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# Swiss Bf109s

VPD32005



VPD32005 (2010)

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12



Trim lower edge of red band to match camouflage demarcation

42.5 mm



13



14

Upper Wing Roundel Position May '39 - Sep '44

34.7 mm



All dimensions are for 1/32 scale



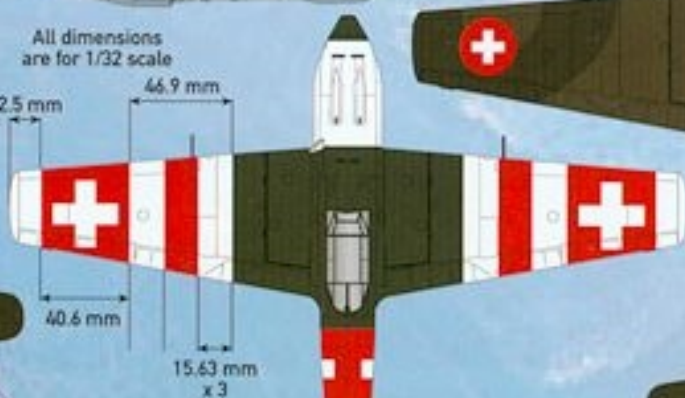
Wing Markings from September '44

12.5 mm

46.9 mm

40.6 mm

15.63 mm x 3



May '39 - Jan '40

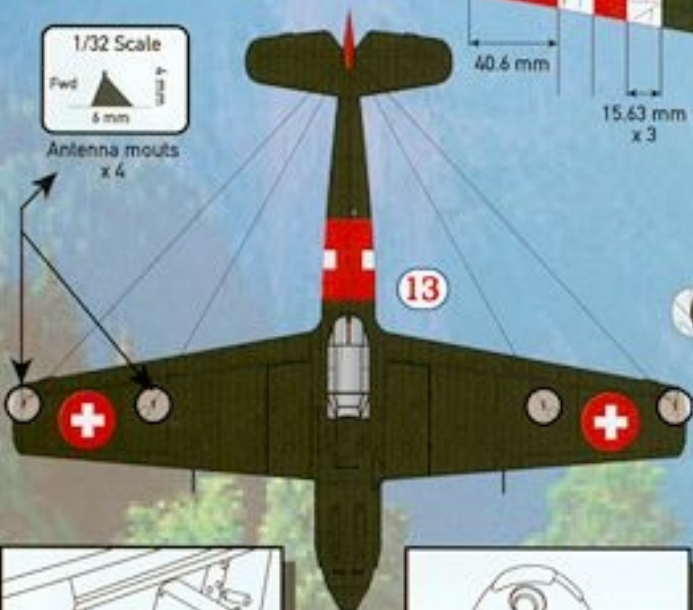


Jan '40 - Sep '44

1/32 Scale

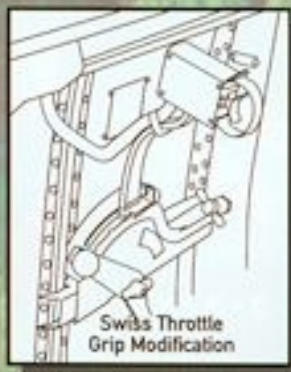


Antenna masts x 4



13

The aileron trim tabs on the Eduard Bf109E kit are too long, and are placed too far inboard. Overall length (measured at the wing trailing edge) should be 5 mm, placed 6 mm in from the outboard end of the aileron. Eduard shown in red, correction shown in white.



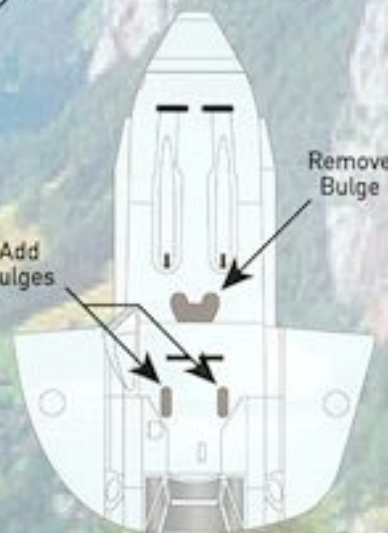
Swiss Throttle Grip Modification



Spade Handle Stick Grip Modification



Flare Launcher Tubes



Remove Bulge

Add Bulges

Gerollt mit einem Mac C

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**1. Bf109E-3, J-315 (W.Nr. 2165), Cp Av 6, Thun, Summer 1940**

This aircraft was involved in trials of radio equipment, as evidenced by the small lightning bolt on the left side of the fuselage. Delivered in RLM 70/71/65 camouflage, most, if not all of the RLM 71 was overpainted with RLM 70 due to airframe and markings modifications. There may have been some of the original camouflage pattern left on the upper wing surfaces, but the entire fuselage is likely to have been repainted in RLM 70.

**2. Bf109E-3, J-317 (W.Nr. 2165), Fl Kp 7, 1940-42**

Displaying the playful trout of Fl. Kp. 7, this aircraft's finish is otherwise identical to J-315.

**3. Bf109E-3, J-360 (W.Nr. 2427), Fl Kp 8, Avenches, Summer 1940**

Several aircraft of Fl. Kp. 8 sported floral motifs on their cowlings. While the artwork was well documented photographically, the identities of the aircraft that carried it was not. J-360 with its "Narziss" (the German name for the daffodil) is the only one positively identified. As one of the second batch of Bf109Es delivered, this aircraft carried an overall RLM 70 upper surface scheme from the factory.

**4. Bf109E-3, J-362 (?), Fl Kp 8, Avenches, Summer 1940**

Although we could not positively identify this aircraft with its attractive "Margrit" (daisy/Black-Eyed Susan) motif, we surmised that J-362 was as likely an identity as any. As with J-360 above, upper surface camouflage is overall RLM 70.

**5. Bf109E-3, J-346 (W.Nr. 2403), Fl Kp 8, Thun, November 1944**

An example of the standard "neutrality stripe" markings scheme in effect from mid-September of 1944 until after the end of the war. J-346 is somewhat unique in that it carried the pointed spinner usually associated with the Swiss manufactured Escher-Wyss propeller fitted to the last eight Bf109Es that were assembled in Switzerland (J-391 - J-399). There are no known photographs of German assembled machines with the Swiss propeller, so it is possible the spinner was readily available and was fitted after an accident or battle damage. Use "K-Kraftstoff" fuel triangle and white warning stripes on the propeller blades.

**6. Bf109E-3, J-350 (W.Nr. 2407), Fl Kp 9, Avenches, Spring 1941**

The shooting star motif of Fl. Kp. 9 decorated J-350. Typical of the second batch of Bf109Es with overall RLM 70 upper surface camouflage. By 1941 the prop would almost certainly have had the white warning stripes.

**7. Bf109E-3, J-318 (W.Nr. 2166), Fl Kp 9, 1940**

The broom-riding witch of Fl. Kp. 9 is often depicted on a white six-pointed star background, but closer examination of photos leads us to believe it was most likely yellow, at least on J-318. As one of the initial batch of Bf109Es, J-318 started out with RLM 70/71 upper surfaces, but was at least partially repainted with RLM 70/KW 2 by this stage.

**8. Bf109E-3, J-374 (W.Nr. 2355), Fl Kp 9, Lt. Dedompierre, 1941**

Lt. Dedompierre apparently had a reputation with the ladies, and his aircraft was extremely unusual in having a name painted on the cowling. "L'Seducteur" was delivered in overall RLM 70. Dedompierre's version of the witch badge appears to have been red and white.

**9. Bf109E-3, J-356 (W.Nr. 2420), Fl Kp 21, Emmen, Summer 1940**

Fl. Kp. 21's "Haifisch" motif made their Bf109s some of the most colorful in the entire Flugwaffe. Each aircraft was, like the similarly adorned P-40s of the American Volunteer Group, unique and obviously freehand painted. Paint the inside of the oil cooler intake area black, then apply the shark mouth decals. Some touch up may be required.

**10. Bf109E-3, J-371 (W.Nr. 2352), Interlaken, September 1944**

J-371 appears to have been the test article for the so-called "neutrality stripe" scheme instituted in mid-September 1944. Following the pattern of Allied D-Day stripes, J-371's red and white stripes were 300 mm wide (9.38 mm in 1/32). Due to the similarity of the five-stripe scheme to the Allied marking, it was decided to go with three stripes instead. Standard RLM 70 upper surfaces. It is reported that as the war went on, Swiss manufactured KW 1 Blue-Grey (the local equivalent of RLM 65) lightened to the point that it was nearly the same color as RLM 76. We have depicted the aircraft with this lighter lower surface color. The difference is nearly impossible to discern in black & white photos, so the choice is up to you. Use "K-Kraftstoff" fuel triangle.

**11. Bf109E-3, J-346 (W.Nr. 2403), Fl Kp 15, 1940-41**

This is J-346 in an earlier guise with Fl. Kp. 15's later standard emblem on the cowling. Overall RLM 70 above with RLM 65 below.

**12. Bf109E-3, J-387 (W.Nr. 2379), Fl Kp 15, 1940**

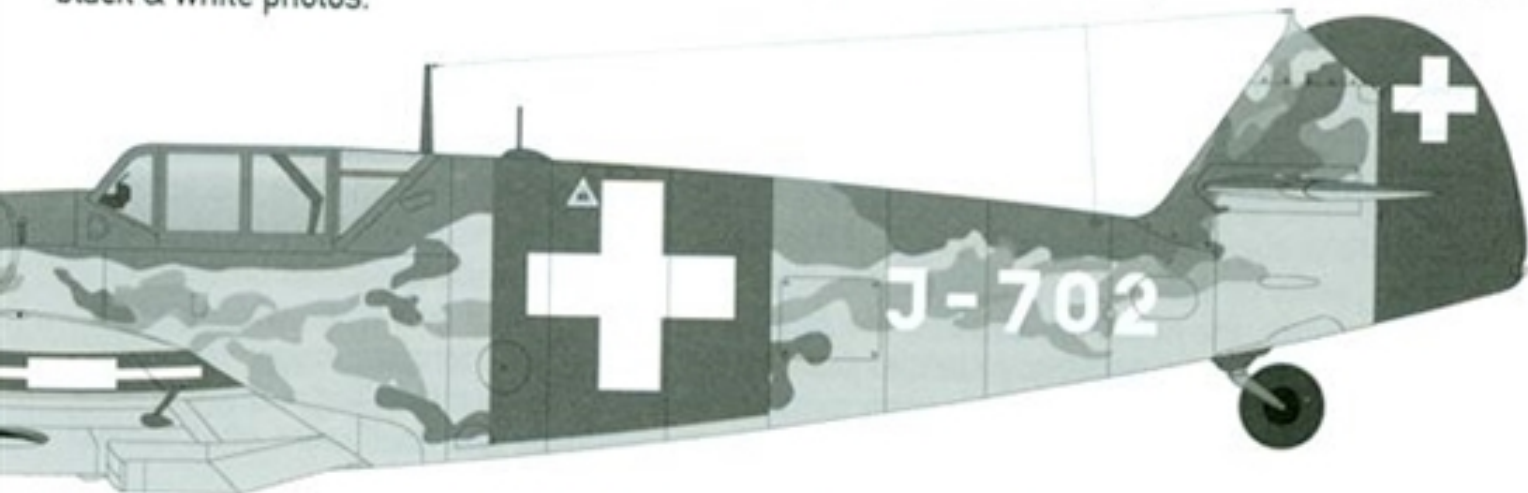
J-387 carried an early version of Fl. Kp. 15's bird on a plain white disk. Overall RLM 70 above with RLM 65 below.

**13. Bf109E-3, J-378 (W.Nr. 2359), "Super S.F.R.", Fl Kp 9, June 1942**

The Flugwaffe faced major difficulties with radio communications due to Switzerland's mountainous terrain. Many experiments were tried, including fitting two aircraft with "Super S.F.R." (Société Française du Radiotéléphone) equipment. This entailed fitting a huge antenna mast on the cowling, another replacing the standard Bf109E antenna mount on the vertical fin, and four wires leading to wire anchors on the wings. Vibration of the forward mast was encountered, requiring the addition of an angled brace on the left side as shown in the profile. See scrap view sketch for the size and shape of the wire anchors. These were fitted as shown in the plan view, and all four were aligned in a straight line across the wing. These aircraft were known as "U-Boats" for obvious reasons.

**14. Bf109E-3, J-316 (W.Nr. 2164), As delivered, 20 June 1939**

J-316 is an example of the unique Swiss camouflage scheme. Colors were standard German RLM 70/71/65, but the pattern was smoothly curved rather than the angular "splinter" scheme common on Luftwaffe Bf109s. The edges were sprayed with a relatively tightly feathered edge. No documentation survives showing the exact pattern, so the left side view should be considered provisional. Most of the right side and a good portion of the upper surface pattern is discernable in black & white photos.



**15. Bf109G-6, J-702 (W.Nr. 163320), Fl Kp 7, Interlaken, May 1944**

J-702 illustrates the initial airframe configuration and color scheme of the Bf109G-6s as delivered in May of 1944. Color scheme was standard RLM 74/75/76 with a fuselage mottle of 02/70/74. Prior to September 1944 a roundel was carried on the wing upper surface in the same location relative to the aileron as on the Bf109E. The lower wing red band abutted the wing tip skin joint on the Gustav.



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**16. Bf109G-6, J-705 (W.Nr. 163248), Fl Kp 7, Sion, November 1945**

While in Swiss service all of the Gustavs received the Galland hood and tall fin and rudder. J-705 was finished in standard RLM 74/75/76 with fuselage mottling in 02/70/74. The rudder appears to have been RLM 81/83 with a light grey-green lower section (so-called "RLM 84"). Standard "neutrality stripes" scheme. Note the OZ 93 stencil and the 93 octane triangle.