

This translated document is provided to you as is, with no warranties either expressed or implied.

This document is freeware, and may not be resold, packaged or otherwise placed in a medium that is sold, rented, leased or for which a fee is charged to access this document.

This document is for your private use. You may not upload it, store it, or copy it to any location other than your own personal computer.

Having downloaded this document, you acknowledge the copyright ownership of the translator and agree to abide by all International Copyright conventions that are in effect at this time.

You acknowledge and agree that the terms of "fair use" as loosely interpreted in some countries do not apply, and that strict compliance with copyright laws are required.

A few words about the English translation:

The text is based on the Finnish version "Messerschmitt Bf 109 G-2, Käyttö- ja huolto-ohjeet" of the original manual "Bf 109 G-2, Bedienungsvorschrift - FI (Juli 1942), Messerschmitt A.G." The manual outlines the operation and maintenance of the Bf 109 G-2 in the Finnish Air Force in the 1940s. To my knowledge this document has not been a "Pilot's Handbook" on how to fly the Bf 109 G-2 but a manual mainly for technical personnel in the FAF who were responsible for the maintenance of the aircraft.

When I undertook the task of translating the manual I thought that no English translation exists of this particular document. After I had completed the first version of the translation, I got hold of a copy of "The Me 109 G-2 Manual, July 1942", which is also a translation of the same manual. However, the copy that you're now holding is slightly different in content and wording of the English translation from 1942. The earlier English translation was an invaluable aid in cross-checking some technical details which would otherwise have remained obscure on the basis of the Finnish translation.

The translation process turned out to be something of a learning experience which was both painful and rewarding at the same time. For example, at first I naïvely thought that the Finnish version incorrectly used the term "horizontal stabiliser" throughout the text while the correct term would have been "elevator trim" on each occasion. However, I learned during the translation process that the pitch trim in the Bf 109 was actually affected by changing the stabiliser's incidence. This fact was also confirmed by Aulis Rainvuo, a fellow glider pilot, who flew the Bf 109 G-6 in the FAF after the war.

Unfortunately, I had no way of including the accompanying illustrations of the Finnish translation into this version of the manual.

Friday, 23 July 1999
-MiG

References:

Jane's Aerospace Dictionary, 3rd edition.
Collins Cobuild English Dictionary, Revised edition 1995.
The BBI Combinatory Dictionary of English.
WSOY Finnish-English General Dictionary.
The Ultimate Flight Simulator, Pilot's Guidebook.
The Visual Dictionary of Flight, Eyewitness Visual Dictionaries.
The Lore of Flight, Encyclopaedia.
PBY Catalina, Aircraft Operating Manual (extract).
Airline Glossary, Finnair.
Luftwaffe Fighter Aces, Mike Spick.
ASK 21 Sailplane, Flight Manual.
ASK 21 Sailplane, Maintenance Manual.
The Me 109 G-2 Manual, July 1942

Translation copyright, © Mika Ganszauge, 1999.