

Bf 109G-4

eduard

1/48 Scale Plastic Model Kit

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] (not needed) the airframe structure design were not usual just four years prior to the beginning of the Second World War. At its conception, the Bf 109 was a very promising asset despite some powerplant troubles. These were solved by the introduction of the DB 601. This engine, together with its extrapolated development DB 605, is umbilically connected to the success of the Bf 109.

From Spanish War to the Reich Defence

The first combat use of Bf 109 occurred during Spanish Civil War, where three developmental Bf 109s were deployed in December 1936. The main reason of revealing the modern fighter to the world was quite down-to-earth: To validate its abilities in modern aerial combat. Shortly thereafter, production aircraft in the form of the Bf 109B-1 began to reach 2.J/88, the Legion Condor. The desire of Germany to demonstrate its aerial prowess to potential foes was advanced further in international sport meets. The triumph attained in Zurich in the summer of 1937 was complemented several months later by grabbing the speed record of 379.63 mph (610.95 km/h). In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the aircraft to combat units did not sustain the rate desired by military brass. Even by August 1938 the Bf 109 accounted for less than half of the 643 front line fighters in service. The next months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. So the fighter wing of the Luftwaffe entered the Polish campaign, the Blitzkrieg against the West, and the Battle for France with both a qualitative and quantitative advantage. With one foot in the door that was the English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 emerged: The inability to carry drop tanks



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that would have enabled the type to effectively escort bombers to England. Experience gained in 1940 led to the development of the F version prior to the spring of 1941. The elegance of the Bf 109 crested with the "Friedrich". Following a largely defensive stance over the Channel and northern France, the Bf 109F took on a more offensive role in Operation Barbarossa in the east, and in northern Africa. In later duties with the "Jagdwaaffe" during the second phase of the war in the east, and in the "Defence of the Reich" from 1943 to 1945, the Bf 109s served in the form of the G version, followed by the K. Even if it was clear that the development of the Bf 109 had reached its limits by the end of the war, the aircraft was still able to keep pace with the foes that it encountered. Besides its primary purpose as a fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

Postwar service

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples stayed in Swiss service up to 1949 and many flew in the air force of Czechoslovakia in both original form with a DB 605 powerplant and as an aircraft built out of necessity with surplus Jumo 211s. The latter type also served as the first fighter to fight for the independence of the newly formed state of Israel. Finland retired the type as recently as 1954, and Spain did not retire their HA-1109-1112, re-engined Bf 109s, until 1967.

The kit: Bf 109G-4

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 development of the DB 601. 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 change 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-2 retained the retractable tail wheel from the F series as well as the armament scheme with one MG 151/20 cannon and two 7,92 mm machine guns MG17. The addition of the FuG 16 VHF radio with the three times the range of the previous HF unit. Because of increasing weight of the Bf 109, larger wheels of the main landing legs were used (660 x 160 mm instead of 650 x 150 mm). Wheel's vertical axis was also changed, being more less upright rather than parallel with the oleo leg. This resulted in the teardrop-shaped fairings to the upper wing surface above the wheel-wells to accommodate the upper part of the retracted mainwheels. In addition, a larger 350 x 135 mm tailwheel replaced the original 290 x 110 mm one. This larger tailwheel did not fit to the tailwheel well, so the retracting mechanism was disconnected, and the tailwheel was fixed down. Up to July 1943, 1,242 G-4s were produced, with an additional four in Győr and WNF factories during the second half of 1943.

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
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT**PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com**

PARTS



DÍLY



TEILE

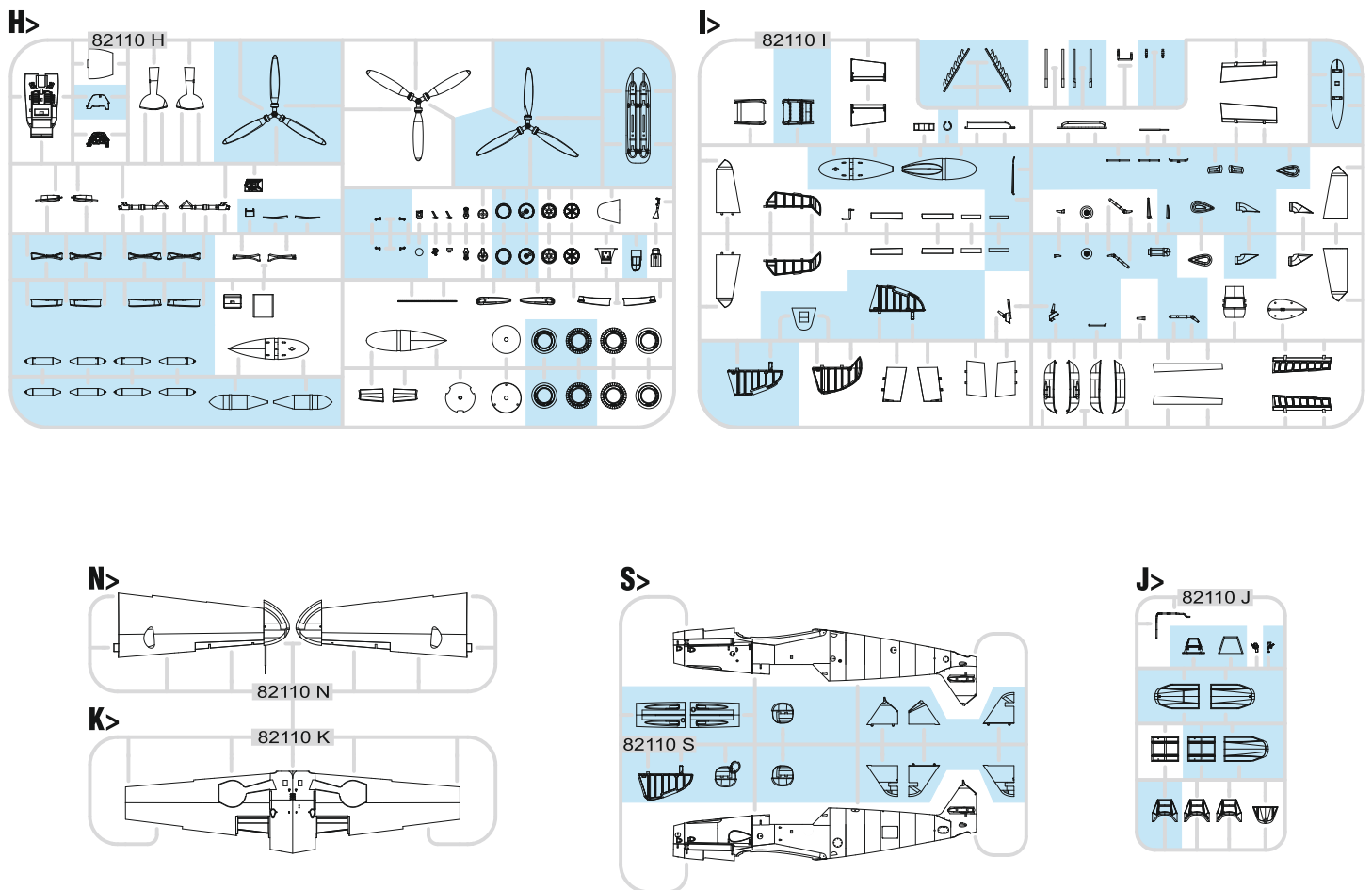


PIÈCES



部品

PLASTIC PARTS



-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



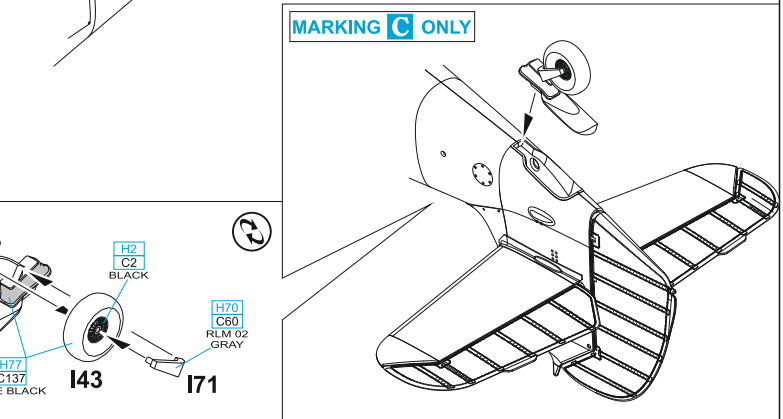
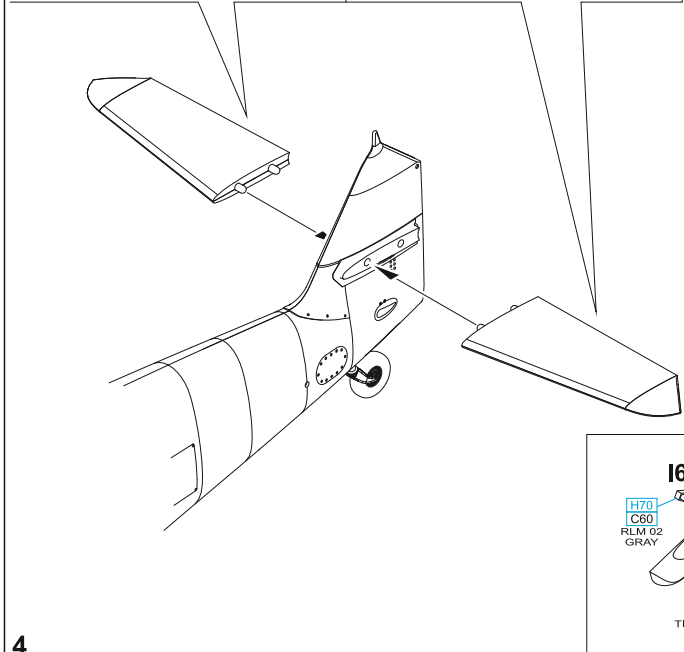
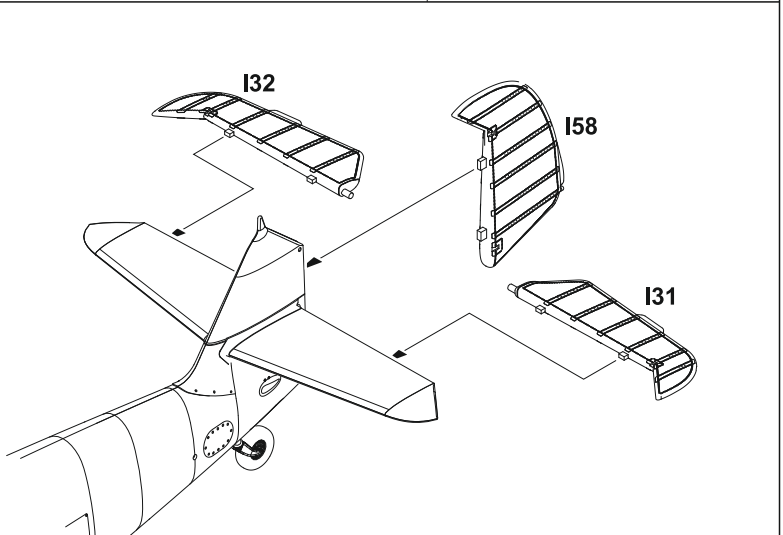
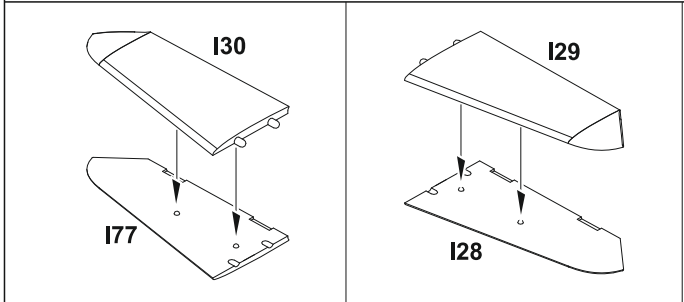
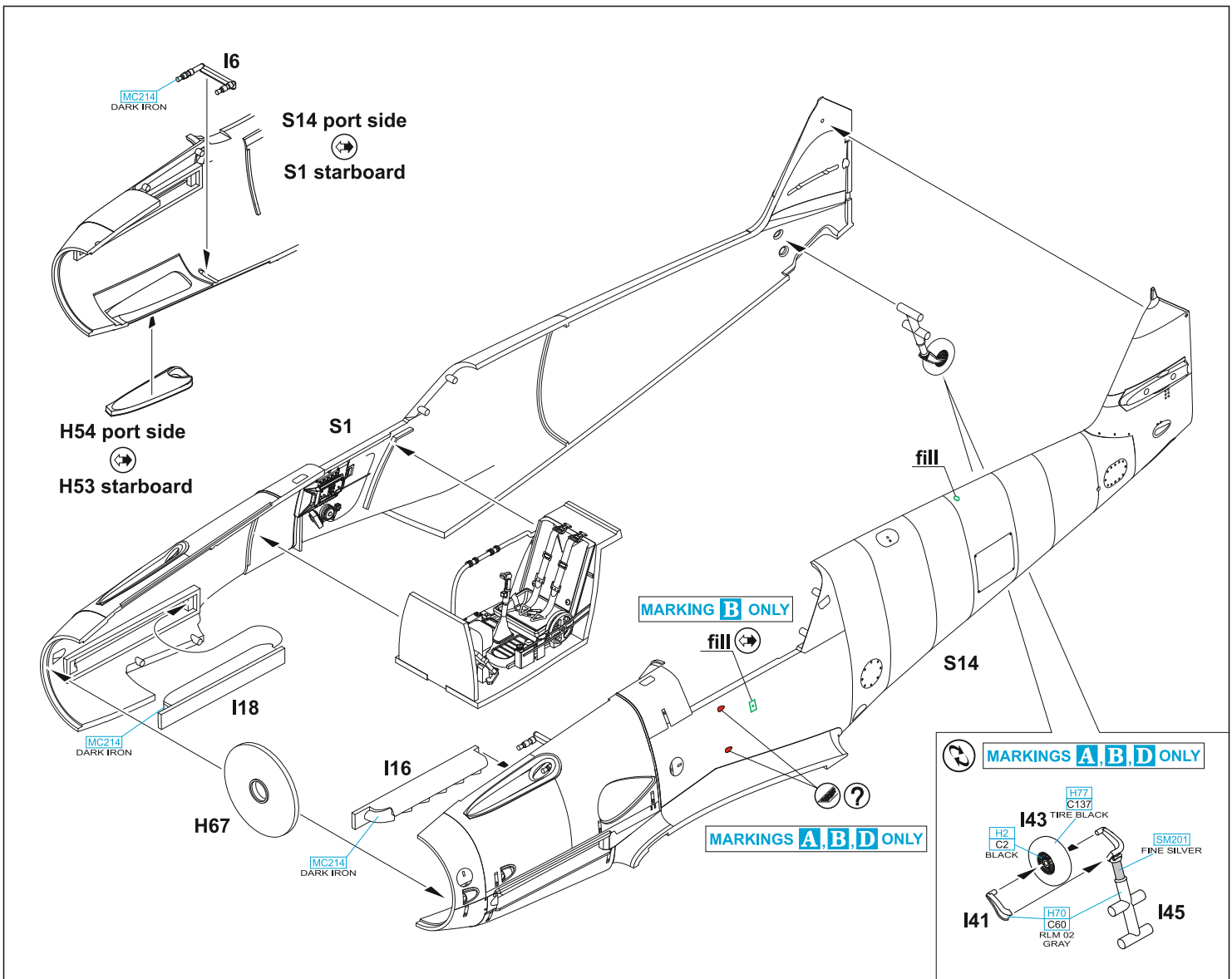
PEINTURE



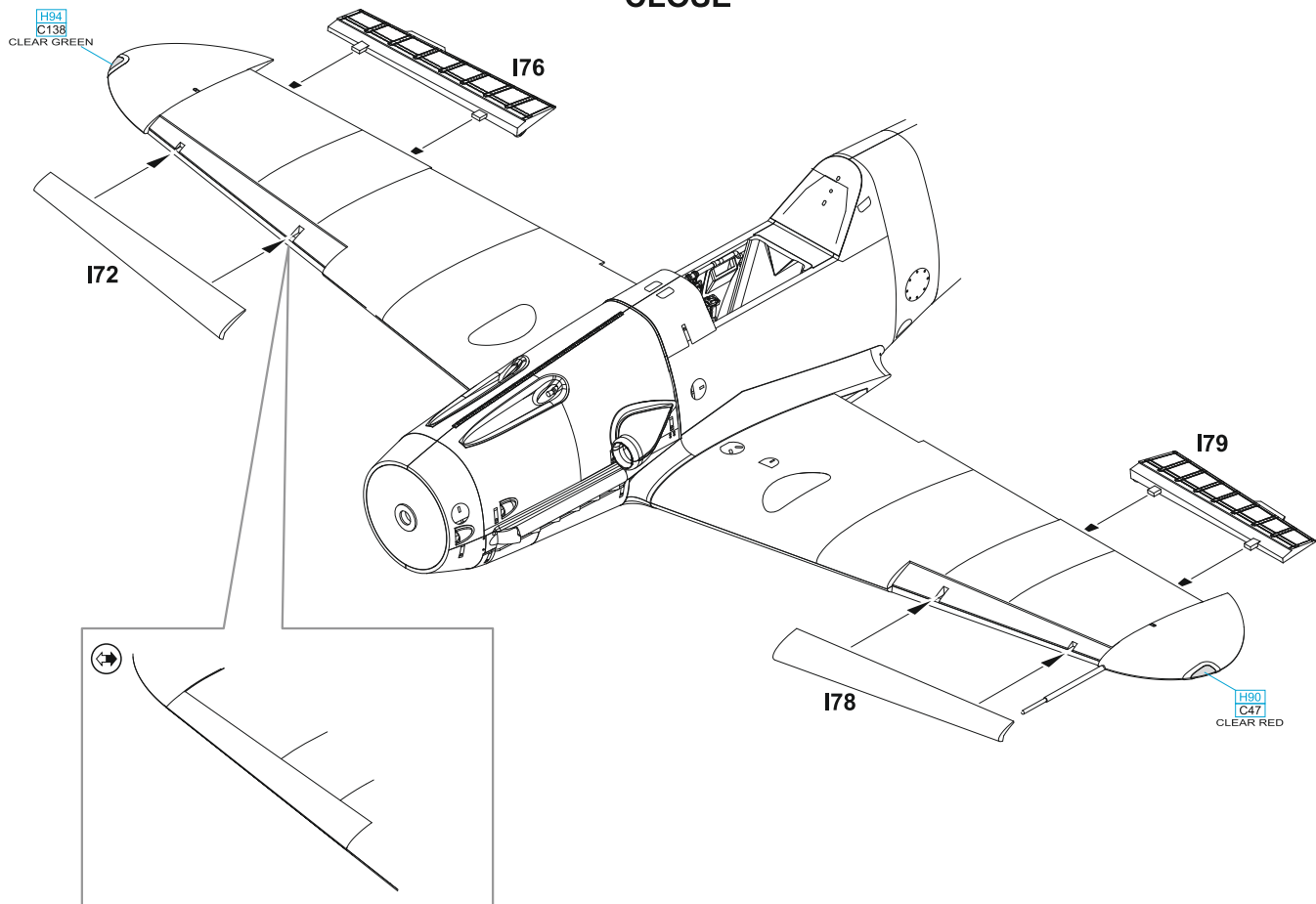
色

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
H66	C119	RLM79 SAND YELLOW
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H319	C119	LIGHT GREEN

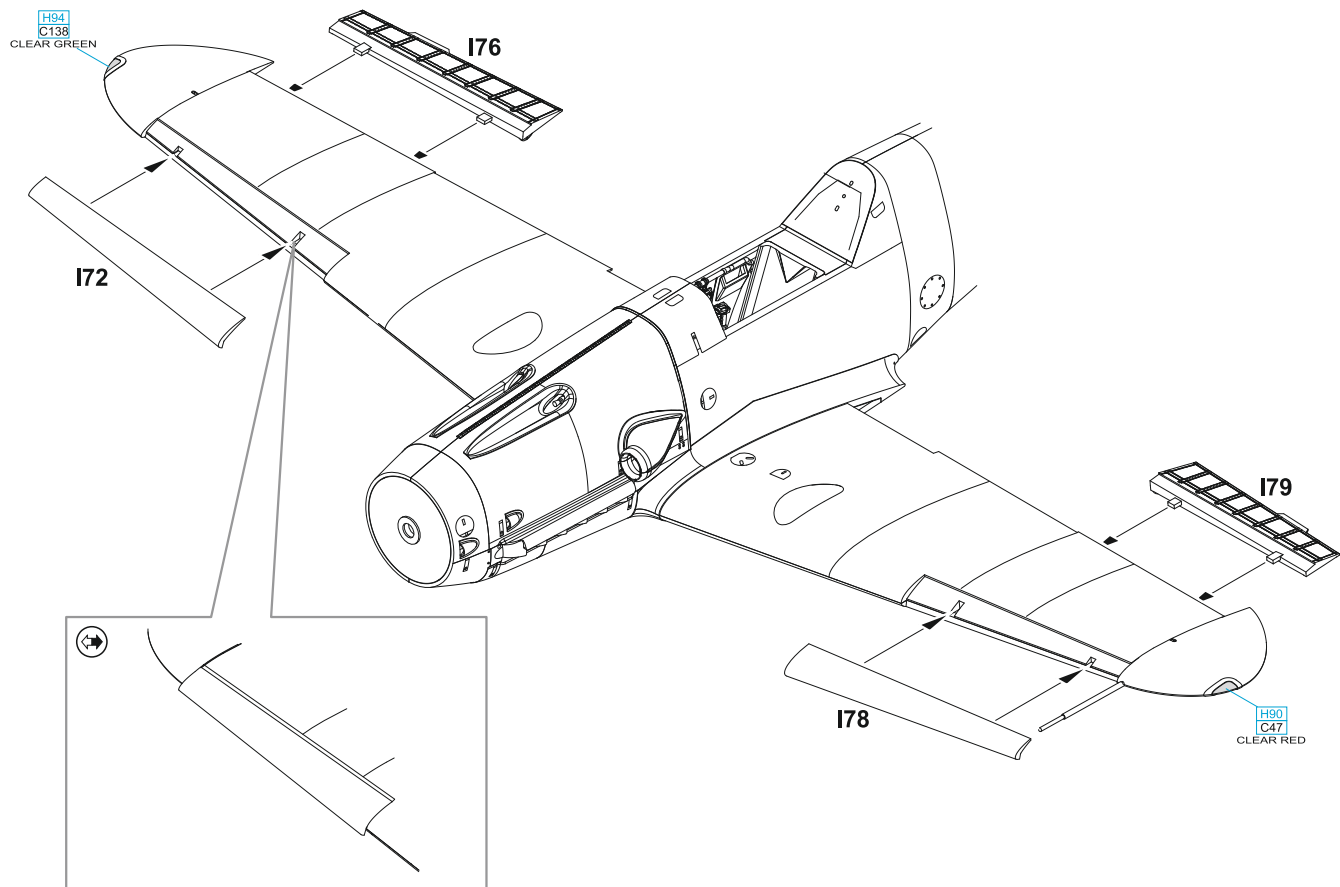
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
H418	C118	RLM78 LIGHT BLUE
H420	C120	RLM80 OLIVE GREEN
Mr.METAL COLOR		
MC214		DARK IRON
MC219		BRASS
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
Mr.COLOR GX		
GX5		SUSIE BLUE



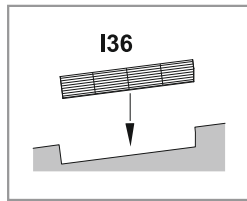
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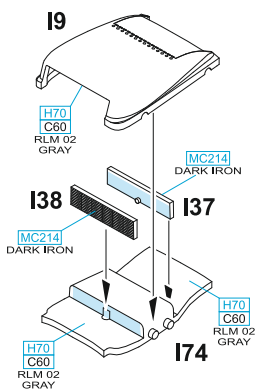
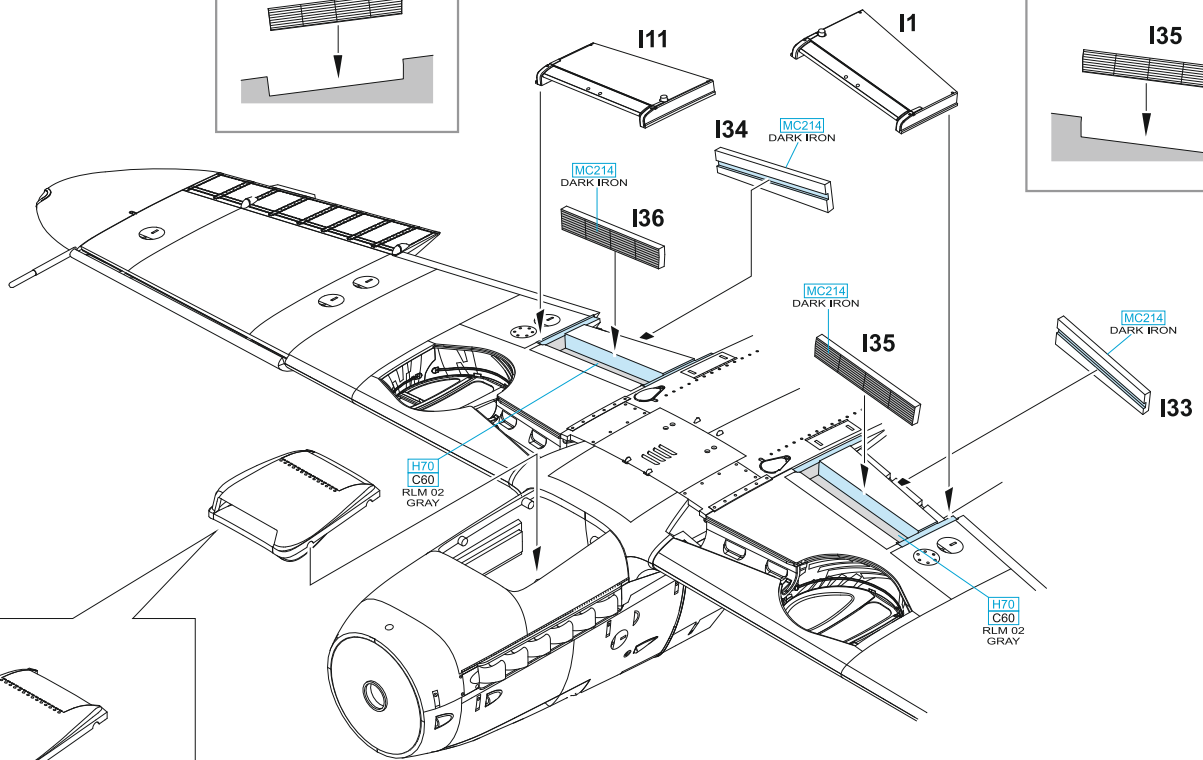
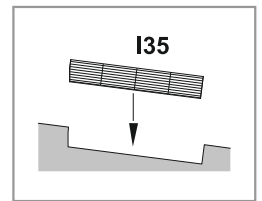
OPEN



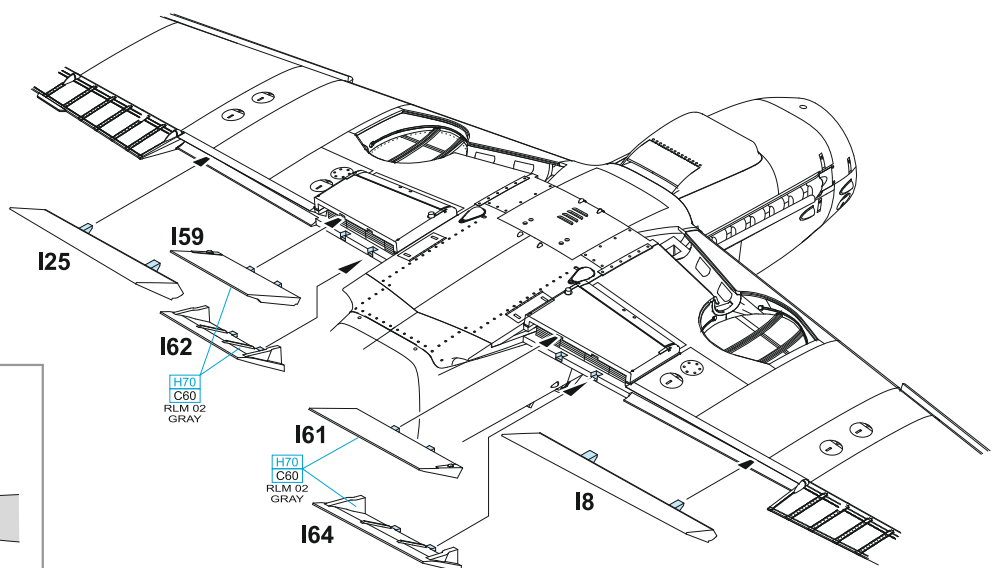
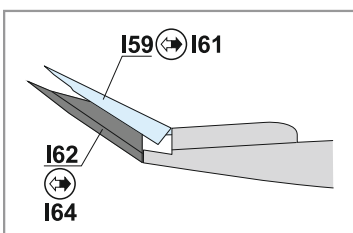
FRONT VIEW

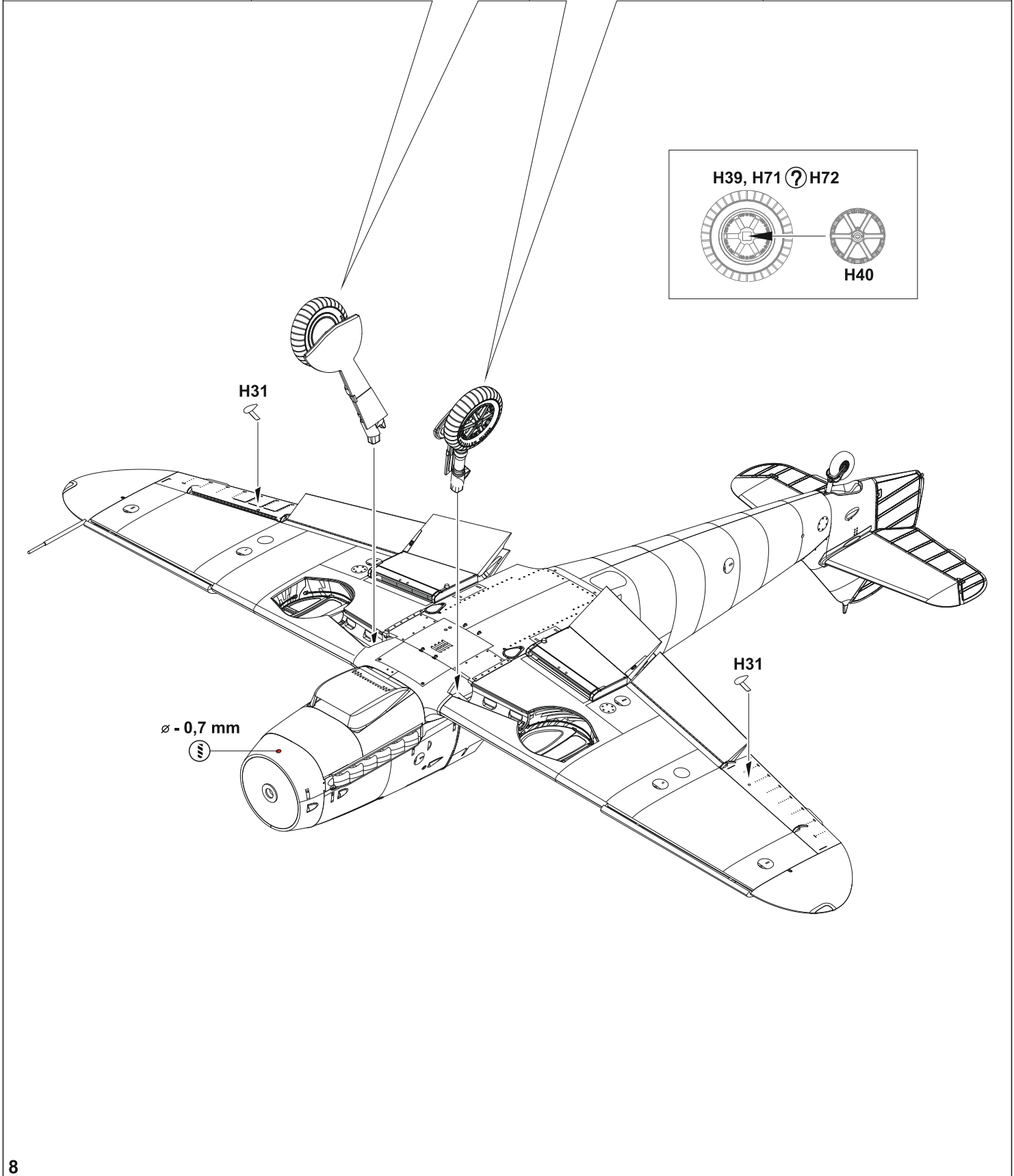
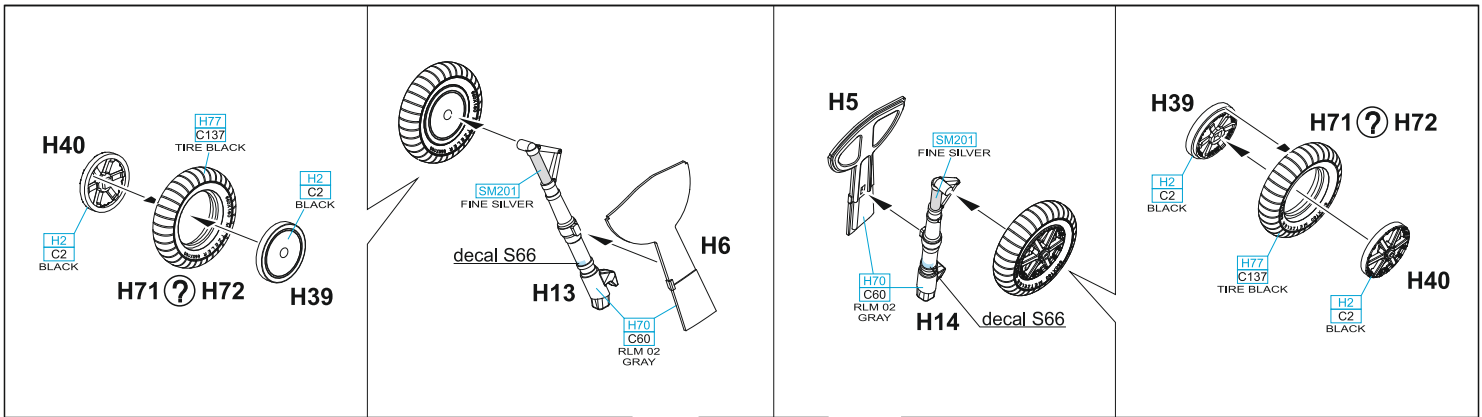


FRONT VIEW

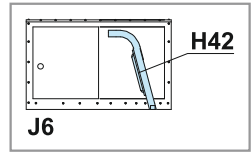
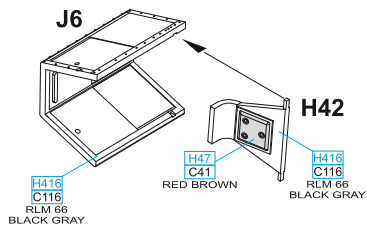
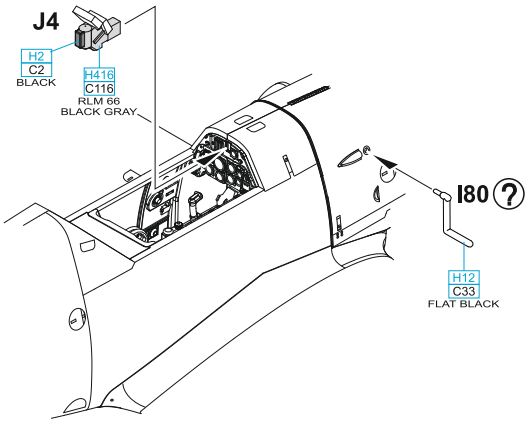


CORRECT POSITION OF RADIATOR FLAPS

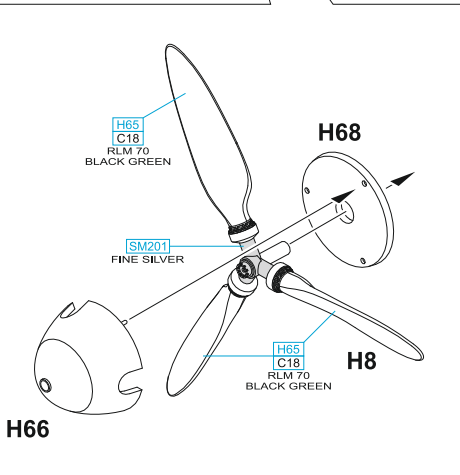
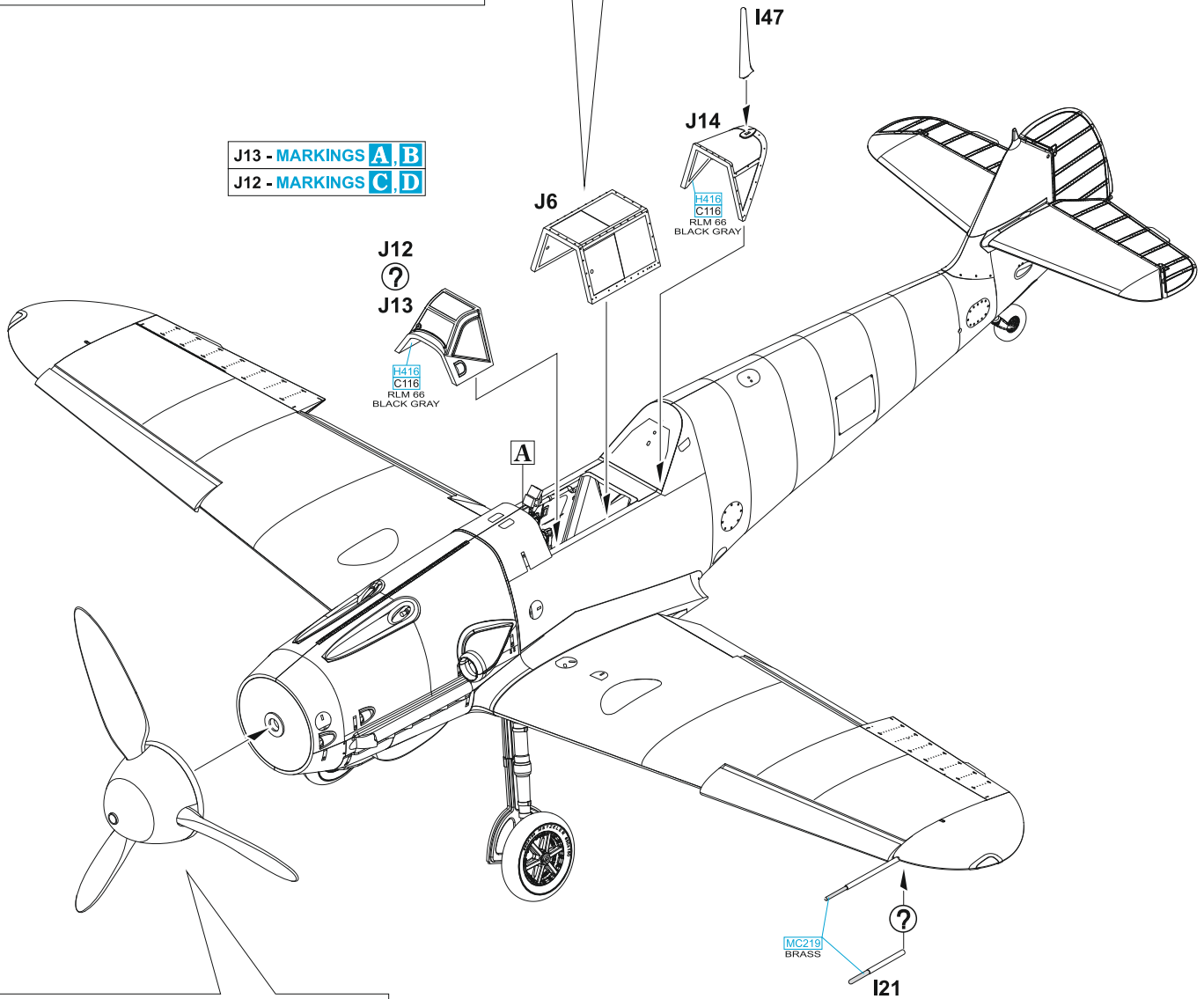




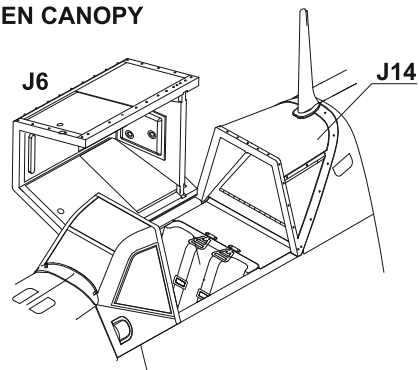
A



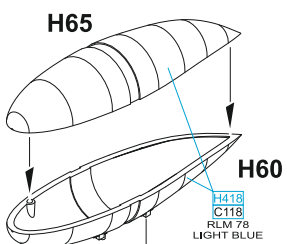
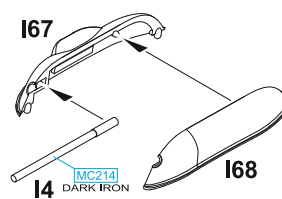
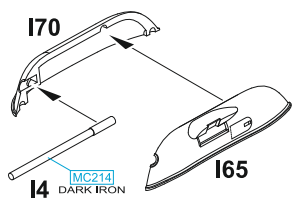
J13 - MARKINGS **A, B**
 J12 - MARKINGS **C, D**



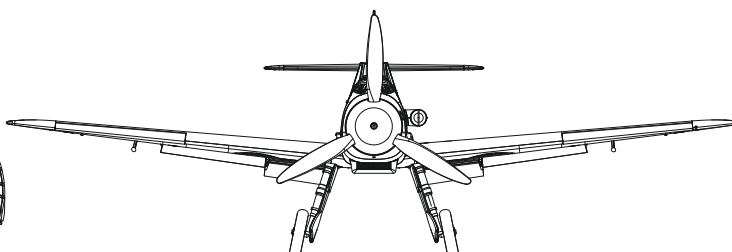
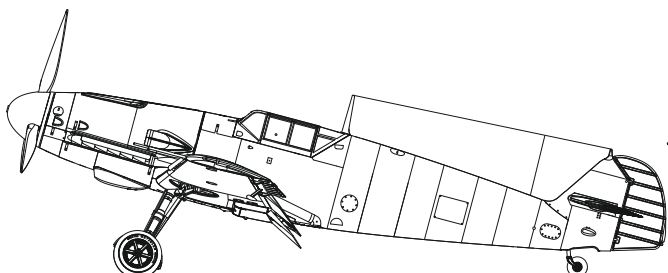
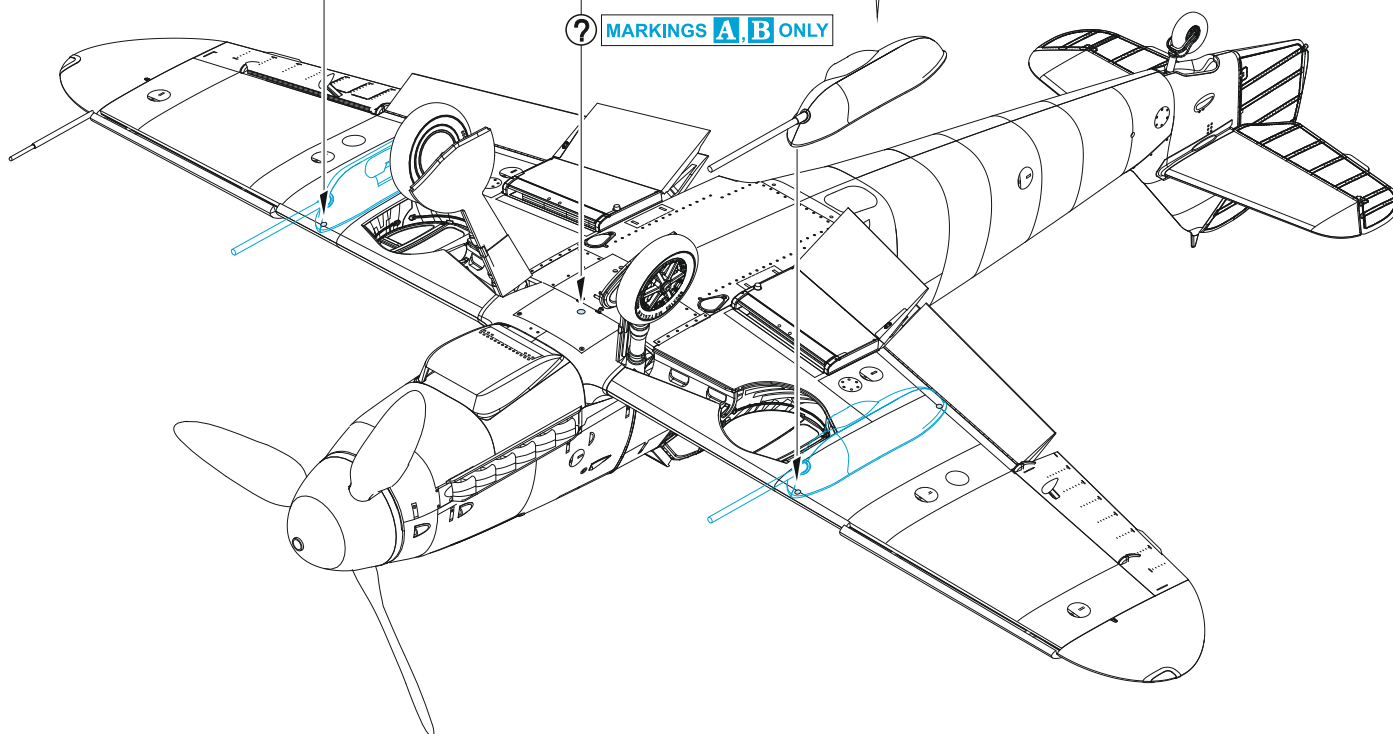
OPEN CANOPY



MARKINGS **A, B, D** ONLY

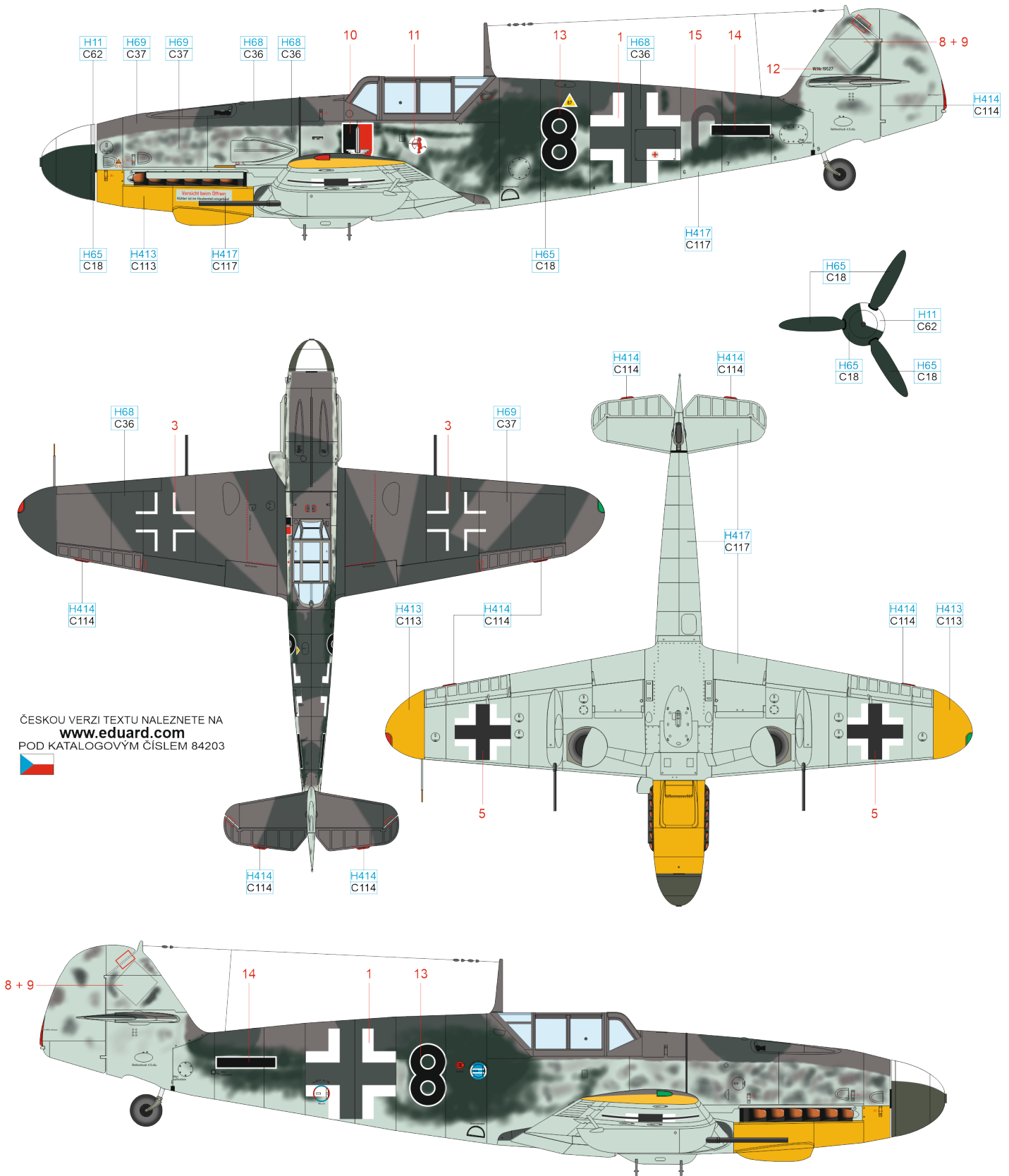


? MARKINGS **A, B** ONLY



A Bf 109G-4, WNr. 19527, Fw. Viktor Petermann, 5./JG 52, Anapa, the Soviet Union, June 1943

Viktor Petermann was shot down with this aircraft by a Soviet fighter on June 6, 1943. The combat took place over the village of Petrowskaya in the Kuban region of the Soviet Union. The JG 52 badge was painted below the canopy, with a small devil symbolizing the 5. Staffel. Previously, the serial number 19257 was mistakenly attributed to this aircraft. Petermann, a native of Weipert (Vejprty), Czechoslovakia, began his combat career in 1942 as a wingman to JG 52 Kommodore Gordon Gollob. He achieved 64 aerial victories and was awarded the Knight's Cross on February 29, 1944. On October 1, 1943, his Bf 109G was hit by friendly anti-aircraft fire. Petermann was wounded and had to belly land. The incident resulted in the amputation of his left forearm. Despite this handicap, he continued flying combat missions, shooting down four more enemy aircraft. He also undergo conversion training on the Me 262.



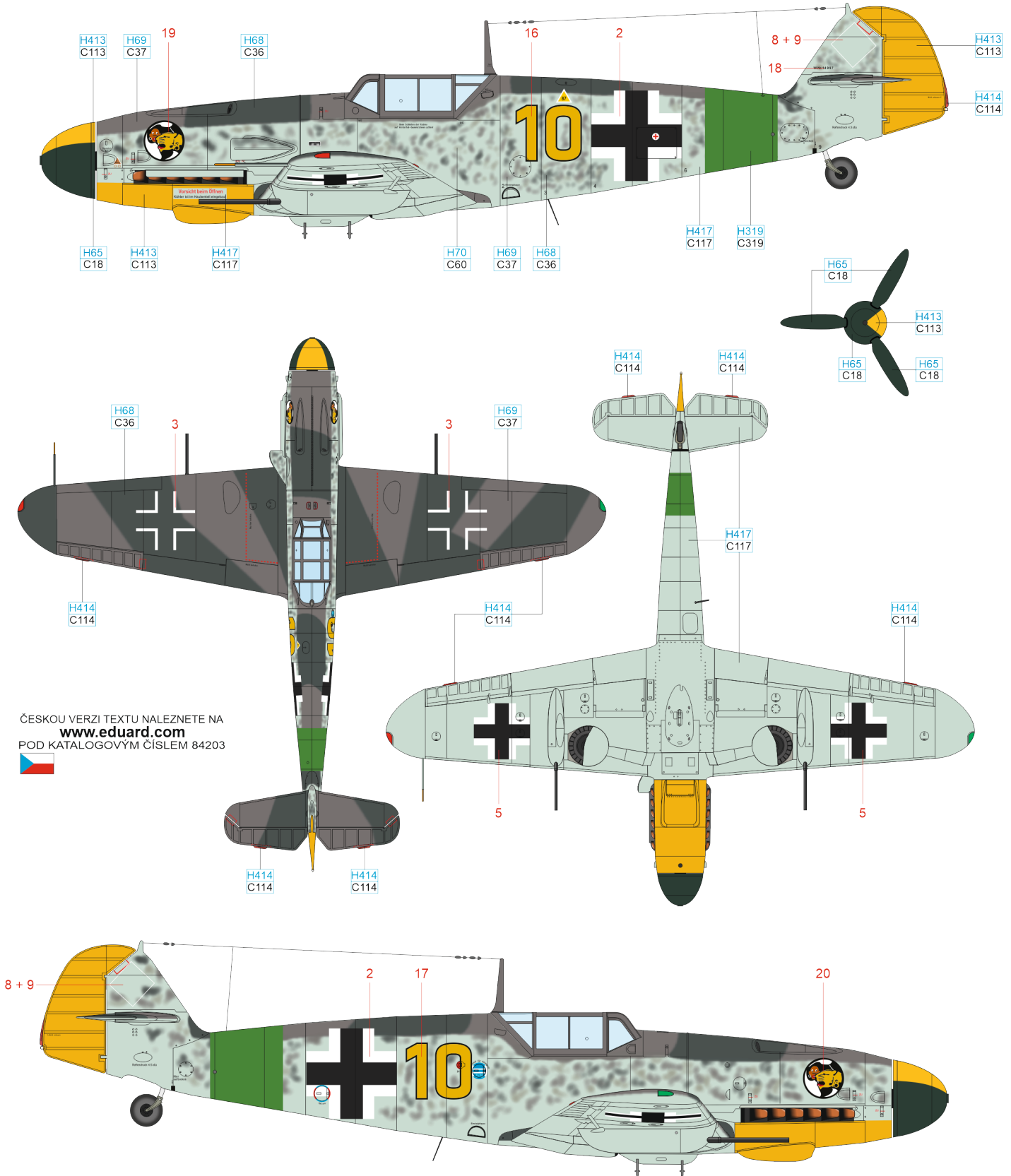
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FLAT WHITE	H11 C62	RLM 04	H413 C113	RLM 23	H414 C114
RLM 70	H65 C18	RLM 74	H68 C36	RLM 75	H69 C37
				RLM 76	H417 C117

B Bf 109G-4/R6, Obfw. Rainer Pöttgen, 3./JG 27, Fels am Wagram, Austria, February 1944

Rainer Pöttgen was the most famous wingman of the legendary fighter pilot Hans-Joachim Marseille. He served in Africa with I./JG 27 from December 1941 and fulfilled the role of a reliable wingman who covered his leader's back, allowing him to concentrate on the target. Pöttgen gained his first victory on June 1, 1942, after 100 combat missions flown with Marseille. Because of his leader's high number of victories, Pöttgen was nicknamed the Flying Counter (fliegendes Zählwerk). He also flew with Marseille during the fateful day in which the famous pilot died. Pöttgen served with I./JG 27 in 1943, first in France, where he achieved four victories during the spring and summer. At the end of July 1943, his unit moved to Austria and was integrated into the Defence of strengthen the Reich. The armament of the unit's aircraft was complemented by MG 151/20 underwing cannons for heavier bursts in the combats with Allied four-engine bombers. Pöttgen survived the war during which he achieved seven victories. He was a valued member of the JG 27 veterans organization.



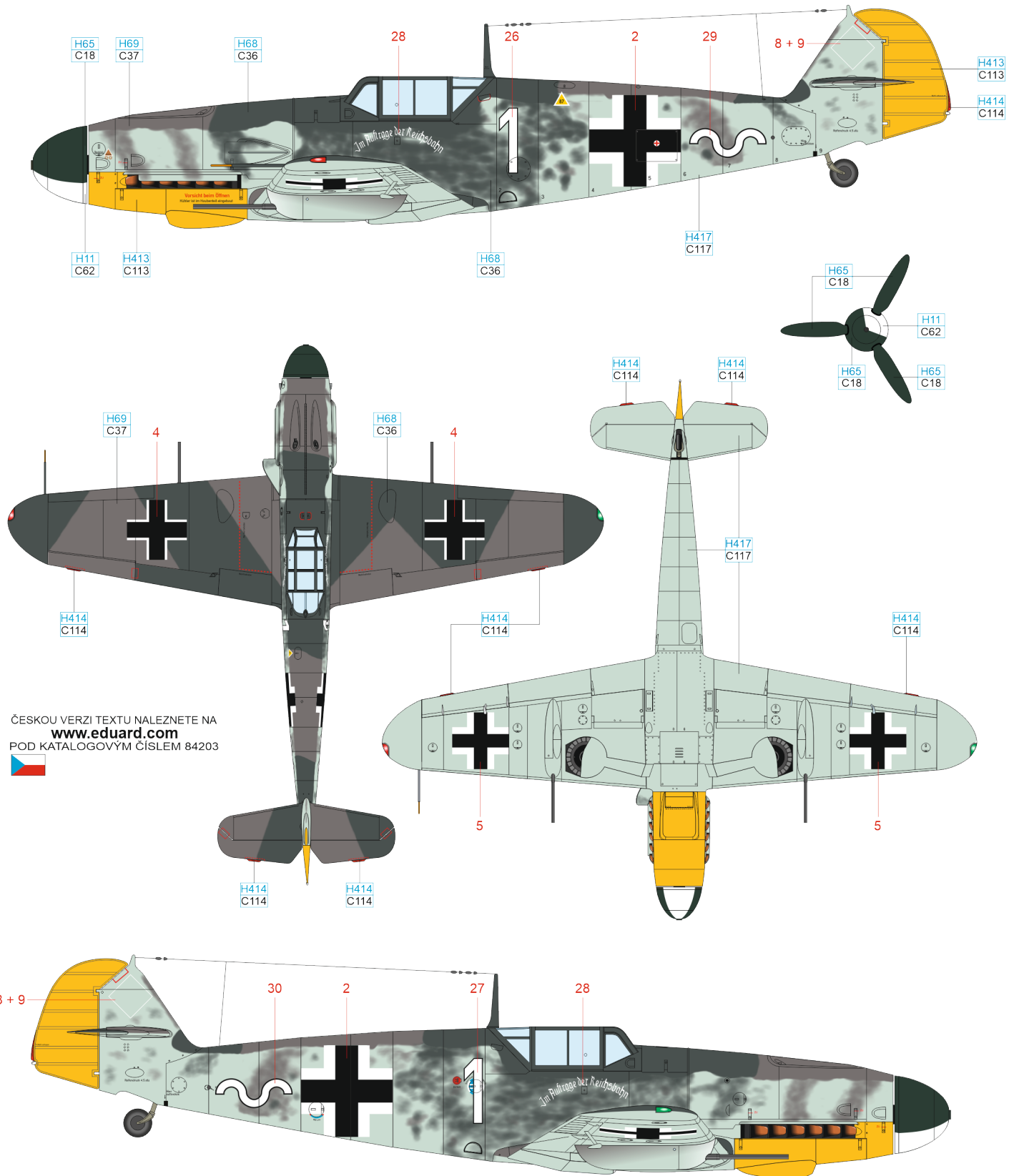
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RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117	LIGHT GREEN	H319 C319
RLM 04	H413 C113	RLM 23	H414 C114	RLM 70	H65 C18	RLM 02	H70 C60

D Bf 109G-4/R6, Hptm. Waldemar Wübke, CO of 7./JG 54, Lille-Vendeville, France, March 1943

Waldemar Wübke was one of the few Luftwaffe fighter pilots to survive combat duty over the entire course of the war. He was credited with a total of 15 victories over Allied aircraft. He started the war as a Leutnant with 9. Staffel, III./JG 54 during the Battle of Britain and ended it as a Hauptmann, flying Fw 109D-9s of the „Papagai Staffel“, which was flying defensive missions for Me 262 of Galland's JV 44. The JG52 started the war on the western front but was assigned to Army Group North during Operation Barbarossa as part of the Luftflotte 1. In February 1943 III./JG 54 was transferred back to the west. There it was to replace one of the Gruppe JG 26. On February 1, 1943, it was sent from Heiligenbeil to Lille-Vendeville, where it was handed new Messerschmitts Bf 109G-4. By March 25, 1943, the III./JG 54 received orders to relocate to Oldenburg and to serve within the Defense of the Reich system. Bf 109G-4s came to the 7. Staffel JG 54 mostly from other units. Aircraft of III. Gruppe carried fuselage markings consisting of a wave bar in the Staffel color. The lower engine cowl was in yellow as was the rudder.



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

Eduard goodies for

Bf 109G-4 1/48

- FE910 Bf 109G seatbelts STEEL (PE-Set)
- 648247 Bf 109G exhaust stacks (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE (Brassin)
- 648720 Bf 109G-4 wheels (Brassin)
- 648935 Bf 109G-4 cockpit PRINT (Brassin)
- D48025 Bf 109G stencils (Decal Set)
- EX509 Bf 109G camo scheme - Mtt (Mask)
- EX510 Bf 109G camo scheme - Erla (Mask)
- EX511 Bf 109G camo scheme - WNF (Mask)
- EX512 Bf 109G spinner spirals (Mask)
- EX582 Bf 109G classic canopy TFace (Mask)

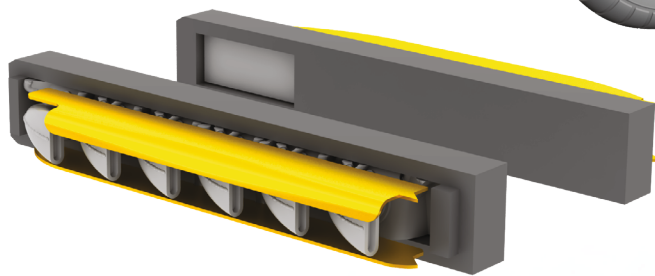


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