

# WILDE SAU Episode One: Ring of Fire eduard

1/48 SCALE PLASTIC KIT  
**DUAL COMBO!**

#11140



**Wilde Sau Bf 109 Gustav** - brief outline and technical aspects

by Neil Page

During 1942 RAF bomber command had mounted several so-called '1,000 bomber' raids and by the spring of 1943 some 65 RAF bomber squadrons stood ready to be deployed in a massive night-time offensive against the Reich. German night fighter defences – essentially radar-guided twin-engine machines operating in individual 'boxes' – risked being overwhelmed, as indeed they were on July 24th, 1943, during a huge raid against the port city of Hamburg. That night, 'Window' – tin foil strips that jammed German radars – was deployed for the first time. The resulting firestorm, which caused huge loss of civilian life and damage to industrial installations, prompted the German High Command to give greater urgency to proposals then being tested to attack the bombers 'visually' – independently of radar-guidance - with single engine fighters. Decorated bomber pilot Oberst Hajo Herrmann had come up with this somewhat 'hare-brained' scheme during early 1943 as a means of making up for a general shortage of night fighters. He had suggested that single seat fighters could operate in the bombers' general target area using the light of target indicators, massed searchlights and the fires on the ground to spot their targets. In an effort to persuade his commanders of the feasibility of his idea, Herrmann had himself taken to flying a Focke-Wulf Fw 190 at night against RAF intruders as he related in his memoir 'Bewegtes Leben' and a Versuchseinheit or test unit was quickly established.

Herrmann's Bonn-Hangelar-based unit was crewed by experienced 'blind flyers', former bomber and Lufthansa transport pilots. Their first interception of a British heavy bomber raid had taken place on the night of July 3rd/4th during an attack on Cologne (Köln). Herrmann's pilots destroyed at least ten of the twelve bombers shot down, including one brought down by Herrmann himself, for the loss of just one machine. As a result of the British deployment of 'Window' over Hamburg, Herrmann's pilots suddenly found themselves centre stage as the only real interim counter measure available to the Luftwaffe, while German radar research technology strove to overcome the jamming.

Herrmann's pilots quickly became specialists in night-time 'free hunting' - otherwise dubbed 'wilde Sau' or 'wild boar' night fighting. The G-5 and G-6 Gustavs employed were of course 'pure' day-fighters with no technical provision for operating at night whatsoever. A range of modifications proved necessary as wilde Sau sorties were highly specialized and were flown under 'extreme' conditions (ie total darkness). While pilots needed to be highly competent, sighting the bombers was an entirely visual skill. To preserve 'night vision', one of the first modifications was the fitting of exhaust flame 'shrouds'. So-called Blendschutzleiste were mounted over both sets of ejector stacks. Above the target, if it was on fire, the silhouettes of enemy aircraft stood out against the luminous background, but violently contrasting lighting conditions – searchlight glare, flak bursts, smoke and cloud – could easily dazzle a pilot and cause spatial disorientation. In the cockpit certain instruments were doubled up on the 'blind-flying' panel due to their vulnerability to combat damage. A cockpit display for the reception of homing beacon signals transmitted from Hangelar went some way to facilitating extremely hazardous 'blind' landings and 'precision' approaches. Wing-tip navigation lights and landing lights (Bordscheinwerfer) were always extinguished to evade prowling night-fighters and minimal runway lighting was illuminated only very briefly so that takeoffs and landings were carried out most of the time in almost total darkness. Wilde Sau 109s of course carried the standard radio equipment package and were of course 'guided' to the city under attack by the FuG 16 ZY – night-time navigation was also facilitated by radio 'reference' beacons and searchlights. The radio equipment included the FuG 25a radio transmitter pack used for IFF to identify the aircraft to ground stations. Various devices fitted to the aircraft – most notably exhaust stack 'whistles' (Pfeife) produced by Eberspächer and in some instances infra-red lights mounted on the lower wing surfaces - helped identify the wilde Sau fighters to the flak batteries on the ground. Requests for the flak to cease firing when the wilde Sau were operating over particularly 'sensitive' areas had been refused from the outset, although a cockpit-mounted flare pistol firing ES (Erkennungs-signal) recognition flares could in theory, when fired off, stop the flak batteries on the ground. Ordinarily the Bf 109 had a relatively short endurance – the Bf 109 G-5 had a maximum endurance of 80 minutes, of which 15 minutes were allowed for climbing and flight at high-power settings. The fitting of a belly-mounted auxiliary fuel tank (300 liters) was thus a prerequisite for night operations, allowing for an additional hour in the air at cruising speed. Wilde Sau machines toted three MG 151/20 cannon - two in under wing gondolas each fed by 200 rounds- and two MG 131 machine guns each fed by 300 rounds, harmonized to converge at a given distance in front of the aircraft. In an effort to save some weight the pilot's head armour was usually removed – this also facilitated the jettisoning of the folding hood. Bail-outs - when they occurred – obviously resulted in the loss of the aircraft, it being impossible to fly an emergency or 'crash' landing at night. It is worth mentioning that pilot reports make clear that there was usually very little defensive fire from a bomber – especially if caught in a searchlight – since a single-engine fighter closing to attack had such a small silhouette and was rarely sighted. One particular pilot complaint appears in Messerschmitt reports of night-time Bf 109 operations – the fogging up of the cockpit cabin glazing. An interim solution suggested was the removal of the rubber cabin seal to achieve a better air flow but this resulted in too much draught. Warmer air from the supercharger was ducted into the cockpit in one technical solution.

Quickly expanded to Gruppe strength after the success of their first interceptions, JGr. Herrmann was effectively incorporated into II./JG 1 based in Rheine during July 1943 due to the continuing shortage of available aircraft. JGr. Herrmann was finally boosted to Geschwader strength and renamed JG 300 in August 1943. Again this was only achieved by sharing aircraft - with II. and III./JG 11. Mounting success led to the formation of two more Geschwader later that year, JG 301 and 302, but lack of aircraft meant that only one Gruppe from each had its own fighters. The other Gruppen, so called Aufsitzer or 'Piggy-back' Gruppen, were forced to share the aircraft of day-fighter units. JG 300 and its sister units JG 301 and JG 302 were collectively brought together as 30. Jagddivision under Herrmann's command.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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



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

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

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

PARTS



DÍLY



TEILE



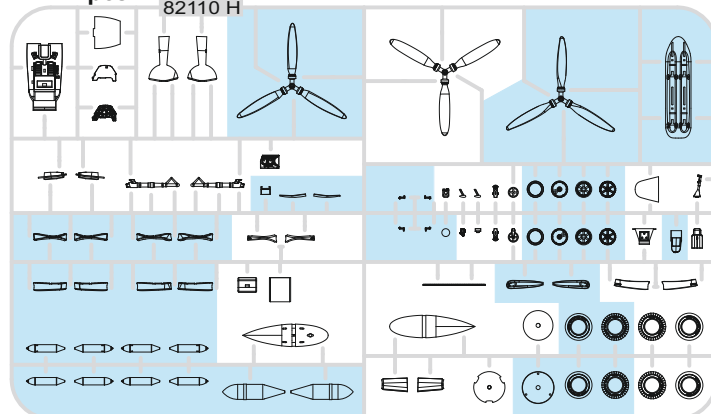
PIÈCES



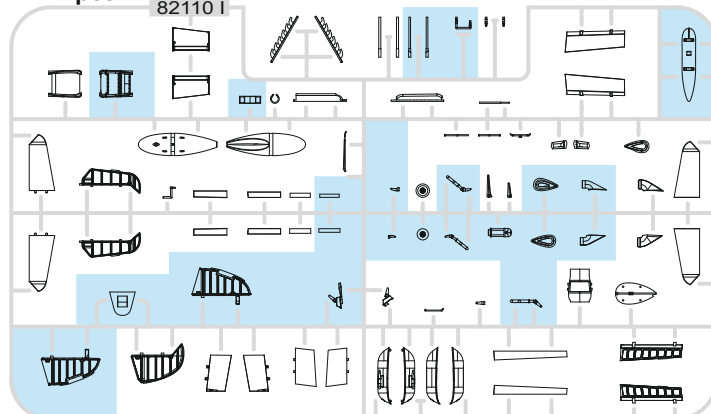
部品

## PLASTIC PARTS

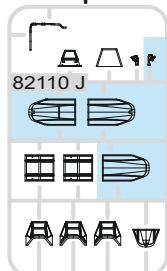
H&gt; 2 pcs.



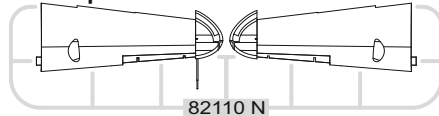
I&gt; 2 pcs.



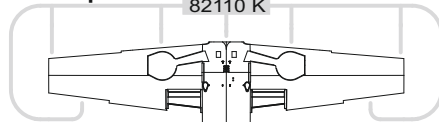
J&gt; 2 pcs.



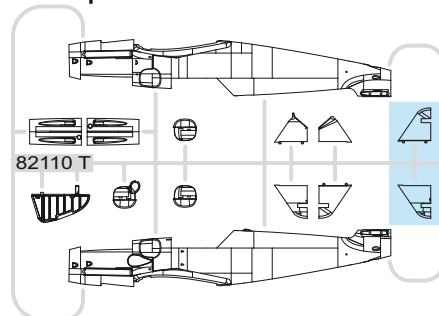
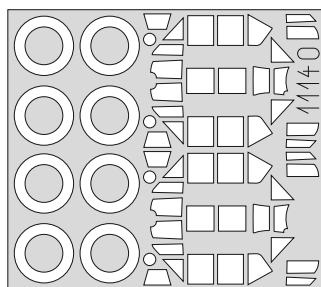
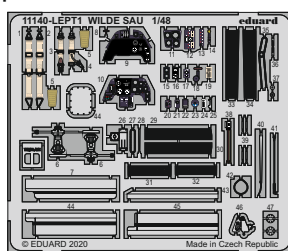
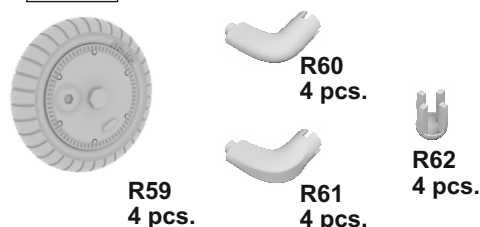
N&gt; 2 pcs.



K&gt; 2 pcs.



T&gt; 2 pcs.

eduard  
MASKPE - PHOTO ETCHED DETAIL PARTS  
2 pcs.eduard  
BRASSIN RP - RESIN PARTS

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

COLOURS



BARVY



FARBEN



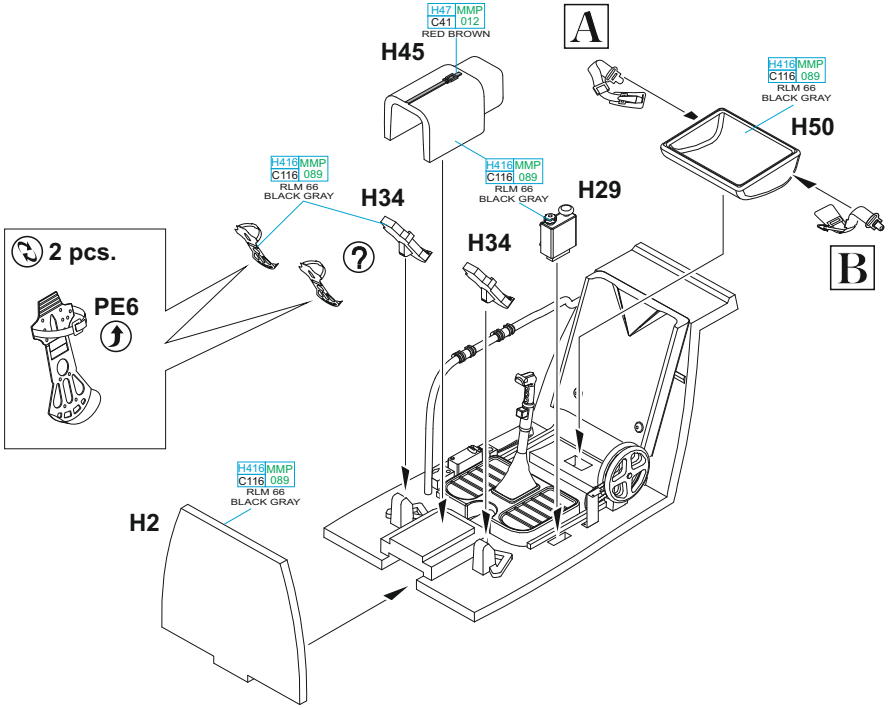
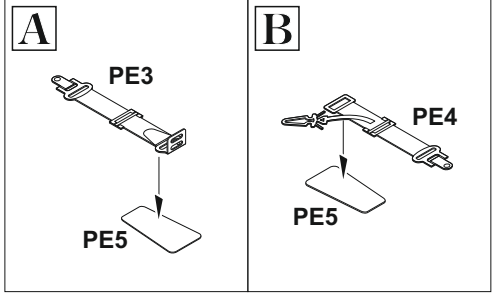
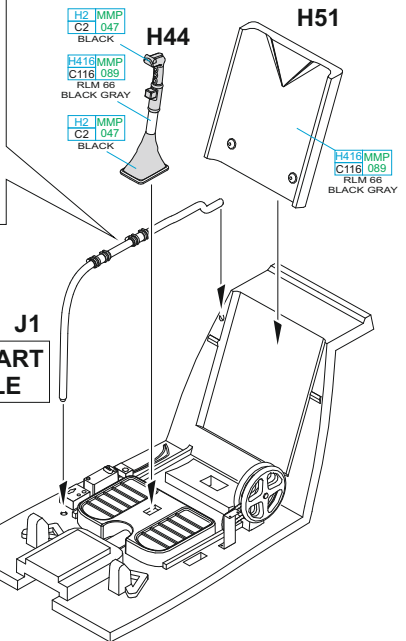
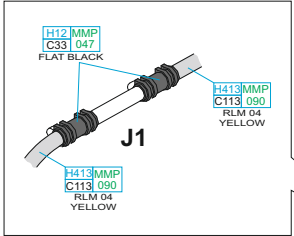
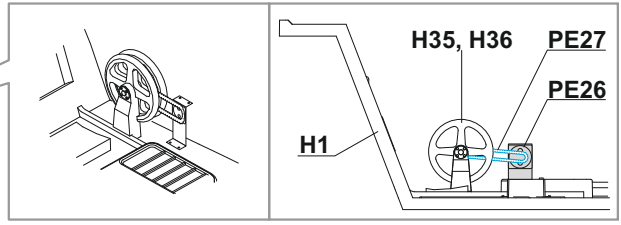
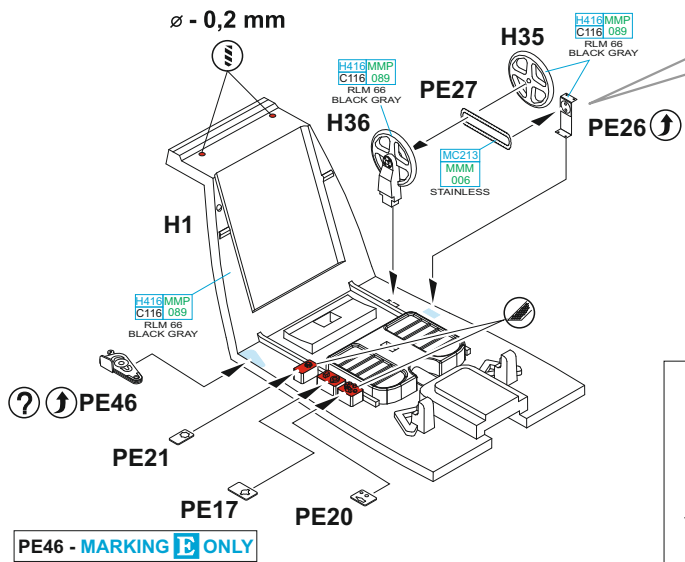
PEINTURE



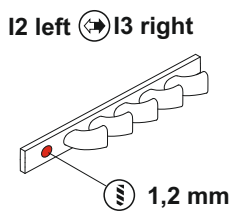
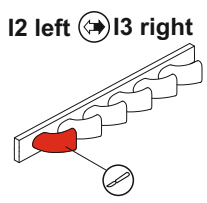
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW

GSI Creos (GUNZE)			MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS	
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER
Mr.COLOR GX			
GX05		MMP-048	SUSIE BLUE

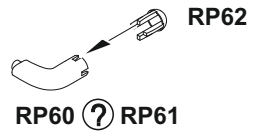


**C** ? MARKING B ONLY

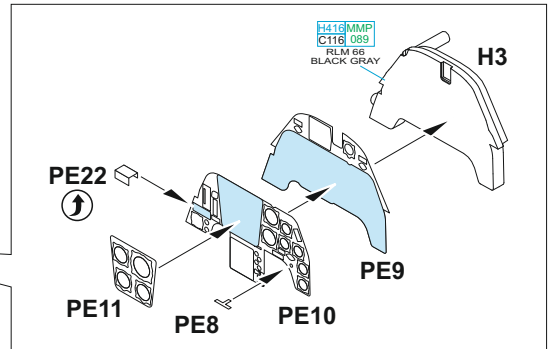
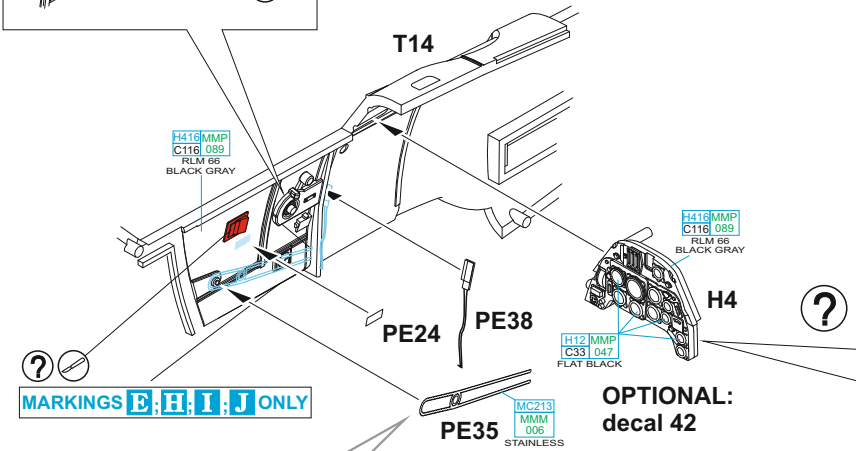
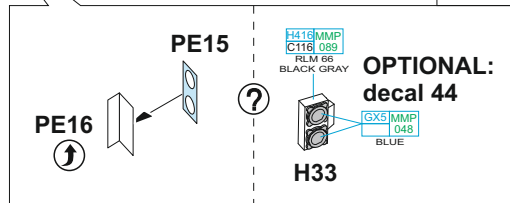
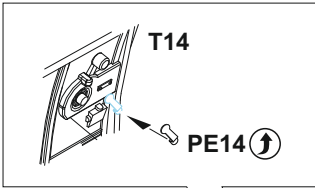
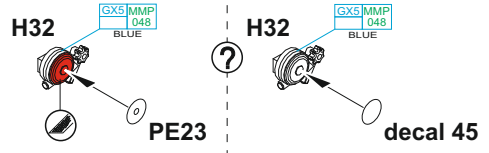
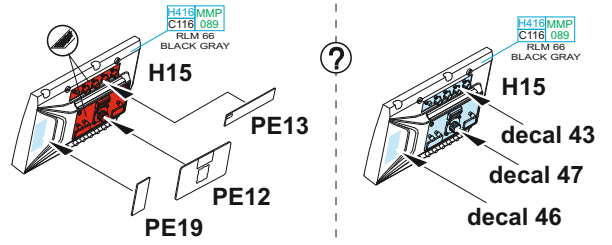
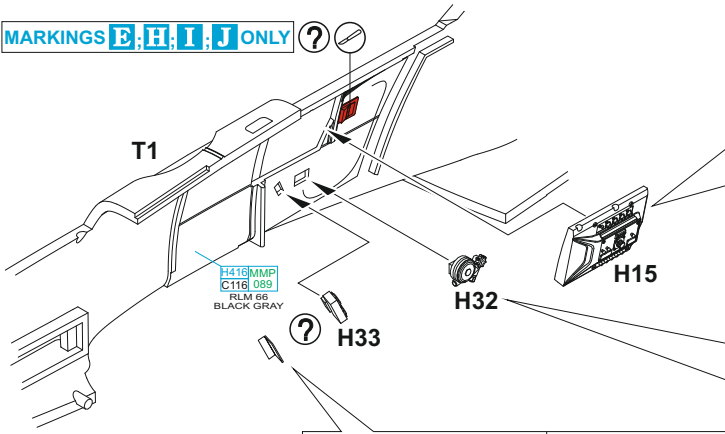


**D** ? MARKING B ONLY

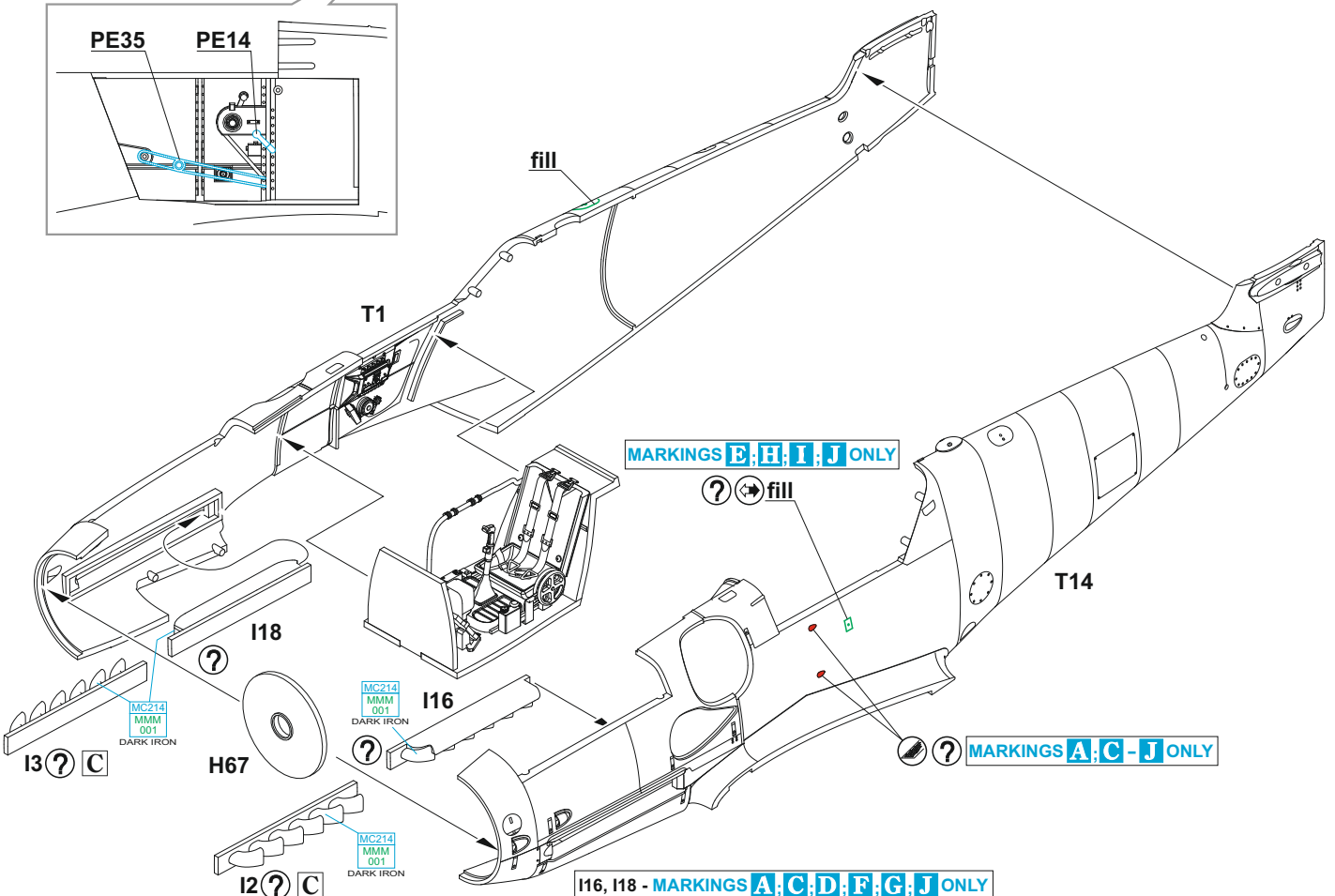
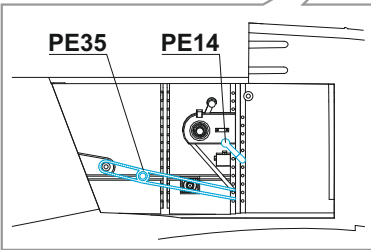
eduard BRASSIN 2 pcs.



MARKINGS E, H, I, J ONLY



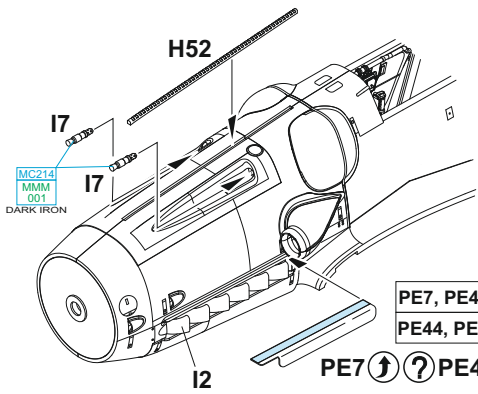
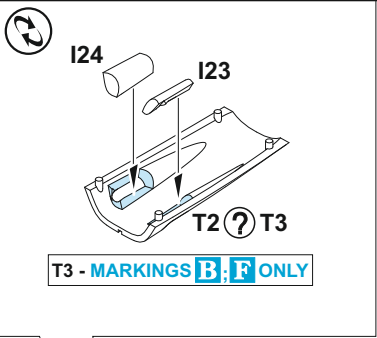
MARKINGS E, H, I, J ONLY



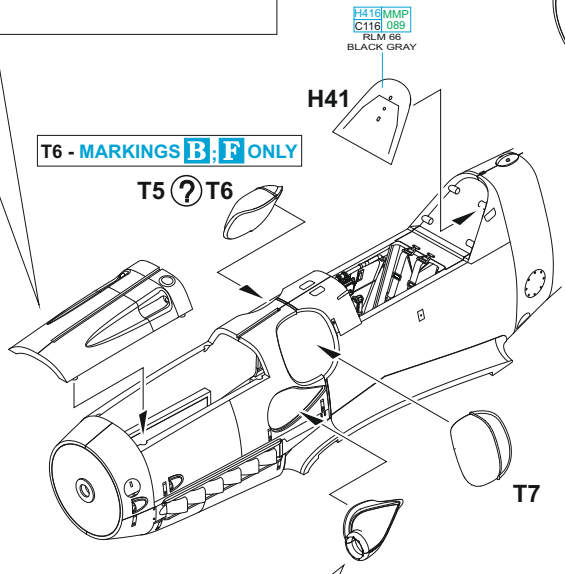
MARKINGS E, H, I, J ONLY

MARKINGS A, C - J ONLY

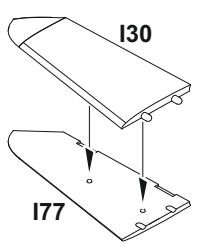
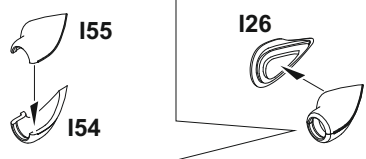
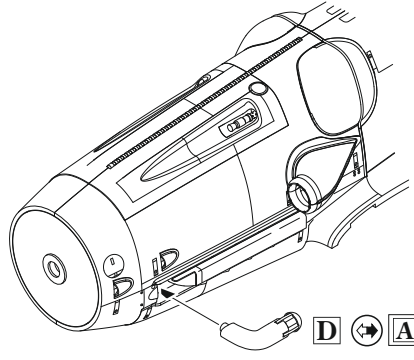
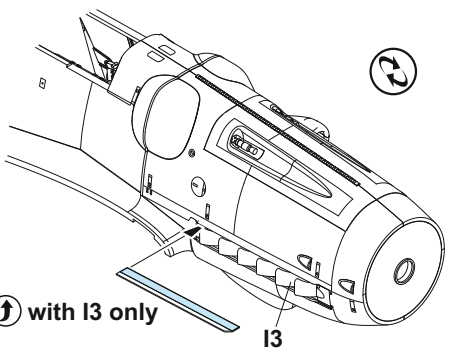
I16, I18 - MARKINGS A, C, D, F, G, J ONLY



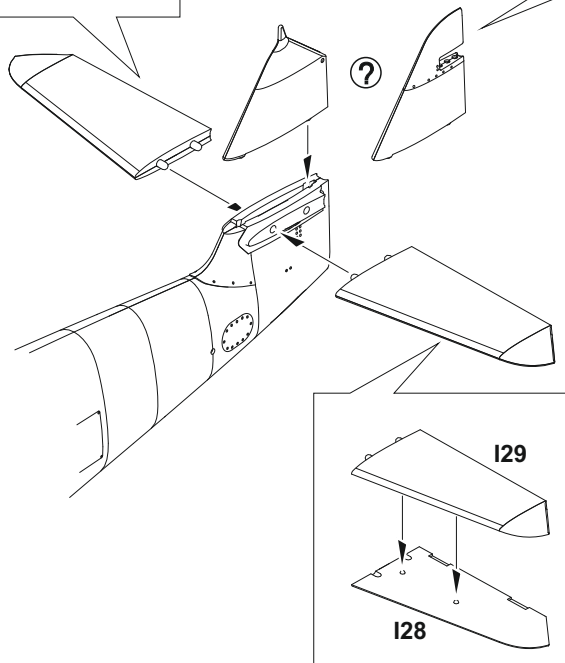
PE7, PE43 - MARKINGS A; C; D; F; G; J  
PE44, PE45 - MARKINGS B; E; H; I



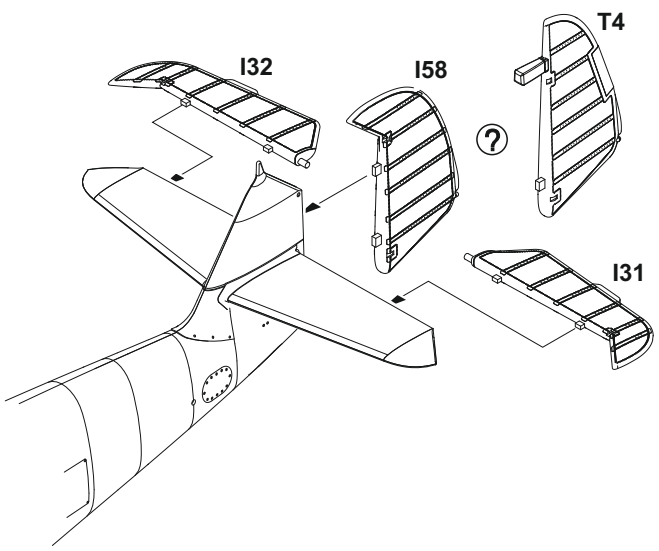
T6 - MARKINGS B; F ONLY

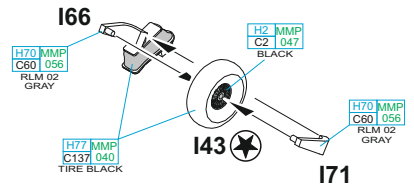
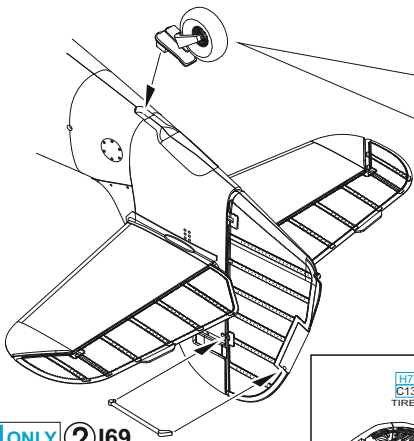


MARKING G ONLY

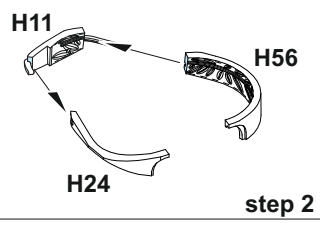


T4 - MARKING G ONLY

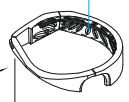




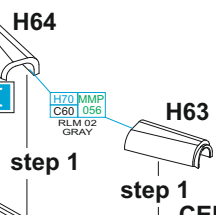
I69 - MARKING G ONLY ? I69



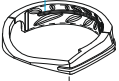
H77 MMP C137 040 TIRE BLACK



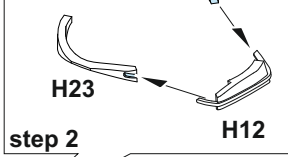
MARKINGS A-I ?



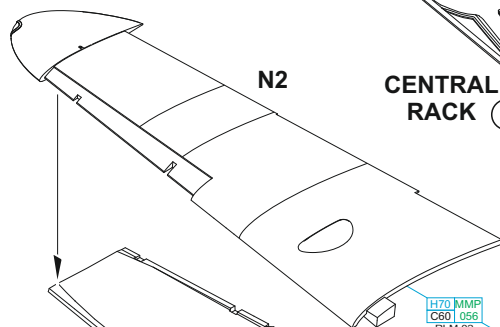
H77 MMP C137 040 TIRE BLACK



step 2



MARKINGS A-I ?



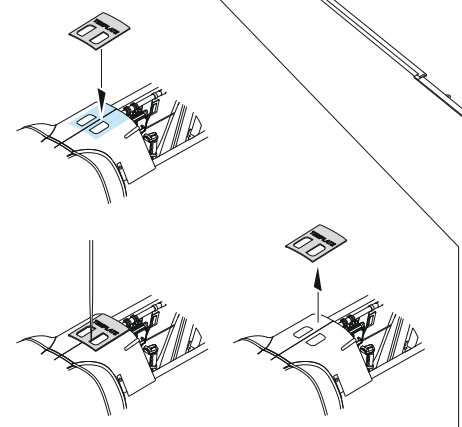
CENTRAL RACK

K3

MARKINGS A-I ?

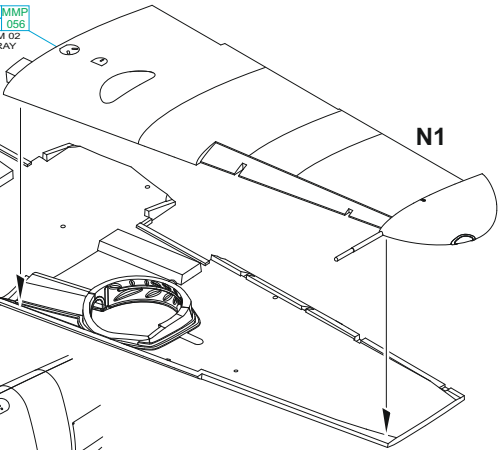
MARKINGS A-I ?

step 3

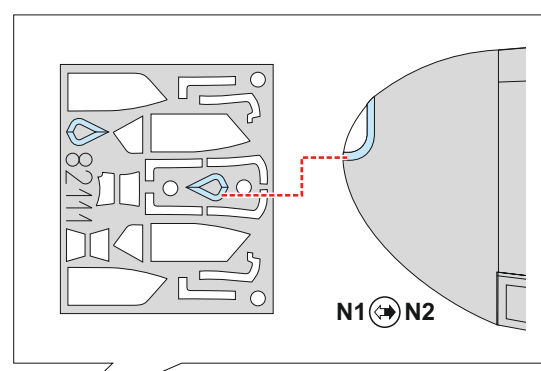
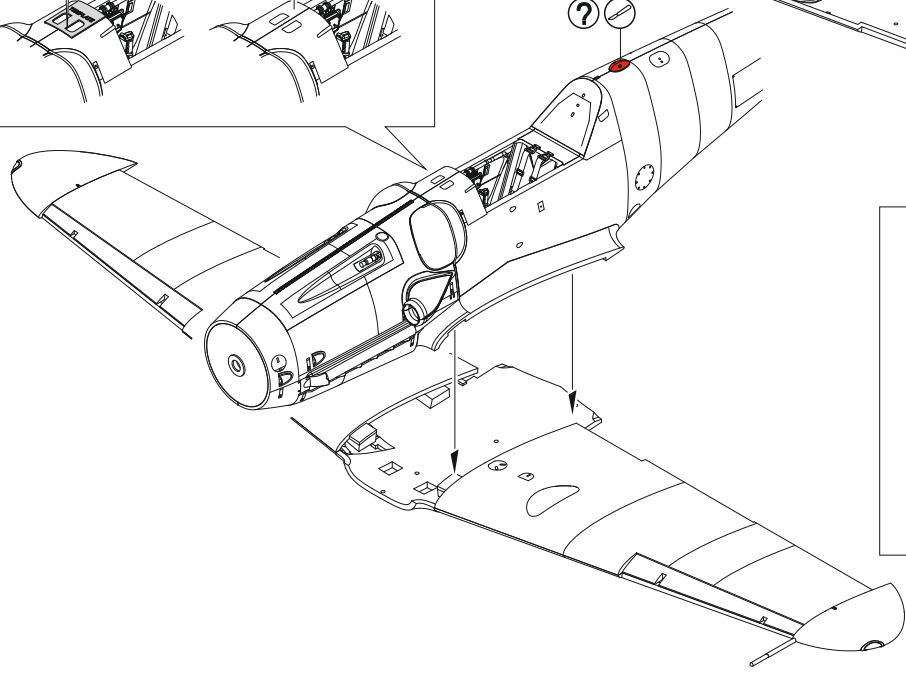


H70 MMP C60 056 RLM 02 GRAY

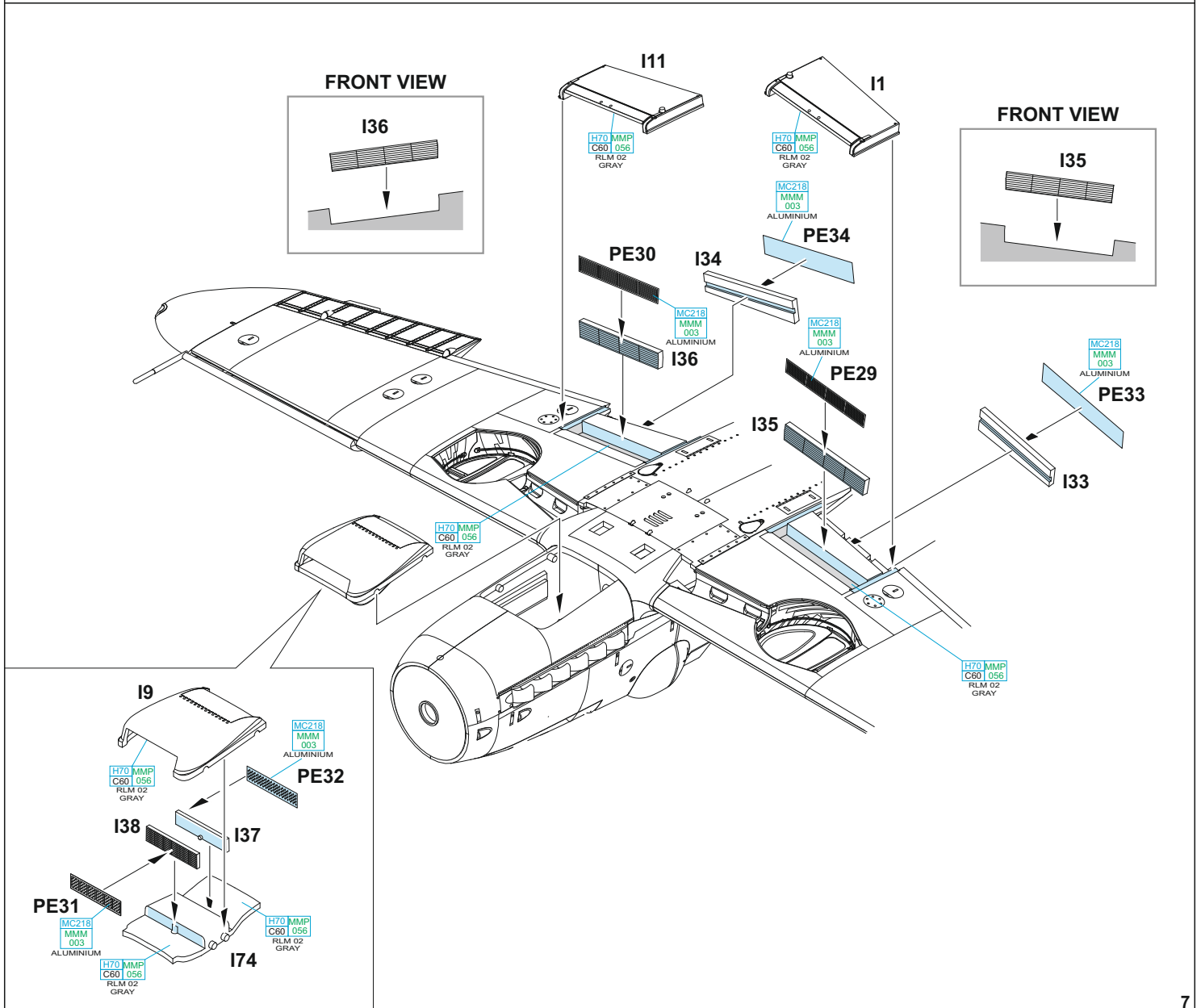
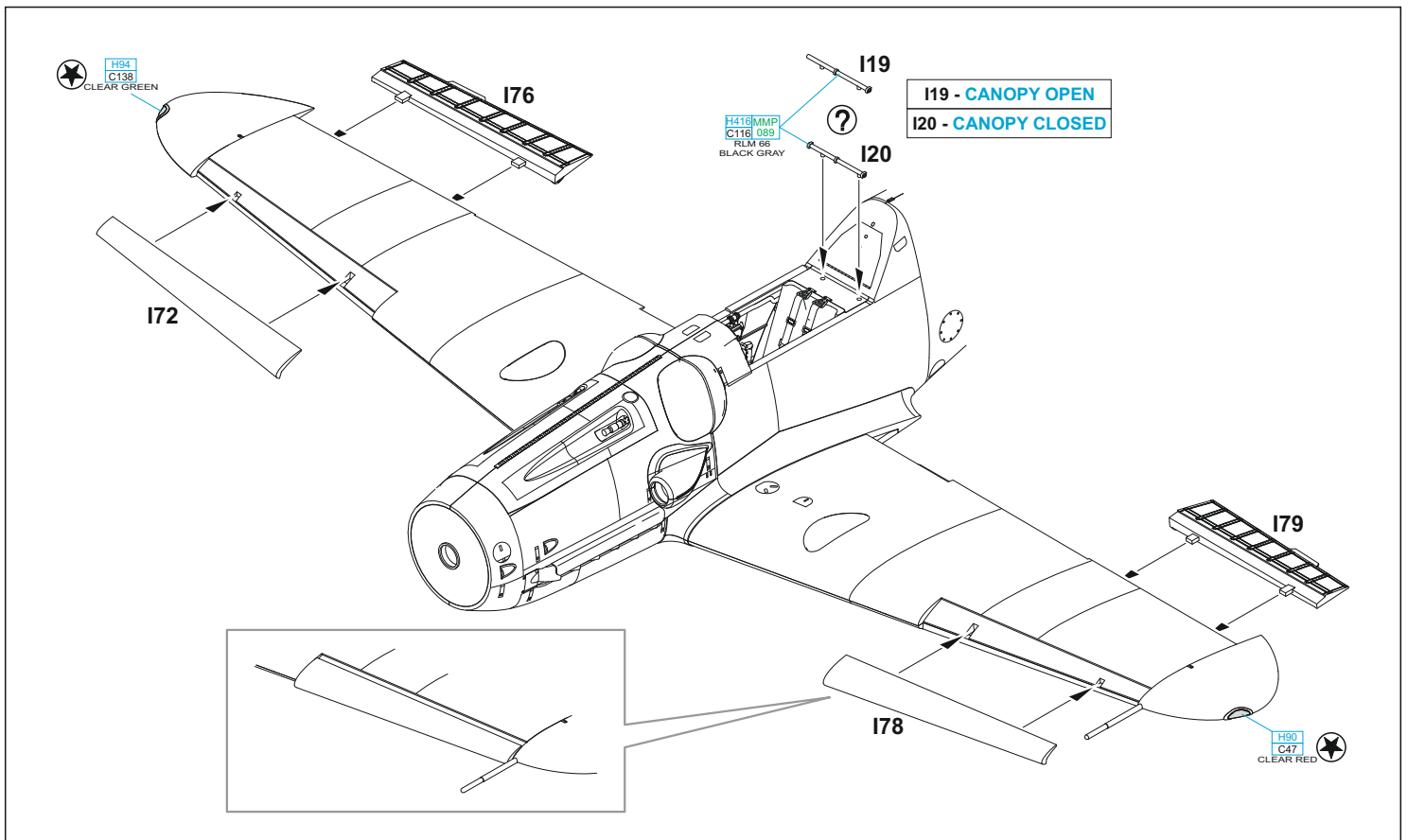
MARKING I ONLY ?

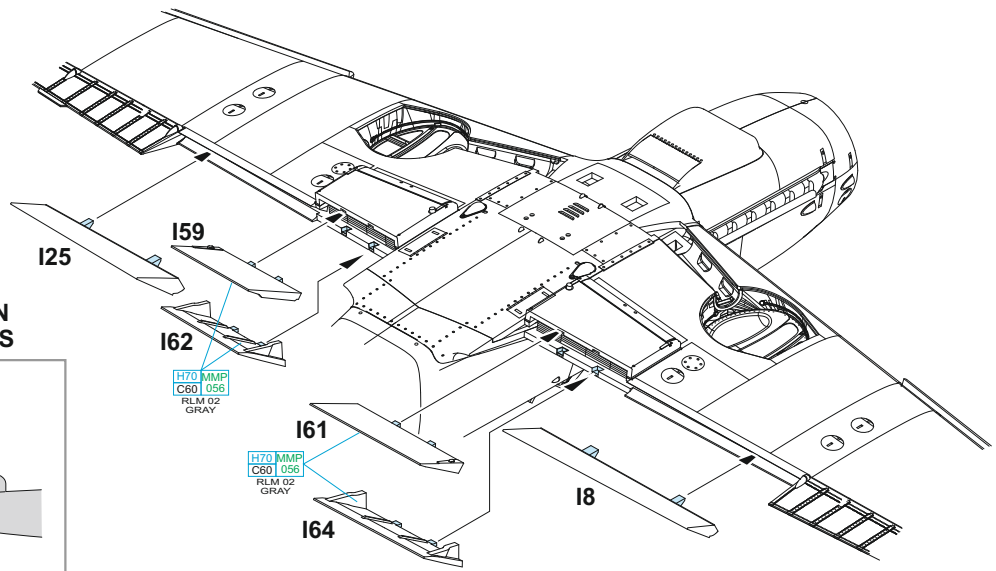


N1

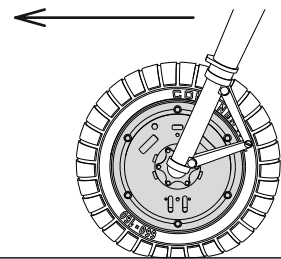
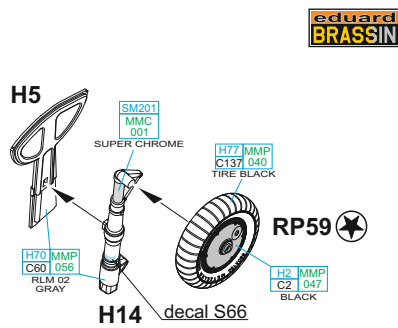
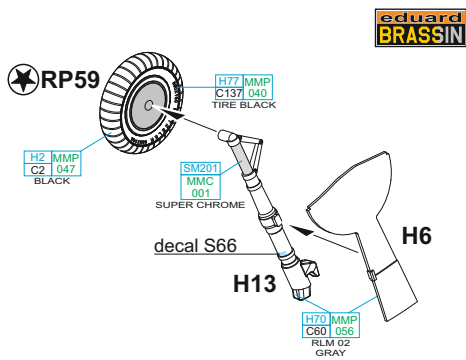
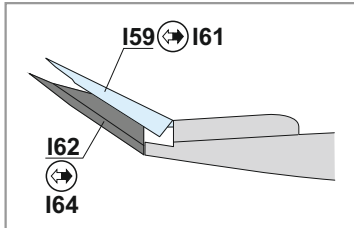


N1 → N2

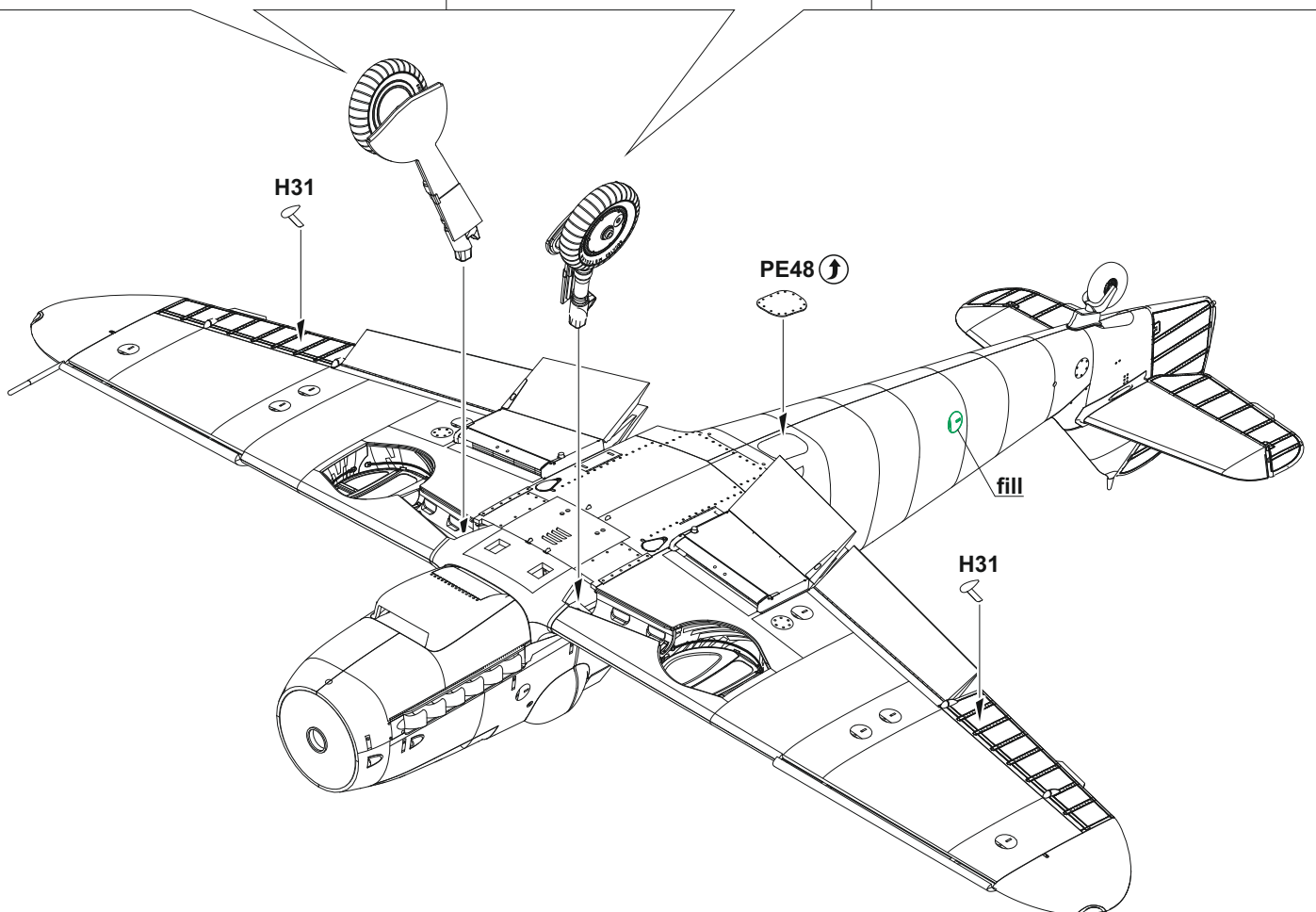




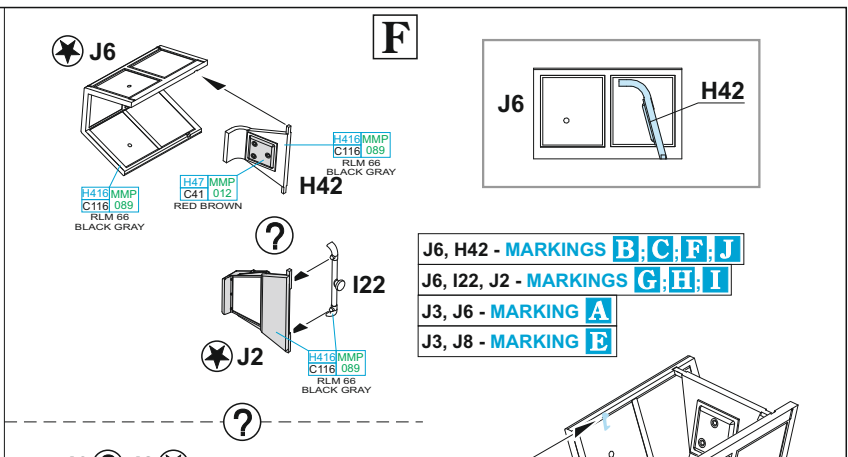
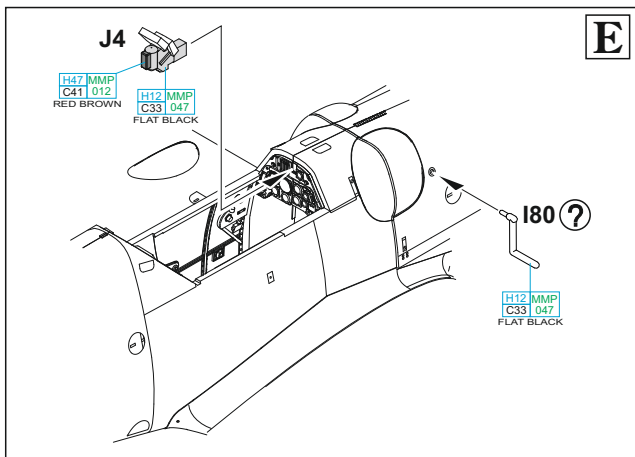
**CORRECT POSITION OF RADIATOR FLAPS**



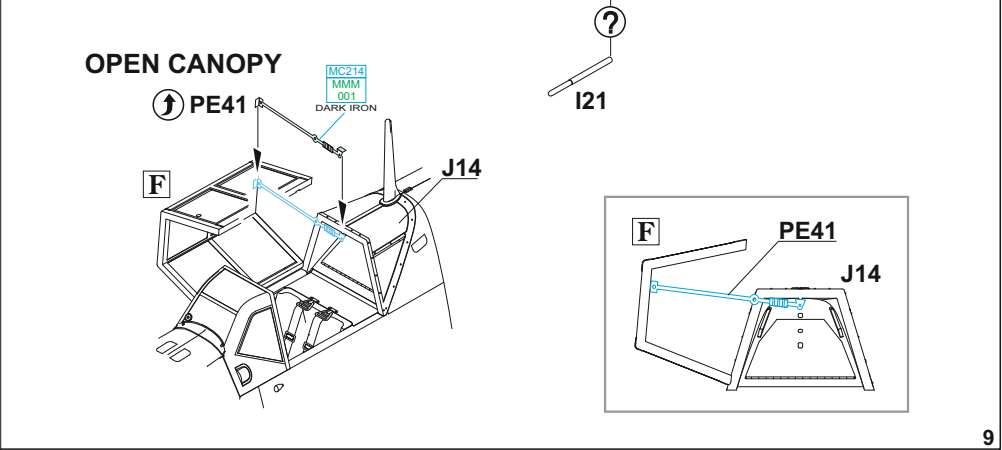
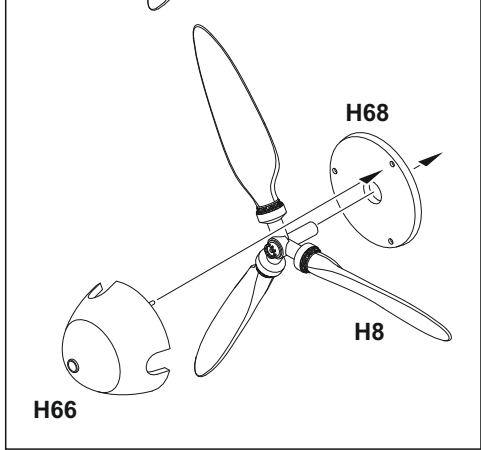
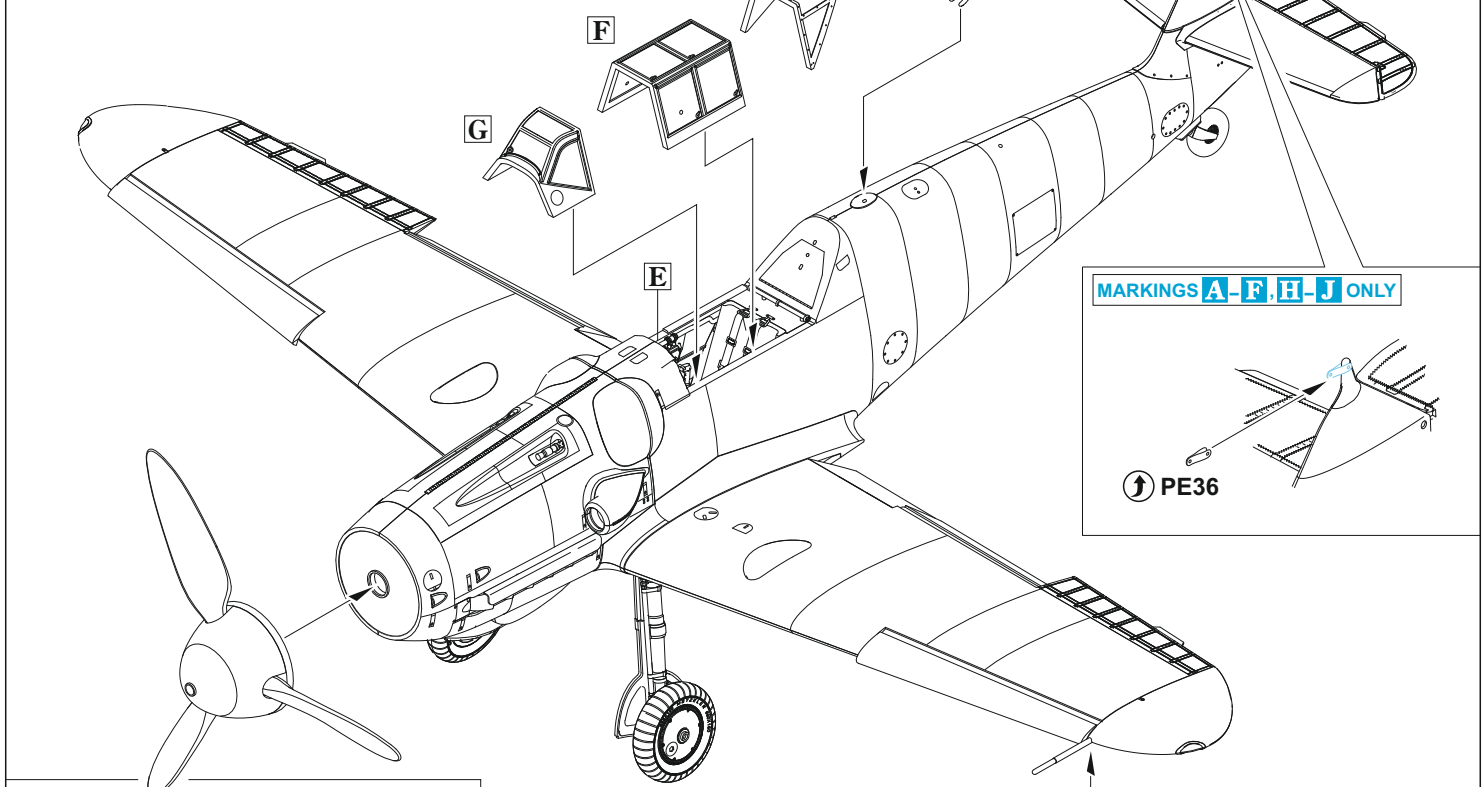
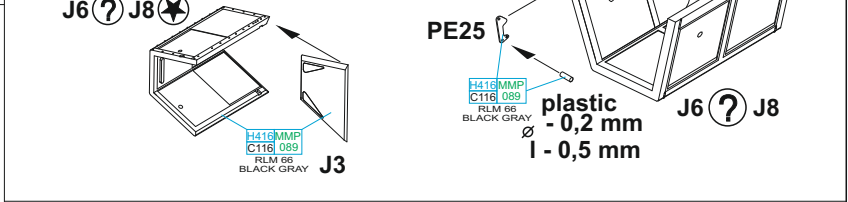
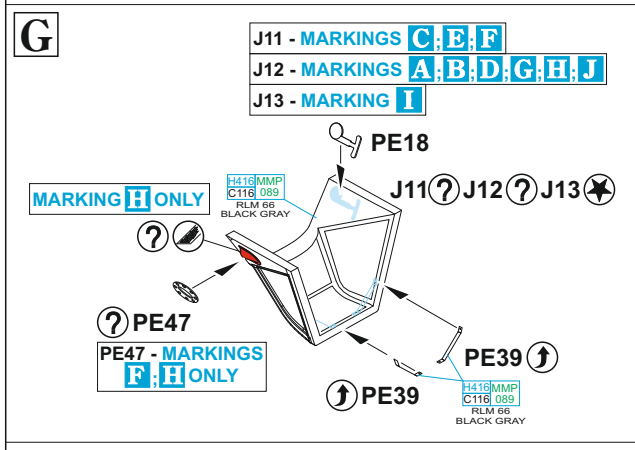
**CORRECT POSITION OF WHEELS**



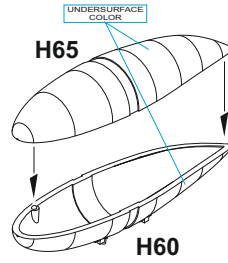
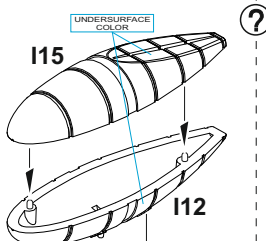
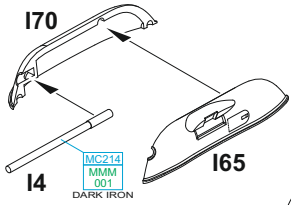




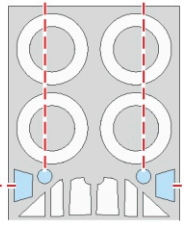
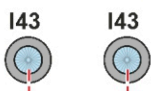
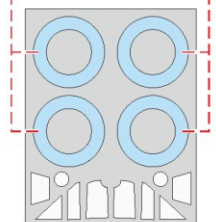
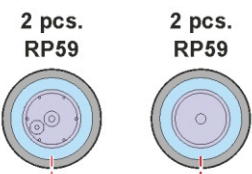
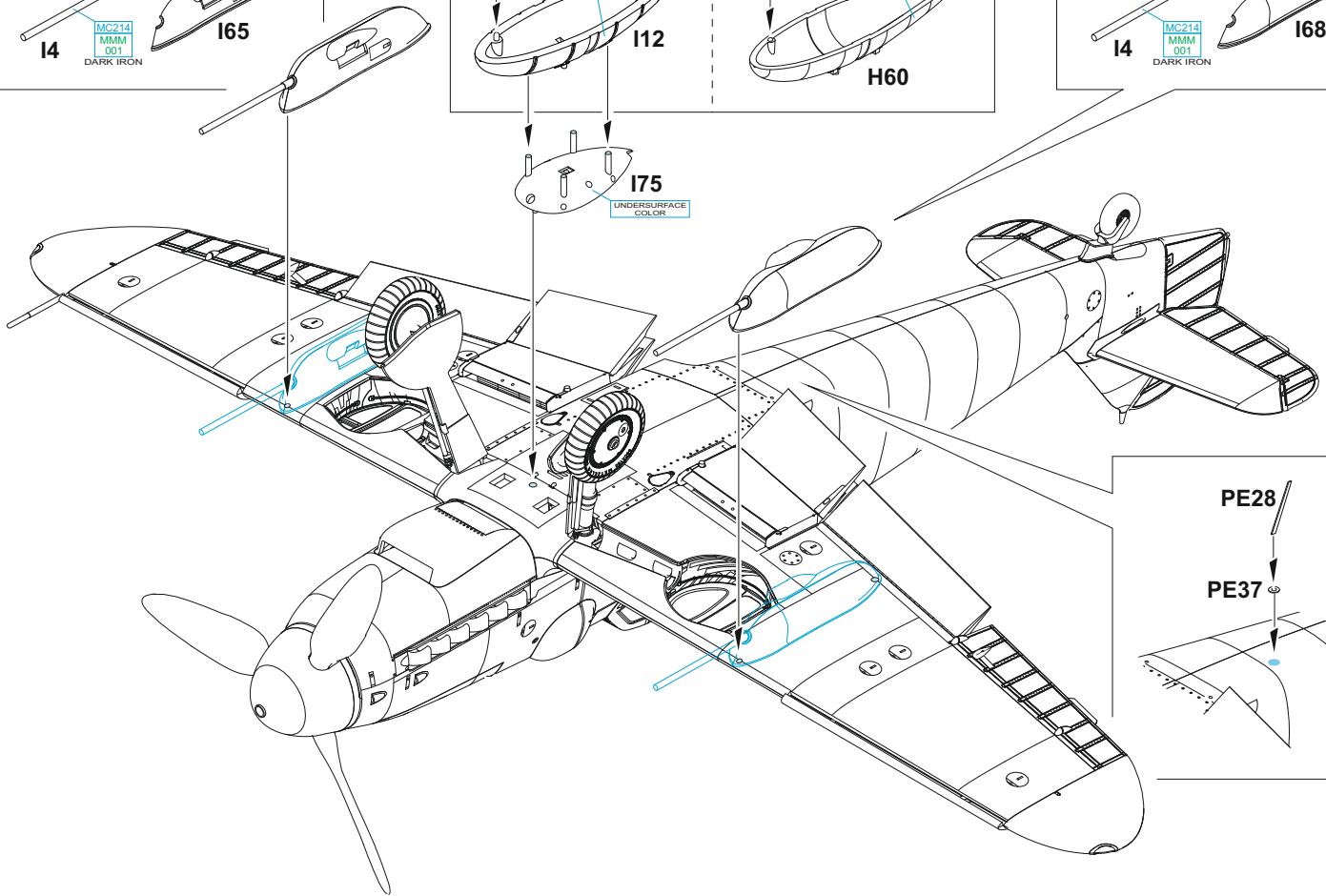
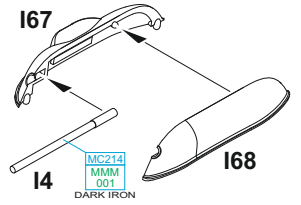
J6, H42 - MARKINGS **B, C, F, J**  
 J6, I22, J2 - MARKINGS **G, H, I**  
 J3, J6 - MARKING **A**  
 J3, J8 - MARKING **E**



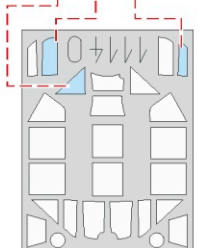
**MARKINGS A-I**



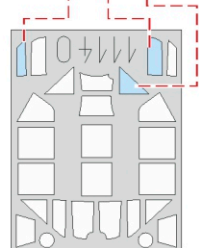
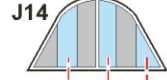
**MARKINGS A-I**



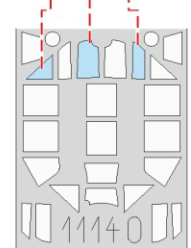
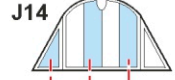
inner side  
J14



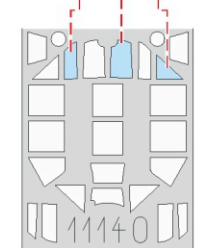
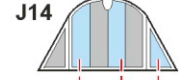
inner side  
J14



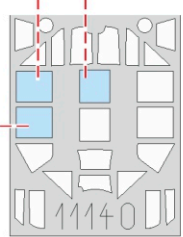
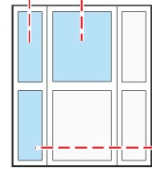
outer side  
J14



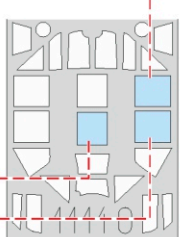
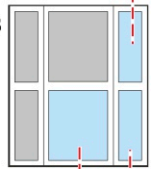
outer side  
J14



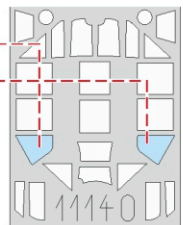
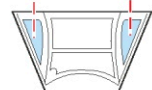
J6 ? J8



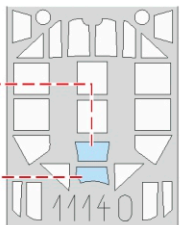
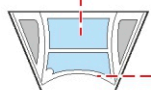
J6 ? J8



J11 ? J12 ? J13

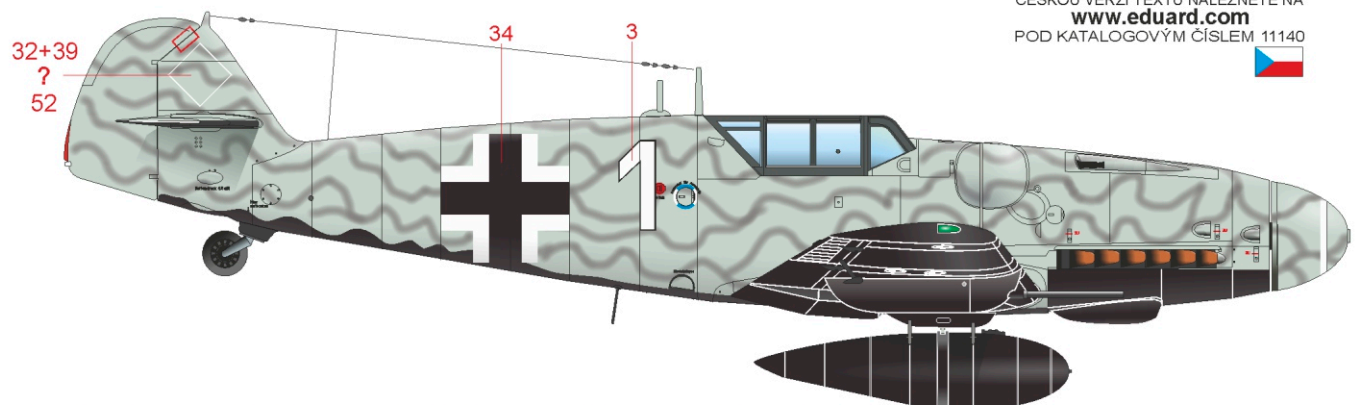
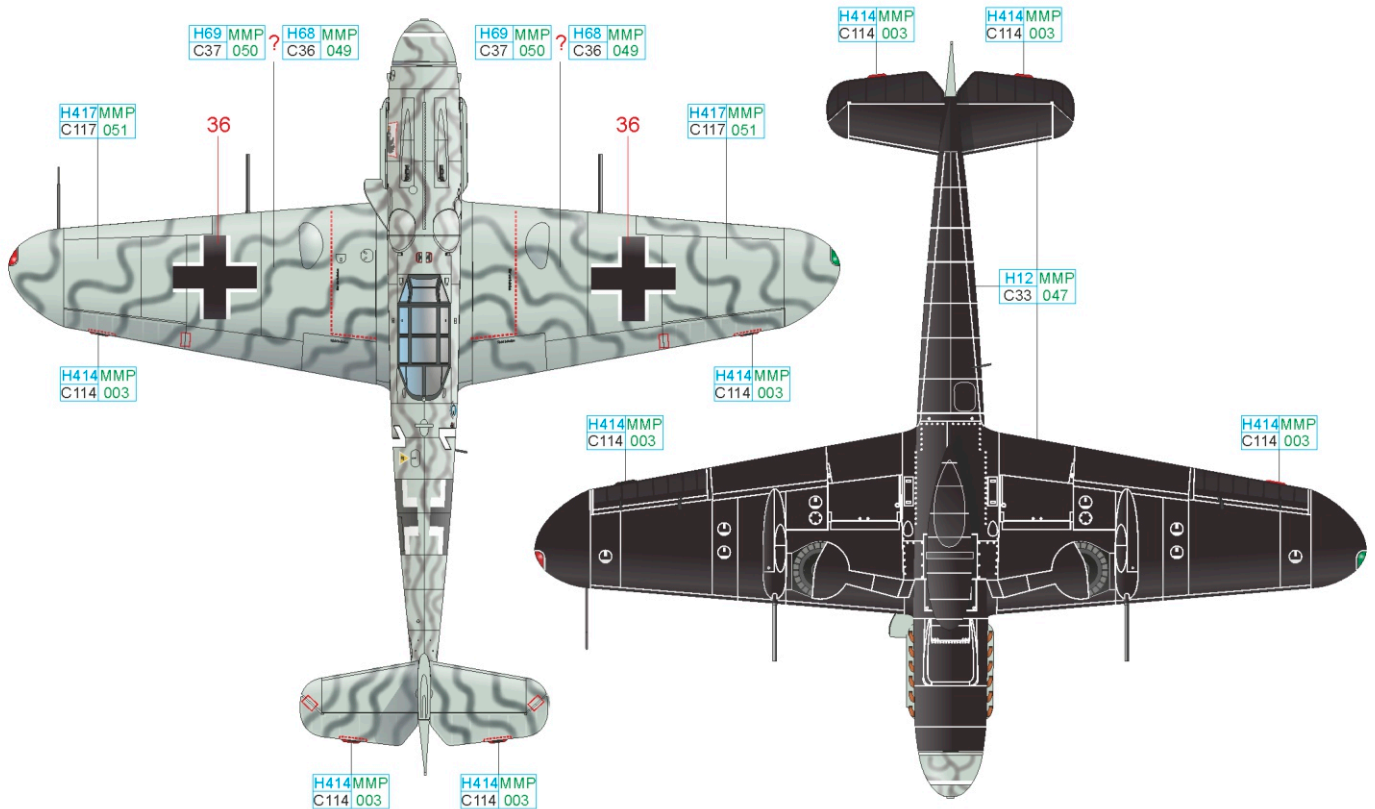
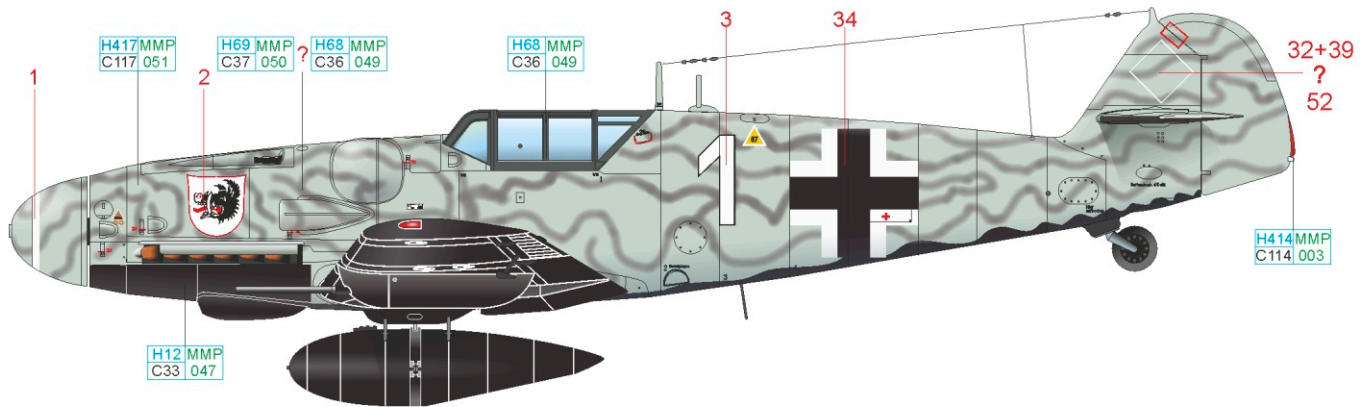


J11 ? J12 ? J13



# A Bf 109G-6/R6, flown by Lt. Gerhard Pilz, 1./JG 300, Bonn-Hangelar, Germany, Autumn 1943

In the fall of 1943, I. Gruppe JG 300 began to undertake night missions intercepting attacking bombers. Their duties were to be carried out without the use of radar, the pilots relying only on their vision, their ability to spot the bombers against the backdrop of the sky or against the blazing targets already hit, against the detonations of flak or with the aid of searchlights. For this reason, the pilots for the unit were carefully selected on the basis of their blind flying experience, often utilising former Lufthansa pilots and pilots who had already accumulated night time raid experience. The camouflage scheme of this aircraft is composed of RLM 76 on the upper and side surfaces, with irregular application of RLM 74 or RLM 75. The lower surfaces, including the drop tanks, are sprayed RLM 22 Black. The JG 300 unit emblem is carried on the nose of the aircraft.



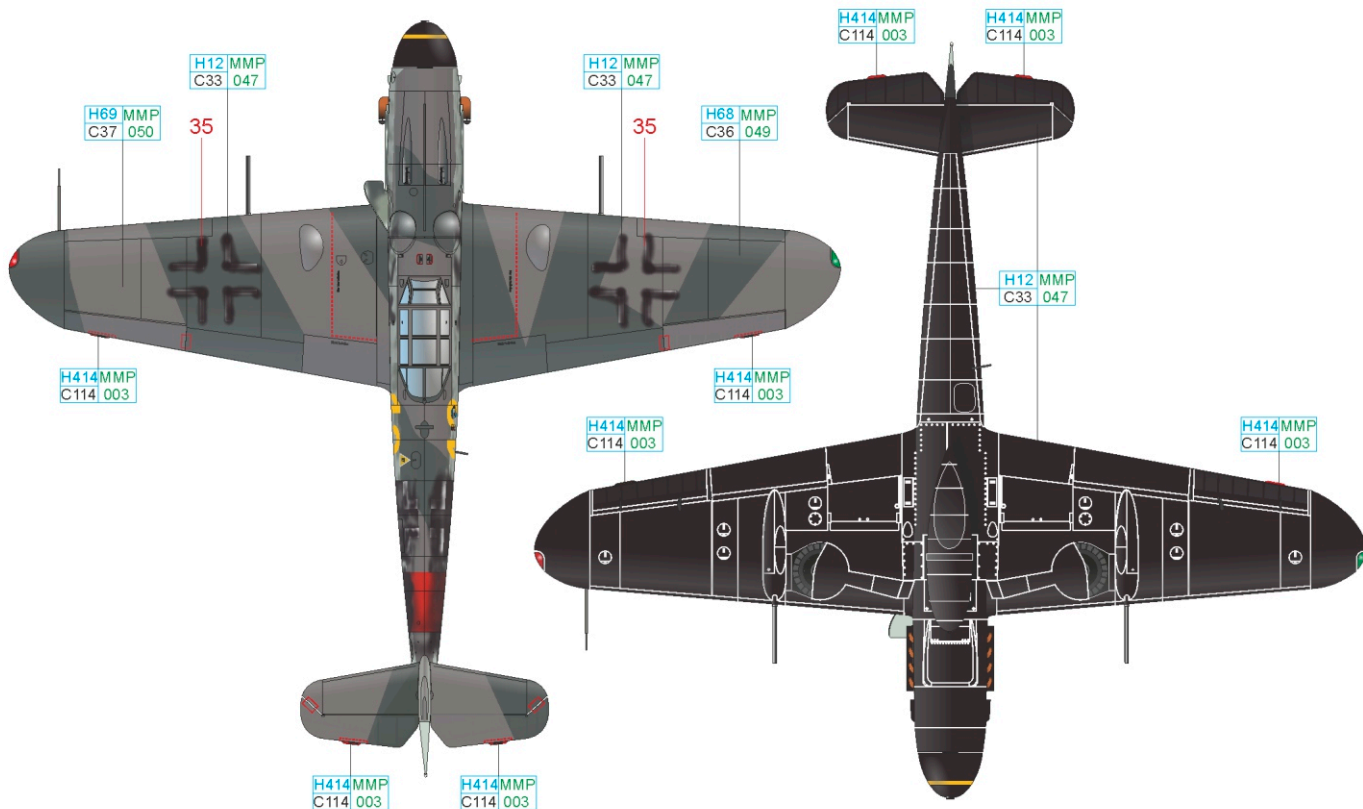
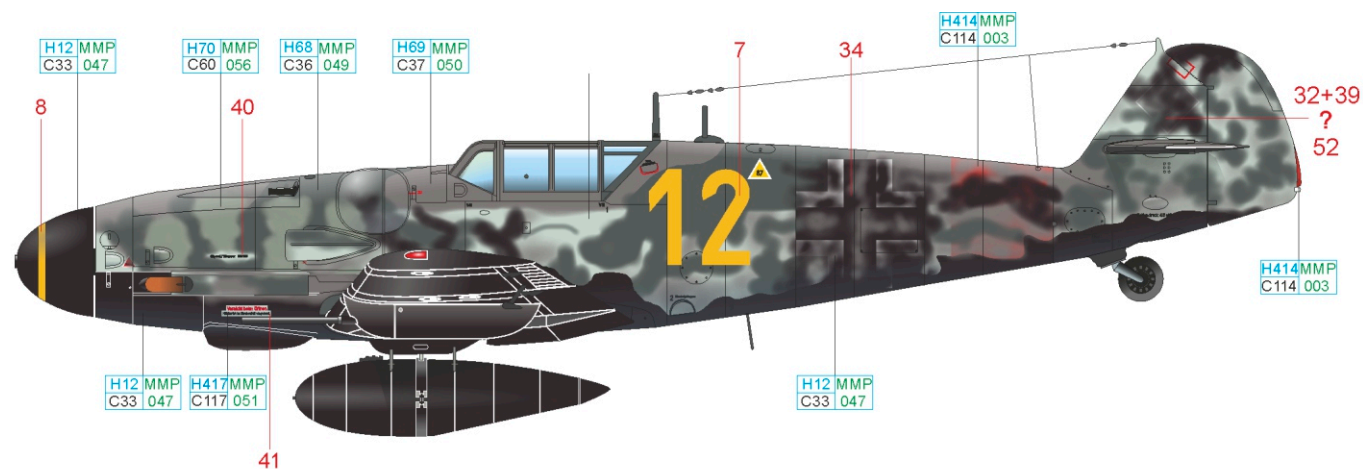
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11140



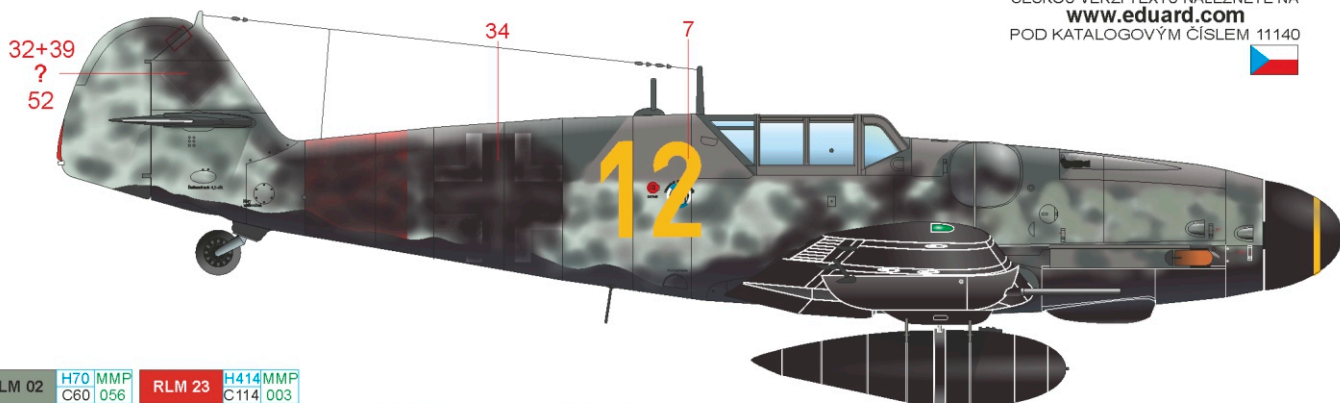
RLM 74 H68 MMP C36 049 RLM 75 H69 MMP C37 050 RLM 76 H417MMP C117 051 BLACK H12 MMP C33 047 RLM 23 H414MMP C114 003

# B Bf 109G-6/R6, flown by Fw. Horst John, 3./JG 300, Bonn-Hangelar, Germany, September 1943

Some aircraft serving with JG 300 were equipped with a system from Eberspächer. This was essentially an acoustic pipe that was installed in the location of the first exhaust stub on both sides of the engine. The system gave off a tone that could be heard on the ground. It was intended to alert Flak crews to the presence of friendly aircraft and to prevent friendly fire instances. One so-equipped aircraft was Yellow '12' which was flown by Fw. Horst John with the 3. Staffel. While with JG 300, he claimed seven kills, and he was himself shot down on the night of November 18/19, 1943. The standard camouflage of his aircraft was darkened through the application of a squiggle pattern of RLM 22, 70, 74 and 75. The lower surfaces were oversprayed with RLM 22 Black. The national markings and the JG 300 identifiers were likewise oversprayed.



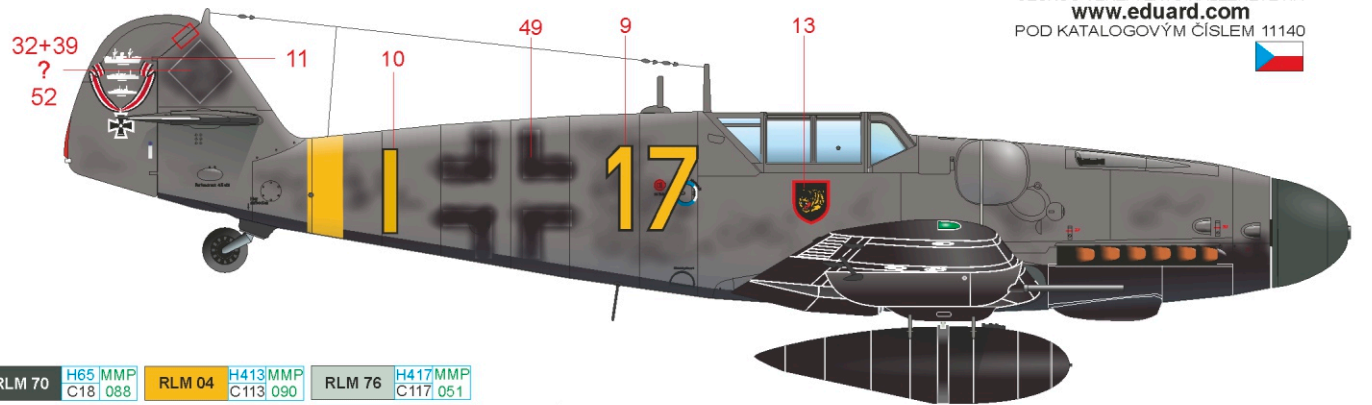
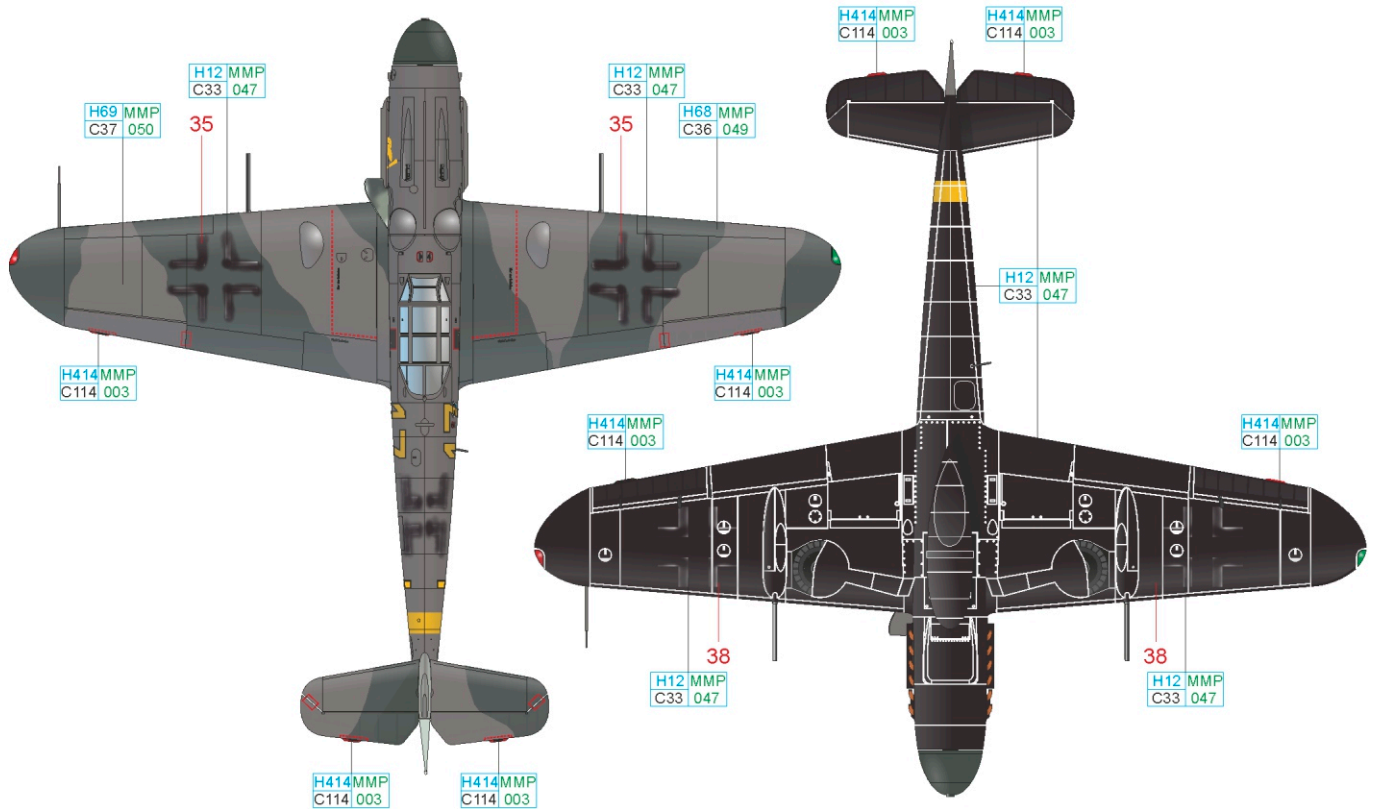
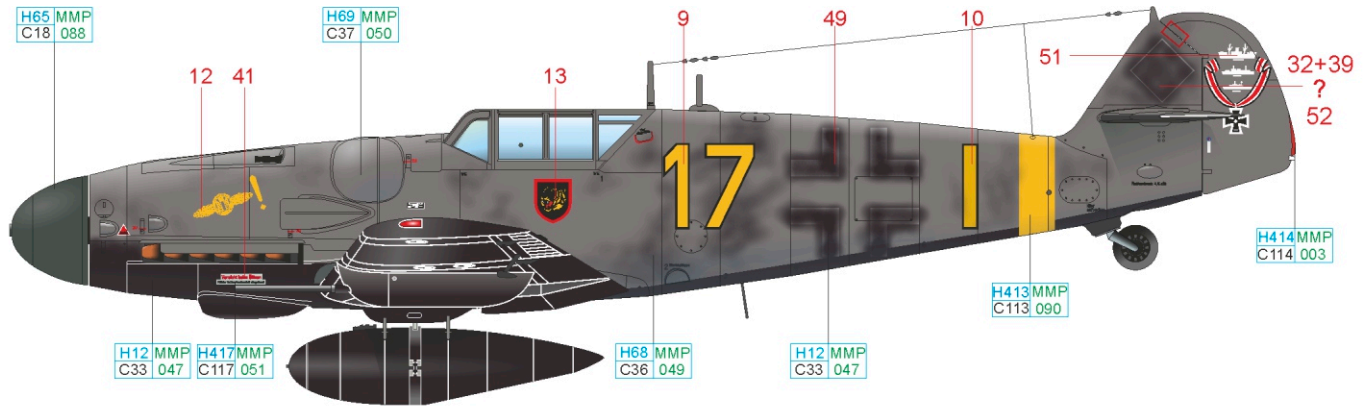
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11140



RLM 02	H70 MMP C60 056	RLM 23	H414 MMP C114 003
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
		RLM 76	H417 MMP C117 051
		BLACK	H12 MMP C33 047

# C Bf 109G-6/R6, flown by Oblt. Gerhard Stamp, CO of 8./JG 300, Oldenburg, Germany, September – October 1943

A holder of the Knight's Cross, received for his successful service while with LG 1 in the fight for the Mediterranean, Oblt. Gerhard Stamp, flew with 8./JG 300 with this Bf 109G-6. The aircraft is interesting in its camouflage scheme, from which the previous owner can be ascertained. This was JG 11, as indicated by the horizontal yellow bar and the III. Gruppe marking under the cockpit. The lower surfaces and the national insignia were oversprayed with RLM 22 Black. Oblt. Stamp had his Knight's Cross award represented on the rudder of his airplane, as well as his biggest victories (a commercial vessel of some 35,000 BRT displacement, another larger commercial vessel, as well as the British destroyer 'Defender'). A white bar with a British national marking denoted the downing of a Lancaster on the night of September 23rd, 1943. The nose of the aircraft carries a clasp dedicated to bomber crews.



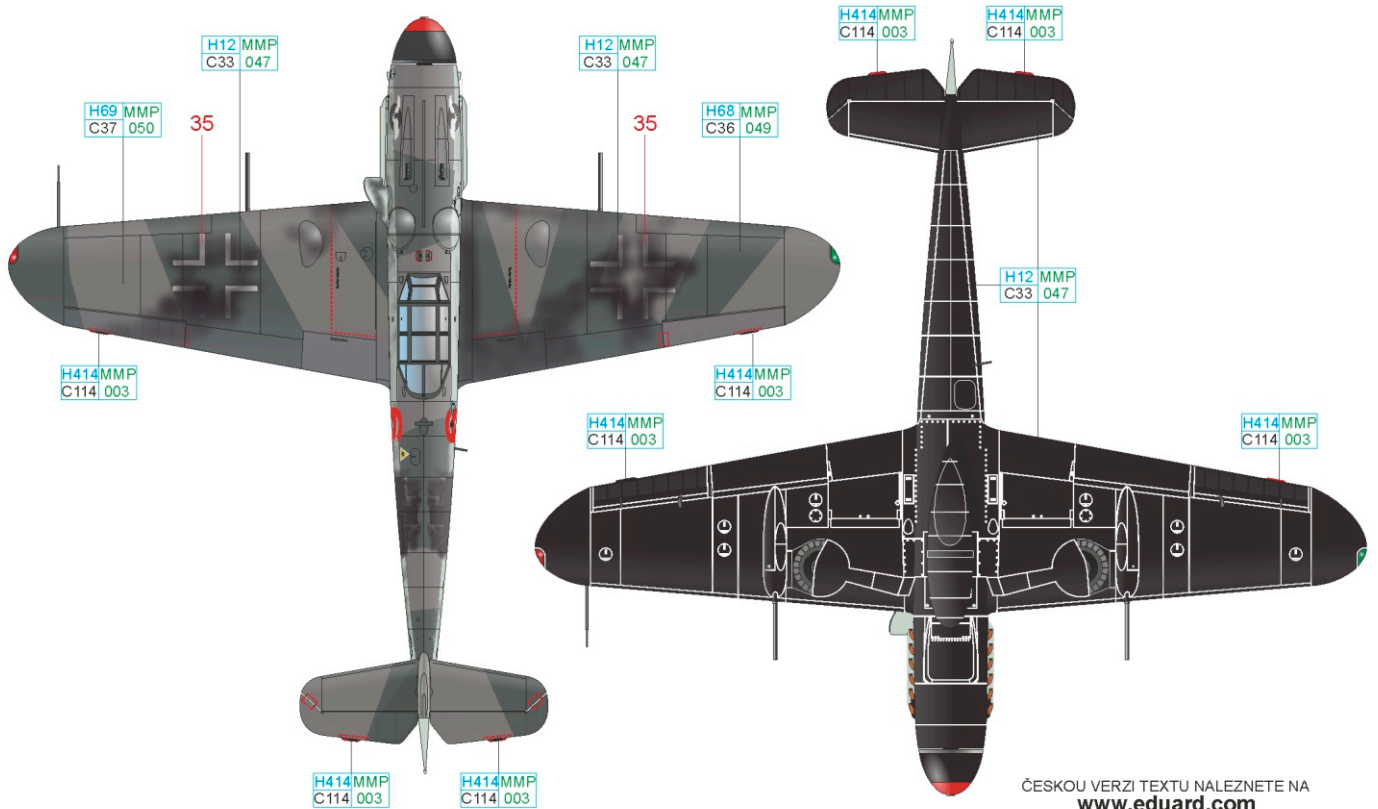
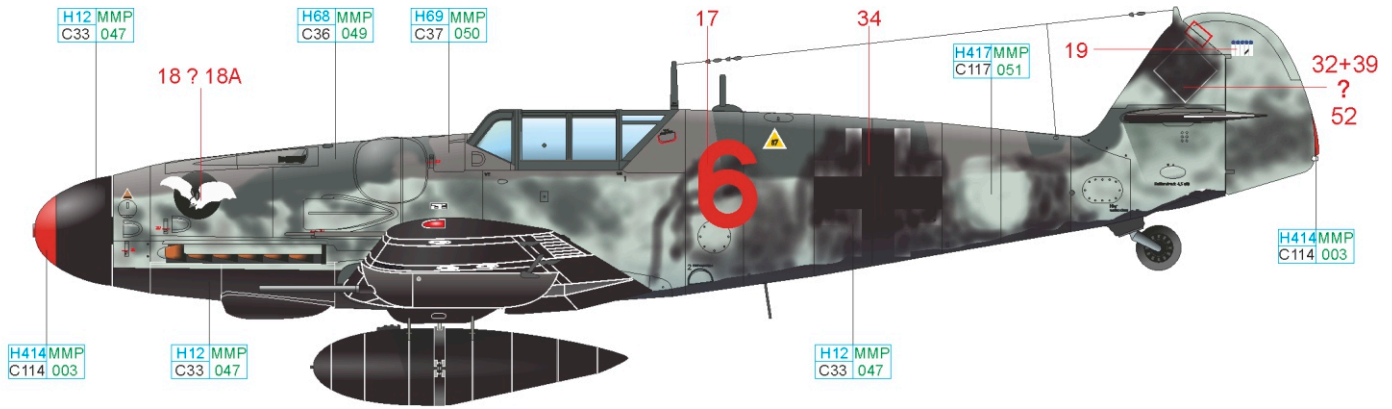
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11140



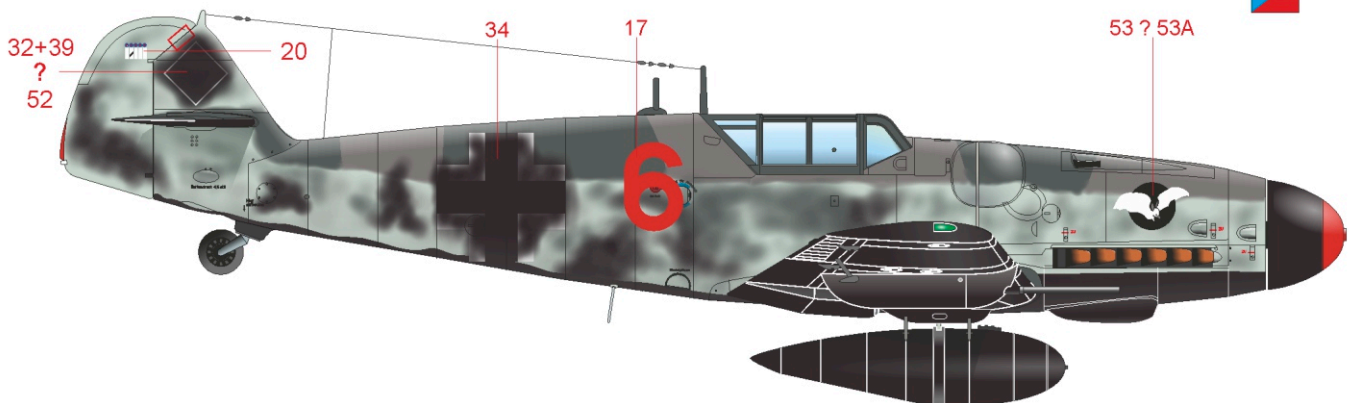
RLM 70	H65 MMP C18 088	RLM 04	H413 MMP C113 090	RLM 76	H417 MMP C117 051
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	BLACK	H12 MMP C33 047
				RLM 23	H414 MMP C114 003

# D Bf 109G-6/R6, flown by Ofw. Arnold Döring, 2./JG 300, Bonn-Hangelar, Germany, October – November 1943

Arnold Döring was a native of Heilsberg in Eastern Prussia (today Lidzbark Warminski in Poland) and he joined the Luftwaffe in 1938. After the completion of his pilot training, he was assigned to the bomber unit KG 53, and in the summer of 1942, he was transferred to KG 55, operating on the Eastern Front. In the summer of 1943, he was reassigned to JG 300, first to the 2. Staffel, and from March 1944, to the 7. Staffel. Over the span of his service with JG 300, he downed eight enemy aircraft (five at night, three during daylight). In May 1944, Döring was transferred to NJG 2. On April 17th, 1945, he was awarded the Knight's Cross. After the war, he worked at the Deutsche Post, and on July 1st, 1957, he joined the newly reformed Bundesluftwaffe. He retired on March 31st, 1972. The lower surfaces of this aircraft built at Erla in Leipzig, were oversprayed in RLM 22 Black, and the same colour was used to overspray the national markings on the fuselage and on the wings. The JG 300 unit emblem is carried on the nose.



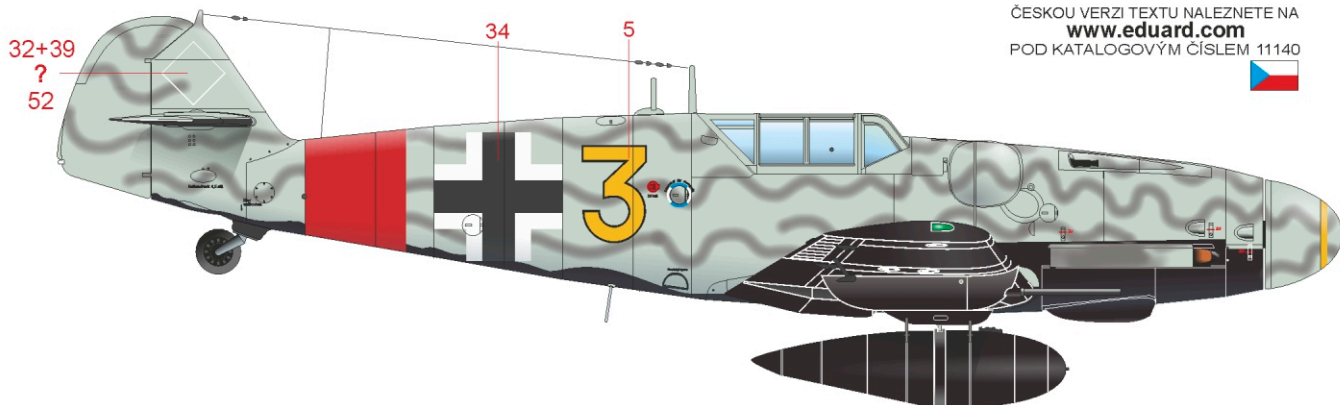
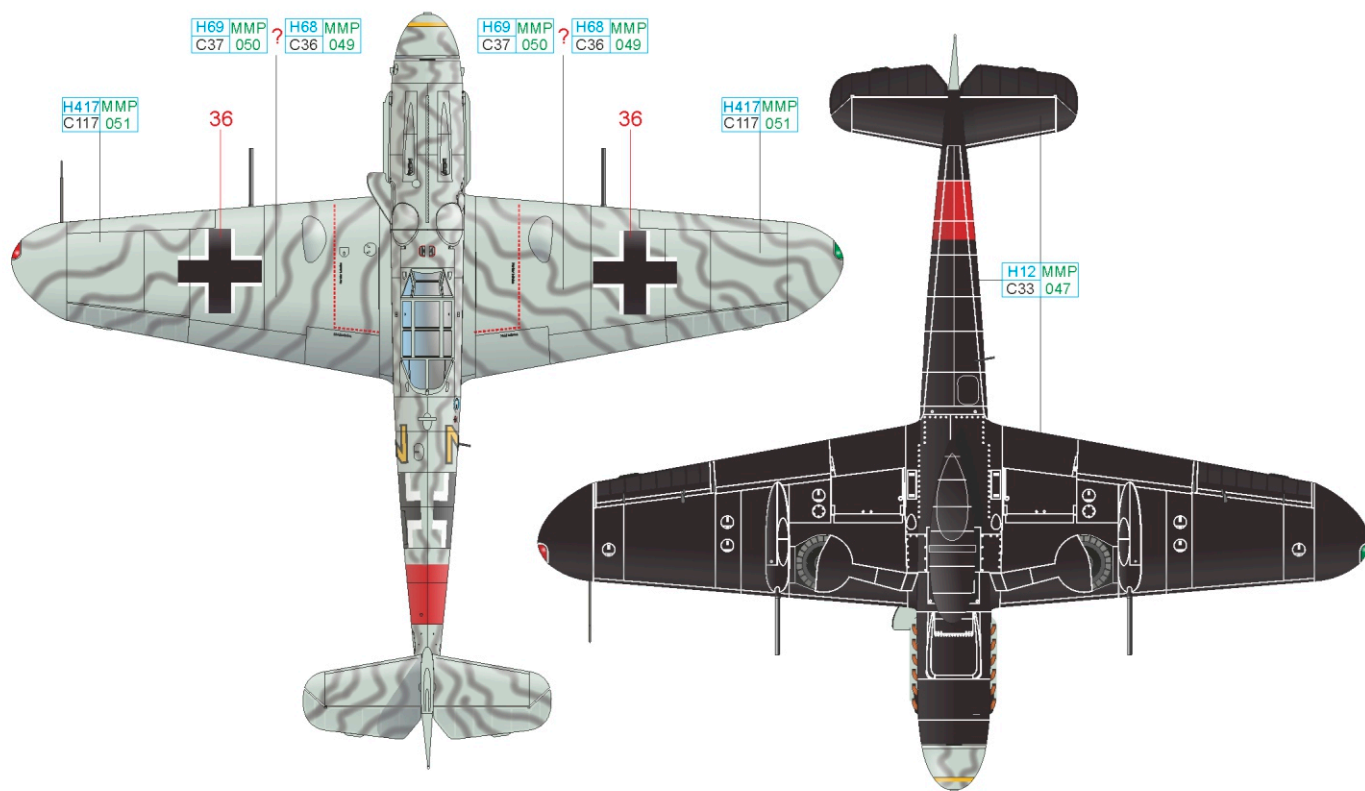
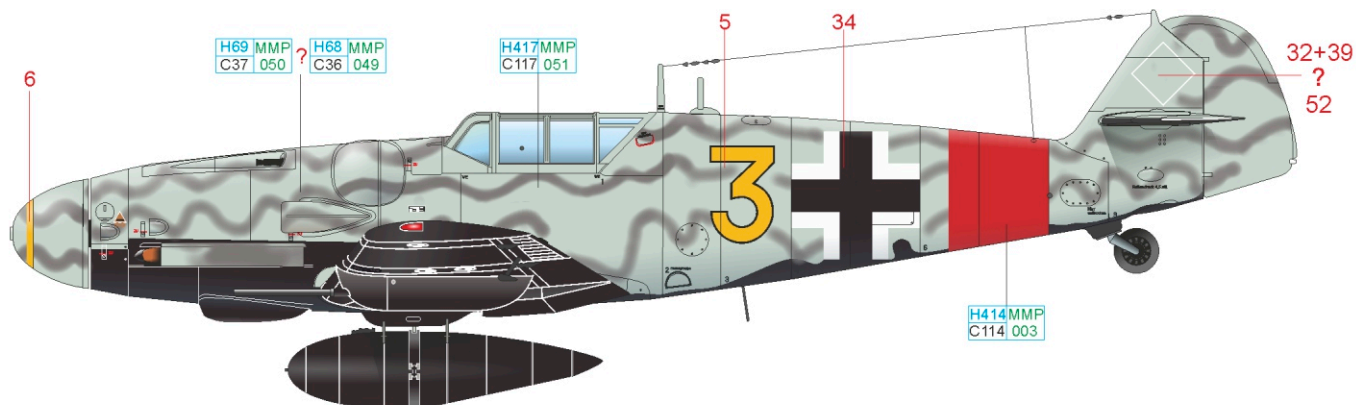
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.com](http://www.eduard.com) POD KATALOGOVÝM ČÍSLEM 11140



RLM 74 H68 MMP C36 049 RLM 75 H69 MMP C37 050 RLM 76 H417MMP C117 051 BLACK H12 MMP C33 047 RLM 23 H414MMP C114 003

# E Bf 109G-5/R6, 3./JG 300, Bad Wörishofen, Germany, Summer 1944

The Bf 109G-5 was built at Erla, and so they were always equipped with the small fairing on the right side of the engine cowl below the fuselage gun covers. The difference from this version and the Bf 109G-6 is the pressurized cockpit, with which all Bf 109G-5s were equipped. This Bf 109G-5 is camouflaged in the same manner as the example on Page 11. Judging by the yellow aircraft number, this airplane served with the 3. Staffel, and the red fuselage band ahead of the tail surfaces was applied to JG 300 aircraft serving with the Defence of the Reich. The Staffel colour was also applied to the spinner. This was sometimes applied as a strip, or, as in the case of this example, the entire forward portion of the spinner.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)

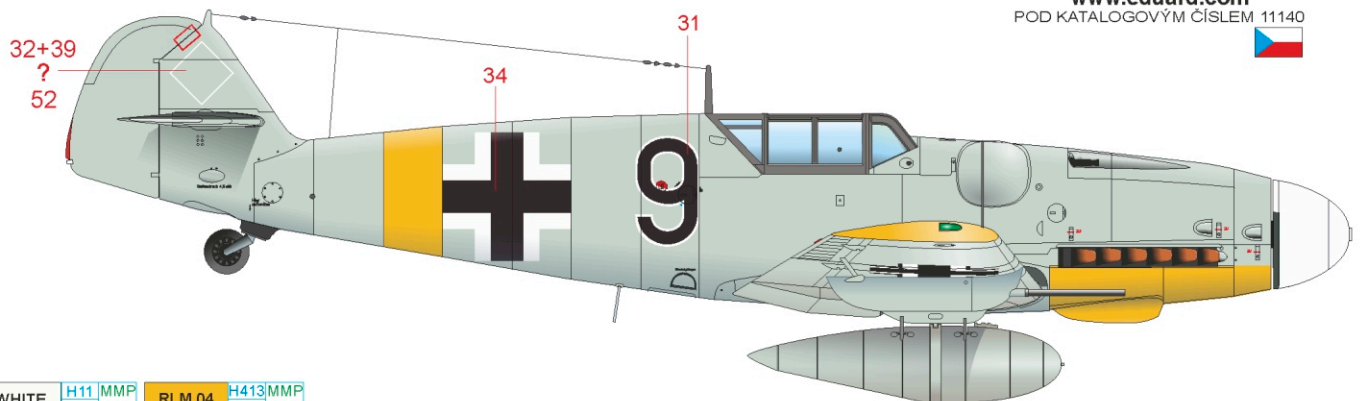
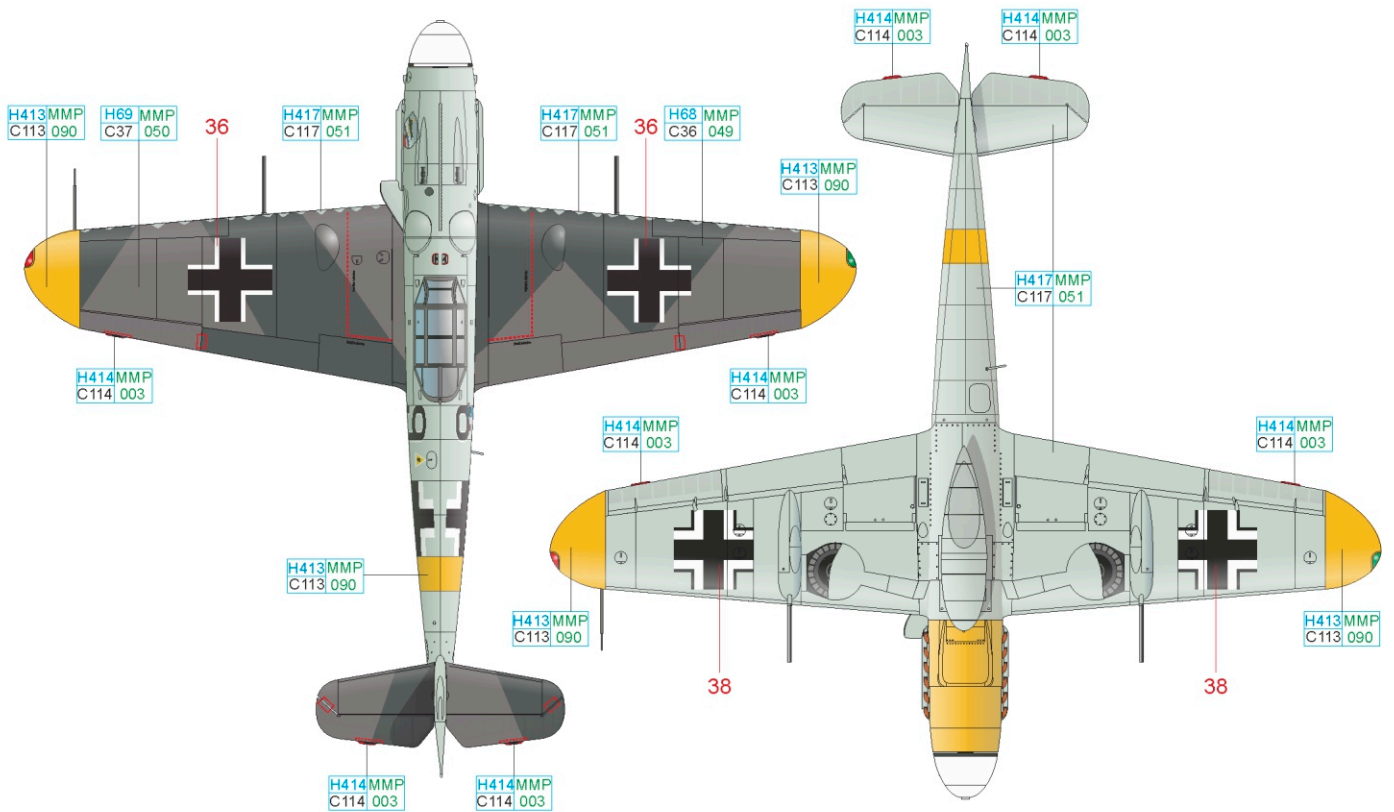
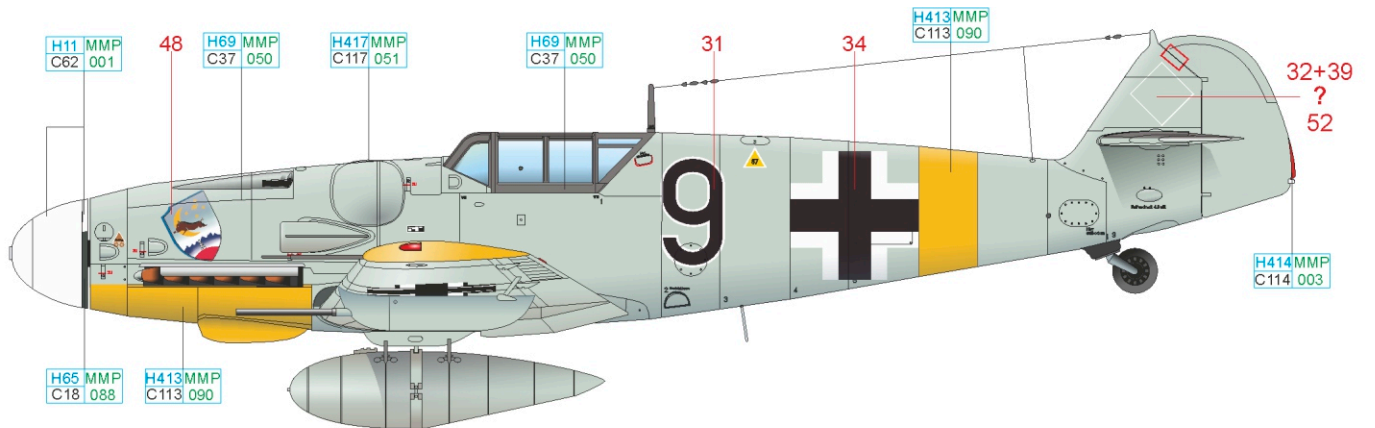
POD KATALOGOVÝM ČÍSLEM 11140



RLM 75 H69 MMP C37 050 RLM 76 H417MMP C117 051 BLACK H12 MMP C33 047 RLM 23 H414MMP C114 003

# F Bf 109G-6/R6, flown by Oblt. Alexander Graf Rességuier de Miremont, 10./JG 301, Targisorul-Nord (Ploesti), Romania, March – April 1944

The 10. Staffel JG 301 was sent to Romania at the beginning of 1944, tasked with the protection of the oil fields and refineries there, flying from the base at Targisorul-Nord. During the transfer to this area, the aircraft of this unit received the basic identifying features of those serving on the Eastern Front, yellow wing tips and a yellow fuselage band behind the fuselage cross. For better concealment, the fuselage was sprayed with RLM 76. A modified wilde Sau marking was applied to 10./JG 301 aircraft, a wild boar with a moon motif.



ČESKOU VERZÍ TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11140

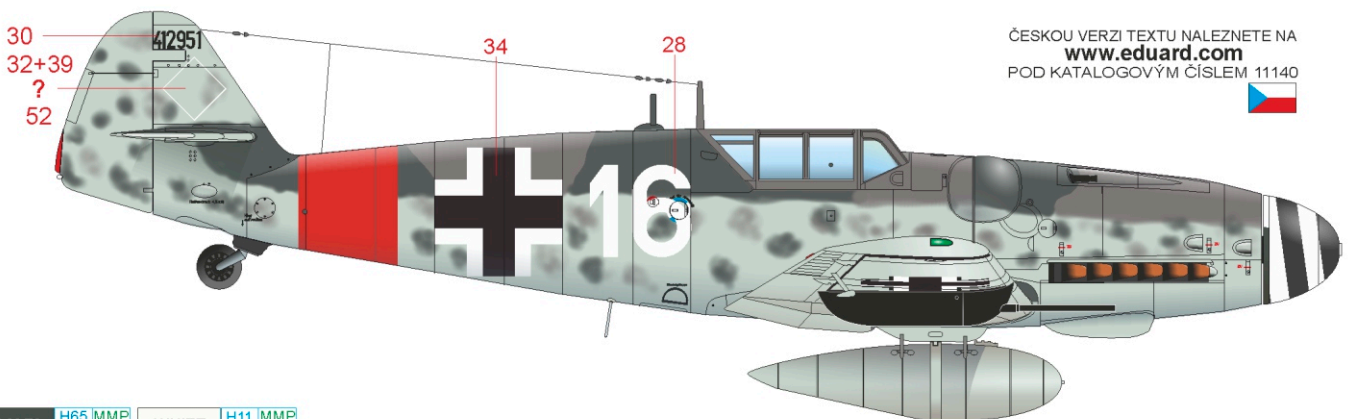
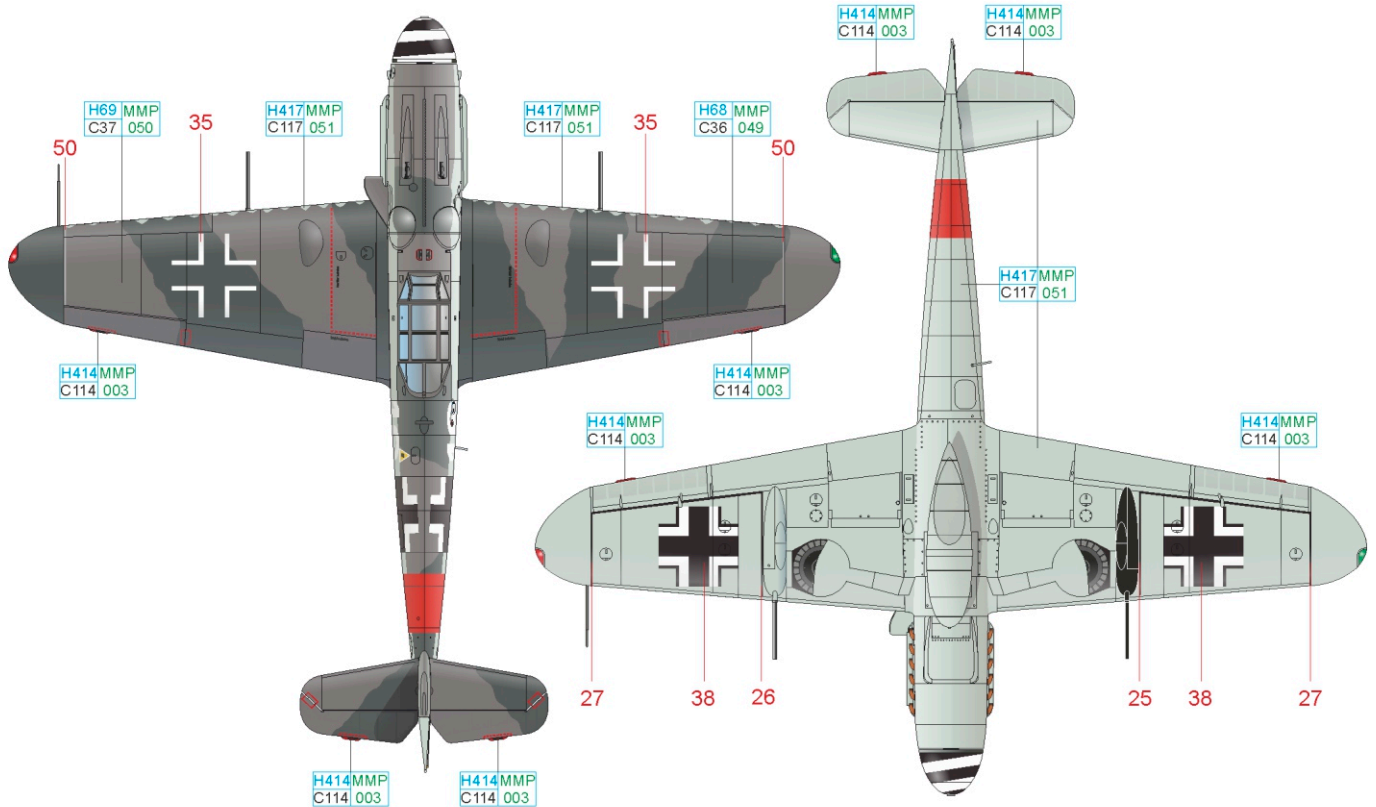
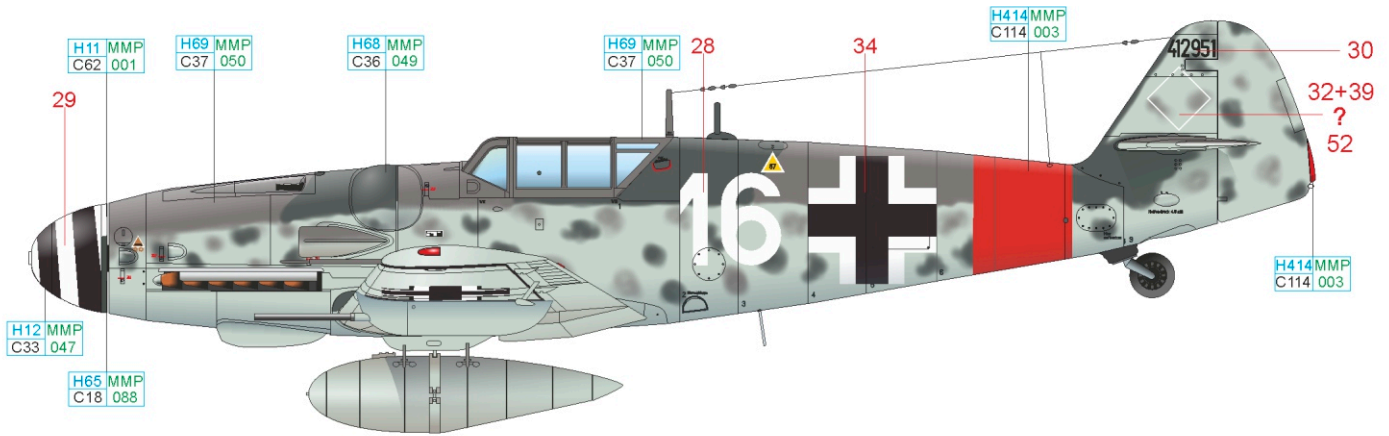


WHITE	H11 MMP C62 001	RLM 04	H413 MMP C113 090
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
RLM 76	H417 MMP C117 051	RLM 70	H65 MMP C18 088
RLM 23	H414 MMP C114 003		



# G Bf 109G-6/R6, W. Nr. 412951, flown by Lt. Horst Prenzel, 1./JG 301, Gardelegen, Germany, July 1944

The dispatching of I. Gruppe JG 301 on the night of July 20nd/21st, 1944, over the invasion beaches meant the loss of two aircraft. As it turned out, Lt. Horst Prenzel, 1. Staffel CO and Fw. Manfred Gromill from the 3. Staffel as well, landed at Manston instead of their home field. As such, Lt. Prenzel delivered an undamaged aircraft to the enemy, while Fw. Gromill veered off the landing strip and damaged the landing gear and bottom surface of his plane. Neither pilot intended to captivity, and both through unrelated events to each other lost their bearings and mistook Manston as a field in occupied territory. The British used Prenzel's aircraft for testing at Farnborough. The aircraft was written off after suffering damage during a flight on November 23rd, 1944. White '16', in a standard camouflage scheme applied at Erla in Leipzig, carried cannons in underwing gondolas, and the right one was sprayed in black.



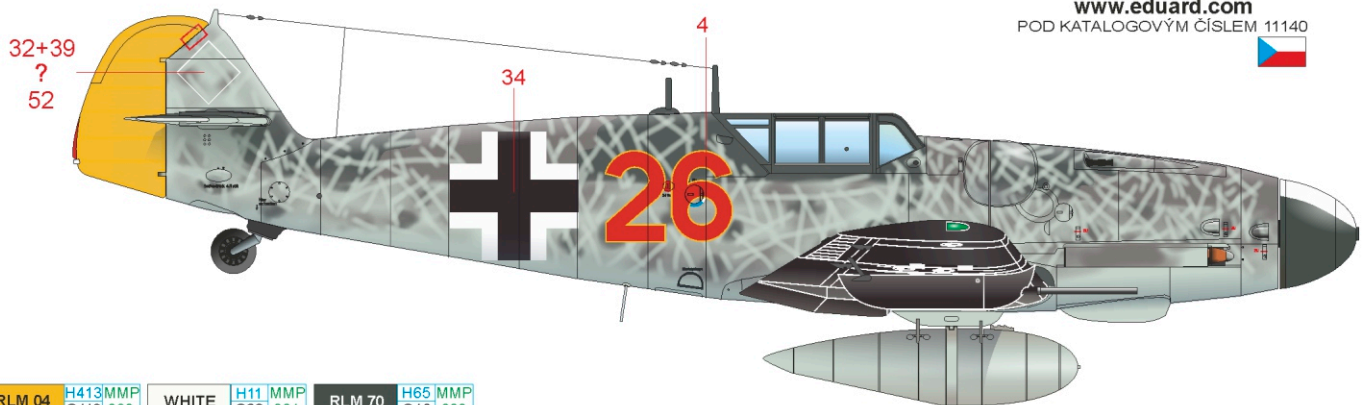
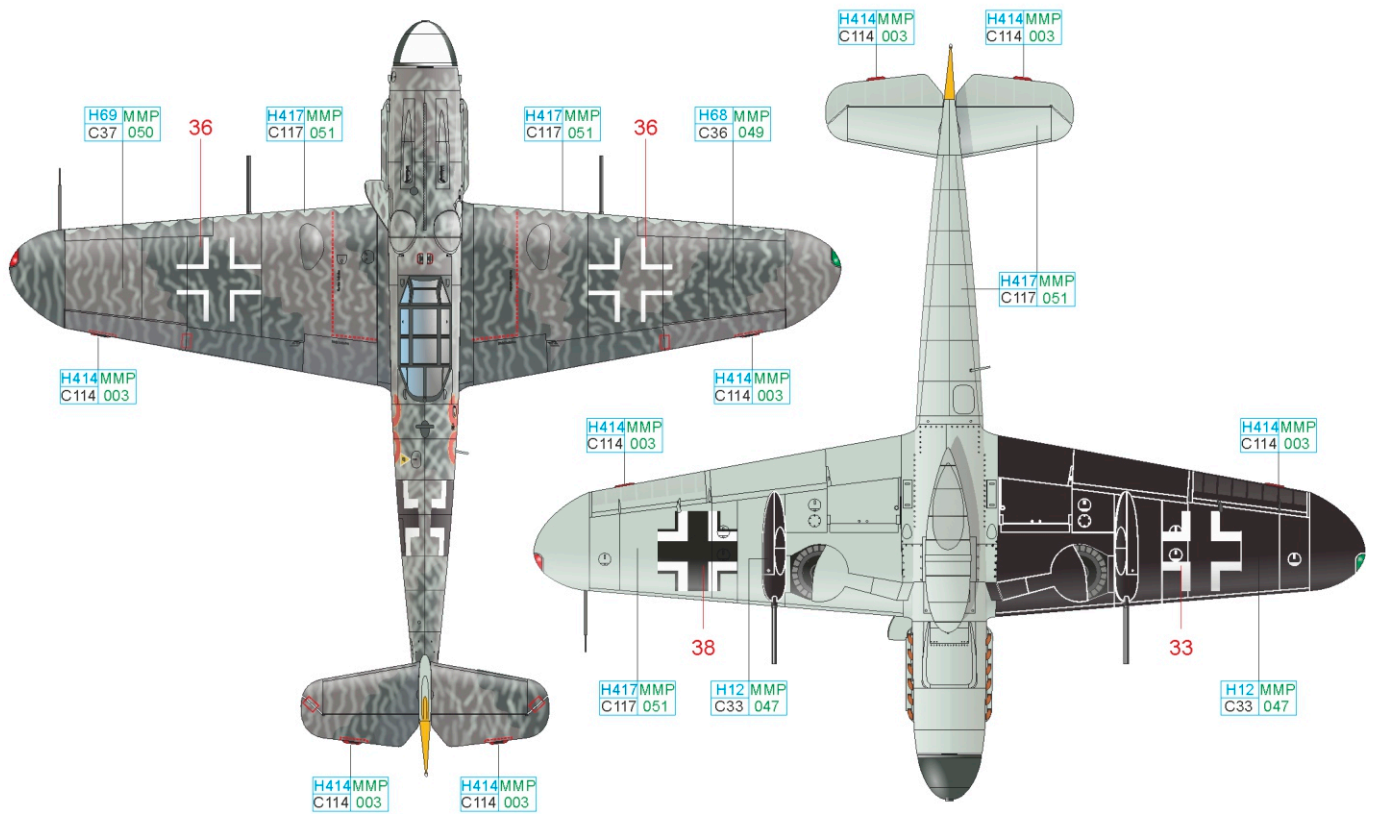
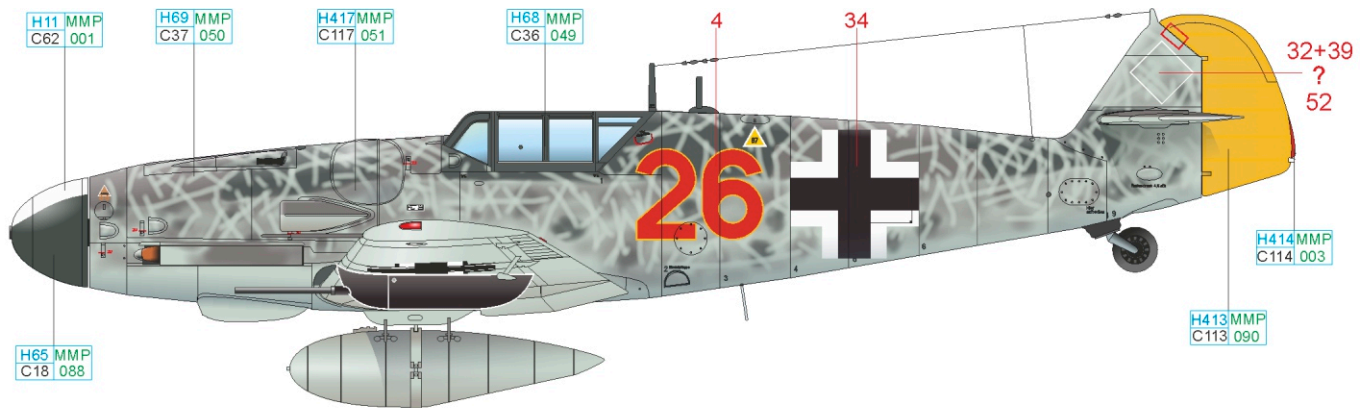
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11140



RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
RLM 76	H417MMP C117 051	BLACK	H12 MMP C33 047
		RLM 23	H414MMP C114 003

# H Bf 109G-6/R6, 2./JG 302, Helsinki, Finland, February 1944

Through February 1944, Soviet bombers conducted three night raids against Helsinki. The German Luftwaffe provided support for the Finns in the shape of twelve Messerschmitt Bf 109G-6/R6s from I. Gruppe JG 302 that landed on Finnish territory on February 12th. During the following two Soviet raids on the Finnish capital, six of the bombers were brought down. The unit returned to Germany on May 15th, 1944. The standard day camouflage of these machines was supplemented on the top and side surfaces with the addition of a snake pattern in white after arriving in Finland. The lower surface of the right wing was oversprayed in RLM 22 Black. An interesting feature of this aircraft was the application of black on the gondola under the left wing.



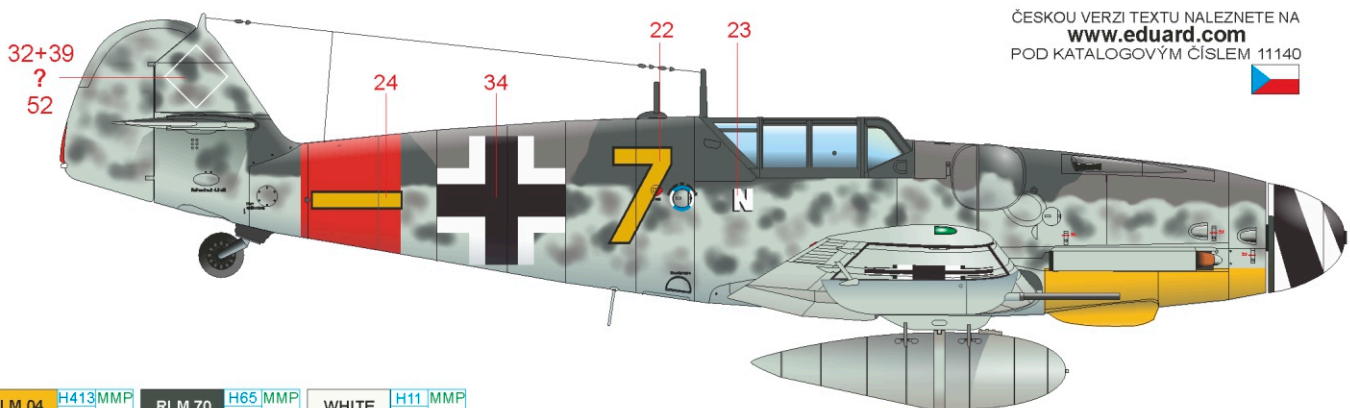
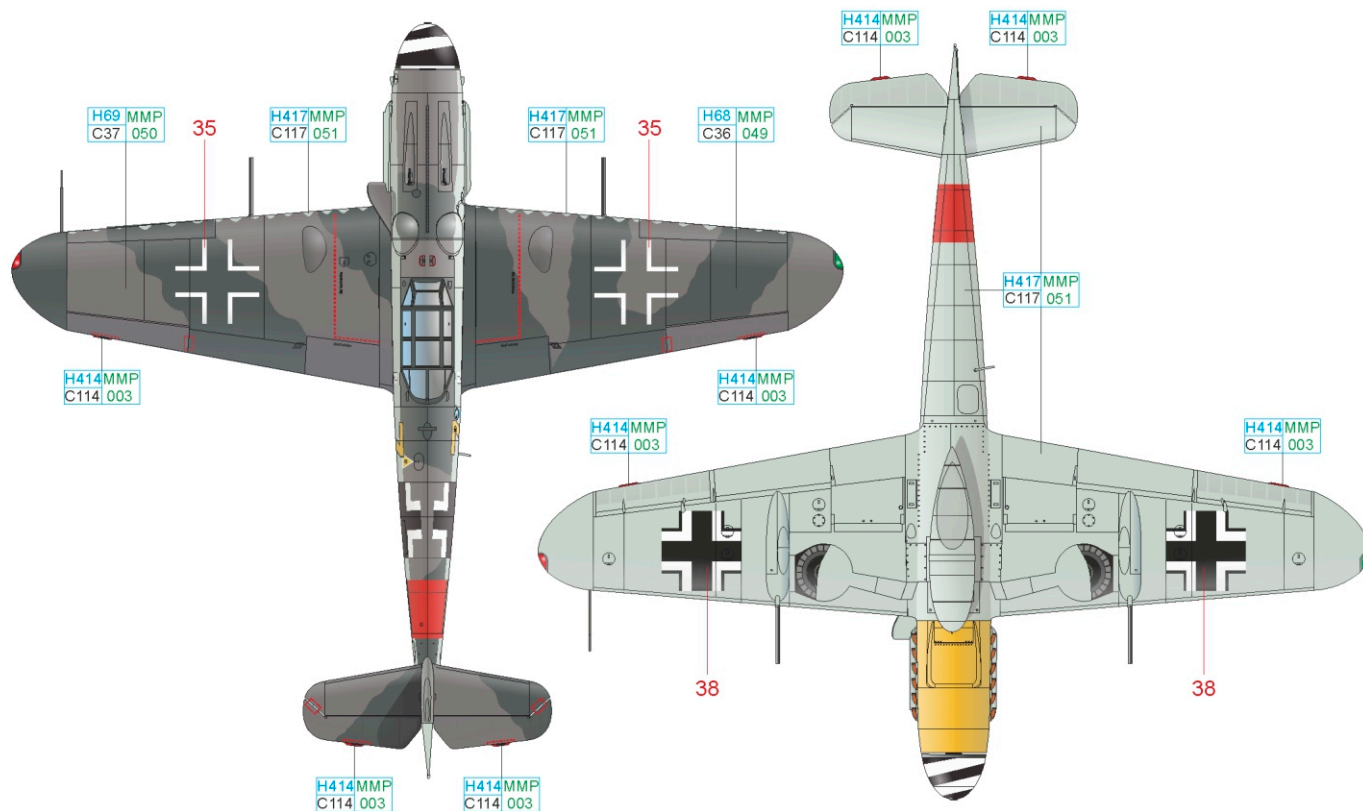
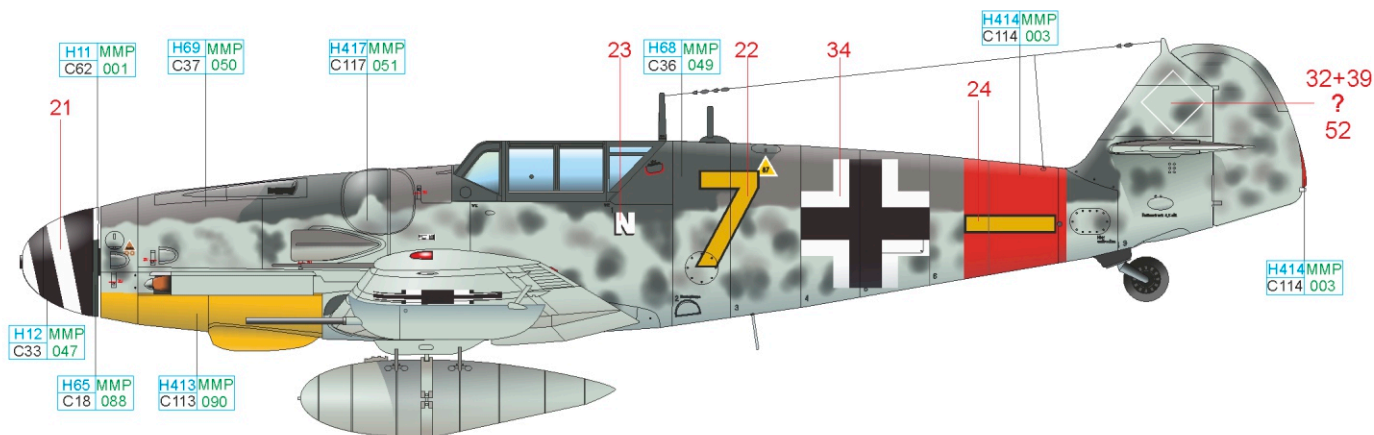
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11140



RLM 04	H413 MMP C113 090	WHITE	H11 MMP C62 001	RLM 70	H65 MMP C18 088
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051
BLACK	H12 MMP C33 047	RLM 23	H414 MMP C114 003		

# Bf 109G-6, flown by Fw. Fritz Gniffke, 6./JG 302, Ludwigslust, Germany, April 1944

Fritz Gniffke was a native of Gdansk and from his training days, had experience in blind flying. For this reason, he was assigned to wilde Sau pilot training in Altenburg in August 1943. After its completion, he was assigned to 6. Staffel JG 302. From April 1944, the duties of JG 300, 301 and 302 was expanded with the addition of day fighting where these units were not only tasked with night interceptions against raids, but also daylight intercepts of incoming enemy bomber formations. This was the reason behind the transfer of pilots with blind flying training on single-engined fighters to NJGr.10, commanded by Hptm. Müller. One pilot that this concerned was Fw. Gniffke. In April 1944, Fw Gniffke flew this aircraft, coded Yellow '7'. The plane carried a standard Luftwaffe day fighter camouflage scheme with a red fuselage band, the marking that identified this aircraft as belonging to JG 302 within the Defence of the Reich system. The markings on this plane included a small 'N' ('N' for Nacht), and was a reference to its use as a nightfighter.



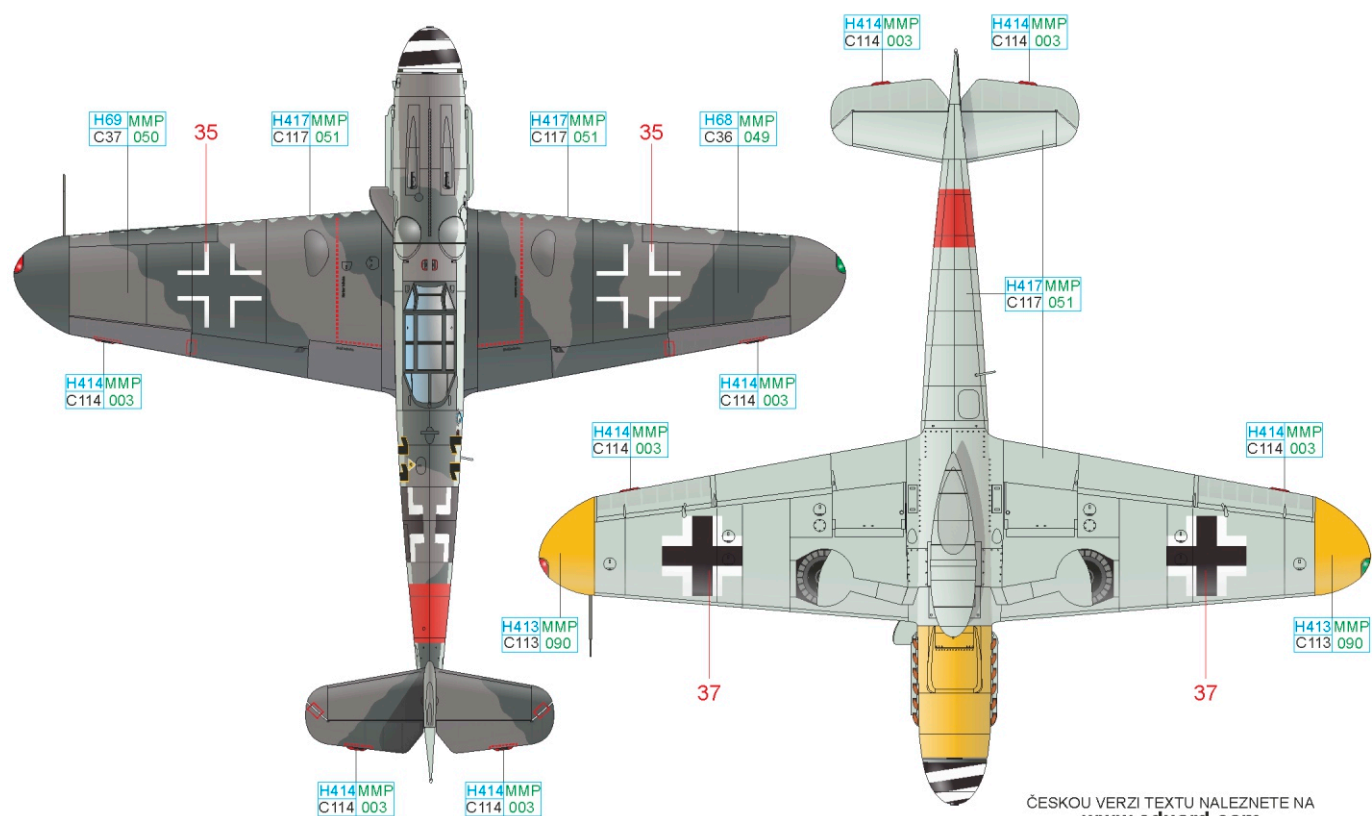
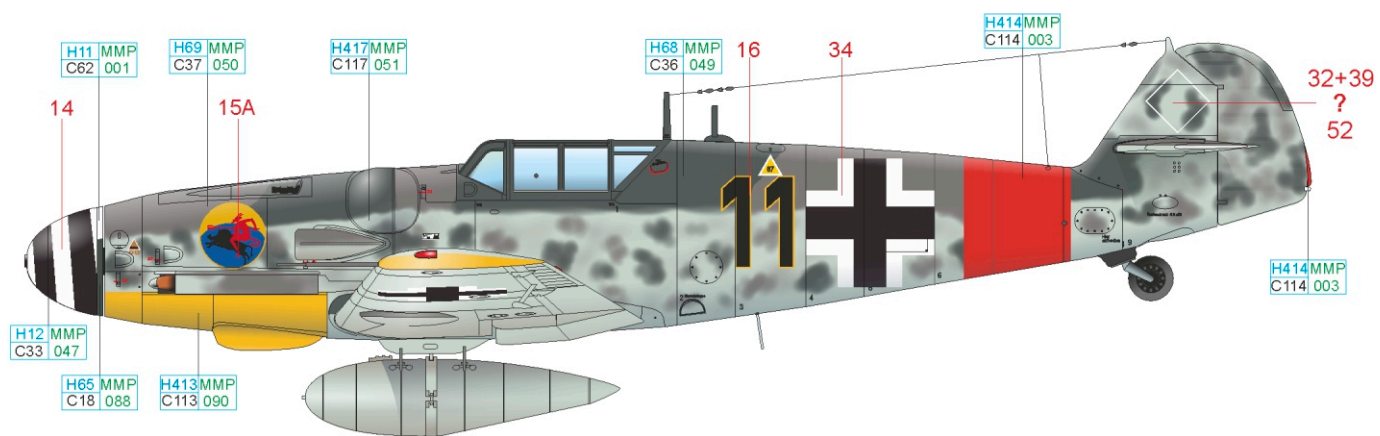
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11140



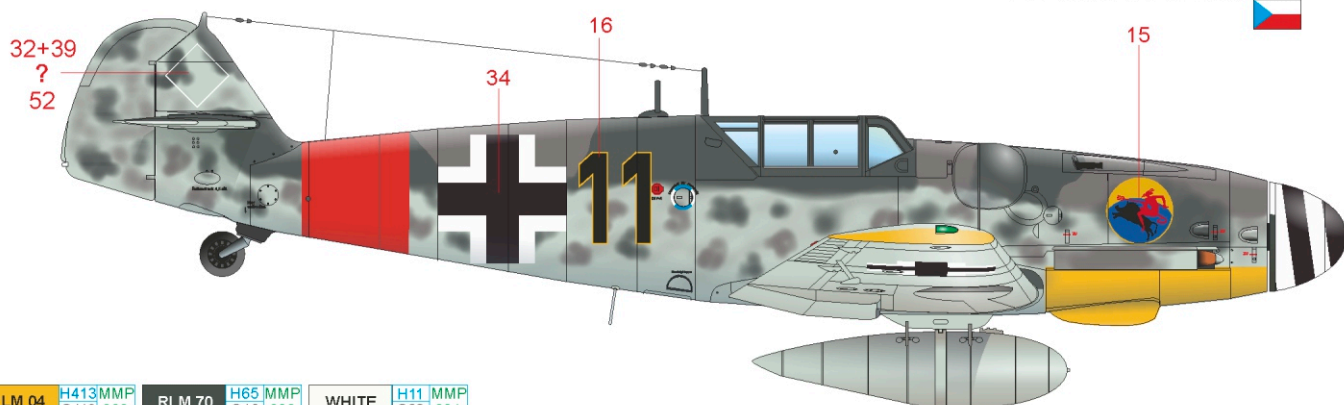
RLM 04	H413MMP C113 090	RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	BLACK	H12 MMP C33 047
					RLM 23
					H414MMP C114 003

# J Bf 109G-6, 2./JG 302, Götzendorf, Germany, July 1944

JG 302 was the final Geschwader that carried the job description of night interception of bombers using single engine day fighters and the wilde Sau tactic. It was formed on November 1st, 1943. As was the case with the two previous units, this one also utilised the services of pilots who were capable in the field of blind flying, most often hailing from bomber units or from Lufthansa. In May 1944, I. Gruppe was moved to Vienna, and by this time, the task of the unit was no longer night fighting, but had reverted back to classic day fighting. At the time, it was busy with American bomber wave and their fighter escort interception duties that were attacking industrial centres around Vienna, Budapest and Bratislava. The camouflage of Black '11' was composed of RLM 74/75 on the upper and side surfaces, and the bottom surfaces were sprayed in RLM 76. The camouflage scheme was rounded out by the addition of Eastern Front identifying features in the form of yellow wing tips and a red fuselage band ahead of the tail surfaces denoting JG 302 aircraft operating within the realm of the Defence of the Reich system. The nose carried the JG 302 unit insignia, a devil with a pitchfork sitting on a wild boar.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11140



RLM 04	H413MMP C113 090	RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417MMP C117 051
				BLACK	H12 MMP C33 047
					RLM 23
					H414MMP C114 003

