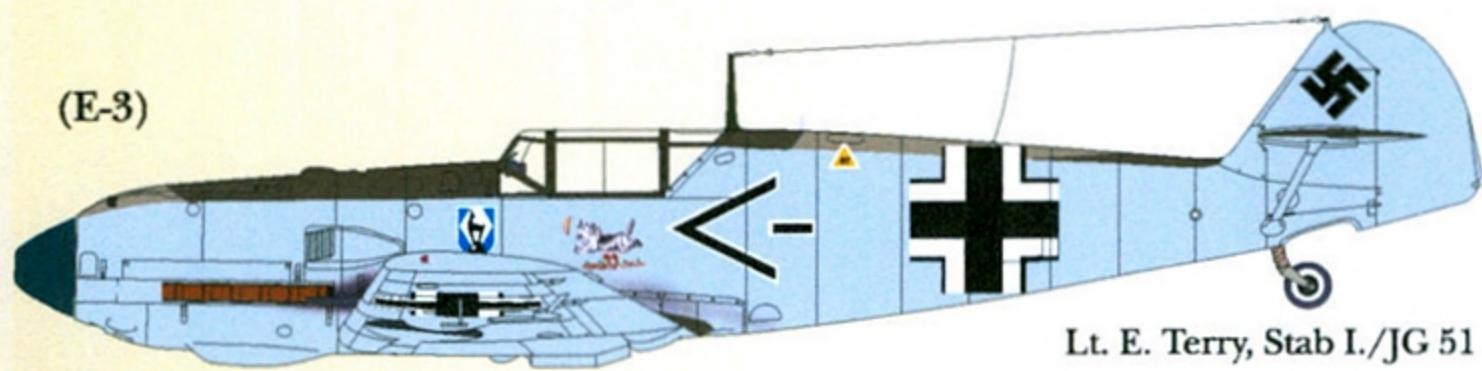


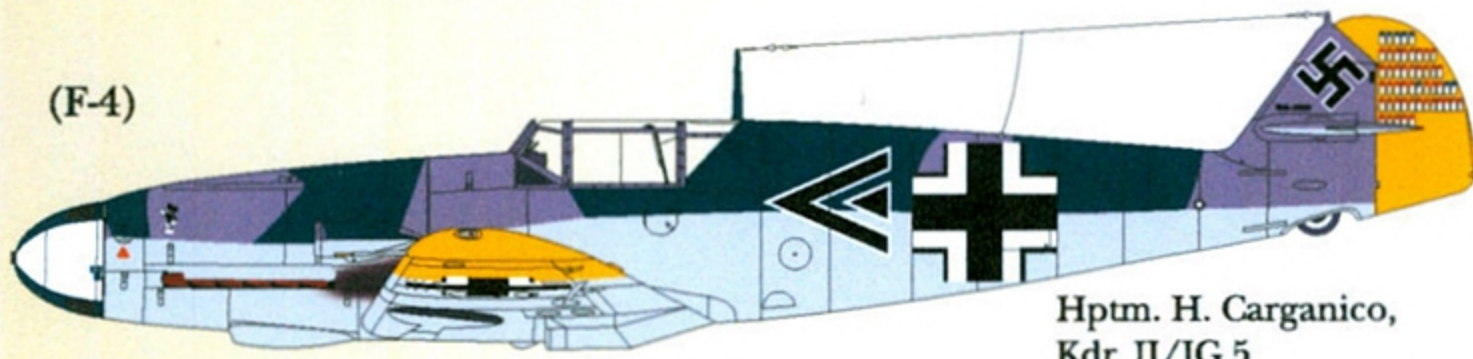
# MESSERSCHMITT Me 109 Part 6

(E-3)



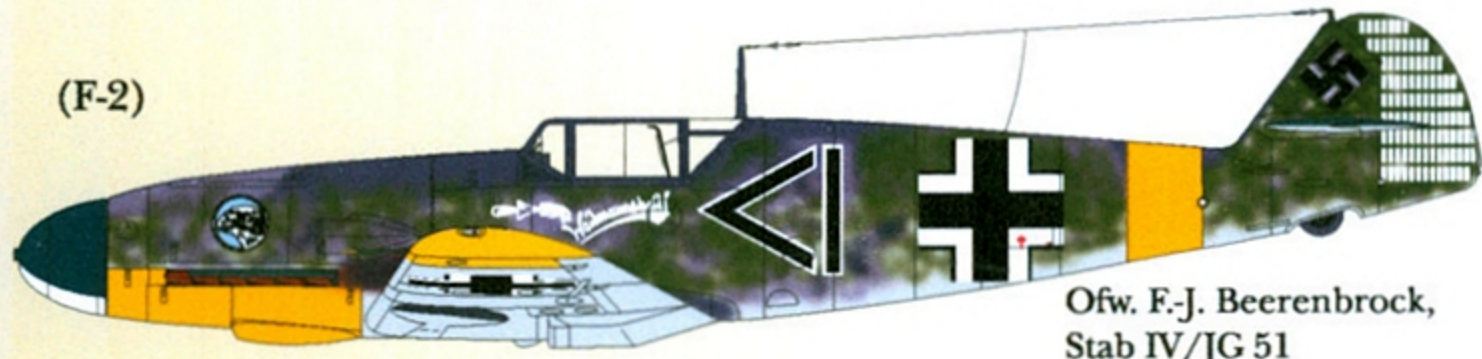
Lt. E. Terry, Stab I./JG 51

(F-4)



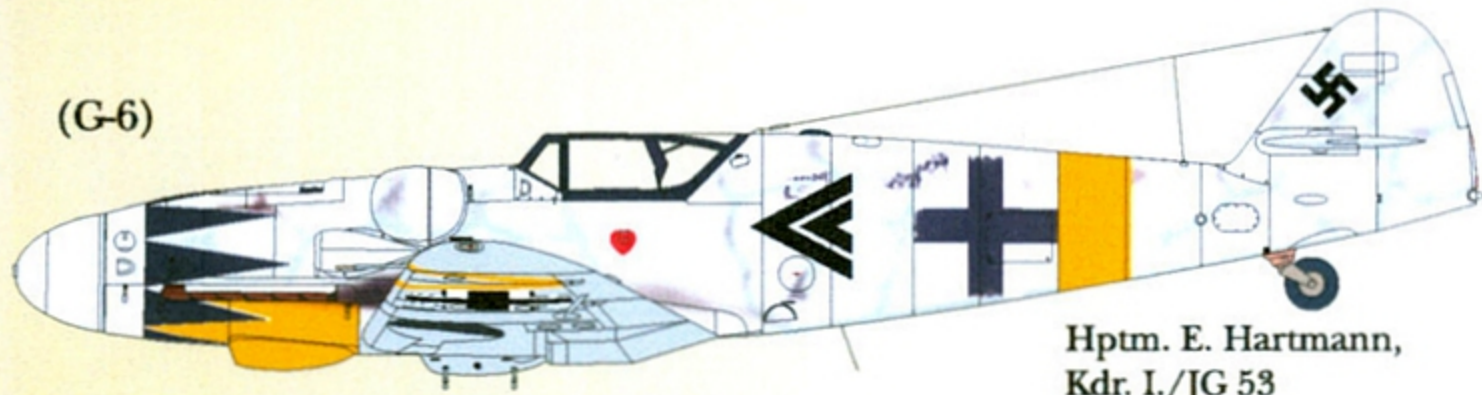
Hptm. H. Carganico,  
Kdr. II/JG 5

(F-2)



Ofw. F.-J. Beerenbrock,  
Stab IV/JG 51

(G-6)



Hptm. E. Hartmann,  
Kdr. I./JG 53

Recommended kit: Hasegawa Me 109 kits  
Tamiya Me 109E kit  
Zvezda Me 109F kit

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# MESSERSCHMITT Me 109 Part 6

**A/C #1** Me109 E-3, W. Nr. unknown, flown by Lt. Ernst Terry, Stab I/JG51, Krefeld-Uerdingen/Germany, Spring 1940.

Three photos of this A/C are shown in ref. 1. It is camouflaged in RLM 71/02/65 colors with RLM 65 high up on the fuselage sides with no mottling. He was the Geschwader 1A, so the stab mark is single chevron with a bar. I/JG51 emblem is seen below the windscreen, but JG51 Geschwader emblem is not seen on the cowling. Two kill marks (scored in the Spanish war) might be on the tail fin, but could not be confirmed by the photos. His first victory in WWII was achieved on May 11th 1940.

His personal mark is a terrier, this time chasing a sausage hanging from the cockpit. Though the color is not known, it should not be just black outline, as some white area is discernible on its tail on magnification. Though no tonal differ-



ence from RLM65 in b/w photo, light blue body is quite strange for a dog, and the ground and grass seems to be col-

ored. The colors in mark 65 is our best guess.

Lt. Terry was later shot down and captured on October 29, 1940 with 8 victories.

**A/C #2** Me109F-4, W. Nr. 10132, flown by Kdr. I/JG5, Hptm. Horst Carganico, Petsamo, late June 1942.

Though Hptm. Carganico's most famous A/C is his G-6 with a big Micky Mouse mark on the fuselage, it is this A/C that he first applied a small Micky Mouse on its cowling. Photos of this A/C are shown in ref. 2 ~ 4, and the marking shown here is that of his 50th victories (precise date not known).

Due to its similarity to desert scheme, it is very often claimed that A/C of JG5 at this time has green and grey paint applied over RLM 78/79 desert scheme. But we fully agree with Mr. Kari Stenman's opinion that (1) sand brown color does not match the color of terrain in the far north, and (2) comparison of the two photographs of Me 109, CI+MM (one is full side view with darker yellow fuselage band, taken by orthochromatic film shown in ref. 5 (ref. 4 photo is too dark), and another 3/4 front view with lighter fuselage band, taken by panchromatic film in ref. 6) taken in May/June 1942 at Helsinki-Malmi AB clearly shows that though fuselage band is very different due to different nature of the film, fuselage upper side colors are almost the same. This rules out the use of sand brown color on upper fuselage. We follow his suggestion that these colors would be RLM74/75/76, but as with Rudi Muller's famous yellow \*3\*, this A/C has 3 different upper surface colors. The darkest color on most of the fuselage upper side and wing root might



be RLM70.

His 50 kill marks are on its yellow rudder with black outline, and the first 5 kills are against RAF. It is not known whether the kill marks are applied on the right side or not. Photo in ref. 3 clearly shows a broader yellow color on wing tips, but close-up photo of its right side nose in ref. 7 clearly shows the absence of both yellow color on lower nose and Micky Mouse on right cowling. Very interestingly canopy of this A/C is E-3 type (rounded top) with armored windshield, and at some time back mirror is mounted on top of the windshield (not at the time of his 50th victory).

This A/C suffered several hits by Russian fighters in the escorting mission on August 12, and Hptm. Carganico made the 2nd forced landing behind the enemy line, but returned to home base on foot one day later.

On March 26 1944 he was appointed Kdr. of I/JG5 engaged in home defense duties, but on May 27 his A/C (Me 109 G-5, W. Nr. 110087) suffered combat damage, and while searching for some space for emergency landing touched a high tension cables, and crashed into the ground near Chevry/France. He was promoted to Major posthumously.

Hptm. Carganico scored 60 victories among which 54 were scored in the Far North.

**A/C #3** Me 109 F-2, W. Nr. unknown, flown by Ofw. Franz-Josef Beerenbrock, Geschwader Adjutant/JG51, August 1, 1942, Dugino near Stalingrad.

This is the A/C of Ofw. Beerenbrock in which he shot down 9 Russian A/C (94th to 102nd victory) on August 1, 1942, and won Eichenlaub to his RK with promotion to Lt. Though on paper he belonged to Stab IV/JG51, he was indeed Geschwader Adjutant and wingman to Obst. Karl-Gottfried Nordmann since his promotion to Kdore (April 10, 1942), as the Stab marking of this A/C and lack of IV Gruppe mark indicate.

A total of 4 photos are shown in ref. 1, 8, 9 and 10, and these clearly indicates heavy overspray of dark green and grey (or brown color, probably of Russian AF use) over RLM74/75/76 color (ref. 8). Most of the fuselage sides and fin/rudder is over-painted with dark green color, while swastika and W. Nr. is covered before over-painting, and some wide spots on wings. The camouflage pattern shown here is our best guess. Though the engine cover is out of photo, the



existence of Geschwader emblem there is highly probable. Below the cockpit is applied his personal mark "Waldmannsheil".

It is rather puzzling that the kill marks on the rudder is 103, not 102, as he scored his 103rd and 104th victories on September 30, 1942 (ref. 11). It is not known whether the

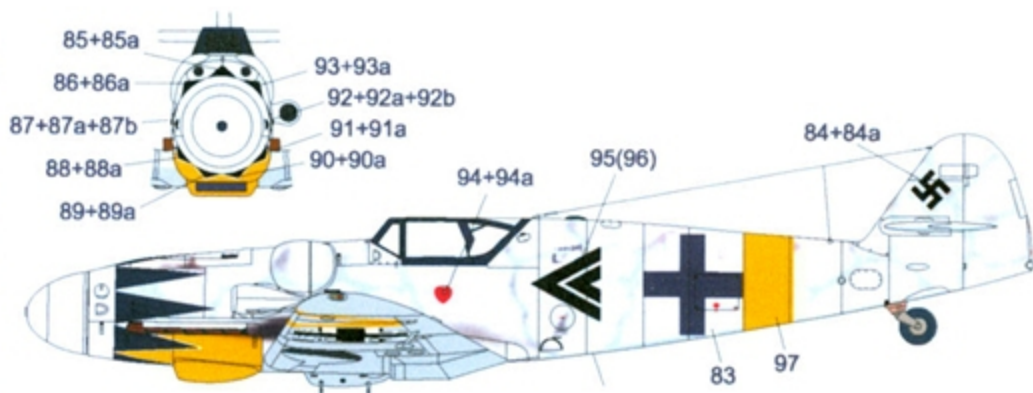
kill marks are applied on the right side or not.

Ofw. Beerenbrock was the leading ace of JG51 at that time, and then served as Sta. Kap. I/JG51 from November 1942. But on November 9 1942 after scoring his 115th to 117th victories, he was shot down behind enemy territory, and was captured. After release post-war he joined Bundesluftwaffe (ref. 8).

**A/C #4** Me 109 G-6, W. Nr. unknown, flown by Kdr. I/JG53, Hptm. Erich Hartmann, Veszprem/Hungary, February 4, 1945

Two photos of this A/C were first shown in ref. 12, and later in ref. 13 and 14. On this day Hptm. Hartmann made a "freie jagd" with Ofwr. Erich Sommarvilla, and scored his 337th victory, while Sommarvilla's machine had trouble and returned to base without combat. Though sometimes identified as G-14, it is indeed a G-6 with Erla Haube and tall tail, and antenna wire is connected to fuselage spine directly. The wider range photo in ref. 14 shows clear black double chevron (under which former code "7" is faintly visible) and white outline fuselage cross (center probably 74), while some RLM 74/75 colors are observable beneath white winter camouflage. Beneath the cockpit is his personal emblem, a red heart with Usch in it.

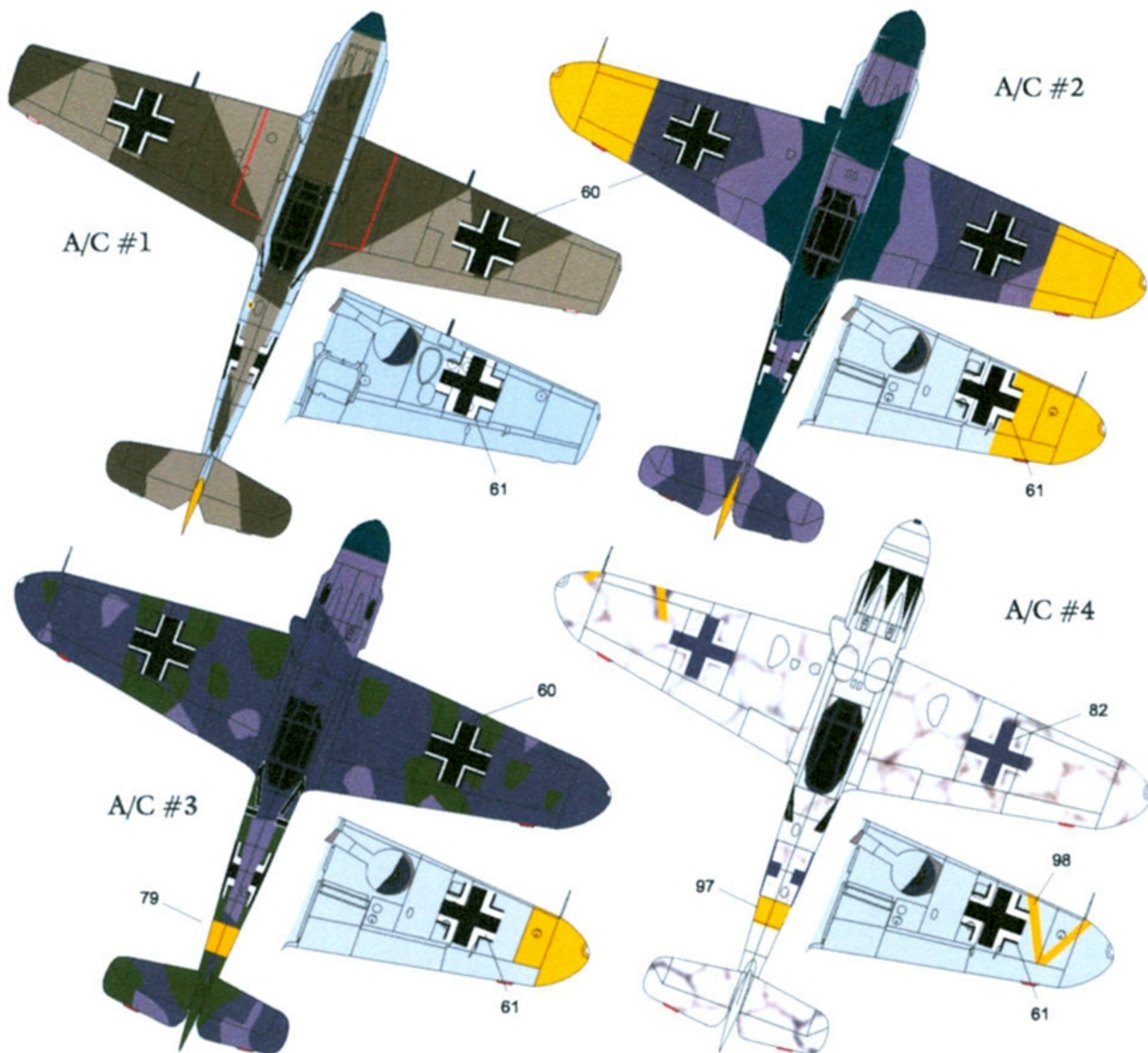
As lower engine cowling is removed for maintenance, details of lower black tulip are not known. Kit decals and some aftermarket decals show 3 tulip petals on lower cowling, but



this leads to somewhat broader petal, so we think there should be 4 tulip petals on lower cowling. There is a yellow

"V" mark on lower left wing, and maybe yellow fuselage band and lower cowling.





Special thanks to Mr. Kari Stenman (famous writer on Finnish AF books) on the camouflage colors of Car-ganico's A/C.

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