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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 - Fl (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

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