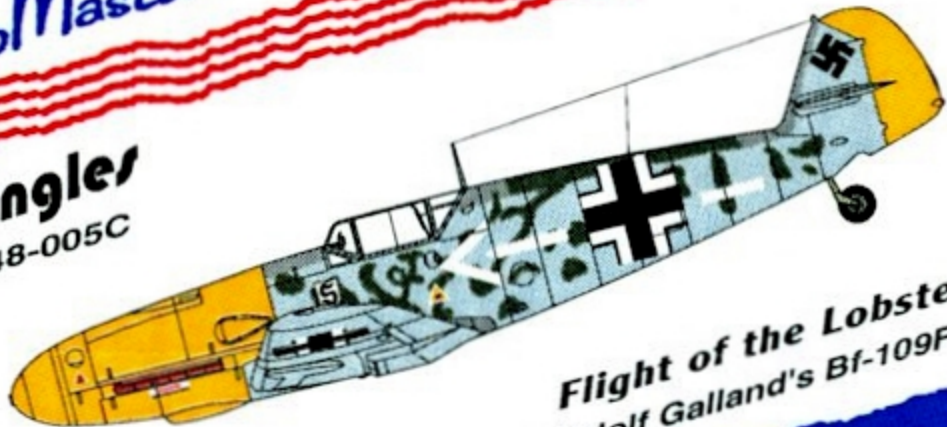


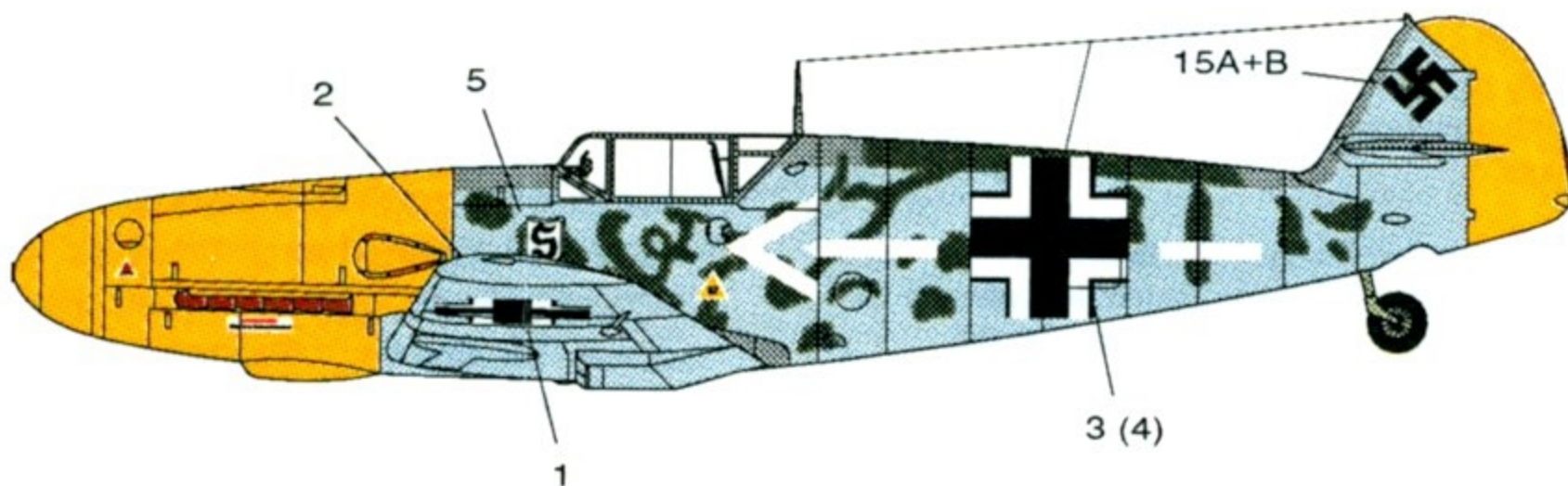
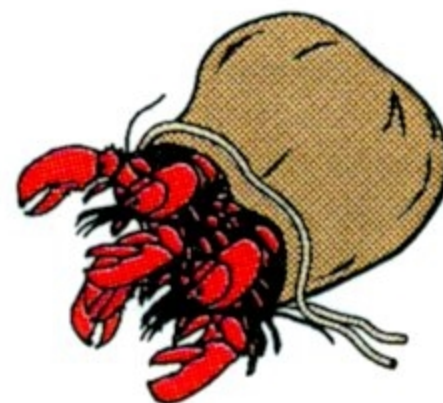
AeroMaster.

Singles
148-005C



Flight of the Lobster
(Adolf Galland's Bf-109F-0)

Flight of the Lobster



Bf-109F-0, JG 26, Flown by Adolf Galland, Kommodore JG 26, France, 1941. RLM 74/75/76 camouflage. Spinner, cowl, and rudder RLM 02 Gelb. Standard Bf-109F upper surface camouflage pattern. Note: the F-0 supercharger intake was different than the intakes of later model Fs, consult your references.

note: refer to kit instructions for stencil placement information.

The saga of the Flight of the Lobster began on April 15, 1941 when Adolf Galland picked up a new Bf 109F-0 at Brest. This A/C had just had part of Galland's Kommodore markings painted on, no black outlines had been painted on the chevrons and bars yet.

Galland and his wingman, Oblt. Westphal, were on their way to Le Touquet to celebrate Jagdfliegerführer Theo Osterkamp's birthday. Osterkamp, who was a recipient of the Pour Le Merite during WWI, had also scored six kills in WWII.

To share in the celebration, Galland loaded a big bag of lobsters and a few bottles of champagne into the new A/C. On the way to Le Touquet he decided to pay a short visit to southern England, and soon found an unsuspecting Spitfire. After a short chase, the Spitfire was shot down and it crashed south of Dover.

Soon after, a whole squadron of Spitfires was spotted. Approaching them from behind, Galland scored two more kills. But the two Germans broke off the battle, since Westphal's guns had jammed. Noticing that his plane was slower and more sluggish than Westphal's, Galland thought that something was wrong with his plane. Nevertheless, they were able to shake off the remaining Spits and return to France.

As they approached the airfield at Le Touquet, all hell broke loose with mechanics excitedly waving their arms and firing off red signal cartridges. The cause of all the commotion was that Galland was making his final approach with gear up! When he pulled his gear down lever to lower the landing gear, the wheels went up instead. It seems that during the melee, he had accidentally bumped the U/C switch with his knee. Amazingly, he was able to run away from the Spits and cross the English Channel with his landing gear down — no wonder his 109 was slow.

After lowering the landing gear, he proceeded to land and the celebration went on as scheduled. This was the first, and most likely only time in aerial warfare, that lobsters had been aboard an aircraft achieving 3 victories.