

Bf 109G-6/AS

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84169

No other aircraft of the German Luftwaffe is so intimately connected with its rise and fall in the course of the Second World War like the Messerschmitt Bf 109.

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 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, 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 extrapolated development DB 605, is umbilically connected to the success of the Bf 109. These two-row, twelve-cylinder inverted V engines powered several tens of thousands of 109s in over 25 versions and variants.

From Spanish War to the Barbarossa

The first combat use 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 practical: 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 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 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 '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 the development of the Bf 109 was depleted 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.

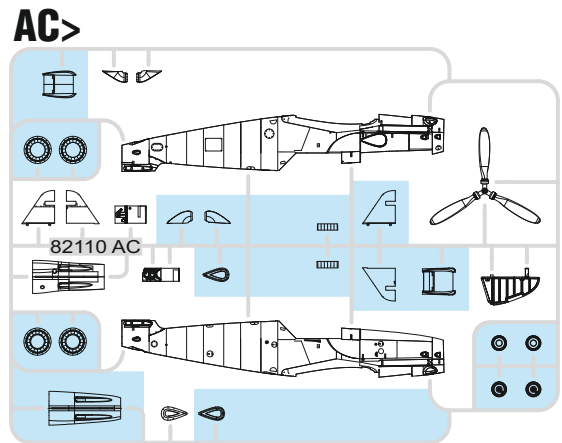
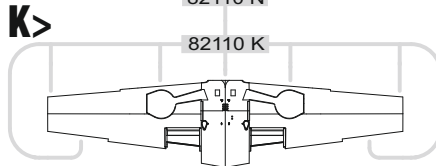
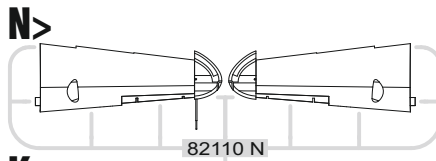
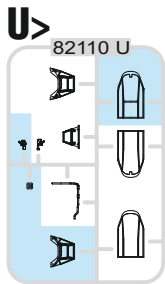
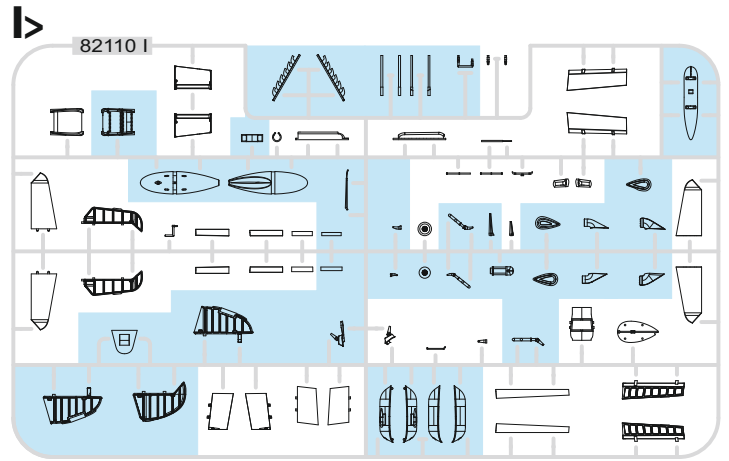
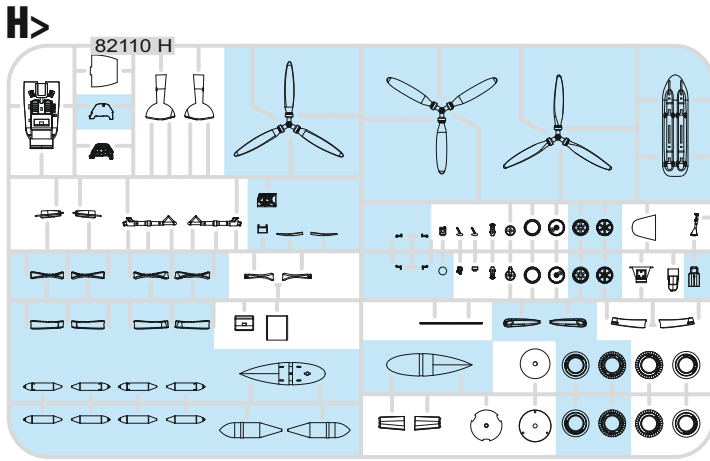
Postwar service

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 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.

The kit: Bf 109G-6/AS

Most numerous version of the Bf-109 was the 'G' series with many subvariants and modifications. The Bf 109G was developed through its production in several areas. Some of them sported the latest of the engine technology implemented with DB 605 engine. These new Bf 109Gs entered the combat missions early in 1944 and were powered with the DB 605AS power unit fitted with larger supercharger from DB 603 engine for improved high-altitude performance, or with the DB 605AM sporting MW-50 water injection for improved low or medium altitude performance. The variants of the Bf-109Gs were marked subsequently, so the Bf-109G-6/AS was a high altitude fighter variant. The installation of the larger supercharger necessitated the modification of the shape of the engine cover of standard Bf 109G-6 and some other minor changes.

PLASTIC PARTS



GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H78	C38		OLIVE GREEN
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER
Mr.COLOR GX		METALLICS	
GX05			SUSIE BLUE

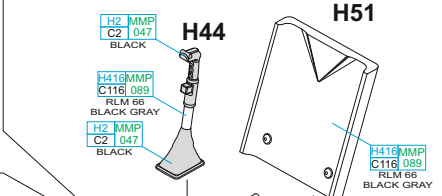
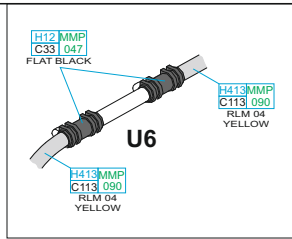
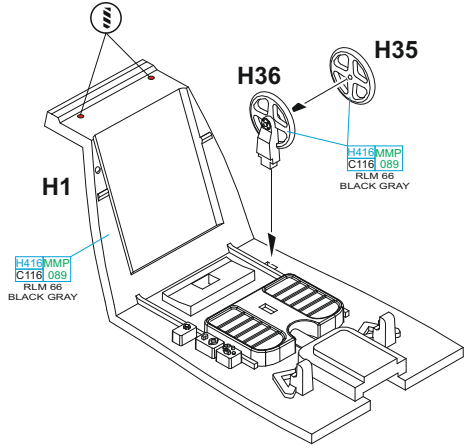
ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION

- (GB)** 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.
- (CZ)** 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.
- (D)** Vor dem Zusammenbau die Bauanleitung gut durchlesen. Kleber und Farben nicht in der Nähe von offenem Feuer verwenden und für eine ausreichende Belüftung sorgen. Den Bausatz von kleinen Kindern fernhalten. Vermeiden Sie, dass Kinder Bauteile in den Mund nehmen oder sich Plastiktüten über den Kopf ziehen.
- (F)** Lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.

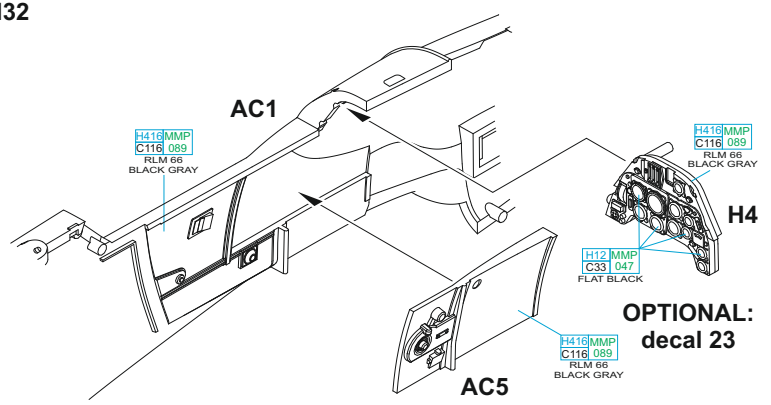
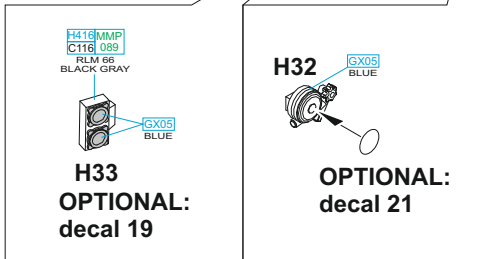
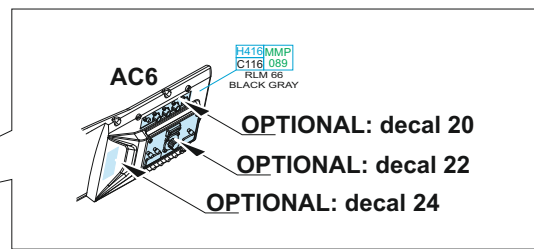
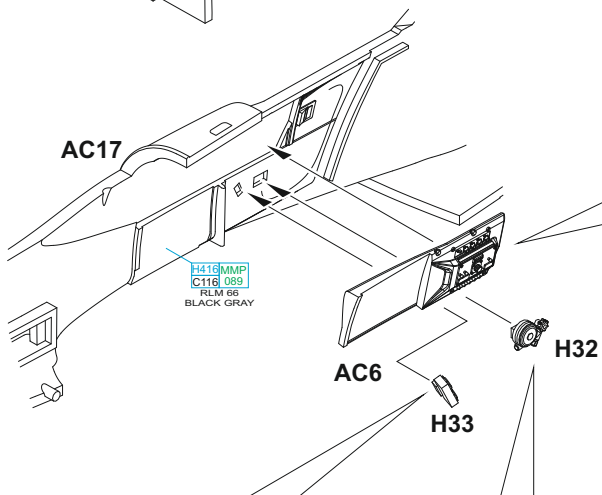
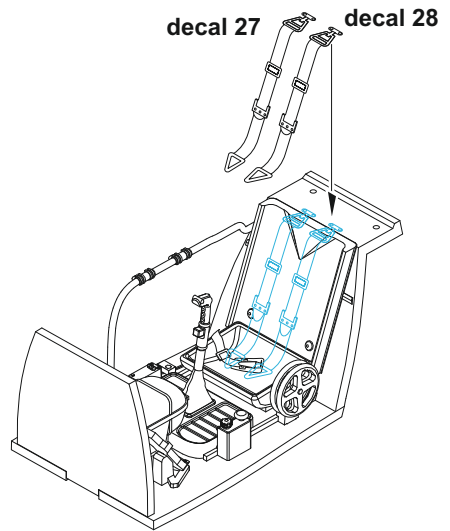
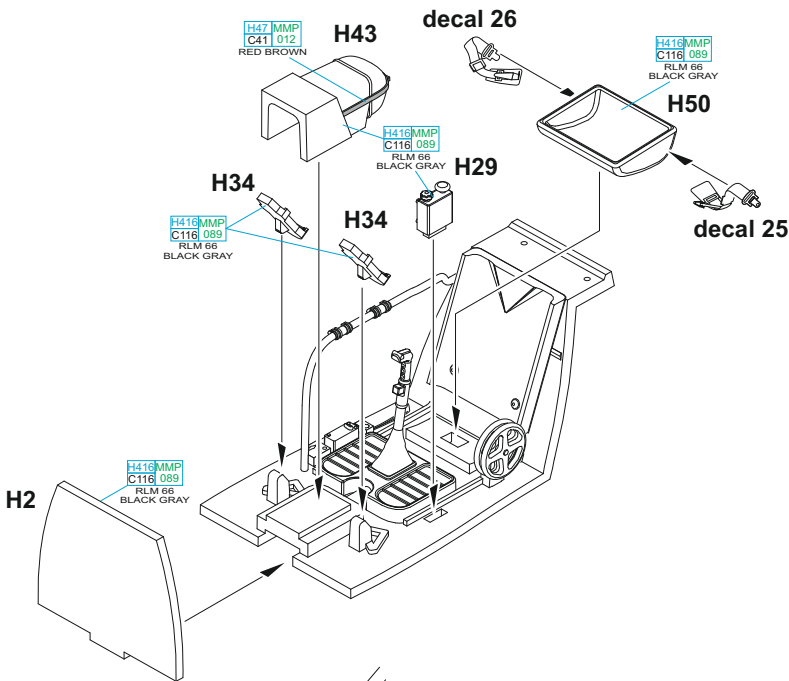
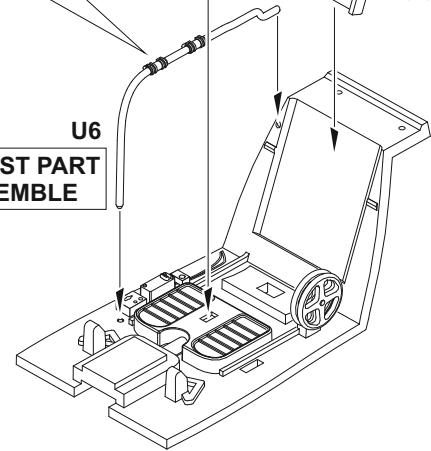
INSTRUCTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES

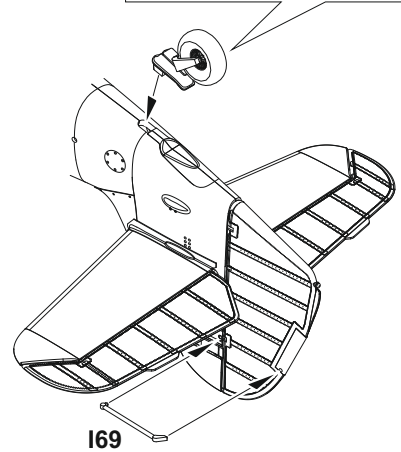
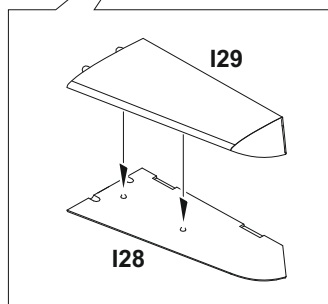
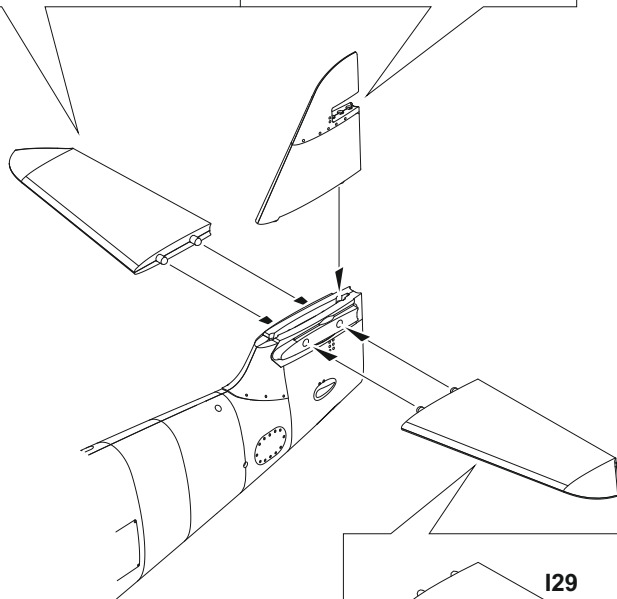
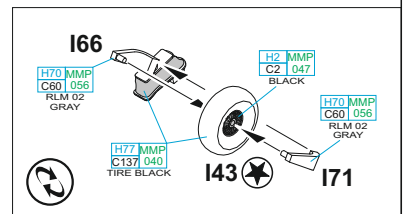
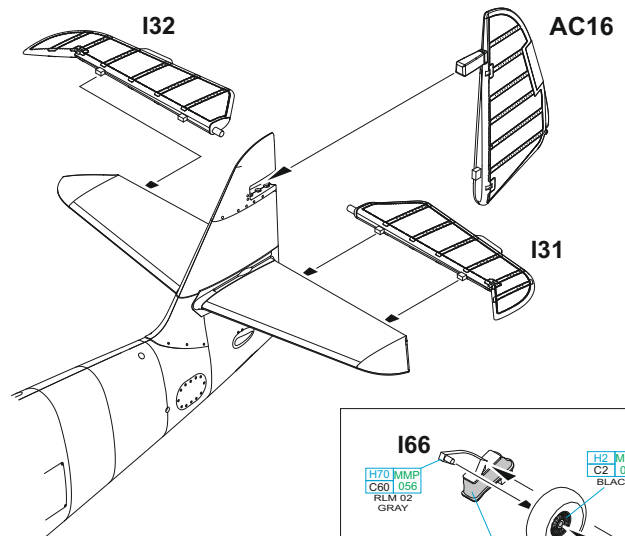
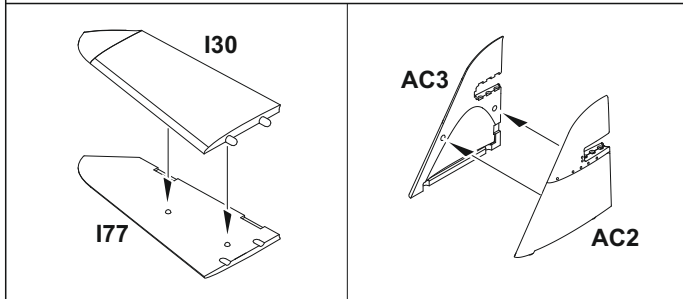
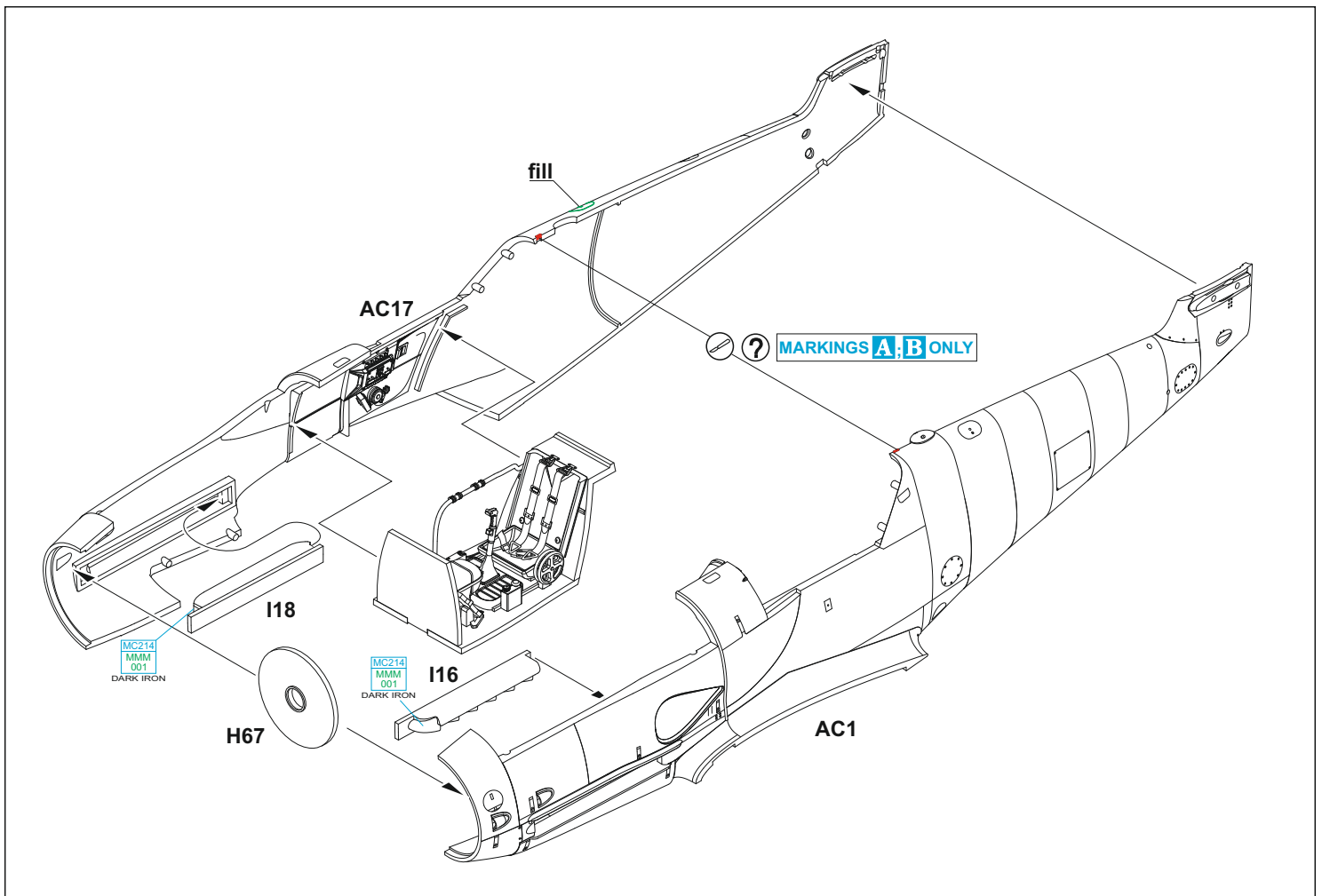
- (?)** OPTIONAL VOLBA
- (↶)** BEND OHNOUT
- (☎)** SAND BROUSIT
- (⊘)** OPEN HOLE VYVRTAT OTVOR
- (↔)** SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ
- (✂)** REMOVE ODŘÍZNOUT
- (↺)** REVERSE SIDE OTOČIT
- (★)** APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

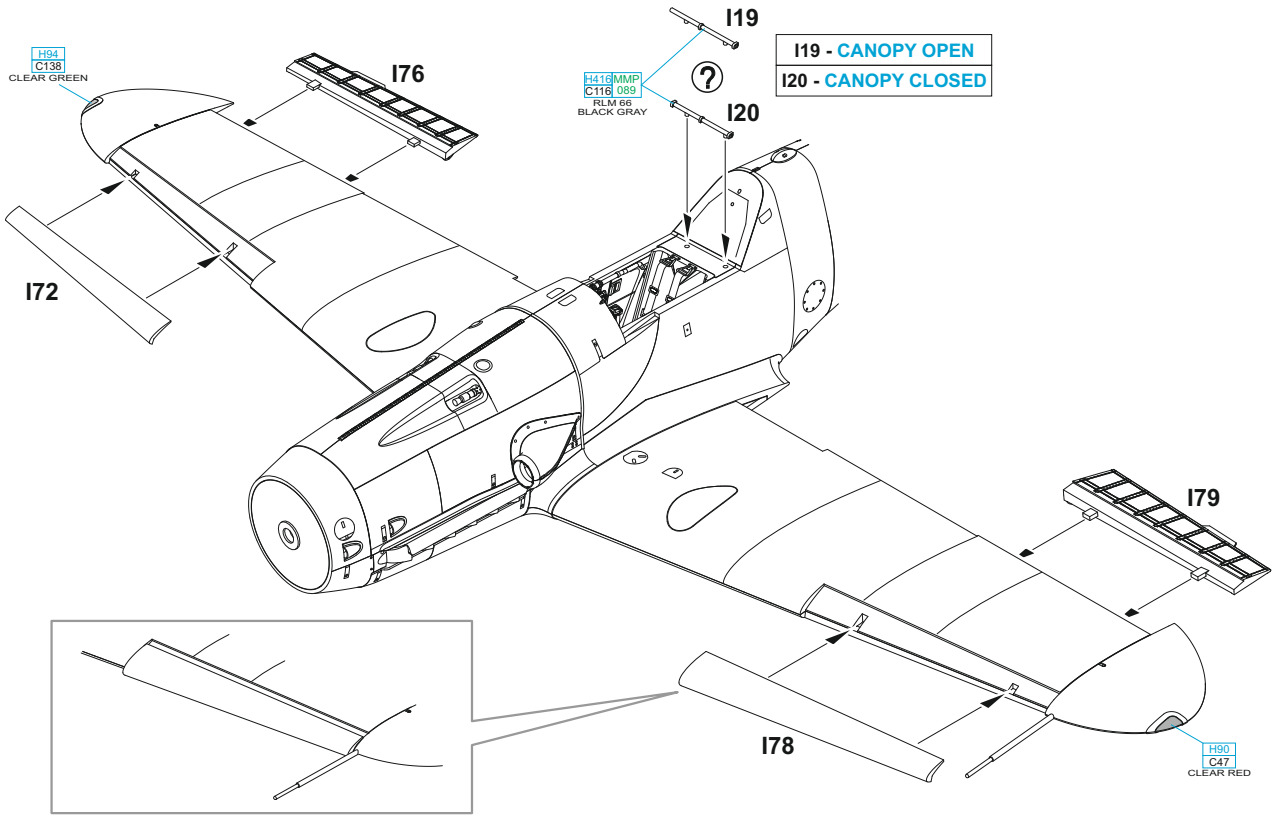
∅ - 0,2 mm



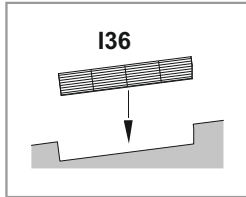
THE LATEST PART TO ASSEMBLE



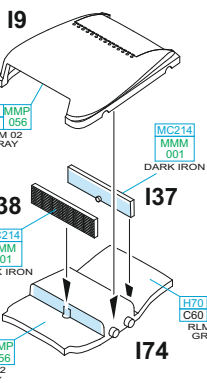
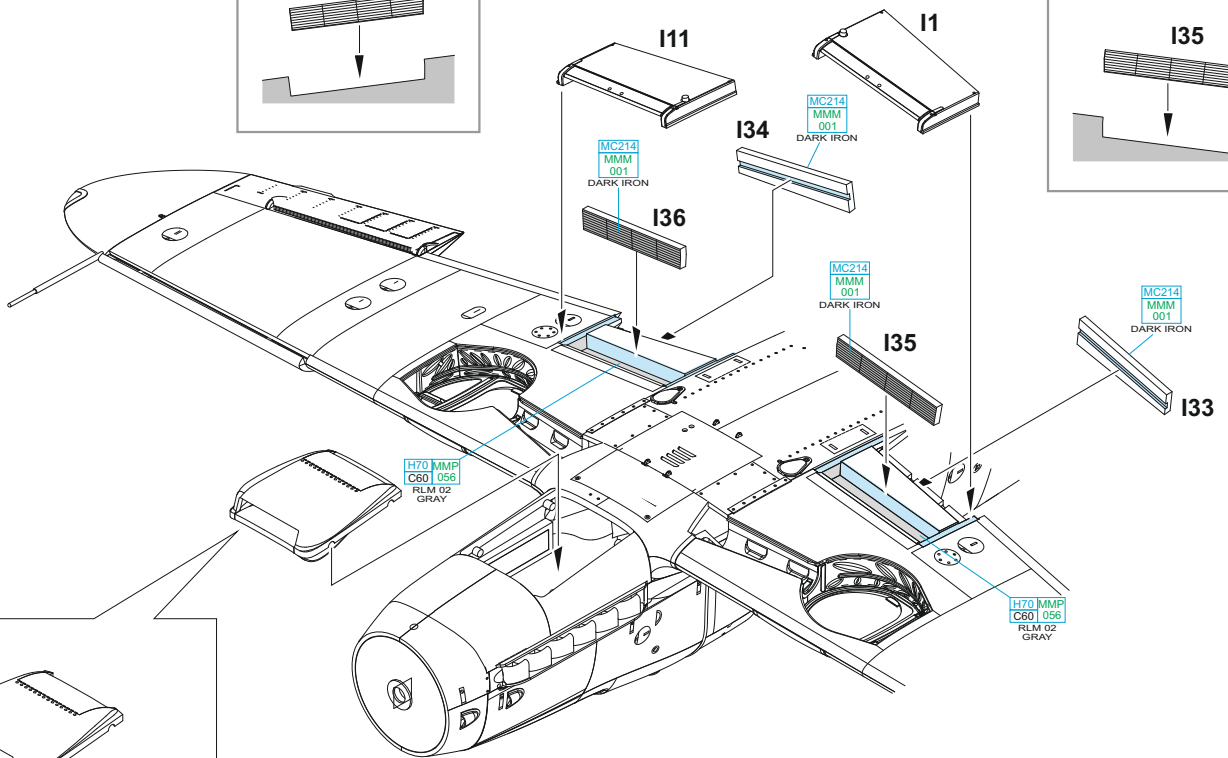
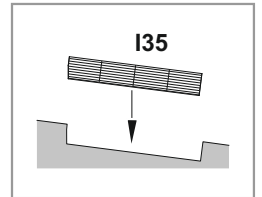




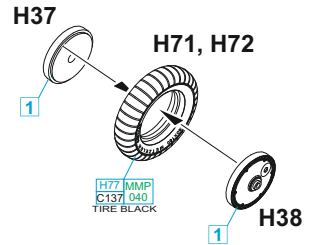
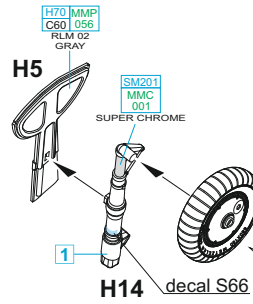
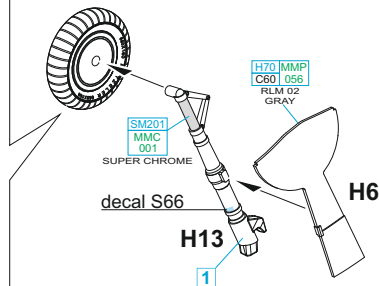
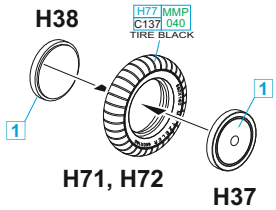
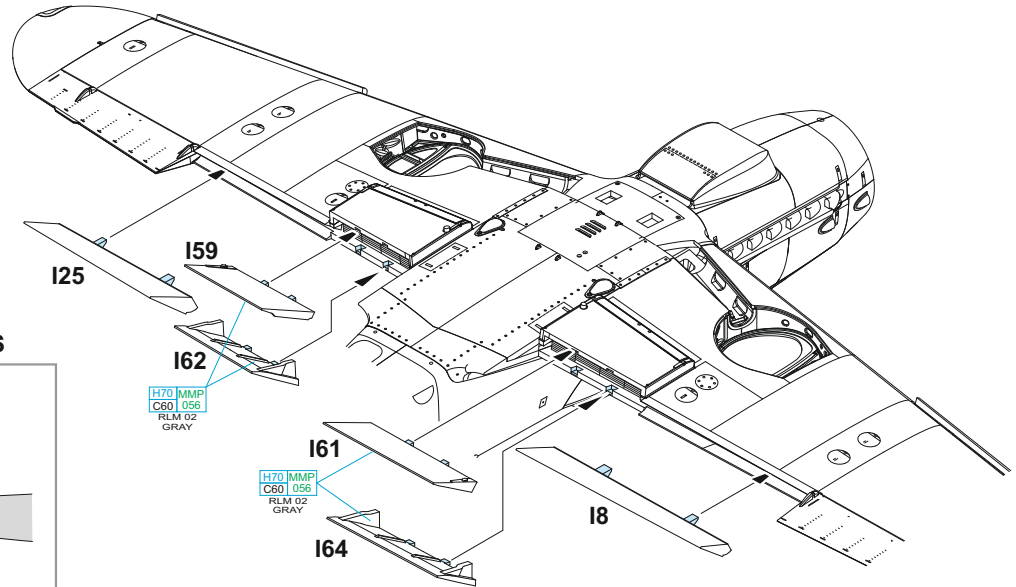
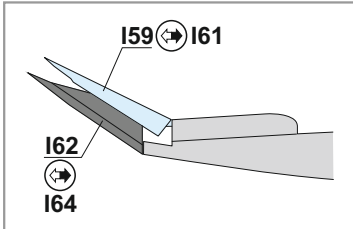
FRONT VIEW



FRONT VIEW

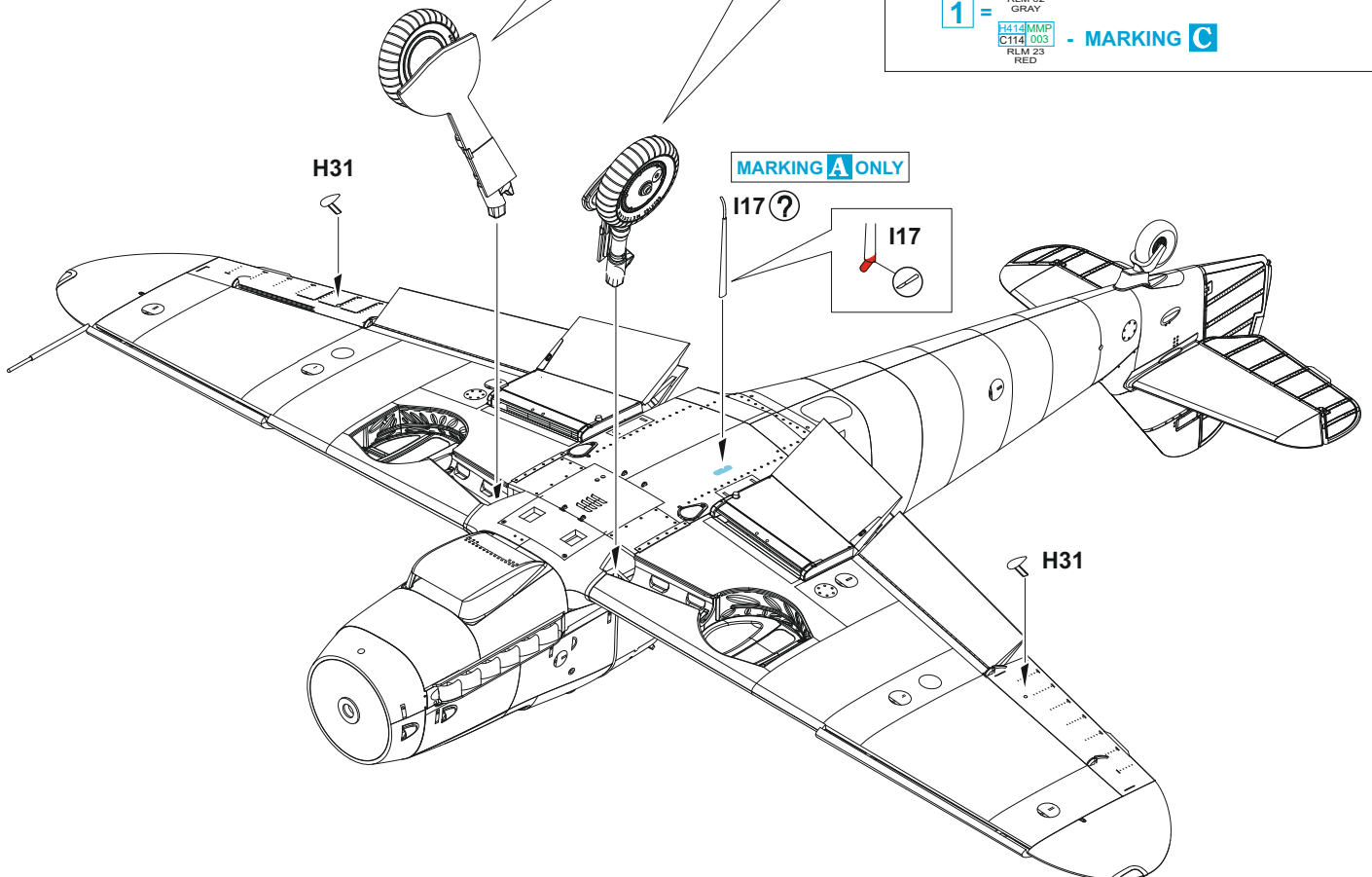


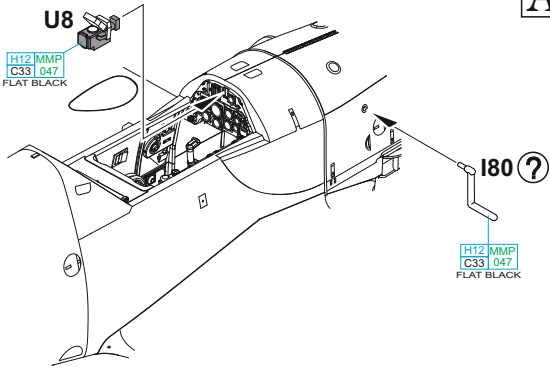
CORRECT POSITION OF RADIATOR FLAPS



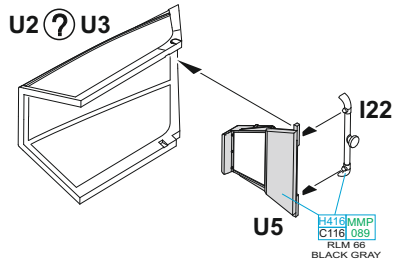
UNDERCARRIAGE LEGS AND WHEEL DISCS

- 1** = H70 MMP C60 056 RLM 02 GRAY - MARKINGS **A;B;D;E**
- H414 MMP C114 003 RLM 23 RED - MARKING **C**





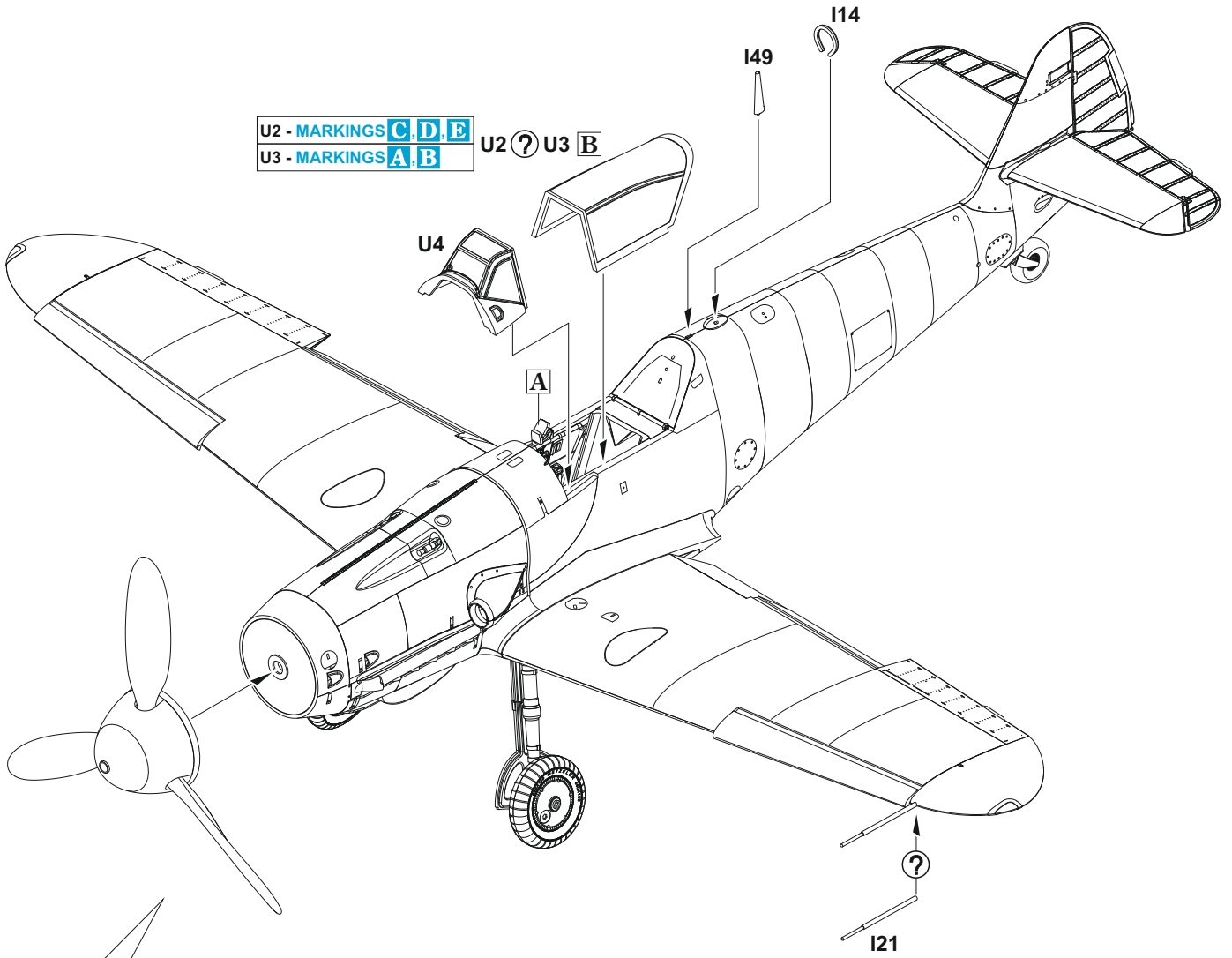
A B



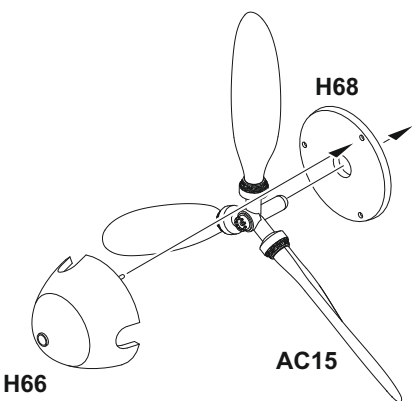
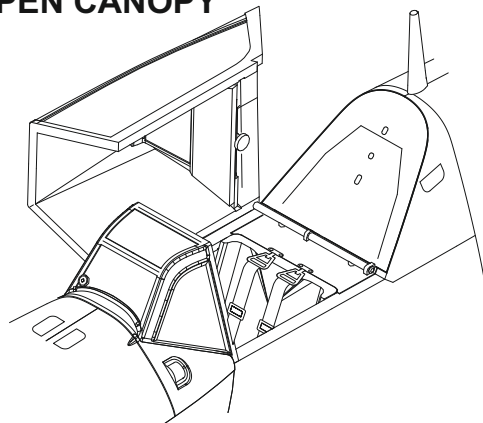
I22, U5 - MARKINGS **A, B, D, E** ONLY

U2 - MARKINGS **C, D, E**
 U3 - MARKINGS **A, B**

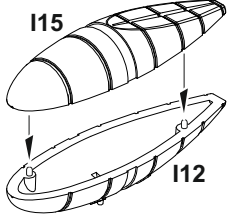
U2 ? U3 **B**



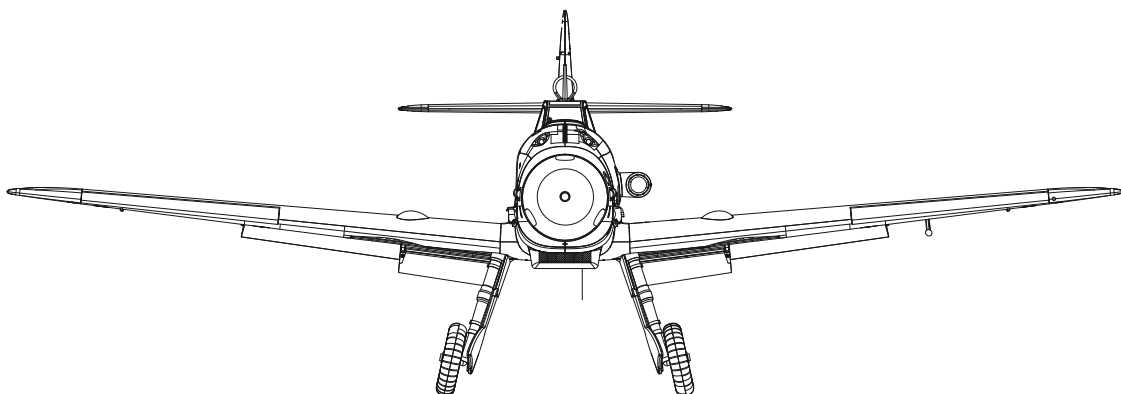
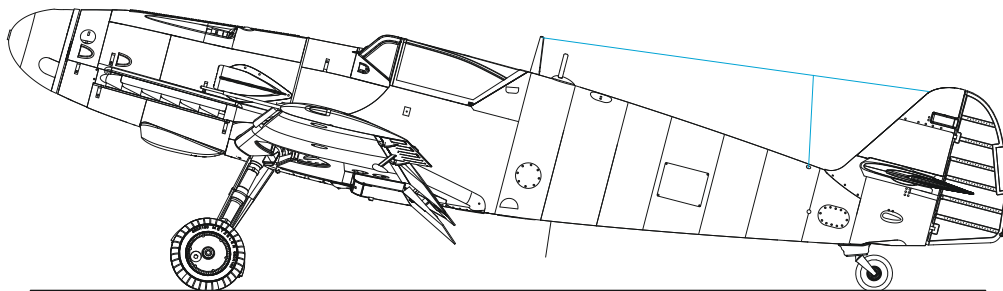
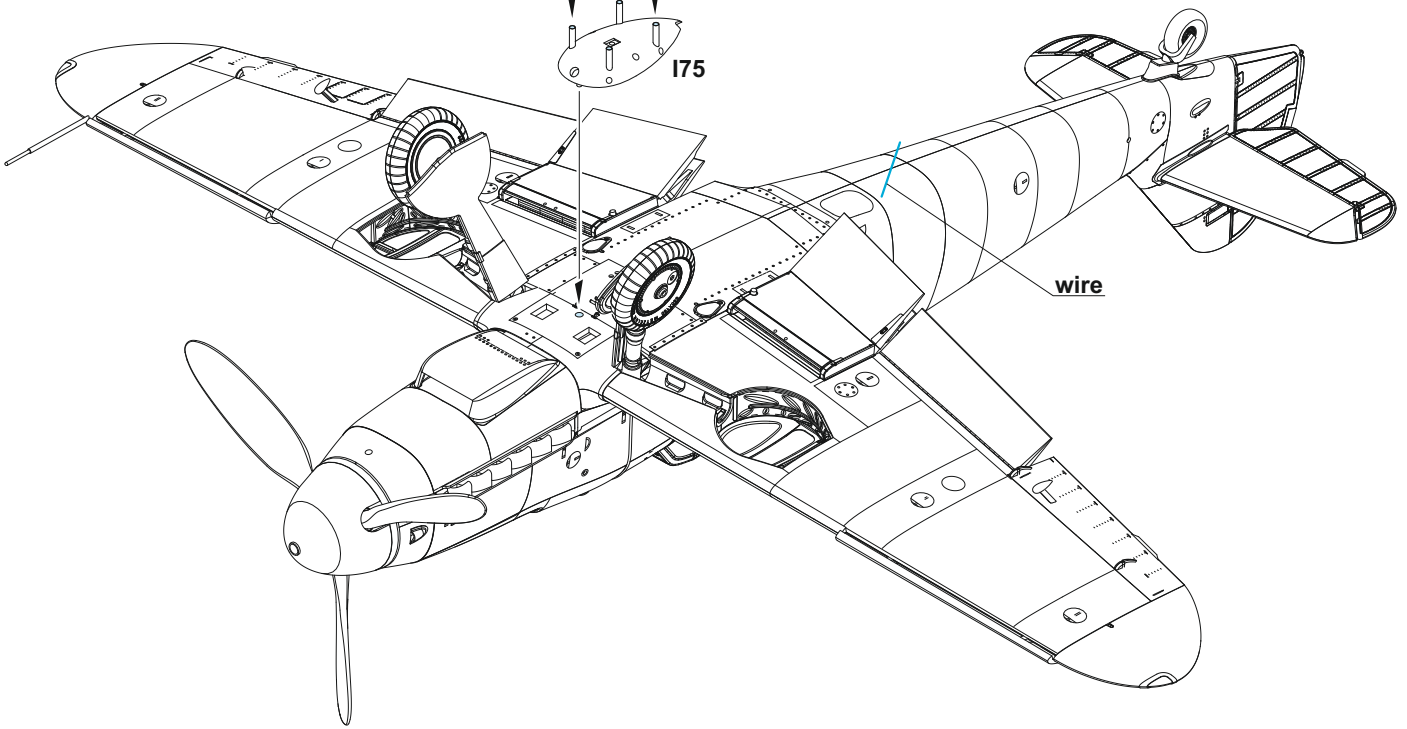
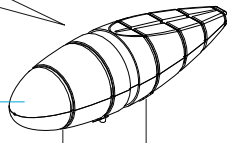
OPEN CANOPY



MARKINGS A, C ONLY

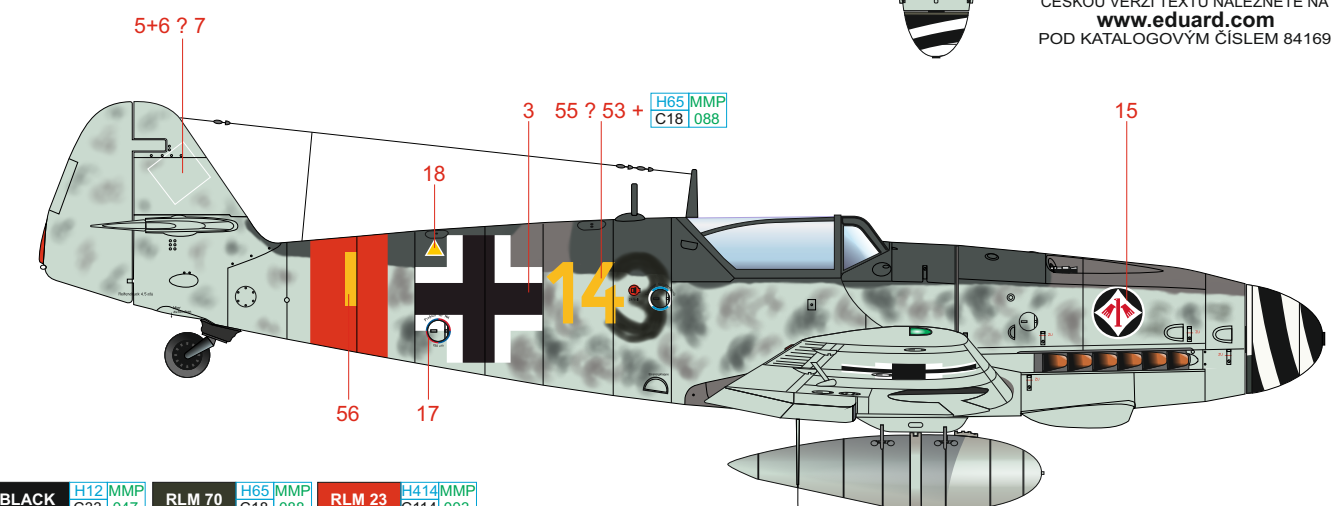
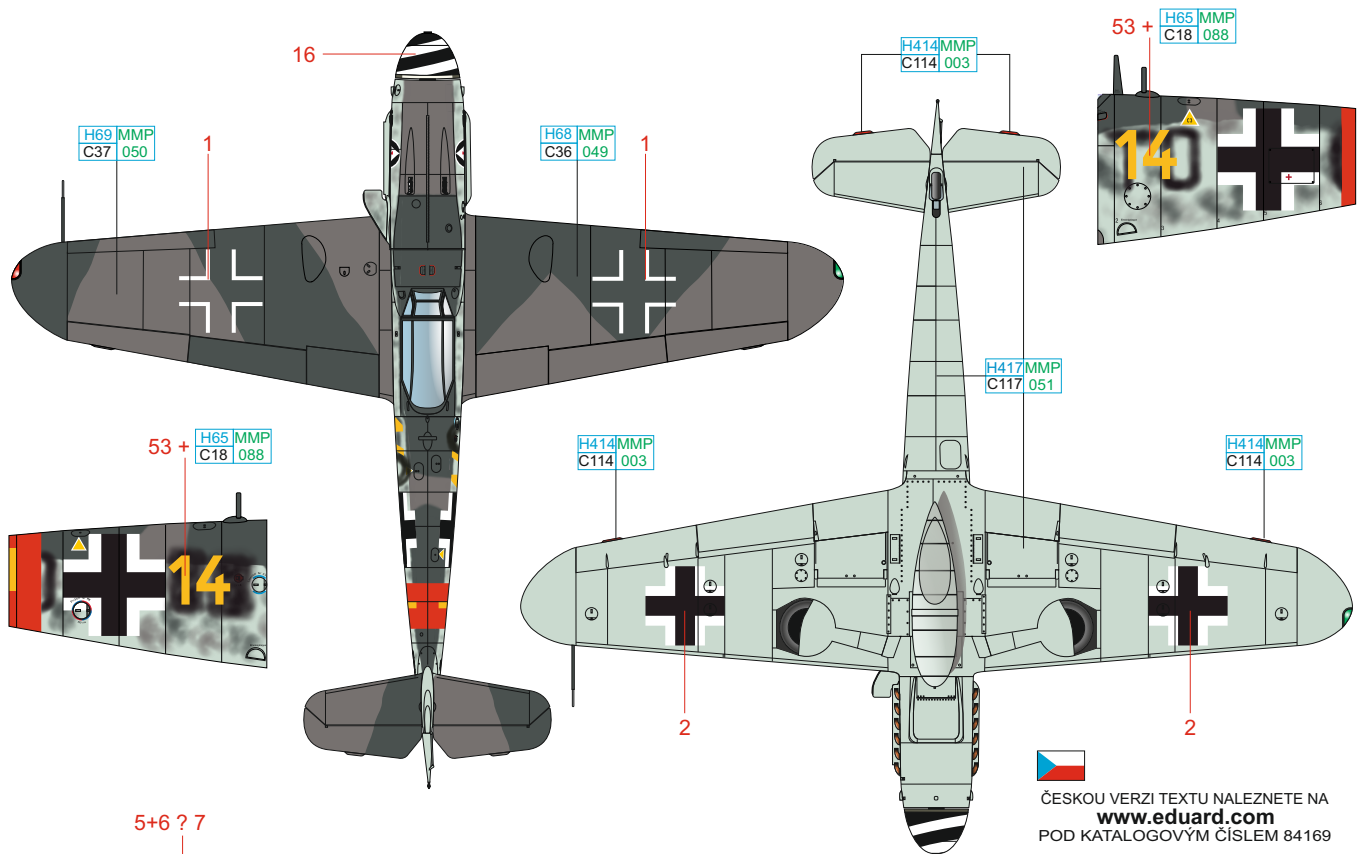
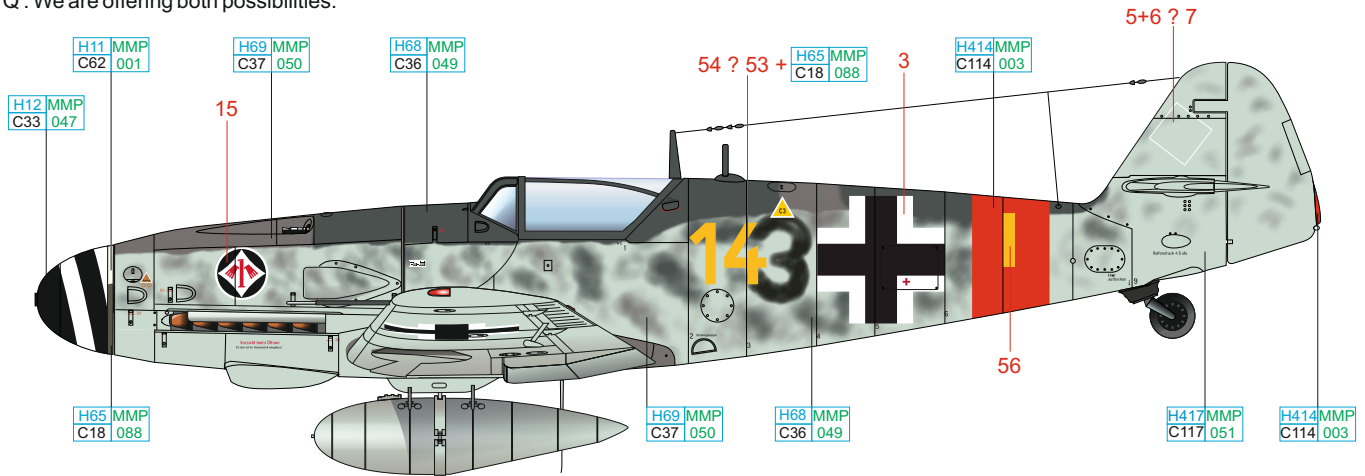


H417 MMP
C117 051
FLM 76
LIGHT BLUE



A 9./JG 1, Paderborn, Germany, May 1944

The Bf 109G-6/AS was developed to intercept enemy aircraft at higher altitudes. This accounts for the camouflage paint consisting of just RLM 76. At unit level, these aircraft often received additional coats of then standard colours consisting of RLM 74 and RLM 75 over the side and upper surfaces. The JG 1 unit emblem was applied to the nose, and this was a winged numeral '1' inside of a square, rotated to sit on one of its corners. On period photographs of Yellow '14', the red fuselage band is clearly visible, signifying the fact that this aircraft served within the Defense of the Reich system. The vertical bar located within it was a designator for III. Gruppe planes, and was always rendered in the Staffel colour. This was, in the case of the 9. Staffel, yellow. Some sources conclude that the fuselage code of Yellow '14' covered the earlier applied numeral '3', while others suggest that the covered designation was either the factory applied 'TO' or 'TQ'. We are offering both possibilities.

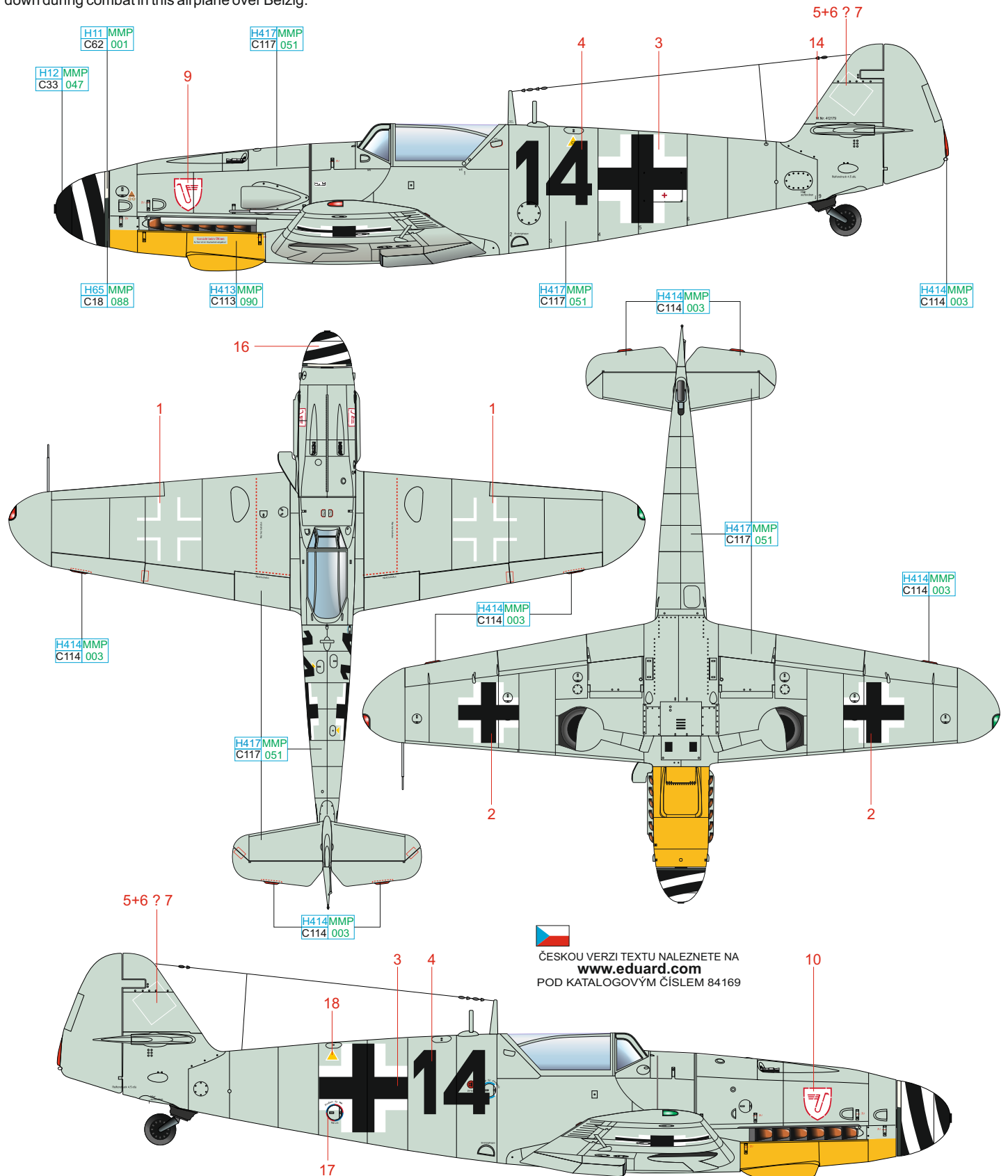


BLACK	H12 MMP C33 047	RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
		WHITE	H11 MMP C62 001		

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POD KATALOGOVÝM ČÍSLEM 84169

B WNr. 412179, flown by Uffz. Horst Petzschler, 2./JG 3, Burg near Magdeburg, Germany, May 1944

Horst Petzschler was born in Berlin on September 1st, 1921 and joined the Luftwaffe on April 1st, 1941. After undergoing fighter pilot training, he was assigned to JG 51 on August 23rd, 1943, and it was there he would gain his first three kills. On April 13th, 1944, he was transferred to 2./JG 3 which was a component of the Defence of the Reich structure, but by June 1944, he would return to JG 51 on the Eastern Front. On May 4th, 1945, III./JG 51 was relocated to Schleswig-Holstein from eastern Prussia. Horst Petzschler did not reach that location due to a navigation error and landed at Bulltofta in Sweden, where he was interned and in January 1946, the Swedes handed him over to the Soviets. He was released from captivity on September 22nd, 1949. On his return, he worked for the Berlin Police Department and in 1953, he emigrated to Canada and then the United States, where he worked in the aviation industry. He retired in 1988. Over the course of the Second World War, he downed 26 enemy aircraft. During his service with 2./JG 3, Uffz. Petzschler flew an aircraft coded Balck '14'. The aircraft was painted RLM 76 overall at the plant and carried the JG 3 insignia on the nose. On May 30th, 1944, Fw. Otto Bülsow was shot down during combat in this airplane over Belzig.

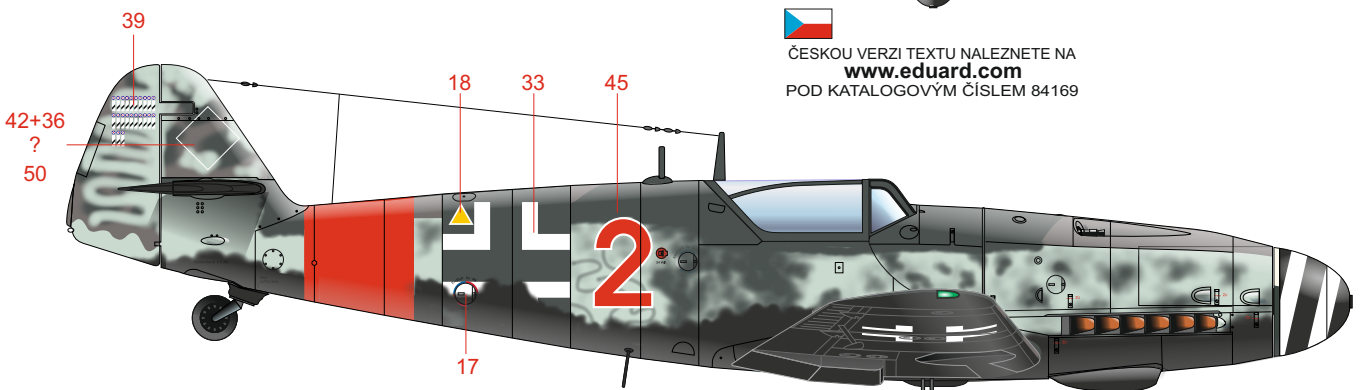
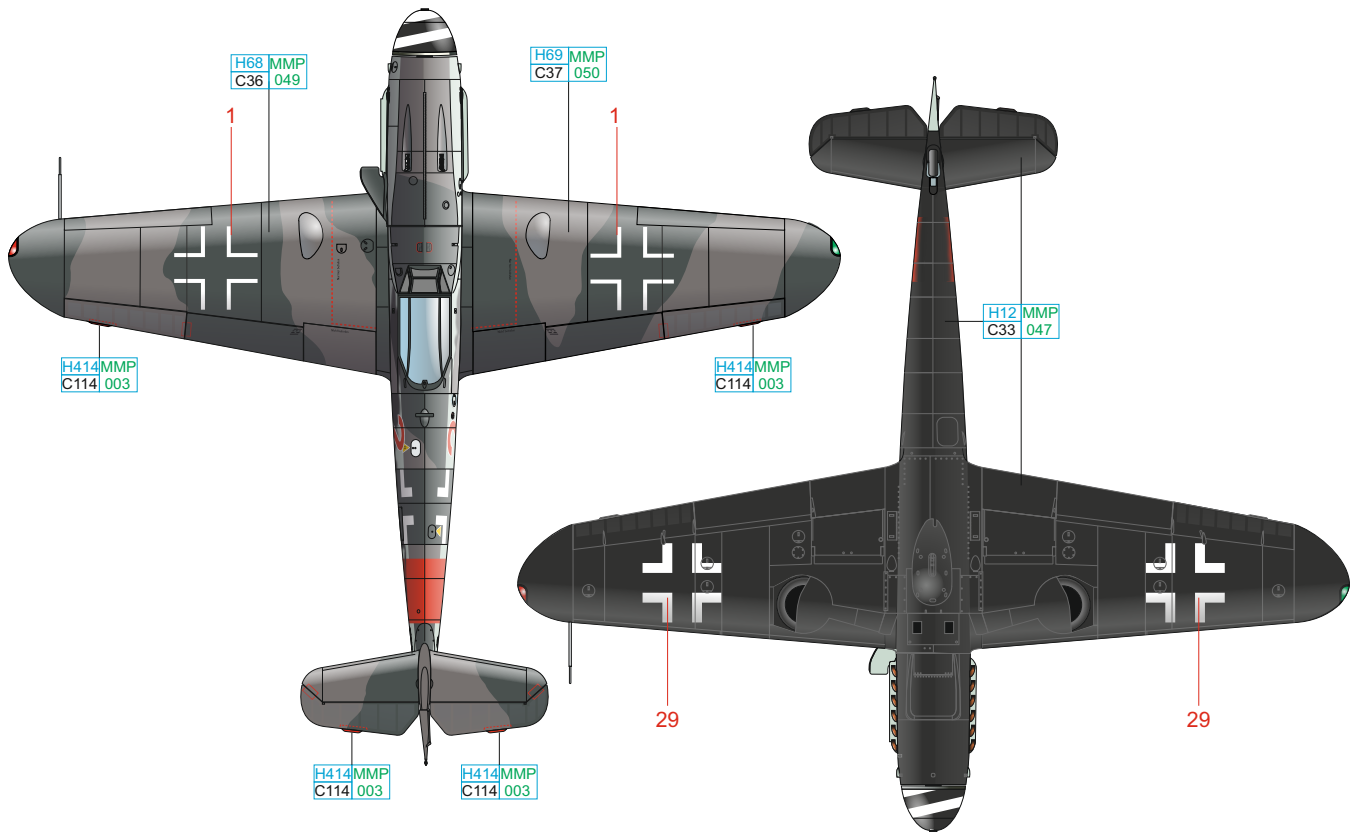
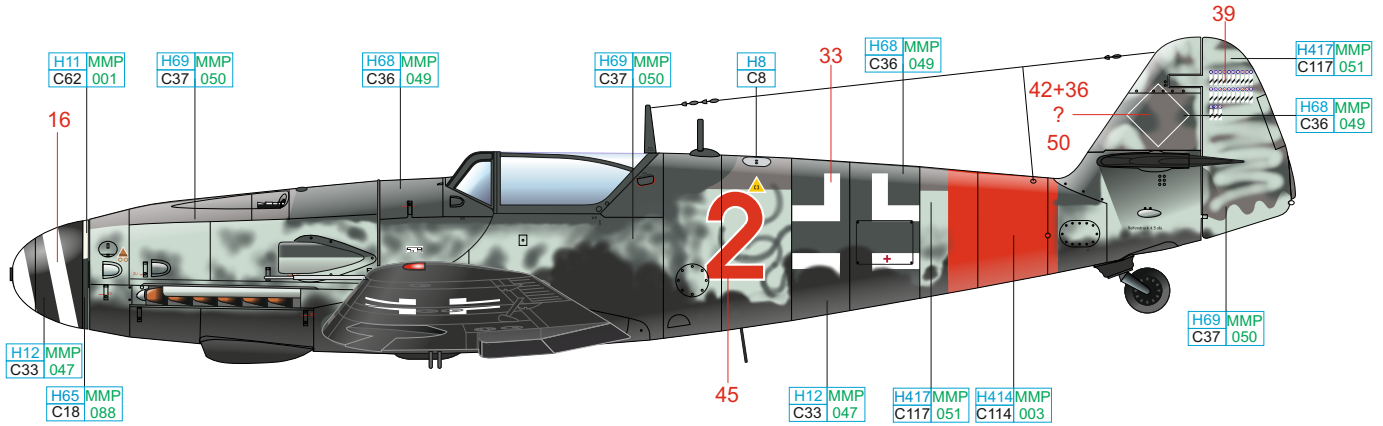


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RLM 04	H413 MMP C113 090	RLM 23	H414 MMP C114 003	WHITE	H11 MMP C62 001
RLM 76	H417 MMP C117 051	RLM 70	H65 MMP C18 088	BLACK	H12 MMP C33 047

C flown by Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944

The future Knight's Cross recipient, the ace with 30 night victories over the enemy aircraft, was born on December 4th, 1912 in Sulzbach in Saarland. In 1934 he completed his pilot training and got the job with Lufthansa. After the outbreak of World War Two he was ordered to the Luftwaffe. Initially he was flying as a transport pilot, later as an instrument flying instructor. In December 1942 he was assigned to KG 50 operating He 177 aircraft, in the summer of the following year he responded to Hajo Hermann call and requested the reassignment to JG 300 famous for its Wilde Sau (single-engine fighter night interception deployment) tactics. While serving with this unit he was credited with 19 kills and in January 1944 he was ordered to Form 1./NJGr. 10. In August 1944 he was promoted to command 1./NJG 11 and lead this unit until the end of World War II. He passed away on November 2nd, 1987. The lower and partially side surfaces were painted black for the better night camouflage. The red stripe surrounding the rear fuselage indicated the original owner of this aircraft within Reich Defense, JG 300. The pilot's "score" was painted on the both sides of the rudder in the form of the 23 stripes with the enemy nationality and date of the victory.

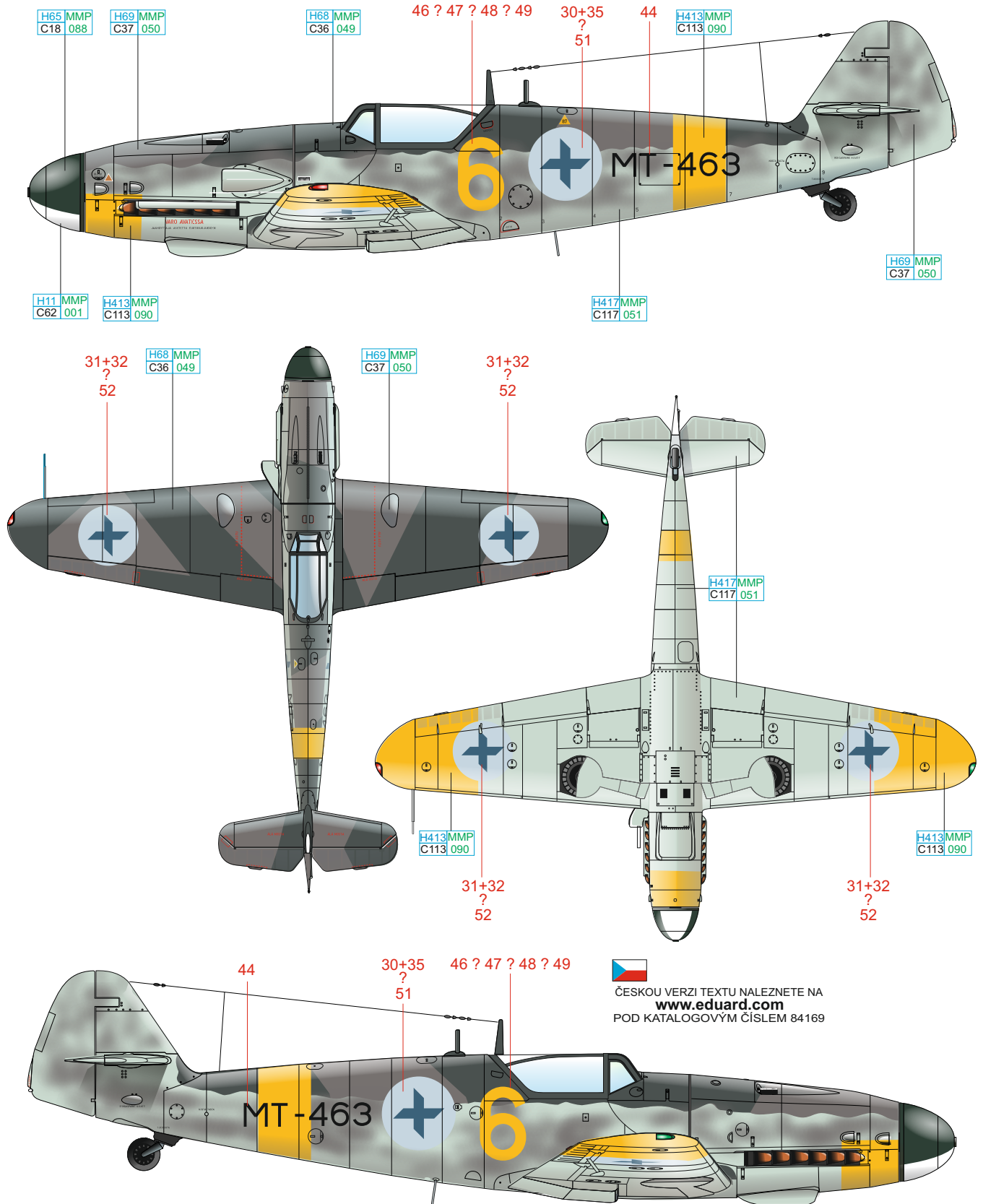


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RLM 23	H414 MMP C114 003	WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047
RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050	RLM 74	H68 MMP C36 049
			RLM 70	H65 MMP C18 088	SILVER
					H8 C8

D MT-463, flown by ylikersanti (Staff Sergeant) Tapio Järvi, 2/HLeLv 24, Lappeenranta, Finland, July/August 1944

Among the deliveries of Bf 109G-2 and G-6 fighters to Germany's ally Finland were two G-6/AS version aircraft. In the Finnish Air Force, these were coded MT-463 and MT-471. MT-463 was delivered on June 28th, 1944 and was assigned to HLeLv 24, where it was flown by, among other pilots, ylikersanti Järvi, who used to down two of his total 27 kills. A further five kills in this aircraft were claimed by another four pilots. The Bf 109G-6/AS did not represent any major advantage for the Finnish Air Force, because the majority of air combat with the Soviets took place at altitudes below 3,000m. The DB 605AS, which powered the type, was designed to offer advantages at high altitudes. The camouflage scheme of this aircraft consisted of sprayed RLM 74/75/76 with the blue swastikas on white discs on the fuselage and wing positions. The code MT-463 appeared on the fuselage ahead of the tail surfaces. The yellow number of the aircraft within the unit was applied between the fuselage code and the cockpit. There are no available photographs of this aircraft during its combat career with HLeLv 24, but from other period photographs of other such aircraft, the list of aircraft numbers for this specific plane has been reduced to 2, 4 or 6.

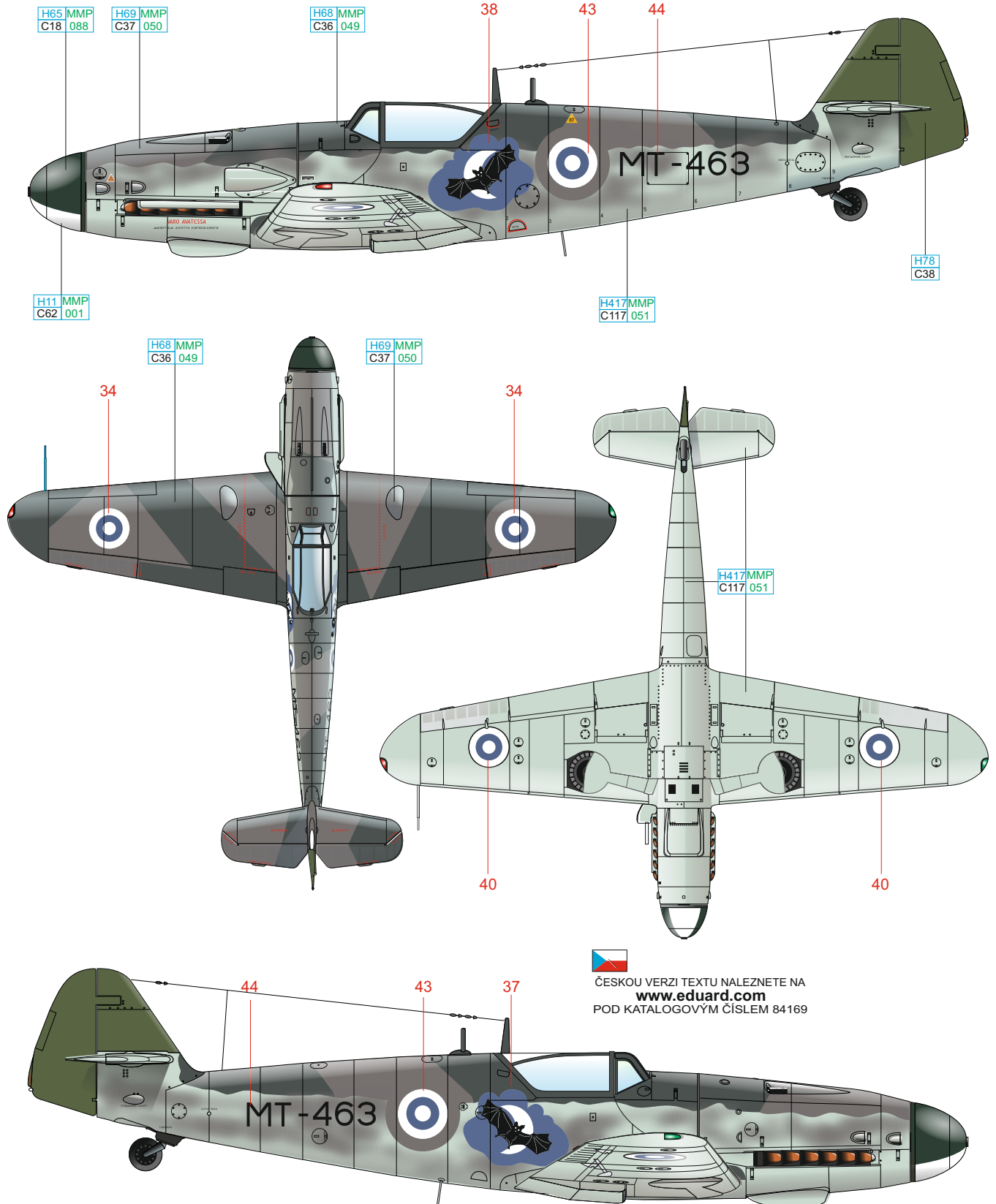


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RLM 04	H413 MMP C113 090	RLM 70	H65 MMP C18 088
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049
		RLM 75	H69 MMP C37 050
		WHITE	H11 MMP C62 001

E MT-463, HLeLv 31, Utti, Finland, Summer 1948

The end of the fights with the Soviet Union brought a ceasefire from September 5th, 1944. One of the conditions of the ceasefire was a change in the marking of the Finnish aircraft – the blue swastika was substituted by cockade bearing Finnish national colours, i.e. blue and white. Lentolaivue 24, whose pilots of Messerschmitts Bf 109G reached the total of 304 victories in air fights, kept these fighters also during the period of peace duty. From December 4th, 1944 the planes served with HLeLv 31, which is still active today. The pilots of this squadron fly F-18C Hornets at present time. The aircraft concerned is the same as the one portrayed in the previous paint, though, used in the post-war service – this is proved by the national insignia in Finnish national colours introduced from April 1st, 1945. The marking of the aircraft is accompanied by the painting of the bat placed on the blue cloud and the moon – marking of the HLeLv 31 night fighters. The moon used to be white or yellow; MT-463 has white moon. The rudder was repainted most likely with the Finnish olive green colour.

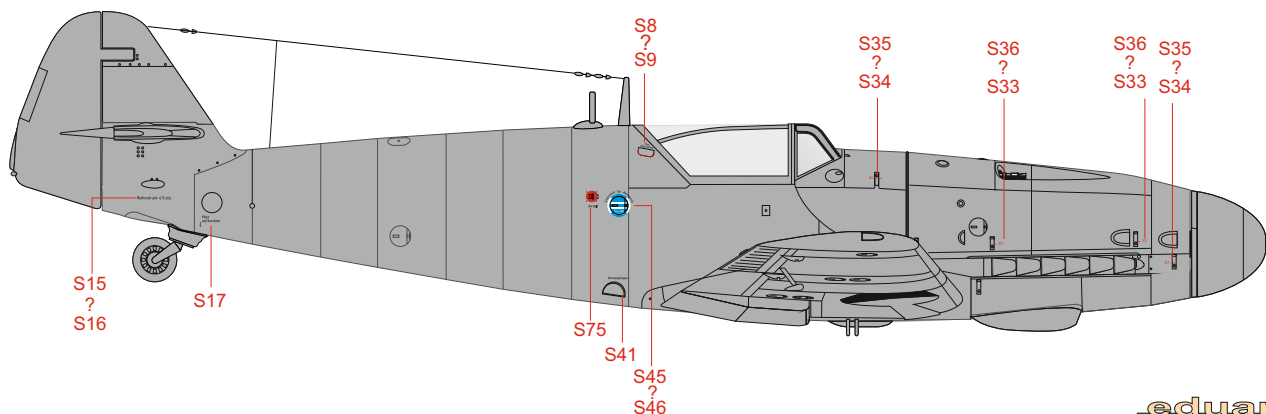
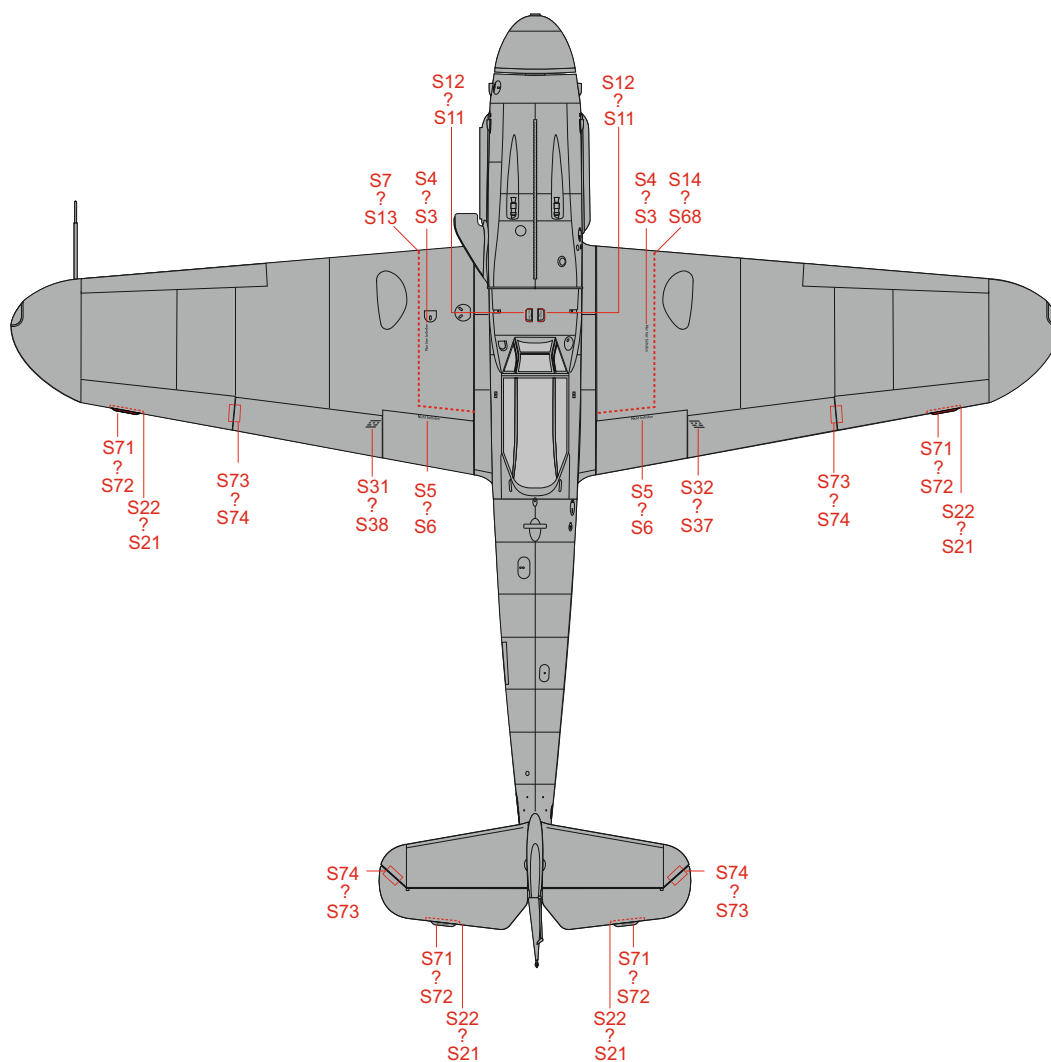
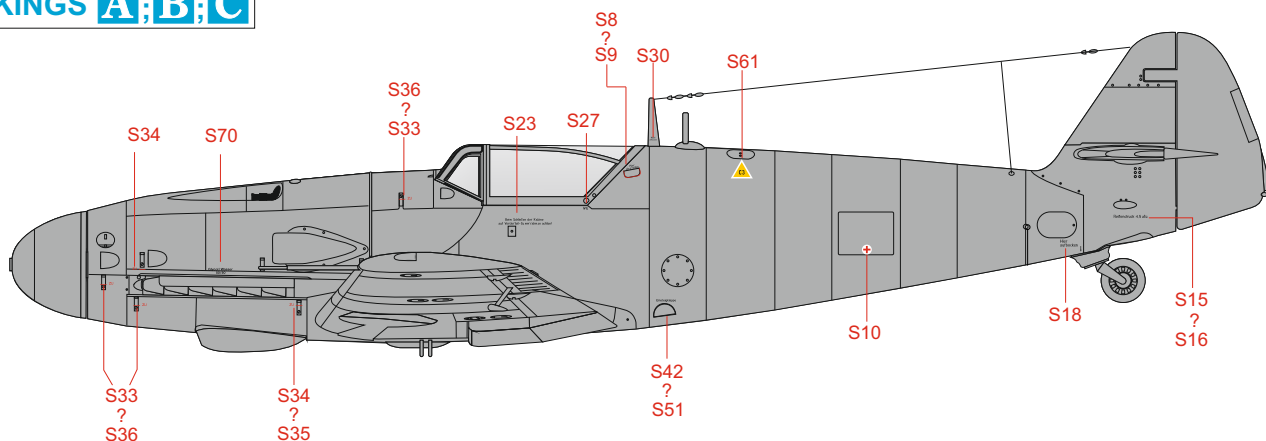


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WHITE	H11 MMP C62 001	RLM 70	H65 MMP C18 088	OLIVE	H78 C38
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050

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MARKINGS **A**; **B**; **C**



MARKINGS **D;E** USE STENCILS FROM DECAL SHEET NO. 84169 - OBT2

