



Third Group Decals™



48-025

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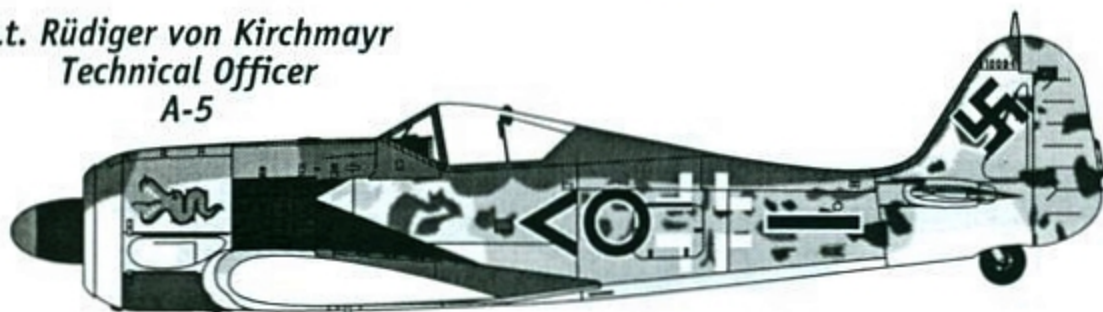
Tel: (253) 475-9505 ~ Fax: (253) 475-1597 ~ Email: tgdecals@aol.com

1:48
scale

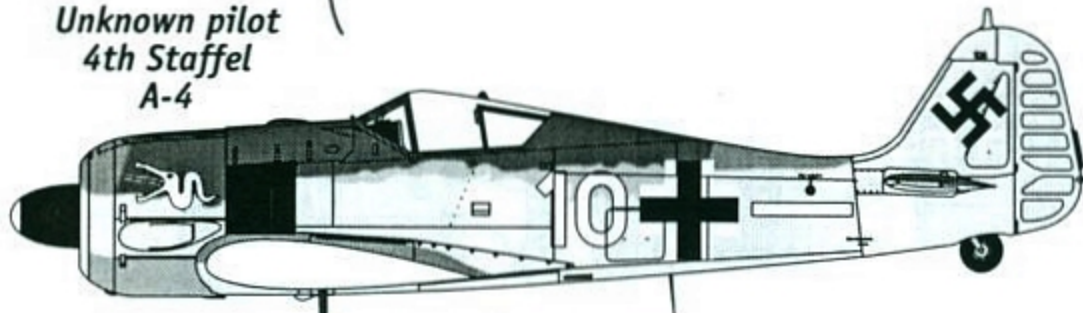
A THREE GEESSE PUBLISHING COMPANY

II/JG 1 Focke-Wulf Fw 190A-4/5

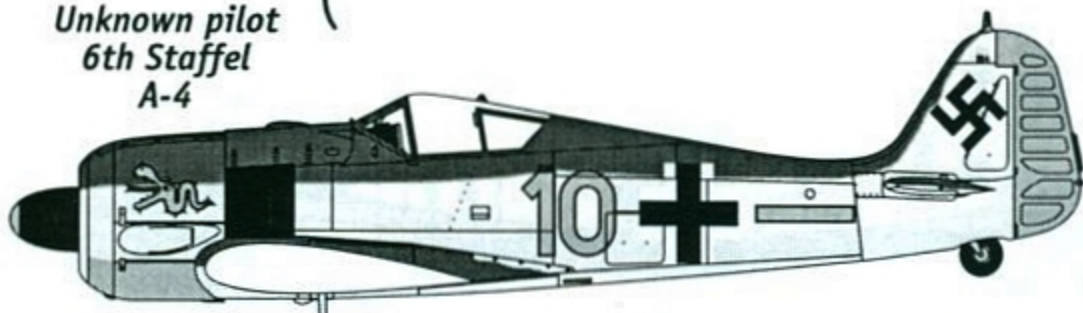
Lt. Rüdiger von Kirchmayr
Technical Officer
A-5



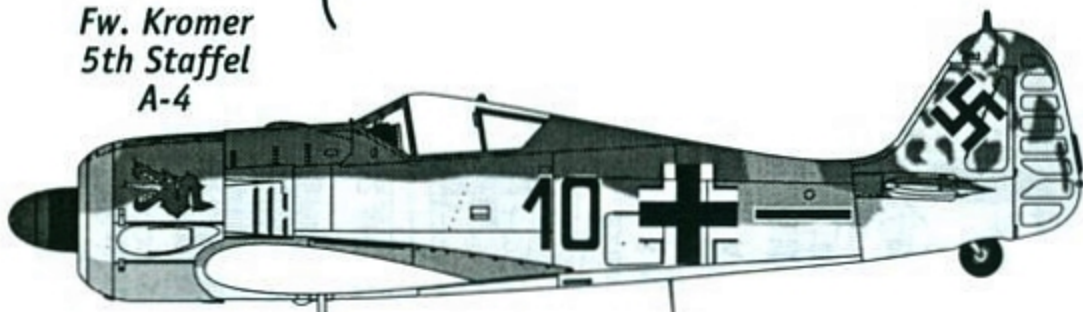
Unknown pilot
4th Staffel
A-4



Unknown pilot
6th Staffel
A-4



Fw. Kromer
5th Staffel
A-4

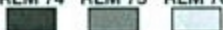


For scale drawings, enlarge by 200%

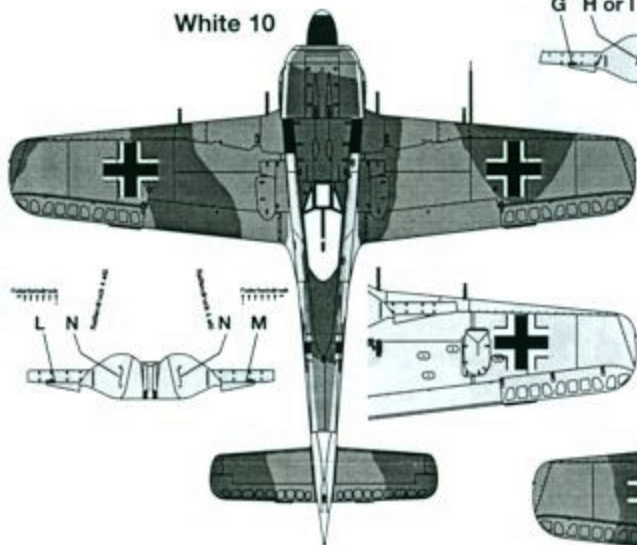
All aircraft, except possibly Kirchmayr's, are RLM 74/75 over RLM 76. See Kirchmayr's A-5 (right) for trim tab stencils.

Some upper surface patterns are conjectural as they are either washed-out in reference photographs or are not visible.

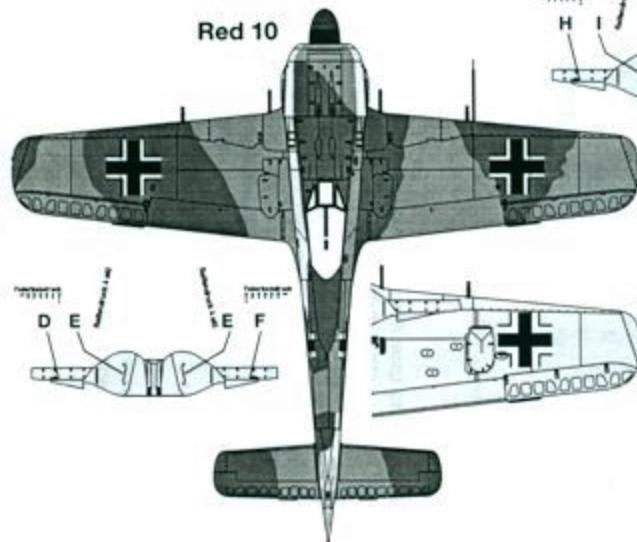
RLM 74 RLM 75 RLM 76



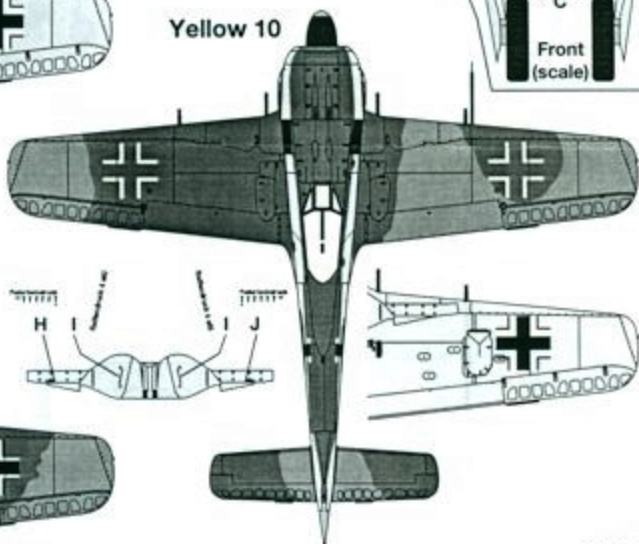
White 10



Red 10

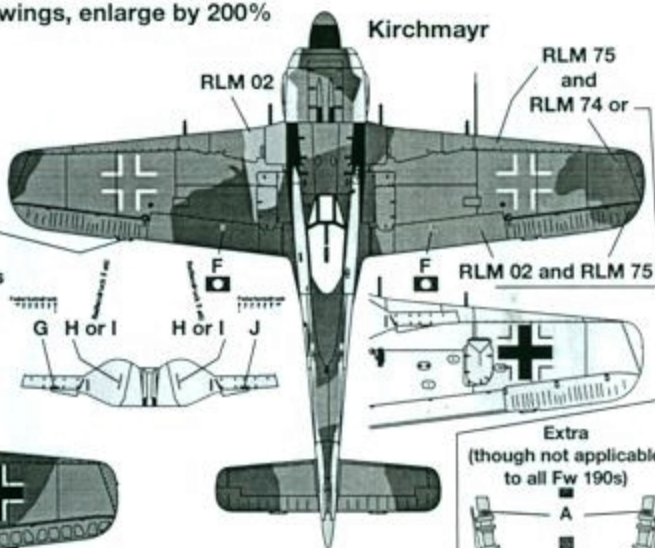


Yellow 10

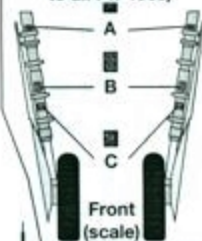


Kirchmayr

(all aircraft, both sides of all trim tabs



Extra (though not applicable to all Fw 190s)



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All upper wing crosses are Focke-Wulf standard, meaning they are nonregulation.

REFERENCES

- A:** *Defending The Reich; The History of Jagdgeschwader 1 "Oesau"*: Eric Mombeek, 1992
- B:** *Einsatz in der Reichsverteidigung von 1939 bis 1945; Jagdgeschwader 1 und 11; Teil 1, 1939-1943*: Jochen Prien & Peter Rodeike, 1993

Third Group™ – 48-025 – III/JG 1 in Holland – Focke-Wulf Fw 190A-4/5

For scale drawings, enlarge by 150%

*Unknown pilot – 6th Staffel
Fw 190A-4, WNr unknown
Leeuwarden, Holland – March 1943*

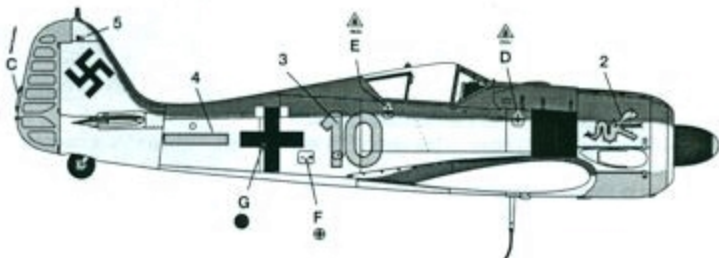
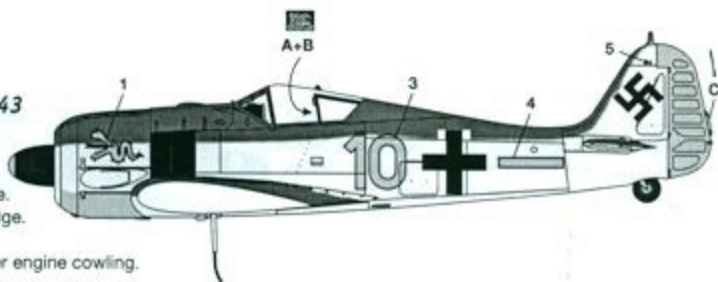
Equipment: Morane antenna.

Camouflage: RLM 74/75/76 with RLM 74 fuselage spine. Note how the RLM 74 rides up the vertical fin leading edge. Black exhaust panels, yellow rudder, and red trim tabs. Probable yellow-tipped RLM 70 spinner and yellow lower engine cowlings. Right profile is conjectural.

Markings: White-bordered fuselage crosses and solid black swastikas. (Use swastikas marked on decal sheets for Yellow 7.) Probable white outline upper wing crosses and standard lower wing crosses.

Stencils: None known, other than the visible trace of a three digit Werknummer on the left vertical fin. Loss records list the leading number of three digit Werknummern as 5 or 6. We have provided four different Werknummern: two with 5 as the leading digit and two with 6 as the leading digit. We tried not to select known Werknummern of other aircraft.

Reference: A - 123; B - 261.



*Fw. Kromer – 5th Staffel
Fw 190A-4, WNr 7032*

Woensdrecht, Holland – January 1943

RLM 74 RLM 75 RLM 76
[Color swatches: black, grey, white]

Note: Fw. Kromer was flying Black 10 on January 30, 1943 when he experienced engine problems and belly-landed near Woensdrecht, Holland with the aircraft suffering 45% damage. Two weeks prior, on January 15, Uffz. Robert Stellfeld was flying Black 10 when it suffered 25% damage, also near Woensdrecht. Six months later (June 13), Lt. Walter Herrmann was flying this same aircraft (renumbered as Black 15) when he was shot down by Spitfires over Ooltgenplaat, Holland.

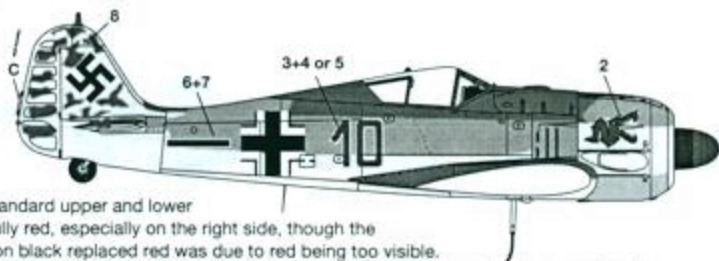
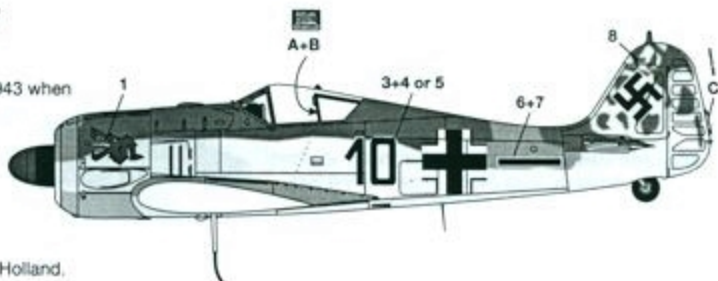
Equipment: Probable Morane and FuG 25a antennas.

Camouflage: RLM 74/75/76 with red-tipped RLM 70 spinner, extended yellow lower engine cowlings, and red trim tabs. Right side of fuselage apparently sprayed with RLM 75; we ruled out exhaust stain as it does not cover any of the fuselage markings other than stencil, of which there is no trace.

Markings: Standard fuselage crosses, and probably standard upper and lower wing crosses. Tonally, the in-Staffel number looks awfully red, especially on the right side, though the Gruppe bar was definitely black. The main (sole?) reason black replaced red was due to red being too visible. Could the RLM 75 overspray and red in-Staffel number be linked? Perhaps 6th Staffel was conducting a unit level visibility test of red over RLM 75 versus black over RLM 76? Who knows!? Although not common in published photographs, there are a few that show Luftwaffe fighters with different colored Gruppe bars and in-Staffel numbers. Red and black 10s have been provided to give you the option.

Stencils: Known stencils are A, B and C, and there does not appear to be any others present, though the gear doors probably were stenciled.

References: A - 14 & 115; B - 224 & 225.



Third Group™ – 48-025 – II/JG 1 in Holland – Focke-Wulf Fw 190A-4/5

For scale drawings, enlarge by 150%

Lt. Rüdiger von Kirchmayr – Technical Officer

Fw 190A-5, WNr unknown

Holland – Spring 1943

Equipment: Morane antenna and inboard gear doors. No centerline rack nor DF Loop and FuG 25a antennas. Reference A makes note of exhaust anti-glare shields being fitted as this aircraft was also flown at night by II/JG 300, but we do not see such in the reference photographs.

Camouflage: RLM 74/75/76 with RLM 02/70/74 mottling on fuselage and vertical tail.

Green-tipped RLM 70 spinner.

Red or yellow lower engine cowling.

Black exhaust panel matting and possibly the wingroots as well. White outline upper wing and fuselage crosses. Note how the engine cowling camouflage extends downward to enhance the visual contrast of the Tatzelwurm's teeth, and also how the RLM 74 rides up the vertical fin leading edge. Right profile is conjectural.

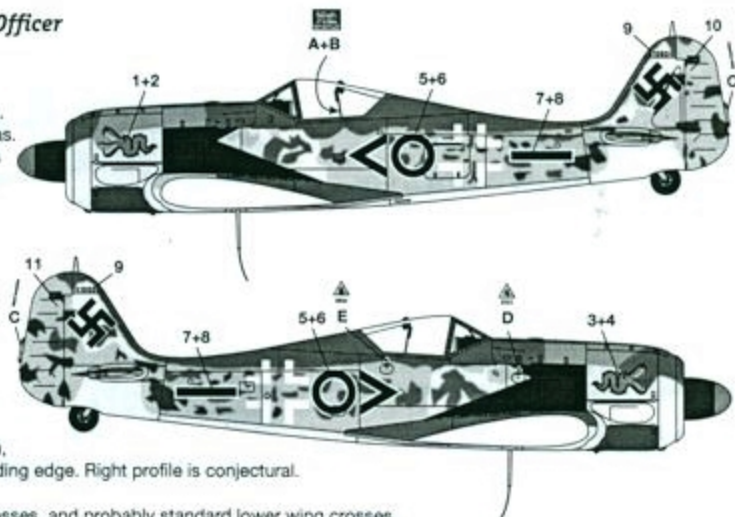
Markings: White outline upper wing and fuselage crosses, and probably standard lower wing crosses.

Four kills on rudder. The Werknummer (9) is unreadable in reference photographs, though it appears to be of the 410-block.

Two 410-block Werknummern have been provided: 410004 and 410045. We have tried not to select a Werknummer of other known aircraft.

Stencils: Known stencils are C and F. Stencil D would have been either partially covered by the black exhaust matting or the matting would have been applied around it.

References: A - 143; B - 286.



Unknown pilot – 4th Staffel

Fw 190A-4, WNr 526

Holland – 1942

Equipment: Morane antenna was dark (not in shadow) and tonally similar to RLM 74. FuG 25a antenna was probably fitted, though it is not visible due to shadows.

Camouflage: RLM 74/75/76 with extended yellow lower engine cowling, black exhaust panels, and RLM 02 fuselage mottling. The RLM 70 spinner may have had a white tip. Rear fuselage lift hole caps were red. (Tamiya kit does not come with the caps.) Probable red trim tabs. Note how the camouflage on the engine cowling extends downward to enhance the visual contrast of the Tatzelwurm, and that the trailing section of the wingroot fillets are RLM 76.

This aircraft was photographed under camouflage netting and thus it is impossible to discern mottle from shadow on the tail. Left profile is conjectural.

Markings: White-bordered fuselage crosses.

Probable standard upper and lower wing crosses.

Werknummer 526 is our guess as the last digit is unreadable in the reference photograph.

Tatzelwurms are also provided in separated form should registration of the one-piece items be less than desirable.

Stencils: Known stencils are H, J, K and N.

Reference: A - 102.

