Bf 109F-4

eduard

1/72 Scale Plastic Model Kit



item No. 7478

WEEKEND edition

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 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 Bf 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 “Jagdwaffe” 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 its HA-1109-1112, re-engined Bf 109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the state that developed it.

The kit: Bf 109F-4

The Bf 109F series (Friedrich) was a major improvement over its predecessor, the Bf 109E. There were numerous aerodynamical changes, giving the Bf 109 the shape, which was close to its final 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 20mm cannon firing through the propeller spindle. The new aircraft was well received as it was the best handling Bf 109 of them all. The F-4 sub-variation was using VDM 9-12010 propeller with broader blades and got the new cannon Mauser MG 151/20. The first Bf 109F-4s arrived in June 1941 and the production ran from the May 1941 to the same month a year later. During that period 1,841 of the Bf 109F-4 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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre 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. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

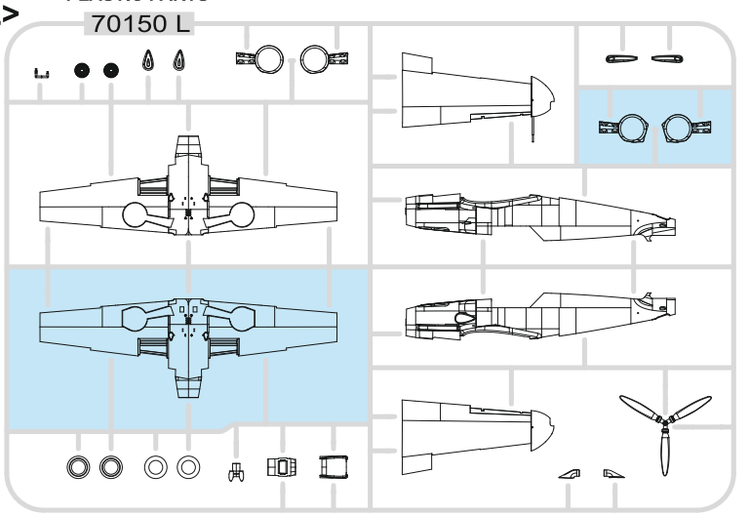


PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

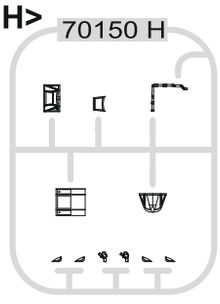
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

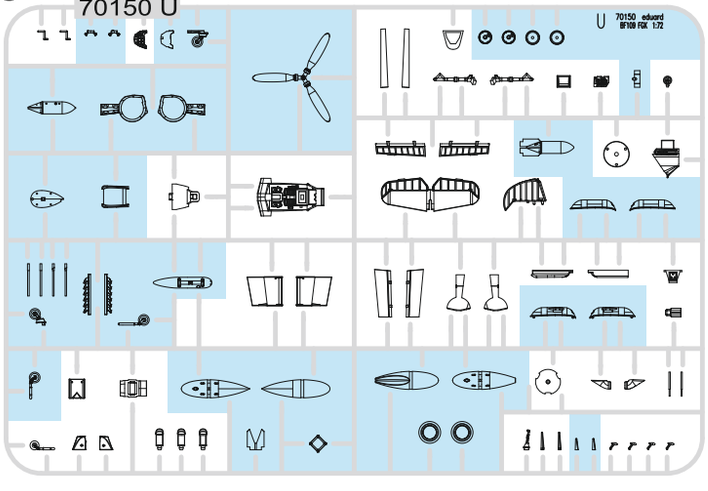
L> 70150 L



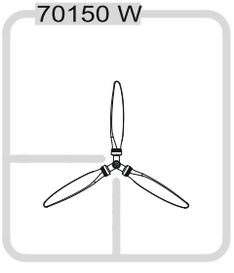
H> 70150 H



U> 70150 U



W> 70150 W

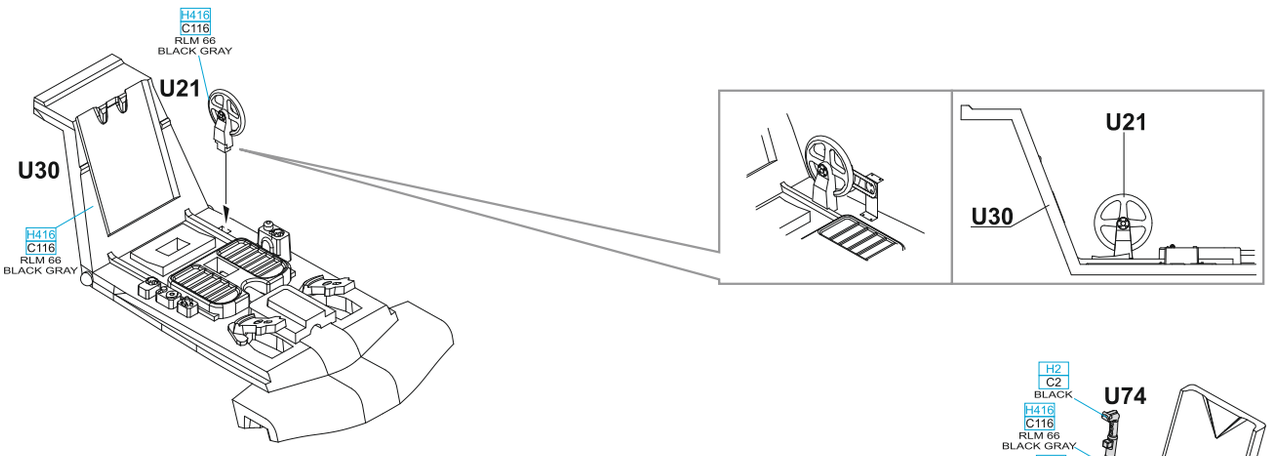


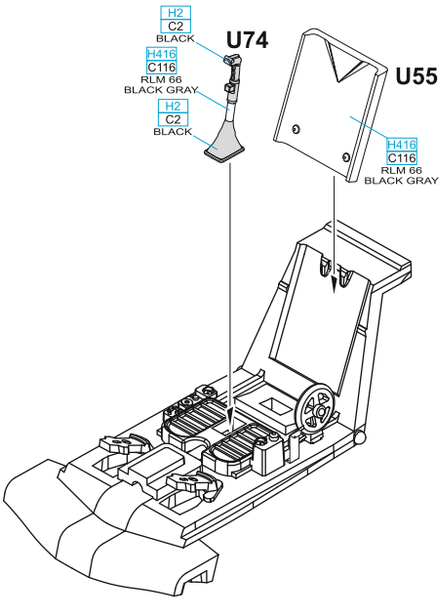
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

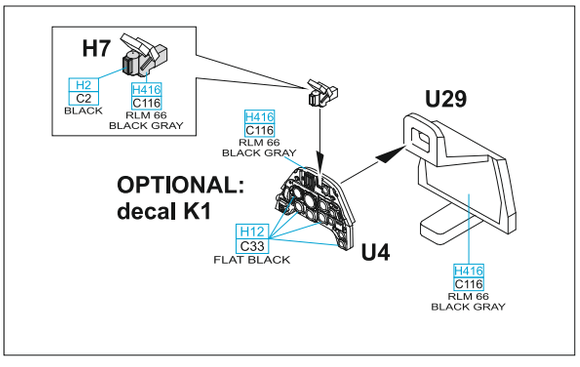
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

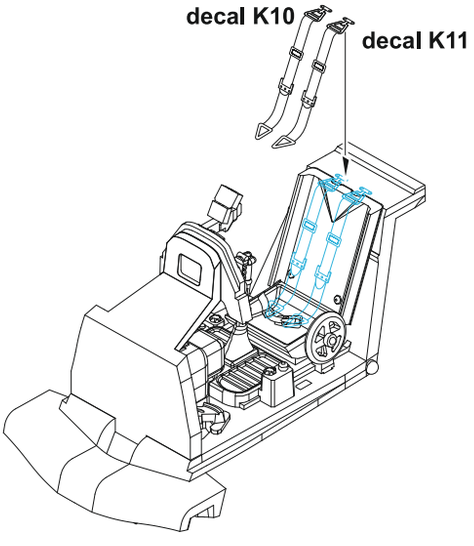
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H64	C17	RLM71 DARK GREEN
H65	C18	RLM70 BLACK GREEN
H66	C119	RLM79 SAND YELLOW
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK

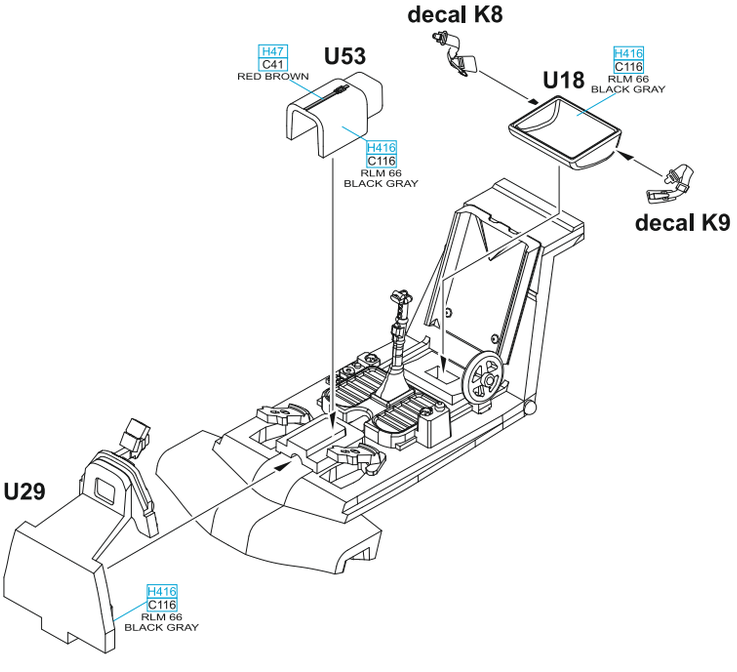
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
H418	C118	RLM78 LIGHT BLUE
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM202		GOLD
Mr.COLOR GX		
GX05		SUSIE BLUE

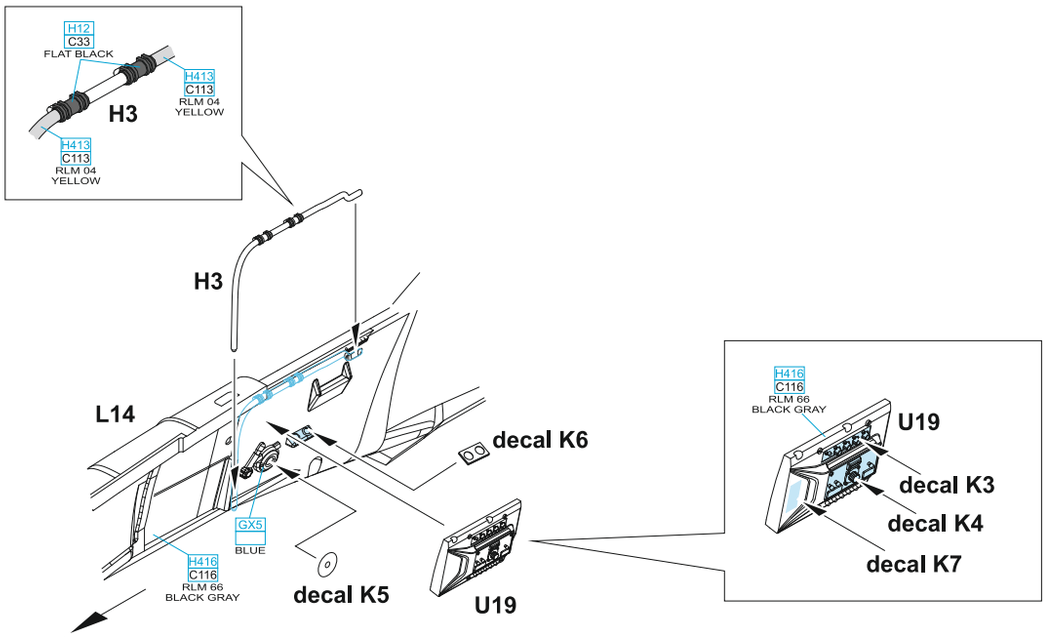

H416
C116
RLM 66
BLACK GRAY
U21
U30
H416
C116
RLM 66
BLACK GRAY
U21
U30

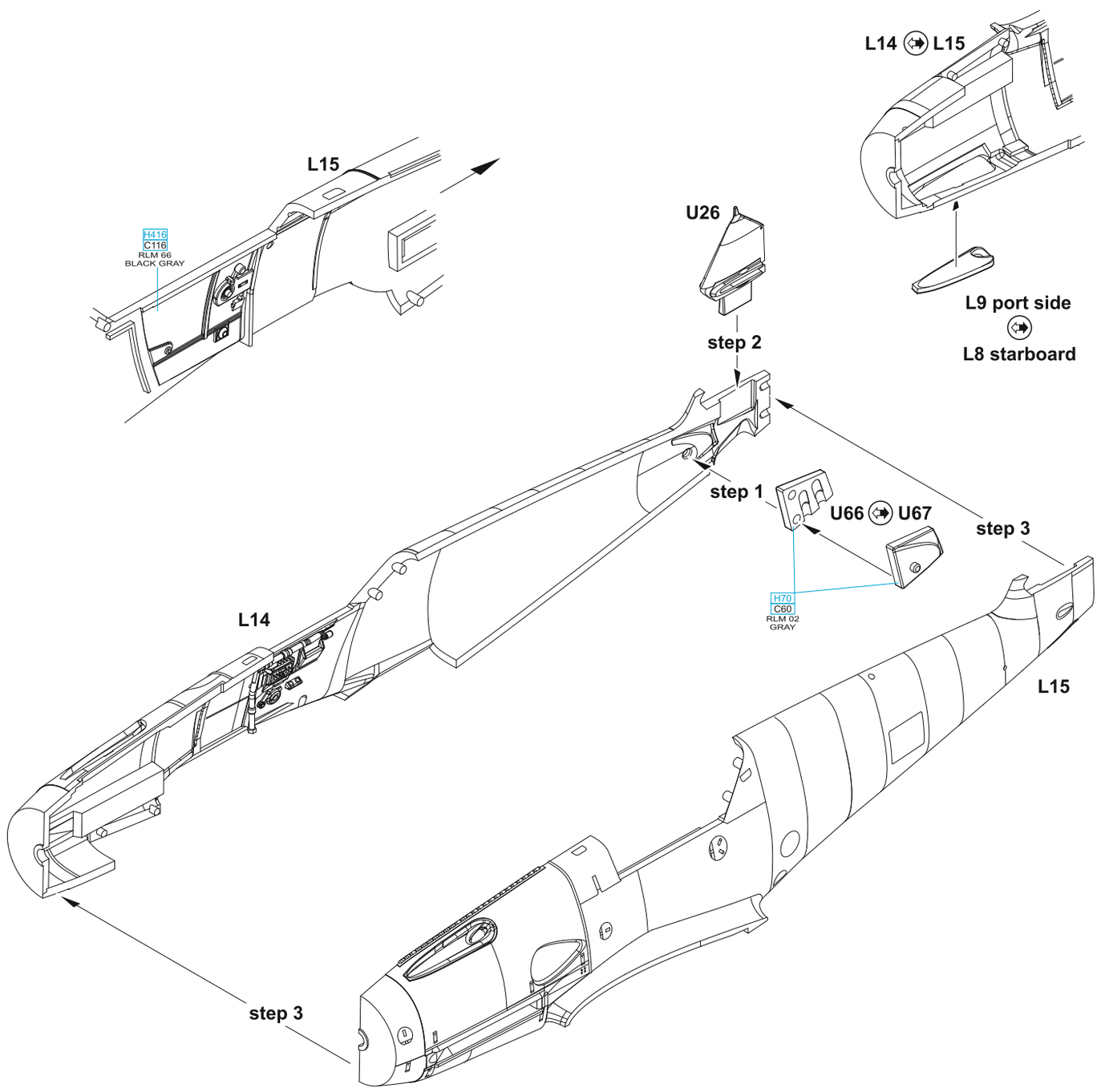

H2
C2
BLACK
U74
H416
C116
RLM 66
BLACK GRAY
U55
H2
C2
BLACK
H416
C116
RLM 66
BLACK GRAY

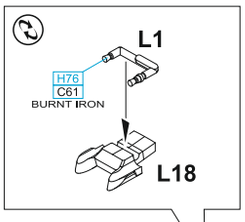

H7
H2
C2
BLACK
H416
C116
RLM 66
BLACK GRAY
H416
C116
RLM 66
BLACK GRAY
U29
OPTIONAL:
decal K1
H12
C33
FLAT BLACK
U4
H416
C116
RLM 66
BLACK GRAY

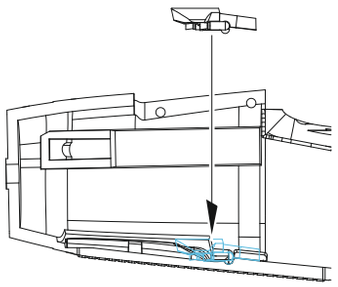

decal K10
decal K11

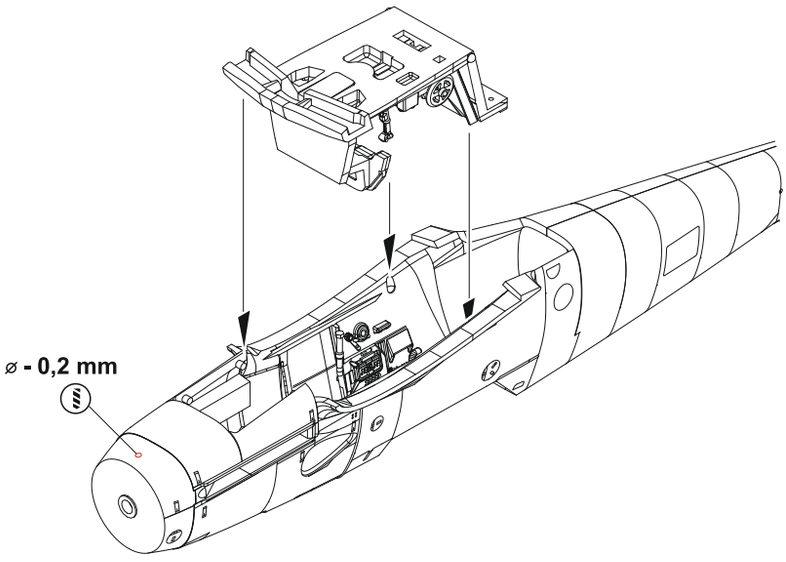

decal K8
H47
C41
RED BROWN
U53
U18
H416
C116
RLM 66
BLACK GRAY
H416
C116
RLM 66
BLACK GRAY
decal K9
U29
H416
C116
RLM 66
BLACK GRAY

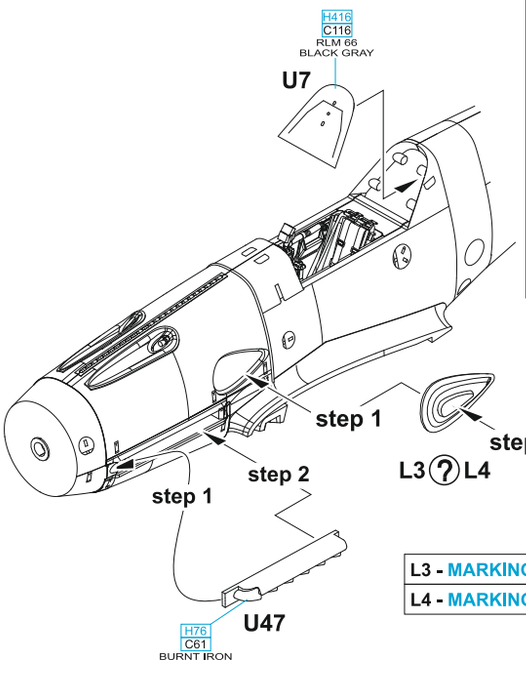

H12
C33
FLAT BLACK
H413
C113
RLM 04
YELLOW
H3
H413
C113
RLM 04
YELLOW
H3
L14
decal K6
GX5
BLUE
H416
C116
RLM 66
BLACK GRAY
decal K5
U19
H416
C116
RLM 66
BLACK GRAY
U19
decal K3
decal K4
decal K7

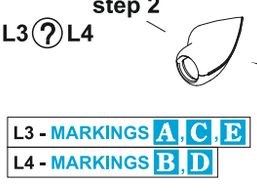

L14 L15
L15
H416
C116
RLM 66
BLACK GRAY
U26
step 2
L9 port side
L8 starboard
step 1
U66 U67
step 3
H70
C60
RLM 02
GRAY
L14
L15
step 3

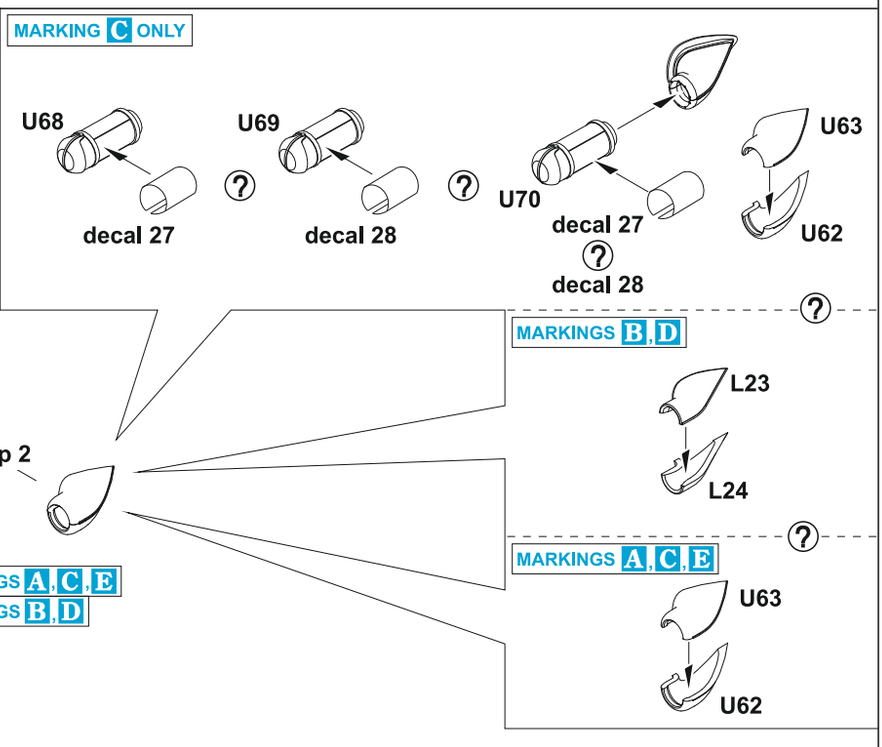

L1
H76
C61
BURNT IRON
L18

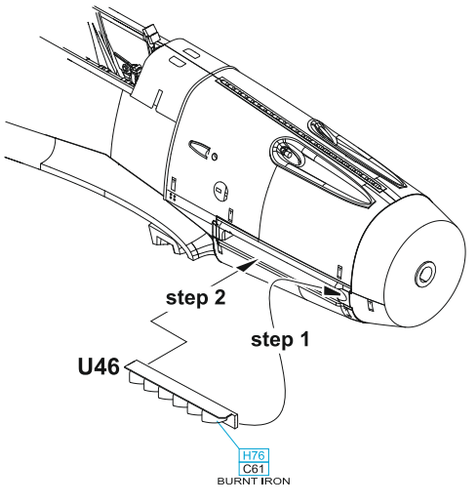


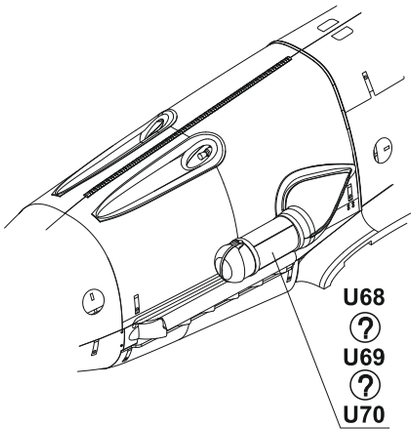

⌀ - 0,2 mm

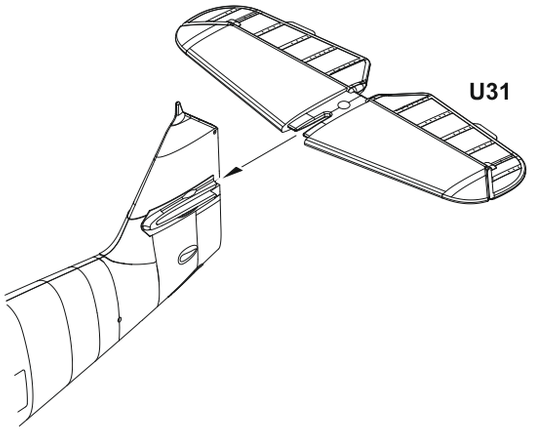

H416
C116
RLM 66
BLACK GRAY
U7
step 1
step 2
step 2
step 1
U47
H76
C61
BURNT IRON

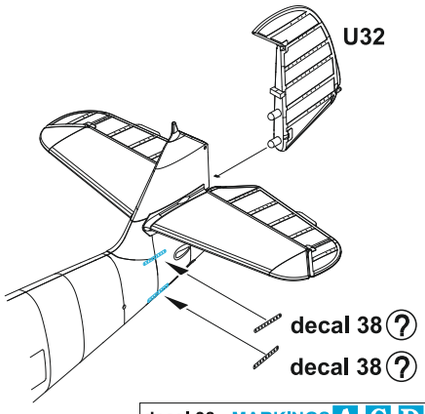

L3 - MARKINGS A,C,E
L4 - MARKINGS B,D


MARKING C ONLY
U68
decal 27
U69
decal 28
U70
decal 27
decal 28
U63
U62
MARKINGS B,D
L23
L24
MARKINGS A,C,E
U63
U62

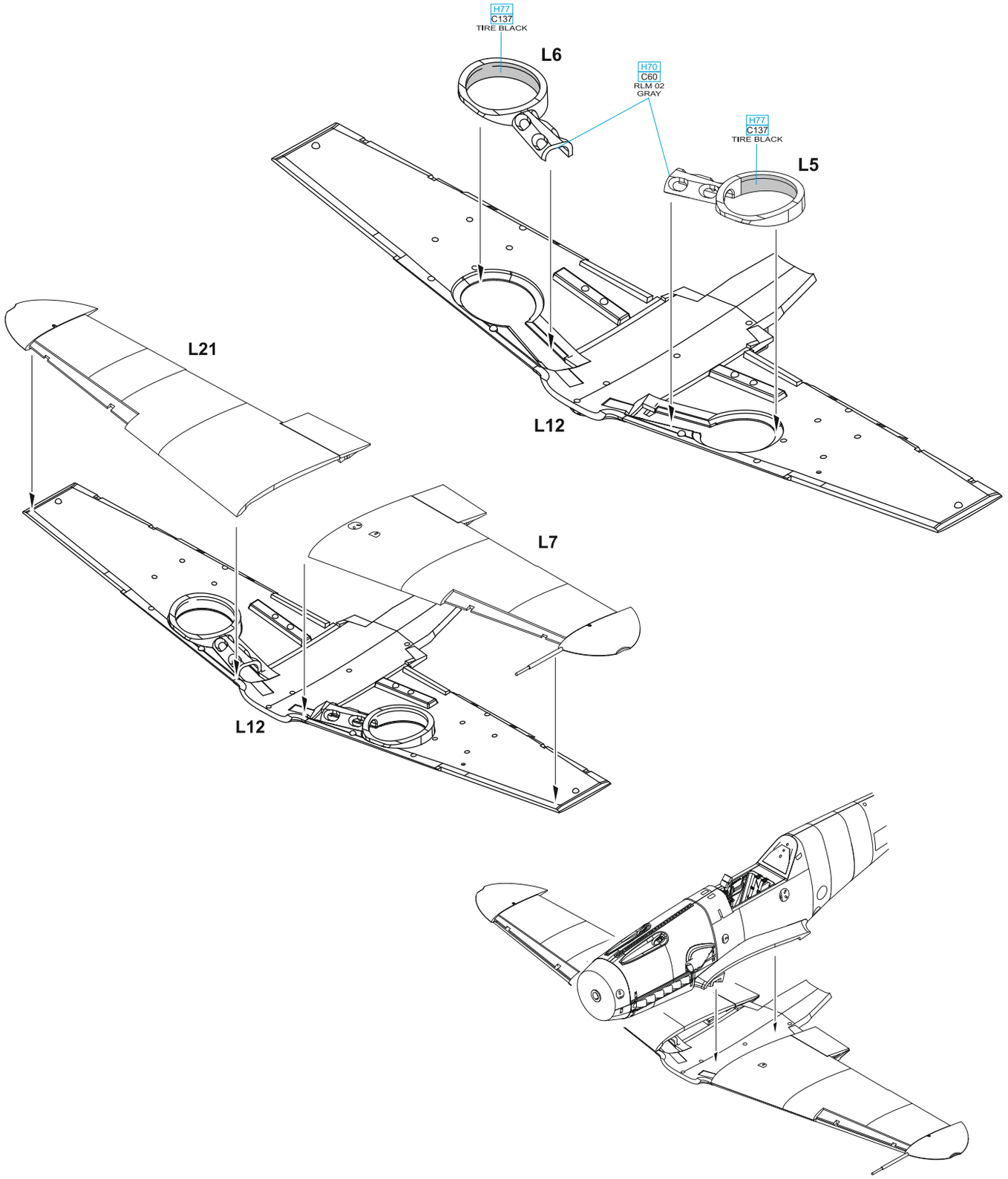

step 2
step 1
U46
H76
C61
BURNT IRON

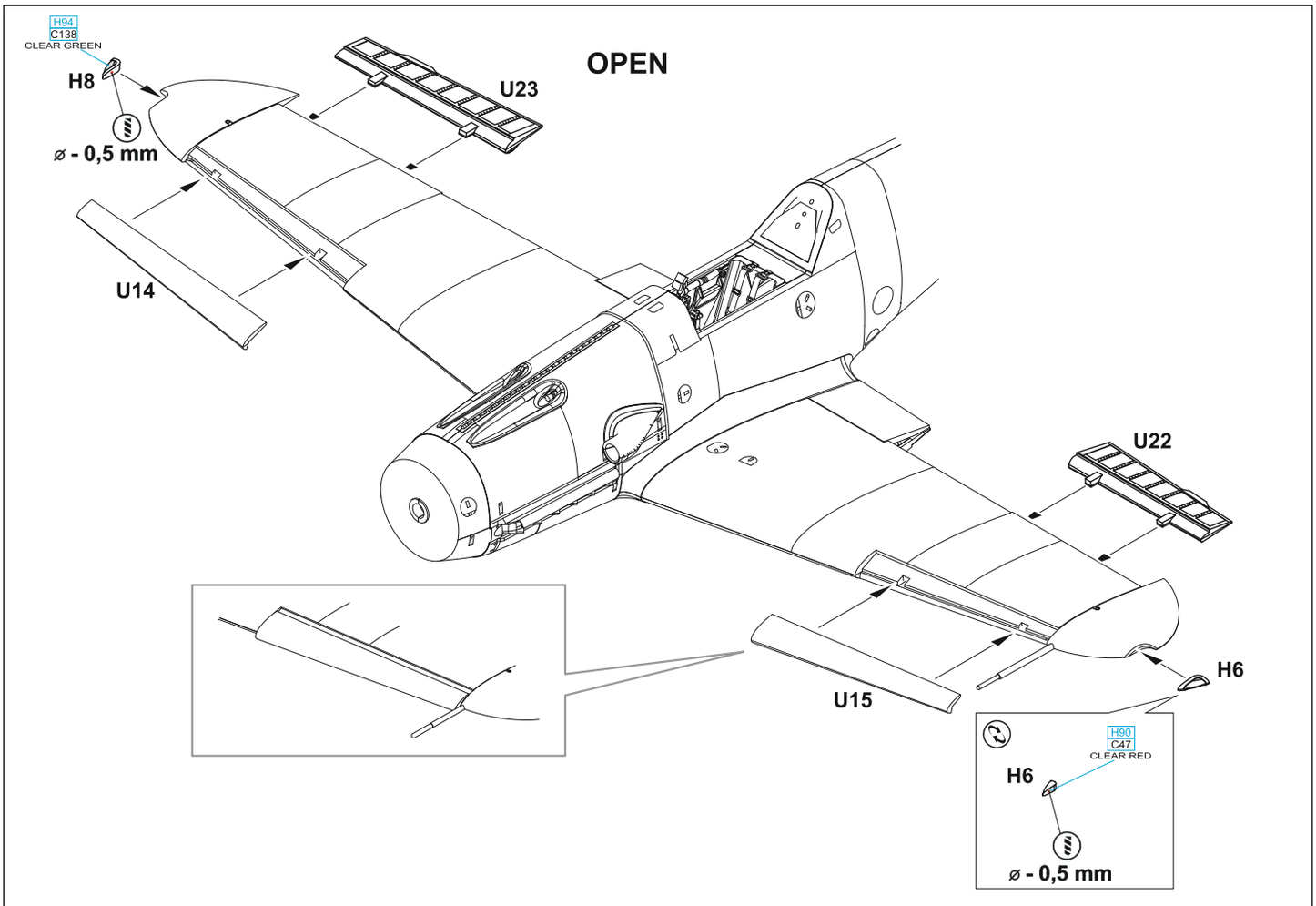

U68
U69
U70

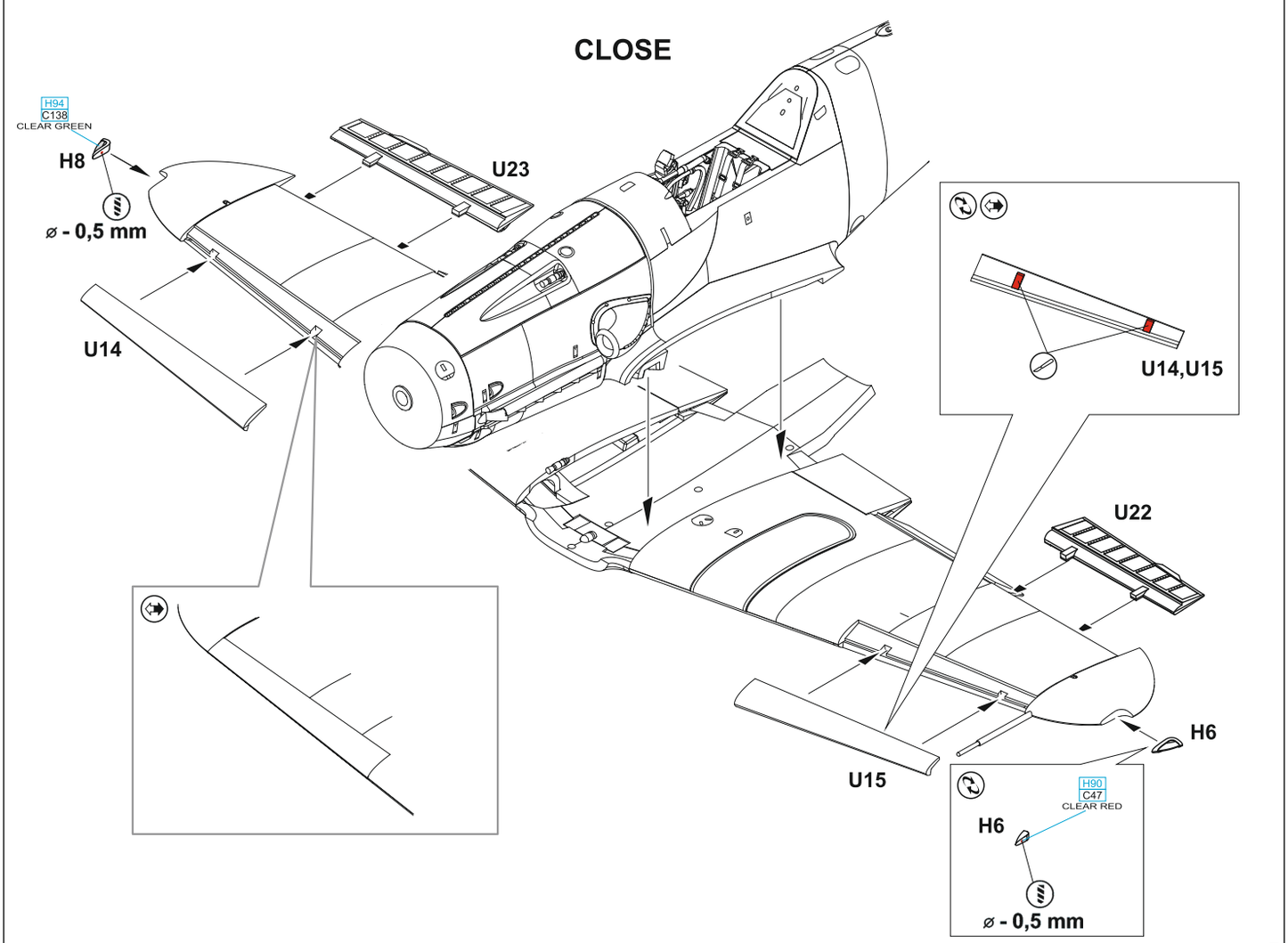


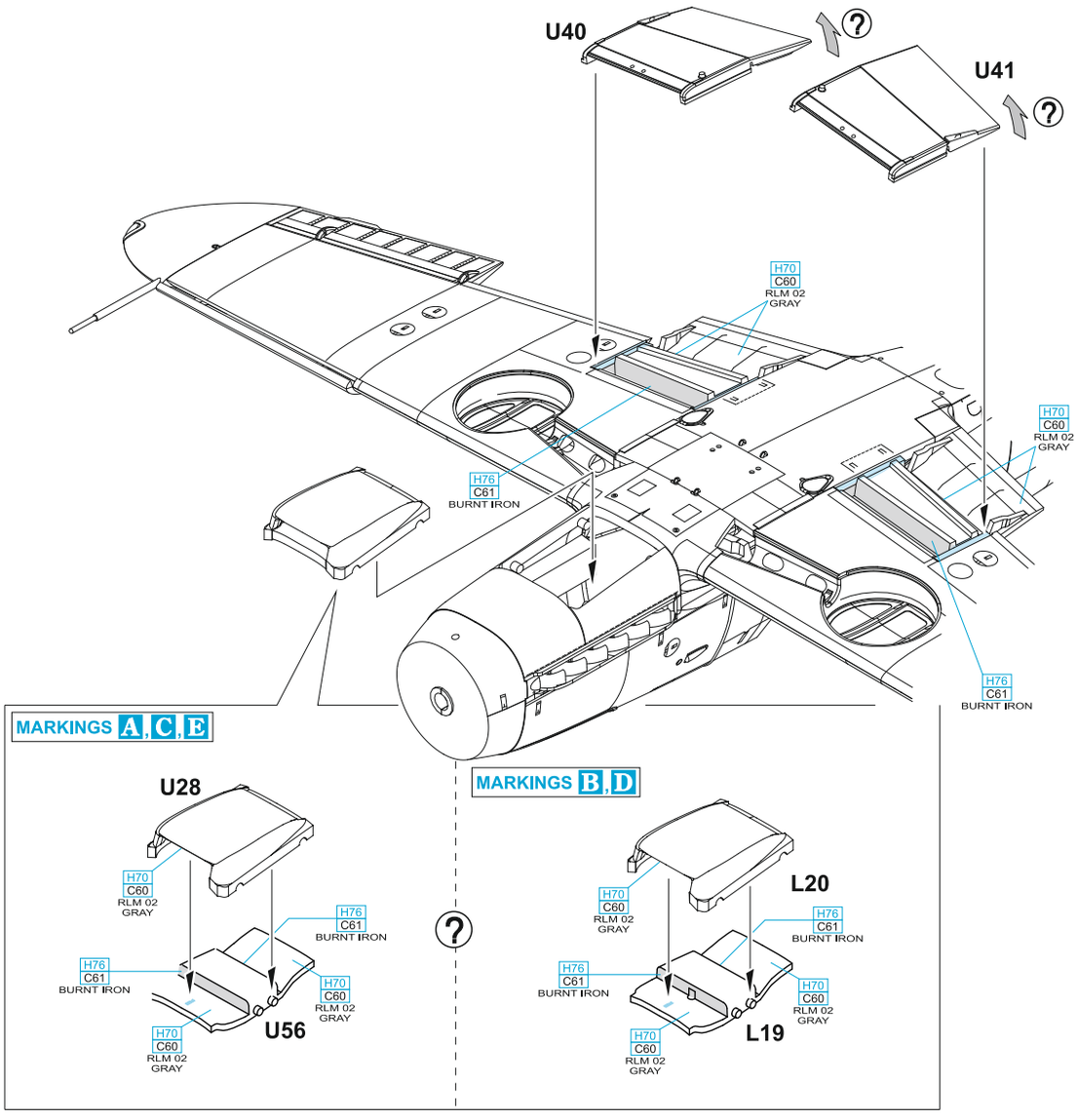


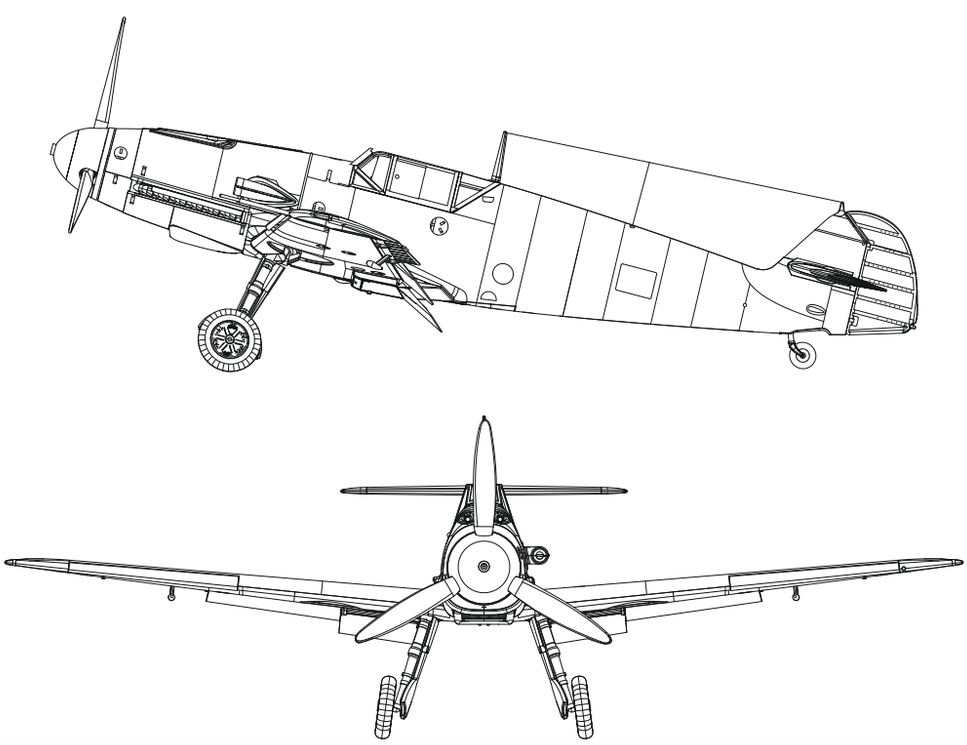
decal 38 - MARKINGS A, C, D, E ONLY

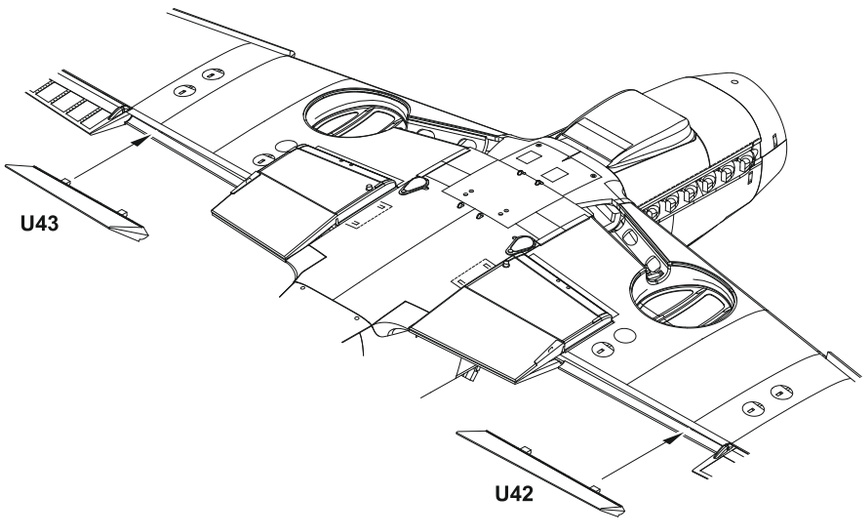


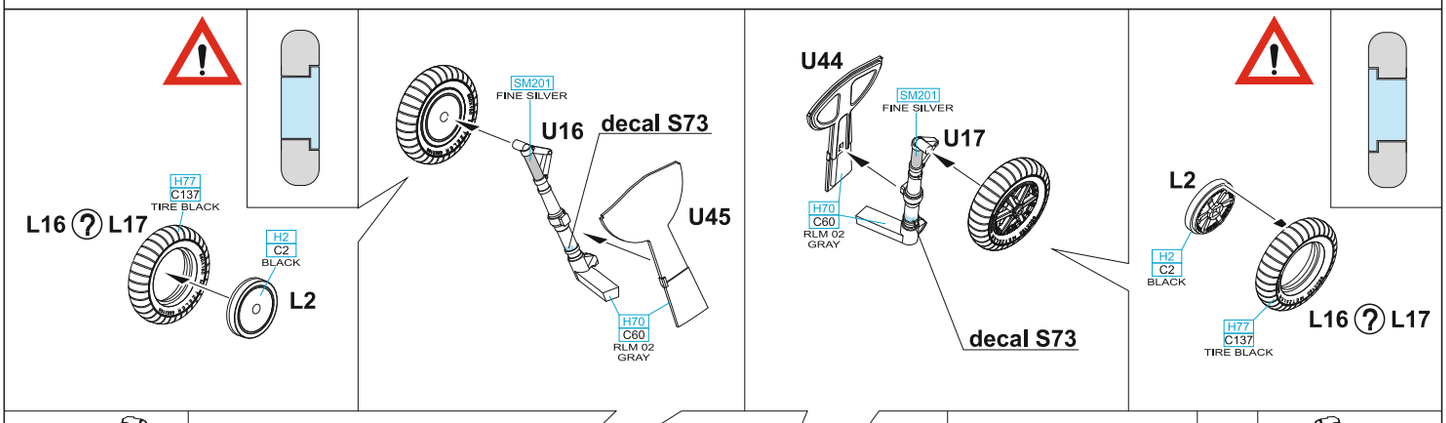

OPEN
H94
C138
CLEAR GREEN
H8
ø - 0,5 mm
U23
U14
U22
U15
H6
H90
C47
CLEAR RED
H6
ø - 0,5 mm

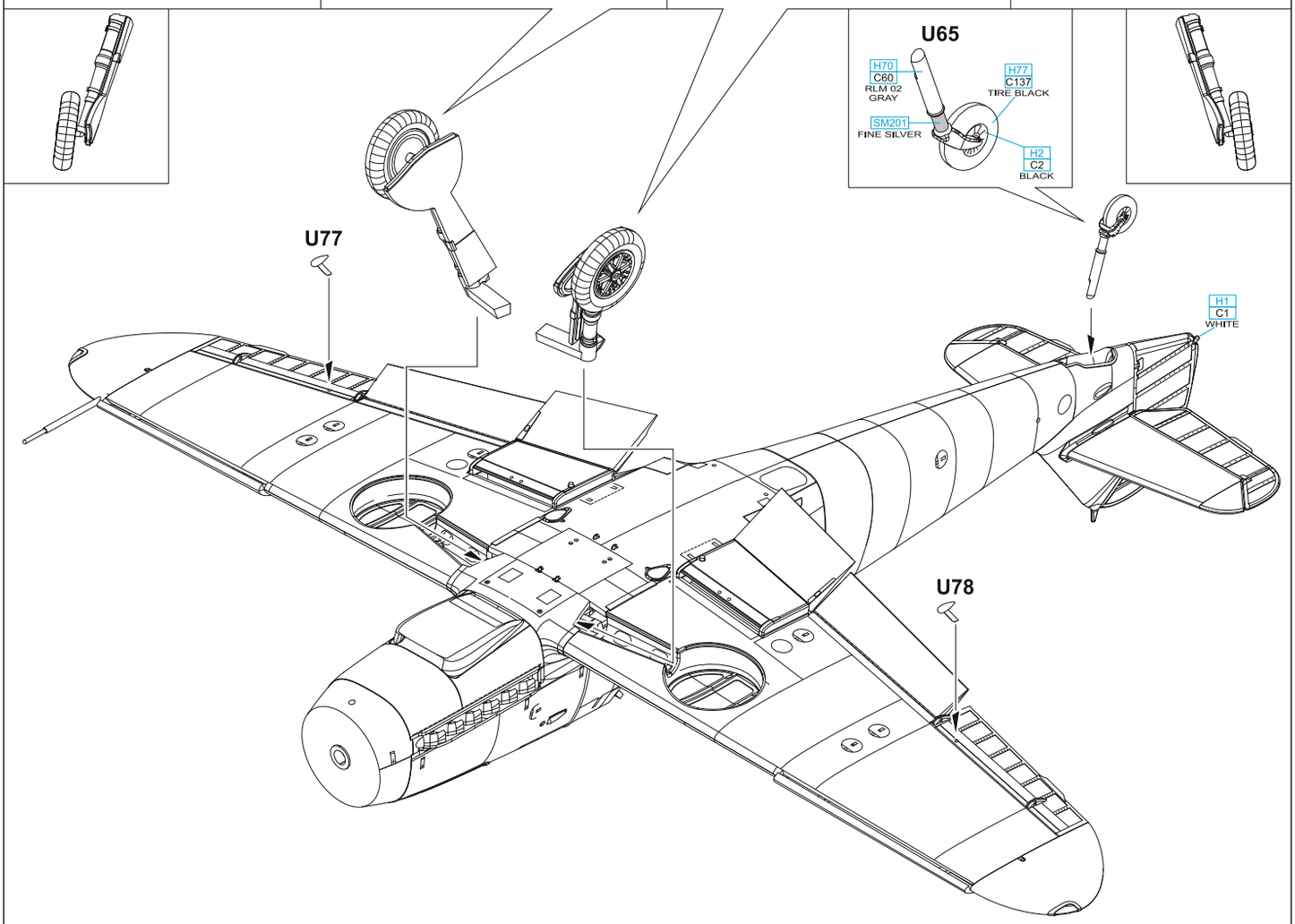

CLOSE
H94
C138
CLEAR GREEN
H8
ø - 0,5 mm
U23
U14
U14,U15
U22
U15
H6
H90
C47
CLEAR RED
H6
ø - 0,5 mm

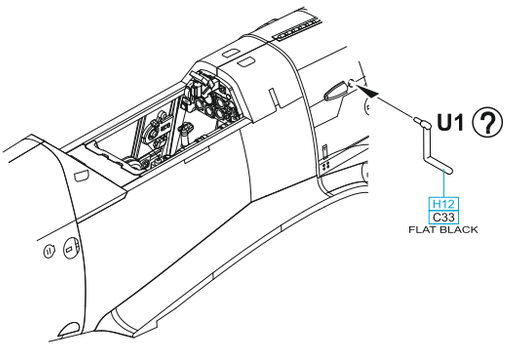

U40
U41
H70
C60
RLM 02
GRAY
H76
C61
BURNT IRON
MARKINGS A,C,E
U28
U56
MARKINGS B,D
L20
L19

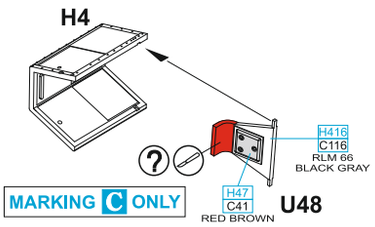


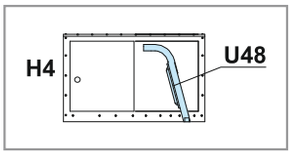

U43
U42

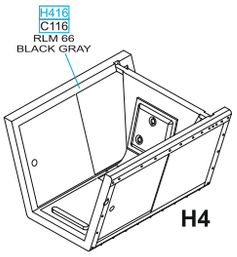

H77
C137
TIRE BLACK
L16 ? L17
H2
C2
BLACK
L2
SM201
FINE SILVER
U16
decal S73
U45
H70
C60
RLM 02
GRAY
U44
SM201
FINE SILVER
U17
H70
C60
RLM 02
GRAY
decal S73
L2
H2
C2
BLACK
H77
C137
TIRE BLACK
L16 ? L17

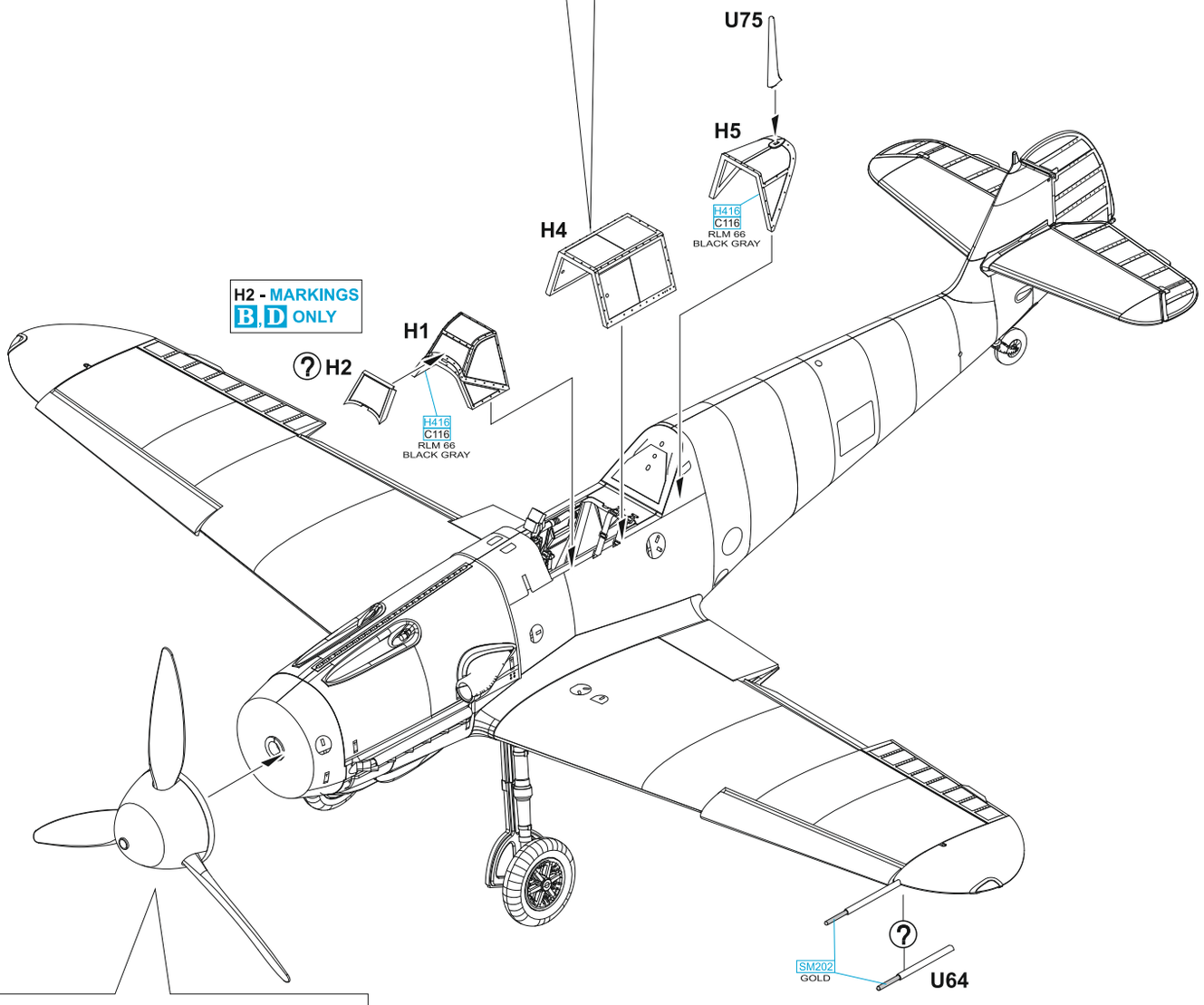

U65
H70
C60
RLM 02
GRAY
H77
C137
TIRE BLACK
SM201
FINE SILVER
H2
C2
BLACK
U77
H1
C1
WHITE
U78

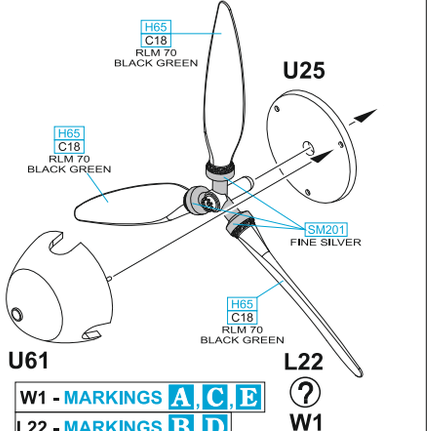

U1 ?
H12
C33
FLAT BLACK


H4
H416
C116
RLM 66
BLACK GRAY
MARKING C ONLY
H47
C41
RED BROWN
U48

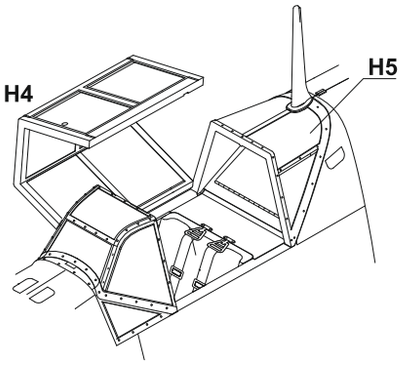

H4
U48

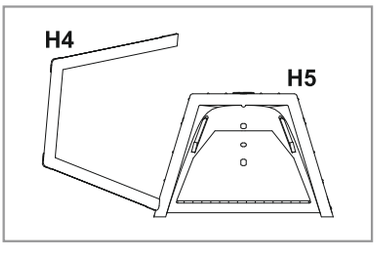

H416
C116
RLM 66
BLACK GRAY
H4


U75
H5
H4
H416
C116
RLM 66
BLACK GRAY
H2 - MARKINGS
B, D ONLY
H1
? H2
H416
C116
RLM 66
BLACK GRAY
SM202
GOLD
?
U64


H65
C18
RLM 70
BLACK GREEN
U25
H65
C18
RLM 70
BLACK GREEN
SM201
FINE SILVER
H65
C18
RLM 70
BLACK GREEN
U61
L22
?
W1
W1 - MARKINGS A, C, E
L22 - MARKINGS B, D

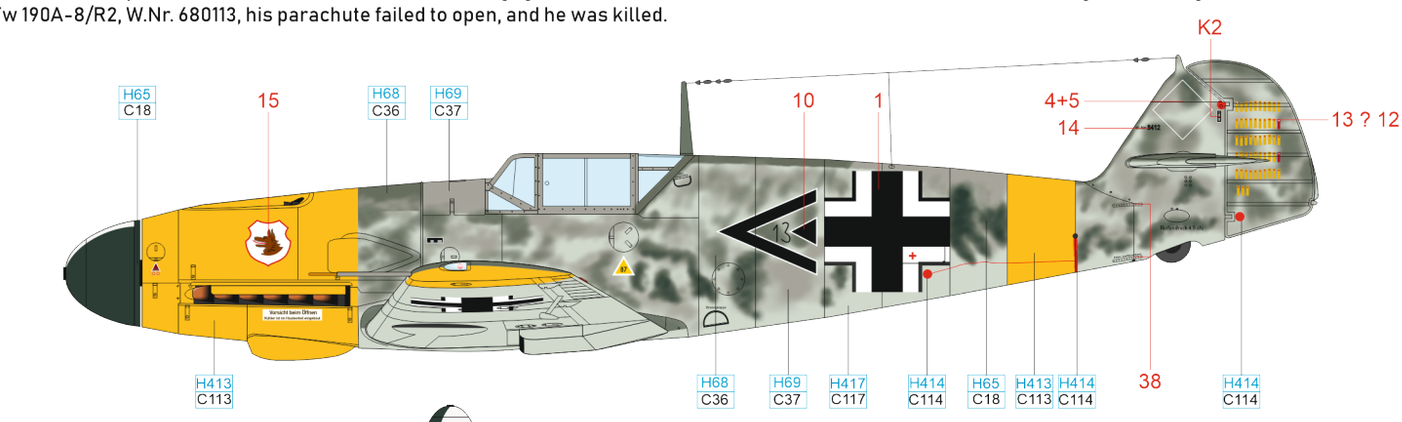
OPEN CANOPY

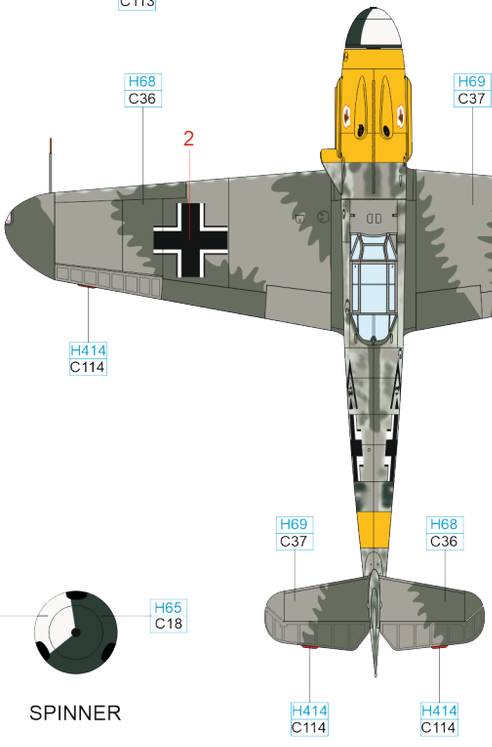

H4
H5


H4
H5

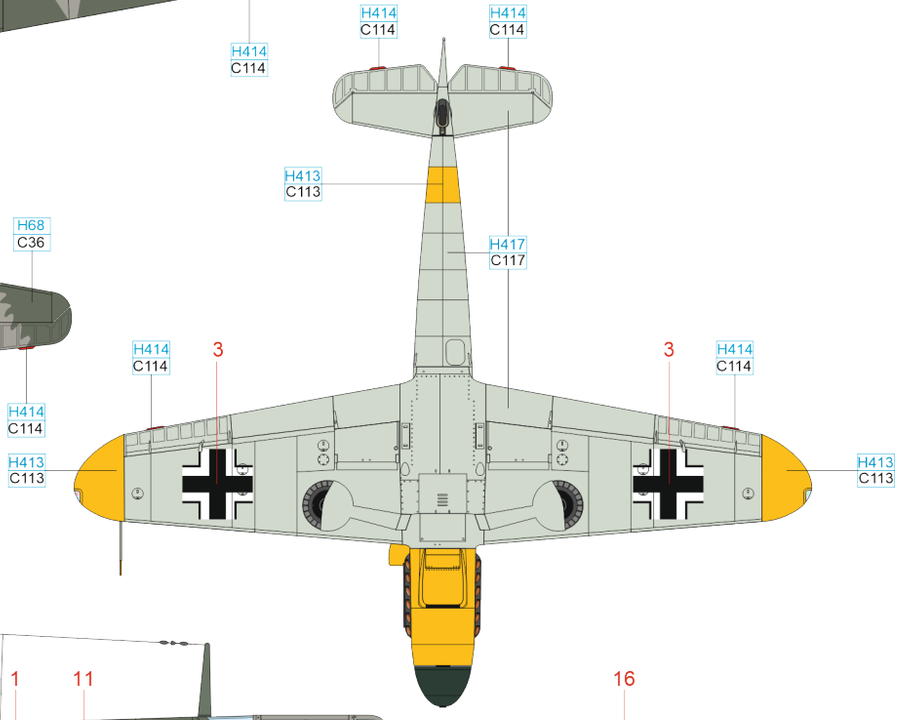
A Bf 109F-4/Z, WNr. 8412, Oblt. Kurt Ubben, CO of III./JG 77, the Soviet Union, October/November 1941

Kurt "Kuddel" Ubben was born on November 18, 1911, in Dorstadt. In 1935, he was accepted into the Luftwaffe. After completing his flight training, he was assigned to 6./JG 186 (T), which was to serve aboard the aircraft carrier Graf Zeppelin. In July 1939, Kurt Ubben was transferred to 5./JG 186 (T), with which he participated in the invasion of Poland. He scored his first aerial victory on May 10, 1940, over the Netherlands during the Battle of France, and on July 22 of that year, he became commander of the newly formed 8./JG 77. On April 19, 1941, during the invasion of Greece, he shot down a Hawker Hurricane from No. 33 Squadron, but his Bf 109E-7 was severely damaged in the dogfight, and Ubben was forced to make an emergency landing. During Operation Barbarossa, III./JG 77 operated on the southern sector of the front, and Kurt Ubben scored numerous aerial victories there October 16, 1942. III./JG 77 was then deployed to the African theater in Tobruk on October 26, 1942. In Africa as well, Ubben recorded several aerial victories until October 1943. After the retreat from Africa, III./JG 77 was stationed in Romania to defend Ploiești. On March 10, 1944, Ubben left III./JG 77 and assumed command of the entire JG 2, but on April 27, 1944, he was shot down in a dogfight with American Thunderbolts from the 356th FG. Although he managed to bail out of his Fw 190A-8/R2, W.Nr. 680113, his parachute failed to open, and he was killed.

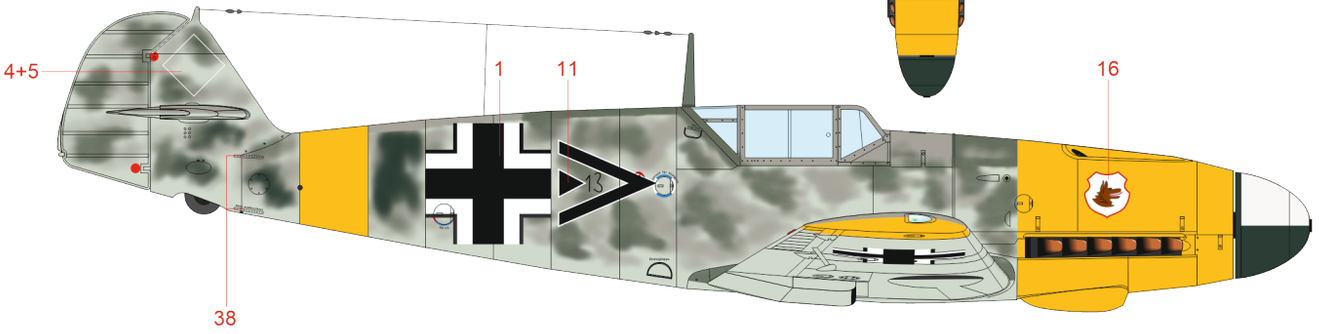




SPINNER



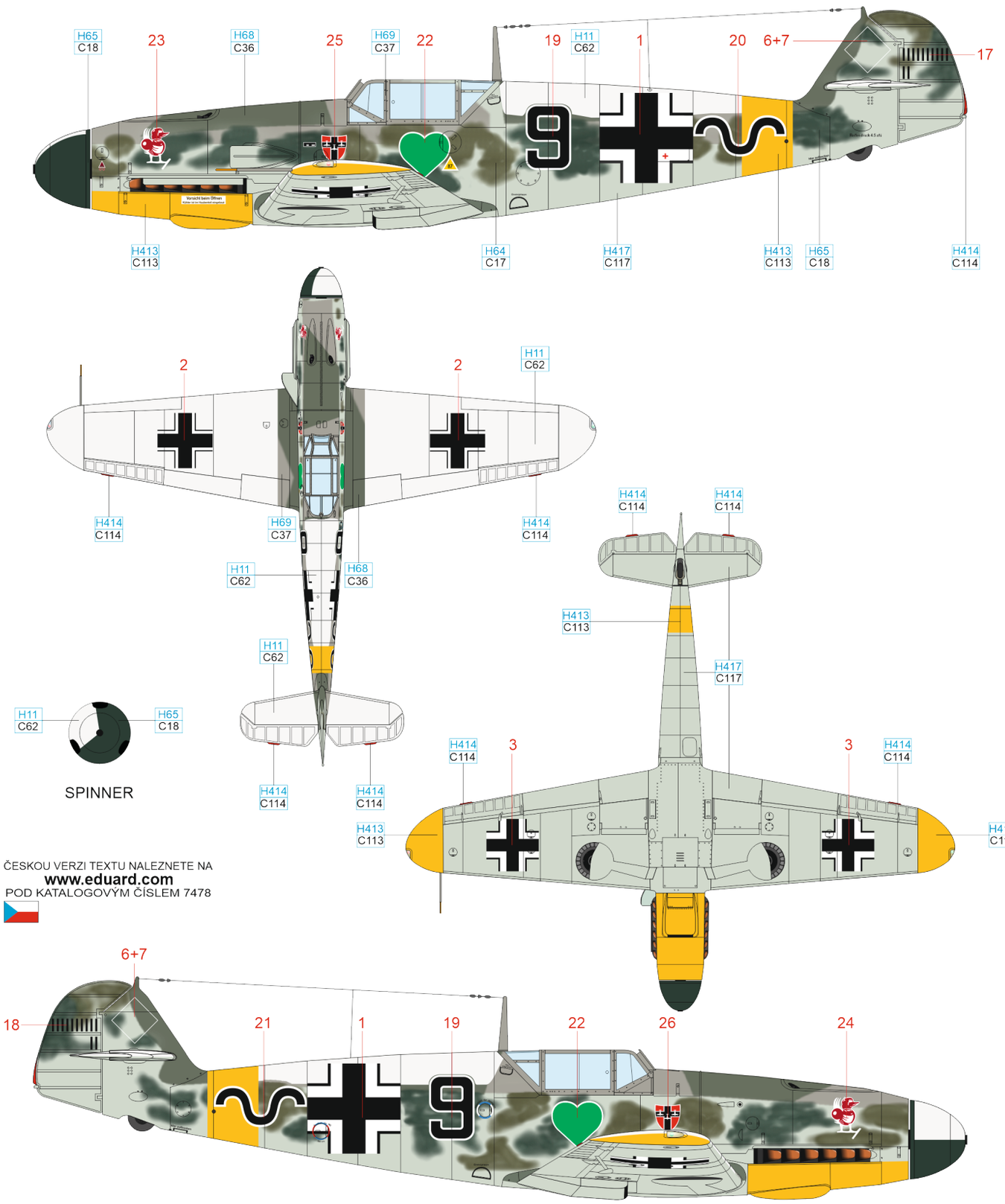
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RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	WHITE	H11 C62
RLM 70	H65 C18	RLM 04	H413 C113	RLM 23	H414 C114		

B Bf 109F-4, Lt. Hans-Joachim Heyer, 8./JG 54, Siwerskaya, the Soviet Union, April 1942

The recipient of the Knight's Cross, Hans-Joachim Heyer, was born on April 20, 1922, in Rehungen. He served his entire aviation career as a member of 8. /JG 54 and scored his first kill on the first day of the invasion to Soviet Union on June 22, 1941. His victim was a Polikarpov I-15. Heyer's "Black 9", which he flew from the spring of 1942, was camouflaged with RLM 74/75/76 colors and the fuselage sides were completed with RLM 70 and RLM 71 patches. The upper surfaces of the wing, the rear fuselage behind the cockpit and the horizontal tail surfaces were all painted in white washable color. The III. /JG 54 emblem was painted below the windshield on both sides of the fuselage. More to it, on the left side under the cockpit there was painted the JG 54 emblem – a green heart. On the rudder, there were kill marks painted on both sides. Hans-Joachim Heyer was shot down and killed near Leningrad on November 9, 1942. He was posthumously awarded the Knight's Cross on November 25, 1942. His score stopped at 53 aerial victories, all achieved on the Eastern Front.

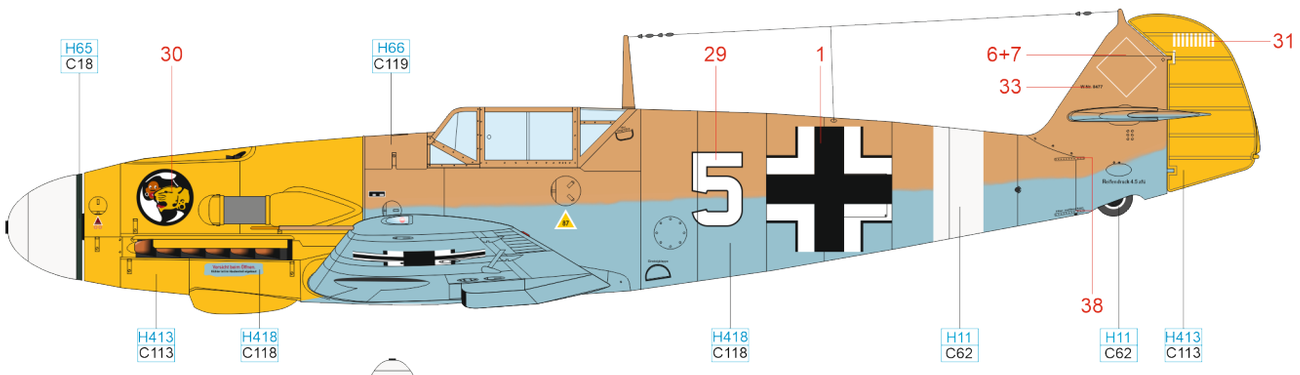


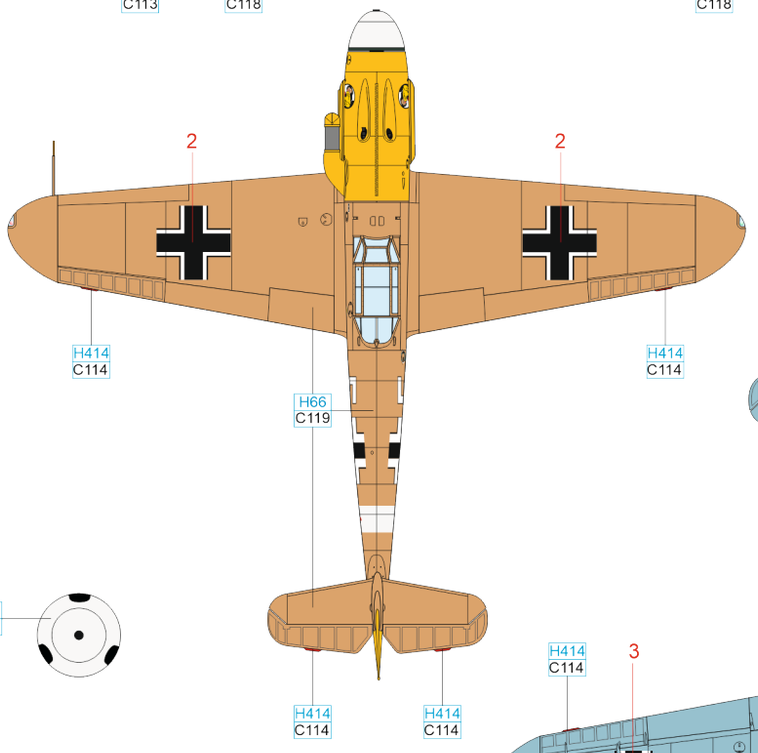
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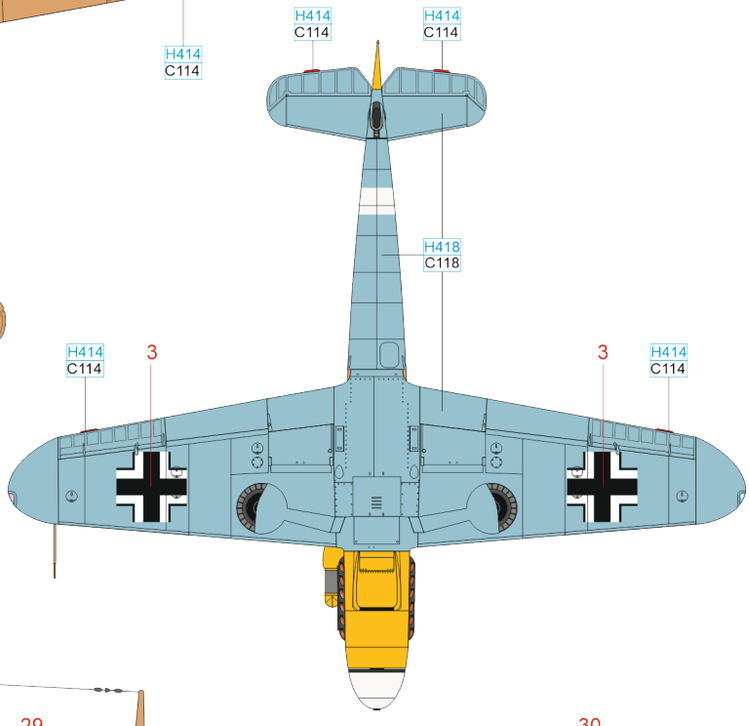
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	WHITE	H11 C62
RLM 71	H64 C17	RLM 70	H65 C18	RLM 04	H413 C113	RLM 23	H414 C114

C Bf 109F-4/Trop, WNr. 8477, Ofw. Albert Espenlaub, 1./JG 27, Ain-el-Gazala, Libya, November 1941

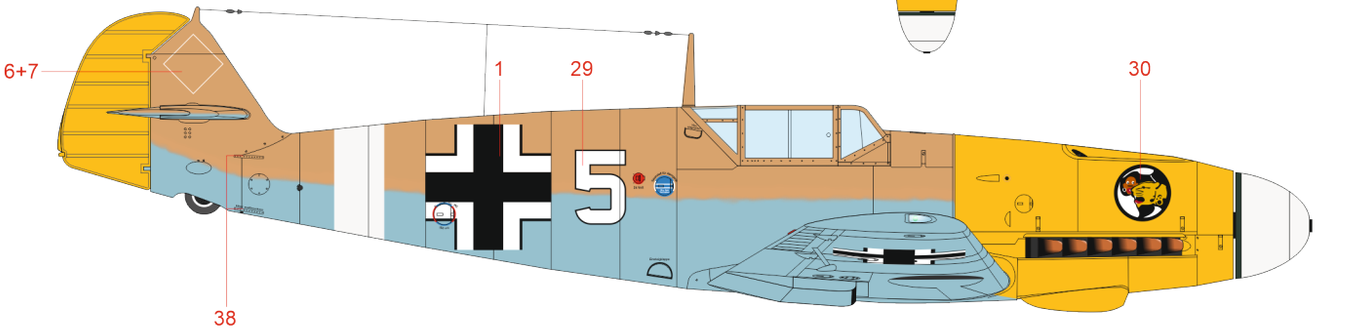
Albert Espenlaub was born on August 25, 1913, in Balzholt. He joined the army in 1937 and completed his flight training at the end of 1940. He was assigned to I./JG 27 and saw action on the African front. He recorded his first aerial victory on April 21, 1941. On December 13, 1941, after a dogfight with a Hawker Hurricane, he was shot down, made an emergency landing, and was captured by the British. He achieved a total of 14 aerial victories. On February 25, 1942, while attempting to escape from a prisoner-of-war camp, he was shot and killed by a British guard. Espenlaub flew the Messerschmitt pictured here in November 1941. At that time, the noses of aircraft in Africa were painted yellow. Eleven stripes were painted on the rudder, representing Espenlaub's aerial victories.







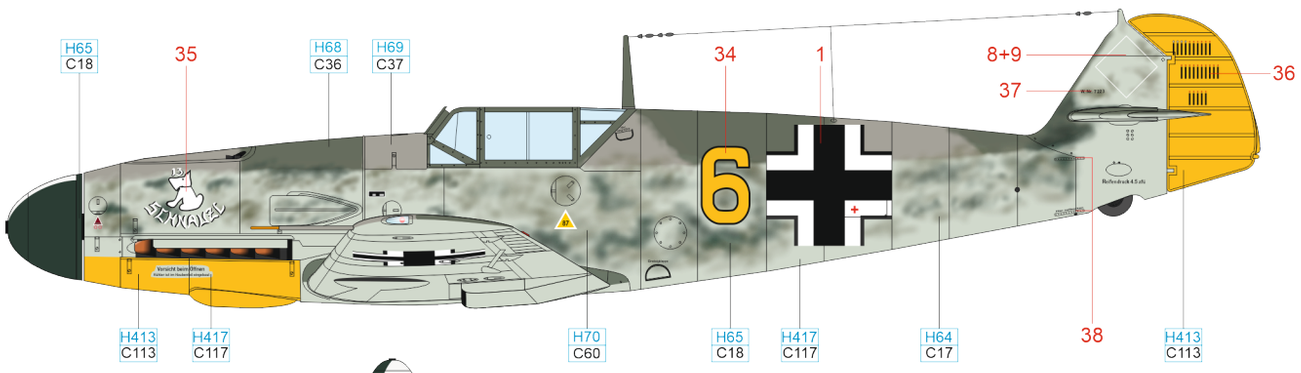
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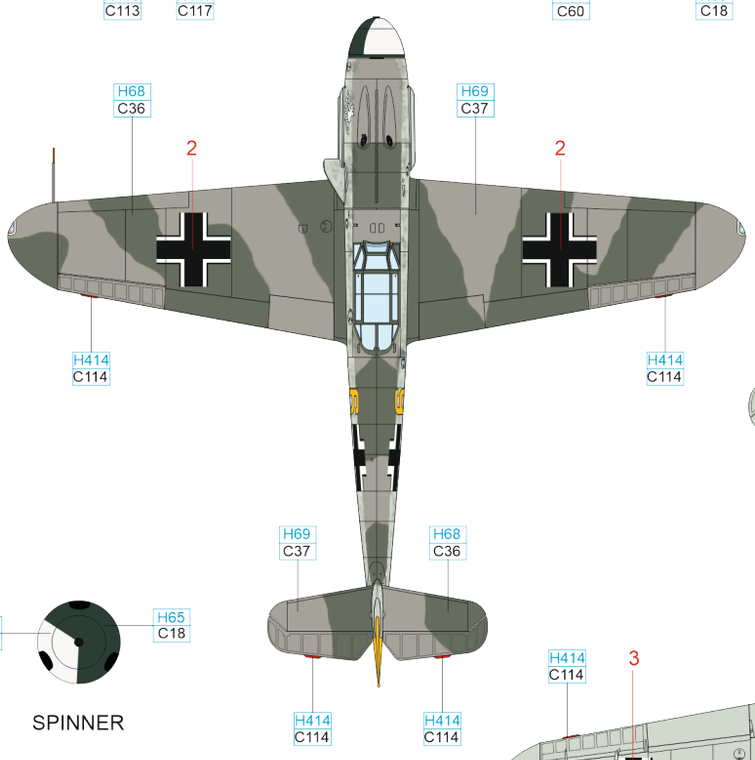


RLM 79	H66 C119	RLM 78	H418 C118	RLM 70	H65 C18
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113

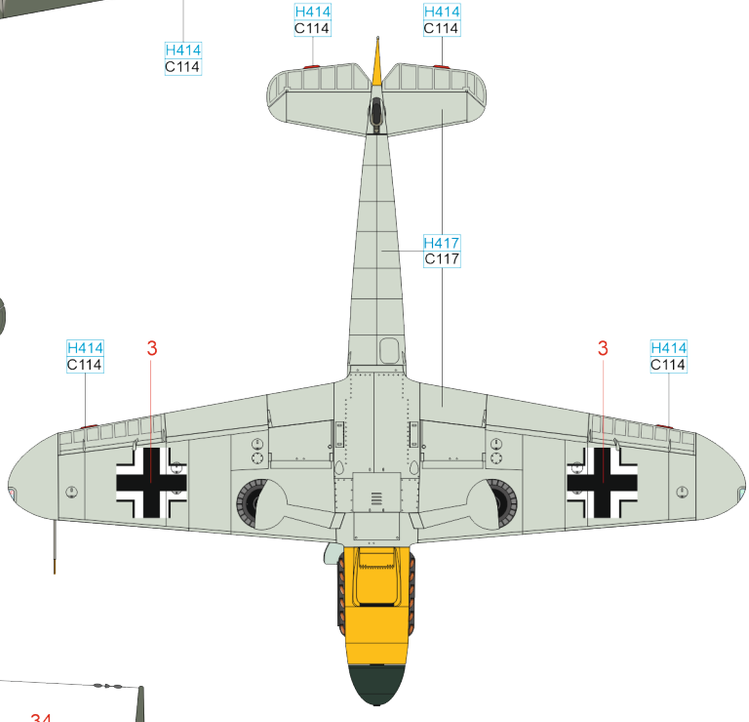
D Bf 109F-4, WNr. 7223, Ofw. Josef Heinzeller, 3./JG 2, Beaumont-le-Roger, France, May 1942

Josef Heinzeller was born on June 10, 1915, in Innsbruck. After completing his flight training with the Luftwaffe, he was assigned to 2.(J)/LG 2. It was there, during the campaign in France, that he scored his first aerial victory on May 31, 1940. He then served in 5./JG 3, from where he was transferred in June 1942 to 3./JG 2 Richthofen. He then moved to 2./JG 54, which was operating on the Eastern Front. There, in May 1944, he became commander of 1./JG 54. During World War II, he scored 35 aerial victories and lived to see the war's end. All of his aircraft were adorned with a drawing of a dog and the inscription "SCHNAUZL" on the engine cowling.

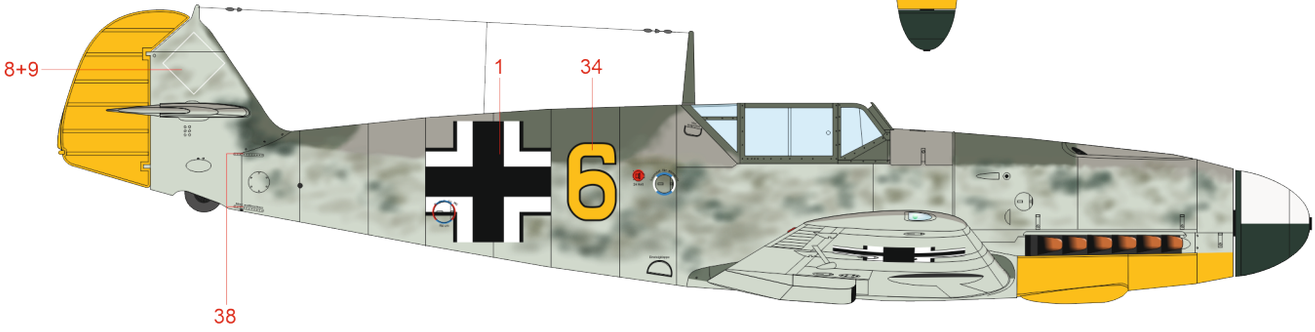




SPINNER



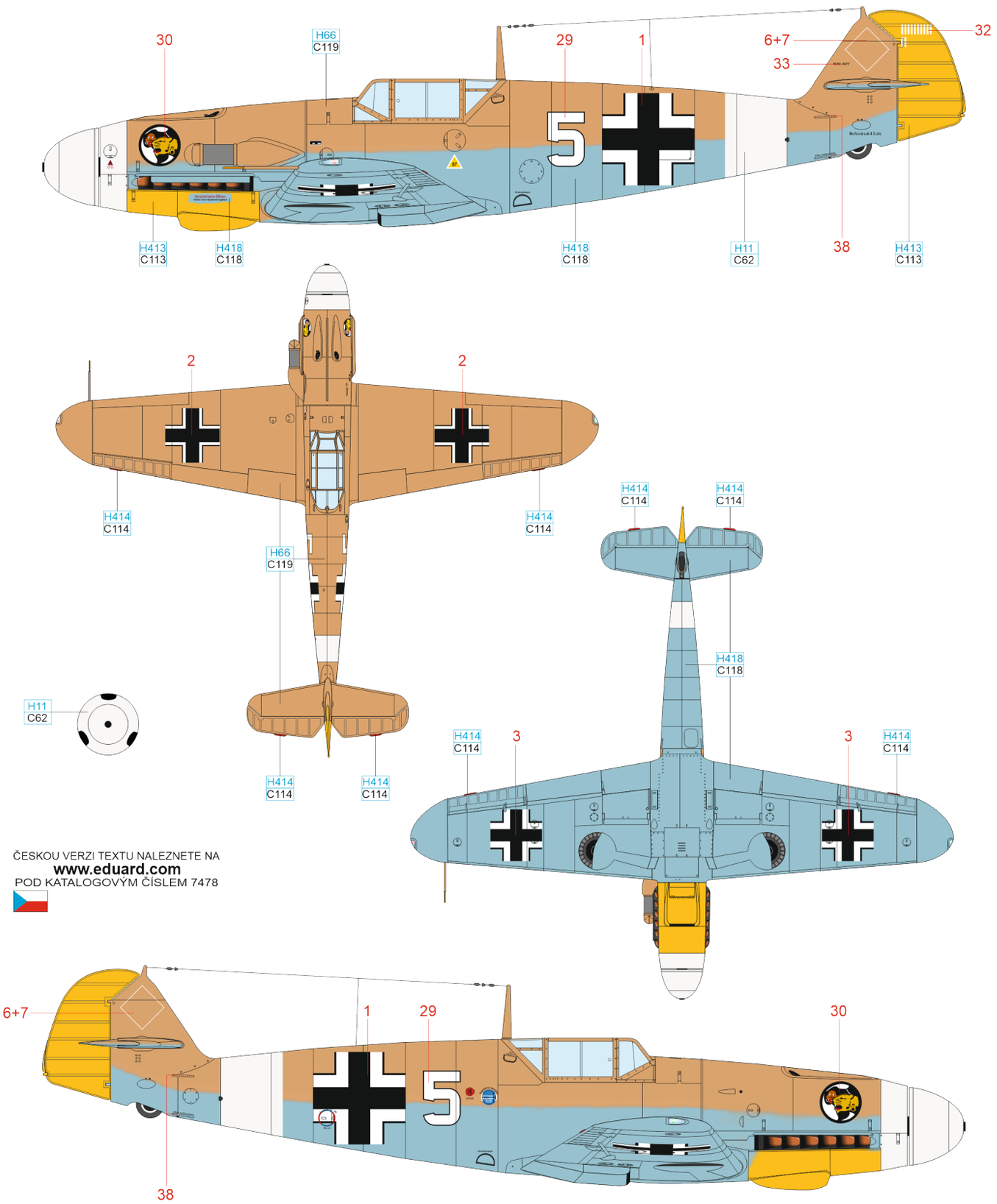
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RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 71	H64 C17	RLM 70	H65 C18
RLM 04	H413 C113	RLM 23	H414 C114	WHITE	H11 C62	RLM 02	H70 C60		

E Bf 109F-4/Trop, WNr. 8477, Ofw. Albert Espenlaub, 1./JG 27, Ain-el-Gazala, Libye, December 1941

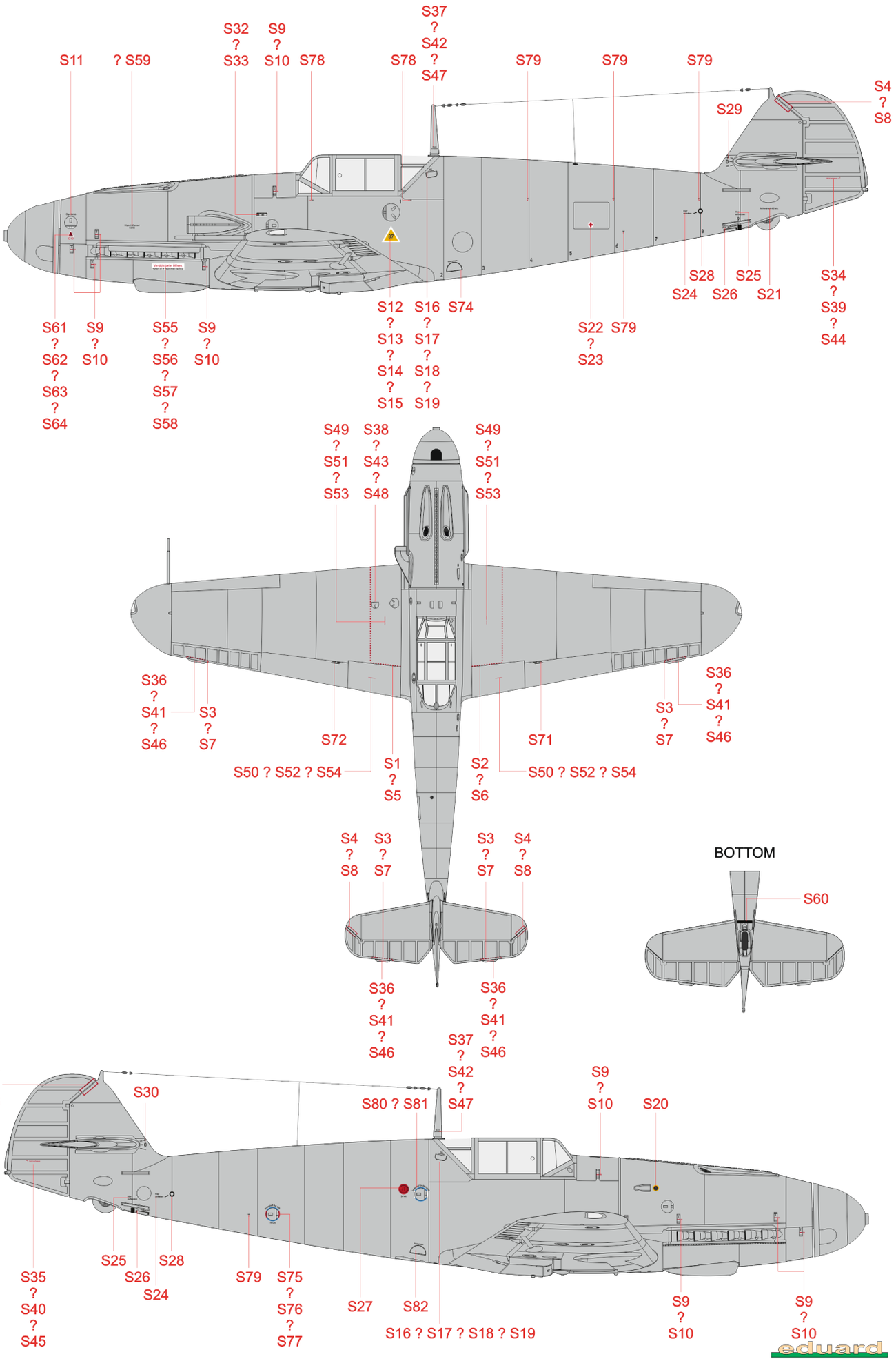
This color scheme depicts the appearance of Ofw. Albert Espenlaub's Bf 109F-4/trop after its emergency landing on December 13, 1941, and the repairs it underwent during November 1941. It had new engine cowlings, a widened white stripe on the fuselage, and a white kill mark added to the rudder, on which a repaired bullet hole was also visible.



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RLM 79	H66 C119	RLM 78	H418 C118		
WHITE	H11 C62	RLM 23	H414 C114	RLM 04	H413 C113

Bf 109F-4 STENCILING POSITIONS



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