



Third Group Decals™

PO BOX 98865 • TACOMA WA 98498-0865 • USA

Tel: (253) 475-9505 ~ Fax: (253) 475-1597 ~ Email: tgdecals@aol.com

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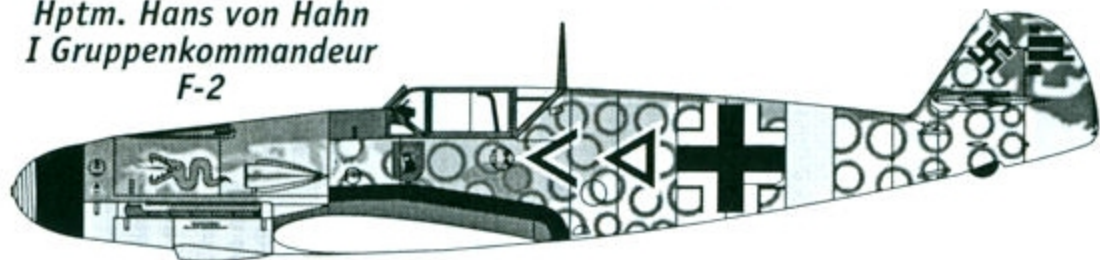
48-049

1:48
scale

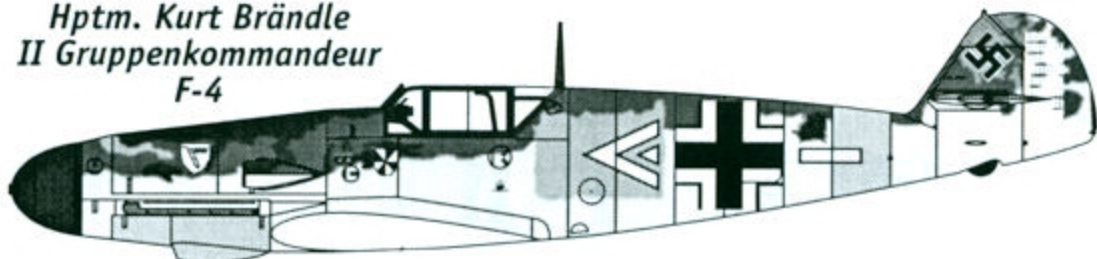
JG 3 Udet

Messerschmitt Bf 109F-2/F-4/G-2

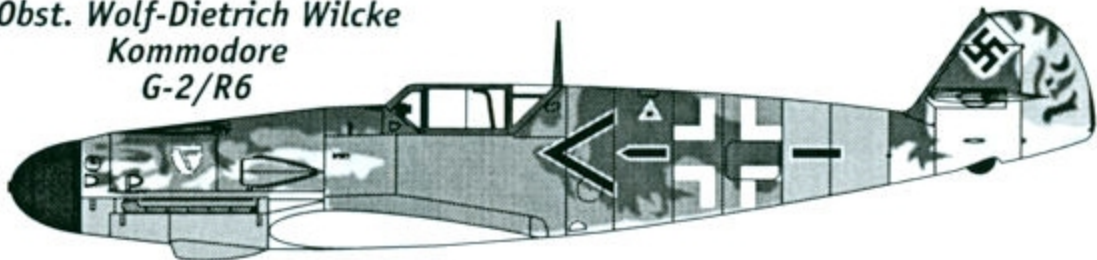
Hptm. Hans von Hahn
I Gruppenkommandeur
F-2



Hptm. Kurt Brändle
II Gruppenkommandeur
F-4



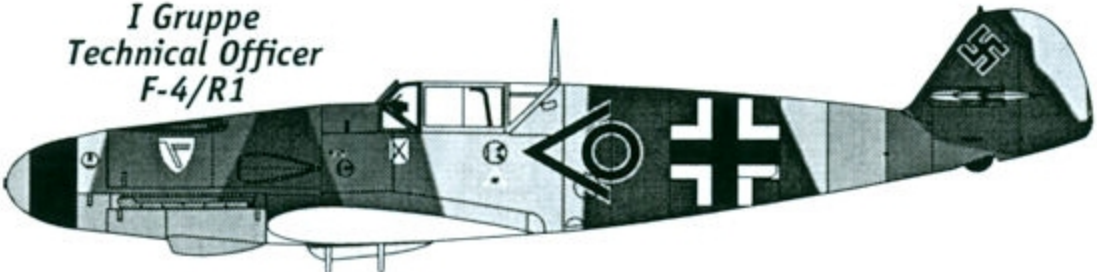
Obst. Wolf-Dietrich Wilcke
Kommodore
G-2/R6



III Gruppe
Technical Officer
F-4



I Gruppe
Technical Officer
F-4/R1

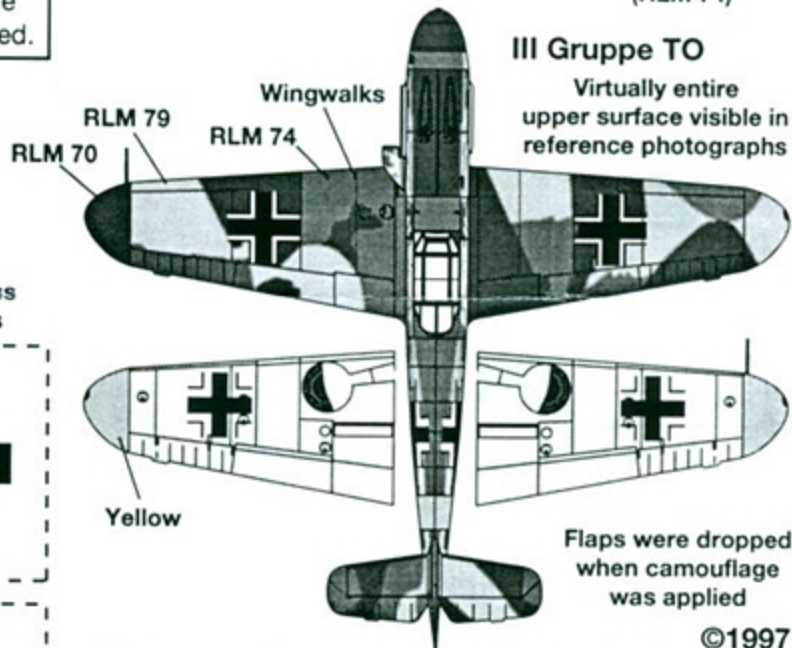
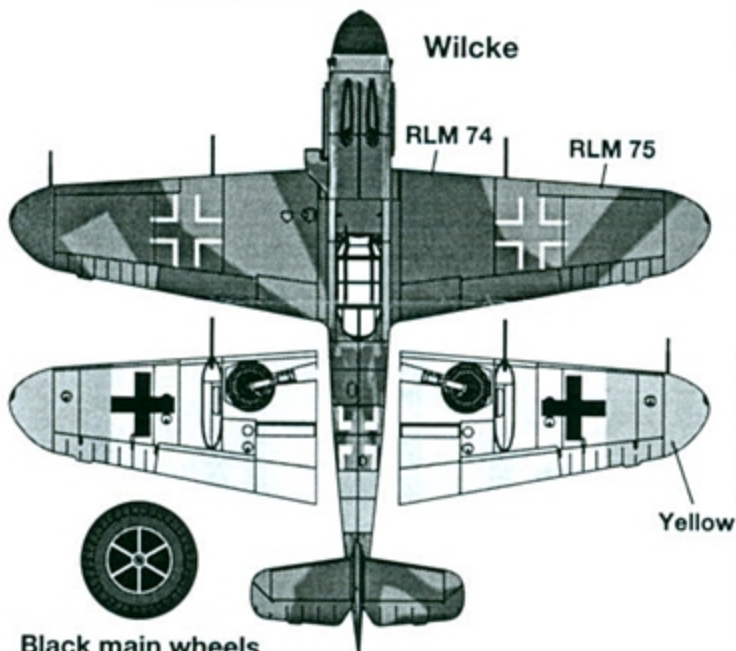
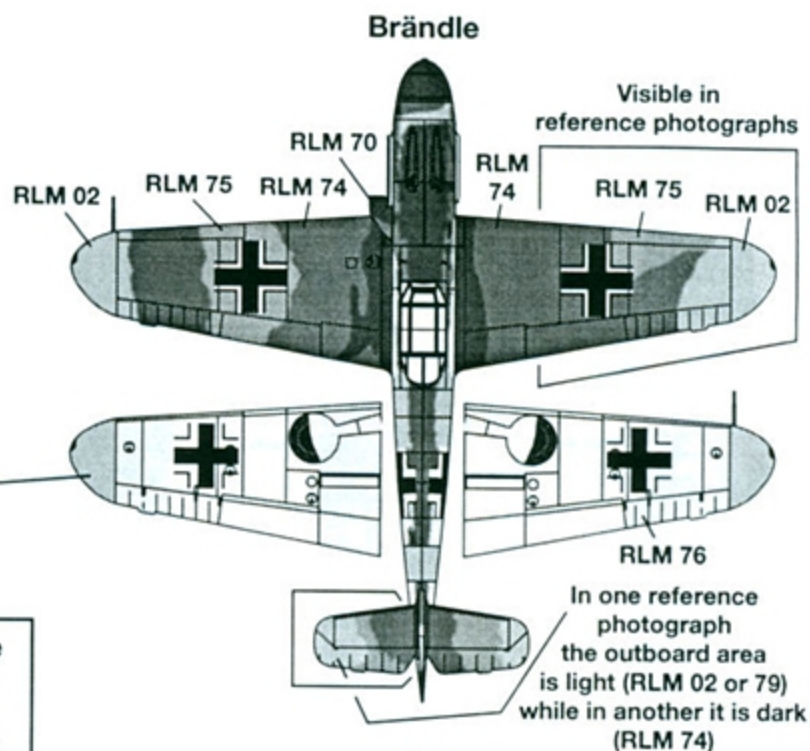
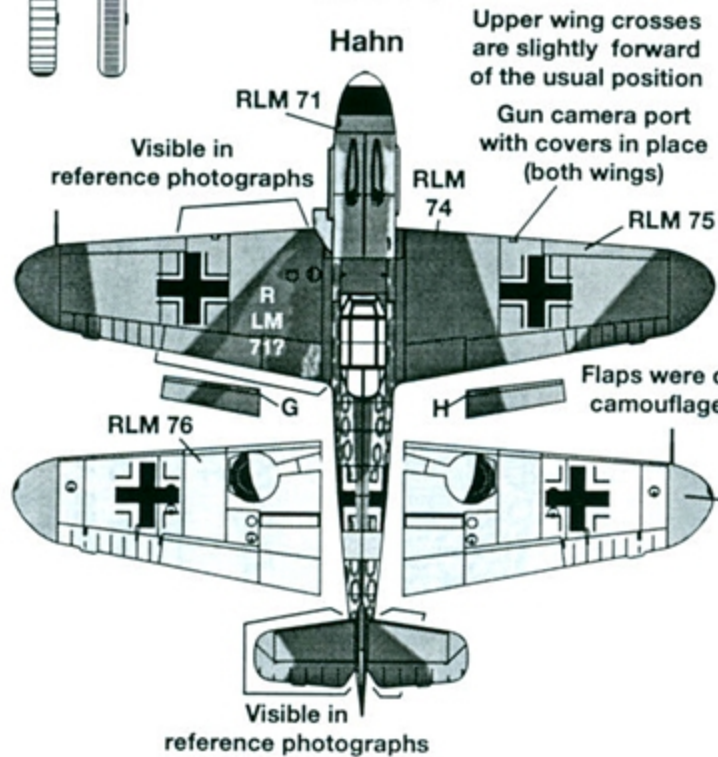


Kit main wheel tire tread pattern (left)

For scale drawings, enlarge by 250%



and that of Hahn's F-2



Upper surface patterns are conjectural except where otherwise noted.

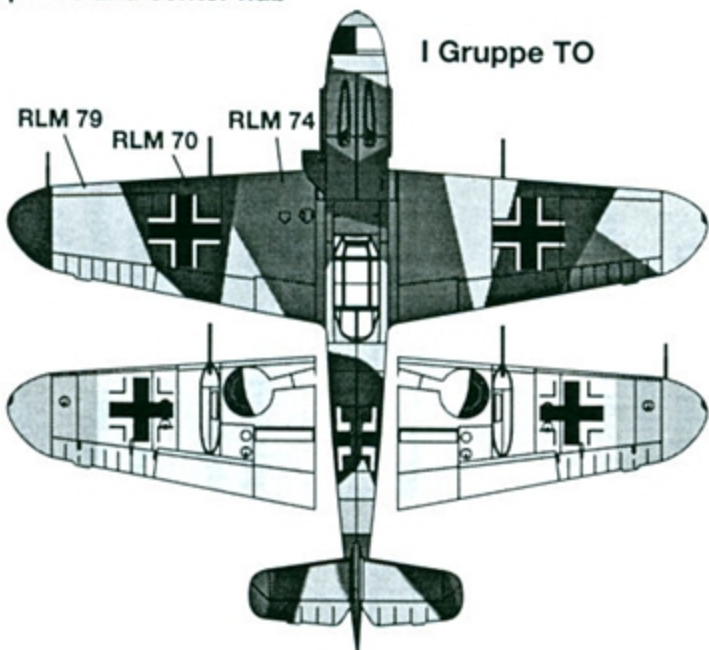
Fuselage cross fill templates



Upper wing cross fill templates



Black main wheels with unpainted rim, spokes and center hub



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REFERENCES

- A: *Aviation Journal* (issue number unknown)
- B: *Model Art* #408, *Messerschmitt Bf 109F*
- C: *Revi* #2: 1994
- D: *Messerschmitt Bf 109F, G & K Series*: Jochen Prien & Peter Rodeike, 1993
- E: *Luftwaffe Codes, Markings & Units 1939-1945*: Barry C. Rosch, 1995
- F: *Illustrated Warplane History* #3, *Luftwaffe Aces In WWII*: Green Arrow
- G: *German Fighters In World War II, The Day Fighters*: Werner Held, 1991
- H: *Dora Kurfürst Und Rote 13, Vol. 3*: Karl Ries, Jr, 1966
- I: *Luftwaffe Rudder Markings, 1936-1945*: Karl Ries & Ernst Obermaier, 1991
- J: *Aircraft Of The Luftwaffe Fighter Aces, Vol. 1*: Bernd Barbas, 1985 (blue jacket)
- K: *Aircraft Of The Luftwaffe Fighter Aces, Vol. 1*: Bernd Barbas, 1995 (white jacket)
- L: *Photo-Collection Luftwaffe-Embleme 1935-1945*: Karl Ries, 1976

Third Group Decals – 48-049 – JG 3 Udet – Messerschmitt Bf 109F-2/4/G-2

For scale drawings, enlarge by 150%

Hptm. Hans von Hahn – I Gruppenkommandeur Bf 109F-2, WNr 5458 – July, 1941 – Eastern Front

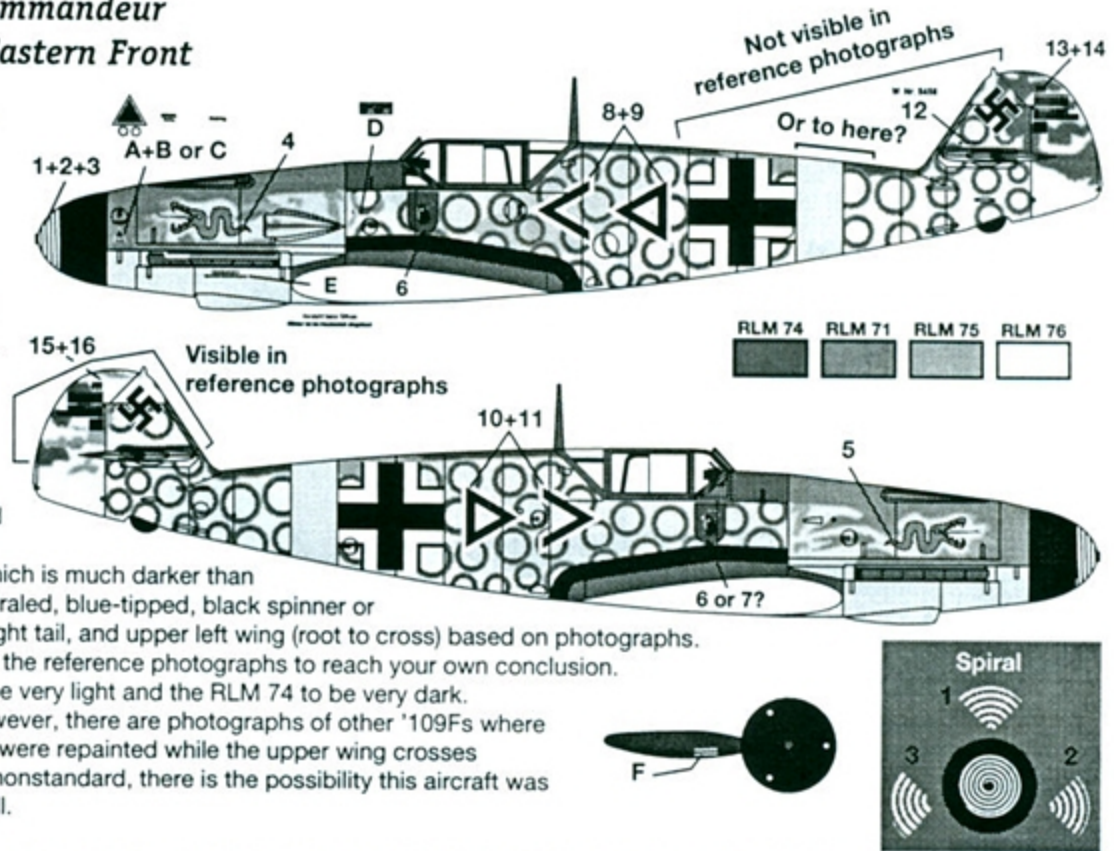
Equipment: Supplementary windscreen armor, faired right windscreen quarter-panel, square wheel wells, possible external tail stiffeners. Centerline rack not fitted. Main wheel tire tread pattern was different from that provided with the kit.

Camouflage: RLM 74/75/76 with RLM 71/02 mottling on yellow engine cowling and RLM 74 fuselage rings blended with translucent wisps of RLM 02 and misted with RLM 71. (Rings were not as perfectly round as depicted.) Possible yellow fuselage band (one or one-and-a-half panels), rudder and lower wingtips. Black exhaust matting above wingroot. Mottling applied around the base of the oil triangle (A) makes the triangle appear larger than it really was. Color illustrations of this aircraft depict a green-tipped black spinner. Reference photographs show the spinner tip to roughly the same shade as the rest of the spinner, which is much darker than the green of the Tatzelwurm (4, 5). Our guess is a white-spiraled, blue-tipped, black spinner or a white-spiraled, solid black spinner. Areas of left profile, right tail, and upper left wing (root to cross) based on photographs. As with all decalized aircraft, you are encouraged to review the reference photographs to reach your own conclusion. When so doing, you will notice the upper wing RLM 75 to be very light and the RLM 74 to be very dark. One could argue the colors were RLM 02 and RLM 70. However, there are photographs of other '109Fs where the RLM 75/74 looks like RLM 02/70. But as the swastikas were repainted while the upper wing crosses apparently were not, and the upper surface camouflage is nonstandard, there is the possibility this aircraft was originally RLM 02/71/76 and later repainted. It's a tough call.

Markings: We have not seen a photograph of the right side of this aircraft, except for the vertical tail (the balloon kills were not identical on both sides), and thus are unsure whether Hahn's personal marking was applied to the right side. We have provided two extra markings for use at your discretion: an extra 6 plus a 7 (our guess is neither).

Stencils: Known stencils are depicted. Manufacturer's data plate (D) was misted. Stencil E was masked off when the lower engine cowling was painted yellow. Stencil F, which we presume to be boresighting marks, was applied to the rear of the propeller blades. There was a data plate on the vertical fin but it was painted over, as was the fuel octane triangle below the cockpit.

References: A - unknown page number; B - 6, 148, 149; C - 20F, 21 & 22; D - 17; E - 111.



Hptm. Kurt Brändle – I Gruppenkommandeur Bf 109F-4, WNr 13387 – August, 1942 Frolov (Stalingrad), Russia

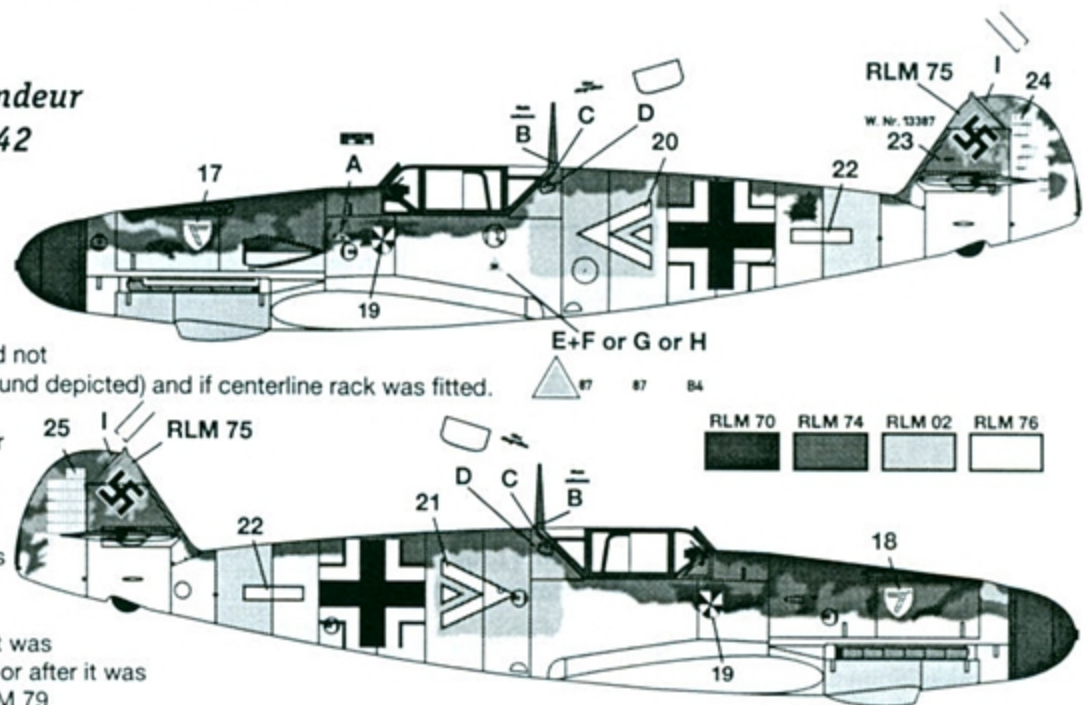
Equipment: Supplementary windscreen armor. Probable faired right windscreen quarter-panel (common) with possible signal flare port (depicted). Unknown if compressor fairing fitted. This was a late-production F-4 and probably did not have external tail stiffeners. Unknown style of wheel wells (round depicted) and if centerline rack was fitted.

Camouflage: RLM 02/70/74/75/76, unknown style of spinner (RLM 70 depicted), yellow fuselage band and probable lower engine cowling and lower wingtips. The large patch of RLM 02 around the chevron could be freshly applied RLM 76. An acceptable level of accuracy of the color callouts is difficult due to excessive contrast in the reference photographs, though it is obvious from such that extensive repainting had been performed. It is possible that this aircraft was originally destined for North Africa and was repainted before or after it was assigned to JG 3. That being the case, RLM 02 would be RLM 79 (except for the patch on the side of the fuselage), and RLM 76 would be RLM 78. Left profile based partially on photographs; right profile is conjectural.

Markings: Geschwader badge (17,18), unlike the Gruppe badge (19), probably faced forward. Two styles of kills (24, 25) are provided: Real and Pretty. Real kills are based on the actual kills (left side), are scrappy-looking (once applied), and have the lower two rows spaced differently. Pretty kills are provided for those that prefer their kills to look pristine.

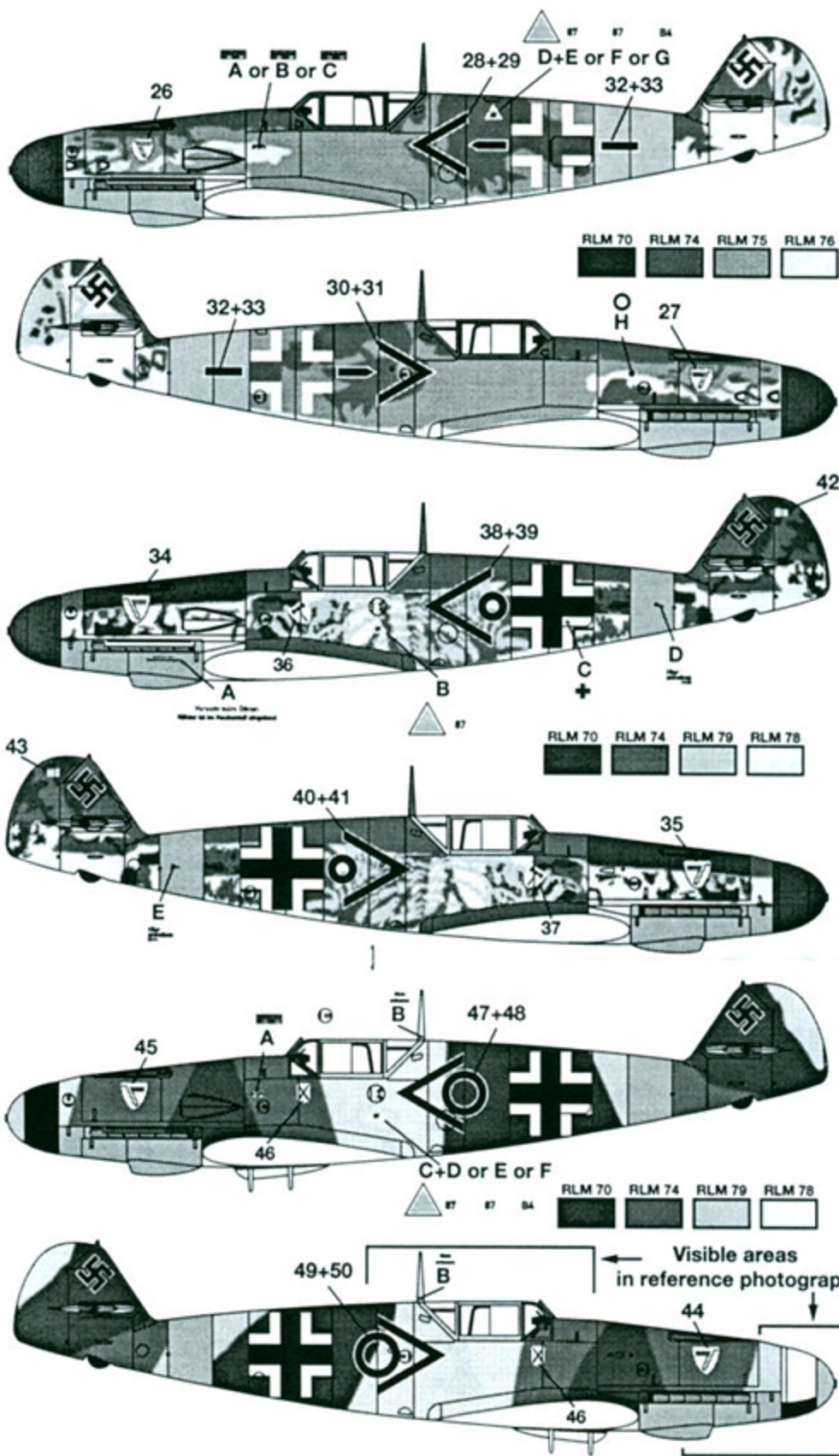
Stencils: Known stencils are depicted. Manufacturer's data plate (A) was not overpainted; there was no first aid cross on the left fuselage cross; and though the area is not visible in reference photographs, there probably was a fuel octane triangle. Aircraft probably had more stenciling that depicted.

References: F - 70 & 71; G - 137 (recommended for tail area and overall tonal comparison); H - 57; I - 37.



For scale drawings, enlarge by 167%

Obst. Wolf-Dietrich Wilcke - Kommodore
Bf 109G-2/R6 - Late 1942 - Eastern Front



Equipment: Unknown length of windscreen washer fairing (long depicted). Probably no below-canopy air intakes. Lower section of the main gear strut doors removed for winter operation. Main wheels had unpainted rims, spokes and center hubs. Cockpit air intakes are not noticeable in the reference photographs (photograph with right windscreen quarter-panel is a distant shot; no photograph of left side). Cover illustration of Reference J depicts an air intake on the left windscreen quarter-panel. That said, we have chosen to depict cockpit air intakes on both windscreen quarter-panels. **Camouflage:** RLM 74/75/76 with RLM 02/70/74 mottling, RLM 70 spinner, yellow lower engine cowling, lower wingtips, and fuselage band. Heavy exhaust stains were present along the wingroot. From what can be made out in reference photographs, the upper camouflage pattern appears to have been a modified 'factory' pattern. This aircraft is the featured color illustration on the front cover of Reference J, which shows a totally different pattern. Right profile based on photographs; left profile is conjectural. **Markings:** Note that the red outline of the Geschwader badge (26, 27) is segmented. Separated badges are also provided. Obst. Wilcke had another G-2 with the same markings and similar paint scheme but it was not a gunboat, meaning it did not have underwing 20mm cannons. **Stencils:** Known stencil is H, though the odds are this aircraft had more. If air intakes were on both windscreen quarter-panels, this would be either an Erla or WNF machine - A or B, respectively. If not, it could also be a Messerschmitt-Regensburg machine - C. **References:** J - 50; K - 46.

III Gruppe Technical Officer
Bf 109F-4 - Eastern Front

Equipment: Supplementary windscreen armor. Faired right windscreen quarter-panel possibly with signal flare port. Unknown if compressor fairing fitted. No external tail stiffeners. Unknown style of wheel wells (round was common). Centerline rack not fitted. **Camouflage:** RLM 70/74/79/78 with RLM 02/70/74 mottling. RLM 70 spinner and swath on upper engine cowling, RLM 79 canopy framework, RLM 74 supplementary windscreen armor, yellow fuselage band and possible yellow lower engine cowling and wingtips. Initial impression of the reference photographs suggests fuselage mottling was applied haphazardly, but close scrutiny suggests splotches of RLM 70 were applied, followed by patches and bands of RLM 74, and then RLM 02. If you intend to replicate the camouflage as accurately as possible, Reference B is essential. If you have Hasegawa's Bf 109F 'Eastern Front 1942' (JT115), disregard the kit camouflage pattern as it is not a good representation. There is a possibility, though unlikely, that this was not a desert '109 rerouted to the Eastern Front. If so, RLM 79 would be RLM 02, and RLM 78 would be RLM 76. Left profile and upper surfaces based on photographs; right profile is conjectural (it's mirrored as we figured it would be very similar, though you should deviate from it somewhat). **Markings:** The 'U' of the Geschwader badge (34, 35) was narrow, not wide like the kit decals. The III Gruppe badge (36, 37) was not a solid black double-headed axe on a white shield (as per the kit decals); the blades and grip were black, handle was wood brown, and gray rope held it all together. Not only are colors missing but the shape of the axe is totally inaccurate: it looks like a combined bow tie and neck tie! There may have been such an axe within a Gruppe badge on some other aircraft (or as in the color illustration on the inside rear cover of Reference C), but definitely not on this one. Alternate separated Gruppe badges have been provided should the one-piece badges be out of register. Due to the RLM 70 background, we are unsure if the rudder kills (42, 43) had small red stars above the last three bars. Separated kills are also provided. **Stencils:** Known stencils are depicted, which isn't much. The manufacturer's data plate was overpainted. No upper wing stencils, other than red(?) wingwalks. Note that stencils D and E are not like the generic ones provided with the kit. **References:** B - 39, 114; C - 20; E - 113; L - 69.

I Gruppe Technical Officer
Bf 109F-4/R1, unknown WNr (13001-13391)
Summer, 1942 - Southern Russia

Equipment: This Wiener-Neustadt-built F-4 was one of the small number (240) which had underwing 20mm cannons (may be borrowed from HASEGAWA's '109G-6 or G-14). It also had wide blade propellers as fitted to the F-4Z. It is possible, though unlikely, that a sand filter was fitted. Supplementary windscreen armor. Faired right windscreen quarter-panel with signal flare port. Unknown if compressor fairing fitted. As per photos of other F-4/R1s, external tail stiffeners probably were not fitted and the wheel wells were probably round. Unlike all the other '109s on this sheet, it appears that a centerline rack was fitted. **Camouflage:** RLM 70/74/79/78, yellow or RLM 76-tipped white/black pinner, yellow lower engine cowling, RLM 74 supplementary windscreen armor and windscreen frame, RLM 79 canopy frame, probable yellow fuselage band and lower wingtips. Width of yellow lower wingtips is unknown. Left profile partially based on photographs. **Markings:** Reference photograph shows the aircraft with the upper engine cowling removed, therefore it is unknown if the Geschwader badge (44, 45) was applied. Other unit aircraft of the same time period had Geschwader badges as shown. One-piece and separated Gruppe badges (46) are provided. **Stencils:** Known stencil is B, and likely stencils are depicted, which isn't much. Manufacturer's data plate (A) may have been overpainted. **Reference:** D - 42.

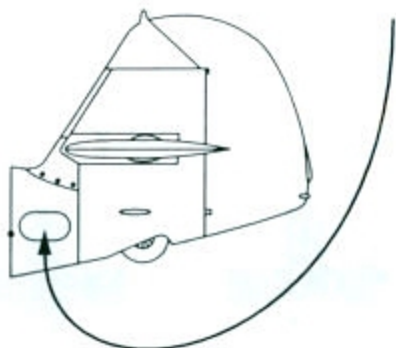
Drawings based on Hasegawa's Bf 109F-2/F-4/G-2
(J10, 11, 13)

Decals designed for same, though they may be suitable for others
Below are some modifications you may wish perform

Some G-2s had cockpit ventilation air intakes on both
windscreen quarter-panels, some on one side but not the other,
and some had none at all



Fill the oval-shaped panel
on the F-2/F-4 and G-2



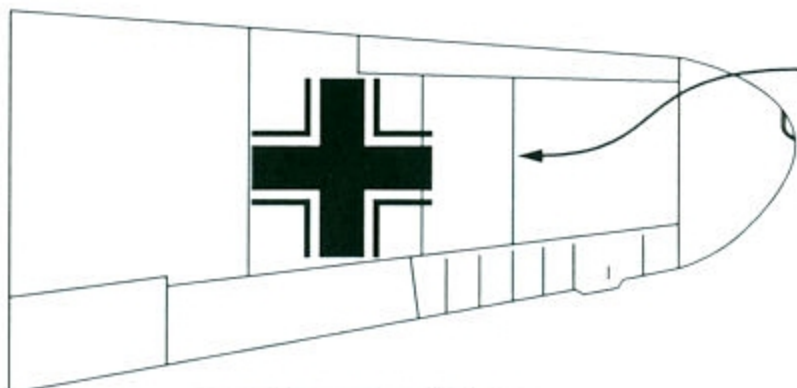
F-2/4

Windscreen left wing window
is missing and
roofplate upper section
is too long

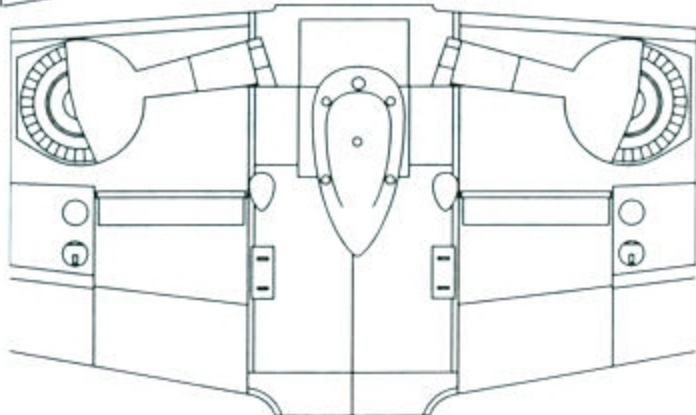
As it comes



Corrected



Scribe a panel line
(both upper wings)
in line with the
third aileron rib
counting outward



Centerline rack should
to be positioned
(as shown)
rearward and
offset to the left