

Bf 109F-2

eduard

1/72 Scale Plastic Model Kit

ProfiPACK
edition



item No. 70154

No other aircraft is as intimately connected with the rise and fall of the German Luftwaffe in the course of the WWII as the Messerschmitt Bf 109. A very progressive design at the time of its invention, it had plenty of room for further development.

The history of the Bf 109 begins with the requirement L.A. 1432/33 issued by Reich Ministry of Aviation (RLM) in late March 1933. It called for the development of a single-engined monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The design bureau of the last-mentioned company was led by its technical director Willy Messerschmitt, who was riding a wave of popularity based on the success of his liaison aircraft, the Bf 108. Messerschmitt's goal was to create an aircraft with the best possible performance for the specified weight and size. Over the following months, several prototypes were built that served first and foremost in development flights and further modifications. The aircraft was relatively small, and compared to the prevailing trends of the time, sported several quite revolutionary features such as low wing design, retractable landing gear, wing with a thin airfoil, wing slats, landing flaps, weapons firing through the propeller hub, and so on. Even the enclosed cockpit and [the method of] (not needed) the airframe structure design were not usual just four years prior to the beginning of the Second World War. At its conception, the Bf 109 was a very promising asset despite some powerplant troubles. These were solved by the introduction of the DB 601. This engine, together with its extrapolated development DB 605, is umbilically connected to the success of the Bf 109. These two-row, twelve-cylinder inverted V engines powered several tenths of thousands of 109s in over 25 versions and variants.

From Spanish War to the Reich Defence

The first combat use of Bf 109 occurred during Spanish Civil War, where three developmental Bf 109s were deployed in December 1936. The main reason of revealing the modern fighter to the world was quite down-to-earth: To validate its abilities in modern aerial combat. Shortly thereafter, production aircraft in the form of the Bf 109B-1 began to reach 2.J/88, the Legion Condor. The desire of Germany to demonstrate its aerial prowess to potential foes was advanced further in international sport meets. The triumph attained in Zurich in the summer of 1937 was complemented several months later by grabbing the speed record of 379.63 mph (610.95 km/h). In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the aircraft to combat units did not sustain the rate desired by military brass. Even by August 1938 the Bf 109 accounted for less than half of the 643 front line fighters in service. The next months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. So the fighter wing of the Luftwaffe entered the Polish campaign, the Blitzkrieg against the West, and the Battle for France with both a qualitative and quantitative advantage. With one foot in the door that was the

English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 emerged: The inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors responsible for the defeat of the Luftwaffe in the Battle of Britain.

Experience gained in 1940 led to the development of the F version prior to the spring of 1941. The elegance of the Bf 109 crested with the "Friedrich". Following a largely defensive stance over the Channel and northern France, the Bf 109F took on a more offensive role in Operation Barbarossa in the east, and in northern Africa. In later duties with the "Jagdwaaffe" during the second phase of the war in the east, and in the "Defence of the Reich" from 1943 to 1945, the Bf 109s served in the form of the G version, followed by the K. Even if it was clear that the development of the Bf 109 had reached its limits by the end of the war, the aircraft was still able to keep pace with the foes that it encountered. Besides its primary purpose as a fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

Postwar service

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples stayed in Swiss service up to 1949 and many flew in the air force of Czechoslovakia in both original form with a DB 605 powerplant and as an aircraft built out of necessity with surplus Jumo 211s. The latter type also served as the first fighter to fight for the independence of the newly formed state of Israel. Finland retired the type as recently as 1954, and Spain did not retire their HA-1109-1112, re-engined Bf 109s, until 1967.

The kit: Bf 109F-2

The Bf 109F series (Friedrich) was a major improvement of the Bf 109E. There were numerous aerodynamical changes, giving the Bf 109 the shape, which was close to the "definitive" appearance. The engine cowling was completely redesigned and was more rounded and streamlined. The spinner was larger, and its shape transitioned smoothly into the line of the front fuselage. The oil cooler radiator below the nose was also streamlined. The wing lost its typical rectangle shape as a new rounded wingtips were developed. The armament was also revised and consisted of two .312 in (7.92 mm) MG 17 machine guns mounted on top of the engine and one 15 mm MG 151 cannon firing through the propeller spindle. The new aircraft was well received as it was the best handling Bf 109 of them all according to many pilots. The F-2 version was using VDM 9-11207 propeller driven by the DB 601N engine. The first Bf 109F-2s arrived in October 1940 and the production ran until August 1941. During that period some 1,230 of the Bf 109F-2 were produced.

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 započatím 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
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



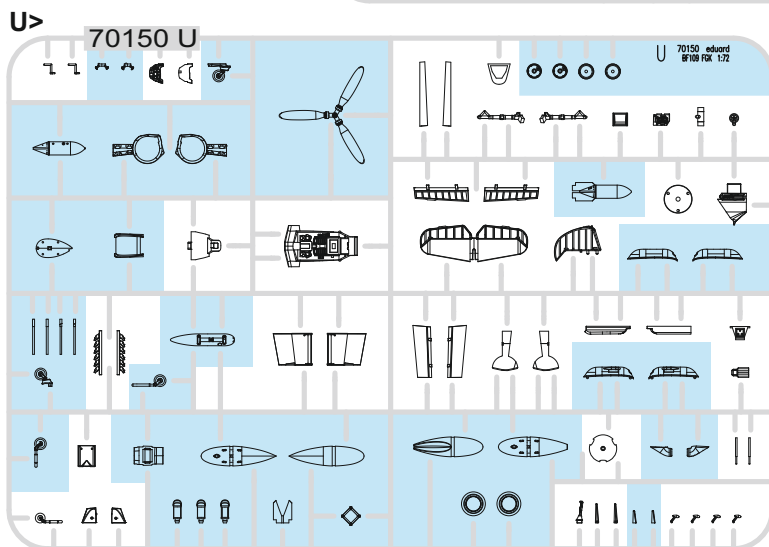
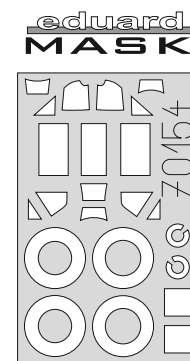
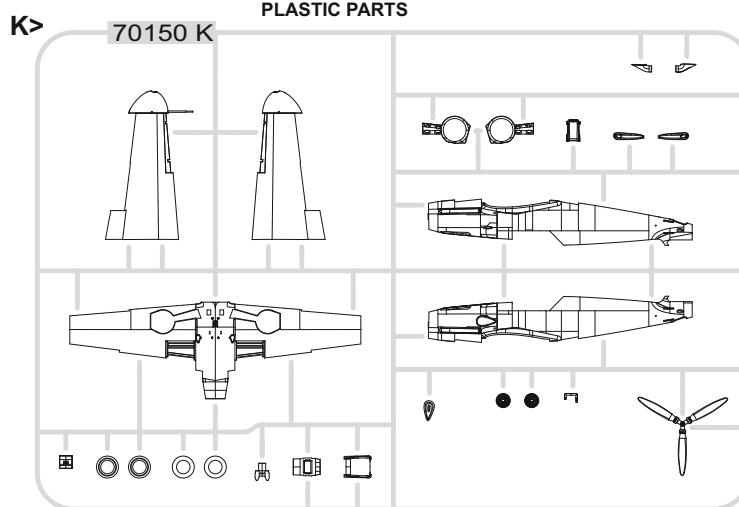
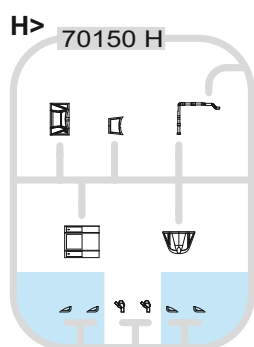
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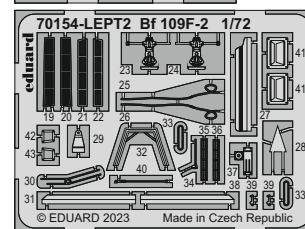
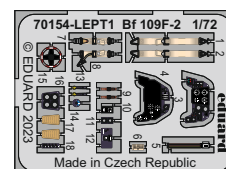
PIÈCES



部品



PE - PHOTO ETCHED DETAIL PARTS



-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



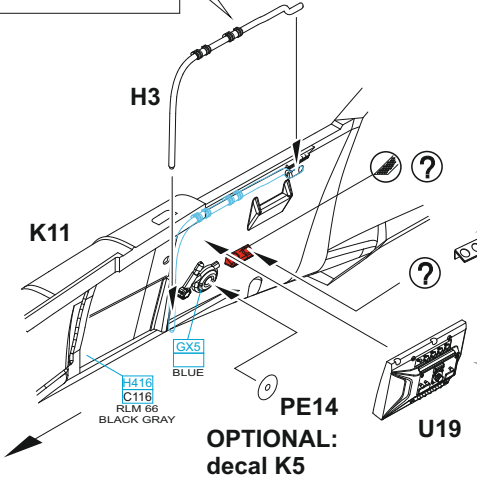
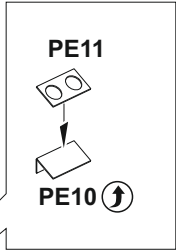
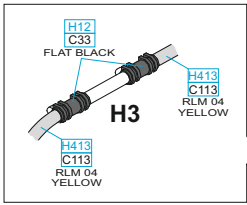
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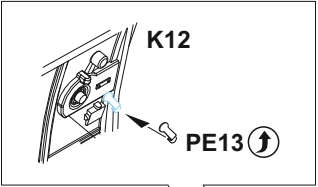
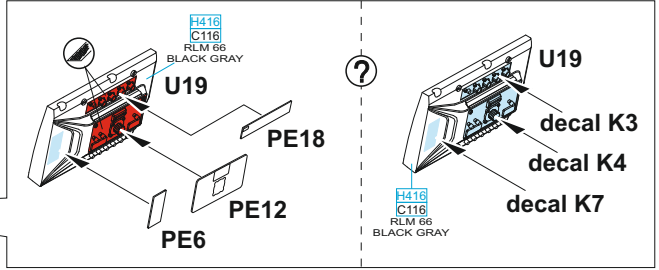
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H319	C319	LIGHT GREEN

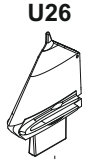
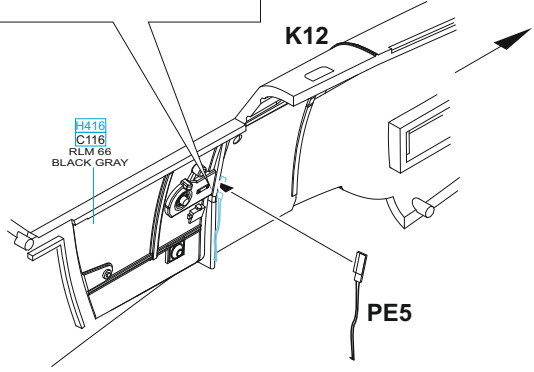
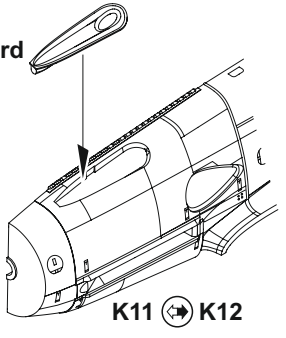
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
Mr.METAL COLOR		
MC213		STEEL
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
Mr.COLOR GX		
GX05		SUSIE BLUE



OPTIONAL:
decal K6



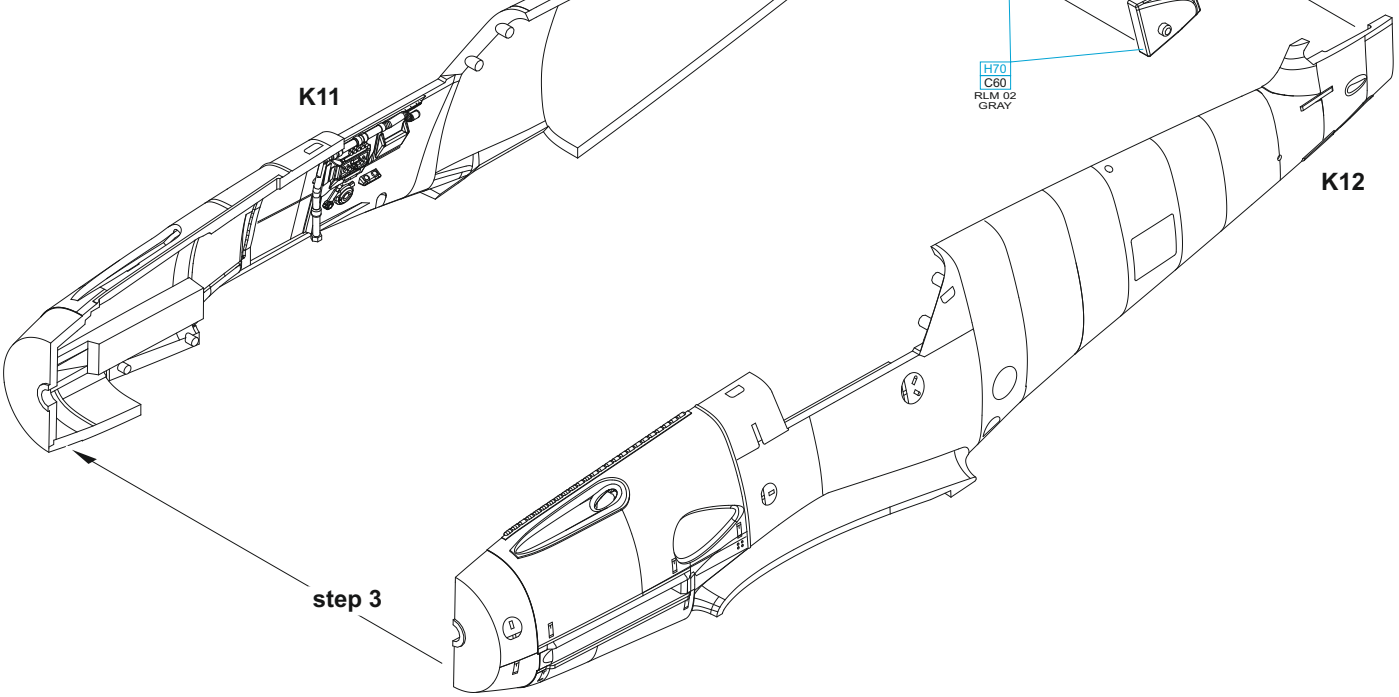
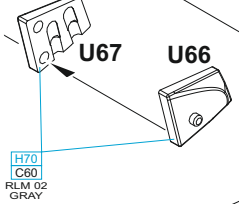
K9 port side
K10 starboard

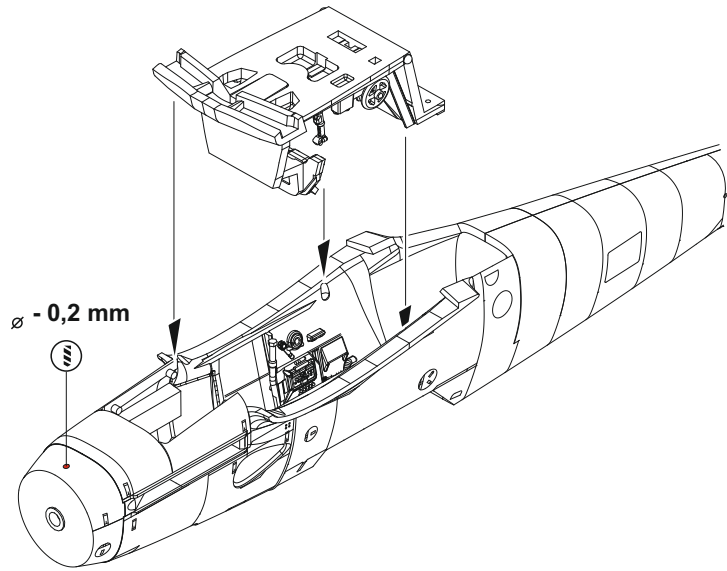
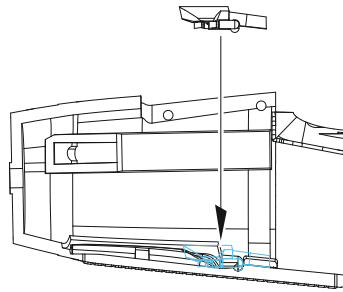
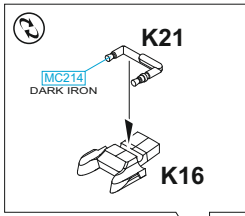


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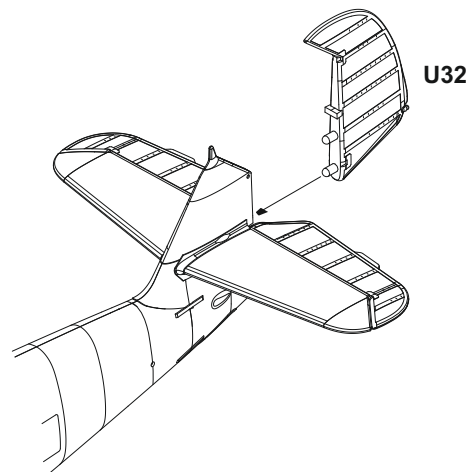
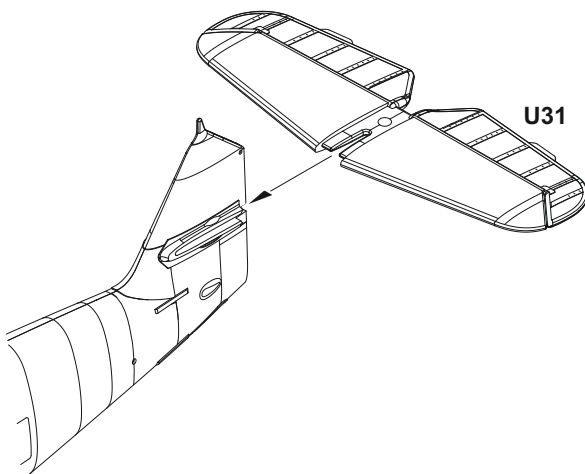
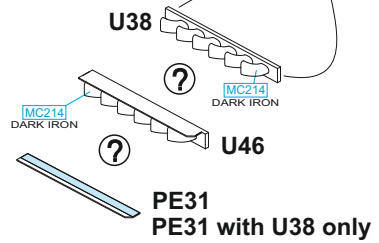
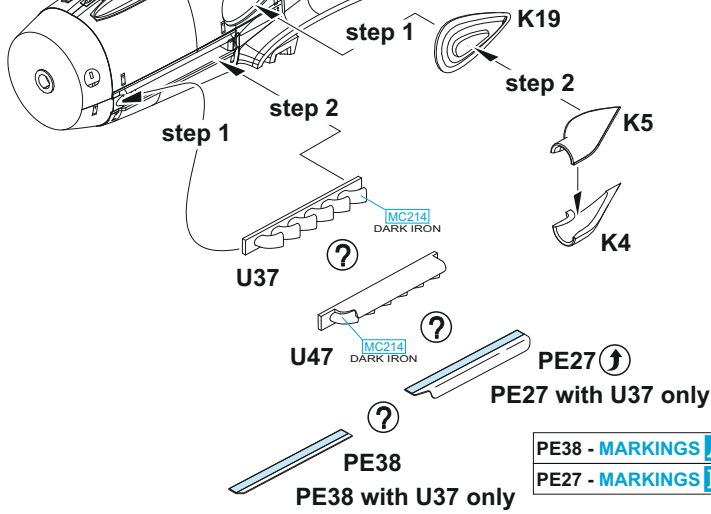
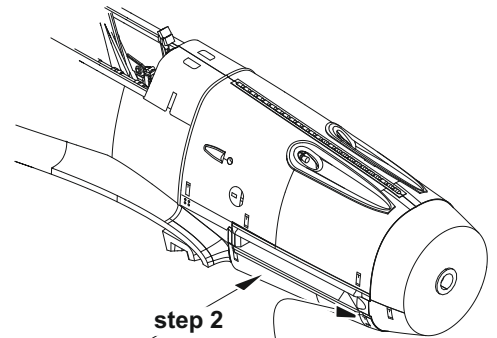
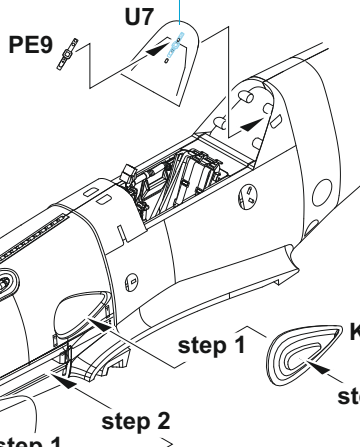
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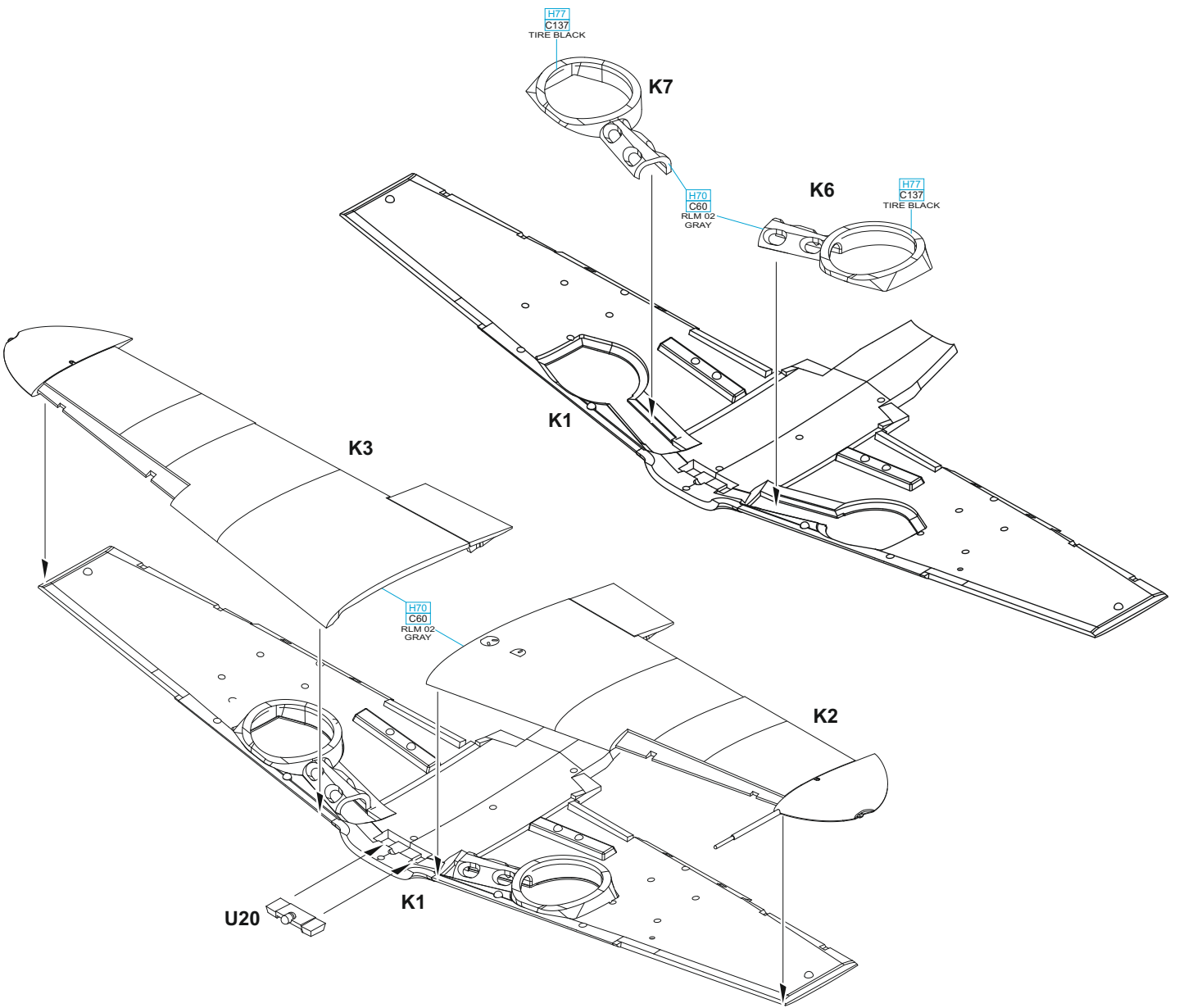
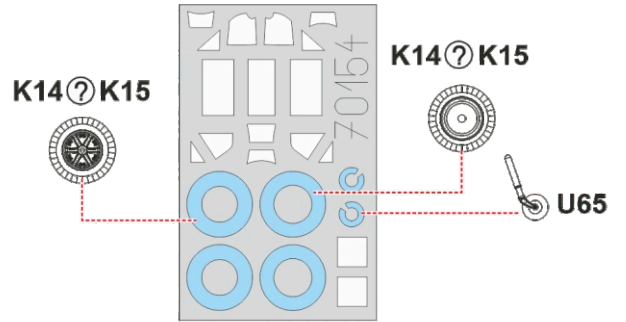
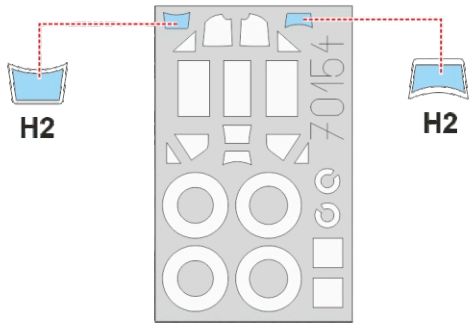
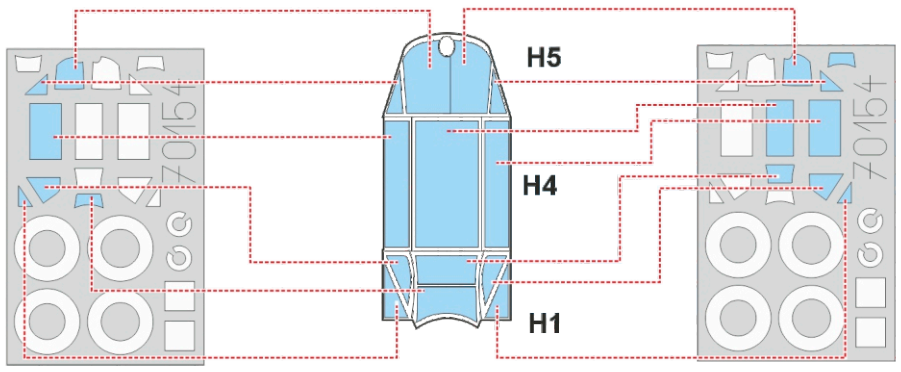
step 3

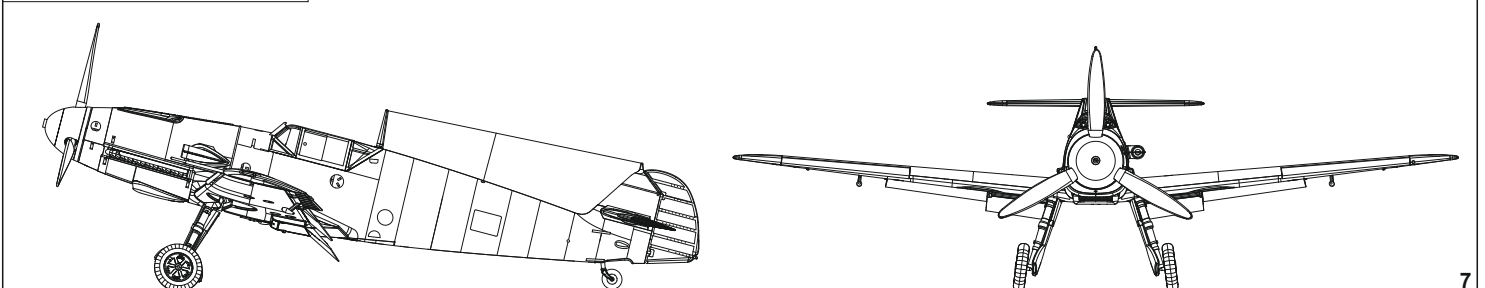
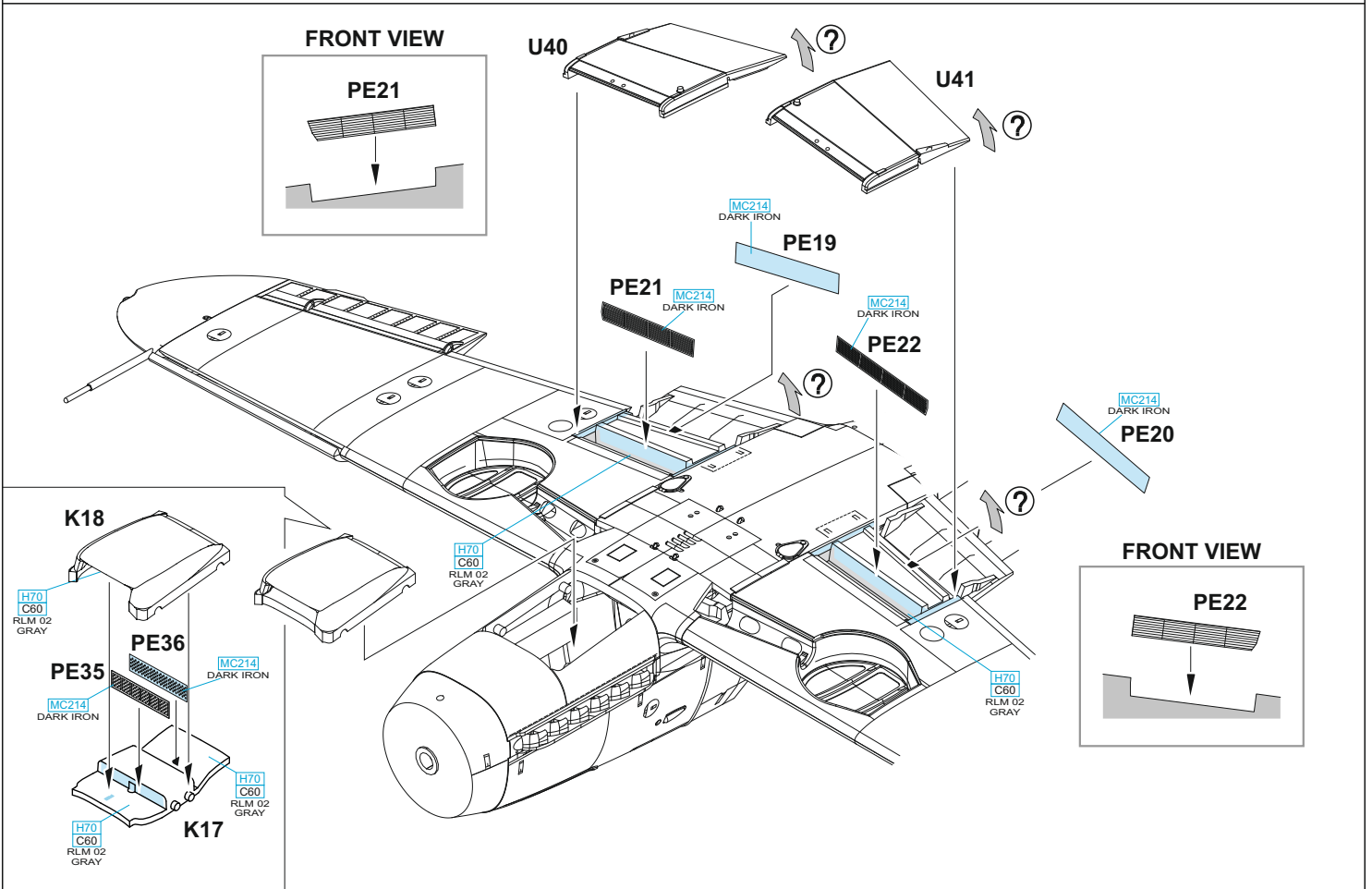
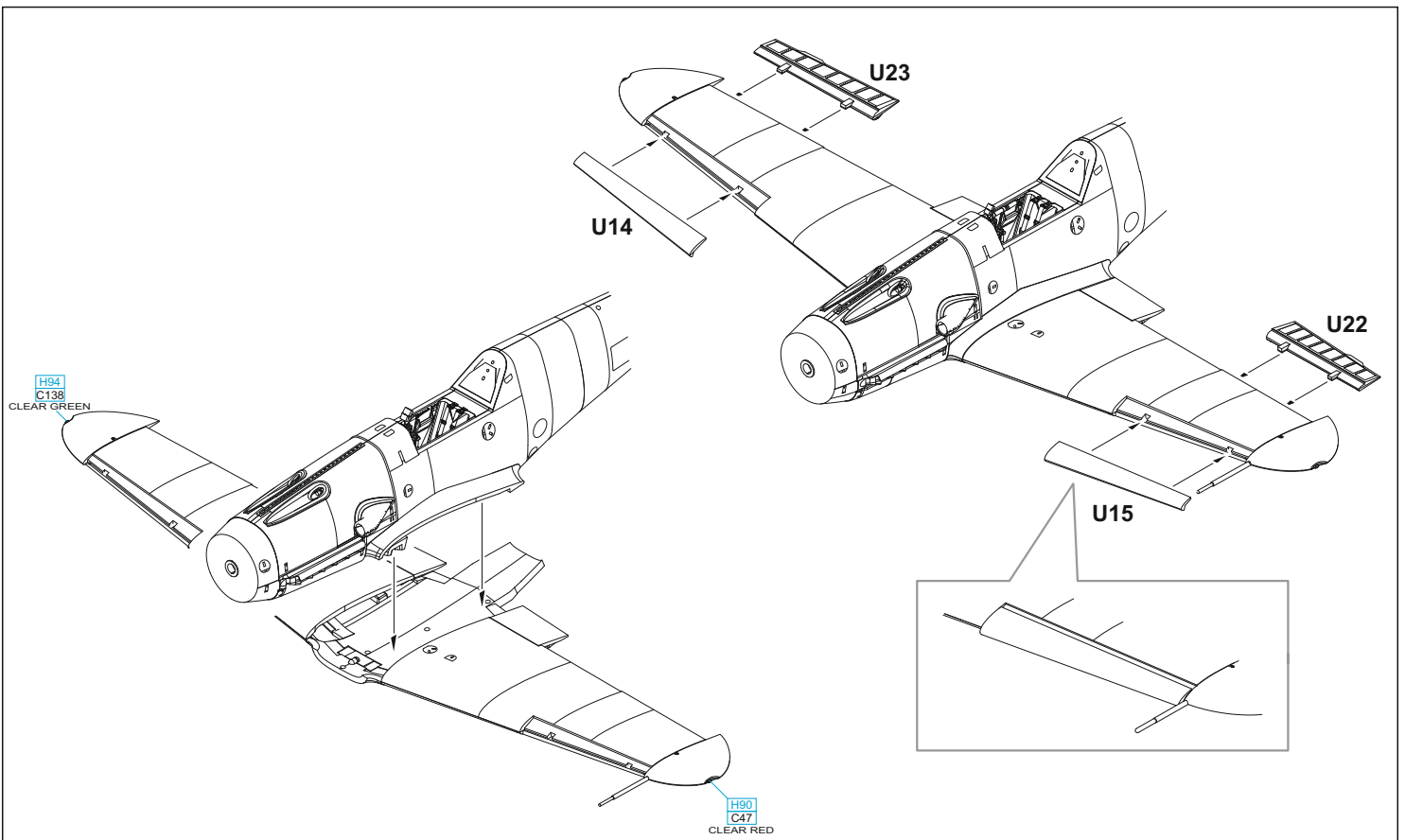


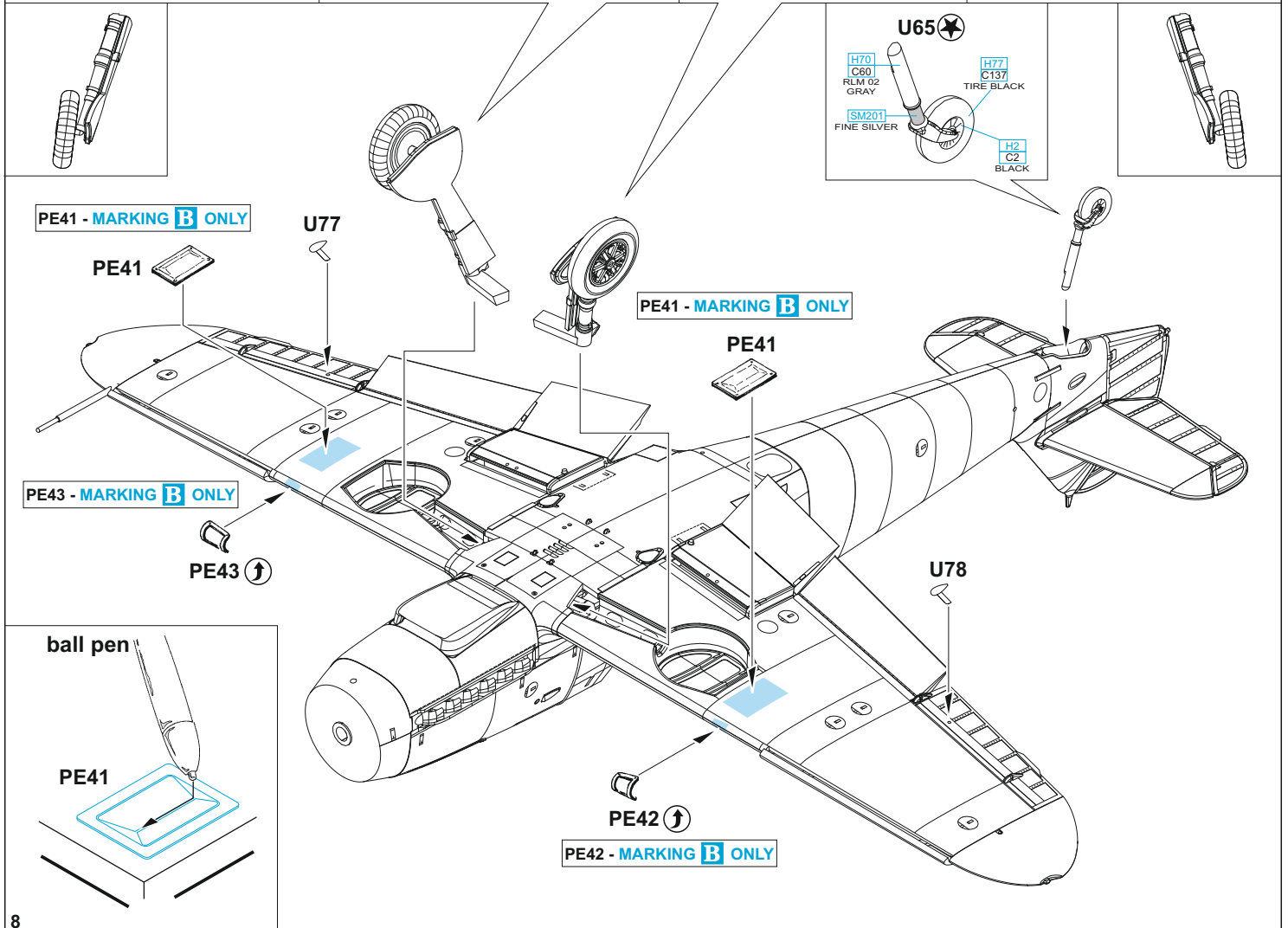
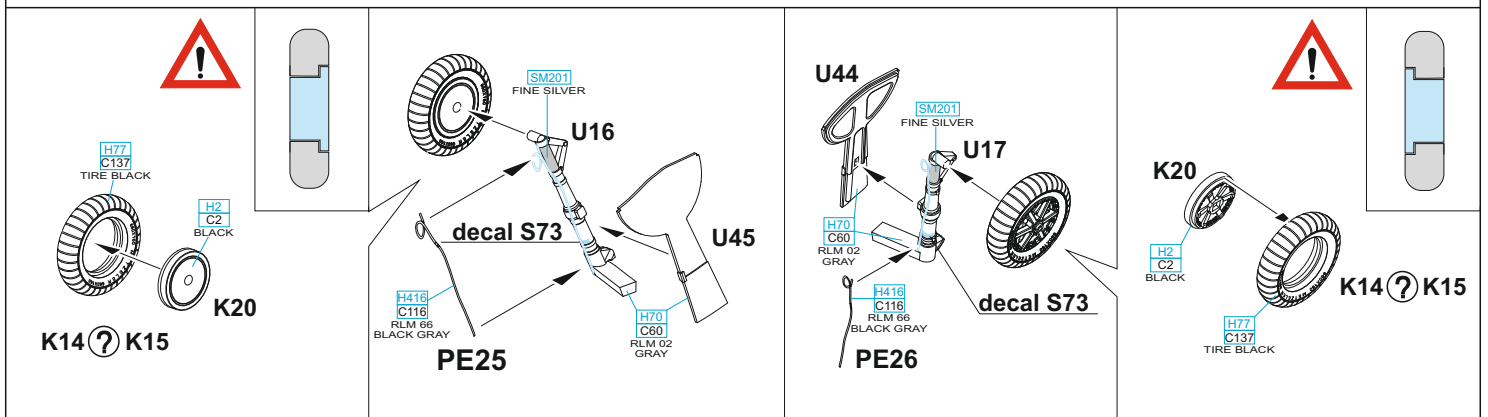
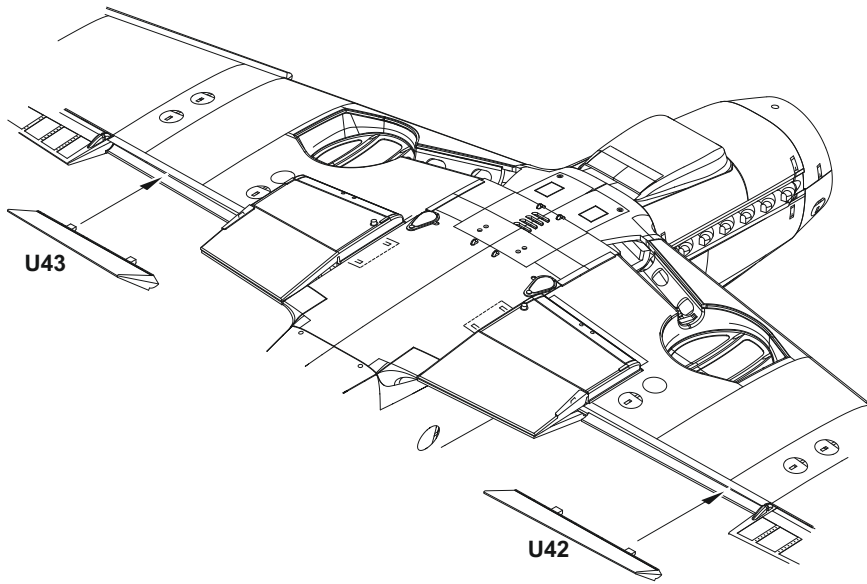


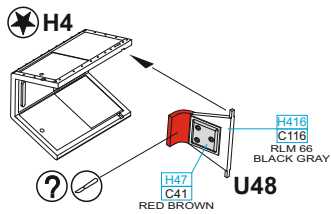
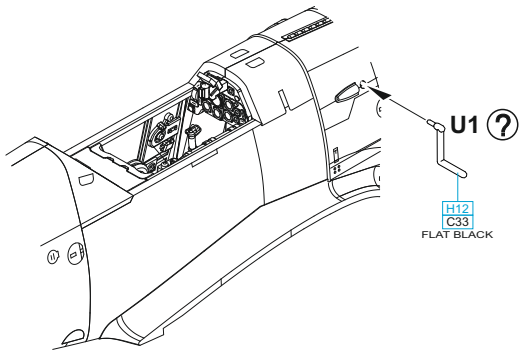
H416
C116
RLM 66
BLACK GRAY



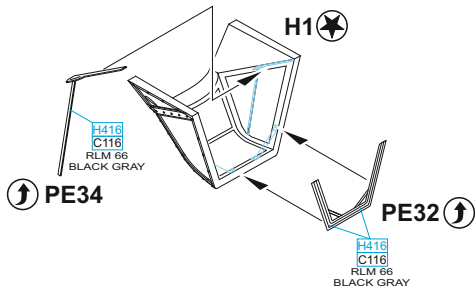
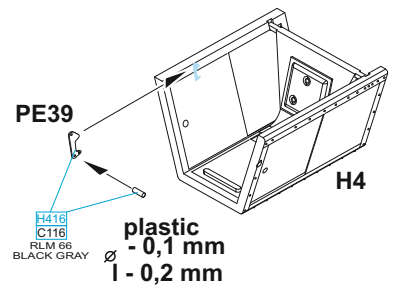
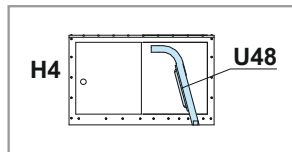




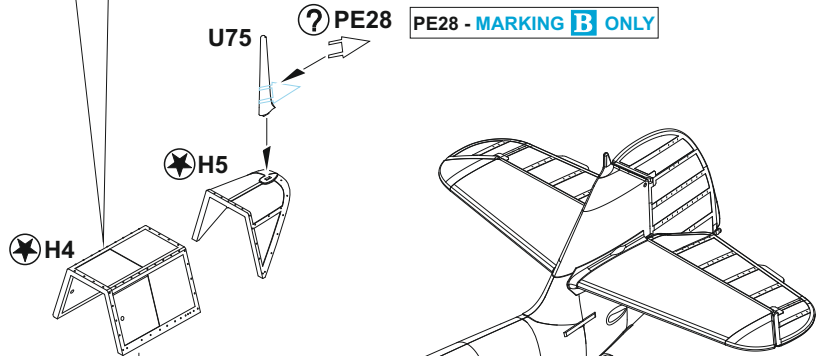




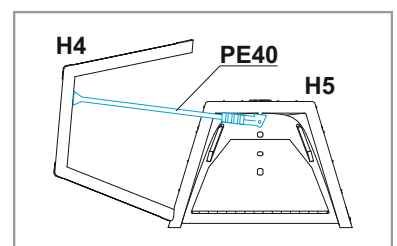
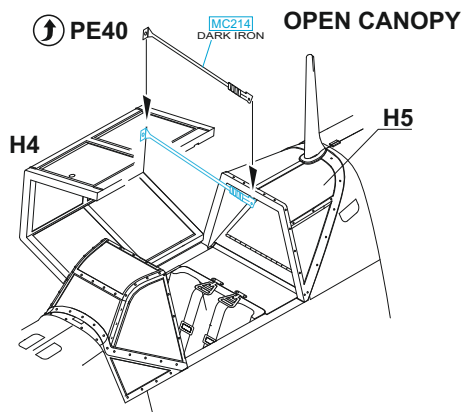
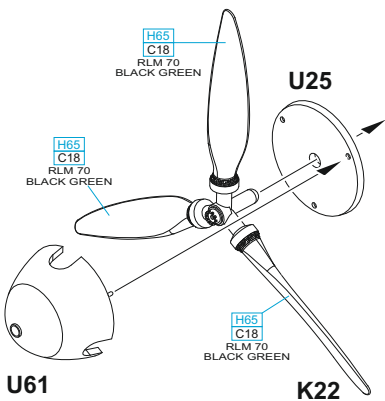
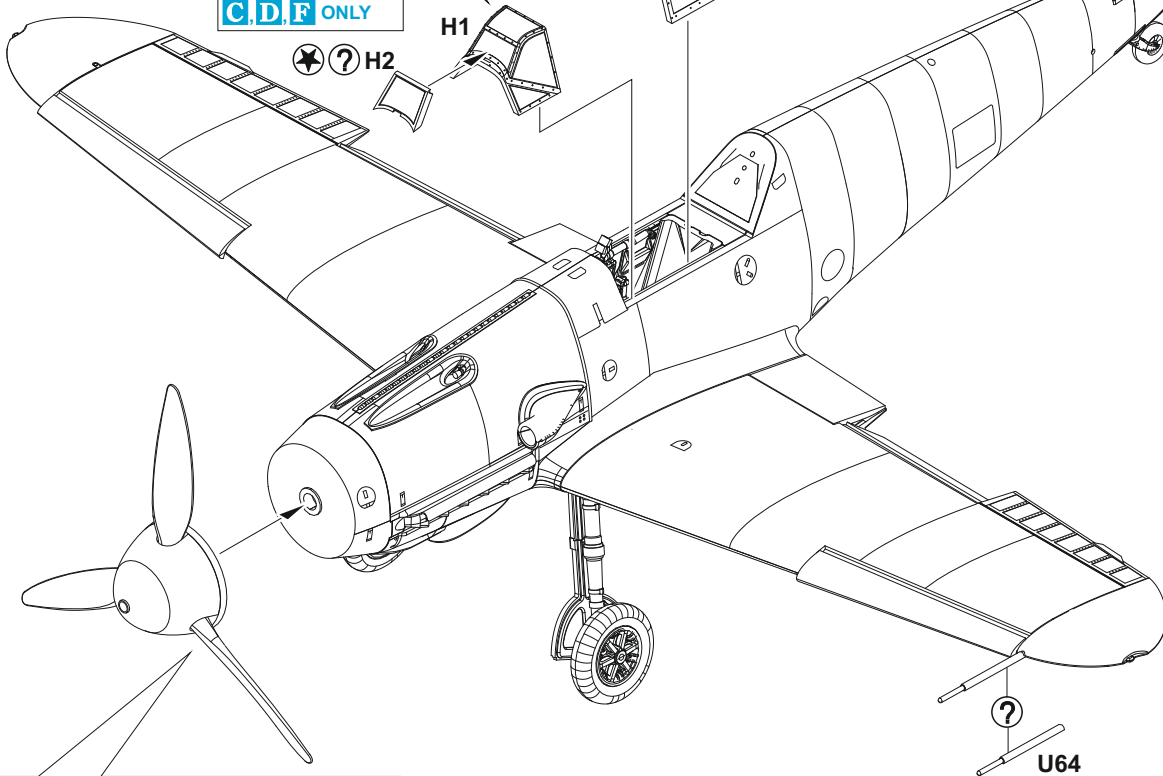
MARKING **A** ONLY



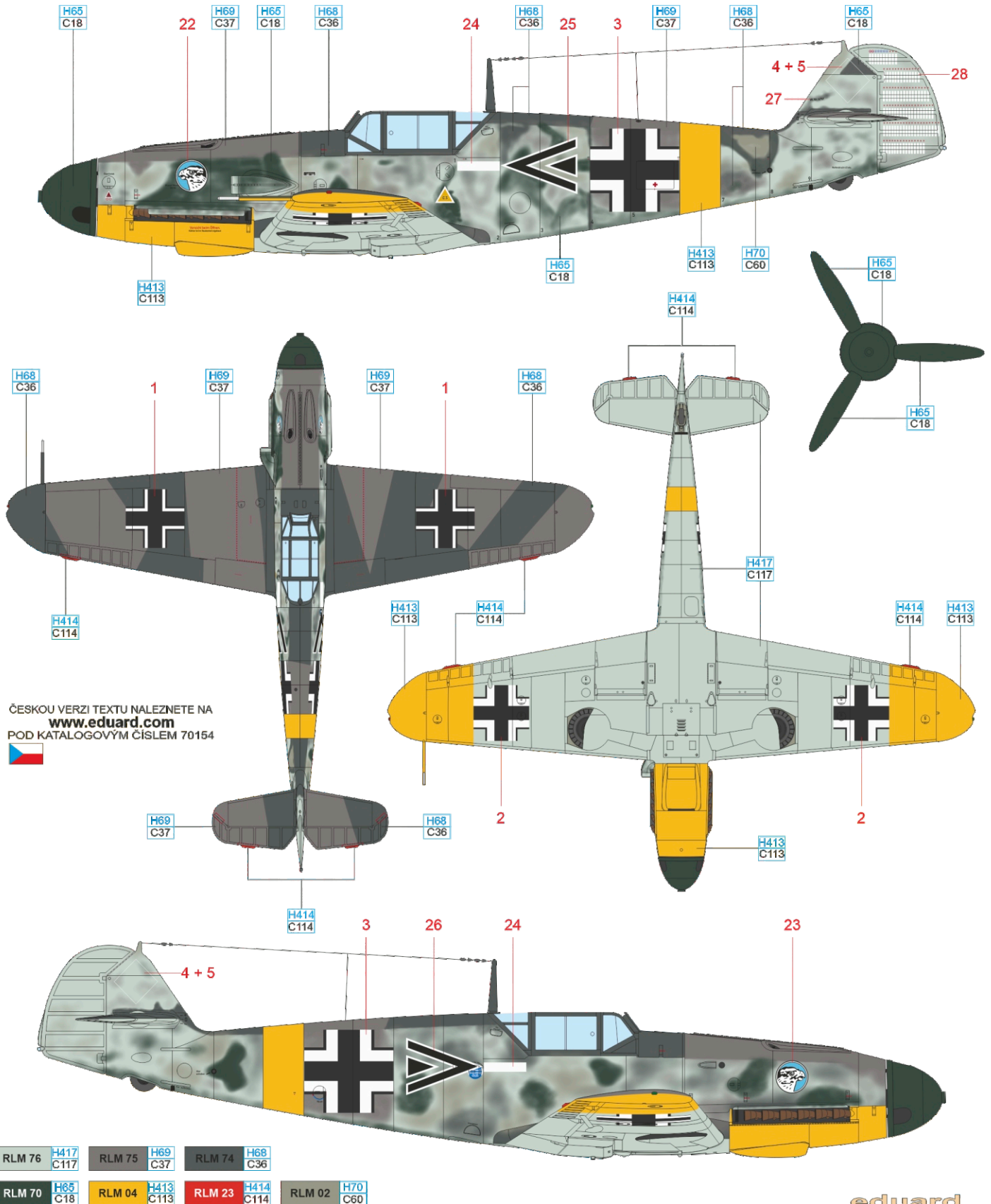
PE28 - MARKING **B** ONLY



H2 - MARKINGS **A, C, D, F** ONLY

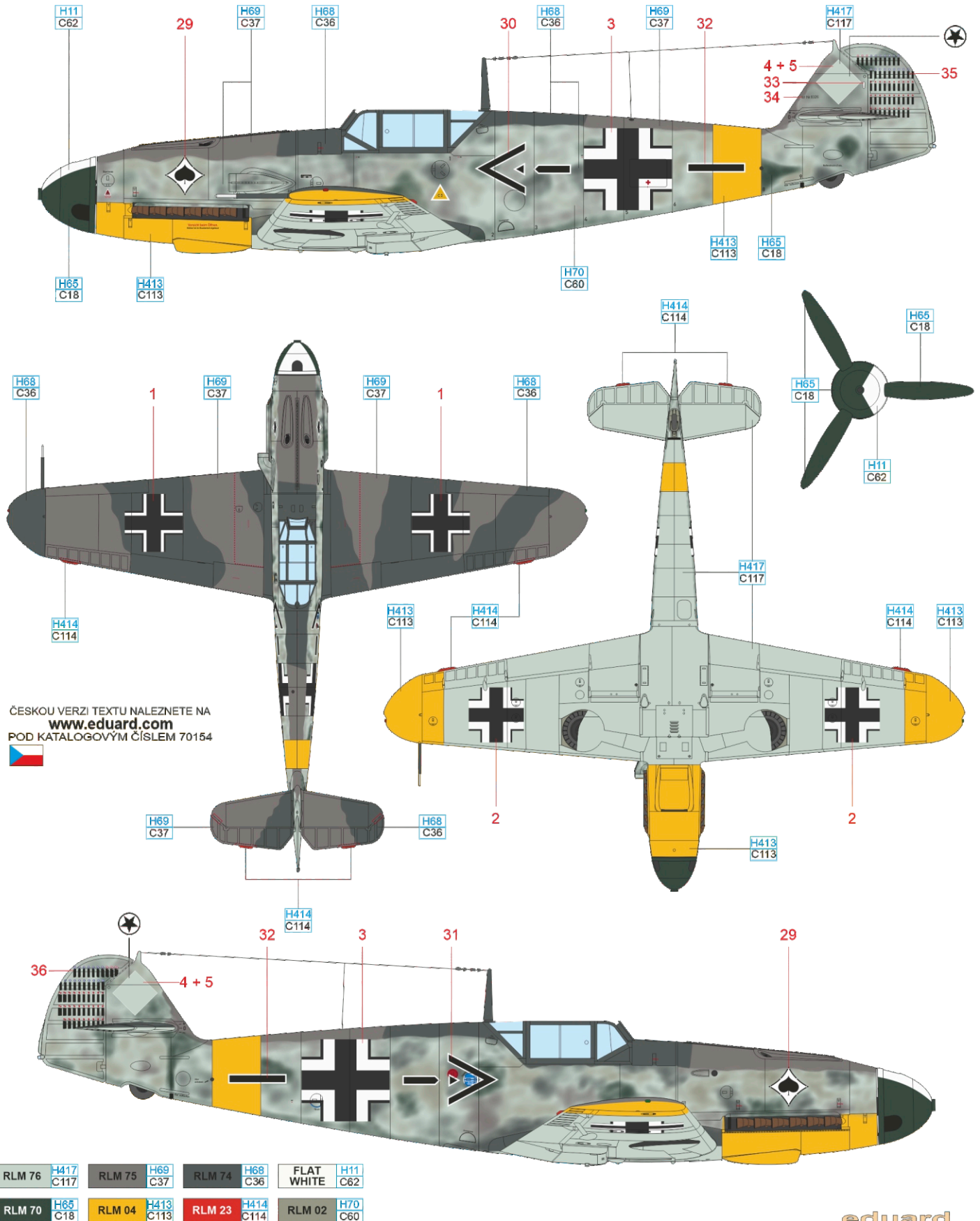


Hartmann Grasser was born on August 23, 1914, in Graz, Austria. For political reasons he left in 1934 to live in Germany and joined the Luftwaffe in 1936. At the beginning of the war in Poland he flew with 3./JGr 152 (3./ZG 2). In mid-September 1939, the unit was moved to the French border and there he shot down a French observation balloon. He shot down his first enemy aircraft, a French Curtiss H75, on September 24, 1939. In the fighting over France and in the Battle of Britain he shot down six more opponents and was assigned to the staff of JG 51 in October 1940. On the first day of Operation Barbarossa, he shot down a Tupolev SB-2 and in the following months the number of Soviet aircraft shot down by him increased. Grasser then became commander of 5./JG 51 in August and the next month he was awarded the Knight's Cross and took command of II./JG 51. After he achieved his 45th kill on January 24, 1942, he was shot down in combat himself and seriously wounded in the eye. He was treated until May 1942 and scored his 50th kill on May 21. In November 1942 he was transferred with II./JG 51 to Tunisia. At that time, he had 92 kills on his account and added 11 more till the end of the war, as he served in senior staff positions from June 1943. After the war he was a prisoner of war in the USSR until 1949. His Eastern Front aircraft was camouflaged by RLM 74/75/76 shades. On the nose, there was the emblem of JG 51, staff markings and identification elements of the Eastern Front. On the left side of the rudder the kill marks were applied.



D WNr. 8326, Maj. Günther von Maltzahn, CO of JG 53, Bila Tserkva, the Soviet Union, July 1941

Günther "Henri" von Maltzahn was born on October 20, 1910 in Wodarg, Pomerania. He started his military career in 1931 as a member of a cavalry regiment. In 1935 he was transferred to the Luftwaffe. At the beginning of the war he was in command of II./JG 53 at the rank of Hauptmann. After achieving ten victories, he was promoted to Major and appointed as Kommodore of JG 53 in October 1940. At the end of the year, he was awarded the Knight's Cross. After the attack on the USSR, he achieved his 42nd victory on July 24, 1941 and received the Oak Leaves to the Knight's Cross. From the autumn of 1941 until June 1943, he led Geschwader in the Mediterranean. During aerial combat over Malta, he was shot down off Valletta on May 11, 1942 and was rescued from the sea by the crew of Dornier Do 24. In total, he achieved 68 victories. He had to relinquish command of JG 53 after he contracted malaria and served in senior staff positions in Italy and Germany until the end of the war. He was one of the Luftwaffe's most prominent figures and did not hesitate to be publicly critical of the German command. He died in Düsseldorf in June 1953. His aircraft was camouflaged by RLM 74/75/76 shades. On the nose the emblem of JG 53, staff markings and identification elements of the Eastern Front were applied. On both sides of the rudder the kill marks were applied.



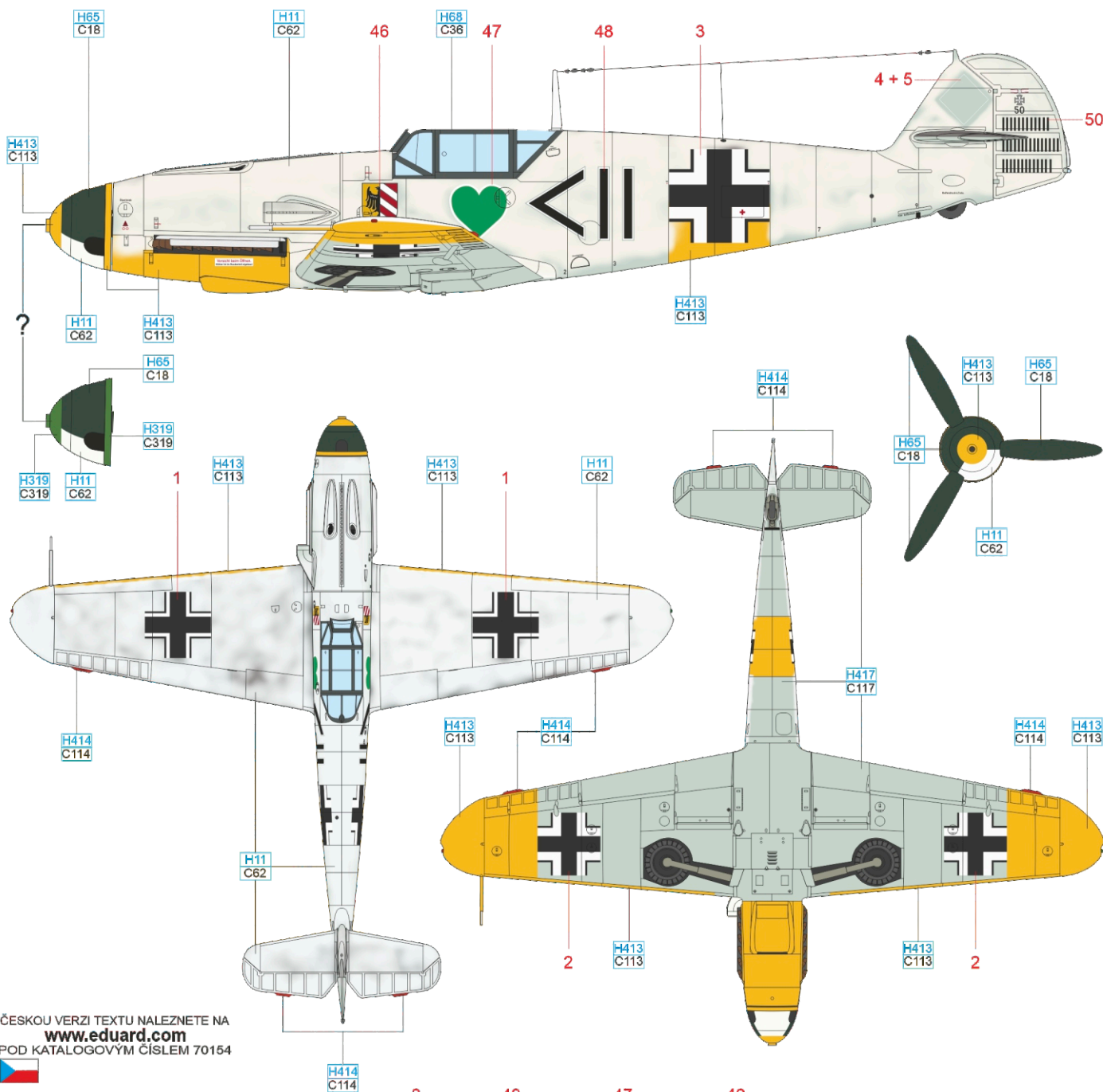
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RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	FLAT WHITE	H11 C62
RLM 70	H65 C18	RLM 04	H413 C113	RLM 23	H414 C114	RLM 02	H70 C60

F Hptm. Hans Philipp, CO of I./JG 54, Krasnogvardeysk, the Soviet Union, March 1942

Hans "Fips" Philipp, an ace with 206 kills to his credit over the course of some 500 sorties, was born on March 17, 1917, in Meissen. He joined the Luftwaffe in 1936. At the beginning of the Second World War, he served with I./JG 76, redesignated II./JG 54 in July 1940. As a member of this unit, he participated in the fighting over Britain and the Balkans. He also took part in Operation Barbarossa and was appointed CO of JG 1 in April 1943. For his combat success he was awarded the Knight's Cross with Oak Leaves and Swords. Philipp was shot down on October 8, 1943, and did not survive his attempt to bail out. The aircraft flown by Hans Philipp was camouflaged with white color over the upper and side surfaces to better suit the conditions of the winter of 1942 in the vicinity of Leningrad. The Group Commander marking was carried on the fuselage, as were the II. Gruppe and JG 54 (Green Heart) identifiers. Both sides of the rudder carried kill marks. The landing gear covers were removed due to their tendency to pile up snow.



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RLM 76 H417 C117 RLM 23 H414 C114 RLM 70 H65 C18

FLAT WHITE H11 C62 RLM 04 H413 C113 LIGHT GREEN H319 C319 RLM 74 H68 C38

