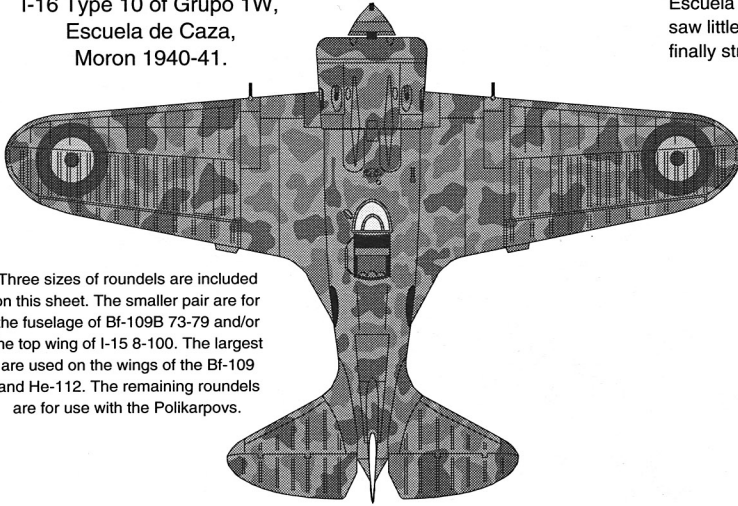


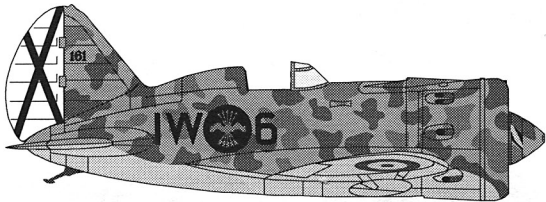
The I-16 was perhaps the most important Republican fighter during the Civil War, and at the time of its debut clearly the best interceptor in the world. The Soviets supplied some 300 Ratons during the war, and facilities to manufacture the aircraft in Spain had been built at Alicante. With the end of the war, the new Ejercito del Aire inherited 22 aircraft, as well as another 30 airframes which had been started at Alicante. These aircraft were turned over to the flying school at Moron, where they languished. The I-16 was a vicious airplane to fly, not at all a good trainer, and the aircraft were seldom flown. After 1941, the airframes at Alicante were completed and the other aircraft were refurbished. The Spanish were desperate for aircraft, and in 1944 the Ratons were returned to active service as fighters with Grupo 26 at Tablada. In the late 1940s the Ratons were again transferred to the Escuela de Caza at Moron. Lack of spares and their patent unsuitability for training meant that they saw little use and their numbers dwindled as aircraft were cannibalised for parts. The last I-16 was finally struck off charge in 1953.

Colour scheme is tan uppersurfaces with dark green and red-brown splotches with light blue undersides. The spinner and propeller are also camouflaged, as is the front of the cowlings. Roundels appear in the same position under the wings. Serial number '161' is carried on the tail. A photo of this aircraft appears in AEQ 1.

I-16 Type 10 of Grupo 1W, Escuela de Caza, Moron 1940-41.



Three sizes of roundels are included on this sheet. The smaller pair are for the fuselage of Bf-109B 73-79 and/or the top wing of I-15 8-100. The largest are used on the wings of the Bf-109 and He-112. The remaining roundels are for use with the Polikarpovs.



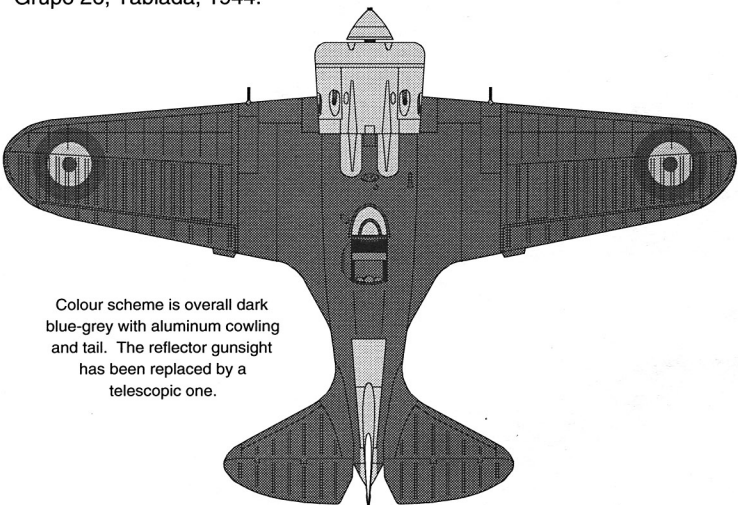
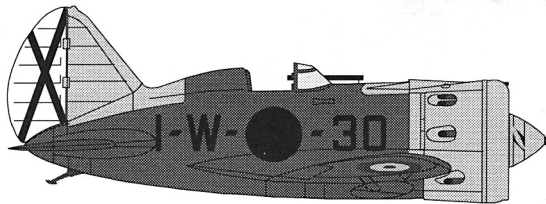
Some of the sources used in researching this decals sheet are:
 Warplanes of the Third Reich; Wm.Green; Macdonald, London (1970)
 Aviacion Mundial en España, Vol.1; Miranda & Mercado; Sybex, Madrid (1985)
 Luftwaffe Camouflage & Markings, Vol.1; Merrick; Kookaburra, Melbourne (1973)
 Legion Condor; Ries & Ring; Schiffer, West Chester, PA (1992)
 HORRIDO!; Bernád, Mujzer; Budapest (1992)
 Air Enthusiast Quarterly; Number 1, Number 11
 Air International; Vol.1 Num.6, Vol.3 Num.3, Vol.17 Num.3, Vol.36 Num.5,6

Suggested kits:

Bf-109B: Heller released a very nice kit in the late 1970s, recently re-released, still nice.
 Bf-109E: Minicraft, Airfix, Hasegawa: all have reasonable kits. The Minicraft kit is the best value, a \$6 kit that actually costs \$6. Hasegawa's \$6 effort is in a \$20 box.
 He-112B: Heller #240, re-boxed by Encore, is the only kit available. Happily it is a good one.
 I-16: None. Revell still flogs their antique, but it is easier to built it as a Stuka than an I-16. There are rumours of a new 1/72 scale kit coming, but so far just rumours.
 I-15: Av Usk. Only one kit of this aircraft in 1/72 scale. Typical limited-run injection kit.
 I-152: AvUsk. Again, the only kit of this aircraft.

Falcon include canopies for the German aircraft in their sets. Cooper Details makes an exquisite resin interior for the Bf-109. At one time GAZW had replacement wings for the Revell I-16 to correct the most glaring error.

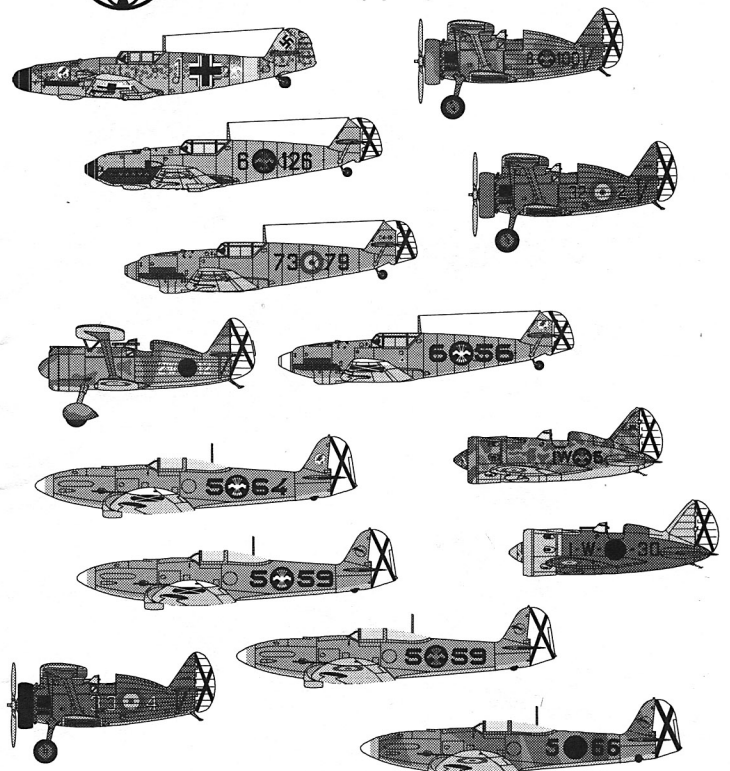
I-16 Type 10, Grupo 26, Tablada, 1944.

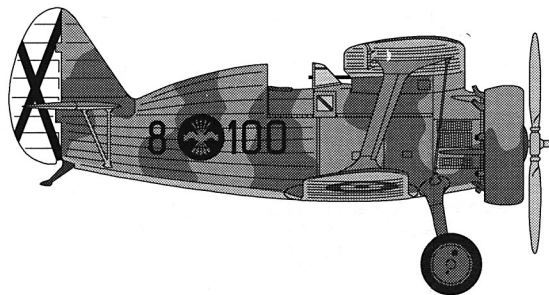
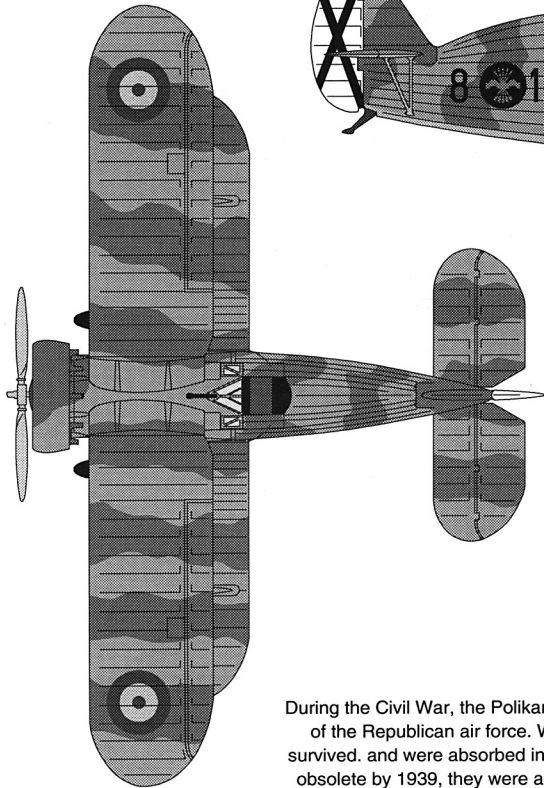


Colour scheme is overall dark blue-grey with aluminum cowlings and tail. The reflector gunsight has been replaced by a telescopic one.

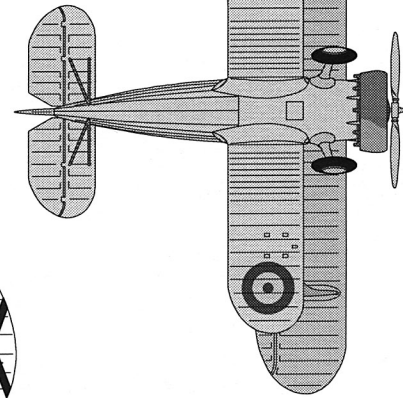


7218 - Spain 1939 - 1950: I-15, I-152, I-16, He-112B, Bf-109B, Bf-109E, Bf-109F 15.(Span.)/JG 51

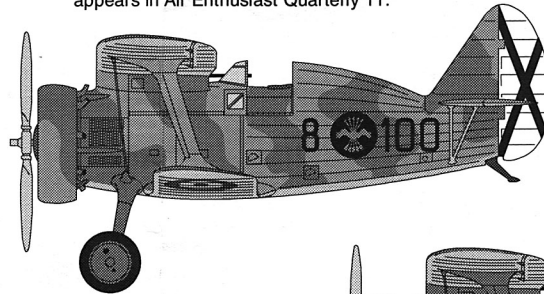




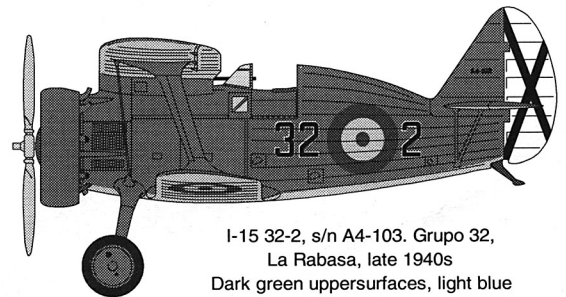
Underside view of the I-15 shows position of national markings typical for the aircraft on this page.



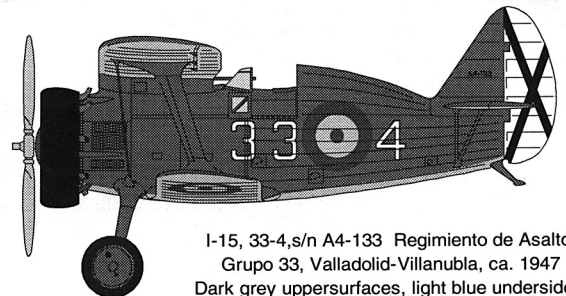
I-15 8-100, in service with Grupo de Estado Mayor, Getafe, mid-1940s. Camouflage is dark green and tan over light blue. This illustration is based on information in the Miranda book. The aircraft has also been identified as in service with the Escuela de Caza. A photo appears in Air Enthusiast Quarterly 11.



During the Civil War, the Polikarpov I-15 and I-16 formed the backbone of the Republican air force. When the war ended, some 44 I-15s survived, and were absorbed into the new Ejército del Aire. Decidedly obsolete by 1939, they were assigned to the ground attack role, and used to equip three Grupos in the Regimiento de Asalto. During the Second World War, Spain was desperately short of aircraft of any description, and was unable to acquire new machines from any of the combatants of that struggle. Lacking the capacity to build their own, they were forced to make do with what they had, regardless of the fact that most of their inventory was totally outclassed by the generation of aircraft in use elsewhere. The I-15s were a case in point: the Spitfire I could fly half again as fast, the P-51 twice as fast, yet despite this the I-15s soldiered on with first-line units until the late 1940s, when they were withdrawn because they had worn out. The survivors were passed to the Escuela de Caza, where they continued in service until the early 1950s. At least one survives today, in the Army Aviation Museum in Madrid.

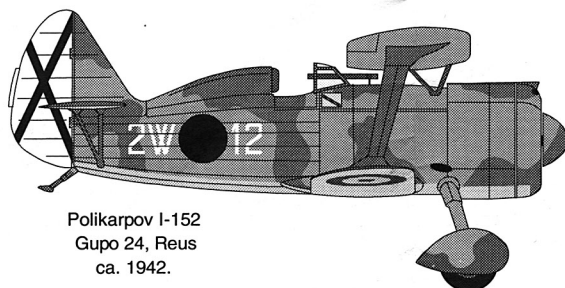
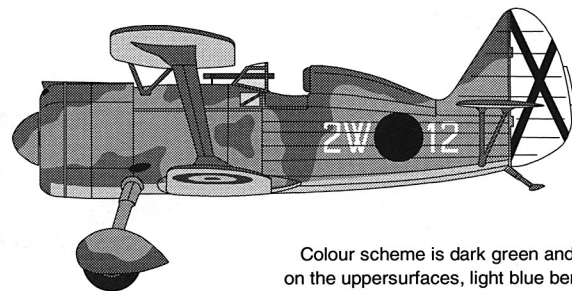
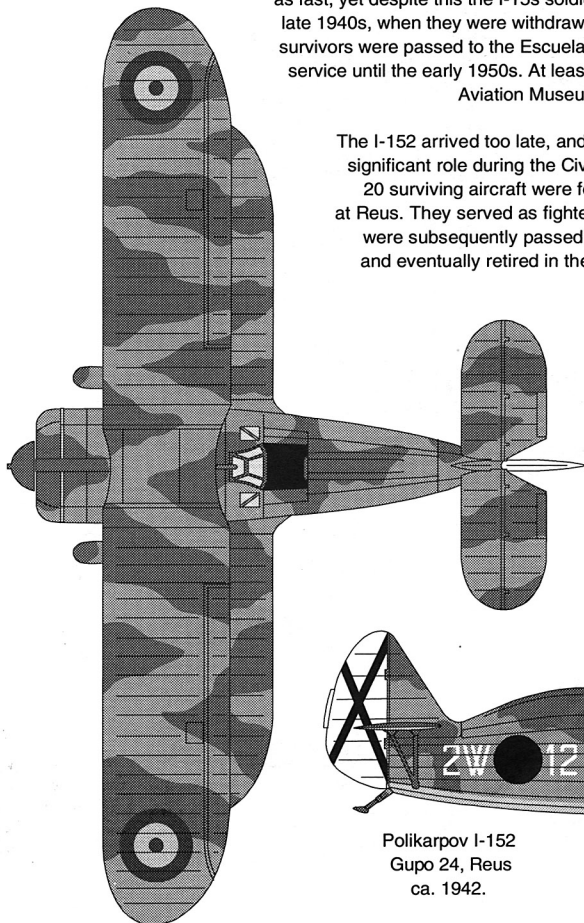


I-15 32-2, s/n A4-103. Grupo 32, La Rabasa, late 1940s. Dark green upper surfaces, light blue undersides, serial number on tail.



I-15, 33-4, s/n A4-133 Regimiento de Asalto, Grupo 33, Valladolid-Villanubla, ca. 1947. Dark grey upper surfaces, light blue undersides, black cowling. Serial number carried on tail.

The I-152 arrived too late, and in too small numbers to play a significant role during the Civil War. After hostilities ended, 20 surviving aircraft were formed into Grupo 24, based at Reus. They served as fighters throughout the early 1940s, were subsequently passed on to the Escuela de Caza, and eventually retired in the early 1950s. One survives.

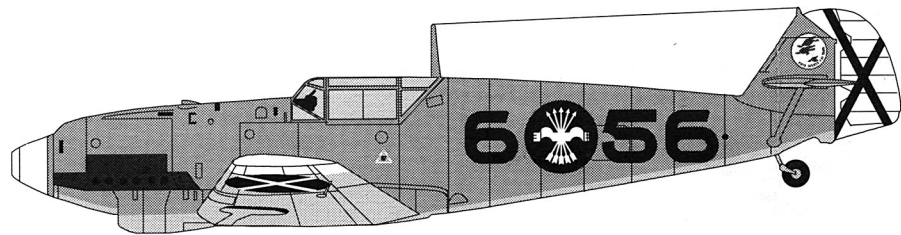


Polikarpov I-152
Grupo 24, Reus
ca. 1942.

Colour scheme is dark green and tan on the upper surfaces, light blue beneath. Note both the spinner and wheel spats are also camouflaged.

Sky Blue Azul Palido 35526	Dark Green Verde Oscuro 34102	Earth Arena 30245	Brown Marron 30166	Blue-grey Gris Raton 36152

These are approximate FS 595a equivalents. Bear in mind that the Spanish sun is quite intense, and that these paints would be subjected to fading very quickly.



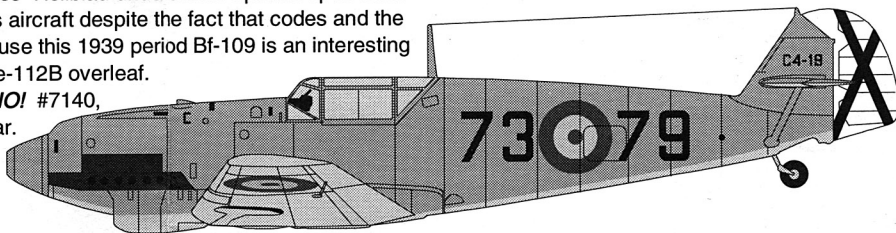
Bf-109B-2, Grupo 5-G-5 Escuadrilla Azul
Lagroño, April 1939.

Colour scheme is RLM 63 Grüngrau on uppersurfaces, with RLM 65 Hellblau undersides. Spinner tip is white and anti-staining area on cowling is black. We have included this aircraft despite the fact that codes and the Civil War style wing insignia are not included on this sheet, because this 1939 period Bf-109 is an interesting complement to the Bf-109F at the bottom of this page and the He-112B overleaf.

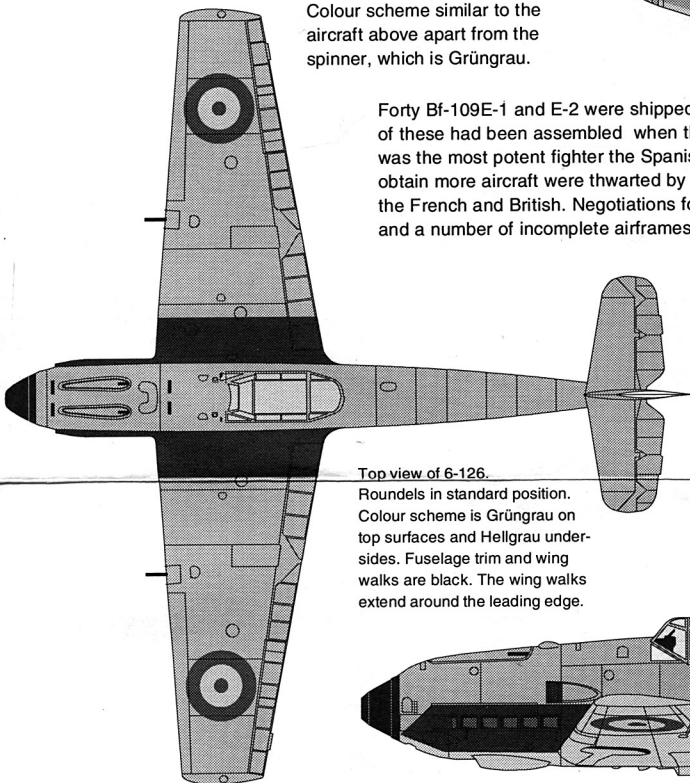
Suitable numbers and wing insignia are to be found on **TALLY HO!** #7140, which covers Bf-109s with the Legion Condor during the Civil War.

Bf-109B-2, Escuela de Caza
ca. 1949

Colour scheme similar to the aircraft above apart from the spinner, which is Grüngrau.

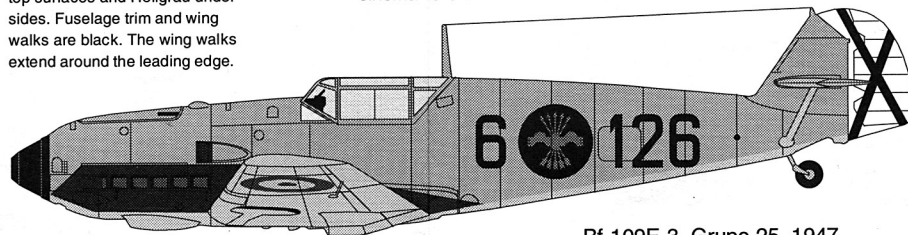
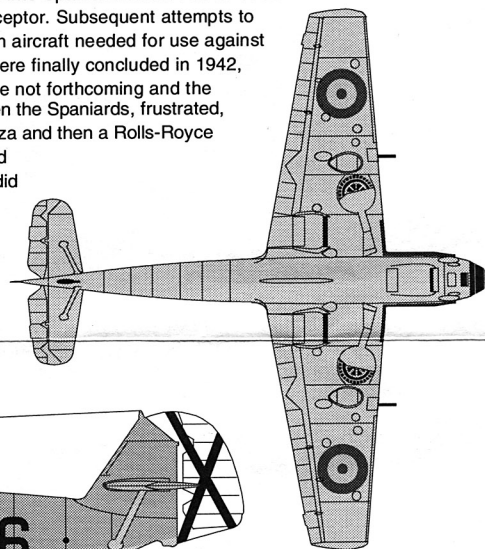


When deliveries of the Bf-109E began, the Legion Condor handed their older models of the Bf-109 over to the Spaniards, who formed several new squadrons. Escuadrilla Azul, the famous Blue Patrol, had achieved prominence through the exploits of pilots like Morato and Salas Larrazabal flying the C.R.32. In early 1939 a new unit was formed, Grupo Mixto 5, with the C.R.32 squadron as its nucleus. A second squadron was formed with He-112B-0s and a third with Bf-109Bs. In March 1939, when the Civil War ended, 27 of the now obsolescent Bf-109Bs remained of the 80 shipped to Spain, and in Spanish service the type continued in first-line service throughout the Second World War, and well beyond.



Top view of 6-126.
Roundels in standard position. Colour scheme is Grüngrau on top surfaces and Hellgrau undersides. Fuselage trim and wing walks are black. The wing walks extend around the leading edge.

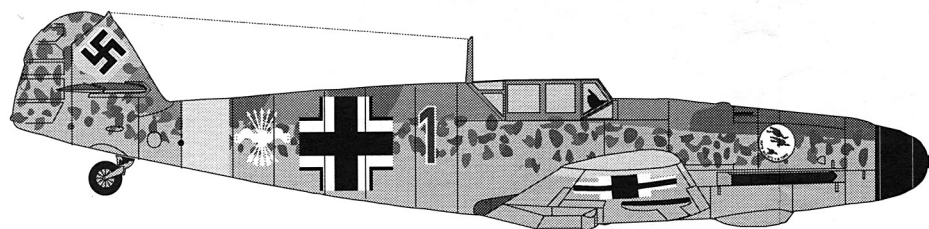
Forty Bf-109E-1 and E-2 were shipped to the Legion Condor as the Civil War was drawing to a close. Only half of these had been assembled when the Germans left, and the aircraft passed into Spanish hands. The Bf-109E was the most potent fighter the Spanish had, and became their principal interceptor. Subsequent attempts to obtain more aircraft were thwarted by the Luftwaffe, who refused to relinquish aircraft needed for use against the French and British. Negotiations for licence production of the Bf-109G-2 were finally concluded in 1942, and a number of incomplete airframes were received, but powerplants were not forthcoming and the project came to naught until 1945, when the Spaniards, frustrated, resorted to grafting first a Hispano-Suiza and then a Rolls-Royce Merlin on to the front end. This resulted in the Hispano-Suiza HA.1112, which did finally begin to replace the Bf-109Es in the early 1950s. The last Bf-109Es were retired in 1955, and the HA-1112 continued in service until the early 1970s. Somewhat ironically, these Hispanos were sold to film-makers, who promptly repainted them and began calling them "Me-109s" for the cinema version of the Battle of Britain.



Bf-109E-3, Grupo 25, 1947.

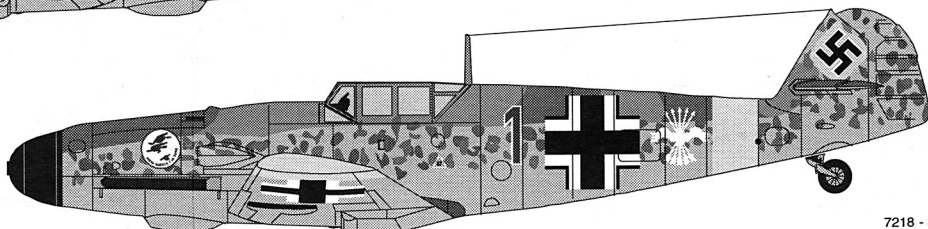
It is not widely known that Spain sent several squadrons to fight alongside the Germans on the Russian Front. The first contingent of the Blue Patrol, equipped with Bf-109E-7s, arrived at the end of October 1941, with 17 pilots under the command of Jesus Salas Larrazabal. The unit was designated 15./JG 27, and flew with other Staffeln of JG 27 until it was recalled in February 1942, by which time the Spaniards had claimed 17 victories. A second squadron arrived in May 1942, becoming 15./JG 51, and saw combat near Orel. They were replaced by a third squadron in the fall of 1942 and were equipped with Bf-109F-2s, as illustrated here. In June 1943 this group returned to Spain after accumulating 62 victories, and a fourth group, now equipped with Bf-109Gs, took their place. From June until their relief in November this group accounted for 67 Soviet aircraft. The last Spanish squadron flew Fw-190A-8s in the ground-attack role from November until April 1944, when the last Spaniards returned home.

Bf-109F-2, 15.(Spanisch)/JG 51. Orel, Summer 1942.



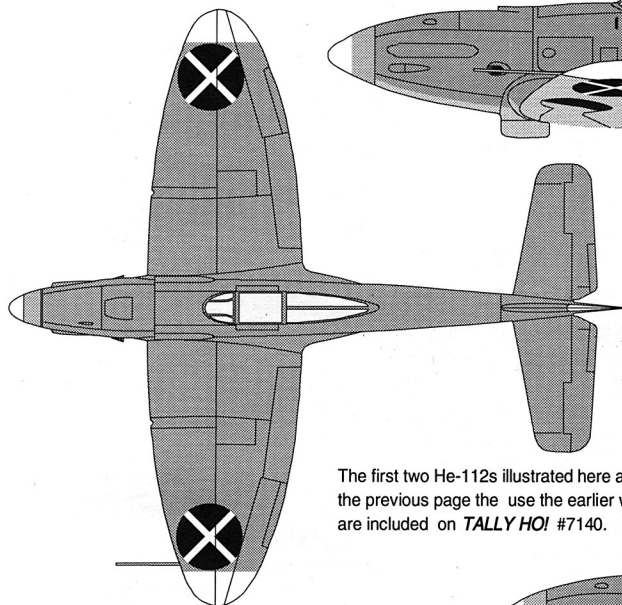
Camouflage is standard Luftwaffe mid-war scheme of Grau 75 and Dunkelgrau 74 uppersurfaces with Hellgrau 76 undersides. Fuselage sides are fairly heavily mottled with 74/75 and RLM Grau 02. Yellow Eastern Front identification markings are carried on lower wingtips, fuselage band, and (probably) under cowling. The area behind the swastika is noticeably lighter than the rest of the vertical stabilizer, spinner is black. The Spanish Falange is painted behind the fuselage cross, just overlapping the yellow band, and the blue and white unit badge of Escuadrilla Azul is carried on the upper cowling.

In 28 months, the 96 pilots of the five squadrons which had been rotated through the theatre scored 148 air victories, for a loss of 25 pilots. There is a certain irony in the fact that the Spanish "volunteered" to serve in Russia, gaining valuable combat experience aiding their German allies, much the same way as the pilots of the Legion Condor had "volunteered" to help the Nationalists during the Spanish Civil War.

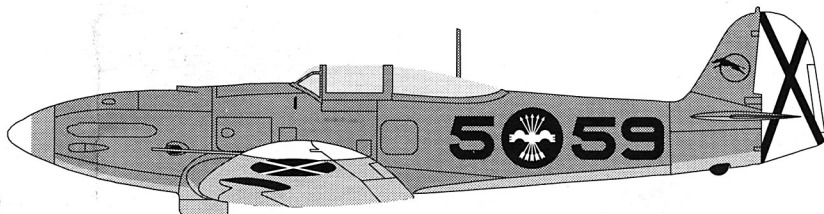


In November 1938 Spain took delivery of 17 He-112B-0. Two earlier aircraft, the V4 and V9, had fought during the Civil War and the V9, in particular, with its cannon armament had proved deadly against Republican aircraft and ground targets. The later aircraft had no such distinction, arriving too late to see much action. The Heinkels were formed into 2 Escuadrilla de Grupo 5-G-5 and it was expected that they would fly top cover for the unit's C.R.32s. In January 1939, during the first operational mission, Garcia Pardo, the squadron commander, scored the first victory with the He-112, destroying a Rata, but subsequent service was unremarkable. In Spain, like everywhere else, the He-112 was eclipsed by the Bf-109, which had become the main Spanish interceptor. The Heinkels were subsequently sent to Spanish Morocco, and operated along with Fiat G.50s by Grupo 27. The He-112s saw limited action again in 1943, at the time of the Allied landings in Algeria, when the second, and final victory was scored by Spanish Heinkels when an American P-38 Lightning was shot down in Spanish airspace. Grupo 27 continued to fly the He-112 throughout the Second World War, and the last He-112 was finally scrapped in the early 1950s.

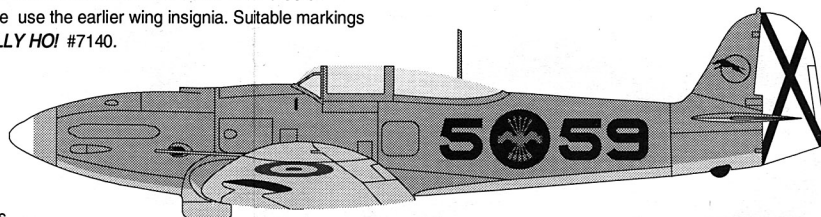
5-64, 2a Escuadrilla, Grupo 5-G-5, based at Balaguer during the fighting for Catalonia, January 1939. The standard delivery scheme for the Spanish Heinkels was RLM 63 Grau on upper surfaces with RLM 65 Hellblau underneath. Spinner tip is white, as are the wingtips, and the badge of Escuadrilla Azul appears on the tail.



The first two He-112s illustrated here as well as Bf-109B 6-56 on the previous page use the earlier wing insignia. Suitable markings are included on TALLY HO! #7140.

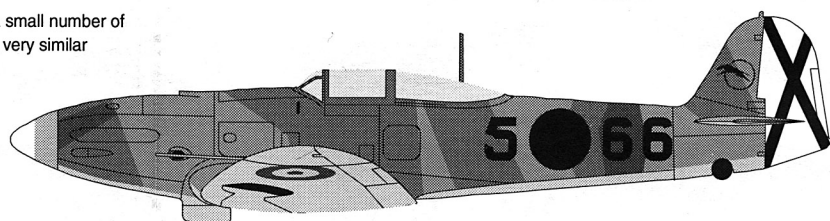


5-59, Grupo Mixto Num 27, February 1940 This unit was formed in July 1939 with G.50s and He-112s, and the greyhound device on the tail is the group badge. Note that the Nationalist wing insignia has still not been replaced by the Spanish roundel, even this long after the end of the Civil War.



5-59, Grupo 27, based at Melilla, Spanish Morocco, July 1940. The Civil War insignia has been replaced, and the Falange in the center of the fuselage disc is now red.

5-66 of Grupo 27 was photographed in August 1942 at Melilla after a crash-landing. The aircraft is finished in an unusual splinter camouflage similar to that used in the late 1930s by the Luftwaffe. The photo appears in Air International 6/89 and in Wm.Green's Warplanes of the Third Reich, and shows the port side only. This aircraft has been illustrated elsewhere with four colours in the pattern, however we believe there were only three colours. Hungary took delivery of a small number of He-112B-1 aircraft finished in a factory-applied three colour scheme which is very similar to those parts of the camouflage in the photo of the Spanish machine. The pattern shown here is based upon study of photos of the Hungarian machines and some educated guesswork. That said, this is a very unusual scheme for a He-112, and this aircraft is an excellent candidate for a very distinctive model.

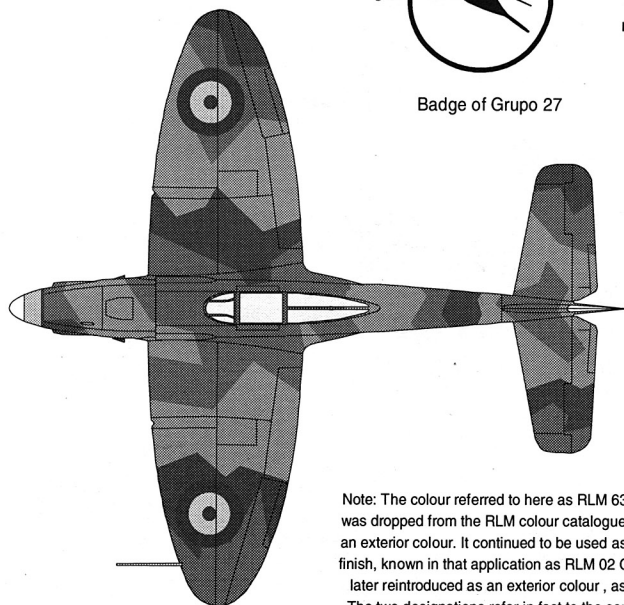


Colours are believed to be RLM 61 Brun and RLM 62 Grün over the RLM 63 Grüngrau base, which is consistent with the Hungarian aircraft mentioned. Note the cross on the rudder is wider than normal, and that the fuselage disc does not contain the Falange insignia. The fuselage decal supplied will need to be modified by either painting over the center of the disk, or by applying the plain black disk over the larger one with the Yoke-and-Arrows. If anyone has conclusive information on the actual colours and pattern used on this aircraft, we would be delighted to hear from them.

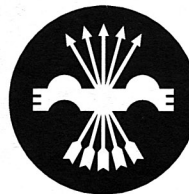
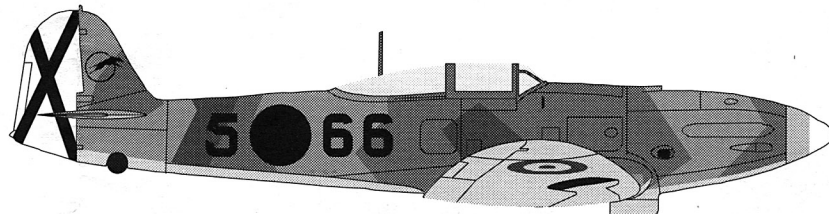
RLM 65 Hellblau 25414	RLM 63 Grüngrau 34226	RLM 62 Grün 34096	RLM 61 Brun 30051



Badge of Grupo 27



Note: The colour referred to here as RLM 63 Grüngrau was dropped from the RLM colour catalogue for use as an exterior colour. It continued to be used as an interior finish, known in that application as RLM 02 Grau. It was later reintroduced as an exterior colour, as RLM 02. The two designations refer in fact to the same colour.



Yoke-and-Arrows device of Franco's Falange party, commonly seen in either red or white in the center of the fuselage disc. It was also worn on the rear fuselage of the aircraft flown by the Spanish volunteers in Russia.



Badge of the Escuadrilla Azul, the Blue Patrol, which first appeared on C.R.32s during the Civil War. It is on Bf-109B 6-56, He-112 5-64, and the Bf-109F of 15.(Spanisch)/JG 51. The inscription means "Looking for luck and the bull".