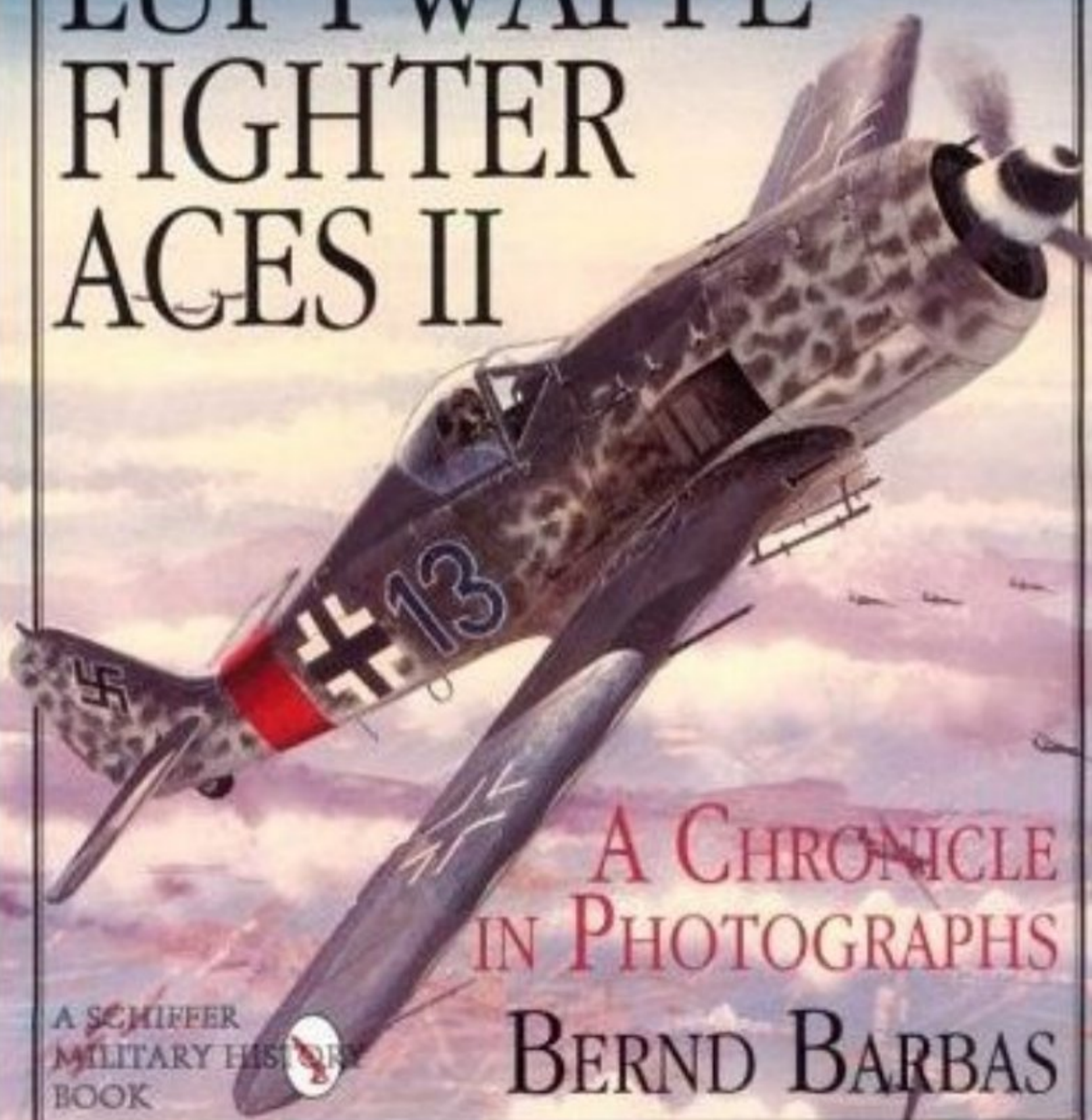


AIRCRAFT OF THE LUFTWAFFE FIGHTER ACES II



A CHRONICLE
IN PHOTOGRAPHS

BERND BARBAS

A SCHIFFER
MILITARY HISTORY
BOOK

AIRCRAFT OF THE LUFTWAFFE
FIGHTER ACES II

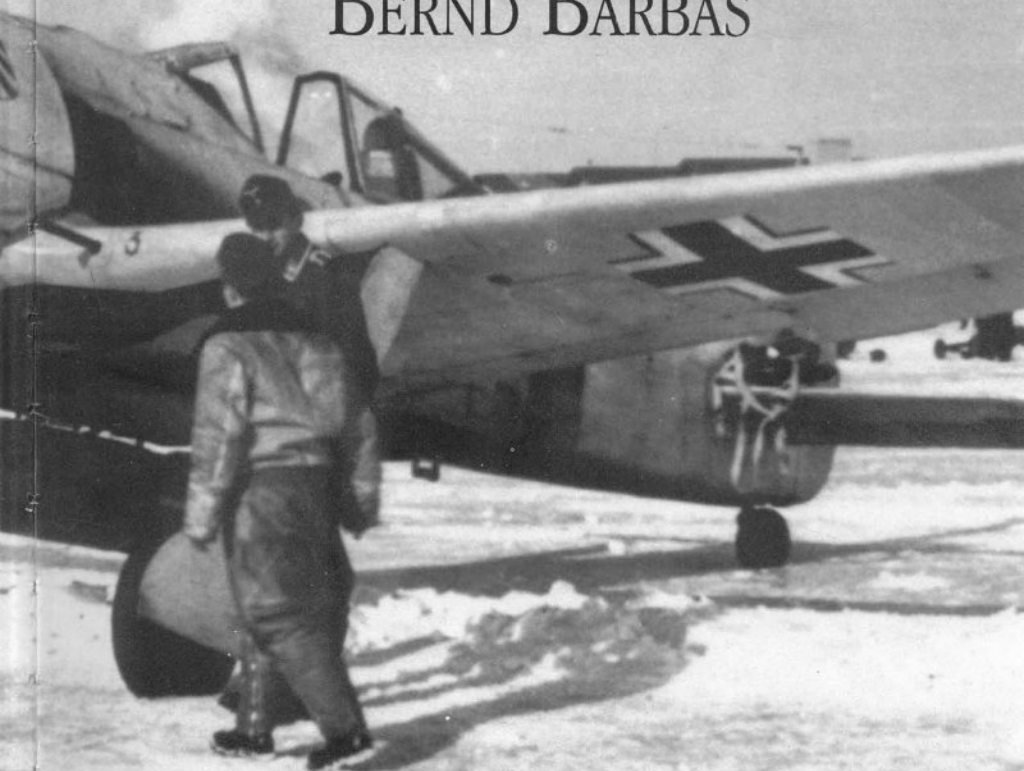


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Schiffer Military/Aviation History
Atglen, PA

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Germany

Dust jacket artwork by Steve Ferguson, Colorado Springs, CO

DAHL'S STORM

JG 300 *Gruppen* leader Walther Dahl wheels his heavily armed Fw 190A-8 "Blue 13" about for another firing pass on 8th Air Force B-24 Liberators before their fighter escort can intervene.

As the Allied air war descended on the Wehrmacht in 1944, the battered *Jagdflieger* desperately attempted to better utilize their Focke-Wulf units against the devastating bombing raids. With the successful Allied landing in Normandy in June, *Major* Dahl, a seasoned *Experten* formerly of JG 3, coordinated a new "storm fighter" unit fitted with heavy caliber guns and added armor plating. The *Sturmgruppen* was designated JG 300 and Dahl's aggressive tac-

tics were immediately confirmed as fifty-eight bombers were claimed on July 7, three-fifths of them falling to his *Sturmjäger*.

Dahl's leadership was so daring, even the presence of the dreaded P-51's did not deter him. Over the next six months, at least fifteen Mustang pilots plus thirty-six bomber crews were shot down by Dahl. A final count of 128 victories won for him the Oak Leaves above his *Ritterkreuz*. Greatly respected by pilots and politicians alike, he was relieved from combat duty in January 1945, and was designated the new *Inspekteur der Tagjäger* (dayfighters) following the infamous "Mutiny of Aces" against *Reichsmarschall* Göring.

Book Design by M Hannigan

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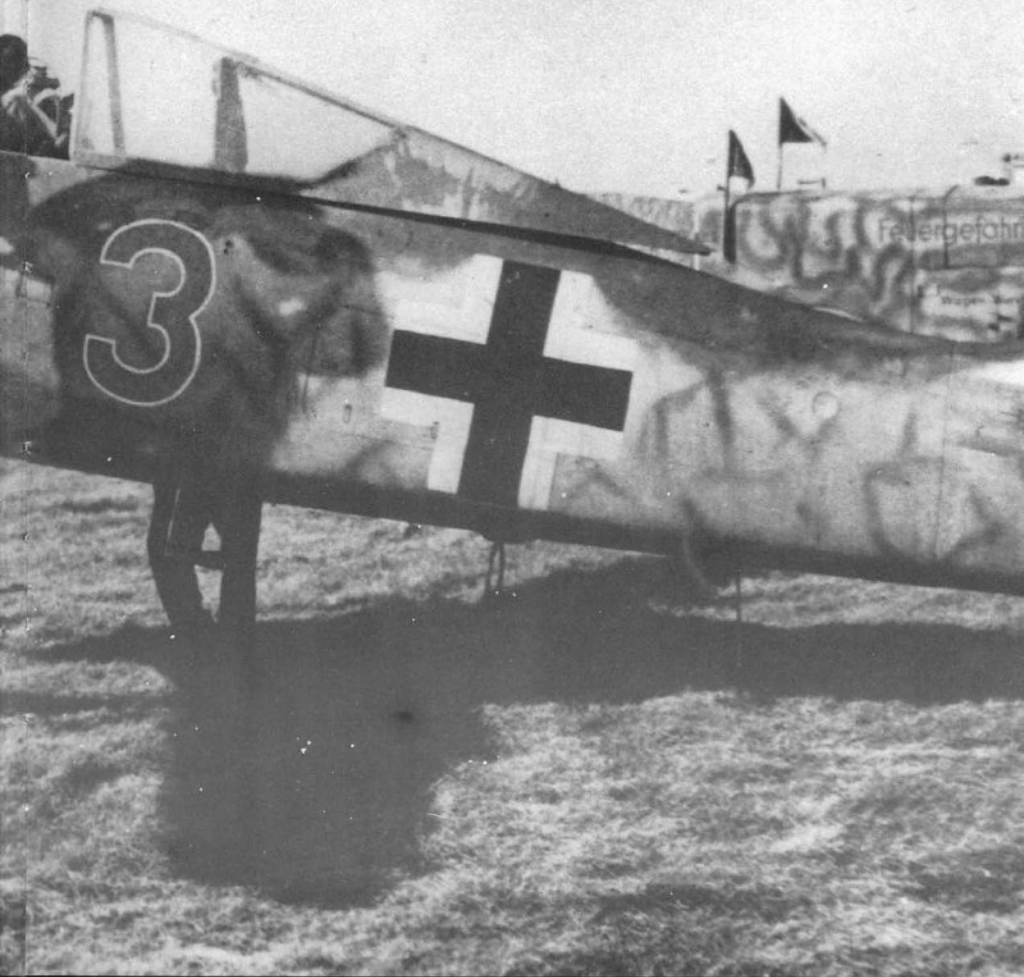
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AIRCRAFT OF THE LUFTWAFFE
FIGHTER ACES II





Werner Mölders, with *Ritterkreuz* which he received on May 29, 1940, in front of the tail of his Bf 109E which shows eighteen victories and the early style of centrally-mounted swastika.



Mölders now *Staffelkapitän* of 3./JG 53, this time in front of one of the unit's Bf 109Es.

Opposite page: Mölders receiving the *Ritterkreuz*. In the background is the entire unit.

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 Malmshelm, 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 Mür, *Kommanduer* 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.





Above: Werner Mölders celebrating his *Ritterkreuz*, the first for a fighter pilot.

Below: This was the "normal" amount of bottles if there was a reason to celebrate.





Mölders with comrades. In the background is his Bf 109E – note the very light camouflage.



Mölders with his Kommodore Hans Klein, who wears the *Pour le Mérite*.



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



Werner Mölders.



Left: Werner Mölders in Bf 108 *Taifun*.



Above: Werner Mölders surrounded by comrades.



Right: Werner Mölders with *Ritterkreuz* and leather jacket.





Mölders in his Bf 109E.



Mölders with comrades.



Opposite below and above: Mölders with JG 53 comrades in Russia – here already as *General der Jagdflieger* awarded with the *Brillianten*.



This Bf 109F flown by Günther Freiherr von Maltzahn was painted in a darker color scheme than most German fighters of the period and shows forty-six victories on its rudder.

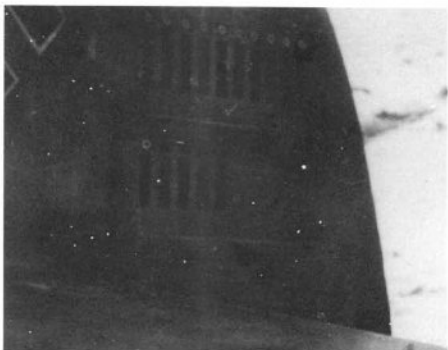
Maltzahn on the right, and to the left *Kommodore* Hans Klein. In the background a Bf 109E showing one victory.

Günther von Maltzahn at Comiso, Italy, 1943. He wears the *Eichenlaub*, which he received on July 24, 1941 for forty-two victories.





The four shots above 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.



Above: Rudder of the same aircraft on the left, now showing a total of 15 victories.

Left: Bf 109F of JG 53 having two antennae, the rudder shows eleven victories in the west and one in the east.



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 December 1939. The aircraft's color scheme was standard 70/71/65.



Lt Georg Claus of III./JG 53 with a Bf109E.



The rudder of the Bf 109G-2/R 1, W.Nr. 10805 "<" of *Lt* Wilhelm Crinius of 3./JG 53. Shown are 114 victories – 100 Russian, six American and eight British aircraft. This was his final score before he had to bail out on January 13, 1943 in Tunisia after a dogfight with a Spitfire.



The photo on the left shows *Gruppenkommandeur* Erich Hartmann climbing down from his aircraft after making the 337th air victory for the I/JG 53 on February 2, 1945 in Veszprem, Hungary. On the right is another photo of same aircraft, note the yellow Hungarian "V" on the underside and uppersides of outer wings.



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.



Two more shots of Rudolf Lochner and his Bf 109E, "White 6", of JG 53.





The two photos above show Rudolf Lochner and his Bf 109E, "White 6." The aircraft is showing a nonstandard camouflage and the Lion emblem of the Munich soccer team, Lochner's personal emblem.



Bf 109E, "White 6", of Rudolf Lochner, with Lochner standing to the right.



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



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.



Wilcke (looking toward the camera) with companions during a lull in operations.



Wilcke in cockpit of his Bf 109F with mechanic on the wing.



Hauptmann Wilcke (right) with comrade.



Lt Erich Schmidt, right, with the *Ritterkreuz* which he received in July 1941 for thirty victories. He was lost in action near Dubno on August 31st after recording a further seventeen kills. Hpt Wolf Wilcke stands at left.



Taken somewhere on the Eastern Front, this shot shows Gen von Richthofen chatting with Lt Erich Schmidt.



Mölders presents the *Ritterkreuz* to Erich Schmidt on July 23, 1941.



Jürgen Hardner received the *Ritterkreuz* on December 5, 1943 from his *Kommodore Obersleutnant* Helmut Bennemann for forty victories. Hardner reached a total of sixty-four victories before he had a fatal crash during February 1945. Pictures of his aircraft, a Bf 109G-6, in the markings of a *Gruppenkommandeur* of I./JG 53, are widely seen in different publications.



The aircraft of III./JG 53's technical officer. The pilot on the left is Jürgen Hardner.



Jürgen Hardner near his aircraft with its rudder showing six victories.



Herbert Schramm, wearing the *Ritterkreuz* which he was awarded on August 6, 1941 for twenty-four victories, is seen here with *Oblt* Müller, who was even more successful.



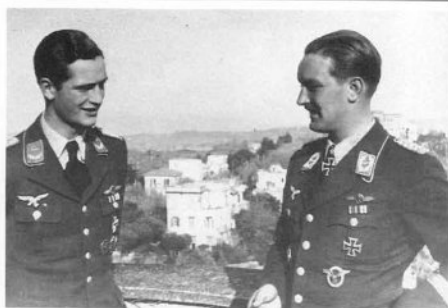
Leutnant Herbert Schramm in the cockpit of a Fieseler "Storch."

From the left: Wilcke, Schmidt, and Schramm in conversation with another successful JG 53 pilot, *Oblt* Friedrich Karl Müller. During one particular month in Russia, Müller claimed fifty victories. His total was 140, forty of which were in the west.





This casual shot of Friedrich Müller shows him with the *Eichentaub* which he received for 100 victories on September 23, 1942.



Maj Müller again, this time with a companion on a veranda in Sicily.



Above and left: These two shots were taken at Surash in the East when *General der Flieger* Kesselring visited JG 53 in a Fw 189 on August 9, 1941. In the picture above Kesselring, is conversing with Wolf-Dietrich Wilcke.



Again at Surash in the East, Kesselring poses with successful pilots of JG 53. From left: Schramm, Kesselring, Wilcke and Schmidt, who all wear the *Ritterkreuz*.



A group of JG 53 pilots including Wilcke, center left, with Harder second from right.

Left: Schramm, Wilcke and Schmidt (from left).





Left: On January 1, 1945 American flak claimed this IV./JG 53 Bf 109G-14, "Blue 2", of *Gefr* Alfred Michel, who was wounded near Halstroff. The relatively dark upper surface camouflage may have been the officially prescribed brownish-green 81 and dark green 82.

Below: American soldier is showing the flak hit which destroyed the magneto, forcing Michel to land.





"White 5" of III./JG 53.



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 Me 323 "Gigant" transport.



Unknown pilot in the cockpit of a Bf 109G-2, "Black 8", of 2./JG 53. It seems that this aircraft was hastily camouflaged in tropical colors.



A close-up of "Black 5," a Bf 109G-2 of 2./JG 53 photographed in the spring of 1943.



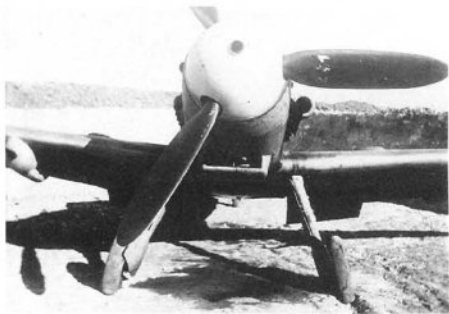
Bf 109G-2, "Yellow 13," of 3./JG 53, photographed somewhere in North Africa. The fighter was not fitted with the usual sand filter.



Bf 109E, "White 1", of I./JG 53.



Mechanics working on the Bf 109G-2, "Black 6", of 2./JG 53.



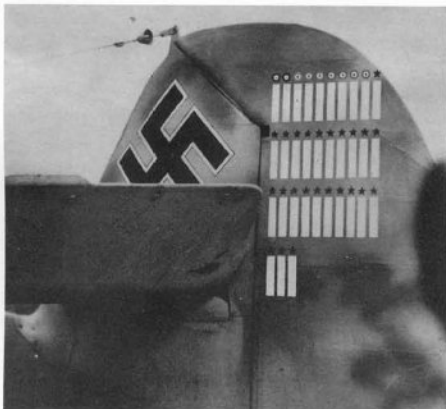
Bf 109G-2 of I./JG 53 in Africa. This aircraft was equipped with underwing gondolas for MG 151/20.

Right: 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.





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.



The rudder of this Bf 109F displayed thirty-three victories; two French, seven British and twenty-four Russian.



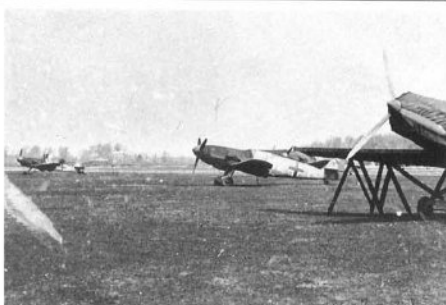
An unidentified pilot on the cowling of one of JG 53's Bf 109Fs.



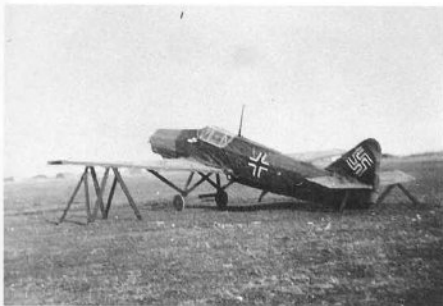
Right: A Bf 109F of III. Gruppe, this machine carried the name *Harri* in white just under the windscreen. Unfortunately, the pilot of this aircraft is unknown.



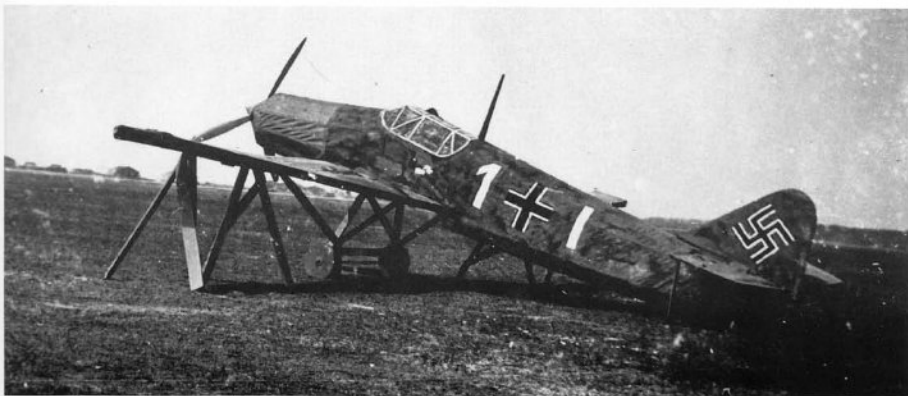
Two mechanics of JG 53 photographed with a bomb in front of "Black 10" of III. Gruppe at a French airfield during 1940.



Bf 109F, "White 12", of III. Gruppe standing together with a dummy on an airfield.



Above and below: Other "dummy" aircraft of III. Gruppe.





Above and below: Aces of JG 54. More specifically the photo above shows from left to right, Erich Rudorffer, Max Stotz, Gauleiter Loose, *Kommodore* Hannes Trautloft, Horst Ademeit, Reinhard Seiler, Walter Nowotny and Hans Götz. The total personal score of these pilots was nearly 1,000 victories.



Chapter 2

JAGDGESCHWADER 54 "GRÜNHERZ"

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, Krasnogwardaisk and Gatschina. 1942 saw I. *Gruppe* operating successfully from Rjelbitzy (Ringelpiez), Wjasama 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.



A complete view of Major Trautloft's machine showing clearly the medium green and dark olive green camouflage, plus markings.



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 partly finished and the three *Gruppe* symbols had not been added.



Trautloft in the cockpit of his Fw 190.



Major Trautloft being lifted by his mechanics after a successful operation from Siverskaja. In the background was his usual Bf 109F.



Major Trautloft in a Kübelwagen – also here the Green Heart emblem was used.



Major Trautloft awards a comrade. To his right is his *Adjutant* Otto Kath.



Above and below: Trautloft's Bf 109F, with mechanics Mührer on the left and Neuschütz on the right. On the Green Heart emblem were the three *Gruppen* symbols.



The two shots above show 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-nose one as seen on page 36.



Trautloft's Fw 190A at Siverskaja, winter 1942-43. Note yellow fuselage band around *Balkenkreuz* and yellow lower engine hood.



The same aircraft with "half-and-half" winter camouflage consisting of the same colors as before but with white added.



Trautloft's snow-camouflage Fw 190 seen at Siverskaja in the winter of 1942-43.



Another shot of Trautloft's usual BF 109F in winter camouflage at Siverskaja.



Trautloft (right) with *Generalfeldmarschall* Kesselring.



Trautloft and Förster inspecting the soldiers.



On May 9, 1942 *Lt* Hans Beißwenger and *Lt* Horst Hannig were decorated with the *Ritterkruz*. Beißwenger had at this time forty-seven, and Hannig forty-eight victories. From left: Trautloft, Beißwenger, *General der Flieger* Helmuth Förster, Hannig and Dietrich Hrabak, *Gruppenkommandeur* of II./JG 54.



Trautloft congratulates his *Adjutant* after the unit's 100th victory.



Trautloft and Kath in front of a Bf 109F during the winter of 1942/43 at Siverskaja.



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 very successful pilot with 189 victories. On August 19, 1943 he bailed out near Witebsk and was never seen again.



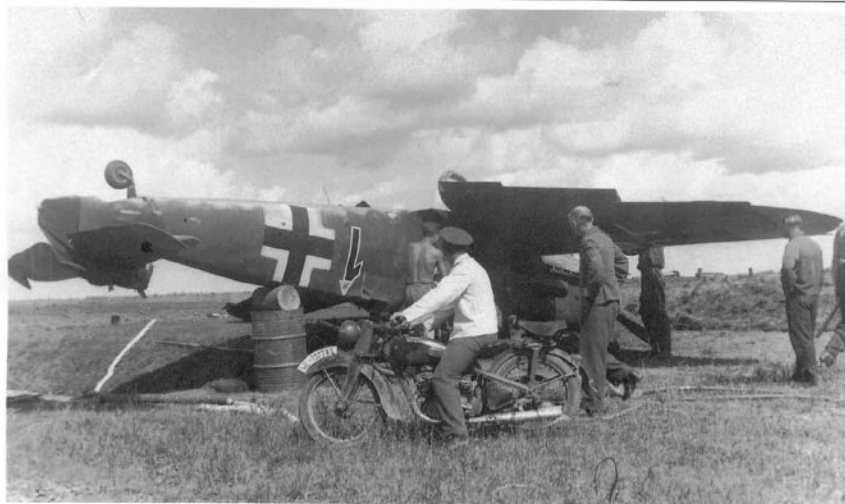
Above and right: Werner Schroer was hoisted high and presented with flowers after achieving his 100th victory on May 24, 1944. At the time he was *Gruppenkommandeur* of III./JG 54 and flew a Bf 109G-6.





Above: Comrades are congratulating Schroer on his 100th victory of May 24, 1944. The aircraft, a Bf 109 G-6 had standard "grey" camouflage and *Gruppenkommandeur* markings, at this time of III./JG 54. Below: *Hauptmann* Walter Nowotny, *Gruppenkommandeur* of I./JG 54.







The pictures on this and the opposite page are of Bf 109G-1, "Black 1", of 9. Staffel which crashed down near the airfield. The pilot was the famous Walter Nowotny who had shot down three aircraft on this mission. He "buzzed" the airfield three times for three victories, but in the last turn he ran out of fuel, causing this accident. Nowotny wasn't hurt at this time. Note that the aircraft was repainted in a dark-green color similar to 71. Airfield was Rjelbitzy during November 1942.



Nowotny had just made his 200th victory on September 8, 1943 – the fourth Luftwaffe pilot to do so. Here he is on top of the aircraft with his mechanic Max Heger.



Nowotny in the cockpit of his Fw 190 “<< 8.”



Nowotny climbing out of the cockpit.



The three photos shown on this page show the celebration made just after Nowotny had made the 300th victory of I./JG 54 at Gatschina during November of 1942. In the top right photo from left to right are: Gerhard Loos, unknown, Nowotny and Uff: Koch. On March 6, 1944 Loos bailed out after attacking U.S. bombers but drifted toward high tension wires. Realizing the danger, he chose to open his parachute harness prematurely at about twenty meters and fell to his death.



Above photos: From left, Hubertus von Bonin, at this time *Kommodore* of JG 54, *Hpt* Nowotny with *Schwerner* and *Fw* Karl Schnörrer "Quax", 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.



On this picture the "White13" is more visible.



Major von Bonin and Nowotny.



Nowotny surrounded by comrades.



Nowotny in front of the rudder of his Fw 190 "<< 8" WNr 410004. Upside recamouflage is clearly visible.



Walter Nowotny photographed in front of his Fw 190 marked with two *Gruppenkommandeur* chevrons.



Nowotny in front of his Fw 190 "<< 8" with two mechanics. Eberte at right.



Nowotny surrounded by comrades.



Oltin Nowotny showing Ritterkreuz, and golden HJ emblem between EK I and Flugzeugführer emblem.



Hauptmann Nowotny before leaving Wilna for the *Brillianten*.



Nowotny about to leave JG 54 for Berlin to receive the *Brillanten*.



Nowotny receives the *Brillanten* from Adolph Hitler on the 19th of October 1943 as *Hauptmann* in the *Führerhauptquartier* in Berlin.



Above: From left Nowotny, then *Oberleutnant* Julmann and Dr. Langeder, far right Schnörrer.



Walter Nowotny with *Brillianten* and signature.



Left and above left: An He 111 with Nowotny aboard starting for Wilna, during October 1943, for the awarding of the *Brillianten* for his 250 victories. Nowotny, with the *Ritterkreuz*; around his neck, is just visible in the He 111's cockpit.



Nowotny with *Schwerter* after the 218th victory, during October 1943.



Nowotny with *Schwerter*.



Nowotny together with comrades of the 1. *Staffel*. From left: Tegtmeier, Döbele, Hansen, Nowotny and Gräbert.



Walter Nowotny together with professor Tank, the genius engineer who had created the Fw 190.



Nowotny shaking hands with an unknown *Oberfeldwebel*.



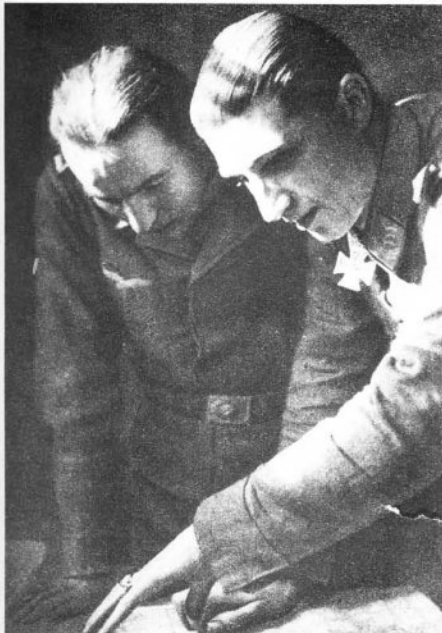
Nowotny together with his best friend, *Feldwebel* Schnörer.



Nowotny in front of the coffin of his friend Anton Döbele who died on November 11, 1943 after he was rammed by a fellow pilot over the airfield. He had a total of ninety-four victories and was a member of the *Schwarm* Nowotny/Döbele/Schnörrer/Rademacher, a team which scored over 500 victories.



Hauptmann Nowotny together with *Oberleutnant* Lück.



Nowotny and Schnorrer.



Hauptmann Nowotny at the bed of his wounded friend and wingman Schnorrer.

218 Luftsiege

Hauptmann Nowotny an der Spitze aller deutschen Jagdflieger

Der Führer verlieh am 22. September 1943 dem Hauptmann Walter Nowotny, Gruppenkommandeur in einem Jagdgeschwader, nach seinem 218. Luftsieg, mit dem er sich an die Spitze aller Jagdflieger setzte, als 37. Soldaten der deutschen Wehrmacht das Eichenlaub mit Schwertern zum Ritterkreuz des Eisernen Kreuzes. Zähigkeit, Härte und unübertrefflicher Angriffgeist zeichnen den Kühnen aus, dessen Element der Kampf und dessen ständiger Begleiter der Sieg ist.



PC-Arch. Kriegsbereiter Klee, Richter (H) 33

With 218 victories by the 22nd of September, 1943, Nowotny was the most successful fighter pilot at this time. He was awarded the 37th recipient of the *Schwerter*. At left is *Oberstleutnant Pressler* of StG 2, and right Nowotny.



Hauptmann Nowotny, with *Schwerter*, in front of his Fw 190 "«8" WNr 410004.



Left, below and lower left: Walter Nowotny's Fw 190A-6, "<< 8."



Note: Outerwing guns of Fw 190A-6 removed.





*Hauptmann Hans Philipp, Gruppenkommandeur of L/JG 54 before Nowotny. He is wearing the *Schwerter* which he was awarded for having eighty-two victories by the end of March 12th, 1942.*



*Oberleutnant Philipp in front of his Bf 109F, wearing the *Eichenlaub*. This aircraft had a completely yellow hood.*



Oberleutnant Philipp playing with a young fox.



Hauptmann Hans Philipp wearing the Schwerter.



Hauptmann Philipp and Oberleutnant Götz.



Hauptmann Philipp together with Oberleutnant Stotz.



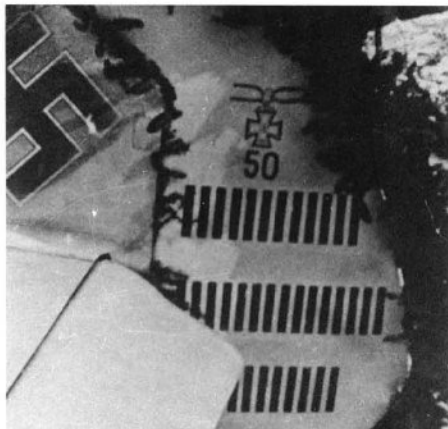
Der illustrierte Jagdflieger Hauptmann Philipp, Träger des Ehrenkreuzes mit Eichenlaub, vor dem Gruppenkommandeur-markierten Bf 109F.



Hauptmann Philipp in front of his Gruppenkommandeur-marked Bf 109F.



Hauptmann Philipp sitting in his Bf 109F.



Rudder of Hpt Philipp's Bf 109F, showing victory markings.



Philipp's rudder now shows 111 victories.



Hauptmann Philipp had just made his 203rd victory on the 17th of March 1943 at Gatschina. Herewith he had surpassed the 202 victories of Graf and was on this day the most successful fighter pilot of the Luftwaffe.



Philipp in his Bf 109. Note *Gruppe* and green heart emblems.



"One-hundred" victory emblem for Philipp.



Philipp's Bf 109F in white winter camouflage. This Aircraft shows JG 54, L/JG 54 and "Major beim Stab" markings. Rudder shows ninety victories, but at this time, the 31st of March 1942, he had already reached the 100th victory.



Philipp surrounded by comrades.



Philipp climbs out of his Bf 109F after his 100th victory.



Philipp with warm flying suit (100th victory).



Reinhard Seiler in front of his Bf 109E.



Oberleutnant Reinhard Seiler on motorcycle with his dog "Heidi."



Hauptmann Seiler with mechanic.



Hauptmann Seiler (center left) with Hans Götz.



Reinhard Seiler of I./JG 54.



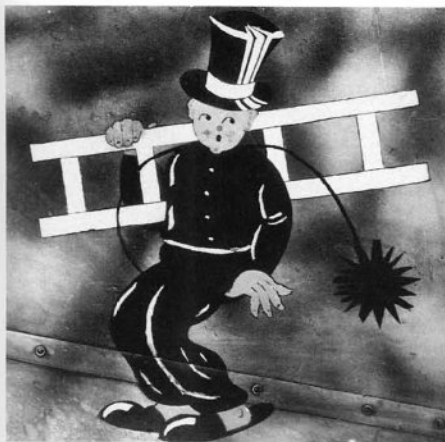
Seiler in front of his Bf 109F in Russia during 1941.



Reinhard Seiler had just made his first victory in Böblingen on the 8th of June 1940 with his Bf 109E as *Staffelkapitän* of I./JG 54 – the victim was a French Bloch 151.



Reinhard Seiler in his Bf 109E, "White 7." "High-hat" symbol was used in memory of 2./J88 from the Spanish Civil War.



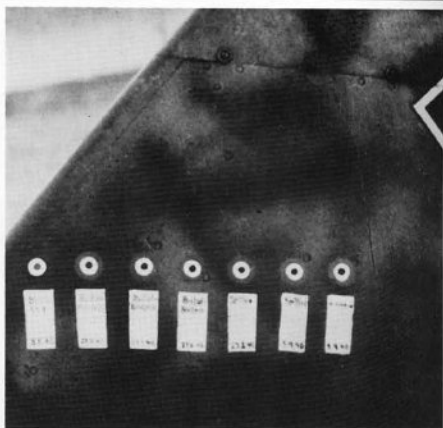
Emblem of I./JG 54.



Bf 109E, "White 1," of Seiler with Adjutant Vermeulen.

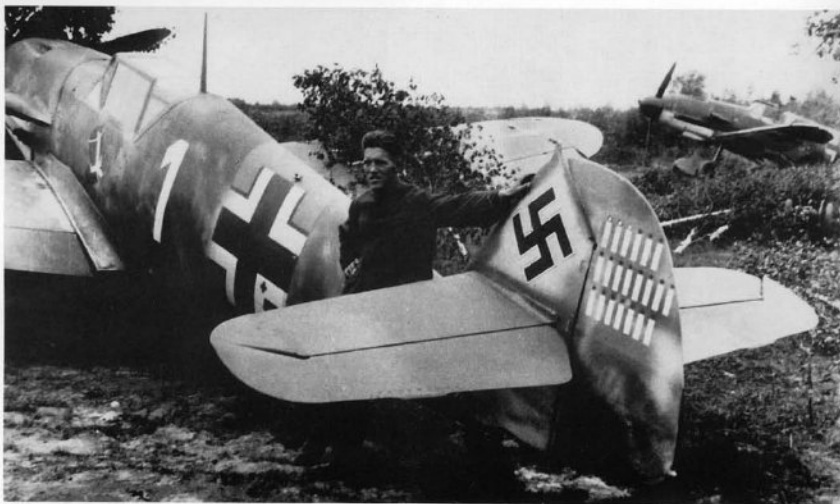


Bf 109E, "White 7," with Reinhard Seiler and a group of other personnel after he had achieved his first victory. The aircraft's very light camouflage scheme is of interest. The base coat was probably pale blue-grey 65.



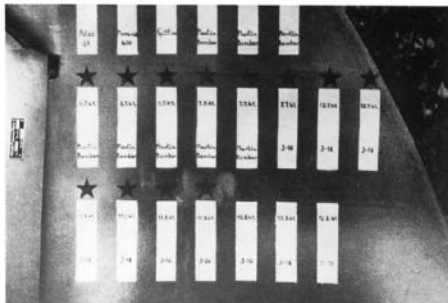
Above: Rudder of Seiler's Bf 109E shows seven victories, one French, and six British, during 1940. Aircraft were one Bloch 151, three Blenheims, two Spitfires and one Hurricane. White ankle was a special "Battle of Britain" marking.

Left and below: Seiler's Bf 109E, "White 1."





Rudder of Seiler's Bf 109F now shows sixteen victories in the east – his total was eventually 109.



Rudder shows twenty-one victories.



Seiler's Bf 109G when he was Gruppenkommandeur III./JG 54.

Bf 109E, "White 1," of Seiler at Paris-Orly airfield in the west.





Obfw Ademeit of I./JG 54 being carried off after a victorious mission.



Bf 109F, "White 9." In the center Seiler talks to another pilot. Aircraft could be that of Ademeit.



Ademeit with his Fw 190 W.Nr. 1185, here as *Leutnant* with *Ritterkreuz*.



Lt Ademeit of 5./JG 54 in his Fw 190, 1943.



Hauptmann Horst Ademeit with Eichenlaub.



Hauptmann Horst Ademeit wears the Eichenlaub which he received on the 2nd of March 1944 for 120 victories. His total was 166 victories before he disappeared behind the Russian front lines after having been hit by infantry fire on the 8th of August 1944 as Gruppenkommandeur of I/JG 54.



Redemacher (left) and Ademeit standing next to an Fw 190.



Lt Brommle (left) of 2/ JG 54 with his maintenance man and his Bf 109F in 1942



Above: *Leutnant Kempf's Bf 109E, "White 11," of I./JG 54, 1940.*



Right: *Leutnant Hans Götz has made a victory in the east. In the background his Bf 109E. He had a total of eighty-two victories before he was killed in a crash on August 4, 1943.*



Above: *Hauptmann Franz Eckerle in front of his Bf 109E.*



Right: *Fw Karl Brill of II./JG 54 next to his Bf 109G.*



Ritterkreuzträger Lt Paul Brandt (left) and Oberleutnant Karl Brill in front of an Fw 190 of IV./JG 54 during 1944. Brandt was Staffelfkapitän of 16./JG 54 and was killed on Christmas day 1944 in a crash near Münster/Westfalen. He had a total of thirty-four victories including four four-engine bombers during 500 missions.



Lt Hans Beisswenger of 6./JG 54, a 152 victory ace.



Ofw Xaver Müller of 1./JG 54 climbs out of his Fw 190. He achieved forty-seven victories, and was later killed in action in 1944.



Hugo Broch of 8./JG 54 had just become the Ritterkreuz from General Pflugbeil (left) for seventy-nine victories in the Kurland pocket (12th of March 1945). His total was eighty-one victories.



Leutnant Hans Beifwenger of 6/JG 54 wears the *Eichenlaub*. With a total of 152 victories he was also one of the very successful pilots of the unit.



From left: *Ofw* Hans Joachim Kroschinski, Major Knappe and an unknown pilot. In the aircraft *Ofw* Fritz Luer. Fw 190A-5 belonged to *Ergänzungsjagdgruppe Ost* in Liegnitz during spring 1944.



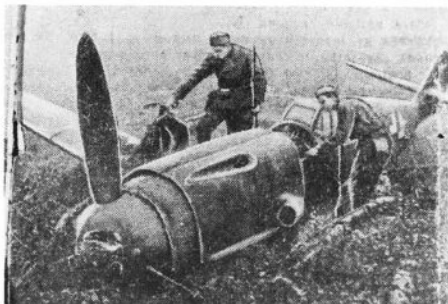
Fw Emil Leykauf of 9/JG 54 next to his Bf 109.



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



Right: Fw Fellmar of III/JG 54 in his Bf 109, summer 1942.



Übersetzung

unter den Bildern aus dem Zeitungsausschnitt der "Lenin'skaja Prawda" vom 14.6.1941:

1. Flakbatterie hat eine Me 109 abgeschossen, das ist das 7. Flugzeug, das die Flakbatterie abgeschossen hat.
2. Abgeschossene Me 109
3. Deutscher Kommandeur, Jagdflugzeugführer einer Me 109, Oblt. Reinhard H e i n in Gefangenschaft.

Leninrad-Pravda on the 14th of August 1941 showing the flak battery that allegedly shot down Hein's Bf 109F. At this time Oberleutnant Reinhard Hein, Staffelkapitän of 2. Staffel, was flying his Bf 109F, "Red 1." He eventually had engine trouble and made an emergency landing. Fellow pilots saw that the entire area was occupied by the Russians and thought Hein had no chance to come back. After many years in captivity he returned to Germany in 1949.



Uffe Müller in the cockpit of his Fw 190, "White 2," at Vörden during home defense duties. The Navajo Indian emblem indicates 14./JG 54.



Above and right: This Bf 109E, "Yellow 3," of 9./JG 54 was the aircraft in which Lt Josef Eberle was shot down. The application of its 71/02/65 camouflage was very original.



Dietrich Hrabak (right) *Gruppenkommandeur* of II. Gruppe in front of his Bf 109F at Mal Owsichtschi, during July 1941. The rudder shows twenty-four of an eventual total of 125 victories. On the left is Hans Philipp.



This group of JG 54 pilots consisted of (from the left) Herbert Mütterich, Hans Philipp, Dietrich Hrabak and Josef Pöhs. The Bf 109F was flown by Hrabak. This photo was taken on August 6, 1941 on the occasion of the awarding of the *Ritterkreuz* to Pöhs and Mütterich for twenty-eight and thirty-one victories respectively.



Norbert Hannig with his Fw 190.



Hannig preparing for a sortie in his "Red 12," assisted by Uffz. Rommer during Spring, 1943 when based at Siverskaja.



Lt Horst Hannig (not related to Norbert) received the *Ritterkreuz* while in 6./JG 54 in May 1942 for forty-eight victories. On May 15, 1942 he was forced to bail out of his aircraft after a dogfight with RAF Spitfires near Caen and was killed when his parachute failed to open.



Above three shots: *Leutnant Hoffman* had just made the 100th victory of the new 6./JG 54 in the Kurland pocket on the 6th of March 1945. Right: *Hauptmann Wettstein*.



Leutnant Hoffman with comrades in front of their tent; far left *Hptm Wettstein*, third from right "Bobby" Moser.



Members of 6. *Staffel* in front of a Fw 190.



Hpt Otto Kath of JG 54.



Fritz Luer sitting on the wing of a Bf 108 Taifun. In the background is a Fw 190.



Leutnant Otto Kittel wearing the Eichenlaub which he received on April 14, 1944 for 152 victories. With 267 victories in the east, he was the most successful pilot of JG 54.



Above and below: Otto Kittel with his Bf 109F.



Left: Hptm Arnold Lignitz, Gruppenkommandeur of III./JG 54, had a total of twenty-five victories when he had to bail out of his Bf 109 after one of its wingtips broke away on September 30, 1941 over Leningrad. It is believed he died in a prison camp after surviving the bail out.



Uffz. Heinz Kempen of IV./JG 54 near his Fw 190. It seems that he had made the 100th victory of his staffel during home defense.



Oberleutnant Emil Lang with *Ritterkreuz* which he received as *Leutnant* for 119 victories. He had a total of 173 victories before he was killed on the 3rd of September 1944 in a crash near St. Trond after a dogfight with Thunderbolts.



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 interest.



Above and below: Emil Leykauf, Adjutant of III./JG 54 with his well known Bf 109E. Note black fuel tank.



Leutnant Emil Leykauf



Emil Leykauf during shooting exercises with comrades.



Emil Leykauf climbing into his Bf 109E of III./JG 54.



Leutnant Emil Leykauf



Oberleutnant Emil Leykauf



Leykauf in the cockpit of his Bf 109E as Feldwebel at Guines, 1940.



Leykauf climbing in his Bf 109E.



Emil Leykauf with comrades in front of a Bf 109E at Guines 1940 – Leykauf at far left, beside him is Schilling.

Above: Bf 109G 6, "Red 11," of III./JG 54 crashed when Emil Leykauf tried to take off during a bombing raid on the airfield on the 14th of May 1943.



A group of JG 54 pilots in flying kit in front of a Bf 109E at Guines during 1940.



This emblem shown on a Bf 109 was used by one of the *Staffeln* of III./JG 54 in 1940.



Emil Leykauf in front of a Bf 109E. The comical bird emblem is an extremely rare one of III./JG 54.



Close-up of the Bf 109F of Emil Leykauf.



Oberfeldwebel Emil Leykauf, standing next to his Bf 109E, "Black 3," of 8./JG 54. Note "Bird" emblem of 8. *Staffel* and the unusual placement of "Black 3."



Leykauf standing in the cockpit of his Fw 190.



Emil Leykauf climbing out of the cockpit of his Bf 109G.



Leykauf in the cockpit of his Bf 109E.



A group of JG 54 personnel with Emil Leykauf and his Bf 109E, "Black 3," of 8./JG 54.



Leykauf leaving the cockpit of his Bf 109G-2, "Red 1" of 8./JG 54 whose grey camouflage scheme was noticeably light in tone.



Above and below: Emil Leykauf with his Bf 109E, "Black 3," of 8./JG 54 in the West. The rudder shows five victories.



Above: Another view of Leykauf's Bf 109E, "Black 3," of 8./JG 54.





Fw 190 Jabo of I./JG 54 with 250 kg bomb. During long periods, there were not enough enemy aircraft in the air, so the fighters flew ground attack sorties.



In the foreground is a Fw 190A-8 shown here at Berlin-Gatow on April 25, 1945.



Bf 109G-6, WNr 440 141, of *Oblt* Wilhelm Schilling of 9./JG 54.



A casualty of groundfire, "Black 8," a Bf 109F of 2./JG 54 was the mount of Fritz Tegmeier who at this time had achieved twenty-four of his eventual 146 victories.



Friedrich Rupp of 7./JG 54 with his Bf 109G-2.



Hans Hoffmann of 7./JG 54 with his "White 7."



Fw 190A-4 "Black 13," (WNR 2310) flown by *Uffz* Helmut Brandt of 2./JG 54. Photograph taken on January 16, 1943.



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.



Fw Meschkat climbing from his Fw 190A-8 at Kurland during the Spring of 1945.



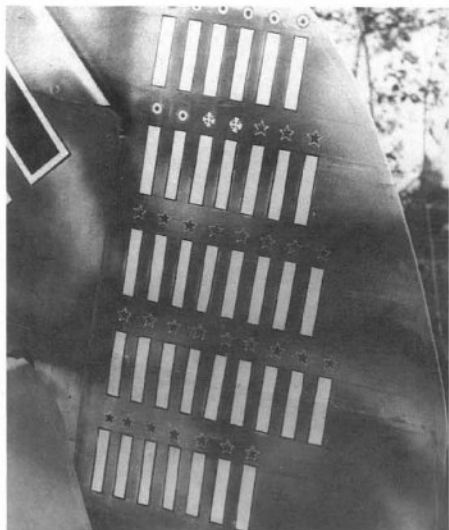
A mechanic photographed with Meschkat's Fw 190A-8.



Above and below: Hubert Mütterich and Josef Pöhs had just been awarded the *Ritterkreuz* and are surrounded by comrades from the army (army pilots). Above from left: Wolfgang Späte, unknown, Mütterich, Geschwader TO *Oblt* Bernd Schulten and then Pöhs. The rudder of Mütterich's aircraft, a Bf 109E, "Black 10," of 5./JG 54, shows thirty-seven victories.



Hubert Mütterich next to the rudder of his Bf 109. He was killed in a crash in the Leningrad area on the 9th of September 1941 with a total of forty-three victories. At this time he was the most successful *Staffelkapitän* of JG 54. When the advancing German troops reached his crash site, they discovered that a Russian farmer had already buried Mütterich.



Rudder of Mütterich's Bf 109F, "Black 10" showing a total of thirty-seven victories – eight victories over British aircraft, two over Yugoslavian aircraft, and twenty-seven over Russian aircraft.



Mütterich and Pöhs surrounded by mechanics.



"Black 1" of 8./JG 54 has made a "wheels-up" landing. The rudder shows six victories in red. Note yellow fuselage band in front of *Balkenkreuz* and yellow hood, spinner in white, red and black. Aircraft belonged to *Staffelkapitän Oblt Patzak* and also carried 8./JG 54 and III./JG 54 emblem.



With a total of 222 victories, one of the top aces of JG 54 was *Major Erich Rudorffer*.



Rudorffer (foreground) together with comrades in the East.

Rudorffer (left) with comrades. Center right with leather jacket is *Ademeit*.





Above, below and right: Three photos of Fw Hoffman next to 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 of the other aircraft of the unit utilized the same basic scheme.



Bf 109F-2 "Yellow 1" of 3./JG 54
"Wildejäger Staffel."



In the cockpit of "Yellow 1" is the mechanic Melzer.



"Yellow 1" of the *Staffelkapitän* under repair.



"Yellow 3," also a Bf 109F of 3./JG 54 under repair. The two mechanics were (below) arms-mechanic Fritze and above *Feldwebel* Kühnreich. This aircraft was probably flown by Knipscher, who was later shot down over England.



From left: *Hauptmann* Wettstein *Staffelkapitän* of 6./JG 54, Gerhard Thyben *Staffelkapitän* of 7./JG 54, and Hans Werner Welzel during a "coffee-break."



Fw Stöber of 7./JG 54 with his Bf 109G.



Bf 109F "Black 8" of Oberfeldwebel Fritz Tegtmeier.



Fw 190 of I./JG 54 flown by both Hans-Joachim Kroschinski and Fritz Tegtmeier in late 1943.



Oberfeldwebel Fritz Tegtmeier (left) receives the Ritterkreuz after ninety-nine victories.



Oberfeldwebel Fritz Tegtmeier (left) and Hans-Joachim Kroschinski of I./JG 54 in front of a winter-camouflaged Fw 190.



Above: Leutnant Walter in his Bf 109E.

Left: Obt Robert "Bazi" Weiss sitting on his aircraft "White 8," a Fw 190. He had a total of 121 victories before he died during a dogfight near Lingen (Germany) on the 29th of December 1944.



In front of a Bf 109G-2 of 2./JG 54 at Gatschina are, from left: Tegtmeier, von Matuschka, Kroschinski, Brandt, Grollmus, Wöhnert, Fuchs, Koch and Broennele.



Seen in front of a Bf 109G-2 of 2./JG 54 at Gatschina are, from left: Wöhnert, Tegtmeier, Fuchs and Broennele.



Fw 190 A-6, "White 12," of 5./JG 54 belonging to *Hauptmann* Wettstein who stands in front of the aircraft.



Leutnant Wettstein of 6./JG 54 shown here in Kurland in April 1945.



Hauptmann Wettstein, *Staffelkapitän* of 6./JG 54 with his Fw 190 A-9, "Yellow 1," during February 1945 in Kurland. Note black fuselage Balkenkreuz.



Leutnant Wettstein.



Above: Albin Wolf photographed at Petzeri after JG 54's 7,000th victory on March 23, 1944. In the background is the pilot's grey-camouflaged Fw 190A-6, WNr 551142.



Right: Bazi Sterr at left, and Albin Wolf in front of a Fw 190 "Yellow 2."



Hauptmann Joachim Wandel *Staffelkapitän* of 5.JG 54, managed seventy-five confirmed victories, including fifteen at night.



Lt Heinz Wernicke was accidentally killed in a mid-air collision on December 27, 1944 when his tally stood at 117 victories.



Left and above: *Heinz Wernicke* giving "telegrams" to comrades during 1944. He had a fatal crash when rammed by a comrade on December 27, 1944 with a total of 117 victories. Note *Fw 190* with black *Balkenkreuz* in the background.



Above, above left and below left: Three shots of 8./JG 54 pilot Ingo Feldmann in front of a Bf 109G-5, "Black 1." Note on the engine hood the modified emblem of III./JG 54, and JG 54.



Pilots of 8./JG 54 in front of a camouflaged hangar door. Second from the right is Herrmann, second from left is Ingo Feldmann.



Fw 190 fighter-bomber of I/JG 54 with an interesting combination of camouflage and markings, plus a white spinner.



Bf 109G-5 of 8./JG 54 at Schwerin-Görös in September 1943. It had a yellow spinner, a white fin and rudder, a blue rear fuselage, and a white III. Gruppe bar. Note underwing gondolas for 151/20 cannon.



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.



Close-up of a Bf 109E instrument panel.



From left: Clerico Behrens, Guth Öltjen, the others are unknown. Photograph taken at Guines, France in 1940.



Members of the 11. Staffel during November 1944 at Vörden. From left: Baur, Kirchamier, Winkler, Sievers, Butte, Gehring, Krupken, Bern and Hambacher.



Bf 109s parked on the airfield in Guines, France.



Left *Oberleutnant* Hein Wübke and *Staffelkapitän* Hansmann during shooting exercises at Le Mans 1940.



Crashed Bf 109F somewhere in Russia.



Bf 109F, "Yellow 1," being reloaded.



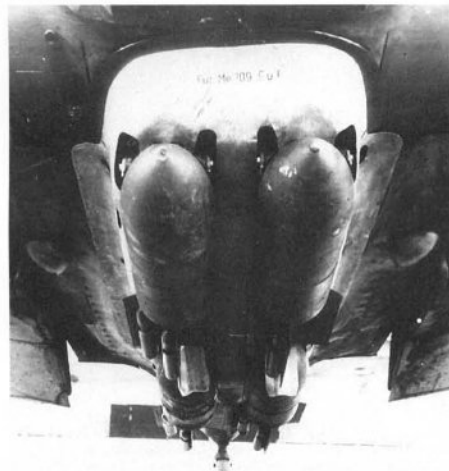
Left: Aircraft of I/JG 54 at Orly airfield, the nearest apparently still in 71/02 camouflage and with its starboard wing cross painted in the old style close to the wingtip. The other identifiable machines are "Red 4," and "White 1," flown by *Staffelkapitän* Reinhard Seiler.



Schwarm of 4./JG 54 Bf 109Es with "White 4" and "White 1," over the British Channel during the Battle of Britain.



This Bf 109E, "White 1," armed with a 250kg bomb, is believed to have been the aircraft of the well-known Waldemar (Hein) Wübke. At the time it had five victories on the rudder.



ETC with four 50 kg bombs of 1./JG 54.



Comparatively light colored Bf 109G-6 photographed on 18th April 1943 with underwing gondolas.



"White 1," as shown in the photo at left, shown here taking off.



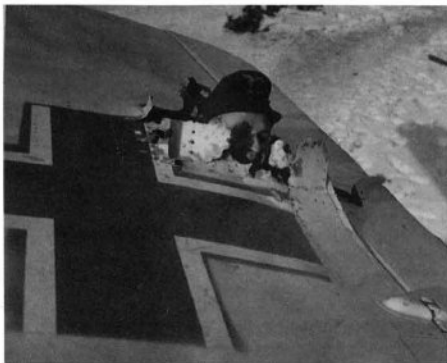
Two Bf 109Es of 1./JG 54 each camouflaged quite darkly on the upper surfaces.



Bf 109E, "Yellow 10," in Russia. Dark camouflaged aircraft under weapon aligning exercises.



"White 2," of I./JG 54 has very worn winter camouflage.



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



Bf 109E, "Black 6," at Guines 1940.



Bf 109E with dark upperside camouflage at Guines 1940.



The two photos to the right show "Yellow 9," Bf 109E, at Mönchengladbach shortly before the French campaign. Note light upperside camouflage of wing in the foreground.



Bf 109E, "Yellow 4," at Guines 1940.



Bf 109E with unknown "wing" emblem at Guines 1940.



Bf 109E, "Yellow 9," also displays the "wing" emblem. Note the extremely large underside *Balkenkreuz*.





Bf 109E at Guines carrying the unknown "wing" emblem of JG 54.



Bf 109Es of 8/JG 54 taxiing out prior to takeoff, each one showing a different emblem on its yellow cowling. The unusual fuselage cross on "White 5" is interesting.



Bf 109E, "Yellow 7," at Guines, France 1940.



Bf 109E, "White 11" of 7/JG 54, with collapsed main wheel strut. Note light yellow hood and rudder.



Camouflaged Bf 109E of 7./JG 54 in France. Note different style of camouflage, in the foreground, "White 4."



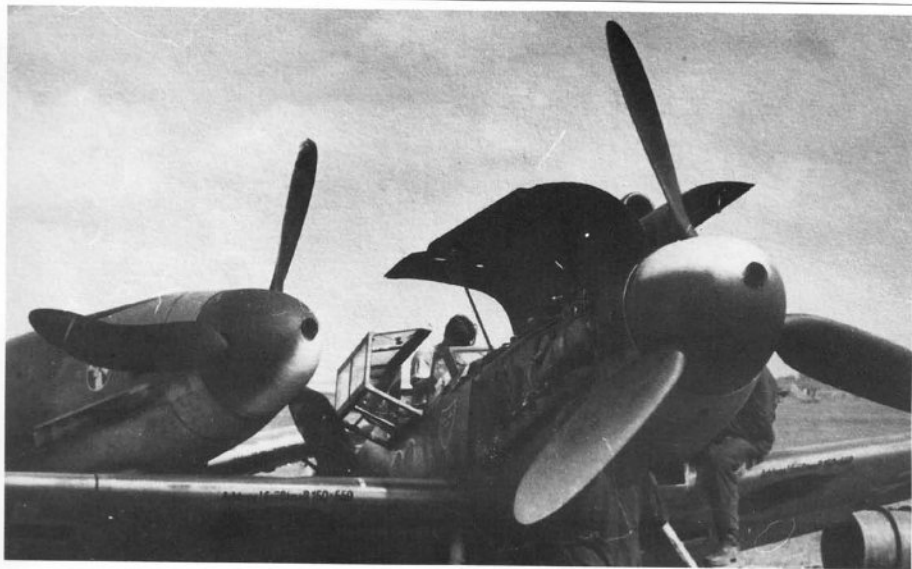
The flying clog emblem of 7./JG 54.



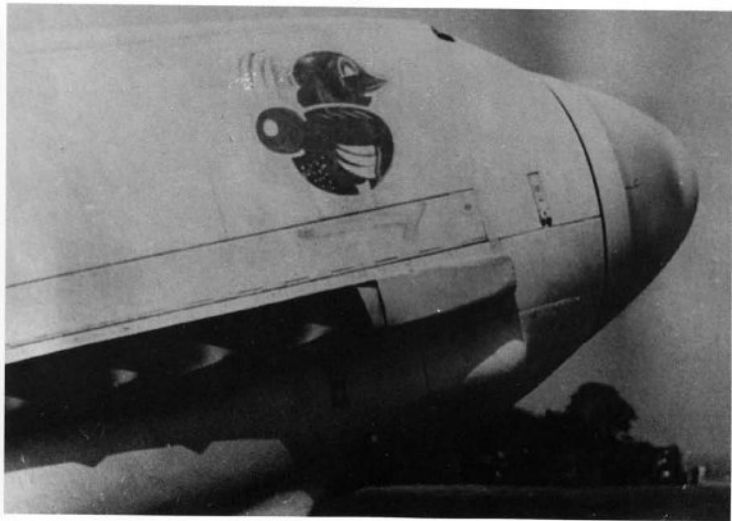
A Finnish soldier in front of a Bf 109G of 7./JG 54 that displays the *Staffel* emblem on the nose and the III. *Gruppe* emblem under the windscreen.



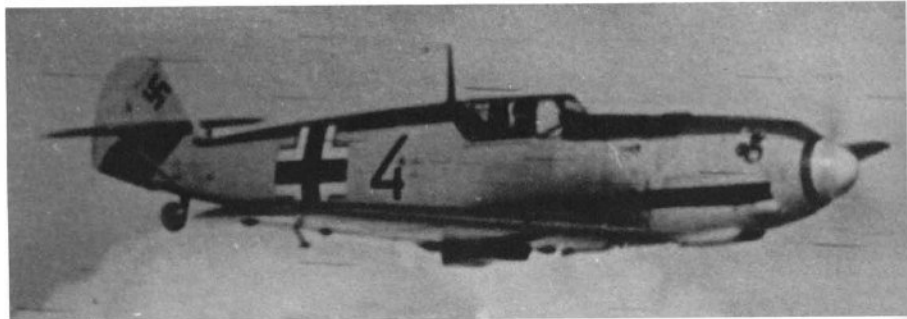
Above and left: Trailer of 7./JG 54 in Russia showing seventy-five and eighty victories.



Bf 109Gs of JG 54, under maintenance in Siwerskaja.



Emblem of 8./JG 54 shown here on the cowling of a Bf 109E-4, Guines, France 1940.



Bf 109E, "Black 4," of 8./JG 54 in flight.



Crash landed Bf 109E, "Black 3," at Guines, France 1940.



Bf 109E, "Black 3," at Guines, France 1940.



Bf 109E in France of 9./JG 54 showing the "Devil's-head" emblem of this unit.



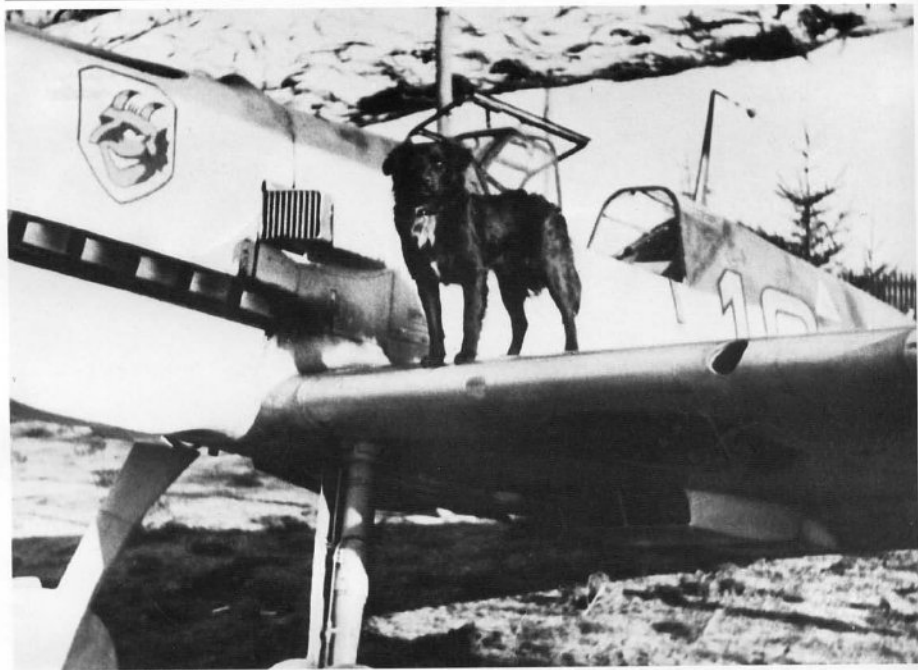
This Bf 109E crash landed at Le Mans, France 1940.



Unknown pilot of 9./JG 54 with a Bf 109E, "Yellow 2," in France 1940. The background of the red and black Devil's head emblem, and also the center band of the spinner appear to have been painted in the yellow *Staffel* color.



Emblem of 9./JG 54 on Bf 109E.



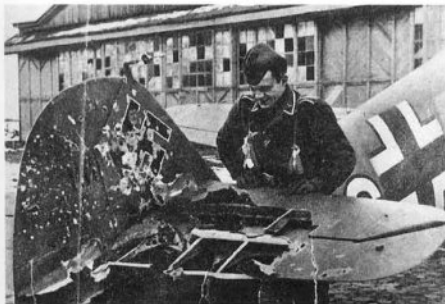
The unit mascot on the wing of a 9./JG 54 Bf 109E, "Yellow 10."



Note very light upperside colors on wing of this 9./JG 54 Bf 109E.



Above and below left: Bf 109F, "White 5," of 7./JG 54 received a serious flak hit at Siverskaja. The rudder shows four victories. Pilot was Fritz Erlenkämper.



Above and below: Bf 109E during tests at Seesterburg July 1940.





Above, above right and right: Fw 190s of JG 54 during "home defense" flying in "Sturmkeil" formation.



Bf 109F, "Black 1" of 5./JG 54, may have been flown by Hermann Schleinhege, an ace with ninety-six victories.



Bf 109G with three color upperside camouflage of II./JG 54.



Unknown pilot of JG 54 sitting on a Fw 190 with chevron-markings.



Winter camouflaged Bf 109F, "Black 2" of 2./JG 54, had twenty-two victories marked on its rudder.



These two winter camouflaged Fw 190A-4s, "Yellow 4," and "Yellow 11," belonged to 3./JG 54. The usual yellow markings were carried around the fuselage crosses, on the lower wingtips and on the lower cowling.



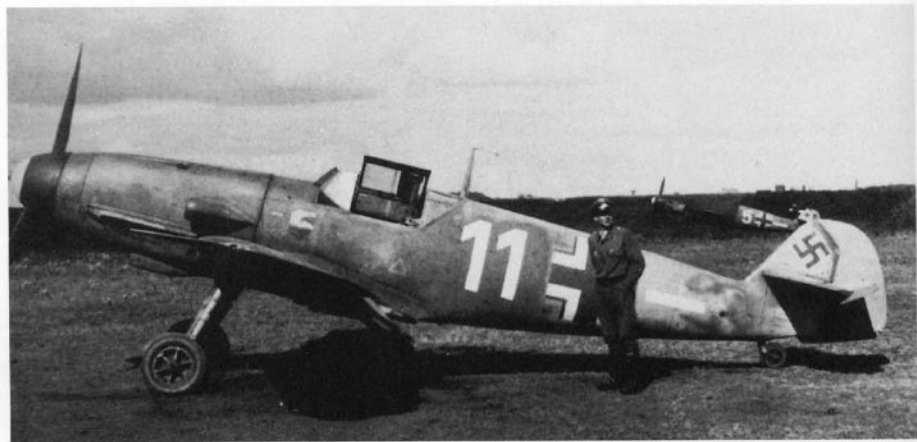
This Fw 190 was photographed in the Kurland pocket in 1945.



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.



Bf 109E, "White 11," of I/JG 77.



Bf 109F, "White 11," of 4/JG 77.

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/JG 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 re-designated 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 based in Germany. At the same time, I/LG 2 was attached to III/JG 77 during the assault on the Crimea, being re-designated I/JG 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 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.



An interestingly marked aircraft is 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.



Ernst Wilhelm Reinert with *Eichenlaub* which he received on 6 October 1942 as *Feldwebel* for 103 victories. He later received the *Schwerter* and had a total 174 victories, including seventy-one victories in the west, in over 700 missions.



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



Bf 109G-6, "Yellow 16," of III./JG 77. This unit had the nickname *Wanderzirkus Ubben* around the wolf's-emblem, thus recalling the various places where they had fought. Ubben was the *Gruppenkommandeur*. "Yellow 16" was flown by *Uffz* Lindemann.



Bäumel (left) relaxes with fellow pilots after a mission.



Bäumel demonstrating how Reinert shot down the Grumman Martlet.



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



Heinz Berg climbing out of his Bf 109G. On April 4, 1944, four fellow pilots had shot down four four-engine aircraft. The airfield was Mizil in Romania, the victims were attacking B-24s on a raid to Ploesti.



Unusual fuselage markings on Berg's aircraft, "Yellow 8." A dwarf with a lamp and a mattock and "Ick wer' Dir schon find'n!" (Berlin slang: "I'll find you for sure!").



Fleiger Heinz Berg sitting in the cockpit after his first victory on April 4, 1944 over Bucharest.



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



Right: Four pilots (second from right Berg) walk back to the command post after claiming four victories on April 4, 1944 at Mizil, Romania.



Bf 109G of 9./JG 77 with pilots. From left on the ground: Unknown, unknown, Uffz Meyer, Uffz Jürgen Post. On top from left: Unknown, Uffz Skreba, unknown, and Fw Birnbaum.



Bf 109G with unknown pilot of 9./JG 77. Under the cockpit left, the name *Blitzbiene* (lightning-bee), a bee and a lightning emblem. On the right side the modified emblem of III./JG 77.



Uffz Kasimir Botulinski points to III./JG 77 wolf's head emblem and the name *Trude* on his Bf 109G, "Yellow 4."



Heinz Berg (center) showing comrades how he made his victory using "international pilot's language." On the left side Lt Hauf.



Pilots of 9./JG 77 enjoying themselves on the hood of a Bf 109G. From left: Rolf "Ole" Lehmann, Botulinski, Birnbaum, a mechanic, and Uffz Jürgen Post.



Above and right: Bf 109G returning from a sortie. See "soft" surface of the Mizil-airfield.



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



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



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



This aircraft 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.



The first *Ritterkreuzträger* in the far North was *Ofw* Hugo Dahmer. His award was presented on 1 August 1941 for twenty-two victories. The two photos above show Dahmer's Bf 109E rudder.



Hugo Dahmer after his awarding of the *Ritterkreuz*.



Hugo Dahmer and *Oberleutnant* Horst Carganico, later *Staffelkapitän* of 6./JG 5, and then *Gruppenkommandeur* of II./JG 5 in front of Carganico's Bf 109E. Note the natural metal spinner.



From left: *Fw* Salwender, Carganico, and Dahmer. At this time, 1941, the most successful pilots in the unit. *Fw* Salwender had to bail out over Murmansk on 23rd April 1942 after bringing down his 25th victory, a Hurricane. He later died in a prison camp.



This aircraft was also flown by *Oblt* Horst Carganico in I./JG 77. Under the windscreen is an emblem showing a man peering across the English Channel through a telescope. This photo was taken at Neubrandenburg.



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



Above and right: Bf 109E, "Black 5," of I./JG 77 with mechanics.





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



Left: Even though Johannes Pilcher of III./JG 77 scored seventy-five victories, including sixteen four-engine bombers, one of his most remarkable achievements was to survive this crash after clipping a hedge when landing.



JG 77 Kommodore Johannes Steinhoff in Italy.



Above: A close-up of Klaus Bretschneider in the cockpit with his mechanic, *Obgr Schmidt*.

Inset: The name *Rauhbautz*; could be translated as "tough guy." The pilot's victory stick showed twenty-one of his eventual thirty-one kills.

Opposite: Another view of "Red 1," *Rauhbautz VII*, showing the extra cockpit armor and markings.



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 utilize 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 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 amalgamation 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* utilized 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 the ground-attack sorties were made over the Eastern Front. It was disbanded somewhere in Southern Germany in May 1945.

JAGDGESCHWADER 301

Having a Staff and I. *Gruppe* at Neuburg, 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 Fintserwalde 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 Wittsock 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.

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 Götzenhof 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 Völknerode near Brunswick until it was disbanded in May 1944.





Bretschneider is in the center 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.



Fw 190A-7 with FUG 217 at Rheine during February/March 1944. The aircraft also belonged to Bretschneider, and had the marking, "Yellow 1," N+ - of 6./JG 300.



This machine of 6./JG 300, "Yellow 1," was named *Gloria* and was flown by Fw Preiss.



An unusual view of a Fw 190 which shows well the pattern of the carefully applied spiral on its black-and-white spinner.



Fw 190A-8/R8 W Nr 682181, "Yellow 2", of II/JG 300 belonging to Fw Hubert Engst. Note red fuselage band and also yellow II. Gruppe bar.



Above and below: Two additional views of Engst's Fw 190A-8/R8.



Hubert Engst in front of his "Yellow 2."



Engst in the cockpit of his Fw 190.



Fw 190A-8/R8, *Moidl*, of Lt Graziadei belonged to 5./JG 300. Note wing mounted MK 108 (30mm).



"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 Helmann. Note the Mistel in the background.



Fw 190A-8/R8, "Red 8," *Pimpf*, of Mattäus Erhard, the *Rottenflieger* (wing man) of Bretschneider of 5./JG 300. Left: Erhard, right Ernst Schröder. Note that the MG 131 openings are covered.



Fw 190 A-8/R8, "Yellow 12," of *Uffz* Paul Lixfeld of 6./JG 300. It seems that cockpit armor was painted in RLM 02 grey, name on armor *Muschi*. *Uffz* Lixfeld in front of his aircraft.



Uffz Paul Lixfeld.



Above and right: Ernst Schröder's Fw 190 A-8, WNr 172733, "Red 19" of 5./JG 300.





Above: This Fw 190A-8/R8, "Black 8," was flown by *Ofw* Richter who is photographed here during a lull between bombing raids. Additional armor was fitted to the sides of an otherwise standard cockpit. This "Black 4" should not be confused with that flown by Viki Heimann.

Left: : Ernst Schröder in his "Red 19," whose inscription was evidently unfinished, as its exclamation mark was missing (see previous page).

Below: "Green 3" a Fw 190A-8 flown by *Fw* 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.





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



"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.



Obfr Gerhard Piel of III./JG 300 about to climb into the Fw 190A-8, "Red 5," in which he was to die twenty minutes later over Halle.



From the left: *Fw* Teubner, *Ofw* Gross and *Ofw* Benning. After winning the Iron Cross, Benning was awarded the *Ritterkreuz* after a total of twenty-eight victories including eighteen four-engine bombers and one Mosquito.



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



Pilots of I./JG 300 during Autumn 1944 at Eperstedt. In the center TO of I. Gruppe *Oblt* Anduck, right with cap is *Oblt* Seeler of 3. Staffel.



Oberfeldwebel Walter Loos with *Ritterkreuz*. He received this award on April 20, 1945 and had a total of thirty-eight victories including twenty-two four-engine bombers and another eight unconfirmed victories with only sixty-six missions.



Fw Wolfgang (Lumpi) Hundsdorfer of 2./JG 300 in his Bf 109G-10, "Red 10," showing his personal emblem at Borkheide in October 1944. He was killed on March 29, 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 cowling in different colors.



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.



This Bf 109G-14 AS, "White 5," of 1./JG 300 was photographed at Borkheide near Berlin in January 1945. From the left are: *Ogfr* Weilberg, *Obfw* Fenten and an unknown mechanic.



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



"Yellow 12," a Fw 190A-8/R8 of JG 300 shown here possibly in Lixfeld.



"Yellow 9" a Fw 190A-8 of 6./JG 300 flown by Fw Hannes Theiss. Theiss shot down ten planes in this aircraft including five four-engine bombers.



Uffz Bastek of 5.(Sturm)/JG 300 near his Fw 190A-8, WNr 682837, "Red 11."



Major Friedrich Karl Müller. Nickname Nasenmüller (nose-Müller). With thirty confirmed and three unconfirmed victories he was the most successful single-engined aircraft night fighter pilot. He was TO at JG 300 and later went to I/NJG 10.



Mechanic Knott adding the twentieth victory marking to Müller's Fw 190A-6 in 1944. In the background is Müller's Bf 109G-10 which was fitted with MG 151/20s.



Müller's Fw 190A-6, "Green 3," having an engine run-up prior to takeoff.



Müller's Bf 109 fighter, "White 12."



Fw 190A-6, "Green 3," with Müller in the cockpit, Knott and Schwedtfeger are helping with harness. Just visible is the shroud over the exhaust to avoid glare at night.



Left: Fw 190A-6, "Green 3," in a hangar at Werneuchen. Shape of cabin hood could be a hint that this was a Fw 190 with FUG 350 Nazis in the cabin. The rudder shows a minimum of ten victories.



Left and below: Müller climbing into his Fw 190.

Bottom: Another Müller NJG II, aircraft this time a Fw 190A-6, WNr 55453, "Green 3," with sixteen victory markings on its rudder.





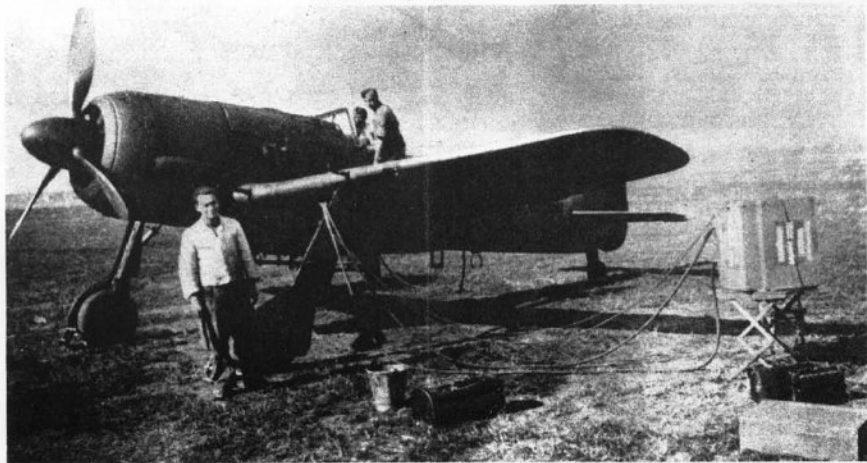
★ ABOVE: On her last mission, Lancaster bomber Z for Zero survived fire from three night fighters on its way to Hanover . . .

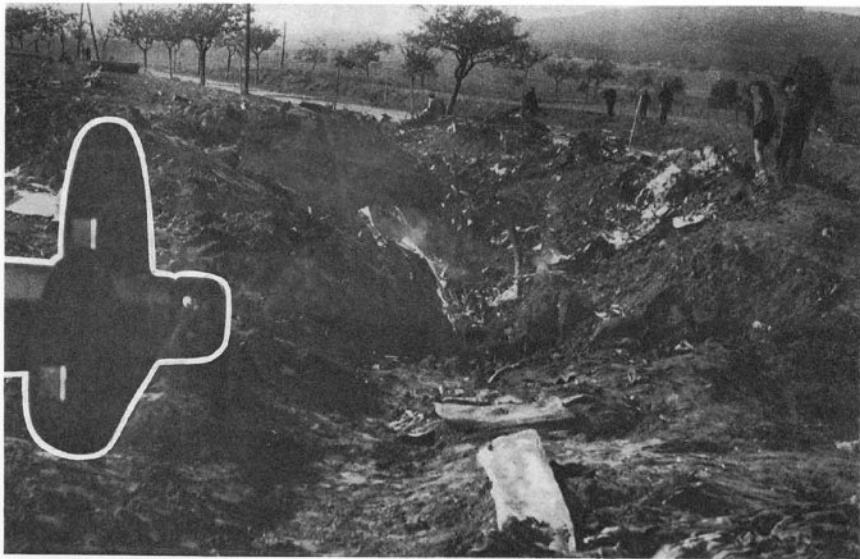
POST SPECIAL:

As told by GEOFFREY TAYLOR

★ BELOW: The Focke-Wulf fighter, piloted by Felix Mueller, which shot down Taylor's bomber. Mueller was the top single-engine ace among German night-fighters.

" I was





* ABOVE: The crater where "Z for Zero" crashed in flames, on the outskirts of the German village of Hameln. Geoff was the last to bail out.

victim No. 19..."

* THIRTY-ONE years ago is a long time to remember back but former RAAF pilot Geoff Taylor doesn't have any trouble recalling October 18, 1943.

That was the night he took his Lancaster bomber off the runway of an air force base in England and headed with his load of bombs for Hanover in Germany.

On the way to the target area German night fighters attacked him three times. They shot out the Lancaster's rear turret, the oxygen system and most of the instrument panel.

Taylor shook off each fighter attack by the use of violent evasive action, and he was able to fly his crippled aircraft on to Hanover.

After dropping his bombs on the old city, which was an important focal point in Germany's transport system, he turned the Lancaster for home.

Almost immediately another night fighter attacked and for the next eight minutes Taylor and his crew went through their own particular hell.

Taylor threw the big bomber all over the sky in a violent "corkscrew" evading action in his ef-

Thirty-one years after his bomber was shot down over Hanover by a night fighter ace, the ex-RAAF pilot searched Germany for his conqueror; the odds against finding him were astronomical, but the Australian found his man. Their meeting provided this amazing story!

forts to escape the German fighter that kept coming in from the sides and below.

The Lancaster's port engines quit, then the inner starboard engine caught fire and finally the twin rudders were put out of action. The bomber fell earthwards, and the fighter followed it down.

A final fatal burst of cannon into the Lancaster was expected but nothing happened and the seven men in the doomed plane had time to bail out.

The bomber crashed in a field on the outskirts of Aernzen, a small

farming village near Hameln.

It was only on his return to that particular field this year that Taylor realized just how close the people of Aernzen were to utter catastrophe.

When it smashed into the ground the flaming Lancaster still carried 4000 litres of fuel and 500 lb. of fire bombs. Because of a technical fault, the five bombs had not been released over Hanover.

With the rest of his crew Geoff Taylor spent the remainder of the war as a POW in Germany, but for over 30 years Geoff wondered why the German pilot did not

complete the "kill" when he had the chance.

He knows now. And also knows the name of the man who shot him down.

Taylor was a Flight-Sgt. and 22 years old when the Lancaster he was in charge of was shot down. The man who shot him down was the German night fighter ace, Friedrich-Karl (Felix) Mueller.

Mueller had already accounted for 18 British bombers before he downed the Lancaster. When the war ended he was a major, with 30 Allied bombers to his credit and a string of decorations including the Iron Cross and two of his country's highest awards, the Knight's Cross and the Deutsches Kreuz in Gold.

One night he shot down three bombers! On another occasion, his 33rd birthday, he celebrated by downing two more British planes during the night.

In April this year Taylor and Mueller met again. They dined together in Mannheim, the home town of the former fighter ace, and recalled their last meeting.

Mueller said, "Your job was to drop bombs, mine was to shoot you down. We both did as we were told."

"I tried to finish you off but when I pressed the firing button continued overleaf



* ABOVE: This picture of the exploding Lancaster was taken from about 40 yards away by a special camera in Mueller's fighter.



* ABOVE: Taylor (top right) with five members of his air crew at their home base in England. All men survived the air battle, and all are still living.

continued
nothing happened. I was out of ammunition.

Finding the answer to why he and his crew had survived the loss of their Lancaster was only one of the memory-stirring events of Taylor's trip to Germany.

He and his former foe visited the farm on which the bomber crashed. They found some remains of the wreckage still there.

They also met the keeper of Castle Schwobber, the man who took Taylor into custody, and the former policeman who handed him over to the German Army.

And they met Karl-Heinz Wohl, a local historian whose research into the sky battle of 1943 was responsible for the ultimate meeting of the two airmen 31 years later.

When Taylor and Mueller visited Castle Schwobber they were greeted with the local fire brigade band which played "Old Comrades" in their honor. Sigrid Meyer, wife of the castle owner, presented Taylor with a chocolate cake in the shape of a flying boot.



★ ABOVE: Mueller (left) meets Geoff Taylor (right) and Taylor's former rear gunner Cecil Smith, of Canada.

The gesture was appropriate enough. When he arrived at the castle after being shot down he was wearing only one flying boot. The other was lost when he bailed out.

Geoff, a Melbourne advertising executive and well-known author, wrote the best seller "Piece of Cake", and 16 other books. He is currently working on another book.

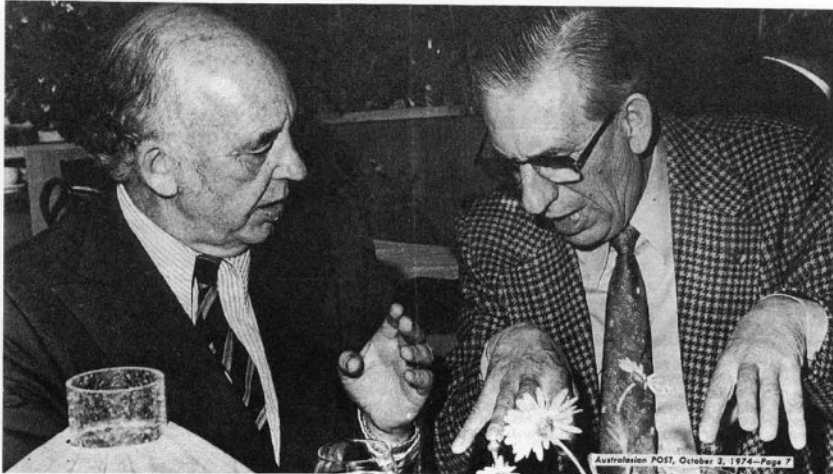
It is about that night in October, 1943.



★ ABOVE: Geoff Taylor as a young flight sergeant. He was 23 when shot down. ABOVE RIGHT: His victorious adversary, Felix Mueller, who brought down 30 Allied planes in night battles.



★ BELOW: Over dinner, and 31 years after their life-and-death combat, Mueller tells Taylor: "I tried to finish you off, but I was out of ammunition."



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Two views of "Yellow 12" a 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.



Walter Loos, sitting on Fw 190A, "Blue 13." This famous aircraft belonged to Major Walter Dahl, Kommodore of JG 300.



The four photos on this page are of Fw 190A-8, "Yellow 14," with Walter Loos formerly of IV/JG 3. He later joined JG 301.



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





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 his bike! 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.



Above: A Bf 109G-10 of *I./JG 300* in the autumn of 1944. Note the red tail band.



Fw 190A-8 of *JG 301*.



Refuelling a Bf 109G-6/U2, "White 2," of *I./JG 300* at Bad Wörishofen during the summer of 1944.



Right: "Clear" canopy of "White 2."

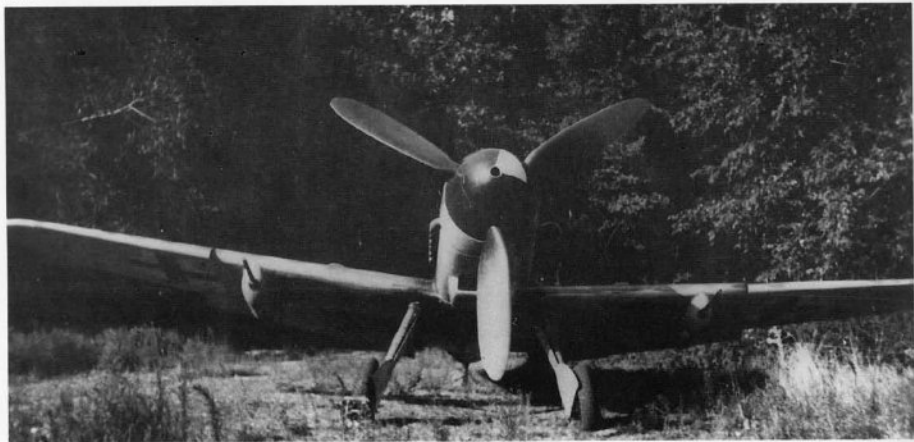


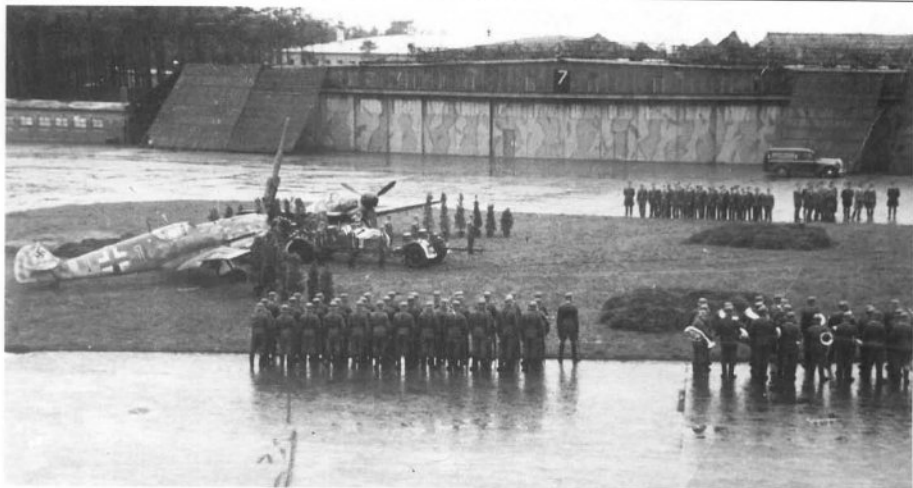
Crashed Bf 109G-10 of JG 300 near Borkheide during January 1945.

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



Maj Walter Dahl on the occasion of his 75th victory in autumn of 1944. As *Kommodore* of JG 300, he had a total of 128 victories, including thirty-six four-engine bombers, and was reputedly the most successful German pilot against P-51 Mustangs.





Establishing ceremony of III./JG 301 during November 1943 at Oldenburg. Bf 109E on the left, "Red 1," displays a red III. Gruppe bar and a yellow fuselage band. It is not clear if this aircraft was used in action. Note the camouflaged hangar in the background.



Fw 190A-8s of II./JG 300 with "White 7" in the foreground.



Fw 190A-8 of II./JG 300, in the foreground, "White 5." Note also "White 18" and "White 15." Pilots of JG 300 are looking after a landing Fw 190. Pilot standing on the left could be *Mattäus Erhard*.



Pilots and mechanic of JG 300 sit near their aircraft. Note also the line up of aircraft at the other end of the airfield.



Mechanic of 5./JG 300 sit near one of their unit's Fw 190s.



A Fw 190A-8 without MG 131 armament showing an emblem utilized by 8./JG 300. The only identifiable person is the pilot *Daniels*, who is second from the right.



Fw 190A-8 of JG 300 with MK 108. In front of the aircraft from the left: *Rusack*, *Basteck*, *Koch*, and *Richter*.



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



The pilot seen here may be *Ofw* Richter of JG 300. Note the simplified black swastika on the aircraft at right.



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



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



Propeller exchange on a Fw 190 of JG 300.



Fw 190A-8 of JG 300 on airfield. In the foreground left, "Yellow 8," of II. Gruppe apparently with red-white-red fuselage tail band.



A Schwarm of Fw 190s of II./JG 300 just before take-off. "White 1" was probably flown by the *Staffelkapitän* of 4./JG 300.



Fw 190A-8. of JG 300 on airfield.





Fw 190A-8 of JG 300 with MK 108 armament. Note stenciling on the aircraft and on the auxiliary tank, "keine Bombe."



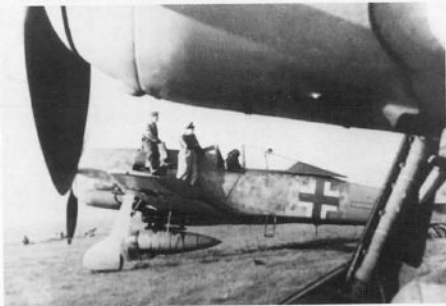
Fw 190A-8 showing MG 151, camera, and MK 108 at the wing front.



Above: 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.

Left: Two Fw 190A-8/R8s of IL/JG 300, "Yellow 4" having a yellow Defense of the Reich rear fuselage band. The Fw 190 was the principle fighter used by the *Wilde Sau* units.

Below: Two Fw 190s of IL/JG 300 clearly showing the blue-white-blue rear fuselage bands on "Yellow 2." The machine on the left displays a plain black outline-type fuselage cross.





Left and below: This Fw 190D-9 was used by the staff of JG 301 and had a yellow lower cowling, plus an oversprayed swastika. Note the ETC bomb racks used for ground-attack operations in the closing weeks of the war.



Fw 190 A-8, "Yellow 8" of IL/JG 300.



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.



Above: Wreckage of "Black 13."

Left and opposite: "White 10," An Me 163B-1 of 1./JG 400 photographed at Wittmundhof/Oranienburg during June 1944. Note the absence of any *Werknummer* on this and the machine at top.

Chapter 5

JAGDGESCHWADER 400

At the end of January 1944, I./JG 400 was formed at Bad Zwischenahn, using a nucleus of 20./JG 1 and elements of *Erprobungskommando 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.



APPENDIX I

CAMOUFLAGE AND COLOR SCHEMES



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.



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 snakeskin 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 matte appearance. In some rare instances a high gloss finish was used in an attempt to increase the top speed of the aircraft concerned.

Also in Russia there were some non-standard unit-mixed colors such as olive-green and light-tan. Color photographs also suggest that a brown tone slightly lighter than RLM 81 was also in limited use towards the end of the war. An even more startling upper surface color was the purple shade used on Bf 109s of JG 52, 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 evidenced by extremely clean paintwork and fresh stenciling unmarred by operational use.

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 01 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>Funkelgrau</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)	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 use with 82.
82	<i>Dunkelgrün</i>	dark grey	A late camouflage color used with 81.
83	<i>Hellgrün</i>	light green	A late camouflage color used with 81.

THE MARKINGS COLORS

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

DEFENSE 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 Defense 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 900mm. In the following list, the colors 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.

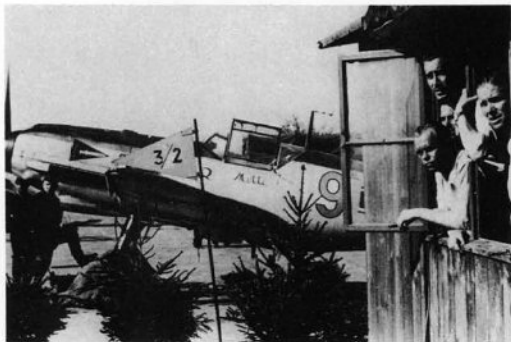
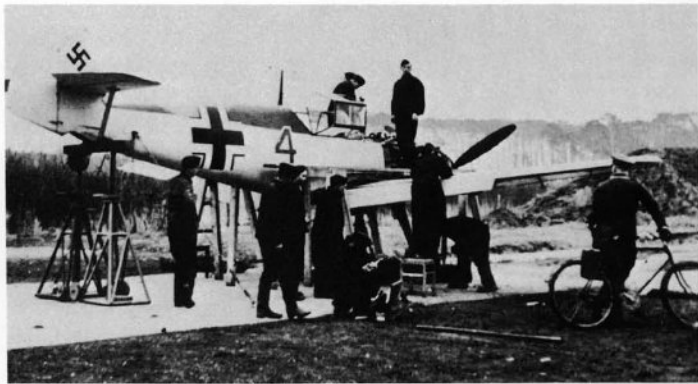
The glossy appearance of this 70/71/65-camouflaged Bf 109E of JG 52 photographed in October 1939 was more likely the result of a recent rain shower than any special attempt to polish it. "Red 1" was flown by Lt Berthel.



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.





Above: "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 is Rudi Pflanz, who was to claim fifty-two victories. Below: Personnel of 6./JG 26 in front of two of their machines, "Yellow 4," WNr 1943, and WNr 1937. Again, the color combination was 71/02/65, but with pre-war style national markings.





Above: 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 01 and dark green 71. Below: "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. This photograph 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.

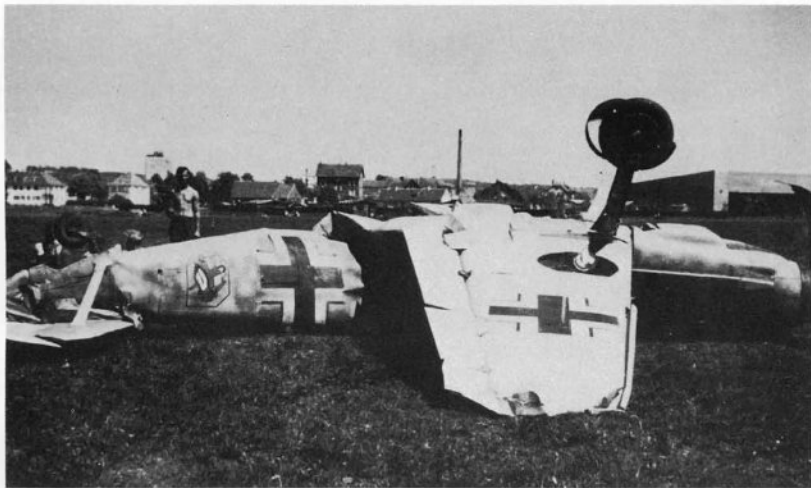


Bf 109Es of I./JG 52 taking off from Calais during the Battle of Britain. The white campaign markings on the wings and tail assemblies of these fighters were very conspicuous. The two nearest aircraft probably had 70/71 upper surfaces with the furthest machine most likely a mixture of greys.

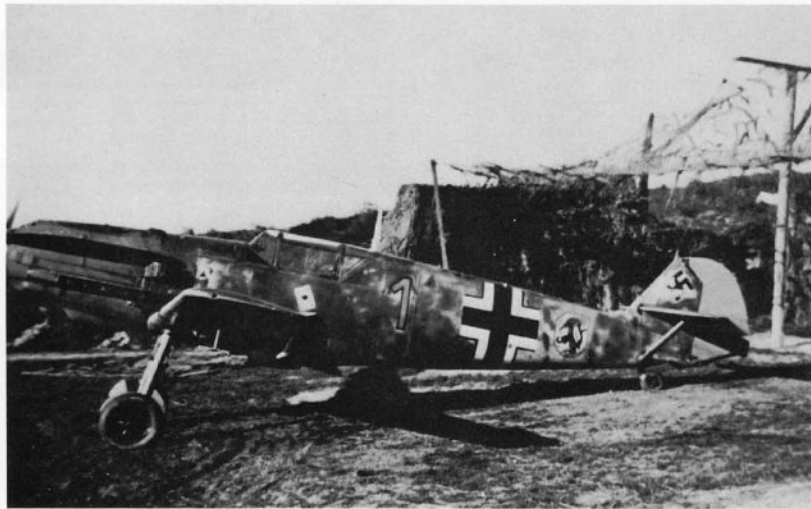


A special aircraft in JG 26 was this grey-camouflaged Bf 109F-2, WNr 6714, tested by Adolf Galland, which showed sixty victories on its yellow rudder. It has a number of interesting features including a completely yellow spinner and nose, and at one time a telescopic sight for long-range identification of Allied aircraft.



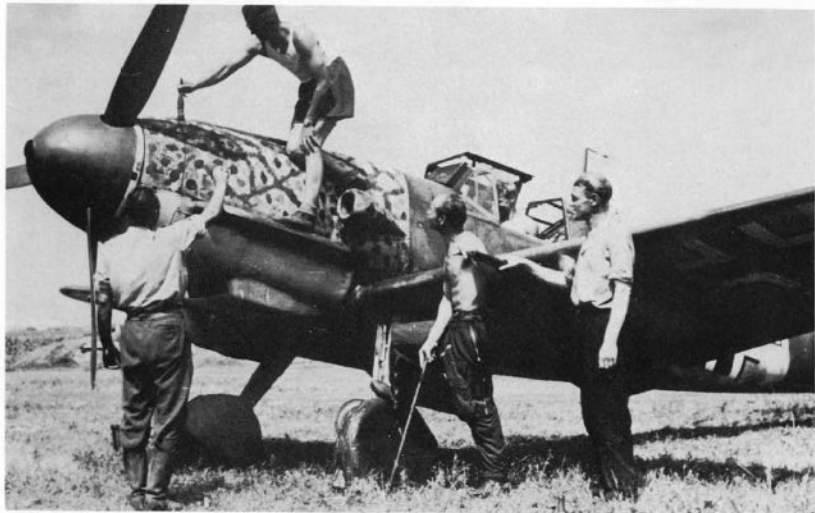


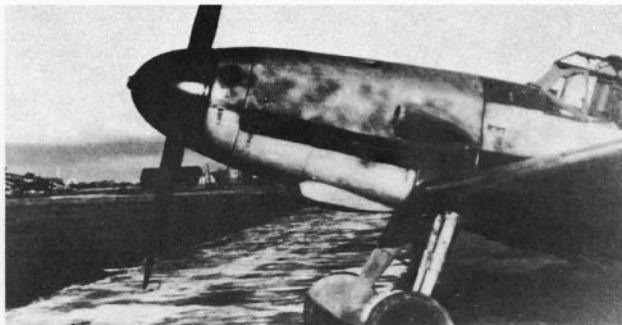
These two photographs show the mottle style of camouflage in use on Bf 109Es of JG 51 during 1940. The upper machine, bearing the unit's characteristic bird and umbrella emblem, was seriously damaged in this crash-landing. *Uffz* Seidl was the pilot. In the lower photograph is "Yellow 1," the mount of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



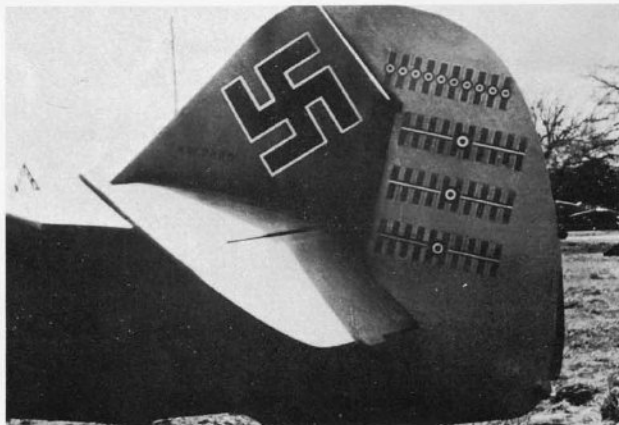


Above: This was the Bf 109E of *Hpt* Günther Scholz, *Kommandeur* of III./JG 5. The dark-toned upper surfaces carried the third *Gruppe* badge and a personal emblem showing the rear view of a small girl in brief underwear. Below: *Hpt* Helmut Benemann, the pilot of this JG 52 Bf 109F, seen putting into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





Above: For greater convenience when engine cowlings required recamoouflaging, 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-Druacat 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*. Below: 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.





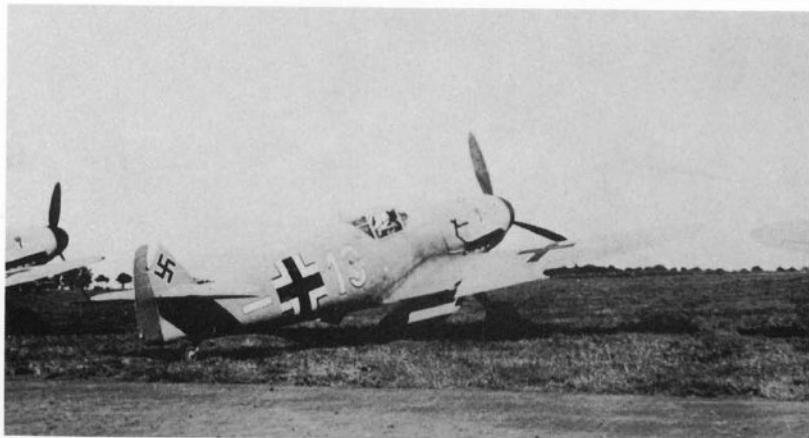
Above: Newly delivered Fw 190A-4s of an unknown Geschwader on the Western Front. Each showed relatively light colored fuselage sides and the 71/02/65 color scheme which was not especially common on Fw 190s. Below: Another Fw 190 in the same color scheme was "Yellow 11," WNr 1199, of 6./JG 2, which carried the black and white eagle marking of III./JG 2 in the exhaust area.





Above: 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 shows twenty victory bars on its rudder. Behind it was a 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*. Below: 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.





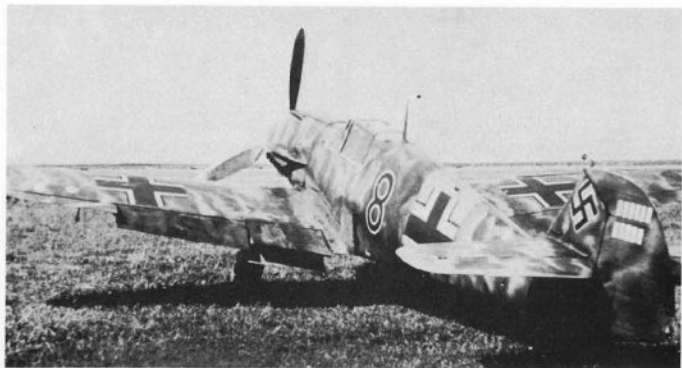
Above: This Bf 109F, "White 13" of 4./JG 27, like the aircraft on each side of it, had considerably faded paintwork, almost certainly tan 79 upper surfaces over 78 sky blue. Continuous desert operations produced an effect on aircraft finishes not unlike the effect of energetically applied sandpaper. Below: 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.





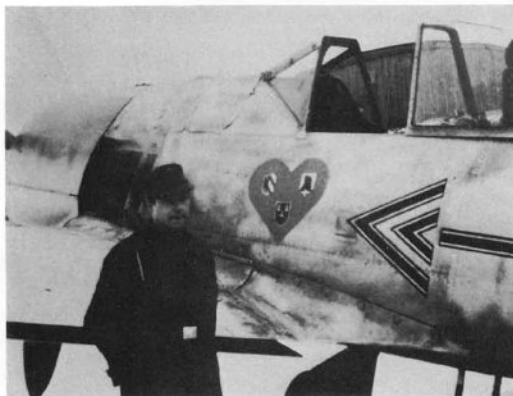
Above: Werner Schroer's former Bf 109G amidst an assortment of other abandoned German and Italian aircraft at Castel Benito in January 1943. Left: Schroer also flew another aircraft with similar markings in black. The letter "A" indicated the machine of the *Adjutant*. Below: A Bf 109G-2 believed to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





Above: Fritz Tegtmeier's "Black 8," showing a special unit-applied camouflage scheme in unknown colors and eleven 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. Below: A fascinating variety of emblems was carried on "White 7," the Bf 109G-2 of Friedrich Rupp 7./JG 54. The aircraft appears to have the usual three-color upper surface combination used on JG 54's fighter at this time.





Above: 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. Below: 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.



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 machine behind it, probably also flown by Rall, was painted "Black 3" as well but also bears a chevron marking.



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 also have been repeated on the nosering.

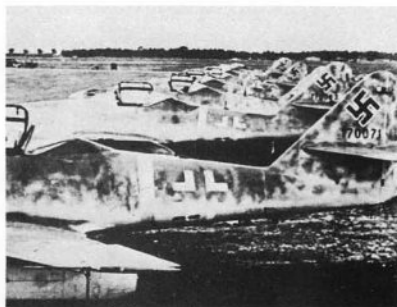




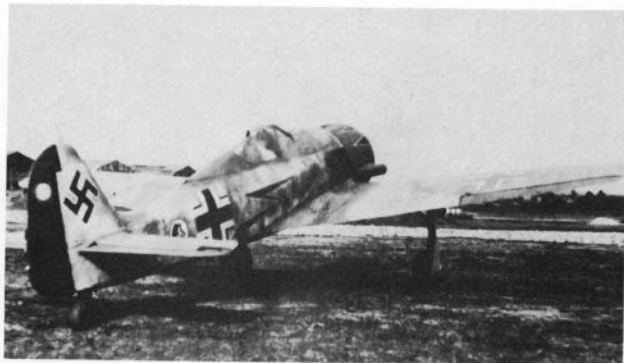
Left: Fw Stöber with a Bf 109G of 7./JG 54 bearing the fling clog unit emblem and clearly identifiable three-color upper surface camouflage believed to have been medium green, dark olive green and light tan. Right: Two mechanics with *Kommodore* Hannes Trautloft's Bf 109F. On its green heart emblem were the three *Gruppen* 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 photograph of Fritz Tegtmeier's Bf 109F, "Black 8," of 2./JG 54 after severe flak damage to the empennage. Of interest are the twenty-four black victory markings, and the freak hole in the exact center of the swastika. Right: Me 262s of *Eprobungskommando* 262, probably at Lechfeld in July 1944. The second aircraft was "Yellow 3," WNr 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. At right Graf is talking to *Hpt* von Ebersbach with the Fw 190's yellow and red rudder visible on the left. The photograph below shows a ceremony for the swearing in of Spanish soldiers of the Blue Division on 7 September 1943 in front of the hangars of the Bloch factory at Toulouse-Blagnac.





Above: On 30 March 1945, Messerschmitt test pilot Hans Fay surrendered this prize Me 262, WNr 111711, to the USAAF, making it the first intact German jet to fall into Allied hands.

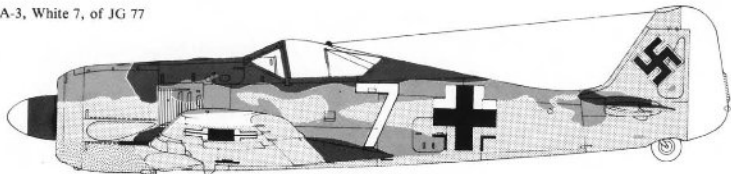
Towards the end of the war, production difficulties resulted in many aircraft being flown with only part-finished paintwork. Left: Uffz Karl Müller with a Bf 109G-10 of II./JG 77 which, by rights, should have been painted with the designated green and white rear fuselage band, not green only. Below: "White 23," WNr 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 1 July 1944, when three new green shades were introduced.



AIRCRAFT IN DETAIL

Drawings by R. Sandow

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

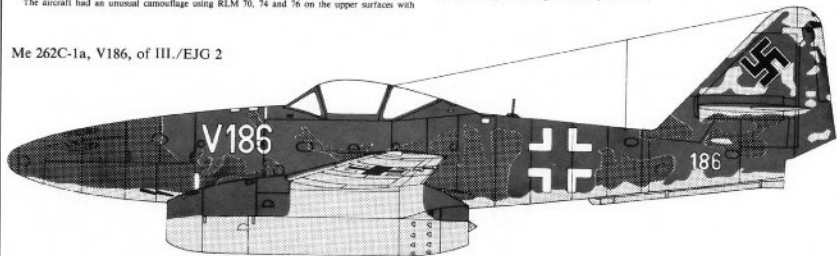


This was the personal aircraft of *Ofw* Kurt Dombacher when he was flying in Norway with JG 77. Dombacher later joined JG 51 and finished with a total of 68 confirmed and a further 39 unconfirmed victories.

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

76 below. The wingsip undersurfaces and rudder were painted white with the lower engine cowling in 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

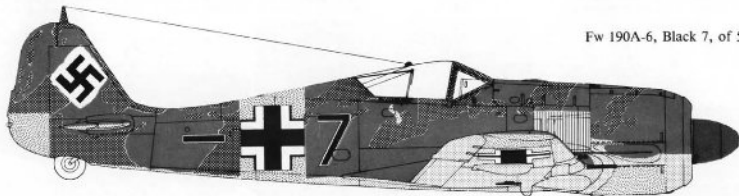


Only a few flights were made with this aircraft, which was also known as *Heimatschützer I*. It used an additional Walter 509A-2 rocket motor for increasing the rate of climb. The well-known *Maj* Heinz Bar, commander of III./EJG 2, claimed at least one of his 220 victories with this aircraft.

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.

Drawings by R. Sandow

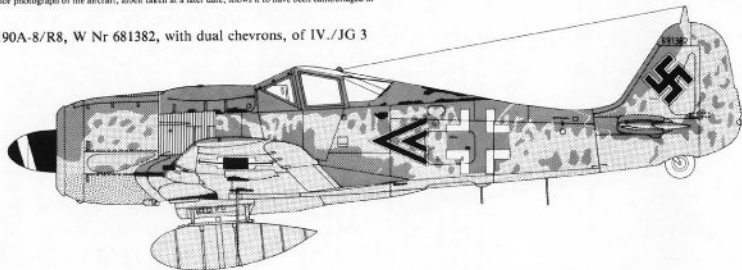
Fw 190A-6, Black 7, of 5./JG 54



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

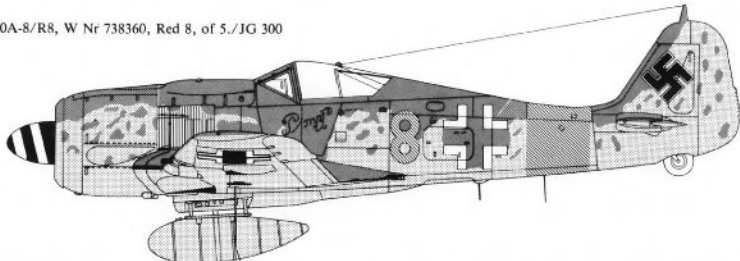


The pilot of this aircraft was the *Gruppenkommandeur* of IV./JG 3, *Hpt* Wilhelm Moritz, a pilot with 44 victories in over 500 missions. Camouflaged in the standard grey scheme, its swastika and chevrons were in black with white borders, the spinner having a black and white spiral. The lower engine cowling was 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 *Rüstsatz* 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.

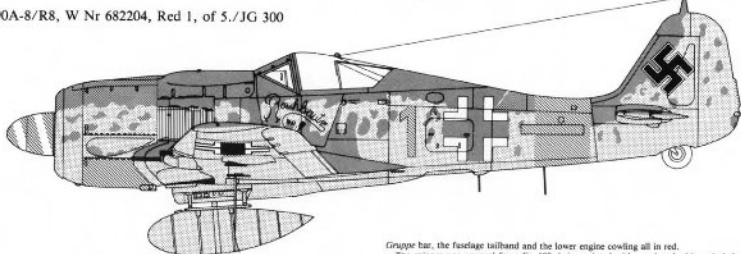
Fw 190A-8/R8, W Nr 738360, Red 8, of 5./JG 300



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

The Fw 190 had the usual grey camouflage scheme with the number 8, the fuselage tailband and the nickname *Pompey* 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



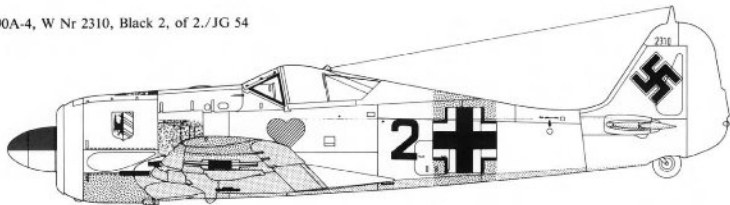
This colorful aircraft belonged to Staffkapitän Klaus Bretschneider, an ace with 31 victories recorded during home defence duties. He was shot down and killed on 24th December 1944 over the Knüll mountains in Central Germany. The fighter carried a standard grey camouflage scheme — perhaps with elements 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, cover 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 *Rauhbauer 1/1* (tough guy) in yellow, with other details and shading in black.

Drawings by R. Sandow

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

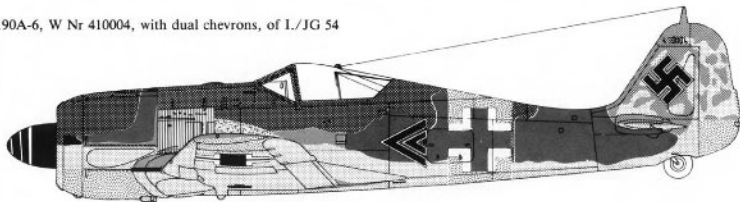


The pilot of this machine of 2./JG 54 could not be positively identified, as the aircraft was damaged during a belly landing prior to being captured by the Soviets at an airfield in Russia. It carried washable white winter camouflage and was equipped with the cooling flaps of the A-5 model.

The appearance was very dirty as was the white in the fuselage crosses. The green heart emblem had

no border while 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

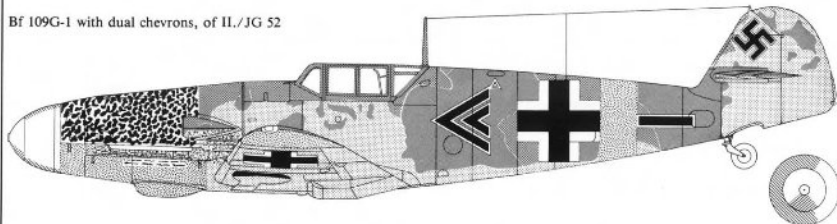


In this aircraft *Hptm* Walter Nowotny, *Gruppenkommandeur* of 1./JG 54, scored his 250th victory on 14th October 1943. At the time he was the leading *Luftwaffe* fighter ace. Although information on this machine has been published several times, invariably there have been serious errors. Over its original 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 or 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

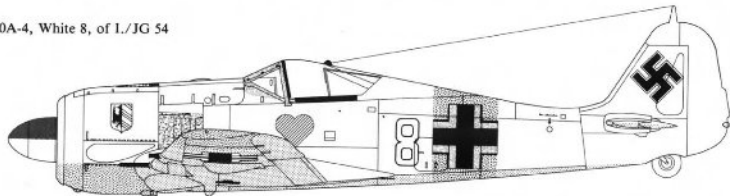


This interesting aircraft was regularly flown by Johannes (Mäcki) Steinhoff, who at the time was Gruppenkommandeur of II./JG 52. By the time his career was terminated by a serious crash whilst with JV 44, he had recorded a total of 176 victories.

His mount carried a grey camouflage scheme, except for the upper cowling 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 cowling 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 21 and white, as shown in the accompanying detail drawing.

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



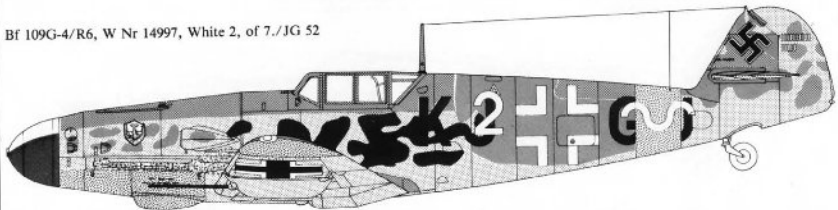
In this aircraft, the renowned Walter Nowotny scored I./JG 54's 300th victory at Gatschina, Russia, in November 1942. Carrying washable white winter camouflage, it also had the cooling flaps of an A-5 model. The number, white 8, had a thin black border but the green heart emblem was plain. The emblem of I./JG 54 was carried on the cowling 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 cowling 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.

Drawings by R. Sandow

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

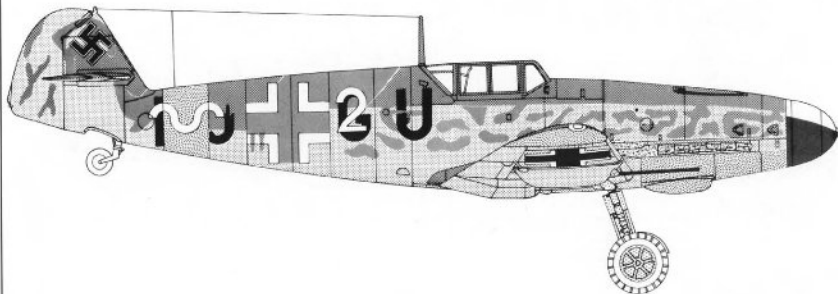


This Messerschmitt was one of several flown by the famous Erich Hartmann. Whilst Hartmann was on leave, *Uffz* Herbert Meißler crash-landed in it behind Russian lines and was taken prisoner.

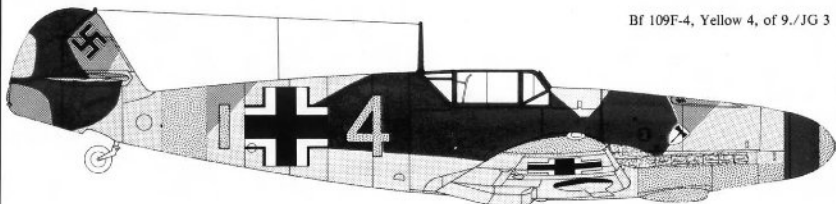
It had standard grey camouflage and still bore the radio call-sign KJ-GU in black on both sides. The spinner had a quarter segment in white, the remainder being black-green 70 with a soft-sprayed color division.

The fuselage band, lower engine cowling 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 cowling carried the emblem of I./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.



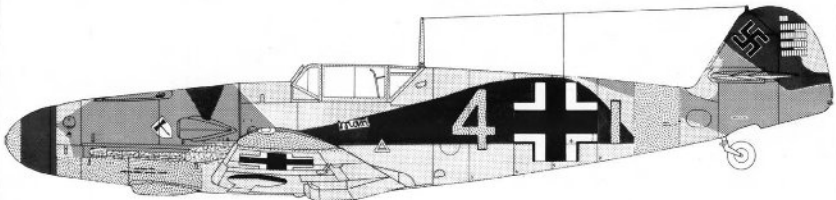
Bf 109F-4, Yellow 4, of 9./JG 3



This striking aircraft was used by Eberhard von Boremski 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.

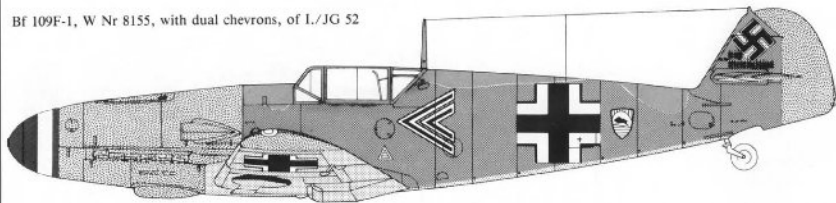
The machine had a most unusual three-color upper surface camouflage consisting of black-green 70

(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 *Musi* was painted on the port side of the cockpit in white.



Drawings by R. Sandow

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



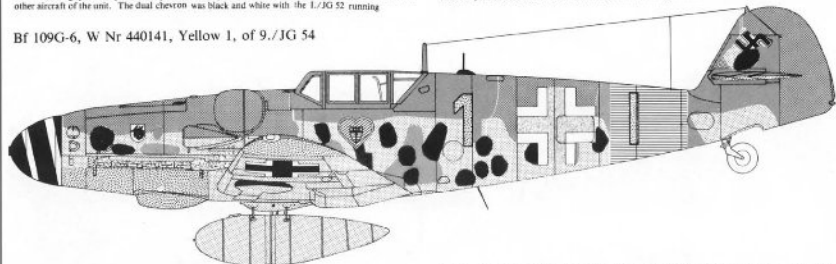
The pilot of this aircraft was the *Gruppenkommandeur* of I./JG 52, *Obst* Karl-Heinz Leesmann. He had a total of 37 victories before he was shot down on 25th July 1943 over the North Sea, after attacking American bombers whilst commanding III./JG 1.

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

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.

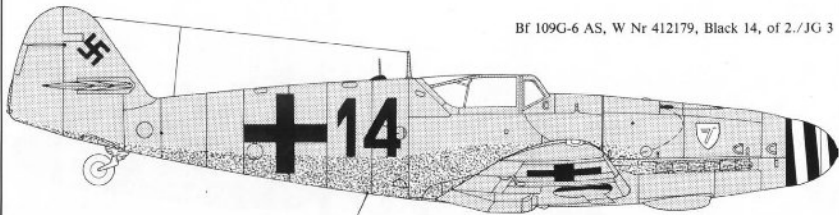
Bf 109G-6, W Nr 440141, Yellow 1, of 9./JG 54



This Bf 109G-6 was flown during home defence duties by the unit's *Staffelführer*, *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



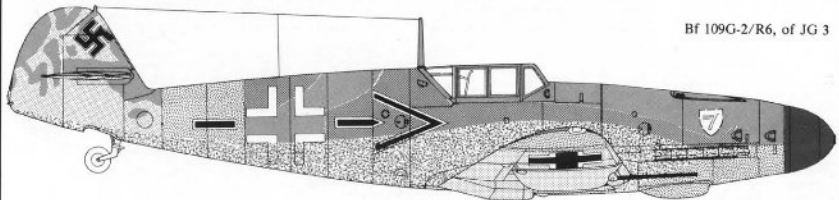
Fw Hoest Petschler flew this very unusual Messerschmitt in 2./JG 3, although he normally operated with JG 51. He had a total of 26 victories including four American aircraft. On 30th May 1944 his friend *Fw* Otto Bissow was shot down and killed in this aircraft.

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 *Obst* Bobatsch when the unit's *Fw* 190s required extra protection.

Bf 109G-2/R6, of JG 3



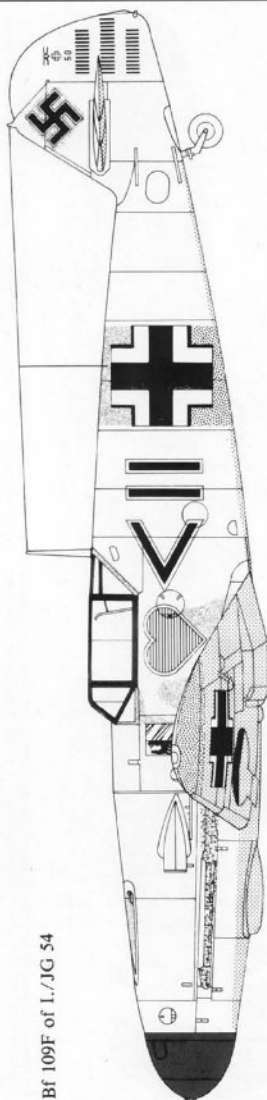
This machine was used by *Hpt* Wolf-Dietrich Wücke, *Kommodore* of JG 3. By the end of 1942, this pilot had amassed over 100 victories in the Stalingrad area. With a final tally of 162, including 25 in the West, he was one of the most successful fighter pilots of WW 2.

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 Wücke used two aircraft almost identical in appearance except that the other had no underwing gondolas. (Please refer to Page 50 of Vol 1.)

Drawings by R. Sandow

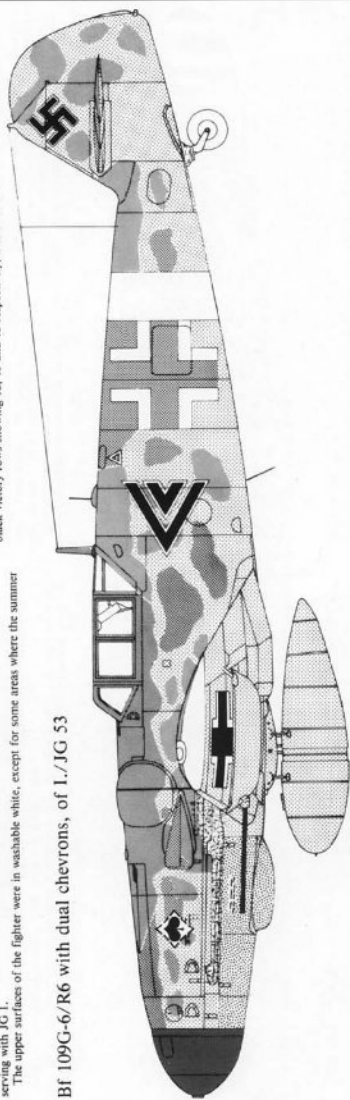


Bf 109F of I./JG 54

This Bf 109F was flown on many missions by the redoubtable *Hptl* 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 recorded only the four pluck to do so. After achieving 206 victories he was killed on 8th October 1943 whilst serving with I./JG 54.

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 of the cowling painted with black-green 70. Under the 70-cowling cockpit frame were the I./JG 54 and green horizontal chevrons 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.



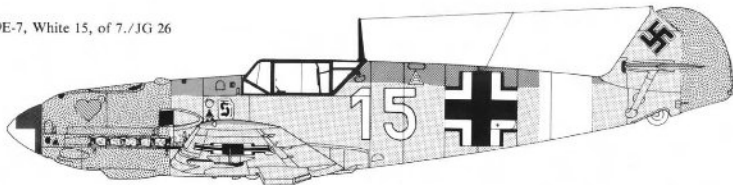
Bf 109G-6/R6 with dual chevrons, of I./JG 53

The pilot of this aircraft was *Hptl* 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-engine bombers. He was killed in an accident on 17th February 1945 near Berlin.

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 cowling 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 fitted from the start of the war. The lower surfaces of the wings, the aircraft had previously carried the radio call-sign B.F.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 reconouflaged 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 cowling and rudder were yellow with the tail band in white. The number 15 was also in white with a thin black border while the spinner was black-green 70 and white with a white tip.

The 7./JG 26 emblem was painted on the cowling 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 *Staffelkapitan*, 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 checkered 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.

APPENDIX III

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 authorization. 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 (RK - Ritterkreuz; EL - Eichenlaub; S - Schwerter; Br - Brillanten). 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
Maj Erich Hartmann	I./JG 52	352		RK-Br
Obstlt Gerhard Barkhorn	JV 44	301		RK-S
Maj Günther Rall	JG 300	275		RK-S
Oblt Otto Kittel	2./JG 54	267		RK-S
Maj Walter Nowotny	Kdo Nowotny	258+22	2	RK-Br
Maj Wilhelm Batz	II./JG 52	237	2	RK-EL
Maj Erich Rudorffer	II./JG 7	224	11	RK-EL
Obstlt Heinz Bär	JV 44	221	21	RK-S
Obst Hermann Graf	JG-52	212	6	RK-Br
Maj Theodor Weissenberger	JG 7	208	7	RK-EL
Obstlt Hans Philipp	JG 1	206	1	RK-S
Oblt Walter Schuck	3./JG 7	206+30	min. 4	RK-EL
Maj Heinrich Ehrler	JG 7	208	7	RK-EL
Oblt Anton Hafner	8./JG 51	204	2	RK-EL
Hpt Helmut Lipfert	I./JG 53	203	2	RK-EL
Hpt Walter Krupinski	JV 44	197	1	RK-EL
Maj Anton Hackl	JG 11	192+24	34	RK-S
Hpt Joachim Brendel	III./JG 51	189		RK-EL 90 + Stormoviks
Hpt Max Stotz	5./JG 54	189		RK-EL
Hpt Joachim Kirschner	IV./JG 27	188	2	RK-EL
Hpt Kurt Brändle	II./JG 3	180		RK-EL
Oblt Günther Josten	IV./JG 51	178	1	RK-EL 60 + Stormoviks
Obst Johannes Steinhoff	JV 44	178	4	RK-S
Oblt Ernst-Wilhelm Reinert	IV./JG 27	174	2	RK-EL
Hpt Günther Schack	IV./JG 3	174		RK-EL
Hpt Emil Lang	II./JG 26	173		RK-EL
Hpt Heinz Schmidt	6./JG 52	173		RK-EL
Maj Horst Ademeit	I./JG 54	166		RK-EL
Obst Wolf-Dietrich Wilcke	JG 3	162	4	RK-S
Hpt Hans-Joachim Marseille	3./JG 27	158		RK-Br
Hpt Heinrich Sturm	4./JG 52	158		RK
Oblt Gerhard Thyben	7./JG 54	157		RK-EL
Oblt Hans Beisswenger	6./JG 54	152		RK-EL
Lt Peter Düttmann	5./JG 52	152+42		RK
Gen Maj Gordon Gollob	JG 77	150		RK-Br
Lt Fritz Tegtmeier	JG 7	146		RK
Oblt Albin Wolf	6./JG 54	144		RK-EL
Lt Kurt Tanzer	JG 3	143	4	RK
Obstlt Karl Müller	JG 3	140	17	RK-EL
Lt Karl Gratz	III./JG 52	138	3	RK

Maj Heinrich Setz	I./JG 27	138		RK-EL	
Hpt Rudolf Trenkel	2./JG 52	138	1	RK	
Hpt Franz Schall	10./JG 7	133	16*	RK	*in Me 262
Oblt Walter Wolfmum	1./JG 52	137+40		RK	
Obst Adolf Dickfeld	II./JG 11	132	12	RK-EL	
Hpt Horst-G von Fassong	III./JG 11	136	4	RK	
Oblt Otto Fönnekold	II./JG 52	136		RK	
Hpt Karl-Heinz Weber	II./JG 1	136		RK-EL	
Joachim Mücheburg	JG 77	135		RK-S	
Oblt Hans Waldmann	3./JG 7	134	2*	RK-EL	*in Me 262
Hpt Alfred Grislawski	III./JG 53	133	18	RK-EL	
Maj Johannes Wiese	JG 77	133+75		RK-EL	
Maj Adolf Borchers	III./JG 52	132		RK	
Maj Erwin Clausen	I./JG 11	132	11	RK-EL	
Hpt Wilhelm Lemke	II./JG 3	131	3	RK-EL	
Obst Herbert Ihlefeld	JG 1	132	15	RK-S	
Oblt Heinrich Sterr	II./JG 54	129		RK	
Maj Franz Eisenach	I./JG 54	129		RK	
Obst Walter Dahl	JG 300	129	30	RK-EL	
Hpt Franz Dörr	III./JG 5	128		RK	
Lt Rudi Rademacher	II./JG 7	126	10	RK	
Oblt Josef Zwernemann	I./JG 11	126		RK-EL	
Lt Gerhard Hoffmann	4./JG 52	130		RK	
Obst Dietrich Hrabak	JG 54	125		RK-EL	
Obst Walter Oesau	JG 1	127	14	RK-S	
Oblt Wolf Ettel	8./JG 27	124	2	RK-EL	
Hpt Wolfgang Tonne	3./JG 53	122		RK-EL	
Fj-Ofw Heinz Marquardt	IV./51	121+16		RK	
Hpt Robert Weiss	III./JG 54	121		RK-EL	
Oblt Friedrich Ohleser	8./JG 52	120	2	RK	
Lt Friedrich Wachowiak	III./JG 3	120 (140)		RK	
Oblt Erich Leie	JG 77	121	1	RK	
Lt Franz-J Beerenbrock	10./JG 51	117		RK-EL	
Lt Hans-Joachim Birkner	9./JG 51	117		RK	
Lt Jakob Norz	II./JG 5	117		RK	
Lt Heinz Wernicke	I./JG 54	117		RK	
Oblt August Lambert	8./SG 77	116		RK	
Obst Werner Mölders	JG 51	115		RK-Br	14 in Spain
Lt Wilhelm Crinius	3./JG 53	114	1	RK-EL	
Maj Werner Schroer	JG 3	114	26	RK-S	
Lt Hans Dammers	9./JG 52	113+23		RK	
Lt Berthold Korts	9./JG 52	113		RK	
Obstlt Kurt Bühligen	JG 2	112	24	RK-S	
Maj Kurt Ubben	JG 2	110		RK-EL	
Oblt Franz Woidich	6./JG 400	110	1	RK	
Maj Reinhard Seiler	JG 104	109	1	RK-EL	
Hpt Emil Bitsch	8./JG 3	108	4	RK	
Maj Hans (Assi) Hahn	II./JG 54	108+36	4	RK-EL	
Obst Güther Lützow	JG 44	110	2	RK-S	
Oblt Bernhard Vechtel	14./JG 51	108		RK	
Obst Viktor Bauer	EJG 1	106		RK-EL	
Hpt Werner Lucas	4./JG 3	106	1	RK	
Gen Lt Adolf Galland	JV 44	103	4	RK-Br	
Lt Heinz Sachsenberg	JV 44	104		RK	
Maj Hartmann Grasser	JG 210	103	2	RK-EL	
Maj Siegfried Freytag	JG 7	102		RK	
Hpt Friedrich Geisshardt	III./JG 26	102		RK-EL	

Obstl Egon Mayer	JG 2	102	25	KK-S	
Oblt Max-H Ostermann	7./JG 54	102		KK-S	
Oblt Herbert Rollwage	5./JG 53	102	44	KK-EL	
Maj Josef Wurmheller	III./JG 2	102	15	KK-S	
Hpt Rudolf Miethig	3./JG 52	101		KK	
Obst Josef Priller	JG 26	101	11	KK-S	
Lt Ulrich Wernitz	3./JG 54	101		KK	

List 2

Ofw Heinrich Bartels	IV./JG 27	99	2	KK	Yellow 13
Maj Wolfgang Späte	5./JG 54	99	5*	KK-EL	*in Me 262
Hpt Paul Heinrich Dähne	2./JG 52	99		KK	
Obst Gustav Rödel	JG 27	98	13	KK-EL	
Lt Hermann Schleinhege	6./JG 54	97		KK	
Lt Anton Döbele	1./JG 54	94		KK	
Ofw Rudolf Müller	6./JG 5	94		KK	Yellow 3
Maj Siegfried Schnell	IV./JG 54	93	3	KK-EL	
Obstl Helmut Bennemann	1./JG 52	93	1	KK	
Oblt Gerhard Loos	1./JG 54	92	2	KK	
Hpt Eberhard von Boremski	III./EJG 1	90		KK	
Oblt Georg Schentke	9./JG 3	90		KK	
Lt Ulrich Wöhnert	5./JG 54	86 +		KK	
Oblt Otto Wessling	IV./JG 3	83	?	KK-EL	
Hpt Hans Götz	1./JG 54	82		KK	
Lt Hugo Broch	II./JG 54	81		KK	
Maj Georg Peter Eder	II./JG 26	78	36	KK-EL	
Maj Wolfgang Ewald	III./JG 3	78		KK	Spain included
Obst Karl-Gottfried Nordmann	JG 5	78		KK-EL	
Obstl Hubertus von Bonin	JG 54	77		KK	
Lt Hans Joachim Kroschinski	1./JG 54	76	1	KK	
Lt Helmut Grollmus	II./JG 54	75		KK	
Lt Johann Pichler	III./JG 77	75	16	KK	
Hpt Joachim Wandel	5./JG 54	75		KK	16 at night
Oblt Adolf Glunz	6./JG 26	72	21	KK-EL	
Maj Heinz Lange	JG 51	72		KK	
Maj Klaus Mietusch	III./JG 26	76	16	KK-EL	
Hpt Friedrich Joppien	1./JG 51	70		KK-EL	
Oblt Konrad Bauer	5./JG 300	68	32	KK	
Ofw Kurt Dombacher	1./JG 51	68+39		KK	
Obst Freiherr Günther von Maltzahn	JG 53	68		KK-EL	
Hpt Herbert Findeisen	II./JG 54	67		KK	
Ofw Karl Fuchs	1./JG 54	67		DK-G	
Oblt Erbo Graf von Kageneck	III./JG 27	67		KK-EL	
Lt Franz Schwaiger	1./JG 3	67	2	KK	
Maj Jürgen Harder	1./JG 53	64	9	KK-EL	
Maj Rolf Hermichen	1./JG 11	64	26	KK-EL	
Oblt Kurt Welter	NJKdo 262	64		KK-EL	
Maj Gerhard Homuth	1./JG 54	63		KK	
Maj Horst Carganico	JG 77	60		KK	
Lt Karl Munz	1./JG 52	60	1	KK	
Lt Alfred Rauch	Stab/JG 51	60	1	KK	
Maj Hans-Ekkehard Bob	III./JG 54	59	1*	KK	*rammed
Hpt Franz Eckerle	1./JG 54	59 (62)		KK-EL	
Oblt Hans-Arnold Stahlschmidt	1./JG 27	59		KK-EL	
Obst Hannes Trautloft	JG 54	58		KK	
Lt Herbert Broennele	1./JG 54	57		KK	
Hpt Hugo Dahmer	1./JG 77	57	4	KK	

APPENDIX III: THE VICTORY LIST

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Lt Herbert Bareuther	I./JG 51	55		KK	
Hpt Hans Ehlers	I./JG 1	54	20	KK	White 20
Lt Karl Brill	IV./JG 54	52			
Hpt Ruldolf Pflanz	I./JG 2	52		KK	
Lt Friedrich Rupp	7./JG 54	52	2	KK	
Maj Ernst Düllberg	III./JG 27	50	10	KK	
Oblt Wilhelm Schilling	9./JG 54	50		KK	
Ofw Heinz Arnold	III./JG 7	49			
Maj Wilhelm Balthasar	JG 2	49		KK-EL	Spain included
Ofw Xaver Müller	5./JG 54	47		DK-G	
Oblt Erich Schmidt	III./JG 53	47		KK	
Hpt Wolfgang Kosse	5./JG 26	46?		DK-G	
Lt Karl Schnörer	I./JG 54	46	9	KK	White 9
Hpt Ernst Börngen	II./JG 27	45	24	KK	
Ofw Georg Seidel	II./JG 51	45?		DK-G	
Maj Wilhelm Moritz	II./JG 4	44 +	10	KK	
Oblt Walter Wever	3./JG 51	44	1	KK	
Oblt Kurt Goltzsch	JG 2	43		KK	
Oblt Herbert Mütterich	5./JG 54	43		KK	
Oblt Josef Pöhs	II./JG 54	43		KK	
Lt Norbert Hannig	II./JG 54	42			
Maj Gerhard Schöpfel	JG 26	42	3	KK	
Hpt Herbert Schramm	III./JG 53	42	3	KK-EL	
Ofw Walter Loos	JG 301	38	22	KK	
Maj Karl Heinz Leesmann	I./JG 52	37	5	KK	
Obslt Günther Specht	JG 11	35 (50)	20	KK	
Hpt Bruno Stolle	I./JG 11	35	5	KK	
Oblt Paul Brandt	16./JG 54	34		KK	
Hpt Hans Naumann	II./JG 26	34	7	KK	
Hpt Hermann Segatz	II./JG 1	34?		DK-G	White 23
Obslt Günther Scholz	I./JG 5	34?		DK-G	
Ofw Heinz Beyer	8./JG 5	33		DK-G	
Oblt Erwin Leykauf	III./JG 54	33		DK-G	
Hpt Helmut Wettstein	6./JG 54	33			
Oblt Rudolf Glöckner	III./JG 5	32			
Hpt Werner Machold	JG 2	32		KK	
Oblt Klaus Bretschneider	5./JG 300	31?	19	KK	14 at night
Oblt Horst Berger	8./JG 5	30?			Black 11
Ofw Willi Pfränger	II./JG 5	30		DK-G	
Maj Friedrich Karl Müller	Stab/JG 300	30+3	29*	KK	*at night
Hpt Walter Adolf	II./JG 26	29		KK	
Hpt Wolfgang Lippert	II./JG 27	29		KK	
Ofw Anton Benning	I./JG 301	28	18	KK	
Maj Rolf Pingel	I./JG 26	27		KK	
Hpt Horst Tietzen	II./JG 51	27		KK	
Fw Horst Petzschler	10./HG 51	26	2		
Maj Wolfgang Schellmann	JG 27	26		KK	
Ofw Heinz Berg	III./JG 77	25	3		
Hpt Arnold Lignitz	III./JG 54	25		KK	
Ofw Florian Salwender	JG 77	25			
Hpt Hans Heinrich König	I./JG 11	24+4*	20	KK	*4 at night
Hpt Ernst Laube	IV./JG 4	22			
Hpt Hans Jürgen Westphal	11./JG 26	22	3		
Maj Otto Bertram	III./JG 2	21		KK	Spain included
Fw Martin Villing	III./JG 5	21			
Lt Alwin Doppler	I./JG 11	20?		DK-G	
Hpt Ignatz Prestele	2./JG 53	20			
Oblt Walter Schneider	6./JG 26	20		DK-G	

Oblt Hans Tetzner	II./JG 5	20 approx	
Fw Klaus Dietrich	Führer-Jägerstaffel		
Maj Hannes Gentzen	JG 102	18	
Fw Fritz Luer	II./JG 54	19?	
Lt Otto Heizmann	I./JG 11	18+6	1
Lt Paul Galland	8./26	17	
Oblt Karl Demuth	I./JG 1	16	DK-G
Ofw Heinz Stöwer	3./JG 11	16	
Ofw Hubert Engst	6./JG 300	15?	
Maj Helmut Kühle	I./JG 52	15?	
Oblt Rudolf Patzak	8./JG 54	15?	
Hpt Waldemar Wübke	JV 44	15	DK-G
Hpt Hans Schmoller-Haldy	3./JG 54		
Oblt Walter Gayko	III./JG 5	13	White 7
Lt Gerhard Keppler	I./JG 27	12	6
Fw Hans Halfmann	III./JG 54	11?	
Lt Norbert Graziadei	5./JG 300	10?	
Fw Heinz Hanke	JG 1	9	
Obst Hajo Herrmann	9.Flieg Div	9	9
Obst Hans-Ulrich Rudel	SG 2	9	RK-S RK-GEL (Golden oak leaves)
Maj Hans Trübenbach	JG 52	9	
Uffz Matthäus Erhard	5./JG 300	7	5
Obfhr H.G. Güntheke	3./JG 11	7	
Uffz Karl Heinz Kabus	3./JG 11	7	
Fw Ewald Preiss	6./JG 300	7?	
Ofw Karl Heinz Rusack	JG 300	7	
Lt Jakob Arnoldy	II./JG 77	6 +	
Gen Lt Theo Osterkamp	Jafü	6	RK 32 victories in WW I
Ofw Josef Keil	III./JG 301	5 +	
Ofw Erich Klein	I./JG 5	5	
Oblt Werner Martin	3./JG 51	5	
Obfhr Gerhard Piel	5./JG 300	5?	
Fhr Uffz Lothar Busse	Stab/JG 51	4	
Ofw Konrad Jäckel	III./JG 26	3	
Uffz Heinz Orłowski	9./JG 5	3	White 1
Lt Günther Wiemann	3./JG 11	3	
Hpt Klaus Faber	JV 44	2	
Lt Werner Heinicke	III./JG 5	2?	
Lt Paul Lixfield	6./JG 300	2	
Uffz Hein Kempfen	IV./JG 54	2?	
Obfhr Hans Günther Kuring	5./JG 300	2	
Uffz Karl Schmitz	II./JG 27	2*	*both bombers
Gen Maj Carl Schumacher	Jafü		RK
Uffz Gerhard Beitz	9./JG 53	1	
Ofw Hans Fenten	I./JG 300	1	
Lt Viktor Heimann	8./JG 300	1	
Uffz Kurt Philipp	III./JG 5	1	
Hpt H.C. Graf von Sponeck	7./JG 5	1	White 1

Color Section

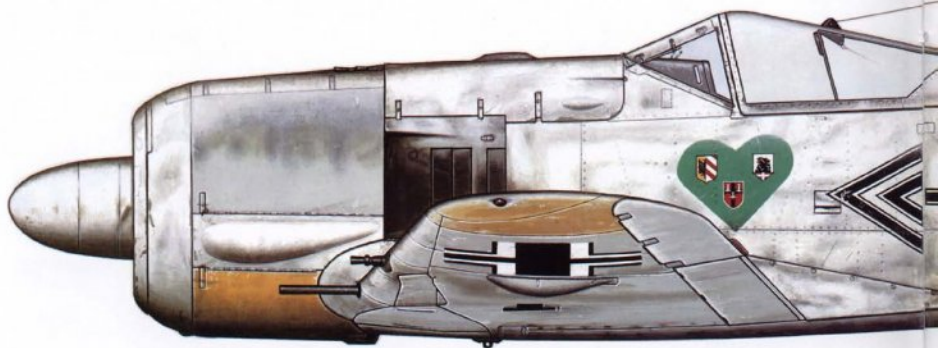


"White 6", the Bf 109E of the forty-two victory ace Herbert Schramm.



Another photo of Schramm's Bf 109E of III./JG 53, which at this time showed nine victories on the fin during 1940.

Focke-Wulf Fw 190A-4

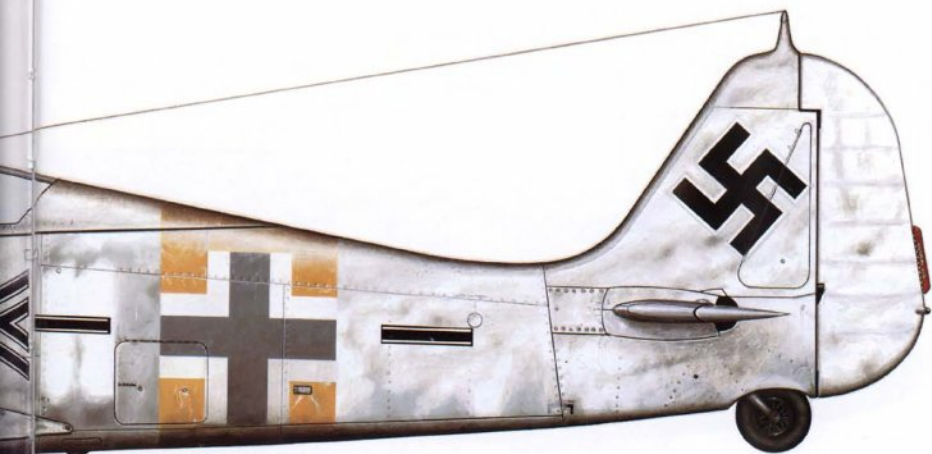


Gruppenkommandeur markings, of JG 54

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

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

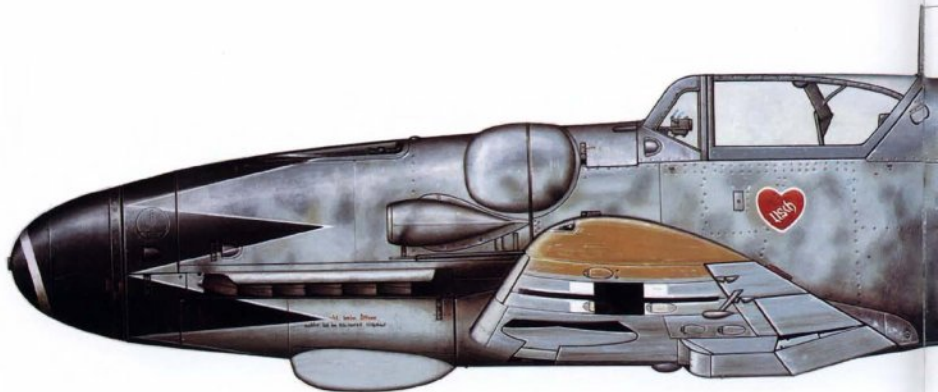
Hannes Trautloft



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.

Messerschmitt Bf 109G-6

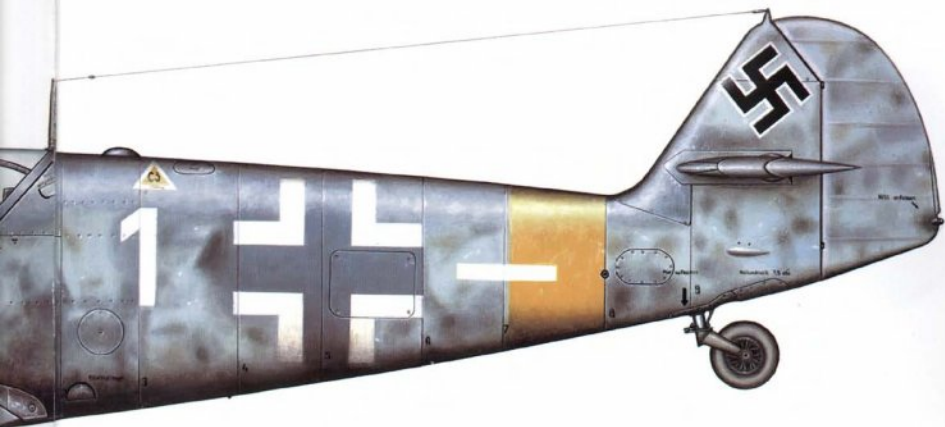


White 1, of JG 52

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

The aircraft was equipped with a clear-vision canopy and the E2-FuG 16 ring antenna had been removed. The camouflage of the fuselage

Erich Hartmann



Painting by Richard Goyat

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e marki was the
sful figer pilot,
and hag been

l the *E-Heube*
the fusge sides

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.

Focke-Wulf Fw 190D-9



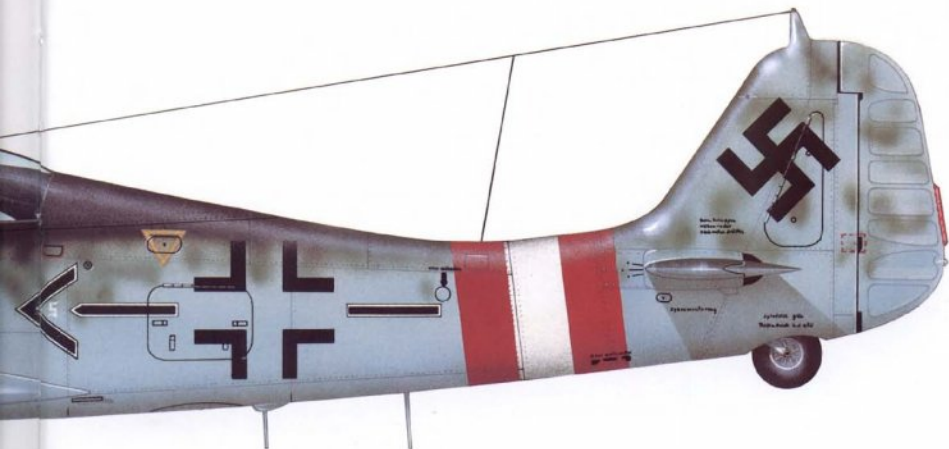
Kommodore markings, of JG 6

When Gerhard Barkhorn became *Kommodore* of JG 6 in early 1945, he 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 with black and white on the fuselage sides and underneath. Its swastikas and fuselage crosses were black. It is believed the machine carried a black spinner with a white spiral, but this has not yet to be confirmed photographically.

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

Gerhard Barkhorn

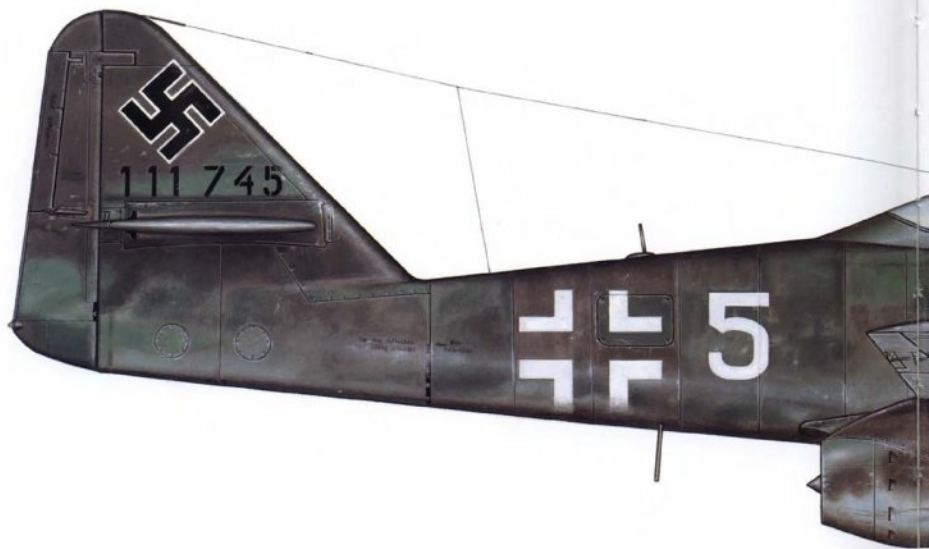


Painting by Rainer Gliss

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 I, 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.

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

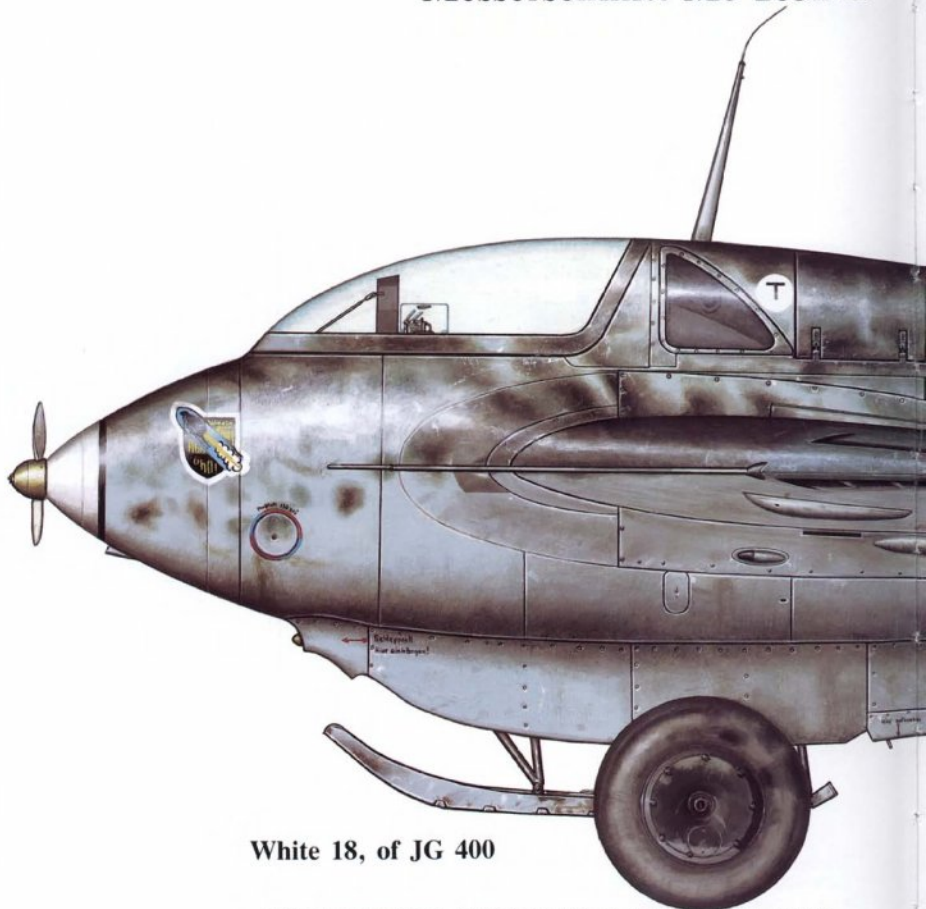


Painting by Richard Goyat

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.

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

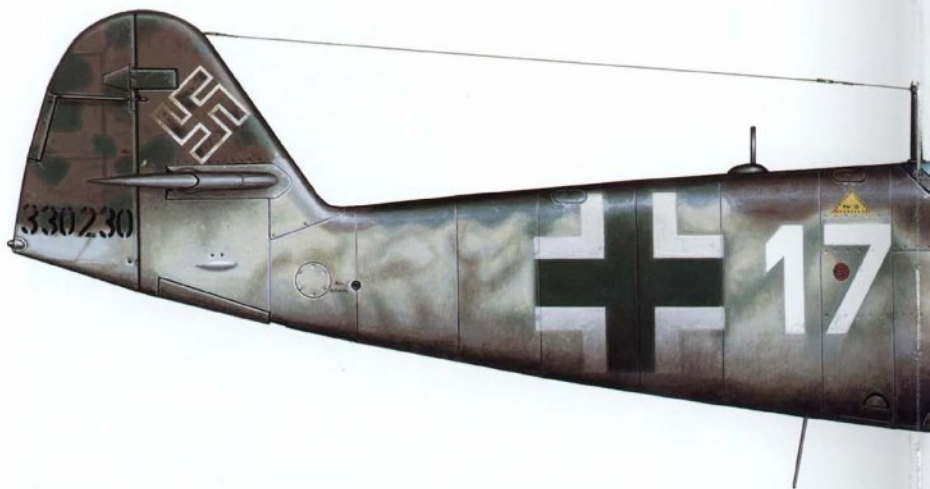
Jupp Mühlstroh



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.

Messerschmitt Bf 109K-4

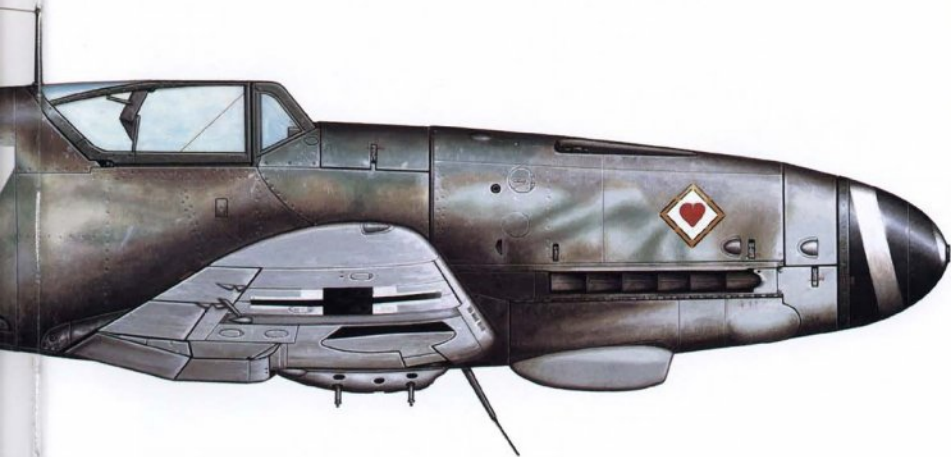


W Nr 330230, of JG 77

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 cowling 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.



Above: "White 2" at left may have belonged to Friedrich Müller. Note the early style of narrow-bordered fuselage cross.



Right: Müller in front of his III./JG 53 Bf 109E during the Battle of Britain. He was shot down on May 29, 1944 after achieving 140 victories.



Each of these three JG 54 aircraft shows very distinctive camouflage and markings. Of interest is the photo at upper left of Trautloft's Bf 109F which appears to be painted light brown and olive green.





"White 2" of III./JG 53 on a snow covered airfield in France. This aircraft may have possibly belonged to Friedrich Müller.



Two Bf 109Es of III./JG 53 undergoing maintenance.



Two views of a Bf 109 F, "Black 6," of 7./JG 54.





Members of 7/JG 54 examine flak damage on a Bf 109F.



Four views of JG 54 aircraft in the West.





Hauptmann Hans Philipp started his career at the Channel front in 1940 as *Staffelkapitän* of 4./JG 54. After twenty victories he received the *Ritterkreuz*. During the long fighting in the east, his victory list increased tremendously. On 3 March 1942 he received the *Schwerter* for eighty-nine victories. On 3 March 1943, he surpassed the 202 victory mark of Hermann Graf, to become the leading ace of the Luftwaffe.