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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 engined 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 (Jagdfliiegerführer, 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. It's 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 gage, the compass and time were more relevant under the new conditions. Despite initial fears and trepidations, only a few pilots ended up in the drink 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 amount 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 Zweremann.

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



8th, 1940, when the so-called 'Intensified Phase of the War Against England' (verschärferte 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 areas 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





Major Adolf Galland, Kommodore JG 26 „Schlageter“ a neúspěšnější stíhač Luftwaffe v Bitvě o Británii. Po válce vzpomínal: „Mám rád Mickey Mouse. Vždy jsem ho měl rád. A také mám rád doutníky, ale musel jsem se jich po válce vzdát“. Během Bitvy o Británii si dokonce řekl o nainstalování zapalovače doutníků do své stodevítky. Foto: SDASM

Bitva o Británii je jedním z legendárních milníků druhé světové války a současně první bitvou, která se odehrála zcela v režii leteckých sil. Z pohledu RAF započala 10. července a trvala až do konce října 1940. Její mezinárodní dopad umocňuje fakt, že na straně RAF se bojů zúčastnili letci dalších třinácti zemí. Z německého pohledu začala bitva až o necelý měsíc později a skončila prvním vojenským neúspěchem od vypuknutí války.

Pro okolnosti bitvy o Británii je dobré si připomenout některá důležitá fakta z výsledku bitvy o Francii, která probíhala od 10. května do 25. června 1940. Němečtí letci a protiletadloví dělostřelci při ní ohlásili sestřelení 2379 letounů protivníka a dalších 1850 strojů bylo zničeno na zemi. Luftwaffe však přišla o 1401 strojů a dalších 672 bylo poškozeno. Němečtí stíhači s Messerschmitty Bf 109 nárokovali 1233 vítězství, sami však přišli o 284 zničených a 178 poškozených letounů. Počet sestřelených Bf 109 představoval 28 % z tabulkového stavu nasazených jednotek. Celkem 83 stíhacích letců padlo a 51 bylo zraněno. Dalších 56 skončilo v zajetí. Celkový počet zajatých letců Luftwaffe byl daleko vyšší a před kapitulací Francie mezi sebou Spojenci vedli jednání o transferu všech letců zajatých na území Francie do Kanady. To se však nepodařilo a tak se na přelomu června a července vrátilo několik set skvěle vycvičených letců do Německa namísto aby putovali přes Atlantik. Mezi nimi byli tak významní stíhači jako Werner Mölders, Wolf-Dietrich Wilcke nebo Klaus Mietusch.

Velení Wehrmachtu na konci června definovalo priority „války proti Anglii“ s třemi možnostmi: 1) „obležení“ při němž mělo dojít k zablokování přepravy mezi Británií a zbytkem světa 2) „terorizující útoky“ proti civilnímu obyvatelstvu a 3) „vyloštění“ s cílem obsadit Velkou Británii. Jejich následné válečné úsilí se soustředilo na porážku RAF a získání vzdušné převahy, která by umožnila vyloštění v Anglii.

Stíhací jednotky Luftwaffe po bitvě o Francii potřebovaly doplnit ztráty na technice i na lidech. Pro plánovaný útok proti Británii navíc neměly v severozápadní Francii dostatečnou infrastrukturu. Budování polních letišť v červenci a na začátku srpna, tedy v době žní, se pochopitelně setkala s protesty francouzských zemědělců.

Pro útok na Británii byly vyčleněny tři Luftflotte, které měly na starosti cíle v různých částech ostrova. Luftflotte 5 (bez stíhacích jednotek) se základnami ve Skandinávii byla zaměřena na východní Skotsko, ze základen v západní Evropě operovala Luftflotte 2 soustředěná na východní část Anglie a Luftflotte 3 měla napadat cíle v západní části Anglie a ve Walesu.

Stíhací eskadry s jednomotorovými letouny (Jagdgeschwader) během jara a léta 1940 dostávaly modernizované Bf 109E-4, které byly vybaveny dvěma 20 mm kanony MG FF/M v křídle namísto MG FF u verze Bf 109E-3. Nový typ překrytu kabiny u verze E-4 umožňoval instalovat zvětšené pancéřování opěrky hlavy a snadnou montáž pancéřového skla. Tato zlepšená verze však stále nezahrnovala možnost použití přídavné nádrže pod trupem. Stodevítky tedy měly značně limitovaný dolet a verze Bf 109E-7, která použití přídavné nádrže umožňovala, byla k dispozici až po skončení bitvy o Británii v listopadu 1940. Starší verze E-3 s dvěma kanony a dvěma kulomety ráže 7,92 mm a „lehká“ verze E-1 vybavená čtyřmi kulomety ráže 7,92 mm se kupodivu vyráběly až do srpna 1940.

Pro budoucí použití stodevíték v roli stíhacích bombardérů vyráběly německé letecké továrny verze E-1/B a E-4/B vybavené trupovým závěsníkem pro 250 kg pumu. Další, ale méně obvyklou modifikací, byla montáž motoru DB 601N s výkonem 1175 k. Takto vybavený stroj se označoval Bf 109E-3/N nebo E-4/N a vyžadoval 100 oktanové palivo C3. Umožňoval stodevítce dosahovat lepších výkonů ve vyšších letových hladinách, ale počet těchto strojů byl malý. Určit konkrétní verzi „Emila“ je někdy obtížné, protože byly často upravovány na „vyšší standard“, některé stroje i vícekrát.

Jednotlivé Jagdgeschwader byly začleněny pod již zmíněnou Luftflotte 2 a 3. Pro jejich vedení a koordinaci měla každá Luftflotte své středisko velení stíhacích operací (Jagdfliegerführer, zkráceně Jafü) označené stejným číslem jako nadřízená Luftflotte.

Velitelem Jafü 2 byl stíhač z první světové války GenMaj. Kurt-Bertram von Döring a spadaly pod něj JG 3, JG 26, JG 51, JG 52 včetně I.(J)/LG 2 a JG 54. Mimoto k Luftflotte 2 patřil i II. Fliegerkorps v jehož podřízenosti byla nasazena Erprobungsgruppe 210. Tato jednotka se specializovala na testování stíhaček v roli stíhacích bombardérů a používala jak dvoumístné Bf 110, tak i Bf 109E.

Další stíhací veterán Velké války Oberst Werner Junck byl velitelem Jafü 3 a byly mu podřízeny JG 2, JG 27 a JG 53. Bitva o Británii byla pro Němce poslední leteckou kampaní, při níž byli ve vedení bojových útvarů nasazeni veteráni z 1. světové války. Například Kommodore JG 3 Obstlt. Carl Vieck sloužil v roce 1918 u pěchoty, velitel JG 27 Obstlt. Max Ibel u jednotky s plamenomety a Kommodore JG 2 „Richthofen“ Obstlt. Harry von Bülow-Bothkamp se stal za Velké války stíhacím esem. Tato generace postupně opustila své pozice v čele bojových útvarů zhruba do poloviny letecké bitvy s RAF a vystřídali ji mladší a agresivnější letci. První vlaštkou byl na konci července 1940 Kommodore JG 51 Oberst Theo Osterkamp, držitel řádu Pour le Mérite a nejspěšnější námořní stíhač 1. světové války. Ve funkci jej vystřídal již v tu dobu legendární Major Werner Mölders. Osterkamp se ujal funkce velitele Jafü 2.

Ze strany Luftwaffe nad Kanálem La Manche během července 1940 probíhala takzvaná „kontaktní fáze“ (Kontaktphase), která měla za cíl otestovat taktiku a schopnosti nepřítel. Současně měla oslabit letecké jednotky RAF. Tíhu těchto bojů po větší část měsíce měla na svých bedrech jen Osterkampova Jagdgeschwader 51 a několik samostatných stíhacích skupin (Jagdgruppen). Šlo jak o doprovody bombardérů při útocích na konvoje, tak i o volné stíhání, které logicky zasahovalo až nad pobřeží jihovýchodní Anglie. Cílem bylo získat vzdušnou převahu nad Kanálem, tomuto období Němci říkali také „Kanalkampf“.

Průliv byl výraznou psychologickou bariérou pro německé letce, kteří byli řadu let cvičeni pro boj nad pevninou. Kontrolka stavu paliva, kompas a hodinky byly v tomto období mimořádně důležité. Ale oproti některým zažitým předstávám jen několik málo letců skončilo ve vlnách La Manche kvůli vyčerpání paliva. Naprostá většina nouzových přistání na vodní hladině byla během Bitvy o Británii způsobena bojovým poškozením. V tomto směru se ale Němci snažili své letce zajistit námořní a leteckou záchrannou službou. Došlo i k případu, že německý pilot byl vyzvednut svými kolegy v ústí Temžel!

Němcům se během „Kanalkampfu“ podařilo dosáhnout nad průlivem vzdušné převahy. Ale RAF jim byla zdatným soupeřem. Za pozornost stojí boje, kterými prošla III./JG 52 během 24. a 25. července u Margate a Doveru. Při obou střetnutích se Spitfirey z 610. squadrony RAF jí sice byla uznána dvě vítězství, ale přišla o osm letounů a letců. Ovšem šokující je, že padli nebo zajati byli velitel Gruppe, jeho pobočník a čtyři velitelé Staffell! Jednotka musela být po pár dnech stažena z fronty. Jako začínající stíhači u ní v této době létala budoucí legendární esa východní fronty Günther Rall, Edmund Rossmann nebo Josef Zweremann.

V druhé polovině července a v prvním týdnu srpna se do severozápadní Francie přesunul výrazný počet stíhacích jednotek a jejich počet dosáhl dvacet pět Jagdgruppen začleněných (až na ErprGr. 210) do výše zmíněných osmi Jagdgeschwader. Z německého pohledu začala Bitva o Británii 8. srpna 1940, kdy započala fáze takzvané „zostřené letecké války proti Anglii“ (verschärferte Luftkrieg gegen England) a trvala až do konce října 1940.



Během těchto padesáti dnů se však nejednalo o nepřetržitou denodenní bitvu. Například dvanáct dnů uplynulo bez jakýchkoli bojových letů kvůli nepřízní počasí. Osmnáct dnů bitvy mělo na německé straně poměrně malou aktivitu, s počtem bojových letů méně než dvě stě. A šlo navíc o průzkumné akce a stíhání spojeneckých letounů nad Francií a Belgií.

Od začátku „zostřené letecké války“ klesal počet bojeschopných stíhacích letců z přibližně 950 na 650. Jen během patnácti dnů byl počet bojových letů tak vysoký, že určitý počet pilotů startoval více než jednou. Německý historik



Messerschmitt Bf 109E-4 ze Stab JG 53 „Pik As“ vyfotografován během doplňování paliva na základně La Villazie na ostrově Guernsey v Normanských ostrovech. Hptm. Wilhelm Meyerweissflog byl jednapadesátiletým veteránem z první světové války. S tímto strojem padl do britského zajetí 5. září 1940. Foto: Bundesarchiv via Wikimedia Commons

Dr. Jochen Prien a jeho spolupracovníci uvádí, že od 8. srpna do 30. října 1940 německý stíhač v průměru absolvoval 50 bojových letů v trvání 80 až 100 minut, při nichž došlo asi ve 20 případech ke střetu s nepřítelem. Přirozeně existovaly výjimky, především u velitelů Gruppe a Staffel.

Po dvou dnech rozsáhlejších bojů nad Anglií spustili Němci 13. srpna „Operaci Orlí útok“ (Unternehmen Adlerangriff), což byla intenzivní fáze konfrontace s RAF a nálety na její infrastrukturu. Tento den měl krycí jméno „Den Orlů“ (Adlertag) a započal týden této letecké bitvy. Do 18. srpna němečtí stíhači (s Bf 109 a Bf 110) nahlásili 386 leteckých vítězství při ztrátě 61 sestřelených nebo těžce poškozených Bf 109 a 70 dvoumístných Bf 110. Během necelého týdne Luftwaffe přišla o 93 dvoumotorových bombardérů a 42 střemhlavých Ju 87 „Stuka“. Nad Británií nebyly Ju 87 nadále nasazovány. Ale nebylo tomu tak kvůli ztrátám, které byly ihned nahrazeny, ale kvůli jejich krátkému doletu. Po 15. srpnu byly z denních operací odvolány bombardéry Luftflotte 3 a 5, nadále operovaly jen v noci.

Velení Luftwaffe se týden po Adlertagu rozhodlo, že stíhači musí změnit styl stíhacích doprovodů. Nyní měli stíhači zůstat co nejbliže svých světců. To jim vzalo jejich hlavní taktickou výhodu - při vzdáleném doprovodu včas spatřit nepřítele a s výhodou převýšení zaútočit. Obtížnost takového úkolu názorně ve svých pamětech vysvětluje Günther Rall (275 v.): „Doprovod Stuk nad Kanálem, to je přibližně tak obtížné, jako když se někdo pokusí převést rodinku ježků přes dálnici. Stuky dosahují v horizontálním letu cestovní rychlosti 250 km/h, to není o moc více, než kolik potřebuje plně natankovaná a vyzbrojená stodevítka, aby se udržela ve vzduchu. ... Na dálnici se vám ježky také podaří zachránit jen když zastavíte provoz daleko od nich a ne když jdete vpravo i vlevo přímo s nimi.“

RAF se začátkem září začala koncentrovat pouze na bombardovací formace a záměrně se snažila ignorovat skupiny letadel, které její návodčí dle radarových signálů vyhodnotili jako stíhače. Luftwaffe se 5. září rozhodla z každé Jagdgruppe vyčlenit jednu Staffel a nasadit ji jako bombardovací. Němci se tak připravili o kapacitu stíhačů, kteří mohli mít zásadní roli v porážce RAF, jež nebyla daleko. Dalším a tentokrát zásadně chybným krokem bylo Göringovo rozhodnutí ze 7. září - změnit cíl náletů z infrastruktury RAF na Londýn. To vedlo k mnoha ztrátám na životech civilistů, ale RAF využila následující týden pro reorganizaci a doplnění ztrát. Vše vyvrcholilo 15. září nad východním Londýnem. Kombinace oblačnosti nad cílem a dobře organizovaný útok stíhačů RAF způsobil největší ztráty Luftwaffe v Bitvě o Británii - 36 bombardérů a 22 stíhaček bylo sestřeleno nebo těžce poškozeno.

Luftwaffe opět změnila taktiku 20. září. Její stíhací bombardéry provedly bombardování z výšky několika tisíc metrů. Bylo to sice málo efektivní a jednalo se terorizující útoky na obyvatelstvo, ale letečtí návodčí RAF začali znovu své stíhače nasazovat proti stíhacím formacím Luftwaffe.

V následujících týdnech Němci různě měnili svou taktiku a dosahovali dílčích úspěchů jak v boji s RAF, tak i při náletech dvoumotorových bombardérů. Například bombardováním továrny firmy Supermarine ve Woolstonu se jim dočasně podařilo zastavit výrobu Spitfirů. Nicméně v polovině října Němci odložili vylovení v Anglii (Unternehmen Seelöwe) na neurčito. Hrozba invaze na

poslední výspu svobody v Evropě byla zažehnána. Jako zcela neúčinné se ukázalo nasazení stodevitek v roli bombardérů, které navíc samy potřebovaly stíhací doprovod. Tyto mise nesly označení Jaboeinsätze a v říjnu jich Luftwaffe provedla 2633, převážně na Londýn. Šlo tedy zhruba o 660 tun trhaviny. Stejně množství užitečné zátěže dokázalo o tři roky později nad Německo dopravit asi 240 Boeingů B-17 při jednom náletu.

Zajímavou kapitolou je identifikační označení, které bylo během Bitvy o Británii na jednomotorových stíhačkách zavedeno. Na počátku srpna dostaly stíhací jednotky rozkaz natřít žlutou barvou malou část směrovky, konce křídla a výškovky. Došlo k určitému nedorozumění a přinejmenším u II./JG 2, I./JG 3, III./JG 27, I./JG 52 a III./JG 53 jsou z britské strany doloženy bílé identifikační prvky na sestřelených stíhačkách. To ale Luftwaffe korigovala rozkazem z 10. srpna, v němž bylo zdůrazněno, že bílá barva se používat nemá a správným odstínem je žlutá. Přinejmenším část útvárů podřízená Jafu 3 tato označení ještě na konci srpna nezavedla.

Dobře známé žluté nátěry motorových krytů a celých směrovek byly nařizovány 9. září 1940 jako identifikační prvek strojů zapojených do akcí stíhacích bombardérů, což se patrně týkalo i jejich doprovodu. Zajímavostí je, že Němci vydali 3. září rozkaz pro zavedení identifikačních prvků na francouzských civilních a kurýrních letadlech. Také se mělo jednat o žluté konce křidel, ale navíc měl být žlutě natřen konec trupu v délce přibližně dvou metrů a směrovka.

Luftwaffe za tuto leteckou kampaň od 8. srpna do 31. října 1940 zaplatila více než pětistý Messerschmitt Bf 109, které byly zničeny nebo těžce poškozeny. Přibližně čtyři sta jejich pilotů padlo nebo bylo zajato, pět desítek dalších bylo vážně zraněno. Němečtí letci v témže období (včetně osádek Bf 110 a bombardérů) nárokovali 2169 vítězství. Velení Luftwaffe předpokládalo, že až z jedné třetiny se může jednat o vítězství nárokováná dvojitě. To nebylo daleko od skutečných ztrát RAF. Přesto Luftwaffe opakovaně nedokázala objektivně vyhodnotit celkovou situaci protivníka a přijímala chybná rozhodnutí. Britové v tomto směru byli ve výhodnější pozici, díky radaru dokázali pružně reagovat na taktickou situaci. Avšak jejich služba ULTRA, jež dokázala dešifrovat německé depeše kódované přístroji Enigma, neměla na průběh bojů významný vliv. Němci totiž většinu hlášení a rozkazů posílali pozemní telekomunikační infrastrukturou. ULTRA například zachytila depeše o přípravě „Adlertagu“, ale nedokázala objasnit jeho význam ani načasování.

Patrně nejvyšší ztráty během jednoho dne ze všech nasazených Jagdgruppe utrpěla I./JG 77 při bojích 31. srpna 1940. Bylo to její první nasazení v Bitvě o Británii, docílila sice pěti vítězství, ale ztratila sedm Bf 109 a šest pilotů, další dva stroje byly poškozeny. Jediným sestřeleným letcem, který se z moře zachránil byl Fw. Adolf Borchers, budoucí držitel Rytířského kříže a vítěz nad 132 soupeři.

Nejúspěšnějšími stíhači mezi 8. srpnem a 31. říjnem se stali Adolf Galland z JG 26 s 32 vítězstvími, Helmut Wick z JG 2 s 30 v., Werner Mölders z JG 51 s 28 v., Walter Oesau z JG 51 s 25 v. a Herbert Ihlefeld z I.(J)/LG 2 s 21 vítězstvími. Třemi nejúspěšnějšími Jagdgruppe ve stejném období jsou I./JG 2 „Richthofen“ se 126 uznanými sestřely, III./JG 26 „Schlageter“ se 105 a III./JG 51 s 89 sestřely.



Staffelkapitán 9./JG 3 Oblt. Egon Troha byl s tímto Bf 109E-4 zajat 29. října 1940 po boji se Spitfirů 74. squadrony. Letoun původně patřil Lt. Franzu Achleitnerovi, jenž padl do zajetí s jiným strojem 24. srpna. Foto: IWM via Wikimedia Commons





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 započítím 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.

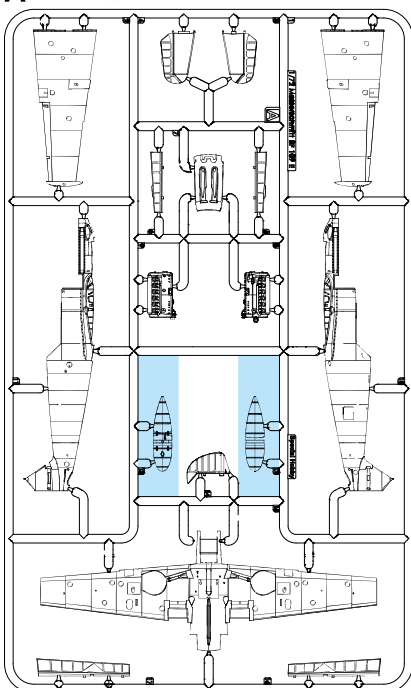
INSTRUCTION SIGNS \* INSTR. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

-   
 OPTIONAL  
VOLBA
-   
 BEND  
OHNOU
-   
 SAND  
BROUSIT
-   
 OPEN HOLE  
VYVRTAT OTVOR
-   
 SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ
-   
 REMOVE  
ODŘÍZNOUT
-   
 REVERSE SIDE  
OTOČIT
-   
 APPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

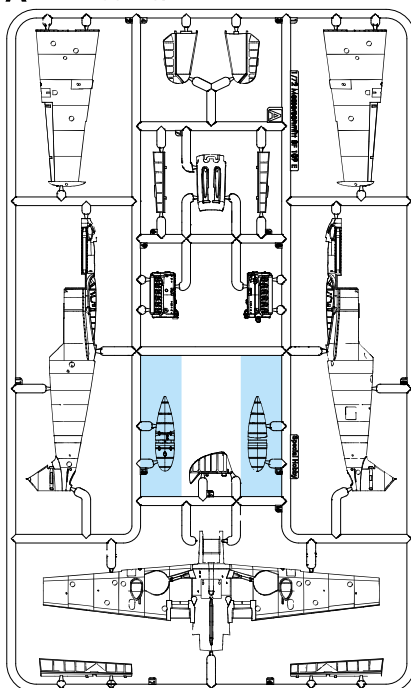
PARTS \* DÍLY \* TEILE \* PIĘCES \* 部品

PLASTIC PARTS

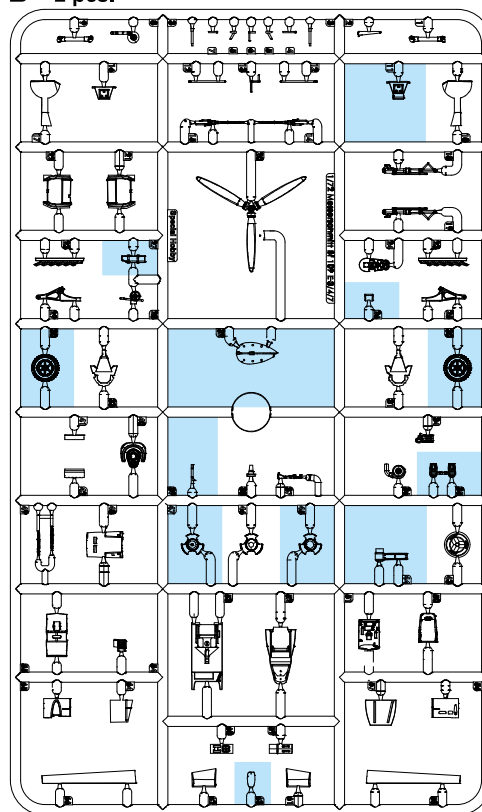
A> Bf 109E-1



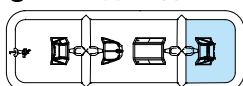
A> Bf 109E-3/4



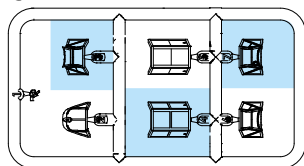
B> 2 pcs.



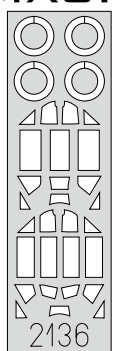
C> Bf 109E-1/3



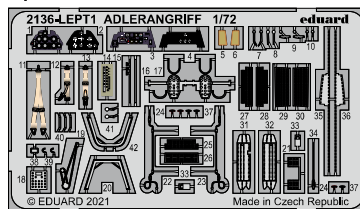
C> Bf 109E-4



eduard  
MASK



PE - PHOTO ETCHED DETAIL PARTS  
2 pcs.



RP - RESIN PARTS



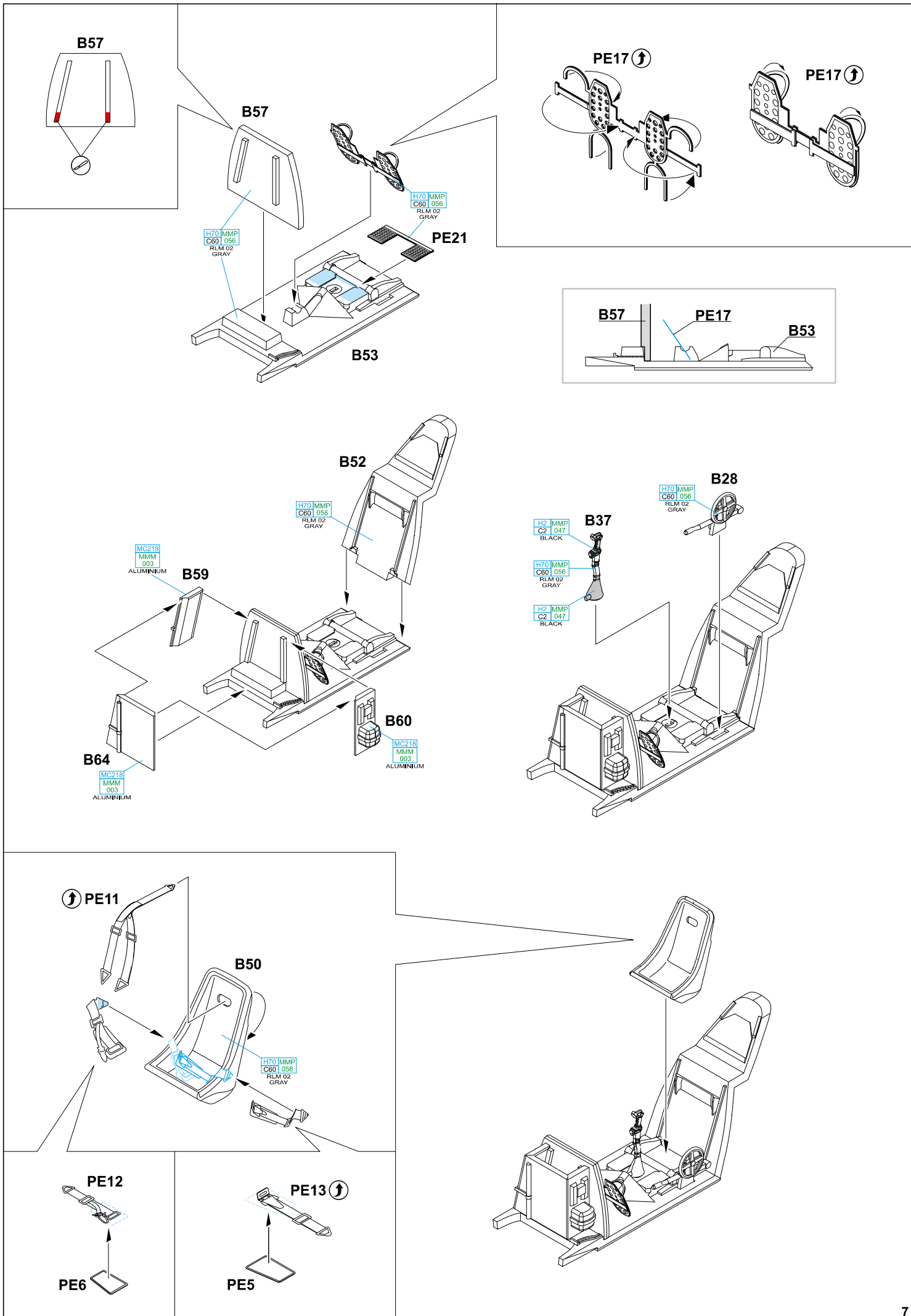
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS \* BARVY \* FARBEN \* PEINTURE \* 色

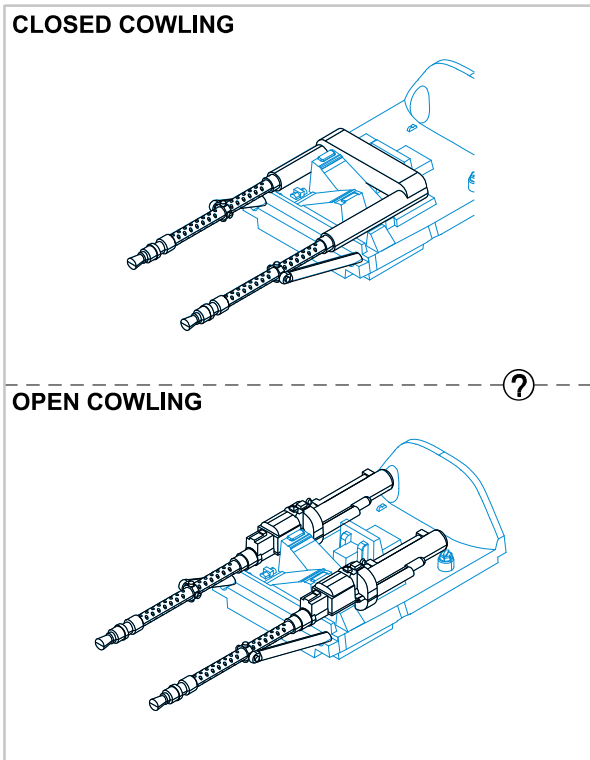
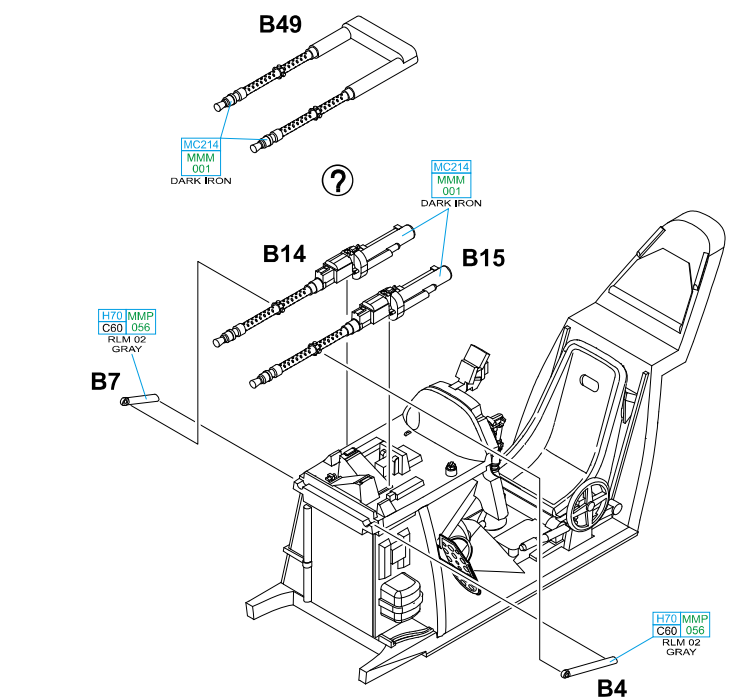
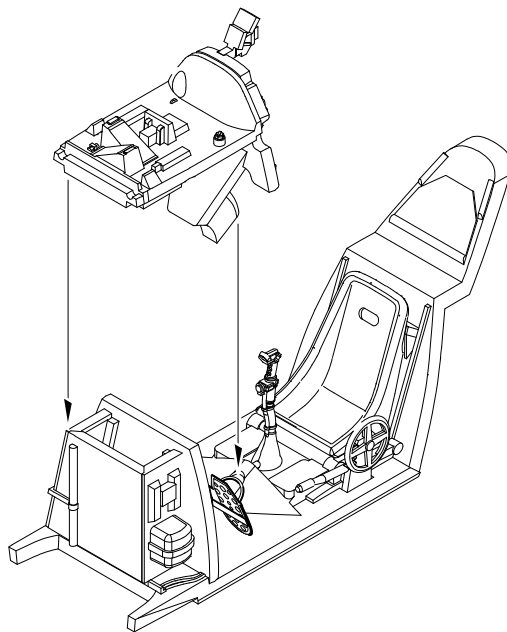
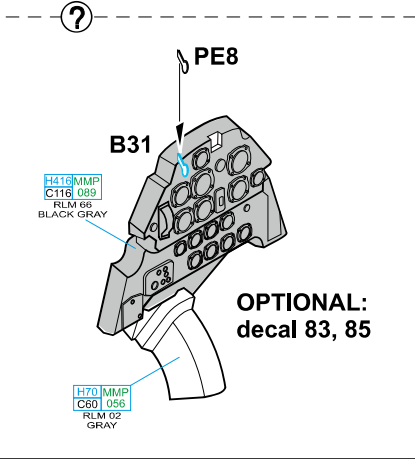
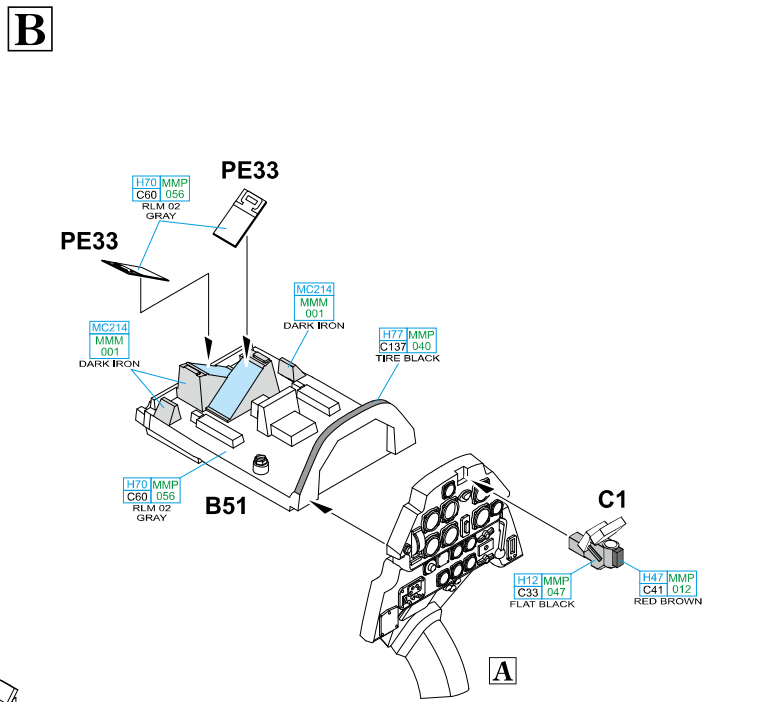
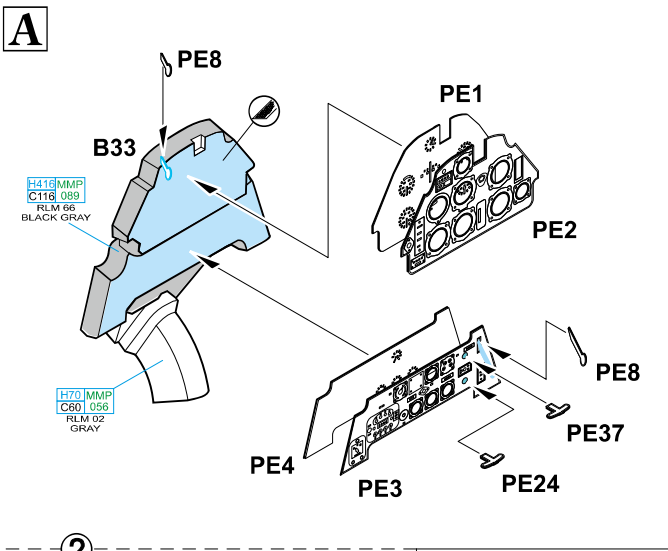
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H6	C6	MMP-004	GREEN
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H64	C17	MMP-087	RLM71 DARK GREEN
H65	C18	MMP-088	RLM70 BLACK GREEN
H67	C115	MMP-057	RLM65 LIGHT BLUE
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
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	STEEL
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

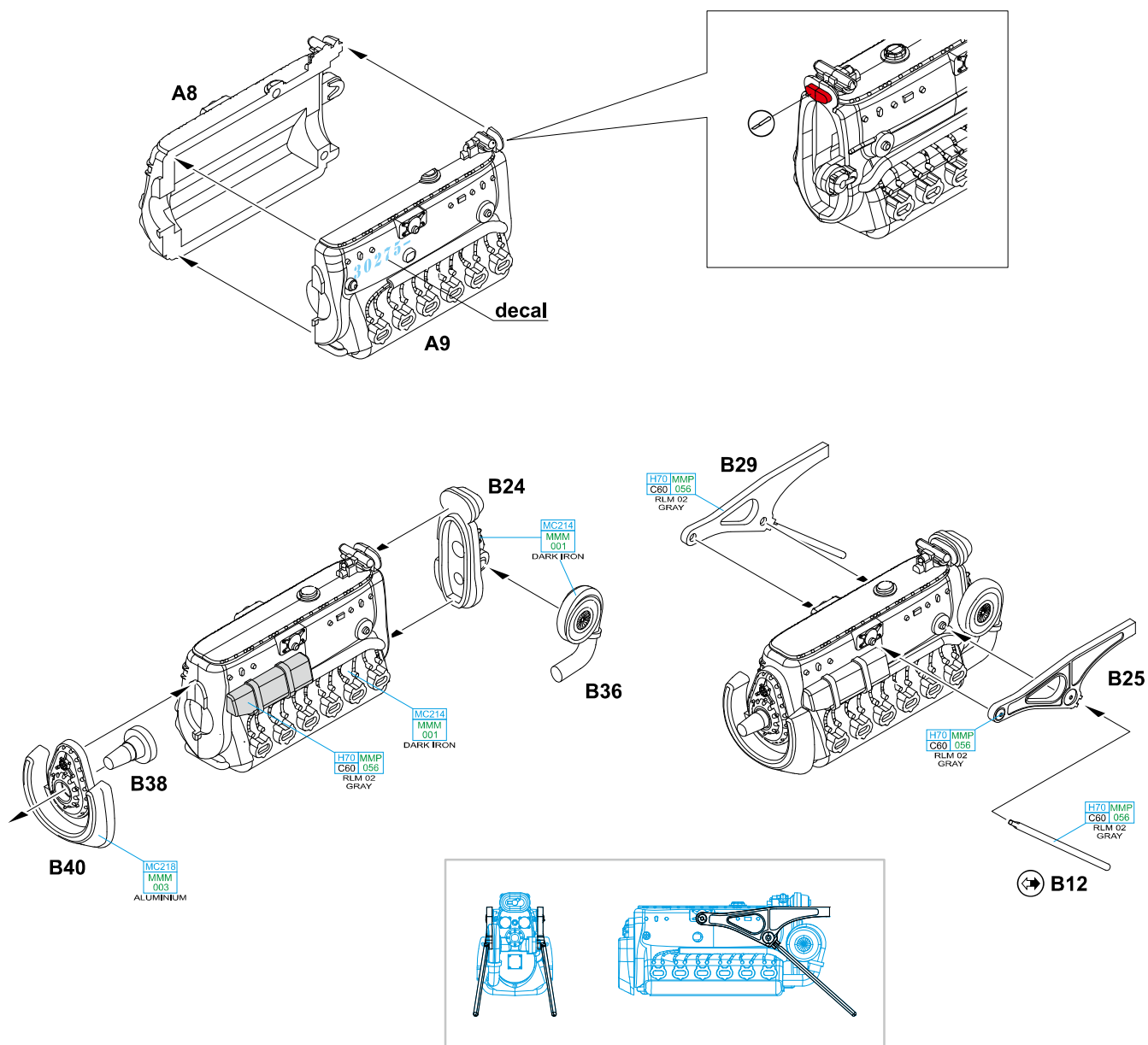
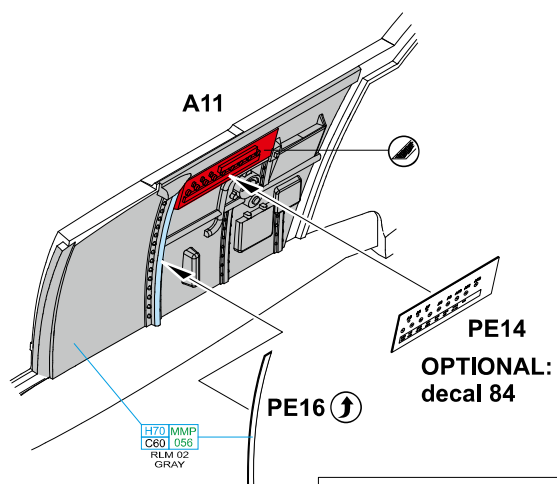
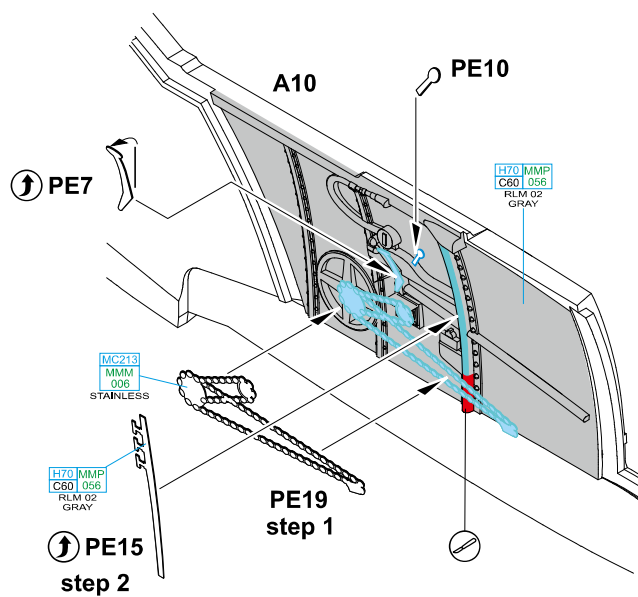
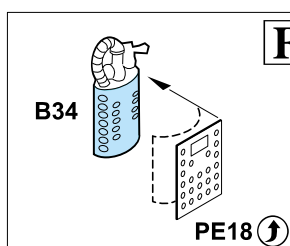




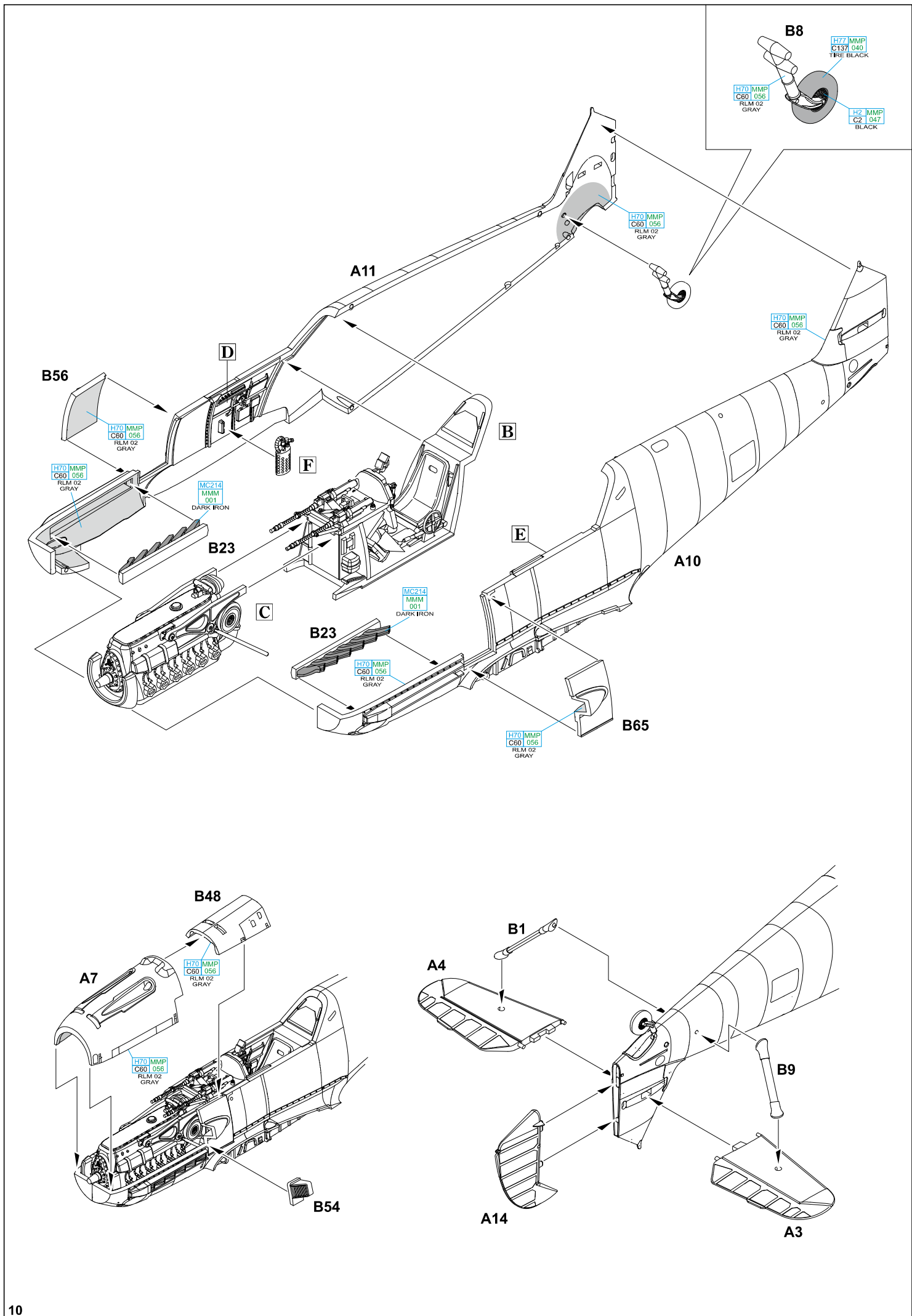






**C****D****E****F**

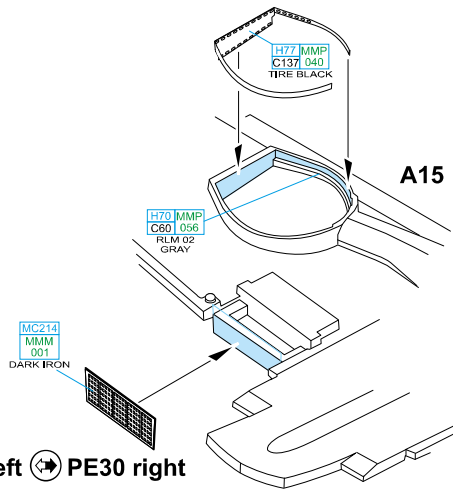






**G**

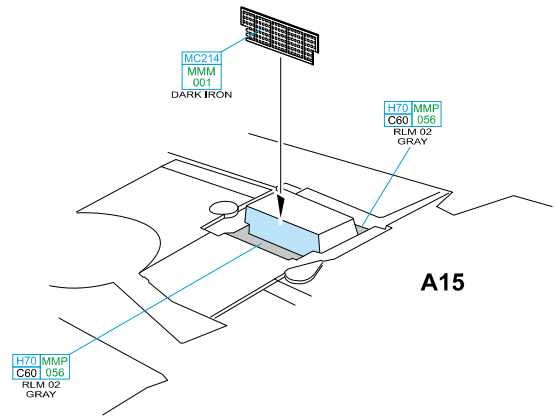
PE36 left ↔ PE35 right



PE29 left ↔ PE30 right

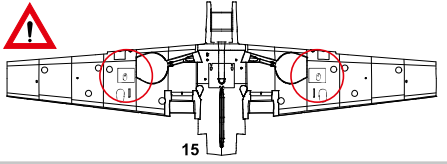
**H**

PE27 left ↔ PE28 right



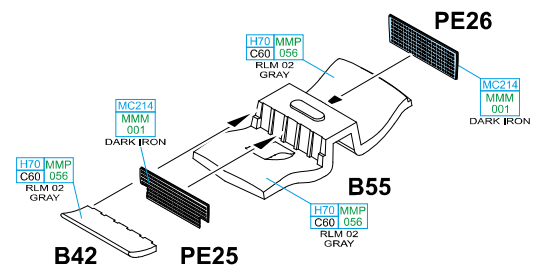
A &gt; Bf 109E-1

MARKINGS C, H, I ONLY



15

PE26



B42

PE25

MC214  
MMM  
001  
DARK IRONH70 MMP  
C60 056  
RLM 02  
GRAYH70 MMP  
C60 056  
RLM 02  
GRAYH70 MMP  
C60 056  
RLM 02  
GRAY

B41

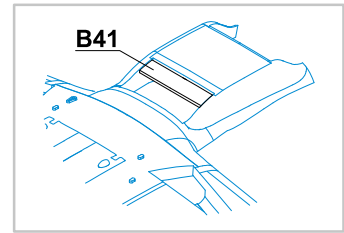
H70 MMP  
C60 056  
RLM 02  
GRAY

A15

G

G

B41



A1

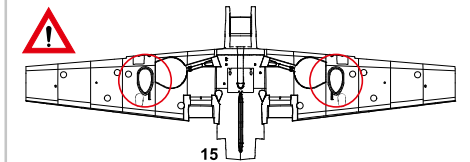
H70 MMP  
C60 056  
RLM 02  
GRAY

A2

H70 MMP  
C60 056  
RLM 02  
GRAY

MARKINGS A, B, D, E, F, G, J, K, L, M ONLY

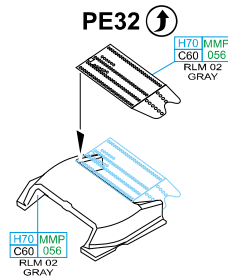
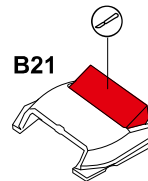
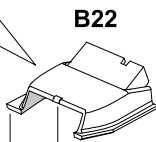
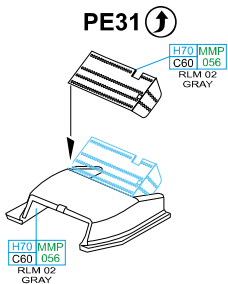
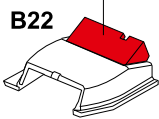
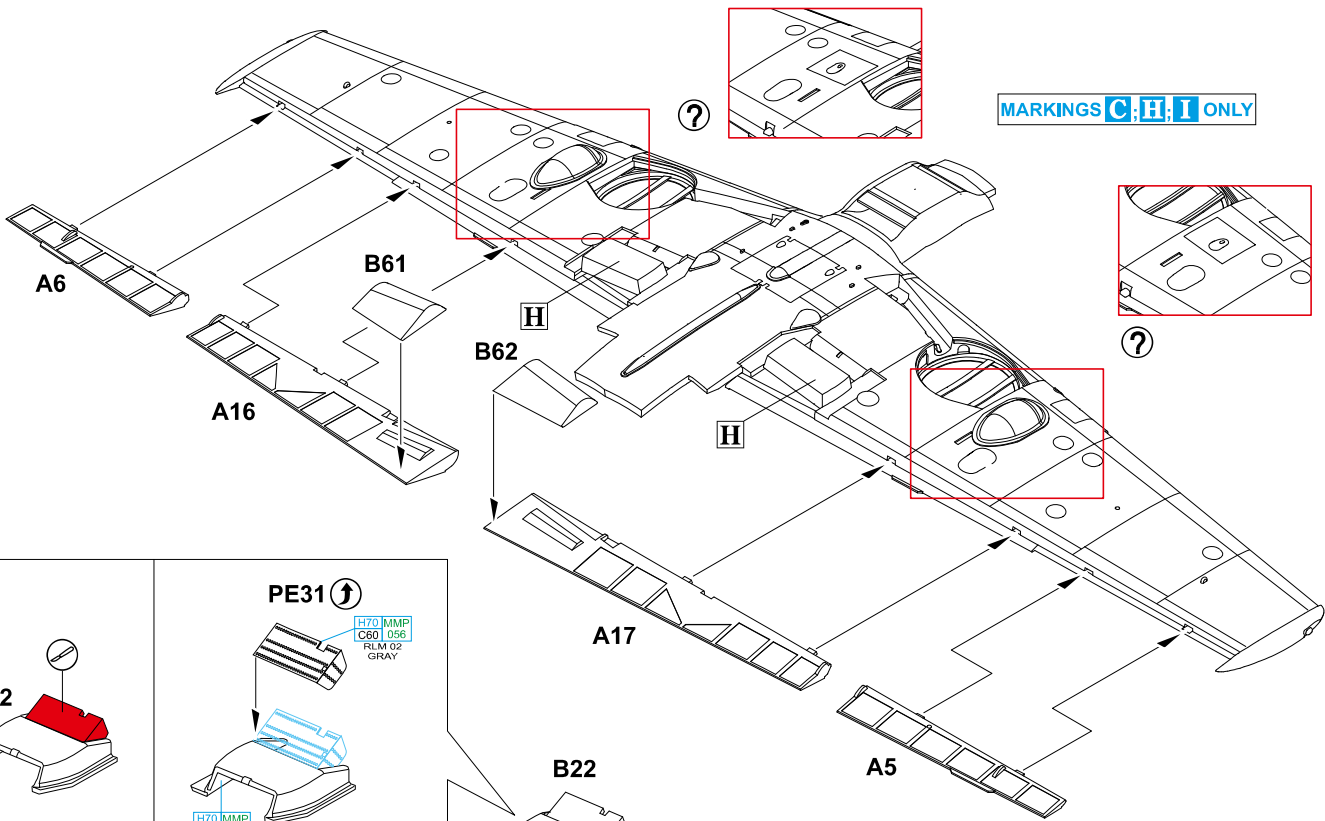
A &gt; Bf 109E-3/4



15



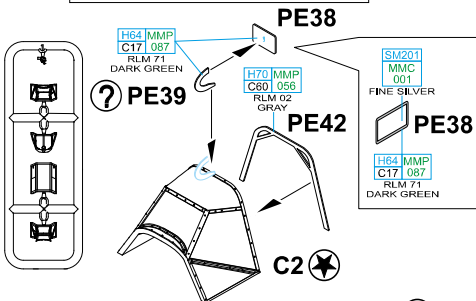
**I**



**J**

**MARKINGS A, C, E, F, H, I, M**

**PE38, PE39 - MARKING A ONLY**

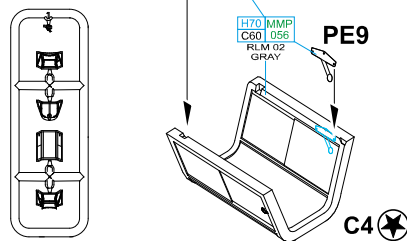
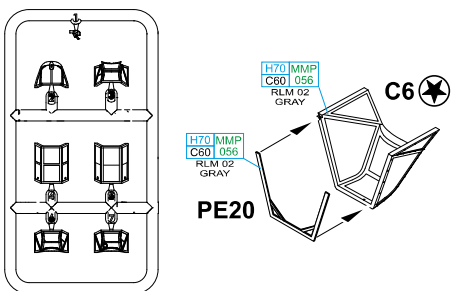


**K**

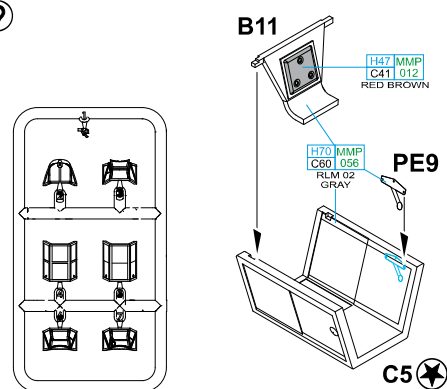
**MARKINGS A, C, E, F, H, I, M**

**B11 - MARKINGS E, F, I ONLY**

**MARKINGS B, D, G, J, K, L**

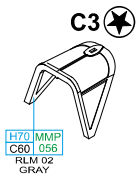
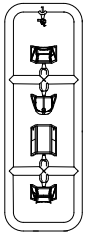


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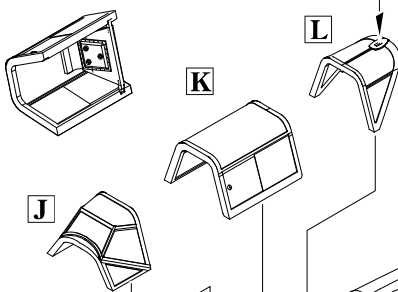
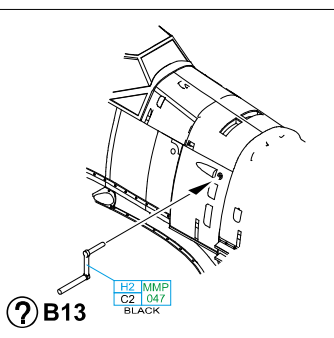
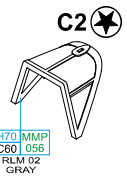
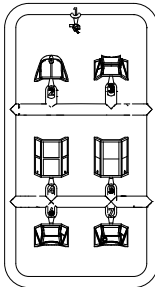




**L** MARKINGS **A,C,E,F,H,I,M**      MARKINGS **B,D,G,J,K,L**



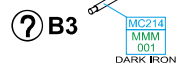
?



**B2**

**B66**

**B3 - MARKINGS**  
**A,B,D,E,F,G,**  
**J,K,L,M ONLY**



**I**



**B3 - MARKINGS**  
**A,B,D,E,F,G,**  
**J,K,L,M ONLY**

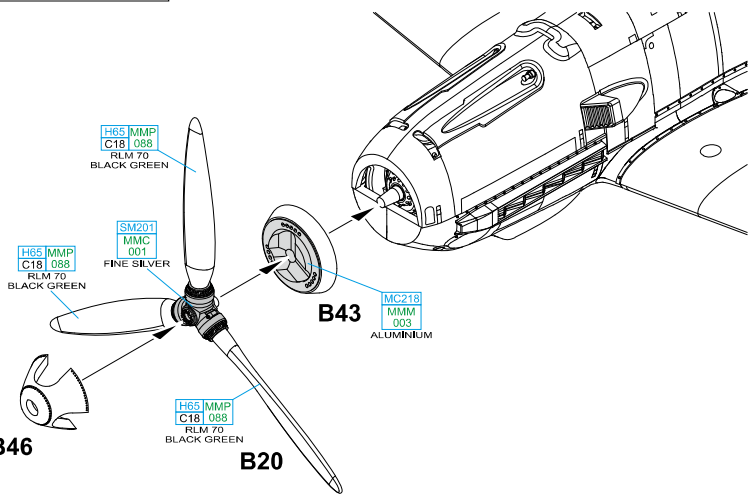
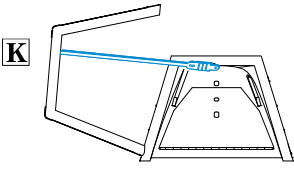
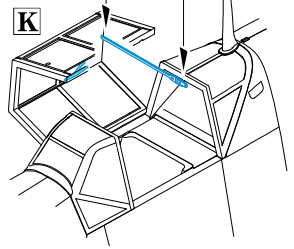
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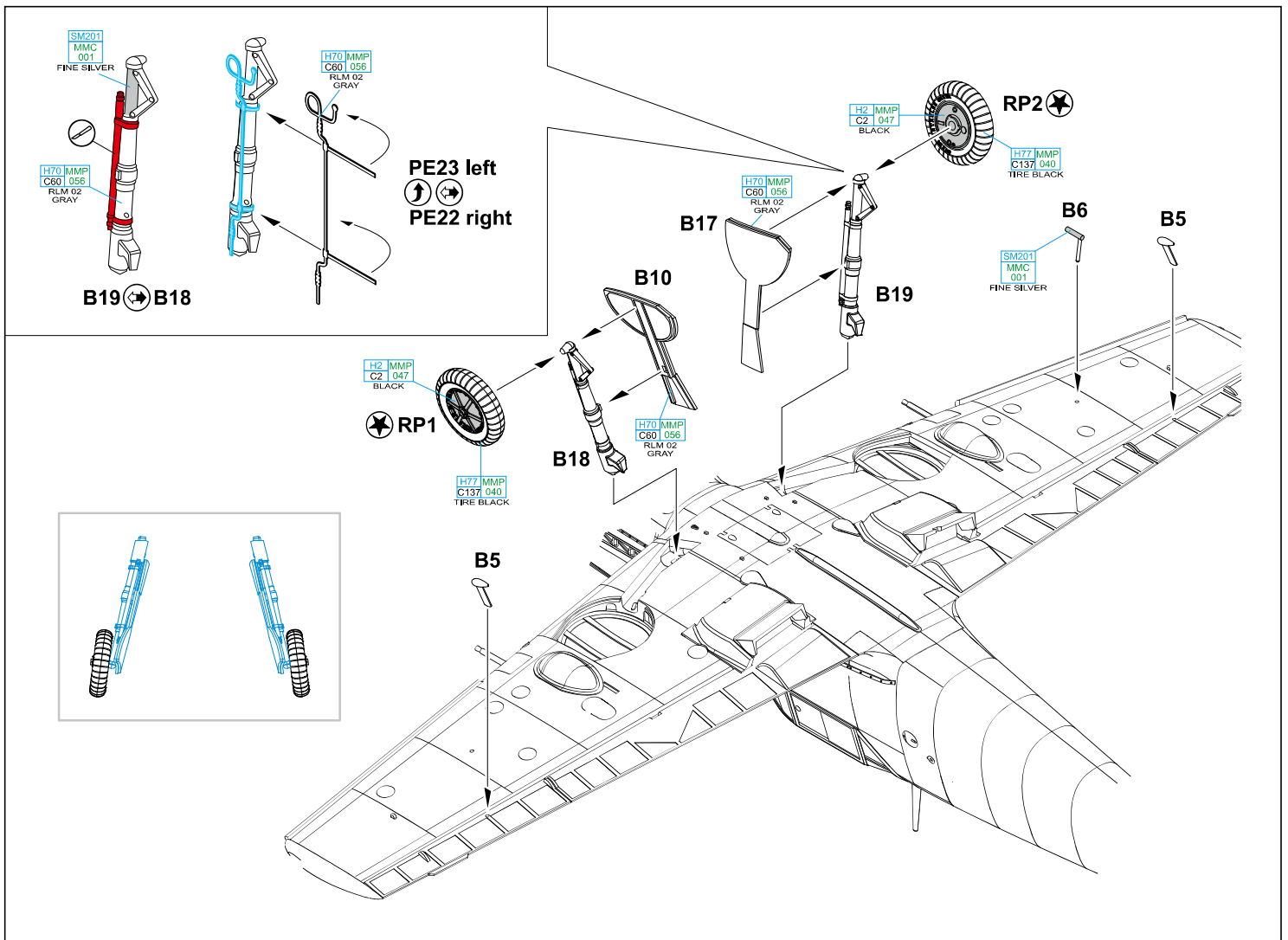
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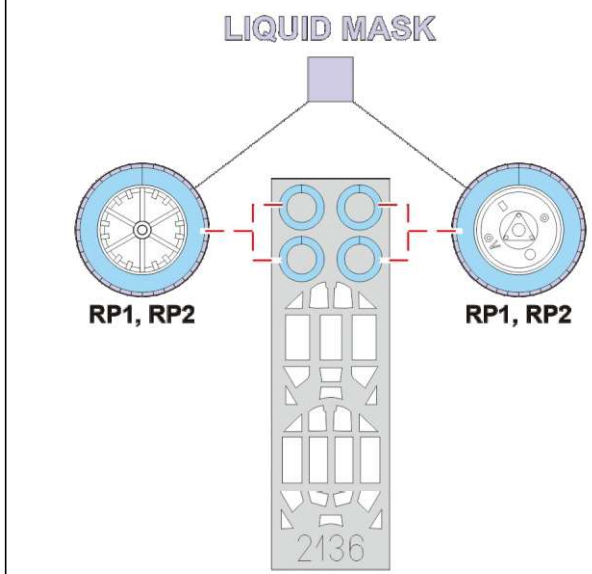
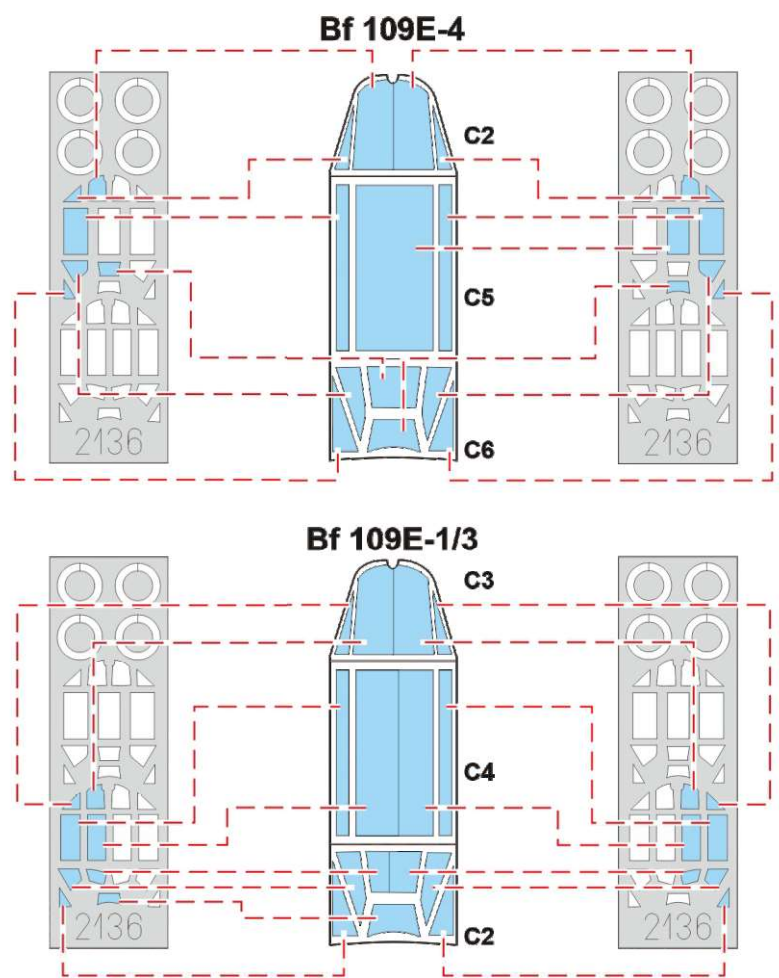
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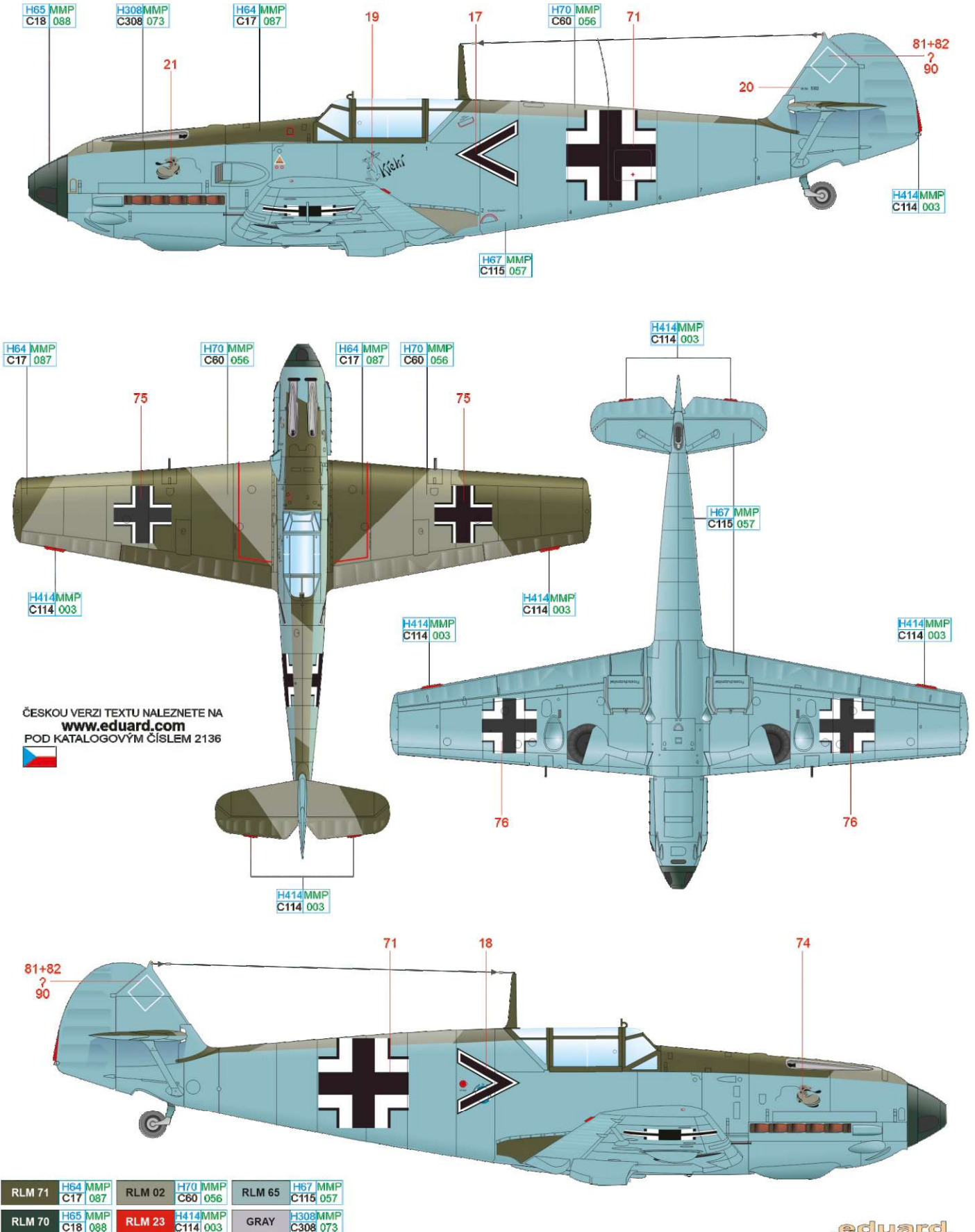




# A Bf 109E-3, WNr. 5102, Lt. Herbert Kunze, Stab I./JG 77, Döberitz, Germany, June 1940

This aircraft was manufactured by WNF in early autumn 1939 and assigned to I./JG 77 led by Hptm. Johannes Janke. This unit was frequently relocated prior to World War II outbreak so it was no wonder the members of I./JG 77 ironically dubbed themselves "Wanderzirkus Janke" (Janke's Wandering Circus) and expressed their feelings about the constant relocation with a scuffed boot as the unit's emblem. Janke's adjutant Lt. Kunze was born in Berlin in 1918. He achieved two victories in September 1940 and lived to see his promotion to the rank of Oberleutnant. He was killed in combat with Spitfires of No. 603 Squadron on September 14, 1940 while at the controls of Bf 109E-4 WNr. 3759. He crashed near Lypne and was buried two days later in Hawkinge Cemetery. Kunze originally used a Bf 109E-1 with the name "Sepp" under the cockpit, but for this Bf 109E-3 he chose to paint a small rabbit with a spear between its ears and the inscription "Kieki".

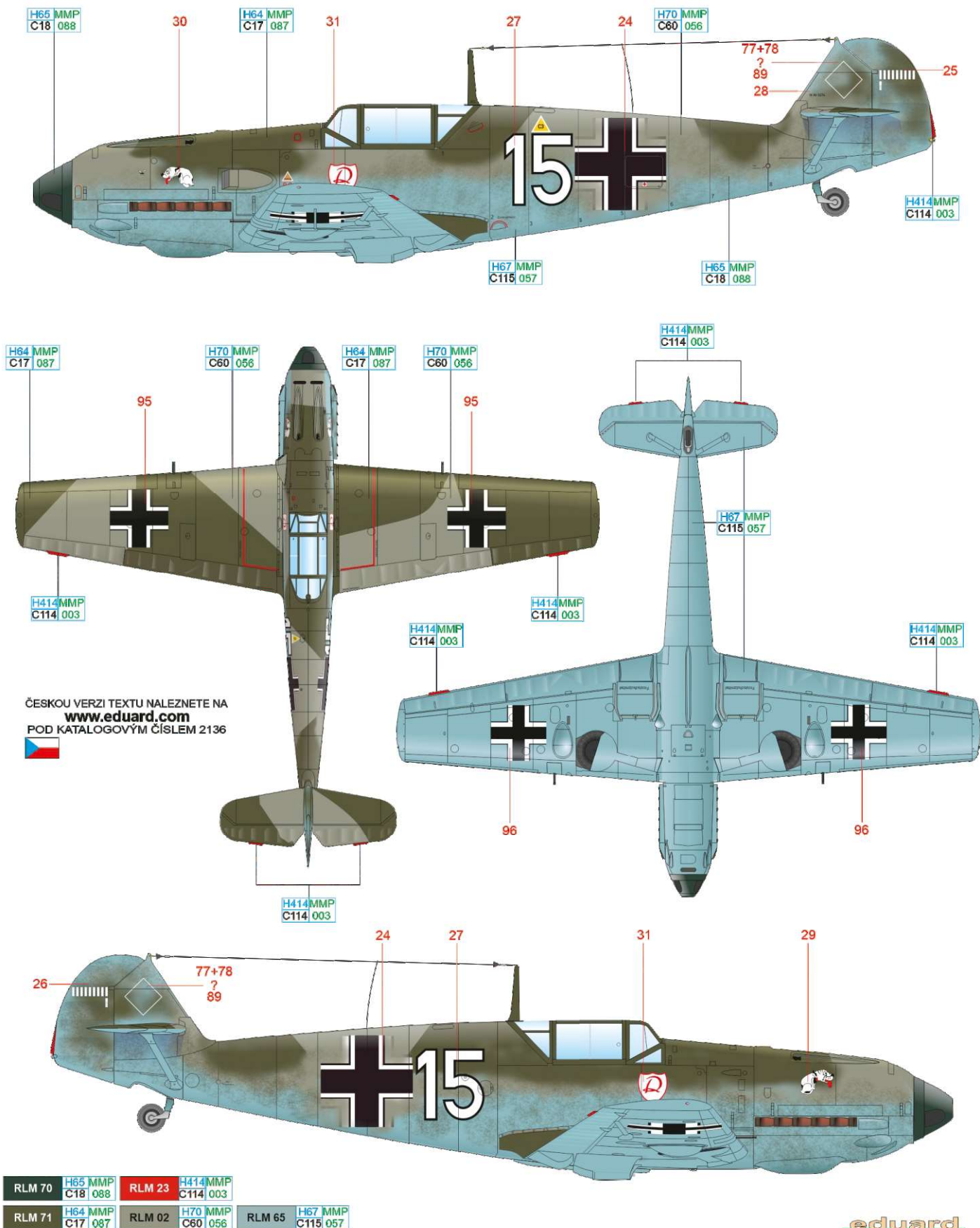
## OPERATION DYNAMO



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

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

## OPERATION DYNAMO



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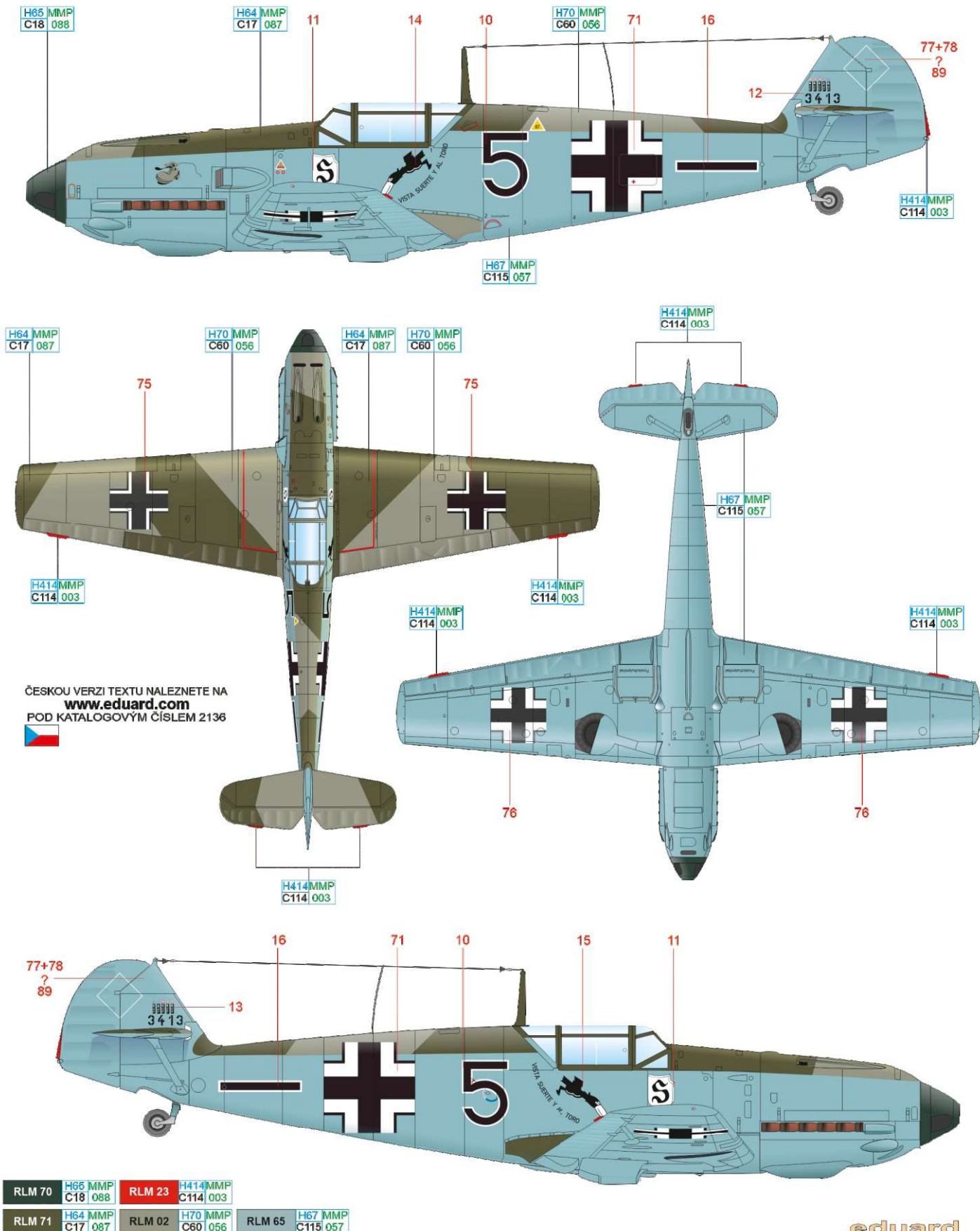
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RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056
		RLM 65	H67 MMP C115 057



# C Bf 109E-1, WNr. 3413, Lt. Hans Krug, 5./JG 26, Marquise, France, July 1940

Hans Krug was born in 1899 and served in various Bavarian aviation units during the Great War. He was flying combat missions from March till May 1918. Considered rather old for fighter pilot in Germany during mid-thirties he joined the Spanish nationalist air force instead of Legion Condor like other German "volunteers". Krug often flew alongside Spanish ace Joaquin Garcia Morato, whose Fiat CR.32 carried bullfighting motto "VISTA SUERTE Y AL TORO" (The look, good fortune and let's go for the bull!). Krug adopted this inscription on his "Emil", as he 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. All were depicted on his tail with kill marks. Krug scored additional five victories during Battle of Britain and took over leadership of 4./JG 26. He was shot down by RAF fighters over England and performed belly landing near Pluckley in the evening of September 7. His name is sometimes confused with bomber pilot Lt. Peter Krug who escaped from prison camp in Canada to the United States.

## DER KANALKAMPF



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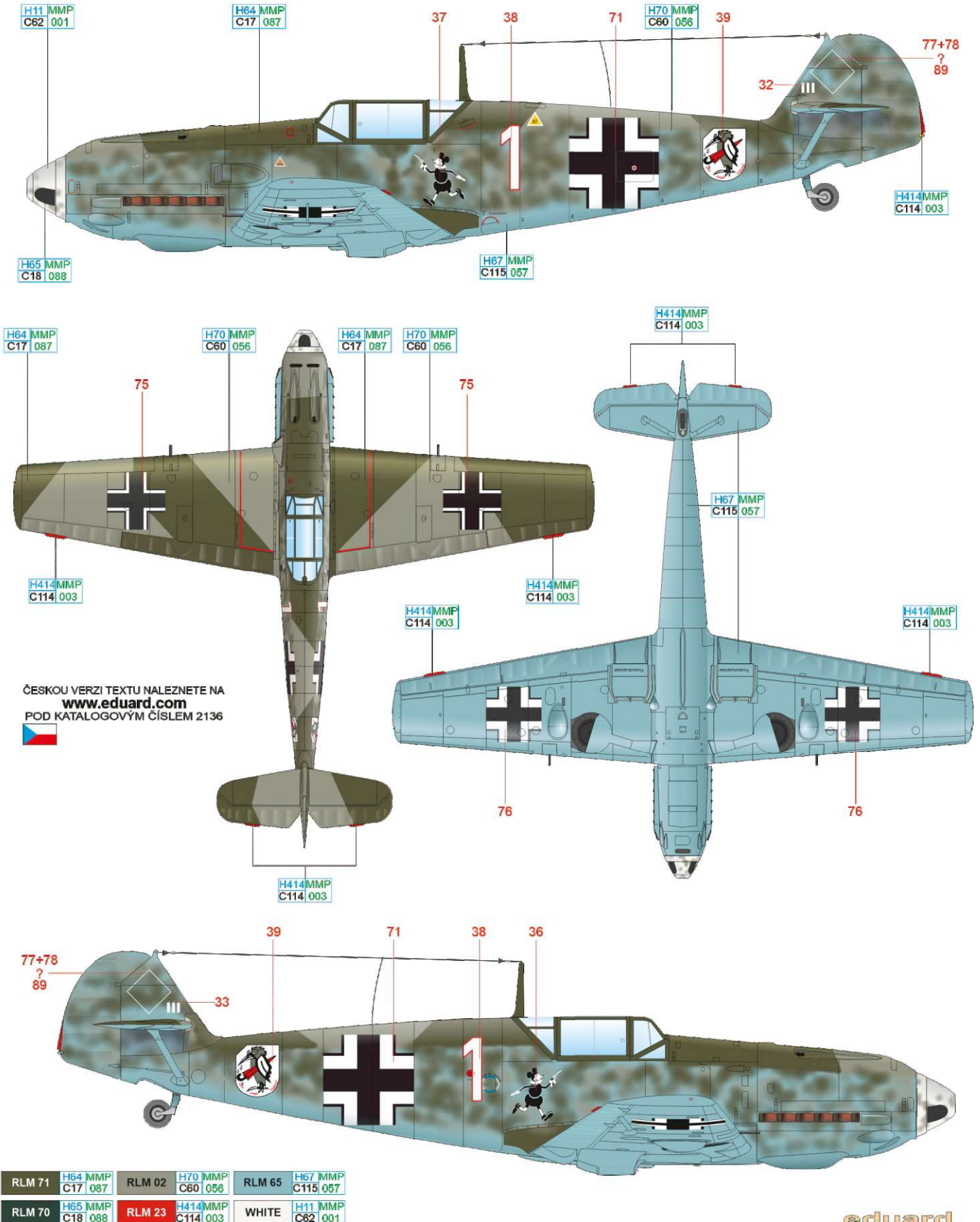


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RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056
		RLM 65	H67 MMP C115 057

# D Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, July 1940

Raven with running nose and umbrella was badge of II./JG 51 and was later adopted by some of unit's Staffeln with different background colors. Mickey Mouse is personal emblem of Josef Fözö who was a Vienna-born Austrian. As a pre-war pilot of Austrian Air Force Fözö joined Luftwaffe in 1938 and volunteered for service in Spain where he scored three victories. He was already commander of 4./JG 51 at the beginning of World War II and downed one balloon during Sitzkrieg and two RAF fighters during "Kanalkampf" in July. His second and third victory were scored west of Cap Griz-Nez against Hurricanes of No. 56 Sqn. During Battle of Britain he scored nine victories against RAF and one more in April 1941. Fözö was appointed commander of II./JG 51 and was seriously injured on Russian front in July 1941. He was awarded Knight Cross during the same month. After recovery he became commander of I./JG 51 in May 1942. However, he was injured again the same month. After lengthy recovery Fözö took over commanding position on operational training unit JG 108. His total score was 27 victories including service in Spain. Fözö passed away in Vienna in 1979, at the age of 67 years.

## DER KANALKAMPF



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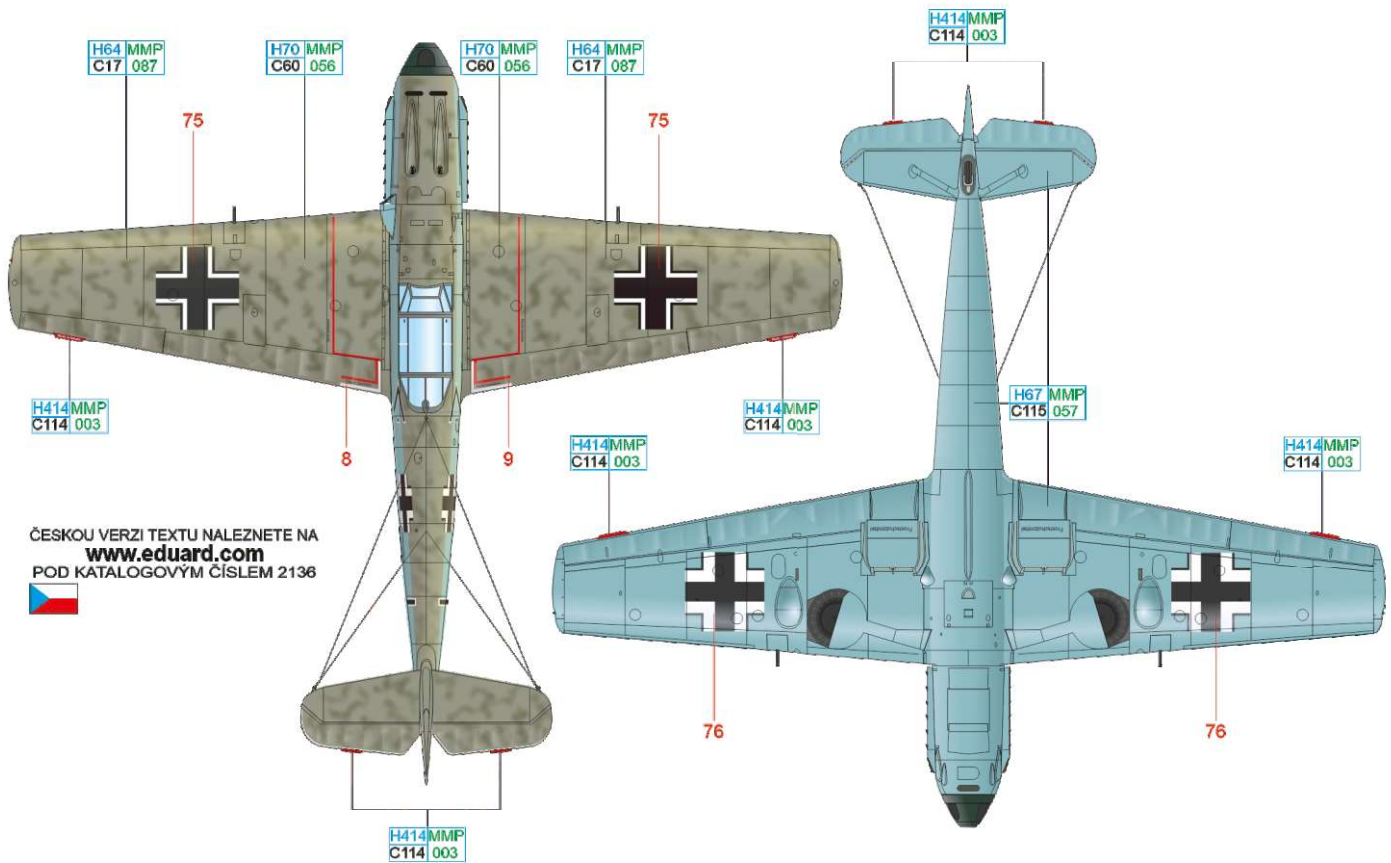
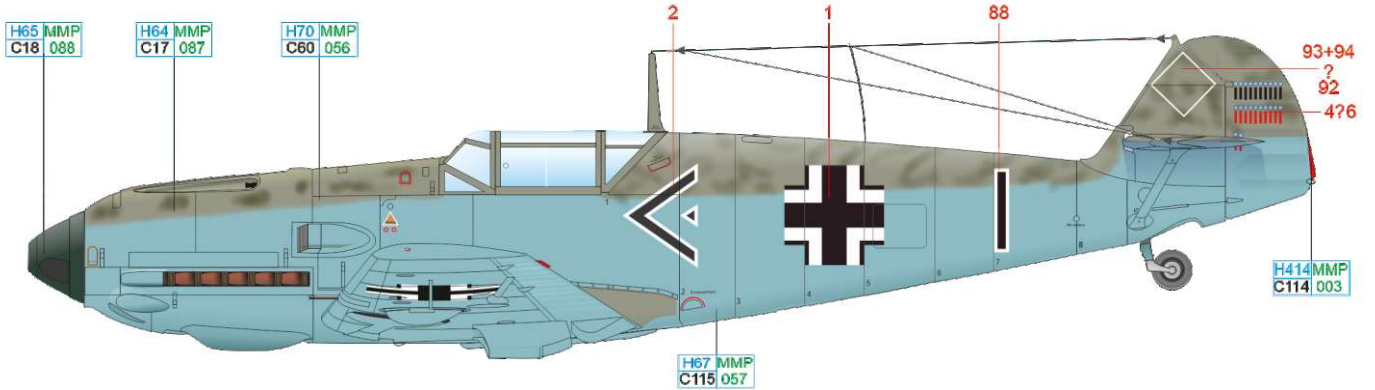
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RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003	WHITE	H11 MMP C62 001



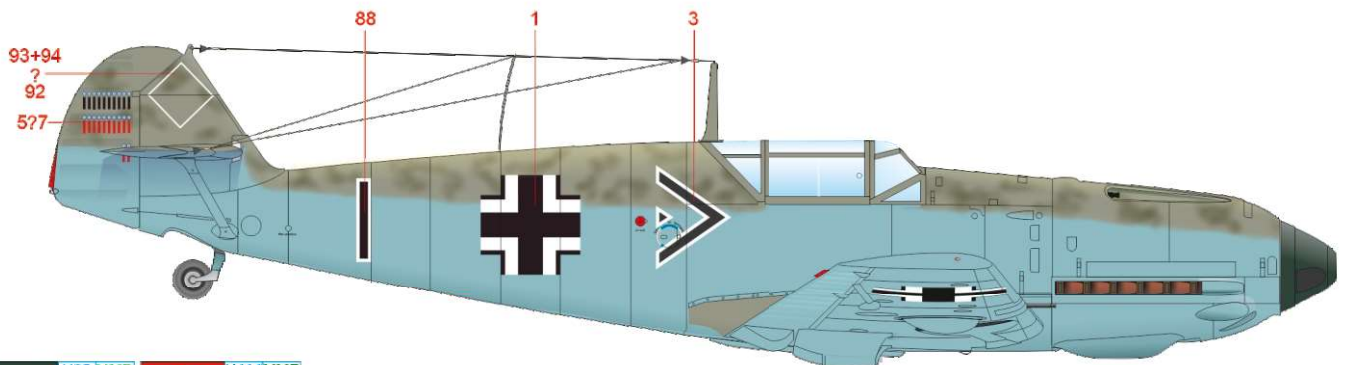
# E Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, August 1940

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

## DER ADLERTAG



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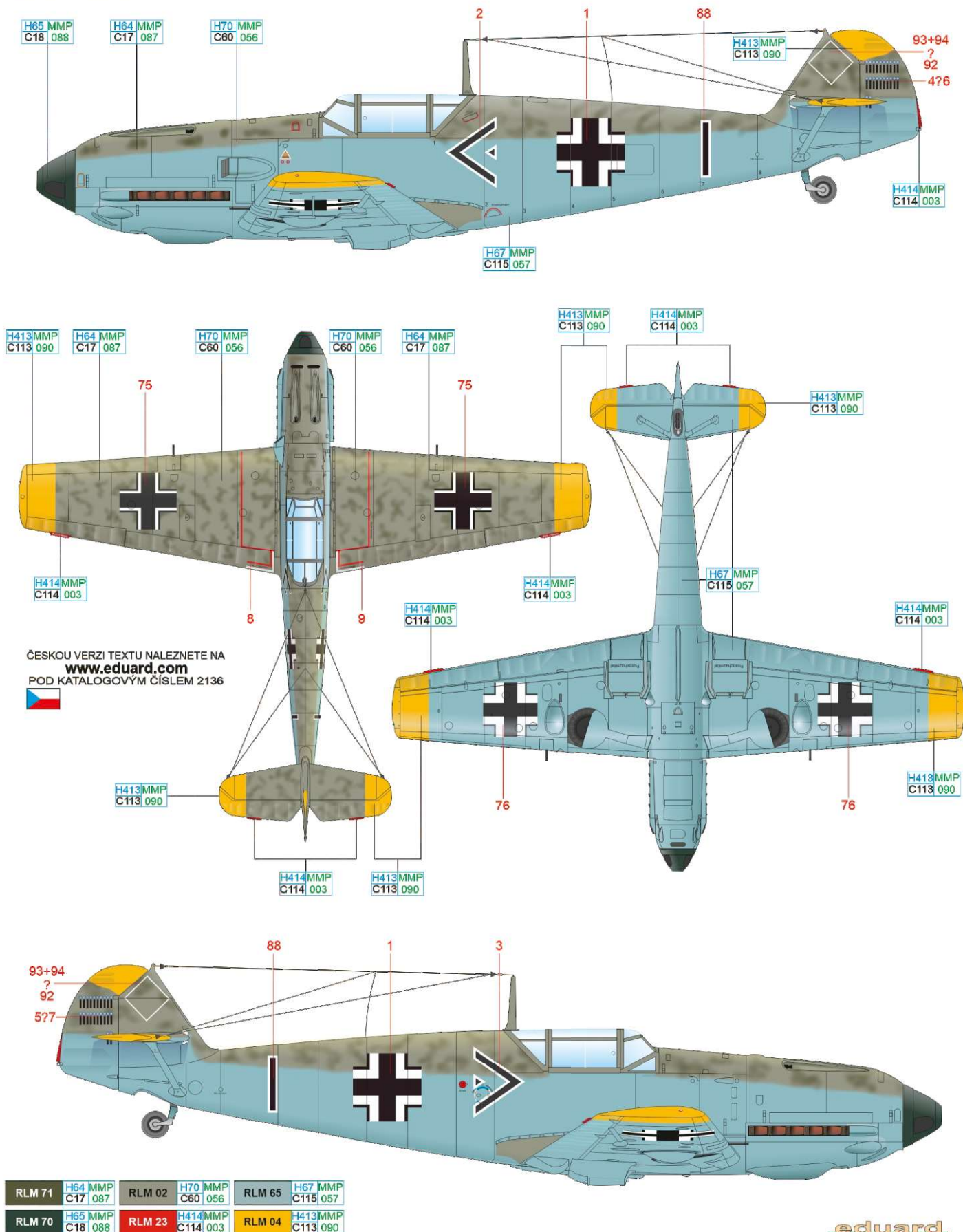


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RLM 71	H64 MMP C17 087	RLM 02	H70 MMP C60 056
		RLM 65	H67 MMP C115 057

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

This is Galland's aircraft as it appeared at the end of August 1940, i.e., with yellow identification markings introduced by Luftwaffe command at the beginning of August 1940. Some authors believe that this is aircraft WNr. 4820 flown by Galland during August 1940 as his last personal mount when at command of III./JG 26. But... The 4820 was manufactured by Arado in July 1940 as E-1/B and Galland's logbook states E-1 version as well, but photographs reveal his aircraft sported cannons in the wing. There is another aircraft of Galland known from this period, and it is also attributed to WNr. 4820. But again, this "Emil" shows cannons in the wings and earlier style of the canopy. After the war, Adolf Galland took part in development of Argentine Air Force and was also active in German fighter pilot association. He also became one of the advisers during the filming of Battle of Britain movie. Fellow adviser RAF ace Robert S. Tuck became Galland's very close friend and godfather of his son.

## DER ADLERTAG



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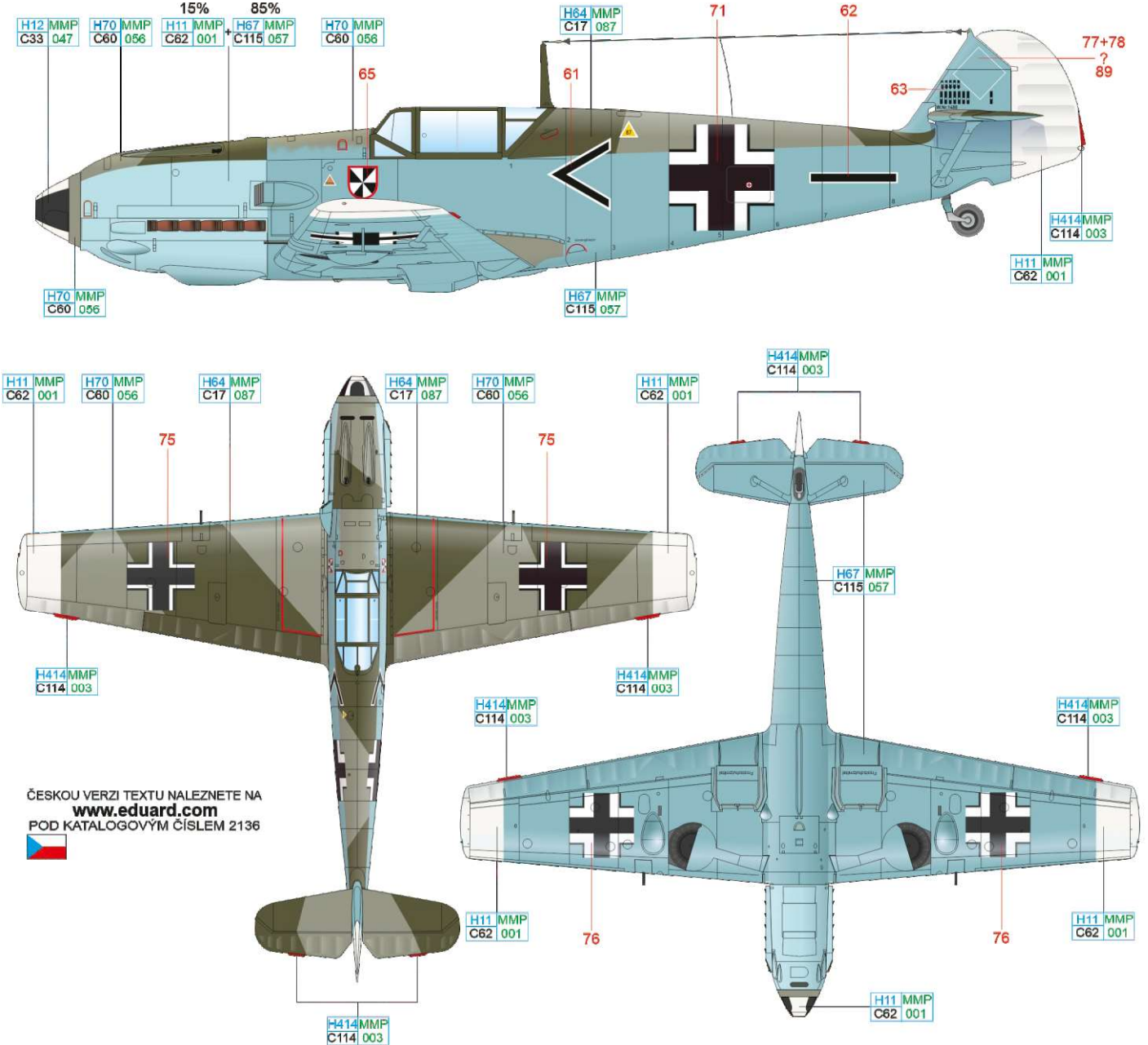


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RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090



T Franz von Werra became the first German fighter ace to fall into British hands. It happened on the morning of September 5, 1940, when he was shot down with this "Emil" over the county of Kent. Von Werra then became famous for his escape from a Canadian prison camp. He was able to return halfway around the world to German territory, where he rejoined the Luftwaffe and continued his combat flights. He served on both the eastern and western fronts but was strictly ordered to avoid the shores of England. This proved fatal when he failed to return from a flight over the English Channel as CO of I./JG 53 on October 25, 1941. The WNr. 1480 carried the standard camouflage of RLM 02/71/65 with white identification markings. These included the rudder and wingtips. It is also often depicted with a white engine cowling, but a careful study of photographs and archival documents prove contrary to it and the supposed white paint was in fact a newer and lighter coat of RLM 65 paint. It is possible that the cover came from another aircraft. The vertical tail area bears the symbols of von Werra's achievements, i.e. eight aerial victories and five aircraft destroyed on the ground. They are depicted on each side in a slightly different form. The RLM65 color extended to the upper surfaces of the leading-edge wing.

**DER BLITZ**



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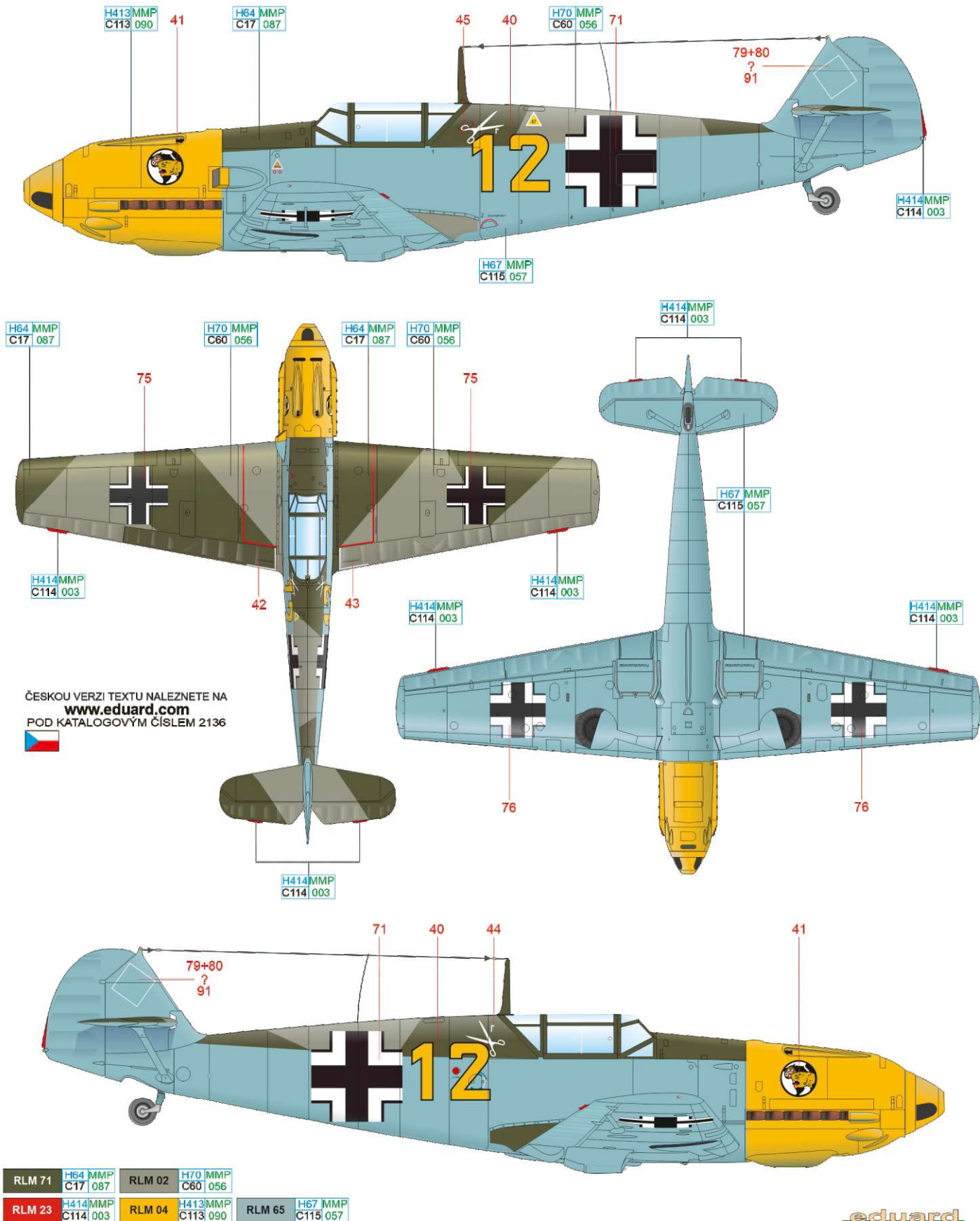


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BLACK	H12 MMP C33 047	RLM 23	H414 MMP C114 003	WHITE	H11 MMP C62 001

# H Bf 109E-1, WNr. 3771, flown by Fw. Ernst Arnold, 3./JG 27, Peuplingues, France, August 1940

Fw. Arnold was shot down in the late afternoon on August 30 during free hunt sortie over England. The I./JG 27 formation was attacked by RAF fighters and Arnold's "Emil" was hit in radiator, possibly by F/O B. J. G. Carbury of No. 603 Squadron. He had performed belly-landing at Westwood Court, near Faversham, Kent and his Aircraft was placed on display in Exeter as the fundraising motivation element. 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 the "r" letter are play on the name of former Schwarmführer and within the 3. Staffel popular Lt. Ulrich Scherer. He was declared missing after combat with Hurricanes of No. 615 Sqn. near Cherbourg on July 20. The unit lost Gruppenkommandeur Hptm. Helmut Riegel during the same combat. Staffelkapitän of 3./JG 27 was future Knight Cross recipient Oblt. Gerhard Homuth who was later successfully leading I./JG 27 in Africa. Homuth scored 15 victories during 1940 and his final score resulting from 450 combat missions counted 63 aerial victories. Homuth was engaged in a 20-minutes dogfight with Russian fighters on August 2, 1943, and remains missing from that time on...

## DER ADLERTAG



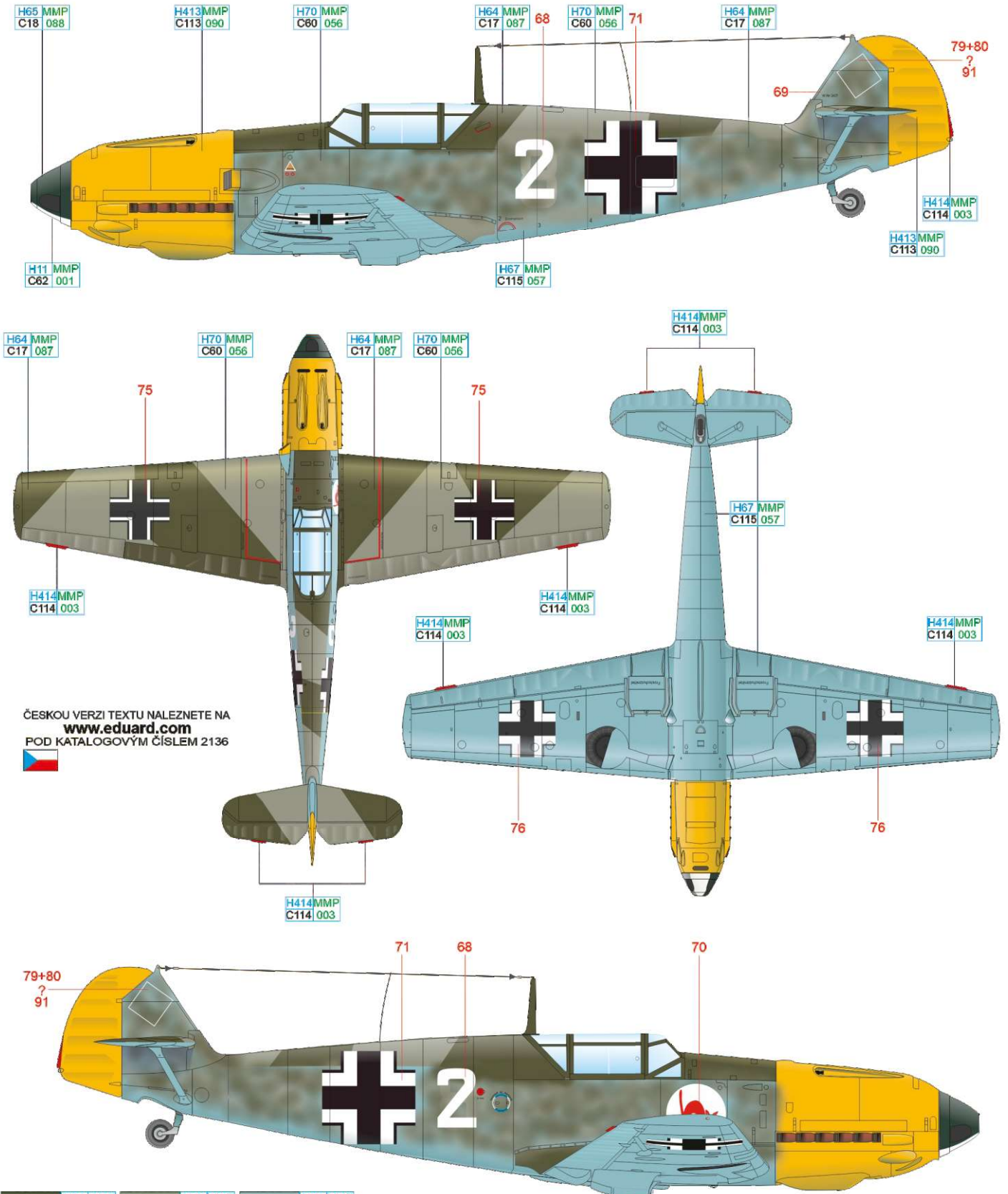
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This Messerschmitt saw very long career, being manufactured by Arado company in the late summer or early autumn 1939. Its camouflage consists of RLM 71, 02 and 65 and probably went through several changes. It cannot be ruled out the aircraft was finished in the RLM 70/71 scheme on upper surfaces originally. Probably due to error, the JG 52 kept this aircraft in books as the E-4 variant. Red cat emblem was introduced as unit badge in 1939 when the Staffel carried designation 1./JG 71. Erich Mummert was shot down with this "Emil" on September 30 in the afternoon during bomber escort mission. Six JG 52 fighters had been attacked by Spitfires and tried to form a defensive circle. But Germans were running out of fuel and had to abandon the combat soon. Being pursued by Spitfires the combat got slightly chaotic for Germans and Mummert's aircraft was hit in radiator by the "friendly" fire of another Bf 109. Mummert performed belly-landing on the edge of Detling airfield. Another II./JG 52 pilot was also shot down and bailed out, being captured near Detling as well. Commander of 4./JG 52 was the legendary Johannes Steinhoff, the man, who acted as Kommodore of the Jagdgeschwader 7 flying with Me 262s and later joined Adolf Galland and his elite Jagdverband 44.

**DER BLITZ**



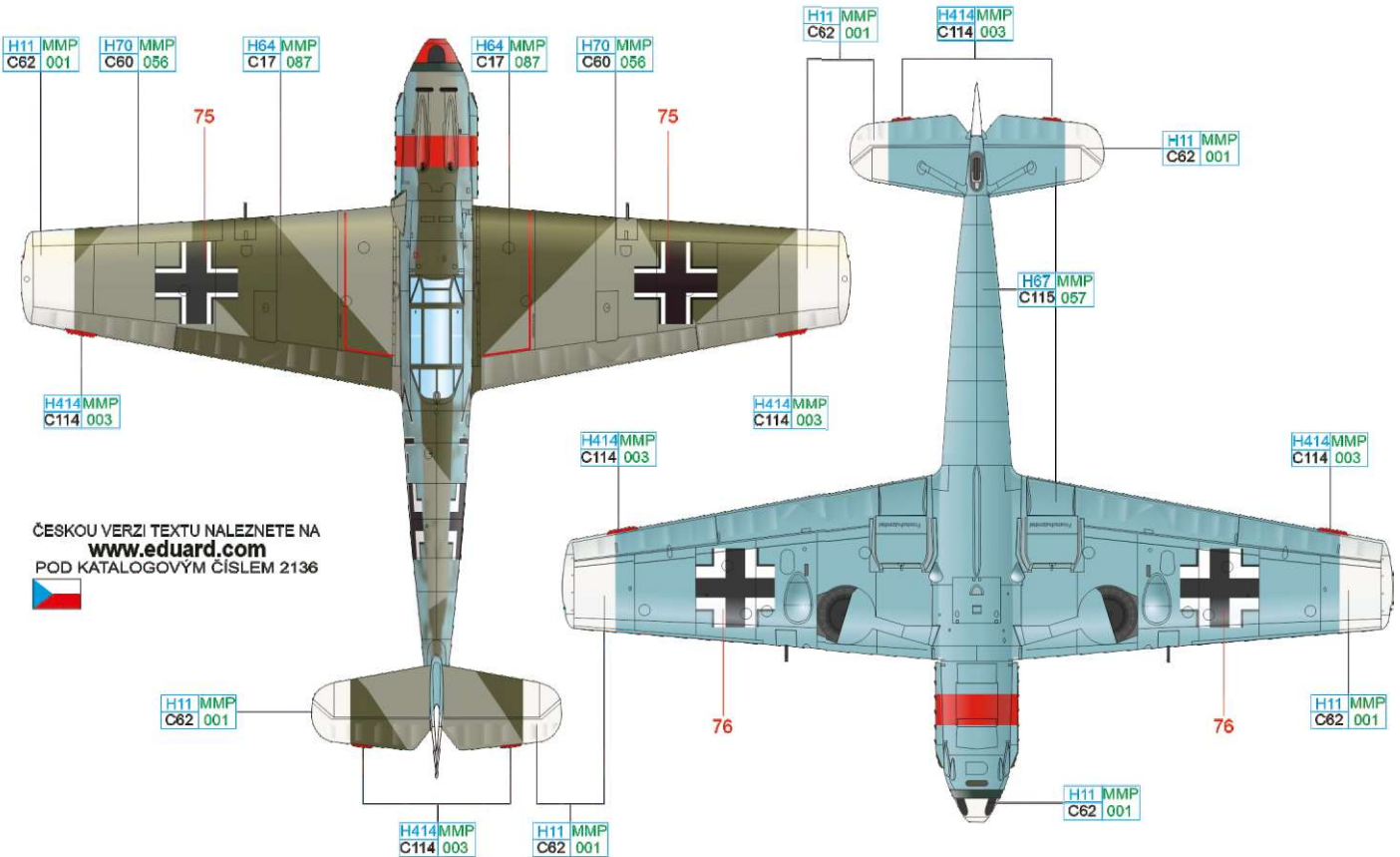
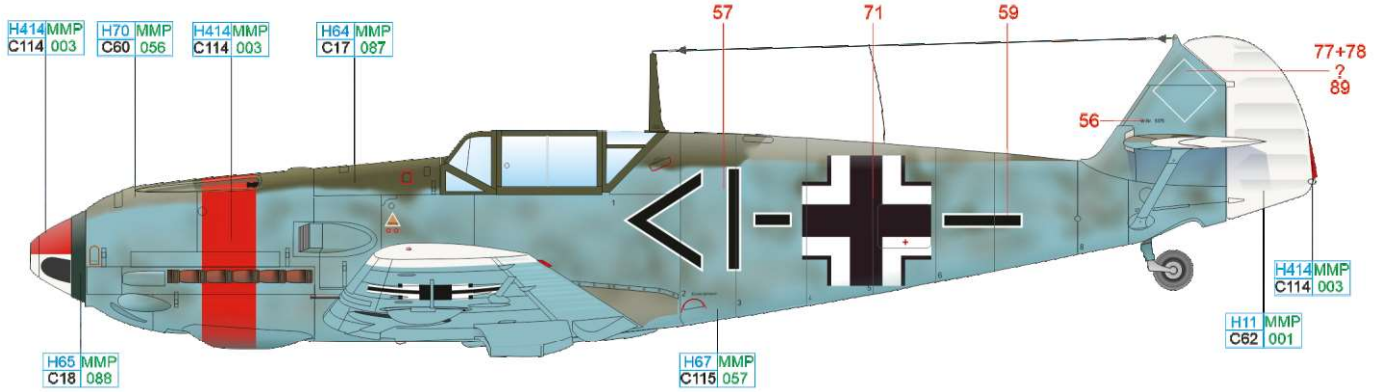
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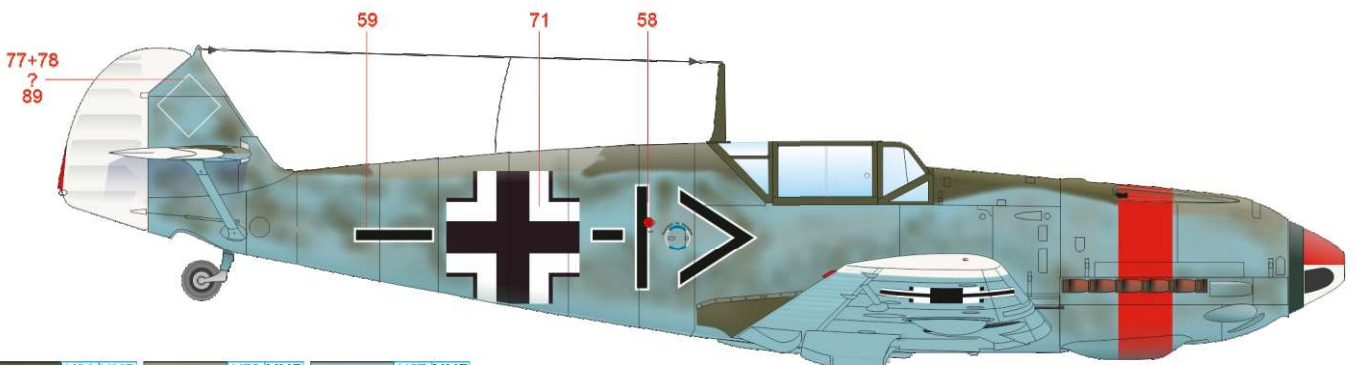
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RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090
				WHITE	H11 MMP C62 001

Wilhelm Meyerweissflog was born in 1889 and served in military during Great War. It is assumed he lived in Switzerland after the war and travelled to USA as businessman regularly. In the ranks of the JG 53 "Pik As" he was acting as an administrative officer of Geschwaderstab. His aircraft was photographed during refueling at former British airbase La Villiaze, Guernsey, part of occupied Channel Islands. Meyerweissflog was captured on September 5, 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 flying Spitfire of No. 234 Sqn. 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".

**DER BLITZ**



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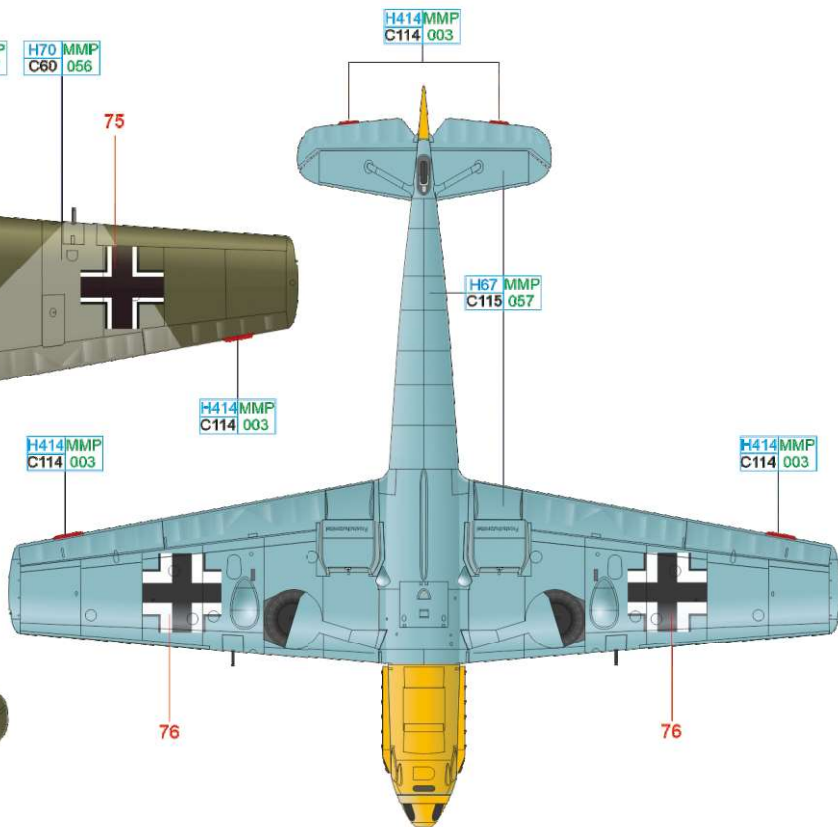
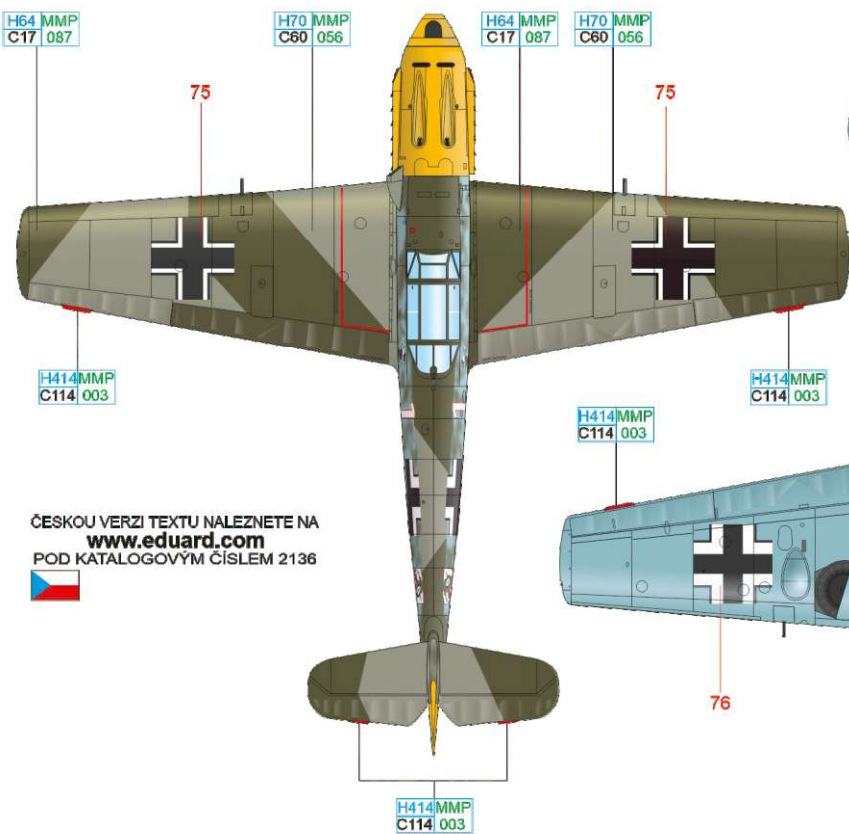
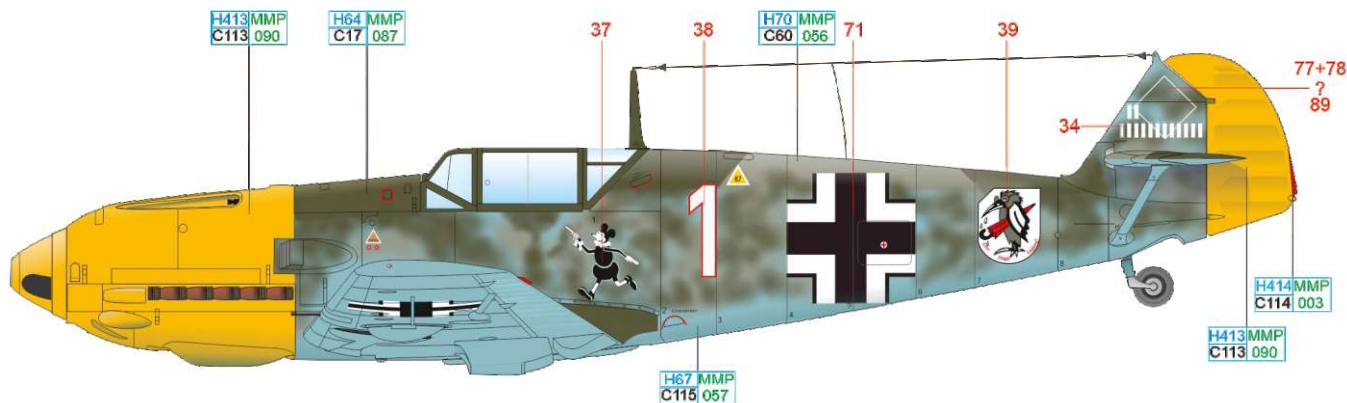


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RLM 70	H65 MMP C18 088	RLM 23	H414MMP C114 003	WHITE	H11 MMP C62 001

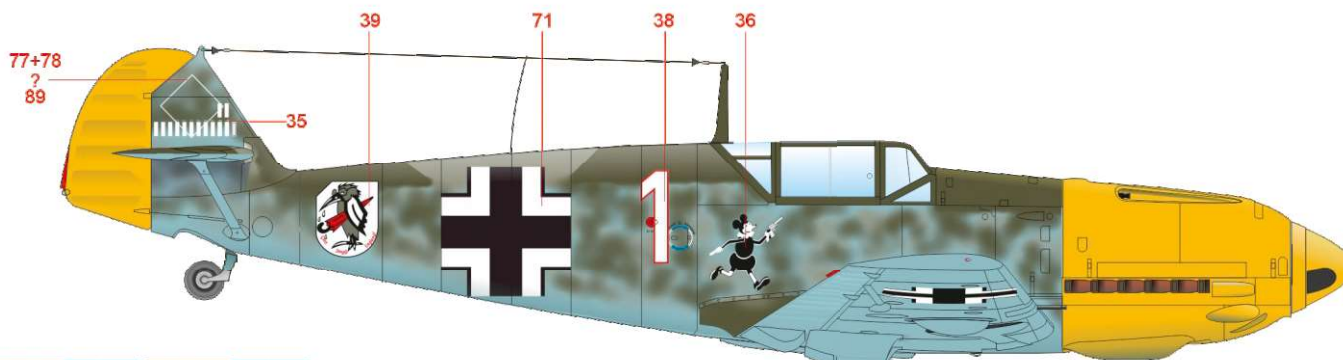


This is Fözö's aircraft after he scored his 14<sup>th</sup> victory on October 15 in the morning near London when escorting fighter bombers. Yellow cowling and rudder were identification markings introduced at beginning of September to identify Bf109s assigned to fighter bomber missions.

**DER BLITZ**



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







