

Mersu/ Bf 109G in Finland

eduard

GERMAN WWII FIGHTER

1/48 SCALE PLASTIC KIT

#11114



INTRO

No other aircraft of the German Luftwaffe is so intimately connected with its rise and fall in the course of the Second World War than the Messerschmitt Bf 109. This type, by whose evolution outlined the era in which it was conceptualized, bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany through to her final downfall. The history of the aircraft begins during 1934-35, when the Reich Ministry of Aviation formulated a requirement for the development of a single-engined monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The last mentioned firm featured a technical director named Professor Willy Messerschmitt, who was riding a wave of popularity based on the success of his recent liaison aircraft, the Bf 108. His goal was to conceive of an aircraft with the best possible performance for the specified weight, size, and aerodynamic qualities. Over the subsequent months, several prototypes were built that served first and foremost in development flights and further modifications. The aircraft was relatively small, and compared to the prevailing trends of the time, docile with revolutionary features such as low wing design, the use of a retractable landing gear, a wing with a very narrow profile, wing slats, landing flaps, weapons firing through the prop hub, and so on. Even the enclosed cockpit and the method of construction were not very common just four years prior to the beginning of the Second World War. At its conception, the Bf 109 was a very promising asset despite some powerplant troubles. These were solved by the introduction of the DB 601. This engine, together with its extrapolated development DB 605, is umbilically connected to the types success. These two-row, twelve cylinder inverted V engines powered several tens of thousands of '109s in over 25 versions and variants.

The first combat use was by three developmental Bf 109s in the Spanish Civil War, where they were delivered in December 1936. The pre-series airframes were to, first of all, validate the aircraft's abilities in modern aerial combat. Shortly thereafter, production machines in the form of the Bf 109B-1 began to reach 2./J.88, the Legion Condor. The desire of Germany to demonstrate her aerial prowess to potential foes was advanced further in international sport meets. The triumphs attained in Zurich in the summer of 1937 were complemented several months later by grabbing the speed record of 610.95 kph. In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the types to combat units did not sustain a rate that was desired by military brass. Even by August 1938, the Bf 109 accounted for less than half of the 643 front line fighters in service. The later months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. With both a qualitative and quantitative advantage, the fighter wing of the Luftwaffe entered the Polish campaign, the first defenses of the Fatherland, Blitzkrieg against the West, and the Battle for France. With one foot in the door that was the English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 was revealed: the inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors that made the defeat of the Luftwaffe in the Battle of Britain possible. Experiences gained in 1940 led to the development of the 'F' version prior to the spring of 1941. The elegance of the Bf 109 crested with the 'Friedrich'. Following a largely defensive stance over the Channel and northern France, the Bf 109F took on a more offensive role in Operation Barbarossa in the east, and in northern Africa. In later duties with the 'Jagdwaaffe' during the second phase of the war in the east, and in the 'Defense of the Reich' from 1943 to 1945, the Bf 109 served in the form of the 'G' version, followed by the 'K'. Even if by the end of the war it was clear that the development of the Bf 109 was exhausted, during its combat career, the type was able to keep pace with the foes that it encountered. Besides its primary function as fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and Rammjäger.

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples were in Swiss service up to 1949, and many flew in the air force of Czechoslovakia in both original form with a DB 605 powerplant and as aircraft built out of necessity with surplus Jumo 211s. The latter type also served as the first fighter to fight for the independence of the newly formed state of Israel. Finland retired the type as recently as 1954, and Spain didn't retire its HA-1109-1112, re-engined Bf 109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the state that developed it.

ÚVODEM

Žádný jiný stroj německé Luftwaffe není výrazněji spojen s jejím vzestupem a pádem ve 2. světové válce, než stíhací Messerschmitt Bf 109. Letoun, který svou koncepcí výrazně předběhl dobu, ve které vznikl, se stal tahounem stíhacího letectva od prvních válečných konfliktů nacistického Německa, až do jeho hořkého konce. Historie letounu se začíná v období let 1934-35, kdy Říšské ministerstvo letectví formulovalo specifikace zakázky na vývoj jednomotorové jednoplošné stíhačky. Projektu se zúčastnily firmy Arado, Heinkel, Focke-Wulf a Bayerische Flugzeugwerke. V poslední jmenované působil na postu technického ředitele profesor Willy Messerschmitt, jehož popularita se nesla na vlně úspěchu nedávno dokončeného kurýrního Bf 108. Jeho cílem bylo vytvořit letoun s co největším poměrem výkonu k celkové hmotnosti, velikosti a aerodynamickým vlastnostem. V průběhu následujících měsíců vzniklo několik prototypů, které sloužily zejména ke zkouškám a dalšímu vývoji. Letoun byl poměrně malý, oproti stávajícím zvyklým relativně jemný, s revolučními konstrukčními prvky jako byla dolnokřídla koncepce, použití zatahovacího podvozku, křídlo s velmi štíhlým profilem, pohyblivé sloty, vztlakové klapky, zbraně střelící osou vrtule, atd. Dokonce uzavíratelný překryt kabiny nebo skořepinová konstrukce nebyly čtyři roky před začátkem 2. světové války tak obvyklým jevem, jak by se z dnešního pohledu mohlo zdát. Bf 109 byl již od počátku svého vývoje, i přes problémy s pohonnou jednotkou, velmi nadějným projektem. Problémy s pohonem vyřešila až zástavba motoru DB 601. Ten je spolu s pozdějším DB 605 neodmyslitelné spojení s úspěšným Bf 109. Řadový invertní dvanáctiválec do V poháněl několik desítek tisíc vyprodukovaných „stoděvíték“ ve více než 25 verzích a variantách.

K prvnímu bojovému nasazení tři zkušební kusy Bf 109 došlo za občanské války ve Španělsku, kam byly odeslány v prosinci 1936. Stroje z předseriesové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazení u 2./J.88 Legion Condor začaly dostávat i sériové stroje varianty Bf 109B-1. Snaze Německa ukazovat svou leteckou sílu potenciálním protivníkům napomáhala i sportovní klání. Triumf letounů Bf 109 na leteckém mítinku v Curychu v létě 1937 byl doplněn o několik měsíců později ustanovením rychlostního rekordu 610,95 km/h. Ve velmi krátkých časových úsecích následovaly verze C, D a E. Přesto však doplňování nových strojů k bojovým útvarům nepokračovalo tempem, který by si velení mohlo přát. Ještě v srpnu roku 1938 tvořila výzbroj letouny Bf 109 méně než polovinu z 643 stíhačů první linie. Ovšem během následujících měsíců roku se tempo dodávek k bojovým útvarům zrychlilo. V okamžik předání Polska (kterého se však zúčastnilo jen o málo více než dvě stě Bf 109) tak Luftwaffe disponovala jistě nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou i množství převahou tak stíhací část Luftwaffe absolvovala polskou kampaň, první obranu Váterlandu, Blitzkrieg proti západu i bitvu o Francii. S jednou nohou vykročenou přes kanál La Manche zahájila Luftwaffe v letních měsících roku 1940 útoky na Británii. V tu dobu se mj. projevil jeden vážný nedostatek Bf 109 - nepřipravenost konstrukce stroje na nesení předavné nádrže, která by zvýšila dolet letounu při doprovodu bombardérů nad Británii. Tato zdánlivá maličkost byla jedním z faktorů, které zapříčinily porážku Luftwaffe v Bitvě o Británii. Zkušenosti z bojů v r. 1940 napomohly při vývoji verze F, která se začala k bojovým útvarům dostávat během předjaří 1941. Elegance Bf 109 u „Friedricha“ dosáhla vrcholu. Po bojích nad Kanálem a severní Francií, spíše již defenzivního charakteru, se Bf 109F zapojily i do útočných akcí, a to zejména při operaci Barbarossa na východě nebo v severní Africe. Do pozdějších úkolů Jagdwaaffe ve druhé fázi války na východě i do obrany Říše v letech 1943 - 1945 se zapojovaly především Bf 109 verze G a v posledních měsících války pak také verze K. Ačkoli na konci války bylo jasné, že koncepce letounu Bf 109 se po deseti letech služby dostala na hranici možností, po celou dobu své bojové činnosti dokázaly jednotlivé varianty držet krok se svými stíhacími protivníky. Kromě svého prioritního určení stíhacího letounu se Bf 109 objevily i v rolích stíhací-bombardovací, průzkumná, noční stíhací, palubní stíhací, cvičné nebo jako Rammjäger.

Nebe se pro Bf 109 nezavřelo ani po skončení války. Několik strojů sloužilo až do roku 1949 ve Švýcarsku, mnohé létaly v balkánských zemích, v osvobozeném Československu, a to jak v původní podobě s motory DB 605, tak v přestavěné variantě s motory Jumo 211. Zejména tyto stroje později tvořily základ letectva bráničů svobody nově budovaného státu Izrael. Finsko zrušilo Bf 109 až v roce 1954 a Španělsko opustilo své HA-1109 a 1112 dokonce až v roce 1967.



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOU



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



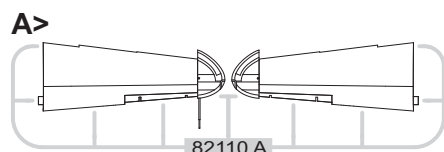
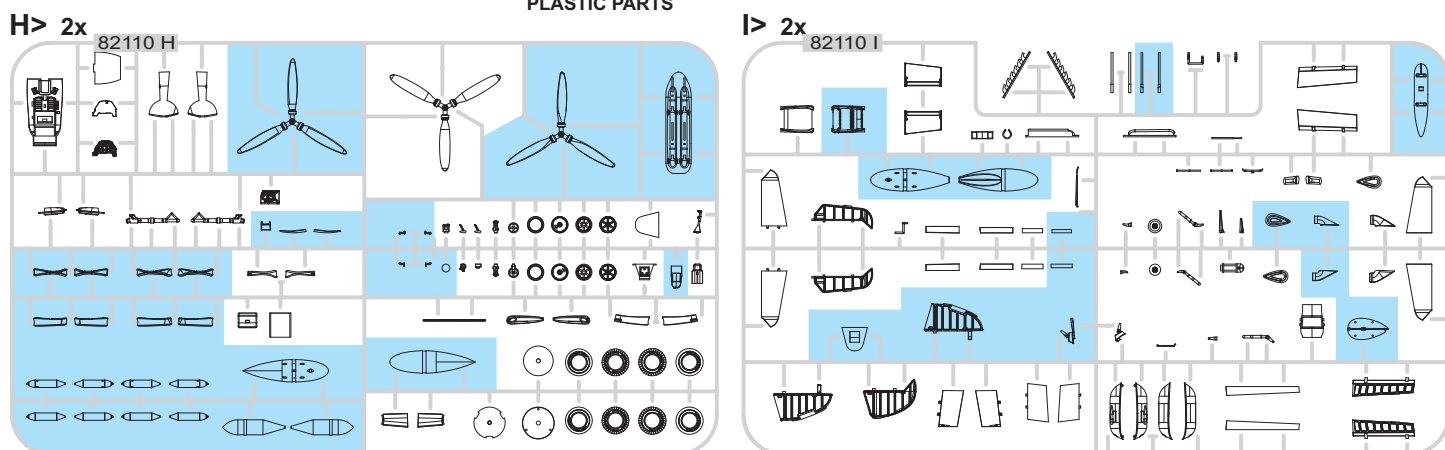
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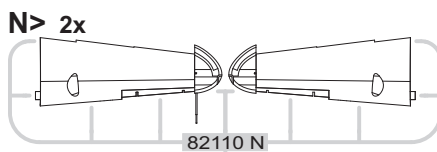
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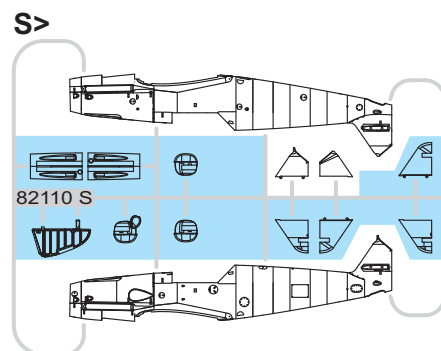
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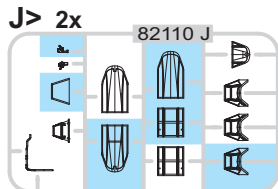
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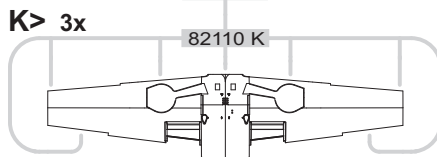
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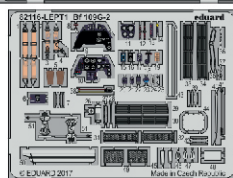
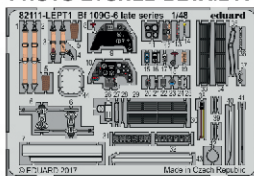
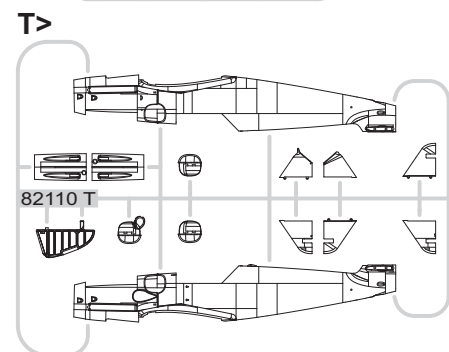
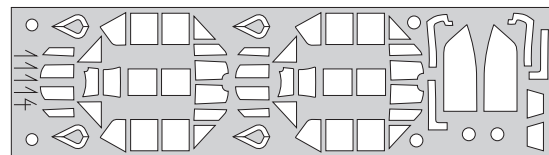


82110 J



82110 K

PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

82110 T

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

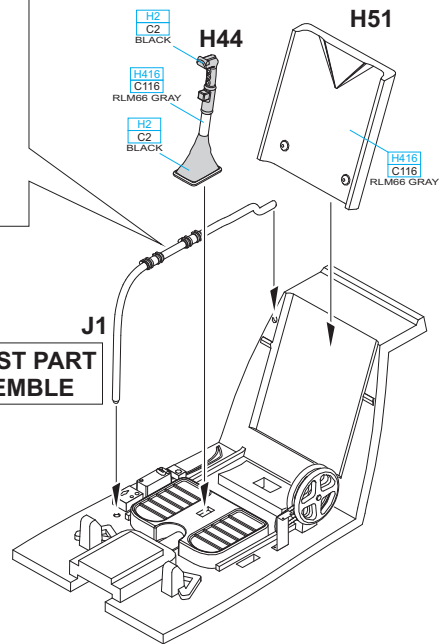
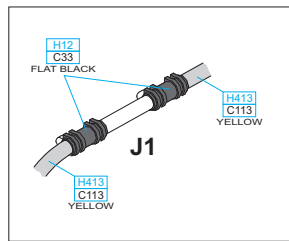
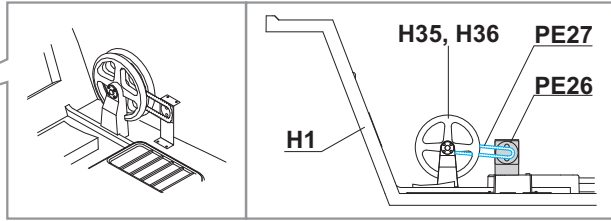
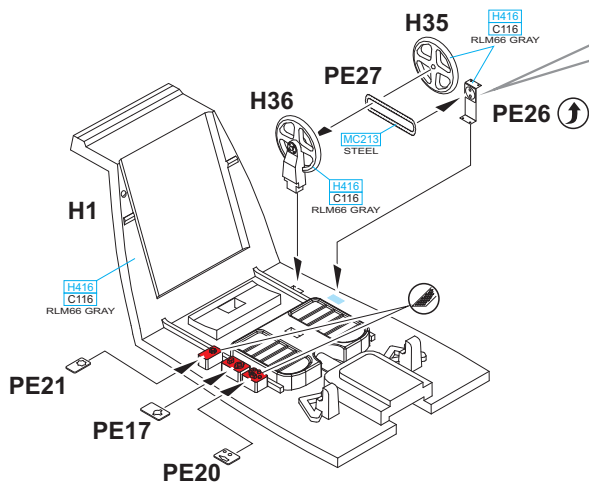


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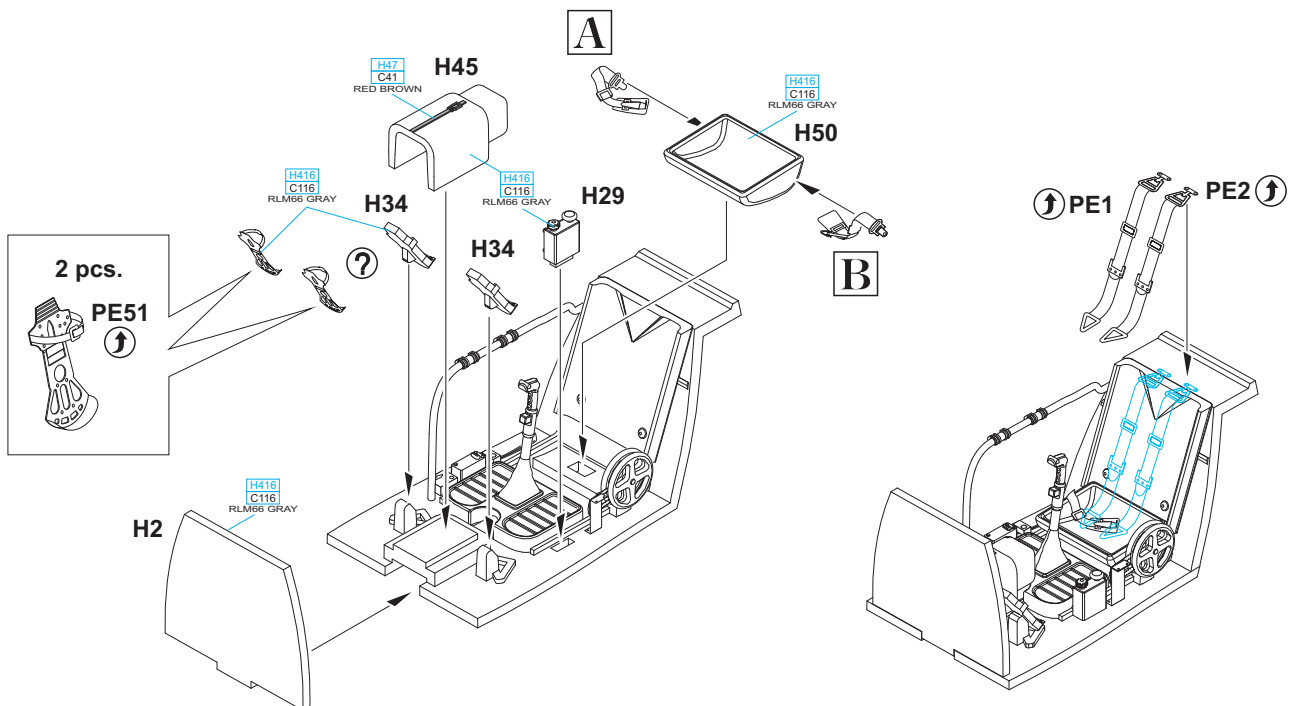
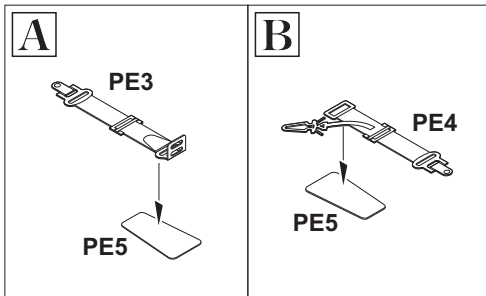
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AQUEOUS	Mr.COLOR		
H2	C2	BLACK	
H11	C62	WHITE	
H12	C33	FLAT BLACK	
H15	C65	BLUE	
H47	C41	RED BROWN	
H65	C18	BLACK GREEN	RLM70
H67	C115	LIGHT BLUE	RLM65
H68	C36	DARK GRAY	RLM74
H69	C37	GRAY	RLM75
H70	C80	GRAY	RLM02
H77	C137	TIRE BLACK	

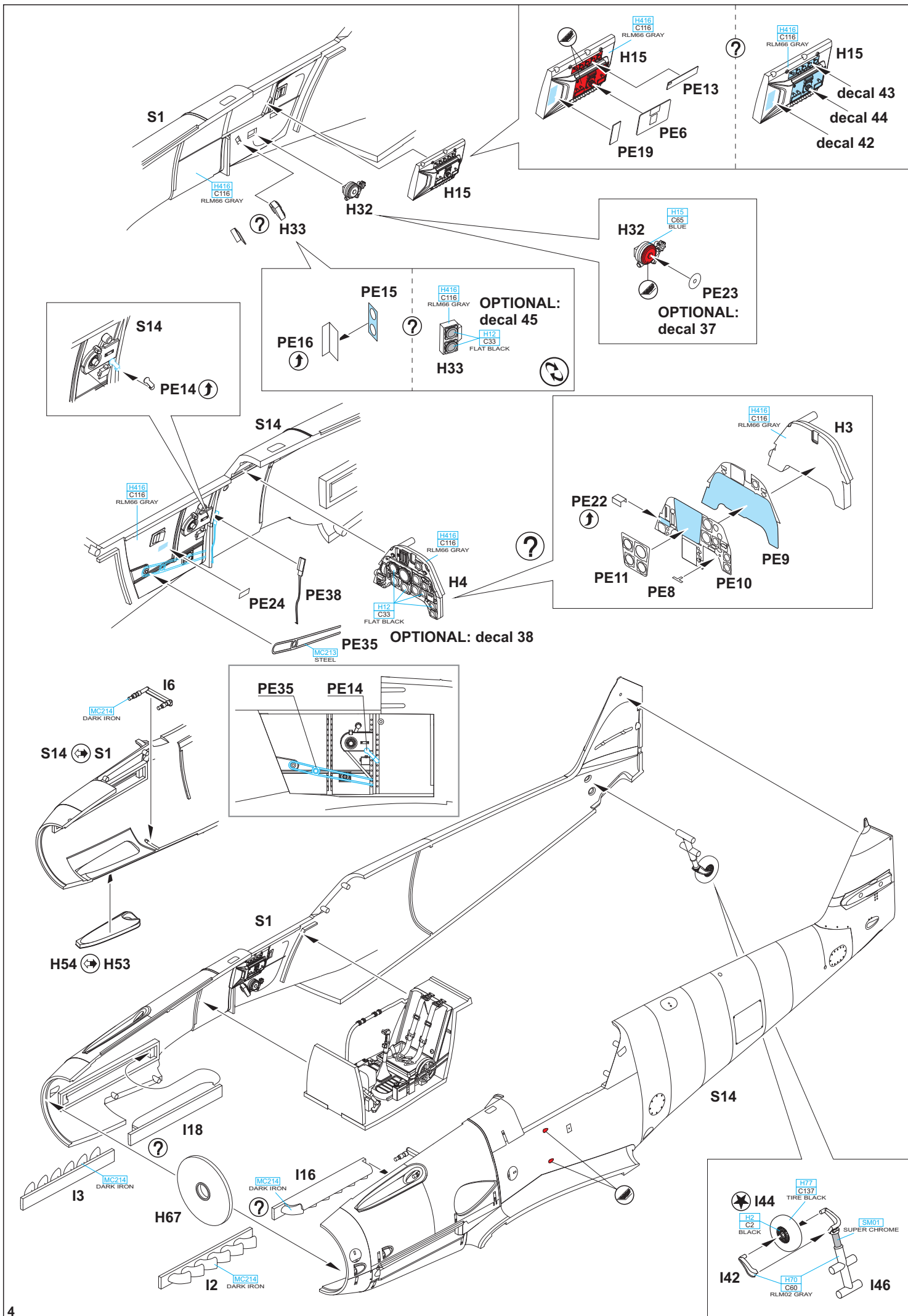
AQUEOUS	Mr.COLOR		
H78	C38	OLIVE DRAB	
H90	C47	CLEAR RED	
H94	C138	CLEAR GREEN	
H413	C113	YELLOW	RLM04
H416	C116	BLACK GRAY	RLM66
H417	C117	LIGHT BLUE	RLM76
Mr.METAL COLOR			
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	MC214	DARK IRON	
Mr.COLOR SUPER METALLIC			
	SM01	SUPER CHROME	

Bf 109G-2

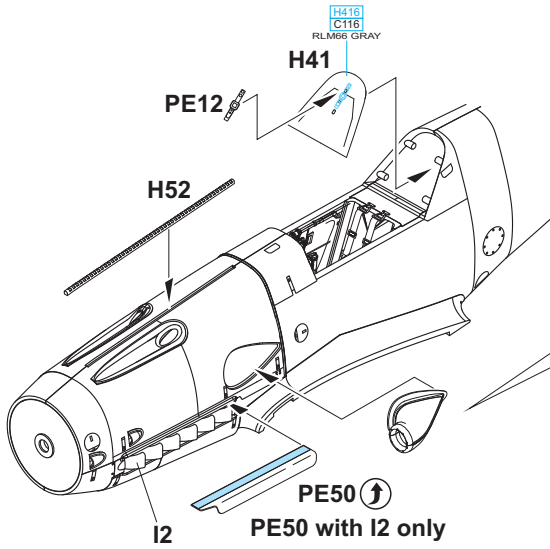


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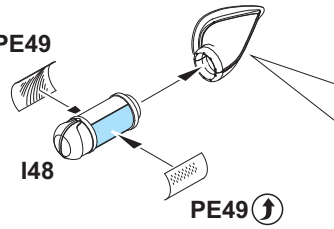




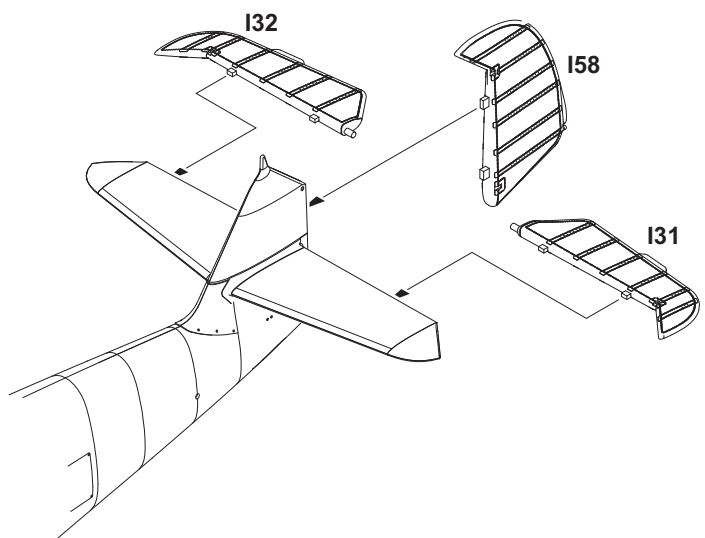
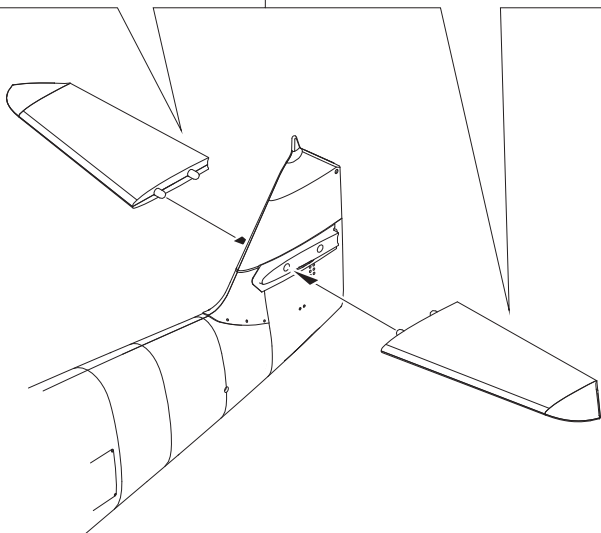
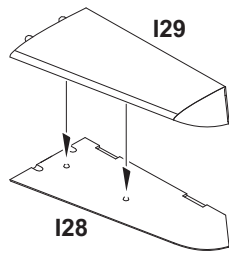
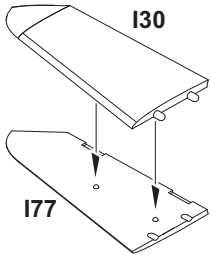
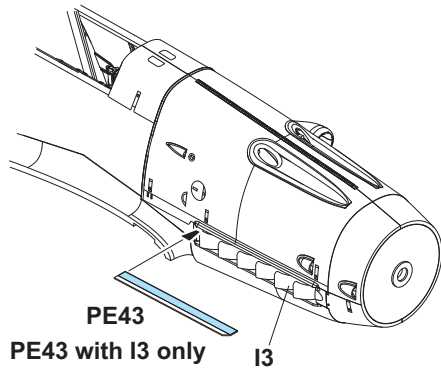
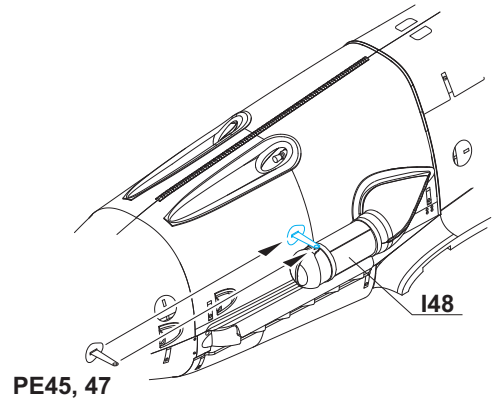
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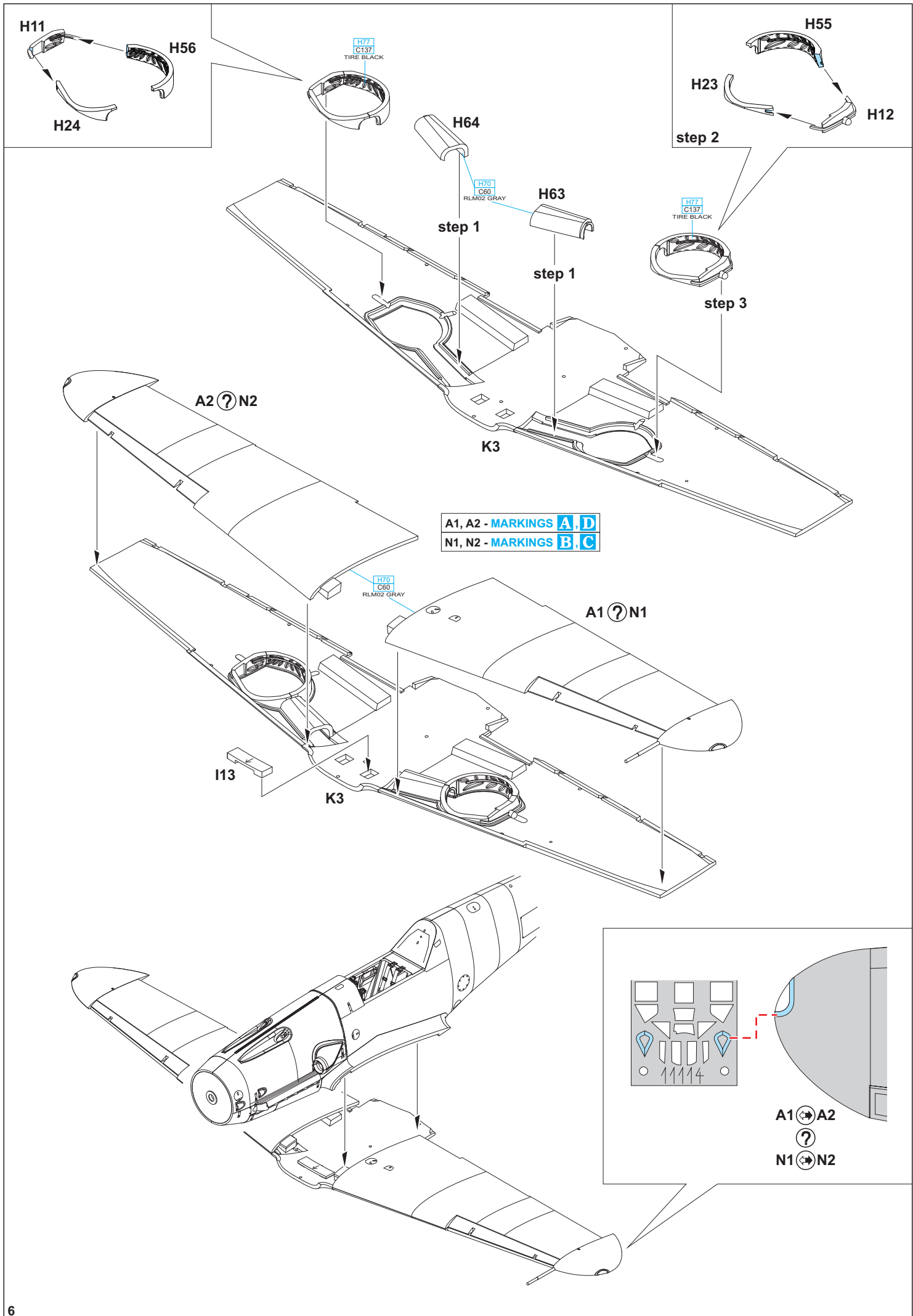


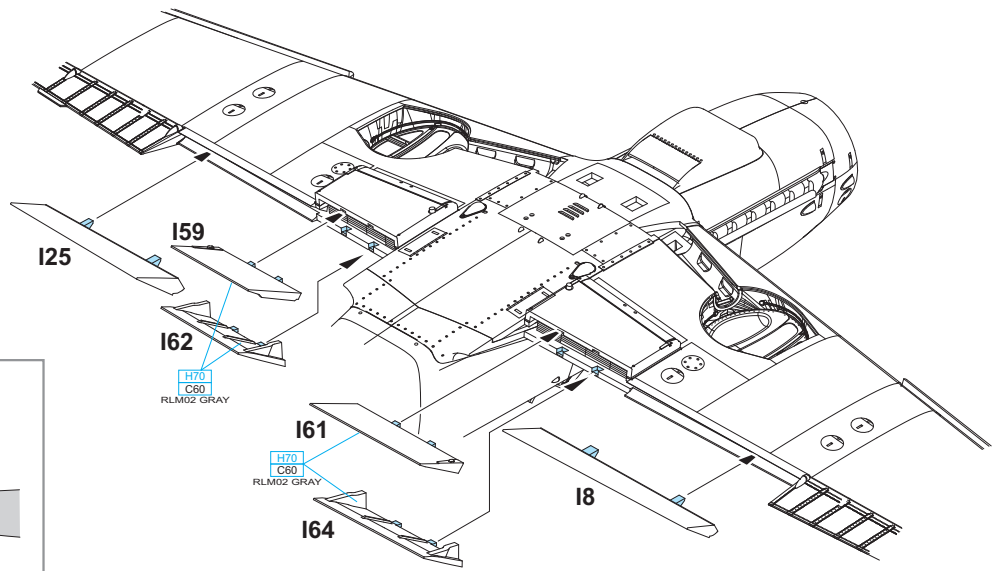
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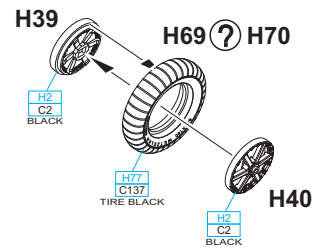
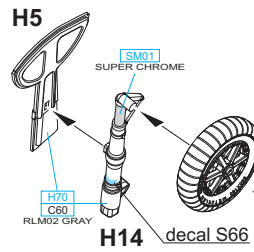
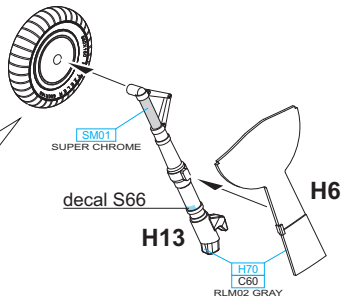
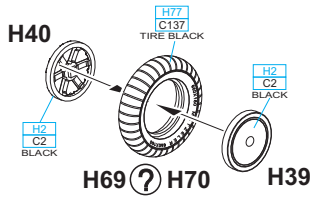
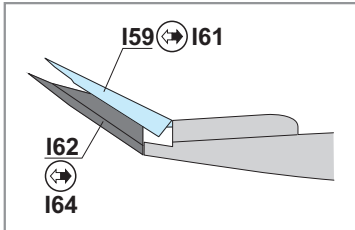
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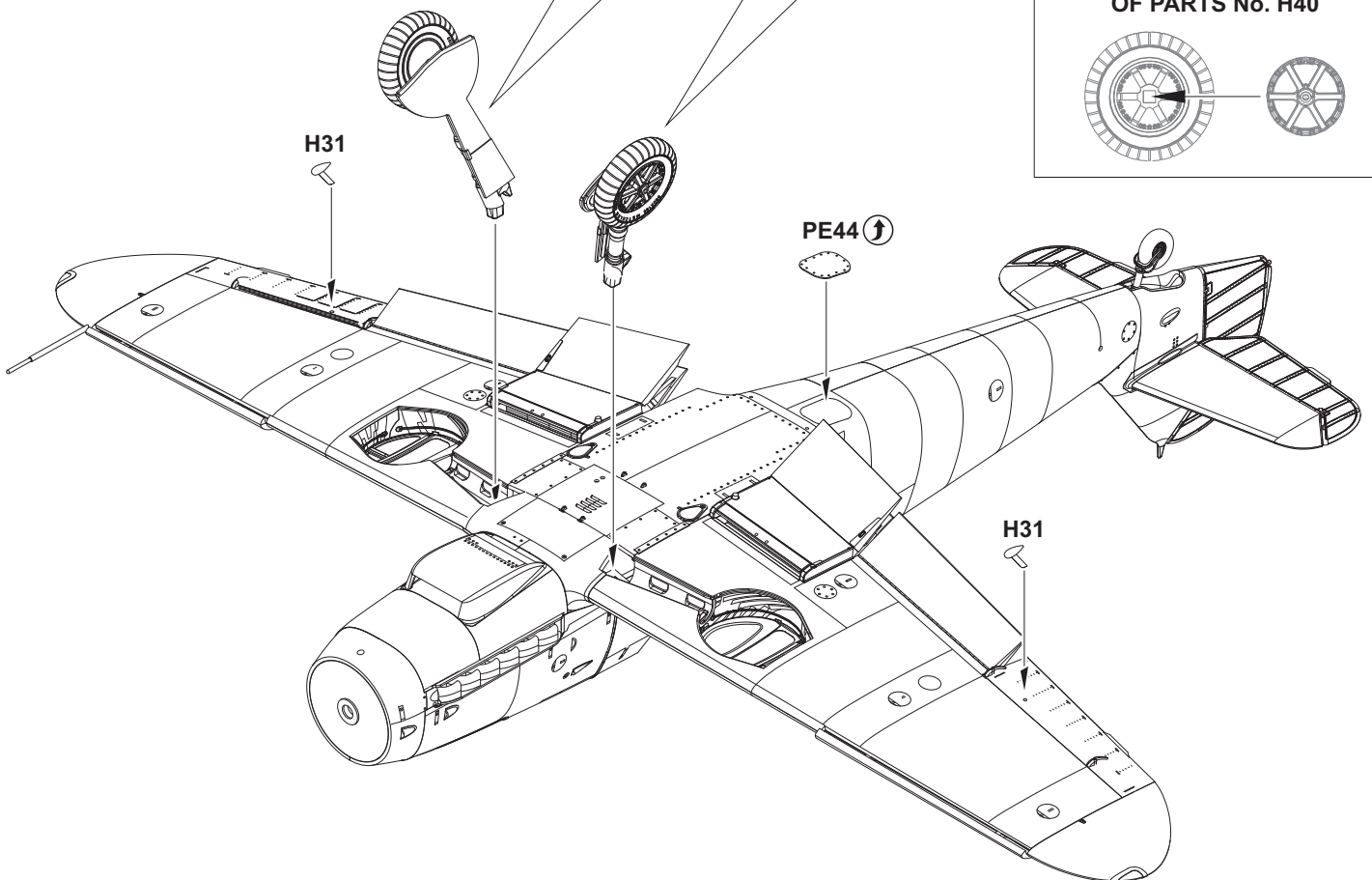
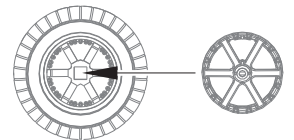


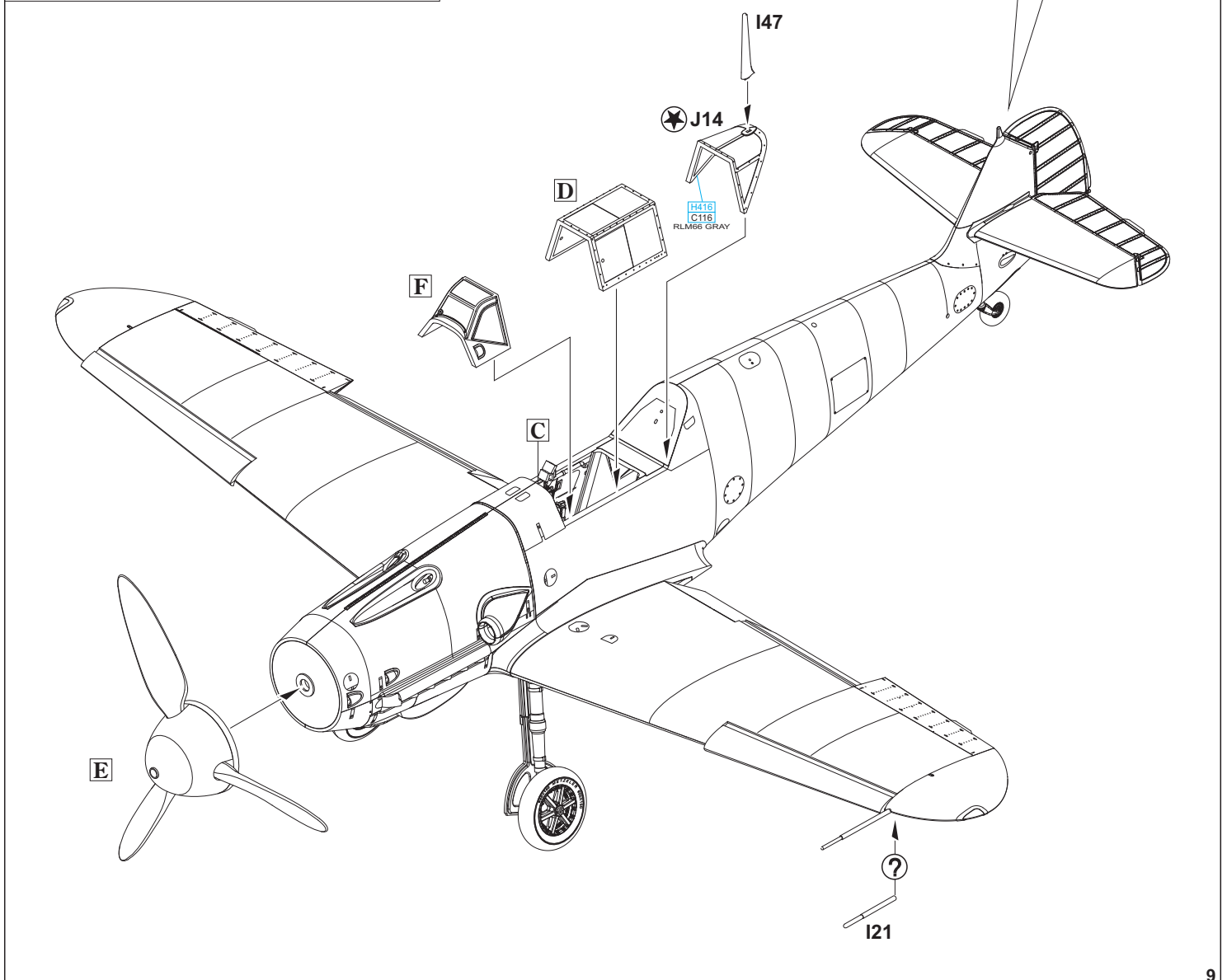
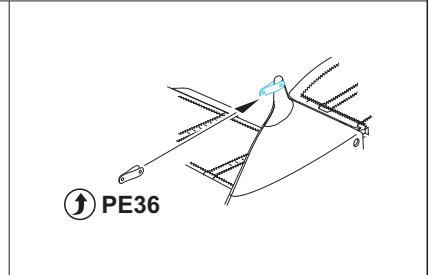
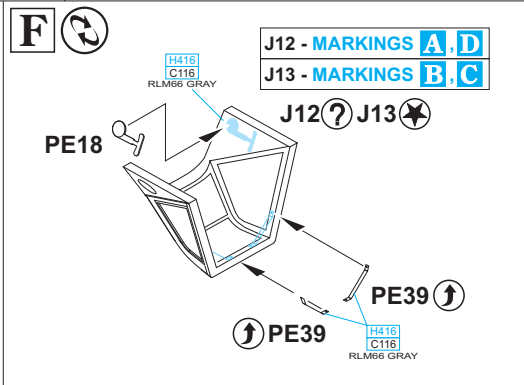
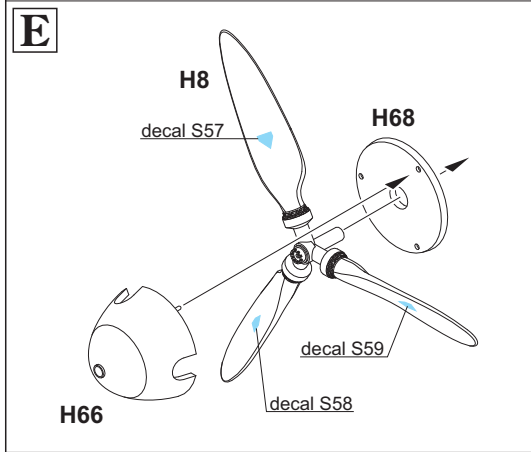
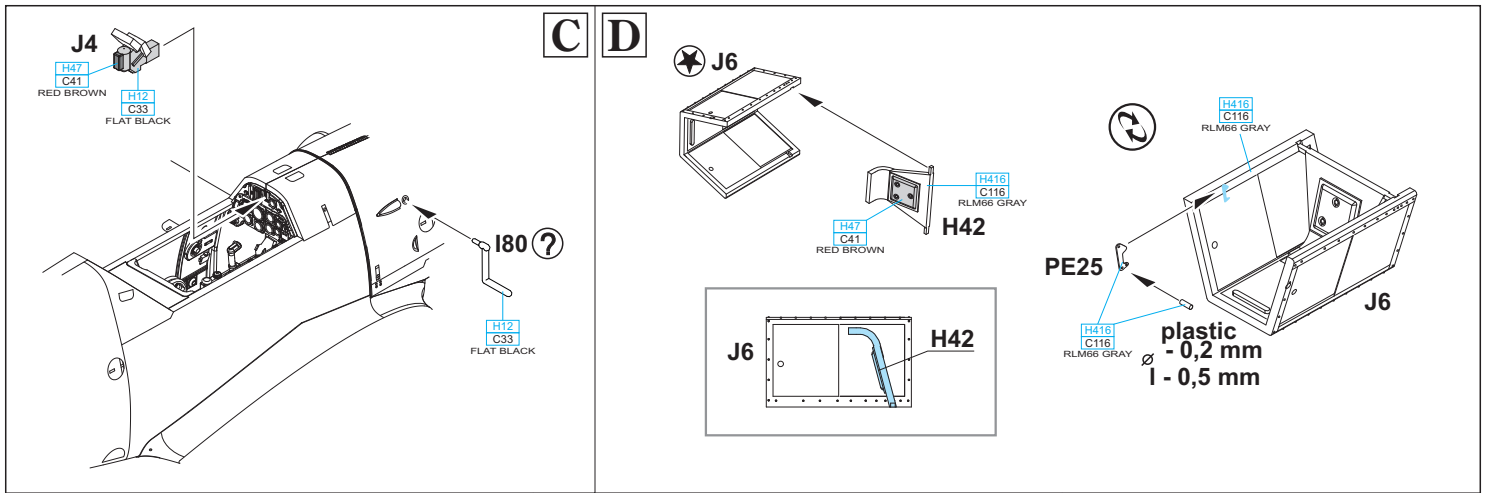


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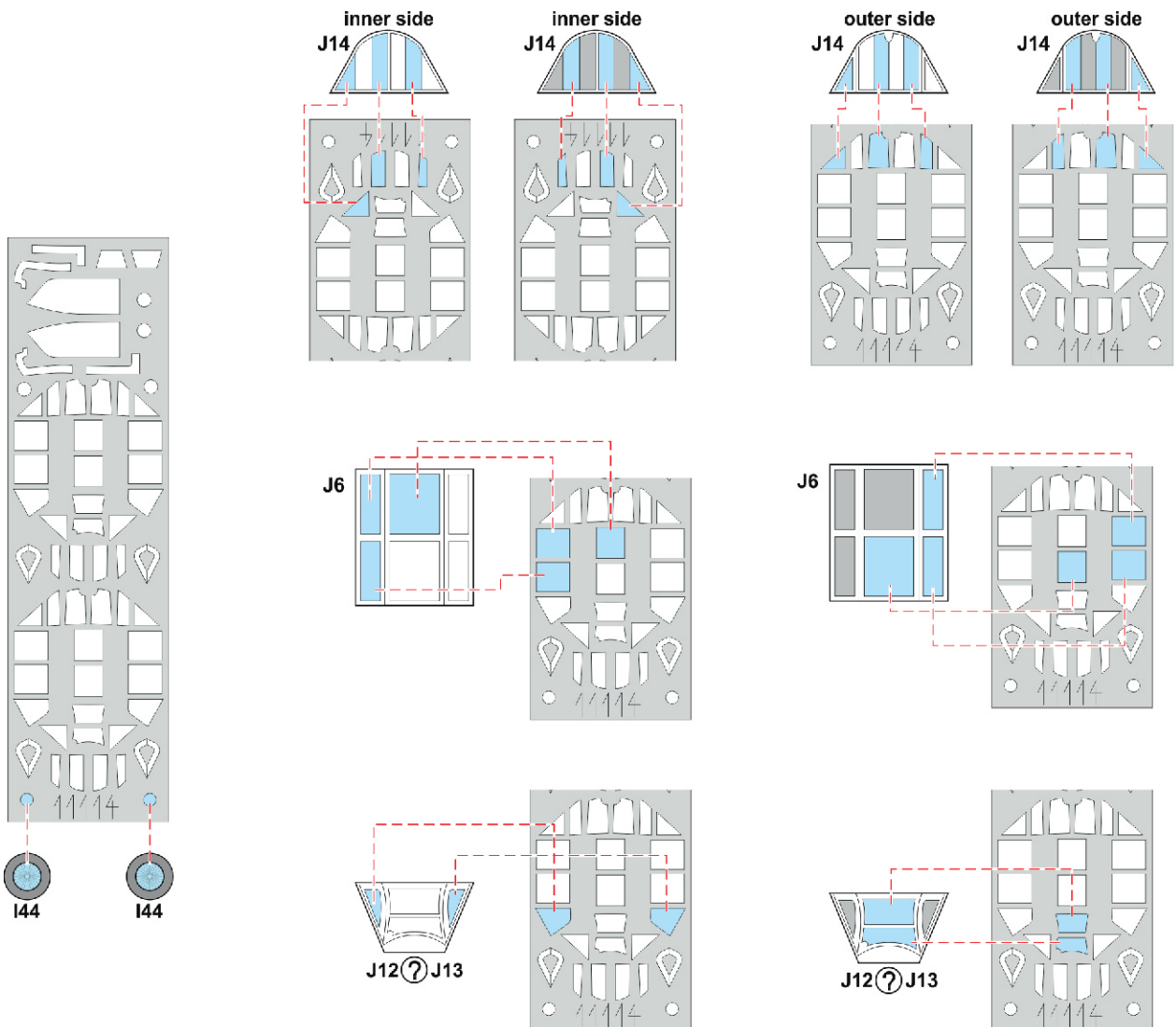
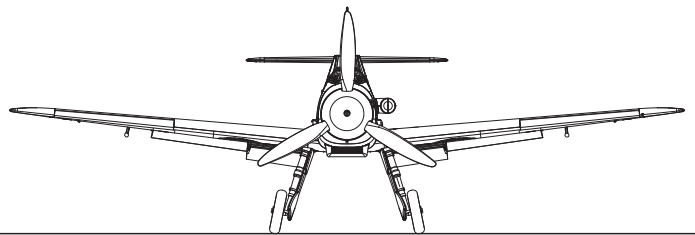
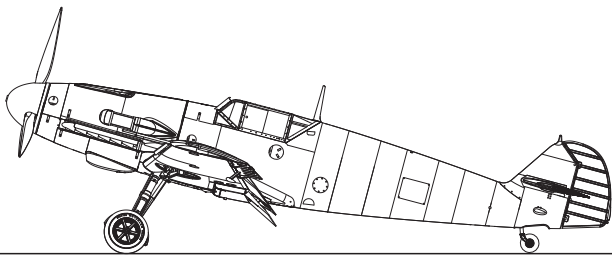
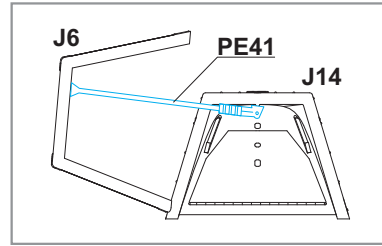
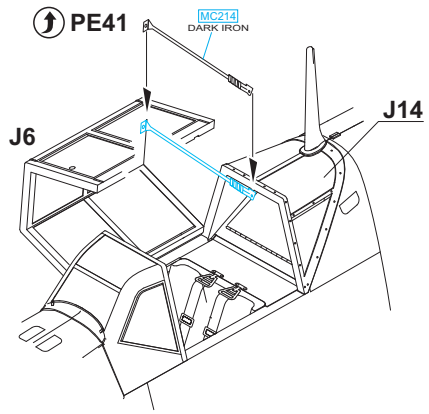


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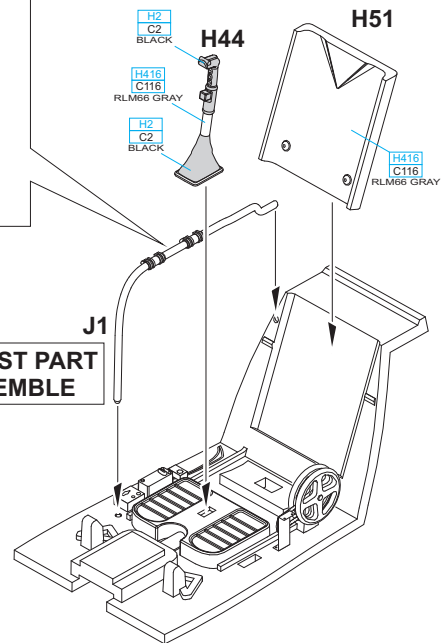
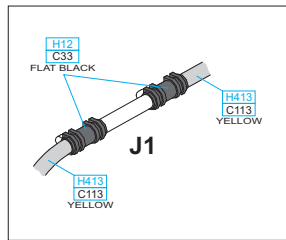
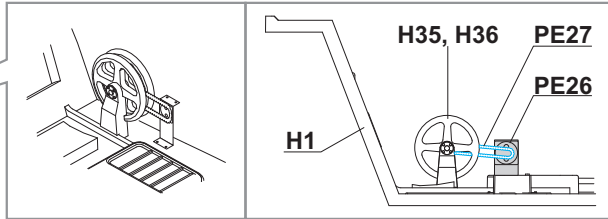
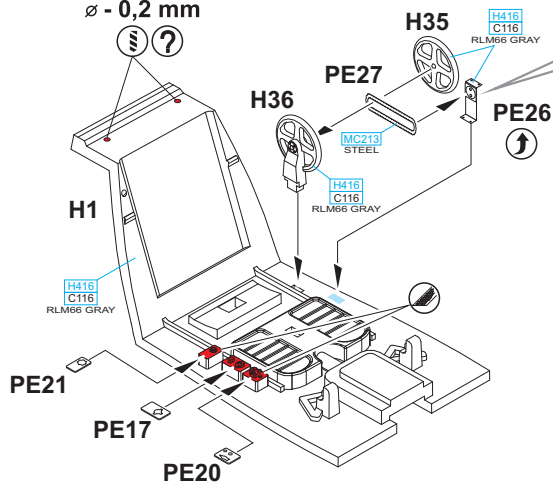
OPEN CANOPY



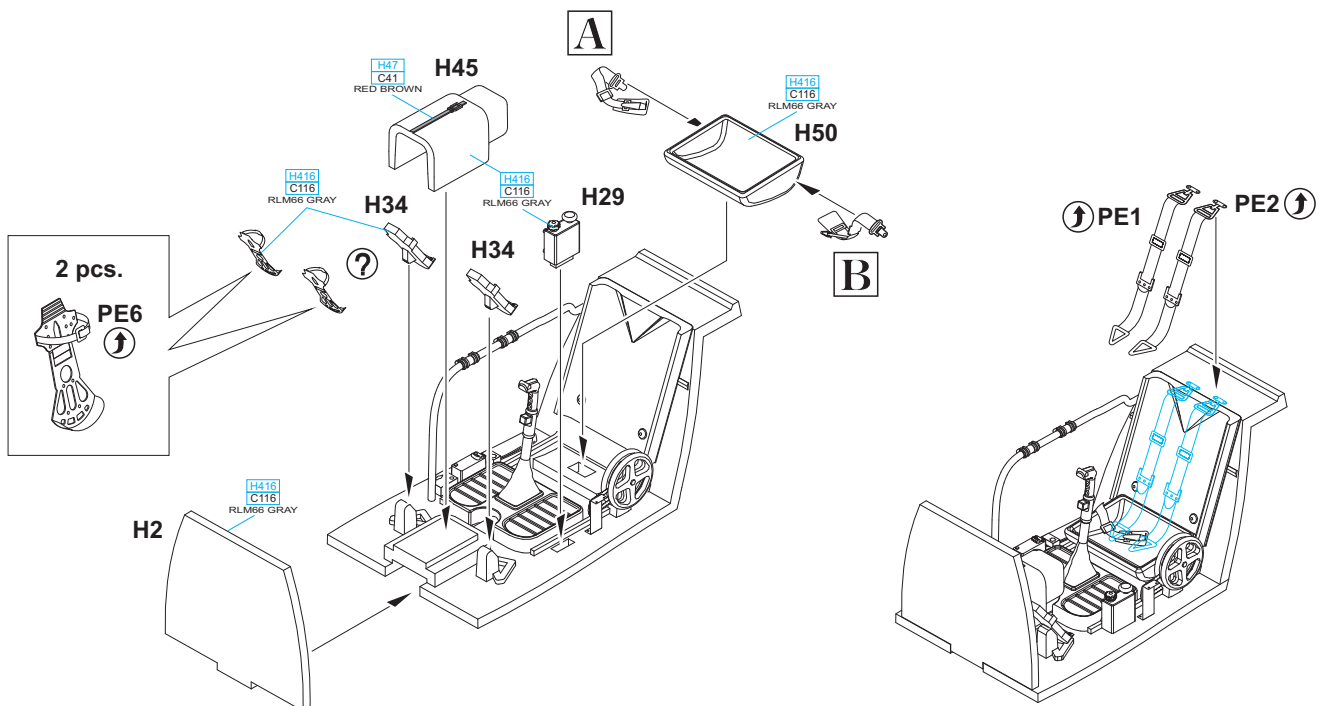
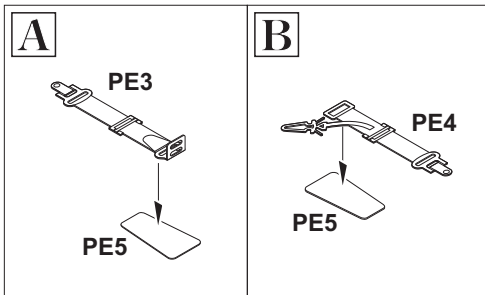
Bf 109G-6

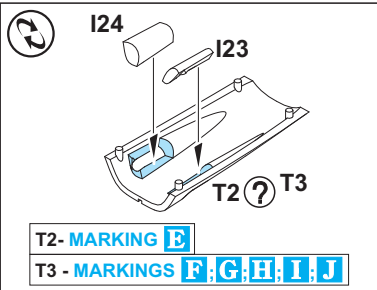
MARKINGS **G, H, I, J** ONLY

∅ - 0,2 mm



THE LATEST PART TO ASSEMBLE



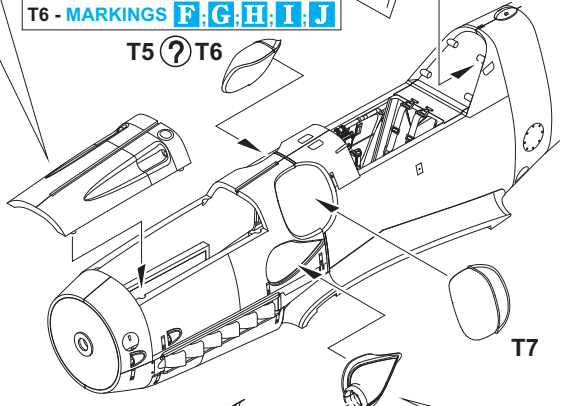


T2 - MARKING **E**
T3 - MARKINGS **F, G, H, I, J**

H41
H41
C116
RLM66 GRAY

T5 - MARKING **E**
T6 - MARKINGS **F, G, H, I, J**

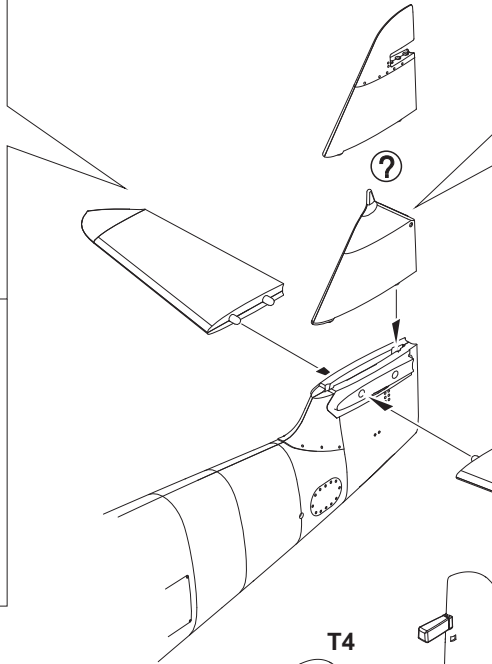
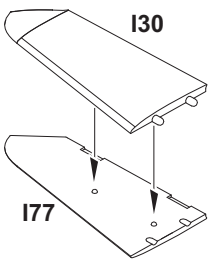
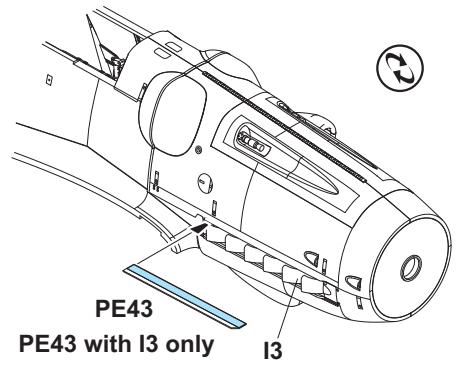
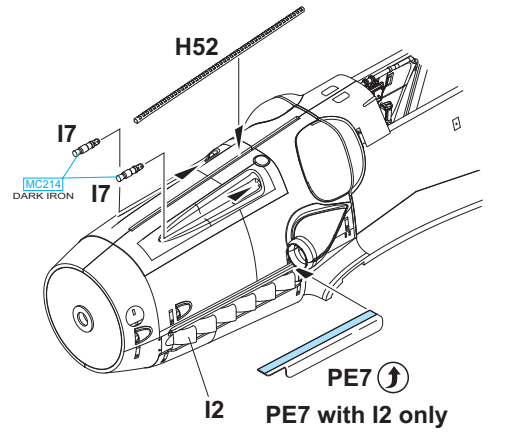
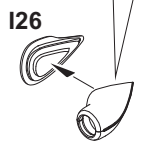
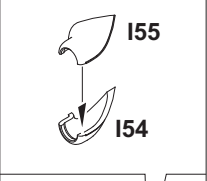
T5 ? T6



I48, PE49 - MARKINGS **H, I, J** ONLY

I48

PE49

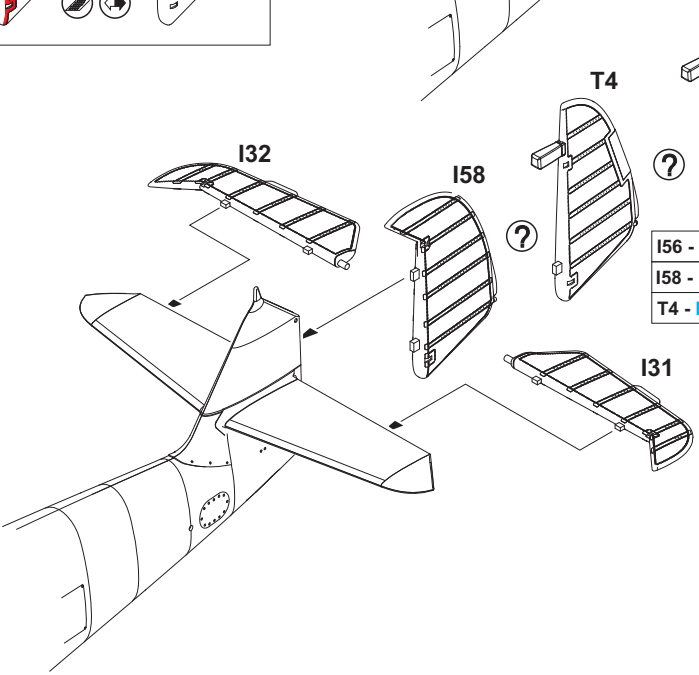
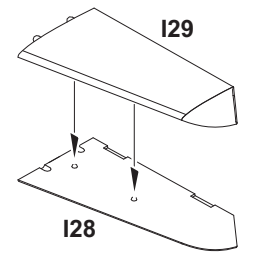
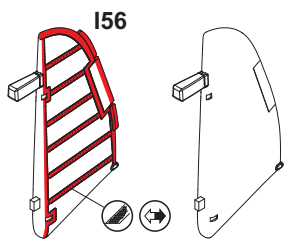


MARKINGS **F, H, I, J**

T9, T11 - MARKING **E**
T12, T13 - MARKING **G**

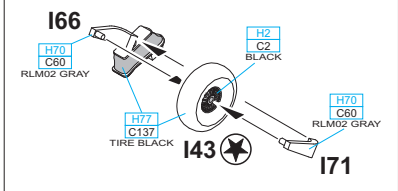
T9 ? T13

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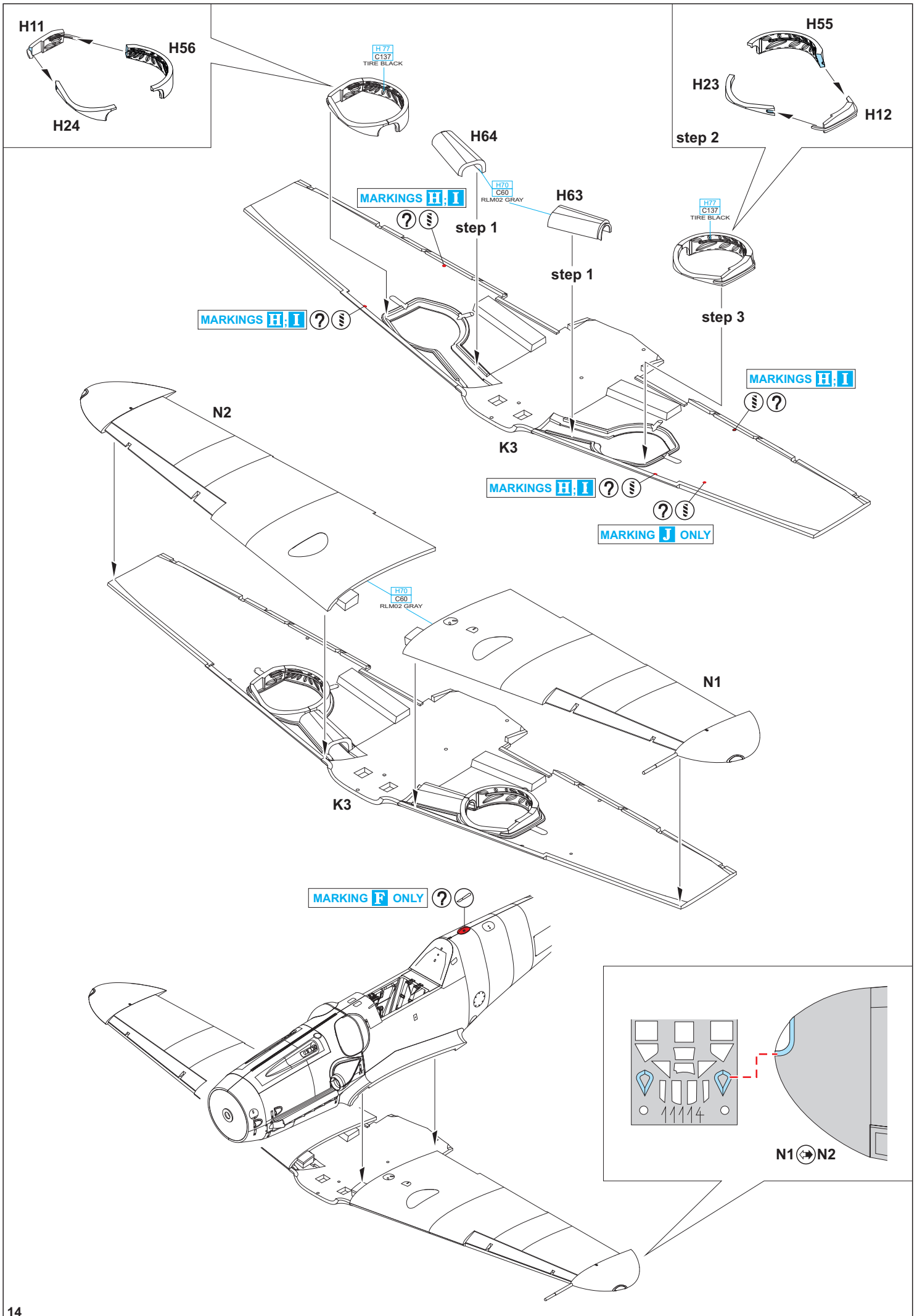


I56 - MARKING **G**
I58 - MARKINGS **F, H, I, J**
T4 - MARKING **E**

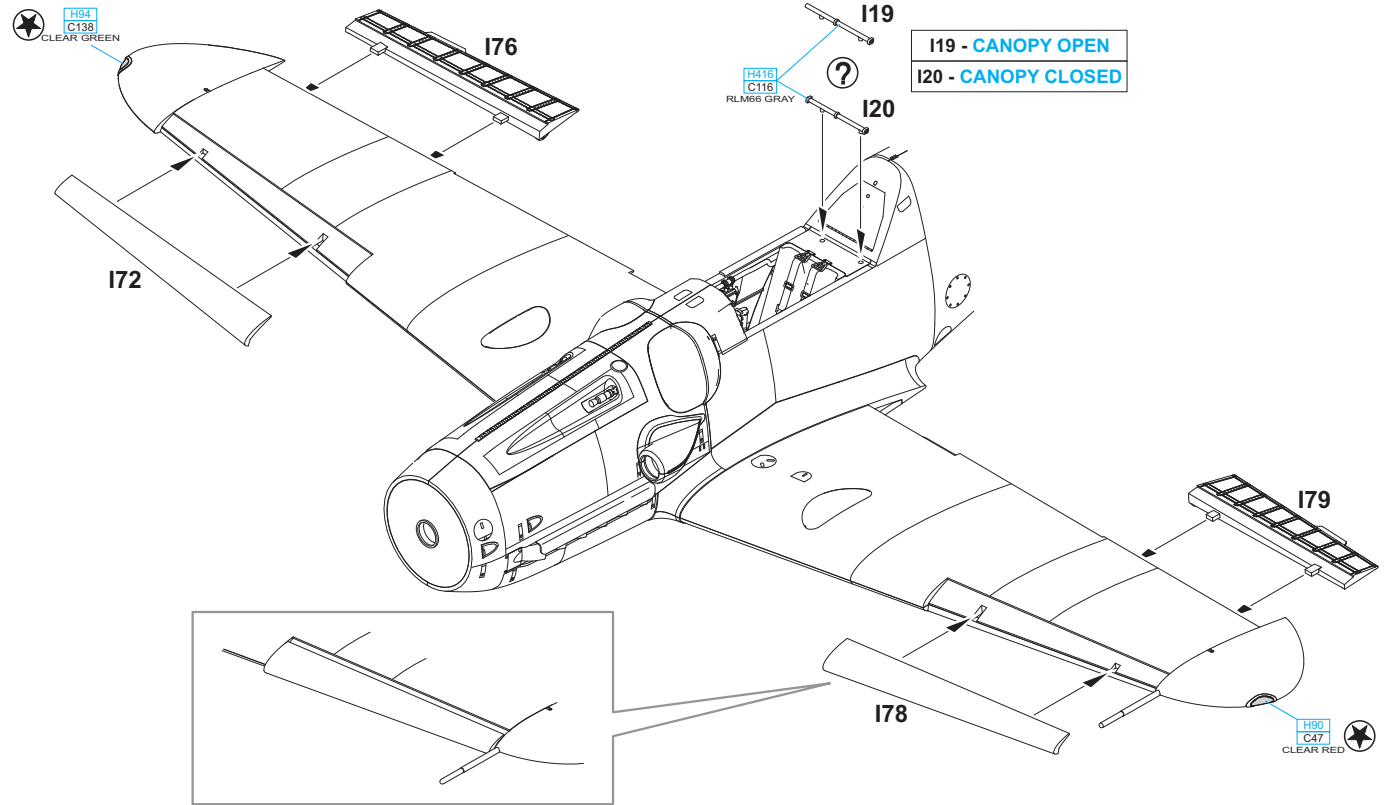
MARKINGS **E, F, G, H, I** ONLY



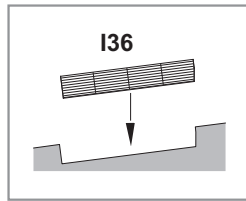
I69 - MARKINGS **E, G** ONLY I69



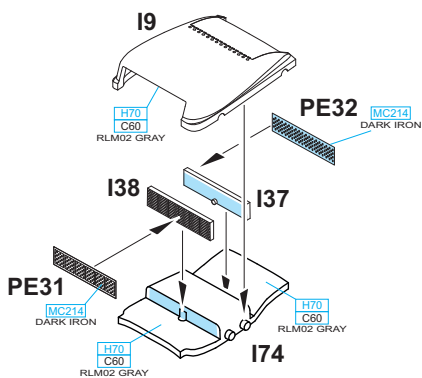
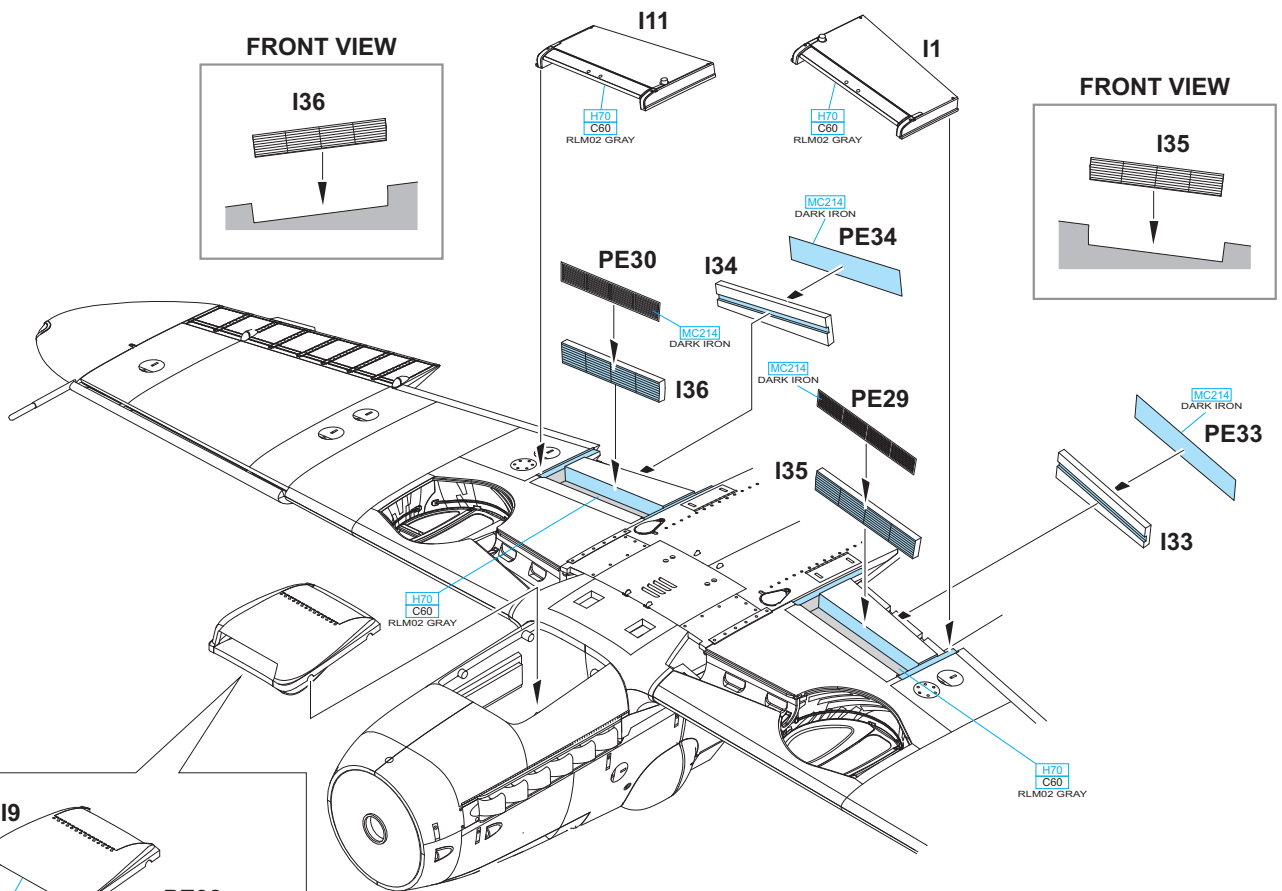
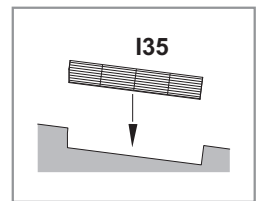
I19 ? I20 - MARKINGS G, H, I, J ONLY



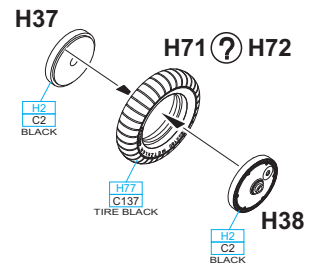
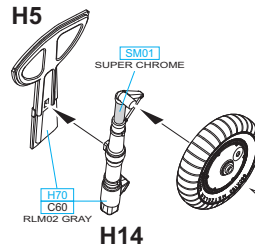
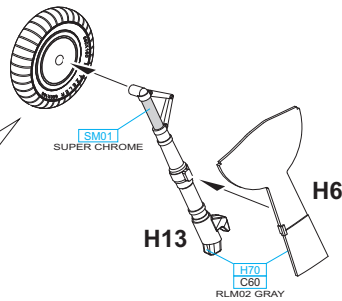
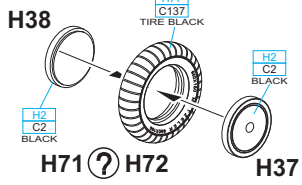
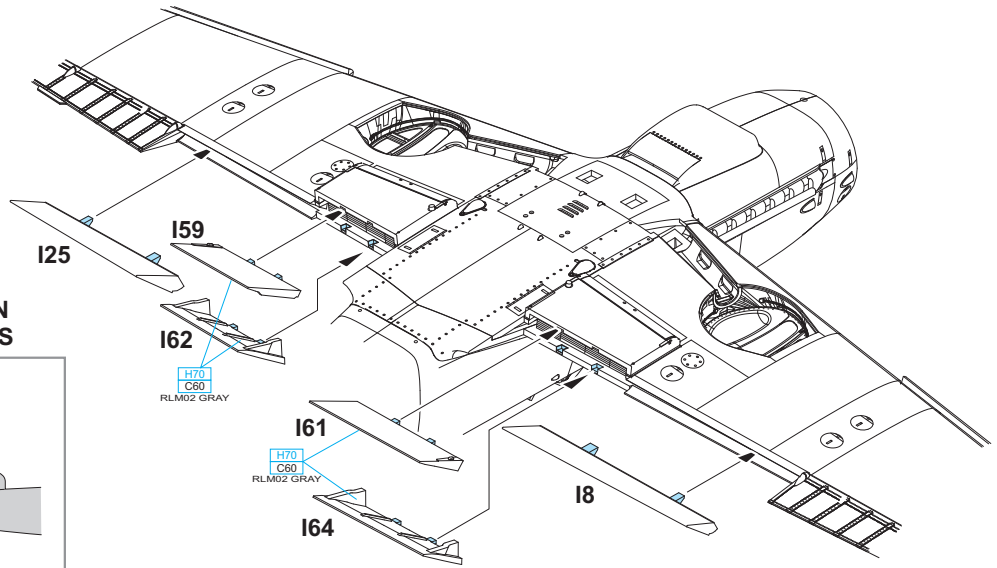
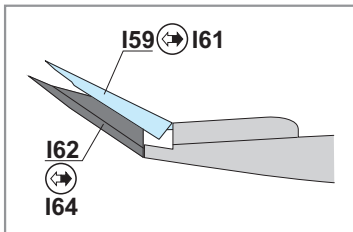
FRONT VIEW



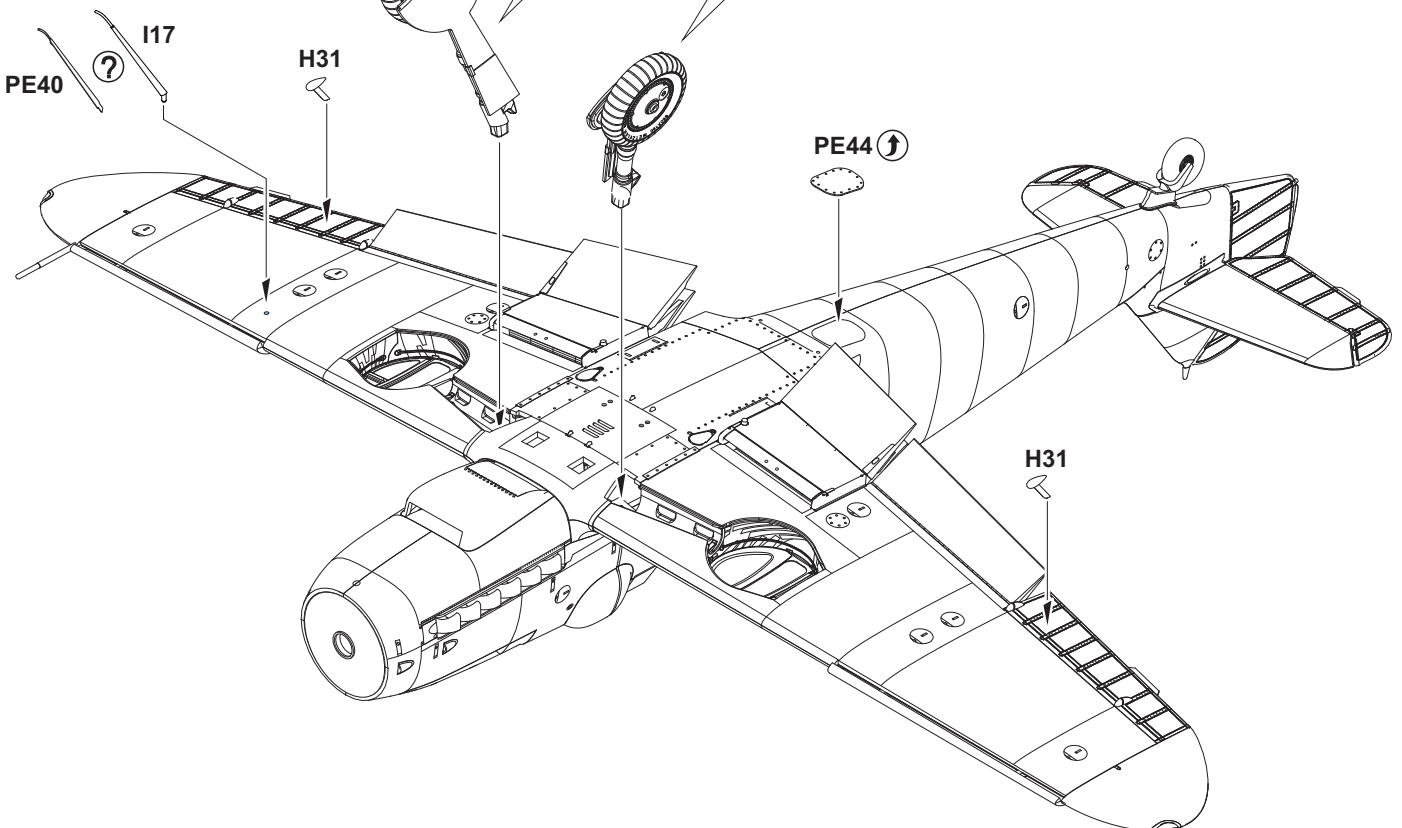
FRONT VIEW

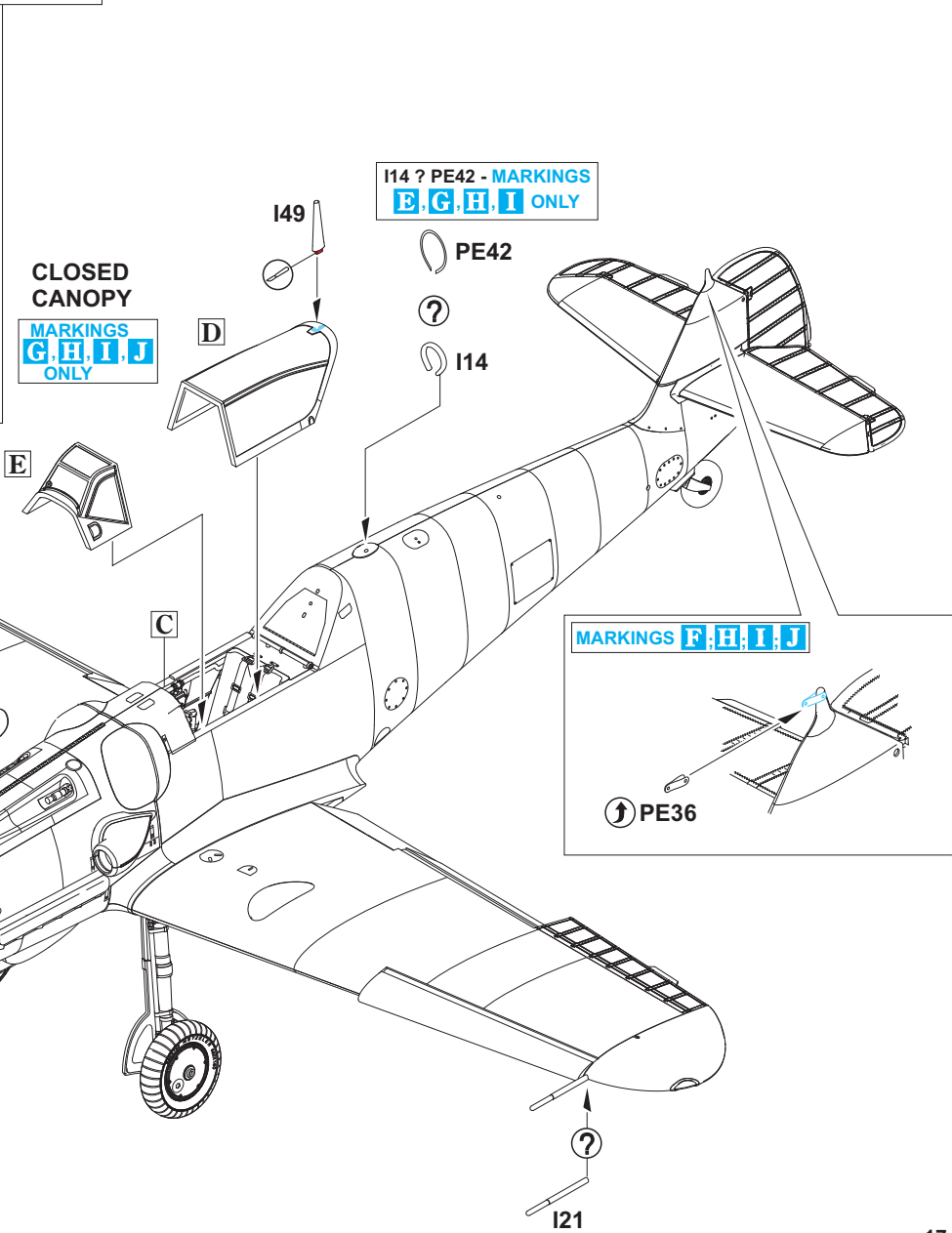
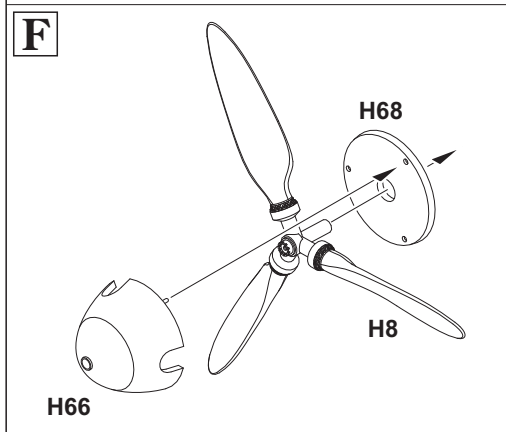
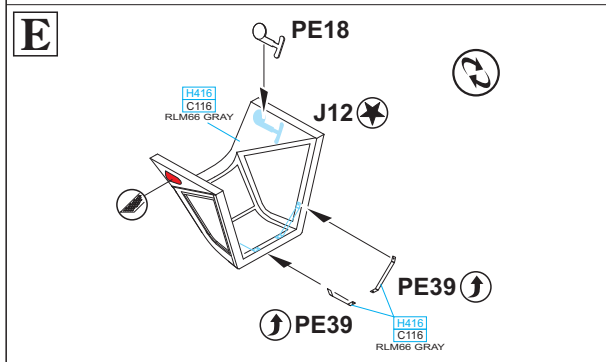
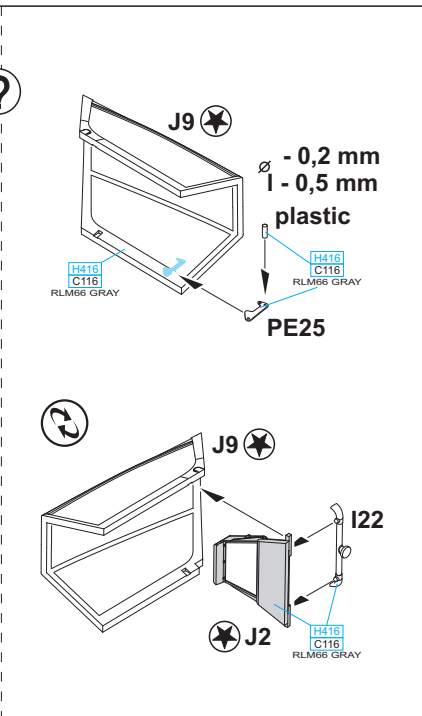
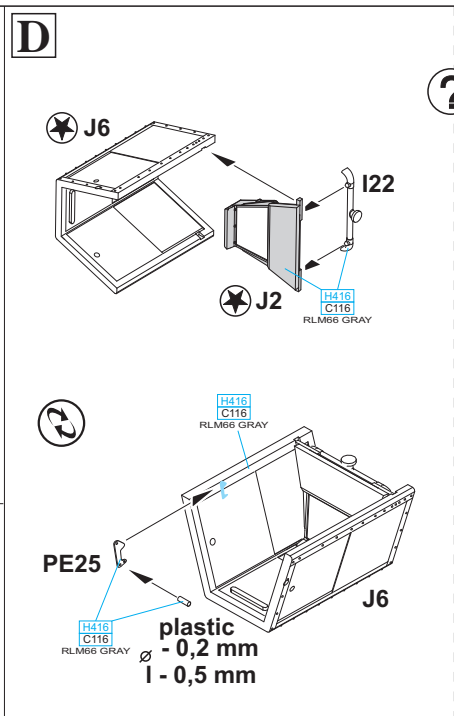
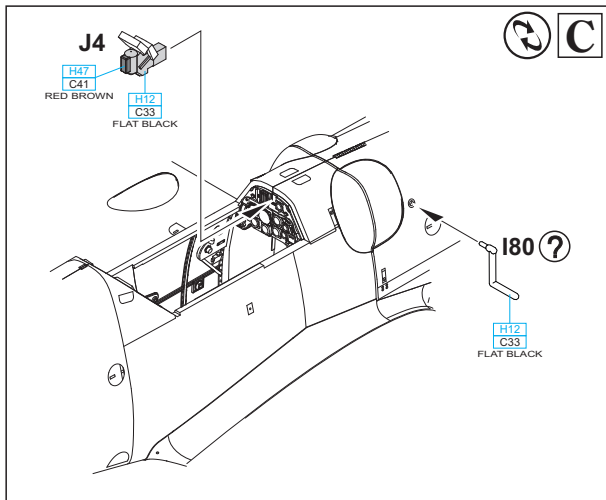


CORRECT POSITION OF RADIATOR FLAPS



I17 ? PE40 - MARKING J ONLY



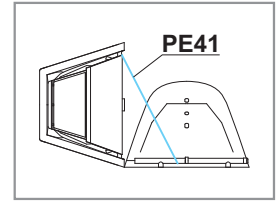
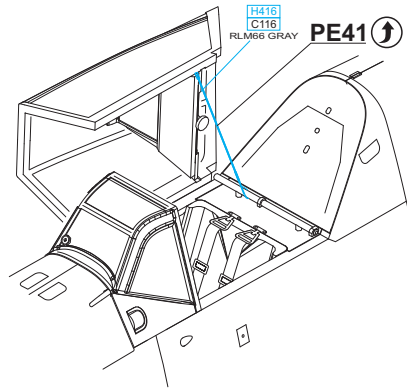
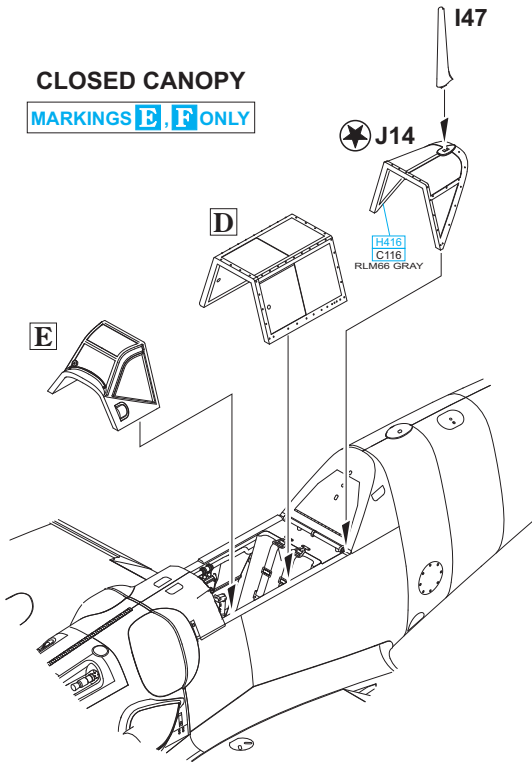


OPEN CANOPY

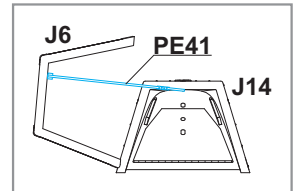
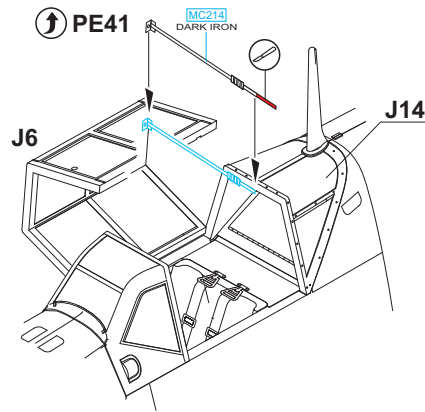
MARKINGS
G, H, I, J
ONLY

CLOSED CANOPY

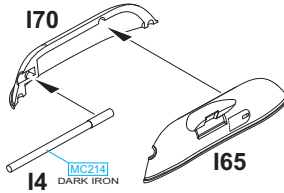
MARKINGS **E, F** ONLY



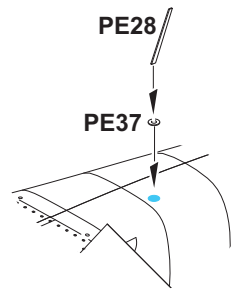
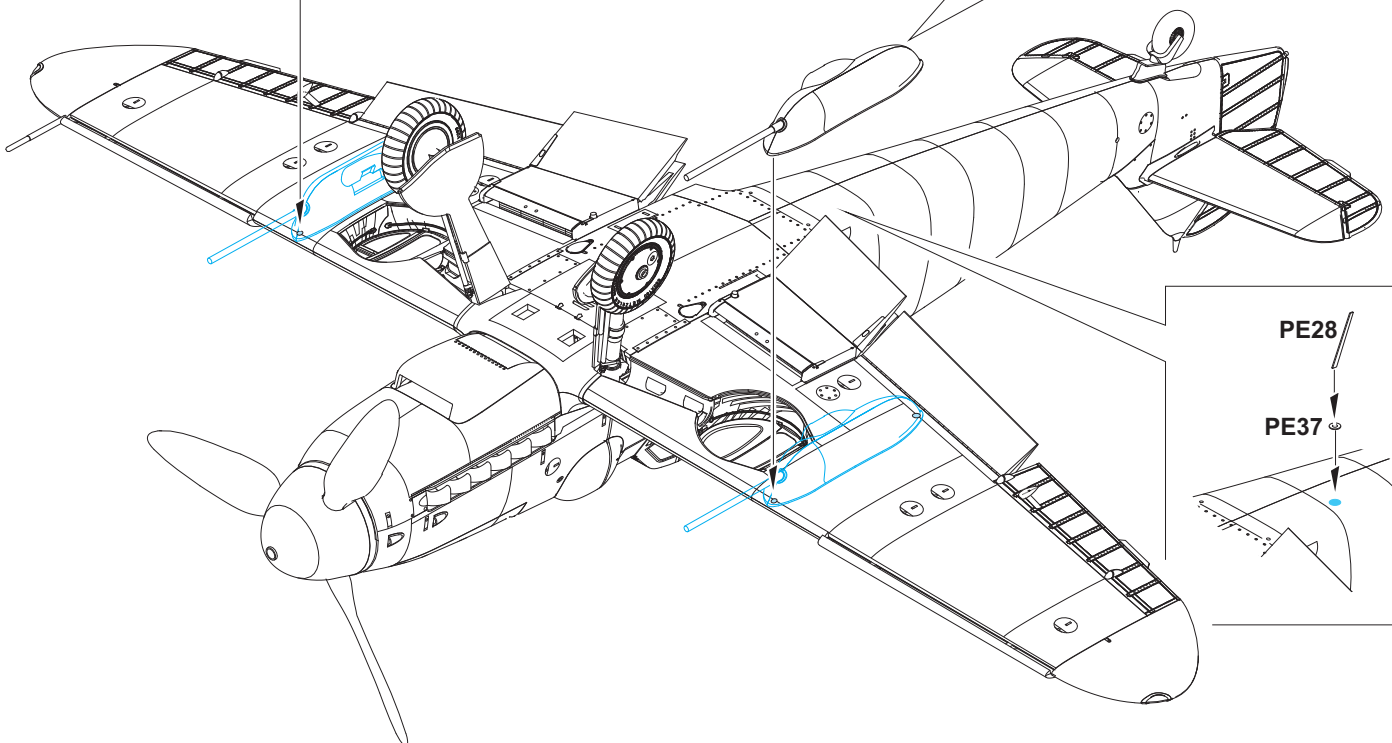
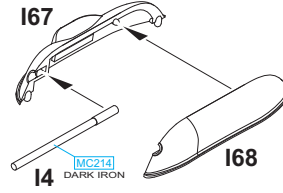
MARKINGS **E, F** ONLY

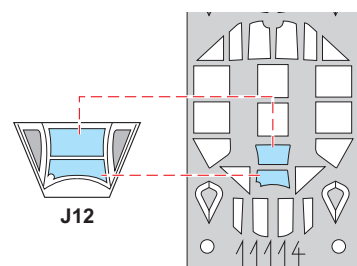
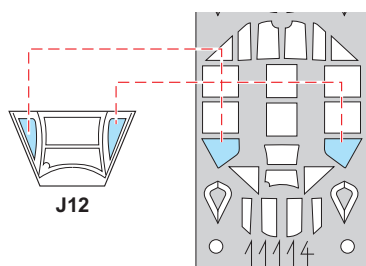
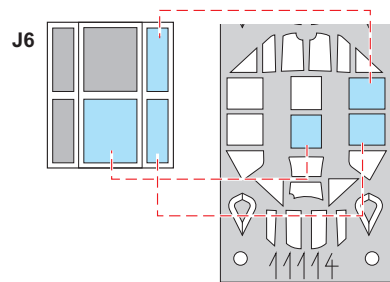
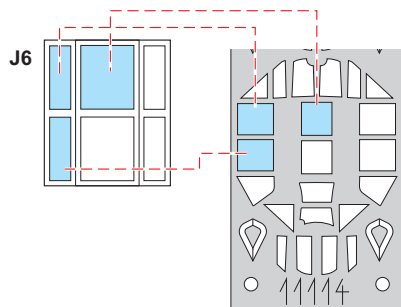
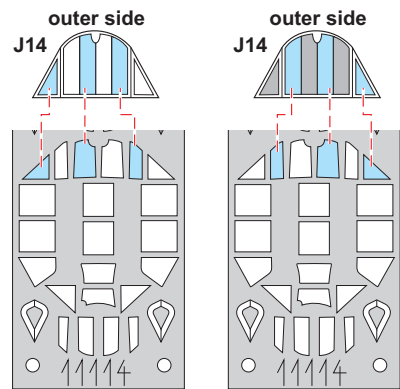
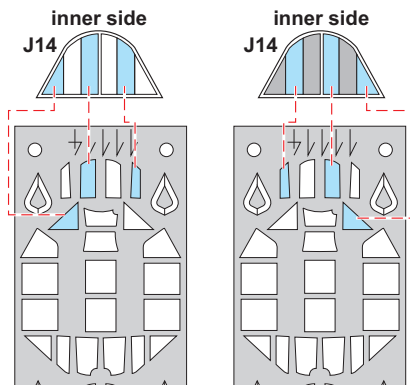
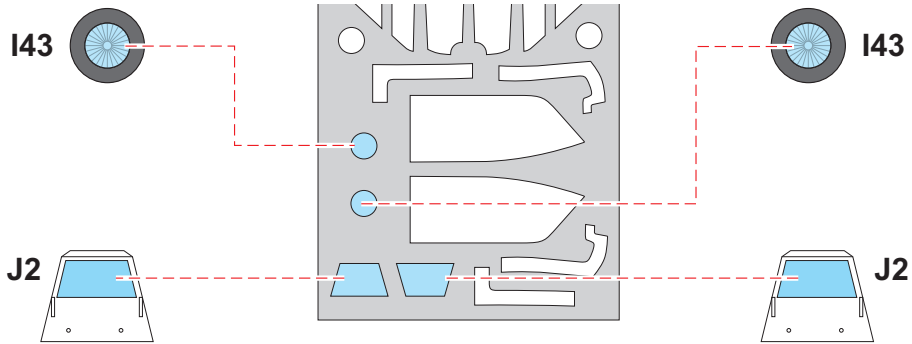
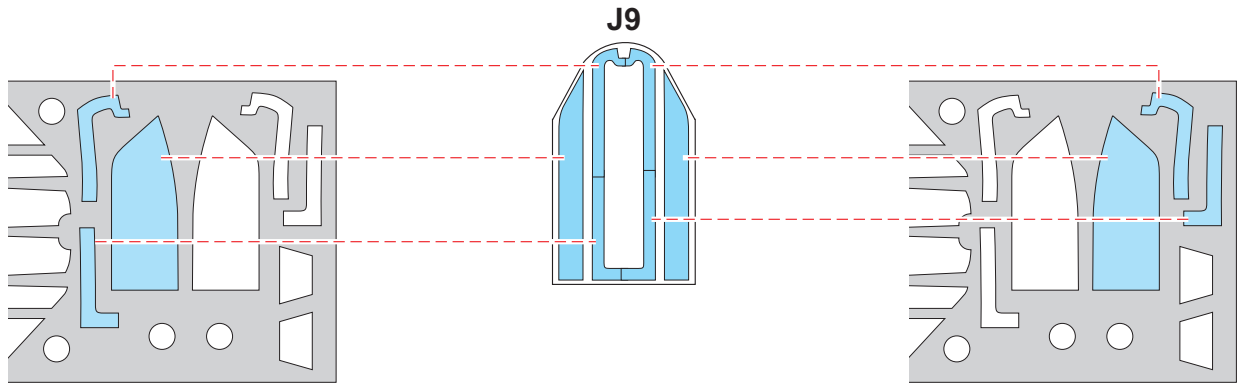


MARKINGS **H, I**



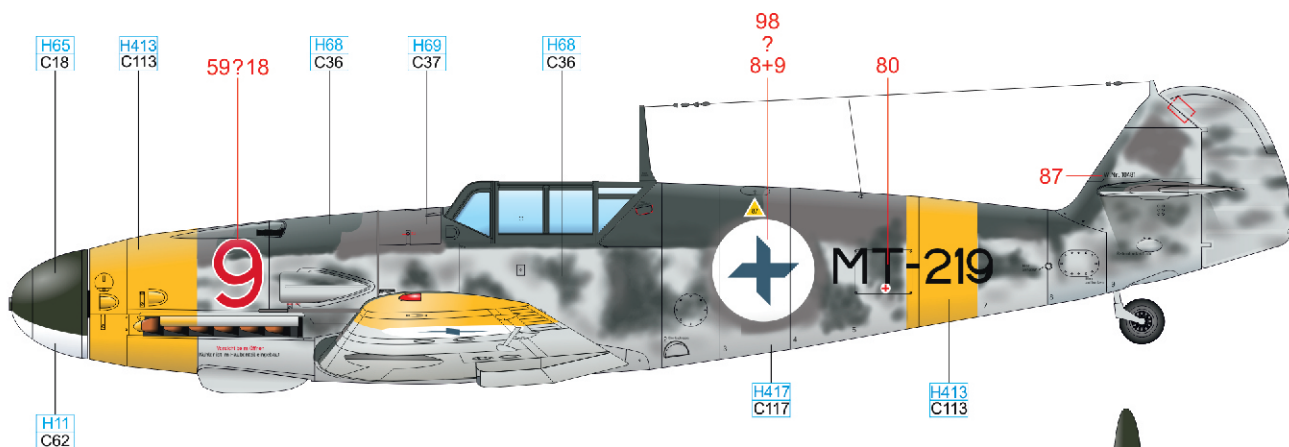
MARKINGS **H, I**



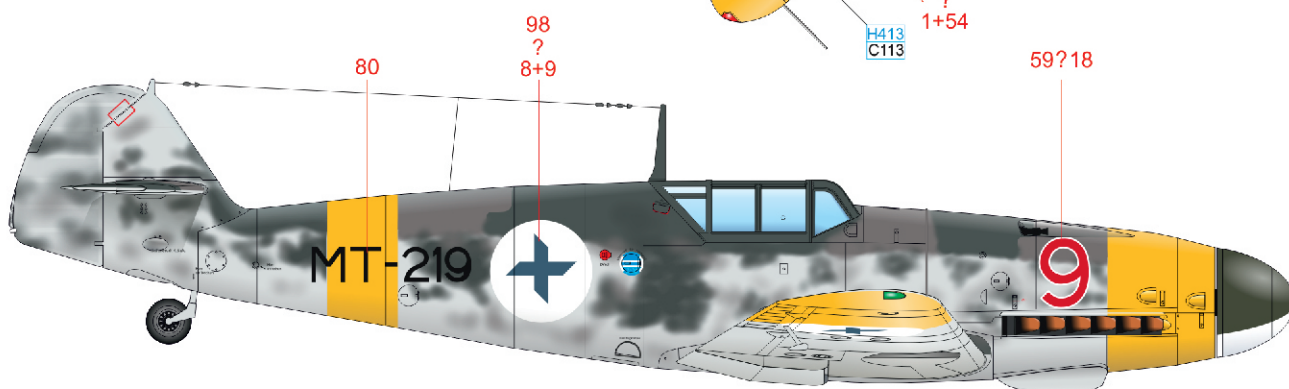
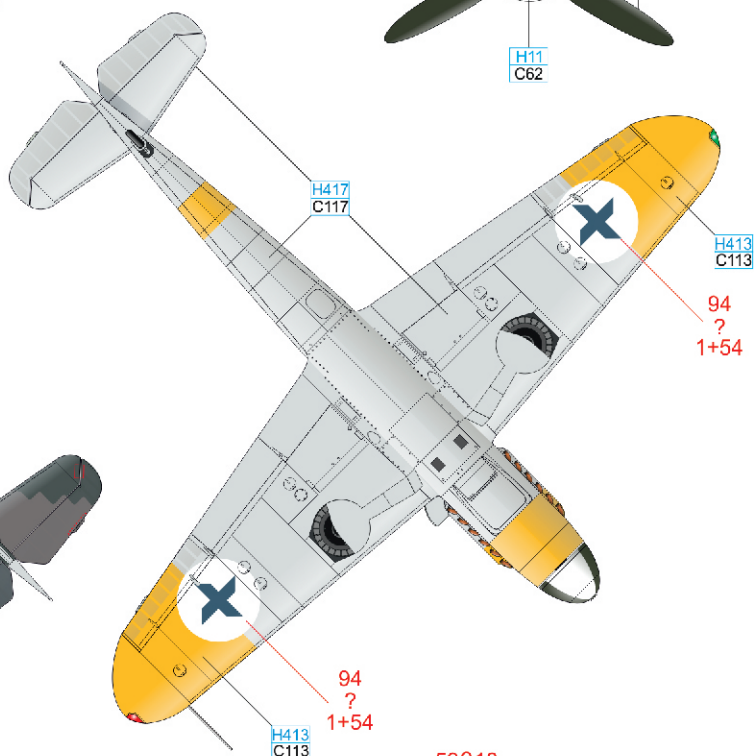
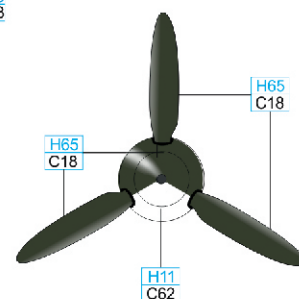
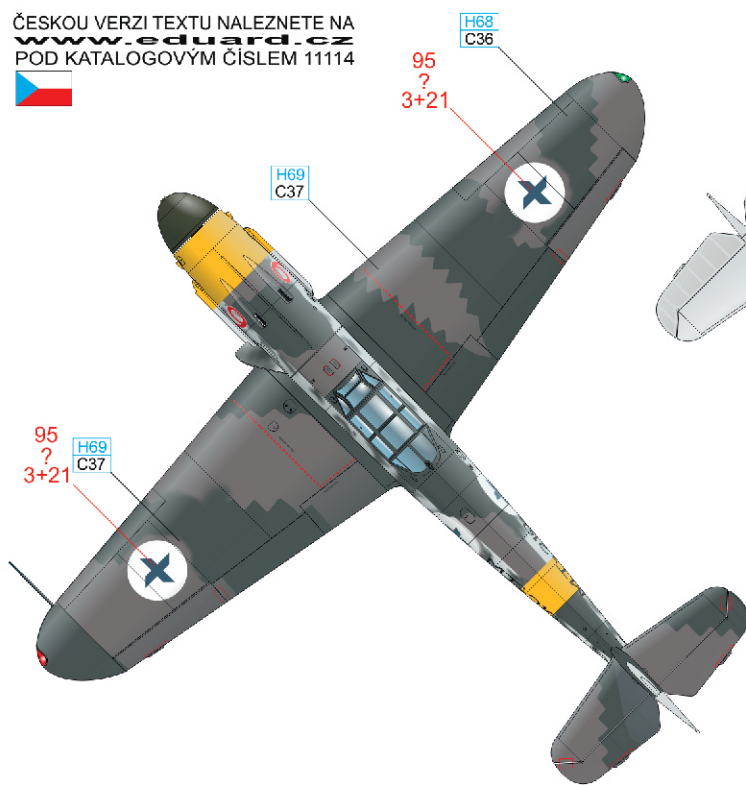


A Bf 109G-2, MT-219, flown by lentomestari (Warrant Officer) Yrjö Turkka, 1/LeLv 34, Utti, Finland, June 1943

Yrjö Olavi „Pappa“ Turkka was born at Savitaipale on January 29th, 1909. He received flying training in 1930-31. He was posted on January 1st, 1938 to LLv 24. Unit was equipped with Dutch Fokker D.XXIs, after Winter War was rearmed with Brewster 239 Buffalo. Turkka was assigned as lentomestari on April 16th, 1943 to LeLv 34 and on April 10th 1944 back to HLeLv 24. Both units were equipped with Bf 109Gs. After the war he served with HLeLv 31 until resigned from duty on May 16th, 1947. He became later a social manager. Turkka died on February 19th, 1991. During the wars he flew 350 missions and shot down 17,5 enemy aircraft. Messerschmitts Bf 109G-2, supplied to Finnish Air Force, were painted in standard camouflage colours of Luftwaffe. The MT-219, after its arrival to Finland, received Finnish swastikas on a round white base painted on six positions of the aircraft, yellow nose band and rear fuselage band, and a 165 cm wide yellow bottom of the wingtips. Original German signs were overpainted. The aircraft is pictured both with red number 9 without outline and red number 9 with white outline. The stencils remained German.



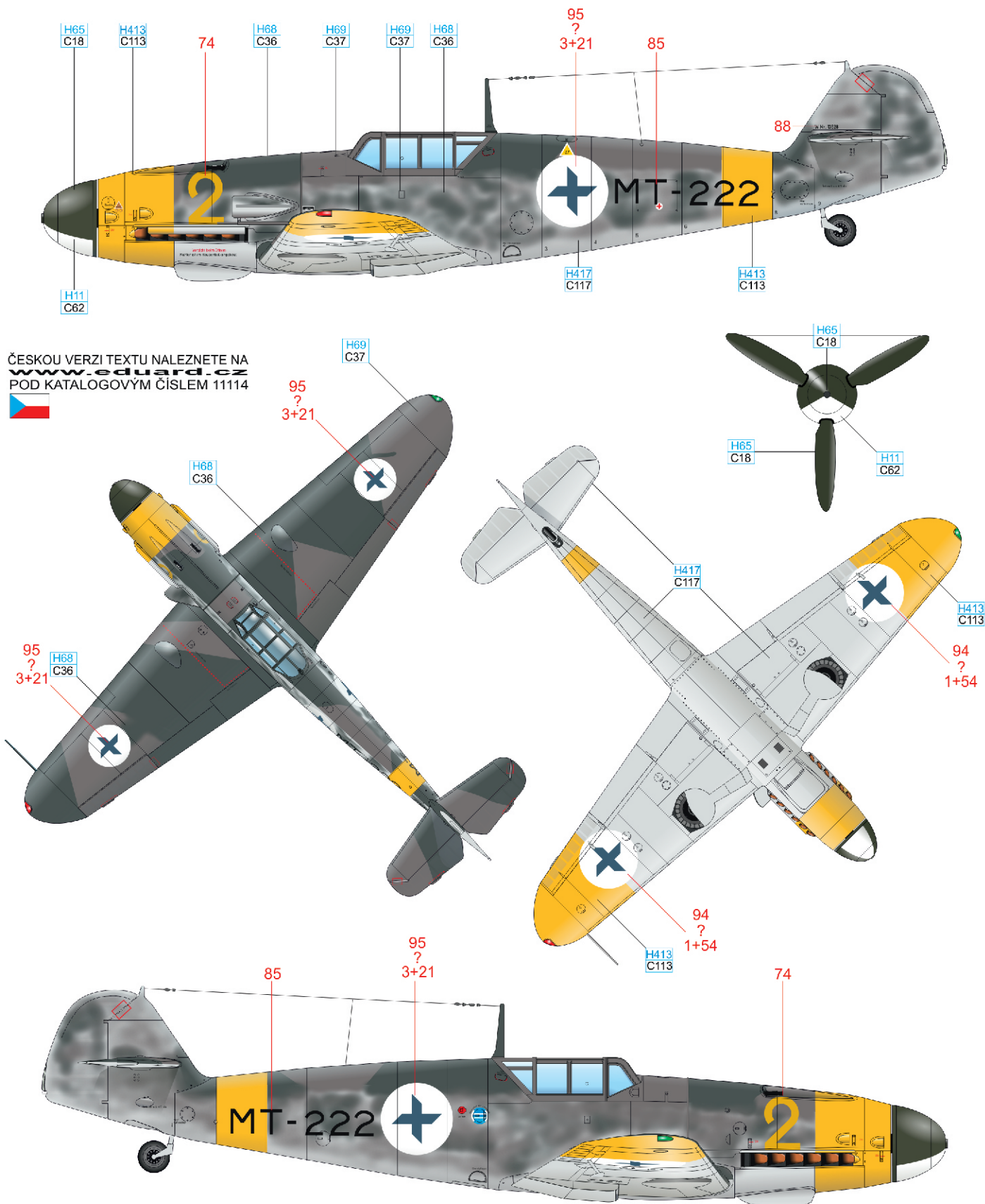
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RLM 04	H413 C113	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37
	RLM 76	H417 C117	RLM 70
		H65 C18	

B Bf 109G-2, MT-222, flown by lentomestari (Warrant Officer) Ilmari Juutilainen, 1/LeLv 34, Malmi, Finland, May 1943

Eino Ilmari "Illu" Juutilainen, the most successful fighter plane pilot of Finland, was born at Lieksa on February 21st, 1914. He received flying training in 1935-36 and on February 16th, 1937 was posted to LLv 12. He was transferred on March 3rd, 1939 as kersantti to LLv 24, equipped with Fokker D.XXI. Here he rose to the rank of lentomestari. On February 2nd, 1943 Juutilainen was transferred to LeLv 34. This unit was equipped with Bf 109G. After the war he served with HLeLv 33 and on May 16th, 1947 resigned from duty, but enlisted yet on September 8th, 1948 for ten months to PLeLv 41 taking twin-engine courses. In civil life he made his living as a small plane pilot. Juutilainen died on his birthday in 1999. During both wars he flew 437 missions and shot down 94 enemy aircraft. Juutilainen's yellow 2 in a standard camouflage of Luftwaffe fighter got, after its arrival to Finland, Finnish swastikas on a round white base painted on six positions of the aircraft, yellow nose band and rear fuselage band, and a 165 cm wide yellow underside of the wings tips. Original German signs were overpainted. The stencils remained German.



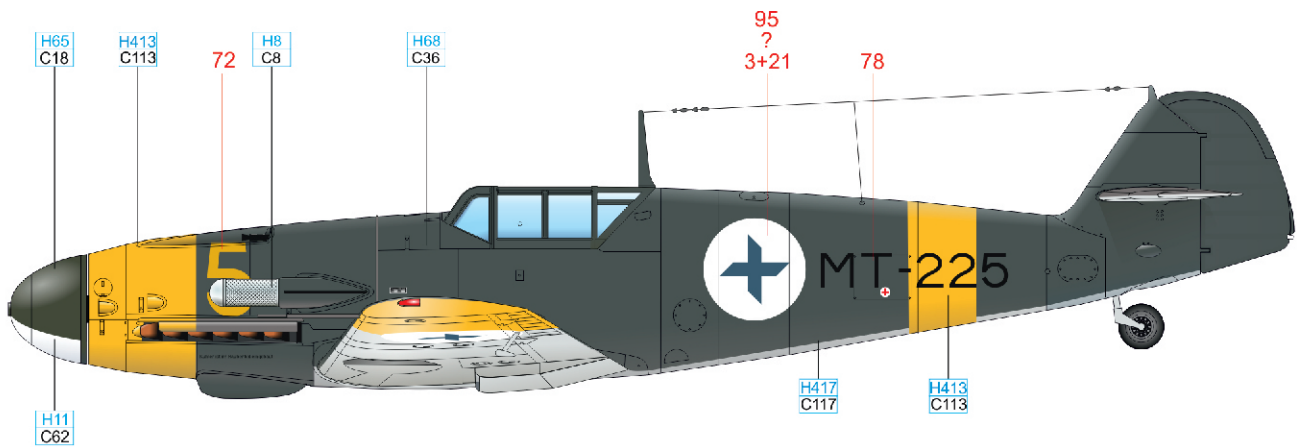
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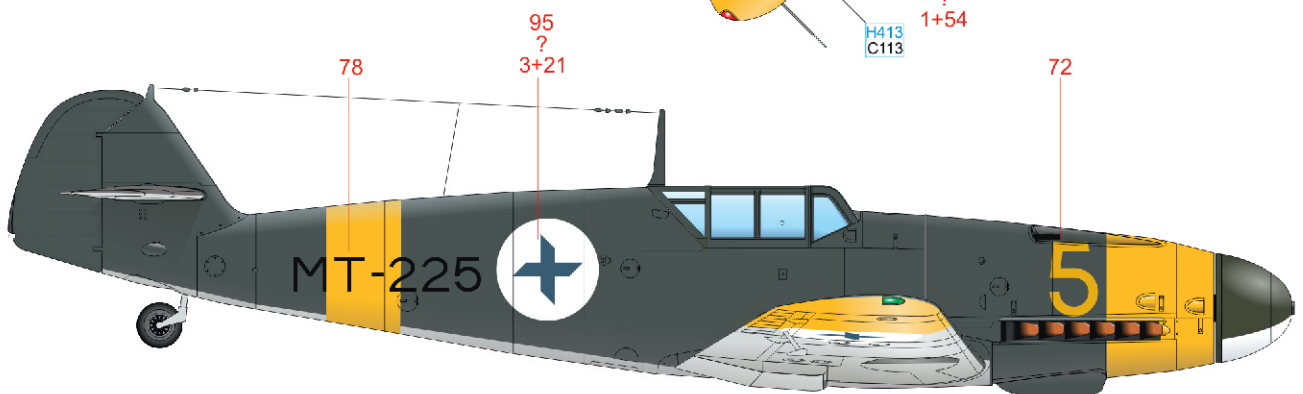
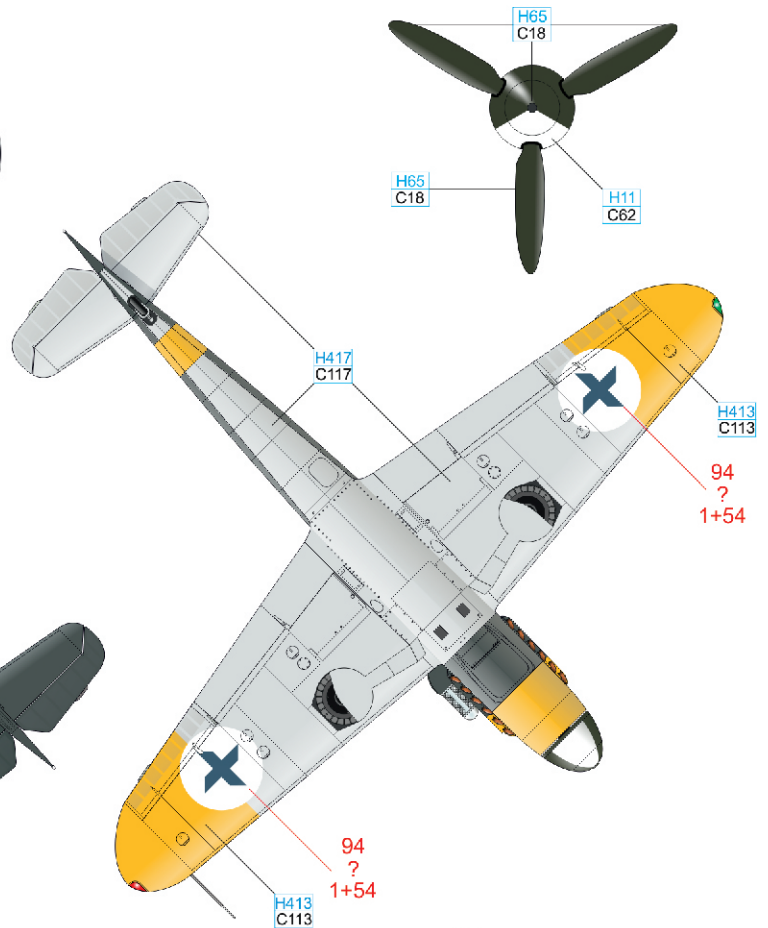
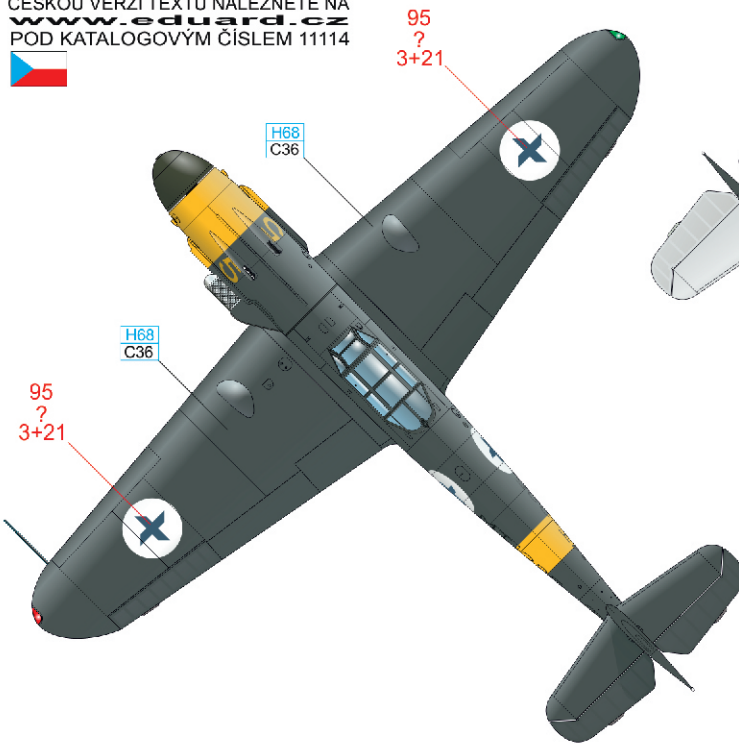
RLM 04	H413 C113	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37
	RLM 76	H417 C117	RLM 70
		H65 C18	

C Bf 109G-2, MT-225, flown by luutnantti (Lieutenant) Lauri Nissinen, 1/HLeLv 24, Suulajärvi, Finland, April 1944

Lauri Vilhelm "Lapra" Nissinen was born at Joensuu on July 31th, 1918. He received flying training in 1938 and was assigned on January 1st, 1939 to LLv 24 equipped with Dutch Fokker D.XXI. On March 26th, 1943 he was promoted to luutnantti and transferred three months later to lead 1/LeLv 24 armed with Messerschmitts Bf 109G. Nissinen was killed on June 17th, 1944, when the wreck of Urho Sarjamo's Bf 109G-2 MT-227 fell straight on Nissinen's MT-229 at Perkjärvi. During both wars he flew appr. 300 missions and shot down 30,5 enemy aircraft. The MT-225, flown by luutnantti Nissinen had a non-standard camouflage on the top and side parts of the fuselage and on the wings using the RLM 74 colour; other standard marking of Finnish 109s in a form of yellow complements and national insignia remained in a standard form.



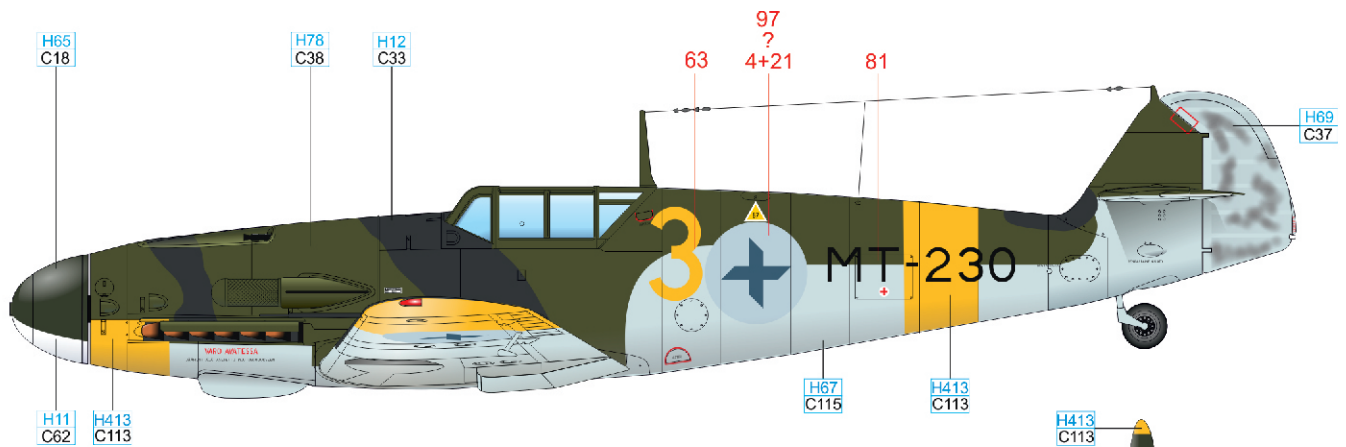
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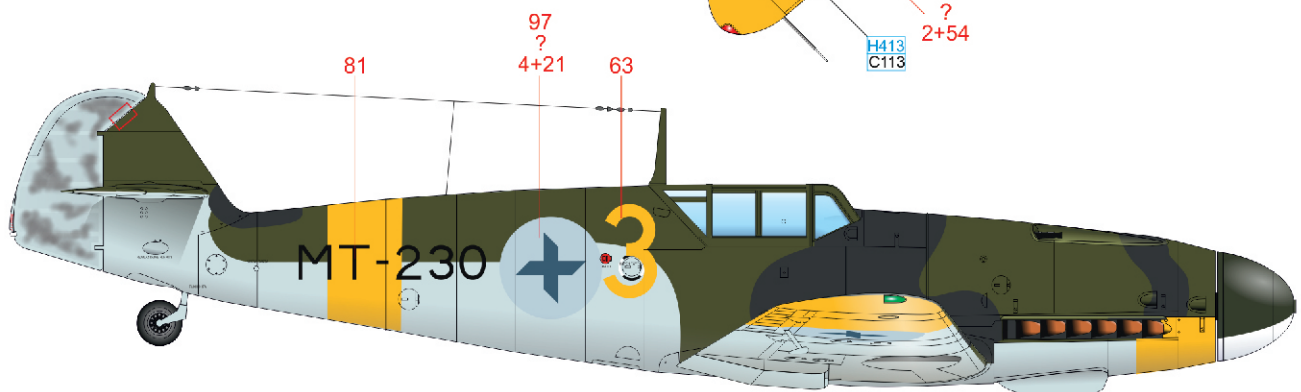
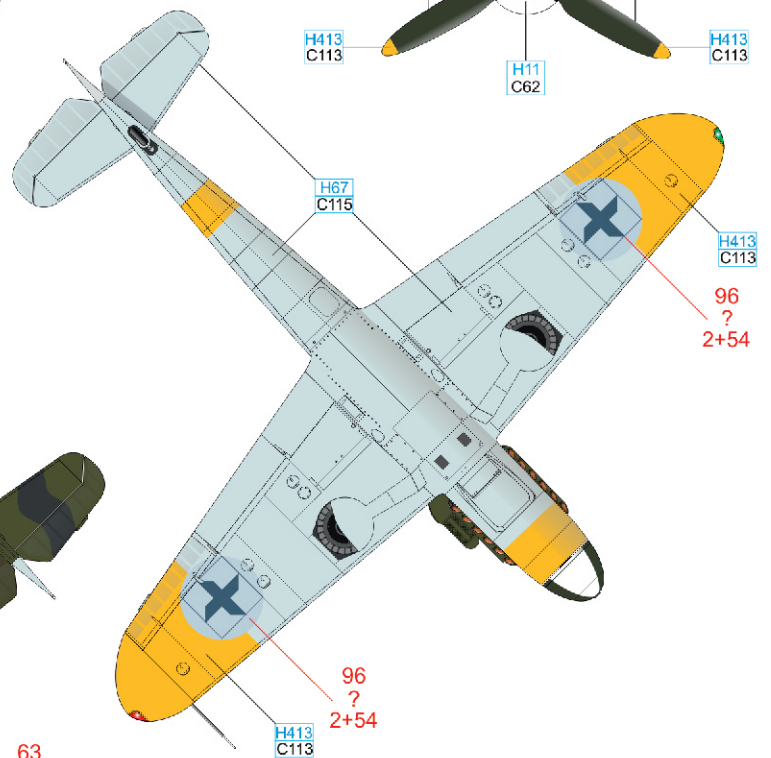
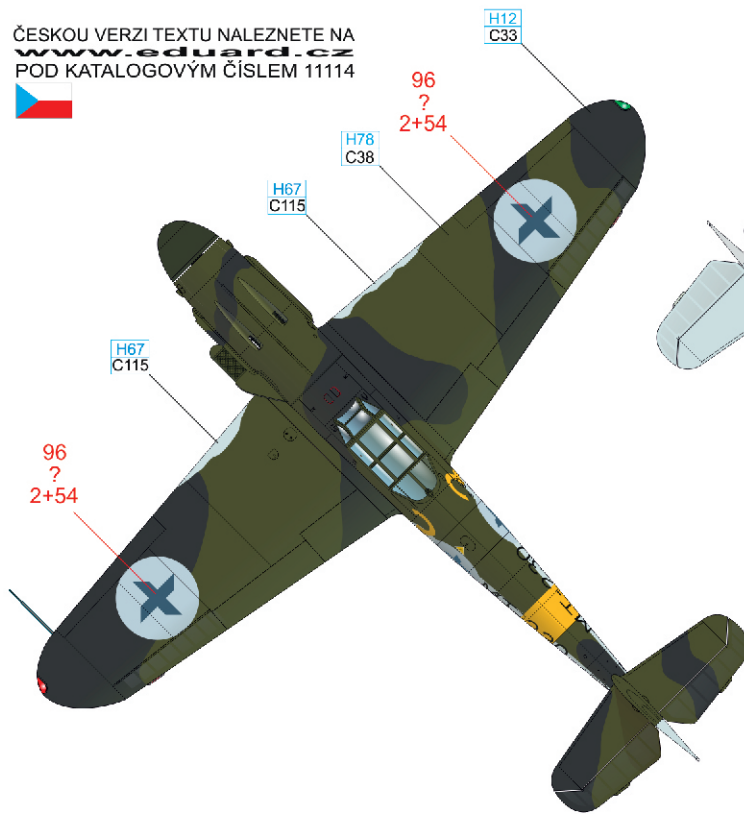
RLM 04	H413 C113	WHITE	H11 C62
RLM 74	H68 C36	RLM 76	H417 C117
		RLM 70	H65 C18

D Bf 109G-2, MT-230, flown by kapteeni (Captain) Jaakko Puolakkainen, 2/HLeLv 28, Värtsilä, Finland, August 1944

Jaakko Puolakkainen was born in St. Petersburg on September 29th, 1915. He received flying training in 1937-38 and on December 5th, 1939 was posted as vänrikki to LLv 28. On October 31st, 1943 was appointed as kapteeni to lead 2/LeLv 28. After the war Puolakkainen headed KoeL (Testflight) and IlmavV (Air Force Signals Depot) and resigned from the duty as everstiluutnantti on March 9th, 1963. Later he became a sales manager. Jaakko Puolakkainen died on June 25th, 1999. His wartime score was two confirmed and two damaged enemy aircraft. During the war, ten Bf 109G-2s of the Finnish Air Force were camouflaged on top and side surfaces by black and olive green colour, the undersides were painted in RLM 65 colour. The circle under the Finnish swastikas had no longer been white on these repainted fighters, but was painted in RLM 65. The stencils had already been in Finnish language.



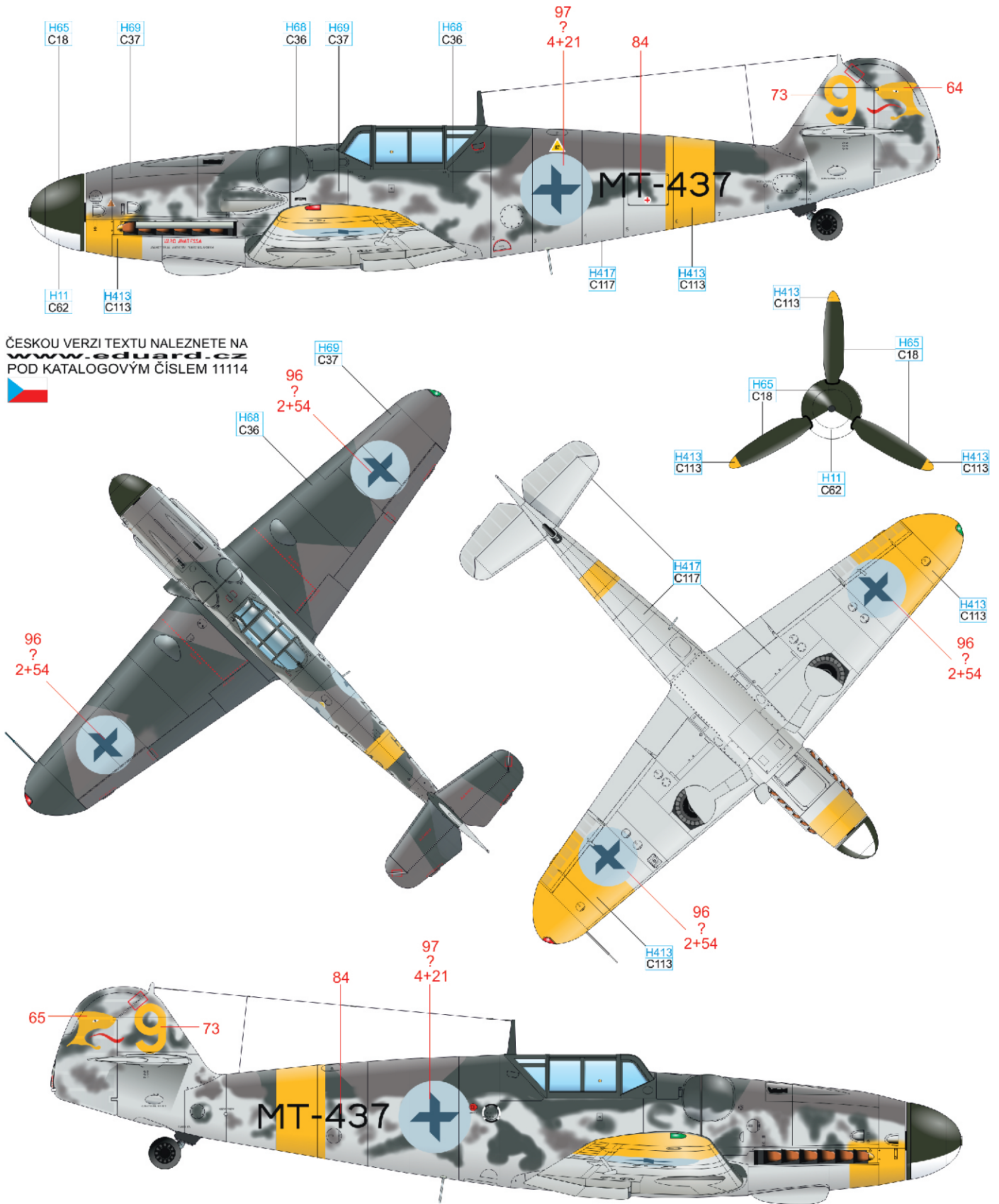
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RLM 04	H413 C113	WHITE	H11 C62	BLACK	H12 C33
OLIVE	H78 C38	RLM 75	H69 C37	RLM 65	H67 C115
				RLM 70	H65 C18

F Bf 109G-6, MT-437, flown by ylikersantti (Staff Sergeant) Leo Ahokas, 3/HLeLv 24, Lappeenranta, Finland, June 1944

Leo Ahokas was born at Jaakkima on April 25th, 1915. He received flying training in 1936-37 and in Winter War mobilization he was posted to training T-LentoR 2 and transferred on February 24th, 1940 to LLv 22, equipped with Hurricanes and Buffalos. He was demobilized on July 25th, 1940. Ahokas entered duty on June 3rd, 1941 to LLv 32, on August 11th, 1941 to LLv 24, equipped with Buffalos. Ylikersantti Ahokas was demobilized on November 10th, 1944. In civil life he functioned as a chauffeur. He died on October 25th, 1988. During the war he flew 189 missions and shot down 12 enemy aircraft. After its placement to Finnish Air Force, the standard camouflage of Bf 109G-6, produced by Messerschmitt factory in Regensburg, got yellow recognition complements of the aircraft flown in the Eastern Front. The rudder bore a new HLeLv 24 emblem – the head of the lynx.



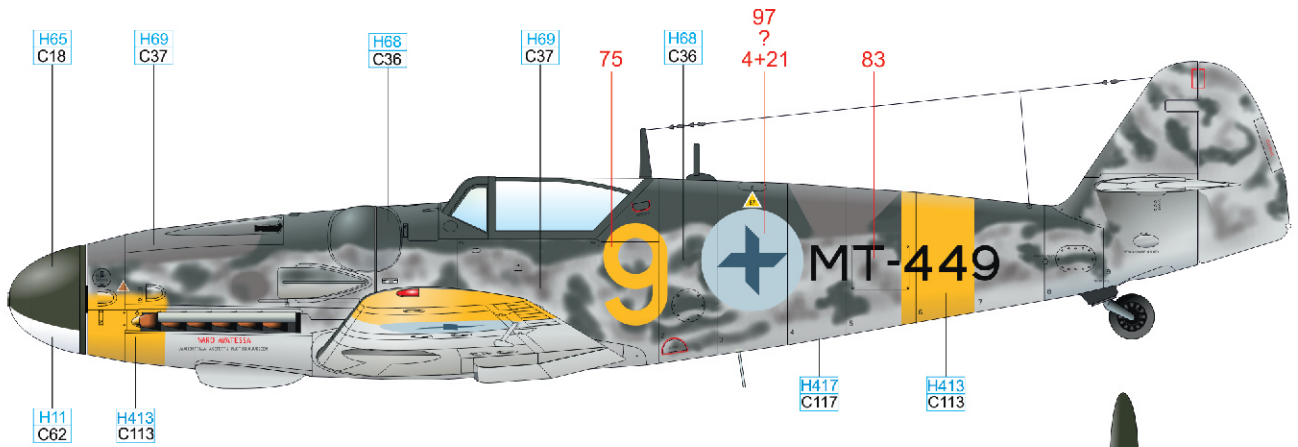
ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.cz POD KATALOGOVÝM ČÍSLEM 11114



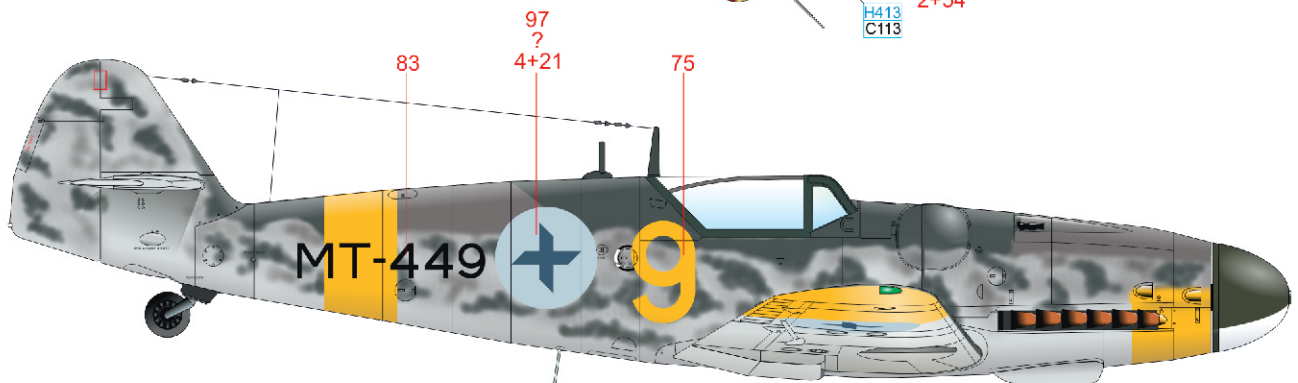
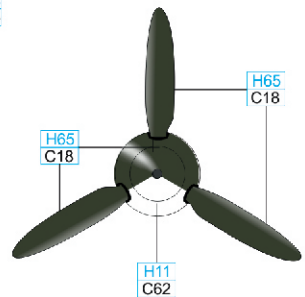
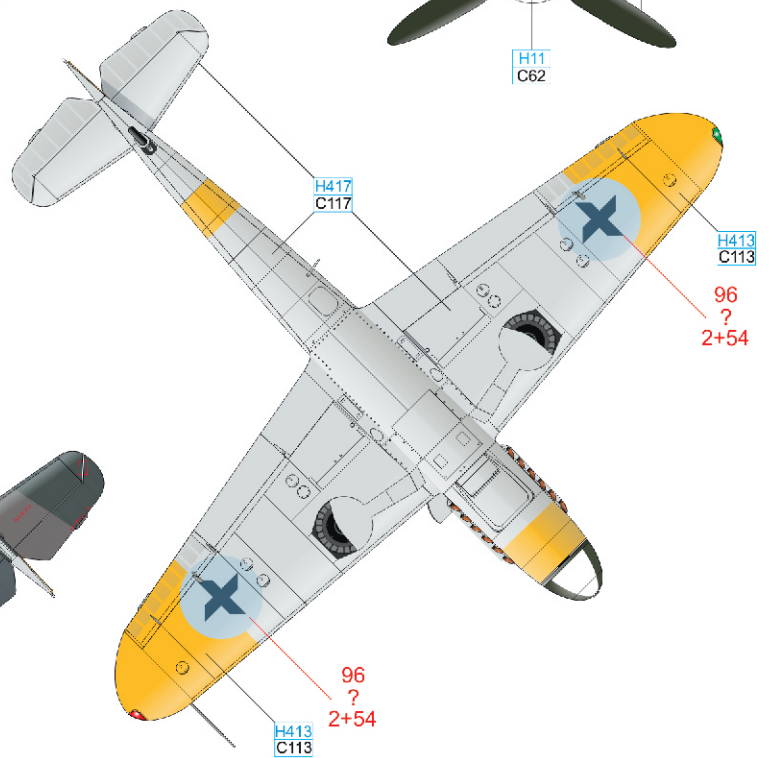
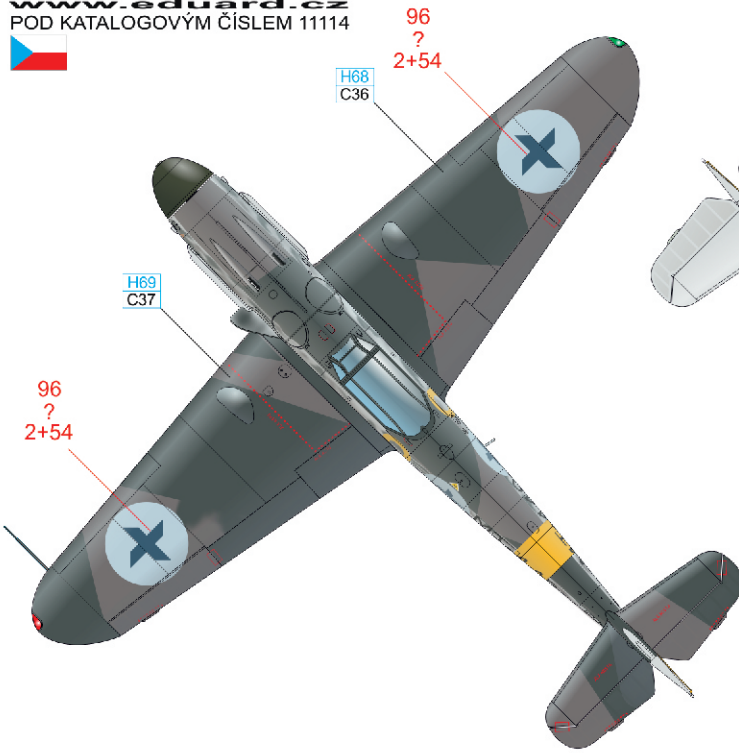
RLM 04	H413 C113	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37
	RLM 76	H417 C117	RLM 70
		H65 C18	

G Bf 109G-6, MT-449, flown by luutnantti (Lieutenant) Olavi Puro, 2/HLeLv 24, Lappeenranta, Finland, June 1944

Olavi Kauko "Olli" Puro was born in Helsinki on November 18th, 1918. He received flying training in 1940-41 and was transferred on June 22th, 1942 to the LeLv 24 and in September 1942 to LeLv 6, where he flew captured I-153. On April 4th, 1943 was Olli Puro back in LeLv 24. Luutnantti Puro was demobilised on November 10th, 1944. Since then, Puro worked in banking business. He died on June 20th, 1999. During the war he flew 207 missions and shot down 33 enemy aircraft. "Olli" Puro managed 5 shot downs with this aircraft. The aircraft, camouflaged by RLM 74/75/76 colours and accompanied by Eastern Front marking, bears original German marking repainted by the same colours. Finnish markings are accompanied by Finnish stencils.



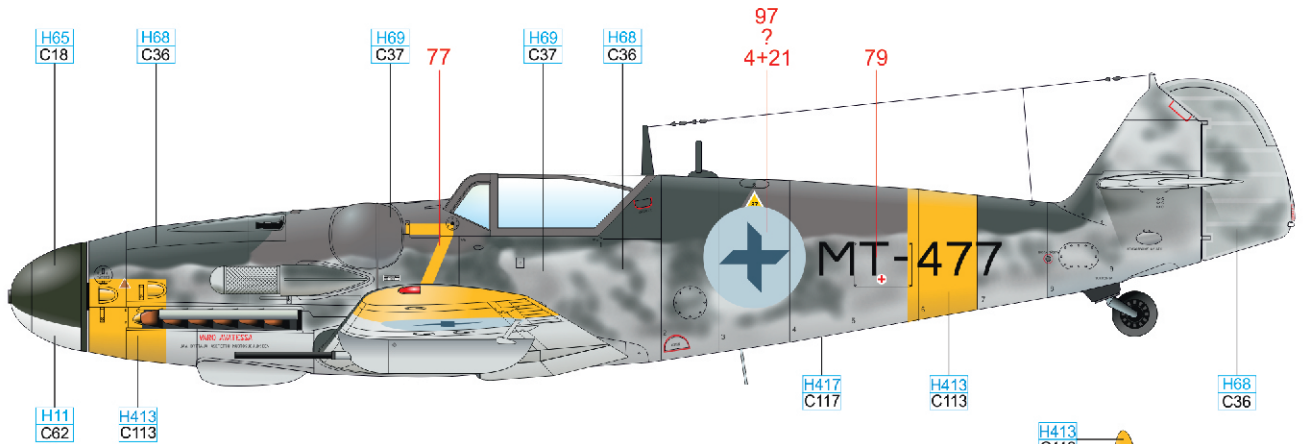
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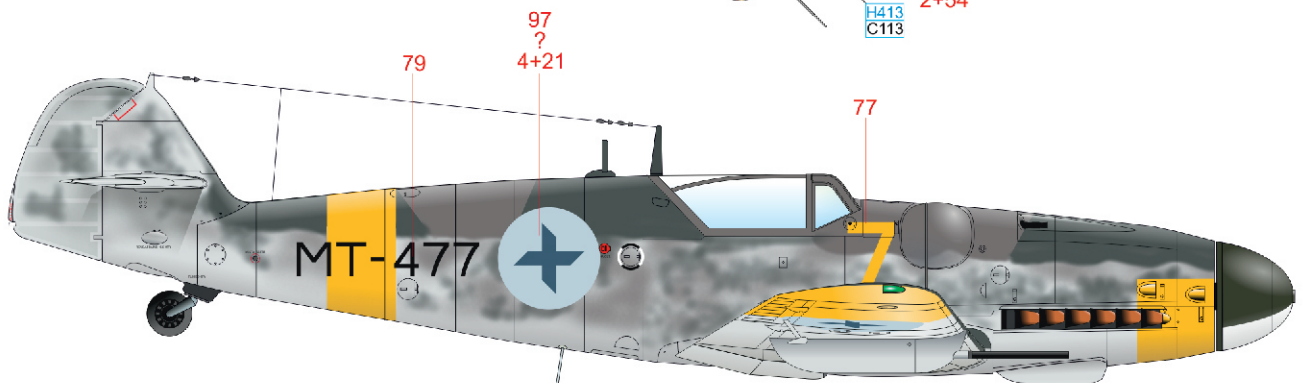
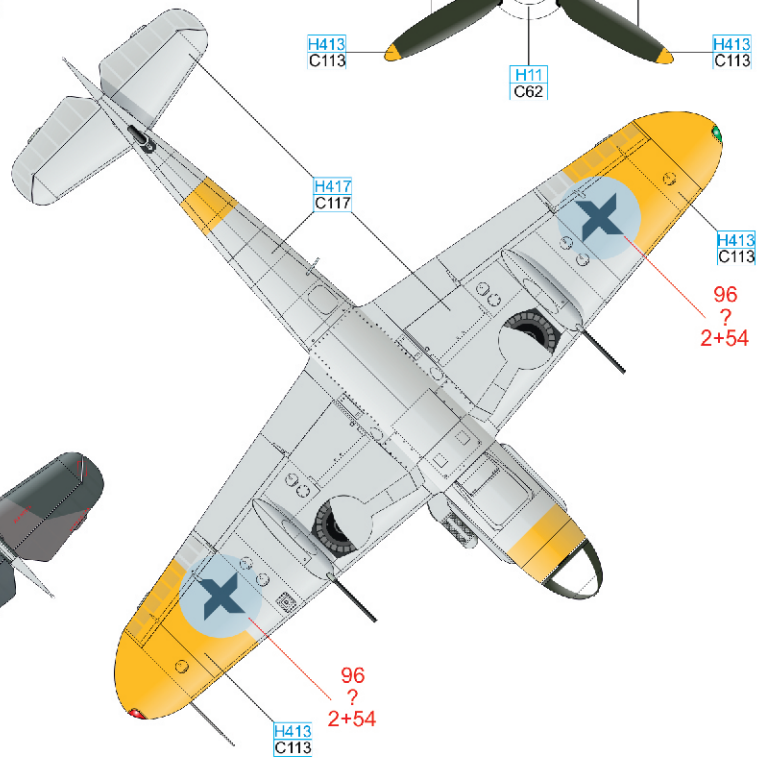
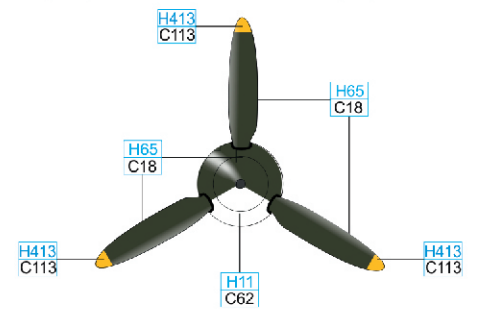
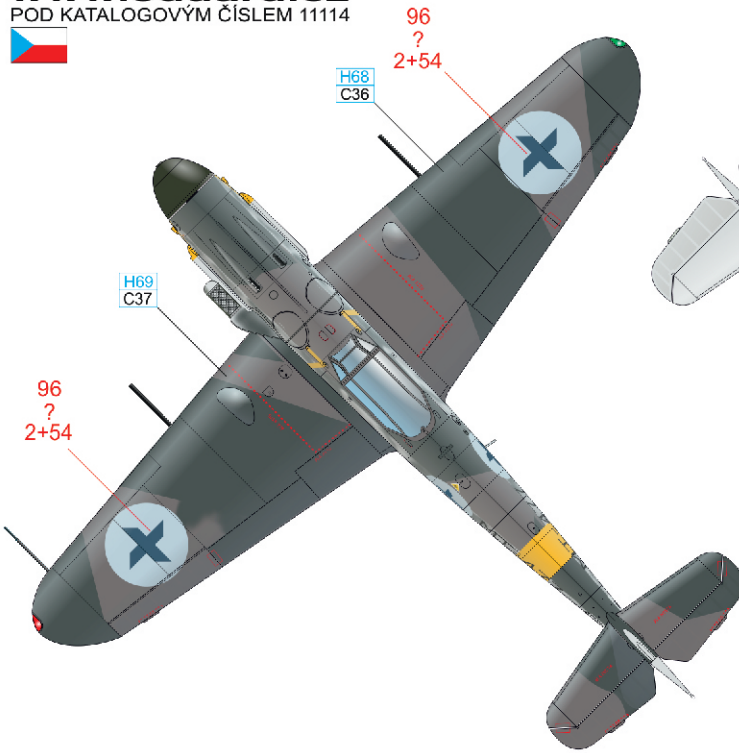
RLM 04	H413 C113	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37
	RLM 76	H417 C117	RLM 70
		H65 C18	

H Bf 109G-6, MT-477, flown by luutnantti (Lieutenant) Mikko Pasila, 1/HLeLv 24, Utti, Finland, September 1944

Mikko Pasila was born on Iitti on July 23th, 1921 and received flying training in 1940-41. On September 1941 was transferred to LLv 30 and on December 17th, 1941 to LLv 24. Luutnantti Pasila was demobilized on November 10th, 1944. His civil job was a doctor of medicine and surgery. He died on February 14th, 1991. During the war he flew appr. 200 missions and shot down 9 enemy aircraft. The fighter painted in a standard camouflage of Luftwaffe fighters with yellow complements marking the aircraft flown in the Eastern front. This fighter is one of fourteen fighters supplied to Finnish Air Force with MG 151/20 cannons mounted under the wings.



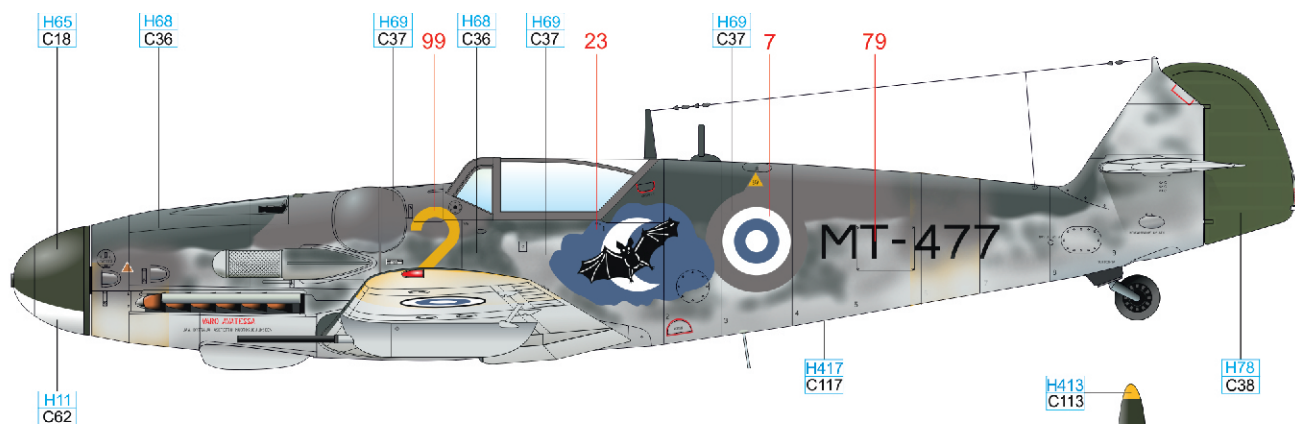
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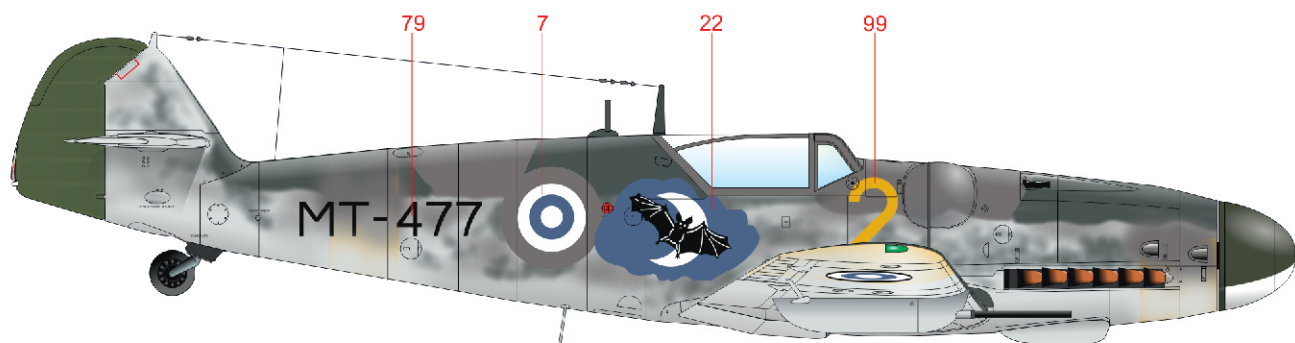
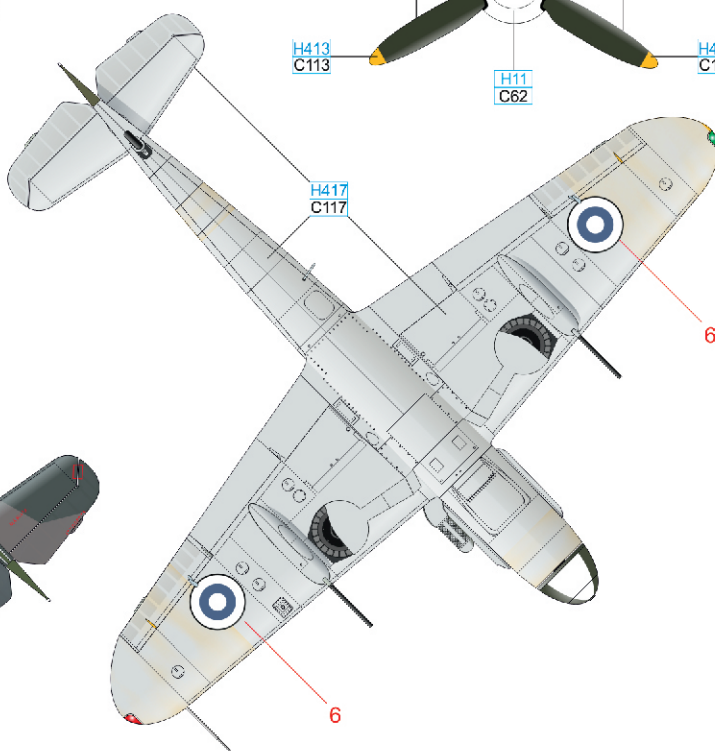
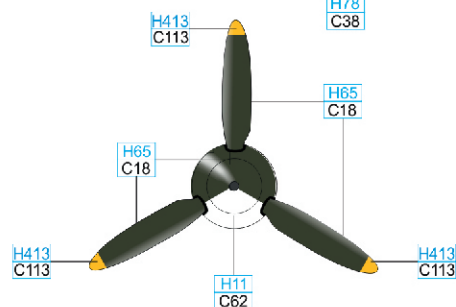
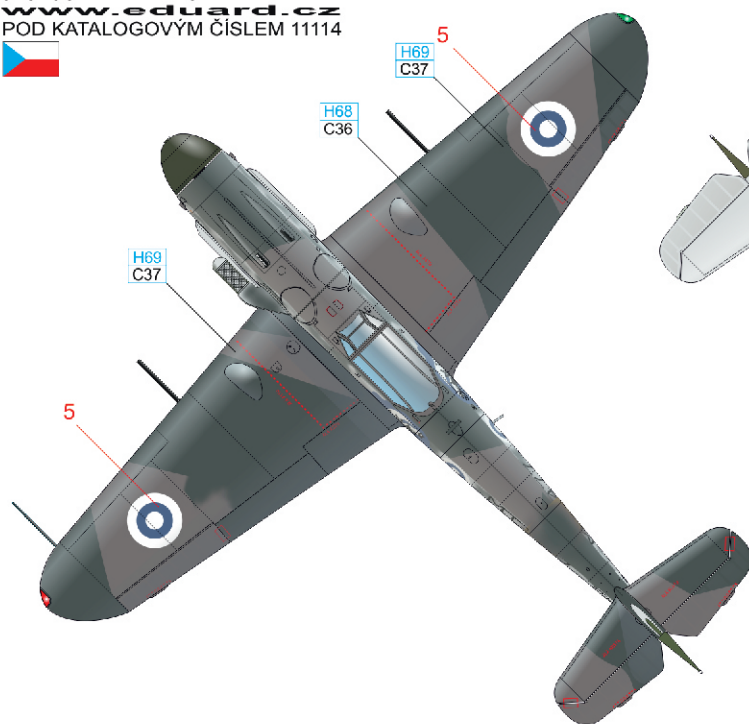
RLM 04	H413 C113	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37
RLM 76	H417 C117	RLM 70	H65 C18

Bf 109G-6, MT-477, HLeLv 31, Utti, Finland, summer 1948

The end of the fights with the Soviet Union brought a ceasefire from September 5th, 1944. One of the conditions of the ceasefire was a change in the marking of the Finnish aircraft – the blue swastika was substituted by cockade bearing Finnish national colours, i.e. blue and white. Lentolaivue 24, whose pilots of Messerschmitts Bf 109G reached the total of 304 victories in air fights, kept these fighters also during the period of peace duty. From December 4th, 1944 the planes served with HLeLv 31, which is still active today. The pilots of this squadron fly F-18C Hornets at present time. The aircraft concerned is the same as the one portrayed in the previous paint, though, used in the post-war service – this is proved by the national insignia in Finnish national colours introduced from April 1st, 1945. The marking of the aircraft is accompanied by the painting of the bat placed on the blue cloud and the moon – marking of the HLeLv 31 night fighters. The moon used to be white or yellow; MT-477 has white moon. The rudder was repainted most likely with the Finnish olive green colour.



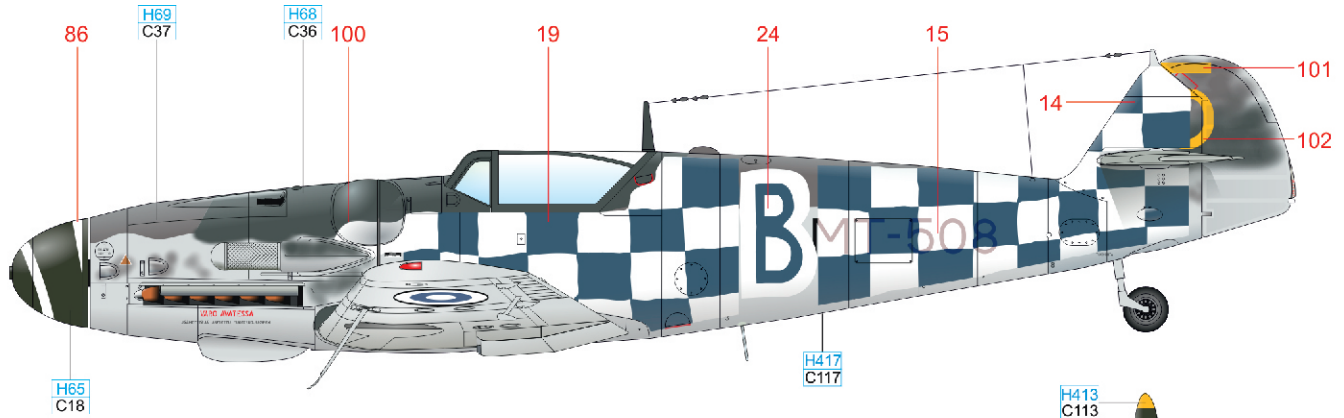
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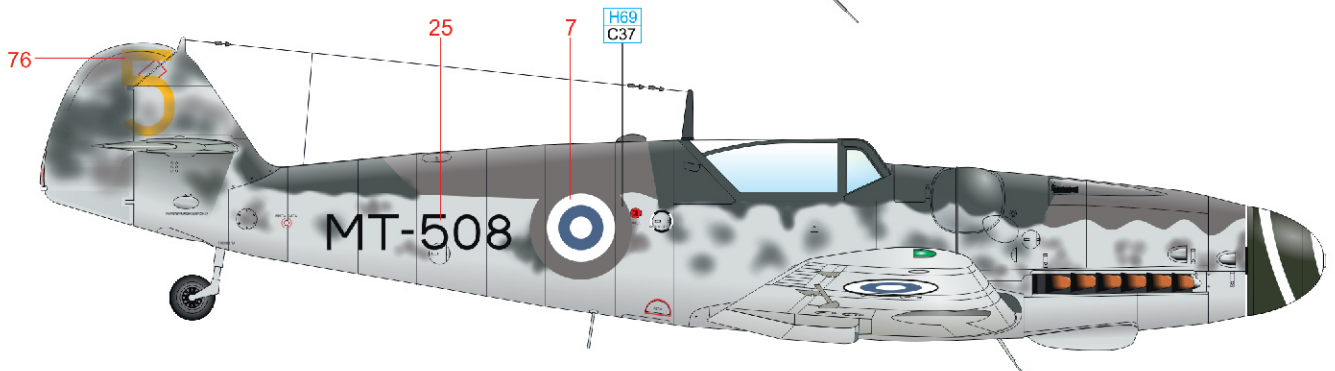
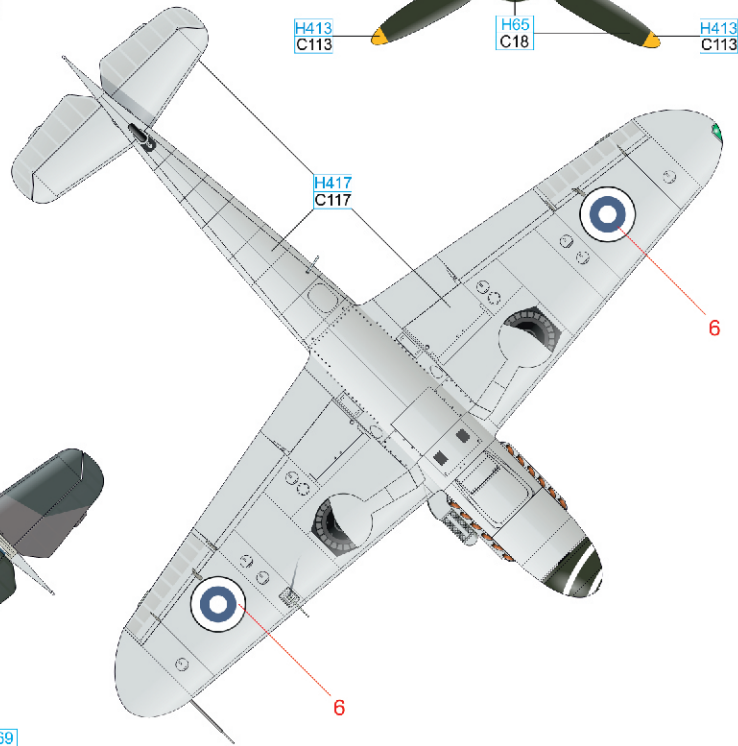
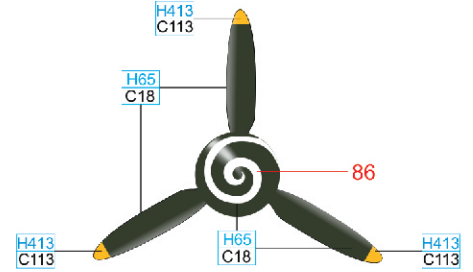
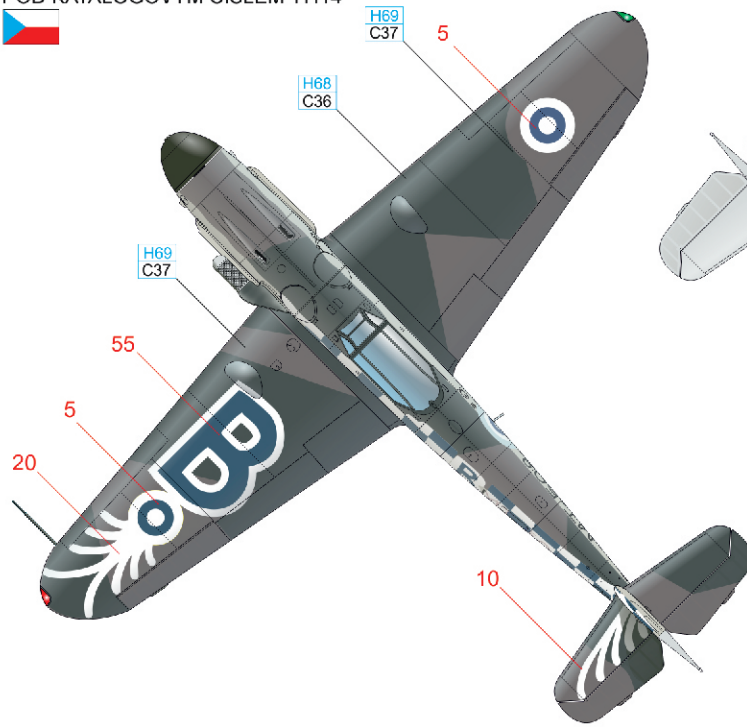
RLM 04	H413 C113	WHITE	H11 C62	OLIVE	H78 C38
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117
				RLM 70	H65 C18

J Bf 109G-6, MT-508, flown by luutnantti (Lieutenant) Arvo Arima, HLeLv 31, Air Race, Utti, Finland, June 1950

Utti air base had a mid-summer festival open day on June 23rd, 1950. It held an air show, to which participated a total of twelve Mersus, from both HLeLv 31 and HLeLv 33. It culminated at 7 pm to an American Reno style air race around the pole with four specially marked planes. MT-508 was plane B and at the controls was luutnantti Arvo Arima. He received the flying training in 1940-41 and flew as a reconnaissance pilot with LeLv 14 until demobilized on November 12th, 1944. In 1947-51 he enlisted again with HLeLv 31. Arima died on July 18th, 1977. The MT-508 also took part in the races; this aircraft was equipped with longer tailwheel leg. The camouflage of this aircraft is complemented by distinguishing marking in a form of blue and white squares forming a chessboard on the fuselage; there is a letter B on the fuselage and on top of the port wing, where it is accompanied by other white complements, which were also painted on the left tail part. Regarding the fact that the racers flew in circles, the historians came to conclusion that the aircraft the racers flew were marked on the left side only.



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RLM 74 H68 C36 RLM 75 H69 C37 RLM 76 H417 C117 RLM 70 H65 C18

FINNISH STENCILS FOR COLOUR PROFILE D

