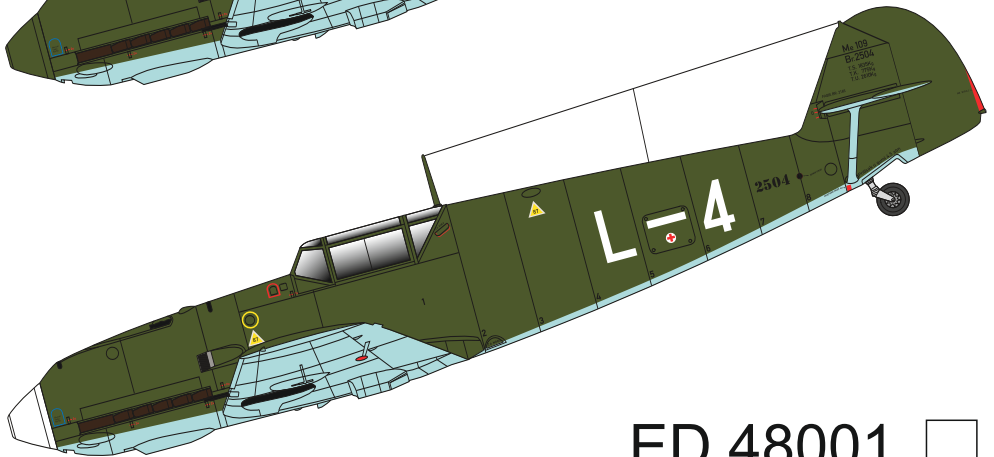
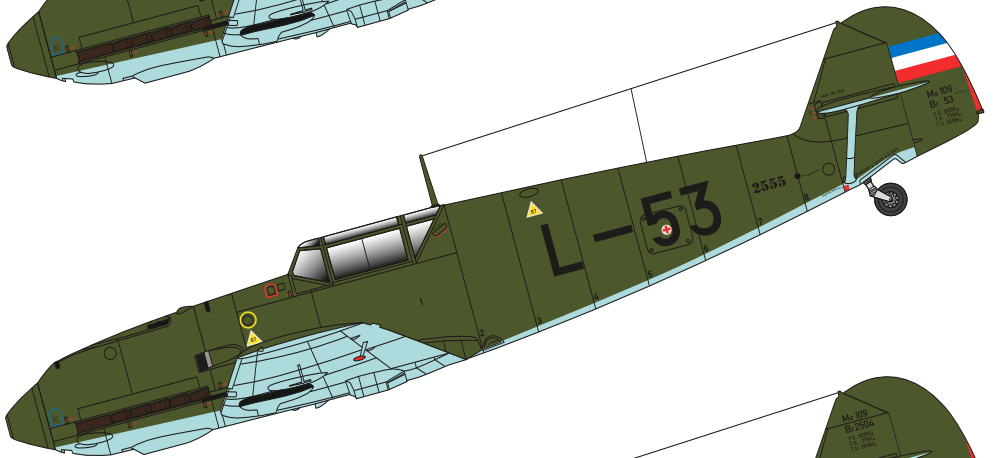




Royal Emils

Me 109 in Yugoslav service



ED 48001

ED 72001

Me 109 in Yugoslav service

At the beginning of 1939, the negotiations took place between the Kingdom of Yugoslavia and Germany concerning the acquisition of modern weapons. The Yugoslavs accepted an offer for a credit for this purchase however, this was conditioned by request to change the Yugoslav foreign policy.

A secret protocol was signed on 5th July 1939 which planned for the delivery of 100 Dornier Do-215s, 100 Messerschmitt Bf 109s, 34 Fieseler Fi 156s, 72 Henschel Hs 126s and 200 training Bucker and Klemm aircrafts.

A new secret German-Yugoslav protocol followed on 5th October 1939 which worked against the Yugoslav interests and contained only the delivery of 100 Bf-109E3a fighters and 13 Bf 108B trainers as well as artillery and anti-aircraft weapons.

As the outcome of this protocol, the Yugoslav government signed a contract with Messerschmitt A.G. concern on 23 October 1939 in Belgrade to deliver 100 fighters Bf-109E-3a including the spare parts.

In December the same year a follow-on contract was signed for the delivery of 50 spare DB601Aa engines.

The first five Bf-109E3a machines (designated by Yugoslavs simply as Me 109), arrived on 14 August 1939 at Beograd, even before the contract was signed.

By the end of 1939 German have shipped a total of 40 Me 109s, however only 39 arrived since one was destroyed during ferry flight, killing a German ferry pilot.

At the end of March and the beginning of April 1940, Germany sent its largest shipment of weapon to Kingdom of Yugoslavia, including no less than 33 Me 109s.

Again, during the ferry flight on 15 March 1940, Me 109 L-55 (coded D-IWKU) crashed and was destroyed. From the contracted 100 aircrafts, and shipped 76 aircrafts, only 73 arrived and 27 were never delivered.

According to German documents, the deliveries of the last 27 aircraft were intended for May (10), June (10) and July (7). The last aircraft which were intended for the delivery were most likely going to be from used Luftwaffe stocks since the production at this time was stopped.

At the beginning of April 1941 Royal Yugoslav Air Force had 55 operational Me 109s. Two were assigned to 1.LB Headquarters (1st Fighter Brigade), another two to 3 PS (3rd Pilot School), 31 to 6.LP (6th Fighter Regiment) and 20 to 2.LP (2nd Fighter Regiment).

At 6th April 1941 Royal Emils have located as follows

- Beograd/Zemun Airport - 2 Me 109s (1.LB HQ) + 9 Me 109s (51.VG, 6.LP)
- Krusedol auxiliary war airfield - 1 Me 109 (32.VG, 6.LP) + 7 Me 109s (103.E, 32.VG, 6.LP) + 7 Me 109s (104.E 32.VG, 6.LP) + 7 Me 109s (141.E. 32.VG, 6.LP)
- Susicko Polje auxiliary war airfield - 1 Me 109 (31.VG, 2.LP) + 8 Me 109s (101.E, 31.VG, 2.LP) + 10 Me 109s (141.E, 31.VG, 2.LP)
- Kosor auxiliary war airfield near Mostar - 2 Me 109s (3.PS)

info based on Ognjan Petrović & Djordje Nikolić book „Yugoslav Fighter Colours 1918-1941“ published by MMP Books



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