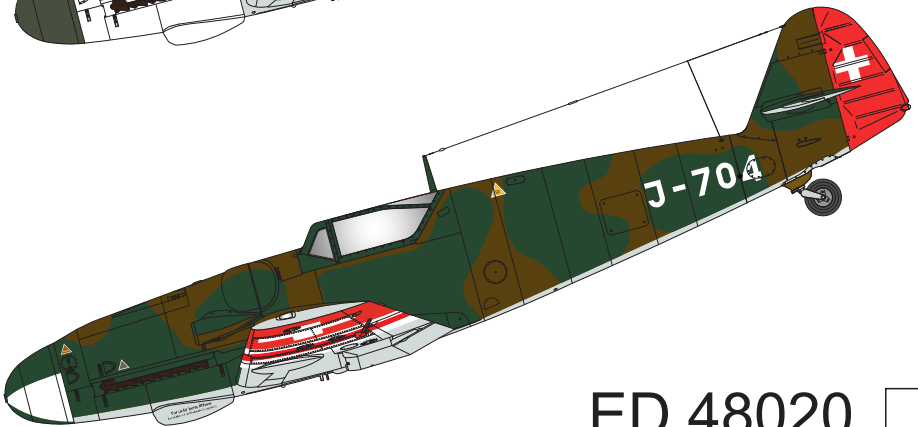
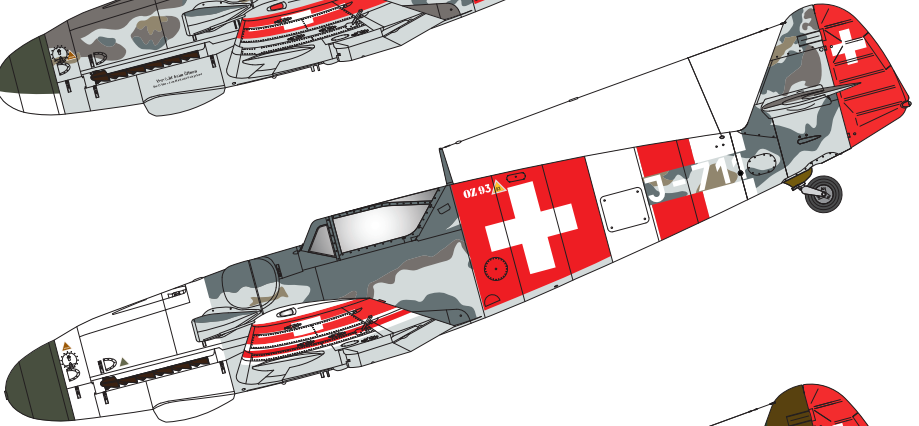
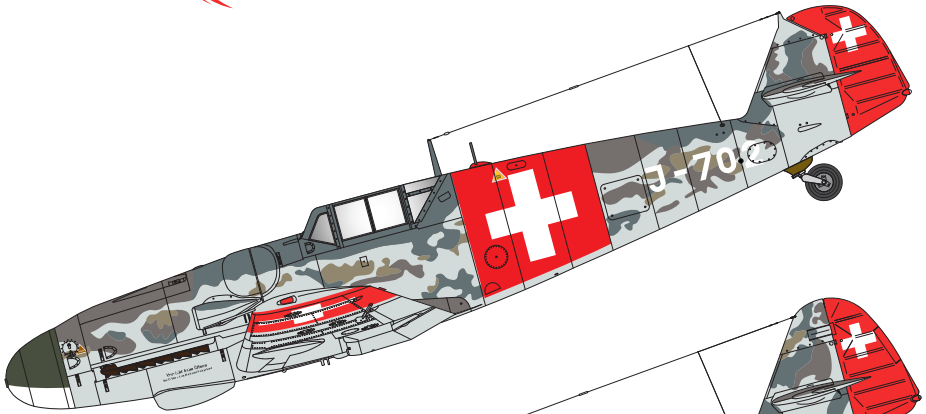




# Swiss Gustavs over Alps #1

Me 109G-6 in Swiss Air Force - part 1



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# Me 109G-6 in Swiss Air Force

The first Me 109G-6 in Switzerland was brand new aircraft (W.Nr.162764, RU+OZ) which landed by mistake on a mountain airfield. His pilot lost his orientation while crossing the Alps on 29th March 1944. Plane was militarily fully equipped, even FuG 25a had been not destroyed by the pilot. In summer 1944 plane was disassembled and tested - after war was test flown, and declared ready for service.

On 28th April 1944 two German Me 110 Nachjäger of NJG 5 in the pursuit of RAF bombers arrived in Swiss airspace. One of them was forced to land on the Dübendorf military airfield (C9+EN), second crashed into a residential house at the end of the airfield. The Me 110 G-4 (C9+EN) was equipped with SN-2 „Lichtenstein”, and „Schränge Musik” weapon equipment.

The landing of this aircraft - interesting for Switzerlans, and also the Allied secret services - incited diplomatic chaos between Berlin and Bern. The German Government immediately recalled the aircraft. For legal reason of neutrality this was, however, rejected.

After hard negotiations (Germany had even considered a *Kommando* action and bombardement of the Dübendorf airfield) it was decided to detonate the aircraft in the presence of the German military in Dübendorf. In return one held out the prospect to Switzerland of a delivery of twelve Me 109Gs and Würzburg radar.

The detonation of the Me 110 took place 18th May 1944, evening. The next day Swiss officialy requested the purchase of twelve Me 109Gs. At the *Bundesrat* session on 20th May the deal was concluded.

The first six Me 109Gs from the April production on 20th May flown over from Regensburg over Neubiberg to Dübendorf. The second six came from the May production, and overflight to Dübendorf took place on 23th May.

The aircraft initially caused a stir in Dübendorf. Only few knew about the deal with the Germans. The sudden appearance of German aircraft in Dübendorf was seen as a betrayal to Switzerland. The pilots who had to fly in civilian clothes were not able to enjoy any Swiss hospitality - just after the delivery of the aircraft they were again brought over the border in a bus with covered windows.

The aircraft were immediately provided with Swiss national insignia and matriculation, and came into air service around 26th May 1944.

In the Swiss *Flugwaffe* the Me 109G did not have good reputation.

While the flight performance was never doubted, however, the technical flaws, especially those of the engine, were a central problem. The Me 109Gs for Switzerland came from Regensburg factory were finally assembled in Vilseck or Hagelstadt. As the result of the Allied air attacks, the manufacture of single assembly groups was largely decentralized. Large components, such as wings and fuselages, were built in the Flossenbürg and Mauthausen/Gusen concentration camp. The assembly, equipment and testing furthermore took place in the Regensburg area. The working and warehouse conditions had to have been murderous - in the three warehouses of Gusen approximately 37.000 people lost their lives until the end of war.

It is obvious that those conscripted were not motivated to built aircraft for their tormentors, or in the case of prisoners of war for their enemies. Act of sabotage, such as sand in the oil tank, filed hydraulic lines, coated screw constructions, and slashed gasoline tanks to be dealt with.

In contrast to the Me 109D and E, Gustavs was delivered with armament and ammunitions, and to a large extent corresponded to those of the German *Luftwaffe* regarding equipment. To what extend checking devices, special instruments, and ground equipment were procured is today no longer able to be determined.

First six Gustavs (J-701 to J-706) were equipped with customary rudder assembly and strutted canopy. The next six (J-707 to J-712) had so called Erla hood, the extended rudder assembly, and tail plane made of wood.

info based on Georg Hoch book „Messerschmitt Me 109 in Swiss air Force Service”



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1/28 Sobieskiego Str. 05-510 Konstancin Jeziorna, Poland  
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