Bf 109G-6

eduard

1/48 Scale Plastic Model Kit



item No. 82167

ProfiPACK edition

No other aircraft has been so intimately connected with the German Luftwaffe during the WWII like the Messerschmitt Bf 109. It became the true workhorse of the war...

The evolution of this aircraft outlived the era in which it was conceptualized. The Bf 109s bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany through to her final downfall.

As progressive as possible

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 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 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, full of 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 design 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 DB 601. This engine, together with its development DB 605 variant, 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 defence of the Reich

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 the aircraft's 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 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 some 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 defence 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 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.

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 "Jagdwaffe" 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 it was clear the development of the Bf 109 was depleted 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 at 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 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.

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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

OPTIONAL
VOLBA

BEND
OHNOUT

OPEN HOLE
VYVRTAT OTVOR

SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ

REMOVE
ODŘÍZNOUT

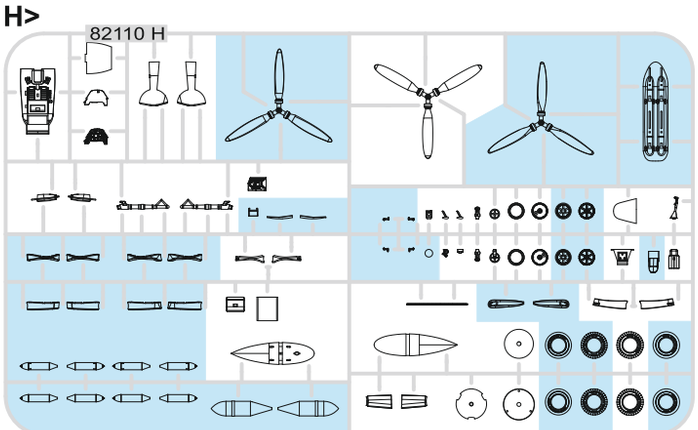
REVERSE SIDE
OTOČIT

APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

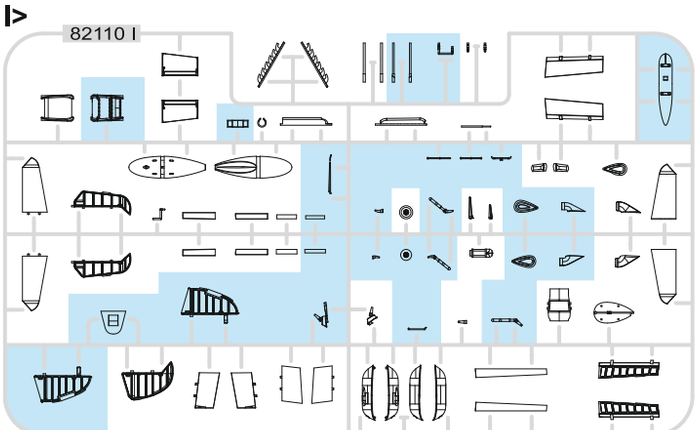
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

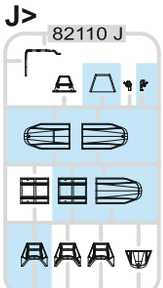
H>



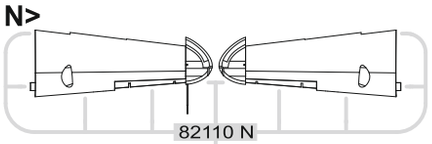
I>



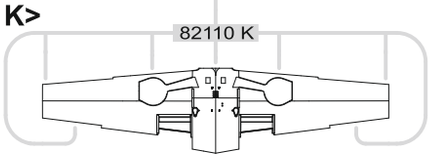
J>



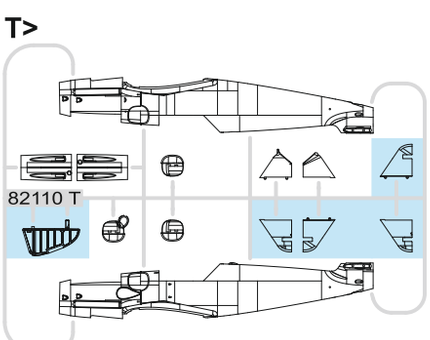
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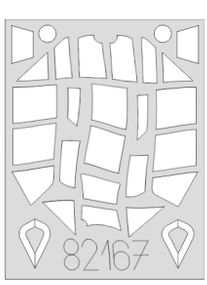


K>



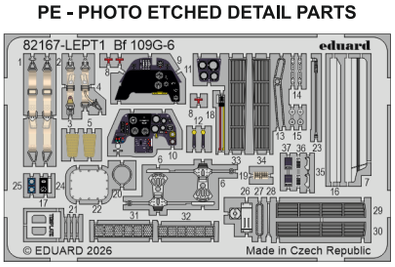
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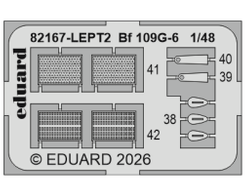




eduard MASK

PE - PHOTO ETCHED DETAIL PARTS



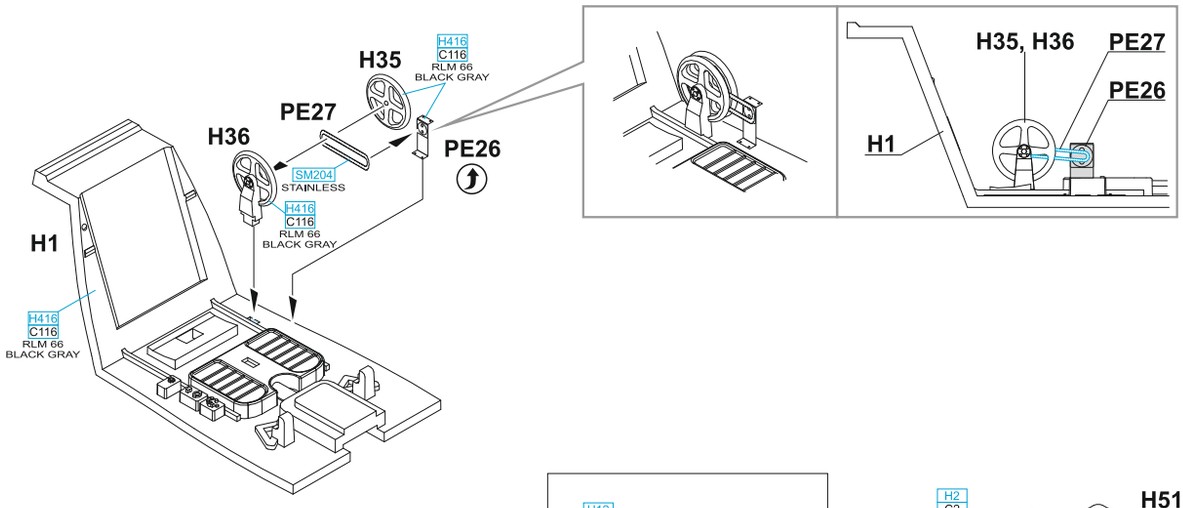


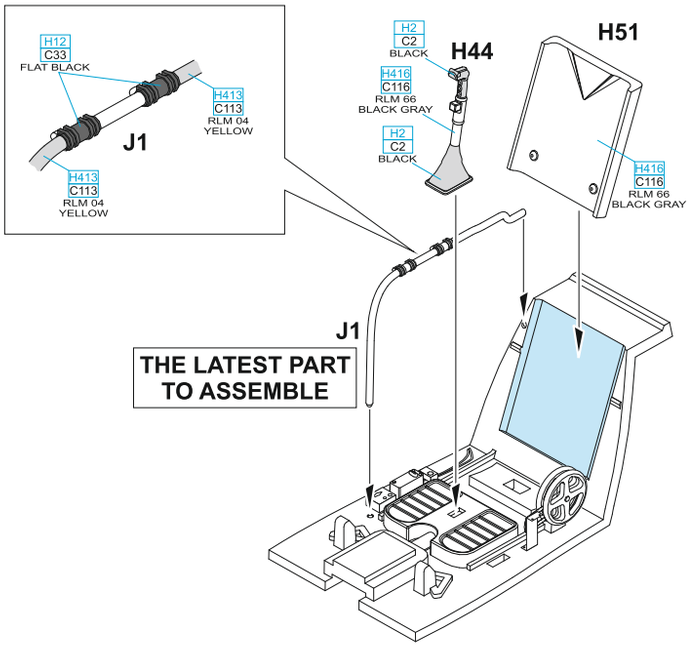
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

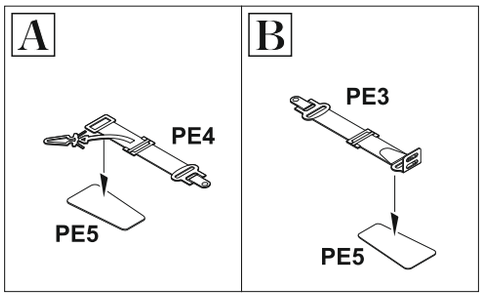
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

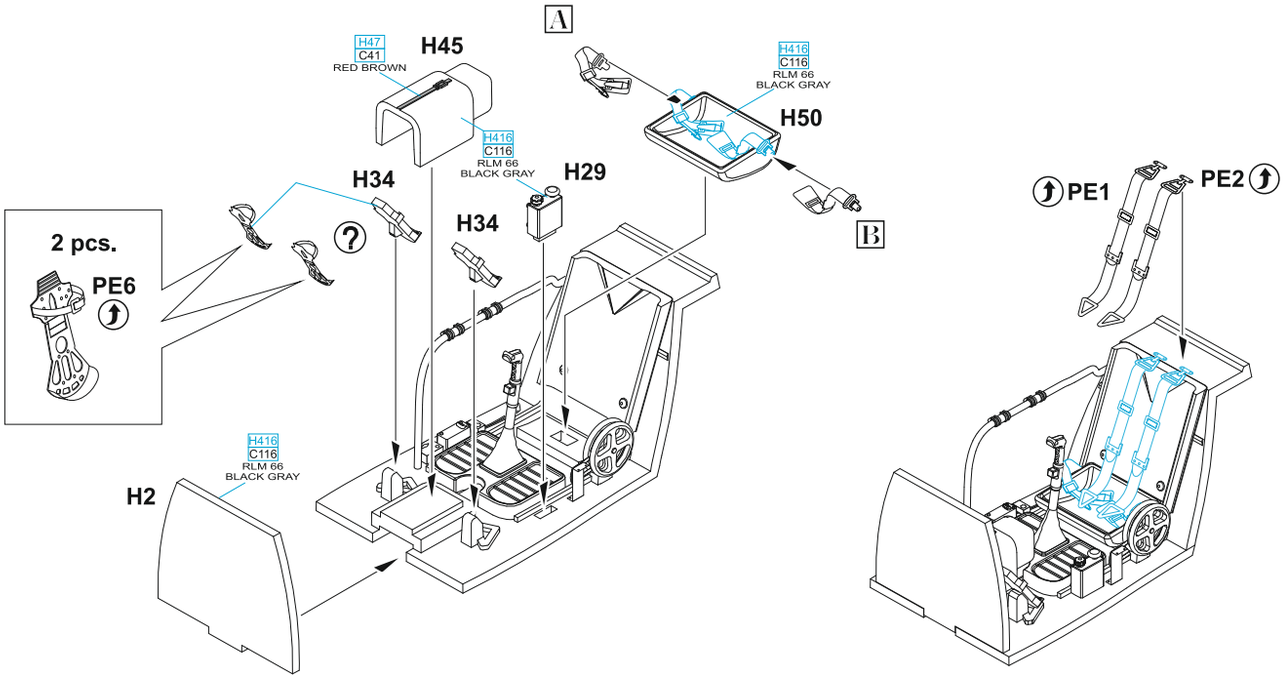
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H90	C47	CLEAR RED

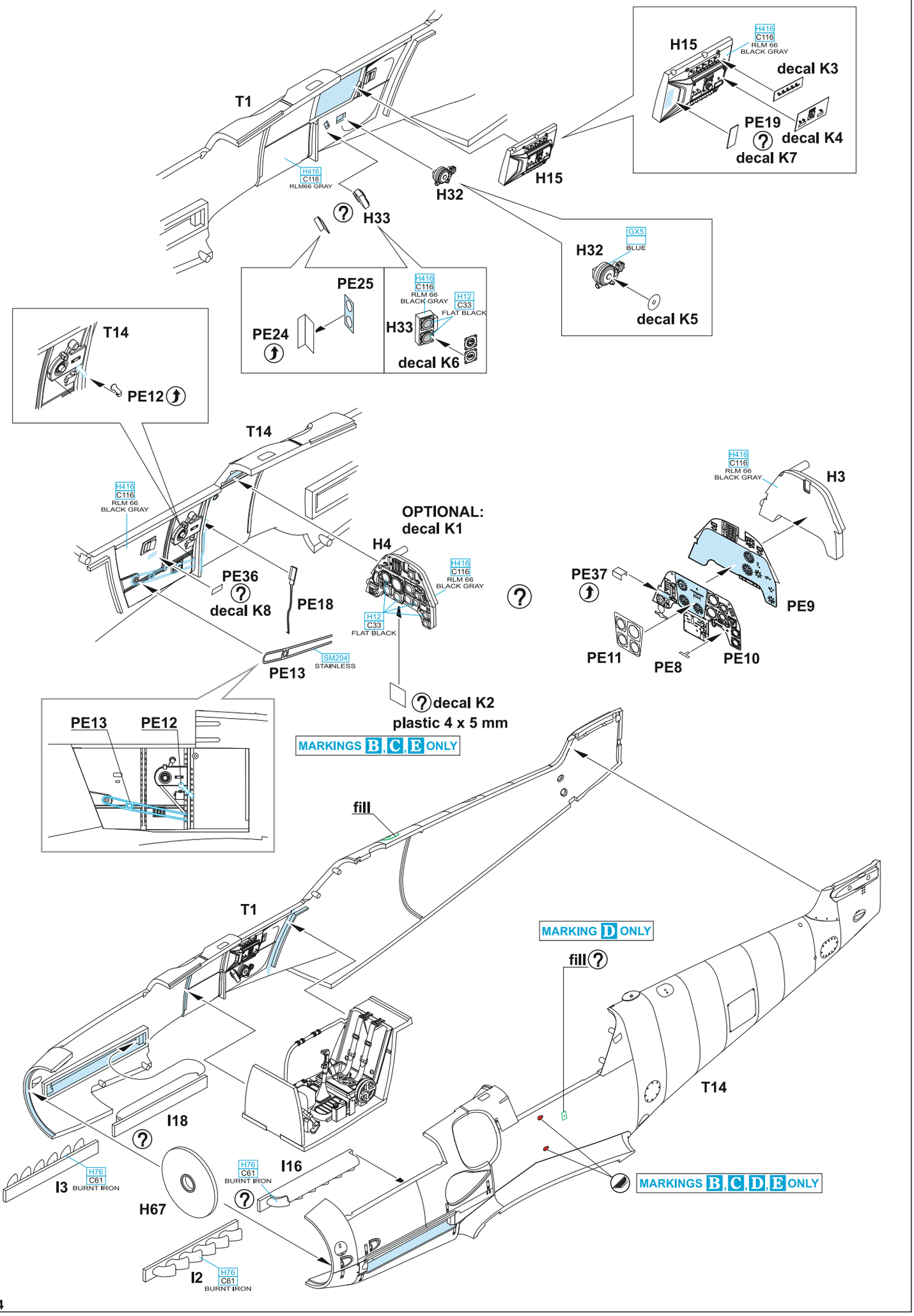
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM204		SUPER STAINLESS
Mr.COLOR GX		
GX5		BLUE

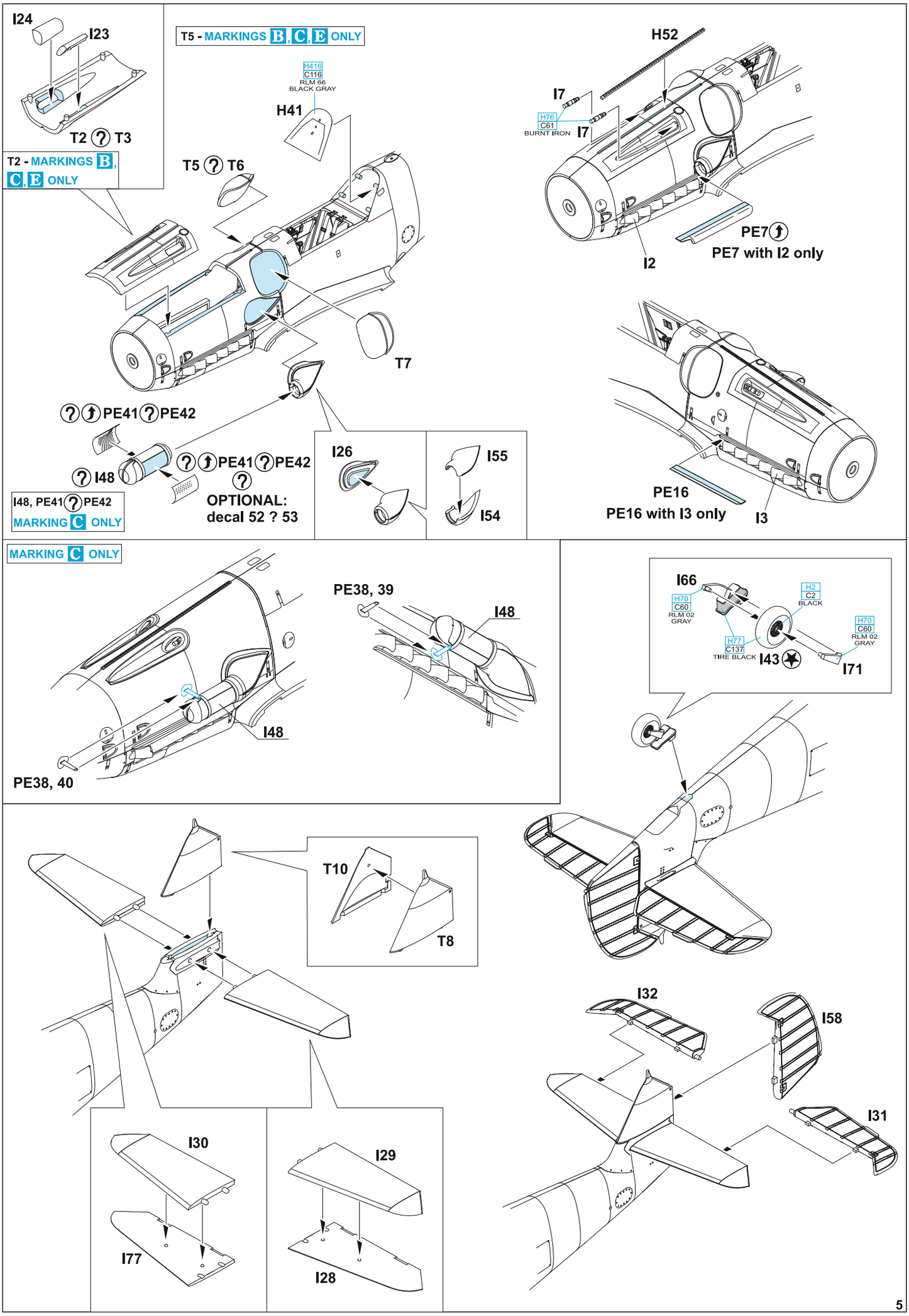

H35
H416
C116
RLM 66
BLACK GRAY
PE27
H36
PE26
SM204
STAINLESS
H416
C116
RLM 66
BLACK GRAY
H1
H416
C116
RLM 66
BLACK GRAY
H35, H36
PE27
PE26
H1

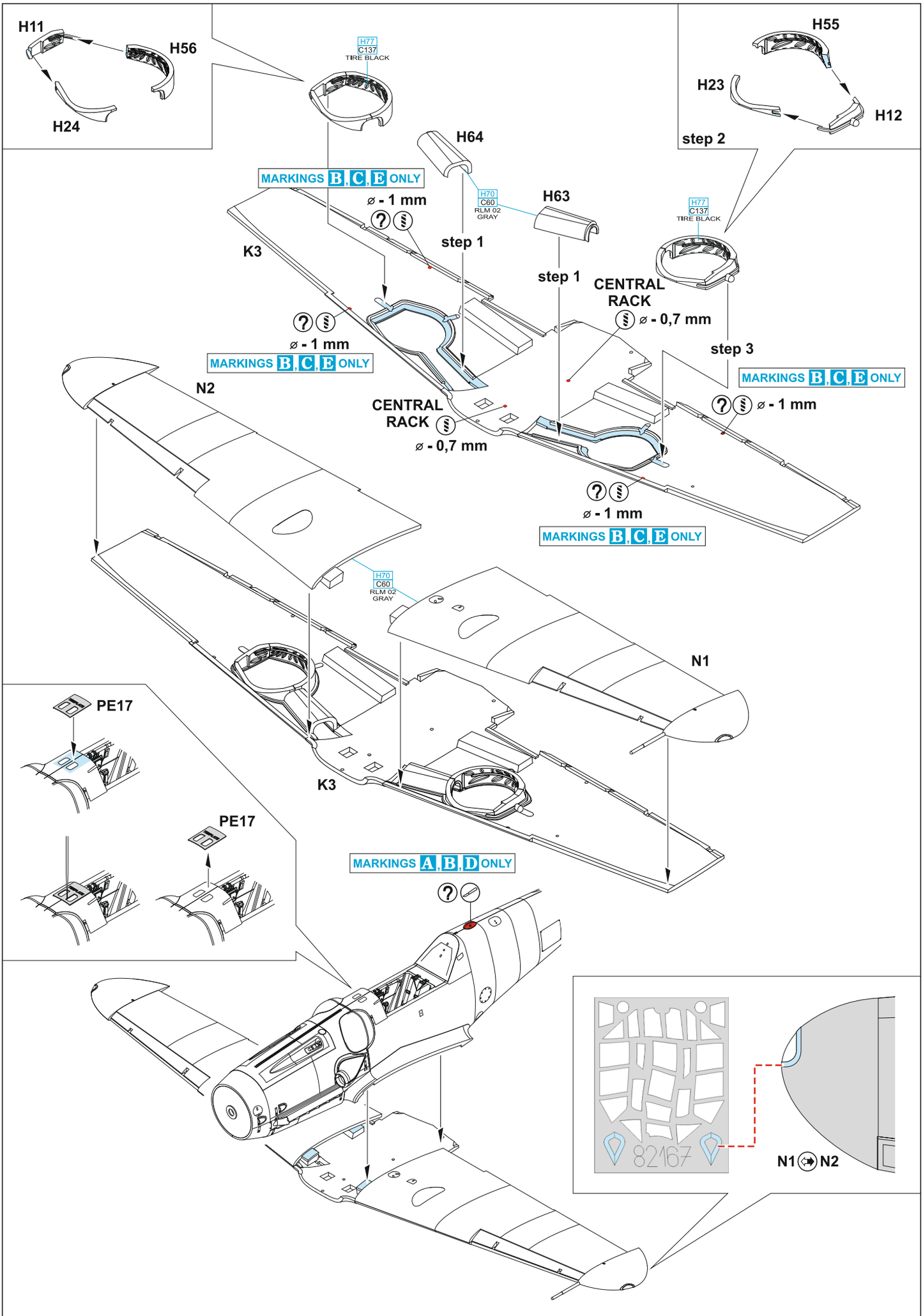

H12
C33
FLAT BLACK
H413
C113
RLM 04
YELLOW
J1
H413
C113
RLM 04
YELLOW
H2
C2
BLACK
H44
H51
H416
C116
RLM 66
BLACK GRAY
H2
C2
BLACK
H416
C116
RLM 66
BLACK GRAY
J1
THE LATEST PART
TO ASSEMBLE

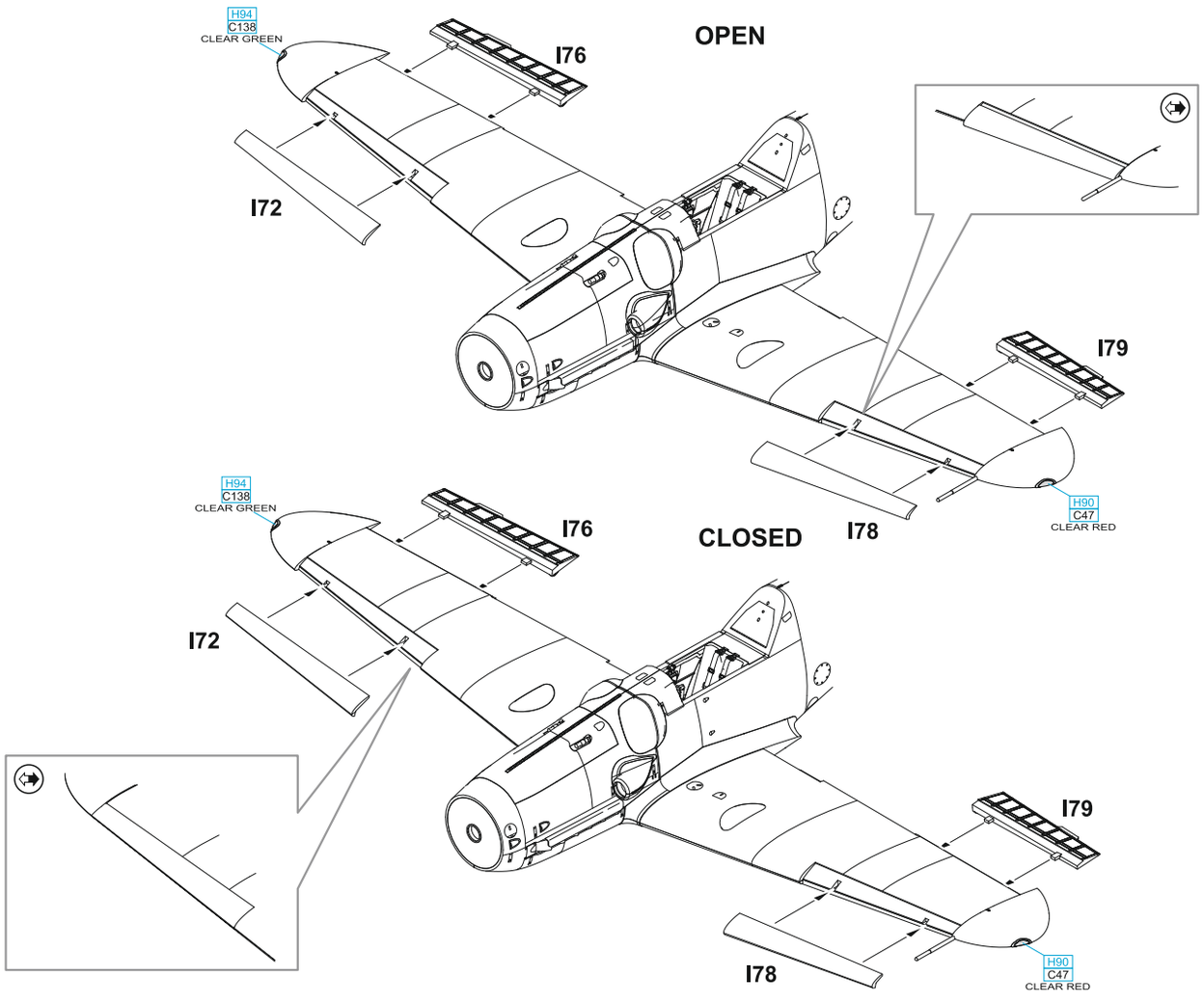

A
PE4
PE5
B
PE3
PE5

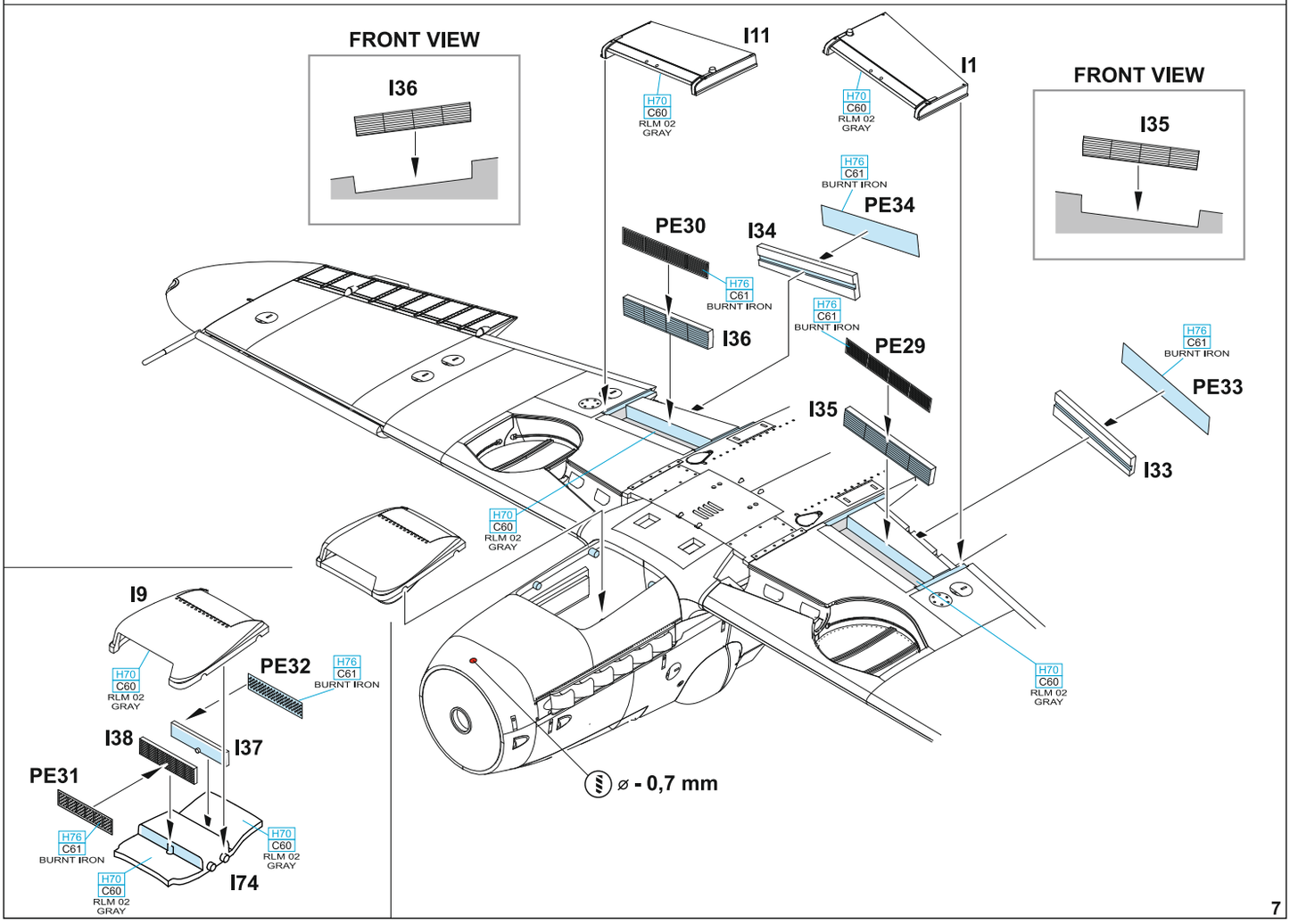

A
H47
C41
RED BROWN
H45
H416
C116
RLM 66
BLACK GRAY
H416
C116
RLM 66
BLACK GRAY
H50
B
H34
H29
H34
2 pcs.
PE6
H416
C116
RLM 66
BLACK GRAY
H2
PE1
PE2

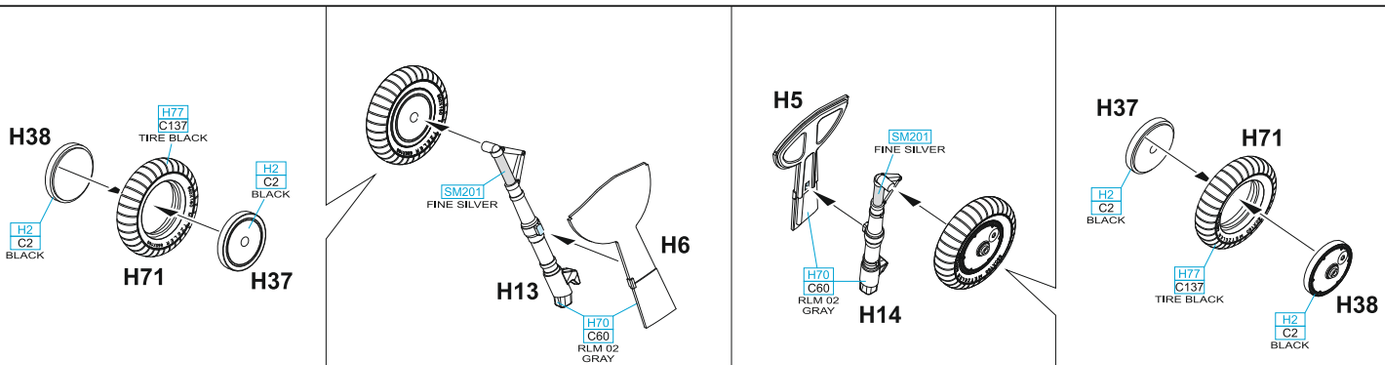

T1
H416 C116 RLM66 GRAY
H15
H32
H33
H15
H416 C116 RLM 66 BLACK GRAY
decal K3
PE19
decal K4
decal K7
H32
GX5 BLUE
decal K5
PE25
PE24
H416 C116 RLM 66 BLACK GRAY
H12 C33 FLAT BLACK
H33
decal K6
T14
PE12
T14
H416 C116 RLM 66 BLACK GRAY
OPTIONAL: decal K1
H4
H416 C116 RLM 66 BLACK GRAY
PE36
decal K8
PE18
H12 C33 FLAT BLACK
SM204 STAINLESS
PE13
decal K2
plastic 4 x 5 mm
H416 C116 RLM 66 BLACK GRAY
H3
PE37
PE9
PE11
PE8
PE10
PE13
PE12
MARKINGS B, C, E ONLY
fill
T1
MARKING D ONLY
fill
T14
I18
I3 H76 C61 BURNT IRON
H67
H76 C61 BURNT IRON
I16
I2 H76 C61 BURNT IRON
MARKINGS B, C, D, E ONLY

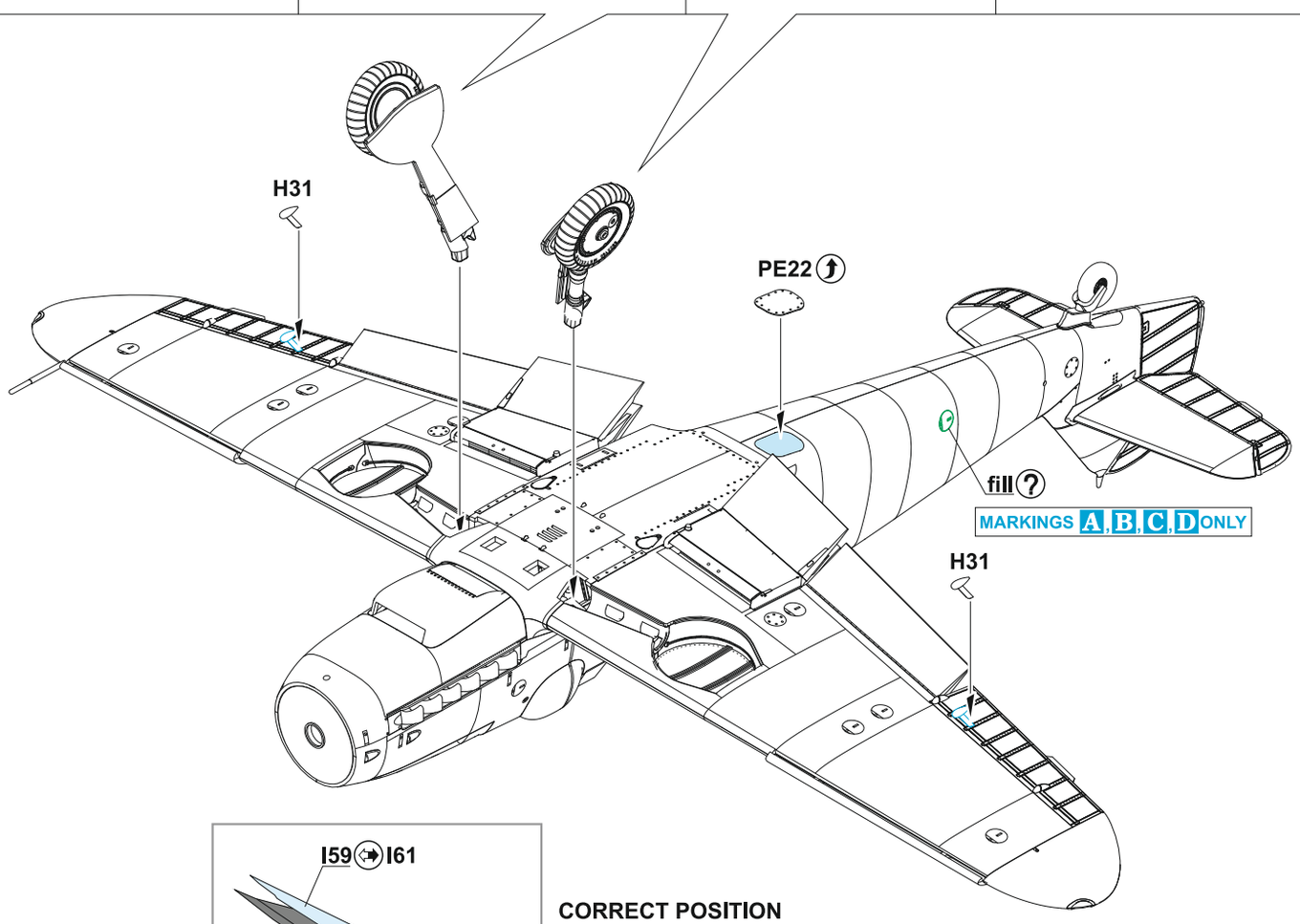

I24
I23
T2 ? T3
T2 - MARKINGS B, C, E ONLY
T5 - MARKINGS B, C, E ONLY
H416
C116
RLM 66
BLACK GRAY
H41
T5 ? T6
T7
? PE41 ? PE42
? I48
? PE41 ? PE42
?
I48, PE41 ? PE42
MARKING C ONLY
OPTIONAL:
decal 52 ? 53
I26
I55
I54
H52
I7
H76
C61
BURNT IRON
I7
PE7
PE7 with I2 only
I2
PE16
PE16 with I3 only
I3
MARKING C ONLY
I48
PE38, 39
I48
PE38, 40
I66
H70
C60
RLM 02
GRAY
H2
C2
BLACK
H70
C60
RLM 02
GRAY
H77
C137
TIRE BLACK
I43
I71
T10
T8
I30
I77
I29
I28
I32
I58
I31

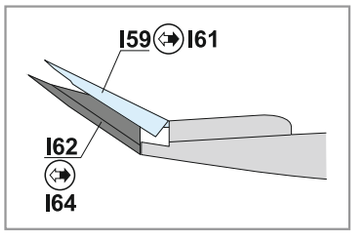

H11
H56
H24
H77
C137
TIRE BLACK
H55
H23
H12
step 2
H64
MARKINGS B,C,E ONLY
⌀ - 1 mm
H70
C60
RLM 02
GRAY
H63
step 1
K3
step 1
CENTRAL
RACK
⌀ - 0,7 mm
step 3
MARKINGS B,C,E ONLY
⌀ - 1 mm
N2
CENTRAL
RACK
⌀ - 0,7 mm
⌀ - 1 mm
MARKINGS B,C,E ONLY
H70
C60
RLM 02
GRAY
N1
K3
PE17
PE17
MARKINGS A,B,D ONLY
82167
N1 N2


OPEN
H94
C138
CLEAR GREEN
I76
I72
I79
H90
C47
CLEAR RED
I78
CLOSED
H94
C138
CLEAR GREEN
I76
I72
I79
H90
C47
CLEAR RED
I78

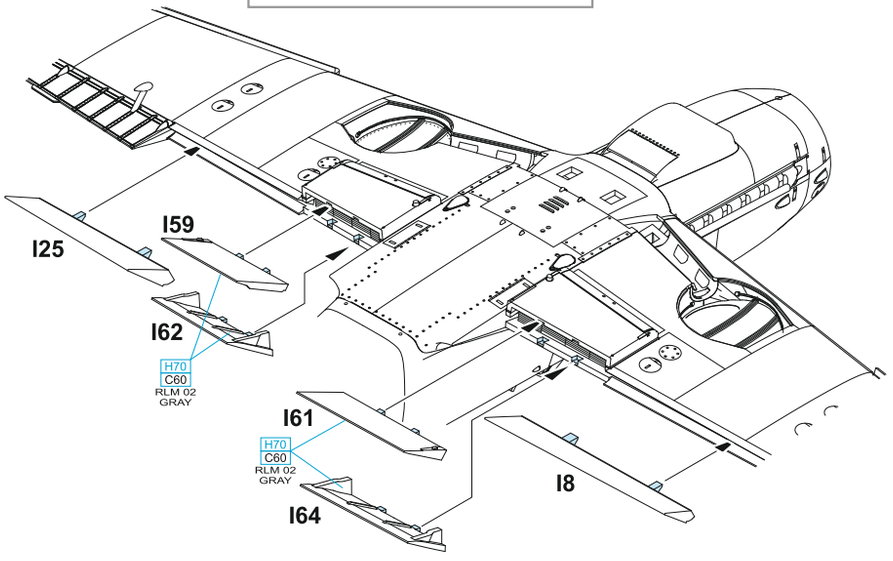

FRONT VIEW
I36
I11
H70
C60
RLM 02
GRAY
I1
H70
C60
RLM 02
GRAY
FRONT VIEW
I35
H76
C61
BURNT IRON
PE34
PE30
I34
H76
C61
BURNT IRON
H76
C61
BURNT IRON
I36
PE29
H76
C61
BURNT IRON
PE33
I35
I33
H70
C60
RLM 02
GRAY
H70
C60
RLM 02
GRAY
I9
H70
C60
RLM 02
GRAY
PE32
H76
C61
BURNT IRON
I38
I37
PE31
H76
C61
BURNT IRON
H70
C60
RLM 02
GRAY
H70
C60
RLM 02
GRAY
I74
⌀ - 0,7 mm

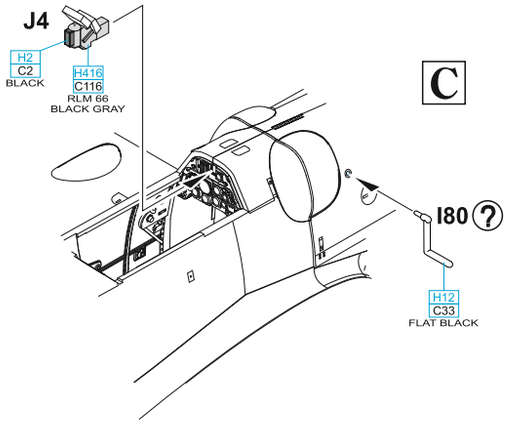


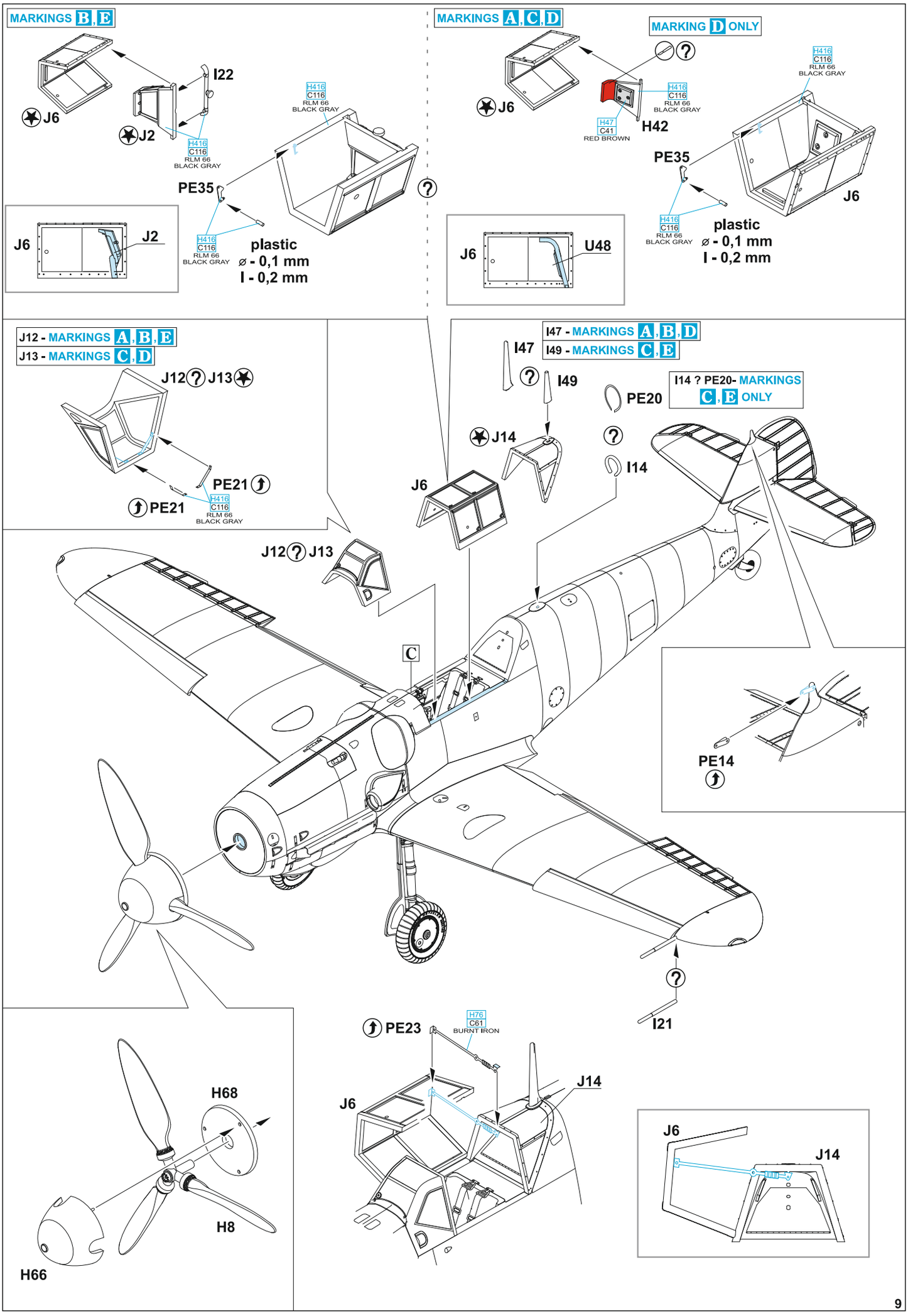


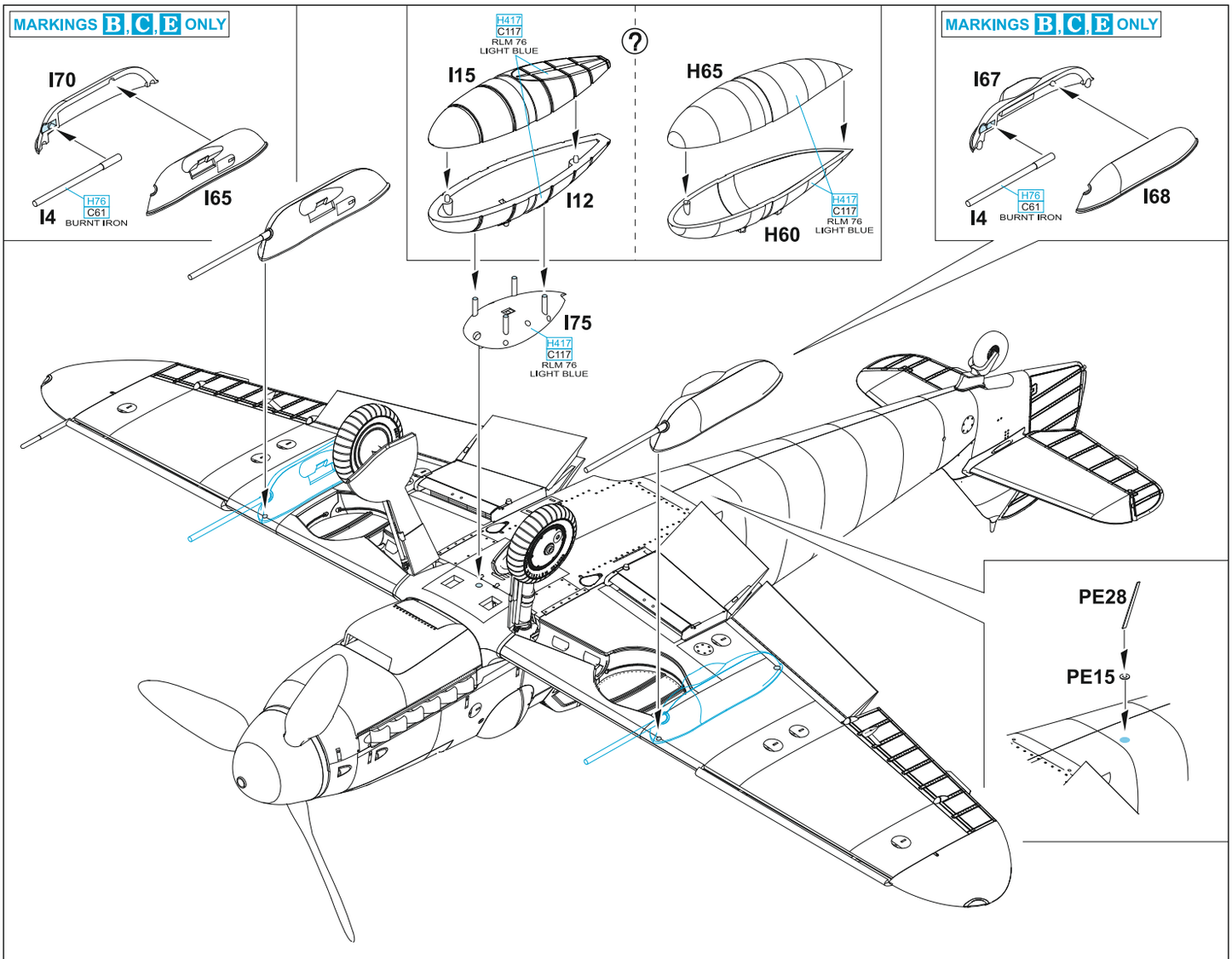


CORRECT POSITION
OF RADIATOR FLAPS

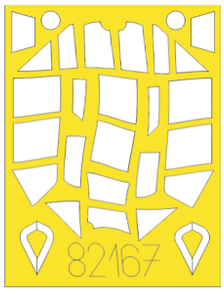




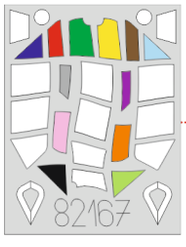

MARKINGS B, E
J6
I22
J2
H416
C116
RLM 66
BLACK GRAY
PE35
H416
C116
RLM 66
BLACK GRAY
plastic
⌀ - 0,1 mm
l - 0,2 mm
J6
J2
MARKINGS A, C, D
MARKING D ONLY
J6
H416
C116
RLM 66
BLACK GRAY
H47
C41
RED BROWN
H42
H416
C116
RLM 66
BLACK GRAY
PE35
J6
H416
C116
RLM 66
BLACK GRAY
plastic
⌀ - 0,1 mm
l - 0,2 mm
J6
U48
J12 - MARKINGS A, B, E
J13 - MARKINGS C, D
J12
J13
PE21
PE21
H416
C116
RLM 66
BLACK GRAY
I47 - MARKINGS A, B, D
I49 - MARKINGS C, E
I47
I49
PE20
I14 ? PE20- MARKINGS
C, E ONLY
J14
I14
J6
J12
J13
C
PE14
I21
H68
H8
H66
PE23
H76
C61
BURNT IRON
J14
J6
J6
J14



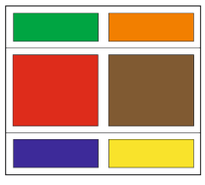
eduard
MASK
82167







J6



J12 ? J13



I43

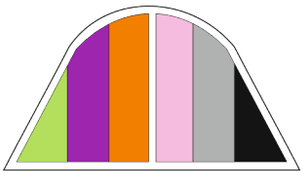


J14



outer side

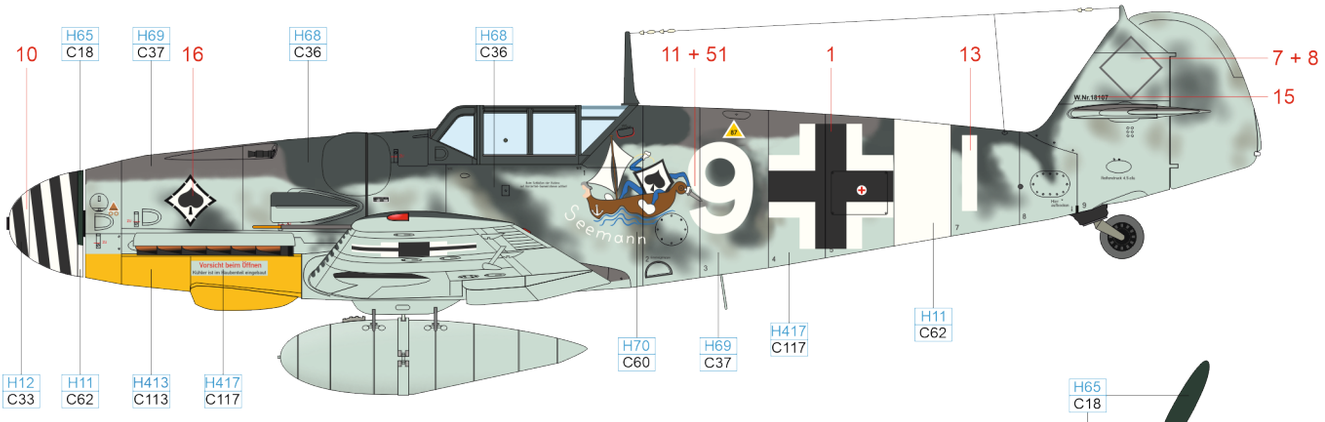
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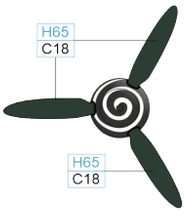


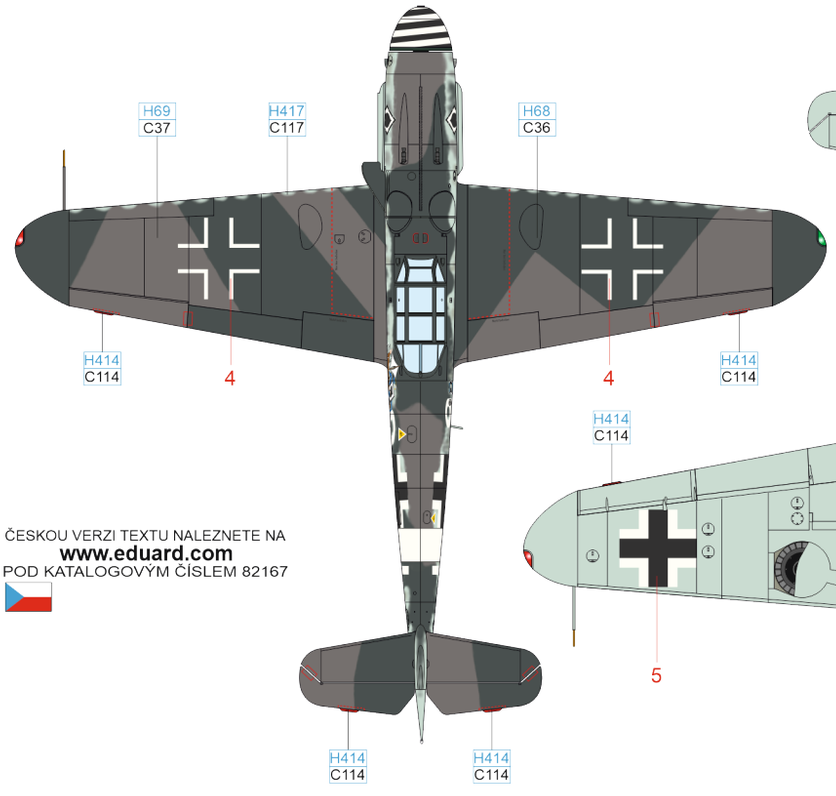
inner side

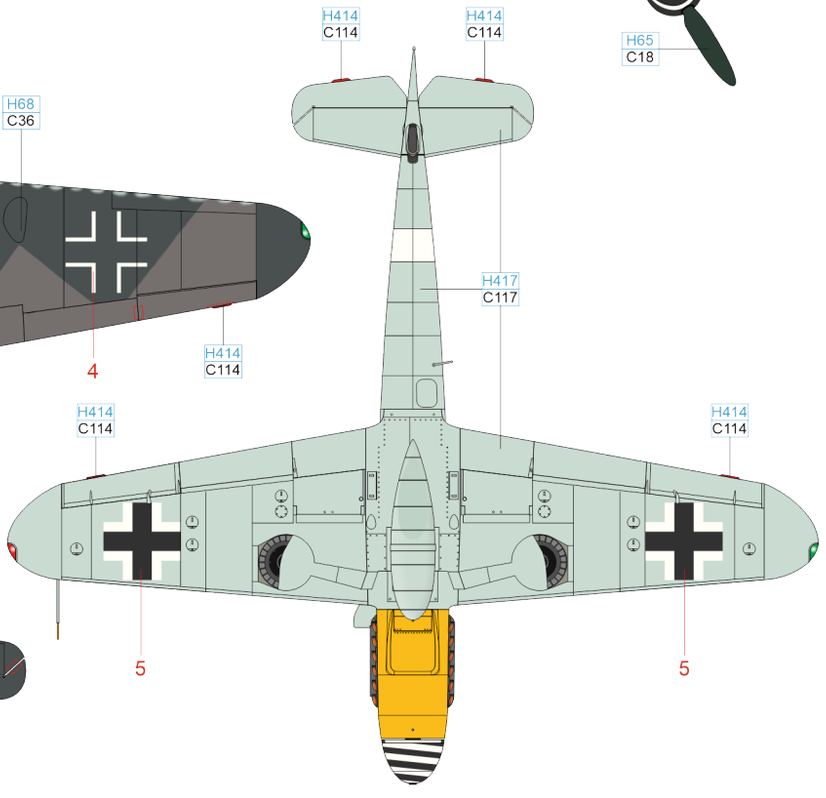
A Bf 109G-6, W.Nr. 18107, Uffz. Georg Amon, 7./JG 53, Torazzo-Catania, Sicily, June 1943

Georg Amon was born on July 1, 1920. He joined the Luftwaffe in 1941 and began fighter training in January 1942. In September 1942, he was assigned to 7./JG 53, which was then operating in the African theater. In the summer of 1943, the Luftwaffe was under great pressure from Allied air raids, resulting in the withdrawal from the African theatre of operations and the subsequent capture of Sicily as German forces retreated to Italy. This aircraft was manufactured in April or early May 1943 at the Messerschmitt plant in Regensburg. The camouflage of RLM 74, 75 and 76 colors was complemented by splotches of RLM 02 on the fuselage sides. The color of the limbs of the Spade floating in the boat is not completely confirmed, the blue color is based on the theory that der Seemann (sailor), which was Amon's nickname, wore blue clothing. The aircraft was lost on July 3, 1943, when Uffz. Walter Reinicke was shot down flying it, thus falling in captivity. In January 1944 Georg Amon began working as a fighter instructor in the south of France. The last day of Georg Amon's wartime career was April 2, 1945. He was shot down by American anti-aircraft half-track fire. He jumped from a low-flying, burning aircraft. With serious burns, he was captured and survived the war. Georg Amon achieved nine victories.

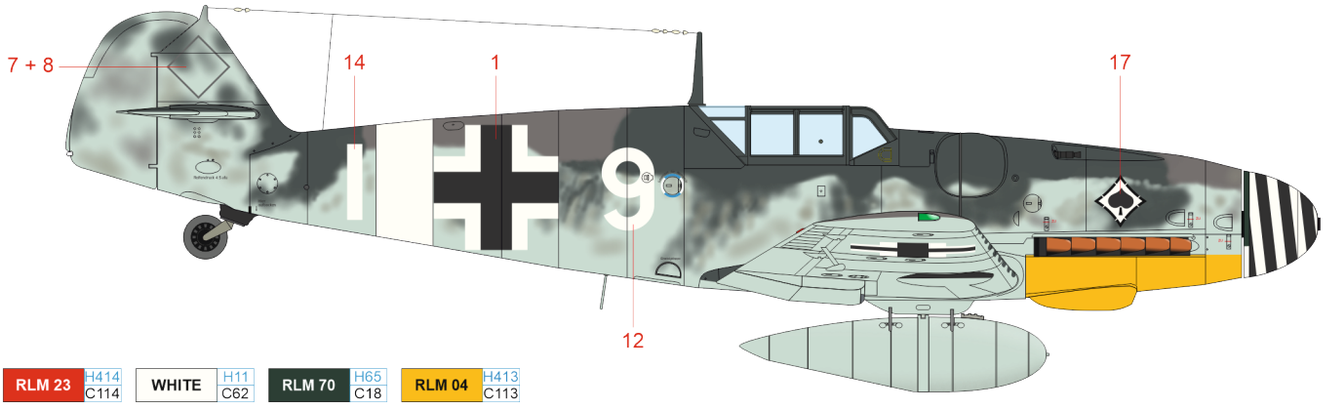








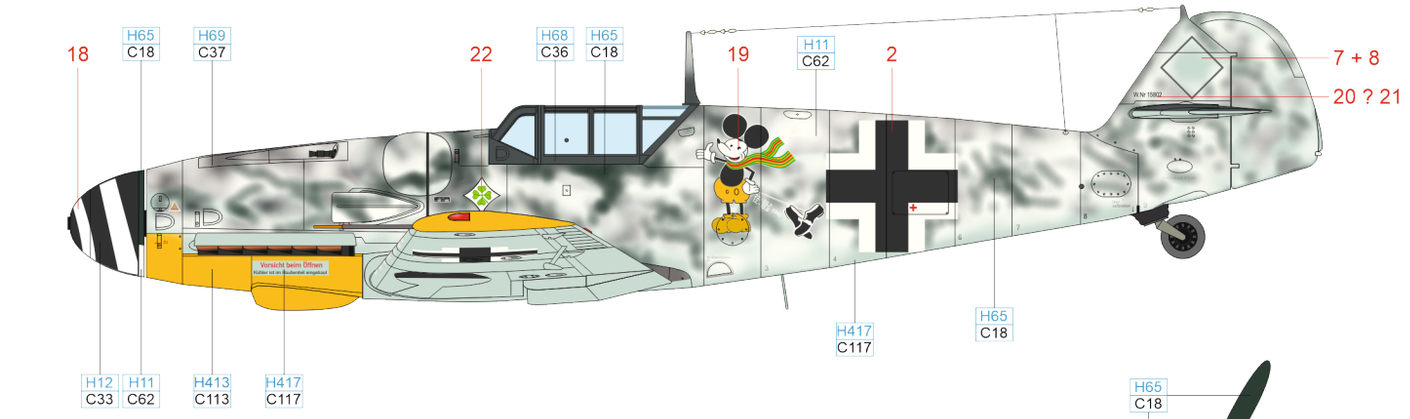
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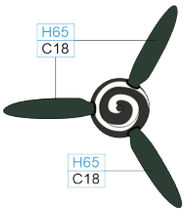


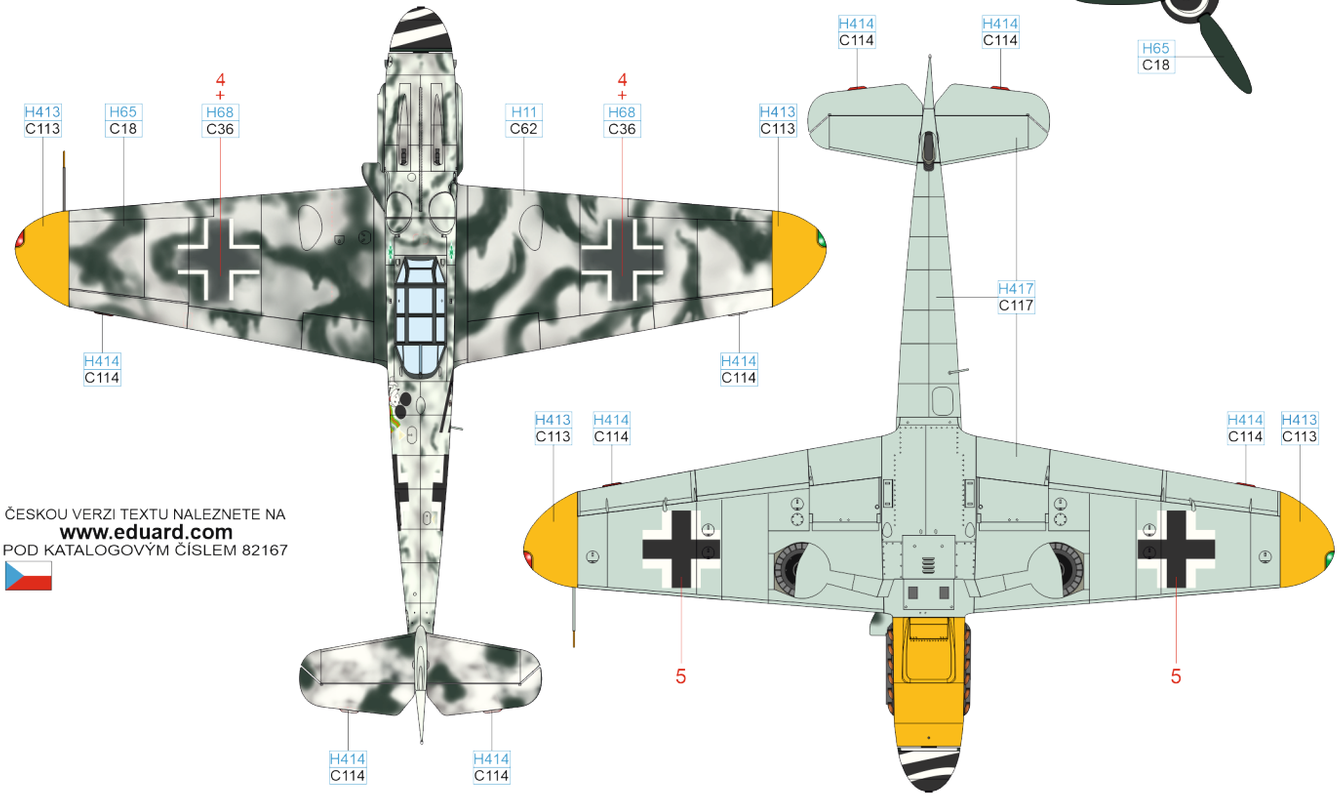
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RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 02	H70 C60	FLAT BLACK	H12 C33

B Bf 109G-6/R6, W.Nr. 18502 or 18503, Hptm. Horst Carganico, CO of II./JG 5, Pskov-South, the Soviet Union, early 1944

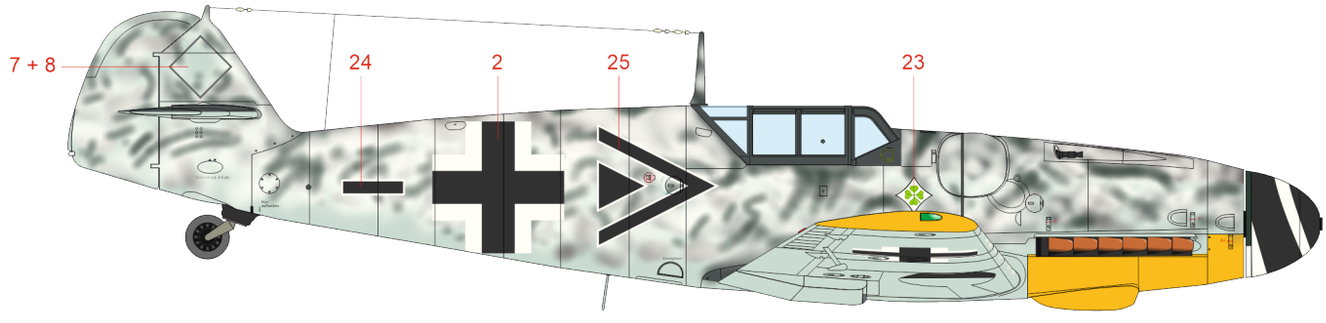
Horst Carganico was born on September 27, 1917, in Breslau (Wroclaw in Poland nowadays). The first combat unit to which the then twenty-two-year-old Lt. Carganico joined was JG 1 at the beginning of the war. This was followed by an assignment to Norway on January 1, 1941, where he served as commander of 1./JG 77. On September 25, 1941, Carganico was awarded the Knight's Cross after achieving his 27th victory. In March 1942 Carganico's unit was renamed 6./JG 5, but by April 1942 he had already taken command of the entire II. Gruppe. On March 26, 1944, he was appointed commander of I./JG 5, which participated in the fighting against the Allies as part of the Defense of the Reich. On May 27 of that same year, Major Carganico flew his last sortie. During an attack on a B-17 formation his Bf 109G-5 was badly damaged, hitting a high-tension power line while attempting an emergency landing. He did not survive the crash near the French town of Chevry. Carganico's total score stands at sixty kills in 600 missions. The camouflage of his aircraft was painted over white and RLM 70 on the upper surfaces. Under the cockpit was the emblem of II./JG 5 aircraft on both sides. On the left side of the fuselage behind the cockpit was Carganico's personal emblem – Mickey Mouse dragging his boots with dates commemorating the pilot's returns to his unit after emergency landings behind enemy lines. On the right side of the fuselage, there was probably the marking of the Gruppe commander – a double chevron and a horizontal bar.







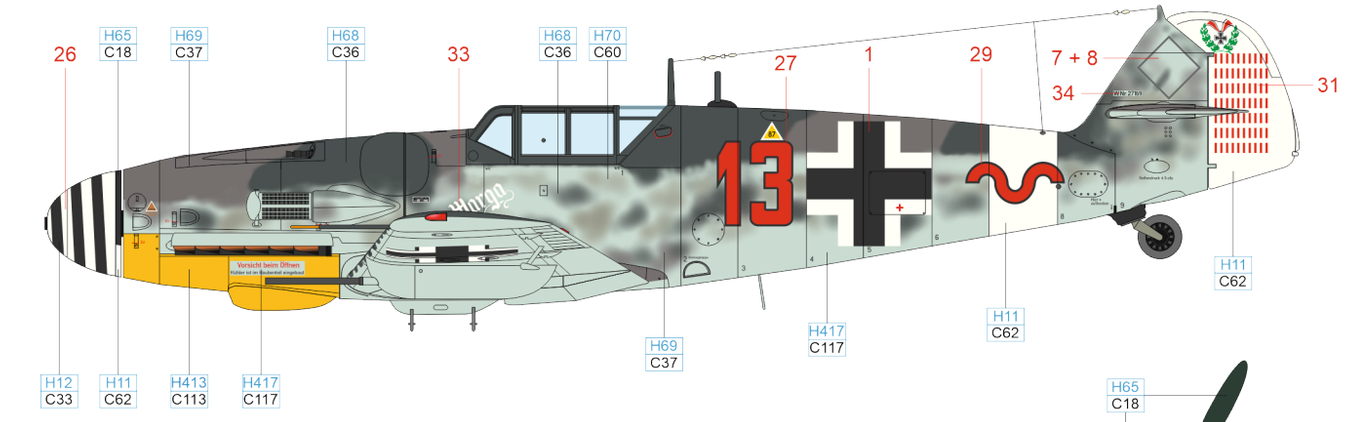
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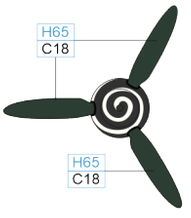


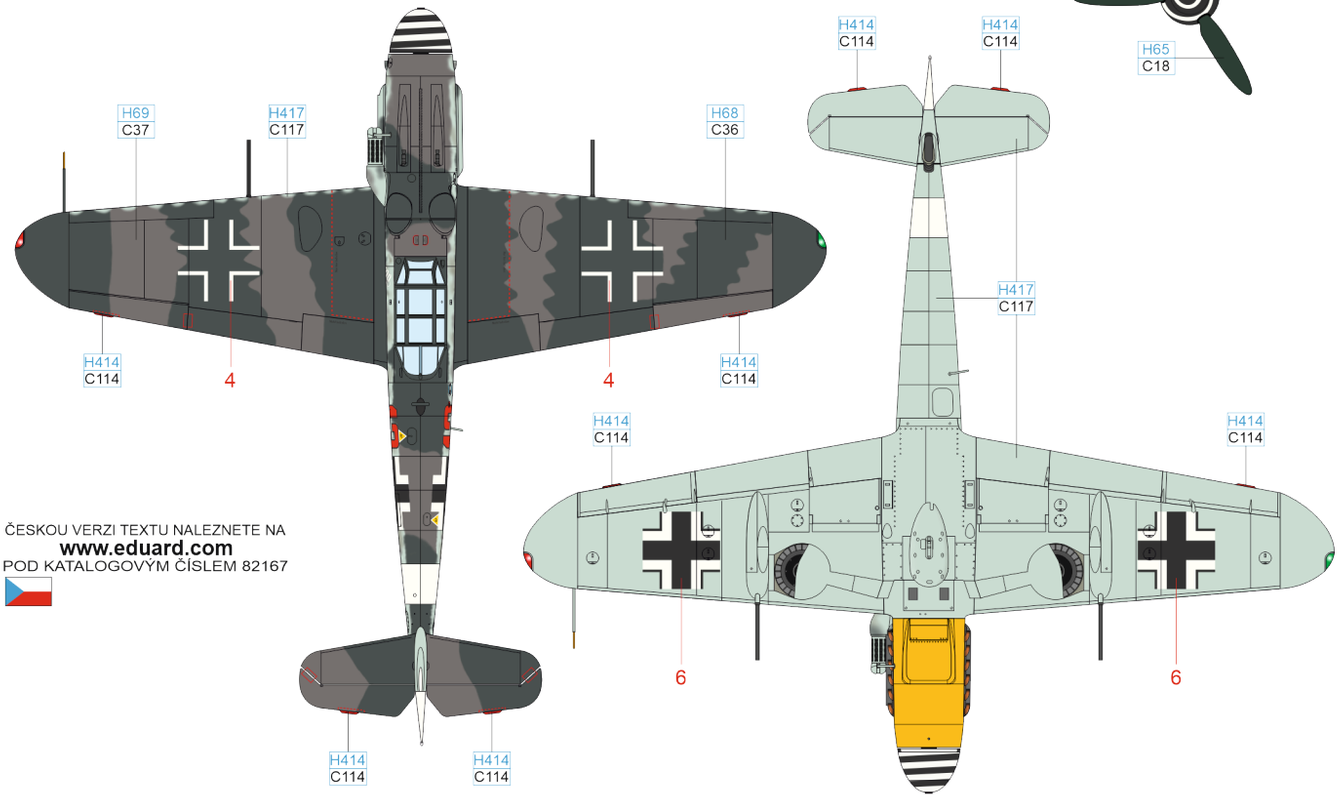
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RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	FLAT BLACK	H12 C33

C Bf 109G-6/R6/Trop, W.Nr. 27169, Fw. Heinrich Bartels, 11./JG 27, Kalamaki, Greece, November 1943

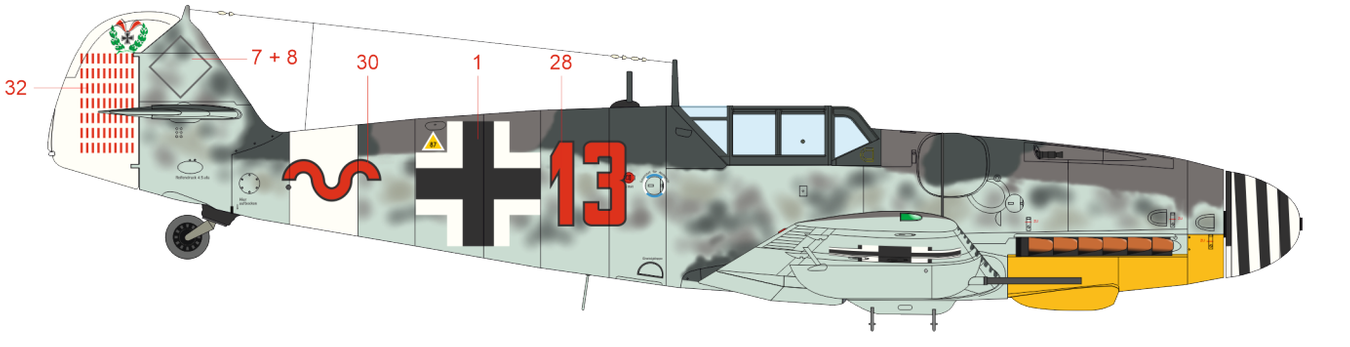
Austrian Heinrich Bartels was born on July 13, 1918, in Linz. He began his career as a fighter pilot over the English Channel, where, as a member of the Erg./JG 26, he shot down two Spitfires in August 1941. He then went on to the ranks of JG 5 in northern Europe, where he scored 47 victories against the Soviet air force. The remainder of his 99 victories came in the ranks of JG 27. Fateful to Bartels was an encounter with American fighters on December 23, 1944. He managed to shoot down one of the Thunderbolts, but he did not return to the base. The wreckage of his aircraft was not found until a quarter of a century later in January 1968. An unused parachute was found in the cockpit, which is now on display at the Deutsches Technikmuseum in Berlin. Bartels' Bf 109G-6 is shown as it was captured in photographs taken on the occasion of his 70th kill. The photographs can thus be dated to November 17, 1943. A total of 70 Abschussbalken (victory marks) are painted on the rudder along with the Knight's Cross, which Bartels had received a year earlier, on November 13, 1942. The sawtooth border of camouflage paint on the upper surface of the wing is typical of some of the aircraft produced at the Erla factory in 1943.







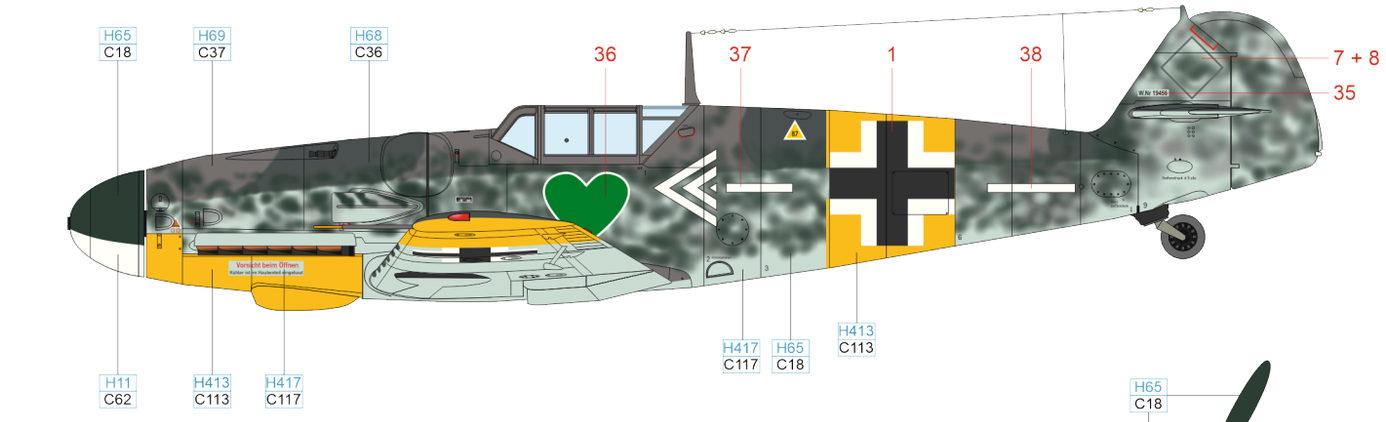
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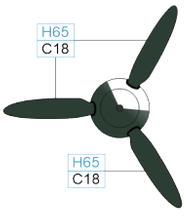


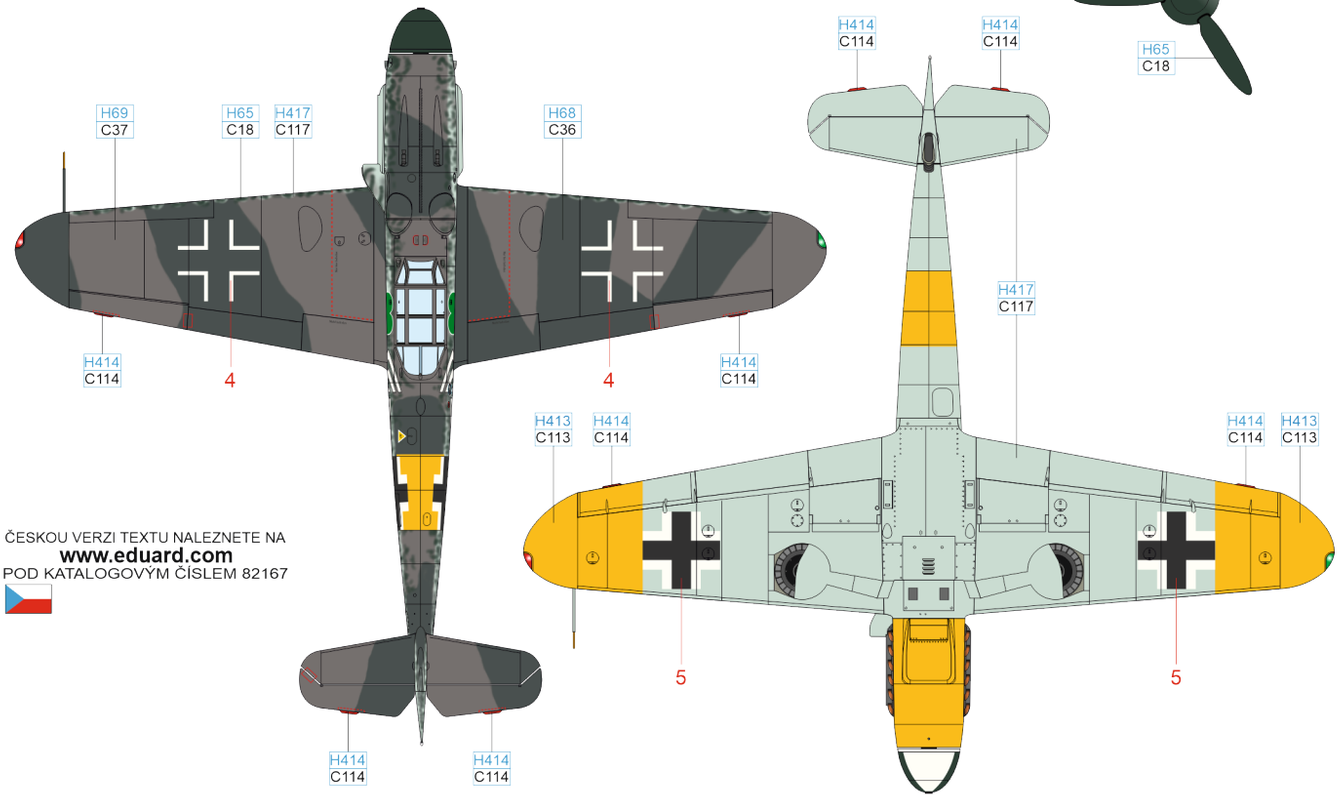
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RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 02	H70 C60	FLAT BLACK	H12 C33

D Bf 109G-6, W.Nr. 19456, Oberst. Hannes Trautloft, Stab General der Jagdflieger, the Soviet Union, August 1943

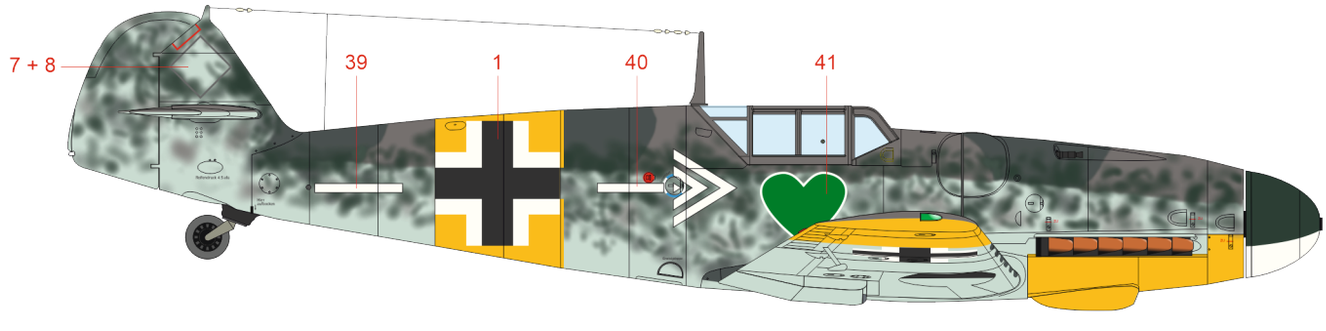
This aircraft was originally manufactured as Bf 109G-4 with factory code CL+OQ and was assigned to 6./JG 27 in the Mediterranean. After being severely damaged at Trapani on May 10, 1943, it was converted to the G-6 version during an overhaul and accepted by the Stab of General der Jagdflieger Adolf Galland. In the summer and autumn of 1943, the plane was used by Oberst Trautloft, the inspector for fighter units on the Eastern Front. The aircraft bore a markings that tied it to JG 54, the unit he was previously commanding. However, Günther Lützow, then inspector for fighter units in the West and MTO, was also photographed in its cockpit. Hannes Trautloft began his fighting career in the Spanish Civil War. There he flew the Bf 109 and was instrumental in developing the tactics for the deployment of this type. He also flew in the Polish campaign and the French campaign. During each conflict he scored at least one victory. On August 25, 1940, he became commander of the newly formed JG 54. Trautloft's overall record totals 58 victories, and he was able to pin the Knight's Cross on July 27, 1941. The aircraft bears the standard RLM 74/75/76 camouflage scheme, with splotches of what was probably RLM 70 green paint on the fuselage.







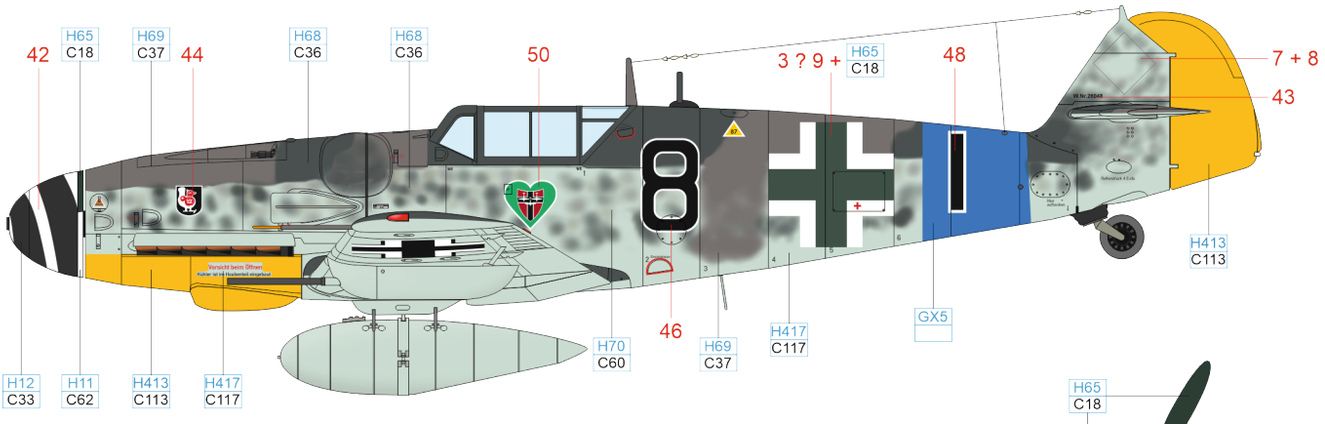
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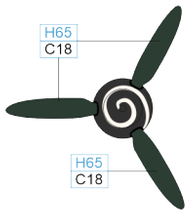


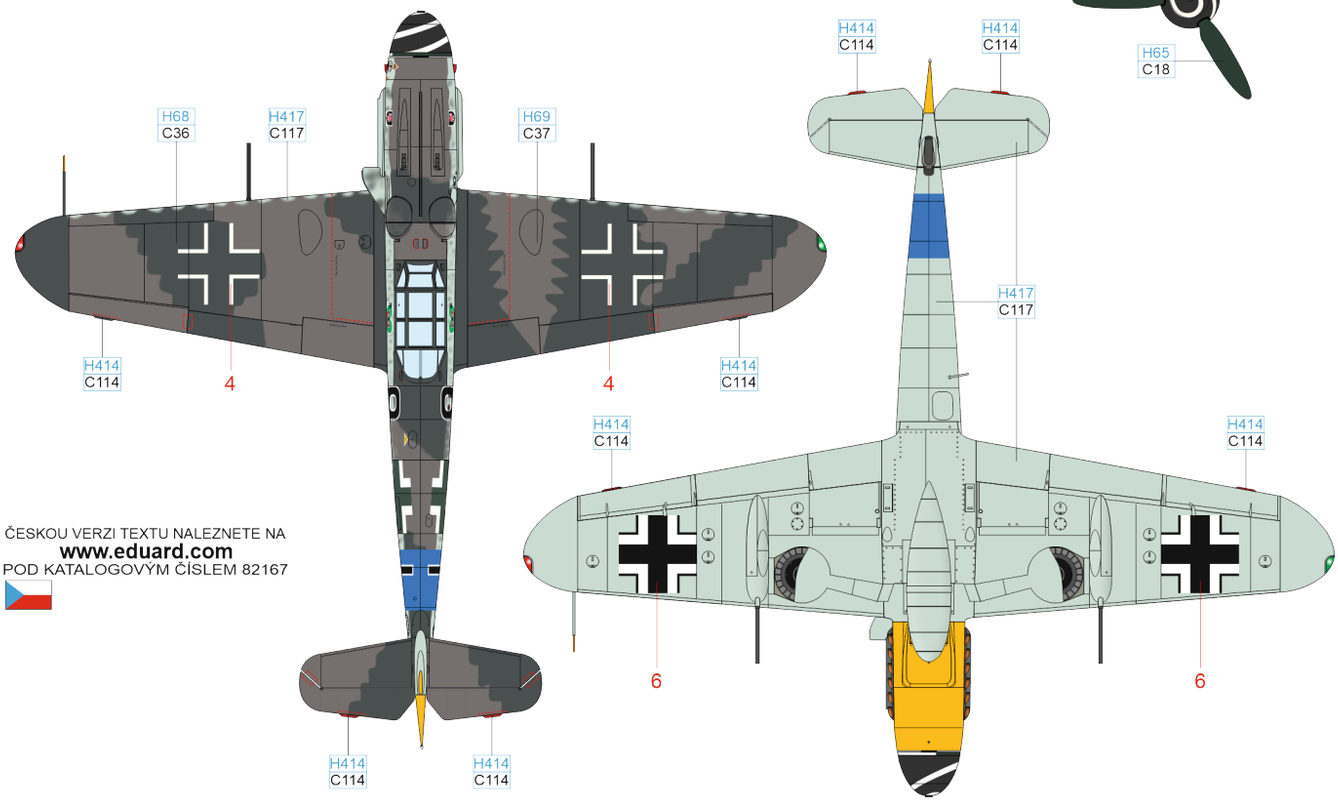
RLM 23	H414 C114	WHITE	H11 C62	RLM 70	H65 C18	RLM 04	H413 C113
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36		

E Bf 109G-6/R6, W.Nr. 26048, Oblt. Friedrich Brock, 8./JG 54, Ludwiglust, Germany, January 1944

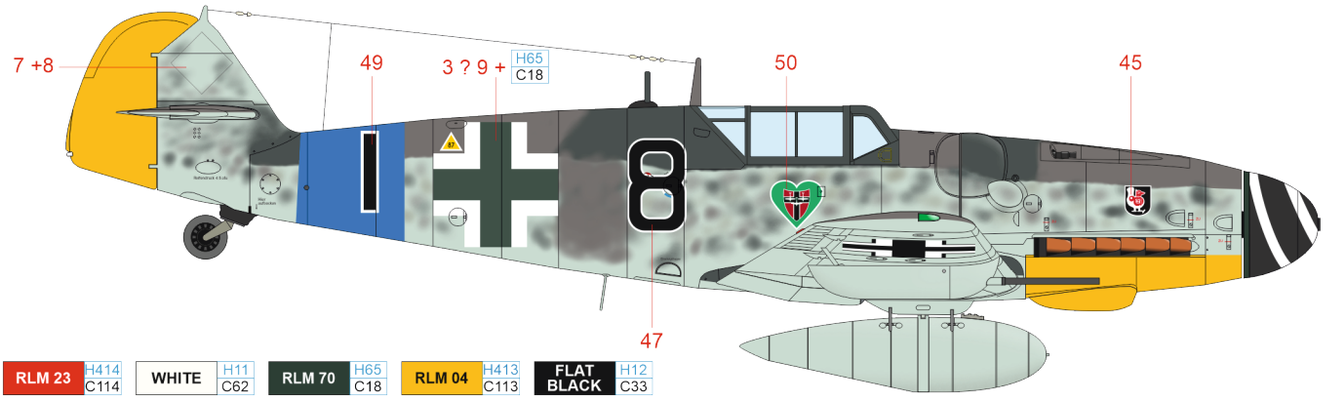
Friedrich Brock was born on May 6, 1916, in Perlach. In August 1939, he began his training at the Schule/Flieger-Ausbildungs-Regiment 23 in Kaufbeuren. In November 1940, he transferred to Flugzeugführerschule A/B 63 in Marienbad. In March 1942, he joined Jagdfliegervorschule 3 in Vienna-Schwechat. He completed his fighter pilot training on November 12, 1942, with Ergänzungs-Jagdgruppe Ost in France. His first combat unit became 8./JG 54 at Siverskaya Air Base on November 13, 1942. In January 1943, III./JG 54 was transferred to Oldenburg to defend northern Germany. There Brock achieved his first kill on June 13, 1943. He was shot down several times during fightings with American B-17s and was seriously wounded on April 8, 1944. His Black 8 machine bore all the identifying features of the period, i.e., the 8./JG 54 emblem on the nose, the III./JG 54 emblem under the cockpit, and a blue identification stripe on the rear. Flying this aircraft, Uffz. Günther Sahl was shot down and killed on April 9, 1944. After his recovery, Friedrich Brock became the operations officer of III./JG 54 (later renamed IV./JG 26) in October 1944 and did not intervene in combat anymore. In May 1945, he was captured and after his release in September 1945, he devoted himself to his profession as a dentist. He died on May 3, 1994, in Berlin.





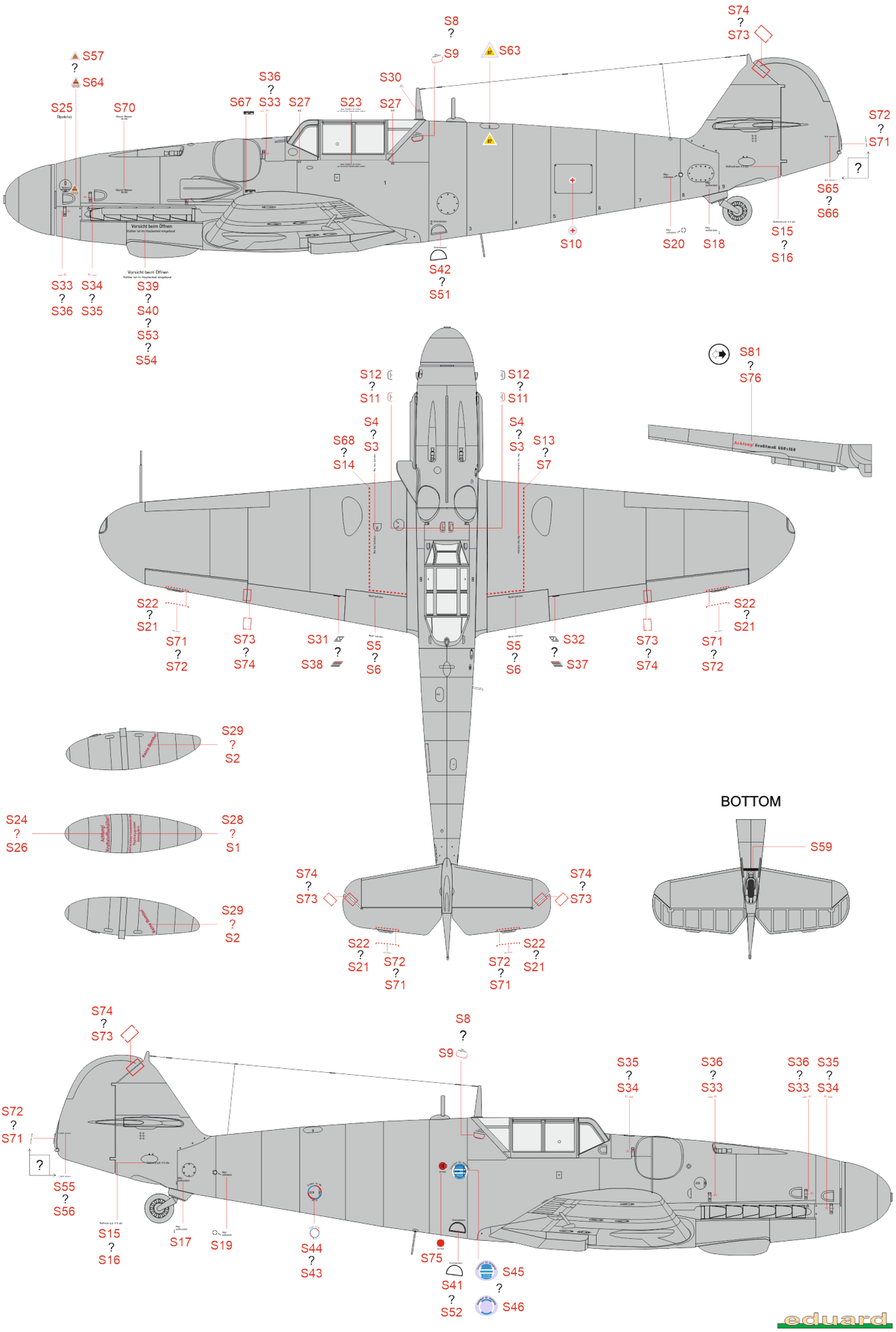


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RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 02	H70 C60	BLUE	GX5

Bf 109G-6 STENCILING POSITIONS



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