

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.

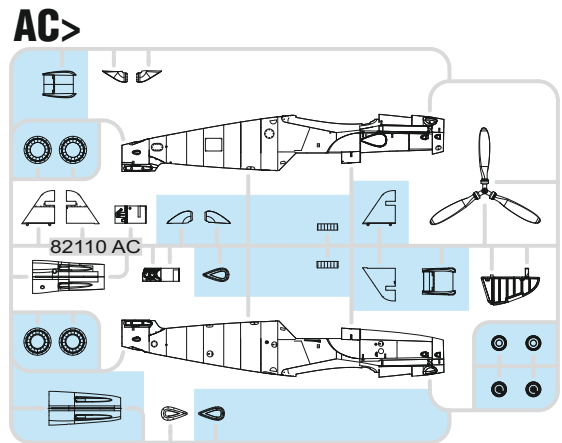
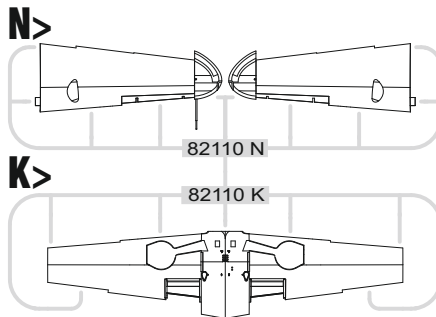
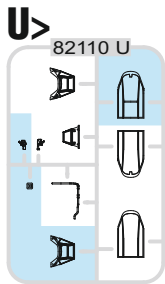
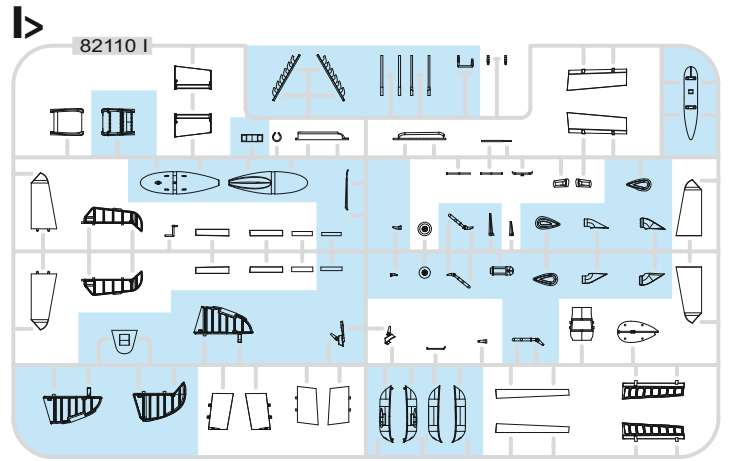
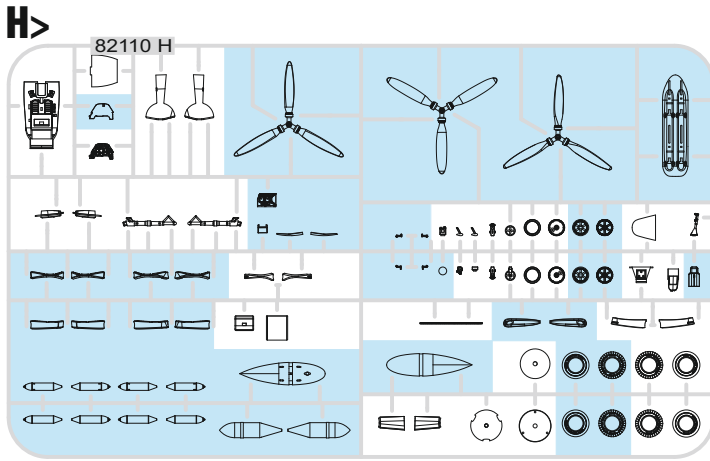
Postwar service

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	RLM70-088	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

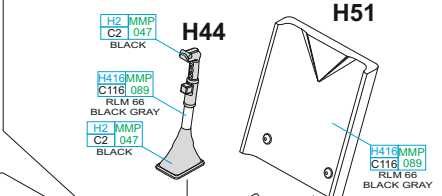
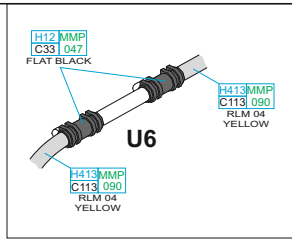
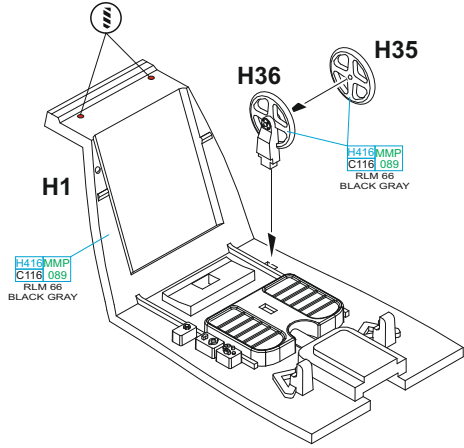
ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION

- (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 započatím 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.

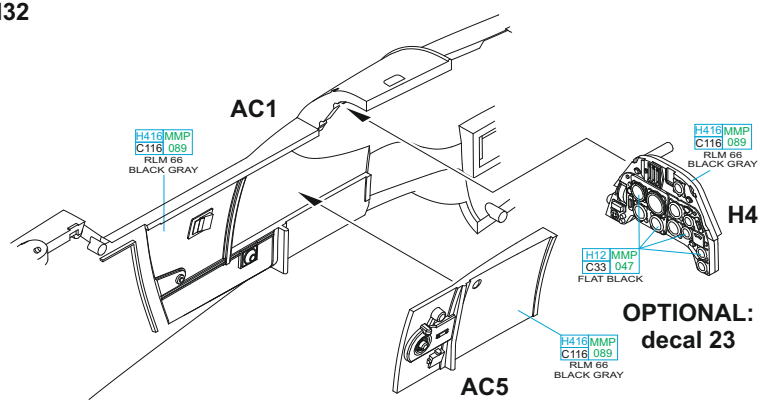
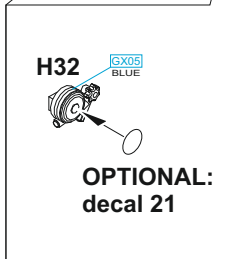
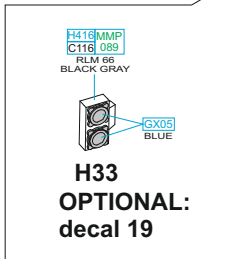
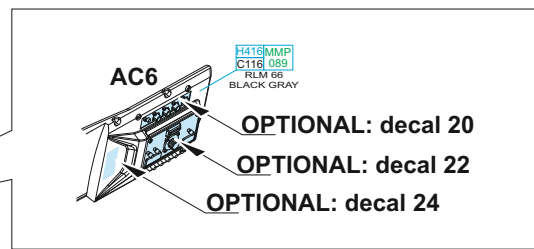
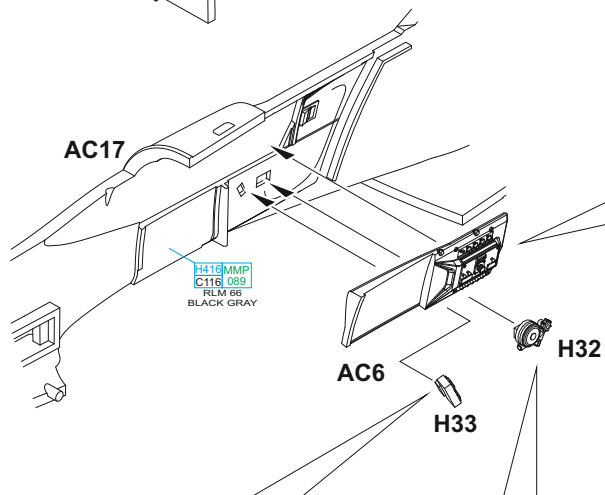
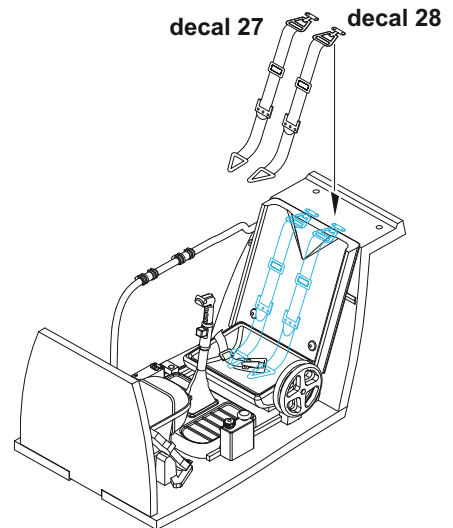
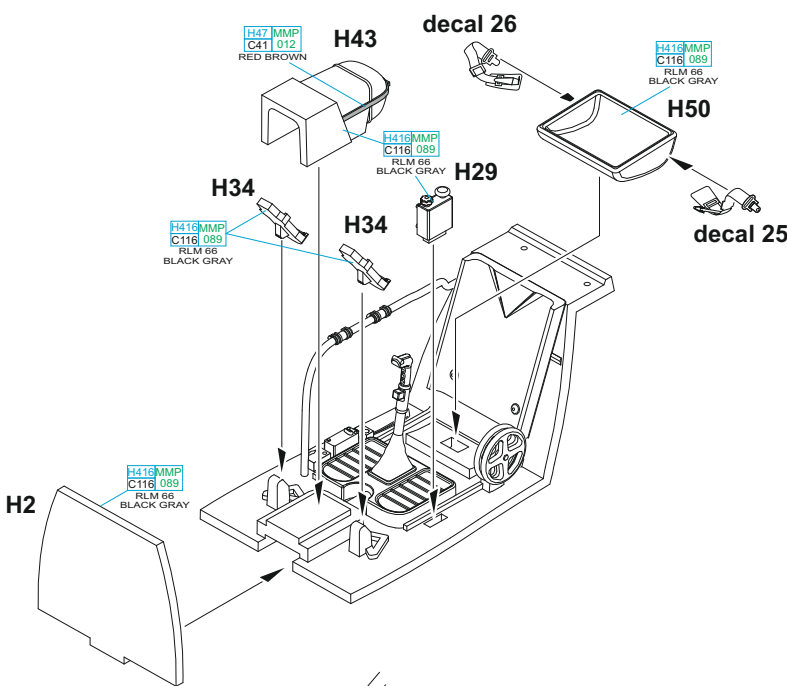
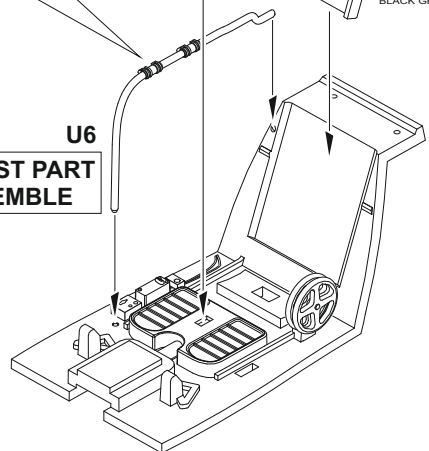
INSTRUCTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES

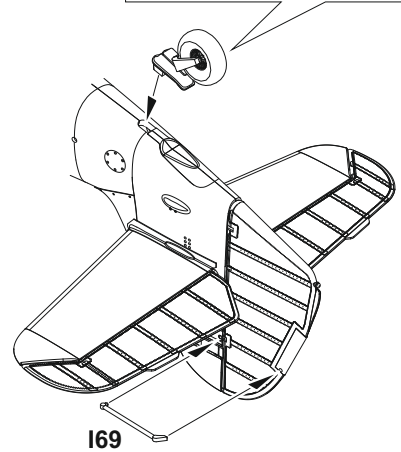
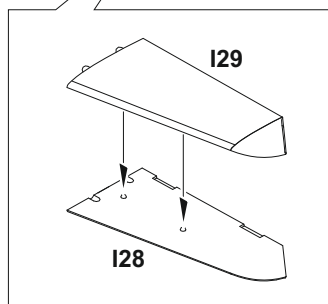
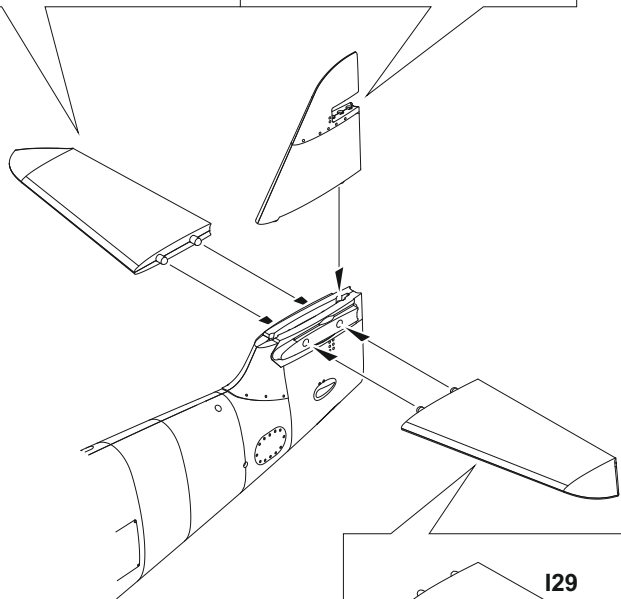
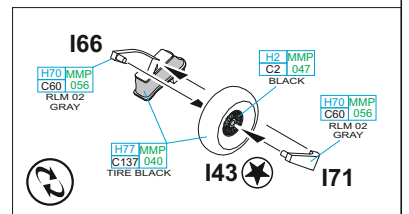
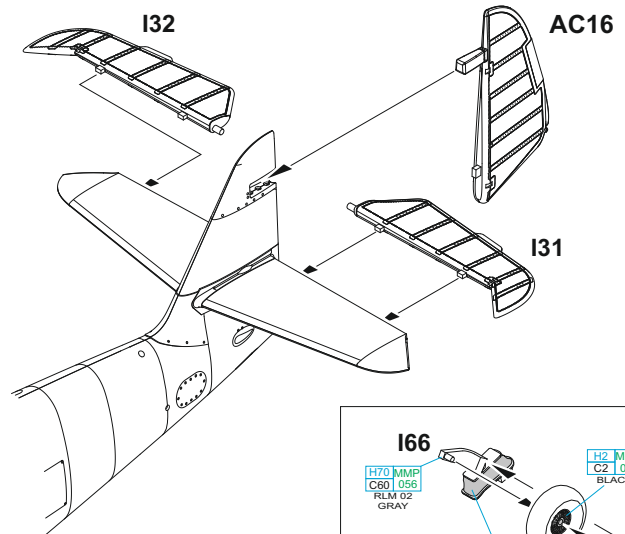
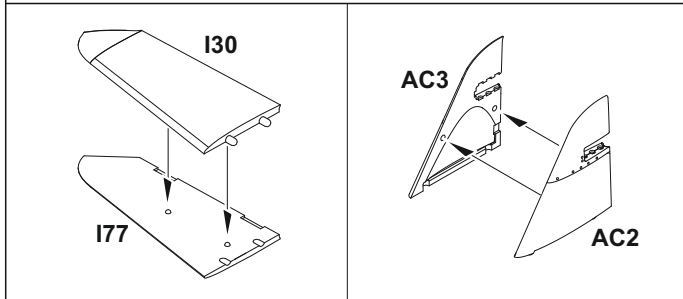
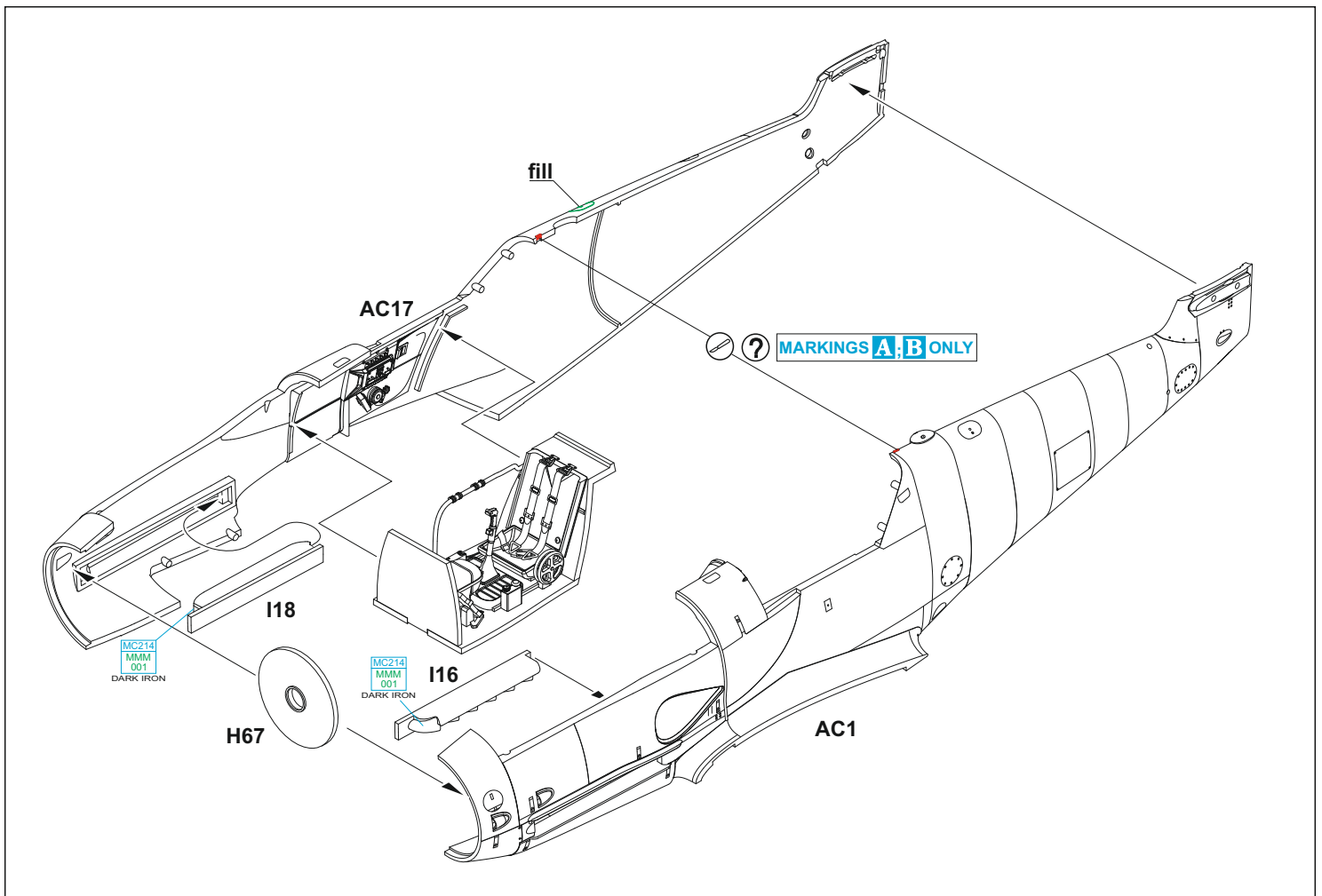
- (?)** OPTIONAL VOLBA
- (↶)** BEND OHNOUT
- (↷)** SAND BROUSIT
- (○)** OPEN HOLE VYVRTAT OTVOR
- (↔)** SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ
- (✂)** REMOVE ODŘÍZNOUT
- (↺)** REVERSE SIDE OTOČIT
- (★)** APPLY EDUARD MASK AND PAINT POUŽIT EDUARD MASK NABARVIT

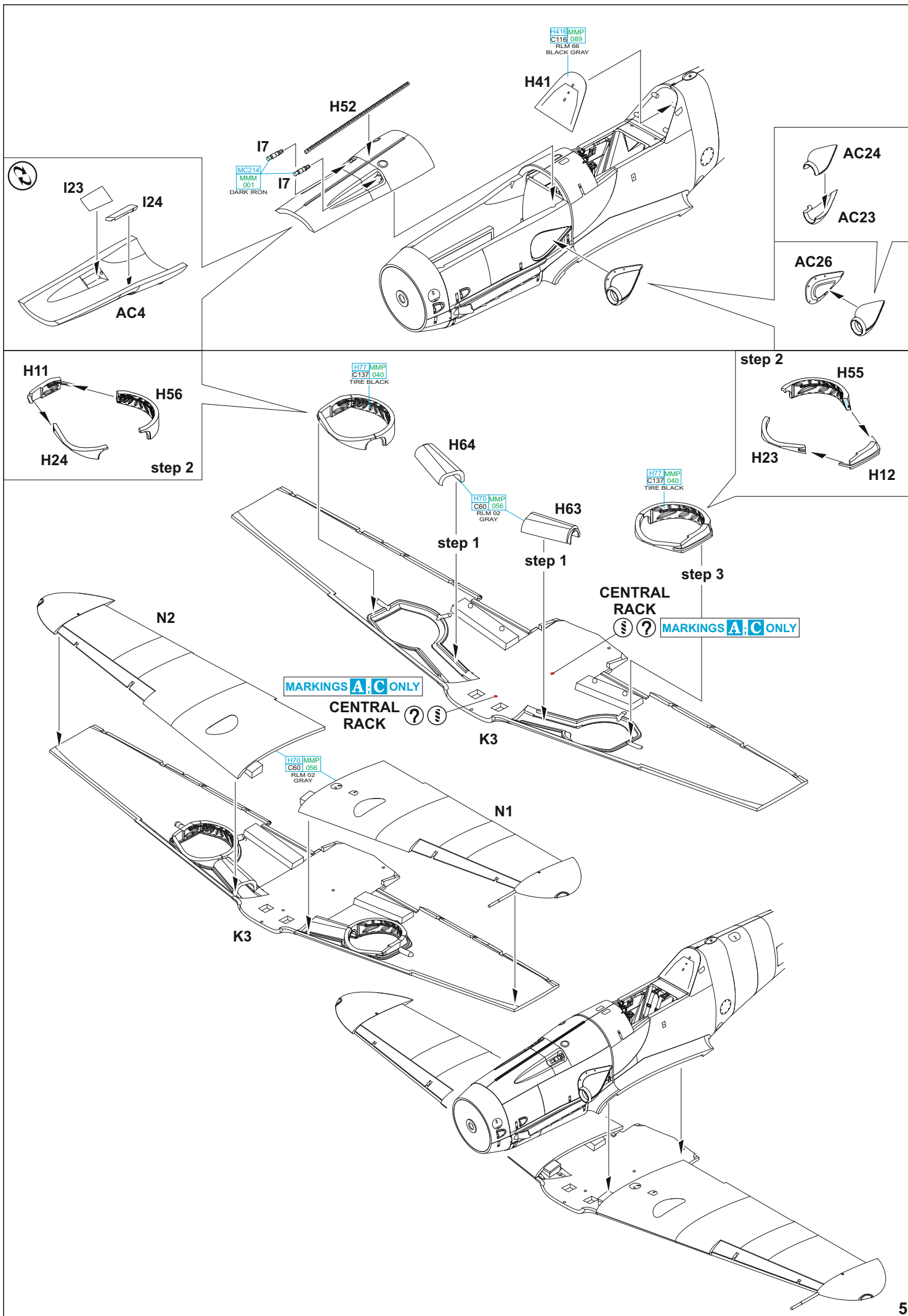
∅ - 0,2 mm

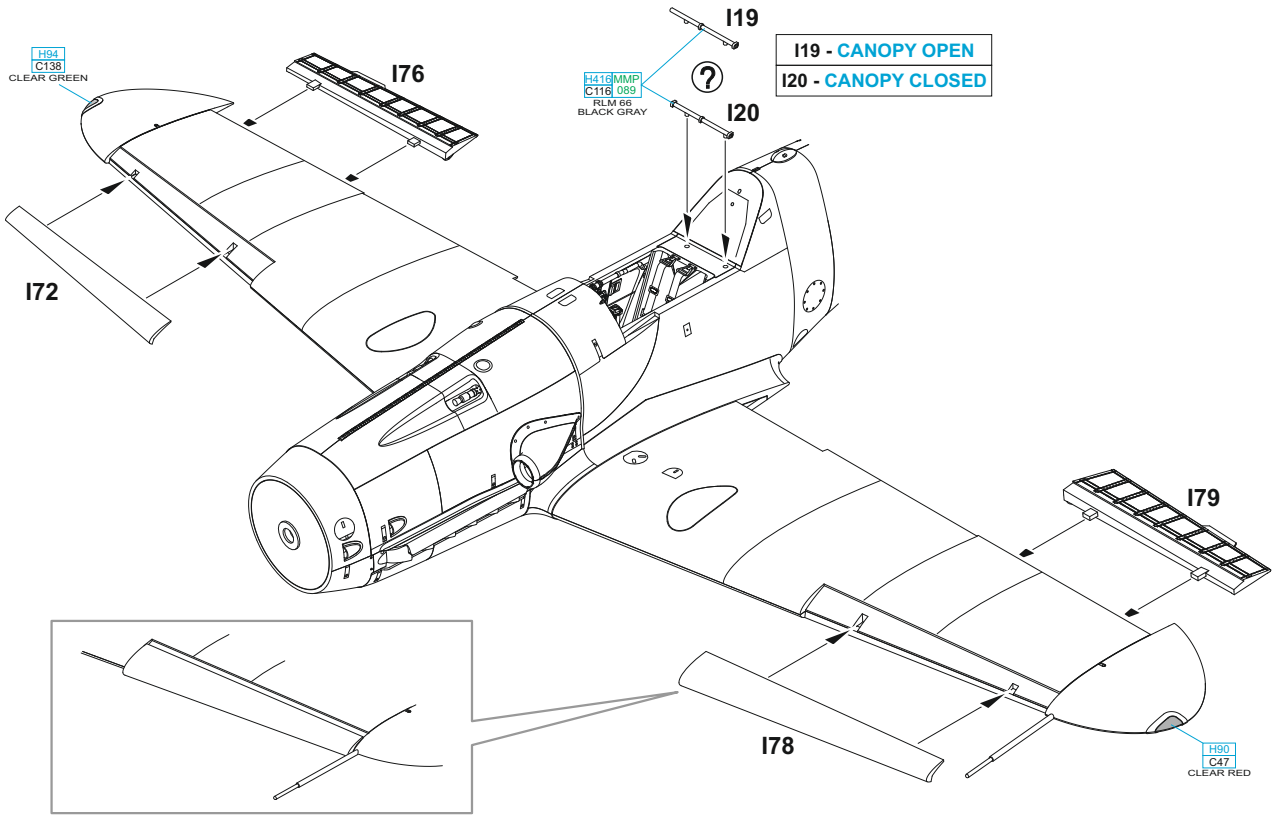


THE LATEST PART TO ASSEMBLE

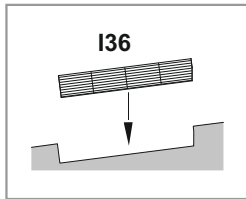




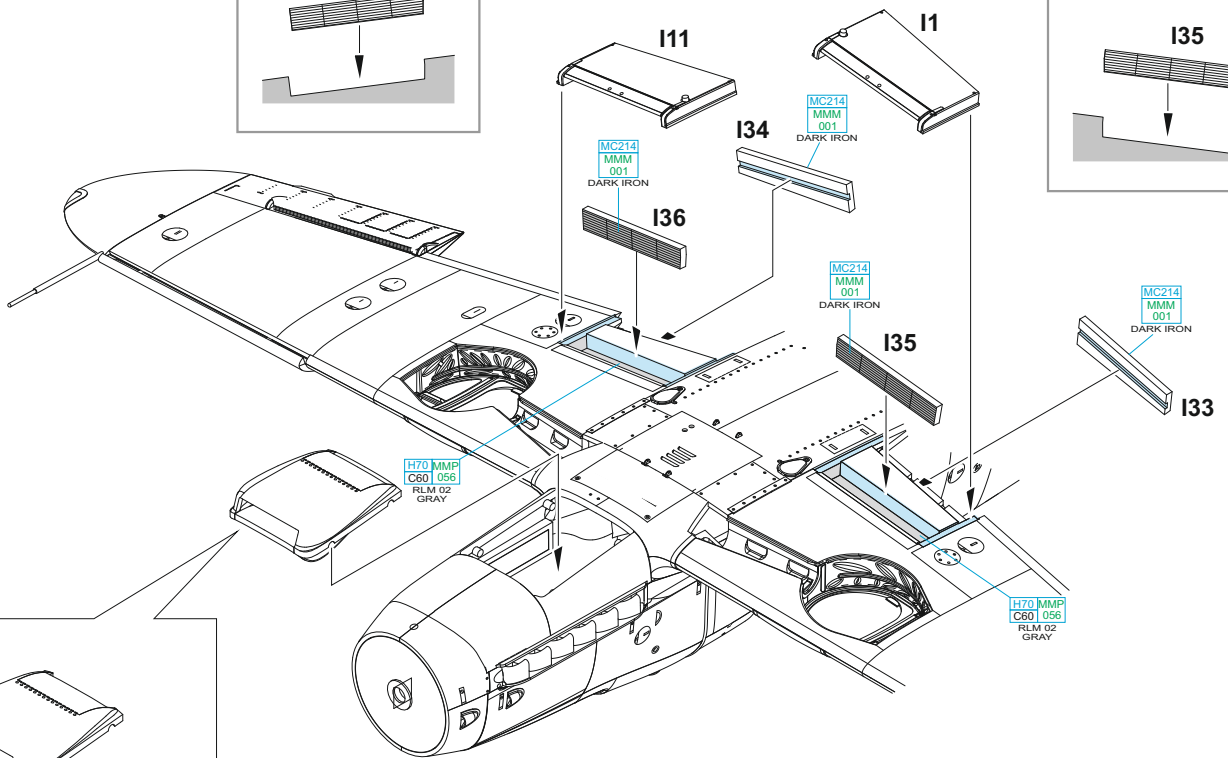
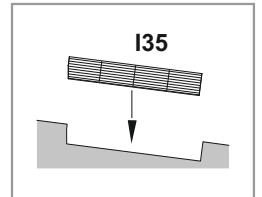




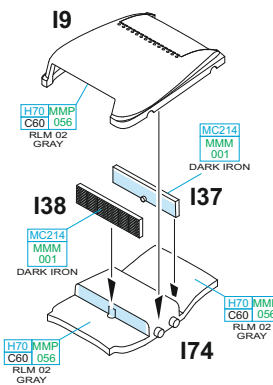
FRONT VIEW



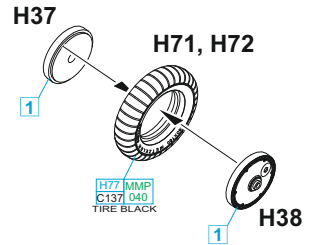
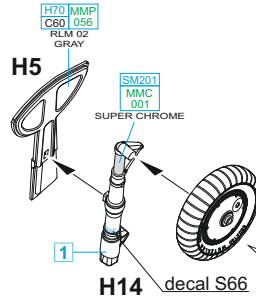
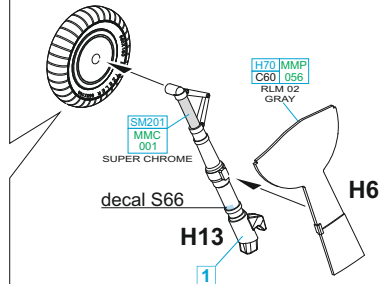
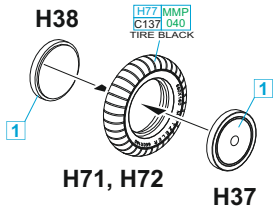
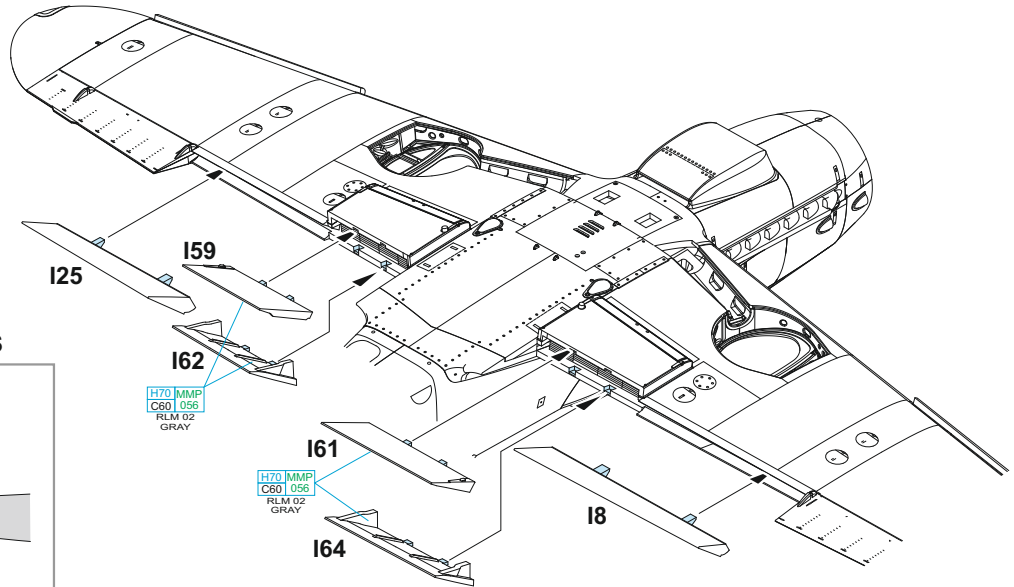
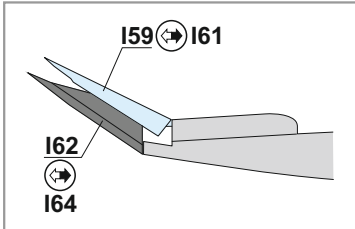
FRONT VIEW



19

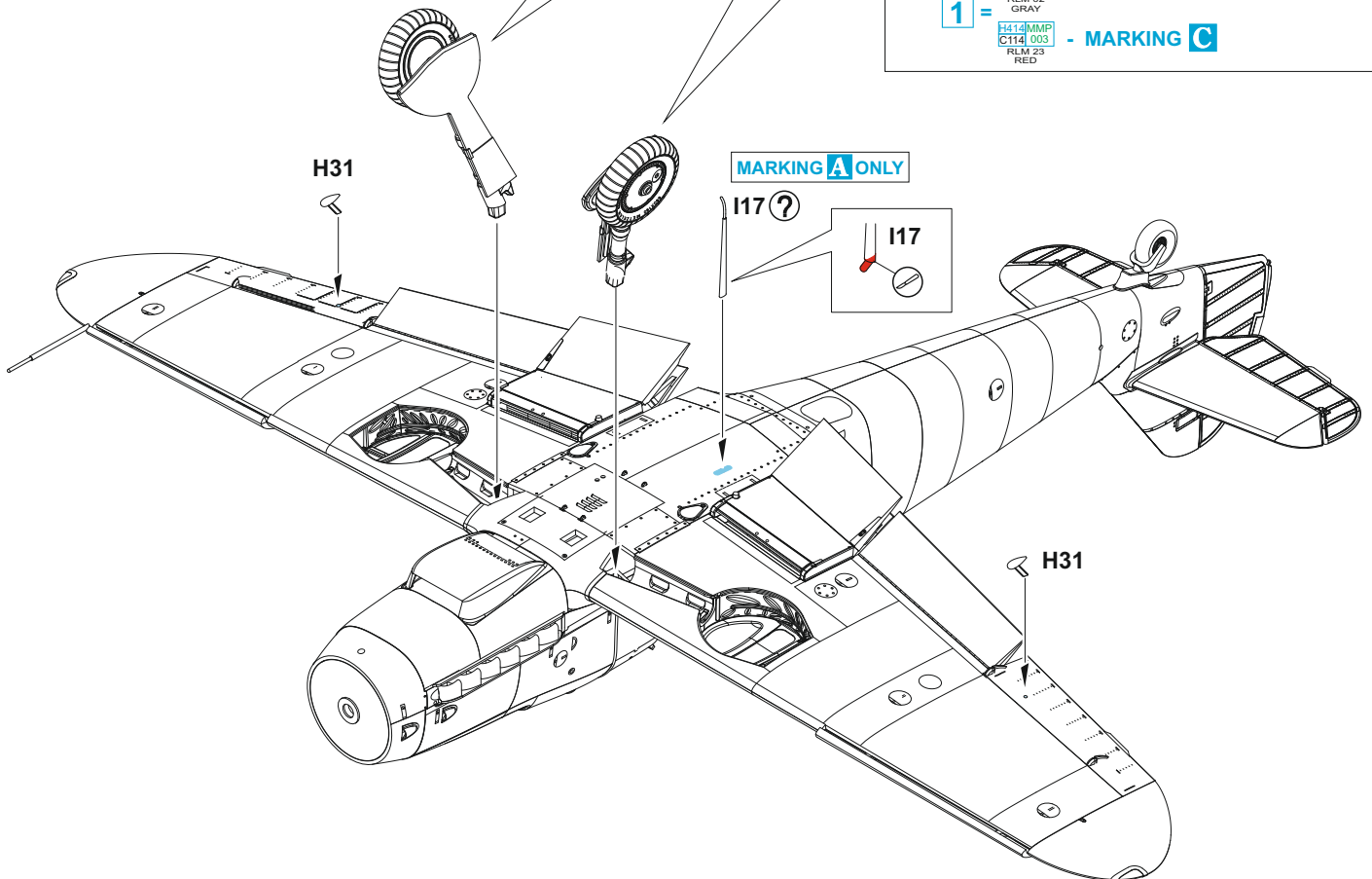


CORRECT POSITION OF RADIATOR FLAPS



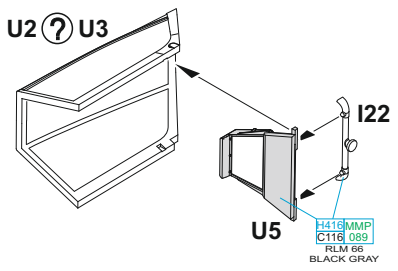
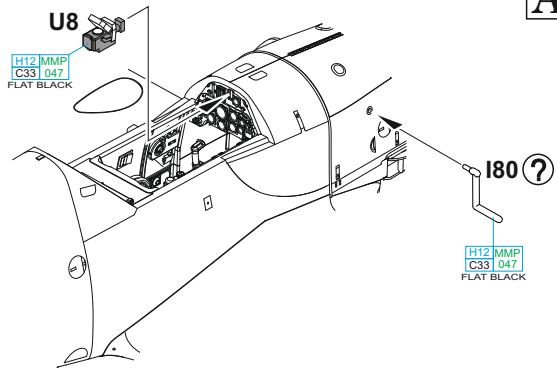
UNDERCARRIAGE LEGS AND WHEEL DISCS

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



A

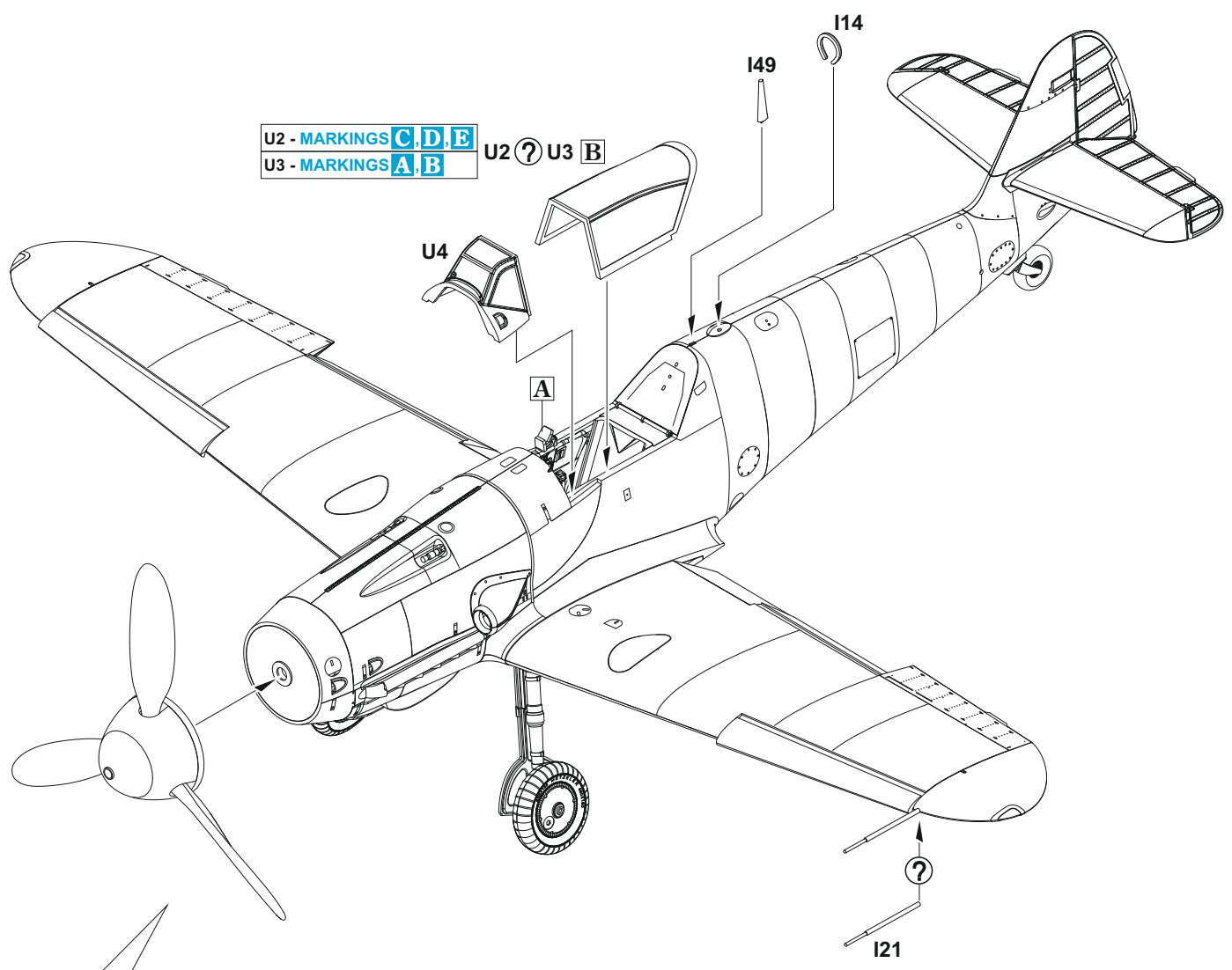
B



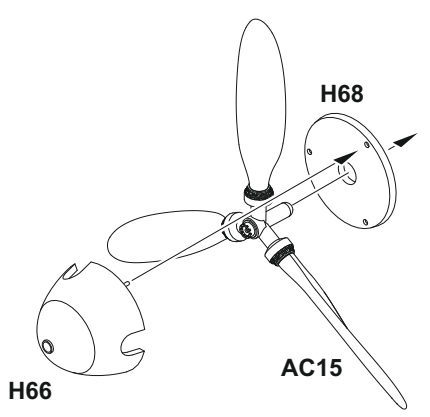
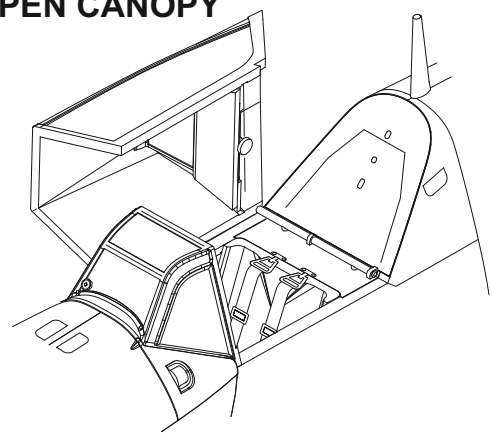
I22, U5 - MARKINGS **A, B, D, E** ONLY

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

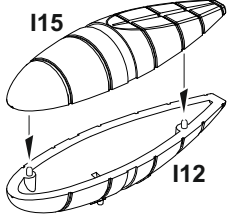
U2 ? U3 **B**



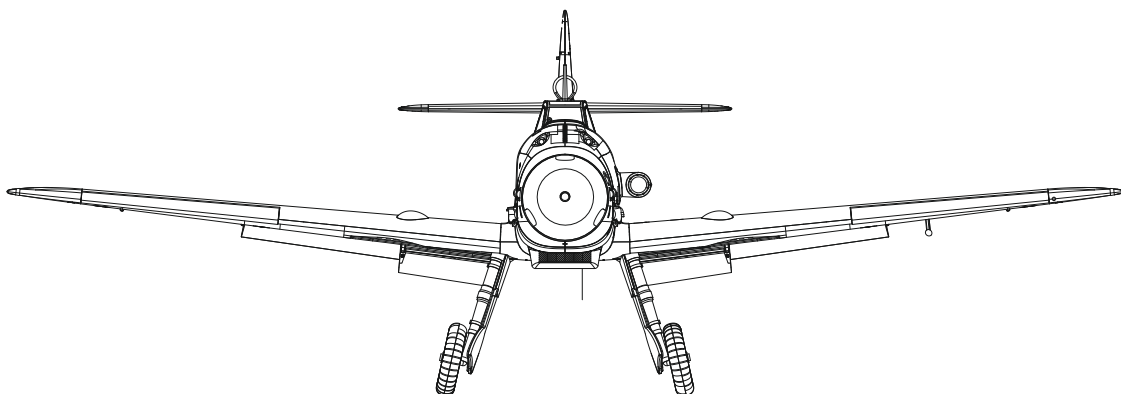
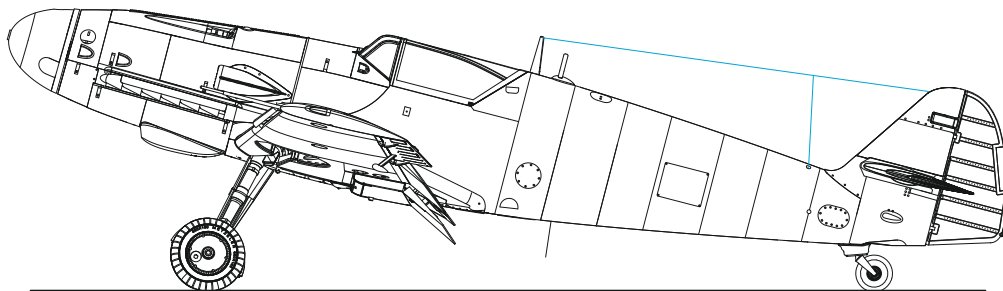
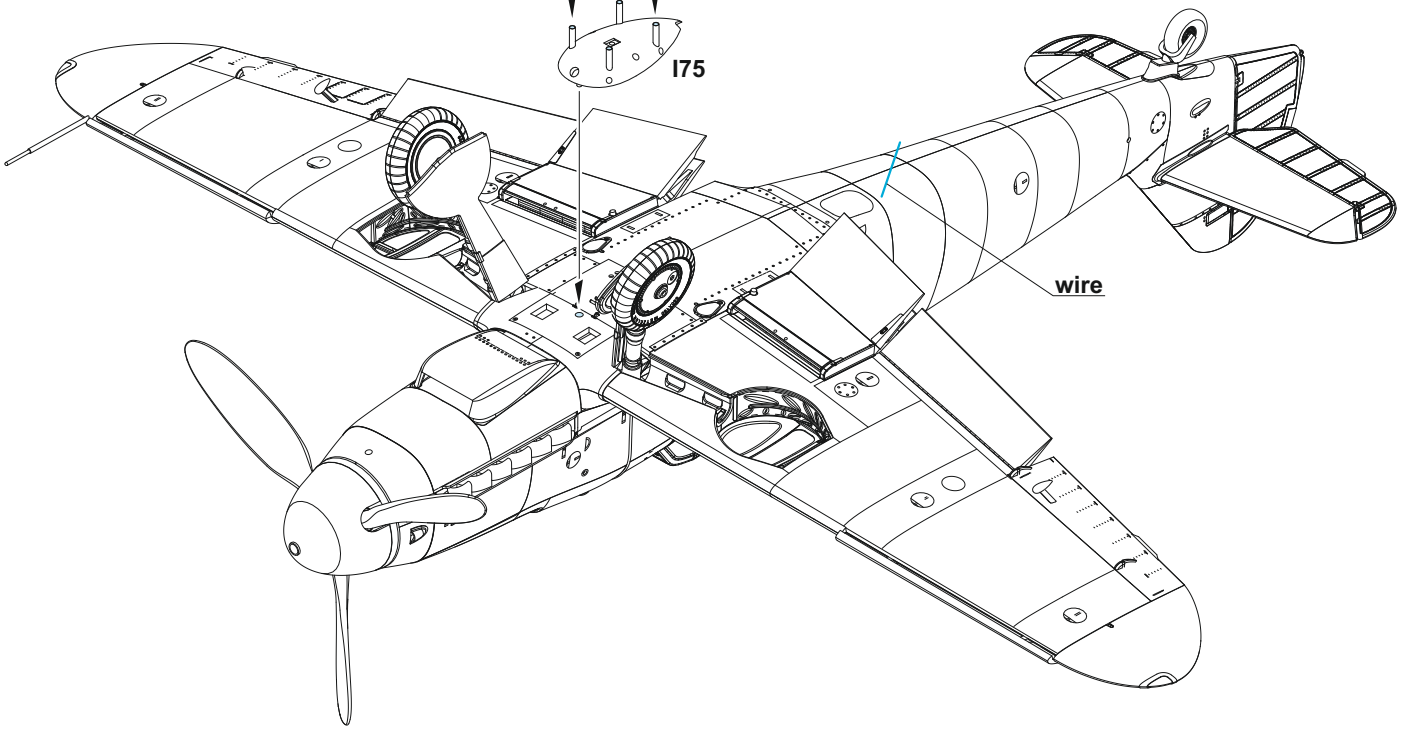
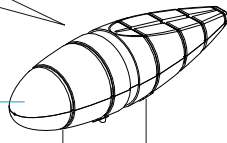
OPEN CANOPY



MARKINGS A, C ONLY

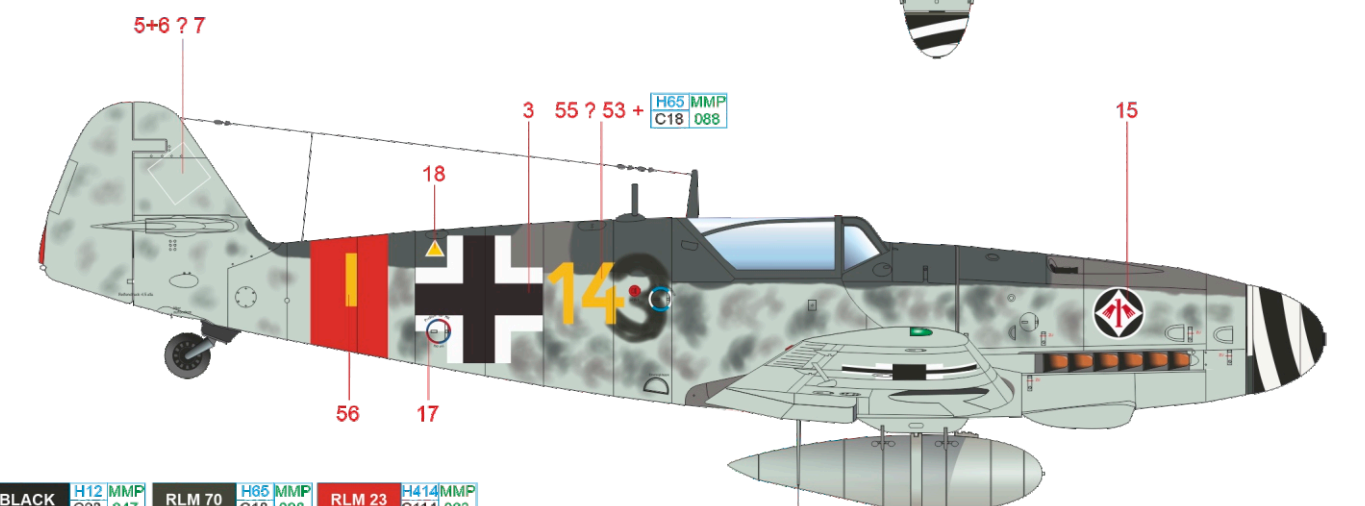
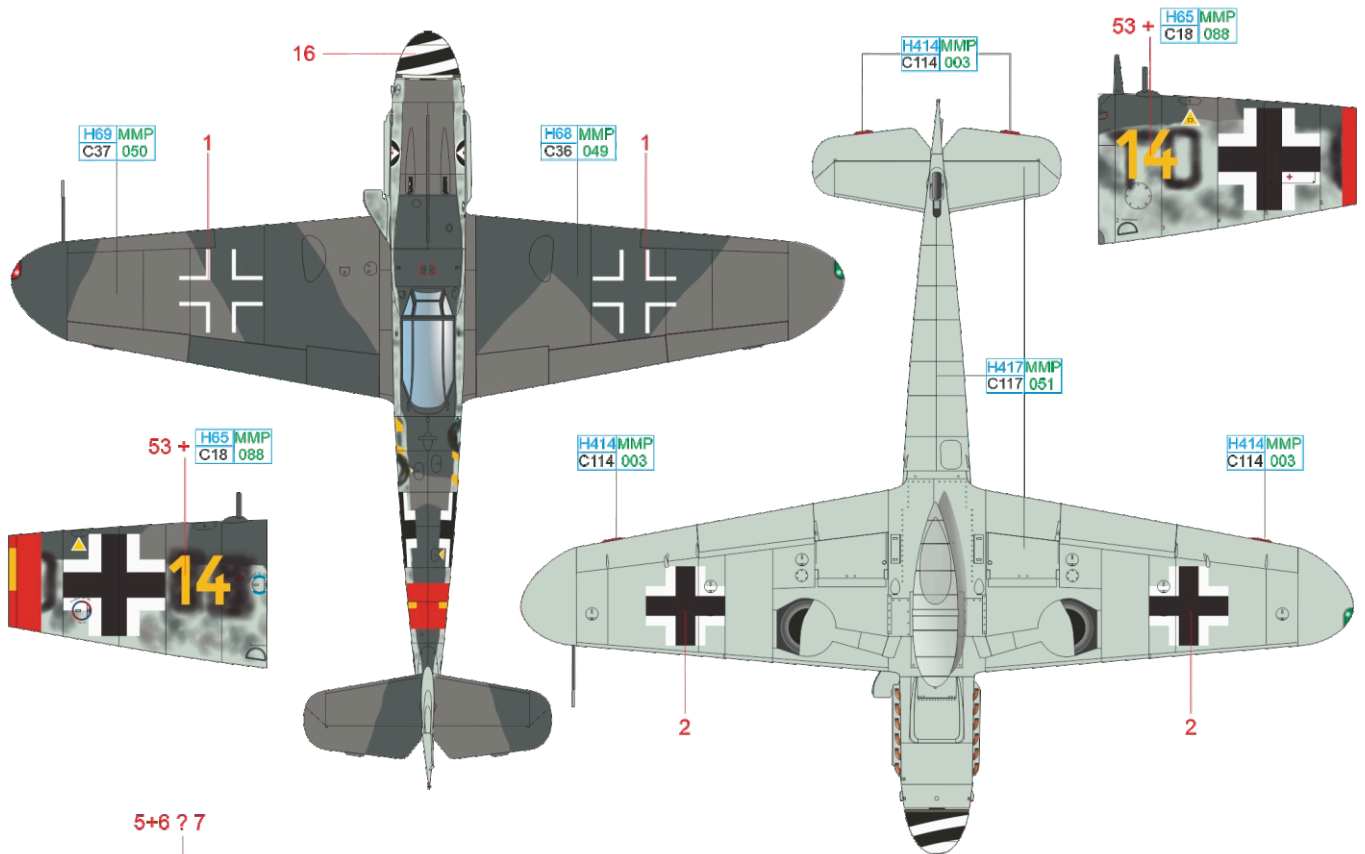
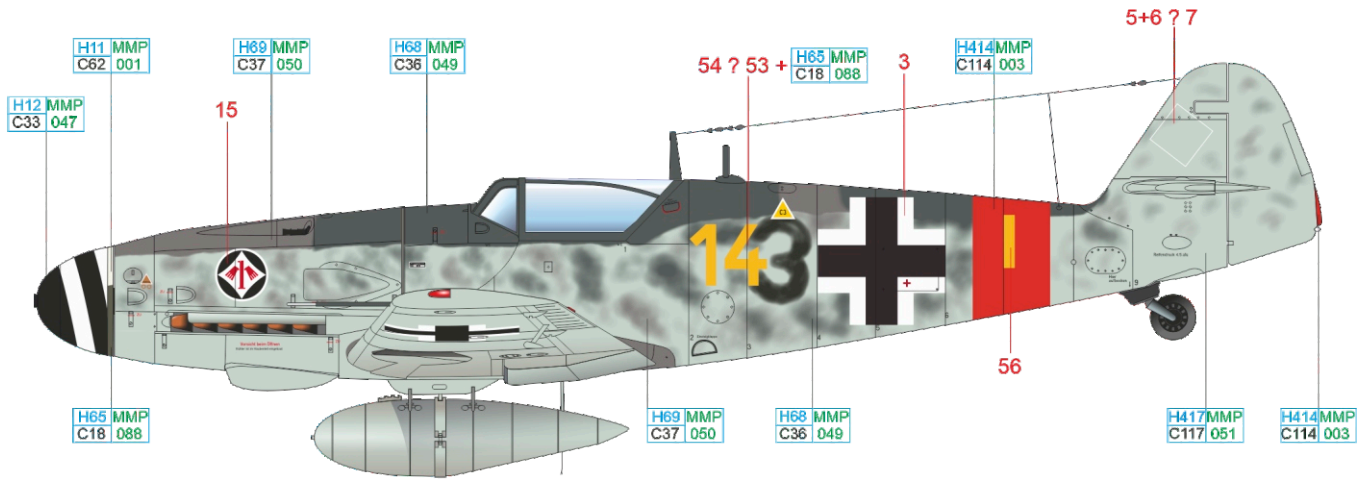


H417 MMP
C117 051
FLM 76
LIGHT BLUE



A 9./JG 1, Paderborn, Německo, květen 1944

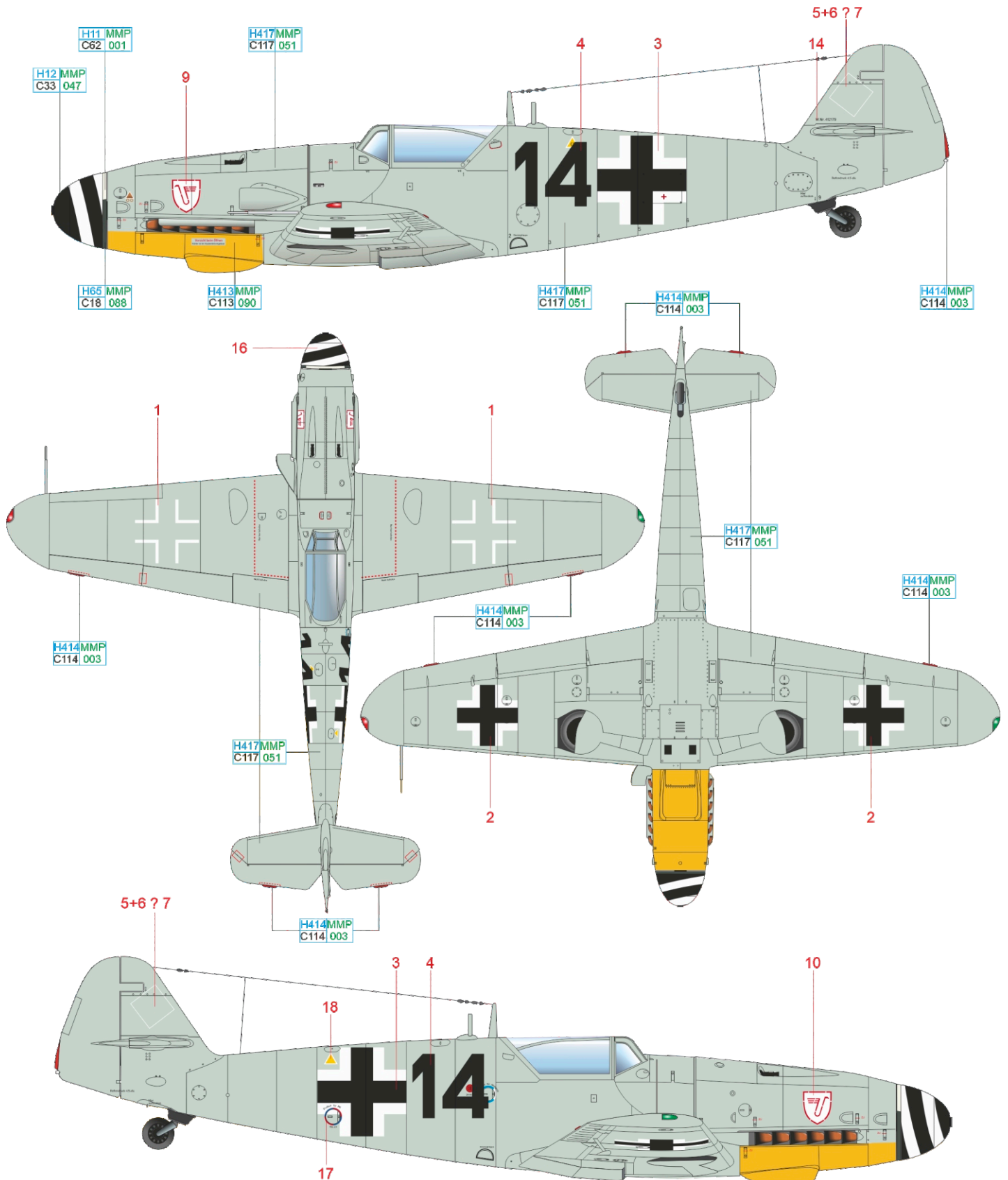
Stroje Bf 109G-6/AS byly určeny ke stíhání ve vyšších letových hladinách, a proto jejich kamufláž tvořil jednoduchý nástřik barvou RLM 76. U jednotek byly tyto stroje často na horních a bočních plochách opatřeny kamufláží provedenou tehdy standardními barvami k tomuto účelu používanými – RLM 74 a RLM 75. Na přídě se nachází znak JG 1, okřídlené číslo jedna v na roh postaveném čtverci. Na fotografii stroje žlutá 14 je zřetelně vidět červený pruh na zádi trupu, používaný k označování strojů JG 1 v rámci Obrany říše. V něm umístěný svislý pruh byl označením strojů III. Gruppe, provedeným vždy barvou Staffel, v případě 9. Staffel žlutou barvou. Některé zdroje uvádějí, že označení bílá 14 překrývalo starší označení v podobě čísla 3, jiné zase, že se jedná o zatřesené tovární označení TO či TQ. Nabízíme vám proto obě varianty.



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		

B WNr. 412179, Uffz. Horst Petzschler, 2./JG 3, Burg u Magdeburgu, Německo, May 1944

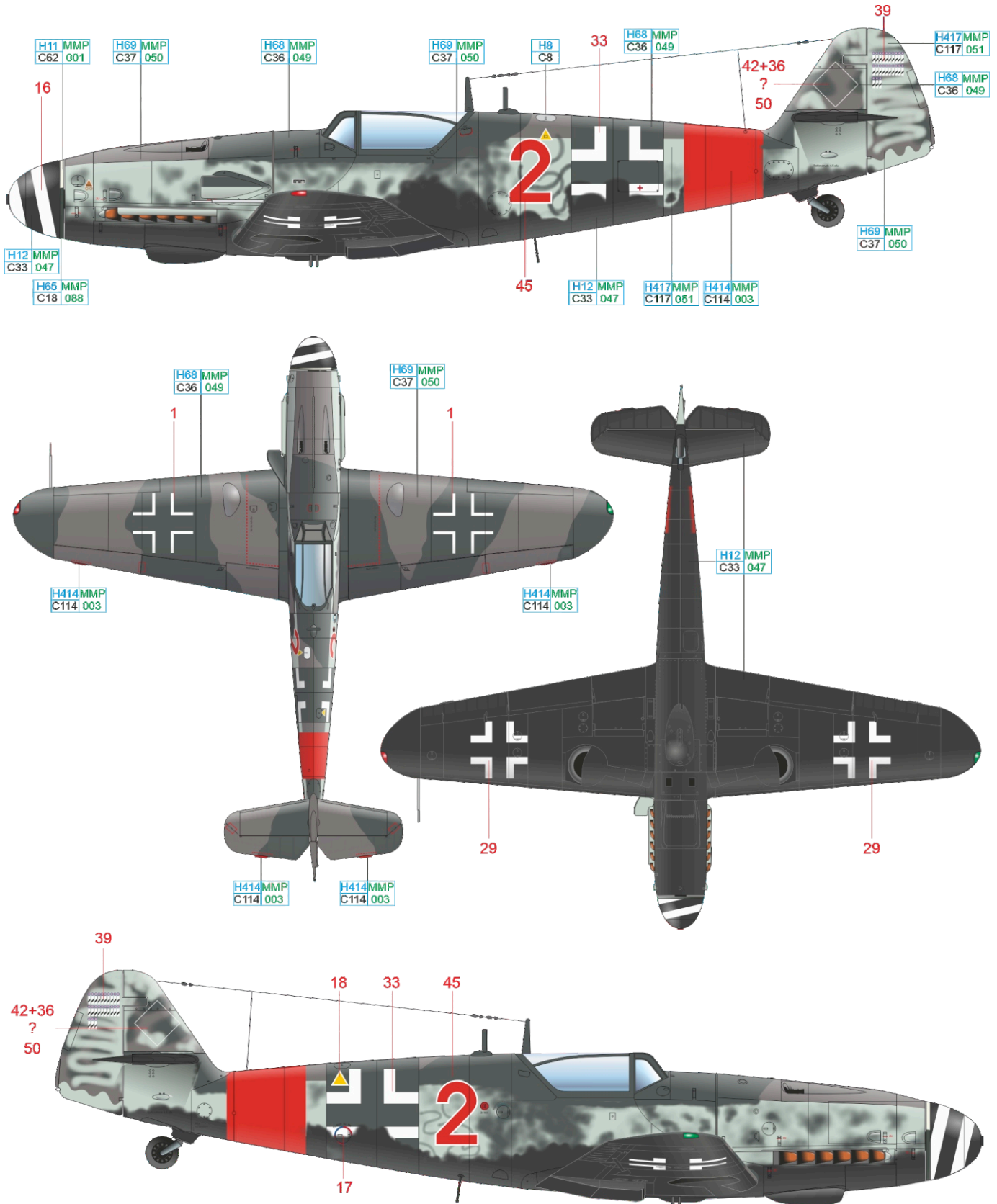
Horst Petzschler se narodil v Berlíně 1. září 1921 a do Luftwaffe vstoupil 1. dubna 1941. Po ukončení stíhacího výcviku byl k 23. srpnu 1943 zařazen do stavu JG 51, u níž dosáhl prvních tří sestřelů. Dne 13. dubna 1944 byl převelen k 2./JG 3, zařazené k jednotkám Obrany říše, ale v červnu 1944 se vrátil k JG 51 na východní frontu. Dne 4. května 1945 obdržela III./JG 51 rozkaz k přesunu z Východního Pruska do Šlesvicka – Holštýnska. Tam však Horst Petzschler nedoletěl, kvůli navigační chybě přistál ve Švédsku na letišti Bulltofta, kde byl internován a v lednu 1946 jej švédské orgány vydaly do Sovětského svazu. Ze zajetí byl propuštěn 22. září 1949. Po návratu pracoval u berlínské policie, v roce 1953 emigroval nejprve do Kanady, později do USA, kde pracoval v leteckém průmyslu. Do důchodu odešel v roce 1988. Během bojů 2. světové války sestřelil 26 protivníků. Během svého působení u 2./JG 3 létal Uffz. Petzschler na stroji označeném černá 14. Stroj byl na celém povrchu z výroby nastříkán barvou RLM 76, na přídě nasl znak JG 3. Dne 30. května 1944 byl v tomto stroji během leteckého souboje nad Belzigem sestřelen Fw. Otto Bülsow.



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 Hptm. Friedrich-Karl Müller, 1./NJGr. 10, Werneuchen, Německo, červenec 1944

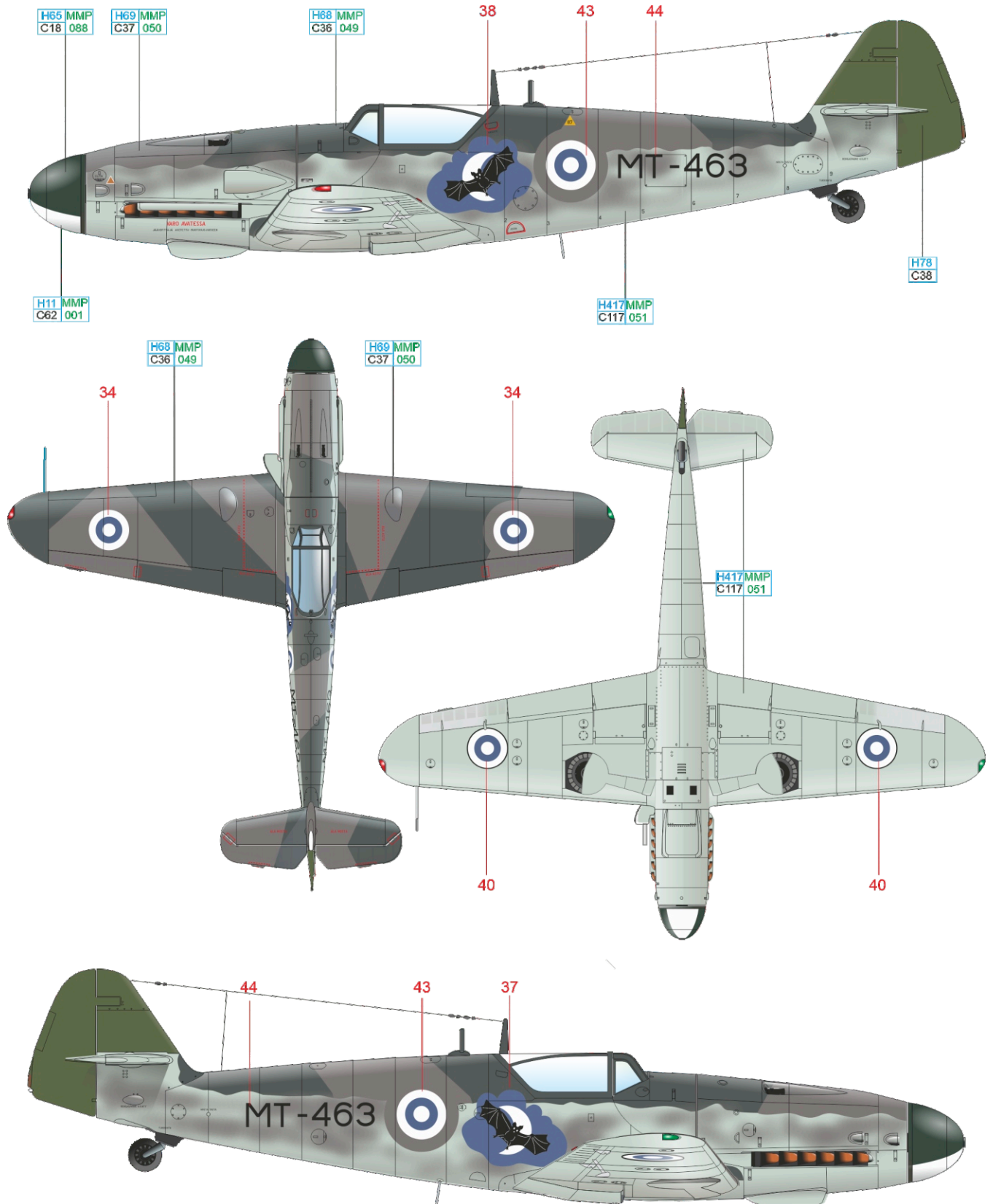
Budoucí držitel Rytířského kříže, eso s 30 nočními sestřely nepřátelských letadel, se narodil 4. prosince 1912 v Sulzbachu v Sársku. V roce 1934 absolvoval letecký výcvik a nastoupil k Lufthanse. Po vypuknutí 2. světové války byl povolán k letectvu, nejprve létal jako dopravní pilot, posléze působil jako instruktor létání bez vidu. V prosinci 1942 byl přesunut ke KG 50, létající na strojích He 177, v létě následujícího roku uposlechl výzvy Hajo Hermanna a požádal o převelení k JG 300 používající taktiku Wilde Sau (používání jednomotorových stíhaček v noci) u JG 300. U této jednotky dosáhl devatenácti sestřelů a v lednu 1944 dostal rozkaz vybudovat 1./NJGr. 10. V srpnu 1944 byl jmenován velitelem 1./NJG 11 a tuto jednotku vedl až do konce 2. světové války. Zemřel 2. listopadu 1987. Spodní a částečně boční plochy letounu byly natřeny černě kvůli lepšímu maskování v noci. Žád trupu obepínal červený pruh označující původního uživatele tohoto stroje v rámci Obrany říše, JG 300. Na obou stranách kormidla bylo vyznačeno pilotovo „skóre“ k červenci 1944 v podobě 23 proužků s vyznačením státní příslušnosti protivníka a datem sestřelu.



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

E MT-463, HLeLv 31, Utti, Finsko, léto 1948

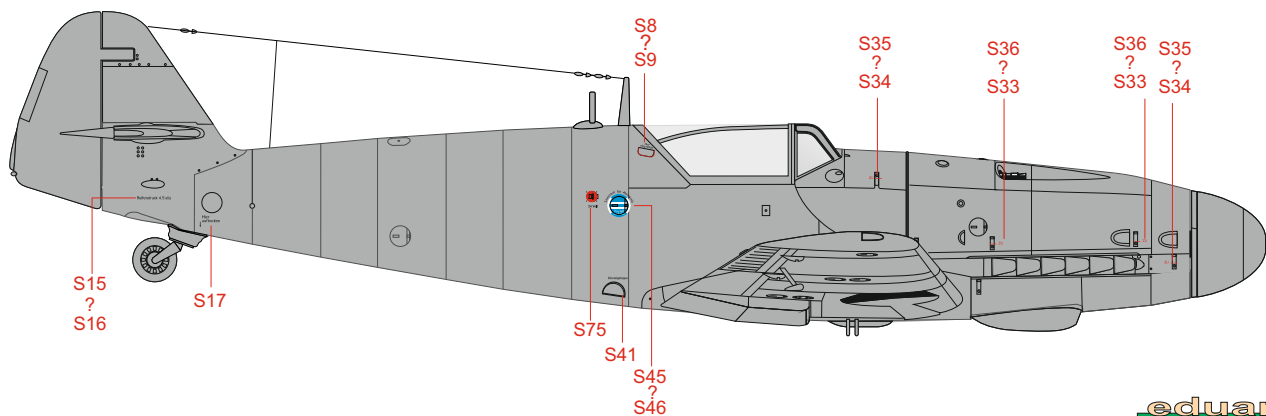
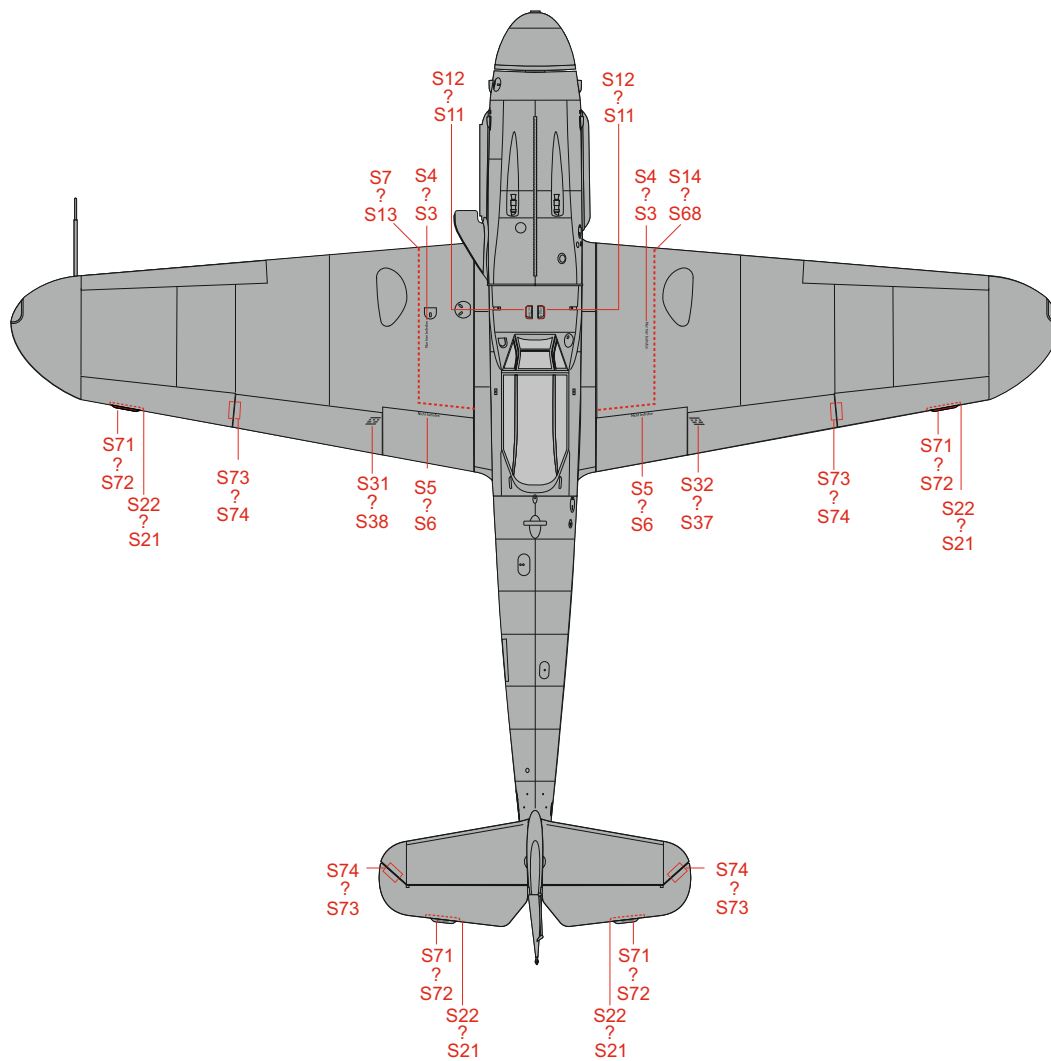
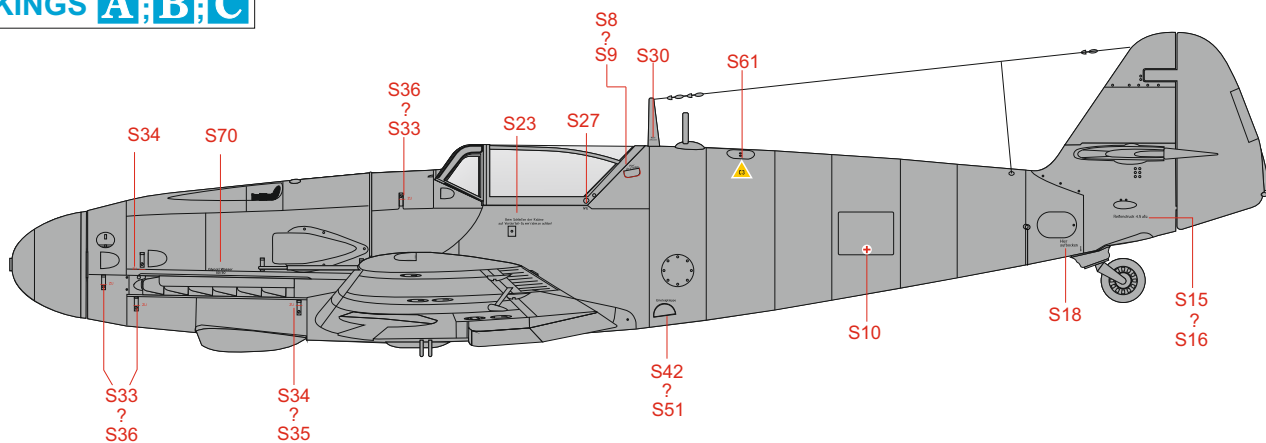
Ukončení bojů se Sovětským svazem znamenalo příměří z 5. září 1944. Jednou z podmínek byla i změna označování vojenských letadel Finska, kdy modrý hákový kříž byl nahrazen kokardou v národních barvách Finska, v modré a bílé barvě. Lentolaivue 24, jejíž piloti na Messerschmittech Bf 109G dosáhli celkem 304 vzdušných vítězství, si ponechala tyto stroje i v mírové službě. Dne 4. prosince 1944 byla přejmenována na HLeLv 31. Tato jednotka je stále aktivní a v současnosti její piloti létají na strojích F-18C Hornet. Jedná se o stejný stroj, jako na předchozím barevném profilu, ale již v poválečné službě, což dokazují kokardy ve finských národních barvách, zavedené od 1. dubna 1945. Označení stroje doplňuje kresba netopýra na modrém mraku a měsíci, označení strojů HLeLv 31 nočních stíhačů. Měsíc býval bílý nebo žlutý, na stroji MT-463 je bílé barvy. Kormidlo bylo přestříkáno pravděpodobně finskou zelenou olivovou barvou.



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

eduard

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



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

