In the second half of 1943 a new single-piece canopy was introduced for the Bf 109G, with the aim of improving the potentially fatally poor view rearwards. The new canopy, named after the firm which developed it, was the 'Erla-Haube' (or 'Vollsichtkanzel'), bent from a single sheet of organic glass and stiffened with two frames joined by a crossbar above the pilot’s head. Such canopies, manufactured in small numbers, were retrofitted to Bf 109G-6s, with the antenna mast being mounted on the fuselage spine just behind the cockpit.

The next, more important canopy type (see drawing below) was without the crossbar and installed on Bf 109G-6/U2s, G-6/MW50s, G-5/ASs and G-6/ASs. The bulk of the aircraft with this canopy had their antenna mast mounted on the fuselage spine; the only exception was a batch of Bf 109G-6/ASs built from scratch by Mtt Reg., which had the mast mounted on the canopy frame.

The last canopy version was fitted with a modified lock and arched rear lower frame. It was installed on all late Bf 109s: G-14, G-14/AS, G-10 and K-4. The antenna mast (if any) was mounted on the canopy frame.

Erla-type canopies were usually fitted with head armour for the pilot, consisting of organic glass plate in the upper section and steel plate below, in the so-called Galland-Panzer installation.

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In spring 1944, new Bf 109s were being manufactured in three plants: the parent factory, Messerschmitt AG in Regensburg (here referred to as Mtt Reg.); Erla Maschinenwerk GmbH in Leipzig (Erla); and Wiener Neustadt Flugzeugwerke GmbH in Wiener Neustadt (WNF). In December 1944, G-10 production also began at the Diana works in Tšínov. Subassemblies and components were manufactured in numerous small plants all over Germany, Austria and Czechoslovakia.
Bf 109G-6/AS/U2/U4, Stab I/JG 3, Gütersloh, July 1944. RLM 76 overall, uppersurfaces of wings, horizontal tail and fuselage covered with field-applied camouflage of RLM 74. Irregular streaks of the same colour on fuselage sides. Fuselage crosses filled in black, spinner RLM 70 with white spiral. Metal fin and rudder (T1), cockpit canopy of earlier type. Camouflage scheme depicted on fin is speculative.

Bf 109G-6/AS/U2 W.Nr 184??, SKZ (Stammkennzeichen) TO+S?, 9./JG 1, La Fère, July 1944. Standard camouflage 74/75/76, with small blotches of 74 and 75 on fuselage sides. Fuselage crosses filled in RLM 70, spinner also RLM 70, with white spiral. RV band red 23 as assigned to JG 1. Metal fin and rudder (T1), cockpit canopy of earlier type.
Camouflage & markings

Messerschmitt Regensburg

Regensburg-built Bf 109G-14s from blocks 165xxx–166xxx wore standard camouflage consisting of RLM 74/75/76, identical to Bf 109G-6s built in the same production block. Aircraft from blocks 780xxx–782xxx wore similar camouflage, but on later machines RLM 74 was often replaced by RLM 82 Dunkelgrün. The uppersurfaces of the wings and tailplane, as well as the fuselage spine, were painted RLM 74 (or 82) and 75; fuselage sides and underside RLM 76. The lower edge of the fuselage camouflage formed a wavy, more or less blurred line, generally parallel to the upper fuselage outline. One or both camouflage colours were applied to the fuselage sides and fin in irregular, rather large blotches. The spinner was black or RLM 70 Schwarzgrün. The lower surfaces of the wings and tailplane were painted in RLM 76.
The crosses on the upper wing surfaces took the form of white outlines, 90 x 90 cm in size, but located further from the aircraft’s longitudinal axis.

The crosses on the wing undersurfaces were in black outline at 100 x 100 cm.

WNF
WNF-built Bf 109G-14s had camouflage and markings almost identical to those of early G-14s built by Erla, with the rudder and lower part of the engine cowling in yellow. The difference lay in the quantity and shape of the blotches on the fuselage and vertical tail. Some aircraft had the rear fuselage and fin painted almost entirely in one of the camouflage colours, others had only a few small blotches on the fuselage and quite a ‘clean’ fin. Swastikas were usually black without outline, sometimes painted in a thicker line (a thickness equal to the thickness of the swastika plus its outline).

The crosses on the upper wing surfaces took the form of white outlines, 100 x 100 cm in size. The crosses on the wing undersurfaces were in black with a white outline at 100 x 100 cm.
Bf 109G-10 W.Nr 151567 (Erla), probably 10./JG 300, Jüterbog-Waldlager, April 1945. Fuselage upper surfaces camouflaged in RLM 81/82; sides and undersurfaces of engine cowl in RLM 76; sides and undersurfaces of fuselage, as well as vertical tail, RLM 84 with a few blotches RLM 82. Wing upper surfaces RLM 81/82; spinner RLM 70 (or 82), one third in white. Rear fuselage blue-white-blue RV band assigned to JG 300 from the beginning of 1945. Rudder of T5 type with two trim tabs. Metal panels on wing undersurfaces bare metal; wingtips, ailerons and flaps RLM 76; underwing crosses in form of black outlines.

This aircraft was found by the Allies on Wunstorf airfield on 19 April 1945.

Bf 109G-10 W.Nr 152016 (possibly Erla), probably III./JG 6, Prague-Ruzyn, May 1945. Engine cowl probably taken from another aircraft and painted RLM 76 with RLM 82 motting, upper surfaces in RLM 82/75. Entire fuselage and vertical tail painted RLM 82. Front of engine cowl and spinner probably painted RLM 70. Rear fuselage red-white-red RV band assigned to JG 6. Rudder of T5 type with two trim tabs.

Stencil ling white with red background. Metal panels on wing undersurfaces bare metal; wingtips, ailerons and flaps RLM 76; underwing crosses in form of black outlines. This aircraft was found in May 1945 on Prague-Kbely airfield. Again, it has been the source of discussion for many years. It was assigned to JG 300 or JG 51, but no elements of JG 300 were ever stationed in the vicinity of Prague. On the other hand, the aircraft belonging to JG 51 and operating in this area (only II./JG 51 can be considered) had no RV bands, but the markings of Luftflotte 6 in the form of yellow bands on the engine cowl and rear fuselage, as well as yellow rudders. In fact, the machine's allocation to III./JG 6 is a natural solution to the riddle, since this unit was stationed in Prague until the end of the war. 'Stretching' the rudder in Photoshop® allows one to decipher part of the Werknummer as xxxx16, which suggests W.Nr 152016, 152216 or 152316 (the 152xxx block ended with 152393); numbers beginning with 150xxx can be excluded owing to their differences in camouflage.
Bf 109G-10/U4 (Avia S.99), serial 8, OK-BYH, air arm of CSSR Police. Grey (possibly RLM 77) overall; red on forward and lower fuselage; wing and horizontal tail undersides; and wing and horizontal tail leading edges, both upper and lower surfaces. Rudder T5. This aircraft was manufactured in Czechoslovakia from existing subassemblies after the war.
Bf 109K-4 W.Nr 332529, possibly of 1./JG 52, Deutsch Brod, April 1945. This camouflage is unusual, consisting of RLM 82 over RLM 84, with fuselage crosses filled with RLM 82. The fin is RLM 81 with sharp-edged blotches of 82, slightly overpainted with a light colour towards the top; rudder of T3 type with two trim tabs, painted RLM 76 with blotches of 82. Spinner is red RLM 23, as is the seven-petal, white outlined ‘tulip’ on the nose. Metal panels on wing undersurfaces left unpainted; wingtips, ailerons and flaps RLM 76; and underwing crosses are black without outlines. There were four narrow white stripes on both tailplanes.

Bf 109K-4, possibly of 2./KG (J) 6, Prague-Ruzyné, May 1945. Very uncommon camouflage consists of RLM 75 and 77 over RLM 76; fuselage crosses filled with RLM 75. Fin is RLM 77 with rear upper section in 75; rudder T3. Spinner in RLM 82 with white spiral. Small black numbers ‘12’ on each wing leading edge just in front of wheel cover bulges. Metal panels on wing undersurfaces left unpainted; wingtips, ailerons and flaps RLM 76; and underwing crosses are black without outlines.