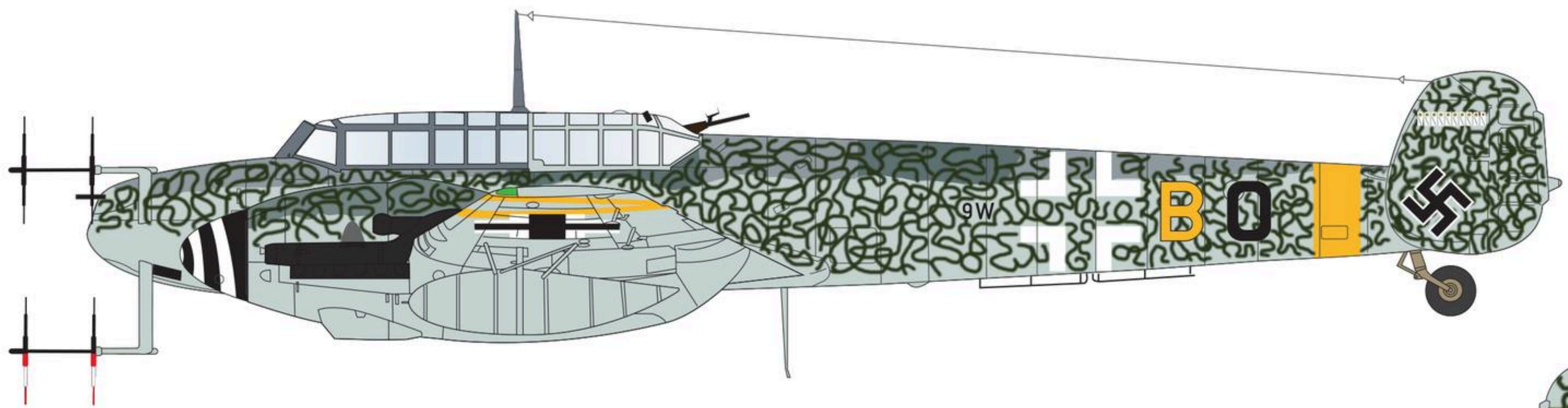
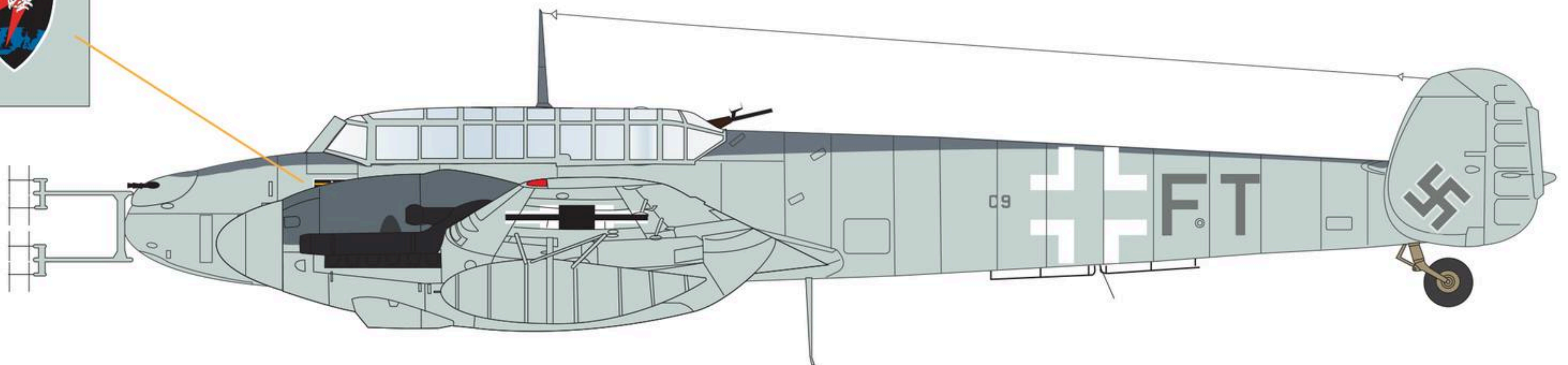


Bf 110 G-4 - perhaps W.Nr 5448? Although only a slanted letter after the fuselage cross can be made out in the shadow of its hanger the hanger is for sure one built at Jouvincourt, France. Other early 7./NJG 4 Bf 110 G-4's with FuG 202 and MG 151 gun-packs and all over RLM 76 - including exhausts and propellers from the summer of 1943 - and in the same hangars and with the same hallmark sharp pointed NJG badge used by NJG 4 are known - when all this is put together this machine has to be 3C+AR flown by the 7./NJG 4 Staffelkapitän of that time frame - Hptm. Kamp, Hans-Karl. Kamp Hans-Karl was KIA flying a Bf 109 G-10 on the 31st December 1944, he is credited with 23 Abschüsse - 7 of these as Staffelkapitän of 7./NJG 4. Aircraft has FuG 202, MG 151 gun pack, low viz NJG 4 style badge and candy stripe trailing antenna. Spinners have yellow spinner caps and both exhausts and propellers are in RLM 76. Internet photo.

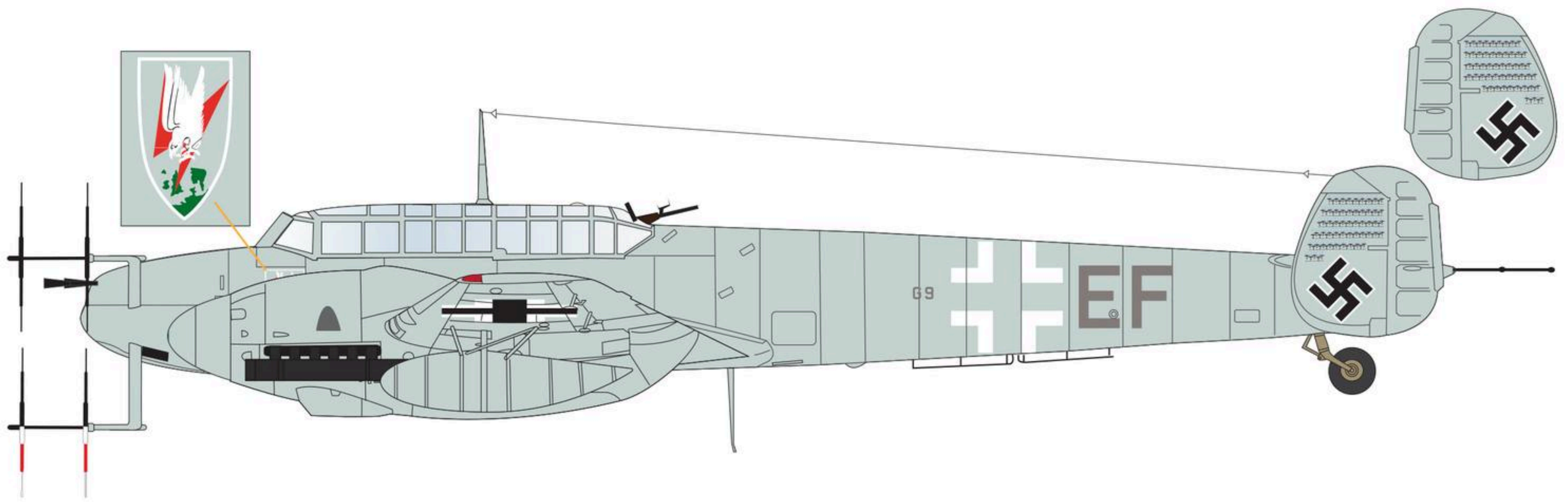


Bf 110 G-4 W.Nr 1740778, 9W+BO of 6./NJG 101, Fritzlar, Germany 1945, flown by Lt. Herbert Ludwig of 5./NJ Schule 1 and later 6./NJG 101. Aircraft is in NJG 6's hallmark tight RLM 81 'Green tint' squiggle over very light RLM 75 and 74 standard factory splinter pattern with the rear canopy section in RLM 76 and with Eastern front tactical fuselage band and 'V' tactical marking for operating over Hungary under the left wing. Spinners have white spirals over RLM 22 and aircraft has MK 108's in late production gun cover but without flash eliminators. Late style FuG 220 radar mounts with receivers at 45 degrees for frequency VI. Abschüsse on left fin only show 9x RAF Abschüsse and a single Soviet Abschuß. 'Schräge Musik' in forward position. Ludwig and another member of this crew were killed in late April 1945 during a ground attack sortie (after transferring to IV./NJG 6, when the Nachtjagd was reduced at the end of March). Ludwig had 13 victories. Internet photos and colour film by George Stevens.

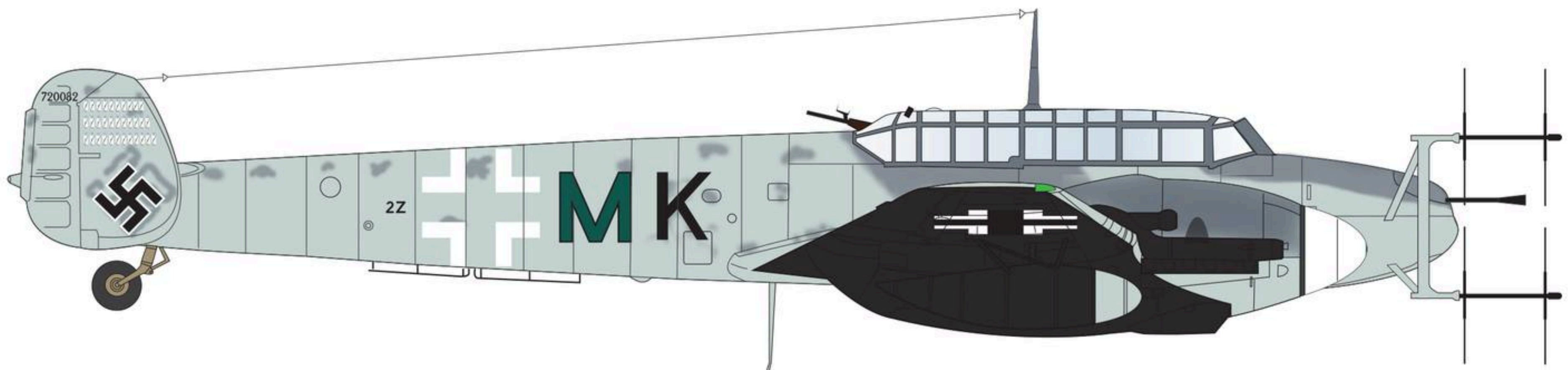


Bf 110 G-4 C9+FT of 9./NJG 5, Königsberg, Neumark, January 1944. NJG badge has yellow 3rd Gruppen line through it and aircraft may have the spinner caps in yellow also but out of sight in photo. Very low viz scheme of extremely high up RLM 75 on spine but with canopy in RLM 76 - almost the reverse of most machines! Code letters and Hakenkreuz are not RLM 75 but have been toned down with RLM 76 light over-spray with traces of black here and there - the decals are therefore supplied in black so that you can over-spray in the same way. Pilot name unknown but a nice clean FuG 202 and paint scheme example. Stipdonk/Meyer - Zerstörer- und Nachtjagd Verbände Vol. 3, p47 and 61.

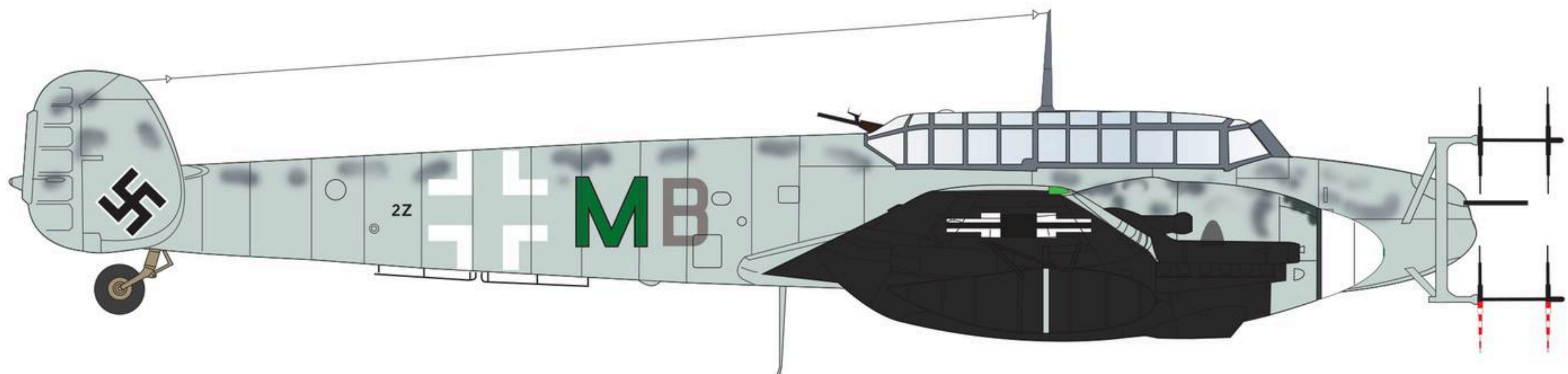




Bf 110 G-4 flown by Major Heinz-Wolfgang Schnauffer, Gruppenkommandeur IV./NJG 1, St Trond, October 1944. Profile shows machine after the application of the 100th silhouette style Abschluß claimed on the 9th October. Machine is in all over RLM 76 with highly polished upper surfaces. Given that the machine has late style under-slung flame dampers it seems more than likely that the aircraft also has the late production gun cover and Mk 108's with flash eliminators as well as rear warning radar but these two details are not in the photographs of Schnauffer and his ground crew with this machine. FuG 220 has late type mounts but has the receivers in the vertical position indicating a frequency 'V' set-up. Note that the 'Schräge Musik' is in rear most position either side of the MG 81Z opening. Finally note the Stab green spinner caps and low-viz style NJG badge. Internet photos.

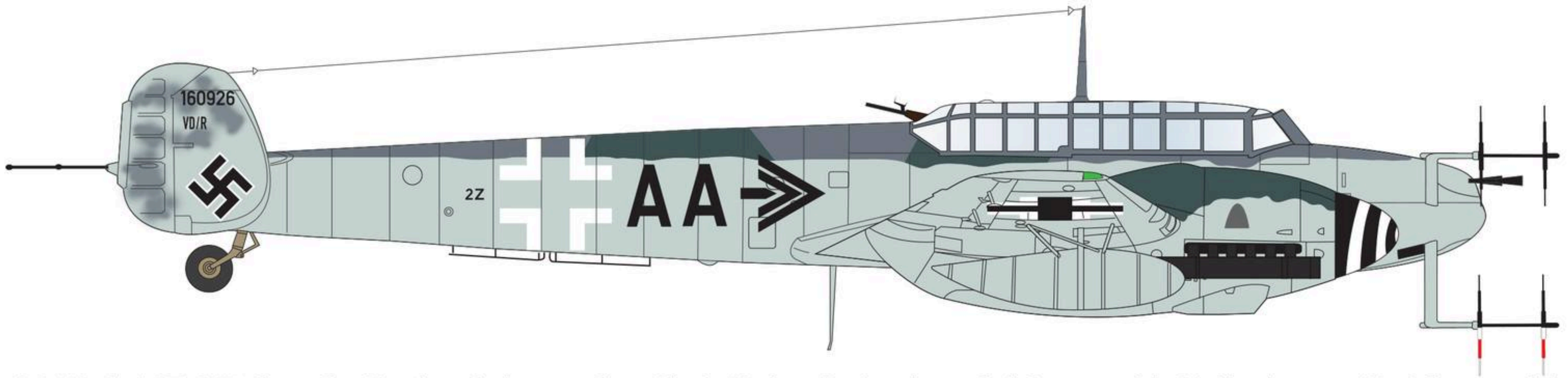


Bf 110 G-4 2Z+MK, W.Nr 720042 of 2./NJG 6 flown by its leader Oblt. Martin 'Tino' Becker's, Neubiberg, July 1944. Becker took this machine with him when he was appointed Gruppenkommandeur of the IV./NJG 6 on the 21st October 1944 and the 'K' was changed to an 'F' and chevrons added. Tino had two personal Bf 110 G-4s during the summer of 1944. This one photographed in-flight and found in The Luftwaffe - A Photographic record 1919-1945 by Karl Ries - page 219 - with the close up of Tino's 33 Abschüsse found in the Stipdonk/Meyer - Zerstörer- und Nachtjagd Verbände Vol. 3 p.99. 2Z+MK has 2x MG 151's in a mid production gun cover and the weapons have flash eliminators. The radar is FuG 220 with early type mounts and receivers in the vertical position indicating a frequency 'V' set-up. The machine also has 'Schräge Musik' in the more forward position - forward of the frame at the top of the MG 81Z opening. Note that the machine has Stab green spinner caps over white spinners with RLM 70 backing plates. The lower right wing is in RLM 22 with the front of the drop tank remaining in RLM 76.

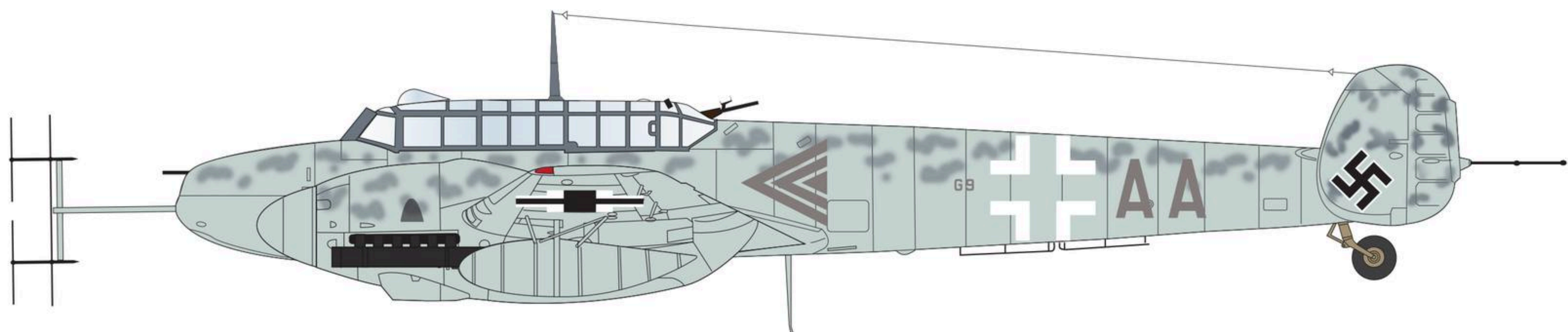


Bf 110 G-4 2Z+MB - Martin 'Tino' Becker's second mount photographed extensively during 2./NJG 6's move from Neubiberg to Echterdingen on the 13th of August 1944. 2Z+MB differs from 2Z+MK not just in regard to having Tino's initials represented but in the general configuration of the aircraft's purpose - the 2x MG 151s in the mid-production nose have no flash eliminators, there is no 'Schräge Musik' and the FuG 220 receivers are at 45 degrees for frequency VI. Sadly there is also no scoreboard on the tail fins. This is the only G-4 I have seen with early mounts but with 45 degree receivers so it is of great interest along with its candy striped lower receivers - not just divided red white red or white red white but red then white x4! The drop tank is in complete RLM 22 apart from a RLM 76 loading harness. As with 2Z+MK the machine is a typical example of 110's of the time having their factory RLM 74/75 almost completely obliterated by RLM 76 over-spray. Becker ended the war with 58 confirmed night victories. Spinners have the Stab green caps. Stipdonk/Meyer - Zerstörer- und Nachtjagd Verbände Vol. 3 p.82-108

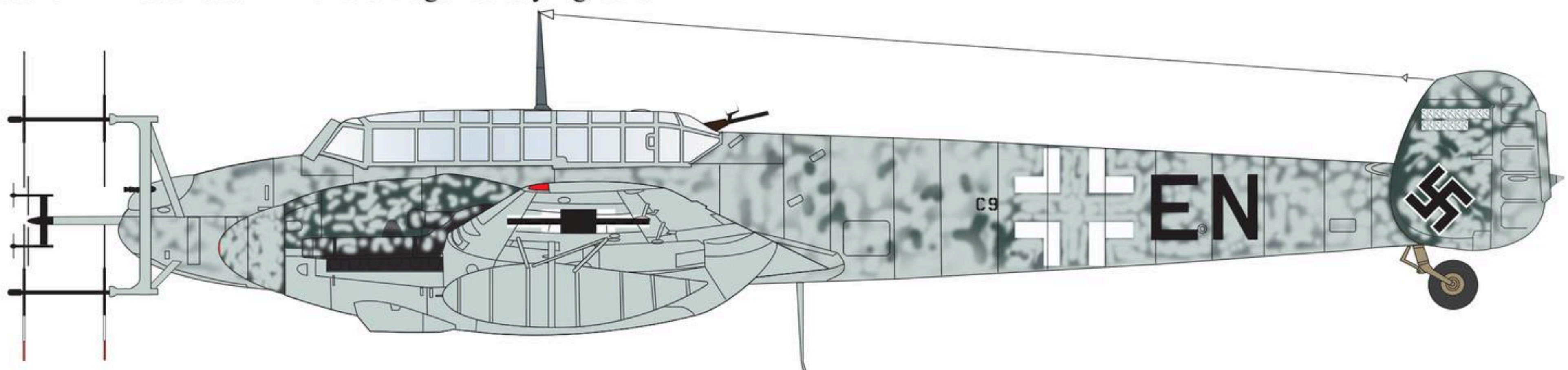




Bf 110 G-4 2Z+MB flown by Geschwaderkommodore Obstlt Herbert Lütje who ended the war with 50 Abschüsse - 47 of them at night! Although the photo on page 62 of the book 'Luftwaffe Vol 5, Warbirds Photo Album' is in terrible condition the chance to represent a Geschwaderkommodore aircraft can not be passed up. There is a marking underneath the W.Nr 160926 but it is impossible to interpret what it is even with the photo inverted and so I have placed there the VD/R stencil common to rear warning radar equipped machines and normally seen on the tail of Ju 88 G-6s. As for the first 'A' when inverted this 'A' is just a fraction lighter - really the photo is too bad to judge but a Stab blue 'A' is provided in case you wish to change the profile. A fraction of spiral spinner can be seen as well as the fact that the machine had late style under-slung exhaust dampers. The machine most likely had 'Schräge Musik' and given the other late features the machine for sure would have the 2x Mk 108's in the late production gun cover.



Bf 110 G-4 Geschwader Stab NJG 1 G9+AA , W.Nr 140655, flown by Hans Joachim Jabs based at Arnhem (Deelen), Holland. On the 29th April 1944 upon returning from St Trond Jab's was seen by enemy aircraft near his home airfield. After a head-on pass through the eight Spitfire Mk IX's of 132 Sqn RAF - and scoring hits - Jabs force landed on the airfield rather than being shot down and low altitude. He and his crew survived the inevitable strafing of the downed aircraft and it was latter confirmed that Jabs had even scored his 46th and 47th Abschüsse in the brief encounter!!!The original photo - badly reproduced on the aisisbiz website and Osprey Vol 20 - German Night Fighter Aces of WWII, p.60 - clearly shows the very common G-4 livery of all over RLM 76 broken up by a soft mottle of RLM 75. Note that Jab's has fitted a revised upper pilots canopy with a clearance blister containing the Revi 16 for the upward firing MG FF's. This is not a unique canopy section and can be seen on a few other machines but it is rare nevertheless. The aircraft has 2x MK 108's in the late style forward gun cover and is equipped with FuG 218 V2R Neptun IIVR forward radar and Neptune 2R rear warning radar. Finally note that the machine has the late style under-slung exhaust dampers. It is incorrect to say that they had been removed for daylight operations as in the clearest photo one can be seen ripped off on the ground. The profile shows the Mk 108's in the nose without the flash eliminators but it may be that these had been removed by the time of the photo taken from the front of the machine some time after its extensive looting - aisisbiz photo. Please also note that the 'Schräge Musik' is in the more forward position - forward of the frame at the top of the MG 81Z opening. Jabs ended the war a total of 50 Abschüsse - 22 of them against day fighters.



Bf 110 G-4 C9+EN flown by the Staffelkapitän of 5./NJG 5 Oblt Wilhelm Johnen who landed at Dübendorf, Switzerland on the 28th April 1944 with only one engine working having been hit by Swiss flak after his 18th Abschuß. Johnen would go on to be credited with 34 Abschüsse. The aircraft has FuG 212 and 220 with vertical receivers - the lower receivers being dived black, white, red in equal portions. The machine bears the tell tale signs of some of the Bf 110s being delivered with RLM 74 and 75 all the way down the fuselage but now RLM 76 in various styles covers the upper surfaces. Spinners are also covered in 76 and have red spinner caps. Osprey Vol 20 - German Night Fighter Aces of WWII, p.65-66.