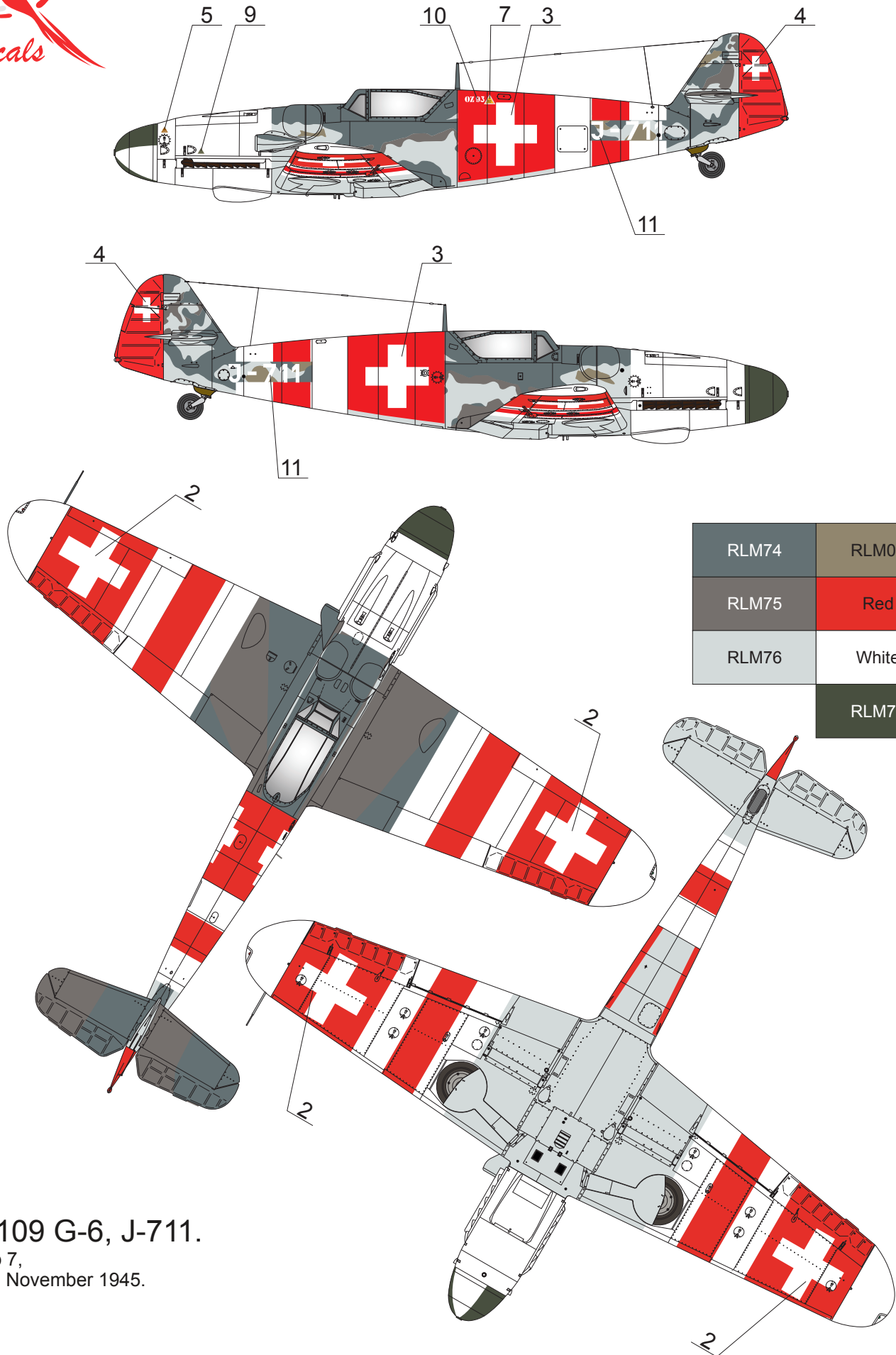


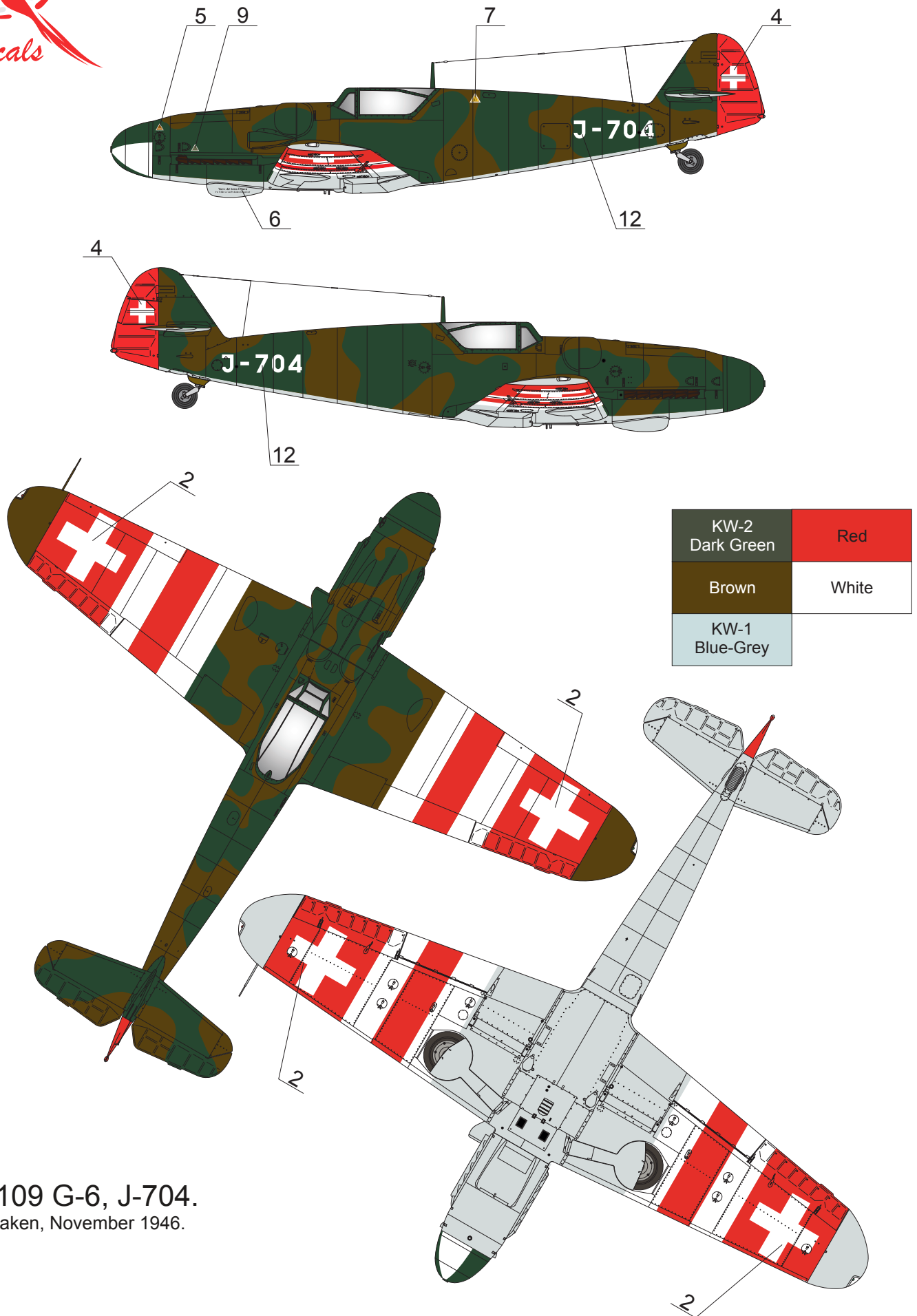
**Bf 109 G-6, J-702.**

Fl Kp 7,  
 Interlaken, Spring 1944.



**Bf 109 G-6, J-711.**

Fl Kp 7,  
 Sion, November 1945.



**Bf 109 G-6, J-704.**  
Interlaken, November 1946.



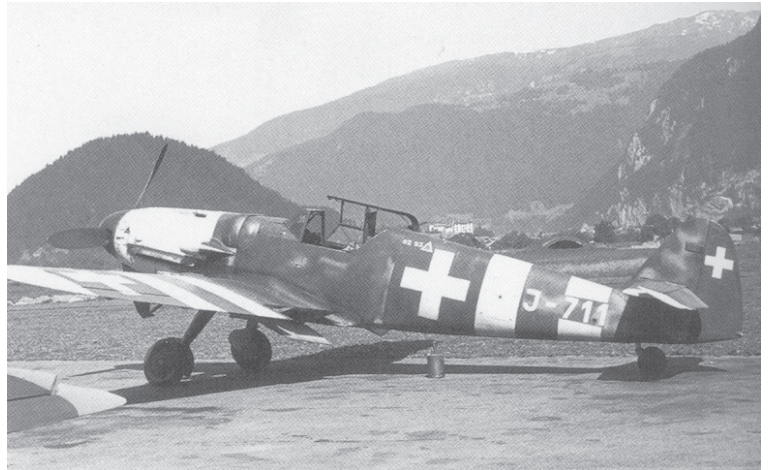
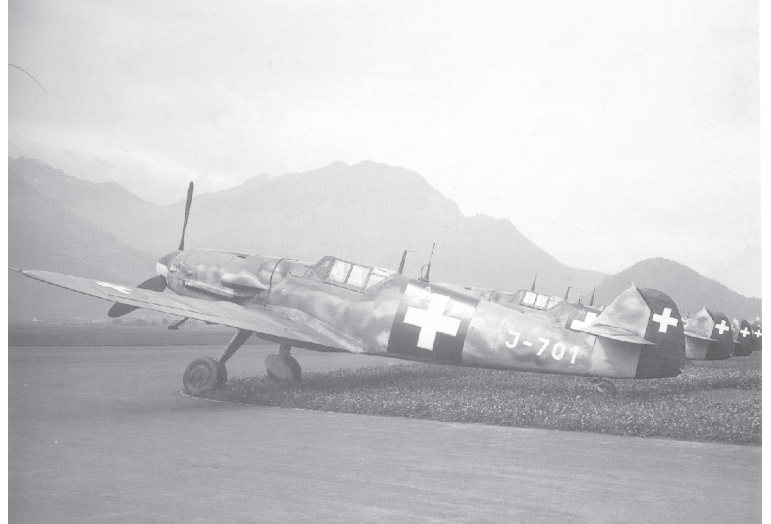
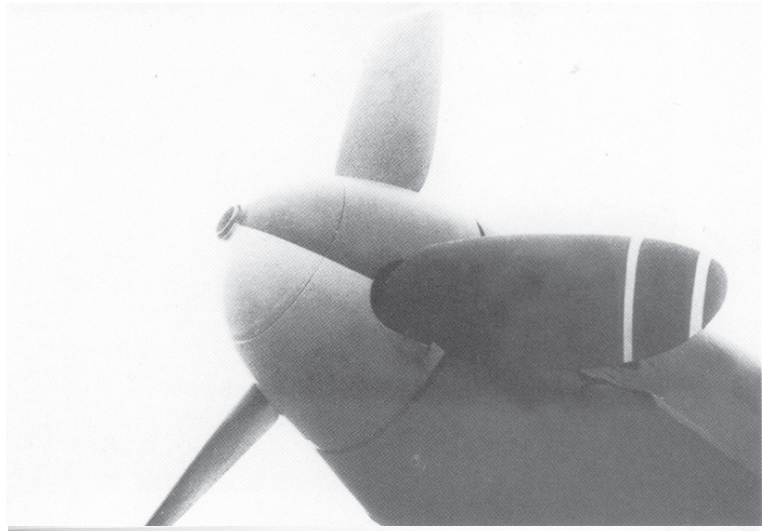
The aircraft were painted in typical German camouflage of these days - common shades of grey RLM 74/75 over RLM 76, with small patterns of RLM 02 on the fuselage sides. Propeller spinner was blackgreen (RLM 70) with white segment, propeller blades were RLM 70 with two small white strips. National insignia were in eight positions - on the wings upper side (in the form of a roundel with a Swiss cross) and lower side (in a form of red band with a Swiss cross), at the fuselage (in a form of red band with a Swiss cross) and on the rudder painted red. The aircraft numbers (white) were painted on both sides of the fuselage.

After the incidents with USAAF aircraft from September 1944, Swiss insignia on the upper side of the wing received band form (as on the lower part) and all Swiss aircraft were receiving red-white identification stripes ("neutrality stripes"). The engine cowlings were painted white.

These „neutrality stripes” from fuselages were removed at summer 1945 during a partial or total revision of the aircraft. For reason of aviation security the identification marking on the wings were kept. During revision work at summer 1945 the camouflage on the fuselage side was correspondingly adjusted with light specks. Each aircraft was individually sprayed without exact guidelines, Swiss blue-gray shades, mixed by hand, were used.

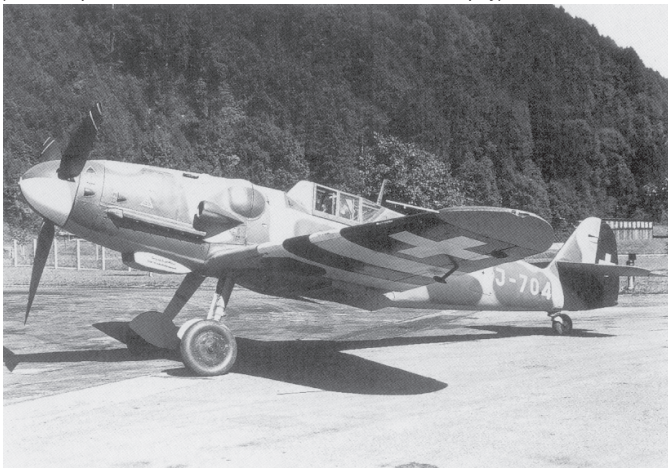
In September 1945 J-704 was provided with an uncommon camouflage - KW-2 Dark Green (Swiss paint corresponded with German RLM 70) with Brown, when the underside was KW-1 Blue-Grey (common with RLM 65). An access flap of J-704 is still available. A visual comparison with FS 595a (1979) shows a shade between brown 30099 and 30118.

*info based on Georg Hoch „Messerschmitt Me 109 in Swiss Air Force Service” book.*



*photo credits: Georg Hoch „Messerschmitt Me 109 in Swiss Air Force Service” book.*

The repaired J-704 in new camouflage. Bouchs, 10th September 1945...  
*(notice expanded rudder assemble and the strutted canopy)*



... and crashed J-704 (due to engine malfunction) in Interlaken, 13th November 1946.  
*(notice Erla canopy)*

