



- 1. Ammunition counter - left MG
- 2. Ammunition counter - cannon
- 3. Ammunition counter - right MG
- 4. Clock
- 5. Engine ignition switch
- 6. Altimeter
- 7. Repeater compass
- 8. Manifold pressure gage
- 9. Landing gear position indicator: green - down  
no light - transition  
red - up
- 10. Landing gear actuators
- 11. Airspeed indicator
- 12. Turn and bank indicator
- 13. Tachometer
- 14. Propeller pitch indicator
- 15. Coolant temperature gage
- 16. Low fuel warning light
- 17. Fuel gage
- 18. Fuel and oil pressure gage
- 19. Throttle



Bf 109F4



## Bf-109F-4



Type: Fighter

Major Users: Germany

### Cockpit Guide:



- |   |                                  |    |                                      |
|---|----------------------------------|----|--------------------------------------|
| 1 | <i>Ammunition Counters</i>       | 9  | <i>Magnetos</i>                      |
| 2 | <i>Clock</i>                     | 10 | <i>Landing Gear Indicator Lights</i> |
| 3 | <i>Altimeter</i>                 | 11 | <i>Prop Pitch Indicator</i>          |
| 4 | <b>Compass</b>                   | 12 | <i>Coolant Temperature</i>           |
| 5 | <i>Manifold Pressure</i>         | 13 | <i>Fuel Level Warning Light</i>      |
| 6 | <b>Airspeed Indicator</b>        | 14 | <b>Fuel Level</b>                    |
| 7 | <i>Turn &amp; Bank Indicator</i> | 15 | <i>Fuel Pressure; Oil Pressure</i>   |
| 8 | <i>RPM Indicator</i>             |    |                                      |

**(Bf-109 continued)**

**At a Glance:**

*Engine:*

DB 601H.

*Power:* 1,200 HP

*Armament:*

- 2 x 7.92mm (MG 17)
- 1 x 20 mm (MG 151/20)

*Advantages:*

- Excellent performance characteristics;
- Good maneuverability;
- Adequate armament;
- Easy to fly.

*Disadvantages:*

- Poor rear visibility;
- Short range.

**Pilot Notes:**

**Take-Off Speed:** 170 km/h

**Landing Speed:** 155 km/h

**Combat Engine Setting:** 2,500 RPM

**Best Cruise:** 2,100 RPM

**Economy Cruise:** 2,000 RPM

**Prop Pitch Control:** Auto/Manual

**Mixture Control:** Manual

**Boost:** No

**Supercharger:** Auto

- **Gunsight Note:** The gunsight in this aircraft, as in many German planes, was positioned off-center. The default internal camera position is centered, and as such the gunsight is difficult or even impossible to use. To switch to an aiming view, use the **Toggle Gunsight** button (Shift-F1 by default) that switches the view to look through the offset gunsight.
- Bf-109F is a highly improved version of the Emil. You can really feel the added power and reduced drag; Franz is almost 100 km/h faster. Capable pilots can dogfight most Soviet planes even in high-G turning fights, however the easiest way to win is still by keeping your airspeed up. Few 1941 and 1942 Soviet planes can achieve 500 km/h in level flight, and their acceleration above 400 km/h is really inferior to that of your 109F. So keep your airspeed up, fly higher than the Soviets and you can come down on them time after time with almost absolute impunity.
- The armament on the Franz however is not very good. F-2 is armed with a single 15mm, and F-4 with a single 20mm nose cannon. While its location in the nose makes aiming from any distance very easy, its slow rate of fire and rather small caliber often make their effects less than perfect. Much more so than with any other plane you should take care to aim at a vulnerable spot – cockpit, engine, fuel tank – to bring down your target in one burst.
- 109 is not a very stable gunnery platform under 350 km/h and you may find your aim getting thrown off and your rounds scattering too much when firing at slow speeds. Accelerate to 350 km/h or more and your bursts should be much more accurate.
- It's very hard to stall or spin the Franz but that certainly has been done by some less capable pilots who were too rough with their crate.