



## Messerschmitt Bf109G-6

Im Herbst 1941 befand sich die F-Serie der Bf 109 bereits seit einem halben Jahr im Einsatz. Trotz guter Ergebnisse, die mit ihrer ständigen Weiterentwicklung erzielt wurden, war man sich bei Messerschmitt der Notwendigkeit weiterer Verbesserungen des Flugzeuges bewusst. Die durchschnittlich geflogenen Geschwindigkeiten und Höhen vergrößerten sich insbesondere in den Luftkämpfen mit den westlichen Alliierten zusehends. Die Forderung nach einer druckbelüfteten Höhenlagevariante gehörte darum von Anfang an zum Forderungskatalog der G-Serie. Als deren Entwicklung angestoßen wurde, stand in Form des Daimler-Benz DB 605 A stand ein Aggregat zur Verfügung, welches diesen Zweck optimal und Verdrichtungsverhältnis identische Abmessungen wie sein Vorgänger, die Integration in das höhere Drehmoment des Motors bedingten jedoch strukturelle Veränderungen an der Zelle, die das Leer- und Startgewicht der Maschine erhöhten (normales Startgewicht 3054 kg). In Kombination führte der Gewichts- und Leistungszuwachs gegenüber der F-Serie zu deutlich schlechteren Handhabung der Bf 109 G – ein Nachteil, den man zugunsten der augenscheinlich verbesserten Flugleistungen in Kauf nehmen musste. - Die neue Variante, die als G-1 ab Februar 1942 in die Serienfertigung ging, hatte aber immer noch die gleiche Bewaffnung, wie deren Vorgänger, die „Friedrich“. Dies sollte sich erst mit der Einführung der parallel entwickelten G-5 und G-6 ändern, welche beide ab März 1943 der Tuppie zugeführte wurde. Die G-5/G-6 verfügte wie die G-1 über eine durch den Motor feuernde MK 151/20 mm Kanone. Die über dem Motor angebracht MG 17 ersetzte man durch zwei MG 131 mit dem Kaliber 13 mm. Die Gurtzuführung der verstärkten Bewaffnung machte eine aerodynamische Überarbeitung der Motorabdeckung notwendig, was der Maschine die charakteristischen „Beulen“ verschaffte. War die G-5 noch mit einer Druckkabine ausgestattet, wurde darauf bei der G-6 verzichtet – alle anderen technischen Merkmale blieben identisch. - Der Preis für die stärkere Bewaffnung war eine weitere Zunahme des Leergewichtes was zu einer noch mäßigen Reduzierung der Flugleistungen führte. Die beiden neuen Varianten übernahmen standardmäßig das bei den späteren Maschinen der G-3 und G-4 eingeführte verstärkte Fahrwerk mit größeren Laufrädern (660x160 mm). Erkennbar war dies an den tropfenförmigen Beulen auf den Tragflächenoberseiten. - Die G-6 fand ab März 1943 bis zum Ende des Krieges an allen Fronten umfangreichen Einsatz. Sie war mit 13.000 Maschinen der meistgefertigte Typ der Bf 109, hatte jedoch zum Zeitpunkt ihrer Einführung bereits den Höhepunkt ihrer Entwicklung überschritten. Als Verbesserungen wurde ein überarbeiteter Koppanzer für den Piloten (auch „Galland-Panzer“ genannt), ein verkürzter Antennenmast, vereinfachte MG-Abdeckbleche sowie eine neue Cockpithaube der Eila-Maschinenwerke eingeführt. Die Eila-Haube (oft fälschlicherweise als „Galland-Haube“ bezeichnet) ersetzte die alte Haube und die feste hintere Vergütung durch eine neue, einteilige Ausführung was die Sichtverhältnisse nach hinten um ein vielfaches verbesserte. Eine weitere Überarbeitung, erfuhr das Seitenleitwerk mit seiner Aufstockung und dem Einsatz einer höheren und großflächigeren Ruders. Dieses, für die Bf 109 G-10 entwickelte Seitenleitwerk, fand in die spätere Produktionsreihe der G-6 Eingang und sollte die Flugstabilität verbessern. Um den Rückgang der Geschwindigkeit zu kompensieren, erhielten späte G-6 den DB 605 AM Motor und die so genannte MW-50-Anlage mit Wasser/Methanol Gemisch. Dieses konnte bei Einspritzung in den Ladeluftfühler, die Motorleistung für etwa 10 Minuten auf 1800 PS steigern. Die meisten dieser teilweise in Feldwerkstätten eingebauten Rüstsätze und Veränderungen wurden bei Messerschmitt ab August 1944 in der Bf 109 G-14 als eigene Serie zusammengefasst.

### Daten und Leistungen (Bf 109 G-6)

Länge: 8,94 m; Spannweite: 9,924 m; Flügelgröße: 16,05 m²; Höhe: 2,60 m (Sporn am Boden); Antrieb: DB 605 A-1 mit 1.475 PS für B4 Kraftstoff mit 87 Oktan; Höchstgeschwindigkeit (auf Volltrieb): 635 - 650 km/h; Reichweite maximal: 620 km; mit 300 l Zusatztank 900 km; Landegeschwindigkeit: 135 km/h; Startrollstrecke: 400 m; Dienstgipfelhöhe: 12.000 m; Propeller: VDM 9-1208710; Durchmesser: 3,00 m; Propellerfläche: 707 m²; Besatzung: 1 Pilot; eiergewicht: 2.250 kg; max. Startgewicht: 3.400 kg; Standard-Bewaffnung: 2x MG 131 (13 mm) mit je 300 Schuss über dem Motor, 1x MG 151/20 (20 mm) mit 200 Schuss als Motorkanone, 1x 250 kg oder vier 50 kg Bomben in der Jabo-Rolle

## Messerschmitt Bf109G-6

By the autumn of 1941, the Bf 109 F-series had already been in service for half a year. Despite the good results that had been achieved through constant development, Messerschmitt were still aware of the need for further improvement of the aircraft. Average speeds and altitudes flown in aerial battles, particularly against the Western Allies had rapidly increased. The requirement for a pressurized high altitude variant of the fighter was on the list of demands for the G series right from the beginning. When development finally began a power unit that could perfectly fulfill this requirement was already available in the form of the Daimler-Benz DB 605A. Based on the DB 601, the DB 605 had an increased displacement and a higher compression ratio whilst remaining identical in size to its predecessor. Installation into the Bf 109s therefore proved to be relatively straightforward. The higher performance and greater engine torque however, required structural changes in the airframe, which increased the empty and take-off weights of the aircraft (normal take-off weight 3054 kg). Together, the increase in weight and performance compared to the F-Series led to significantly poorer handling qualities on the Bf 109 G - a disadvantage that had to be accepted in light of the apparently improved flight performance.

Known as the G-1 the new variant went into mass production from the February of 1942 but it still had the same armament as its predecessor, „Friedrich“. This was to change with the introduction of the parallel developments G-5 and G-6, both of which were delivered to service units from March 1943 onwards. As on the G-1 the G-5/G-6 were fitted with a MK 151/20 mm cannon firing through the engine block. The MG 17 mounted above the engine was replaced by two 13 mm calibre MG 131s. The belt-feed to the uprated armament made a redesign of the aerodynamic engine cover necessary which gave the aircraft its characteristic „bumps“. Whilst the G-5 was still fitted with a pressurized cabin, the G-6 was not - all other technical characteristics remained the same. The price for the uprated armament was a further increase in curb weight resulting in a further reduction in flight performance. By default the two new variants were fitted with the strengthened landing gear and larger wheels (660x160 mm) introduced onto later aircraft of the G-3 and G-4 series. This was evident by drop shaped bulges on the upper surface of the wings. A total of 13,000 machines were on all fronts from March 1943 until the end of the war. With a total of 13,000 machines she was the most prolific of all Bf 109s, but had the time of its introduction had already passed the peak of its development. Improvements included a revised head armour for the pilot (also called „Galland armour“), a shorter aerial mast, simplified MG cover plates and a new canopy from the „Erla“ machine factory. The Erla canopy (often mistakenly called „Galland Canopy“) replaced the old canopy and fixed the rear tail window with a new, one-piece design which dramatically improved visibility to the rear. The tail was also modified by increasing its size and fitting a rudder that was taller and larger in area. Developed for the Bf 109 G-10 this tail was incorporated into later production batches of the G-6 and was intended to improve flight stability in order to compensate for the reduction in speed, later G-6s received the DB 605AM engine and the so-called 50-MW unit using a mixture of water and methanol. This could be used to increase engine output to 1800hp for about 10 minutes through injection into the inter-cooler. - Most of these modifications and alterations were built and fitted partly in Field Workshops but were collectively adopted by Messerschmitt and from August 1944 incorporated into the Bf 109 G-14.

### Data and Performance (Bf 109 G-6)

Length: 8.94 m (29ft 4ins); Wingspan: 9.924 m (32ft 6ins); Wing Area: 16.05 m² (172.7 sq ft.); Height: 2.60 m (8ft 6ins) on the ground (8ft 6ins); Engine: DB 605 A-1 with 1,475 PS for B4 Fuel with 87 Octane; Maximum Speed (on Full-Power): 635 - 650 km/h (395 - 403 mph); Maximum Range: 620 km (385 mph); with 300 l Addition Fuel Tank 900 km (560 mph); Landing Speed: 135 km/h (84 mph); Take-off Run: 400 m (312 ft); Service Ceiling: 12,000 m (39,360 ft); Propeller: VDM 9-1208710; Diameter: 3.00 m (9ft 10ins); Propeller Area: 707 m² (75,541 ft²); Crew: 1 Pilot; Empty Weight: 2,250 kg (4,951 lbs); Maximum Take-off Weight: 3,400 kg (7,500 lbs); Standard Armament: 2x MG 131 (13 mm) each with 300 Rounds over the engine, 1x MG 151/20 (20 mm) with 200 Rounds Through the Engine, 1x 250 kg (550 lb) or four 50 kg (110lb) Bombs in the Fighter-Bomber Role.

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## Verwendete Symbole / Used Symbols

Idet bechietu Sie Klijentu Symbole, die in em nachklijentem Beschreiben vermindert werden.

**Vaizkiz noter les symboles indiqués ci-dessous, qui sont utilisés dans les étapes suivantes de montage.**

Številke noter les symboles indiqués ci-dessous, utilisés en les étapes de construction.

**SI prepa di laro strukturo al seguiti simboli cho vengun en la susseguenti stadi di costruzione.**

Идентифицируйте символы, которые используются на последующих этапах строительства.

**Leggi i simboli che seguitano i simboli indicati nelle fasi seguenti.**

Proszę zwrócić na następujące symbole, które są użyte w późniejszych etapach montażowych.

Daha sonra montaj basamaklarında kullanılabilecek olan, aşağıdaki sembollere ilişkin dikkat edin.

Kérlek, hogy a következő szimbólumokat, melyek az alábbi lépések fokozatán alkalmazásra kerülnek, vegye figyelembe.



Abzirkbild in Wasser anwenden und andrücken

Soak and apply decals

Mouiller et appliquer les décalcomanies

Transfer in water even later weken en aanbrengen

Remover y aplicar las calcomanías

Për de molla em ujë e apliko e decalque

Innengen in acqua e applicare decalcomanie

Bat azt fest decalakra

Konuta sifitkuvaa vedessä la asetta palkalleen

Fikt motnet i varmt vatten og for det over på modellen

Dryp bilidet i vann og sett det på modellen

Upepoennoy vapymuety mounuun, u muennoy

Zmlepzyć kalcomanię w wodzie a następnie nakleić

погружить в халовануаа аrio vepo koa tompoconnoe nry

Чекитмай суду уулуғаларыны көйүн

Obtusz namoczyć w wodzie a umścić

a matricat vëzhën beshtatimi të fshijëzmi

Preslaček potopiti v vodo in zatem namastiti



Zur Abkantung der Abzirkbilder empfohlen

Recommender for affixing the decals

Recommender pour l'application des décalcomanies

Aanbevelen voor het aanbrengen van de transferen

Recomendat për fiks të calcat

Përde montuarit për shtet të decalque

Recomendatara për aplikimin të decalcomanive

Recomendatara fiks montuarit të decal

Recomendatara vashkuvaa pë fshijëzmi reposituar

Zároveň se doporučuje lepení

Zweithin og try mounuun kua teneu

Defektivt vashkuvaa kua teneu teneu atri

Piparke na zepelen / pifanovot okolo

Важно лагати

Репозитив за пифановот напек

Opisovano na aplikimin pifanovot na napæk

RECOMANDAT PENTRU APPLICAREA SIMBOLUR

Recomendatara pë fshijëzmi reposituar na napæk



Gleichen Vorgang auf der gegenüberliegenden Seite wiederholen

Repeat same procedure on opposite side

Opérer de la même façon sur l'autre face

Defektivt handling herfaden aan de tegenoverliggende kant

Realizati e mismo procedimienta an el lado oposto

Realizati e mismo procedimienta utilizato no lato oposto

Sleesa procedura sur lato opposto

Upepoennoy pöu mounuata sidan

Toista sama toimenpide kullen värelisellä sivulla

Tak same arbeida pertages på den motstående sidan

Gjentått prosedyren på siden tværs overfor

Творытны, тавоу аа onsupu na tompoconnoe onsupu

Tak same arbeida pertages på den motstående sidan

Arvovadit: nry löä öäoäoäoäa etmy anévavrti tvaupö

Arvi ieleni kargi laratta tekarlarin

Stegny postap zapokovat na protivnäs stranä

ugranovti a folymovat i szemben tállasho oldalon megismételni

isi postopek ponoviti in na suprotni strani



Mit einem Messer abtrennen

Detach with knife

Détacher au couteau

Mit ten mege afstrijlen

Separato utizando una filia

Separar utilizando una filia

Staccare col coltello

Skar kas med kniv

Irota vatsella

Adskiles med en kniv

Sklær av med en kniv

Ograzeti nozom

Odcigaj nozom

Östajnoe pörte jua äva joxajnoe

Br bçak ile kesin

Ogdilni pomoci nože

käs sepsitögevel leväliszstani

Ogdilni z nožem



Benutze trocken lassen

Allow the parts to dry

Laisser sécher les pièces

Ondreken laten drogen

Dolar secar las piezas

Dolar secar las piezas

Doar secar cu componentii

Arva etnin kava

La öläne arva

Lut komponente arva

Lut komponente arva

Jam arvanu arvanu

Čekej postavit do vysušnja

Arvanu se jua ve onsupu

Vaj partatini kuravaja bracku

Akarsizlet bagja szcizni

Arvanu se jua ve onsupu

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Klebeband

Adhesive tape

Dévider de ruban adhésif

Plece transparente

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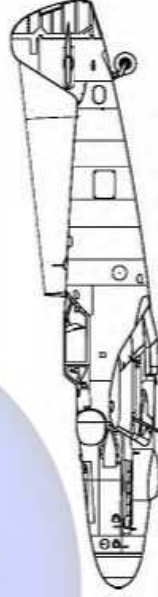
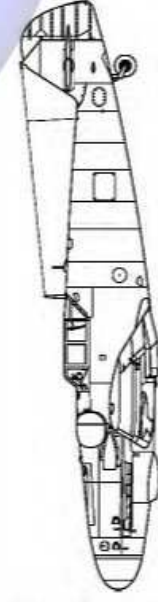
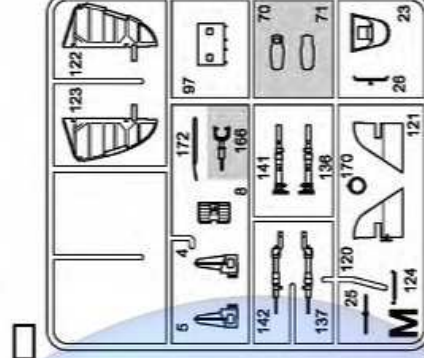
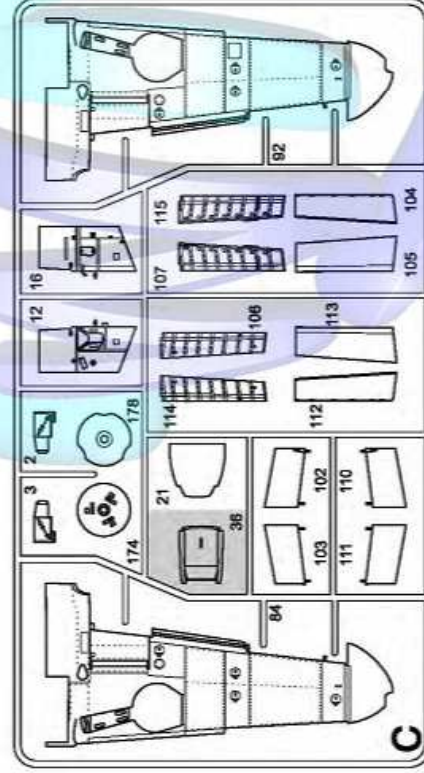
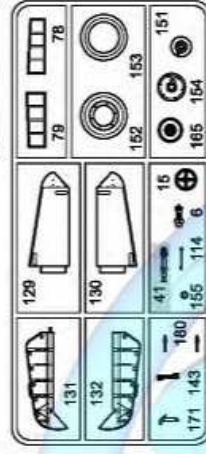
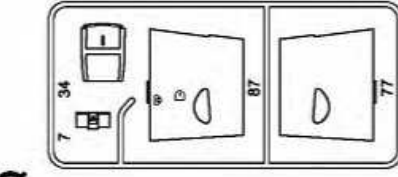
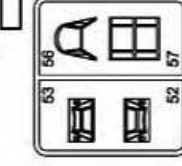
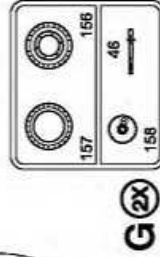
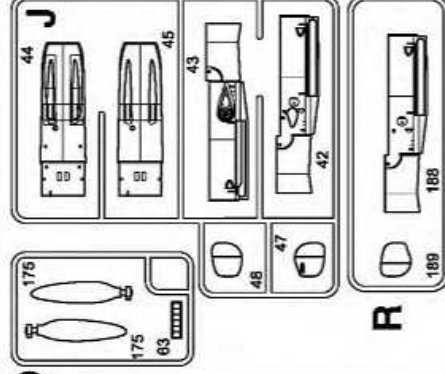
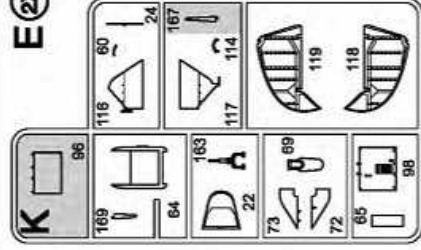
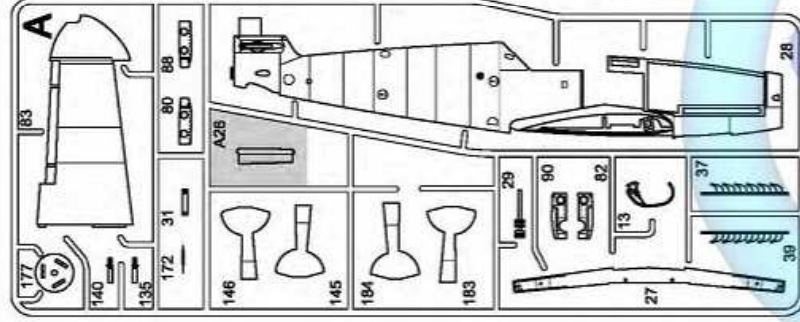
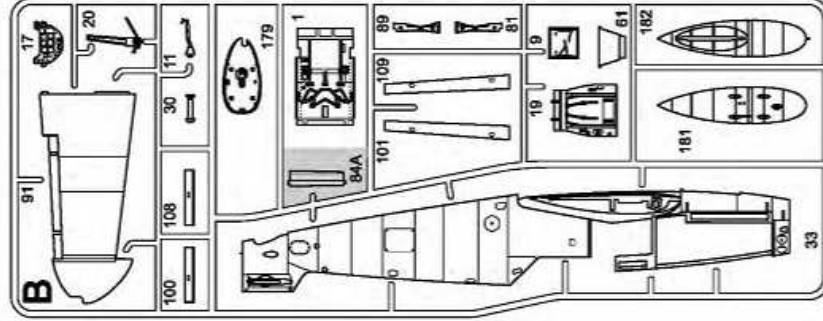
Plece transparente

### Benötigte Farben / Used Colors

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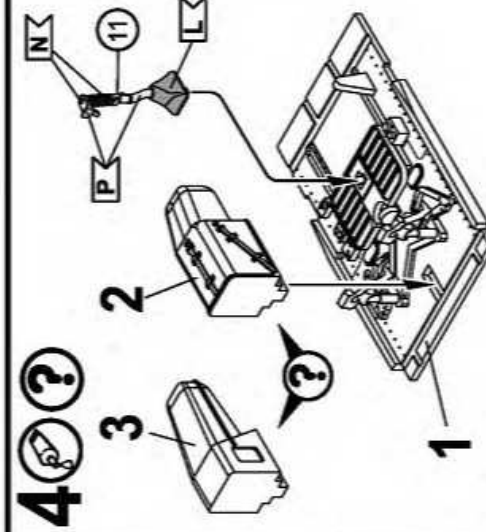
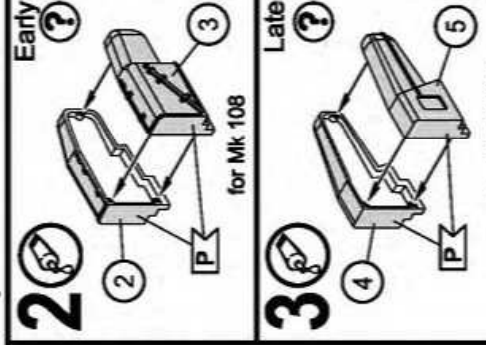
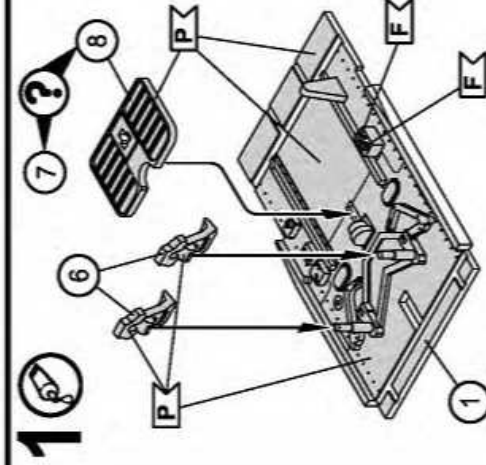
Schwarzen Faden benutzen  
 Use black thread  
 Employer le fil noir  
 Gebruik zwarte draad  
 Utilizar hilo color negro  
 Utilizare fir negru  
 Usare filo niro  
 Använd svart tråd  
 Käytä mustaa lankaa  
 Benyt en sort  
 Bruk svart

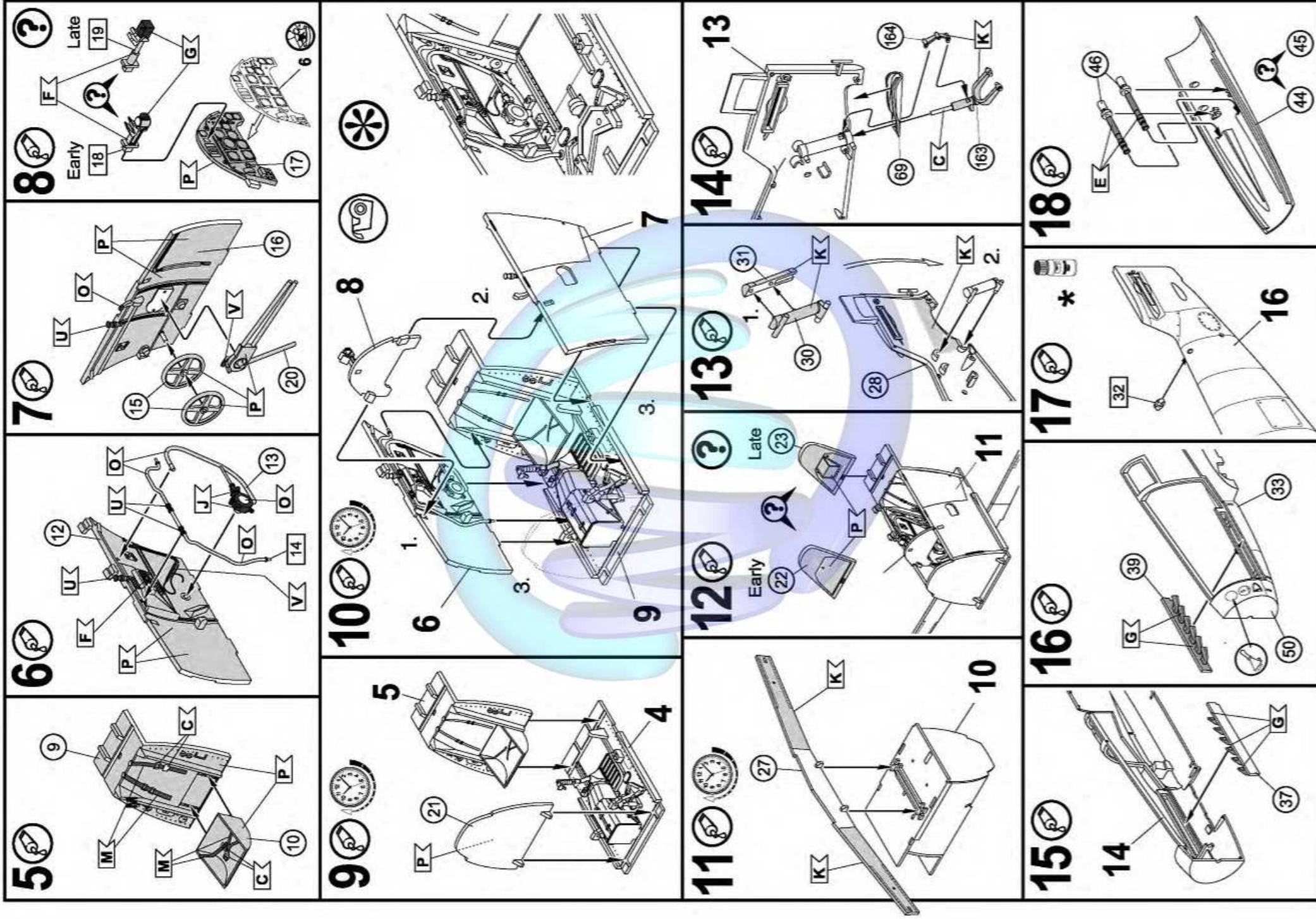
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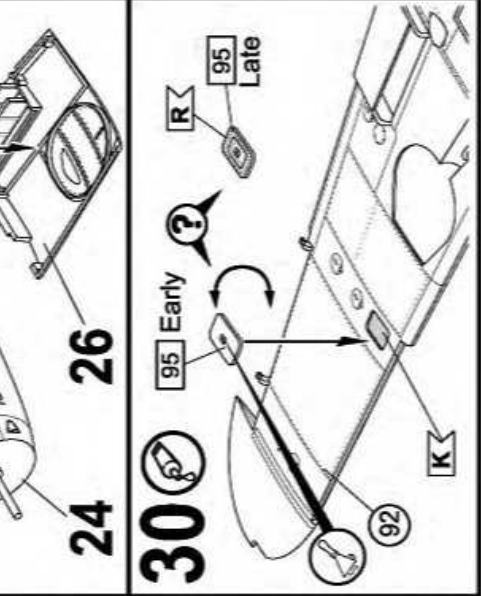
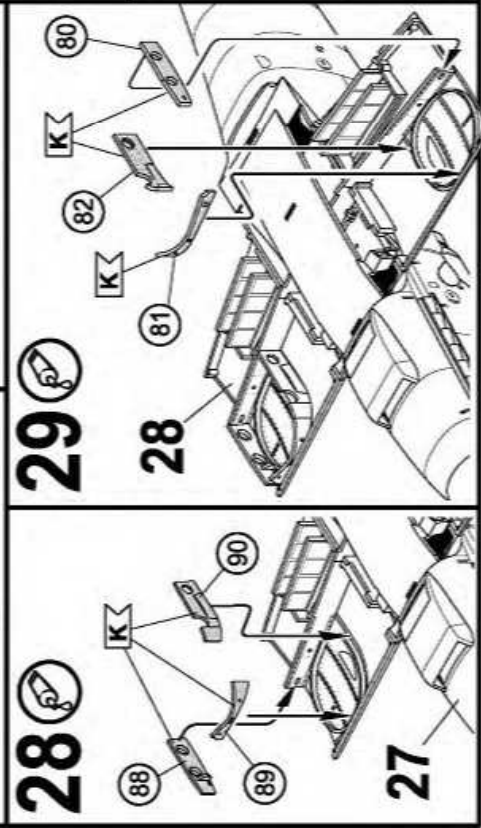
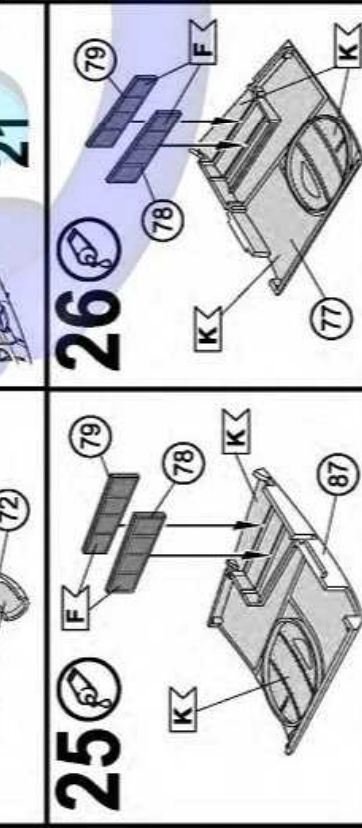
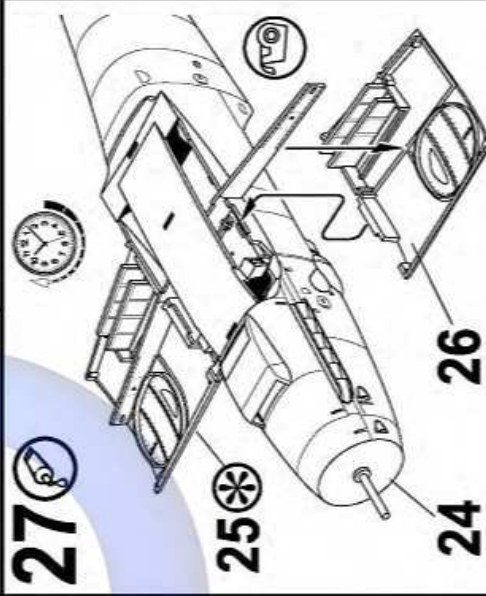
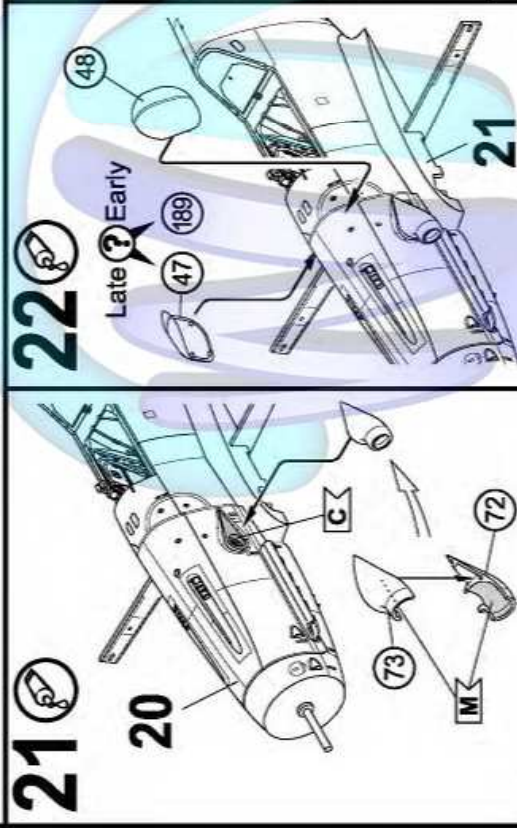
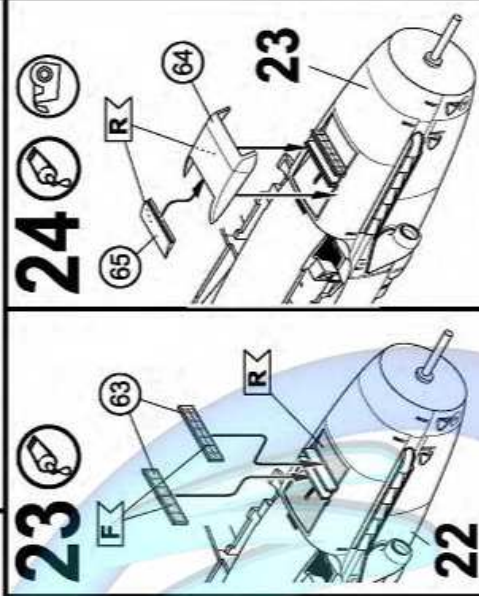
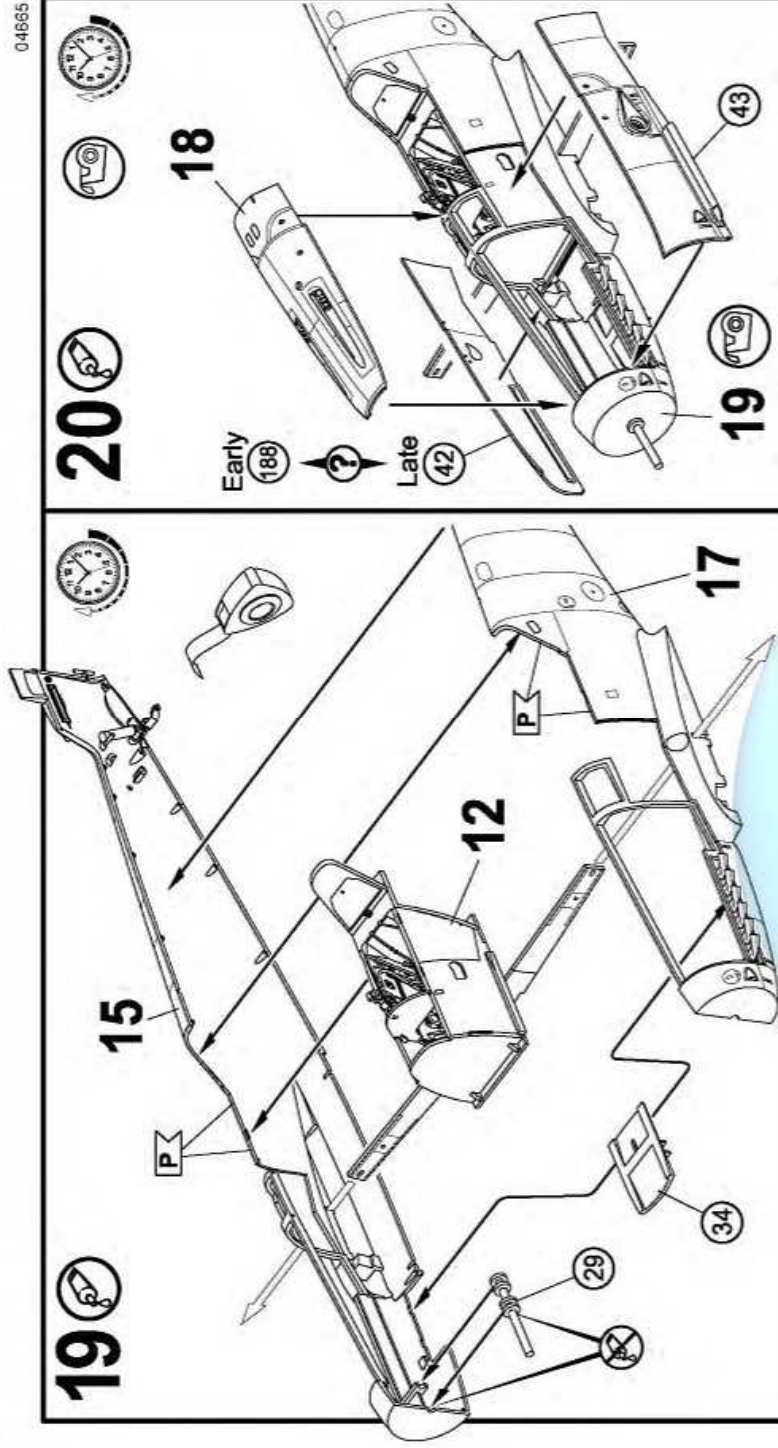


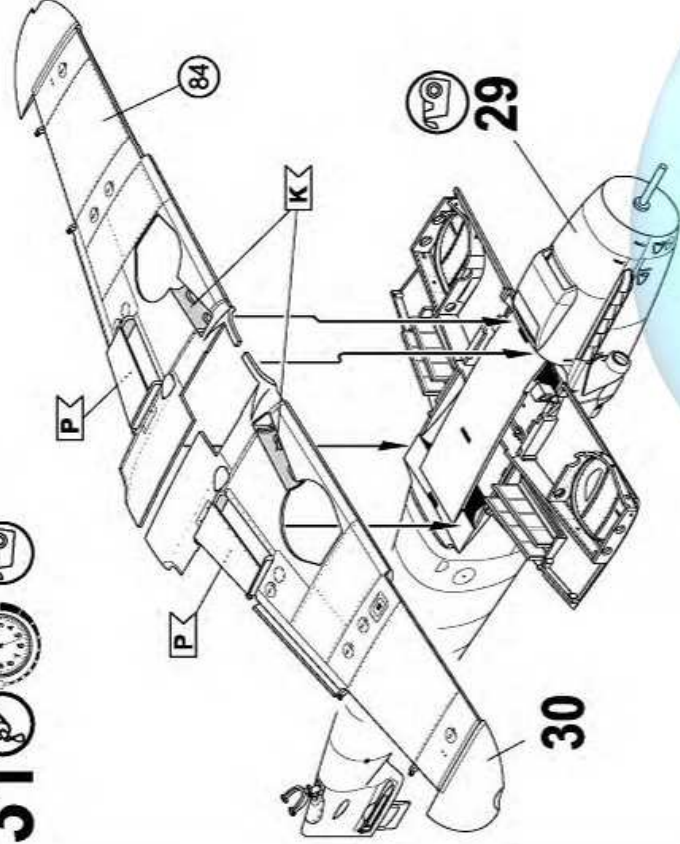
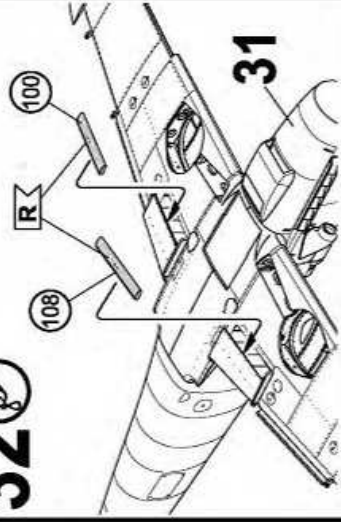
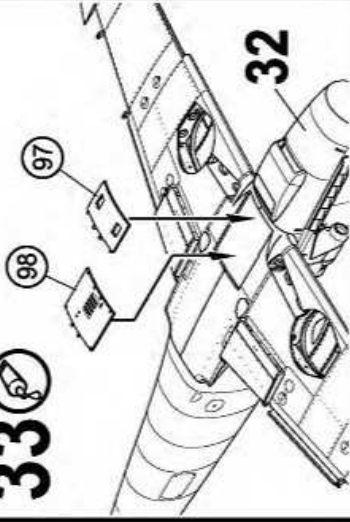
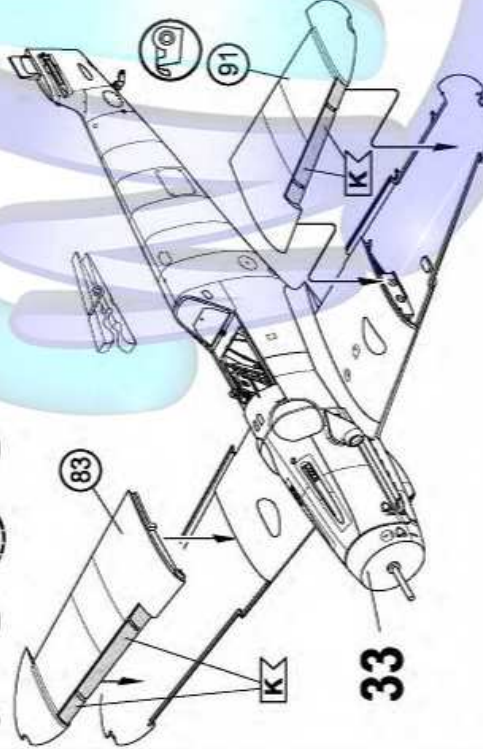
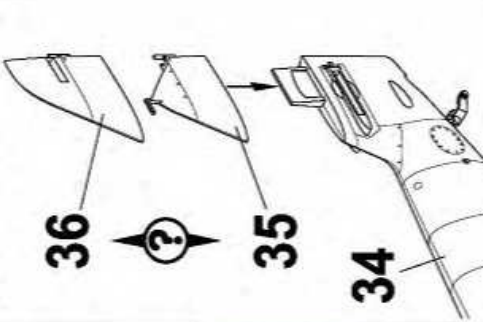
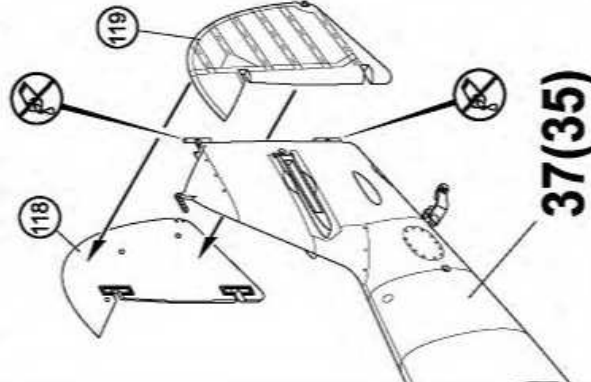
Bf109G-6 Early

Bf109G-6 Late

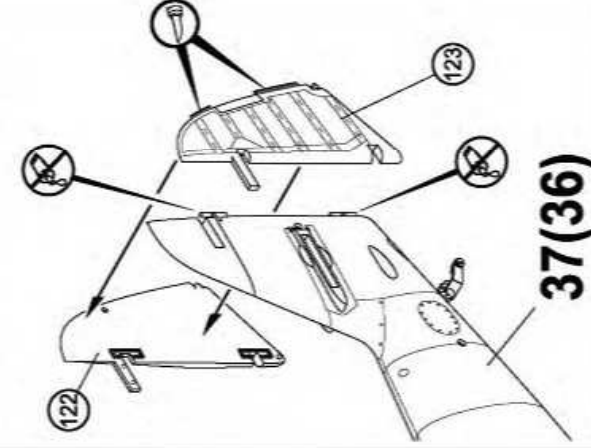




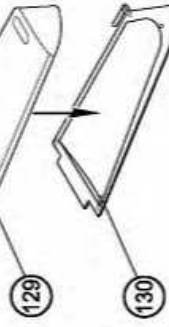


**31****32****33****34****35****37****36****38****39**

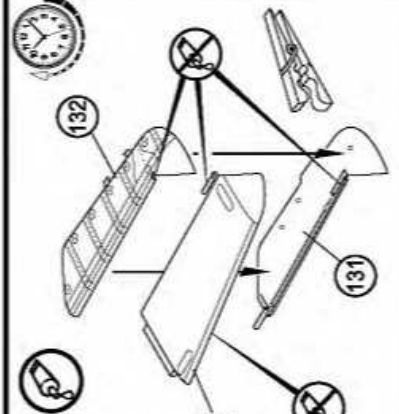
Late ?

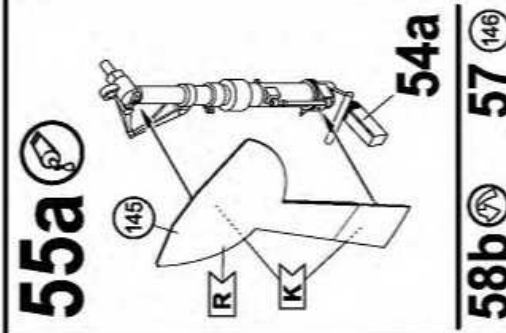
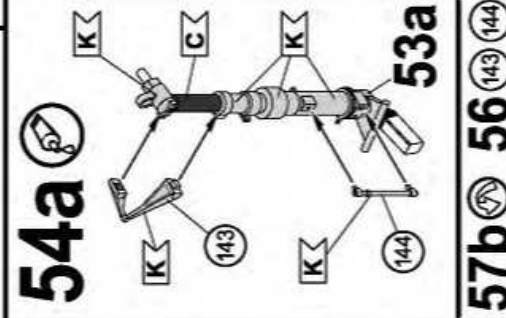
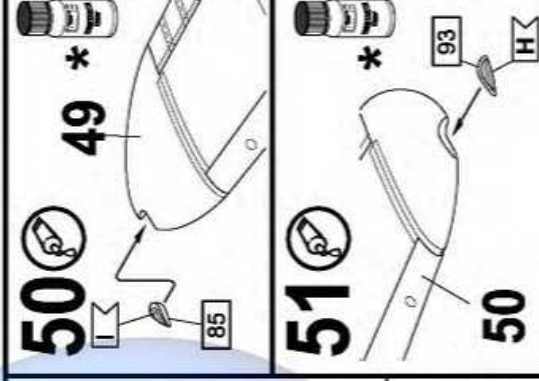
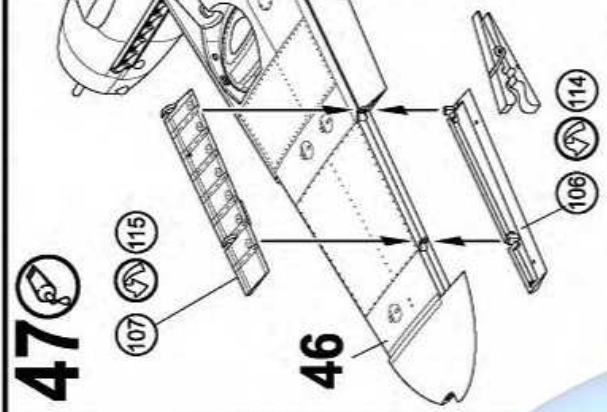
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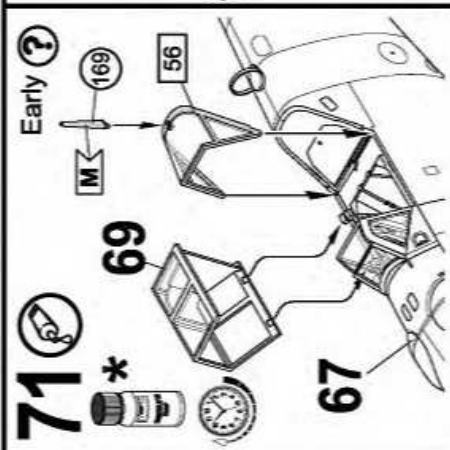
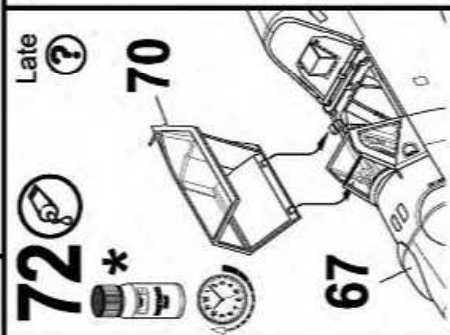
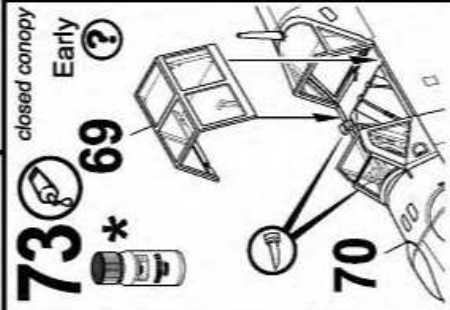
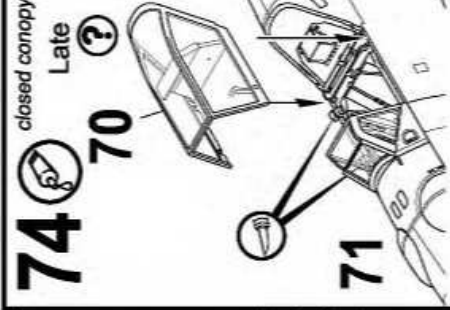
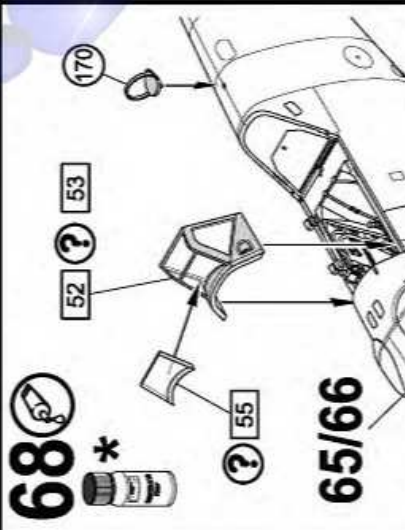
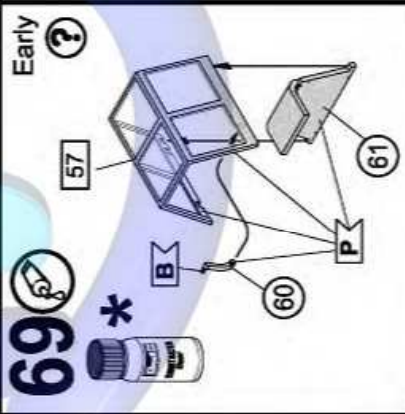
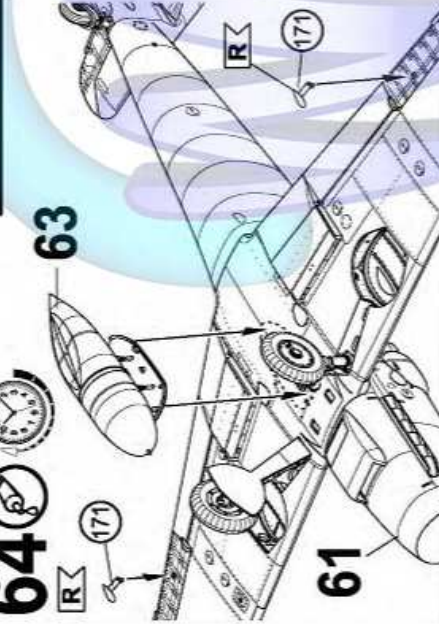
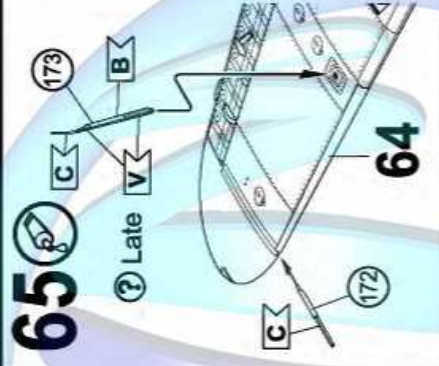
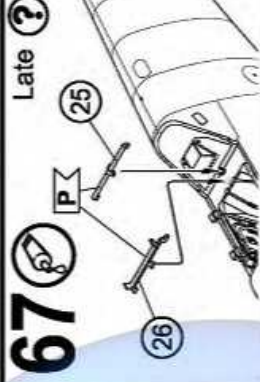
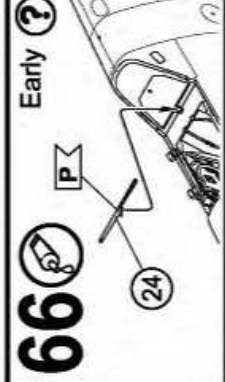
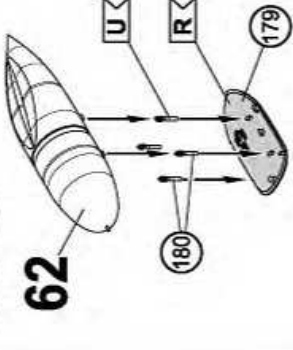
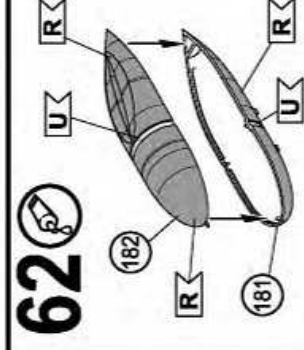
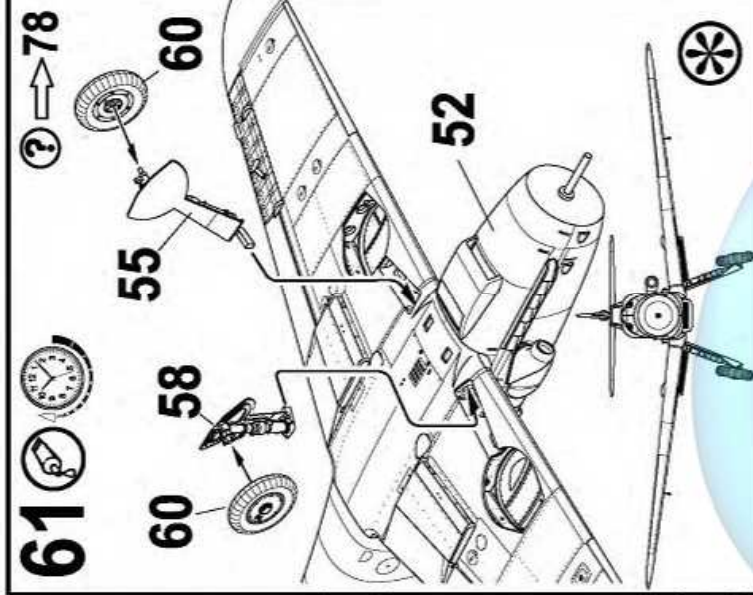
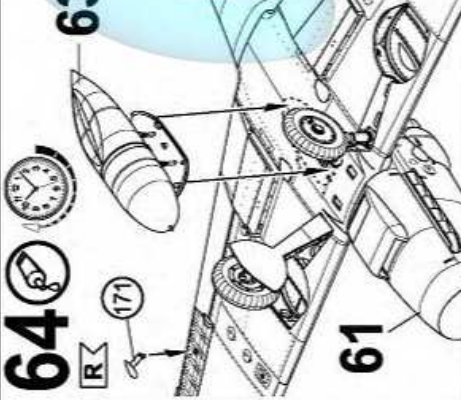
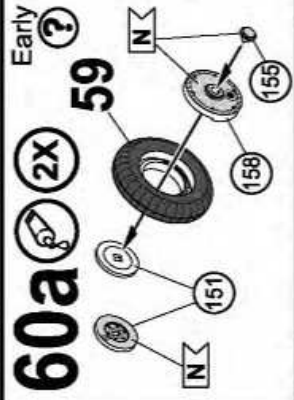
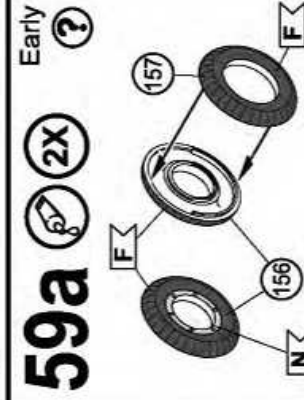
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**41**

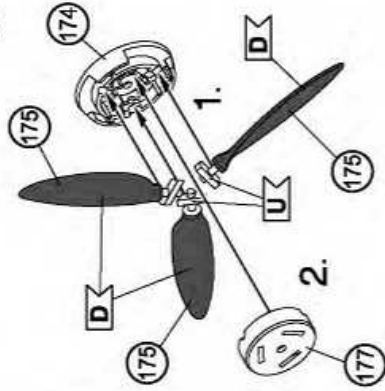
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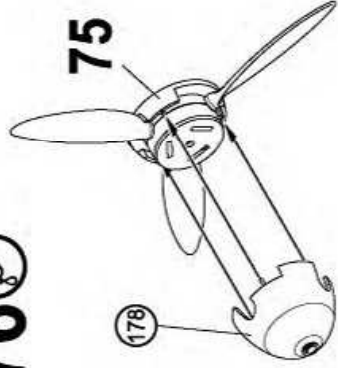




75



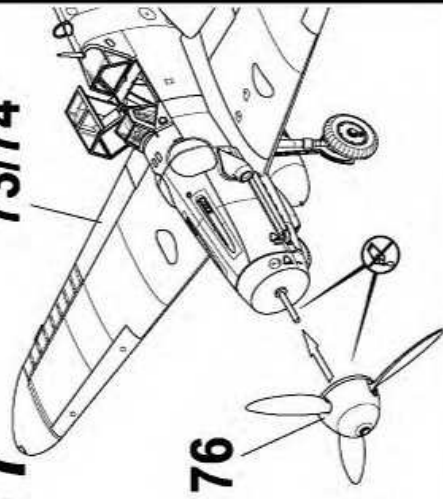
76



→ 82/83

77

73/74



78



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79



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80



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79



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78



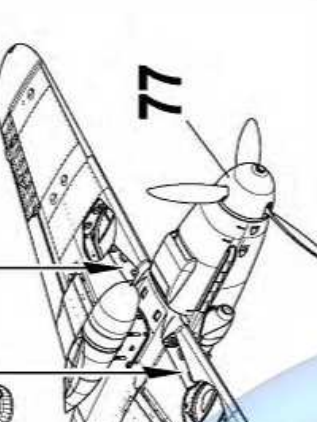
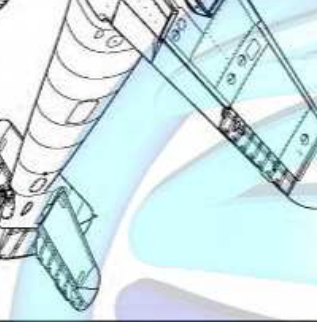
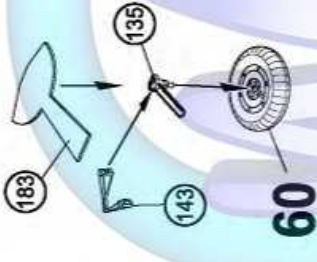
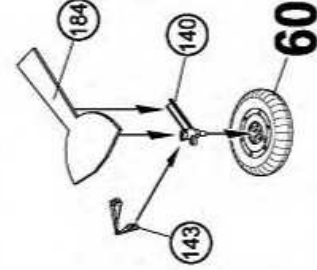
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77



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81



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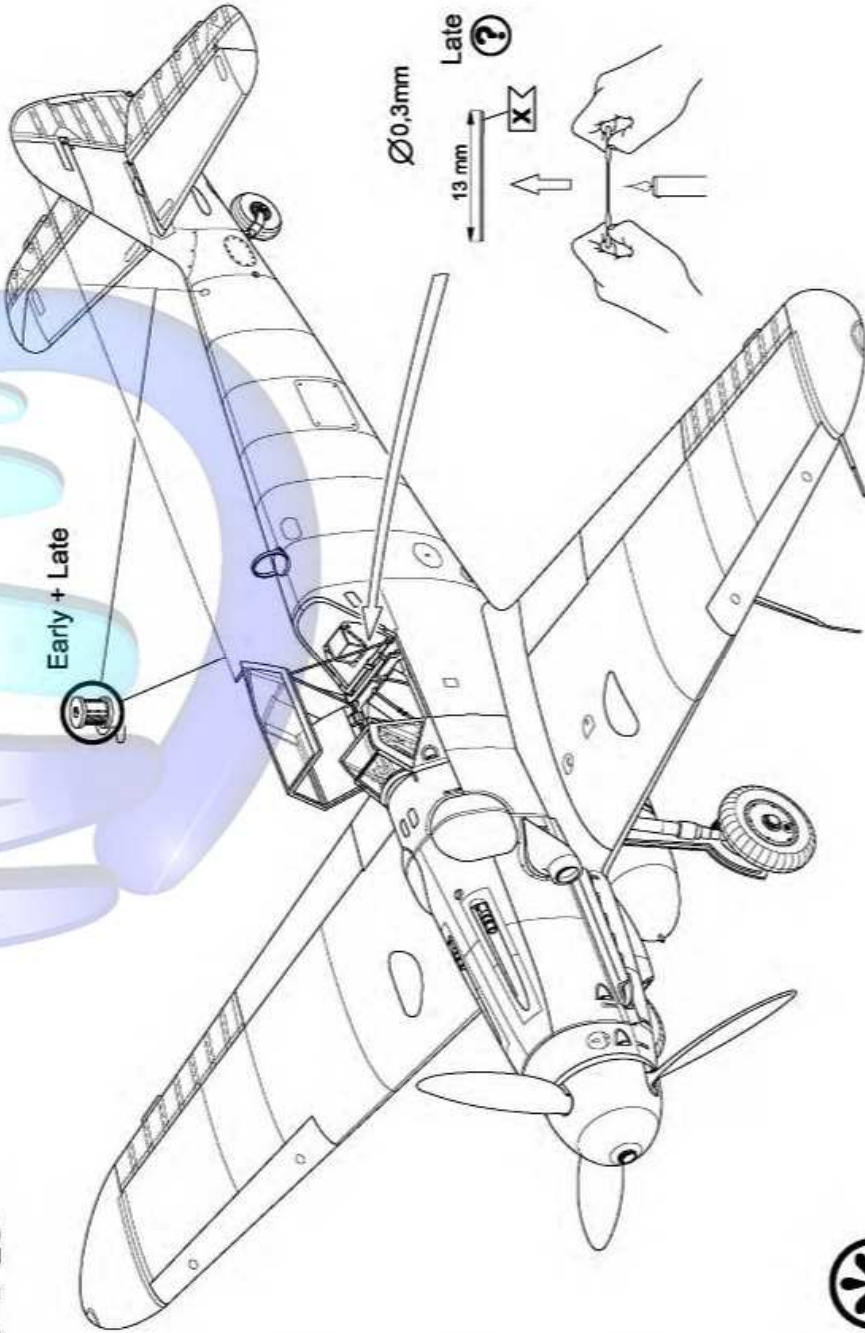
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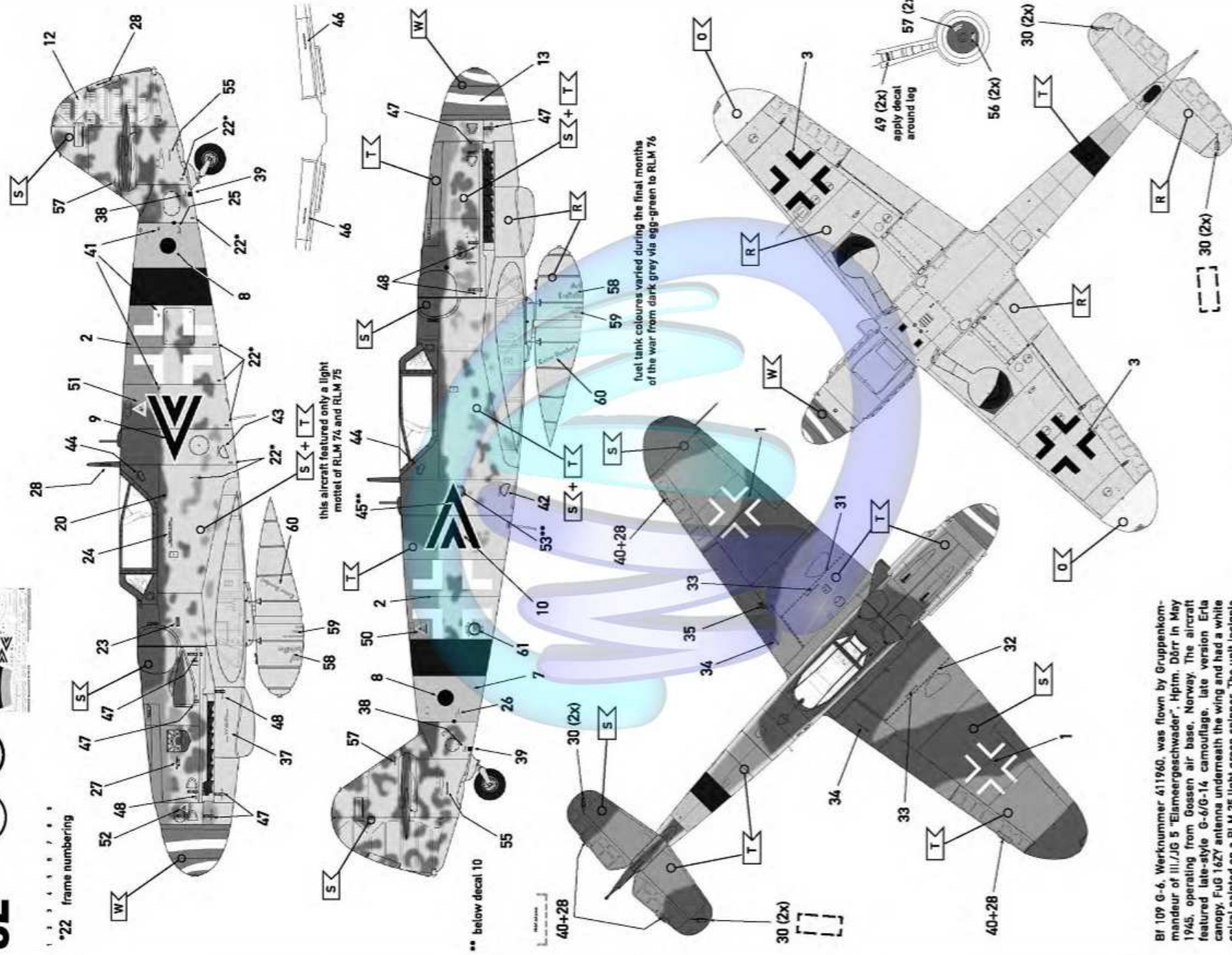
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Early + Late





# Hauptmann Franz Dörr Bf 109 G-6, W.Nr. 411960, Stab III/JG 5, Gossen, May 1945



Bf 109 G-6, Werknummer 411960, was flown by Gruppenkommandeur of III/JG 5 "Eisenergeschwader", Hptm. Dörr in May 1945, operating from Gossen air base, Norway. The aircraft featured late-style G-6/G-14 camouflage, late version Erla canopy, FuG 16Z antenna underneath the wing and had a white spiral painted on a RLM 25 light green spinner. The unit insignia of JG 5 had only been applied on the port cowling. On the left side of the rudder this particular Bf 109 G-6 had 122 victory bars applied in white.

Several publications state, that Franz Dörr ended the war claiming 128 enemies, however, this is not true as Hptm. Dörr's personal log-book only confirms 122 aerial victories – all achieved in Norway.

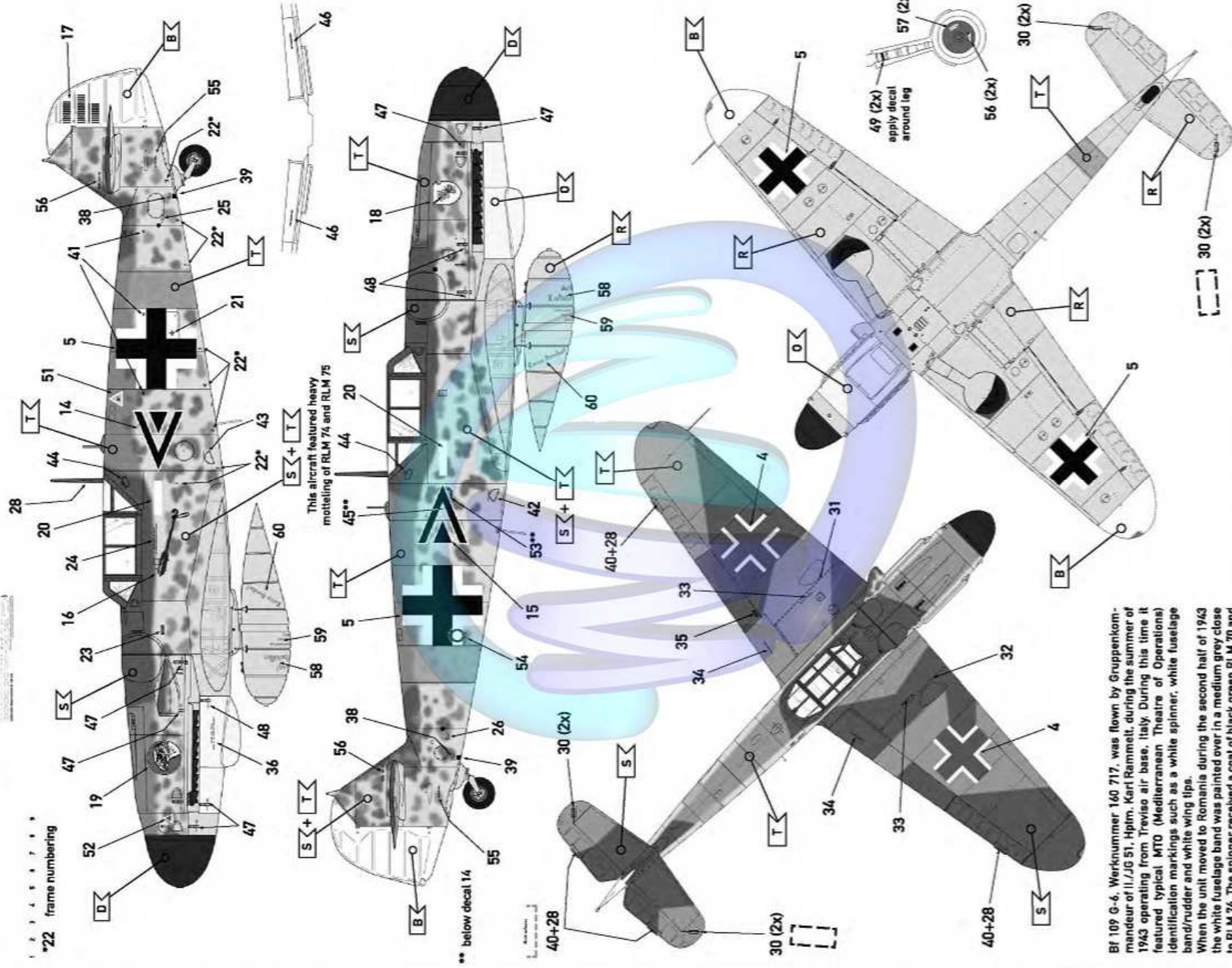
83



Hauptmann Karl Rammelt

Bf 109 G-6, W.Nr. 160717, Stab II/JG 51, Rumania, April 1944

\*22 frame numbering



white

RLM 04

RLM 74

RLM 75

RLM 76

RLM 70

Bf 109 G-6, Werknummer 160 717, was flown by Gruppenkommandeur of II/JG 51, Hptm. Karl Rammelt, during the summer of 1943 operating from Treviso air base, Italy. During this time it featured typical MTO (Mediterranean Theatre of Operations) identification markings such as a white spinner, white fuselage band/rudder and white wing tips.

When the unit moved to Rumania during the second half of 1943 the white fuselage band was painted over in a medium grey close to RLM 74. The spinner received a coat of black green RLM 70 and the cowling was painted yellow RLM 04. It was at Nisch/Rumania, when the wooden club was painted onto Hptm. Rammelt's aircraft by the crew chief.

As photos of II/JG 51 aircraft in Rumania depict unit's Messerschmitts with white wing tips (e.g. Bf 109 G-6 of OFw, Elias Köhnlein), it can be assumed that this applied for Karl Rammelt's Bf 109 as well.