



# Third Group Decals™



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A THREE GEESE PUBLISHING COMPANY

48-027

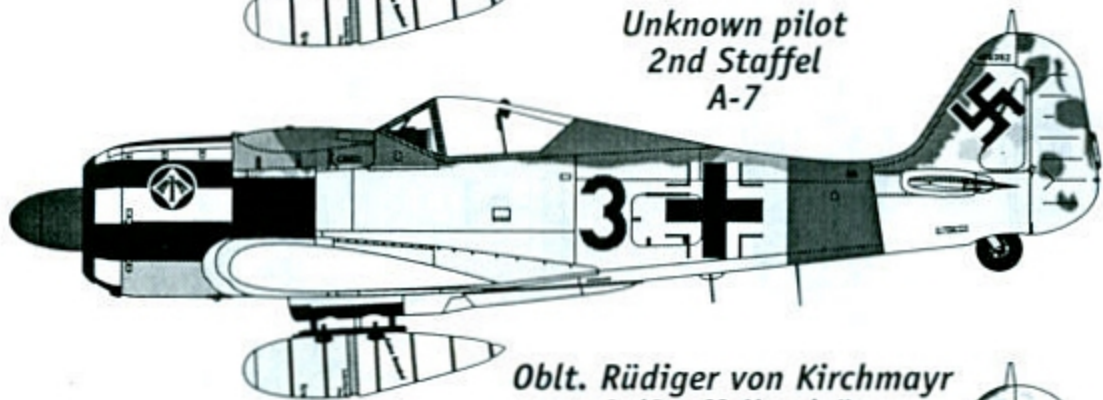
1:48  
scale

## I & II/JG 1 "Oesau" - 1944 Focke-Wulf Fw 190A-6/7

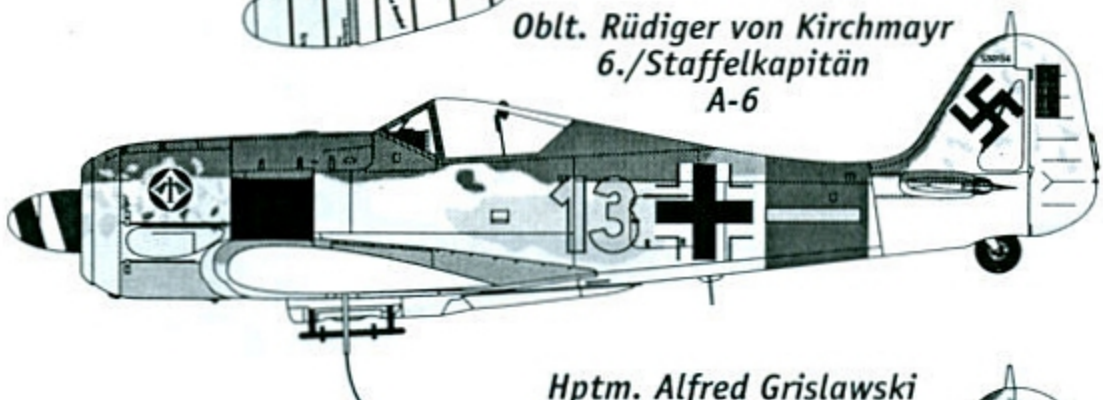
*Maj. Heinz Bär*  
*II Gruppenkommandeur*  
A-7



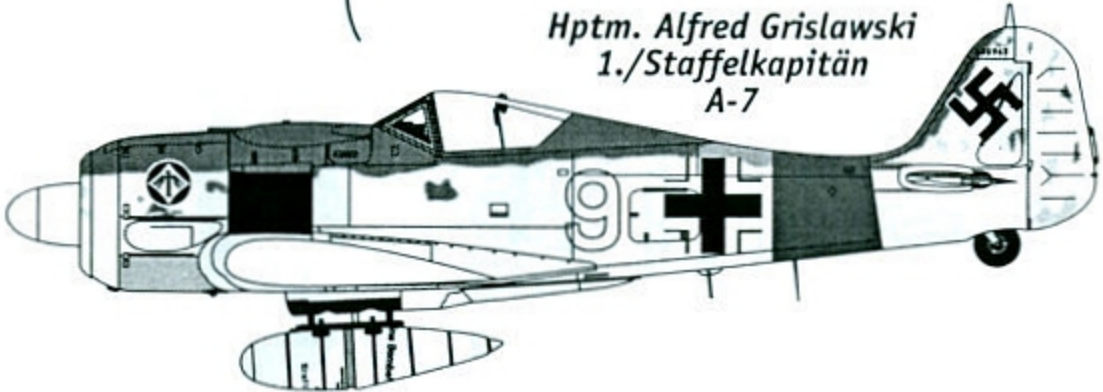
*Unknown pilot*  
*2nd Staffel*  
A-7



*Oblt. Rüdiger von Kirchmayr*  
*6./Staffelkapitän*  
A-6



*Hptm. Alfred Grislawski*  
*1./Staffelkapitän*  
A-7

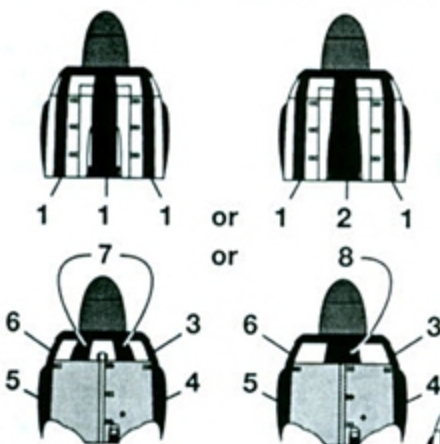
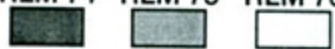


All aircraft are RLM 74/75 over RLM 76 and may have had white stencils on red trim tabs. See Red 13 (right) for trim tab stencils.

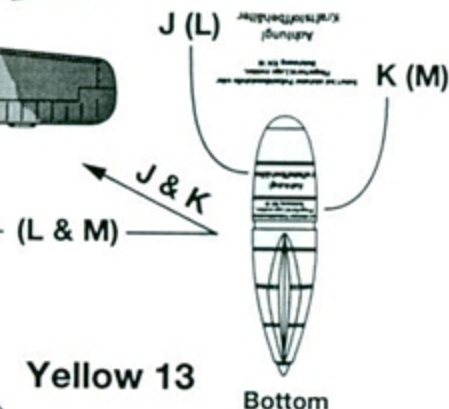
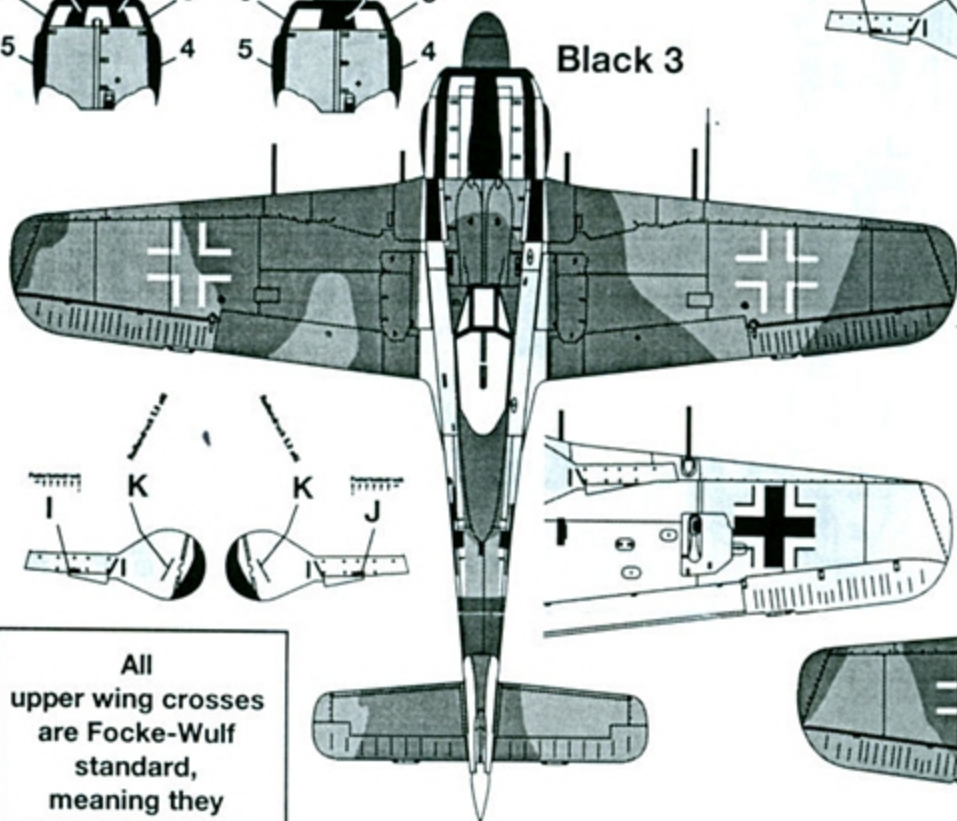
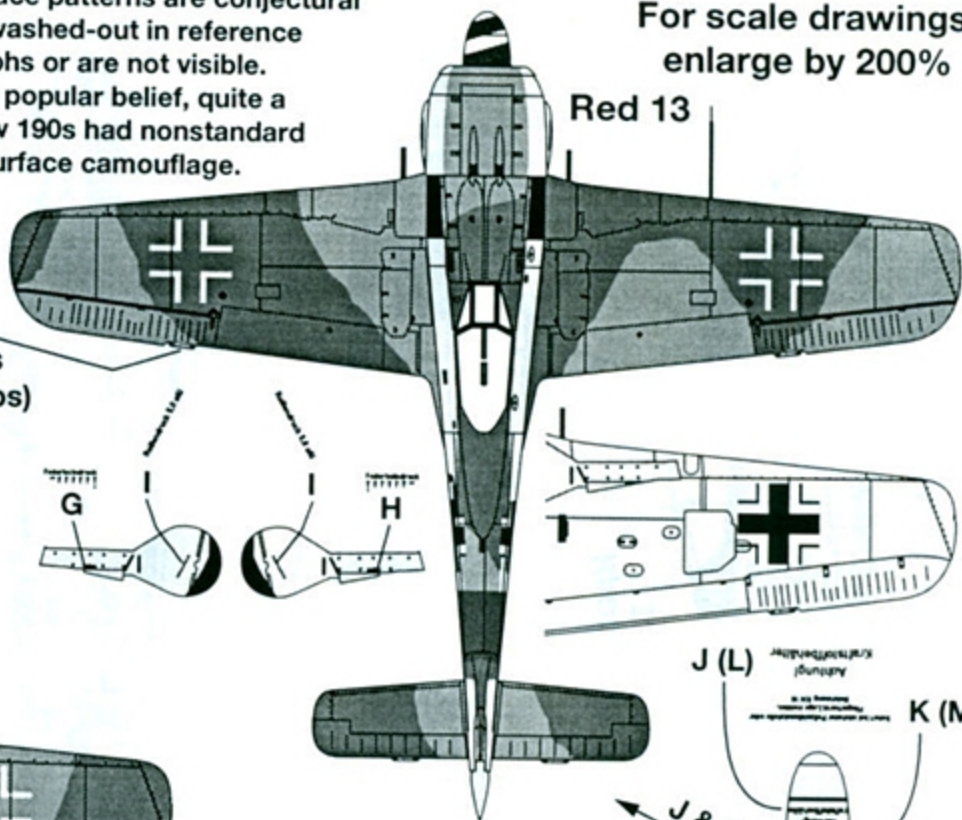
Some upper surface patterns are conjectural as they are washed-out in reference photographs or are not visible. Contrary to popular belief, quite a number of Fw 190s had nonstandard upper surface camouflage.

For scale drawings, enlarge by 200%

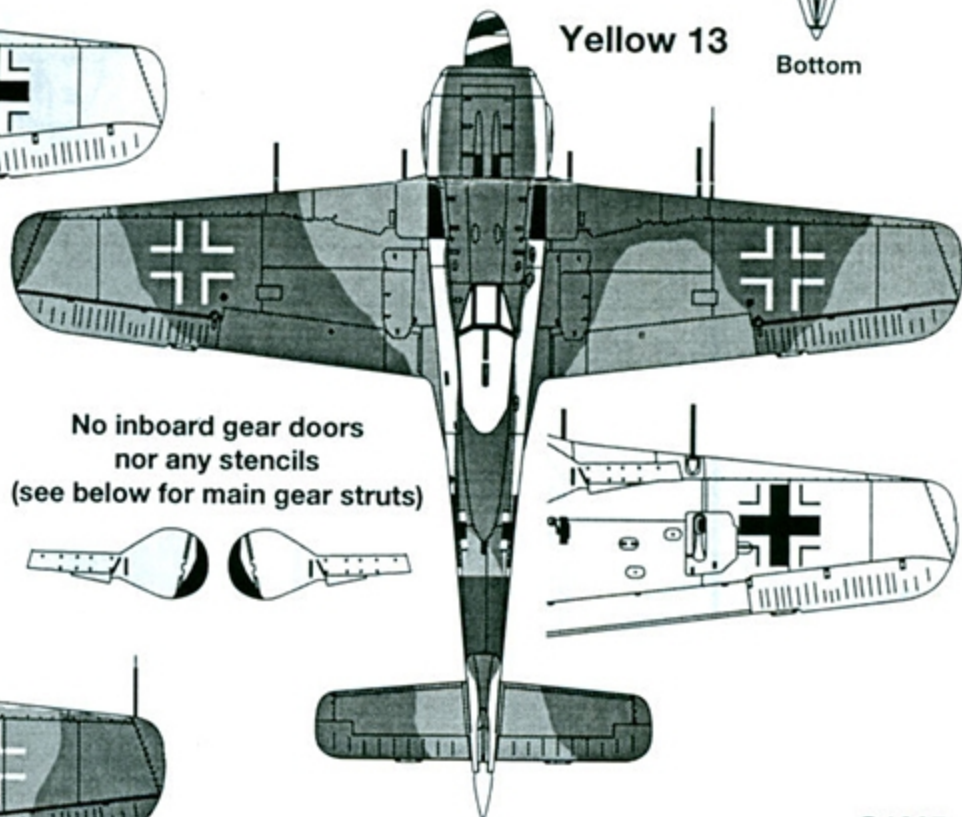
RLM 74 RLM 75 RLM 76



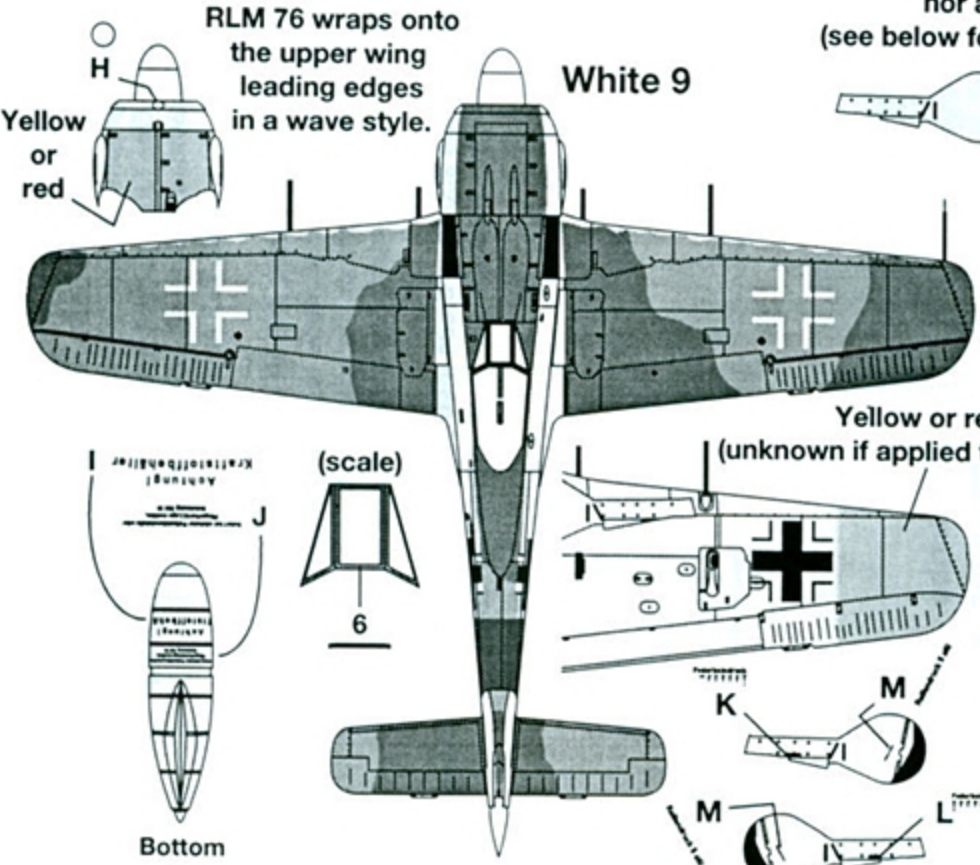
C  
(both sides of all trim tabs)



All upper wing crosses are Focke-Wulf standard, meaning they are nonregulation.

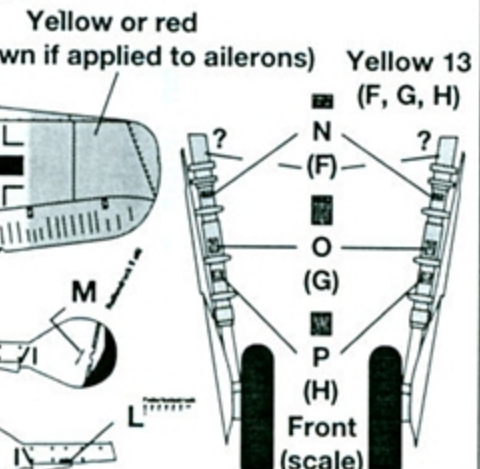


No inboard gear doors nor any stencils (see below for main gear struts)



RLM 76 wraps onto the upper wing leading edges in a wave style.

Yellow or red



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**REFERENCES**

**A:** *Defending The Reich; The History of Jagdgeschwader 1 "Oesau":* Eric Mombeek, 1992

**B:** *Einsatz in der Reichsverteidigung von 1939 bis 1945; Jagdgeschwader 1 und 11; Teil 2, 1944:* Jochen Prien & Peter Rodeike, 1993+

# Third Group™ – 48-027 – I & II/JG 1 “Oesau” 1944 – Focke-Wulf Fw 190A-6/7

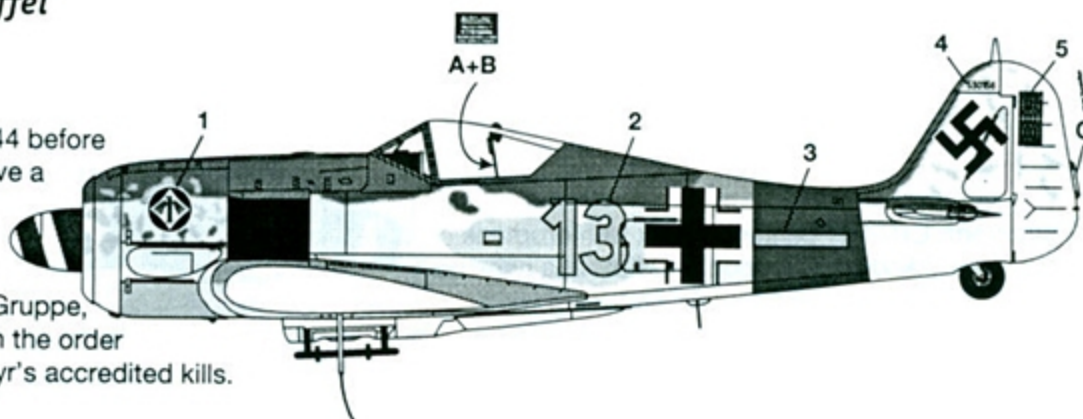
For scale drawings, enlarge by 150%

**Oblt. Rüdiger von Kirchmayr – 6th Staffel**

**Fw 190A-6, WNr unknown**

**Störmede, Germany – May 1944**

**Note:** Oblt. Kirchmayr achieved 20 kills by July 20, 1944 before being reassigned to 1st Gruppe, JG 11. We did not have a photo showing the rudder of Yellow 13 and therefore based the kill marks on the presumption that Oblt. Kirchmayr continued to use the same style displayed on his Fw 190A-5 when he was Technical Officer of II Gruppe, JG1 (see TGD 48-025). The conjectural kill marks are in the order they would have appeared according to Oblt. Kirchmayr’s accredited kills. We opted to place the kill marks in four rows of five.



**Equipment:** Empty ETC 501 centerline rack; DF Loop and Morane antennas, faired signal port, and outboard 20mm cannons.

**Camouflage:** RLM 74/75/76, white-spiraled RLM 70 spinner (spiral designed to end at a propeller blade cutout), yellow lower engine cowlings, black exhaust panels, and probable red trim tabs.

Notice the RLM 02 mottling on the RLM 74 area of the engine cowlings. ETC 501 centerline rack is RLM 76, except for the black braces.

Left profile is conjectural.

**Markings:** Standard fuselage and lower wing crosses, and probably white outline upper wing crosses. As the Werknummer is unknown, eight different sets have been provided. We tried not to select known Werknummern of other aircraft.

We selected the 530-block because it is one of the most numerous that appears in JG 1 loss records.

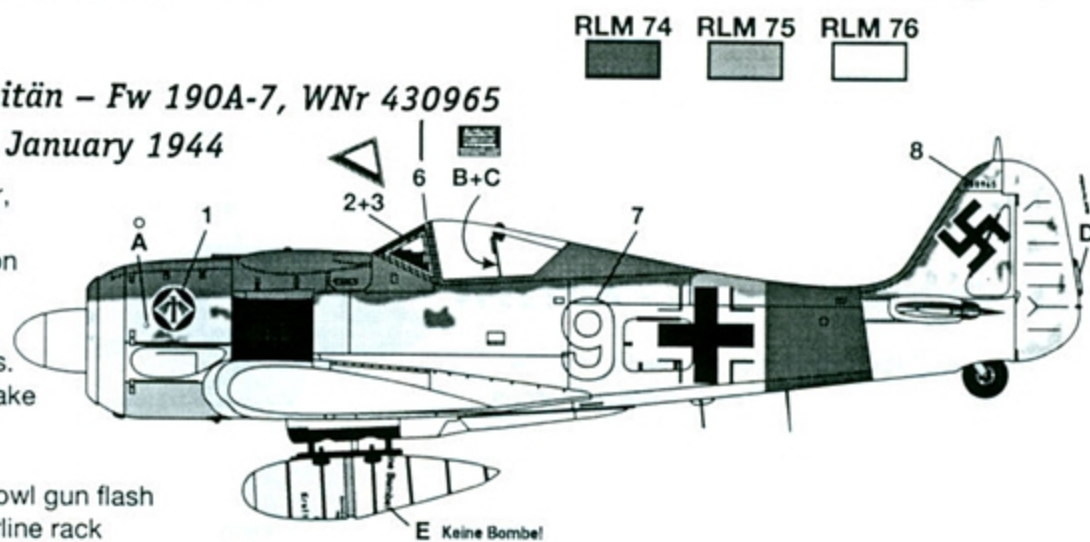
**Stencils:** Known stencils are A, B, D, E, G, H. Stencil F may have been positioned like Stencil N on White 9 or it may have been above the upper pair of ribs, which was common.

**Reference:** A - 235

**Hptm. Alfred Grislawski – 1./Staffelkapitän – Fw 190A-7, WNr 430965**

**Dortmund, Germany – January 1944**

**Note:** References note this aircraft as an A-7; however, the pitot tube is positioned at the wingtip, a feature of the A-8. Though undocumented, maybe late production A-7s had the pitot tube repositioned to the wingtip. The lower engine cowlings and wingtips appear to be red, though yellow was standard, and that is our guess. The standard explanation is that some types of film make yellow appear dark and red appear light.



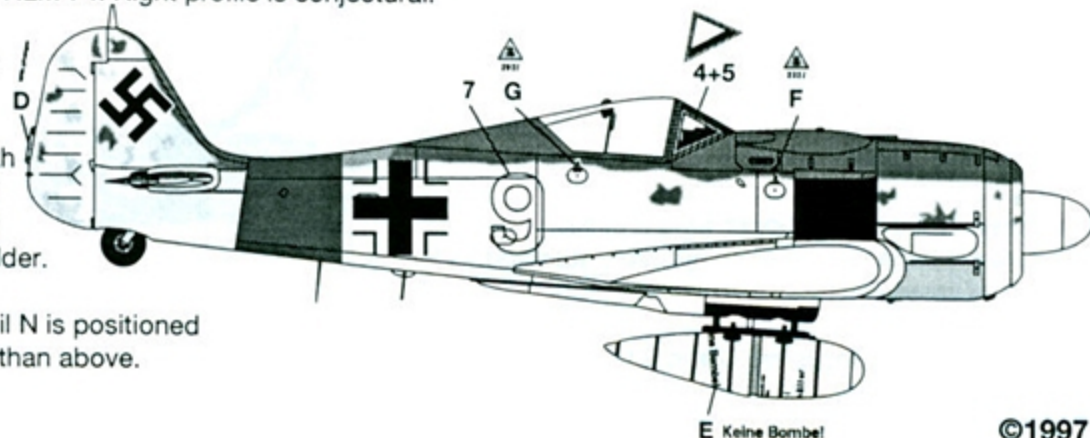
**Equipment:** Supplementary windscreen side armor, cowl gun flash suppressors, outboard 20mm canons, ETC 501 centerline rack (with droptank), DF Loop and FuG 25a antennas, but no Morane antenna.

**Camouflage:** RLM 74/75/76 with white spinner, black exhaust panels, yellow (or red) lower engine cowlings and soft-edged lower wingtips, RLM 76 wingroots, and probably red trim tabs. RLM 76 wraps onto upper wing leading edge. Lower forward section of the ETC 501 is black. Forward windscreen frame is very dark, possibly fresh RLM 74. Right profile is conjectural.

**Markings:** Standard fuselage and lower wing crosses, and probably white outline upper wing crosses. Light-colored sealing compound along upper edge of windscreen. The in-Staffel number was not applied with the greatest of care, and the forward pair of horizontal black arms of the left fuselage cross were thinner than usual. There does not appear to be any kills on the rudder.

**Stencils:** Known stencils are A, E, and H thru P. Stencil N is positioned opposite of usual – below the upper pair of ribs rather than above.

**References:** A - 209 & 242; B - 675 & 676.



# Third Group™ – 48-027 – I & II/JG 1 “Oesau” 1944 – Focke-Wulf Fw 190A-6/7

For scale drawings, enlarge by 150%

**Maj. Heinz Bär – II Gruppenkommandeur**  
**Fw 190A-7, WNr 431007**  
**Störmede, Germany – April 1944**

**Equipment:** ETC 501 centerline rack with droptank (paint style unknown); DF Loop and FuG 25a antennas, and probably no Morane antenna. Outboard wing armament is unknown: it may have been none, long-barreled twenties, or short-barreled thirties. Our guess is none.

**Camouflage:** RLM 74/75/76 with RLM 75 upper engine cowling and forward area of gun cowling, white-spiraled RLM 70 spinner (spiral designed to end at a propeller blade cutout), yellow lower engine cowling (being in shadow [not visible in Reference A], it is difficult to say whether it is red or yellow, though yellow was standard), black exhaust panel matting (probable), red fuselage band, and red trim tabs. Trailing edge of red fuselage band appears to be parallel with and aft of the empennage panel line. Nevertheless, an alternate pair of Gruppe bars with vertical ends have been provided should your eyes see things differently and you think the trailing edge is vertical. Note that if the trailing edge was flush with the panel line that the Gruppe bar would need to be shortened, which would make it proportionally incorrect. Right profile is conjectural.

**Markings:** White outline upper wing crosses, standard fuselage crosses, and either standard or white-bordered lower wing crosses. Two hundred kills on mottle-free RLM 76 rudder.

**Stencils:** None known.

**References:** A - 234; B - 904 & 905.

**Unknown pilot – 2nd Staffel**  
**Fw 190A-7, WNr 430352**  
**Dortmund, Germany – April 1944**

**Note:** A total of four options are provided for the striped nose (see top view). There were numerous variations of underside stripes, and we have provided two styles that were commonly used.

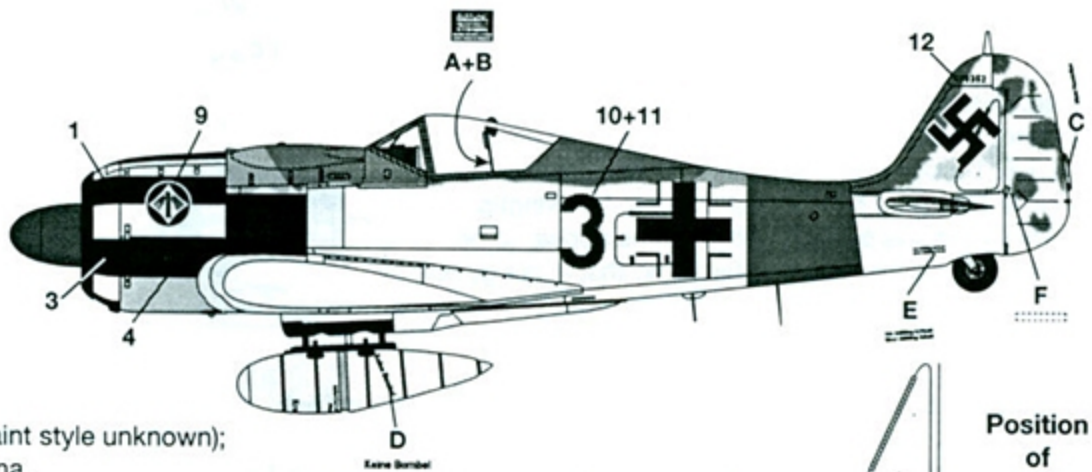
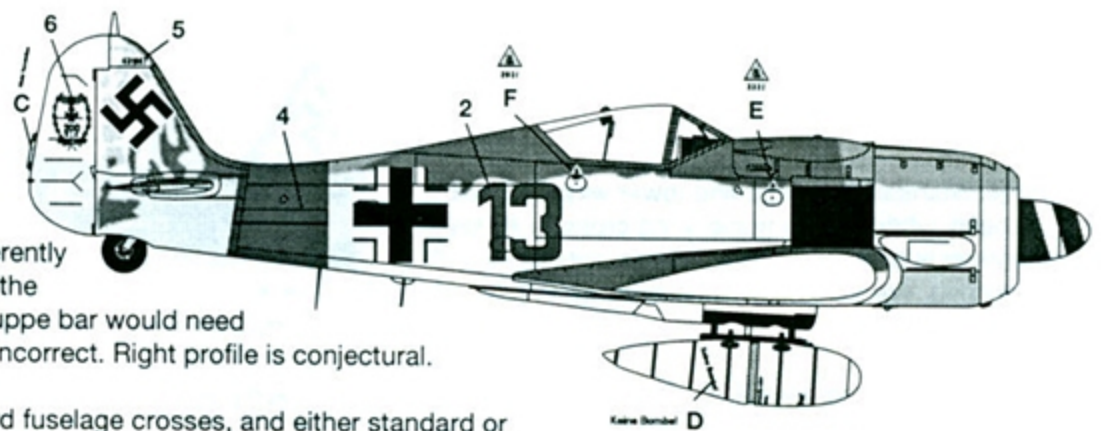
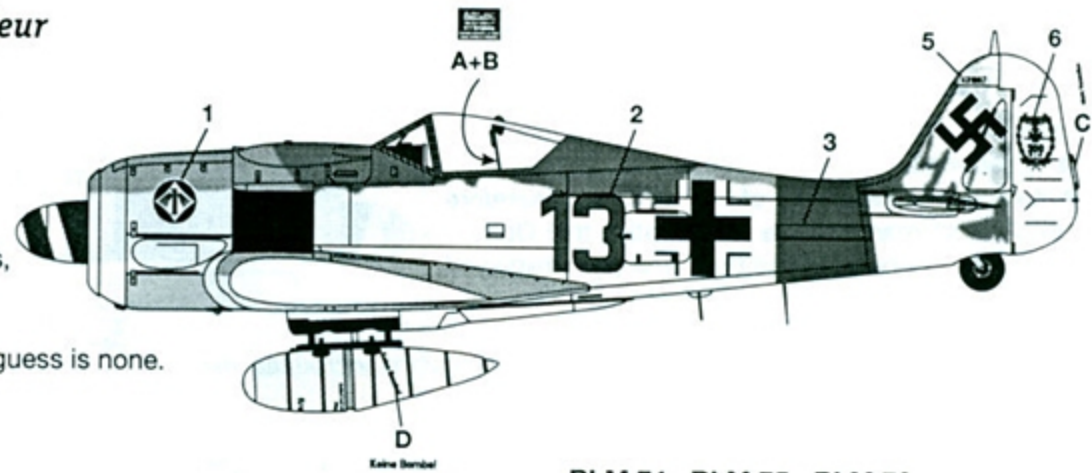
**Equipment:** ETC 501 centerline rack with droptank (paint style unknown); DF Loop and FuG 25a antennas, but no Morane antenna. Outboard wing armament is unknown: it may have been none, long-barreled twenties, or short-barreled thirties. Our guess is long-barreled twenties.

**Camouflage:** RLM 74/75/76 with red or RLM 70 spinner, black cowl ring, black/white striped nose, black exhaust panels, RLM 76 wingroots, and red trim tabs. Lower engine cowling is not visible, but it probably was yellow.

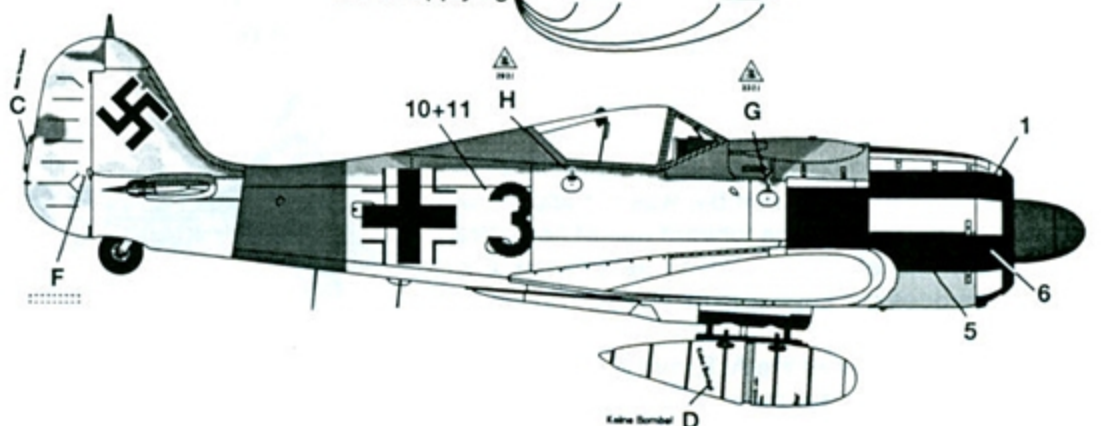
**Markings:** White outline upper wing crosses, standard fuselage crosses, and probably standard lower wing crosses.

**Stencils:** Known stencils are C and E thru H.

**References:** A - 205 & 223; B - 665.



Trim clear film from fold cuts before applying



Of the small number of Fw 190A-7s manufactured,  
JG 1 went through at least 70 of them from January 1944 to D-Day.

In photographs of these aircraft where it is visible,  
the Winged-One (JG 1 badge) has four feathers per wing.

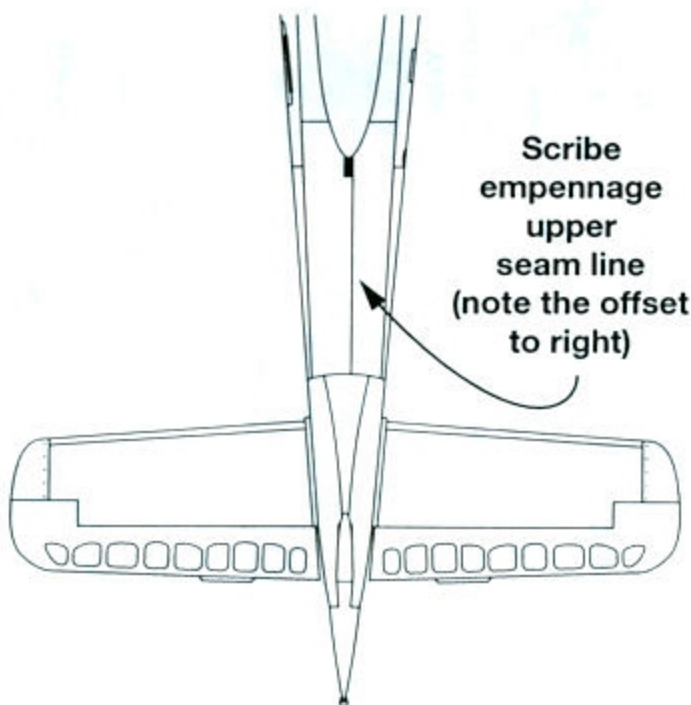
Drawings and decals are based on the  
DML A-5 and A-8.

DML's A-5 is essentially their A-8 kit with an A-5/6 gun cowling.

No changes were made to access panels,  
cowl gun troughs or the adjacent fasteners.

Presently, no model company makes a true A-5 or A-6.

Although it is beyond the scope of these instructions to cover accurization,  
below is a modification you may wish to perform.



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### *Future Releases*

Bf 109F-4/Trop – III/JG 27

Fw 190A-6/8 – JG 54

Fw 190F-8/9 – SG 2 & Others

Fw 190A-3/8 – End of War Survivors

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