

Bf 109G-6 early version

eduard

GERMAN WWII FIGHTER

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#82113



INTRO

No other aircraft of the German Luftwaffe is so intimately connected with its rise and fall in the course of the Second World War than the Messerschmitt Bf 109. This type, by whose evolution outlined the era in which it was conceptualized, bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany through to her final downfall. The history of the aircraft begins during 1934-35, when the Reich Ministry of Aviation formulated a requirement for the development of a single-engined monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The last mentioned firm featured a technical director named Professor Willy Messerschmitt, who was riding a wave of popularity based on the success of his recent liaison aircraft, the Bf 108. His goal was to conceive of an aircraft with the best possible performance for the specified weight, size, and aerodynamic qualities. Over the subsequent 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, docile with revolutionary features such as low wing design, the use of a retractable landing gear, a wing with a very narrow profile, wing slats, landing flaps, weapons firing through the prop hub, and so on. Even the enclosed cockpit and the method of construction were not very common 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 DB601. This engine, together with its extrapolated development DB 605, is umbilically connected to the types success. These two-row, twelve cylinder inverted V engines powered several tens of thousands of '109s in over 25 versions and variants.

The first combat use was by three developmental Bf 109s in the Spanish Civil War, where they were delivered in December, 1936. The pre-series airframes were to, first of all, validate the aircraft's abilities in modern aerial combat. Shortly thereafter, production machines in the form of the Bf 109B-1 began to reach 2./J.88, the Legion Condor. The desire of Germany to demonstrate her aerial prowess to potential foes was advanced further in international sport meets. The triumphs attained in Zurich in the summer of 1937 were complemented several months later by grabbing the speed record of 610.95 kph. In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the types to combat units did not sustain a rate that was 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 later 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. With both a qualitative and quantitative advantage, the fighter wing of the Luftwaffe entered the Polish campaign, the first defenses of the Fatherland, Blitzkrieg against the West, and the Battle for France. 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 was revealed: the inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors that made the defeat of the Luftwaffe in the Battle of Britain possible. Experiences 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 'Defense of the Reich' from 1943 to 1945, the Bf 109 served in the form of the 'G' version, followed by the 'K'. Even if by the end of the war it was clear that the development of the Bf 109 was exhausted, during its combat career, the type was able to keep pace with the foes that it encountered. Besides its primary function as fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples were 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 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 didn't 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.

ÚVODEM

Žádný jiný stroj německé Luftwaffe není výrazněji spojen s jejím vzestupem a pádem ve 2. světové válce, než stíhací Messerschmitt Bf 109. Letoun, který svou koncepcí výrazně předběhl dobu, ve které vznikl, se stal tahounem stíhacího letectva od prvních válečných konfliktů nacistického Německa, až do jeho hořkého konce. Historie letounu se začíná v období let 1934-35, kdy Říšské ministerstvo letectví formulovalo specifikace zakázky na vývoj jednomotorové jednoplošné stíhačky. Projektu se zúčastnily firmy Arado, Heinkel, Focke-Wulf a Bayerische Flugzeugwerke. V poslední jmenované působil na postu technického ředitele profesor Willy Messerschmitt, jehož popularita se nesla na vině úspěchu nedávno dokončeného kurýrního Bf 108. Jeho cílem bylo vytvořit letoun s co největším poměrem výkonu k celkové hmotnosti, velikostí a aerodynamickým vlastnostem. V průběhu následujících měsíců vzniklo několik prototypů, které sloužily zejména ke zkušebním a dalšímu vývoji. Letoun byl poměrně malý, oproti stávajícím zvyklostem relativně jemný, s revolučními konstrukčními prvky jako byla dolnokřídla koncepce, použití zatahovacího podvozku, křídlo s velmi štíhlým profilem, pohyblivé sloty, vztlakové klapy, zbraně střelící osou vrtule, atd.

Dokonce uzavíratelný překryt kabiny nebo skořepinová konstrukce nebyly čtyři roky před začátkem 2. světové války tak obvyklým jevem, jak by se z dnešního pohledu mohlo zdát. Bf 109 byl již z počátku svého vývoje, i přes problémy s pohonnou jednotkou, velmi nadějným projektem. Problémy s pohonem vyřešila až zástavba motoru DB 601. Ten je spolu s pozdějším DB 605 neodmyslitelně spojen s úspěchy Bf 109. Řadový invertní dvanáctiválec do V poháněl několik desítek tisíc vyprodukovaných „stodevíték“ ve více než 25 verzích a variantách. K prvnímu bojovému nasazení tří zkušebních kusů Bf 109 došlo za občanské války ve Španělsku, kam byly odeslány v prosinci 1936. Stroje z předseriové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazení u 2./J.88 Legion Condor začaly dostávat i sériové stroje varianty Bf 109B-1. Snaze Německa ukázat svou leteckou sílu potenciálním protivníkům napomáhala i sportovní klání. Triumf letounů Bf 109 na leteckém mítinku v Curychu v létě 1937 byl doplněn o několik měsíců později ustanovením rychlostního rekordu 610,95 km/h. Ve velmi krátkých časových úsech následovaly verze C, D a E. Přesto však doplňování nových strojů k bojovým útvarům nepokračovalo tempem, který by si velení mohlo přát. Ještě v srpnu roku 1938 tvořila výzbroj letouny Bf 109 méně než polovinu z 643 stíhačů první linie. Ovšem během následujících měsíců roku se tempo dodávek k bojovým útvarům zrychlilo. V okamžik přepadení Polska (kterého se však zúčastnilo jen o málo více než dvě stě Bf 109) tak Luftwaffe disponovala zajisté nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou i množství převahou tak stíhací část Luftwaffe absolvovala polskou kampaň, první obranu Vaterlandu, Blitzkrieg proti západu i bitvu o Francii. S jednou nohou vykročenou přes kanál La Manche zahájila Luftwaffe v letních měsících roku 1940 útoky na Británii. V tu dobu se mj. projevil jeden vážný nedostatek Bf 109 - nepřipravenost konstrukce stroje na nesení přídavné nádrže, která by zvýšila dolet letounu při doprovodu bombardérů nad Británií. Tato zdánlivá maličkost byla jedním z faktorů, které zapříčinily porážku Luftwaffe v Bitvě o Británii. Zkušenosti z bojů v r. 1940 napomohly při vývoji verze F, která se začala k bojovým útvarům dostávat během předjaří 1941. Elegance Bf 109 u „Friedricha“ dosáhla vrcholu. Po bojích nad Kanálem a severní Francií, spíše již defenzivního charakteru, se Bf 109F zapojily i do útočných akcí, a to zejména při operaci Barbarossa na východě nebo v severní Africe. Do pozdějších úkolů Jagdwaaffe ve druhé fázi války na východě i do obrany Říše v letech 1943 - 1945 se zapojovaly především Bf 109 verze G a v posledních měsících války pak také verze K. Ačkoli na konci války bylo jasné, že koncepce letounu Bf 109 se po deseti letech služby dostala na hranici možností, po celou dobu své bojové činnosti dokázaly jednotlivé varianty držet krok se svými stíhacími protivníky. Kromě svého prioritního určení stíhacího letounu se Bf 109 objevily i v rolích stíhací-bombardovací, průzkumná, noční stíhací, palubní stíhací, cvičné nebo jako rammjäger.

Nebe se pro Bf 109 nezavřelo ani po skončení války. Několik strojů sloužilo až do roku 1949 ve Švýcarsku, mnohé létaly v balkánských zemích, v osvobozeném Československu, a to jak v původní podobě s motory DB 605, tak v přestavěné variantě s motory Jumo 211. Zejména tyto stroje později tvořily základ letectva bráničného svobodou nově budovaného státu Izrael. Finsko zrušilo Bf 109 až v roce 1954 a Španělsko opustilo své HA-1109 a 1112 dokonce až v roce 1967.

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
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

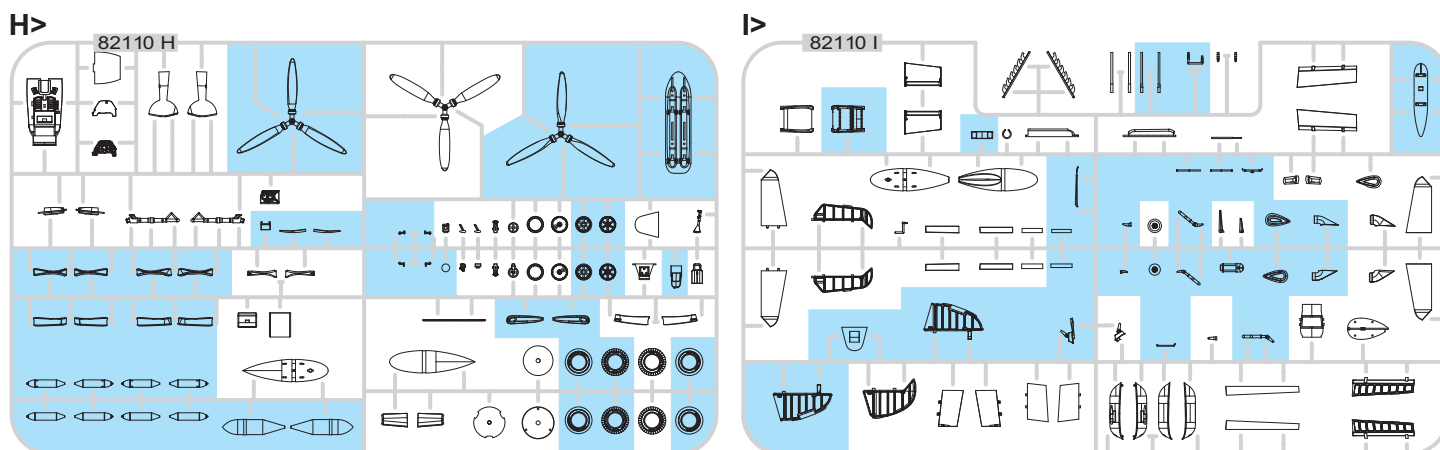


PIÈCES

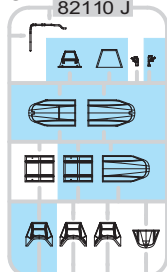


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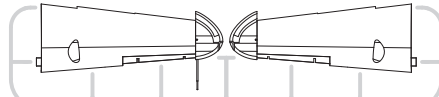
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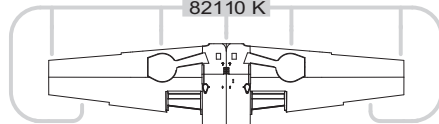
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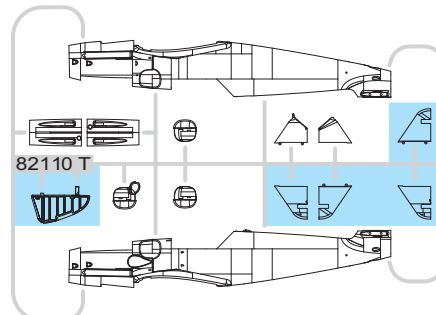
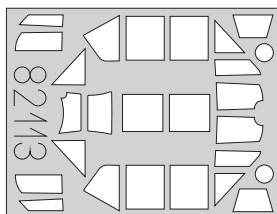
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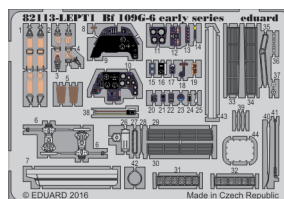
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T>

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MASK

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



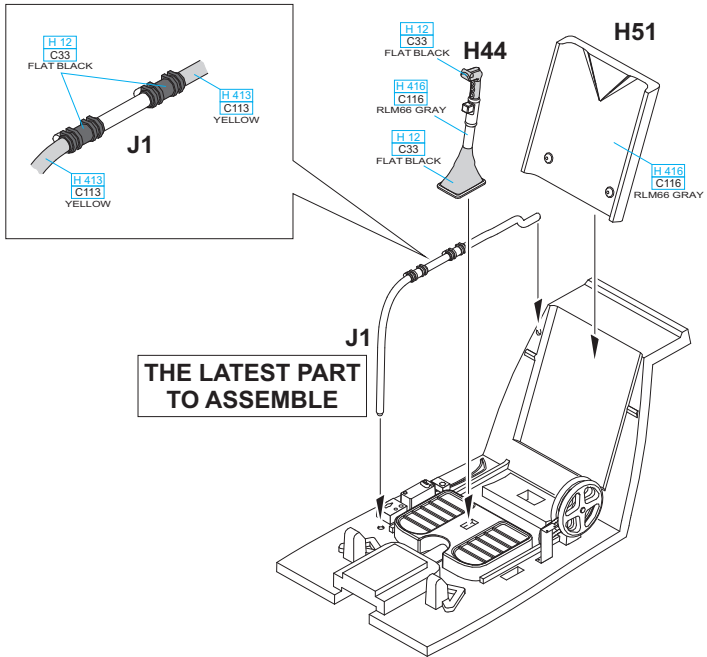
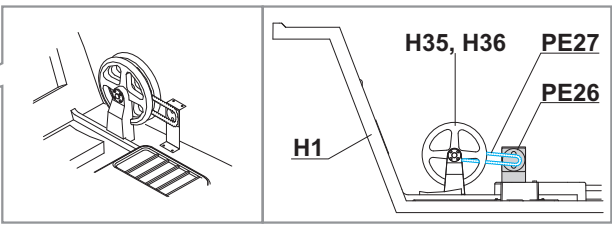
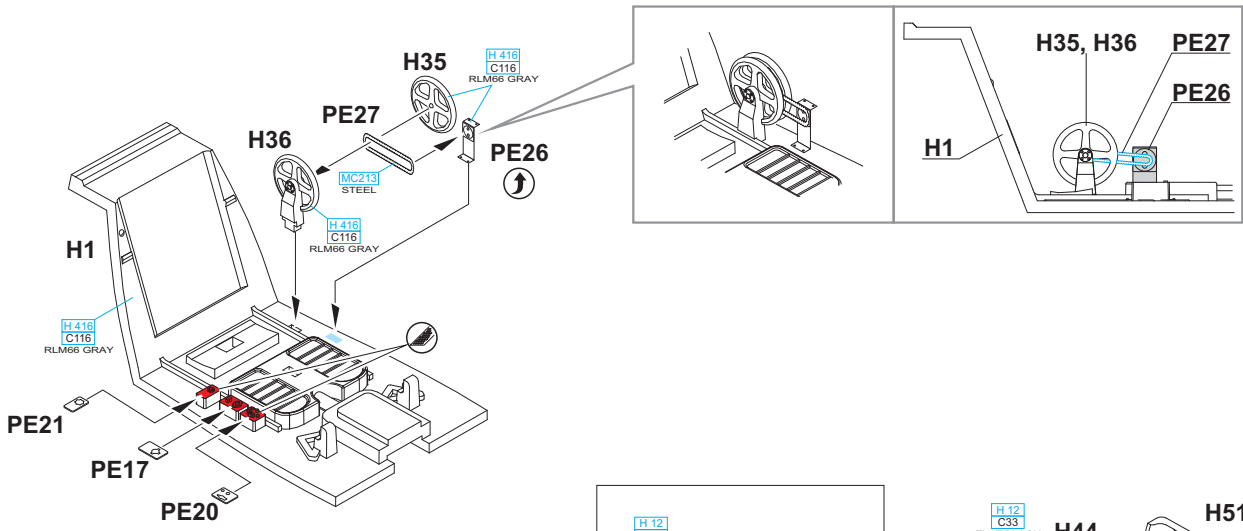
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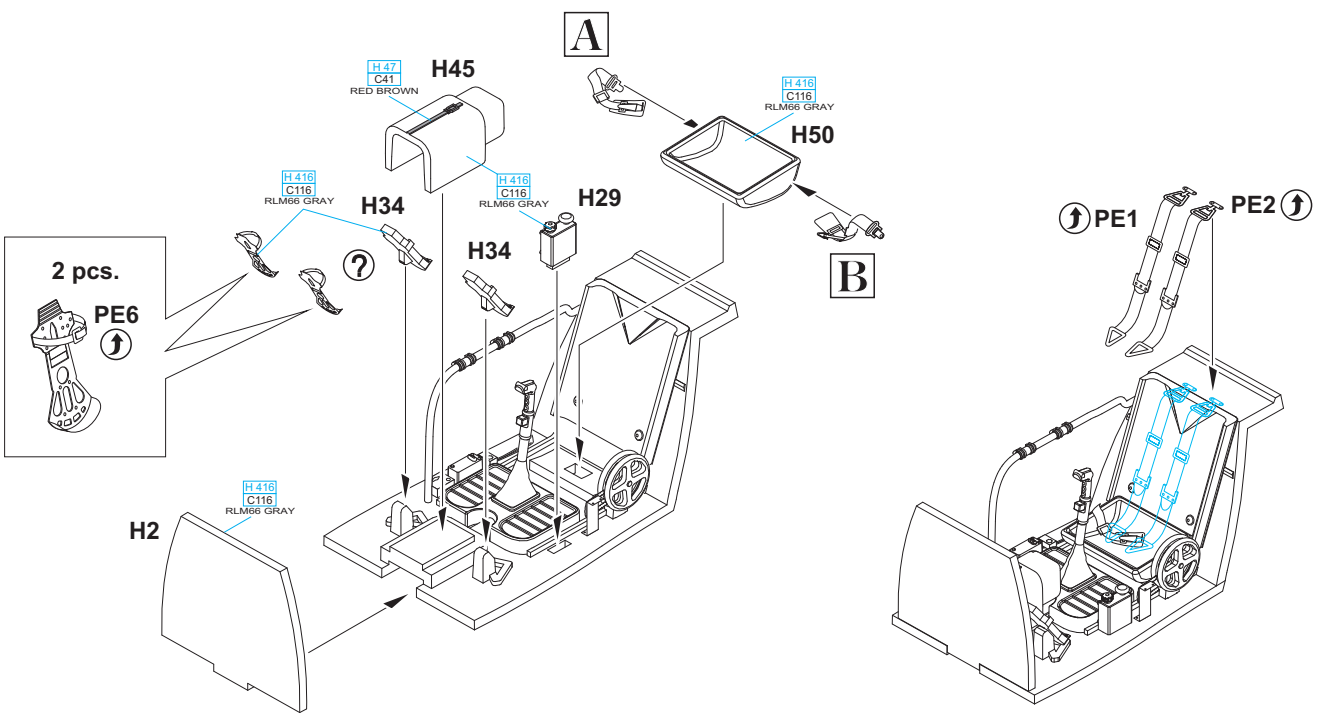
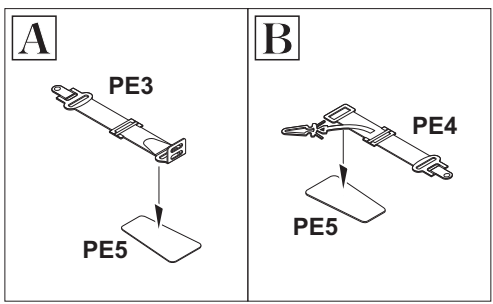
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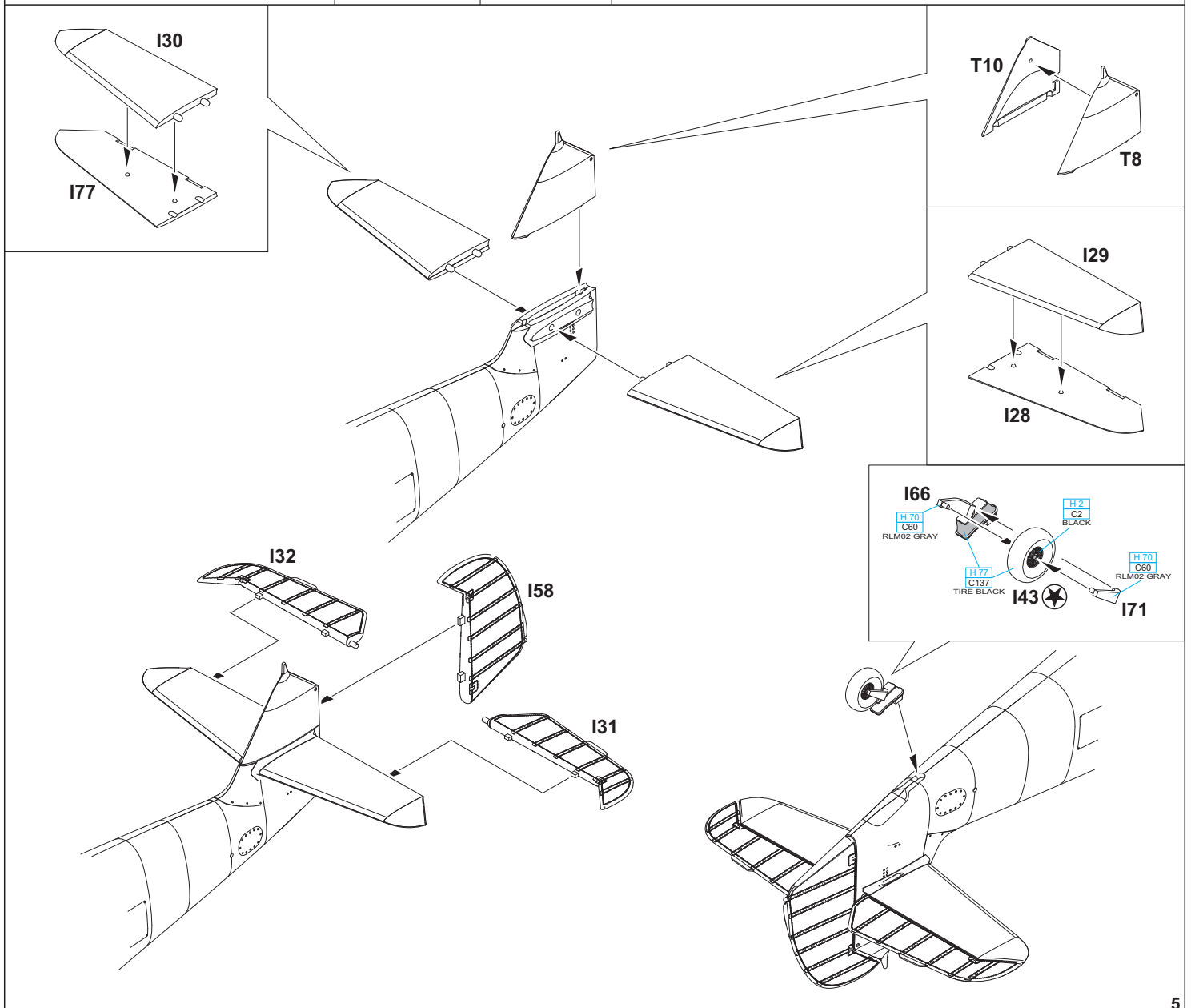
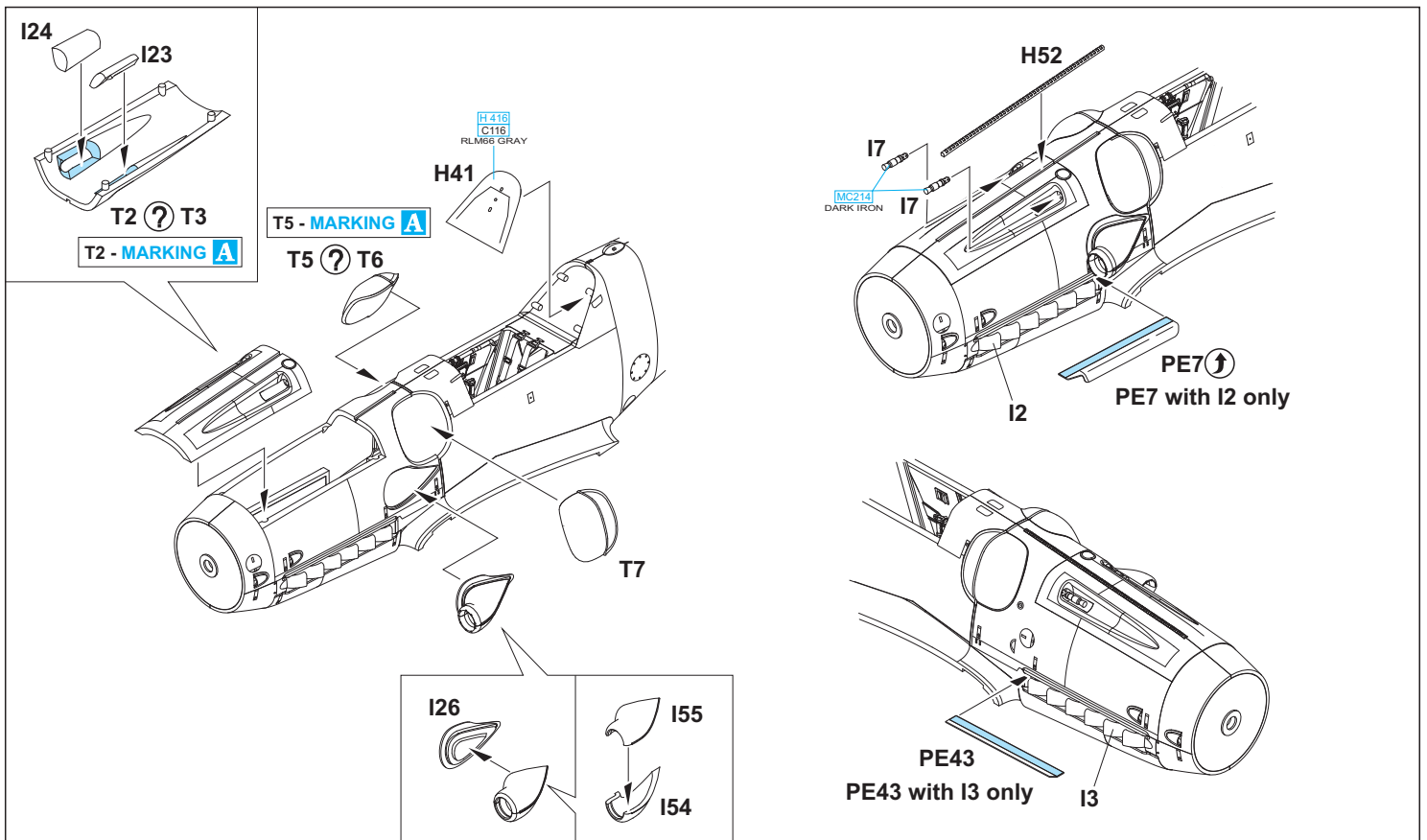
| GSI Creos (GUNZE) | | | |
|-------------------|----------|-------------|-------|
| AQUEOUS | Mr.COLOR | | |
| H 2 | C2 | BLACK | |
| H 8 | C8 | SILVER | |
| H 11 | C62 | WHITE | |
| H 12 | C33 | FLAT BLACK | |
| H 25 | C34 | SKY BLUE | |
| H 47 | C41 | RED BROWN | |
| H 65 | C18 | BLACK GREEN | RLM70 |
| H 68 | C36 | DARK GRAY | RLM74 |
| H 69 | C37 | GRAY | RLM75 |
| H 70 | C60 | GRAY | RLM02 |
| H 77 | C137 | TIRE BLACK | |

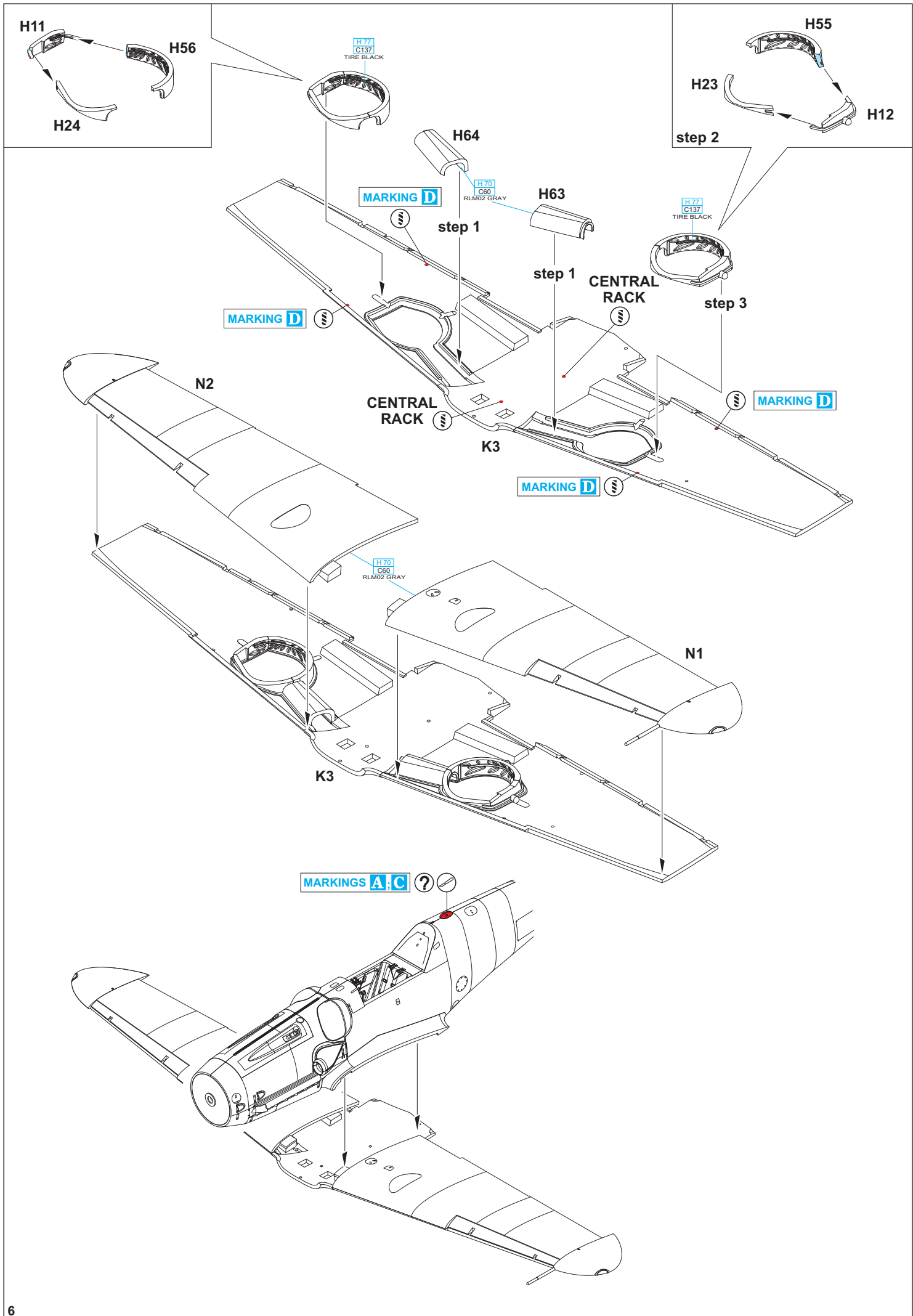
| AQUEOUS | Mr.COLOR | | |
|----------------|----------|-------------|-------|
| H 78 | C38 | OLIVE DRAB | |
| H 79 | C39 | DARK YELLOW | |
| H 90 | C47 | CLEAR RED | |
| H 94 | C138 | CLEAR GREEN | |
| H 310 | C310 | BROWN | |
| H 413 | C113 | YELLOW | RLM04 |
| H 414 | C114 | RED | RLM23 |
| H 416 | C116 | BLACK GRAY | RLM66 |
| H 417 | C117 | LIGHT BLUE | RLM76 |
| Mr.METAL COLOR | | | |
| MC213 | | STAINLESS | |
| MC214 | | DARK IRON | |

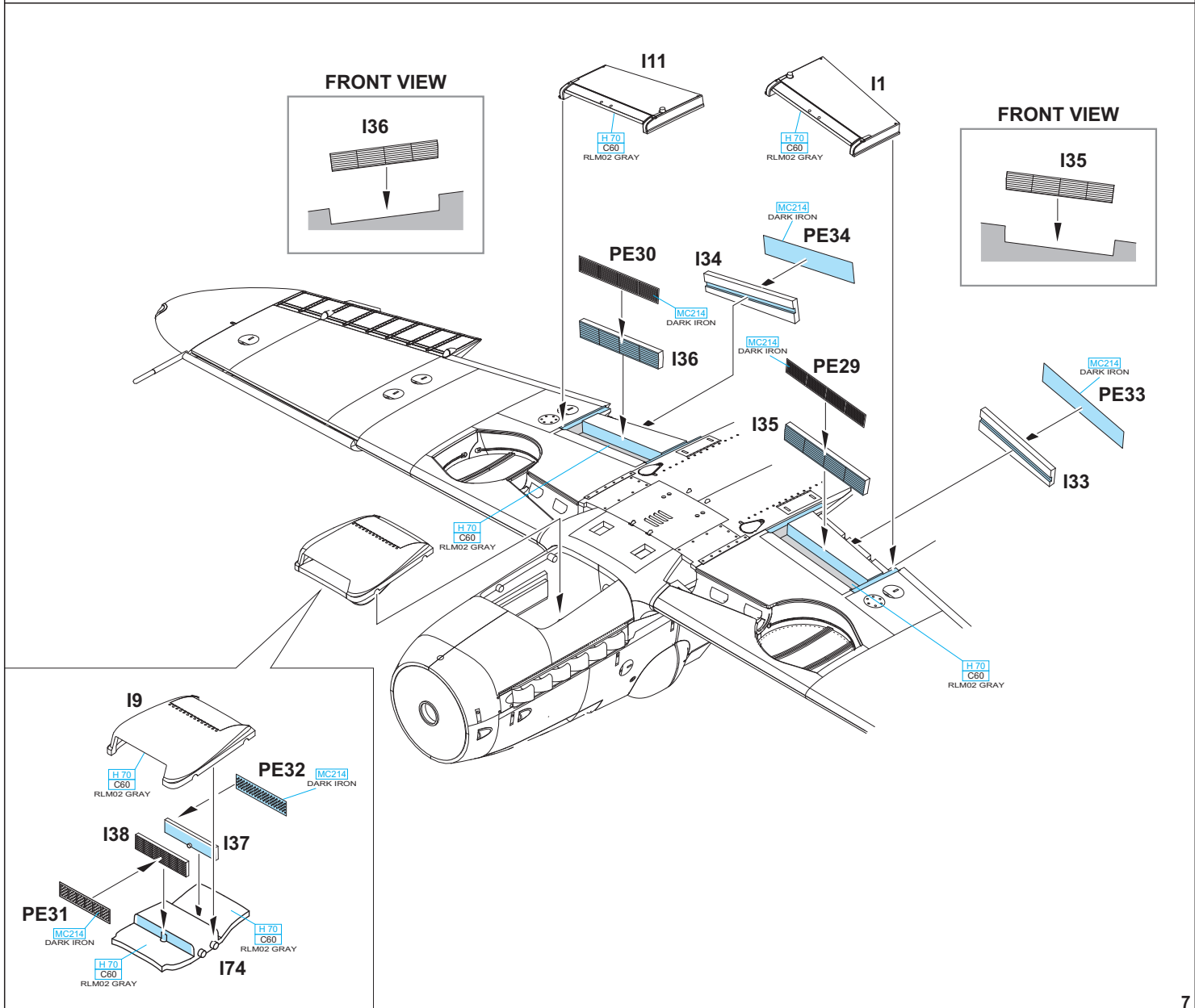
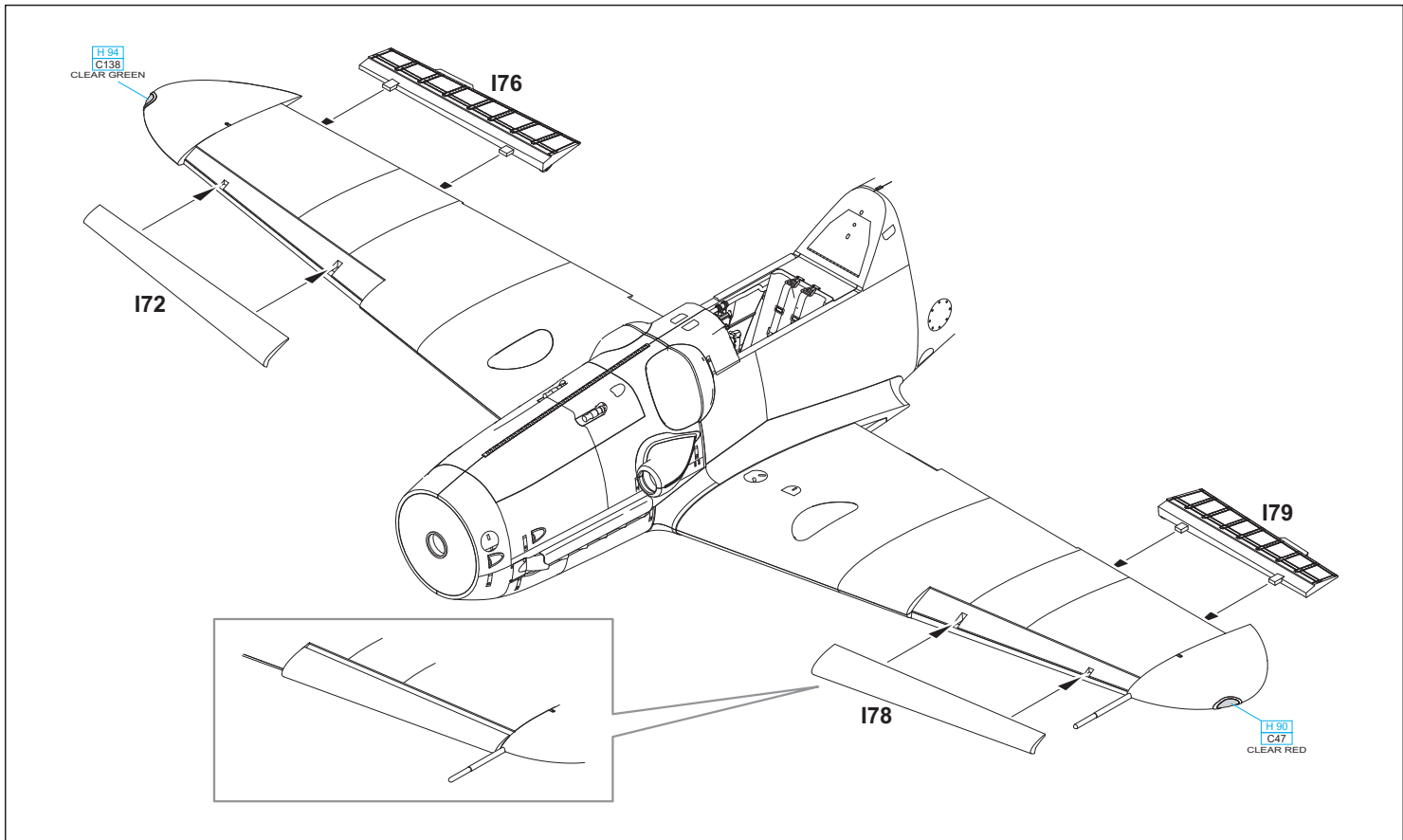


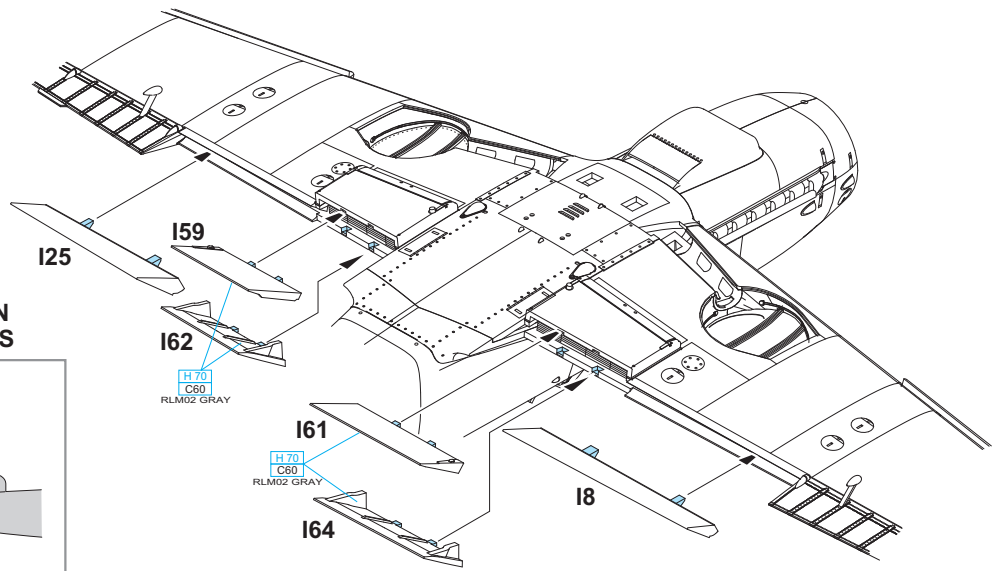
THE LATEST PART TO ASSEMBLE



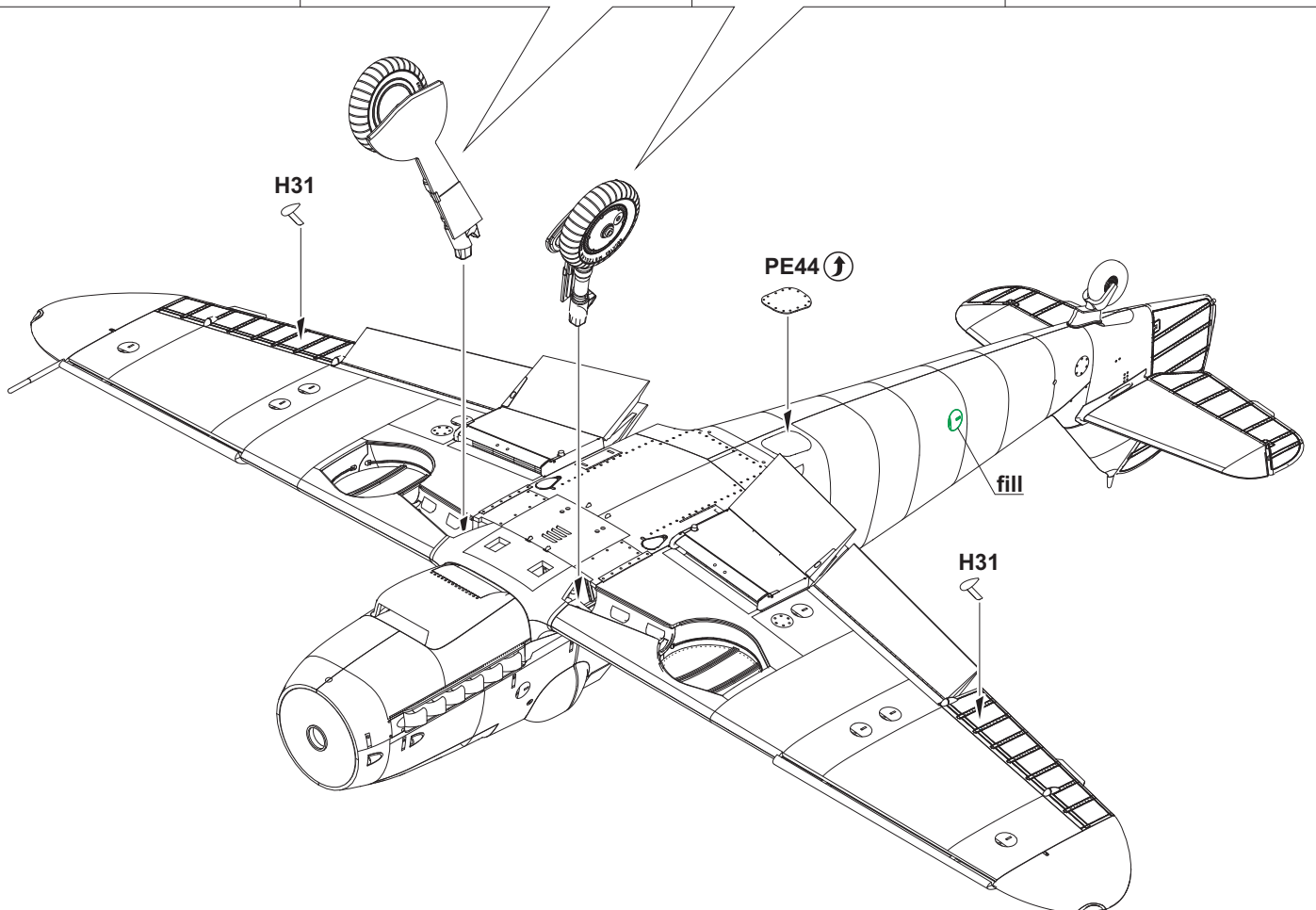
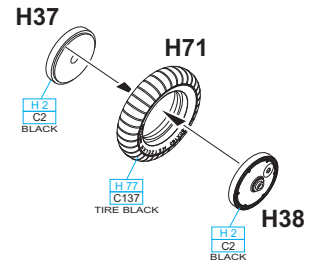
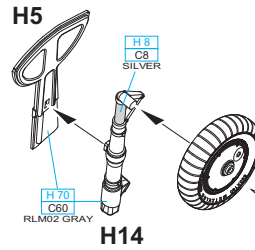
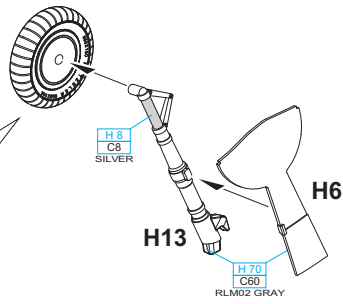
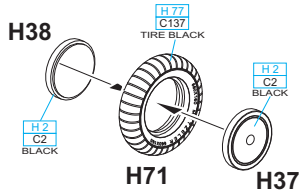
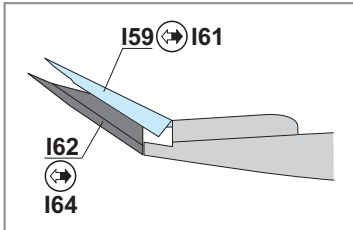


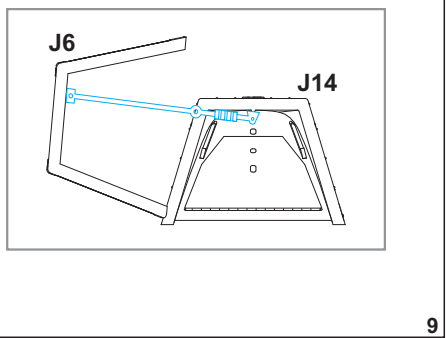
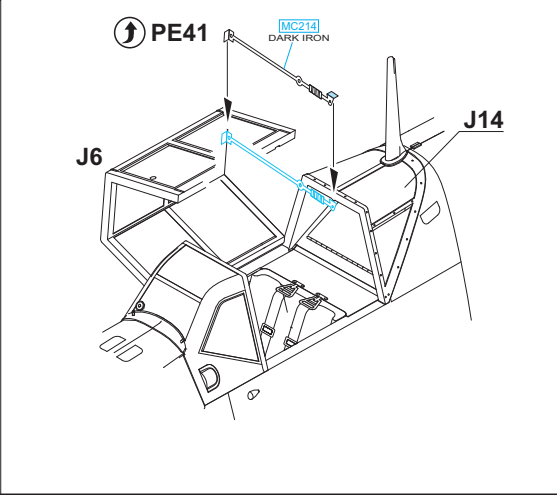
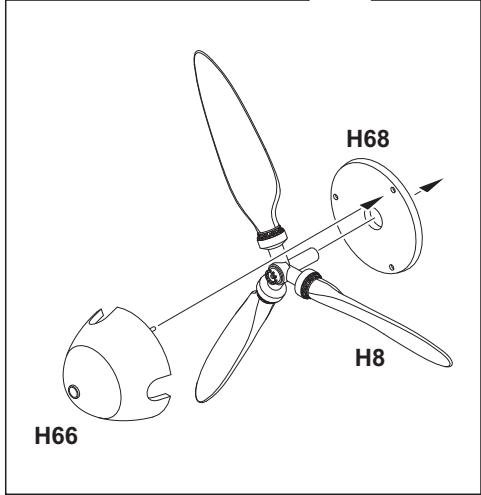
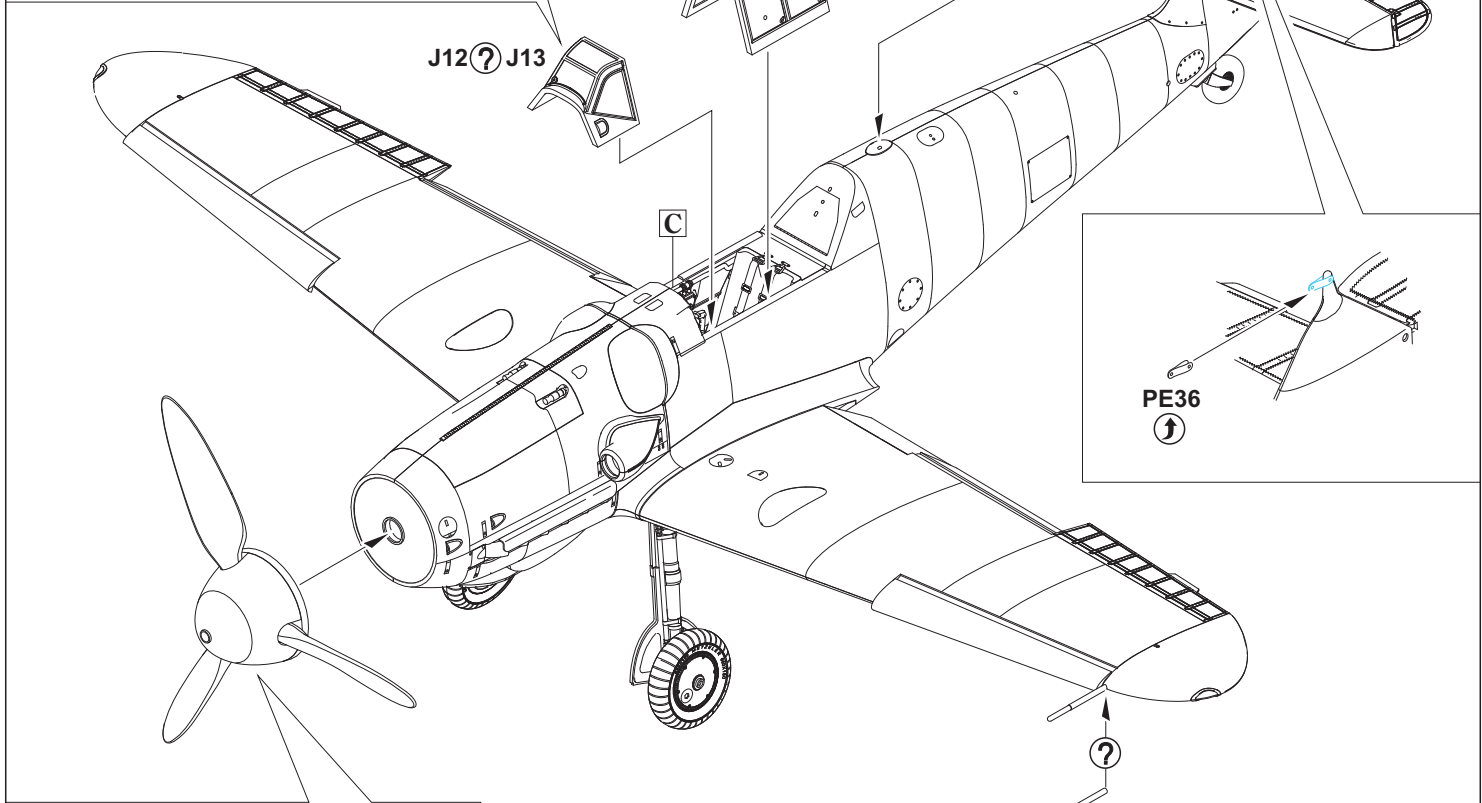
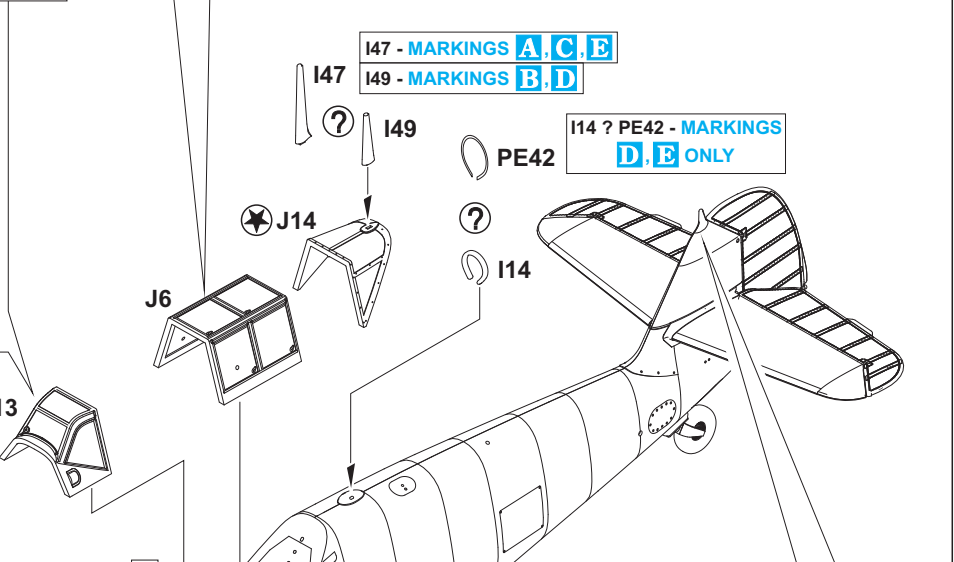
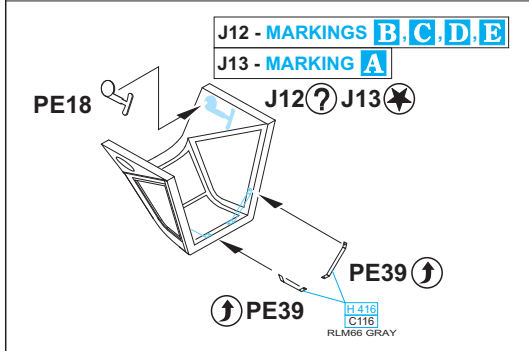
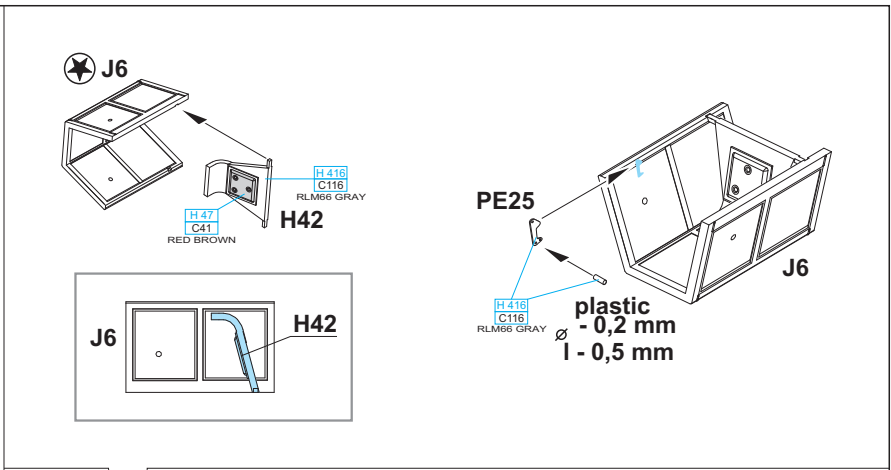
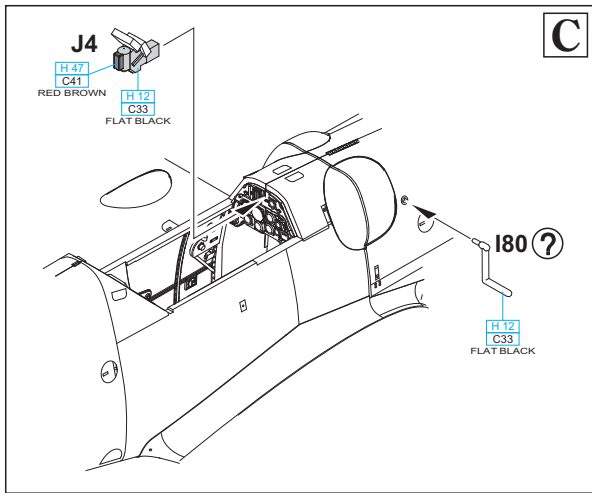


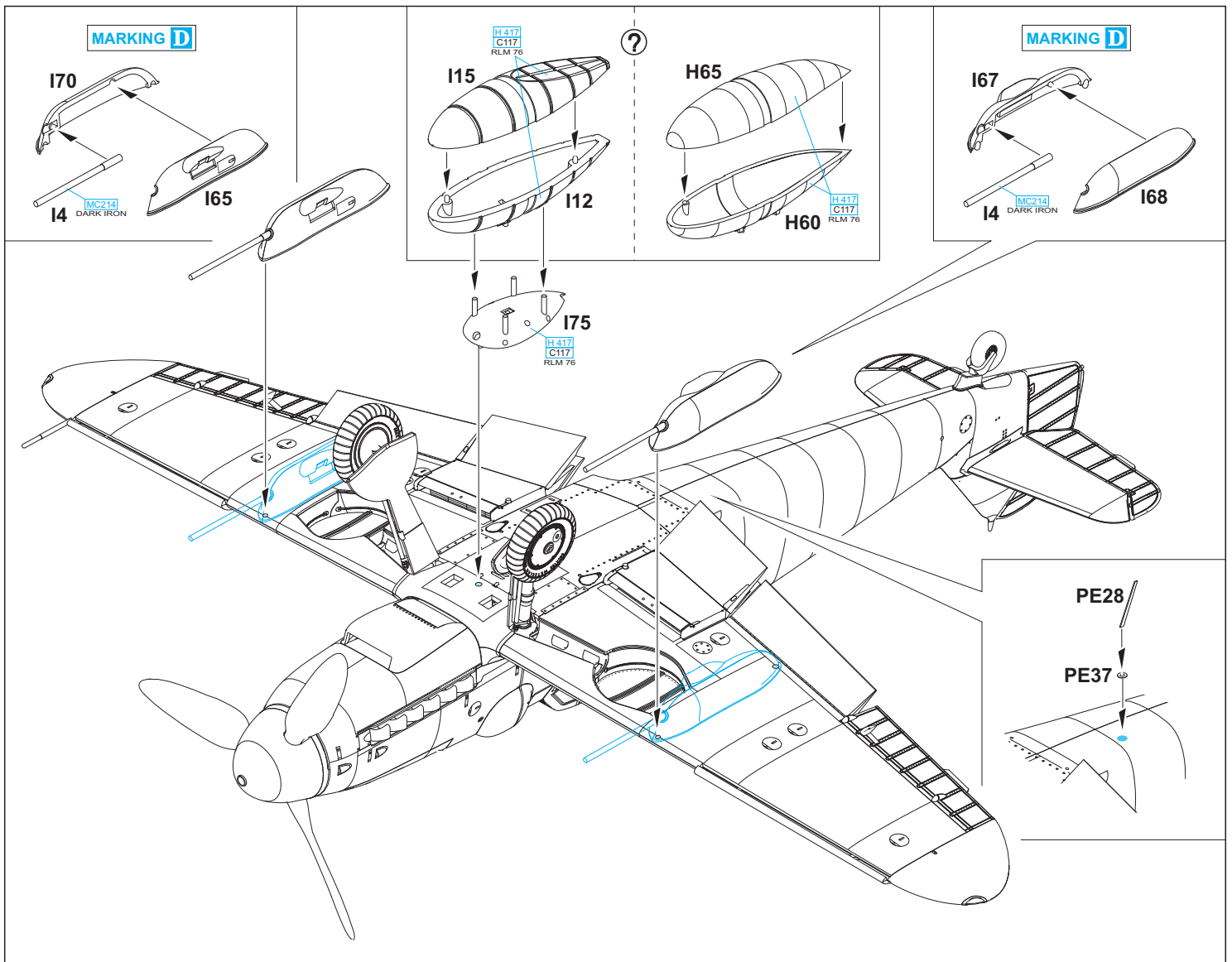




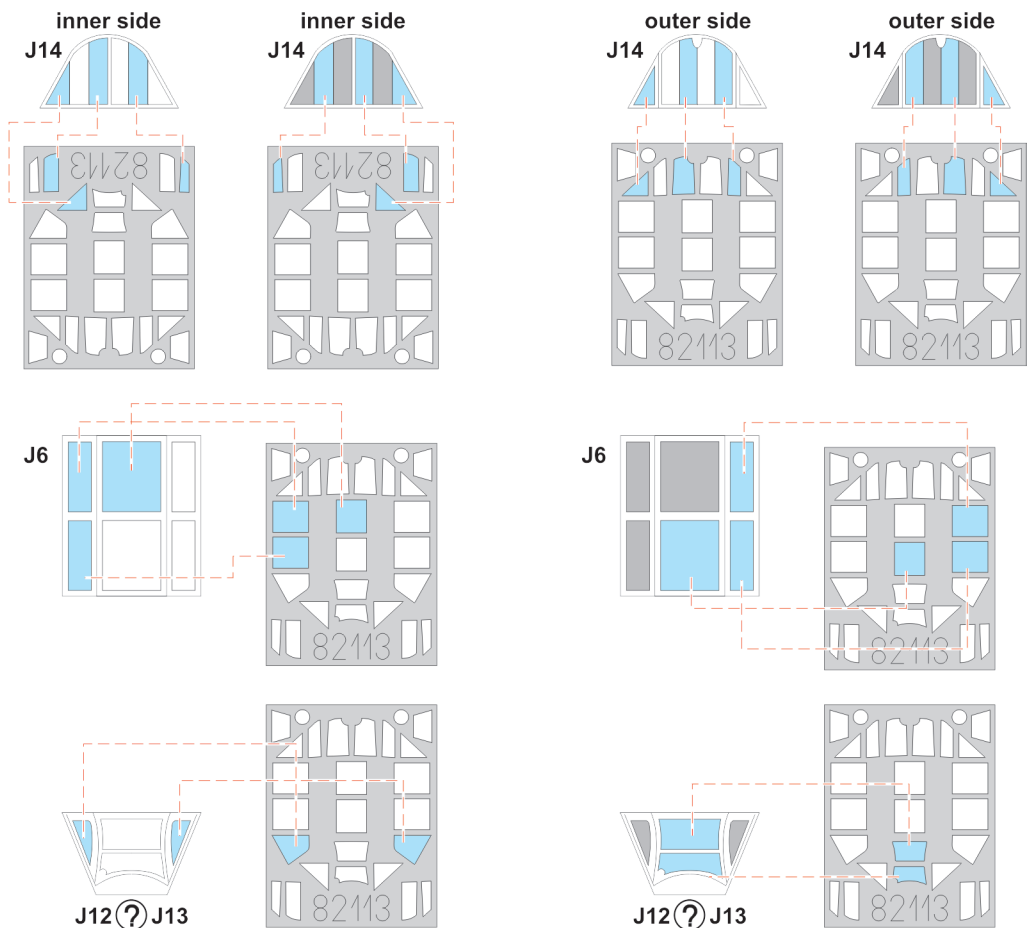
CORRECT POSITION OF RADIATOR FLAPS





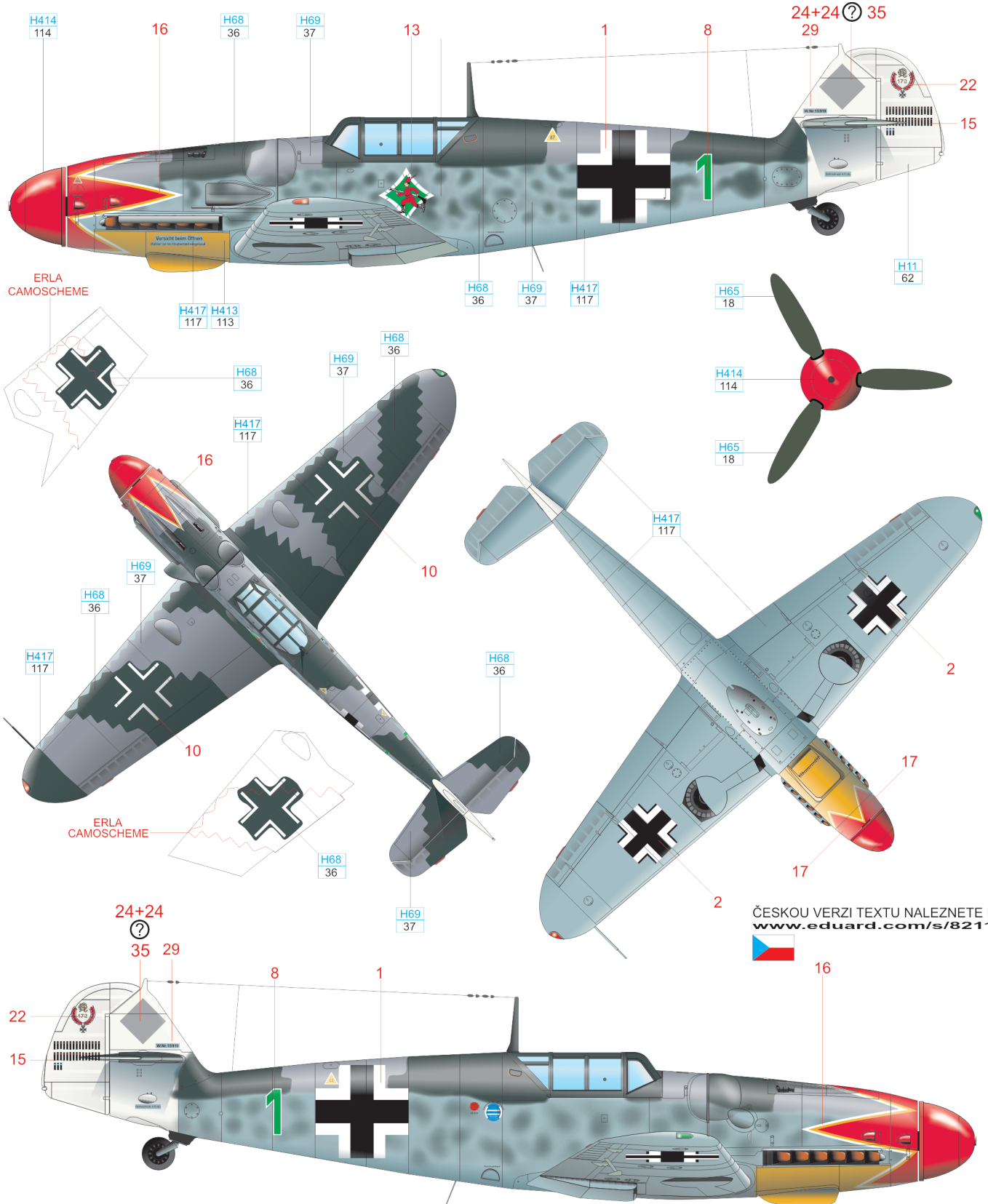


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A W.Nr. 15919, Flown by Maj. Hermann Graf, CO of JGr 50, Wiesbaden – Erbenheim, September 1943

Hermann Graf was credited with 212 kills, 202 of them over the Eastern Front. He was awarded the Knight Cross with Oak Leaves, Swords and Diamonds on September 16, 1942 for 172 kills. Graf flew this colorful aircraft in the fall of 1943 when he served as the CO of JGr 50. Jagdgruppe 50 was officially created on August 15, 1943 out of Jagdgruppe Süd der ObdL that was formed as a high altitude fighter unit to combat recce Mosquitos from July 21, 1943. JGr 50 was led by Hermann Graf who gave birth to the unit's crest painted under the canopy. The Red Hunter symbolized the German Luftwaffe soccer team known under the nickname 'Die roten Jäger'. Graf was a member of this team, along with then German national team members. The unit existed for only a few months, and in October 1943 was incorporated into I./JG 301.

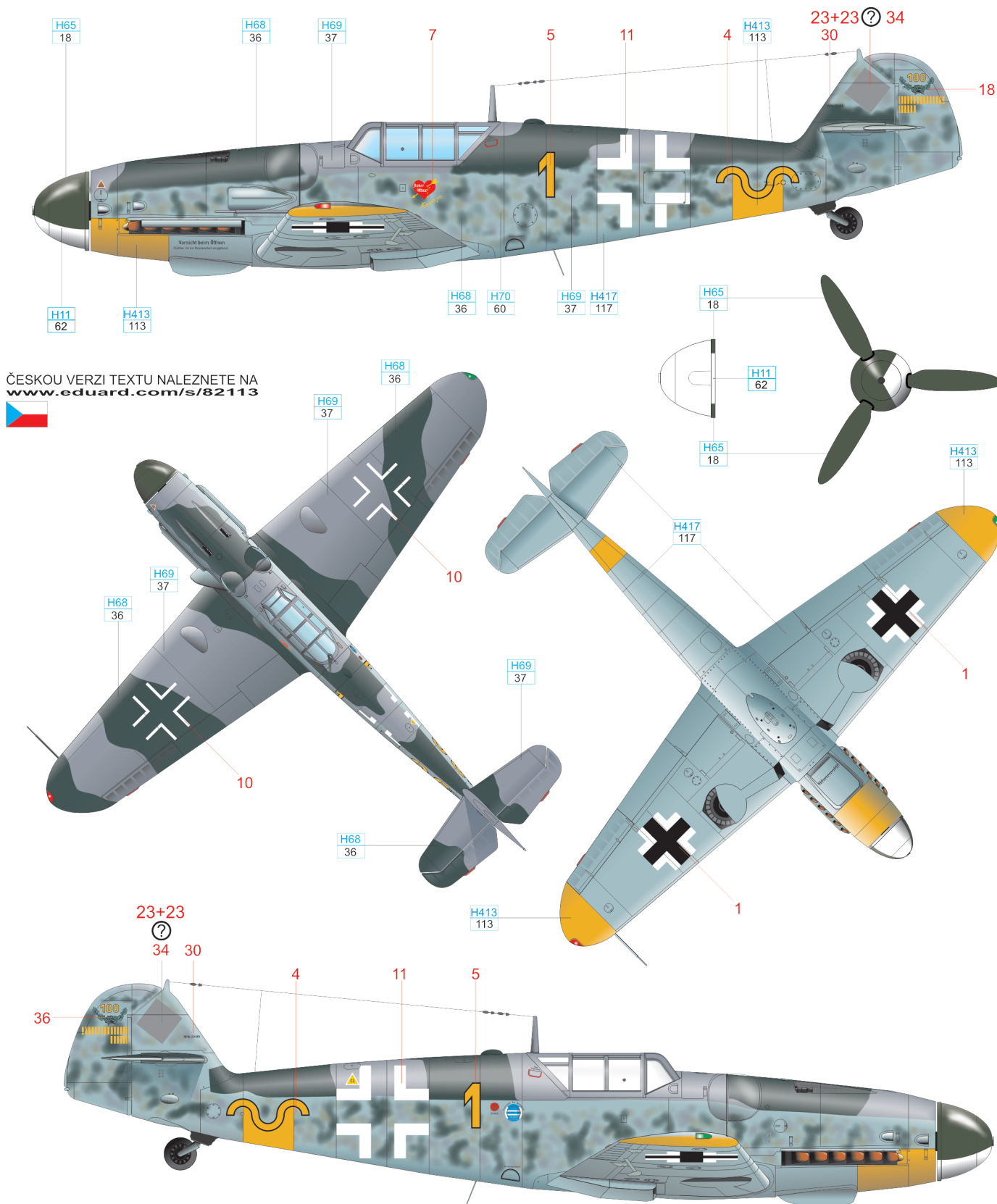


ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/s/82113

| | | | | | |
|--------|-------------|--------|-------------|--------|-------------|
| RLM 04 | H413 113 | RLM 23 | H414 114 | WHITE | H11 62 |
| RLM 74 | H68 36 | RLM 75 | H69 37 | RLM 76 | H417 117 |
| | | | | RLM 70 | H65 18 |

B W.Nr. 20499, Flown by Lt. Erich Hartmann, CO of 9./JG 52, Nove Zaporozhye, October 1943

Erich Hartmann downed his 121st victim on October 2, 1943 while flying this aircraft. His score is painted on the rudder. The red heart and Karaya inscription is a 9th Staffel JG 52 badge. The words 'Dicker Max' can be translated as 'The Big Show'. The aircraft was produced by Wiener Neustadt Werke as a trop version as can be seen from the sun umbrella mounting below the canopy. Erich Hartmann is the highest scoring fighter ace not only of the Luftwaffe but in the history of aviation. His first victim was downed on November 5, 1942 and his 352nd and last was a Yak-9 shot down on May 8, 1945 near Brno, Czechoslovakia. All his kills were scored over the Eastern Front. He was captured by US soldiers after the German surrender but was handed over to the Soviets shortly after. A Russian court sentenced him to 25 years of hard labor. Hartmann returned to Germany after 10 years spent in Russian captivity. After his return to Germany he joined the Bundesluftwaffe and helped in the resurrection of the air force and led JG 71. Hartmann received the Diamonds to his Knight's Cross, Oak Leaves and Swords on August 25, 1944.



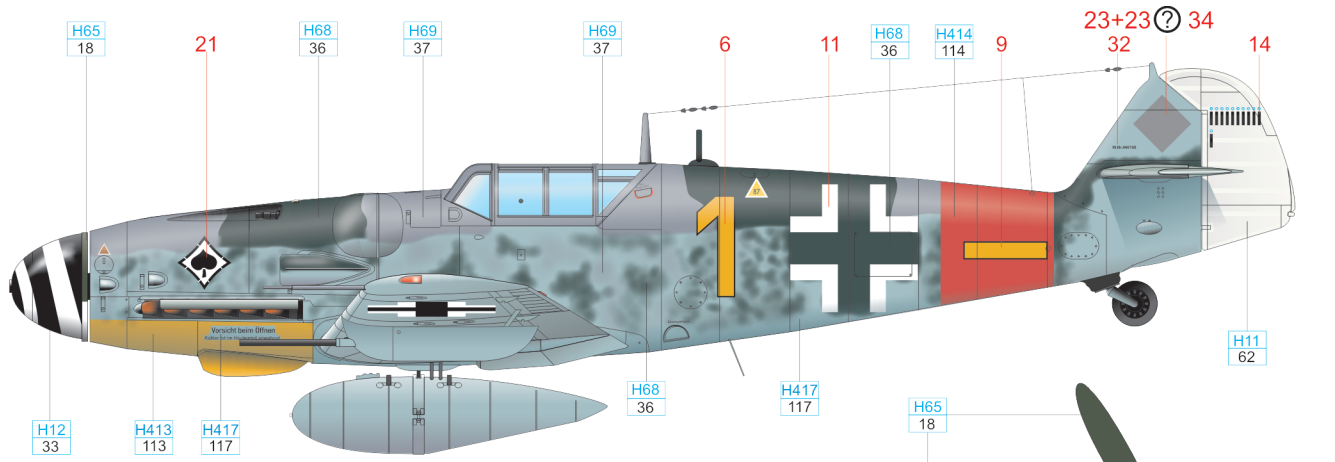
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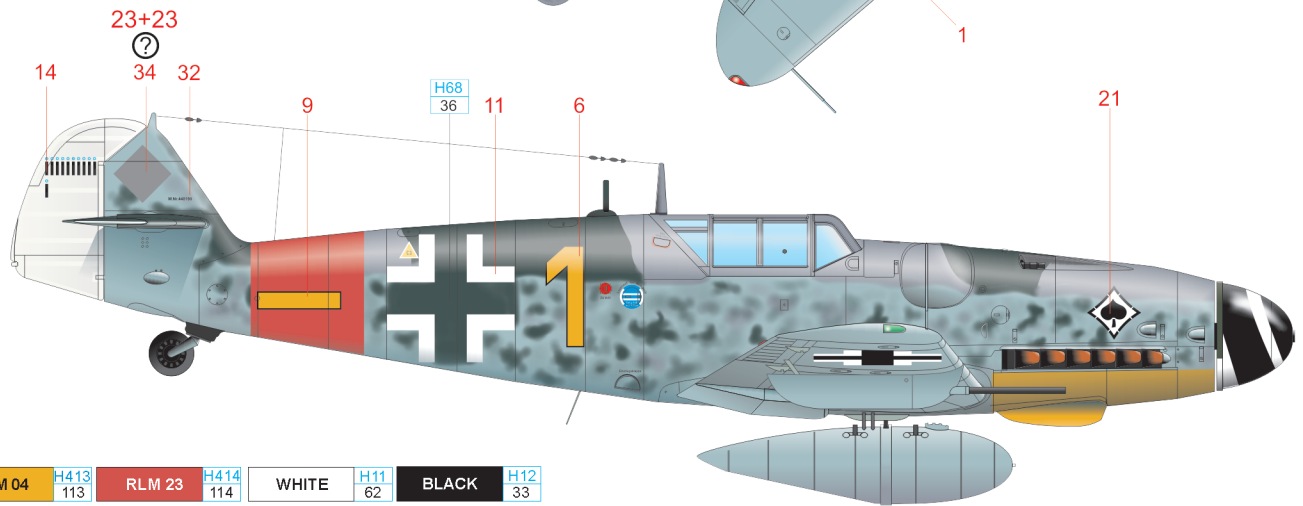
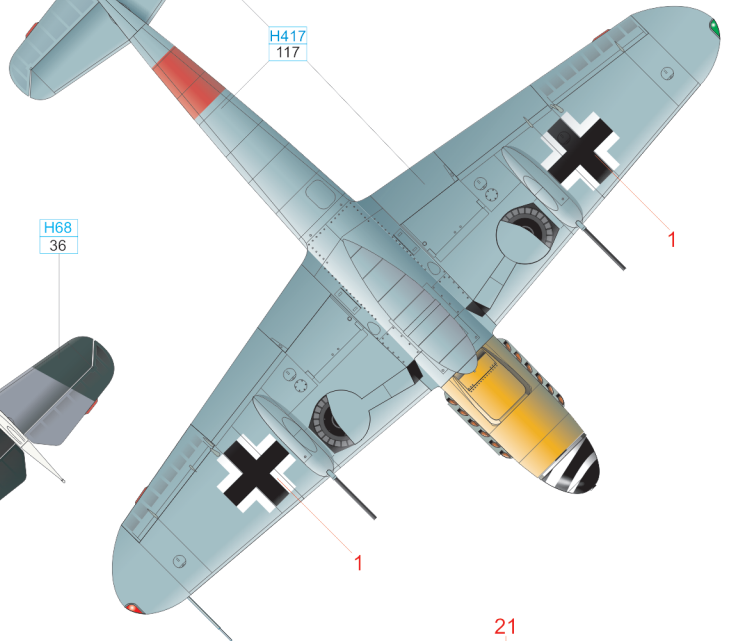
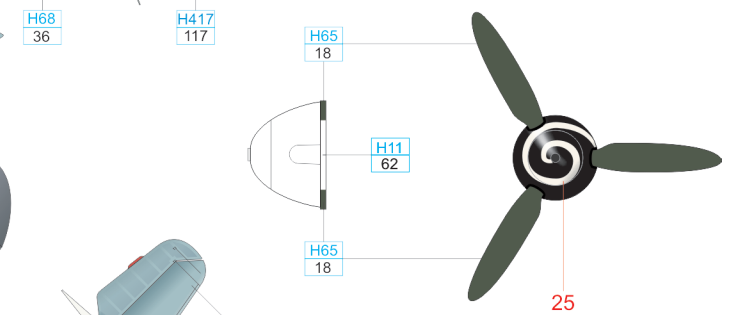
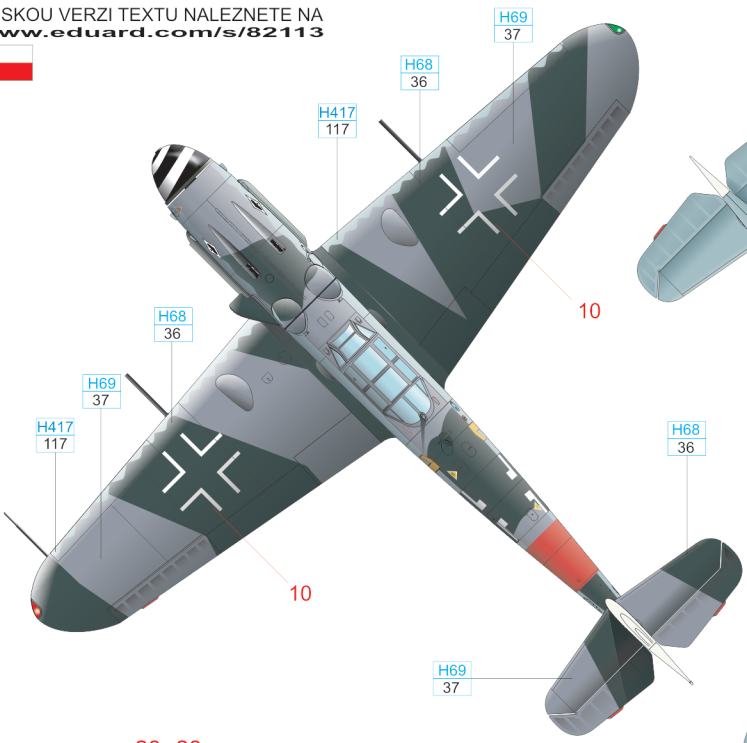
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|--------|-------------|--------|-----------|--------|-------------|
| RLM 04 | H413 113 | WHITE | H11 62 | RLM 02 | H70 60 |
| RLM 74 | H68 36 | RLM 75 | H69 37 | RLM 76 | H417 117 |
| | | | | RLM 70 | H65 18 |

D W.Nr. 440190, Flown by Lt. Alfred Hammer, CO of 6./JG 53, Wien – Seyring, February 1944

Alfred Hammer achieved a total of 26 victories in WWII. His first kill was a Spitfire downed over Malta on October 25, 1942, the last one an Auster destroyed on April 14, 1945. Hammer became the CO of IV. Gruppe of JG 53 in January 1945 and led the Gruppe till the end of the war. He flew this Bf 109G-6 from Vienna – Seyring Airbase. JG 53 moved to this airbase from the Mediterranean Theatre of Operations. Hammer was WIA by return fire from a B-17 on January 24, 1944, probably flying this aircraft. The Ace of Spades emblem on the nose was a JG 53 crest, while the red fuselage band was typical for JG 53 aircraft in early 1944.



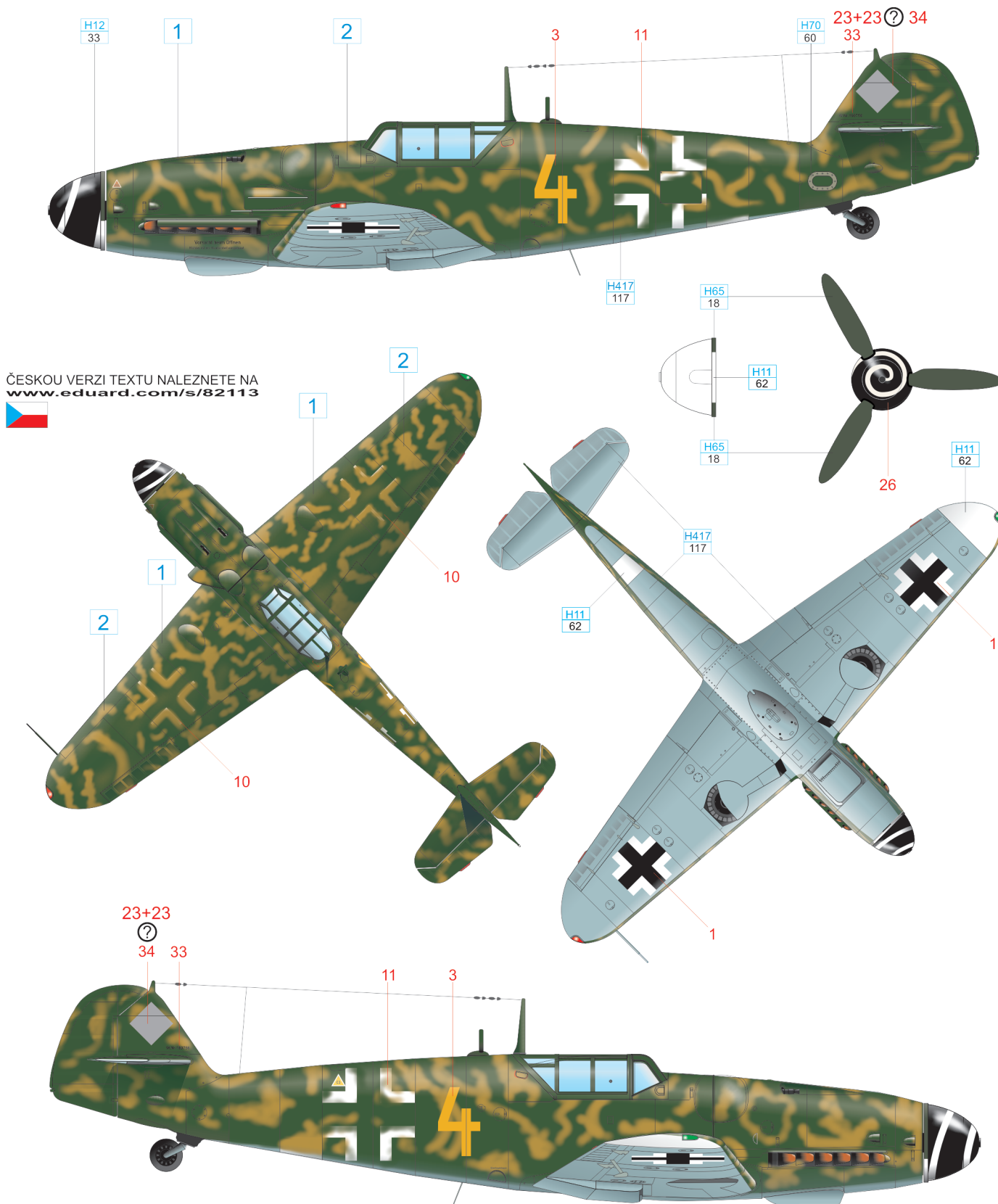
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|--------|----------|--------|----------|--------|----------|--------|--------|
| RLM 04 | H413 113 | RLM 23 | H414 114 | WHITE | H11 62 | BLACK | H12 33 |
| RLM 74 | H68 36 | RLM 75 | H69 37 | RLM 76 | H417 117 | RLM 70 | H65 18 |

E W.Nr. 160756, Flown by Uffz. Rene Darbois, I./JG 4, Santa Maria, July 25, 1944

Uffz. Rene Darbois defected to the Allies with this aircraft during a ferry flight from Maniago to Gedi, Italy. He left the formation of aircraft and landed in Santa Maria. The upper surfaces were painted using Italian colors Verde oliva scuro 2 and Nocciola chiaro 4, while the undersides remained in RLM 76. Only one of wingtips was painted white. This aircraft survived the war and is currently a part of the National Air and Space Museum collection in Washington D.C., albeit in a different scheme and in different markings.



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|--------|-------------|--------|-----------|------------------------|---|-----|-------------|------|-----------|
| RLM 02 | H70 60 | | | | | | | | |
| BLACK | H12 33 | WHITE | H11 62 | VERDE OLIVA SCURO 2 | 1 | 66% | H78 38 | +34% | H65 18 |
| RLM 76 | H417 117 | RLM 70 | H65 18 | NOCCIOLA CHIARO 4 | 2 | 75% | H310 310 | +25% | H79 39 |

