

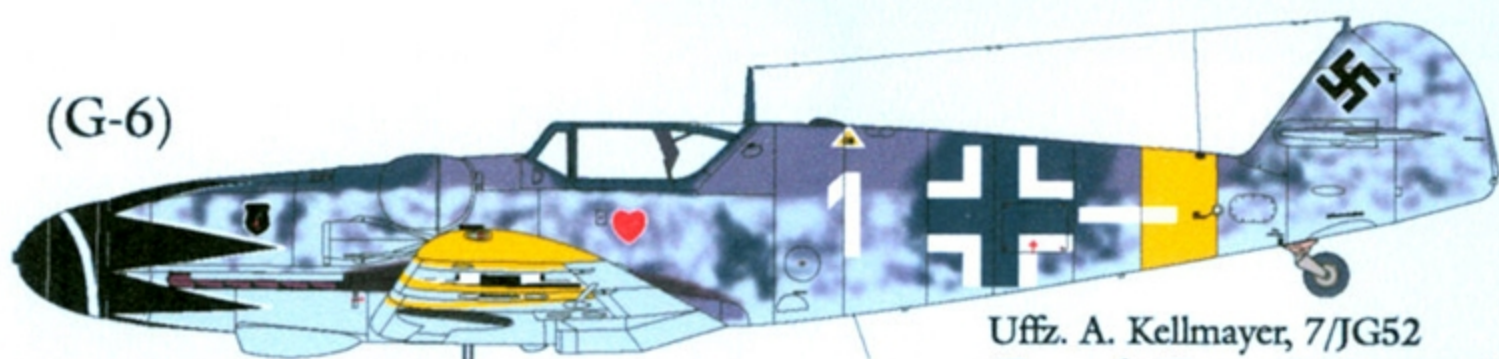
**Lifelike Decals**

48-016

# MESSERSCHMITT Me 109 Part 2

*Limited Edition!*

(G-6)



Uffz. A. Kellmayer, 7/JG52  
(Formerly Hptm. E. Hartmann)

(E-1)



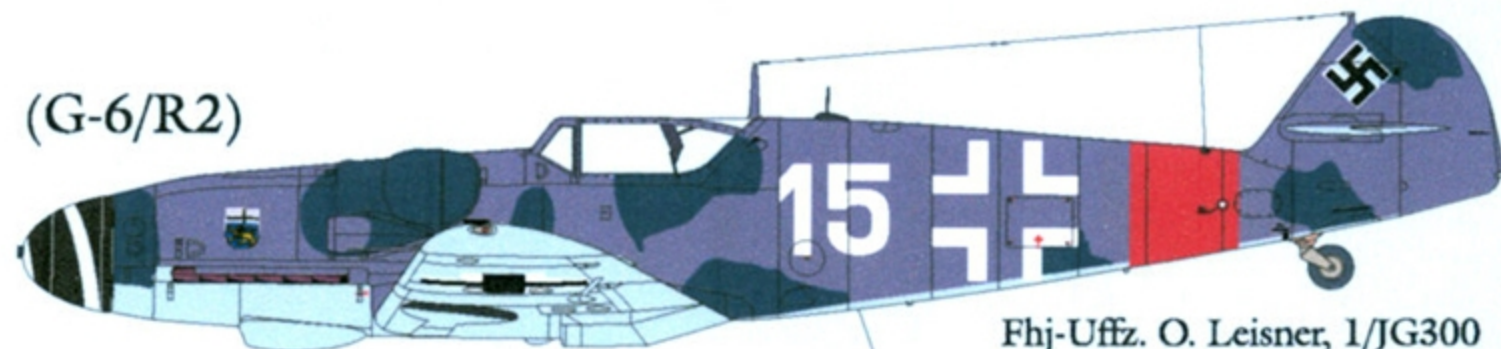
2/JG77

(F-2)



Oblt. H. Philipp, 4/JG54

(G-6/R2)



Fhj-Uffz. O. Leisner, 1/JG300

Recommended kits: Hasegawa various Me 109 kits  
ICM Me 109F kit  
Tamiya Me 109E kit

Lifelike Decals wants to hear from you and your input.

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## 48-016

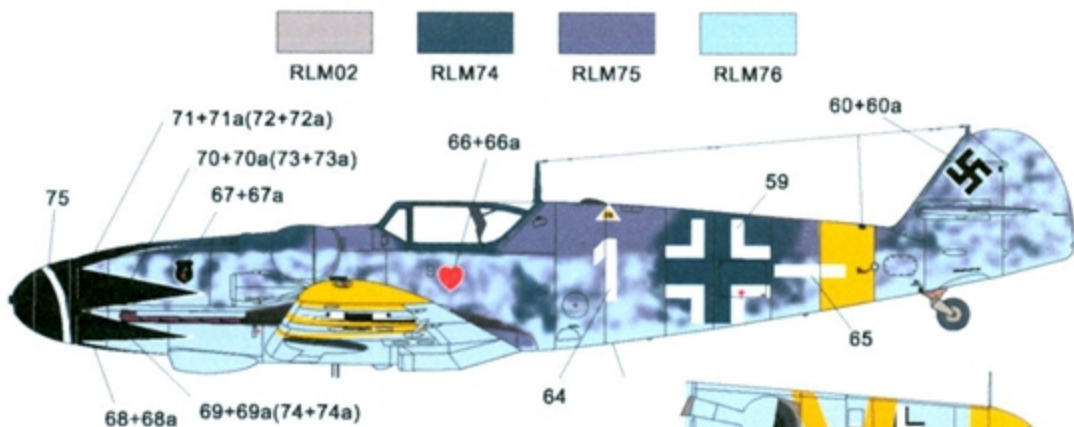
# Messerschmitt Me 109 Part 2

### A/C #1

Me 109G-6, Uffz. Anton Kellmayer, 7/JG52, Hungary/Vezprem, March 1945.

This is originally a rather well-known A/C flown by the highest scoring ace, Erich Hartmann, but when he left 7/JG52 in December 1944 to take command of 1/JG53 from the beginning of 1945, his personal A/C was handed over to Fw. Eduard Pitzel and then Uffz. Anton Kellmayer. These pilots did not change the Hartmann's marking (even "Usch" mark below the cockpit) and added 7/JG52 emblem "Sense" near the black tulip. The photos showing these conditions are shown in ref. 1.

It is camouflaged in the RLM 74/75/76 colors with dense mottling of RLM 64/75 on the fuselage sides. This A/C is fitted with the Erla Haube, and the tail is not the tall one. The in-flight photo shows no kill marks on its rudder. Due to the space availability, no yellow fuselage band is included in the sheet. When Uffz. Kellmayer was flying this A/C, the 7th Staffel was operating in the Hungarian area, and under the left wing is the broad V mark to denote this. In contrary to the Order of 23 September 1944 issued by the Luftflotte 4 (see ref. 2), the yellow bands of this A/C is not of the



same width, and it seems the yellow area on the outer upper wing is painted over.

The career of Fw. Pitzel or Uffz. Kellmayer is not clear, but Htpm. Hartmann flew a Me 109K in the last days of war (whose marking is still poorly established), and finished the war with 352 victories.

### A/C #2

Me 109 E-1 of 2/JG77, France/Marquise AB, late summer 1940.

This A/C with the code "black 13" made a forced landing, and its marking of both sides (except tail section) is shown by the 4 photos in ref. 3. It seems that its camouflage is painted in RLM 74/75/76 rather than 70/71/65 colors. Noteworthy feature of its marking is the lightning bolt mark over the entire fuselage, over which 1/JG77 emblem is painted. As it is slightly darker than the white of fuselage Balkenkreuz, we think it is yellow, but in case you prefer white mark, we provided white one (mark 81/82) too, which can also be the



under-layer for the yellow one. One third of spinner is painted white. The photos show no guns on wings, so

its sub-type should be E-1, but the canopy/windshield is changed to the later model square-type one.

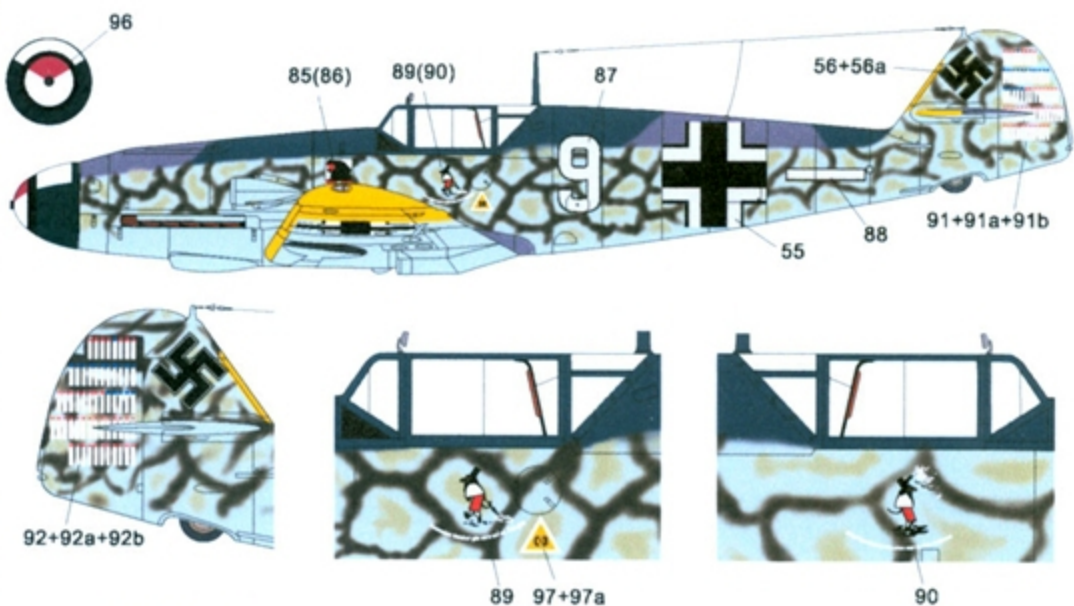
### A/C #3

Me 109 F-2 flown by Oberleutnant Hans Philipp, Sta. Kap. 4/JG54, Russia/Starajs AB, October 1941.

The photo of this A/C with 46 kill marks is first published in ref. 4, but its A/C code "9" is too dark for white "9" as compared to another photo of its earlier days in ref. 5. This led to some argument that its color is yellow, but this puzzle is finally clarified by the photo in ref. 6, in which a crew is spraying some color (probably grey) over the fuselage and tail. As the over-painting color is not definitely known, we only provide white "9" mark, and please over-paint your model in a suitable color.

It is camouflaged in RLM 74/75/76 with a cross-pattern (RLM74/02) characteristic of JG54 on the fuselage sides. Initially a yellow fuselage band was painted below the fuselage Balkenkreuz (ref. 5), but at the later time (ref. 4 and 6) it is painted over. A nose section photo of this A/C with 74 kill marks on its rudder is shown on p236 of ref. 7, and it shows the unique spinner marking and non-existence of yellow paint on the lower nose. These photos as well as another photoset once shown on a Russian website (ref. 8) show that yellow stiffener tapes are put on the leading edges of wings, vertical and horizontal tail planes, and lower wing tip yellow marking is much wider to touch the Balkenkreuz.

Details of the unique personal emblems (Bacu the Wizard) below the cockpit on both sides are now firmly established by the two photos in ref. 9 and 10.



### A/C #4

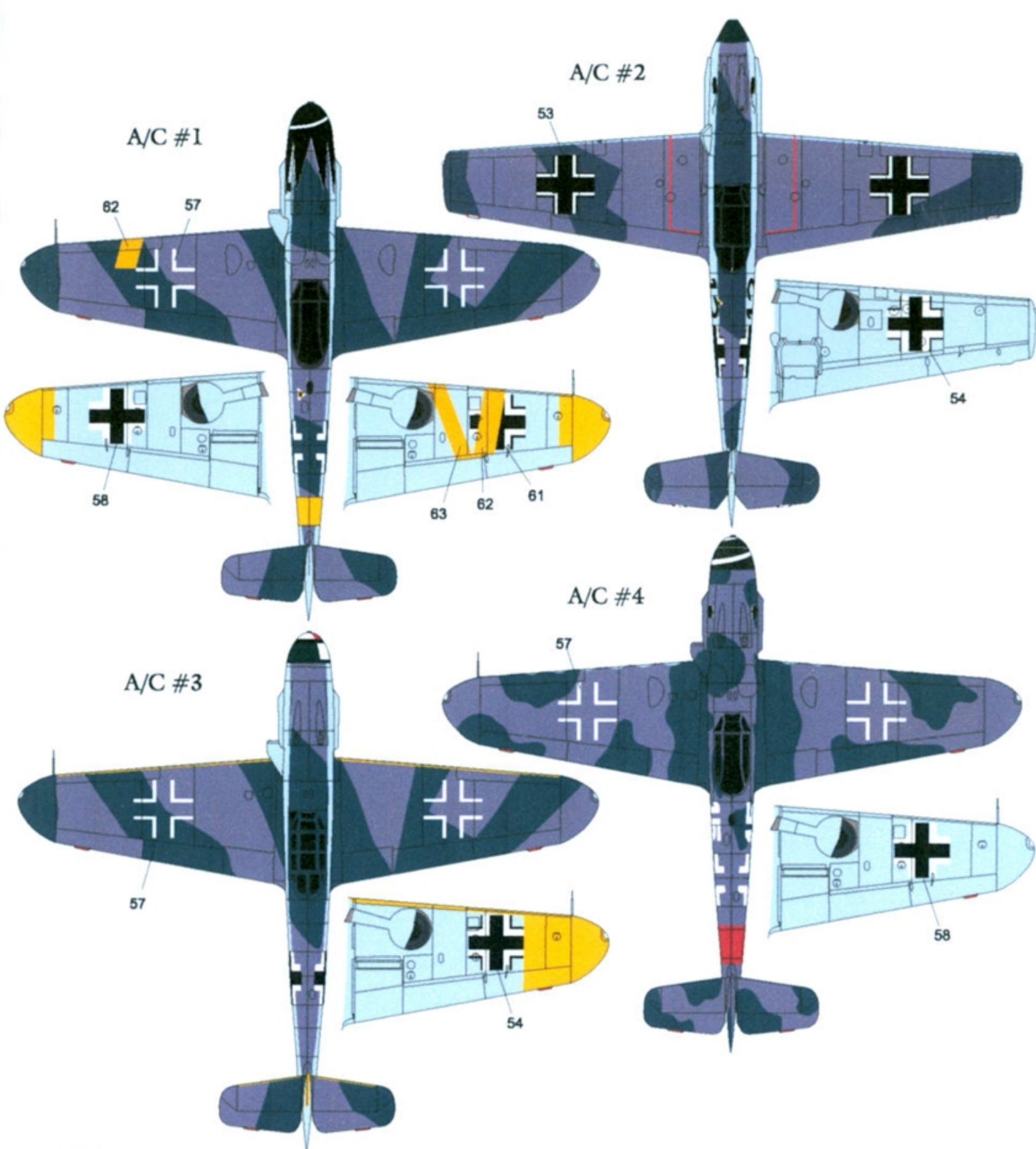
Me 109 G-6/R2 flown by Fhj-Uffz. Otto Leisner, 1/JG300, Bad Worshofen/Germany, July-August 1944.

A total of 5 photos of this A/C are shown in the recently published Docavia series book (ref. 11), including the close-up of the emblem of 1/JG300(coat-of-arms of Bonn) on the nose. Quite unique is its camouflage, and judging from the tonal difference of the colors in the photos, its upper surface (including wings and tail) is painted in solid RLM 75 with RLM 74 blotches. Its



undersurface is painted in RLM 76. Fuselage and wing Balkenkreuz is white only, and there should be a red

band on rear fuselage. Due to the space in the sheet, red fuselage band mark is not included. As the rudder is out of photo, the existence of kill marks is not known.



#### References;

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3. Geschichte des Jagdgeschwaders 77, Teil 1 (J. Prien, 1999)
4. Foto Archiv (War Album) #4 (ALBA publishing, 1980)
5. Luftwaffe Aces in WWII (S. Nohara, Green Arrow Publications, 1992)
6. Jagdfliegerverbände der Deutschen Luftwaffe, Teil 6-I (J. Prien, 2003).
7. Jagdfliegerverbände der Deutschen Luftwaffe, Teil 6-II (J. Prien, 2003).
8. [http://scalemodels.ru/modules/forum/viewforum\\_f\\_33.html](http://scalemodels.ru/modules/forum/viewforum_f_33.html)
9. Grünherzjäger (H. Trautloft et.al, Podzun-Pallas-Verlag, 1985).
10. <http://www.messerschmitt-bf109.de/>
11. Bataille dans le ciel d'Allemagne, Tome 1 (J-Y Lorant & R Goyat, editions Lariviere 2006).