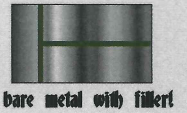


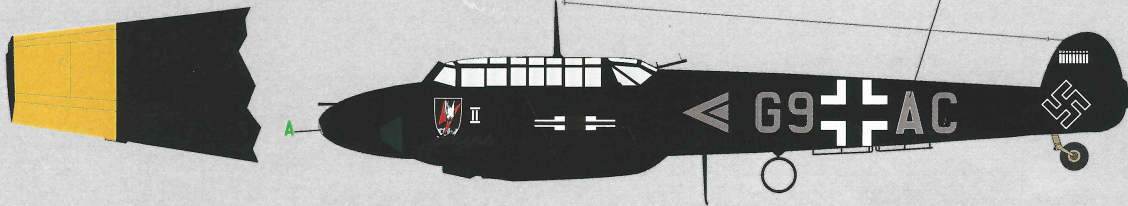
Monotone Me's!



Refer to kits instructions for aircraft national insignia positions on all options.

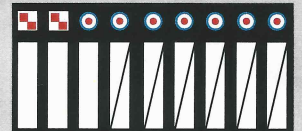


G9-MR

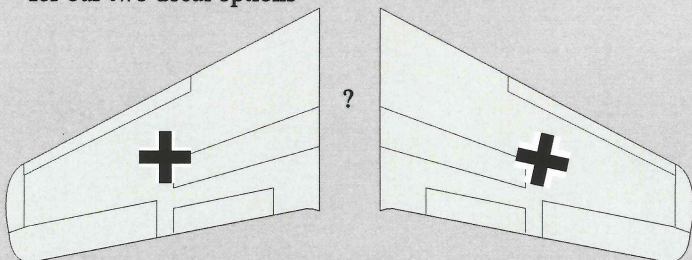


www.aimsmodels.co.uk

I am not convinced about Stab colour for this aircraft but they are provided anyway as an alternative



Style and angle of upper wing crosses on Me 163s. Both possibilities of style and angle documented but not recorded for our two decal options



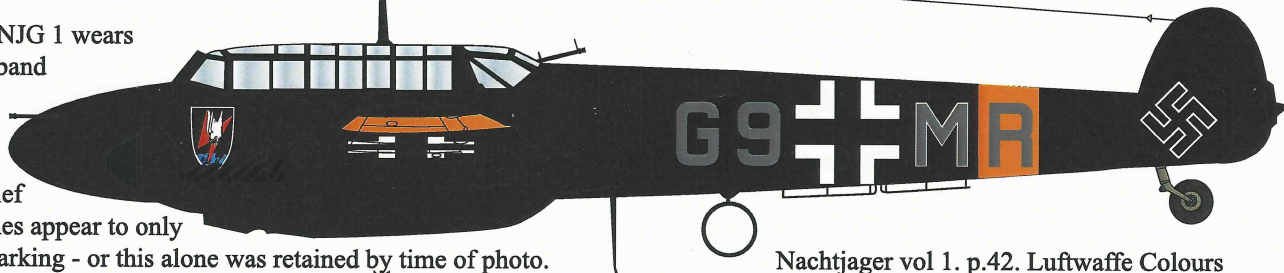
1. ? Poland 1939 whilst with 3./ZG 1
2. ? Poland 1939 whilst with 3./ZG 1
3. Sunday, 21/07/40, Wellington, 01:38 12km NW Munster
4. Sunday, 09/02/41, Wellington, 23:35
5. Sunday, 11/05/41, Wellington, 00:57 Westhever/Schleswig-Holstein
6. Monday, 30/06/41, Wellington, 01:52
7. Monday, 30/06/41, Stirling, 02:45
8. Tuesday, 02/06/42, Blenheim, 02:34
9. Friday, 07/08/42, ? Flzg. 4500m, 02:40 2km SW Graubroek

At the time of his death on 18th Nov 1943 Walter Ehle had been credited with 39 Ariel victories, 35 of them being at night. Above are the details of the first 9 of them shown on the decal.



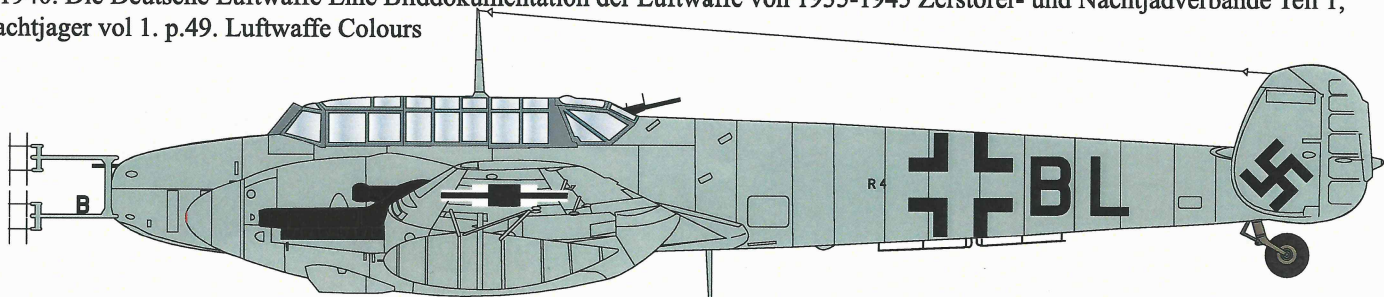
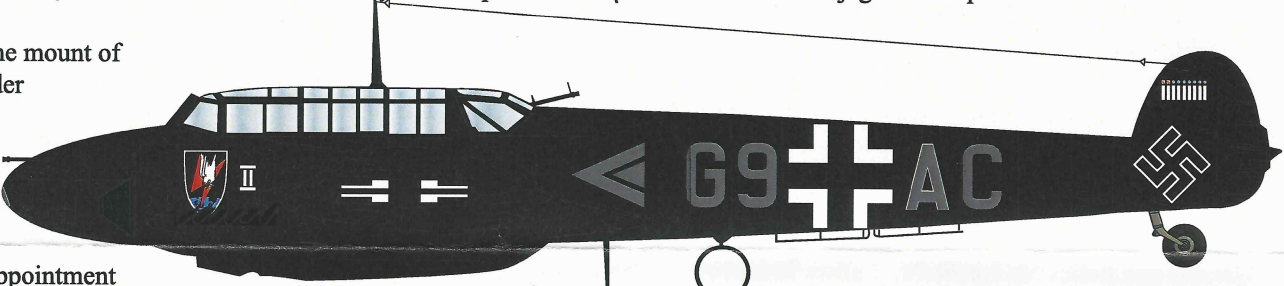
This Bf 110 D-3 of 4/NJG 1 retrofitted with FuG 202 radar and DB 601 N engines was based most likely at St. Trond in early summer of 1942. I am not convinced about the whole red codes on black Bf 110s thing but the photo of G9+FM shows the 'G9' darker than the 'FM', therefore both RLM 23 red and pre-RLM 75 'mixed grey' 'G9's' have been provided as well as two shades of grey for the 'FM.' My personal opinion is this... as the aircraft has survived long enough to be retrofitted with radar the likelihood of new ownership within NJG 1 makes it plausible for the 'G9' to still be in the darker pre-RLM 75 mixed grey and the newer 'FM' codes to be in the lighter RLM 77 that was becoming the standard colour for markings on RLM 22 aircraft. The victory bars seem elongated due to the roundels above them and the Nachtjager emblem is placed much further forward than usual. Aircraft of the Aces . 20 'German Night Fighter Aces of WWII', Osprey, p.50, Luftwaffe Im Focus, Start, Edition No. 4, p.12

This Bf 110 D of 7./NJG 1 wears the yellow fuselage band and lower wing tip recognition aids used over the Netherlands for a brief period. Most machines appear to only carry the fuselage marking - or this alone was retained by time of photo.



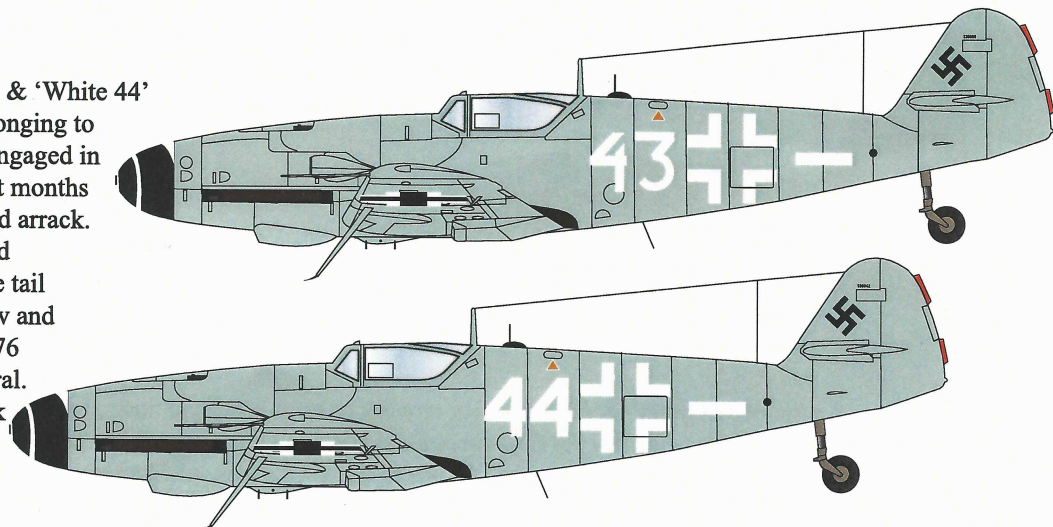
Nachtjager vol 1. p.42. Luftwaffe Colours

This Bf 110 E was the mount of II./NJG 1s commander Hptm. Walter Ehle accompanied by his radio operator Ofw. Wenig, based at St. Trond sometime after his appointment on 7th Oct 1940. Die Deutsche Luftwaffe Eine Bilddokumentation der Luftwaffe von 1935-1945 Zerstorer- und Nachtjadverbände Teil 1, p.50-53, Nachtjager vol 1. p.49. Luftwaffe Colours

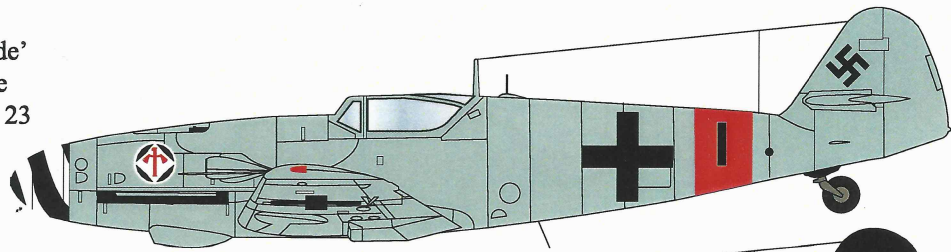


Seen outside a hanger at Greifswald (Pomerania) sometime in 1943 being faithfully looked after by 1st Machanic Werner Beck, this heavily armed G-4 with its WB 151/20 gun pack has been over-sprayed so as to be completely in RLM 76, traces of over-spray being seen on both the canopy framing and roots of the propellers. Tips of spinners have a 4 inch disk - most likely red/brown primer over the retaining screw rather than yellow for the 3rd Staffel of 1 Gruppe NJG 2. Die Deutsche Luftwaffe Zerstorer- und Nachtjagdverbände Teil 2 (VDM) p.92-93

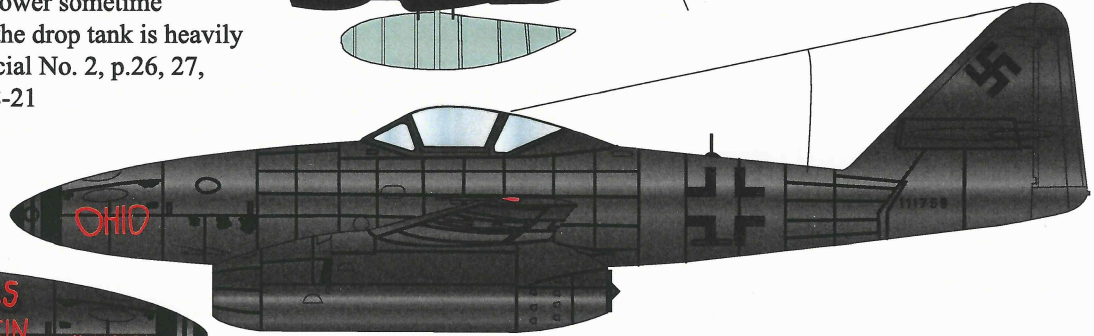
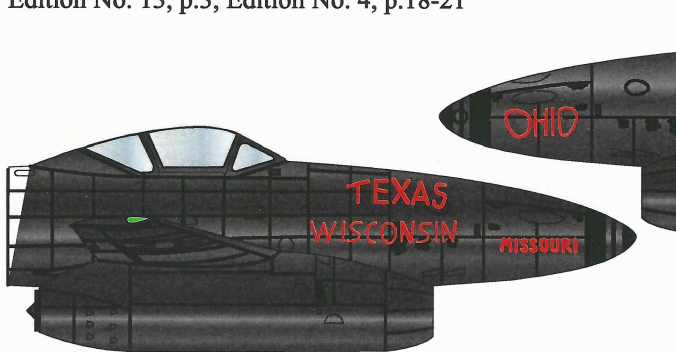
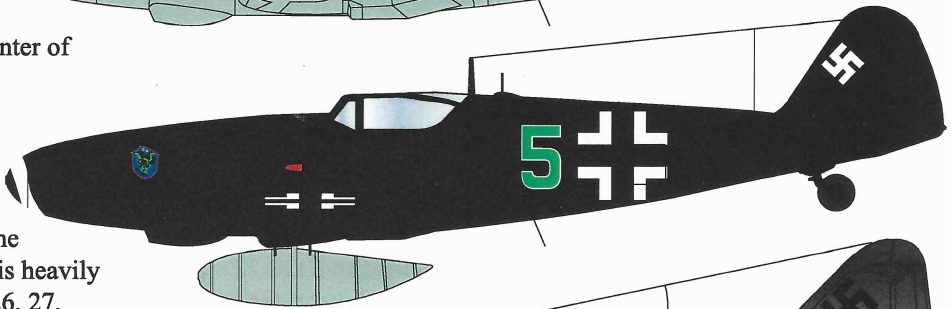
Bf 109 G-10's 'White 43' Wk Nr 130369 & 'White 44' Wk Nr 130342 were both at Fassburg belonging to 5./NJG 11. 'Kommando Fassburg' were engaged in anti-Mosquito missions but during the last months of the war their mission changed to ground attack. Aircraft have normal size main wheels and corresponding wing bumps plus long style tail wheel and sliding left side cockpit window and small rear view mirror. 44 also has RLM 76 over spray on the spinners in between spiral. Note also black wing root fairings to mask exhaust staining. Bf 109 In Action pt 2, p.50. Gotterdammerung no. 1 p.82. Jean-Yves Lorant Collection.



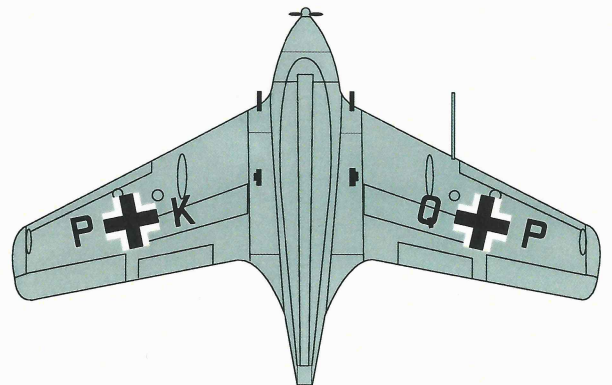
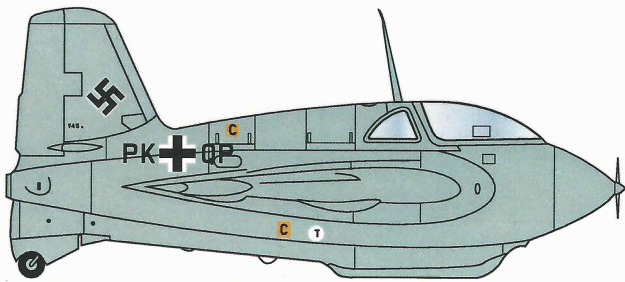
It would appear that 3./JG 1 was JG 1's 'high altitude' Staffel and based at Anklam in December 1944. The G-14/AS is painted in overall RLM 76 with a RLM 23 Reich defence band. The Luftwaffe, A photographic record 1919-1945, Karl Ries, Batsford, p.221



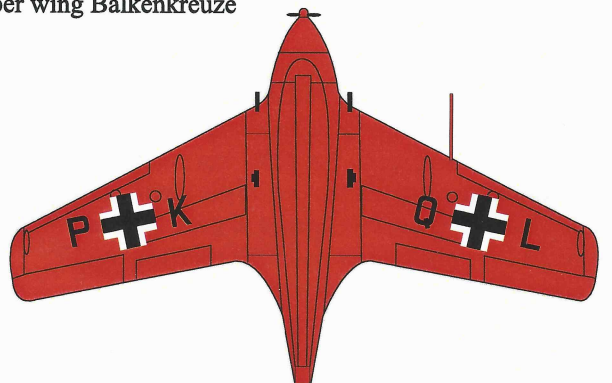
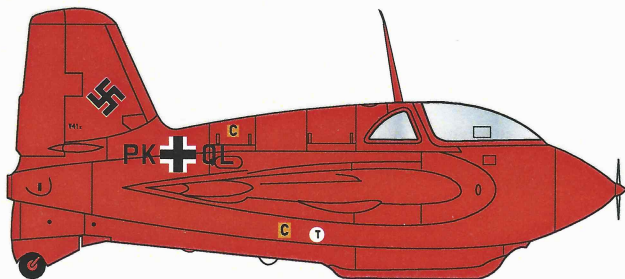
A Bf 109 G-6AS of 2./EJG 2 photographed in the winter of 1944/45 at its base at Hagenow and used by the experienced pilots of the Night Fighter Replacement Training Staffel for anti-Mosquito missions. Green 5 was later captured at Gardelegen having been left there in the Spring of 1945 with mechanical trouble. The exhaust shield had been extended lower sometime in-between. Note also that the front of the drop tank is heavily dented. Luftwaffe Im Focus, Start, Special No. 2, p.26, 27, Edition No. 13, p.3, Edition No. 4, p.18-21



As a preventative measure against allied bombing, aircraft production was de-centralised and thus places like Messerschmitt AG's 'Kuno I' forest factory were created located off the A8 autobahn from Munich to Stuttgart in the Scheppacher Forest. This was a final assembly factory, three completed Me 262s being found upon capture by the Americans on 24th April, a painted Wk Nr 211755 and two unpainted machines, Wk Nr 111759 and another which cannot be Wk Nr 111759 as the green putty on the nose cone is much different. Painted Wk Nr 211755 - Luftwaffe Im Focus, Start, Edition No. 16, p.22,23,25
Unpainted Wk Nr 111759 - Luftwaffe Colours 1939-1945, Michael Ullman, Hikoki, p.182, Brett Green's 'Gotterdammerung' Luftwaffe Wrecks- and Relics No.1 p.70-71, Luftwaffe Im Focus, Start, Edition No. 16, p.26.



The Me 163 Komet website is a fantastic resource for modellers, included in its pages being multiple images of PK+QP 'V45' which later had camouflage added to its RLM 76 base coat and tactical code white '5' applied. Me 163 B Komet homepage ... <http://robdebie.home.xs4all.nl/me163/wh05.htm>. Note...angled and straight upper wing Balkenkreuze can be seen on Komets.



I do not like to design decals based on other peoples artwork or even historical notes, I always prefer photos but I have added EK Commander Wolfgang Späte who flew the first operational mission with a Komet. Without his knowledge, the ground crew painted his aircraft bright red adding in the process some 40 pds to the V 41's weight! Markings will always be only conjecture in the absence of photographic evidence thus most decal and kit manufacturers have provided variations on upper and lower Balkenkreuze and their angle, plus existence/non existence of lower factory codes. <http://robdebie.home.xs4all.nl/me163/pkql.htm>