

AIRCAM AVIATION SERIES

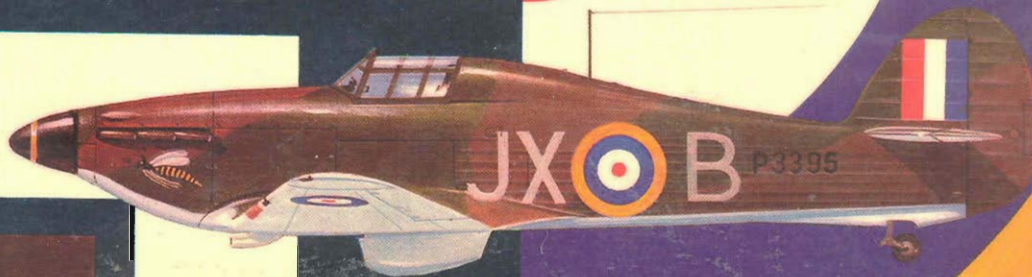
№ S.1

# BATTLE OF BRITAIN

HAWKER HURRICANE

SUPERMARINE SPITFIRE

MESSERSCHMITT Bf. 109



# AIRCAM AVIATION SERIES

Each publication illustrates one type or major sub-types of a famous aircraft in the colour schemes and markings of the Air Forces of the World. Each issue will contain eight pages of colour side view illustrations, supporting black and white plan view drawings showing where necessary both upper and under surfaces, one hundred and twenty-five half-tone photographs, each issue will also contain one full colour plate illustrating twenty examples of Unit Insignia of the World's Air Forces.

No. 1 NORTH AMERICAN P-51D MUSTANG IN USAAF-USAF SERVICE.

No. 2 REPUBLIC P-47 THUNDERBOLT. In USAAF-USAF; RAF; Free French; French Air Force; Mexican, Brazilian and other Air Forces.

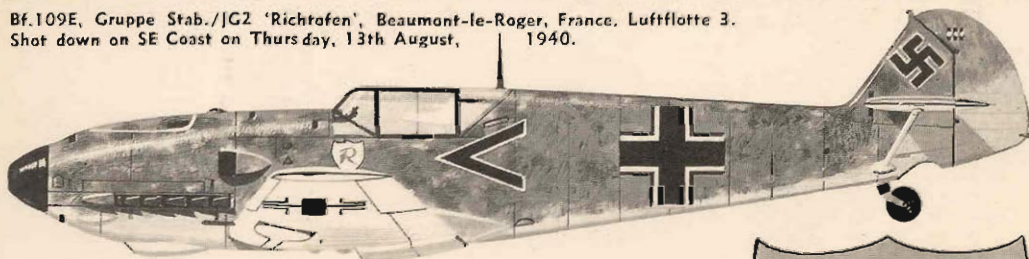
No. 3 NORTH AMERICAN MUSTANG Mk. I-IV. In RAF; RAAF; SAAF; RNZAF; RCAF service and the NORTH AMERICAN P-51B and D MUSTANG in French; Italian; Swedish; Royal Netherlands; Netherlands East Indies; Indonesian; Israeli; Philippine; Dominican; Somali; South Korean; Chinese Nationalist; Chinese Communist, etc., Air Forces.

No. 4 SUPERMARINE SPITFIRE Mk. I-XVI, MERLIN ENGINE. In RAF; RAAF; SAAF; RCAF; USAAF; Belgian; Polish; Czechoslovakian; Free French; French; R. Norwegian; R. Danish; Israeli; Italian; Greek; Turkish; Portuguese; Egyptian; Burmese, etc., Air Forces.

No. 5 NORTH AMERICAN P-51B/C MUSTANG IN USAAF SERVICE. Similar content to No. 1 but with brief coverage of the P-51 and A-36.

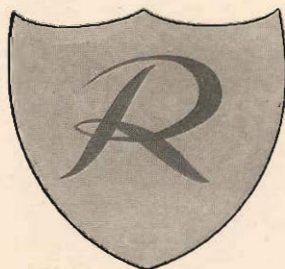
No. 6 CURTISS (P-40) KITTYHAWK Mk. I-IV. In RAF; RAAF; RNZAF; SAAF; RCAF; Netherlands East Indies; Russian and Finnish Air Forces. The Curtiss P-40 Warhawk will be covered in a future issue.

Bf.109E, Gruppe Stab./JG2 'Richtofen', Beaumont-le-Roger, France, Luftflotte 3.  
Shot down on SE Coast on Thursday, 13th August, 1940.



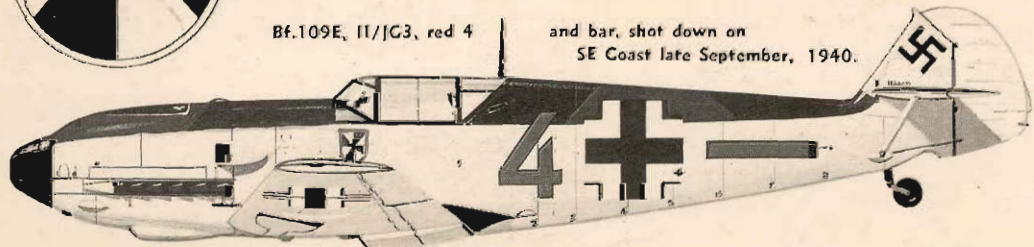
II/JG3. Note thinner red surround than that shown on B 4

JG2 'Richtofen'



Bf.109E, II/JG3, red 4

and bar, shot down on SE Coast late September, 1940.

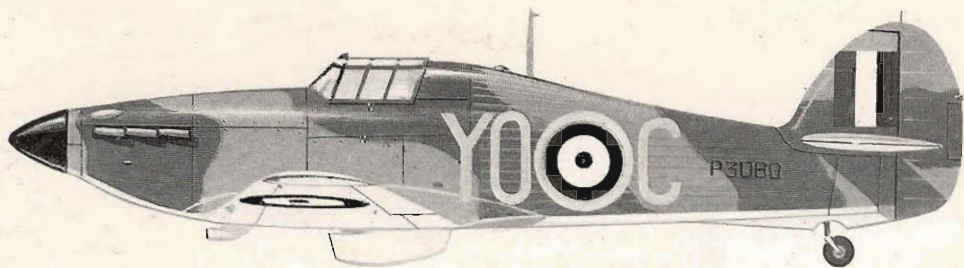


## Front Cover Illustrations.

- 1 Supermarine Spitfire Mk. Ia, No. 222 Squadron, Hornchurch. Delivered 31-8-40, shot down 4-9-40. X4278.
- 2 Messerschmitt Bf.109E, Unit unknown, shot down on South-east Coast during September. Scissors and 'r' white.
- 3 Hurricane Mk. I, No. 1 Squadron, Wittering, flown by Pilot Officer A. P. Clowes. October 1940. P3395.

SJD

# AIRCAM AVIATION SERIES



Mk. I, No. 1 RCAF Squadron (later No. 401 RCAF Squadron), Croydon, August 1940. P3080.  
Under surface: Sky Code: Dark Sea Grey

# BATTLE OF BRITAIN

## HAWKER HURRICANE SUPERMARINE SPITFIRE

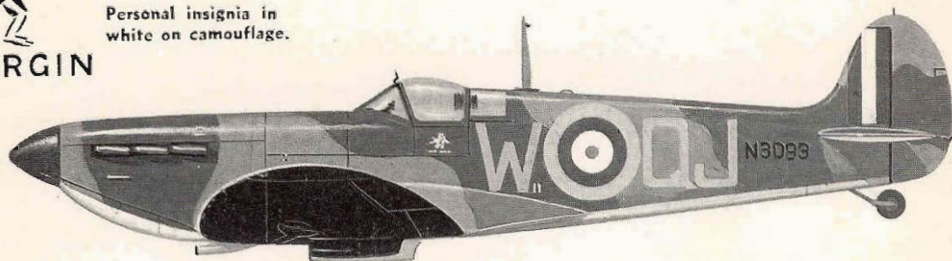
## MESSERSCHMITT Bf.109



Illustrated by Richard Ward  
Compiled by Peter G. Cooksley & Richard Ward  
Text by Christopher F. Shores

Personal insignia in  
white on camouflage.

THE VIRGIN



Mk. Ia, No. 616 'South Yorkshire' Squadron, flown by Flt. Lt. D. E. Gillam. N3093.  
Sky under surfaces with black port wing.

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# THE HURRICANE AND SPITFIRE

The two main single-engined, single-seat fighter aircraft of the Royal Air Force in 1940, the Hawker Hurricane and the Supermarine Spitfire, gained considerable fame and an assured place in history for their part in the Battle of Britain. The Spitfire was undoubtedly the more advanced design of the pair, more pleasing to the eye and offering both a higher performance and a greater sensitivity of control than the Hurricane. However, it was not available in anything like the same numbers as the Hawker machine, which, although bearing the brunt of the Battle, was overshadowed in the public eye by its more glamorous stable-mate. A similar situation existed among the pilots of these machines, few people nowadays realising that the majority of the pilots engaged in the Battle were N.C.O.s, and the much more widely publicised officers were in fact in the minority.

At the start of July 1940, when the initial phase of the Battle began with German attacks on shipping in the English Channel, both aircraft had already been tested in combat over France, the Hurricane throughout the fighting on the Continent, the Spitfire during the Dunkirk evacuation, and both had shown up well. In July the air defence of Great Britain, in the hands of Fighter Command, was the responsibility of three operational Groups, No. 11 covering the south of England, including London, No. 12 covering the Midlands, and No. 13 covering the north of England, Scotland and Northern Ireland. These three Groups had under their command 44 squadrons of single-seat fighters, 19 of these flying Spitfires, and 25 Hurricanes. Twenty-three were within 11 Group, 15 with Hurricanes, and many of those within other Groups were scarcely more than cadre units, reassembling and re-equipping after the withdrawal from France, or newly-forming.

By early August, when the Luftwaffe launched the first full-scale attacks against the English mainland, striking at radar stations and fighter airfields, the strength of Fighter Command had risen to 47 squadrons, and a new Group, No. 10, had been formed to relieve 11 Group of the responsibility of defending south-west England. This new Group disposed 7 squadrons, increased a month later to 8, and by the end of September to 9, 11 Group being reduced by 4 squadrons.

August was the worst month for the British fighters, attacks on fighter airfields and on the early warning system seriously reducing the number of pilots available, and by late August the Command had a deficit of over 200 pilots to the establishment. Fortunately Hitler's instructions that the attack of the Luftwaffe should be shifted to London saved Fighter Command, and during September new Hurricane units began arriving, the first Canadian, Polish and Czech squadrons going into action.

Throughout the Battle squadrons were frequently rotated between Groups, to allow those which had been heavily engaged to rest and recoup. Unfortunately, some squadrons which were ordered to the south were decimated in their early actions, and the more successful units were thrown back into the fighting almost at once. Certain squadrons in the north, particularly those recovering from the French campaign, served more as operational training units, so many of their pilots being posted to bring other squadrons up to strength as soon as they were fully trained, that these squadrons were never able to enter the Battle in their own right. By the end of September, when the German daylight bomber attacks virtually ceased and the remainder of the Battle became a series of fights at high altitude between fighter and fighter-bomber formations, Fighter Command had reached a strength of 51 squadrons, 32 of Hurricanes, but still only 19 of Spitfires.

Early in the Battle it had become obvious that the Hurricane was out-performed by the German Messerschmitt Bf 109E in all but manoeuvrability, whereas the Spitfire was the latter's equal. Consequently, whenever possible a squadron of Spitfires and one of Hurricanes operated together, the former to engage the escorting

fighters, the latter to attack the bombers. To this task the Hurricane was ideally suited, being a first-rate firing platform, and capable of sustaining considerable damage from return fire. Mark II versions of both the Hurricane and Spitfire arrived with the squadrons late in the Battle, both offering increased maximum speed and better altitude performance, but despite this, the Battle was fought mainly by the Mark I versions of both aircraft. Both powered by the same Rolls Royce Merlin engine, and carrying similar armament of 8 wing-mounted .303 in. Browning machine guns (although cannon-armed examples of both aircraft were operationally tested during the Battle), performance was:—

	Maximum Speed	Service Ceiling
Hawker Hurricane I	325 m.p.h.	34,000 ft.
Hawker Hurricane IIa	342 m.p.h.	35,000 ft.
Supermarine Spitfire I	355 m.p.h.	34,000 ft.
Supermarine Spitfire IIa	370 m.p.h.	35,000 ft.

By the end of the Battle in early November, two more Groups had been formed, No. 9 with 2 squadrons for the defence of the west Midlands, and No. 14, also with 2 squadrons, for the defence of north Scotland. Strength was 53 squadrons and 2 flights, but 21 of these, including all in 9, 13 and 14 Groups and most in 12 Group, had been designated 'C' class squadrons — not operational, but training pilots for the front line units, while 2 more were 'B' class — operational in emergency only. A further 3 Hurricane squadrons and one flight had been ordered to train as night-fighter units. Pilot strength at this stage had increased to a point where it exceeded establishment by nearly 70.

Squadrons operating during the Battle of Britain, July-October 1940, were:—

<i>Hurricanes</i> :	1, 3, 17, 32, 43, 46, 56, 73, 79, 85, 87, 111, 145, 151, 213, 229, 232, 238, 242, 245, 249, 253, 257, 263, 302 (Polish), 303 (Polish), 310 (Czech), 312 (Czech), 501, 504, 601, 605, 607, 615, 1 R.C.A.F., 422 Flight.
<i>Spitfires</i> :	19, 41, 54, 64, 65, 66, 72, 74, 92, 152, 222, 234, 266, 602, 603, 609, 610, 611, 616, 421 Flight.

## SPECIFICATIONS

### HAWKER HURRICANE Mk. I

Rolls-Royce Merlin III, 1,030 h.p.

Armament	8 × 0.303 Browning M.G.'s in wings.	Height	13 ft. 1½ in.
		Wing Area	258 sq. ft.
		Wt. Loaded	6,447 lb.
		Max. Speed	328 m.p.h.
Span	40 ft. 0 in.	Max. Range	505 miles
Length	31 ft. 6 in.	Ser. Ceiling	34,200 ft.

### SUPERMARINE SPITFIRE Mk. Ia

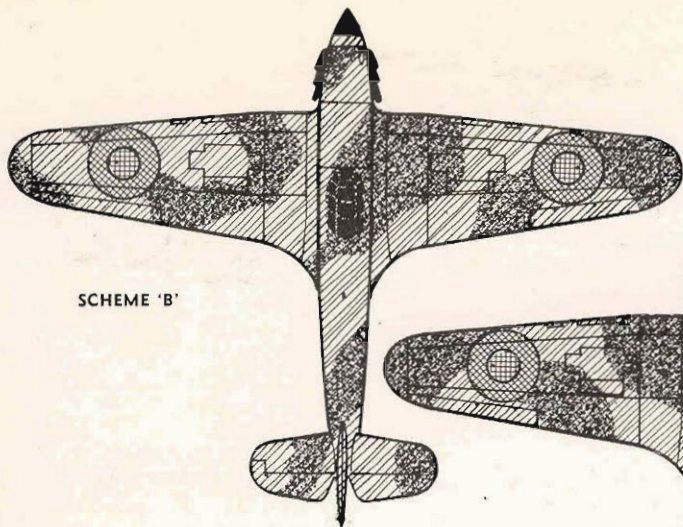
Rolls-Royce Merlin III, 1,030 h.p.

Armament	8 × 0.303 Browning M.G.'s in wings.	Height	12 ft. 3 in.
		Wing Area	242 sq. ft.
		Wt. Loaded	6,200 lb.
		Max. Speed	367 m.p.h.
Span	36 ft. 10 in.	Max. Range	400 miles
Length	29 ft. 11 in.	Ser. Ceiling	31,900 ft.

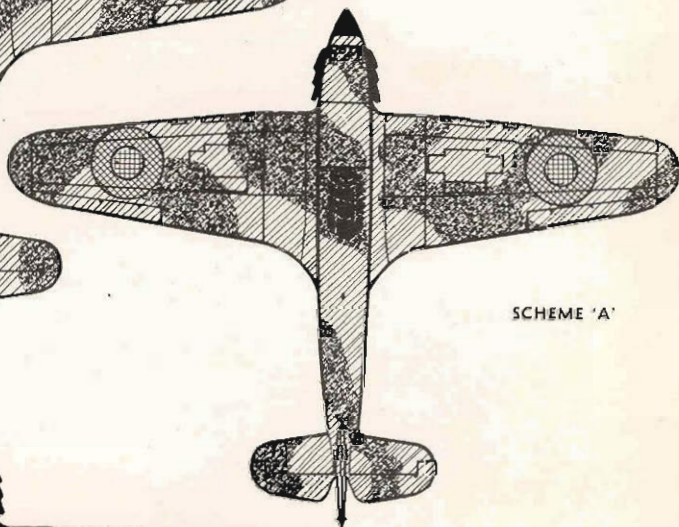
### MESSERSCHMITT Bf.109E

Daimler-Benz DB 601A, 1,150 h.p.

Armament	2 × 7.9 mm. MG 17 M.G.'s on top of fuselage firing through air-screw disc.	Span	32 ft. 4½ in.
	2 × 20 mm. MG FF cannon in wings.	Length	28 ft. 8 in.
		Height	11 ft. 2 in.
		Wing Area	174 sq. ft.
		Wt. Loaded	5,520 lb.
		Max. Speed	357 m.p.h.
		Max. Range	412 miles
		Ser. Ceiling	36,000 ft.

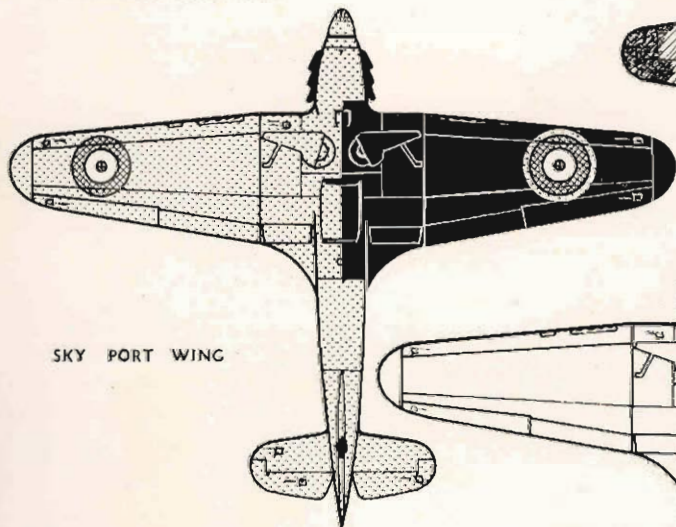


SCHEME 'B'

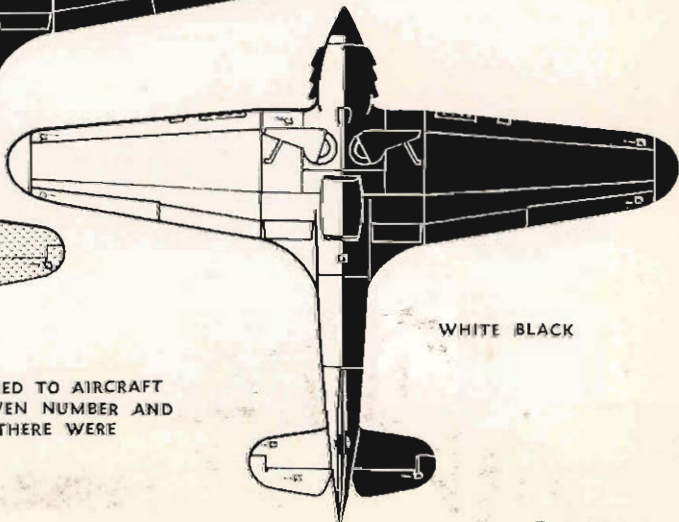


SCHEME 'A'

UNDER SURFACE SCHEMES.

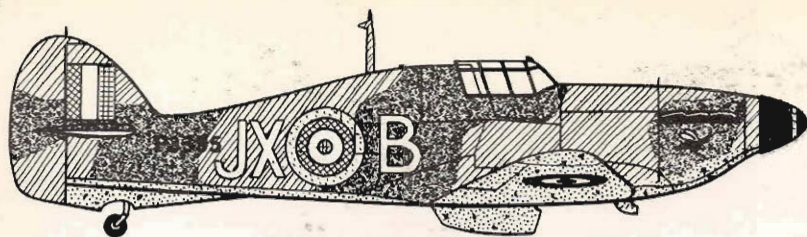


SKY PORT WING

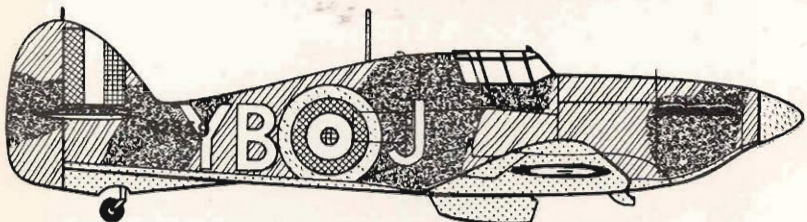


WHITE BLACK

SCHEME 'A' WAS USUALLY APPLIED TO AIRCRAFT WHOSE SERIAL ENDED IN AN EVEN NUMBER AND SCHEME 'B' TO ODD NUMBERS, THERE WERE EXCEPTIONS.

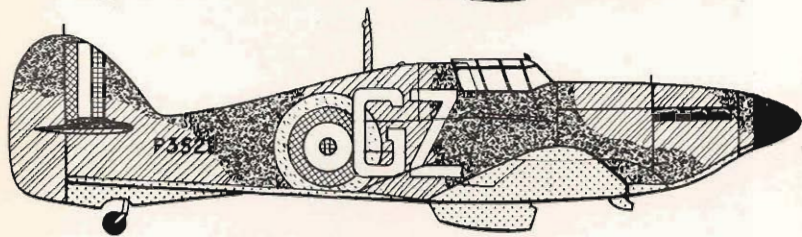


Front cover  
Mk. I, P3395  
No. 7 Squadron,  
Wittering,  
October, 1940.  
Upper surface: 'A'  
Under surface: Sky Blue  
Code: Dark Sea Grey  
Under surface Roundel position:  
Gas warning panel 'C'  
'Wasp' port and stbd

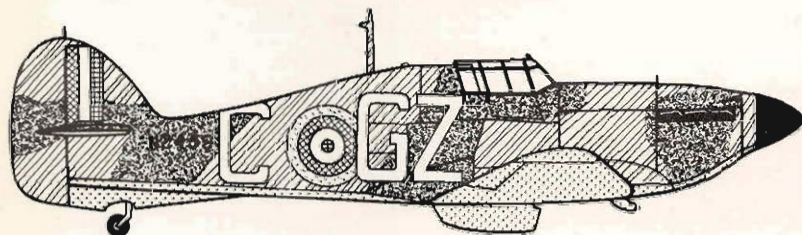


A 1  
Mk. I, N2359,  
No. 17 Squadron,  
Debden, September 1940.  
Upper surface: 'A'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface Roundel position:  
'B'

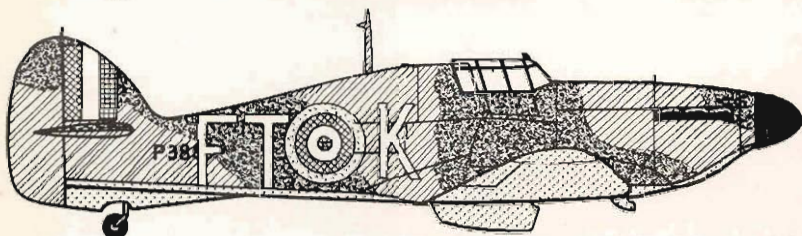
Fin stripes wider than usual  
'Popeye' port only



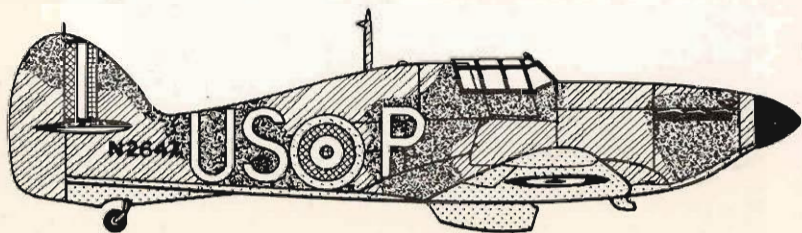
A 2  
Mk. I, P3522,  
No. 32 Squadron,  
Hawkinge,  
late July 1940.  
Upper surface: 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface Roundel: nil  
Note narrow fin stripes



A 3  
Mk. I, N2459,  
No. 32 Squadron,  
Hawkinge, late July 1940.  
Flown by P/O D. H. Grice.  
Upper surface: 'A'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface Roundel: nil  
Note narrow fin stripes



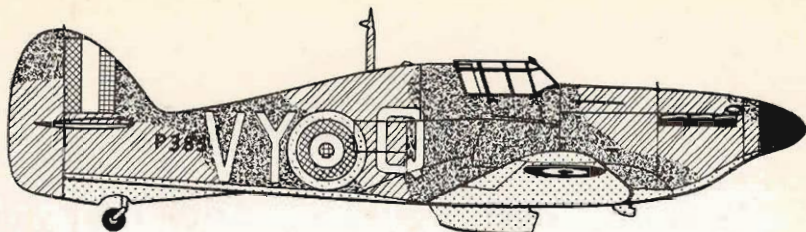
A 4  
Mk. I, P3886,  
No. 43 'China-British'  
Squadron,  
Tangmere,  
July 1940.  
Upper surface: 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under wing Roundel: nil  
Gas warning panel



A 5  
Mk. I, N2647,  
No. 56 'Punjab' Squadron,  
Rochford,  
August 1940.  
Upper surface: 'A'  
Under surface: Sky  
Code: Sky Grey  
Under surface Roundel position:  
'B'

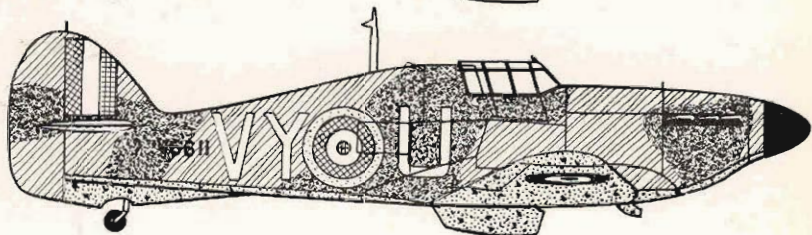
A 6  
Mk. I, P3854.  
No. 85 Squadron,  
Church Fenton,  
September 1940.  
Upper surface: 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface Roundel  
position: 'A'

Note exhaust glare shield  
Hexagon port only



B 1  
Mk. I, V6611.  
No. 85 Squadron,  
Church Fenton,  
September 1940.  
Upper surface: 'A'  
Under surface: Sky Blue  
Code: Dark Sea Grey  
Under surface Roundel  
position: 'C'

Hexagon port only

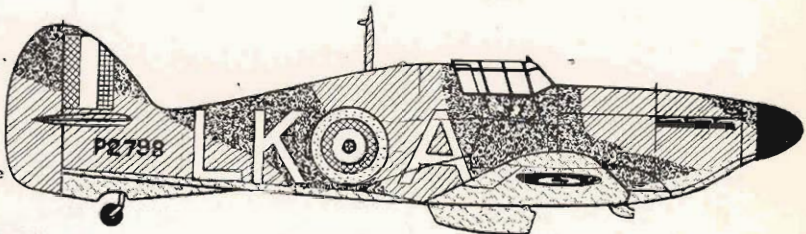


B 2  
Mk. I, P2798.  
No. 87 'United Provinces'  
Squadron,  
Exeter, August 1940.  
Flown by

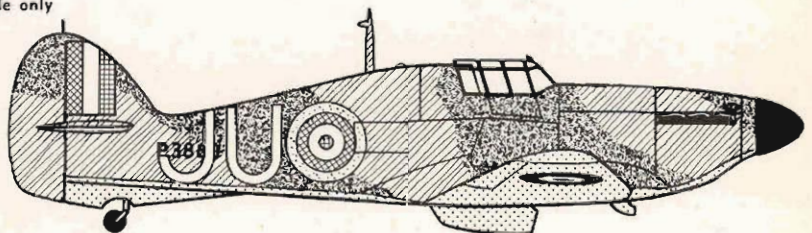
Flt. Lt. I. R. Gleed.

Upper surface: 'B'  
Under surface: Azure Blue  
Code: Dark Sea Grey  
Under surface Roundel  
position: 'C'

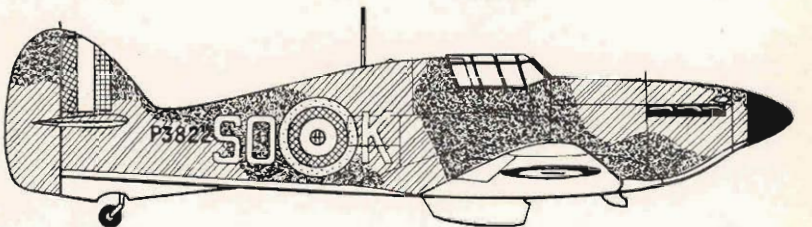
Personal insignia stbd. side only



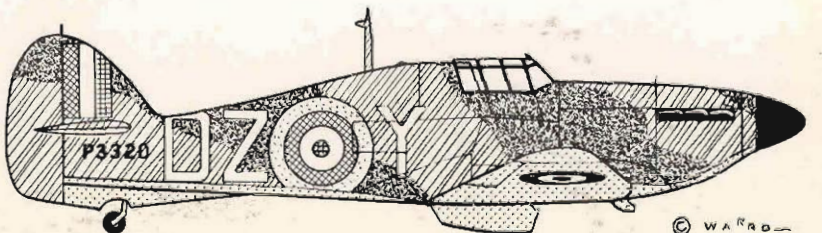
B 3  
Mk. I, P3880.  
No. 111 Squadron,  
Croydon, June 1940.  
Upper surface: 'B'  
Under surface: Sky  
Code: Sea Grey  
Under surface Roundel  
position: 'C'

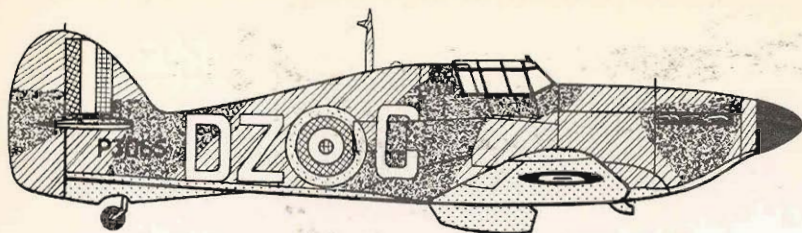


B 4  
Mk. I, N3822.  
No. 145 Squadron,  
West Hampnett,  
July 1940.  
Upper surface: 'B'  
Under surface:  
Black/White down CL  
Code: Sky Grey  
Under surface Roundel  
position: 'B'

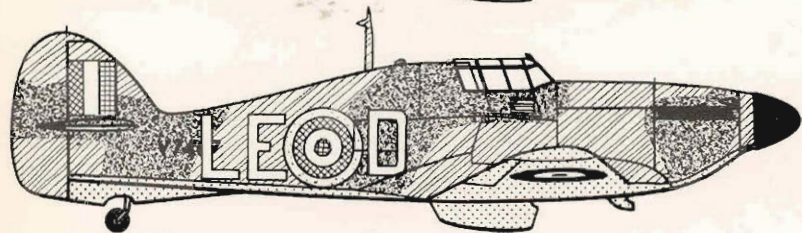


B 5  
Mk. I, P3320.  
No. 151 Squadron,  
North Weald,  
late August 1940.  
Upper surface: 'B'  
Under surface: Sky  
Code: Sea Grey  
Under surface Roundel  
position: 'C'

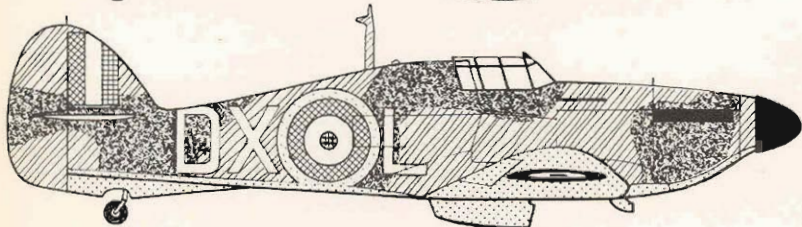




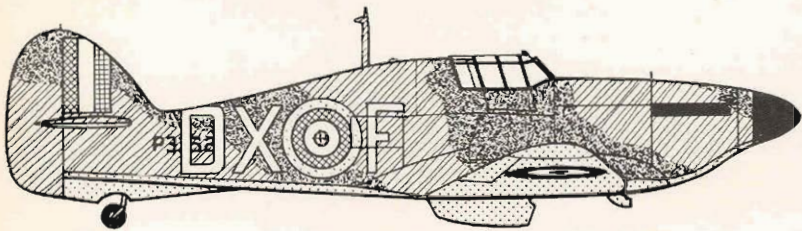
B6  
Mk. I, P3065  
No. 151 Squadron,  
North Weald, August  
1940.  
Upper surface: 'A'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface Roundel position:  
'C'



C1  
Mk. I, V7467.  
No. 242 'Canadian' Squadron,  
Coltishall, late September 1940.  
Flown by Sqdn.  
Ldr. D. R. S. Bader.  
Upper surface: 'A'  
Under surface: Sky  
Code: Sea Grey  
Under surface Roundel position:  
'B'

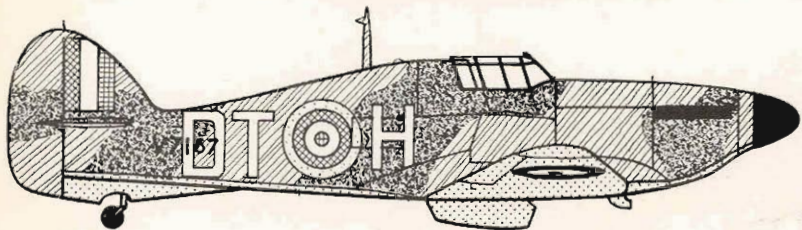


C2  
Mk. I, W9145.  
No. 245 'Northern Rhodesia'  
Squadron,  
Aldergrove,  
September/October 1940.  
Flown by  
Flt. Lt. J. W. C. Simpson.  
Upper surface: 'A'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface Roundel position:  
'B'

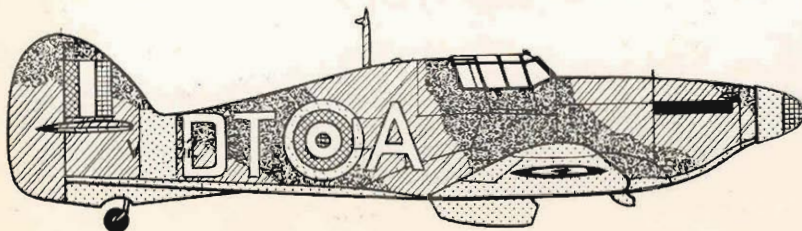


Note exhaust glare shield and  
narrow yellow Roundel ring.  
Personal insignia stbd. only

C3  
Mk. I, P3762.  
No. 245 'Northern Rhodesia'  
Squadron,  
late 1940.  
Upper surface: 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface Roundel position:  
'B'



C4  
Mk. I, V7167.  
No. 257 'Burma' Squadron,  
Croydon,  
June 1940.  
Upper surface: 'A'  
Under surface: Sky  
Code: Sky Grey  
Under surface Roundel position:  
'B'

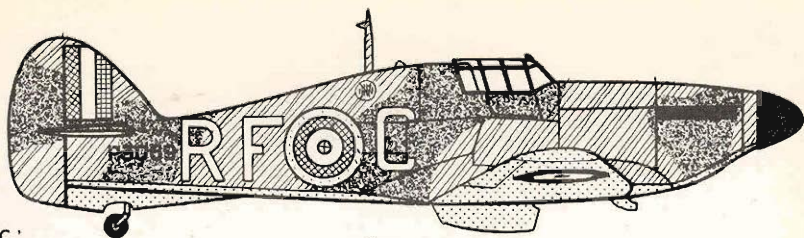


C5  
Mk. I, V6962.  
No. 257 'Burma' Squadron,  
North Weald,  
December 1940.  
Flown by  
Sqdn. Ldr. R. R. Stanford-  
Tuck, DSO, DFC.  
Upper surface: 'B'  
Under surface: See plan view  
Code: Sky Grey  
Personal insignia stbd. side only



C 6

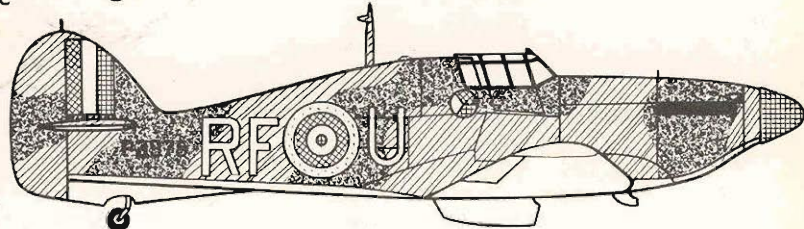
Mk. I, P3069.  
 No. 303 'Kosciusko'  
 (Polish) Squadron,  
 Northolt,  
 early September 1940.  
 Upper surface: 'A'  
 Under surface: Sky  
 Code: Dark Sea Grey  
 Under surface Roundel  
 position: 'C'  
 Personal insignia port  
 and stbd



D 1

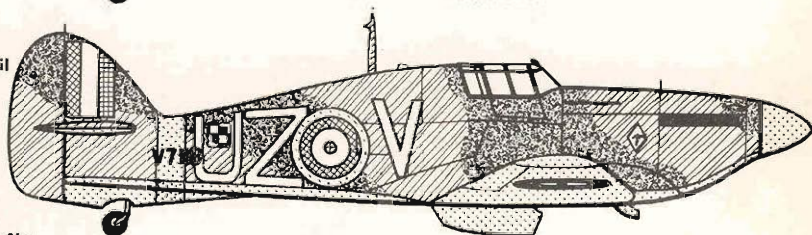
Mk. I, P3975.  
 No. 303 'Kosciusko'  
 (Polish) Squadron,  
 Northolt,  
 early September 1940.  
 Flown by Sgt. Josef  
 Frantisek.

Upper surface: 'A'  
 Under surface:  
 Black/White down CL  
 Code: Dark Sea Grey  
 Under surface Roundel: nil



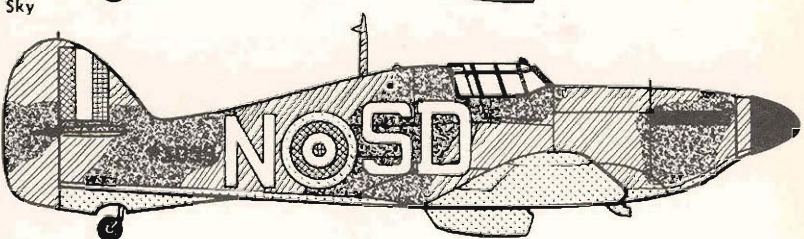
D 2

Mk. I, V7118.  
 No. 306 'Torun'  
 (Polish) Squadron,  
 Northolt,  
 December 1940.  
 Upper surface: 'B'  
 Under surface: Black/Sky  
 down CL, nose panel Sky  
 Code: Dark Sea Grey



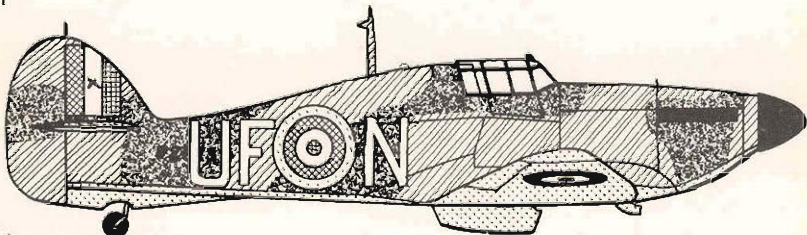
D 3

Mk. I, P3059.  
 No. 501  
 'County of Gloucester'  
 Squadron,  
 Gravesend,  
 mid August 1940.  
 Upper surface: 'A'  
 Under surface: Sky  
 Code: Dark Sea Grey  
 Under wing Roundels: nil



D 4

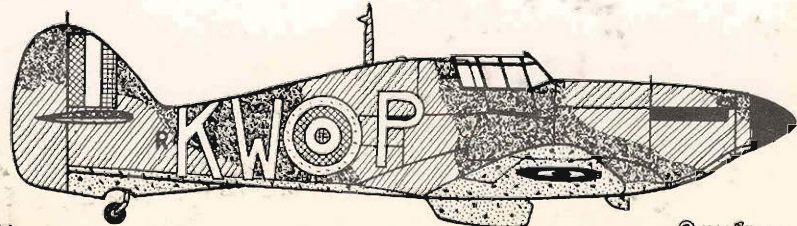
Mk. I, P2673.  
 No. 601  
 'County of London'  
 Squadron,  
 Tangmere,  
 August 1940.  
 Upper surface: 'A'  
 Under surface: Sky  
 Code: Dark Sea Grey  
 Under wing Roundel: 'C'

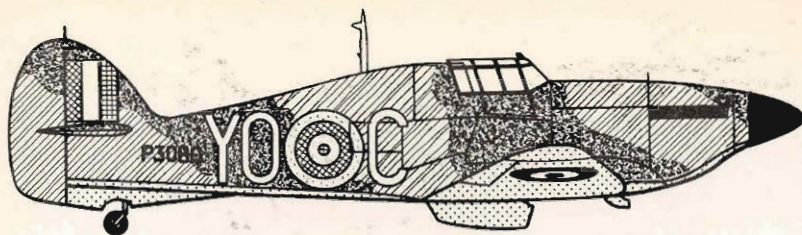


D 5

Mk. I, R4194.  
 No. 615  
 'County of Surrey'  
 Squadron,

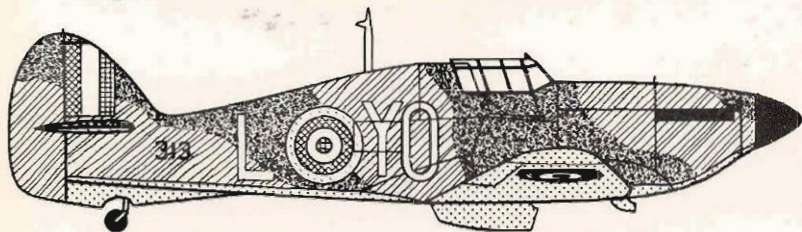
July/August 1940.  
 Upper surface: 'B'  
 Under surface: Sky Blue  
 Code: Dark Sea Grey  
 Under wing Roundel: 'C'





Mk. I, No. P3080.  
No. 1 RCAF Squadron,  
(later 401 RCAF  
Squadron)

Croydon  
late August 1940.  
Upper surface: 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under wing Roundel: 'C'



D 6  
Mk. I, 313 (ex L1761).  
No. 1 RCAF Squadron  
(later No. 401 RCAF  
Squadron),

Croydon,  
July 1940.  
Upper surface: 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under wing Roundel: 'C'

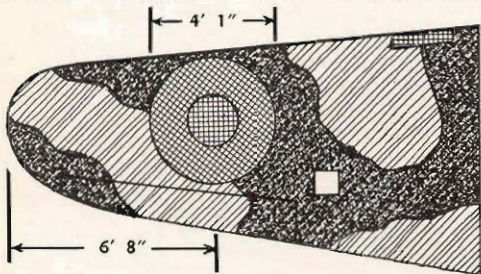
**Note.**

No tint has been applied to the code and aircraft letter on the black and white Hurricane and Spitfire starboard side views, the correct colour will be found in the black and white caption relating to each aircraft. Suffix letters 'A', 'B' and 'C', and in the case of the Spitfire only 'Bi', relate to the roundel position on the under surface of the wing and should not be confused as roundel types. On some black and white side views of the Bf.109E the aircraft number and Gruppe insignia have been illustrated in black, the correct colour will be found on the colour illustrations and in the captions relating to the black and white side views. The shield of JG2 was always silver with the R in red.

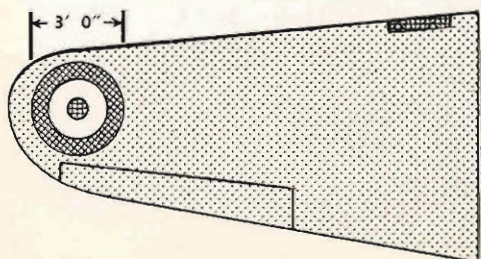
Other schemes are known to have existed on Bf.109E's during the Battle of Britain period, for example many aircraft flew in overall dark green, but to date no details for a complete scheme have come to hand.

**HURRICANE ROUNDSEL POSITIONS AND DIMENSIONS.**

**STANDARD POSITION OF UPPER SURFACE ROUNDSEL**

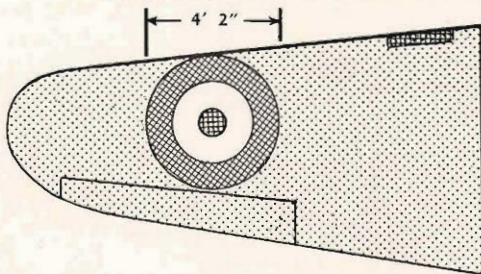


GAS WARNING PANEL APPROX 18" SQUARE.  
PORT SIDE ONLY. 9' 6" APPROX TO CL

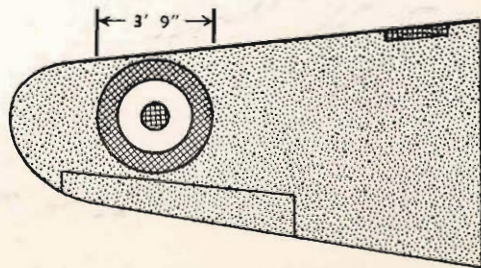


**UNDER SURFACE ROUNDSEL POSITION 'A'**

**UNDER SURFACE ROUNDSEL POSITION 'B'**



GUN PORT PATCHES WERE USUALLY DOPED RED.



**UNDER SURFACE ROUNDSEL POSITION 'C'**

ROYAL AIR FORCE

U.I.S/No. 1

Battle of Britain  
July 1st - December 31st, 1940



Personal insignia P/S.  
F.O. A. V. Clowes, DFM, No. 1 Squadron.



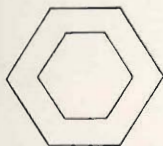
Personal insignia, No. 17 Squadron, P.



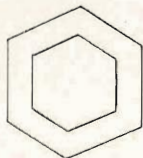
Personal insignia, P.  
Flt. Lt. A. L. Deere, No. 54 Squadron.

THE  
EASTINDIA FUND FLIGHT

Presentation insignia, (in yellow), S  
YT-D, No. 65 'East India' Squadron.



No. 85 Squadron, A Flight, P.



No. 85 Squadron, B Flight, P.



Personal insignia S  
Sqdn. Ldr. I. R. Gleed, DFC, 'Figaro',  
No. 87 'United Provinces' Squadron.



Personal insignia P.  
Sqdn. Ldr. D. R. S. Bader, DSO,  
OC No. 242 'Canadian' Squadron.



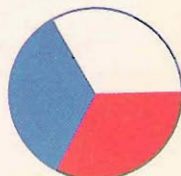
Personal insignia S.  
Sqdn. Ldr. J. W. C. Simpson, DFC,  
No. 245 'Northern Rhodesia' Squadron.



To a total of 26, P.  
Personal insignia S.  
Sqdn. Ldr. R. R. Stanford-Tuck, DSO, DFC,  
OC No. 257 'Burma' Squadron.



Personal insignia P/S.  
No. 303 'Kosciusko' and  
No. 306 'Torun' (Polish) Squadrons.



Personal insignia P/S.  
Sgt. Josef Frantisek,  
No. 303 'Kosciusko' (Polish) Squadron.



Personal insignia P/S.  
No. 303 'Kosciusko' (Polish) Squadron.



Personal insignia P/S.  
No. 306 'Torun' (Polish) Squadron.



Personal insignia P/S.  
No. 601 'County of London' Squadron.



Personal insignia P/S.  
Squadron Leaders Pennant as displayed by  
Sqdn. Ldr. D. R. S. Bader on V7467.



B Type Roundel,  
wing upper surfaces. Common to all aircraft.



A1 Type Roundel, fuselage.



Aiii Type Roundel, wing under surfaces.

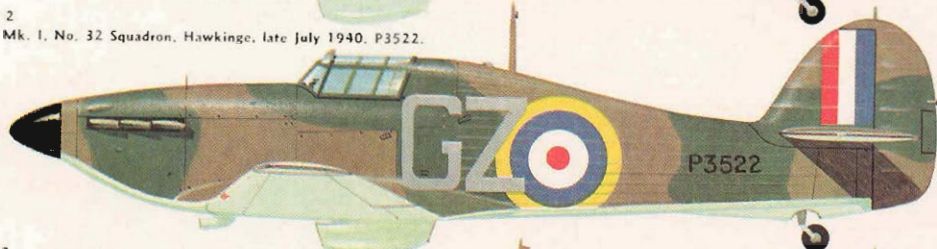


Aiiij Type Roundel,  
with thin yellow surround on black under surface.

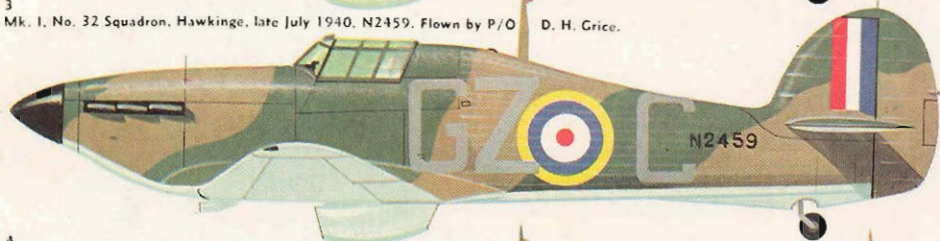
1  
Mk. I, No. 17 Squadron, Debden, September 1940, N2359.



2  
Mk. I, No. 32 Squadron, Hawkinge, late July 1940, P3522.



3  
Mk. I, No. 32 Squadron, Hawkinge, late July 1940, N2459. Flown by P/O D. H. Grice.



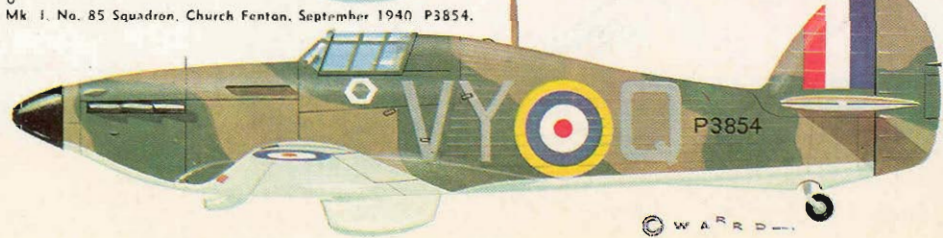
4  
Mk. I, No. 43 'China-British' Squadron, Tangmere, July 1940, P3886.



5  
Mk. I, No. 56 'Punjab' Squadron, Rochford, August 1940, N2647.



6  
Mk. I, No. 85 Squadron, Church Fenton, September 1940, P3854.



1  
Mk. I, No. 85 Squadron, Church Fenton, September 1940, V6611.



2  
Mk. I, No. 87 'United Provinces' Squadron, Exeter, August 1940.

P2798. Flown by Flt. Lt. I. R. Cleed.



3  
Mk. I, No. 111 Squadron, Croydon, June 1940, P3880.



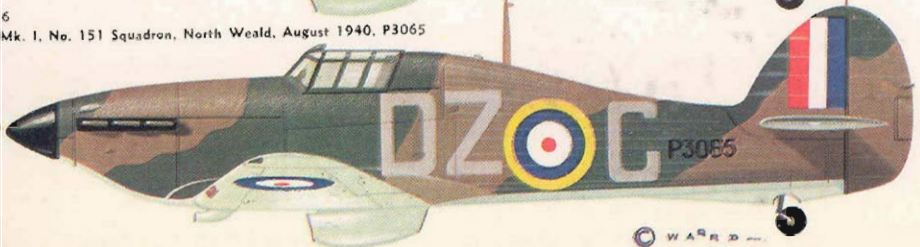
4  
Mk. I, No. 145 Squadron, West Hampnett, July 1940, P3822.



5  
Mk. I, No. 151 Squadron, North Weald, late August 1940, P3320.



6  
Mk. I, No. 151 Squadron, North Weald, August 1940, P3065



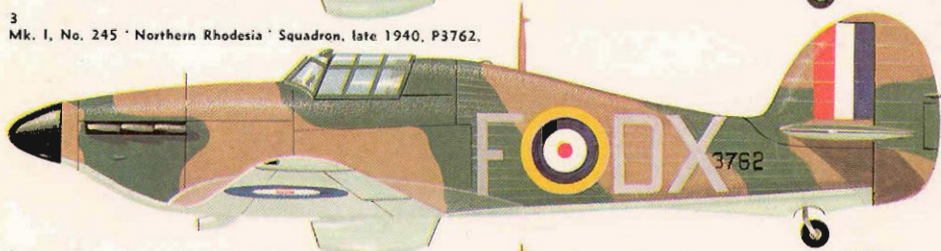
1  
Mk. I, No. 242 'Canadian' Squadron, Coltishall, late September 1940. V7467.  
Flown by Sqdn. Ldr. D. R. S. Bader.



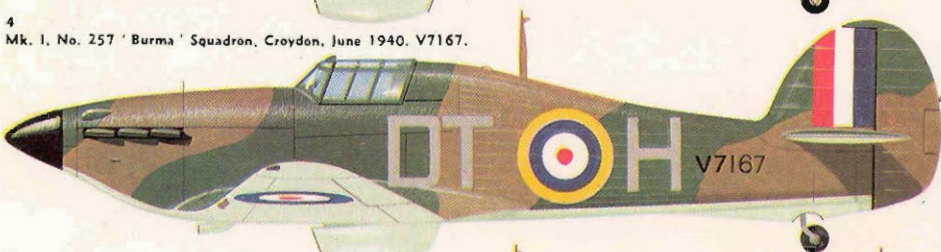
2  
Mk. I, No. 245 'Northern Rhodesia' Squadron, Aldergrove, September /October 1940. W9145.  
Flown by Flt. Lt. J. W. C. Simpson.



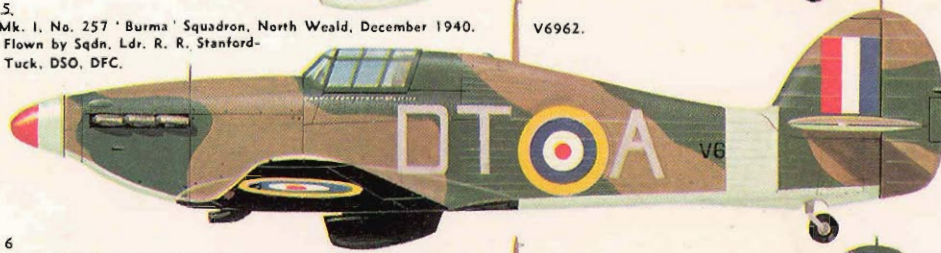
3  
Mk. I, No. 245 'Northern Rhodesia' Squadron, late 1940. P3762.



4  
Mk. I, No. 257 'Burma' Squadron, Croydon, June 1940. V7167.



5  
Mk. I, No. 257 'Burma' Squadron, North Weald, December 1940. V6962.  
Flown by Sqdn. Ldr. R. R. Stanford-Tuck, DSO, DFC.



6  
Mk. I, No. 303 'Kosciusko' (Polish) Squadron, Northolt, early September 1940. P3069.



1 Mk. I, No. 303 'Kosciusko' (Polish) Squadron, Northolt, early September 1940. P3975.  
Flown by Sgt. Josef Frantisek.



2 Mk. I, No. 306 'Torun' (Polish) Squadron, Northolt, December 1940. V7118.



5 Mk. I, No. 501 'County of Gloucester' Squadron, Gravesend, mid August 1940. P3059.  
Flown by P/O K. N. T. Lee.



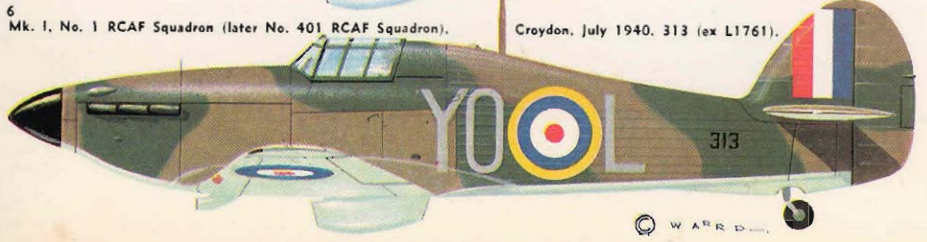
4 Mk. I, No. 601 'County of London' Squadron, Tangmere, August 1940. P2673.



3 Mk. I, No. 615 'County of Surrey' Squadron, July/August 1940. R4194.



6 Mk. I, No. 1 RCAF Squadron (later No. 401 RCAF Squadron). Croydon, July 1940. 313 (ex L1761).



2 Mk. Ia, No. 19 Squadron, Duxford, late September 1940. X4474.



1 Mk. I, No. 19 Squadron, Duxford, September 1940. P9386.  
Flown by Flt. Lt. B. J. E. Lane.



3 Mk. Ia, No. 54 Squadron, Hornchurch, P9398.  
Flown by Flt. Lt. A. L. Deere.



4 Mk. Ia, No. 65 'East India' Squadron, Hornchurch, July 1940.  
R6766.



5 Mk. Ia, No. 66 Squadron, Kenley, September/October 1940. X4326.



6 Mk. Ia, No. 66 Squadron, Kenley. Shot down Saturday 7th September 1940. X4321.  
Flown by P/O C. A. W. Bodie.





1  
Mk. Ia, No. 72 'Basutoland' Squadron, Acklington, August 1940.

X4488.



2  
Mk. Ia, No. 92 'East India' Squadron, Biggin Hill, September 1940.

P9363.



3  
Mk. Ia, No. 92 'East India' Squadron, Biggin Hill, September 1940.

N3128.



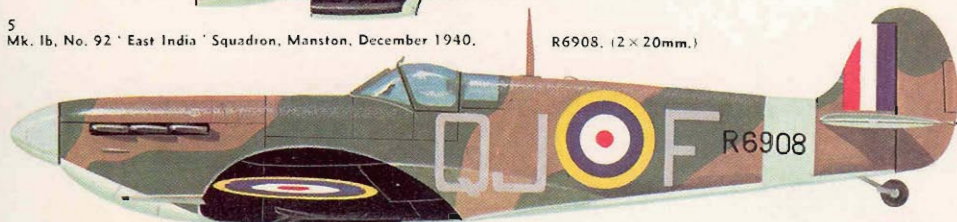
4  
Mk. Ib, No. 92 'East India' Squadron, Manston, December 1940.

X4272. (2 x 20mm.)



5  
Mk. Ib, No. 92 'East India' Squadron, Manston, December 1940.

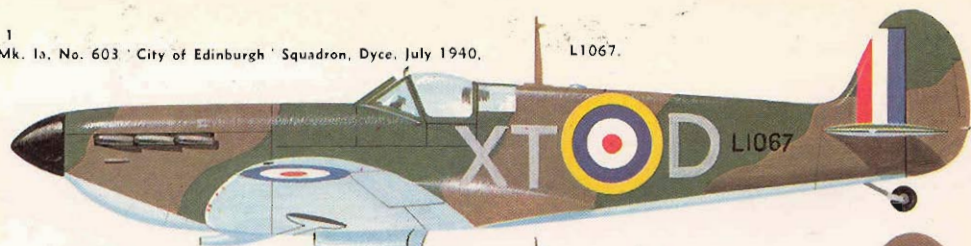
R6908. (2 x 20mm.)



6  
Mk. Ia, No. 152 'Hyderabad' Squadron, Warmwell. Date unknown.  
Serial unknown.



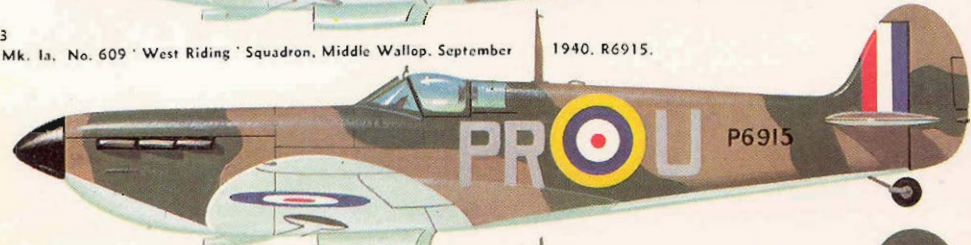
1  
Mk. Ia, No. 603 'City of Edinburgh' Squadron, Dyce, July 1940. L1067.



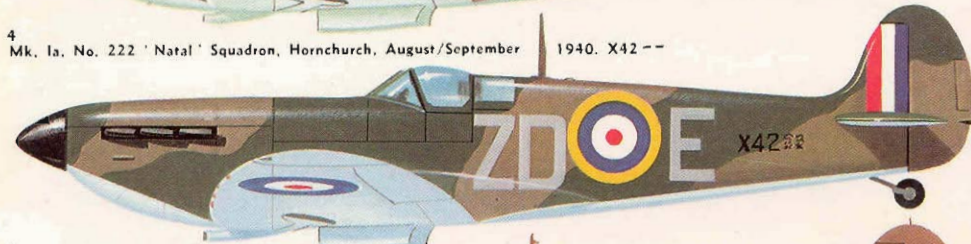
2  
Mk. Ia, No. 609 'West Riding' Squadron, Middle Wallop, late September 1940. X4590.



3  
Mk. Ia, No. 609 'West Riding' Squadron, Middle Wallop, September 1940. R6915.



4  
Mk. Ia, No. 222 'Natal' Squadron, Hornchurch, August/September 1940. X42--

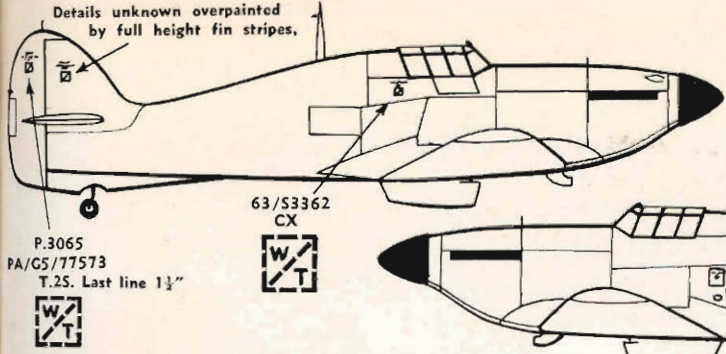


5  
Mk. Ia, No. 610 'County of Chester' Squadron, Biggin Hill.  
Serial unknown.



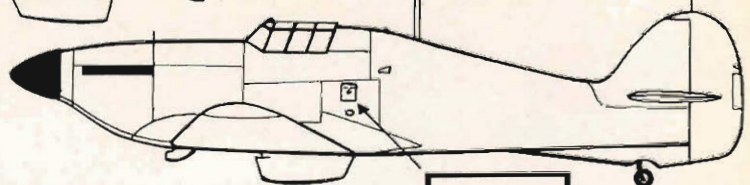
6  
Mk. Ia, No. 610 'County of Chester' Squadron, Biggin Hill. N3289.





**STENCIL DETAILS:**  
**HAWKER HURRICANE.**  
**SUPERMARINE SPITFIRE.**  
 Stencil marks of removable components prefixed by serial number of aircraft taken here to be P3065.  
 All lettering unless stated otherwise in 1" black characters, other markings in proportion.

44H/82417  
CX

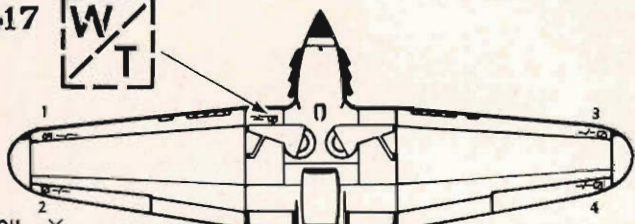


'First Aid' in 1 1/2" letters. Lines 1/2" thick. (Abandoned after early 'L' prefix serials)



OIL X  
 9 GALLS.  
 AIRSPACE  
 1 1/2 GALLS.

Port side only, 11" wide by 7" high.



Drawing shows location of 6 other W/T and numeral marks of which no details of letter are available.

- 1
- 2
- 3
- 4
- 5
- 6

LOCATION FOR WING TIP STEADYING TRESTLE.

LOCATION FOR WING TIP STEADYING TRESTLE.

SAL\6S\R167796

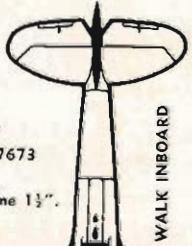


SAL\6S\R5714  
 DTD 517  
 S

Beneath both port and starboard wings alike.

SAL\6S\R1272  
 DTD 715  
 S

P.3065  
 PA/G5/77673  
 T.25.  
 Last line 1 1/2".



WALK INBOARD

WALK OUTBOARD  
 WALK INBOARD  
 1 1/2" lettering  
 Lines 1" thick.



SAL\6S\R129731  
 DTD 715  
 S

SAL\6S\R11745  
 DTD 517  
 S

SAL\6S\R36949  
 DTD 715  
 S

SAL\6S\R5-1128  
 DTD 517  
 S

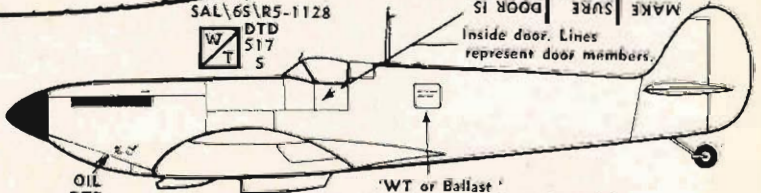
Inside door. Lines represent door members.

SAL\6S\R239971  
 DTD 305  
 C



OIL  
 DTD 472/B

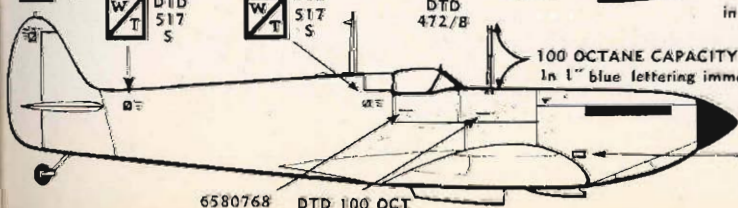
'WT or Ballast' in yellow across blue of roundel.



100 OCTANE CAPACITY 85 GALLS.

In 1" blue lettering immediately aft of two depressions behind filler cap.

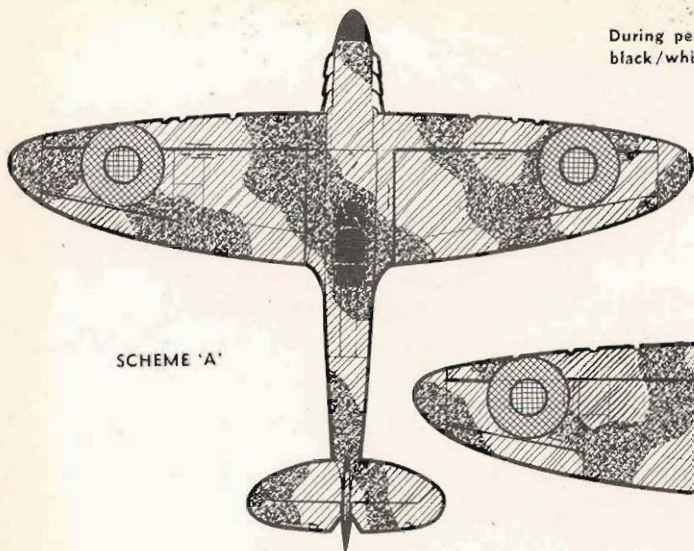
Small brass plate carrying legend:  
 Hand turning gear for maintenance only.  
 If used for emergency starting aircraftsman must have rope from his waist to the undercarriage to prevent him falling into the airscrew.



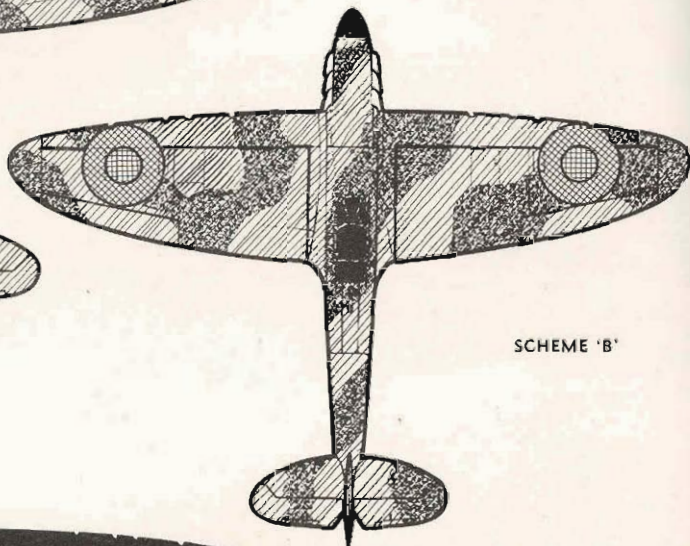
6580768 DTD 100 OCT

## SPITFIRE UPPER SURFACE CAMOUFLAGE SCHEMES.

During period when under surfaces were finished in black/white stencilling beneath the port wing was in white.

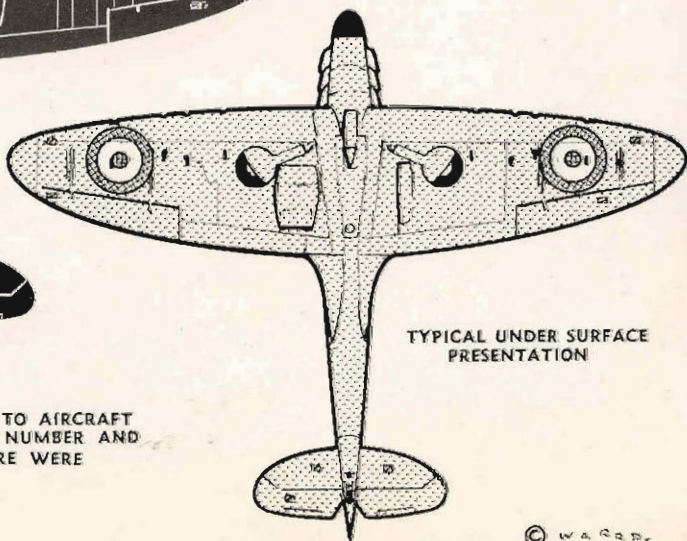
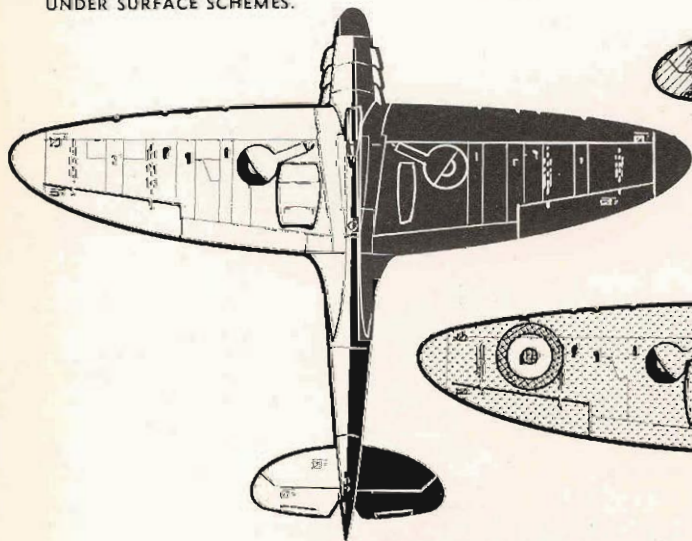


SCHEME 'A'



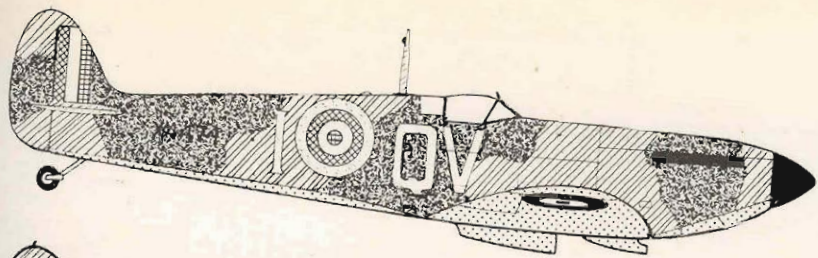
SCHEME 'B'

## UNDER SURFACE SCHEMES.

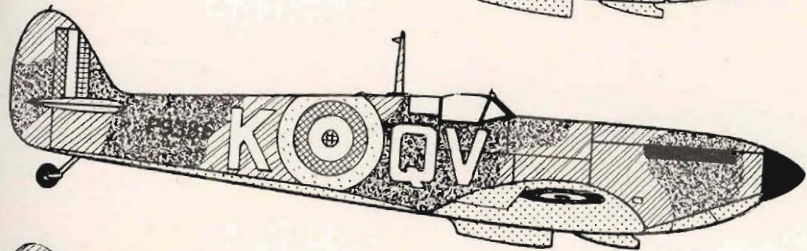


TYPICAL UNDER SURFACE PRESENTATION

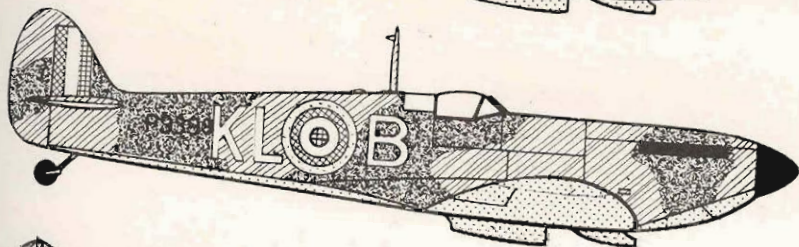
SCHEME 'A' WAS USUALLY APPLIED TO AIRCRAFT WHOSE SERIAL ENDED IN AN EVEN NUMBER AND SCHEME 'B' TO ODD NUMBERS, THERE WERE EXCEPTIONS.



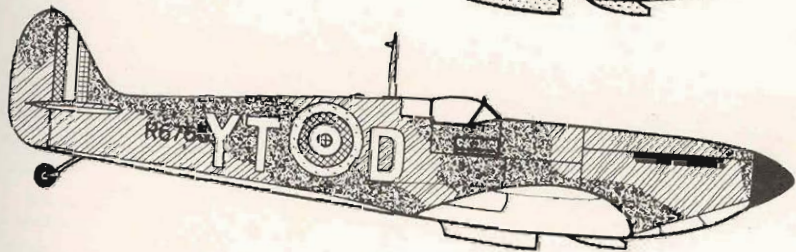
E 1  
 Mk. Ia, X4474.  
 No. 19 Squadron,  
 Duxford,  
 late September 1940.  
 Upper surface: scheme 'A'  
 Under surface: Sky  
 Code: Sky Grey  
 Under surface roundel  
 position 'B'



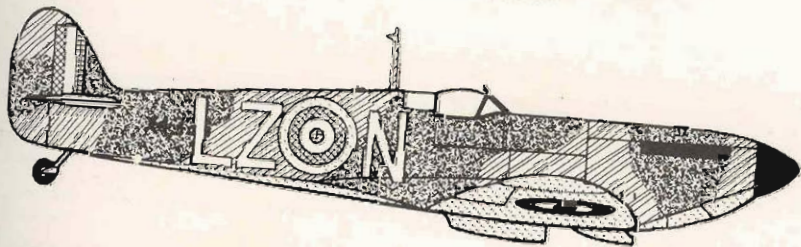
E 2  
 Mk. Ia, P9386.  
 No. 19 Squadron,  
 Duxford, September 1940.  
 Flown by  
 Flt. Lt. B. J. E. Lane.  
 Upper surface: scheme 'A'  
 Under surface: Sky  
 Code: Sky Grey  
 Under surface roundel  
 position Bi



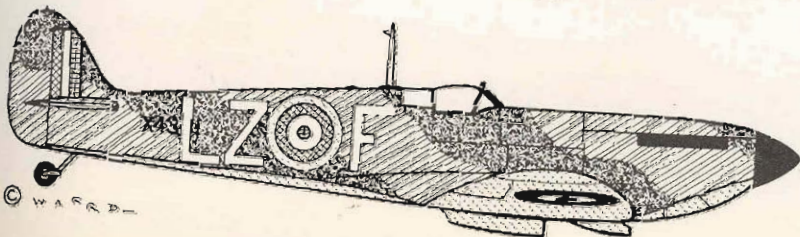
E 3  
 Mk. Ia, P9398.  
 No. 54 Squadron,  
 Hornchurch.  
 Flown by  
 Flt. Lt. A. L. Deere.  
 Upper surface: scheme 'A'  
 Under surface: Sky  
 Code: Sky Grey  
 Note non-standard fuselage  
 roundel.



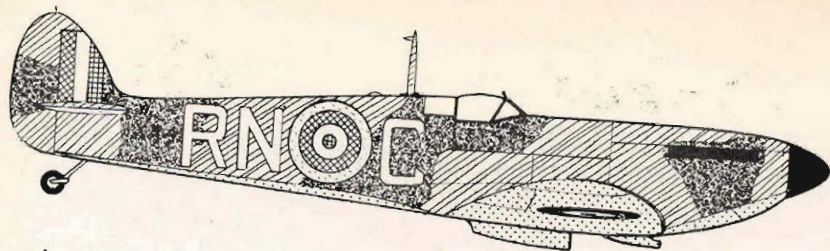
E 4  
 Mk. Ia, R6766.  
 No. 65 'East India'  
 Squadron,  
 Hornchurch, July 1940.  
 Upper surface: scheme 'B'  
 Under surface: Black/white  
 through CL  
 Code: Sky Grey



E 5  
 Mk. Ia, X4326.  
 No. 66 Squadron,  
 Kenley,  
 September/October 1940.  
 Upper surface: scheme 'A'  
 Under surface: Sky  
 Code: Sky Grey  
 Under surface roundel  
 position 'A'

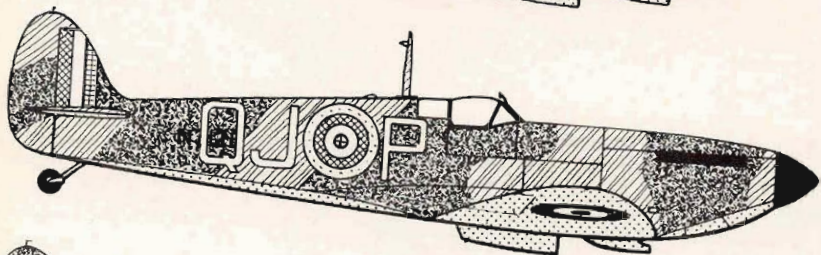


E 6  
 Mk. Ia, X4321.  
 No. 66 Squadron,  
 Kenley, September 1940.  
 Flown by P/O C. A. W.  
 Bodie.  
 Upper surface: scheme 'B'  
 Under surface: Sky  
 Code: Dark Sea Grey  
 Under surface roundel  
 position 'A'



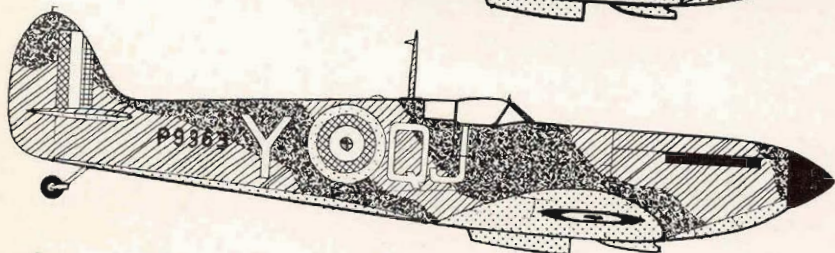
F 1  
Mk. Ia, X4488.  
No. 72 'Basutoland'  
Squadron.

Ackington,  
August 1940.  
Upper surface: scheme 'A'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface roundel  
position 'A'



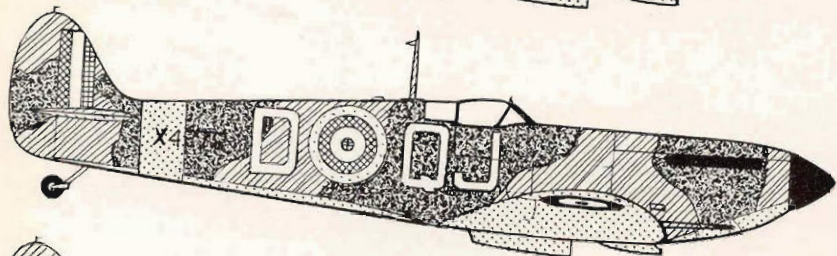
F 2  
Mk. Ia, N3128.  
No. 92 'East India'  
Squadron.

Biggin Hill,  
September 1940.  
Upper surface: scheme 'A'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface roundel  
position 'A'



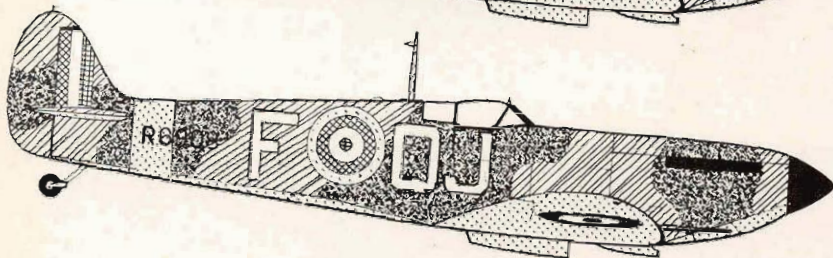
F 3  
Mk. Ia, P9363.  
No. 92 'East India'  
Squadron.

Biggin Hill,  
September 1940.  
Upper surface: scheme 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface roundel  
position 'A'



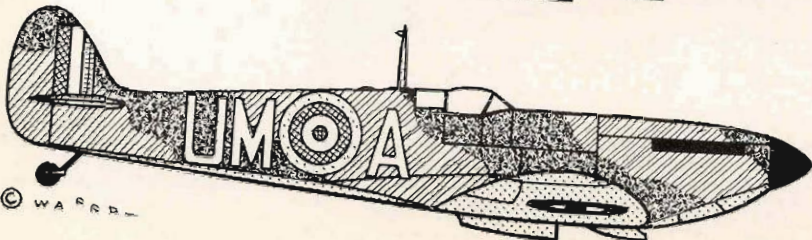
F 4  
Mk. Ib, X4272.  
No. 92 'East India'  
Squadron.

Manston,  
December 1940. (2x20mm.)  
Upper surface: scheme 'A'  
Under surface: Black port  
wing/Sky  
Code: Sky Grey  
Under surface roundel  
position 'B'



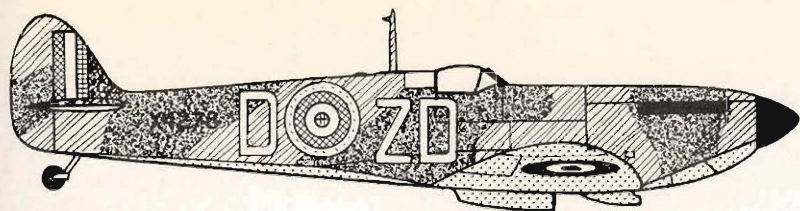
F 5  
Mk. Ib, R6908.  
No. 92 'East India'  
Squadron.

Manston,  
December 1940. (2x20mm.)  
Upper surface: scheme 'A'  
Under surface: Black port  
wing/Sky  
Code: Sky Grey  
Under surface roundel  
position 'A'

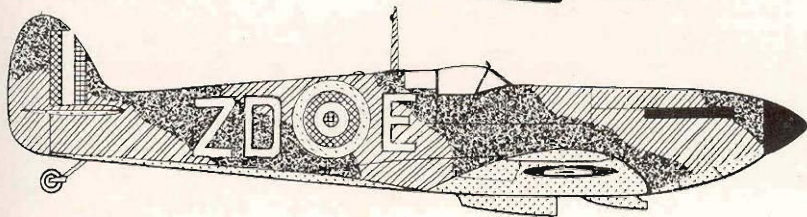


Mk. Ia, Serial unknown.  
No. 152 'Hyderabad'  
Squadron.

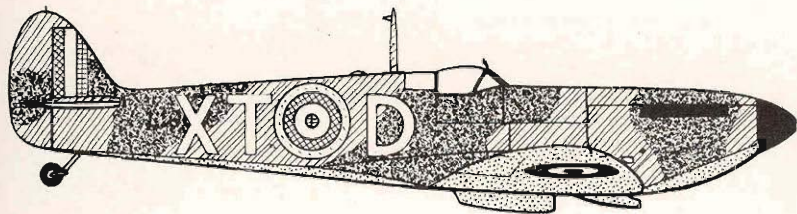
Warmwell,  
Date unknown.  
Upper surface: scheme 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface roundel  
position 'A'



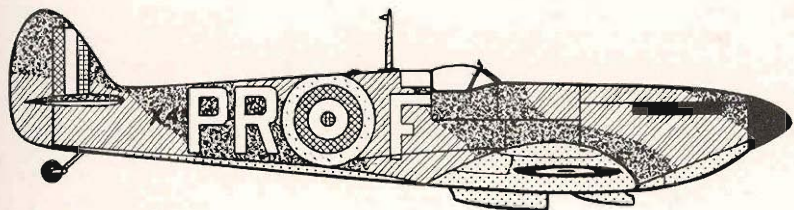
Front cover  
Mk. Ia,  
No. 222 'Natal' Squadron,  
X4278.  
Hornchurch,  
August/September 1940.  
Upper surface: scheme 'A'  
Under surface: Sky  
Code: Sky Grey  
Under surface roundel  
position 'A'



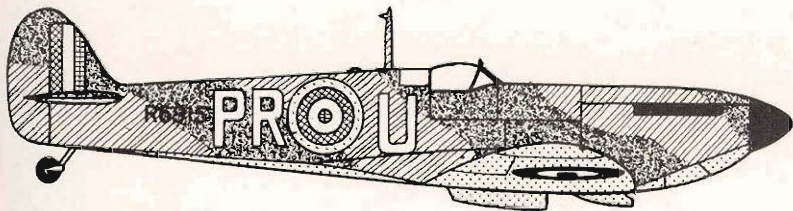
G1  
Mk. Ia,  
No. 222 'Natal' Squadron,  
Hornchurch,  
August 1940.  
Upper surface: scheme 'B'  
Under surface: Sky  
Code: Sky Grey  
Under surface roundel  
position 'A'



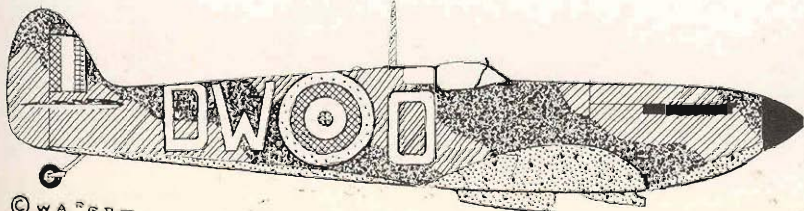
G2  
Mk. Ia,  
No. 603 'City of Edinburgh'  
Squadron,  
L1067.  
Dyce, July 1940.  
Upper surface: scheme 'A'  
Under surface: Sky Blue  
Code: Sky Grey  
Under surface roundel  
position 'B'



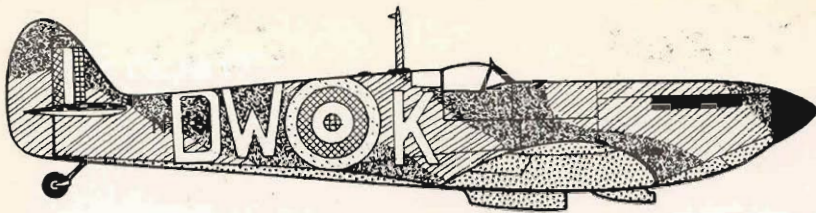
G3  
Mk. Ia,  
No. 609 'West Riding'  
Squadron,  
X4590.  
Middle Wallop,  
late September 1940.  
Upper surface: scheme 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface roundel  
position 'C'



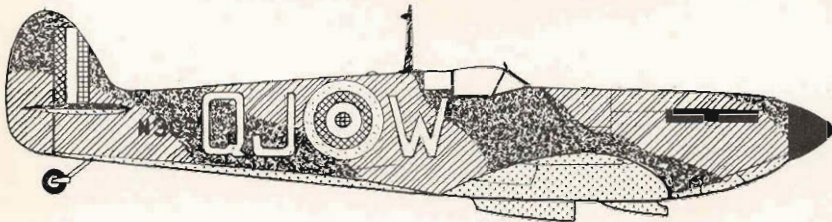
G4  
Mk. Ia,  
No. 609 'West Riding'  
Squadron,  
R6915.  
Middle Wallop,  
September 1940.  
Upper surface: scheme 'B'  
Under surface: Sky  
Code: Dark Sea Grey  
Under surface roundel  
position 'C'



G5  
Mk. Ia,  
No. 610 'County of Chester'  
Squadron,  
Serial unknown,  
Biggin Hill.  
Upper surface: scheme 'B'  
Under surface: Sky Blue  
Code: Sky Grey  
Under surface roundel nil



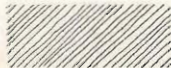
G 6  
Mk. Ia,  
No. 610 'County of Chester'  
Squadron,  
N3289.  
Biggin Hill.  
Upper surface: scheme 'B'  
Under surface: Sky Blue  
Code: Sky Grey  
Under surface roundel nil



Title page  
Mk. Ia, N3093.  
No. 616 'South Yorkshire'  
Squadron,  
flown by  
Flt.-Lt. D. E. Gillam.  
Upper surface: scheme 'B'  
Sky under surfaces with  
black port wing  
Under surface roundel nil



DARK GREEN



DARK EARTH



SKY



SKY BLUE



AZURE BLUE



RED



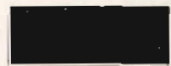
BLUE



WHITE



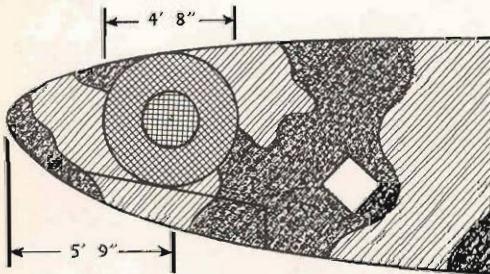
YELLOW



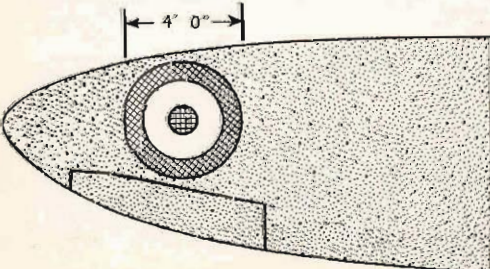
BLACK

## SPITFIRE ROUNDSEL POSITIONS AND DIMENSIONS.

STANDARD POSITION OF UPPER SURFACE ROUNDSEL.

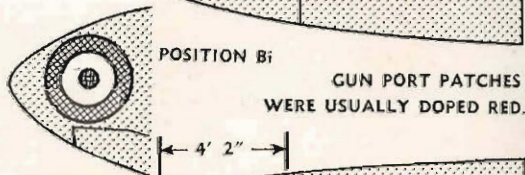
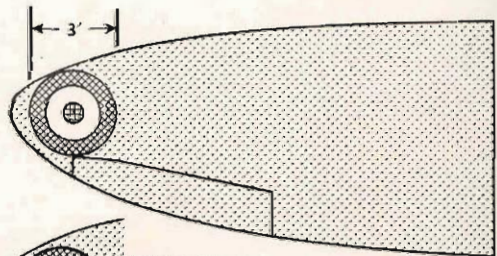


GAS WARNING PANEL APPROX. 18" SQUARE.  
PORT SIDE ONLY. 6' 6" APPROX TO CL  
PALE GREENISH YELLOW.



UNDER SURFACE ROUNDSEL POSITION 'A'

UNDER SURFACE ROUNDSEL POSITION 'B'



UNDER SURFACE ROUNDSEL POSITION 'C'

POSITION B:  
GUN PORT PATCHES  
WERE USUALLY DOPED RED.



# THE MESSERSCHMITT BF 109E

The only single-engined, single-seat fighter used by the Luftwaffe during the Battle of Britain, the Messerschmitt Bf 109E, differed from its main opponents, the Spitfires and Hurricanes, in that it was a development of the basic design, revised and improved in the light of actual combat experience. Although designed around the same time as the two British aircraft, the Bf 109 had entered service more quickly and had gained combat experience in Spain before either of the former had even entered service. This was fortunate for the Germans as the initial models of the Bf 109, the B and C, had performances and armaments definitely inferior to the Hurricane, let alone the Spitfire, and had the Luftwaffe been forced to enter the war with the initial version of their aircraft as the R.A.F. had to, it is unlikely that the Bf 109 would have proved the equal of the French Morane 406, much less the Hurricane, Spitfire, Curtiss Hawk 75A or Dewoitine 520, and the whole war would probably have taken a different course. Such speculation aside, there is little doubt that in 1940 the Bf 109E was the most competent and combat-worthy fighter in service in Europe.

In July 1940 the Luftwaffe fighters were supremely confident. Many pilots had experience in Spain and Poland behind them, and most had flown during the invasions of France, Belgium and Holland. Their aircraft had a better service ceiling and dive performance than either of its opponents, and a far higher top speed than the Hurricane I. There has been much speculation as to whether the Bf 109E was faster than the Spitfire I or vice versa, but it seems that the balance depended on altitude; at 12,000 feet the Messerschmitt had the edge, clocking its best speed of 354 m.p.h. here, while the Spitfire performed best at 19,000 feet, reaching 355 m.p.h. at this level.

In armament, tactics, and general pilot experience, the Germans had a definite advantage, their mixed machine gun and cannon armament proving most effective in combat, and their widely-spread, pairs formations being far superior to the R.A.F.'s tight formations of three aircraft. Both British aircraft could out-maneuvre the German, so that a capable Hurricane pilot who saw his opponent in time, could always hold his own. However, the Messerschmitt pilot could always break off combat by climbing, or pulling away from the Hurricane, or by rolling over and diving away from the Spitfire, a manoeuvre the latter was unable to follow. The Germans did not regard the

Hurricane very highly, and it was described by Gen. Adolf Galland as a 'Nice aircraft to shoot down'.

During July the German pilots felt they had gained air superiority over the Channel, but were surprised by the strength of the reaction when the attacks switched to mainland targets in August. When flying 'Free Chase' hunting sweeps ahead of the bombers, the Messerschmitts were in their element and were in a position to call the tune, giving the R.A.F. fighters a very bad time, inflicting heavy casualties. Later in the Battle, when they were forced to provide close escort to the bomber formations due to losses to the latter, they lost the initiative, and their short range reduced their time over target as a result of the fuel expended rendezvousing with their charges and staying with them during the approach to the target, and consequently their losses rose and morale dropped. During the fighter battles of October they were able to return to their favoured tactics, but by that time Fighter Command had learnt much, and this phase of the Battle petered out in a draw.

From August to October nearly the whole German fighter force was concentrated on airfields in Holland, Belgium and France, operating with Luftflotten 2 and 3, and the pilots of these units flew throughout the Battle without respite, becoming as exhausted as were the pilots of Fighter Command. Fighter units with the Bf 109E taking part in these operations from August included the Stab (H.Q. flight), I, II and III Gruppen of Jagdgeschwader 2, 3, 26, 27, 51, 52 and 53, and Stab, and I Gruppe of JG 54. At the start of the Battle Luftflotte 5 in Norway included Stab., I and II Gruppen of JG 77, but these units were unable to take any worthwhile part in the fighting from this area, and I Gruppe joined the main force in Western Europe to take part in the later stages of the Battle, some elements of JG 1 also arriving around this time.

At the start of the Battle experiments with fighter-bombers were made by Eprobungsgruppe 210, which operated both Bf 109's and Bf 110's in this role during August and September. Further Bf 109E fighter-bomber units were formed, and although by October E.Gr. 210 became an all-Bf 110 unit, II Gruppe, followed by I Gruppe of Lehrgeschwader 2 had begun operations over England with the former aircraft. All the Jagdgeschwadern were ordered at this time to convert one Staffel each for the fighter-bomber role.

## B4 Gruppe Stab. II/JG3.

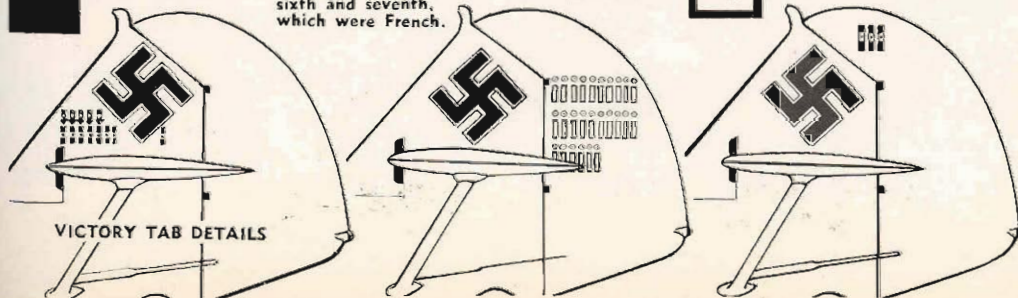
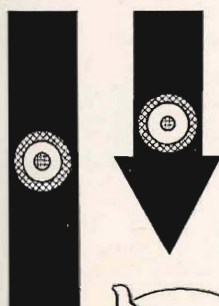
Thirteen victory tabs, upper five with arrow heads. The first two are reported to have had French roundels. On the starboard side the final tab was not separated from the rest of the lower row.

A5  
7/JG2 'Richtofen', flown by Oberleutnant Macholds, Leader of Staffel 7. Twenty-six victory tabs on rudder, white outlined black with non-standard roundel above. Each tab inscribed with date and location of victory, that illustrated is the twenty-sixth. All RAF except for first, second, sixth and seventh, which were French.



20.6.40  
Cherbourg

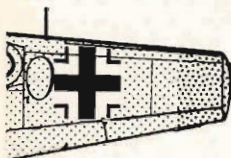
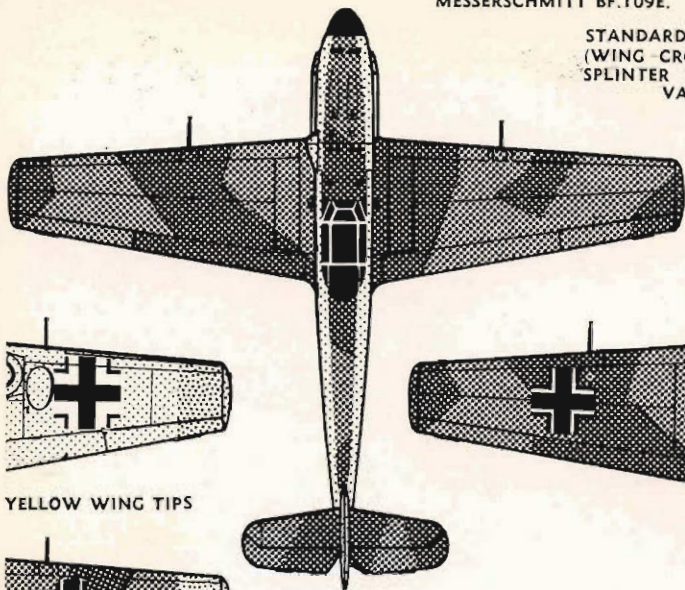
Inside front cover.  
Gruppe Stab./  
JG2 'Richtofen'.  
Three black  
and white tabs  
with RAF  
roundels.



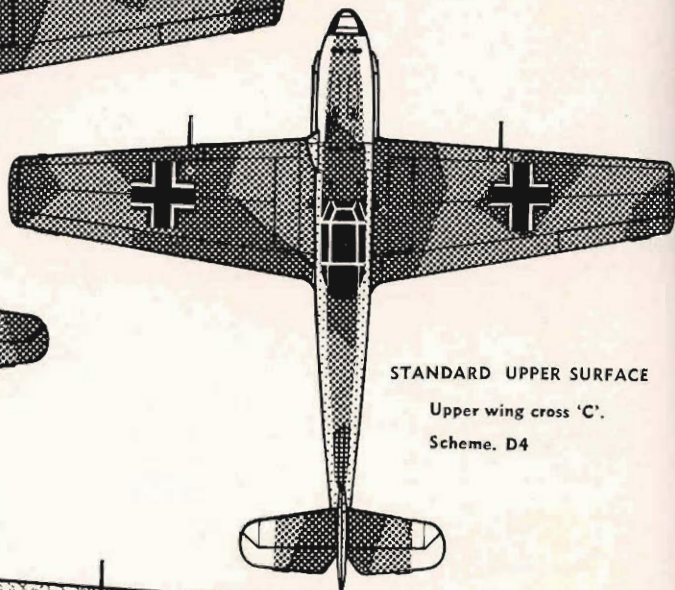
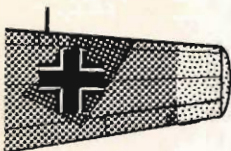
VICTORY TAB DETAILS

## MESSERSCHMITT BF.109E.

STANDARD UPPER SURFACE SPLINTER SCHEME.  
 (WING CROSSES DELETED TO SHOW COMPLETE  
 SPLINTER SCHEME.) THERE WAS CONSIDERABLE  
 VARIATION OF PATTERN WITHIN THE  
 STANDARD SCHEME.



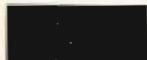
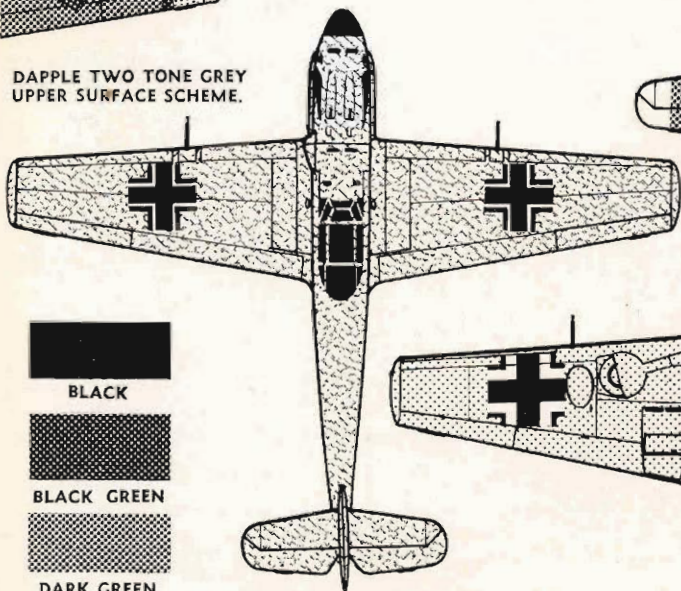
YELLOW WING TIPS



STANDARD UPPER SURFACE

Upper wing cross 'C'.

Scheme. D4

DAPPLE TWO TONE GREY  
UPPER SURFACE SCHEME.

BLACK



BLACK GREEN



DARK GREEN



PALE BLUE



MEDIUM GREY



PALE GREY DAPPLE



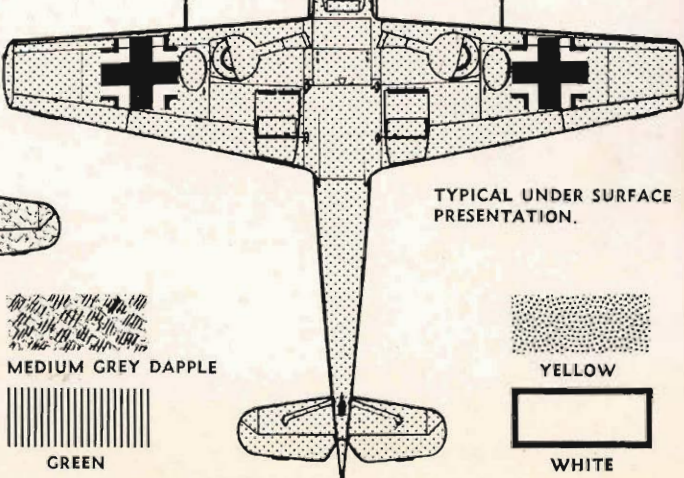
MEDIUM GREY DAPPLE



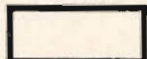
RED



GREEN

TYPICAL UNDER SURFACE  
PRESENTATION.

YELLOW



WHITE



JG1



JG2 'Richtofen'



JG2 'Richtofen'



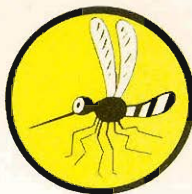
Personal insignia Major Helmut Wick  
'Horrido' 'Tally-ho'



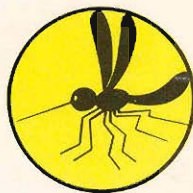
7/JG2 'Richtofen'



8/JG2 'Richtofen'



9/JG2 'Richtofen'



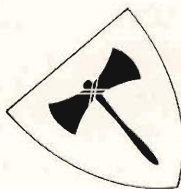
9/JG2 'Richtofen'



Personal insignia  
'Erika'



11/JG3 'Udet'



111/JG3 'Udet'



JG3 'Udet'



1/JG3 'Udet'



2/JG3 'Udet'



JG26 'Schlageter'



JG26 'Schlageter'



JG26 'Schlageter'



JG26 'Schlageter'

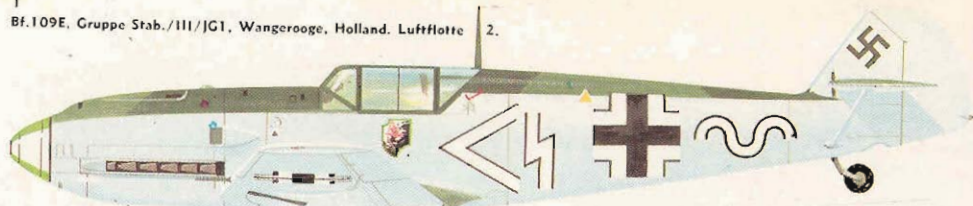


4/JG26 'Schlageter'



6/JG26 'Schlageter'

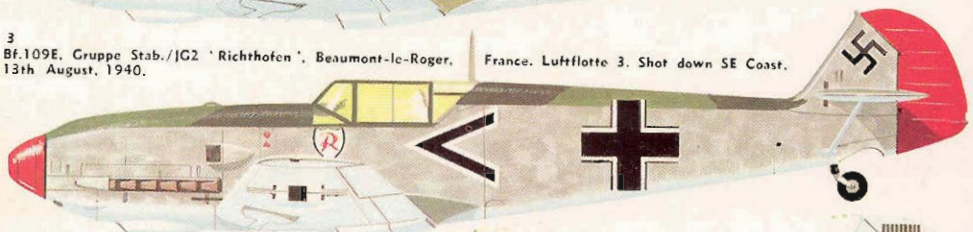
1  
Bf.109E, Gruppe Stab./III/JG1, Wangerooze, Holland. Luftflotte 2.



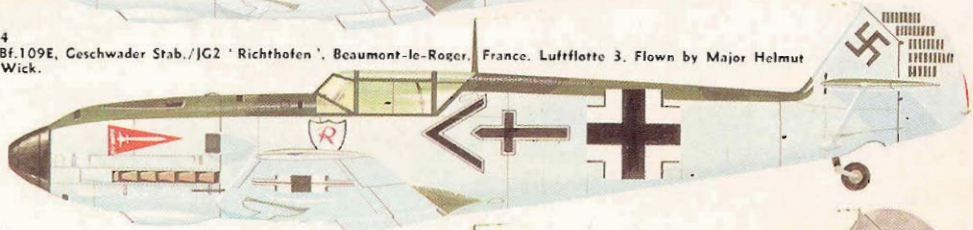
2  
Bf.109E, III/JG1, St. Omer, Luftflotte 2.



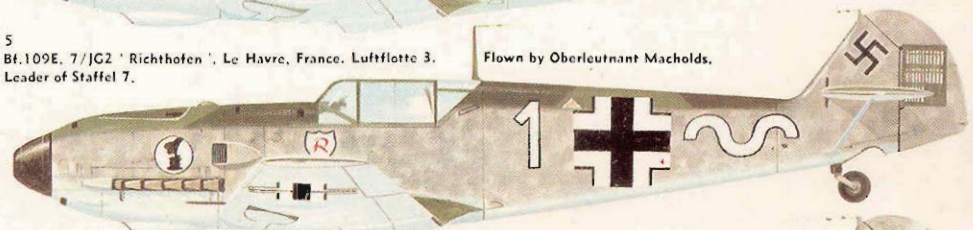
3  
Bf.109E, Gruppe Stab./JG2 'Richthofen', Beaumont-le-Roger, France. Luftflotte 3. Shot down SE Coast. 13th August, 1940.



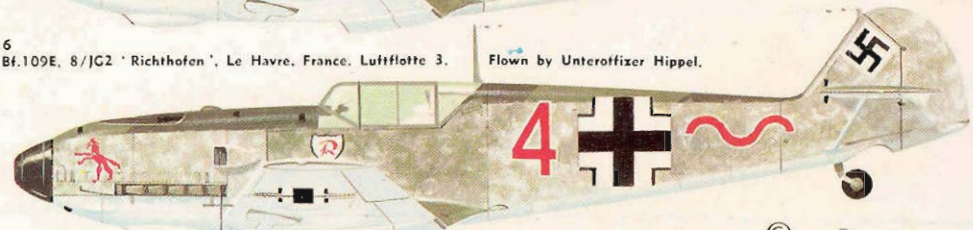
4  
Bf.109E, Geschwader Stab./JG2 'Richthofen', Beaumont-le-Roger, France. Luftflotte 3. Flown by Major Helmut Wick.



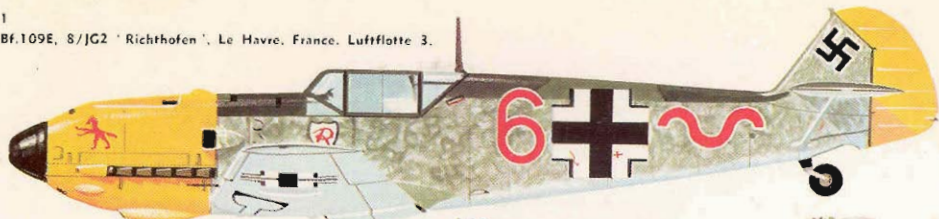
5  
Bf.109E, 7/JG2 'Richthofen', Le Havre, France. Luftflotte 3. Flown by Oberleutnant Macholds, Leader of Staffel 7.



6  
Bf.109E, 8/JG2 'Richthofen', Le Havre, France. Luftflotte 3. Flown by Unteroffizier Hippel.



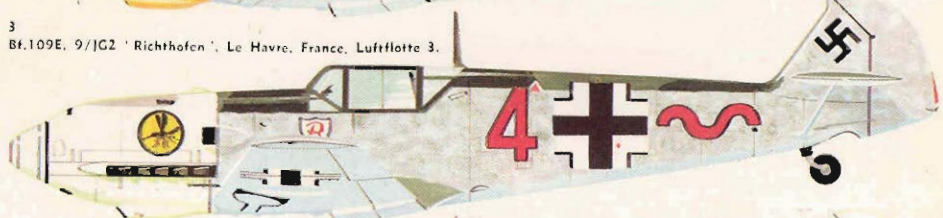
1  
Bf.109E, 8/JG2 'Richthofen', Le Havre, France, Luftflotte 3.



2  
Bf.109E, 9/JG2 'Richthofen', Le Havre, France, Luftflotte 3.



3  
Bf.109E, 9/JG2 'Richthofen', Le Havre, France, Luftflotte 3.



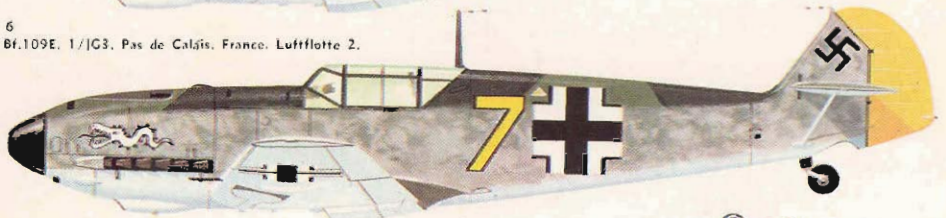
4  
Bf.109E, Gruppe Stab.II/JG3, Pas de Calais, France, Luftflotte 2.



5  
Bf.109E, III/JG3, Pas de Calais, France, Luftflotte 2, Shot down SE Coast 5th November, 1940.



6  
Bf.109E, I/JG3, Pas de Calais, France, Luftflotte 2.



1  
Bf.109E 2/JG3, Pas de Calais, France, Luftflotte 2. Shot down Sevenoaks, Kent, August, 1940.



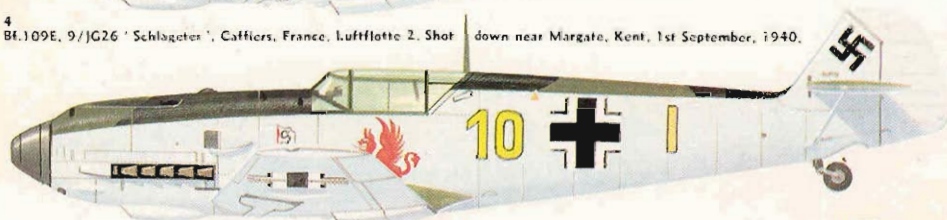
2  
Bf.109E, 4/JG26 'Schlageter', Audember, France, Luftflotte 2.



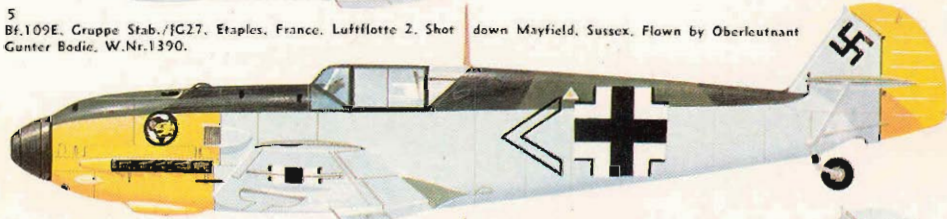
3  
Bf.109E, 6/JG26 'Schlageter', Marquise, France, Luftflotte 2.



4  
Bf.109E, 9/JG26 'Schlageter', Caffiers, France, Luftflotte 2. Shot down near Margate, Kent, 1st September, 1940.



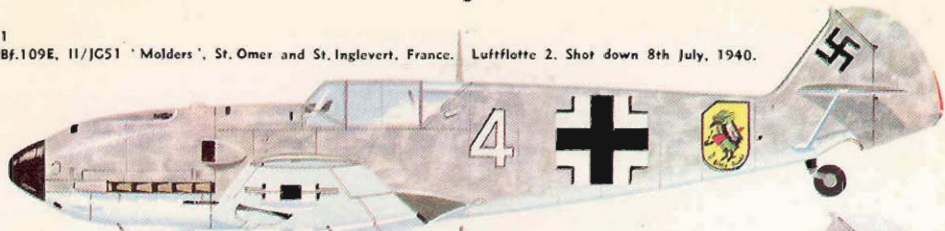
5  
Bf.109E, Gruppe Stab./JG27, Etaples, France, Luftflotte 2. Shot down Mayfield, Sussex. Flown by Oberleutnant Gunter Bodie, W.Nr.1390.



6  
Bf.109E, 7/JG27, Sempy, France, Luftflotte 2. Crashed in Windsor Great Park after misjudging height during attack on two Avro Ansons.



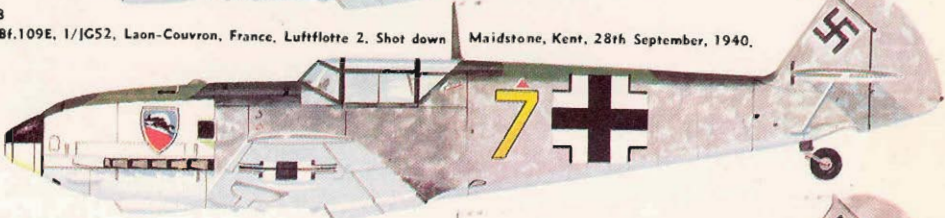
1 Bf.109E, 11/JG51 'Molders', St. Omer and St. Ingelvert, France. Luftflotte 2. Shot down 8th July, 1940.



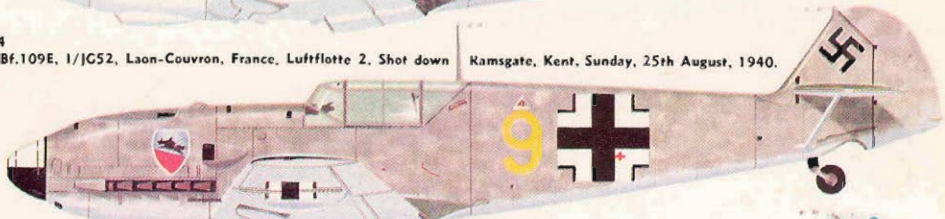
2 Bf.109E, 11/JG51 'Molders', St. Omer and St. Ingelvert, France. Luftflotte 2.



3 Bf.109E, 1/JG52, Laon-Couvron, France. Luftflotte 2. Shot down Maidstone, Kent, 28th September, 1940.



4 Bf.109E, 1/JG52, Laon-Couvron, France. Luftflotte 2. Shot down Ramsgate, Kent, Sunday, 25th August, 1940.



5 Bf.109E, 2/JG52, Laon-Couvron, France. Luftflotte 2. Shot down Berwick between Eastbourne and Lewes, Sussex, 12th August.

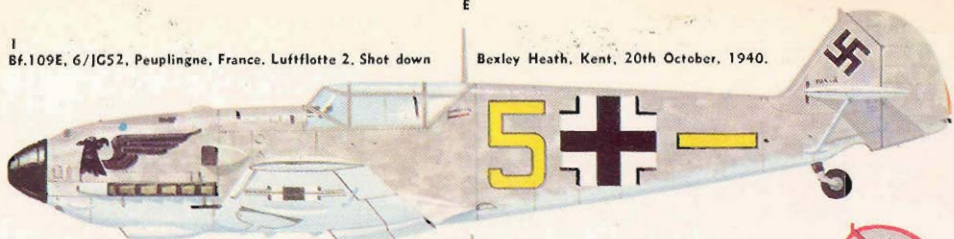


6 Bf.109E, 4/JG52, Poulingne, France. Luftflotte 2. Shot down 8th October, 1940.



1  
Bf.109E, 6/JG52, Peuplingne, France. Luftflotte 2. Shot down

Bexley Heath, Kent, 20th October, 1940.

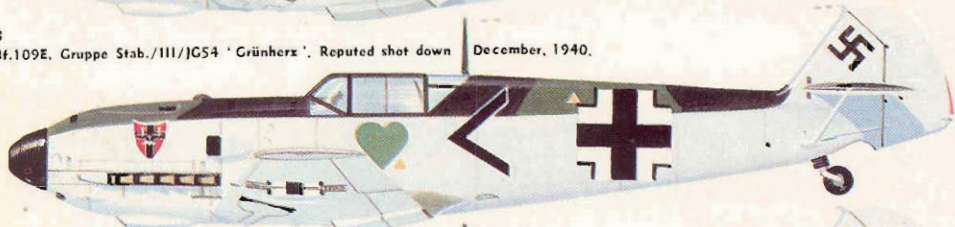


2  
Bf.109E, 1/JG53, Dinan/Trelivan, France, Luftflotte 2. Shot  
afternoon of 30th September, 1940.

down at Langley, Eastbourne, Sussex,



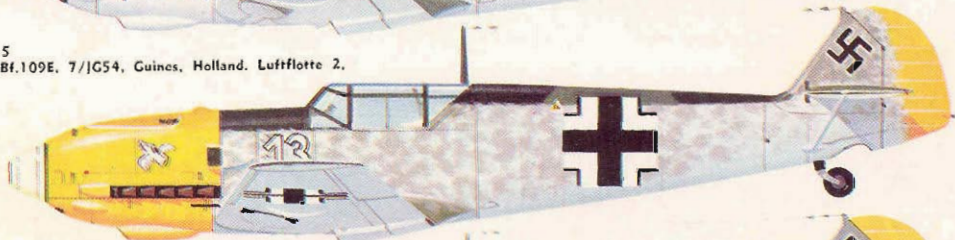
3  
Bf.109E, Gruppe Stab./III/JG54 'Grünherz'. Reputed shot down  
December, 1940.



4  
Bf.109E, III/JG54 'Grünherz'. Reputed shot down late October, 1940.

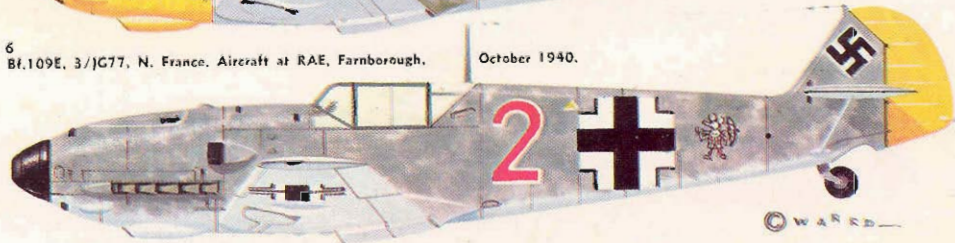


5  
Bf.109E, 7/JG54, Guines, Holland. Luftflotte 2.



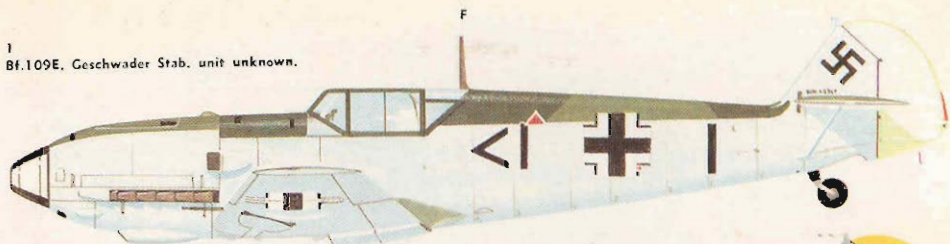
6  
Bf.109E, 3/JG77, N. France. Aircraft at RAE, Farnborough.

October 1940.





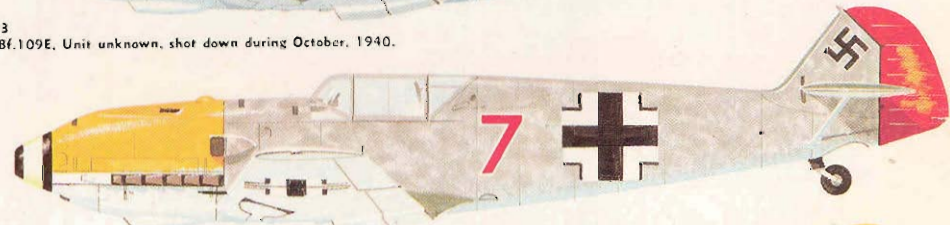
1  
Bf.109E, Geschwader Stab, unit unknown.



2  
Bf.109E, Geschwader Stab, unit unknown.



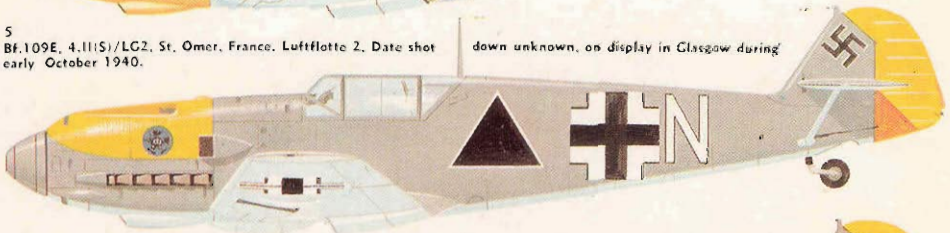
3  
Bf.109E, Unit unknown, shot down during October, 1940.



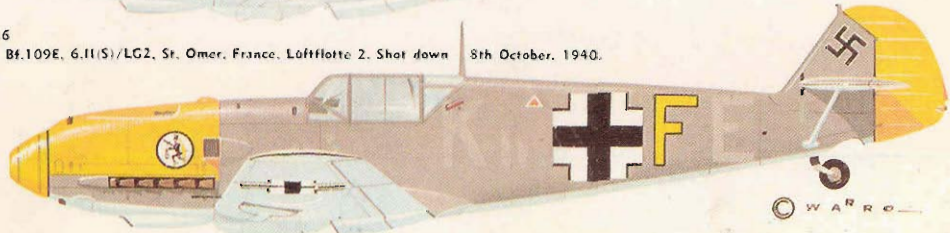
4  
Bf.109E, Unit unknown, Farnborough, 2nd October, 1940.



5  
Bf.109E, 4.II(S)/LG2, St. Omer, France, Luftflotte 2, Date shot  
down unknown, on display in Glasgow during  
early October 1940.



6  
Bf.109E, 6.II(S)/LG2, St. Omer, France, Luftflotte 2, Shot down  
8th October, 1940.





9/JG26 "Schlageter"



JG27



11/JG51 "Molders"



11/JG51 "Molders"



11/JG51 "Molders"



1/JG52



1/JG52



2/JG52



2/JG52



2/JG52



4/JG52



6/JG52



JG54 "Grünherz"



111/JG54 "Grünherz"



7/JG54



7/JG54



3/JG77



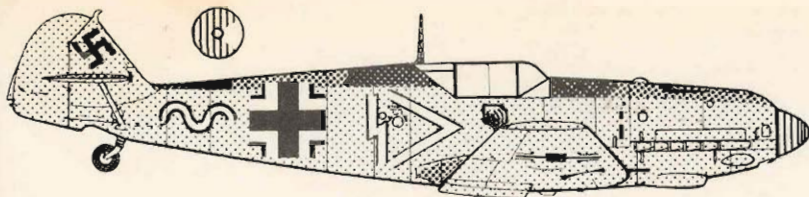
Personal insignia



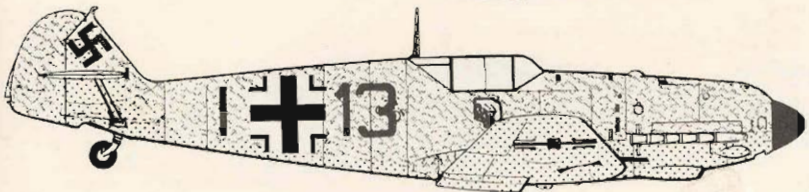
4.11(5)/LG2



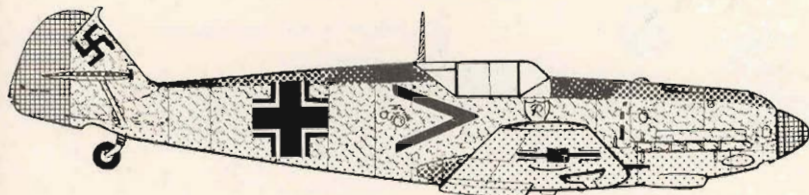
6.11(5)/LG2



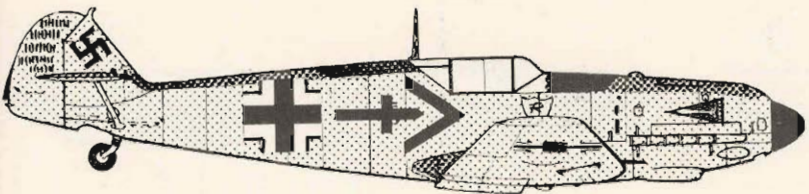
A1  
Bf.109E,  
Gruppe Stab./III/JG1,  
Luftflotte 2.  
Wangerooze, Holland.  
Note SS style bar to chevron.  
Green spinner quartered white.  
Uppers splinter scheme.



A2  
Bf.109E, III/JG1,  
Luftflotte 2.  
St. Omer,  
Upper wing cross 'B'.  
Under wing cross 'F'.  
Uppers mottle oa.

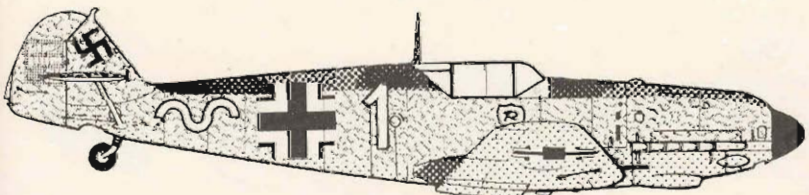


A3  
Bf.109E, Gruppe Stab./JG2  
'Richthofen',  
Luftflotte 3.  
Beaumont-le-Roger, France.  
Shot down SE Coast, 13th  
August, 1940.  
Reputed to have had two French  
victory tabs on fin.  
Uppers splinter scheme.

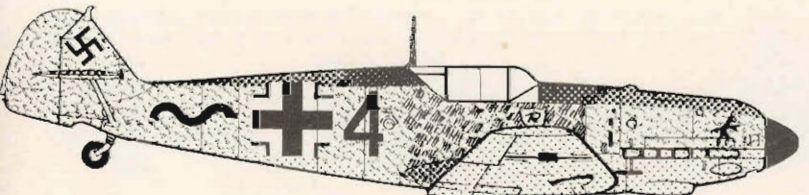


A4 Bf.109E,  
Geschwader Stab./JG2  
'Richthofen', Luftflotte 3,  
Beaumont-le-Roger, France.  
Flown by Major Helmut Wick.  
Forty victory tabs (October) in  
black.

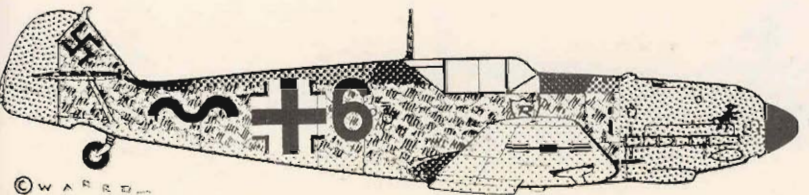
Note Geschwader IA marking  
modified to represent a sword.  
Uppers splinter scheme.  
Upper wing cross 'B'.  
Under wing probably 'F'.



A5 Bf.109E,  
7/JG2 'Richthofen',  
Luftflotte 3.  
Le Havre, France.  
Flown by Oberleutnant Macholds,  
Leader of Staffel 7.  
Staffel insignia port side only.  
Uppers splinter scheme.

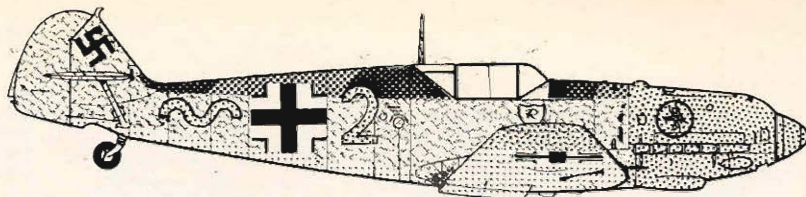


A6  
Bf.109E,  
8/JG2 'Richthofen',  
Le Havre, France.  
Luftflotte 3.  
Flown by Unteroffizier Hippel.  
Uppers splinter scheme.  
Note darker mottle in region  
of cockpit.  
Mottle not carried between  
arms of swastika.

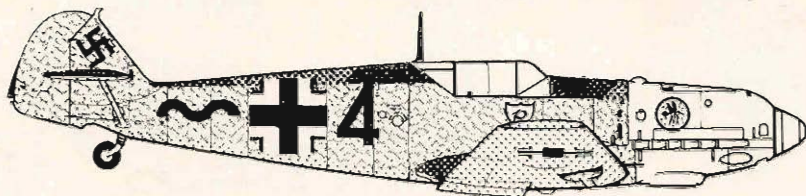


B1  
Bf.109E,  
8/JG2 'Richthofen',  
Le Havre, France.  
Luftflotte 3.  
Dark mottle on fuselage.  
Uppers splinter scheme.  
Under wing cross 'F'.

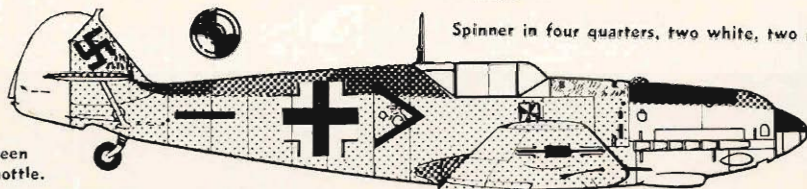
B 2  
Bf.109E,  
9/JG2 'Richthofen',  
Luftflotte 3.  
Le Havre, France.  
Yellow wing tip above  
and below 'H'  
Uppers splinter scheme.



B 3  
Bf.109E,  
9/JG2 'Richthofen',  
Luftflotte 3.  
Le Havre, France.  
Uppers splinter scheme.  
Upper wing cross 'B'.  
Under wing cross 'F'.



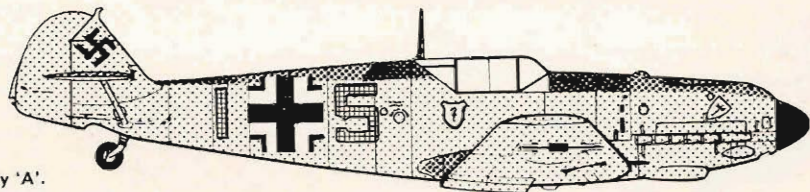
B 4  
Bf.109E,  
Gruppe Stab.II/JG3,  
Luftflotte 2.  
Pas de Calais, France.  
Uppers splinter scheme.  
Panel forward of windscreen  
in mottle.  
Upper wing cross 'A'.  
Under wing cross 'E'.



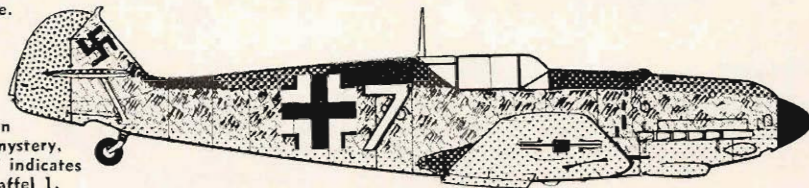
Spinner in four quarters, two white, two red.

B 4

B 5  
Bf.109E,  
III/JG3,  
Luftflotte 2.  
Pas de Calais, France.  
Uppers splinter scheme.  
Upper wing cross 'D'.  
Under wing cross probably 'A'.  
6036 painted in white on  
crankcase.



B 6  
Bf.109E,  
I/JG3,  
Luftflotte 2.  
Pas de Calais, France.  
The application of the 7 in  
yellow i.e. Staffel 3 is a mystery,  
as the white 'Tatzelwurm' indicates  
Staffel 1.



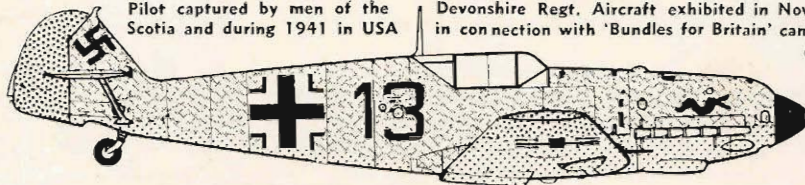
Uppers splinter scheme.  
Yellow wing tip above  
and below as 'H'.

Pilot captured by men of the  
Scotia and during 1941 in USA

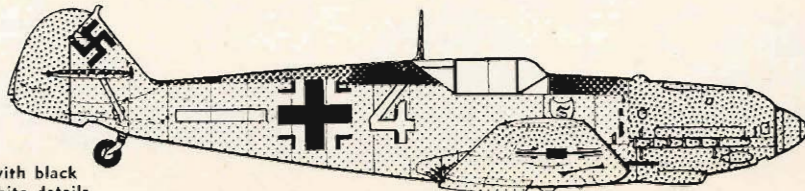
Devonshire Regt. Aircraft exhibited in Nova  
in connection with 'Bundles for Britain' campaign.

C 1

C 1 Bf.109E,  
2/JG3,  
Luftflotte 2,  
Pas de Calais, France.  
Uppers mottle oa.  
Under wing cross 'E'.  
Upper wing cross 'D'.

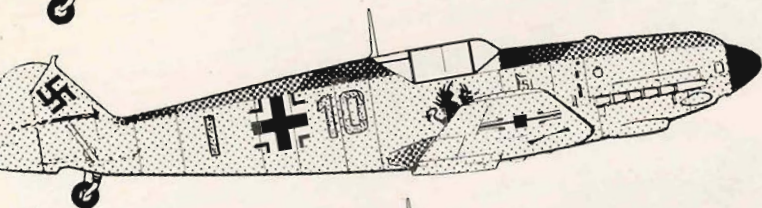


C 2  
Bf.109E,  
4/JG26 'Schlageter',  
Luftflotte 2.  
Audembar, France.  
Uppers splinter scheme.  
Staffel insignia in silver with black  
and white details.

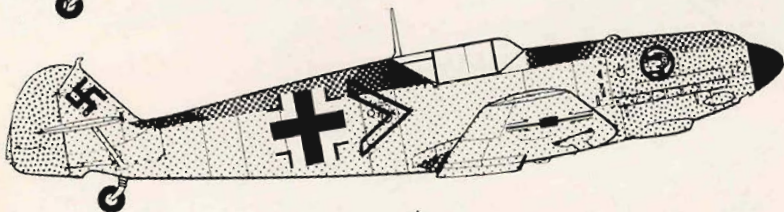




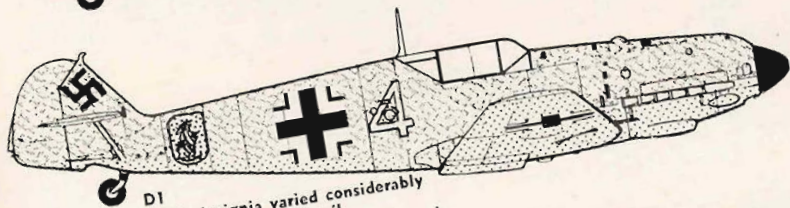
C3  
Bf.109E,  
6/JG26 'Schlageter',  
Luftflotte 2.  
Marquise, France.  
Uppers splinter scheme.  
Upper wing cross 'C'.  
Under wing cross 'E'.



C4  
Bf.109E,  
9/JG26 'Schlageter',  
Luftflotte 2.  
Caffiers, France.  
Uppers splinter scheme.  
Upper wing cross 6" outboard  
of position 'C'.  
Engine No. 211002A,  
11366 painted in white on  
crankcase.

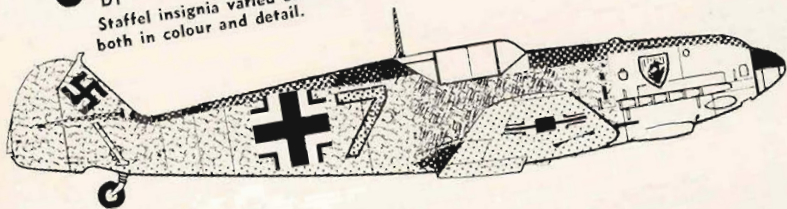


C5  
Bf.109E,  
Gruppe Stab./JG27.  
Luftflotte 2.  
Etaples, France.  
Uppers splinter scheme.  
Upper wing cross 'B'.

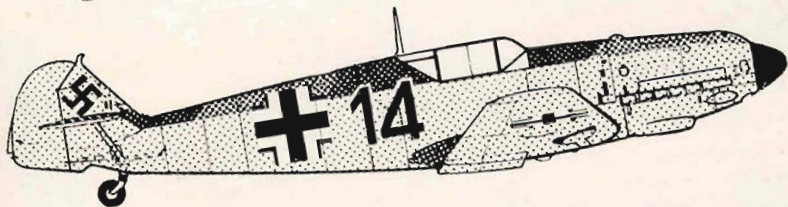


D1  
Bf.109E,  
11/JG51 'Molders',  
Luftflotte 2.  
St. Omer and St. Ingelvert,  
France.  
Uppers mottle oa.  
Upper wing cross 'D'.  
Under wing cross 'F'.

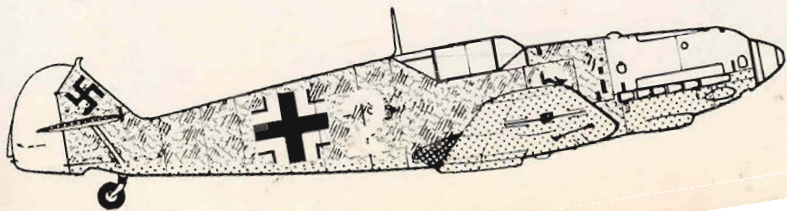
D1  
Staffel insignia varied considerably  
both in colour and detail.



D4  
Bf.109E,  
1/JG52,  
Luftflotte 2.  
Laon-Couvron, France.  
Uppers splinter scheme.  
Yellow 7 outlined black.  
Upper surface cross 'D'.  
Under surface cross 'B'.  
White tail-plane tips.  
Heavy mottle in region  
of cockpit.

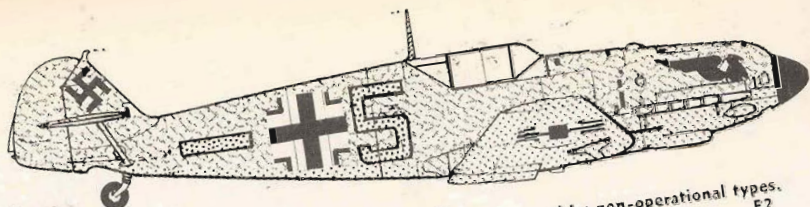


D5  
Bf.109E,  
2/JG52,  
Luftflotte 2.  
Laon-Couvron, France.  
Uppers splinter scheme.  
Upper wing cross 'B'.  
Under wing cross probably  
Staffel insignia port side on



D6  
Bf.109E,  
4/JG52,  
Luftflotte 2.  
Peuplingne, France.  
Uppers splinter scheme.  
Upper wing cross 'B'.  
Under wing cross proba

E 1  
 Bf.109E,  
 1/JG52,  
 Luftflotte 2,  
 Upligne, France.  
 Uppers mottle oa.  
 Another Bf.109 of this unit was  
 shot down at Bexley Heath, Kent,  
 Sunday, 20th October, 1940.  
 W.Nr.2780.

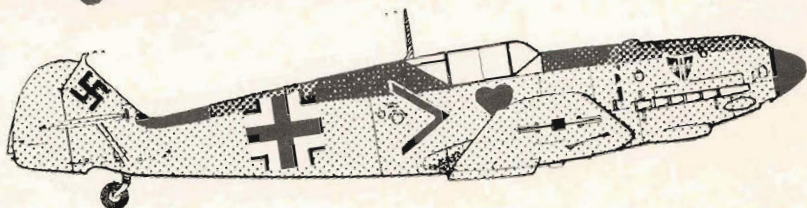


Note position of swastika is that usually used by non-operational types.  
 E2

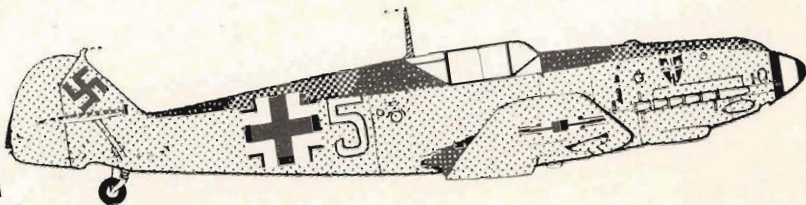
E 2  
 Bf.109E,  
 1/JG53,  
 Luftflotte 2,  
 Dinan/Trelivan, France.  
 Uppers splinter scheme.  
 Grey paint on cowl had  
 streaky appearance.



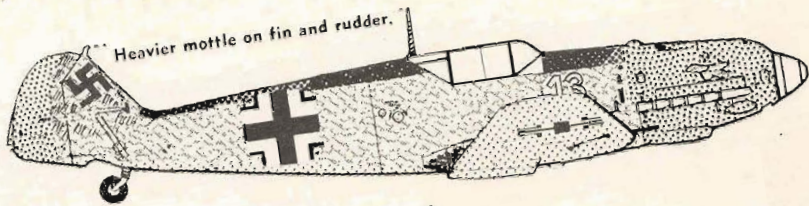
E 3  
 Bf.109E,  
 Gruppe Stab./III/JG54  
 'Grünherz',  
 Reputed shot down  
 late December 1940.



E 4  
 Bf.109E,  
 7/JG54,  
 Luftflotte 2,  
 Guines, Holland.  
 Uppers splinter scheme.  
 Ring on spinner in Staffel  
 colour.

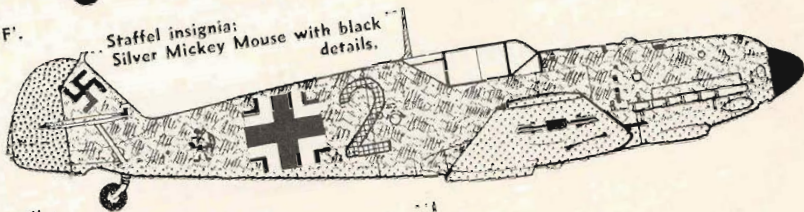


E 5  
 Bf.109E,  
 7/JG54,  
 Guines, Holland.  
 Luftflotte 2.  
 Note white spinner.  
 Uppers splinter scheme.  
 Upper wing cross 'B'.  
 Under wing cross probably 'F'.



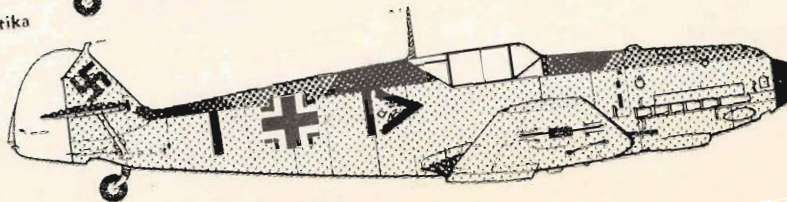
Heavier mottle on fin and rudder.

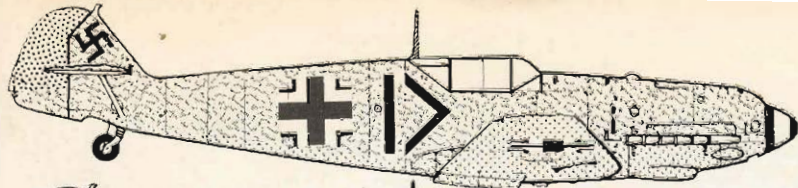
E 6  
 Bf.109E,  
 3/JG77,  
 N. France. Aircraft at  
 RAE, Farnborough,  
 October 1940.  
 Heavy mottle oa. Note swastika  
 on pale blue rectangle  
 free from mottle.



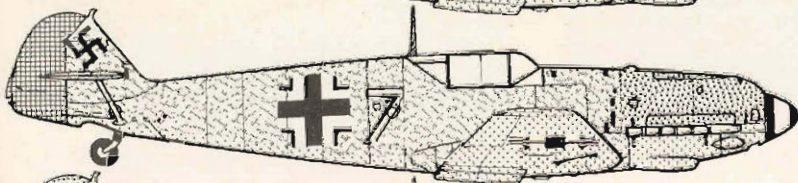
Staffel insignia:  
 Silver Mickey Mouse with black  
 details.

F 1  
 Bf.109E,  
 Geschwader Stab.  
 unit unknown.  
 Uppers splinter scheme.  
 Upper wing cross 'B'.  
 Under wing cross 'E'.  
 One third of spinner white.  
 30913 painted in white on crankcase.

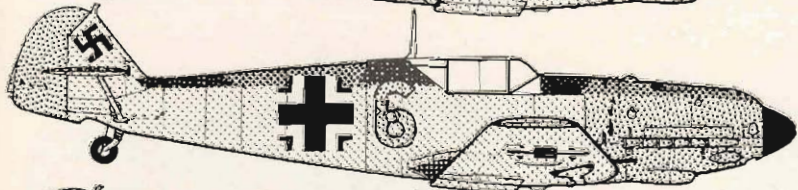




F 2  
Bf.109E,  
Geschwader Stab,  
unit unknown.  
Uppers mottle oa.  
Note yellow on rudder extends  
to bottom rib only.



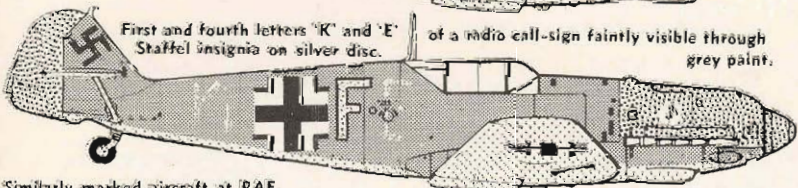
F 3  
Bf.109E,  
Unit unknown, shot down  
during October, 1940.  
Uppers mottle oa.  
One third of spinner white.



F 4  
Bf.109E,  
Unit unknown,  
Farnborough, 2nd October,  
1940.  
Uppers splinter scheme.



F 5  
Bf.109E,  
4.II(S)/LG2,  
Luftflotte 2,  
St. Omer, France,  
Uppers medium grey oa.



First and fourth letters "K" and "E"  
Staffel insignia on silver disc.  
of a radio call-sign faintly visible through  
grey paint.

F 6 Bf.109E,  
6.II(S)/LG2, Luftflotte 2,  
St. Omer, France,  
Shot down 8th October, 1940.  
F in Staffel colour yellow  
outlined black.

Similarly marked aircraft at RAE,  
Farnborough, on 2nd October.

Uppers medium grey oa.  
Under surface cross 'F'.

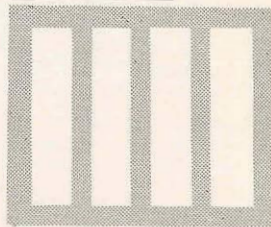
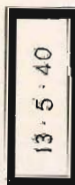


D5  
2/JG52,  
two black  
victory tabs  
with RAF  
roundel above.



C2 2/JG3.

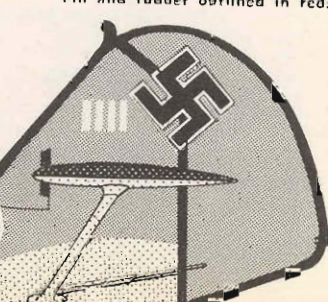
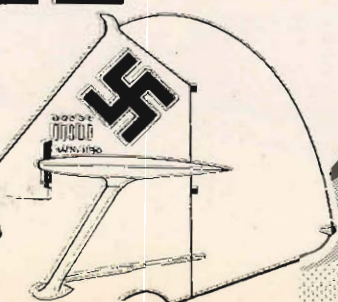
Five white outlined black  
victory tabs with roundel  
above each and date in  
rectangle. Two Dutch dated  
13-5-40, one French,  
18-5-40 and two RAF,  
24-5-40 and 19-6-40.  
Beneath the light blue finish  
on this aircraft could be seen  
the earlier dark green  
camouflage and a Gruppe  
Commander's chevrons.  
Nearly all stencilling intact.

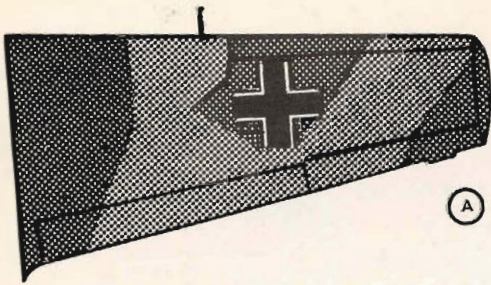


E2 1/JG53. Four white victory tabs,  
typical presentation in white or black.  
Fin and rudder outlined in red.

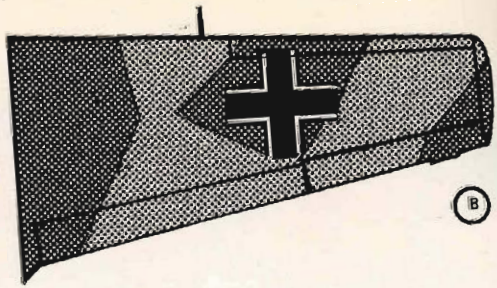


VICTORY TAB DETAILS

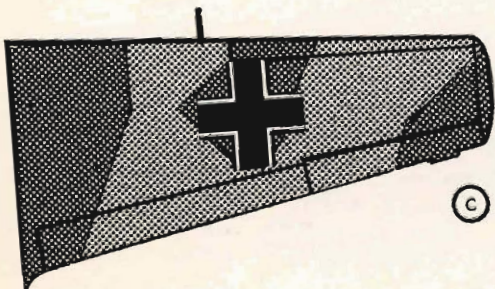




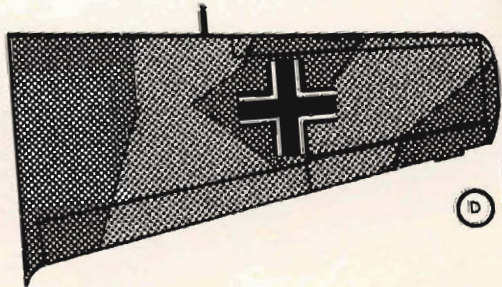
(A)



(B)



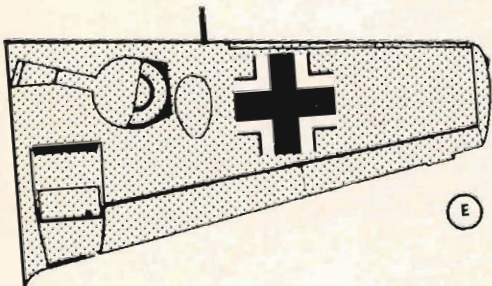
(C)



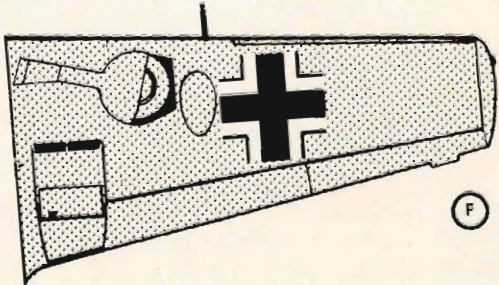
(D)

VARIATION IN UPPER SURFACE BALKENKREUZ

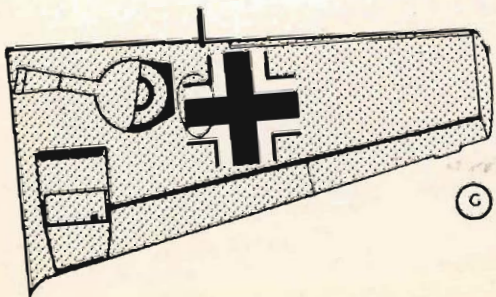
VARIATION IN UNDER SURFACE BALKENKREUZ



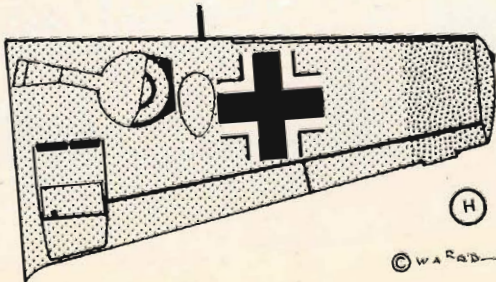
(E)



(F)

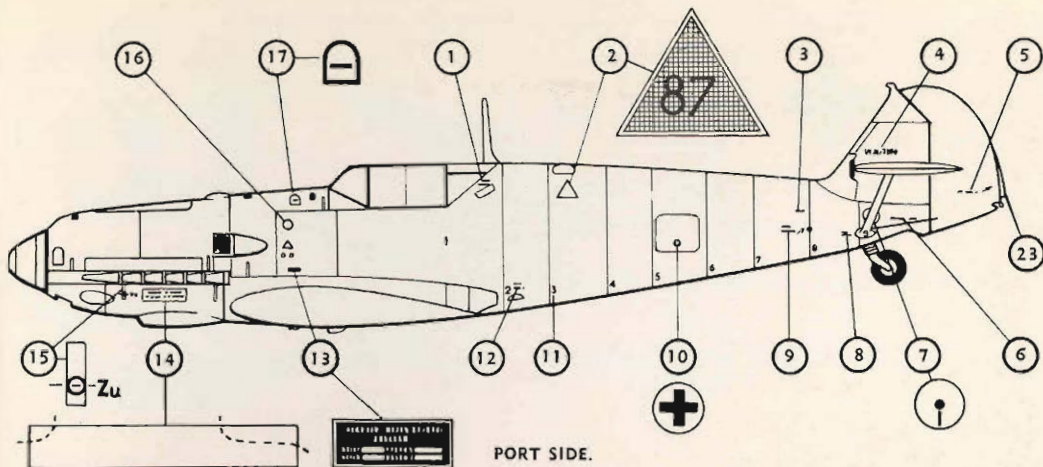


(G)



(H)



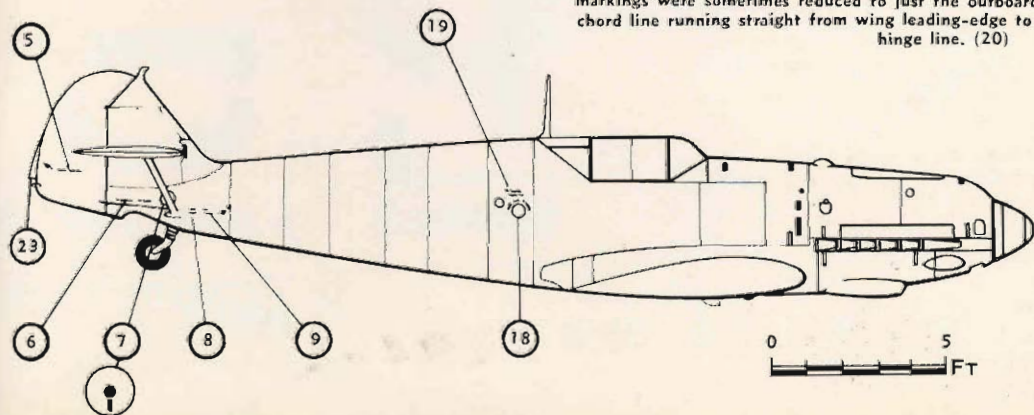


PORT SIDE.

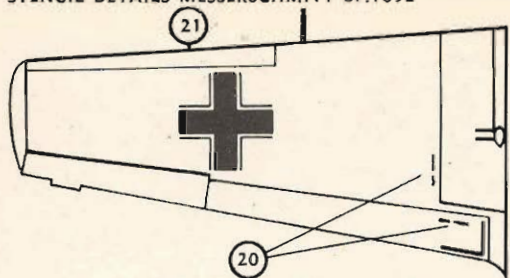
- 1 Hier wingreifen. (In red, also red lower edge and side to aperture.) (Hold step here)
- 2 Red triangle with white edge. 87 in black. Triangle sides 20cm
- 3 WE
- 4 W.Nr.0000
- 5 Nicht anfassen. (With arrow at 45°) (Do not touch)
- 6 Reifendruck 4.5 (red) (Plug)
- 7 Circular access door with red locating arrow.
- 8 Hier aufbocken (red) (Jack here)
- 9 Hier anheben (with arrow 45°). These words were sometimes written as a single line, e.g. on upper edge of Gruppe bar on W.Nr.1480. W.Nr.1480
- 10 Red cross on an 8 cm white disc.
- 11 Numerals along lower fuselage, note raised position of 1 in line with rear hood frame.
- 12 Hier wingreifen. (In red, also red lower edge to foot hole.) (Hold/step here)
- 13 Manufacturer's plate (black and silver).
- 14 Vorsicht beim Öffnen, Kühler ist im Houbenfett eingebaut. (First sentence in red, second in black, the whole on a white rectangle 65 cm x 10 cm of which corners were often rounded off on re-sprayed machines as shown by broken line. (Beware intake (lit. opening)). Cooler positioned within.
- 15 Latch screw alignment mark in red, lettering black.
- 16 Circle occasionally in yellow and/or black rim.
- 17 Red outline and stroke.
- 18 Sauerstoff: Atemgerät. (Written in an arc above upper half of circular cover.) (Oxygen: breathing apparatus)
- 19 Vor Anschluss ab ölu Fett. (Grease point only)
- 20 Nicht betreten (Words and lines often in light blue on dark background) (Do not push here)
- 21 — Hier nicht schieben —
- 22 Frostschutzmittel (sometimes 'Frostschutzmittel Glykol'). (Anti-freeze)
- 23 Rudder trim tabs doped red, often sprayed over.

Airscrew specifications appeared on a white horizontal rectangular panel about 2 ft. 3 ins. from the blade tip.

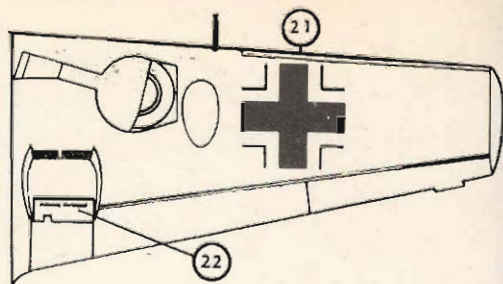
NB. Although the lettering was invariably retained, these markings were sometimes reduced to just the outboard chord line running straight from wing leading-edge to flap hinge line. (20)



STENCIL DETAILS MESSERSCHMITT BF.109E



WINGS, LEADING EDGE AND PORT UPPER SURFACE.



WINGS, UNDER SURFACES (RADIATOR) STARBOARD SIDE. PORT SIDE.

INSIGNIA CARRIED FORWARD OF FUSELAGE CROSS BY STAFF OFFICERS.

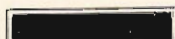
GRUPPE INSIGNIA CARRIED AFT OF BLACK CROSS



GESCHWADER ADJUTANT

NO INSIGNIA

GRUPPE I



GESCHWADER 1A



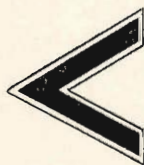
GRUPPE II



GRUPPE COMMANDER



GRUPPE III

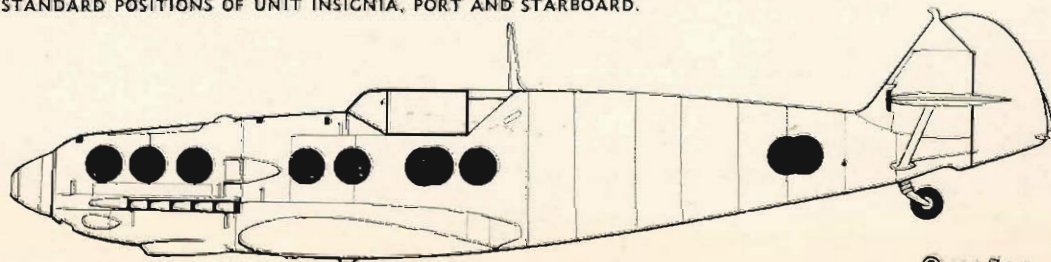


GRUPPE ADJUTANT



GRUPPE III (later)

STANDARD POSITIONS OF UNIT INSIGNIA, PORT AND STARBOARD.



**WE** <sup>1 A</sup> **W.Nr. 6356**  
**W.N 3361** <sup>1 A</sup> **7**

SOMETIMES W. Nr. or W.N. WAS OMITTED ENTIRELY AS PREFIX

Heir wingreifen <sup>1 C</sup> <sup>11 A</sup>

Nicht anfassen <sup>1 B</sup> <sup>12 C</sup> Sauerstoff: Atemgerät

Reifendruck 4.5 <sup>1 B</sup> <sup>13 B</sup> Vor Anschlußölu Fett

Vorsicht biem Offinen <sup>11 B</sup>

12m  
14  
15 Achtung

Kühler ist im Houbenfetl eingelbauf

Heir aufbocken <sup>1 C</sup>

Heir anheben <sup>1 C</sup>

<sup>12 B</sup> Zu

<sup>13 B</sup> Nicht betreten

Heir nicht schieben

<sup>11 A</sup>