

**MESSERSCHMITT—continued.**

**THE MESSERSCHMITT Me 109F.**

The latest development of the Me 109 is the Model F. It incorporates several new features which are intended to increase performance at height, manoeuvrability and fire-power. The most obvious external modifications are the rounded wing-tips, the symmetrical nose with large spinner and the cantilever tail-plane.

Increased performance has been gained by the installation of a Mercedes-Benz DB.601N engine developing 1,150 h.p. at 2,600 r.p.m. for take-off and rated at 1,050 h.p. at 16,500 ft. (5,030 m.). A higher compression ratio is estimated to give an increase in power of about 6 per cent. at all heights over the older DB.601A. This results in an estimated increase of 1 per cent in top speed at rated height and raises the top speed from 354 m.p.h. (569.4 km.h.) to 362 m.p.h. (582 km.h.) at 13,300 ft. (4,060 m.). At 21,000 ft. (6,410 m.) the top speed is 371 m.p.h. (594 km.h.). The ceiling is 37,000 ft. (11,283 m.).

The armament now consists of one Mauser cannon housed in the inverted Vee of the engine and firing through the airscrew hub and two Rheinmetall-Borsig machine-guns in the fuselage top-decking. The Me 109F Series I has a 20 m/m. cannon and the Series II a 15 m/m. cannon. The Mauser cannon is said to have a rate of fire of 800 rounds per minute.

In the description which follows only those features which differ from the Me 109E are mentioned. The general structure of the two models is generally the same.

**TYPE.**—Single-seat high-altitude fighter monoplane.

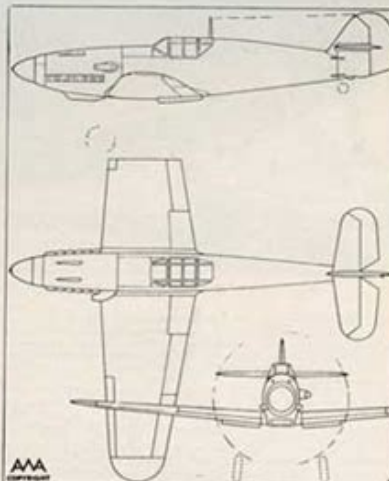
**WING.**—Reduced in thickness and modified in section to reduce drag. Semi-circular wing-tips. These changes result in slightly increased span and area. Wing radiators are deeper in the wings and a new system of flaps controls the flow of cooling air. The boundary layer beneath the wing is picked up just in front of the radiator, led over the top and discharged through a double-curved flap forming a continuation of the upper wing surface. The section of the main wing flap immediately behind the radiator is independent of the rest of the landing flaps and is interconnected with the upper flap, which normally moves up when the under section is moved down, thereby giving control of the air flow through the radiator and preventing any change in lift. This flap movement is controlled thermostatically but has only two positions. When the main flaps are lowered for landing the upper flap drops, the lower one moving progressively ahead of it at a greater angle, thereby maintaining the cooling flow. The main wing flaps which extend from ailerons to fuselage are no longer slotted but are of the camber-changing variety. The leading-edges slots no longer have parallel link motion.

**FUSELAGE.**—Same as for the 109E but strengthened aft to take new tail-plane.

**TAIL UNIT.**—Tail-plane now cantilever and fixed. Elevators have small tabs which are adjustable on the ground only.

**EXTERIOR.**—Same as for Me 109E. Semi-retractable tail-wheel.

**POWER PLANT.**—One Mercedes-Benz DB.601N twelve-cylinder inverted Vee liquid-cooled engine rated at 1,050 h.p. at 5,930 m.



The Messerschmitt Me 109F Single-seat Fighter

(16,500 ft.) and with 1,150 h.p. available for take-off. V.D.M. controllable-pitch airscrew with constant-speed governor. Aisrcrow can be used as fixed-pitch type or hand-controlled for normal cruising. For details of cooling system see under "Wings." Fuel tank (88 Imp. gallons capacity) now consists of a rubber bag in a plywood box behind and under pilot's seat. Armour protection between tank and pilot. Provision for auxiliary tank to be carried in fuselage bomb-rack when fitted.

**ACCUMULATOR.**—Cockpit same as on Me 109E. Instrument equipment now includes an independently-sprung blind-flying panel. Master compass in rear fuselage with repeater dial on dashboard. New type of high-pressure oxygen equipment for high-altitude flying.



Two views of the Messerschmitt Me 109F Single-seat Fighter Monoplane (Daimler-Benz DB.601N engine).

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