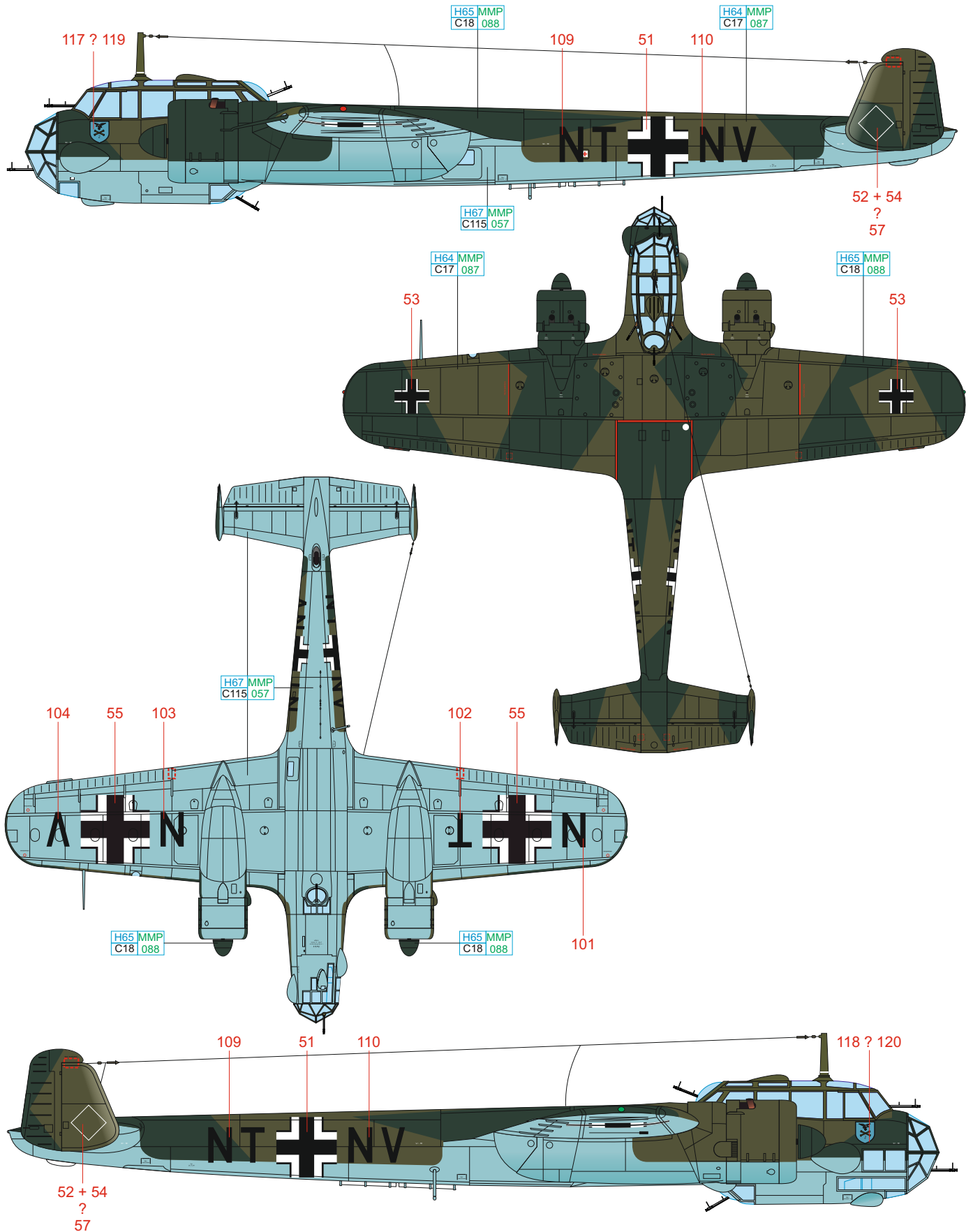


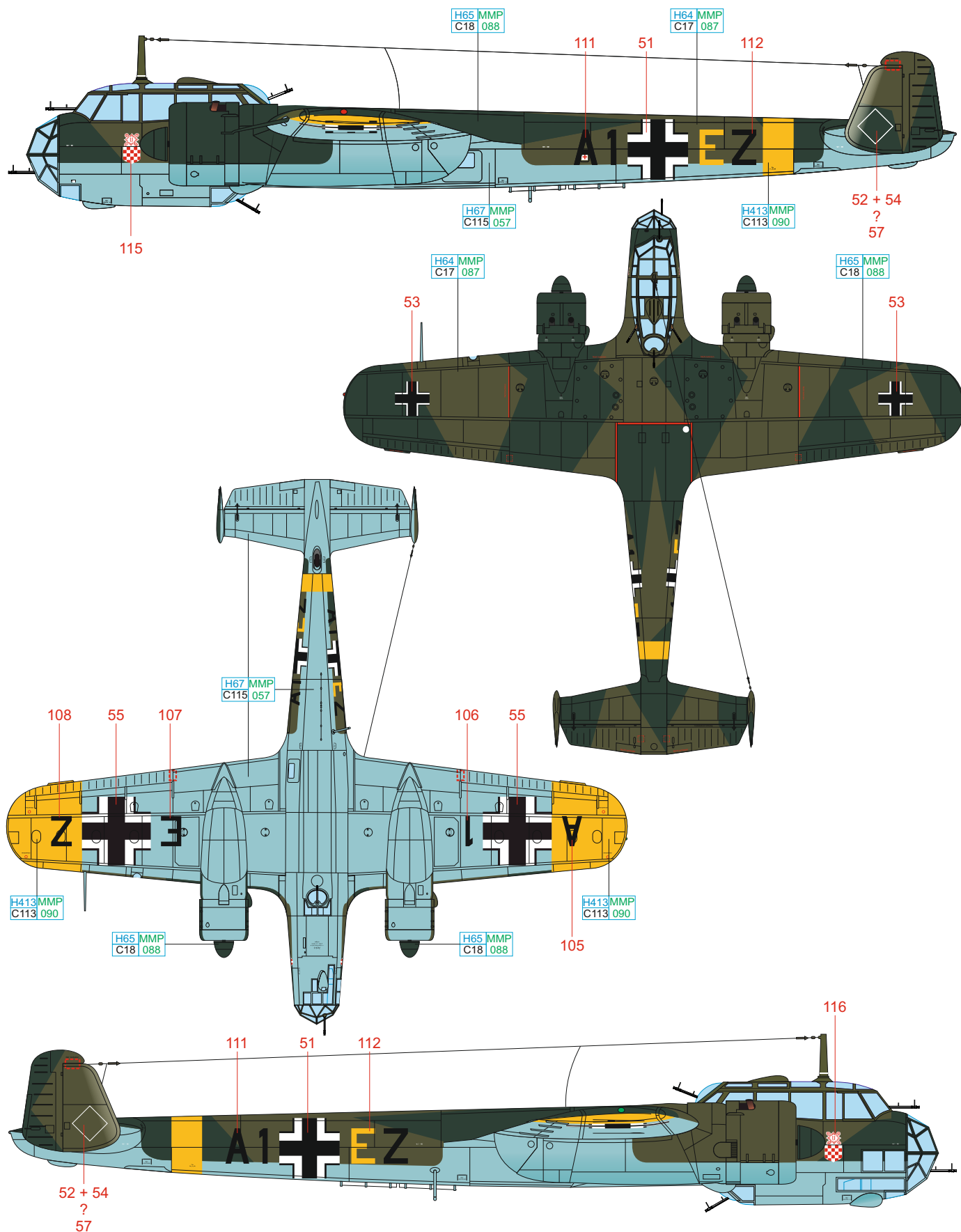
# A Do 17Z-5, WNr. 1210, Flugbereitschaft Luftflotte 2, 1940 – 1941

General der Flieger (from July 19th, 1940, Generalfeldmarschall) Albert Kesselring used several aircraft during the course of his service which included the command of Luftflotte 2 from January 12th, 1940. One of these was this Do 17Z-5, which was equipped with floatation cells in the nose that was intended to give the crew more time to escape the aircraft in the event of a water landing. The aircraft carries a camouflage scheme consisting of RLM 71/70/65 and a unit marking below the cockpit and a factory code.



# B Do 17Z-2, 15.(Kroat)/KG 53, Soviet Union, 1942

On April 10th, 1941, four days after the attack on the Kingdom of Yugoslavia, a declaration was made that created the Independent state of Croatia. This included the formation of an army, the air component of which was manned by former pilots of the Yugoslav Air Force. Bomber pilots were sent to undergo conversion training on to the Do 17Z in Greifswald in Germany, from where they made their way to the Eastern Front. On October 25th, 1941, the move was complete and the first operational missions were conducted around Vitebsk, and Croatian pilots also took part in missions against Moscow and the besieged city of Leningrad. This was followed by a move to Croatia in December 1942, where the units were employed on anti-partisan duties. As was the case with Luftwaffe aircraft, Croatian Do 17Zs were camouflaged in RLM 71/70/65, carried the colour identifiers associated with the Eastern Front, and carried unit insignias under the cockpit.



**C Do 17Z-3, WNr. 1218, flown by luttn. Kalervo Kuula, 1./LeLv 46, Noljakka landing ground, Finland, June 1942**

From May 1942, Dornier Do 17Z bombers delivered to Finland were stripped of their German camouflage schemes, to be replaced by ones consisting of black and olive green on the upper and side surfaces, while the lower surfaces were sprayed DN-väri, a local equivalent to the German RLM 65. The Do 17Z coded DN-63 was delivered to the Finns on January 13th, 1942 and assigned to 1./LeLv 46. On June 30th, 1944, during an attack against Soviet units, this aircraft was hit with anti-aircraft fire and came down near Tallinn. Two crew members were taken prisoners, while two perished.

