



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



Is it a bird? Is it a plane? No it's Mika Hakkinen!

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### Alan's "Annotations"

One thing further on the Hornchurch Show, the P.T.A waived our donation to them of £50.00, so in the end we gave Little Haven a cheque for £200.00. They are also having their own event later this year and we have been invited.

Those of you who are IPMS members may have noticed that IPMS Hornchurch are not booked for any space at Scale Model World in November. Needless to say I gave the club returns to Ian Crawford on the day of the AGM. I will be contacting him and his replacement in due course. The AGM was a rather acrimonious affair with Nick Allan resigning as Webmaster and having a go at the editor, someone else got on the act because an obituary did not get published, as you know our show was not publicised either, so the editor did get a bit of a roasting.

Charging members for entry to Scale Model World stays for the time being, something to do with VAT and the society did make a profit of £11580.00. Scale Model World is staying at Telford for the near future as the committee has got a good deal on hiring it.

After consulting Liz I have decided to put myself up for one of the committee posts next year, that of Membership Secretary (sucker!). While attending the AGM I thought that there was so much negative attitudes coming up that it was time for a change maybe with the input from the people I know it can be changed for the positive (titter ye not).

Many thanks to Richard Smith from Purfleet for our talk last month about RAF Hornchurch, if I had seen that before Southern Expo I would have made a more serious effort with the Sopwith Pup!! Finally best of luck to the entrants for tonight's aircraft competition and don't forget, 16<sup>th</sup> December 2002 USA models competition, in readiness for our Southern Expo theme.

It looks like IPMS Avon have not reserved us any space for their show in August, but I did reply to IPMS Mildenhall regarding their show on 29<sup>th</sup> September and booked 12 feet. I have also contacted Edgar Brooks for the show at Halton. I don't know if anyone is interested in the IPMS Farnborough show on 22<sup>nd</sup> September, but I have tentatively asked for some space, nothing definite at present as it is a week before Mildenhall.

May your wings never warp.

**Alan**



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### Peter's "Prattlings"

#### *Presentation to Essex Haven Trust*



Alan presents a cheque to Tom Newton from the Essex Haven Trust

#### *Fort Full of Models*



Great show, although slightly spread out amongst the display halls. As can be seen from the pictures above we were based in the large tin hut. If the weather had been a little better i.e. sunshine it would have made a perfect day, shame the journey home spoilt the whole thing.

**Peter**



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### Ken's "Korner"

DATE	HOUR	AIRCRAFT TYPE AND No.	PILOT	DUTY	REMARKS (Including results of bombing, gunnery, exercises, etc.)	TIME CARRIED FORWARD	
						DAY	NIGHT
21/10/44		LANC T	F/LT DAVIS	A/B	DUAL CHECK	.55	
22/10/44		LANC LM 207	F/O DAVIS	A/B	X COUNTRY	4.05	
23/10/44		LANC. PB 205	F/O DAVIS	A/B	BASE - BALDEATON - BASE	1.15	
26/10/44		LANC. DB 205	F/O DAVIS	A/B	X COUNTRY	3.55	<del>3.55</del>
27/10/44		LANC. LM 207	F/O DAVIS	A/B	FIGHTER AFFIL.	2.40	
30/10/44	1100	LANC. LM 707	F/O DAVIS	A/B	OPS. WESTKAPELLE	2.05	
31/10/44	1745	LANC. PB 205	F/O DAVIS	A/B	NIGHT FIGHTER AFFIL.	2.15	
SUMMARY FOR <u>21-31 OCT 1944</u> LANCASTER						DAY	13.40
619 SQDN A FLIGHT						NIGHT	3.30
DATE <u>2/11/44</u>						TOTAL	<u>17.10</u>
SIGNATURE <u>A. E. Page</u>						R. G. Purnell o/c A FLT	
						TOTAL TIME	171.30 90.50

DATE	HOUR	AIRCRAFT TYPE AND No.	PILOT	DUTY	REMARKS (Including results of bombing, gunnery, exercises, etc.)	TIME CARRIED FORWARD	
						DAY	NIGHT
1/11/44	1400	LANC LM 756	F/O DAVIS	A/B	OPS. HOMBERG	4.45	
2/11/44	1630	LANC LM 756	F/O DAVIS	A/B	OPS. DUSSELDORF		5.20
4/11/44	1200	LANC. LM 707	F/O DAVIS	A/B	H.L.B.	1.50	
6/11/44		LANC LM 630	F/O DAVIS	A/B	OPS. GRAVENHORST		5.15
SUMMARY FOR <u>NOV. 1944</u> LANCASTER						DAY	6.35
619 SQDN A FLIGHT						NIGHT	10.35
DATE <u>1/12/44</u>						TOTAL	<u>17.10</u>
SIGNATURE <u>A. E. Page</u>						R. G. Purnell o/c A FLT	
						TOTAL TIME	178.05 101.25



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DATE	Hour	AIRCRAFT TYPE AND No.	PILOT	DUTY	REMARKS (Including results of bombing, gunnery, exercises, etc.)	TIME CARRIED FORWARD	
						178.05	101.25
						FLYING TIMES	
						Day	Night
17/12/44	1600	LANC. E.LM 207	F/O DAVIS	A/B	OPS. MUNICH		10.00
21/12/44	1630	LANC. E.LM 207	F/O DAVIS	A/B	OPS. PÖLITZ (NR. STETTIN)		10.00
SUMMARY FOR DEC. 1944 LANCASTER					DAY	101.25 CAPTAIN	
619 Sqn. A FLIGHT					NIGHT	20.00	
DATE 31/12/44					TOTAL	121.25	
SIGNATURE K.E. Page							
7/1/45	1630	LANC E.LM 207	F/O DAVIS	A/B	OPS. MUNICH		9.25
13/1/45	1645	LANC C 471202	F/O DAVIS	A/B	OPS. PÖLITZ (NR. STETTIN)		10.00
14/1/45	1700	LANC C PS 297	F/O DAVIS	A/B	OPS. MERSEBURG. LANDED AT MIDDLETON ST. G.		10.00
15/1/45	1630	LANC PB 297	F/O DAVIS	A/B	MIDDLETON - BASE		.50
12/1/45		LANC PB 297	F/O DAVIS	A/B	AIR TEST		.40
16/1/45	1700	LANC PB 297	F/O DAVIS	A/B	OPS. BRÜX		9.25
TOTAL TIME...						179.35	160.15

DATE	Hour	AIRCRAFT TYPE AND No.	PILOT	DUTY	REMARKS (Including results of bombing, gunnery, exercises, etc.)	TIME CARRIED FORWARD	
						179.35	160.15
						FLYING TIMES	
						Day	Night
19/1/45		LANC BR 297	F/O DAVIS	A/B	FIGHTER AFFIL.	1.20	
20/1/45		LANC NN 751	F/O DAVIS	A/B	H.L.B.	1.30	
22/1/45		LANC LM 702	F/O DAVIS	A/B	10 SORTIE CHECK	1.00	
SUMMARY FOR JAN. 1945 LANCASTER					DAY	5.20 CAPTAIN	
619 Sqn. A FLIGHT					NIGHT	38.50	
DATE 31/1/45					TOTAL	43.70	
SIGNATURE K.E. Page							
1/2/45		LANC PB 297	F/O DAVIS	A/B	OPS (1) SIEGEN		5.55
2/2/45		LANC PB 297	F/O DAVIS	A/B	OPS (2) KARLSRUHE		7.10
7/2/45		LANC PB 297	F/O DAVIS	A/B	OPS (3) LADBERGEN		5.55
8/2/45		LANC PB 297	F/O DAVIS	A/B	OPS (14) PÖLITZ		9.50
10/2/45		LANC PB 297	F/O DAVIS	A/B	AIR TEST. 9 FIGHTER AFFIL.	1.15	
TOTAL TIME...						184.90	187.05



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### ***"Who Won The Battle?"***

Whilst flying long haul to and from Australia last year (2001) I read a rather thick paperback book on a tale of the RAF early in W.W.II, inclusive of the Battle of Britain. The book was called "Piece of Cake"; I thoroughly enjoyed the read. Right at the end of the book there were 5 pages called "Authors Note". The contents of this note I felt would be of interest to our aircraft modellers within the club.

The notes begin: -

With a story like "Piece of Cake" the reader is entitled to know how much is fact and how much fiction. Hornet Squadron is fiction. The places where it was based do not exist. All the characters in the story are invented. Everything else is as authentic as I could make it.

By this I mean that the story is broadly true to the way the war went in 1939-40, and all the minor events are at least feasible. For example, the event I have called "the Battle of Southend Sands" is based on a confused episode, known at the time as "the Battle of Barking Creek", when on 6<sup>th</sup> September 1939 a formation of Spitfires shot down 2 Hurricanes whilst anti-aircraft gunners destroyed a Blenheim fighter. Mistaken identity remained a constant hazard; on 11<sup>th</sup> August 1940 a Hurricane on Convoy Patrol was shot down by a Spitfire, and a month later No. 73 Squadron lost 3 Hurricanes all reportedly shot down by Spitfires (the pilots survived). Similarly my account of the massacre of Defiants from Hawkinge is substantially accurate, as is the earlier description of the Maastricht Raids. References to aircraft performance – speeds, armaments, rate of climb, operational ceiling and so on are accurate as I could make them. Hurricane squadrons did enter the war with wooden propellers, canvas covered wings and no armour behind the pilot.

References to tactics and combat procedures are also based on fact. British fighter squadrons flew in tight inflexible formations and used the cumbersome fighting area attacks until well into 1940. After the fall of France, some squadron commanders changed their tactics, opened their formations and flew in pairs, like the Luftwaffe, but many others persisted with obsolete textbook approach. As Air Vice-Marshal Jonnie Johnson has said "these formation attacks, were useless for air fighting" because "the tempo of air combat did not allow time for elaborate manoeuvres in tight formation" and as a result "the last words too many splendid fighter pilots heard were 'Number ... attack go!' Moreover, aircraft in tight formation were always vulnerable to getting bounced from behind. "Arse-end Charlie" was indeed a dangerous position; the fate of many pilots was not uncommon".

Several American pilots served in the RAF. Biggin Hills' first kill of the war – a Dornier 17 – was shared by an American Flying Officer Jimmy Davis and a British Flight Sergeant Brown on November 21<sup>st</sup> 1939. By June 1940 Davis was a Flight Lieutenant, credited with 6 kills; he died in combat on the day he was awarded the DFC. At least 7 Americans flew with Fighter Command in the Battle of Britain; of these 6 were killed later in the war.



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Although 15<sup>th</sup> September is now celebrated as the Battle of Britain Day, the massive German raid that forms the climax of "Piece of Cake" actually took place a week earlier, on Saturday 7<sup>th</sup> September 1940, when the Luftwaffe sent a thousand aircraft against London. This was really the turning point in the Battle, as Group Captain Peter Townsend (then Squadron Leader in command of 85 Squadron) was to write, "On 6<sup>th</sup> September victory was within the Luftwaffes grasp". In 11 Group, defending South East England, 6 out of 7 Sector airfields and 5 advanced airfields had been severely damaged. Fighter reserves were at an all time low. The output of new pilots, hastily trained though they were, lagged behind losses. In the words of 11 Group Commander Air Vice Marshall Keith Park "an almost complete disorganisation of the defence system made the control of our fighter squadrons extremely difficult. Had the enemy continued his heavy attacks (against our airfields and the control system) .... the fighter defences of London would have been in a perilous state." Instead on 7<sup>th</sup> September Germany switched targets and attacked the Capital itself. The RAF pilots intercepting the vast formation could not know it, but the Luftwaffe had made a fatal mistake. Fighter Command was given time to recover and it was never again seriously threatened.

One small point. I have not used the word "RADAR" in the book "Piece of Cake". At that time radar was called RDF. More often, secrecy was such that it was not referred to at all. Another point; British fighters carried cine-guns both during and after the Battle of Britain. As late as the Dieppe raid of 1942, analysis of the film taken by these cameras revealed the average fighter pilots low standard of gunnery.

On two occasions in the story, the views of Air Chief Marshal Dowding, C-in-C Fighter Command are quoted, once when Rex describes the "Dowding Spread" and once when he comments on the "Long Burst Long Range" attack, these references are based on Dowdings own statements. Dowding had no faith in close range attacks. At a meeting of the Gunsub Committee of the Air Fighting Committee held on 5<sup>th</sup> July 1939, Dowding insisted that "it was by no means axiomatic that the closer they (the fighter) got to the bomber the more bullets would hit it." Others disagreed, nevertheless the recommended range for opening fire (and therefore for harmonising guns) was agreed to be 400 yards.

This meeting also discussed German Air Force involvement in the Spanish Civil War. In April 1939 an Air Staff officer had gone to France to interview Spanish Republican pilots in exile. They strongly emphasised the skill of the German pilots, the destructive powers of the cannon armed Me109s and above all the absolute necessity for back armour. Dowdings meeting also told that Messerschmitt pilots used cannon fire at long range, but they came in close – 200 metres for light machine gun fire. "This was noted", say the minutes, but it was generally agreed to be unwise to base any definite conclusions on this report, as the conditions of air warfare in Spain were unlikely to prevail in a general European war. On the whole he RAF ignored the lessons that the Condor Legion taught the Luftwaffe.

I have tried in the book "Piece of Cake" to paint a fair and honest portrait of a squadron in RAF Fighter Command in the 1<sup>st</sup> 12 months of the war. The popular image of those men represents then



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as invariably gallant, brilliant and indefatigable, rather like Churchill's famous description in August 1940. Undaunted by odds, unwearied in their constant challenge and mortal danger. This was good backs to the wall rhetoric, but it gives a false impression of the way the Battle went. In reality there were times when pilots were daunted by the overwhelming odds they faced day after day and far from being unwearied they were often at the point of exhaustion. Which brings me to the controversial matter of claims.

After the war it was accepted that the RAF claims during the Battle had been far too high. Indeed they were challenged during the Battle by the American Press. An American newspaper man refused to believe that the RAF was shooting down all the German planes it claimed. On the 17<sup>th</sup> August 1940 Churchill showed that he too was not entirely happy; he inquired how many German aircraft had crashed on British soil during a recent days fighting, and asked Dowding what proportion of that fighting was over land. "This", Churchill wrote, "would afford a good means of establishing for our own satisfaction the results which we claimed". Dowding replied that there had been 11 over the sea, "If the total days bag was 180", he said, we might expect to pick up 90 on land. Evidently Churchill was not satisfied. On the 29<sup>th</sup> August 1940 he called for another check; a tally of German aircrew taken prisoner. He asked, "How does this square with our claims of German aircraft destroyed over Britain?" I couldn't find a reply to this; but a few days later Dowding submitted an analysis of enemy losses in the period August 11<sup>th</sup> to 24<sup>th</sup>. In all Fighter Command claimed 636 enemy aircraft destroyed. However only 113 of these had come down on land. Where were all the others? Fighter Command said they were in the sea – most of them anyway.

An assessment of combat reports (Fighter Command said) showed that 80.8% of all enemy aircraft destroyed fell into the sea. Thus of all enemy aircraft destroyed, 514 were in the sea. That was the explanation.

Not everyone in Fighter Command accepted it. A week later Dowdings headquarters staff completed a secret analysis of 5 weeks air activity, from August 8<sup>th</sup> to 11<sup>th</sup> September. It showed that for every 6 enemy aircraft claimed destroyed only one wreck was found.

The pilots were not to blame for the inflated scores. They made their claims in all honesty. Given the whirlwind manner of air combat, it was all too easy for mistakes to be made – for instance when two fighters attacked the same bomber without being aware of the other. The real fault was elsewhere. Fighter Command accepted Squadron returns far too readily, as if the Battle could be won on paper. By contrast the Luftwaffe scrutinised its pilots claims very carefully, as a result its score of RAF losses were much nearer the mark.

Dowding has quite rightly received credit for his handling of the Battle. He must take the blame for Fighter Commands unwillingness to check claims more rigorously. Wildly exaggerated totals made punchy headlines, but to treat them as the truth did not help Britain beat Germany. Some claims can be explained only by the heady stimulus of combat. On one occasion the Duxford Wing (with



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Douglas Bader leading 242 Squadron) intercepted a raid and claimed to have destroyed 57 German aircraft; it is now known that all but 8 of the raiders returned to base. On another occasion (9<sup>th</sup> September 1940) Bader's wing attacked a formation of Dorniers over south west London and claimed 19. German records (which may be incomplete) say none were lost. More to the point, British ground observers did not confirm any of the claims, and not a single crashed Dornier was found.

It is hard to escape the conclusion that in this area Dowding was not the best of judges. When on 21<sup>st</sup> July 1940 American press cast doubt on his pilots claims, he retorted "If the Germans were correct they would be in England now" – a spirited reply but no real answer; proving German figures wrong did not prove British figures right. His Battle of Britain Dispatch (1941) said "The German claims (of losses) were of course ludicrous; they may have been deceived about our casualties, but they were lying about our own."

Indignation is bad for objectivity. An Air Ministry account of the Battle published in 1941, declared that between 8<sup>th</sup> August and 31<sup>st</sup> October 1940; "2,375 German aircraft are known to have been destroyed in daylight"; and a foot note emphasises that this figures includes "only those actually destroyed" and not those damaged. "The RAF", the account adds, "lost 375 pilots killed."

This is the stuff of which myths are made and even today - after so much work has been done to put the record straight – anyone who tried to write honestly about that period risks the wrath of those people who prefer the simpler version. It was never my intent to debunk the Battle or to belittle the men of Fighter Command. On the contrary, the more I learned about the faults and deficiencies with which they had to contend, the greater became my admiration for their courage and resilience.

All war is an untidy and inefficient business; the weapons are never completely adequate, the plans go awry, there are faults of leadership, clashes of temperament, blunders caused by jealousy, stupidity over ambition. This was true, to a lesser or greater extent of RAF Fighter Command, just as it was true of the Luftwaffe. To pretend that Dowding was a genius and Goering a fool is to see the struggle in comic book terms, and to believe that Dowdings pilots were undaunted, unwearied and unbeatable is to wish to create supermen out of ordinary flesh and blood. Nor does their human fallibility make their efforts any less admirable. It took at least as much courage for a young inadequately trained, inexperienced pilot to go into combat as it did for an "Ace" and at the climax of the Battle there were very few aces left alive.

There was a lot more to the Battle of Britain than the legend suggests. By exaggerating the triumph of the RAF and by deflating the performance of the Luftwaffe the legend has given Fighter Command both too much and too little credit. The truth is fairer to everyone. In the end who won the Battle – Britain or Germany? Let's face it Britain in those days was on her knees, but Germany had still a lot of munitions and men to carry on the fight, before the tide turned into Britain's favour, some years later.

**Ken**



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### Events Schedule 2002

Items **highlighted** are where IPMS Hornchurch have space booked.

3 <sup>rd</sup> August (Saturday)	Anglian Model Figure Society are holding their third annual show in Lowestoft, Suffolk at the Lowestoft Senior Citizens Club (next to the library). Show open from 10am to 4.30pm. Open competitions for both adults and juniors, Club displays, Bring & Buy etc. Contact: Jayne Hamp Phone 01502 581131 <a href="http://www.uea.ac.uk/~d044">http://www.uea.ac.uk/~d044</a>
18 <sup>th</sup> August (Sunday)	IPMS Avon announces their 13th Annual Model Show to be held at the Yate Leisure Centre, Kennedy Way, Yate, Nr. Bristol. Model Clubs, Traders, and Model Competition, plenty of free parking spaces, Restaurant and Bar facilities. Easy access from both the M4 and M5 Motorways. Do not miss the BEST one-day Show in the UK. Contact - Phil Evans. Phone / Fax 01454 850119 E-mail: <a href="mailto:ipmsavon@aol.com">ipmsavon@aol.com</a>
1 <sup>st</sup> September (Sunday)	IPMS Brampton annual show at The Priory Centre, Priory Lane, St.Neots. Web Site: <a href="http://www.bramptonscalemodelclub.fsnet.co.uk">http://www.bramptonscalemodelclub.fsnet.co.uk</a>
8 <sup>th</sup> September (Sunday)	IPMS Leicester have organised a model show to be held at the Lutterworth Wycliffe Rooms. Show open from 10am - 5pm, Club Displays, Trade Stands and a small Open Model Competition. Refreshments available. Contact - Martin Connolly. E-mail: <a href="mailto:connolly@connollymj.fsnet.co.uk">connolly@connollymj.fsnet.co.uk</a>
22 <sup>nd</sup> September (Sunday)	IPMS Farnborough – no more details at the moment.
29 <sup>th</sup> September (Sunday)	IPMS Mildenhall. Jubilee Centre
6 <sup>th</sup> October (Sunday)	IPMS Lincoln announces 'Expo 2002' to be held at The Grandstand, Southwell Racecourse, Southwell, Nottingham. Club displays, wide range of traders, Open Competition Classes, Raffle, Catering, all in a friendly atmosphere. Free Parking. Contact for Clubs - Ted Harris. E-mail: <a href="mailto:tedharris@ntlworld.com">tedharris@ntlworld.com</a> International Model Exhibition at RAF Halton Airfield, Wendover, Nr Aylesbury, Bucks. 10am to 4.30pm. 80% under cover. A great day out for the family and in aid of charity. Admission: Adults: £5; Children/Senior Citizen £ 2. For further information please phone: 01494 881 437.
13 <sup>th</sup> October (Sunday)	IPMS Wallingford announces their model show for 2002 to be held at the Regal Centre, Wallingford, Oxfordshire. Open Competition, Traders, Refreshment. For further information, please contact the following: George Clark - Phone 01491 201902
9 <sup>th</sup> & 10 <sup>th</sup> November (Saturday Sunday)	Scale Modelworld 2002 to be held at the Telford International Centre, Telford Shropshire.



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### Wrighty's References

#### *The Downward Spiral – The Demise of the Jagdwaffe*

#### **Chapter 1 – The Home Team – JG300 & 301**

#### JG301

JG301 also had its origins in the Night Fighter "Wilde Sau" force, but in May 1944 it was spread over several commands with a Stab and 3 Gruppen all with Me 109s (total 45), soon to be recalled to become the second "All Weather" fighter unit.

I Gruppe had been serving with 7 Jagd Division, south and west of Berlin, whilst II Gruppe served in the Balkans until August 1944, the III Gruppe disbanded in May 1944, after short service with 7 Jagd Division.

The invasion of France by the Allies took I Gruppe to Epinoy France with their Me 109s to try and hold the line, but by August 1944 they were back in Germany. I Gruppe at Saltswedel and II Gruppe at Win Eeyring were to convert to FW 190s, the increase of Staffeln to 4 per Gruppe took place in both I & II Gruppe in September 1944 and a III Gruppe was created by renumbering 1/JG302 at Alperstedt, the Geschwader was now comprised as follows: -

Gruppe	Staffel/Colour			
	White	Black	Yellow	Blue
I	1	2	3	4
II	5	6	7	8
III	9 ex I/JG302	10 ex 2/JG302	11 ex 3/JG302	12 ex 4/JG302

The new FW 190 equipped units were under the command of Geschwader Kommanduer Ober Ltnt Fritz Aufhammer. They acquired a IV Gruppe when II/JG7 with Me 109s at Gardelgan in November 1944 were surplus to requirements as the unit converted to Me 262s, the 5, 6 & 7 Staffel became 13, 14 & 15/JG301 but remained non-operational. In October 1944 in common with other units they were allocated their DoR stations, west of Berlin, wearing the Yellow/Red DoR band, they took up their bases as follows: -

I Gruppe	Saltswedel	FW 190A-9
II Gruppe	Sachau	FW 190A-9
III Gruppe	Stendel	FW 190A-8



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In late November the operational Gruppe were soon in action in bad weather, they had been directed to oppose 3 massive USAAF raids, but suffered heavily at the hands of the P-51 escorts. Losses were as follows: -

21 Nov	I Gruppe	12 FW 190A-9	Equivalent to a full Gruppe, I & II Gruppe being virtually eliminated.
	II Gruppe	7 FW 190a-9	
	III Gruppe	1 FW 190A-8	
26 Nov	I Gruppe	16 FW 190A-9	
	II Gruppe	15 FW 190A-9	
	III Gruppe	8 FW 190A-8	
29 Nov	I Gruppe	9 FW 190A-9	
	II Gruppe	3 FW 190A-9	

In spite of these losses JG301 was again back in action in early December, but only suffered yet again as their late arrival cost them at the hands of the P-51s.

05 Dec	I Gruppe	5 FW 190A-8	Note I Gruppe back on A-8s after losses of A-9s.
	II Gruppe	7 FW 190A-9	
	III Gruppe	9 FW 190A-8	

Finally out of the picture to re-organise, they needed new aircraft and crew, they stayed at home when most of the other Geschwader moved in support of the mid December "Ardennes" offensive, using the time on Home Defence to build up their battered Gruppen.

On the 31<sup>st</sup> December, JG301, along with others suffered again as they tried to repel another raid, all 3 Gruppen were hit by the escorts, losing: - I Gruppe (4), II Gruppe (8), III Gruppe (11), all FW 190 A-8 or 9s. The following day, 1<sup>st</sup> January, another 3 pilots were lost.

With the FW 190D-9 becoming available there was no shortage of aircraft as can be seen from the 10<sup>th</sup> January returns.

Stab	5 FW 190	With 80% serviceability, this proves most were brand new aircraft.
I Gruppe	38 FW 190	
II Gruppe	40 FW 190	
III Gruppe	26 FW 190	

Only a few days later another big raid into the heart of Germany was opposed by JG300 & 301, it was very costly when JG301 came up against the 357<sup>th</sup> FG and came off very badly.

14 <sup>th</sup> January	I Gruppe	FW 190A-9	12
	II Gruppe	FW 190A-9 & D-9	12
	III Gruppe	FW 190A-8 (Sturm)	6



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These figures were casualties and even more aircraft were lost. In the next few days the depleted III Gruppe was withdrawn to be re-organised using the TA 152, the training was with "Test Flight 152" at Rechlin, they took the new aircraft to Luckav/Alteno to work up the III Gruppe. The Stab & I Gruppe were also hoping to take on TA 152s, but due to technical problems and the breakthrough on the Eastern front in mid January this was postponed. A large part of the DoR force were transferred East, it seems JG301s contribution to "help where possible" in accordance with orders was to move to airfields further east, for by early February 1945 they were at, I Gruppe Finsterwalde, II Gruppe Welzow and III Gruppe Alteno. Around this time Geschwader Kommanduer Arfhammer was shutdown in a TA 152, but survived.

Losses continued at a smaller rate in February, II Gruppe now had FW 190D-9s and III Gruppe A-9s and TA 152s, but they lost 11 aircraft on the 9<sup>th</sup> and another 9 on the 14<sup>th</sup> February. A further 3 were lost on the 25<sup>th</sup> February; the IV Gruppe with Me 109s finally became operational. Due to a Soviet breakthrough in Lower Silesia, elements of JG301 were sent to bases around Poznan (Posen), fighter bomber attacks were flown against the Russians, but by the end of February the Oder bases had been evacuated for a return to their home bases.

Into March and JG301 put every serviceable aircraft up against a US raid, this resulted in the first and last operation for the new boys of IV Gruppe, they hit a couple of bombers, but these novices were no match for the P-51 escorts, losing 20 of their number with 13 pilots killed or wounded, the other Gruppen also suffered.

2 <sup>nd</sup> March	I Gruppe	FW 190A-8/9	3
	II Gruppe	FW 190A-9/D-9	7
	IV Gruppe	Me 109G-10	13

Early in March III Gruppe were re-equipping, but only 16 out of the 36 TA 152Hs required had been delivered. Teething problems rendered them unserviceable for operations, it was also found that operating alongside A-9s or D-9s was not advantageous. Although a few missions were flown, no significant actions took place, also the fuel situation prevented greater involvement. Therefore serviceable TA 152s were passed on to the Stab Schwarm.

The Stab Schwarm commanded by Ober Ltnt Aufhammer operated the TA 152s in the role of top cover for the other Gruppen, both against the Russians and in the west, usually 6 strong, they also covered take off and landings.

The Stab and II Gruppe were now at Stendal and I Gruppe at Saezwedel, the depleted IV Gruppe at Gardelgan was disbanded. During the month JG301 began rebuilding its strength, FW 190D-9s replaced the old A-8s, also more TA 152s were collected from Langenhagen, but still problems restricted their use. Although some minor actions took place little happened until April.



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On the 7<sup>th</sup> April the "Special Force Elbe" carried out their ramming operations (see Special Feature). The FW 190A-9s & D-9s were involved as part of the covering force for the Me 109 suicide planes, and in day fights with the P-51 escorts at least 10 FW 190s were shot down.

The 9<sup>th</sup> April returns showed that JG301s Stab, I & II Gruppen had a total of 70 aircraft, whilst III Gruppe was still non-operational, these figures indicate that Gruppen were of 3 Staffeln strength, but worse still only 40% were still serviceable, with pressure on their bases from both east and west to next day they flew out to Hagenow (I Gruppe), Neustadt Glewe (Stab & II Gruppe) and Ludwiglust (III Gruppe).

With regard to the TA 152 Ober/Fw Keil had run ins with P-47s and P-51s over the next few days and came out even. On the 14<sup>th</sup> April the Geschwader carried out an all out attack mission of the Russian positions along the Oder to the south of Berlin. On their return to base TA 152s fought a battle with RAF Tempests, each side losing 2 aircraft.

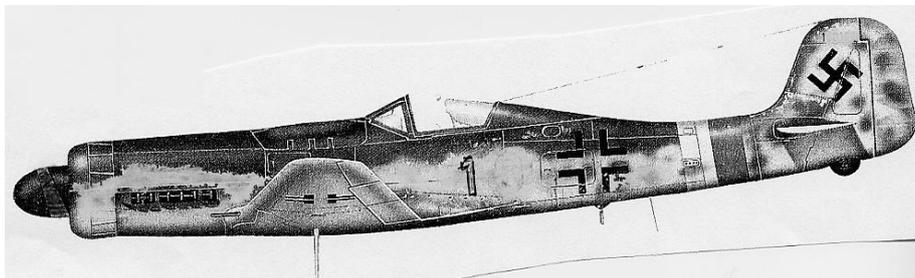
The struggle continued, then on the 24<sup>th</sup> April 2 Russian Yak 9s kills by Obfw Keil made him the first and only ace on the TA 152, in the final days of the month Fwbl Loos and Retschke added 4 more Soviet fighters as they attempted to keep the Russians at bay.

Finally on 30<sup>th</sup> April, all Gruppen moved out to Leck, taking their limited numbers of serviceable aircraft, interestingly, the situation report shows the Stab Schwarm now had 3 TA 152C-1s on hand, these were probably ex-prototypes as the desperate Nazis sent every last aircraft into the fray. In May the arrival of Canadian troops on the 7<sup>th</sup> took the surrender of the unit at Leck.

Note: all Staffeln, 1 to 12 were officially disbanded in May 1945, but many were well below strength since early April, and worked in a "what's available we use" situation from then on.

### ***JG 301 – Photos, Profiles and Markings***

#### Stab



**Figure 1 - Green 1, TA 152H-1 of Geschwader Kommodore Ober Ltnt Fritz Aufhammer's personal aircraft, March/April 1945 at Stendal.**



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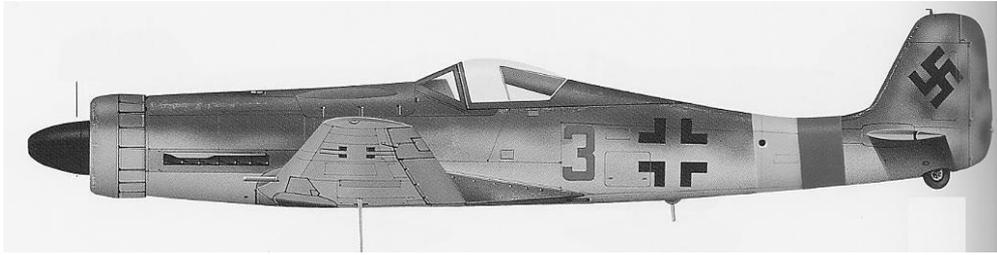


Figure 2 - Green 3, TA 152H-1 of Oberfeldwebel Josek Keil, the only TA 152 ace, when at Altend in April 1945.

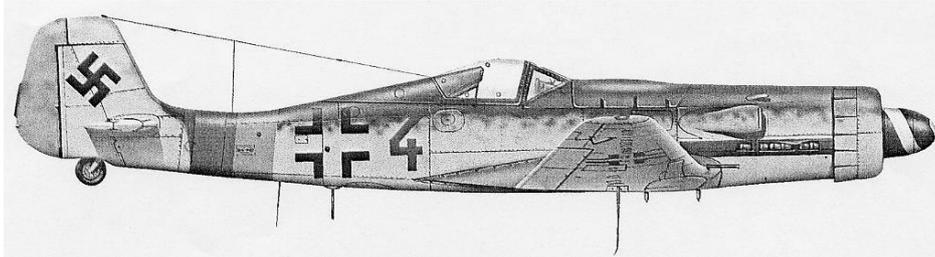


Figure 3 - Green 4, TA 152H-0 of Oberfeldwebel Walter Loos, a successful pilot with JG3 and JG300 prior to joining JG301 Stab Staffel in April 1945 at Newstadt Glewe.

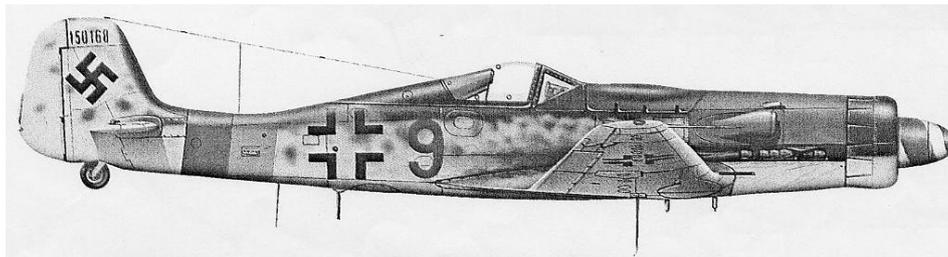


Figure 4 - Green 9, TA 152H-1 of Oberfeldwebel Willi Reschke, previously with III/JG301, he logged 26 kills (18 heavy bombers) during the 12 months with JG301, seen in April/May 19445 at Neustadt Glewe.



Figure 5 - Oberfeldwebels Keil, Reschke and Loos.



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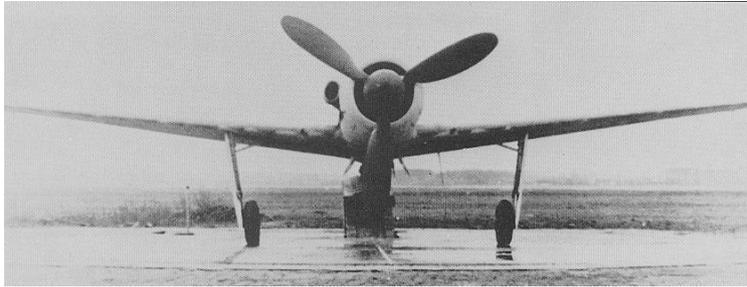


Figure 6 - Unusual head on view of TA 152H.

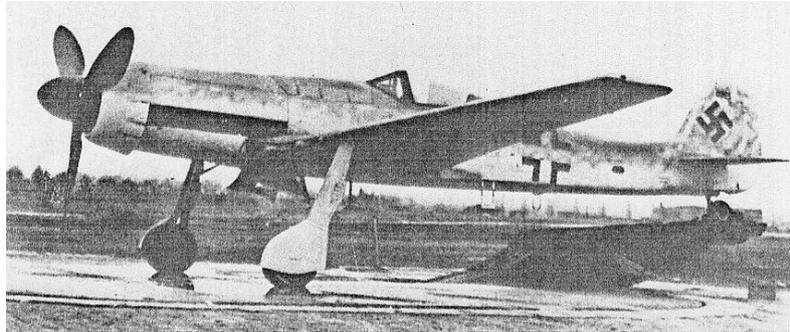


Figure 7 - More familiar shot of TA 152H on the turntable at Cottbus just prior to delivery to unit.



Figure 8 - Photo of Walter Loos in his FW 190A-8 Sturmböck blue 14 whilst he was with 8/JG300 in December 1944.



Figure 9 - The TA 152C-0/R.11 prototype C1\*XM of the type on hand with Stab 301 at the end of the war, with this units adherence to markings it would be interesting to know if the Y/R DoR band was applied and Green No's.



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I Gruppe

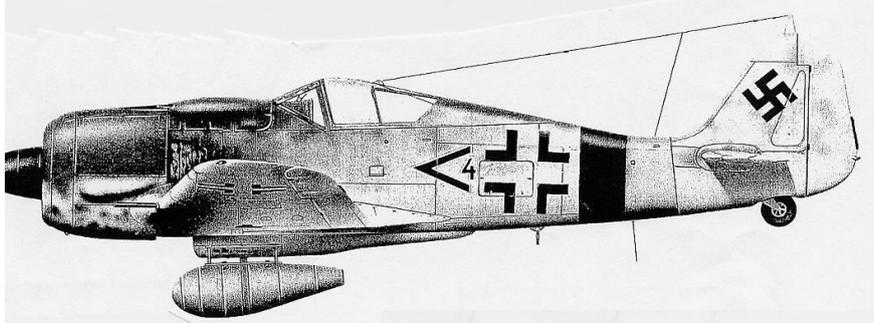


Figure 10 - Black 4 of I Gruppenstab, a FW 190A-8, during February/March 1945, when based at Saltzwedel, note the Stab chevron.

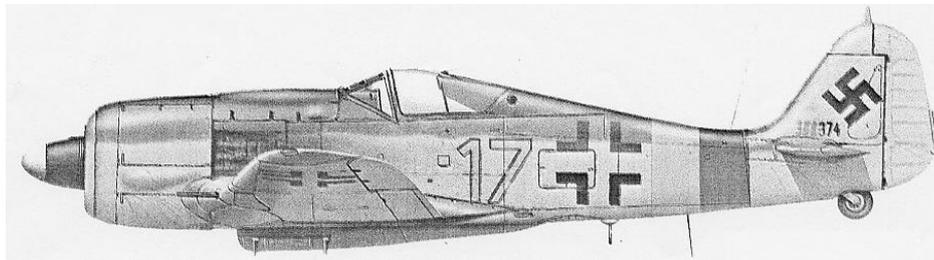


Figure 11 - Yellow 17 of 3/JG301, a FW 190A-8, a very similar FW 190A-8 coded Black 9, but with darker heavier mottle of 2/JG301 was noted, both aircraft typify the colours of February/April 1945 for A-8s/A-9s of I Gruppe.

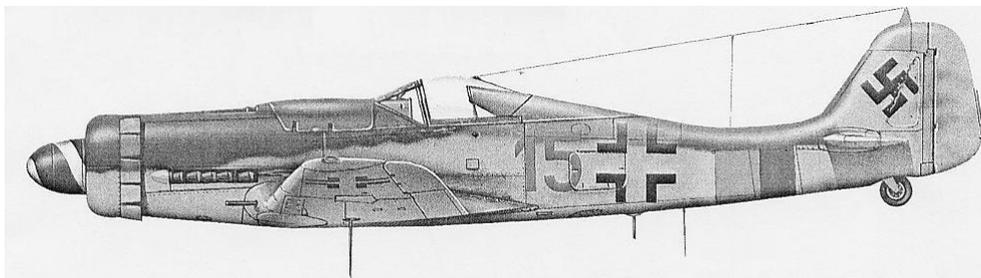


Figure 12 - Blue 15 of 4/JG301, a FW 190D-9 in standard markings when the D-9 began replacing A-8s in March 1945 at Saltzwedel.

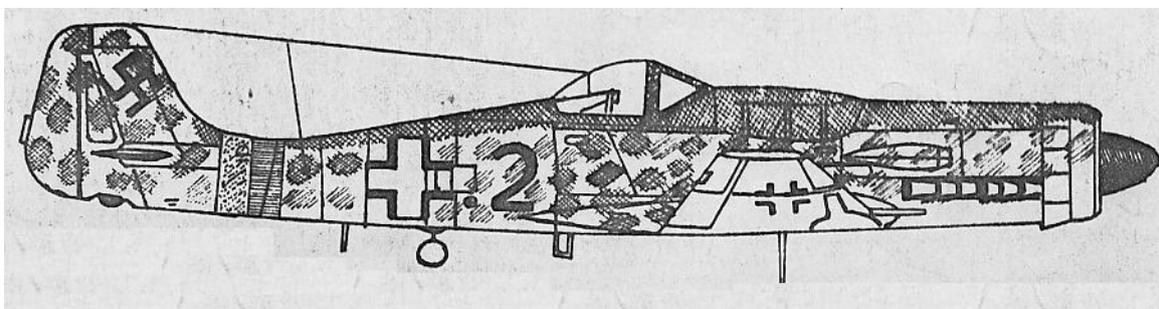


Figure 13 - Yellow 2 of 3/JG301 a TA 152H-1 in April 1945 when some of these aircraft joined I Gruppe, acting as a screening force for Me 262s.



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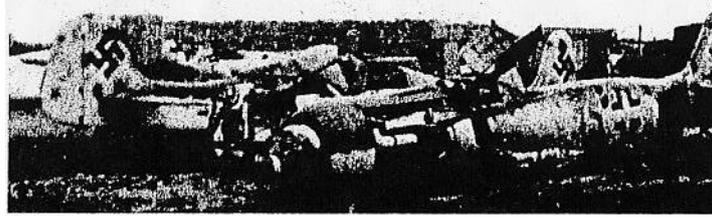


Figure 14 - Yellow 15, a FW 190D-9 amongst others in a scrapped position at Stradibling in May 1945, it belonged to 3/JG301.

### II Gruppe



Figure 15 - Yellow 8, a FW 190A-8 of 7/JG301 derelict after the war, note the very narrow white bar on the DoR band, this was used a lot by II Gruppe, January/March 1945 period.



Figure 16 - Red 22, a FW 190A-8 of 6/JG301 also carries the R/Y DoR band with narrow red Gruppe bar. Also used January/March 1945 probably left behind unserviceable when unit moved out.

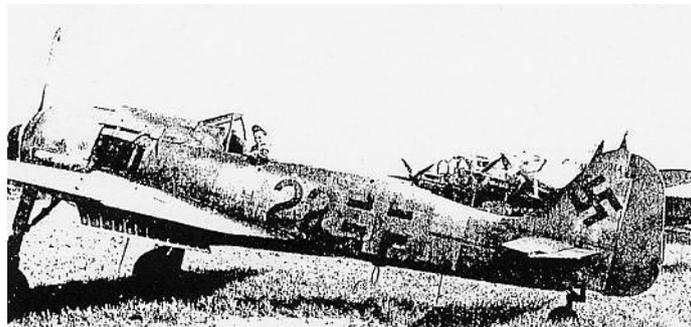


Figure 17 - The above aircraft photographed after the war at Langensala May 1945.



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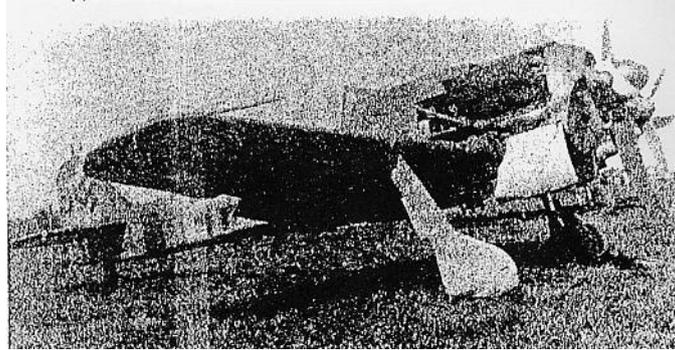


Figure 18 - Yet another FW 190A-8 wrecked and left behind at Langensala, this also has the narrow II Gruppe band and Y/R DoR, possibly also of 5 Staffel.

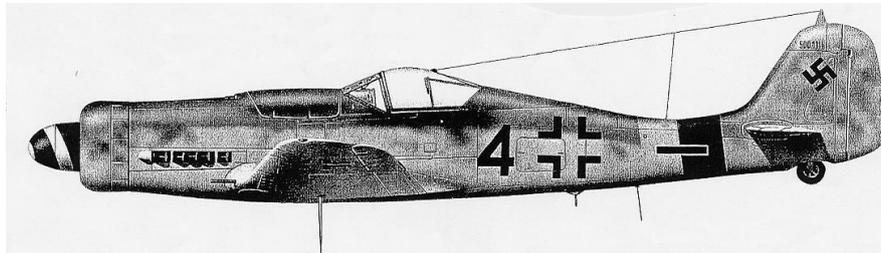


Figure 19 - Red 4, a FW 190D-9 of 8/JG301, note the still narrow bar on the DoR bands. This aircraft was shot down on 3rd March 1945 on pilot Helmut Rix first ever combat. An identical coloured FW 190D-9 of 5/JG301, white 12 with narrow red bar of DoR bands used during March/April 1945.

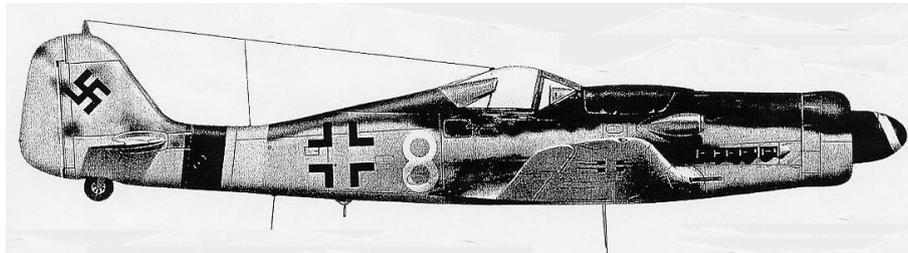


Figure 20 - White 8, a FW 190D-9 of 5/JG301, actually lacks the Gruppe bar but otherwise very similar to other II Gruppe aircraft March/April 1945.

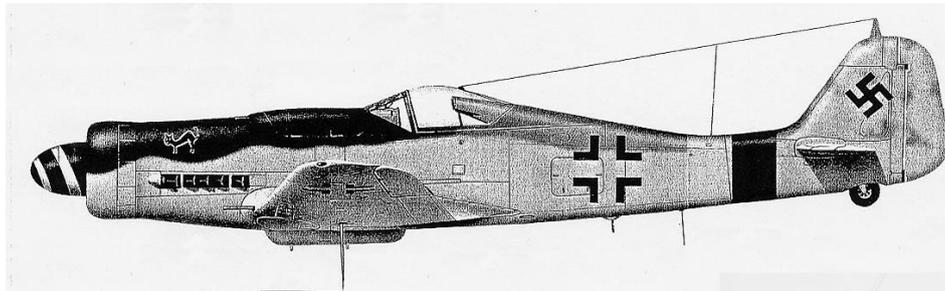


Figure 21 - FW 190D-9 of pilot H. Foster, 7/JG301, no number applied, but it would be yellow for 7 Staffel, maybe this and the Gruppe bar have yet to be added. Strangely the cat emblem relates to 10N/JG26 an early nightfighter unit in 1940, why was this applied before tactical markings? March/April 1945



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### III Gruppe

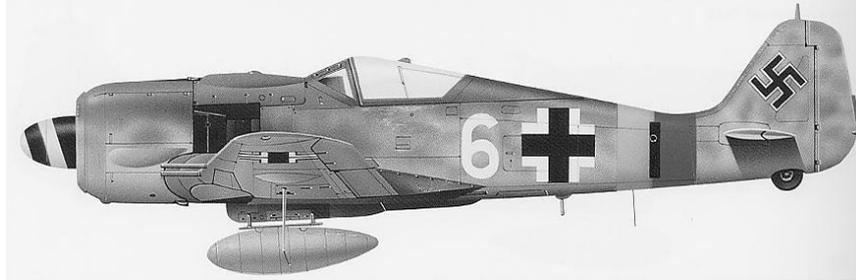


Figure 22 - White 6, a FW 190A-8 of 9/JG301 in November 1944 at Stendal when flown by Willie Reschke. The colours are typical III Gruppe with horizontal bar on Y/R DoR bands.



Figure 23 - Well known photo of line up of TA 152H-1s at Altens of III/JG301 in March 1945 prior to transfer to Stab Schwarm.

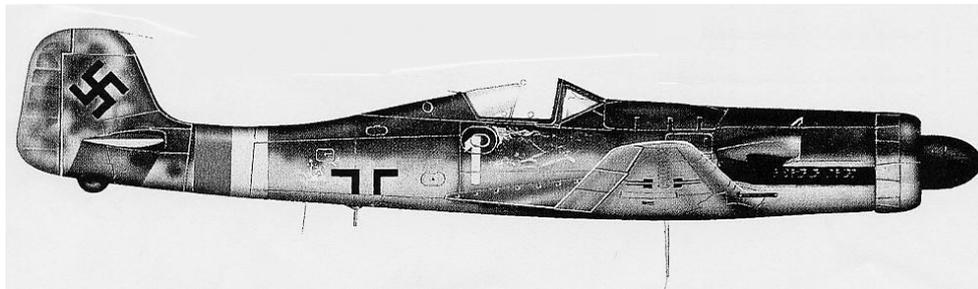


Figure 24 - Yellow 1, a TA 152H-1 of III Gruppe Stab JG301, this is the second aircraft in the above photo.

### Photo 8

Pilot of an FW 190A-8 returns in Black 3 to be greeted by his comrades in November 1944, the 12/JG301 was the unit using Black numbers.



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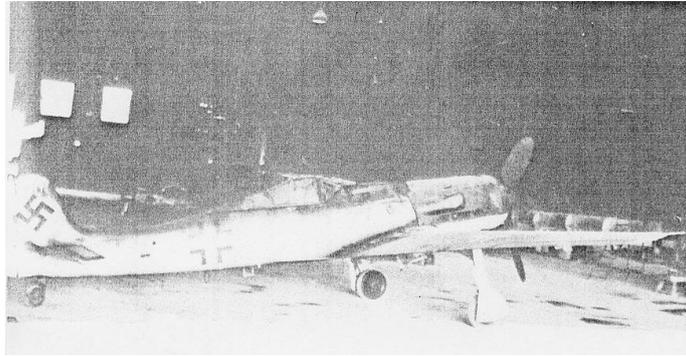


Figure 25 - A TA 152H-1 photographed in spring 1945 in a hanger at Langenhagen, was this collected by III Gruppe or was it photographed after the war, when it had not reached a unit? The answer depends on when the picture was taken. One TA 152H was captured intact at Langenhagen, Wk No. 150003 and taken to England.

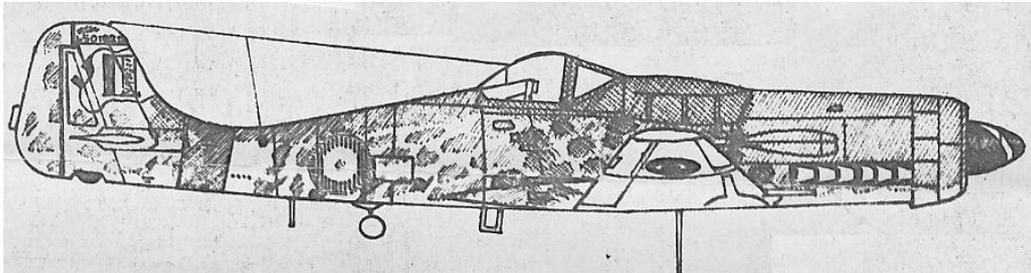


Figure 26 - Another TA 152H-1 an ex III/JG301, Wk No. 150168, was exhibited in England at Farnborough in October 1945, overpainted existing markings replaced with RAF roundels.

### IV Gruppe

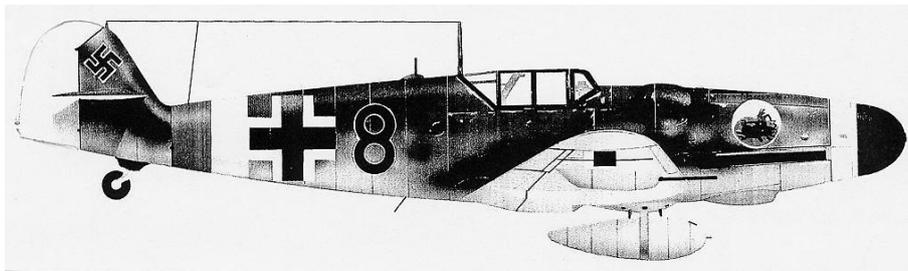


Figure 27 - Black 8, a Me 109G-6 "Kanonboot" of I/JG302 in March 1944, before they became III/JG301, it has the Yellow/Red DoR bands, later used by JG301, also a yellow nose band and rudder. Although no known photos exist of IV/JG301s Me 109s it can be assumed that their G-10s looked similar to this with the DoR bands but no yellow trimmings, a IV Gruppe marking seems unlikely in March 1945.

### Alan