

fündekals :)

# MERSU

## MESSERSCHMITT BF 109 G-2/G-6

IN  
FINNISH SERVICE

FD48040

# MESSERSCHMITT BF 109 G-2/G-6 IN FINNISH SERVICE

When we started fündekals in 2012 (can it really be more than a decade!?!), we promised - NO Messerschmitts!! Everything worth doing had been done already, and there were a lot of people far more knowledgeable about them than we. And yet here we are, breaking our own rule! But the history of the Bf 109 G in the service of the Finnish Ilmavoimat from 1943 through the end of the Continuation War is one that has fascinated us for many years. The incredible accomplishments of Finnish pilots and ground crews in the face of overwhelming Soviet numerical superiority are the stuff of legend, and largely unknown to many students of WWII history. And while there have been a goodly number of Finnish Messerschmitt decals produced over the years, most of them were produced before the latest research had appeared, and thus they sometimes perpetuated some myths about Finnish markings colors that needed to be set straight. Existing decals have also been less than comprehensive, given the number and historical importance of Finnish 109s and their amazing pilots and ground crews. We hope to have set that right with this release.

As you have probably already noticed, we have taken a completely different tack for our instructions on this project. Rather than giving you an illustration that is our interpretation of what we see in photos, we are simply showing you the photos we have used for reference. Additionally, we don't always have photos of both sides of each subject, and Finnish 109s were, for the most part, finished in standard Luftwaffe camouflage that has been extensively documented elsewhere, so you can prob-

ably get to a more accurate end product by simply bypassing a step and using the original source documentation.

Thanks to the very kind generosity of our friend Kari Stenman (denizen of all things Ilmavoimat...), we are able to document virtually every subject photographically. The Finns were avid photographers, and were quite good at standardization of the markings on their 109 fleet, and where there are differences we will point them out in our photo captions. We hope that this will provide you with more than enough first-hand evidence of what each subject looked like, and thus allow you to reproduce what

you see directly from the photos to make your model(s) as realistic as possible.

A word about other references: Kari Stenman has written or co-authored a number of excellent books on Finnish 109s over the years, and we cannot recommend highly enough getting each and every one if you're interested in this subject. You'll see many of these same photos in



them, but his books provide additional background and some fascinating photos of unique Finnish wooden revetments and other period background to give your model context. See the list at the end of this instruction manual for photos of the covers and ISBNs to aid in your search for these books. In particular, Kari's book "Mersu" is invaluable. It is published in Finnish, but the number and quality of photos it contains make it worth every penny even if you don't read Finnish.

Given the time and space constraints we were under, we elected not to delve into the markings carried by Finnish 109s after the end of the Continuation War in September 1944.

# MESSERSCHMITT BF 109 G-2/G-6 IN FINNISH SERVICE

The first of 30 (16 new and 14 overhauled/recycled) Messerschmitt Bf 109 G-2s was delivered to Malmi Air Base near Helsinki on 13 March 1943. Eighteen additional Bf 109 G-2s were delivered as attrition replacements (as per the original contract), with the last of them landing in Finland on 1 June 1944. A contract for 30 newer Bf 109 G-6s was signed on 15 March 1944, with the first of an eventual total of 111 G-6, G-6/AS, and G-8 arriving in Finland shortly afterwards. The last G-6 was delivered on 30 August 1944, and the Continuation War ended on 4 September 1944.

All of the Bf 109s delivered to Finland arrived in full German markings just as they had left the factory. All were finished in the then standard Luftwaffe camouflage scheme of RLM 74/75/76, with fuselage mottling of various color combinations. It is far beyond the scope of our instructions to delve into the precise patterns and combina-



tions of mottle colors for each subject. Aircraft from both Messerschmitt and Erla production lines were among those delivered to Finland, and we recommend consulting your Bf 109 references for more information on that. Full German language stencil data was applied (at least to most aircraft), as were full German national insignias and the factory Stammkennzeichen radio call letters on the fuselage and lower wings.

On arrival in Finland, German national markings and Stammkennzeichen were obliterated using German provided stocks of standard RLM paints. It appears the Finnish painters mastered the art of Luftwaffe mottled camouflage quite well, as on many aircraft it is impossible to tell where the German markings were. On others, a more uniform overpainting with RLM 75 appears to have taken place, and on those you can clearly see the locations of the Hakenkreuz on the tail, and often the fuselage Stammkennzeichen letters. On some aircraft the German stencil data was left intact, and on others it was obliterated,

usually to be replaced with Finnish language stencilling.

Finnish national insignias were applied on the fuselage and both surfaces of both wings, along with Luftwaffe-dictated yellow Eastern Front tactical markings. See the following pages for specifics. The Finnish roundel, featuring the blue swastika associated with Count von Rosen, founder of the Finnish Air Force, was initially applied with a white background. On 12 January 1944, an order was issued for toned-down insignias to make them less visible in aerial combat. This has led to much confusion among profile artists, decal artists, modelers, and historians. Most Bf 109 G-2s kept their white insignias, except

those repainted in the Finnish "war paint" scheme, and the last batch (MT-242 - MT-248) delivered in June 1944 after the order for toned down insignias was issued.

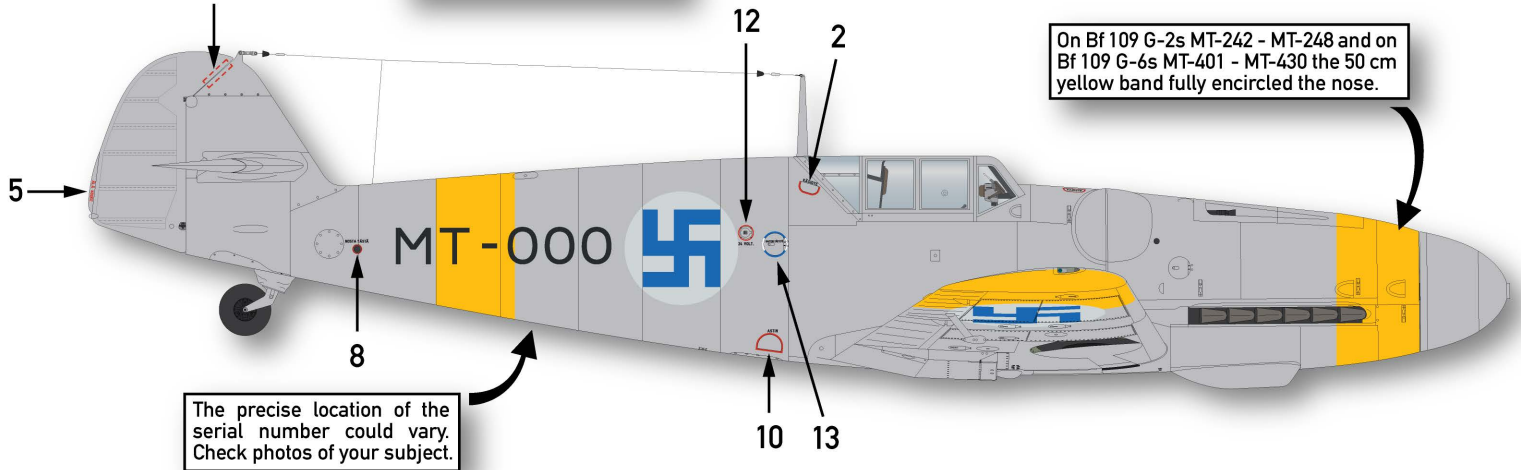
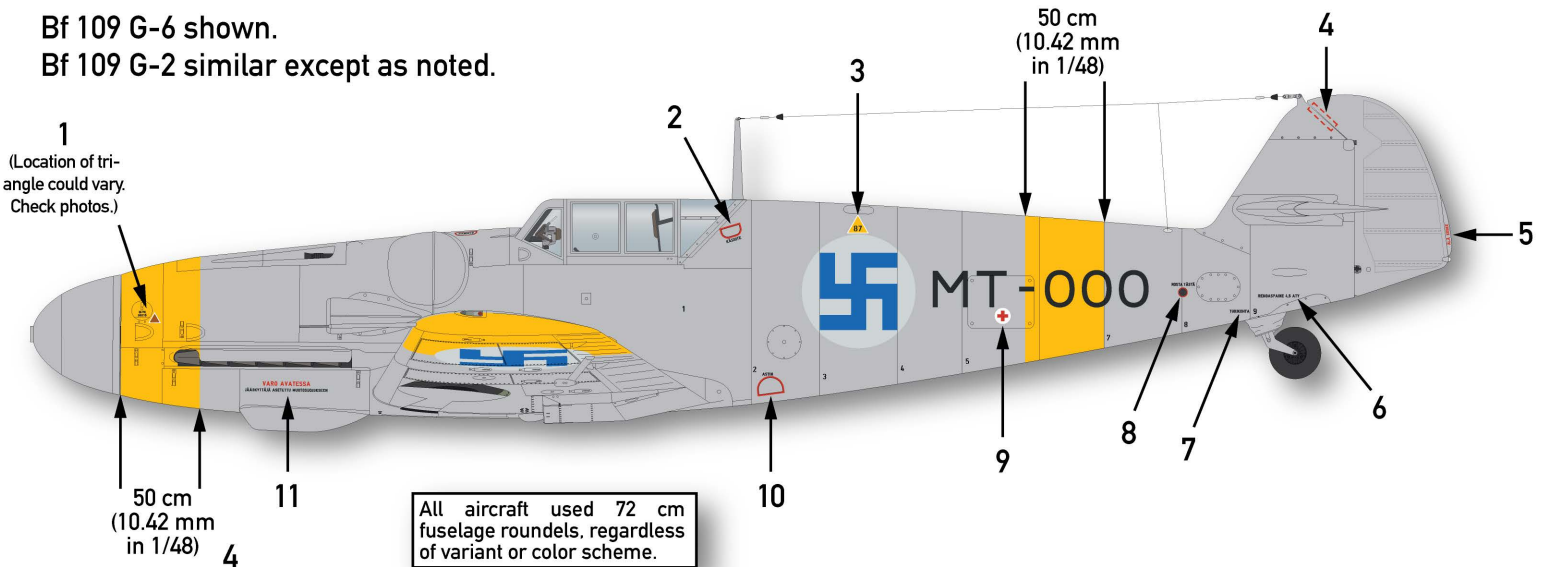
The vast majority of aircraft had roundels with a background color known as "Air Depot Light Grey". Unfortunately we do not know the precise shade of this grey, only that it

was composed of black and white. Looking at dozens of period photos, it seems clear that there was no one single color of light grey used, as on some aircraft it is very low contrast, while on others it is very high contrast, and on others somewhere in between. Additionally, on some of the Bf 109 G-2s that received the Finnish "war paint" colors, the insignias were applied using a color called "DN-väri" which was supposed to match RLM 65 Hellblau. We have provided three different shades of Air Depot Light Grey, as well as a set of DN-väri roundels so that virtually any Finnish 109 G can be modeled accurately. We leave it to you to assess which of the provided roundels best matches your particular subject aircraft.

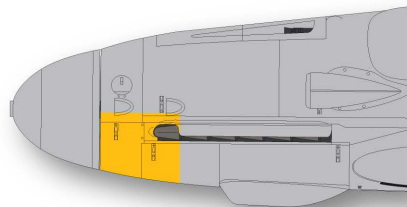
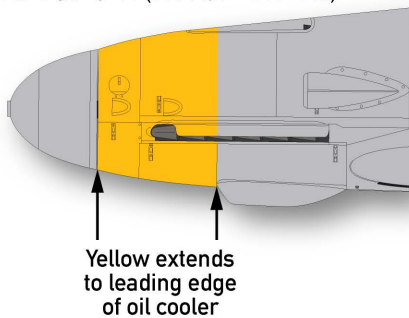
Two full sets of Finnish language stencilling are provided. Be aware that not all aircraft had every stencil applied, so check photos of your subject and proceed accordingly.

Note that many Finnish aircraft had the tropical dust filter fitted to the supercharger intake, despite not being trop variants.

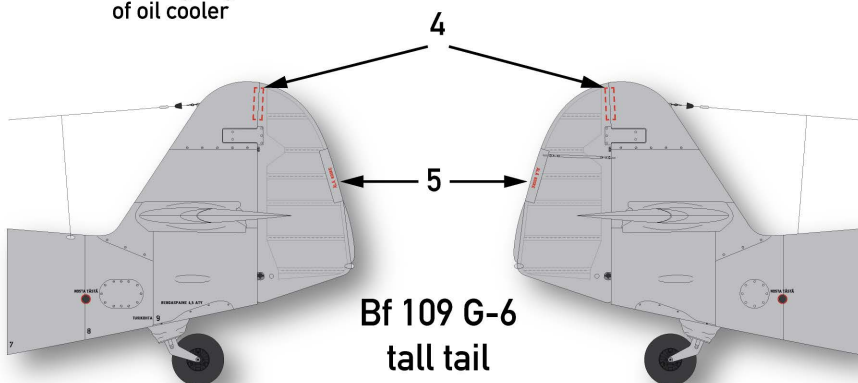
Bf 109 G-6 shown.  
Bf 109 G-2 similar except as noted.



### Bf 109 G-2 (MT-201 - MT-241)



Bf 109 G-6 (MT-431 and higher, also applies to earlier aircraft after 13 June 1944). The exact location of the top of the yellow varied considerably.



Not all Finnish 109s had their German stencil data replaced, though it seems to have become more common later into 1944. German camouflage paint was available in Finland, so overpainting of the original markings is not always obvious in photos. Close-up photos of the cockpit area often show the hand holds with the Finnish word "KÄSIÖTE" visible instead of the German "Hier eingreifen", which is an indication that the stencilling has been repainted.

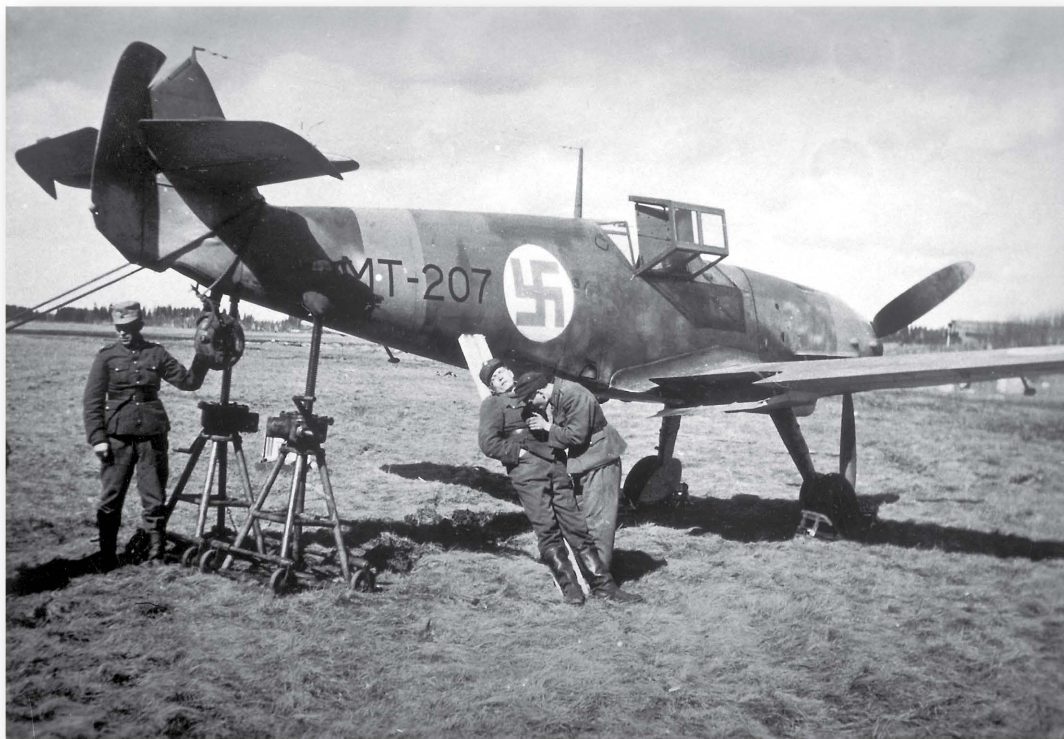


## MT-201



MT-201 was Finland's first Bf 109 G-2, W.Nr. 14718, Stammkennzeichen RF+UN. She was delivered to 2/LeLv 34 on 9 March 1943, and piloted by Maj. Eino Luukkanen. On 4 May 1944 she was delivered to 3/HLeLv 24, and piloted by Capt. Hans Wind. On 19 June 1944 she moved to 2/HLeLv 24, where 1 Lt. Olavi Puro took her on as his mount. Finally, on 1 July 1944 she went to 3/HLeLv 28. She was placed into storage on 12 December 1944 with 232 hours, 20 minutes logged and an impressive 35.5 aerial victories to her credit. MT-201 spent her entire life in her delivery color scheme of RLM 74/75/76, with full yellow Eastern Front markings.



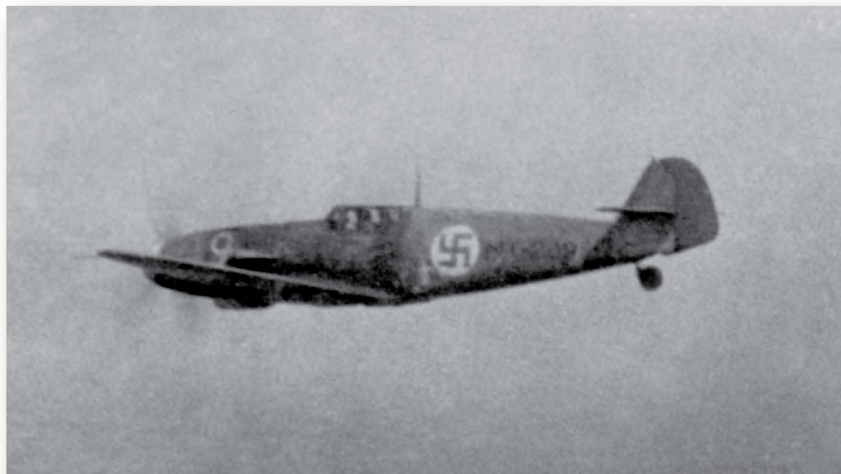
MT-207 

Bf 109 G-2 MT-207. W.Nr. 14741. Stammkennzeichen RJ+SK. Delivered to 2/LeLv 34 on 9 March 1943, and piloted by 1st Lt. Veikko Evinen. Transferred to 1/LeLv 34 on 14 July 1943, assigned to 1st Lt. Kalevi Tervo. On 1 May 1944, MT-207 was transferred to 2/HLeLv 24 and further on 11 July to 2/HLeLv 28, where she remained until the end of the Continuation War. Note that she carried her W.Nr. on the left side of the fin, and had tropical filter bolt holes in the cowlings. She was damaged on landing on 18 October 1946 with 225 hours, 30 minutes logged and 4 aerial victories to her credit. RLM 74/75/76, with full yellow Eastern Front markings. In the photo at left, we're not quite sure why the maintenance troop is so intently examining his compatriot's navel, but it would certainly make an interesting diorama!

## MT-209



Bf 109 G-2 MT-209, W.Nr. 14745, Stammkennzeichen RJ+S0. Delivered to 3/LeLv 34 on 9 March 1943, and piloted by 1st Lt. Lasse Lehtonen. On 28 April 1944 she moved to 3/HLeLv 24, and was assigned to SSgt. Emil Vesa. On 4 December 1944 she was transferred to HLeLv 23. MT-209 was damaged in a forced landing on 18 August 1947, with 214 hours, 15 minutes logged and 11.5 aerial victories to her credit. RLM 74/75/76, with full yellow Eastern Front markings. Note the partially overpainted oxygen and electrical servicing markings on the right side of the fuselage, and the characteristic sooty brown-black exhaust stain carried all the way back under her serial number. She kept her white insignias, with the 72 cm disks on the upper wings and fuselage throughout her wartime career. Also note the paint scoured off the tips of the back side of the prop blades, more heavily toward the tips.





# MT-212



Bf 109 G-2 MT-212, W.Nr. 14753, Stammkennzeichen RJ+SW. Delivered to 1/LeLv 34 on 9 March 1943, assigned to Finland's leading ace, Warrant Officer Ilmari Juutilainen. MT-212 had a short life in Finnish service. On 2 June 1943, Warrant Officer Oiva Tuominen shot down a Soviet Pe-2 bomber, but his aircraft sustained damage to the propeller when pieces of the Pe-2 impacted it, forcing him to land in the sea off Someri beach. The aircraft was salvaged for parts. At the time of its demise, MT-212 had amassed only 39 hours, 35 minutes of flight time, and had achieved 3 aerial victories. RLM 74/75/76 with full Eastern Front markings. Note the 150 cm lower wing tip yellow marking, and the overpainted servicing markings on the right side of the fuselage. Note the relatively tightly feathered - and not perfectly straight - spinner colors, and how they are oriented with respect to the prop blades.

The wreck of MT-212 being scavenged for parts after the water landing. Note the overpainted right side oxygen and electrical connection markings as well as all traces of her Luftwaffe insignias and Stammkennzeichen. Her tire inflation stencil on the leading edge remains visible. The yellow Eastern Front nose band extended back to the leading edge of the oil cooler intake. Bf 109 G-2s MT-211 through MT-220 carried red tactical numbers on the cowling, most with a white outline.



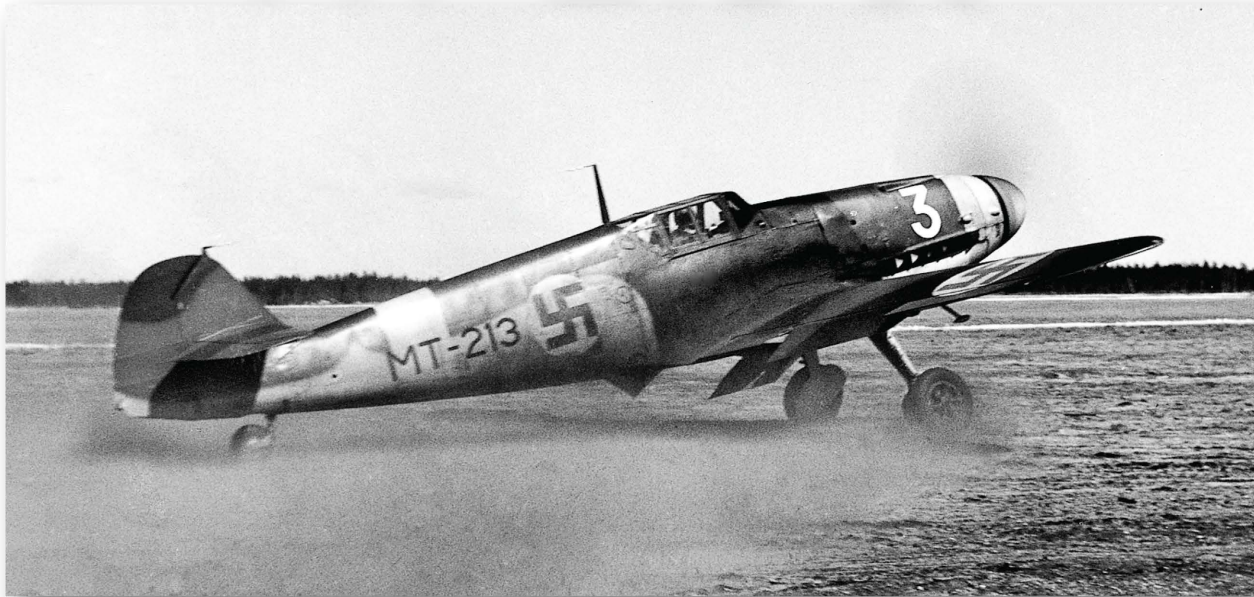
## MT-213



Above, Bf 109 G-2 MT-213, W.Nr. 14754, Stammkennzeichen RJ+SX. Delivered to 3/LeLv 34 on 9 March 1943, and piloted by 1st Lt. Reino Valli. She is seen above as-delivered, with no tactical number. Note the overpainted, but still visible Balkenkreuz, Hakenkreuz, and Stammkennzeichen on the fuselage and fin. Below, her "3" has been added to the cowling. Note the overspray around the number. We are not 100% certain about the white outline, but it can be carefully trimmed off or overpainted if desired. On 20 May 1943 she collided with a Junkers W34, causing the damage seen below. A short time later MT-216 collided with her, causing extensive damage (a bad day!). The aircraft was transferred to the Air Depot for overhaul, and emerged in the Finnish 'warpaint' scheme (see next page).

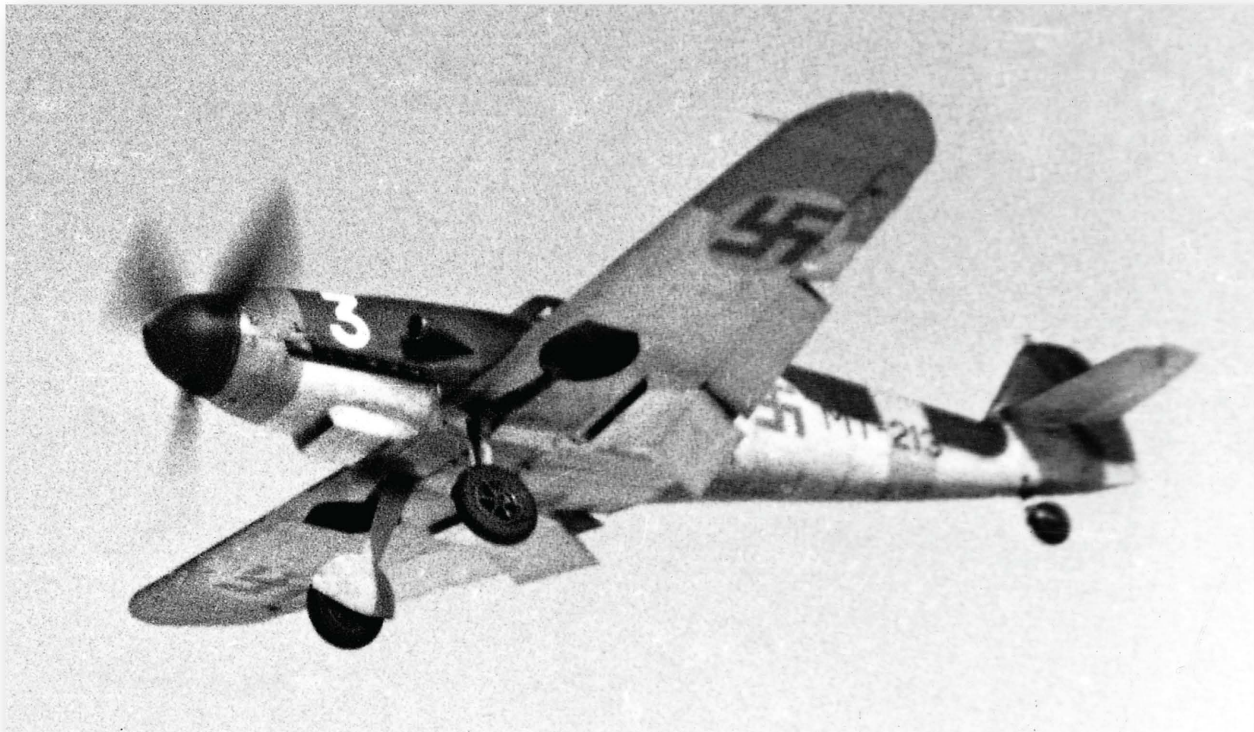


## MT-213



MT-213 emerged from her long overhaul on 3 January 1944, and was delivered to 1/LeLv 34 looking completely different from any other Bf 109 anywhere. Her Finnish 'warpaint' colors of Kenttävihreä (Olive Green), Musta (Black), and DN-väri (RLM 65) set her apart. On 27 February 1944, MSgt. Nils Katajainen bellied her in at Suulajärvi, causing minor damage. Repairs were made and she resumed service with 2/HLeLv 24, flown by 1st Lt. Eero Riihikallio. On 6 July 1944 she moved to 2/HLeLv 28 and 1st Lt. Väinö Vuori. Her career ended on 18 July 1944, when she crashed on takeoff. Her total flight time was 158 hours, and she achieved 13 aerial victories.

MT-213's colors are quite interesting. At the time she completed her major overhaul on 3 January 1944, white roundel disks were still the standard. That changed nine days later, when toned-down grey roundel disks were ordered on 12 January. MT-213 kept her white disks until she was repaired after the belly landing in late February, when they were repainted to conform with the new standard. It appears her fuselage and upper wing roundels were a lighter grey shade than the lower wing roundels. Later 'warpaint' finished G-2s carried the DN-väri (RLM 65) roundel disks, making MT-213 unique among all Finnish 109s.



## MT-215



Bf 109 G-2 MT-215. W.Nr. 14783, Stammkennzeichen GJ+QA. Delivered to 1/LeLv 34 on 9 March 1943, and piloted by SSgt. Eino Peltola. MT-215 crashed on 29 July 1943, with only 52 hours, 30 minutes on her airframe, achieving one aerial victory. MT-215 was finished in standard RLM 74/75/76, with full yellow Eastern Front markings. Note the 150 cm yellow lower wing tips with the edge slightly outboard of the centerline of the roundel, and her W.Nr. visible on the left side of the vertical fin. The color demarcation on her spinner appears to be very soft and indistinct.



## MT-216



Above, Bf 109 G-2 MT-216, W.Nr. 14784, Stammkennzeichen GJ+QB. Delivered to 3/LeLv 34 on 9 March 1943, and piloted by MSgt. Onni Paronen. On 20 May 1942, MT-216 collided with the already damaged MT-213, breaking the latter's back. On 11 April 1944 she was transferred to 1/HLeLv 24, and assigned to 1st Lt. Mikko Pasila. Damaged in a forced landing after engine failure on 18 May 1944, she was delivered to the air depot for overhaul. She emerged on 25 August 1944 and assigned to 2/HLeLv 28. She survived until September 1947, when she was wrecked on landing. She achieved 12 aerial victories. Standard RLM 74/75/76 camouflage with yellow Eastern Front markings. Note the completely obliterated German markings, including the servicing markings on the right side - Finnish painters had clearly mastered the art of matching the Luftwaffe's mottled camouflage on the 109.



MT-220 

Bf 109 G-2 MT-220, W.Nr. 10488. Delivered to 2/LeLv 34 on 10 May 1943, and piloted by Warrant Officer Oiva Tuominen. MT-220 was shot down on 27 July 1943, landing in the sea near Tytärsaari, with only 29 hours, 40 minutes on her airframe. She achieved 6 aerial victories in that short time. Here, WO Tuominen poses with his mount at Utti in June or July of 1943.

MT-221 

Bf 109 G-2/Trop MT-221, W.Nr. 10522. Delivered to 3/LeLv 34 on 10 May 1943, and piloted by Sgt. Lauri Mäittälä. MT-221 was seriously damaged when her left main gear leg failed in an off-field landing on 24 June 1943. She was sent to the air depot for overhaul, emerging in Finnish 'warpaint' camouflage. On 14 April 1944 she went to 2/HLeLv 24, where she was flown by 1st Lt. Jorma Saarinen. On 25 June 1944, MT-221 went missing in action near Vuoksi-Viipuri while being flown by Capt. Jouko Myllymäki. Her total flight time was 63 hours, 40 minutes, and she achieved 8 aerial victories. This was a recycled machine - note the small wing bulges characteristic of the Bf 109 G-4/G-6. Note the very slight contrast between her fuselage roundel and the DN-väri color of the belly, the roundel being slightly darker in tone. Roundels on 'warpaint' finished aircraft were supposed to be DN-väri, but these were more likely to have been Air Depot Light Grey. No tactical number applied yet. Note full Finnish language stencil data applied.



# MT-222



Bf 109 G-2 MT-222. W.Nr. 13528, Stammkennzeichen DL+IC. Delivered to 1/LeLv 34 on 10 May 1943, and piloted by Warrant Officer Ilmari Juutilainen. On 10 March 1944, MT-222's rudder separated during a high speed dive near Kivennapa, the resulting crash killing SSgt. Lauri Mäittälä. Total flight time 84 hours, 45 minutes, during which she achieved a total of 17 aerial victories. Note that as a recycled machine, she has received Bf 109 G-4/G-6 type wings with the bulges for the larger wheels and tires of those types. Also note the overpainted German markings, including the servicing markings on the right side. Her fuselage appears mostly RLM 75 due to overpainting of her original camouflage. There appears to be red-brown primer visible on the right side of the rudder. Below left, MT-222 having her tactical number applied with a stencil and brushes. She carried the ace of diamonds emblem under the canopy for a period of time. It was ordered removed in August 1943.





MT-224 

Bf 109 G-2 MT-224, W.Nr. 13568, Stammkennzeichen DH+UQ. Delivered to 2/LeLv 34 on 10 May 1943, and piloted by 1st Lt. Kyösti Karhila. MT-224 caught fire in flight near Malmi on 20 August 1943, with MSgt. Mauno Fräntilä bailing out successfully. She accumulated 39 hours, 15 minutes flight time and had 4 aerial victories to her credit. RLM 74/75/76, with full yellow Eastern Front markings.

## MT-225



Bf 109 G-2/trop MT-225, W.Nr. 13577, Stammkennzeichen DH+UZ. Delivered to 2/HLLeLv 34 on 10 May 1943 and assigned Capt. Kullervo Lahtela. She was transferred to 2/HLLeLv 30 on 6 March 1944, and again to 1/HLLeLv 24, assigned to 1st Lt. Lauri Nissinen on 4 April 1944. On 7 June 1944, MT-225 received damage during air combat and force landed near Pilppula, with her pilot SSgt. Viljo Kauppinen sustaining wounds. Total flight time logged was 173 hours, 5 minutes, during which she achieved 6.5 aerial victories. MT-225 was delivered in standard RLM 74/75/76 camouflage (as at left), but in the winter of 1943/44 she received a heavy overspray of RLM 75 on her upper surfaces (as above). Note the German stencilling on the oil cooler door, the sharp-edged demarcation on her spinner colors, and the 150 cm yellow lower wing tip in the photo above. Also note the very light colored tropical filter on the supercharger in the photo above, not present in the photo at left. She was not built as a trop variant, but had the supercharger intake filter added in decidedly not tropical, but still dusty Finland.

## MT-229



Bf 109 G-2 MT-229, W.Nr. 13993, Stammkennzeichen VI+MS. Delivered to 3/HLeLv 34 on 10 May 1943, assigned to 1st Lt. Paavo Myllylä. On 11 April 1944 she was transferred to 1/HLeLv 24 and assigned to 1st Lt Väinö Suhonen. On 17 June 1944, her wing was shot off and fell on MT-227 near Perkjärvi, killing Suhonen and 1st Lt. Lauri Nissinen. Her total flight time was 127 hours, 50 minutes, during which she achieved 15 aerial victories. Note the bolt holes in the cowlings for the tropical filter mount, though she was not built as a trop variant. Also note the widely feathered edge on the spinner colors, and its orientation with respect to the prop blades, and the tightly scalloped camouflage demarcation along the wing leading edge.



## MT-238

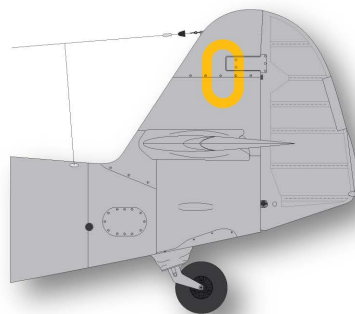


Bf 109 G-2 MT-238, W.Nr. 14598, Stammkennzeichen RB+KX. Delivered to the air depot on 5 January 1944, and then to 2LeLv 34 on 14 January. On 4 April 1944 she was assigned to SSgt. Aimo Vahvelainen of 1/HLeLv 24. She was damaged in combat on 1 July 1944, her pilot, Warrant Officer Viktor Pyötsiä escaping without injuries. After repairs, she went to 2/HLeLv 28. She flew a total of 192 hours, 20 minutes, achieving a total of 8 aerial victories, including 5 by 1st Lt. Väinö Suhonen. She survived until September 1948 when she was put into storage. MT-238 was unusual among Finnish Bf 109 G-2s in having her 650 mm high tactical number applied forward of the cockpit, introduced on 22 May 1944. Note the stenciling (?) forward of the tropical filter on the side of the cowling. We have not seen this on any other Bf 109 G-2s.

## MT-405



Bf 109 G-6 MT-405. W.Nr. 411993. Stammkennzeichen RX+GL. Delivered to the Air Depot on 15 March 1944, and then to 2/HLeLv 30 on 6 April 1944, and assigned to 1st Lt. Heikki Himmanen. On 11 June 1944 she went to 3/HLeLv 34, assigned to 1st Lt. Kyösti Karhila. During a landing at Utti on 14 October 1944 the right wing struck MT-442, Warrant Officer Urho Lehtovaara walking away uninjured. Note the tall metal tail with the metal/fabric rudder, and the way the paint is scoured off the back side of the propeller blades, more heavily toward the tips. The Eastern Front marking on the nose appears to have been modified so that it only covers the lower half of the nose, with the upper portion covered over with fresh RLM 74. She survived until January 1954, flying a total of 262 hours, 50 minutes, and achieving 5 aerial victories.



Position of MT-405's  
tactical number

## MT-415



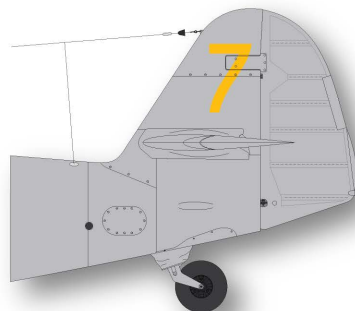
Bf 109 G-6 MT-415. W.Nr. 412105. Stammkennzeichen RX+IS. Delivered to the air depot on 9 April 1944, and then to 3/HLeLv 34 on 9 April, and assigned to SSgt. Klaus Alakoski. After a taxiing accident at Immola on 15 June 1944 she was transferred to Maj. Eino Luukkanen who achieved 16 of her 20 claimed victories. Note above how her upper wing camouflage wraps around the leading edge more than normal, and her 50 cm yellow Eastern Front marking completely encircling the nose. Despite not being a trop variant, she had the supercharger intake filter fitted in Finland. She carried Finnish language stencils, as shown in the photo below left. Her yellow '5' tactical number was applied to the fin as shown below right. She flew a total of 591 hours, 45 minutes over her long life in Finnish service, surviving until January 1954.



# MT-417



Bf 109 G-6 MT-417. W.Nr. 411902. Stammkennzeichen RX+CY. Delivered to the air depot on 8 April 1944, then to 3/HLeLv 34 on 27 April, flown by Maj. Eino Luukkanen. MT-417 was damaged beyond repair in a forced landing at Summa due to combat damage. Maj. Luukkanen uninjured. Total flight time was 40 hours, during which she achieved 9 aerial victories, of which 6 were claimed by Luukkanen. This aircraft was built by Erla in Leipzig and had the air/oil separator fairing below the gun bulge on the right side of the cowling. She carries the FuG 25a IFF antenna, the FuG 16ZY DF antenna on the spine, a short antenna mast, and has the tall vertical tail with a fabric covered metal rudder. She wore standard RLM 74/75/76 camouflage with yellow Eastern Front markings, the 50 cm yellow band completely encircling the nose. Close examination of the photo reveals Finnish language stenciling on the lower cowling, and she has received yellow tips on her prop blades.



Position of MT-417's  
tactical number

## MT-423



Bf 109 G-6 MT-423, W.Nr. 412122, Stammkennzeichen RX+JJ. Delivered to the air depot on 8 April 1944, then on to 1/HLeLv 34 on 30 April, flown by SSgt. Hemmo Leino. She suffered a landing gear failure on 30 June 1944 at Taipalsaari, causing damage to the prop and the right wing tip. After repairs she went to HLeLv 33 in December of 1944, and survived until November of 1954, when she was scrapped. Total flight time was 306 hours, 25 minutes, and she achieved 4 aerial victories.

Her appearance bears close examination. This aircraft was built by Erla in Leipzig - note the air/oil separator fairing below the gun bulge on the cowlings. She carries the FuG 25a IFF antenna (below the fuselage roundel), the FuG 16ZY DF antenna on the spine, a short antenna mast, and the tall vertical tail with a fabric covered metal rudder. She is one of the few wartime Finnish 109s that bore any kind of artwork - in this case a cartoon eaglet clutching a club applied to both sides of her rudder. It is not certain whether this emblem was applied facing forward on both sides, or if it was the same artwork (facing the viewer's right) on both sides (both are provided). She wore standard RLM 74/75/76 camouflage with yellow Eastern Front markings, the 50 cm yellow band completely encircling the nose. Note the completely obliterated German markings, including the servicing markings on the right side. Interestingly, she has remnants of the masking glue around the fuselage roundel. Her white 3 tactical number is of an interesting style, and note the very heavy sooty brown-black exhaust staining that trails back all the way to the bottom of the rudder. There appears to possibly be some red-brown primer (?) showing on the bottom of the rudder. Visible stencil data is in Finnish.





## MT-426



Bf 109 G-6 MT-426, W.Nr. 411347, Stammkennzeichen RW+MZ. Delivered to the air depot on 1 May 1944, then to 1/HLeLv 34 on 5 May, flown by Warrant Officer "Illu" Juutilainen. In December 1944 she went to HLeLv 33, and was placed in storage in February 1945. Her last flight was in April 1949. She accumulated 101 hours, 55 minutes of flight time, and achieved 13 aerial victories. Like the previous aircraft, she was built by Erla in Leipzig and had the air/oil separator fairing below the gun bulge on the cowling. She carries the FuG 25a IFF antenna (visible below the fuselage roundel), the mount for the FuG 16ZY DF antenna on the spine, but no antenna, a short radio antenna mast, and the tall vertical tail with a fabric covered metal rudder. She wore standard RLM 74/75/76 camouflage with yellow Eastern Front markings, the 50 cm yellow band apparently having been reduced to just the lower surface by overpainting the upper portion.

## MT-428



Bf 109 G-6 MT-428, W.Nr. 411901, Stammkennzeichen RX+CX. Delivered to the air depot on 1 May 1944. On 14 May she went to 1/HLeLv 34, flown by MSgt. Antti Tani. On 1 July 1944 she crashed on takeoff, her pilot SSgt. Urho Lehto surviving without injuries. She accumulated 48 hours, 15 minutes of flight time and 5 aerial victories. She was also built by Erla in Leipzig and her appearance is similar to MT-423 and MT-426. This rather distant and blurry photo is the only one known of her in her two short months in Finnish service. Note the 50 cm nose band fully encircling the nose, the orientation of the white/RLM 70 spinner colors with respect to the prop blades, and the yellow tips on the prop blades.

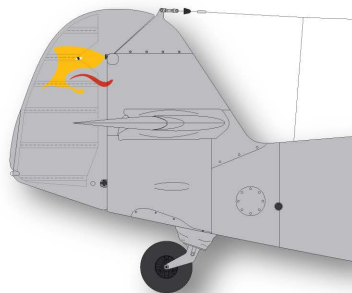
MT-433 

Bf 109 G-6 MT-433, W.Nr. 164943. Delivered to the air depot on 19 June 1944, then to 3/HLeLv 34, assigned to Capt. Olli Puhakka. She survived in Finnish service until 1950, logging a total of 130 hours, 15 minutes and achieving 3 aerial victories. She was built by Messerschmitt at Regensburg, and had the Erla Haube, tropical filter (despite not being built as a trop variant), tall tail with wooden rudder, and the R3 drop tank outfit. The W.Nr. appears to have been painted on the lower portion of the rudder, although it is not readily visible in this photo.

## MT-437



Bf 109 G-6 MT-437, W.Nr. 163627. Delivered to the air depot on 19 June 1944, then to 3/HLeLv 34, assigned to SSgt. Leo Ahokas. On 28 June 1944 she received damage in aerial combat, causing a forced landing at Nuijamaa, her pilot, Sgt. Kosti Keskinummi sustaining injuries. She was sent to the air depot for overhaul, but saw no further combat before the end of the Continuation War. She survived until 1952, logging 310 hours, 30 minutes, and achieving 4 aerial victories in her nine days of combat flying. She was one of the rare Finnish 109s with artwork - in this case a stylized lynx on the vertical fin. Note that we made a small error on the lynx artwork. It is certain that it faced right on the right side. As there are no known photos of the left side, it is not certain whether it faced forward (viewer's left) or aft (viewer's right). We had intended to provide one of each for the left side, but got our hands mixed up. So put a left-facing one on the left side, and unless someone comes up with a previously unseen photo, no one can prove you wrong! She was built by Messerschmitt in Regensburg, and had the original fin and rudder and canopy style. Note the touchup of the paint around the circular access panel near the tail wheel.

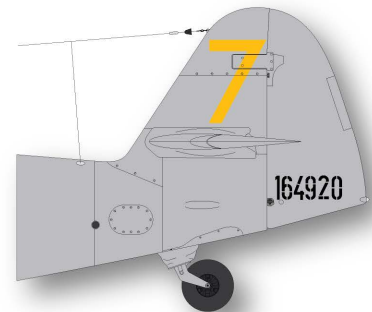


Position of MT-437's  
rudder art

# MT-439



Bf 109 G-6 MT-439, W.Nr. 164920, Stammkennzeichen NY+AJ. Delivered to the air depot on 19 June 1944, then to 3/HLeLv 24 and assigned to Capt. Hans Wind. On 29 June 1944, while being flown by 1st Lt. Ahti Laitinen, MT-439 was shot down, Laitinen becoming a POW. The aircraft had only flown 27 hours, 45 minutes, but achieved a remarkable total of **25** aerial victories in the hands of Capt. Wind in that short time. Ten days, less than 28 hours total flying time, and 25 victories - probably a record in the entire history of aerial warfare. These two photos are the only ones known of her, taken prior to receiving her Finnish markings. It is believed that she did receive full Finnish markings, however, with a yellow 7 on the vertical fin. On 1 July 1944, her replacement, MT-476 arrived, and that aircraft carried a yellow 7 on the fin. She was built by Messerschmitt in Regensburg, and had the tall vertical fin and wooden rudder and an Erla Haube canopy. She may have carried her W.Nr. on the lower edge of the rudder, but this is speculative.



Position of MT-439's  
tactical number

# MT-445

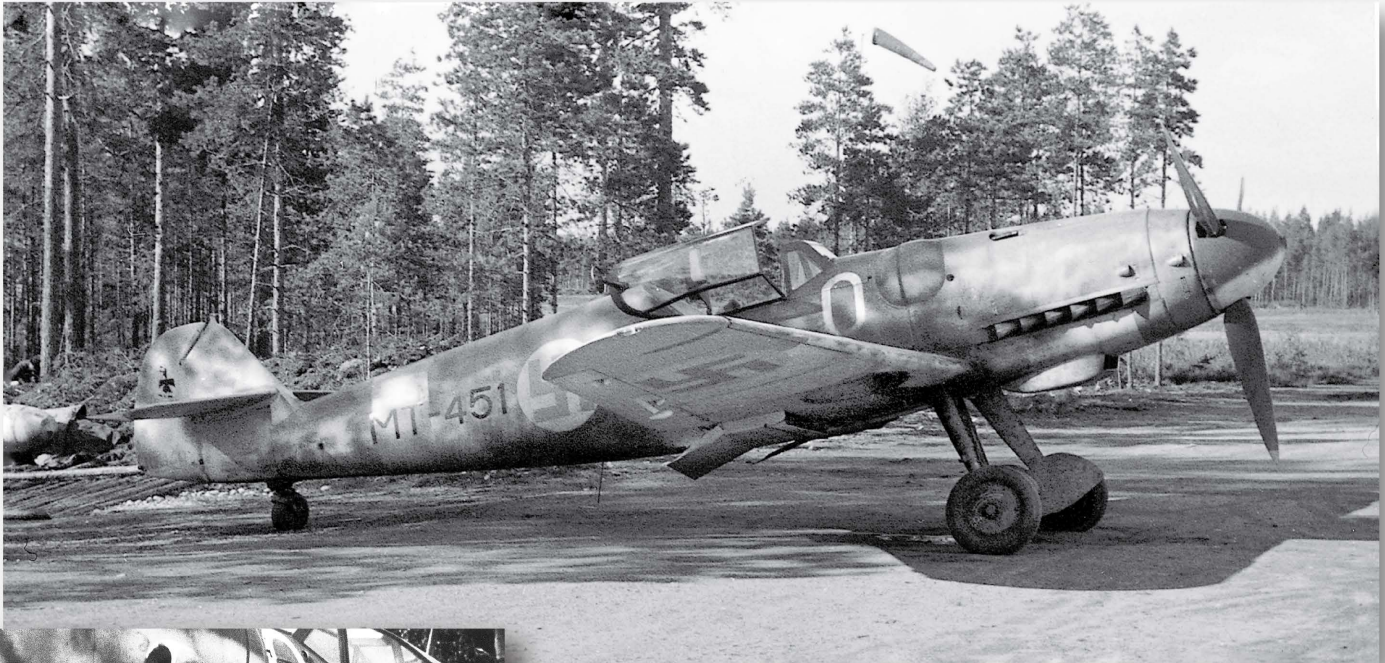


Bf 109 G-6/R6 MT-445, W.Nr. 165215, Stammkennzeichen NH+LS. Delivered to the air depot on 20 June 1944, then to 3/HLeLv 24 and assigned to SSgt. Klaus Alakoski, where it remained for the rest of the Continuation War. She survived in Finnish service until November of 1952, amassing a total of 205 hours, and achieving a score of 11 victories, 8 of which were by Alakoski. She was a Messerschmitt Regensburg-built aircraft with the original vertical fin and the Erla Haube canopy. The Finns fitted the supercharger dust filter, though she was not built as a trop variant. Early in her Finnish career she carried the R6 "gunboat" modification. Standard RLM 74/75/76 camouflage. The yellow nose marking covered the lower half of the cowling, and she received yellow propeller tips and a yellow 1 on the vertical fin.

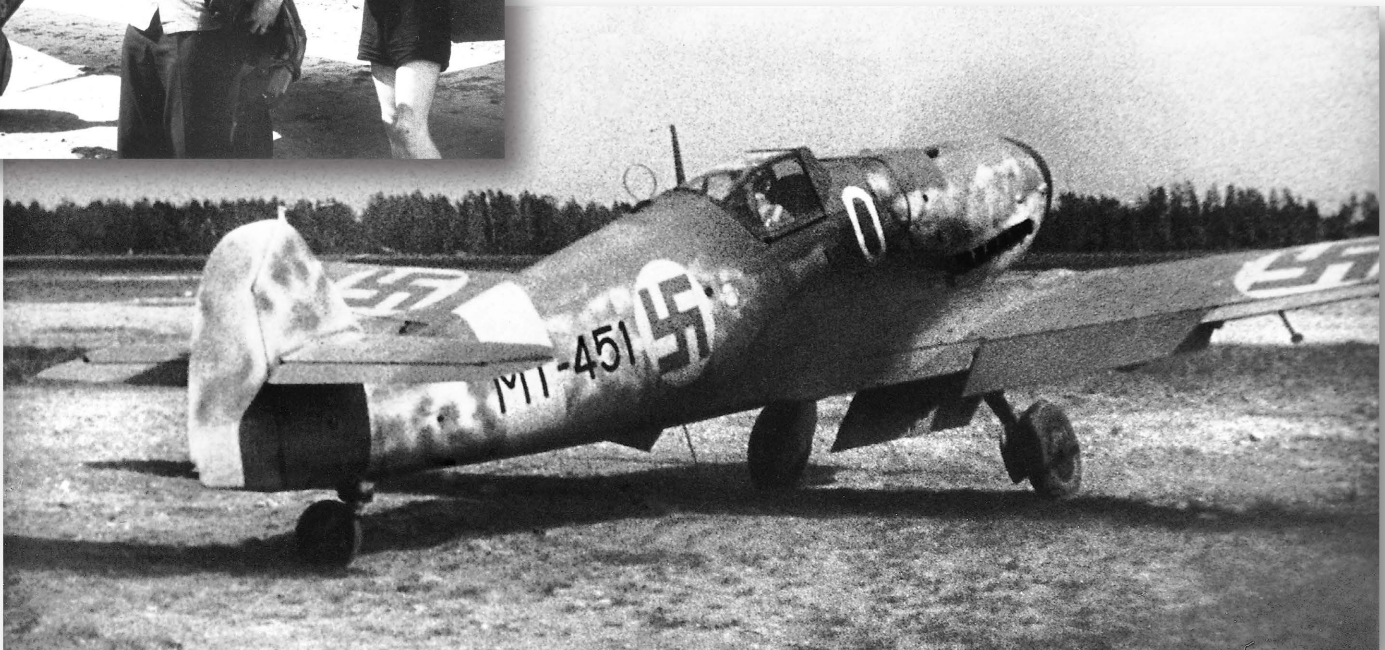


MT-449 

Bf 109 G-6 MT-449, W.Nr. 164950. Delivered to the air depot on 22 June 1944 and on to 2/HLeLv 24, where she was assigned to 1st Lt. Olavi Puro. MT-449 seems to have been a rather accident prone airplane. During July and August 1944 she was involved in two accidents related to airfield equipment, the last putting her out of action for the duration of the Continuation War. After hostilities ended, she was involved in several more accidents, before finally being written off in March of 1953, having accumulated 305 hours, 5 minutes flying time, and 7 aerial victories, 5 by 1st Lt. Puro. She was built by Messerschmitt in Regensburg, and had the tall vertical fin and wooden rudder and an Erla Haube canopy.

MT-451 

Bf 109 G-6/R6 MT-451, W.Nr. 165267, Stammkennzeichen GU+LS. Delivered to the air depot on 23 June 1944 and then to 1/HLeLv 34, assigned to SSgt. Erik Lyly, where she spent the rest of the Continuation War. Eventually written off in August of 1947, she accumulated 125 hours, 40 minutes flying time, and 1 aerial victory. She was built by Messerschmitt in Regensburg, and had the original style fin and rudder and an Erla Haube canopy. She carried a smaller version of the eaglet seen on MT-423, and again we are not certain if it was applied mirror imaged or the same as on the left side, so both are provided. Unlike MT-423 however, hers was not applied on a white background. Finnish language stencilling applied.

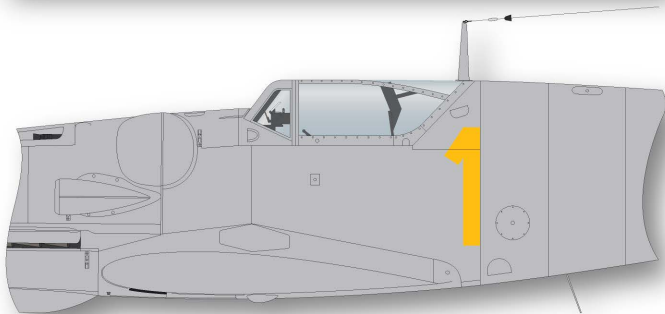




# MT-452



Bf 109 G-6/R6 MT-452, W.Nr. 165277. Stammkennzeichen BV+UE. Delivered to the air depot on 23 June 1944 and then to 2/HLeLv 24, and assigned to 1st Lt. Jorma Saarinen. On 1 August 1944 she moved to 1/HLeLv 24, and was assigned to 1st Lt. Kai Metsola, where she remained through the end of the Continuation War. She survived until 1951, accumulating a total of 311 hours, 45 minutes flying time, and 6 aerial victories. Unfortunately no wartime photos appear to exist of MT-452, but we believe the yellow 1 aft of the cockpit was her correct tactical number, with otherwise standard colors and markings. She had the original vertical fin and rudder, the Erla Haube canopy, and at least for some of her life, the R6 wing cannon modification.



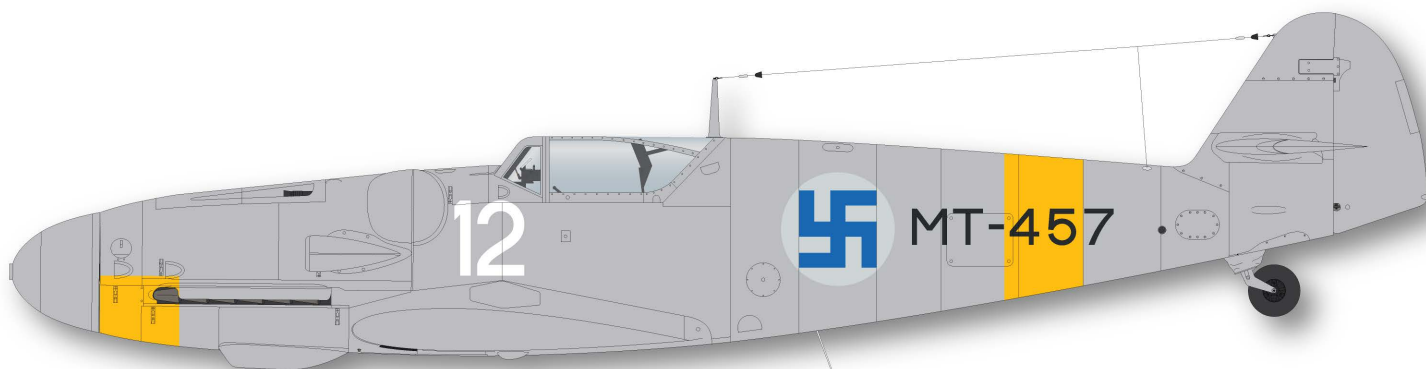
MT-453 

Bf 109 G-6/R6 MT-453, W.Nr. 165274. Stammkennzeichen BV+UB. Delivered to the air depot on 23 June 1944, then to 1/HLeLv 34, assigned to Sgt. O. Lämsivaara, where she served through the end of the Continuation War. She survived in Finnish service until 1951, logging a total of 300 hours and achieving 5 aerial victories. She was built by Messerschmitt at Regensburg, and had the original style canopy, short vertical fin, and early in her career the R6 "gunboat" modification.

## MT-457



Bf 109 G-6 MT-457, W.Nr. 164983. Stammkennzeichen NS+XU. Delivered to the air depot on 26 June 1944, then to 1/HLeLv 34, and assigned to Warrant Officer "Illu" Juutilainen. On 1 August 1944 she went to 1/HLeLv 24 where she finished out the Continuation War. MT-457 survived in service until September 1953, logging a total of 312 hours, 15 minutes and achieving 18 aerial victories. She was built by Messerschmitt at Regensburg, and had the tall tail with the wooden rudder, short antenna mast, and the Erla Haube. Note that she appears to lack the FuG 25 IFF antenna below the fuselage. She carried the tactical number white 12 between the cowl bulge and the canopy, although it had not yet been applied when this photo was taken early in her Finnish service.



## MT-460



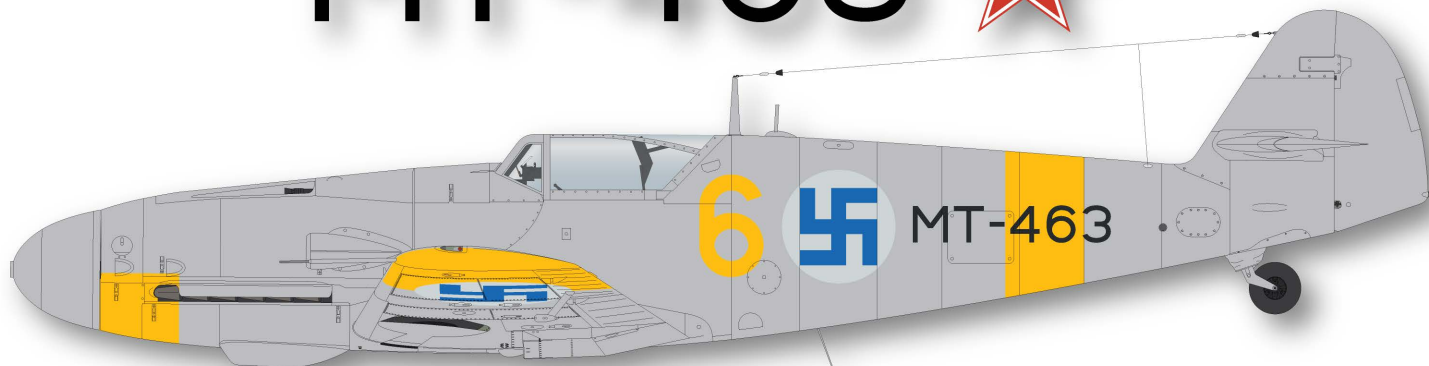
Bf 109 G-6 MT-460, W.N.r 165001, Stammkennzeichen NO+JM. Delivered to the air depot on 28 June 1944, then to 3/HLeLv 24 and assigned to MSgt. E. Vesa where she finished out the Continuation War. She suffered a fatal accident in August 1949 and was written off. She flew a total of 212 hours, 25 minutes and achieved 12 aerial victories, 8 of which belonged to Vesa. Her tactical number yellow 8 is just visible on the vertical fin in the photo at right.



MT-461 

Bf 109 G-6/R6 MT-461, W.Nr. 165342. Stammkennzeichen SZ+PG. Delivered to the air depot on 28 June 1944, then to 3/HLeLv 24, and assigned to 1st Lt. Kyösti Karhila, and on 21 July 1944 to 1st Lt. Väinö Suhonen. She completed the Continuation War with 17 aerial victories, and survived in Finnish service until June 1950, accumulating 114 hours, 20 minutes flight time. She was built by Messerschmitt at Regensburg, and had the original short tail, short antenna mast, the Erla Haube (note the RLM 66 framing), and the R6 'gunboat' modification. Her yellow 6 tactical number was displayed on the vertical fin. MT-461 carried the 20 mm cannons longer than any other Mersu, being flown by 3/HLeLv 24 CO 1st Lt. Kyösti Karhila, who stated that it had the cannons at least up to 22 July 1944, when he was posted to lead 2/HLeLv 30.



MT-463 

Bf 109 G-6/AS MT-463. W.Nr. 164979. Stammkennzeichen NS+XQ. As you can see in the closeup photo below left, MT-463 (along with her sister, MT-471) was in fact a Bf 109 G-6/AS. The existence of the Bf 109 G-6/AS in Ilmavoimat service has only been relatively recently discovered, and those two were the only AS-engined Mersus delivered to Finland. Both fought to the end of the Continuation war in the AS configuration, and both were eventually converted back to standard G-6 configuration owing to a lack of spare parts for the AS engine after the end of the war (possibly the only instance of that happening). Note the tall tail with the wooden rudder. MT-463 lasted to May 1949 as an AS, and MT-471 lasted until January 1945. MT-463 was used for climb trials, being the only Mersu capable of reaching 10,000 meters altitude. Her wartime service was with 2/HLeLv 24, assigned to SSgt. Tapio Järvi, and later HLeLv 31. She flew a total of 197 hours, 45 minutes until she was lost in a crash in July 1951. She achieved 5 aerial victories. Unfortunately only post-war photos of her seem to exist, and they are not of the highest quality. But as she was an AS, she was too unusual not to include. Camouflage seems perfectly standard RLM 74/75/76, with standard Finnish markings applied. The yellow 6 aft of the cockpit is something of a well educated guess, based on known practices of the squadron and the other aircraft in this serial range.



MT-476 

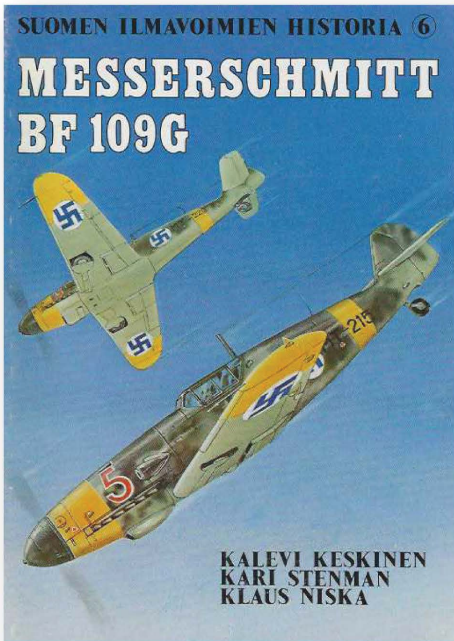
Bf 109 G-6 MT-476, W.Nr. 165461, Stammkennzeichen TX+ZV. Delivered to the air depot on 1 July 1944, then to 3/HLeLv 24. MT-476 only lasted four short days in Finnish service, suffering hits in aerial combat on 5 July causing a crash landing at Lappeenranta, injuring MSgt. Nils Katajainen. She logged 15 hours, 15 minutes of flight time and achieved one aerial victory. Note the "476" chalked on the fuselage behind the canopy. She was built by Messerschmitt at Regensburg, and had the tall tail with the wooden rudder, short antenna mast, the Erla Haube, and the R6 'gunboat' modification. Her yellow 7 tactical number was displayed on the vertical fin, but requires a close look to discern it from the camouflage in these photos. Also note the yellow tips on the propeller blades.



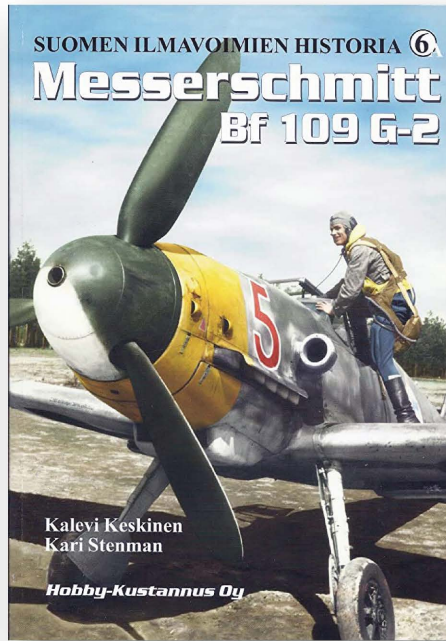
MT-479 

Bf 109 G-6/R6 MT-479, W.Nr. 165323. Delivered to the air depot on 6 July 1944, then to 2/HLeLv 24, assigned to 1st Lt. Olavi Puro, where she finished out the Continuation War. Her Finnish career ended in 1951, and she amassed a total of 296 hours, 55 minutes flight time, and 5 aerial victories. She was built by Messerschmitt at Regensburg, and had the original short vertical fin and rudder, short antenna mast, and the Erla Haube. She appears to have kept her 20mm cannon gondolas in Ilmavoimat service during the Continuation War. This is the only known photograph of her, and while it was taken after the new roundel had been ordered, it shows the position of her yellow 5 tactical number on the fuselage behind the cockpit.

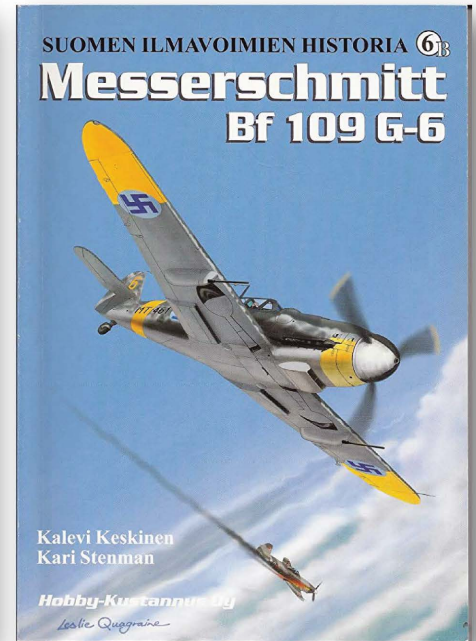




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Publisher: Hobby-Kustannus  
ISBN: 952533404X

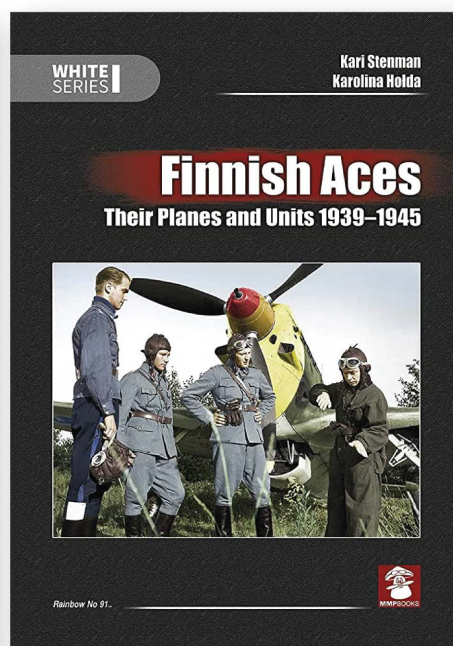


Publisher: Hobby-Kustannus  
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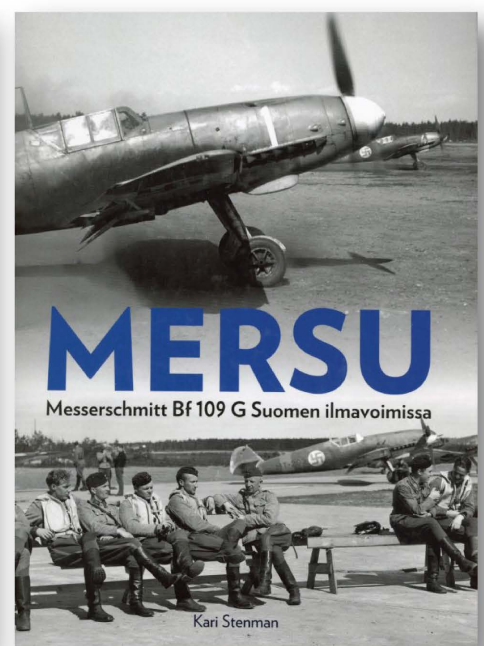
Our very good friend Kari Stenman, along with several other noted aviation historians and artists, has been very prolific in writing about Finnish Bf 109s over the years. His original Tietoteos publication (above left) dates from 1976, and has been updated in two volumes, and should be considered indispensable to anyone interested in the Mersu. His more recent efforts with MMP Books are equally outstanding, and again, are really indispensable for researching and modeling these interesting and historically significant aircraft. And his magnum opus "Mersu - Messerschmitt Bf 109 G Suomen ilmavoimissa" simply cannot be equaled. Even if you don't read Finnish, this book is beyond compare. We cannot recommend all of them highly enough.



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ISBN: 9789522291882



**AN ENORMOUS "KIITOS!!" TO OUR FRIEND AND  
WORLD RENOWNED EXPERT ON ALL THINGS ILMA-  
VOIMAT, MR. KARI STENMAN. HIS GENEROSITY IN  
PROVIDING INFORMATION, INSIGHTS, PHOTOGRAPHS,  
AND A KEEN EYE FOR QUALITY CHECKING OUR WORK  
ARE BEYOND COMPARE, AND WE SIMPLY WOULD NOT  
HAVE BEEN ABLE TO ACCOMPLISH THIS PROJECT  
WITHOUT HIS HELP.**