

Bf 109G-6

eduard

1/72 Scale Plastic Model Kit

WEEKEND
edition



item # 7475

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, Focke-Wulf, Heinkel, and Bayerische Flugzeugwerke companies. 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.

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. 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 109G-6

The Bf 109G series (Gustav) was direct follow-on of the Bf 109F. The main difference was the more powerful DB 605 engine, which was the direct development of the DB 601 as well. The main difference, bigger displacement of the engine, was achieved by bored-out cylinders (by 4 mm) enlarging the total displacement from 33,9 l to 35,7 l. Another power increasing difference was higher compression ratio. The maximum take-off power rose to 1,450 hp (1,080 kW) from the 1,350 hp (993 kW) of DB 601E. The G-6 subvariant was introduced in February 1943 and the 7.92 mm MG 17s machine guns were replaced by more powerful 13 mm MG 131s. The change necessitated two bulges covering the gun's breeches. More than 12,000 examples were built.



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
VOLBA
- 
 BEND
OHNOUT
- 
 SAND
BROUSIT
- 
 OPEN HOLE
VYVRTAT OTVOR
- 
 SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
- 
 REMOVE
ODRÍZNOUT
- 
 REVERSE SIDE
OTOČIT
- 
 APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS * DÍLY * TEILE * PIÈCES * 部品

PLASTIC PARTS

J> 70150 J

N> 70150 N

V> 70150 V

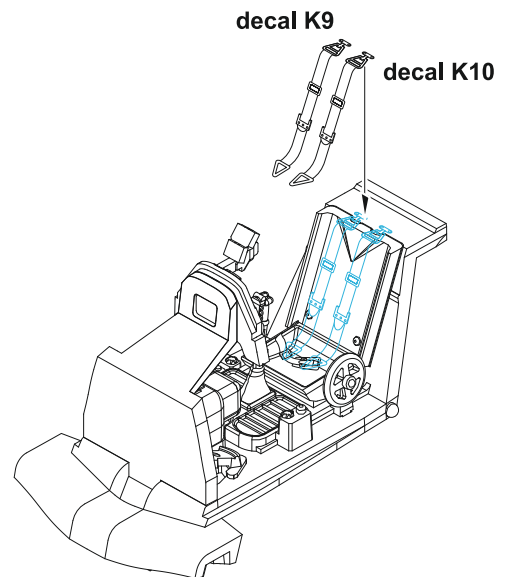
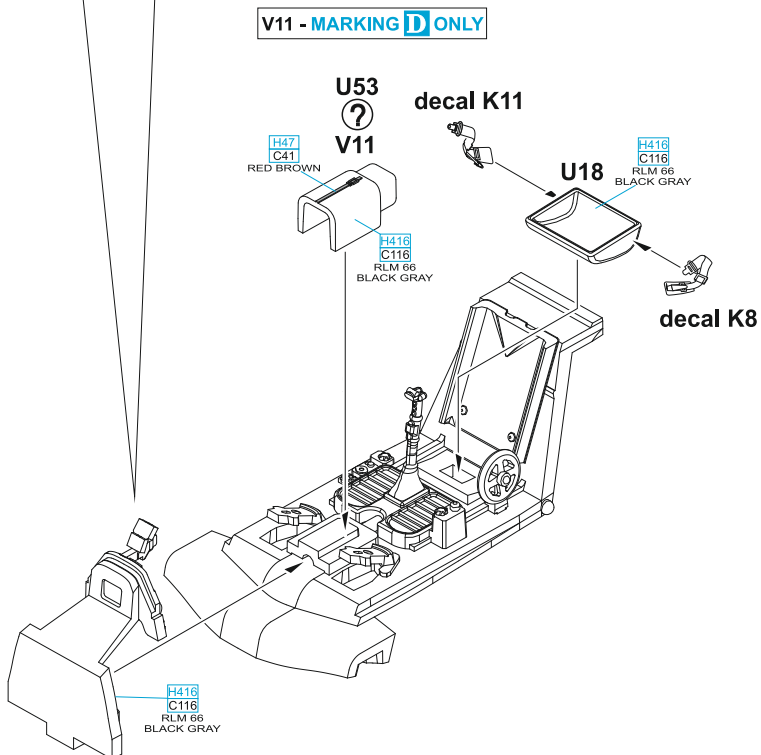
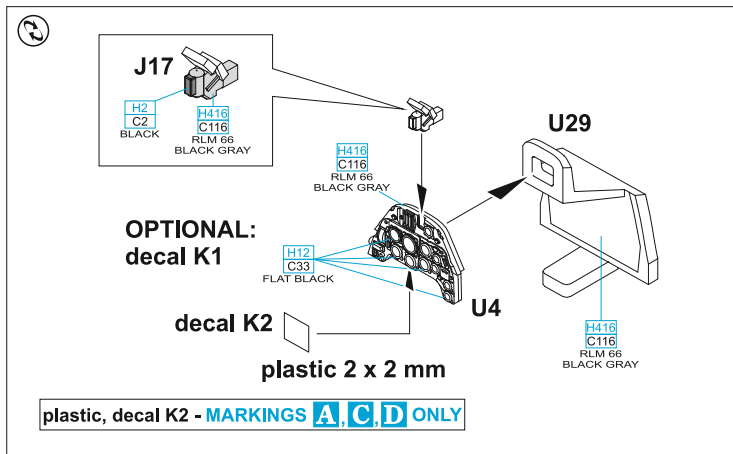
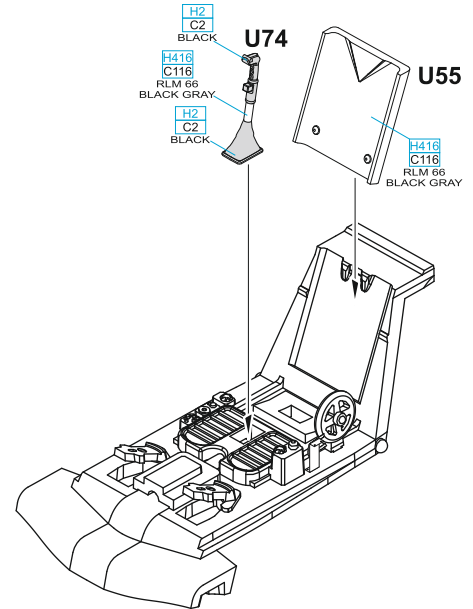
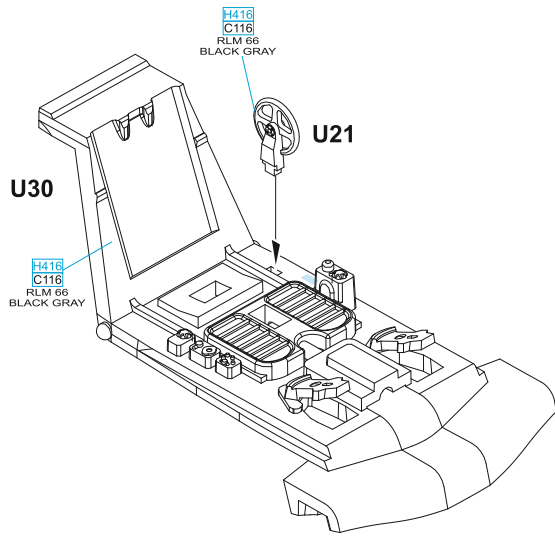
U> 70150 U

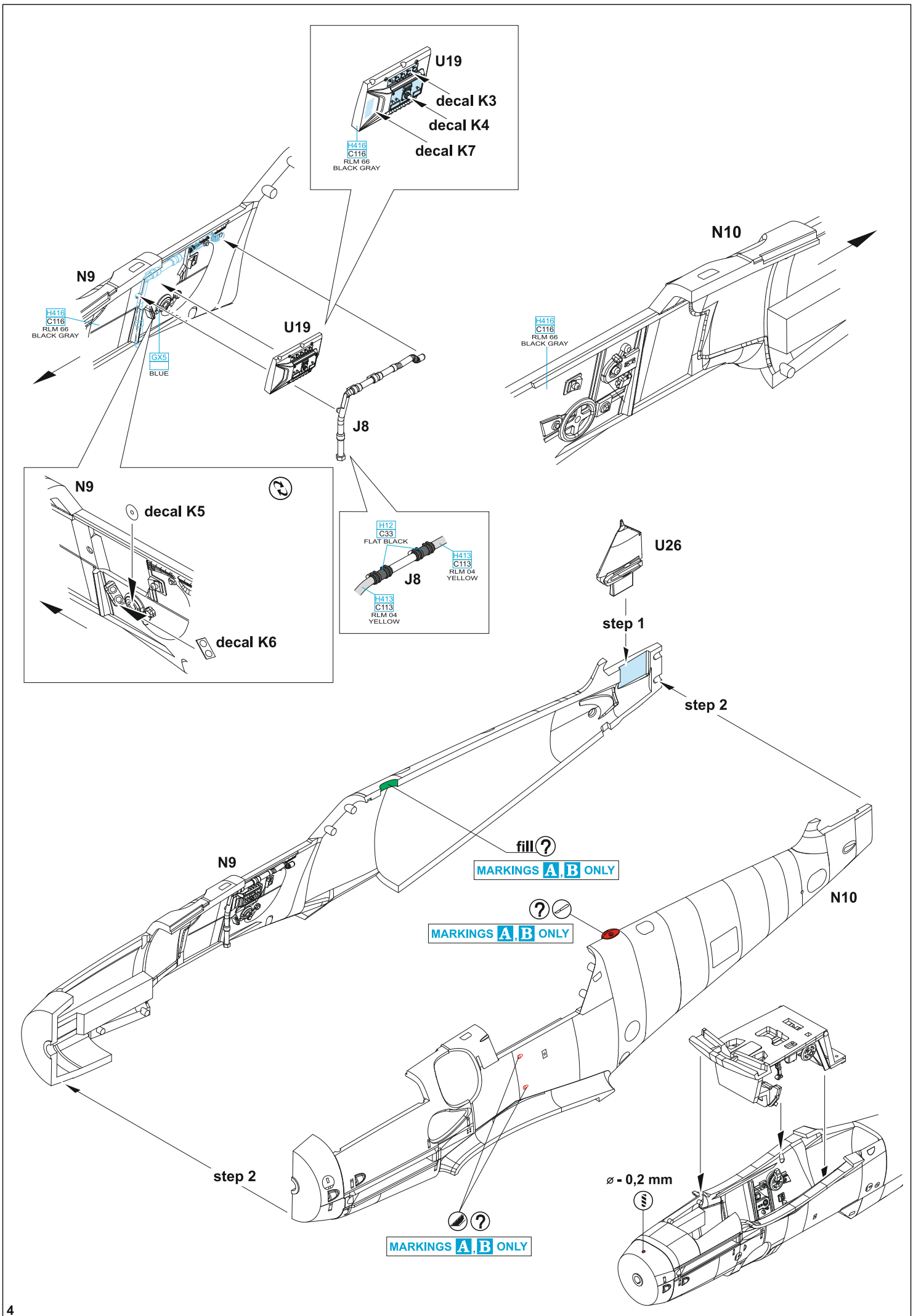
 -Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS * BARVY * FARBEN * PEINTURE * 色

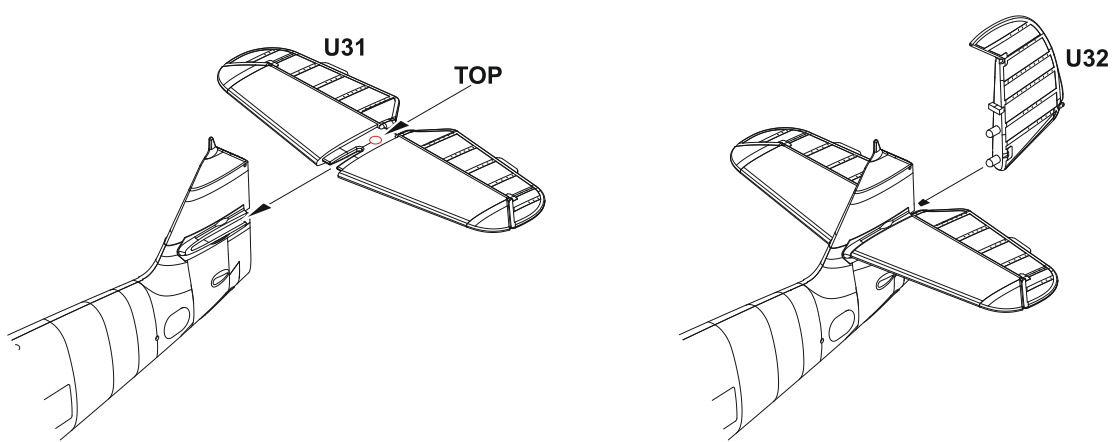
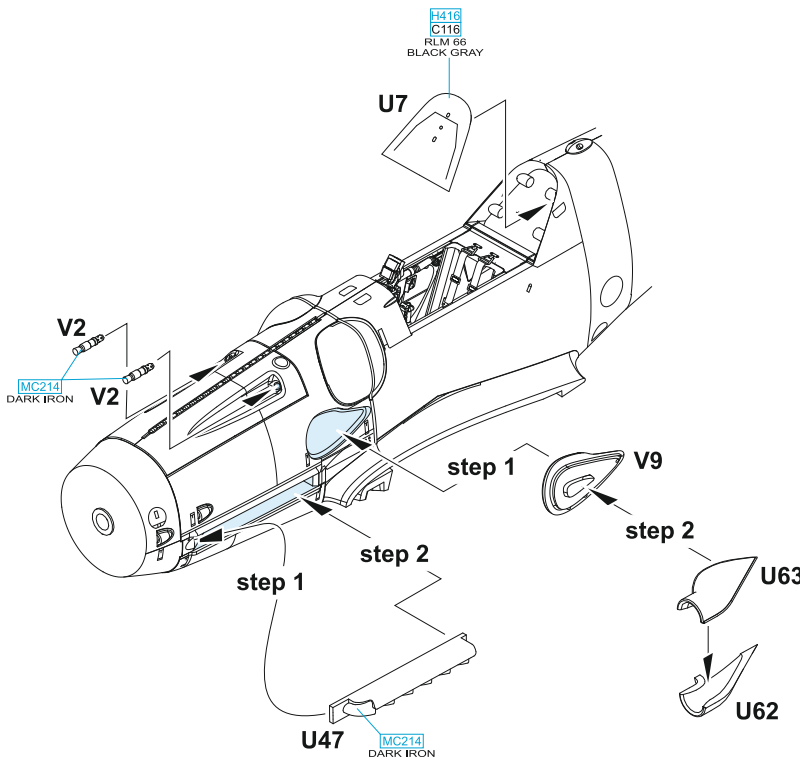
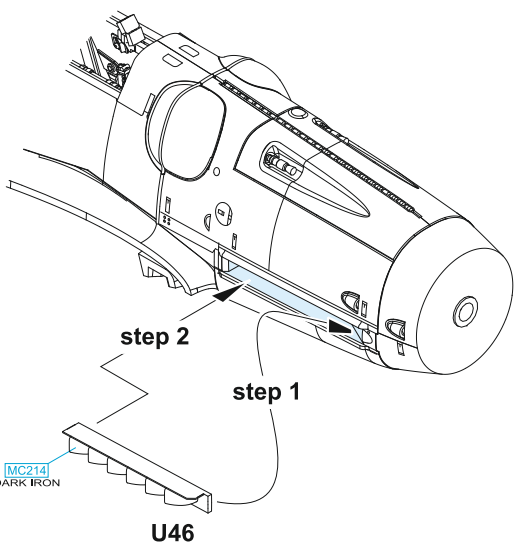
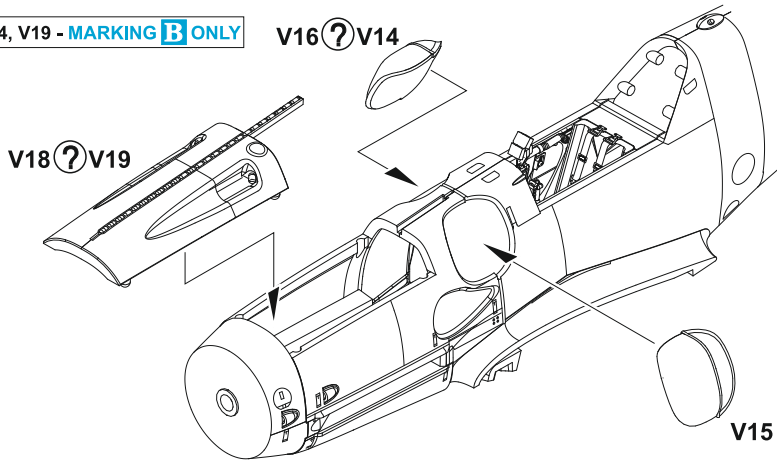
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H25	C34	SKY BLUE
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN

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		
MC214		DARK IRON
MC219		BRASS
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
Mr.COLOR GX		
GX05		SUSIE BLUE

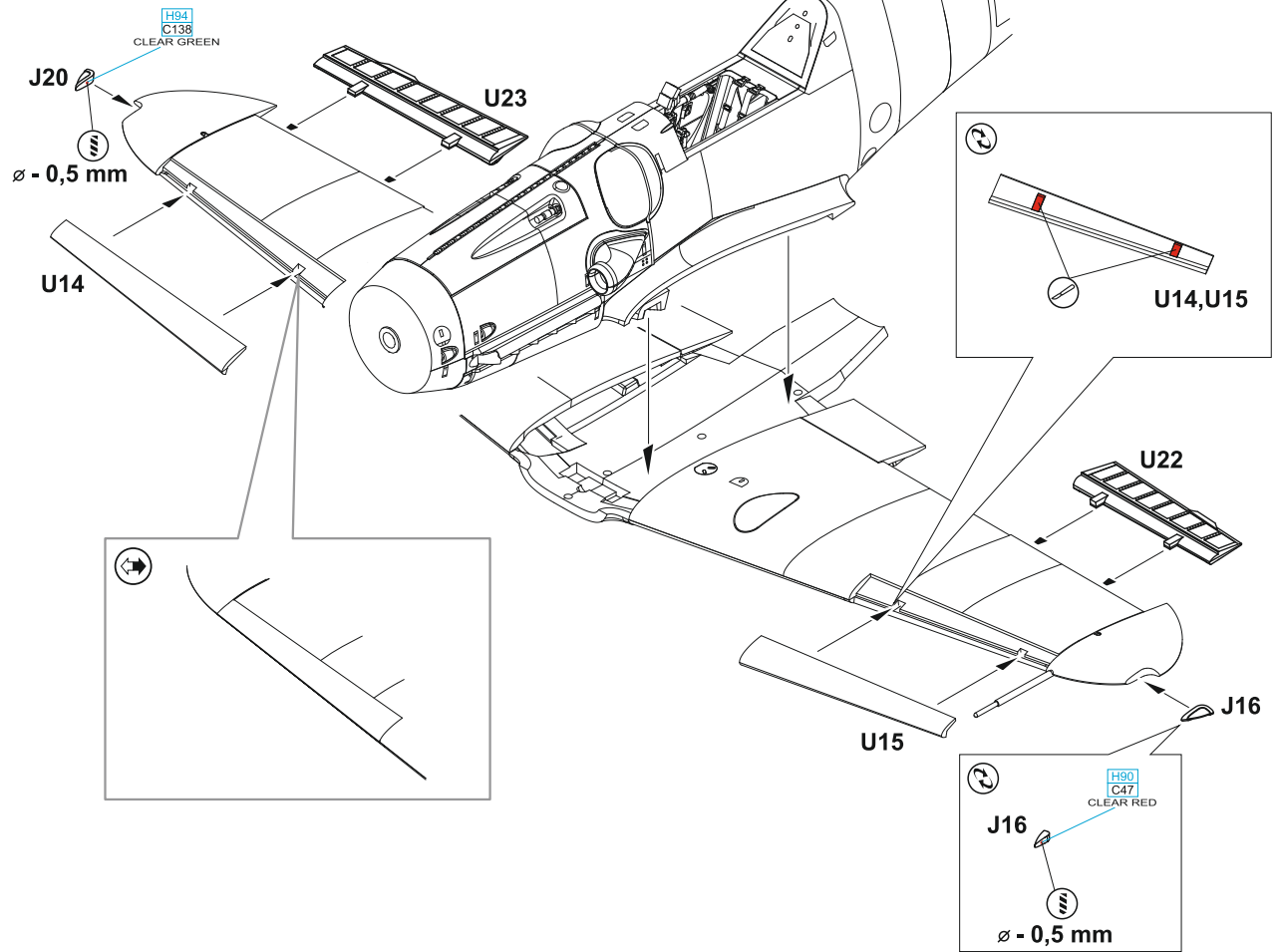




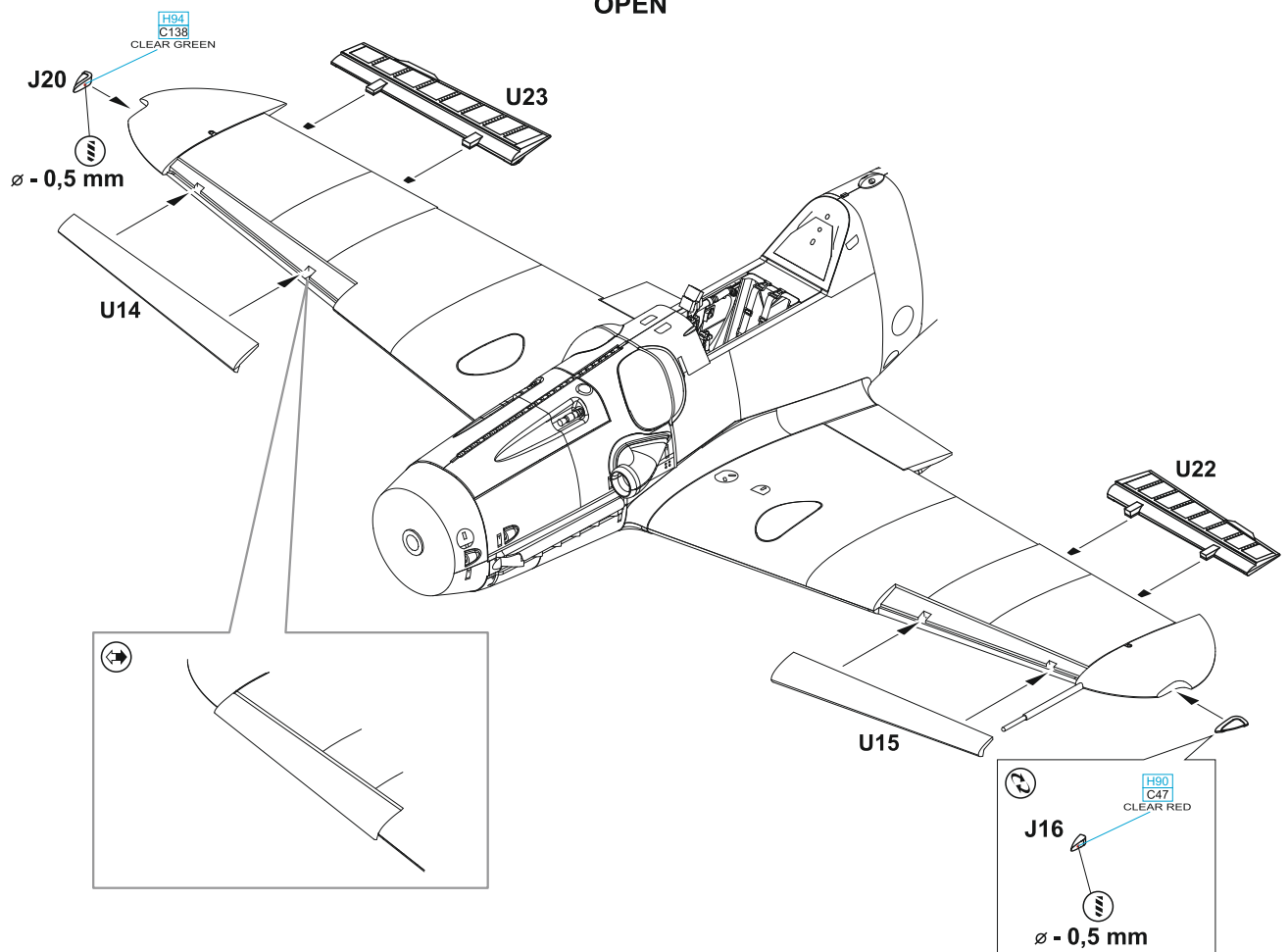
V14, V19 - MARKING B ONLY

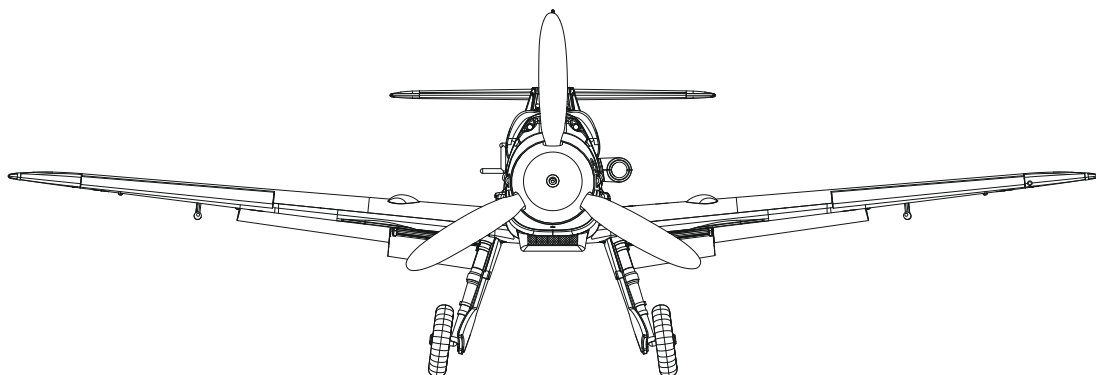
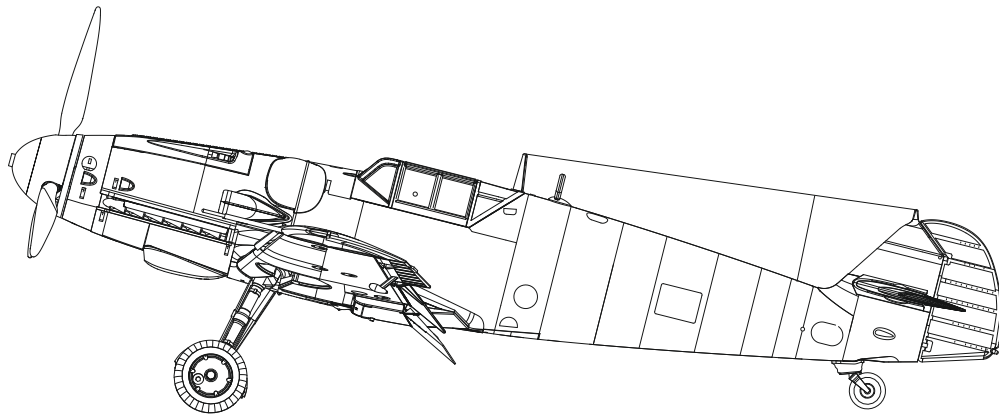
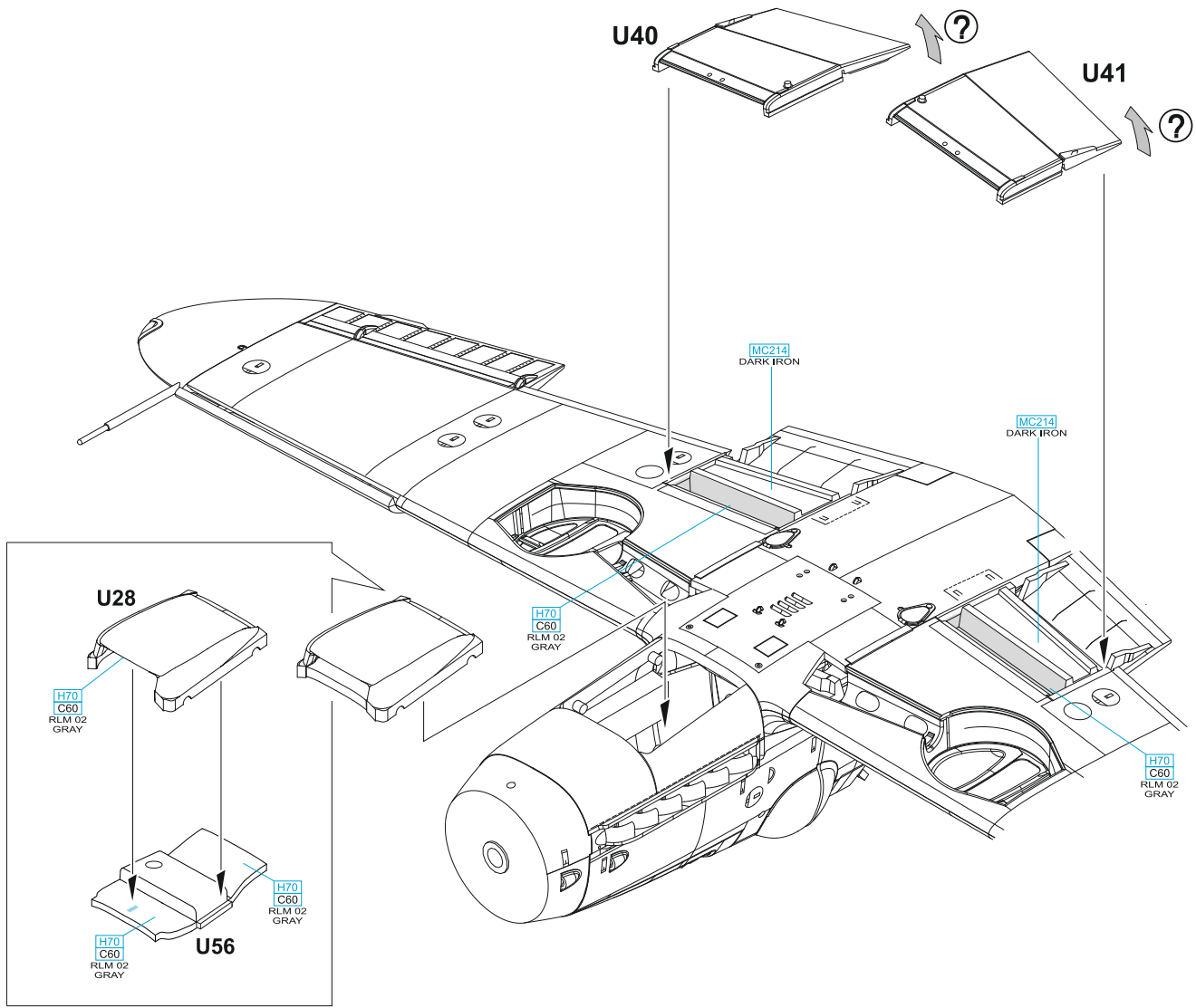


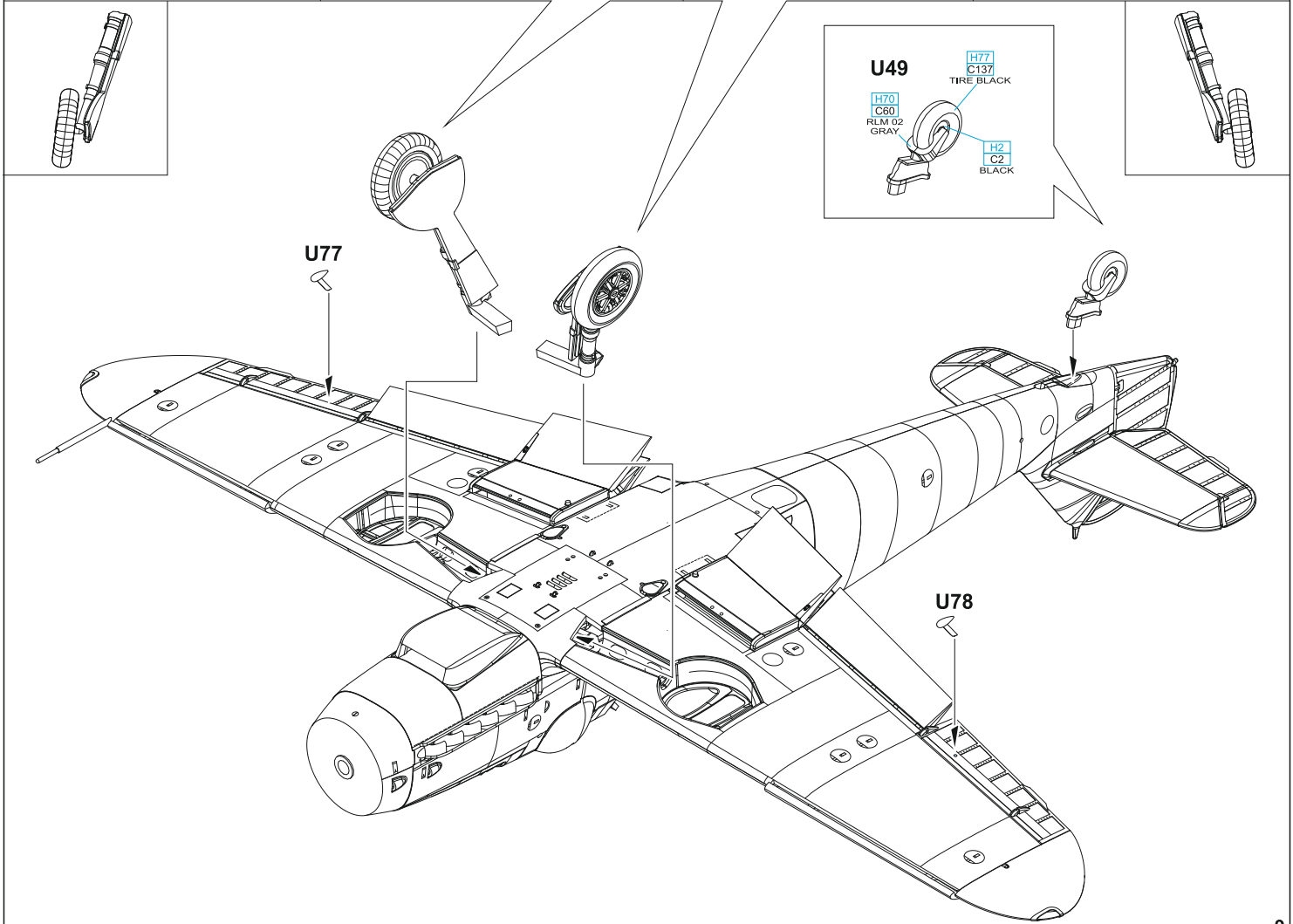
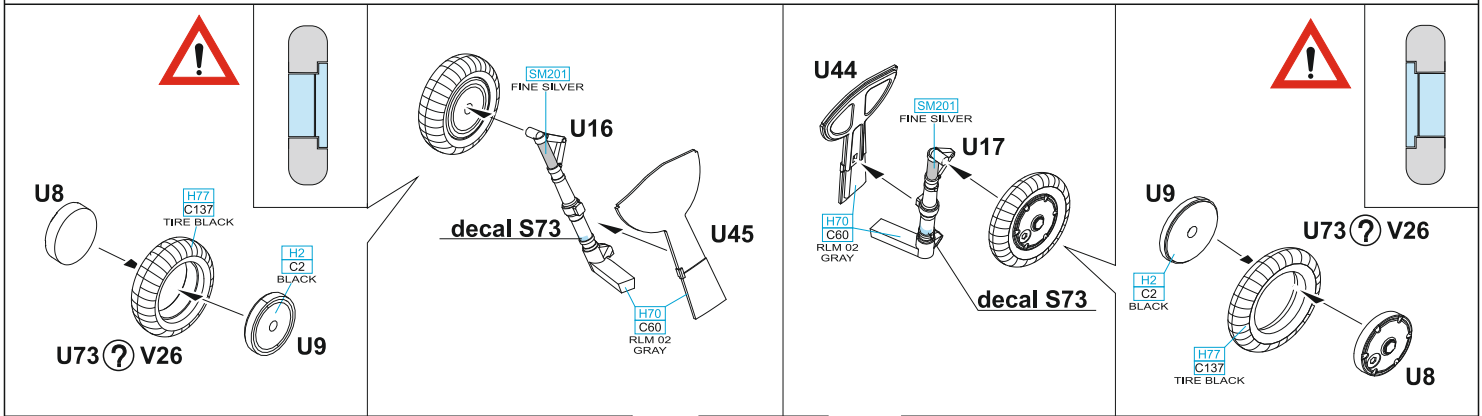
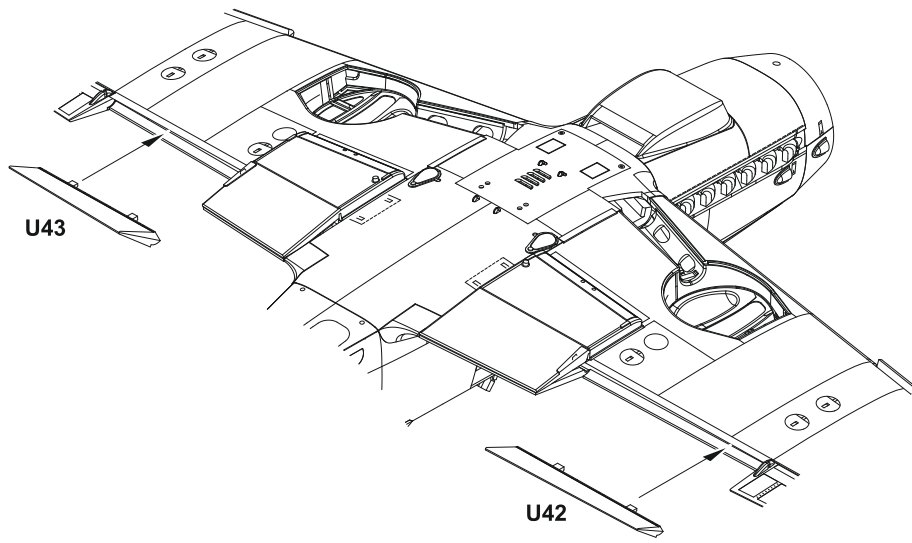
CLOSE



OPEN

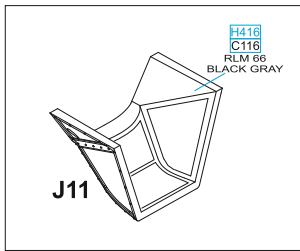
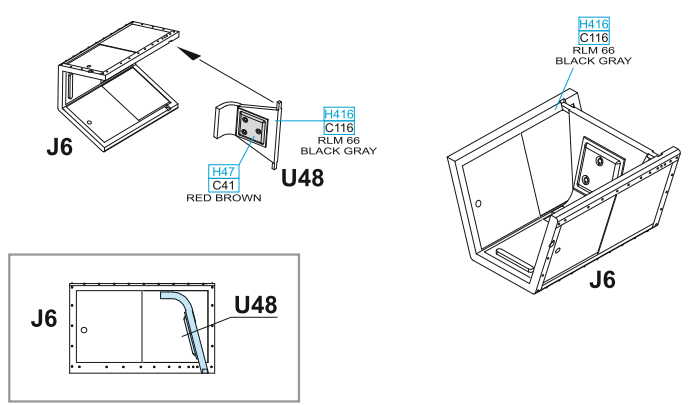
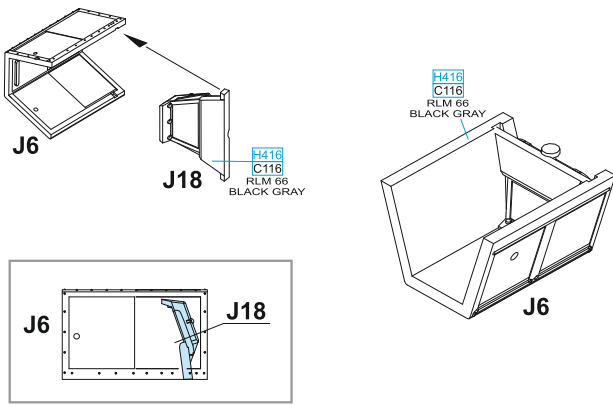




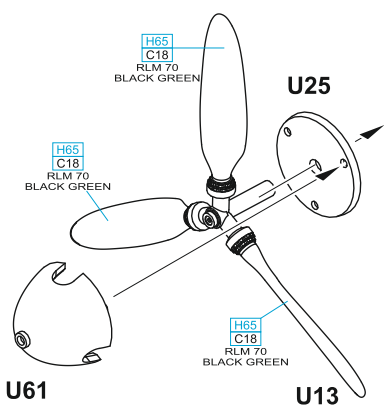
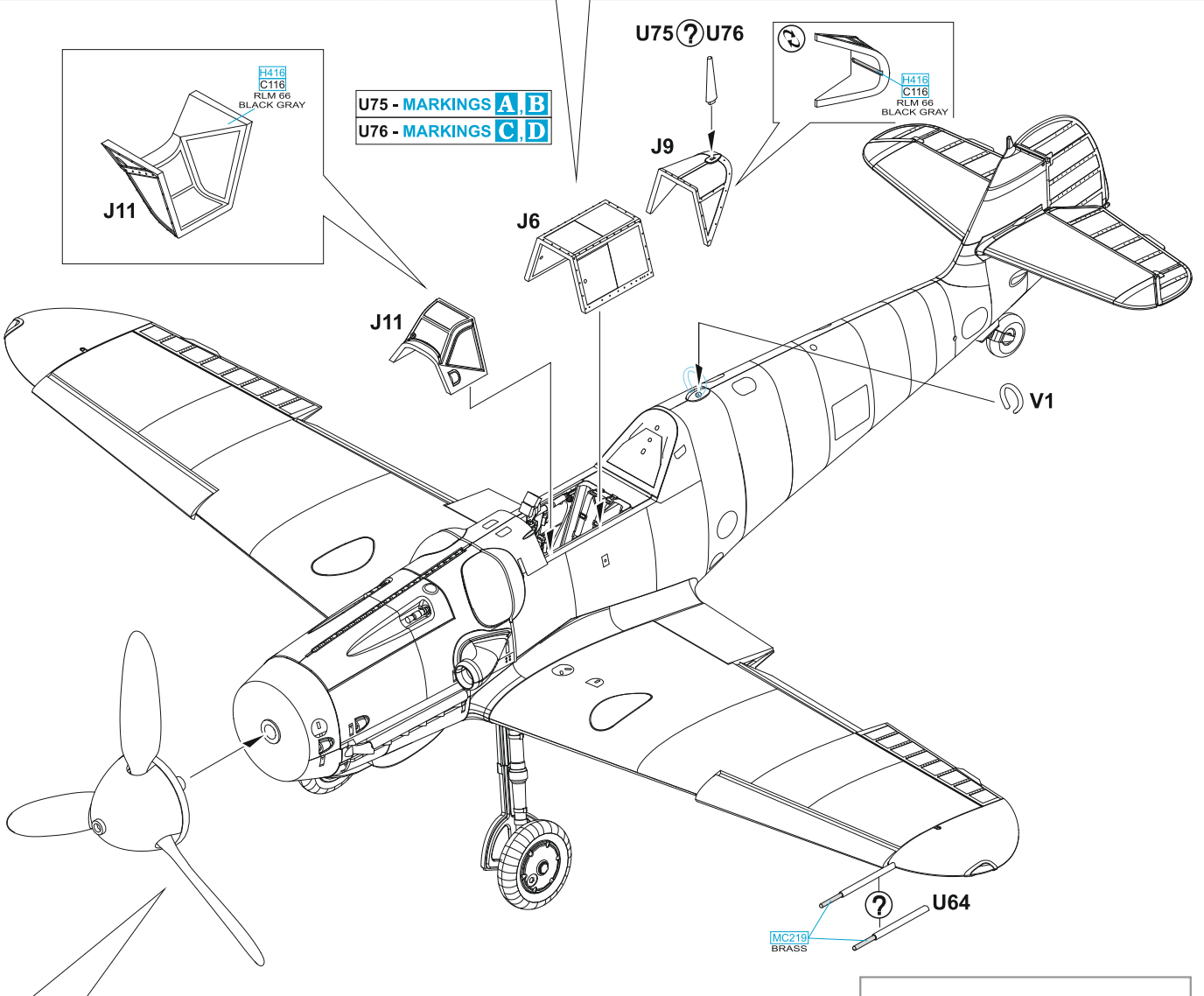


MARKINGS C, D ONLY

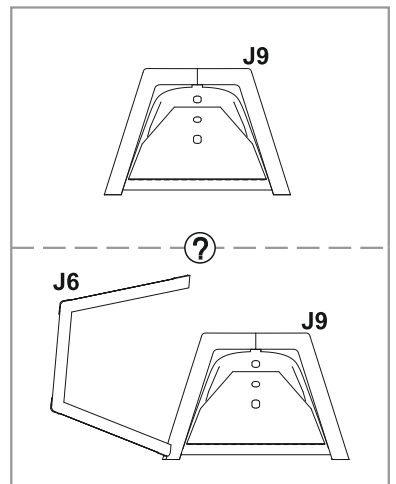
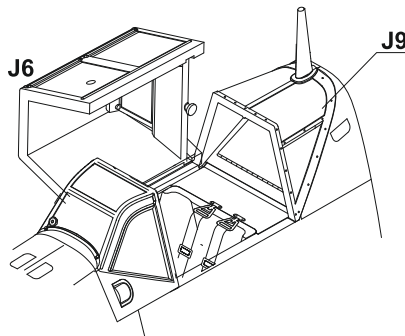
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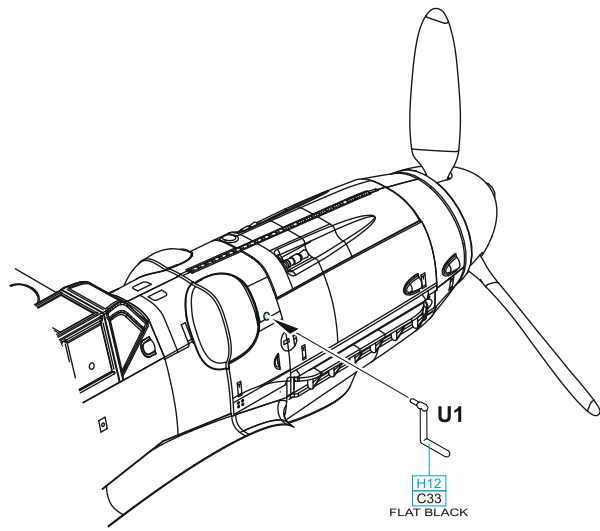


U75 - MARKINGS A, B
U76 - MARKINGS C, D

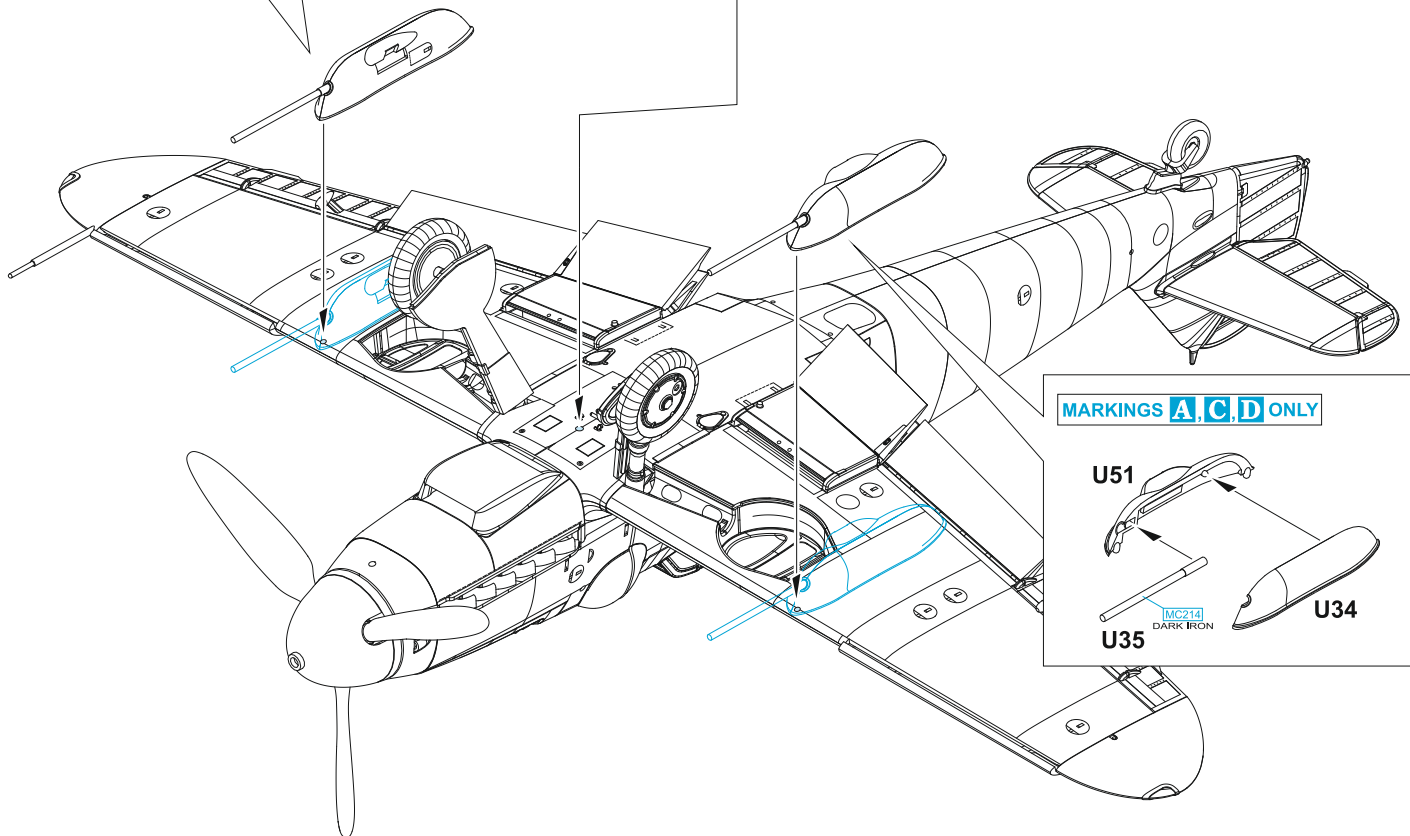
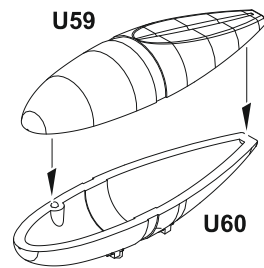
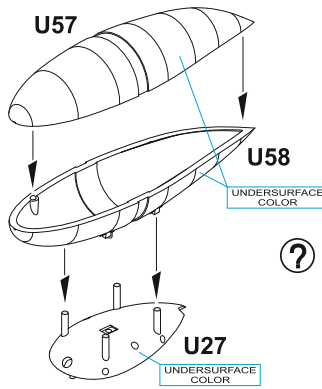
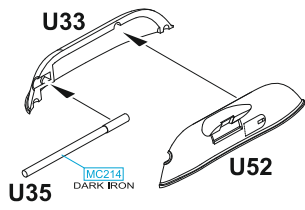


OPEN CANOPY

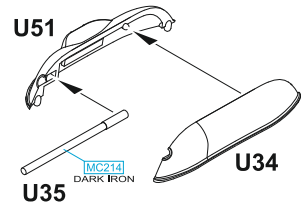




MARKINGS **A, C, D** ONLY

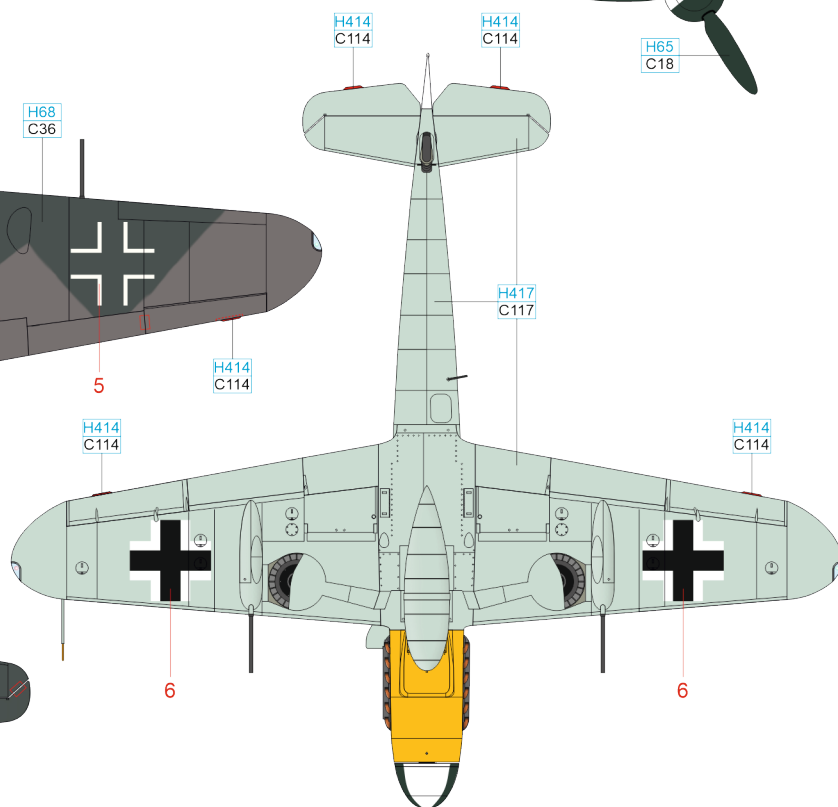
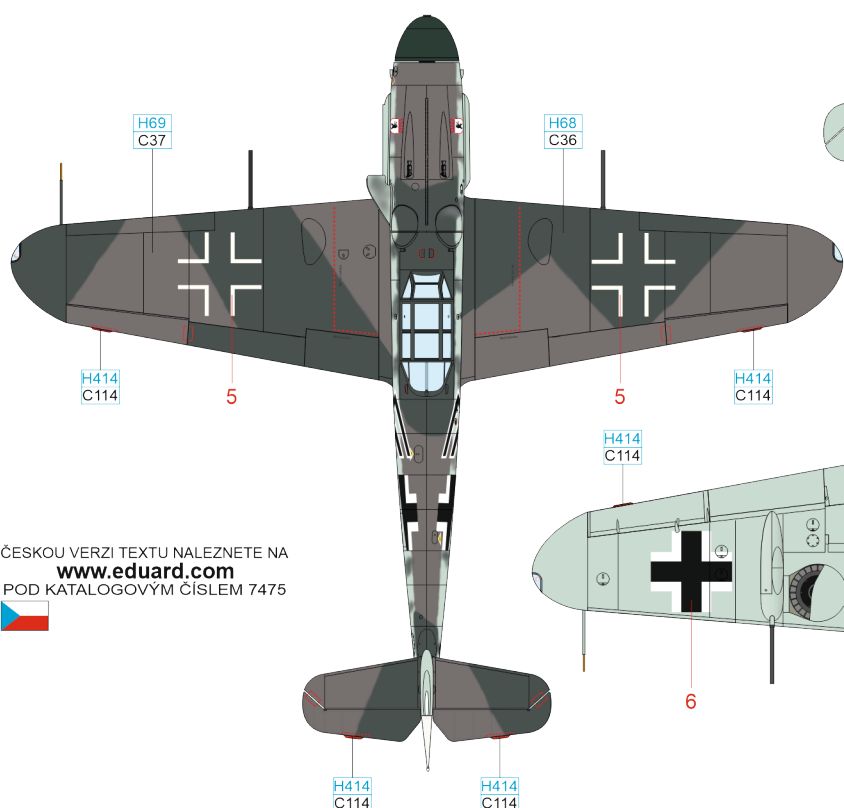
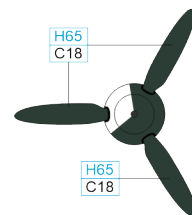
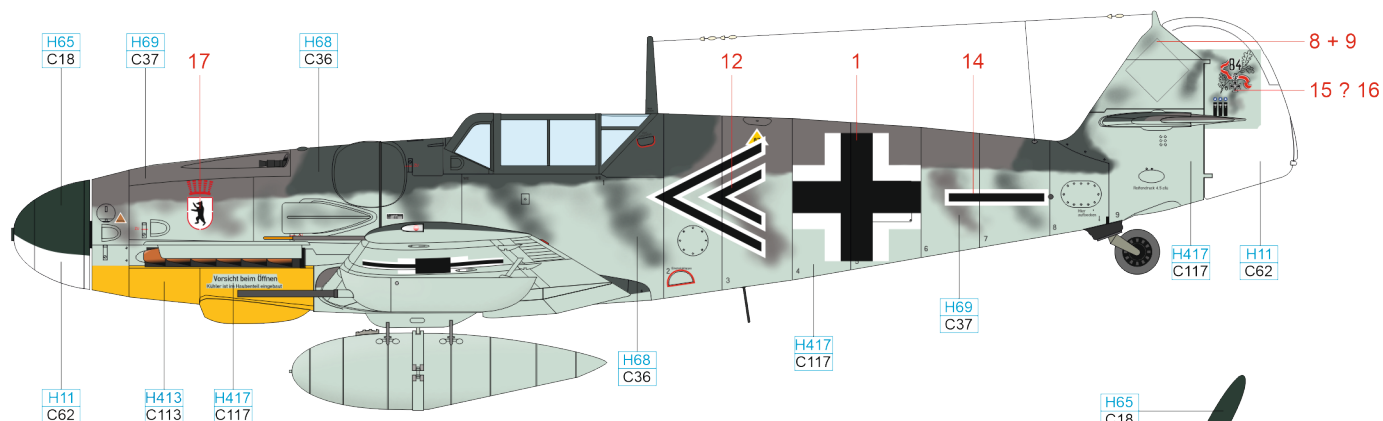


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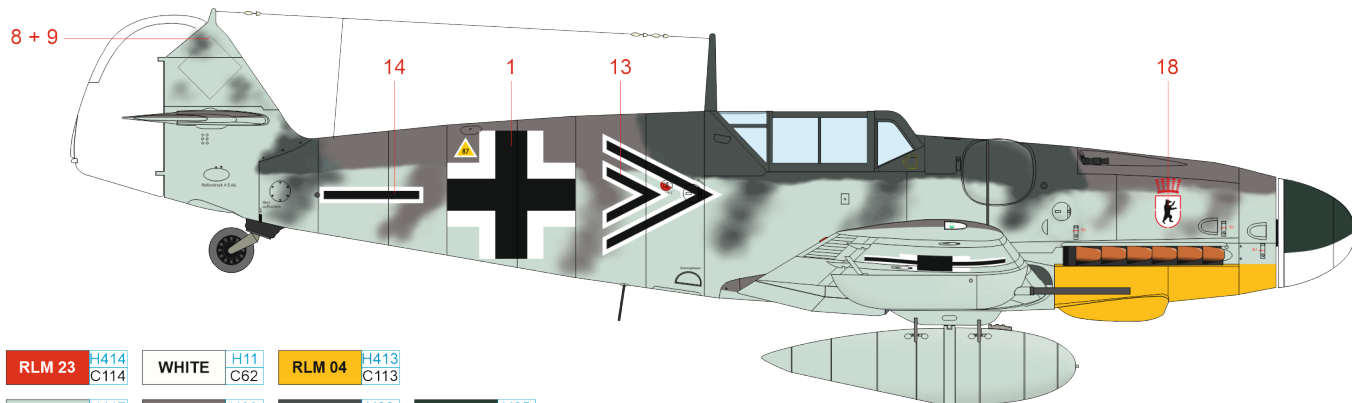


A Bf 109G-6/R6, Hptm. Werner Schroer, CO of II./JG 27, Eschborn, Germany, September 1943

Werner Schroer was born on February 12, 1918. In 1937, he joined the Luftwaffe as ground personnel. Later, he completed flight training and was assigned to I./JG 27 in August 1940. This unit was transferred to North Africa, where Schroer achieved his first aerial victory on April 19, 1941. In June 1942, he was appointed Staffelkapitän of 8./JG 27. In April 1943, he was appointed Gruppenkommandeur of II./JG 27. At the end of 1942, II./JG 27 was relocated to Germany, and in March 1943, it received new Bf 109G-6 aircraft. After several months of deployment in Italy, the unit was transferred back to Germany. The box art depicts the unit's first fight against a formation of B-17 bombers, which occurred on September 6, 1943, during an American raid on Stuttgart. Werner Schroer's command aircraft had a white rudder with 84 victory markings painted on its left side. Following this battle, three more B-17 kills were added. Both variants are included on the decal sheet. In March 1944, Schroer was appointed commander of III./JG 54, and in February 1945, he assumed command of JG 3. He achieved a total of 114 aerial victories, including 26 four-engine bombers. He was awarded the Knight's Cross of the Iron Cross with Oak Leaves and Swords. He passed away on February 10, 1985.



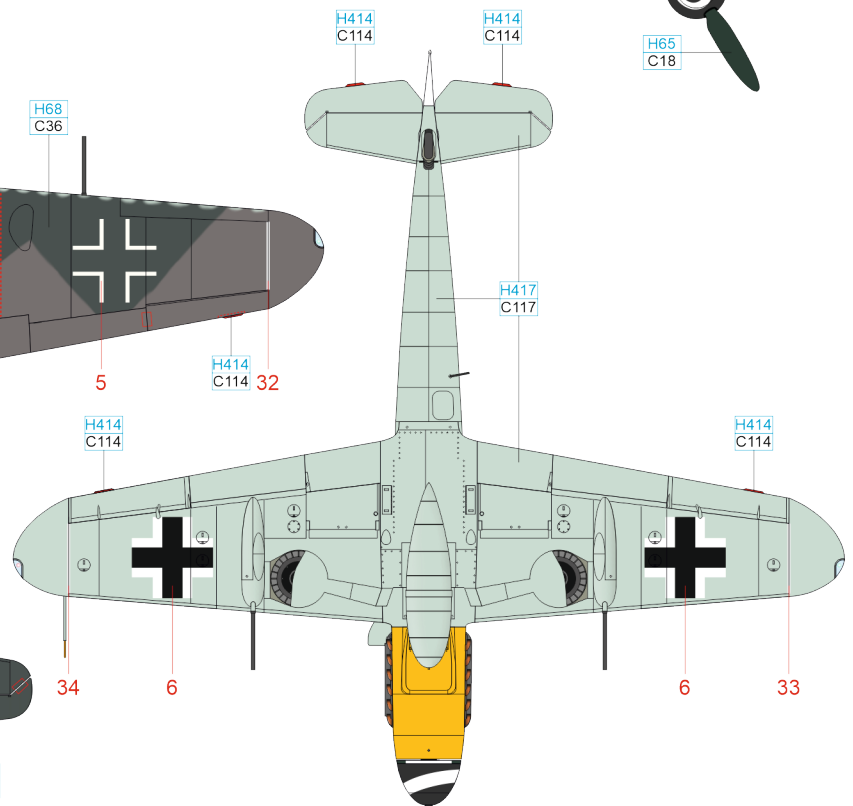
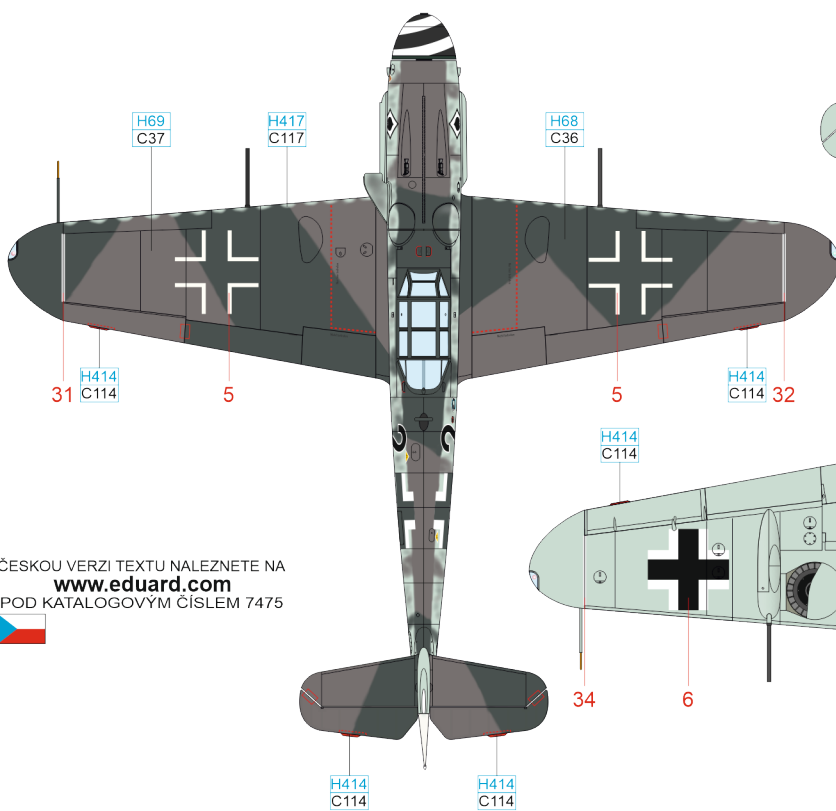
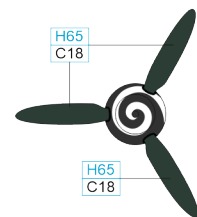
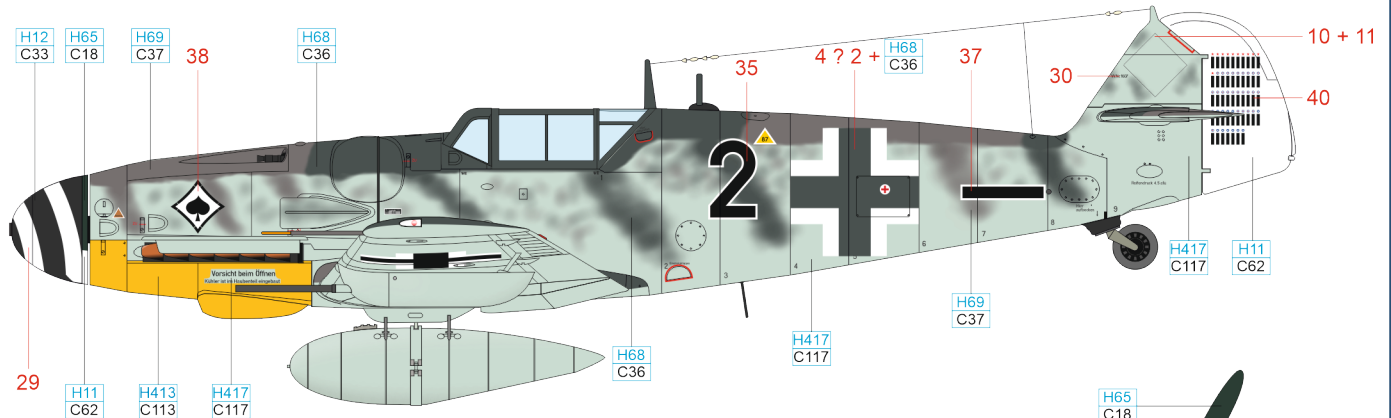
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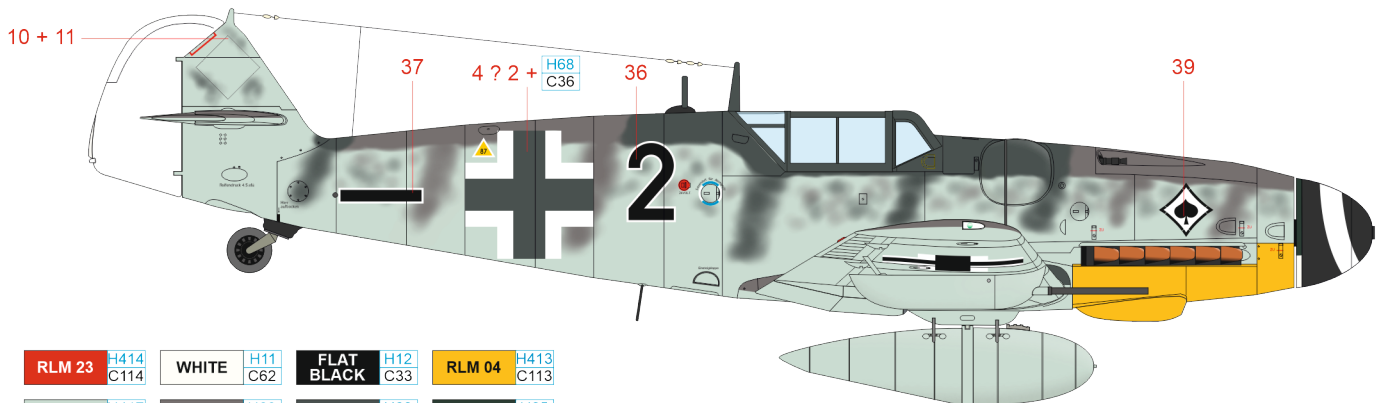
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RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36
		RLM 70	H65 C18		

C Bf 109G-6/R6/Trop, W.Nr. 1607xx, Obfw. Herbert Rollwage, 5./JG 53, Wien-Seyring, Austria, December 1943

Herbert Rollwage was born on September 24, 1916. In 1936, he joined the Luftwaffe. In 1941, he was assigned to 5./JG 53. On the first day of Operation Barbarossa, Rollwage achieved his first aerial victory. By October 5, 1941, he had recorded 11 victories. After a brief stay in the Netherlands, II./JG 53 moved to Sicily in December 1941 to participate in the campaign against Malta. During raids on the island, Rollwage achieved 20 victories by October 1942. On July 10, 1943, during the Allied landings on Sicily, Rollwage was wounded in dogfight but managed to land back at base. In mid-October 1943, II./JG 53 was relocated to Austria for Reich defense. The white rudder of Rollwage's new aircraft, which he received after recovering in November 1943, featured 47 victory markings on the left side. In May 1944, he was promoted to the rank of Leutnant, and in August, he became the CO of 5./JG 53. In December, he assumed command of the training unit 2./JG 106. During his service with JG 53, Rollwage achieved 70 aerial victories. He was awarded the Knight's Cross of the Iron Cross with Oak Leaves. After the war, he served in the Bundeswehr and retired in 1968 with the rank of Hauptmann. He passed away on January 4, 1980.



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RLM 23	H414 C114	WHITE	H11 C62	FLAT BLACK	H12 C33	RLM 04	H413 C113
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18

