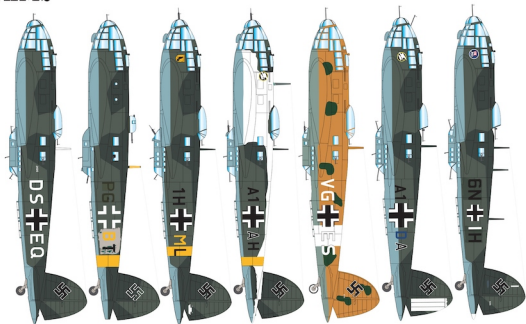


(decal options for an H-1, H-2, H-4, H-5y, H-6, H-20 & Z-1)





(photos show short carburettor on the right)

H-1



6N+IH Wk.Nr 5105 is a He 111 H-1

with X-beam navigational equipment of I./KG 100 'Wiking' piloted by Fw Horst Gotz. 6N+IH had a long career, serving in the Norwegian campaign from frozen lakes in April-May 1940 (where it can be seen with bare metal props with the oval VDM logos) to the first stage of the Battle of Britain (where it can be seen with RLM 70 props with triangular VDM logo) to the second stage of the B of B where it can be seen with blackened undersurfaces and spinner tips (well cut back to the white) but not covering any markings! By this stage areas of the fuselage paint scheme were peeling badly. Luftwaffe AT War, German Elite Pathfinders, KG 100 in Action, Greenhill, pp.21,23,28, 29, 31,33,38,41. Aircraft in RLM 70/71/65.

H-1



Photographed in formation at the height

of the daylight battle for air supremacy over the British Isles, this H-2 of the Stab/KG 53 'Legion Condor' can be seen with the controversial bar markings. The unit emblem, if carried at all, is hid from view in the photo. Two things need to be noted, 1. Units operating the He 111 seem to be quite consistent in applying their unit markings during this period. 2. It is not uncommon for Stab aircraft to use the badge of the 1st Gruppe. The aircraft is in the standard scheme of RLM 70/71/65 with what looks like RLM 24 Dunkelblau spinners. Luftwaffe Codes, Markings & Units 1939-1945, Schiffer, p.249. KG 53 was based at this time at Lille-Nord in Belgium.

H-5



VG+ES Wk.Nr 4085 is an H-4 operated by Kurierstaffel z.b.v Africa. It is most probable that this machine was the personal transport of General Field Marshal Erwin Rommel. The aircraft was lost in a crash at Ain el Gazala on the 9th August 1941. Aircraft is finished in RLM 78/79/80 with regulation tail and main wheels having white washed sides. Note that no badge exists on the left side of the cockpit as suggested by the Kagero publication Heinkel He 111 vol. 1 What does exist here however is the fuel octane triangle directly above the black manufactures plate. Note that the spinners are either half or a quarter white. He 111 in action, Squadron Signal, p.31. Luftwaffe Colours 1935-1945, Hikoki, p.83. Luftwaffe Im Focus No. 3, p.16-19

H-5y



Another KG 53 machine, this time of the 1st Staffel operating in the northern sector of Russia during the winter of 1942/43. Note the unusual interpretation of the white distemper, the larger air screws for the wood composite propellers and the Y-Gerät equipment. Aircraft is in RLM 70/71/65 with white distemper and fitted with ETC2000 external bomb racks. The Luftwaffe A Photographic Record 1919-1945, Batsford, p.146.

H-6

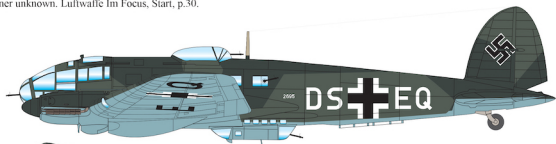


Listed as an H-6 1H+ML of 3./KG 26, piloted by Hptm. Fritz Luwer, was photographed at Helsinki Malmi airport in July 1942. The aircraft in the standard scheme of RLM 70/71/65 and is decorated with one ship kill on the rudder. Photograph shows the spinner tips to be in the Staffel colour of RLM 04 but the unit badge is unfortunately hidden from view. KG 26 seem to have been more consistent with such an application than other units and so a badge has been drawn in its usual position. Note that this is an early H-6 with metal VDM air screws and smaller spinner. Also note the slightly lower down demarcation line of the aft fuselage camouflage. The aircraft is fitted with PVC 1006B bomb/torpedo racks (not shown in illustration). Luftwaffe At War, The Luftwaffe over Finland, Greenhill, p.59.

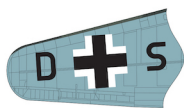
H-20/R3 or R4?



Photographed in the Spring of 1944 this H-20 served on the Eastern Front with the 9th Staffel of KG 27, which was led at this time by Oblt. Walter Grasemann. Note the poorly over sprayed forward factory codes 'PG' almost obliterating the small 'R'. As for aft of the fuselage cross, a large area seems to have been cut back to the primer before the individual aircraft letter and Staffel letter have been applied. Note also the bare wood centre section of the antenna mast. Colour of spinner unknown. Luftwaffe Im Focus, Start, p.30.



DS+EQ W.Nr 2695 was the V1 of the Zwilling program, and latter went on into service with the LLG 2. Note that on the V1 the radio masts and FuG 101 are on both aircraft and that the aircraft does not have the porthole windows in the forward fuselage hatches. Also note that the nose Bola weapons on both sides are MG 15's. On production Z-1s the right side radio mast and FuG 101 was deleted. All Z-1s are in the usual scheme of RLM 70/71/65. DS+EQ may well wear early style insignia as on the V-2 - photos and film footage are too unclear to tell but when with LLG 2 it wore the 1943 Specification insignia without black trim. Wings of Fame video. Warplanes of the Luftwaffe, World Airpower, p.106,107. Luftfahrt No.5 Heinkel He 111 Zwilling, Ju 632,ua., p.12





6N+IH

Note the repetition of the individual aircraft letter outboard of the upper wing crosses on these KG 100 machines during the Norwegian campaign. Also note the over painting of much larger under wing crosses from the Polish and French campaigns. Small individual aircraft letters are also present on the wing leading edge.



A1+DA

Over spray will most probably be present around the left wing bar markings. It certainly can be seen above the bars on the left face of the rudder! Whether or not A1+DA had these bars on both wings and both sides of the rudder is not known. It is not really even known if the left wing had them but it would make sense and fit with photos of other machines.



VG+ES

Note that the camouflage demarcation line between upper and lower wing is 'tight' for want of a better expression.



A1+AH

Judging by the photo of the left side of A1+AH the white distemper is quite new and very carefully painted around the unit badge. It is reasonable to assume that such neatness was adhered to when it came to the upper wing cross.



1H+ML

Like VG+ES the wing camouflage line is tight and not wrapped around the leading edge of the wing. There is a little hint of what may be an individual aircraft letter on the leading edge so decals for this have been supplied.



1G+BT

Unfortunately these illustrations are not based on photographic evidence but on presumption and a bit of understanding of what styles of codes were used when. The 'B' could have been half hidden under the yellow theatre markings or not even applied.

A1D AA A1D ADD   |||||

5105 5105

6NIH6NIH6NIH  
















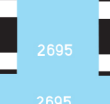





A1AHA1AHAV BTBT 1G 1G

S1HL1HML1HML

BVGE DSEQ M VGES

BVGE DSEQ DSB  

BVGE DSEQ E Ø 

2695

2695

4085
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