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Junkers Ju 52/3’s of 1V/KG96V 1, on a Balkan airfield during 1941 or 1942. Note the nearest aircraft, 1Z+BF has grey segments on the fuselage as well as the standard splinter camouflage, cowl, rudder and wing-tips are yellow. (via R. Ward)
LUFTWAFFE
COLOUR SCHEMES AND MARKINGS 1935-45

ACKNOWLEDGEMENTS
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This book on the Camouflage and Markings of the Luftwaffe during the years 1935 to 1945 is the first in a series of similar books within the AIRCAM SPECIALS. The second title will be the Regia Aeronautica and the Aviazione della Repubblica Sociale Italiana covering the period 1923 to 1944.

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The first major variation in colour scheme used by Luftwaffe bombers in Europe after the outbreak of war was the temporary painting over of side surfaces and markings with matt black night camouflage for sorties during the Blitz. This aircraft came down on an English village green remarkably intact. (Kent Messenger)

*Above* : Interesting photograph of a captured He III of KG 26 of 1940 period, interesting as it shows the duplicate small upper wing black cross which was painted outboard of the standard marking, the RAF roundel has been painted over the standard cross and the smaller cross painted over. Reason for this duplication is not known but was fairly common early in 1940. (IWM)

*Below* : Plain green night camouflage He III equipped with balloon cable cutters. (IWM)
A formation of Heinkel He 111 bombers over France, 1940. The painting of the splinter camouflage, the four-character fuselage codes, the national markings and the unit emblem on the nose are all entirely typical of the early "orthodox" period of Luftwaffe markings. (U.S. National Archives)

LUFTWAFFE Colour Schemes & Markings 1935–45

BOMBER UNITS

Prior to the open deployment of military aircraft by the young Luftwaffe in 1935, many types of aircraft were operated ostensibly as civil or government transports and training machines, which were in fact fulfilling a clandestine rôle in the preparations for military air power. The standard colour scheme was pale grey, often with areas of black around the engine cowlings, and with the civil registration letters in large black characters on wing and fuselage surfaces. Shortly after the announcement of the “birth” of the Luftwaffe, many of these machines appeared in their new livery as undisguised bombers. These, and bombers subsequently delivered, were generally finished in the three-colour segment camouflage previously described; an occasional difference was the pattern of the upper surfaces, which was sometimes painted on large aircraft with curved rather than angular colour divisions. An exception was the Junkers Ju 52/3m bomber-transport aircraft. Many of these continued to sport their pale grey scheme with black cowlings until 1938, with the addition of military-style national markings and the five character fuselage codes of the day. Typical unit markings for a Ju 52/3m bomber would include the code 27 + E11—identifying aircraft “E” of the first Staffel, I Gruppe, Kampfgeschwader 152, the seventh Geschwader formed in Luftkreis II, Berlin.

Colour view JI provides a typical example of a bomber of this period finished in the segment scheme. This Dornier Kampfgeschwader 255 bears the code 54 + F24: aircraft “F” of the fourth Staffel, II Gruppe, KG 255, the fourth Geschwader of Luftkreis V, München. The national markings are conventional; the red fin band was retained until late in 1938. The codes were repeated under the wings in the sequence + 54, F24 +.

The bombers sent to Spain to equip Kampfgruppe 88 of the Condor Legion varied considerably in their appearance. The first aircraft supplied were, as already mentioned, Junkers Ju 52/3m transports, which were later converted back to their bomber configuration by the refitting of their ventral gun “dustbins” and bomb racks; this was a simple task for which all Ju 52/3s were designed. For the sake of consistency these dual-purpose aircraft are described in the paragraphs on transport units. The main equipment of K.88 was the Heinkel He 111 bomber, in its B and E models, of which some 75 eventually served in Spain. Some were painted in segment camouflage, some in overall pale grey, some in RLM grey. Photographs of the Legion mustered at Leon in 1939 show that aircraft in these diverse schemes served side by side right up to the end of the Civil War. The usual Nationalist markings were employed, and white-painted wing tips were common. The type number for Heinkels was “25”; examples of segment-painted aircraft include “25.6”, “25.7”, “25.46”, “25.50”, and “25.53”. Aircraft finished in pale grey included “25.12”, “25.15”, “25.17”, “25.18”, and “25.30”.

Several interesting marking practices may be observed in photographs of Condor Legion bombers. Staffel insignia were quite common. The Gruppe often mounted operations with mixed German-Spanish crews, and the Spaniards christened the Heinkel "Pedro"; this name was frequently painted on the side of the aircraft’s nose behind the nose transparency, usually in white capitals and above a number — e.g. Pedro

3

Pilots seem to have enjoyed a considerable measure of freedom to decorate their aircraft with personal insignia, usually on the fin or fuselage sides, and some fairly extravagant examples have been illustrated; few can have been so conspicuous, however, as the epitaph for his dead Scottie dog painted on the tail of “25.15” by a grieving pilot! This machine is illustrated in colour as view K1, in the accompanying photographs. This aircraft also displays an insignia common in K.88, a diving Condor with a bomb in its talons superimposed on the black fuselage disc. Stripping of spinners and propeller blade tips in the Spanish colours was also quite common.

During 1938 the segment camouflage began to give way—in home-based bomber units—to the familiar splinter of two shades of green. Repainting orders were not obeyed overnight, however, and for months examples of the older styles were still to be seen. Later in 1938 the red tail band gave way to the simple black and white swastika, and the five character code was abandoned in favour of the four character style described earlier. Some aircraft were finished in schwarzgrau, but the two-colour splinter pattern was the most common.

This, then, was the standard scheme which would remain the norm for much of the rest of the Luftwaffe’s existence. Variations were based mainly on geographical considerations; unlike the aircraft of the Fighter Arm, the bombers did not undergo an official change of camouflage for daylight opera-
tions in 1941. Bombers taking part in the daylight operations in the West in 1940 were almost exclusively finished in these colours; there were, however, occasional insignia changes. Perhaps the most striking indication of such changes was the presence of specific insignia on each upper wing surface, a small cross at the extreme tip and a larger one further inboard. This odd effect is unexplained. Much more common was the painting of large transverse or chordwise bars of white or yellow on the wings of bombers—usually the top outward surface of the starboard wing—and similarly on each side of the vertical tail surface; these indicated, by the number of bars, the Gruppe of the aircraft, and were an assembly and formation-keeping device (see L4). The use of coloured rudders, probably for the same reason, was not unknown; colour view K2 illustrates an example. The same view also underlines another marking practice which was increasingly popular: the attachment of a “mission tally” on the tail fin. Mission tally would be simply rows of white or yellow bars or spots on fin or rudder; sometimes they were more informative, being dated or grouped under the name of a target; and occasionally they were quite elaborate, involving small silhouettes of ships, factories, barrage balloons, and so forth. It was occasionally observed that the Luftpaffe bomber pilot’s mission clasp—Frontflugsperge—was painted on the tail after the appropriate number of mission bars.

The repetition of the entire four character code under the wings was already declining in frequency in 1940, in favour of the simpler system of carrying only the individual letter, under both wing tips. The undersides of the Bf 109/KGrakenkreuz were thus painted in upper yellow or white, with a large white cross on the nose of all bombers. The use of assorted insignia on the noses of bombers persisted for some time; the practice was not so frequently observed after about 1943, but in some units the insignia were marked on the aircraft right up to the end of the war, although the squadrons were often only tattered remnants of their former strength, and had largely lost their identity through disastrous losses and shortages.

When the Luftpaffe’s daylight bombing offensive against Britain was defeated in the summer of 1940, the switch of emphasis to night raiding led to modifications in colour schemes and markings; these were to become general for night bombers. In the case of the Fw 190, the nose was left entirely white, along with all other markings. The individual letter on the nose, shown as F4, Vol. I, is typical in this period. The last two letters of the code are marked on the fin in tiny characters, and the individual letter alone appears on the fuselage. Often, aircraft of this type carried the Werke Nummer on the side of the nose, immediately behind the nose transparency in a central position on the height of the nose, in small white characters.

The most common scheme used on the Dornier Do 217 and Heinkel He 177 bombers engaged in the “Steinbock” and other operations late in the war consisted of black under-surfaces and sides, with the top of the fuselage, wings and tail painted medium or pale grey, with a dark grey pattern—either mottled or “wave-mirror”. The Do 217M illustrated as F6, Vol. I, is typical of this. The last two letters of the code are marked on the fin in tiny characters, and the individual letter alone appears on the fuselage. Often, this type carried the Werke Nummer on the side of the nose, immediately behind the nose transparency in a central position on the height of the nose, in small white characters. The aircraft was early in 1944 that an extra marking was observed on the tails of some Grenchsprechflieger, a large number of which were used by radar equipped with an aircrew of a technical nature. The exact significance of this marking is unknown; it was almost certainly an individual aircraft number, but it would seem ridiculous to award such numbers while still retaining the four character code system, or even the individual aircraft letter alone.

During 1944, the Kampfgeschwader presented a sorry contrast to their predecessors of four years earlier. Many units had been decimated in endless tactical operations in support of ground troops on the Russian Front; some of the famous names had disappeared completely, others had been reduced to a handful of men and aircraft. Two of the most famous units, KG 97 “Breedlove” and KG 55, had been reduced to a strength of one Staffel each; and KG 4 was among the Geschwader which had been remustered as a transport unit. The pathfinders of the Battle of Britain and the Blitz, KG 100, were still leading, in a sense at least; equipped in part with Dornier Do 217M finished in splinter pattern, they were pioneering the use of guided bombs from bases in Southern France. The famous shipping-shipping, KG 26 “Löwen”, was flying Ju 188s in Northern France, still concentrating on maritime targets but with only very moderate success; the aircraft were painted in splinter and light blue, with light blue “wave-mirror” applied over the green upper surfaces and sides. Photographs show that the full camouflage, and at the tiny size of the first two characters rendered them almost invisible among the camouflage, and the practice of colouring the third character seems to have been abandoned.
One of the very few bomber units still operating in something like full strength and something approaching their original rôle was Kampfgeschwader 1 "Hindenburg". Based on a complex of airfields in East Prussia, the unit was equipped with the impressive but accident-prone He 177 Grief; and during the summer of 1944 formations of up to 90 aircraft would rise majestically from their forest airfields and head East to bomb targets behind the Russian lines. These operations provided the only German parallel to the Allies’ use of four-engine bombers in the strategic rôle. An aircraft of KG 1 is illustrated as colour view M3; note the characteristically small size of the Geschwader code.

Another new assignment for the best of the surviving bomber pilots—many of whom were undergoing hasty conversion to fighter aircraft—was retraining on the first of the jet bombers to come into service. The "Edelweiss Geschwader", KG 51, was one of the units selected to fly the new Messerschmitt Me 262A-2 jet fighter-bomber; although down to Gruppe strength, the unit had considerable nuisance value, and contested its hit-and-run raids on advancing Allied forces until a late stage of the fighting. M1 illustrates an aircraft of KG 51 finished in basic pale blue overall, with a green wave-mirror pattern. Another veteran wing was KG 76, which operated the first true jet bomber in the world—the Arado Ar 234. Their aircraft were painted in a conventional splinter pattern and coated with a special high-gloss plasticised dope, to squeeze every last drop of speed out of them; an Ar 234 of KG 76 is shown as view M2.

The shortage of fuel which strangled the Luftwaffe in 1945 obviously had an even more crippling effect on the bomber force than upon the less "thirsty" interceptors; and the bombers were awarded only a low priority for supplies. By the end of 1944 the piston-engined bombers had ceased to provide any serious threat to the Allies; isolated units fought on fuel lasted, but in a strategic sense their operations were merely pin-pricks.

TRANSPORT UNITS

In the early days of the Luftwaffe, the distinction between bomber and transport units was not entirely rigid. Squadrons equipped with the Junkers Ju 52/3m were intended for both functions, and only the units specifically set aside for paraatroop training, such as Luftlandegeschwader 1, were not equipped with bomb racks and gun positions. Thus the early colour scheme was that of a bomber unit.

The first use of transports to support a force in combat, as already mentioned, was the airlift of Moorish troops from Spanish Morocco to Spain in aid of Franco's Nationalist rebels. In November of 1936 the Condor Legion was formed, and the bomber component originally comprised three Staffeln of Ju 52/3ms. Like other Legion types they were painted in a variety of ways; camouflaged, overall pale grey, and overall RLM grey. The type number was "22". These machines were largely phased out as bombers late in 1937 with the arrival of more modern equipment, and thenceforward they were used in the transport and general utility rôle. Numbers were handed over to the Spanish Nationalist air arm before proper; in Spain with Staffeln of IV/TG 3 they have been almost invariably camouflaged, and to have carried a large white St. Andrew's cross on the fuselage side in addition to the usual national markings. A Condor Legion machine of K.88 is shown as view O1 on the colour pages.

The rather ambiguous rôle of the Ju 52 units was reflected in their designation KG "Grzbv" or KG "Zgbv"—short for "Bomber formation on special detachment". The blitzkrieg campaigns of 1939 and 1940 called for large numbers of transports to take part in, and support, rapidly-moving invasion attacks, and these units played an active part in the occupation of Denmark, Norway, France and the Low Countries; in the latter case, they paid a heavy price in men and aircraft.

The unique airborne invasion of Crete was to be the last operation of its type; the "butcher's bill" was appallingly high, and some 170 Junkers transports were destroyed or badly damaged. The typical colour scheme of the Ju 52/3m in temperate zones comprised an overall coat of schwarzgrün on upper and side surfaces, with pale blue undersides; this remained standard finish throughout the war. The usual four character code appeared on the fuselage sides, and wholly or partially under the wings. Unit insignia were frequently painted on the central cowling, and cowlings were sometimes wholly or partially painted in the Staffel colour. Transport Gruppen usually comprised four Staffeln, and the colouring of the third code letter was thus often abandoned. In winter operations the transports were given the usual coat of snow camouflage, and view O6 illustrates a machine serving in Russia. The first two letters of the code have been painted over, and the last two are repeated in small characters above the swastika. The rudder letters bear no direct relationship to the unit codes; frequently seen on transports, they are local and temporary markings introduced to ease ground handling on busy airstrips. Certain aircraft, however, such as that shown in view O8, carried the number of their unit at the top of the rudder; and many photographs of Junkers IV/TG 3 show the number on the rudder, surmounted by a Staffel badge, as in view O4. The designation "KZgbv" gave way to the more logical "Transportgeschwader" in May 1943.

Towards the end of the war, with heavy losses and a desperate need for transports of all types to support crumbling front lines, aircraft of flying schools and civilian organisations were frequently pressed into service; four-letter radio call sign codes, civilian registrations, and school codes were observed on aircraft gathered hastily together in scratch "Transportkommandos".

MARITIME UNITS

The Küsten Flieger Gruppen, while administered as part of the Luftwaffe, often included mixed air force naval crews and operated in the closest collaboration with the Navy. In the pre-war years their machines were painted overall in RLM grey, both above and below, and marked with a unique style of code. No complete Geschwader was ever formed in this branch of the service, so the second number of the five character code was replaced by "O". The three Staffeln of each Gruppe had separate duties and equipment; 1 Staffel was for reconnaissance and observation, 2 Staffel for photo and general observation, and 3 Staffel for flying machines; 2 Staffel used Do 32 and Do 18 flying boats; and the multi-purpose 3 Staffel used He 59 and He 115 floatplanes. Thus the code of an He 59 of 3./Kü.Fl.Gr.706 is quoted by Ries as 60 + B73:

- 6 = Luftkreis VI, Kiel (which administered all coastal units.)
- 0 = 
- + =
- B = Individual aircraft letter
- 7 = VII Gruppe; the seventh Gruppe formed in Luftkreis VI
- 3 = 3 Staffel

At the beginning of the war the RLM grey colour scheme gave way to a conventional splinter pattern of two shades of green, Nos. 72 and 73, on all upper and side surfaces, with pale blue undersides; and a four character code identified the aircraft in the usual way, the first two characters referring to
Black-green covers all upper and side surfaces of these Junkers Ju 52/3m transports of II/KGr.z.b.V 1 in flight over the Mediterranean. The white Dornier Do 17 at rear is for ground handling purposes, and has no obvious connection with the unit details—unless the ‘S’ refers to the fact that this is a 5 Staffel aircraft, confirmed by its code 12+HN. (U.S. National Archives.)

the Gruppe. From 1941 onwards the splinter was replaced by overall green No. 72; and maritime bomber units, a few of which operated in the torpedo-dropping and mining rôle with Ju 88 aircraft, were later to add the pale blue “scribble” of the wave-mirror pattern to the basic green. An example of the earlier 1940 scheme is shown as view M6; this Dornier was shot down during the Battle of Britain.

Air-sea rescue units, or Seenotstaffeln, usually employed the Heinkel He 59 floatplane painted in an ambulance scheme—see view M5—and carrying civil registration letters, although some of the duties they carried out are the subject of some controversy.

RECONNAISSANCE UNITS

The Luftwaffe’s Aufklärungsstaffeln were divided into two categories; the Gruppe was the basic unit, and the Gruppe number was prefixed by an “E-” or an “H-” to indicate the long range or local reconnaissance nature of the duties of each Staffel. Staffeln often operated as autonomous units far from the parent Gruppe, and each Gruppe might comprise up to six different Staffeln, with several types of aircraft on strength.

The first unit was formed in 1936, its aircraft painted and marked in all respects similarly to contemporary bomber units. A small force of Dornier Do 17 and Heinkel He 70 aircraft was sent to Spain in the summer of 1937 as “A.88”, the Condor Legion’s reconnaissance Staffel. Photographs indicate that the Dorniers were painted in the three-colour scheme and the Heinkels in pale grey with black cowling; the usual markings and codes were carried, the type number of the Dorniers being “27” and that of the Heinkels being “14”. A handful of short-range Henschel Hs 126s were also delivered to the Legion, with the type number “19” marked on their segment camouflage; and some Fi 156 Storch general duties machines were sometimes used for local reconnaissance, painted pale grey, with the type number “46”.

The reorganisation of markings in the immediate pre-war period resulted in the reconnaissance units receiving normal four character codes; the first two characters identified the Gruppe, the third and fourth the individual aircraft and the Staffel respectively. The Fernaufklärungsstaffeln used a variety of aircraft types, usually camera-equipped versions of the Ju 88, the Do-17 and Do-215, and the Bf 110; Bf 109s were used by a few Staffeln, and were finished in the normal factory scheme with a single identification letter painted ahead of or behind the fuselage cross, in the same way as the Schlachtgeschwader. Short-range units employed the Hs 126 in most cases, although the Storch and the Fw 189 were also used in some numbers.

Camouflage and markings closely paralleled other branches of the service. Aircraft types tended to follow the marking practices of parallel units using the same types—i.e., a Ju 88D reconnaissance aircraft would be indistinguishable in appearance from a Ju 88A bomber in the same zone of operations, except for specific code and insignia. The standard splinter pattern predominated, with the obvious exception of the Bf 110’s factory-applied motte scheme. All the usual geographical variations were to be observed; colour view M4 illustrates a typical Henschel in the desert. This example has one interesting feature; the second, rather than the third letter of the code has been painted in the Staffel colour, either through error or personal whim. This underlines once more the limited value of rigid application of regulations when identifying photographs of German aircraft. The Fw 189 illustrated as J6 displays a local scheme designed to hide the aircraft operating over the broken ground and ice floes of the White Sea coast; these wave-mirror patterns were not unusual among reconnaissance units.

Other Types of aircraft, the myriad varieties of foreign and German machines employed by second-echelon units and establishments in all areas of operations, generally followed the basic practices already described, depending upon type and area. They are often identifiable by the code; the factory frequently delivered machines still marked in a four-letter radio call sign code, used during manufacturers’ test programmes; and when the first two characters of a code appear to be two letters rather than a letter-number combination, it is a reasonable supposition that the aircraft did not serve as combat equipment. There are—naturally!—exceptions. The Fi 156 Storch, a general duties type popular throughout the Luftwaffe and German Army, was observed in literally scores of different finishes, and one of the most attractive is shown as view J5 on the colour pages, a squadron “hack” operated by JG 54 “Grünherz” in Russia. The scheme was obviously selected and applied at squadron level. The colour views on page P illustrate a number of miscellaneous second-line and training colour schemes, including a liberal use of yellow, for high visibility. View N4 illustrates a foreign type in second-line finish, view N5 in a front-line scheme.

Gliders are a special case, and the typical scheme is illustrated as O7. This Gotha displays a grey/dark grey splinter pattern on the top surfaces, with sides mottled in grey and RLM grey. The usual Russian theatre yellow areas are apparent, and the numbers refer to individual aircraft 9 of the 1st Staffel of the Schleppgruppe.

An additional symbol, again for ground handling purposes, appears on these transports of 6.KG.z.b.V 2 in Sicily during 1943—the black and white triangle above the swastika on the fin, and repeated on the wing leading edges. Note the white under-wingtip and lower segments of the engine rings. (U.S. National Archives).
Above: Nose of a Condor Legion Heinkel bomber, note the decoration of spinners and propeller blades, and the Staffel marking just visible on the side of the nose. (Obert).

Right: Detail of the tail of the Condor Legion Heinkel illustrated in the colour plates, the script commemorates the death of “Peter”, presumably the pilot’s Scottie dog, who accompanied his master on missions. This intrepid beast apparently made the final sacrifice on 13th June 1938 during a sortie over Sagunto! (Obert).

Above: Port side presentation of the above epitaph. (Obert).

Right and below left: “Pedro” 25+3 crash landed in Spain. (Obert).

Below, right: He 111 dispersed on a Spanish airfield. (Obert).

Above: Heinkel He 111B-2 of K 88, Legion Condor in flight over Spain, 1937. (Obert).

Below: The upper surfaces of this He 111H of 1/KG 26 seem to retain their original finish, but the belly is roughly painted with matt black for night operations in the Mediterranean, 1942. (U.S. National Archives).
Above: Dornier Do 17Z of KG 3 in standard splinter camouflage, Channel 1940. (U.S. National Archives).

Above: Do 17Z displaying the Ustachi insignia of the Croat Air Force with the 5K code of KG 3. Camouflage is standard splinter with yellow fuselage band and wing-tips. (U.S. National Archives).

Below: Do 17K attached to ZG 26 in desert camouflage with white lower cowls and fuselage band, Castel Benito, Libya 1943. (IWM).
Above and below: Dornier Do 17Z-2's of KG 2 "Holzhammer" in the Balkans, 1941. Standard splinter scheme with yellow theatre markings.

Below: Another Do 17Z of KG 2 on a Bulgarian airfield during 1941. (via R. Ward).
Above: Dornier Do 217E in typical late-war scheme; the black night camouflage has been applied over all markings except the individual letter—red "C"—and the cross. The full code is painted on the tail fin in small white characters—F8+CM, identifying the machine as one of 4/KG 40. (U.S. National Archives).

Below: A Dornier Do 217E of KG 40, based on the Biscay coast during 1942-43, displays its conventional splinter scheme of two shades of dark green. (U.S. National Archives).
Above: Nose detail of a Dornier Do 215B-1 of 3./Aufklärungsgruppe Ob.d.L. 1940. (U.S. National Archives).

Above: Do 217E, probably F8+CN of 5./KG 40 in standard two-tone green and black night bomber scheme of the late war years. Note thin white outline to underwing cross. (U.S. National Archives).

Below: Do 217K nose detail, note W.Nr. 4452 in white on nose. (U.S. National Archives).
Above: This LG 1 Junkers appears to have camouflaged tail surfaces but a plain sand fuselage. (U.S. National Archives).

Above: Wrecked Ju 88's of LG 1 on a Western Desert airfield, all in desert camouflage with white theatre markings. Note the sand camouflaged He 111 in background with night matt black undersurfaces and fuselage sides. (IWM).

Above: Another Ju 88 of LG 1 apparently with plain sand-coloured scheme. (IWM).

Below: Junkers Ju 88A in Russia displays standard splinter scheme with yellow regional distinctions. (US National Archives).
Above: Ju 88 displaying theatre markings and radio call sign, wing-tips, fuselage band and undercarriage doors yellow. white spinners and standard splinter scheme. (via R. Ward).

Below: Note rough application of matt black night finish to this Ju 88. (U.S. National Archives).
Above: Night camouflaged undersurfaces combine with green-on-sand dappled upper surfaces, on a Junkers Ju 88A-4 of Lehrgeschwader 1 based in the desert during 1942. (U.S. National Archives).


Below: Ju 88A-4 of III./KG 30 on a Sicilian airfield, white black spinners and white fuselage band. standard two-tone green splinter scheme. (via R. Ward).
Left: This pre-war Heinkel He 46 reconnaissance aircraft displays with great clarity the five-character code painted on the upper surface of the wing—Geschwader code on the port wingtip, individual aircraft letter on the centre section, and Staffel and Gruppe numbers on the starboard wingtip. (Joos).

Below: Wrecked Heinkel Hs 126B on a desert airfield in Libya, 1942. Camouflage scheme is similar to the colour side-view illustration except for the green dapple which is much smaller. Code is 5F+J K. (IWM).

Below: Heinkel Hs 126 in standard splinter scheme. (via R. Ward).
Above: Two Arado Ar 196A-3 floatplanes over the Aegean, finished in splinter camouflage with white belly-bands. The codes—7R+GK and 7R+HK—identify aircraft of 2./SAGr. 125, whose badge is painted immediately behind the cowling ring. (U.S. National Archives).

Above 7R+HK and below 7R+BK both aircraft from 2./SAGr.125 operating from island bases in the Aegean Sea. See colour illustration. (U.S. National Archives & via R. Ward).
Above: Dornier Do 24 of an unknown unit operating in the Mediterranean in standard splinter scheme but with the white theatre band overpainted in black green, the four letter code appears to be KR+SK. (via R. Ward)

Below: The weathered look typical of all seaplanes obscures the finish of this Air Sea Rescue Dornier Do 24 in the Aegean; the basic scheme was dark green overall, with a four-letter code and the usual white areas. (U.S. National Archives)
Dornier Do 17E-1, 4./KG 255; Leipheim, Germany, winter 1938/39.

Do 17Z-2, 3./KG 2 "Holzhammer"; Balkans, summer 1941.

Henschel Hs 123A-1, 8./Sch.G 1; Russia, spring 1942.

Hs 129B-1, 8./Sch.G 2; Kursk/Orel, Russia, July 1943.

Fieseler Fi 156C, I./JG 54 "Grunherz" courier aircraft; North Russia, winter 1942/43.

Fw 189A, 1 (H)/32; North Russia, October 1942.
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LUFTWAFFE

UNIT INSIGNIA

1935-1945
J1
Dornier Do 17E-1, 4./KG 255: Leipheim, Germany, winter 1936/37

J2
Do 17Z-2, 3./KG 2: Holzhammer, Balkans, summer 1941

J3
Henschel Hs 123A-1, 8./Sch.G 1: Russia, spring 1942

J4
Hs 129B-1, 8./Sch.G 2: Kursk front, Russia, July 1943

J5
Fieseler Fi 156C, I./JG 54: Grunhertz courier aircraft, North Russia, winter 1942/43

J6
Fw 189A, 1./(H)/32: North Russia, October 1942
N1  Dornier Do 24, Unit unknown, Mediterranean Area, 1943.

N2  Heinkel He 115, K/Gzby 1, Norway, 1941.

N3  Arado Ar 196, 2/SAGn 125, Aegean Sea, 1942.

N4  Savoia Marchetti SM 79-II operated by the Luftwaffe as a transport after the Italian Armistice of 1943.

N5  Savoia Marchetti SM 81, Russian Front, 1944.
01. Junkers Ju 52/3m, K88, Legion Condor, Spain, summer 1937

02. Ju 52/3m ambulance (WL+ALKO), Poland, 1940

03. Ju 52/3m, Minensuchgruppe der Luftwaffe, French Channel coast, 1943

04. Ju 52/3m, 2./KG3, Zemstov airlift, March 1942

06. Ju 52/3m, unit unknown, probably Stalingrad airlift

07. Gotha Go 242A, 1./Schleppgruppe 4, Russia, 1943
P1

P2

P3
Focke Wulf Fw 190S-8 Two-seat Trainer.

P4
Do217E-10 D 570, Jagdgeschwader 103, le Bourget, France 1944-45.

P5
Meisenschmitt Bf 108 Tafun Liaison aircraft, Spanish Civil War, 1937-38.

P6
Arado Ar 96B-1 of FFS A/B 23, Kaufbeuren, 1943.

P7
Focke Wulf Fw 58 Radio and Navigational Trainer.
FC5: Focke Wulf Fw 200C-3 Condor, 1st Staffel, Fernaufklärungsgruppe 120, Norway, 1942.

Fw 200C-3 Condor in white winter scheme.


L3. Junkers Ju 88A-4, 10./KG 1, Russia 1944.

L4. Heinkel He 111H, Stab./KG 53, Luftflotte 2, Lille, France, September 1940, Battle of Britain.

L5. Heinkel He 111H, KG 51, winter scheme, 1943.

L6. Dornier Do 17Z-2, 7./KG 3 'Blitz', Russia 1941-42.
N1

N2
Heinkel He 115, KGzbV 1. Norway. 1941.

N3
Arado Ar 196. 2./SAGr 125. Aegean Sea. 1942.

N4
Savoa Marchetti SM 79-II. 1943.

N5
Savoa Marchetti SM 81. Russia 1944.
Above: Plain green camouflaged Ju 52/3m being loaded with an anti-tank gun on a Russian airfield. (Archivo Reyes).

Above: Remains of a Ju 52/3m of KGzbV 1 again in plain green uppersurfaces. (IWM).

Below: Splinter camouflaged Ju 52/3m of III./KGzbV 1, coded 1Z+ET on the Palermo-Tunisia run in early 1943. (U.S. National Archives).
Above: Messerschmitt Bf 108 Taifun, one of many such aircraft used on liaison duties in the Western Desert and Tunisia. Scheme is standard desert sand with pale green dapple, pale blue undersurfaces and white theatre markings, fuselage band and wing-tips. (U.S. National Archives).

Above: Dewoitine D.520 of Jadschulegeschwader 103, Le Bourget, 1944-45 in very colourful but far from standard trainer finish.

Above: Differing schemes displayed by two DFS 230 troop gliders. The "scribble" scheme is unusual; a plain or faintly dappled surface was more common. (U.S. National Archives).


P2 Focke Wulf Fw 190A-6 probably of JG 2 'Richtofen'.

P3 Focke Wulf Fw 190S-8 Two-seat Trainer.

P4 Dewoitine D.520, Jagdschülegeschwader 103.

P5 Messerschmitt Bf 108, Taifun.

P6 Arado Ar 96B-1, FFS A/B 23.

P7 Focke Wulf Fw 58, Radio and Navigational Trainer.
01
Junkers Ju 52/3m, K.88, Legion Condor: Spain, summer 1937.

03
Ju 52/3m, Maaensuchgruppe der Luftwaffe: French Channel coast, 1943.

07
Gotha Go 242A, 1./Schleppgruppe 4: Russia, 1943.

06
Ju 52/3m, 14./TG 3: Stalingrad airlift, winter 1942/43

M5
Heinkel He 59B-2, Seeflugkommando 1; Boulogne, France, July 1940.

M6
Dornier Do 18G-1, 3./Kü.Fl.Gr.406; French Channel coast, September 1940.
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Front Cover, top to bottom—
Blohm und Voss Bv 138C-1, unit unknown.
Focke Wulf Fw 190 A-6, probably JG 2 ‘Richtofen’ Training unit. Trigueville, France 1943.
Henschel Hs 129 B-3, Gruppe-Stab IV/Pz/SG 9, Russia 1944–45.
Heinkel He 111 H 4 ‘General Wever’, Russia 1943–44.
Focke Wulf Fw 200C-3 Condor, 1st Staffel, Fernaufklärungsgruppe 120, Norway, 1942.

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