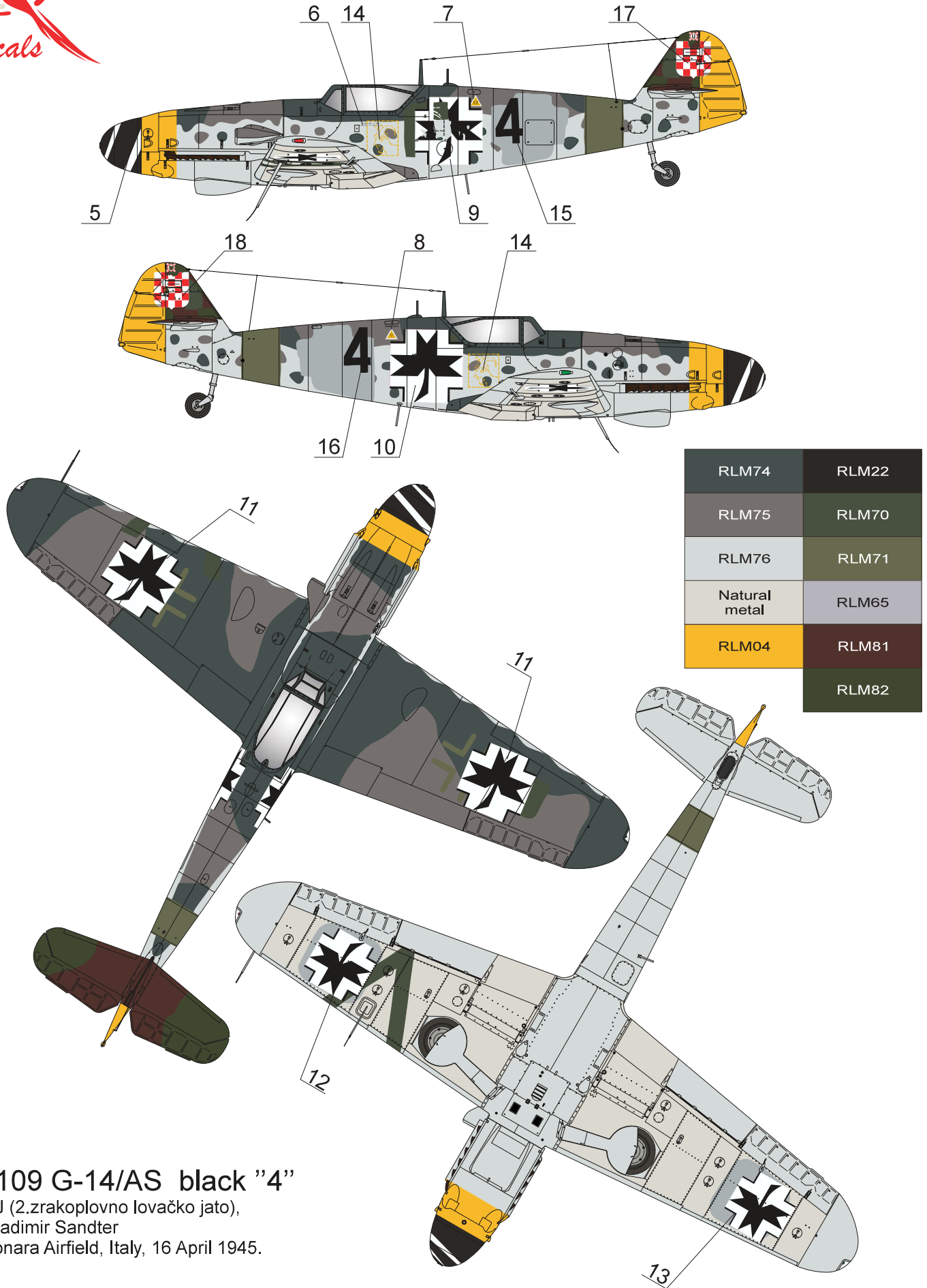


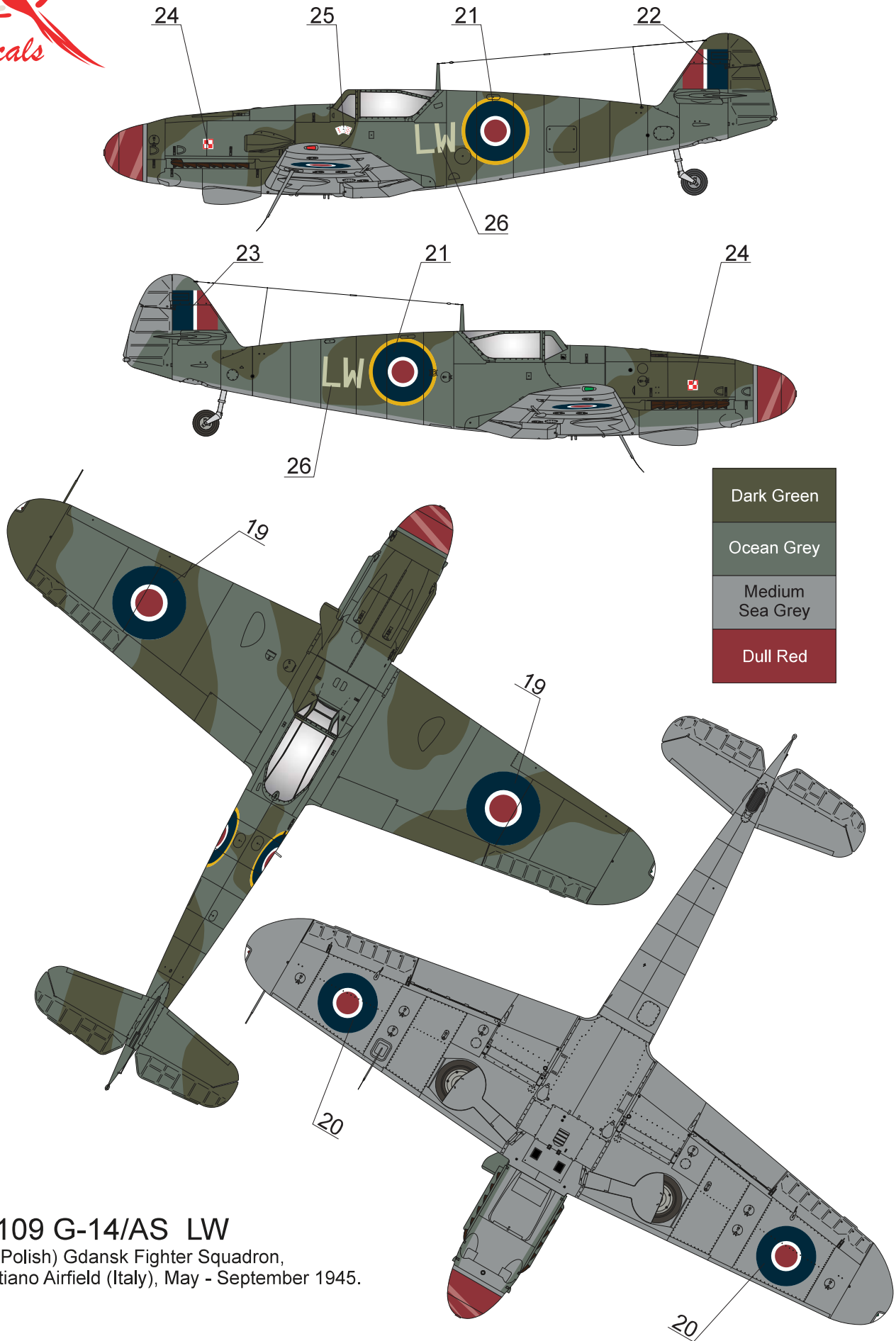
Bf 109 G-14/AS black "4" / 2104

2.ZLJ (2.zrakoplovno lovačko jato),
Borongaj Airfield, December 1944 - January 1945.



Bf 109 G-14/AS black "4"

2.ZLJ (2.zrakoplovno lovačko jato),
str Vladimir Sandter
Falconara Airfield, Italy, 16 April 1945.



Bf 109 G-14/AS LW
 318 (Polish) Gdansk Fighter Squadron,
 Lavatiano Airfield (Italy), May - September 1945.

On 16th of April, four Gustav took off from Lučko on a reconnaissance mission. Over Sinj, str Vladimir Sandter in black „4" and str Josip Ceković in black „10" dropped back and then broke-off on a southwestern course over Adriatic towards Italy. Reaching the shore north of Ancona and seeing Allied airfield, both men lowered their undercarriage, waggled their wings and fired red and white recognition flares.

Black „4" landed at Falconara and black „10" at Iesi landing ground.

The plane remained grounded and under care of American 321st BG aircrews by late May, when Polish pilots of 318(Polish) Sqn got it in exchange for a bottle of bourbon.

It was transferred to Risano aerodrome and, after getting a coat of RAF camo and roundels, remained in service a couple of months.



Black „4" had been delivered to ZNDH in December 1944.

The plane had standard RLM 74/75/76 factory camo with horizontal and probably vertical stabilizer in RLM 81/82 colours. The metal lower surfaces of the wings were unpainted.

Falling under command of Luftflotte 4, it received the mandatory yellow theatre markings made up of a fuselage band and „V" shaped chevron of the lower side of left wing and white spiral on the spinner. German insignia had been overpainted with a brush coat of probably RLM 65 (fuselage and lower wings surfaces) and probably RLM 71 (upper wings surfaces). ZNDH insignias, in form of Croat red-white chessboards, were applied on both sides of the wings and fin.

Black four-digit serial (2104) were painted on the fuselage.

The stylized ram in square (2.ZLJ emblem) was painted just aft of the cockpit.

At the beginning of February 1945 a new national insignia, the Zvonimir cross, was introduced into ZNDH.

Old chessboard on the wings had been overpainted with a brush coat of RLM 65 / RLM 70 and new crosses had been applied (pretty clumsily and asymmetrically). The new cross had been painted just aft of the cockpit, and new yellow stylized ram had been painted under cockpit. On top of the tail chessboard, a stylized red-white pattern with black U letter had been added. Serial on the fuselage had been overpainted (probably RLM 65) and individual number „4" had been painted in the same place in black colour.

The last change in recognition markings was ordered in the beginning of April 1945 when yellow rudder and band around the nose tip became mandatory. The yellow „V" chevron on the left wing and fuselage band had to be removed, but again it was done in an unwieldy way with a brush coat of probably RLM 70 and / or RLM 71.

In 318(Polish) Sqn plane had been repainted according to RAF standards. Upper and side surfaces of the plane had been painted Dark Green and Ocean Grey, the lower surfaces - Medium Sea Grey (but PRU Blue is also possible). The spinner received a thin layer of Dull Red paint and white spiral was still visible. At the same time the plane received typical RAF roundels, squadron's code letters - LW - on the fuselage and Polish white-and-red chessboard markings on the cowlings. Also informal squadron badge (3 of hearts, ace of spades and 8 of diamonds) had been painted near the windshield on the port side only.

