

GERMAN WWII FIGHTER 1:48 SCALE PLASTIC KIT



eduard

intro

ProfiPACK


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

The first combat use was by three developmental Bf 109s in the Spanish Civil War, where they were delivered in December, 1936. The pre-series airframes were to, first of all, validate the aircraft's abilities in modern aerial combat. Shortly thereafter, production machines in the form of the Bf 109B-1 began to reach 2./J.88, the Legion Condor. The desire of Germany to demonstrate her aerial prowess to potential foes was advanced further in international sport meets. The triumphs attained in Zurich in the summer of 1937 were complemented several months later by grabbing the speed record of 610.95 kph. In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the types to combat units did not sustain a rate that was desired by military brass. Even by August, 1938, the Bf 109 accounted for less than half of the 643 front line fighters in service. The later months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. With both a qualitative and quantitative advantage, the fighter wing of the Luftwaffe entered the Polish campaign, the first defenses of the Fatherland, Blitzkrieg against the West, and the Battle for France. With one foot in the door that was the English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 was revealed: the inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors that made the defeat of the Luftwaffe in the Battle of Britain possible. Experiences gained in 1940 led to the development of the 'F' version prior to the spring of 1941. The elegance of the Bf 109 crested with the 'Friedrich'. Following a largely defensive stance over the Channel and northern France, the Bf 109F took on a more offensive role in Operation Barbarossa in the east, and in northern Africa. In later duties with the 'Jagdwaaffe' during the second phase of the war in the east, and in the 'Defense of the Reich' from 1943 to 1945, the Bf 109 served in the form of the 'G' version, followed by the 'K'. Even if by the end of the war it was clear that the development of the Bf 109 was exhausted, during its combat career, the type was able to keep pace with the foes that it encountered. Besides its primary function as fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

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

úvodem

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

Dokonce uzavíratelný překryt kabiny nebo skořepinová konstrukce nebyly čtyři roky před začátkem 2. světové války tak obvyklým jevem, jak by se z dnešního pohledu mohlo zdát. Bf 109 byl již z počátku svého vývoje, i přes problémy s pohonnou jednotkou, velmi nadějným projektem. Problémy s pohonem vyřešila až zástavba motoru DB 601. Ten je spolu s pozdějším DB 605 neodmyslitelně spojen s úspěchy Bf 109. Řadový invertní dvanáctiválec do V poháněl několik desítek tisíc vyprodukovaných „stodevíttek“ ve více než 25 verzích a variantách. K prvnímu bojovému nasazení tří zkušebních kusů Bf 109 došlo za občanské války ve Španělsku, kam byly odeslány v prosinci 1936. Stroje z předseriesové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazení u 2./J.88 Legion Condor začaly dostávat i sériové stroje varianty Bf 109B-1. Snaze Německa ukazovat svou leteckou sílu potenciálním protivníkům napomáhala i sportovní klání. Triumf letounů Bf 109 na leteckém mítinku v Curychu v létě 1937 byl doplněn o několik měsíců později ustanovením rychlostního rekordu 610.95 km/h. Ve velmi krátkých časových úsecích následovaly verze C, D a E. Přesto však doplňování nových strojů k bojovým útvarům nepokračovalo tempem, který by si velení mohlo přát. Ještě v srpnu roku 1938 tvořila výzbroj letouny Bf 109 méně než polovinu z 643 stíhačů první linie. Ovšem během následujících měsíců roku se tempo dodávek k bojovým útvarům zrychlilo. V okamžik přepadení Polska (kterého se však zúčastnilo jen o málo více než dvě sta Bf 109) tak Luftwaffe disponovala zajisté nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou i množství převahou tak stíhací část Luftwaffe absolvovala polskou kampaň, první obranu Fatherlandu, Blitzkrieg proti západu i bitvu o Francii. S jednou nohou vykořenou přes Kanál La Manche zahájila Luftwaffe v letních měsících roku 1940 útoky na Británii. V tu dobu se mj. projevil jeden vážný nedostatek Bf 109 - nepřipravenost konstrukce stroje na nesení přídavné nádrže, která by zvýšila dolet letounu při doprovodu bombardérů nad Británií. Tato zdánlivá maličkost byla jedním z faktorů, které zapříčinily porážku Luftwaffe v Bitvě o Británii. Zkušenosti z bojů v r. 1940 napomohly při vývoji verze F, která se začala k bojovým útvarům dostávat během předjaří 1941. Elegance Bf 109 u „Friedricha“ dosáhla vrcholu. Po bojích nad Kanálem a severní Francií, spíše již defenzivního charakteru, se Bf 109F zapojily i do útočných akcí, a to zejména při operaci Barbarossa na východě nebo v severní Africe. Do pozdějších úkolů Jagdwaaffe ve druhé fázi války na východě i do obrany Říše v letech 1943 - 1945 se zapojovaly především Bf 109 verze G a v posledních měsících války pak také verze K. Ačkoli na konci války bylo jasné, že koncepce letounu Bf 109 se po deseti letech služby dostala na hranici možností, po celou dobu své bojové činnosti dokázaly jednotlivé varianty držet krok se svými stíhacími protivníky. Kromě svého prioritního určení stíhacího letounu se Bf 109 objevily i v rolích stíhací-bombardovací, průzkumná, noční stíhací, palubní stíhací, cvičné nebo jako rammjäger.

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

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.



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.



Vom Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨ててください。

INSTRUCTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOUT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る



OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる



NOTCH
ZÁŘEZ
L'INCISION
DER EINSCHNITT
切る



REMOVE
ODŘÍZNOUT
RETIRER
ENTFERNEN
移す



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



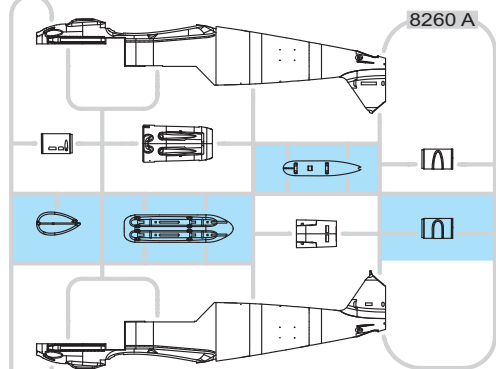
PIÈCES



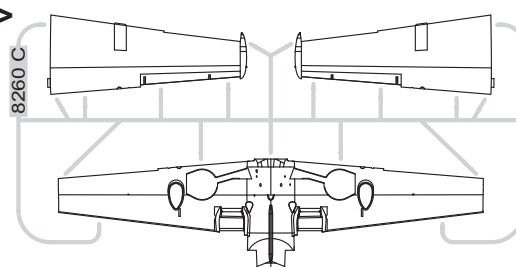
部品

A>

PLASTIC PARTS



C>

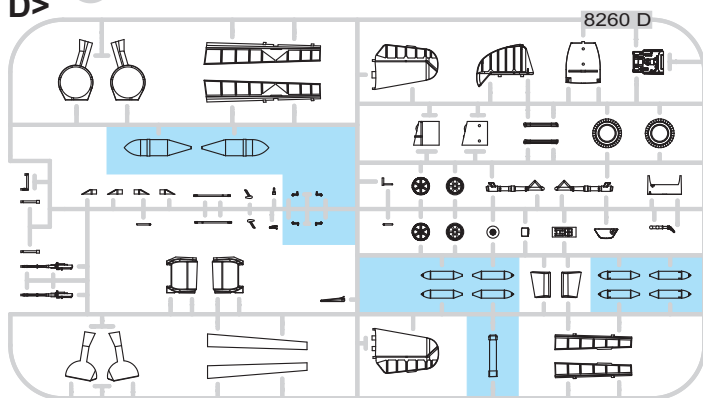


G>



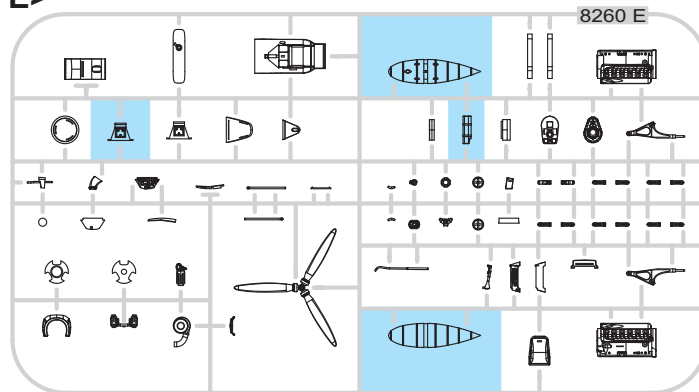
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser.
-Tyto díly nepoužívejte při stavbě. - 使用しない部品

D>



8260 D

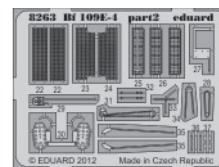
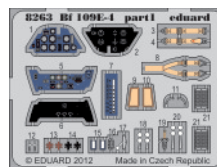
E>



8260 E

eduard
MASK

PE - PHOTO ETCHED DETAIL PARTS



COLOURS



BARVY



FARBEN



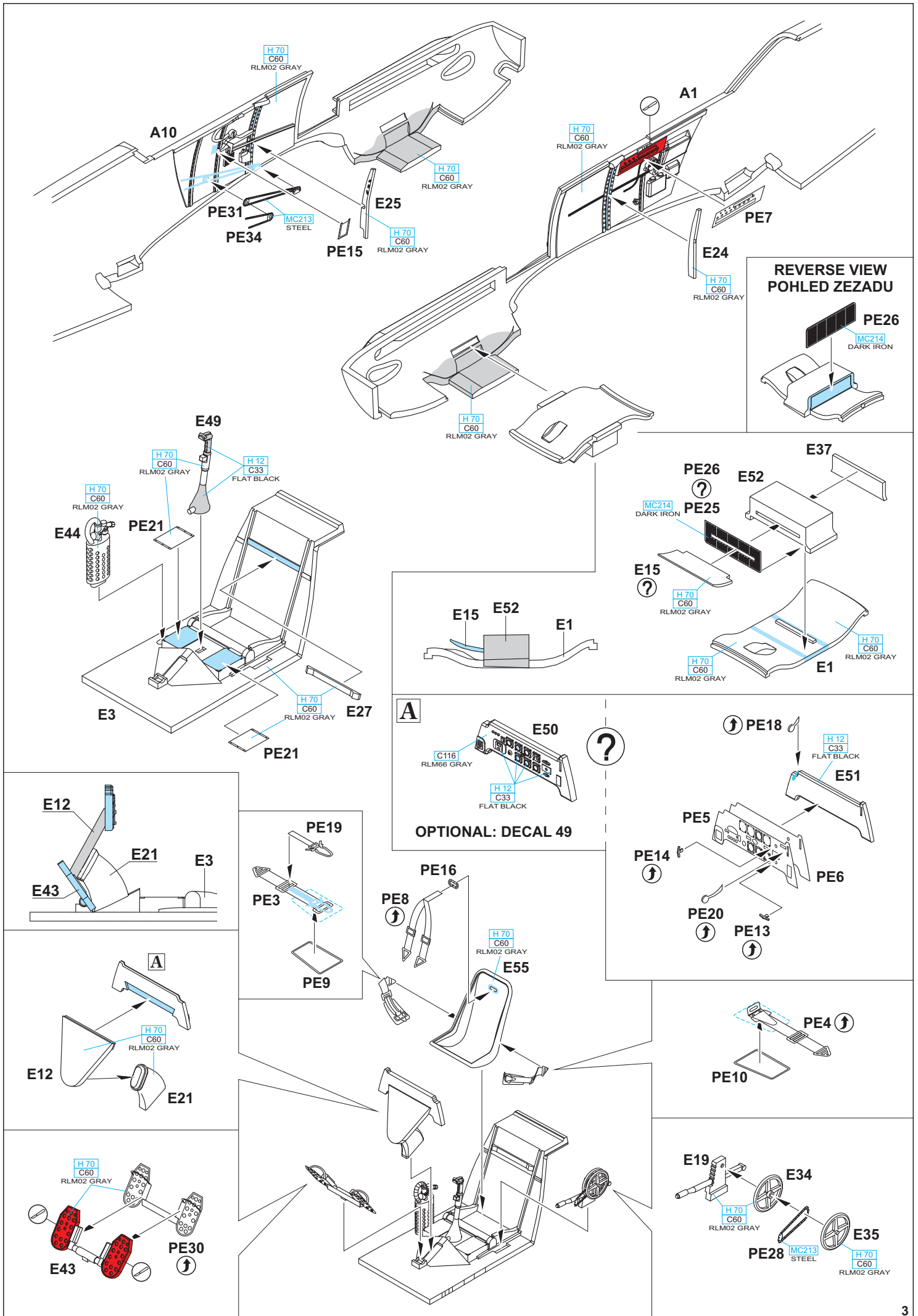
PEINTURE

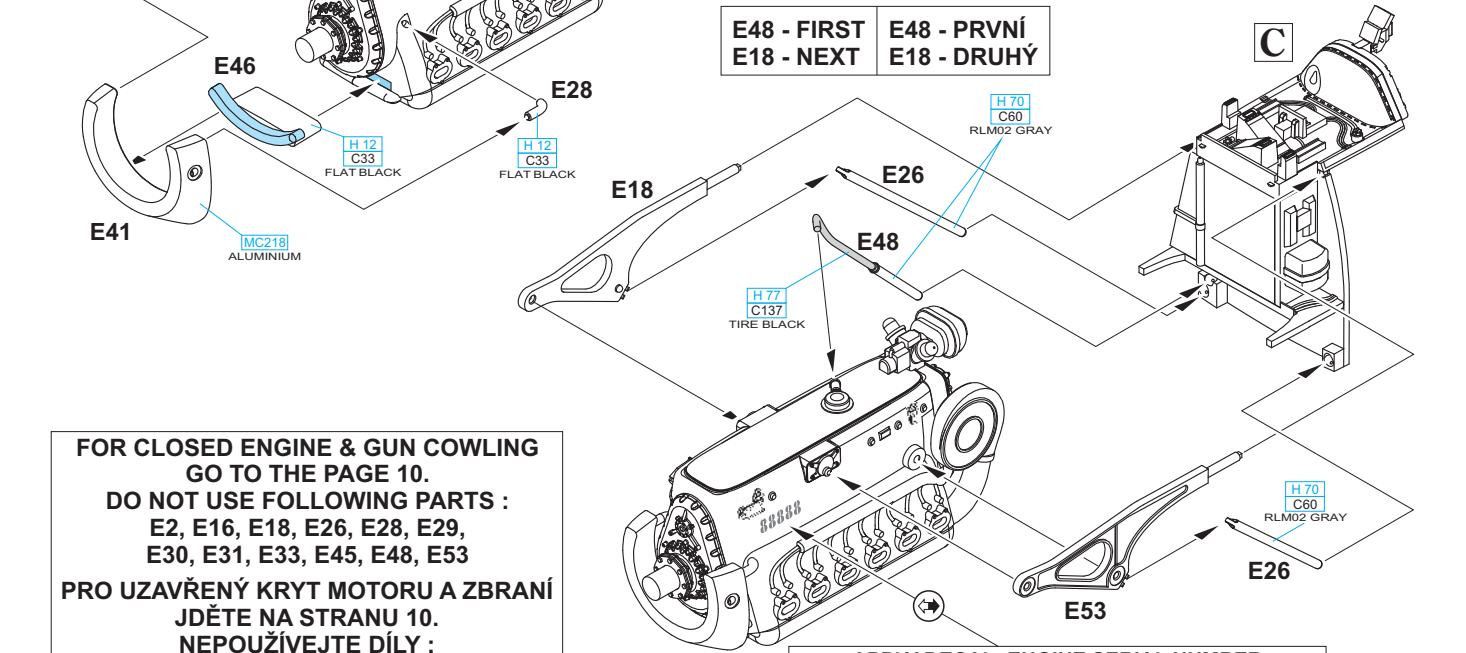
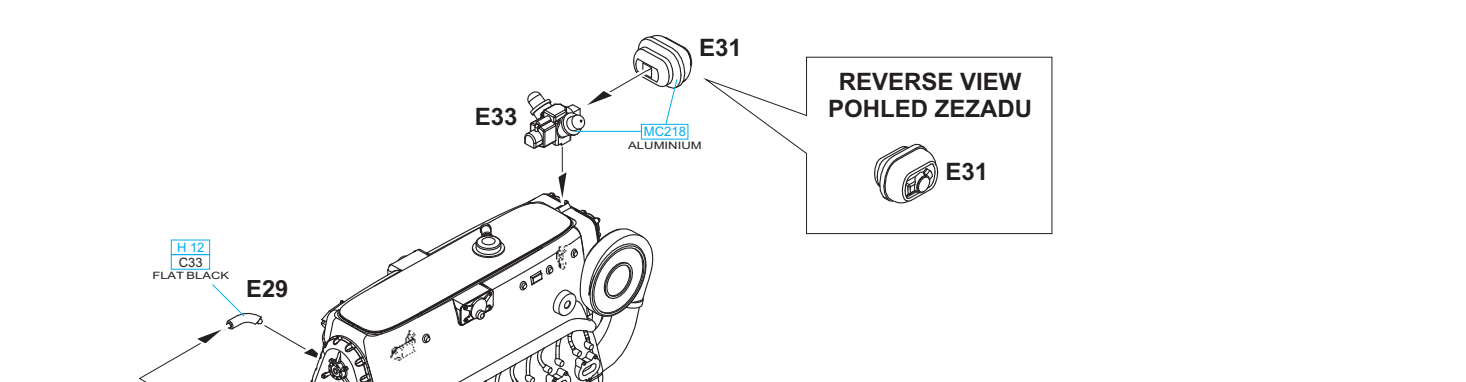
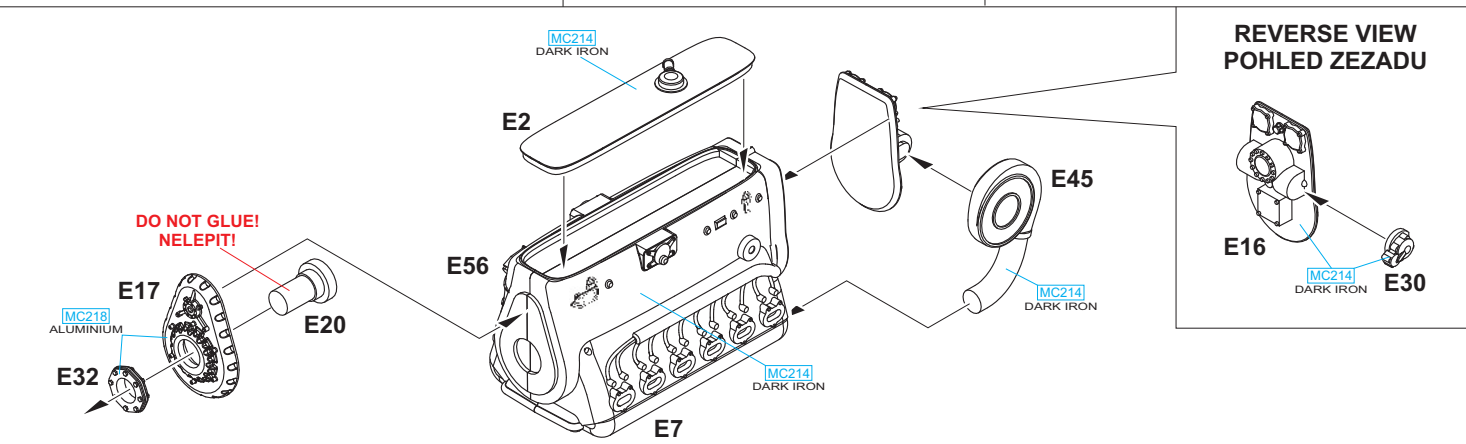
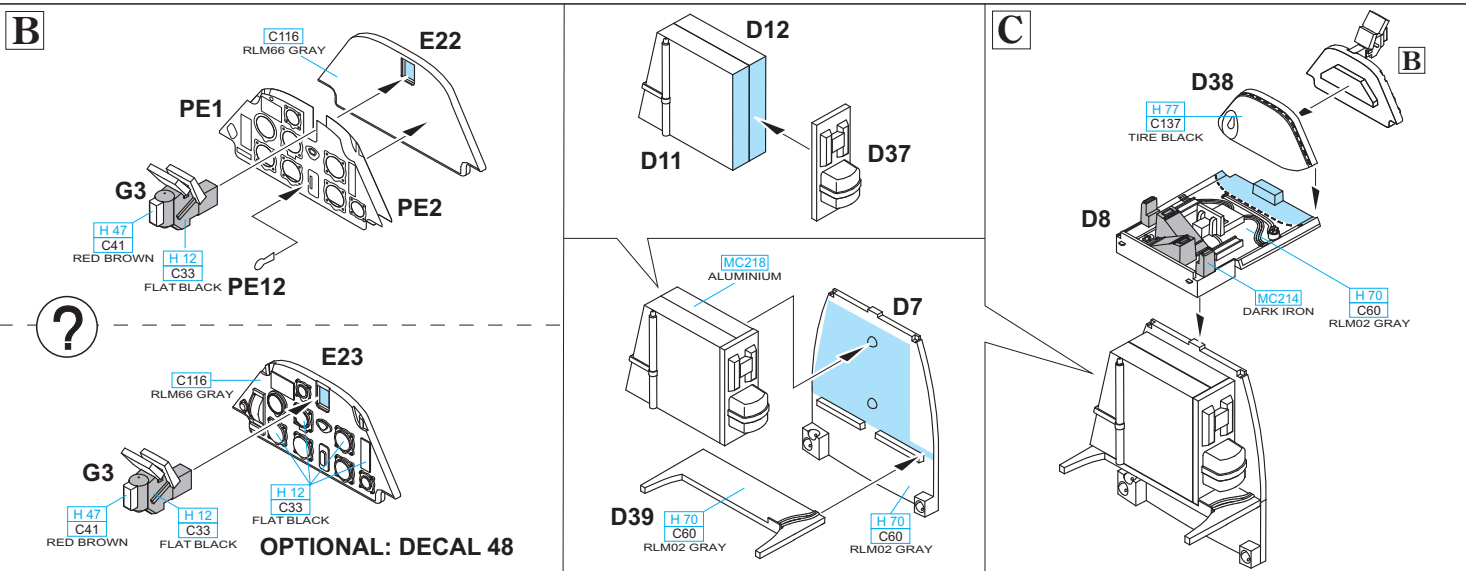


色

GSi Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
H4	C4	YELLOW	
H11	C62	FLAT WHITE	
H12	C33	FLAT BLACK	
H47	C41	RED BROWN	
H64	C17	DARK GREEN	RLM 71
H65	C18	BLACK GREEN	RLM 70
H67	C115	LIGHT BLUE	RLM 65
H70	C60	GRAY	RLM 02

AQUEOUS	Mr.COLOR		
H77	C137	TIRE BLACK	
H344		RUST	
	C116	BLACK GRAY	RLM 66
	C113	YELLOW	RLM 04
Mr.METAL COLOR			
MC213		STEEL	
MC214		DARK IRON	
MC218		ALUMINIUM	

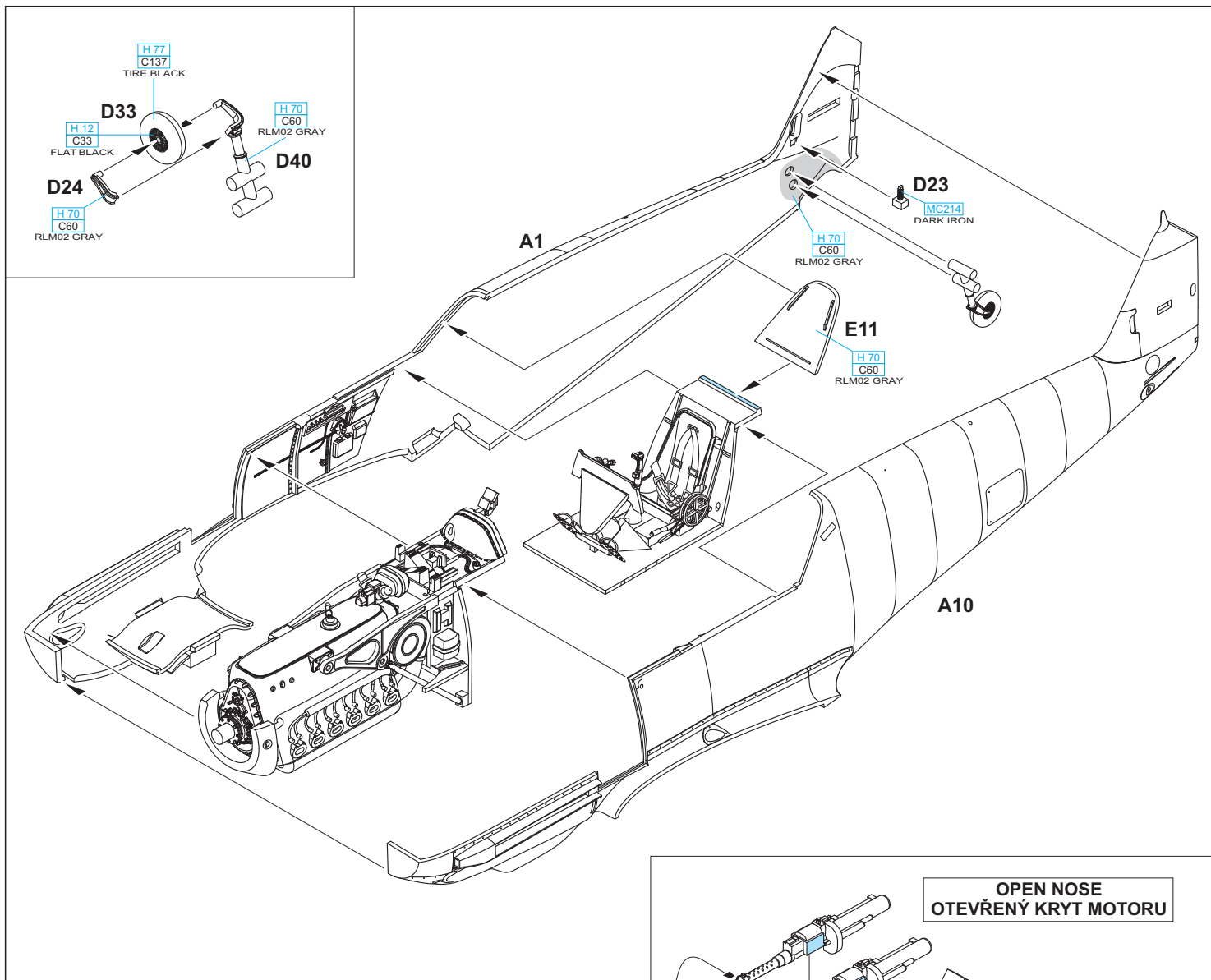




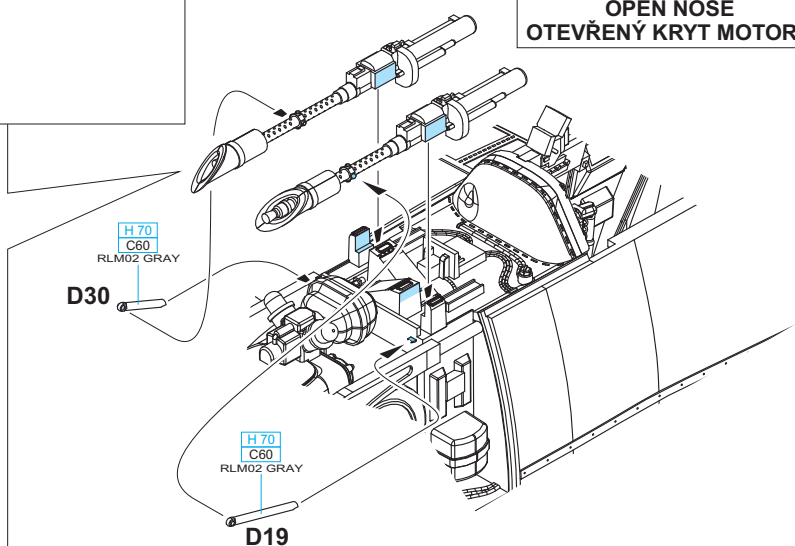
**FOR CLOSED ENGINE & GUN COWLING
GO TO THE PAGE 10.
DO NOT USE FOLLOWING PARTS :**
E2, E16, E18, E26, E28, E29,
E30, E31, E33, E45, E48, E53

**PRO UZAVŘENÝ KRYT MOTORU A ZBRANÍ
JDĚTE NA STRANU 10.
NEPOUŽÍVEJTE DÍLY :**
E2, E16, E18, E26, E28, E29,
E30, E31, E33, E45, E48, E53

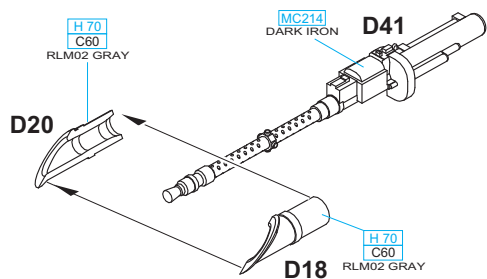
**APPLY DECAL- ENGINE SERIAL NUMBER
SEE YOUR REFERENCE FOR THE EXACT NUMBER
SÉRIOVÉ ČÍSLO MOTORU- POUŽIJTE OBTISK
DĚLE VLASTNÍCH PODKLADŮ**



**OPEN NOSE
OTEVŘENÝ KRYT MOTORU**

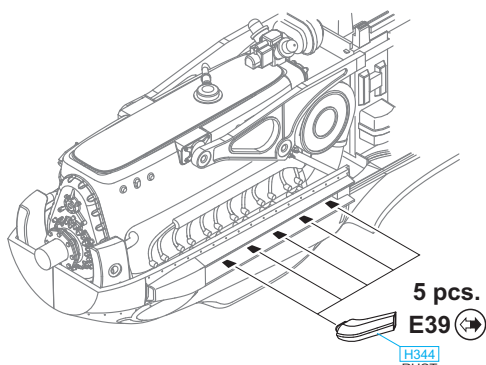


2 pcs.

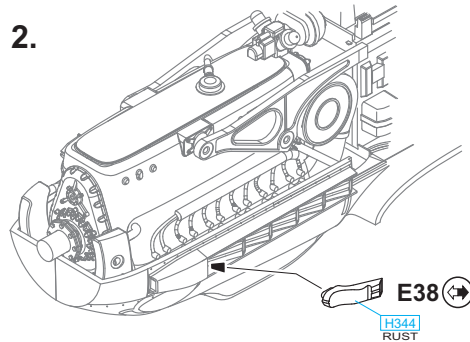


**EXHAUST PIPES INSTALLATION
INSTALACE VÝFUKOVÝCH NÁTRUBKŮ**

1.

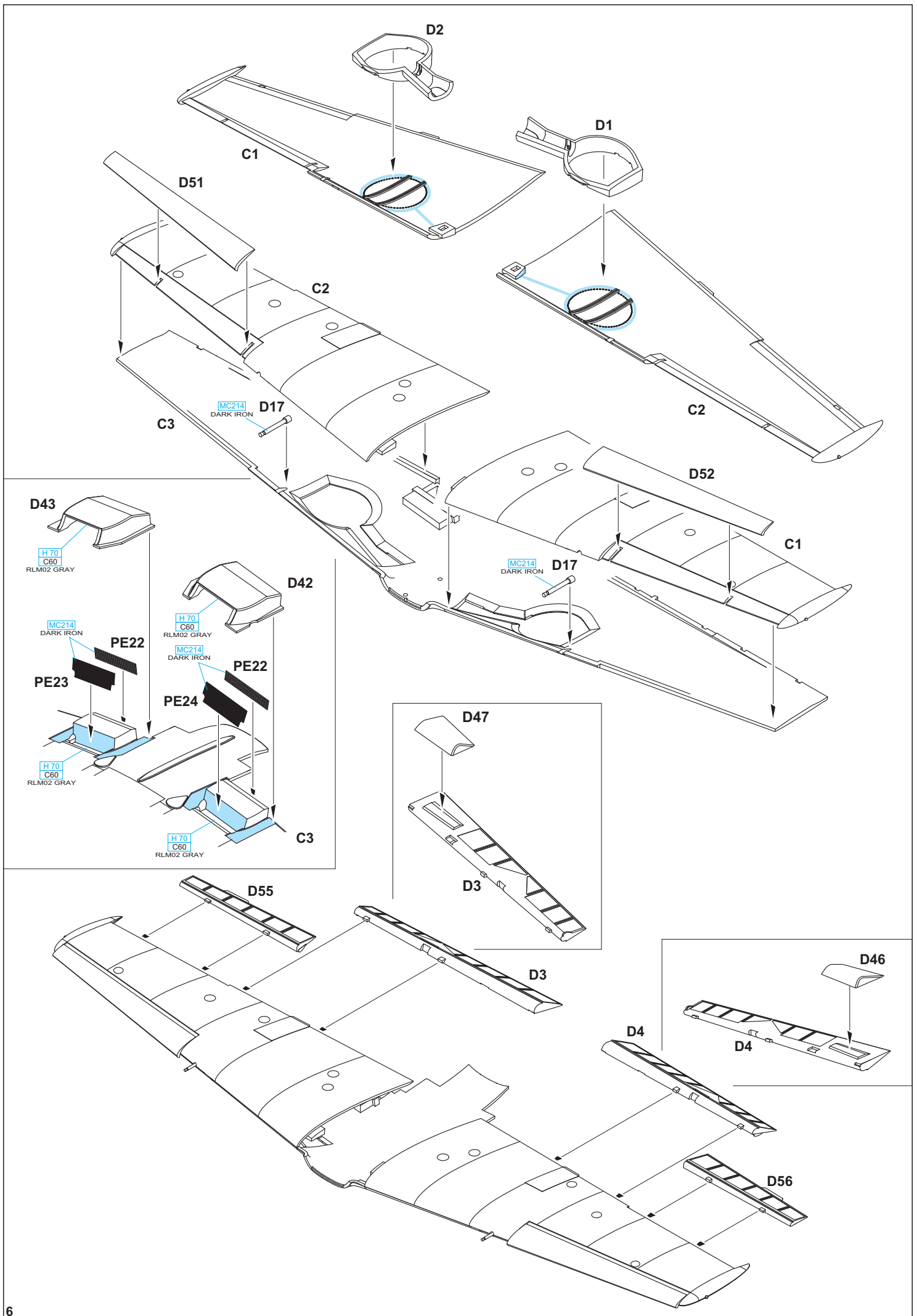


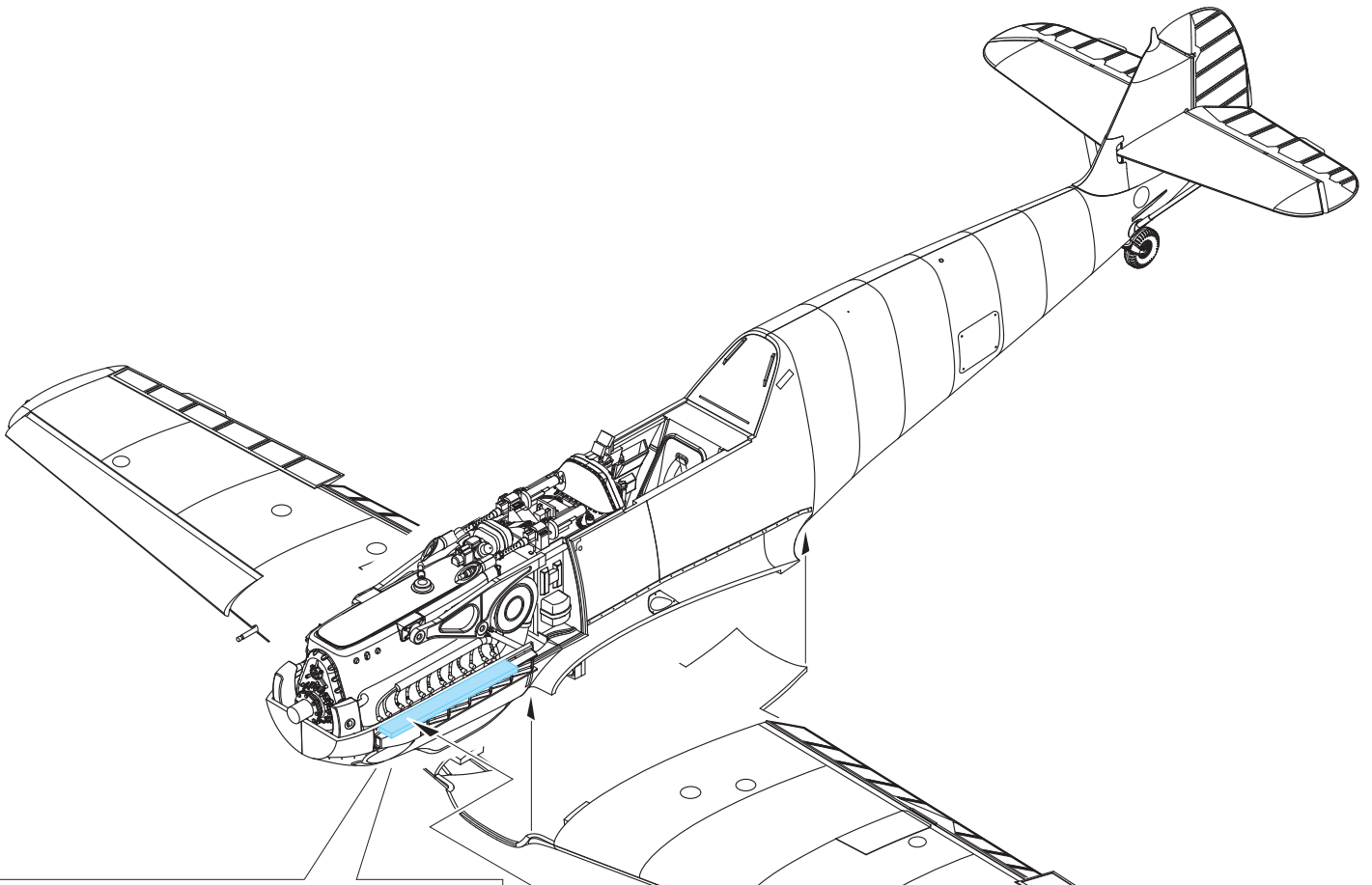
2.



- ONE BY ONE, FROM BACK TO FRONT
 - JEDEN PO DRUHÉM, ODZADU DOPŘEDU

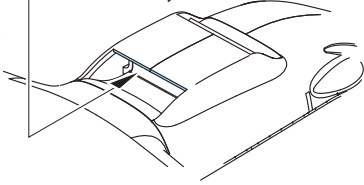
- E38 FITS WITHOUT THE GLUE
 - E38 NENÍ NUTNÉ LEPIT





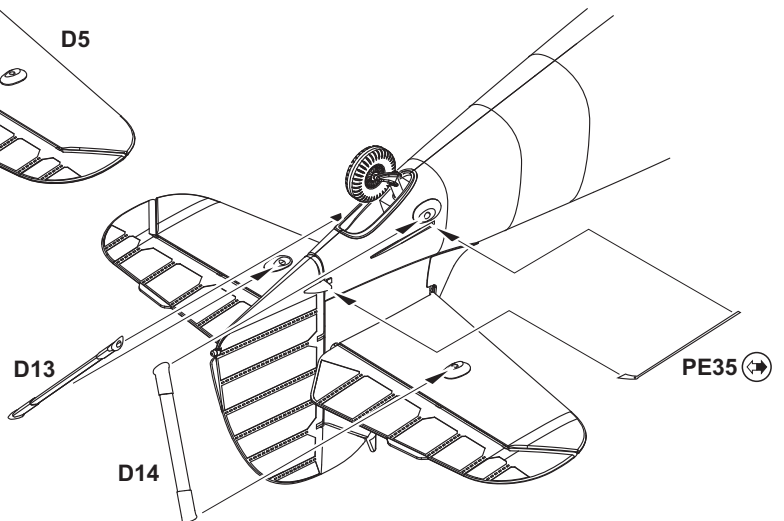
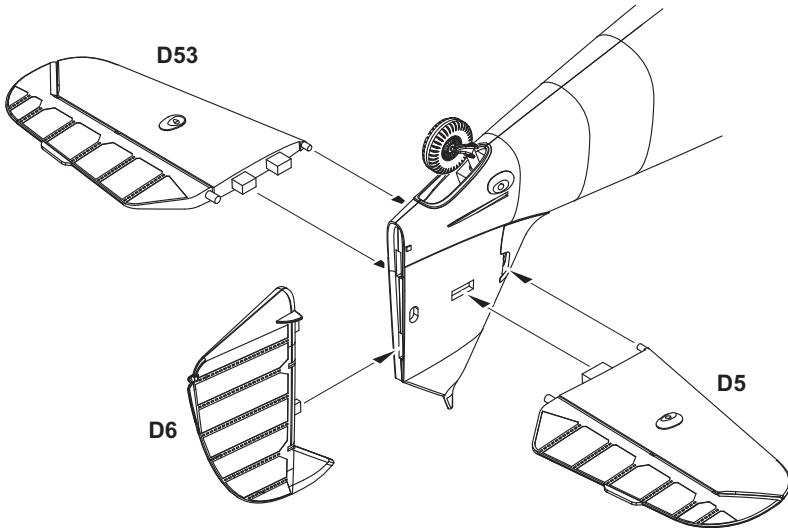
E13
 H 70
 C60
 RLM02 GRAY

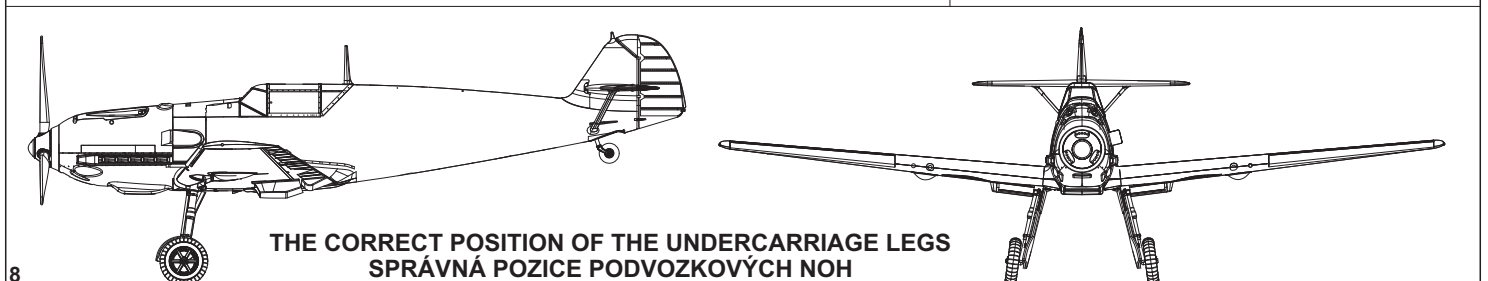
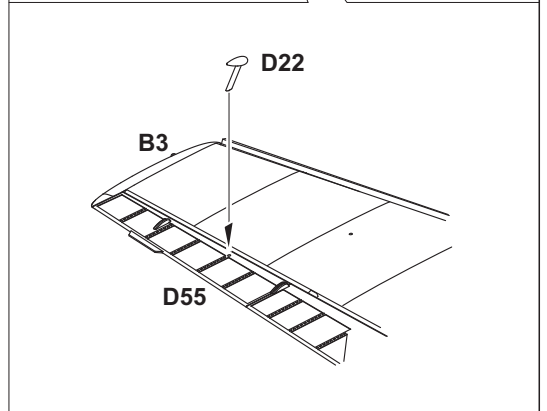
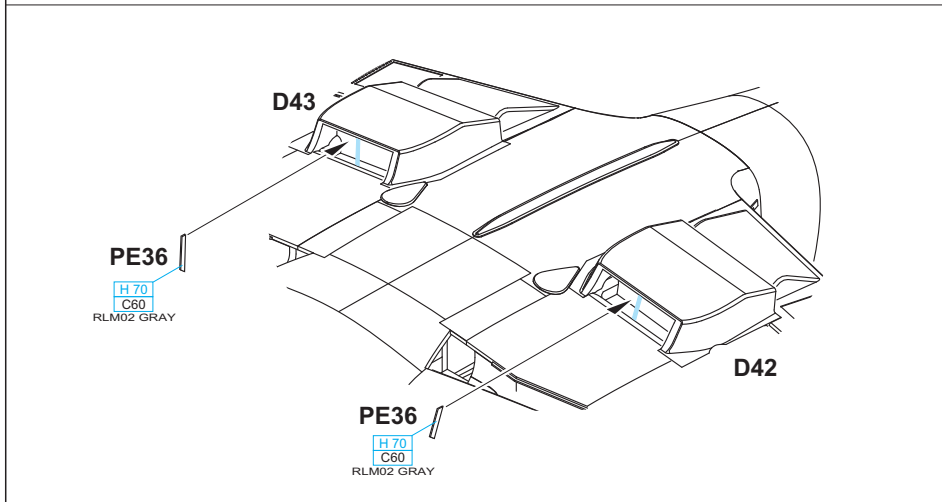
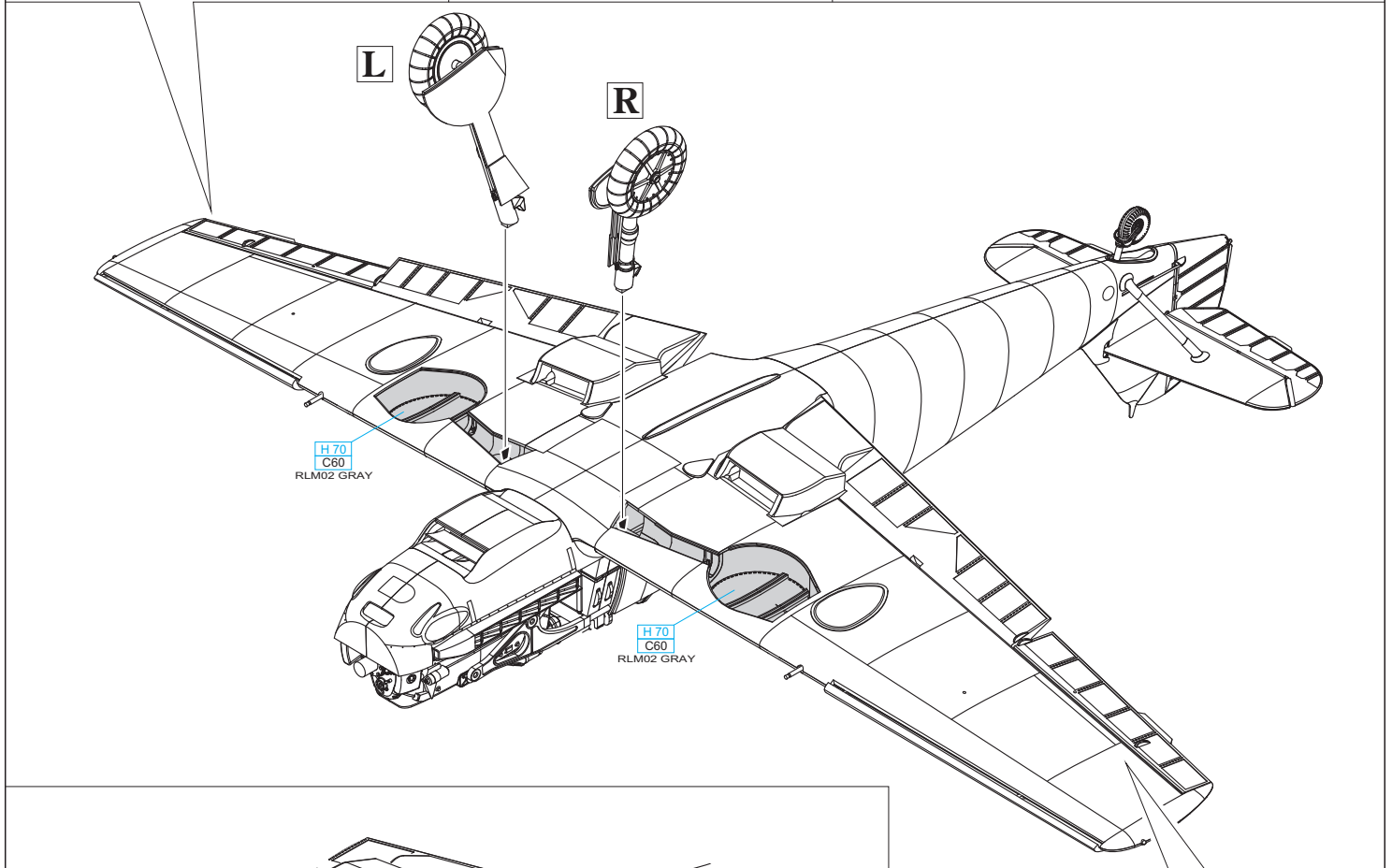
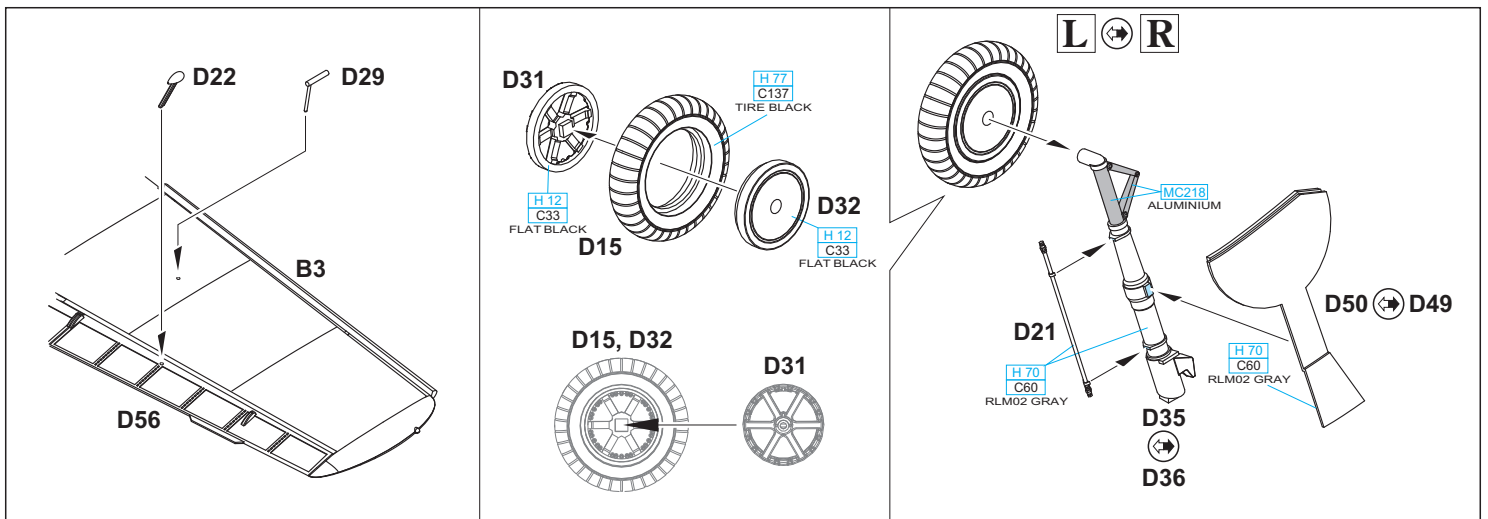
A1, A10



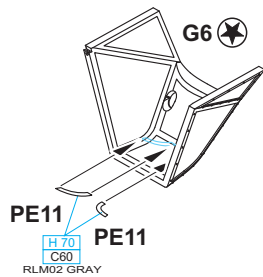
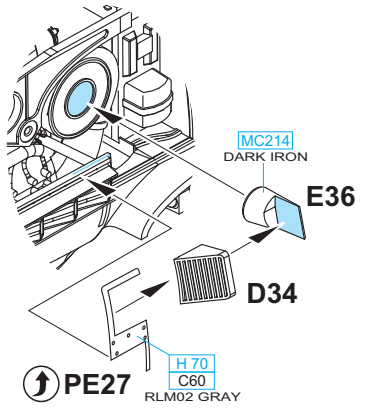
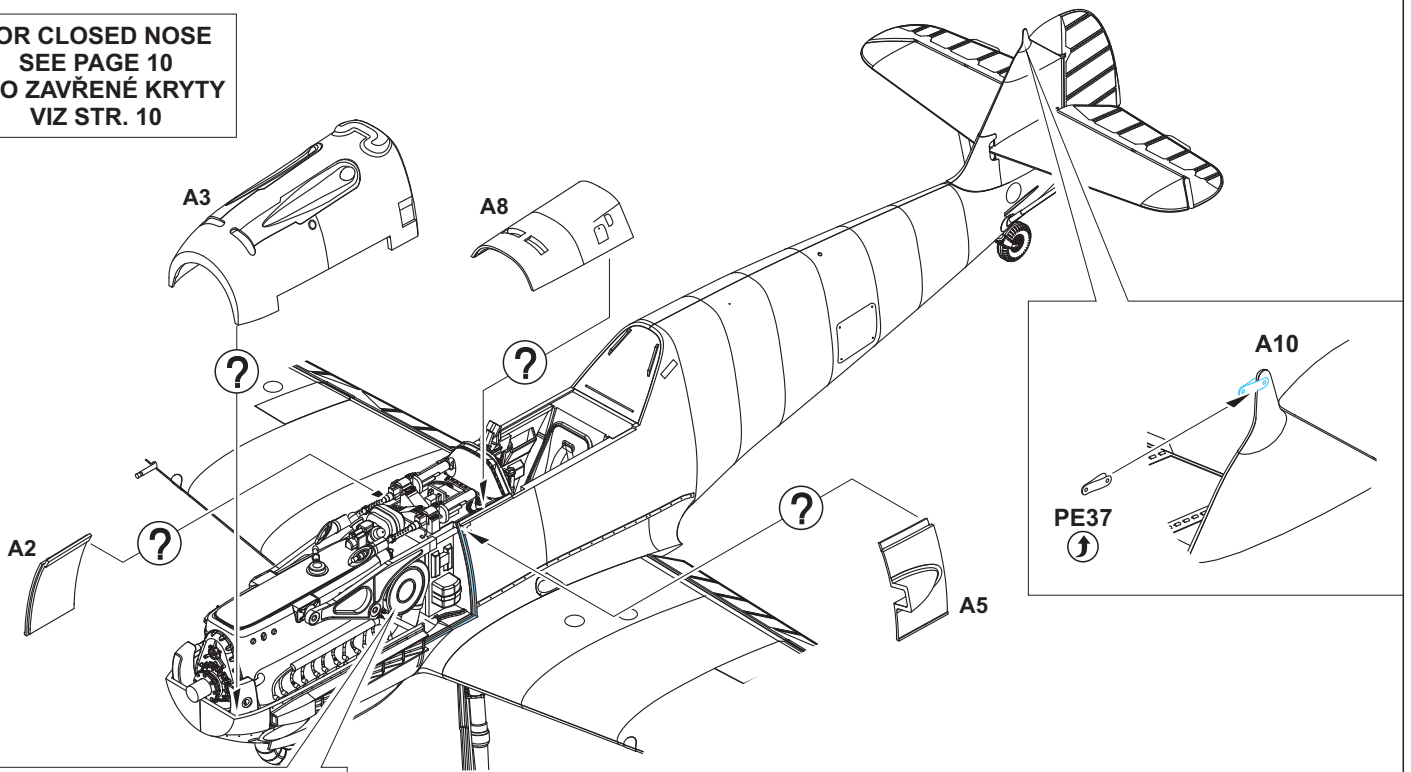
E6 → **E5**

H 70
 C60
 RLM02 GRAY

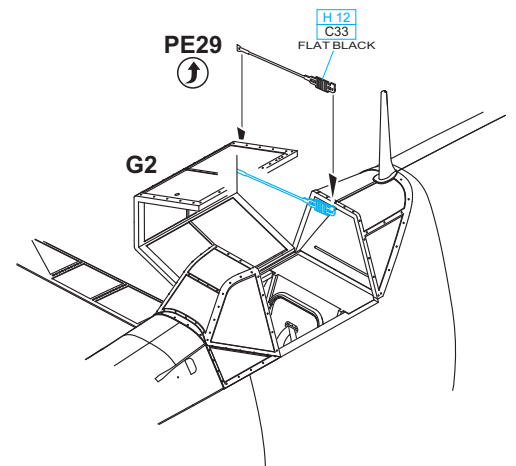
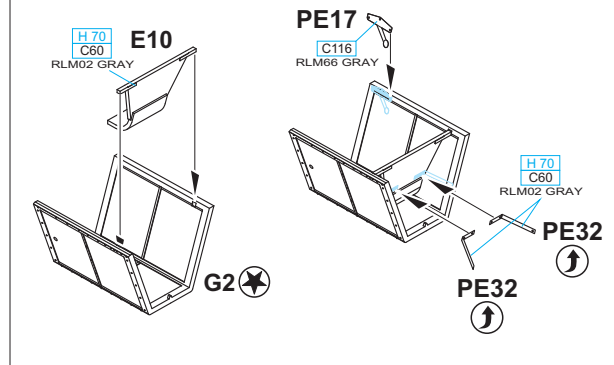
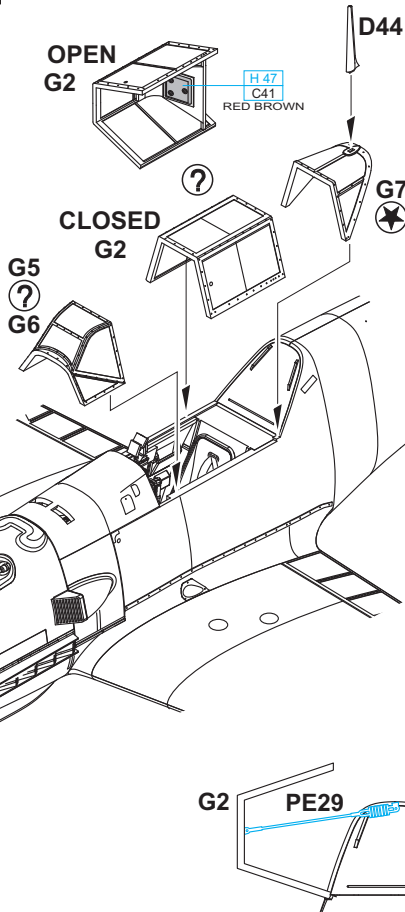
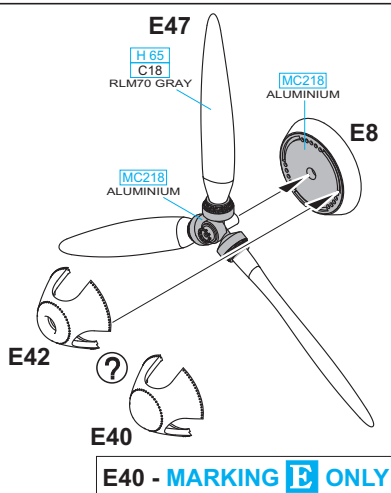
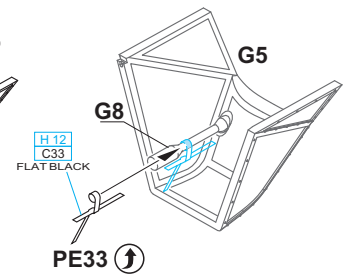
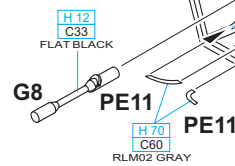




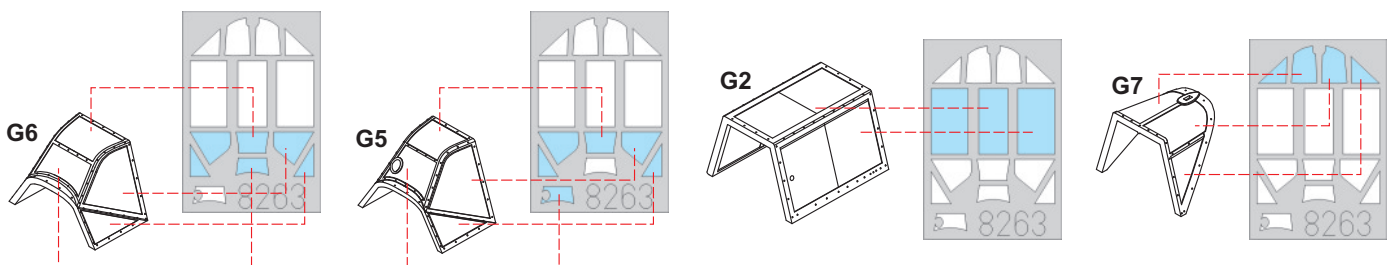
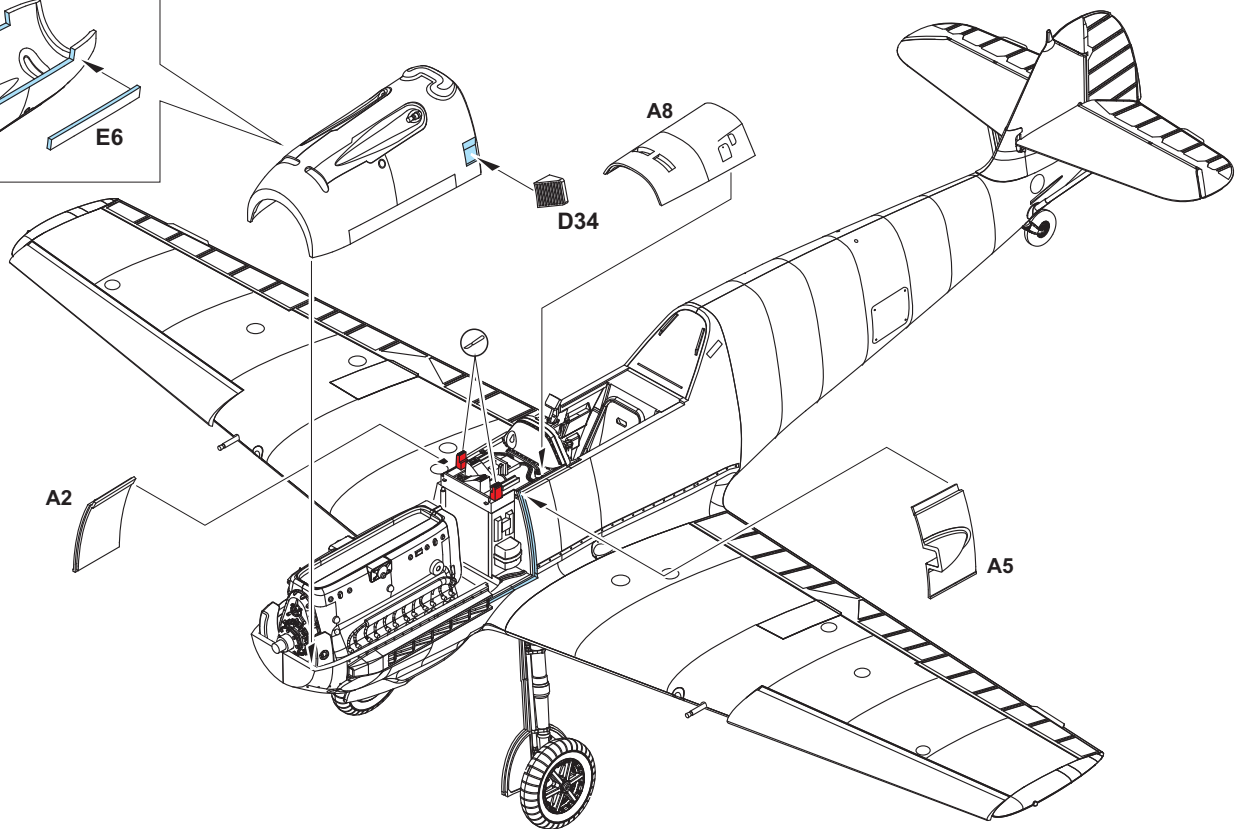
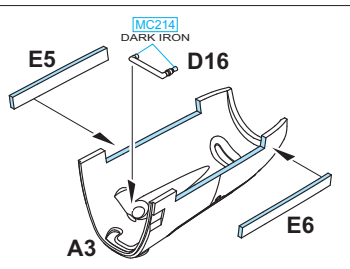
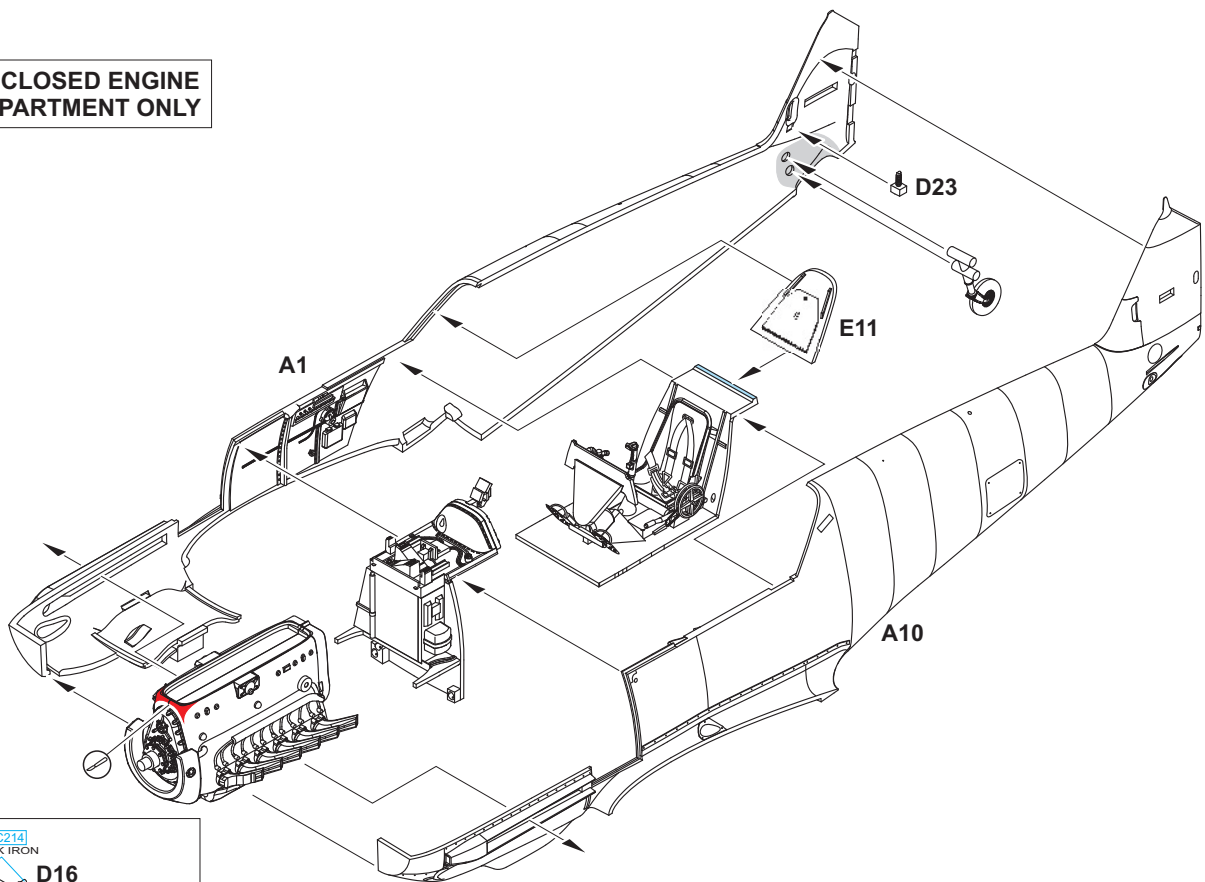
FOR CLOSED NOSE
SEE PAGE 10
PRO ZAVŘENÉ KRYTY
VIZ STR. 10



G5, G8 -
MARKING
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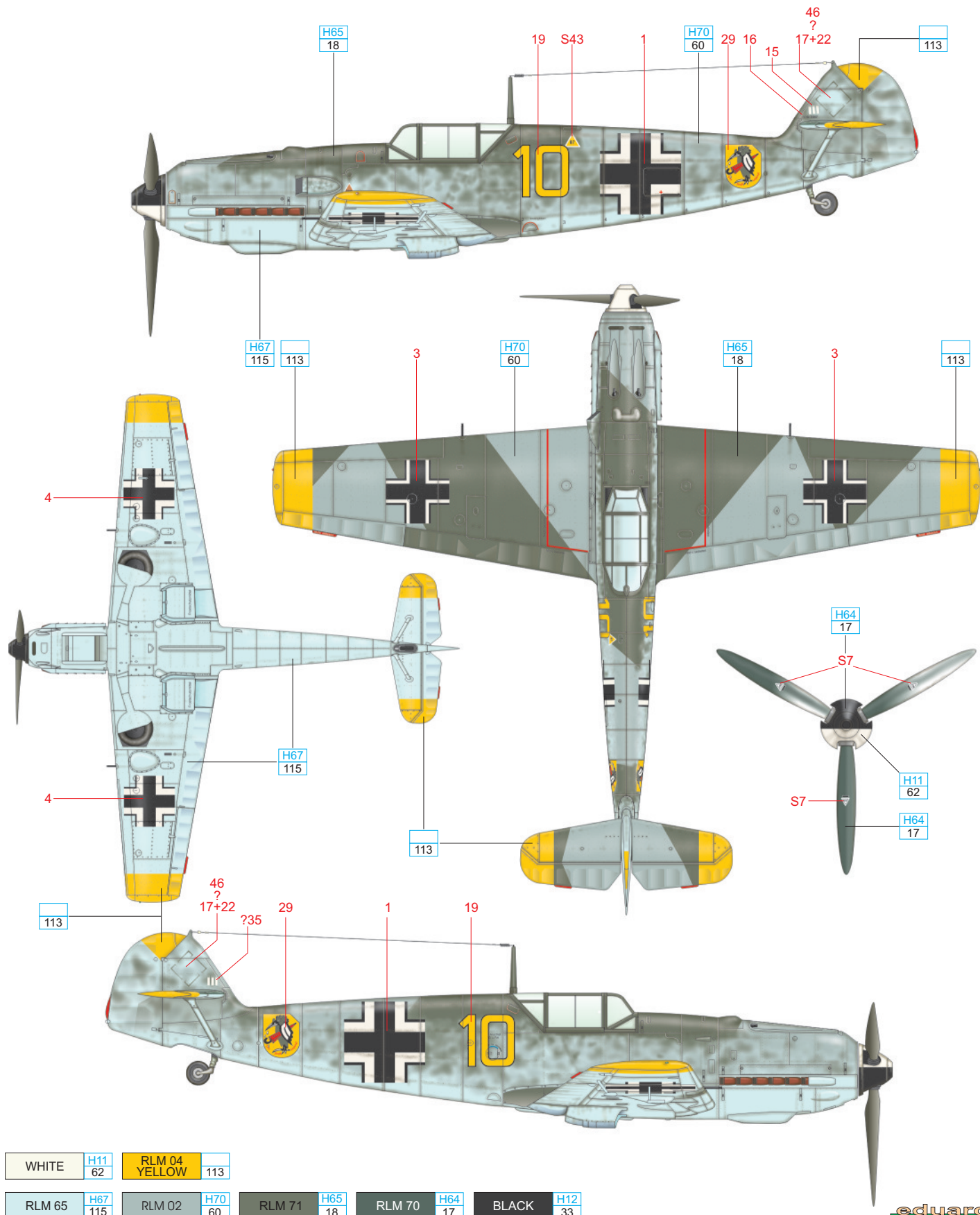
FOR CLOSED ENGINE COMPARTMENT ONLY



Simple but effective camouflage adorned this aircraft that shortly after noon on August 28, 1940, was shot down with Ofw. Fritz Beeck at the controls in the vicinity of East Langdon. It was during the second escort mission of the day that culminated in combat with RAF fighters in which the engine of Yellow '10' was hit. After an unavoidable forced landing, the aircraft, in relatively good shape, was made otherwise by civilian vandals and allied soldiers before it could be inspected by RAF experts. Light blue sides of the 02/71/65 fuselage scheme were sprayed with the upper surface colors. Yellow identification colors, typical for mid-August, 1940, were applied to the wing tips, horizontal tail surfaces, and top portion of the fin. Because the aircraft in question belonged to 6. Staffel, tactical numbering and the background II./JG 51 'Gott strafe England' emblem were yellow. Three victory tabs on the left side were in white. It is not out of the question that these also appeared on the right side, but documentation is lacking.

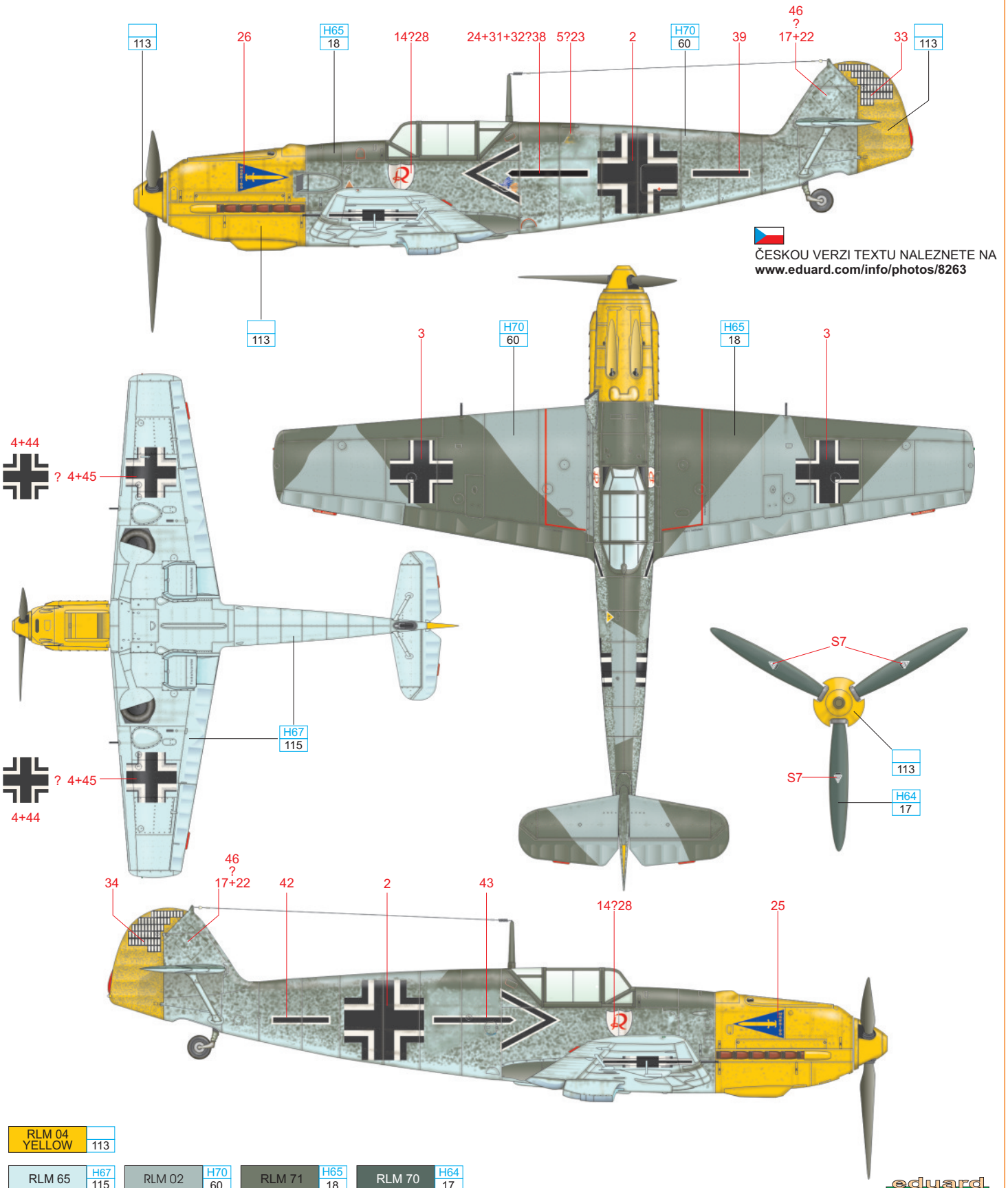


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The appearance of this aircraft comes from a period in time when it was flown by Maj. Helmut Wick, and after many modifications to the camouflage scheme and tactical markings. The changes mirrored not only Wick's ascension through the ranks as Staffel CO, to Gruppe leader to commanding officer of JG 2, but also the prescribed changes to Luftwaffe camouflage specifications in the second half of 1940. Our reconstruction of the aircraft shows as it appeared in its final guise, when Maj. Wick (as the Luftwaffe's most successful ace at that time) was killed in combat with Spitfires on November 28, 1940. The aircraft carried a standard scheme of 02/71/65. The light blue fuselage sides were darkened with a light overspray of RLM 71 applied with the blunt end of a brush. The yellow rudder was similarly dulled. The yellow nose and nose segments were part of later marking modifications. The fuselage retains evidence of the double chevron marking denoting the CO of the Gruppe. Besides the tactical markings, the JG 2 unit insignia was carried below the cockpit, and on the front fuselage, Wick's original 3. Staffel. The pilot's personal emblem, the flying kingfisher, was partly oversprayed with the Kommodor insignia, over which the emblem was partially reconstructed. This aircraft had the armored windscreen removed towards the end of its career, but was still mounted when Wick led I./JG 2.

One interesting point regarding the national markings on the bottom of the wings and fuselage sides that was present on many JG 2 Emils, including Wick's 5344, was that the fuselage markings had an accentuated black border at the expense of the white segments, while those on the bottom of the wings were modified as indicated in our illustrations.

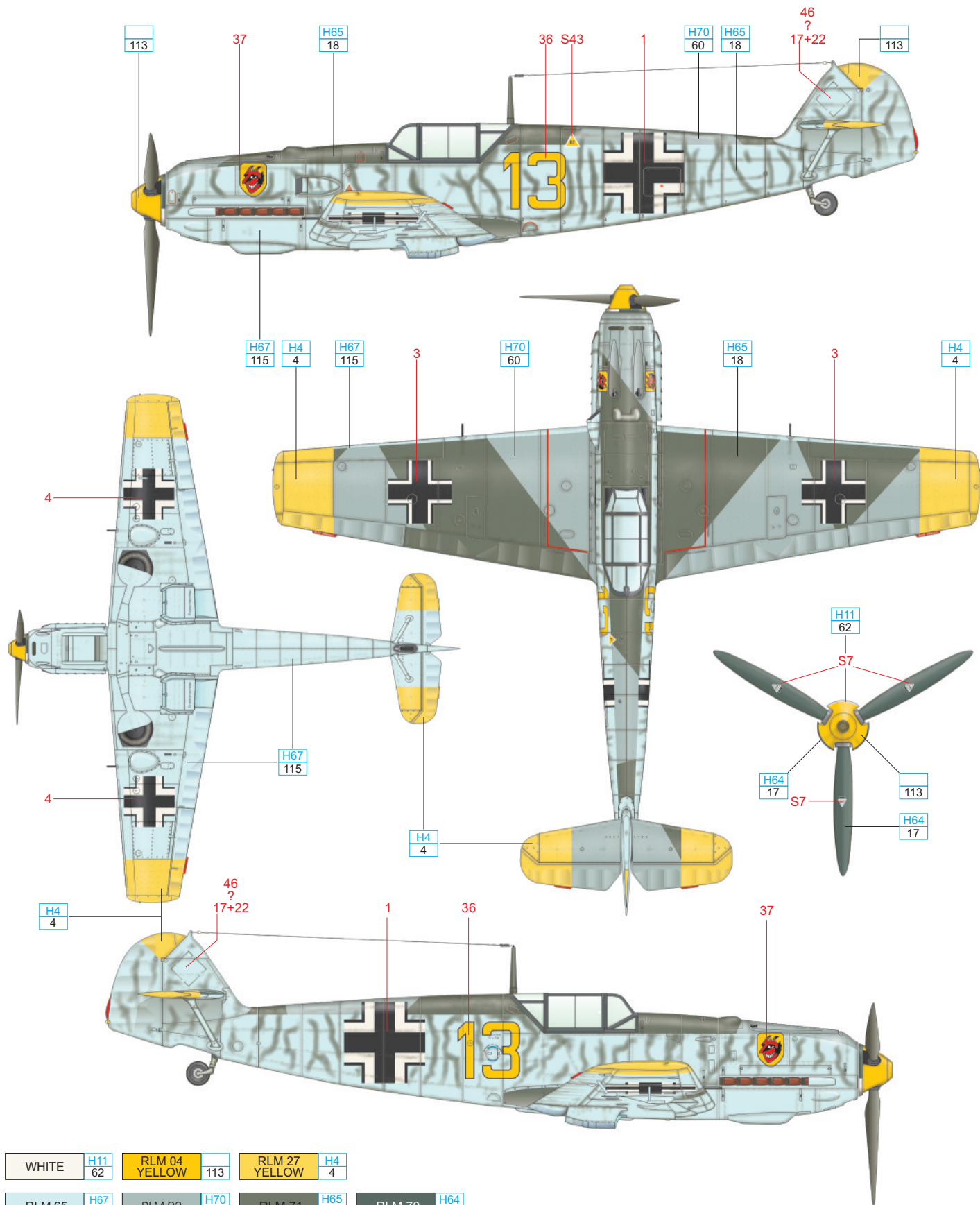


C Lt. Josef Eberle, 9./JG 54, The Netherlands – August 1940

Very interesting camouflage schemes were rendered on the aircraft of JG 54 by the unit's ground personnel in the summer of 1940. They applied vertical to diagonal lines of RLM 71 in an attempt to darken the light blue fuselage sides. The standard scheme of 02/71/65 was applied, along with the quick identification attributes. The period scheme was applied to Yellow '13', with which, on August 12, 1940, Lt. Josef Eberle managed to cross the Channel and belly land in France despite personal injury. The wingtips and fin of Eberle's aircraft were painted RLM 27 Yellow, lighter than RLM 04 that the spinner, tactical number and background of the III./JG 54 emblem were painted. The bottom wing color RLM 65 extended marginally to the upper surface. Some sources erroneously identify this aircraft as an E-3. Despite having tempted fate once over the Channel, he was not as successful on October 9, 1940, when he lost his life in combat with RAF fighters.



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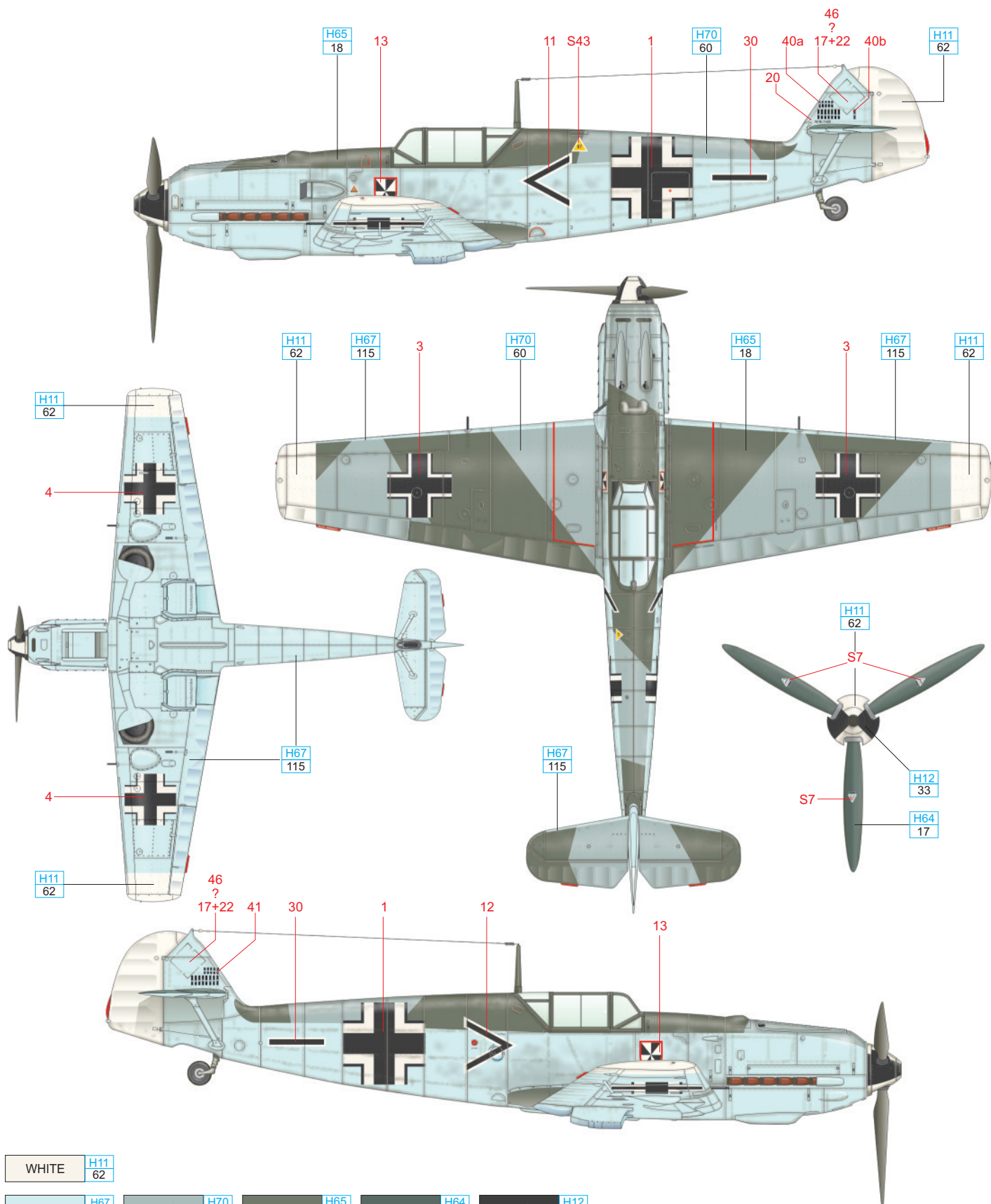


WHITE	H11 62	RLM 04 YELLOW	113	RLM 27 YELLOW	H4 4
RLM 65	H67 115	RLM 02	H70 60	RLM 71	H65 18
				RLM 70	H64 17

The illustrated Emil became the subject of a fascinating event that delivered the first German ace, Oblt. Franz von Werra, into British hands. On the morning of September 5, 1940, Franz von Werra was shot down over Kent. He managed a successful belly landing, was taken prisoner, and his plane was scrutinized by RAF experts. Von Werra attempted to escape on several occasions, and finally succeeded in Canada during transfer to a POW camp. He managed to go through the United States, to South America, and then back to Germany, where he rejoined the Luftwaffe. He served on both the eastern and western fronts, but had strict orders to avoid the shores of England. The Channel, nevertheless, proved fateful for him when, on October 25, 1941 as CO of I./JG 53, he disappeared over it. W.Nr. 1480 carried the standard camouflage of 02/71/65 with white identification markings. These included the rudder and wingtips. The RAF report suggests that the engine cowl was in RLM 65, was cleaner than the rest of the airframe, and may have been a replacement off another machine. The tail surfaces carried victory marks (eight in the air and five on the ground). Positioning of them was different on each side of the fin. The RLM65 color extended to the upper surfaces of the leading edge wing.



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WHITE	H11 62	RLM 02	H70 60	RLM 71	H65 18	RLM 70	H64 17	BLACK	H12 33
RLM 65	H67 115								

Adolf Galland, ace and future General, flew the illustrated Emil in the fall of 1940 to the beginning of 1941 as CO of III. Gruppe, and later of the entire JG 26. The tactical markings on the aircraft kept pace with those changes. The standard camouflage of 02/71/65 was darkened on the fuselage sides with RLM 02/71. The yellow cowling was complemented by the yellow rudder that also bore the kill marks. The surface area of the original RLM65 was not enough for them, and the yellow was oversprayed with fresh RLM65 for the next row of kill marks. The most typical changes for 5819 at this time came with the personal emblem of Mickey Mouse and most of all the installation of the ZFR-4 telescope (installed together with the regular Revi). It didn't serve as an actual sight as it did for the identification of far off aircraft. Galland replaced Werner Mölders who commanded the German fighter force as General der Jagdflieger. Later on he became famous for locking horns with Hermann Göring. He established JV 44 at the end of the war, the famous unit well known for its Me 262 jet fighters and colorful Fw 190 D piston fighters. Galland managed to shoot down 104 enemy airplanes and was awarded with Knight Cross with Oak Leaves, Swords and Diamonds.



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