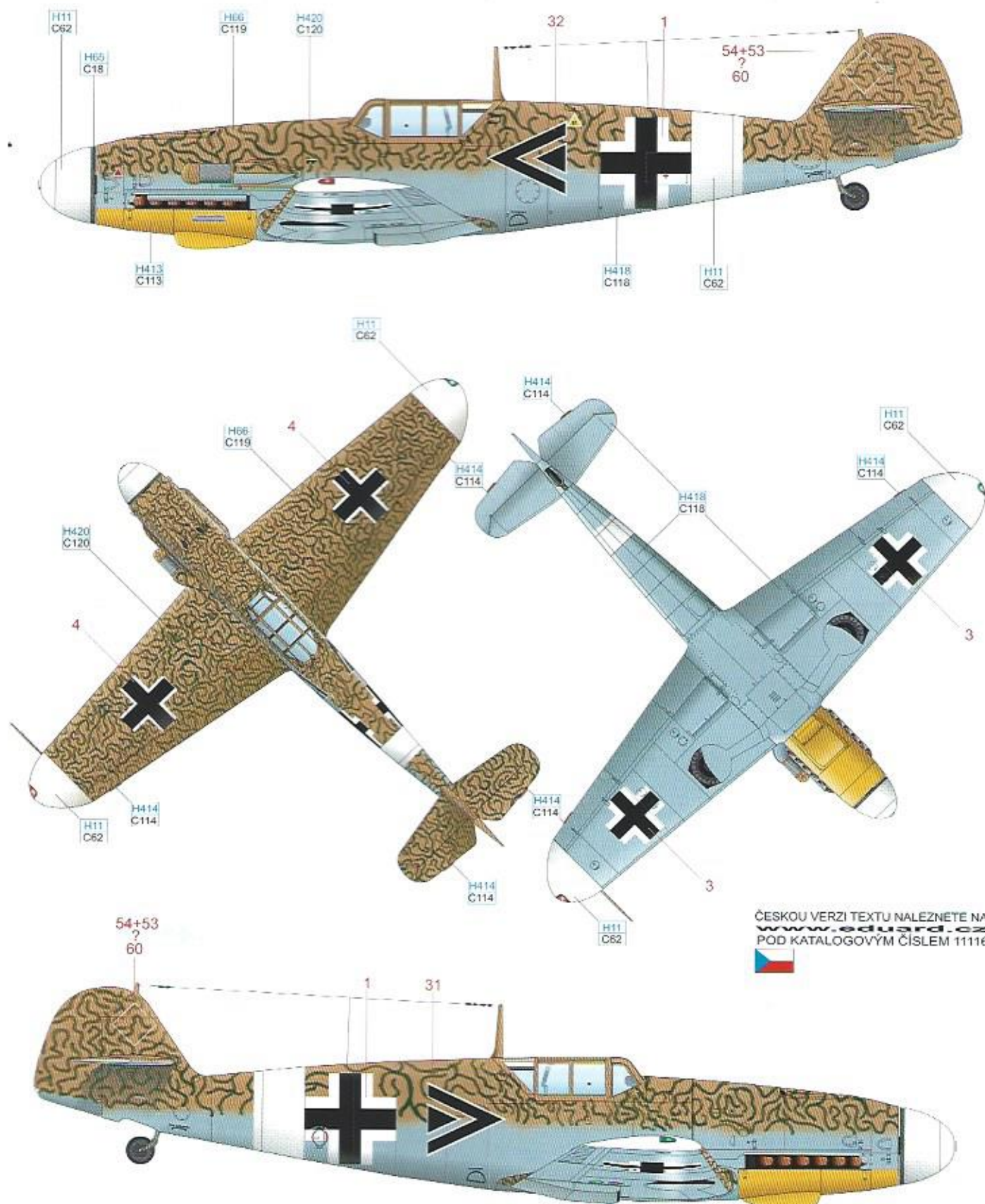
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.cz](http://www.eduard.cz) POD KATALOGOVÝM ČÍSLEM 11116



RLM 79	H66 C119	RLM 78	H418 C118	RLM 70	H65 C18
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113
				RLM 80	H420 C120

# K Bf 109G-2/Trop, flown by Hptm. Heinrich Bär, CO of I./ JG 77, North Africa, 1942 – 1943

Heinz "Pritzi" Bär was one of the Luftwaffe pilots who fought at all major battlegrounds of WWII. He conducted more than a thousand of operational flights and had a record of 220 shot downs. He was shot down eighteen times himself. For his achievements in combat he was awarded Knight's Cross of the Iron Cross with Oak Leaves and Swords. After WWII he continued flying as a test pilot on sports aircraft. He died on April 28th, 1957 while performing a common flight on an LF-1 Zaunkönig. Heinz Bär's aircraft, which was found by the Allied forces on African grounds, had a camouflage on upper sides and both sides of the fuselage in RLM 79. Over that paint there were irregular swirls painted in RLM 80. The undersides were painted in RLM 78. The camouflage was complemented by white wingtips, white propeller spinner and white band on the tail of the fuselage – the marking of the aircraft operating in the Southern Front.



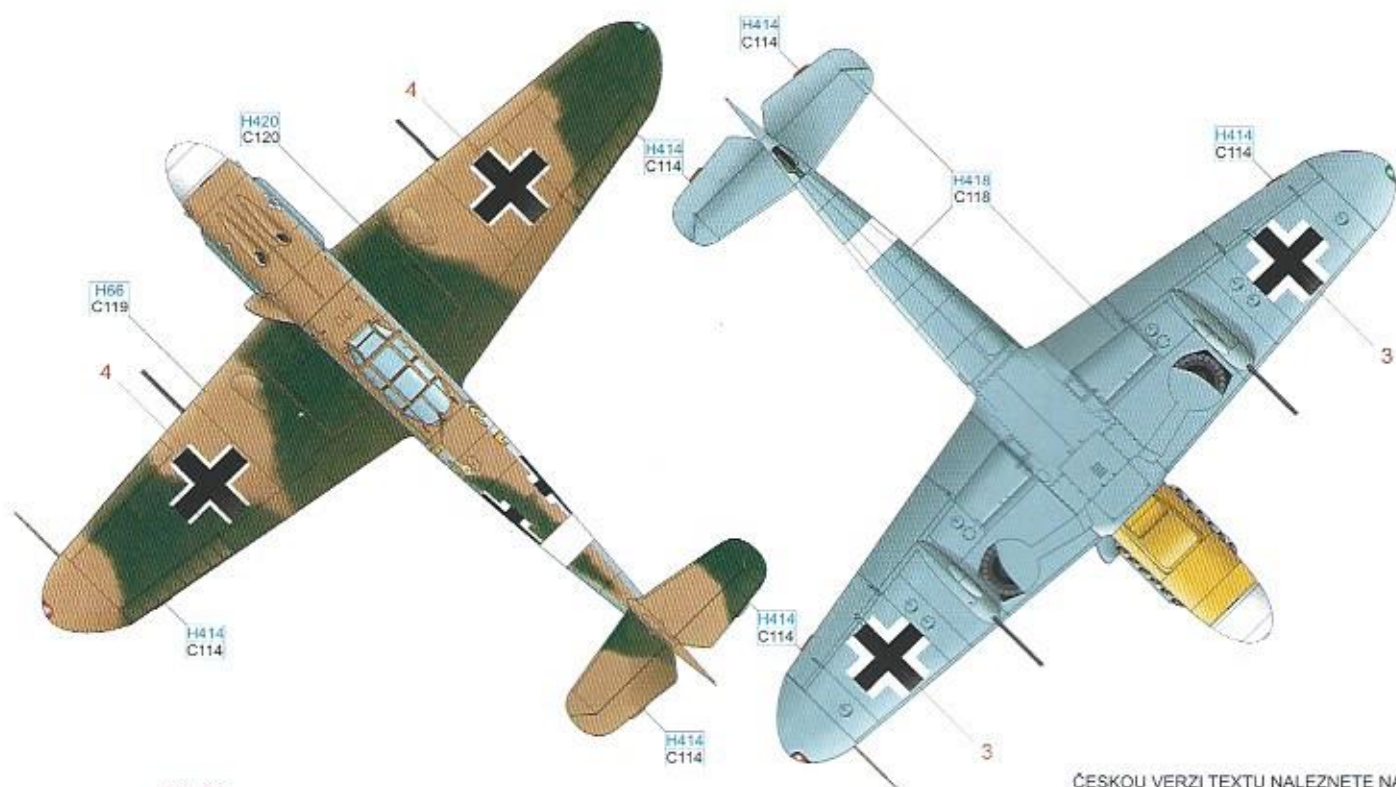
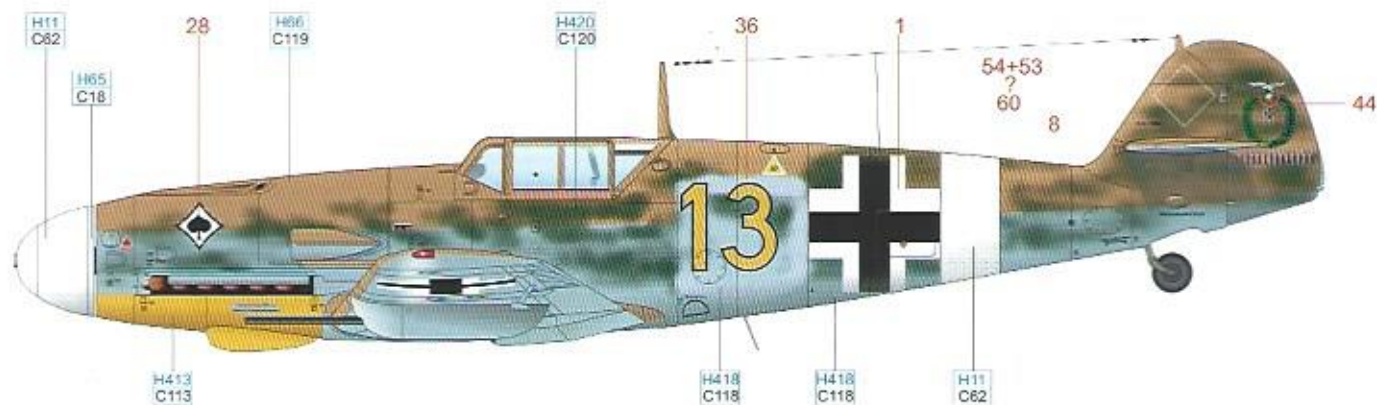
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.cz](http://www.eduard.cz)  
 POD KATALOGOVÝM ČÍSLEM 11116



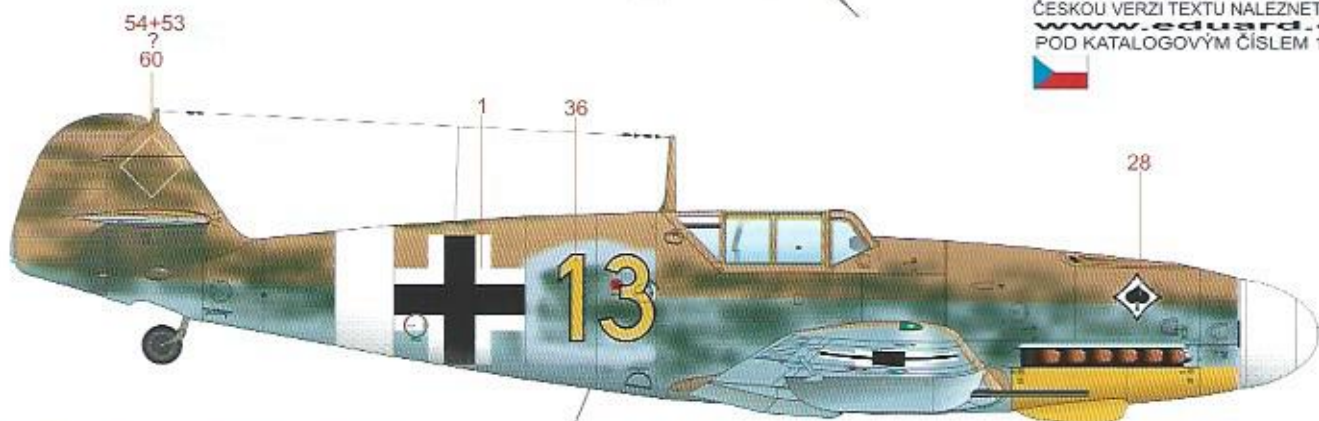
RLM 79	H66 C119	RLM 78	H418 C118	RLM 70	H65 C18
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113
				RLM 80	H420 C120

# L Bf 109G-2/R1, W. Nr. 10805, flown by Lt. Wilhelm Crinius, 3./JG 53, Bizerta, Tunisia, January 1943

A native to Hohenhausen, Wilhelm Crinius, joined Luftwaffe in January 1940. After his fighter pilot training in February 1942, he joined 3rd Staffel JG 53 and fought in Malta, in the Eastern Front and in the North Africa. On September 23rd, 1942 he was awarded Knight's Cross of the Iron Cross with Oak Leaves for shooting down 100 enemy aircraft. Till January 8th, 1943, he added 14 more shot downs. On January 13th, though, his fortune has changed. His aircraft was hit during the battle with Spitfires near El Kala. Crinius suffered thigh injury and due to the engine fire he was forced to perform a water landing. The next day fishermen saved him. After he recovered, he went to the POW camp. When World War Two came to an end, he worked as a CEO of German subsidiary of Phillips, later as a chairman of the board of Ernst Düllmann GmbH. In 1989 he ran as a candidate of Deutsche Volksunion party for European Parliament. He died on April 26th, 1997 in Stuhr, Lower Saxony. Crinius' "Gustav", camouflaged in RLM 78/79 paint, had patches and patterns painted in RLM 80. Underneath the fuselage number there is visible repaint of the previous marking, most likely by RLM 78. The rudder bears the painting of the Knight's Cross accompanied by signs of the shot downs.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.cz](http://www.eduard.cz)  
 POD KATALOGOVÝM ČÍSLEM 11116



RLM 79	H66 C119	RLM 78	H418 C118	RLM 70	H65 C18
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113
				RLM 80	H420 C120

