

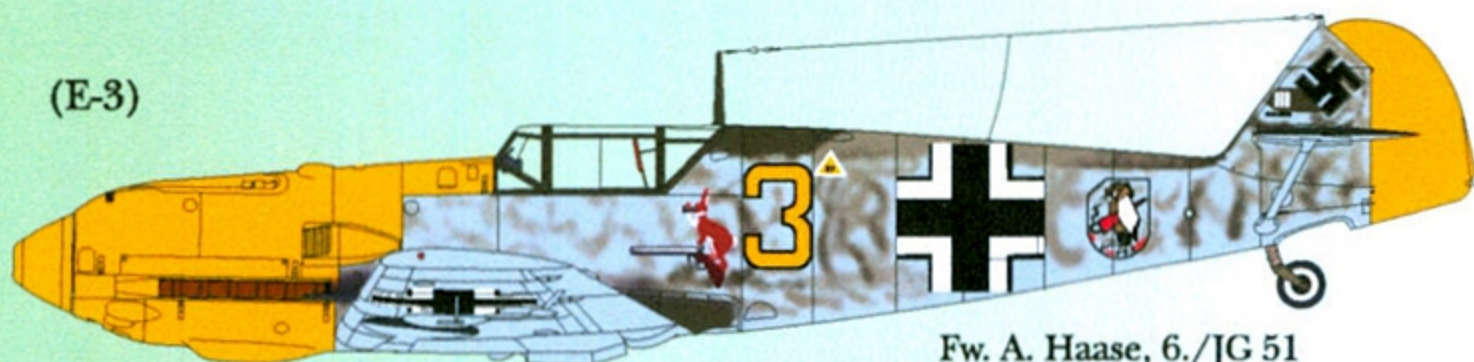
Lifelike Decals

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48-033

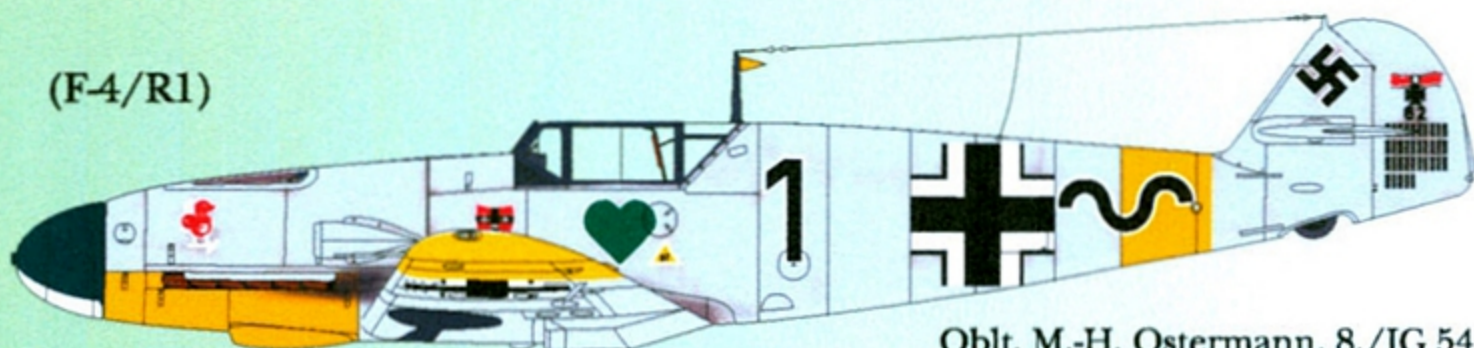
MESSERSCHMITT Me 109 Part 5

(E-3)



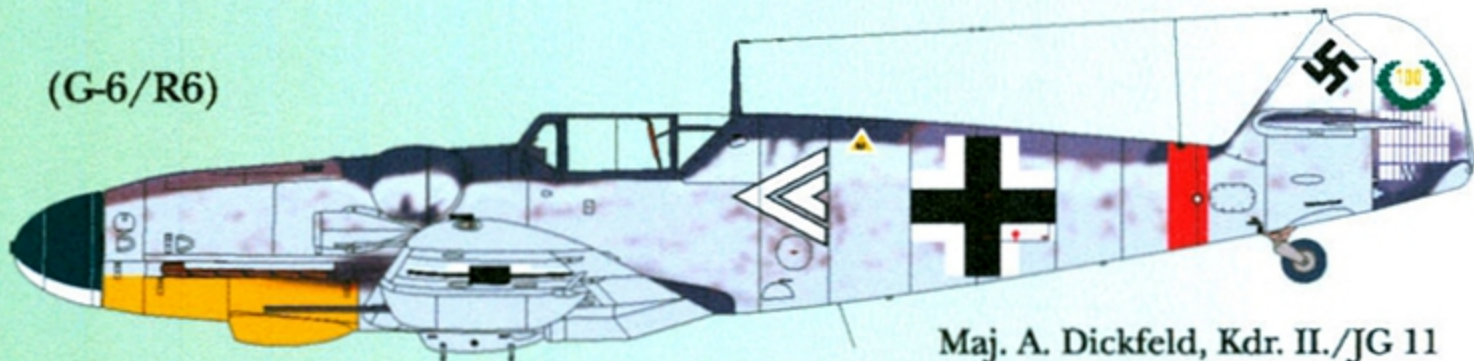
Fw. A. Haase, 6./JG 51

(F-4/R1)



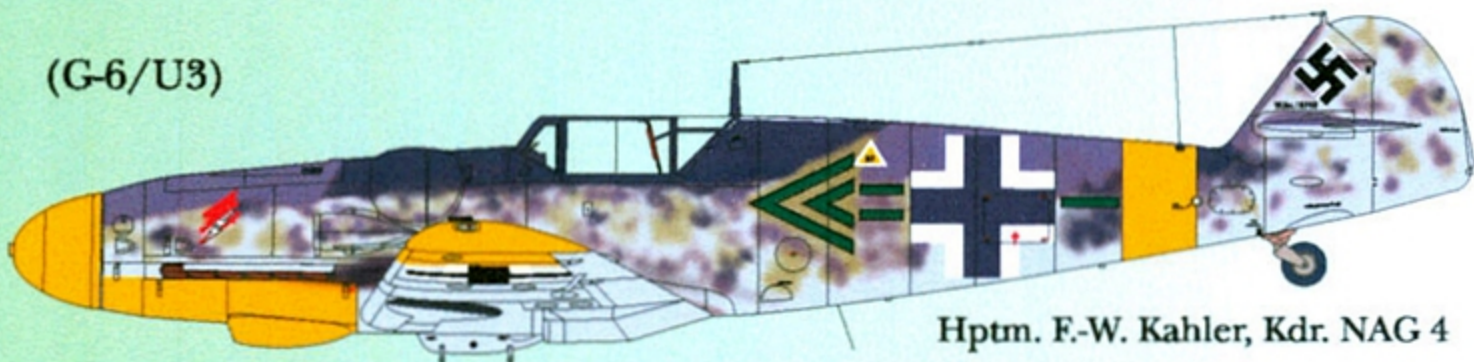
Oblt. M.-H. Ostermann, 8./JG 54

(G-6/R6)



Maj. A. Dickfeld, Kdr. II./JG 11

(G-6/U3)



Hptm. F.-W. Kahler, Kdr. NAG 4

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

Lifelike Decals wants to hear from you and your input.

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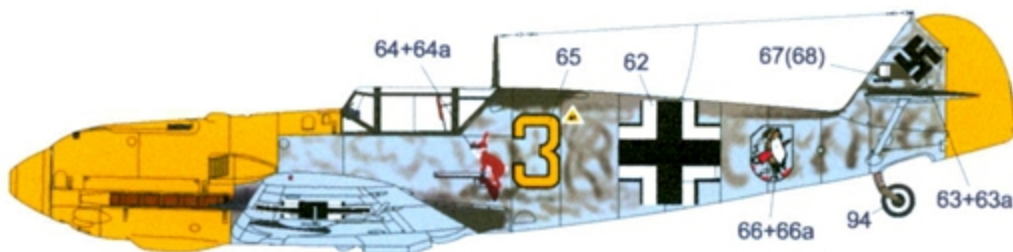
MESSERSCHMITT Me 109 Part 5

A/C #1 Me 109 E-3, W. Nr. 8508, flown by Fw. Arthur Haase, 6/JG51, Marquise-West/France, August 1940.

Two photos of this A/C are shown in ref. 1, and it is camouflaged in RLM71/02/65 colors with heavy mottling on fuselage sides. Wide area of nose and rudder are yellow. Fw. Haase's personal mark is a rabbit on a rifle aiming at the foe, but regrettably its color is not known, so the mark shown here is our best guess. Three white kill marks are applied over a RLM 02 area on the fin. A white ring is applied on the tail wheel.

The Gruppe emblem has some RLM 71 mottling inside. This indicates that it does not have white shield, and black outline and raven was applied directly over the camouflaged fuselage.

In spite of its unique personal marking, this A/C crash-landed in Calais after firing test, and underwent extensive repair work.



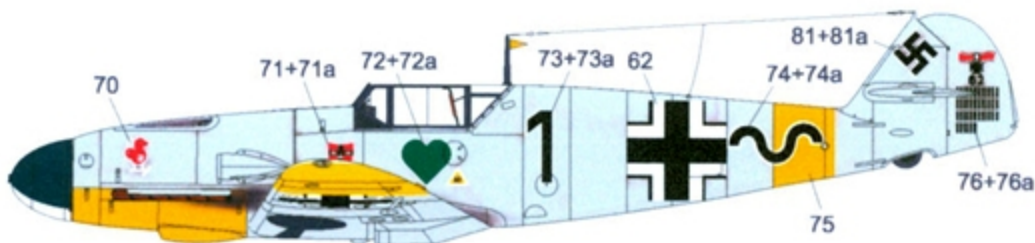
A/C #2 Me 109 F-4/R1, W. Nr. 13125, flown by Oblt. Max-Helmut Ostermann, Sta. Kap. 8/JG54, Siebelskaya/Russia, May 10-12 1942.

This is a rather famous A/C with several photos in ref. 2 to 5, but as its W. Nr. was obliterated, it is very often mixed up with other "black 1", W.Nr. 13088 or 13114.

When this A/C crash-landed beside Chudovo-Lyuban road of Bor near Leningrad after shooting down one I-16 and two P-40's (Ostermann's 98th-100th victory) and subsequent Flak damage on May 12 1942 (ref. 2, 6), it bore Ostermann's 97 kill marks (achieved on May 10) on both sides of rudder. According to ref. 2 (p231) and the loss list of JG54 (from Ashimoto-san), on this day he crash-landed F-4/R1, W.Nr. 13125 with black 1+~ marking. W.Nr.13088 was lost on May 10, and probably the tail section shown on p33 of ref. 4 (p170 of ref. 2 also) with 96 kill marks belonged to this A/C.

Oblt. Ostermann was wounded by the crash-landing on May 12, and hospitalized for about 3 months. During this period another "black 1" (W. Nr. 13114) was readied for him with slightly different style of "1" over RLM74/75/76 camouflage on BOTH sides of fuselage and 100 kill marks on rudder (ref. 2), but it seems that this A/C was sometimes flown by other pilots, like Lt. Hans Joachim Heyer.

W.Nr. 13125 has a very fascinating camouflage pattern, seen on some A/C of this Staffel during the transitional period of snow-melting, i.e., RLM 76 color was applied on entire left fuselage side (except canopy frame), left tail section, most of the left upper wing and stabilizer, panel in front of the armored windshield and some part of right upper wing



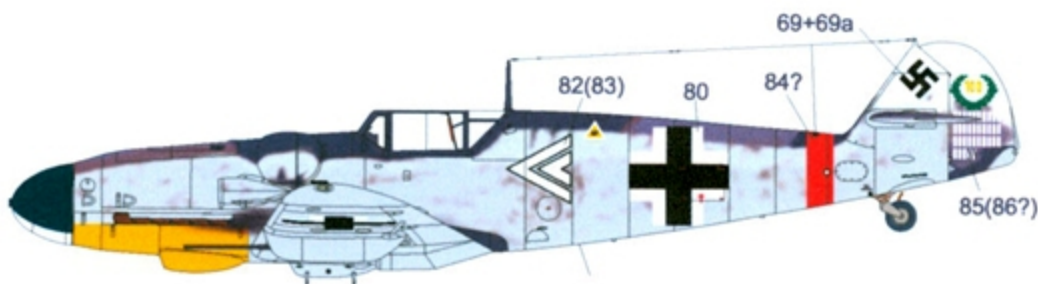
and stabilizer, while most part of right fuselage side and upper wing are camouflaged in RLM 71/74/75 color (ref. 2, 4) with demarcation on top of the spine. The fact that the light color on left side is not white winter camouflage is apparent from the uniformly darker tone than the white outline on "1", swastika and the white area of RK mark on rudder. Three

emblems adorn the left side, while on the right side III/JG54 emblem is missing. Rear fuselage yellow band partially obscures the white outline of III Gruppe wavy line, and it bore a yellow pennant on the antenna mast. Landing gear cover is removed, and spinner is 1/3 white.

A/C #3 Me109 G-6/R-6, W. Nr. unknown, flown by Major Adolf Dickfeld, Kdr. II/JG11, Jever/northern Germany, end of May 1943.

This is the last known A/C flown by Adolf Dickfeld. Ref. 7 shows two photos of this A/C, probably taken at some ceremony party as some twigs are adorning the A/C. Later ref. 8 showed the same two photos and another close-up photo of its cockpit area, which was taken when this A/C was handed over to succeeding Kdr, Hptm. Specht, and he put the pencil bar of his personal emblem below the windshield. Interestingly the width of two white chevrons is slightly different.

It is camouflaged in RLM74/75/76 colors. Photo of its tail unit shows white marking on the fin and upper half of the rudder (soft edged), but still some camouflage color is discernible. The kill mark shows 135 victories, the last two of which has black slash, indicating these are against heavy bombers. According to his victory list (ref. 9) these victories were scored against B-17 on April 17th and May 15th 1943. Ref. 10 shows his total score as 132, but 136 victories shown in ref. 9 is probably correct. Some A/C of this unit had red band on the rear fuselage. There is no photographic evidence that this A/C also had this band, but we



provide this when modelers like to do it. It is not clear whether the kill mark was applied on the right side of rudder or not. Due to limited space fuselage cross is not included in the decal sheet, so please make it from mark 80 and black cross.

A/C #4 Me 109 G-6/U3, W. Nr. 15746, flown by Hptm. Friedrich-Wilhelm Kahler, Kdr. NAG 4, probably summer to autumn 1943, Bojar/Belarus.

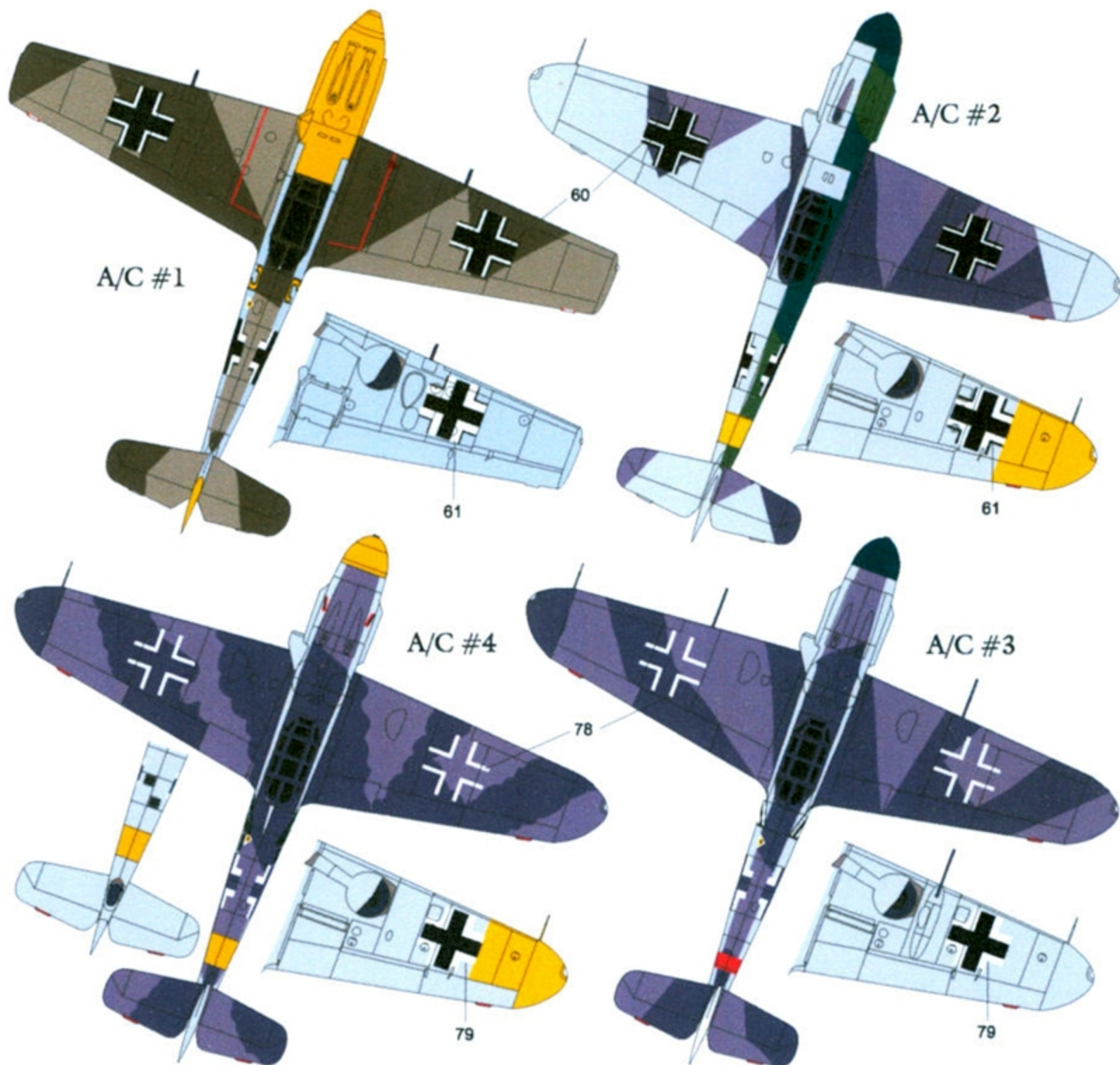
Two photo of this A/C are shown in ref. 11. These were taken when Hptm. Kahler explained details of his A/C to General Veiel (tank General) during his visit to NAG 4. The A/C is G-6/U3 with two small cameras installed on the rear fuselage without fuselage fairing.

It is camouflaged in RLM74/75/76 color with very dense mottling on fuselage sides, but interestingly some RLM76 color remains in streaming form behind the antenna. Fuselage and wing crosses are white outline only, with center section in RLM74 color. Though the engine cowling is open, and Gruppe emblem (ref. 12) is not discernible, it should be there. His unique Stab marking is all green with black outline. Spinner, rear fuselage band, lower nose and probably



lower wing tips are yellow. Hptm. Kahler took command of NAG4 from August 13,

1943, but was killed in action on January 6 1944 near Smolensk while flying a G-6 (variant unknown), W. Nr. 15856 with the same marking.



Special thanks to Mr. Ashimoto for the loss list of JG54.

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