

PLANES of the LUFTWAFFE FIGHTER ACES

Vol 2



Bernd Barbas

These two lavish volumes on Planes of the Luftwaffe Fighter Aces will undoubtedly come to be regarded as the most authoritative and comprehensive reference works ever published on this fascinating subject.

Consisting of a remarkable collection of approximately 400 rare and mostly unpublished photographs in each volume plus many superb color paintings and line drawings, they present a vast amount of highly prized information which, hitherto, has been unsuccessfully sought by the world's modellers and air historians.

This monumental work is the result of interviewing surviving German fighter pilots and ground-crew over a long period, thus gaining access to many unpublished private photographic collections. By virtue of this entirely original research it has now been possible to provide an unequalled coverage of the aircraft of many famous German fighter pilots and even more who were lesser publicised.

It is an astonishing collection of material in its own right and is sure to be enjoyed by all with even the slightest interest in aviation.

Cover.

One of the best-known *Luftwaffe* fighter pilots of WW 2, although only thirtieth on the official list, was Hans-Joachim Marseille. He flew with JG 27 and was credited with 158 victories in the Bf 109. Although he never lived long enough to fly the later jet-powered Me 262, many of his successors did and with outstanding success.

Jacket design by Norman Clifford.





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FIGHTER ACES

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Color paintings by Richard Goyat and Rainer Gliss

Line drawings by Reinhard Sandow

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INTRODUCTION

In this second volume of *Planes of the Luftwaffe Fighter Aces*, the reader's attention will be directed more specifically toward the later years of the war by sections which describe and illustrate the fighter units formed in 1943 and 1944. These units were established to counter the growing threat of Allied bombing which, by 1943, had begun to build up in the West to an incessant day and night onslaught that was ultimately to devastate much of the German homeland. The impracticalities of the *Wilde Sau* plan, as it had been originally conceived, soon became apparent; the bombers and their escorts were still getting through and the single-seat night-fighter force was of necessity thrown into the vast daylight battles that, by 1944, ranged over hundreds of square miles of Germany.

Whereas the first volume related to the *Geschwader* bearing low numbers, several of which had operated principally in the West, this second volume will be found to contain material concerning the higher-numbered formations. Many of these fought on the Eastern Front where they had to contend not only with hostile aircraft, but also with the rigors of a particularly extreme climate which claimed many lives in non-combat situations.

It was, of course, from among these units which operated for lengthy periods in the East from the middle of 1941 until 1945, that so many of the most successful aces were to emerge and win their recognition. The illustrations of the aircraft they flew bear witness to the great variety of seasonal and environmental camouflage styles that were employed. Aircraft flown by several of the aces with exceptionally high victory claims have already been well documented elsewhere, but in this remarkable selection of photographs the author has also included a wide choice of less well-known aircraft. Ranging from desert airstrips in North Africa to the frozen airfields of Russia, they depict in a seemingly endless variety of markings those two stalwart German fighters, the Messerschmitt Bf 109 and Focke-Wulf Fw 190. It is a notable tribute to the *Luftwaffe* that even during the critical period between 1941 and 1945 so many photographs were taken which constitute such an invaluable testimony to those times. The aircraft are not seen in isolation, for despite the fact that they were no more than tools in the hands of the *Experten*, they nevertheless had a certain character and individuality. It is this individuality that has exerted a fascination which continues to grow amongst those who are interested in precise color schemes and technical details.

For modellers in search of new color schemes or personal markings, there is ample fresh material and it will be found that many photographs will

richly repay careful scrutiny. For the serious student of color, who has come to appreciate the value of the series of Kookaburra books on *Luftwaffe* subjects as a source of continuing stimulation, there are sufficient revelations to suggest a number of new avenues of investigation and research.

In order to provide the reader with some understanding of the enormous number of enemy aircraft destroyed by *Luftwaffe* fighter pilots, this book also includes a list setting out the individual claims of the aces. It would be interesting to learn how many individual aircraft were used by each of these pilots during their operational careers. It is also astonishing that the four pilots at the head of the list claimed to be responsible for the destruction of almost 1,200 hostile machines. When put into practical terms, this figure represents the operational strength of approximately 100 Allied fighter squadrons. It is hoped that inclusion of the victory list will not only serve as a statistical reference, but also put into some perspective the material contained in this book and in its earlier companion volume.

The Publishers



Two *Ritterkreuz* winners of JG 54 in Russia during 1941. On the left, leaning on the elevator of his Bf 109F, Black 10, was Herbert Mütterich and on the right, Josef Pöhs. Mütterich was shot down near Leningrad on 9th September 1941 and Pöhs was killed in 1943 while testing an early Me 163. The fighter showed eight British victories, two Yugoslavian and 27 Russian.

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Upper. Taken in the early days of the war, this shot shows *Ofw* Ignatz Prestele of 2./JG 53 in front of his Bf 109E-3 at Wiesbaden in December 1939. The aircraft's color scheme was standard 70/71/65. Lower. Two mechanics of JG 53 photographed with a bomb in front of Black 10 of III. *Gruppe* at a French airfield during 1940.





Werner Mölders, the first fighter pilot to be awarded the *Ritterkreuz*, with an unidentified companion in front of a Fi 156 *Storch* liaison aircraft.

CHAPTER 1

JAGDGESCHWADER 53 PIK-AS

This unit was formed in 1937 with a Staff and two *Gruppen*. In September 1939, a third *Gruppe* was added. During the early part of the war JG 53 remained in the West, but when Germany attacked Russia, all three *Gruppen* moved to the East.

During August 1941, I. *Gruppe* operated over Southern Russia while II. *Gruppe* fought in the Smolensk area and over the River Wolchow. III. *Gruppe* also fought in this area until September 1941, when I and II. *Gruppen* were transferred to Vlissingen in Holland. During December they moved to Sicily to join the battle for Malta. Meanwhile, III. *Gruppe* had been relocated in North Africa, where it operated until late October 1942, except for a brief spell at Comiso, in Italy, during May. From June until September 1942, I. *Gruppe* returned to Russia (Kursk and Stalingrad), but it rejoined the rest of the *Geschwader* in time to fly to Tunisia to oppose the Allied landings there (Operation *Torch*). Eventually, JG 53

was evacuated from Africa to Sicily and then to the Italian mainland.

In November 1943, II. *Gruppe* left Italy for Vienna, later joining Home Defence units in Germany. I. *Gruppe* remained in Italy until 1944, moving to Romania and Hungary until it was disbanded in Austria in 1945. II. *Gruppe* was transferred to Normandy in June 1944, where it was reunited with the Staff. During September 1944, III. *Gruppe* also joined the Home Defence force, to be followed in October by IV. *Gruppe*, which had been formed from III./JG 76.

At the beginning of 1945, II. *Gruppe* was based at Malmshheim, III. *Gruppe* was at Kirrlach and IV. *Gruppe* at Stuttgart-Echterdingen. For Operation *Bodenplatte* on 1st January 1945, about fifty Bf 109G-14s and K-4s of JG 53 took off to attack Metz-Frescaty airfield, where P-47 Thunderbolts of the American 365th Fighter Group were based. Shortly after crossing the Rhine they were

intercepted and nine Bf 109s were shot down. Despite this setback, however, the airfield was attacked; some Thunderbolts were destroyed on the ground and more Bf 109s were lost to anti-aircraft fire. On the following day, *Hpt* Friedrich Mürer, *Kommandeur* of IV. *Gruppe*, was killed in action over his own airfield.

During the next four months the *Geschwader* made a fighting withdrawal through Southern Germany and was finally disbanded near Landsberg.



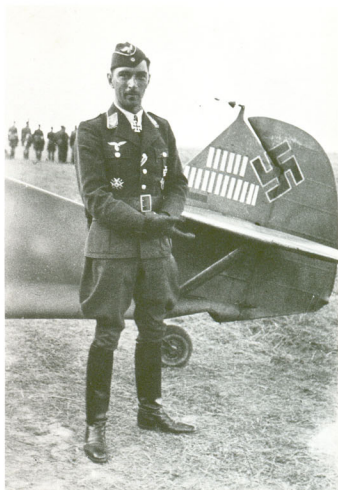
Right. This casual shot of Friedrich Müller shows him with the *Eichenlaub* which he received for 100 victories on 23rd September 1942. Lower. Werner Mölders photographed on the occasion of his award of the *Ritterkreuz* on 29th May 1940 for 20 victories.





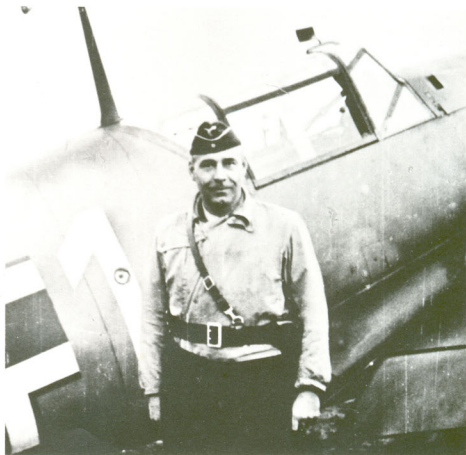
Upper. During the early part of the war, JG 53 experimented with a number of non-standard camouflage schemes. This machine, marked with the chevron and circle symbols of the unit's technical officer, had an unusual pattern and a 71/02/65 color combination. Right and lower. Rudolf Lochner's Bf 109E, White 6, had a similarly odd camouflage scheme. It is almost certainly the same aircraft as shown on Page 13 but photographed at an earlier date.

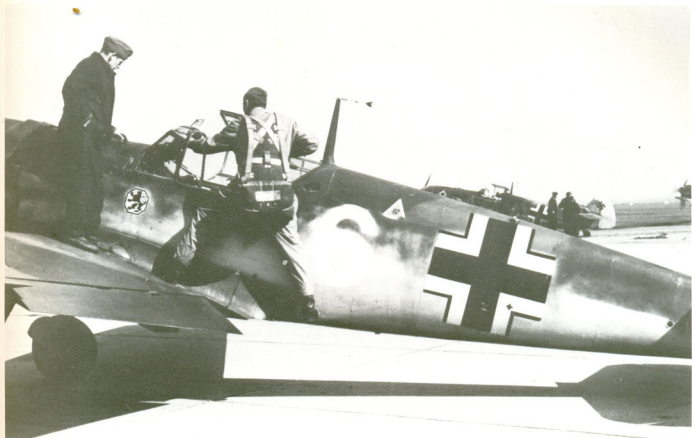




Upper. Mölders, the *Staffelkapitän* of 3./JG 53, in front of one of the unit's Bf 109Es. Upper right. The same pilot again, this time in front of the tail of his Bf 109E which showed 18 victories and the early style of centrally-mounted swastika.

Another shot of Rudolf Lochner in front of a Bf 109E, White 1. Note the rear vision mirror.





Upper. Rudolf Lochner of II./JG 53 climbing into his Bf 109E, White 6, W Nr 1958, which bore the pilot's personal marking, the lion emblem of the Munich soccer team. At this time Lochner's machine had standard 71/02 upper surfaces with an overspray of dark green 71 on its pale blue 65 fuselage sides. Lower. A pilot taking it easy in front of White 5 of III./JG 53.



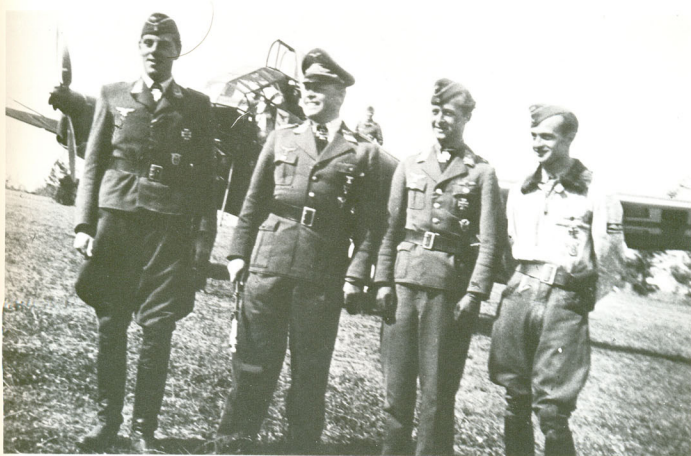


Left. This yellow-nosed Bf 109F was flown by the *Gruppenkommandeur* of III./JG 53, *Hpt* Wolf Wilcke, whose initials appeared under the windscreen. On the original print the vertical III. *Gruppe* bar was just visible aft of the fuselage cross. Upper. Wilcke (looking toward the camera) with companions during a lull in operations. Lower left. *Lt* Erich Schmidt, centre, with the *Ritterkreuz* which he received in July 1941 for 30 victories. He was lost in action near Dubno on 31st August after recording a further 17 kills. Lower. The aircraft of III./JG 53's technical officer. The pilot on the left was Jürgen Harder.





These three shots were taken at Surash in the East when *General der Flieger* Kesselring visited JG 53 in a Fw 189 on 9th August 1941. Upper right, Kesselring in conversation with Wolf-Dietrich Wilcke. Lower, Kesselring poses with successful pilots of JG 53. From the left were: Schramm, Kesselring, Wilcke and Schmidt, who were all wearing the *Ritterkreuz*.





Upper left. Jürgen Harder near his aircraft with its rudder showing six victories. Upper. Herbert Schramm, wearing the *Ritterkreuz* which he was awarded on 6th August 1941 for 24 victories, is seen here with *Oblt* Müller, who was even more successful.

Lower left. Taken somewhere on the Eastern Front, this shot shows *Gen* von Richthofen chatting with *Lt* Erich Schmidt. Lower. From the left, in conversation with *Oblt* Müller were: Wilcke, Schmidt, and Schramm. During one particular month in Russia, Müller claimed 50 victories.





Upper. This Bf 109F flown by Günther Freiherr von Maltzahn was painted in a darker color scheme than most German fighters of the period and showed 46 victories on its rudder. Lower. A Bf 109F of III. Gruppe, this machine carried the name *Harri* in white just under the windscreen. Unfortunately, the usual pilot is not known.



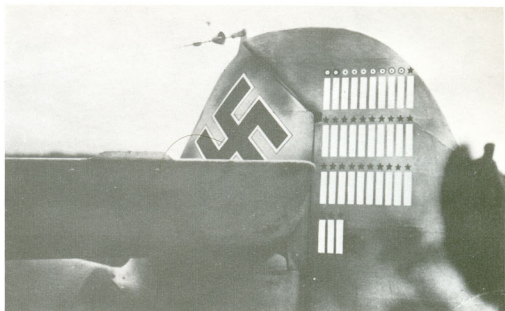


Upper. Pictured here with Russian farm workers somewhere in the East was the Bf 109F, Black 1, of III./JG 53. Its bright yellow rear fuselage band is clearly visible and on the rudder were some eight victories.

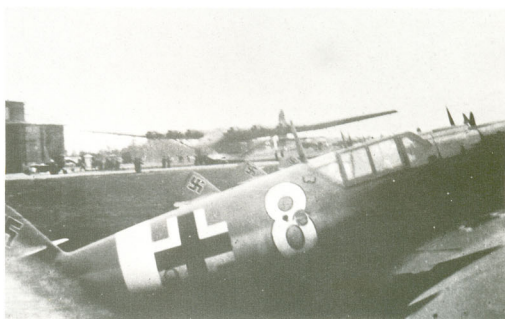
An unidentified pilot on the cowling of one of JG 53's Bf 109Fs.



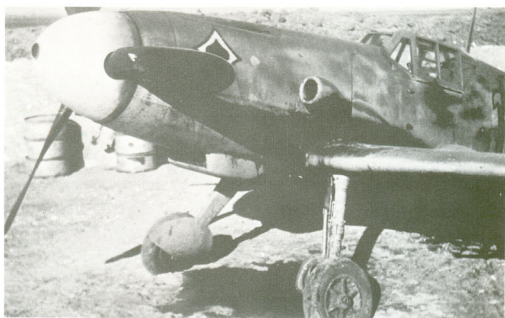
Gerhard Beitz of 7./JG 53 returns to Comiso after his first and only victory on 9th March 1942. The spinner of his Bf 109F may have been bright yellow.



The rudder of this Bf 109F displayed 33 victories; two French, seven British and 24 Russian.



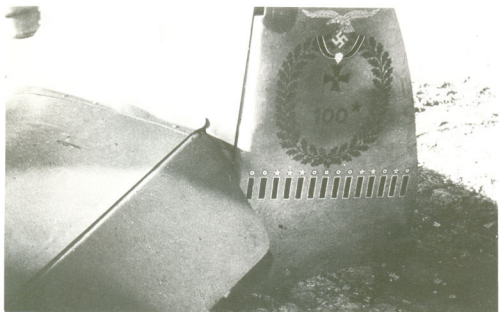
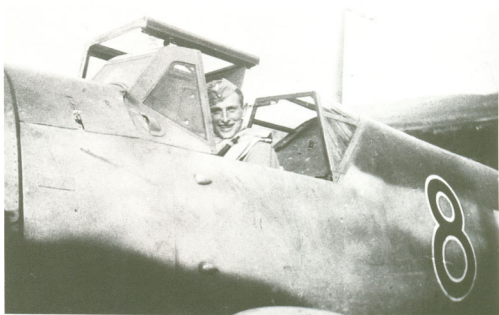
This Bf 109G-2, White 8, seen in tropical camouflage, was photographed during the retreat from North Africa in 1943. In the background was a giant Me 323 transport.



Bf 109G-2, Yellow 13, of 3./JG 53, photographed somewhere in North Africa. The fighter was not fitted with the usual sand filter.



Upper. This JG 53 Bf 109F was fitted with two radio antennae. Its rudder showed 11 victories credited in the West and one in the East. Right. An unknown pilot in the cockpit of Black 8, an aircraft of 2./JG 53.

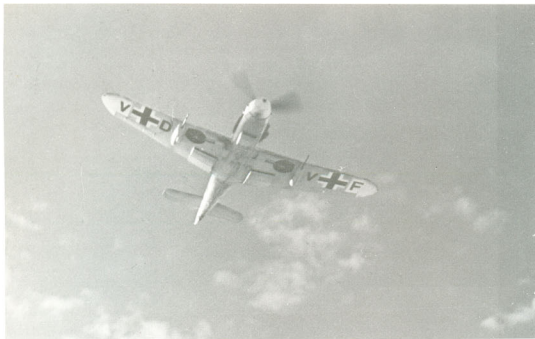


Shown here is the rudder of the Bf 109G-2/R1, W Nr 10805, of Lt Wilhelm Crinius of 3./JG 53. The machine carried a single chevron, its scoreboard including 100 Russian victories, six American and eight British. This was the pilot's final score on 13th January 1943 when he was shot down by a Spitfire over Tunisia.

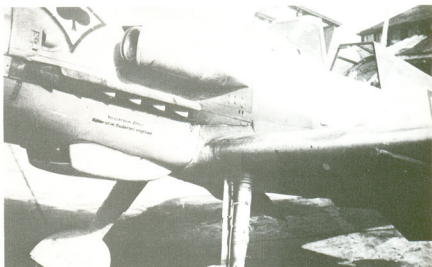


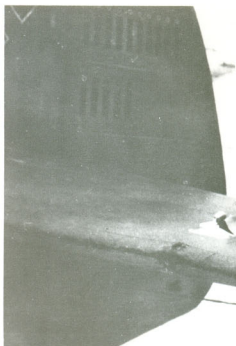
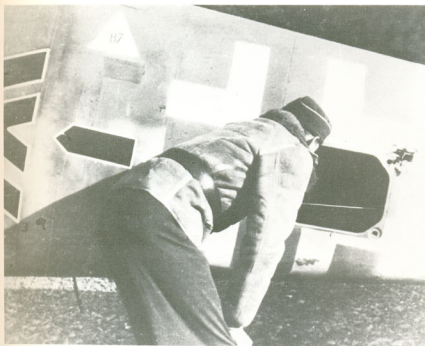
Upper. These Sicilian-based Bf 109G-2/Trops belonged to 7./JG 53 during 1943 and in addition to their white spinners and fuselage bands, carried an unusual style of 79/80/78 camouflage. Lower. Action stations! A group of 4./JG 53 pilots simulate a scramble for their aircraft for the benefit of the cameraman in Tunisia during early 1943.



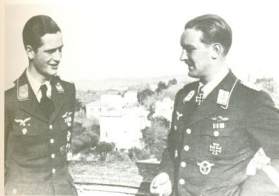


Upper. This JG 53 Bf 109G-2/R6 still carried its factory-applied call-signs V + D V + F plus the usual white markings required for an operational fighter in the Mediterranean. Right. A close-up of Black 5, a Bf 109G-2 of 2./JG 53 photographed in the spring of 1943. Lower. Yellow 8 was a Bf 109G/Trop belonging to 3./JG 53 in Tunisia also in early 1943. Obviously the aircraft's individual identification had previously been different, hence the repainting just aft of the cockpit.





Upper and upper right. These shots show battle damage sustained by the Bf 109G of Helmut Benneman somewhere over the Mediterranean. Of interest are the *Kommodore* markings and white fuselage band. Lower right. Mechanics working on the Bf 109G-2, Black 6, of 2./JG 53.

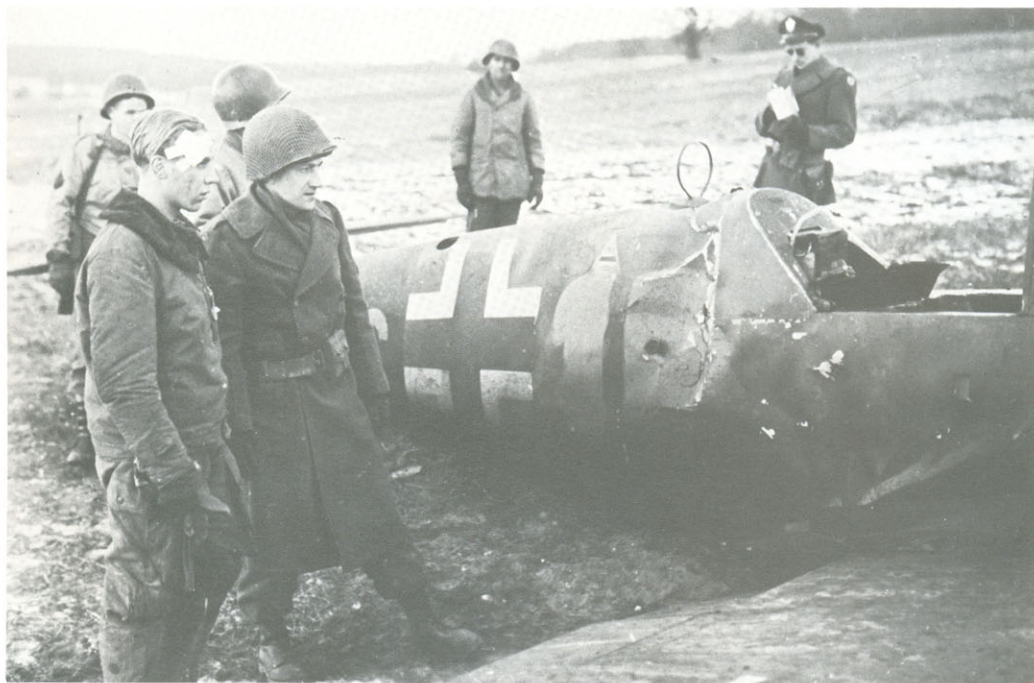


Upper. Maj Müller again, this time with a companion on a veranda in Sicily. Lower. A group of JG 53 pilots including Wilcke, centre left, with Harder second from the right.





Upper. Partly camouflaged Bf 109Fs of III./JG 53 somewhere in the West. In the foreground is the technical officer's aircraft with six or more victories on the rudder and behind it, the adjutant's machine with its single chevron. On 1st January 1945 American flak claimed this IV./JG 53 Bf 109G-14, Blue 2, of *Gefr* Alfred Michel near Halstroff. The relatively dark upper surface camouflage may have been the officially prescribed brownish-green 81 and dark green 82.





A rare shot of an unknown pilot of 9./JG 54 with a Bf 109E, Yellow 2, in France in 1940. The background of the red and black Devil's head badge and also the centre band of the spinner appear to have been painted in the yellow *Staffel* color.

CHAPTER 2

JAGDGESCHWADER 54 GRÜNHHERZ

During 1939, three independent *Gruppen* operated in the Polish campaign, namely I./JG 70, I./JG 76 and I./JG 21. In 1940 they were amalgamated to form JG 54 and under this designation the unit operated over France and Britain until it was transferred to Graz in March 1941. When the Russian campaign began, JG 54 was based in East Prussia and it advanced toward Leningrad by way of such famous airfields as Siverskaja, Krasnogwardeisk and Gatschina. 1942 saw I. *Gruppe* operating successively from Rjelbitzy (Ringelpiez), Wjasma and Viipuri in Finland, while II. *Gruppe* was transferred to the central sector and III. *Gruppe* was moved to Smolensk.

Early in 1943, I. *Gruppe* received Fw 190s, II. *Gruppe* became involved in the great battle around Kursk, withdrawing to Uman via Kiev, Shitomir and Winniza, and III. *Gruppe*, together with 4. *Staffel*, moved to bases near Lille in Northern France. During September 1943, a fourth *Gruppe* was formed to operate in the Idriza-Dno area of Russia.

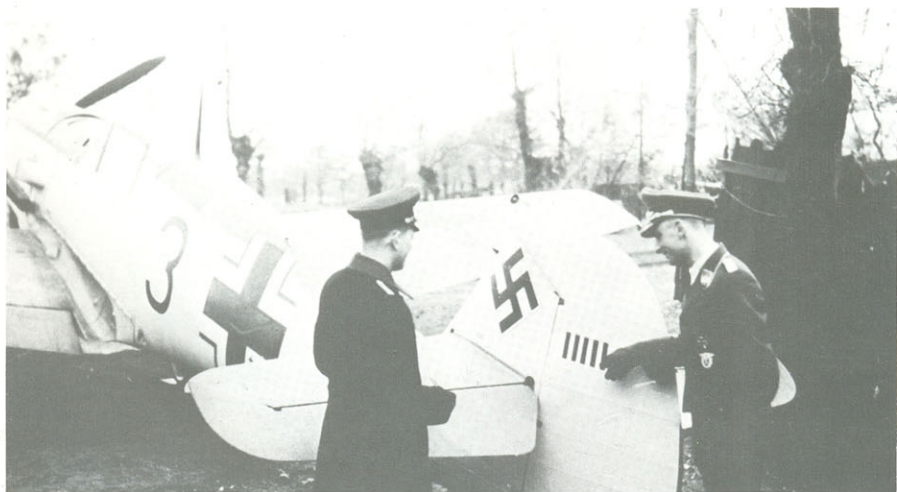
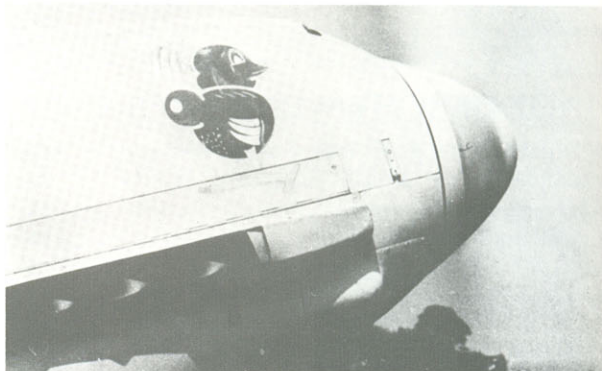
After occupying several bases in early 1944, both I. and II. *Gruppen* were thrown into the heavy fighting around the Kurland pocket and

the survivors were forced to make their way back to Schleswig-Holstein in some disorder. During this time some amazing sights were seen. One Fw 190, for example, arrived carrying five people; three in the fuselage and two more in the wings, after the cannon had been removed. On 8th May 1945, about 50 aircraft flew out to the West and it was in one of these that Gerhard Thyben claimed what was probably the last *Luftwaffe* victory of the war when he shot down a Russian Pe-2 over the Baltic Sea.

Meanwhile, III. *Gruppe* had been diverted from its home defence duties to join the battle for Normandy, later withdrawing to Oldenburg. After operating with JG 26 in the great attack of 1st January 1945, III./JG 54 was re-designated IV./JG 26 during the following month. IV./JG 54 had been withdrawn to Germany in early 1944 to rest and refit. After a spell of duty in Poland and East Prussia, it became a part of the Home Defence force and operated with JG 27 on 1st January 1945. It then became the nucleus of II./JG 7 and a new IV. *Gruppe* was formed from II./JG 76, although it saw no action.

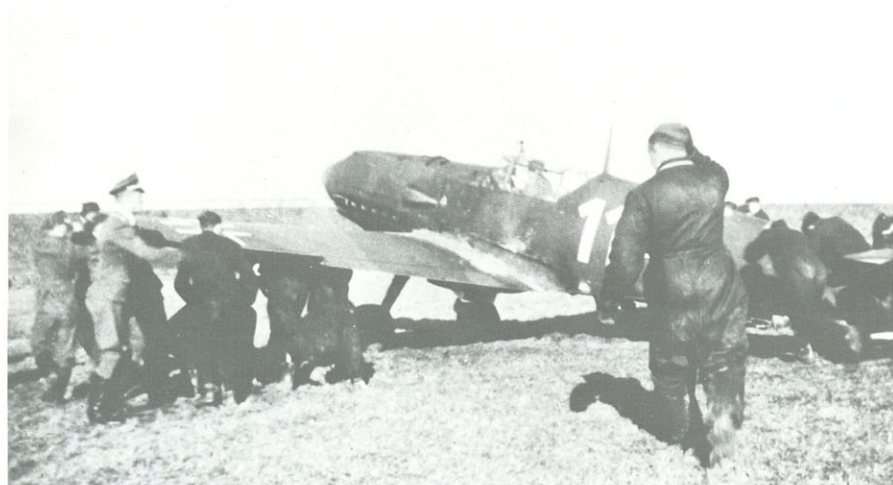
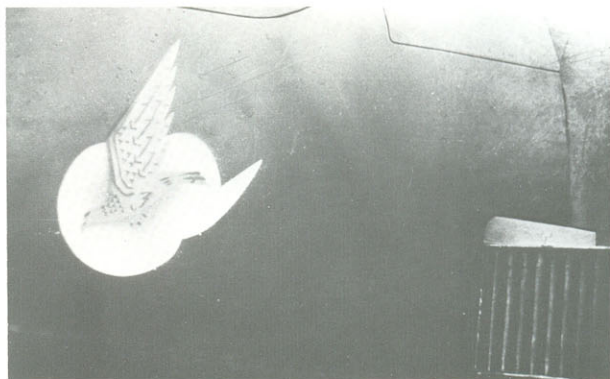


Upper. A group of JG 54 personnel with Emil Leykauf and his Bf 109E, Black 3 of 8./JG 54. The pilot was in the centre. Note the comical bird emblem of 8. *Staffel* and the forward position of the 3. Right. Detail of the extremely rare bird emblem of III./JG 54. The colors are unknown. Lower. Leykauf again with what was probably the same aircraft, now with repositioned number and five victories on the rudder.





Upper. This Bf 109E was photographed at Guines, France, in 1940 and shows another very rare bird emblem. The centre band of the spinner appears to have been yellow. Right. A close-up of the hawk motif, which may have been brown and yellow (or light tan) on a white cloud background. Lower. *Lt Rumpf's* Bf 109E, White 11 of I./JG 54, being manhandled out of a bog at Bruchsal during 1940. Note the old style 70/71 upper surface camouflage.

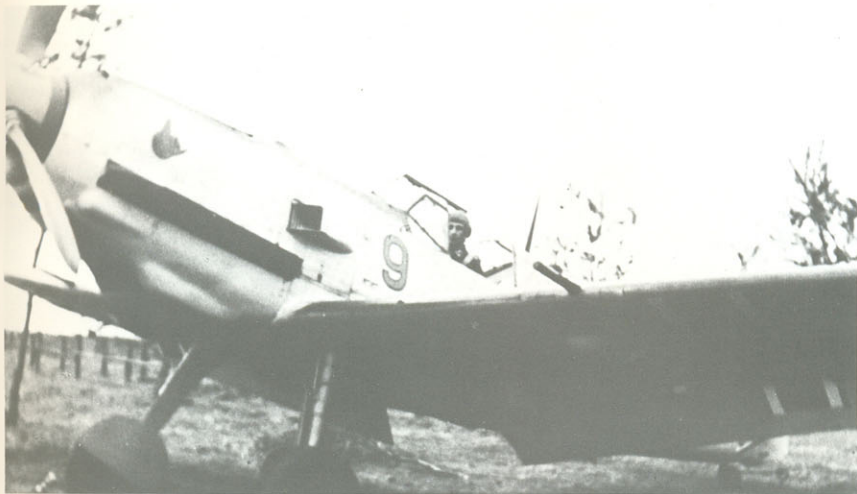




Upper. The unit mascot on the wing of the 9./JG 54 Bf 109E, Yellow 10. Upper right. Emil Leykauf on the wing of a Bf 109E of III./JG 54 in the old style 70/71/65 color scheme. The hawk emblem is visible on the cowling.



Another view of Leykauf's Black 3 as seen on Page 26. On the port side the amusing skidding bird emblem faced aft.

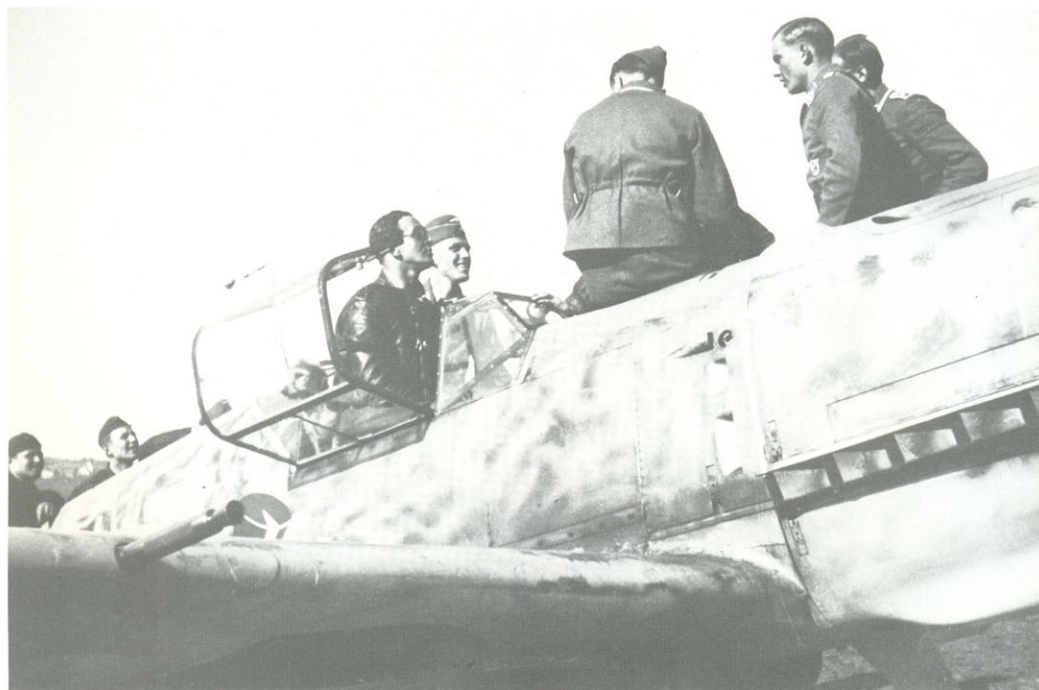


Upper. This Bf 109E, Yellow 9, also had the little-known hawk emblem on its nose as well as the huge underwing crosses which had been introduced during the Polish campaign. Right. Another Yellow 9 at Mönchen-Gladbach shortly before the start of the French campaign. The light upper surface color on the wing of the aircraft in the foreground was almost certainly RLM grey 02. Lower. A more complete view of the same aircraft taken at the same location a few minutes earlier. Note the small narrow-bordered fuselage cross.





Left. Reinhard Seiler's Bf 109E, White 1, with *Adjutant* Vermeulen in the clothing of a mechanic. Upper. A close-up of the chimneysweep emblem of 1./JG 54. Lower. The Bf 109E, White 7, with Seiler and a group of other personnel after he had achieved his first victory. The aircraft's very light camouflage scheme is of interest. The base coat was probably pale blue-grey 65.





A group of JG 54 pilots in flying kit in front of a Bf 109E at Guines during 1940. It is rare to see pilots of the period wearing oxygen equipment.

Black 3 and other aircraft of 8./JG 54 with a Ju 52 transport in the background. The near machine and the one on the right evidently carried non-standard yellow rear fuselage bands whose significance is not known. Black 3 also showed five victories on its rudder.



Aircraft of I./JG 54 at Orly airfield, the nearest apparently still in 71/02 camouflage and with its starboard wing cross painted in the old style close to the wingtip. The other identifiable machines were Red 4 and White 1, flown by Reinhard Seiler, the *Staffelkapitän*.



Arnold Lignitz, *Gruppenkommandeur* of III./JG 54, had a total of 25 victories when he had to bale out of his Bf 109 after one of its wings broke away on 30th September 1941 over Leningrad. He survived that experience, but it is believed he died as a prisoner of war.

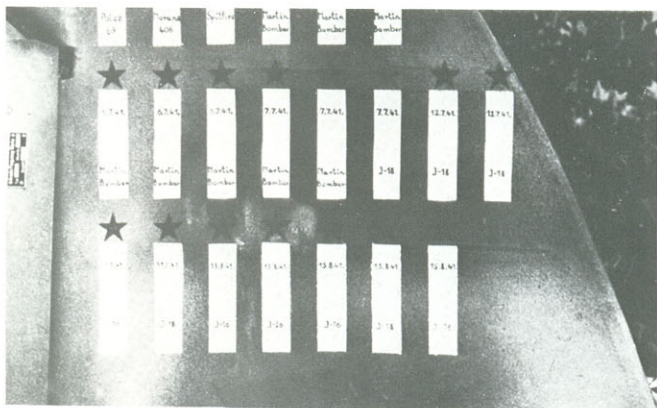


Upper and right. This Bf 109E, Yellow 13 of 9. *Staffel*, was the aircraft in which *Lt* Josef Eberle was shot down. The application of its 71/02/65 camouflage was very original.

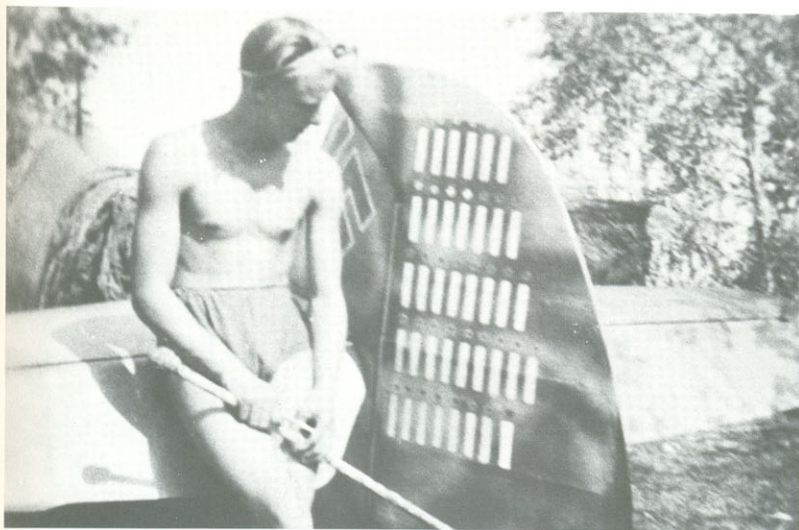




Messerschmitts of 8./JG 54 taxiing out prior to take-off, each one showing a different emblem on its yellow cowling. The unusual fuselage cross on White 5 is interesting.



Right. The tail of Reinhard Seiler's Bf 109F, White 1, photographed on 16th August 1941 at Mal Owsischtschi on the Eastern Front when the pilot had scored 21 victories. The various aircraft types shown are interesting. Lower. The tail of Mutherich's Bf 109F, Black 10, as also seen on Pages 6 and 35.





Upper left. Otto Kittel of 2./JG 54 in front of a Bf 109F, Black 8, a fighter normally flown by Tegtmeier. Upper. Lt Hans Götz just after returning from a successful mission in the East. He had a total of 82 victories when he was shot down on 4th August 1943.



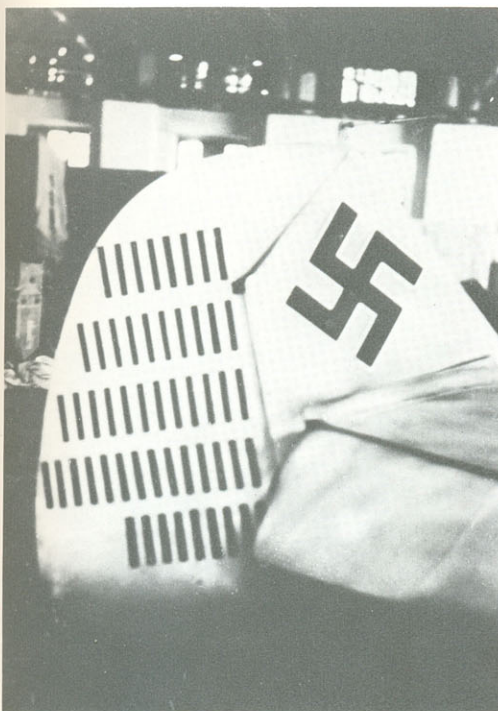
Left. This unusually-camouflaged Bf 109F, Yellow 10, possibly in the same colors as Black 8 above, was undergoing gun alignment adjustments in Russia when this photograph was taken. Lower. Bf 109F, Black 1 of 5./JG 54 may have been flown by Herrmann Schleinhege, an ace with 96 victories.

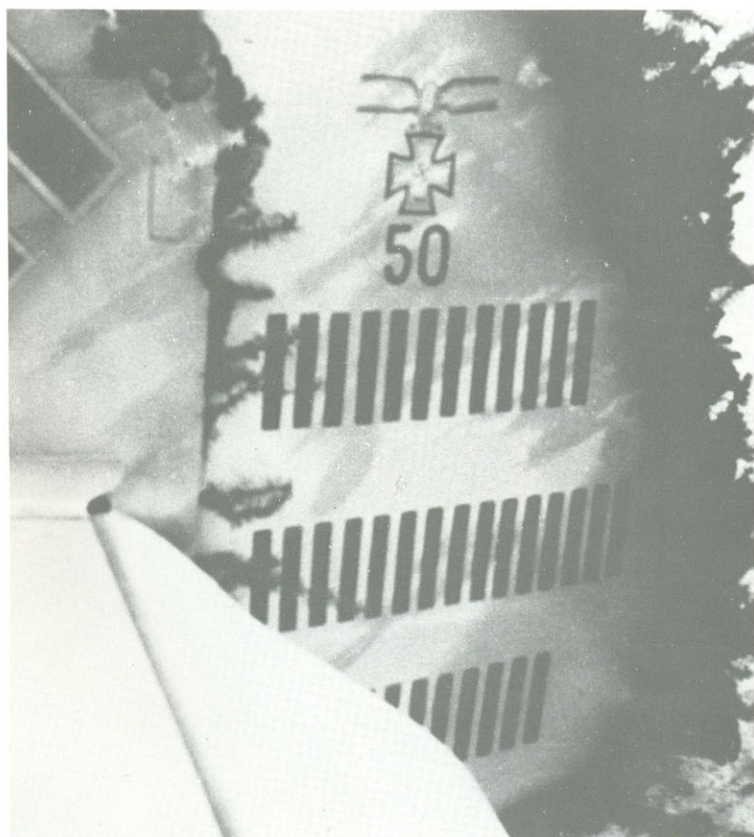




Left. From the left, this group of JG 54 pilots consisted of Herbert Mütterich, Hans Philipp, Dietrich Hrabak and Josef Pöhs. The Bf 109F was flown by Hrabak and the shot was taken on 6th August 1941 on the occasion of the award of the *Ritterkreuz* to Pöhs and Mütterich for 28 and 31 victories respectively. Upper. Franz Eckerle, *Gruppenkommandeur* of I./JG 54, after a successful mission during 1942. His snow-camouflaged Bf 109F carried the *Gruppe* and *Geschwader* emblems and had dual chevrons, the inner one consisting of a triangle. The yellow tail band had also been overpainted in white.

Lower left. Further detail of Eckerle's 53 black victory bars. Lower. Eckerle again, in front of his Bf 109F.





These two interesting shots show the I./JG 54 Bf 109F of *Hpt Hans Philipp* on 31st March 1942. By this time he had reached a tally of 100 victories, although the rudder shows only 90. The aircraft carried *Major beim Stab* markings and would make an excellent modelling subject, whether static or as a large radio-controlled replica.



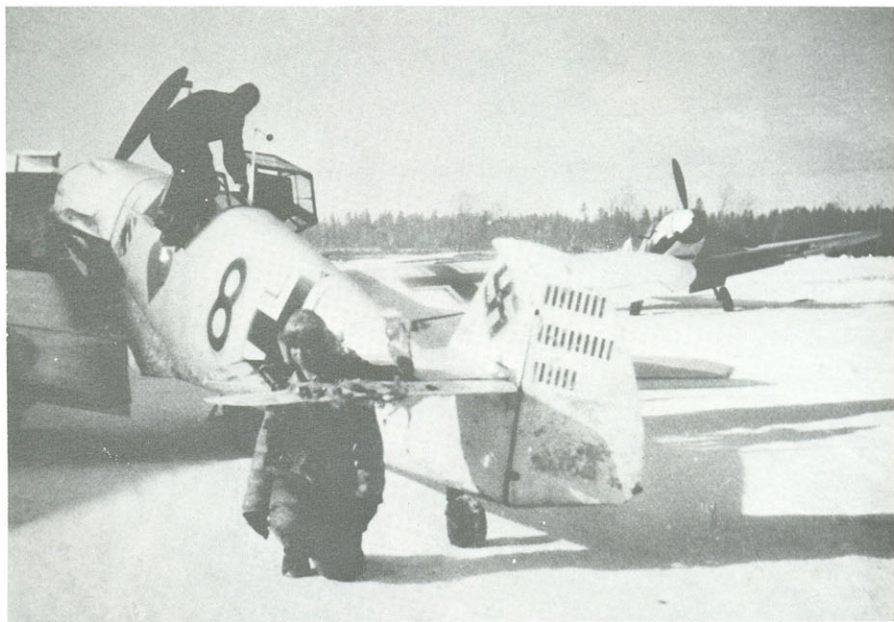
Left. A mess display plaque prepared in honor of Hans Philipp. Lower. In front of a Bf 109G-2 of 2./JG 54 at Gatschina were, from left: Tegtmeier, von Matuschka, Kroschinski, Brandt, Grollmus, Wöhnert, Fuchs, Koch and Broennle.





Seen in front of a 2./JG 54 Bf 109G-2 with its starter handle crank at the ready were, from left: Wöhnert, Tegtmeier, Fuchs and Broennle. The photograph was taken at Gatschina.

A casualty of groundfire, Black 8, a Bf 109F of 2./JG 54, was the mount of Fritz Tegtmeier, who at this time had achieved 24 of his eventual 146 victories. In posing for this photograph the pilot dramatises his narrow escape.





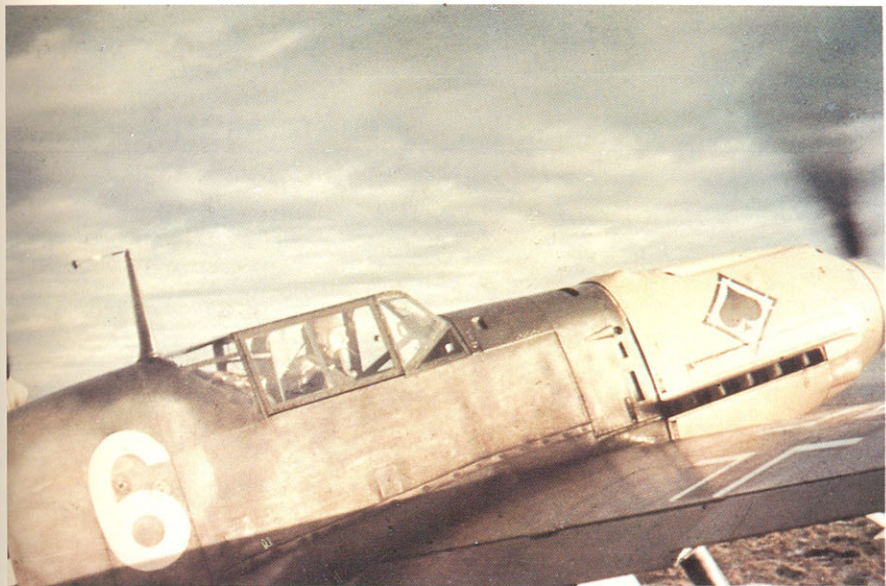
Another winter-camouflaged machine of 2./JG 54, Black 2 had 22 victories marked on its rudder. The pilot has not as yet been identified.

Lower left. *Lt Horst Hannig* (not related to Norbert) received the *Ritterkreuz* in 6./JG 54 in May 1942 for 48 victories. On 15th May 1943 he was forced to leave his aircraft after a dogfight with Spitfires near Caen in the West, but was killed when his parachute failed to open. Lower right. From left: *Gerhard Loos*, unknown, *Walter Nowotny* and *Uffz Koch*. On 6th March 1944 *Loos* baled out after attacking US bombers but drifted toward high tension wires. Realizing the danger, he chose to open his parachute harness prematurely at about 20 metres but fell to his death.



Right. *Lt* Horst Ademeit being chaired from his aircraft by his comrades after shooting down another Russian aircraft during 1941. Lower. Ademeit on the right with Rudolf Rademacher, another very successful JG 54 pilot with a total of 126 victories. The shot also provides fine close-up detail of one of the unit's Fw 190s.

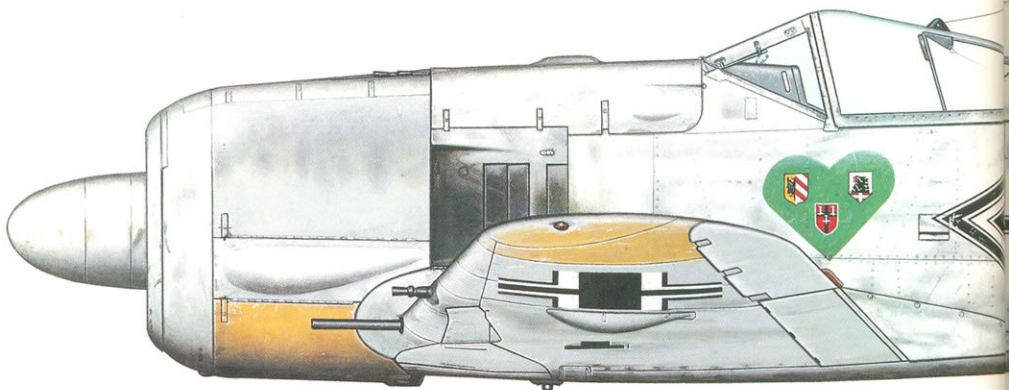




Upper. White 6, the Bf 109E of the 42-victory ace Herbert Schramm, whose aircraft is also depicted on Page 124 of Vol 1. Right. Also taken during the Battle of Britain was this shot of Friedrich Müller in front of his III./JG 53 Bf 109E. He was shot down on 29th May 1944 after achieving 140 victories. Lower. Members of 7./JG 54 examining flak damage to one of the unit's Bf 109Fs.



Focke-Wulf Fw 190A-4



Gruppenkommandeur markings, of JG 54

This aircraft, illustrated here in temporary white winter camouflage, was flown by the *Kommodore* of JG 54, Hannes Trautloft. It has the markings for the Eastern Front, consisting of yellow lower wing and fuselage band around the *Balkenkreuz*.

Under the cockpit was the green heart emblem of JG 54, in this

Hannes Trautloft



Painting by Richard Goyat

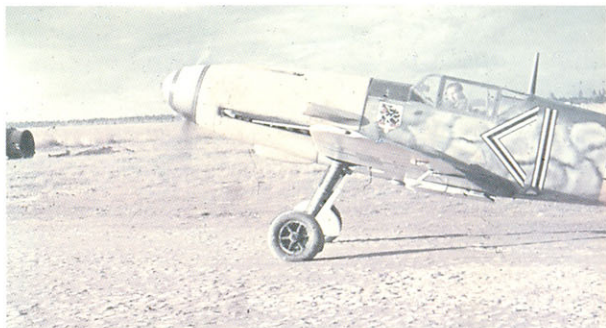
from left, the insignia of I./JG 54 and II./JG 54 with that of III./JG 54 beneath. As *Kommodore*, Trautloft normally used only one chevron for his personal markings and not the two of a *Gruppenkommandeur* as shown here. An earlier number immediately forward of the fuselage cross appears to have been overpainted.

PLANES OF THE LUFTWAFFE FIGHTER ACES

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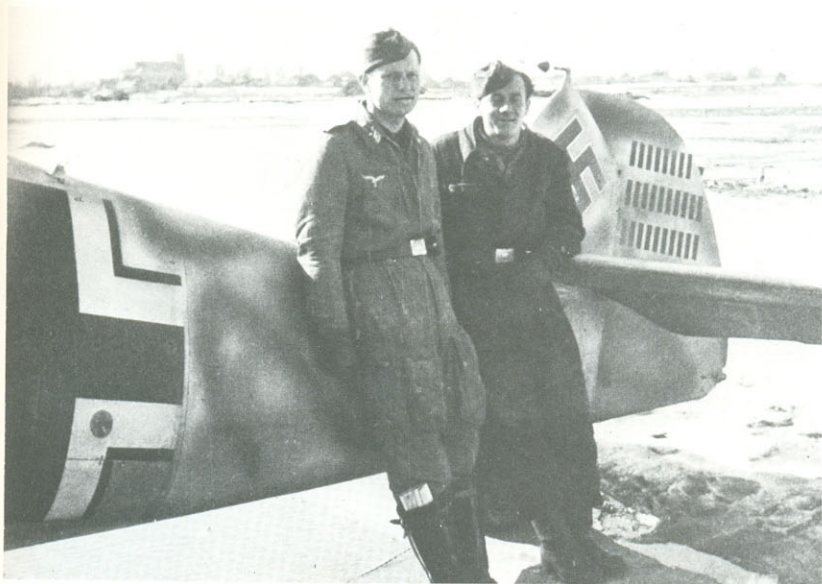


Although these shots are clearly not very satisfactory because of the deterioration which has taken place, they are nevertheless extremely rare as they are some of the few color photographs ever taken of JG 54 aircraft on the Eastern Front. Each of the three machines depicted here shows very distinctive camouflage and markings. Of special interest is the upper Bf 109F of Hannes Trautloft which appears to be painted light brown and olive green.





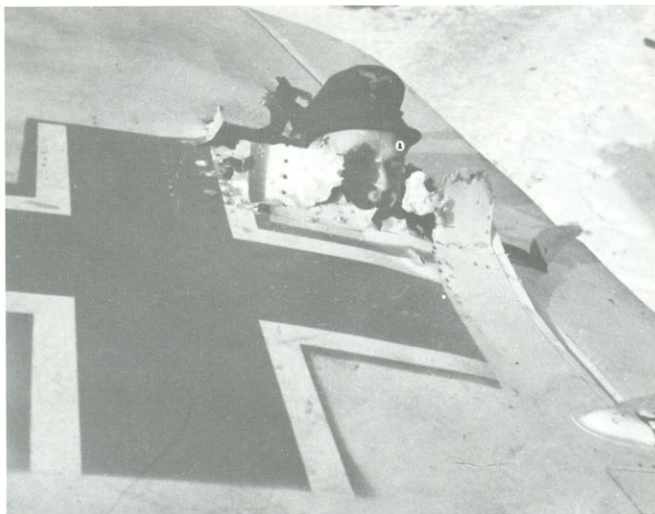
Upper. These two winter-camouflaged Fw 190A-4s, Yellow 11 and Yellow 8, belonged to 3./JG 54. The usual yellow markings were carried around the fuselage crosses, on the lower wingtips and on the lower cowlings. Right. Lt Ademeit flying over a bleak landscape on the Eastern Front in his Fw 190A-5, White 9. Lower. Herbert Broennle on the left with a mechanic in front of his distinctively camouflaged Bf 109F. Twenty-eight victories are visible and there may have been more, for he recorded a further 30.





Fritz Tegtmeier on the left and Hans-Joachim Kroschinski on the right in front of Tegtmeier's winter-camouflaged Fw 190. Note the abnormally clean propeller blades, the yellow lower cowling and the oil streaks.

This shot showing flak damage on a Fw 190 also gives a close view of the standard upper surface wing cross.





Left. The flying clog emblem of 7./JG 54 seen over the entrance to a swimming pool in Finland. Right. A Finnish soldier in front of a Bf 109G of 7./JG 54 which bore the *Staffel* emblem on the nose and the III./*Gruppe* emblem under the windscreen. Lower. This shot shows the typically harsh conditions of the winter of 1944-45 in Russia. The Fw 190 was photographed in the Kurland pocket and was being prepared for another sortie.





Upper left. *Lt* Hans Beisswenger of 6./JG 54 wearing the *Eichenlaub*. With a total of 152 confirmed victories he was one of more successful pilots of the unit. Upper. *Hpt* Reinhard Seiler, *Gruppenkommandeur* of III./JG 54, in front of his Bf 109F, with the pilot wearing decidedly non-standard flying gear. Left. Seiler's Bf 109G. Despite the indifferent photograph, its gaudy markings and two-tone green camouflage scheme would make it another fine modelling subject. It appears to have had plain white chevrons. Lower. A fine close-up of a Bf 109F-2 of III./JG 54. The colors of the unit badge were black, white and red.



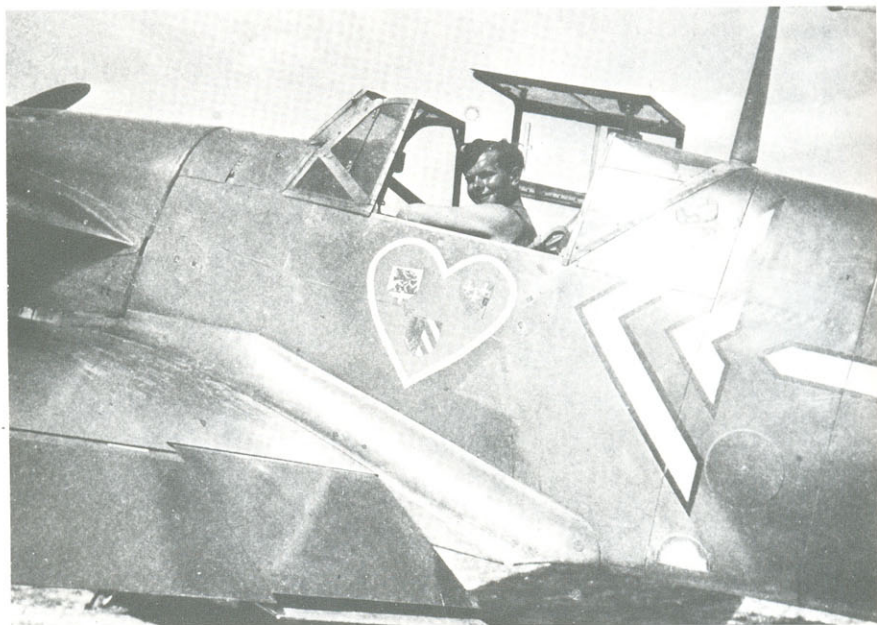


Upper. *Maj Trautloft* being chaired by his mechanics after a successful operation from *Siverskaja*. In the background was his usual *Bf 109F*. Lower. The aircraft itself, with mechanics *Mührer* on the left and *Neuschütz* on the right.





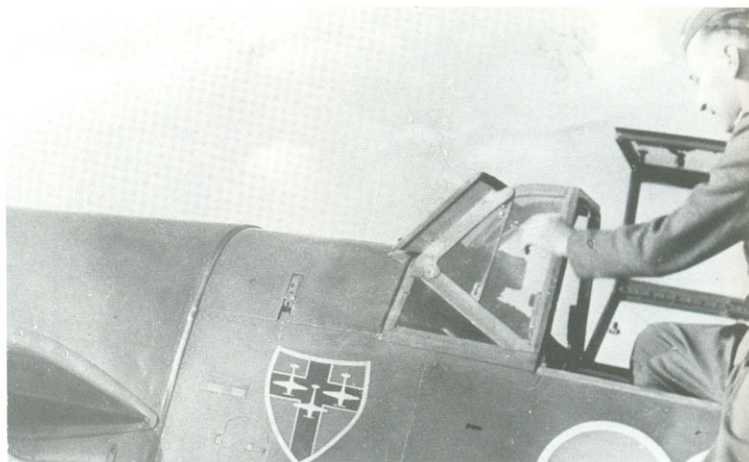
Left. Hannes Trautloft buckling up his safety harness in the cockpit of the same Bf 109F as seen on the previous page. At this time the green heart emblem was only part finished and the three *Gruppe* symbols had not been added. Right. Trautloft in the cockpit of his Fw 190. Lower. A close-up of the completed markings on Trautloft's usual Bf 109F fighter. The contrast of the two upper surface greens show up well here. It appears to be a different aircraft to the earlier yellow-nosed one seen in color on Page 44.





Upper. *Adjutant Otto Kath* on the left with *Max Stotz* of II./JG 54. In the background was a Bf 109F which could have been that of Stotz, a particularly successful pilot with 189 victories. On 19th August 1943 he baled out near Witebsk but was never seen again. Left. Another shot of Trautloft's usual Bf 109F in winter camouflage at Siverskaja. Lower. *Emil Leykauf* leaving the cockpit of his Bf 109G-2, Red 1 of 8./JG 54 whose grey camouflage scheme was noticeably light in tone.





Upper. A close-up of the III. Gruppe badge and green heart emblem on a Bf 109F of JG 54. Left. This Bf 109F, White 1, armed with a 250 kg bomb, is believed to have been the machine of the well-known Waldemar (*Hein*) Wübke. At the time it had five victories on the rudder. Lower. Fw Halfmann seated in the cockpit of a Bf 109G, White 7, of 7./JG 54.





Left. *Hpt* Otto Kath, *Adjutant* of JG 54, muses over the contents of his photo album and perhaps remembers former comrades. Right. *Fw* Karl Brill of II. *Gruppe* in front of his Bf 109G. The prominent stencilling on the leading edge is especially interesting. Lower. *Lt* Friedrich Rupp on the left and *Fw* Halfmann on the right in front of a gaily decorated White 7 which carried the two-tone green camouflage common in JG 54 at the time.





Left. Walter Nowotny photographed in front of his Fw 190 marked with two *Gruppenkommandeur* chevrons, details of which will be found on Pages 57 and 159. Lower. A different aircraft to the one above, this is the machine in which Nowotny scored his 200th victory, as also seen on the opposite page, upper right.





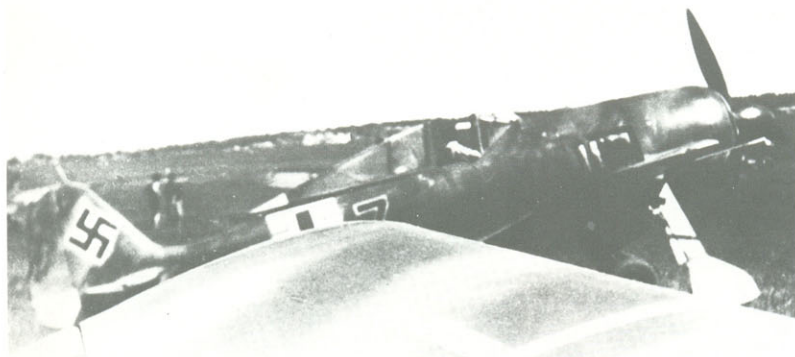
Upper. On 8th September 1943 Nowotny became the fourth German pilot to claim 200 victims. Here he is seen on the upper nose of his aircraft with his mechanic Max Heger. The spiral spinner marking is of interest. Right. Nowotny again, this time in front of W Nr 410004 with two chevrons after he had taken his personal score to 250.

Lower. Two rather less than serviceable Bf 109Fs of 1./JG 54, each camouflaged quite darkly on the upper surfaces. Two mechanics appear to be cannibalising White 4 in the foreground for badly needed spare parts.

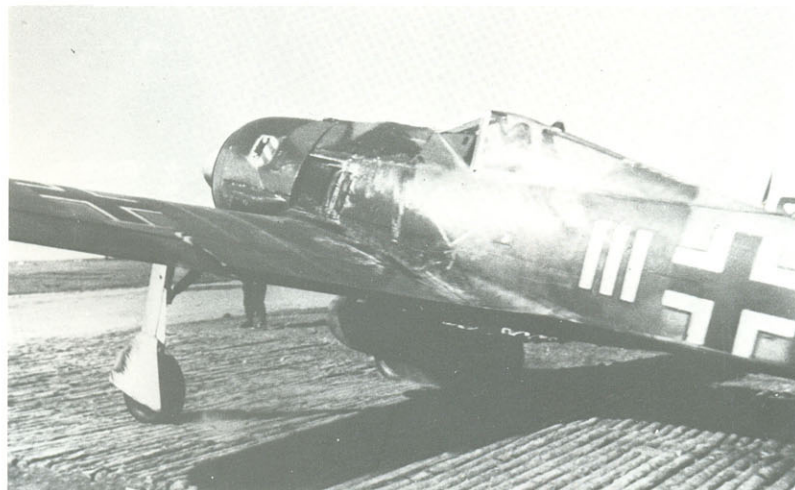




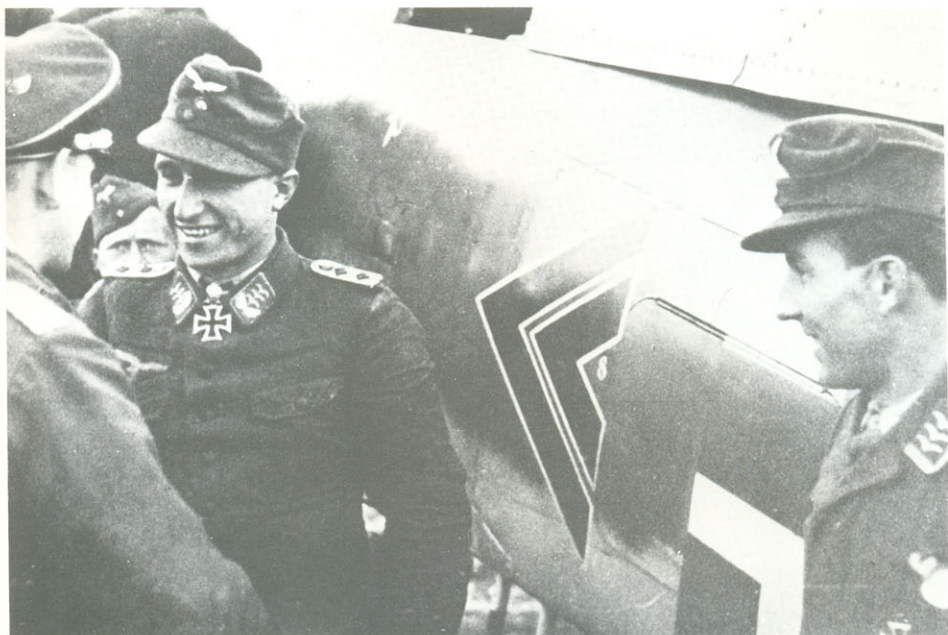
Hermann Schleinhege on the left and Hugo Broch of III./JG 54, with 96 and 81 victories respectively, were two more of the unit's successful pilots.



Not the best quality, but the only known black-and-white photograph of Emil (*Bully*) Lang's Fw 190 of 5./JG 54 seen at Siverskaja during the spring of 1943. The very pale color, probably light tan, on the wing upper surface of the nearer aircraft is of special interest. A color photograph of Black 7 may be seen on Page 121.



Another Fw 190 fighter-bomber of I./JG 54 also in a very similar camouflage to the aircraft above and with an interesting combination of markings plus a white spinner.



Upper. From left, Hubertus von Bonin, Nowotny with *Schwerter* and *Fw* Karl Schnörrer, his wingman, photographed near Orel after Nowotny's 250th victory. A tiny white 8 can be seen tucked in behind the chevrons and part of a white 13 underneath the cockpit. The dark green camouflage is evident. Lower right. Nowotny about to leave for Berlin to receive the *Brillanten* and the acclaim of a national hero. Lower. Nowotny in the *He* 111's cockpit. The *Ritterkreuz* around his neck is just visible.





Left and lower. Two informal shots of *Fw* Halfmann in front of his Bf 109G, White 7, which carried three-tone camouflage on the upper surfaces. These colors can best be described as a light tan (seen near the nose), a medium green a little darker than RLM 83, and a very dark olive green similar to RLM 70. Many other aircraft of the unit utilised the same basic scheme.





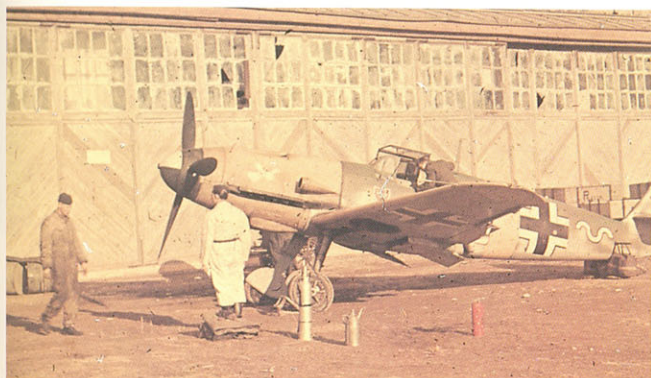
Right. *Bazi Sterr* on the left and *Albin Wolf* on the right in front of a Fw 190, Yellow 2. Lower. *Albin Wolf* photographed at Petzeri after JG 54's 7,000th victory on 23rd March 1944. In the background was the pilot's grey-camouflaged Fw 190A-6, W Nr 551142.





Left. *Hpt* Joachim Wandel, *Staffelkapitän* of 5./JG 54, managed 75 confirmed victories including 16 at night. Right. *Lt* Heinz Wernicke wearing the *Ritterkreuz*. He was accidentally killed in a mid-air collision on 27th December 1944 when his total stood at 117 victories. Lower. This relatively light-colored Bf 109G-6 was photographed in April 1943 and clearly shows the barrels of its underwing armament and gondola-shaped fairings.

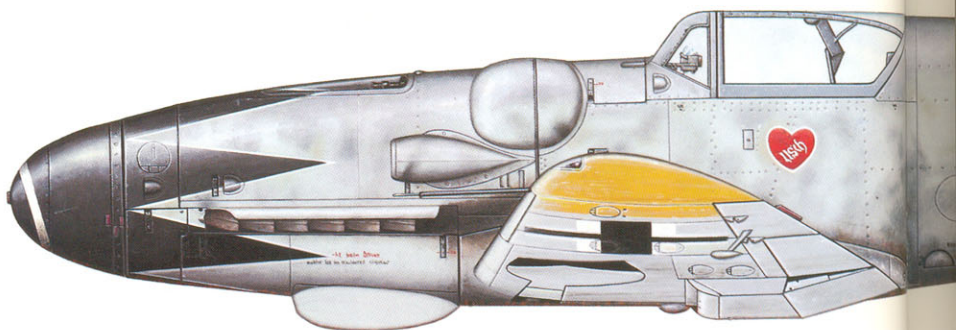




Upper. Werner Schroer's Bf 109E/Trop, Black 8, of I./JG 27 over the coastline of Libya. With 61 victories in Africa, he was second only to Marseille. Left. A Bf 109F of 7./JG 54 receiving attention at Siverskaja during 1943. Note the fire extinguishers. Lower. Another shot of Herbert Schramm's aircraft of III./JG 53, which showed nine victories on its fin during 1940.



Messerschmitt Bf 109G-6

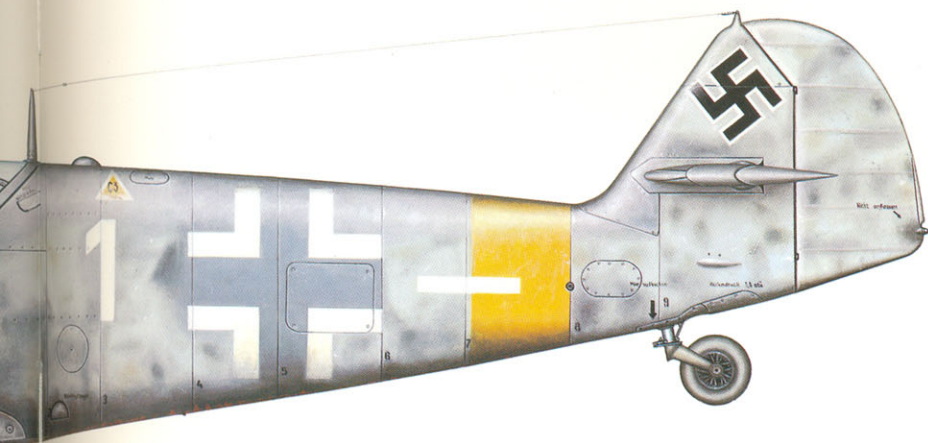


White 1, of JG 52

Shown for the first time in fully correct colors is the machine that Erich Hartmann flew as *Staffelkapitän* of 7./JG 52. Its unusual nose marking was only a concession to the fact that he was the world's most successful pilot, having at this time amassed over 300 confirmed victories and being presented with the coveted Diamonds award.

The aircraft was equipped with a clear-vision canopy and the FuG 16 ring antenna had been removed. The camouflage of the fuselage

Erich Hartmann



Painting by Richard Goyat

showed no discernable pattern, for all colors had been oversprayed with only suggestions of the darker colors underneath. The spinner and seven "tulip leaves" were painted in black, the spinner having one white spiral only whilst each of the "leaves" had a thin white border. The number 1 and the second *Gruppe* bar were in plain white with the fuselage band and lower wingtips in yellow. The personal emblem, *Usch*, is illustrated in detail on Page 166.

PLANES OF THE LUFTWAFFE FIGHTER ACES

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This interesting Bf 109E of JG 54, bearing nine victory bars on its rudder, cannot be positively identified. For some reason, both it and Yellow 2 behind it exhibited the wolf's head emblem III./JG 77.

An assembly plant discovered by US Army forces at Oschersleben at the end of the war. The Fw 190s all show the greatly simplified camouflage scheme in use at the time.





Upper. Norbert Hannig preparing for a sortie in his Red 12, assisted by *Uffz* Rommer during Spring, 1943, when based at Siverskaja. Right. *Ofw* Xaver Müller of 1. *Staffel* climbing out of his Fw 190. He achieved 47 victories but was killed in action during 1944. On the right was Alois Boldt. Lower and lower right. Two shots of Helmut Wettstein and his Fw 190A-6, White 12, of 5./JG 54. Its upper surfaces had the appearance of two-tone green camouflage.





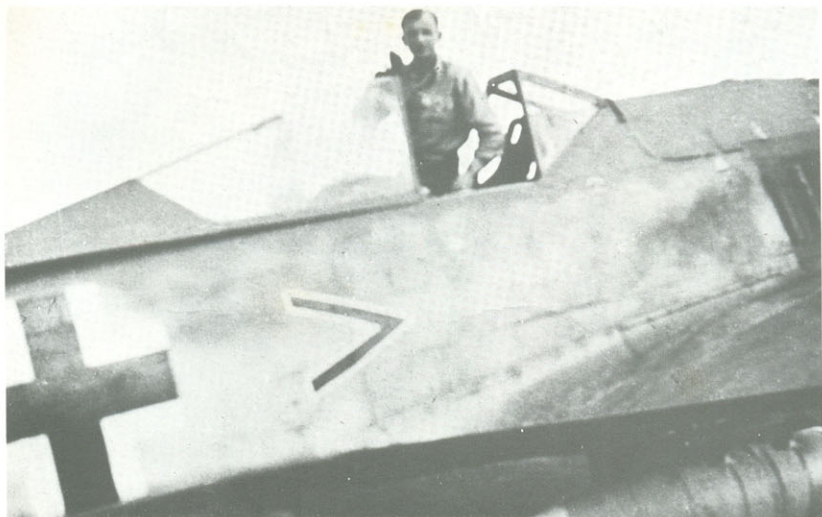
Left and lower. Two shots of Ingo Feldmann in front of a Bf 109G-5, Black 11, which carried a version of the 8./JG 54 emblem and under the cockpit the combined insignia of III./JG 54 and JG 54. In the lower photograph the second aircraft appears to have carried the unit's blue rear fuselage band, a marking allocated for home defence identification.





Left. *Oblt Robert (Bazi) Weiss* with his Fw 190, White 8. He gained a total of 121 victories before being shot down during a dogfight near Lingen in Germany on 29th December 1944. Upper. *Fw Meschkat* and mechanic in front of his Fw 190A-8 of 5./JG 54. It had white winter camouflage and its previous number 2 had been partly overpainted. Lower. A corner of the airfield at Schwerin-Göris. The fascinating Bf 109G-5 shown here belonged to 8./JG 54. It had a yellow spinner, a white fin and rudder, a blue rear fuselage band, and for good measure, a white III. *Gruppe* bar. As if that were not enough, it had underwing gondolas for MG 151/20 cannon.

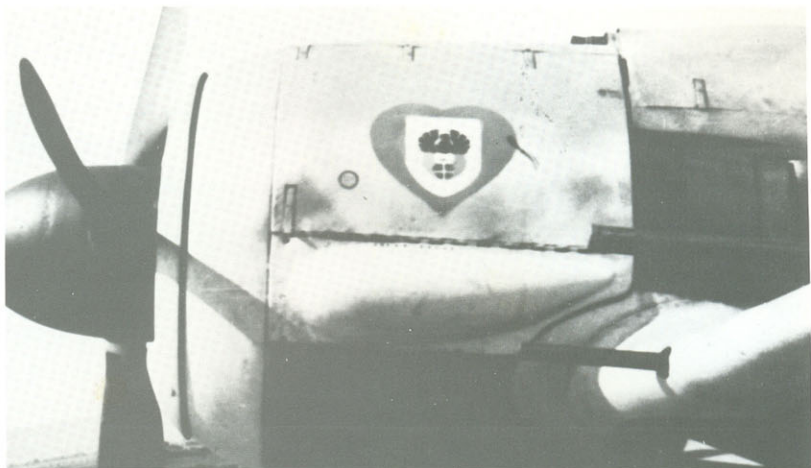




Upper. Emil Leykauf in his Fw 190 which shows the *Adjutant* markings of III. Gruppe. Note the absence of black borders on the fuselage cross. Right. *Hpt* Helmut Wettstein, *Staffelkapitän* of 6./JG 54, with his Fw 190A-9, Yellow 1, during February 1945 at Kurland. This machine had the simplified fuselage cross which was quite common at the time. Lower. A mechanic photographed with Fw Meschkat's Fw 190A-8. It carried a number on the lower engine cowling. Lower right. Meschkat climbing from the same machine at Kurland during the spring of 1945. Only the last traces of winter camouflage remained.



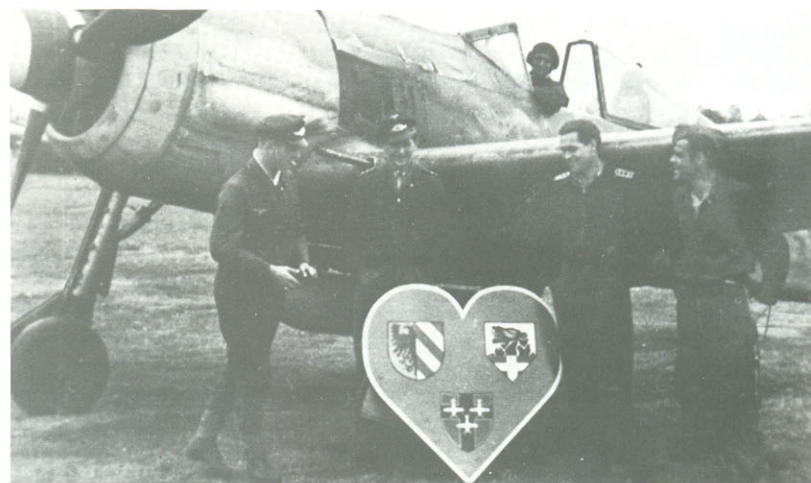
A Fw 190A-8 displaying the motif of IV. Gruppe, signifying the town of Königsberg, within the green heart emblem. The color of the cowling was especially light and was probably pale blue-grey 76.



Uffz Müller in the cockpit of his Fw 190, White 2, at Vörden during home defence duties. Its Navajo Indian emblem indicated 14. Staffel.



Displaying three emblems of JG 54 were Maj Knappe, Hans-Joachim Kroschinski, Oblt Karl Brill and Richard Raupach. The Fw 190A-5 belonged to *Ergänzungsjadgruppe Ost* which was based at Liegnitz during the spring of 1944.





A group of newly-arrived pilots at Petsamo during the summer of 1941. In front of White 11 were: *Uffz* Salwender, *Uffz* Keppler, *Uffz* Becker, *Uffz* Villing, *Fw* Dahmer, *Fw* Wiechmann, *Fw* Pfränger, *Uffz* Lehmann, *Uffz* Stratmann, *Fw* Mutzel and *Lt* Tetzner.

CHAPTER 3

JAGDGESCHWADER 77 HERZ-AS

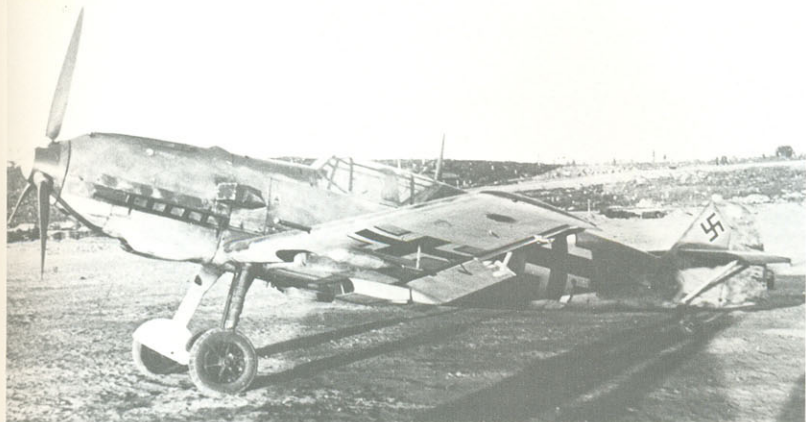
In September 1939, I and II. *Gruppen* were already in existence and were administered by a *Geschwaderstab*. Only I. *Gruppe* took part in the Polish campaign, subsequently moving to the West and becoming IV./JG 51 in February 1941. II. *Gruppe*, which had remained in the West, was joined in 1940 by I./LG 2 and II./JG 186, the unit which was intended to embark on the aircraft carrier *Graf Zeppelin*, then still under construction. In April 1940, II./JG 77 moved into Norway, to operate from Stavanger and Trondheim. In July it was joined by II./JG 186, which was redesignated III./JG 77.

At the end of June 1940, I. *Gruppe* and the Staff returned to Döberitz, to be known as *Sonderjagdschutz Berlin*, but they rejoined the units on the Channel Coast at the end of August in time to take part in the Battle of Britain under the administration of JG 51. Some elements of JG 77 took part in operations over Greece and Crete during April and May 1941, but I. *Gruppe* was transferred

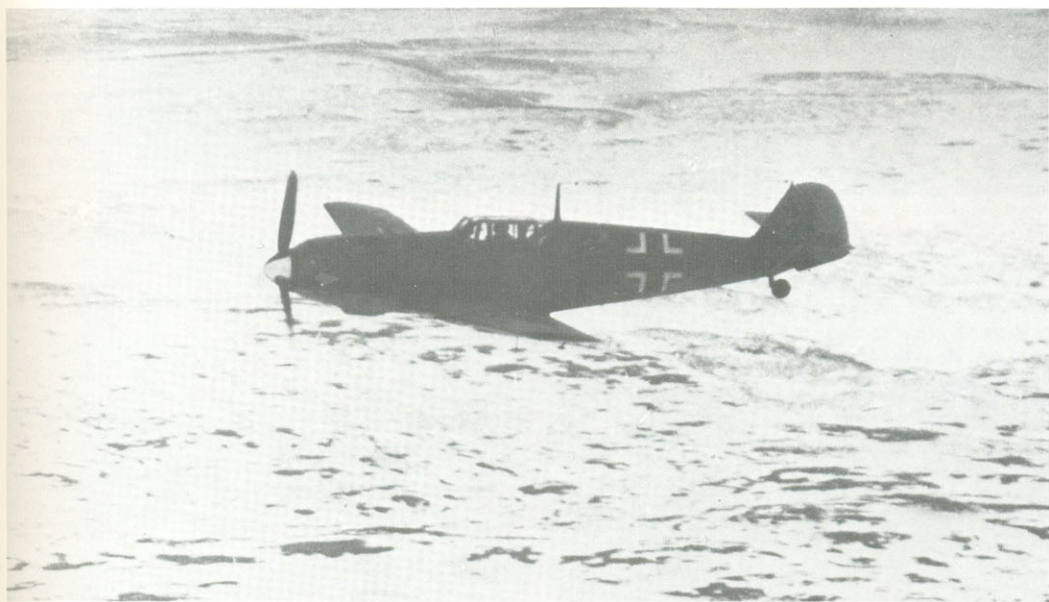
to Norway, where it later formed the nucleus of JG 5.

It was from bases in Romania that JG 77 moved into Russia in June 1941, operating from captured airfields such as Rostov, Taganrog and Odessa. I./LG 2 was detached from JG 77 for a time to support JG 3 in the Kiev area until it was withdrawn to Romania in November and from January until April 1942 II./JG 77 was rested in Germany. At the same time, I./LG 2 was attached to III./JG 77 during the assault on the Crimea, being redesignated I./JG 77 during July. It was then transferred to the Mediterranean area. Meanwhile, II. *Gruppe* was thrown into the battle for Kursk and III. *Gruppe* was moved north to the Leningrad sector.

By October 1942, both I. and II. *Gruppen* had joined the fighting in North Africa. From here they retreated to Sicily and then to mainland Italy where they were joined by III. *Gruppe*. This *Gruppe*, however, was almost immediately transferred to Romania in order



This machine was photographed at Roi, Finland, during 1941 and carried five victories on its rudder. The yellow lower wingtip and spinner tip are interesting features for a Bf 109E.



Bf 109E, Black 5 of I./JG 77, flying low over a snow-covered northern landscape.

to defend the now vulnerable oil installations around Ploesti.

When the Allies landed in the south of France in August 1944, II./JG 77 vainly tried to stem their advance. Toward the end of the year the entire *Geschwader* was amalgamated in the Berlin area to prepare for Operation *Bodenplatte*.

About 100 Bf 109G-14s and K-4s were ordered to attack Antwerp-Deurne, but in the event I. *Gruppe* arrived over Woensdrecht, II. *Gruppe* became lost and only III. *Gruppe*

found and attacked the intended target. For a loss of ten pilots they destroyed one Typhoon and damaged a number of others. Later in January, the *Geschwader* was transferred to the Eastern Front in a vain attempt to prevent the Russian advance into Czechoslovakia. When hostilities ended, these personnel destroyed their aircraft and marched westward through Bohemia to surrender to American forces. Unfortunately for JG 77, however, the Americans handed them over to the Russians as prisoners a few days later.



Hugo Dahmer, left, and Oblt Horst Carganico, later *Staffelkapitän* of 6./JG 5 and then *Gruppenkommandeur* of 11./JG 5, in front of the latter's Bf 109E. The natural metal spinner was most unusual, the more so because in bright sunlight its glare could easily give away the position of the aircraft and others in the *Staffel*.

It is not known if this was the same aircraft as the one above, but it too was flown by Carganico in 1./JG 77. Under the windscreen was an emblem showing a man peering across the English Channel through a telescope. The shot was taken at Neubrandenburg.



Another Bf 109E of 1./JG 77, but photographed at Rovaniemi, Finland. Like the machine above, it appears to have a yellow tip to its spinner.



Another aircraft flown by Horst Carganico. This Bf 109F carried the *Gruppenkommandeur* markings of III./JG 5. Its camouflage scheme was most likely 74/75/76.

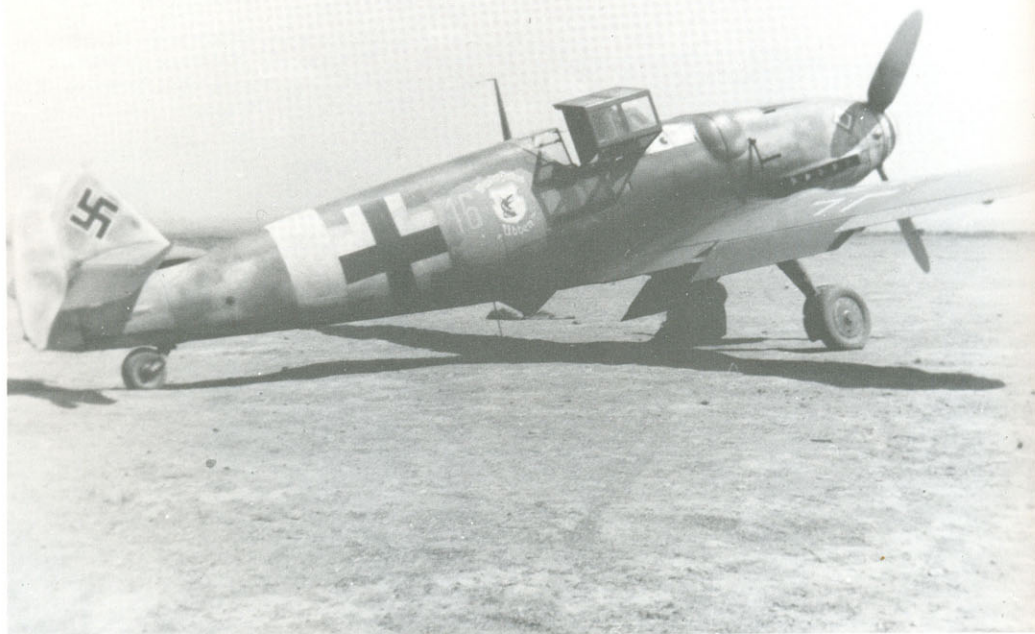


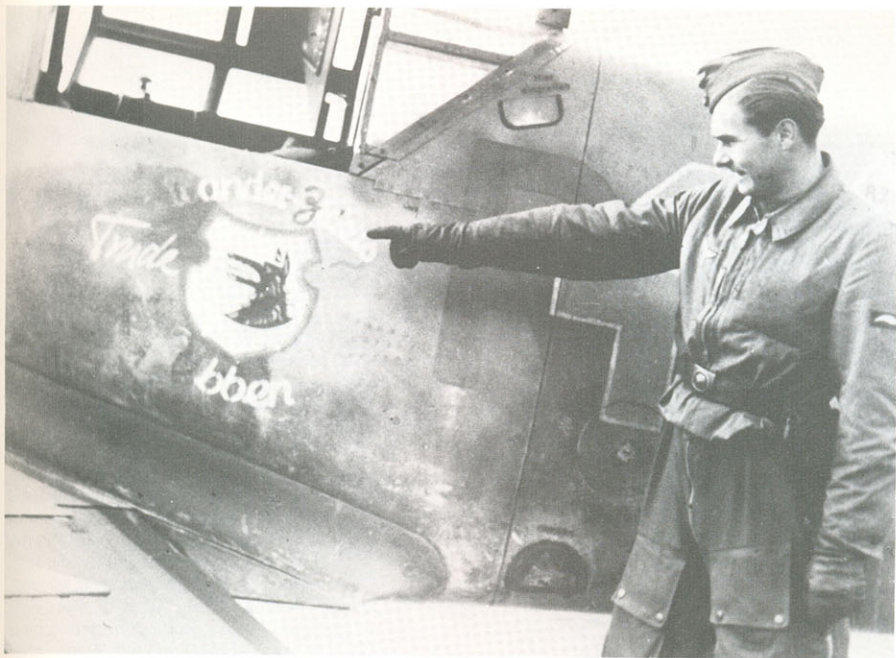
Left. The first *Ritterkreuzträger* in the far North was *Ofw* Hugo Dahmer. His award was presented on 1st August 1941 for 22 victories. Lower. A close-up of the rudder of Dahmer's Bf 109E.





Left. Even though Johannes Pichler of III./JG 77 scored 75 victories including 16 four-engined bombers, one of his most remarkable achievements was to survive this crash after clipping a hedge when landing. The incident took place early in his flying career when he had a mere three victories shown on his rudder. Upper. Believed to be W Nr 6090, White 5 of 4./JG 77 was shot down at Larissa, Greece, on 15th April 1941. Lt Jakob Arnoldy, who died later, carried six victories on his fin. The rudder, entire nose, and wingtips were painted white. Lower. An interestingly marked aircraft was this Bf 109G-6, Yellow 16, probably in 74/75/76 grey camouflage and carrying a white rear fuselage band, small number, and unit badge immediately ahead of the fuselage cross plus the red, white and black heart-and-diamond marking of JG 77 on its nose. It was flown by Uffz Lindemann.





Upper. *Uffz* Kasimir Botulinski points to the III/JG 77 wolf's head emblem and the name *Trude* in its left on his Bf 109G, Yellow 4. The unit was nicknamed *Wanderzirkus Ubben*, recalling the mobile nature of the unit and *Gruppenkommander* Ubben. Lower. A mechanic at the ready with his charge, the Bf 109G-6, Yellow 16 of III./JG 77, as also seen opposite. Note the spiral spinner marking.





Left. Zeno Bäumer by his Bf 109G, Yellow 7, which scored one of the war's most bizarre victories on 8th May 1943 during the German evacuation from North Africa. The cabin roof and cockpit armor were removed and while Ernst Reinert sat in the pilot's seat, Bäumer knelt behind him hanging on grimly with mechanic *Fw* Walter in turn grabbing Bäumer's legs. Over the Mediterranean, Reinert attacked a Grumman Martlet and after two short bursts, down it went. Bäumer was wildly enthusiastic but Walter, who couldn't see a thing, was terrified. When they arrived at Trapani after demonstrating their victory during a low-level pass, their comrades thought they were all mad, but after landing safely with a flat tyre, Reinert's 154th victory was confirmed. Lower left. Reinert and Bäumer in high spirits after their escapade. Lower. Bäumer demonstrating how his pilot shot down the Royal Navy fighter.



This Bf 109G, Yellow 8, was flown by Heinz Berg of 9./JG 77. Under the cockpit was the name *Mullepux*, after a lover of Victor de Kowa in a well-known film.



On the rear fuselage of Berg's aircraft was a painting of a dwarf with a lamp and a mattock. The Berlin slang translates as, "I'll find you for sure!"



Berg again, sitting between two friends on the wing of his Bf 109G, which was fitted with underwing cannon.





Right. Johannes Steinhoff as *Kommodore* of JG 77 in Italy. Lower. Pilots of 9./JG 77 having a little fun on the nose of a Bf 109G. From the left were Lehmann, Botulinski, Birnbaum, an unknown mechanic and Post.





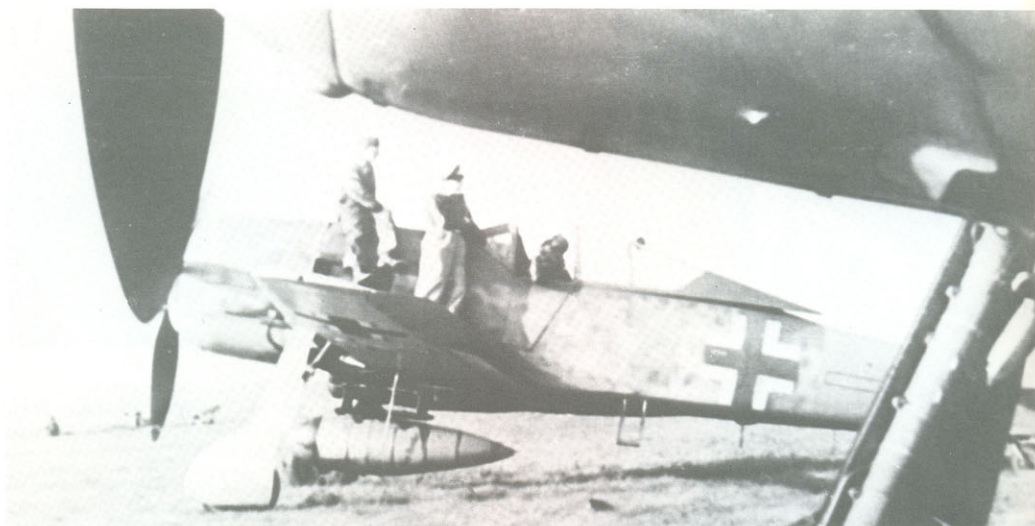
Upper. The whole of 9./JG 77 preparing for a mission from Mizil during Spring, 1944. American B-24s had been sighted en route to either Bucharest or Ploesti.



Left. *Uffz* Karl Müller with his Bf 109G-10 of II./JG 77. Although this *Gruppe* had been allocated green and white home defence markings, according to unit members they were definitely not used.

Lower. A group of 9./JG 77 pilots with one of their Bf 109Gs. From the left on the ground were: Unknown, unknown, *Uffz* Meyer, *Uffz* Post. Above them from the left were: Unknown, *Uffz* Skreba, unknown and *Fw* Birnbaum.





Two Fw 190A-8/R8s of II./JG 300, Yellow 4 having a yellow Defence of the Reich rear fuselage band. The Fw 190 was the principal fighter used by German *Wilde Sau* units.

CHAPTER 4

JAGDGESCHWADER 300, 301 & 302 WILDE SAU

Any account of the *Wilde Sau* units must, by virtue of their function and *modus operandi*, be less comprehensive than that of older-established units. Formed during 1943 in a daringly unorthodox attempt to provide additional defence against the mounting onslaught of the RAF night bombing offensive, the *Wilde Sau* formations were intended to utilise single-seat aircraft from day fighter units on moonlit nights. This plan was the brainchild of *Maj* Hajo Herrmann, an accomplished ex-bomber pilot who had become a technical adviser to the German High Command. He was ordered to create an experimental unit to explore the idea further, employing, at least initially, pilots with adequate night-flying experience. Eventually the *Wilde Sau* formations were to receive their own equipment and were then thrown into the great daylight battles over Germany. They were transferred frequently from one base to another and indeed some elements were to find themselves operating in a ground-attack role during the final stages of the German debacle. Due to heavy losses, there were amalgamations and a transfer of personnel among these units, so that it is possible to record only a general

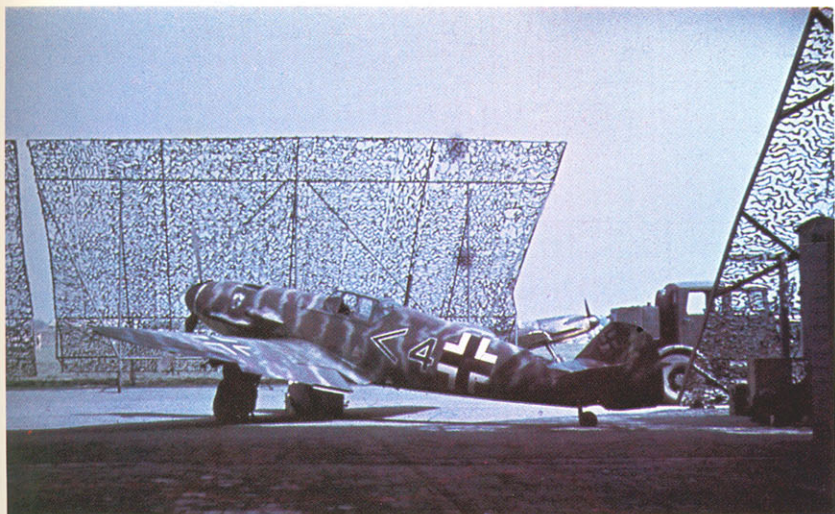
account of their histories.

JAGDGESCHWADER 300

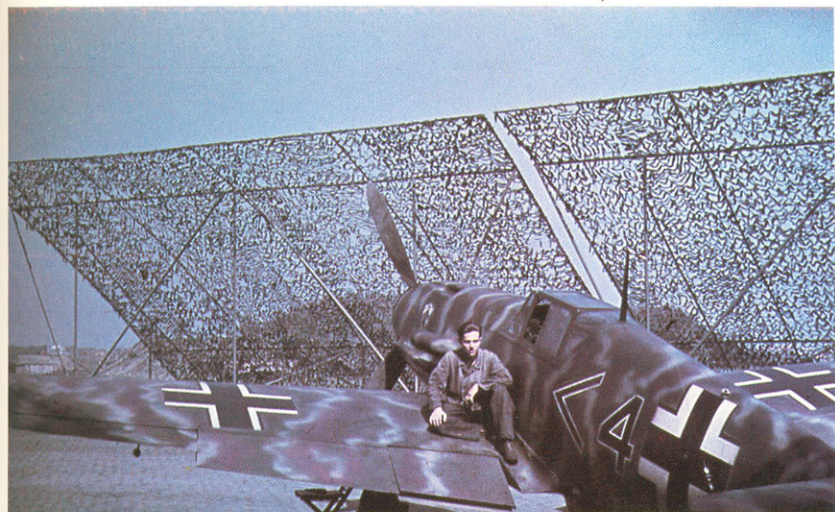
JG 300 was established on 26th June 1943 with I. *Gruppe* at Bonn-Hangelar, II. *Gruppe* at Rheine and III. *Gruppe* at Oldenburg. II. *Gruppe* utilised the aircraft of II./JG 11, while III. *Gruppe* used those of III./JG 11. During November III. *Gruppe* became a nucleus for III./JG 302.

I. *Gruppe* was transferred to Merzhausen and Herzogenaurach in May 1944 and then to Bad Wörishofen and Berlin. By April 1945 it had returned to Bavaria, at Holzkirchen; it was disbanded at Salzburg at the end of the month.

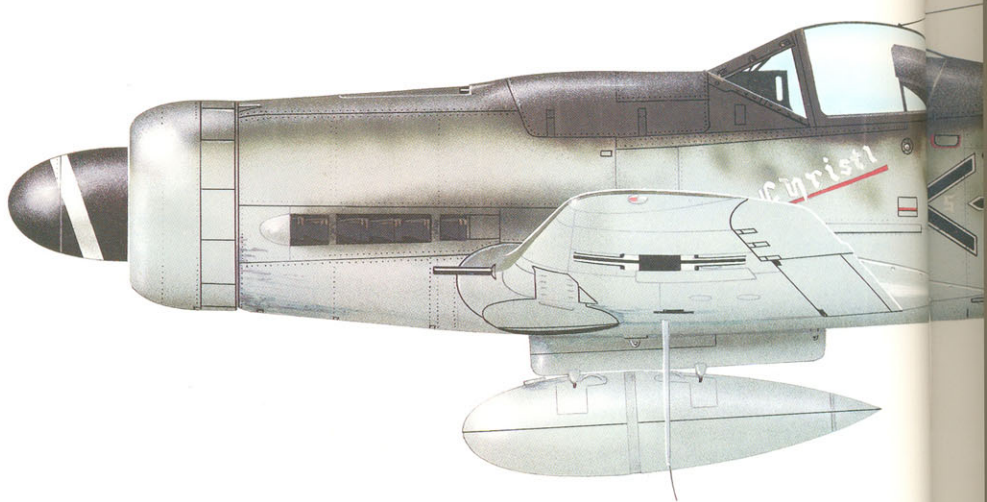
II. *Gruppe* moved to Frankfurt/Main. 6. *Staffel* was detached to become 8./NJG 11, while during 1944 the remaining two *Staffeln* operated as a *Sturmgruppe* using airfields all over Southern Germany. From September the *Gruppe* moved to Erfurt, then to Finsterwalde and finally to Löbnitz, from where ground-attack sorties were made over the Eastern Front. It was disbanded somewhere in Southern Germany in May 1945.



In addition to its characteristic staff-and-numeral marking, this Bf 109F of JG 52 had an extremely unusual camouflage scheme for the period consisting of dark grey, to which had been added wavy lines of pale blue-grey 76 and clearly discernable elements of a special mix of purple. It had a yellow lower cowl but no yellow rear fuselage band at the time. Comparison is invited with the aircraft on Page 128 of Vol 1, as it may have been the same machine.



Focke-Wulf Fw 190D-9



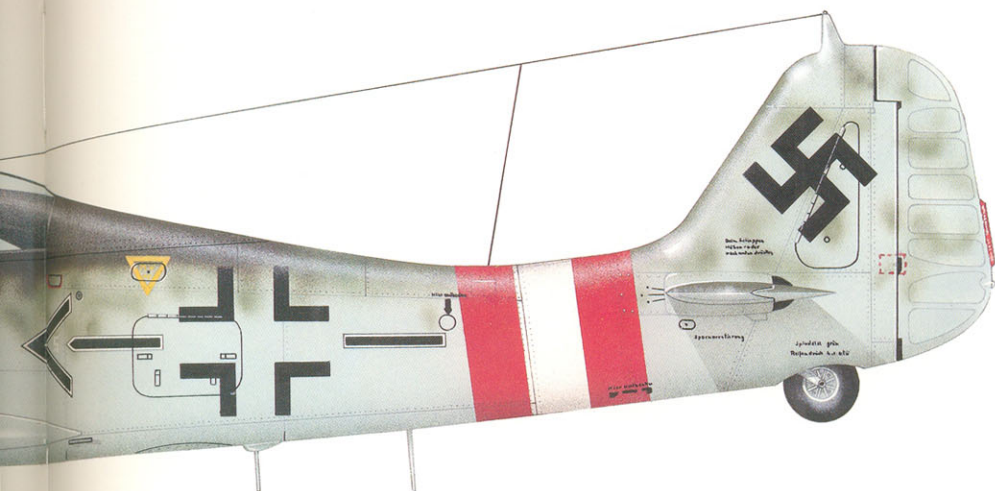
Kommodore markings, of JG 6

When Gerhard Barkhorn became *Kommodore* of JG 6 in early 1945, he already had achieved his 301st and last victory on 5th January of that year. He was second only to Erich Hartmann, the top-scoring fighter pilot of the *Luftwaffe*.

Barkhorn's Fw 190D-9 had the usual RLM 81/82 upper surface camouflage RLM 76 on the fuselage sides and underneath. Its swastikas and fuselage crosses plain black. It is believed the machine carried a black spinner with a white spiral, but this has yet to be confirmed photographically.

The name *Christl*, after the pilot's wife, appeared in white under the canopy immediately under the cockpit. The *Kommodore* markings were black and white. The tail

Gerhard Barkhorn



Painting by Rainer Gliss

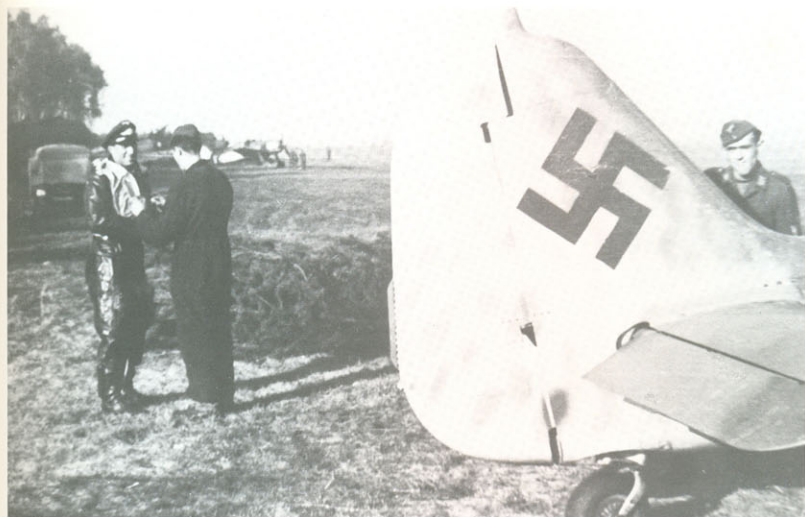
white 5 within the chevron was used on all Barkhorn's aircraft and dates back to his Bf 109F, White 5, which he flew at the beginning of the campaign in the East in 1941 when serving in 4./JG 52 under Johannes Steinhoff.

For intending modellers it is emphasised that this painting is *provisional only*. The extreme scarcity of Fw 190D-9 photographs is well known, and although parts of this machine are shown in the photographs on Page 166 of Vol 1, there are, unfortunately, no known shots which show either the presence or absence of JG 6's red/white/red tail bands. The author tends to feel that, pending substantiation either way, there is a very slight edge in favor of the bands having been used.

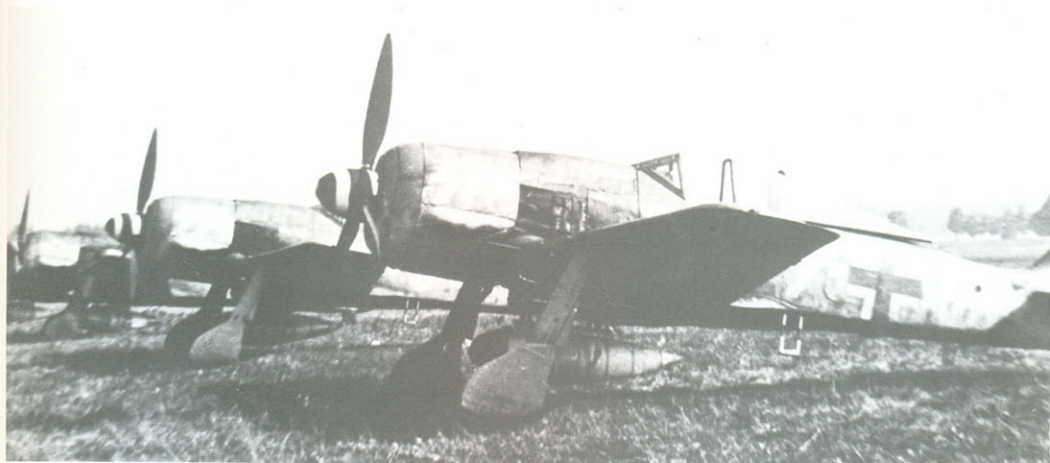


This Me 262, W Nr 112372, Red X, was one of the few examples of the type held by the British after the war and is seen here at the RAF Museum at Hendon. Actually a bomber version, it belonged to KG 51 *Edelweiss* like its sister ship, W Nr 11690, White 5, which was tested at Farnborough. A third machine, from KG 54, is currently preserved in Australia with another, a night-fighter version, in South Africa.





Upper. A scene at the edge of JG 300's airfield, the machine in the foreground having a simplified plain black swastika. The pilot seen here may have been *Ofw* Richter. Right. Mechanics of 5./JG 300 laze in the sunshine in front of one of their unit's Fw 190s. Lower. Fw 190A-8s of 11./JG 300 with White 7 in the foreground.





Upper. This Fw 190A-8/R8, Black 4, was flown by *Ofw* Richter who was photographed here during a lull between bombing raids. Additional armor was fitted to the sides of an otherwise standard cockpit. The aircraft, Black 4, is not to be confused with that of *Viki* Heimann. Lower. Seven Fw 190A-8s of II./JG 300 with White 5 in the foreground and White 18 and White 15 also identifiable.

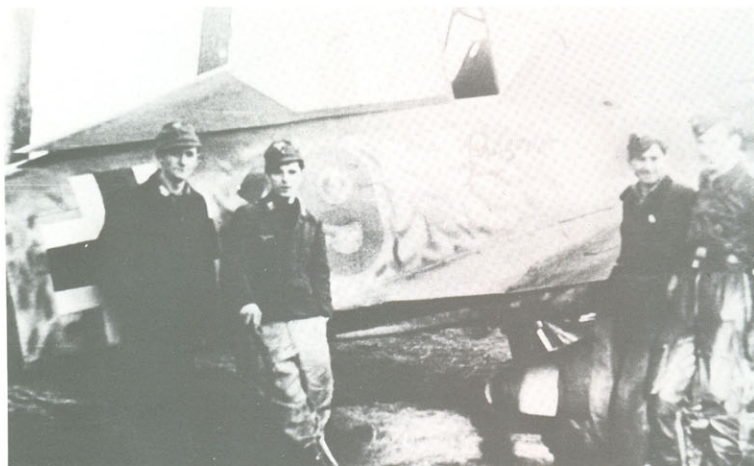




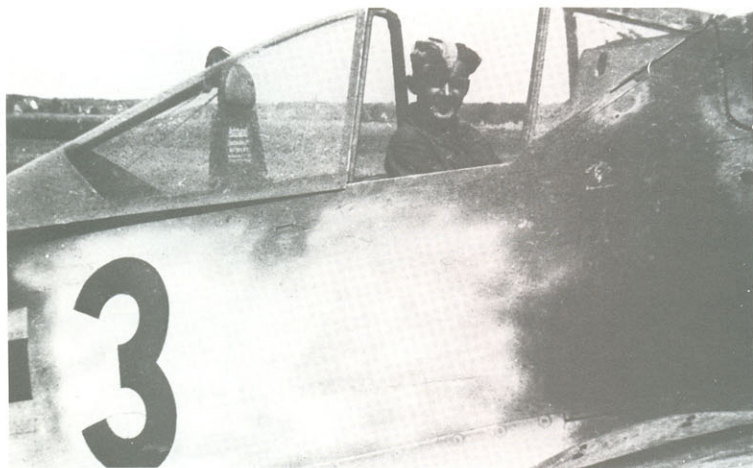
Upper. Fw 190A-8/R8 Red 8, *Pimpf*, was flown by Mattäus Erhard, the wingman of Bretschneider of 5./JG 300. Shown here are Erhard on the left with Ernst Schröder. On this aircraft the troughs for the MG 131s had been faired over.

Lower. Yellow 5, *Titt Wau Wau*, a machine of 6./JG 300 with three of the unit's personnel including the pilot, Fw Koch, sitting on the upper cowling.

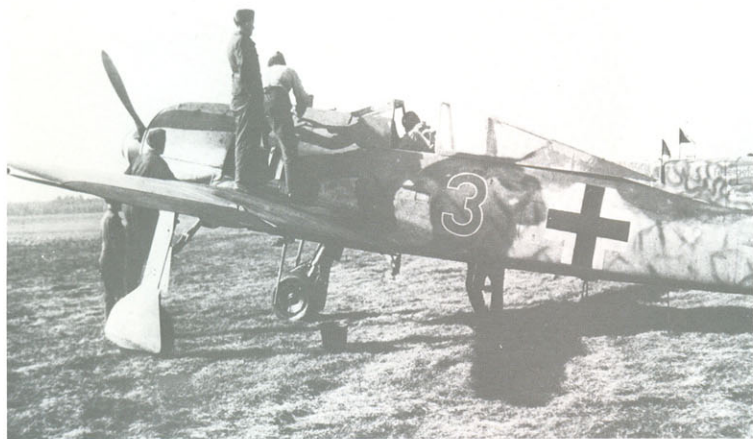




Ernst Schröder on the far right with friends and his Fw 190A-8, W Nr 172733, Red 19, as seen opposite. On the starboard side was the name *Edelgard* in red.



Red 3, a night fighter of II./JG 300, seen at Rheine during April 1944. The very dark camouflage in front of the cockpit may have been the remnants of a temporary black finish.



An interesting shot of Green 3, a Fw 190A-8 flown by *Fr* Heinz Kuring in I./JG 110, a school for *Wilde Sau* units at Altenburg. Its camouflage was non-standard in application although the normal 74/75/76 colors were most likely used.

Another photograph of Ernst Schröder's Red 19 of 5./JG 300, whose red, white and black inscription was a Cologne carnival shout.



Lower. Friedrich Karl Müller's Messerschmitt fighter, White 12. Lower right. Ernst Schröder in his Red 19, whose inscription was evidently unfinished, for its exclamation mark was missing.





Upper. Klaus Bretschneider with his mechanic *Obgfr* Schmidt and his Fw 190A-8/R8, Red 1. Upper right. The name *Rauhbaute* could be translated as "tough guy". The pilot's victory stick showed 21 of his eventual 31 kills.

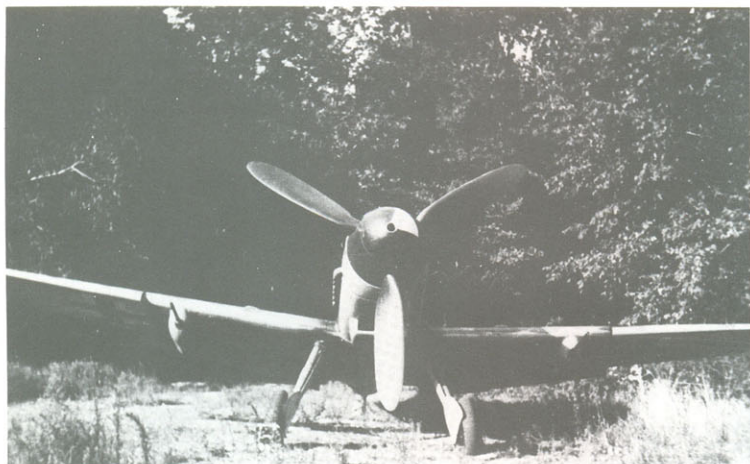


Bretschneider was in the centre of this small group. His aircraft had no MG 131 armament and no II. *Gruppe* bar on its red fuselage band, but it did have additional cockpit armor plating.

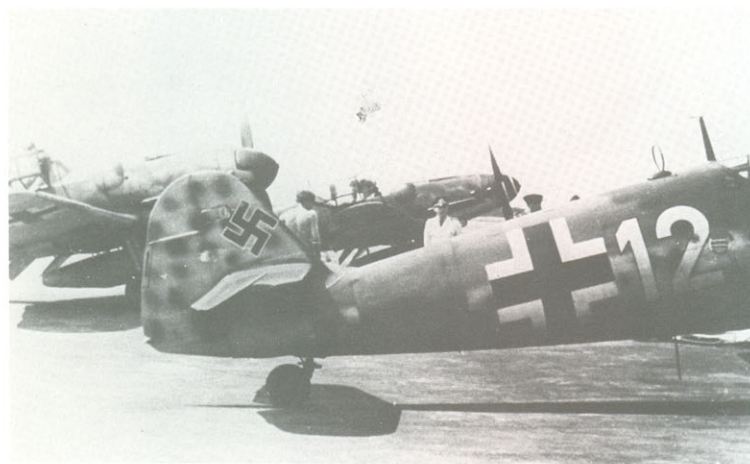


Upper. A close-up of Klaus Bretschneider in the cockpit with his mechanic, *Obgfr* Schmidt. Lower. Another view of Red 1, *Rauhbautz VII*, showing the extra cockpit armor and markings.





Possibly a training aircraft, this Bf 109G-4/R6 was photographed at the airfield of JG 300 in the autumn of 1944.



Three Bf 109G-6/U2s at Bad Wörishofen in mid-1944. White 12 of I./JG 300 in the foreground wore a red rear fuselage band.



These II./JG 300 pilots seen in front of a Bf 109G-10 were from the left: *Uffz* Werner, *Uffz* Schröder, *Ofhr* Winter, *Oflt* Diehl, *Oblt* Mayer, *Lt* Graziadei, and *Ofh* Schneider.



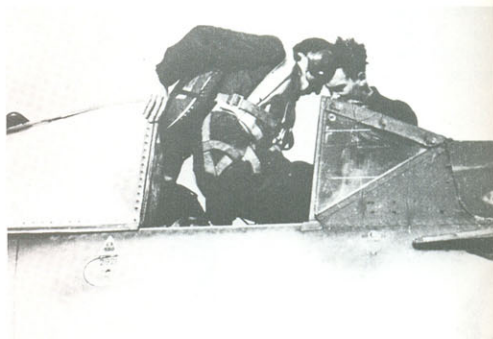
Two shots of Fw Hubert Engst's Fw 190A-8/R8, W Nr 682181, Yellow 2, of II./JG 300. It carried a red rear fuselage band and the yellow bar of II. Gruppe.



Behind members of his unit in this shot was Walter Loos. He was perched on the cockpit rim of Blue 13, the aircraft of Maj Walter Dahl, JG 300's Kommodore.



Left. *Hpt* Friedrich (*Nasenmüller*) Müller with the *Ritterkreuz* which he received for 22 *Wilde Sau* victories. With 30 confirmed victories he was the most successful single-engined night fighter pilot in Germany. Upper. Müller's Fw 190A-6, Green 3, having an engine run-up prior to take-off.



Centre right. Müller climbing in for another mission. Lower. Another Fw 190A-6, W Nr 55453, Green 3, with 16 victories on its rudder.





Upper. *Uffz* Paul Lixfeld of 6./JG 300 in front of his very battle-worn Fw 190A-8/R8, Yellow 12. It is believed that the cockpit side armor, which carried the name *Muschi*, was painted RLM grey 02. The JG 300 boar's head marking stood out prominently on the cowlings. Right. A very boyish Paul Lixfeld in front of his aircraft. Appearances aside, he was nevertheless a competent pilot and scored two victories.



Some of II./JG 300's Fw 190A-8s like this one were fitted with four MG 151/20 cannon.





These two successful pilots of II/JG 300 were *Lt* Klaus Bretschneider on the left and *Ofw* Konrad Bauer. Bauer received the *Ritterkreuz* on 31st October 1944 when he was still a *Feldwebel* and finished with 68 victories, almost half of them four-engined bombers.



Red 10, a rather oddly camouflaged Fw 190A-8 of II./JG 300.



From the left in this photograph were *Fw* Teubner, *Ofw* Gross and *Ofw* Benning. After winning the Iron Cross, Benning was awarded the Knight's Cross, his total of 28 victories including 18 four-engined bombers and one Mosquito.



Upper. Fw Wolfgang (*Lumpi*) Hundsdorfer of 2./JG 300 in his Bf 109G-10, Red 10, showing his personal emblem, *Lumpi*, at Borkheide in October 1944. He was killed on 29th March 1945. There is a very good chance that this machine may have been painted in the 81/83 upper surface scheme and it is clearly fitted with a replacement cowl in different colors. Lower left. A Bf 109G-10 of 1./JG 300 during Autumn, 1944. Note the red tail band. Lower right. Obfr Gerhard Piel of III./JG 300 about to climb into the Fw 190A-8, Red 5, in which he was to die 20 minutes later over Halle.



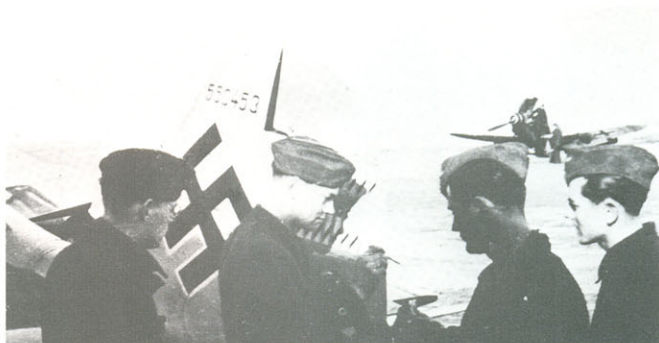


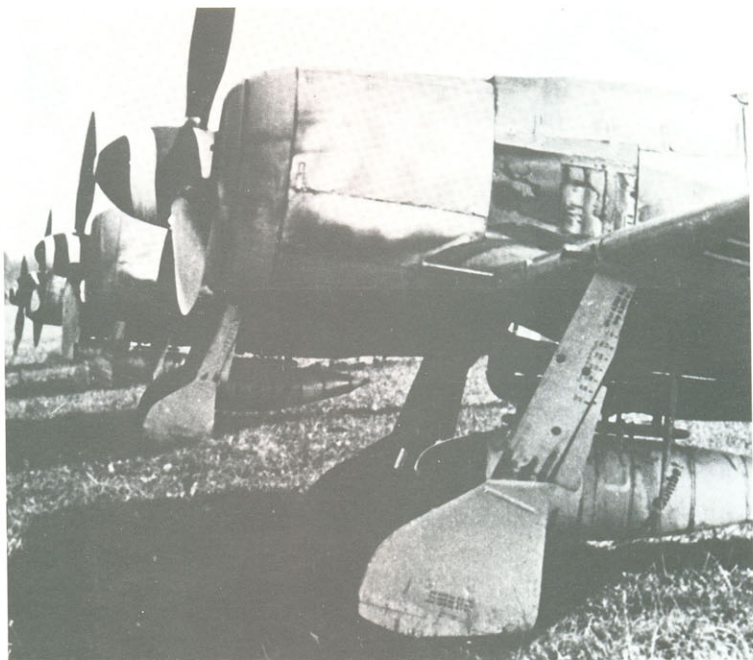
Upper. A Fw 190A-8 without MG 131 armament showing an emblem utilised by 8./JG 300. The only identifiable person is the pilot, Daniels, who was second from the right. Lower left. *Maj* Walter Dahl on the occasion of his 75th victory in Autumn, 1944. As *Kommodore* of JG 300, he had a total of 128 victims, including 36 four-engined bombers, and was reputedly the most successful German pilot against P-51 Mustangs. Lower right. Hubert Engst in front of his Yellow 2.





Upper. This brand new Bf 109G-6 arrived in spectacular fashion after a delivery flight from its factory in 1945. Its very unusual camouflage pattern is one that has not been documented in print before. Right. Mechanic Knott adding the 20th victory marking to the tail of Friedrich Müller's Fw 190A-6 in 1944. In the background was the same pilot's unique Bf 109G-10 which was fitted with MG 151/20 *Schräge Musik* armament behind the cockpit. Lower. Refuelling a Bf 109G-6/U2, White 2, of I./JG 300 at Bad Wörishofen during the summer of 1944.





Upper. A line-up spiral-spinnered Fw 190A-8s of JG 300 which were fitted with MK 108 armament. Much of the stencilling on the rear aircraft is visible including the *Keine Bombe* marking on the drop tank. Lower. Yellow 12 was the Fw 190A-8/R8 of Werner Bohnenkamp of 6./JG 300. This anti-bomber version was fitted with extra armor and two MK 108 wing cannons for close-in fighting.

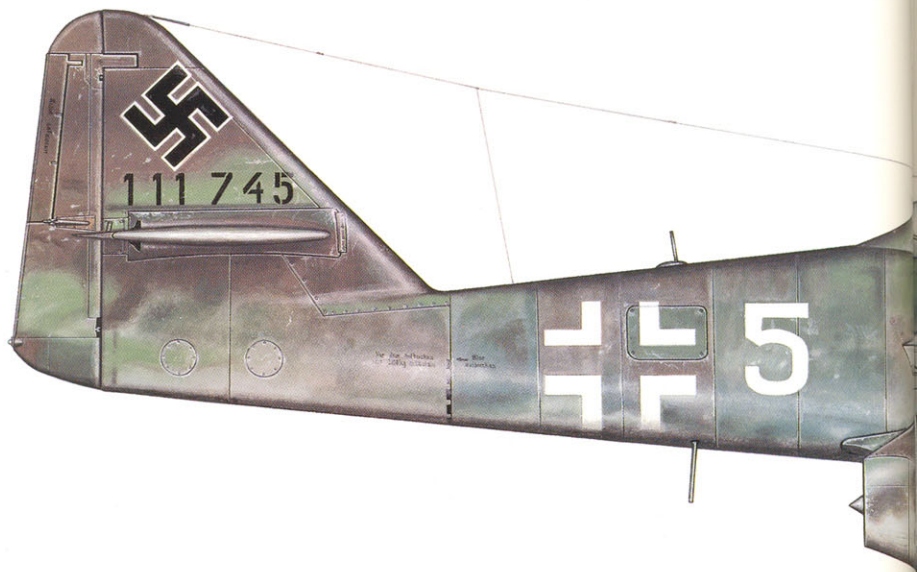




Upper and right. One of the spoils of war was this Bf 109G-6, reputed to have been obtained in Italy in June 1944. These two Smithsonian Institution photographs show its present condition. Lower. This JG 52 Bf 109G-5 or G-6, seen here being run up, is believed to have been flown by Gerhard Barkhorn. The wavy style of wing leading edge painting is interesting.



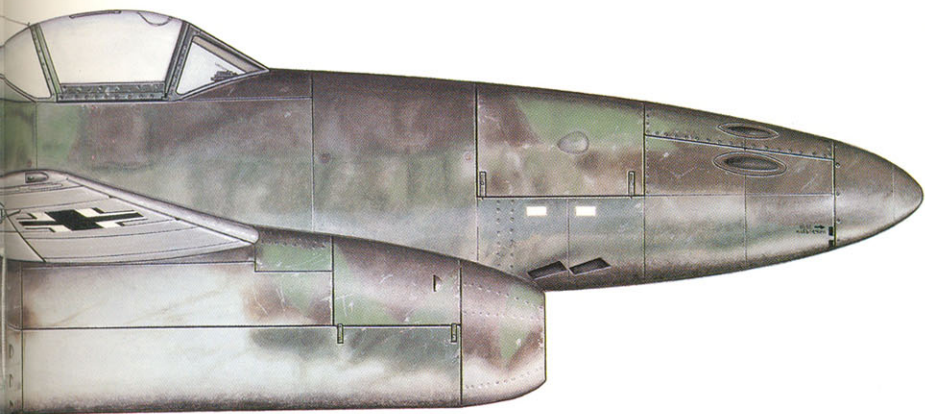
Messerschmitt Me 262A-1a



W Nr 111745, of JV 44

Eduard Schallmoser was Adolf Galland's wingman in JV 44 and White 5 was his personal aircraft. During April 1945 he rammed a P-38 Lightning over Riem airport and on 20th of the same month, in company with Galland, he attacked a formation of 16 B-26 Marauders over Landsberg. Galland released his R4M rockets, upon which one Marauder exploded and a second was damaged. Schallmoser attacked a third Marauder with cannon fire, but misjudged his recovery and accidentally struck its tail. Both aircraft went down and

Eduard Schallmoser



Painting by Richard Goyat

Schallmoser baled out.

This machine's upper surface camouflage scheme was dark brownish-green 81 and bright medium green 83, but during maintenance it was oversprayed with dark green 82 in several places. The swastikas and underwing crosses were black and white with the *Werk Nummer* stencilled in large black numbers on the fin. The fuselage crosses and the number 5 were plain white. A further interesting feature is the fact that no head armor for the pilot was used.

PLANES OF THE LUFTWAFFE FIGHTER ACES

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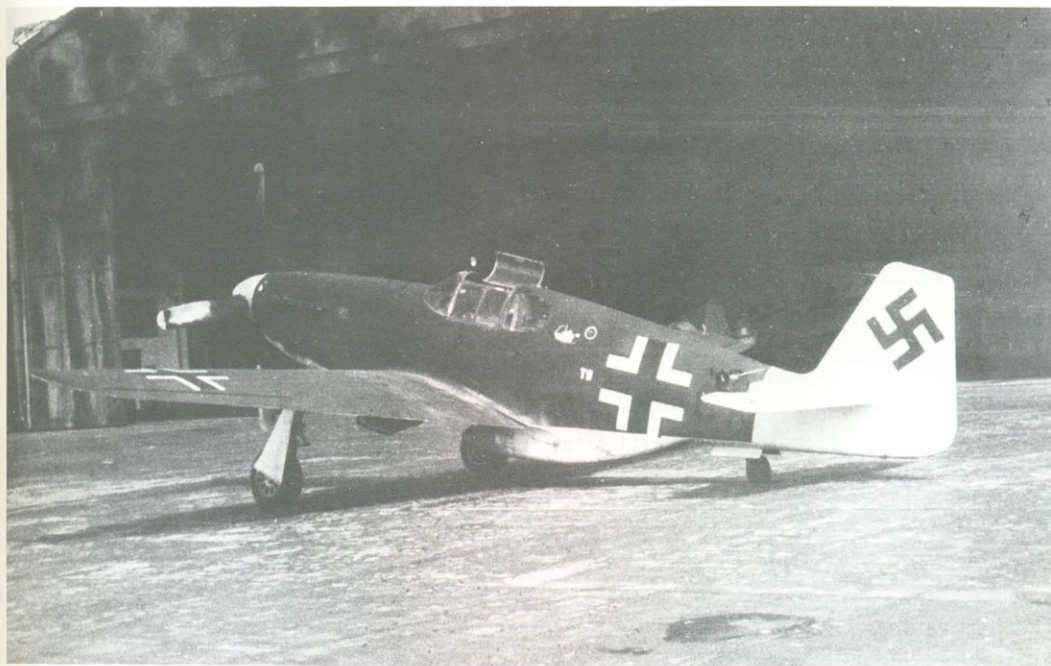


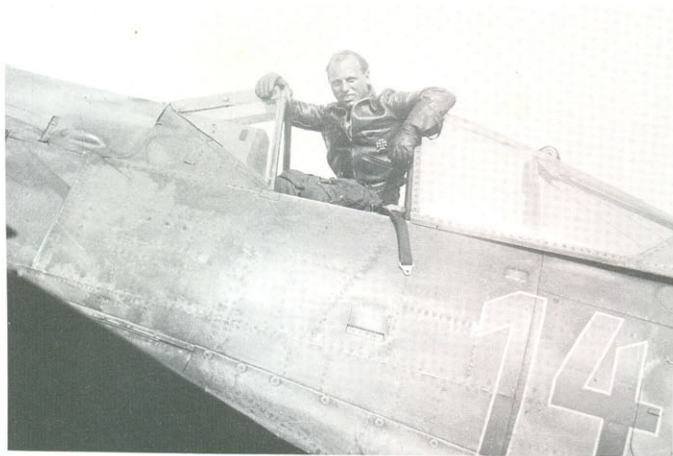
Upper. Two mechanics attending to a Bf 109E of JG 53 in its camouflaged blast pen in France during 1940. Lower. The middle aircraft of these three, White 2, may have belonged to Friedrich Müller. The early style of narrow-bordered fuselage cross is of interest.





Upper. A busy scene with Yellow 1 lifted at its jacking points. This and the aircraft behind it are believed to have had red rear fuselage bands. Lower. A fierce antagonist for air supremacy over Germany was the P-51 Mustang, this captured example being tested by the *Zirkus Rosarius*. Its radio call-signs were T9 + CK and it was painted dark grey with yellow on the tail and underneath.





Upper. Walter Loos, formerly of IV./JG 3, with the Fw 190A-8, Yellow 14. Due to the type of film used, the number looks darker than usual. Upper right. *Of* Loos wearing his *Ritterkreuz*. In only 66 missions he recorded a total of 38 confirmed victories including 22 four-engined bombers, remarkable success by any standards. A further eight could not be confirmed.

Right. Walter Loos again, perched on his trusty Yellow 14.



Lower. A *Schwarm* of Focke-Wulfs of II./JG 300 just before take-off. White 1 was probably flown by the *Staffelkapitän* of 4./JG 300.

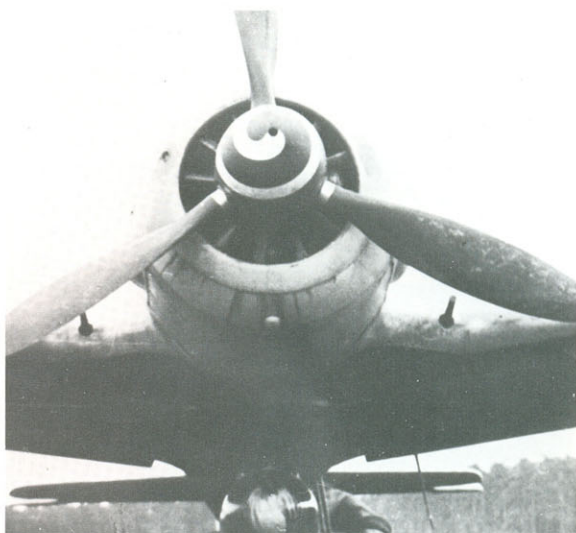




Upper. A photograph of two Fw 190s of II./JG 300 clearly showing the blue-white-blue rear fuselage bands on Yellow 2. The machine on the left wore a plain black outline-type fuselage cross. Left. Black 4, a Fw 190A-8 of 8./JG 300 after a misjudged landing. It had a blown canopy, no additional armor, and recently introduced blue-white-blue rear fuselage bands. It was flown by *Lt Viki Heimann*. The *Mistel* combination behind it is of interest.

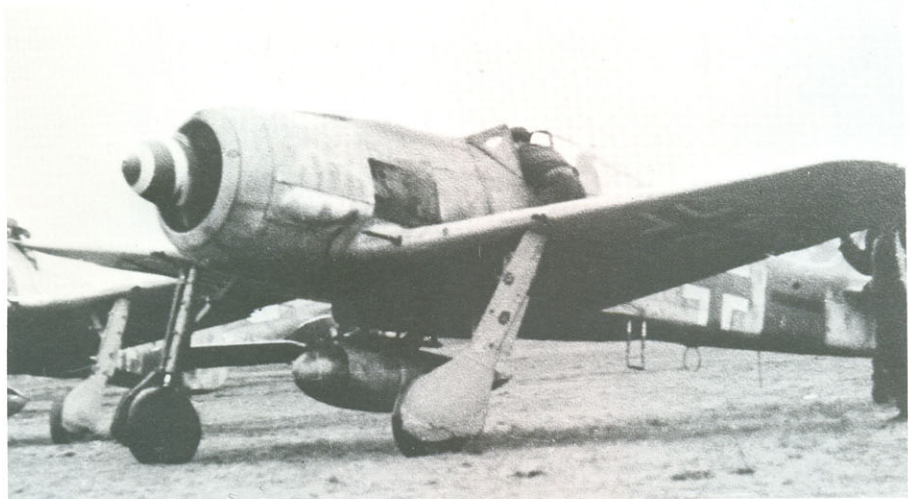


Lower left. This machine of 6./JG 300, Yellow 1, was named *Gloria* and was flown by *Fw Preiss*. Lower. An unusual view of a Fw 190 which shows well the pattern of the carefully applied spiral on its black-and-white spinner.





Upper. This Bf 109G-14 AS, White 5 of 1./JG 300, was photographed at Borkheide near Berlin in January 1945. From the left were *Ogfr* Weilberg, *Obfw* Fenten and an unknown mechanic. Right. Gerhard Kraffzik of 12./JG 300 prepares to start up and taxi out of his camouflaged dispersal pen at Jüterbog in 1944. Tree shadows on his Bf 109G-10 give the deceptive impression of a strange type of camouflage. Lower. A well maintained Fw 190A-8 of II./JG 300 about to take off. The red fuselage band and black II. *Gruppe* bar are interesting.





Three Ta 152Hs of *Stab./JG 301* showing Green 1 on the left and Green 2 on the right, one of them being flown by Walter Loos. The bicycle belonged to a careless mechanic who became extremely unpopular with the pilots due to the places in which he left it! This is the only known photograph of operational Ta 152s. The third aircraft, Green 3, was flown by *Ofw* Josef Keil, the sole Ta 152 ace with five victories in the type.

JAGDGESCHWADER 301

Having a *Staff* and I. *Gruppe* at Neubiberg, near Munich, JG 301 was formed in October 1943 with its second *Gruppe* at Altenburg and its third *Gruppe* at Zerbst. Some pilots of II. *Gruppe* had been posted from II./JG 300. Continually on the move and suffering heavy losses, the *Geschwader* remained operational until April 1945.

I. *Gruppe* moved first to Bad Wörishofen, then to Holzkirchen; in June 1944 it was at Cambrai and in August it was almost wiped out in the heavy fighting over the *Reich*. During 1945 it moved to Salzwedel, then to Posen in the East, returning to Salzwedel and Finsterwalde during the final days of the war.

II. *Gruppe* was also at Salzwedel in April 1945, having operated in Austria, Romania, Bulgaria, Hungary and finally over Eastern Germany.

The original III. *Gruppe* survived only until May 1944, being disbanded at Grossachsenheim. A new III. *Gruppe* was formed from I./JG 302 in September at Stendal. During January 1945 a fourth *Gruppe* was established at Gardelegen. It was based at Wittstock for a

short period but was disbanded at Gardelegen in April. During the summer of 1944 10. *Staffel* had joined II./NJG 11 at Wiesbaden. After a period at Jüterbog it moved south into Bavaria where it was disbanded with the remnants of IV. *Gruppe* which, as I./JG 76, had withdrawn from Reinsdorf near Berlin. The rest of JG 301 surrendered in Schleswig-Holstein.

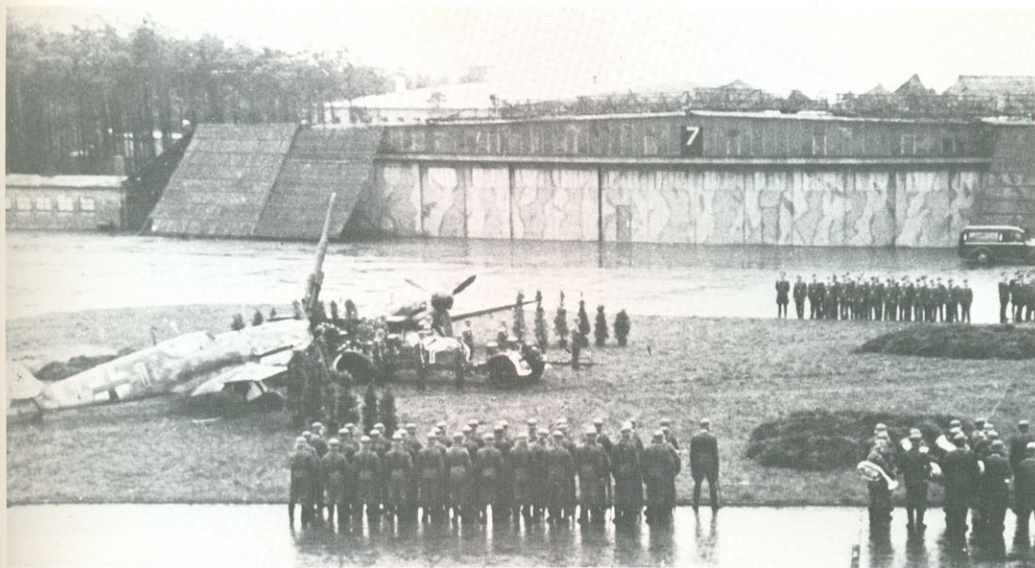
In this Fw 190A-8, Yellow 9, named *Roter Hahn*, Hannes Theiss of 6./JG 300 shot down three B-17s, two B-24s, four P-51s and a P-47.





Upper. This shot of a Ta 152H was one of the few taken of the type. It carried simplified late-war markings and probably found its way to JG 301. Right and lower. This Fw 190D-9 was used by the Staff of JG 301 and had a yellow lower cowlings plus an oversprayed swastika. Interesting are the ETC 71 bomb racks used for ground-attack operations in the closing weeks of the war.





The inauguration ceremony of III./JG 302 at Oldenburg in November 1943. Red 1 on the left, a Bf 109E, carried a red III. Gruppe bar and a yellow fuselage band. It is not known if it was used in action.

JAGDGESCHWADER 302

This was the last of the *Wilde Sau* units to be formed. It was established during November 1943 at Stade and Döberitz. I. Gruppe was formed from a nucleus of I./JG 301 at Jüterbog, II. Gruppe from II./JG 301 at Ludwigslust and III. Gruppe from III./JG 300 at Oldenburg. In April 1944 I. Gruppe was transferred to Wien-Seyring (Vienna) to provide day-time cover for the Me 410s of ZG 26. During June a further move was made to Götzendorf where a 4. Staffel was added to its strength. The Gruppe suffered extremely heavy losses over Hungary during the summer

and the survivors were subsequently absorbed into III./JG 301 at Erfurt.

II. Gruppe first saw day and night action at Ludwigslust and Altenburg, then in mid-1944 from Husum, Stendal and Salzwedel. When the Gruppe was disbanded the aircrews joined III./JG 300.

III. Gruppe had, by comparison with the other units, a brief and unusually static career, remaining in North-west Germany at Völkenrode near Brunswick until it was disbanded in May 1944.

Two interesting rare photographs of a I./JG 302 Bf 109G, Red 26, at Malmi, Finland, taken in early 1944.





A pilot sunning himself on his Me 163B-2 of 2./JG 400 at Brandis in the spring of 1945. The aircraft had low contrast 81/82 upper surfaces with 76 underneath and a white nose cone. The generator blades and spinner were probably yellow.

CHAPTER 5

JAGDGESCHWADER 400

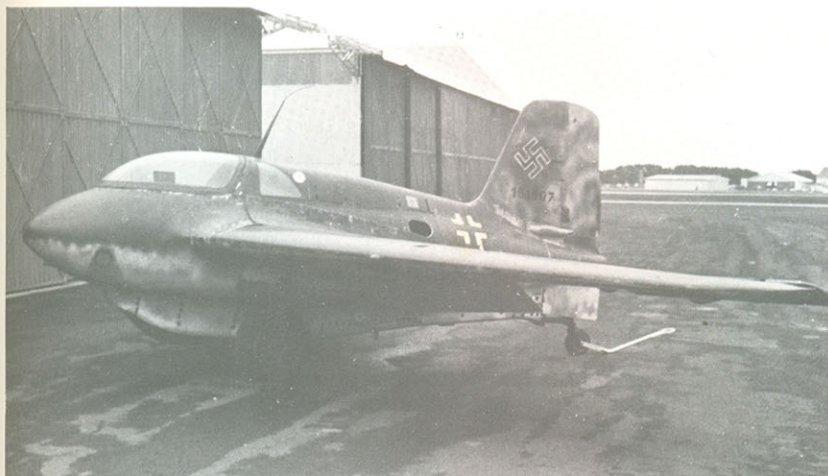
At the end of January 1944, 1./JG 400 was formed at Bad Zwischenahn, using a nucleus of 20./JG 1 and elements of *Erprobungsskommando 16*, a trials unit which had existed since mid-1942, charged with the task of developing operational procedures for the revolutionary new rocket-propelled fighter, the Me 163 *Komet*.

After a move to Wittmundhafen, a second *Staffel* was established to serve as a training unit. During June 1944 both *Staffeln* were transferred to Venlo and then, in August, to Brandis near Leipzig, from where the Me 163s first saw action against American daylight bomber formations.

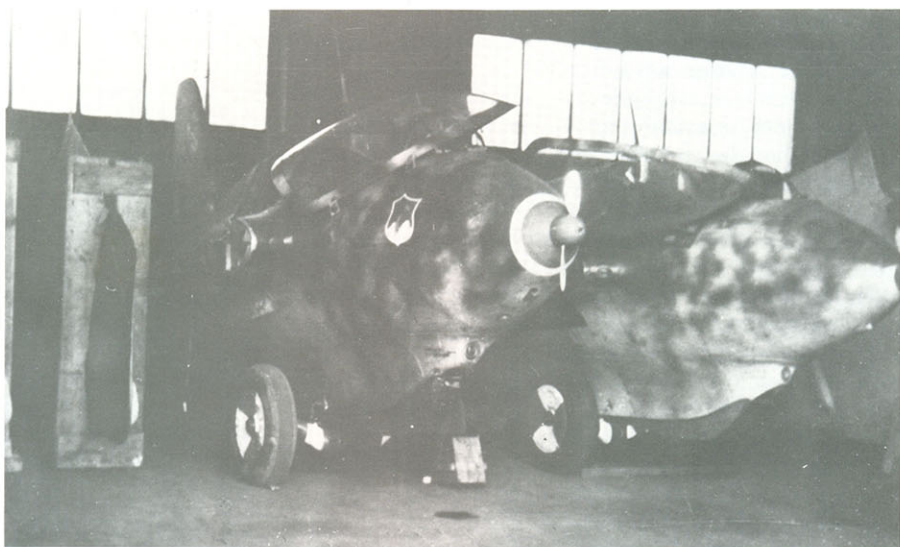
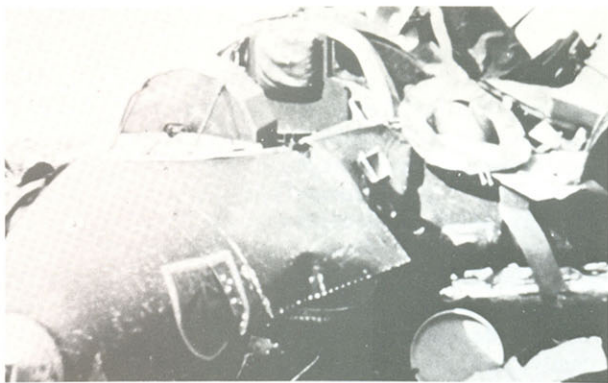
A second *Gruppe* consisting of 5. and 6. *Staffeln* was established in November at Stargard and in the following month this *Gruppe* joined the *Stab* and I. *Gruppe* at Brandis. In April 1945, I. *Gruppe* was disbanded there, but II. *Gruppe* moved first to Salzwedel, then to Nordholz and finally to Husum near the Danish border, where it surrendered to British forces in May.

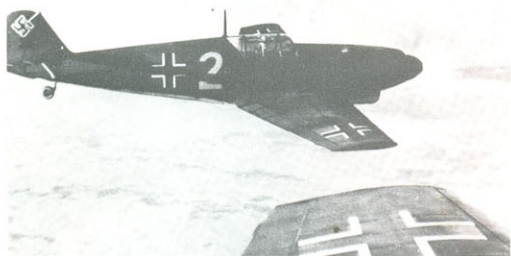
White 10, a Me 163B-1 of 1./JG 400 photographed at Wittmundhof/Oranienburg during June 1944. Note the absence of any *Werk Nummer* on this and the machine above.





Upper. This is the same Australian Me 163 as also seen in color on Page 144. When this photograph was taken in 1977, all its original stencilling and markings were intact. Right. Wreckage of a former high-flier, Black 13, whose emblem is shown in detail on Page 141. The extent of the cockpit protection for the pilot is of interest. Lower. These two 1./JG 400 Me 163s were airlifted to Wright Patterson Air Force Base after being captured at Merseburg in 1945. The one on the left showed the unit badge on the side and had a red and white nosecap.





Left. Many aces learned the art of air-to-air combat on 70/71/65-colored Bf 109Cs such as this fighter school machine photographed in 1938. Right. Another training aircraft, White 19, after a landing mishap.

CHAPTER 6

CAMOUFLAGE & COLOR SCHEMES

As this theme has been dealt with in considerable detail in the various volumes in Kookaburra's "Luftwaffe Camouflage and Markings" series, the author has confined these comments to some instances where recent research has brought to light fresh information. The camouflage schemes referred to in this work remain typical for the appropriate dates and for the relevant theatres of war, although a mixture of schemes was sometimes found, such as in North Africa where standard European camouflage was frequently seen in use alongside the desert scheme. In Russia, varying conditions led to the use of some interesting experimental schemes. In general terms, however, the upper surfaces of aircraft were finished in either splinter, geometric, or snake-skin patterns and the undersides were almost invariably in a pale blue-grey intended to merge with the sky. The surface texture had a silky sheen when new, but after weathering it was usual to find that the colors had faded and become dull, giving a matt appearance. In some rare instances a high gloss finish was used in an attempt to increase the top speed of the aircraft concerned.

In Russia also there were some non-standard unit-mixed colors such as olive green and light tan, and a reference to the color photographs of the souvenir Bf 109G rudder on Page 84 of Volume 1 would suggest that a brown tone slightly lighter than RLM 81 was also in limited use toward the end of the war. An even more startling upper surface color

was the purple shade used on Bf 109s of JG 52 as shown by the color photographs on Page 81, but the extent to which these flashes of originality were employed has yet to be established in any conclusive way.

A final interesting variation worth mentioning was the use of RLM 65 and RLM 76 as upper surface camouflage colors, not as a field modification, but apparently as factory finish, as evidenced by extremely clean paintwork and fresh stencilling unmarred by operational use. Mentioned previously in other Kookaburra publications, some fine color photographs of this practice have now been located and may be seen on Page 64 and also on Pages 61 and 81 of Volume 1.

A group from 6./JG 26 trying hard to be natural for the cameraman in front of Bf 109E, Yellow 5, during 1939. The machine had standard 70/71/65 camouflage and early-style national markings.



The Camouflage Colors

RLM

01	<i>Silber</i>	silver	Used for prototype aircraft.
02	<i>Grau</i>	grey	Interior surfaces and externally with the 71/65 and 74/75/76 schemes.
61	<i>Braun</i>	brown	A pre-war camouflage color.
62	<i>Grün</i>	green	A pre-war camouflage color.
63	<i>Hellgrau</i>	light grey	A pre-war camouflage color.
65	<i>Hellblau</i>	light blue	Undersurfaces.
66	<i>Schwarzgrau</i>	black-grey	Cockpit interiors and exteriors.
70	<i>Schwarzgrün</i>	black-green	A camouflage color with 02 and 71 and on propeller blades and spinners.
71	<i>Dunkelgrün</i>	dark green	A camouflage color with 02 and 70.
72	<i>Grün</i>	green	Used on marine aircraft, with 73.
73	<i>Grün</i>	green	Used on marine aircraft, with 72.
74	<i>Dunkelgrau</i>	dark grey	Used in grey camouflage schemes.
75	<i>Grau</i>	medium grey	Used in grey camouflage schemes.
76	<i>Weissblau</i>	light grey	Undersurfaces and with grey camouflage schemes.
78	<i>Himmelblau</i>	light blue	Tropical color for undersurfaces, with 79 and 80.
79	(Temp) <i>Sandgelb</i>	sand yellow	Tropical color, a slightly dirty yellow.
79	<i>Sandgelb</i>	light tan	Tropical color used with 78 and 80.
80	(Temp) <i>Olivgrün</i>	khaki	Tropical color used exclusively with 79 (Temp).
80	<i>Olivgrün</i>	olive green	Tropical color for use with 79 but not with 79 (Temp).
81	<i>Braunviolett</i>	brown-violet	A late camouflage color used with 82.
82	<i>Dunkelgrün</i>		A late camouflage color used with 81.
83	<i>Hellgrün</i>		A late camouflage color used with 81.

The Markings Colors

RLM			
21	<i>Weiss</i>	white	Used for <i>Balkenkreuz</i> , <i>Swastika</i> and wingtips.
22	<i>Schwarz</i>	black	Used for <i>Balkenkreuz</i> and <i>Swastika</i> .
23	<i>Rot</i>	red	
24	<i>Blau</i>	blue	
25	<i>Grün</i>	green	
26	<i>Braun</i>	brown	
27	<i>Gelb</i>	yellow	
04	<i>Gelb</i>	yellow	Used for cowlings, rudders and tail bands.
77	<i>Grau</i>	grey	

All these colors were used for identify numerals or tail bands and also for special markings such as unit emblems.

Defence of the Reich Tail Bands

Tail bands encircling the rear fuselage were used in two distinct contexts. The first to appear was the white 21 band that signified the Mediterranean area and later the southern sector of the Eastern Front. On the northern and central sectors of the Eastern Front, *Luftwaffe* aircraft carried a yellow 04 tail band. The second use of tail bands, some of which were multi-colored, was initiated in 1944 and continued until the end of the war. They appeared on many fighters engaged in Defence of the Reich duties and were intended primarily for inter-unit, rather than friend-or-foe identification. The total width of the bands was usually 900 mm. In the list the color of the forward band is stated first.

JG 1	red (Also an early JG 300 color.)
JG 2	yellow/white/yellow
JG 3	white
JG 4	black/white/black
JG 5	black/yellow
JG 6	red/white/red
JG 7	blue/red
JG 11	yellow
JG 26	black/white
JG 27	green
JG 51	green/white/green
JG 52	red/white
JG 53	black
JG 54	blue
JG 77	white/green
JG 300	blue/white/blue
JG 301	yellow/red



Red 1 of I./JG 77, showing the unit's characteristic black and white boot emblem in conjunction with pre-war 70/71/65 camouflage and early-style wing crosses.

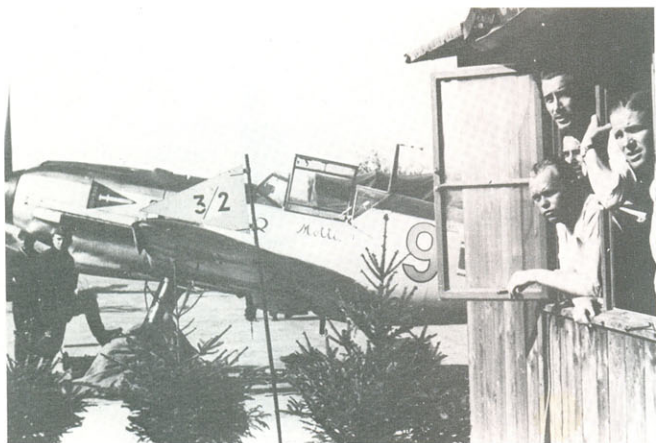
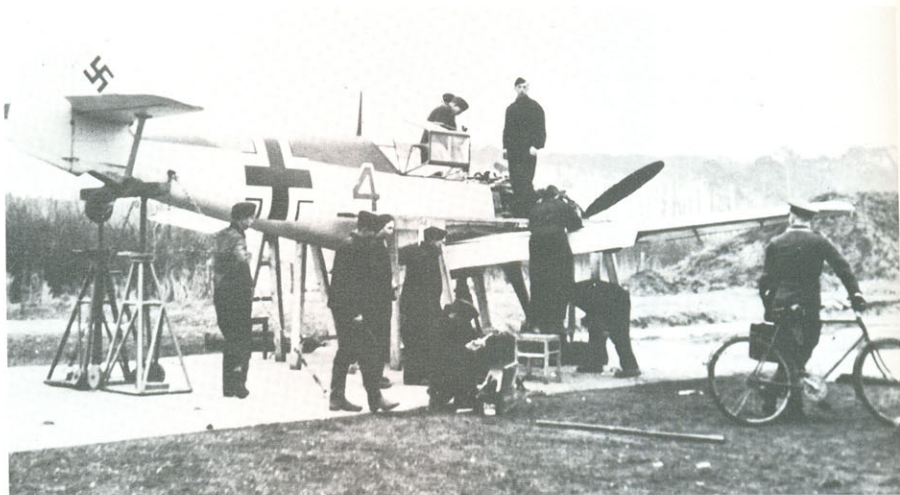
The glossy appearance of this 70/71/65-camouflaged Bf 109E of JG 52 photographed in October 1939 was more likely the result of a recent shower than any special attempt to polish it. Red 1 was flown by *Lt* Berthel.



Except for the spotted aircraft on the right, most of these 3./JG 52 Bf 109Es photographed at Laachen-Speyerdorf in October 1939 were finished in the 70/71/65 scheme standard at the time.

Lightly-camouflaged Bf 109Es of JG 52 dispersed around Charleville airfield in France during May 1940. Probably some of them were the same fighters as seen in the photograph above.





Upper. Red 4, a 71/02/65-camouflaged Bf 109E of I./JG 52 undergoing maintenance and armament adjustments during early 1940. The high color separation line helped provide good air-to-air concealment. Left. Yellow 9, *Motti*, a similarly camouflaged Bf 109E of 3./JG 2, also in early 1940. On the far right was Rudi Pflanz, who was to claim 52 victories. Lower. Personnel of 6./JG 26 in front of two of their machines, Yellow 4, W Nr 1943, and W Nr 1937. Again, the color combination was 71/02/65, but with pre-war style national markings.





Upper. An unidentified pilot in front of Yellow 8, a machine of 6./JG 26, complete with its dangerous-looking unit mascot in brown, white and black. Right. This Bf 109E of an unidentified unit during the Battle of Britain exhibited a relatively unusual style of solid fuselage mottling, probably in RLM 02 and dark green 71. Lower. Black 11 of JG 52 having its guns adjusted about mid-1940. By this time the former hard upper/lower surface camouflage separation line on the fuselage had been softened by an overspray of RLM 02.



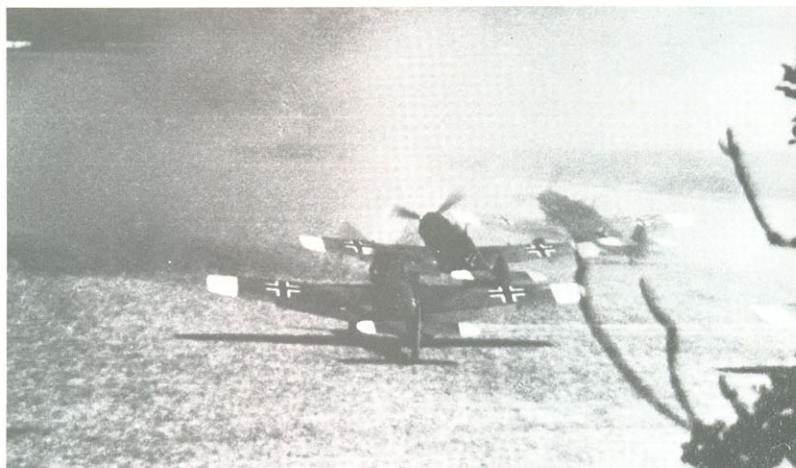
An unidentified Bf 109E, White 3, bearing an unusually long horizontal bar of a second *Gruppe*. The shot was taken at Tannenberg in 1940, the most likely colors being 71/02/65.



Yellow-tailed and probably yellow-nosed Bf 109Es of another unidentified *Geschwader* during 1940. The color scheme used here was probably 71/02/65 with pronounced elements of dark green mottling on the fuselage sides.



Bf 109Es of I./JG 52 taking off from Calais during the Battle of Britain. The white campaign markings on the wings and tail assemblies of these fighters were very conspicuous. The two nearest aircraft probably had 70/71 upper surfaces with the furthest machine most likely a mixture of greys.

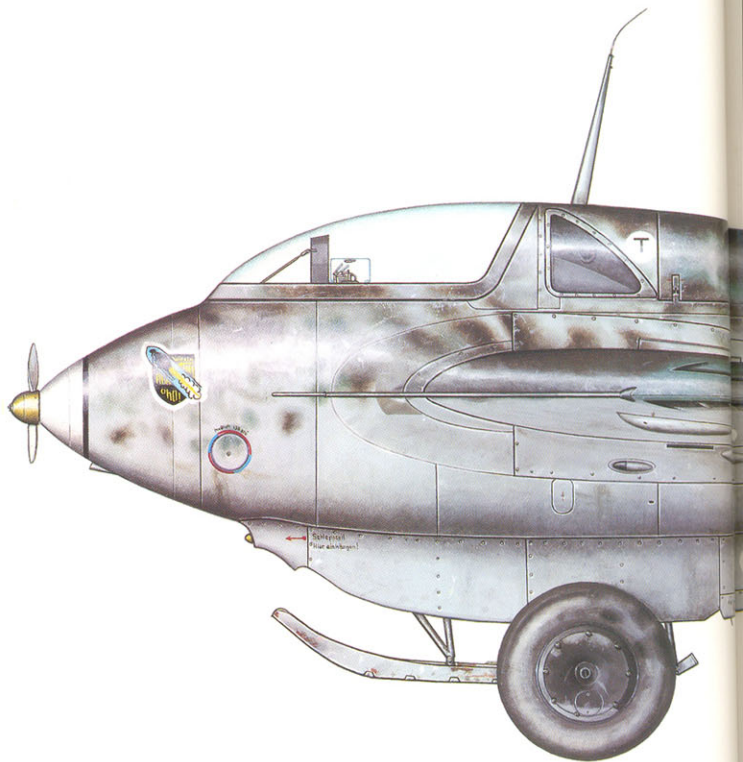




Upper. A fine photograph full of character and which depicts the crude conditions for maintenance on the Eastern Front. The Bf 109G-6, which was operated by JG 52 in 1943, had received some repainting on the yellow rear fuselage band and lower starboard wingtip. Lower. Fw 190As Black 5 and Black 7 ready for take-off somewhere in Russia. In the nearer aircraft was Emil Lang, who ultimately recorded 173 victories.



Messerschmitt Me 163B-1



White 18, of JG 400

This rocket-powered interceptor fighter had an upper surface camouflage of dark brownish-green 81 and dark green 82, its undersurfaces being pale blue-grey 76. The pilot, *Lt* Mühlstroh, flew it in 2./JG 400 during 1944.

The number 18 appeared in plain white with the crosses and swastika in black and white, as was the nose cone. The *T-Stoff*, *C-Stoff* and

Jupp Mühlstroh



Painting by Richard Goyat

Pressluft markings were clearly visible, as indeed they were on most Me 163s. This machine's emblem read: "*Wie ein Floh — aber oho!*", a loose translation of which is "Like a flea — but wow!" This provisional painting was based upon various Me 163 photographs and an original color draft by *Herr Olenjnik*, a well-known member of the unit.

PLANES OF THE LUFTWAFFE FIGHTER ACES

© Kookaburra Technical Publications Pty Ltd

Right. Garish spinner colors like this were the exception rather than the rule on Bf 109Fs. Here the painter of an unidentified unit puts the finishing touches to a decidedly original effort.

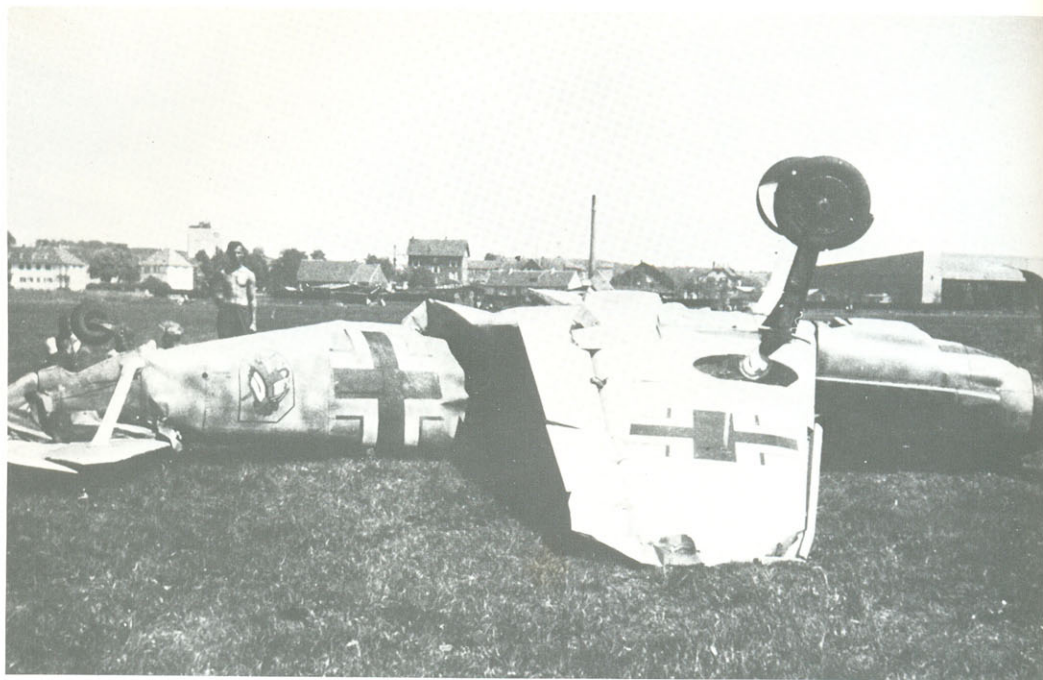


Lower. A Bf 109F of an unknown unit in Russia is welcomed home enthusiastically by cheering mechanics.



A special aircraft in JG 26 was this grey-camouflaged Bf 109F-2, W Nr 6714, tested by Adolf Galland, which showed 60 victories on its yellow rudder. It had a number of interesting features including a completely yellow spinner and nose and at one time a telescopic sight for long-range identification of Allied aircraft. It is illustrated in color on Pages 42 and 43 of Vol 1.



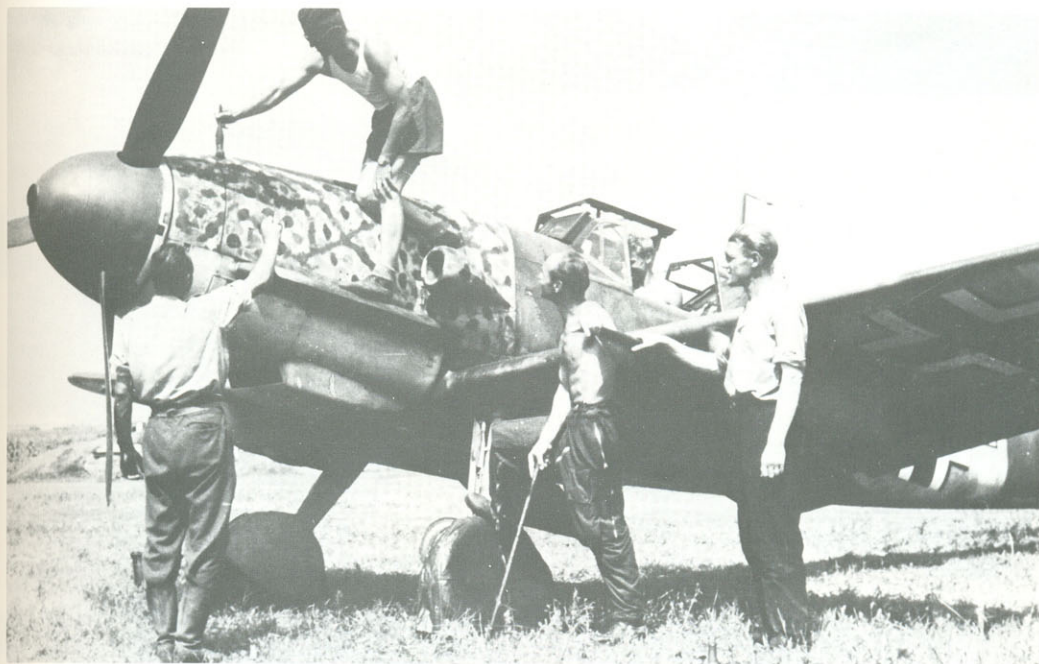


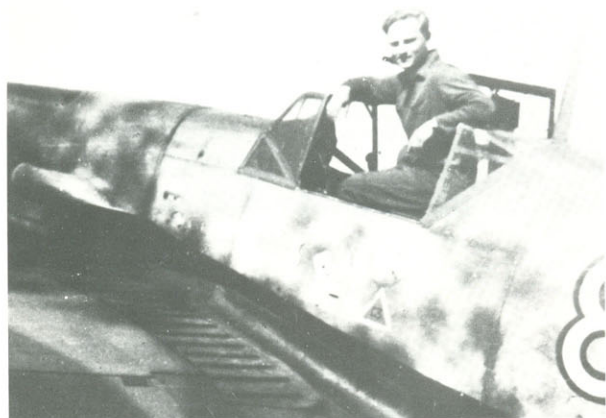
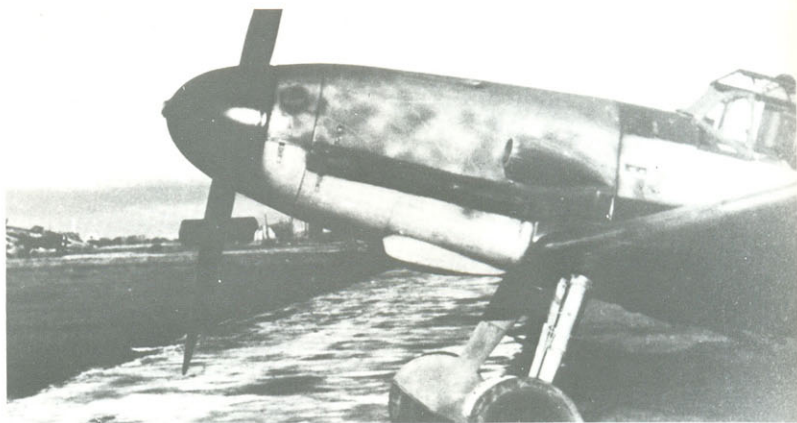
These two photographs show the mottle style of camouflage in use on Bf 109Es of JG 51 during 1940. The upper machine, bearing the unit's characteristic bird and umbrella emblem, was seriously damaged in this crash-landing. *Uffz* Seidl was the pilot. In the lower shot is Yellow 1, the mount of Josef Priller of II./JG 51. It displayed 20 white bars on its fin.



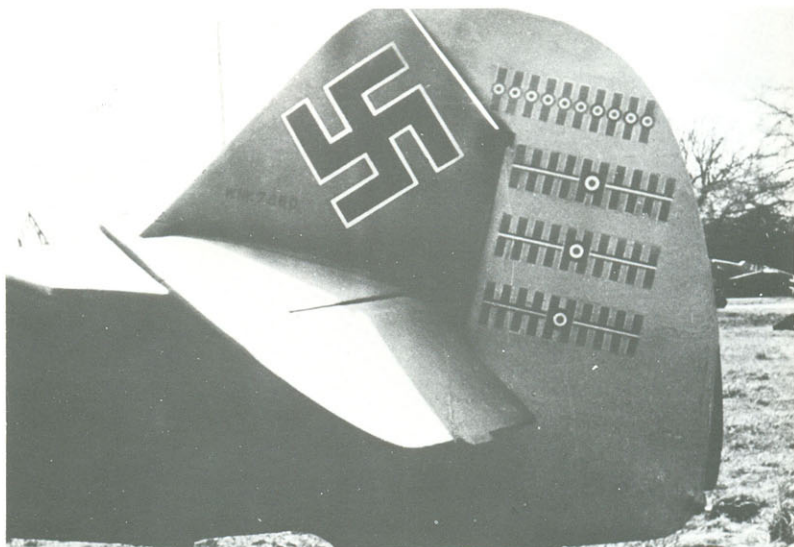


Upper. This was the Bf 109E of *Hpt* Günther Scholz, *Kommandeur* of III./JG 5. The dark-toned upper surfaces carried the third *Gruppe* badge and a personal emblem showing the rear view of a small girl in brief underwear. Lower. *Hpt* Helmut Bennemann, the pilot of this JG 52 Bf 109F, seen putting into practice his own ideas on camouflage. One can only speculate about the colors.





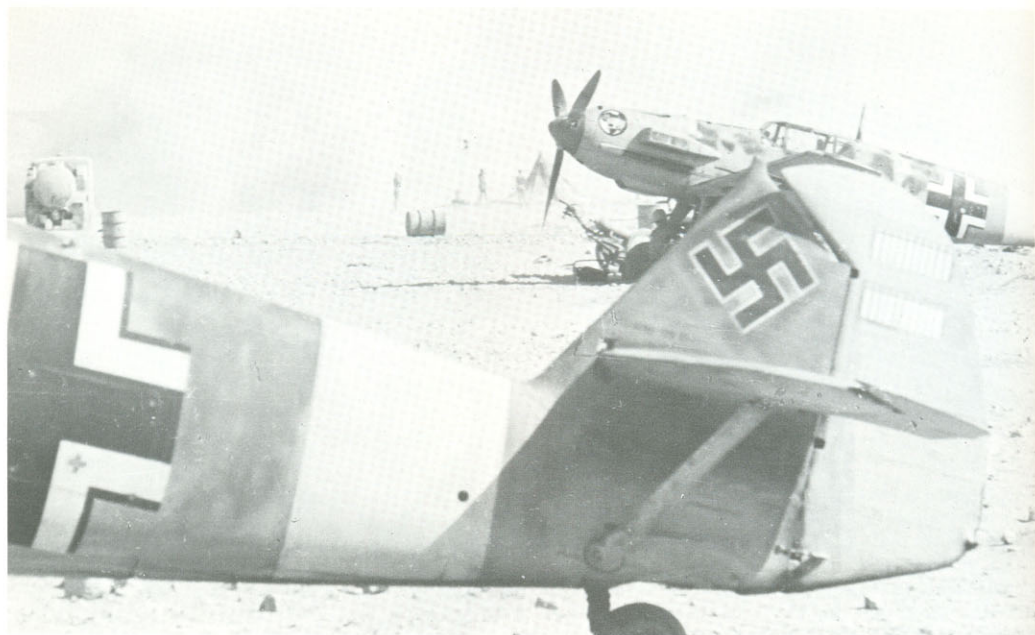
Upper. For greater convenience when engine cowlings required recamouflaging, this was often done when detached from the rest of the airframe. The machine shown here was Erich Rudorffer's Bf 109F, Yellow 9, of 6./JG 2, photographed at Abbeville-Drucat in the summer of 1941. Left. Another similarly painted JG 2 Bf 109F was Kurt Goltzsch's Yellow 8. The name under the cockpit seems to be *Anni*. Lower. The tail of Yellow 9, the same aircraft as seen at the top of the page. Taken at Beaumont-le-Roger in early 1942, it is known to have had the then unusual 71/02/65 camouflage scheme, a yellow rudder, a black or black-green spinner, and an unusually long second Gruppe bar.





Upper. Newly delivered Fw 190A-4s of an unknown *Geschwader* on the Western Front. Each showed relatively light colored fuselage sides and the 71/02/65 color scheme which was not especially common on Fw 190s. Lower. Another Focke-Wulf in the same color scheme was Yellow 11, W Nr 1199, of 9./JG 2, which carried the black and white eagle marking of III./JG 2 in the exhaust area.





Upper. Two Bf 109Es of I./JG 27 photographed in the Western Desert during 1941. The machine in the foreground appears to have been lightly oversprayed and bore 20 victory bars on its rudder. Behind it was an Bf 109E-4/Trop with freshly applied field camouflage in sand yellow 79 and brownish-green 80 mottling over pale blue-grey 65, a scheme later adopted by the entire *Gruppe*. Lower. Bf 109F-4/Trops of JG 27 in the later colors of tan 79 upper surfaces over 78 sky blue in conjunction with the usual white theatre markings.





Upper. This Bf 109F, White 13 of 4./JG 27, like the aircraft on each side of it, had considerably faded paintwork, almost certainly tan 79 upper surfaces over 78 sky blue. Continuous desert operations produced an effect on aircraft finishes not unlike the effect of energetically applied sandpaper. Lower. Two derelict but interestingly marked Bf 109Fs of III./JG 27 discovered by Australian forces in North Africa after the German retreat. Both show the standard 78/79 scheme and white markings.





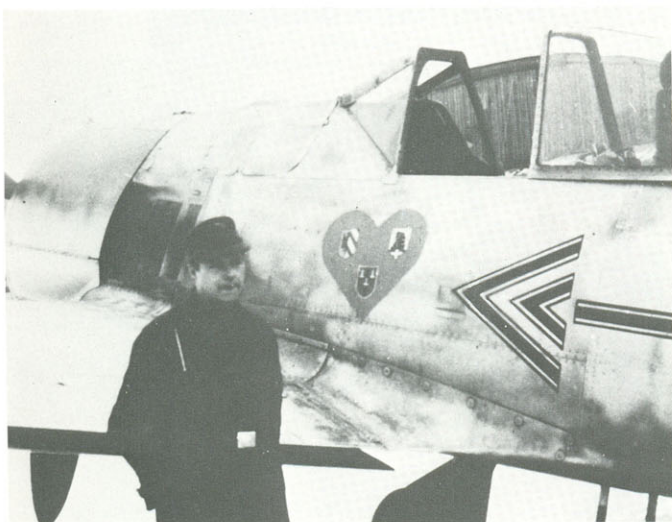
Upper. Werner Schroer's former Bf 109G amidst an assortment of other abandoned German and Italian aircraft at Castel Benito in January 1943. Left. Schroer also flew another aircraft with similar markings in black. The letter A indicated the machine of the *Adjutant*. Lower. A Bf 109G-2 believed to have been Black 8, acquired by No 3 Sqn RAAF, then painted up and flown in the personal markings of the commanding officer, the 10-victory ace Sqn Ldr Bobby Gibbs, DSO, DFC & Bar.





Upper. Fritz Tegtmeier's Black 8, also seen on Pages 38 and 136, showing a special unit-applied camouflage scheme in unknown colors and 11 white victory bars on the rudder. Right. Two Fw 190A-5s of JG 54 photographed in late 1943 and again bearing two of the decidedly non-standard schemes for which the unit was renowned. Lower. A fascinating variety of emblems was carried on White 7, the Bf 109G-2 of Friedrich Rupp of 7./JG 54. The aircraft appears to have the usual three-color upper surface combination used on JG 54's fighters at the time.





Upper. Interesting unit markings are visible on this crashed IV./JG 51 Fw 190, Yellow 10, in much deteriorated winter camouflage. The aircraft, not fitted with bomb racks, is thought to have struck the bomb on landing. Left. Trautloft's snow-camouflaged Fw 190 seen at Siverskaja in the winter of 1942-43. See also the color illustration on Pages 62 and 63. Lower. Photographs show that different factories had their own styles of paint application, this Fw 190A-8, Yellow 1 of II./JG 300, being a good example of a common spotted type of finishing.



Wolfgang Ewald of JG 3 testing a new grey-camouflaged Bf 109G-1 in Russia during 1943. Another view of the same machine appears on Page 51 of Vol 1.



Günther Rall of JG 52 being welcomed home after adding yet another victory to his eventual tally of 275. At the time Black 3 still carried its factory call-signs. The other machine behind it, probably also flown by Rall, was painted Black 3 as well but bore a chevron marking in addition.



Dr Ludewig with Red 11 of IV./JG 54, photographed in Sachsen during March 1945. The bright light blue tail band is an interesting feature. This same color may have also been repeated on the nosering.

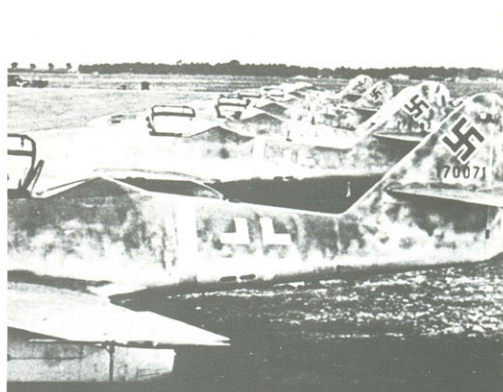




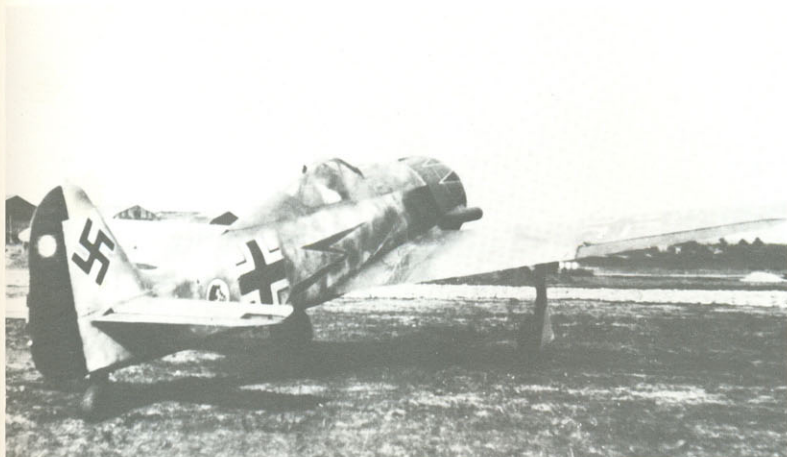
Left. Fw Stöber with a Bf 109G of 7./JG 54 bearing the flying clog unit emblem and clearly identifiable three-color upper surface camouflage believed to have been medium green, dark olive green and light tan. Right. Two mechanics with Kommodore Hannes Trautloft's Bf 109F. On its green heart emblem were the three group symbols.



Left. A more complete view of Trautloft's machine showing clearly the medium green and dark olive green camouflage, plus all the markings. Right. The same aircraft with "half-and-half" winter camouflage consisting of the same colors as before but with white added.



Left. Another shot of Fritz Tegtmeier's Bf 109F, Black 8, of 2./JG 54 after severe flak damage to the empennage. Of interest are the 24 black victory markings and the freak hole in the exact centre of the swastika. Right. Me 262s of Erprobungskommando 262, probably at Lechfeld in July 1944. The second aircraft was Yellow 3, W Nr 170067, but its camouflage, as with all aircraft here, is a moot point.



These three photographs show views of Hermann Graf's incredibly painted Fw 190A-5, seen here at Bussac, France, in 1943 and also in color on Pages 82 and 83 of Vol 1. On the right Graf is talking to *Hpt* von Ebersbach with the Fw 190's yellow and red rudder visible on the left. The lower shot shows a parade for the swearing in of Spanish soldiers of the Blue Division on 7th September 1943 in front of the hangars of the Bloch factory at Toulouse-Blagnac.





Upper. On 30th March 1945, Messerschmitt test pilot Hans Fay surrendered this prize Me 262, W Nr 111711, to the USAAF, making it the first intact German jet to fall into Allied hands. Toward the end of the war production difficulties resulted in many aircraft being flown with only part-finished paintwork. Left. Uffz Karl Müller with a Bf 109G-10 of II./JG 77 which, by rights, should have been painted with the designated green and white rear fuselage band, not green only. Lower. White 23, W Nr 120222, was the identification of this He 162A-2 of JG 1. A color photograph shows it to have had a basic scheme of 71/76, the former due to the need to use up surplus paint stocks as set out in the painting directives of 1st July 1944, when three new green shades were introduced.





Left. Captured French Dewoitine D-520 fighter trainers in uncharacteristic *Luftwaffe* markings at Toulouse-Blagnac in 1943. Right. Adolf Glunz of II./JG 26 claimed 71 victories with the Fw 190. He is seen here leaving his yellow-nosed fighter.

CHAPTER 7

COMBAT STORIES

The following pages relate a small but typical selection of air-to-air combat situations experienced by *Luftwaffe* pilots in some of the aircraft already described.

B-17 Over Paris

Horst W. Petschler flew with JG 3 and JG 51 and gained a total of 26 victories. Today he lives in the United States and recalls the time in 1943 when he was at Villacoublay, near Paris, in JG 105 which was a training unit. He writes:

“Our training on Dewoitine 520s (an ex-French Air Force fighter used in 1940) at Villacoublay was completed and we moved to the north of the field to fly the Fw 190. This was the most majestic bird I ever had in my hands. With her massive double-row radial engine, we had a lot of respect for her. Our instructors were *Uffz* Bauhuber, *Uffz* Förster and *Ofw* Hollmann. There were moments I shall never forget; the huge engine obstructing the forward view, just managing to hold a straight take-off run, then the Fw 190 and I surged away. Take-off with the tail held down was new to all of us. The aircraft actually hung on the prop. The first landing was difficult; approaching at 220 km/h was pretty hot. But you could always sing, “Rushing past the landing cross ...”. After going round again several times I made my first landing, and soon we were doing formation flying and gunnery practice flights. Student pilot Mehling was charged under Regulation 92 (Pilots’ discipline and order) for taking the target with him — he hit it with his aircraft!

We had had nearly four hours on the Fw 190 when we got an emergency take-off order,

on account of some approaching four-engined American bombers. We took off with eight aircraft, led by *Ofw* Immerl, one of our instructors. With throbbing hearts we climbed rapidly to 7,000 m. Then we saw the Flying Fortresses for the first time, a colossal sight, possibly about 200 aircraft. Our old *Front-Hase* (front rabbit, the nickname for an experienced front-line soldier), Immerl, shot one of them down.

Attacks were made from all sides and we came near to ramming each other. One after another the crew baled out; we counted seven parachutes. The Boeing crashed and burned out near an airfield which we later discovered was Etampes, 50 km to the south of Paris. During this excitement we had become completely disoriented, so we landed at the only airfield we could find, which happened to be Orléans-Bricy. Then we flew back to Paris and made our reports.

This first air battle was so exciting, though actually not very dangerous, that I could not close my eyes the following night. So, it became apparent, one could get shot down. You thought about that. One might get killed! And yet which one of us could visualise at that time the subsequent air battles that were to be fought over central Germany, in which we often had to fly against up to a thousand Fortresses and Liberators with their fighter escorts? Meanwhile, our training continued more seriously, for now we had a foretaste of what air battles looked like. From now on, the sky had to be searched constantly for enemy aircraft; indeed, some of our comrades were actually shot shown during their training flights by American fighters.”

Sixty-third Victory

Egon Mayer, the *Kommodore* of JG 2 Richthofen, was one of the most successful German fighter pilots on the Channel Front. Until his death in March 1944 he claimed 25 victories over four-engined bombers. But he said that it was from Helmut Wick that he really learned about combat flying.

"From the *Kommodore* I have learned how to fly missions over England. Wick taught me to fly. I was a poor shot to start with, but I improved rapidly. I used to need six or seven attacks and when the enemy was on the run I had to chase him far out over the Channel, sometimes even out over the Thames Estuary."

Despite this problem he amassed 17 victories in the space of a two-month period, being awarded the *Ritterkreuz* on 1st August 1941 for a total of 20 victories. At that time he held the rank of *Leutnant*.

Later, during 1943, the first four-engined bombers made their appearance over the Channel. Seeming to be invulnerable, the American formations crossed the coast and the Fw 190s of JG 2 climbed toward the boxes of aircraft. Although they carried a powerful defensive armament, they were unable to prevent the German fighter attacks. Among the *Luftwaffe* pilots on 16th April 1943 was *Hpt* Egon Mayer, who had already claimed six bombers shot down. He climbed to 6,000 m and attacked a box of four B-17s, starting with the aircraft on the left. He closed in to very short range and fired. His Fw 190 was hit in the fuselage but he pressed home his attack until the damaged bomber turned to escape over the Channel. The *Kommandeur* of III./JG 2 then made a head-on attack, gaining hits in the cockpit area. This spelt the end for the B-17, which dived almost vertically into the sea, raising an enormous waterspout as the bombload detonated on impact. Arriving over his base, Mayer announced his 63rd victory to the ground crews in the accustomed manner by making a low-level pass over the airfield and rocking his wings.

"Miss Behavin"

Another exponent of the Fw 190, in a home defence role was Heinz (*Heino*) Hanke. He served first in JG 1 but was posted to JG 11, and on 20th February 1944 he shot down a

Boeing over Denmark but was himself shot down and forced to bale out from his damaged fighter. Their usual base was at Husum in Schleswig-Holstein, but on this day they were flying from Oldenburg where they had arrived the previous day. Heinz Hanke takes up the story:

"We were at breakfast and were just waiting for the usual fried eggs when the siren howled the alarm. There were a thick ground fog outside but the bombers, nicknamed *Dicke Autos* by us pilots, were approaching, so a carpet alert (*Teppich Alarm*) was ordered and we had to run to our "mills".

When all the fighter units from the Netherlands bases and from the German Bight had linked up, we formed a defence force of 141 aircraft, including *Maj* Specht's top cover *Staffel* from Wunstorf. It was the biggest armada of fighters I had ever seen, and we felt very potent. But things never turn out as expected! Our massed take-off had been monitored and understood in England and the bomber formation made a wide detour over the North Sea in order to delay the moment of contact until we were low on fuel. As the fighters one by one said good-bye and dived away to refuel — including our leader, *Maj* Hackl — the bombers opened their throttles and came in over the German Bight at full speed in three massive streams. I counted 126 bombers during their approach.

My own Yellow 14 had a red band on the engine cowling, and I had three Fw 190s on my left and three more on my right, all in radio contact. Since we were all pretty low on fuel, and expected to see the red warning light winking at us at any moment, we made a direct frontal attack on the bombers which were flying at about 6,300 m. The unit was in "grape" formation and we got the full benefit of their cross-fire, so I then ordered a free hunt so that each pilot could attack in his own way. As I made my final run-in from astern, my red light came on. I saw that there were only two Fw 190s left, both from my own unit, including *Oblt* Zwerneemann. The others were already searching for a landing strip below the clouds. I started my dive from 7,500 m and went through the formation from the rear at maximum speed. It was almost impossible to miss. The Boeing's tail more than filled my Revi gunsight and I let the F-II float through the cone of fire from my six barrels as I came up from underneath, finishing with his left

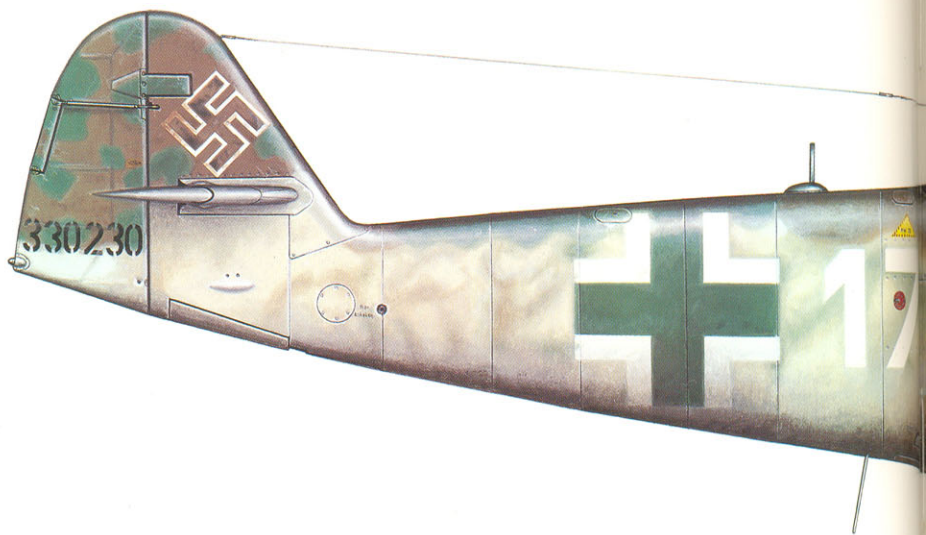
Please turn to Page 145



These three shots taken in 1945 show only the remains of damaged Me 163 *Komet* rocket fighters, but nevertheless reveal interesting details such as the standard dark brownish-green 81 and dark green 82 upper surface camouflage scheme plus the colorful emblem discovered on Black 13.



Messerschmitt Bf 109K-4

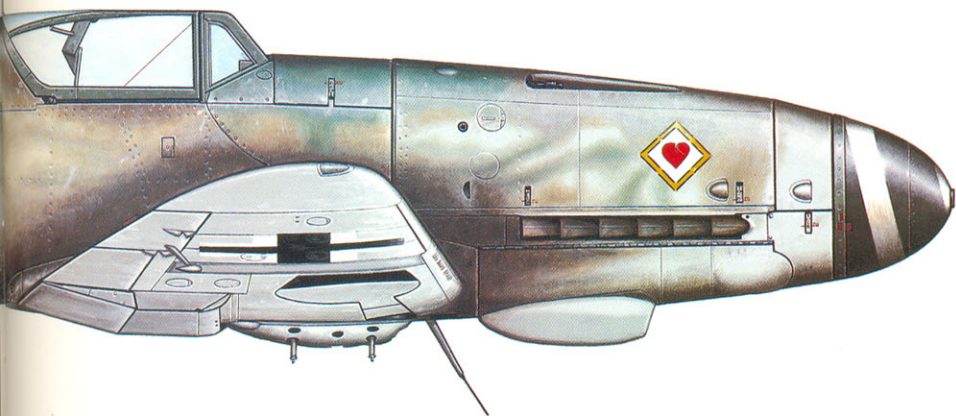


W Nr 330230, of JG 77

Little is known about the pilot of this aircraft, who was shot down and killed near Tilburg during Operation *Bodenplatte* on 1st January 1945. The fighter itself is one of the few Bf 109K-4s to be well documented photographically.

White 17 had a late-war camouflage scheme consisting basically of a dark brown color a little lighter than RLM 81 with dark green 82 on the upper surfaces and pale blue-grey 76 below. Its general appearance suggested a good deal of improvisation as far as available paints were concerned.

Heinrich Munninger



Painting by Richard Goyat

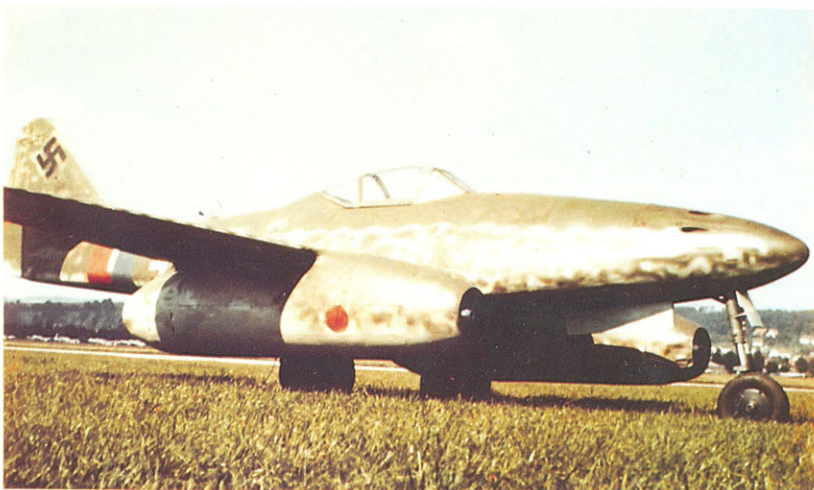
The fin and rudder showed a color patch arrangement fairly typical of K models, with the *Werk Nummer* being shown in large black stencilling. An unusual feature was the green and white fuselage cross. On the cowlings the red, white and yellow JG 77 emblem was carried, and behind the cockpit the clearly visible MW 50 boost system filler point marking. Although the aircraft belonged to III./JG 77, no *Gruppe* bar nor home defence tail bands were carried.

PLANES OF THE LUFTWAFFE FIGHTER ACES

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Upper and left. Until it was recently reconditioned and repainted in a purely speculative camouflage scheme, this Australian Me 163 was the last known *Luftwaffe* fighter in the world in original factory-applied RLM 81/82/76 paintwork. A thin coat of wax and internal storage had greatly assisted its preservation. Lower. An interesting color shot of the Me 262A-1b, White 3, which landed at Zürich-Dübendorf on 25th April 1945. See also Page 68 of Vol 1.



wing and engines, which started to burn. The wing surface between the engines seemed to melt and I saw five of the crew take to their parachutes. Then I suddenly realised that my speed was carrying me into the heart of the formation, so I rolled on to my back and tried to dive away. Too late! My plane shuddered and there was a smell as oily smoke and fine aluminium dust covered my flying jacket. It became very dark and suddenly the engine howled like a crazy buzz-saw. Fuel lines were severed and even the armored ring on the front of the oil cooler could not withstand the American fire from this close range. Engine oil gushed out and completely obscured my forward vision, but at the side I could see my tattered ailerons and the wings riddled with bullet holes. The whole of my port wingtip had gone, either shot away or torn off by falling bits of the bomber. I managed to bale out at the third attempt, at about 2,300 m and when I reached the ground it was covered in snow and very cold. The Danes were not very friendly, apart from one young man who was helpful with information and in carrying my parachute about a kilometre to the railway station. I had landed on Fünen, one of the Danish islands”.

Later, in Odense, at the *Fluko* headquarters (*Flug-Kommando*), Heinz Hanke met the pilot of the B-17, named “Miss Behavin”. He was Orlin (Mark) Markussen, and they exchanged flying jackets. Hanke was given the jacket with the 18 yellow mission tallies and the aircraft’s name painted on it. During 1976, this time in more peaceful circumstances, the two pilots met again in the United States.

Twelve Victories in a Day

Looking at the diary of *Hpt* Franz Dörr, *Gruppenkommandeur* of III./JG 5, it is evident that he gained no less than twelve victories in a single 24-hour period on 27th/28th June 1944 in the Kirkenes area of Norway. At that time of the year, in those latitudes, there is continuous daylight and the action began during the afternoon of 27th June when a mixed formation of Russian bombers and fighters approached Kirkenes. The defending fighters took off, with Dörr probably flying his normal Bf 109G-6 marked with the double chevron. Ten kilometres north-east of Kirkenes, at a height of 4,500 m, he made a head-on attack on a Douglas Boston. The time



Heino Hanke wearing the jacket of a crewman of the B-17 “Miss Behavin”. See text for the unusual story.

was 16.42 hrs. The bomber dived away and crashed vertically in flames. The formation had consisted of about 11 bombers and Dörr made another frontal attack, hitting the star-board engine and wing of a second Boston. The victim dived away trailing dark smoke and crashed into the sea. It was now 16.43 hrs, NNE of Kirkenes and both these victories were confirmed by *Ofw* Arnold of 7./JG 5. Arnold was later to join JG 7 and his Me 262, yellow 7, is now exhibited in the Smithsonian Institution, Washington, DC.

After these two victories, Dörr attacked a lone Yak 9 fighter from the port quarter at 16.45 hrs. Parts of its wing broke away and the aircraft dived into the sea, burning fiercely. Two minutes later he engaged in a combat with an Airacobra and got under its tail. Firing at close range, he saw the Airacobra break to the right, trailing smoke. It divided into the sea, still smoking. Dörr then returned to base.

Shortly before midnight another approaching raid was detected and the fighters were



The three JG 5 pilots shown here were, from left: Lt Gayko, Oblt Glöckner and Oblt Dörr, the *Gruppenkommandeur*.

alerted to take off again. They made contact with the raiders about six kilometres north-east of Kirkenes, and Dörr immediately attacked a Boston from astern, setting its port engine and wing on fire. It crashed from 4,500 m and burned out at 23.59 hrs. He turned his attention to the next Boston to the right, but had to make a second attack, again from astern and below. This victim crashed precisely at midnight. It was now of course 28th June, but the mission was not yet over. Seven minutes later and about 25 kilometres to the north-east, Dörr attacked a low-flying Airacobra which immediately went into the sea from about 200 m.

He followed this within the next three minutes by despatching a Curtiss P-40 in exactly the same fashion, followed by yet another P-40 at twelve minutes past midnight. Attacking from the port quarter, Dörr saw parts of its wing break away before it crashed into the sea. This was Dörr's 75th victory. He then returned and landed at Kirkenes.

The third mission began about three hours later when a force of Russian aircraft launched an attack on a German coastal convoy. Dörr found himself immediately engaged in a dogfight with four Airacobras, the first of which went down smoking from 3,500 m, ten kilometres south-west of Heinäsaari at 03.49 hrs. The next went down one minute later, also on fire from a port quarter attack, and yet a

third crashed into the sea at 03.58 hrs, having been hit from above so that parts of the fuselage and engine cowling came away. (The Airacobra, an American P-39 supplied by the Western Allies to the Soviet Air Force, was an unusual type in that its Allison in-line engine was mounted behind the cockpit, the propeller being driven by a long transmission shaft which passed beneath the pilot's seat. It was also fitted with a tricycle undercarriage). Having now claimed his 78th victory, Dörr returned to Kirkenes. On 12th September 1944, *Luftwaffe* document Nr 53144 confirmed these claims.

It can be verified from the victory list that more than 90 of the claims on the Eastern Front were in respect of aircraft types built in the West and handed over to be used by the Russians. Bostons, Airacobras and Curtiss P-40s were of course American-built types, but the Soviets also used some British aircraft including, as *Ofw* Schuck was to discover, the Spitfire.

Russian Spitfire

Again it was June 1944 and at Kirkenes in northern Norway, where JG 5 had been in action on 17th defending a German convoy from attacks of up to 200 Russian aircraft. *Ofw* Schuck had been successful and his total for that day was 11. He had just gone to bed when at about midnight a Russian reconnaissance Spitfire began to trace its course across the deep blue sky with its condensation trail, at about 8,000 m. The siren howled its warning; Schuck leapt out of bed and ran, together with his wingman Lt Gayko, to their parked Bf 109Gs. They realised that their chances of a successful interception were slim. As someone commented, "He only needs a shallow dive and he can be back over Murmansk". Nevertheless, they took off and climbed impatiently. From the ground they could be seen steadily gaining until they, too, began to make faint white contrails against the midnight sky. Everyone on the airfield was watching and pointing as the trails drew closer to the enemy intruder. Everyone except the unsuspecting Russian pilot knew what was about to happen. During the final stages of the climb the following conversation took place between the two German pilots (in typical airmen's

slang):

"*Herr Leutnant*, . . . It really is a Spitfire".
(From the ground there had been some opinions that it might have been a Yak 9).

"We'll soon be in range".

"Ivan hasn't noticed a thing yet".

"Man, he must have a pretty long line!"
(This was an expression for someone who was slow on the uptake).

"If he turns his pear, the roast meat will be off".

"He won't".

While this exchange was going on the Bf 109s had drawn to within about 50 m of the Spitfire. "There she is", crowed Schuck in his excitement, as he checked the profile and identified the elliptical wing shape. As he prepared to fire, he said:

"If only he knew how near Eternity . . ."

"Shoot, man, and get it over!"

"Just a moment. The sight is too good . . .
To have my first Spitfire right in front of my barrels . . ."

He then pressed the trigger. Gunfire struck the Spitfire in the fuselage and wings, and the machine immediately entered a spin. It recovered momentarily at about 6,000 m, but continued to lose altitude and then went into another spin. About two thousand metres lower a tiny white dot detached itself from the falling aircraft. The Russian pilot had taken to his parachute, while the Spitfire plummeted down to bury itself in the tundra.

Back at the dispersal point, Schuck leapt out of his cockpit and ran around the aircraft in great excitement, slapping the fuselage of his faithful mount just as if it were a horse. To an approaching pilot he shouted "At last, a Spitfire!" He had achieved twelve victories within 24 hours.

The account of the shooting down of the Russian photographic reconnaissance Spitfire tells only of what happened on that occasion but does not explain the full circumstances. Walter Schuck was interviewed by the author and made some additional comments which are very illuminating, for many events which took place on the Russian Front during that time are still shrouded in mystery. He reminisced as follows:

"The Russians had a total of four Spitfires in the far north, which used to come over



Walter Schuck after shooting down the Russian Spitfire on 17th June 1944.

about three times per week. For at least a year many different JG 5 pilots had tried to intercept these irritating Spitfires, however without any success. Finally, we were forbidden to take off and chase them as it was regarded as a waste of fuel."

Frustrated by the situation, Schuck decided he would bag a Spitfire at any price and after a long and careful observation period, devised a simple plan.

There were three possible ways in which the Spitfires could take their photographs of the crucial Kirkenes, Salmijärvi and Petsamo airfields in the far north. The first possibility was a high altitude approach to Salmijärvi, then continuing to Kirkenes and back via Petsamo. This was the shortest route.

The second was a high altitude approach toward Petsamo, then south to Salmijärvi and then on to Kirkenes, leaving in a shallow dive and making a wide sweeping turn to the right over the sea to the north and back to base.

The final possibility was a low-level flight over the sea to the north of Kirkenes, then climbing to a higher altitude over the sea. By adopting this method, observers from Kirkenes had to contend with the midnight sun directly in their eyes. Under these circumstances the aircraft could only be seen when it was far too late to intercept and when it had in any case taken its photographs after a reconnaissance run over the airfield.

Schuck's plan depended upon the co-operation of the radio station operators who were very fluent in Russian. These men, situated on top of the Erlöserberg (Savior Mountain) near Petsamo, had a particularly hard job due to their remote location. Recognition was good for their morale and Walter

Schuck, after any successful combat, always made a point of giving them credit for information regarding movements of enemy aircraft. It was agreed that if they spotted a Spitfire approaching over the sea they would transmit the simple message, "engine noise over the front".

Finally, on 17th June 1944, this eagerly awaited signal was received and together with his *Rottenflieger*, Lt Gayko, Walter Schuck quickly scrambled from Kirkenes and headed north over the open sea. The two German pilots, being further to the north of the climbing Spitfire and invisible to its pilot because of the sun, clawed desperately for height. It was a race to see who would spot the other first.

The plan worked. Schuck got his Spitfire and Gayko had similar success on a separate occasion. The third Spitfire was lost in an accident. The fate of the fourth is unknown.

When the two pilots returned home to their airfield, there was an immediate telephone call from an irate *Luftflottenchef* Stumpff who demanded to know why his orders had been so flagrantly disobeyed. When told of the circumstances, however, he relented and later sent a basket of bottles for a high-spirited celebration. Schuck remembered his comrades on top of the mountain. They had played an important part in his success and were delighted to receive a large share of the prize.

First Four-engined Bomber

The first pilot to be credited with shooting down an RAF four-engined bomber in the West was Fw Konrad Jäckel, who on 18th July 1941 submitted the following combat report:

"I was flying with my *Schwarm* cover for a convoy north-west of Dunkirk. At about 11.15 we received a report of several enemy aircraft approaching the convoy at an altitude of between 0 and 2,000 metres.

I climbed with my *Schwarm* to a height of 2,500 metres and circled right over the convoy. At 11.20 I saw the four bombers flying in a row about 3 to 5 metres above the water and approaching the convoy from a north-westerly direction. The bomber formation was protected by about 15 Spitfires which were flying top cover at about 2,000 metres.

I surprised the Spitfire cover by diving on them and firing from the rear in order to



Lt Walter Gayko, a 13-victory pilot with his mechanic and aircraft.

scatter them. After this our close-flying four-finger formation split up to the left and the right. I continued the dive with my *Schwarm* and at great speed headed toward the bombers. The first one, a Bristol Blenheim, had already dropped his bombs onto the convoy.

I had just started to attack when I saw behind him about 2 to 3 kilometres north-west of the convoy a large aircraft of a type unknown to me. It was also flying low down over the water heading for the ships and escorted by four Spitfires.

At once I broke off my attack and pursued him from behind, approaching from the left. The Spitfires pulled up and away. I closed in on the big bomber but paused to try and identify it before firing. As soon as I closed in to about 150-200 metres the rear gunner opened up on me with twin machine guns. A second or two later my excess speed had taken me to within 50-80 metres of my target and I noticed roundels on both the fuselage and the wings. I immediately fired at the rear gunner with my cannon. I passed very close over the aircraft on its port side and noticed where my cannon shots had struck the rear turret, fuselage and top turret. At the same time I was able to confirm that it was a four-engined aircraft. The two inner engines seemed to be mounted a little lower than the others and could not be clearly seen from the rear.

My *Rottenflieger* and the second *Rotte* of my *Schwarm* also made separate attacks from the rear. After that I drew in behind the bomber once again. Flying along at the same altitude, I saw that the bombs had been jettisoned and that the undercarriage had been lowered.

During this second attack I did not encounter any return fire from the rear turret. Probably the rear gunner was already dead.

After my first attack the aircraft veered away to the north-west in the direction of Dover at an altitude of about 2 metres above the water. It was losing a lot of oil and making a visible trail of it in the water.

I continued curving in toward it at the same altitude from behind and firing with both cannon and machine guns. Again I passed close over the top and saw many hits in the fuselage and wings. I made two more attacks and my *Rottenflieger* one. During this time the other *Rotte* was engaging the Spitfire escort. By now the huge bomber was about 3-5 kilometres south-east of Deal as I made my fifth and final attack, again at the same altitude and from the rear. This time before I opened fire I got really close to it, only about 20 metres away.

As soon as I began this attack it actually touched the water, then pulled up and struck the water again. After that I pulled up and noticed a British patrol boat approaching the spot where the enemy aircraft had settled. I flew a final circle at about 1,000 metres and saw that the patrol boat had stopped at the scene of the crash. I couldn't see anything of the aircraft, only a dark spot in the water, so being low on fuel, I turned away and flew straight home.

Fw Konrad Jäckel was awarded a special trophy and 500 *Reichsmark* after his success over the big bomber, confirmed as a Short Stirling. To down it, Jäckel's Messerschmitt Bf 109F-4 had used up 96 rounds of 15-mm ammunition from his MG 151 guns and no less than 679 rounds from his 7.9-mm MG 17s.

Shot Down From Nowhere

Hans-Arnold Stahlschmidt was one of JG 27's most successful fighter pilots with 59 victories, all of them achieved in North Africa. Twice he returned from behind the lines. The first occasion was on 21st February 1942 when he was shot down by the Australian ace Clive Caldwell, then flying Kittyhawks with 112 Squadron RAF. Caldwell, the most successful Allied pilot in the Middle East, was credited with 20½ victories before being posted to the Pacific for further duty.

Stahlschmidt tells his own story of what happened that day in early 1942:

"Just as my mechanic was helping me on with my parachute harness, someone took some pictures. This was against an unspoken

agreement for we thought it brought bad luck to take photographs just before take-off. Nobody would admit to being superstitious, but just the same everyone carried either a mascot in his bag, an amulet around his neck or a special scarf under his shirt.

We started off with our six aircraft for Acroma and had reached it at a height of 4,500 metres. Homuth was leading the unit, Marseille was heading a *Rotte* with *Feldwebel* Keppler and I flying cover. I was using the adjutant's aircraft in which I had already flown over 100 missions. It was pretty old and tired and very slow but I kept using it because it was reliable.

Suddenly, a flight of Curtiss P-40s approached us. Homuth pulled up, turning to the left and started to climb over the enemy aircraft. I climbed also but not as quickly. In any case I wanted to have a closer look at the Curtiss fighters. Soon I was well behind. The situation was quite clear to me. I saw the P-40s climbing behind us about 300 metres below.

There did not seem to be any danger from them but my comrades were much higher so I tried to cut their curve. Keppler passed me easily on the outside with his faster aircraft. I now saw the Curtiss fighters 300 metres directly below. I counted eleven of them. I was quite content and even hummed a little song which I sometimes still remember. I continued climbing, unsuspecting of any danger.

Suddenly there was a frightful banging noise and my whole aircraft vibrated. It felt like cannon strikes! Nothing like that had ever happened before. Damn! Someone had opened up on me from behind and I hadn't even seen him. Shame on me!

From then on everything happened horribly quickly. I realised I had many serious hits from heavy armament, therefore it had to be one of the new Kittyhawks. It looked as if I was finished. My Messerschmitt was turning around uncontrollably, gasoline was pouring into the cockpit, smoke was everywhere and I found myself in a crazy inverted spin. I spun down through the British fighters and heard over the radio, "Which idiot let himself get shot down?" It was Homuth calling.

Keep calm! I prepared to bale out, thinking that for me the war was over. But suddenly I found I could continue after all. I was in a prone position and as soon as I pulled the stick the engine started again. I then dived down with the needle showing 850 kilometres per hour and with a great coolant trail behind.



A German transport aircraft with its escort of two desert-camouflaged Bf 109s of I./JG 27 in North Africa. The nearer of the fighters was Yellow 1.

I found that nobody was following me but the water temperature was still rising. I had an altitude of 1,000 metres with about 100 kilometres to go before reaching our own lines. This seemed hopeless but I was determined to get there somehow. In spite of the danger that the wretched engine would quit over the water, I took a short cut by crossing the Gazala Bight. Only then did I notice my left arm was bleeding.

I then tried to assess the situation as best I could. Keep calm, keep calm. Concentrate. Everything counts now. Ignition off, ignition on. With my remaining speed I climbed as much as possible but at 100 degrees the engine started to stink and shake. I somehow managed to gain about 300 metres. Now cut the engine again and glide slowly with the landing flaps at 20 degrees. The propeller was still turning so I switched the ignition on again. However, the engine temperature quickly rose to danger level at 160 degrees. By now I was over the sea but slowly losing height. With such overheating I thought the engine would soon give up, yet the oil temperature was still constant. At an altitude of only 500 metres I noticed in front of me the small island in the Gazala Bight. The engine temperature must have been over 200 degrees. It stank and smoked even worse than before.

I then wondered if I could cover the distance from the island to the coast and make some sort of emergency landing. Who cares about the engine? It is destroyed in any case so there is no point in trying to look after it any

longer. Ignition on, ignition off, even if I am flying at only 200 metres over the sea.

Now from near the rudder pedals came a biting acrid smoke; something was burning so I put on my oxygen mask so I could still breathe. Now I was over land. Perhaps I could make it as far as Tmimi? Now, there was the road, but the aircraft would go no further. I tightened my safety harness. Where should I put down? But it was already too late, for all the smoke in the aircraft obstructed my view. My height was now down to 20 metres.

Through the side windows I could dimly see some burnt out trucks. That's all I needed, to crash into something like that! Pulling up would not have helped because I didn't have enough speed. In spite of full power the engine would not respond so I eased it down as best I could. As soon as I raised the canopy, flames licked up from the rudder pedals. I loosened my safety harness and stood up on the seat, then jumped out quickly.

After I had run 50 metres I stopped and turned back. I had better recover my parachute and cap. The aircraft didn't seem to be burning much at all but I realised that my eyebrows were scorched and my hands were burnt. Parachute and cap out and once more I was 50 metres away. The Messerschmitt now started to burn a little more. Back once again, empty the luggage compartment and away again. Back yet again, but this time what could I recover? Yes, the signal pistol and Revi gunsight. As the flames filled the cockpit I grabbed the Revi and disconnected it. Then

the ammunition started exploding in front of me.

Now I chanced upon two shovels which I used to try and stop the flames. However, the ground was too hard to dig and I couldn't reach the fire because it was in the engine under the cowl. I now wondered where I had been hit by my unseen attacker. There were no strikes from behind so where had he been when he fired? Well, there she lies, my good old faithful crate, ill-treated, with bent props and burning.

I was now puzzled that there was nobody around, for I was sure I had reached friendly territory. The things I had rescued I pulled around the rear of the blazing and exploding aircraft toward the nearby road, but no vehicles were to be seen. Everything was completely still. This was strange. I wasn't out in the desert but right on a main road. Suddenly, something whistled through the air and landed with a great thump — artillery! Another explosion, but some way off. This wasn't very healthy, so I couldn't be in my own territory after all. Wake up!

I now shifted my things about 300 metres away into a wadi and hid in some bushes. I saw some of our aircraft returning from a mission but nobody came to look around. Then the fuel tank of my aircraft went up with a big explosion.

There was no sense in waiting around so I made off. I was wearing only a shirt and trousers and carrying a signal pistol and a spade. Soon I saw two people carrying binoculars coming from a westerly direction south of the road. They could hardly be Tommies but I was still very cautious as we approached each other. "Are you German?" they said. "Yes!" My heart was filled with relief. "Where am I?" "In no-man's land," they said. "The British aren't far away. Over there are their armored cars and there's a fight going on. We have two kilometres to go to reach our own lines."

I managed to persuade them to go back with me and pick up my things. In the distance we could see a reconnaissance patrol preparing to inspect my aircraft. Off we went, the two soldiers showing me safely through our own minefields. At the first anti-tank post we reached I ate my emergency rations. By six o'clock that evening I was back at Martuba and presented myself to Hauptmann Homuth.

I now discovered what had happened. One of the leading Kittyhawks had suddenly pulled



Seen on the left here with fellow members of 112 Sqn RAF was Sqn Ldr Clive Caldwell, the pilot whose incredible shooting downed Hans-Arnold Stahlschmidt.

up into a vertical position, hung briefly on its propeller and fired just one burst. Homuth and Marseille both said it was a fabulous shot. They had no time to watch me, for soon they were mixed up in a dogfight during which Marseille shot down two Kittyhawks and Homuth one. Homuth reported me as killed. After seeming me go down they assumed I had been hit in the cockpit.

As Homuth was normally very strict, I was relieved that he did not dress me down. I was feeling pretty badly shaken and did not feel much like flying. Nevertheless, I reported as fit for duty. Just the same, Homuth would not allow me to fly for three days."

Caldwell later said that Stahlschmidt's aircraft, before spinning down, "shuddered like a carpet being whacked with a beater". Sqn Ldr Bobby Gibbes, another Australian fighter pilot who was leading No 3 Squadron RAAF on the same mission, also witnessed Caldwell's ambitious attack and admitted to his leader, "I saw what you were trying to do but never thought you could do it." Both pilots naturally assumed that the Messerschmitt had crashed behind British lines, but now the complete story can be told.

Lobster Flight

On 15th April 1941 Adolf Galland received a brand new Messerschmitt Bf 109F. Its black and white *Kommodore* markings had not been completed and when the following incident occurred, the white outlines to the chevrons were barely dry.

Jagdfliegerführer Theo Osterkamp, who had been awarded the *Pour le Mérite* during World War 1 had also scored six "kills" in

World War 2 and was having his 49th birthday. Galland, the *Kommodore* of JG 26, was preparing to attend the celebrations.

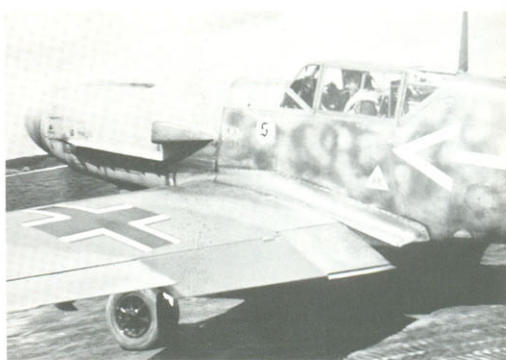
Gen Galland reminisced as follows:

"On 15th April, Osterkamp, the *Jafü* at Le Touquet, was having his birthday. I was invited, so I loaded a big basket with lobsters and the appropriate bottles of champagne into my new 109F and took off with *Oblt* Westphal as my wingman. On the flight to Le Touquet, the thought of making a slight detour over England was too enticing to resist and soon I spotted a single Spitfire. After a rather wild chase, fate decided in my favor and my enemy, who had been very tenacious, finally crashed burning in a small village west of Dover.

Not long after this, we saw a whole squadron of Spitfires climbing with one straggler lagging behind his companions. I approached him quite unseen and from very close range shot him to shreds. By that time we were right into the rest of them. I shot down a third Spitfire which I nearly rammed, but I did not actually see him hit the ground. Nor did Westphal, who got into a good attacking position only to have all his guns jam. Now it was time to get out of there, for we had really stirred them up. Full power and dive for the Channel! We were being pressed very hard and they were firing at us furiously. Westphal was much faster and I thought something must be wrong with my "mill".

As soon as I reached Le Touquet I rocked my wings vigorously, then started my landing approach. Meanwhile, the mechanics below were waving like mad and firing off red signal cartridges to warn me.

Now the penny dropped. I had almost made an unintentional wheels-up landing. When I pushed the undercarriage switch my bird hadn't put his legs out, but in! I must have been flying with my gear extended. During the dogfight I remembered having bumped the undercarriage switch with my left knee. I also seem to recall that I had to retrim my aircraft because the flying characteristics had changed. You do those sort of things without even thinking. After all that, the lobster and champagne bottles were completely unharmed. A fighter pilot has to have some luck and mine was pretty good that day because not only was I able to give Osterkamp my undamaged present, but a report of the Spitfire victories as well."



Adolf Galland, basket of lobsters and champagne stored safely behind him, prepares to take off on his eventful trip to Le Touquet via England. Note the unfinished markings.

Forced Into The Ground

With 133 confirmed and a further 75 "probables", Johannes Wiese was one of the most successful fighter pilots in the entire *Luftwaffe*. During October 1943, he became *Gruppenkommandeur* of I./JG 52. At that time the unit was based near the Kuban bridgehead which was finally lost on 9th October during a series of savage battles.

Wiese was a well-known pilot in this region and his radio code-name "Tobacco One" was even familiar to the Russians. This came about as a result of radio stations on both sides being manned by bi-lingual operators.

Quite frequently, when he was in the air, a minor propaganda war would start up along the following lines:

"This fellow who is shooting down three or four of our people at once, this fellow who rushes at them like an angry bear, he must not be allowed to live. We will chase him and destroy him. *Vniemanije!* (Attention!) *Vniemanije*, Kubanski Lion, *Vniemanije!*"

Johannes Wiese takes up the story:

"Sometimes in my dreams a shadow passes quickly in front of me. When this dream is repeated, I always get a curious feeling of fear in my stomach and I find myself perspiring from every pore. There is a special reason for the shadow — it is either Pokryschkin or Semenuchow, both of them aces.

I don't know which one of the two it was but that day he dived almost vertically on me from a much greater altitude. He was not using any tracer ammunition so there was no warning and no chance at all to take evasive

action. He fell from a clear sky, shooting past me like a shadow.

Had he tried to ram me? Had he pulled away at the last second because he didn't have the courage to do it? I would wrench my aircraft to one side to look down, but it was always too late to give chase.

Only once did I ever get near him by diving. The distance steadily decreased but the LaGG could not dive any more steeply. Still not a round had been fired. The ground rushed up to meet us. It was clear that the other pilot had seen me. . . I can hardly continue writing this for the picture is still so vivid so many years later. I had throttled back the engine in order to pull out, but the enemy pilot in front of me headed with terrific speed straight for the ground as I flattened out at no more than treetop height just behind the point of impact.

Now, opening the throttle again, circling the wreck and regaining my composure, I pushed the knob of the radio transmitter. "Tobacco One, Tobacco One, please come in! Did anyone see my air victory? Question victor? Please come in!" With great relief came the reply "Affirmative," and the code name of my witness.

This strange air-to-air victory of Johannes Wiese had been achieved without firing a single shot.

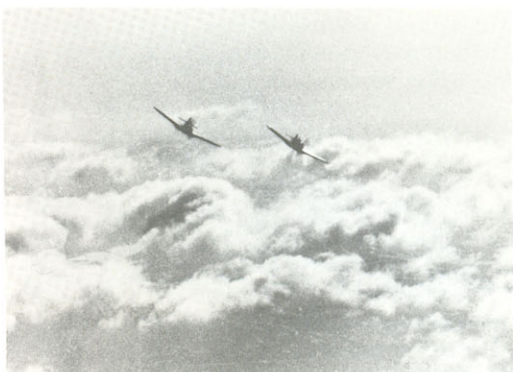
First Victory — Unconfirmed

During September 1941 the battle for Kiev commenced. At this time Franz Schwaiger was a member of II./JG 3 and anxiously awaited the reassurance and confidence which he knew would come to him after he had destroyed his first enemy aircraft.

Fortunately, he kept a war diary which now makes fascinating reading. He noted at the time:

"The Russians had transformed the whole area around this big city on the Dnjepr into a strong fortress and had brought in masses of men and equipment of various kinds to defend it. It was out of our effective fighter range so we moved forward to an airfield south of Bjelaja-Zerkow. There we pitched our tents. Soon, at dusk, the familiar tallow lights were flickering once again and we started to feel at home.

Daily missions followed over Kiev. The city looked really beautiful from above, especially the bridges over the river. The only thing to spoil it was the flak which fired at us



A pair of Russian I-16 fighters boring in to attack on the Eastern Front.

impudently. We flew continuous cover for our Stukas which dropped their bombs into the Russian lines and supply convoys. Often we ran into Russian fighters, resulting in fast and furious air battles.

Usually I would fire off all my ammunition, but without success. Finally, I managed to get a Rata I-16 in front of my barrels. The fellow was particularly vigilant and spotted me very early, for he rolled his aircraft upside down and attempted to dive away. I followed him in the same way and while diving almost vertically behind him, at last got him in my sights. I fired a short burst and immediately parts of the Russian fighter flew away. Bright flames leapt from the fuselage. I flattened out my Messerschmitt just in time to see my enemy continue downward to crash and burn between two houses within the city.

During the Rata's dive I called up on the radio and asked if anyone else had seen the victory, but nobody answered. Even after landing it turned out that no-one had seen what had happened, so naturally, without any witness, the victory could not be confirmed. As it was my first it was especially important to me. I was a bit annoyed, but the main thing was that he would never fly again."

Mosquito Over Oslo

On Friday 25th September 1942, bomb explosions shook the Norwegian capital of Oslo as RAF Mosquitos of the 105th Wing carried out a daring treetop-level surprise raid on *Gestapo* Headquarters. The leader of this mission, one of the first low-level precision attacks of the war, was Sqn Ldr Peter Rowland, flying his aircraft "Donald Duck".

The aircraft returned to their base at Bourn, Cambridge, with no losses. That at least was the British version.

Some years afterward the German pilot Erich Klein of I./JG 5 wrote to Rowland and recalled:

"We landed on 25th September 1942 with four Fw 190s only about an hour before your attack on Oslo. Our task was to reassure the occupants of the city and tell them what precautions to take against air attack. At the time there was a special convention of the Quisling Party in session.

At that time things were fairly peaceful at Oslo airfield. None of us believed that here, so far away from the front, anything would ever happen that would bring us into contact with the enemy.

Suddenly, we heard that four twin-engined aircraft had been sighted at low level over the Skagerrak heading toward the Swedish coast. We didn't take it too seriously. Only when it was reported that four fast attack bombers were heading straight for Oslo did we finally jump into our aircraft and take off.

We had been in the air for about a minute when my *Rottenführer* saw your four aircraft low down, approaching Oslo from the south about 10 km away on the right side of the fjord. We had no time for fancy attack manoeuvres, we first had to catch you before we could give you a welcome. We were astonished by your high speed; we thought we had four Douglas Bostons in front of us. We did not catch up with you until we were over the centre of the city. You were flying in the right row. Uffz F. (I have forgotten his name) fired at the last aircraft and I saw that its starboard engine was blazing. I fired at the third aircraft which lost parts of the centre of the fuselage and both engines started giving off black smoke. The bombs were dumped into the city about half a kilometre from the royal palace where the Quisling meeting was being held.

I then moved away from the burning aircraft which later exploded after an emergency landing in the sea and pulled in behind you. Now a terrific low-level chase started in the city leading out to the mountains. I saw you couldn't drop your bombs on the target; instead you dropped them or the rest of them outside the city where there were no houses.

Now our low-level chase really began in

earnest. As I was only a stupid beginner at aerial combat, I tried to fly lower than you from further back as they had taught us in fighter school.

I remember the chase took us right up to a tree-covered mountain where I saw my chance. I planned to fire when you had reached the highest point. With my "Inka", my Yellow 9, I fell back a little and then noticed my port wing had been badly damaged. You then turned so sharply left that I could see condensation trails streaming away from your wingtips. I tried to follow this manoeuvre but it was a pitiful attempt owing to my damaged wing and it very nearly caused me to crash. My speed was so much reduced that it was hopeless to try and catch you.

When I returned to the Oslo airfield a short time later I saw what had been the cause of the trouble. I had sliced off the top of a tall fir tree which had made a huge hole in the leading edge of the wing.

I'm pleased today that the chase has come to a happy end for both of us. The war is now over. Long live aviation! By the way, that same night we heard an English radio broadcast giving an account of the raid. We were told that the pilot of the aircraft whose starboard engine Uffz F. had set on fire had managed to extinguish the flames and fly back to England on one engine. Congratulations! Later we found out that my victory was no Douglas Boston but a DH Mosquito instead."

Me 262 Interception

One of the most outstanding personalities of the German fighter arm was *Obst* Günther (*Franz*) Lützow. After achieving five "kills" in the Spanish Civil War, he recorded his 100th on 24th October 1941 as the wingman of Werner Mölders. Even though he was a dedicated officer, he decided to put his career on the line during 1944 and speak up strongly for the urgent needs of the *Luftwaffe*. This decision virtually finished him; Goering accused him of mutiny and in the end he had to leave Germany. Eventually he returned, however, and joined JV 44 which was equipped with the outstanding new Messerschmitt Me 262 jet fighter.

On 24th April 1945, only two weeks before the war ended in Europe, Lützow took off from an *Autobahn* near Munich which was being used as a makeshift airstrip. His mission was a reconnaissance over the bridgeheads

over the Danube in order to check the extent of the American advance between Dillingen and Donauwörth. He failed to return from this mission and until recently his fate has been obscure.

Some years after the war, pieces of an Me 262 were recovered from the Danube, but it was not possible to establish whether or not this was Lützow's aircraft.

The most likely possibility of what happened that day is contained in the 365th Fighter Group publication "The History Of The Hell Hawks" which describes three cover missions for B-26 Marauder bombers.

The 387th Fighter Squadron took off at 1334 hours for the first escort mission which took 24 of their charges to Schrobenhausen.

The second escort flight took off at 1350 hours, 16 P-47 Thunderbolts of the 388th Fighter Squadron led by Maj James E. Hill. Soon they met up with 22 of the B-26s which dropped their bombloads between 1525 and 1530 hours. Just as the bombers were about to commence their final run over the target, four Me 262s knifed through the clouds and attacked from directly astern.

Capt Jerry G. Mast was leading Blue Flight and 1st Lt Oliver T. Cowan Green Flight. Both formations of fighters were flying top cover while Maj Hill led White Flight below. The Me 262s were first spotted by someone in White Flight who cried, "Bandits!"

1st Lt Cowan of Green Flight, flying at 17,000 feet, heard the warning and noticed the Me 262s coming up under the rearmost bombers. Cowan attacked one of the Messerschmitts with two bursts and noticed hits, but due to the 262's phenomenal speed he could not keep with him. Cowan's attack was responsible for scattering the German fighters in different directions and so diverting them away from the bombers.

Capt Mast of Blue Flight was about 2,000 feet over the last formation of bombers. Looking down, he saw one of the enemy fighters returning for another attack on the last of the bombers. Mast then dived at full throttle to try and prevent the jet from reaching them. The Me 262 pilot saw the P-47 commence its attack and in order to avoid him was forced to break off his own attack and execute a steep dive.



White 7, an Me 262A-1a interceptor, photographed in 1945.

Meanwhile, 2nd Lt William H. Myers, flying as Red Two, had also seen the approach of the same Me 262 and reported it to Maj Hill, his leader. He immediately banked left as Myers continued watching the jet fighter. After about a minute someone called on the radio, "I've lost him". Myers then peeled off to chase the Me 262, which by then was being pursued by Capt Mast.

At this, the Me 262 pilot, seeing that he was now being hotly pursued by a second of the heavy Thunderbolts, tried to shake them off by steepening his dive even more, but he had left it too late. Having insufficient height, he crashed into the ground at tremendous speed and exploded.

During this, the second Me 262 had returned to make another attack on the bombers. 2nd Lt Byron Smith Jr had been following his leader Capt Mast in the early part of his dive, but broke off as he saw another Me 262 turning in upon the bombers.

The German pilot then executed a steeply climbing turn right into the bomber formation. Just at that moment Smith got him in his sights and fired a burst in front of the Me 262. All shots passed just over its fuselage. The enemy fighter executed some evasive manoeuvres as Lt Smith continued firing, only to see his quarry vanish into the clouds. At this point Smith was ordered to return to his former position and continued to escort the bombers.

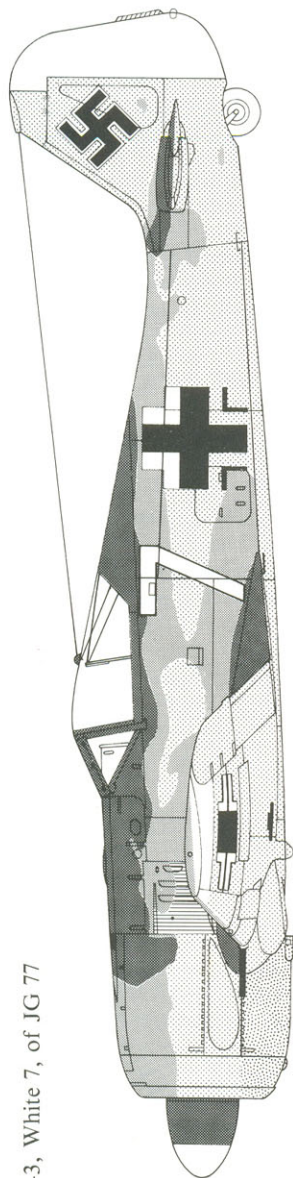
Although one of the Me 262s was destroyed during this action and no positive identification of the pilot can be made, the possibility that it may have been Lützow remains a strong one. It is not known what happened to the second Me 262.

AIRCRAFT IN DETAIL

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Drawings by R. Sandow

Fw 190A-3, White 7, of JG 77

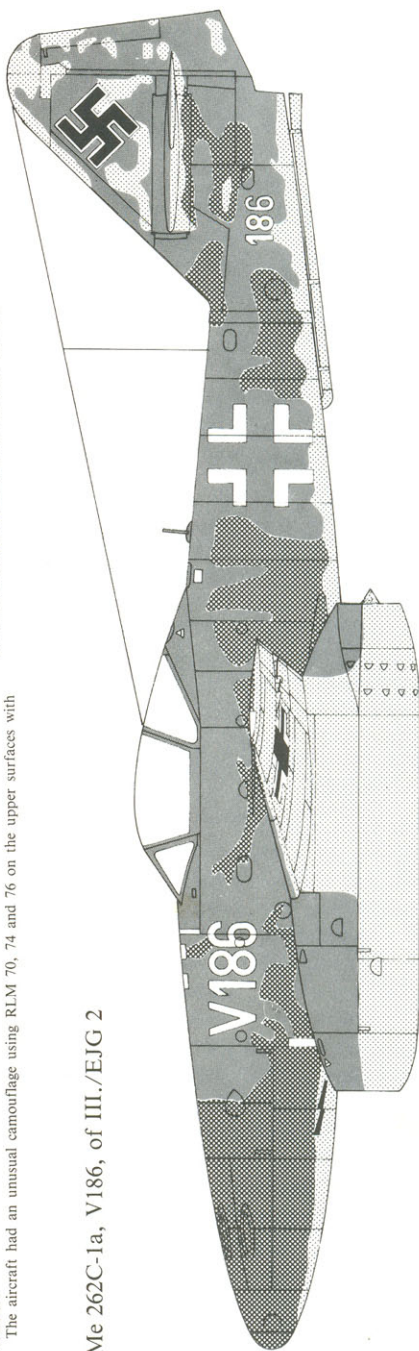


This was the personal aircraft of *Ostf. Kurt Dombacher* when he was flying in Norway with JG 77. Dombacher later joined JG 51 and finished with a total of 68 confirmed and a further 39 unconfirmed victories.

The aircraft had an unusual camouflage using RLM 70, 74 and 76 on the upper surfaces with

76 below. The wingtip undersides and rudder were painted white with the lower engine cowlings yellow. The spinner was black-green RLM 70 and white. No personal markings of any kind were carried. The style of fuselage cross was quite unusual.

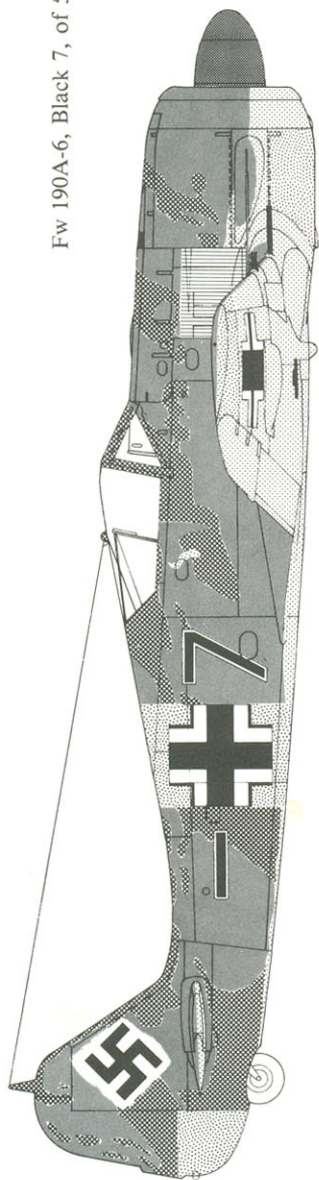
Me 262C-1a, V186, of III./EJG 2



Only a few flights were made with this aircraft, which was also known as *Heimatschützer 1*. It used an additional Walter 509A-2 rocket motor for increasing the rate of climb. The well-known *Major Heinz Bar*, commander of III./EJG 2, claimed at least one of his 220 victories with this aircraft.

It is believed to have been camouflaged in bright medium green 83 and brownish-green 81 on the upper surfaces with pale blue-grey 76 below. The fuselage crosses and the V186 and 186 markings were in white. The rear fuselage had been specially modified for the rocket motor.

Fw 190A-6, Black 7, of 5./JG 54

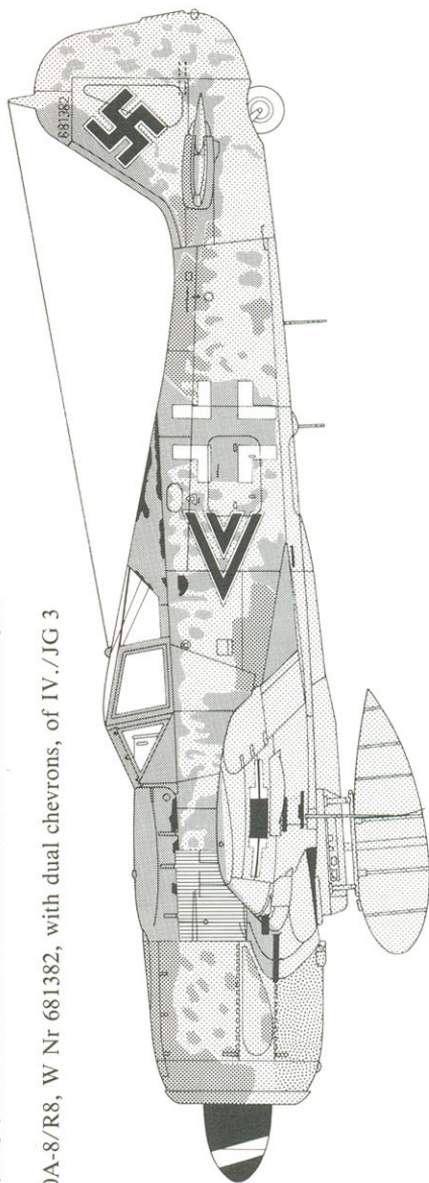


The pilot of this strangely camouflaged machine was Emil (*Bully*) Lang, one of the great pilots of JG 54 with 173 victories, including 25 in the West.

A color photograph of the aircraft, albeit taken at a later date, shows it to have been camouflaged in

a scheme remarkably similar to weathered and faded desert colors — tan 79 and green 80. The undersurface color was pale blue-grey 76. (See photographs on Pages 56 and 121.)

Fw 190A-8/R8, W Nr 681382, with dual chevrons, of IV./JG 3

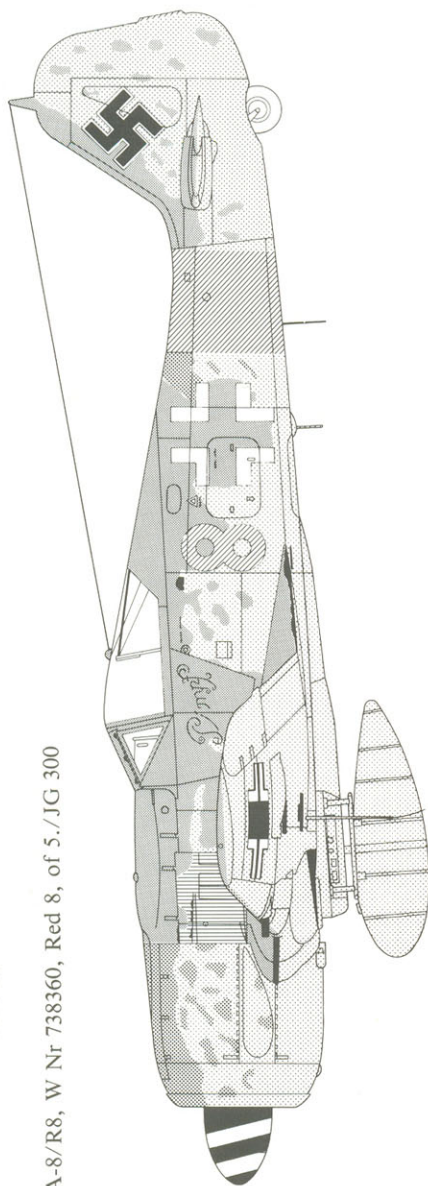


The pilot of this aircraft was the *Gruppenkommandeur* of IV./JG 3, *Hptm* Wilhelm Moritz, a pilot with 44 victories in over 500 missions. Camouflaged in the standard grey scheme, its swastika and chevrons were in black with white borders, the spinner having a black and white spiral. The lower engine cowlings were painted yellow. On the canopy and upper forward decking the camouflage and

primer had flaked off, revealing the natural metal underneath.

In addition to the *Rüstzeit* R8 modifications, this machine also had extra armored glass fitted to each side of the canopy. Another variation was the removal of the upper MG 131s, the gun openings being closed with aerodynamically shaped fairings.

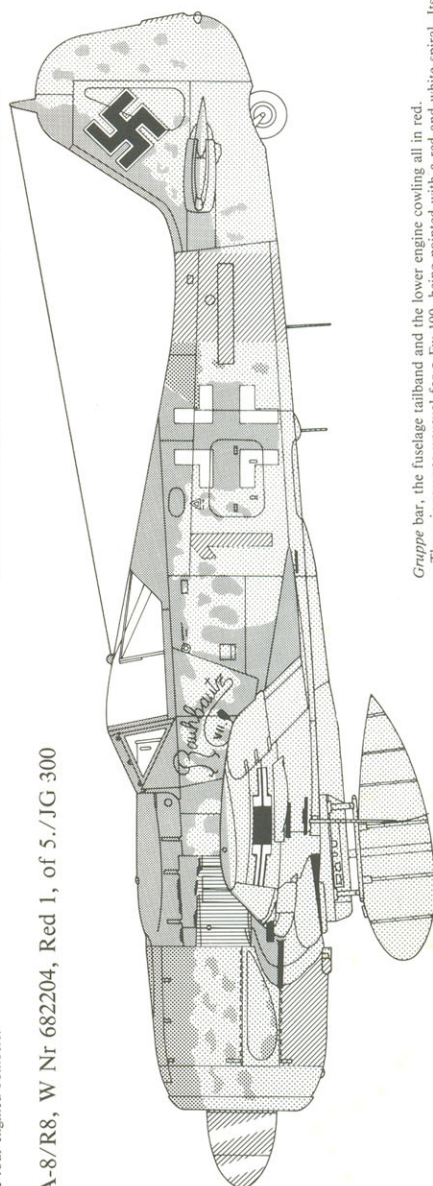
Fw 190A-8/R8, W Nr 738360, Red 8, of 5./JG 300



This aircraft was flown by a young 5. Staffel pilot, Ulfz Matthias Erhard. Being only 19 years old, he was called *Pimpf* (the nickname for a young lad); nevertheless he had a total of seven victories which included five four-engined bombers.

The Fw 190 had the usual grey camouflage scheme with the number 8, the fuselage tailband and the nickname *Pimpf* under the port side of the cockpit, all in red. The spinner had a black and white spiral. The machine was equipped with an ETC mounting and a 300-litre drop tank.

Fw 190A-8/R8, W Nr 682204, Red 1, of 5./JG 300

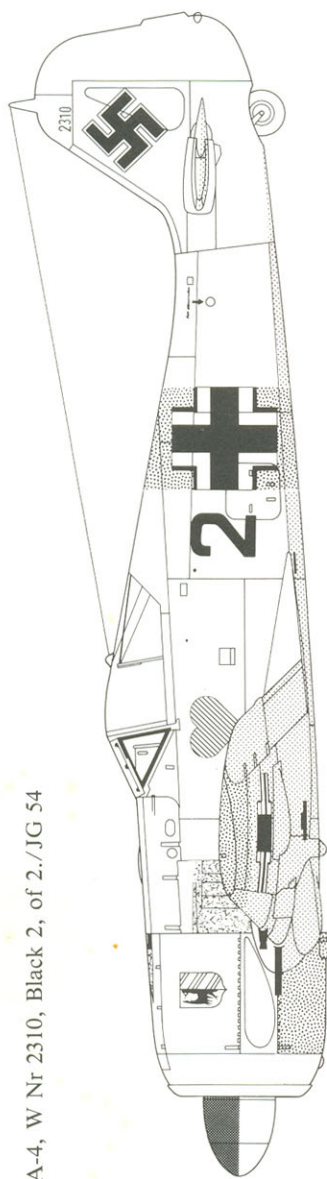


This colorful aircraft belonged to *Staffelkapitän* Klaus Bretschneider, an ace with 31 victories recorded during home defence duties. He was shot down and killed on 24th December 1944 over the Knüll mountains in Central Germany. The fighter carried a standard grey camouflage scheme — perhaps with elements of brownish-green 81 in the fuselage mottling with the number 1, the second

Gruppe bar, the fuselage tailband and the lower engine cowling all in red.

The spinner was unusual for a Fw 190, being painted with a red and white spiral. Its equipment included an ETC rack with a 300-litre fuel tank, outer MK 108 wing guns and additional steel cockpit armor. The forward cockpit windows also had extra armored glass and the MG 131 were removed with the openings faired over. Over the cockpit armor was the name *Rainhaartz VII* (tough guy) in yellow, with other details and shading in black.

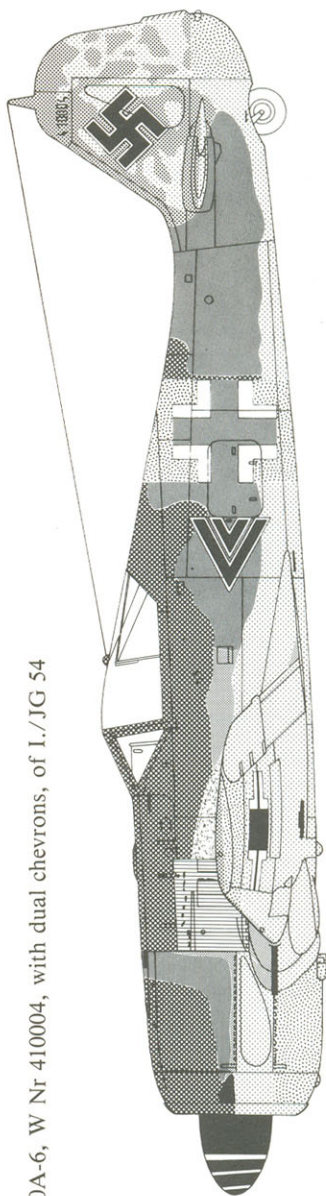
Fw 190A-4, W Nr 2310, Black 2, of 2./JG 54



The pilot of this machine of 2./JG 54 could not be positively identified, as the aircraft was damaged during a belly landing prior to being captured by the Soviets at an airfield in Russia. It carried washable white winter camouflage and was equipped with the cooling flaps of the A-5 model. The appearance was very dirty as was the white in the fuselage crosses. The green heart emblem had

no border whilst the fuselage band and the lower wingtips were yellow. The area around the *Werk Nummer* revealed the fighter's original grey camouflage. The underwing crosses had thin black borders and the engine cowling carried the 1./JG 54 emblem in red, black, white and yellow.

Fw 190A-6, W Nr 410004, with dual chevrons, of 1./JG 54

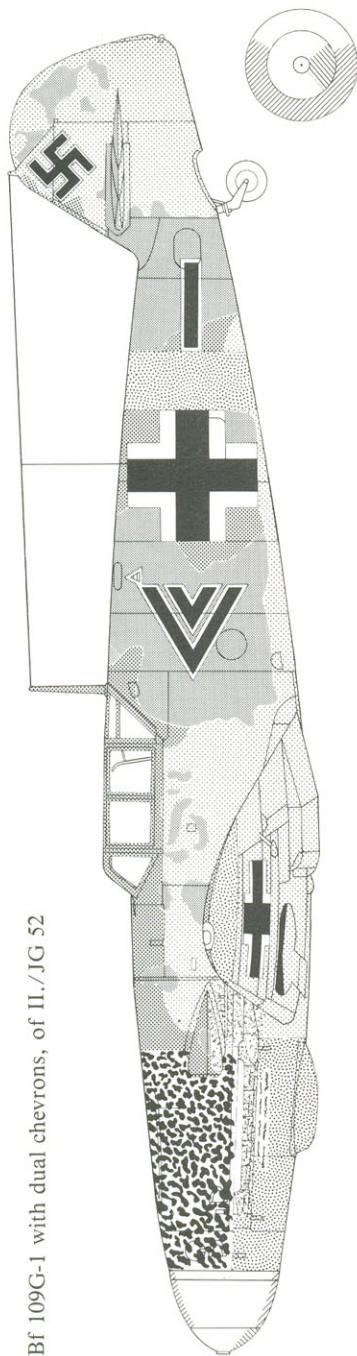


In this aircraft, *Hpt Walter Nowotny, Gruppenkommandeur* of 1./JG 54, scored his 250th victory on 14th October 1943. At the time he was the leading *Luftwaffe* fighter ace. Although information on this machine has been published several times, invariably there have been serious errors. Over its original grey camouflage, the fuselage and wing upper surfaces had been completely repainted in two new colors, a medium green, (thought to have been about FS 34138) around the cockpit section and an olive green (approximately FS 34096) elsewhere, possibly the origin of the first experimental use of the

colors 82 and 83. The tail section, however, was not recamouflaged.

The lower part of the rudder, the fuselage band, the lower wingtips and the lower cowling were yellow. Within the dual chevrons was a small white number 8. Also on each side of the cockpit was a tiny white 13 which had formerly been surrounded by a green heart. The spinner was black with a thin white spiral. The outer wing guns had been removed.

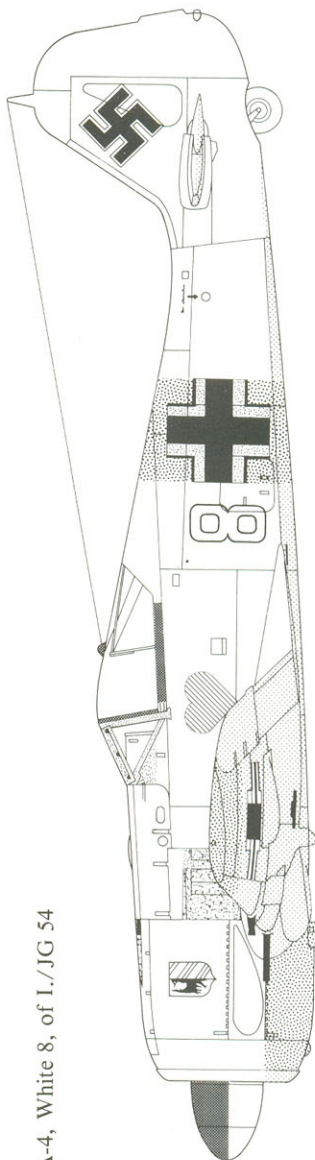
Bf 109G-1 with dual chevrons, of II./JG 52



This interesting aircraft was regularly flown by Johannes (Mück) Steinhoff, who at the time was *Gruppenkommandeur* of II./JG 52. By the time his career was terminated by a serious crash whilst with JV 44, he had recorded a total of 176 victories. His mount carried a grey camouflage scheme, except for the upper cowlings in blue-grey 65 with a

dense mottle of dark green 71, a combination which was used on many aircraft of the *Gruppe*. The fuselage band, lower wingtips and the lower cowlings were painted yellow. The spinner was an unusual combination with the tip in white, one quarter in green 25 and with the rearward portion red 23 and white, as shown in the accompanying detail drawing.

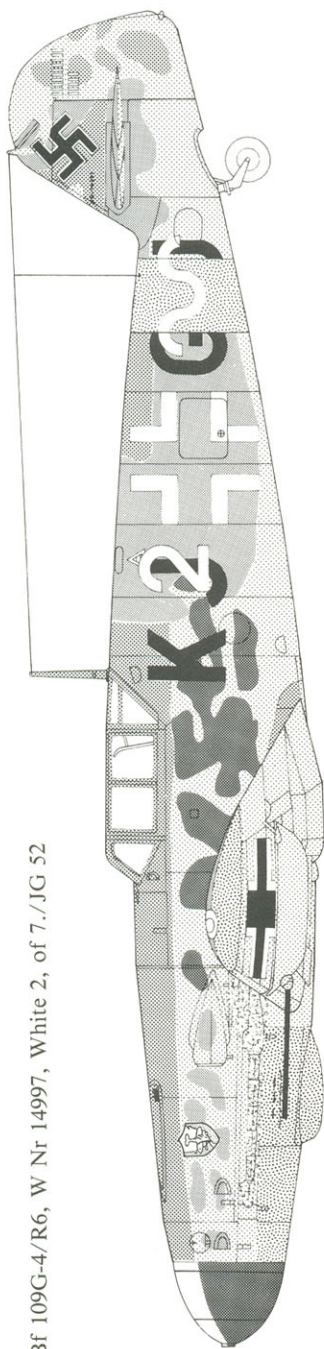
Fw 190A-4, White 8, of I./JG 54



In this aircraft, the renowned Walter Nowotny scored I./JG 54's 300th victory at Gatschina, Russia, in November 1942. Carrying washable white winter camouflage, it also had the cooling flaps of an A-5 model. The number, white 8, had a thin black border but the green heart emblem was plain. The emblem of I./JG 54 was carried on the cowlings in red, white, black and yellow. Around the cockpit frame were traces of the old camouflage whilst the frames of the movable hood

were painted black, the corner being repaired with a small piece of polished metal. The white of the fuselage crosses was particularly dirty with the fuselage band, lower cowlings and wingtips painted the usual yellow. For some reason, the lower part of the rudder had not been treated in this color. The spinner was black-green 70 and white.

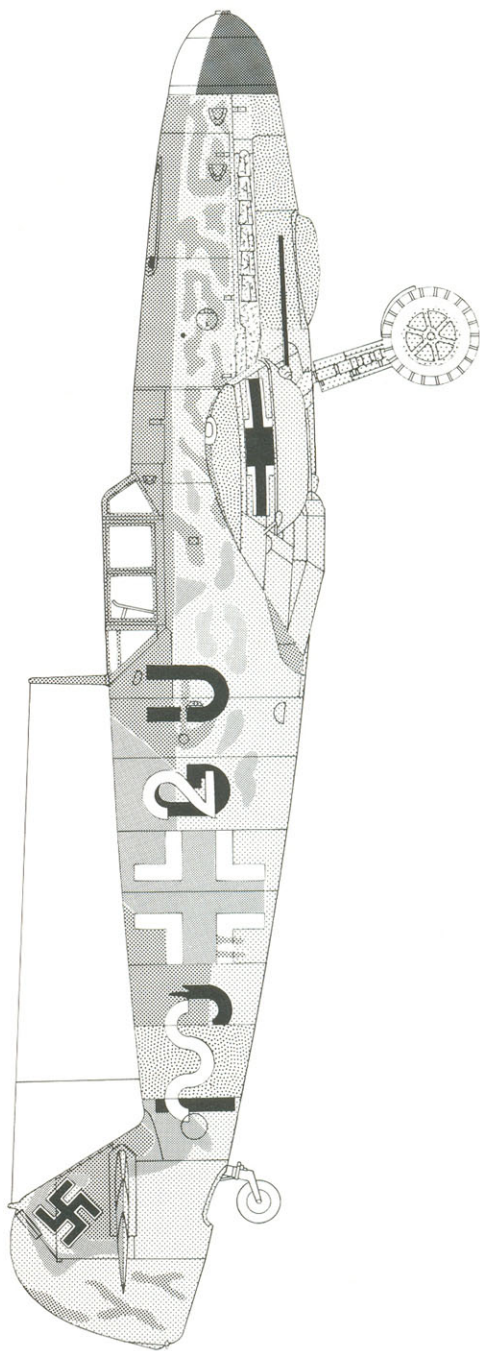
Bf 109G-4/R6, W Nr 14997, White 2, of 7./JG 52



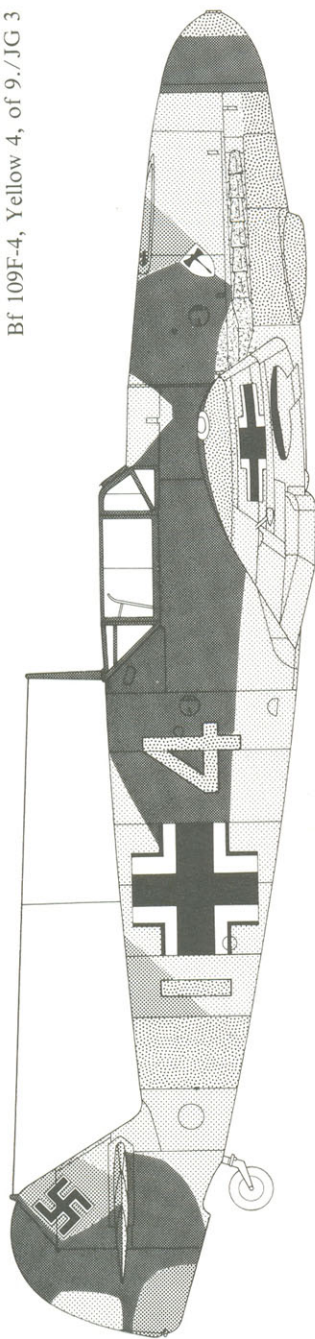
This Messerschmitt was one of several flown by the famous Erich Hartmann. Whilst Hartmann was on leave, *Uffz* Herbert Meissler crash-landed in it behind Russian lines and was taken prisoner. It had standard grey camouflage and still bore the radio call-sign KJ-GU in black on both sides. The spinner had a quarter segment in white, the remainder being black-green 70 with a soft-sprayed color division.

The fuselage band, lower engine cowl and the lower wingtips were yellow, with the number 2 and the III. Gruppe marking plus 15 victory markings on the tail in white, on the port side only.

Also on the port side only were patches of dark mottling in black-green 70 whilst the upper cowl carried the emblem of 1./JG 52, which is shown in detail on Pages 81 and 166. Because of the vastly different patterns and markings, both sides of this interesting subject have been illustrated.

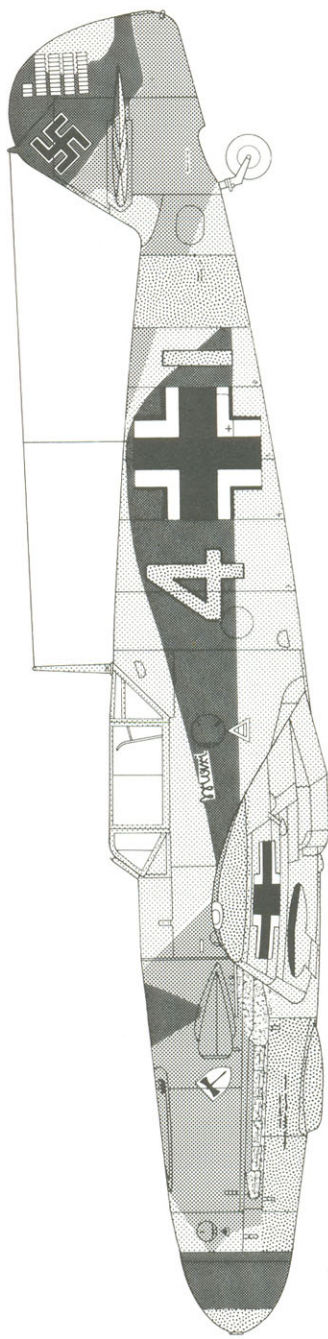


Bf 109F-4, Yellow 4, of 9./JG 3

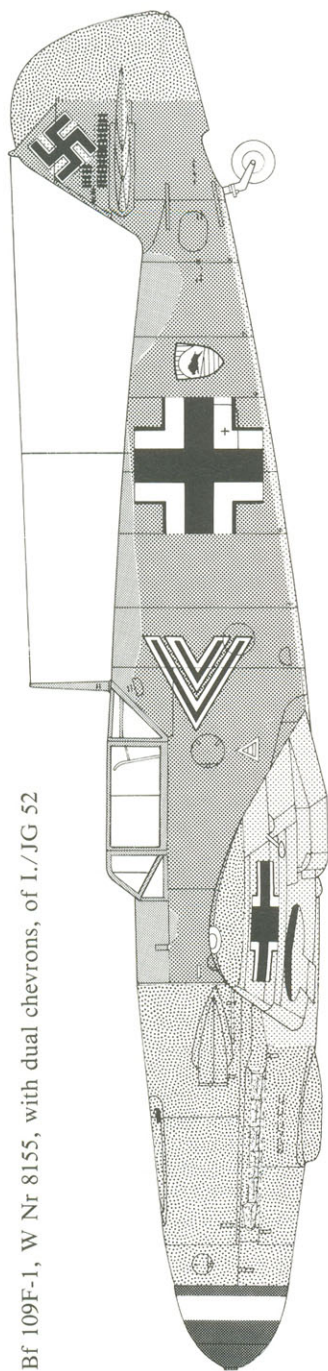


This striking aircraft was used by Eberhard von Borenski of 9./JG 3 who had a total of 90 victories, probably all in the East. He received the *Ritterkreuz* on 3rd May 1942 for 43 victories as an *Oberfeldwebel*. It is the aircraft in which he scored his 43rd victory as shown on the rudder. The machine had a most unusual three-color upper surface camouflage consisting of black-green 70

(or dark grey 74), dark grey 75 and pale blue-grey 76, the pattern being different on each side. Its fuselage band, lower wingtips and lower engine cowling were yellow, as were the number and the third *Gruppe* bar, the latter having a thin black border. On the cowling was the emblem of III./JG 3 in black and white, with details in silver. The name *Maxi* was painted on the port side of the cockpit in white.



Bf 109F-1, W Nr 8155, with dual chevrons, of I./JG 52



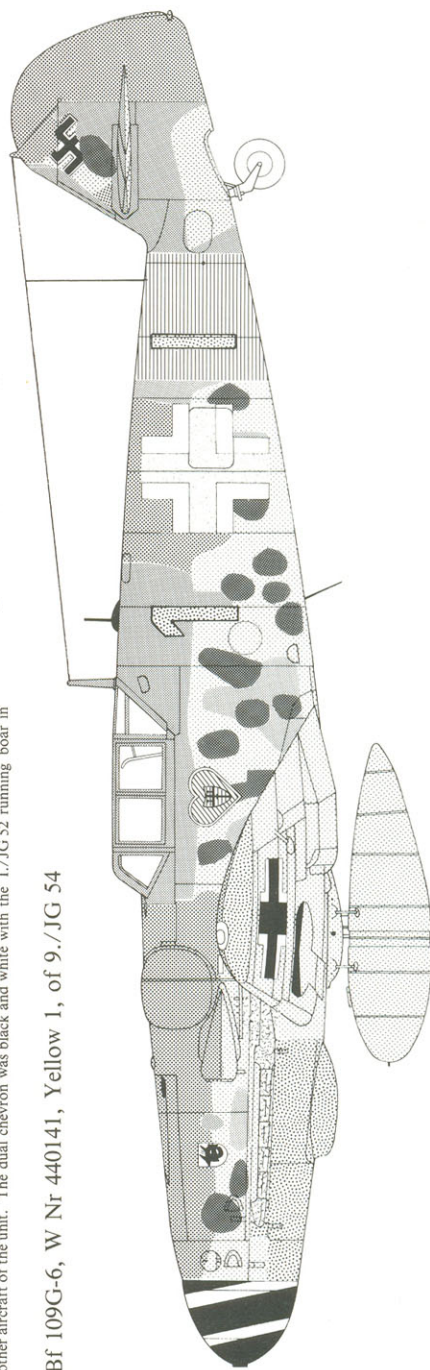
The pilot of this aircraft was the *Gruppenkommandeur* of I./JG 52, *Obst* Karl-Heinz Leemann. He had a total of 37 victories before he was shot down on 25th July 1943 over the North Sea, after attacking American bombers whilst commanding III./JG 1.

This very colorful subject had a completely yellow engine cowling and rudder, plus the usual yellow under the wingtips. The spinner was painted black-green 70 with a white ring, as also used on several other aircraft of the unit. The dual chevron was black and white with the I./JG 52 running board in

black, white, red and blue. On the fin were 20 victory bars in black, on the top of each of which was a British roundel in red, white and blue.

The fuselage sides were covered with a dense mottle of 75 but with some upper parts in 74. Under the swastika, the former blue-grey 76 camouflage could be seen. This simplified drawing shows as a solid area the part covered by the dense mottling on the fuselage sides.

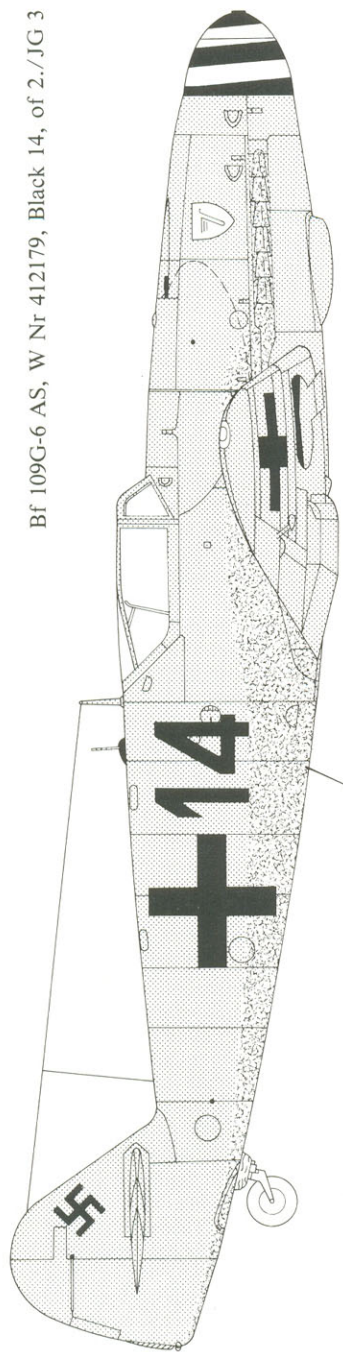
Bf 109G-6, W Nr 440141, Yellow 1, of 9./JG 54



This Bf 109G-6 was flown during home defence duties by the unit's *Staffelkapitan*, *Obst* Wilhelm Schilling, a pilot with 50 victories, most of them in the East. The machine had standard grey camouflage with large spots of black-green 70 on the side. The number and the third *Gruppe* bar were in yellow with a thin black border. The lower wingtips and lower cowling were the usual yellow, the fuselage tail band being blue.

On the side of the cockpit was an emblem using elements of JG 54 and III. *Gruppe*, a combination also used by other aircraft at the time. The upper cowling bore the devil emblem of 9. *Staffel*. What was probably a plain black fuselage cross had apparently been oversprayed with blue-grey 76, which resulted in a medium grey color. The partially oversprayed swastika on the fin is also of interest because of its peculiar appearance.

Bf 109G-6 AS, W Nr 412179, Black 14, of 2./JG 3



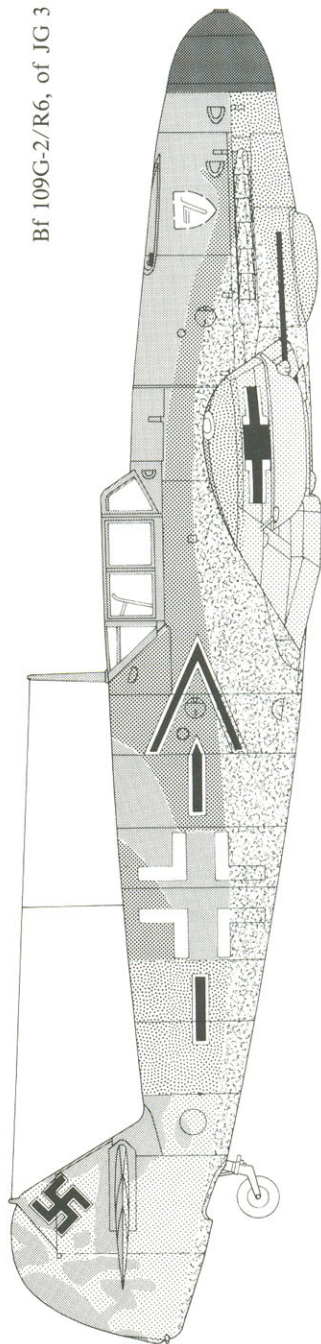
Fw Horst Petzschler flew this very unusual Messerschmitt in 2./JG 3, although he normally operated with JG 51. He had a total of 26 victories including four American aircraft. On 30th May 1944 his friend Fw Otto Büssow was shot down and killed in this aircraft.

This particular Bf 109G-6 AS is one of the few if not the only well documented single-seat German fighter in overall RLM 76 camouflage. The national markings and number were all in black but the

camouflage had been compromised by the black-and-white spiral spinner.

The engine cowling carried the marking of JG 3 Udet in red and white. The exhaust grime on the rear fuselage was quite noticeable. This exceptionally pale style of camouflage was used for aircraft flying high-altitude cover as did the Bf 109s of the second *Staffel* under *Obf*/Bohatsch when the unit's Fw 190s required extra protection.

Bf 109G-2/R6, of JG 3

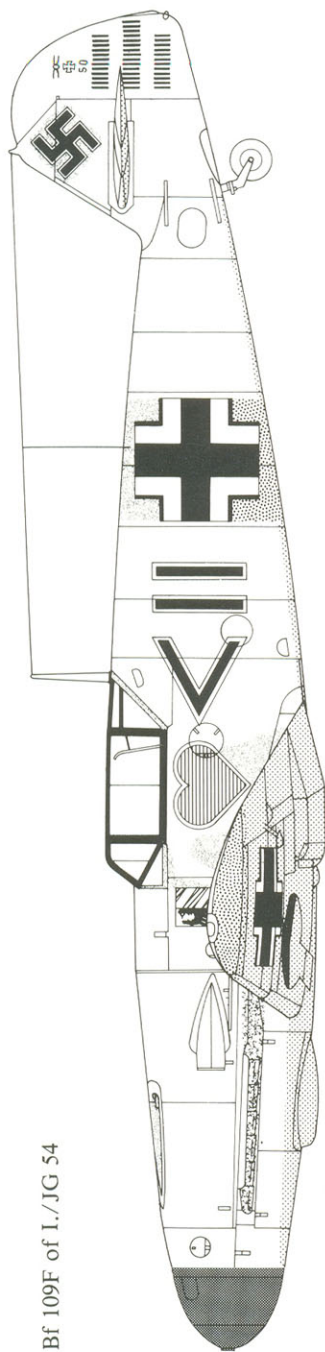


This machine was used by *Hpt* Wolf-Dietrich Wilcke, *Kommodore* of JG 3. By the end of 1942, this pilot had amassed over 100 victories in the Stalingrad area. With a final tally of 162, including 25 in the West, he was one of the most successful fighter pilots of WW 2.

The aircraft is shown in standard grey camouflage with yellow lower wingtips, lower engine cowling and a wide yellow fuselage band. The fuselage crosses consisted of white outlines only. The JG 3

emblem appeared in red and white and the fuselage sides were covered with black exhaust discoloration. The lower parts of the wheel well covers had been removed and the wheel spokes and the outer halves of the propeller blades were in natural metal. At this time Wilcke used two aircraft almost identical in appearance except that the other had no underwing gondolas. (Please refer to Page 50 of Vol 1.)

Bf 109F of I./JG 54

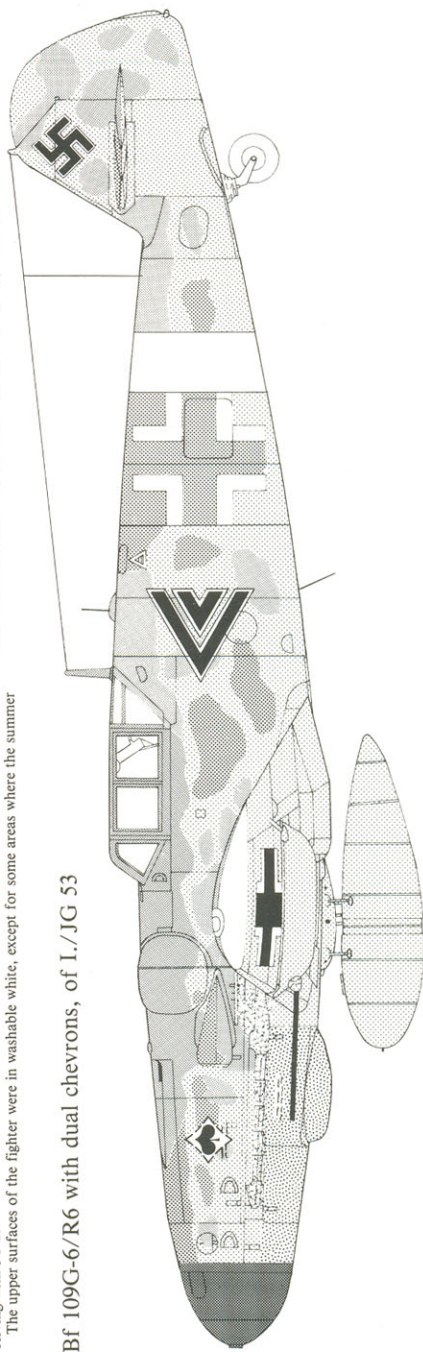


This Bf 109F was flown on many missions by the redoubtable *Hpt* Hans Philipp, *Gruppenkommandeur* of I./JG 54. The illustration shows a total of 90 victories at the rudder, but on 31st March 1942 when the primary reference photograph was taken, Philipp had already reached 100 victories, only the fourth pilot to do so. After achieving 206 victories he was killed on 8th October 1943 whilst serving with JG 1.

The upper surfaces of the fighter were in washable white, except for some areas where the summer

camouflage showed through. The spinner was black-green 70 with the lower wingtips and lower part only of the fuselage band in yellow. Under the 70-colored cockpit frame were the L/JG 54 and green heart emblems and behind them the *Major beim Stab* marking, of which the second vertical bar had been newly repainted. The rudder bore the *Ritterkreuz mit Eichenlaub* with the number 50 and three black victory rows showing 12, 15 and 13 respectively, a total of 90.

Bf 109G-6/R6 with dual chevrons, of I./JG 53

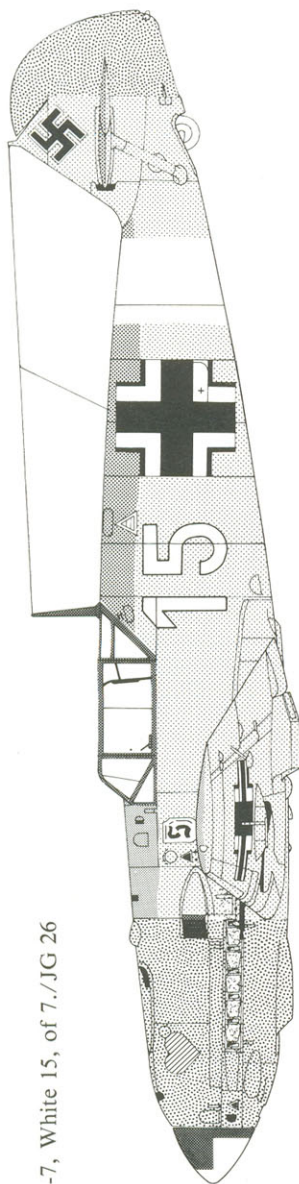


The pilot of this aircraft was *Hpt* Jürgen Harder, *Gruppenkommandeur* of I./JG 53 during the autumn of 1943 in Sicily. Harder had a total of 64 victories, 47 in the West, including nine four-engined bombers. He was killed in an accident on 17th February 1945 near Berlin. The rear fuselage of this machine had standard grey camouflage with its spinner in black-green 70. The rear fuselage band and lower wingtips were in white, with the lower engine cowlings in yellow. The JG 53 emblem and

the *Gruppenkommandeur* markings were in black and white.

It was also equipped with a 300-litre auxiliary fuel tank and MG 151/20 underwing gondolas, alternative armament being two rockets fired from BR 21 rocket launching tubes under the wings. The aircraft had previously carried the radio call-sign B+S N+A in black under the wings.

Bf 109E-7, White 15, of 7./JG 26



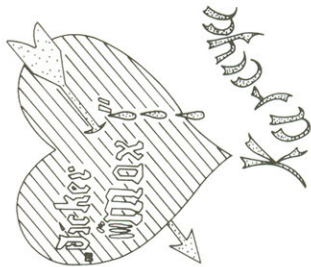
This machine was flown by a frequently photographed but hitherto unidentified pilot, Lt Ernst Laube. Not only did he fly in Müncheberg's famous seventh *Staffel* in the Mediterranean, but he also had a total of 22 victories in the West.

All aircraft in this *Staffel* looked very similar and were recamouflaged with colors similar to the greys 74 and 75, the fuselage sides having only very faint mottling, probably over pale blue-grey 65, like the

undersurfaces. The cowl and rudder were yellow with the tail band in white. The number 15 was also in white with a thin black border whilst the spinner was black-green 70 and white with a white tip.

The 7./JG 26 emblem was painted on the cowl in red, the JG 26 emblem being black and white. The cabin frames and antenna mast, however, were still in black-green 70. Laube used also White 13, and his *Staffelkapitän*, Müncheberg, White 12. There was also a White 14.

Emblems of Erich Hartmann



These detail drawings show emblems used on three of Erich Hartmann's aircraft: illustrated in this and the first volume of this two-part set. First is the black and white clutching hand symbol of 1./JG 52 used on his Bf 109G-4/R6, White 2. The hand was shown grasping a reddish-purple Spitfire over the Channel area, which appeared in green and white, the whole emblem being outlined in black. (See also

Page 81.)

Second is the red heart as seen on the Bf 109G-6, Yellow 1, illustrated as a line drawing in Vol 1. Third is the red and white heart emblem used on the Bf 109G-6, White 1, illustrated in color on Pages 122 and 123.

THE VICTORY LIST

In the first part of this list will be found the names and details of all the *Luftwaffe* day fighter pilots who were credited with more than 100 victories. The second part includes those who scored less than that number and who are referred to in either text or captions.

Column A records the number of confirmed victories. A figure quoted in addition refers to unconfirmed victories and figures in parentheses record what some sources have quoted without

official authorisation. Column B states the number of four-engined bombers destroyed.

In Column C will be found the highest award which was conferred on each pilot. Details of these awards can be found in an earlier chapter. In certain cases the identity is shown of the last aircraft known to have been flown by the pilot named. The pilots' ranks as stated in the lists are either their last known rank, or that which is related to the published material elsewhere in these volumes.

List 1

		A	B	C
<i>Maj</i> Erich Hartmann	I./JG 52	352		RK-Br
<i>Obstlt</i> Gerhard Barkhorn	JV 44	301		RK-S
<i>Maj</i> Günther Rall	JG 300	275		RK-S
<i>Oblt</i> Otto Kittel	2./JG 54	267		RK-S
<i>Maj</i> Walter Nowotny	Kdo Nowotny	258 + 22	1	RK-Br
<i>Maj</i> Wilhelm Batz	II./JG 52	237	2	RK-EL
<i>Maj</i> Erich Rudorffer	II./JG 7	222	10	RK-EL
<i>Obstlt</i> Heinz Bär	JV 44	220	21	RK-S
<i>Obst</i> Hermann Graf	JG 52	212	10	RK-Br
<i>Maj</i> Theodor Weissenberger	JG 7	208	8	RK-EL
<i>Obstlt</i> Hans Philipp	JG 1	206	1	RK-S
<i>Oblt</i> Walter Schuck	3./JG 7	206 + 30	4	RK-EL
<i>Maj</i> Heinrich Ehrler	JG 7	204 (220)		RK-EL
<i>Oblt</i> Anton Hafner	8./JG 51	204		RK-EL
<i>Hpt</i> Helmut Lipfert	I./JG 53	203	2	RK-EL
<i>Hpt</i> Walter Krupinski	JV 44	197	1	RK-EL
<i>Maj</i> Anton Hackl	JG 11	192 + 24	32	RK-S
<i>Hpt</i> Joachim Brendel	III./JG 51	189		RK-EL 90 + Stormoviks
<i>Hpt</i> Max Stotz	5./JG 54	189		RK-EL
<i>Hpt</i> Joachim Kirschner	IV./JG 27	188	2	RK-EL
<i>Hpt</i> Kurt Brändle	II./JG 3	180		RK-EL
<i>Oblt</i> Günther Josten	IV./JG 51	178	1	RK-EL 60 + Stormoviks
<i>Obst</i> Johannes Steinhoff	JV 44	176	4	RK-S
<i>Oblt</i> Ernst-Wilhelm Reinert	IV./JG 27	174	2	RK-S
<i>Hpt</i> Günther Schack	IV./JG 3	174		RK-EL
<i>Hpt</i> Emil Lang	II./JG 26	173		RK-EL
<i>Hpt</i> Heinz Schmidt	6./JG 52	173		RK-EL
<i>Maj</i> Horst Ademeit	I./JG 54	166		RK-EL
<i>Obst</i> Wolf-Dietrich Wilcke	JG 3	162	4	RK-S
<i>Hpt</i> Hans-Joachim Marseille	3./JG 27	158		RK-Br
<i>Hpt</i> Heinrich Sturm	4./JG 52	158		RK
<i>Oblt</i> Gerhard Thyben	7./JG 54	157		RK-EL
<i>Oblt</i> Hans Beisswenger	6./JG 54	152		RK-EL
<i>Lt</i> Peter Düttmann	5./JG 52	152 + 42		RK
<i>Gen Maj</i> Gordon Gollob	JG 77	150		RK-Br
<i>Lt</i> Fritz Tegtmeier	JG 7	146		RK
<i>Oblt</i> Albin Wolf	6./JG 54	144		RK-EL
<i>Lt</i> Kurt Tanzer	13./JG 51	143		RK
<i>Obstlt</i> Karl Müller	JG 3	140	2	RK-EL
<i>Lt</i> Karl Gratz	III./JG 52	138		RK
<i>Maj</i> Heinrich Setz	I./JG 27	138		RK-EL
<i>Hpt</i> Rudolf Trenkel	2./JG 52	138	1	RK
<i>Hpt</i> Franz Schall	10./JG 7	137	14*	RK *in Me 262
<i>Oblt</i> Walter Wolfrum	I./JG 52	137 + 40		RK
<i>Obst</i> Adolf Dickfeld	II./JG 11	136	11	RK-EL
<i>Hpt</i> Horst-G von Fassong	III./JG 11	136	4	RK
<i>Oblt</i> Otto Fönnekold	II./JG 52	136		RK
<i>Hpt</i> Karl-Heinz Weber	II./JG 1	136		RK-EL
<i>Maj</i> Joachim Müncheberg	JG 77	135		RK-S
<i>Oblt</i> Hans Waldmann	3./JG 7	134	2*	RK-EL *in Me 262
<i>Hpt</i> Alfred Grislawski	III./JG 53	133	18	RK-EL
<i>Maj</i> Johannes Wiese	JG 77	133 + 75		RK-EL
<i>Maj</i> Adolf Borchers	III./JG 52	132		RK

<i>Maj</i> Erwin Clausen	I./JG 11	132	14	RK-EL	
<i>Hpt</i> Wilhelm Lemke	II./JG 3	131		RK-EL	
<i>Obst</i> Herbert Ihlefeld	JG 1	130	15	RK-S	
<i>Oblt</i> Heinrich Sterr	II./JG 54	130		RK	
<i>Maj</i> Franz Eisenach	I./JG 54	129		RK	
<i>Obst</i> Walter Dahl	JG 300	128	36	RK-EL	
<i>Hpt</i> Franz Dörr	III./JG 5	128		RK	
<i>Lt</i> Rudi Rademacher	II./JG 7	126	10	RK	
<i>Oblt</i> Josef Zwernemann	I./JG 11	126		RK-EL	
<i>Lt</i> Gerhard Hoffmann	4./JG 52	125		RK	
<i>Obst</i> Dietrich Hrabak	JG 54	125		RK-EL	
<i>Obst</i> Walter Oesau	JG 1	125	10	RK-S	
<i>Oblt</i> Wolf Ettel	8./JG 27	124	2	RK-EL	
<i>Hpt</i> Wolfgang Tonne	3./JG 53	122		RK-EL	
<i>Fj-Ofw</i> Heinz Marquardt	IV./JG 51	121		RK	
<i>Hpt</i> Robert Weiss	III./JG 54	121		RK-EL	
<i>Oblt</i> Friedrich Obleser	8./JG 52	120	2	RK	
<i>Lt</i> Friedrich Wachowiak	III./JG 3	120 (140)		RK	
<i>Oblt</i> Erich Leie	JG 77	118	1	RK	
<i>Lt</i> Franz-J. Beerenbrock	10./JG 51	117		RK-EL	
<i>Lt</i> Hans-Joachim Birkner	9./JG 51	117		RK	
<i>Lt</i> Jakob Norz	II./JG 5	117		RK	
<i>Lt</i> Heinz Wernicke	I./JG 54	117		RK	
<i>Oblt</i> August Lambert	8./SG 77	116		RK	
<i>Obst</i> Werner Mölders	JG 51	115		RK-Br	14 in Spain
<i>Lt</i> Wilhelm Crinius	3./JG 53	114	1	RK-EL	
<i>Maj</i> Werner Schroer	JG 3	114	26	RK-S	
<i>Lt</i> Hans Dammers	9./JG 52	113		RK	
<i>Lt</i> Berthold Korts	9./JG 52	113		RK	
<i>Obstlt</i> Kurt Bühligen	JG 2	112	24	RK-S	
<i>Maj</i> Kurt Ubben	JG 2	110		RK-EL	
<i>Oblt</i> Franz Woidich	6./JG 400	110		RK	
<i>Maj</i> Reinhard Seiler	JG 104	109	1	RK-EL	
<i>Hpt</i> Emil Bitsch	8./JG 3	108		RK	
<i>Maj</i> Hans (Assi) Hahn	II./JG 54	108 + 36	4	RK-EL	
<i>Obst</i> Günther Lützw	JV 44	108		RK-S	
<i>Oblt</i> Bernhard Vechtel	14./JG 51	108		RK	
<i>Obst</i> Viktor Bauer	EJG 1	106		RK-EL	
<i>Hpt</i> Werner Lucas	4./JG 3	106	1	RK	
<i>Gen Lt</i> Adolf Galland	JV 44	104	4	RK-Br	
<i>Lt</i> Heinz Sachsenberg	JV 44	104		RK	
<i>Maj</i> Hartmann Grasser	JG 210	103	2	RK-EL	
<i>Maj</i> Siegfried Freytag	JG 7	102		RK	
<i>Hpt</i> Friedrich Geisshardt	III./JG 26	102		RK-EL	
<i>Obstlt</i> Egon Mayer	JG 2	102	25	RK-S	
<i>Oblt</i> Max-H. Ostermann	7./JG 54	102		RK-S	
<i>Oblt</i> Herbert Rollwage	5./JG 53	102	44	RK-EL	
<i>Maj</i> Josef Wurmheller	III./JG 2	102	15	RK-S	
<i>Hpt</i> Rudolf Miethig	3./JG 52	101		RK	
<i>Obst</i> Josef Priller	JG 26	101	11	RK-S	
<i>Lt</i> Ulrich Wernitz	3./JG 54	101		RK	

List 2

<i>Ofw</i> Heinrich Bartels	IV./JG 27	99	2	RK	Yellow 13
<i>Maj</i> Wolfgang Späte	5./JG 54	99	5*	RK-EL	*in Me 262
<i>Hpt</i> Paul Heinrich Dähne	2./JG 52	98 (100)		RK	
<i>Obst</i> Gustav Rödel	JG 27	98	12	RK-EL	
<i>Lt</i> Hermann Schleinhöge	6./JG 54	96		RK	
<i>Lt</i> Anton Döbele	I./JG 54	94		RK	
<i>Ofw</i> Rudolf Müller	6./JG 5	94		RK	Yellow 3
<i>Maj</i> Siegfried Schnell	IV./JG 54	93	3	RK-EL	
<i>Obstlt</i> Helmut Bennemann	I./JG 52	92	1	RK	
<i>Oblt</i> Gerhard Loos	1./JG 54	92	2	RK	
<i>Hpt</i> Eberhard von Boremski	III./EJG 1	90		RK	
<i>Oblt</i> Georg Schentke	9./JG 3	90		RK	
<i>Lt</i> Ulrich Wöhnert	5./JG 54	86 plus		RK	
<i>Oblt</i> Otto Wessling	IV./JG 3	83	?	RK-EL	
<i>Hpt</i> Hans Götz	I./JG 54	82		RK	
<i>Lt</i> Hugo Broch	II./JG 54	81		RK	
<i>Maj</i> Georg Peter Eder	II./JG 26	78	36	RK-EL	

<i>Maj</i> Wolfgang Ewald	III./JG 3	78		RK	Spain included
<i>Obst</i> Karl-Gottfried Nordmann	JG 51	78		RK-EL	
<i>Obstlt</i> Hubertus von Bonin	JG 54	77		RK	
<i>Lt</i> Hans Joachim Kroschinski	I./JG 54	76	1	RK	
<i>Lt</i> Helmut Grollmus	II./JG 54	75		RK	
<i>Lt</i> Johann Pichler	III./JG 77	75	16	RK	
<i>Hpt</i> Joachim Wandel	5./JG 54	75		RK	16 at night
<i>Oblt</i> Adolf Glunz	6./JG 26	72	21	RK-EL	
<i>Maj</i> Heinz Lange	JG 51	72		RK	
<i>Maj</i> Klaus Mietusch	III./JG 26	72	10	RK-EL	
<i>Hpt</i> Friedrich Joppien	I./JG 51	70		RK-EL	
<i>Oblt</i> Konrad Bauer	5./JG 300	68	32	RK	
<i>Ofw</i> Kurt Dombacher	I./JG 51	68 + 39		RK	
<i>Obst</i> Freiherr Günther von Maltzahn	JG 53	68		RK-EL	
<i>Hpt</i> Herbert Findeisen	II./JG 54	67		RK	
<i>Ofw</i> Karl Fuchs	I./JG 54	67		DK-G	
<i>Oblt</i> Erbo Graf von Kageneck	III./JG 27	67		RK-EL	
<i>Lt</i> Franz Schwaiger	I./JG 3	67	2	RK	
<i>Maj</i> Jürgen Harder	I./JG 53	64	9	RK-EL	
<i>Maj</i> Rolf Hermichen	I./JG 11	64	26	RK-EL	
<i>Oblt</i> Kurt Welter	NJKdo 262	64		RK-EL	
<i>Maj</i> Gerhard Homuth	I./JG 54	63		RK	
<i>Maj</i> Horst Carganico	JG 77	60		RK	
<i>Lt</i> Karl Munz	I./JG 52	60	1	RK	
<i>Lt</i> Alfred Rauch	Stab/JG 51	60	1	RK	
<i>Maj</i> Hans-Ekkehard Bob	III./JG 54	59	1*	RK	*rammed
<i>Hpt</i> Franz Eckerle	I./JG 54	59 (62)		RK-EL	
<i>Oblt</i> Hans-Arnold Stahlschmidt	I./JG 27	59		RK-EL	
<i>Obst</i> Hannes Trautloft	JG 54	58		RK	
<i>Lt</i> Herbert Broennle	I./JG 54	57		RK	
<i>Hpt</i> Hugo Dahmer	I./JG 77	57	4	RK	
<i>Lt</i> Herbert Bareuther	I./JG 51	55		RK	
<i>Hpt</i> Hans Ehlers	I./JG 1	54	20	RK	White 20
<i>Lt</i> Karl Brill	IV./JG 54	52			
<i>Hpt</i> Rudolf Pflanz	I./JG 2	52		RK	
<i>Lt</i> Friedrich Rupp	7./JG 54	52	2	RK	
<i>Maj</i> Ernst Düllberg	III./JG 27	50	10	RK	
<i>Oblt</i> Wilhelm Schilling	9./JG 54	50		RK	
<i>Ofw</i> Heinz Arnold	III./JG 7	49			
<i>Maj</i> Wilhelm Balthasar	JG 2	49		RK-EL	Spain included
<i>Ofw</i> Xaver Müller	5./JG 54	47		DK-G	
<i>Oblt</i> Erich Schmidt	III./JG 53	47		RK	
<i>Hpt</i> Wolfgang Kosse	5./JG 26	46?		DK-G	
<i>Lt</i> Karl Schnörrer	I./JG 54	46	9	RK	White 9
<i>Hpt</i> Ernst Börngen	II./JG 27	45	24	RK	
<i>Ofw</i> Georg Seidel	II./JG 51	45?		DK-G	
<i>Maj</i> Wilhelm Moritz	II./JG 4	44 plus	10	RK	
<i>Oblt</i> Walter Weber	3./JG 51	44	1	RK	
<i>Oblt</i> Kurt Goltzsch	JG 2	43		RK	
<i>Oblt</i> Herbert Mutherich	5./JG 54	43		RK	
<i>Oblt</i> Josef Pöhs	II./JG 54	43		RK	
<i>Lt</i> Norbert Hannig	II./JG 54	42			
<i>Maj</i> Gerhard Schöpfel	JG 26	42	3	RK	
<i>Hpt</i> Herbert Schramm	III./JG 53	42	3	RK-EL	
<i>Ofw</i> Walter Loos	JG 301	38	22	RK	
<i>Maj</i> Karl Heinz Leesmann	I./JG 52	37	5	RK	
<i>Obstlt</i> Günther Specht	JG 11	35 (50)	20	RK	
<i>Hpt</i> Bruno Stolle	I./JG 11	35	5	RK	
<i>Oblt</i> Paul Brandt	16./JG 54	34	4	RK	
<i>Hpt</i> Hans Naumann	II./JG 26	34	7	RK	
<i>Hpt</i> Hermann Segatz	II./JG 1	34?		DK-G	White 23
<i>Obstlt</i> Günther Scholz	I./JG 5	34?		DK-G	
<i>Ofw</i> Heinz Beyer	8./JG 5	33		DK-G	
<i>Oblt</i> Erwin Leykauf	III./JG 54	33		DK-G	
<i>Hpt</i> Helmut Wettstein	6./JG 54	33			
<i>Oblt</i> Rudolf Glöckner	III./JG 5	32			
<i>Hpt</i> Werner Machold	JG 2	32		RK	
<i>Oblt</i> Klaus Bretschneider	5./JG 300	31?	19 min	RK	14 at night
<i>Oblt</i> Horst Berger	8./JG 5	30?			Black 11

<i>Ofw</i> Willi Pfränger	II./JG 5	30		DK-G	
<i>Maj</i> Friedrich Karl Müller	Stab/JG 300	30 + 3	29*	RK	*at night
<i>Hpt</i> Walter Adolf	II./JG 26	29		RK	
<i>Hpt</i> Wolfgang Lippert	II./JG 27	29		RK	
<i>Ofw</i> Anton Benning	I./JG 301	28	18	RK	
<i>Maj</i> Rolf Pingel	I./JG 26	27		RK	
<i>Hpt</i> Horst Tietzen	II./JG 51	27		RK	
<i>Fw</i> Horst Petzschler	10./JG 51	26	2		
<i>Maj</i> Wolfgang Schellmann	JG 27	26		RK	
<i>Ofw</i> Heinz Berg	III./JG 77	25	3		
<i>Hpt</i> Arnold Lignitz	III./JG 54	25		RK	
<i>Ofw</i> Florian Salvender	JG 77	25			
<i>Hpt</i> Hans Heinrich König	I./JG 11	24 + 4*	20	RK	*4 at night
<i>Hpt</i> Ernst Laube	IV./JG 4	22			
<i>Hpt</i> Hans Jürgen Westphal	11./JG 26	22	3		
<i>Maj</i> Otto Bertram	III./JG 2	21		RK	Spain included
<i>Fw</i> Martin Villing	III./JG 5	21			
<i>Lt</i> Alwin Doppler	I./JG 11	20?		DK-G	
<i>Hpt</i> Ignatz Prestele	2./JG 53	20			
<i>Oblt</i> Walter Schneider	6./JG 26	20		DK-G	
<i>Oblt</i> Hans Tetzner	II./JG 5	20 approx			
<i>Fw</i> Klaus Dietrich	Führer-Jägerstaffel	18			
<i>Maj</i> Hannes Gentzen	JG 102	18			
<i>Fw</i> Fritz Luer	II./JG 54	19?			
<i>Lt</i> Otto Heizmann	I./JG 11	18 + 6	1		
<i>Lt</i> Paul Galland	8./JG 26	17			
<i>Oblt</i> Karl Demuth	I./JG 1	16		DK-G	
<i>Ofw</i> Heinz Stöwer	3./JG 11	16			
<i>Ofw</i> Hubert Engst	6./JG 300	15?			
<i>Maj</i> Helmut Kühle	I./JG 52	15?			
<i>Oblt</i> Rudolf Patzak	8./JG 54	15?			
<i>Hpt</i> Waldemar Wübke	JV 44	15		DK-G	
<i>Hpt</i> Hans Schmoller-Haldy	3./JG 54	14			
<i>Oblt</i> Walter Gayko	III./JG 5	13			White 7
<i>Lt</i> Gerhard Keppler	I./JG 27	12	6		
<i>Fw</i> Hans Halfmann	III./JG 54	11?			
<i>Lt</i> Norbert Graziadei	5./JG 300	10?			
<i>Fw</i> Heinz Hanke	JG 1	9			
<i>Obst</i> Hajo Herrmann	9. Flieg Div	9	9	RK-S	
<i>Obst</i> Hans-Ulrich Rudel	SG 2	9		RK-GEL (Golden oak leaves)	
<i>Maj</i> Hans Trübenbach	JG 52	9			
<i>Uffz</i> Matthäus Erhard	5./JG 300	7	5		
<i>Obfhr</i> H.G. Güthenke	3./JG 11	7			
<i>Uffz</i> Karl Heinz Kabus	3./JG 11	7			
<i>Fw</i> Ewald Preiss	6./JG 300	7?			
<i>Ofw</i> Karl Heinz Rusack	JG 300	7			
<i>Lt</i> Jakob Arnoldy	II./JG 77	6 plus			
<i>Gen Lt</i> Theo Osterkamp	Jafü	6		RK	32 victories in WW 1
<i>Ofw</i> Josef Keil	III./JG 301	5 plus			
<i>Ofw</i> Erich Klein	I./JG 5	5			
<i>Oblt</i> Werner Martin	3./JG 51	5			
<i>Obfhr</i> Gerhard Piel	5./JG 300	5?			
<i>Fhr</i> Uffz Lothar Busse	Stab/JG 51	4			
<i>Ofw</i> Konrad Jäckel	III./JG 26	3			
<i>Uffz</i> Heinz Orlowski	9./JG 5	3			White 1
<i>Lt</i> Günther Wiemann	3./JG 11	3			
<i>Hpt</i> Klaus Faber	JV 44	2			
<i>Lt</i> Werner Heinicke	III./JG 5	2?			
<i>Uffz</i> Paul Lixfeld	6./JG 300	2			
<i>Uffz</i> Hein Kempken	IV./JG 54	2?			
<i>Obfhr</i> Hans Günther Kuring	5./JG 300	2			
<i>Uffz</i> Karl Schmitz	II./JG 27	2*			*both bombers
<i>Gen Maj</i> Carl Schumacher	Jafü	2		RK	
<i>Uffz</i> Gerhard Beitz	9./JG 53	1			
<i>Ofw</i> Hans Fenten	I./JG 300	1			
<i>Lt</i> Viktor Heimann	8./JG 300	1			
<i>Uffz</i> Kurt Philipp	III./JG 5	1			
<i>Hpt</i> H.C. Graf von Sponeck	7./JG 5	1			White 1

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