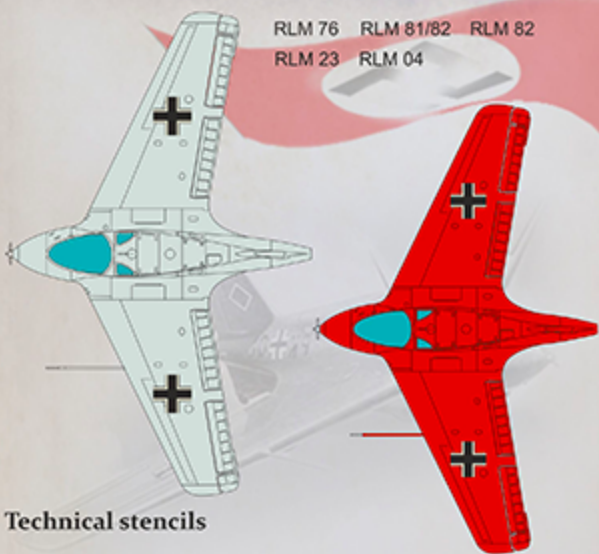


RLM 76 RLM 81/82 RLM 82
RLM 23 RLM 04

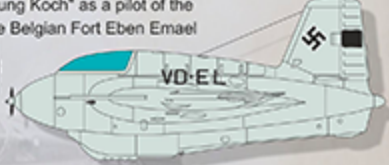
Messerschmitt Me 163 B "Komet"



1

Me 163 B-0 (V-2, Messerschmitt built)

Unit/Location: Erprobungskommando 16, Peenemünde-West/Germany, 24.06.1943. **Code:** VD-EL. **Background:** This plane was the first B-version to be armed, but still lacked the radio antenna. It was test-flown by Rudolf Opitz on this day for the first time. "Rudi" Opitz was one of the best pre-war German glider Pilots and was part of "Sturmabteilung Koch" as a pilot of the DFS-230 gliders that took the Belgian Fort Eben Emael in May 1940

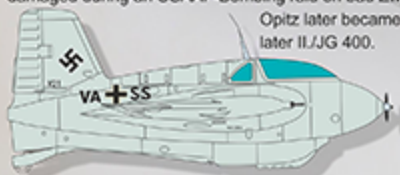


Me 163 B-0 (V-21, Messerschmitt built)

2

Unit/Location: Erprobungskommando 16, Peenemünde-West/Germany, June 1943. **Code:** VA+SS, Werknummer 16310030. **Background:** Also on 24.06.43 this plane made its very first "sharpstart" with Rudi Opitz at the controls. This plane was damaged during an USAAF-Bombing raid on bad Zwischenahn on 30.05.1944.

Opitz later became CO of I./JG 400 and later II./JG 400.



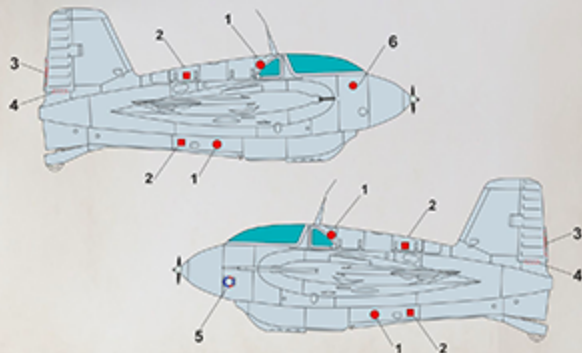
3

Me 163 B-0 (V-35, Messerschmitt built)

Unit/Location: Erprobungskommando 16, Bad Zwischenahn, Spring 1944
Code: GH+IN, Werknummer 16310044. **Background:** In October 1944 this plane was amongst those who were transferred from EKdo 16 at bad Zwischenahn to JG 400 in Brandis. It then received the Call-sign C1+13 and was flown in combat by Uffz. Tegtmeyer and was finally badly damaged in a misjudged landing by Feldwebel Heinz-Günther Heinzl



Technical stencils



4 **Me 163 B-0 (V-41, Messerschmitt built)**

Unit/Location: Erprobungskommando 16, Bad Zwischenahn, 14.04.1944
Code: PK+QL, Werknummer 16310050. **Background:** Späte was a very successful pre-war glider Pilot who went on to become a fighter pilot and to score 94 victories with JG 54 mostly on the eastern front. He became CO of EKdo 16 (and later CO of I/JG 400 and then of the whole Jagdgeschwader) where he scored no victories. After I/JG 400 was disbanded in April 1945 and II/JG 400 migrated to Husum, he went on to fly Me 262 with JG 7 and scored another 5 victories in the last month of the war. He duly received the Knights cross with Oak leaves for his feats. This plane was completely painted red overnight in Memory of Manfred von Richthofen, the famous "Red Baron". Späte undertook the very first - but unsuccessful - combat flight on this type in this plane on this very day.
Pilot: CO Wolfgang Späte



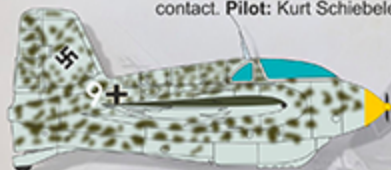
5 **Me 163 B-1 (V-45, Messerschmitt built)**

Unit/Location: Erprobungskommando 16, Bad Zwischenahn/Germany, July 1944 - April 1945. **Code:** C1+05, Werknummer 16310054
Background: This plane had a long service career. The known pictures show it after EKdo16 changed its plane codes in the summer of 1944. But it was also used as one of at least 3 Me 163 for testing the "Jägerfaust"-armament (up-firing recoilless 5cm-projectiles - 4 in each wing, managed by automatic photocells). It was tested in November and December 1944 by August Hachtel, a former Stuka-Pilot who earned himself the Knights Cross and later by Harald Kuhn on its last flight on 08.04.1945
Pilots: August Hachtel (November and December 1944) & Harald Kuhn (08.04.1945)



6 **Me 163 B-1 (V-53, Messerschmitt built)**

Unit/Location: I/JG 400, Brandis/Germany, 04.08.1944
Code: White 9, Werknummer 16310062
Background: Schiebeler flew this plane unsuccessfully in combat on 04.08.1944. Schiebeler first flew as Wingman of Walter Nowotny in JG 54 on the eastern front, where he scored his first 3 victories. He then was posted to EKdo 16 and made 20 fights on the Me 163, 11 of them with contact. **Pilot:** Kurt Schiebeler



7 **Me 163 B-0 (Messerschmitt built)**

Unit/Location: I/JG 400, Brandis/Germany, 11.09.1944
Code: White 2, Werknummer 440184.
Background: Schiebeler's 2 victories came on 11.09. and 01.10.1944 as a pilot of I/JG 400. Both were B-17 bombers of the USAAF and the first victory was scored on this Klemm-built plane. **Pilot:** Kurt Schiebeler



8 **Me 163 B-1 (V-61, Messerschmitt built)**

Unit/Location: I/JG 400, Brandis/Germany, 07.10.1944
Code: GN+MD, Werknummer 16310070. **Background:** Schubert was the most successful pilot on this type in claiming 3 planes shot down. All B-17 bombers, two on 24.08.44 and one on 06.10.1944. He claimed his last victory in this plane to be killed in it the very next day at the start when his plane flamed out.
Pilot: Siegfried Schubert

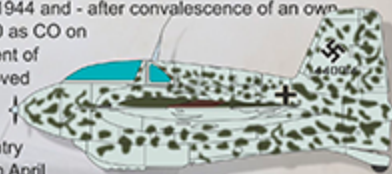


9 Me 163 B-1 (Messerschmitt built)**Unit/Location:** 1./JG 400, Brandis/Germany, 11.09.1944

Code: White 11, **Werknummer** 163100?? **Background:** Ryll also claimed one of the nine planes shot down by a Me 163, and he was the first to do so on 16.08.1944, but was also shot down in his plane on this day in glider modus, when his fuel was exhausted as the first pilot killed on this type. He fell prey to P-51 Mustangs. His plane code is sadly not entirely clear with the last 2 digits missing. So we have provided some extra numbers as modelers choice. **Pilot:** Hartmut Ryll

**11 Me 163 B-1 (Klemm built)****Unit/Location:** 2./JG 400, Venlo/Holland, August 1944

Code: Werknummer 440014, **Background:** With JG 53 Böhner claimed 5 victories during the Battle of France and the Battle of Britain. He also fought in the battle for Malta and in North Africa. He joined Erprobungskommando 16 (EKdo 16) at Peenemünde/Germany in August 1943. He was appointed CO of 1./JG 400 on 21.04.1944 and - after convalescence of an own accident - joined 2./JG 400 as CO on 28.05.1944 after the accident of Hauptmann Olejnik. He moved with his Staffel to Brandis by September 1944 and was transferred to the infantry to fight on Czech territory in April 1945. Böhner did not score on the Me 163. **Pilot:** Otto Böhner

**10 Me 163 B-1 (Junkers built)****Unit/Location:** 1./JG 400, Brandis/Germany, Spring 1945

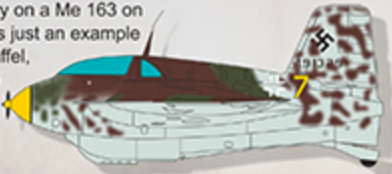
Code: White 9, **Werknummer** 190579. **Background:** "Fritz" Kelb scored one of the official 9 air victories on the Me 163 and he was the last to do so on 10.04.1945. His plane on this day carried the new "Jägerfaust"-armament and he shot down the leading Lancaster-bomber who just disintegrated because of this hellish firepower. Although hunted by accompanying allied fighters, Kelb had some fuel left, easily outdistanced the piston-engined fighters and landed back safely at Brandis, where the Flak kept the enemy fighters at bay. This was the last operational flight of a 1./JG 400 plane in WW II. Together with Späte, Kelb went on to JG 7 to score another victory on Me 262, but was shot down and killed on 30.04.1945. We are NOT sure which plane Kelb flew on this very day, but a possibility is there that this could be his "Jägerfaust"-Machine. **Pilot:** Friedrich Kelb

**12 Me 163 B-1 (Messerschmitt-built?)****Unit/Location:** 2./JG 400, Brandis/Germany, 05.10.1944. **Code:** White 18

Background: Josef "Jupp" Mühlstroh was a member of 2./JG 400. And although he did not score on this type, he flew a very nice plane with the seldom fully applied unit emblems.

Pilot: Josef Mühlstroh**13 Me 163 B-1 (Junkers built)****Unit/Location:** 6./JG 400, Husum, May 1945. **Code:** Yellow 7,

Werknummer 191329. **Background:** This plane was captured by the allies at Husum airfield in May 1945, after 11./JG 400 moved there in the last weeks of the war. The 2 Staffeln of 11./JG 400 only scored one official air victory by Franz Woidich (CO 6. Staffel) who scored 110 victories overall in WW II in claiming the very last victory on a Me 163 on 22.04.1945 (a B-17). This is just an example of one plane flying in 6. Staffel, but not necessarily the one used by Woidich.



14 **Me 163 B-1 (Junkers built)**

Unit/Location: 13./JG400, Udetfeld/Germany, early Spring 1945

Code: Werknummer 191477

Background: This plane crashed near Udetfeld/Germany in the Spring of 1945. Maybe it carried the unit emblem on both sides of the nose which was entitled "Schwarze 13" (black 13) as a "good luck symbol".



15 **Me 163 B-0 (Messerschmitt built)**

Unit/Location: IV./EJG 2/14.JG.400, Esperstedt/Germany, May 1945

Code: White 42 . **Background:** This plane had a long service life and was part of IV. Ergänzungs Jagdstaffel 400 / (IV./EJG 400), that became 12./JG 400 towards the end of the war.



16 **Me 163 B-1 (Junkers built)**

Unit/Location: Edwards Air Force Base/USA, 1946

Code: White FE500, Werknummer 191301. **Background:** This war loot was test-glidered over Edwards Air Force Base in California/USA in 1946. The Me 163 - thanks to its constructor Alexander Lippisch - had excellent glider abilities. This plane is now exhibited at the national Air and Space Museum in Silver City, Maryland, USA.



17 **Me 163 B-0 (V-48, Messerschmitt built)**

Unit/Location: 1./JG 400, Brandis/Germany, 11.10.1944

Code: PK+QS, Werknummer 16310057/ **Background:** Bott was the wingman of Schubert on 24.08.1944 when he scored his one and only victory, another B-17 plus another possible on a later day, though on both occasions maybe in another plane. On this very day, Bott suffered one (of a sensational two!) engine flame-outs at the height of only approx. 500 meters but managed to make an emergency landing (in both cases). A VERY rare feat (and to survive both)! He later - like Späte and Kelb - joined JG 7 but did not make any combat flights with a Me 262 anymore and survived the war.

Pilot: Hans Bott

