Bf 109F-2

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1/48 Scale Plastic Model Kit



item # 84212

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 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 "Jagdwaffe" during the second phase of the war in the east, and in the "Defence of the Reich" from 1943 to 1945, the Bf 109s served in the form of the G version, followed by the K. Even if it was clear that the development of the Bf 109 had reached its limits by the end of the war, the aircraft was still able to keep pace with the foes that it encountered. Besides its primary purpose as a fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

Postwar service

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

The kit: Bf 109F-2

The Bf 109F series (Friedrich) was a major improvement of the Bf 109E. There were numerous aerodynamical changes, giving the Bf 109 the shape, which was close to the "definitive" appearance. The engine cowling was completely redesigned and was more rounded and streamlined. The spinner was larger, and its shape transitioned smoothly into the line of the front fuselage.

The oil cooler radiator below the nose was also streamlined. The wing lost its typical rectangle shape as a new rounded wingtips were developed. The armament was also revised and consisted of two .312 in (7.92 mm) MG 17 machine guns mounted on top of the engine and one 15 mm MG 151 cannon firing through the propeller spindle. The new aircraft was well received as it was the best handling Bf 109 of them all according to many pilots. The F-2 version was using VDM 9-11207 propeller driven by the DB 601N engine. The first Bf 109F-2s arrived in October 1940 and the production ran until August 1941. During that period some 1,230 of the Bf 109F-2 were produced.

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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

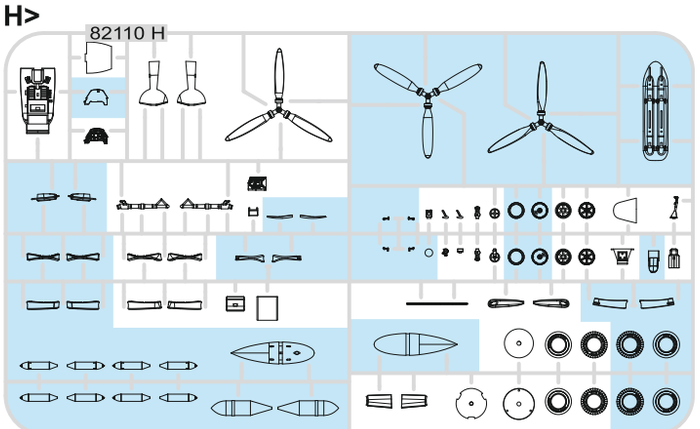
APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

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

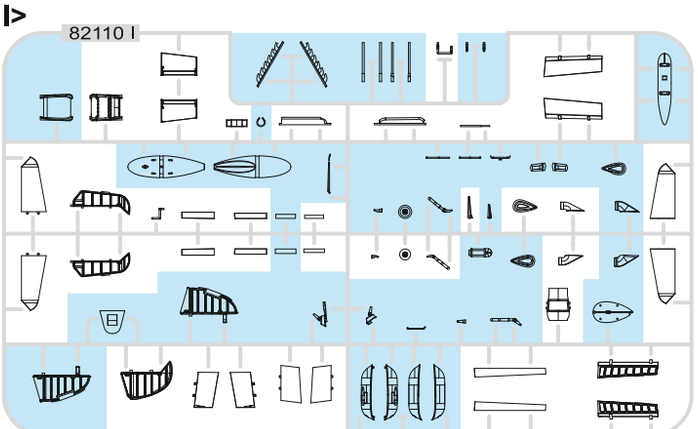
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

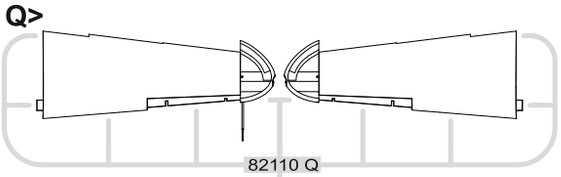
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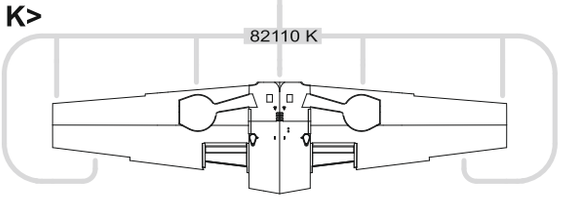
I>



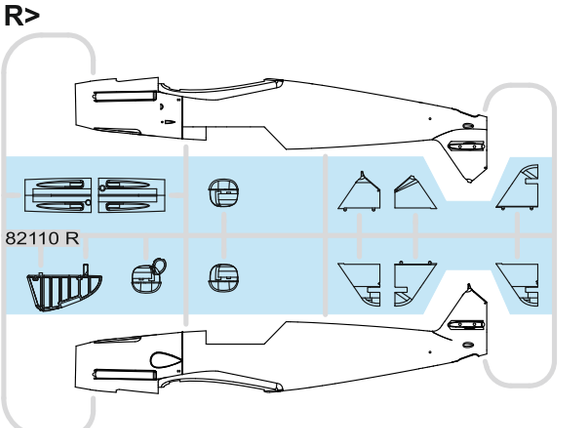
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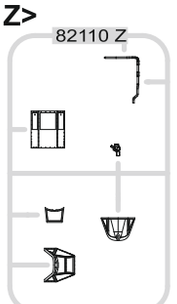
K>



R>



Z>

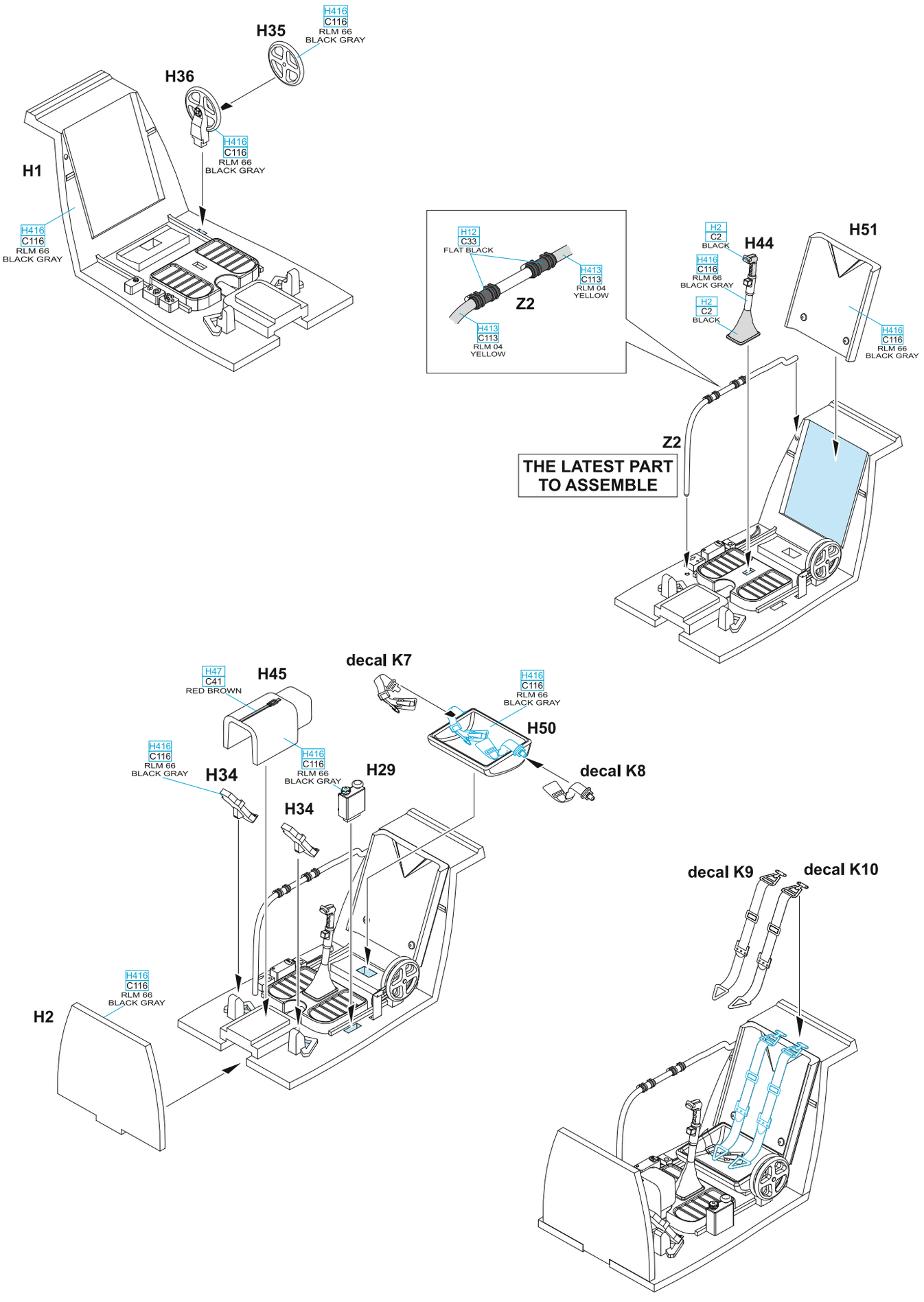


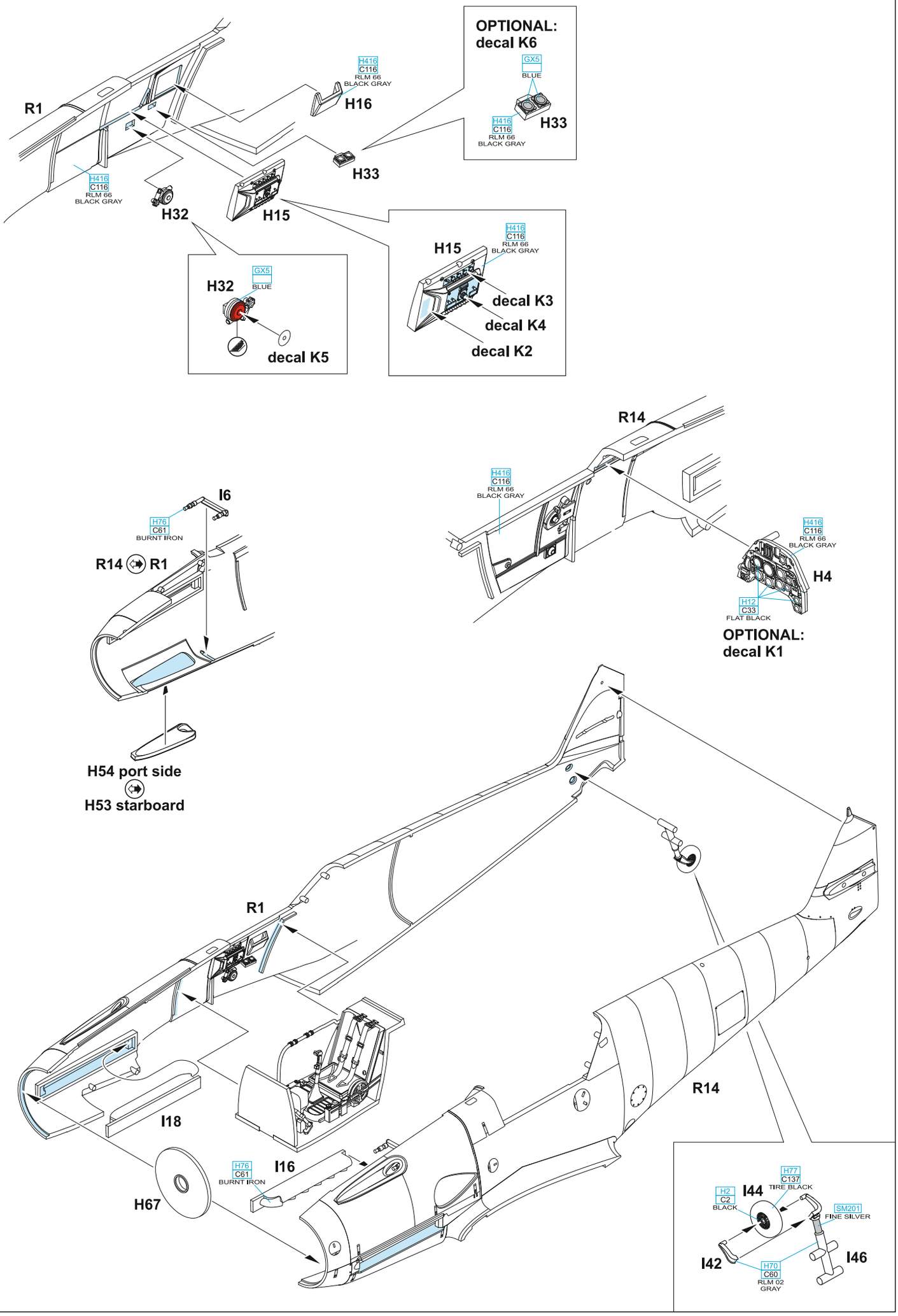
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

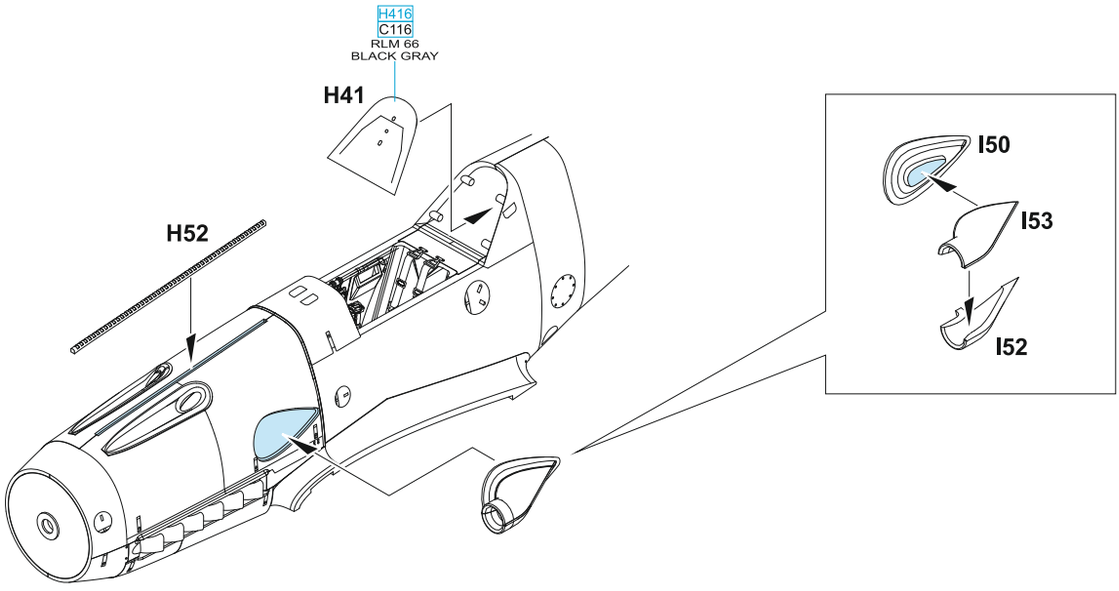
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

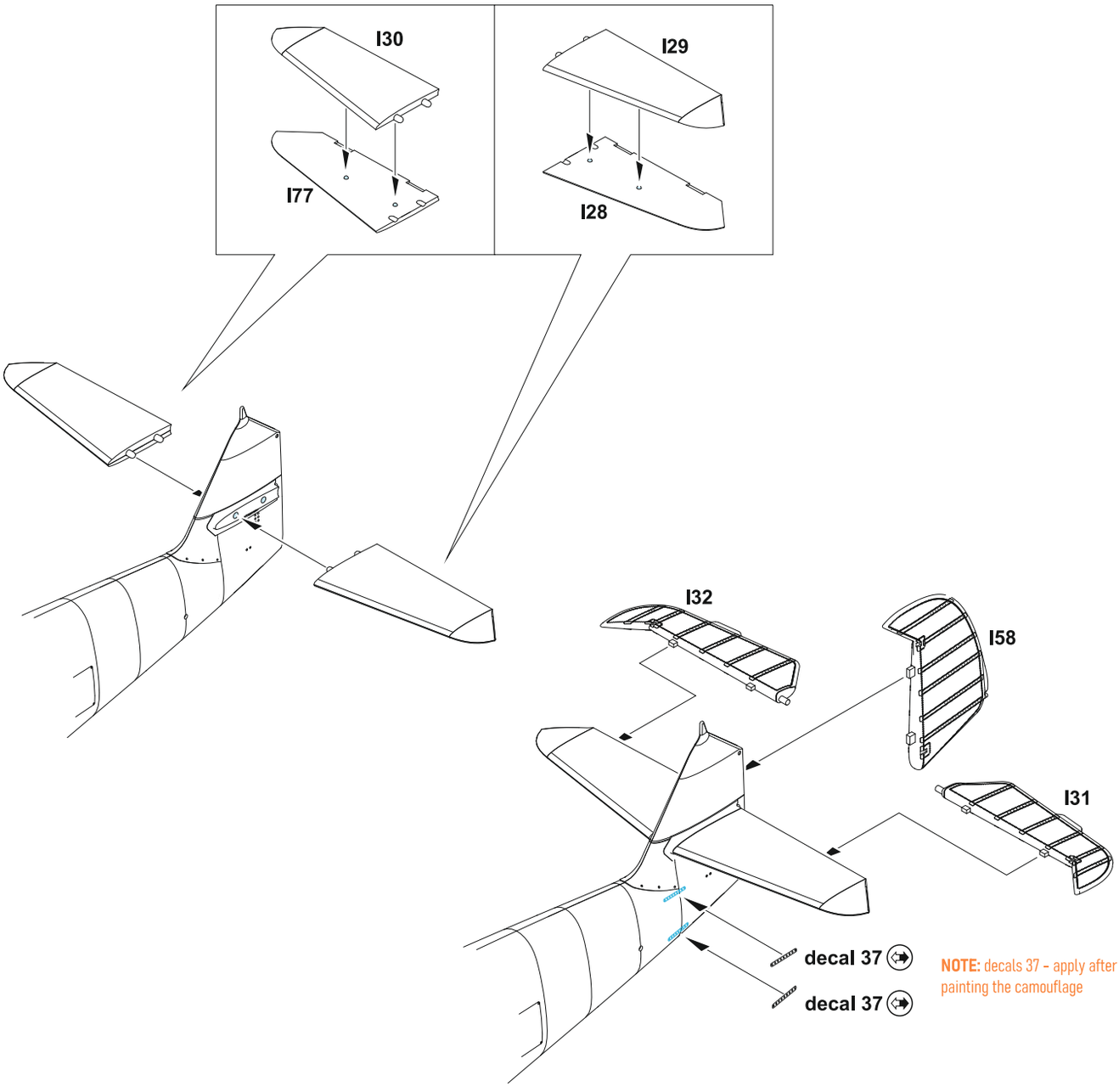
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H11	C62	WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK

AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER 2
SM202		SUPER GOLD
Mr.COLOR GX		
GX5		SUSIE BLUE

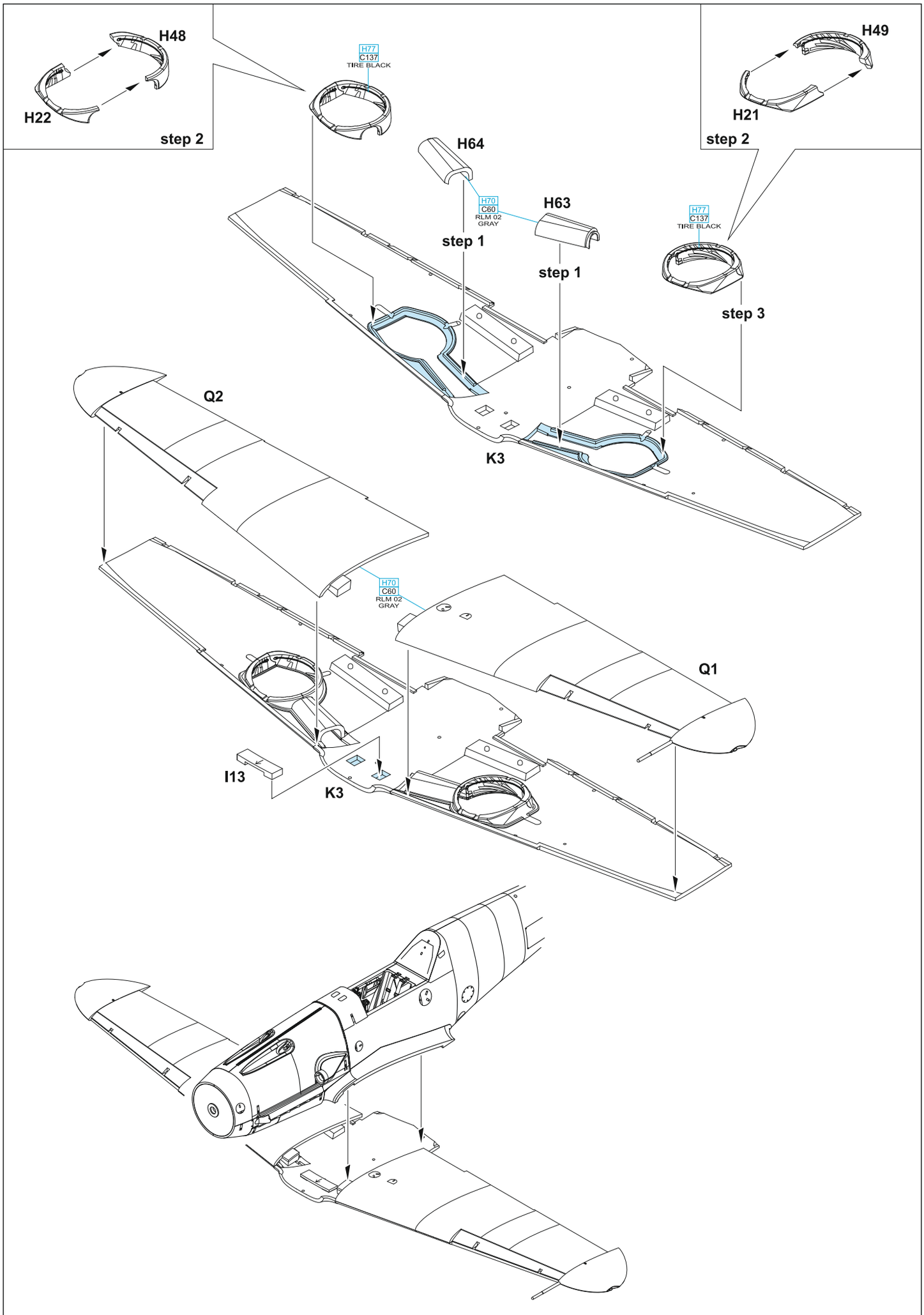

H35
H416
C116
RLM 66
BLACK GRAY
H36
H416
C116
RLM 66
BLACK GRAY
H1
H416
C116
RLM 66
BLACK GRAY
H12
C33
FLAT BLACK
H413
C113
RLM 04
YELLOW
Z2
H413
C113
RLM 04
YELLOW
H2
C2
BLACK
H44
H416
C116
RLM 66
BLACK GRAY
H2
C2
BLACK
H51
H416
C116
RLM 66
BLACK GRAY
Z2
THE LATEST PART
TO ASSEMBLE
H47
C41
RED BROWN
H45
decal K7
H416
C116
RLM 66
BLACK GRAY
H50
decal K8
H416
C116
RLM 66
BLACK GRAY
H34
H416
C116
RLM 66
BLACK GRAY
H29
H34
H416
C116
RLM 66
BLACK GRAY
H2
decal K9
decal K10


R1
H416
C116
RLM 66
BLACK GRAY
H16
H33
H416
C116
RLM 66
BLACK GRAY
H32
H15
OPTIONAL:
decal K6
GX5
BLUE
H416
C116
RLM 66
BLACK GRAY
H33
H32
GX5
BLUE
decal K5
H15
H416
C116
RLM 66
BLACK GRAY
decal K3
decal K4
decal K2
R14
H416
C116
RLM 66
BLACK GRAY
H416
C116
RLM 66
BLACK GRAY
H4
H12
C33
FLAT BLACK
OPTIONAL:
decal K1
I6
H76
C61
BURNT IRON
R14
R1
H54 port side
H53 starboard
R1
R14
I18
H67
H76
C61
BURNT IRON
I16
H77
C137
TIRE BLACK
H2
C2
BLACK
I44
SM201
FINE SILVER
I42
I46
H70
C60
RLM 02
GRAY

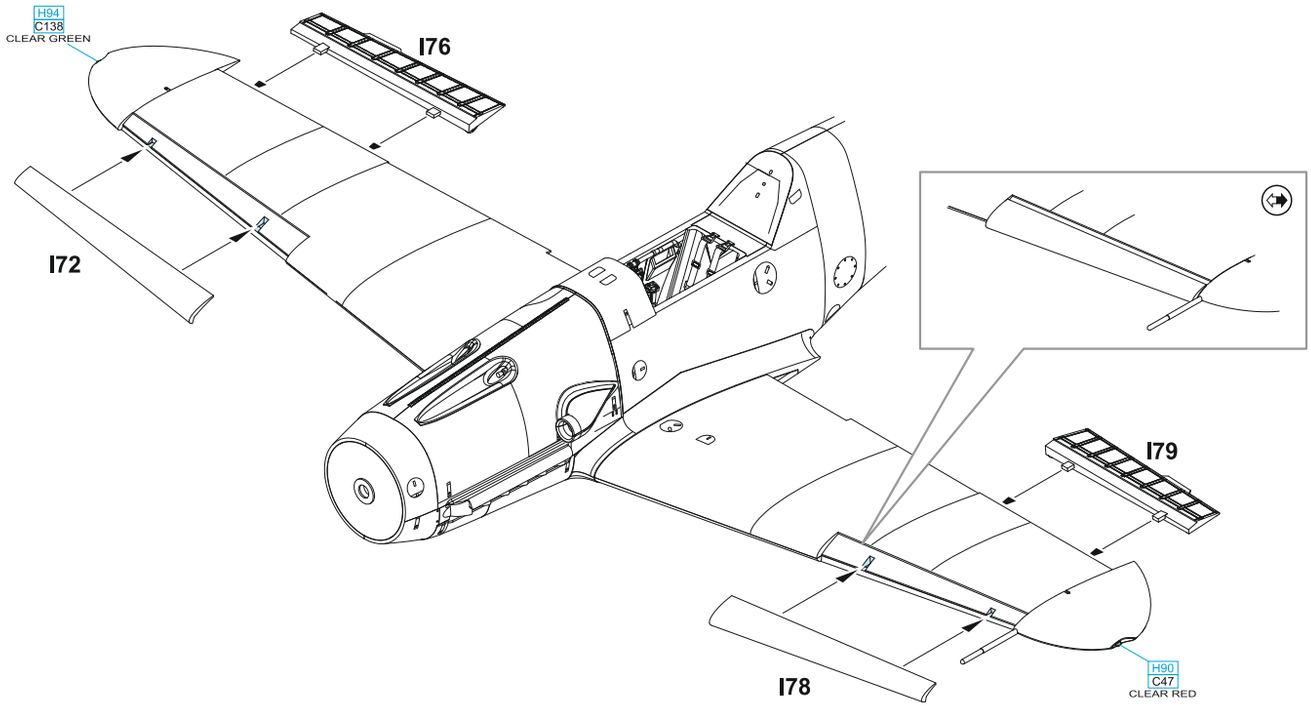




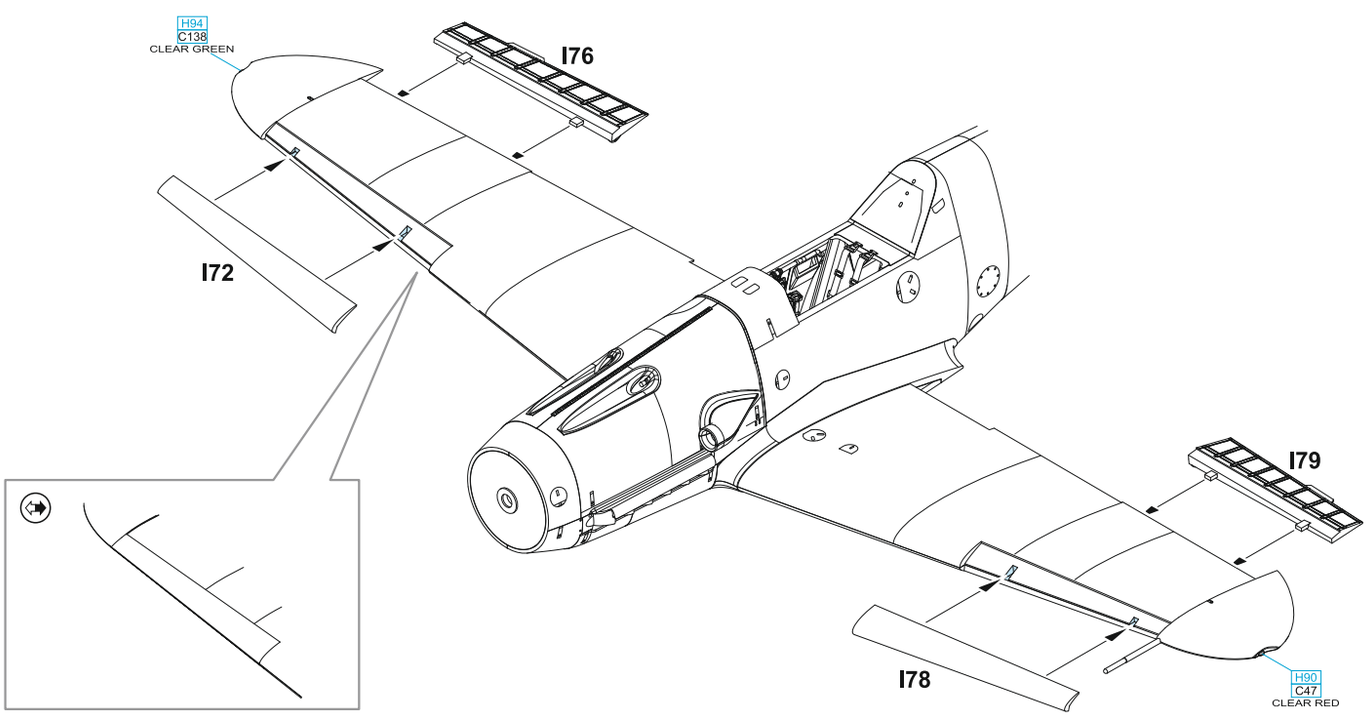
NOTE: decals 37 - apply after painting the camouflage

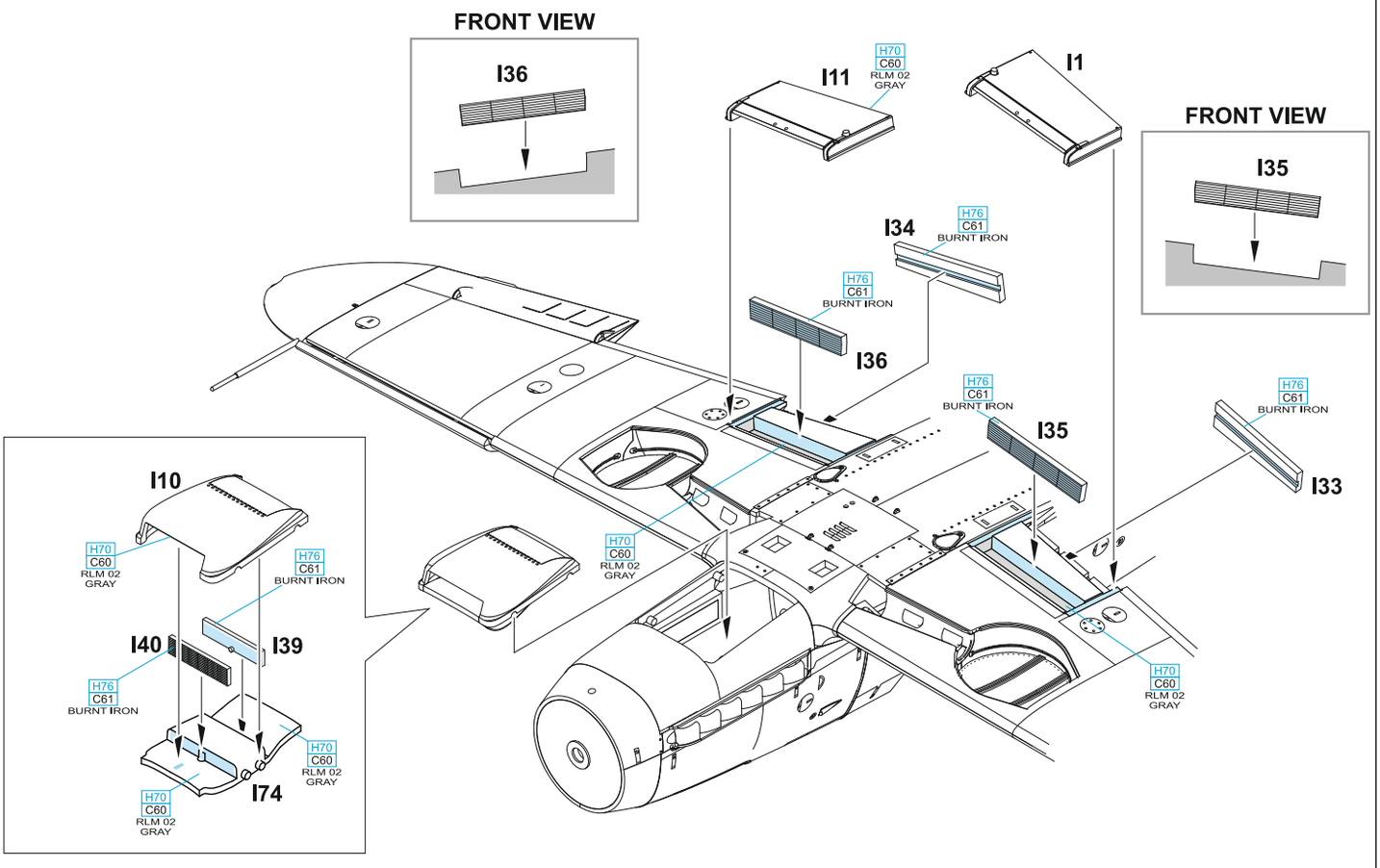

H48
H22
step 2
H77
C137
TIRE BLACK
H49
H21
step 2
H64
H70
C60
RLM 02
GRAY
step 1
H63
step 1
H77
C137
TIRE BLACK
step 3
K3
Q2
H70
C60
RLM 02
GRAY
Q1
I13
K3

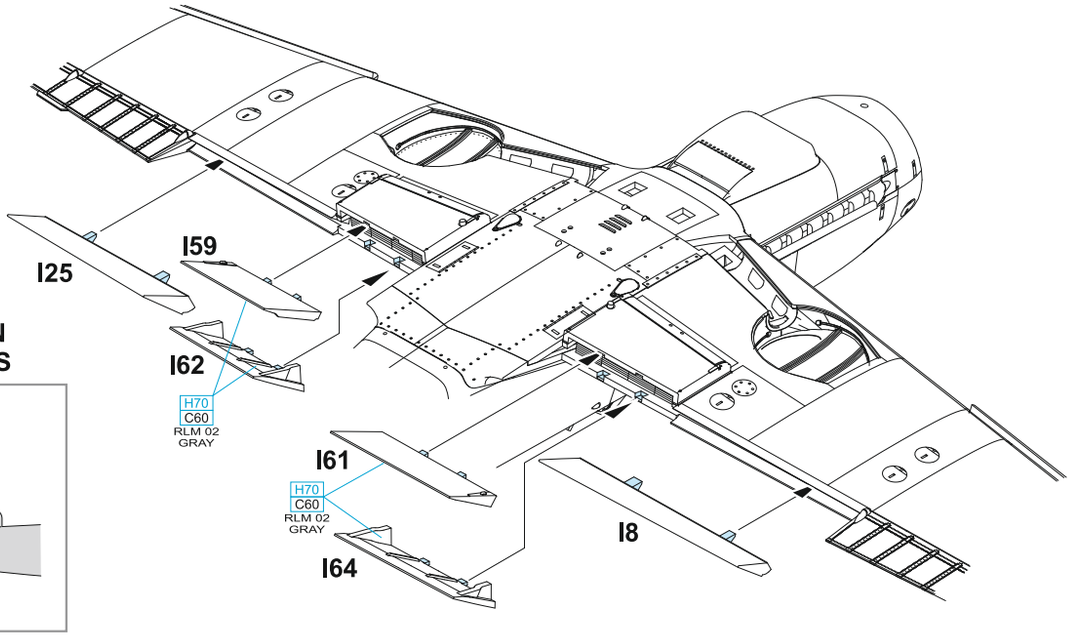
OPEN


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

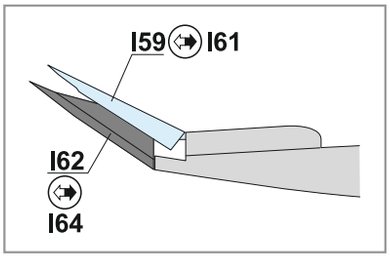
CLOSED

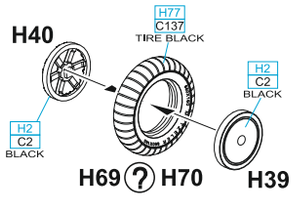

H94
C138
CLEAR GREEN
I76
I72
I79
I78
H90
C47
CLEAR RED

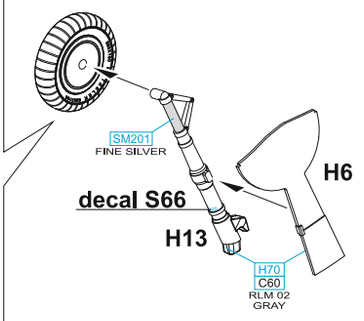


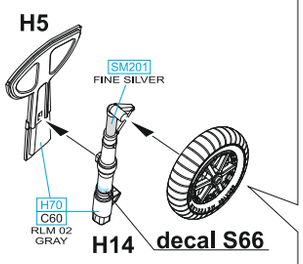


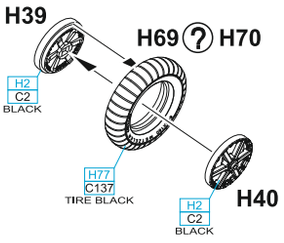
CORRECT POSITION OF RADIATOR FLAPS

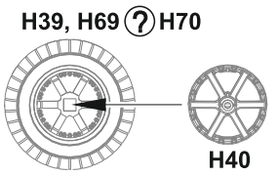



H40
H77
C137
TIRE BLACK
H2
C2
BLACK
H2
C2
BLACK
H69 ? H70
H39

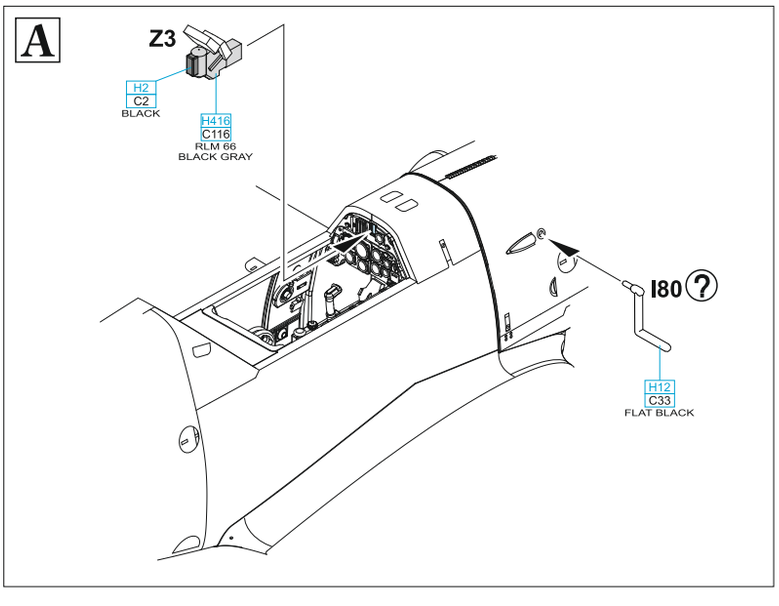

SM201
FINE SILVER
H6
decal S66
H13
H70
C60
RLM 02
GRAY

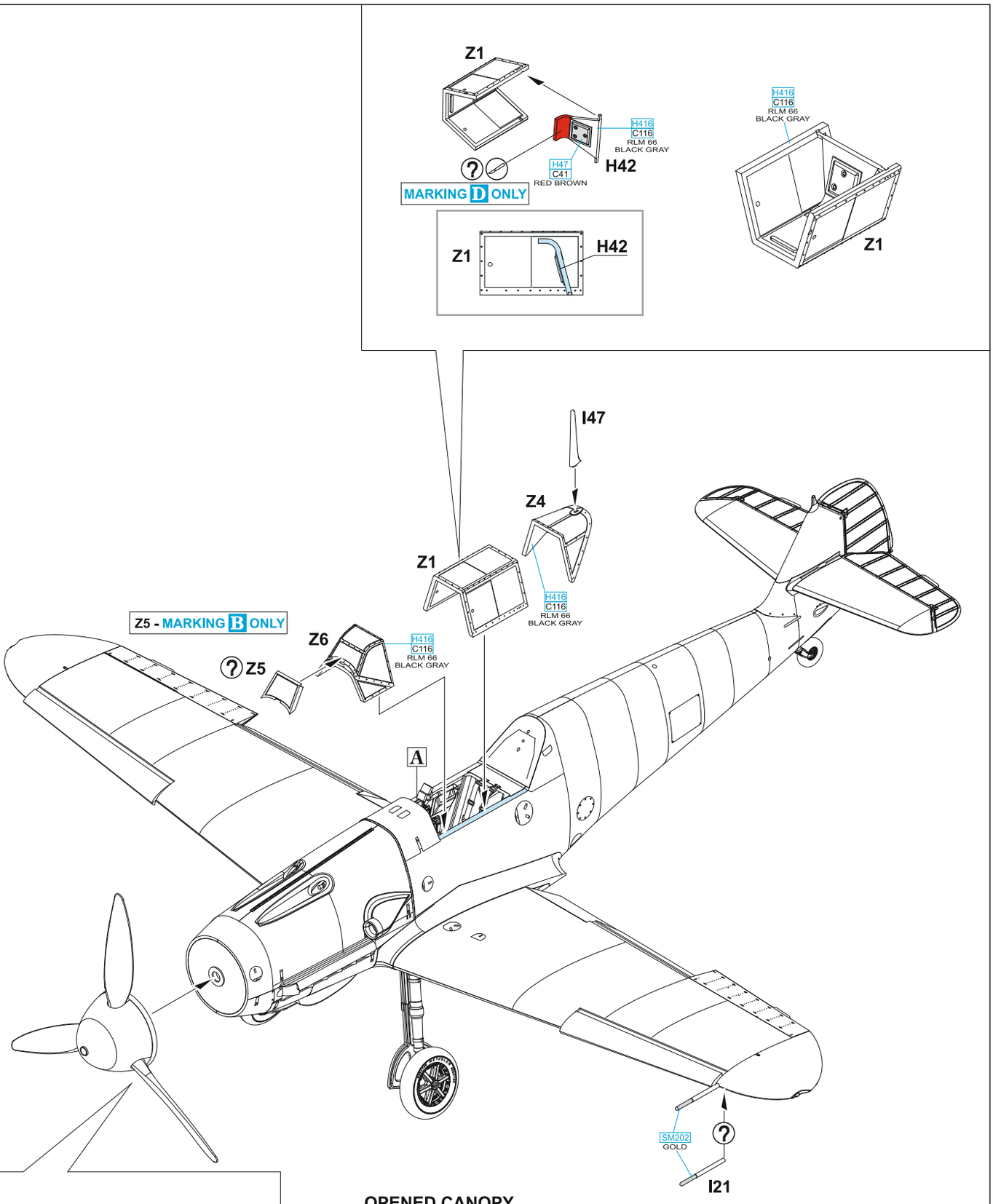

H5
SM201
FINE SILVER
H70
C60
RLM 02
GRAY
H14
decal S66

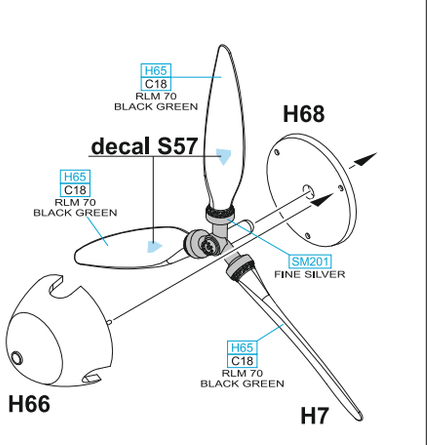

H39
H69 ? H70
H2
C2
BLACK
H77
C137
TIRE BLACK
H2
C2
BLACK
H40


H39, H69 ? H70
H40

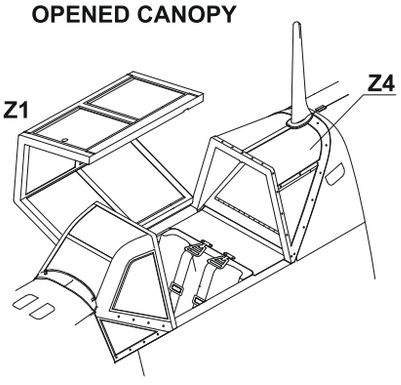
H31
H31

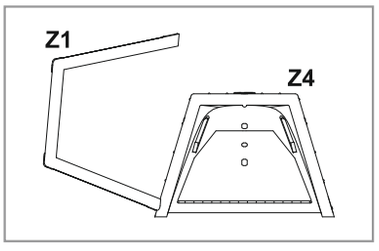

A
Z3
H2
C2
BLACK
H416
C116
RLM 66
BLACK GRAY
I80 ?
H12
C33
FLAT BLACK



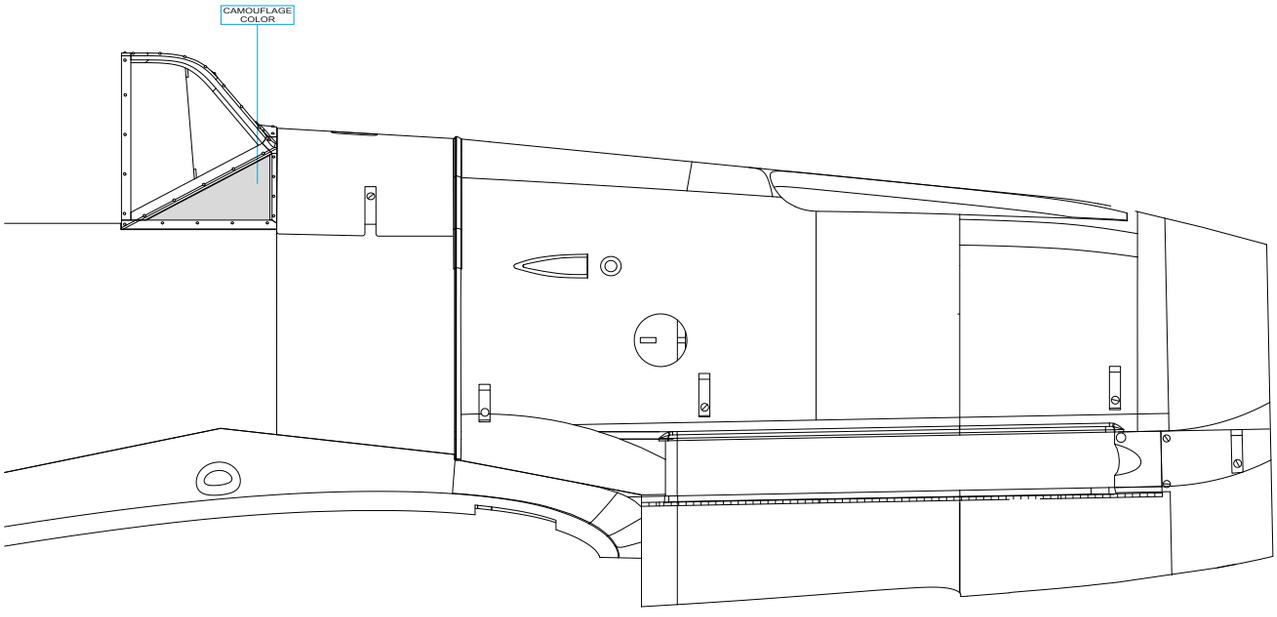


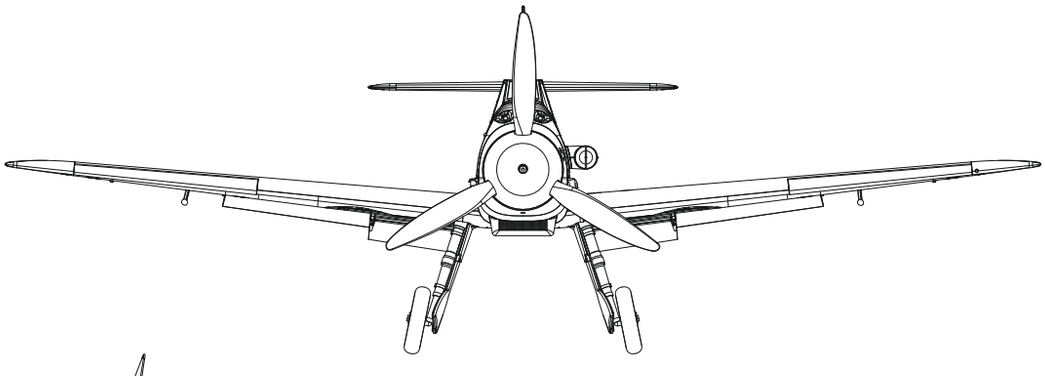
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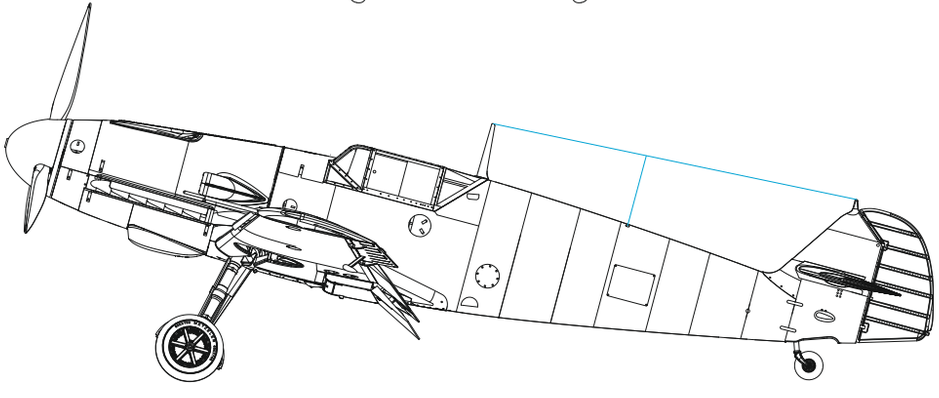




MARKINGS A, B, C ONLY

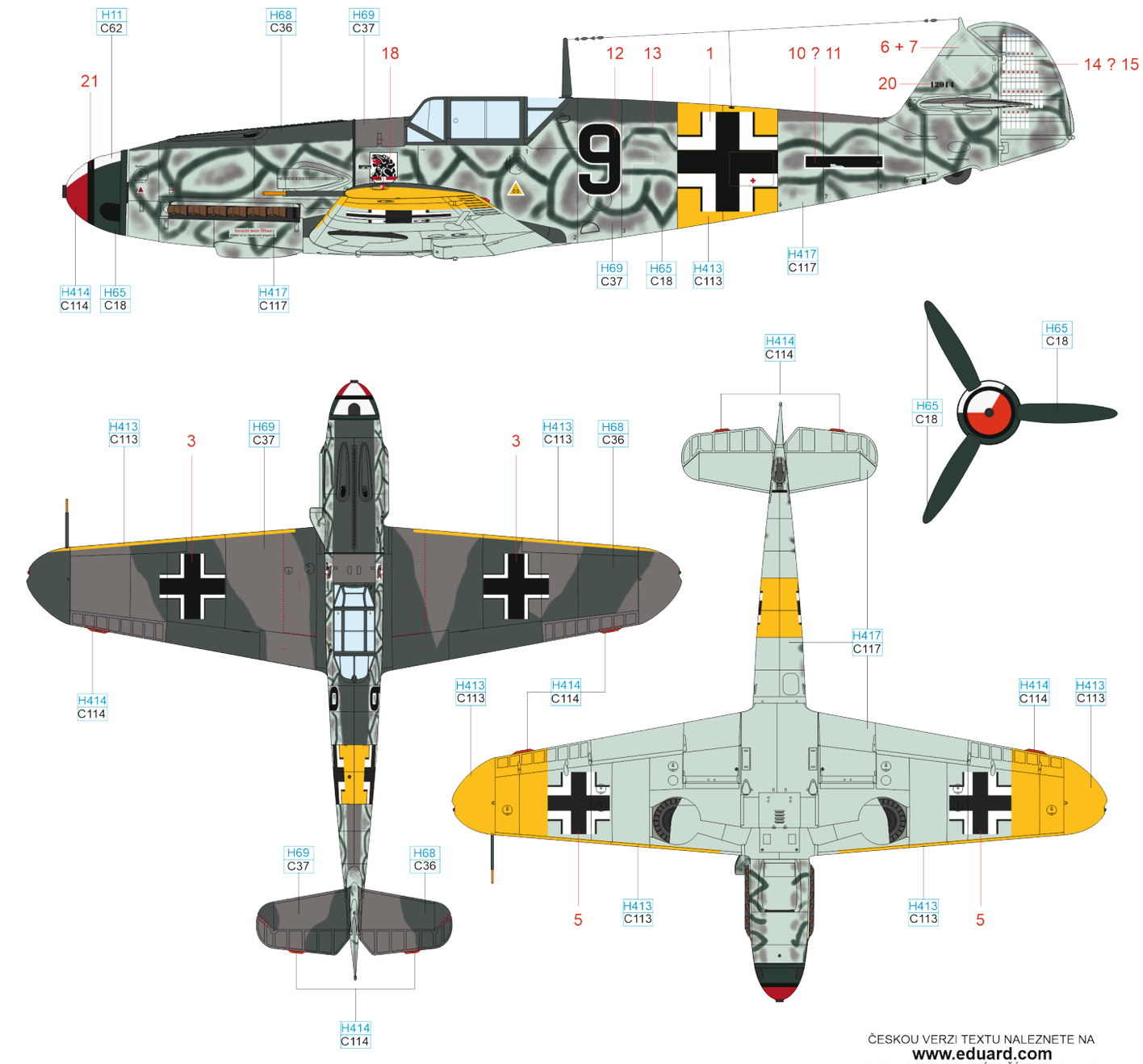


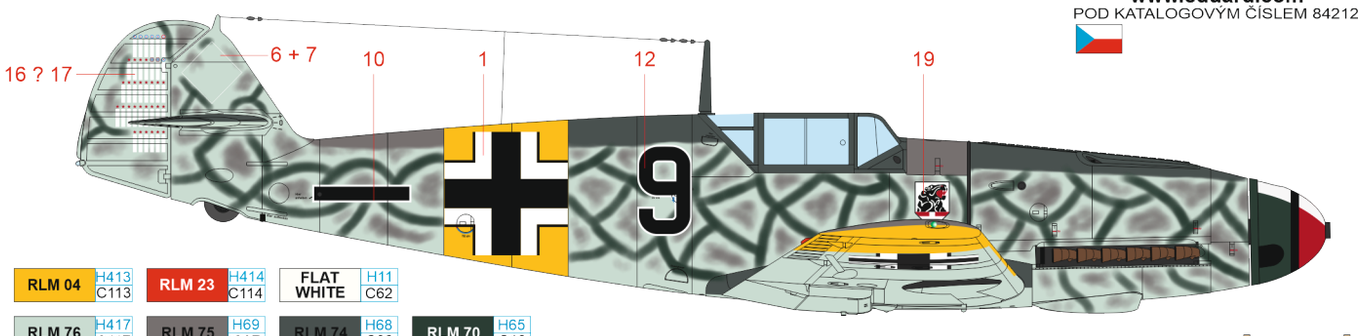




A W.Nr. 12914, Oblt. Wolfgang Späte, 5./JG 54, Staraya Russa, the Soviet Union, September 1941

The aircraft was built in summer 1941 by AGO and assigned to 5./JG 54 on the Leningrad front. Initially attributed to Austrian pilot Josef Pöhs (43 v., KC), later analysis identifies Oblt. Wolfgang Späte as its pilot. Späte (1911–1997) was a pre-war competitive glider pilot who flew as reconnaissance pilot in the Polish and French campaigns. After converting to fighters, he joined JG 54 in January 1941, serving with breaks until September 1944. He later commanded Erprobungskommando 16, testing the Me 163, and led a JG 400 unit with Me 163s until its disbandment, then flew Me 262s with III./JG 7. He scored 99 victories, including 5 on the Me 262, and received the Knight's Cross with Oak Leaves. Aircraft W.Nr. 12914 was later transferred to II./JG 51 and destroyed on September 3, 1942 during a Soviet air raid on Dugino airfield, where Lt. Herbert Puschmann (54 v., KC) of 4./JG 51 was seriously wounded at its controls.



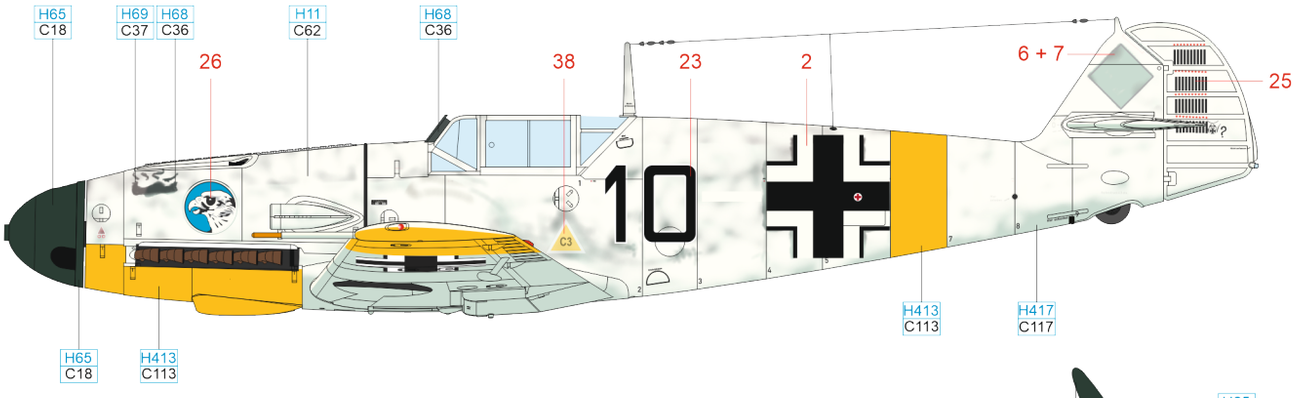


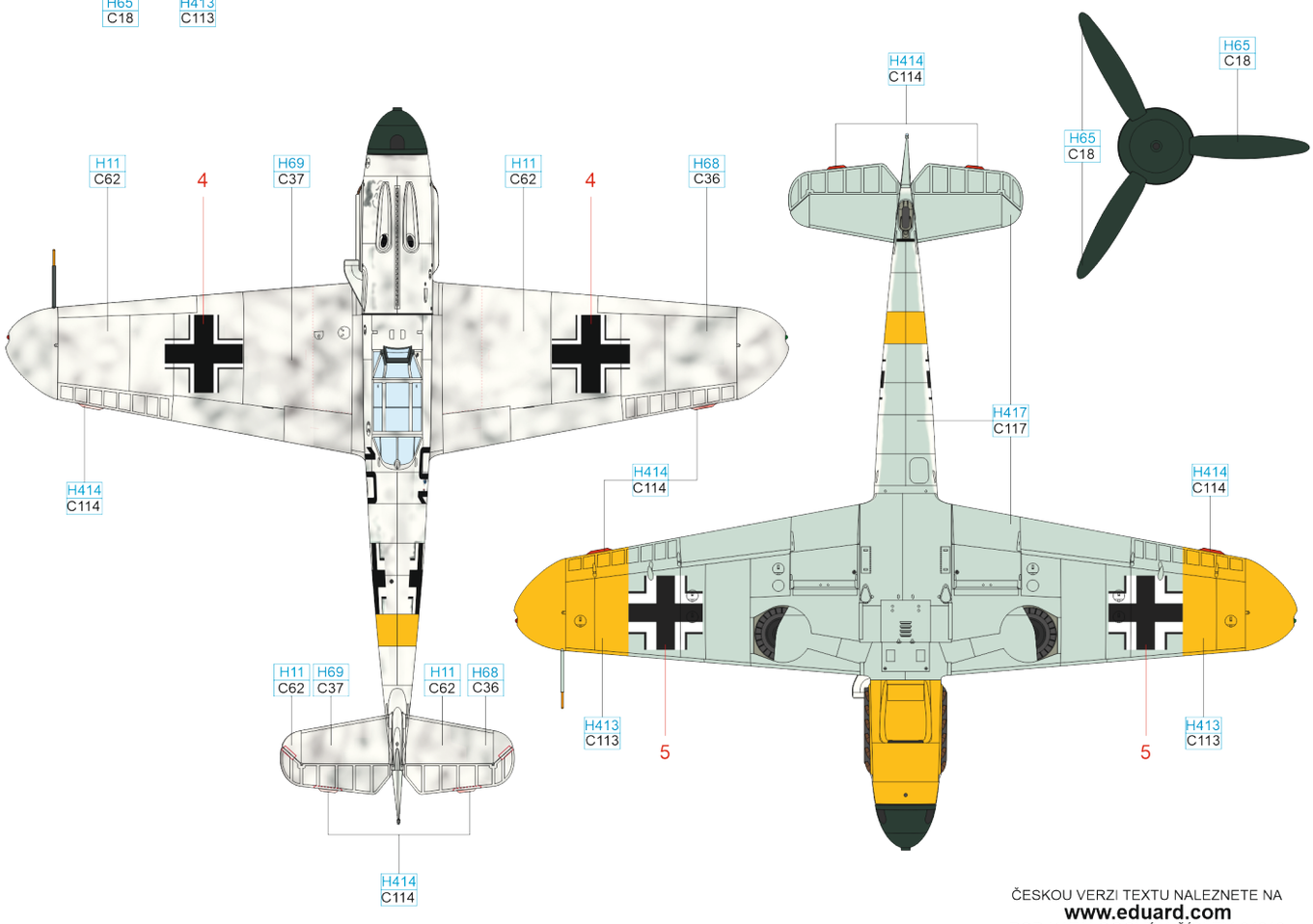
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RLM 04	H413 C113	RLM 23	H414 C114	FLAT WHITE	H11 C62		
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18

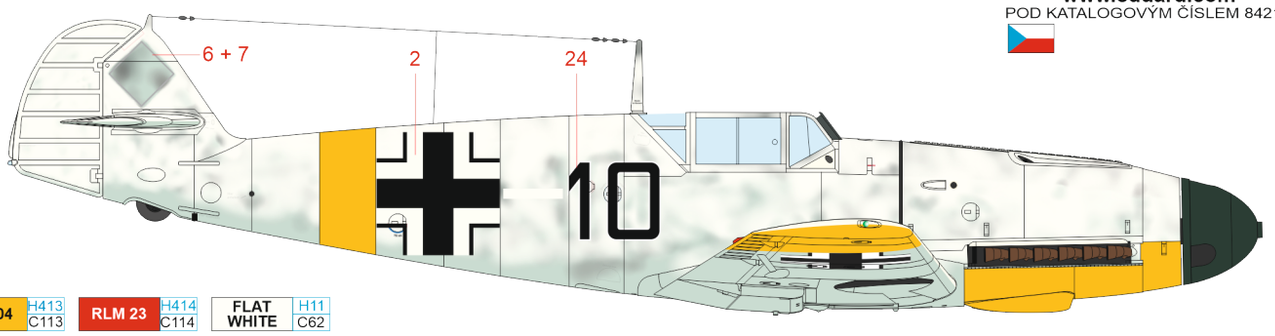
B W.Nr. 8239, Lt. Hans Strelow, 5./JG 51, Bryansk, the Soviet Union, March 1942

Hans Strelow was born on March 26, 1922, in Berlin. In 1939, he voluntarily joined the Luftwaffe. After completing training in February 1941, he was assigned to 5./JG 51. From the start of Operation Barbarossa, he flew on the Eastern Front. He achieved his first aerial victory on June 25, 1941. In January 1942, he was appointed Staffelkapitän of 5./JG 51. On March 24, 1942, he became the youngest recipient of the Knight's Cross with Oak Leaves. His Black 10 was painted white on the upper surfaces during the winter period. The JG 51 insignia was displayed on left side of the nose only. The yellow band behind the cross and the yellow wingtips were identification markings used on the Eastern Front. The victories he achieved were marked on the left side of the rudder. On May 22, 1942, Hans Strelow was shot down by a Pe-2 crew and forced to make an emergency landing behind Soviet lines. Fearing capture by the Red Army, he conducted suicide by shooting himself in his head.





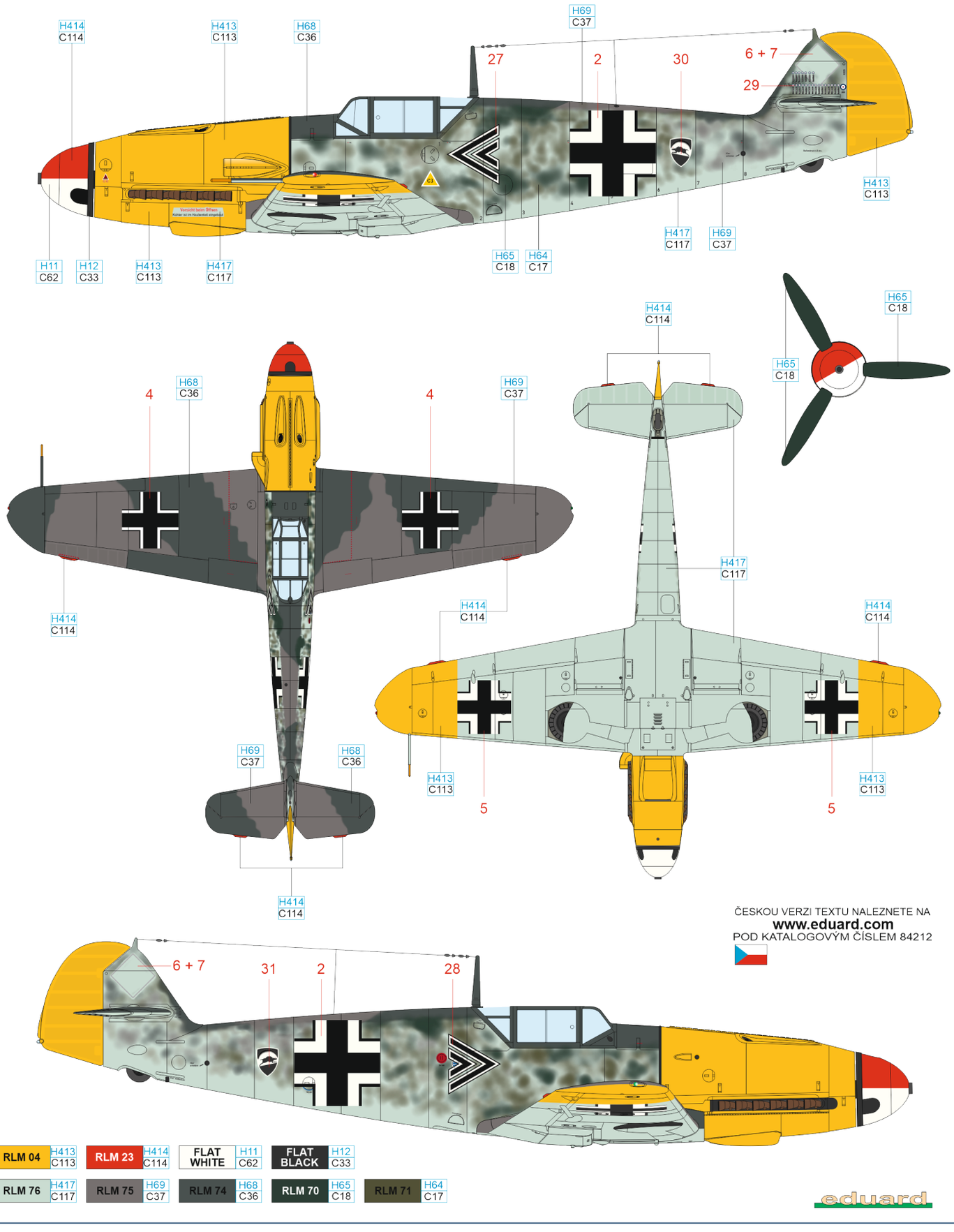
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RLM 04	H413 C113	RLM 23	H414 C114	FLAT WHITE	H11 C62		
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18

C W.Nr. 8165, Hptm. Karl-Heinz Leesmann, CO of I./JG 52, Amsterdam, the Netherlands, June 1941

Karl-Heinz Leesmann was born on May 3, 1915, in Osnabrück. After completing pilot training with the Luftwaffe, he participated in the French campaign and the Battle of Britain as a member of JG 52. On August 27, 1940, he was appointed Staffelkapitän of 3./JG 52. On May 24, 1941, he became Gruppenkommandeur of I./JG 52. His W.Nr. 8165 aircraft displayed victories achieved on the Western Front on the port side of the fin below the swastika. Before Operation Barbarossa, I./JG 52 was transferred to the Eastern Front. On November 6, 1941, during combat with Soviet aircraft, Leesmann made an emergency landing near Ruza with a shattered right forearm. After a long hospitalization and recovery, he returned to I./JG 52 in May 1942. In March 1943, he transferred to III./JG 11. On July 25, 1943, while flying a Bf 109G-6, he was shot down during an attack on a B-17 over the North Sea near Heligoland. His body was washed ashore on August 16, 1943, and he was buried in Recklinghausen.

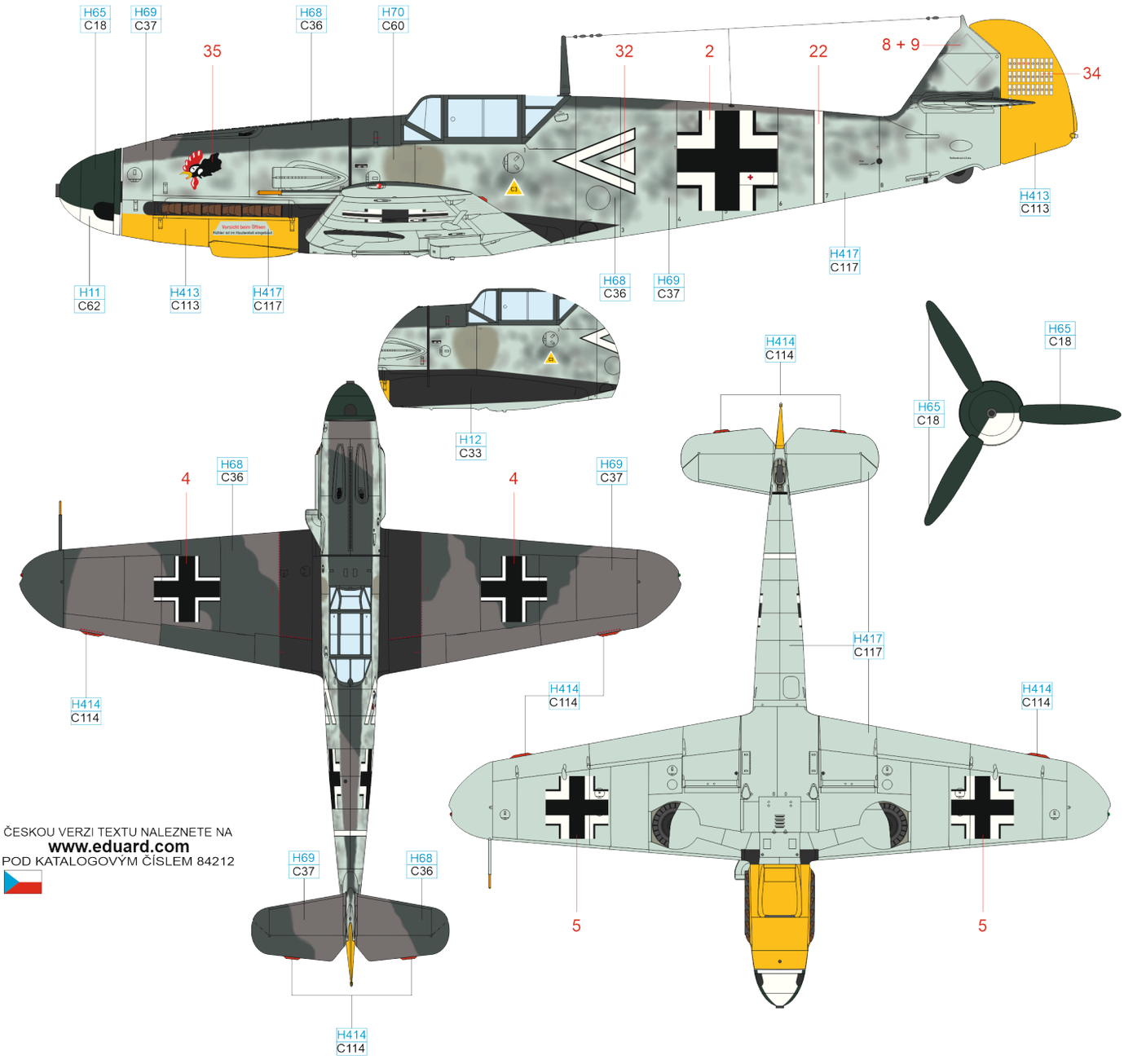


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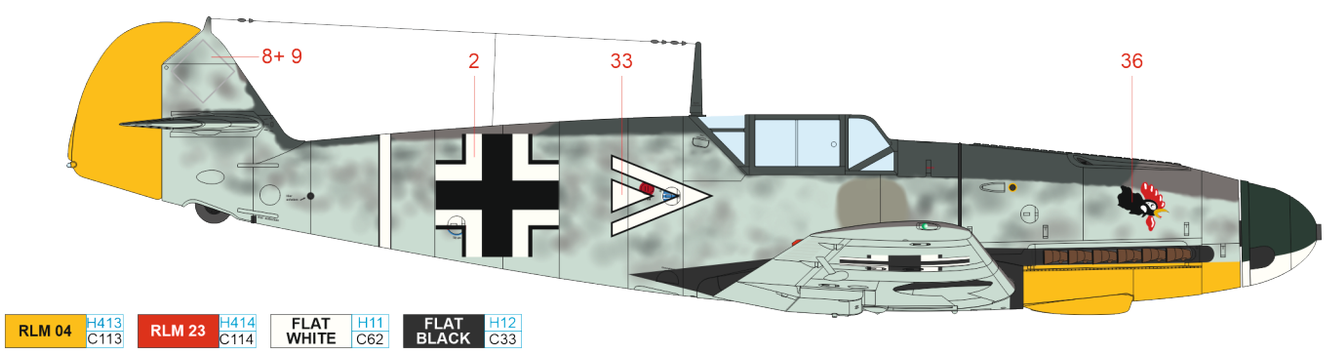
RLM 04	H413 C113	RLM 23	H414 C114	FLAT WHITE	H11 C62	FLAT BLACK	H12 C33		
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18	RLM 71	H64 C17

D Hptm. Hans Hahn, CO of III./JG 2, Saint-Pol-sur-Ternoise, France, July 1941

Hans "Assi" Hahn, a fighter ace and recipient of the Knight's Cross with Oak Leaves, led the 4./JG 2 from December 1939 and the III./JG 2 from October 29, 1940. A total of 31 victory symbols on the tail of his aircraft were tied to Hahn's operations on the Western Front. His 31st victory was achieved on July 10, 1941, near Saint-Omer, when he shot down two Spitfires. Beginning on November 1, 1942, he took command of II./JG 54 and led this Gruppe until February 21, 1943, when he was shot down and captured by Soviet forces. Hahn was not released from captivity until 1950, during which he wrote a book about his experiences in prison titled "Ich spreche die Wahrheit!" (I speak the truth!). Before his capture, he achieved 108 victories, 66 of which were on the Western Front. The rooster's head painted on his aircraft symbolized the III. Gruppe JG 2's staff planes and was derived from Hahn's surname, as "Hahn" means rooster in German. Hans Hahn passed away in 1982, and his wife later remarried the night fighter pilot Wolfgang Falck.

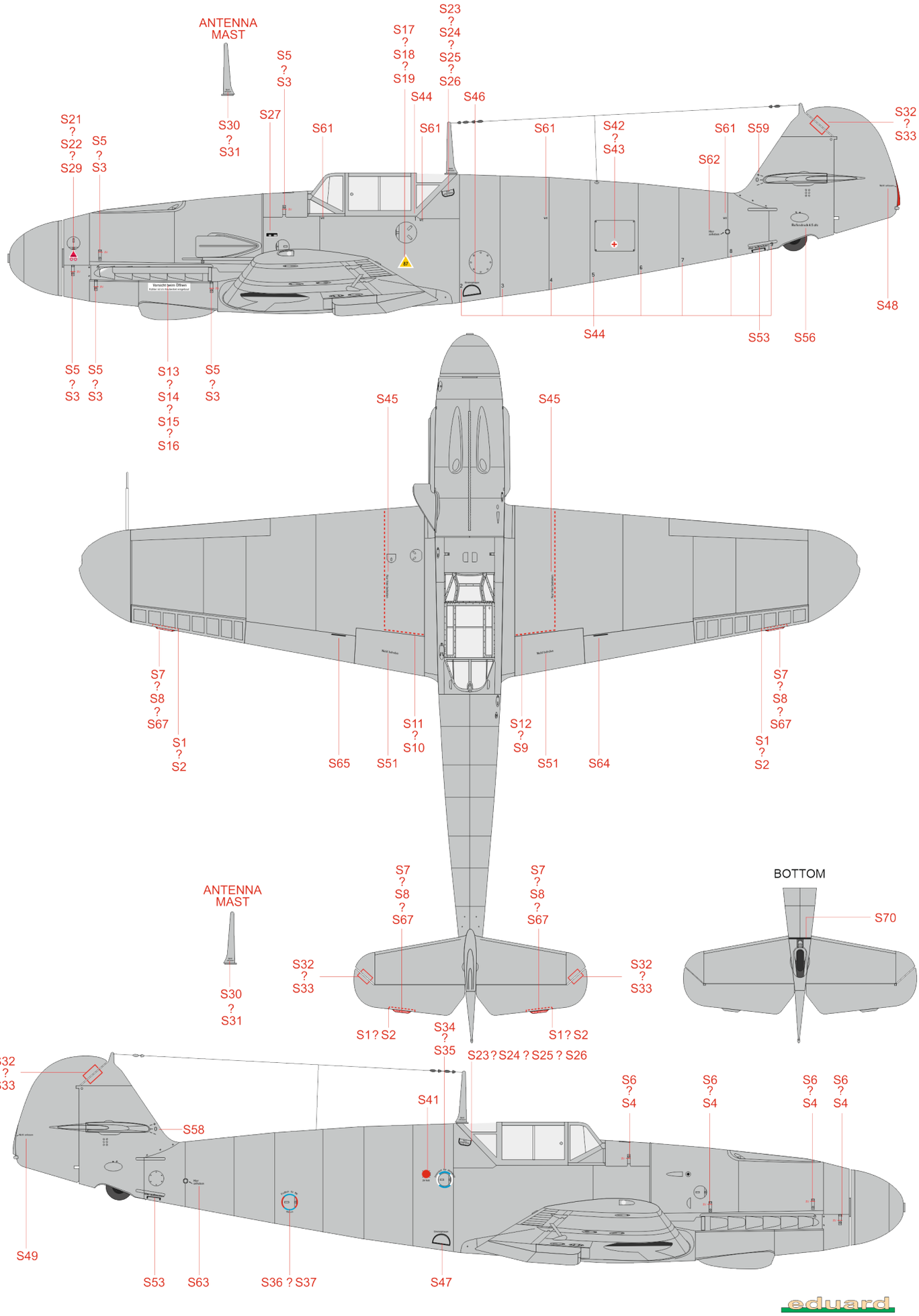


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RLM 04	H413 C113	RLM 23	H414 C114	FLAT WHITE	H11 C62	FLAT BLACK	H12 C33		
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18	RLM 02	H70 C60

Bf 109F-2 STENCILING POSITIONS



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