

INDIVIDUAL HISTORY

MESSERSCHMITT Bf109E-4/B W/NR.4101/DG200/8477M
MUSEUM ACCESSION NUMBER 78/AF/624

- Sep 40 Completed by Erla Maschinenwerk at Leipzig.
- Sep 40 Early ferry flights undertaken by Heinz Lohman of JG51 - see file letter from Philipp Hilt, 30.03.92, viz.:
- 04 Sep 40 Ferried from Leipzig-Mockau to Jena-Rötzen. Flight time 37 minutes, and from Jena-Rötzen to Köln-Ostheim (50 minutes flight).
- 05 Sep 40 Flown from Köln-Ostheim to Pihen (the Northern French base of JG51) - a 65 minute flight.
- 07 Sep 40 Lohman made three test flights in the aircraft, now described in his log book as + 12 - previous entries recorded only the w/nr.

Subsequently modified in the field as a Fighter-Bomber to carry a 250kg (551 lb) bomb, and served briefly with 6/JG52. The fuselage hard points - four small rings beneath the centre fuselage - are still visible today. Originally given factory radio call sign GH + DX, later Yellow 8. Subsequently passed to 2/JG51, based at Wissant near Calais.

Wednesday 27 Nov 40 The Luftwaffe undertook several fighter sweeps over Kent, losing six Bf109s in the process, including '4101'. It was flown that day from Peuplingues by 21-year-old Leutnant Wolfgang Teumer of 2/JG51 (see DoRIS Ref.B2708/1). He was shot down by Flt Lt George P Christie DFC flying a Spitfire of No.66 Squadron based at Biggin Hill, Kent. (Christie was a Canadian who died in Canada in 1942). Several copies of Christies' combat report are held by DoRIS, recording the time of the attack as 1550 hours at an altitude of 600 feet. The weather was cloudy and misty with clear sunshine above 8,000 feet, as recalled by Wing Commander T.F Neil who was in the same general combat, flying with No.249 Squadron. - see Me 109 file letter dated 24th April 2000. The combat report text reads:

'11 Spitfires left Biggin Hill to patrol base at 15,000 feet at 1515 hours with 74 Squadron, 66 leading. Flt Lt Christie DFC (Green section) left squadron on sighting aircraft diving down over Chatham; he caught it up and found it to be an Me109 which flew away. He chased it, caught up, passing to the east of Margate. At about 600 feet he made 4 or 5 attacks. First - astern, 2 - deflection from port side, 3 - starboard side, and then another astern.

Aircraft then turned towards shore so he ceased fire and flew covering his enemy in a very open vic position flying to Manston where EA landed with wheels up.

The ground defences fired at EA when he was obviously landing, and when Flt Lt Christie was circling drome fired at him when he had his wheels down preparatory to landing, and put a bullet through his wing. He landed at base at 1715 after landing at Manston alongside the Bf109. Cloud $\frac{1}{10}$ at 1,500 feet'.

In 1977 Teumer himself recalled: (DoRIS Ref.B2708/1) 'I flew the aircraft right down and tried to get away from the enemy aircraft, then over the county of Kent I was hit I got involved in aerial combat over London. A British machine got right behind me and I was hit in the radiator' His radio also failed. He was unhurt in the forced landing and made a POW, being released in 1946. Photo of Teumer – Wingspan International Jan/Feb 2001 p.53. The same issue (p.52) records that he belly landed right in front of Manston's flight office and having been surrounded by local workman was taken prisoner by a ASR Lysander pilot who claimed his helmet and Mae West as souvenirs.

The Air Intelligence Enemy aircraft report on the aircraft is quoted by K G Wakefield, 27 Mar 77 - DoRIS Ref.B2708/1.

Report No.102/4 Me109. Crashed on 27.11.40 at 1555 hours on Manston aerodrome. Markings (Black) 12 + (the 12 outlined in white). Cowling and rudder yellow, spinner green with one white segment. No crest. Airframe made by Erla Flugzeugwerke in 1940. Works number 4101. A plate described the aircraft as being 'Me109 Ele E3'. Engine DB601 A-1. Number 64760 made by Daimler Benz, Genshagen. The new type of supercharger was fitted. A constant speed airscrew is fitted with a notice on the dashboard. 'Machine has automatic airscrew. Follow the short instructions for use'. Armament: 2 MG 17s and two 20mm shell guns. Armour - normal fuselage bulkhead and pilot's head protection and curved head shield. This aircraft was brought down by fighter action and the pilot made a very good belly landing, the aircraft being little damaged. Twelve .303 strikes in fuselage and a few in each wing, all coming from the port quarter astern. Pilot prisoner. (This bullet damage is still apparent.)

The same letter includes the relevant translated passage from German records:

'Luftwaffe 2 27.11.40 Operational flight. Where and how lost: unknown. 2/JG51 Bf109 E4 (4101) + Black 12 100% (lost) Ltn Teumer Wolfgang (pilot missing). (Note discrepancy on aircraft sub-type). Examination of the airframe in 1995 indicates that the windshield is certainly of E-4 type.

Notes compiled by P G Foote and K West in March 1970 (DoRIS Ref.B27081) add that Teumer's flight had commenced at 1450 hours, mission unknown, carrying one 5C 250kg bomb.

The pilot was flying over the Thames estuary when he saw 3 Spitfires. he

thought they were going to attack, so released his bomb which fell into the water. He was then attacked by one Spitfire receiving a hit in the radiator, during a chase over Kent. (See also POW Interrogation report in A/C file).

Late 1940 Taken to No.49 MU's dump of crashed aircraft at Faygate, between Horsham and Crawley in West Sussex, but reprieved presumably due to its good condition and the need to further evaluate the type. A contract was given to Rolls-Royce, Hucknall to repair and fly the machine for evaluation on behalf of the Director General, Research and Development. Parts from other Bf109s were used in the rebuild, including replacement wings and tail, though much patched 'battle damage' was visible in the rear fuselage and tail in 1969 (see notes by Foote and West, DoRIS Ref.B2708/1).

NB: 'Nachbau' indicates a wing rebuilt by BFW.

14 Dec 40 Delivered to Hucknall for repair and evaluation. Examination during refurbishment at St Athan in 1970 indicated that at least part of the fin and tail unit came from Bf109 w/nr 6313 ('White G',) of 4/LG2 force landed by Paul Wacker near Corfe Castle 30 Nov 40 when his engine blew up - Aviation News Vol.17 No.14 p.624). The top cowling is marked 1653, the rear top cowling over the machine guns is from w/nr 4010, and the Nachbau BFW built starboard wing from 1418. No w/nr was found on the Fiesler built port wing. (See letter for Sqn Ldr Schofield, 22 Apr 77, DoRIS Ref.B2708/1).

At Hucknall the propeller was also replaced, a British oxygen system fitted and the rebuilt fighter sprayed in RAF camouflage markings and yellow undersides, receiving the RAF serial DG200. Also delivered to Hucknall on this dated were two DB601 engines, the original 64760 and 65134.

A letter by David Birch (Aviation News 27 Nov - 10 Dec 87 p.653) gives interesting details of the aircraft's time at Hucknall. The parts required for restoration were acquired from Farnborough. Mr Birch had interviewed one man tasked with finding replacement parts who went to Farnborough - and got locked up in the guardroom because nobody told them that a man from Rolls-Royce was coming. When released he obtained two wings, each from a different aircraft, and a tail. Three serviceable propeller blades were secured from various enemy aircraft dumps. Mr Birch collected recollections of other people who worked on the aircraft - its unusual smell and the cannon shell hole up through the base of the pilot's seat (not recorded in official damage report).

21 Jan 41 Formally allotted to DGRD at Hucknall. Photo of complete aircraft, Jan 41 - Cross et al, Messerschmitt 109 versions B-E (006944) p.38 and Battle of Britain Then and Now (019136) p.713; War Prizes – The Album p.61.

25 Feb 41 First flight since rebuild at Hucknall. During engine performance

investigations with Rolls-Royce the aircraft made 32 flights totalling 23 hours 25 minutes.

On its third from last flight from Hucknall the aircraft was flown by Rolls-Royce pilot Harvey Hayworth, who was over 6 feet tall. For his benefit the hinged cockpit hood was removed, then mislaid and never replaced. (Foote and West notes 1970).

- 08 Feb 42 To de Havilland at Hatfield for test on the variable pitch propeller installation.
- c. Feb/Mar 42 To A&AEE Boscombe Down, still minus its canopy.
- 24 Mar 42 Collected from Boscombe Down by Flt Lt Douglas G M Gough of No.1426 Enemy Aircraft Flight for delivery to his unit at Duxford, but had to return due to hydraulic trouble after 10 minutes. See 'A&E Test' in Gough Pilot's Flying logbook, DoRIS ref X003-8805/002.
- 28 Apr 42 Taken by road to Duxford for use by No.1426 Flight, who flew it extensively despite the missing canopy. Photo flying in this condition - War Prizes (027726) p.25 and Profile Bf109E p.189 (006904).
- Used to demonstrate ex-Luftwaffe aircraft to Allied personnel as a familiarisation exercise. (Movement card records formal allotment date as 30 Apr 42). See also Aviation News 7-20 Dec 90 p.698.
- 1 Jun 42 10-minute air test – Gough logbook.
- 19 Jun 42 25 minute flight to RAF Stradishall (Gough logbook)
- 20 Jun 42 30-minute flight to Newmarket for demonstration. (Gough logbook).
- 28 Jun 42 To Fairlop and on to RAF Hornchurch (Gough logbook)
- 30 Jun 42 Two demonstration flights, followed by flight to Detling (20 minutes-Gough logbook).
- 3 Jul 42 Flown Detling-RAF Duxford (30 minutes -Gough logbook)
- 25 Jul 42 Flown Duxford – RAF Biggin Hill (55 minutes, Gough logbook)
- Jul 42 Photographed at RAF North Weald, still minus its canopy. Photo: Captive Luftwaffe (009336) p.91.
- 29 Jul 42 No.1426 Flight made its fifth 'tour' of other flying stations, using the 109, Ju88 and He111, visiting Atcham, Salop USAAF base, Heston, Northolt and Boscombe Down (by 3 Aug) to be flown by A&AEE pilots for familiarisation, included a 40 minute demonstration flight on 30 July (Gough logbook).

- 03 Aug 42 Logbook of Group Captain H W Dean AFC records a 30-minute handling familiarisation flight at Boscombe own (log book with DoRIS AC94/43).
- 16 Aug 42 Photo flying, minus cockpit hood - Aircraft Illustrated Extra No.1 p.44 and No.6 p.36.
- c.1942 Engine exchanged with one from Bf110C-5 RAF serial AX772. Inspection of the engine (No.20374) at St Athan in 1970 indicated that a spark plug adapter had blown out of one of the cylinders.
- 12 Apr 43 No.1426 Flight moved from Duxford to RAF Collyweston, satellite field of RAF Wittering.
- c.Sep 1943 With newer Bf109s available to No.1426 Flight, the aircraft was retired to No.16 MU Stafford for long term storage as a Museum item, together with Fiat CR42 `BT474' also now displayed at Hendon.
- c.Aug 1944 To No.52 MU Cardiff with other Air Historical Branch airframes.
- c.1947 To the German Air Force Equipment centre at RAF Stanmore Park, Middlesex, and stored crated.
- Sep 54 Displayed on Horse Guards Parade, London with other AHB aircraft. Photo – Flypast October 2006 p.60. Coded ‘12’ with German markings and with ‘Galland’ type cockpit hood.
- Sep 55 Displayed on Horse Guards Parade, Whitehall, for Battle of Britain week. Photo: British Museum Aircraft (Ellis and Butler) p.113 - by that time the missing canopy appears to have been masked over. Carried incorrect code 12 + GH derived from earlier markings found during repainting (i.e. part of radio call sign added to `+ 12' markings).
- Late 1955 To No.15 MU Wroughton, Wilts for further AHB storage.
- c.Mid 1958 To AHB store at RAF Fulbeck, Lincs.
- 1960 To RAF Biggin Hill, Kent, when Fulbeck stores dispersed, and assembled for display. Photo: Airfix Magazine Nov 61 p.266; Aero Modeller Jan 66 p.24; Flight 15 July 1960 p.78; RAFM PC73/59/125.
- 12 Aug 69 Dismantled at Biggin Hill by team from RAF Chivenor and airlifted out by a Lockheed Hercules C.1 to Chivenor on 14 Aug 69 prior to display at Chivenor's `International Air Day' 23 Aug 69. Photo: Control Column Oct 69 p.13. Fitted by this time with Erlahaube (`Galland') Hood from Bf109G-2 `Black 6'/RN228. Other photo at Chivenor - Aviation News 25 Nov - 8 Dec 1988 p.624.
- Sep 69 Moved to RAF St Athan, South Wales in time for their Battle of Britain

display. Colour photo around this time as 12 + GH with Galland Hood - Aircraft of World War Two (Munson) p.70.

- 1970/71 Refurbished by No.4 SoTT and repainted as 'Black 12' whilst at St Athan and duly allotted maintenance serial 8477M. Photos: the Captive Luftwaffe p.91; Wrecks and Relics 5th Edition p.54; Aviation News 30 Oct - 12 Nov 1987 p.546; Aircraft Illustrated Jan 72 p.37. Hood acquired from Bf109G 'Black 6' and Galland Hood returned to the G. Given the badge of 1/JG51 - not originally worn but which appeared on other aircraft in the Gruppe. Colour photo as of 18 September 1971 – War Prizes-The Album p.111.
- c.1975 G-Hood returned to Black 6 in exchange for dummy E hood made for Battle of Britain film.
- 16 Feb 76 Allotted RAF Maintenance serial 8477M.
- 1976 Displayed in Dermot Boyle Wing at the Royal Air Force Museums' 'Wings of the Eagle' display and afterwards returned to St Athan. Photo at Hendon - travelback Spring 1976 p.3.
- 20 - 21 May 78 Displayed at the International Air Fair, Biggin Hill, Kent, having left St.Athan by road 15 May. Photo - Air Pictorial Jul 78 p.259.
- May 78 Returned to Hendon for display in the new Battle of Britain Museum, where the aircraft remains on display today.
Photos: After the Battle (019136) p.713; Warbirds Journal Jan 1999 p.45; Flypast August 2006 p.24.
- 3 Aug 98 One of a number of aircraft donated to the RAFM by the MoD.

Preserved Aircraft

Other extant Bf109E variants include:

- | | | | |
|--------|-----|----------------|---|
| C4E.88 | E-1 | Ex-Spanish AF. | Incomplete. Under restoration. Robs Lamplough, Hungerford, Berks. |
| 790 | E-3 | Ex-Spanish AF. | Deutsches Museum, Munich. |
| 1010 | E-2 | | Oberschleisseim, Munich. |
| 1185 | E-6 | | Lotnictwal Astronautyki Museum, Krakow. Major components. |
| 1190 | E-6 | | To IWM Duxford 1997 -ex Bournemouth. |
| J-355 | E-3 | | Swiss Air Force Museum Dubendorff. |

(W/Nr 2242)

1289	E-3	South African National War Museum Saxonwold
1342	E-3	Flying Heritage Collection, Seattle, USA. Ex-France. Airworthy.
1407	E-3	Stored, Hungary.
1983	E-	Under rebuild in UK for German owner.
3523	E-7	Jim Pearce, Sussex; ex Murmansk area, Russia, 2003.
3535	E-	Ed Zalesky, British Columbia. For sale.
3579	E-1	Ed Russell, Niagara Falls, Ontario, Canada– Airworthy
4034	E-1	Recovered from India to UK 2002
4855	E-3	Substantial Remains - Kent Battle of Britain Museum.
5975	E-7	Substantial remains, ex Russia. Warbird Recovery Inc, Colorado.

TEXT - ANDREW SIMPSON