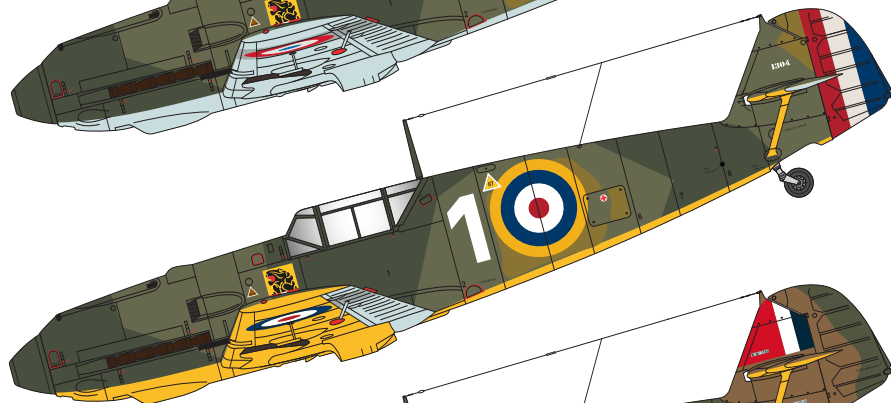
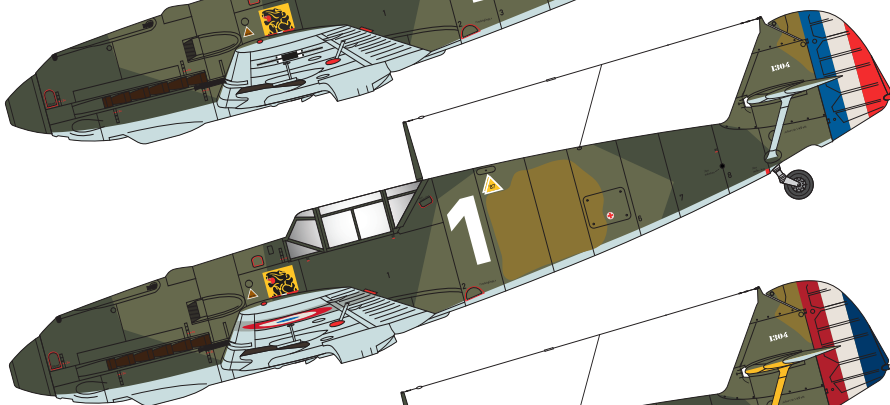
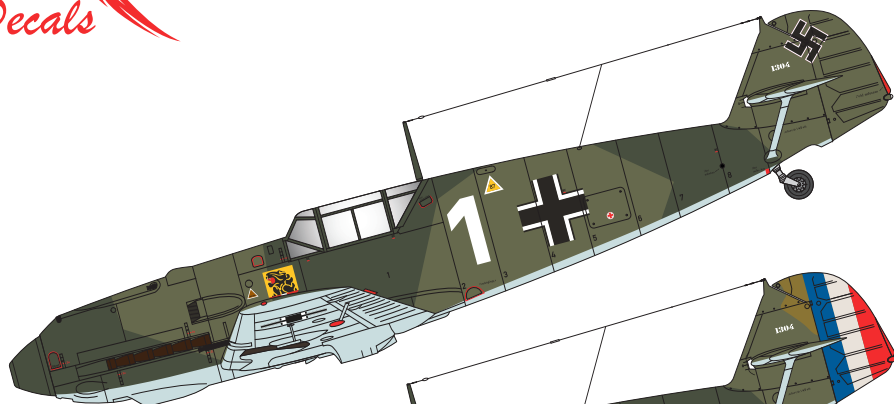


# Captured Emil #1

captured Bf 109 E-3 W.Nr 1304



ED 48031 ☐

ED 72031 ☐

# Captured Emil #1

## captured Bf 109 E-3 W.Nr 1304

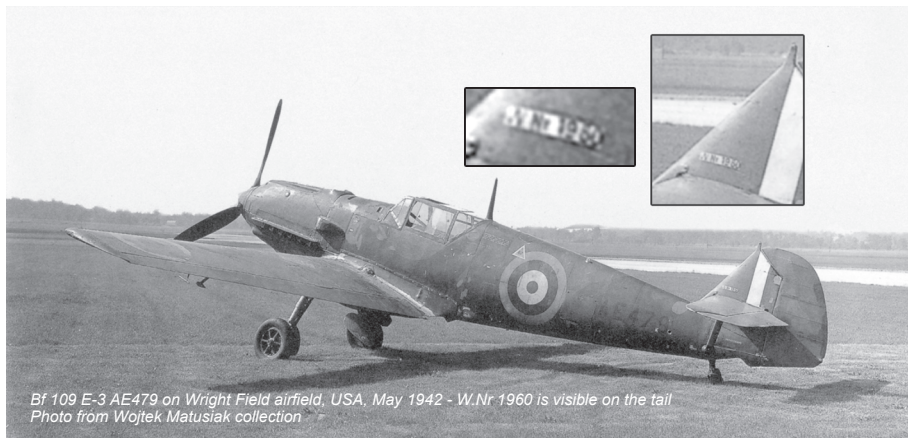
During combat on 22 November 1939 between French pilots from GC III/7 and Germans from I/JG 76, one of German pilots lost direction and mistakenly landed on French airfield Strasbourg-Woerth in Elsass. The Bf 109 E-3 of 1./JG 76 ("white 1" Werknummer 1304 with I/JG 76 „Löwen von Aspern” badge below the windshield) was piloted by Ofw. Karl Hier, who was taken prisoner. His plane was taken to research facility Armée de l'Air (Centra d'Essais du Materie Aerien - CEMA) in Orlean-Bricy.

The French made comparative test with their latest constructions (Dewoitine D.520 and Bloch MB.152 and one Spitfire I received from the British). The French lent the British their aircraft in Amiens on 2 May 1940. It was piloted from Chartes to Tangmere by pilot of 1 Sq RAF - F/O Hilly Brown - who brought it to Boscombe Down where it was given into hands of Royal Aircraft Establishment at Farnborough. That Bf 109 had long existence in British hands. The British gave it a number (AE479) and used it for comparative tests with their Hawker Hurricane Mk I and Supermarine Spitfire Mk I by one of REA departments - Experimental Flying Department / Aircraft & Armament Experimental Establishment (A&AEE) in May and June 1940.

Between May 1940 and July 1941 the plane performed 78 flights that makes 49 hours. It took off from Farnborough and Northolt. It stayed in RAE until 24 July 1941. Next the plane piloted by W/C I.R.Campbell-Odore flew from Farnborough to Duxford where it was delivered to Air Fighting Development Unit (AFDU). Due to the event, the tail part taken from other trophy Emil in Britain, was used in repairment. After repairs were completed Air Fighting Development Unit handed AE479 to No.1426 (Enemy Aircraft) Flight on 11 December 1941. The unit's crews task was to present Luftwaffe's and Italian equipment to Allies and American pilots.

In January 1942 the plane was taken to bits and put into boxes preparing it to expedition to the United States. On 7 April 1942 the plane was sent to the United States on freighter S.S. „Dramesford”. After the arrival to the USA (on May 1942 to Wright Field airfield in Dayton, Ohio) the plane was damaged and has never took off again - it was struck off.

*info from Jacek Jackiewicz & Mirosław Wawrzyński book "Captured ME 109s"*



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