

Lifelike Decals

48-035

MESSERSCHMITT Me 109 Part 7 (Marseille Special with his Kübelwagen)

Limited Edition!

A/C #1
Me 109F-4/Trop, W. Nr. 8693



A/C #2
Me 109F-4/Trop, W. Nr. 10059



A/C #3
Me 109F-4/Trop, W. Nr. 10137



A/C #4
Me 109F-4/Trop, W. Nr. 8673 (G-type propeller)



Recommended kit:
Hasegawa Me 109F kit
Svezda Me 109F kit
Tamiya Kubelwagen kit



Lifelike Decals wants to hear from you and your input.

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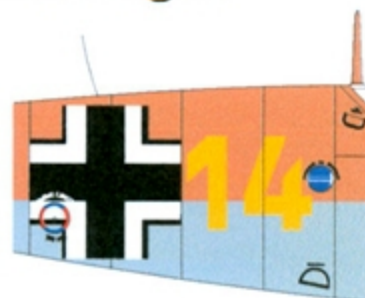
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MESSERSCHMITT Me 109 Marseille Special with his Kübelwagen

A/C #1 Me 109F-4/Trop, W. Nr. 8693, flown by Lt. Hans-Joachim Marseille, Tmimi AB, February 27, 1942 (when he achieved his 52nd victory).

Lt. Marseille flew this A/C regularly from February 8th to 27th to score 16 kills (his 37th to 52nd victories), and many photos are known (ref. 1-7). Most of the kits and aftermarket decals feature 50 kill marks when he was awarded Ritterkreuz on February 21st, but the photo in ref. 4 shows 52 kill marks when he shot down two more P-40s on 27th.

This A/C was produced by Eria Maschinenwerke Leipzig (between August to December 1941), and equipped with a larger tropical filter and oil cooler below the nose, stiffener bars on the tail and FuG25 antenna below the fuselage. Its propeller is VDM 9-12010 of F variant, but due to harsh maneuver of air combat its black paint on both sides is peeled off significantly. Some parts of the national insignia on upper wings are also peeled off. Its pilot seat has a rather high back plate (like E-type) with different harness attachment position than normal. The upper part of head armor is removed. Canopy has a thin red line to indicate the dive angle, and the landing gear hole on lower wings is the rounded type. There is no white marking on upper or lower surface of wing tips. Yellow paint is ap-



plied on the engine pannel up to the exhaust position, and RLM 78 color around the stencil is left untouched. White anti-heat paint is applied to tail wheel only. At the time of 40 kill marks solid "red primer" paint was applied on lower part of its rudder (ref. 4). Red primer paint was later extended to whole rudder, but still with this 52 kill marks lower rudder has darker shade. There is no kill marks on right side of rudder.

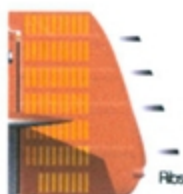
Close-up illustration shows the position of rudder kill marks (relative

to that of rib bars), A/C number on right and left (against the position of hatches). Upon closer look there seems to be slightly darker and very thin outline on "14". Stencil for jack-up position is not applied, and that for wheel pressure is positioned lower than usual. Lt. Marseille took a 2 months rest after this date, and took A/C #2 after leave. According to the record, this A/C was lost by crash-landing by Ufft. Karl-Heinz Berben on June 27 1942.

A/C #2 Me 109F-4/Trop, W. Nr. 10059, flown by Lt. Hans-Joachim Marseille, Tmimi AB, May 31, 1942 (when he achieved his 68th victory).

This is another Me 109F produced by Eria Maschinenwerke Leipzig (between January to May 1942), and is equipped with a larger tropical filter and oil cooler below the nose, but no stiffener bars on the tail. Lt. Marseille took this A/C after returning from the leave, and achieved 23 kills (his 53rd to 75th victory) from April 25th to June 3rd. But photographically we could confirm only the state with 68 kill marks (ref. 1, 4, 8). The color of the kill mark is yellow, as it is darker than the white outline of swastika.

The illustration in ref. 1 shows 1/3 of spinner in white and 2/3 in yellow, but the darker shade of white is probably affected by the RLM70 underneath through strong sunshine. Yellow paint is applied on the lower part of engine pannel only, and there is no stencil for lubricant oil. There is a white marking on both sides of wing tips, and probably no peel-off on upper wing national insignia (though no photo is available to confirm it). Landing gear whole on



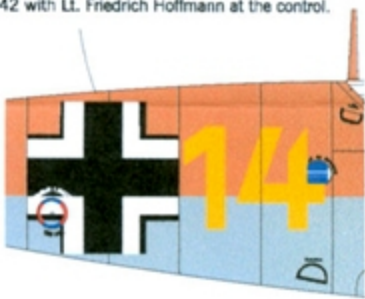
lower wing is the rounded type, and no white anti-heat paint on main or tail wheel. Canopy has a thin red line to indicate the dive angle, and close-up illustration shows the position of rudder kill marks (relative to that of rib bars) and A/C number "14" on left fuselage (against the position of hatch). Regrettably there is no photo to show "14" on the right side of fuselage, and the illustration here is our best guess. Top of the vertical bar of "4" is slightly above the upper line of "1". The stencils for jack-up point and wheel pressure are

on the normal position. There is no kill marks on the right side of rudder. When he achieved his 75th victory on June 3rd, it was decided to give him Eichenlaub, and this A/C was handed to his wingman (Fw. Rainer Pöttgen) with a change of its A/C number to yellow 12. This A/C was finally lost by mid-air collision near El Almein on September 15, 1942 with Lt. Friedrich Hoffmann at the control.

A/C #3 Me 109F-4/Trop, W. Nr. 10137, flown by Oblt. Hans-Joachim Marseille, Gambut AB, June 17, 1942 (when he achieved his 101st victory).

When Lt. Marseille received Eichenlaub on June 6, 1942, he was promoted to Oblt, and was appointed to Stb. Kap. 3/JG27 on 8th. He scored further 26 kills (76-101st victory) with this newly assigned A/C from June 7 to 17, 1942. Especially on 17th he shot down 6 A/C (4 Hurricanes and one each of P-40 and Spitfire) in just 10 minutes. With these outstanding achievement he was awarded with Schwerter to his Eichenlaub in just a half month later from his last award.

This is another Me 109F produced by Eria Maschinenwerke Leipzig (between January to May 1942) with larger tropical filter, but without tail stiffener or FuG25 antenna. Relatively many photos are available in ref. 1, 3, 4, 9 and 10. But the only photo to show its right side fuselage (when he returned from a mission on June 15th, ref. 9) shows only the top of the A/C number "14" barely. Probably its style is the same as that of left side, but its position shown here is our best guess.



The style of "14" on the left fuselage side is slightly different from that of A/C #2. There is a white marking on wing tips, and yellow paint is applied on lower part of engine pannel only, and lubricant oil stencil is applied on RLM78 background (confirmed by changing the photo in ref. 10 to negative). White anti-heat paint is applied to tail wheel only. Red primer paint was applied around the tail light. It seems that stencils of jack-up point and wheel pressure are aligned side by side.

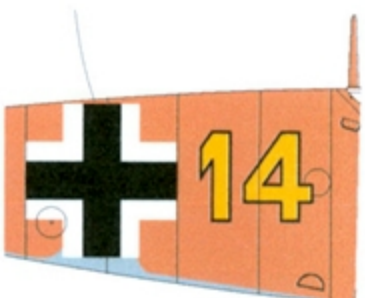
Close-up illustration shows the position of rudder kill marks (relative to that of rib bars) and A/C number "14" on left fuselage (against the position of hatch). The close-up photo in ref. 4 shows the details of "70" and "oak leaves" of the kill marks. No kill marks on the right side of rudder. This A/C was lost by Allied bombing raid at Turbiya/Egypt on July 25, 1942.

A/C #4 Me 109F-4/Trop, W. Nr. 8673, flown by Hpt. Hans-Joachim Marseille, Quattfiya AB, September 15, 1942 (when he achieved his 151st victory).

With his 101st victory he got news to receive Schwerter to his Eichenlaub (12th pilot), and took a special holidays (June 19th to August 22nd) to return to Germany. During his holidays he not only received the medal but also received many interviews and won the highest Italian medal from Mussolini. After returning from his holidays, he received this A/C as his personal mount. With this A/C he scored further 50 kills (102 to 151st victory) in a short span of August 31st to September 15th. Especially he shot down 17 enemy A/C (8 each of Hurricanes and P-40s and one Spitfire, his 105 to 121st victory) in 3 missions of September 1st, and got the notice of receiving Brillante to his Schwerter Eichenlaub (4th pilot) next day with a promotion to Hauptmann (youngest in Luftwaffe), but the reception ceremony was postponed by unfavorable war conditions. (He was not promoted to Kdt. position.) His score continued to rise, and he reached 151st victory by shooting down 7 enemy planes on 15th with this A/C.

This A/C was produced by Eria Maschinenwerke Leipzig (between August to December 1941) equipped with a larger tropical filter and oil cooler below the nose, stiffener bars on the tail and FuG25 antenna below the fuselage.

- This is a well-known A/C, but care should be taken to the following points:
- (1) Its propeller is DVM9-12087A (usually equipped with G-type).
 - (2) Its camouflage was refurbished with application of RLM79 color to lower fuselage sides, and W. Nr. was reapplied with numbers only. RLM 78 colors behind the two stencils near the tail wheel remained intact, and frame number 1 was reapplied below canopy.
 - (3) Fuselage national insignia not only is devoid of black outline, but is positioned somewhat upward to have the lower right white area within the rectangular panel. RLM79 color is not applied below the fuselage national insignia.
 - (4) A/C code "14" has different style than its predecessors with black outline, but its size is much reduced. There is just one indistinct photo (ref. 11) to show the code on the right side of fuselage, and the style and position seems to be the same as the left one, but oxygen and electric power inlet stencil seems to be over-painted with RLM79 color.
 - (5) Yellow paint is applied on the engine pannel up to the exhaust position, but there is no lubricant oil stencil there.
 - (6) Figure 100 in the kill mark is white, and small white area is also observed in the sword and some oak leaf tips (ref. 6).
 - (7) White marking is applied on the upper and lower surface of wing tips.



- (8) There is a red primer spot on the white fuselage band.
- (9) The signal bullet hole in front of the right windshield is covered by a red patch.
- (10) JG27 emblem is applied on the left and right nose, but its style is much different from the normal emblem, i.e., the African native and lion do not have ear-ring, and shape of African continent and Red Sea is different from usual one. The face of the native in the mark 59 is made transparent to reflect the RLM79 color underneath.
- (11) There is no kill marks on the right side of rudder.

He further shot down 7 enemy A/C to reach 158th victory on 26th, but this was done with new G-2, W. Nr. 14256, yellow-14 whose photo of nose area is shown in ref. 11. On September 30th he was killed in a tragic accident with this G-2. The rudder of W. Nr. 8673 is still existent with 158 kill marks, but this score was painted by the crew after his death for the memory of his achievements, and in the war time it did not carry 158 kill marks.

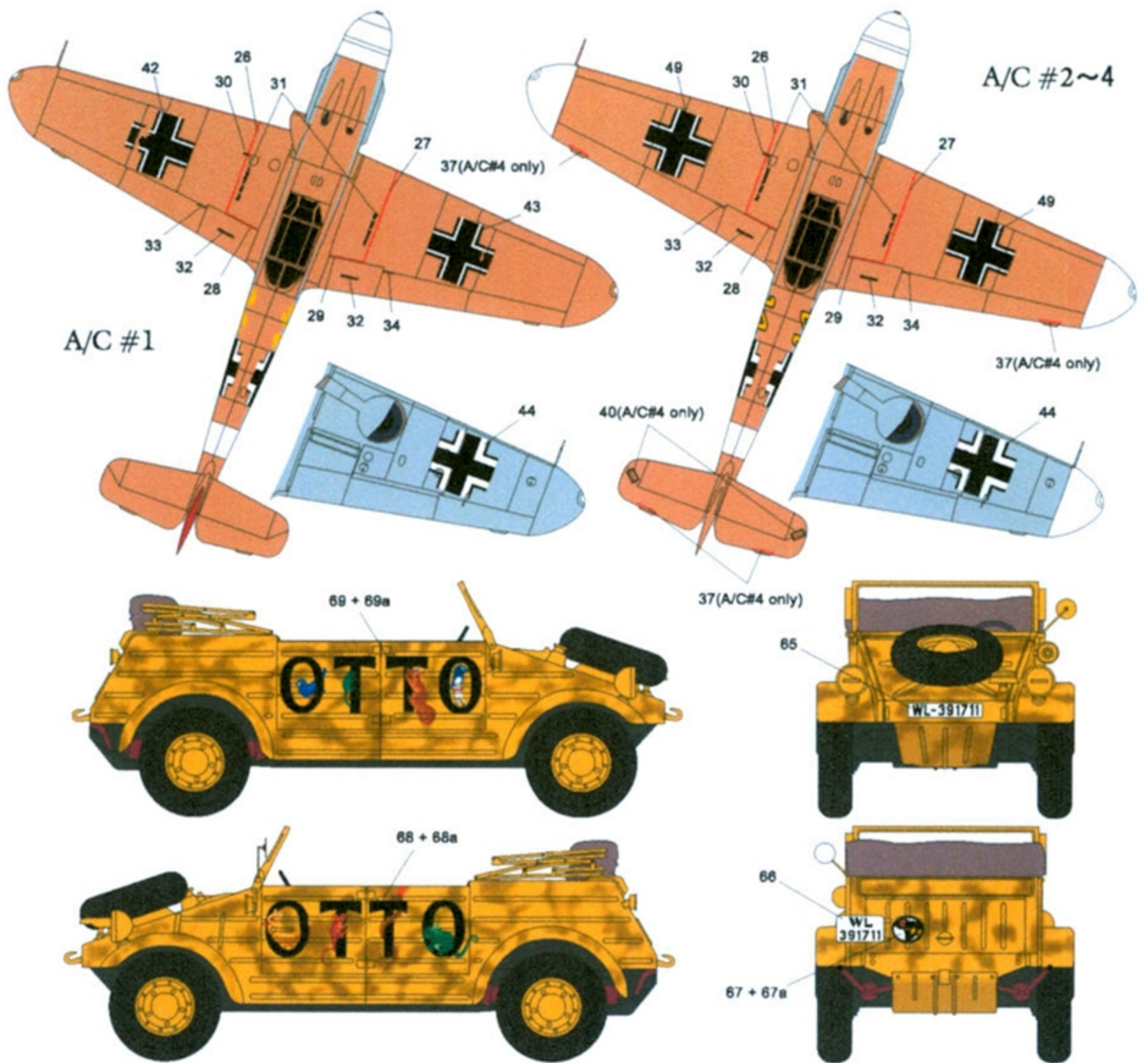
Marseille's Kübelwagen, "Otto" in 1942

The photos of this famous Kübelwagen is shown in ref. 12 (right side), 13 and 14 (left side). But these marks are not correctly reproduced in the kit decals or aftermarket decals. Namely,

- (1) On the right side from the rear, bird, lizard, squirrel and bird is depicted in a deformed shape. The body of the first bird is partly hidden by "O", but its tail end is out from "O". The tone of lizard and squirrel body over "T" is darker than other area. The second bird is on a twig.
- (2) On the left side from the front, parrot, ayeaye (a kind of monkey), serpent, and chameleon is depicted in a deformed shape. The tail of parrot is partly hidden by "O". The tail of ayeaye extends to below the stiffener bar in a rounded shape. Serpent tail also extends to the lower edge of the door, and wears a hat on its head. The tail of chameleon is partly hidden by "O", but its tip extends to stiffener bar in a rounded shape.

The letter "OTTO" is apparently black, but no information is available on the color of the animals, so the ones shown here is our guess from the b/w photos.

The car number is not definitely established. There is a photo of a Kübelwagen in ref. 15 with a small JG27 emblem and Marseille standing nearby, and it shows the car number WL-391711, but no definite evidence is available whether this car indeed carried the "OTTO" mark.



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