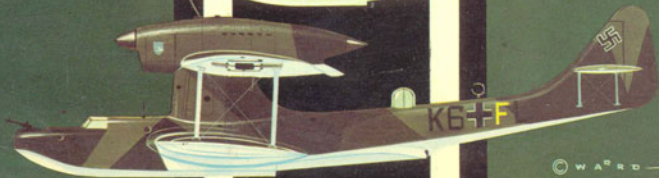
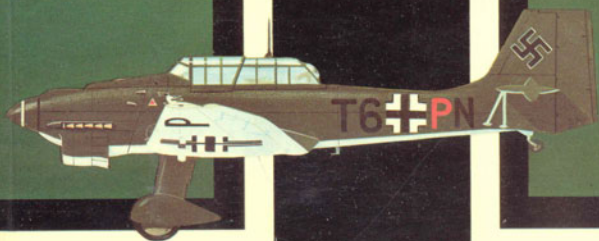
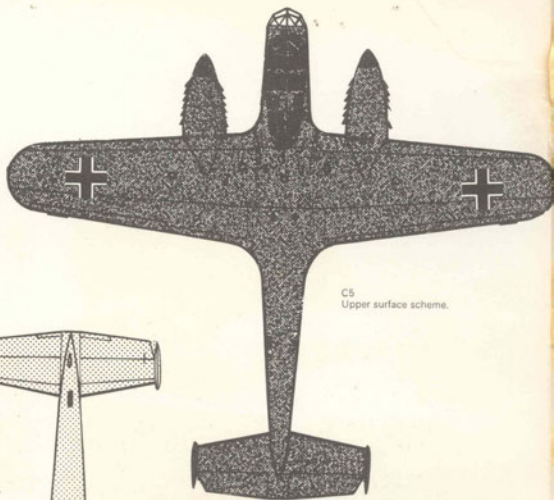


LUFTWAFFE

FIGHTER, BOMBER & MARINE
CAMOUFLAGE & MARKINGS 1940 Bf 110-Ju 87
Fw 200-He 59-He 115-Do 215-Do 18-Do 24-Ar 196



Dornier Do 215B



C5
Upper surface scheme.

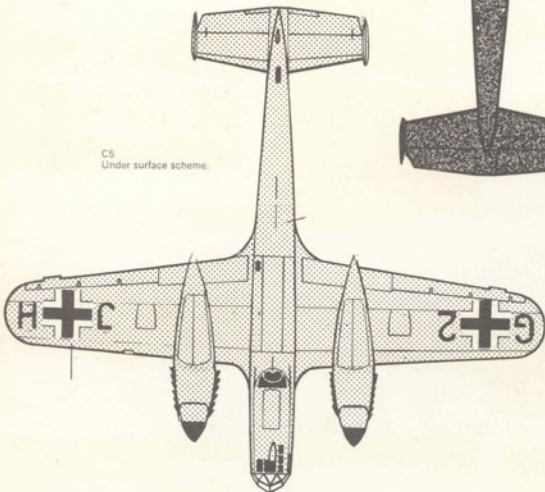
C5
Under surface scheme.



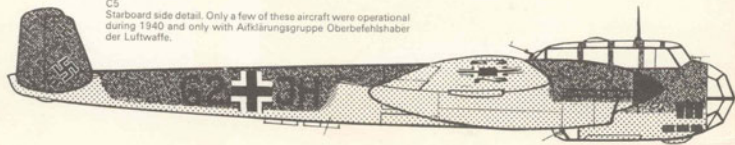
Black Green

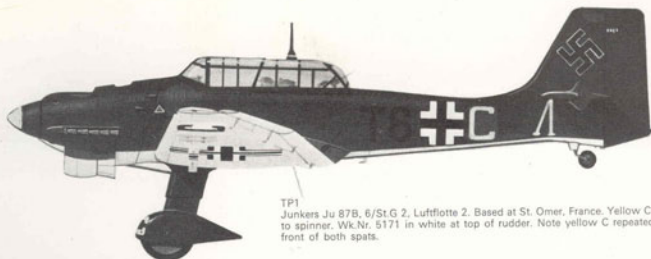


Pale Blue



C5
Starboard side detail. Only a few of these aircraft were operational during 1940 and only with Aufklärungsgruppe Oberbefehlshaber der Luftwaffe.





TP1

Junkers Ju 87B, 6/St G 2, Luftflotte 2. Based at St. Omer, France. Yellow C and tip to spinner. Wk.Nr. 5171 in white at top of rudder. Note yellow C repeated on the front of both spats.

LUFTWAFFE FIGHTER, BOMBER & MARINE CAMOUFLAGE & MARKINGS 1940 Bf 110-Ju 87 Fw 200-He 59-He 115-Do 215-Do 18-Do 24-Ar 196

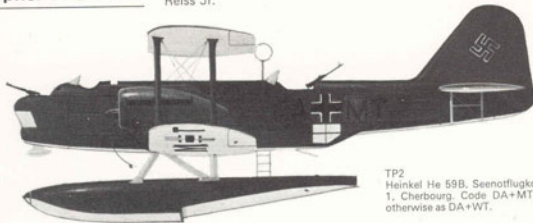
Illustrated by Richard Ward

Compiled by Peter G. Cooksley
and Richard Ward

Text by Christopher F. Shores

ACKNOWLEDGEMENTS

This, the second volume covering the camouflage and markings of the Luftwaffe of 1940 covers the Ju 87, Bf 110 and supporting types. Acknowledgement must be made to frequent references to the published work *Battle Over Britain* by Francis K. Mason and Martin C. Windrow and to the published researches of Herr Karl Reiss Jr.



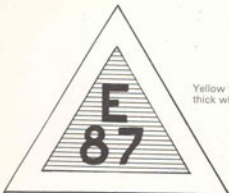
TP2

Heinkel He 59B, Seenotflugkommando 1, Cherbourg. Code DA+MT in black otherwise as DA+WT.

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Yellow triangle with thick white edge, black E87.

Red triangle with thick white edge, white lettering.

Octane marker details



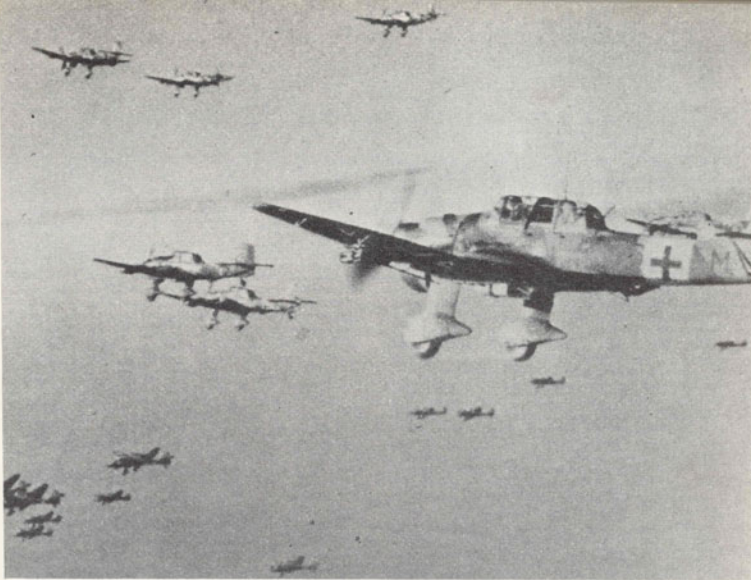
The rear, yellow marker was largely the same as that on the Bf 109E except that the number 87 was of a slightly different form and was prefixed by the letter E. The forward marker was of similar size but in red and white and with rounded angles. The yellow triangle appeared on both port and starboard but the red on the port side only. See photos at bottom of page for port side presentation and photos on pages 8 and 12 for starboard side. Positions varied somewhat aircraft to aircraft. It should be noted that all radio masts, without exception, had a thin white band round the base just above the mounting.



Octane marker detail on the nose of a Ju 87B of 3/St.G 2.

Both markers clearly displayed on this black green Ju 87B of an unknown unit. Note long-range tanks. Position of the white band round the base of the radio mast is clearly shown in both photographs. (USAF via Martin C. Windrow)





A 1940 formation of Junkers Ju 87B Stukas, note the nearest aircraft is in splinter camouflage. Note the cluster of fragmentation bombs under the wing.

LUFTWAFFE: Fighter, Bomber & Marine Camouflage & Markings 1940

Bf 110: Ju 87: Fw 200: He 59: He 115: Do 215: Do 18: Do 24: Ar 196

As the Luftwaffe prepared for its proposed all-out attack on southern England in the early summer of 1940, its many units were mainly equipped with aircraft designed for four distinctly different types of operations. Two of these types were conventional—single-engined fighters and medium bombers—but two were radically new, and as such enjoyed the glamour of the unorthodox. The first two types, well tested in the crucible of hard experience, were to stand up quite well to the rigours that awaited them; the others were to prove a source of major disappointment.

The "Stuka" dive-bomber and the "Zerstörer" twin-engined long-range fighter had, of all types, perhaps become synonymous with the "Blitzkrieg", and with the Nazi war machine generally. Their first major failure during the late summer months of 1940 was indeed prophetic.

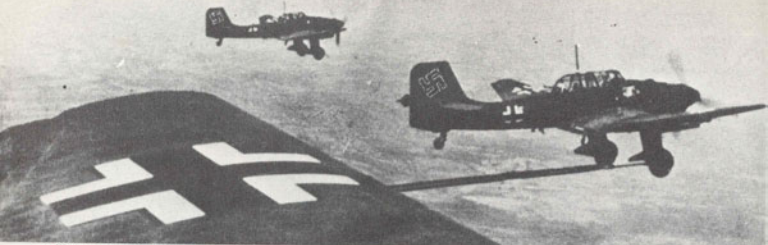
The Junkers Ju 87B and R

The dive-bomber as a specialised weapon of attack can probably be said to be the brainchild of the

United States Navy air arm. The purchase of one such machine of Curtiss origin by the German government, and its subsequent testing led to the requirement for such an aircraft being placed before the re-emergent aircraft industry of that nation. Subsequently, the design of the Junkers organisation was to find favour with the Reichluftministerium, culminating in the production of the Junkers Ju 87A.

This first service model was ordered in only relatively small numbers, and was soon to be superseded by the much-improved and more powerful Ju 87B. To the German military establishment, their minds firmly set on the concept of air power as an ancillary, but useful, adjunct to the army, rather than as a decisive weapon in its own right, the dive-bomber appeared to be an ideal weapon.

Powered by only one engine, and carrying a crew of no more than two, the aircraft enjoyed pin-point accuracy in its attack—an attribute which could hardly be said to apply to level bombers in the thirties. Operating from rough forward airstrips close to the front, the dive-bomber became virtually winged



artillery, but with the added advantage that the pilot could change his target at the last moment, if the on-the-spot situation indicated such a decision to be appropriate.

The civil war still raging in Spain in the late 1930s had given the military authorities of several nations an ideal testing ground for their new weapons and theories, and for the Germans the dive-bomber was to be no exception. Three examples of the early Ju 87A were sent to the front, accompanying a test batch of Henschel Hs 123A single-seat biplane dive-bombers, which had already also been put into production. Against the limited opposition put up by the Republican forces in the air, these initial small numbers of aircraft enjoyed outstanding success, and were followed in 1939 by several Ju 87Bs, as soon as examples of this latter model began to roll off the production line.

The greater scope for further development offered by the Ju 87 airframe over the Hs 123, and the obvious advantage offered by the provision of rear defence manned by the second crew member, led to the decision to concentrate on the former, and by the start of World War II on 1 September 1939, the majority of the new Stukageschwadern were fully equipped with Ju 87Bs.

As the German forces, spearheaded by the tanks of the Panzer divisions, and the bombers of the Luftwaffe, poured into Poland, the Ju 87 vindicated all the promises made for it. Fitted with wailing sirens to enhance the morale-shattering effects of its diving attack, it appeared overhead to blast a way through for the ground forces wherever resistance was met, its great accuracy in picking out individual guns, vehicles or strongpoints for attack proving of the greatest value. The legend of the "Blitzkrieg" had been born, and for the world the "Stuka" had become a byword for terror. In fact the name popularly given to the Ju 87 was the designation given by the Germans to all dive-bombers, being merely an abbreviation of the word "Sturzkampfflugzeug"—literally dive-bomber aircraft.

In May 1940 came the great German assault on France and the Low Countries, and once more the Ju 87 fully lived up to expectations, shattering Allied concentrations and artillery emplacements, disrupting communications and supply lines, and generally spreading confusion and dismay. As in Poland however, the dive-bombers rarely met concentrated opposition in the air, while the panic on the ground among troops untrained and ill-prepared to meet their attacks, militated against any organised volume of ground fire being directed against them.

However, there had been some pointers towards what could happen when determined fighter opposition was met. On only the third day of the "Blitzkrieg", 12 May 1940, as the Panzers poured through the Ardennes forest, a small formation of French Curtiss Hawks had intercepted Ju 87s operating in this area, and had badly mauled them. Again, over Dunkirk and the Channel coast, losses to the RAF fighters which then appeared in force, had not been light. In fact the dive-bomber was an extremely difficult aircraft to escort; to allow for accuracy its near-vertical dive was slowed by dive brakes, making it impossible for a fighter to stay with it when not in level flight. It was at its most vulnerable as it pulled out of the dive, since *g* forces at this point caused the crew to black out momentarily, recovery on the Ju 87 being automatically controlled for this reason.

Despite these odd straws in the wind, faith in the "Stuka" remained firm after the fall of France, and its importance in the Luftwaffe armoury was very great. Before the attack on England began, a modified version, the Ju 87R, had reached some units. This model was basically similar to the Ju 87B, but incorporated additional fuel tanks in the outer wing panels, each carrying 33 Imperial gallons, while provision was made for the fitting of 66 Imperial gallon under-wing tanks to the outer bomb shackles, which were situated beneath the wings. Indeed, the designation R indicated "Reichweite" (Range).

Brief Specification of Ju 87B

Engine one 1,200h.p. Junkers Jumo 211Da in-line.

Armament two 7.9mm MG17 machine-guns fixed to fire forward in the wings; one 7.9 mm MG 15 machine-gun in the rear cockpit, hand-operated by the observer. 1,102lb. bomb beneath the fuselage, or one 551lb. bomb in this position and four 110lb. bombs beneath the wings.

Maximum Speed 238m.p.h. at 13,140ft.; 211m.p.h. at sea level.

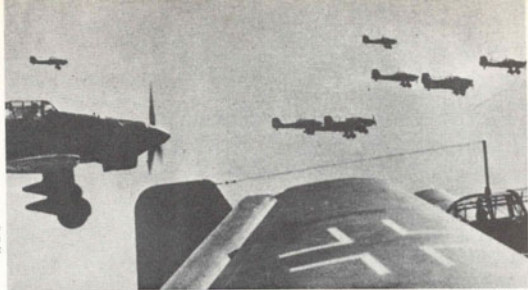
Range 370 miles.

The Messerschmitt Bf 110C and D

Following the early experiences of air fighting during World War I, the initial inter-war period proved a fertile breeding ground for theories on the future employment and effect of the aircraft in a war situation. Aerodynamic improvements greatly increased the difficulties of intercepting bombers before they could reach their targets, this leading to the doctrine that the bomber would always get through.

Improvements in the performance of interceptors and of early warning devices began to threaten this

Left & right: Variations in size and white border area of upper-wing crosses on Ju 87Bs of a staffel of St.G 77 to the left and an unknown unit to the right.



theory by the early thirties, and several countries began to investigate the possibility of constructing a long-range heavy fighter, capable of accompanying the bombers all the way to their targets, of destroying any intercepting fighters, and of then returning to base with their charges.

Clearly the requirement inflicted on the design in terms of size, weight, fuel tankage etc., when allied to the state of the art, and the horsepower of engines then available, indicated a twin-engined design. Such a machine would be manifestly unable to indulge in dogfighting manoeuvres with the more nimble single-engined interceptors it was likely to meet. At this period however, the over-riding desirability of manoeuvrability was very much in question. The much higher speeds and heavier armaments then being considered for fighters seemed to preclude to a large extent such manoeuvres, and it was considered that a sufficiently high speed and weight of armament in an escort fighter would overcome this disadvantage.

So it was that the first prototype of the Messerschmitt Bf 110 appeared in Germany in 1936, only a short while after the first Hurricane and Spitfire had taken to the air in England. Protracted development prevented early production, or testing in Spain, and when the war began in September 1939, several of the newly-formed Zerstörergeschwadern were still wholly or part equipped with elderly Bf 109C and D single-engined fighters as interim equipment while awaiting delivery of the new Bf 110C, the first production variant.

Some Bf 110Cs did take part in the short campaign in Poland, notably with I/ZG 76, enjoying some considerable successes against the Polish aircraft which they engaged. Indeed, the Polish pilots seem to have considered the Bf 110 a more dangerous opponent than the Bf 109. Once more, initial combat experience seemed to have confirmed the Luftwaffe's highest expectations for its new equipment.

What followed was to do little to alter this early appreciation, for the "Zerstörers" next opponents, in December 1939, were to be formations of unescorted British bombers attempting to attack units of the Kriegsmarine in the North German ports in daylight. Once again I/ZG 76 was on hand, and the Bf 110s, joined by Bf 109s of JG 77, inflicted terrible losses on the Wellingtons of the attacking force, tearing the formation to shreds.

A few months later, in April 1940, I/ZG 76 took part in the invasion of Norway, providing the initial fighter element of Luftflotte-5, the Luftwaffe component of the forces involved. Once more formations of RAF Wellingtons, Hampdens and Blenheims

appeared by day, thrown in beyond the range of fighter escort in an effort to forestall the German advance, and to attack the major vessels of the Kriegsmarine at sea. Again the Bf 110s cut the bombers to pieces with relative ease.

Indeed the Bf 110 had unwittingly discovered its true forte, for as a bomber destroyer it was superb. With its high speed, heavy armament concentrated in the nose, its steadiness as a firing platform, and its long range for the chase, it truly lived up to its description as "Zerstörer" (destroyer). Unfortunately for the Luftwaffe, this was not its designed role, and the time when it would be specifically adapted for this purpose was still some time away.

The results of the air battles of May and June 1940 over Western Europe did not alter the minds of the Luftwaffe High Command, since the "Zerstörer" units, operating in force for the first time, achieved many successes, not the least of these being on the first day of the "Blitzkrieg", 10 May, when Bf 110s destroyed a complete formation of Dutch Douglas 8A fighter-bombers as they took off.

When faced with modern fighters of good performance, such as the Hurricane, Spitfire, Dewoitine 520 or Curtiss Hawk, the Bf 110 did not always come off so well, and a fair number were shot down by aircraft of these types. However, the successes of the "Zerstörern" against other types, and the overall victory of the Luftwaffe, tended to cloud these experiences, so that in July 1940 the Zerstörergeschwadern were still considered the elite of the Jagdflieger (fighter forces).

Brief Specification of the Bf 110C

Engines two 1,100h.p. Daimler Benz DB 601A in-lines (the C-4B fighter-bomber version was re-engined with 1,200h.p. DB 601Ns).

Armament two 20mm. MG FF cannons and four 7.9mm. MG 17 machine-guns fixed to fire forward in the nose; one 7.9mm. MG 15 in the rear cockpit, hand-operated by the observer.

Maximum Speed 349m.p.h. at 22,965ft. Maximum cruising speed, 301m.p.h. at same height.

Range 528 miles at 304m.p.h. at 16,400ft.; 481 miles at 262m.p.h. at sea level.

Note: Bf 110D was similar, but with extra fuel tankage for longer range, and detailed modifications and improvements.

The "Stuka" and "Zerstörer" in the Battle of Britain

During July 1940 both Luftwaffe and Royal Air Force required a breathing space following the recent heavy



A pair of Ju 87Bs believed to be from St.G 2 displaying the under-wing crosses with white outlined black aircraft letters.

fighting, in order to replace losses, and bring newly-formed units into the line. Until the main forces were ready, the Germans kept a small number of units fully-operational, probing the British coastal defences, and attacking the vital shipping convoys sailing along the southern and eastern coasts of the British Isles.

The main Ju 87 unit involved in these actions was III Gruppe of Stukageschwader 51, whose aircraft mounted their first such attack on a convoy near Plymouth on 1 July. Three days later the Gruppe undertook its first fully co-ordinated attack on a British target, 33 Ju 87Bs bombing the naval base at Portland, Dorset. Here the 5,582-ton HMS *Foye Bank* was sunk after its anti-aircraft defences had shot down one of the bombers; several other vessels were damaged. On this occasion no defending fighters were encountered.

Meanwhile units of medium bombers were also engaged on similar duties, and on 9 July Bf 110Cs made their first sorties over England, aircraft of III/ZG 26 escorting Ju 88s and He 111s to bomb a convoy in the Thames estuary. This time interception by RAF fighters did take place, and several combats were fought with Hurricanes, which gave early evidence of their superior manoeuvrability, shooting down three of the Messerschmitts and damaging a fourth.

That same evening 27 Ju 87Bs, this time from St.G 77, repeated the attack on Portland. British fighters intercepted on this occasion, but only one bomber was lost; unfortunately the pilot of this particular aircraft was Hpt. Freiherr von Dalwigk, Knights' Cross holder, and Gruppenkommandeur of the Geschwader's I Gruppe.

The Bf 110 was once more confirmed as a bomber

destroyer on this same date however. From England a dozen Blenheim bombers of the RAF attacked Stavanger airfield, in Norway, bombing on the ground three Dornier Do 215B reconnaissance-bombers of Aufkl.Gr.Ob.d.L. (of which more later). Aircraft of I/ZG 76, accompanied again by Bf 109s of JG 77, intercepted the bombers and shot down seven, damaging the other five.

Over the Channel and the English coast the anti-shipping attacks continued, various Zerstörergruppen engaging British fighters on several occasions. On 11 July Bf 110s escorted Ju 87s for the first time on these activities, 40 aircraft of III/ZG 76 accompanying III/St.G 2 and IV(Stuka)/LG 1 to attack a large convoy. Hurricanes intercepted the formation, bringing down one Ju 87 of each Gruppe, but also destroying four of the proud Zerstörern.

The Luftwaffe pilots were now working out tactics to neutralize the threat of the nimble British fighters, and when 40 aircraft of the crack V(Z)/LG 1 were intercepted by Hurricanes over Portland on 13th, they immediately formed a vast, mutually-supporting defensive circle. The English pilots were unable to break into this, and were still snapping at it when Bf 109s, which were escorting Ju 87s of II/St.G 1 to the area, came to the rescue and drove them off. The Lehrgeschwader 1 aircraft were in fact Bf 110C-4B fighter-bombers, fitted with slightly more powerful DB 601N engines, and equipped with under-wing bomb shackles. This was their first major appearance, though on this occasion they were without bomb loads.

Raids by escorted formations of Ju 87s continued throughout the rest of July, many fierce dogfights taking place between the escorting fighters, and the

British defenders. Occasional losses were suffered, but it was not until 29 July that these were more than minimal. On this latter date a large raid on Dover was carried out by 48 Ju 87s of IV(Stuka)/LG 1, II/St.G 1 and II/St.G 4, with an escort of 80 Bf 109Es. Both Spitfires and Hurricanes intercepted, breaking through the escort to shoot four Stukas down into the sea.

Meanwhile on 21 July V(Z)/LG 1 undertook its first operation in which its Bf 110C-4Bs carried bombs. Hurricanes intercepted and shot one down, the remainder jettisoning their bombs; this was the first indication the British had that bomb-carrying Bf 110s were in use, and these were identified at the time as Messerschmitt Jaguars. The Jaguar was an experimental version of the basic Bf 110, fitted with a fully-glazed nose for a bombardier, but which did not enter production.

Despite the use of these fighter-bombers by V(Z)/LG 1, a special experimental Gruppe had been set up to evaluate fighter-bomber tactics, and to undertake selected special attacks of this nature. This unit, Erprobungsgruppe 210, comprised three Staffeln, two with Bf 110s, and one with Bf 109Es. On 29 July 11 Bf 110s of this Gruppe undertook their first raid, an attack on a convoy, being escorted to the target by 30 more Bf 110s of ZG 26. Once more Hurricanes intercepted, but were driven off by the escort, which claimed four of the British fighters shot down; two were in fact lost. Next day Erpr.Gr. 210 suffered its first loss when one Bf 110 of a pair attacking a convoy near the Suffolk coast, was shot down by Hurricanes.

The heaviest activity to date was recorded on 8 August, when a big convoy passing the Isle of Wight was attacked in the morning by 57 Ju 87s of Stuka-geschwadern 2, 3 and 77, escorted by 20 Bf 110s of V(Z)/LG 1, and by Bf 109s. Hurricanes intercepted, shooting down three Ju 87s, a Bf 110 and three Bf 109s, and damaging eight more aircraft, all for the loss of two of their number. In the afternoon the convoy was attacked again as it approached Weymouth Bay, this time by an even larger formation comprised of 82 Ju 87s, escorted by 68 Bf 109s and 110s. The Zerstörern swept in first to shoot down barrage balloons before the dive-bombers attacked, but Hur-

ricanes were again on the scene, five more Ju 87s failing to return, while five were damaged.

Another big raid on Portland naval base was carried out on 11 August, the biggest raid so far attempted against a target on English soil. Sixty one Bf 110s of I and II/ZG 2 joined numbers of Bf 109s in escorting the Ju 88s and He 111s to the target, but the Zerstörern were on this occasion selected for attack by British fighters, this time Spitfires. Again they formed a defensive circle, but the Spitfires were able to break into this, and to shoot down five of the German aircraft, including that flown by Major Ott, Gruppenkommandeur of I/ZG 2. By the end of the fight 18 German aircraft, one third of them Bf 110s, failed to return, though the Luftwaffe had inflicted a loss of 17 fighters on the British. More raids followed, both ZG 26 and Erpr.Gr. 210 being involved, but each of these units had suffered the loss of two Bf 110s by the end of the day.

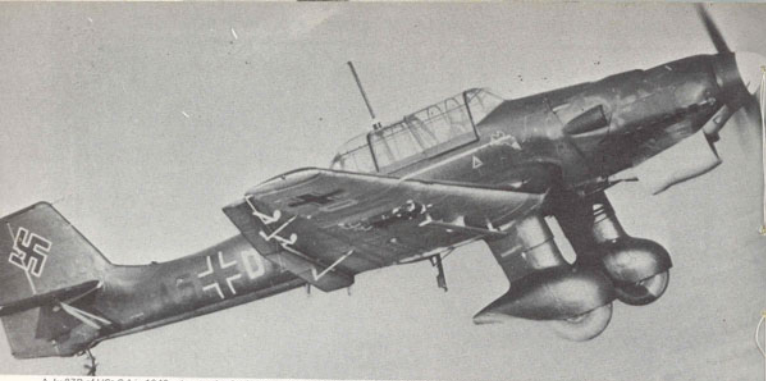
The Luftwaffe was now about to unleash the full fury of its assault on England, and at this point the Ju 87 and Bf 110 units poised for the attack were as follows:—

<i>Units with Luftflotte 2, based in Holland and Belgium</i>			
II Fliegerkorps	II/St.G 1		Ju 87s
	IV(Stuka)/LG 1		Ju 87s
	Erpr.Gr. 210 two Staffeln		Bf 110s
	Jagdfliegerführer 2	I, II and III/ZG 26	Bf 110s
		II and III/ZG 76	Bf 110s
<i>With Luftflotte 3, based in Western France</i>			
VIII Fliegerkorps	I and II/St.G 1		Ju 87s
	I and II/St.G 2		Ju 87s
	I, II and III/St.G 77		Ju 87s
	V(Z)/LG 1		Bf 110s
Jagdfliegerführer 3	I and II/ZG 2		Bf 110s
<i>With Luftflotte 5, based in Norway</i>			
	I/ZG 76		Bf 110s

The first phase of the attack was aimed at the radar stations and coastal airfields of the RAF, in an attempt to destroy the aerial defences of the United Kingdom right at the start. On 12 August fighter-bomber Bf 110s of Erpr.Gr. 210 swept in to bomb the radar installations at Dover, Rye and Pevensey, all three being put temporarily out of action at the cost of a single Bf 110. One hundred and twenty Bf 110s of ZG 2 and 76, accompanied by 25 Bf 109s, escorted a

A Ju 87B of 5/St.G 1 having its port long-range tank refuelled. (USAF via Martin C. Windrow)





A Ju 87B of I/St.G 1 in 1940 scheme, clearly shown is the central position of the Swastika on the tail, unusual is the narrow banded under-wing cross and inboard white aircraft letter. (USAF via Martin C. Windrow)

big raid by 100 Ju 88s over south-east England. Dogfights broke out with defending fighters, the Zerstörergeschwader losing three aircraft, with five more damaged.

Early attacks next day became confused as orders for cancellation of the mission were received by some units and not by others. However in the afternoon the assault got fully under way to attack radar stations, 120 Ju 88s escorted by 30 Bf 110s of V(Z)/LG 1, and 27 Ju 87s of II/St.G 2, escorted by Bf 109s, approaching across the Channel. They were closely followed by 52 more Ju 87s of St.G 77, again escorted by Bf 109s.

Although the attacks were damaging, interception of the first formation took place, one Staffel of II/St.G 2 losing six of its nine Ju 87Rs, while V(Z)/LG 1 lost four Bf 110s, with four more damaged. Later in the day more Ju 87s attempted to bomb Rochester airfield without great success, but 40 more from IV(Stuka)/LG 1 reached Detling and blasted this airfield thoroughly. The Luftwaffe failed to realise however, that this was not an operational fighter airfield.

Raids by large formations of Ju 87s, heavily escorted by fighters now came over regularly, interspersing with the attacks of the medium bombers. On 14th 80 Stukas of II/St.G 1 and IV(Stuka)/LG 1 appeared over Kent, escorted by many Bf 109s. The latter unit suffered the loss of four Ju 87s, but other bombers from the formation bombed and sank one of the Goodwin Sands lightships. While this raid was going on the Bf 110 fighter-bombers of Erpr.Gr. 210 slipped in unnoticed to carry out a swift and devastating attack on the forward fighter airfield at Manston, two of the attackers being shot down by the airfield's anti-aircraft defences.

Next day was to be one of the biggest of the Battle, and began when 87 Ju 87s of IV(Stuka)/LG 1 and II/St.G 1 bored in to raid Hawkinge and Lympne airfields respectively. At the same time Bf 110s strafed Manston again to disrupt the works of repair going on there. From Norway and Denmark the bombers of Luftflotte 5 undertook their first attack on English targets, He 111s and Ju 88s heading for the north-

east coast, the former escorted by 21 Bf 110s of I/ZG 76. These formations were intercepted by Spitfires from airfields in Yorkshire, and heavy losses were inflicted, particularly on the Heinkels. I/ZG 76 did not escape unscathed either, seven Bf 110Ds, including that flown by the Gruppenkommandeur, being shot down.

In the south Erpr.Gr. 210 was much more successful, raiding Martlesham airfield with 25 fighter bombers. Hurricanes attempted to intercept, but were badly "bounced" by escorting Bf 109s. As evening fell, two more raids were made, one by 60 Ju 88s, escorted by 40 Bf 110s of ZG 2 on the Southampton area, while to the west, Portland was again the target for 40 Ju 87s of I/St.G 1 and II/St.G 2, covered by Bf 110s of V(Z)/LG 1, and Bf 109s.

Even as Spitfires and Hurricanes were rising to meet this new threat, 15 Bf 110s and eight Bf 109s of Erpr.Gr. 210, all laden with bombs, headed for Kenley, while Do 17s made for Biggin Hill. The Erpr.Gr. 210 formation failed to meet their escort of Bf 109s, but flew on alone. Their navigation proved a little faulty, and they attacked Croydon airfield by mistake. The attack caused great damage, but the attackers were immediately intercepted by the resident Hurricane squadrons, and suffered the loss of six Bf 110s and a Bf 109; the whole of the Stabschwarm (Headquarters flight) was wiped out, including the Gruppe's brilliant Swiss-born Kommandeur, Knights' Cross holder Hpt. Walter Rubensdörfer, who was killed. Meanwhile the attacks on Southampton and Portland had also been intercepted, and by the end of the day eight Ju 87s and 12 more Bf 110s, mainly from II and III/ZG 76, had fallen to the defenders.

On 16 August Tangmere, one of the major sector airfields of RAF Fighter Command's 11 Group, was the target for a heavy attack by Ju 87s of Stuka-geschwader 2. The airfield's Hurricane squadrons rose to the defence, and when the dust settled nine Ju 87s had been shot down and four more damaged, although the airfield had been badly hit. Another small formation of Ju 87s attacked the already-shattered radar station at Ventnor on the Isle of Wight, inflicting further damage, while at noon Bf 110s of III/ZG 76

escorted 12 Ju 88s on another raid, but lost three fighters to the RAF. These were not the only zerströer losses of the day, II/ZG 2, I/ZG 26 and II/ZG 76 all suffering casualties to bring the total to seven.

Since the beginning of August the Stukageschwadern had suffered the loss of 39 aircraft during 14 raids, the majority of them falling to British fighters, but they had managed to inflict some substantial damage on the targets they had attacked. Now they threw in a major effort; after some opening raids by medium bombers during the morning, a huge formation of dive-bombers approached in the early afternoon, composed of 85 Ju 87s from all three Gruppen of St.G 77, some Ju 88s, and a large escort of Bf 109s. Flying in four formations, the dive-bombers were briefed to attack radar stations and airfields.

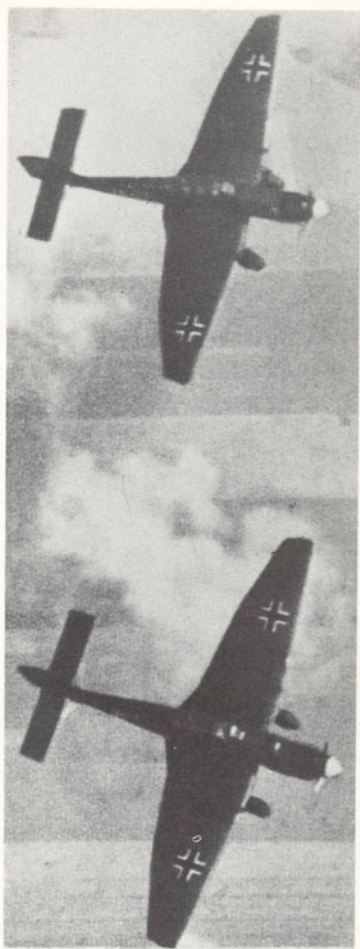
Hurricanes and Spitfires were in the air and well-positioned to attack as the German formation approached, and tearing into the Ju 87s with devastating effect, they shot down 16 of them, and damaged six more, two of these later being so badly hit that they crashed before reaching their bases. Desperately the escort strove to save the harried Stukas, shooting down six English fighters, but they in turn suffered the loss of eight Bf 109s.

It was a staggering defeat, which led to the immediate withdrawal from the battle of the Stukageschwadern. The day was not yet over however, and in the early evening the Zerströer suffered an almost equally severe reverse when ZG 26, escorting medium bombers, lost 13 Bf 110s, with six more damaged!

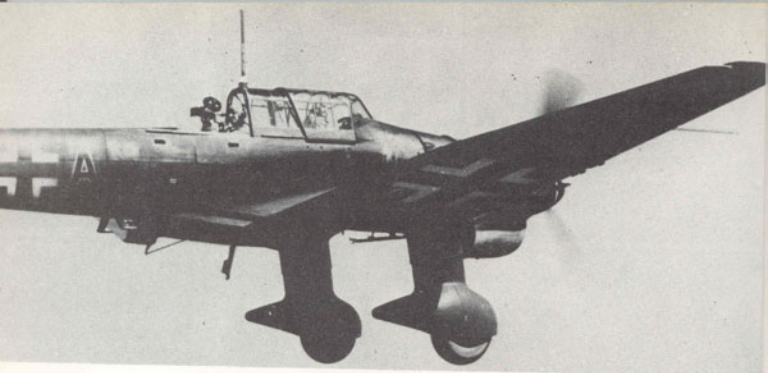
For Reichsmarschall Hermann Goering the defeats were doubly humiliating in that the Zerströergeschwadern were his own particular favourites. Determined to find a scapegoat, he blamed the Stuka losses on the pilots of the escorting Bf 109s, claiming that they had not provided adequate escort. He now forbade them to continue with their policy of loose escort, and free-chasing fighter sweeps (the only satisfactory means of supporting dive-bomber formations) and ordered them instead to fly only close escorts to the bombers in future. This had the effect of negating much of the advantage the fighters had enjoyed, and improving the position of the defenders. To add insult to injury he also ordered that the Jagdgeschwadern must in future also provide escort for the "elite" Zerströer!

Despite this latter order the Bf 110 units continued to escort the medium bomber formations, these and the fighter-bombers of Erp.Gr. 210 now making up the bulk of the attacking force. On 25 August I/ZG 2, II/ZG 2 and V(Z)/LG 1 escorted Ju 88s to Plymouth Bay, engaging in a big dogfight with Spitfires and Hurricanes during which six Bf 110s were shot down and six damaged.

Still the escorts continued, on 29 August 150 aircraft of ZG 26 and 76 joining over 500 Bf 109s to escort one of the biggest raids so far. On occasions the Bf 110s still managed to exact a toll of their opponents, as on 30 August when II/ZG 2 shot down a Spitfire of 222 Squadron and damaged two more for the loss of one Bf 110D. Total Zerströer losses on this date totalled three, while next day seven more failed to return, four of them from V(Z)/LG 1 during a raid on the Croydon area. 2 September saw the loss of seven more, all but one from ZG 2, while next day aircraft of this unit and ZG 26 were involved in a big battle with Hurricanes, again seven Bf 110s



Two Ju 87Bs of the same unit displaying the inboard and outboard positions of the wing crosses, there were two other positions between these extremes, see diagrams on pages 16-17.



Unusual viewpoint of a Ju 87B of an unidentified unit. (USAF via Martin C. Windrow)

being lost, but at least five Hurricanes being shot down in return.

On 4 September they were back again, some carrying bombs on this occasion, these latter aircraft of V(Z)/LG 1 losing four of their number. III/ZG 26 was "bounced" by Hurricanes of 253 Squadron which shot down six of them, the Geschwader losing three more aircraft during the course of the day to bring total Bf 110 losses on this date to 16. One of these had been flown by Hpt. Boltenstern, Gruppenkommandeur of Erpr.Gr. 210 since Rubendörffler's death; he was shot down when the unit was involved in making a feint attack to draw away the defences.

Another four Bf 110s failed to return on 6 September, while next day aircraft of ZG 2 were involved in escorting bombers on one of the first big daylight raids on London, seven Bf 110s being shot down. Escorts during September continued to bring regular losses for the hard-pressed Zerstörern, and on the 11th they again lost seven. One of their more successful days occurred on 14 September, when they managed to shoot down three Spitfires without loss. Next day 18 Bf 110s of Erpr.Gr. 210 made their first major raid since 4 September, the Woolston Spitfire factory at Southampton being attacked without loss. A further attack on this factory was made by nine of the Gruppe's Bf 110s on 24 September, this time escorted by other Bf 110s of ZG 76. On this occasion three Messerschmitts, two of them from the escort, were lost.

More attacks were made by Erpr.Gr. 210 on 25th, while ZG 26 was operational on this and the next day, losing two Bf 110s on each date. More use of the Bf 110 as a fighter-bomber was now to be made as day attacks by medium bombers were phased out following recent heavy losses. On 27 September aircraft of V(Z)/LG 1 and II/ZG 76, each carrying a pair of 500 kilo bombs, covered by a substantial escort of Bf 109s, flew in to attack targets in the south. A second raid by Erpr.Gr. 210 and some He 111s, escorted by ZG 26, was made on the west of England. Once again both formations were intercepted, V(Z)/LG 1 losing seven aircraft and II/ZG 76 one, while Erpr.Gr. 210 lost three, including the third Kom-

mandeur, Hpt. Martin Lütz, and the escorting ZG 26 lost six more.

Oblt. Werner Weimann took over Erpr.Gr. 210 on a temporary basis, leading 18 Bf 110s of this unit and II/ZG 76 to attack West Malling airfield on 5 October. Hurricanes rose to attack, Weimann and one other pilot being shot down. The final large mission over England by Bf 110s occurred two days later when 50 aircraft of II and III/ZG 26 escorted 25 Ju 88s to attack the Westland aircraft factory at Yeovil, Somerset. The ever-present Hurricanes intercepted, bringing down two bombers and seven of the escorting Zerstörern. It was the end of the line for the Messerschmitt Bf 110 as a day fighter over England.

As has already been mentioned, while the Zerstörergeschwadern had suffered heavily, they had achieved some successes, and had produced a handful of "experten", although none approached the success achieved by the leading Bf 109 pilots. Probably the most successful of all Zerstörer pilots in 1940 was Oblt. Hans-Joachim Jabs of II/ZG 76; Jabs had claimed six French and two British fighters by the end of June 1940. During August and September he claimed a further 12 Hurricanes and Spitfires, being awarded the Knights' Cross at the beginning of October. In this same Gruppe Walter Borchers, Erich Groth, the Gruppenkommandeur, and Heinz Nacke all received the Knights' Cross, and all had scores approaching that achieved by Jabs. Rolf Kaldrack of III/ZG 76 was awarded the Knights' Cross in November after 11 victories, and the Geschwader Kommodore, Major Walter Grabmann, was similarly decorated, having a score of six.

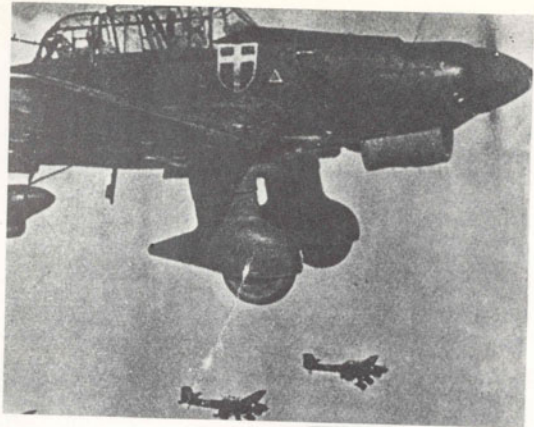
In ZG 26 the Kommodore, Major Joachim-Friedrich Huth, a one-legged pilot, got the Knights' Cross for his leadership, while similar awards were made to I Gruppe pilots Wilhelm Spies (about 10 victories) and Wilhelm Makrocki, Theodor Rossiwall of II Gruppe, and in III Gruppe to Sophus Baagøe, Helmut Haugk, Richard Heller and Johann Schalk, the Gruppenkommandeur. All these pilots had done well in combat, but in few cases did their scores run into double figures. Only one pilot in the hard-hit ZG 2, Friedrich Vollbracht, the Kommodore, received the

Right: Bombed-up wing rack of a Ju 87R.



Below: Centre section bomb release gear on a Ju 87B. (USAF via Martin C. Windrow)



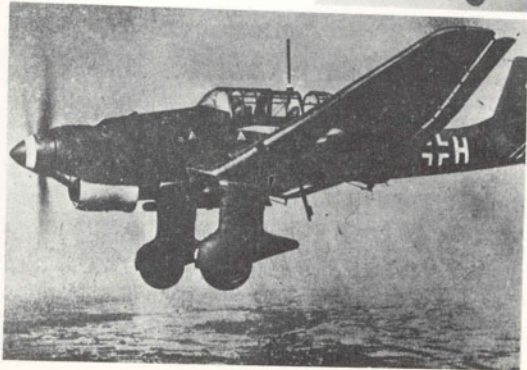


Above: A formation of Ju 87Bs of GS/St.G 2, note the white surround to the insignia.

Right: Ju 87Bs of a training unit, note variation in tail Swastika position. White numerals on nose and wheel spat.



Below: A Ju 87B of 4/St.G 2, full code would be 6G+HR, the H in white.



Knights' Cross, but not surprisingly Erpr.Gr. 210 gained five awards. Apart from Rubensdörffer, Martin Lütz and Wilhelm-Richard Rössiger were decorated for their leadership, while Heinz Forgotsch of 3 Staffel received the award for completing 50 fighter-bomber sorties over England, and for sinking a transport ship. Few pilots of this Gruppe had much opportunity to indulge in combat, but Eduard Tratt, eventually to become one of the most successful of all Zerstörer pilots, had claimed 12 victories during 1940 when he received his Knights' Cross.

The final act of the drama was yet to come however. In early November 1940, with the Battle all but over, the Stukageschwadern were again launched on occasions against shipping targets off the coasts of England—a return to their July role. One such mission was undertaken on 8 November by about 25 Ju 87s, which attacked a pair of Royal Navy destroyers. Hurricanes of 17 Squadron were scrambled to intercept, and once more the dive-bombers suffered a staggering defeat, the British fighters claiming 13 shot down and seven probables. They did not appear again in strength in Western Europe until thrown in at night late in 1944.

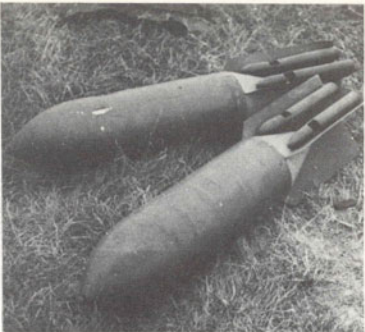
Other Miscellaneous Types involved in the Battle of Britain

Three other classes of Luftwaffe aircraft were involved in operations over and around the United Kingdom during the summer and autumn of 1940, these being reconnaissance, naval co-operation, and air-sea rescue types.

At the start of the Battle of Britain the various reconnaissance units were equipped with variants of all the major bomber types, Heinkel He 111, Junkers Ju 88 and Dornier Do 17 (particularly the latter)—together with two other types, the Dornier Do 215B and the Messerschmitt Bf 110C-5. This latter was similar to the normal Zerstörer version, but with the two MG FF 20mm. cannons removed from the lower part of the nose to make room for a camera pack. The Do 215B had been designed as a reconnaissance-bomber for export, and was in many ways similar to its sister design, the Do 17Z. It differed principally in being powered by 1,100 h.p. Daimler Benz DB 601 Aa engines, which provided a somewhat better performance. Production of the initial batch was nearing completion when war broke out, and these were taken over by the Reichluftministerium, which ordered development to be continued, examples of the improved Do 215B-4 having joined the earlier B-0 and B-1 aircraft from March 1940 onwards.

The naval co-operation units were equipped mainly with Heinkel He 115B float-planes and Dornier Do 18G flying-boats—both twin-engined types—which were involved in nocturnal mine-laying sorties around the coasts of England and Scotland. They also undertook general patrol duties over the sea lanes, and Do 18s were occasionally used as well for air-sea rescue duties.

One Gruppe, I/KG 40, had a few Focke-Wulf Fw 200C Kurier four-motor patrol bombers on hand at Bordeaux-Mérignac at the start of July 1940, these having just entered service. This aircraft had been swiftly developed from the Fw 200 Condor airliner, and was being put into service with KG 40 as quickly as it could be produced. By September 15 were on strength.



Stock in trade of the Stuka!

For air-sea rescue the elderly Heinkel He 59C-2, a twin-engined biplane float-plane, was in use. This aircraft had previously been converted as an air ambulance, but was swiftly pressed into use in the new role when it became necessary to fish increasing numbers of aircrew out of the sea close to the English coast.

Brief Specifications

Dornier Do 215B-1

Engines two 1,100h.p. Daimler-Benz DB 601Aa in-lines.
Armament six 7.9mm. MG 15 machine-guns, two firing forward, two firing aft, and two firing to the side. All were mounted in the forward crew compartment, and all were hand-operated.

Maximum Speed 292m.p.h. at 16,400ft.; 239m.p.h. at sea level.

Range 1,520 miles absolute maximum; 236 miles with full tactical load.

Messerschmitt Bf 110C-5

As for zerstörer version, but with lighter armament as described.

Heinkel He 115B

Engines two 970h.p. B.M.W. 132K radials.

Armament three 7.9mm. MG 15 machine-guns in nose, dorsal and ventral positions. In some versions the nose machine-gun was replaced by a 20mm. MG 151 cannon. A 2,028lb. magnetic mine could be carried in addition to a 1,100lb. bomb load, but this reduced the aircraft's range.

Maximum Speed 203m.p.h. at 11,500ft.

Range 1,300–2,080 miles, depending on warload.

Dornier Do 18G-1

Engines two 880h.p. Junkers Jumo 205D in-lines.

Armament one 13mm. MG 131 machine-gun in nose; one 20mm. MG 151 cannon in dorsal turret.

Maximum Speed 165m.p.h. at 6,560ft.

Range 2,175 miles.

Note: when used for air-sea rescue duties, aircraft were converted to Do 18N-1 configuration.

Brief Specifications

Focke-Wulf Fw 200C-1

Engines four 830h.p. B.M.W. 132H radials.

Armament ventral gondola containing one 20mm. MG FF cannon forward, and one 7.9mm. MG 13 machine-gun aft, both hand-held; one MG 15 in the forward dorsal turret; one MG 15 in aft dorsal position. Four or five 551lb. bombs, four carried beneath the wings and one in the ventral gondola.

Maximum Speed 224m.p.h. at sea level.

Range 2,210 miles.

Heinkel He 59C-2

Engines two 660h.p. B.M.W. 602U radials.

Armament three 7.9mm. MG 15 machine-guns in nose, dorsal and ventral positions.

Maximum Speed 137m.p.h. at sea level

Range 1,087 miles.

Units operating the above aircraft types at the start of the Battle were as follows:—

Luftflotte 2 (Belgium and Holland)

I Fliegerkorps	4(F)/123	He 111, Ju 88 and Bf 110s Fw 200Cs He 115, Do 18s
IX Fliegerdivision	I/KG 40 Kü.Fl.Gr.	

Luftflotte 3 (Western France)

IV Fliegerkorps	3(F)/31	Bf 110, Do 17 and He 126s (latter type not used during the Battle)
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Luftflotte 5 (Norway and Denmark)

Kü.Fl.Gr. 506	He 115s
Aufkl.Gr.Ob.d.L.	Do 215Bs, Bf110s He 111s
Aufkl.Gr. 22	Do 17, Bf 110s

The reconnaissance units were involved from the very start of the Battle, seeking out and photographing British airfields, ports, factories, shipping convoys, etc., initially to spot suitable targets for Luftwaffe attack, and subsequently to record the results of these attacks. Flying alone well over hostile territory, the missions carried out by these lightly-armed aircraft proved extremely hazardous, and losses were to prove heavy compared to the small number of aircraft employed.

Indeed during the first two days of July 1940 the Aufklarungsgruppe Oberbefehlshaber der Luftwaffe lost three Do 215Bs, two to anti-aircraft fire and one to Spitfires, while a few days later on 6th one of this unit's Bf 110C-5s was also brought down by Spitfires. On 10th another Do 215 was shot down over the Channel by Hurricanes, while the previous day three had been badly damaged by bombs while on their airfield at Stavanger, Norway. The Aufkl.Gr.Ob.d.L. was the Luftwaffe High Command's own strategic reconnaissance unit, and as such was probably the most important reconnaissance formation of the Luftwaffe, with the widest range of responsibilities and areas of operation.

As attacks by the main Luftwaffe formations got underway, other reconnaissance units under the direct command of the various Luftflotten became busier, reporting on the results of the various attacks, etc., and on 21 July a Bf 110C-5 of 4(F)/14 was also shot

down by Hurricanes over southern England. By the end of October six more Bf 110s from various units, plus another six Do 215Bs of Aufkl.Gr.Ob.d.L. had been lost, although some hundreds of successful reconnaissance flights had been completed.

The aircraft of the Küstenfliegergruppen were involved throughout the whole of this period in mine-laying operations, and on patrol, but these units too suffered regular casualties, both by day and night. Probably losses were much heavier than during a normal period, due to the far greater activity generally in which these aircraft from time to time became involuntarily involved. During the course of the Battle eight He 115s and three Do 18s were lost to enemy action, one of each type falling to their natural enemies, the patrolling Coastal Command fighter-Blenheims of 235 Squadron, several others being the victims of Fighter Command interceptors.

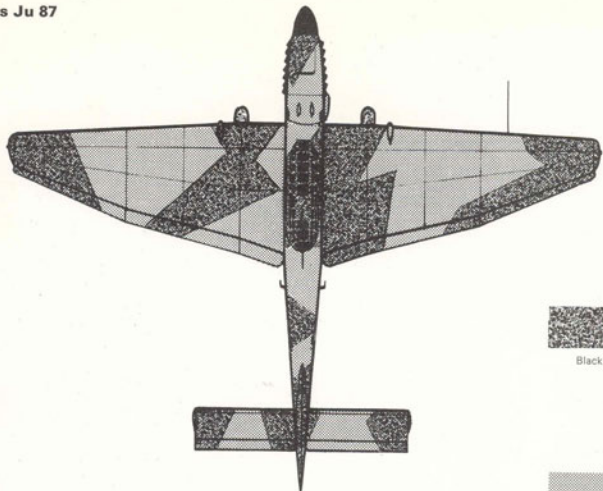
The Fw 200Cs of I/KG 40 also undertook some mine-laying sorties during July and August, two of these aircraft being lost during the night of 20 July, and one on 20 August. By September the number on hand had risen, and on several occasions these big aircraft accompanied the main medium bomber formations on their raids. They were seen on several occasions by RAF fighters, but were never intercepted. It was not until 22 October that another of these aircraft failed to return, and this time it was while engaged on a weather reconnaissance off the coast of Ireland that the bomber disappeared, not during a raid over England.

I/KG 40 Fw 200Cs also made a number of night bombing attacks on the Liverpool area at this time, while over the Atlantic during the August-September period they were responsible for the sinking of 90,000 tons of Allied shipping. The unit's greatest success came on 26 October when Hpt. Bernard Jope of the Gruppe's 2 Staffel, on his first operational flight, sighted the 42,000 ton Canadian Pacific liner, *Empress of Britain*, off Donegal Bay, north-west Ireland. Attacking with bombs, he severely damaged the vessel, 45 passengers being killed during this attack. The vessel was later torpedoed by U-32, and subsequently blew up and sank.

The first occasion on which British fighters met the air-sea rescue He 59s was on 9 July, when several aircraft of Seenotfluggkommando 1 were sent out to pick up aircrew down in the sea off the east Kent coast. Although these aircraft were marked with the Red Cross, RAF pilots were dubious of the legality of their activities, and Spitfires of 54 Squadron forced one down on the Goodwin Sands. It was later towed ashore by the Walmer lifeboat.

After due deliberation the Air Ministry decided on 14 July that the He 59s should not be accorded immunity, particularly as it was suspected that they were lacing their mercy missions with a little reconnaissance and convoy shadowing. Thereafter the lives of these aircraft, operating with Seenotfluggkommando 1, 3 and 4, and with Seenotzentrale Cherbourg, became hunted ones. British fighters made frequent interceptions of the slow old biplanes, three more being shot down during late July, and another five in August. On 11 August however Bf 109s caught Spitfires in the act of despatching an aircraft of Seenotzentrale Cherbourg, and shot down two of the British fighters in return. One further He 59 was strafed when at anchor, and another was shot down by Hurricanes late in October to bring the total lost to British action during the Battle of Britain to 11.

Junkers Ju 87

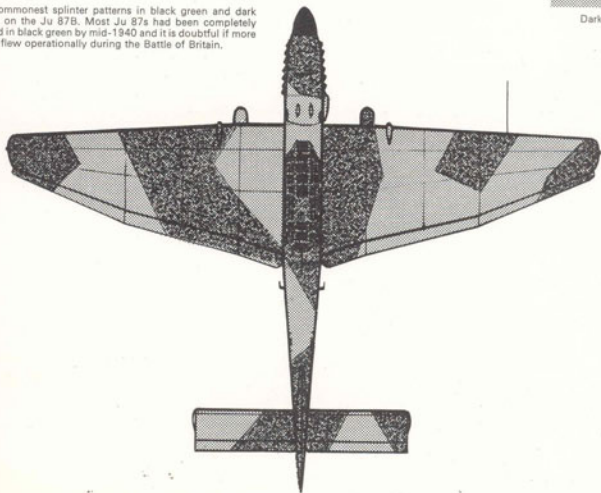


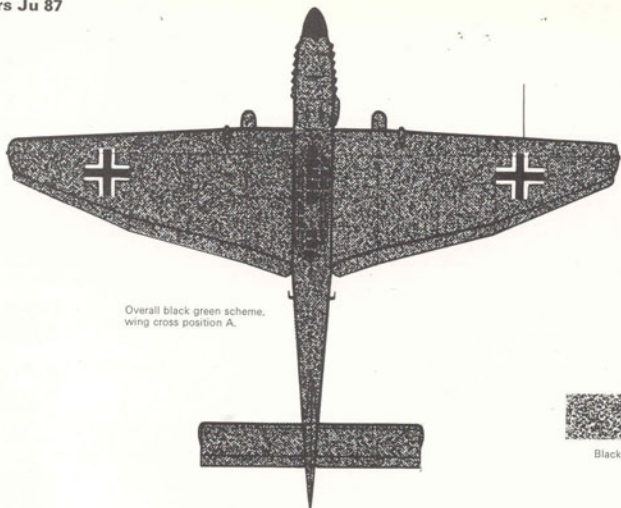
Black Green



Dark Green

The two commonest splinter patterns in black green and dark green used on the Ju 87B. Most Ju 87s had been completely oversprayed in black green by mid-1940 and it is doubtful if more than a few flew operationally during the Battle of Britain.

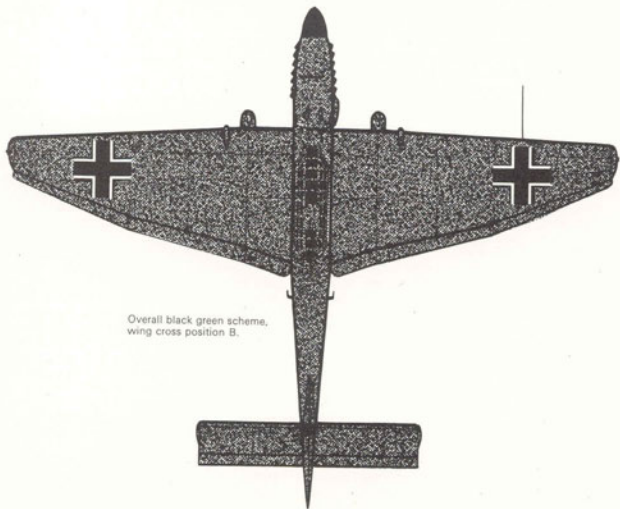




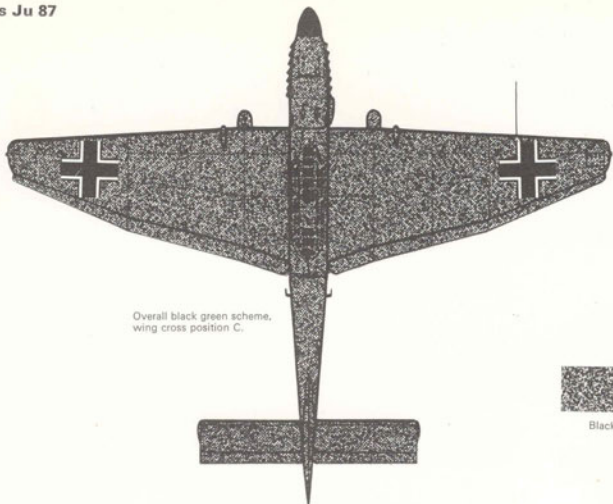
Overall black green scheme,
wing cross position A.



Black Green



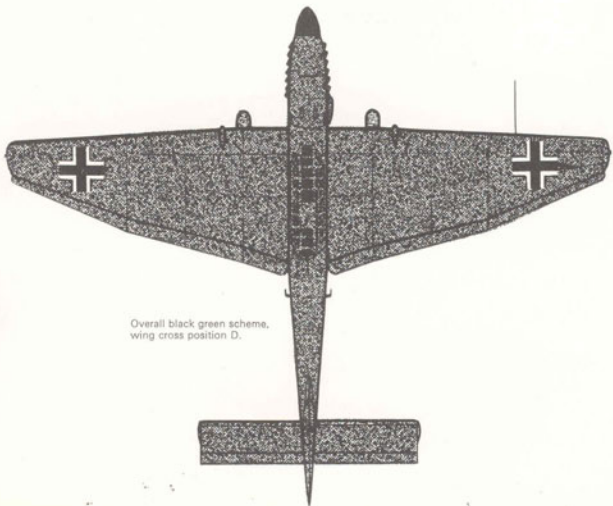
Overall black green scheme,
wing cross position B.



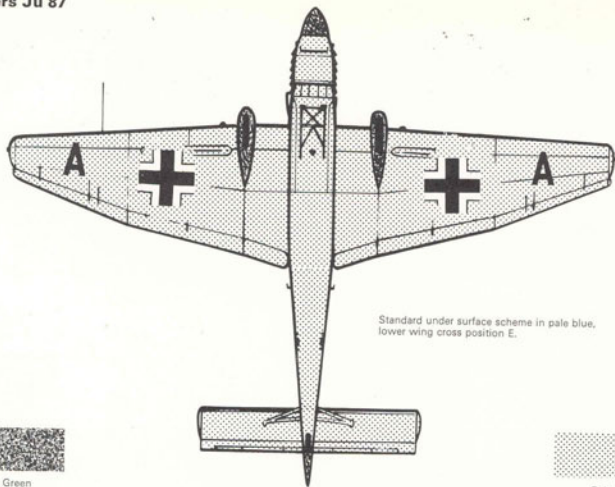
Overall black green scheme,
wing cross position C.



Black Green



Overall black green scheme,
wing cross position D.



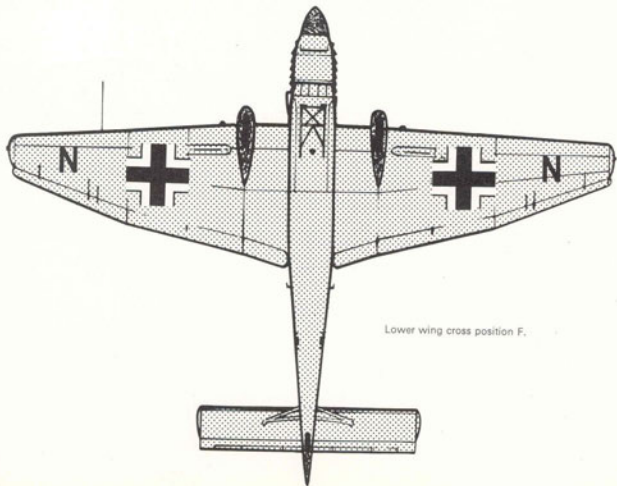
Standard under surface scheme in pale blue,
lower wing cross position E.



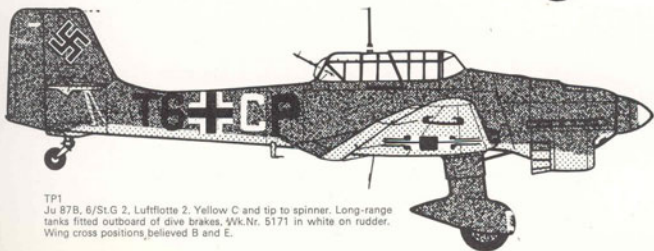
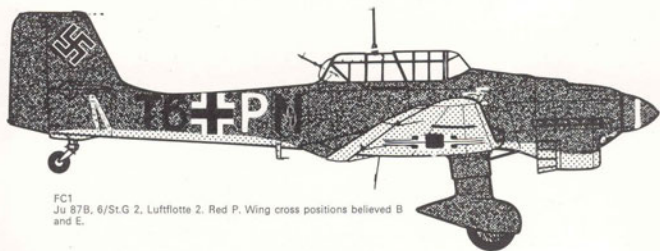
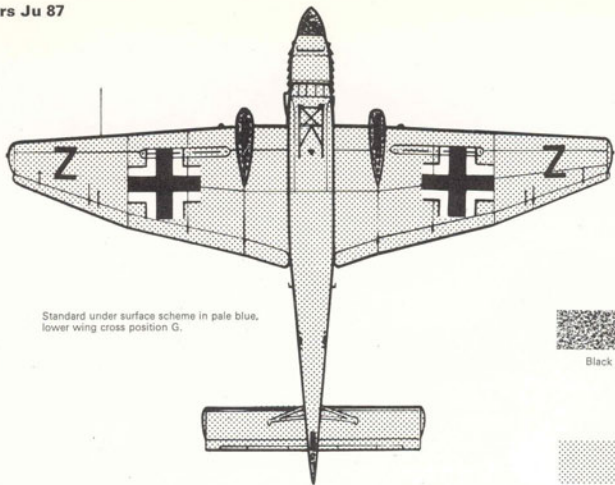
Dark Green

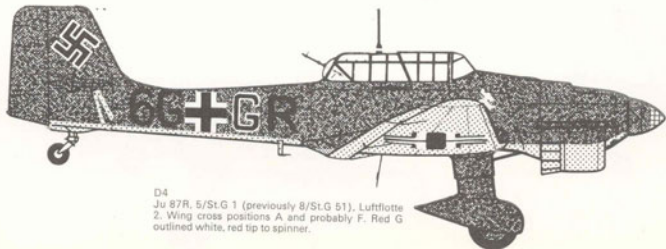
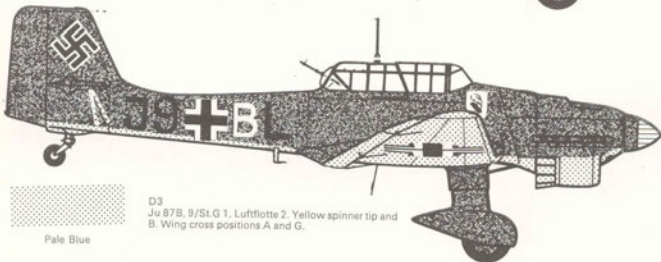
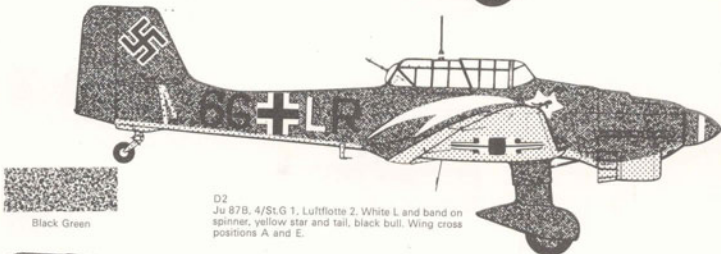
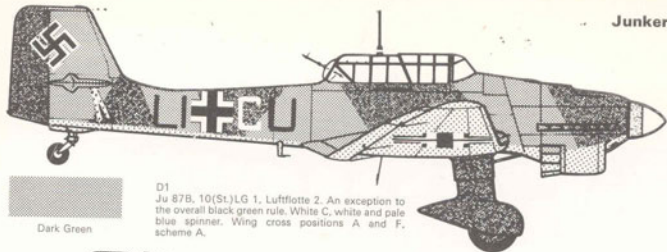


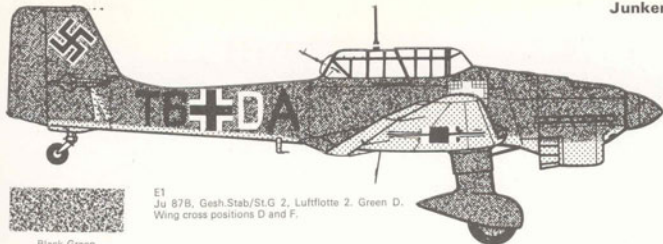
Pale Blue



Lower wing cross position F.

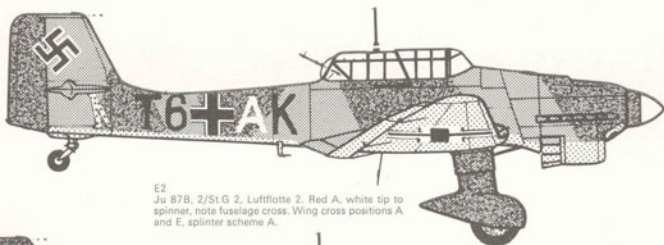




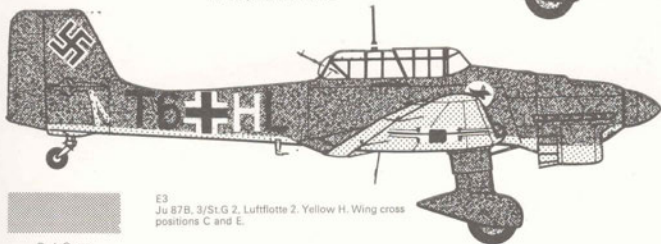


E1
Ju 87B, Gesh.Stab/St.G 2, Luftflotte 2. Green D.
Wing cross positions D and F.

Black Green

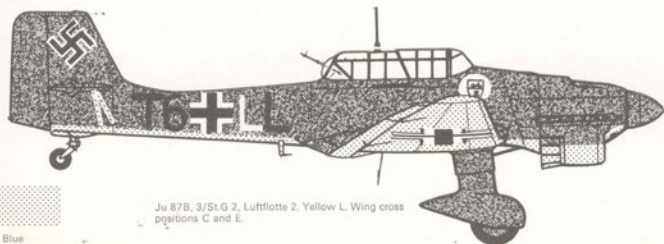


E2
Ju 87B, 2/St.G 2, Luftflotte 2. Red A, white tip to
spinner, note fuselage cross. Wing cross positions A
and E, splinter scheme A.



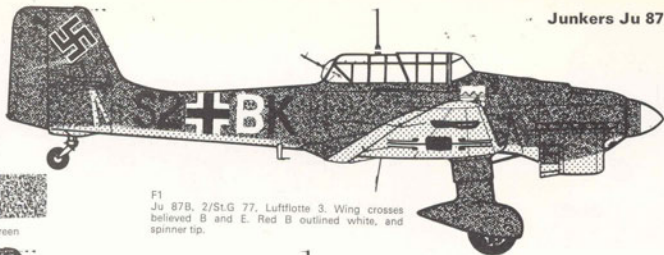
E3
Ju 87B, 3/St.G 2, Luftflotte 2. Yellow H. Wing cross
positions C and E.

Dark Green



Ju 87B, 3/St.G 2, Luftflotte 2. Yellow L. Wing cross
positions C and E.

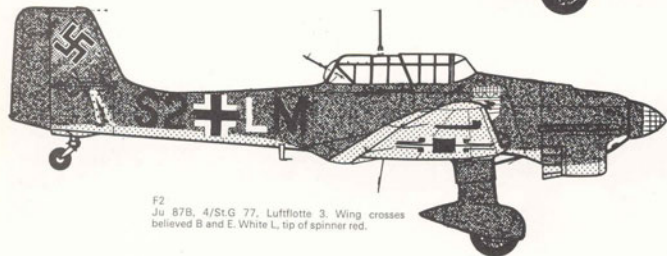
Pale Blue



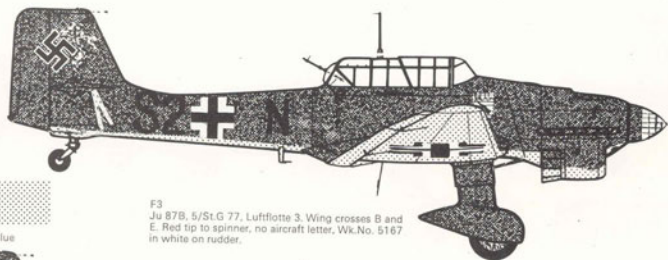
F1
Ju 87B, 2/St.G 77, Luftflotte 3. Wing crosses
believed B and E. Red B outlined white, and
spinner tip.



Black Green



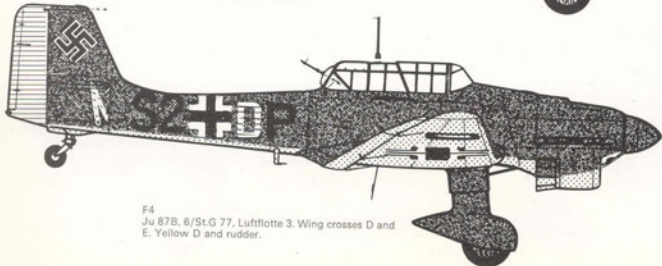
F2
Ju 87B, 4/St.G 77, Luftflotte 3. Wing crosses
believed B and E. White L, tip of spinner red.



F3
Ju 87B, 5/St.G 77, Luftflotte 3. Wing crosses B and
E. Red tip to spinner, no aircraft letter, Wk.No. 5167
in white on rudder.



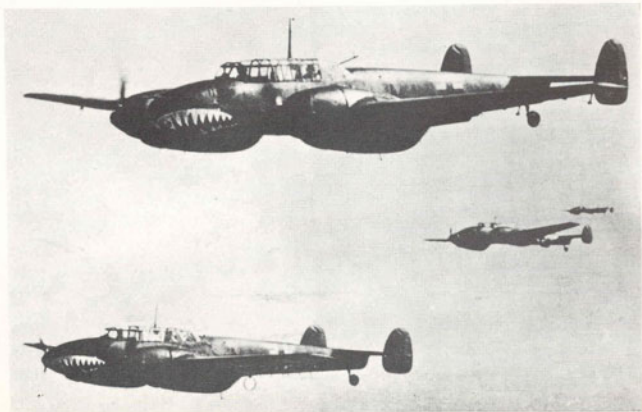
Pale Blue

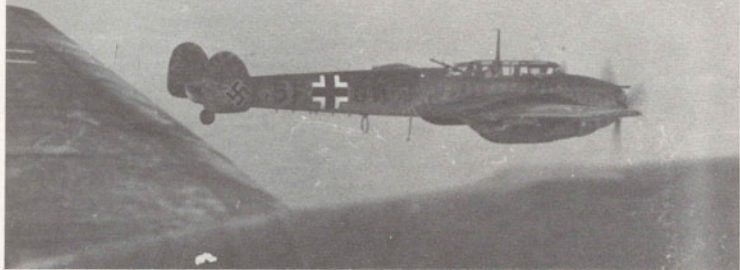


F4
Ju 87B, 6/St.G 77, Luftflotte 3. Wing crosses D and
E. Yellow D and rudder.

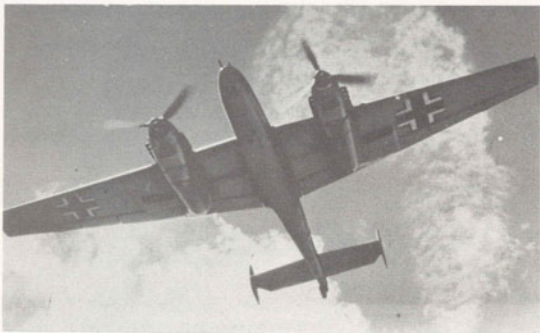


Messerschmitt Bf 110Cs of III/ZG 76, the Sharkmouth was common to all aircraft of this unit. The 110C illustrated above coded M8+CP of 6/ZG 76, Wk. Nr. 2089 may be the one flown by Oblt. Piduhn and Gefr. Conde who were killed during the Brooklands raid of 4 September.

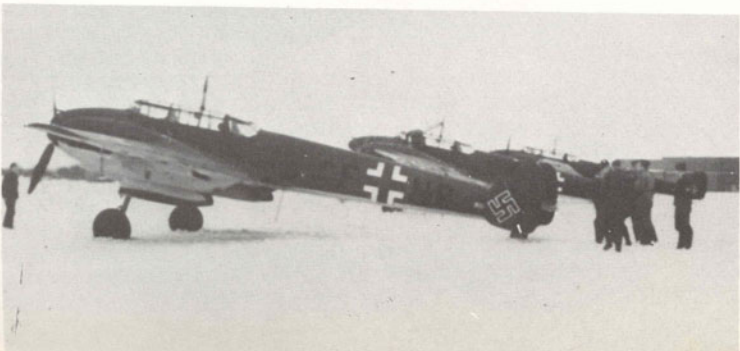




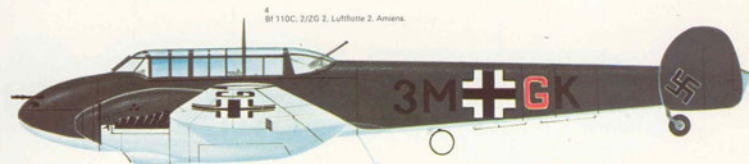
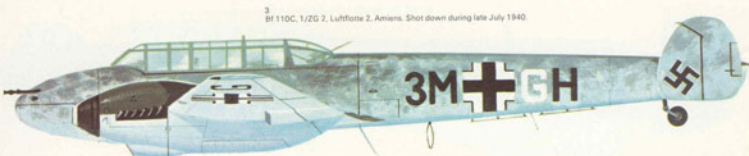
Above: Bf 110C reconnaissance fighter of 4(F)/14 with the splinter scheme of fuselage sides and vertical tail surfaces over-sprayed with green and grey dapple, code is 5F+OM. (USAF via Martin C. Windrow)



Left: A Bf 110C which has suffered some damage to either port or starboard wing one or the other being replaced with a new one displaying a change in both size and position of the crosses.



Below: Overall black green Bf 110Cs on a French airfield.





1
Bf 110C, 3/ZG 26, Luftflotte 2, Abbeville.



2
Bf 110C, 3/ZG 26, Luftflotte, 2, St Omer. Shot down near to the main road at Lenham, Kent, 21 September 1940.



3
Bf 110C, 7/ZG 26, Luftflotte 2, Arques. Believed shot down in August 1940.



4
Bf 110C, 5/ZG 76, Luftflotte 3, Abbeville. Note no red upper lip on Sharkmouth.



5
Bf 110C, 3/ZG 76, Luftflotte 3, Abbeville.



6
Bf 110C, 7/ZG 76, Luftflotte 3, Abbeville.



1 Bf 110C, Gruppe Stab II/Erpr Gr 210, Luftflotte 2, Valenciennes.



2 Bf 110C, Gruppe Stab II/Erpr Gr 210, Luftflotte 2, Valenciennes. Shot down at Hove, East Sussex on 16 August 1940. W.Nr 3339.



3 Bf 110C, Erpr Gr 210, Luftflotte 2, Valenciennes, Calais.



4 Bf 110C, Erpr Gr 210, Luftflotte 2, Valenciennes.



A2
1/ZG 2



C3.4
Erpr Gr 210



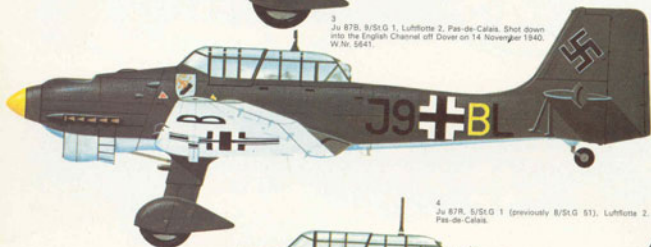
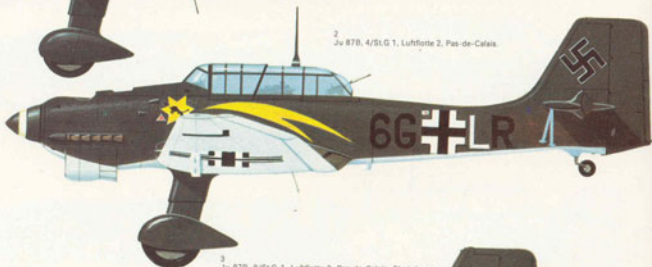
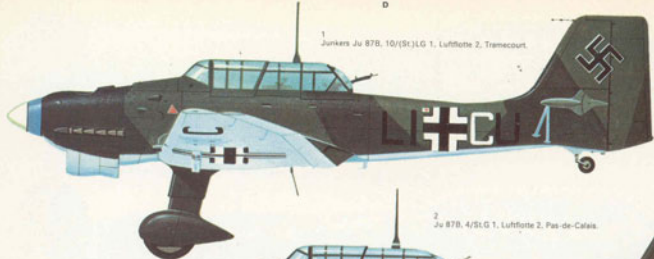
C2
Erpr Gr 210



B3
III/ZG 26

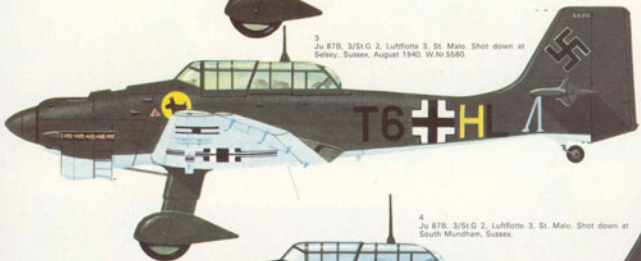
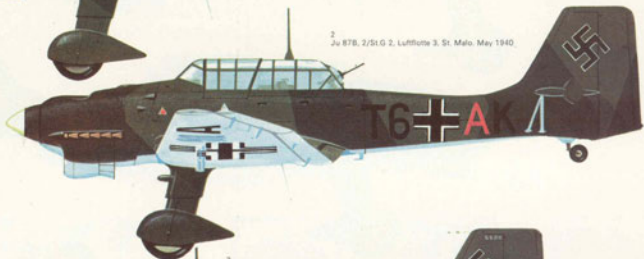
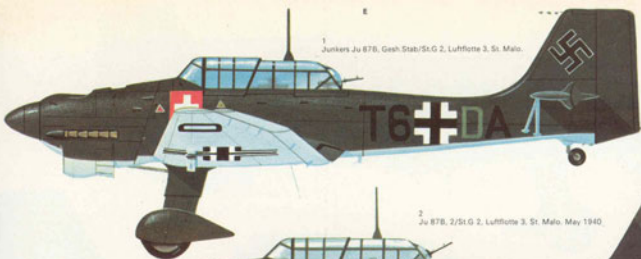


5 Dornier Do 215B, 4/Aufkl. Ob.d.L. Shot down in the sea off the Norfolk coast on 30 August 1940.



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E1
GS/St.G 2



I/St.G 2



II/St.G 2

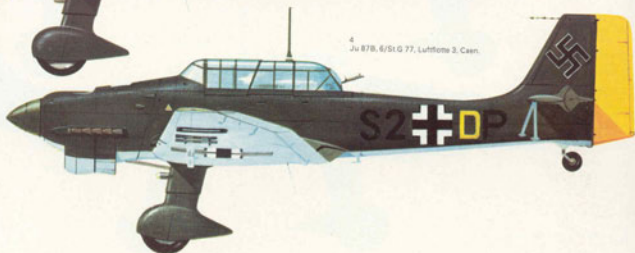
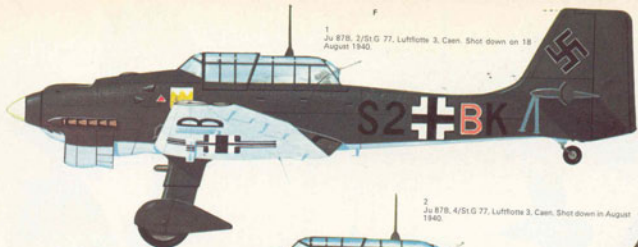


E3
III/St.G 2



3/St.G 2





FC1
6/St.G 2



F1
2/St.G 77



F2
4/St.G 77



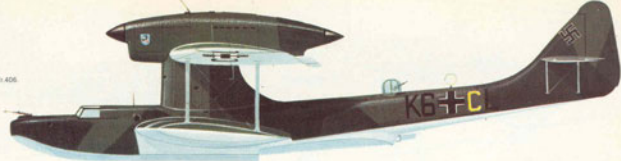
F3
5/St.G 77



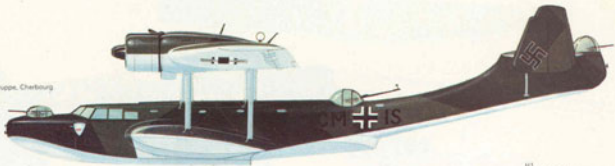
6/St.G 77



1
Dornier Do 18G, 3/Kü.Fl.Gr. 405



2
Dornier Do 24, 3/Seezuchtgruppe, Chelburg



H1
3/Kü.Fl.Gr. 506



G1
3/Kü.Fl.Gr. 405



G2.3
Seezuchtgruppe



H2
5/Bord.Fl.Gr. 136



H5
1/Kü.Fl.Gr. 506



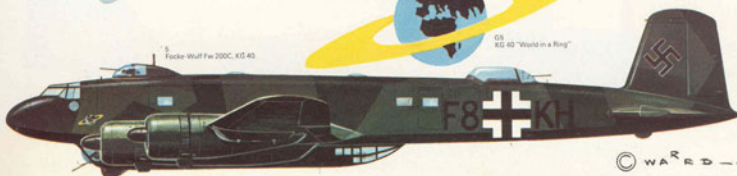
3
Focke-Wulf Fw 200C, 2/KG 40



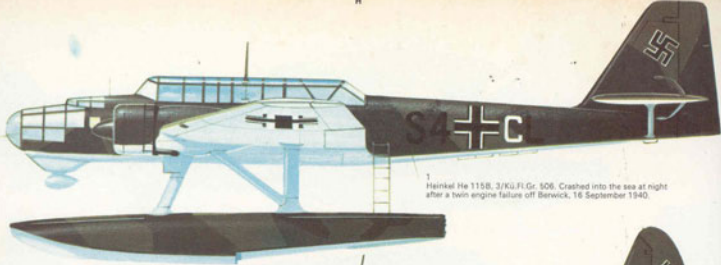
4
Focke-Wulf Fw 200C, 2/KG 40. Shot down into the sea between Hartlepool and Sunderland during the night of 19/20 July 1940.



5
Focke-Wulf Fw 200C, KG 43



G5
KG 40 "World in a Ring"



1 Heinkel He 115B, 3/Kü.Fl.Gr. 506. Crashed into the sea at night after a twin engine failure off Berwick, 16 September 1940.



2 Arado Ar 196A, 5/Bord Fl.Gr. 196. Destroyed by a storm in Narvik harbour, 28 August 1940.



H3
Swastika detail



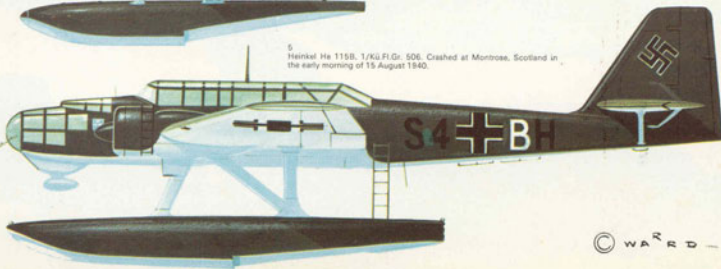
3 Heinkel He 59B, Seenofflugkommando 1. Exactly similar was D-SUO.



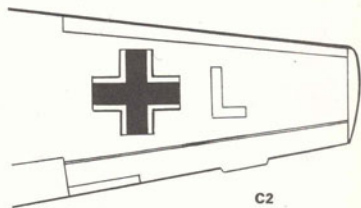
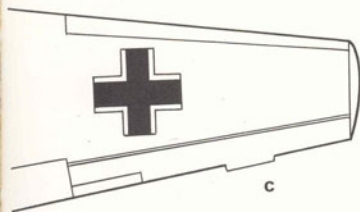
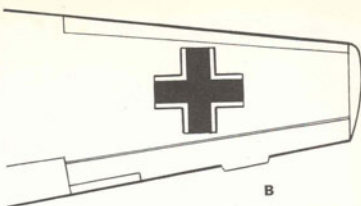
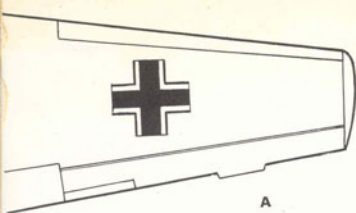
H3
Eagle and Swastika detail in black and white on fin.



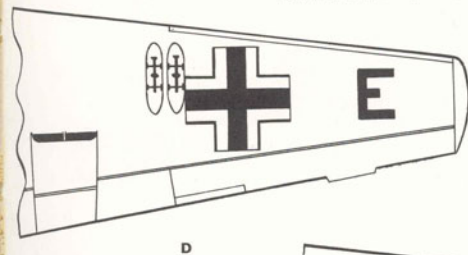
4 Heinkel He 59B, Seenofflugkommando 1, Cherbourg.



5 Heinkel He 115B, 1/Kü.Fl.Gr. 506. Crashed at Montrose, Scotland in the early morning of 15 August 1940.

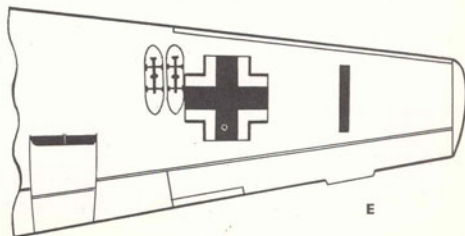


Variations in upper wing cross positions

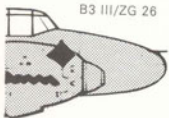
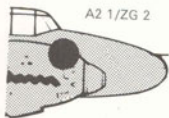


Messerschmitt Bf 110

Variations in under wing cross positions



Messerschmitt Bf 110

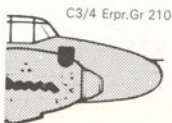
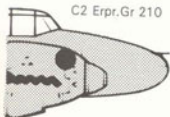


Dark Green

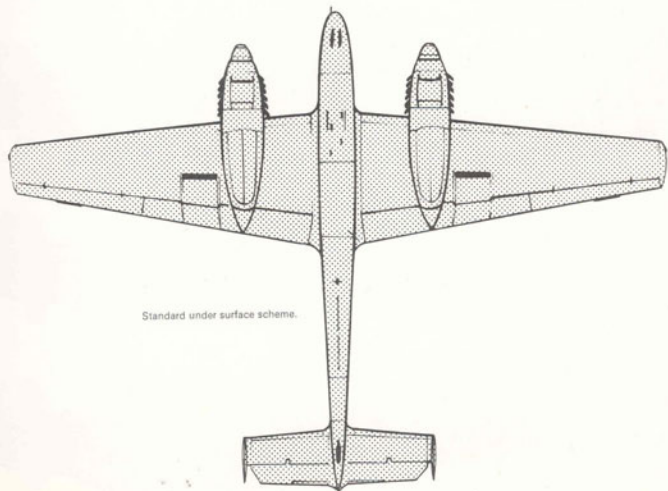
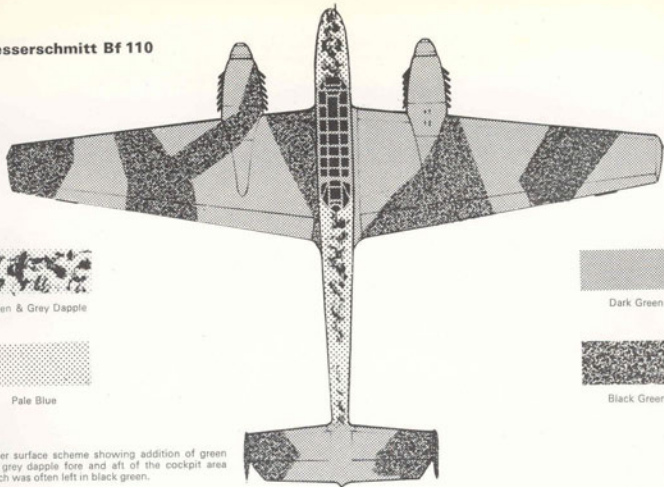


Black Green

Upper surface black green and dark green splinter camouflage scheme, of the two illustrated the top one appears to have been the most common.

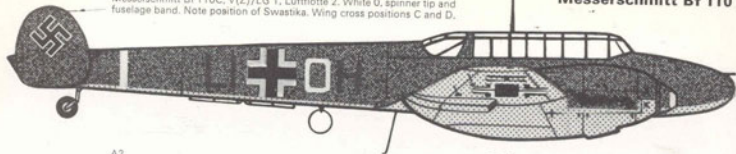


Messerschmitt Bf 110

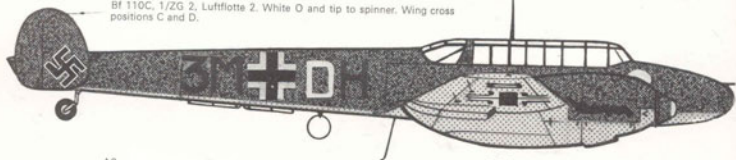


Messerschmitt Bf 110

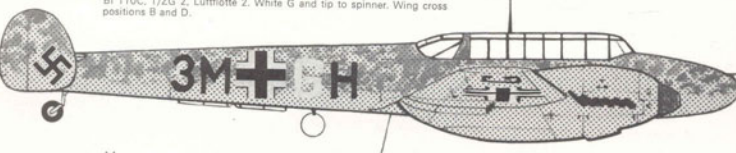
A1
Messerschmitt Bf 110C, V(Z)/LG 1, Luftflotte 2. White 0, spinner tip and fuselage band. Note position of Swastika. Wing cross positions C and D.



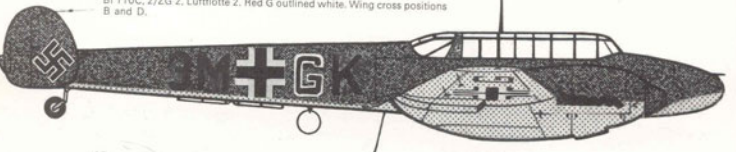
A2
Bf 110C, 1/ZG 2, Luftflotte 2. White 0 and tip to spinner. Wing cross positions C and D.



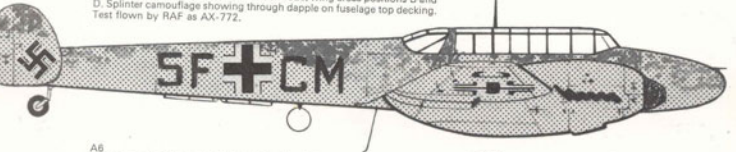
A3
Bf 110C, 1/ZG 2, Luftflotte 2. White G and tip to spinner. Wing cross positions B and D.



A4
Bf 110C, 2/ZG 2, Luftflotte 2. Red G outlined white. Wing cross positions B and D.



A5
Bf 110C, 4(F)/14, Luftflotte 3. All black code, wing cross positions B and D. Splinter camouflage showing through dapple on fuselage top decking. Test flown by RAF as AX-772.



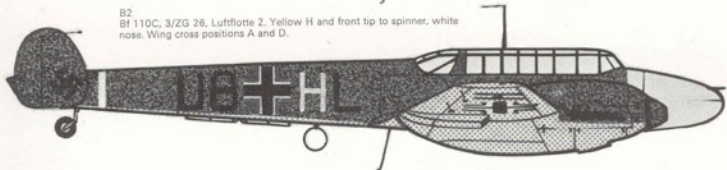
A6
Bf 110C, 1/ZG 26, Luftflotte 2. White G, tail band and spinner, yellow rudders and almost certainly elevators. Wing cross positions C and believed D.



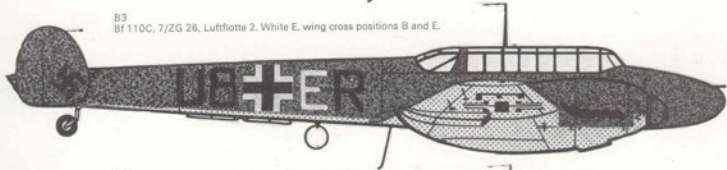
B1
Bf 110C, 3/ZG 26, Luftflotte 2. Yellow G, white nose and tail band.
Wing cross positions not known but probably Band D. The dapple was
particularly heavy above and behind Swastika, along extreme top of
fuselage and in region of UB and cross.



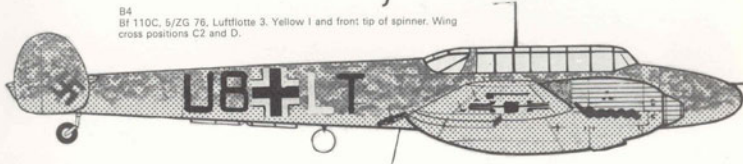
B2
Bf 110C, 3/ZG 26, Luftflotte 2. Yellow H and front tip to spinner, white
nose. Wing cross positions A and D.



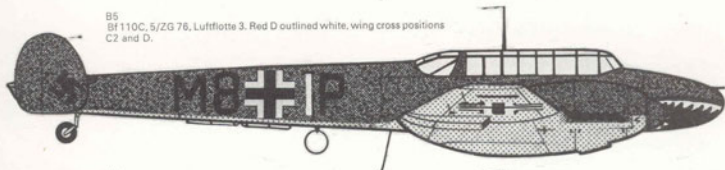
B3
Bf 110C, 7/ZG 26, Luftflotte 2. White E, wing cross positions B and E.



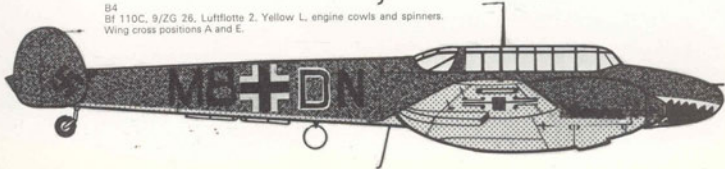
B4
Bf 110C, 5/ZG 76, Luftflotte 3. Yellow I and front tip of spinner. Wing
cross positions C2 and D.



B5
Bf 110C, 5/ZG 76, Luftflotte 3. Red D outlined white, wing cross positions
C2 and D.

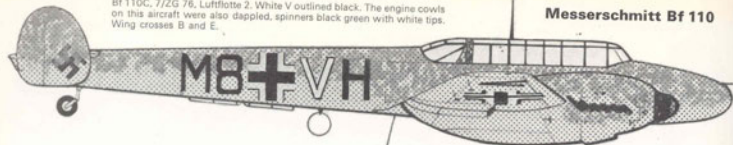


B4
Bf 110C, 9/ZG 26, Luftflotte 2. Yellow L, engine cowls and spinners.
Wing cross positions A and E.



Messerschmitt Bf 110

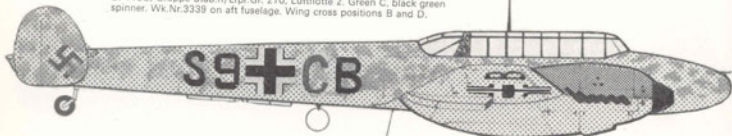
B6
Bf 110C, 7/ZG 76, Luftflotte 2. White V outlined black. The engine cowls on this aircraft were also dappled, spinners black green with white tips. Wing crosses B and E.



C1
Bf 110C, Gruppe Stab.II/Erpr.Gr. 210, Luftflotte 2. Green A, spinner yellow, red and white. Wing cross positions C and D.



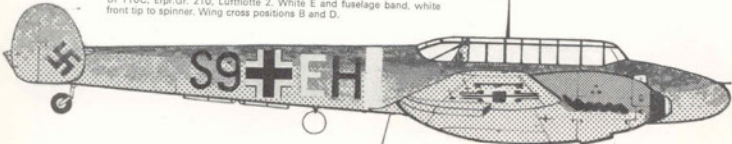
C2
Bf 110C, Gruppe Stab.II/Erpr.Gr. 210, Luftflotte 2. Green C, black green spinner. Wk.Nr.3339 on aft fuselage. Wing cross positions B and D.



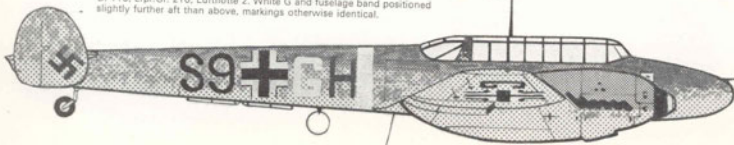
C3
Bf 110C, Erpr.Gr. 210, Luftflotte 2. Red E outlined white, wing cross positions B and D.



C4
Bf 110C, Erpr.Gr. 210, Luftflotte 2. White E and fuselage band, white front tip to spinner. Wing cross positions B and D.



Bf 110, Erpr.Gr. 210, Luftflotte 2. White G and fuselage band positioned slightly further aft than above, markings otherwise identical.

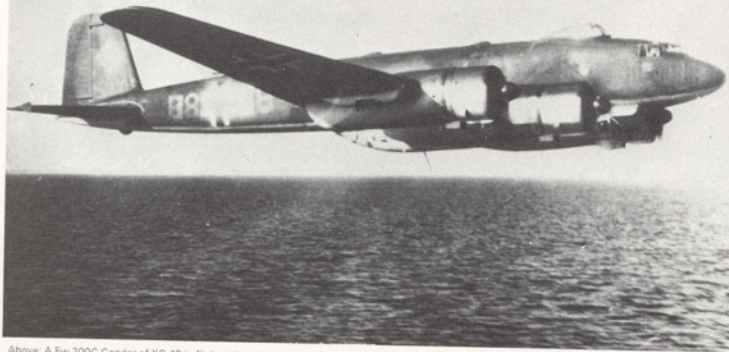




Above: Formation of Bf 110Cs of Erpr.Gr. 210 in splinter upper surfaces and dapple fuselage and engine cowls, photo taken during the early summer of 1940.

Below: A Bf 110C of ZG 26 "Horst Wessel" in dapple and splinter scheme, note the white outlined black A on the under surface of the wing. Black was the rule for under surface aircraft letters but on both the Ju 87 and Bf 110 white outlined black was occasionally used and proves the exception to every rule.





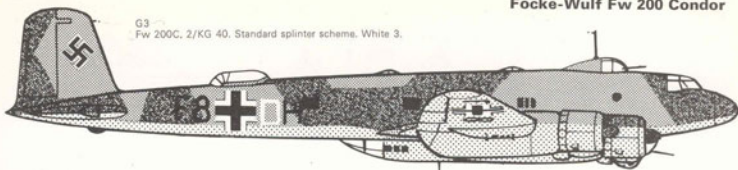
Above: A Fw 200C Condor of KG 40 in flight at low level over the North Sea. This aircraft was flown by the Staffelführer of the 1st Staffel and was lost in action over the British Isles, 20 July 1940. (Hans Obert)

Below: Another Fw 200C of KG 40 on the hardstanding at Bordeaux-Mérignac, note the KG 40 "World in a Ring" insignia is without the yellow ring. (Hans Obert)

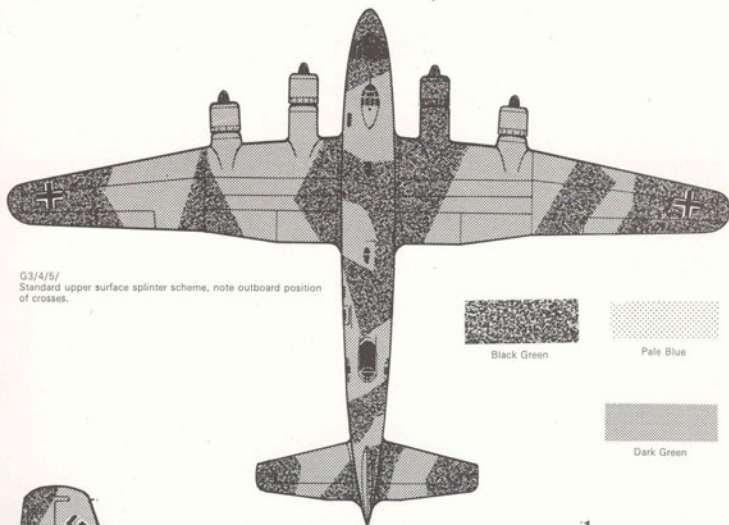


Focke-Wulf Fw 200 Condor

G3
Fw 200C, 2/KG 40. Standard splinter scheme. White 3.



G3/4/5/
Standard upper surface splinter scheme, note outboard position
of crosses.



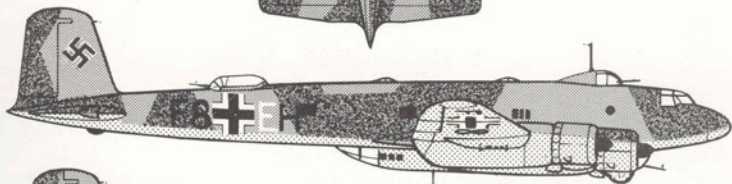
Black Green



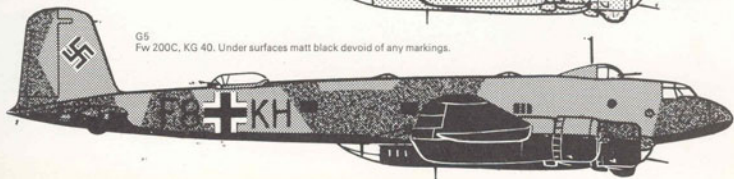
Pale Blue



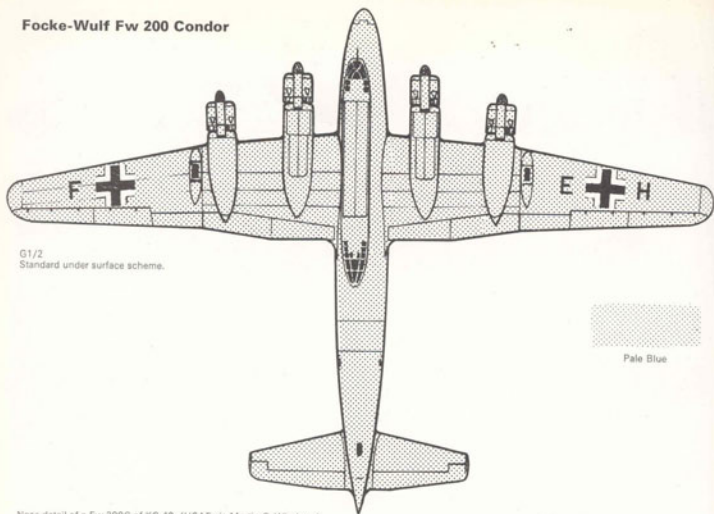
Dark Green



G5
Fw 200C, KG 40. Under surfaces matt black devoid of any markings.



Focke-Wulf Fw 200 Condor



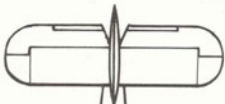
Nose detail of a Fw 200C of KG 40. (USAF via Martin C. Windrow)



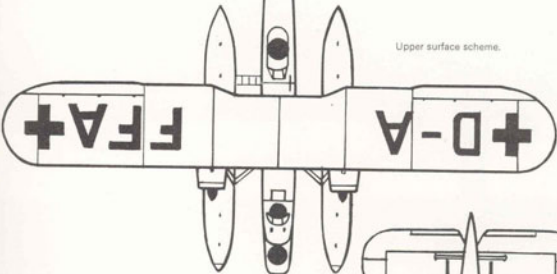
Heinkel He 59B



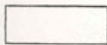
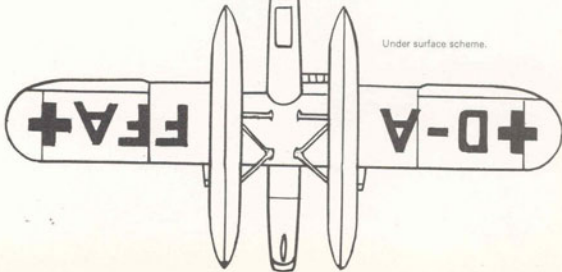
H3
Heinkel He 59B, Seenotfluggkommando 1, exactly similar was
D-ARYX. Note red crosses shown black.



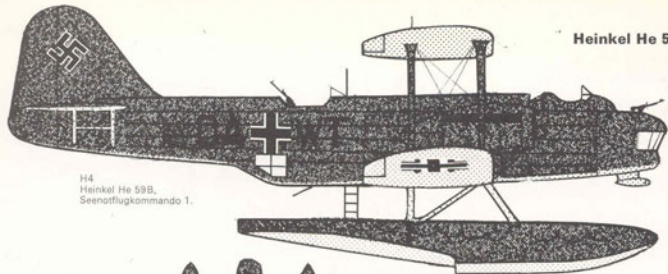
Upper surface scheme.



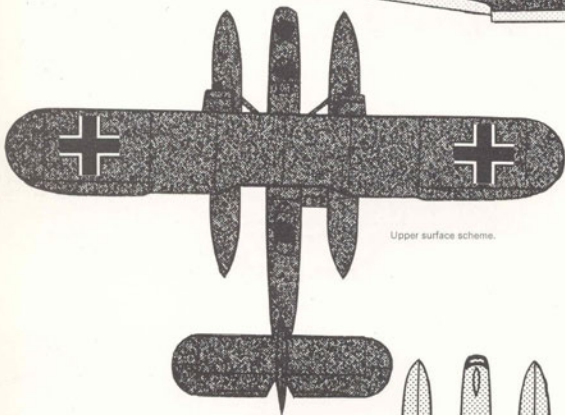
Under surface scheme.



White



H4
Heinkel He 59B,
Seenotflugkommando 1.



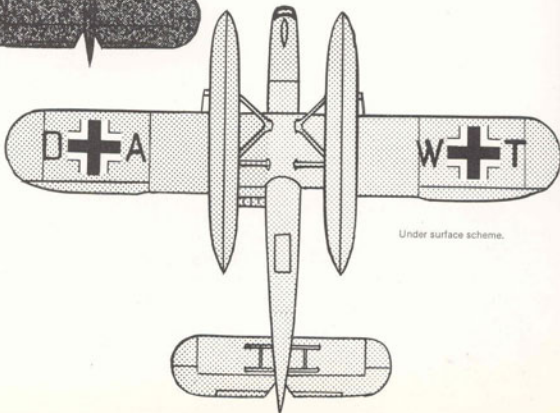
Upper surface scheme.



Pale Blue



Black Green



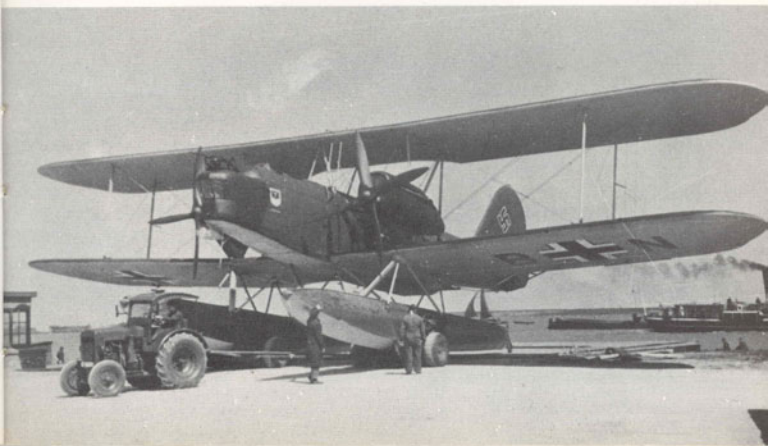
Under surface scheme.

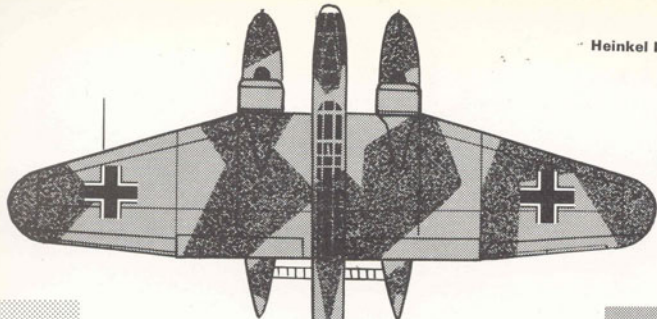
W

Note style of W.



Good detail shots of a pair of Heinkel He 59B's. (USAF via Martin C. Windrow)

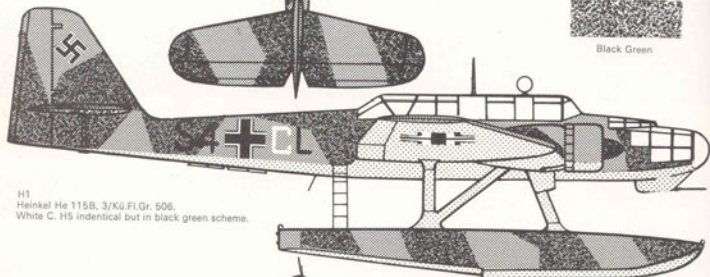




Pale Blue

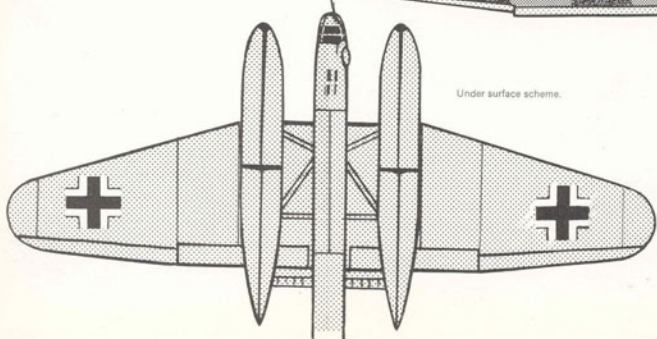
H1
Upper surface scheme.

Dark Green

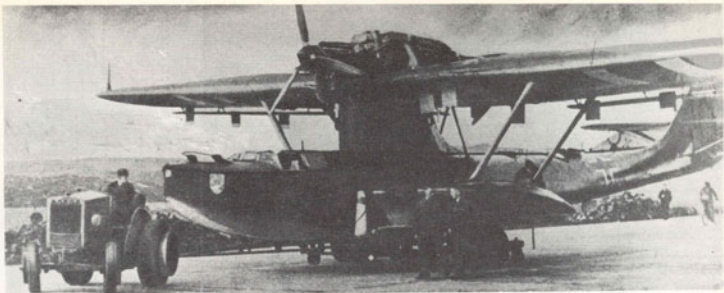


Black Green

H1
Heinkel He 115B, 3/Kü Fl.Gr. 506.
White C. H5 identical but in black green scheme.



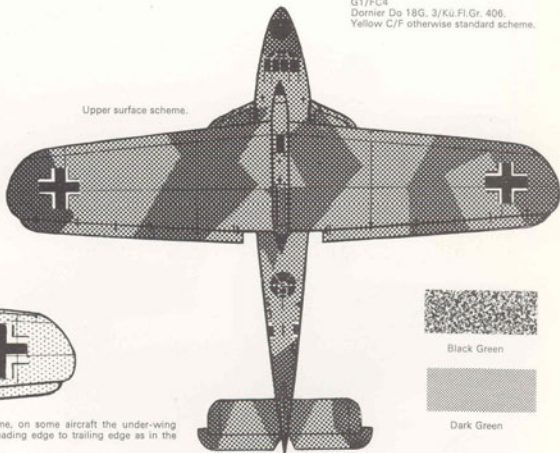
Under surface scheme.



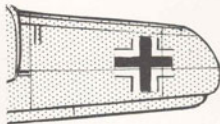
Dornier Do 18

G1/FC4
Dornier Do 18G, 3/Kü.Fl.Gr. 406.
Yellow C/F otherwise standard scheme.

Upper surface scheme.



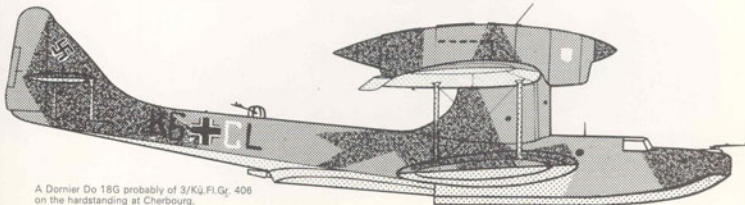
Pale Blue



Under surface scheme, on some aircraft the under-wing crosses were from leading edge to trailing edge as in the photograph above.

Black Green

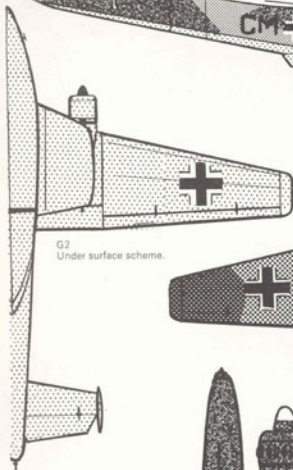
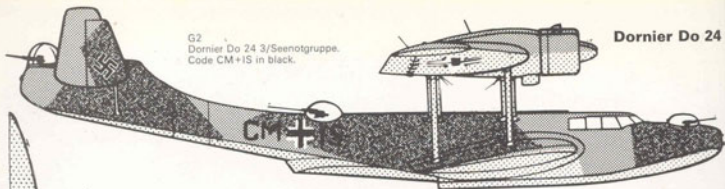
Dark Green



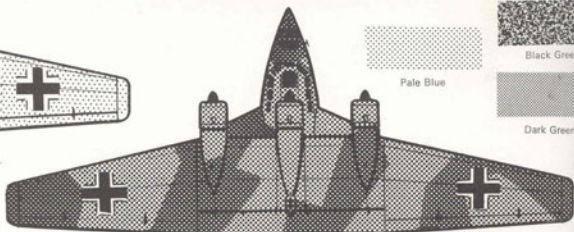
A Dornier Do 18G probably of 3/Kü.Fl.Gr. 406
on the hardstanding at Cherbourg.

Dornier Do 24

G2
Dornier Do 24 3/Seenotgruppe.
Code CM+IS in black.



G2
Under surface scheme.



G2
Upper surface scheme.



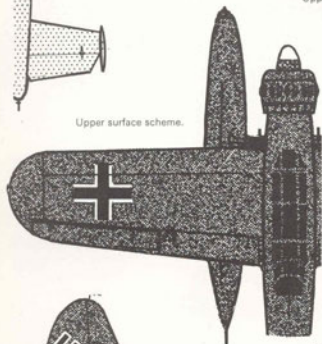
Pale Blue



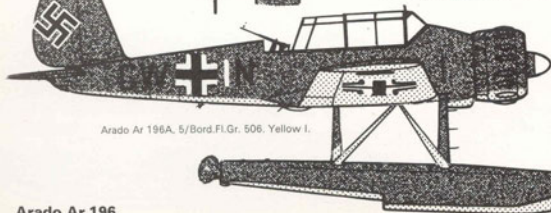
Black Green



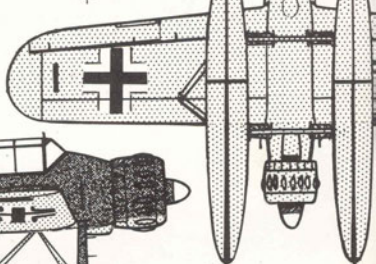
Dark Green



Upper surface scheme.

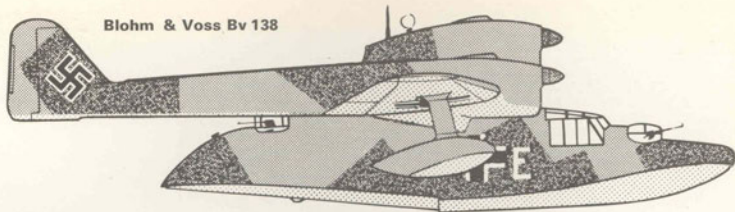


Arado Ar 196A, 5/Bord.Fl.Gr. 506, Yellow I.



Under surface scheme.

Blohm & Voss Bv 138

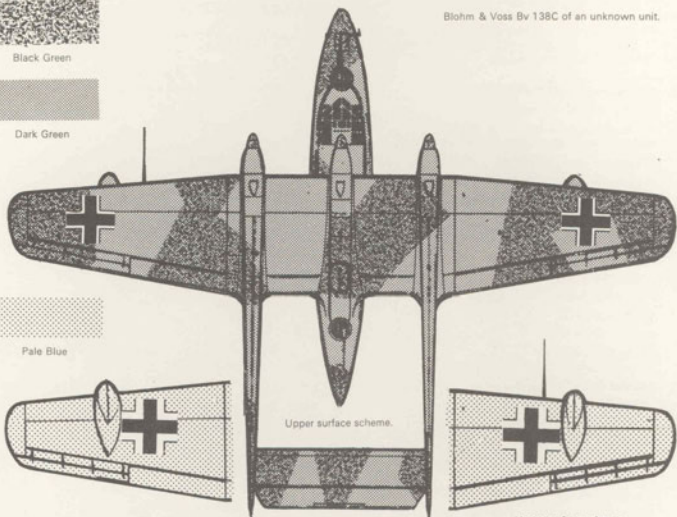


Black Green



Dark Green

Blohm & Voss Bv 138C of an unknown unit.

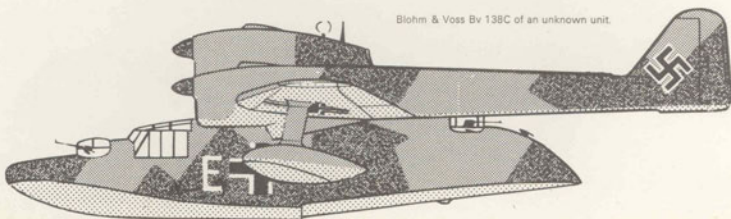


Upper surface scheme.

Under surface scheme.



Pale Blue



Blohm & Voss Bv 138C of an unknown unit.

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Netherlands East Indies Air Force
West German Luftwaffe

Front cover top to bottom:

Junkers 87B, 6/St.G 77, Luftflotte 3, Lannion.
Messerschmitt Bf 110C, 9/ZG 26, Luftflotte 2, Barley-Arques.
Heinkel He 59B, Seenotflugkommando 1, Cherbourg. Exactly as D-AFFA but without small Eagle and Swastika insignia on red band on fin.
Dornier Do 18G, 3/Ku.Fi.Gr. 406, W.Nr. 0810, Crashed on 15 September 1940.