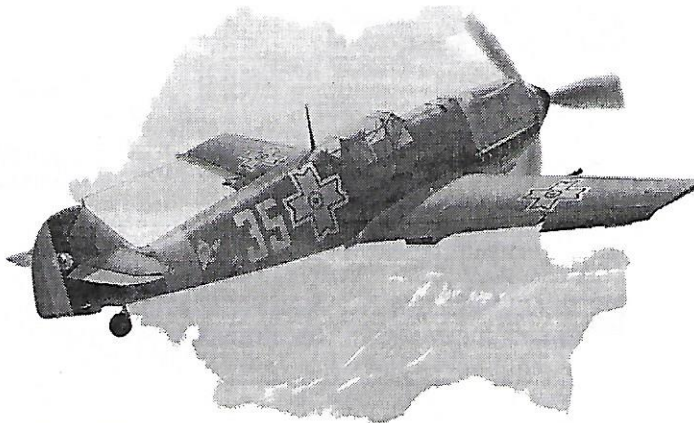


MINIMODEL DIN PLASTIC
PLASTIC MODEL KITS

CAT. #
PM 7205



SCARA 1/72 SCALE

DATE TEHNICE - TECHNICAL DATA

Lungime.....	8,70m.....	Lenght
Anvergura.....	9,85m.....	Span
Înălțimea.....	3,40m.....	Ceiling
Suprafata portantă.....	16,16m.....	Wing area
Greutatea maximă.....	2565Kg.....	Max weight
Viteza maximă.....	570 Km/h.....	Max speed
Raza de actiune.....	1100Km.....	Range
Plafon maxim.....	11100m.....	Max height
Motor.....	DB 601 A1.....	Engine
Armament-2 tunuri MG FF2 MG FF cannons-Armament		
2 mitraliere MG 172 MG 17 machine guns		

RO Din comanda initiala de 50 de bucati, primele unsprezece au ajuns in Romania la inceputul lui 1940 si, impreuna cu celelalte 39 ajunse un an mai tarziu, au format Grupul 7 Vanatoare, unitate de elita a Aviatiei Regale Romane.

"E"-urile romanesti au actionat din prima zi a Operatiunii Barbarossa descurcanduse excelent impotriva avioanelor de vanatoare sovietice. Dupa campania din 1941, grupul 7Vt a primit inca 15 Bf-109E7 (in fapt celule vechi de E3, aduse la standardul de E7). Sfarsitul lui 1942 gaseste grupul 7Vt angajat in lupte dure in jurul Stalingradului unde, incercuit pe Karpovca reuseste o evacuare spectaculoasa, unde totusi pierde 5 avioane abandonind altele 3. Dupa desastrul de la Stalingrad, Gr. 7 Vt este desemnat sa inaugureze noile Messerschmitt-uri 109G2 si G4, vechile de-acum "E"-uri urmand sa se intoarca in tara in roluri de antrenament si apararea litoralului. In cadrul escadrilei 52 Vt "E"-urile romanesti au mai avut parte de lupte aeriene impotriva USAF, inregistrand victorii impotriva unor avioane mult mai moderne precum P-38 Lightning.

Dupa august '44, "E"-urile au fost retrase din dotare, fiind casate in 1946.

ENG Of the original order of 50 Bf-109E3s, the first eleven arrived in Romania in early 1940 and along with the other 39 that arrived a year later, formed the elite 7 FG.

The Romanian "E"s served from the first day of "Operation Barbarossa" and performed well against soviet fighters. After the 1941 the 7FG was replenished with 15 second hand 109E7s from Germany (in fact older E3 and E4's upgraded to E7 standard). The end of 1942 found the 7FG engaged in heavy battles around Stalingrad, where, encircled on the Karpovca airfield by overwhelming Soviet forces, the group managed a spectacular retreat, losing five planes and leaving other three behind. After the disaster at Stalingrad, the 7FG was assigned to fly the brand new 109G2 and G4s while the now old "E" were assigned to training role and, within 52 squadron to the coastal defence of the Black Sea. Eventually the 52 Sq flew in several missions against US 15th Air Force and even scored kills against superior planes like P-38 Lightning.

After august 1944 the "E"s were phased out and in 1946 the remaining were all retired.

SIMBOLURI FOLOSITE - USED SYMBOLS



ETAPE ASAMBLARE
STAGES of ASSEMBLY

VOPSIRE
PAINTING



NUMARUL PIESEI
NUMBER PARTS

CORRESPONDENT VOPSEA
EQUIVALENT PAINTS



CUTTER

OPTIONAL

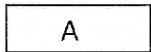


ADEZIV
GLUE

DECAL

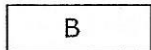
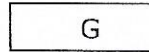


VOPSELE FOLOSITE - USED PAINTS



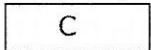
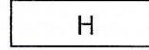
MATT BLACK

RLM 65



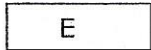
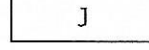
MATT WHITE

RLM 70



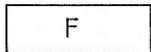
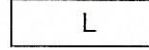
YELLOW

DARK GREY



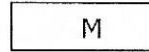
RLM 71

STEEL



RLM 02

GUNMETAL



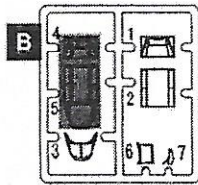
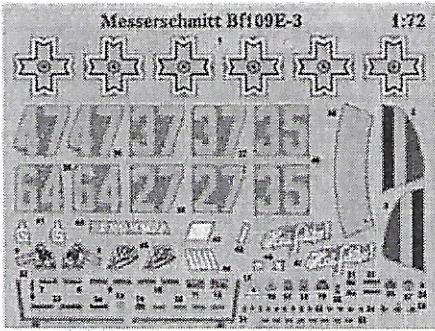
ATENȚIE!

-Se lucrează cu adeziv și vopsea doar în încăperi bine aerisite și departe de foc deschis.
-Pentru decuparea pieselor de pe rame folosiți un clește sau cuterul pentru modelism.

CAUTION!

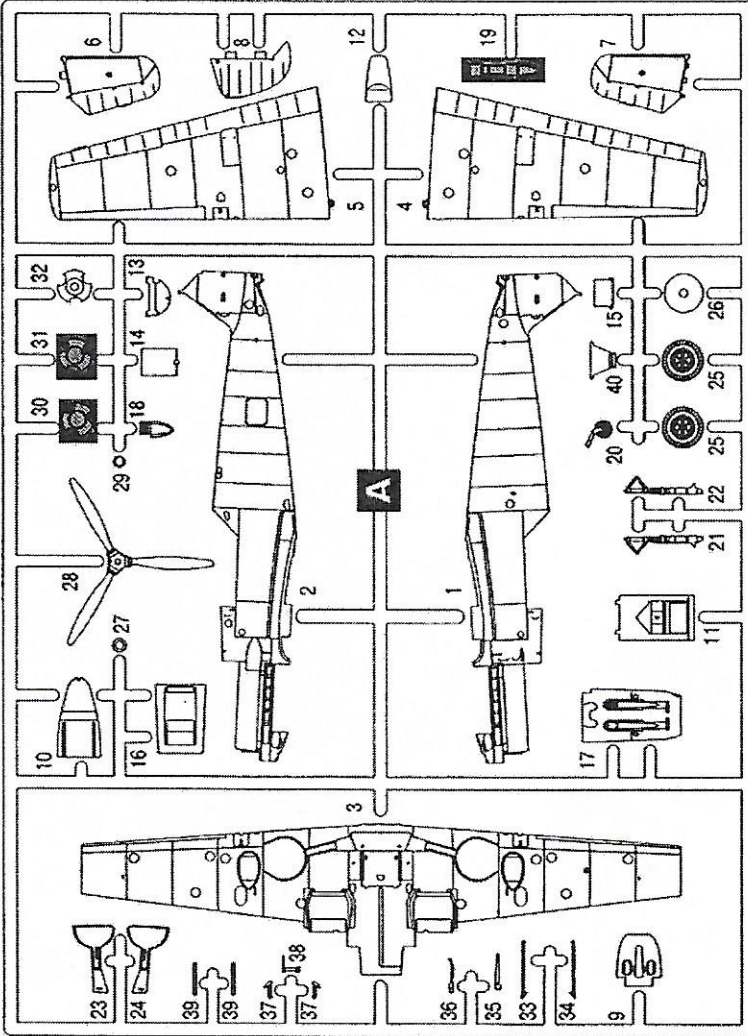
-When you use glue or paint, do not use near open flame, and use in well ventilated room.
-When you take parts off from the runner frame, use a modeling scissors and trim excess plastic with a cutter.

CONTINUTUL - COMPLET SET

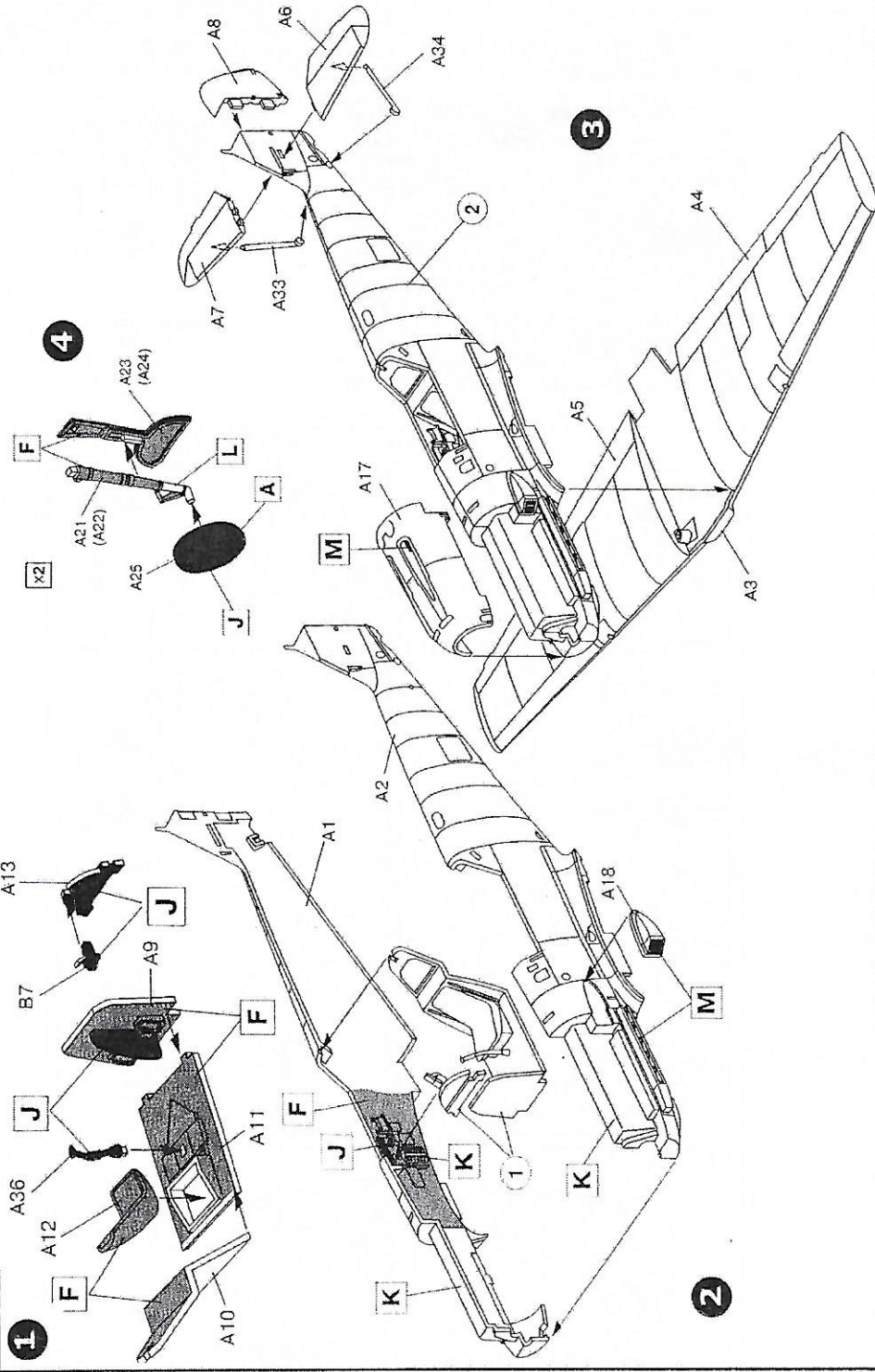


Piese care nu se folosesc

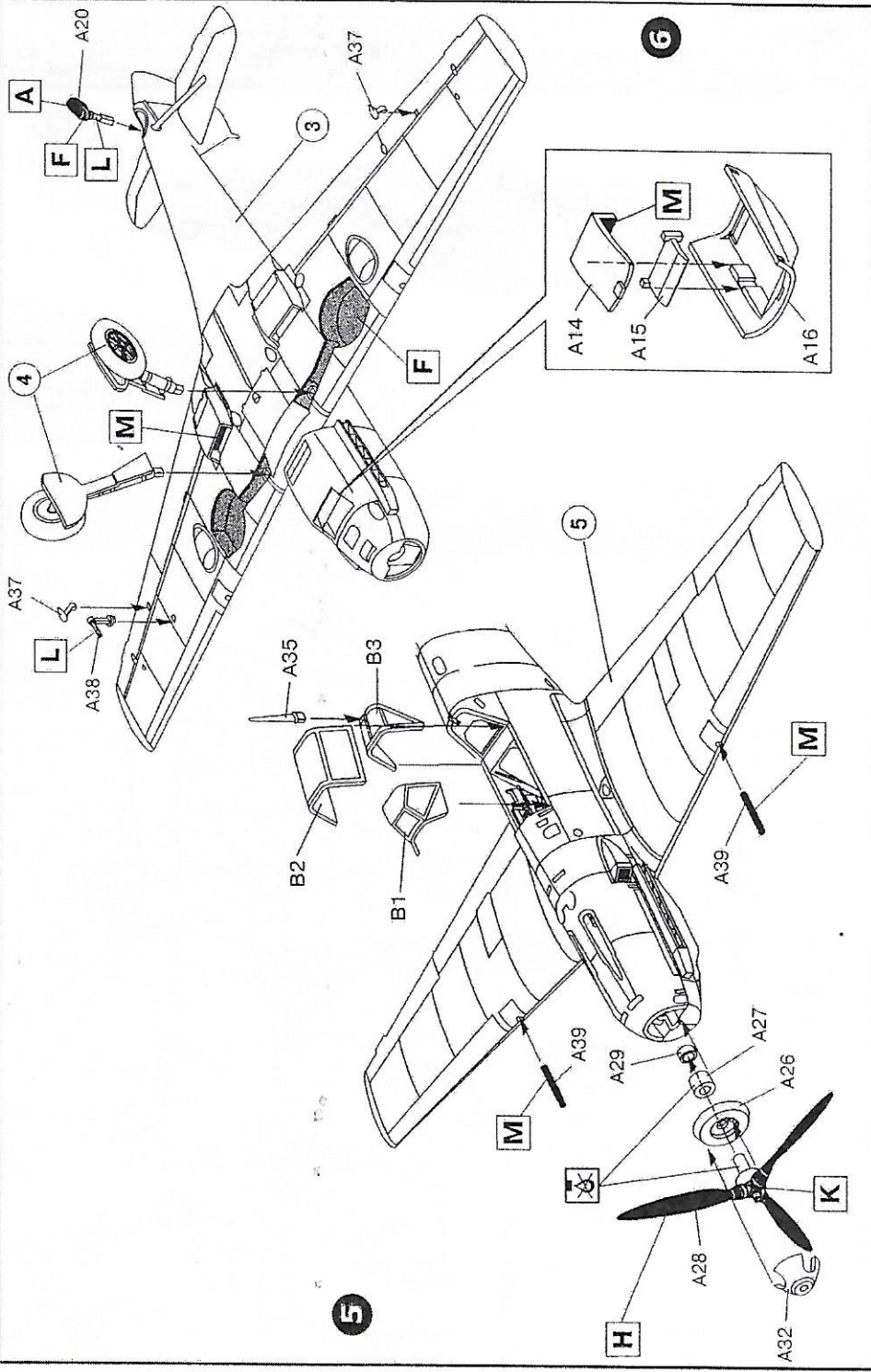
Parts not for use



SCHEMA DE ASAMBLARE - ASSEMBLY GUIDE

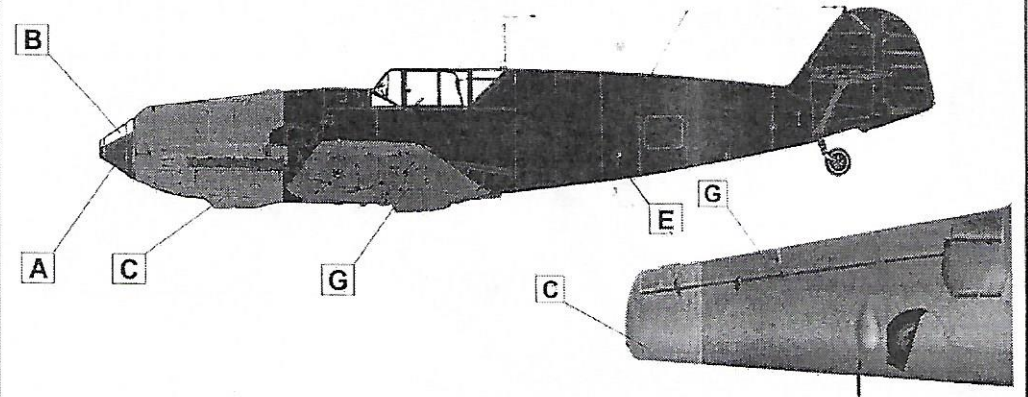


SCHEMA DE ASAMBLARE - ASSEMBLY GUIDE

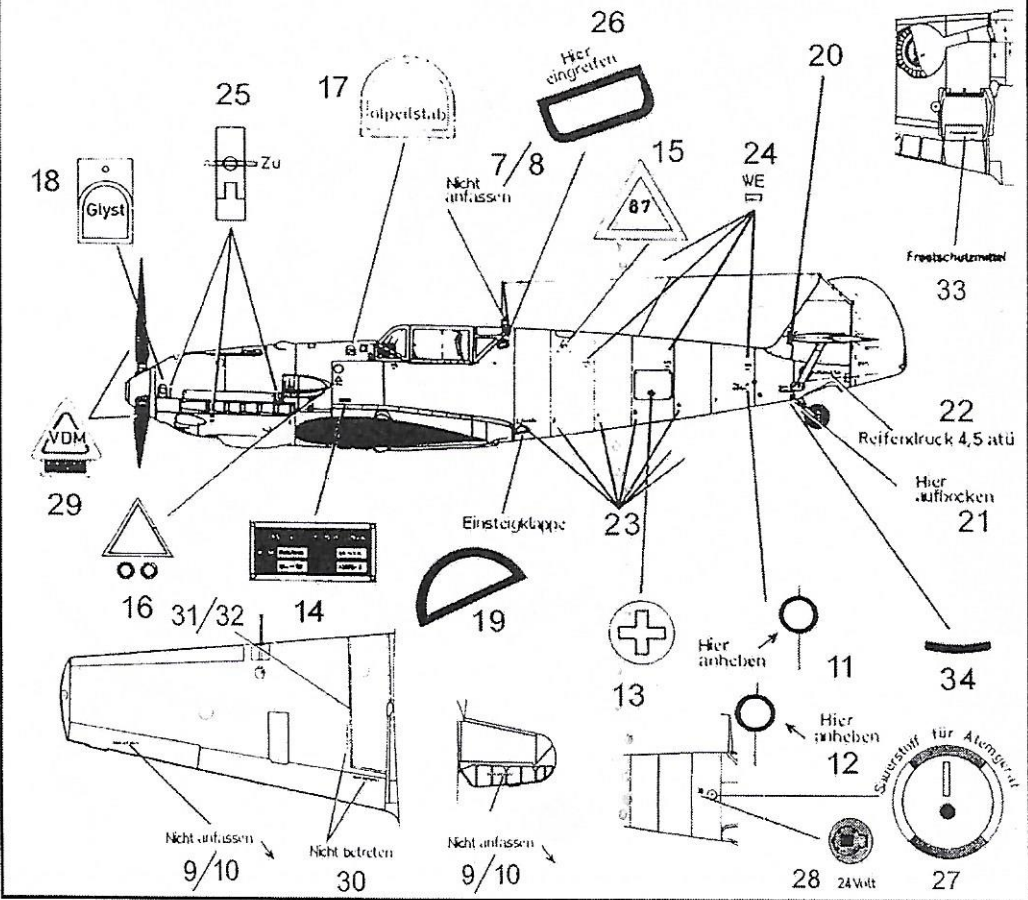




SCHEMA DE VOPSIRE - PAINTING

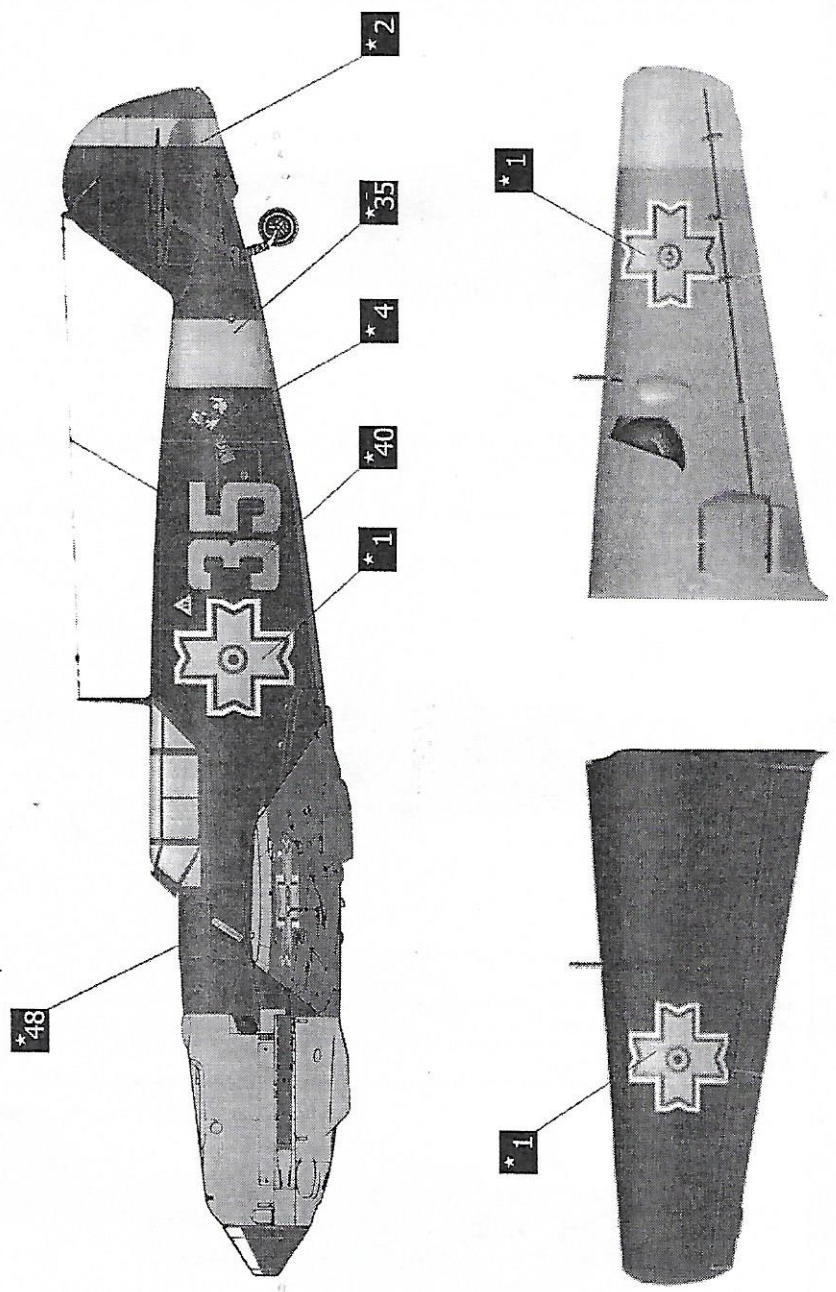


STENCILS

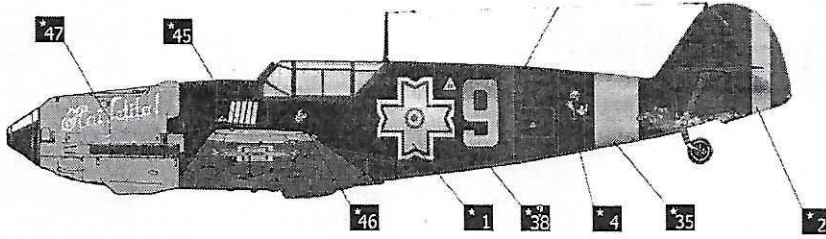




Bf-109E3 Nr. 35, pilotat de Lt.av. Alexandru Șerbanescu

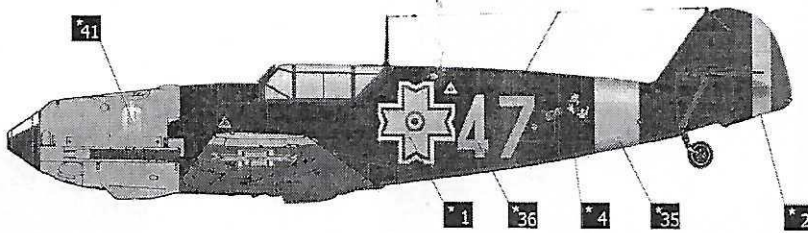


Bf-109E3, Slt av rez Ioan Di Cesare, Grupul 7 Vt, Stalingrad, 1942. Di Cesare, unul din cei mai prolifici asi români, a încheiat razboiul cu peste 23 de victorii.



Bf-109E3, Slt av rez Ioan Di Cesare, 7th FG, Stalingrad, 1942. Di Cesare one of the greatest romanian aces, ended the war with at least 23 victories.

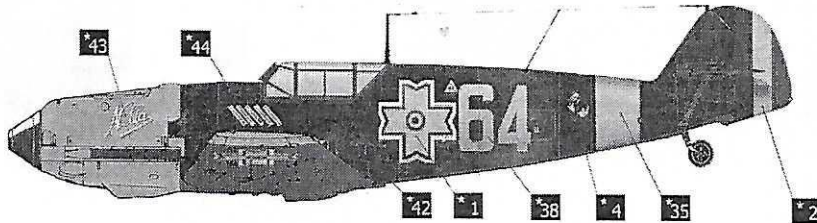
Bf-109E3, pilotat de sbt Lt av Ion Galea (12 victorii), esc 52 VT, Mamaia, sfarsitul lui 1943.



Bf-109E3 piloted by 12 victories ace pilot officer Ion Galea, 52 FSg, Mamaia, late 1943

Bf-109E7 (un E3 cu echipamente interioare de E7-de remarcat ca, desi apare ca E7 in documente, pastreaza cupola rotunjita de E3) Gr 7 Vt, pilotat de adj. av. rez. Tiberiu Vinca, Stalingrad, sfarsitul lui 1942. 64 a fost unul din avioanele care ua supravetuit desastrului de la Stalingrad, revenind in tara pentru a participa cu escadrila 52 Vt. la apararea litoralului in 1943-1944.

Tiberiu Vinca nu a supravetuit razboiului, fiind doborat din gresala de mitraliorul unui He-111 german.



Bf-109E7 (actually and old E3 upgraded internally to E7 standards-note it still retains the rounded canopy), 7th FG, Stalingrad, late 1942. 64 was one planes that survived the Stalingrad disaster and returned home to defend the Black Sea shore within the 52 Sq. Pilot adj. av. rez. Tiberiu Vinca, a 13 victories ace, was shot down and killed by mistake by a german He-111 gunner in March 1944 while blying a Bf-109G2/G2

