

**eduard**

LIMITED EDITION

1/48

# Adlerangriff



**INSTRUCTION SHEET**



11144-NAV1

# ADLERANGRIFF



Top Luftwaffe ace of Battle of Britain Major Adolf Galland, Kommodore of JG 26 „Schlageter“. After the war he said: „I like Mickey Mouse. I always have. And I like cigars, but I had to give them up after the war.“ During Battle of Britain he even asked for installation of cigar lighter into his Bf 109. Photo: SDASM

The Battle of Britain is one of a list of legendary milestones that defined World War Two, while, at the same time, being one that played out exclusively in the air. As far as the RAF is concerned, it began on July 10th 1940 and lasted to the end of October of the same year. Its multi-national character was underscored by the fact that thirteen other nations had participated on Britain's behalf. As far as the Germans are concerned, the battle began just shy of a month later, and ended with the first failure since the war began.

To grasp the circumstances surrounding the Battle of Britain, it is necessary to remind ourselves of some important facts emanating from the Battle of France, which itself went from the 10th of April to June 25th, 1940. During this time period, German pilots and anti-aircraft gun crews claimed a total of 2,379 enemy aircraft shot down, with another 1,850 destroyed on the ground. However, the Germans lost 1,401 aircraft, with a further 672 damaged. Pilots flying the Messerschmitt Bf 109 claimed 1,233 kills, but themselves lost 284 aircraft, with another 178 damaged. The number of shot down Bf 109s accounted for 28% of the total of the Order of Battle of units that served in the conflict. A total of 83 pilots lost their lives, and 51 were wounded. A further 56 ended as prisoners of war. The actual total of captured airmen was much higher, and prior to the fall of France, the Allies were in talks regarding the transfer of all prisoners taken on French soil to Canada. That, however, did not happen, and as a result, at the end of June and beginning of July, several hundred well trained and experienced pilots were returned to Germany, instead of making their way across the Atlantic. Among them were such notable figures as Werner Mölders, Wolf-Dietrich Wilcke and Klaus Mietusch.

The Wehrmacht defined its priorities in the war against England at the end of June, with three possible outcomes: 1) initiating a blockade that would cut off United Kingdom from the rest of the world, 2) terrorizing attacks against the civilian population, and 3) an invasion with the goal of occupying United Kingdom. Assets would be focused on the defeat of the RAF and to gain, and maintain, air superiority, which would make the invasion possible.

Fighter units of the Luftwaffe needed to replace their losses in terms of men and material after the French campaign. There was a realization that the needed infrastructure was not in place in northwest France to support the planned attack on United Kingdom. The building of airfields through July and into August, which was a critical period for the harvest, was naturally met with protests from French farmers.

Three Luftflotte were employed for the attack on Great Britain, each tasked with targets in specific areas of the island. Luftflotte 5 (with no fighter component) was based

in Scandinavia and focused on action over eastern Scotland. With bases in Western Europe, Luftflotte 2 concentrated their efforts on eastern England and Luftflotte 3 was to focus on western England and Wales.

Fighter wings armed with single engine aircraft (Jagdgeschwader) during the spring of 1940 were taking delivery of the modernized Bf 109E-4, which were equipped with a pair of 20mm MG FF/M cannon in the wings, instead of the MG FF that was in the Bf 109E-3. The redesigned cockpit canopy allowed for the installation of a larger armoured plate behind the pilot's head, and for the easier installation of an armoured windscreen. However, this version still did not offer the option of a long range tank under the fuselage. This resulted in limited range for the Bf 109s used against England, and the Bf 109E-7, which did accommodate a drop tank, did not come into service until after the Battle of Britain, in November 1940. The older E-3, with two cannon and two 7.92mm machine guns, and the 'light' E-1 version, armed with four of the 7.92mm guns, were, surprisingly, in production until August 1940.

To facilitate the Bf 109's use as a fighter-bomber, German aircraft manufacturers were producing the E-1/B and the E-4/B, equipped with fuselage racks for 250kg bombs. Another modification, albeit less common, was in the installation of the DB 601N engine, rated at 1175k. So-equipped aircraft were designated Bf 109E-3/N or E-4/N, and required the use of 100octane fuel, C3. These versions could achieve higher performance at higher altitudes, but their numbers were very limited. Determining the exact version of the Emil is often quite difficult, because aircraft were often upgraded, and some more than once.

Individual Jagdgeschwader units were attached to the aforementioned Luftflotte 2 and 3. For their organizational elements, and their co-ordination within the system, each Luftflotte had a command hub directing fighter ops (Jagdfliegerführer, shortened to Jafü), and their designation number corresponded to that of the Luftflotte under which they fell.

The commander of Jafü 2 was a First World War fighter pilot, GenMaj. Kurt-Bertram von Döring, and he was responsible for JG 3, JG 26, JG 51, JG 52 (including I(J)/LG 2) and JG 54. Besides that, Luftflotte 2 also had under it II. Fliegerkorps, which included Erprobungsgruppe 210, tasked with the testing of aircraft in the role of fighter-bomber, and flew such types as the two seat Bf 110 as well as the Bf 109E.

Another veteran of the First World War was Oberst Werner Junck, and he was the commander of Jafü 3, giving him command of JG 2, JG 27 and JG 53. The Battle of Britain was the last aerial campaign where the German side was led by veterans of the First World War. For example, Kommodore JG 3, Obstlt. Carl Vieck served in the infantry in 1918, JG 27 CO Obstlt. Max Ibel was with a flame thrower unit, and Kommodore JG 2 'Richthofen' Obstlt. Harry von Bülow-Bothkamp was a Great War fighter ace. This generation gradually left these positions as commanders of air assets, and by about the midway point of the battle with the RAF were replaced by younger and more aggressive flyers. The top dog among them that were left was Kommodore JG 51, Oberst Theo Osterkamp, a holder of the Pour le Mérite and the most successful naval fighter of World War One. He was replaced by the then also legendary Major Werner Mölders. Osterkamp took over command of Jafü 2.

The Luftwaffe conducted a 'contact phase' over The English Channel over the course of July 1940. Its purpose was to probe the tactics and capabilities of the enemy. At the same time, it was to reduce the assets of the RAF. The bulk of these operations were the responsibility of Osterkamp's Jagdgeschwader 51 and several other individual fighter groups (Jagdgruppen). These actions involved escorting bombers that were harassing shipping convoys, as well as fighter sweeps, which were performed over the southeast of England. The main goal was to gain superiority over the English Channel, and the Germans also referred to this period of the war as 'Kanalkampf'.

The Channel was a significant psychological barrier to overcome for the German pilots, who were trained for years for combat over dry land. The awareness of the fuel gauge, the compass and time were more relevant under the new conditions. Despite initial fears and trepidations, only a few pilots ended up in the ditch due to the exhaustion of their fuel. The vast majority of pilots who had to ditch in the Channel had to do so for reasons of damage sustained in combat as opposed to having run out of gas. To this end, the Germans made efforts to ensure the best chances of survival for their airmen by providing rescue services. There was even a case of a German pilot being rescued by his colleagues from the Thames estuary!

The Germans did manage to gain air superiority over the Channel during 'Kanalkampf'. But the RAF turned out to be a very capable opponent. Noteworthy were the experiences of III./JG 52 over the 24th and 25th of July over Margate and Dover. Over the course of both fights with No. 610 Squadron RAF Spitfires, two enemy aircraft were downed, but losses amounted to eight aircraft and pilots. What was shocking about the whole thing was that shot down or captured were the Gruppe commander, his Adjutant, and four Staffel COs! The unit had to be withdrawn from the front after a few days. The rookies at the time with the unit included the likes of future legends Günther Rall, Edmund Rossmann and Josef Zwerneemann.

Over the latter half of July and the first week of August, northwestern France saw a significant influx of fighter units, and their numbers reached twenty-five Jagdgruppen, integrated into (except for ErprGr. 210) the aforementioned eight Jagdgeschwadern. From the German point of view, the Battle of Britain began on August

geschwadern. From the German point of view, the Battle of Britain began on August 8th, 1940, when the so-called 'Intensified Phase of the War Against England' (verscharferte Luftkrieg gegen England) began, and lasted to the end of October of the same year.

These fifty days, however, did not involve a concentrated, day-to-day struggle. For example, there were twelve days of complete aerial inactivity brought on by lousy weather. German actions over eighteen days were considered light, with a total of under 200 sorties. In most cases the sorties were weather reconnaissance and intercepts of Allied aircraft over France and Belgium.



Messerschmitt Bf 109E-4 of Stab JG 53 „Pik As“ photographed during refueling at captured British airbase La Villiaze, Guernsey, Channel Islands. Hptm. Wilhelm Meyerweissflog a 51 years old Great War veteran was captured with this machine on September 5, 1940. Photo: Bundesarchiv via Wikimedia Commons

From the beginning of that so-called 'Intensified Phase' of the war, the number of combat ready pilots fell from around 950 to 650. Only on fifteen days, the number of combat sorties was so high, that there was a specific number of pilots that flew more than once. German historian, Dr. Jochen Prien and his collaborators, claim that between the 8th of August and 30th of October, 1940, the average German pilot undertook fifty combat sorties lasting 80 to 100 minutes, and that around twenty of these flights would have involved contact with the enemy. Naturally, there were exceptions, usually involving Gruppe and Staffel commanders.

After two days of widespread combat over England, the Germans began Operation 'Eagle Attack' (Unternehmen Adlerangriff) on August 13th, which was an intensive phase in the confrontation with the RAF, and raids on her infrastructure. This day had the codename 'Eagle Day' (Adlertag), and started a week of the battle. By August 18th, German fighter pilots (on Bf 109s and Bf 110s) claimed 386 kills for the loss of 61 downed or heavily damaged Bf 109s and 70 two-seat Bf 110s. Over that time of just short of a week, the Luftwaffe lost 93 twin-engined bombers and 42 Ju 87 Stuka dive-bombers. The Ju 87 was no longer utilized over England from that point on. However, it wasn't so much a result of the losses themselves, which were quickly made good, but rather for type's range limitations. After August 15th, bombers of Luftflotte 3 and 5 were relieved of daylight bombing duties, and began only nighttime operations.

A week after Adlertag, the Luftwaffe leadership decided that a change in the way fighter escorts were conducted was in order. They were required to stay as close as possible to those in their trust, which took away their main tactical advantage – free lance escort missions, spotting the enemy and attacking in time from a height advantage. The difficulties of close escort missions was explained by Günther Rall (275 kills) in his memoirs: 'Escorting Stukas over the Channel could be likened to trying to get a family of hedgehogs across a highway. Stukas flew horizontally at some 250km/h, which wasn't much more than a fully loaded and fueled Bf 109 needed just to stay in the air...on the highway, you can only save the hedgehogs by stopping traffic as far away as possible, and not by zigzagging through traffic with them.'

At the beginning of September the RAF began to concentrate solely on the bomber formations, and tried to ignore those formations that the radar stations identified as fighters. On September 5th the Luftwaffe decided to nominate a Staffel in every Jagdgruppe, and task them with bombing missions. In this way, the Germans reduced their fighter capacity, fighters which might have played a pivotal role in the defeat of the RAF, which wasn't all that far off to begin with. Another, and more critical, mistake came on September 7th, when Göring decided to switch the target from the infrastructure of the RAF to London. This led to many civilian casualties, but the RAF was able to use this time to reorganize and replace losses. All came to a head on September 15th over eastern London, when a combination of bad weather and a well coordinated RAF intercept caused the German to suffer their greatest losses during the Battle of Britain – 36 bombers and 22 fighters were either shot down or heavily damaged.

The Luftwaffe changed tactics once again on September 20th. Its fighter-bombers conducted bombing raids from altitudes of several thousand meters. The effectiveness of these raids was very low, and involved instilling fear into the general population, but it did force the RAF to send out fighters against fighter formations of the Luftwaffe.

In the following weeks, the Luftwaffe shifted tactics in various ways, and achieved partial success in combat against RAF fighters and during attacks by twin-engined bombers. An attack against Supermarine in Woolston was able to temporarily halt production of the Spitfire. By mid-October, in any case, the Germans put off the invasion of England, dubbed Operation 'Sea Lion' (Unternehmen Seelöwe), indefinitely. The danger of an invasion on the remaining free part of Europe had been eliminated. In hindsight, using the Bf 109 as a bomber can be viewed as a waste, which themselves were in need of an escort. These missions were called Jaboeinsätze, and in October, the Luftwaffe conducted some 2,633 of them, most focused on London. This involved around 660 tonnes of explosives. The same amount of destructive potential could be delivered three years later on Germany by around 240 Boeing B-17s in one raid.

An interesting chapter in all this lies in the system of identification markings on single-engined fighters during the Battle of Britain. At the beginning of August, an order was issued to the units, specifying the application of yellow paint on a small area of the rudder, fin, and ends of the wings. There was a certain amount of confusion surrounding these orders, and, at least, downed II./JG 2, I./JG 3, III./JG 27, I./JG 52 and III./JG 53 aircraft carrying white identifiers were documented by the British. This was supported by an order issued by the Luftwaffe on August 10th, which reiterated that white is not to be used, and that the correct color was yellow. At least some units under Jafü 3 had not implemented any markings before the end of August.

The well documented cases of yellow cowls and completely yellow rudders were ordered on September 9th, 1940, to be used as identifying features for aircraft used as fighter-bombers, which evidently included their escorts. It is interesting to note that the Germans issued orders on September 3rd, requiring identifying markings on French civil and courier aircraft. This also involved yellow wingtips, as well as yellow ends of the fuselage to the length of about 2m, and the rudder.

Between August 8th and October 31st, 1940, the Luftwaffe paid for the Battle of Britain with the loss of over five hundred Bf 109s, either destroyed outright or heavily damaged. Approximately four hundred of their pilots were either killed in action, or were captured, and around another fifty were seriously injured. German airmen (including Bf 110 crews) claimed 2,169 victories. Luftwaffe leadership assumed that about one-third of these could have been claimed by more than one pilot, and this would not be too far off actual RAF losses. Even so, the Luftwaffe could not objectively gauge the overall situation of the enemy, and were led to make bad decisions. The British, in this regard, were in a much more favorable position, and thanks to radar, were able to effectively and appropriately react to tactical situations as they developed. As such, ULTRA, who was able to uncover German messages by deciphering the Enigma codes, didn't play a pivotal role in the direction that the fighting took. The Germans sent out most orders and instructions via land based telecommunication channels. ULTRA was able to uncover the preparations for 'Adlertag', but was not able to provide its meaning or timing.

Likely, the greatest losses suffered in one day of all Jagdgruppen involved in the fighting was by I./JG 77, on August 31st, 1940. It was its first involvement in the Battle of Britain. The unit claimed five victories, but lost seven Bf 109s and six pilots, and another two aircraft were damaged. The only pilot who was rescued, was Fw. Adolf Borchers, future holder of the Knight's Cross, and an ace with 132 kills to his credit.

The most successful fighter pilots between August 8th and October 31st, were Adolf Galland of JG 26 with 32 kills, Helmut Wick of JG 2 with 30 kills, Werner Mölders of JG 51 with 28, Walter Oesau from JG 51 with 25, and Herbert Ihlefeld of I.(J)/LG 2, with 21 kills. The three most successful Jagdgruppe in the same time period were I./JG 2 'Richthofen' with 126 confirmed kills, III./JG 26 'Schlageter' with 105, and III./JG 51 with 89 kills.



Staffelkapitän of 9./JG 3 Oblt. Egon Troha was captured with this Bf 109E-4 on October 29, 1940 after combat with 74. Sq. Spitfires. This airplane originally belonged to Lt. Franz Achleitner who was captured with different machine on August 24. Photo: IWM via Wikimedia Commons

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS

\* INSTR. SYMBOLS

\* INSTRUKTION SINNBILDEN

\* SYMBOLES

\* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

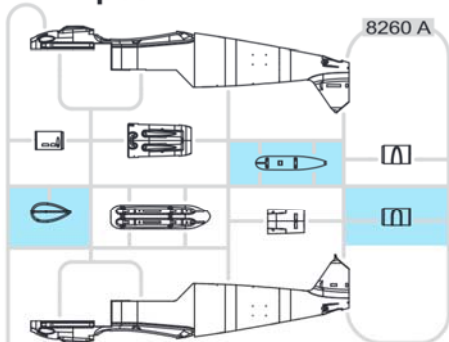


PIÈCES



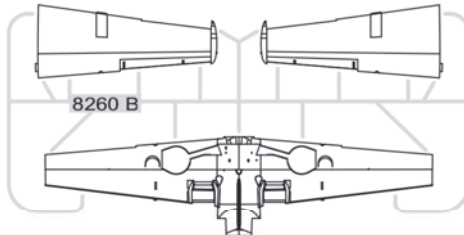
部品

A&gt; 2 pcs.

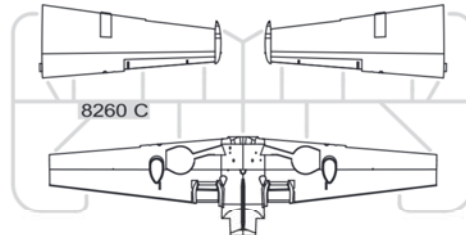


B&gt;

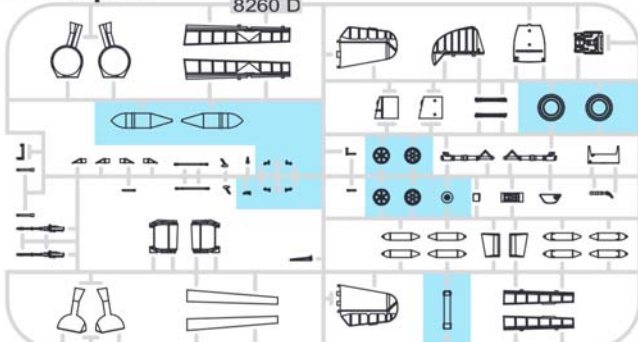
PLASTIC PARTS



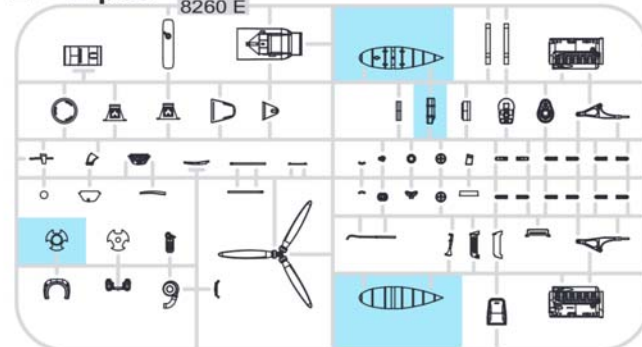
C&gt;



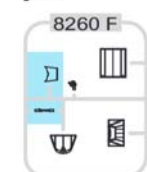
D&gt; 2 pcs



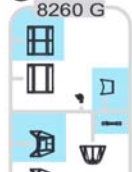
E&gt; 2 pcs



F&gt;



G&gt;



RP - RESIN PARTS



R1 2 pcs.



R2 2 pcs.



R3 4 pcs.



R4 2 pcs.

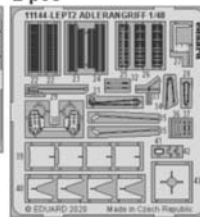
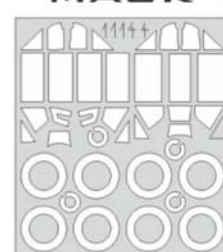


PE - PHOTO ETCHED DETAIL PARTS

2 pcs



2 pcs

eduard  
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

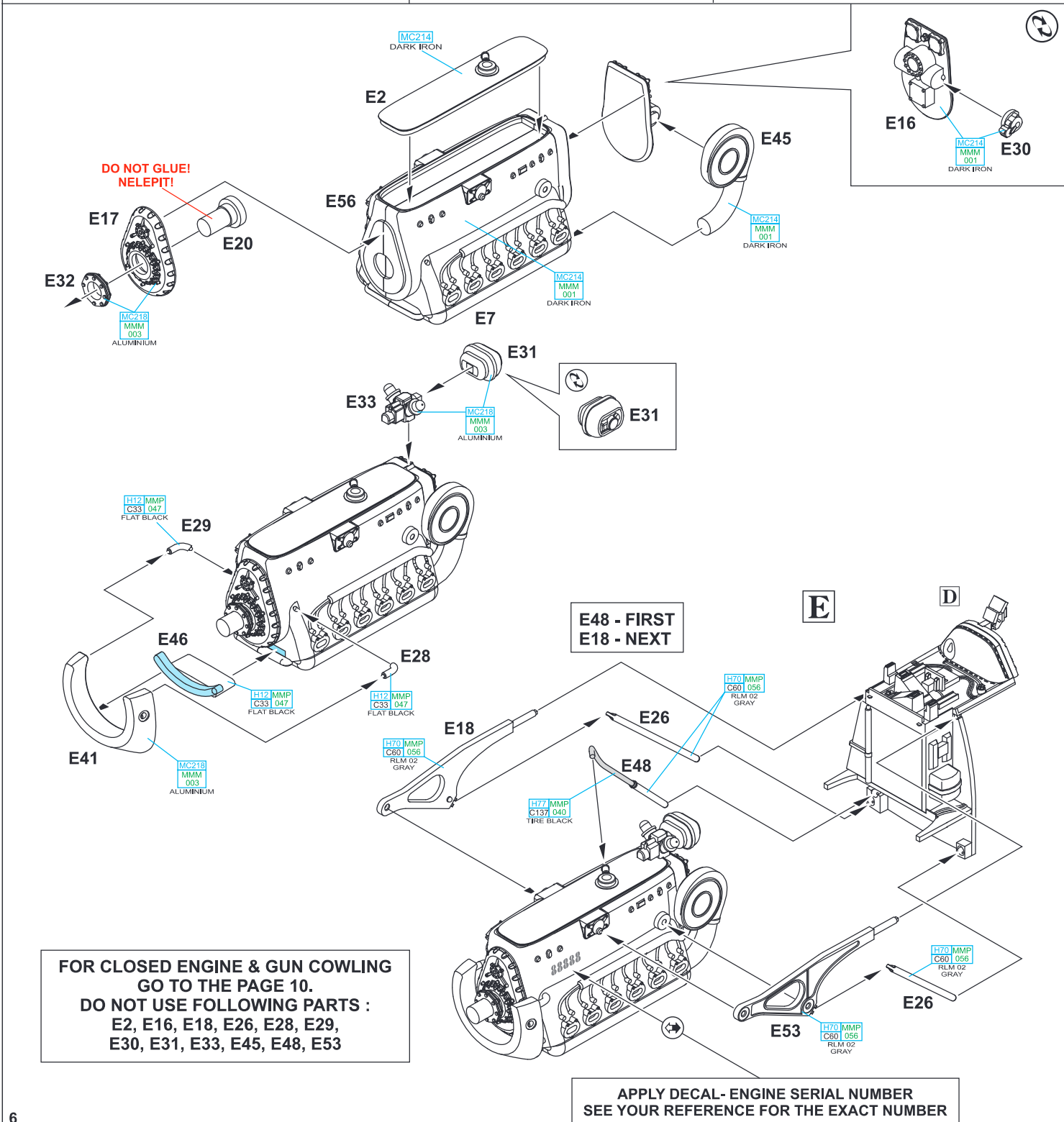
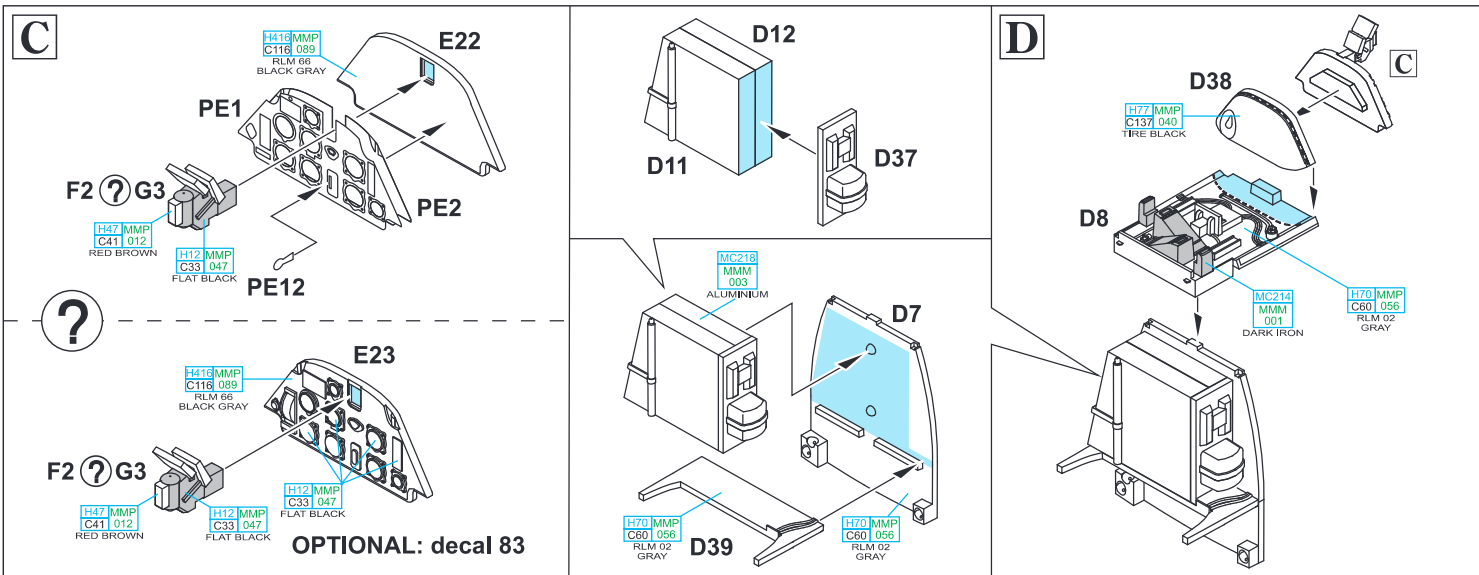


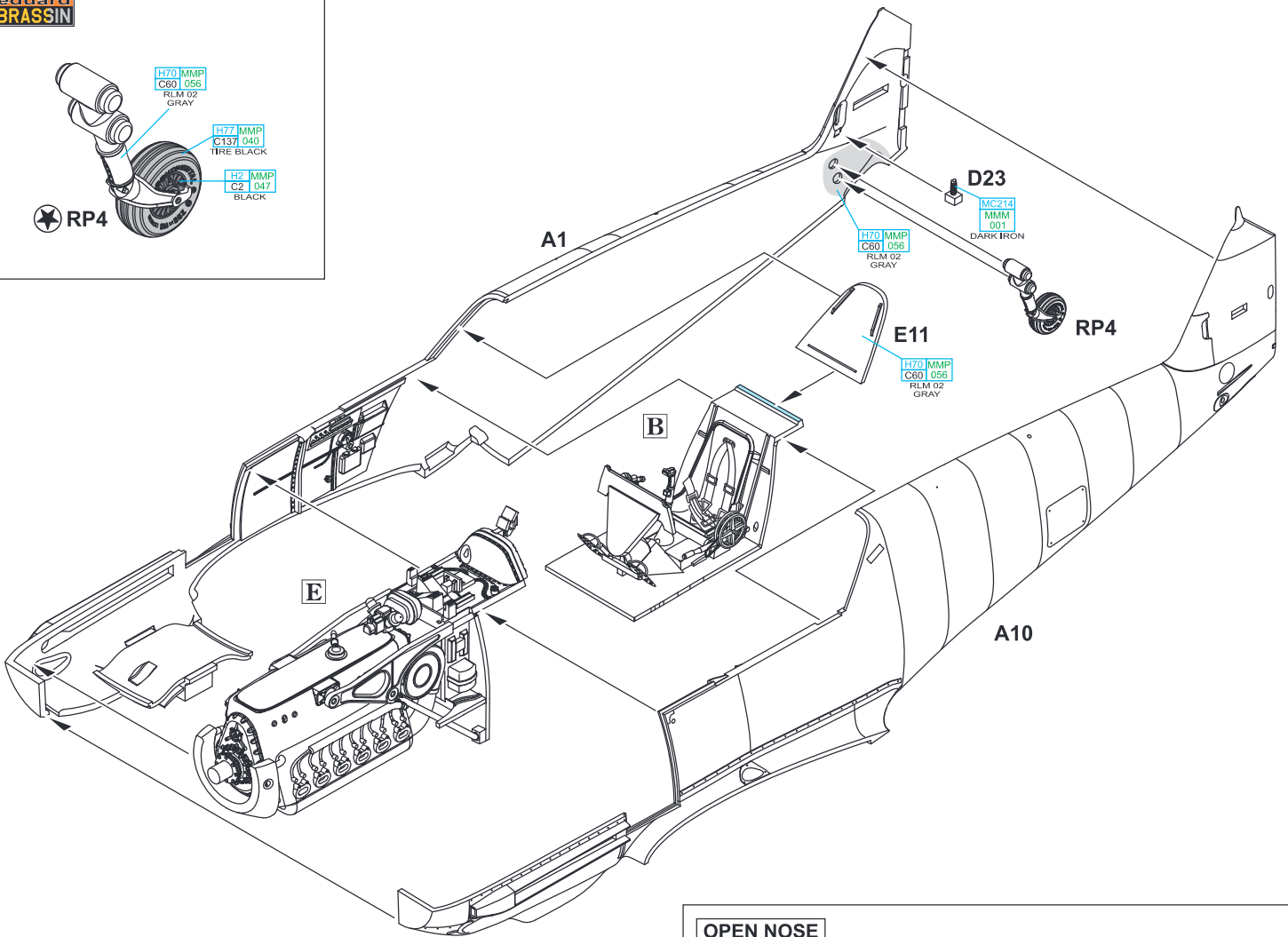
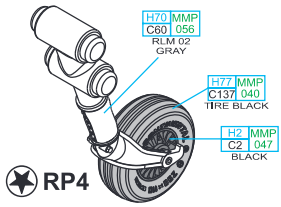
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H5	C5	MMP-048	BLUE
H6	C6	MMP-004	GREEN
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H64	C17	MMP-087	RLM71 DARK GREEN
H65	C18	MMP-088	RLM70 BLACK GREEN
H67	C116	MMP-057	RLM65 LIGHT BLUE
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H80	C54		KHAKI GREEN

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H308	C308	MMP-073	GRAY
H413	C113	MMP-090	RLM04 YELLOW
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STAINLESS
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

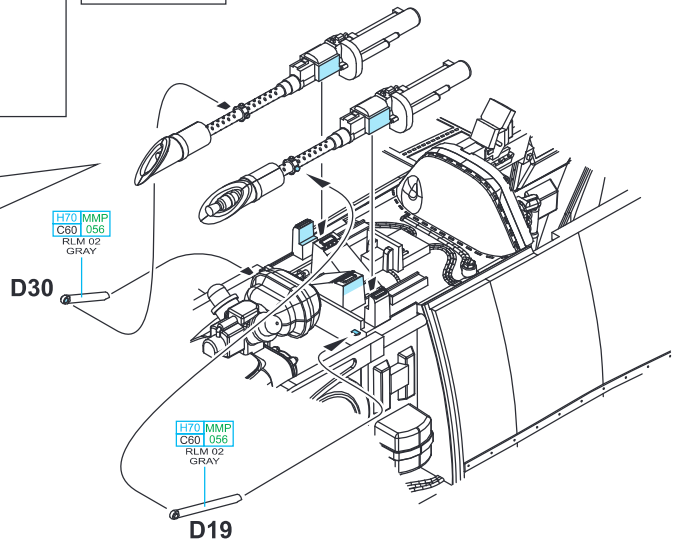
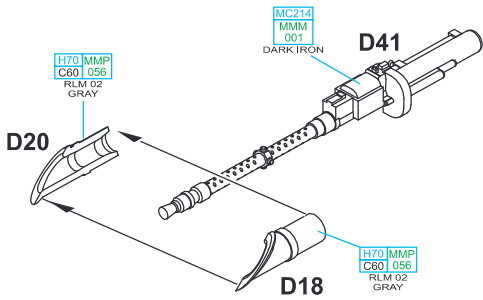






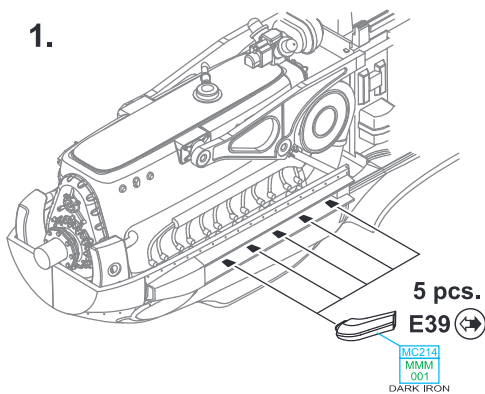
OPEN NOSE

2 pcs.

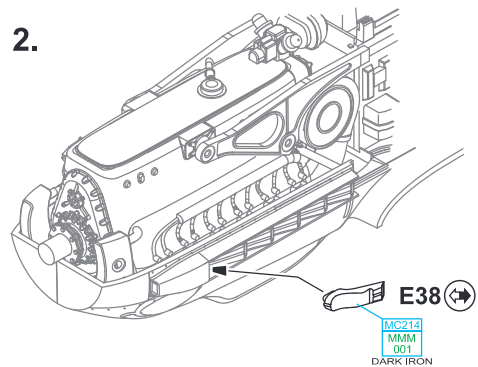


EXHAUST PIPES INSTALLATION

1.



2.



- ONE BY ONE, FROM BACK TO FRONT

- E38 FITS WITHOUT THE GLUE

H77 MMP  
C137 040  
TIRE BLACK

D2

C1, C2, C3, D17 - MARKINGS **A B D E F I J K L M**

B1, B2, B3 - MARKINGS **C G H**

H70 MMP  
C60 056  
RLM 02  
GRAY

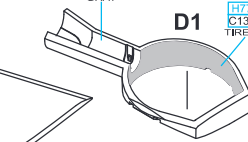
H70 MMP  
C60 056  
RLM 02  
GRAY

H77 MMP  
C137 040  
TIRE BLACK

B1 ? C1

D51

H70 MMP  
C60 056  
RLM 02  
GRAY



B2 ? C2

H70 MMP  
C60 056  
RLM 02  
GRAY

B2 ? C2

MC214  
MMM 001  
DARK IRON

D17

B3 ? C3

D52

B1 ? C1

MC214  
MMM 001  
DARK IRON

D17

D43

H70 MMP  
C60 056  
RLM 02  
GRAY

D42

H70 MMP  
C60 056  
RLM 02  
GRAY

PE22

MC214  
MMM 001  
DARK IRON

PE23

PE24

H70 MMP  
C60 056  
RLM 02  
GRAY

B3 ? C3

H70 MMP  
C60 056  
RLM 02  
GRAY

D47



D3

D55

D3

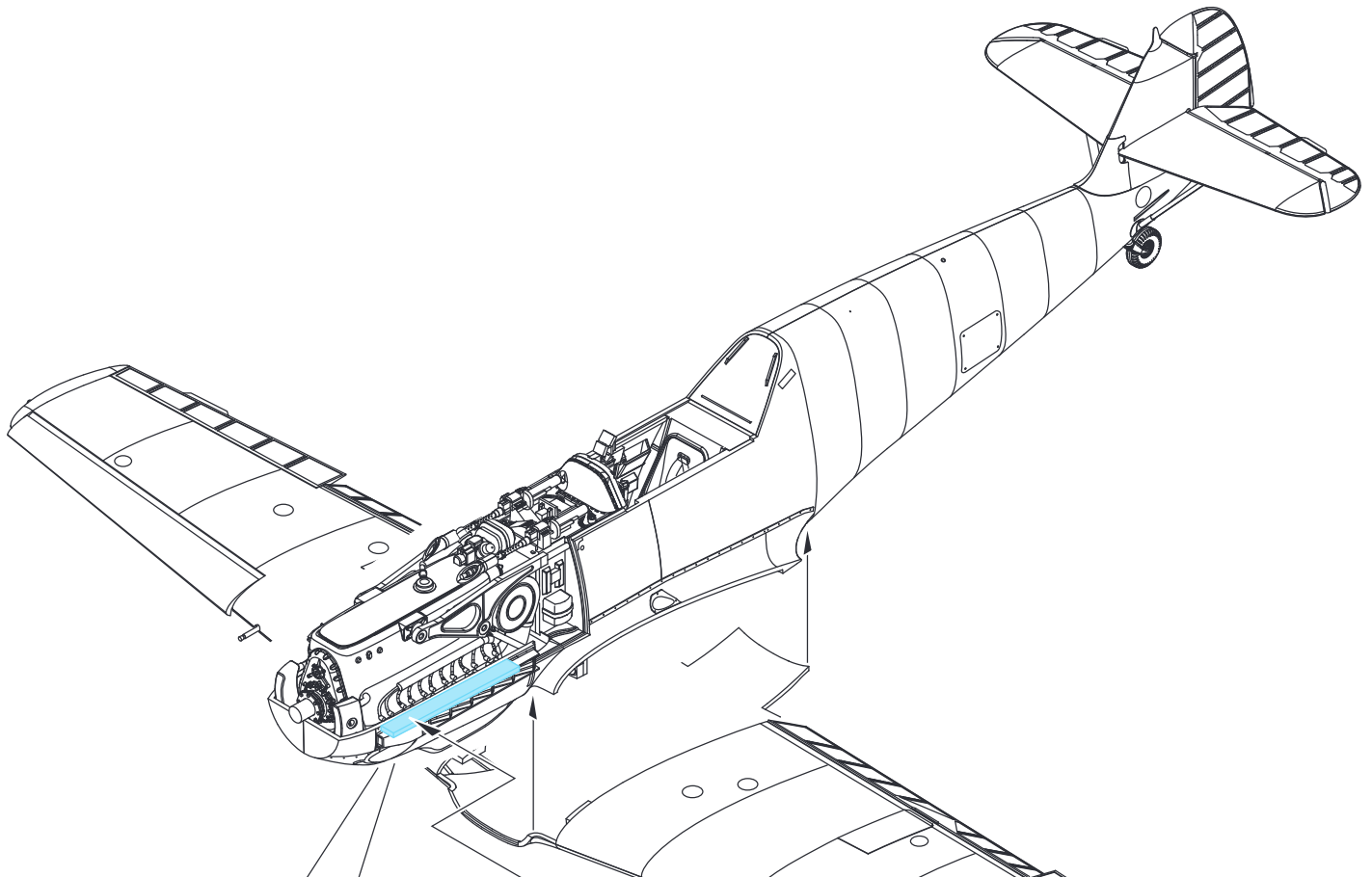


D46

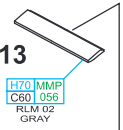
D4

D4

D56

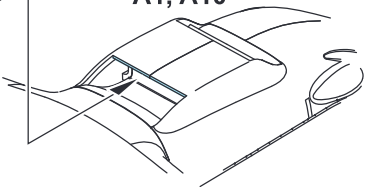


E13



H70 MMP  
C601 056  
RLM 02  
GRAY

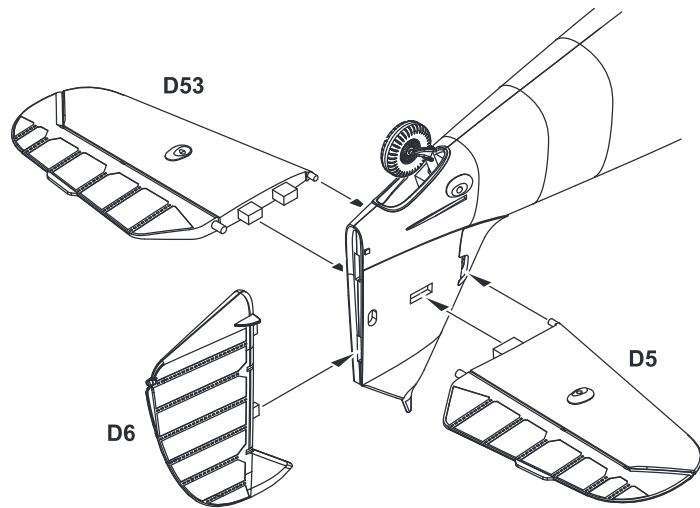
A1, A10



E6 left ↔ E5 right



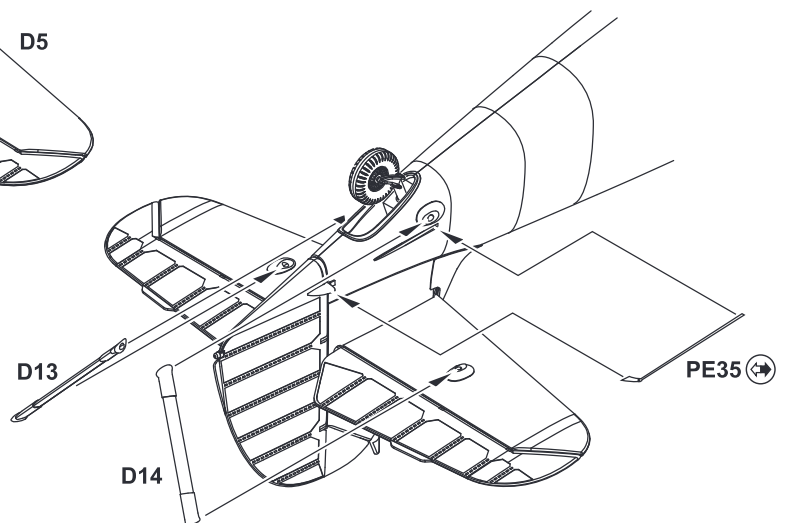
H70 MMP  
C601 056  
RLM 02  
GRAY



D6

D5

D53



D13

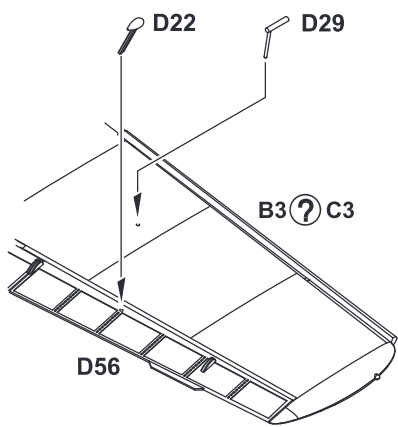
D14

PE35 ↔

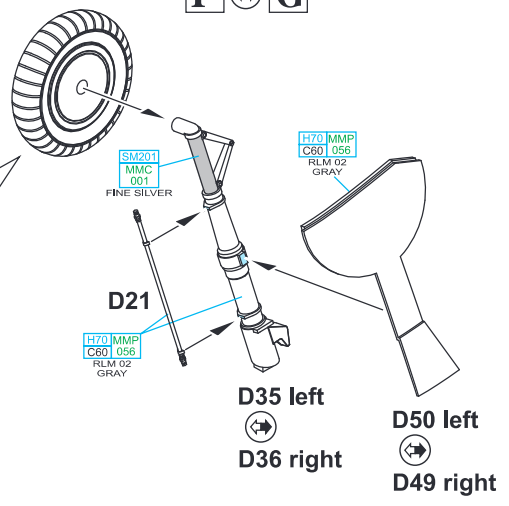
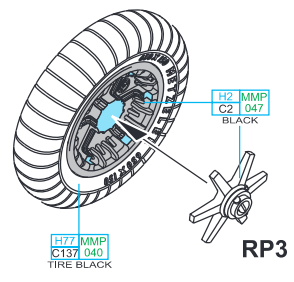


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BRASSIN

F G

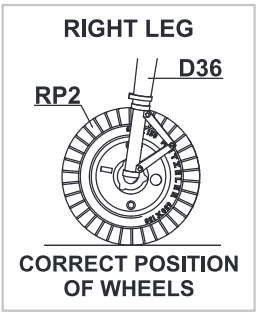


RP2 right (↻) RP1 left (↻)



F

G



H90 C47 CLEAR RED

H94 C138 CLEAR GREEN

D43

PE36

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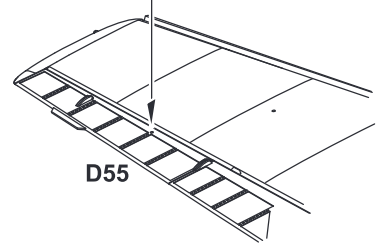
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PE36

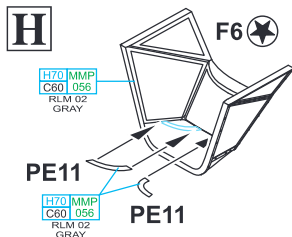
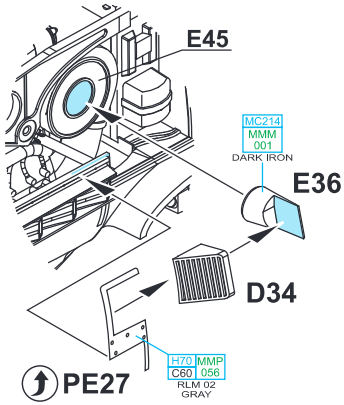
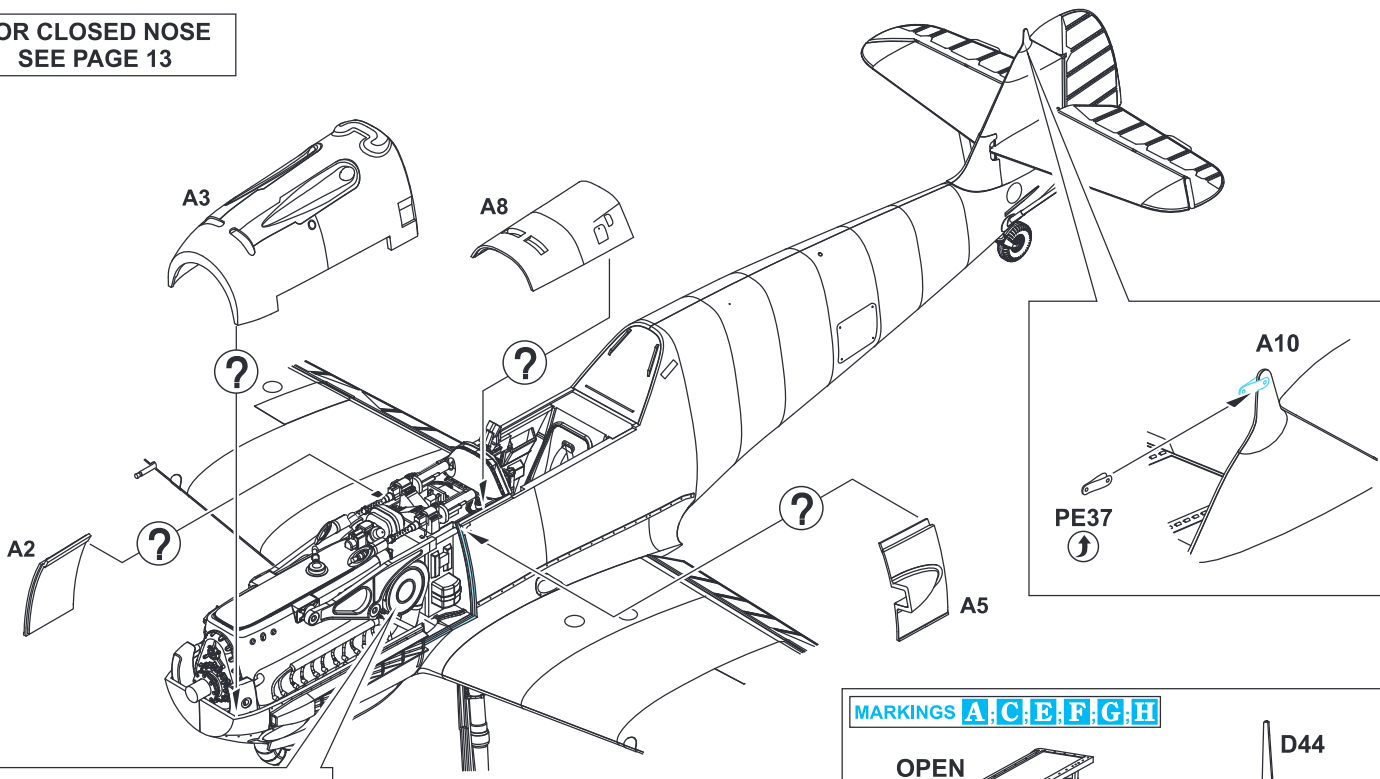
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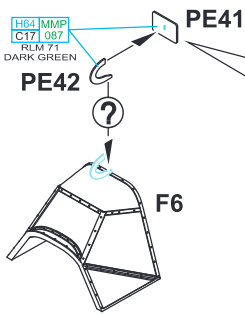
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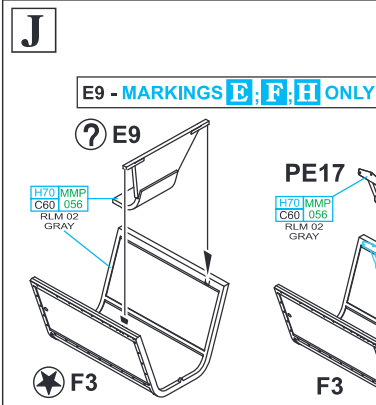
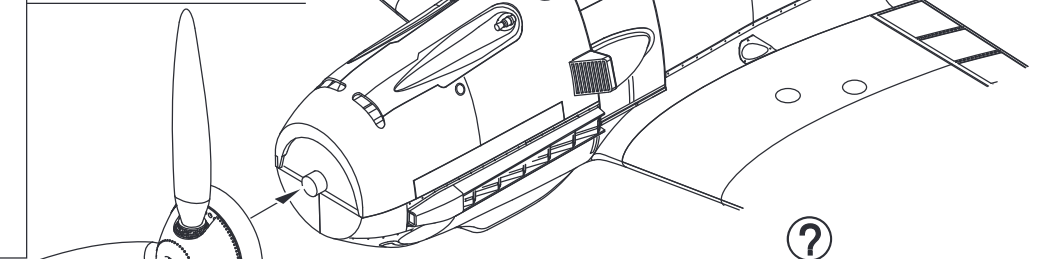
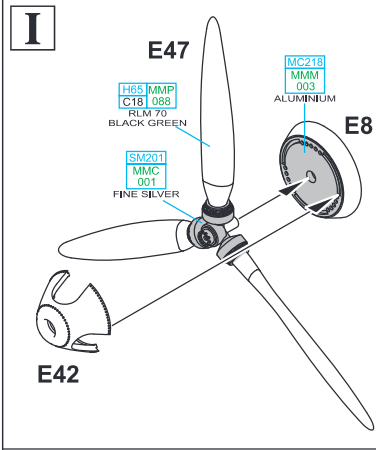
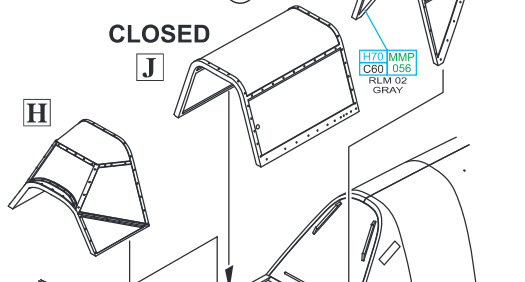
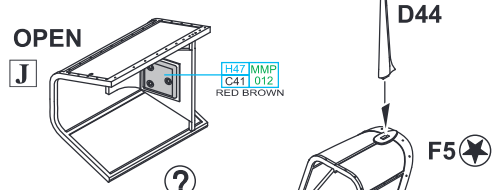
FOR CLOSED NOSE  
SEE PAGE 13



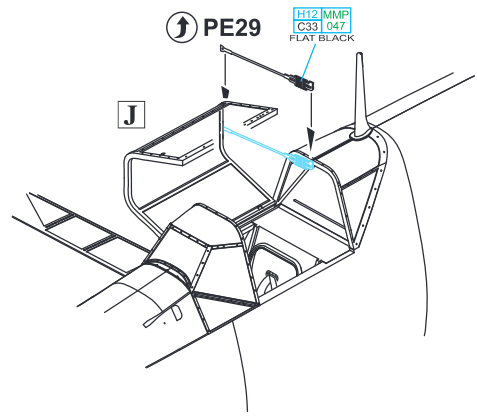
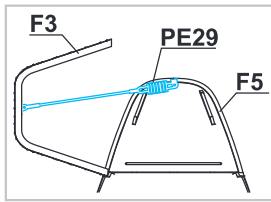
PE41, PE42 - MARKING A ONLY

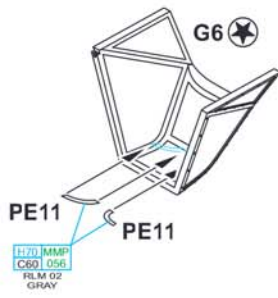
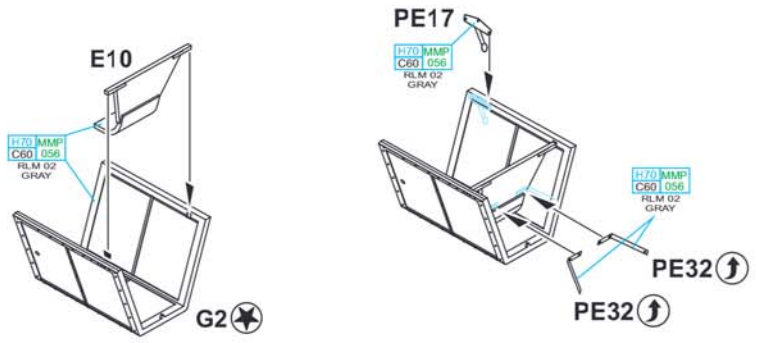
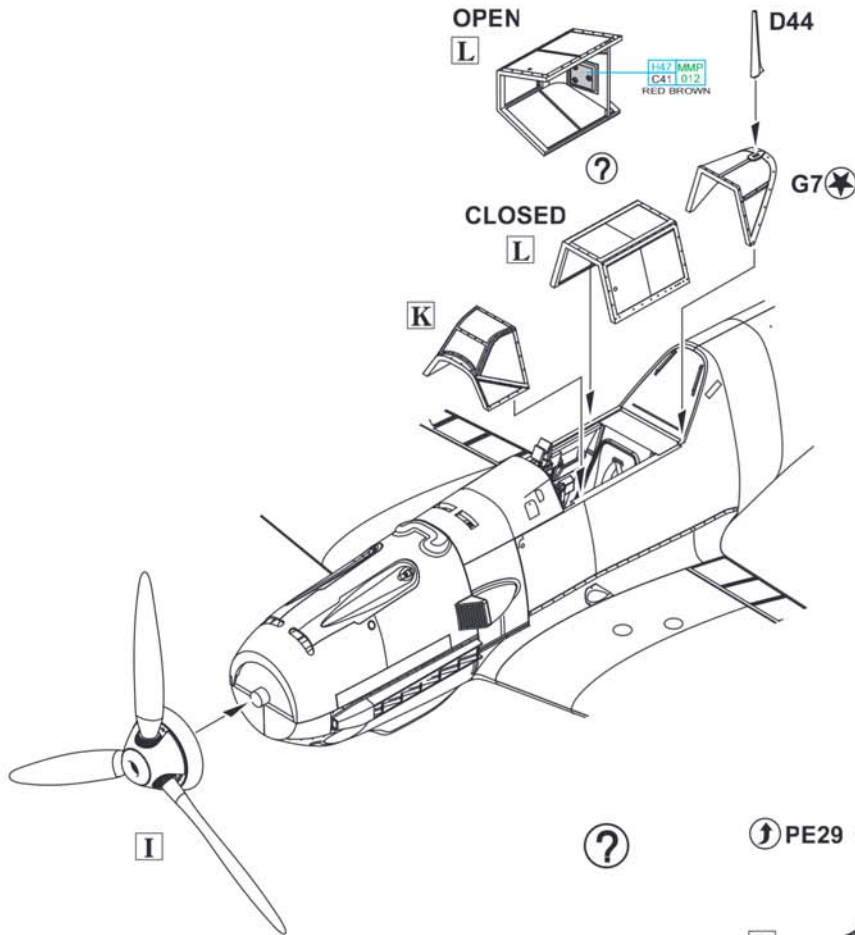
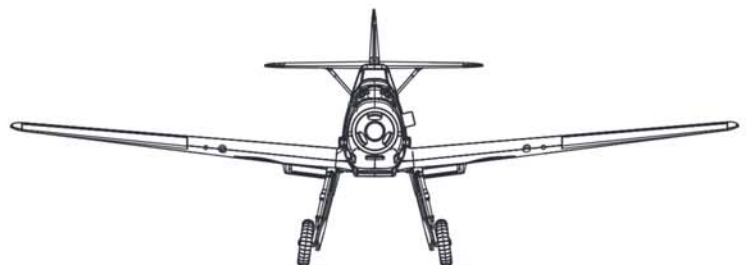
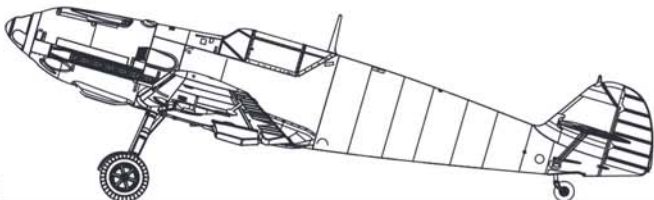
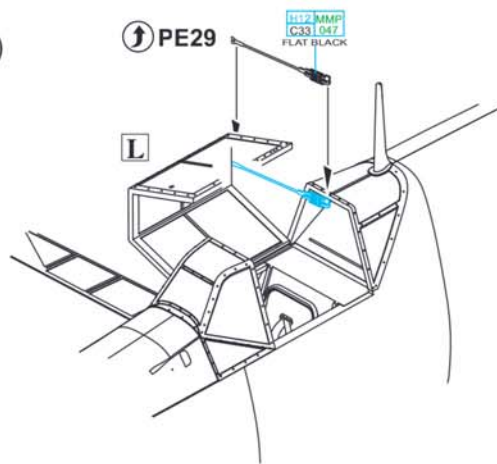
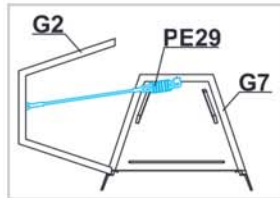


MARKINGS A, C, E, F, G, H

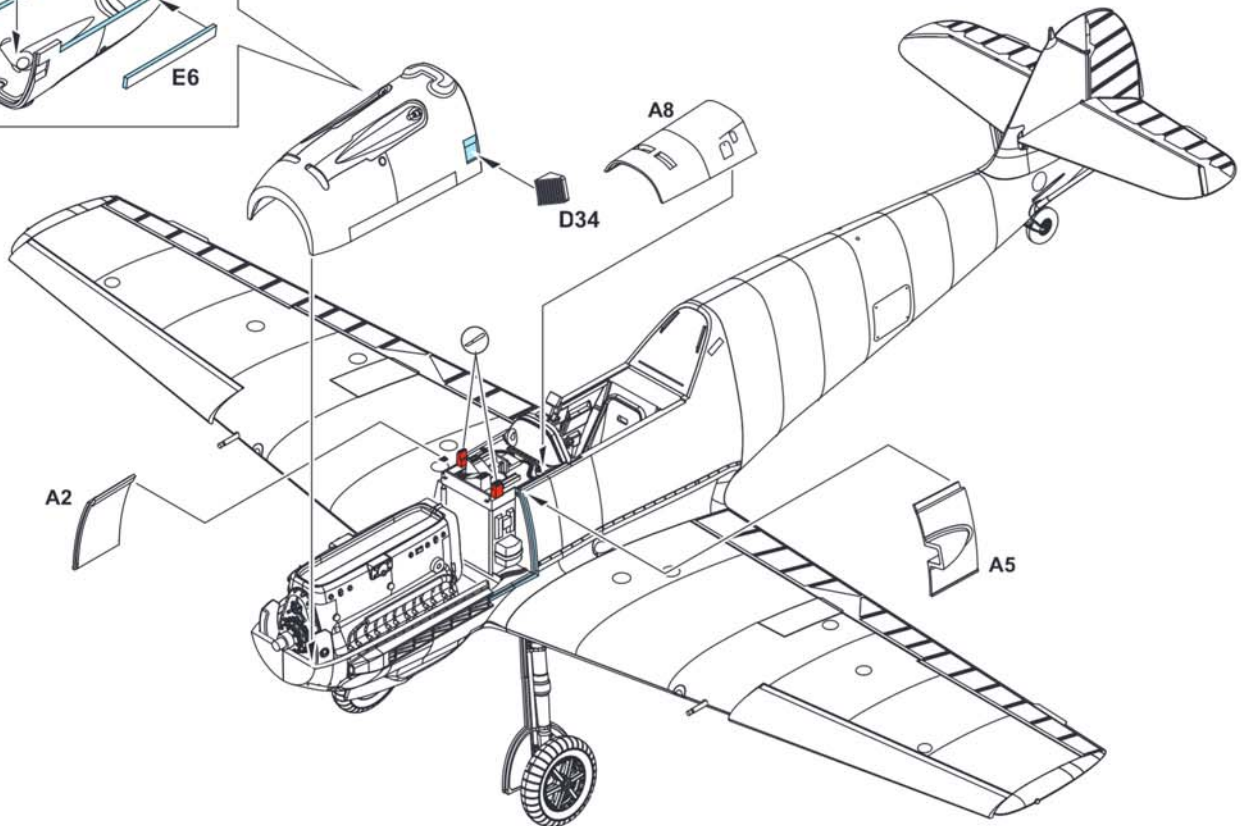
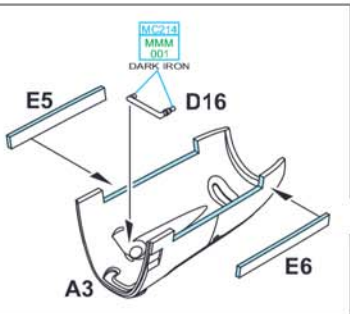
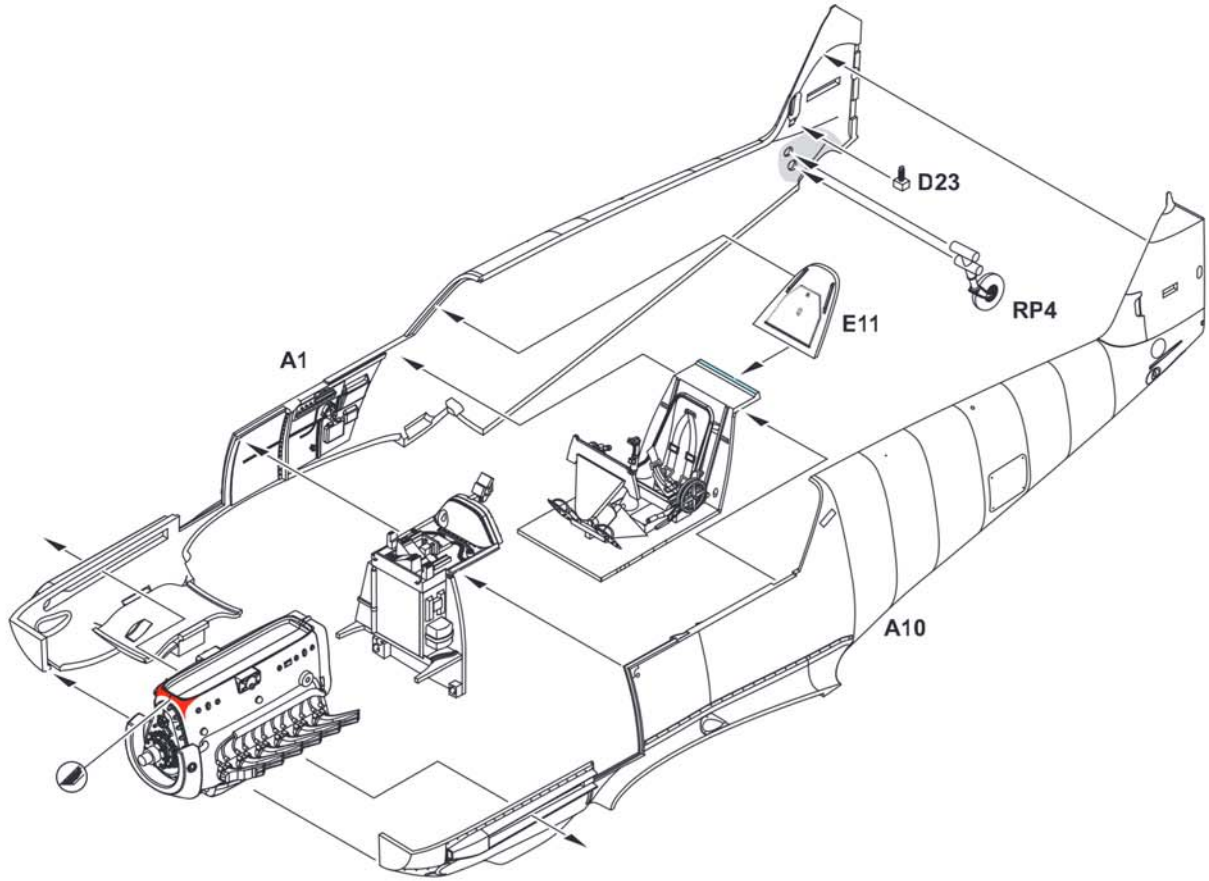


E9 - MARKINGS E, F, H ONLY

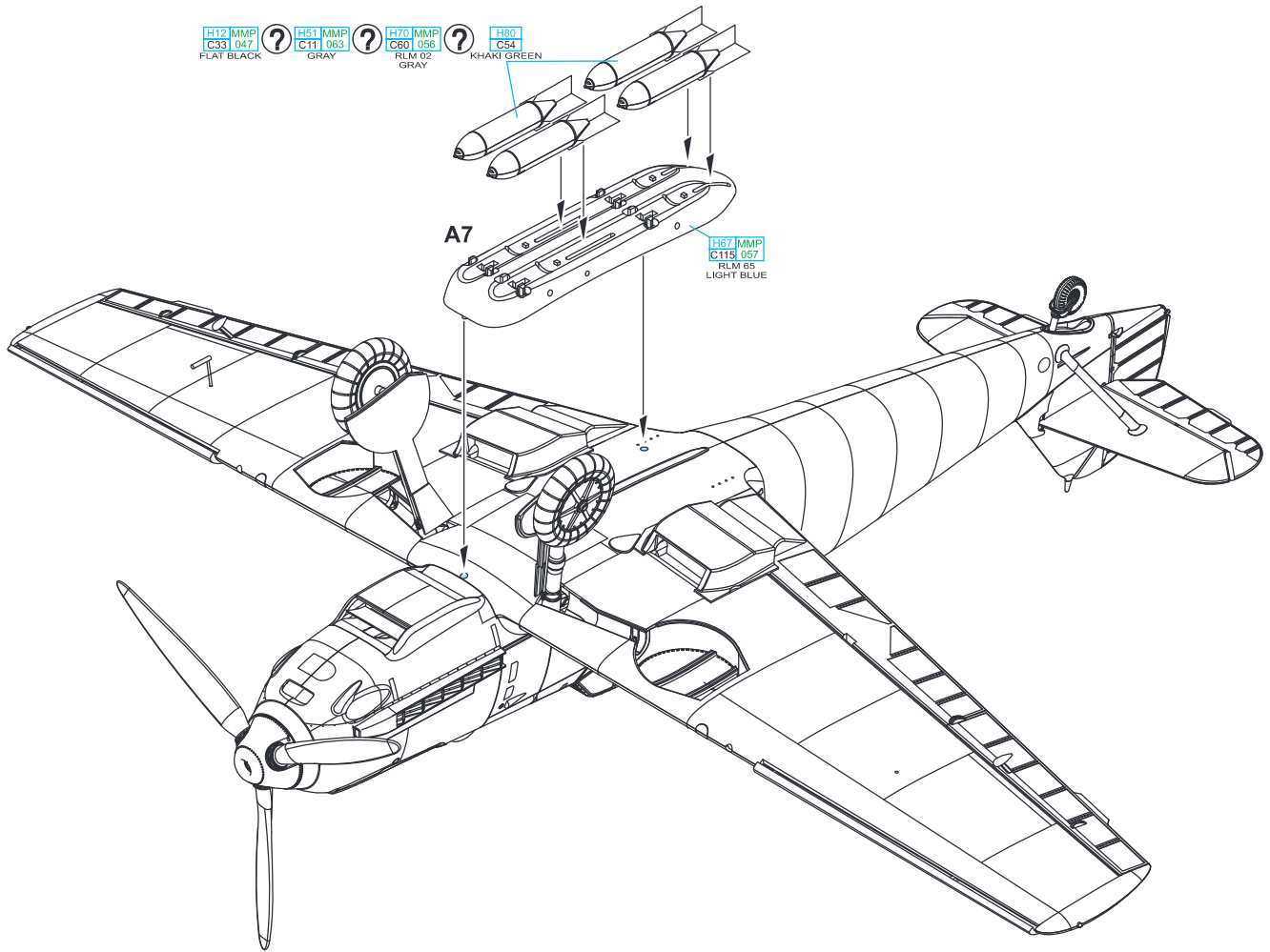
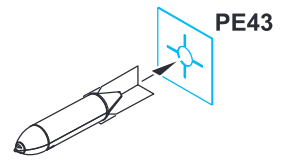
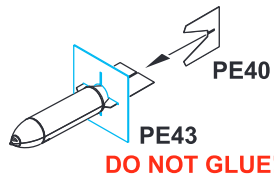
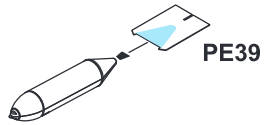
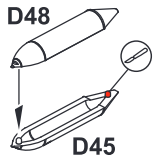


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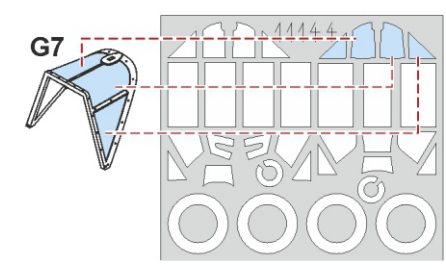
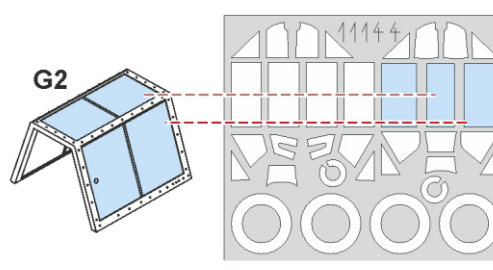
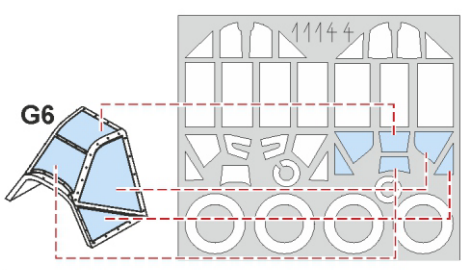
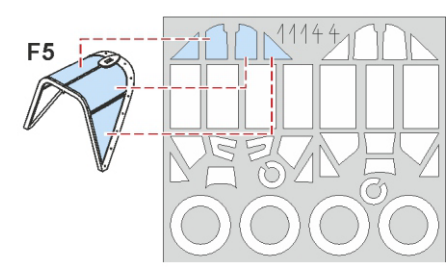
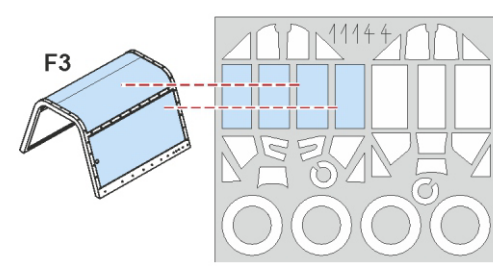
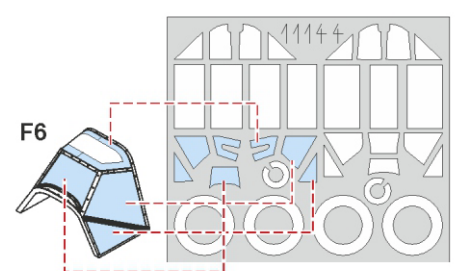
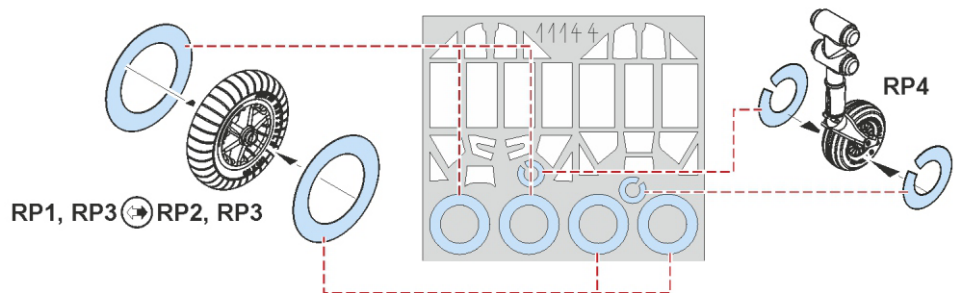
**?** ALTERNATIVE ASSEMBLY FOR THE CLOSED NOSE



4 pcs.

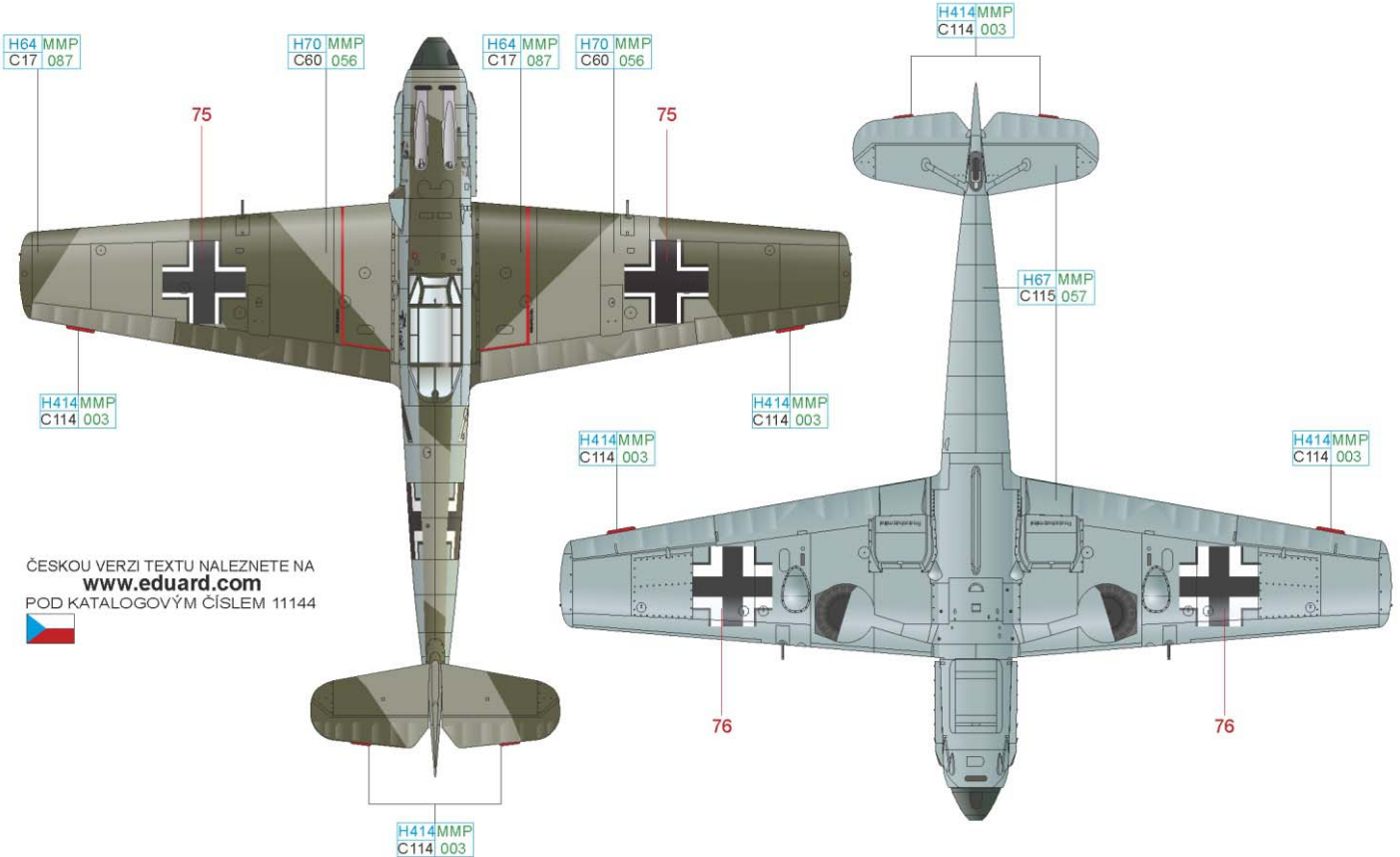
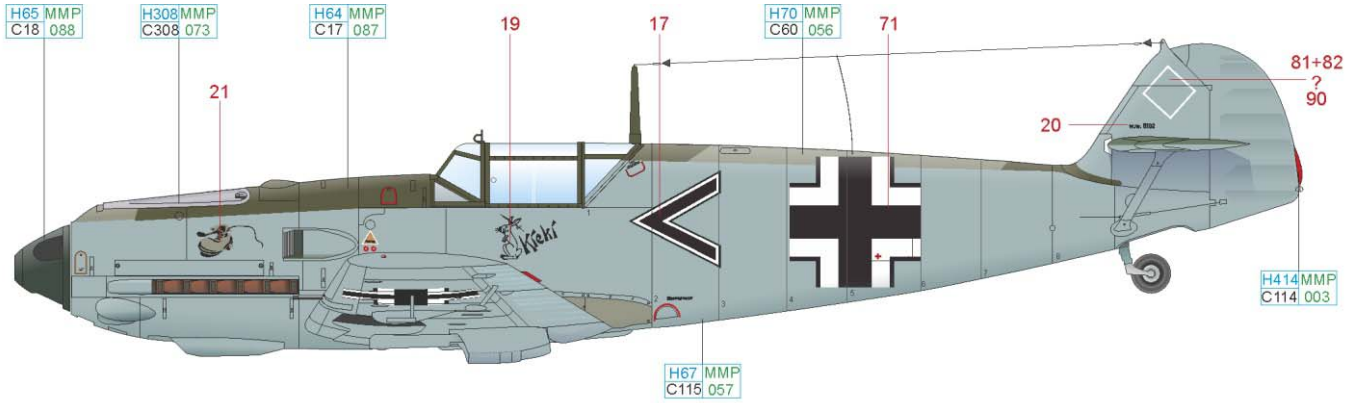


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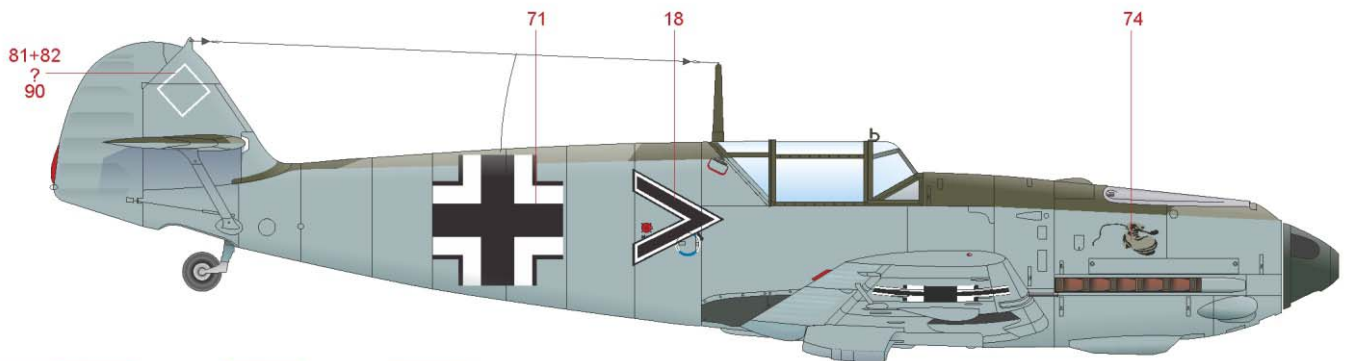
**OPERATION DYNAMO**

This airplane was manufactured by WNF in early autumn 1939 and assigned to I./JG 77 led by Hptm. Johannes Janke. Before beginning of World War Two his unit was relocated very often. It is no wonder, then, that members of I./JG 77 ironically dubbed themselves 'Wanderzirkus Janke' (Janke's Travelling Circus), and expressed their feelings resulting from constant relocation through their unit symbol, a discarded shoe. Janke's Adjutant Lt. Kunze used earlier a Bf 109E-1 with name "Sepp" under the cockpit. But for his new Bf 109E-3 featured in this plastic kit he adopted little rabbit with name "Kieki" and little spear. Camouflage consist of RLM 71, 02 and 65. Berlin native Kunze born in 1918 achieved two victories in September 1940 and was promoted to rank of Oberleutnant. He was shot down and killed in combat with Spitfires of No. 603 Squadron RAF on September 14th, 1940 near Lypne in Bf 109E-4 WNr. 3759 "c+". He was buried two days later at Hawkinge cemetery.



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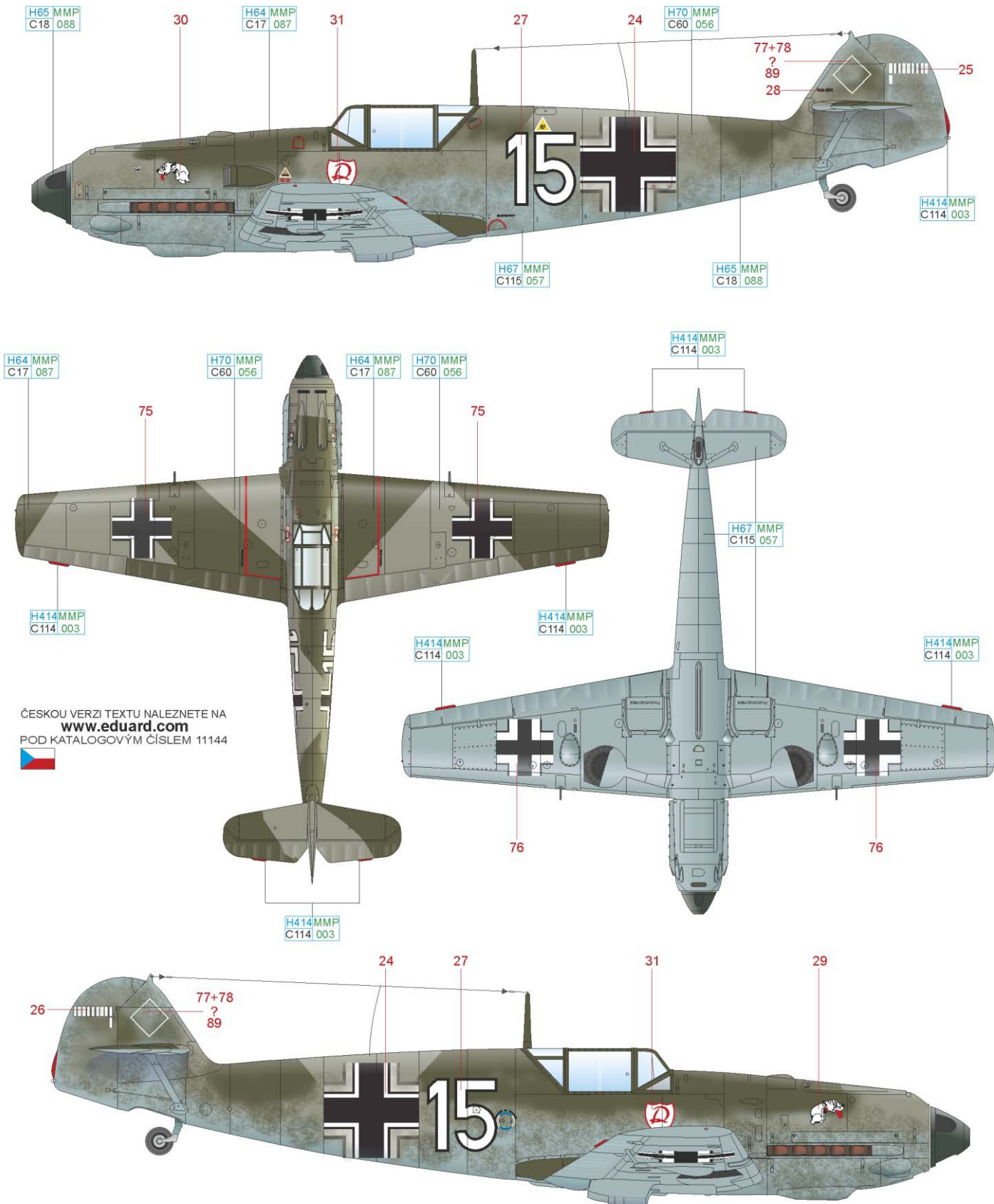


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RLM 70	H65 MMP C18 088	RLM 23	H414MMP C114 003	GRAY	H308MMP C308 073

# B Bf 109E-4, WNr. 5274, flown by Lt. Werner Machold, 1./JG 2, Marigny, France, June 1940

## OPERATION DYNAMO

At the beginning of World War Two, Machold was serving with 1./JG 2. He was very successful in Battle of France gaining 10 victories, including three Hurricanes and one Spitfire. His 11th victory was "Tomahawk" claimed on August 11th around noon near Portland. Oberfeldwebel Machold continued to gain victories during the Battle of Britain. He was the eighth German fighter pilot to achieve 20 victories. On September 5th, 1940, he was awarded the Knight Cross for 21 victories. On September 7th, Machold was transferred to 9./JG 2. He recorded his 24th through 26th victories on September 30th, shooting down three Spitfires. Oberleutnant Machold was appointed Staffelkapitän of 7./JG 2 in spring 1941. On June 9th, 1941 during a low-level Jabo attack on a shipping convoy off Portland his Bf 109 E-7/Z (WNr. 5983) "White 15" receiving damage from anti-aircraft fire from a Royal Navy destroyer. Machold force-landed near Swanage, Dorset and became prisoner of war. Werner Machold claimed 32 victories in more than 250 combat missions. All his victories were recorded over the Western front.



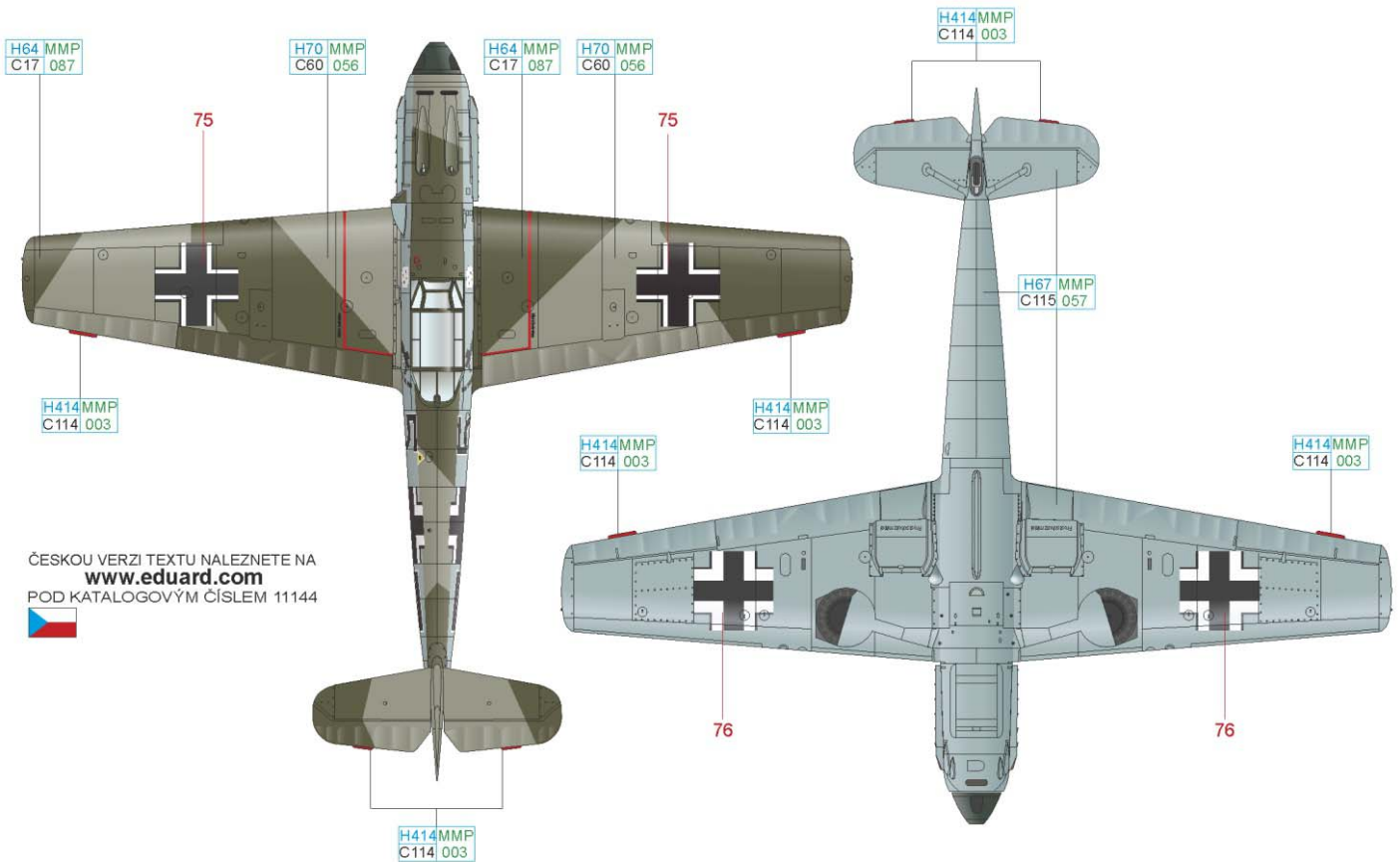
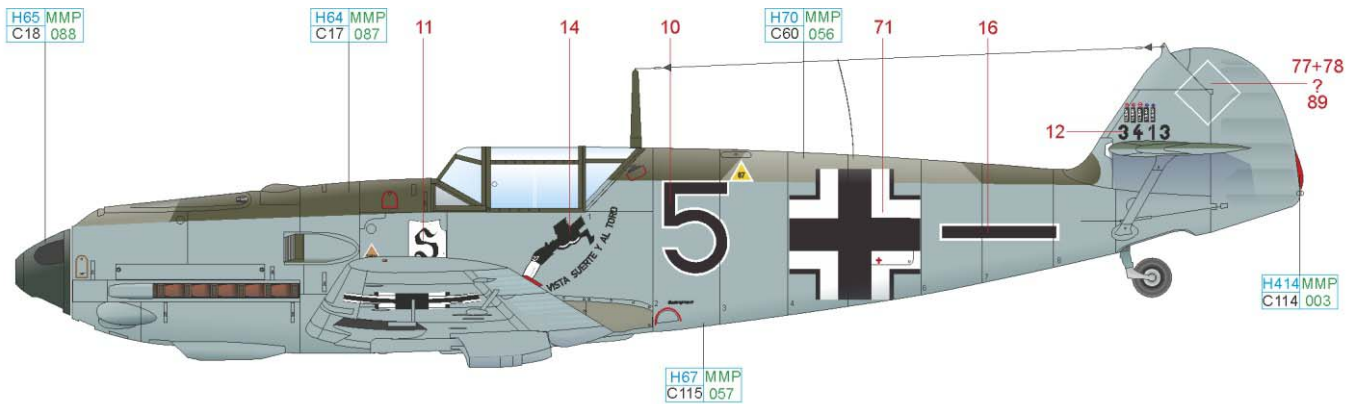
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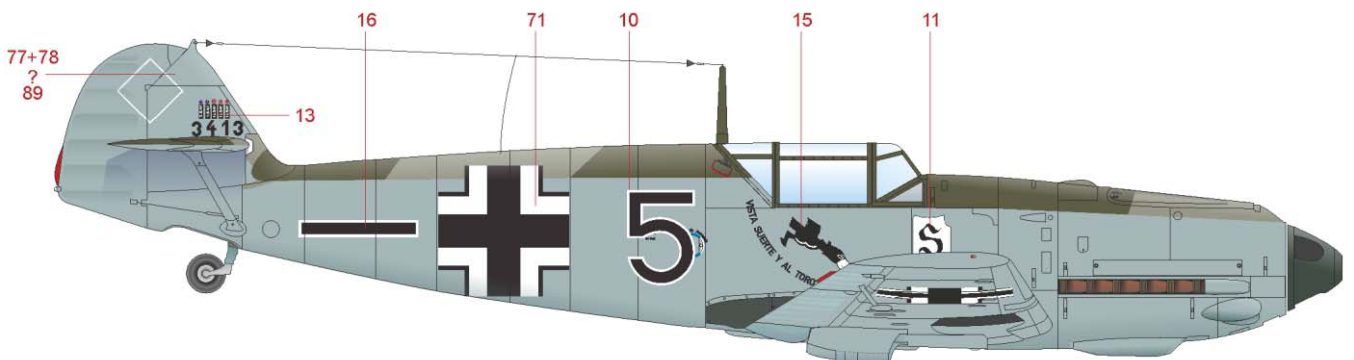
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RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056
		RLM 65	H67 MMP C115 057

**DER KANALKAMPF**

Hans Krug was born in 1899 and in Great War served in various Bavarian aviation units being in combat duty from March till May 1918. Considered rather old for fighter pilot he joined as a volunteer the Spanish nationalist air force, not Legion Condor like other German "volunteers". He often flew alongside Fiat CR.32 of Spanish ace Joaquin Garcia Morato, whose aircraft carried bullfighting motto "VISTA SUERTE Y AL TORO" (The look, good fortune and forward), Krug adopted inscription on his "Emil". Krug was finally accepted to Luftwaffe and entered successful service with II./JG 26 "Schlageter" with rank of Leutnant. He scored with 5./JG 26 five victories during French campaign including one unconfirmed, but marked on his tail. During Battle of Britain Krug scored additional five victories and took over leadership of 4./JG 26. On September 7th in the evening he was shot down by RAF fighters over England and performed belly landing near Pluckley. His name is sometimes confused with bomber pilot Lt. Peter Krug who escaped from prison camp in Canada to USA.



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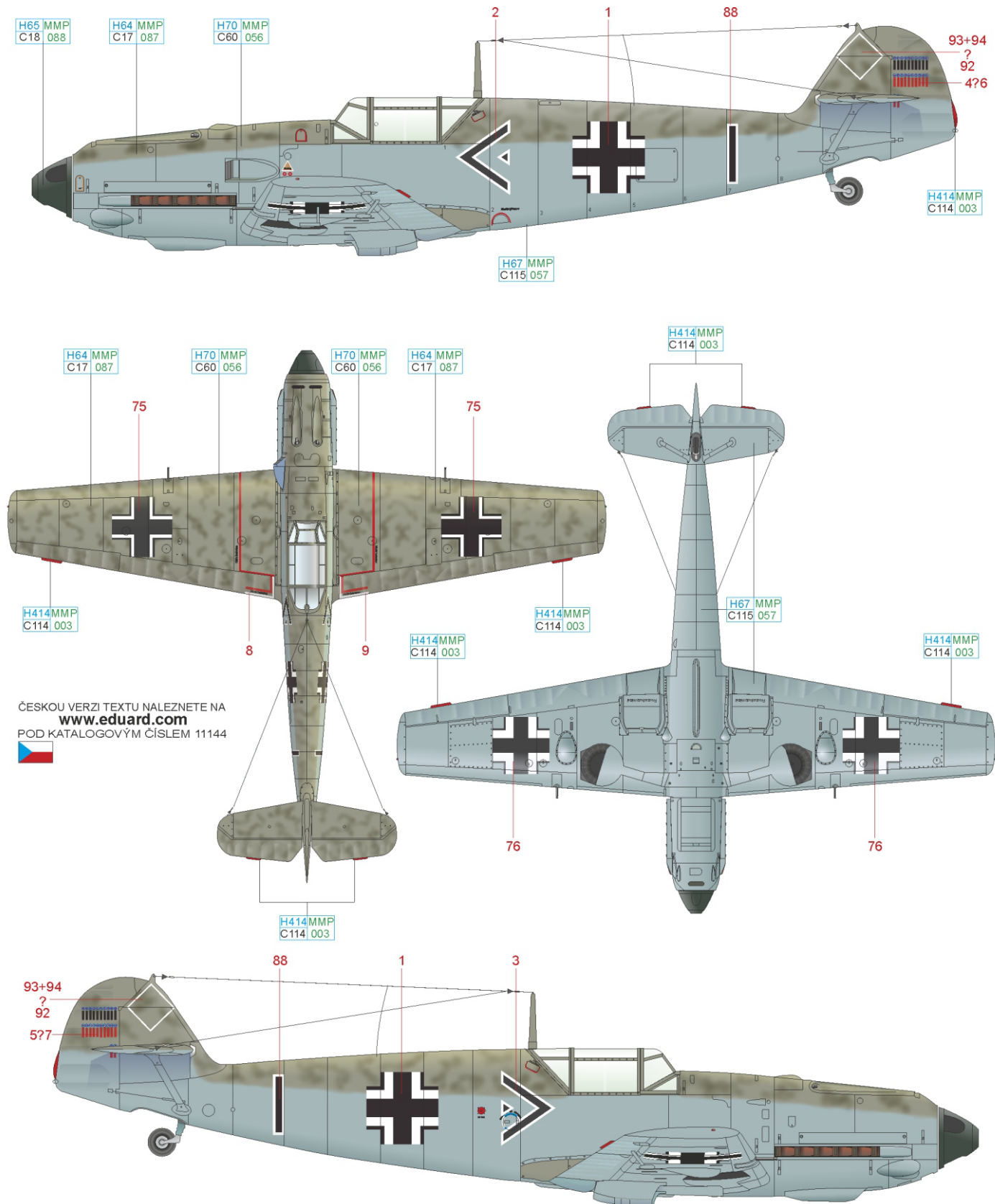
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		RLM 65	H67 MMP C115 057



# E Bf 109E-3, flown by Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, August 1940

## DER ADLERTAG

Major Adolf Galland was highest scoring Luftwaffe fighter pilot in Battle of Britain. In period between August 8th and October 31st, 1940 he scored 32 victories including 15 Spitfires. After service in Legion Condor, 4.(S)/LG 2 and JG 27 he became commander of III./JG 26 on June 11th, 1940. This unit was second ranking Jagdgruppe in Battle of Britain with 105 victories. His last victories (19. - 22.) with III./JG 26 were scored on August 15th. He claimed Spitfire possibly flown by RAF ace F/Lt A.C. Deere of No. 54 Sq. and later on added two Spitfires of No. 64 Sq. On August 22nd Galland became Kommodore of JG 26 "Schlageter". Later in the war he took position of General der Jagdflieger and became youngest Luftwaffe General. He did not get along with Göring very well and lost his position in 1944. In last months of war he was allowed to organize elite Jagdverband 44 equipped with Me 262 jet fighters. Adolf Galland achieved 104 aerial victories in 705 missions, all on the Western front. Included in his score are at least seven victories flying the Me 262 and four four-engined bombers. He was himself shot down four times.



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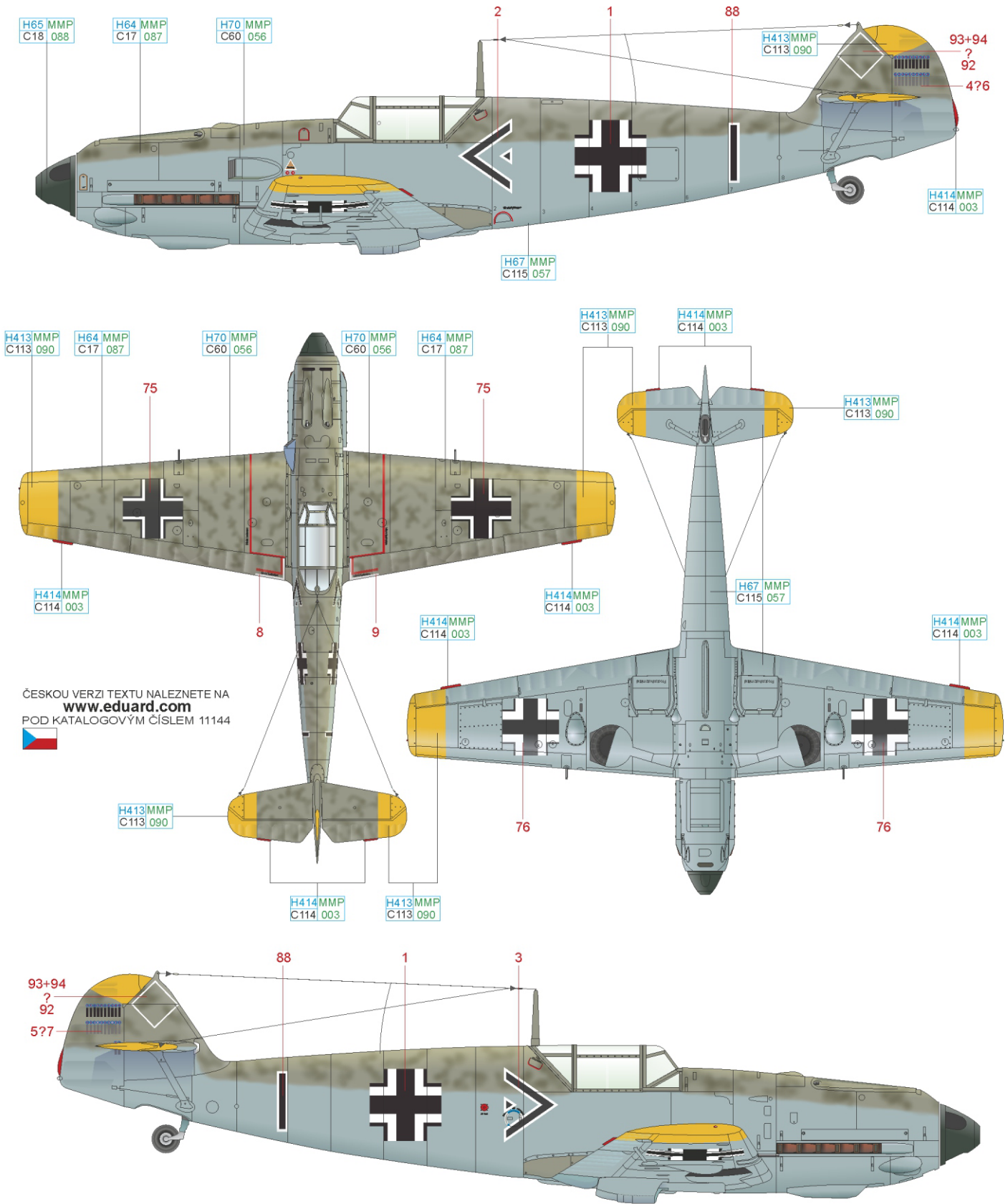


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RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056
		RLM 65	H67 MMP C115 057

# F Bf 109E-3, flown by Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, late August 1940

## DER ADLERTAG

A later marking version of Galland's machine with yellow identification markings introduced by Luftwaffe command at the beginning of August 1940. Some authors believe that this is machine WNr. 4820 flown by Galland in August 1940 as a last personal mount during his command of III./JG 26. The 4820 was manufactured by Arado in July 1940 as E-1/B. Galland's logbook states E-1 version, but photographs show is equipped with cannons in the wings. There is another machine of Galland from this period also attributed to WNr. 4820. But also in this case, his "Emil" is equipped with cannons in the wings and earlier canopy. After the war, Adolf Galland took part in modernization of Argentine Air Force and was active in German fighter pilot association. He also became one of advisers during shooting of Battle of Britain movie. His fellow adviser RAF ace Robert S. Tuck became his very close friend and godfather of his son.



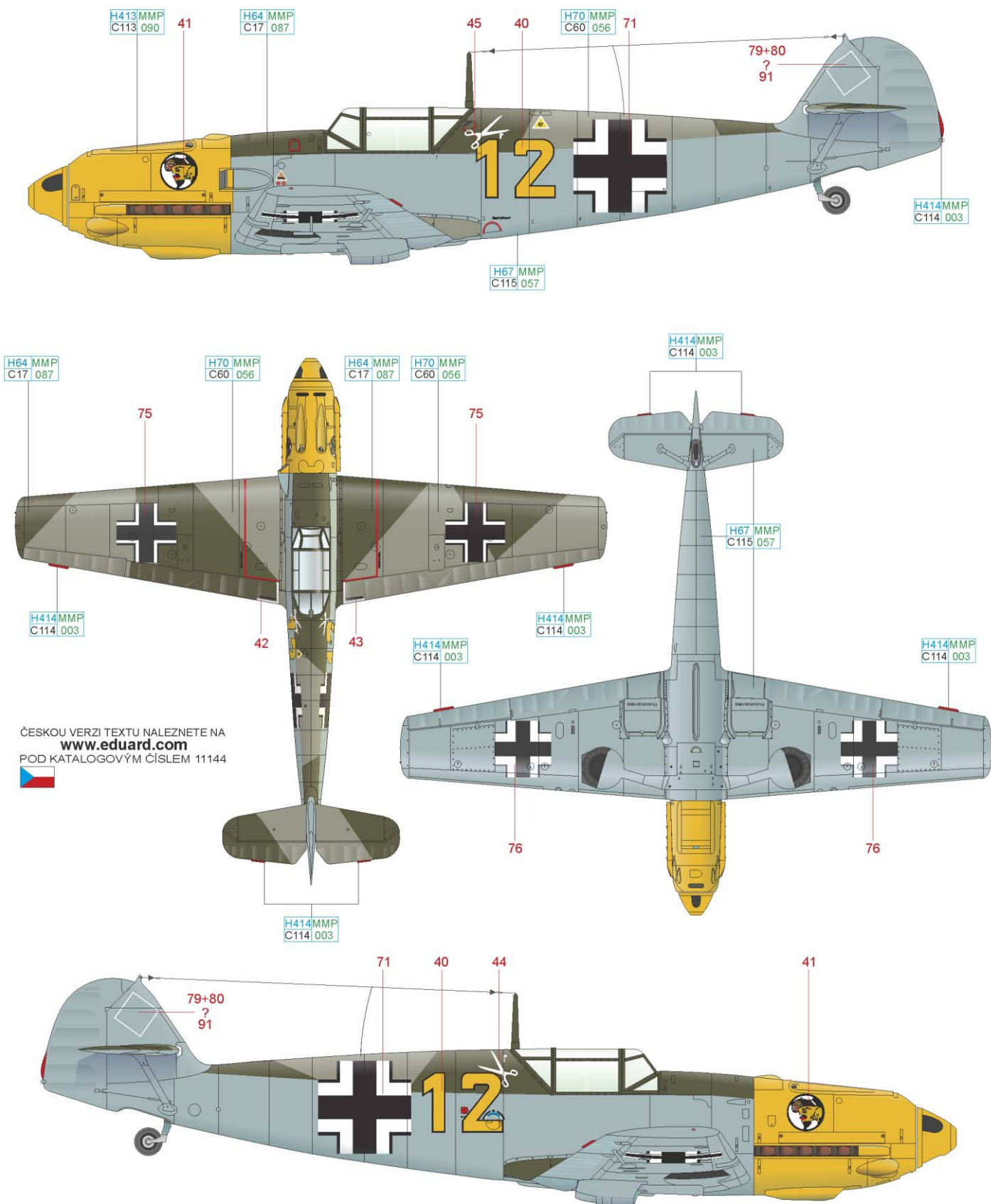
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RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056	RLM 65	H67 MMP C115 057
RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090

**DER ADLERTAG**

Fw. Arnold was shot down on August 30th late afternoon during freelance mission over England. I./JG 27 formation was surprised by RAF fighters. Arnold's "Emil" was hit in radiator, possibly by F/O B.J.G. Carbury of No. 603 Squadron. He performed landing at Westwood Court, near Faversham, Kent. Aircraft was placed on display in Exeter for fundraising. Africa emblem of I./JG 27 was introduced in late spring 1940 as reminder of German African colonies lost after Great War. The scissors (in German language: Schere) and "r" are play on the name of former Schwarmführer within the 3. Staffel popular Lt. Ulrich Scherer. He is missing after combat with Hurricanes of No. 615 Sq. on July 20th near Cherbourg. Unit lost Gruppenkommandeur Hptm. Helmut Riegel in same combat. Staffelkapitän of 3./JG 27 was future Knight Cross winner Oblt. Gerhard Homuth who later successfully led I./JG 27 in Africa. Homuth scored 15 victories during 1940 and his final score was 63 in 450 missions. On August 2nd, 1943, Homuth was engaged in a 20 minutes dogfight with Russian fighters and remains missing.



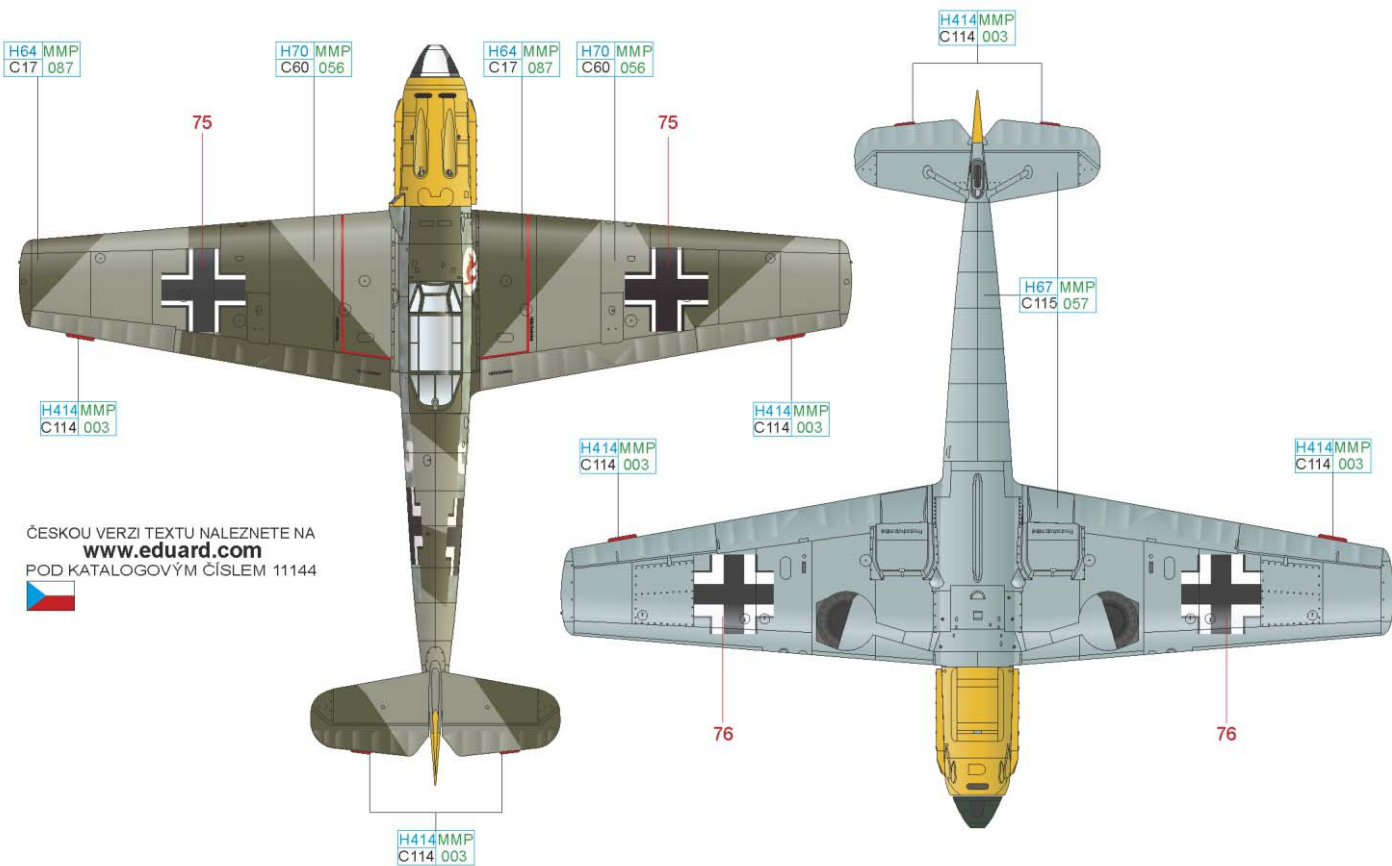
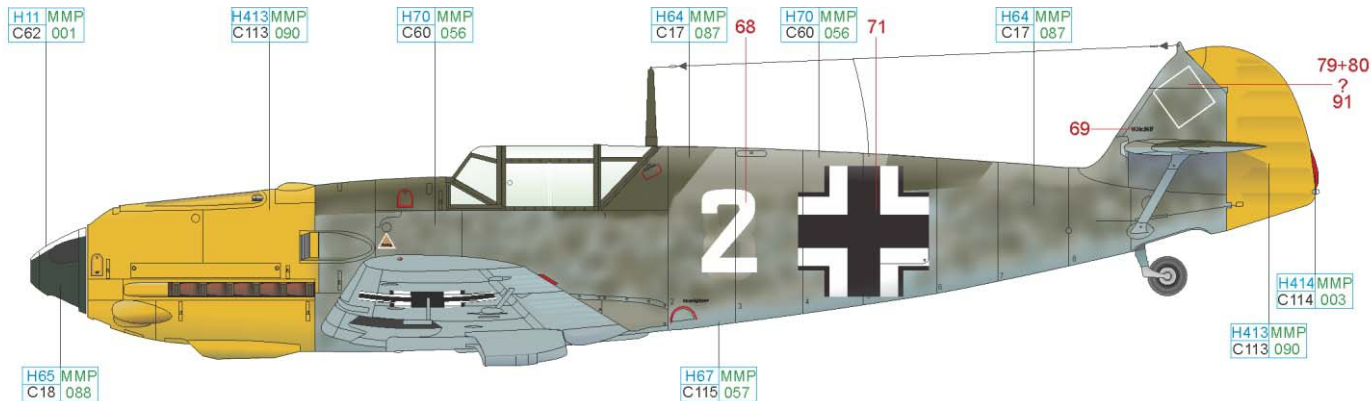
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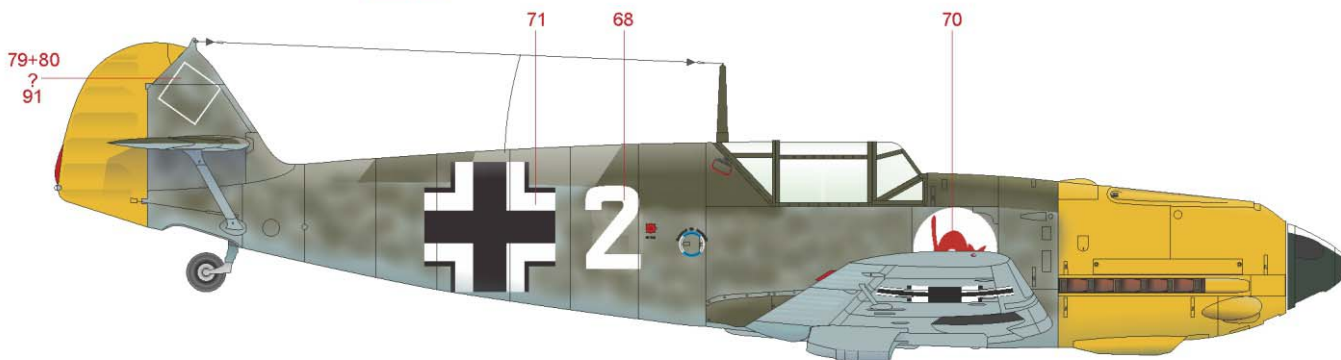
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RLM 23	H414MMP C114 003	RLM 04	H413MMP C113 090
		RLM 65	H67 MMP C115 057

## DER BLITZ

This Messerschmitt saw very long career, being manufactured by company Arado in late summer or early autumn 1939. Its camouflage consists of RLM 71, 02 and 65 and probably went through several changes. It can not be excluded that it was produced in scheme RLM 70/71 on upper surfaces. Probably due to error, JG 52 kept this machine in books as E-4. Red cat emblem was introduced as unit badge already in 1939 when the Staffel carried designation 1./JG 71. Erich Mummert was shot down with this "Emil" on September 30th afternoon during bomber escort mission. Six JG 52 fighters were attacked by Spitfires and tried to form a defensive circle. Germans were low on fuel and soon had to abandon the combat. Being pursued by Spitfires the combat got slightly confused for Germans and Mummert was hit in radiator by another Bf 109! He performed wheels-up landing on the edge of Detling airfield. Another II./JG 52 pilot was also shot down and bailed out, being captured also near Detling. Commander of 4./JG 52 was legendary Johannes Steinhoff who ended war as Kommodore of Me 262 equipped Jagdgeschwader 7 and later joined Adolf Galland and his elite Jagdverband 44.



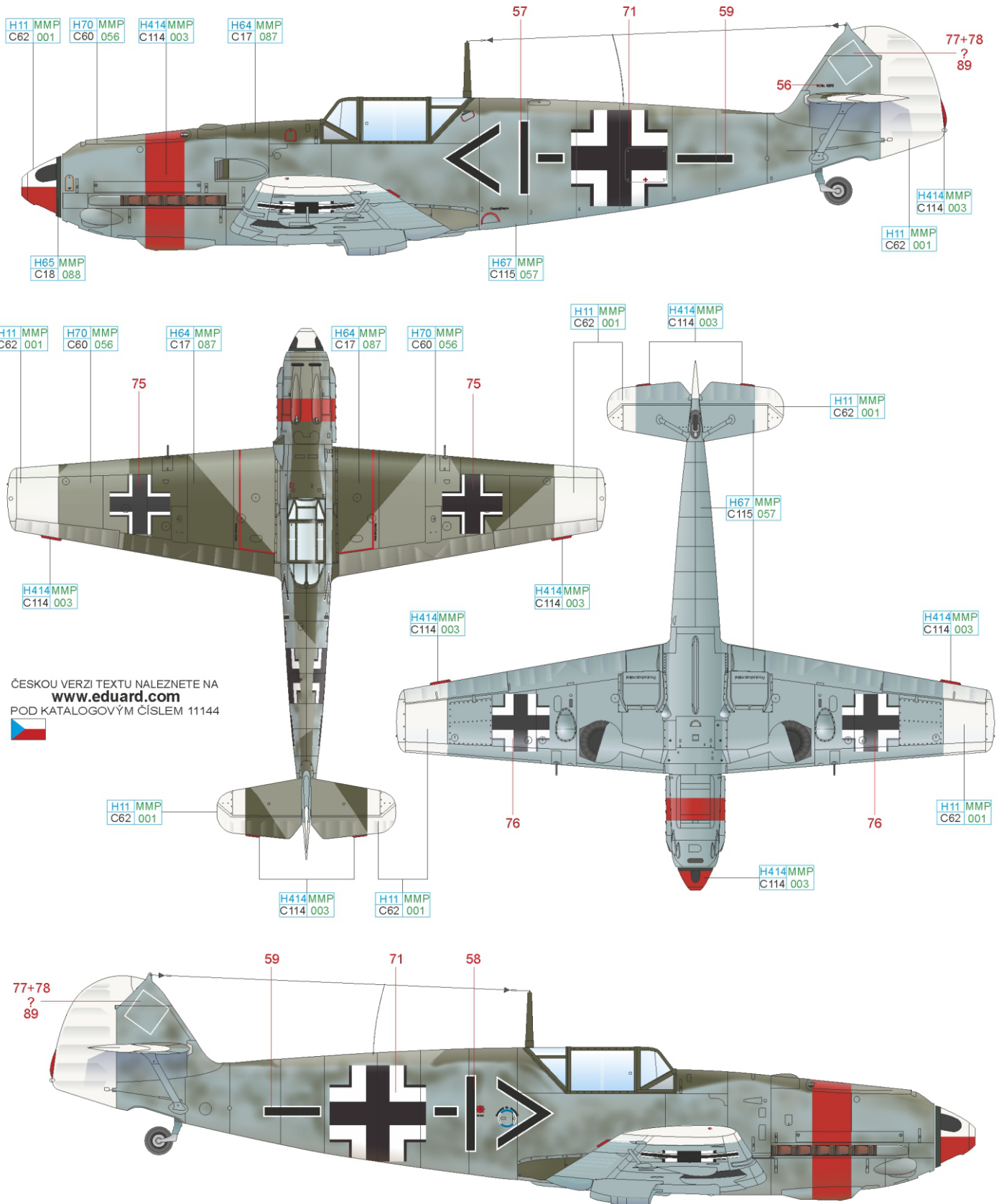
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RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056	RLM 65	H67 MMP C115 057
RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090
	WHITE				H11 MMP C62 001

**DER BLITZ**

Wilhelm Meyerweissflog was born in 1889 and served in military during Great War. After the war it is assumed he lived in Switzerland and often travelled to USA as businessman. In JG 53 "Pik As" he was acting as an administrative officer of Geschwaderstab. His machine was also photographed during refueling at captured British airbase La Villiaze, Guernsey, Channel Islands. He was captured on September 5th, 1940. During interrogation he said: "saw the boys going off and thought he would like a flip too. He jumped into his aircraft, flew vaguely in the direction of England and was neatly shot through the petrol tank by a British fighter", probably by F/Lt. P.C. Hughes with Spitfire of No. 234 Sq. Hptm. Meyerweissflog made a forced landing at Monkton farm near St. Nicholas-at-Wade at 15.45 hrs, "from which more by luck than good judgement he came out safely and, when apprehended, had not the slightest idea where he was". To further quote the interrogation report, his start and mission were described as a 'Very freelance patrol', and his morale as 'Good under trying circumstances'.

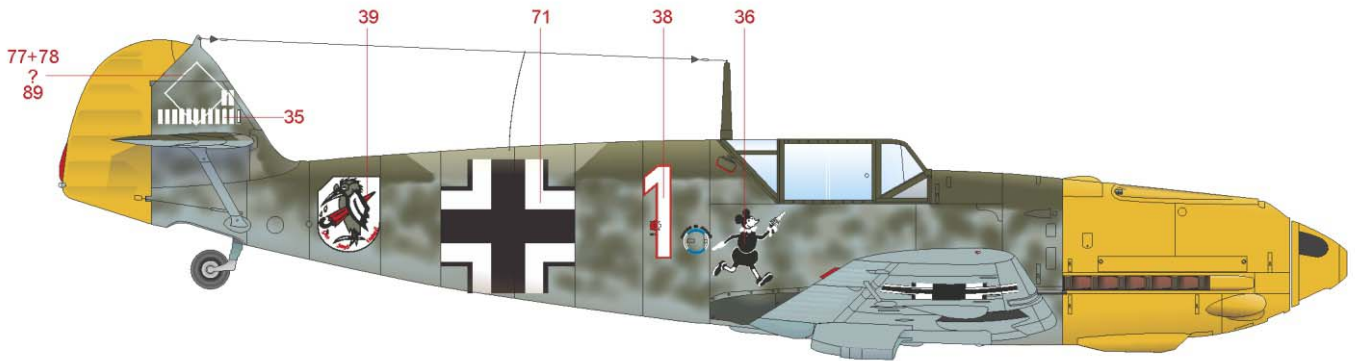
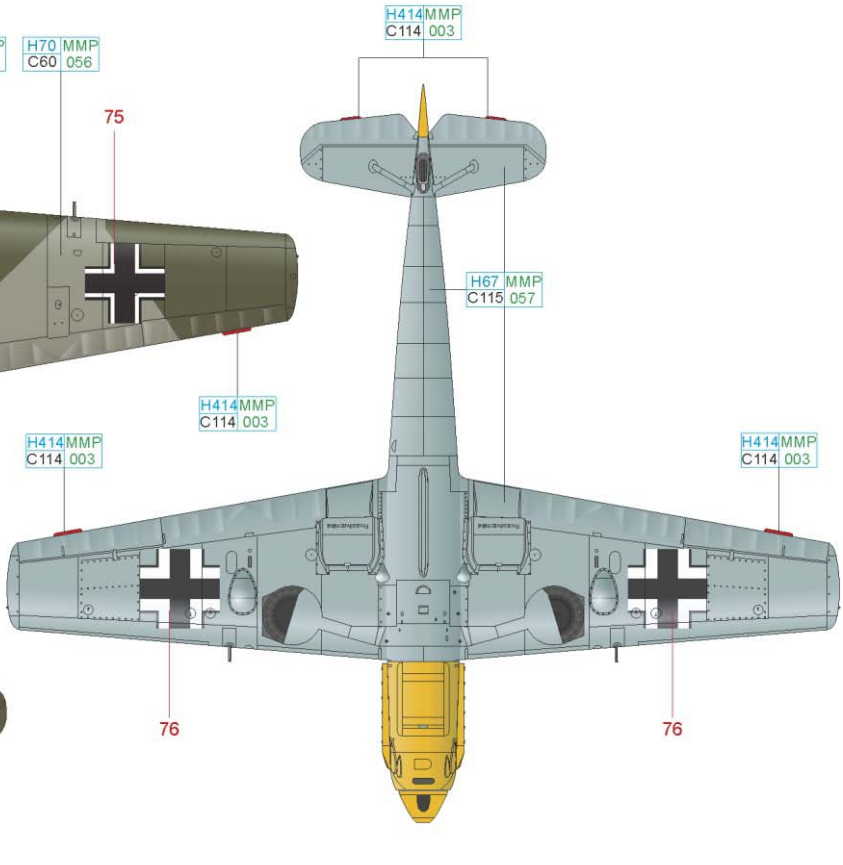
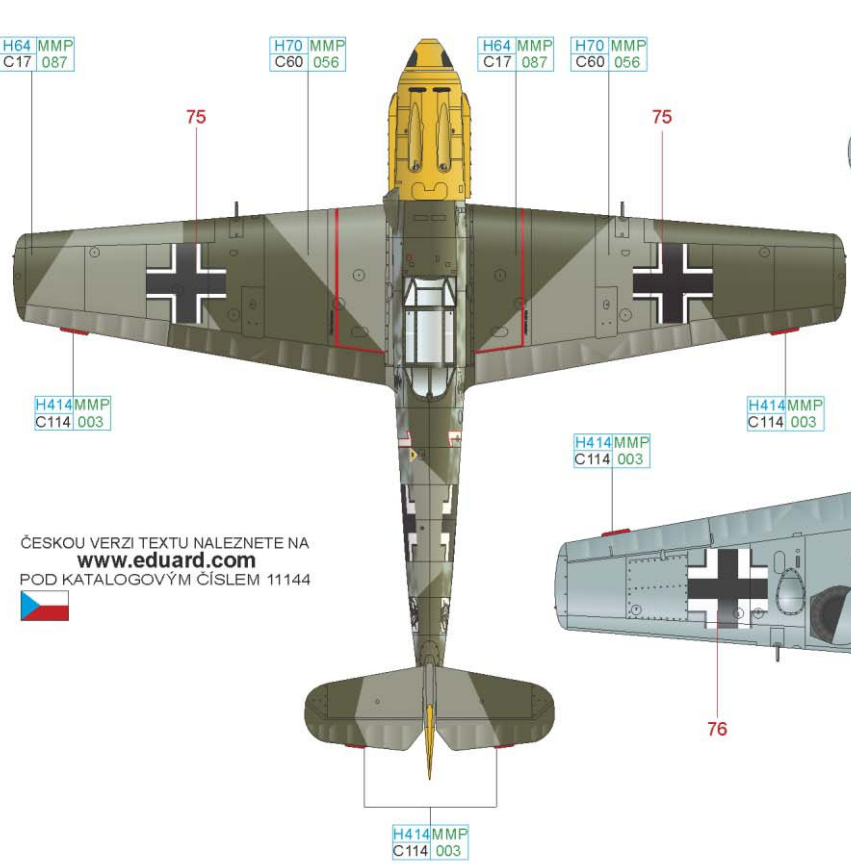
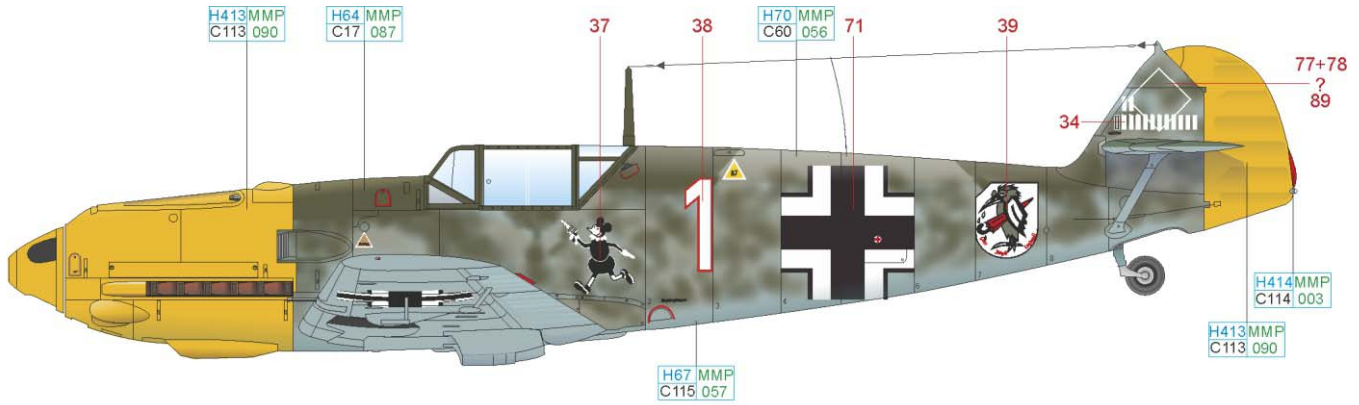


RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056	RLM 65	H67 MMP C115 057
RLM 70	H65 MMP C18 088	RLM 23	H414MMP C114 003	WHITE	H11 MMP C62 001

**J Bf 109E-4, WNr. 3709, flown by Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, second half of September 1940**

**DER BLITZ**

Fözö's plane after his 14th victory scored on October 15th morning near London during escort of fighter bombers. Yellow cowling and rudder are identification markings introduced at beginning of September to identify Bf 109s assigned to fighter bomber missions.



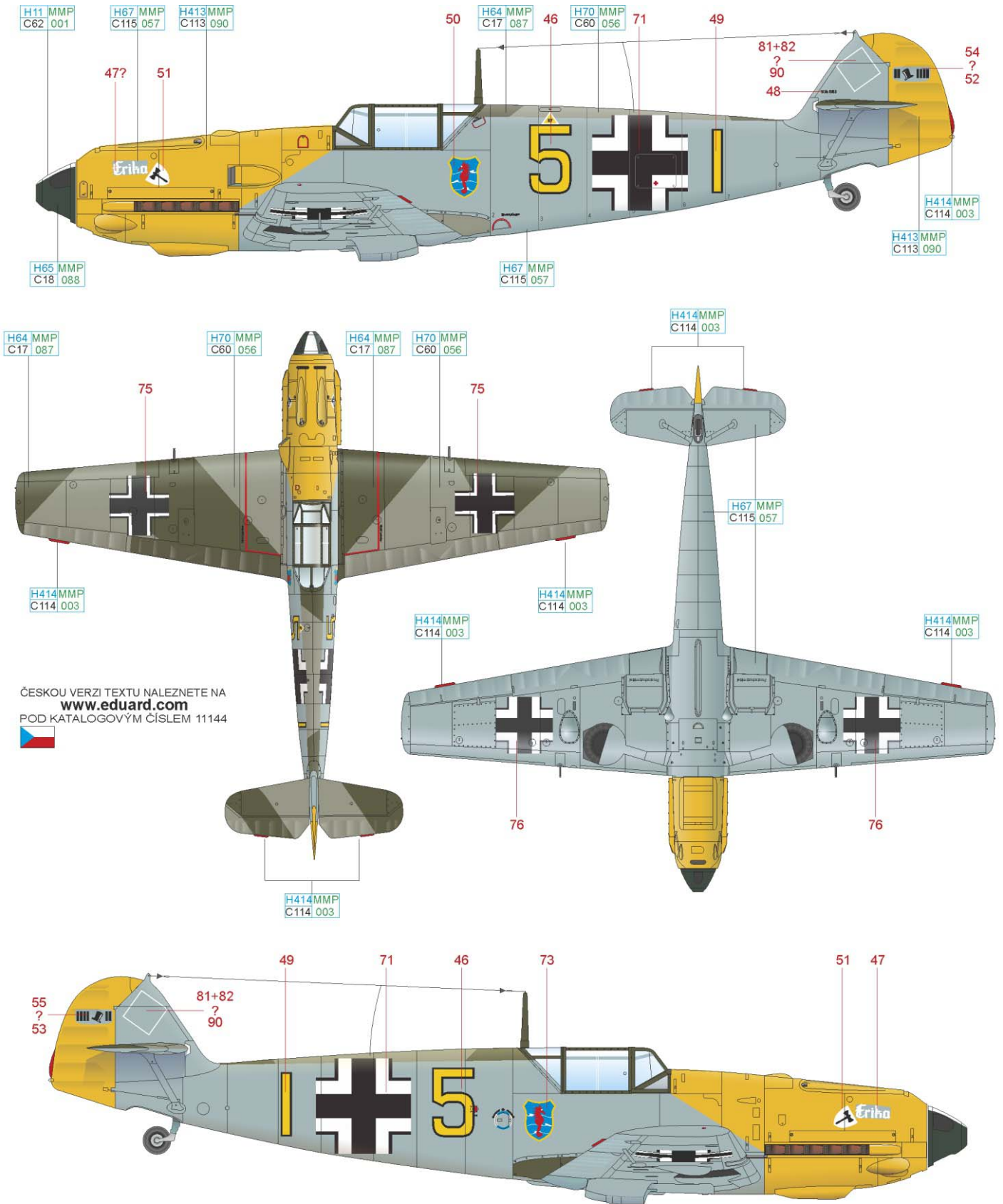
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RLM 23	H414MMP C114 003	RLM 04	H413MMP C113 090
RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056
		RLM 65	H67 MMP C115 057

**UND DIE GESCHICHTE GEHT LANGSAM ZU ENDE**

Egon Troha was born in Austria in 1916 and after pilot and fighter training started to serve in JG 26 in 1939. Later on he joined JG 27 before being finally assigned to III./JG 3. Troha scored five victories during 1940 including one Dutch Fokker C.V and on October 1st he became commander of 9./JG 3. His last kill, probably a Hurricane of No. 605 Sq., was scored on October 26th shortly after noon west of Boulogne. On October 29th during mission over England Oblt. Troha was attacked by Spitfires of No. 74 Sq. He believed his wingman is covering him, but instead received a radiator damage. He force-landed near Shepherdswell. In Canada Troha lost an eye in riot and was repatriated. After return to Germany he was promoted to Hauptmann and served with operational training unit JG 108 till the end of war. Troha's plane was manufactured by WNF in autumn 1939 as Bf 109E-3. In 1940 it was not upgraded only with new canopy but probably also with new MG FF/M cannons, so unit kept the airplane in records as E-4. The sea horse emblem was created by original core of unit's pilots who were supposed to form fighter squadron of German aircraft carrier Graf Zeppelin.



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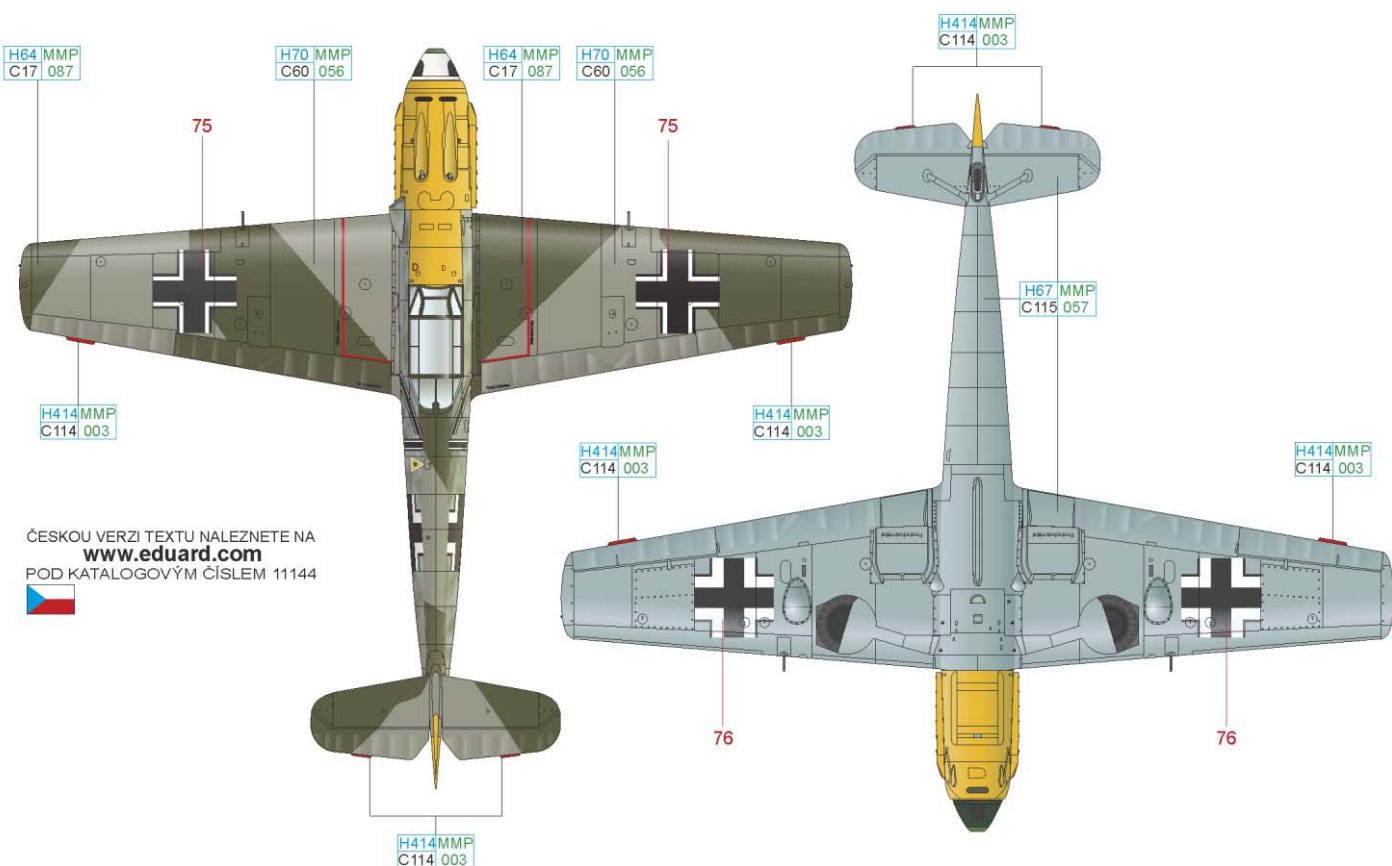
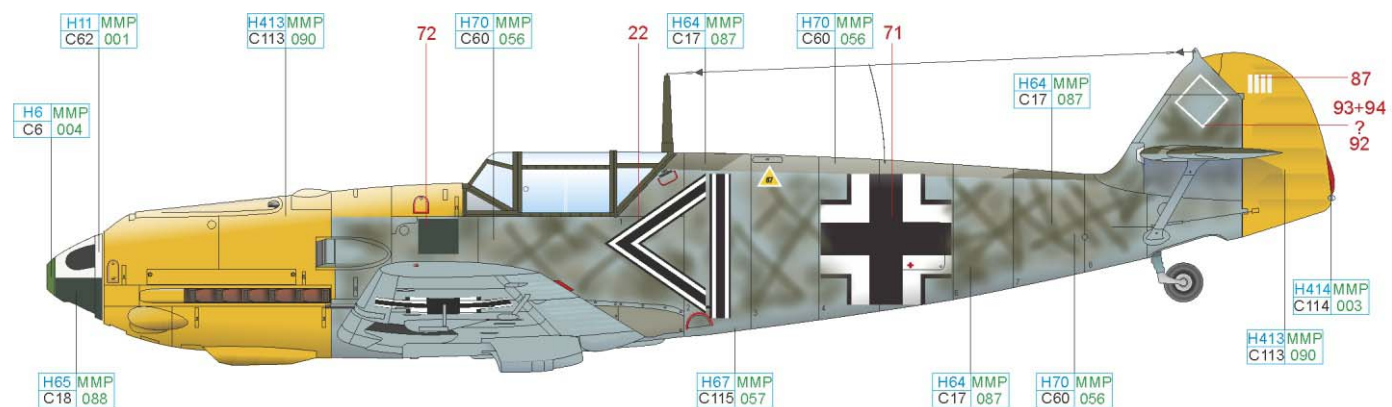


RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056	RLM 65	H67 C115
RLM 70	H65 MMP C18 088	RLM 23	H414MMP C114 003	RLM 04	H413MMP C113 090
				WHITE	H11 MMP C62 001

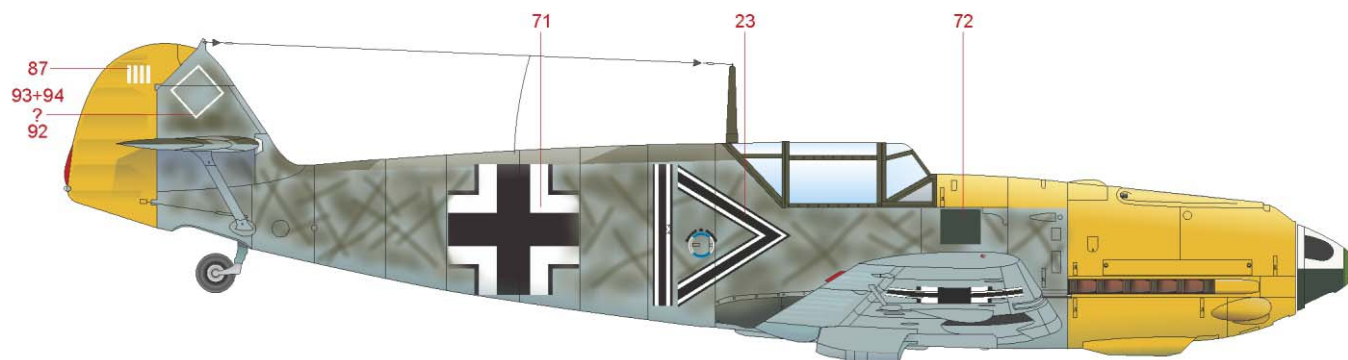
# L Bf 109E-4, WNr. 4869, flown by Lt. Bernhard Malischewski, Stab II./JG 54, Campagne-les-Guines, France, October 1940

## UND DIE GESCHICHTE GEHT LANGSAM ZU ENDE

This "Emil" was personal mount of Stab II./JG 54 officer Lt. Bernhard Malischewski who served with the unit already under its original designation I./JG 76. He scored one victory during Sitzkrieg and three more in French campaign and Battle of Britain. The last one occurred on September 29th, when he shot down a Spitfire near London, Malischewski was captured on October 12th after forced landing south of Tenterden, Kent. It is believed that his victor was S/Ldr R.S. Tuck, however Malischewski said he suffered engine failure during dog fight. Indeed his airplane did not have any hits from enemy fire. In UK he was kept as prisoner of war at Camp 13, the Hayes Camp, in Swanwick, Derbyshire. He joined to group of prisoner, including Franz von Werra, who were planning escape through a tunnel. They nicknamed themselves as "Swanwick Tiefbau A. G.". Three prisoners including von Werra escaped, but Malischewski gave up the effort earlier during digging process. In February 1945 he was sentenced to 28 days detention for attempting to escape from the train bringing him from one Canadian camp to another. He was promoted in captivity to rank of Oberleutnant and passed away in 1975.



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RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056	RLM 65	H67 MMP C115 057	RLM 70	H65 MMP C18 088
RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090	WHITE	H11 MMP C62 001	GREEN	H6 MMP C6 004



