



# "STICKY FINGERS"

## IPMS HORNCHURCH – NEWSLETTER



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### Alan's "Annotations"

Well the Avon show turned out rather good. The US Naval Aircraft SIG had 6 feet, but nobody from IPMS Hornchurch did. As it was this turned out for the best as they did not have any tables for us, but still we should be sure that we are going to attend when we say we will. I know that this time there were special circumstances, but if we know in advance that we can not attend, then at least a phone call to the organisers letting them know always goes down well.

I believe that there is going to be only a small display for the club at the Nationals this year, possibly just Ted and Wally. I know it's a long way, and two days is a big piece out of anyone's week- end, but if we do not use it then we will lose it.

I have decided to stand as membership secretary in IPMS, because although it's not the best it's all we have got and I thought it was about time that some Southerners were on the committee. The membership is not in very good order at the moment, so I could be busy and maybe the members might have some constructive ideas instead of the usual "what's in it for me".

The Little Haven Show would have been and gone by the time you read this, let's hope it went well, thinking of Little Haven Mick and I are going to get things going for the next IPMS Hornchurch Show for 2003. If we can get a positive date we can start publicising it at the Nationals.

That's it, and may your etched brass never go ballistic.

**Alan**



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### Peter's "Prattlings"

#### ***Brampton Show 2002***

Again a very enjoyable show but was it just me or did it slow down a little in the afternoon?



Congratulations to Wally Arrowsmith on picking up the small scale aircraft competition win yet again.

**Peter**



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### Ken's "Korner"

DATE	HOUR	AIRCRAFT TYPE AND NO.	PILOT	DUTY	REMARKS (Including results of bombing, gunnery, exercises, etc.)	FLYING TIMES	
						DAY	NIGHT
7/7/45	1725	DAKOTA E	F/O DAVIS	Co-PILOT	FORMATION FLYING	1.25	
8/7/45	1355	DAKOTA F	F/O DAVIS	Co-PILOT	FORMATION FLYING	1.30	
8/7/45	0205	DAKOTA U	F/O DAVIS	Co-PILOT	LOW LEVEL X COUNTRY		2.02
9/7/45	2255	DAKOTA P	F/O DAVIS	Co-PILOT	NIGHT X COUNTRY		3.06
12/7/45	1403	DAKOTA Y	F/O DAVIS	Co-PILOT	FORMATION FLYING	1.25	
12/7/45	1017	DAKOTA Q	F/O DAVIS	Co-PILOT	FORMATION FLYING	1.25	
18/7/45	1730	DAKOTA O	F/O DAVIS	Co-PILOT	FORMATION Y RADIO RANGE EX.	2.30	
SUMMARY FOR JULY 1945					DAY 15.50	15.50	
10 SQDN. B FLIGHT					NIGHT 13.05		13.05
DATE 19/7/45 SIGN. A.E.P.					TOTAL 28.55	28.55	
TOTAL TIME...						226.50	273.40

10 SQDN. BROADWELL						FLYING TIMES	
DATE	HOUR	AIRCRAFT TYPE AND NO.	PILOT	DUTY	REMARKS (Including results of bombing, gunnery, exercises, etc.)	DAY	NIGHT
						DAY	NIGHT
6/8/45		DAKOTA K	F/L DAVIS	Co-PILOT	MELBOURNE - BROADWELL	1.10	
7/8/45		DAKOTA B	F/L DAVIS	Co-PILOT	AIR CHECK	1.50	
12/8/45		"	F/L DAVIS	Co-PILOT	GLIDER TOWING	1.10	
13/8/45		"	F/L DAVIS	Co-PILOT	SHT. TROOP DROPPING	1.50	
14/8/45		"	F/L DAVIS	Co-PILOT	BASE - WELFORD	1.10	
18/8/45		"	F/L DAVIS	Co-PILOT	TROOP DROPPING	2.15	
19/8/45		"	F/L DAVIS	Co-PILOT	RADIO RANGE	1.40	
21/8/45		"	F/L DAVIS	Co-PILOT	SUPPLY DROPPING	2.00	
23/8/45		"	F/L DAVIS	Co-PILOT	X/L SUPP. DROPPING	1.40	
25/8/45		"	F/L DAVIS	Co-PILOT	FORM. SUPP. DROPPING	1.10	
27/8/45		"	F/L DAVIS	Co-PILOT	BROADWELL - ST. LAWRENCE	1.00	
SUMMARY FOR AUG. 1945					DAY 16.55	16.55	
TOTAL TIME...						242.55	269.30





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10 Sqn.		S.E.A.A.F.		BASED AT BILASPUR.		TIME CARRIED FORWARD: 242.55 268.30	
DATE	HOUR	AIRCRAFT TYPE AND No.	Pilot	DUTY	REMARKS (Including results of bombing, gunnery, exercises, etc.)	FLYING TIMES	
						Day	Night
14/9/45	0730	DAKOTA 428	F/L DUNSMORE	SPARE	ST. MAWGAN - EL MAS (SARDINIA)	6.25	
5/9/45		"	"	"	EL MAS - EL ADEM (LIBYA)	6.10	
6/9/45		"	"	"	EL ADEM - LYDDA (PALESTINE)	4.25	
8/9/45	0100	"	"	"	LYDDA - WADI HALFA (SUDAN)		5.10
10/9/45	0800	"	"	"	WADI HALFA - ADEN	6.55	
11/9/45		"	"	"	ADEN - MASIRAH	6.30	
11/9/45		"	"	"	MASIRAH - MAURIPUR (KARACHI)	4.30	
13/9/45		"	"	"	MAURIPUR - KARGI ROAD	6.55	
14/9/45		"	"	"	KARGI ROAD - BILASPUR	.15	
16/9/45	0800	DAKOTA C	F/L DAVIS	Co-PILOT	BASE - HMAWBI (NR RANGOON)	7.00	
16/9/45	1530	"	"	"	HMAWBI - AKYAB	2.10	
17/9/45		"	"	"	AKYAB - DUM DUM (CALCUTTA)	2.35	
17/9/45		"	"	"	DUM DUM - BASE	3.20	
21/9/45	1000	DAKOTA 450	F/L DAVIS	Co-PILOT	BASE - JUBBULPORE	.55	
21/9/45		"	"	"	JUBBULPORE - PALAM (DELHI)	2.40	
22/9/45		"	"	"	PALAM - IZATNAGAR	1.10	
22/9/45		"	"	"	IZATNAGAR - JUBBULPORE	2.40	
22/9/45	2130	"	"	"	JUBBULPORE - BASE	1.05	
SUMMARY FOR SEPT. 1945						65.40	5.10
SIGNED: J.C. B. FLT.						TOTAL TIME: 308.35	273.50

10 Sqn. POONA		S.E.A.A.F.		TIME CARRIED FORWARD: 308.35 273.50			
DATE	HOUR	AIRCRAFT TYPE AND No.	PILOT	DUTY	REMARKS (Including results of bombing, gunnery, exercises, etc.)	FLYING TIMES	
						DAY	NIGHT
2/10/45	1445	DAKOTA E	F/O ROBERTS	SPARE	BILASPUR - POONA	3.30	
3/10/45	1640	" E	F/L DAVIS	Co-PILOT	POONA - BILASPUR	3.40	
4/10/45	0100	DAKOTA E	F/L DAVIS	Co-PILOT	BILASPUR - POONA	3.30	
11/10/45	3145	DAKOTA P	F/L DAVIS	Co-PILOT	POONA - ARKONAM	4.00	
11/10/45	1230	" P	F/O WALTERS	SPARE	ARKONAM - POONA	3.40	
15/10/45	0445	DAKOTA Y	F/L DAVIS	Co-PILOT	POONA - MAURIPUR	1.45	2.15
15/10/45	1135	" Y	F/L KERK	SPARE	MAURIPUR - POONA	3.50	
15/10/45	1245	DAKOTA W	F/L DAVIS	Co-PILOT	POONA - BHOPAL	2.40	
16/10/45	1635	" W	F/L DAVIS	Co-PILOT	BHOPAL - POONA	2.10	
18/10/45	0410	" T	F/L DAVIS	Co-PILOT	POONA - MAURIPUR	1.50	2.25
18/10/45	1245	" T	"	"	MAURIPUR - POONA	3.35	
21/10/45	0400	" U	F/L DAVIS	"	POONA - MAURIPUR	1.25	2.30
21/10/45	1240	" U	"	"	MAURIPUR - POONA	3.40	
28/10/45	0310	" E	"	"	POONA - MAURIPUR		3.50
28/10/45	1230	" E	"	"	MAURIPUR - POONA	3.50	
SIGNED		---		F/L NAV. OFF.		SUMMARY FOR OCT. 1945	
SIGNED		James J. G. H. S. of 8 FLT. 10 Sqn.		5/4 0/4 8 FLT. 10 Sqn		DAY	43.05
						NIGHT	11.00
						TOTAL	54.05
TOTAL TIME: 351.40						284.50	





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DATE		Hour	AIRCRAFT TYPE AND No.	Pilot	Duty	Remarks (Including results of bombing, gunnery, exercises, etc.)	Flying Times	
							Day	Night
6/11/45	0310		DAKOTA	F/LT DAVIS	Co PILOT	POONA - MAURIPUR		3.30
6/11/45	1420		"	"	"	MAURIPUR - POONA	3.45	
12/11/45	0650		DAK. A	F/L DAVIS	Co-PILOT	POONA - SANTA CRUZ	.30	
12/11/45	1015		" A	"	"	SANTA CRUZ - MADRAS <sup>DIVERGED TO YELAHANKE</sup>	3.25	
13/11/45	1025		" A	"	"	YELAHANKE - POONA	2.25	
20/11/45	1210		DAK. L	F/L DAVIS	Co-PILOT	POONA - SANTA CRUZ	0.30	
20/11/45	1450		" L	"	"	SANTA CRUZ - ARKONAM	3.30	
22/11/45	0620		" M	"	"	ARKONAM - POONA	3.05	
23/11/45			DAK. Y	F/L DUNSMORE	SPARE	POONA - BARODA	1.35	
24/11/45			"	"	"	BARODA - CHAKULIA	5.40	
25/11/45			"	"	"	CHAKULIA - RANGOON (MINEALADIN)	4.45	
26/11/45			"	"	"	RANGOON - DUM DUM	4.10	
27/11/45			"	"	"	DUM DUM - NAGPUR	3.50	
27/11/45			"	"	"	NAGPUR - POONA	2.15	
SIGNED <i>Leslie G. H. Jones</i> S/L. O.C. B F/LT 10 SQUAD							TOTAL TIME... 391.05 288.40	
SUMMARY FOR NOV. 1945								
DAY							39.25	
NIGHT							3.50	
TOTAL							43.15	

R.A.F. Form 2520/11

ROYAL AIR FORCE  
CERTIFICATE OF SERVICE AND RELEASE

SERVICE PARTICULARS

Service Number } 1399491 Rank } *Warrant Officer*  
Air Crew Category } *AIRBOMBER*  
Air Crew Badges awarded (if any) } *AIRBOMBER*  
Overseas Service } *Canada 1942 to 21/1/43, 1/5/45 to 5/3/46*  
R.A.T. Character } *K3* (see notes on back of certificate on opposite page)  
Proficiency A } *SAT*  
B } *SAT*  
Decorations, Medals, Clasp, Mention in Despatches, Commendations, etc. } *1939-45 STAR FRANCE & GERMANY STAR*  
Educational and Vocational Training Courses and Results } *NIL*

DESCRIPTION

Date of Birth } *5/12/14* Height } *5'7"*  
Marks and Scars } *NIL*  
Signature of Airman } *A. G. Jones*

of *ALFRED ERNEST PAGE* (Block Letters)  
The above-named airman served in the *RAFVR* on full-time service from *20/4/42* to *6/3/46*.  
(Last day of service in unit before leaving for release and release leave).  
Particulars of his Service are shown in the margin of this Certificate.  
Brief statement of any special aptitudes or qualities or any special types of employment for which recommended:-  
*This man has proved himself a keen very competent, reliable workman. Trustworthy in his conduct at all times very good attitude.*  
Date *1 MAR '46* Signature of Officer Commanding *A. Woodley Ramskill F/Lt*

Any person knowingly making a false statement will be liable

Signature

Ken



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## IPMS HORNCHURCH – NEWSLETTER

### IPMS Hornchurch Annual Competition

#### *August Miscellaneous Voting Results*

##### Armour

Position	Entrant	Entry	Votes
1 <sup>st</sup>	Kevin Smith	BMW Motorbike and sidecar	75
2 <sup>nd</sup>	Peter Bagshaw	Kettenkrad	74

##### Non-Armour

Position	Entrant	Entry	Votes
1 <sup>st</sup>	Brian Lay	Robocop	65
2 <sup>nd</sup>	Brian Lay	RMS Mauritania	63
3 <sup>rd</sup>	Kevin Smith	Norton motorbike	55
4 <sup>th</sup>	Ian Brown	Ferrari 308	53

#### ***IPMS Hornchurch Trophy (Miscellaneous) –Current Positions***

Brian Lay	48
Kevin Smith	46
Peter Bagshaw	23
Ian Brown	19



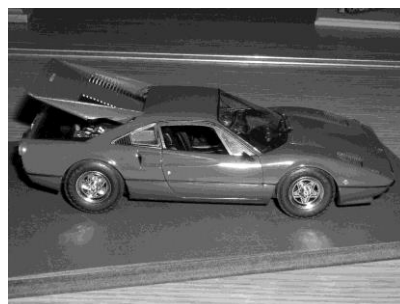
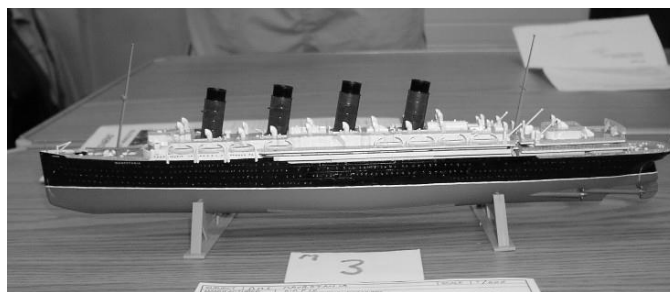
# "STICKY FINGERS"

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### Armour (Military)



### Non – Armour







# "STICKY FINGERS"

## IPMS HORNCHURCH – NEWSLETTER

### Events Schedule 2002

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

22 <sup>nd</sup> September (Sunday)	IPMS Farnborough wish to announce a model show to be held at the Frogmore Community Campus, Yateley, Hampshire. Contact - Peter Readman. Phone 01189 782910, e-mail: <a href="mailto:preadman@compuserve.com">preadman@compuserve.com</a>
28 <sup>th</sup> September (Saturday)	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
20 <sup>th</sup> October (Sunday)	St Edmundsbury Scale Modellers.
9 <sup>th</sup> /10 <sup>th</sup> November (Saturday/Sunday)	Scale Modelworld 2002 to be held at the Telford International Centre, Telford Shropshire.

### Events Schedule 2003

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

26 <sup>th</sup> January (Sunday)	IPMS Milton Keynes announces their third show 'Modelcraft 2003' to be held at the Bletchley Leisure Centre, Milton Keynes. Contact - David Francis. E-mail: <a href="mailto:David.Francis3@btinternet.com">David.Francis3@btinternet.com</a>
9 <sup>th</sup> February (Sunday)	IPMS Leeds give advance notification of 'Yorkshire 2003', the biggest one day model show in the North to be held at the Huddersfield Sports Centre. Show open from 1000 - 1700. Attractions include Open Competition, 80 + Exhibitors, Free parking, Bar, Cafeteria. Contact - Mike Robson. Phone 01484 350612. E-mail: <a href="mailto:michael.robson@ntlworld.com">michael.robson@ntlworld.com</a>
24 <sup>th</sup> May (Saturday)	IPMS Torbay wish to announce a model show to be held at the Torquay Town Hall, South Devon. New Competition classes are being introduced, (Torbay members will not enter the competition). Several traders have already booked for the show following the success of the first show in 2002. Should you be interested in booking your club or maybe you are a trader wishing to attend, contact the club Secretary for further details. Contact - Les Wells, 17 Helford Drive, Broadsands Park, Paignton, Devon TQ4 7NL. Phone 01803 844977. E-mail: <a href="mailto:wellzy_2002@yahoo.com">wellzy_2002@yahoo.com</a>
31 <sup>st</sup> August (Sunday)	Brampton Model Show – Priory Centre, St Neots, Cambridgeshire.
22 <sup>nd</sup> /23 <sup>rd</sup> November (Saturday & Sunday)	Scale Modelworld 2003 to be held at the Telford International Centre, Telford Shropshire



# "STICKY FINGERS"

## IPMS HORNCHURCH – NEWSLETTER

### Wrighty's References

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

#### **Chapter 8 – Eastern Front Heroes, JG52 & JG51**

##### JG52

This unit had several unique distinctions, firstly they were the only unit to fight from beginning to end on the Eastern Front (1941-45), also throughout their service they only used the Me 109 (in all its variants), thirdly they provided the highest scoring Aces in history, with 30 men from the unit topping over 100 kills. Of the 9 men scoring over 200 kills, 6 were from JG52.

The units' history shows they fought in the Battle of Britain and then moved to the East for Operation "Barbarossa", where they fought through 3 winters in Russia, but for the period of this book we move on to May 1944.

By May 1944 the unit had been formed out of Kharson and Odessa down to Baltic Sea coast into Bulgaria and Rumania, they recorded the following in the 31/5/44 returns as part of Luftflotte 4. \*

				Staffel Colour		
				White	Black	Yellow
Stab	1	Me 109G-6	Leipzig Lisne (Rumania)			
1	31	Me 109G-6	Leipzig Lisne (Rumania)	1	2	3
2	23	Me 109G-6	Zlisten Silistra (Bulgaria)	4	5	6
3	36	Me 109G-6	Roman (Rumania)	7	8	9

\* Under the command of Geschwader Kommodore Ob/Ltnt Dieter Hrabak.

It is necessary to know the relative military position at this point, from the north of the front to the south; the front line was still on Russian ground in June 1944. The Red Army then pushed out, bypassing Minsk and crossing the pre-war Russo/Polish border by mid July. Then came a massive offensive right along the front through Riga, Kaunas and Bialystok. The push halted just outside Warsaw, but took Lublin by the end of August 1944.

During the above period from May, bases were used in Rumania, in addition to above listings were Jassy (Iasy) 1 Gruppe, Focani II Gruppe and Zarnesti III Gruppe in their time in Rumania, they had also encountered visits across the Adriatic from the USAAF with whom a number of encounters took place.

Bulgaria surrendered and Rumania was forced to change sides by August 1944, which meant a further withdraw for JG52. The II Gruppe were swept back across Rumania via Manzar up to



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Zamosc into the Gemburg (Zvov) region of Poland, before taking up residence in Cracow (Krakow). The III Gruppe were pushed north to Lida to meet the advance on Bialystok, then south to Dubno as Lublin was threatened, eventually sitting on Stryj near Lemburg. It didn't last long as they dropped back to Warsaw via Radom before the end of August 1944. The I Gruppe had already pulled out to Radom – Stryj in June/July before III Gruppe arrived, but then they moved to Cracow with II Gruppe in late August 1944.

In the above period, DoR was being built up and the Eastern Front units were ordered to give up experienced Staffeln to help with the formation of new units back home. The Geschwader was reorganised into 4 Staffeln Gruppen at this time as follows: -

I Gruppe		II Gruppe		III Gruppe	
1	Same	5	Same	9	Same
2	12/JG11 6/44 reform 8/44	6	Same	10	Ex 8/JG52 9/44
3	Same	7	12/JG3 8/44 reform 2/45	11	New from 10/44
4	8/JG4 6/44 reform 10/44	8	10/JG52 9/44	12	New from 1/45

As can be seen II & III were at 3 Staffeln until 1945, it seems amazing that this unit rarely had more than 100 aircraft at any one time, Gruppen never had over 30 yet massive scores were achieved, some Experten were also drawn away to form new Gruppen in DoR units and in October a new Geschwader Kommodore was appointed, Oberst Hermann Graf.

Towards September, October and November the Russian advance needed consolidating and they stood outside Cracow and Warsaw to build up for the big push through the centre front I & III Gruppe were around these cities, whilst II Gruppe had fallen back into Hungary as fear that that country would go with Rumania was averted. Using Budapest (Ferihegy) and Budaros, Csor etc. During this time all Gruppen began receiving the new Me 109G-14s. Whilst their comrades in the west were preparing for DoR duties, JG52 had a different agenda: -

### Early November

Stab	Cracow	5	Me 109G-14
I	Cracow	36	Me 109G-6/14
II	Csor/Budaros	28	Me 109G-6/14
III	Warsaw	24	Me 109G-6/14

At this time a look can be taken at the logistics for the supply of aircraft to the units at the front. Between May and December 1944, I/JG52 received a total of 198 replacement aircraft of which 166 were new, 23 repaired and 9 reconditioned. On the opposite side of the balance sheet 196 left the unit, 58 were lost or missing, 57 damaged needing repair, 42 for overhaul and 55 for war weary or out of date models. The picture reads very similarly for II Gruppe, 180 in, 175 out (68 of which were lost) and III Gruppe 185 in, 152 out (36 of which were lost).





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The fighting in Hungary involved that countries own airforce (RHAF), also I/JG53 & II/JG51, the II/JG52 based in the Veszprem area fought against USAAF, RAF and Soviet opponents over the winter period.

Whilst their Luftwaffe comrades in the West took on the USAAF's winter offensive on the homeland, and from mid-December the Ardennes Offensive, which took all available forces, JG52 with JG51 and a single Gruppe of JG53 stood alone in the East against the might of the Red Army. They were supported by a handful of "Ground Attack" (Schalt) units. Into the New Year (January 1945) and the West recovered from Bodenplatte, the lid was about to blow on the East Front.

The January 9<sup>th</sup> returns showed that JG52 had Stab, I & III Gruppe had 86 aircraft in Luftflotte 6, and II Gruppe 34 in Luftflotte 4, 85% serviceable. Within days the Russian offensive began, bursting in between Warsaw and Cracow, the call went out to bring the Luftwaffe from the West to plug the gaps in the rush to Berlin.

I & III/JG52 fell back by February to the Bresslau (Wroclau) area, but there was no stopping the Russians now. The unit fought bravely on in Poland and Czechoslovakia through April when the 9/4/45 returns showed that they had Stab (8), I Gruppe (40) and III Gruppe (32) aircraft, some Me 109s were now K-4s, the II Gruppe in Luftflotte 4 had 43 aircraft in Hungary.

During their fighting retreat I Gruppe fell back to Bresslau (Wroclau) and Chrudim, whilst III Gruppe also filled into a similar area to a final base at Schweidnitz (Swiebodzice), the last move for I Gruppe took them to Deutsch-Brod (Havlickuv Brod) along with the Stab. At the surrender all the 109s were immobilised and personnel disbanded.

The II Gruppe in Hungary at Veszprem until March 1945 moved via Vata to Austria, in the early days of April were at Wein Aspern, they were chased out of several Austrian bases and were at Horsching (Linz) at the beginning of May moves further south for some of the unit to Zeltweg, but it seems the serviceable aircraft flew out to Neubiburg near Munich for final surrender on the last day of the war. One final postscript on the last day, Hauptman Emile Hartmann shotdown his 352<sup>nd</sup> aircraft over Brunin (Brno) for his last and the Geschwaders final victory, somehow a fitting end!



# "STICKY FINGERS"

## IPMS HORNCHURCH – NEWSLETTER

### *Photos and Markings of JG52*

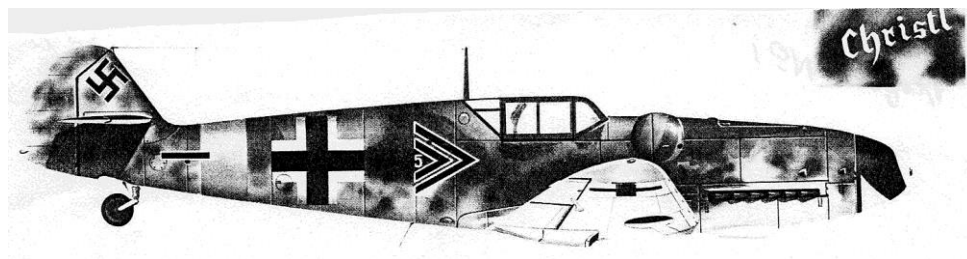
#### Stab



**Figure 1 - Another trio of JG52s leading Experten, who achieved a staggering 669 eastern front kills between them. Pictured in the summer of 1944, they are, from left to right, Hauptleute Gerhard Barkhorn and Wilhelm Batz, Kommodore of II and III Gruppen respectively and Leutnant Otto Fonnekold, Kapitän of 5 Staffel.**



**Figure 2 - Me 109G-6 of Hauptman Gerd Barkhorn who is seen here in Feb 1944 when he reached 250 kills, at the time he was Kommanduer of II/JG52.**

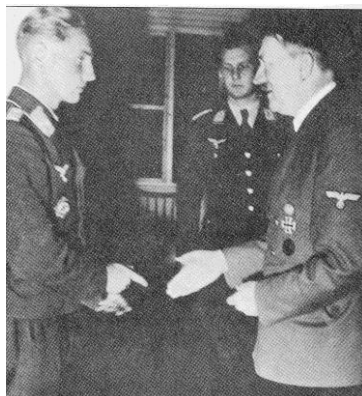


**Figure 3 - Me 109G-6, is one of several used by Barkhorn, they all carried full East front markings (including cowl, wing tips and tail band in yellow), also his wives' name, the chevron "5" and II Gruppe bar. This is the aircraft in the above photo. He actually took his Me 109K with him when he became Geschwader Kommanduer of JG6 in February 1945, using this instead of the allocated FW 190D-9 (see JG6).**



# "STICKY FINGERS"

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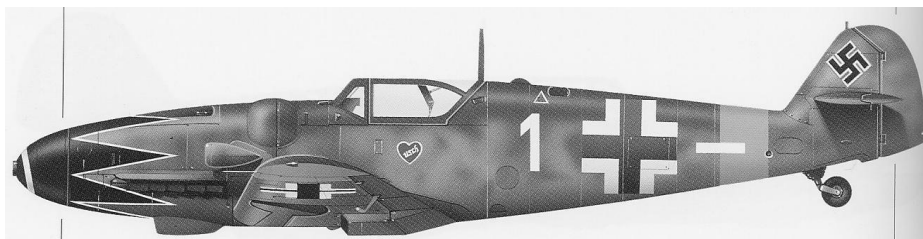


**Figure 4 – On 26 August 1944 in a cramped wooden hut in his East Prussian HQ, Adolf Hitler awards the now Oberleutnant Erich Hartmann with the Diamonds for his 301 aerial victories – the first fighter pilot in the world to top the triple century.<sup>13</sup>**



**Figure 5 - Geschwader Kommanduer Ober/Ltnt Dietrich Hrabak in his Me 109G-6 with Hartmann helping strap him in to the amusement of two 8 Staffel pilots, March 1944.**

### I Gruppe



**Figure 6 - White 1, a late model Me 109G-6, flown by E. Hartmann when he was Staffel Kapitan of 4/JG52 newly formed in October 1944. This picture taken in November 1944 shows they were still with II Gruppe at Budadors, Hungary. Note his unique marking the black tulip nose and wives' name in red heart, also the II Gruppe bar. The 4 Staffel later joined I Gruppe.**





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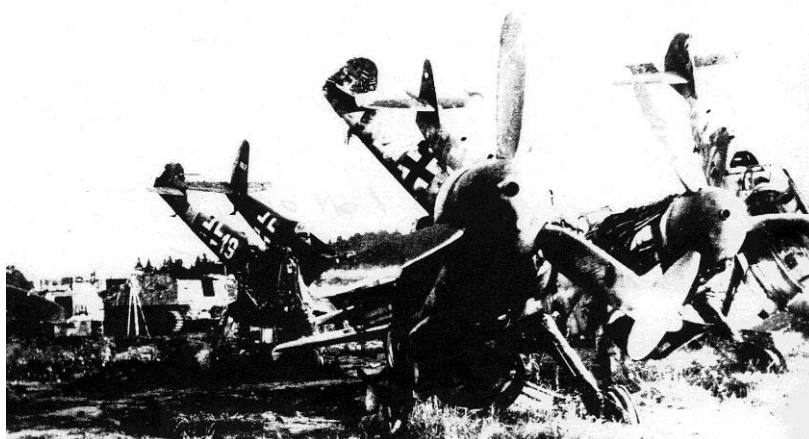


Figure 7 - Havlickuv Brod airfield (Czech) on the 8th May 1945. Wrecked Me 109G-14s and K-4s of I/JG52 destroyed by the Germans prior to surrender. Note that all have solid colour spinners now, some still have the yellow fuselage band, yellow 12 and white 19 are prominent. The white 24 belongs to JagdStaffel 5.

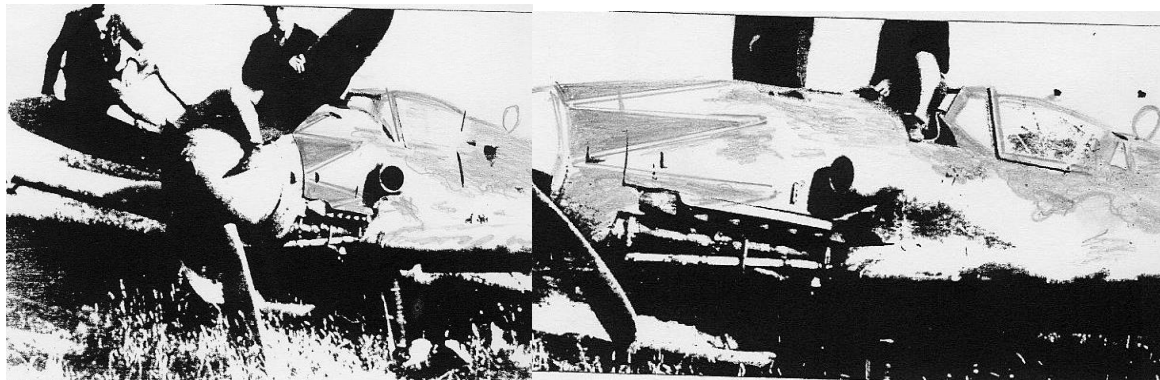


Figure 8 - Wreckage of Me 109K-4 at Havlickuv Brod, found amongst the above photo damaged aircraft. Although taken in bright light, the tulip nose can just be made out on this I/JG52 machine, could it possibly be Erich Hartmanns last 109? The one in which he achieved the units' final kill; he was Gruppe Kommanduer at the time.



Figure 9 - White 11 an Me 109G-14 and JagdStaffel 5s White 24 from another angle.



# "STICKY FINGERS"

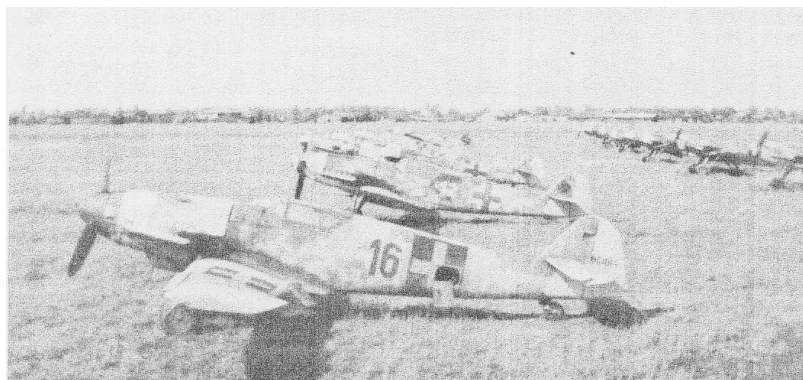
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### II Gruppe

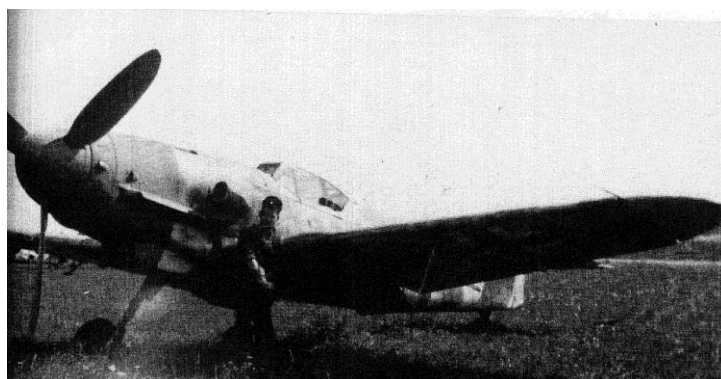
After retreat from Hungary into Austria, Luftflotte 4 to which II/JG52 belonged also incorporated I/JG53 and Hungarian units. In mid April Luftflotte 4 collapsed and units attempted to get into Germany, some were left in Austria but some made it to Neubiberg (near Munchen) to surrender to the Western Allies. Unlike I & III/JG52 who were captured by the Soviets.



**Figure 10 - A II/JG52 Me 109G-14, whilst behind a I/JG53 109K-4 at Neubiberg. Also visible in the distance is a Hungarian 109, note yellow nose marking for fighters in Hungary.**



**Figure 11 - Another view of Neubiberg, this one shows Hungarian Me 109G-10 Black 16 of the 101 Pumas fighter unit, behind is a I/JG53 Me 109G-10 White 12, at least 16 aircraft can be seen in the photo. The yellow nose and fuselage bands appear on all those visible.**



**Figure 12 - A Me 109K-4, seen at Munchen is either from II/JG51 or II/JG52, note the Hungary yellow nose and tail band marking.**





# "STICKY FINGERS"

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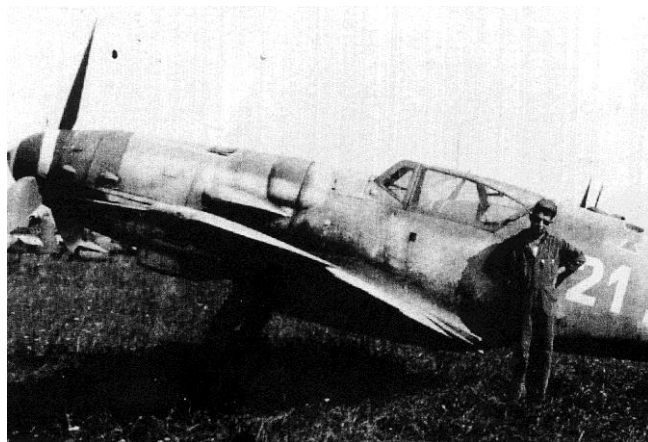


Figure 13 - A Me 109G-14, White 21 of 5/JG52, in another snap the white II Gruppe bar is clearly visible, but it does not have the yellow tail band. The nose band however is clear enough. Also of note this one has the spiral spinner. Judging by the long grass and the aircraft in the background it could well be one of the back row of picture 11.

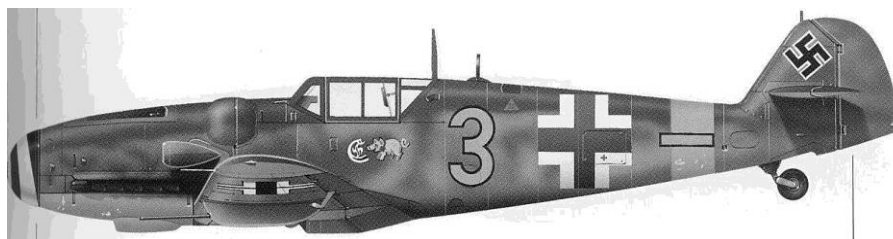


Figure 14 - Yellow 3, a Me 109G-6 of 6/JG52 at Zilistea in June 1944, note the full set of East Front markings.



Figure 15 - Photo of the above profile, which was flown by 136 victory Experte Leutnant Otto Fonnekold of 5/JG52. He was killed by a ground strafing P-51 while landing at Budak in Hungary on 31 August 1944.





# "STICKY FINGERS"

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### III Gruppe

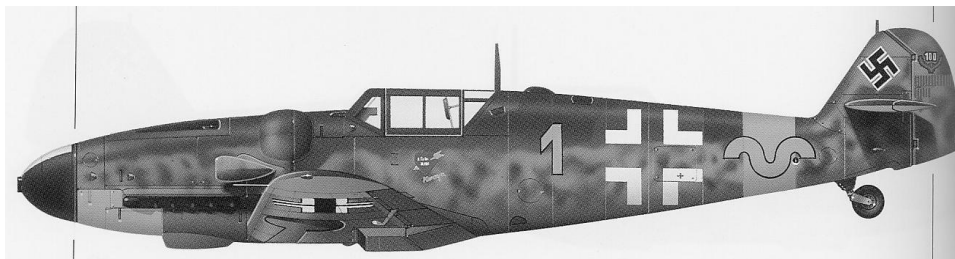


Figure 16 - Yellow 1, a Me 109G-6 of 9/JG52, the Staffel Kapitan's aircraft in this case Lt Erich Hartmann, it displays the full III Gruppe and East Front markings in early 1944.



Figure 17 - 3 photos of Hartmann, at Radon, Poland. On August 24 1944 Oberleutnant Erich Hartmann, holder of the crossed swords, shot down 11 enemy planes to raise his score of attested aerial victories to 301.

Unteroffizier Junger and a radioman listen tensely to the radio messages and note the exact time of the latest victory. The first enemy fell at 1:15 pm; by 1:40 there were 6. In the days second mission the first enemy fell at 4:00 and by 4:20 they numbered 5, 11 enemy planes downed in a day. The strain is soon forgotten after the landing, for his comrades stand beside his plane with a wreath and there are many hands to be shaken. On August 25 1944 Oberleutnant Erich Hartmann was awarded the jewels on the occasion of his 301<sup>st</sup> aerial victory.

Alan