

INDIVIDUAL HISTORY

MESSERSCHMITT Bf109G-2/TROP W/NR.10639
`BLACK 6'/RN228/8478M/G-USTV
MUSEUM ACCESSION NUMBER X 001-2501

- Sep 42 Built at Leipzig by Erla Maschinenwerk GmbH, probably at its Mockau plant. Construction started as a Bf109F-3, but converted to Bf109G-2/Trop standard during construction. Allocated factory radio code PG + QJ.
- 13 Oct 42 Accepted by Luftwaffe.
- 21 Oct 42 Collected by III./JG77 at München-Riem airfield. Flown to Vicenza, North Italy, and then to Jesi.
- 22 Oct 42 To Foggia and thence to Bari in Italy. Whilst there, the radio codes were removed and the identity `Black 6' applied.
- 27 Oct 42 Bari to Elefsis, Athens. In the evening, ferried to Tobruk East airfield, Cyrenaica (Libya).
- 28 Oct 42 Flown from Tobruk to El Harun.
- 02 Nov 42 Flown from El Harun to Bir El Abd landing ground. From this date the aircraft was probably flown by 21 year old Russian front veteran Heinz Lüdemann of 8/JG77; his aircraft `Black 4' having been damaged the previous day.
- 03 Nov 42 Flown from Bir el Abd to Quasaba on the day that the German retreat following the battle of El Alamein was ordered. Flown back to Bir el Abd from Quasaba.
- 04 Nov 42 Lüdemann flew the aircraft from Bir el Abd to Quotifaiya and took off for an operational sortie. Entry in Lüdemann's diary: `During an attack on an English bomber force (SAAF Bostons escorted by USAAF P-40s) I was slightly injured in my head and body by the fighter escort. However, I managed to get my machine home' Aircraft ferried, probably immediately, by an unknown pilot to Gambut Main airfield (LG 139), SE of Tobruk for repair.

(Lüdemann was later killed when shot down in aerial combat with the RAF Desert Air Force 10 Mar 1943).

- 11 Nov 42 German records indicate loss of `Black 6' through `enemy action' on this date, presumably when Gambut Main was abandoned to the advancing allies (`Black 6' - 026213 - p.136).
- 13 Nov 42 Discovered abandoned at LG139 Gambut Main by Flt Lt later Wg Cdr) Ken McRae, Engineer Officer of No.3 Squadron Royal Australian Air Force. Had been `shot up' - damage to tailwheel, tail plane, canopy and one propeller blade. Radio and oxygen equipment unserviceable and some instruments missing. Sqn Ldr R H Gibbes, unit Commander, estimated that it had flown `no more than 10' hours since new. The reflector sight and armament had also been removed, probably by the retreating Germans. Photos as captured - Aeroplane Monthly Jul 91 p.394; Black 6 p.131; Aviation News 18 Jun-1 Jul 93 p.120.
- 14 Nov 42 Using parts from nearby wrecks including adjacent Bf109F w/nr 9678 a new tailplane, tailwheel and canopy were fitted and the hole in the propeller blade plugged. The codes CV-V - the personal code of Sqn Ldr (later Wg Cdr) R H Gibbes - were applied. Photos: Black 6 p.171; War Prizes (027726) p.38; Aeroplane Monthly Jul 1991 p.395; Air International Oct 77 p.202.
- 15 Nov 42 Gibbes flew CV-V to LG150/Gazala Satellite II airfield (LG 150) escorted by Kittyhawks ET899 and AK626. A long taxi run in crosswind following a guiding Jeep, caused brake fires. Photo: Black 6 p.133. Gibbes intended that the aircraft be sent to Australia for display, and allegedly slept beneath the aircraft when first `acquired' to prevent pilfering by other units.
- 19 Nov 42 Gibbes flew CV-V to Martuba No.4 airfield, escorted this time by Kittyhawks ET899, AK626, ET951 and FL323. His diary records `the 109 is a hell of a nice kite with terrific performance. On lowest permissible boost and revs it was clocking 220-230mph'.
- 21 Nov 42 Gibbes' diary record `In the afternoon took up 109G for an RAF film unit. Only up 10 minutes as battery a bit flat and prop motor wouldn't work`.
- 29 Nov 42 No.209 (Fighter) Group RAF ordered that the aircraft should be officially flight tested as one of the first G model 109s to be captured by the allies.
- 01 Dec 42 Two familiarisation flights, one by Gibbes and the other by Flt Lt R J Watt. Gibbes tried out the cannon. Afterwards the cannon and reflector sight were removed. Excerpt from `3 Squadron at War' records: `a somewhat mysterious signal was received from HQ Middle East stating that the captured aircraft had to be flown back there' - for evaluation.
- 02 Dec 42 Following AOC instructions Gibbes flew CV-V to Heliopolis (Cairo) via Martuba, El Adam, Mersa Matruh, Amiyra, Cairo and flew past some Dakotas `with interesting results'. On take-off from Amiyra the canopy flew off, hitting the starboard wing.

- 04 Dec 42 Engineering detachment from No.451 Squadron RAAF based at St Jean, Palestine started work on the aircraft. Photo: 'Black 6' p.17.
- 05 Dec 42 Work continued (from diary of Heric Christian, Engine Fitter IIE).
- 06 Dec 42 'Got 109 Going'.
- 07-12 Dec 42 '109 remained at Heliopolis while No.451 Squadron visited El Daba, Mersa.
- 12 Dec 42 No.451 Squadron personnel to Matruh and Quasaba seeking spares.
- 13 Dec 42 'Working on 109 all day and found out a few more things about it'.
- 14 Dec 42 'Worked all day on plane and ran it up to full revs'.
- 15 Dec 42 'Up early and got plane ready and Gp Capt (Buxton) flew it to Lydda, Palestine where 'arrival created a great deal of interest'. Photo at Lydda - 'Black 6' p.137-138 (minus canopy lost on take-off - aircraft wing still scarred today from resulting impact).
- 19-20 Dec 42 'Worked on 109 all day' - diary entry, Heric Christian.
- 28 Dec 42 'Worked on 109 and ME now ready to fly' No.451 Squadron checked or changed the magneto, changed the oil and filters, plugs and the rudder. The oil radiator flap was locked open, as received, because of a malfunctioning thermostat.
- 29 Dec 42 First test flight after reconditioning - pilot Gp Capt G Mungo Buxton, checking speed and rate of climb. Photo around this time as CV-V; The Aeroplane 5 Mar 43 p.269; The Aeroplane Spotter 11 March 1943 p.56; The Flying M Spring 2002 p.5.
- 30 Dec 42 Second test flight to check speeds and climb to 25,000 feet. 'Very good performer'. Don Batyer, No.451 Squadron recalled 'He turned the 109 inside out and came back and said that it was better than anything we had at the time'.
- 31 Dec 42 Third test flight involving climb to 32,000 feet. No.451 Squadron then handed the aircraft over to Lydda Communications Flight. Photo at Lydda - FlyPast Nov 91 p.74.
- 17 Jan 43 Fourth test flight for partial climbs to 5,000 and 20,000 feet. Before this flight, the propeller was changed.
- 19 Jan 43 Fifth test flight to check the effect of radiator, flaps etc. on speed. A sixth test flight was cut short when the canopy again flew off.
- 28 Jan 43 Further test flight, probably by Ronald Harker of Rolls-Royce investigating the engines' ability to run when the aircraft was inverted.

- 29 Jan 43 Seventh test flight to check climb performance at full throttle to 35,000 feet. 8th test to check stalling performance.
- Feb 43 Ferried to No.107 MU Kasfereet, near Shandur in Egypt by Wg Cdr Budd for tactical trials. Photo: `Black 6' p.140-141.
- 21 Feb 43 Flown by No.107 MU test pilot Flt Lt Richard Martin.
- 24 Feb 43 Flown by John Penny in simulated dogfight against Spitfire VC EP982 flown by Flt Lt Martin.
- Feb 43 Also flown by WO `Paddy' Donaldson.
- 1943 Packed and despatched from North Africa to UK. Prepared for packing by station salvage section at RAF Kasfereet. Photo: `Black 6' p.173.
- 01 Nov 43 RAF serial number RN228 allotted at request of RAE.
- 26 Dec 43 Arrived crated at RAF Collyweston, Lincs for No.1426 Enemy Aircraft Flight.
- 27 Dec 43 Unpacked but propeller missing. Aircraft assembled using port wing from a second Bf109G, possibly another former JG 77 Bf109G-2/Trop, w/nr 10533. John `Lofty' Westwood, ex-Fitter IIA, No.1426 Flight remembered - `.....when unpacked and laid out, was very untidy and damaged due to bad handling and crating in a unsuitable crate. The two 109s (the other damaged aircraft arrived the same day) were laid out and damaged and missing parts replaced by parts removed from the second aircraft'.
- 31 Jan 44 RAF movement and records formal allocation to No.1426 Flight.
- 05 Feb 44 Replacement propeller arrived from Farnborough.
- 08 Feb 44 Propeller fitted and engine given preliminary ground run and found to be serviceable. RAF Camouflage and serial number RN228 applied. Photos: Aeroplane Monthly Jul 91 p.395; `Black 6' p.141; Wingspan Nov 91 p.59; Augsburg Eagle (003477) p.84; The Me109 Nowerra (003654) p.82; Aircraft Illustrated Feb 70 p.49; Aircraft Illustrated Sep 71 p.357; Flypast September 2008 p.74.
- 19 Feb 44 After delays due to bad weather initial air test performed by Flt Lt `Lew' Lewendon.
- 24 Feb 44 Comparative trial flight against Hawker Tempest V JN737 of the Air Fighting Development Unit. Flight curtailed by problems with the '109 suffering carbon monoxide in the cockpit affecting the pilot, Lewendon. See letter from Tempest pilot Bob Zobell-Aeroplane Monthly Jan 84 p.13. Flying time 45 minutes, comparing turns, zoom and rate of roll.

- 25/28 Feb 44 Flown by Fg Off D G M (Doug) Gough on picture taking sorties in company with a Hudson. Photos probably taken at this time -Aviation News 30 Oct-12 Nov 87 p.547; Captive Luftwaffe (009336) p.97. See Gough logbook in DoRIS (X003-8805/002)
- 28 Feb 44 Lewendon flew a tactical trial with the 109 against an AFDU Mustang III, FZ107. (See AFDU Report No 107, 3 August 1944) Later that day Gough flew for Ministry of Aircraft Production photographs. Other comparative trials were flown against Spitfire IXs BS552 (clipped wings) and JL359 (normal wings and SU carburettor); FW190 PM679 was also involved.
- 29 Feb 44 Lewendon flew a trial flight against an AFDU Spitfire XIV (RB141) and made a further photographic sortie accompanied by a Hudson. On the same day, Gough flew combat trials against a Corsair in RN228 (30 minutes-see Gough logbook).
- 01 Mar 44 Gough flew against a NAFDU Seafire III in the morning (25 minutes) and a Corsair in the afternoon (One hour)-see Gough logbook.
- 02 Mar 44 Flown for first time by Fg Off Jack Staples. Afterwards Lewendon took off for a trial flight against a Tempest which failed to appear.
- 07 Mar 44 Staples flew a trial against a NAFDU Hellcat.
- 12 Mar 44 Unserviceable because of a faulty ignition harness, which was removed.
- 16&21 Mar 44 Air tests by Lewendon.
- 22 Mar 44 Fg Off Lewis-Watts flew RN228 for the first time but bent one prop blade tip on take-off whilst trying to avoid an Airspeed Oxford. Sgt Dowie started to crop the propeller tips in order to even up the blades.
- 23 Mar 44 Repairs complete - air tested. In the afternoon No.1426 Flight began a new tour - its twelfth - with Lewendon flying RN228 accompanied by a Fw190A4, and Bf110C-5, escorted into Hullavington by two Spitfires from Colerne, then displayed to a large crowd. Photo around this time – War Prizes - The Album p.62.
- 25 Mar 44 Lewendon flew RN228 to Bovington accompanied by the Fw190, an Oxford and two Spitfires from Colerne.
- 27 Mar 44 Lewendon flew RN228 on a photographic sortie with a Boston; later Lewis-Watts swung the aircraft on take-off, damaging the starboard wing tip - a replacement was collected by Oxford from Collyweston the following day.
- 30 Mar 44 The tour continued to the USAAF base at Chipping Ongar escorted by a P-38 and a P-47, Lewendon again flying the 109.
- 31 Mar 44 Gough flew from Chipping Ongar for a demonstration before transitting

- to Stansted Mountfichet for a further demonstration. (25 minutes, Gough logbook)
- 01 Apr 44 Gough flew from Stansted to Great Dunmow (Essex) to give a further flying demonstration. (25 minutes, Gough logbook).
- 04 Apr 44 Following rectification of magneto problems, flew from Great Dunmow to Great Saling. Pilot - Lewendon.
- 07 Apr 44 Flew to Earl's Colne escorted by P-51s - had to force-land at Rivenhall - required a replacement engine.
- 16 Jun 44 Replacement engine, originating from the Middle East, fitted-bullet damage had to be repaired first.
- 22 Jun 44 Air tested by Flt Lt Dick Forbes.
- 05 Jul 44 Photographed from a Boston with Lewendon again flying RN228.
- 09 Aug 44 Left for West Raynham with the Fw190 and Ju88 escorted by three Mosquitos.
- 10 Aug 44 Flew from West Raynham to Little Snoring after mock combat with three Mosquitos. Burst a tyre whilst taxiing in.
- 11 Aug 44 Three sorties flown by Gough. Left Little Snoring for Massingham for a demonstration flight, then returned to Collyweston. (Gough logbook)
- 09 Sep 44 Forbes flew to Thurleigh in company with Fw190 and Ju88 escorted by Hurricane and Spitfire from Digby and gave a demonstration flight upon arrival.
- 17 Sep 44 Gough flew from Collyweston to Bradwell Bay via Northolt in company with Lewendon flying the Fw190 and escorted by two Spitfires. Ground and air demonstrations given prior to returning to Collyweston. (one hour 25 minutes, Gough logbook).
- 18 Sep 44 Flew to Chipping Ongar. Instruction given to USAAF Disarmament School on maintenance and temporary immobilisation of German aircraft. RN228 grounded with ignition trouble.
- 23 Sep 44 Following attention Gough flew the aircraft from Collyweston to Leavesden. (25 minutes, Gough logbook)
- 25 Sep 44 Demonstration flight by Forbes. Gough then flew RN228 to Chipping Ongar (30 minute flight).
- 16 Oct 44 Magneto trouble at Chipping Ongar.
- 31 Oct 44 Gough flew from Chipping Ongar to Collyweston (30 minutes).

- 21 Jan 45 No.1426 Flight disbanded.
- 27 Mar 45 Gough flew RN228 to Tangmere (40 minutes) - it was transferred to the Enemy Aircraft Flight of the Central Fighter Establishment.
- 01 Nov 45 Nominally allocated to No.47 MU Sealand.
- Mar 46 Still at Tangmere - inspected there by Air Historical Branch.
- 17 Apr 46 Finally transferred to No.47 MU Sealand via No.49 MU.
- May 46 Packed for Museum storage; A letter from Maintenance Command dated 20 May 46 on PRO AIR 2/18772 records several areas of corrosion and deteriorated surface finish.
- c. May 47 To RAF Stanmore Park, Middlesex for storage at the German Air Force Equipment Centre as one of seven AHB aircraft transferred there from Sealand that month. (PRO AIR 20/6289 refers).
- 17 Sep 49 Displayed with several other AHB aircraft on Horseguards Parade - Photo: Aviation News 15-28 Jul 83 p.181.
- Sep 54 Displayed on Horse Guards Parade, Whitehall during Battle of Britain Week,(alongside other AHB aircraft including the He111, Ju88 and Spitfire 1 X4590) in inaccurate brown/green/grey scheme with duck-egg green undersurfaces. Still carried British oxygen equipment and English lettering on many instruments. Photos: Air Pictorial Nov 54 p.339; Flight 17 Sep 54 p.434; Aeroplane 1 Oct 54; Air Enthusiast Winter 1994 p.29.
- Late 1955 To No.15 MU Wroughton, Wilts for continued storage with other Air Historical Branch airframes.
- Sep 56 To RAF Hendon for the Battle of Britain Open Day display, and kept in one of the former USAAF blister hangars. (Flying M Spring 2003 p.10)
- c. Mid 1958 To AHB store at RAF Fulbeck, Lincs; possibly to Wattisham later that year.
- Sep 1960 Definitely moved to RAF Wattisham, Suffolk by this date and displayed in one of the hangars. Photo recently arrived at Wattisham - Air Pictorial Aug 62 p.239.
- April 1962 An attempted restoration to flying condition was begun by volunteer team led by Wattisham instructor Flt Lt J R Hawke. Details - Air Pictorial Aug 62 p.239. Photo: Air Pictorial Jul 62 p.193, captioned '..... the aircraft is expected to fly in August' (1962). With permission from the Air Ministry the dozen-man team broke the aircraft down into its main components. Since 1960 the gyro master compass had already been taken - other instruments were junked since 'the aircraft will be fitted with standard British Instruments for reasons both of safety and convenience' (Air

Pictorial Aug 62 p.239). Other photos: `Black 6' p.24 and 2627, and Flight International 20 Sep 62 p.506; Royal Air Force Flying Review Dec.62 p.41.

The rebuild to airworthy condition was not completed due to the cost and man-hours involved and concern over the lack of flying history that could have included over-stressing, and caused considerable damage to the airframe - see Aviation News 18 Jun-1 Jul 93 p.121. Further photo - Flying Review Dec 62 p.41.

- Sep 62 Following repainting into North European theatre colours as `White 14' the aircraft was displayed at RAF Colitishalls' Battle of Britain Day, then returned to Wattisham.
- Photos newly repainted - Air Pictorial Nov 62 p.363 and The Halton Magazine Vol. XXVI No.1 Spring 1963 both showing wing root fairings already missing -later replaced by cardboard. Other photos in this condition - Aviation News 30 Oct-12 Nov 1987 p.548; `Black 6' p.21-23. Also displayed at Wethersfield in 1964 and RAF Finningley in 1966.
- Sep 65 Displayed at annual Stowmarket Carnival and Trades Fair - Air Mail Nov 65 p.5.
- May 67 At RAF Henlow by this date for possible use in the Battle of Britain film. Photo: Air Pictorial Sep 67 p.327. Still in Wattisham applied `White 14' colour scheme. Colour photo of aircraft at this time - Aircraft of World war Two (Munson) p.79 - with E3 canopy ex-Bf109E3 4101 now at Hendon. Not in the event used for the film.
- 03 Jun 68 Displayed at RAF Henlow Charity Gala. Photo: Control Column Jul 68 p.4.
- Mar 69 Returned to Wattisham ex-Henlow. Photo: Control Column Jul 69 p.8. Repainted as Yellow 14 of JG53 (Desert Colours). Photos: Warbirds Worldwide No.2 p.16.
- 1971 At RAF Coltishall - Photo: Aircraft Illustrated Sep 71 p.357.
- 20 Sep 72 Flown from Wattisham to Lynham in two Hercules aircraft for start of restoration-team led by Flt Lt Russ Snadden. Photos: `Black 6' p.14-15. Still at this time painted as `Yellow 14'. The RAFM expressed an early interest in the project.
- Dec 74 Photo of disassembled and partly stripped aircraft at this date - Captive Luftwaffe p.97
- Jul 75 Moved to RAF Northolt. RAFM assistance around this time included provision of instruments and recovering of control surfaces at Cardington. Other components obtained from Finnish Air Force Museum (including radiators and armament items), Swiss Air Force, and collectors on the continent. Photo: Warbirds Worldwide No.2 p.16.

- 16 Feb 76 Allotted RAF Maintenance serial 8478M.
- Jul 83 Moved to RAF Benson, Oxfordshire. Photos: `Black 6' p.65; Scale Models August 1990 p.389.
- 1987 Engine refitted to airframe, following rebuild by Rolls-Royce of Bristol. Photos of aircraft as of 1989 - FlyPast Jun 89; Aeroplane Monthly Mar 89 p.132. See also Aeroplane Monthly Dec 87 p.627 for photos prior to fitting of engine, plus Aeroplane Monthly May 88 p.258 and Mar 89 p.132 with engine. For detailed account of restoration see also 'Messerschmitt Bf109 Owner's Workshop Manual (Blackah/Lowe, Haynes 2009)
- 15 Jun 89 Displayed at RAF Benson's 50th Anniversary Open day - Photos: FlyPast Oct 89 p.56; Aeroplane Monthly Oct 89 p.583
- 08 Jul 90 First engine run. Photos: `Black 6' p.103, Warbirds Worldwide No.14 p.38-40.
- 14 Jul 90 First public outing after restoration; Displayed at RAF Benson's Fete. .Photo- Aeroplane Monthly November 2017 p.42
- 26 Oct 90 Registered on British civil register as G-USTV.
- 17 Mar 91 32-minute maiden post-restoration flight at Benson, pilot Gp Capt Reg Hallam. Photos: Aeroplane Monthly May 91 p.262-3; Aeroplane Monthly July 91 p.394, `Black 6' p.115-119.
- 02 May 91 Officially rolled out, freshly painted at Benson. Photos: Warbirds Worldwide No.17 p.4-5; Air International Jun 91 p.328 and Aeroplane Monthly Jun 91 p.327. Attended by Wg Cdr Bob Gibbs and Ken McRae.
- 12 July 91 Flown to Duxford. Photo: `Black 6' p.147; Wingspan Oct 91 p.49.
- 14 Jul 91 Photographed ground running at Duxford. Aeroplane April 2004 p.34.
- 31 Jul - Test flying programme to qualify for permit to fly. Photo at this time; Aeroplane August 2003 p.19.
- 04 Aug 91
- 09 Sep 91 Received CAA permit to fly as the only genuine airworthy German WW2 combat aircraft. See `Duxford's 109 in the Air' Aeroplane Monthly Dec 92 p.42-44.
- 15 Sep 91 Public flying display debut at Duxford 91 Air Show, flown by S/Ldr Dave Southwood. Photos: Wingspan Nov 91 p.52.

- 28 Aug 93 Temporarily grounded when starter dog split at Duxford, followed later by fuel leakage problems. Photo of starter dog - Aeroplane Monthly Nov 93.
- The split occurred owing to the starter applying too much torque - see Aeroplane Monthly Apr 97 p.50 - 53.
- Sep 94 Flew again. Three year flying agreement extended for one year by MOD due to loss of season's flying.
- 1995 Flying agreement extended for a further two years to 1997. Photos as of early 1995 - Wingspan Apr 95 p.24-25. See also 'Luftwaffe Eagles' (Flypast1997) p.54 -58.
- 12 Oct 97 Damaged on last planned flight before transfer to RAF Museum in crash-landing following a display at Duxford's' Autumn Air Show. Pilot, Air Chief Marshal Sir John Allison, unhurt.
- Photos - Aeroplane Monthly Dec.97 p.2-3 and November 2017 p.44; Flypast Dec 97 p.6-7; Aircraft Illustrated Dec 1997 p.33; Air Pictorial Dec 97 p.638. The aircraft landed wheels down in a field of stubble, ran through into a ploughed area, sank into the soft earth and turned over, buckling the rear fuselage, crushing the fin and rudder and damaging the spinner, propeller, upper fuselage and one wing tip.
- This was the aircraft's last flight; over 3 1/2 seasons of display it had amassed some 96 flying hours.
- 26 Oct 97 Following recovery from the crash site, wings and tailplane removed and the fuselage turned back over using a crane. Photo - Aeroplane Monthly Jan 98 p.3. Stored on site at Duxford.
- 3 Nov 97 Moved to workshops at Duxford to await decision on its future. Photos - Flypast Feb 1998 p.18; Flypast Jul 98 p.7. This issue also gives the final accident report. See also Aeroplane Monthly Jul 98 p.2 - 3 for discussion of the accident report.
- Summer 98 Decision announced that the aircraft would be restored to static display condition, the contract being managed by the IWM Duxford and then placed on display at the RAF Museum Hendon following the restoration.
- The contract was won by the volunteer team which originally restored the aircraft. Work was due to begin early in 1999 with completion expected within two years. The group, led as before by Russ Snadden, set up a company, Messerschmitt Restorations Ltd, to undertake the work. Photos of the restoration project - Flypast November 2000 p.14; Flying M Spring 2003 p.6. Fuselage restored by Charleston Aviation, Essex and replacement Bf109 fin fitted.

The restoration left the aircraft c. 70% original. The damaged rear fuselage skin is now (2018) displayed at the Shoreham Aircraft Museum, Kent. Photo at Duxford as completed; Flypast May 2002 p.10.

- 24 Sep 98 Civilian registration cancelled.
- 10 Mar 2002 Delivered by road to RAFM Hendon (wings the previous day) and assembled for display in Bomber Command Hall. Photos on arrival; Flypast May 2002 p.10; Aeroplane May 2002 (with photo of aircraft being assembled); Air Pictorial May 2002 p.358; Wingspan International Issue 10 p.10; Flypast August 2002 p.9; Flying M Spring 2003 p.7. Photo on display; Aircraft Illustrated February 2003 p.85.
- 15 Mar 02 Formally struck off RAF charge by ES (Air) Allotment d024/02 following its 1998 gifting to the RAF Museum.
- 17 Jun 03 Moved into new Milestones of Flight building at RAFM Hendon for continued display. Photos on display in Milestones building; Wingspan International 20 p.63; Flypast August 2006 pp.25 and 27; Wrecks and Relics 20th Edition; Messerschmitt Bf 109 1935 onwards (all marks) Haynes Owner's Workshop Manual (2009).
- 18 Jan 2012 To Bomber Hall, Hendon for further display.
- 6 Oct 2016 By road to RAFM Cosford for further display. Photos as delivered/displayed at Cosford – Aeroplane Monthly January 2017 p.6; Flypast January 2017 p.6.

Survivors

Other extant Bf109G variants include:

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|-----------|--------|---|
| 13470 | G-2/R1 | Norwegian Aviation Museum, Bodo. |
| 13605 | G-2 | G-JIMP. Ex Russia, crashed 21 June 1943; Knutsford, Cheshire. |
| 13916 | G-2 | Aircraft Restoration Group, Russia. |
| 14120 | G-1 | Ex-Norway. Parts only - IWM Duxford |
| 14141 | G-1/R2 | Sea recovery. Flyhistorisk Museum Sola, Norway |
| | G-2 | Luftfahrt Museum Hanover, Germany |
| '14256' | G-2 | Museu Asas de Um Sonho, Brazil. Ex Norway/Munich. |
| 14649 | G-2/R6 | Recovered from Norway May 2010 for Norwegian Aviation Museum, Bodo. |
| 3555-1089 | G-6 | Ex-Russia. To UK? |

14792	G-6	Aviation Museum, Belgrade
14798	G-2	David Price USA
15343	G-5	Jan Van Huuksloot, Holland. Flypast Sep 99 p.10 and August 2003 p.12. Rebuild project.
15458	G-2	Charleston Aviation, Essex.
15678	G-6	JG54, cr. Jul 43; Atlantic Wall Msm Netherlands. Large Parts.
19310	G-4	Technik Museum, Speyer- Ex-JG52/Black Sea recovery.
151591	G-10	Hans Dittes, Germany. Fuselage parts incorporated into Buchon wings/109G composite `Black 2'/D-FDME.
160163	G-6	NASM Washington DC
163824	G-6/U2	Australian War Memorial, Canberra-original WW2 paint scheme.
165227	G-6	Utti Air Base, Finland
166306	G-6	Polish Aviation Museum, Warsaw. Lake recovery,1999.
167271	G-6	Tikkakoski Aviation Museum, Finland
410077	G-6	Mid-West Aero Restorations, Illinois for Dr Bruce Winters
411968	G-6	'Black 6' Vadim Zadorozny Technical Museum, Moscow
441059	G-6	Ex III.JG3. Composite, recovered 2007, restored by 2010.
462707	G-14	Hanger 10 Collection, Herigsdorf, Germany
610824	G-6	Ex-Yugoslav Air Force - Evergreen Air Museum, Oregon
610937	G-10/U4	Evergreen Air Museum, Oregon
611943	G-10/U4	Planes of Fame Museum Grand Canyon Arizona
784993	G-14	Composite. Museum of Aviation, Slovakia, 2012 – ex Germany
	G-14	Composite, ex Austria. National World War II Museum, New Orleans, U.S.A

Other G-2 and G-6 wrecks are known in Finland and Russia, and composite restorations in France and Germany using a mix of new-build and original components..

TEXT - ANDREW SIMPSON