

Air Intelligence 2 (g)

Inspection of Crashed or Captured Enemy Aircraft

Report Serial No.

Report No. : Messerschmitt Bf 109 G-6/U2



Introduction: In the early hours of the morning of 21st July 1944, two Messerschmitt Bf 109G-6 fighters landed at Manston airfield, in Kent. The first made a wheels-down landing intact: the pilot thought that he was on a German Air Force airfield. The second aircraft landed 20 minutes later, apparently committed, made a good landing but the pilot thought that he was going to overshoot the landing strip and raised the undercarrige thus causing considerable damage.

Messerschmitt Bf 109 G-6/U2 General Description

General: The first Messerschmitt Bf 109 G-6 landed at 03.00 hrs. in 21st July 1944. The main feather of this fighter is the re-designed fin and rudder, which has an area about 1½ square feet larger than before. The short aerial stub has been removed. The enlarged rudder now has a mass-balance instead of the pervious horn-balance. Balance weight in slot into the rudder. The rudder now has a servo-tab. The first of these modified Me 109Gs was examined in Normandy last week.

Identification: Werk Nummer: 412 951 Unit codes, Staffel and aircraft identification: White 16 □
Radio Call-sign (Stammkennzeichen): NS □ FE

Aft of the national marking, a 2-foot broad brown band in painted on the fuselage. The camouflag is Grey all over with Khaki and Blue mottle on the sides of the fuselage. The spinner is black with a white spiral.

Engine: One Daimler-Benz DB 605 A-1, Werk Nummer 007/07111 Maker: hsg.

Armament: One Mauser MG 151/20 cannon of 20-mm. calibre fixed forward, and firing through a extended propeller shaft. Two MG 151/20 cannons of 20-mm. calibre in underslung gondolas on each wing. Two Rheinmetall-Borsig MG 131 machine-guns of 13-mm. calibre mounted over the engine and firing through the propeller blades. No definite order the belt-loading, but the order of belting in one of the cannons was: one AP/I, two HE/I (Tracer) Self-destruct rounds, and one HE/I (Tracer) SD Mine-Geschoß round. The loading for the MG 131s was 1 HE/Tracer and one AP/Tracer.

The pilot's gunsight is a Zeiss Revi 16.B which has not been previously seen. It is to be examined. The change from the Zeiss C.12/D sight is that the entire sight can now be swung down, and

sideways, to keep out of the pilot's forward vision. It therefore avoids facial injuries on crash-landings.

Bombing Installation: There was no bombing equipment on this aircraft.

Armour: TBN.

Internal Equipment

Radio & Special Equipment:

The aircraft is fitted with FuG 16Z and FuG 25A I.F.F. equipment. Both are serviceable. The FuG 16Z carries a remote controller with "click-stops." The receiver has four of these: frequency range 41.15 and 41.85 Mc/s on transmitter and receiver respectively, and an alternative 39.7 Mc/s for receiver and 39.0 Mc/s for transmitter. The FuG 25A is the standard type with two key-codes. Very pistol cartridges with E.S.N. 2, 5 and 6 recovered. Cockpit is the same as most Me 109Gs but has ultra-violet night-lighting. The rear fuselage hold a "Patin" master Compass situated just aft to the 25-mm. dural laminated bulkhead.

Extra Tanks: One 66-gallon N.K.F. drop-tank is carried.

Crew: one Prisoner of War (P/W). Uninjured.

Air 40/2418 Report A.D.I. (k) No. 371/1944 Landing of two Me 109Gs in error at Manston.

Manston, Kent. 21st July 1944 at 02.45 hrs DBST, aircraft Messerschmitt Bf 109G-6 W.Nr. 163 240, the "Yellow 8" was airborne from St. Dizier at 00.45 hrs. on a "Wilde Sau" mission against Allied night bombers. The Staffelkapitän of 3. / JG 301 is a Hauptmann Sühr. Pilot of W.Nr. 163 240 is Feldwebel Manfred Gromill, of 3. Staffel, Jagdgeschwader Nr. 301.

Manston, Kent. 21st July 1944 at 02.40 hrs DBST, aircraft Messerschmitt Bf 109G-6 W.Nr. 412 951, the "White 16" was airborne from St. Dizier at 00.45 hrs. on a "Wilde Sau" mission against Allied night bombers. The Staffelkapitän of 3. / JG 301 is a Hauptmann Sühr. Pilot of W.Nr. 416 951 is Leutnant Horst Prenzel, Staffelführer of 3. Staffel, Jagdgeschwader Nr. 301.