

II/KG 4

II GRUPPE
KAMPFGESCHWADER 4

STAB 5J+ X C

4/KG 4 5J+ X M

5/KG 4 5J+ X N

6/KG 4 5J+ X P



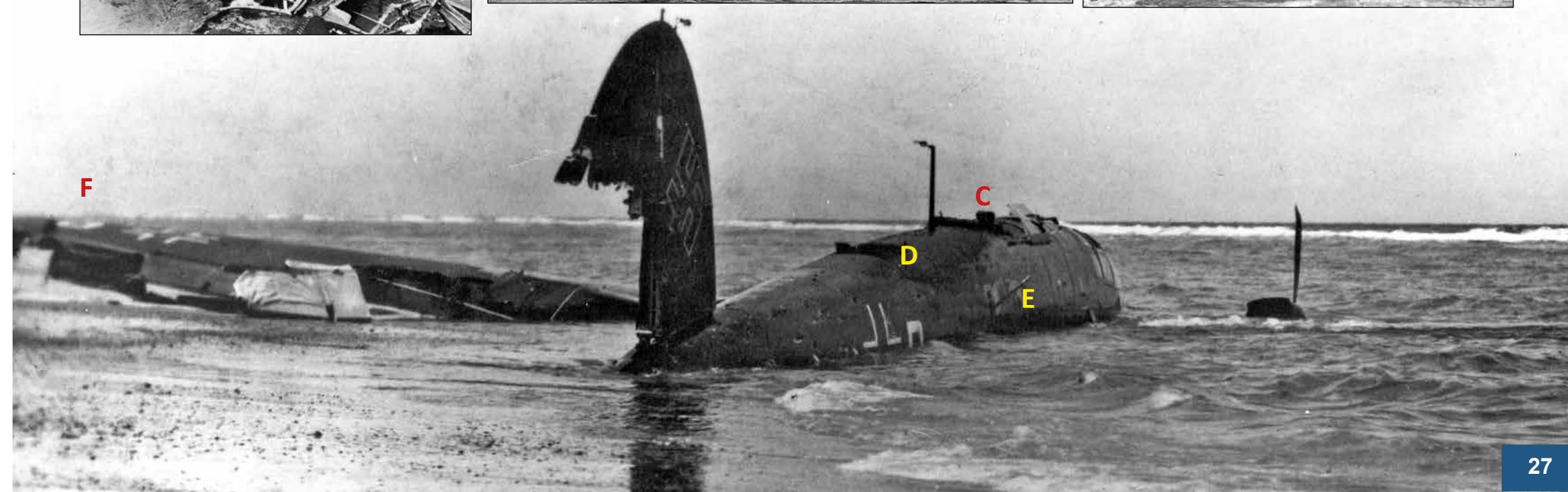
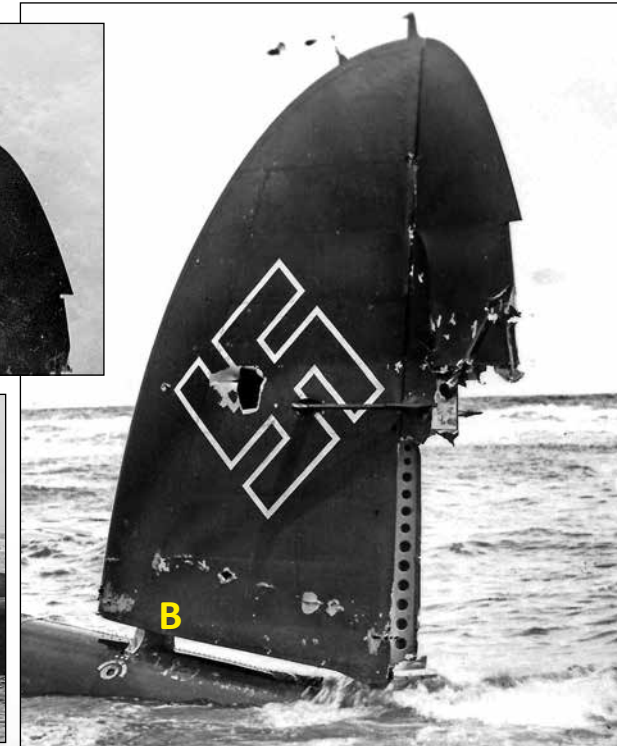
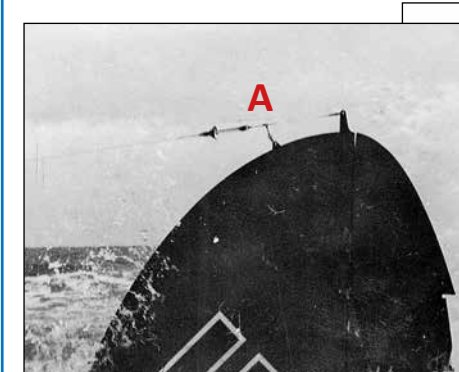
Above: A KG 4 Heinkel down on the beach after a night raid over England. Guns and engines have been removed already. Note the extra refuelling point (arrowed) which was for filling the extra fuel tank in the port side of the bomb bay. This tank was added when an external bomb rack was fitted to the port underside of the fuselage, making the internal bomb-bay on that side redundant.

Left: The white code letter and final letter M confirm this Heinkel as being from the 4th Staffel. The swastika position varied on the tail, early examples like this tended to have it straddling the hinge line between fin and rudder whereas later examples had it entirely on the fin, like the one opposite.

5J+DM of Stab II/KG 4 was shot down on 19 June 1940 over the north Norfolk coast. These photos show the wreckage just off the beach and highlight some interesting features. (A) shows the second attachment point for the radio aerial on the fin, very common but hardly ever seen in photos. (B) shows the fin construction with the light metal fairing removed. (C) is the direction finding equipment which replaced the traditional loop aerial. (D) is the opened hatch for the dinghy storage.

This aircraft already has beam machine guns fitted (E) and the individual code letter is carried outboard of the upper wing roundel (F).

Finally, although most publications describe this aircraft as a H-4, the port mounted supercharger intake (G) would suggest that it was a P variant.



III/KG 4

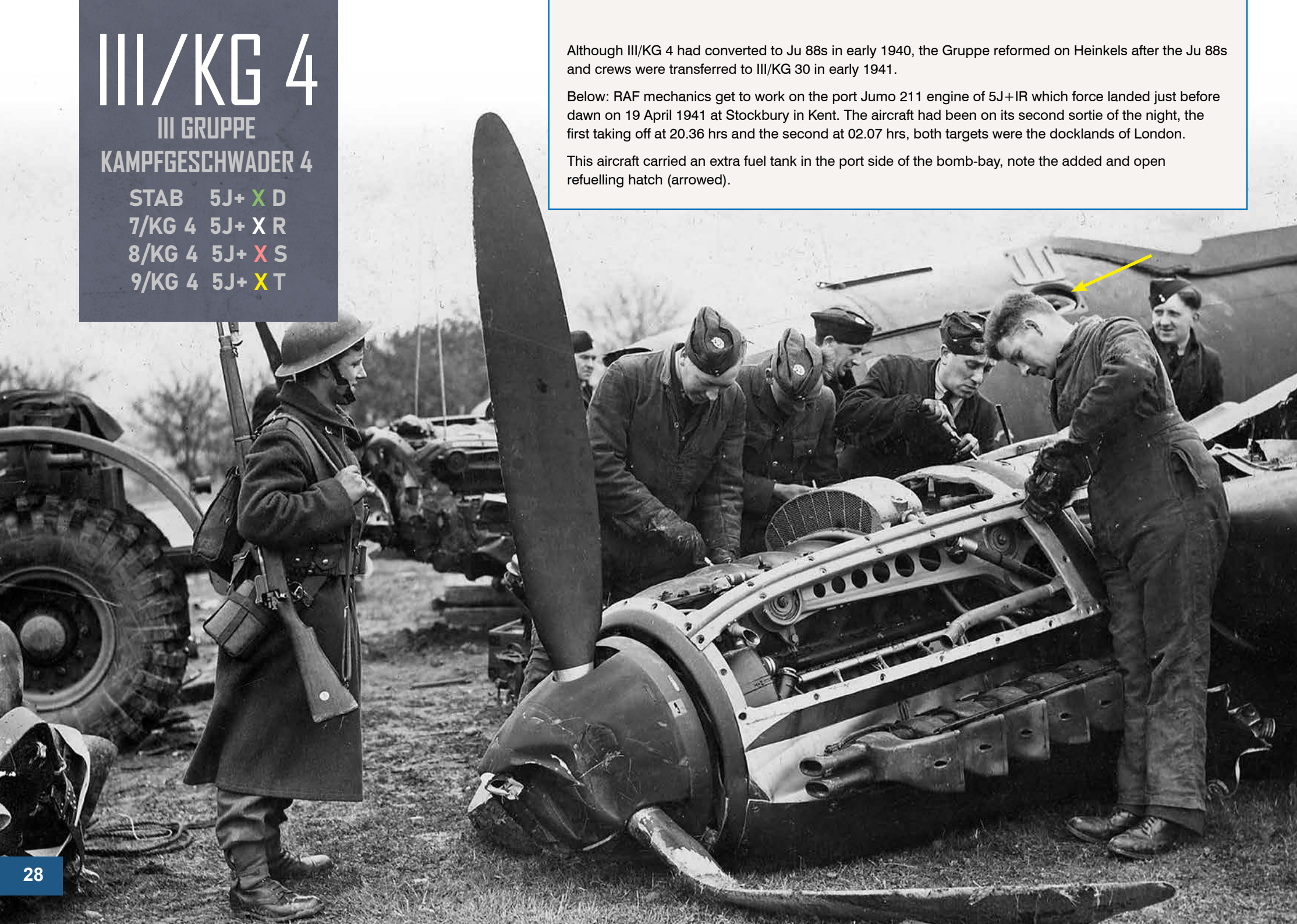
III GRUPPE
KAMPFGESCHWADER 4

STAB 5J+ X D
7/KG 4 5J+ X R
8/KG 4 5J+ X S
9/KG 4 5J+ X T

Although III/KG 4 had converted to Ju 88s in early 1940, the Gruppe reformed on Heinkels after the Ju 88s and crews were transferred to III/KG 30 in early 1941.

Below: RAF mechanics get to work on the port Jumo 211 engine of 5J+IR which force landed just before dawn on 19 April 1941 at Stockbury in Kent. The aircraft had been on its second sortie of the night, the first taking off at 20.36 hrs and the second at 02.07 hrs, both targets were the docklands of London.

This aircraft carried an extra fuel tank in the port side of the bomb-bay, note the added and open refuelling hatch (arrowed).



The lion emblem of KG 26 appeared on nearly all aircraft of the Geschwader, including this Stab Staffel aircraft.

KG 26

Löwengeschwader



KG 26

STABSTAFFEL
KAMPFGESCHWADER 26
STAB/KG 26 1H+ X A

The first Heinkel to fall on British soil was 1H+JA of Stab/KG 26 on 28 October 1939. The aircraft was a H variant with the early air intakes, flatter on the top (A) and set back on the starboard side (B).

Just visible, (arrowed), is the weights and loading information for this aircraft, a pre-war requirement which was soon removed in wartime.



Left: This top view of 1H+JA shows the unusually large wing crosses added alongside the smaller ones. These were hastily introduced during the Polish campaign for quick identification but were removed generally before the Battle of France.



Another Stabstaffel aircraft, this time 1H+KA being dismantled on a beach. The very distinctive perforated engine bearer (arrowed) identifies this aircraft as a Jumo powered H version.

Compare also the later style larger and thicker outlined fuselage cross and higher camouflage demarcation line, against 1H+JA above.



I/KG26

I GRUPPE
KAMPFGESCHWADER 26

STAB 1H+ X B
1/KG 26 1H+ X H
2/KG 26 1H+ X K
3/KG 26 1H+ X L



Above: The black lion on a white background identifies this Heinkel 111H as being from I/KG 26. The different coloured spinners on the other hand, tell us nothing apart from the fact that one of them is probably a replacement!

Above left: 1H+DH of I/KG 26 photographed during the Battle of Britain.

Left: Heinkel 111H-4 1H+IH also of I/KG 26, shot down on 15 September 1940. The code letter I and the spinners were white and it also carried formation markings consisting of two 15 inch white stripes on the starboard side only of the fin and one stripe on each side of the rudder. Note how the waist machine gun is in the forward window of this aircraft.

More views of the RAF's flying example AW177 (1H+EN) which force landed on 9 February 1940. The underwing code letters were grouped together rather than being each side of the cross. Also the upper wing cross was unusually quite far inboard. The code letter E was in red on the fuselage.

Being heavily glazed, the cockpit was equipped with blinds (arrowed) that could be extended to shade the crew from the sun.

Note the extended supercharger intakes of this H-3 version.



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