



Messerschmitt Bf109 G-5/G-6

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HOBBIES**

FOR BEST RESULTS:

Surfaces to be painted should be clean — before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

PLEASE NOTE:

Some parts in the kit may not be required to build the model specified.



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1:24 Messerschmitt Bf109 G-5/G-6

A17003 SCALE MODEL CONSTRUCTION KIT | Wingspan: 414mm Fuselage Length: 378mm | Five Decal Schemes Included

EN Arguably the most important Luftwaffe fighter aircraft of the Second World War, The Bf109 was designed by Professor Willy Messerschmitt. The prototype first flew in May 1935. After winning a design competition against entries from Arado, Heinkel and Focke-Wulf due to its higher speed and better manoeuvrability, it entered service as the Bf109 A-0 in 1937. Early versions were flown by the Condor Legion in the Spanish Civil War, and the Luftwaffe during the Invasion of Poland.

The Bf109 E appeared in late 1938 as the first major update of the design. The Junkers Jumo 210 engine used in the earlier versions was replaced by the larger, more powerful Daimler Benz DB601. The extra heat generated needed improved radiators, which were moved from the nose to the modified and reinforced wings. The Bf109 E became a symbol of the Luftwaffe in the skies over England, dogfighting the RAF's Spitfires and Hurricanes.

During 1940, Messerschmitt engineers were working on the Bf109 F, which featured the DB601E engine and much improved aerodynamics. The wings were reduced in area, with the new rounded wingtips being seen on all subsequent Bf109 variants. The tailplane was redesigned to eliminate the supporting struts, and fuel capacity was increased to extend the range to 1,060 m (1700km). The Bf109 F entered service in October 1940.

The DB605 engine was developed to be easier to manufacture than the complex DB601E. Increasing the displacement and compression ratio raised the power output to 1455bhp. The Bf109, when fitted with this engine, became the Bf109 G "Gustav". The pressurised Bf109 G-1 began production in February 1942, with the non-pressurised Bf109 G-2 following in May 1942.

In February 1943, the nose-mounted 7.92mm MG 17 guns were upgraded to the 13mm MG 131, leading to the distinctive bulged engine cowlings of the G-5 and G-6 models. The G-5 and G-6 were the most produced Bf109

variants, with over 12,000 aircraft manufactured. The high-altitude G-5 featured a pressurised cockpit, with an engine driven compressor and sealed canopy glazing. The Bf109 G could be fitted with two additional MG151/20 cannon in under-wing gondolas, as well as a 300l fuel tank, rockets and bomb racks. Tropical equipment allowed the Bf109 G to serve in the dusty conditions of North Africa.

The G-6 first equipped JG 27, 51, 53 and 77 in the Mediterranean theatre, and went on to equip many Luftwaffe fighter units in Western Europe and the Eastern Front, where the highest scoring fighter ace, Erich Hartmann, achieved a claimed 352 aerial kills.

Specification

Maximum Speed: 385mph (620km/h) at 20,000ft (6096m), 320mph (514km/h) at sea level

Range: 711m (1144km)

Wingspan: 32 ft 7 in (9.92m)

Length: 29 ft 4 in (8.94m)

Armament: 2x 13mm MG 131 Machine guns, 1x 20mm MG151/20 cannon, R6: additional 2x 20mm MG151/20 under wings

FR Sans doute l'avion de combat le plus important de la Luftwaffe durant la Seconde Guerre mondiale, le Bf109 a été conçu par l'ingénieur Willy Messerschmitt. Le prototype a effectué son premier vol en mai 1935. Après avoir remporté un concours de conception contre les modèles concurrents d'Arado, de Heinkel et de Focke-Wulf en raison de sa vitesse plus élevée et de sa meilleure manœuvrabilité, il est entré en service sous le nom de Bf109 A-0 en 1937. Les premières versions ont été utilisées par la Légion Condor pendant la guerre civile espagnole et par la Luftwaffe au cours de l'invasion de la Pologne.

Le Bf109 E, apparu à la fin de l'année 1938, a constitué la première amélioration majeure du modèle initial. Le moteur Junkers Jumo 210 utilisé dans les versions précédentes a été remplacé par le Daimler Benz DB601, plus gros et plus puissant. La chaleur supplémentaire générée par ce moteur a nécessité une amélioration des radiateurs et leur déplacement du nez vers les ailes, qui ont justement été modifiées et renforcées à cet effet. Le Bf109 E est devenu le symbole de la Luftwaffe dans le ciel anglais lors des combats aériens contre les Spitfire et les Hurricane de la RAF.

En 1940, les ingénieurs de Messerschmitt ont travaillé sur le Bf109 F, doté du moteur DB601E et d'une aérodynamique nettement améliorée. La surface des ailes a été réduite et leurs extrémités ont été arrondies, ce qui a ensuite été le cas de toutes les variantes ultérieures du Bf109. Le plan horizontal de l'empennage a été redessiné pour éliminer les haubans, et la capacité en carburant a été augmentée pour porter le rayon d'action à 1 700 km. Le Bf109 F est entré en service en octobre 1940.

La conception du moteur DB605 visait à faciliter la fabrication par rapport au DB601E, qui imposait un processus complexe. L'augmentation de la cylindrée et du taux de compression a permis de porter la puissance à 1 455 ch. Le Bf109 équipé de ce moteur a été baptisé Bf109 G « Gustav ». La production du Bf109 G-1 pressurisé a commencé en février 1942, et le Bf109 G-2 non pressurisé a suivi en mai de la même année.

DE Das wohl bedeutendste Jagdflugzeug der Luftwaffe im Zweiten Weltkrieg, die Bf109, wurde von Professor Willy Messerschmitt entworfen. Der Prototyp flog zum ersten Mal im Mai 1935. Die Maschine hatte sich im Wettbewerb mit Flugzeugen von Arado, Heinkel und Focke-Wulf durch ihre höhere Geschwindigkeit und bessere Wendigkeit durchgesetzt und wurde 1937 als Bf109 A-0 in 1937 in Dienst gestellt. Frühe Versionen wurden von der Legion Condor im Spanischen Bürgerkrieg und von der Luftwaffe im Überfall auf Polen eingesetzt.

Die ab Ende 1938 eingesetzte Bf109 E wird als erste Version angesehen, die bedeutende konstruktive Verbesserungen brachte. Der vorher verwendete Junkers Jumo 210 Motor war durch den größeren und stärkeren von Daimler Benz hergestellten Motor DB601 abgelöst worden. Die damit zusätzlich entstehende Wärme musste durch leistungsfähigere Kühler kompensiert werden, die von der Rumpfnase zu den nun abgeänderten und verstärkten Flügelansätzen verlegt wurden. Die Bf109 E wurde ein Symbol der Luftwaffe in den Kämpfen über England, wo sie in erbitterten Nahgefechten mit den Spitfires und Hurricanes der RAF um die Vorherrschaft stritt.

1940 arbeiteten Techniker von Messerschmitt an der Bf109 F, die mit dem Motor DB601E ausgerüstet war und zusätzlich bedeutend verbesserte aerodynamische Eigenschaften bot. Die Flügelfläche war verkleinert worden, wobei beide Tragflächen neue runde Endkappen bekamen, die danach bei allen späteren Varianten der Bf109 beibehalten wurden. Die Höhenflosse wurde nun ohne Stützstreben ausgelegt, und mit Erhöhung der Treibstoffkapazität konnte die Reichweite auf 1700 km erweitert werden. Die Bf109 F wurde im Oktober 1940 in Dienst gestellt.

Anstelle des äußerst komplexen Motors DB601E wurde der einfacher herzustellende Motor DB605 entwickelt. Mit seinem größeren Hubraum und seiner höheren Verdichtung konnte die Startleistung auf 1475 PS gesteigert werden. Mit diesem Triebwerk ausgestattet, wurde die Bf109 als Version Bf109 G (Gustav) bezeichnet. Die druckbelüftete Bf109 G-1 ging im Februar 1942 in Produktion, wobei die im Mai 1942 folgende Bf109 G-2 ohne Druckkabine hergestellt wurde.

En février 1943, les canons MG 17 de 7,92 mm montés dans le nez ont été remplacés par des MG 131 de 13 mm, ce qui a donné naissance aux capots moteur bombés caractéristiques des modèles G-5 et G-6. Les G-5 et G-6 ont été les variantes du Bf109 les plus produites, avec plus de 12 000 avions sortis des usines. Le G-5 haute altitude était doté d'un cockpit pressurisé, d'un compresseur entraîné par le moteur et d'une verrière hermétique. Le Bf109 G pouvait être équipé de deux canons MG151/20 supplémentaires dans des nacelles sous l'aile, ainsi que d'un réservoir de carburant de 300 litres, de roquettes et de porte-bombes. Son équipement tropicalisé lui permettait de servir dans les conditions poussiéreuses de l'Afrique du Nord.

Le G-6 a d'abord équipé les escadrilles JG 27, 51, 53 et 77 sur le théâtre méditerranéen, puis de nombreuses unités de chasse de la Luftwaffe en Europe de l'Ouest et sur le front de l'Est, où l'as de la chasse allemande le plus titré, Erich Hartmann, a revendiqué 352 victoires aériennes.

Spécification:

Vitesse maximale: 620 km/h à 6 096 m, 514 km/h au niveau de la mer

Autonomie: 1 144 km

Envergure: 9,92 m

Longueur: 8,94 m

Armement: 2 mitrailleuses MG 131 de 13 mm, 1 canon MG151/20 de 20 mm ; R6 : 2 canons MG151/20 de 20 mm additionnels sous les ailes

Im Februar 1943 wurden die in der Nase angeordneten 7,92 mm MG 17 durch die schusskräftigeren 13 mm MG 131 ersetzt. Damit erhielten die Versionen G-5 und G-6 jene optisch typischen Motorverkleidungen, die ihnen den Spitznamen „Beule“ einbrachten. Die G-5 und G-6 waren mit einer Stückzahl von über 12000 die meistgebauten Varianten der Bf109. Die für große Flughöhen verwendbare G-5 war mit einer druckbelüfteten Pilotenkanzel, einem Motor-Luftverdichter und abgedichteter Kanzelhauben-Doppelverglasung versehen. Sie konnte auch mit zwei zusätzlichen Maschinenkanonen vom Typ MG151/20 in zwei unter den Flügeln montierten Gondeln wie auch mit Raketen und Bombenträgern bewaffnet werden und einen 300 l fassenden Zusatztank mitführen. Mit spezieller Tropenausstattung war die Bf109 G auch in den staubigen Umgebungen von Nordafrika einsetzbar.

Die G-6 wurde anfänglich von den JG 27, 51, 53 und 77 auf Kriegsschauplätzen im Mittelmeer verwendet. Sie wurde danach von vielen anderen Jagdgeschwadern der Luftwaffe in Westeuropa und an der Ostfront übernommen, wobei der erfolgreichste Kampfflieger Erich Hartmann die Rekordzahl von 352 bestätigten Luftsiegen erreicht haben soll.

Spezifikation:

Geschwindigkeit: 620 km/h auf 6096 m Flughöhe, 514 km/h auf Meereshöhe

Reichweite: 1144 km

Spannweite: 9,92 m

Länge: 8,94 m

Bewaffnung: zwei 13 mm MG131, eine 20 mm Maschinenkanone MG151/20, R6-Rüstsätze: zusätzliche 20 mm MG151/20 unter den Flügeln

Airfix would like to thank Airbus Corporate Heritage, Suomen Ilmavoimamuseo (Finnish Air Force Museum), RAF Museum and Midwest Aero Restorations for their help with this project.

ES

El Messerschmitt Bf109, obra del célebre ingeniero Willy Messerschmitt, se erige como uno de los aviones de combate más emblemáticos de la Luftwaffe durante la Segunda Guerra Mundial. El vuelo inaugural de su prototipo tuvo lugar en mayo de 1935. Gracias a su destacada velocidad y maniobrabilidad, el Messerschmitt Bf109 superó en un concurso de diseño a los modelos presentados por Arado, Heinkel y Focke-Wulf, debutando en la Luftwaffe bajo la denominación Bf109 A-0 en 1937. Las primeras unidades participaron con la Legión Cóndor en la Guerra Civil española y, posteriormente, fueron desplegadas por la Luftwaffe durante la invasión de Polonia.

El Bf109 E, de finales de 1938, representó la primera actualización significativa del diseño original. El motor Junkers Jumo 210 utilizado en las versiones anteriores fue reemplazado por el más robusto y potente Daimler-Benz DB601. El exceso de calor generado hacía necesaria la instalación de radiadores mejorados, los cuales además fueron desplazados del morro a las alas, y éstas a su vez fueron modificadas y reforzadas. El Bf109 E se convirtió en un símbolo de la Luftwaffe en los cielos de Inglaterra, enfrentándose en combates aéreos contra los Spitfires y Hurricanes de la RAF.

Durante 1940, los ingenieros de Messerschmitt desarrollaban el Bf109 F, equipado con el motor DB601E y una aerodinámica considerablemente mejorada. Los alas se redujeron en superficie, y las nuevas puntas redondeadas se adoptaron en todas las versiones posteriores del Bf109. El plano de cola fue rediseñado para eliminar los puntos de soporte, y la capacidad de combustible aumentó, ampliando el alcance a 1.700 km. El Bf109 F entró en servicio en octubre de 1940.

El motor DB605 fue desarrollado para lograr una fabricación más simple, en comparación con el complejo DB601E. Un aumento del desplazamiento y de la relación de compresión permitió elevar su potencia a 1.455 bhp. Este motor impulsó el nuevo modelo Bf109 G, conocido como «Gustav». En febrero de 1942, comenzó la producción del Bf109 G-1 con cabina presurizada, seguido en mayo por el modelo Bf109 G-2 no presurizado.

En febrero de 1943, las ametralladoras del morro MG 17 de 7,92 mm fueron reemplazadas por las MG 131 de 13 mm, surgiendo así

los característicos capós abultados de los modelos G-5 y G-6. Estos modelos se convirtieron en las variantes más producidas del Bf109, con más de 12.000 unidades fabricadas. El modelo de gran altitud G-5 incorporaba una cabina presurizada, equipada con un compresor accionado por motor y un acristalamiento de cabina sellado. El Bf109 G podía equiparse con dos cañones adicionales MG151/20 en góndolas bajo las alas, además de un tanque de combustible de 300 litros, cohetes y soportes para bombas. El equipamiento tropical permitió al Bf109 G operar en el entorno polvoriento del Norte de África.

El Bf109 G-6 debutó con las unidades JG 27, 51, 53 y 77 en el Mediterráneo, y posteriormente fue desplegado en varias unidades de combate de la Luftwaffe tanto en Europa Occidental como en el Frente Oriental. En este último escenario, el legendario as de la aviación de combate Erich Hartmann alcanzó el récord histórico de 352 derribos aéreos acreditados.

Especificación:

Velocidad máxima: 620 km/h a 6096 m, 514 km/h a nivel del mar

Radio de acción: 1144 km

Envergadura: 9,92 m

Longitud: 8,94 m

Armamento: 2 ametralladoras MG 131 de 13 mm, 1 cañón MG151/20 de 20 mm, configuración R6: 2 cañones adicionales MG151/20 de 20 mm bajo las alas

karaktēristiska utbuktade motorhuvorna på modellerna G-5 och G-6. Med sina över 12 000 tillverkade flygplan var G-5 och G-6 de mest tillverkade varianterna av Bf109. G-5 flögs på hög höjd, hade en cockpit med tryckkabin, en motordriven kompressor och försågsladd huv. Bf109 G kunde utrustas med ytterligare två MG151/20-automatkanoner i undervingsgondoler samt en 300 liters bränsletank, raketer och bombstall. Tack vare den tropiska utrustningen kunde Bf109 G användas i dammiga förhållanden i Nordafrika. G-6 användes först av JG 27, 51, 53 och 77 i Medelhavsområdet och sedan av många av Luftwaffes stridsflygförband i Västeuropa och på östfronten, där flygräset med flest nedskjutna motståndare, Erich Hartmann, sköt ned 352 flygplan.

Specificifikation:

Hastighet: 620 km/h på 6 096 meters höjd, 514 km/h vid havsytan

Räckvidd: 1 144 km

Spännvidd: 9,92 m.

Längd: 8,94 m

Beväpning: 2x 13 mm MG 131-kulsprutor, 1x 20 mm MG151/20-automatkanon, R6: ytterligare 2x 20 mm MG151/20 under vingarna

SV

Luftwaffes kanske viktigaste stridsflygplan under andra världskriget, Bf109, utformades av professor Willy Messerschmitt. Prototypens första flygning ägde rum i maj 1935. Planet togs i tjänst under namnet Bf109 A-0 1937 efter att ha vunnit en konstruktionsstävling mot bidrag från Arado, Heinkel och Focke-Wulf tack vare sin högre hastighet och bättre manövringsförmåga. Tidiga versioner flögs av Kondorlegionen under spanska inbördeskriget och av Luftwaffe under invasionen av Polen.

Bf109 E, som lanserades i slutet av 1938, innebar den första större uppgraderingen av konstruktionen. Junkers Jumo 210-motorn, som användes i de tidigare versionerna, byttes ut mot den större och kraftfullare Daimler-Benz DB601. Eftersom mer värme genererades krävdes förbättrade kylare, som flyttades från nosen till de modifierade och förstärkta vingarna. Bf109 E blev en symbol för Luftwaffes kamp i det brittiska lufterummet, där planet stred mot RAF:s Spitfires och Hurricanes.

Under 1940 arbetade Messerschmitt-ingenjörerna på Bf109 F, som försöks med DB601E-motorn och hade avsevärt bättre aerodynamik. Vingarnas yta minskades och de fick nya rundade vingspetsar som även användes för alla efterföljande Bf109-varianten. Stabilisatoromkonstruerades på så sätt att störta elimineras och bränslekapaciteten ökades, vilket förlängde räckvidden till 1 700 km. Bf109 F togs i tjänst i oktober 1940.

DB605-motorn utvecklades för att vara enklare att tillverka än den komplexa DB601E. Genom att öka slagvolymen och kompressionsförhållandet höjdes effekten till 1 455 bhp. När Bf109 utrustades med denna motor förvandlades det till Bf109 G "Gustav". Bf109 G-1 med tryckkabin började tillverkas i februari 1942, och därefter kom Bf109 G-2 utan tryckkabin i maj 1942.

I februari 1943 uppgraderades de nosmonterade 7,92 mm MG 17-kulsprutorna till 13 mm MG 131, vilket gav upphov till de

ASSEMBLY INSTRUCTIONS

EN

Study drawings and practise assembly before cementing parts together. Carefully scrape paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decals cut sheet as required, dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts.

FR

Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement toute peinture sur les surfaces à coller. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalcomanies, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser conjointement avec les illustrations sur la boîte. Ne convient pas aux enfants de moins de 36 mois – présence de petits éléments détachables.

DE

Vor dem Zusammenkleben der Teile die Zeichnungen sorgfältig ansehen und die zu verklebenden Teile zur Vermeidung möglicher Fehler versuchsweise zusammenfügen. Dann an den Klebeflächen vorhandene Farbbeschichtung vor dem Zusammenkleben vorsichtig abkratzen. Alle Bestandteile sind mit Nummern versehen. Kleine Teile vor dem Zusammenbau bemalen. Abbildungen wie gewünscht ausschneiden. Vor dem Anbringen einige Sekunden in warmes Wasser tauchen und dann vom Trägerpapier in ihre vorgesehene Position schieben. Dabei die Abbildungen auf der Schachtel beachten. Nicht für Kinder unter 36 Monaten geeignet, da abnehmbare bzw. lose angebrachte Kleinteile enthalten sind.

ES

Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspar cuidadosamente la pintura en las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortarlas de la hoja, sumergirlas en agua tibia durante unos segundos y deslizarlas a la posición indicada. Utilizar en conjunción con la ilustración de la caja. No es adecuado para niños menores de 36 meses, ya que contiene piezas pequeñas que podrían soltarse.

SV

Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa försiktigt bort färg från limmade delar. Alla delarna är numrerade. Måla smådelarna före ihopsättning. Sätt fast dekallerna genom att klippa ark, doppa i varmt vatten några sekunder och låta baksidan glida på plats som bilden visar. Använd enligt bildanvisningarna på kartongen. Rekommenderas ej för barn under 3 år. Innehåller löstlagbara smådelar.

NL

Tekeningen bestuderen en delen in elkaar zetten alvorens de te lijmen. Lak voorzichtig van lijmvlakken afschrapen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor aanbrengen van stickers, gewenste stickers uit het vel knippen, een paar seconden in warm water dompelen en dan van het schutblad af op afgebeelde plaats schuiven. Hierbij afbeelding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

PL

Przed przystąpieniem do sklejania przestuduj uważnie rysunki i przećwicz składanie części. Ostrożnie zeskrób ze sklejanych powierzchni farbę. Wszystkie części są ponumerowane. Drobne części pomaluj przed ich złożeniem. Celem przeniesienia kalkomanii wytnij ją z arkusza, zanurz na kilka sekund w letniej wodzie i zsuń z podłoża na wymagane miejsce. Używaj w połączeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbielanych części, nieodpowiednie dla dzieci poniżej 3 lat.

IT

Studiare i disegni ed esercitarsi a montare i vari pezzi prima di fissarli con la colla. Raschiare con cura le tracce di vernice dalle superfici da incollare. Tutti i pezzi sono numerati. Verniciare i pezzi di piccole dimensioni prima di montarli. Per applicare le decalcomanie, ritagliare il foglio nel modo richiesto, immergere in acqua calda per alcuni secondi, quindi staccare la decalcomania dalla carta di supporto e posizionarla nel punto desiderato. Usare le decalcomanie come indicato nell'illustrazione riportata sulla confezione. Non adatto a bambini di età inferiore a 36 mesi per la presenza di componenti di piccole dimensioni che potrebbero staccarsi.

PT

Estudar atentamente os desenhos e experimentar a montagem. Raspar cuidadosamente as superfícies de modo a eliminar pintura antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes de colar. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois deslizar e aplicar no respectivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenos elementos destacáveis.

EL

Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα συγκολλήσετε. Αφαιρέστε επιμελώς την πλαστική βαφή από τις επιφάνειες τις οποίες θα συγκολλήσετε. Όλα τα κομμάτια είναι αριθμημένα. Χρωματίστε τα μικρά κομμάτια πριν από τη συναρμολόγηση. Για να κολλήσετε τις χαλκομανίες, κόψτε γύρω από το σχέδιο όπως απαιτείται, βυθίστε το μερικά δευτερόλεπτα σε χλιαρό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, αφαιρώντας την μεμβράνη που το καλύπτει. Ακατάλληλο για παιδιά ηλικίας κάτω των 36 μηνών λόγω ύπαρξης μικρών κομματιών που αποσπώνται.

FI

Tutustu piirroksiin ja harjoittele kokoamista, ennen kuin liimaat osat yhteen. Raaputa maali varovasti pois liimattavilta pinnilta. Kaikki osat on numeroitu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämiseksi leikkaa ne arkista tarpeen mukaan. Kasta kuva lämpimään veteen mutaman sekunnin ajaksi, anna takapuolen liukua kovalle sovitettuun kohtaan. Käytetään yhdessä laatikon kuvituksen kanssa. Ei suositella alle kolmivuotiaalle lapsille. Pajon irrotettavaa pikkuosaa.

DA

Studér tegningerne nøje og forsøg at sætte delene sammen, inden de klæbes sammen. Skrab forsigtigt malingen af de overflader, der skal klæbes sammen. Alle dele er nummererede. Små dele skal males, før de monteres. Overføringsbillederne påføres ved at klippe dem ud af ark, som påkrævet, dyppe dem i varmt vand i nogle få sekunder, hvorefter underlaget glides af i de viste positioner. Påføres ifølge illustrationerne på æsken. Ikke egnet til børn under 3 år på grund af tilstedeværelse af små aftagelige dele.

ASSEMBLY ICON INSTRUCTIONS

1

Assembly phase
Phase de montage
Montagephase
Fase de montaje
Montieringsfasen
Fase di montaggio
Montagefase
Fase de montagem
Montieringsfase
Kokkamisvaihe
Faza skládania
Φάση συναρμολόγησης

Cement
Coller
Kleben
Pegar
Limma
Incollare
Lijmen
Colar
Klæbes
Limmaa
Kleić
Mij συγκολληστέ

Do not cement together
No pas coller
Nicht kleben
No pegar
Limma inte
Non incollare
Niet lijmen
Nào colar
Skal ikke klæbes
Älä limmaa
Nie kleić
Mij συγκολληστέ

Indicates final location
Indique l'emplacement final
Zeig Endposition
Indica la ubicación definitiva
Anger slutmonteringsplats
Sede di montaggio finale
Geeft uiteindeig locatie aan
'Indica localização final
Viser endelig placering
Osoittaa lopullisen sijainnin
Oznacza miejsce docelowe
Υποδεικνύει τελική τοποθεσία

Alternative part(s) provided
Autre(s) pièce(s) fournie(s)
Ersatzteil(e) mitgeliefert
Se incluye(n) pieza(s) alternativa(s)
Alternativ(a) del(ar) ingår
Uno o più componenti alternativi forniti
Alternatieve onderdelen meegeleverd
Peça(s) alternativa(s) fornecida(s)
Alternativ(e) delle medføjte
Vaihtoehtoiset osat pakkaussessa
Dostępne części zamiennie
Παρέχονται εναλλακτικά κομμάτια

Repeat this operation
Répéter l'opération
Vorgang wiederholen
Repitir la operación
Uprepa atgåden
Ripetere l'operazione
De verrichting herhalen
Repitir a operação
Manövern gentages
Toista toimenpidettä
Powtórzyc operację
Επανάλαβε τη διαδικασία

1

A1

Decals
Dcalcomanias
Abziehbild
Calcomanias
Dekaler
Dcalcomanie
Stickers
Dcalcomania
Billedoverføring
Siirtokuvat
Kalkomanie
Χαλκομανίες

Crystal part
Pièces cristal
Kristallteil
Pieza de cristal
Kristallidel
Pezzo cristallo
Kristallen onderdeel
Peça de cristal
Kristallstykke
Kryształka
Część kryształowa
Κομμάτι κρυστάλλου

A1

Weight
Lester
Beschweren
Lastar
Belasta
Applicare un peso
Verzwaren
Lastar
Påfør vægt
Aseta vastapaino
Obciążać balastem
Επιθέστε βάρος

Remove by filing
Enlever avec une lime
Abfeilen
Eliminar con lima
Ta bort genom att fila
Rimuovere con la lima
Verwijderen door afvilen
Remova limando
Fjern ved at file væk
Poista villaamalla
Usunąć przy użyciu pilnika
Αφαιρέστε λιπαρό με λίμα

Drill or pierce
Percer
Durchbohren
Perforar
Borra
Trapanare o forare
Boren of doorboren
Furar
Gennembor
Porać tai puhkaise
Wywiercić lub przedziurawić
Τρυπήστε

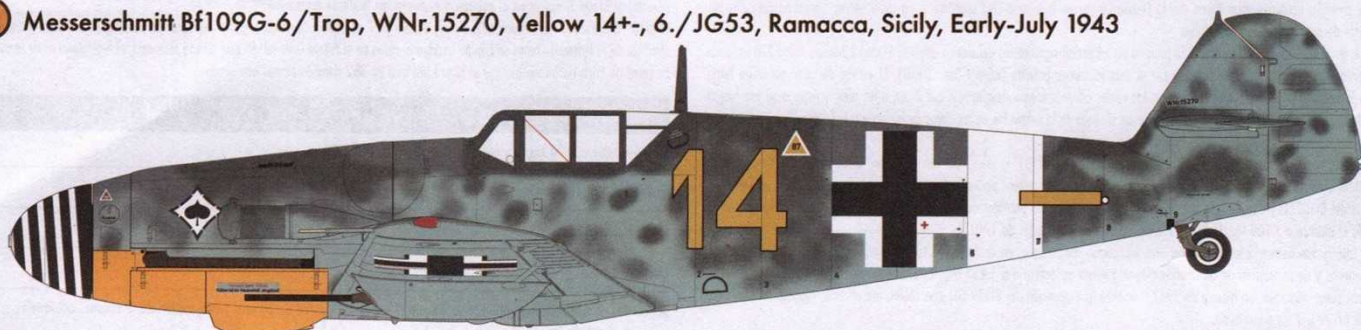
Cut
Découper
Schneiden
Cortar
Skär
Tagliare
Snijden
Cortar
Kor
Leikkaa
Przeciąć
Κόψτε

00

Humbrol paint number
No peinture Humbrol
Humbrol-Farbennumm
No de pintura Humbrol
Humbrol färg nummer
No vernice Humbrol
Humbrol verfnummer
No de pintura Humbrol
Humbrol malingnummer
Humbrol-maalin numero
Nr farby Humbrol
Νούμερο χρώματος Humbrol

SCHEME HISTORIES

A Messerschmitt Bf109G-6/Trop, WNr.15270, Yellow 14+., 6./JG53, Ramacca, Sicily, Early-July 1943



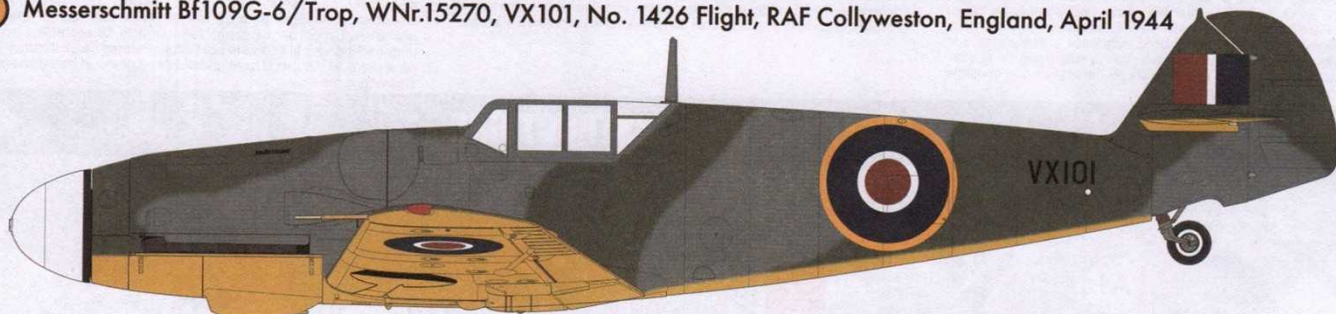
- EN** Manufactured in March 1943, by Erla Maschinenwerk G.m.b.H. at Leipzig-Mockau, Germany, the aircraft is camouflaged in the standard RLM74/75/76 fighter colours of the period, in a typical Erla factory style splinter pattern. Having been unserviceable at the time of the allied invasion of Sicily, the aircraft became one of the hundreds of German and Italian aircraft abandoned on the island. The aircraft was initially discovered at Comiso and inspected by the RAF's 43 Squadron following the aerodrome's capture.
- FR** Fabriqué en mars 1943 par Erla Maschinenwerk G.m.b.H. à Leipzig-Mockau, Allemagne, l'avion est camouflé dans les couleurs de chasse standard RLM74/75/76 de l'époque, selon un motif géométrique « Splittermuster », le camouflage à quatre couleurs, typique du style de l'usine Erla. Ayant été hors service au moment de l'invasion alliée de la Sicile, cet appareil compte parmi les centaines d'avions allemands et italiens abandonnés sur l'île. L'avion est initialement découvert à Comiso et inspecté par le 43^e Escadron de la RAF après la capture de l'aérodrome.
- DE** Das im März 1943 von der Erla Maschinenwerk GmbH in Leipzig-Mockau gebaute Flugzeug hat den damals für Kampfflugzeuge üblichen Tarnanstrich in den Farben RLM74/75/76 und das für das Erla-Werk typische Splittermuster. Bei der Landung der Alliierten in Sizilien war es nicht einsatzbereit und wurde mit Hunderten anderer deutscher und italienischer Flugzeuge auf der Insel zurückgelassen. Nach der Einnahme des Flugplatzes Comiso wurde das Flugzeug zunächst von der 43. Staffel der RAF entdeckt und inspiziert.
- ES** La aeronave fabricada en marzo de 1943 por Erla Maschinenwerk G.m.b.H. en Leipzig-Mockau, Alemania, presenta el camuflaje estándar de colores de caza RLM74/75/76 de la época, con el característico patrón de camuflaje geométrico propio de la fábrica Erla. Al encontrarse fuera de servicio durante la invasión aliada de Sicilia, la aeronave terminó siendo una de las cientos de aeronaves alemanas e italianas abandonadas en la isla. Fue descubierta inicialmente en Comiso y posteriormente inspeccionada por el 43.^o Escuadrón de la RAF tras la toma del aeródromo.
- SV** Flygplanet tillverkades i mars 1943 av Erla Maschinenwerk G.m.b.H. i Leipzig-Mockau, Tyskland, och målades i det kamouflagemönster med standardfärgerna RLM74/75/76 som var typiskt för Erla-fabrikens jaktflygplan vid denna tid. Flygplanet var inte i flygdugligt skick vid tiden för de allierades invasion av Sicilien och blev ett av hundratals tyska och italienska flygplan som övergavs på ön. Flygplanet upptäcktes först i Comiso och undersöktes av RAF:s 43:e skvadron efter att flygplatsen hade erövrats.

B Messerschmitt Bf109G-6/Trop, WNr.15270, Yellow 14, 57th FG, Pachino, Sicily, Summer 1943



- EN** Yellow 14+ caught the eye of the Ninth Air Force's (USAAF) 57th Fighter Squadron pilots and at this point was crudely repainted in US markings and made serviceable as a squadron hack while based at Pachino, Sicily.
- FR** Le Yellow 14+ attire l'attention des pilotes du 57^e Escadron de chasse de la Neuvième Force aérienne (USAAF). Il est alors grossièrement repeint aux marquages américains et remis en état de service comme avion de liaison d'escadron, alors basé à Pachino, Sicile.
- DE** Die Gelbe 14+ wurde dann von den Piloten der 57. Staffel der Ninth Air Force (USAAF) übernommen; nach einer notdürftigen Lackierung mit US-Markierungen diente sie der Staffel während ihrer Stationierung in Pachino, Sizilien, als „Luftkutsche“.
- ES** El Yellow 14+ captó la atención de los pilotos del 57.^o Escuadrón de Caza de la Novena Fuerza Aérea (USAAF) y, en ese momento, fue repintado de forma rudimentaria con distintivos estadounidenses y puesto en condiciones de vuelo para ser utilizado como avión de enlace del escuadrón mientras estuvieron estacionados en Pachino, Sicilia.
- SV** Gul 14 uppmärksammades av piloter från den 57:e jaktskvadronen i USA:s 9:e flygvägen. Flygplanet målades då provisoriskt i amerikanska färger och gjordes flygdugligt av skvadronen i Pachino på Sicilien.

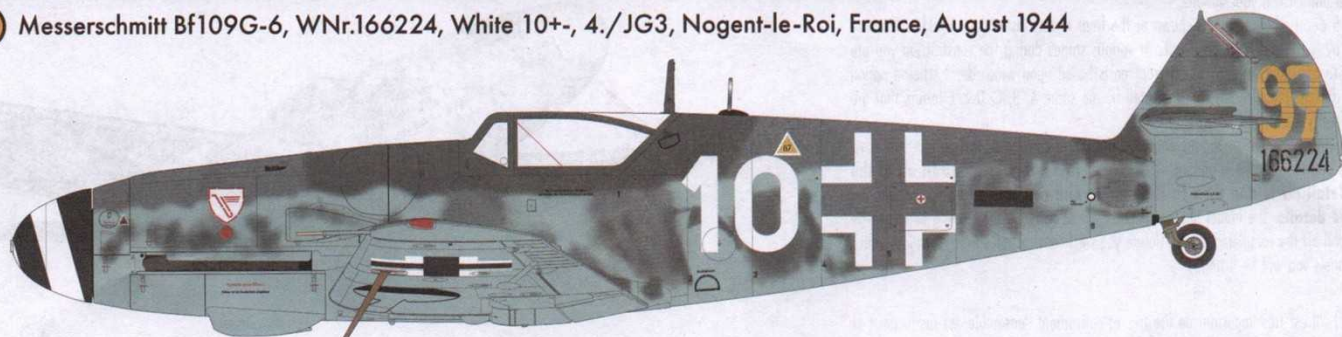
C Messerschmitt Bf109G-6/Trop, WNr.15270, VX101, No. 1426 Flight, RAF Collyweston, England, April 1944



- EN** After the 57th Fighter Squadron lost interest in the aircraft, the RAF shipped the airframe to the UK for evaluation. On the 4th February 1944, "Yellow 14" arrived at No. 1426 (Enemy Aircraft) Flight or "Rafwaffe" based at RAF Collyweston. It was eventually assembled, completely repainted in the RAF Day Fighter Scheme/markings, and flown. However, at Thorney Island on the 19th May 1944, it suffered an undercarriage collapse during landing and the airframe remains used for spares.
- FR** Une fois délaissé par le 57^e Escadron de chasse, l'avion est expédié par la RAF au Royaume-Uni pour évaluation. Le 4 février 1944, « Yellow 14 » arrive au No. 1426 (Enemy Aircraft) Flight ou « Rafwaffe » basé à RAF Collyweston. Il est finalement assemblé, entièrement repeint selon le schéma et les marquages RAF Day Fighter Scheme et mis en vol. Mais il subit un effondrement du train d'atterrissage pendant l'atterrissage à Thorney Island le 19 mai 1944, et les restes de la cellule sont utilisés comme source de pièces de rechange.
- DE** Als die 57. Jagdstaffel das Flugzeug aufgab, ließ die RAF die Flugzeugzelle nach Großbritannien schaffen und bewerten. Die „Gelbe 14“ traf am 4. Februar 1944 bei der „No. 1426 (Enemy Aircraft) Flight“, auch „Rafwaffe“ genannt, am RAF-Stützpunkt Collyweston ein. Sie wurde schließlich zusammengebaut, vollständig mit Farbschema und Markierungen eines RAF-Tagjägers lackiert und als Flugzeug genutzt. Nachdem jedoch bei der Landung auf Thorney Island am 19. Mai 1944 das Fahrwerk weggebrochen war, diente die Flugzeugzelle nur noch zum Ausschleichen.
- ES** Después de que el 57.^o Escuadrón de Caza perdiera el interés en el avión, la RAF envió el fuselaje a Reino Unido para su evaluación. El 4 de febrero de 1944, el "Yellow 14" llegó al Escuadrón N.º 1426 (Enemy Aircraft) Flight, conocido como "Rafwaffe", con base en la RAF Collyweston. Allí fue finalmente ensamblado, completamente repintado con el esquema y los insignias de caza diurnos de la RAF, y puesto en condiciones de vuelo. Sin embargo, el 19 de mayo de 1944, sufrió un colapso del tren de aterrizaje al aterrizar en Thorney Island, y el fuselaje restante se destinó a repuestos.
- SV** Efter att den 57:e jaktskvadronen tappade intresset för flygplanet, transporterade RAF Gul 14 i delar till Storbritannien för utvärdering. Den 4 februari 1944 kom Gul 14 fram till No. 1426 (Enemy Aircraft) Flight eller "Rafwaffe" vid RAF Collyweston. Flygplanet monterades ihop efter en tid, målades i RAF:s färger och markeringar och gjordes flygdugligt. Men den 19 maj 1944 kollapsade landningsstället vid en landning på Thorney Island och flygplanet användes sedan till reservdelar.

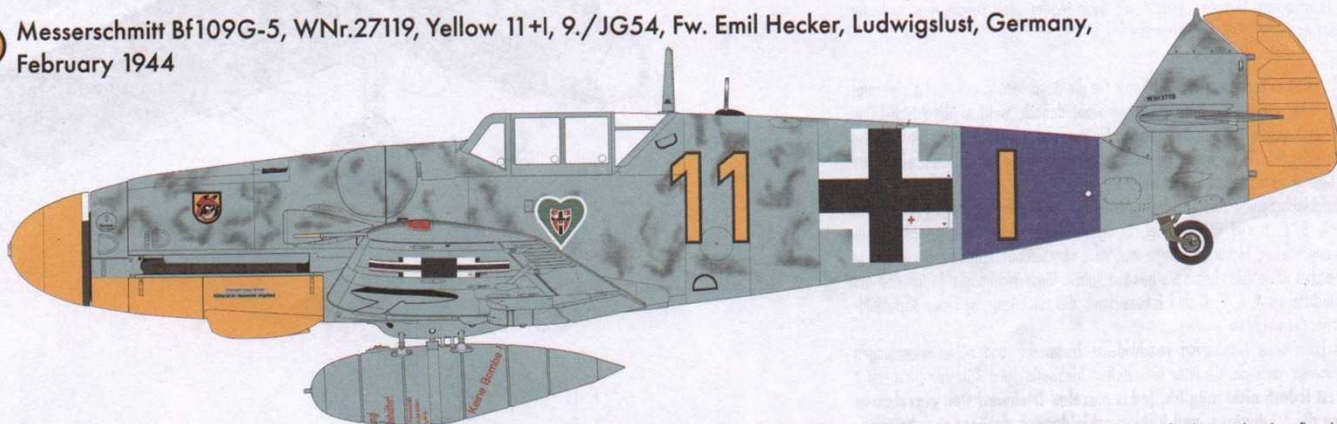
SCHEME HISTORIES

D Messerschmitt Bf109G-6, WNr.166224, White 10+-, 4./JG3, Nogent-le-Roi, France, August 1944



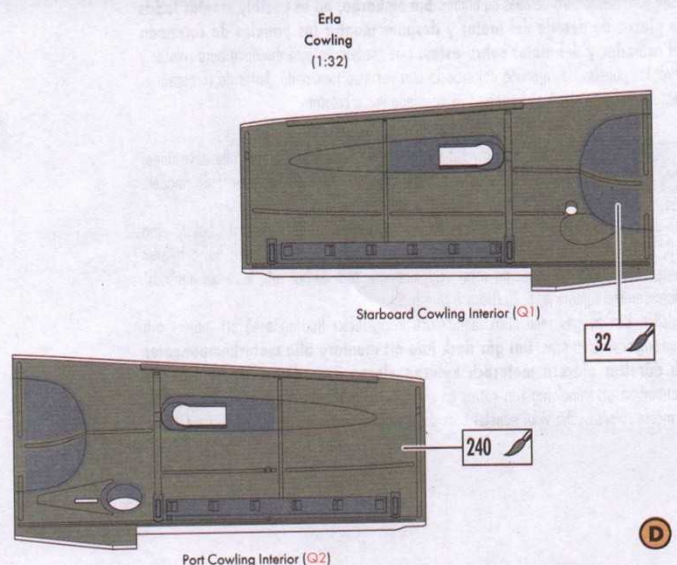
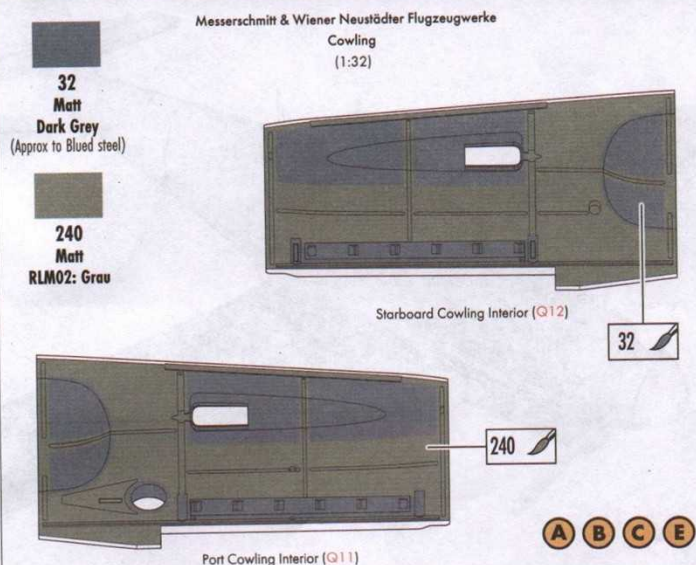
- EN** Manufactured in September 1944, by Messerschmitt AG at Regensburg, Germany, the aircraft is camouflaged in the standard RLM74/75/76 fighter colours of the period, in a typical late-Messerschmitt factory style splinter pattern. Having been damaged in combat and belly-landed at Nogent-le-Roi, the aircraft was found abandoned by US forces.
- FR** Fabriqué en septembre 1944 par Messerschmitt AG à Regensburg, Allemagne, l'avion est camouflé dans les couleurs de chasse standard RLM74/75/76 de l'époque, selon un motif géométrique « Splittermuster » typique du style tardif de l'usine Messerschmitt. Ayant été endommagé au combat et effectué un atterrissage sur le ventre à Nogent-le-Roi, l'avion est retrouvé abandonné par les forces américaines.
- DE** Das im September 1944 von der Messerschmitt AG in Regensburg gebaute Flugzeug hat den damals für Kampfflugzeuge üblichen Tarnanstrich in den Farben RLM74/75/76 und das für die Messerschmitt-Werke typische Splittermuster. Nach Beschädigungen im Kampf und einer Bauchlandung in Nogent-le-Roi wurde das aufgegebene Flugzeug von den US-Streitkräften gefunden.
- ES** El avión fabricado en septiembre de 1944 por Messerschmitt AG en Regensburg, Alemania, presenta el camuflaje estándar de colores de caza RLM74/75/76 de la época, con el característico patrón de camuflaje geométrica propio de la fábrica Messerschmitt en su última etapa. Tras sufrir daños en combate y realizar un aterrizaje de panza en Nogent-le-Roi, el aparato fue hallado abandonado por las fuerzas estadounidenses.
- SV** Flygplanet tillverkades i september 1944 av Messerschmitt AG i Regensburg, Tyskland och målades i det kamouflagemönster med standardfärgerna RLM74/75/76 som var typiskt för Messerschmitt-fabrikens jaktflygplan under senare tid. Flygplanet skadades i strid och buklandade i Nogent-le-Roi för att sedan hittas övergivet av amerikanska trupper.

E Messerschmitt Bf109G-5, WNr.27119, Yellow 11+I, 9./JG54, Fw. Emil Hecker, Ludwigslust, Germany, February 1944



- EN** Manufactured in October 1943, by Erla Maschinenwerk G.m.b.H. at Leipzig-Mockau, Germany. The aircraft was photographed at Ludwigslust, where III./JG54 were based from December 1943 to late-February 1944. The aircraft is known to have been flown by a few pilots of 9./JG54, eventually being shot down on 8th April 1944 with pilot Uffz. Gerhard Kroll being wounded.
- FR** Fabriqué en octobre 1943 par Erla Maschinenwerk G.m.b.H. à Leipzig-Mockau. L'avion a été photographié à Ludwigslust, où l'escadron III./JG54 était basé de décembre 1943 à fin février 1944. On sait que plusieurs pilotes du 9./JG54 ont volé avec cet avion, avant qu'il soit finalement abattu le 8 avril 1944, le sous-officier Gerhard Kroll en est réchappé, blessé.
- DE** Das im Oktober 1943 von der Erla Maschinenwerk GmbH in Leipzig-Mockau gebaute. Das Foto des Flugzeugs entstand in Ludwigslust, wo das III./JG54 von Dezember 1943 bis Ende Februar 1944 stationiert war. Das Flugzeug wurde von einigen Piloten des 9./JG54 geflogen, bevor es schließlich am 8. April 1944 abgeschossen und der Pilot, Uffz. Gerhard Kroll, verwundet wurde.
- ES** El avión fabricado en octubre de 1943 por Erla Maschinenwerk G.m.b.H. en Leipzig-Mockau. El aparato fue fotografiado en Ludwigslust, donde el III./JG54 tuvo su base desde diciembre de 1943 hasta finales de febrero de 1944. Se tiene constancia de que fue pilotado por varios aviadore del 9./JG54, hasta que fue finalmente derribado el 8 de abril de 1944. Resultó herido su piloto, el cabo Gerhard Kroll.
- SV** Flygplanet tillverkades i oktober 1943 av Erla Maschinenwerk G.m.b.H. i Leipzig-Mockau. Flygplanet fotograferades i Ludwigslust där jaktflottiljen III./JG54 var baserad från december 1943 till sent i februari 1944. Det är känt att flygplanet flögs av ett antal piloter från jaktflottiljen 9./JG54 för att slutligen skjutas ner den 8 april 1944 då piloten Gerhard Kroll sårades.

COWLING INTERIOR COLOURING



EN

It is most important that you read the whole of the instructions carefully and choose the decal scheme and all of the options that you wish to build into the model before you start construction. The notes below are to help you understand and choose your options.

There are 5 decal scheme options shown at the front of this instructions booklet. They are identified by the letters A, B, C, D & E. At various stages during the construction you are requested to drill holes and/or fit different parts based upon which decal scheme option you have chosen. These choices are indicated by the same A, B, C, D & E letters that are used to identify each decal scheme option.

The model can be built with various engine and radiator cowlings panels removed to show the engine and radiator detail underneath. However, **it is not possible to fit all of the engine detail parts and then fit the engine and radiator cowlings panels on top of the details.** The model has not been designed to allow the cowlings panels to be taken on and off the completed model. Before you start construction you must choose which cowlings panels you will be fitting.

FR

Il est très important de lire très attentivement l'ensemble des instructions et de choisir les décalcomanies et toutes les options que vous souhaitez intégrer à la maquette avant de commencer la construction. Les remarques ci-dessous sont là pour vous aider à comprendre et choisir vos options.

Vous trouverez 5 options de décalcomanies présentées au devant de ce livret d'instructions. Elles sont identifiées par les lettres A, B, C, D et E. À différents stades de la construction, on vous demande de percer des trous et/ou de monter différentes pièces en fonction de l'option de décalcomanies que vous avez choisie. Ces choix sont indiqués par les mêmes lettres A, B, C, D et E que celles utilisées pour identifier chaque option de décalcomanie.

La maquette peut être construite sans inclure certains capots moteur et radiateur pour révéler le détail du moteur et du radiateur en dessous. Cependant, **il est impossible de monter toutes les pièces de détail du moteur avant de monter les capots moteur et radiateur par dessus les détails.**

Cette maquette n'est pas conçue pour pouvoir mettre et retirer les capots sur la maquette terminée. Vous devez donc décider quels capots vous souhaitez monter, avant de commencer la construction.

DE

Es ist unbedingt erforderlich, dass Sie die Bauanleitung vollständig und sorgfältig durchlesen. Bitte entscheiden Sie danach, welches Abziehbildschema und welche anderen Bauoptionen Sie verwenden werden, bevor Sie mit dem Zusammenbau des Modells beginnen. Die nachstehenden Hinweise sollen Ihnen helfen, Ihre Wahlmöglichkeiten zu verstehen und zu wählen.

Die fünf Abziehbildschemas sind auf der vorderteil dieser Anleitung gezeigt und mit den Buchstaben A, B, C, D und E bezeichnet. In verschiedenen Phasen des Zusammenbaus werden Sie angewiesen, Löcher zu bohren und/oder verschiedene Teile anzubringen – je nachdem, welches Abziehbildschema Sie gewählt haben. Diese Wahlmöglichkeiten sind mit denselben Buchstaben A, B, C, D und E bezeichnet, die zur Erkennung jedes Abziehbildschemas verwendet werden.

Das Modell kann, ohne Anbringung verschiedener Triebwerks- und Kühlerverkleidungen so gebaut werden, dass die darunter befindlichen Triebwerks- und Kühlerdetails gezeigt werden. **Es ist jedoch nicht möglich, jedes einzelne Triebwerksteil einzubauen und danach die Triebwerks- und Kühlerverkleidungen darüber anzubringen.** Dieses Modell ist nicht so gestaltet, dass die Verkleidungen nach der Fertigstellung des Modells angebracht und abgenommen werden können. Sie müssen sich entscheiden, welche Verkleidungen Sie anbringen werden, bevor Sie mit dem Zusammenbau beginnen.

ES

Es muy importante que leas atentamente todas las instrucciones y que elijas el diseño de calcomanías y todas las demás opciones antes de comenzar a construir el modelo. Estas notas te ayudarán a comprender y elegir las distintas opciones.

Los cinco diseños de calcomanías se muestran en el frente de este folleto de instrucciones y están identificadas mediante las letras A, B, C, D y E. En distintas fases de la construcción tendrás que realizar orificios y/o encajar distintas piezas según el diseño elegido. Estas posibilidades se indican mediante las mismas letras A, B, C, D o E que se utilizan para identificar los diferentes diseños de calcomanías.

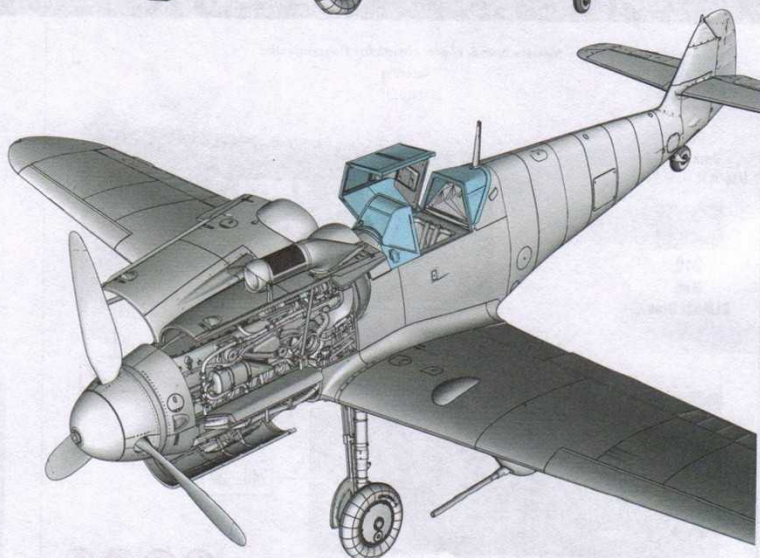
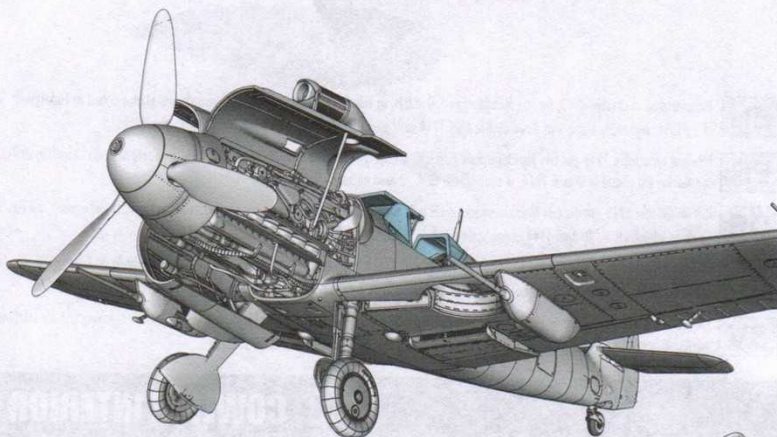
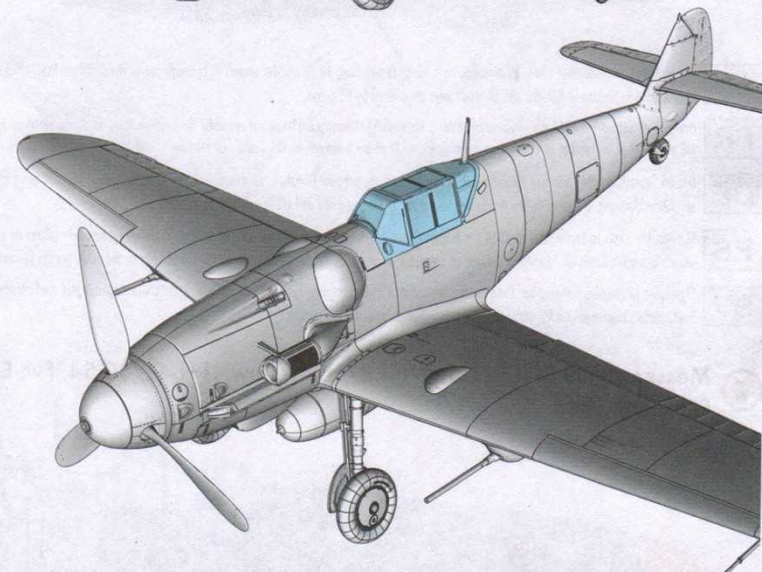
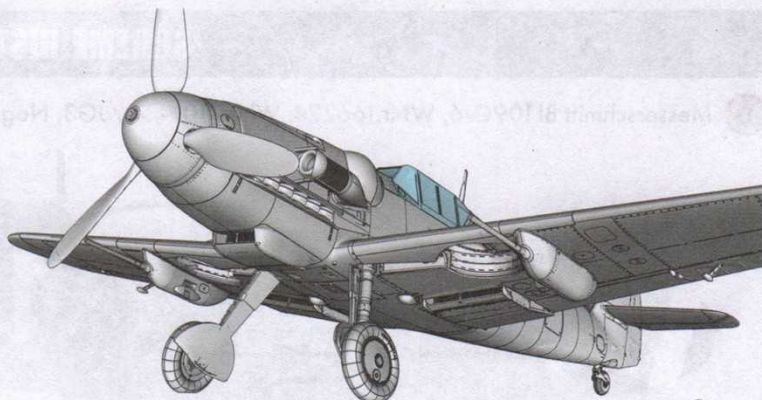
Este modelo puede construirse sin algunos de los paneles de carenado del radiador y del motor para mostrar los detalles de ambos. **Sin embargo, no es posible montar todas las piezas de detalle del motor y después montar los paneles de carenado del radiador y del motor sobre estas.** Este modelo no está diseñado para colocar y retirar los paneles de carenado del modelo una vez esté terminado. Antes de comenzar el montaje, deberás elegir qué paneles de carenado vas a colocar.

SV

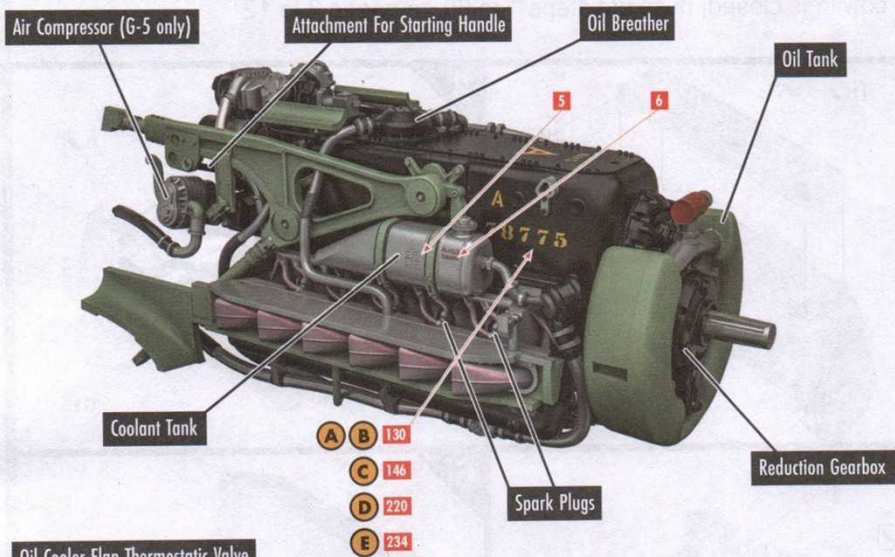
Innan du börjar är mycket viktigt att du noggrant läser igenom alla anvisningar och väljer dekalalternativ och de alternativ som du bygger in i din modell. Anvisningarna nedan underlättar val av alternativ.

Fem dekalalternativ anges på främre av de här anvisningarna. De anges med bokstäverna A, B, C, D och E. Då och då under modellbygget uppmanas du att borra hål och/eller montera vissa delar beroende på vilket dekalalternativ som du har valt. Även här används bokstavsmarkeringarna A, B, C, D och E som hjälp.

Modellen kan byggas med olika motor- och kylarpaneler borttagna så att motor- och kylarkomponenterna syns. **Det går dock inte att montera alla motorkomponenter och därefter placera motoroch kylarpanelerna över dessa.** Modellen är inte utformad så att panelerna kan sättas på och plockas bort från den kompletta modellen. Du måste således välja vilka paneler som ska användas innan du börjar bygga modellen.



ENGINE DETAILS



Daimler-Benz DB 605 A

Type: Inverted 60° V12 aero engine

Power output: 1,475 PS (1,454 BHP / 1,085 Kw)

Fuel type: : B4 (synthetic aviation fuel), 87 Octane

Weight: 764 kg

Length: 2,303 mm

Width: 762 mm

Bore x Stroke: 154 x 160 mm

Displacement: 35.7 L (2,178 cu. in)

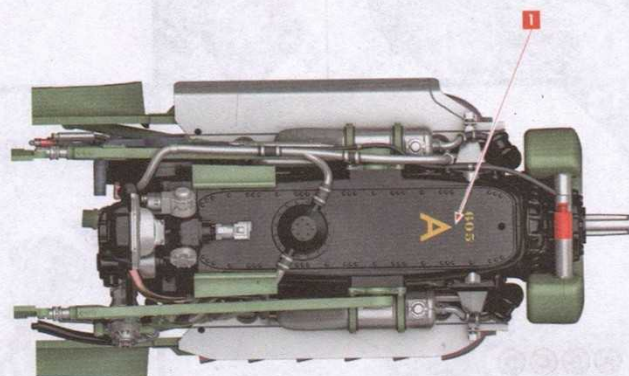
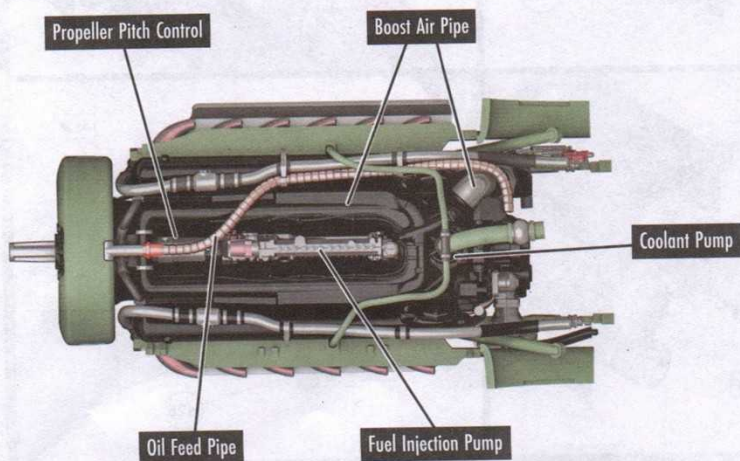
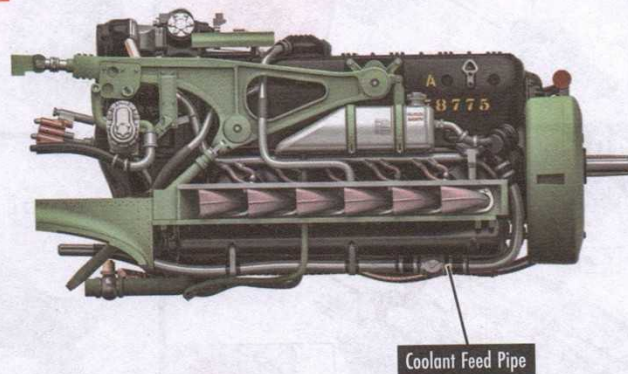
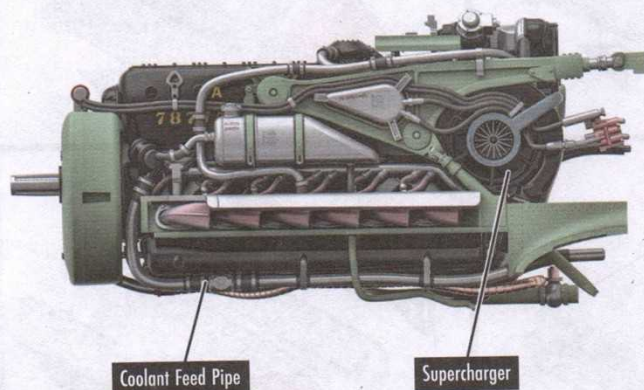
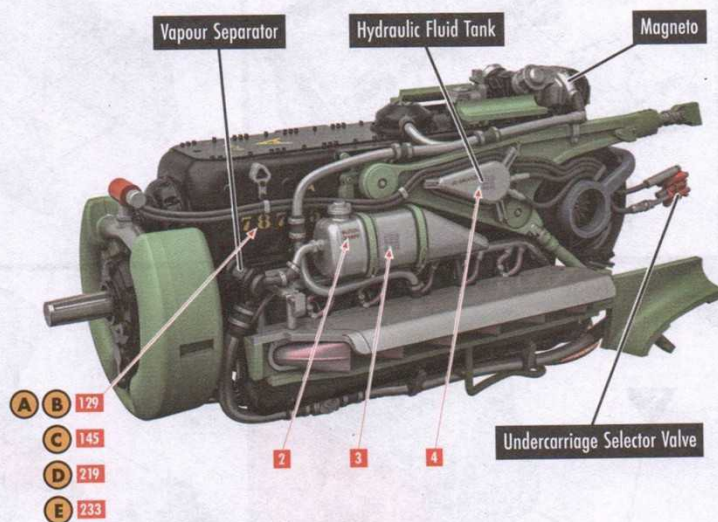
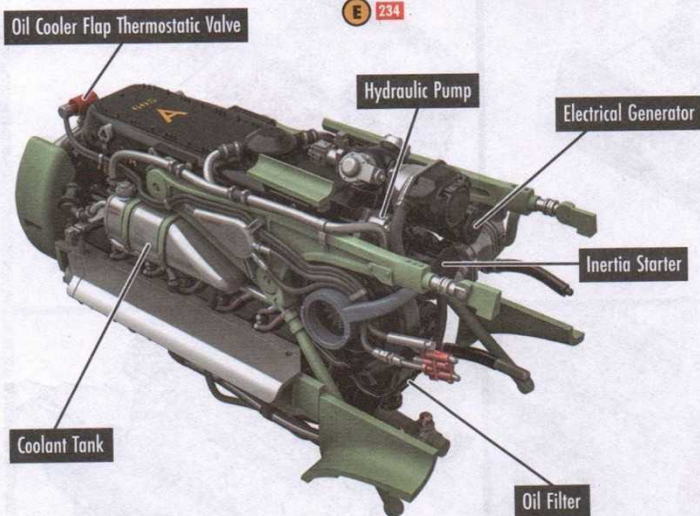
Compression ratio: 1:7.5 (left bank), 1:7.3 (right bank)

Valvetrain: Single camshaft per bank, 2 intake and 2 exhaust valves per cylinder

Induction: Single stage, variable speed supercharger with hydraulic coupling

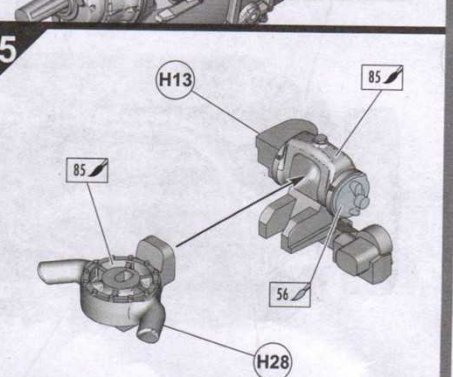
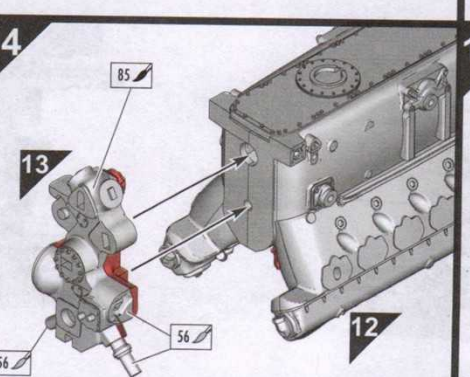
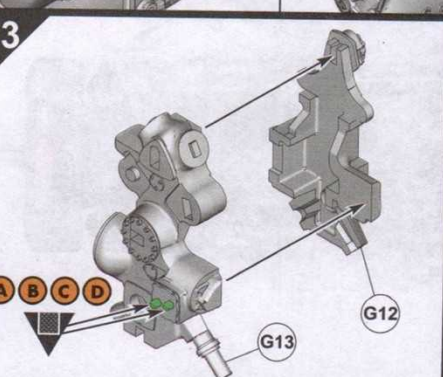
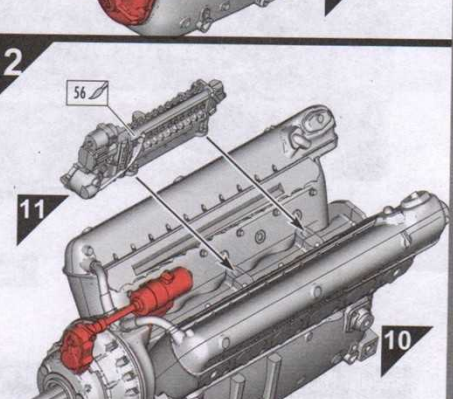
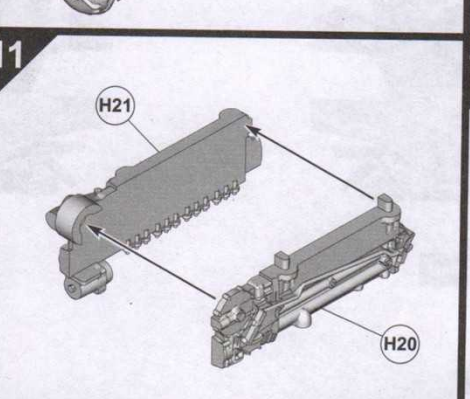
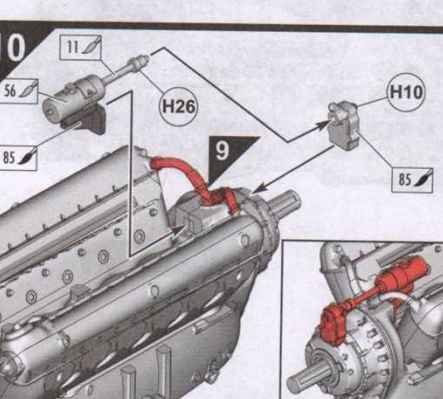
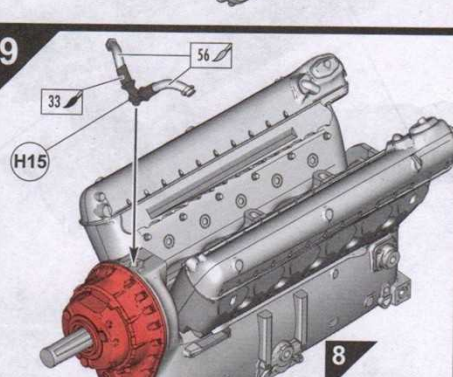
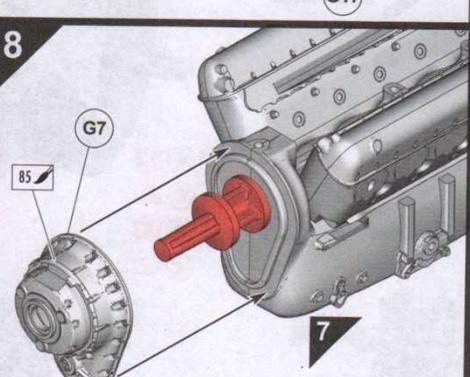
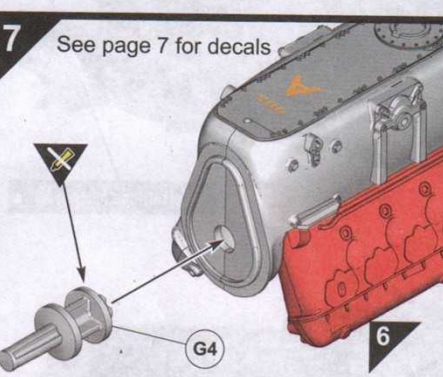
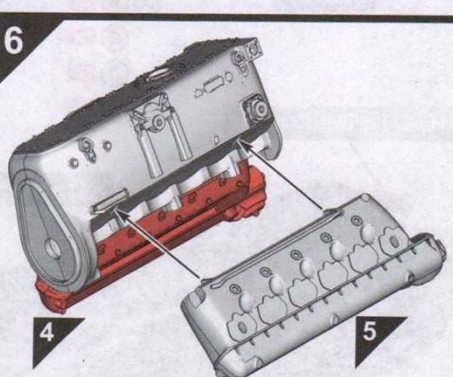
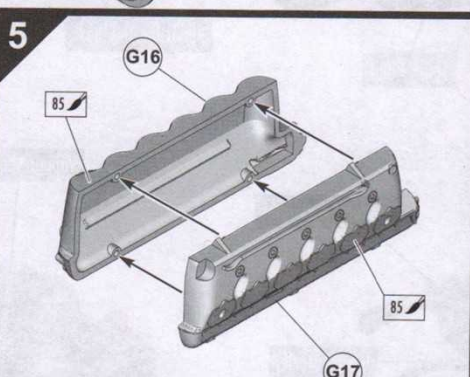
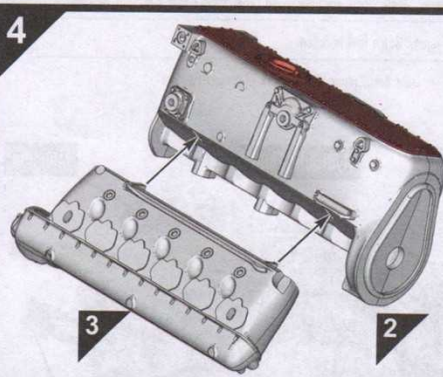
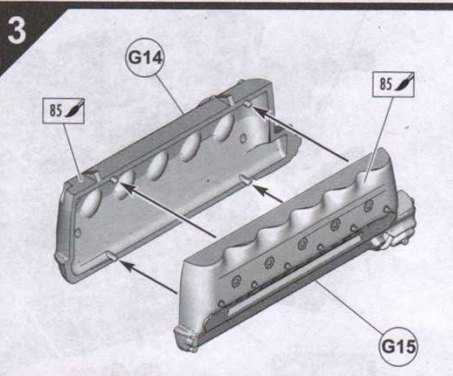
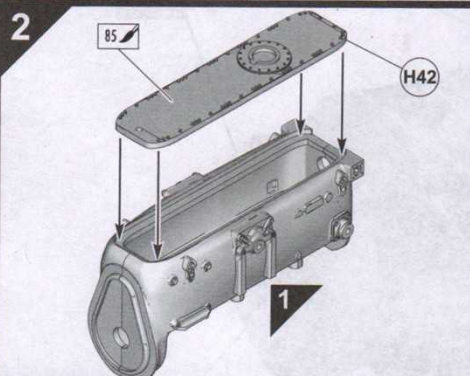
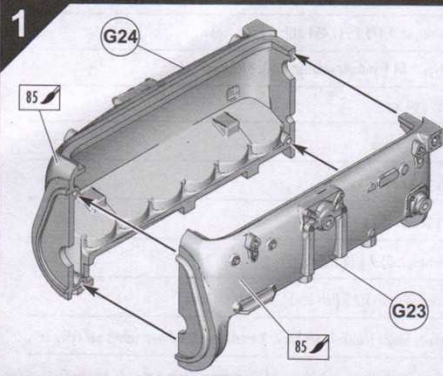
Fuel supply: Bosch fuel injection

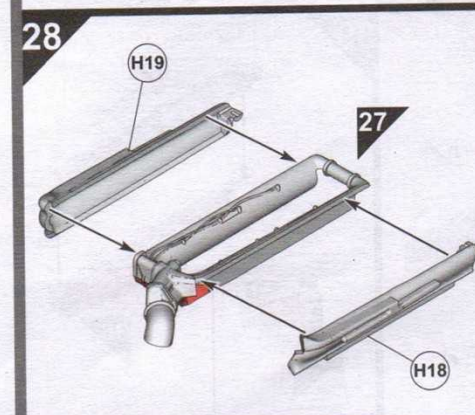
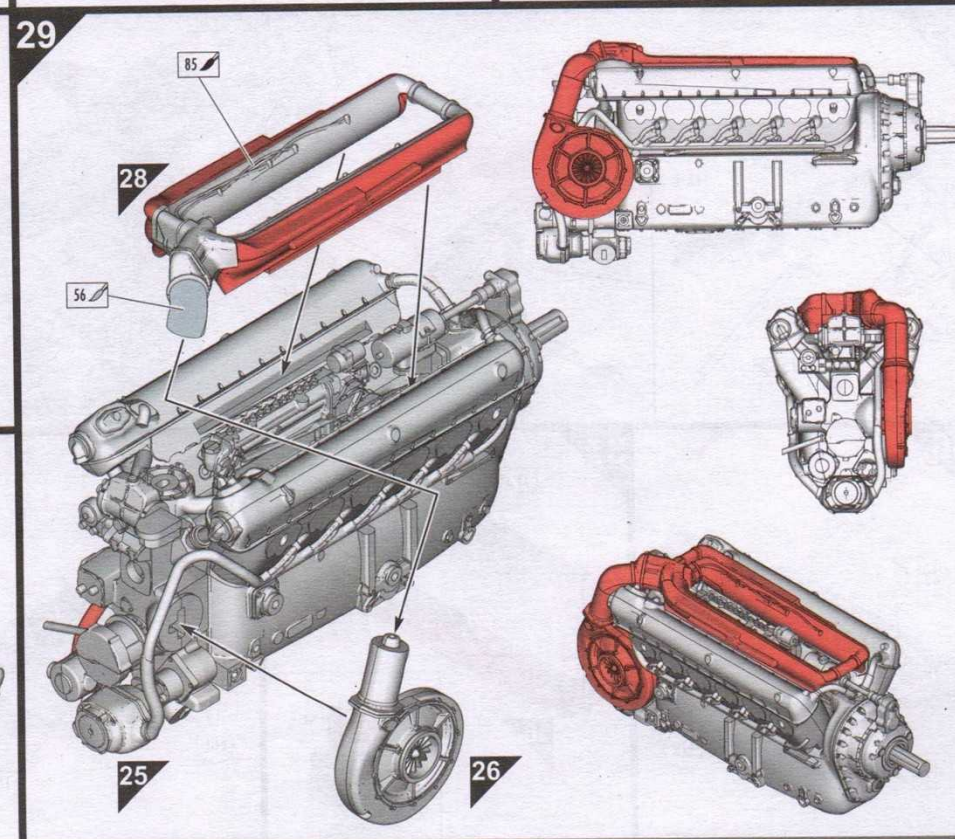
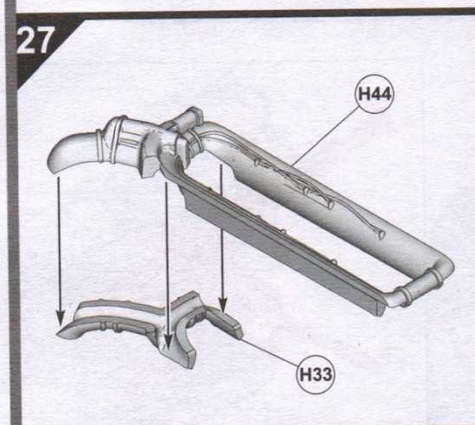
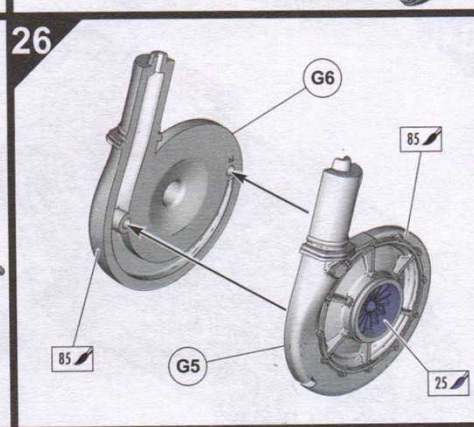
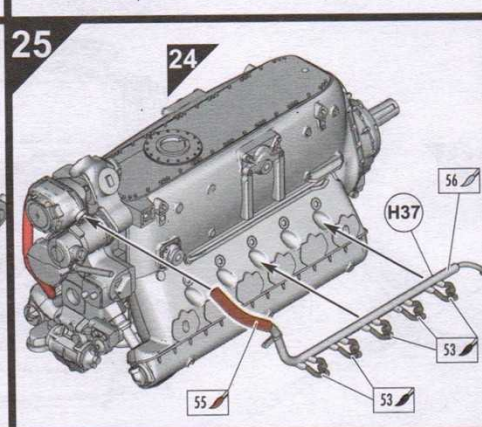
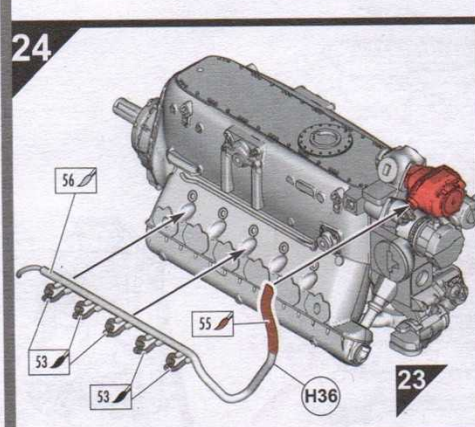
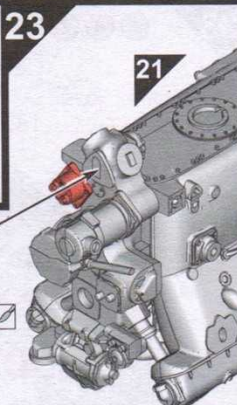
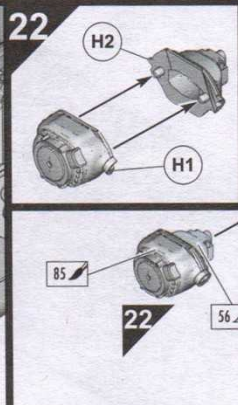
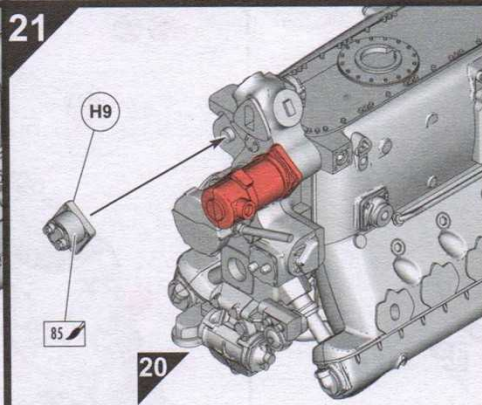
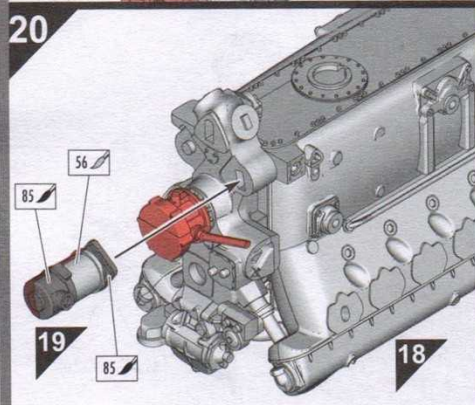
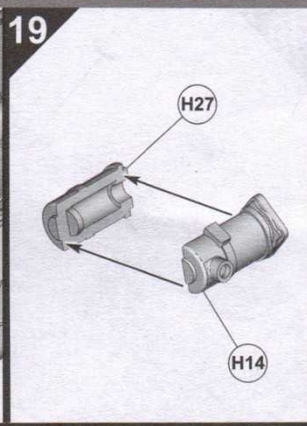
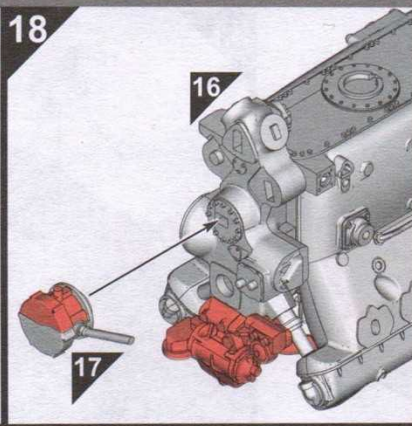
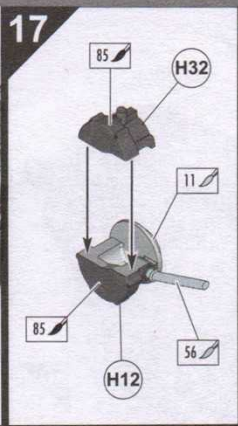
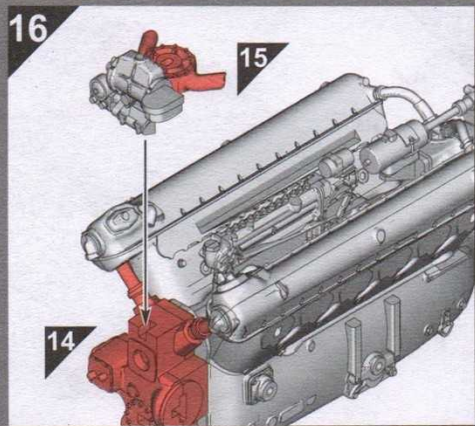
Ignition: Dual Bosch magnetos, 2 spark plugs per cylinder

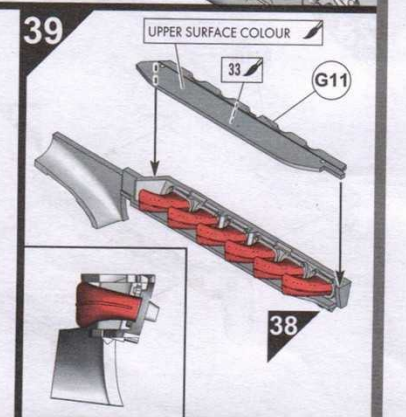
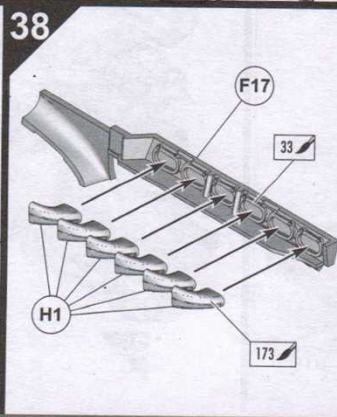
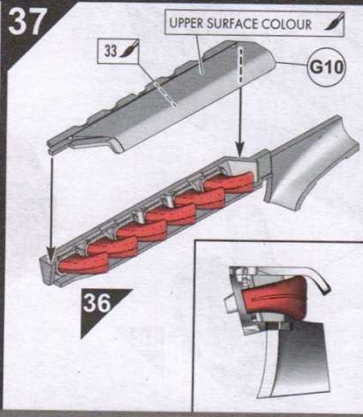
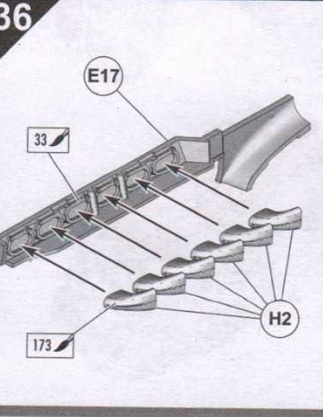
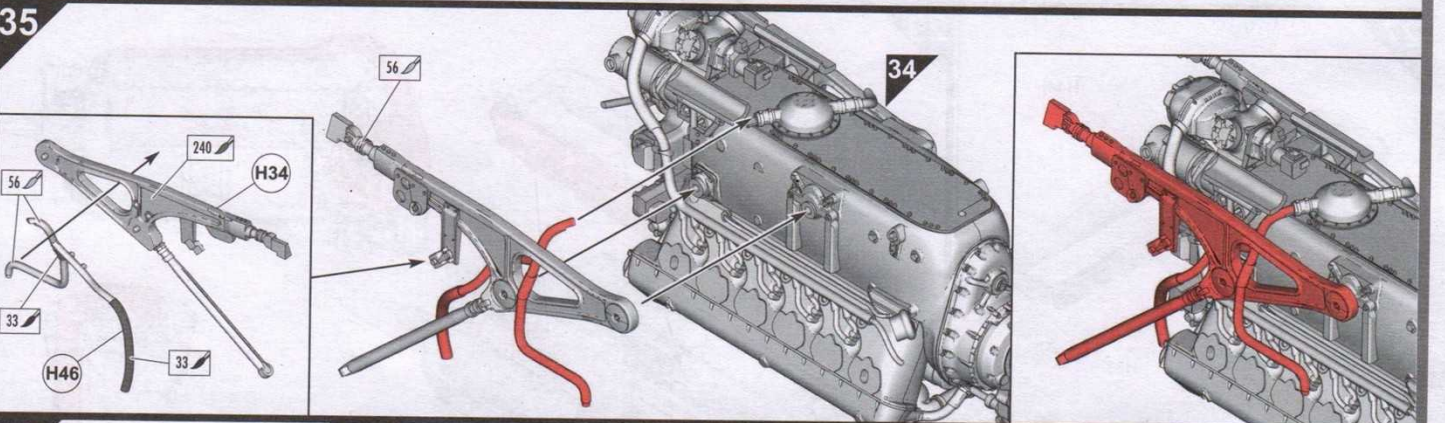
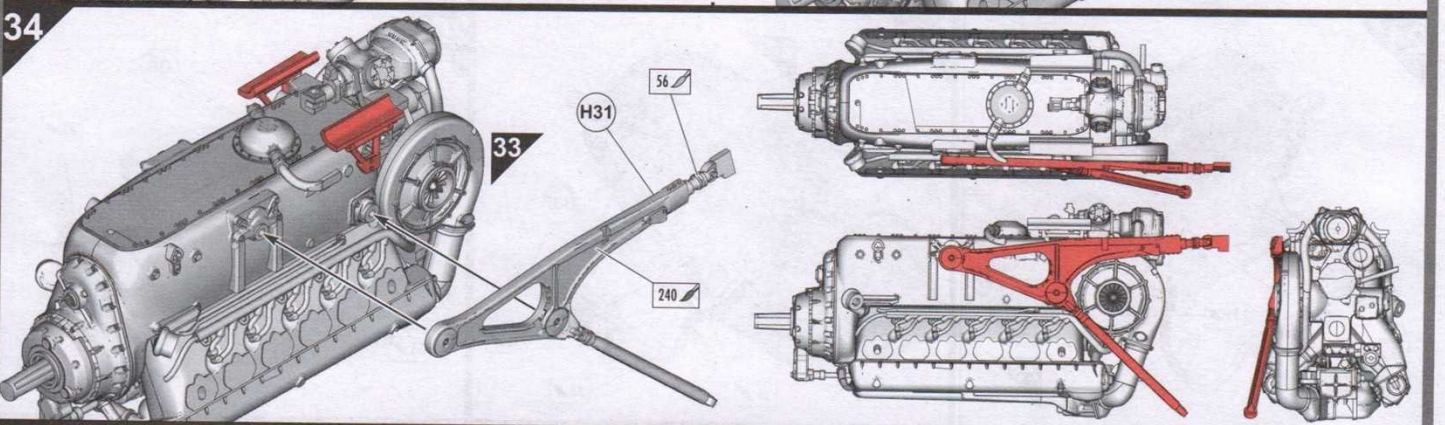
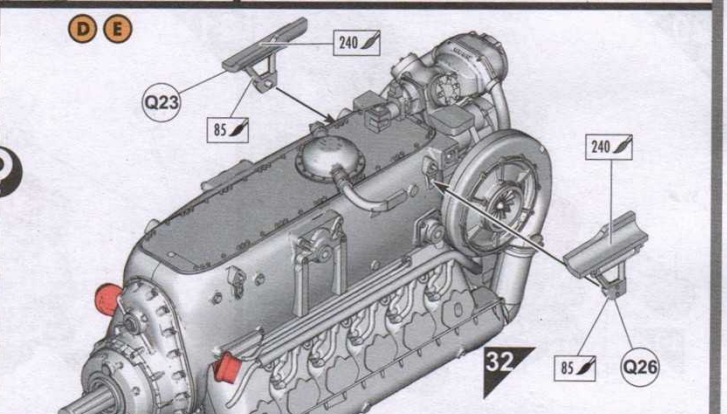
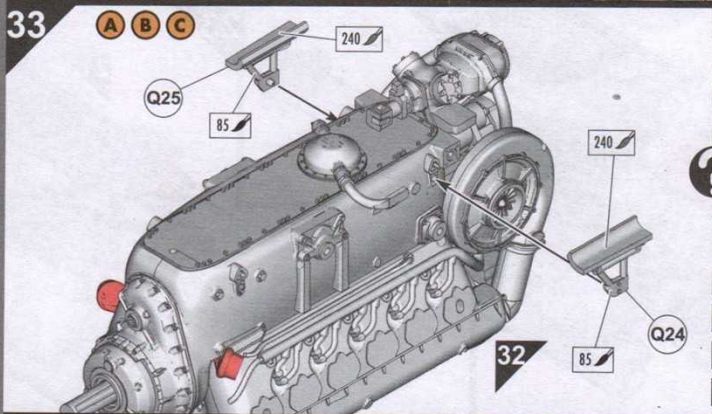
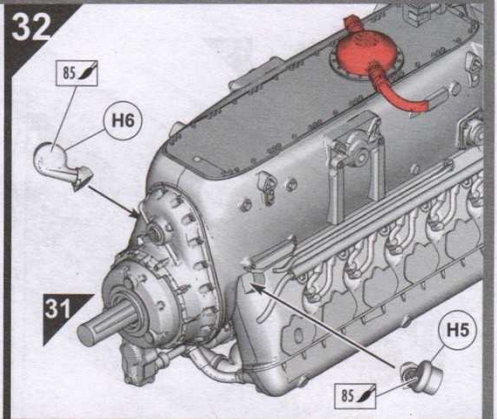
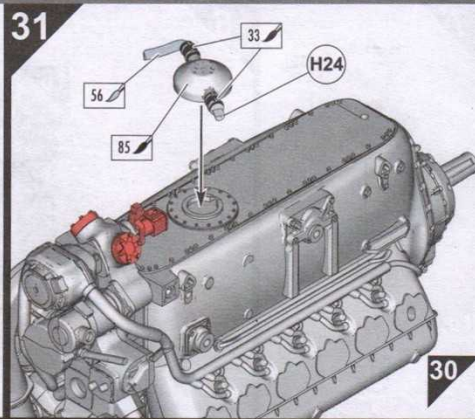
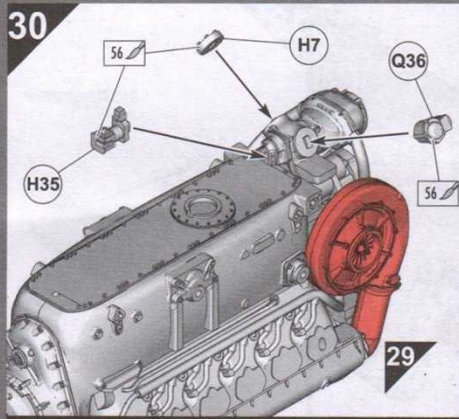


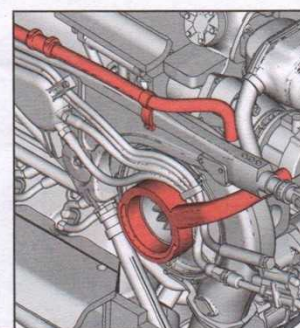
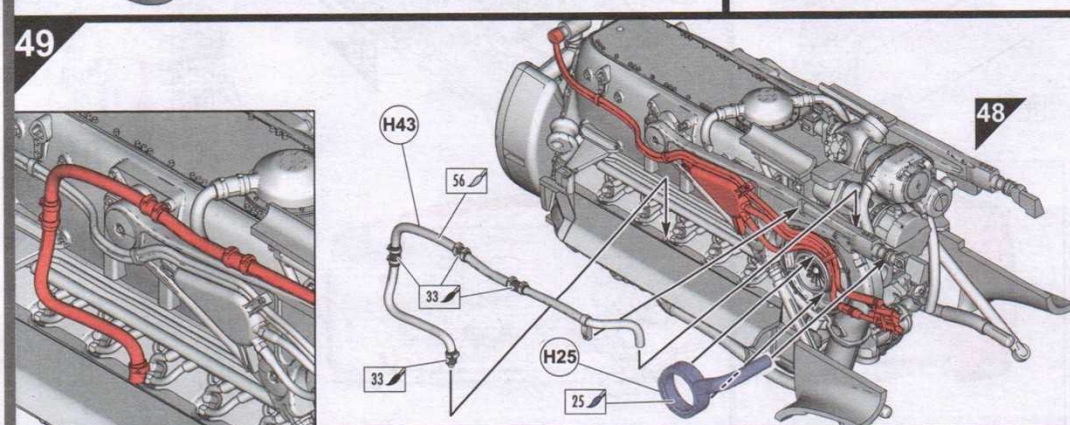
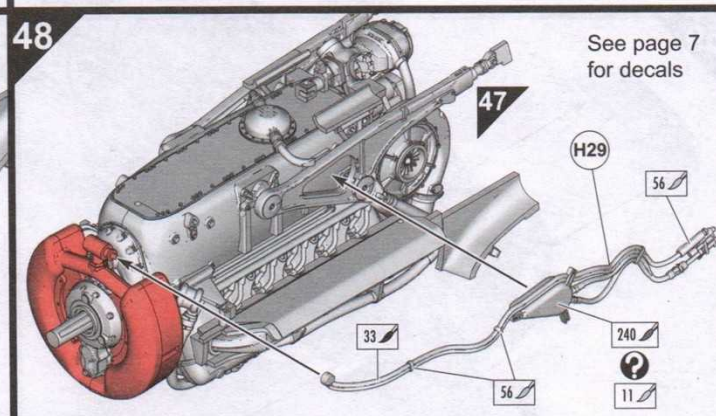
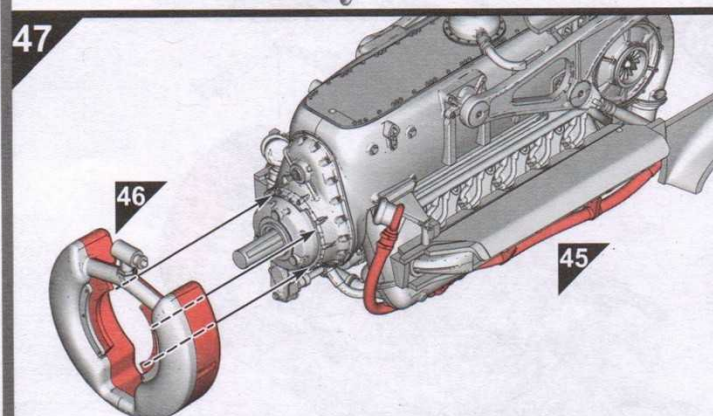
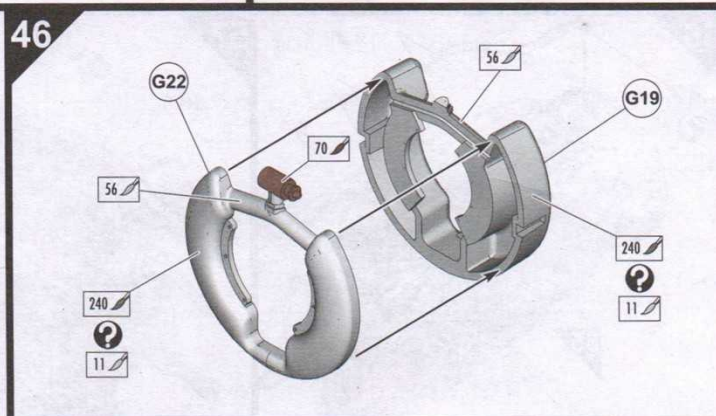
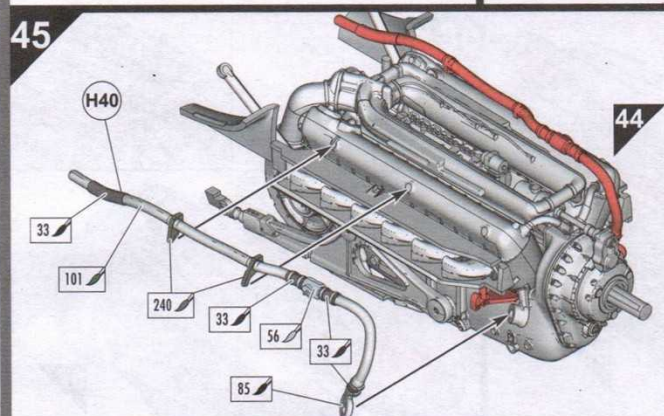
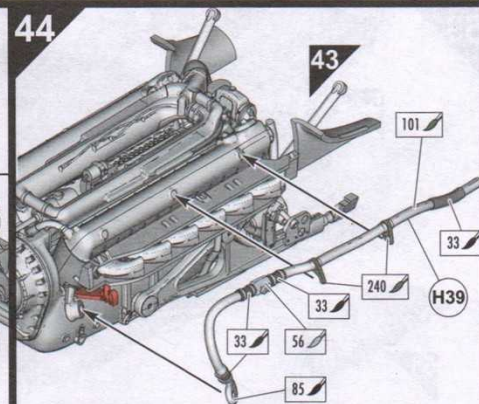
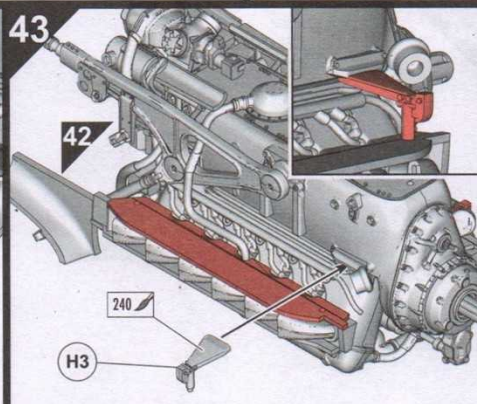
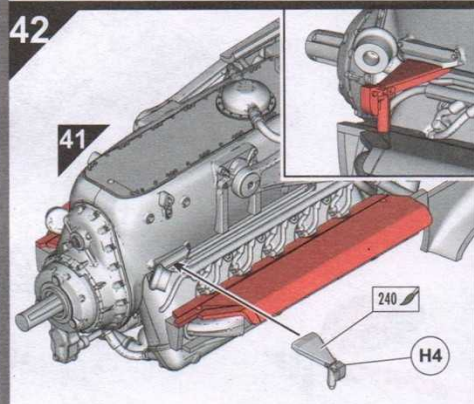
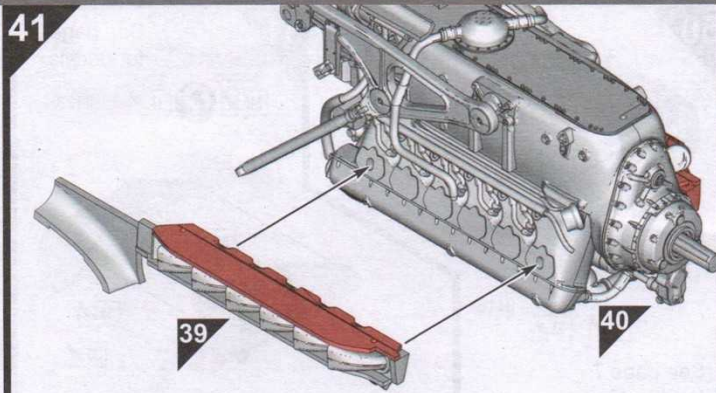
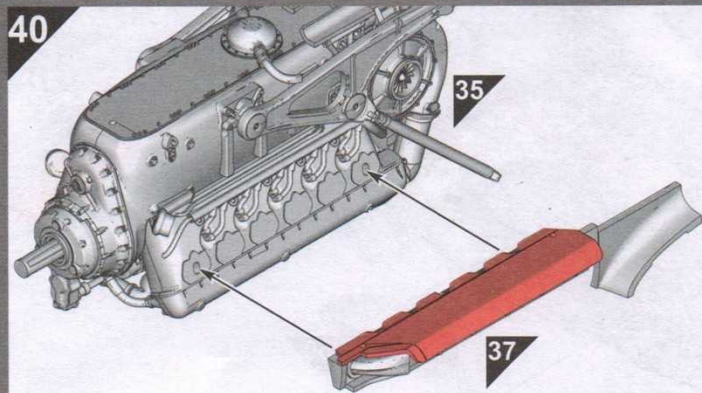
? **Note:** When building this model with the engine cowlings open, follow steps 1 to 60 on pages 8 to 12 and miss out steps 61 to 86 on page 13 & 14.

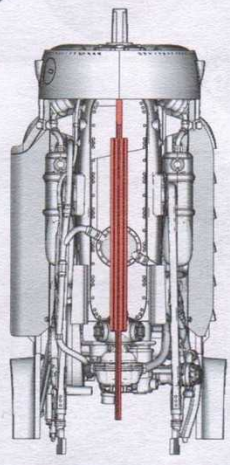
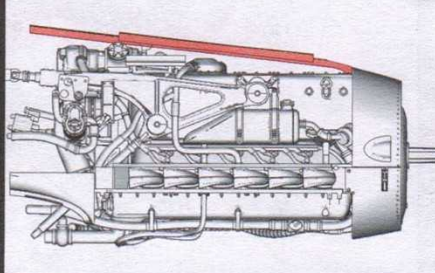
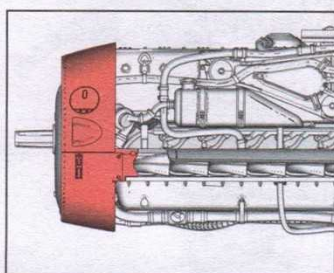
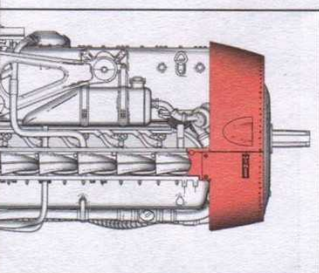
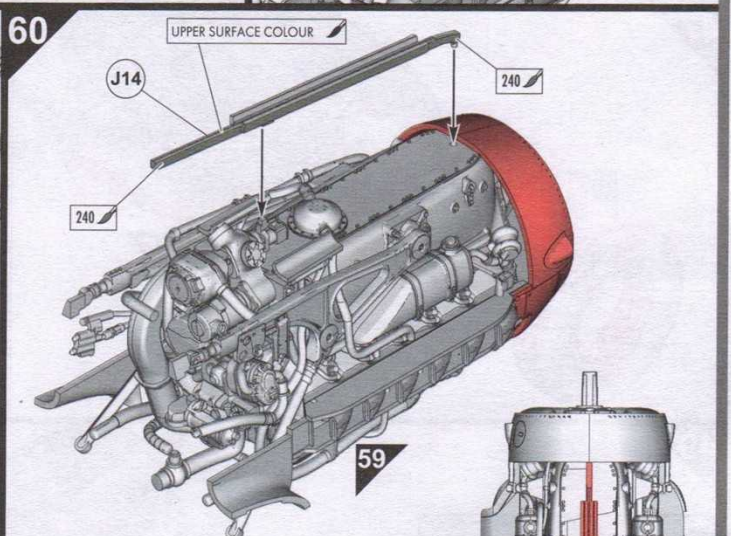
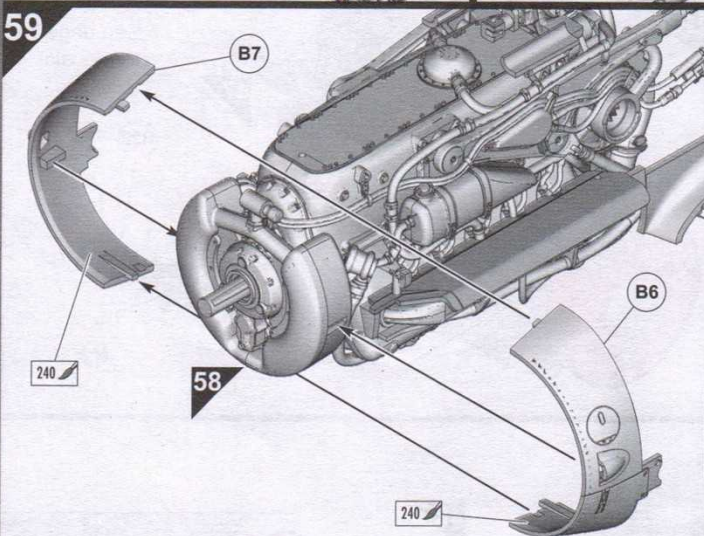
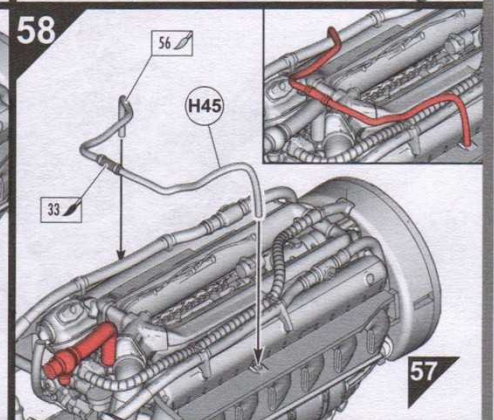
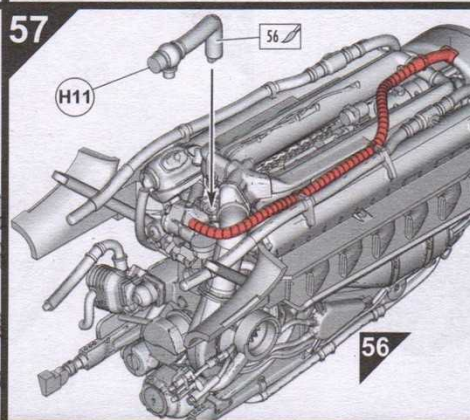
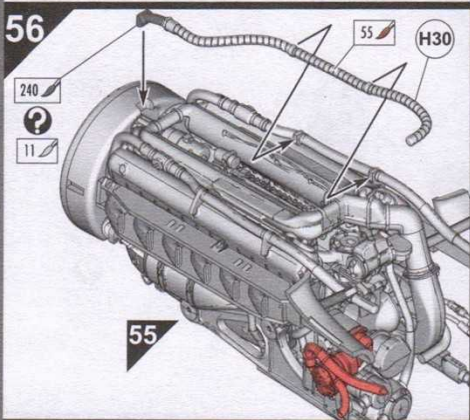
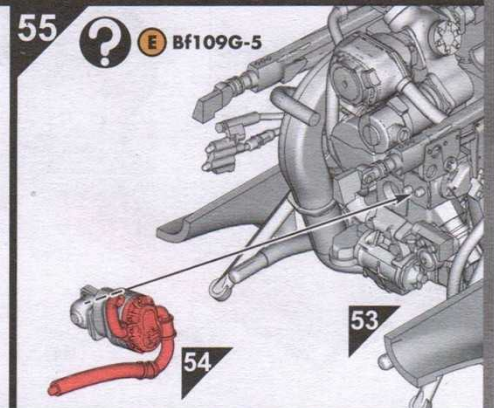
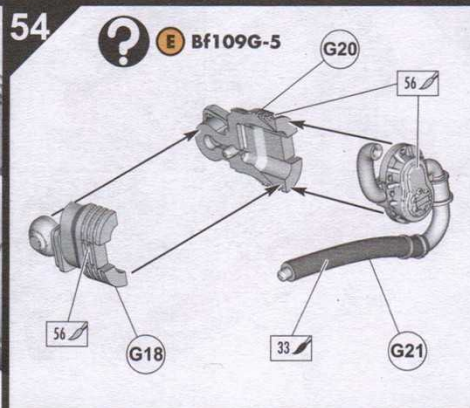
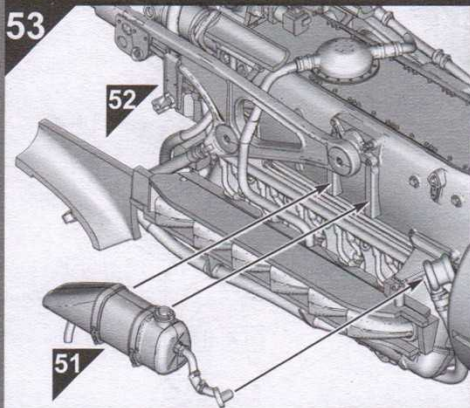
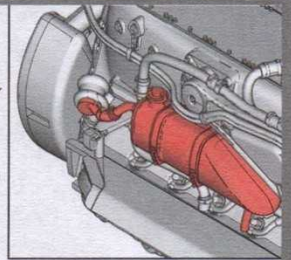
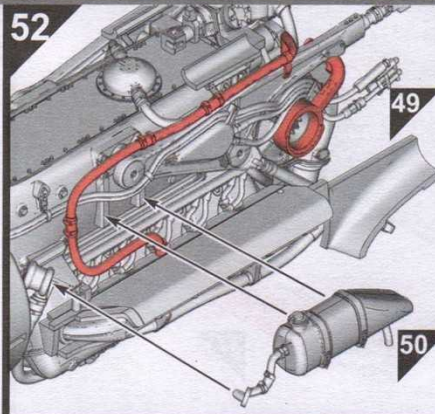
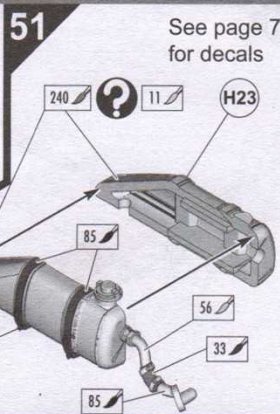
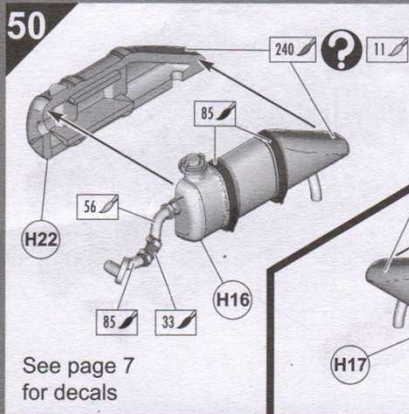
When building this model with the engine cowlings closed, miss out steps 1 to 60 on pages 8 to 12 and go to step 61 on page 13.

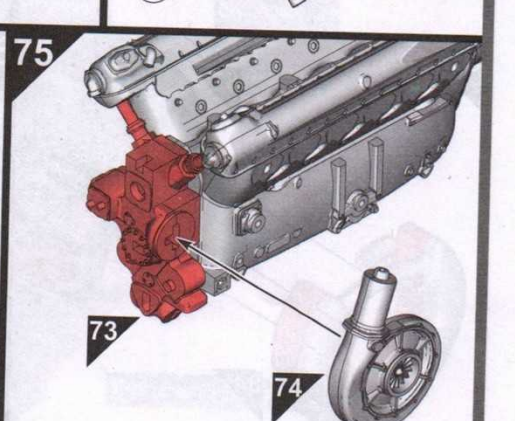
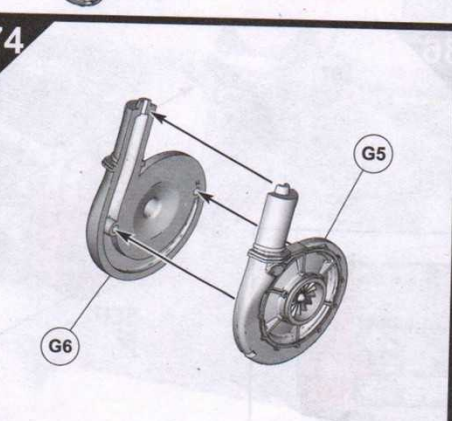
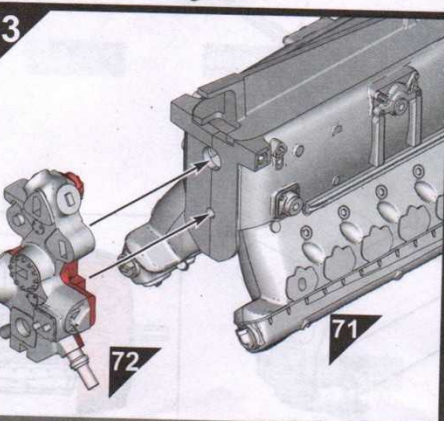
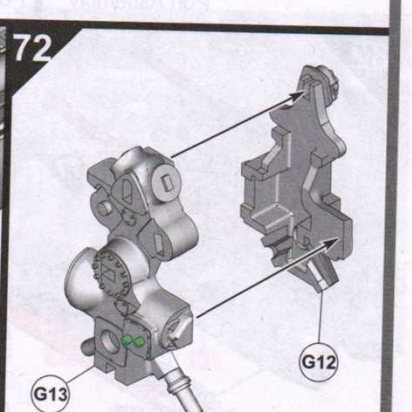
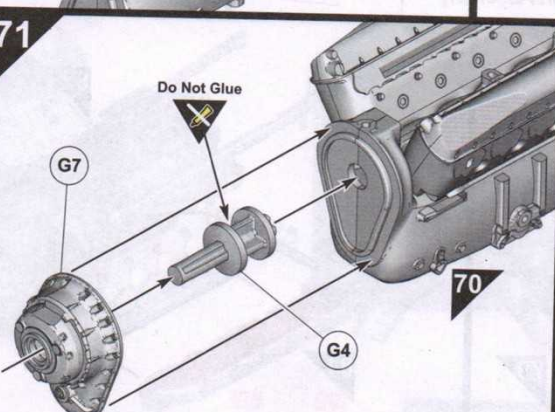
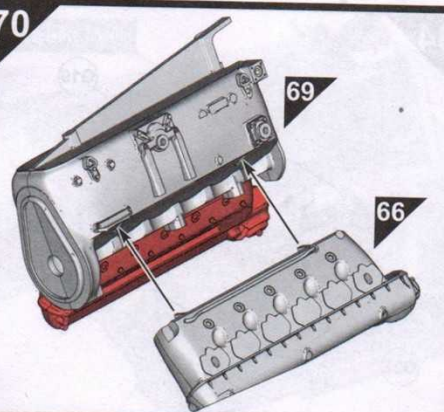
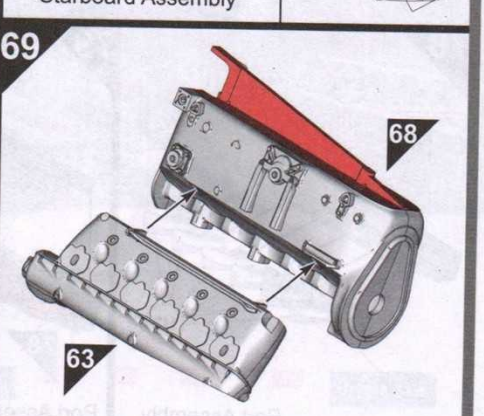
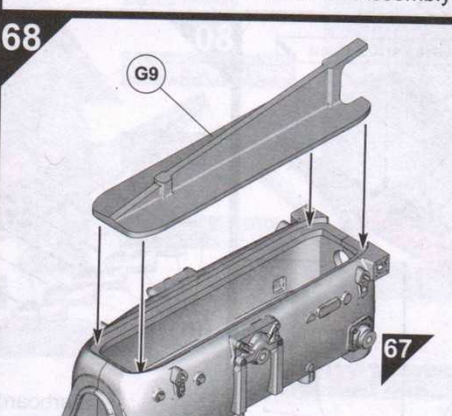
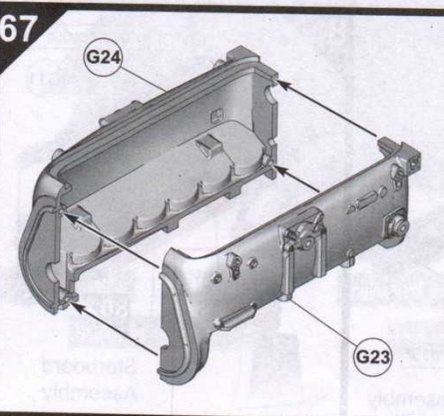
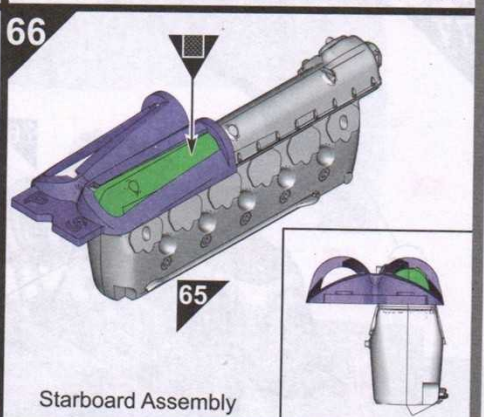
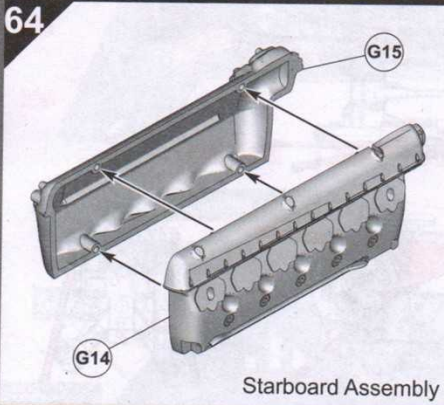
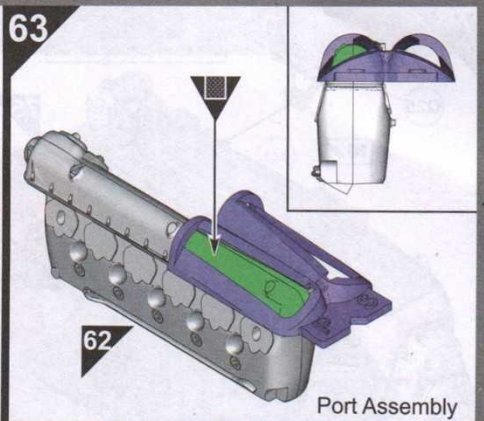
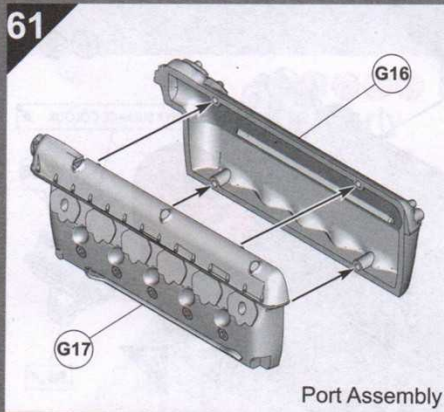


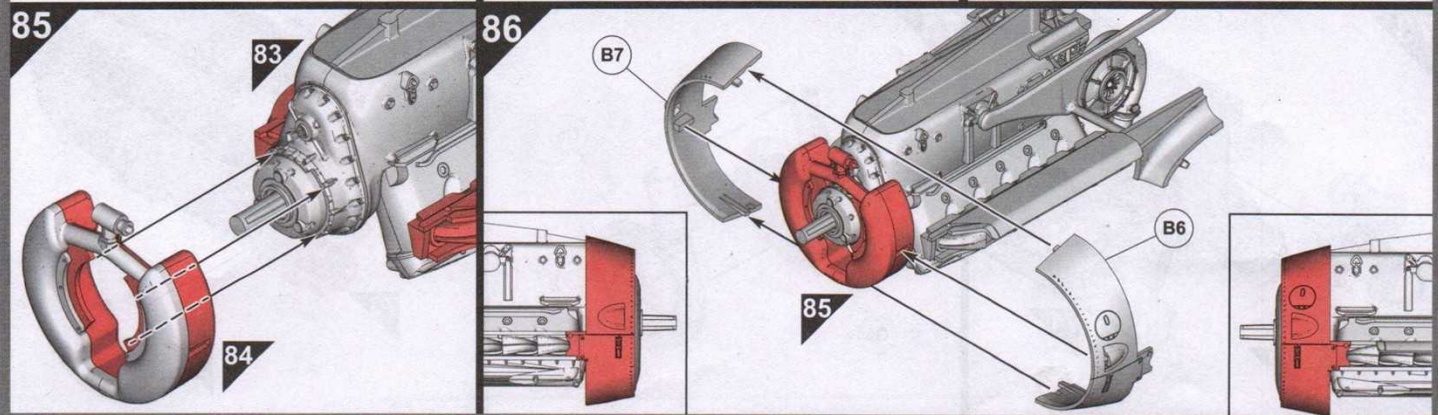
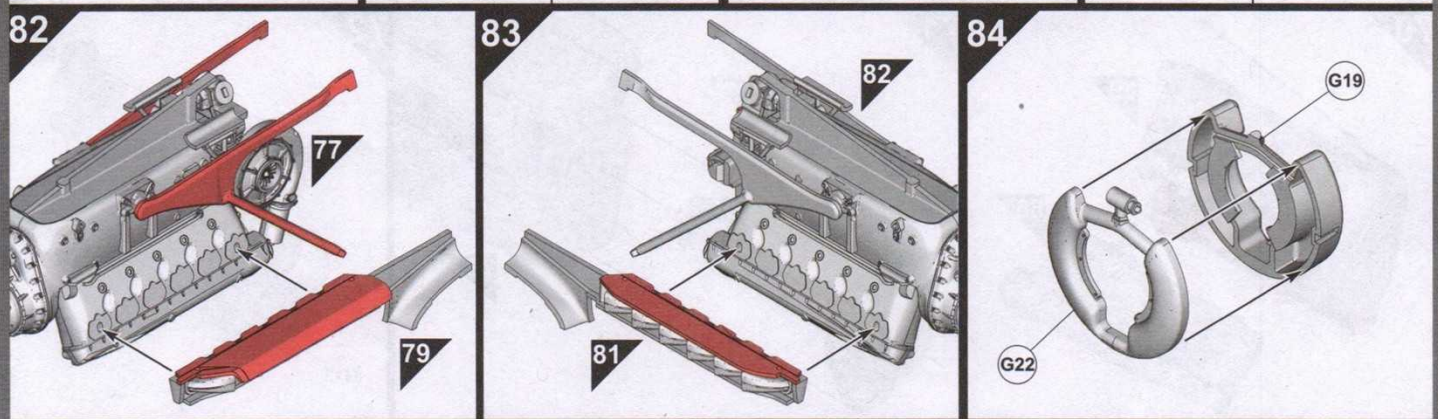
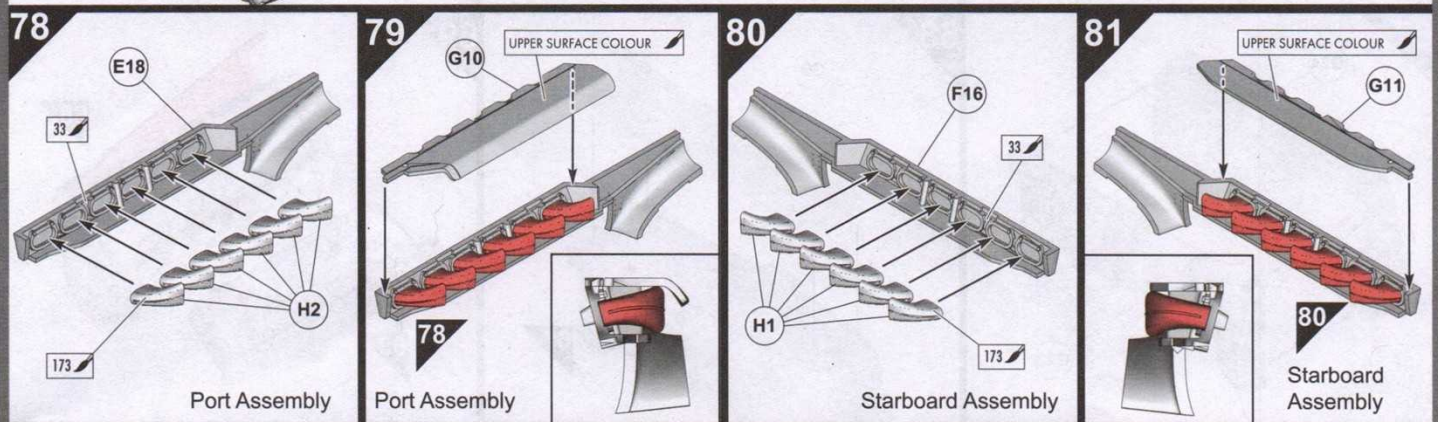
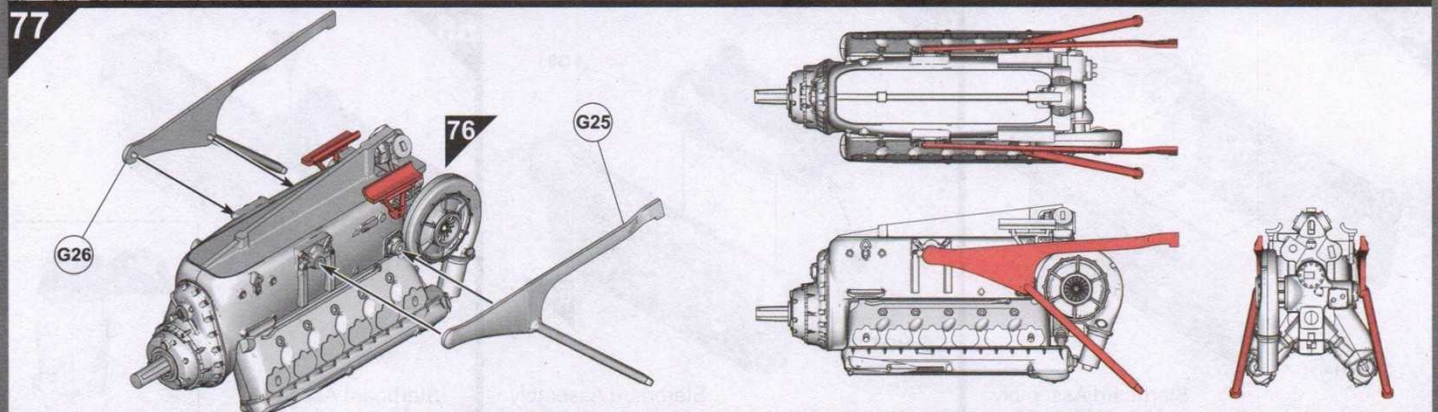
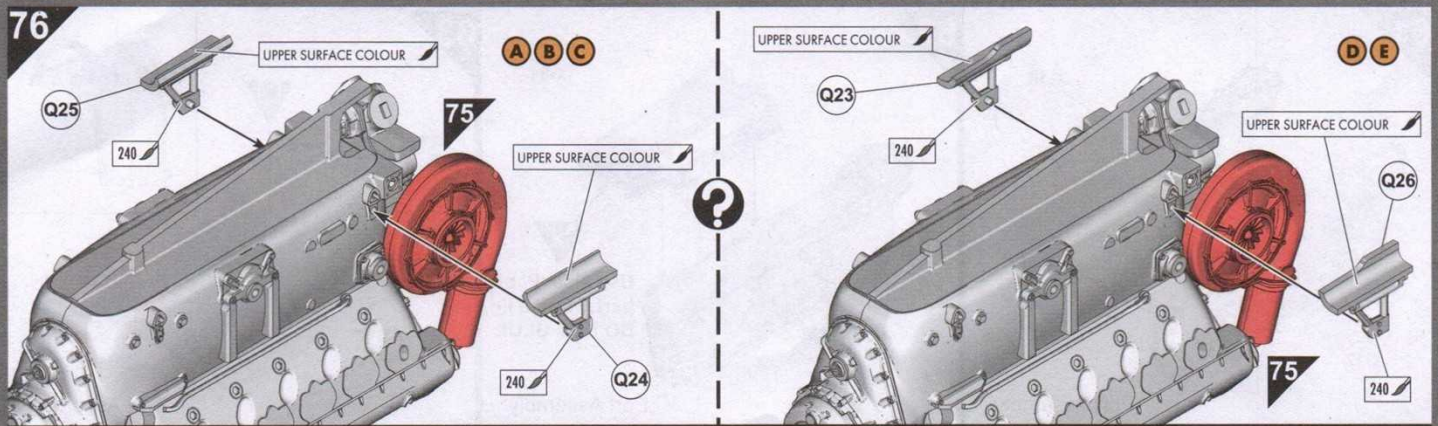






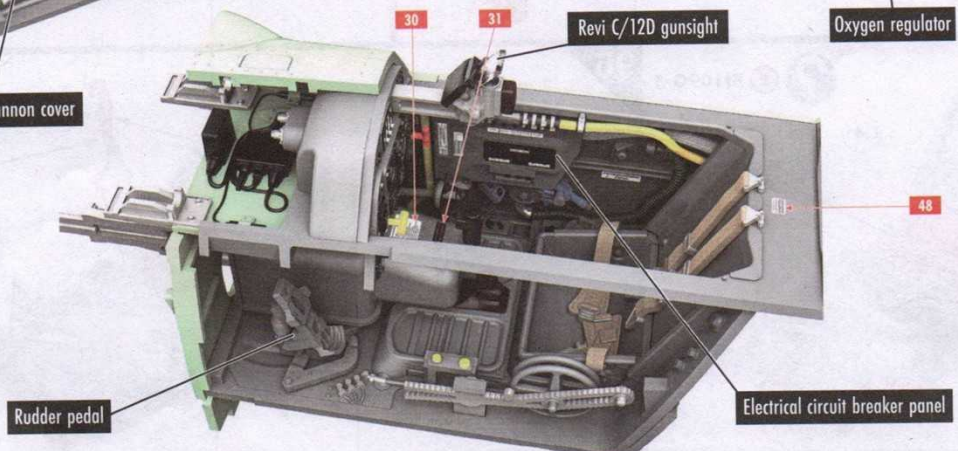
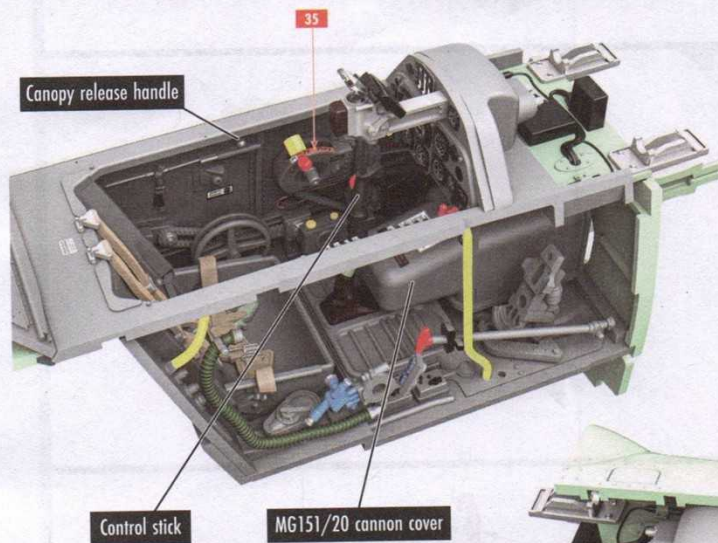
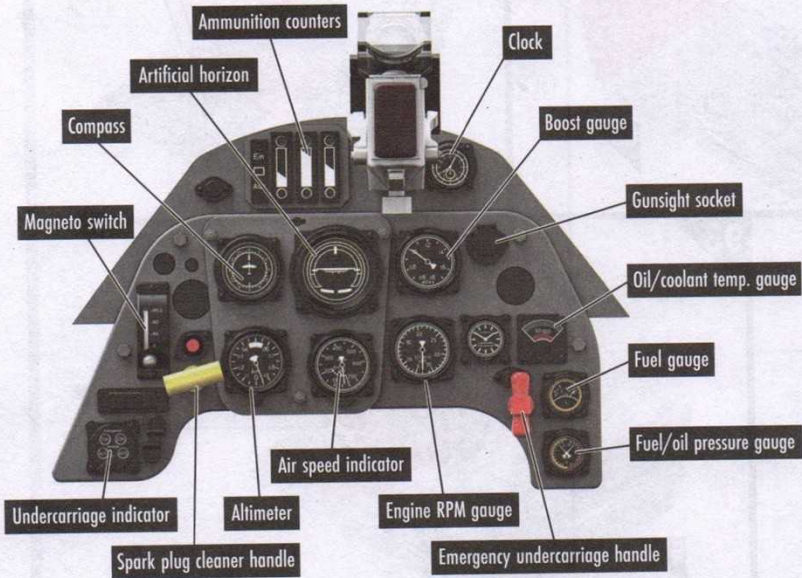
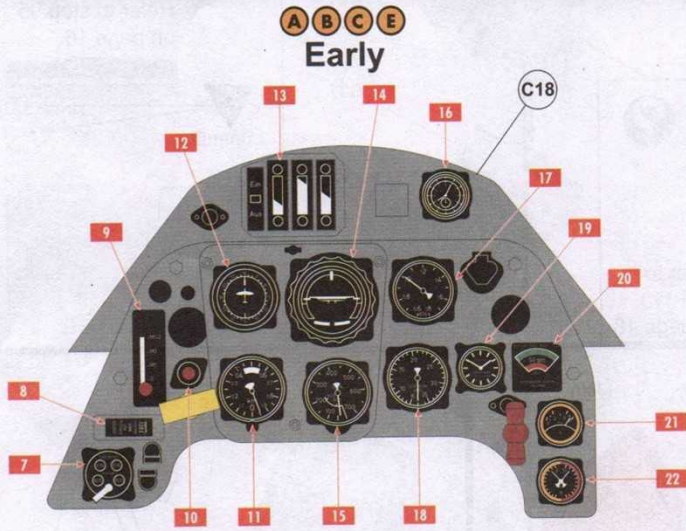




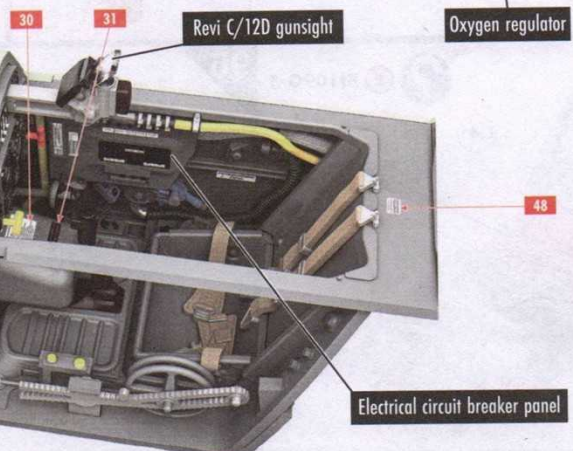
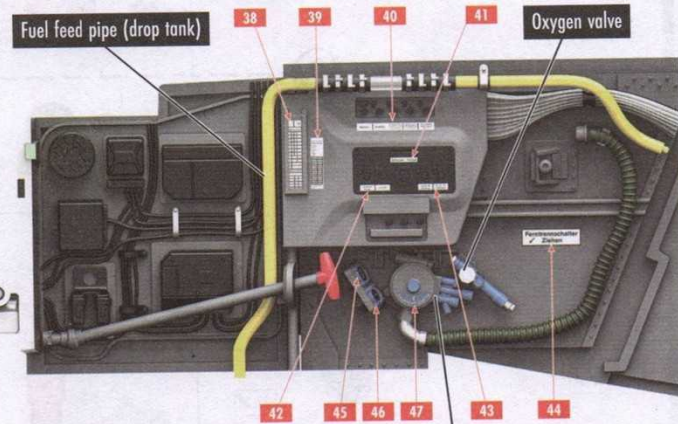
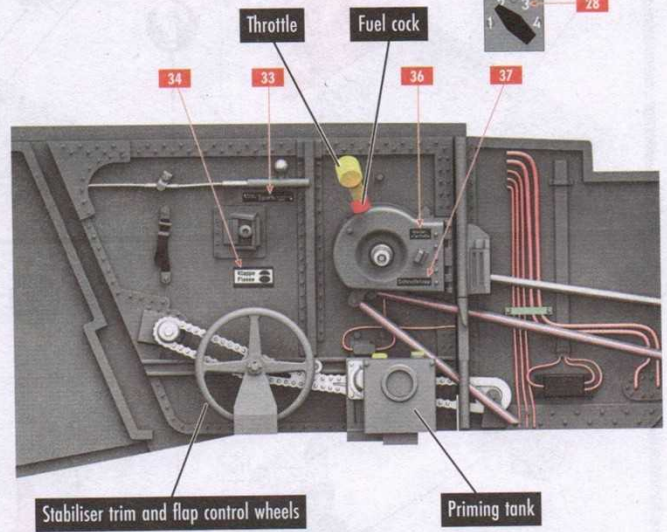
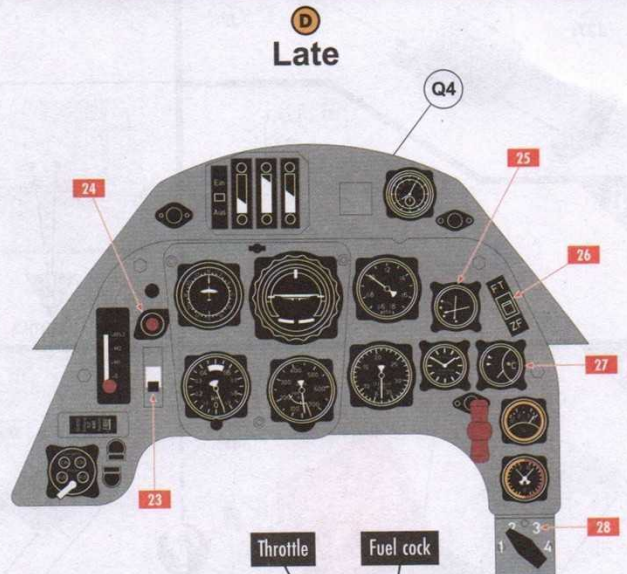


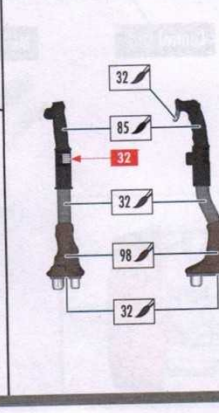
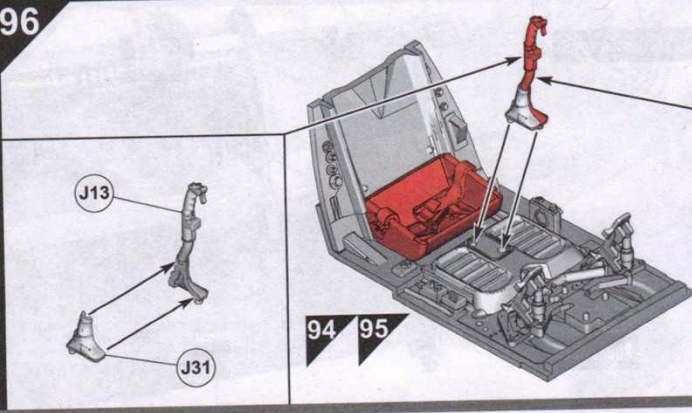
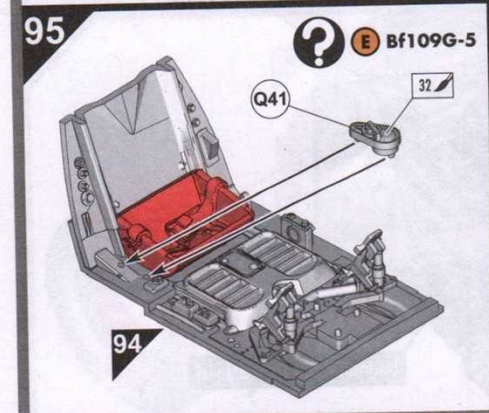
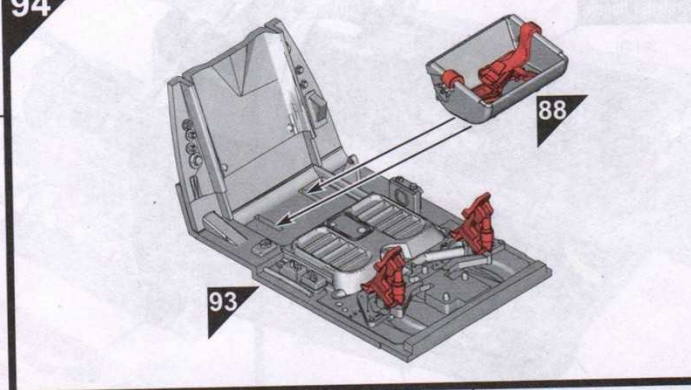
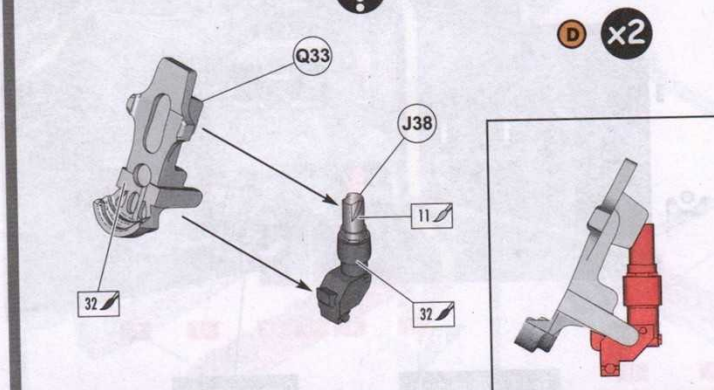
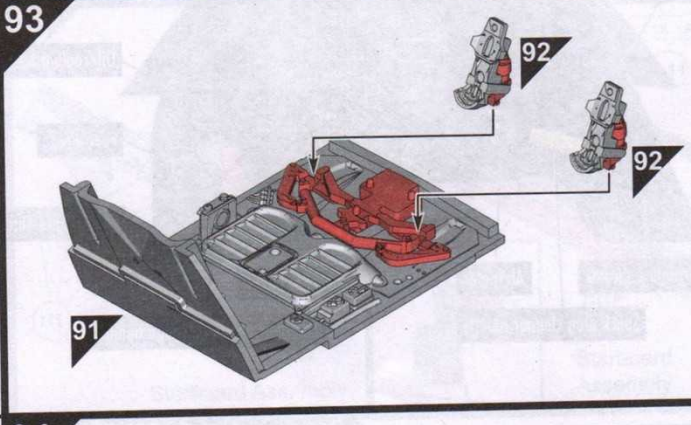
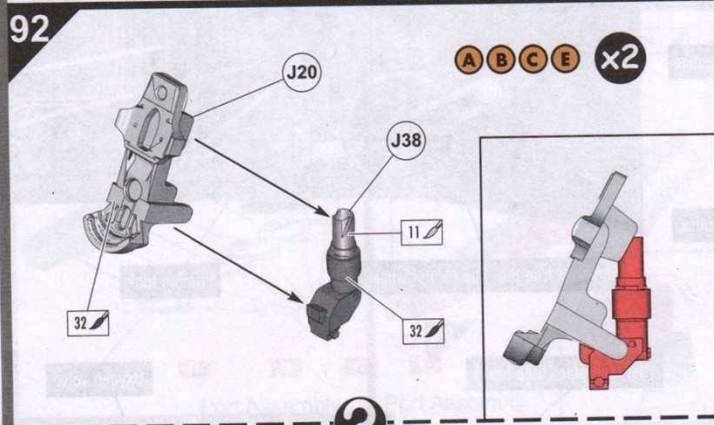
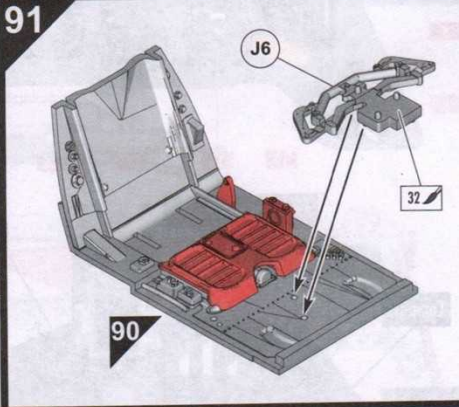
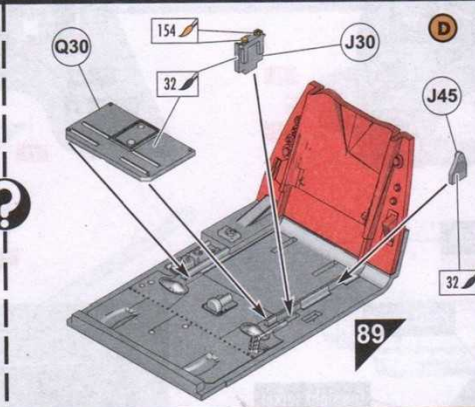
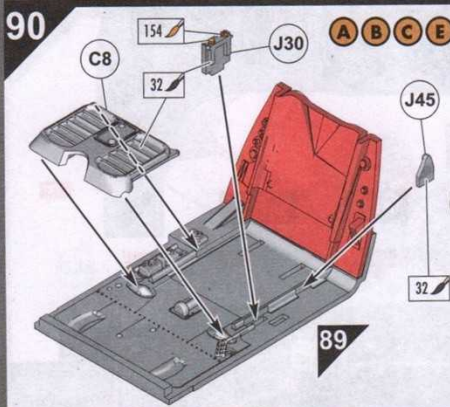
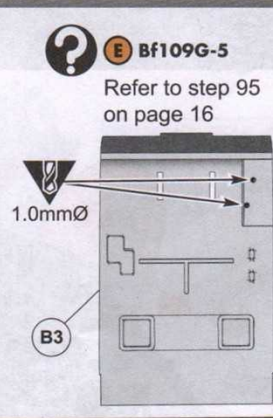
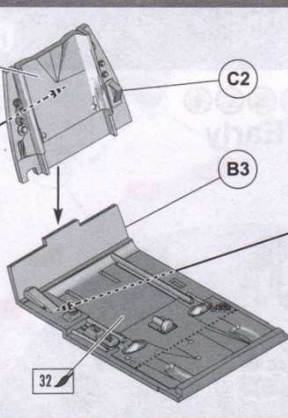
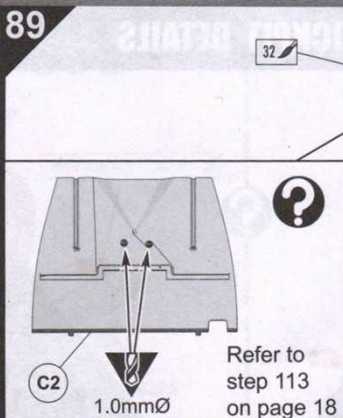
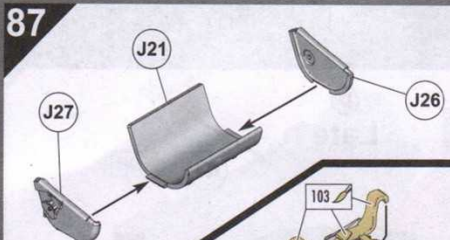
COCKPIT DETAILS

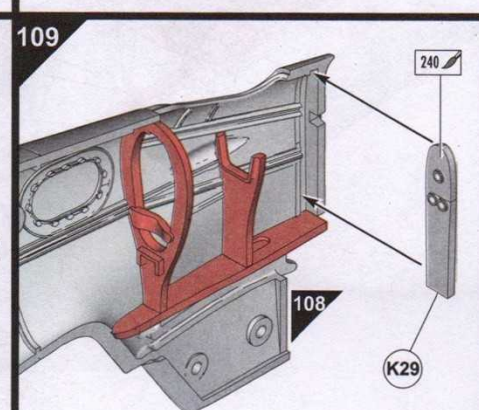
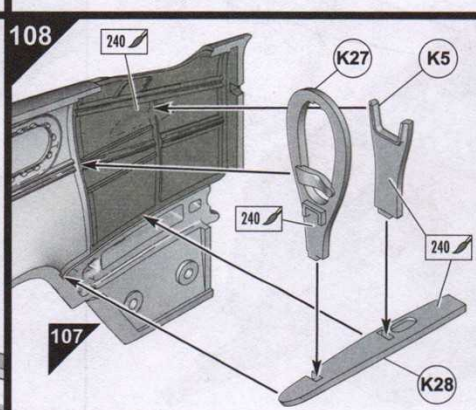
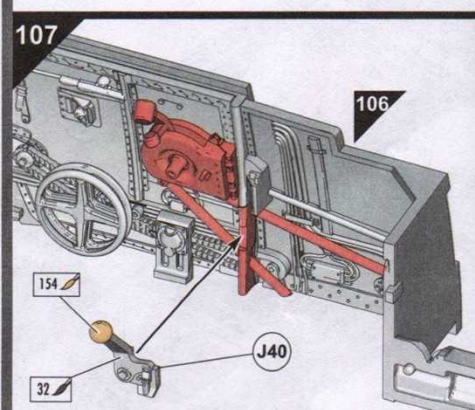
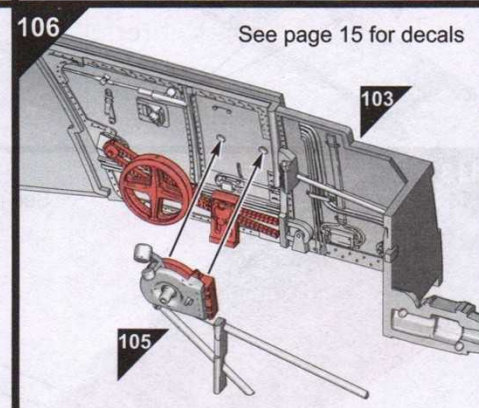
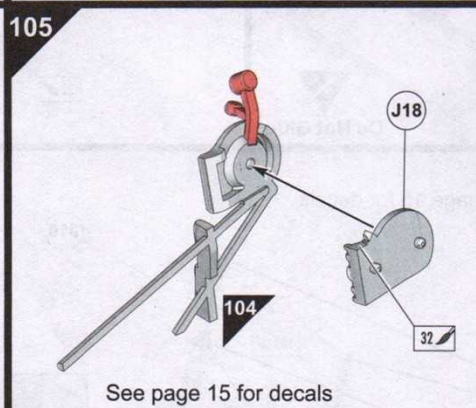
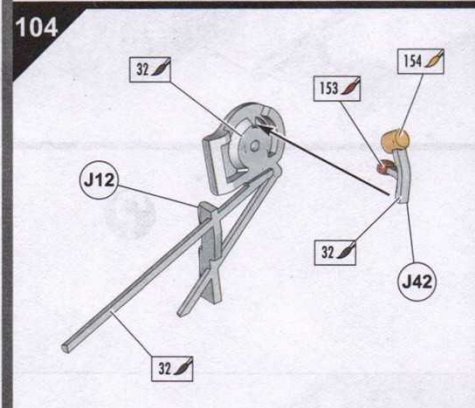
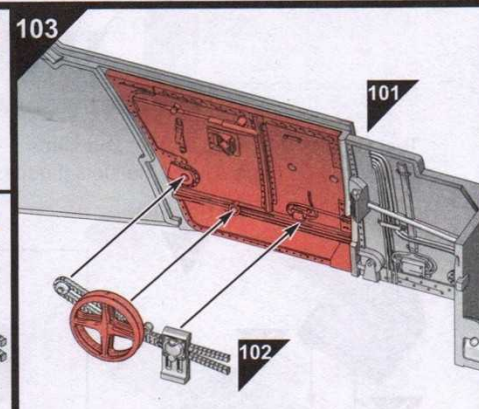
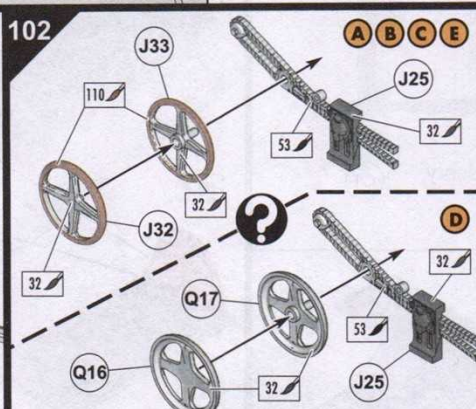
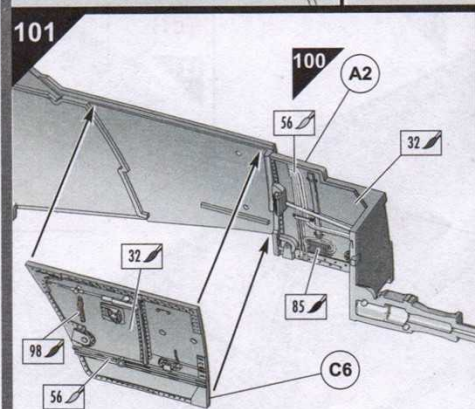
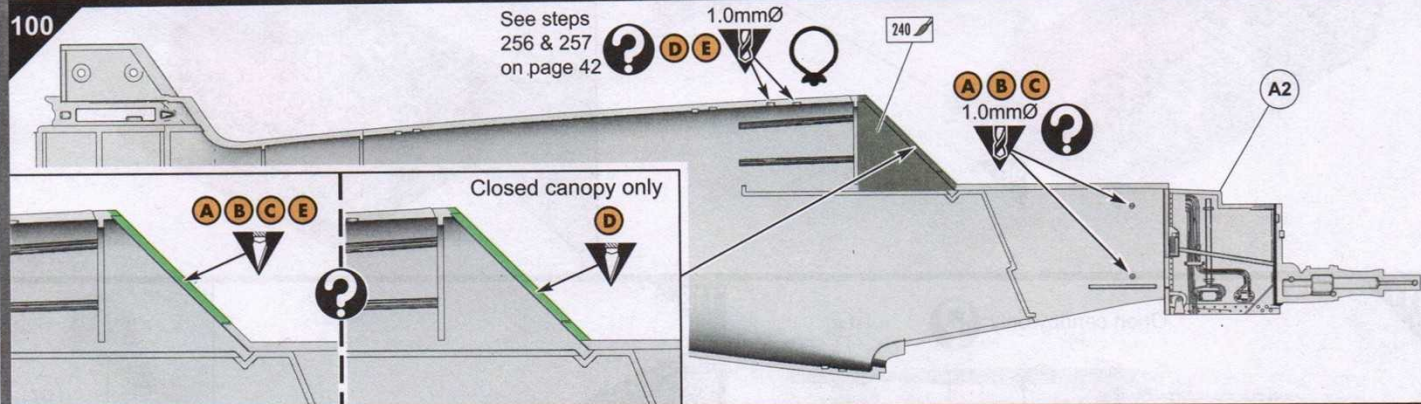
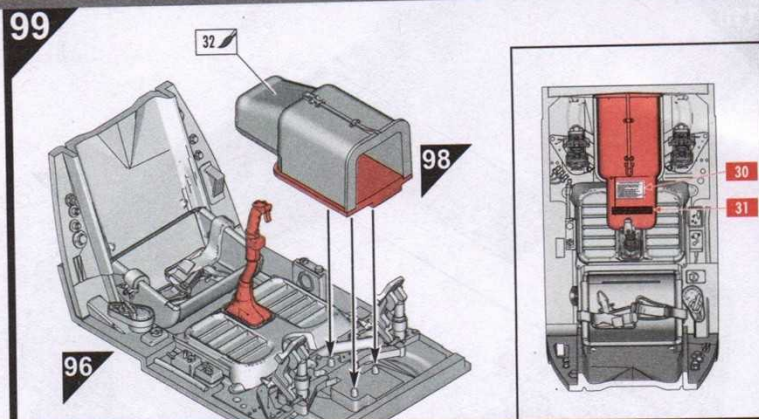
A B C E
Early



D
Late







This diagram shows the rear section of the vehicle chassis in an exploded view. The engine (99) is shown at the bottom, connected to the transmission (109). The rear suspension components (110) are shown above the engine and transmission, with arrows indicating their assembly points.

C1

R17

C1

Do Not Glue

110

240

240

32

C1

C7

111

111



J16

11 

103

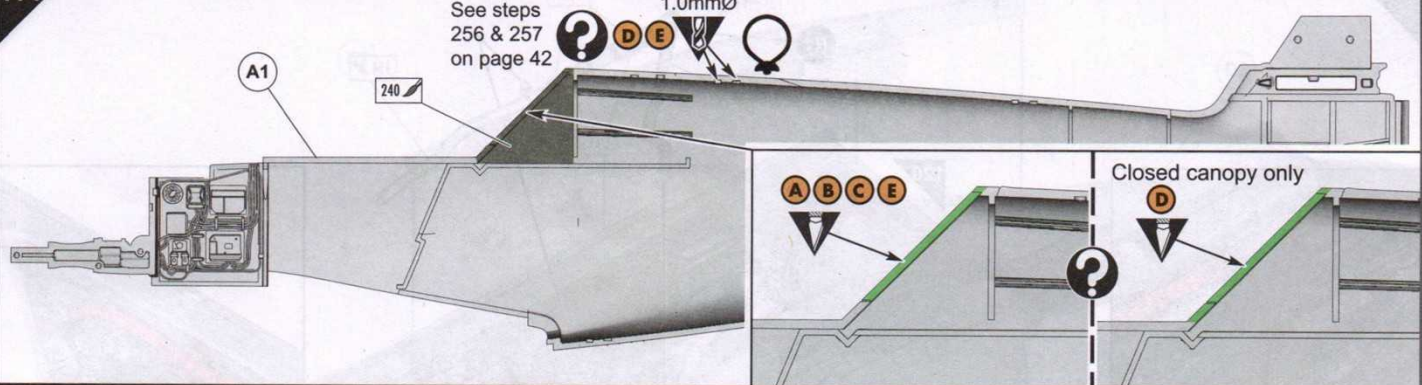
11

J17

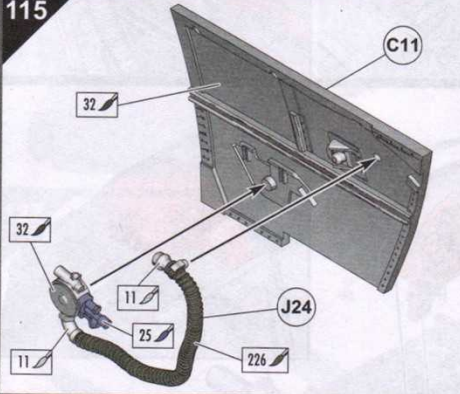
112

This diagram illustrates the rear chassis and drivetrain components of a vehicle. The engine is mounted on the left side of the chassis, connected to a transmission. The rear axle assembly, including the differential and wheels, is shown on the right. A red component, likely a fuel line or hose, is highlighted. The chassis is shown in a disassembled state, with various parts labeled with numbers for identification.

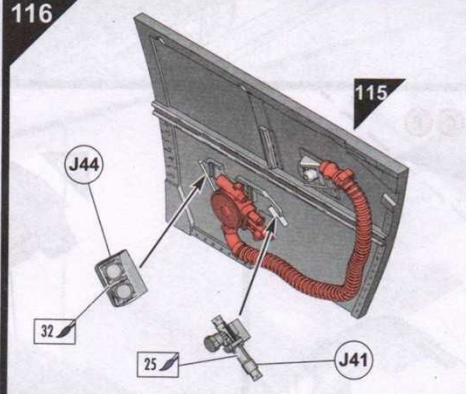
114

See steps
256 & 257
on page 42

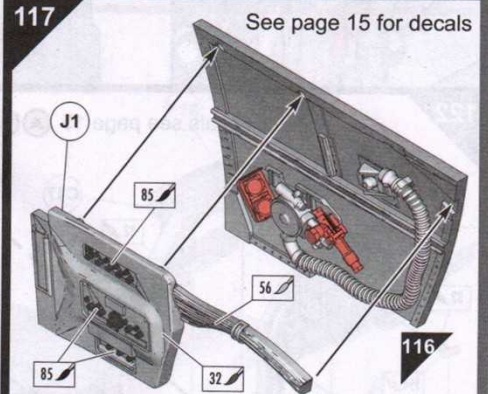
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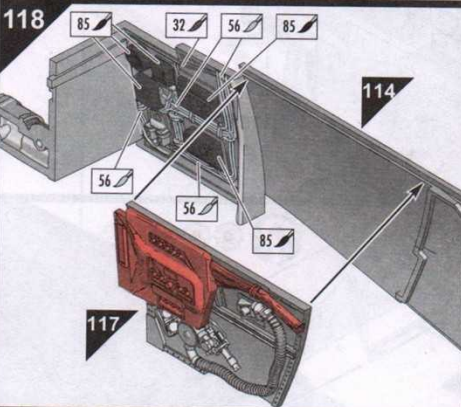
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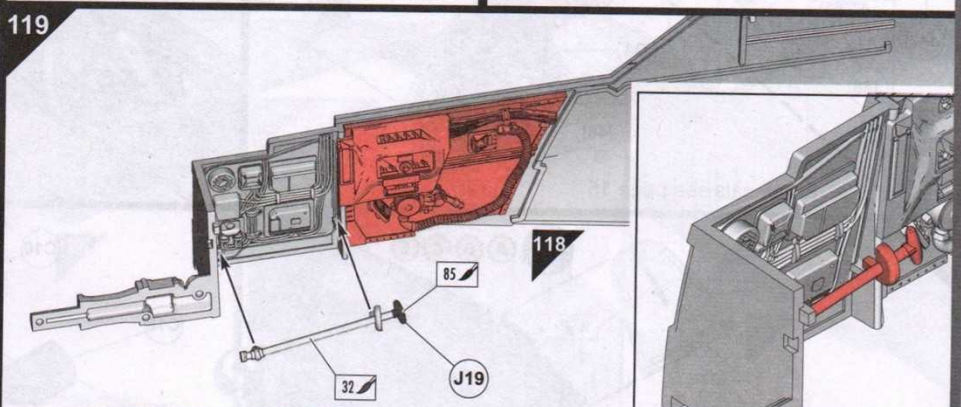
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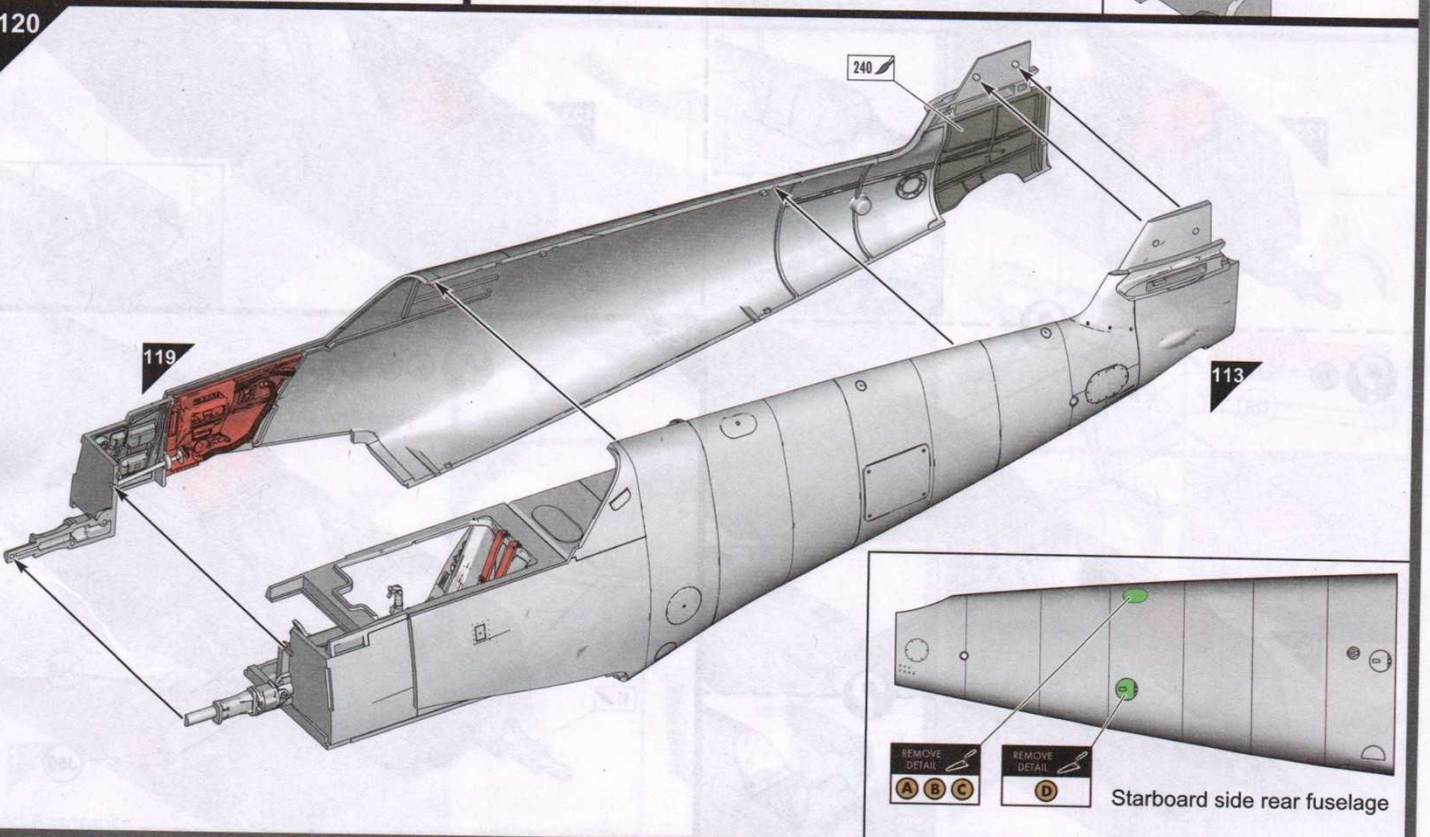
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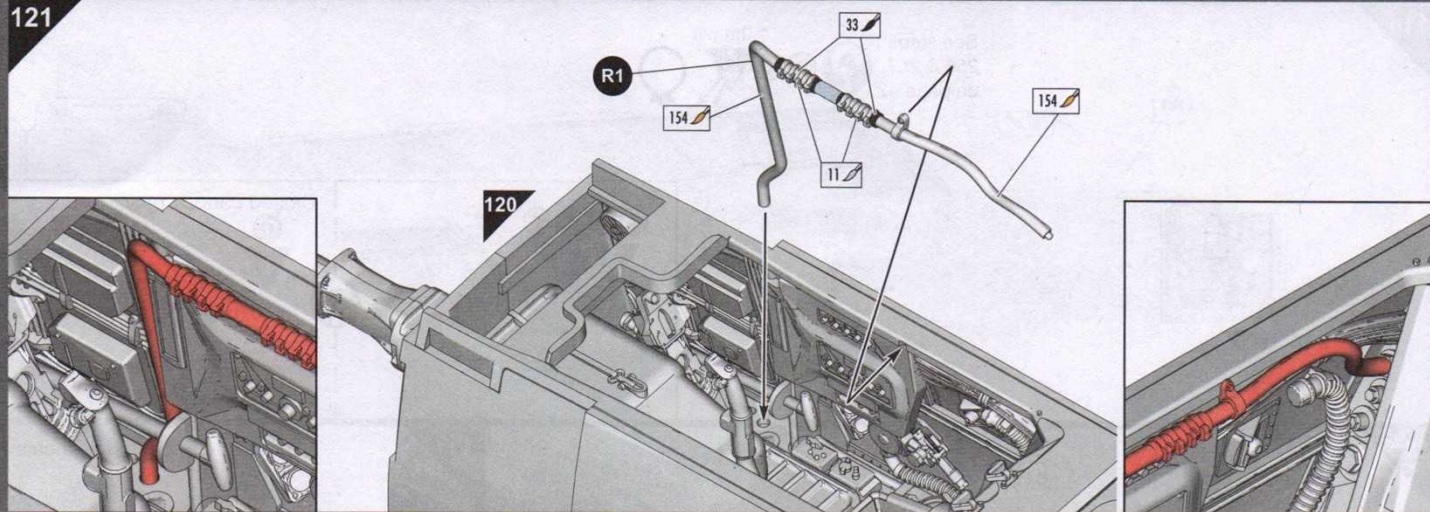
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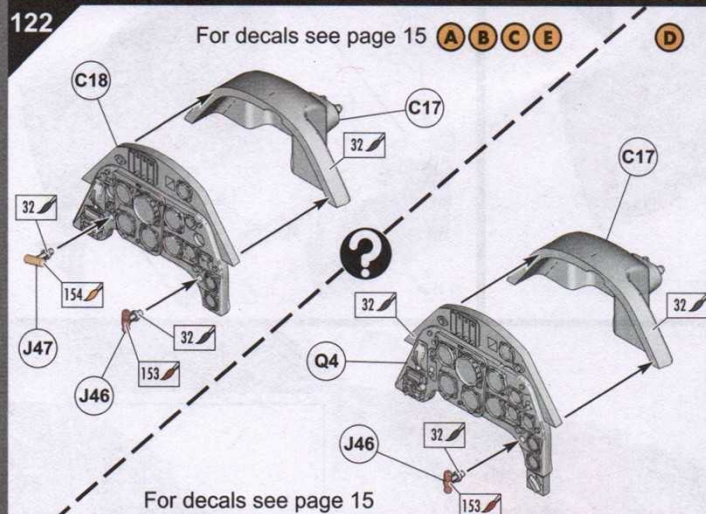
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121

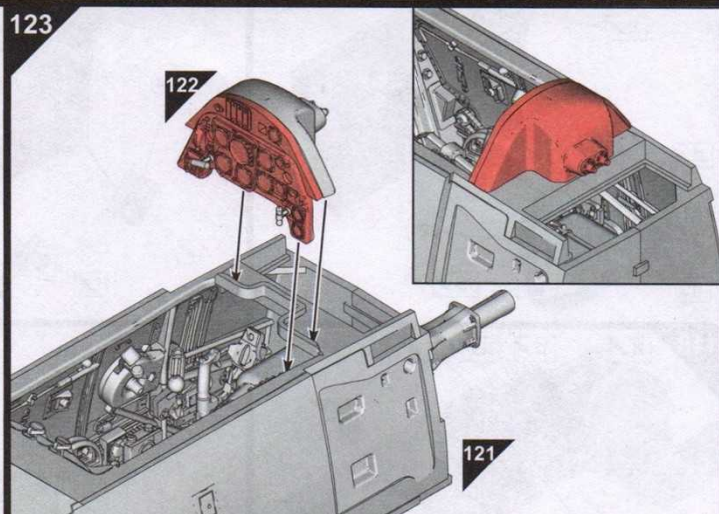


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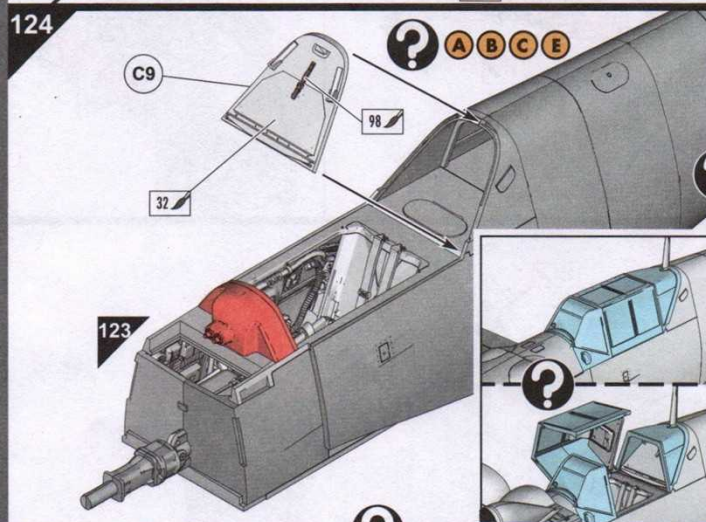
For decals see page 15 **A B C E**

For decals see page 15

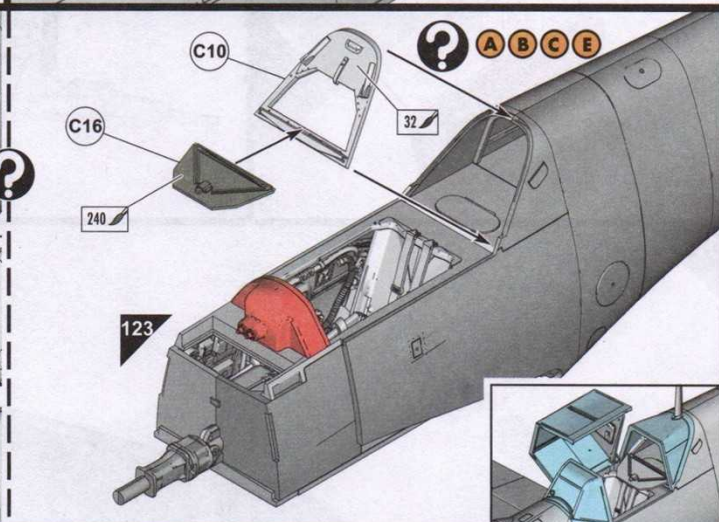
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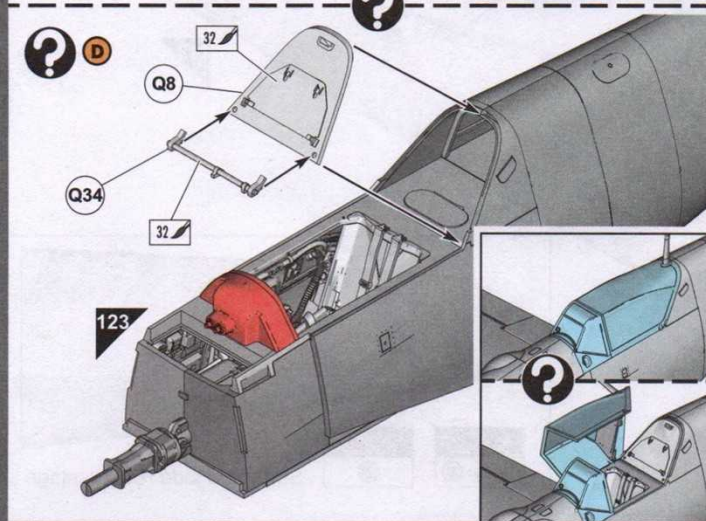
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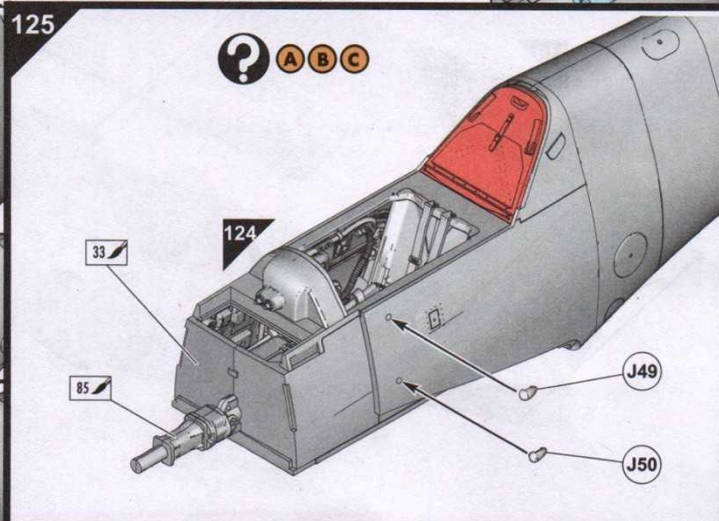
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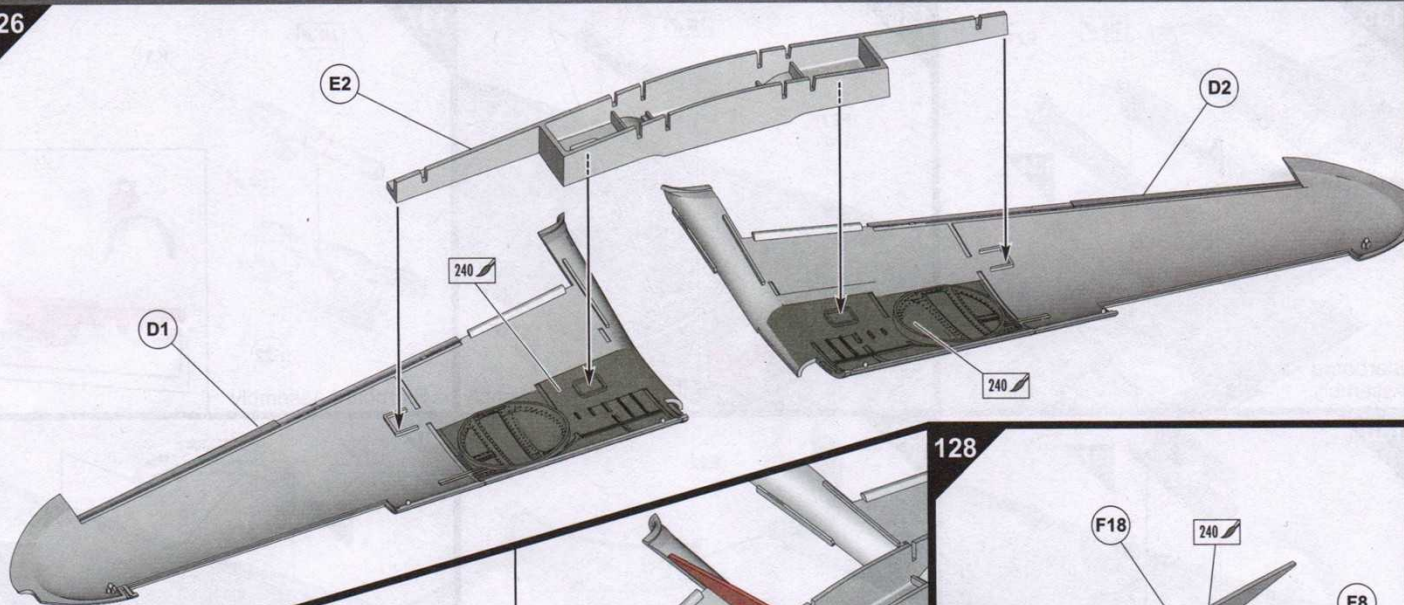
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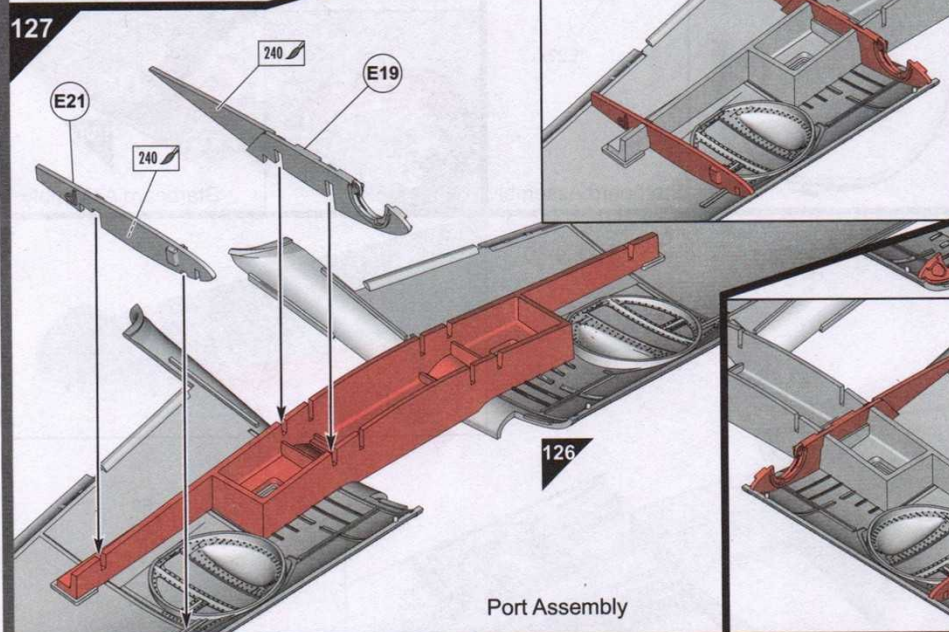
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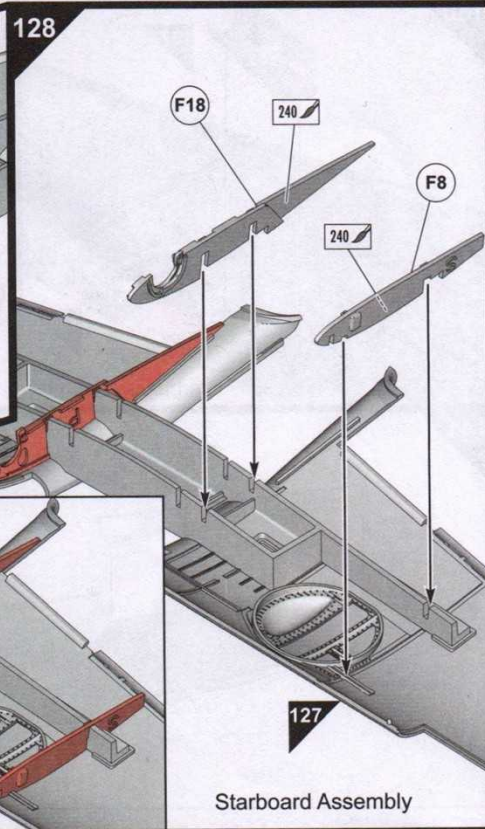
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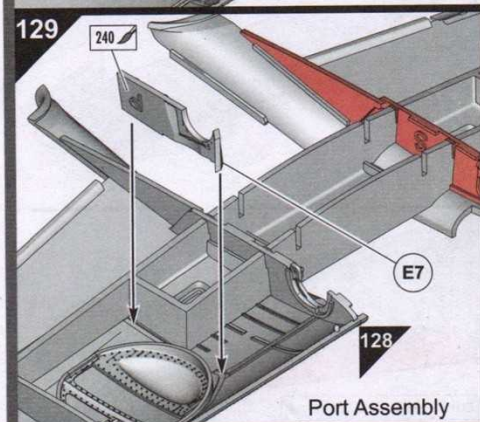
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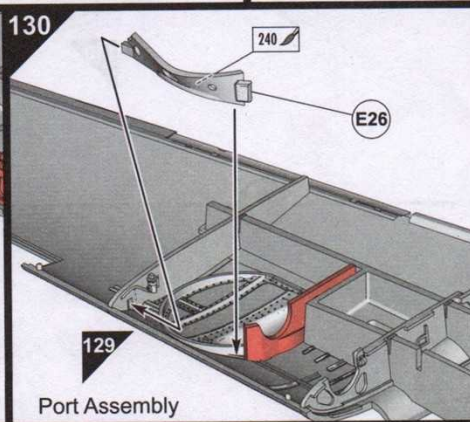
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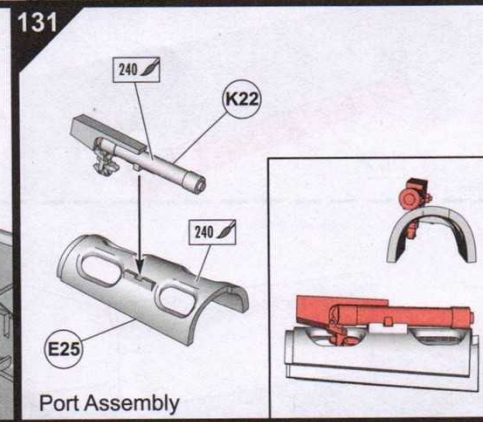
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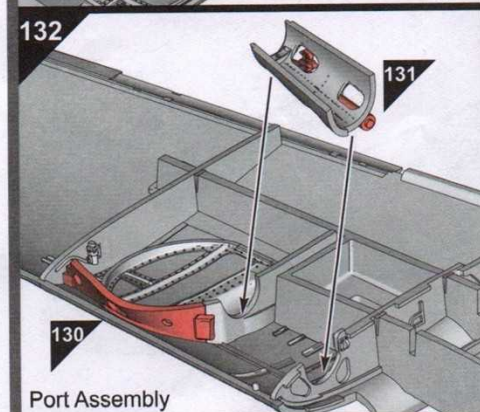
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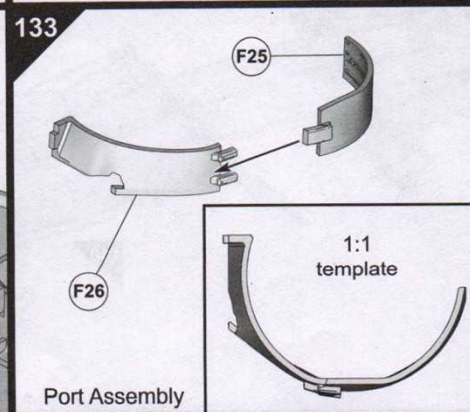
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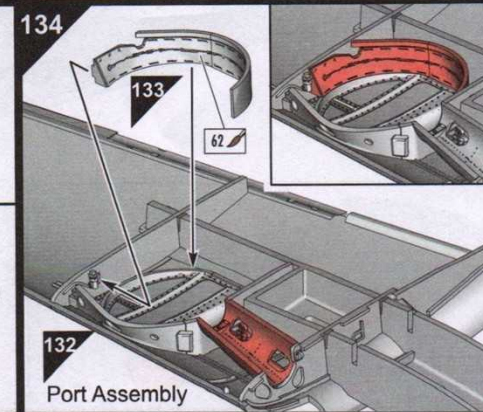
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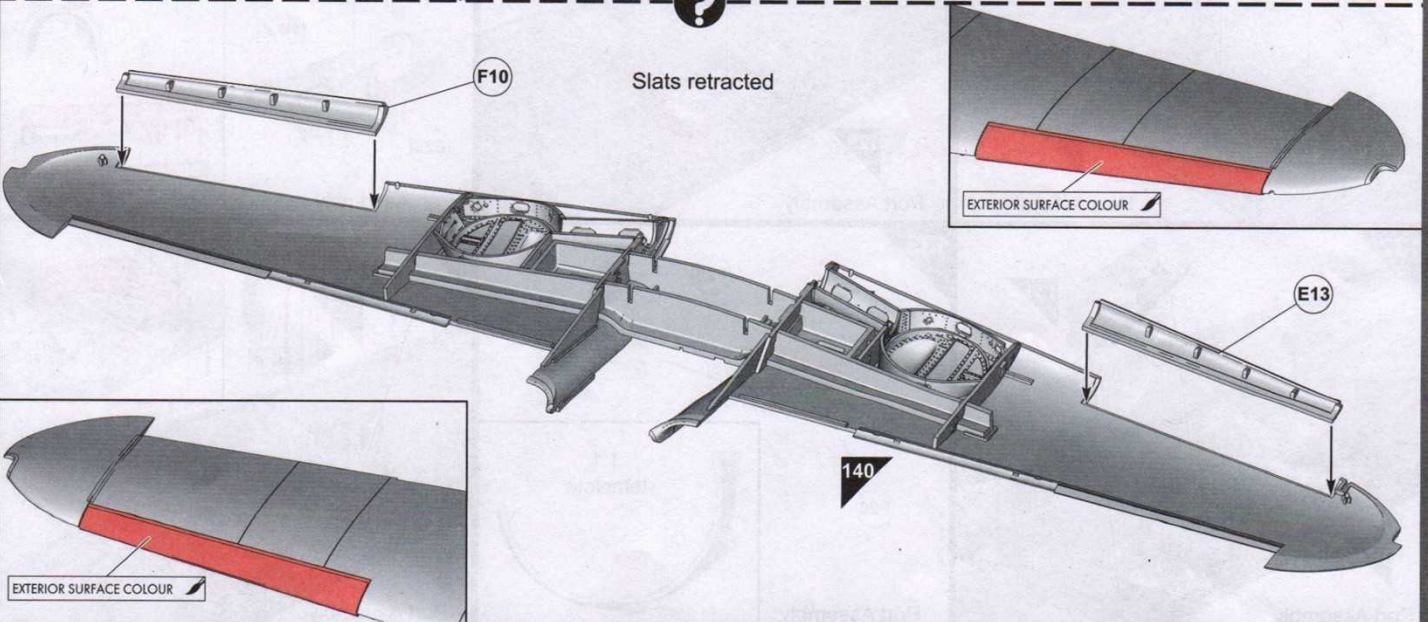
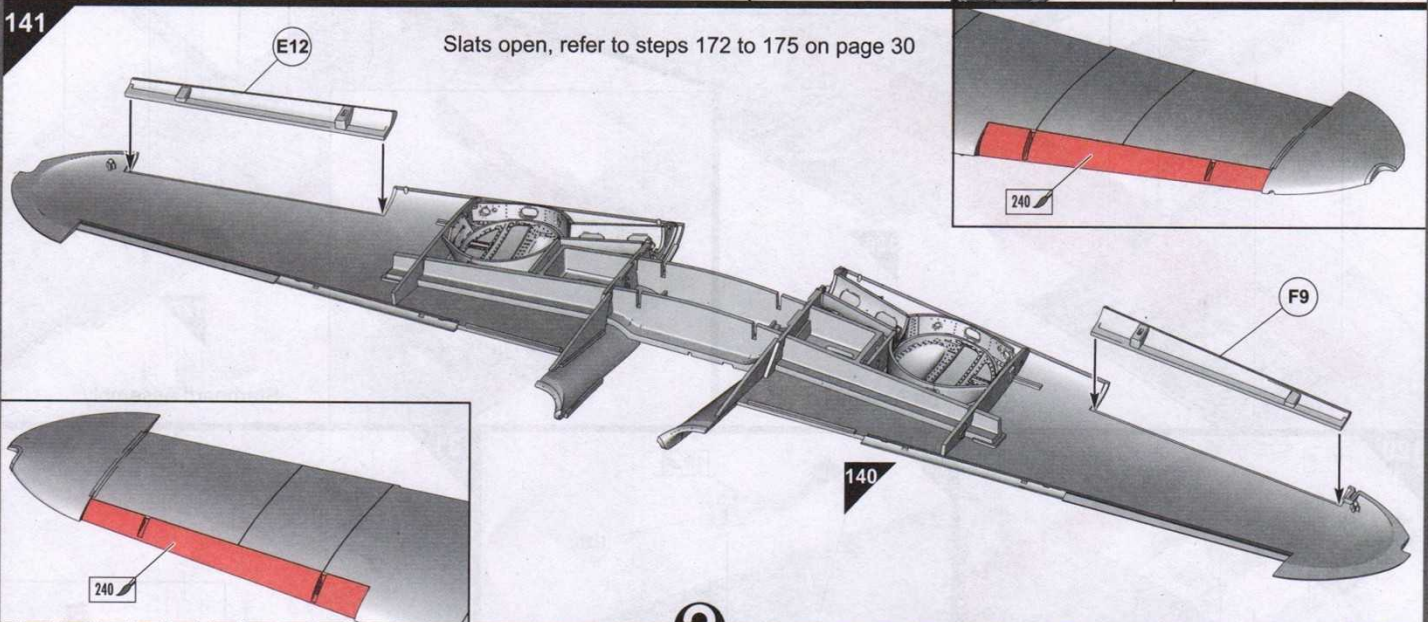
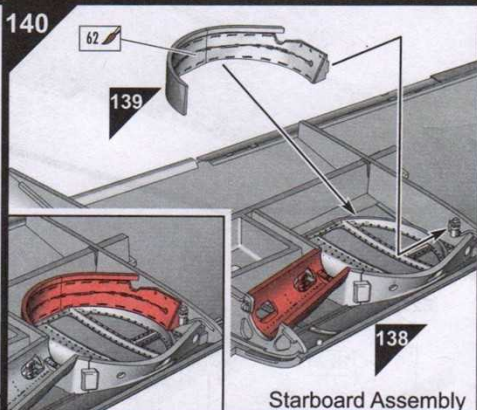
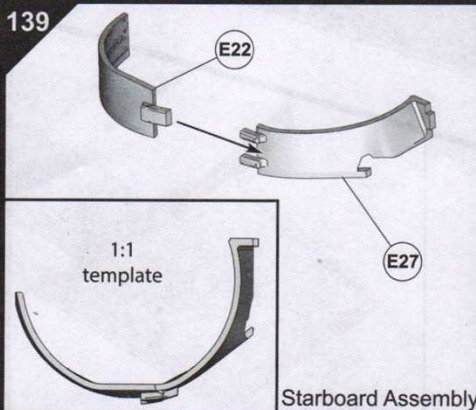
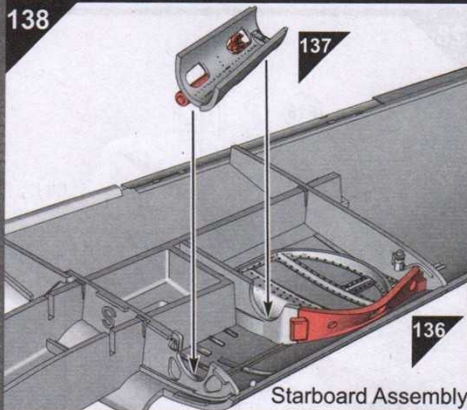
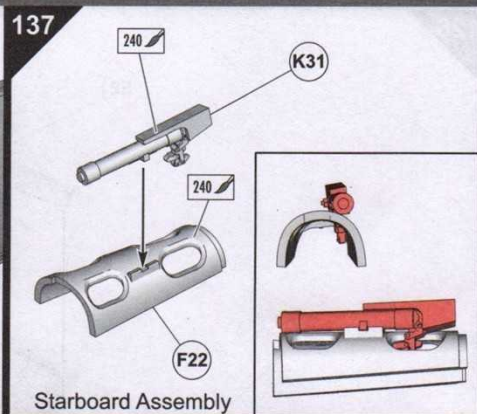
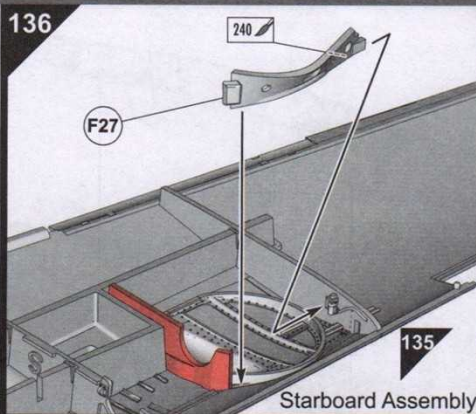
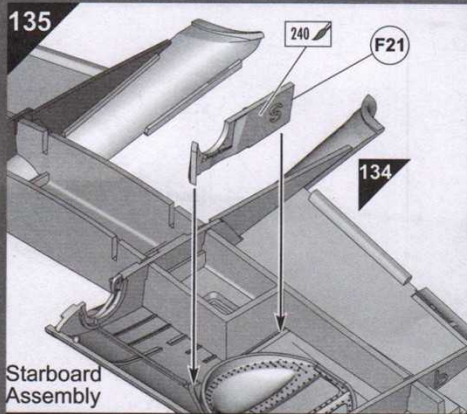


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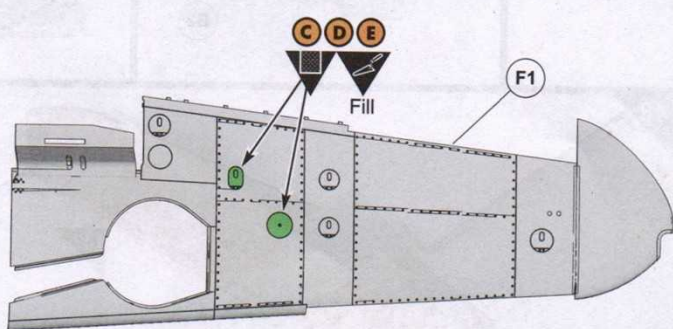
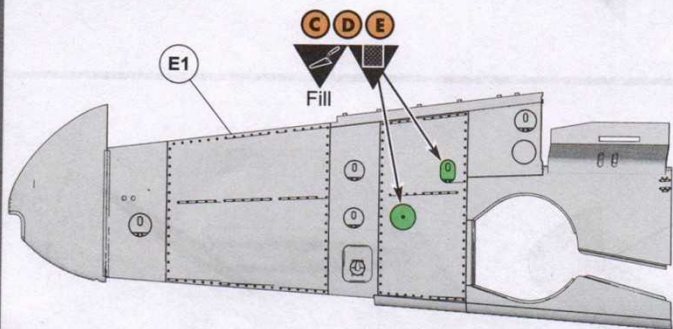
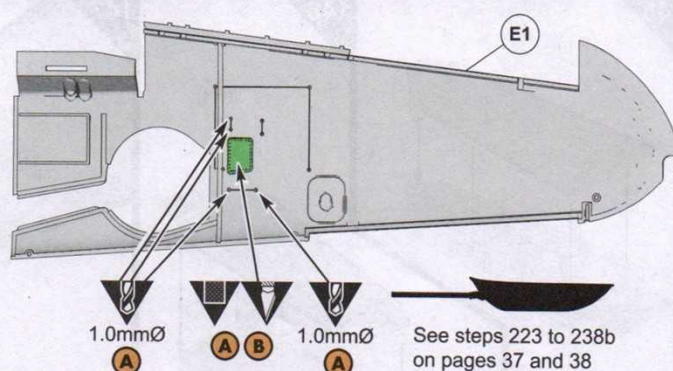
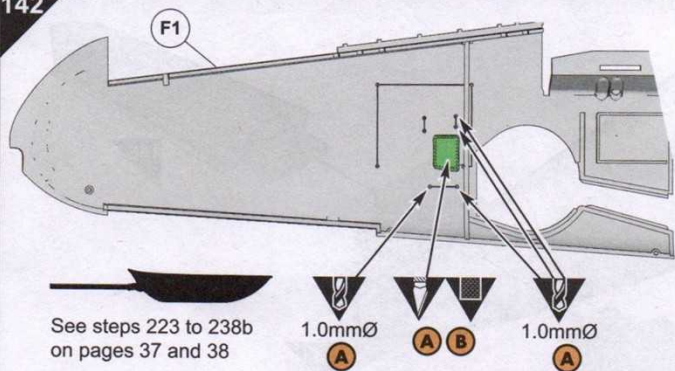


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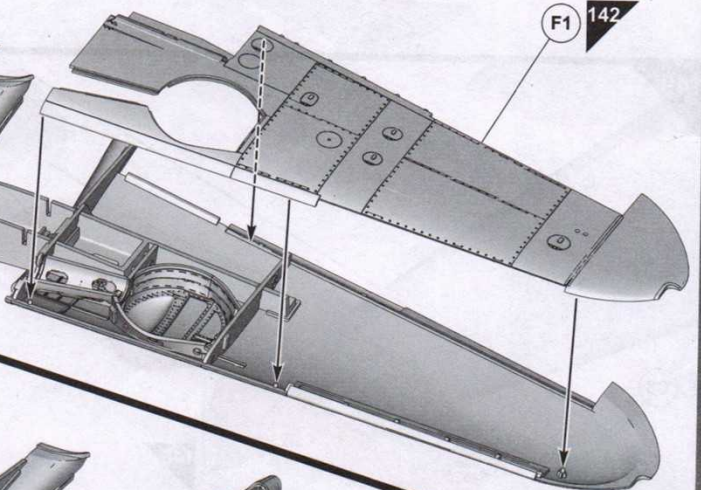
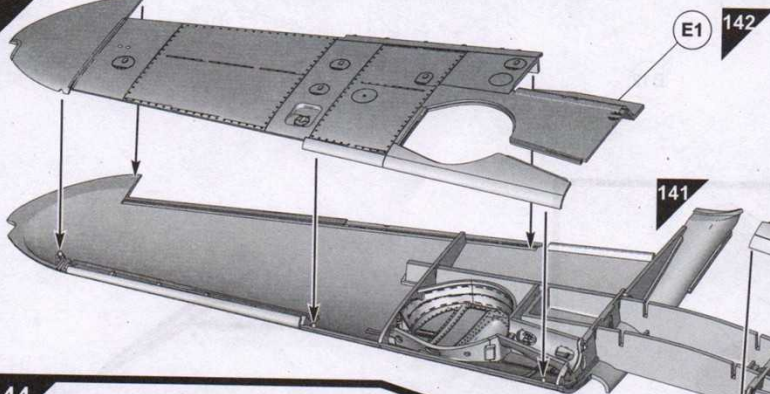




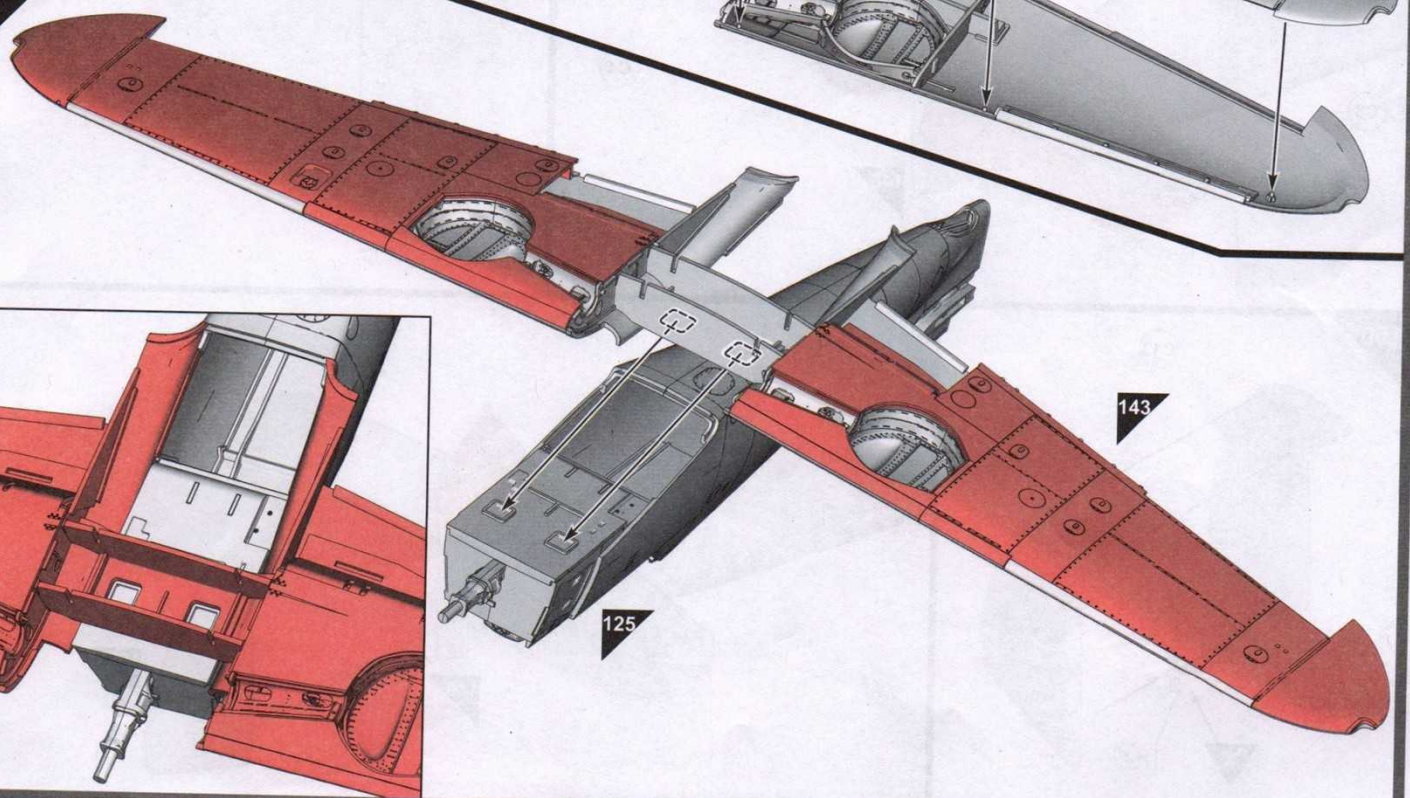
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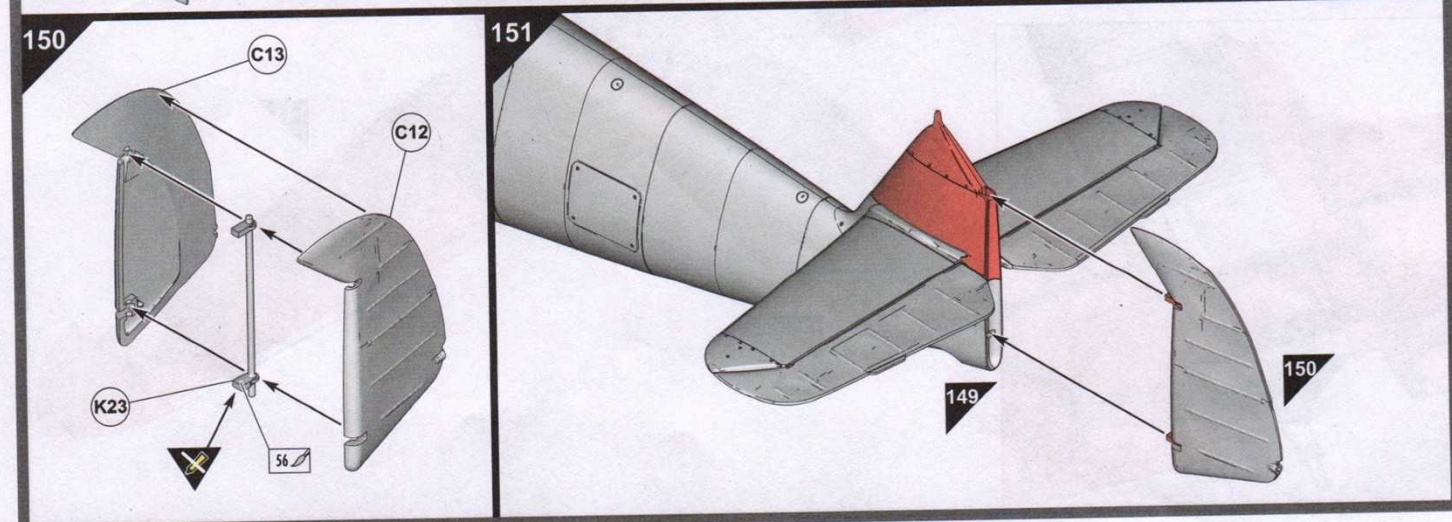
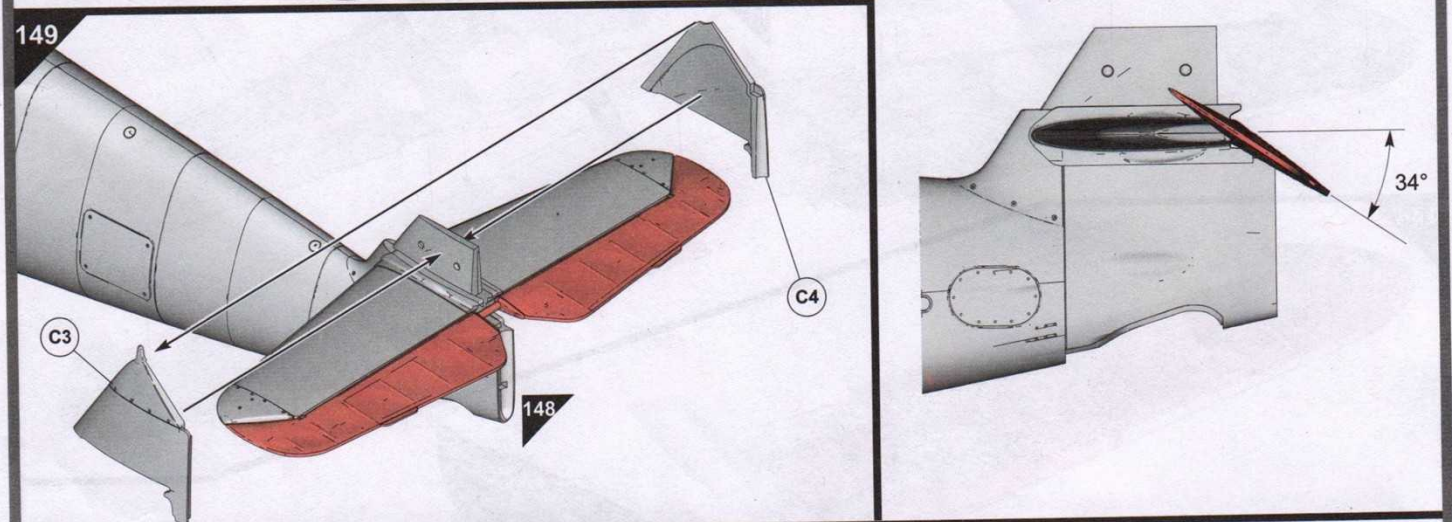
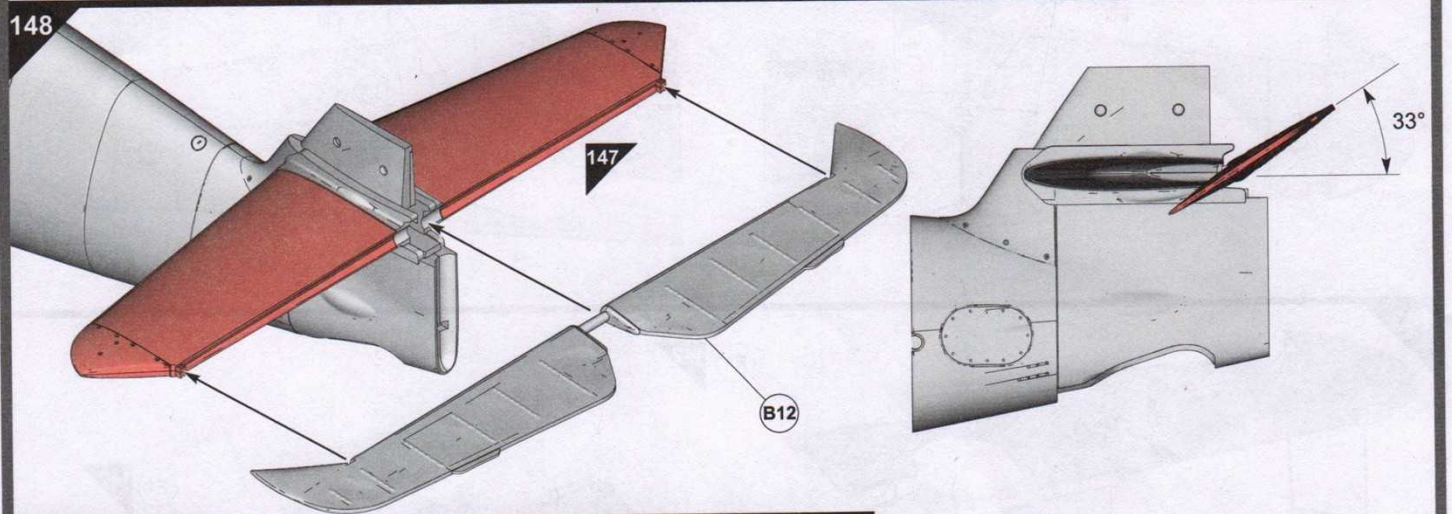
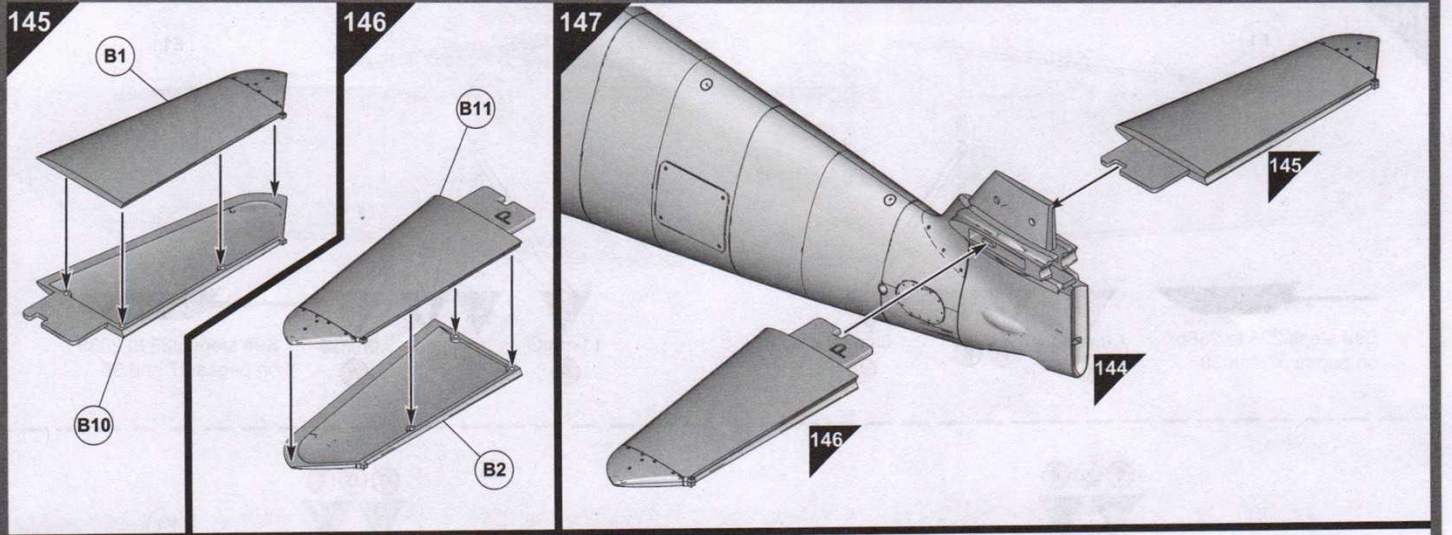


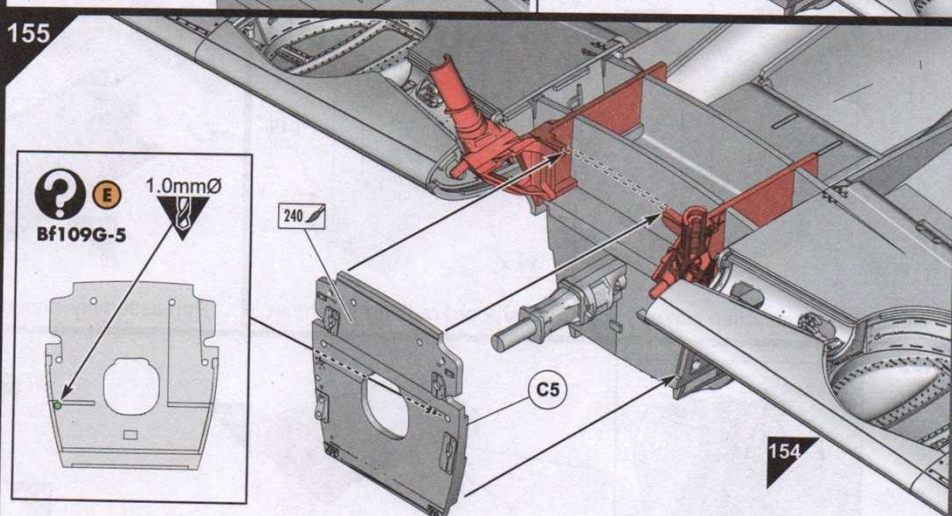
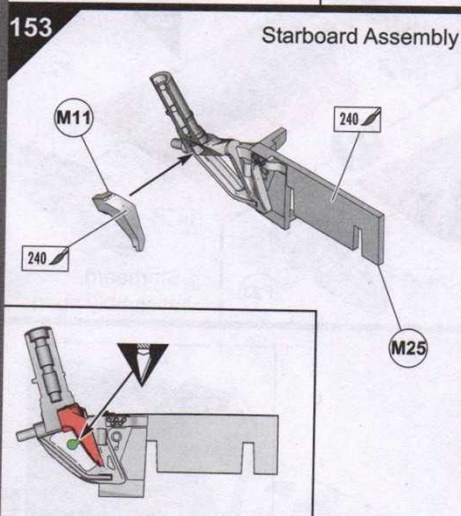
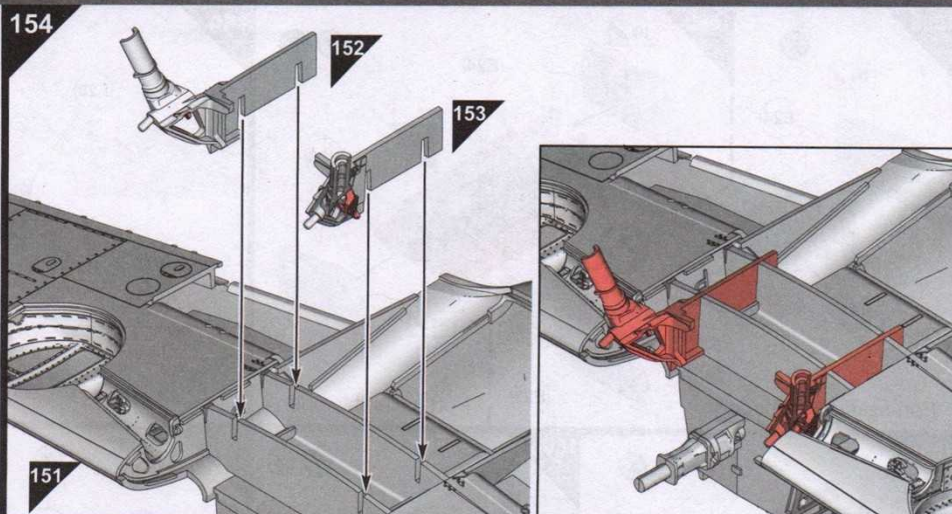
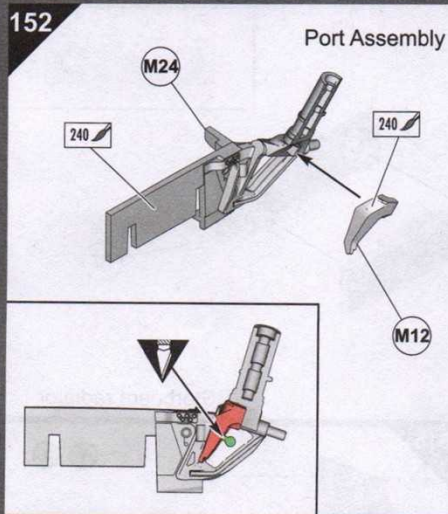
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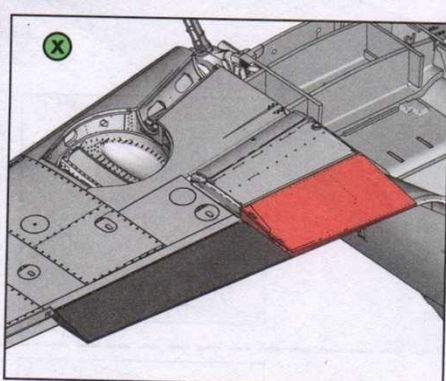
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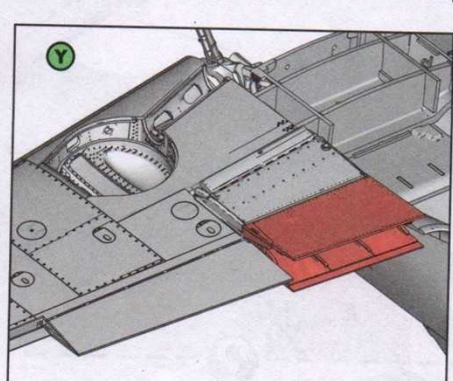




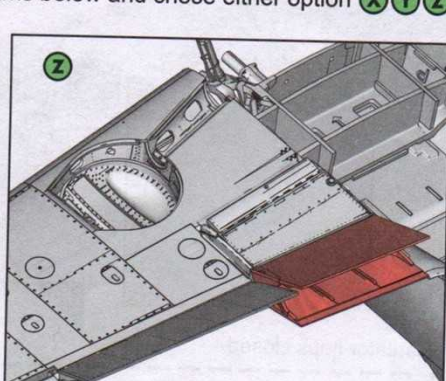
? **Note:** There are three build options for the radiator and wing flaps. Refer to the diagrams below and chose either option **X** **Y** **Z**



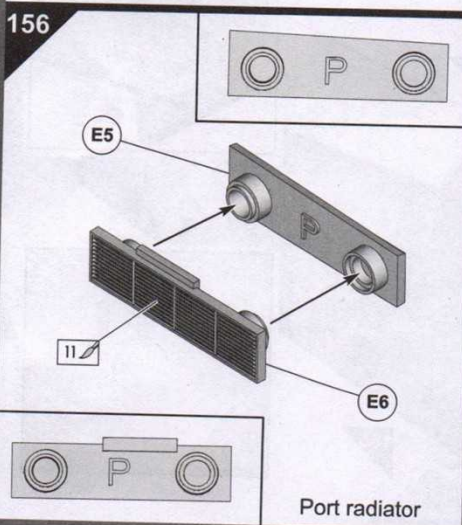
Radiator flap closed, wing flaps retracted



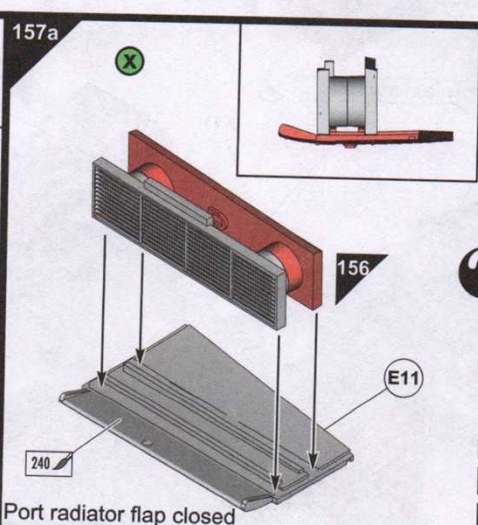
Radiator flap open, wing flaps retracted



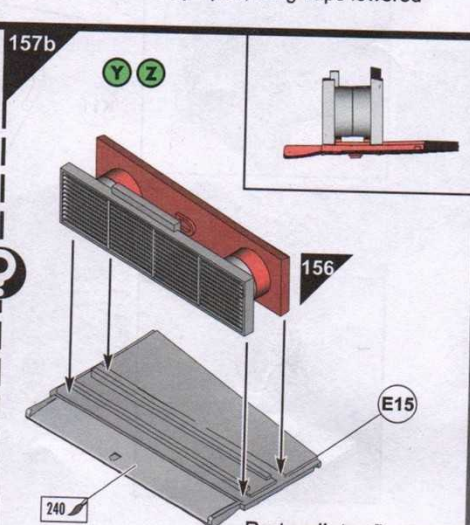
Radiator flap open, wing flaps lowered



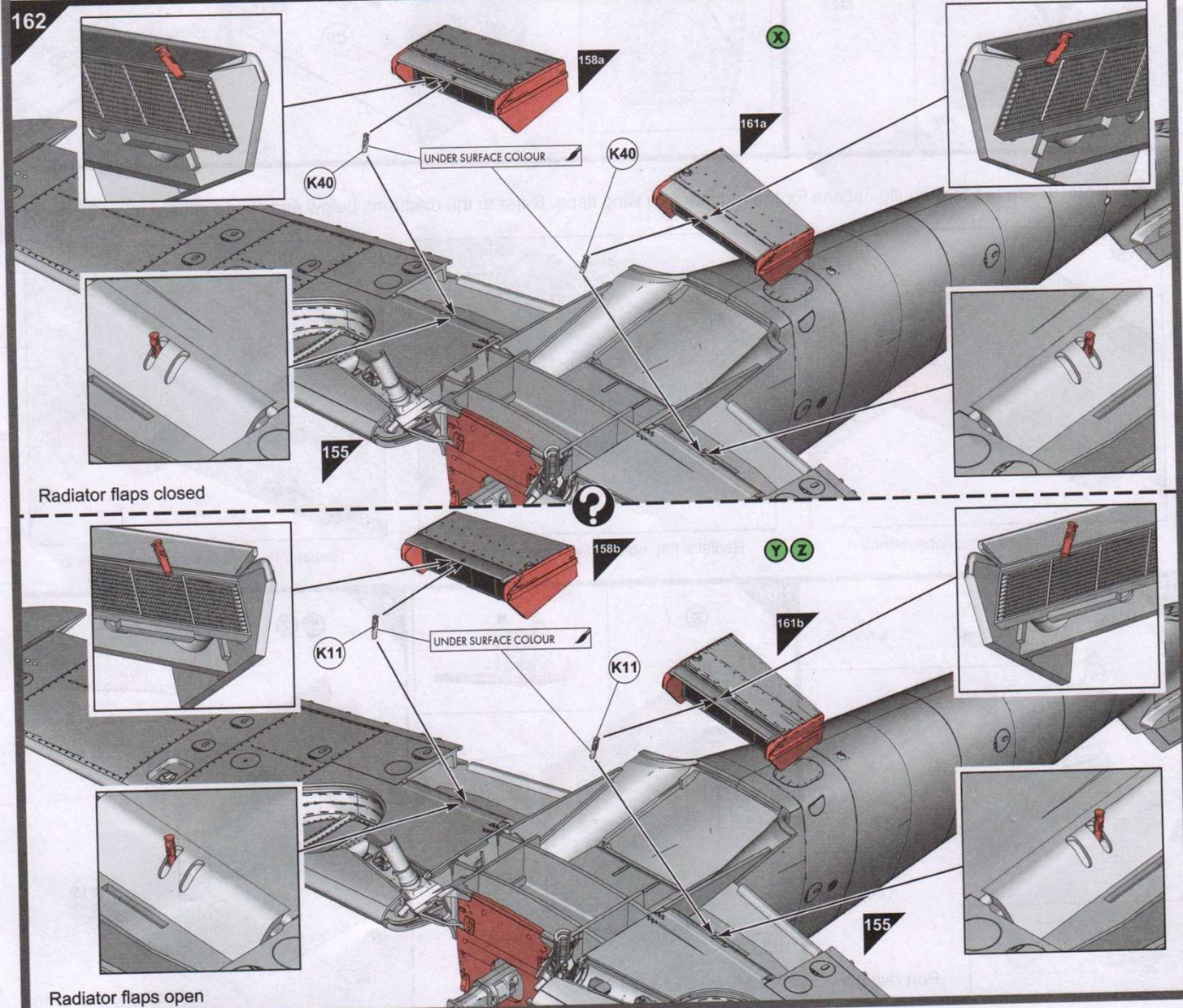
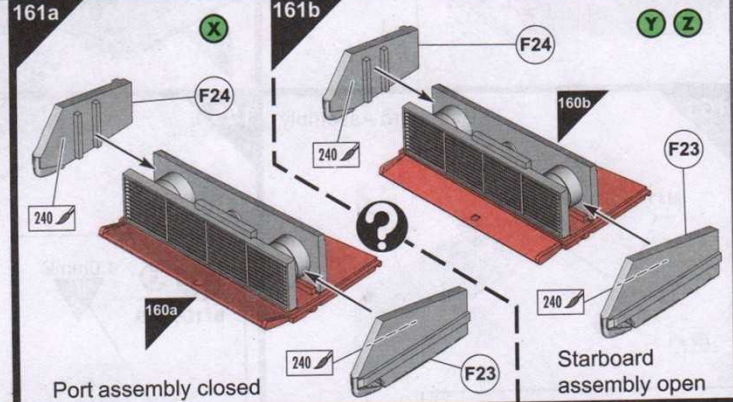
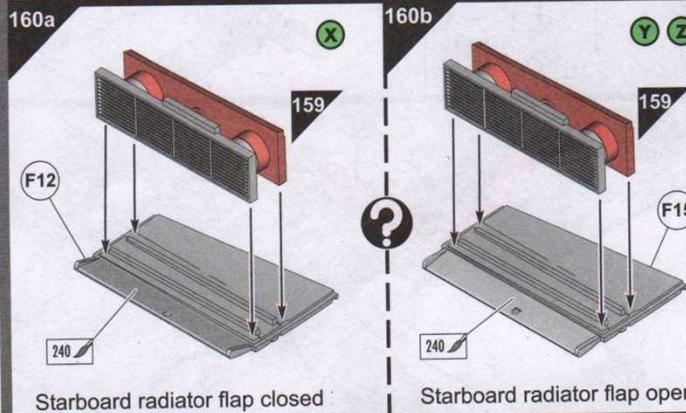
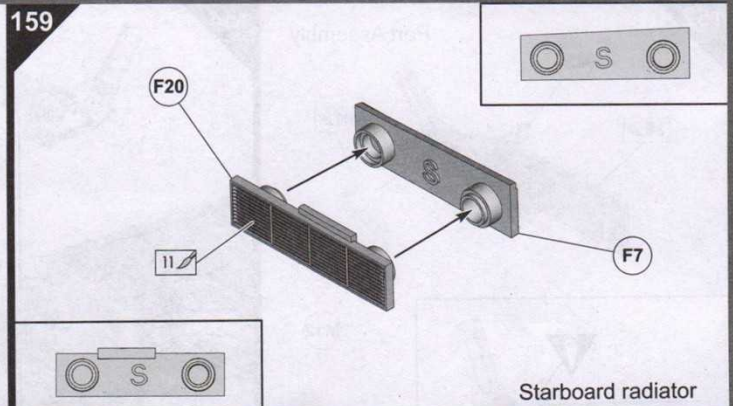
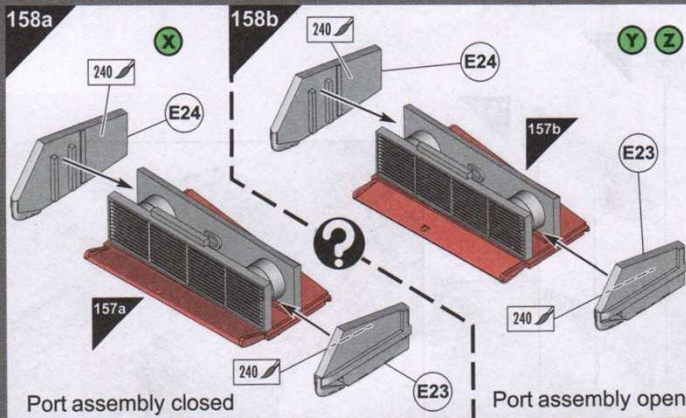
Port radiator

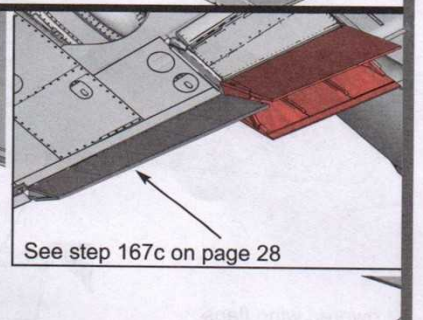
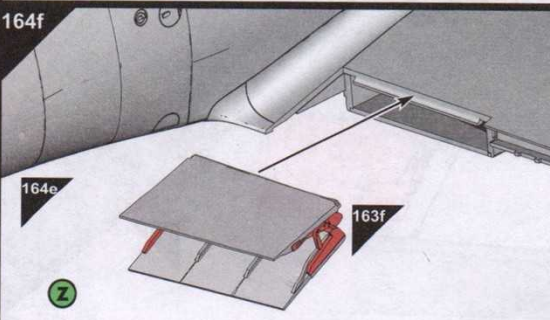
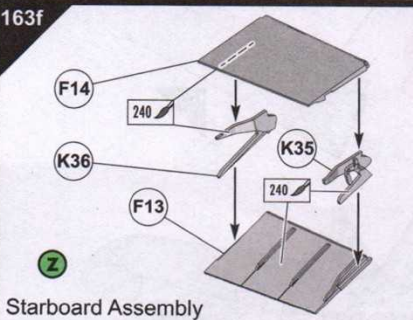
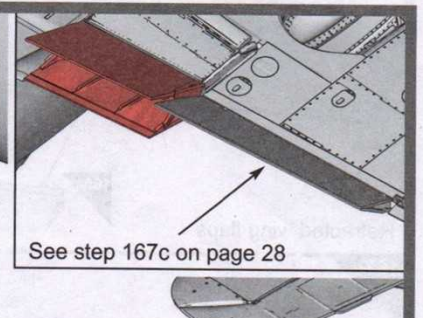
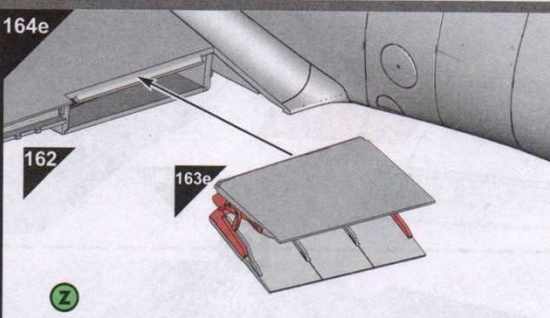
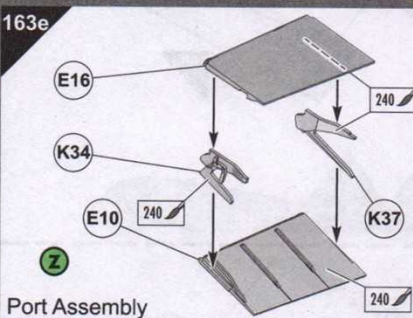
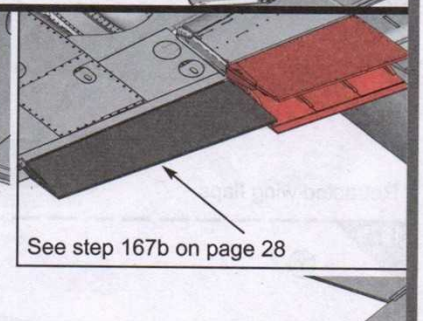
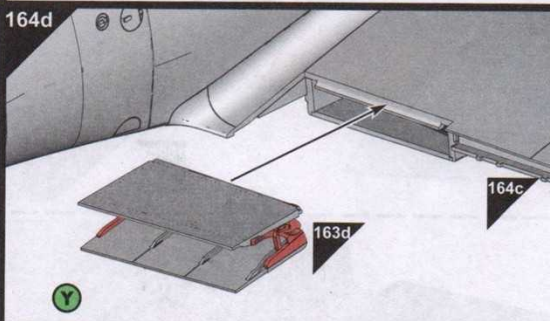
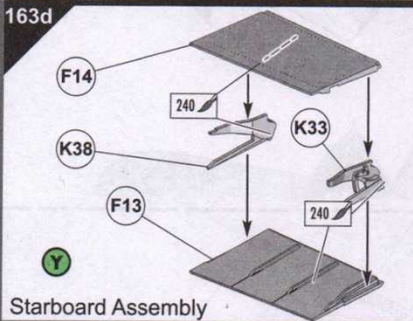
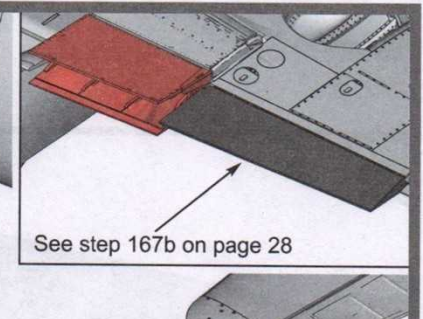
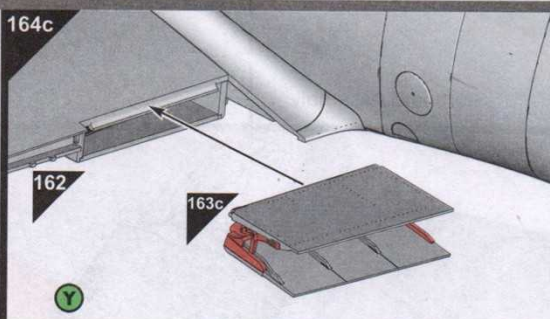
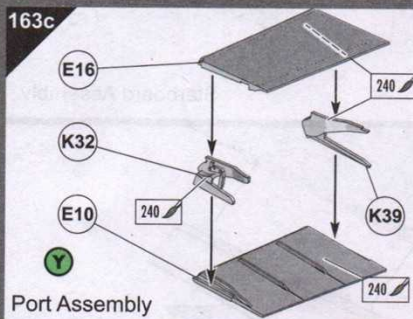
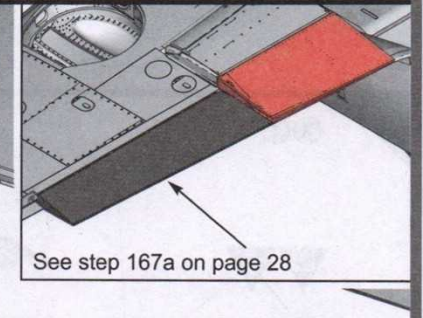
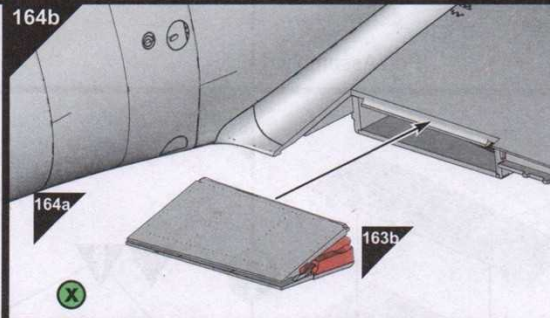
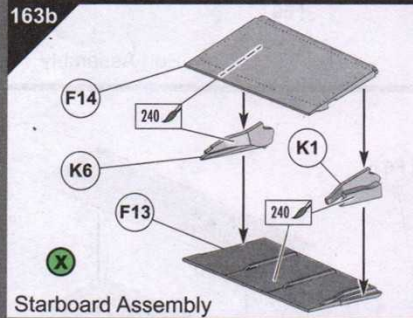
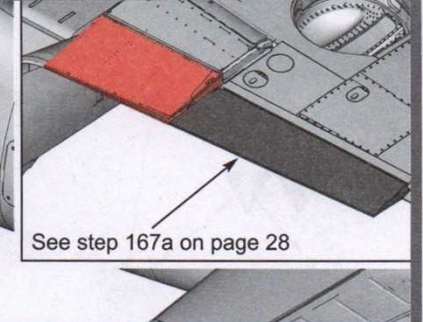
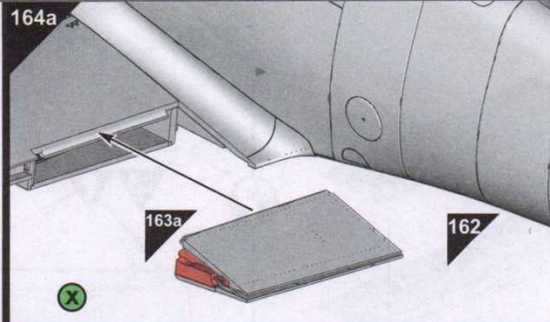
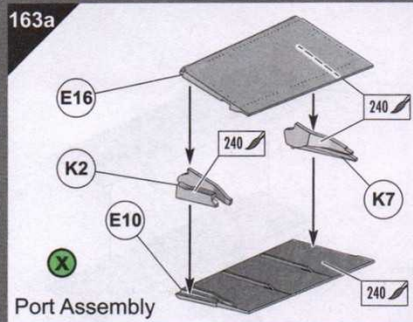


Port radiator flap closed



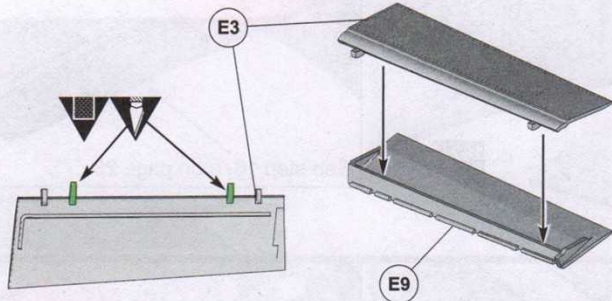
Port radiator flap open





165a

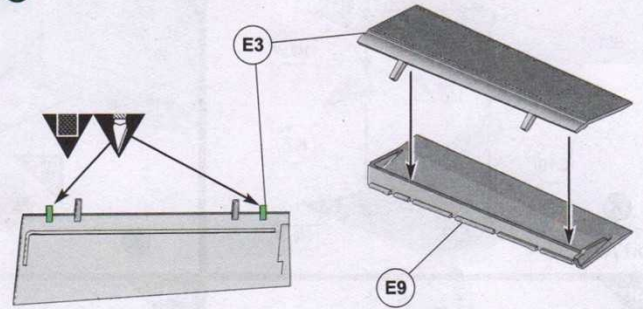
X Y



Port Assembly

165b

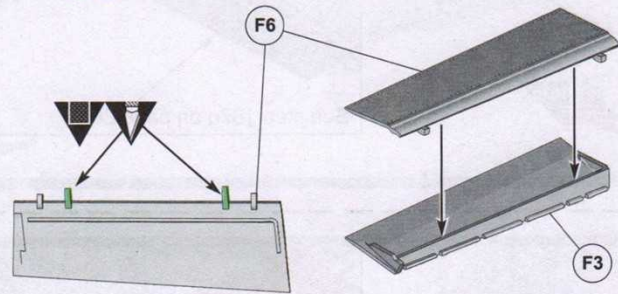
Z



Port Assembly

166a

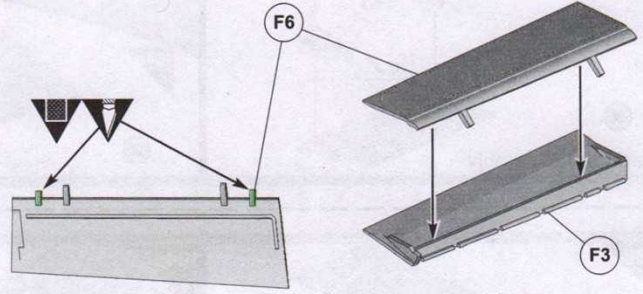
X Y



Starboard Assembly

166b

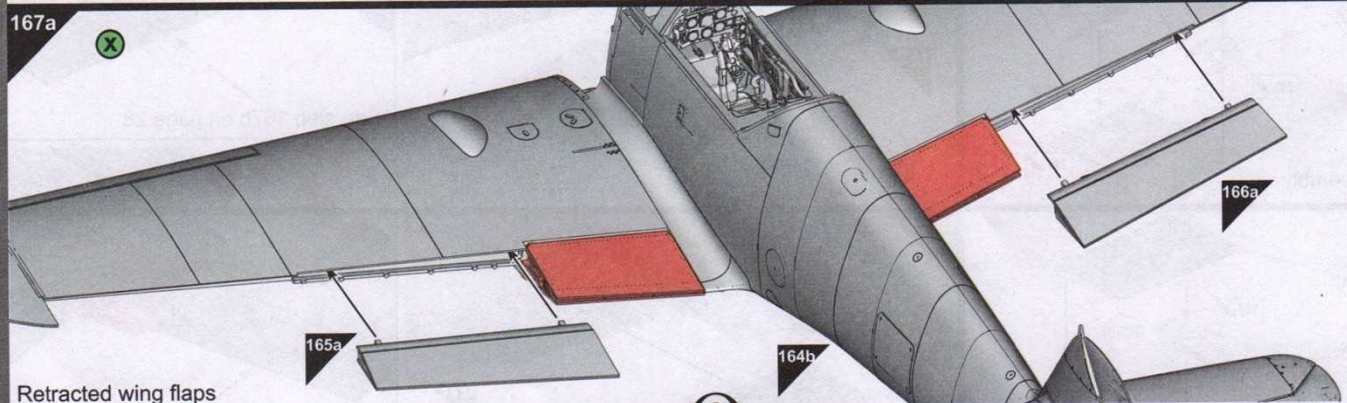
Z



Starboard Assembly

167a

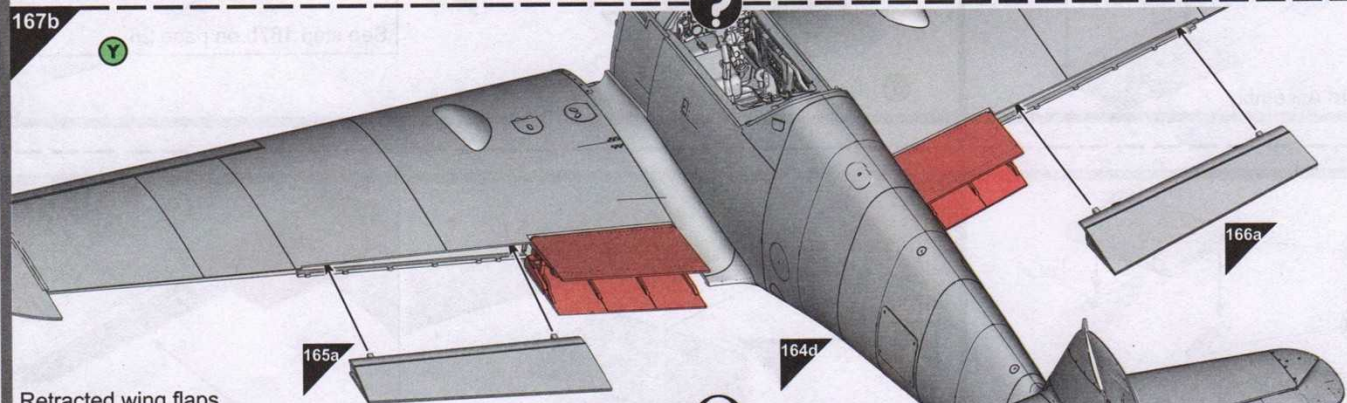
X



Retracted wing flaps

167b

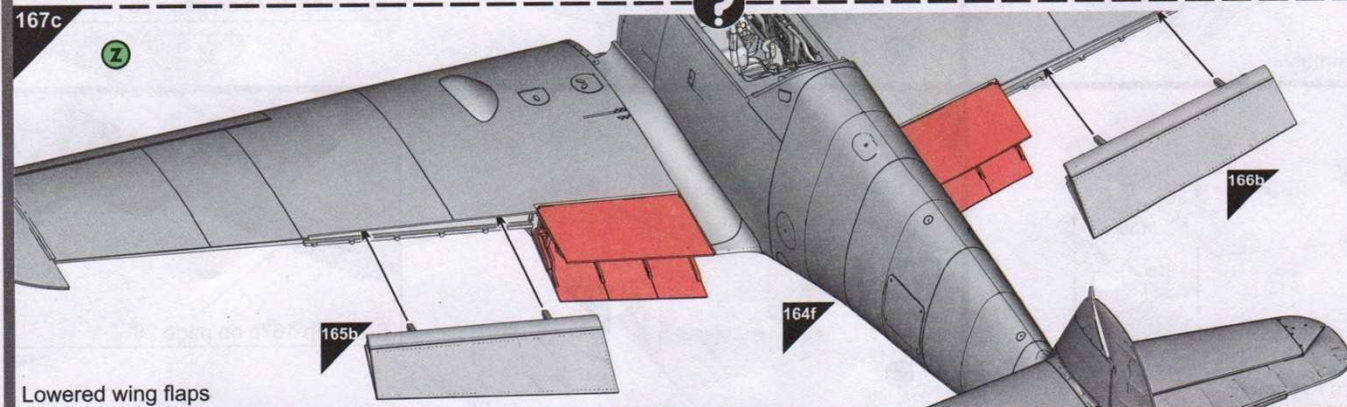
Y



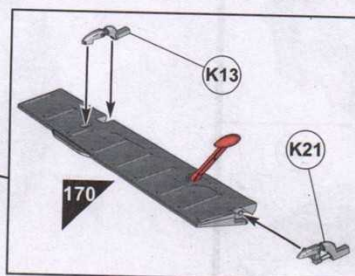
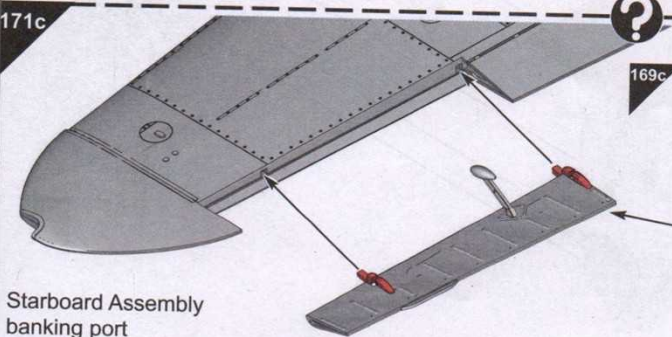
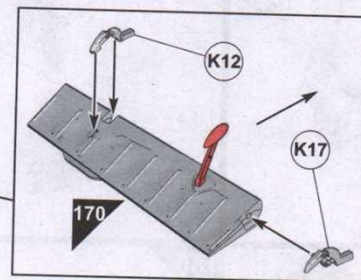
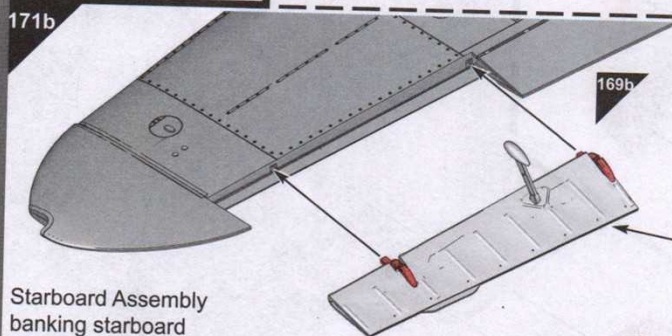
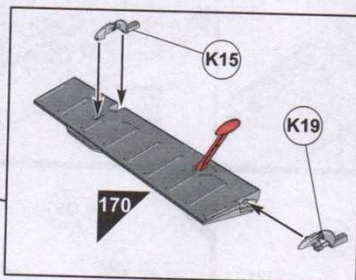
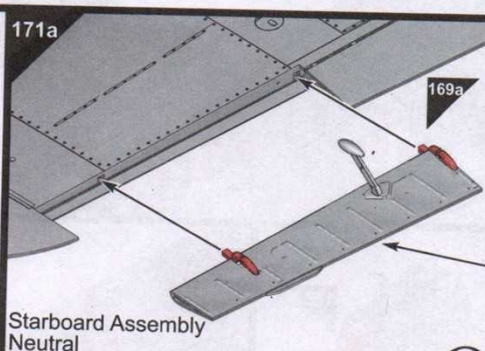
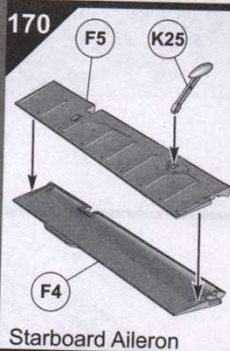
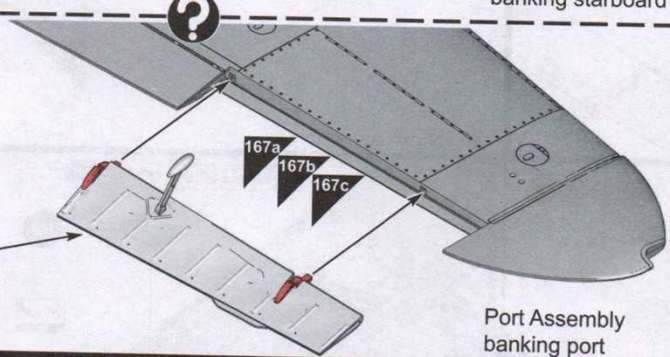
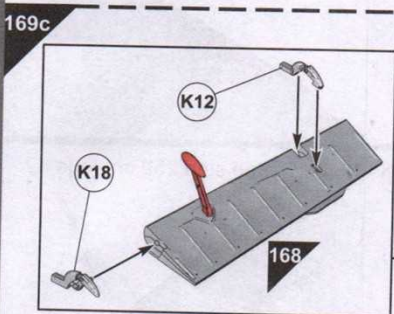
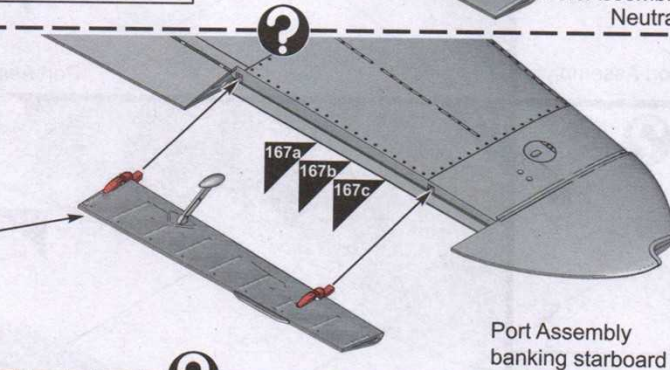
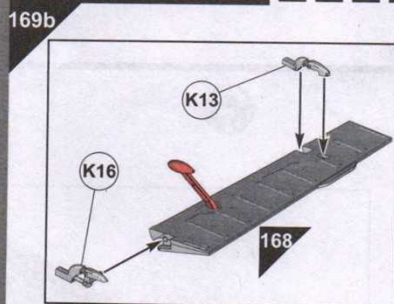
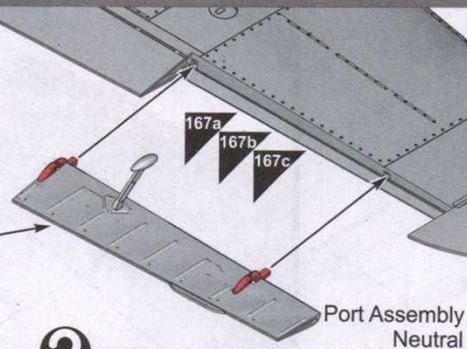
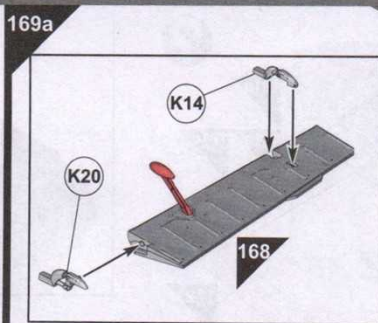
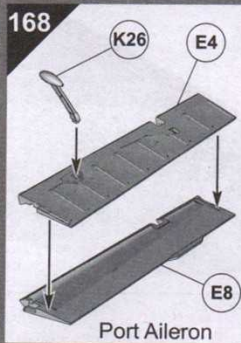
Retracted wing flaps

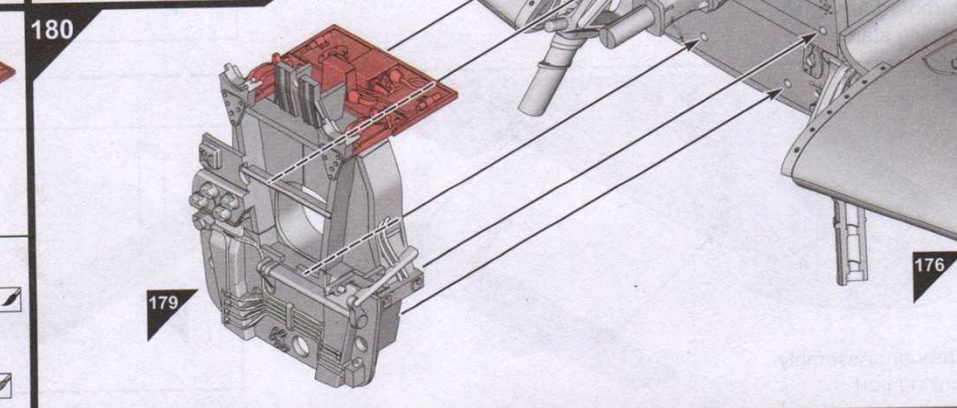
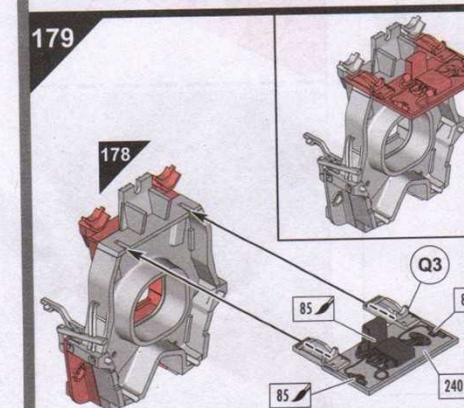
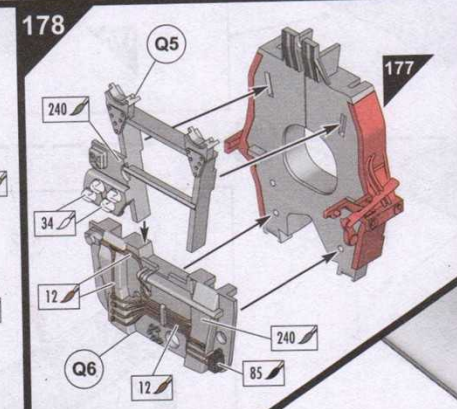
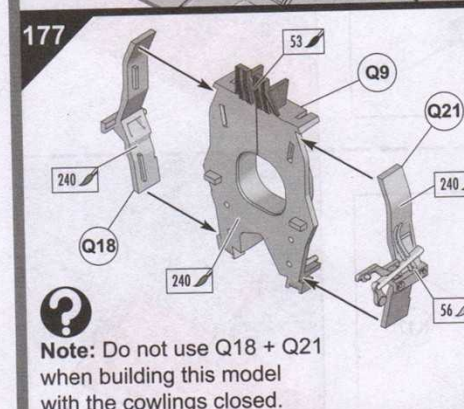
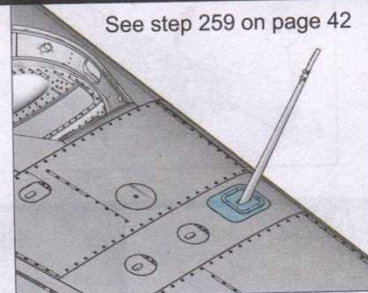
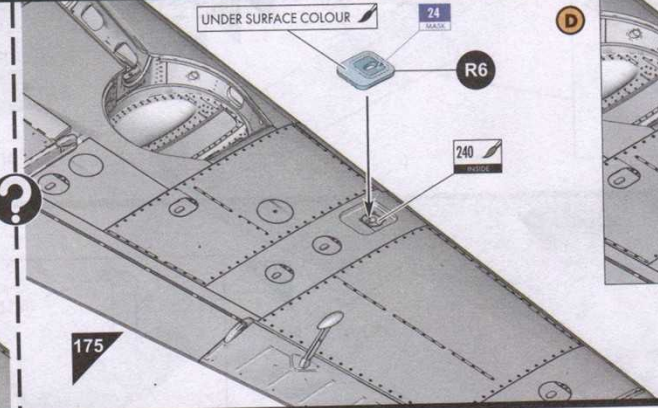
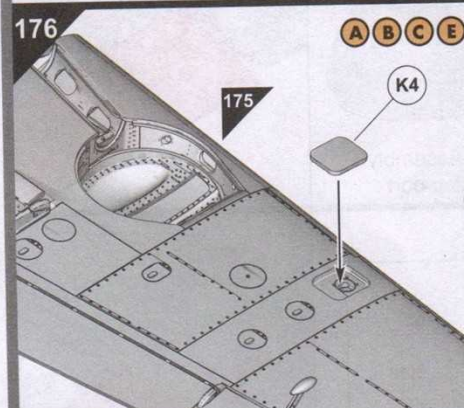
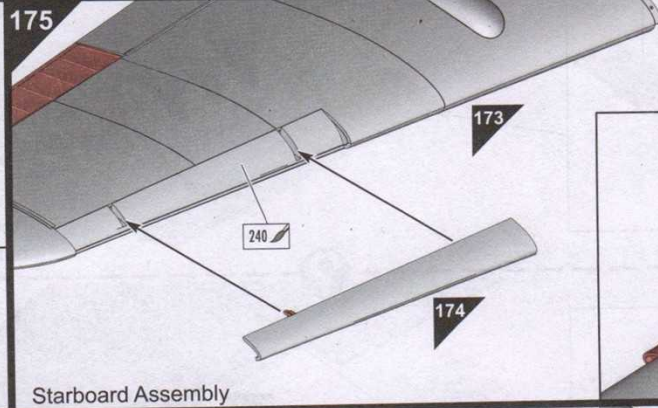
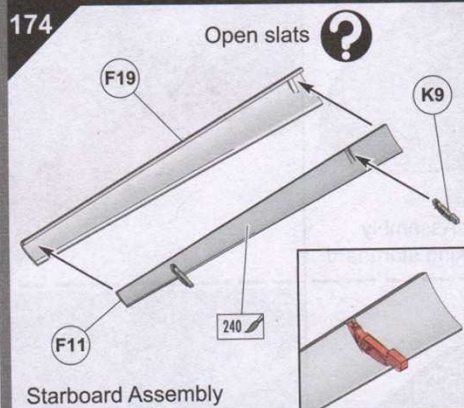
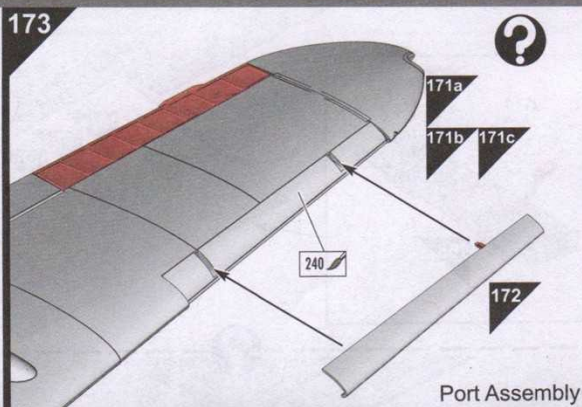
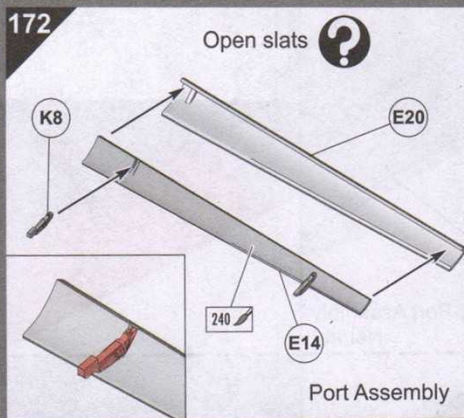
167c

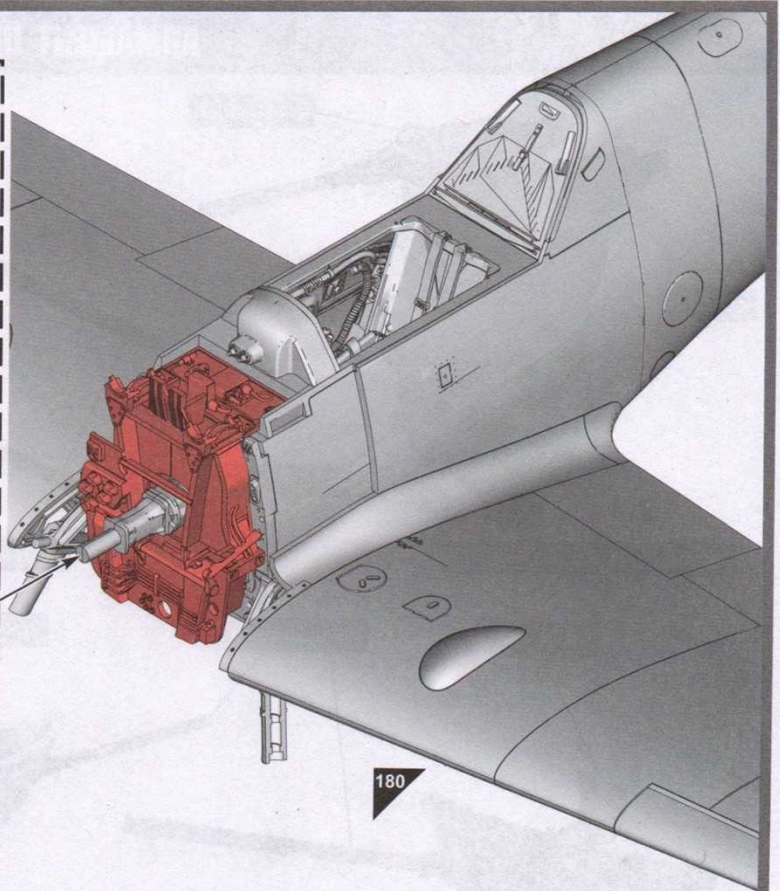
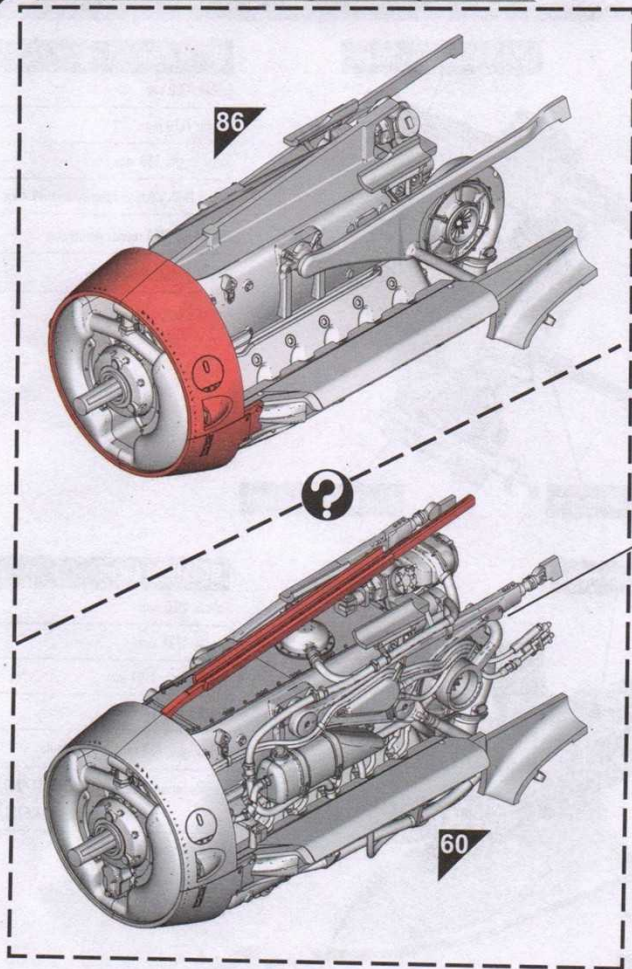
Z



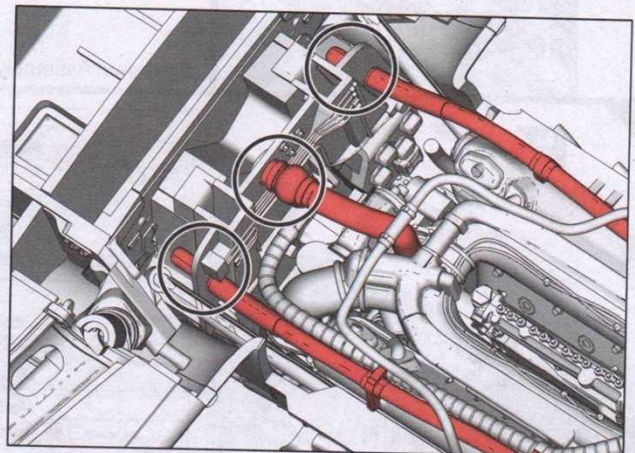
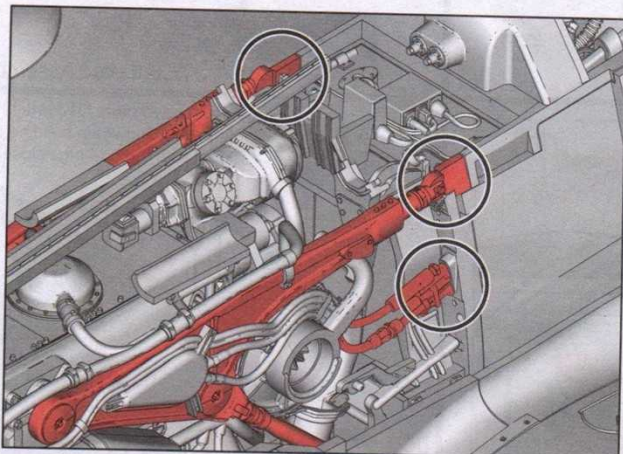
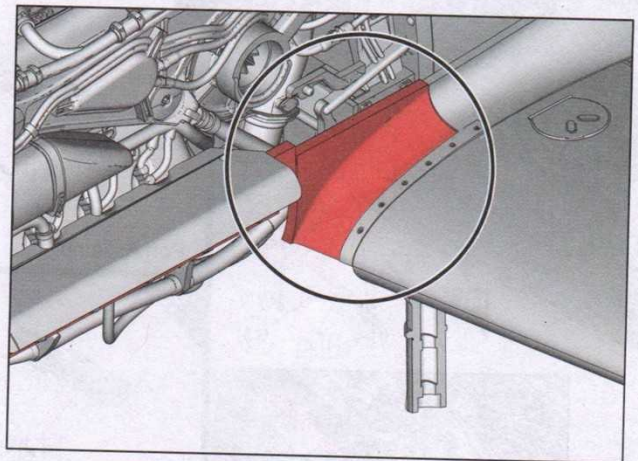
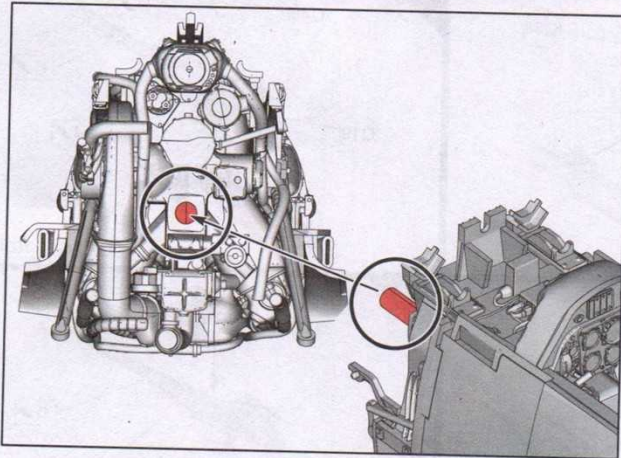
Lowered wing flaps



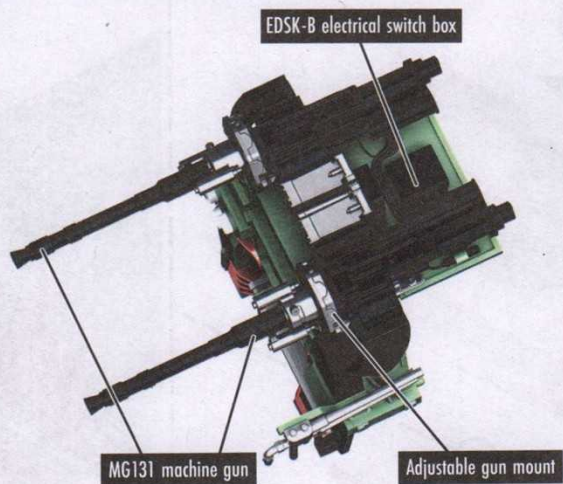
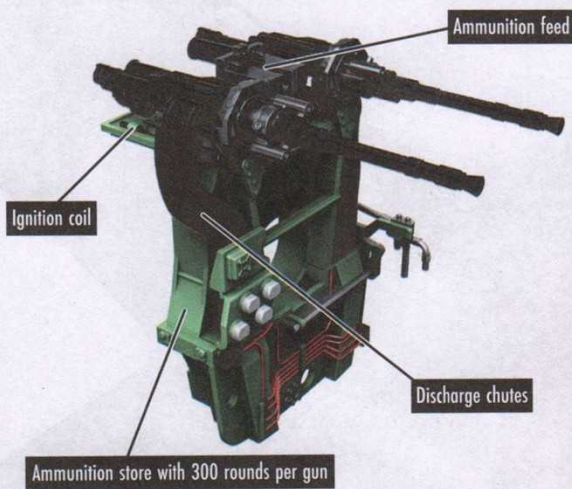




! Note: When attaching the engine assembly, there are four important locations to take notice of in the four details below !

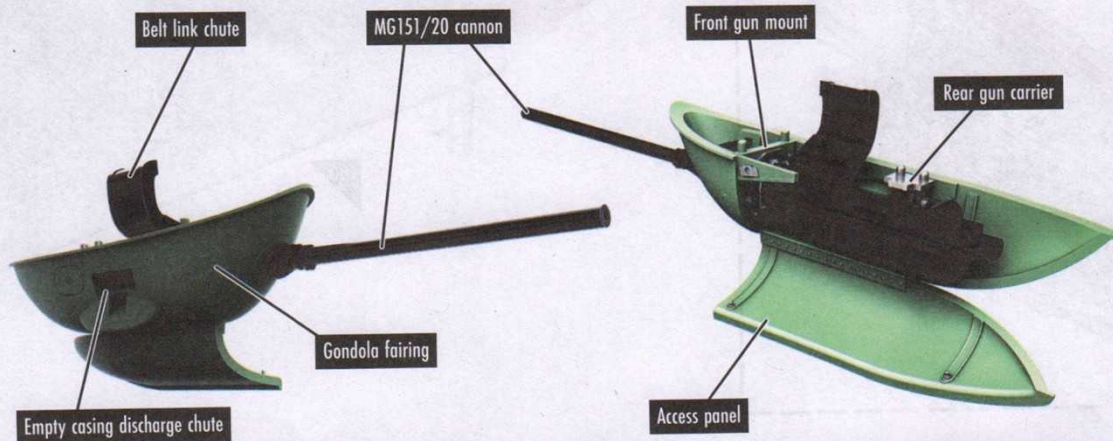


ARMAMENT DETAILS



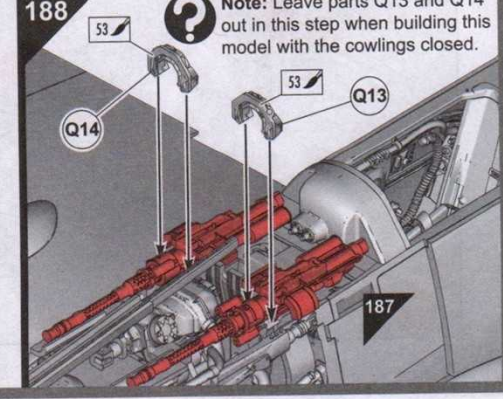
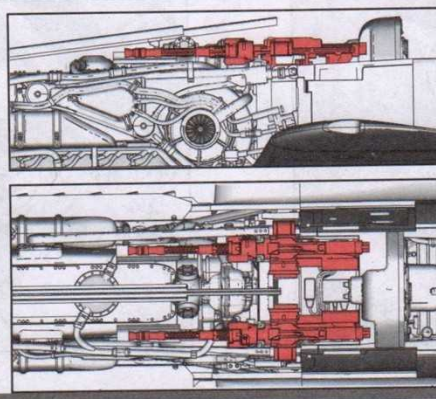
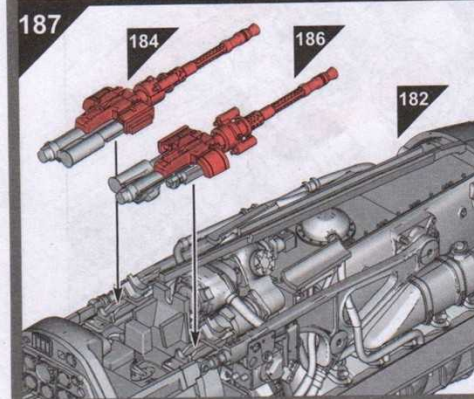
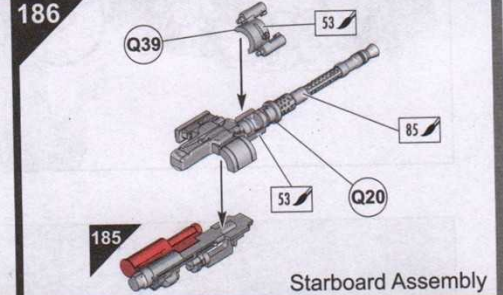
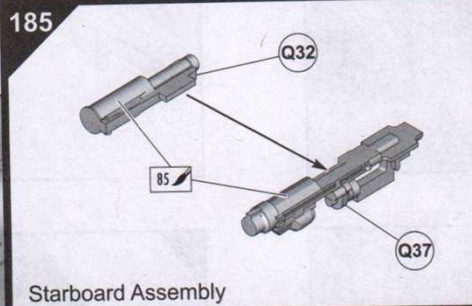
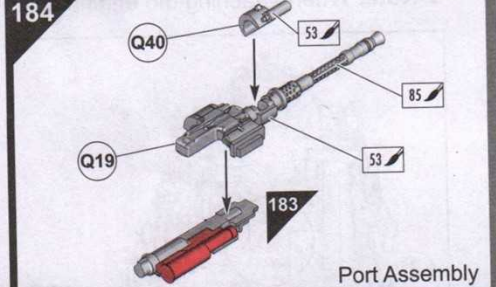
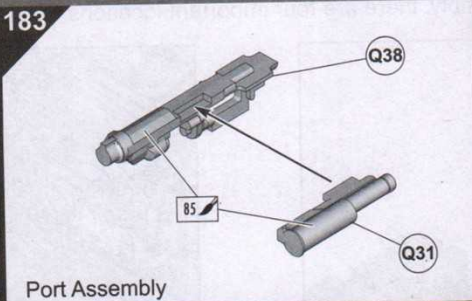
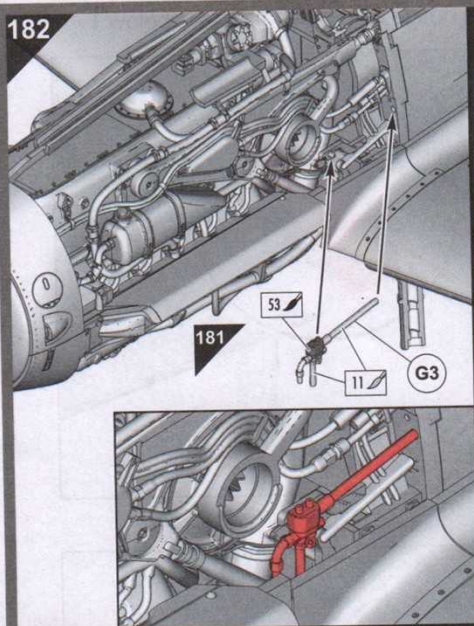
MG131 Machine Gun

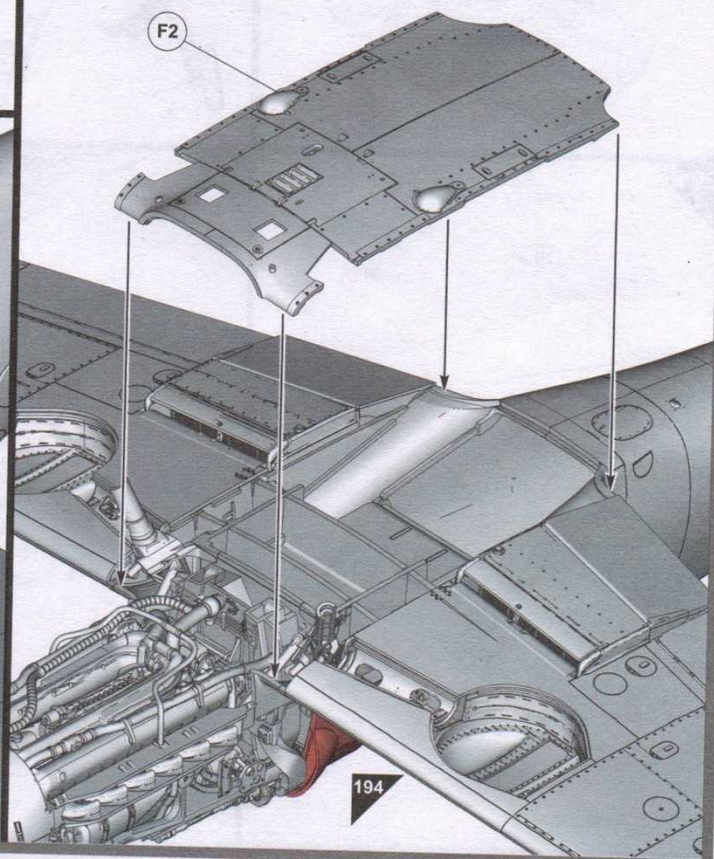
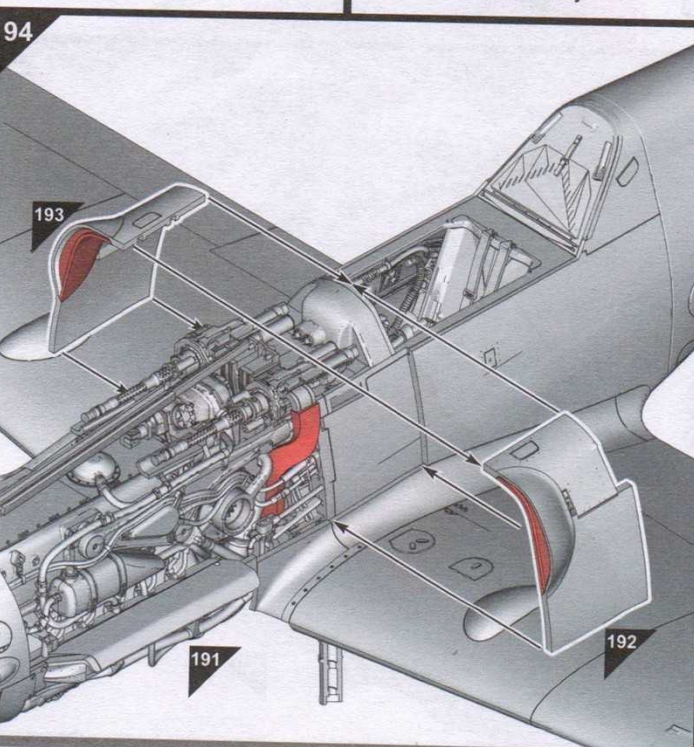
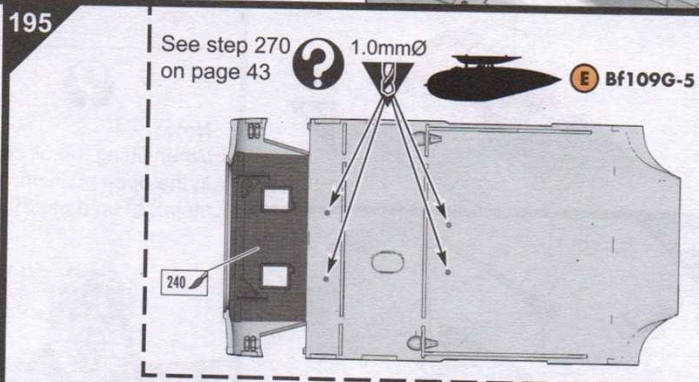
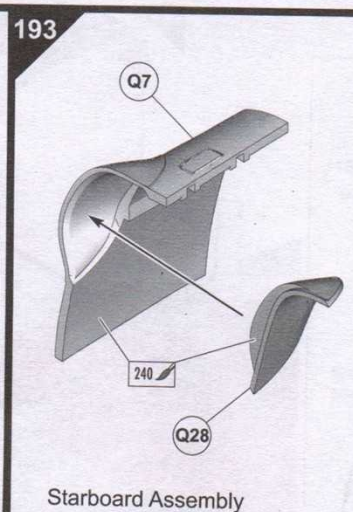
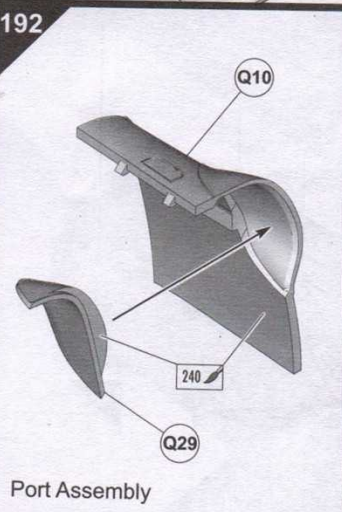
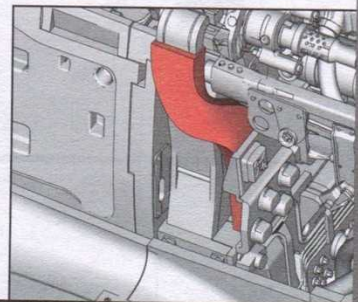
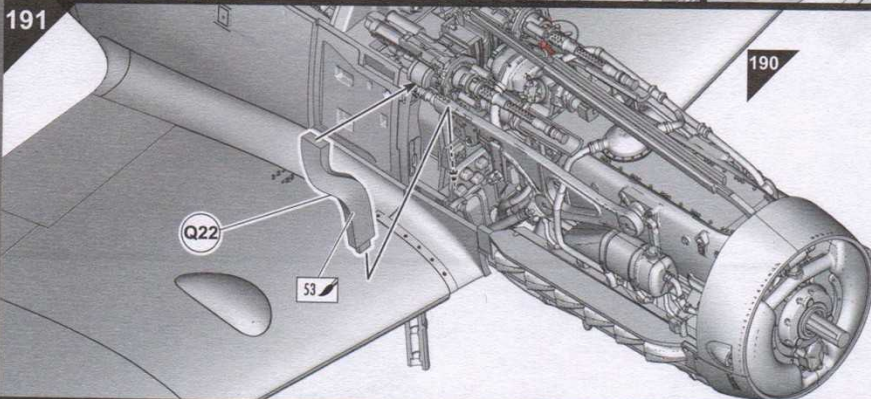
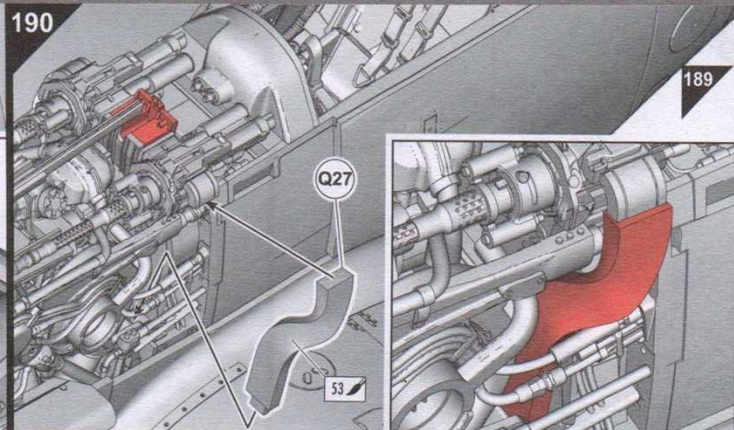
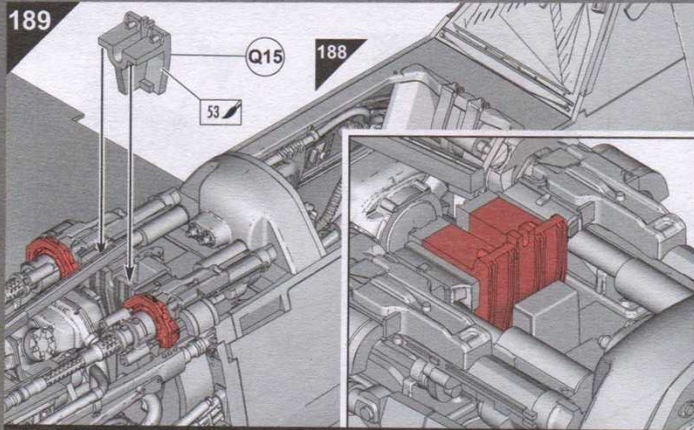
Caliber: 13.0 mm
Length: 1170 mm
Barrel length: 550 mm
Weight (with electrical firing device): 19.7 kg
Rate of fire: 900 rounds per minute
Rounds carried: 300 per gun
Projectile weight: 34g

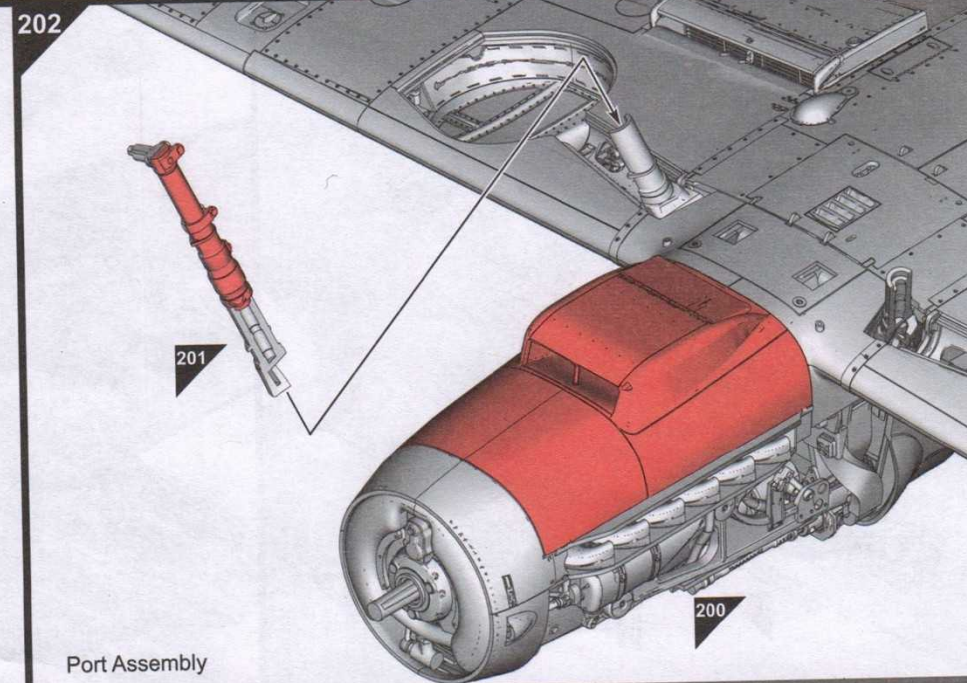
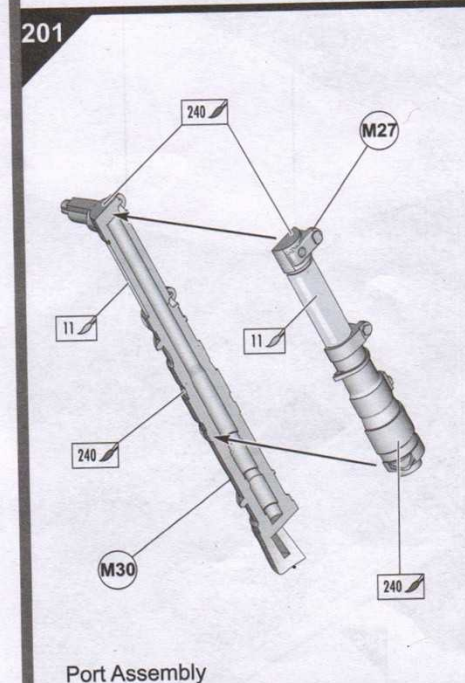
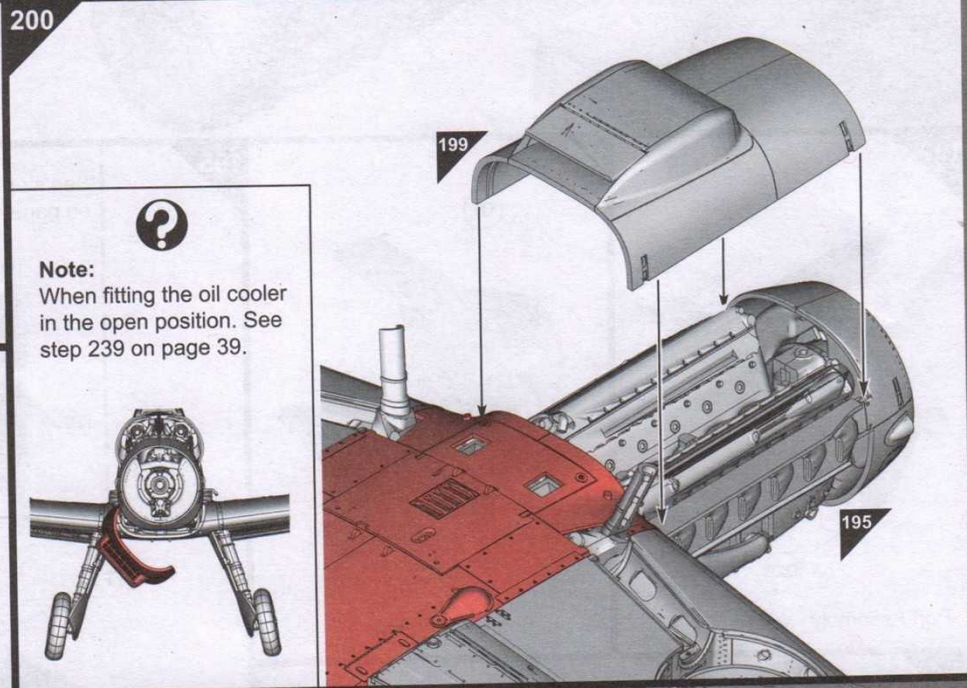
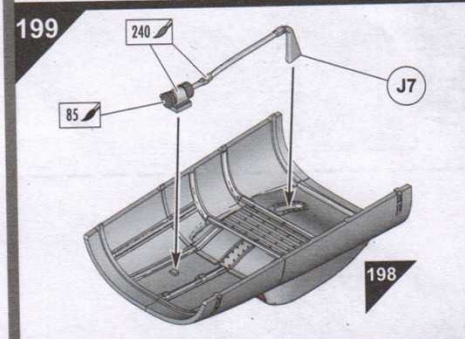
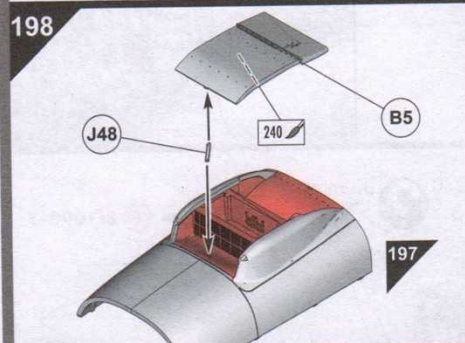
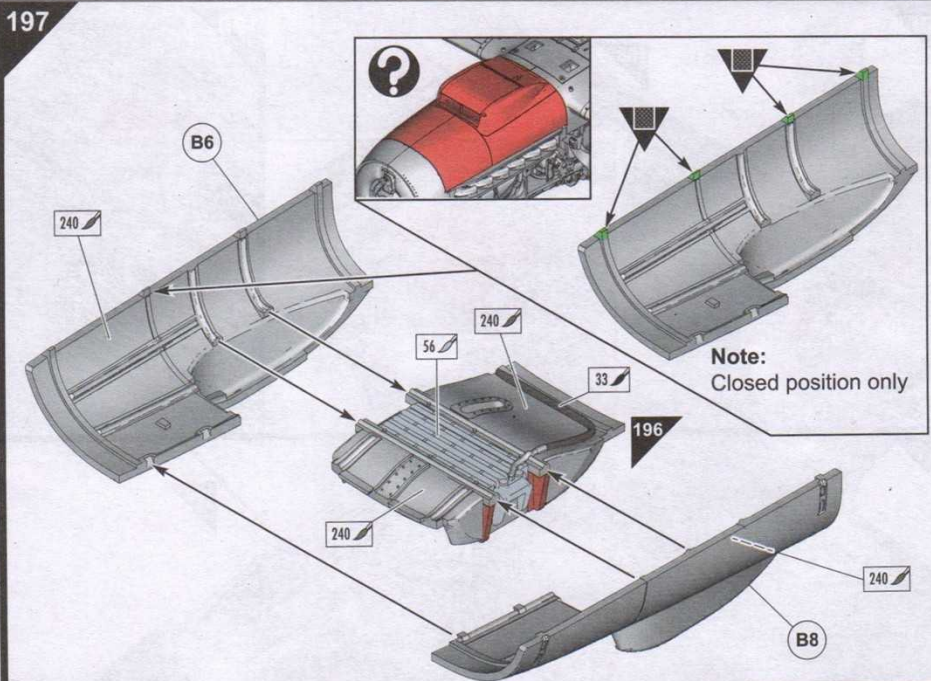
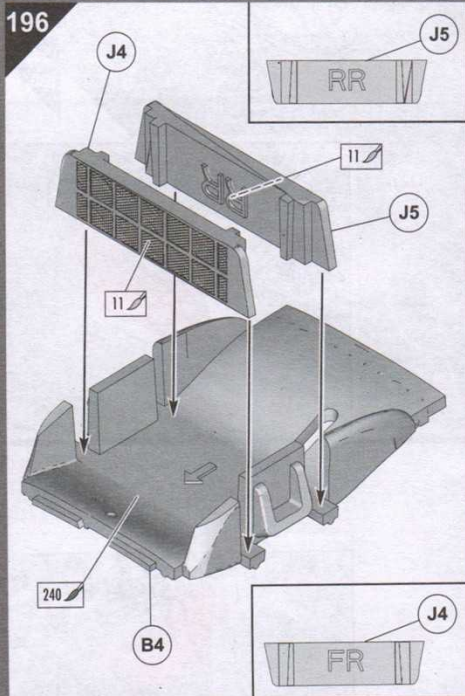


MG151/20 Cannon

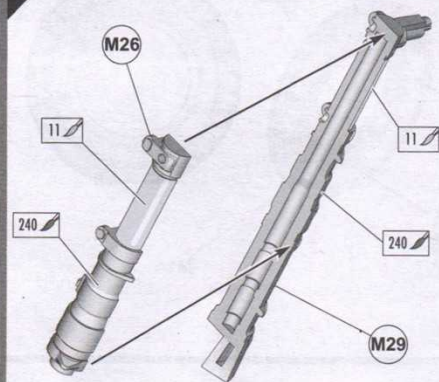
Caliber: 20.0 mm
Length: 1776 mm
Barrel length: 1104 mm
Weight: 42.7 kg
Rate of fire: 750 rounds per minute
Rounds carried: 200 (fuselage MG151/20), 120 (per wing mounted MG151/20)
Projectile weight: 86g-117g





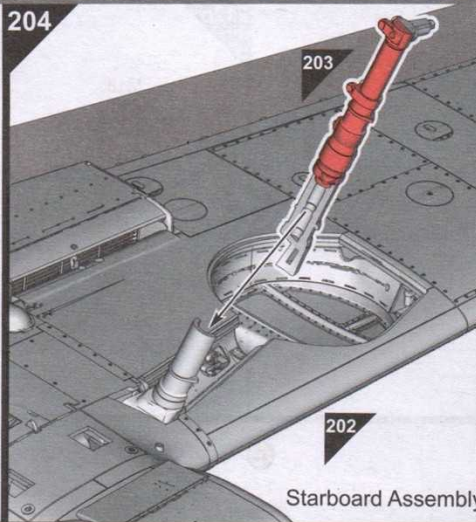


203



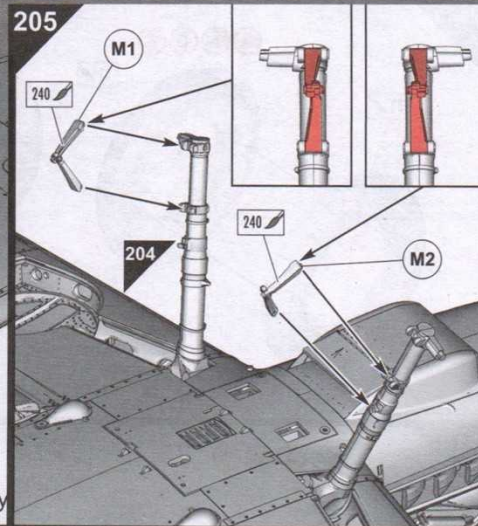
Starboard Assembly

204

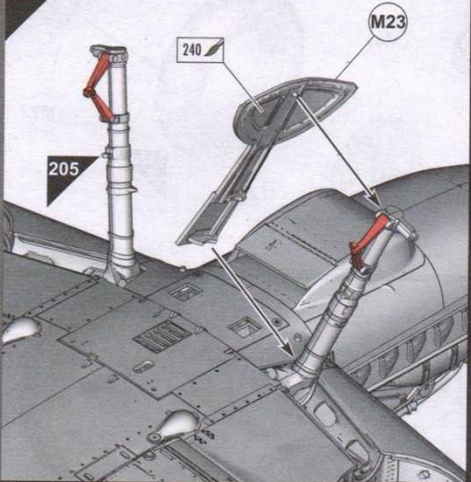


Starboard Assembly

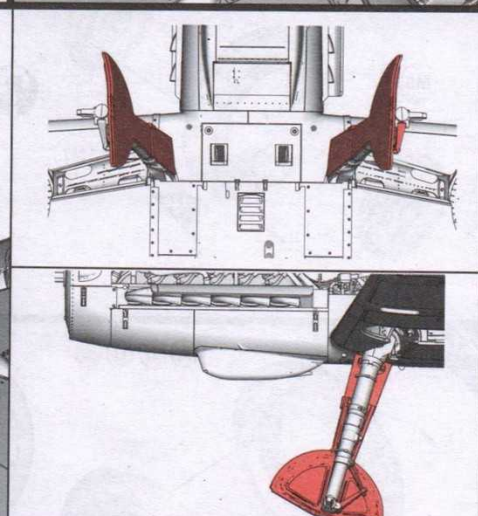
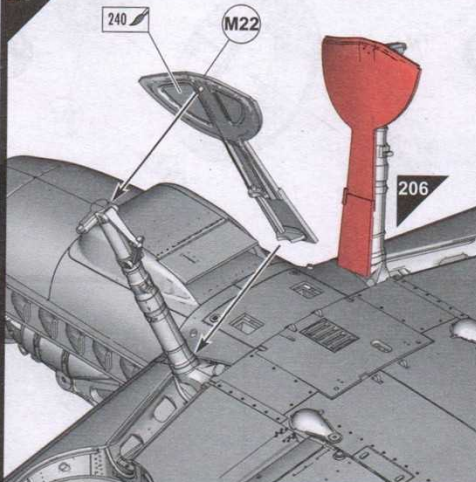
205



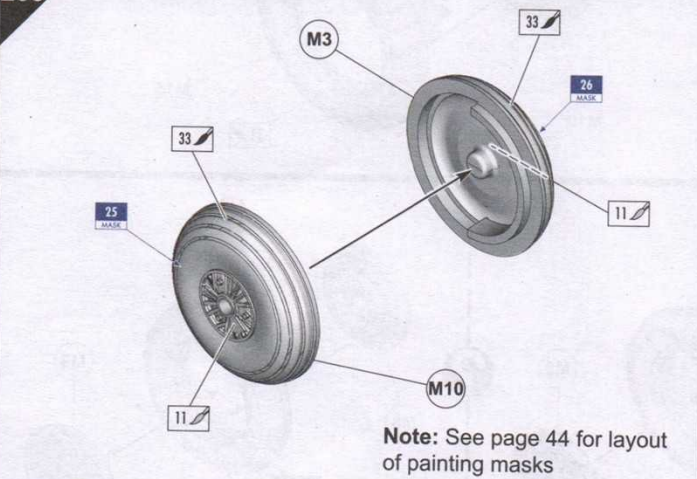
206



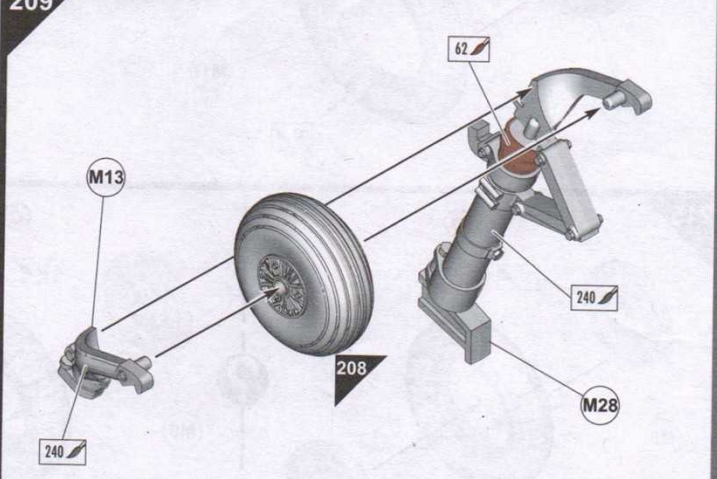
207



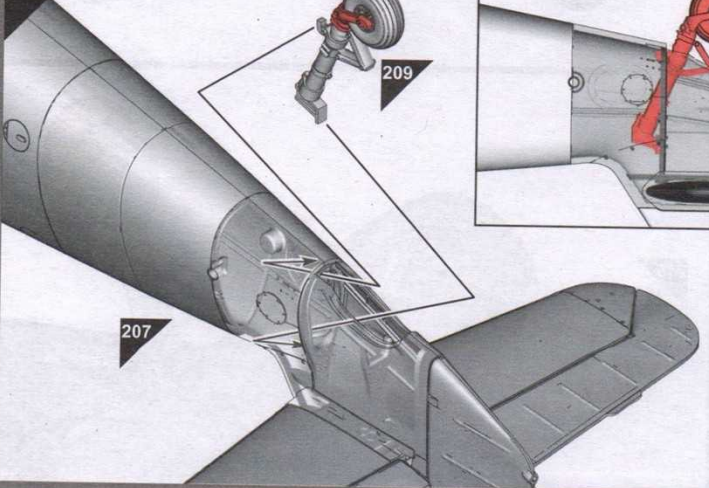
208



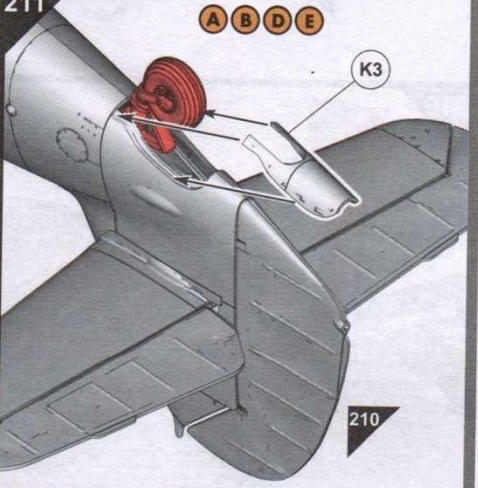
209



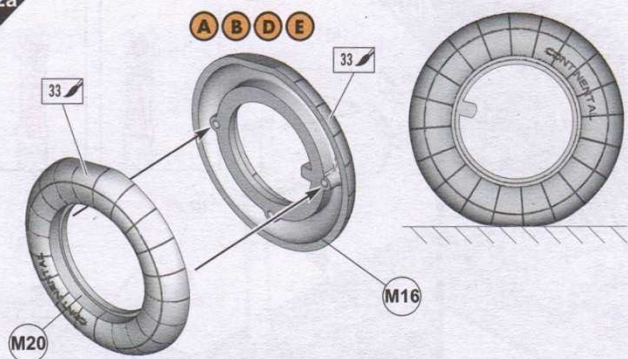
210



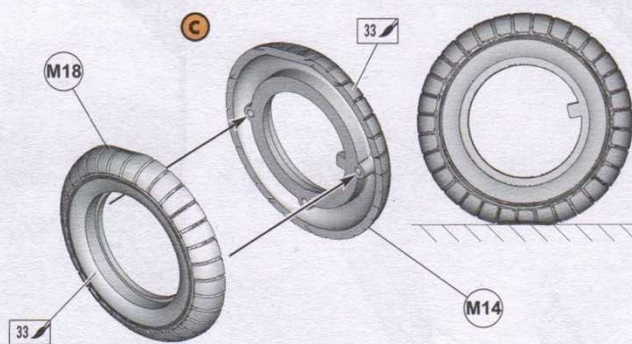
211



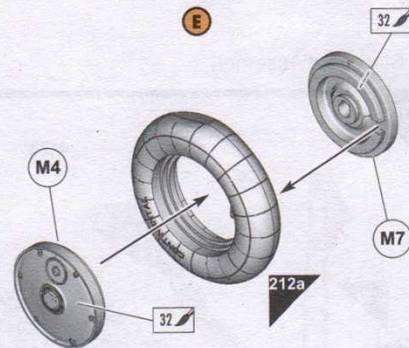
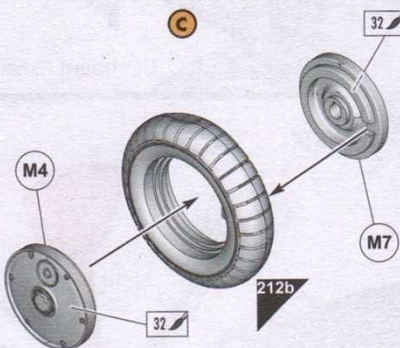
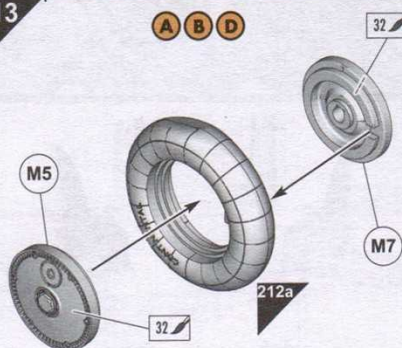
212a



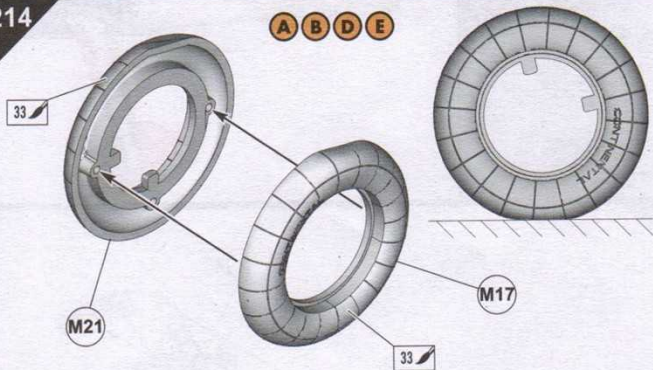
212b



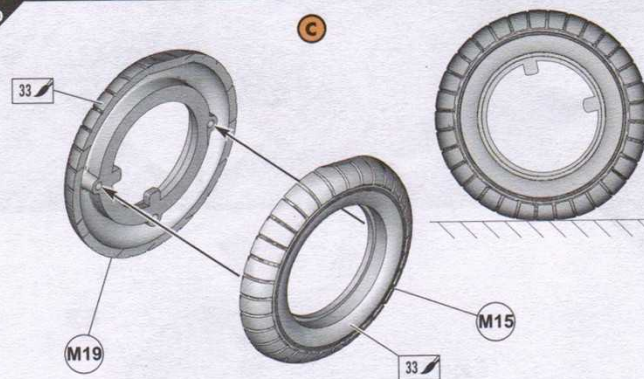
213



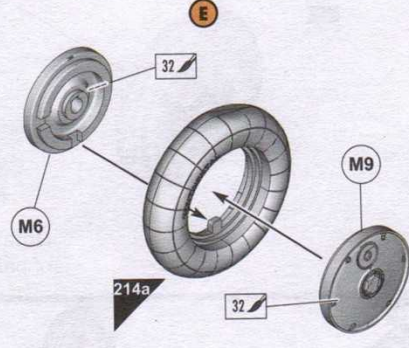
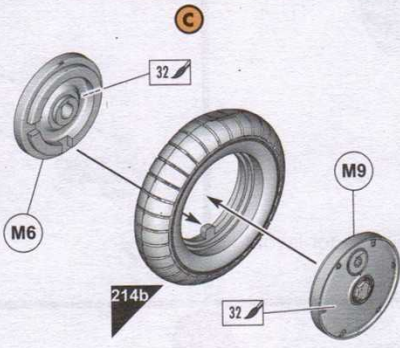
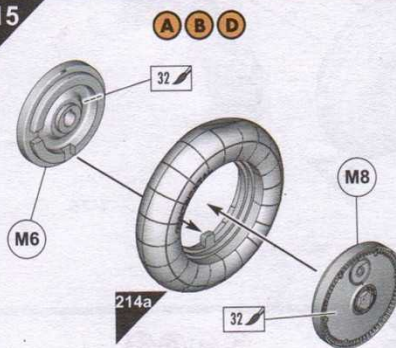
214



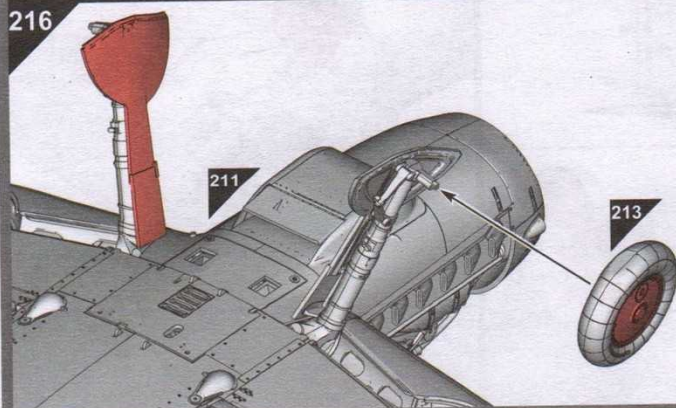
214b



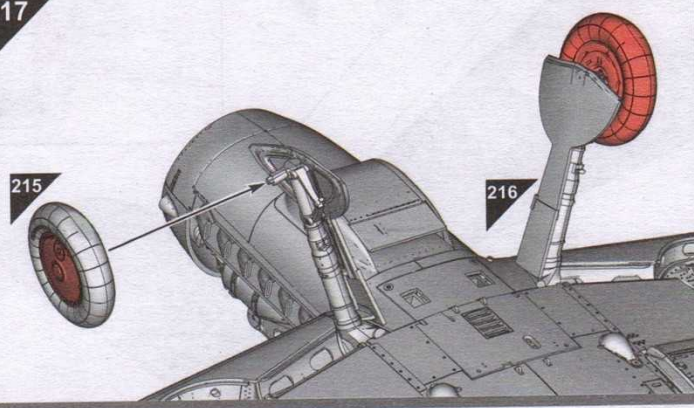
215

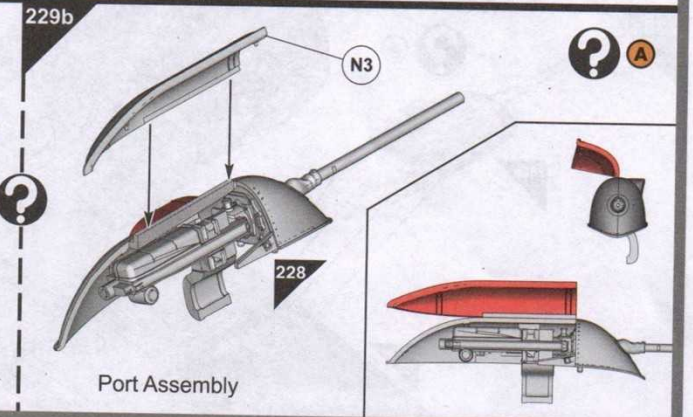
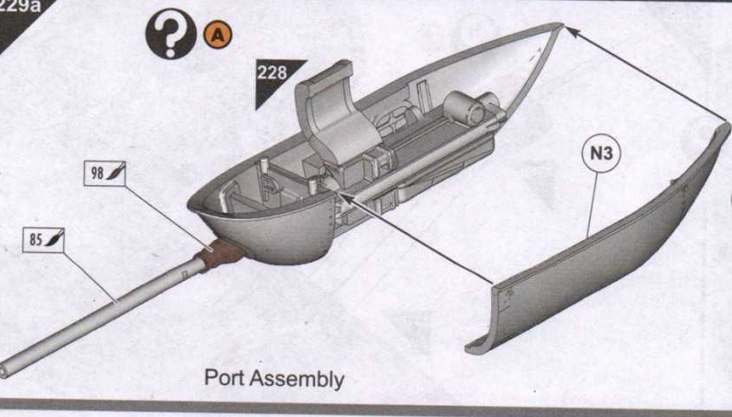
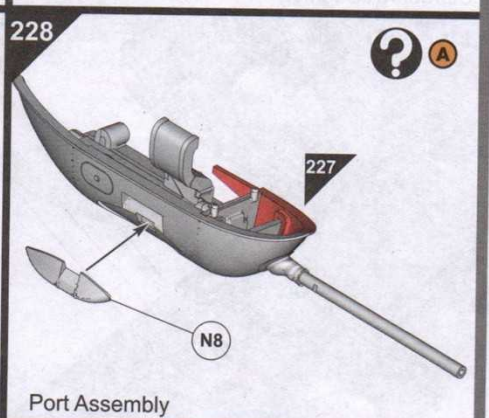
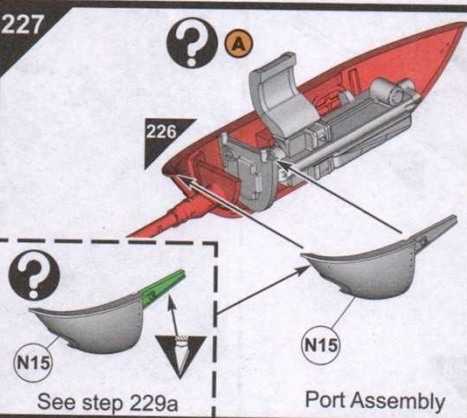
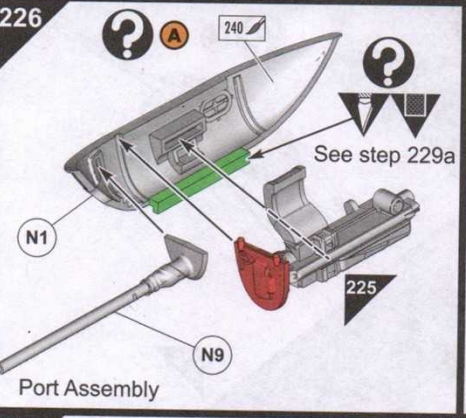
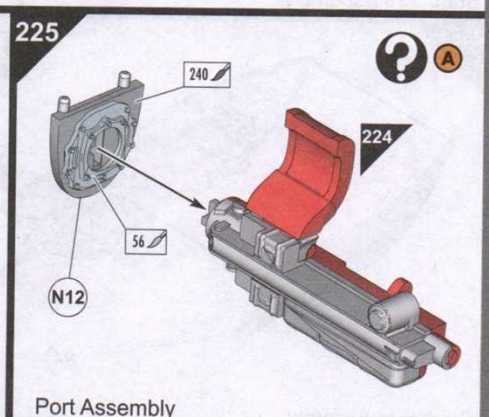
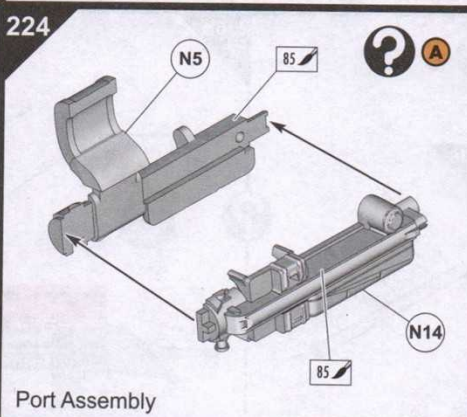
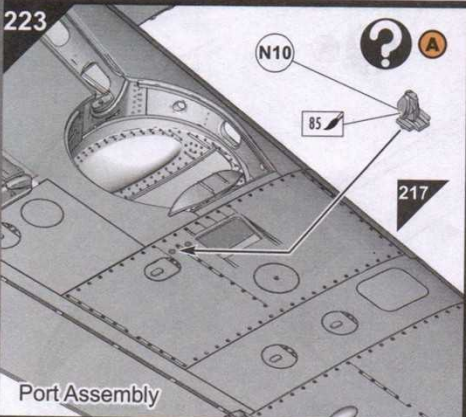
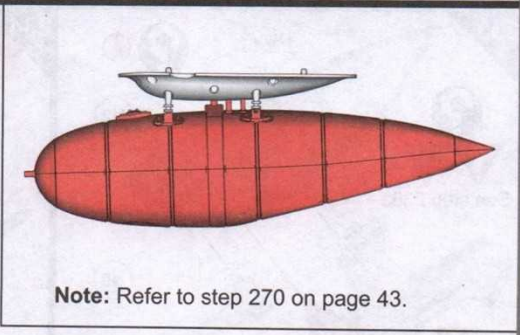
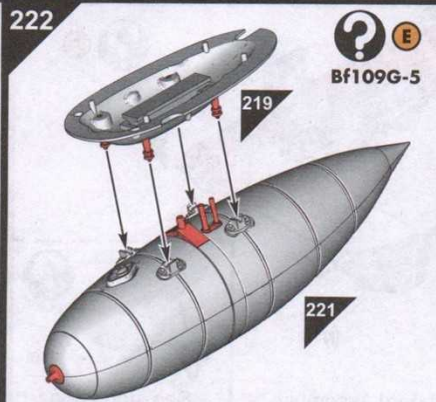
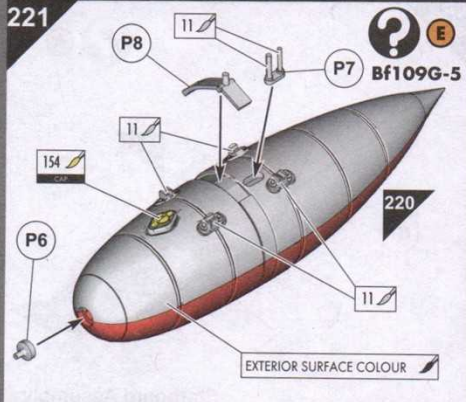
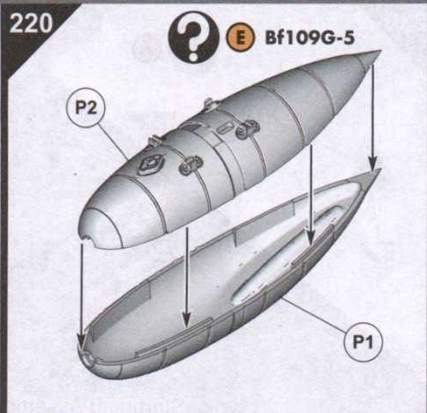
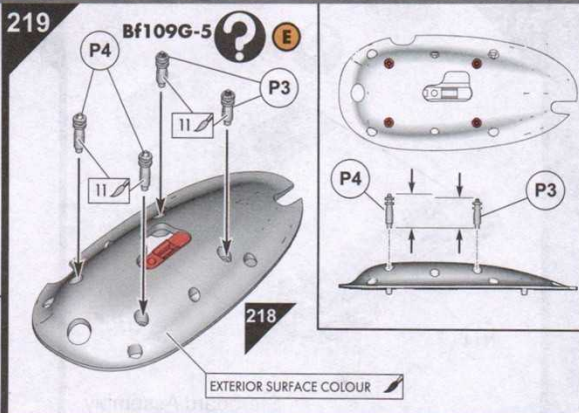


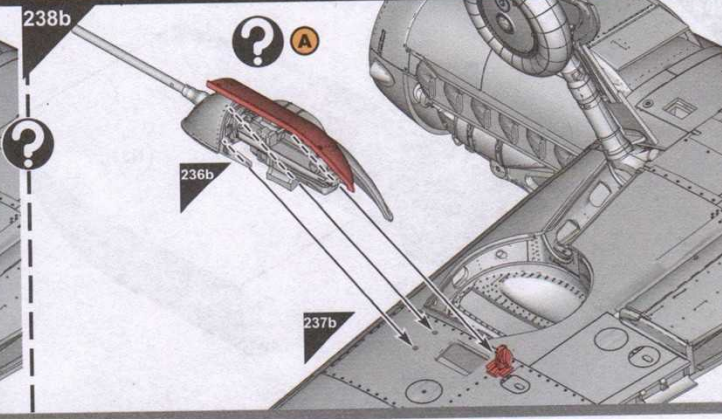
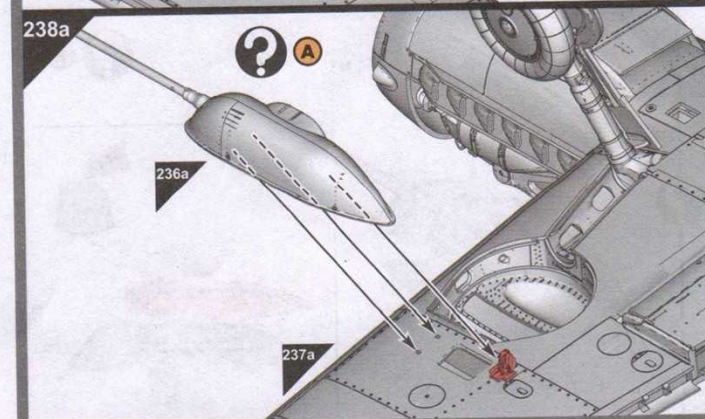
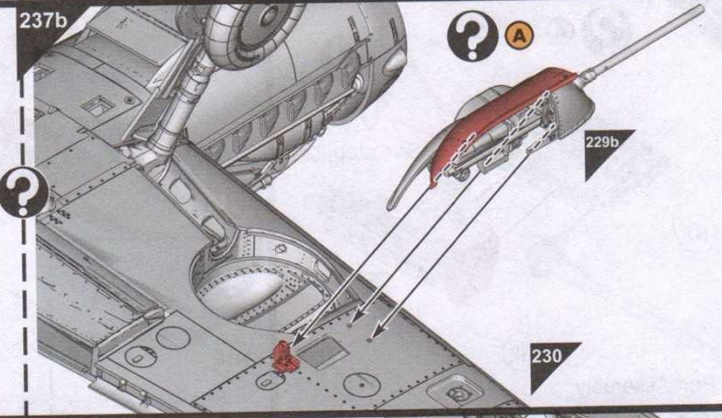
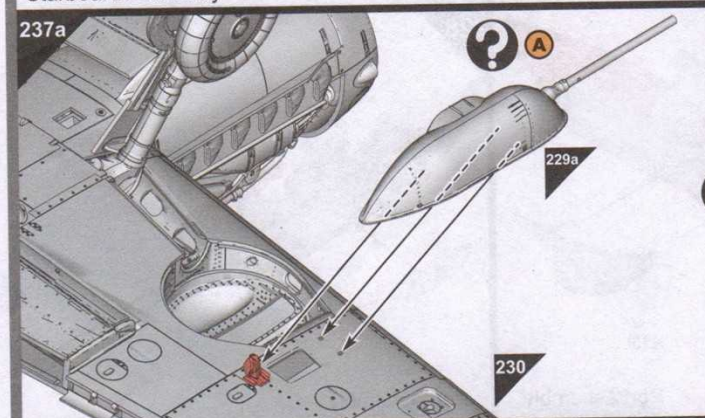
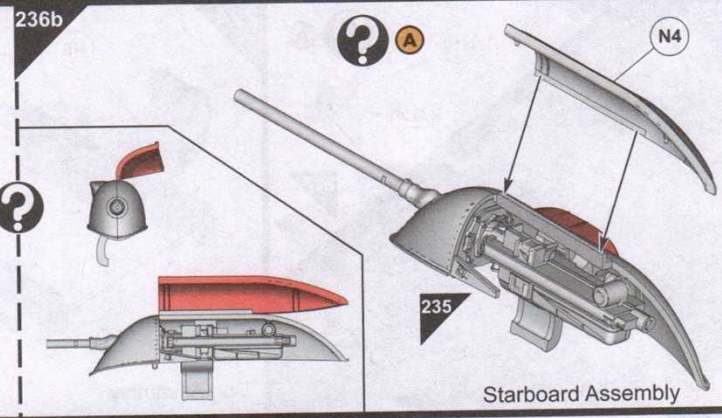
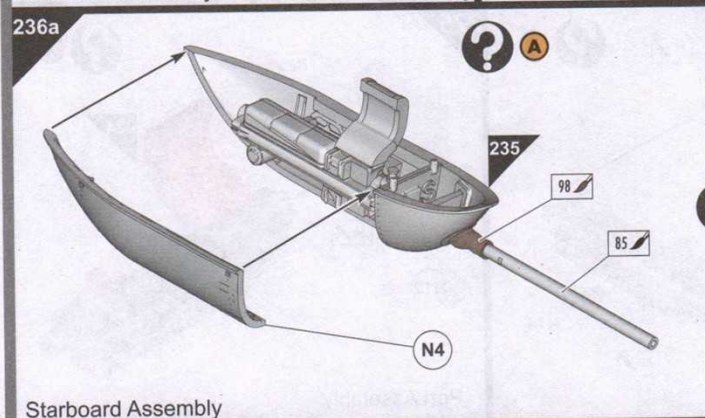
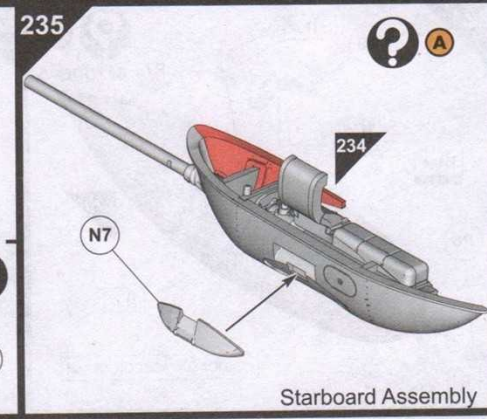
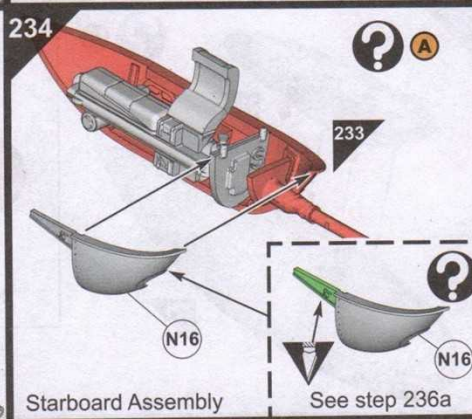
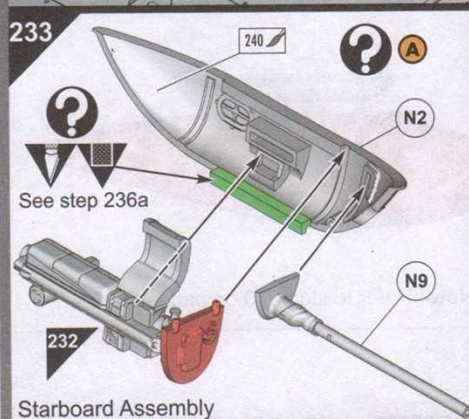
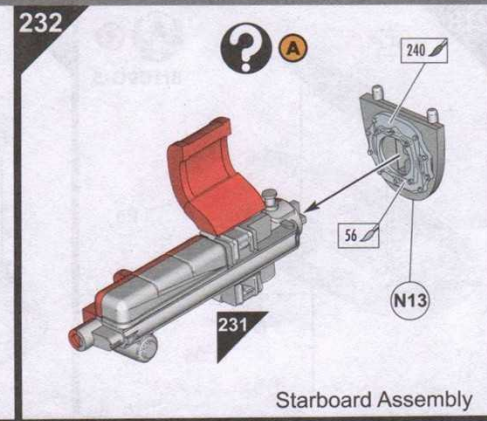
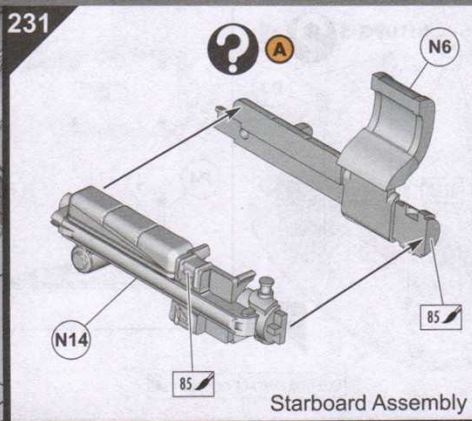
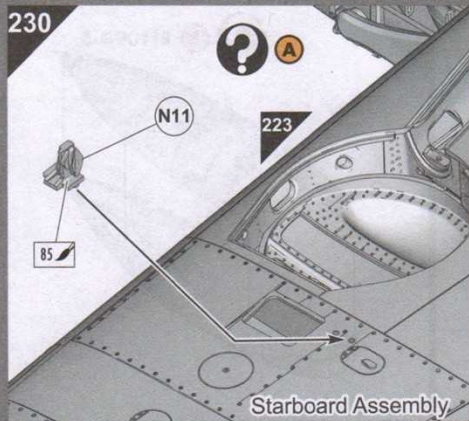
216



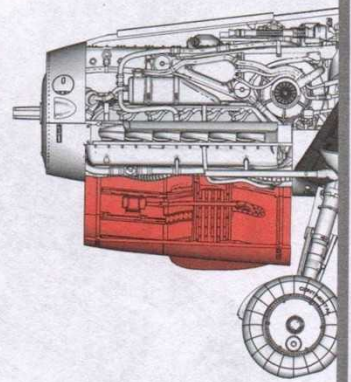
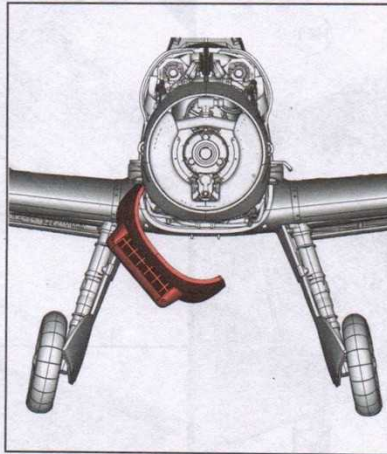
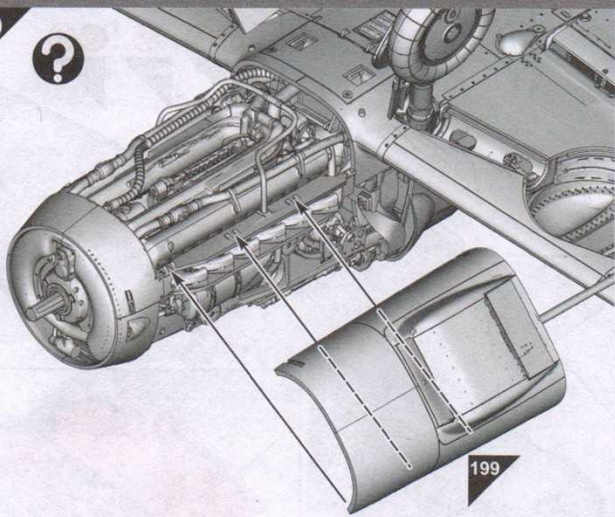
217





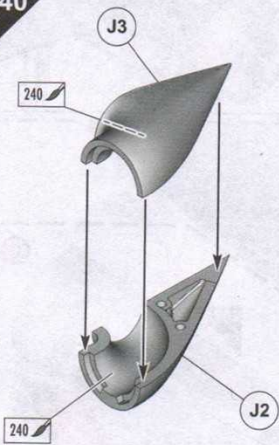


239

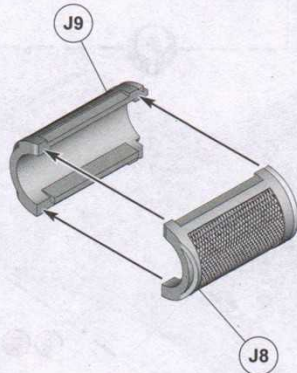


199

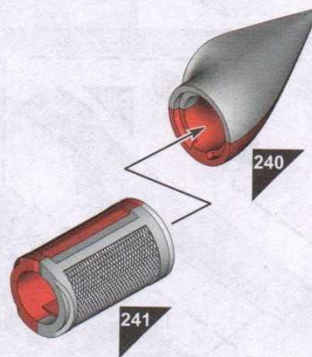
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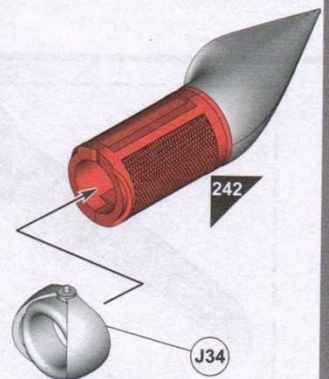
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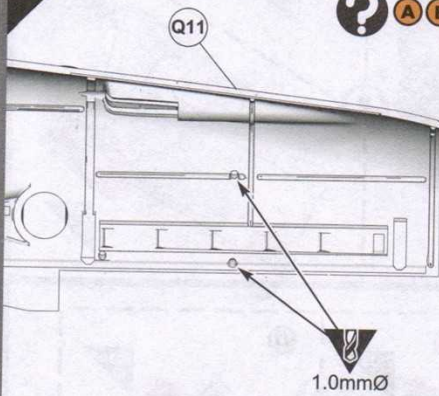
242



243



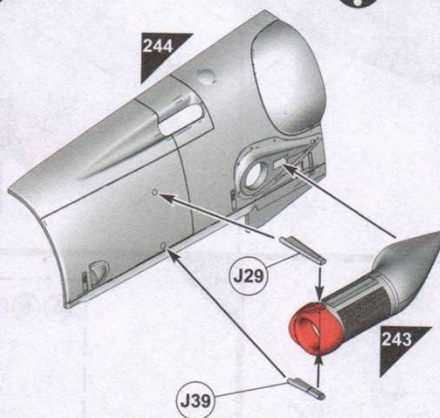
244



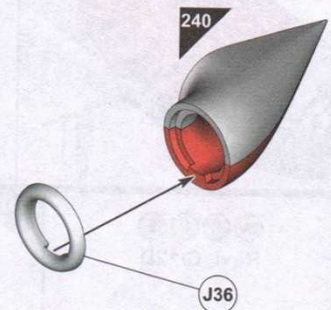
1.0mmØ

See page 5 for painting guide

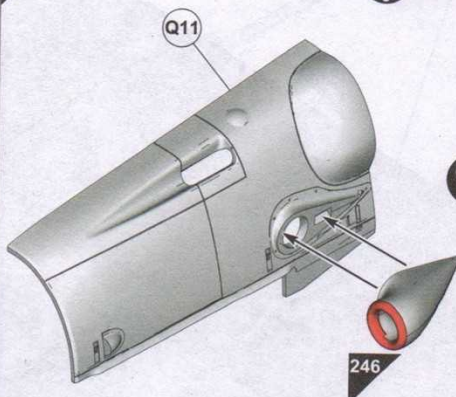
245



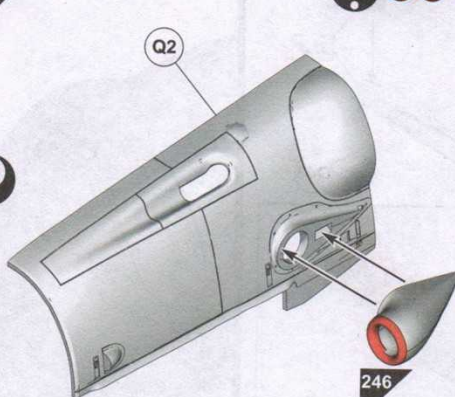
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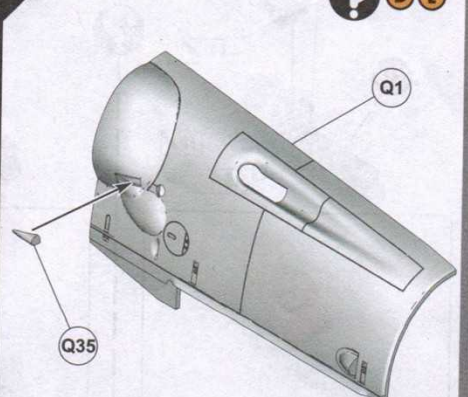
247a



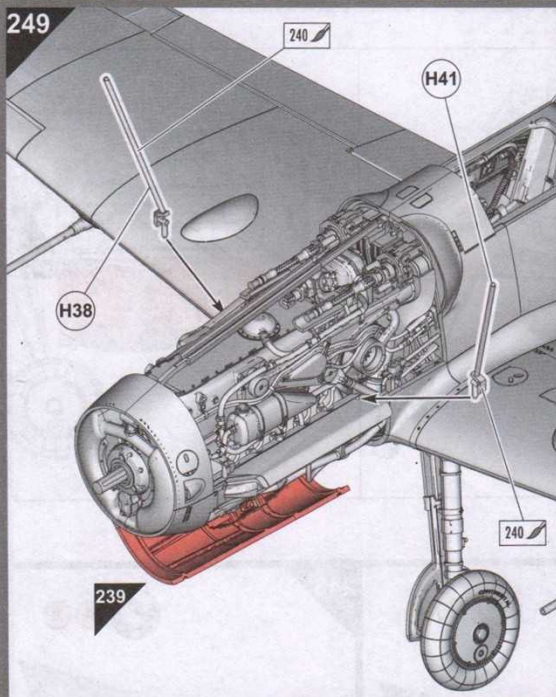
247b



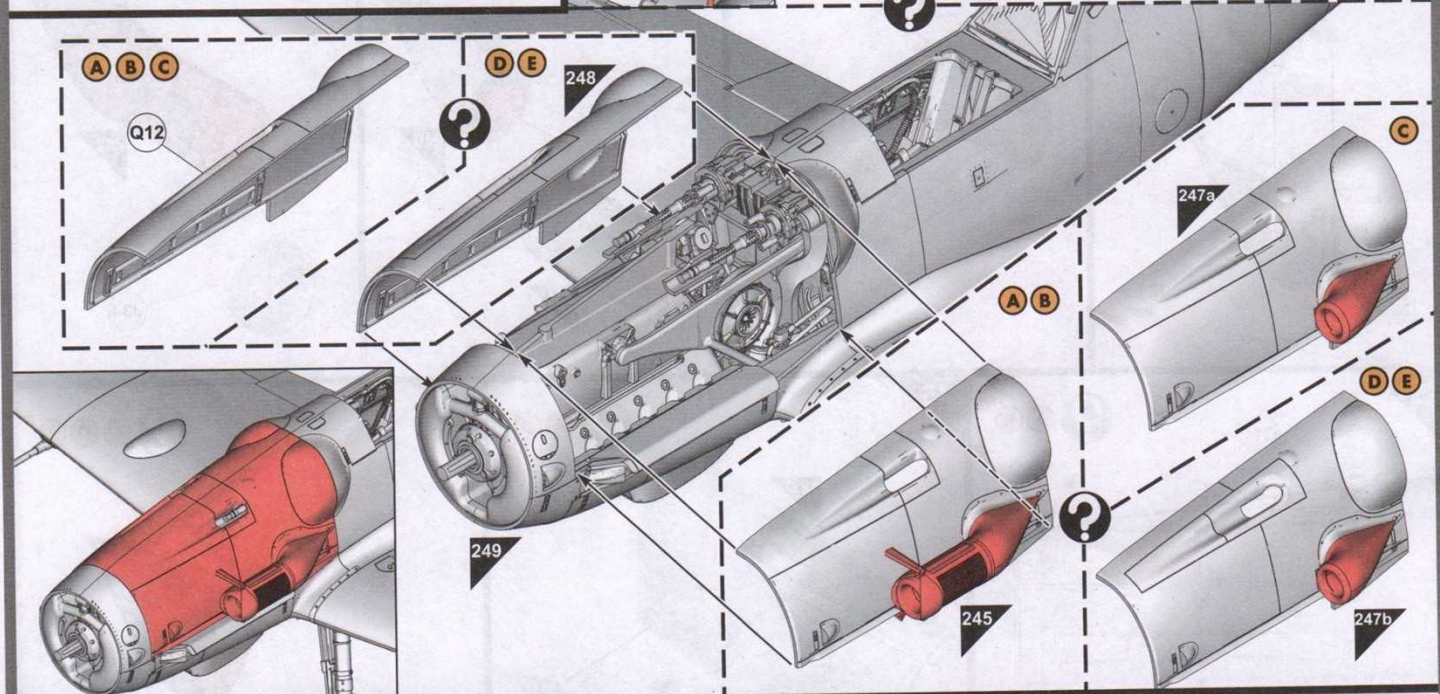
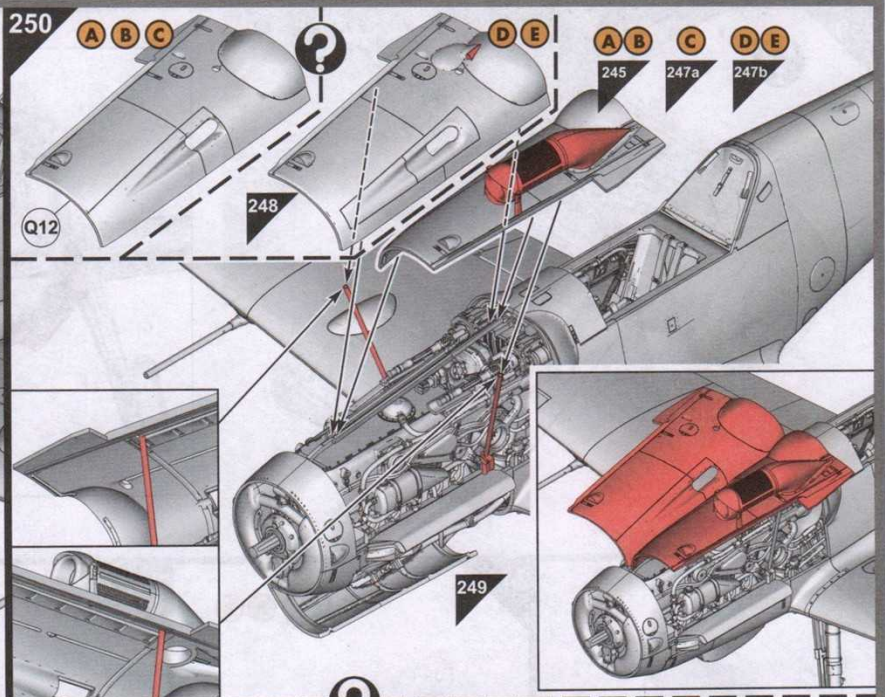
248



249

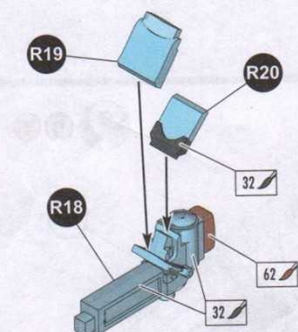


250



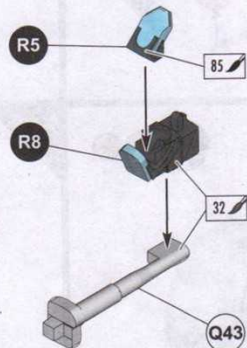
251a

A B C E
Revi C/12D

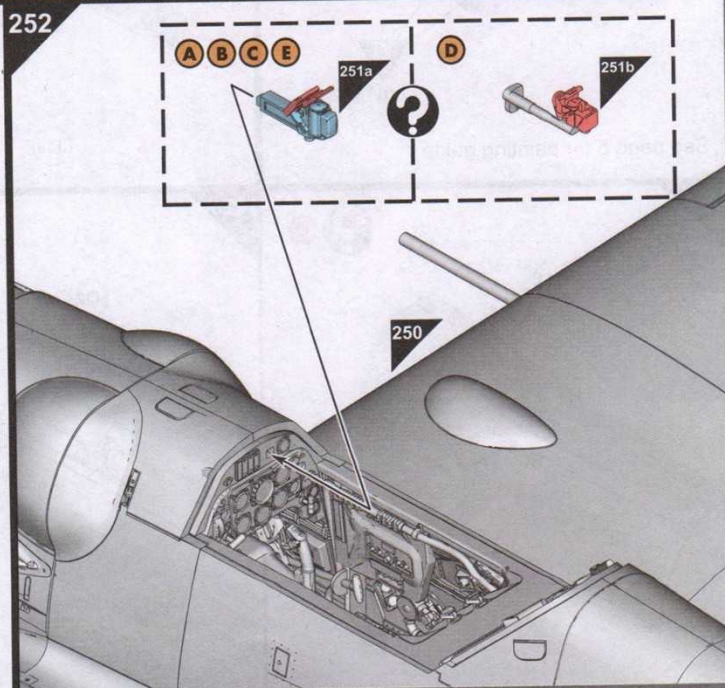


251b

D
Revi 16B



252



253

Note: See page 44 for layout of painting masks

A B C E

K10

R13

?

J15

R3

R4

J22

32

62

R15

D

Q44

Q44

D ?

254

A B C

D

E

?

?

R14

R11

R9

A B C D E

32

R17

62

J23

29

C

R17

R16

Q42

56

85

R2

E

255

A B

254

R17

254

254

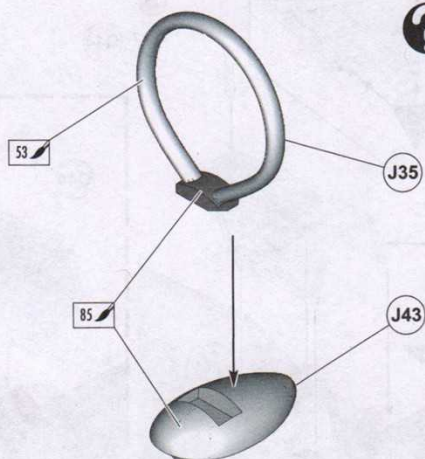
R16

?

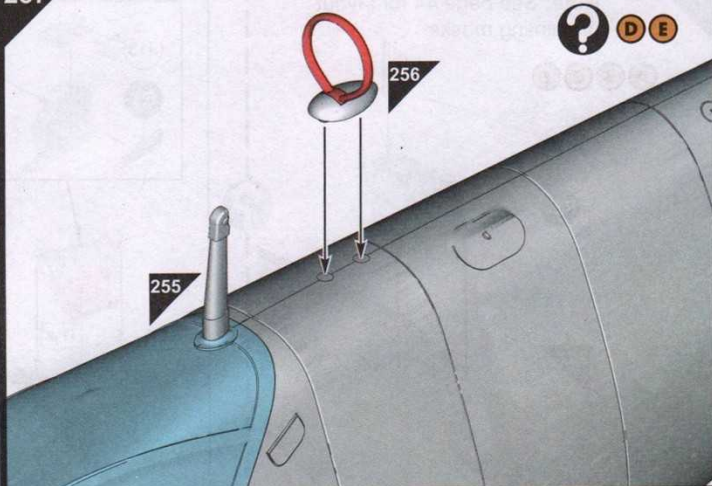
?

?

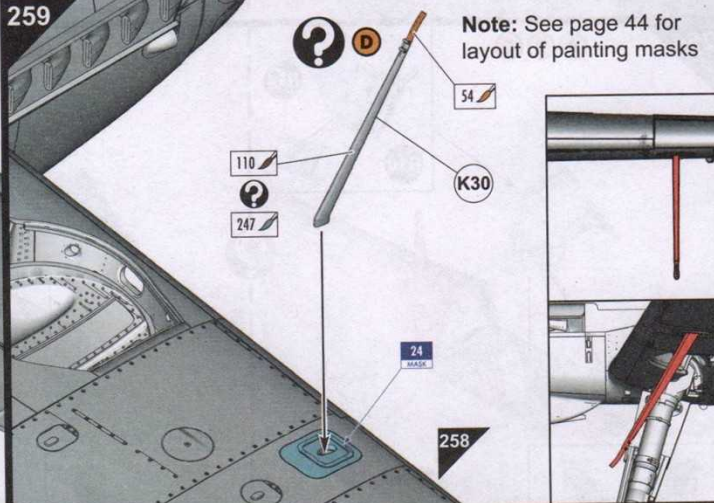
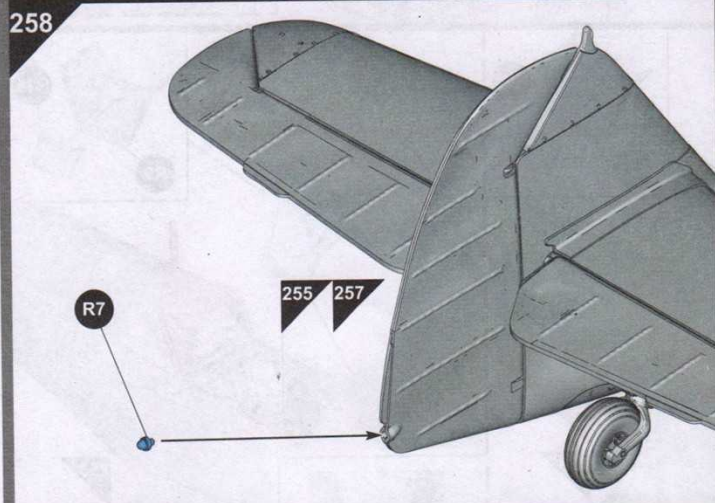
256



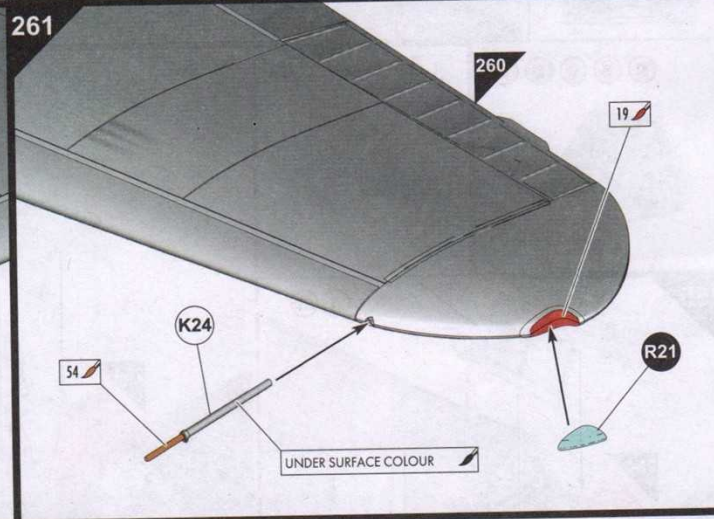
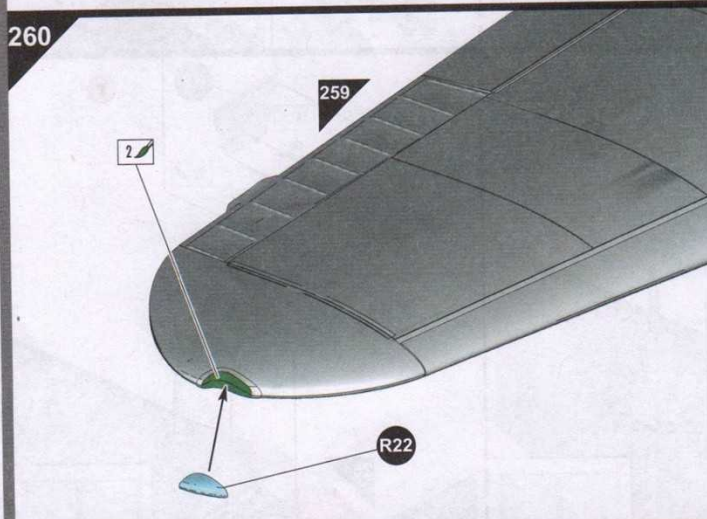
257



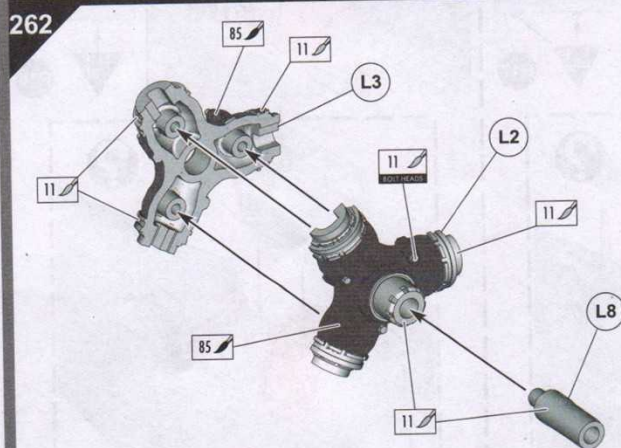
258



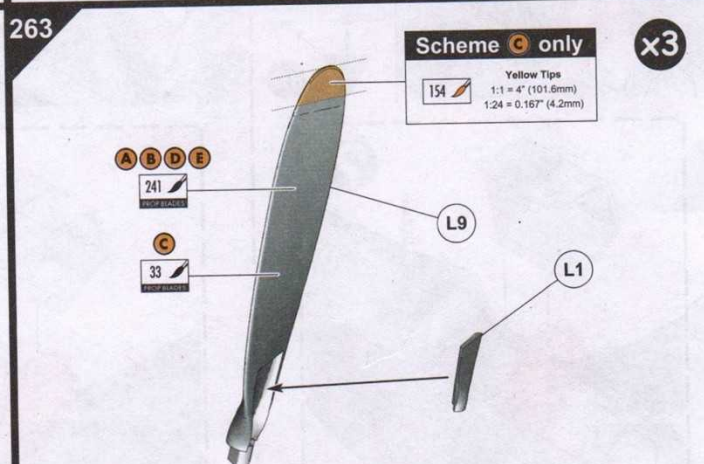
260



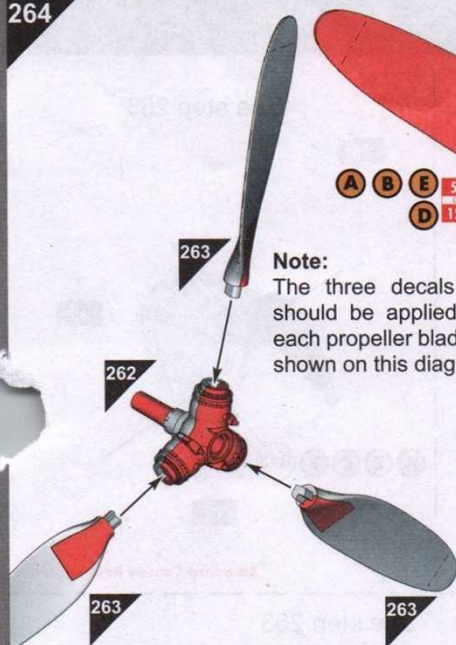
262



263



264

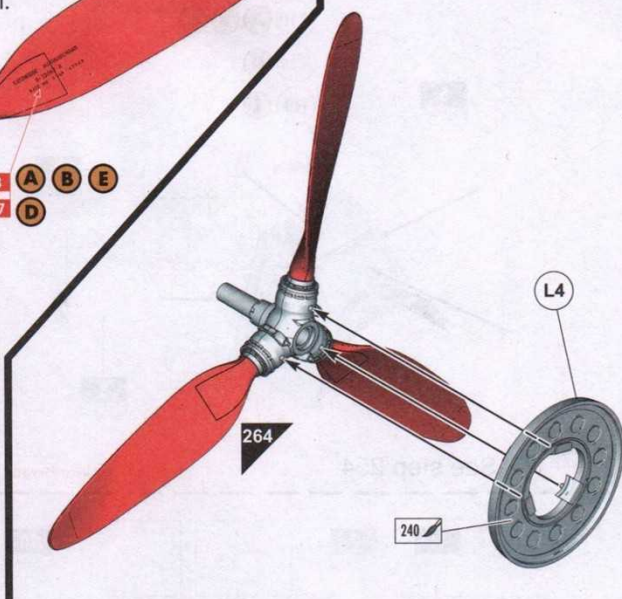
**Note:**

The three decals #53 or #157, should be applied to the rear of each propeller blade in the position shown on this diagram.

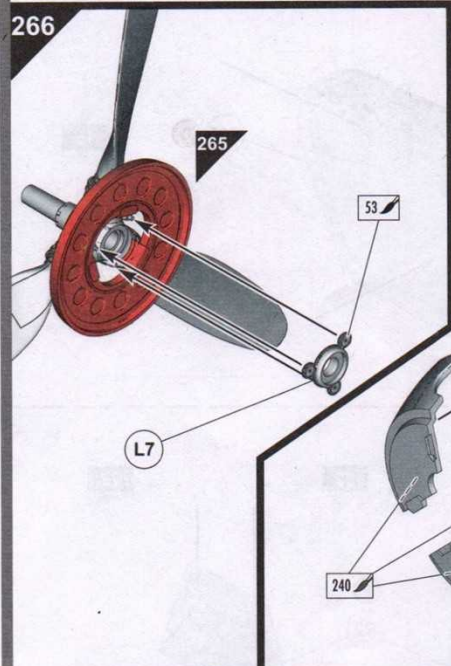
1:1
Template

Note: For schemes **A** and **D** assemble propeller blades after step 268 to allow masking and painting spinner spiral.

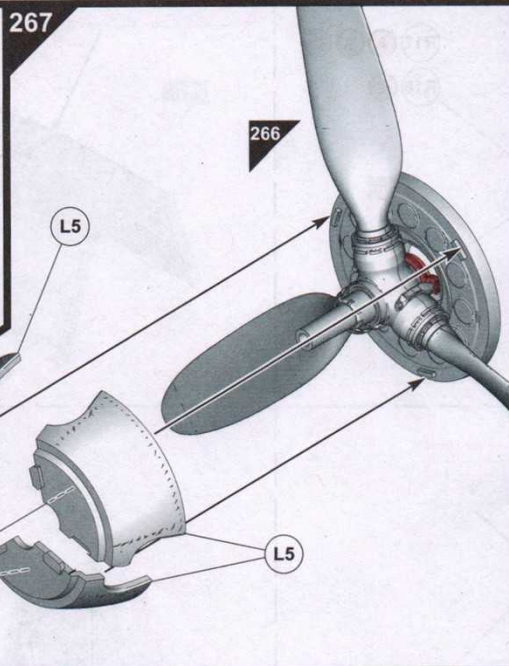
265



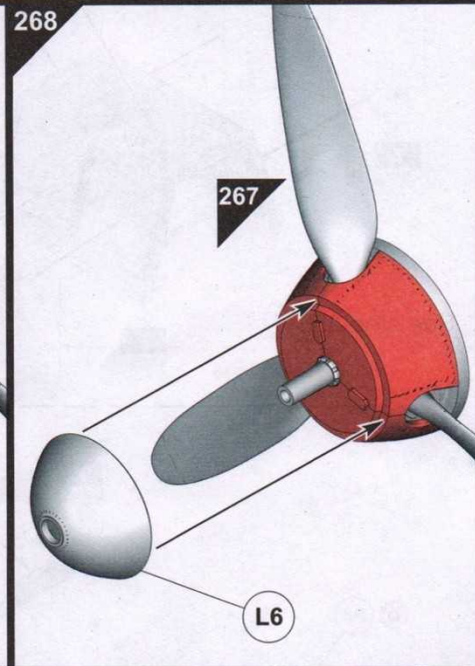
266



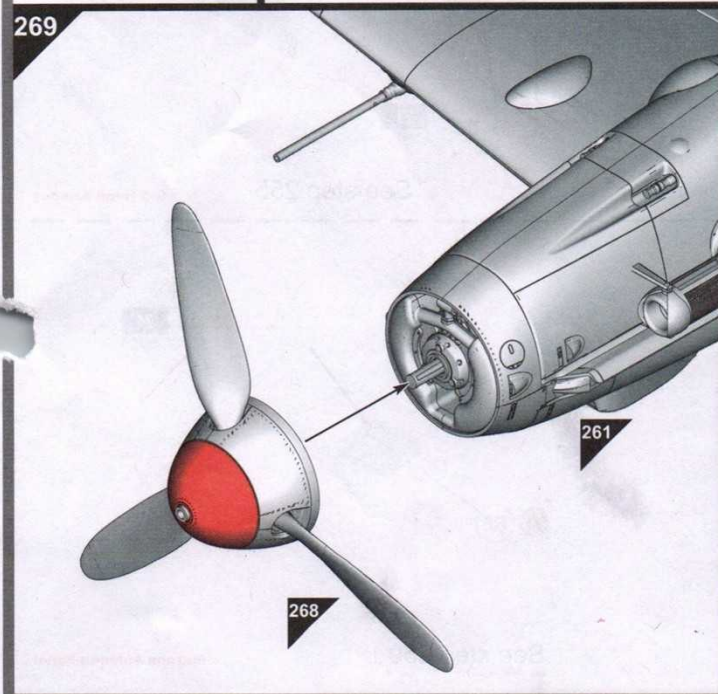
267



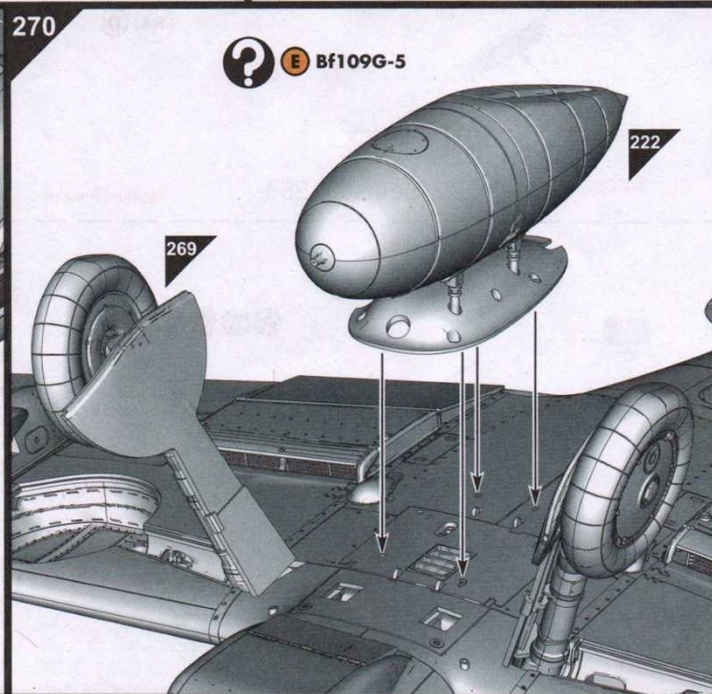
268



269

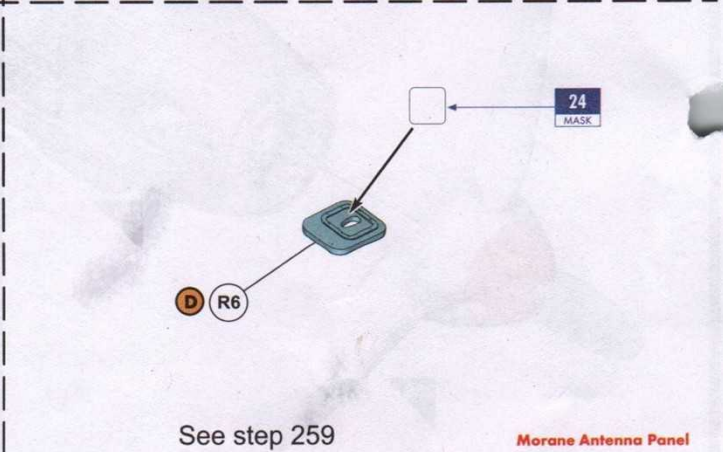
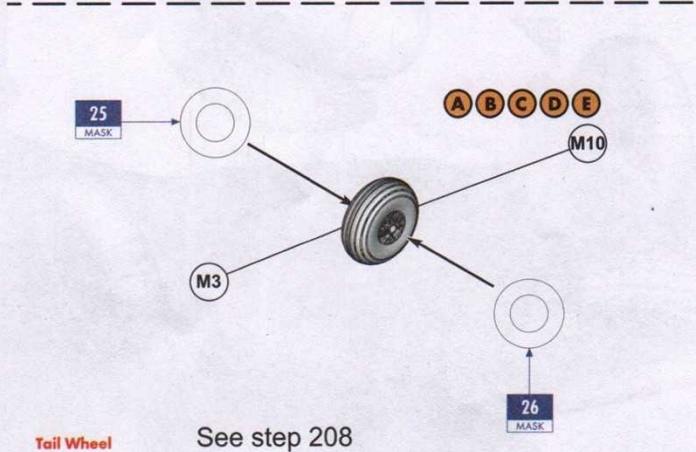
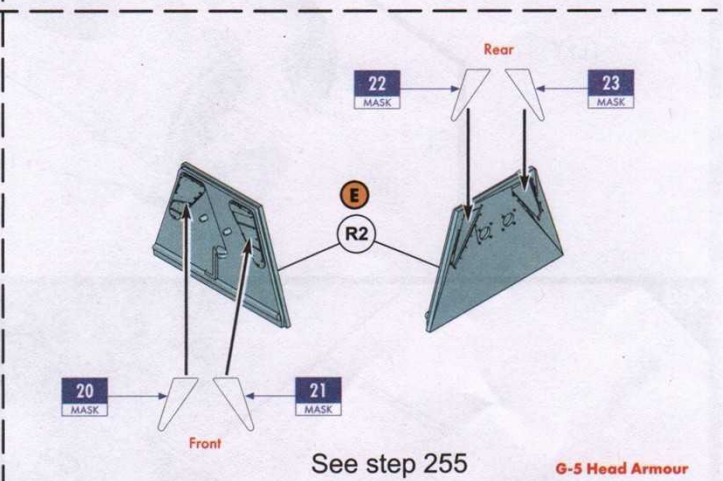
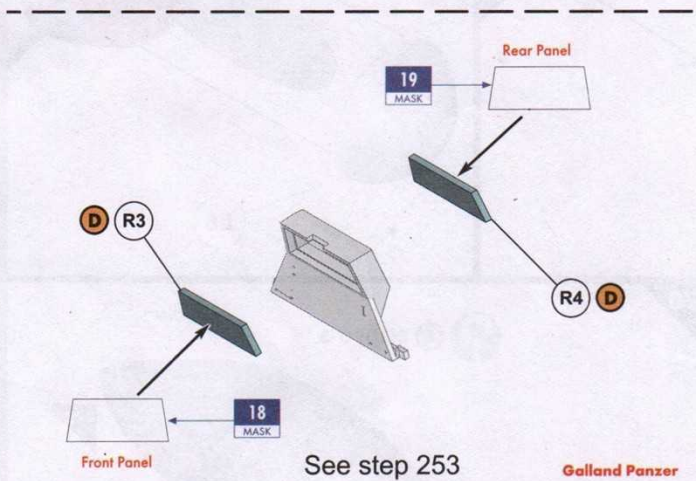
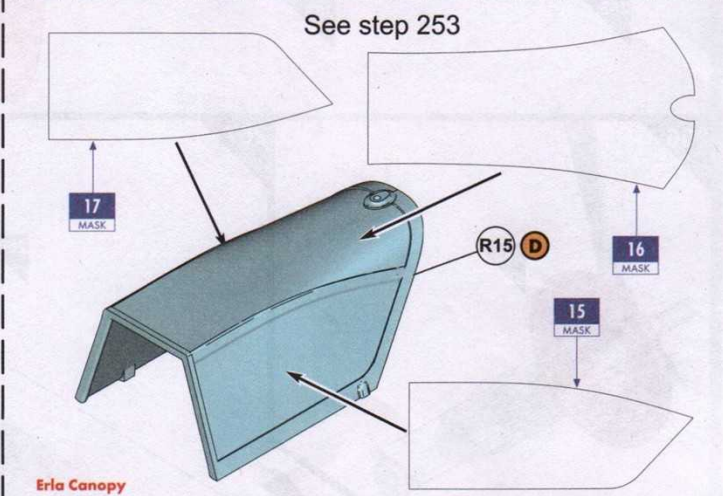
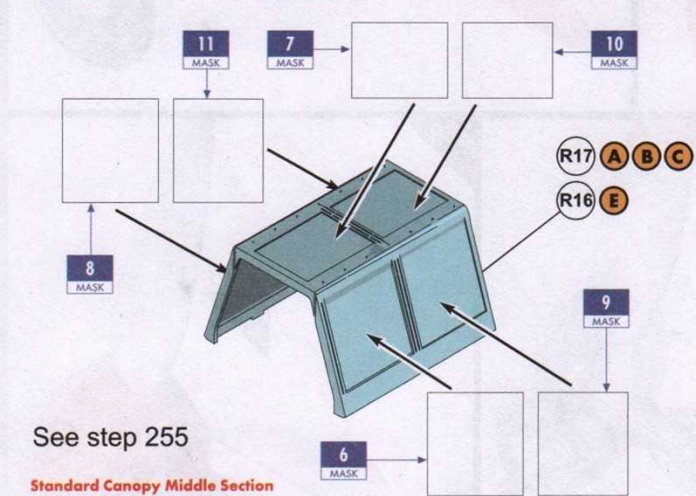
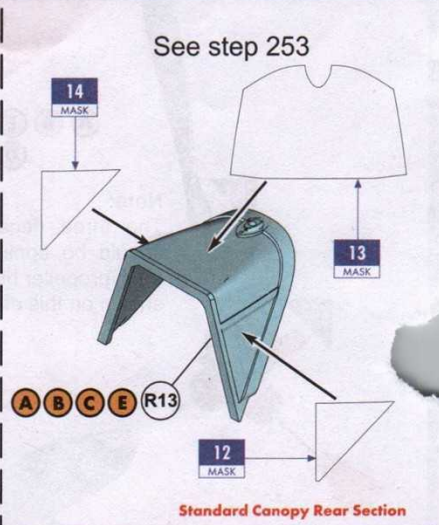
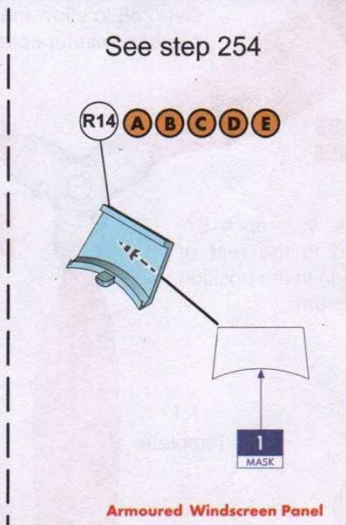
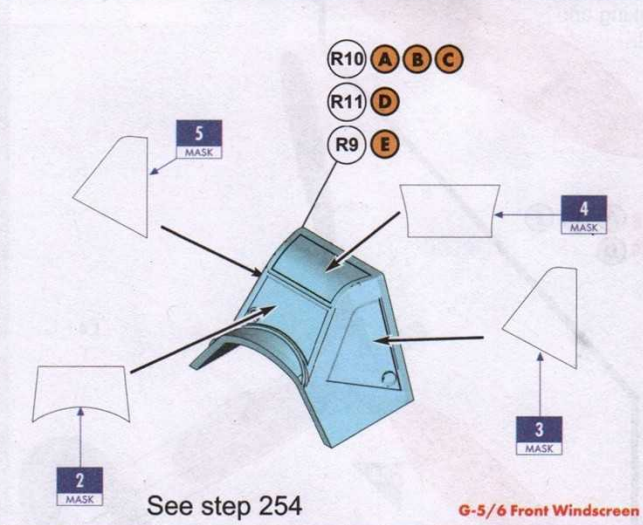


270



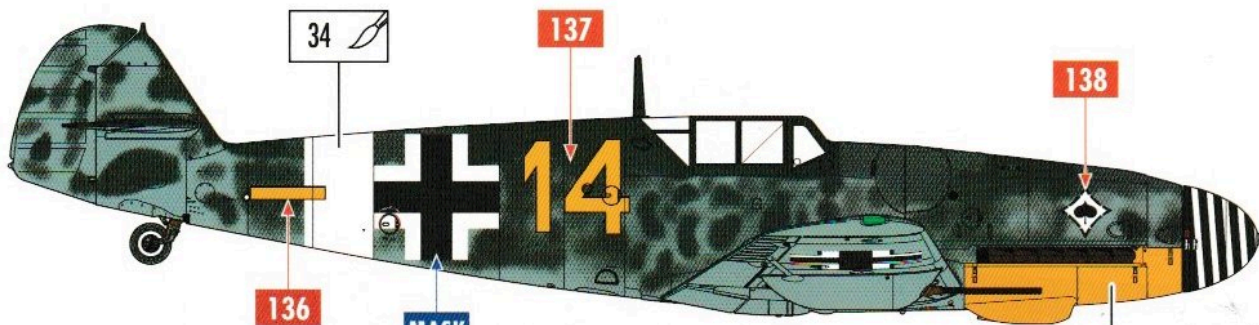
? **E** Bf109G-5

PRE-CUT MASK LAYOUT



A Messerschmitt Bf 109

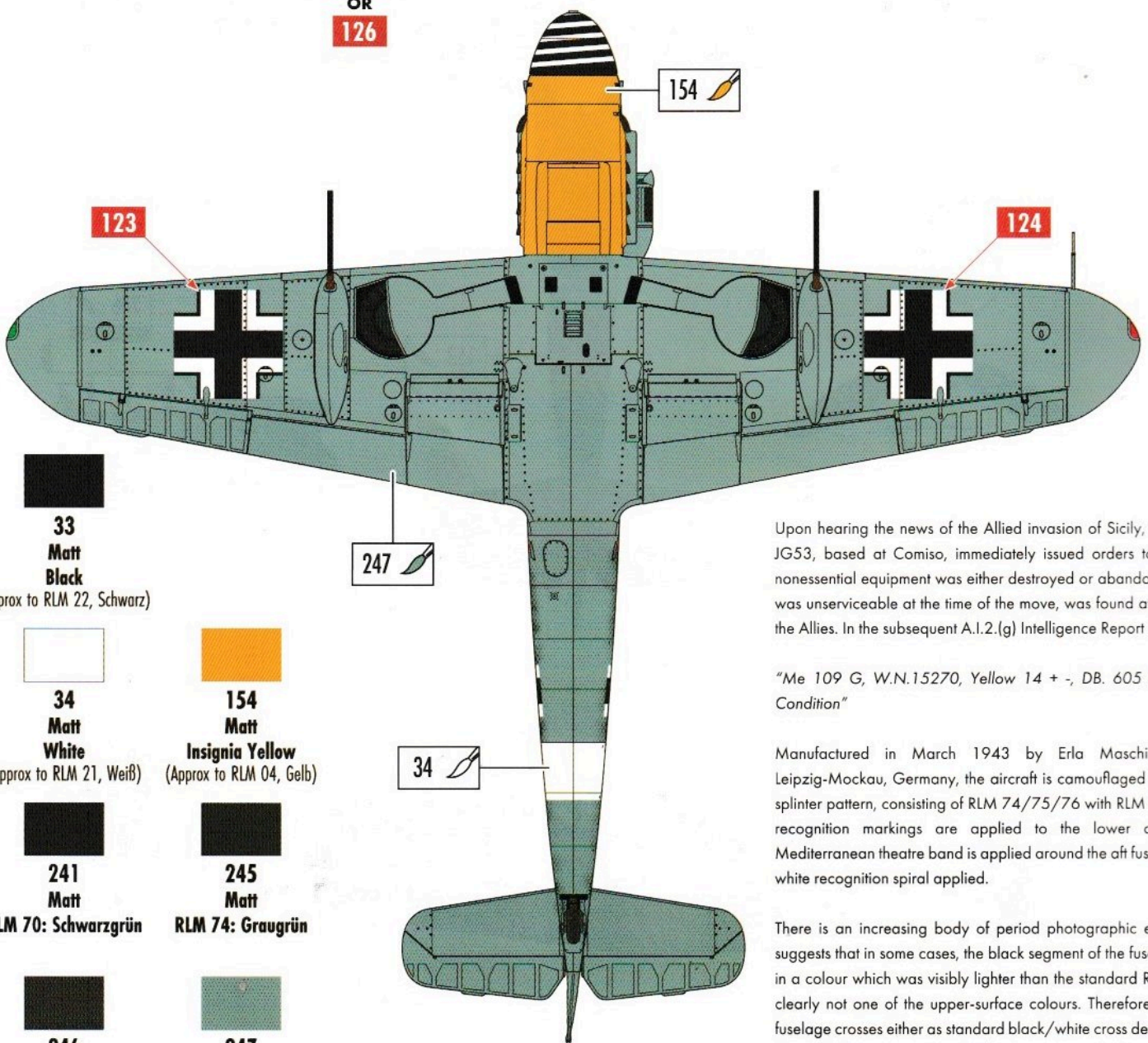
W.Nr.15270, Yellow 14+-, 6./Jagdgeschwader 53



MASK
CROSS
+ (?)
128
OR
126

Note:

Factory stencil decals #88, and #89, were covered when the factory radio code (Stkz) was sprayed over.



33
Matt
Black
(Approx to RLM 22, Schwarz)

34
Matt
White
(Approx to RLM 21, Weiß)

241
Matt
RLM 70: Schwarzgrün

246
Matt
RLM 75: Grauviolett

154
Matt
Insignia Yellow
(Approx to RLM 04, Gelb)

245
Matt
RLM 74: Graugrün

247
Matt
RLM 76: Lichtblau

Upon hearing the news of the Allied invasion of Sicily, the Geschwader 53, based at Comiso, immediately issued orders to move to Comiso. Non-essential equipment was either destroyed or abandoned. This aircraft was unserviceable at the time of the move, was found at Comiso Aerodrome by the Allies. In the subsequent A.I.2.(g) Intelligence Report (No.1167), it was noted:

"Me 109 G, W.N.15270, Yellow 14 + -, DB. 605 A/1 W.N.7000, Condition"

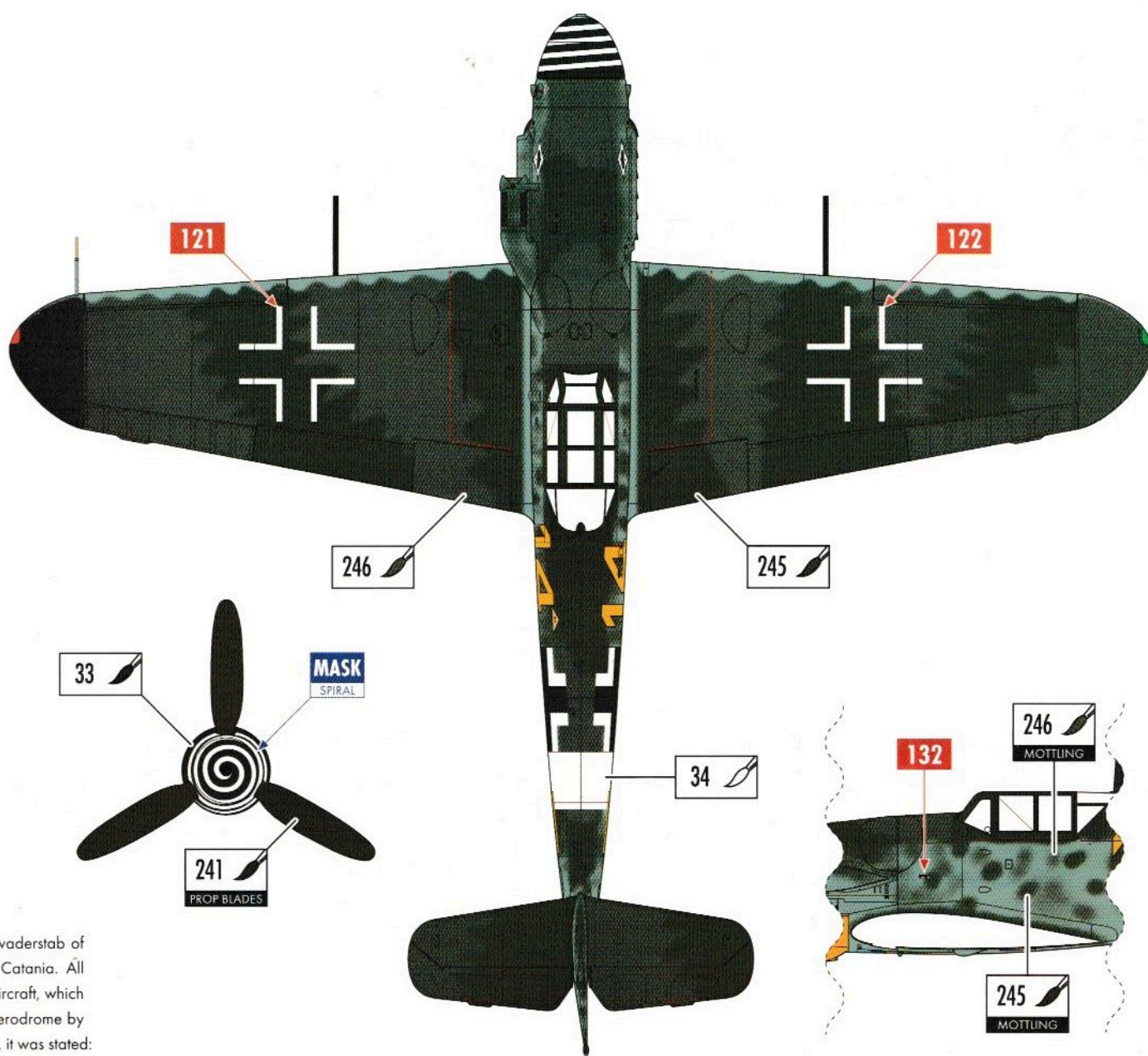
Manufactured in March 1943 by Erlo Maschinenwerk G.m.b.H. at Leipzig-Mockau, Germany, the aircraft is camouflaged in a typical 1943 splinter pattern, consisting of RLM 74/75/76 with RLM 74/75 matt black recognition markings are applied to the lower cowling, and a Mediterranean theatre band is applied around the aft fuselage. The standard white recognition spiral is applied.

There is an increasing body of period photographic evidence which suggests that in some cases, the black segment of the fuselage cross was painted in a colour which was visibly lighter than the standard RLM 22 (black). This is clearly not one of the upper-surface colours. Therefore, we have shown the fuselage crosses either as standard black/white cross decals or as pre-painted. This will allow you to paint the fuselage crosses in any colour of your choice should you wish to do so.



Bf109G-6/Trop

Swader 53, Ramacca, Sicily, Early-July 1943

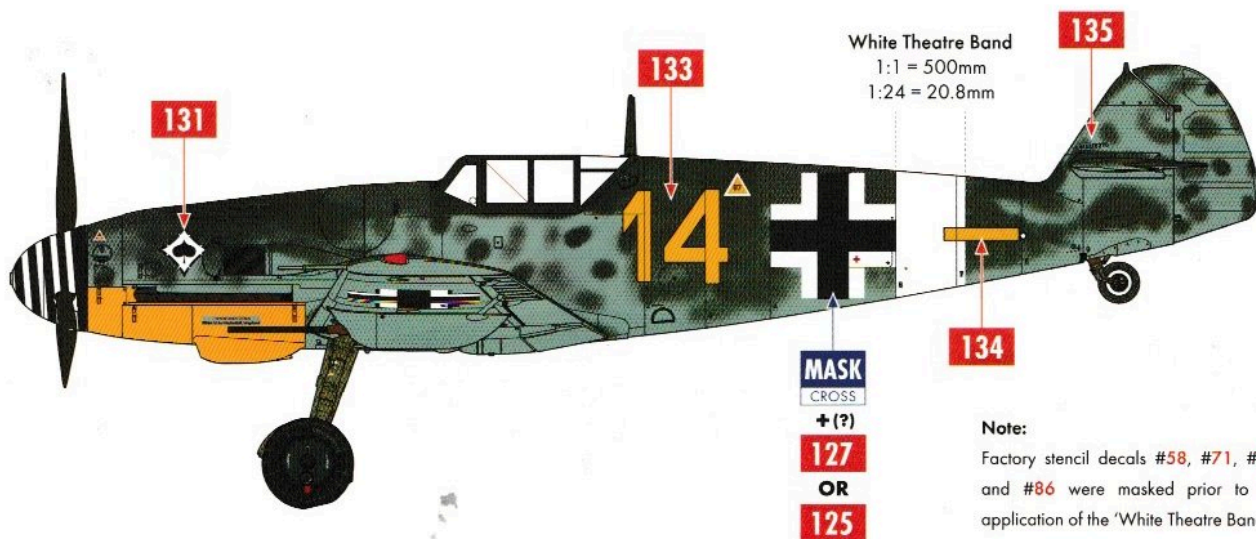


the Geschwaderstab of
move to Catania. All
ned. This aircraft, which
Comiso Aerodrome by
(No.1167), it was stated:

A/1 W.N.78775, Fair

enwerk G.m.b.H. at
in a typical Erla factory
74/75 mottling. Yellow
owling, and a white
lage. The spinner has a

vidence which strongly
lage cross was painted
M 22 (black), yet also
we have supplied the
als or as pre-cut masks.
olour of your choosing,

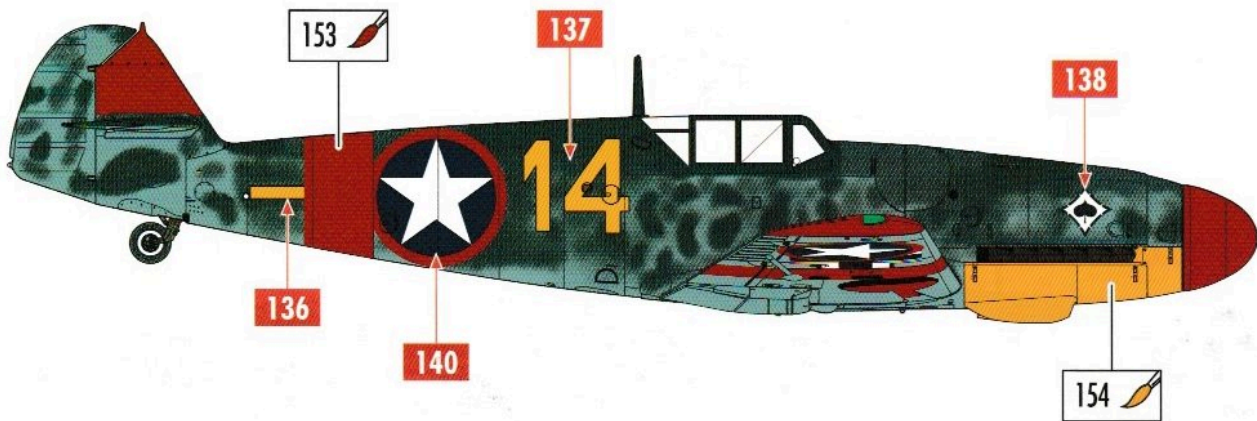


Note:

Factory stencil decals #58, #71, #72, and #86 were masked prior to the application of the 'White Theatre Band'.

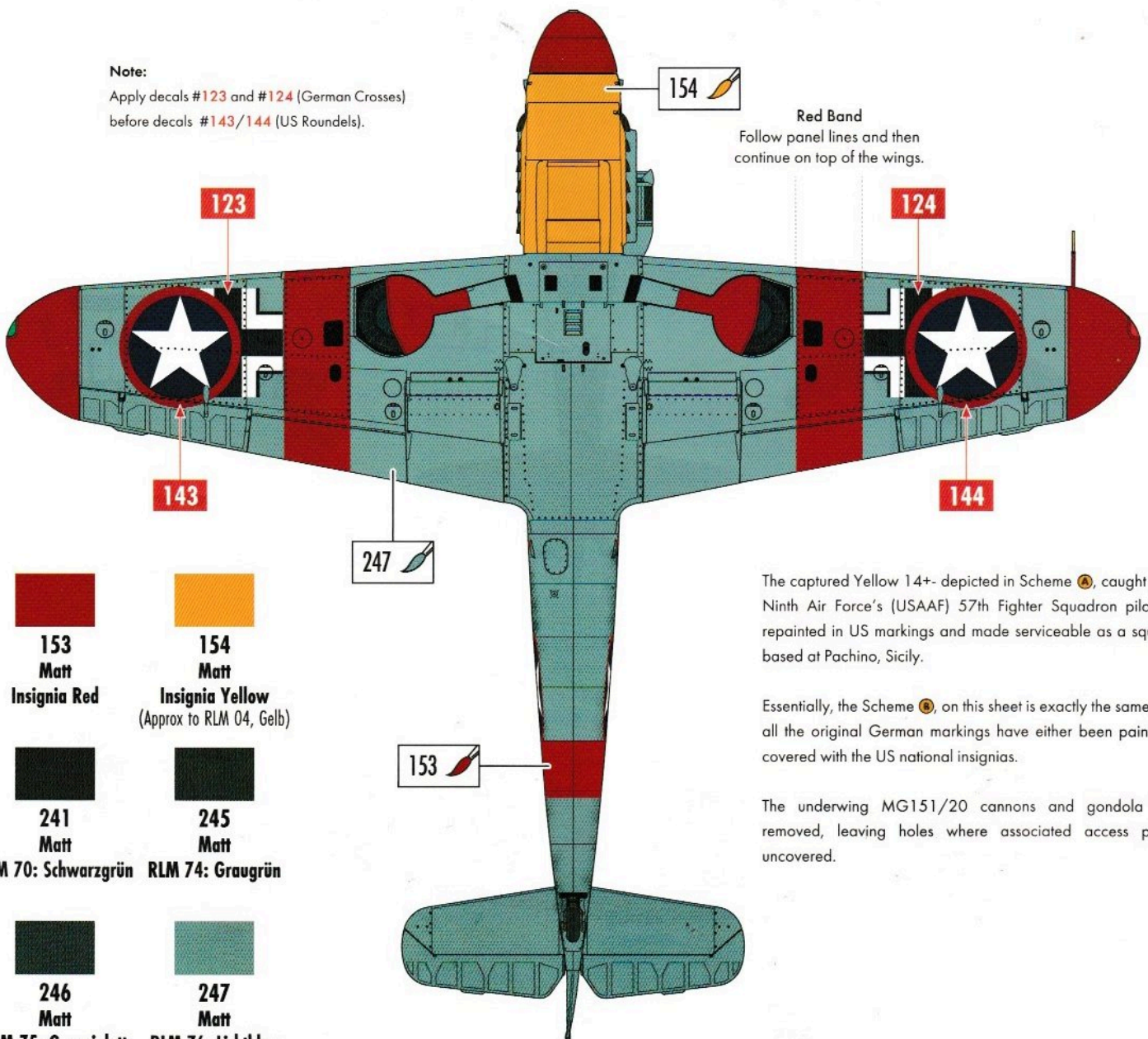
B Messerschmitt Bf1

W.Nr.15270, Yellow 14, 57th Fighter Gr



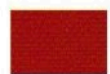
Note:

Apply decals #123 and #124 (German Crosses) before decals #143/144 (US Roundels).



Red Band

Follow panel lines and then continue on top of the wings.



153
Matt
Insignia Red



154
Matt
Insignia Yellow
(Approx to RLM 04, Gelb)



241
Matt
RLM 70: Schwarzgrün



245
Matt
RLM 74: Graugrün



246
Matt
RLM 75: Grauviolett



247
Matt
RLM 76: Lichtblau

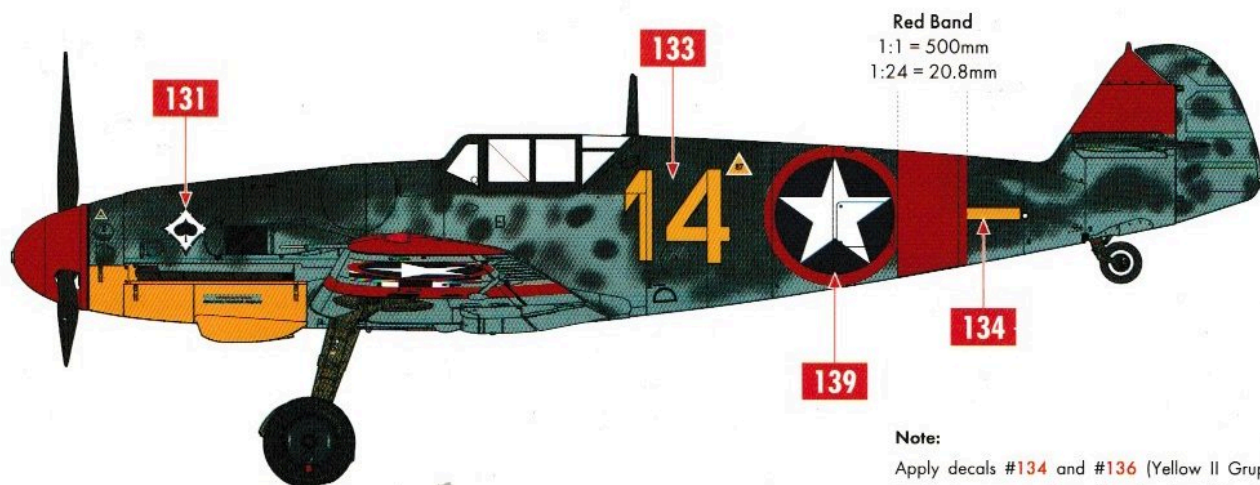
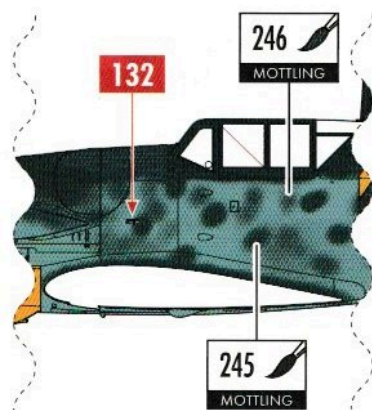
The captured Yellow 14+ depicted in Scheme A, caught the attention of the Ninth Air Force's (USAAF) 57th Fighter Squadron pilots. It was captured, repainted in US markings and made serviceable as a squadron hack, based at Pachino, Sicily.

Essentially, the Scheme B, on this sheet is exactly the same as Scheme A, all the original German markings have either been painted over in US markings or covered with the US national insignias.

The underwing MG151/20 cannons and gondola assemblies were removed, leaving holes where associated access panels were uncovered.



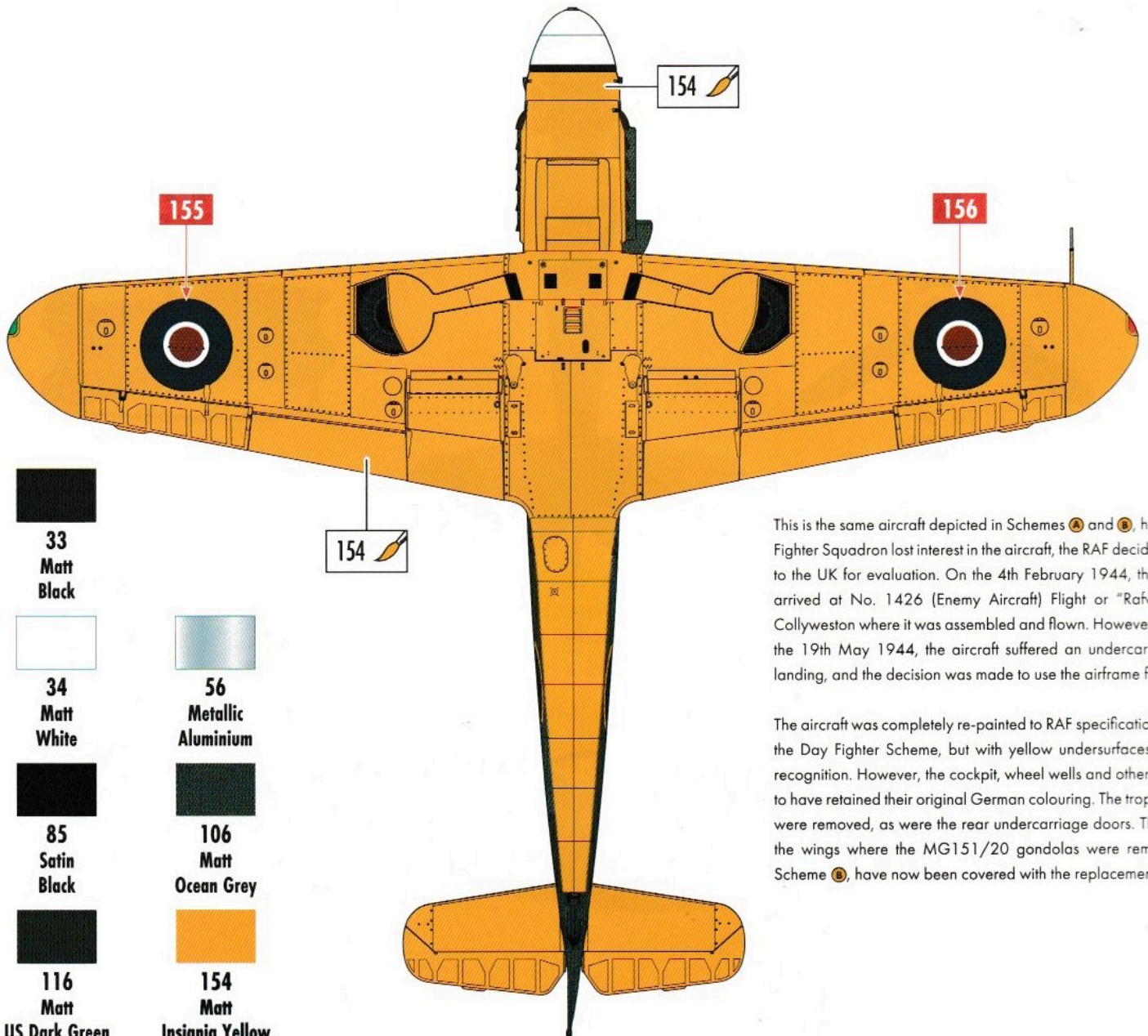
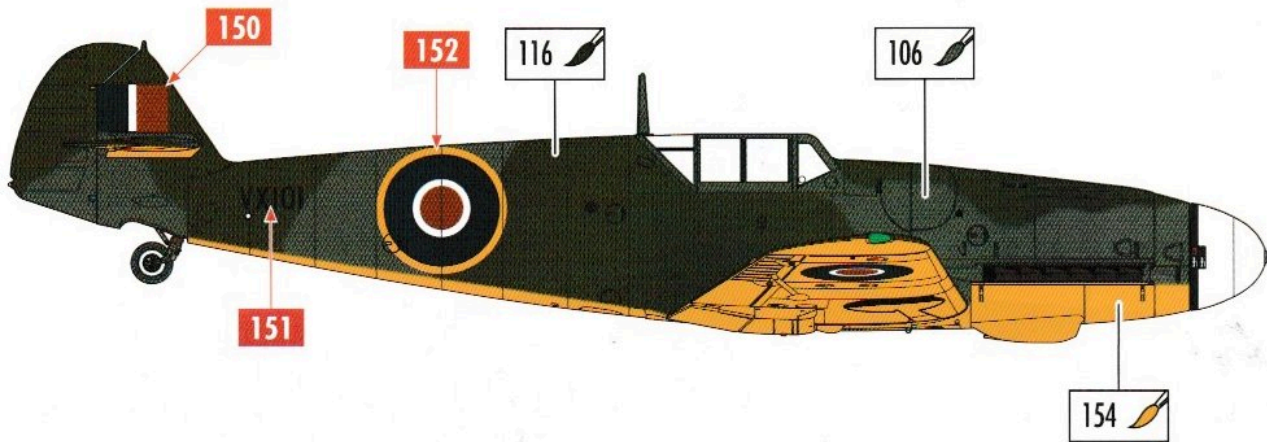
er Group, Pachino, Sicily, Summer 1943



Note:

© Messerschmitt Bf 109

WNR.15270, VX101, No. 1426 Flight, RAF



This is the same aircraft depicted in Schemes ④ and ⑤, however, after the Fighter Squadron lost interest in the aircraft, the RAF decided to ship the aircraft to the UK for evaluation. On the 4th February 1944, the crated "Ye" arrived at No. 1426 (Enemy Aircraft) Flight or "Rafwaffe" based at Collyweston where it was assembled and flown. However, at Thorney Island on the 19th May 1944, the aircraft suffered an undercarriage collapse on landing, and the decision was made to use the airframe for spares.

The aircraft was completely re-painted to RAF specification and came into the Day Fighter Scheme, but with yellow undersurfaces for capture recognition. However, the cockpit, wheel wells and other interior areas were to have retained their original German colouring. The tropical filter and the rear undercarriage doors were removed, as were the rear undercarriage doors. The access hatches on the wings where the MG151/20 gondolas were removed in the Scheme ⑤, have now been covered with the replacement of the entire

	33 Matt Black		56 Metallic Aluminium
	34 Matt White		106 Matt Ocean Grey
	85 Satin Black		154 Matt Insignia Yellow
	116 Matt US Dark Green (Approx to RAF Dark Green)		

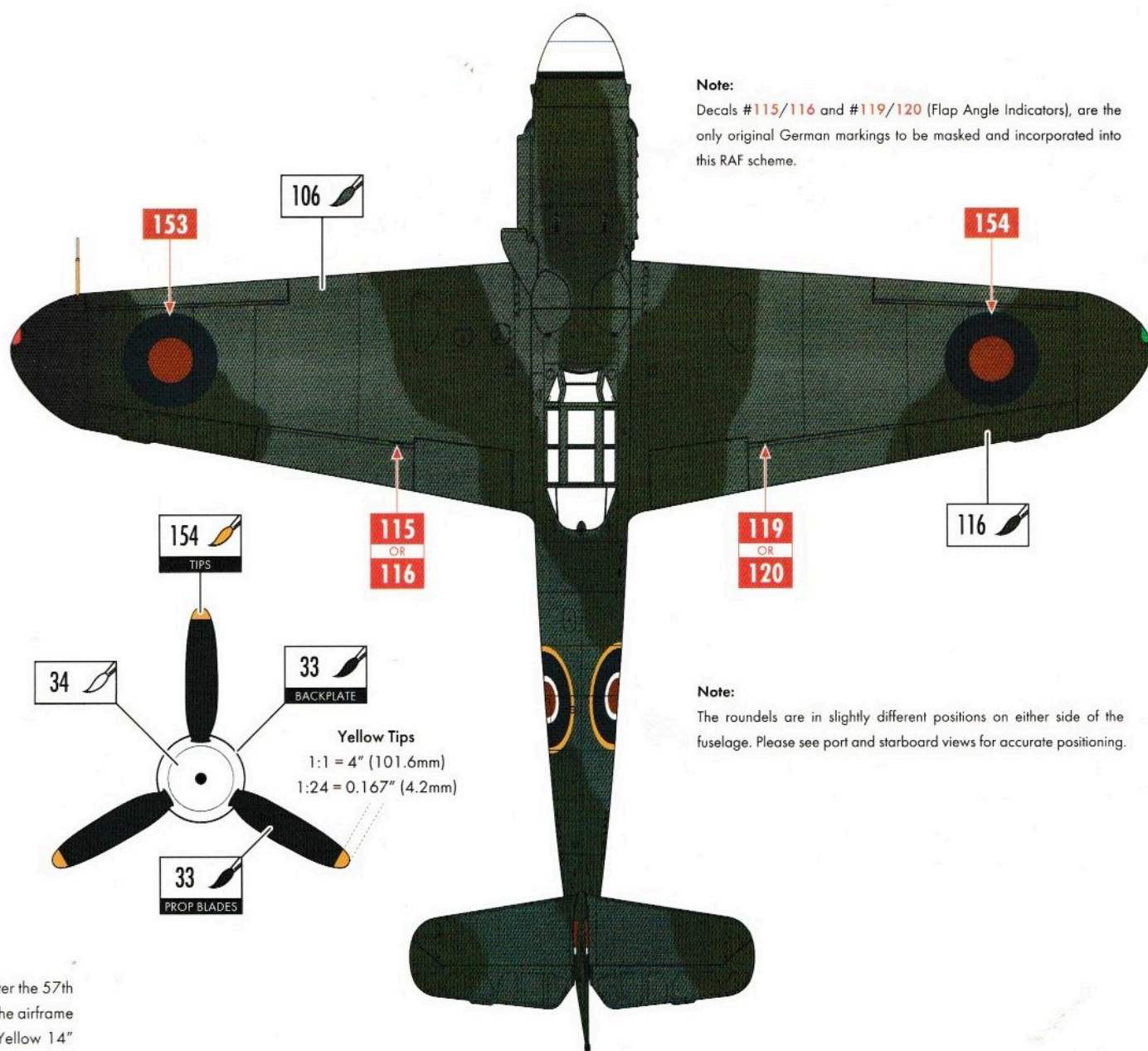


Bf109G-6/Trop

RAF Collyweston, England, April 1944

Note:

Decals #115/116 and #119/120 (Flap Angle Indicators), are the only original German markings to be masked and incorporated into this RAF scheme.

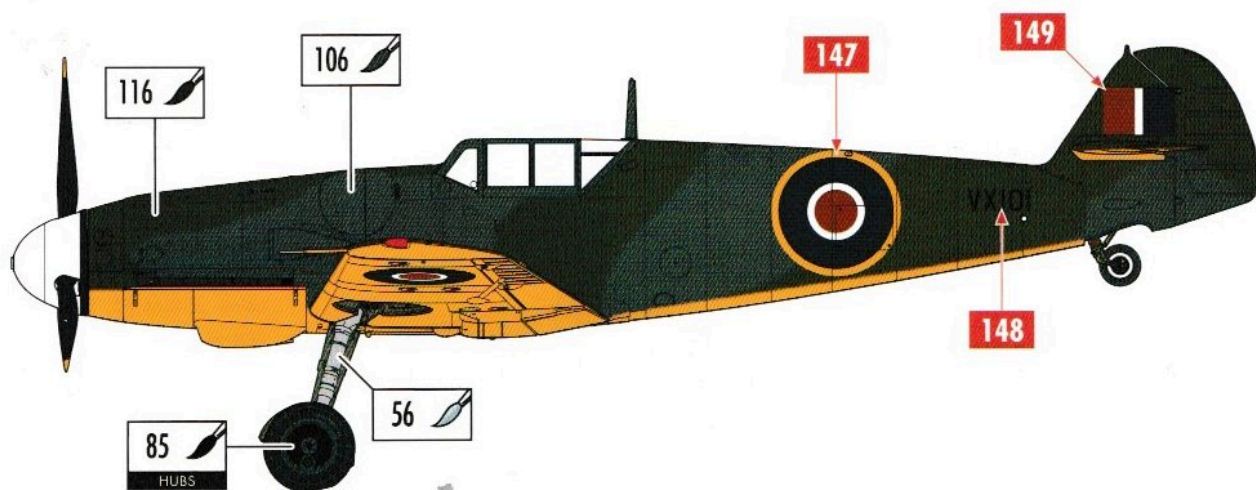


Note:

The roundels are in slightly different positions on either side of the fuselage. Please see port and starboard views for accurate positioning.

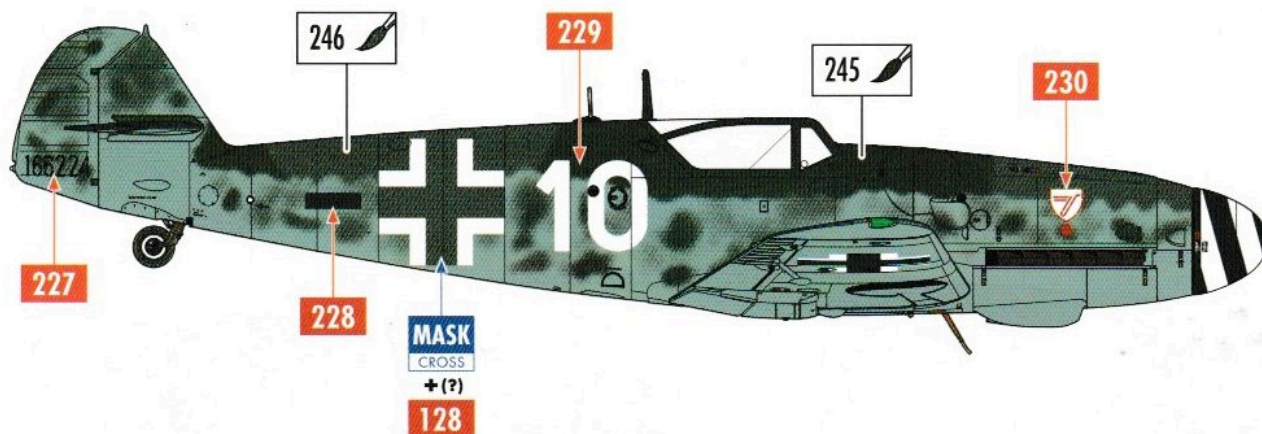
However, after the 57th
 ed to ship the airframe
 e crated "Yellow 14"
 waffe" based at RAF
 or, at Thorney Island on
 riage collapse during
 for spares.

on and camouflaged in
 s for captured aircraft
 r interior areas appear
 ical filter and DF Loop
 he access holes under
 moved in the previous
 nt of the entire panel.



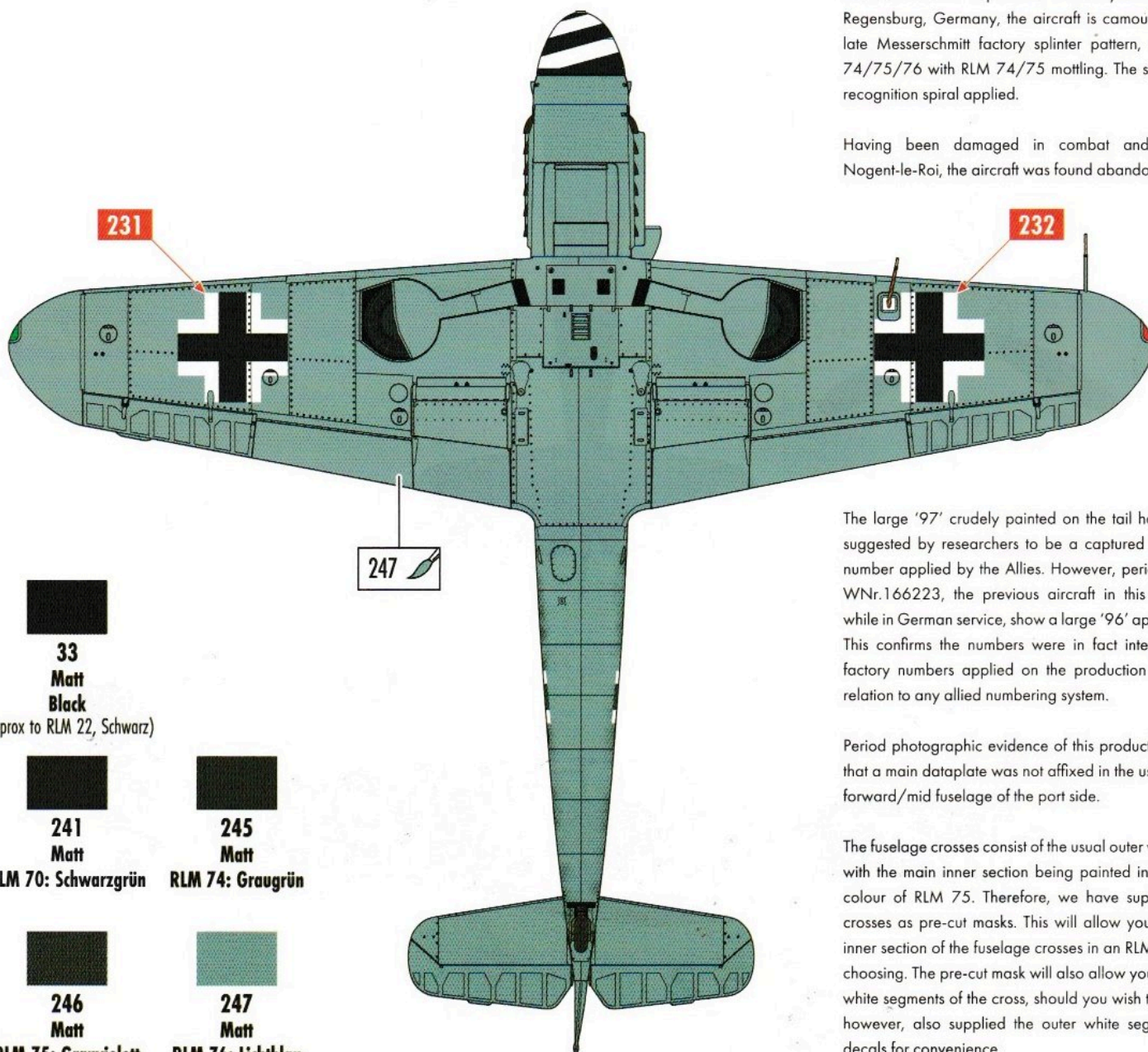
D Messerschmitt

W.Nr.166224, White 10+-, 4./Jagdgeschwader



Manufactured in September 1944 by Messerschmitt AG, Regensburg, Germany, the aircraft is camouflaged in a typical late Messerschmitt factory splinter pattern, consisting of RLM 74/75/76 with RLM 74/75 mottling. The spinner has a white recognition spiral applied.

Having been damaged in combat and belly-landed near Nogent-le-Roi, the aircraft was found abandoned by US forces.



The large '97' crudely painted on the tail has been previously suggested by researchers to be a captured airframe inventory number applied by the Allies. However, period photographs of W.Nr.166223, the previous aircraft in this production block, while in German service, show a large '96' applied to the rear fuselage. This confirms the numbers were in fact internal Messerschmitt factory numbers applied on the production line and bear no relation to any allied numbering system.

Period photographic evidence of this production block suggests that a main dataplate was not affixed in the usual position on the forward/mid fuselage of the port side.

The fuselage crosses consist of the usual outer white segments with the main inner section being painted in the upper-surface colour of RLM 75. Therefore, we have supplied the fuselage crosses as pre-cut masks. This will allow you to paint the inner section of the fuselage crosses in an RLM 75 shade of choice. The pre-cut mask will also allow you to spray the outer white segments of the cross, should you wish to do so. We have also supplied the outer white segments as optional decals for convenience.

	33 Matt Black (Approx to RLM 22, Schwarz)	
	241 Matt RLM 70: Schwarzgrün	
	246 Matt RLM 75: Grauviolett	
		
		247 Matt RLM 76: Lichtblau



Messerschmitt Bf109G-6

Squadron 3, Nogent-le-Roi, France, August 1944

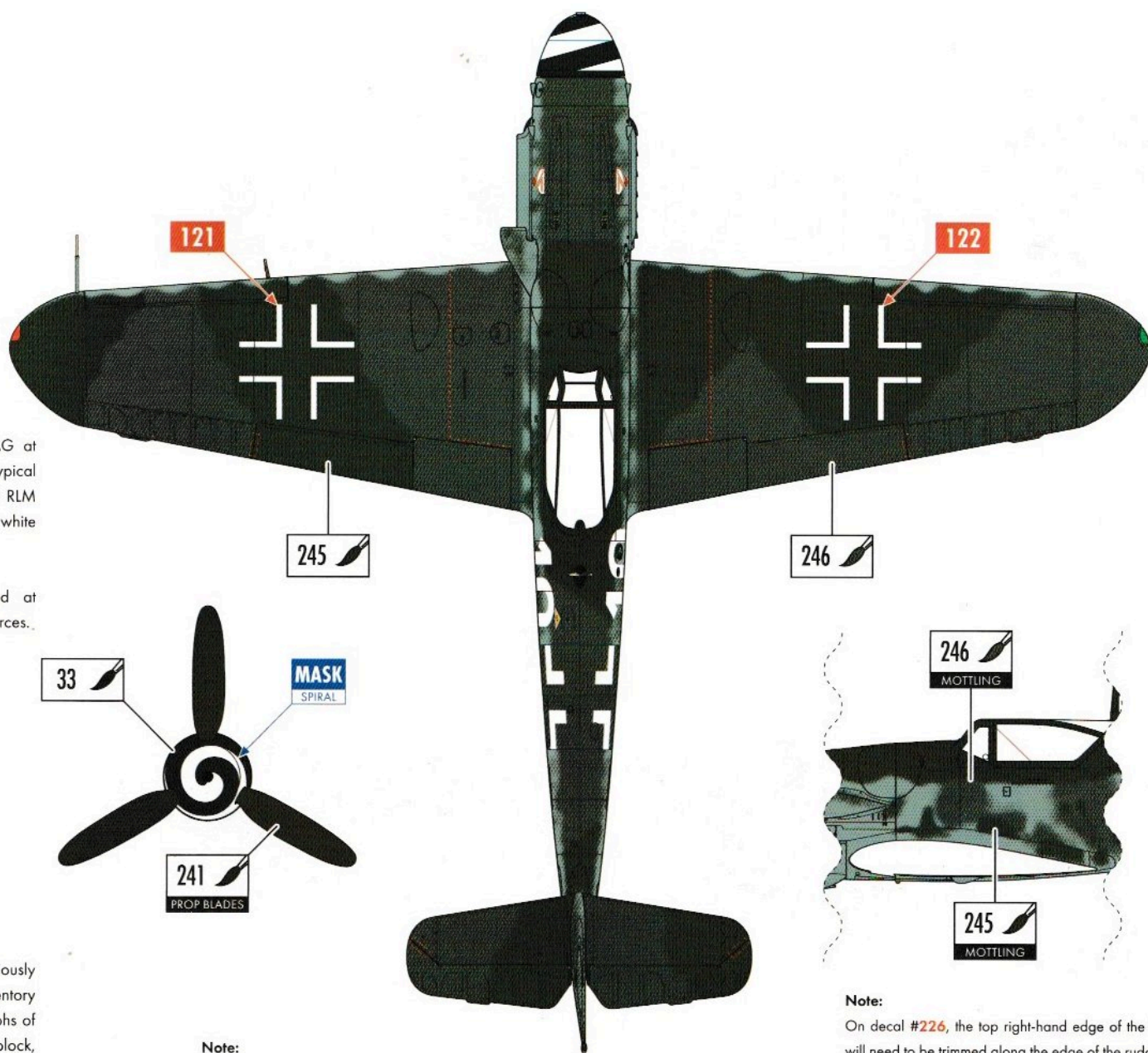
Messerschmitt AG at
tagged in a typical
consisting of RLM
inner has a white

belly-landed at
ed by US forces.

been previously
airframe inventory
d photographs of
production block,
lied to the rudder.
al Messerschmitt
ine and bear no

on block suggests
al position on the

white segments, but
the upper-surface
lied the fuselage
to paint the main
75 shade of your
to spray the outer
do so. We have,
ents as optional

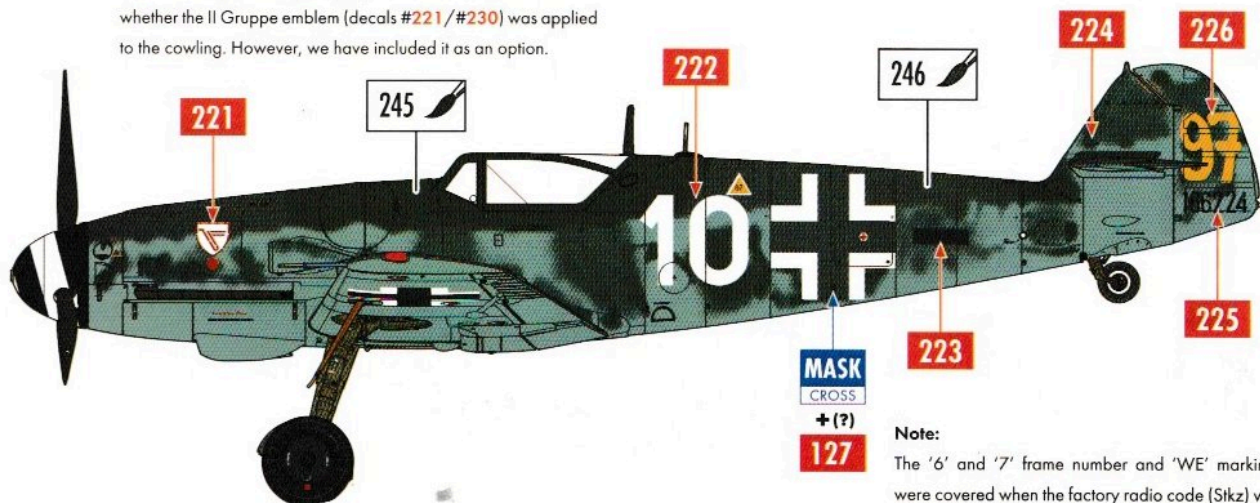


Note:

From the only known photograph of this aircraft, it is unclear whether the II Gruppe emblem (decals #221/#230) was applied to the cowlings. However, we have included it as an option.

Note:

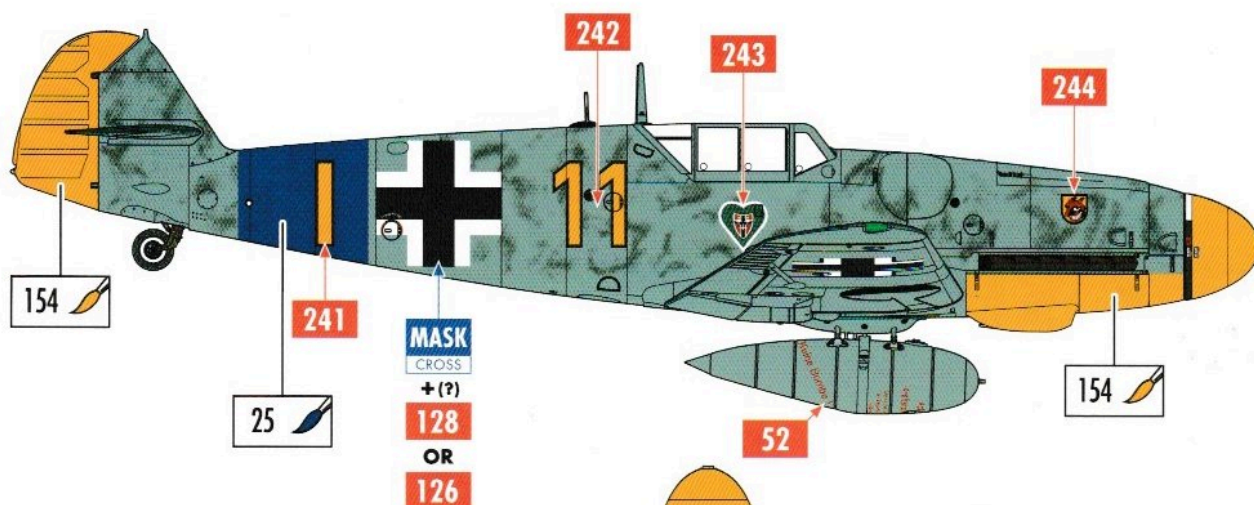
On decal #226, the top right-hand edge of the '7' will need to be trimmed along the edge of the rudder.



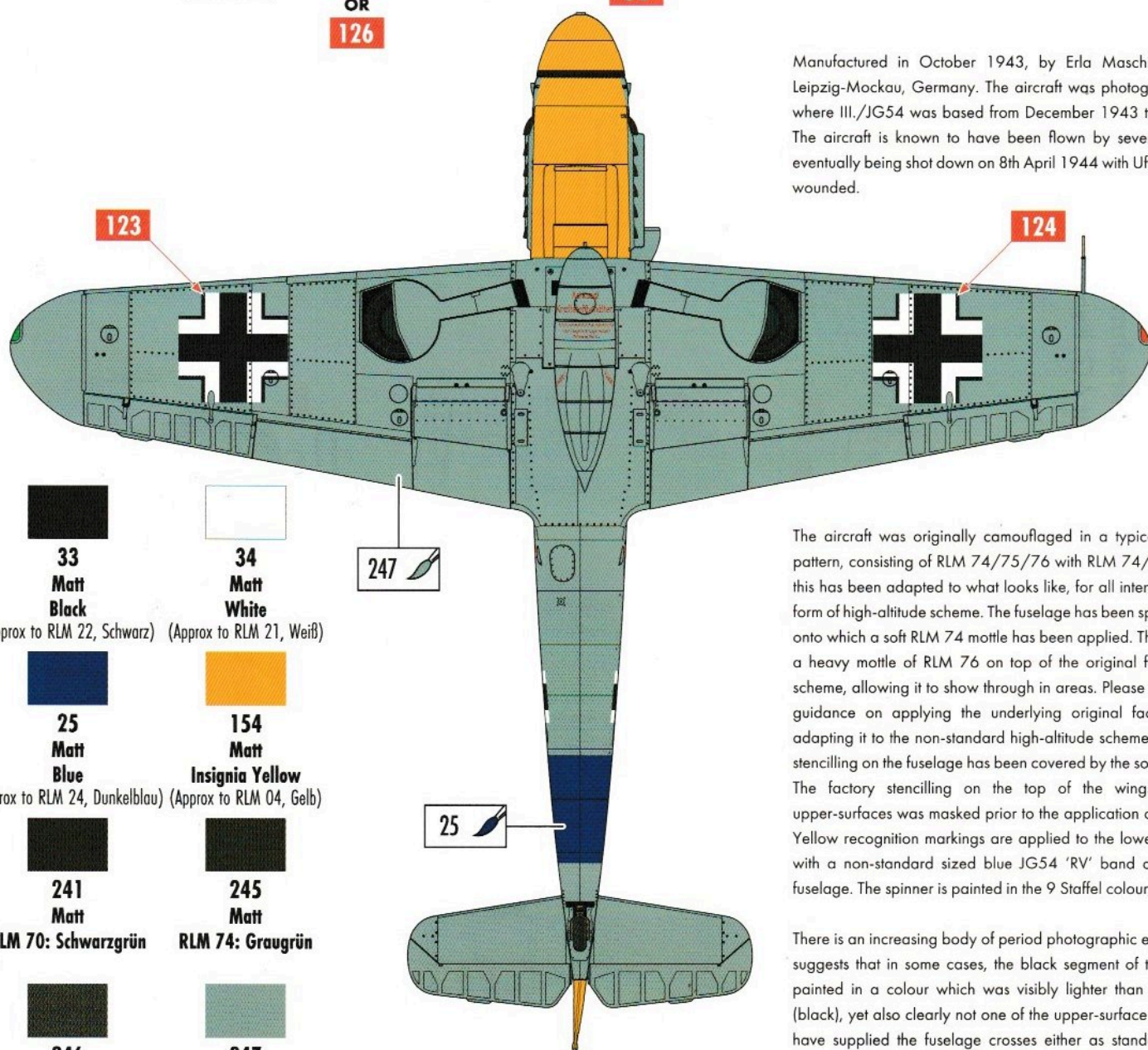
Note:

The '6' and '7' frame number and 'WE' markings were covered when the factory radio code (Stkz) was sprayed over.

WNR.27119, Yellow 11+I, 9./Jagdgeschwader 54, Fw.



Manufactured in October 1943, by Erla Maschinenwerk G. Leipzig-Mockau, Germany. The aircraft was photographed at Luftwaffe where III./JG54 was based from December 1943 to late-February 1944. The aircraft is known to have been flown by several pilots of III./JG54, eventually being shot down on 8th April 1944 with Uffz. Gerhard K. wounded.



33 Matt Black (Approx to RLM 22, Schwarz)	34 Matt White (Approx to RLM 21, Weiß)
25 Matt Blue (Approx to RLM 24, Dunkelblau)	154 Matt Insignia Yellow (Approx to RLM 04, Gelb)
241 Matt RLM 70: Schwarzgrün	245 Matt RLM 74: Graugrün
246 Matt RLM 75: Grauviolett	247 Matt RLM 76: Lichtblau

The aircraft was originally camouflaged in a typical Erla factory pattern, consisting of RLM 74/75/76 with RLM 74/75 mottling. This has been adapted to what looks like, for all intents and purposes, a form of high-altitude scheme. The fuselage has been sprayed in solid black onto which a soft RLM 74 mottle has been applied. The wings have a heavy mottle of RLM 76 on top of the original factory-applied scheme, allowing it to show through in areas. Please refer to Scheuer for guidance on applying the underlying original factory scheme and adapting it to the non-standard high-altitude scheme. Almost all the stencilling on the fuselage has been covered by the solid RLM 76 over the factory stencilling on the top of the wings and horizontal upper-surfaces was masked prior to the application of the RLM 76. Yellow recognition markings are applied to the lower cowl and fuselage with a non-standard sized blue JG54 'RV' band applied around the fuselage. The spinner is painted in the 9 Staffel colour, yellow.

There is an increasing body of period photographic evidence which suggests that in some cases, the black segment of the fuselage was painted in a colour which was visibly lighter than the standard black (black), yet also clearly not one of the upper-surface colours. There have supplied the fuselage crosses either as standard black/white decals or as pre-cut masks. This will allow you to paint the fuselage any colour of your choosing, should you wish to do so.

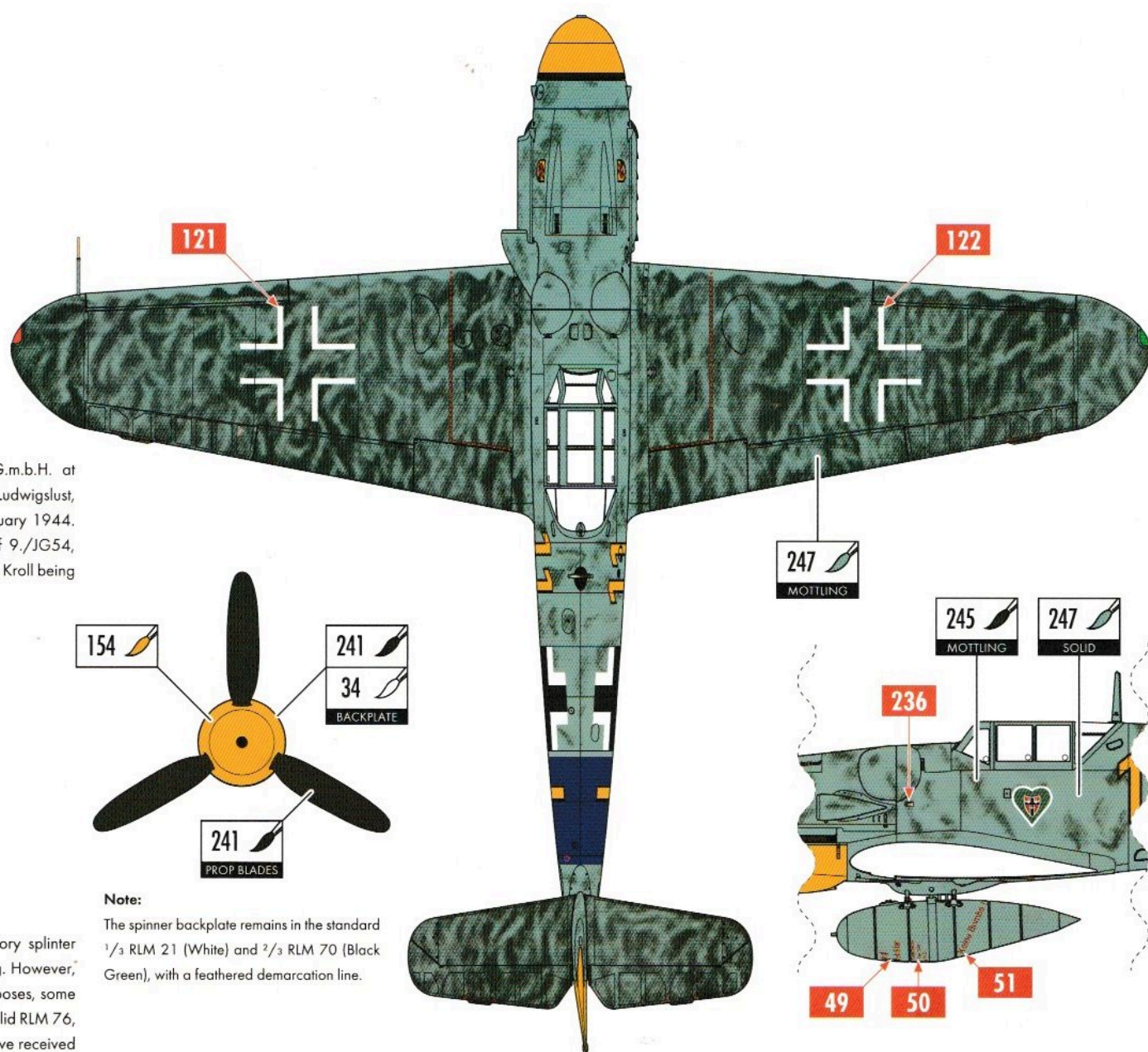
mitt Bf109G-5

Fw. Emil Hecker, Ludwigslust, Germany, February 1944

menwerk G.m.b.H. at
raphed at Ludwigslust,
to late-February 1944.
al pilots of 9./JG54,
z. Gerhard Kroll being

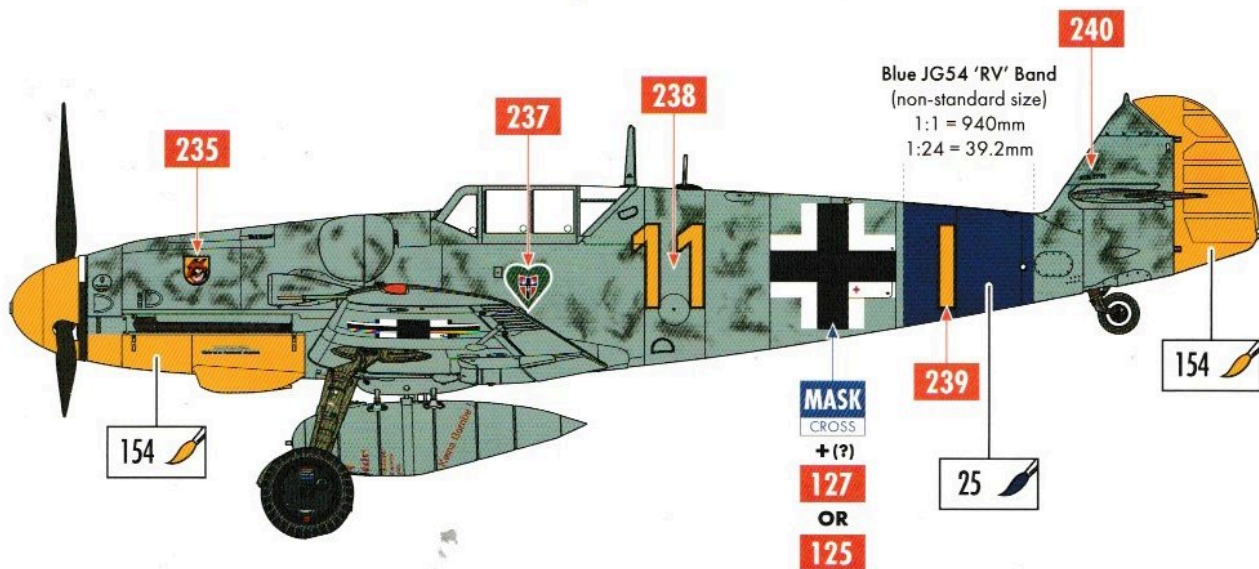
al Erla factory splinter
75 mottling. However,
ts and purposes, some
rayed in solid RLM 76,
e wings have received
actory-applied splinter
refer to Scheme ④ for
ory scheme prior to
Almost all the factory
id RLM 76 over-spray.
and horizontal tail
f the RLM 76 mottling.
r cowlings and rudder,
plied around the aft
yellow.

vidence which strongly
he fuselage cross was
the standard RLM 22
colours. Therefore, we
ard black/white cross
the fuselage crosses in



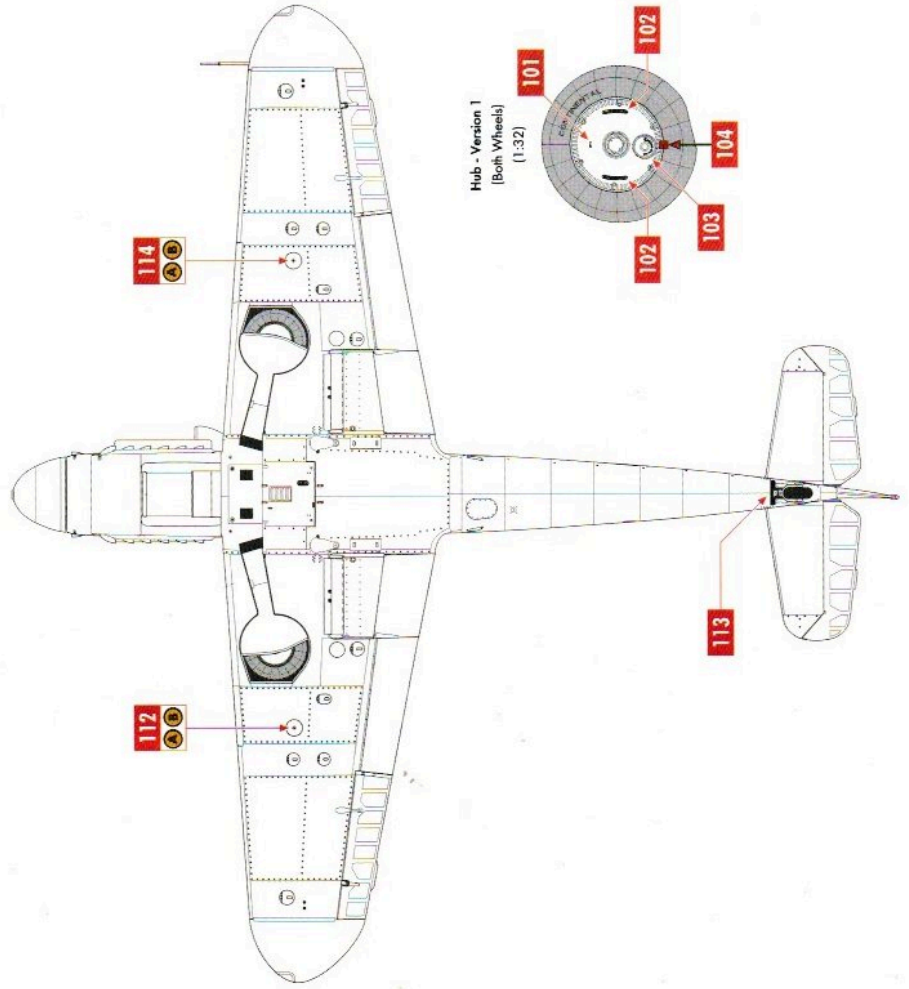
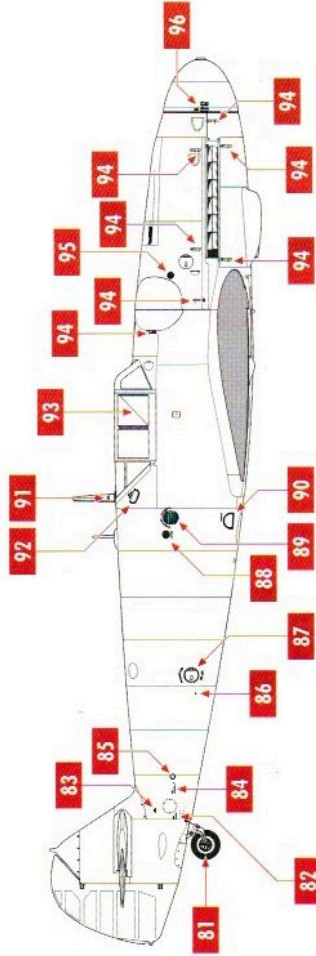
Note:

The spinner backplate remains in the standard $\frac{1}{3}$ RLM 21 (White) and $\frac{2}{3}$ RLM 70 (Black Green), with a feathered demarcation line.

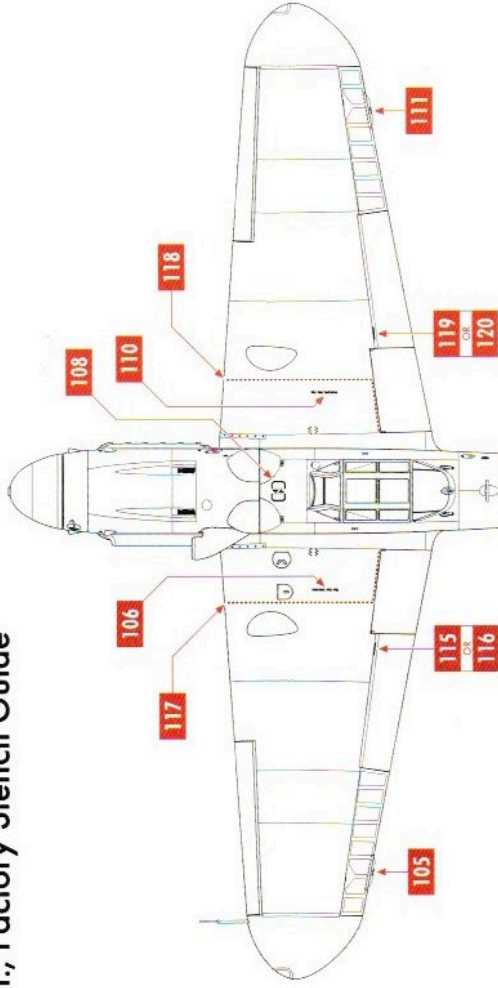
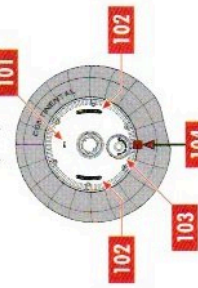


Blue JG54 'RV' Band
(non-standard size)
1:1 = 940mm
1:24 = 39.2mm

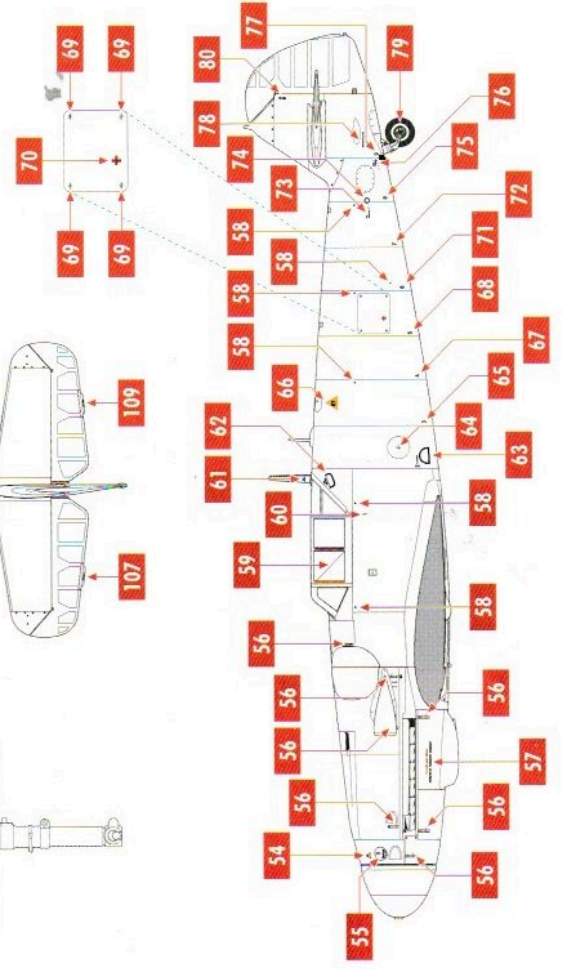
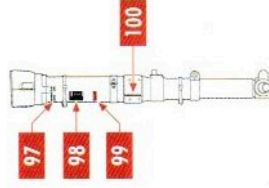
A + B + E Messerschmitt Bf109G-5/6
Erla Maschinenwerk G.m.b.H., Factory Stencil Guide



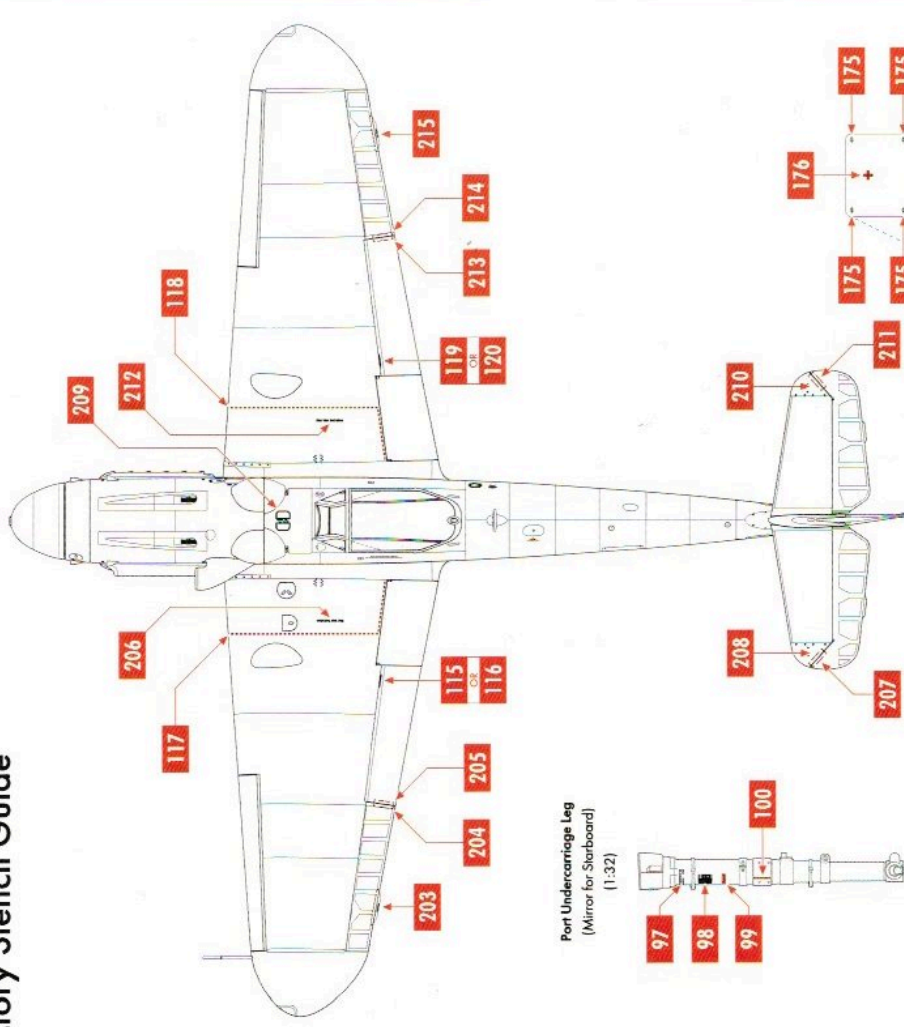
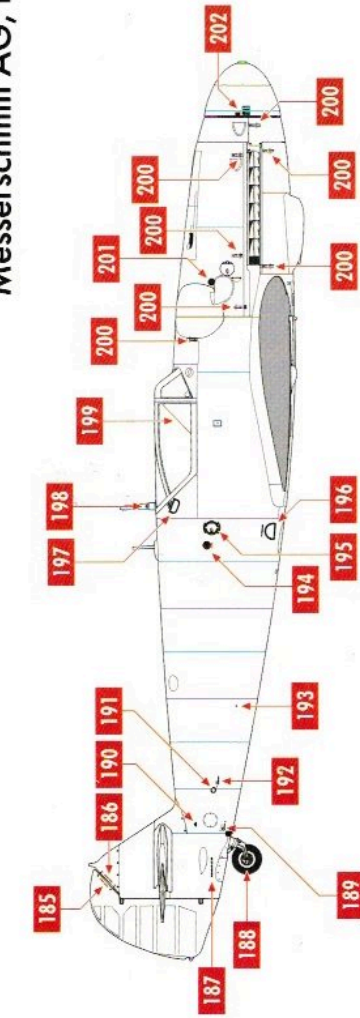
Hub - Version 1
 (Both Wheels)
 (1:32)



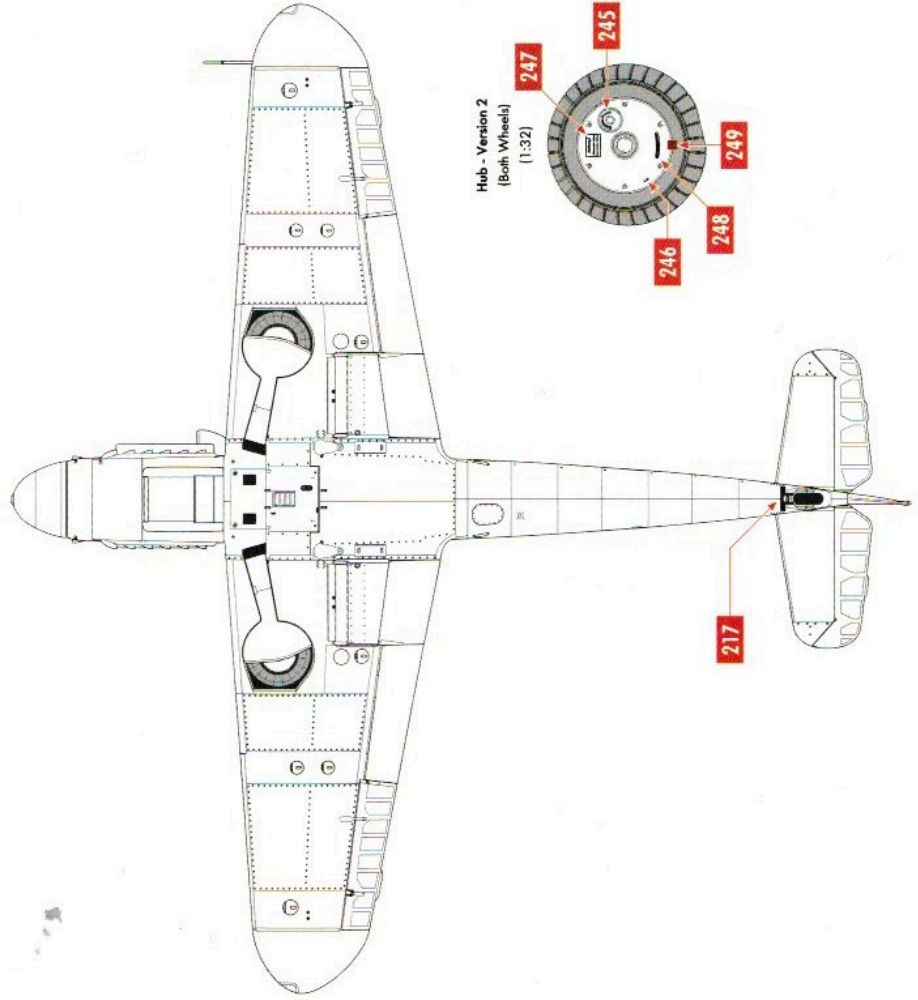
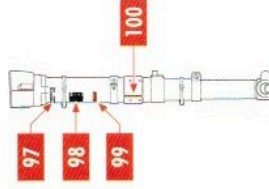
Port Undercarriage Leg
 (Mirror for Starboard)
 (1:32)



Messerschmitt Bf109G-6 Messerschmitt AG, Factory Stencil Guide



Port Undercarriage Leg
(Mirror for Starboard)
(1:32)



Hub - Version 2
(Both Wheels)
(1:32)

