

# Bf 108

eduard

1/32 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 3405

**The Messerschmitt Bf 108 Taifun was the tourist and courier aircraft which determined the trends enduring for three decades. It reliably served both civilian as well as military users, especially the Luftwaffe.**

In 1934, the Challenge International de Tourisme was to be held and Germany wanted to enter a team that would fly a brand new sport aircraft. Its design was assigned to Bayerische Flugzeugwerke AG (BFW) company with chief designer and co-owner Willi Messerschmitt. He had already built several successful sports and passenger aircraft, but was also in disfavor with the Erhard Milch, the Reich Minister of Aviation, due to the crash of a prototype ten-seat airliner, the M 20, which killed Milch's close friend and Lufthansa chief pilot Hans Hackmack in 1928. Milch's resentment prevented BFW from accessing any government contracts and the resulting difficulties led to the company's bankruptcy and restructuring in 1933.

Thanks to the activities of BFW director Rakan Kokothaki, Messerschmitt prepared a small transport aircraft, the M 36, for Romanian Airlines in the difficult times shortly after the bankruptcy. The prototype proved successful and Romania purchased the design. The success with a foreign customer eventually helped Messerschmitt to get an order for the construction of a new sports aircraft, designated the M 37. It was a progressive design that was well ahead of its time with its all-metal airframe, retractable landing gear and spacious, comfortable four-seat cabin with ample luggage space. The first prototype was successfully flown on June 13, 1934, and RLM designated it Bf 108 subsequently. For the factory itself, this was an aircraft that helped it not only financially but also technologically. With the Bf 108, Messerschmitt and his colleagues verified the method of construction that they used in the design of the Bf 109 fighter.

#### **On the sports scene**

The Bf 108 prototype first flew on June 13, 1934. It was powered by a 224 hp (165 kW) Hirth HM 8U engine coupled to a three-bladed VDM adjustable pitch propeller. It was subsequently redesignated Bf 108V-1 and tests at Rechlin confirmed very good flight characteristics and performance of the new aircraft. The production of a pre-production series of six aircraft for the needs of the competition team was therefore promptly commissioned. One aircraft (D-IBUM) was destroyed in a crash prior to the competition, finally, four Bf 108s took part in the Challenge International de Tourisme. It was a 14,313 km long stage race that took place over several European countries, as well as over the Mediterranean Sea and North Africa. The competition evaluated a number of different and sometimes contradicting flight performance characteristics and Messerschmitt therefore sought to create an aircraft that would be able to compete in all of them. In order to achieve this goal, the wing had unusually large flaps over almost the entire wingspan, while control around the longitudinal axis was provided only by small ailerons and slats on the leading edge. However, this solution gave Bf 108 unusually sensitive controls, even for experienced pilots. In the end, the Bf 108 did not live up to expectations, with the best placed being World War I combat veteran Theo Osterkamp in 4th place.

Even so, it was obvious that an extraordinary aircraft was born and the Bf 108 started to attract interest of customers. In 1935, BFW produced 32 units with a modified wing as it received standard ailerons. In November, a slightly enlarged version, the Bf 108B, was ready for production. After a three pre-production Bf 108B-0s, serial production of the Bf 108B-1 version commenced and the serial aircraft changed the power unit for 231-hp (170-kW) Argus AS 10C-3. The cockpit canopy was also modified and slots were stretched almost all the way along the leading edge of the wing. The propeller was wooden, fixed, or adjustable VDM one. The name Taifun was given to the Bf 108 thanks to the performance of German woman pilot Ella Beinhorn, who flew the distance of 3,568 km from Gleiwitz to Zurich in 13 hours and 25 minutes of flight time in August 1935.

#### **Military service**

During 1938, 175 Taifuns were produced, including Bf 108B-1S (Schlechtwetter) with better instrument equipment for bad weather conditions flights. Most of these aircraft were taken over by the Luftwaffe, as were all the examples of Bf 108B-2 version. These received the MeP7 variable-pitch propeller.

In January 1941, the Bf 108D-1 version with the Argus As 10C or As 10R engine with 177 kW (241 hp) was introduced into production. The wing was enlarged and the fuel system was changed. The BFW produced 131 units, and after the surrender of France, production of Taifuns was transferred to the SNCAN factory to free up the BFW's full capacity to produce Bf 109 fighters. For Afrikakorps needs, some of the machines were converted to the Bf 108B-2 trop and Bf 108D-1 trop versions. At SNCAN, Bf 108s were produced not only until the end of the war but also after.

The post-war production included an adaptation to tricycle nosewheel landing gear, which was designated NORD 1101.

#### **Reliable courier**

During the war, the Bf 108 was reliable aircraft serving in courier and liaison duties. Only once did this aircraft become a direct participant in an operation of combat significance, when it carried a pair of sabotage group of two pilots who's task was to prepare conditions for interfering with Allied supply routes over North Africa from a forward area. Interestingly, in order to cover the 2,500 km distance to its destination in Great Syrt Bay, the Taifun had to travel more than half of the way in tow behind the He 111 from Greece.

A total of 885 Bf 108s of all versions were produced during the war, with post-war production yielding another 250. The military versions of the Bf 108B-2 and D-1 produced 626 units. Most of them were used by the Luftwaffe, but also by many foreign users. The timelessness of the design is evidenced by the fact that in 1974 Messerschmitt, in cooperation with other partners, attempted to introduce production of an upgraded Taifun 1974. However, the plans eventually fell through.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS



INSTR. SYMBOLS



INSTRUKTION SINNBILDEN



SYMBOLES

記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODRÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

**PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)**

PARTS



DÍLY



TEILE



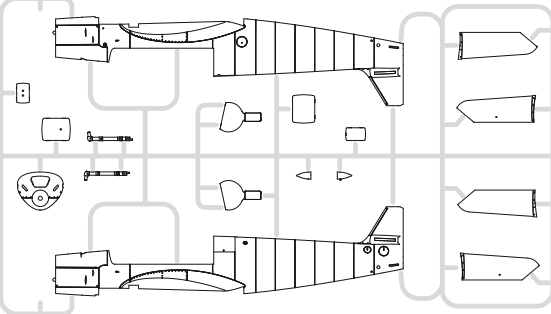
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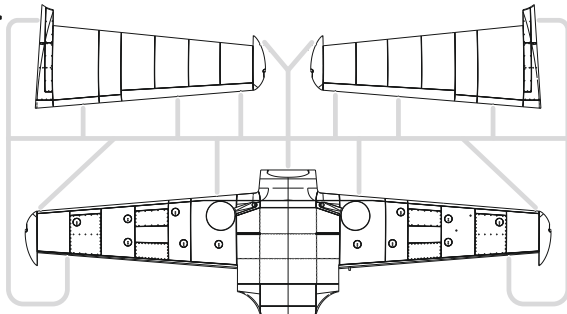
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## PLASTIC PARTS

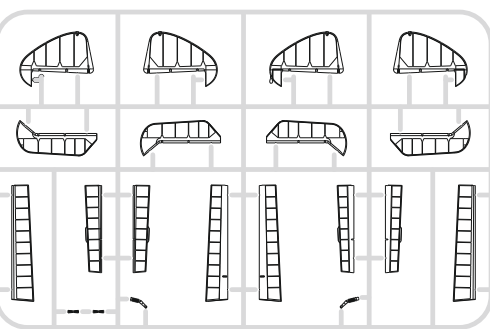
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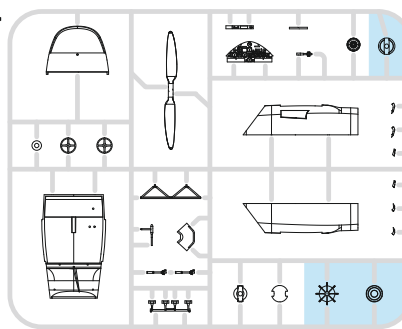
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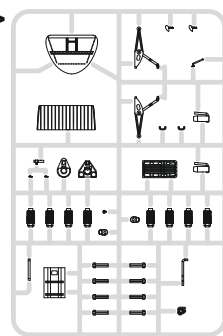
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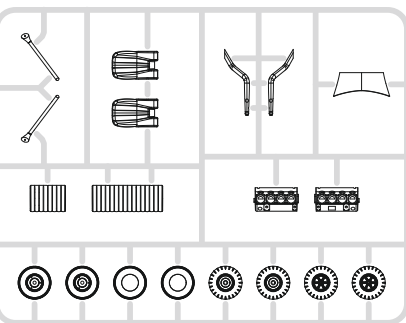
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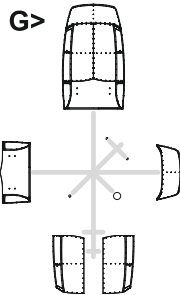
E&gt;



F&gt;



G&gt;



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

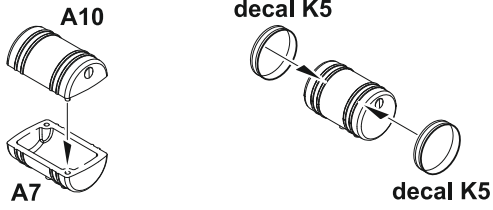


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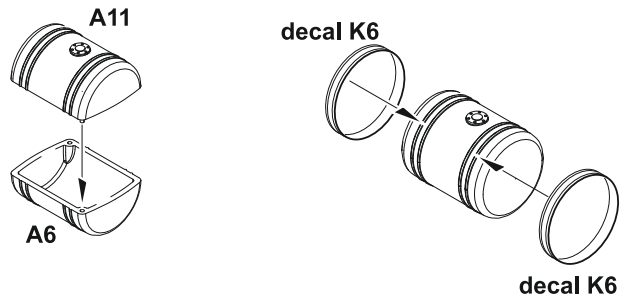
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H37	C43	WOOD BROWN
H47	C41	RED BROWN
H64	C17	RLM71 DARK GREEN
H65	C18	RLM70 BLACK GREEN
H66	C119	RLM79 SAND YELLOW
H67	C115	RLM65 LIGHT BLUE
H70	C60	RLM02 GRAY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H303	C303	GREEN
H308	C308	GRAY
H406	C406	CHOCOLATE BROWN
H413	C113	RLM04 YELLOW
H418	C118	RLM78 LIGHT BLUE
H420	C120	RLM80 OLIVE GREEN
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER
	SM206	SUPER CHROME SILVER
	SM212	ALUMINIUM

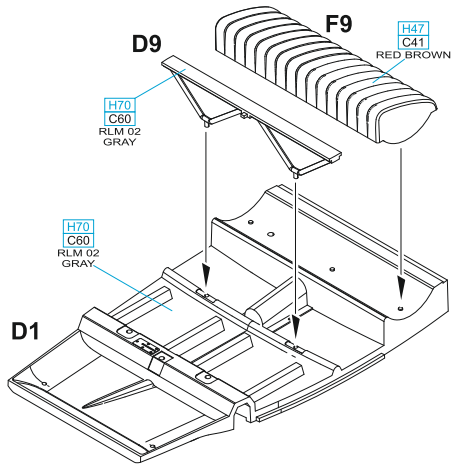
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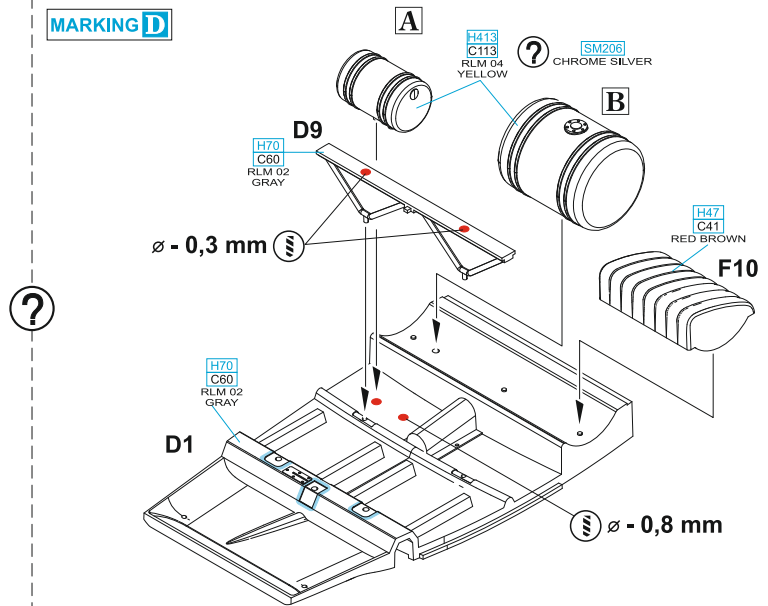
**B** MARKING **D** ONLY



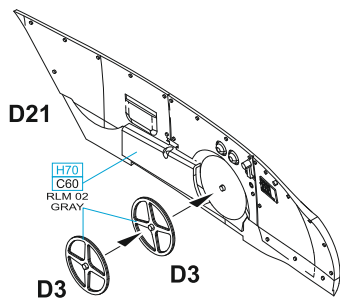
**C** MARKINGS **A, B, C**



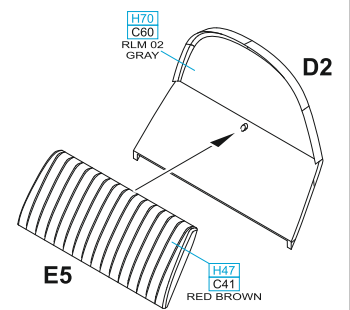
MARKING **D**



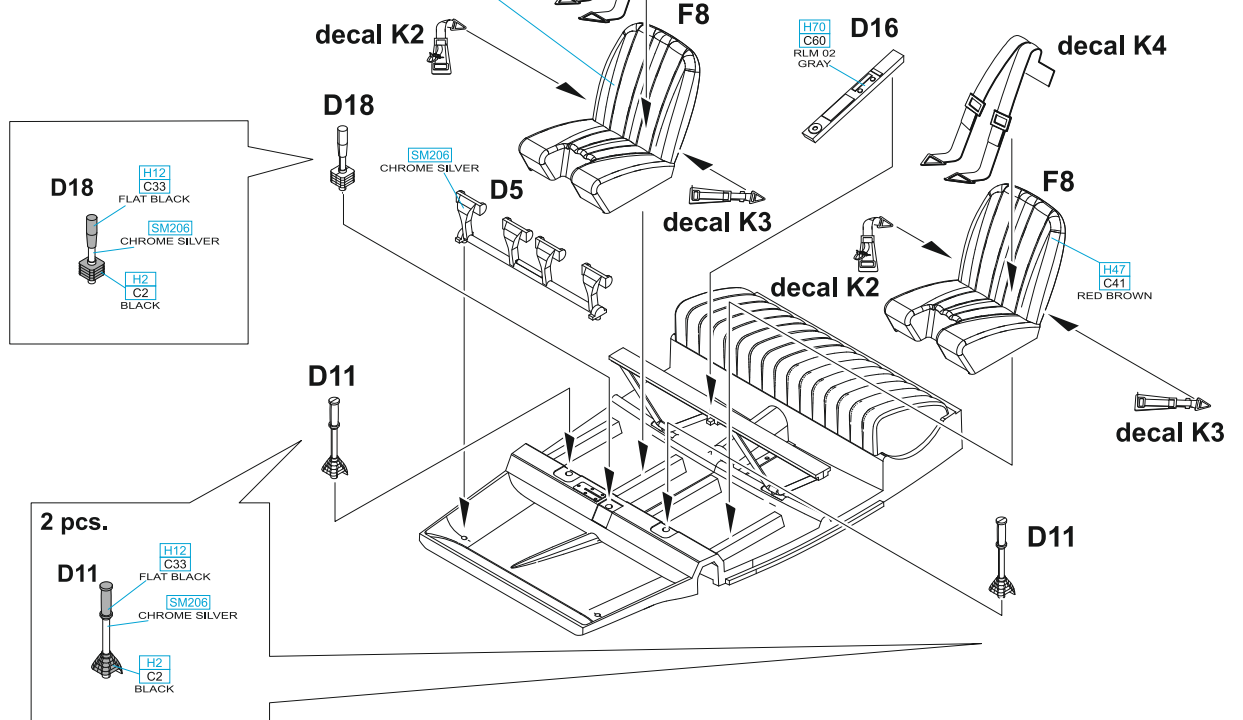
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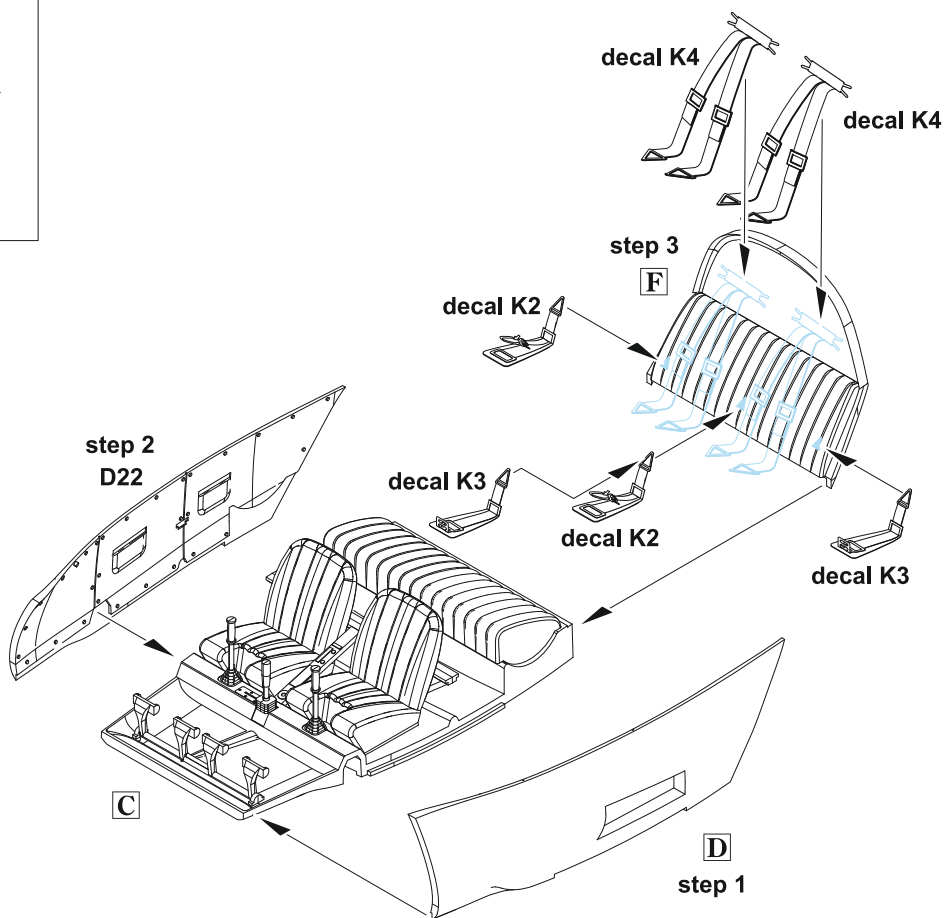
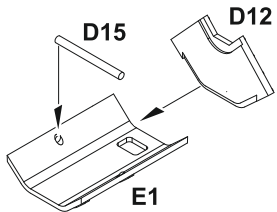
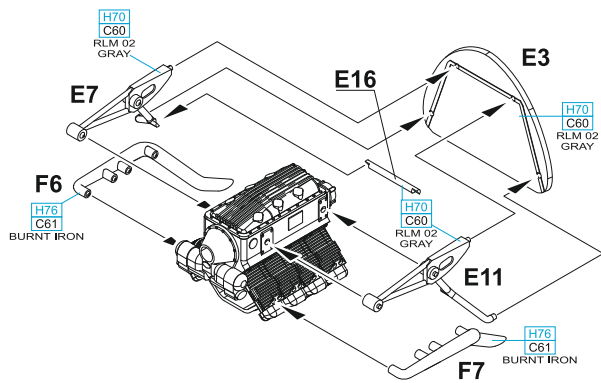
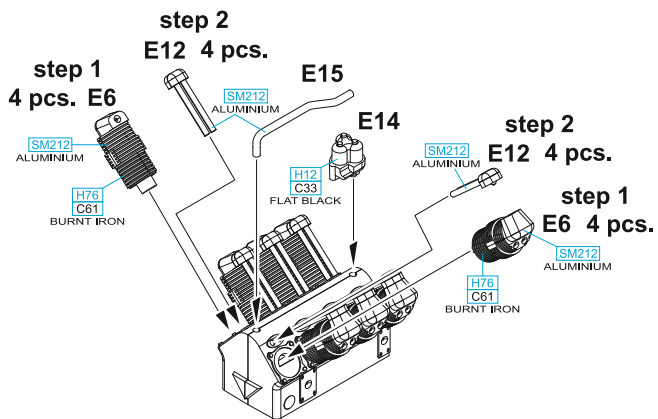
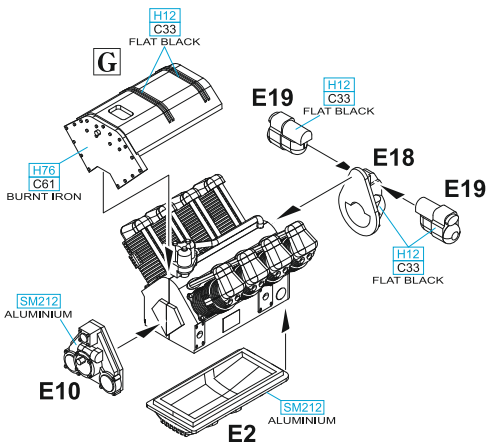
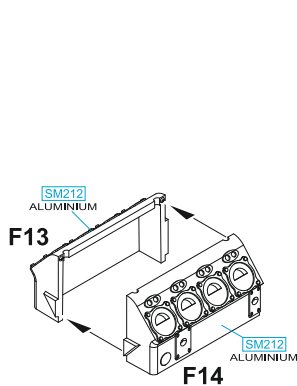


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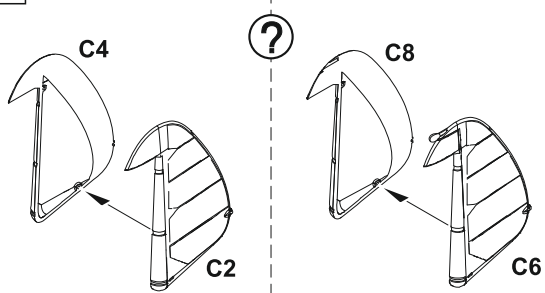


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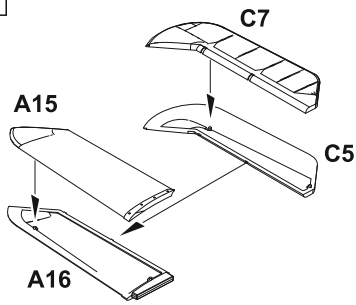


**G****H**

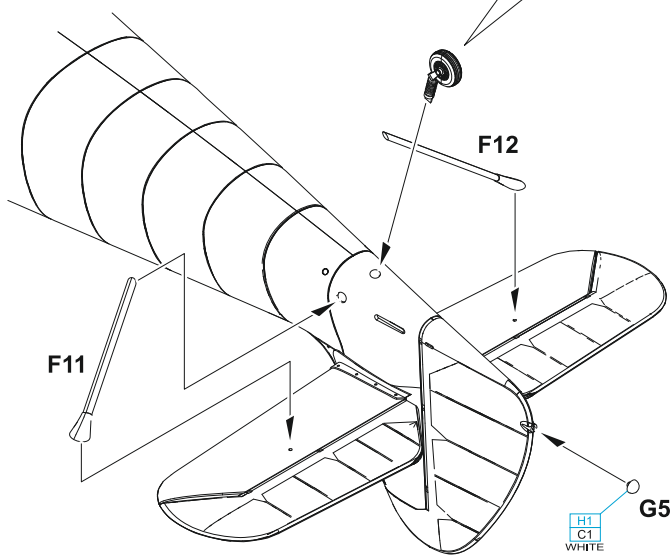
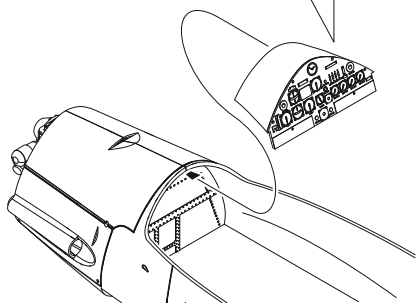
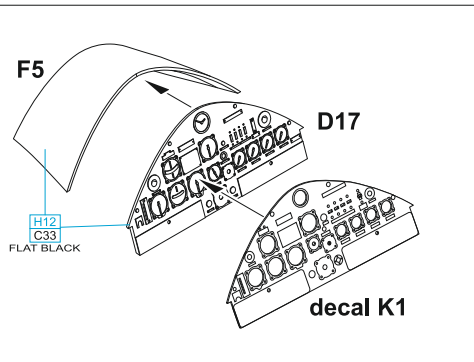
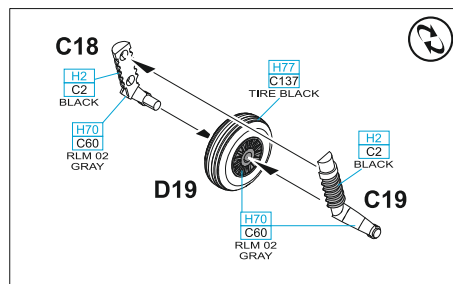
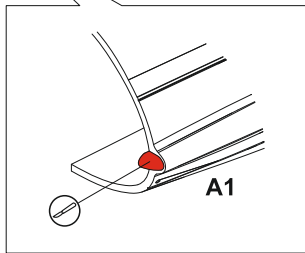
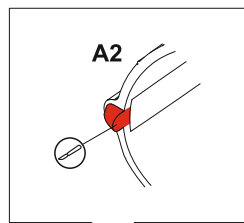
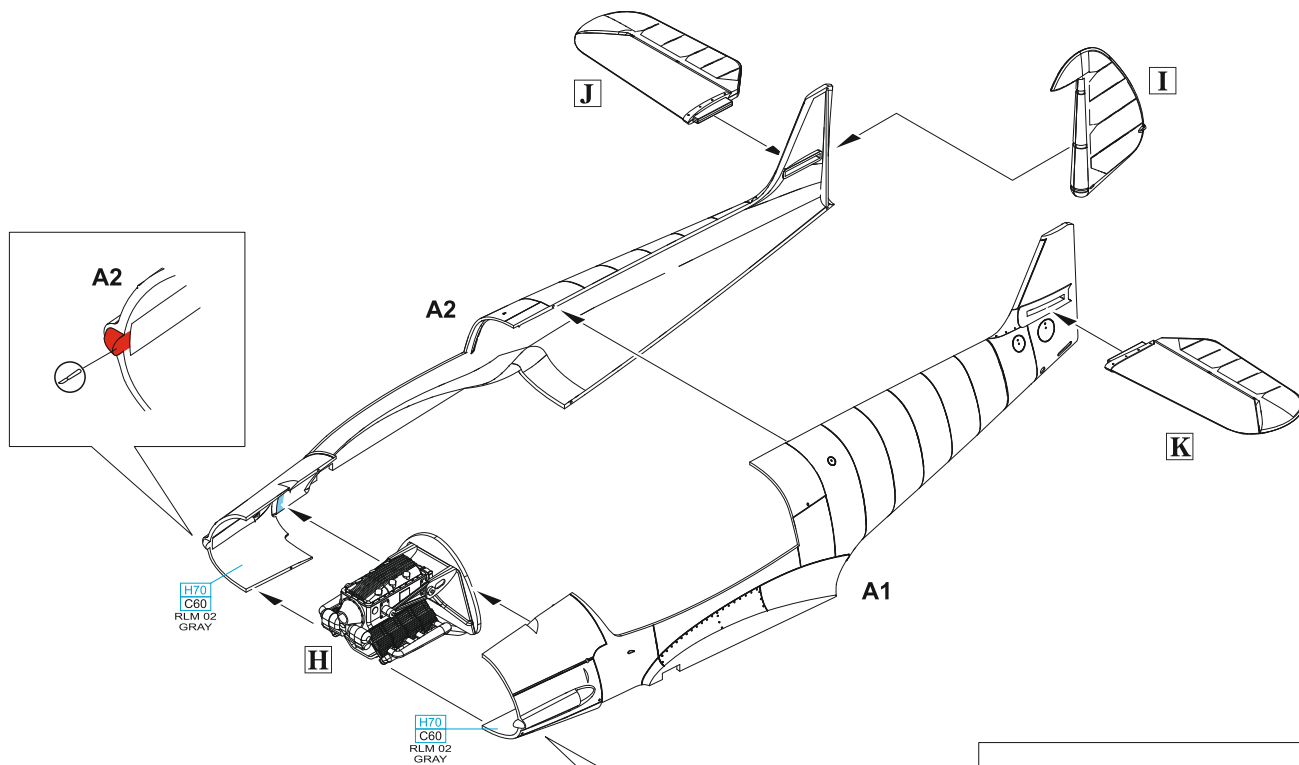
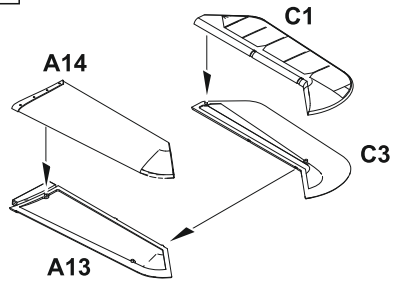
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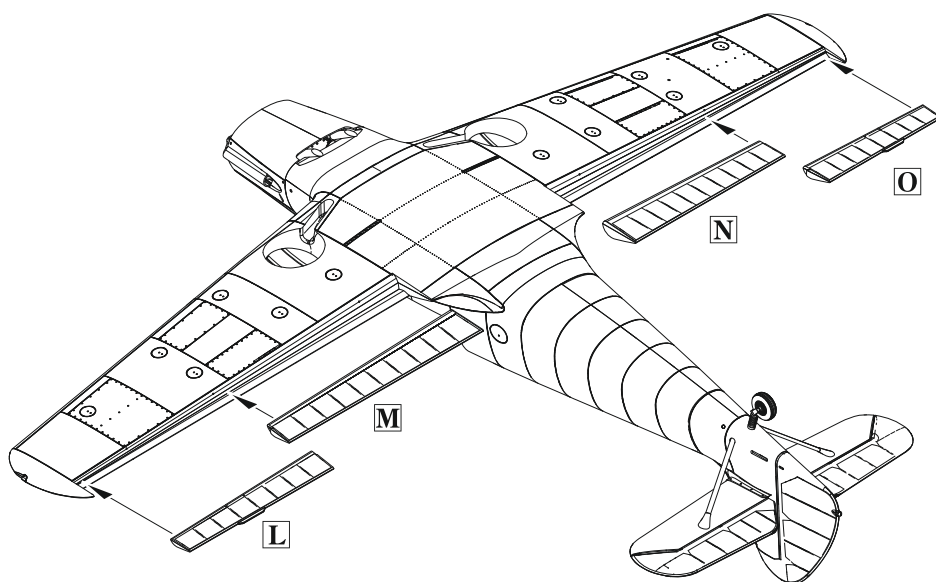
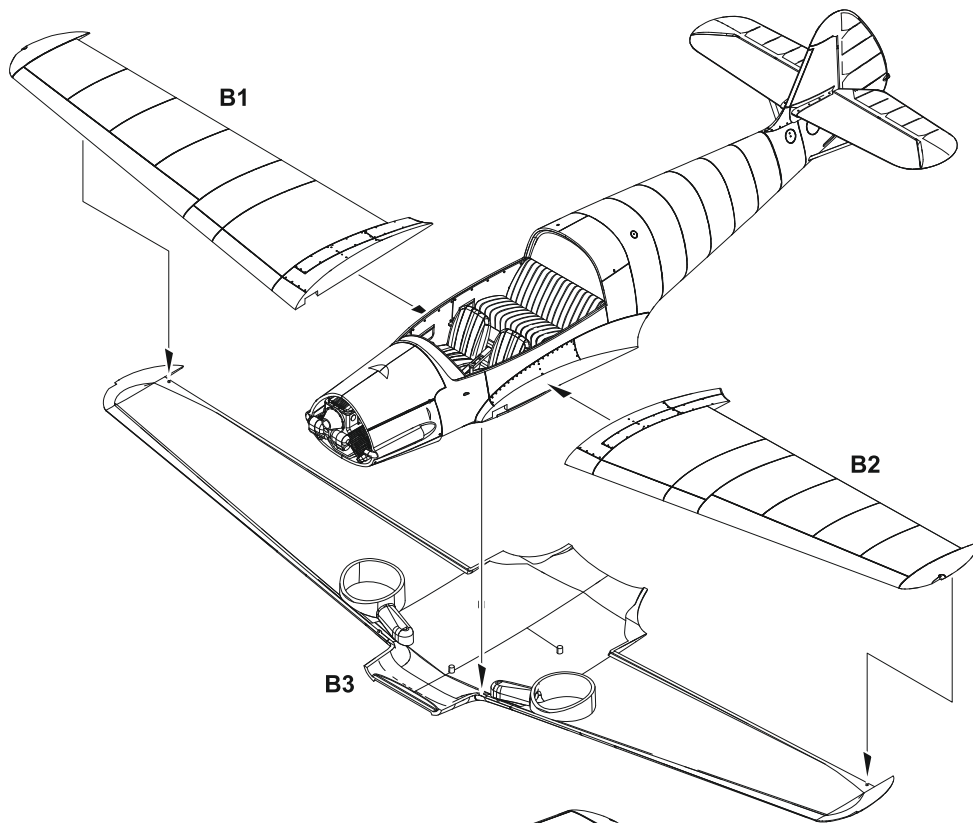
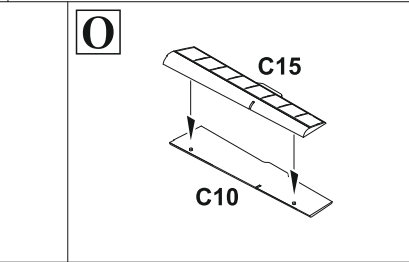
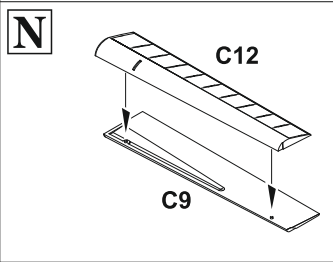
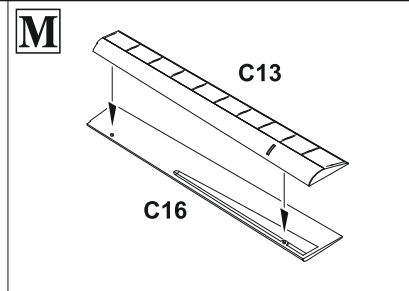
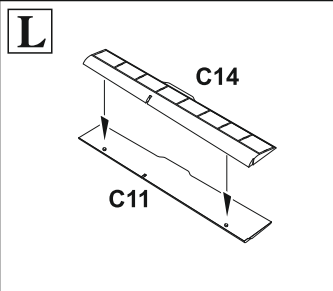
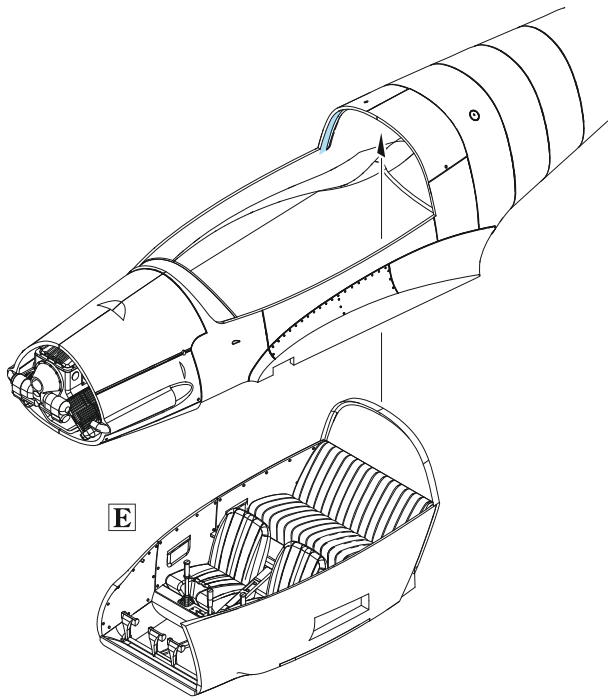


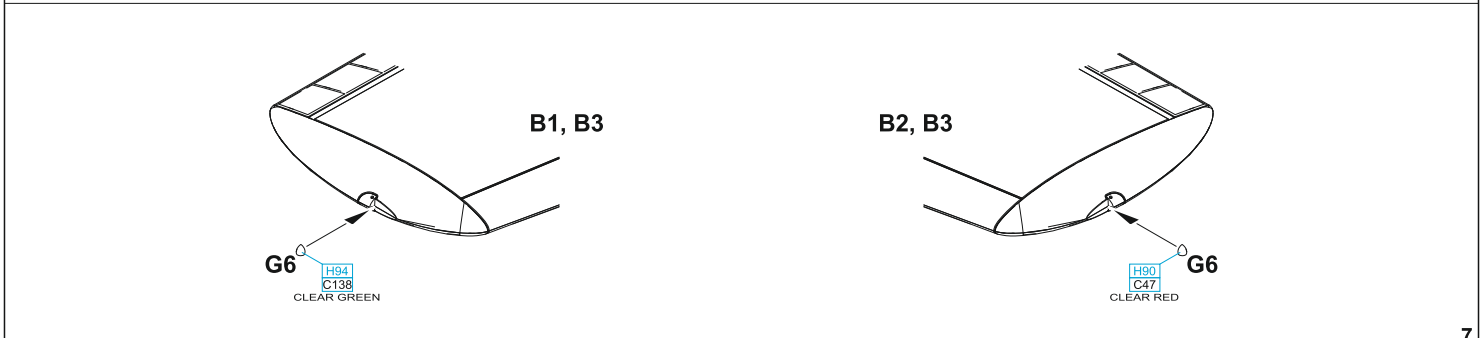
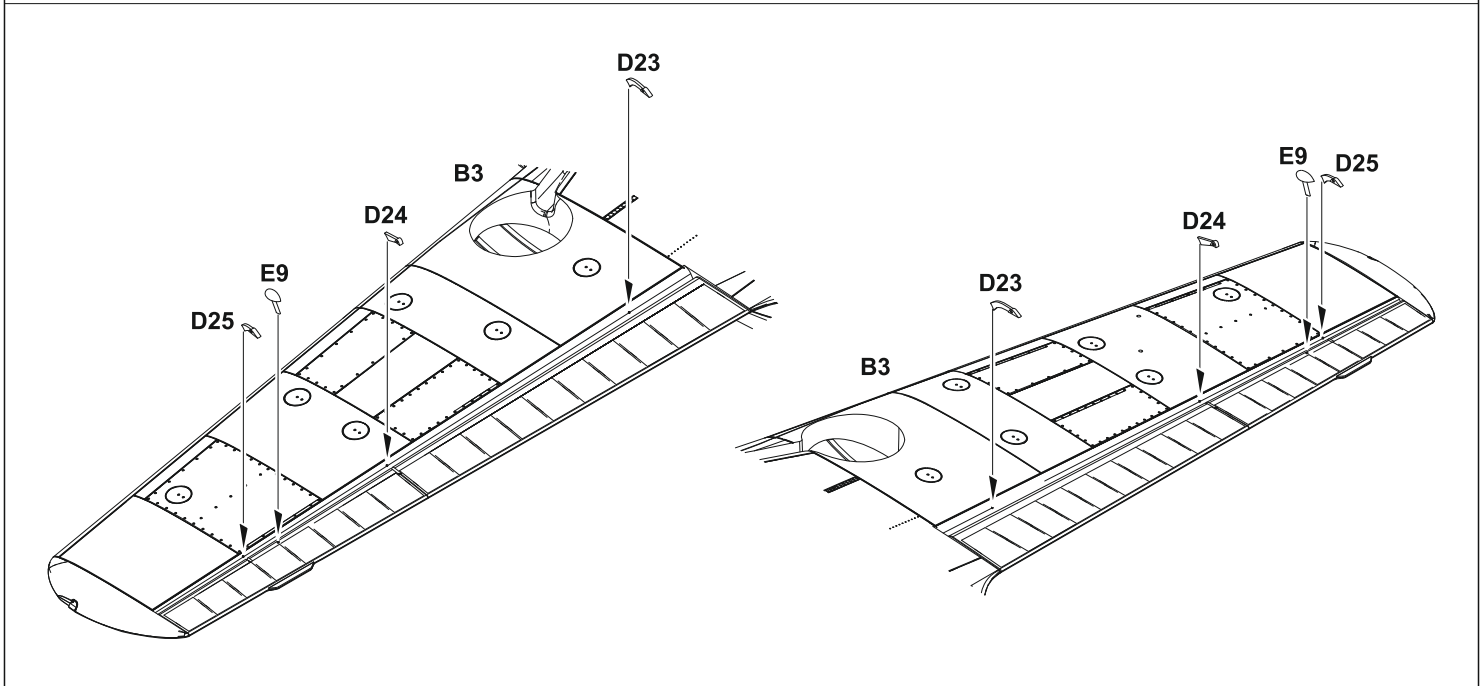
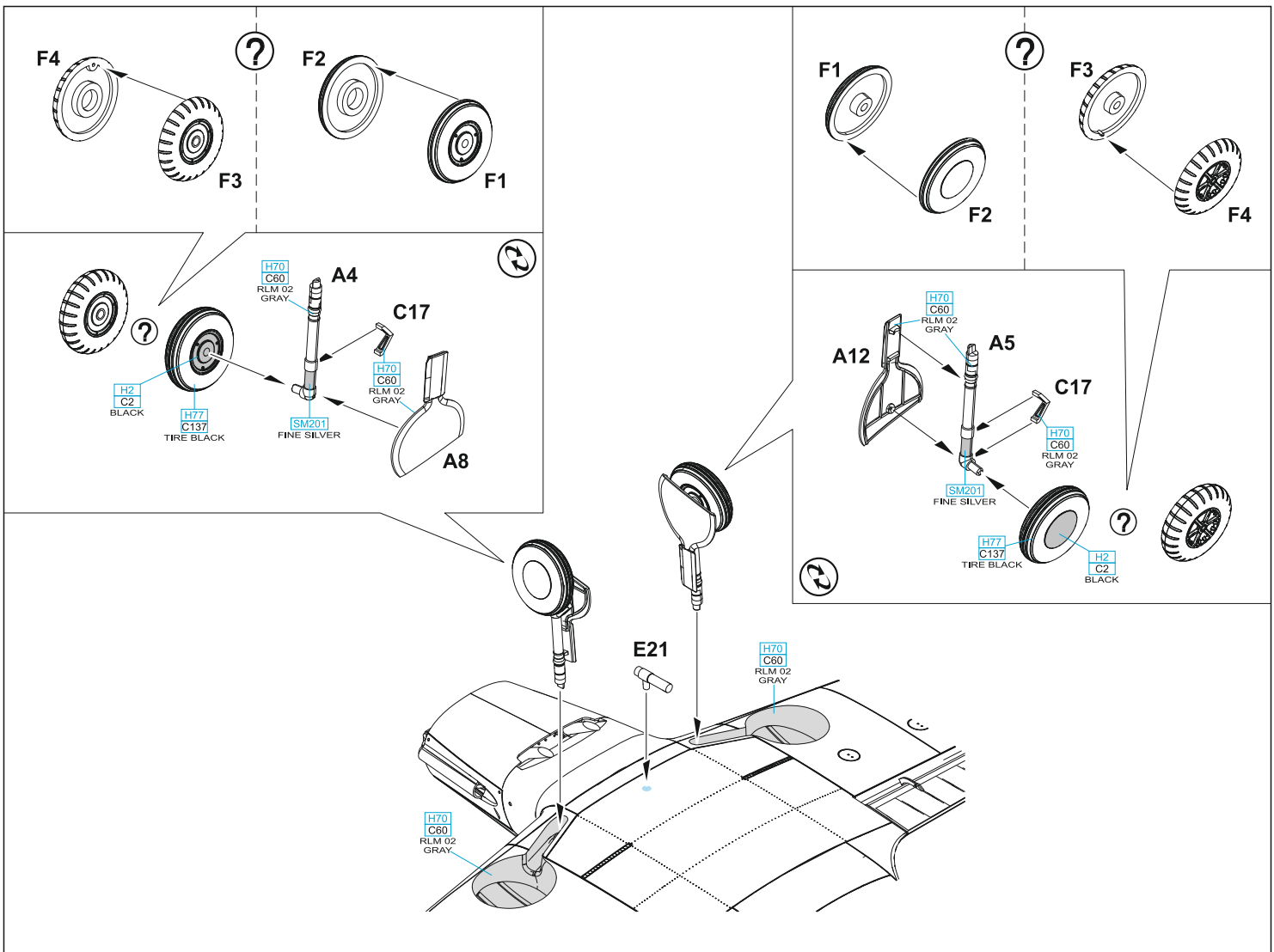
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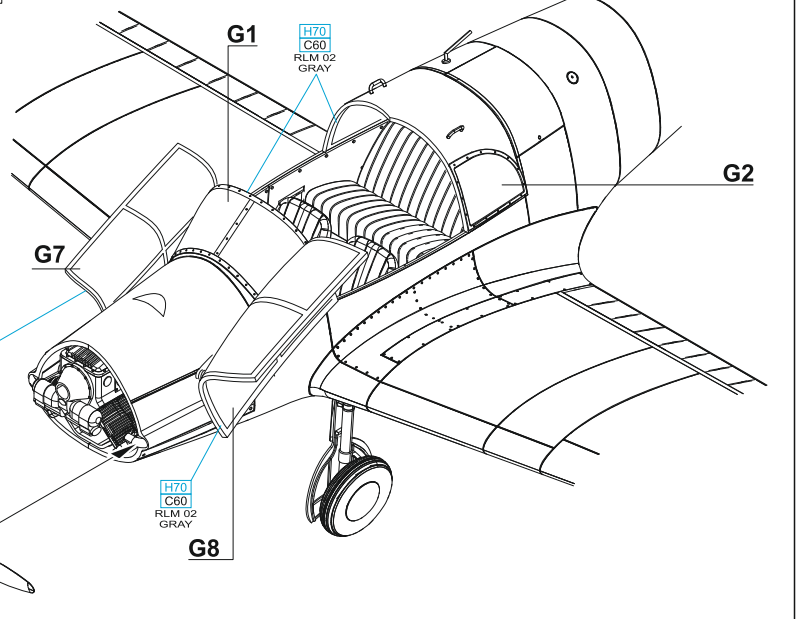
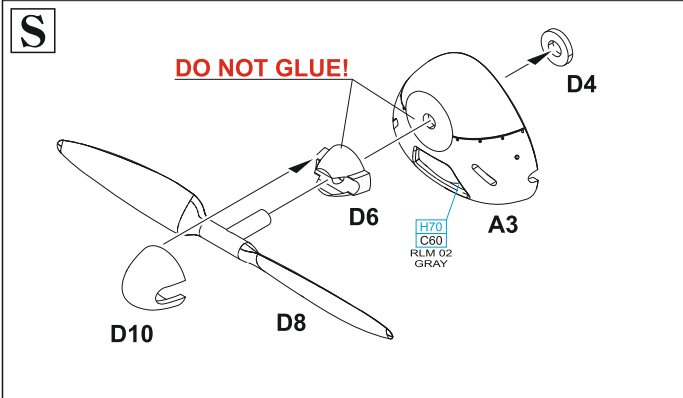
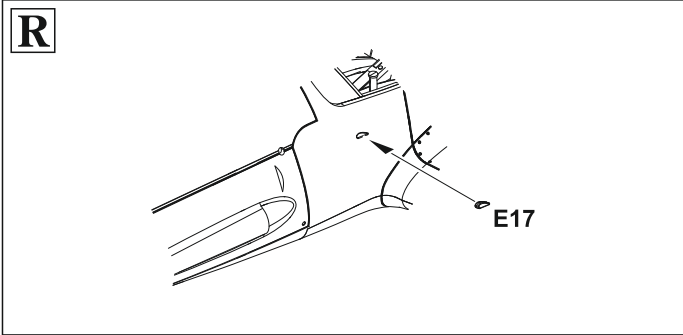
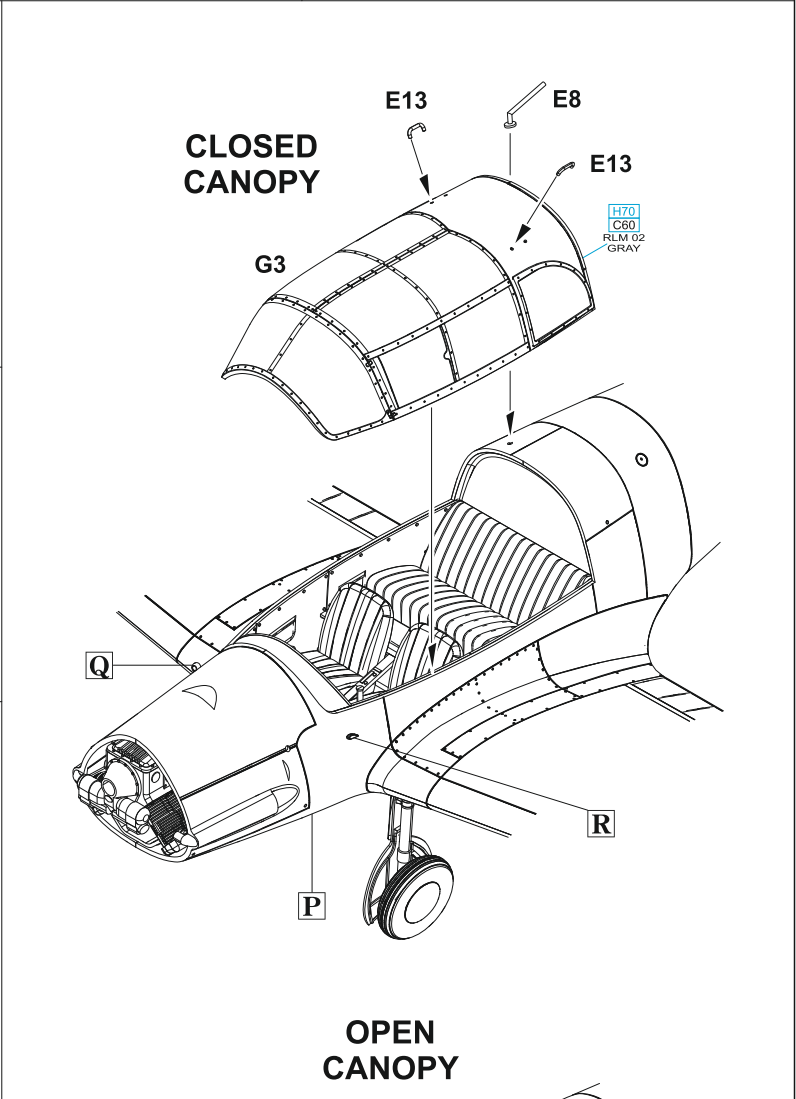
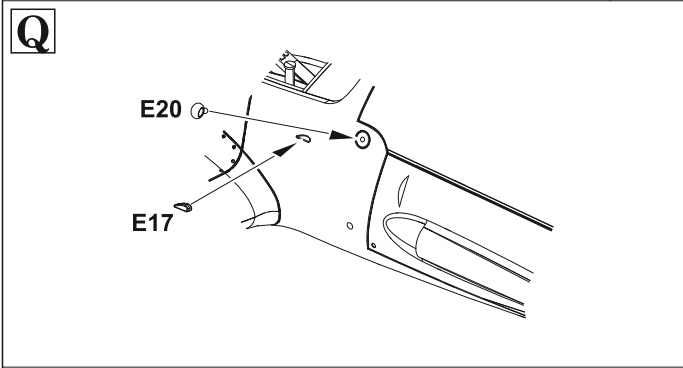
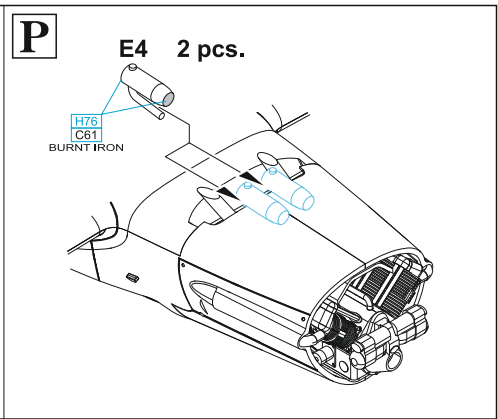
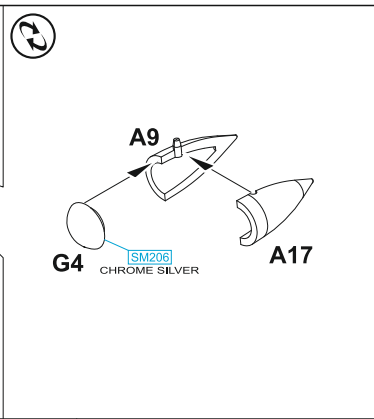
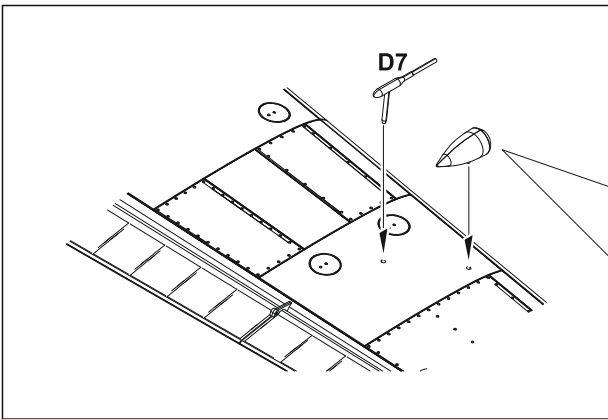


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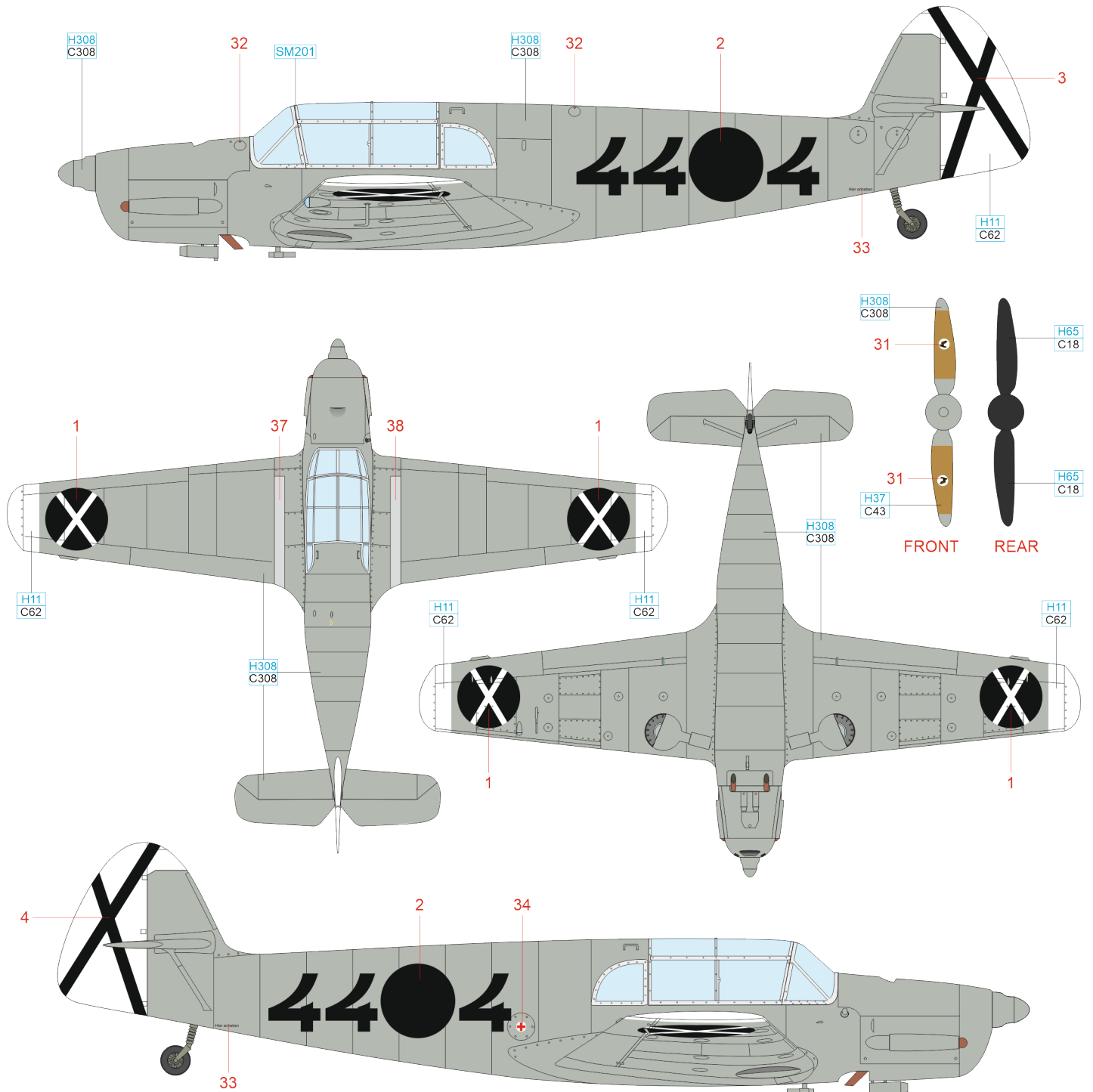






# A Stab/JG 88, Legion Condor, Spain, 1938

The Legion Condor was an air combat unit sent to assist Spanish nationalists during the Spanish Civil War. The Bf 108 Taifun aircraft were serving with J/88 headquarters command and used for courier, observation, and liaison flights. The Bf 108s delivered to the Legion Condor flew in Spanish skies from July 1937 to May 1939, with 10 to 15 aircraft deployed there. All surfaces were painted RLM 63. White wing tips, a white rudder with a black cross, black circles on the fuselage, and black circles with a white cross on the wings were the markings of the Nationalist aircraft.



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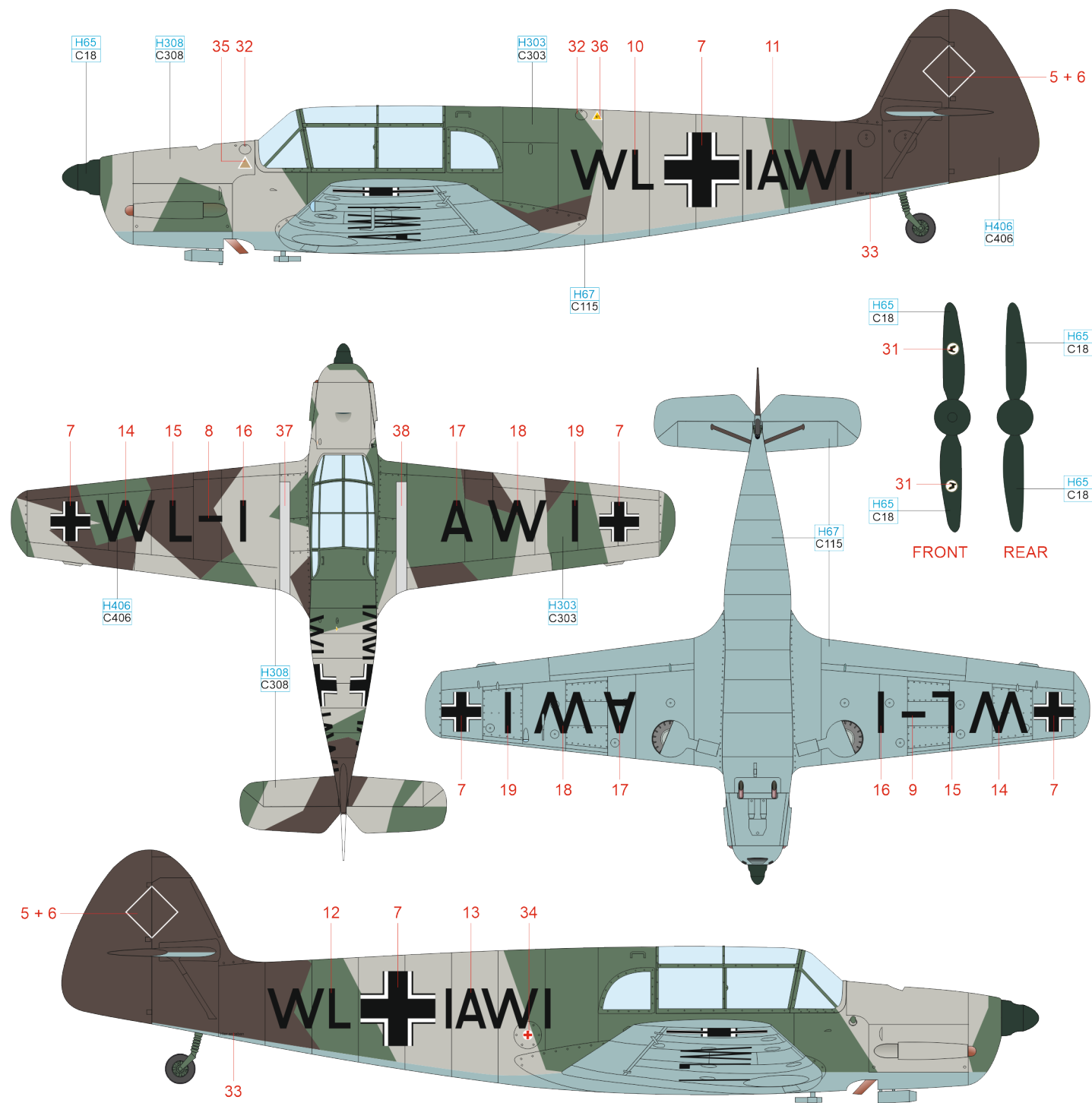


WOOD BROWN H37 C43 RLM 70 H65 C18 WHITE H11 C62 GREY H308 C308 SUPER FINE SILVER SM201

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# B Germany, September 1939

The German pre-war colors were used to camouflage this Taifun. The upper surfaces were painted RLM 61, RLM, 62 and RLM 63 colors, the undersides were in RLM 65. The camouflage was probably painted over the original factory colors thus the stenciling is not apparent on contemporary photos.



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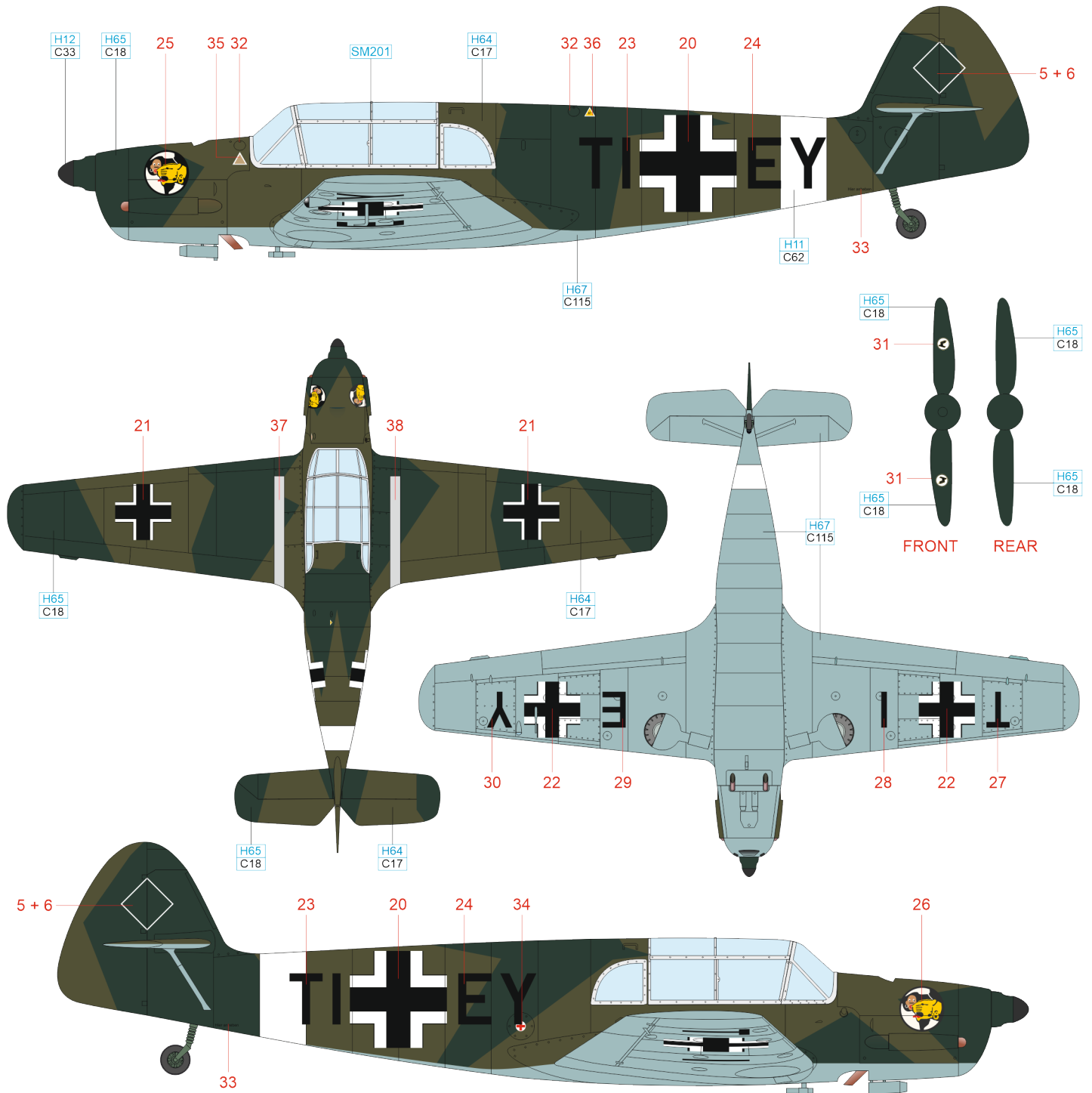


GREY H308 C308 RLM 70 H65 C18 GREEN H303 C303 RLM 65 H67 C115 BROWN H406 C406

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# C I./JG 27, Innsbruck, Austria, 1941

The depicted Taifun served as a courier plane of the I./JG 27 and is portrayed here as it has been photographed on the Innsbruck air base in 1941. Fighter units commonly used this type for their courier, liaison and conditional flights. The plane had a standard camouflage scheme composed of fields of RLM 70/71 colors on the upper surfaces and RLM 65 on the undersides of the wing. Matriculation TI+EY was supplemented with the emblem of the I. Gruppe / Jagdgeschwader 27 on both sides of the nose section.



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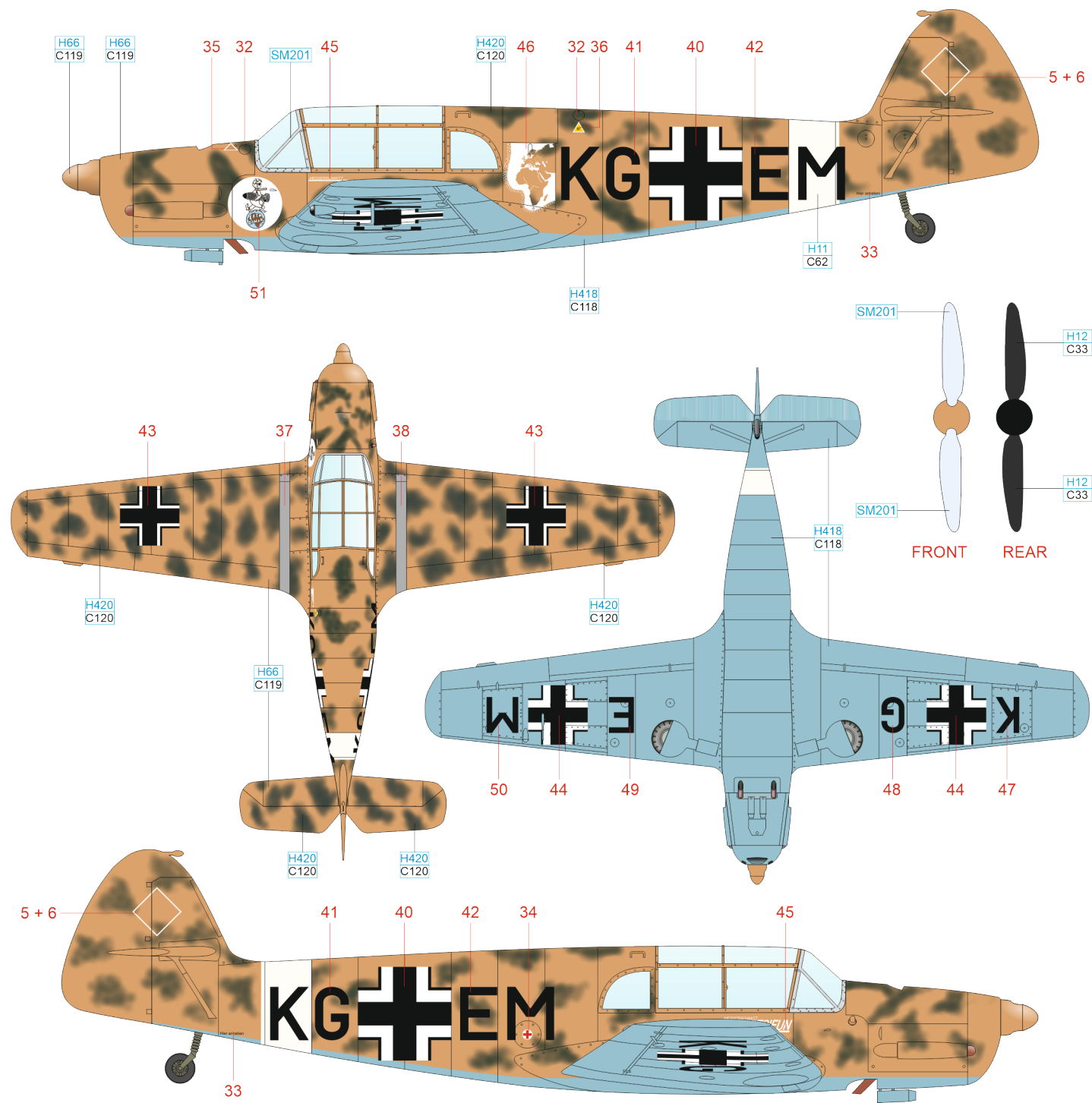


FLAT BLACK H12 C33 RLM 71 H64 C17 RLM 70 H65 C18 RLM 65 H67 C115 WHITE H11 C62 SUPER FINE SILVER SM201

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# D Sonderkommando Blaich, Tripoli, Libya, January 1942

Sonderkommando Blaich, named after its Commander, Hptm. Theo Blaich utilised the He 111 in Libya during 1942, but this liaison aircraft was part of their fleet as well. Taifun KG+EM was modified for service in tropical climate and also received a desert camouflage scheme composed of sand with green spots on the upper surfaces. The most interesting operation undertaken by this unit was a successful bombing raid on an Allied fuel storage facility on January 22, 1942, in which the depicted aircraft played a partial role as well.



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RLM 78 H418 RLM 79 H66 RLM 80 H420 FLAT BLACK H12 FLAT WHITE H11 SUPER FINE SILVER SM201 C118 C119 C120 C33 C62

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