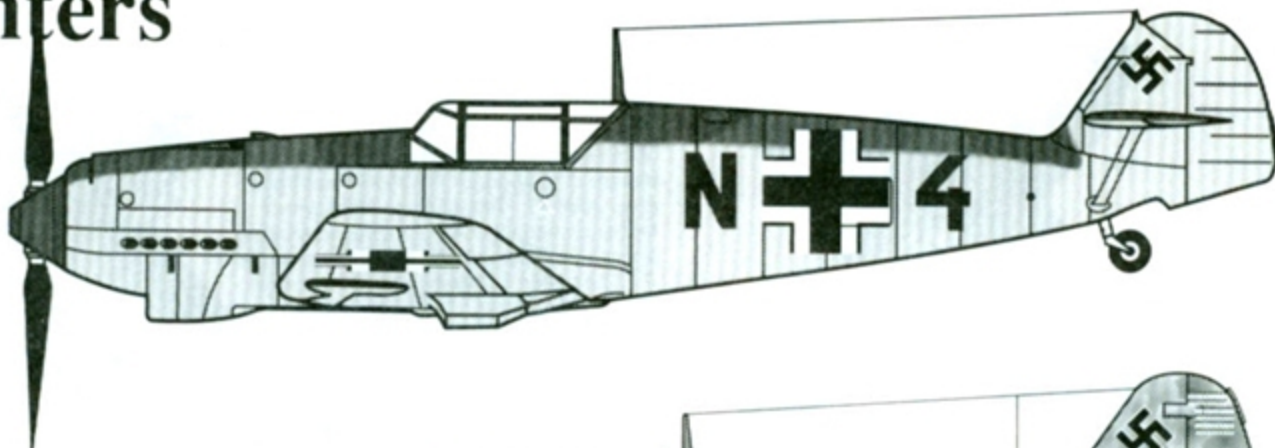
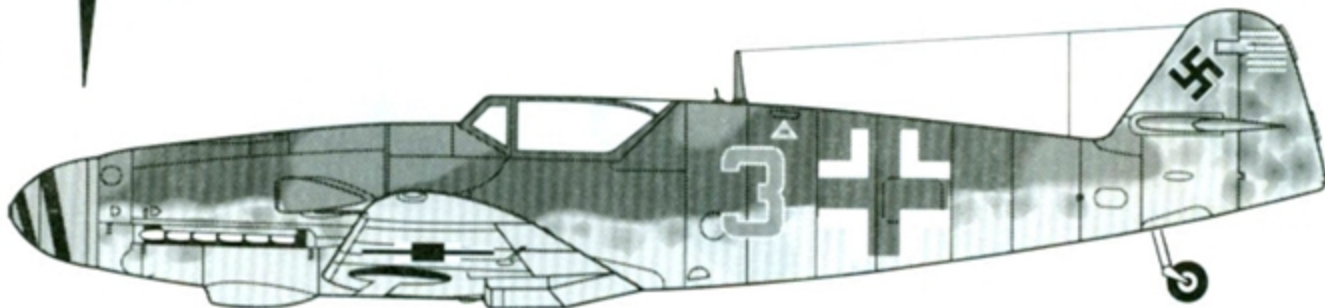


German Single Seat Night Fighters

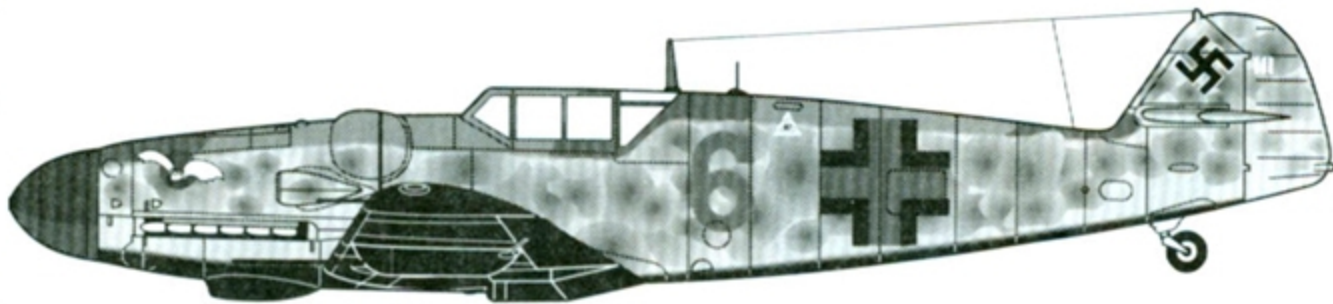
Bf 109C of IV (N)/JG 2, June 1940. Aircraft is finished in a pattern of black green 70 and dark green 71, with light blue 65 undersurfaces and fuselage sides. Spinner is black green.



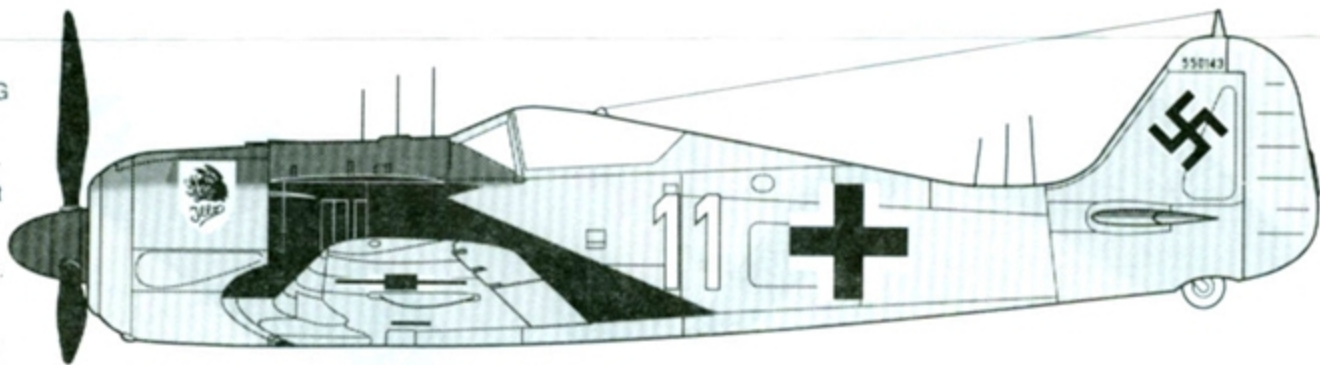
Bf 109G-10 of Maj. Friedrich-Karl Müller, III/ NJG 11, Fall 1944. Aircraft is camouflaged in a pattern of brownviolet 81 and bright green 82. The undersurface is light blue 76, with the exception of the lower rear part of the fuselage (below the empennage) which is the special late war RLM grey 02 undersurface shade. Also, the right wing undersurface is black. Victory markings are carried on the left side of the rudder only. Spinner is yellow with a black spiral.



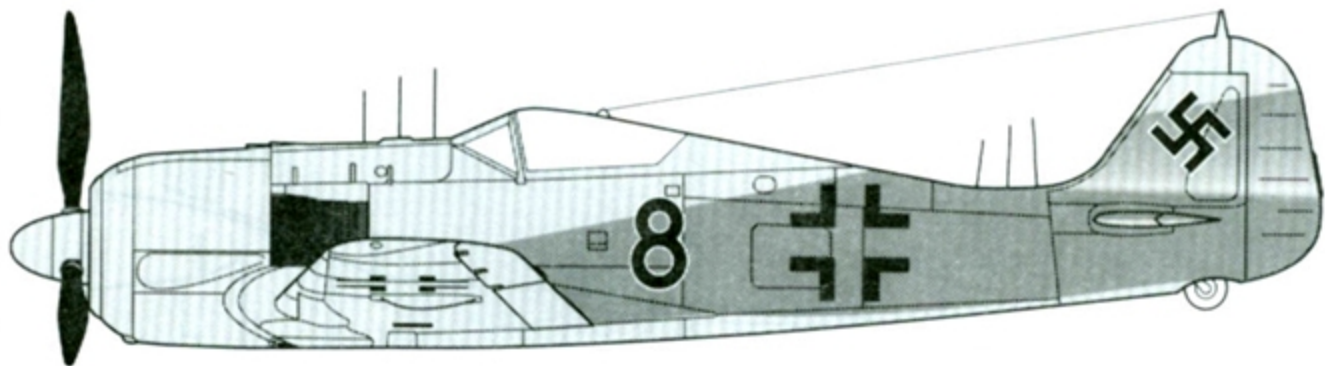
Bf 109G-6 of Ofw. Döring, I/JG 300. Aircraft is in standard finish of grey green 74 and grey violet 75 with light blue 76 fuselage sides, which are heavily mottled with the darker colours. The undersurfaces have been oversprayed with black. Note that this aircraft carries the MG 151 underwing cannon. Spinner is black green 70 with a red quarter segment.



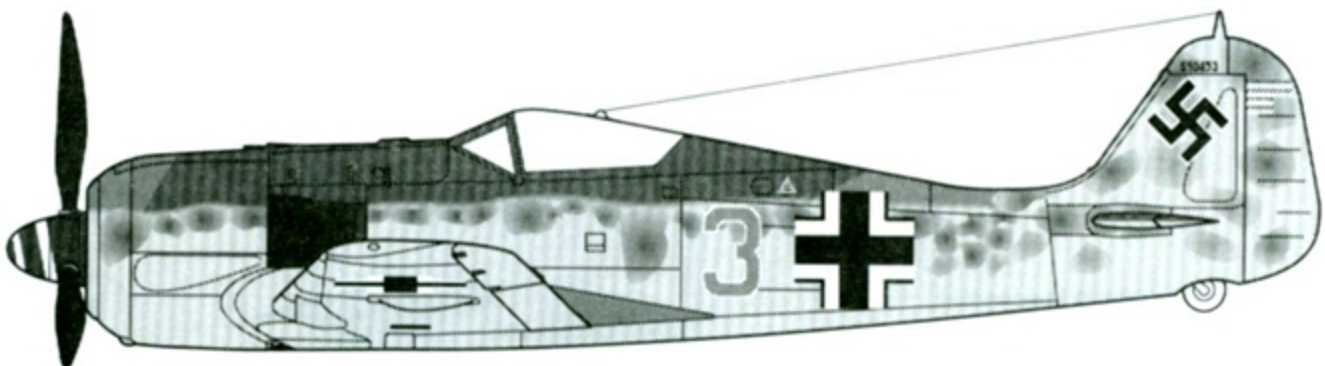
FW 190A-6 of Oblt. Fritz Krause, i/NJG 10, June 1944. Aircraft uppersurfaces are grey green 74 and grey violet 75 forward of the windscreen. Remainder of the sides and uppersurface are light blue 76. Black exhaust area on fuselage sides extends onto wing roots, halfway through the gun covers. The aircraft has an exhaust glare shield and no inner gear doors. Rod aerials mounted before windscreen, in front of fin, top of both wings, and below right wing.



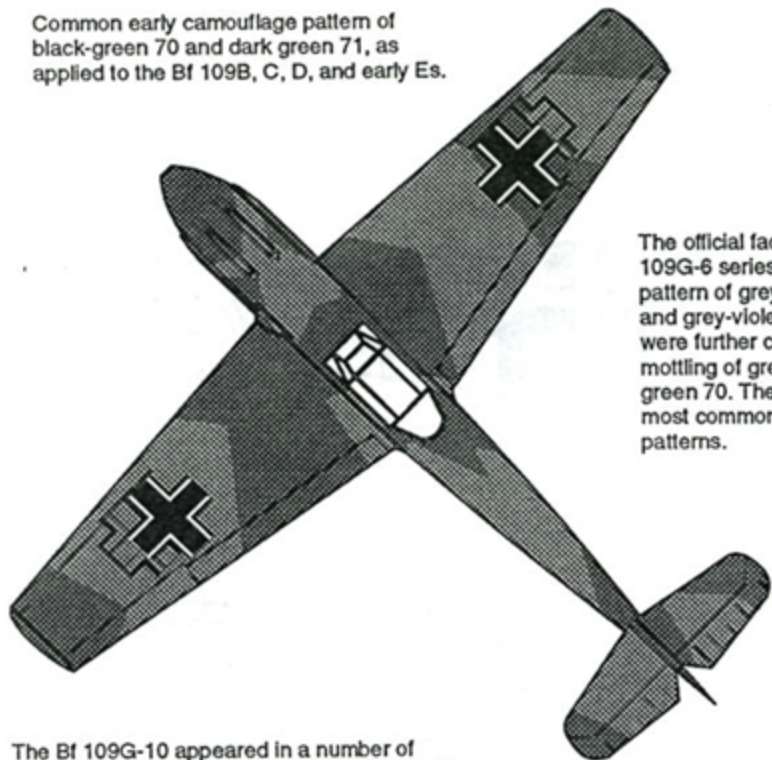
FW 190A-5 similarly configured to the aircraft above, but without the exhaust glare shield. The unusual finish seems to be overall light blue 76 with part of the fuselage and fin in a darker shade...probably grey violet 75. The lighter parts have further been very lightly dusted with a barely perceptible mottling of grey violet 75. The spinner is light blue 76.



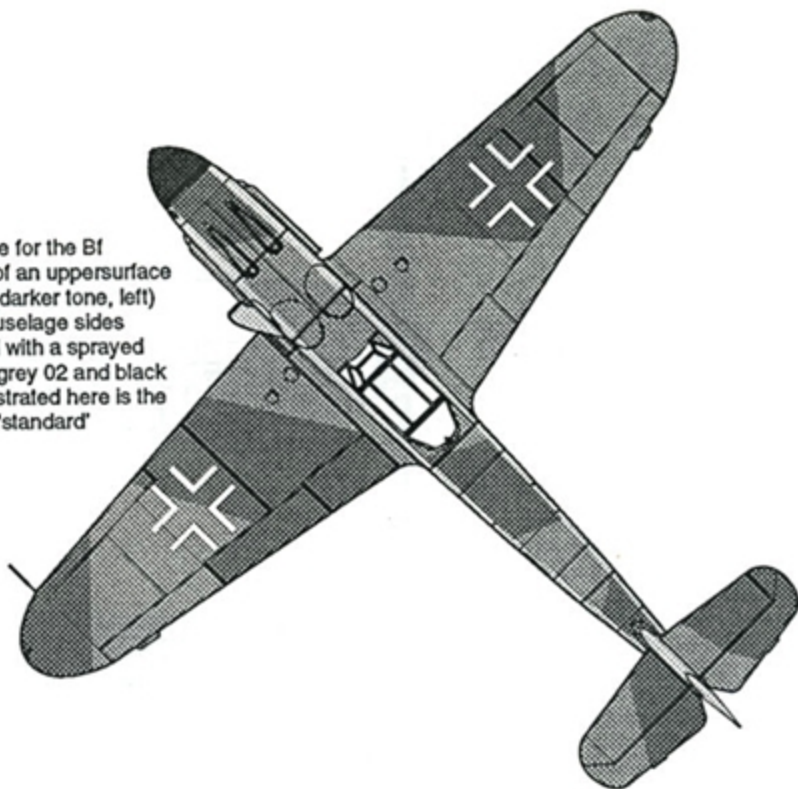
FW 190A-6 of Haupt. F-K Müller, JG 300, October 1943. Standard finish of grey green 74, greyviolet 75 and light blue 76. The victory markings were probably carried only on the left side of the rudder.



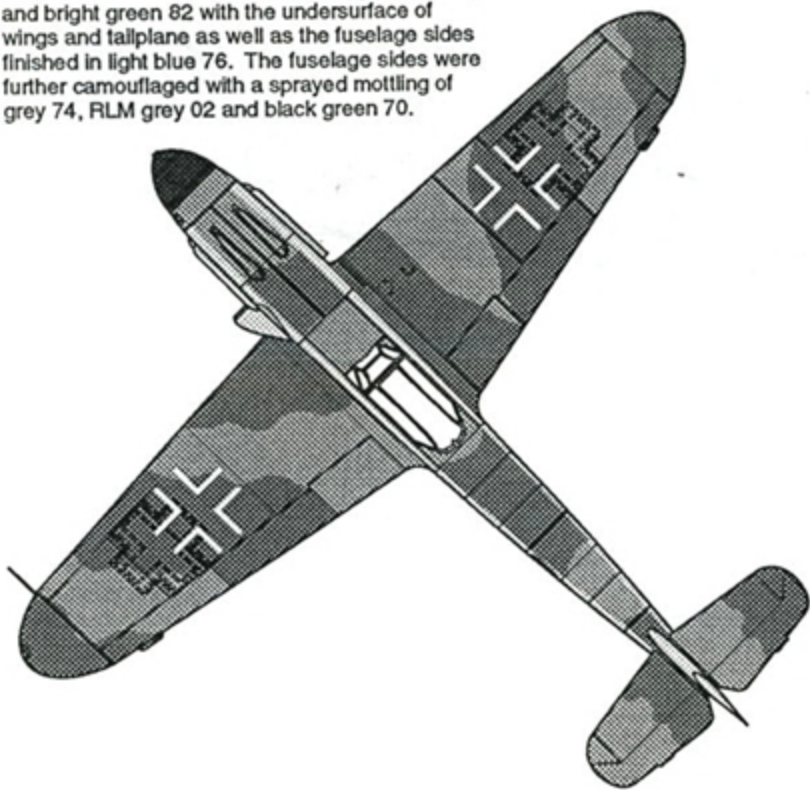
Common early camouflage pattern of black-green 70 and dark green 71, as applied to the Bf 109B, C, D, and early Es.



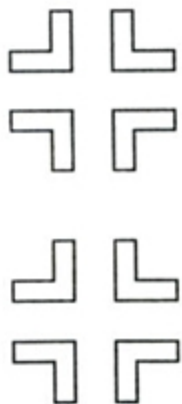
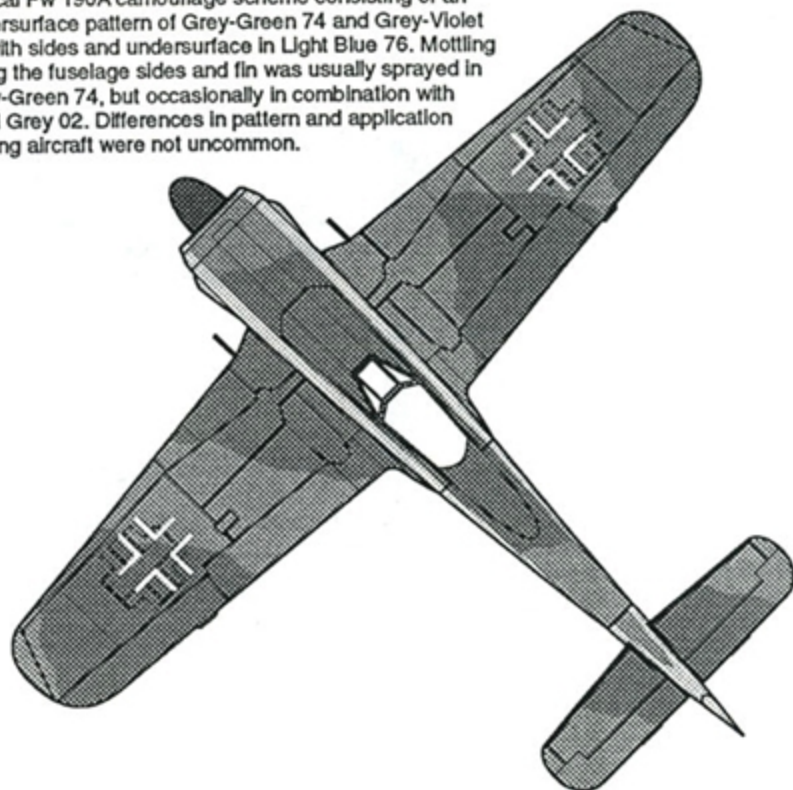
The official factory scheme for the Bf 109G-6 series consisted of an uppersurface pattern of grey-green 74 (darker tone, left) and grey-violet 75. The fuselage sides were further camouflaged with a sprayed mottling of grey 74, RLM grey 02 and black green 70. The pattern illustrated here is the most common of several 'standard' patterns.



The Bf 109G-10 appeared in a number of 'standard' finishes and patterns. Later aircraft carried a scheme of brown-violet 81 (darker tone) and bright green 82 with the undersurface of wings and tailplane as well as the fuselage sides finished in light blue 76. The fuselage sides were further camouflaged with a sprayed mottling of grey 74, RLM grey 02 and black green 70.



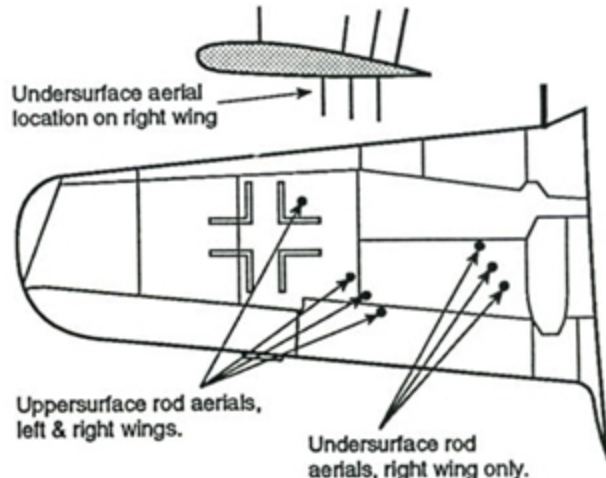
Typical Fw 190A camouflage scheme consisting of an uppersurface pattern of Grey-Green 74 and Grey-Violet 75 with sides and undersurface in Light Blue 76. Mottling along the fuselage sides and fin was usually sprayed in Grey-Green 74, but occasionally in combination with RLM Grey 02. Differences in pattern and application among aircraft were not uncommon.



1/48 scale Bf 109 fuselage crosses. Use these to cut frisket or tape templates for spraying grey cross centres, allowing a bit for decal overlap. Locate the mask templates carefully on the model, spray the grey-green 74 or brown violet 81 centers, and apply the white outline crosses markings.



Anti-glare exhaust shield



Undersurface aerial location on right wing

Uppersurface rod aeriels, left & right wings.

Undersurface rod aeriels, right wing only.

MINISTRY of SMALL AIRCRAFT PRODUCTION

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