

## 1/48 SCALE PLASTIC KIT

**ProfiPACK**  
edition

# #82163



### INTRO

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 DB 601. 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 skofepinová 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 „stodevíték“ 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 před sériové 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 stě 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 Vaterlandu, Blitzkrieg proti západu i bitvu o Francii. S jednou nohou vykročenou 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.



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.



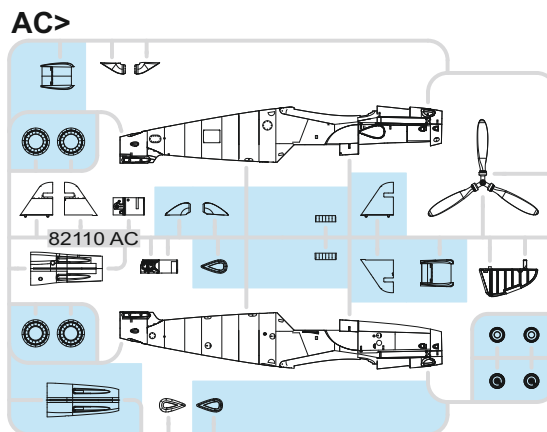
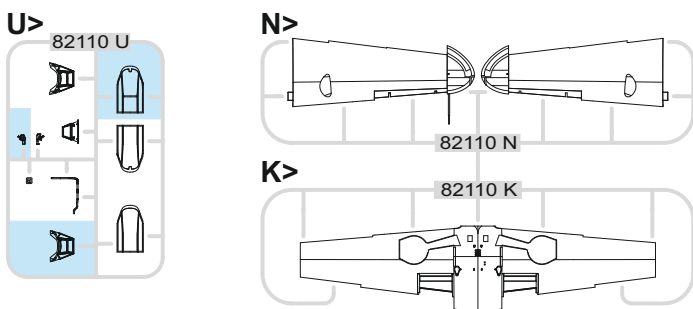
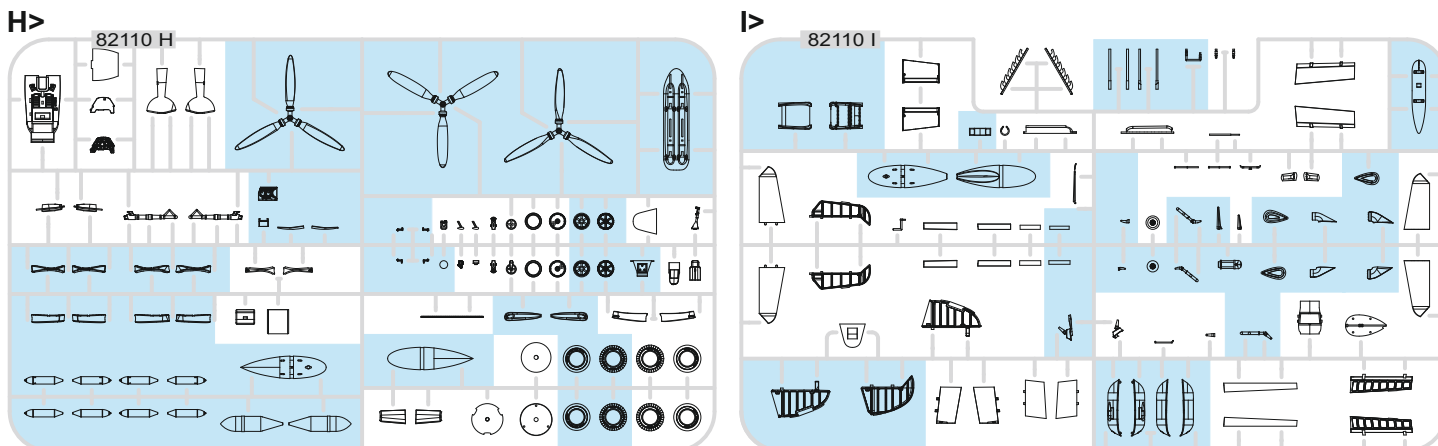
Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

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

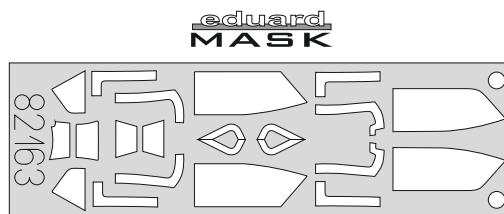
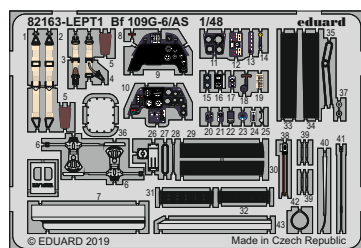
-   
 OPTIONAL  
VOLBA
-   
 BEND  
OHNOUT
-   
 SAND  
BROUSIT
-   
 OPEN HOLE  
VYVRTAT OTVOR
-   
 SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ
-   
 REMOVE  
ODŘÍZNOUT
-   
 REVERSE SIDE  
OTOČIT
-   
 APPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

PARTS \* DÍLY \* TEILE \* PIĘCES \* 部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS

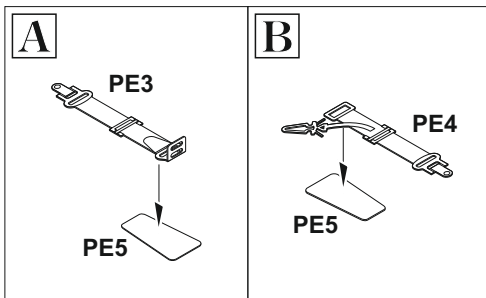
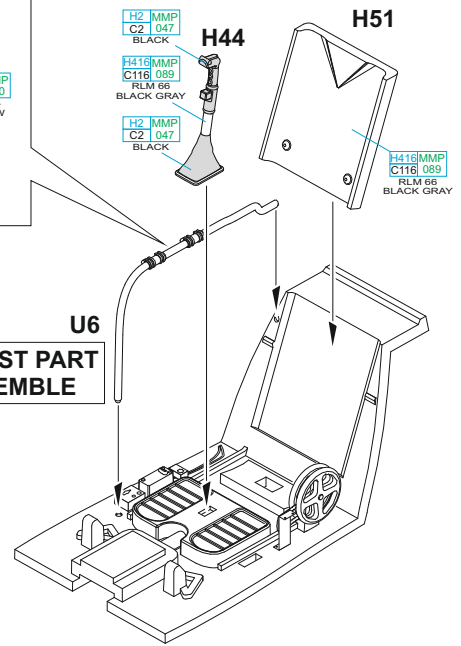
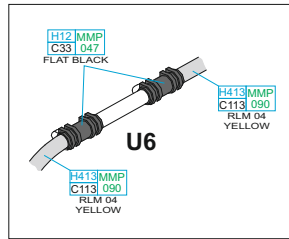
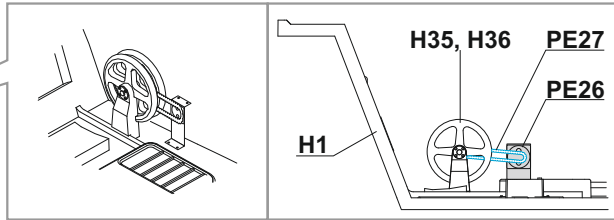
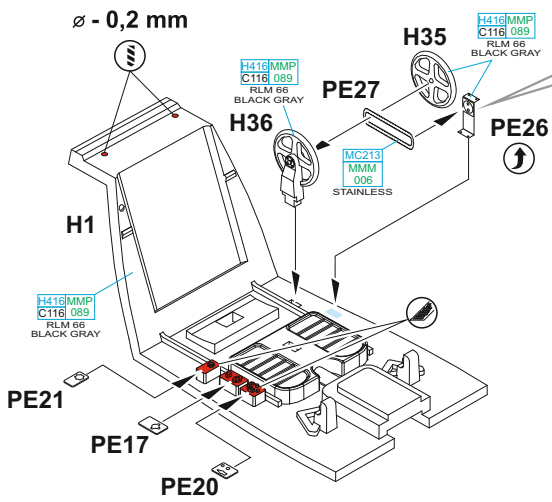


Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

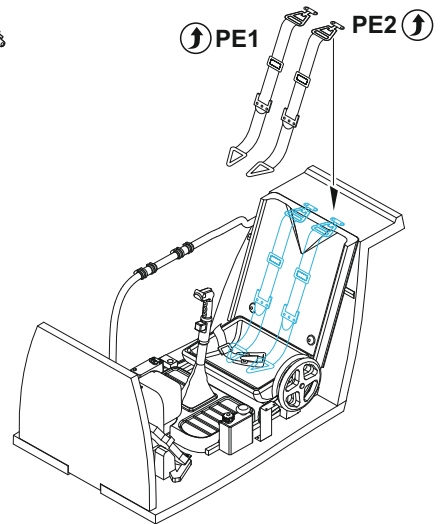
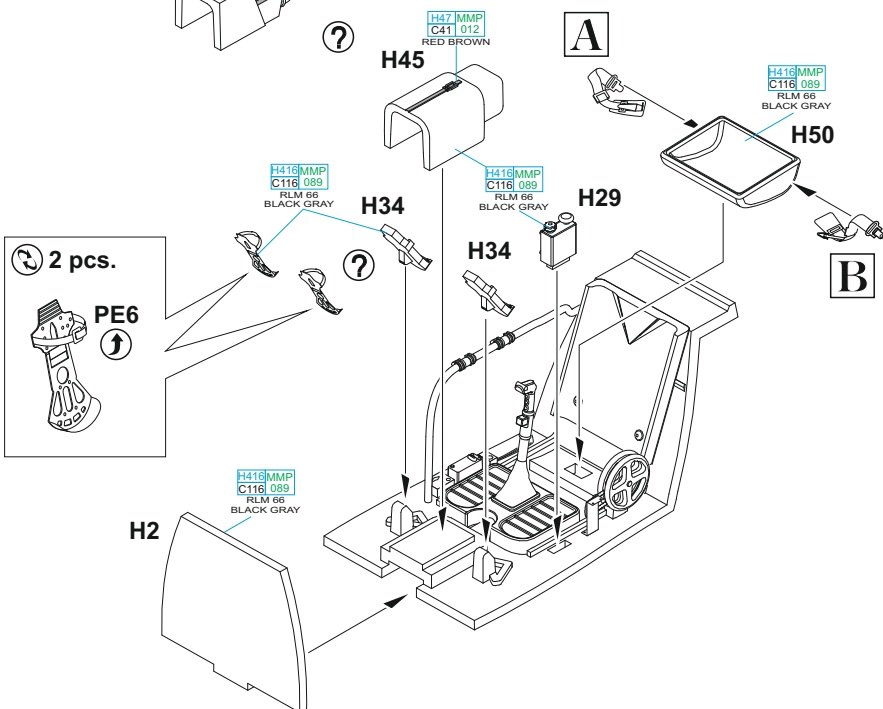
COLOURS \* BARVY \* FARBEN \* PEINTURE \* 色

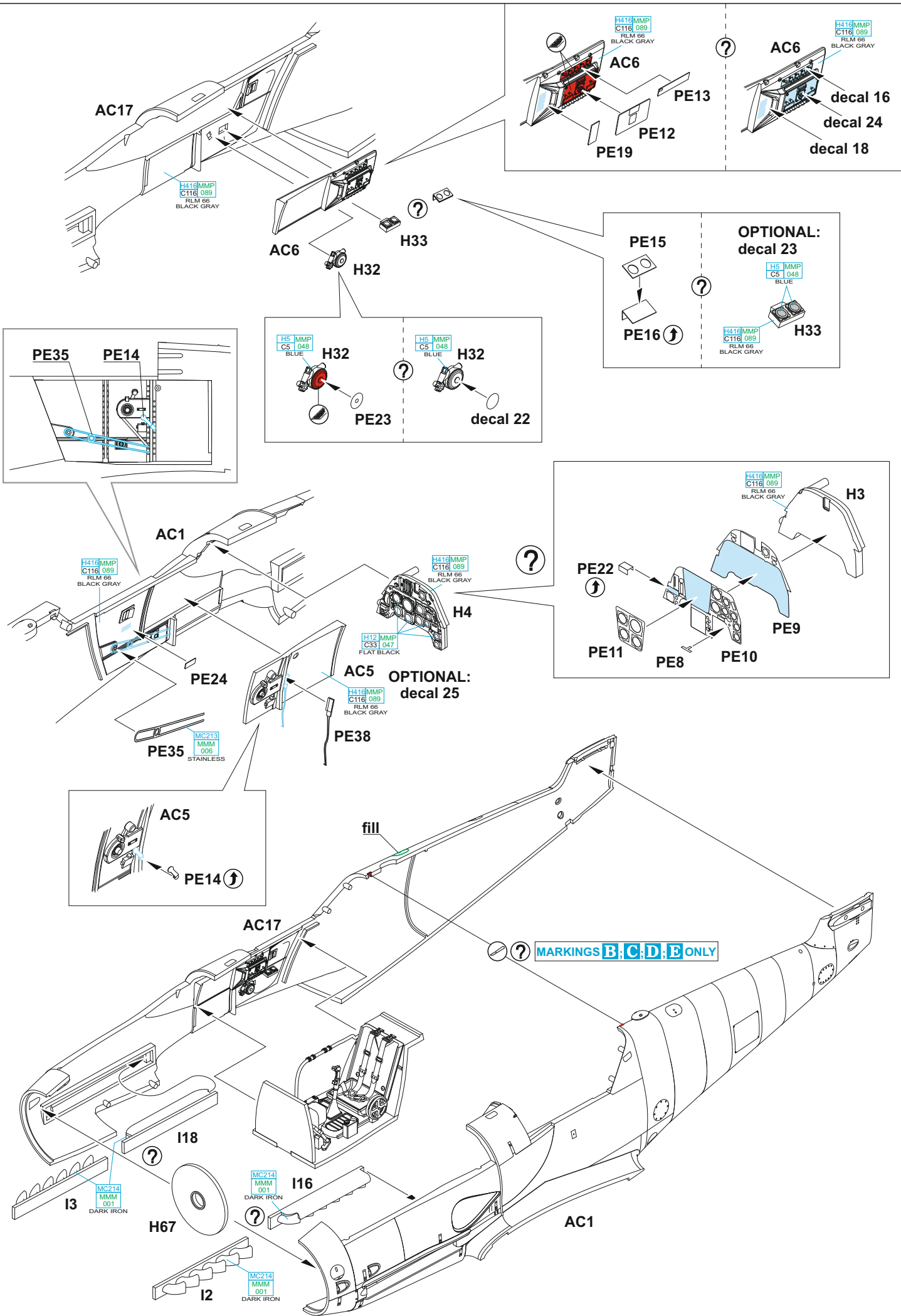
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AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H5	C5	MMP-048	BLUE
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H72	C22	MMP-078	DARK EARTH
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

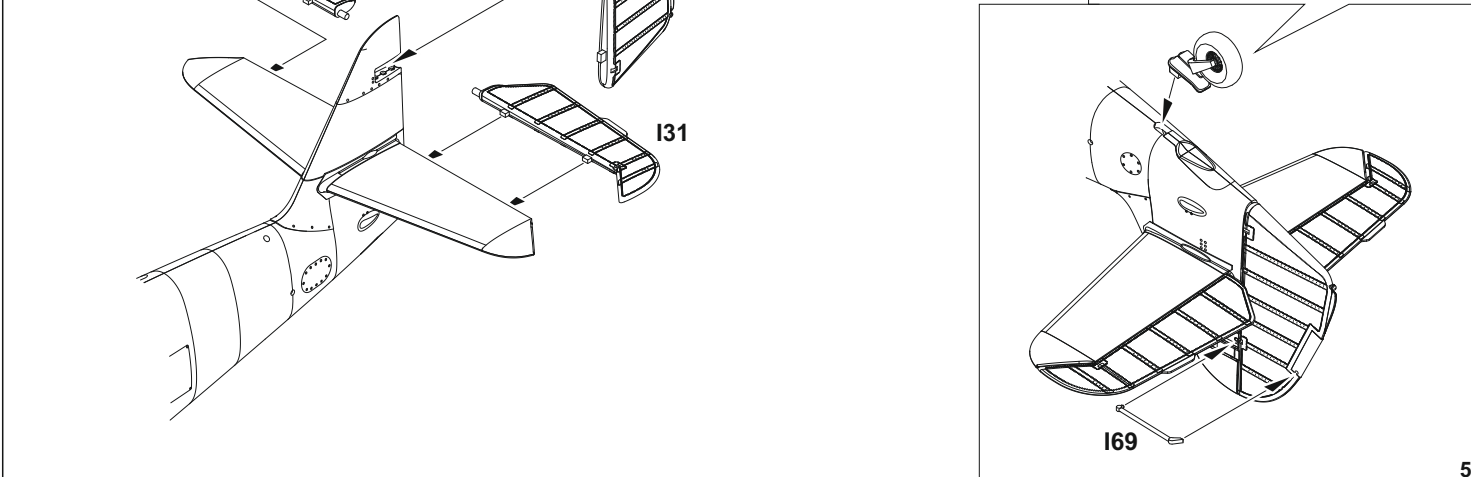
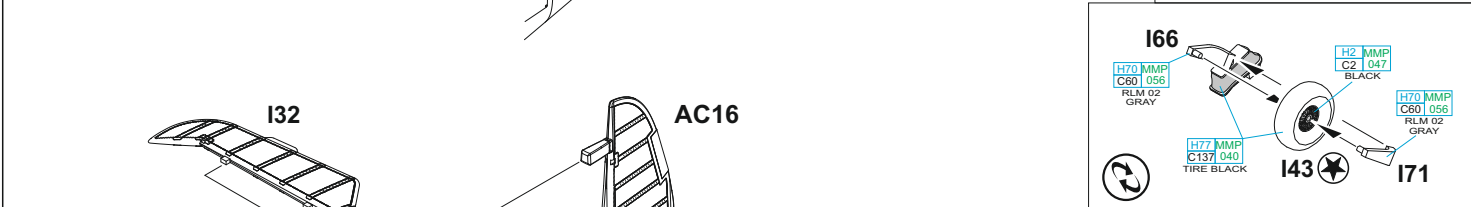
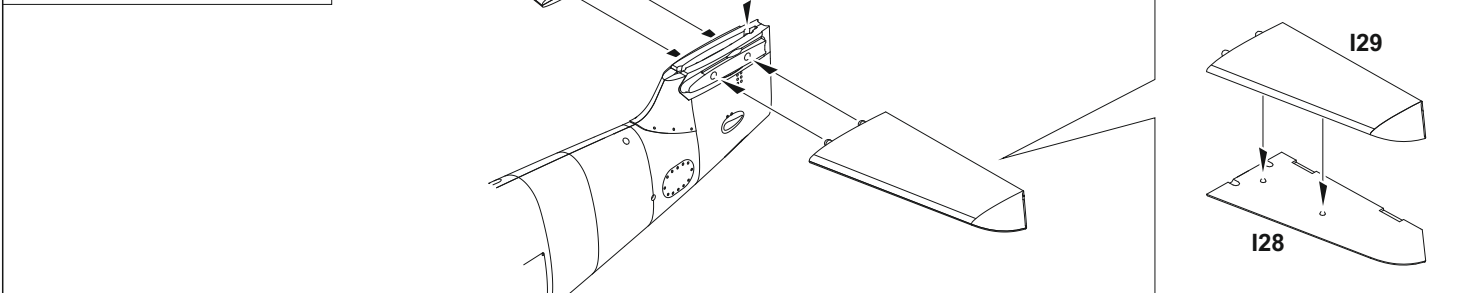
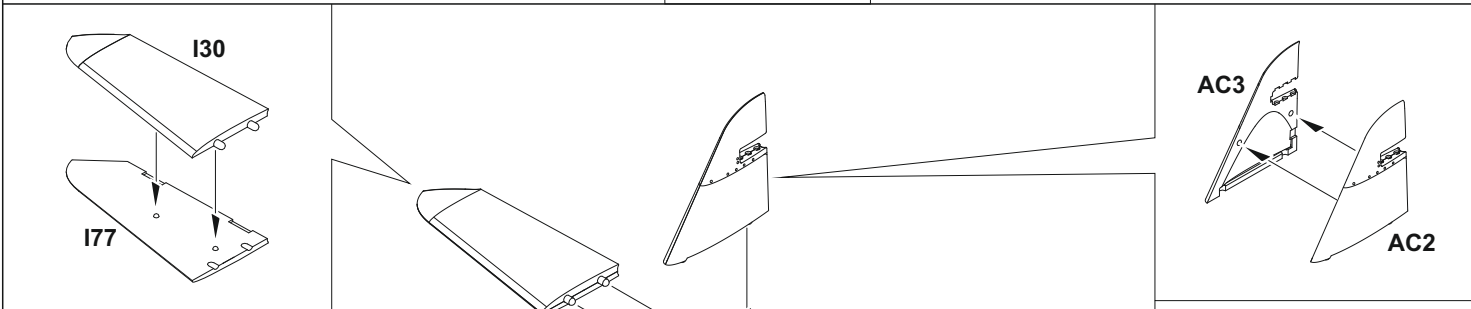
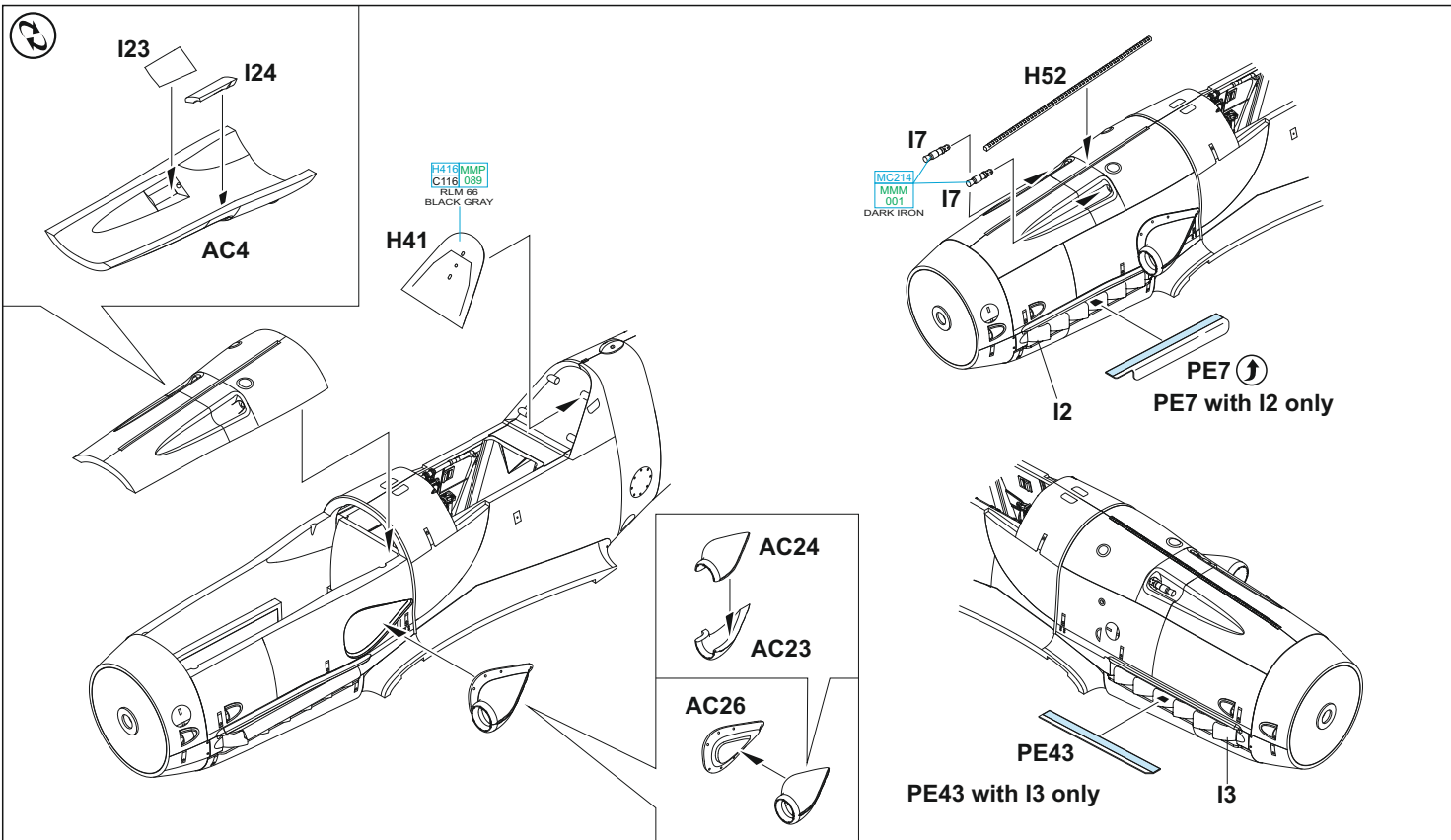
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AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H319	C319	MMP-064	LIGHT GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

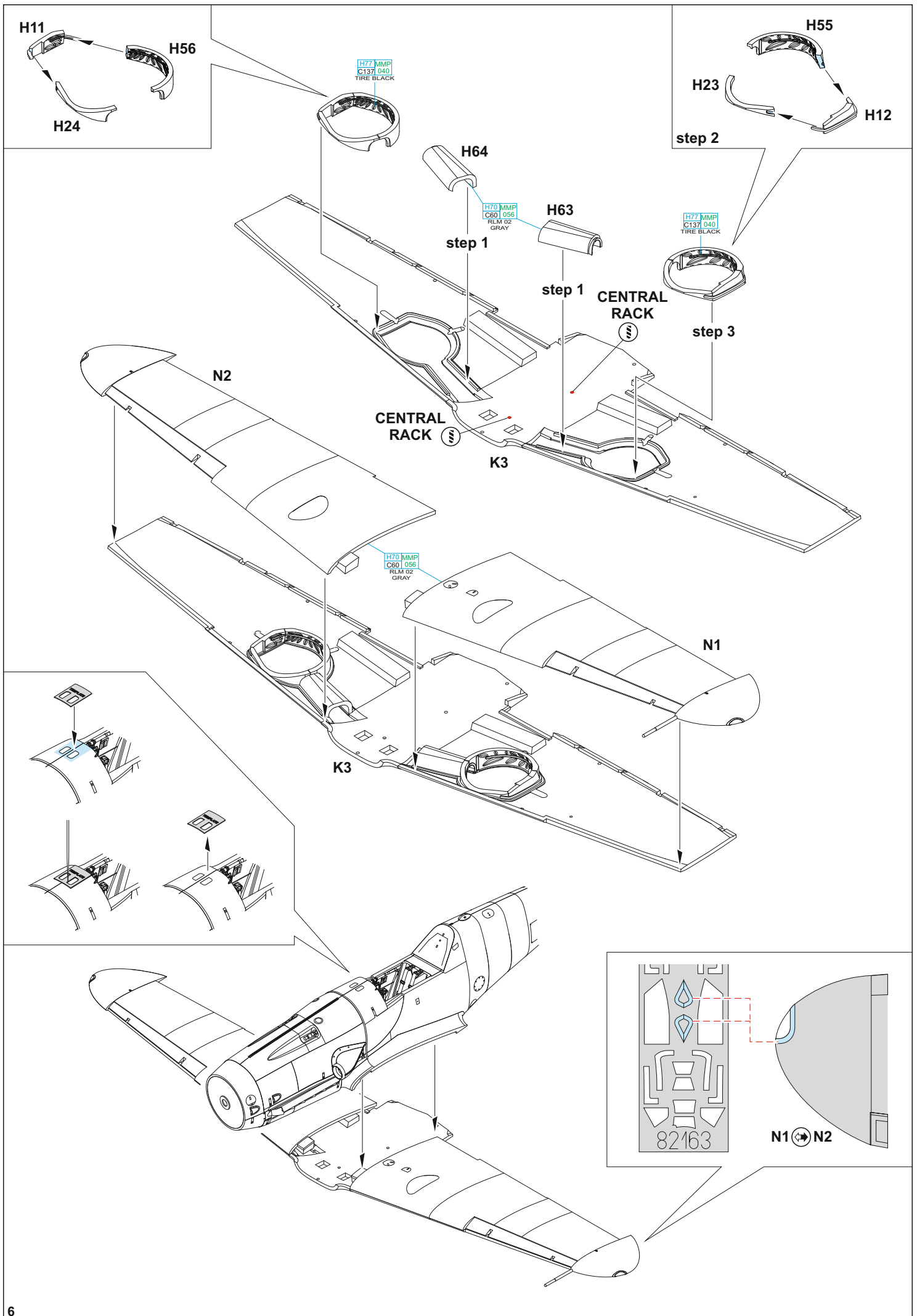


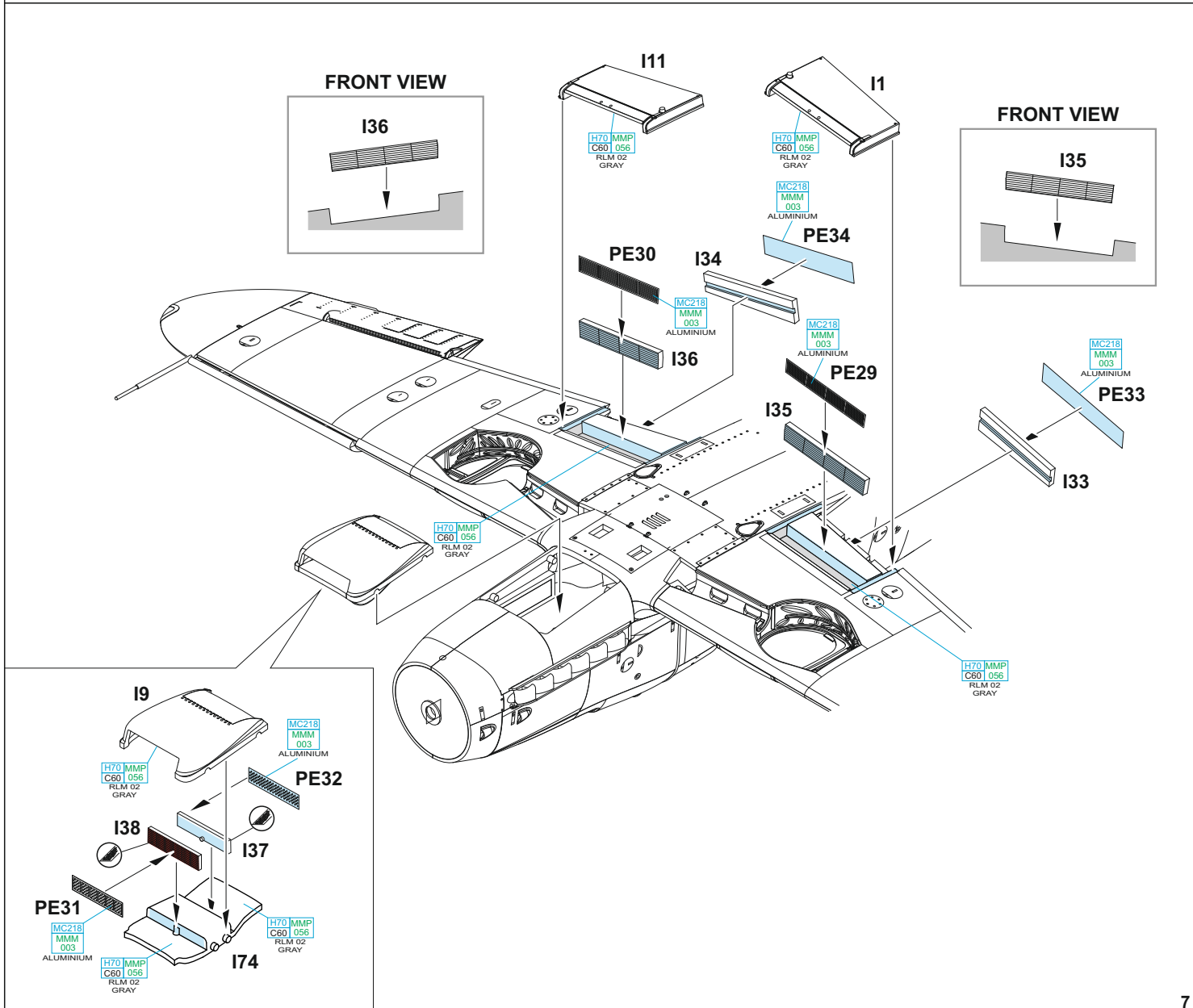
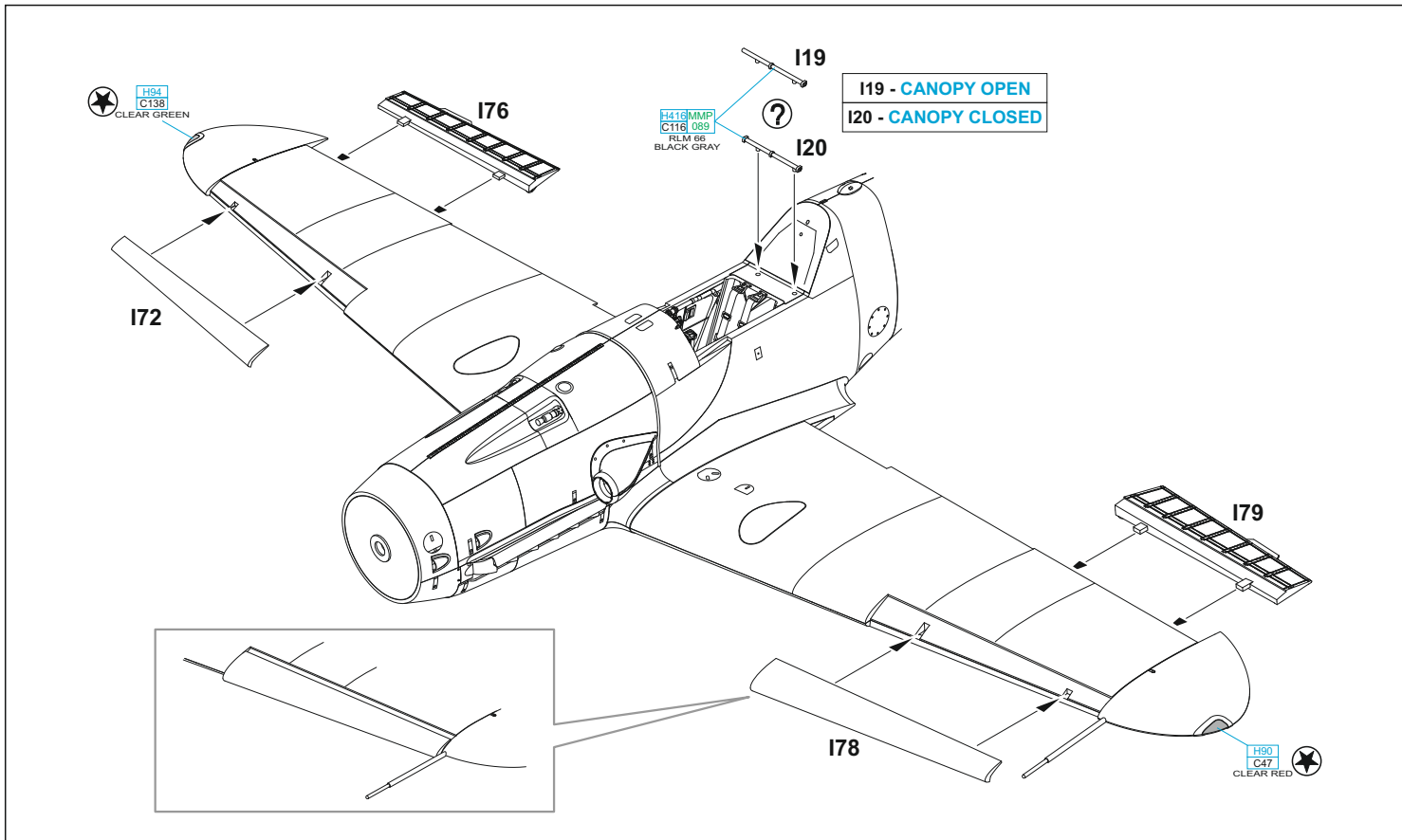
H43 - MARKINGS **A, B, C**  
H45 - MARKINGS **D, E**

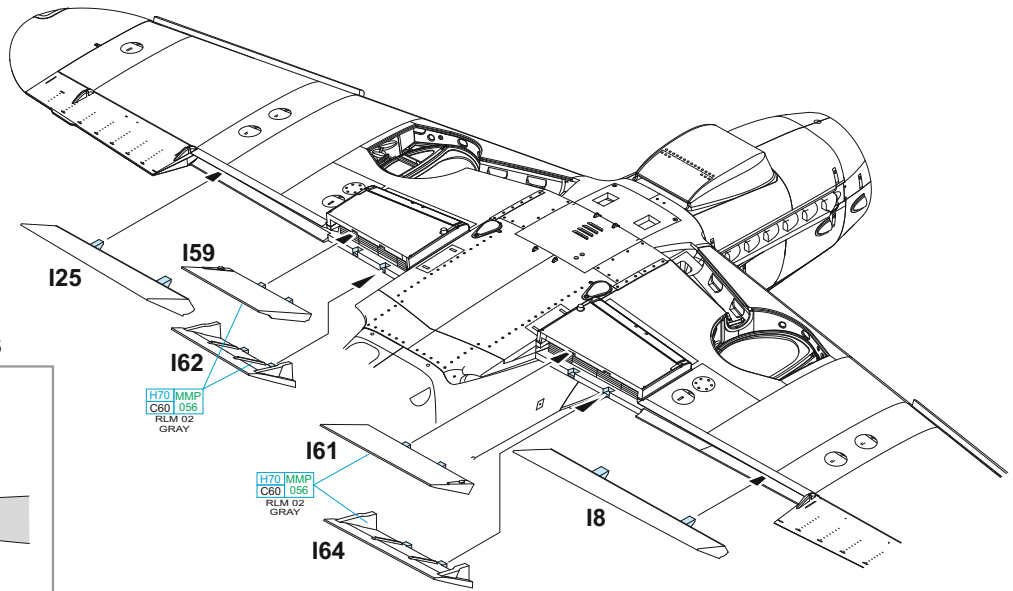




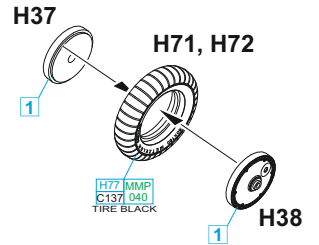
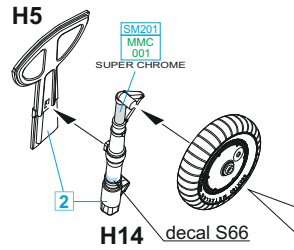
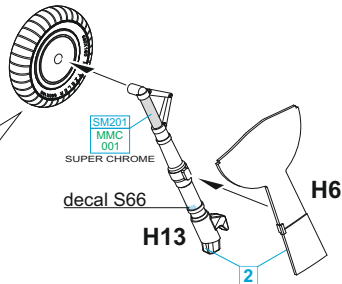
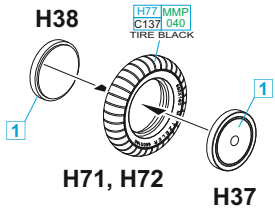
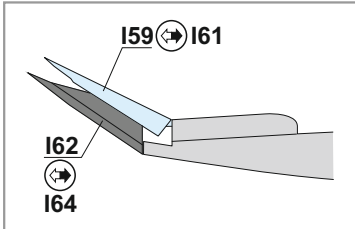








**CORRECT POSITION OF RADIATOR FLAPS**



**WHEEL DISCS**

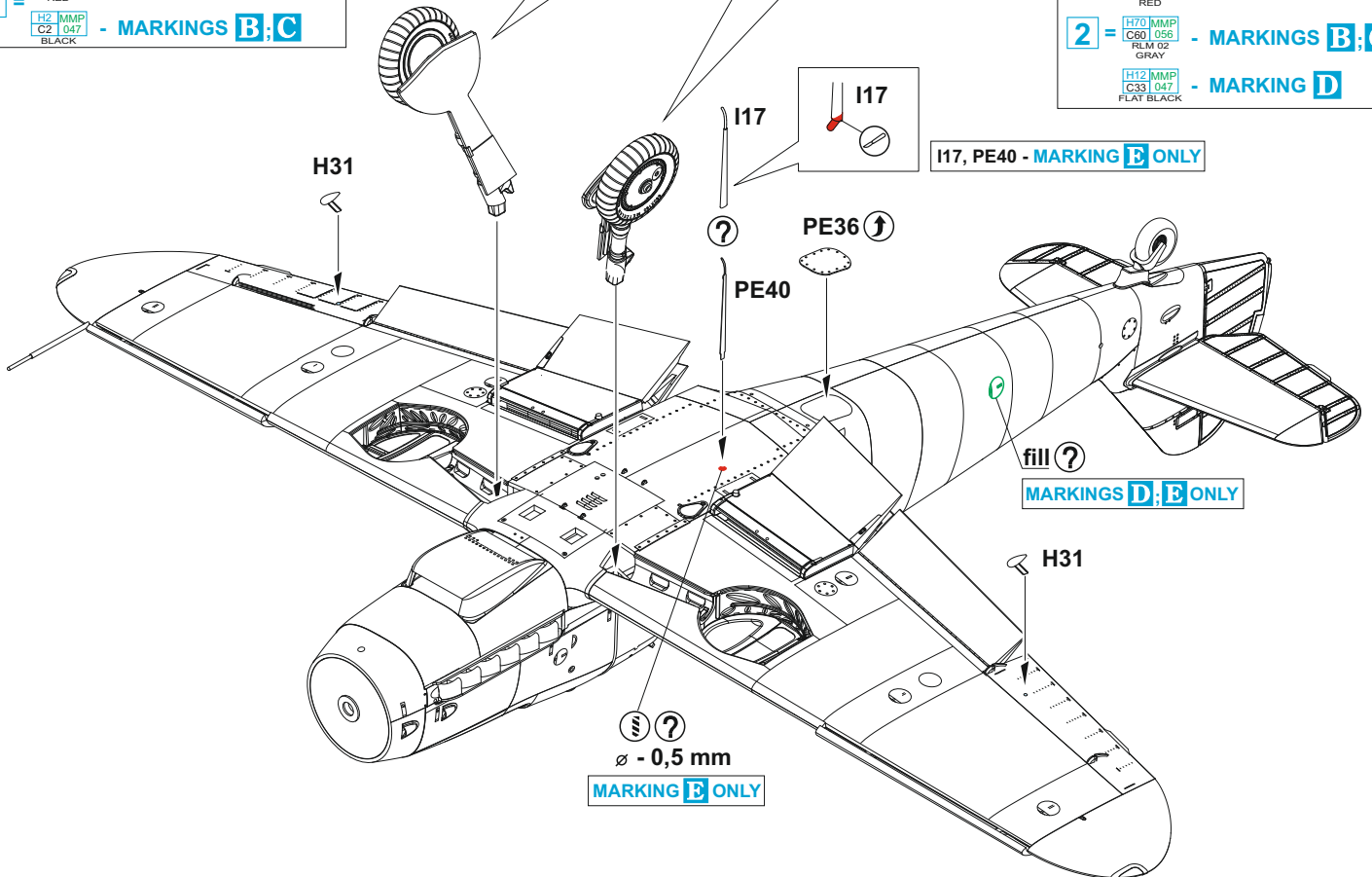
**1** = 

H414 MMP	C114 003	- MARKINGS <b>A; D; E</b>
RLM 23	RED	
H2 MMP	C2 047	- MARKINGS <b>B; C</b>
BLACK		

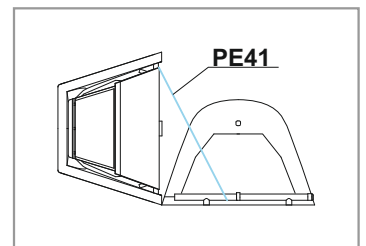
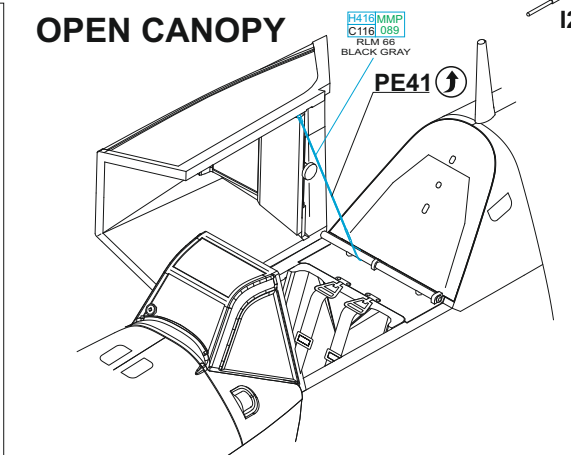
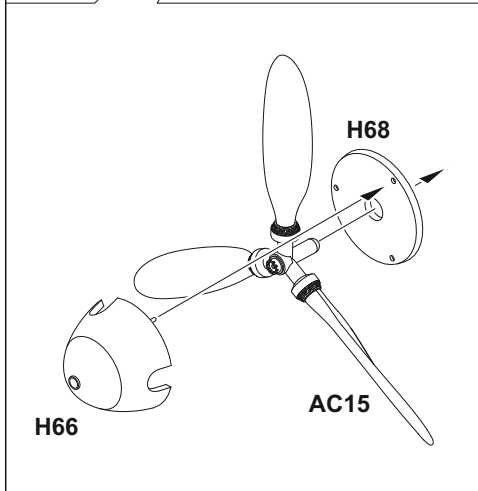
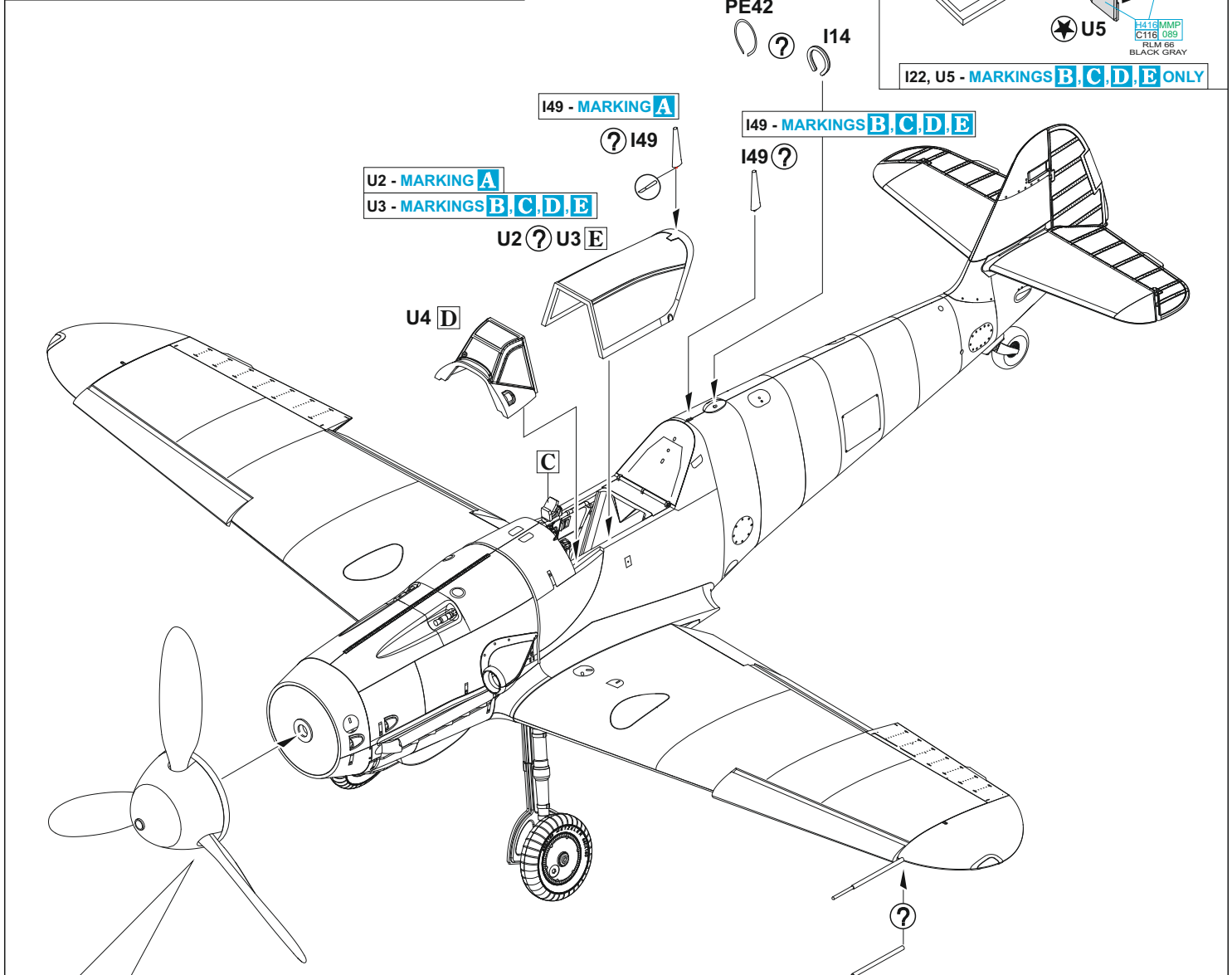
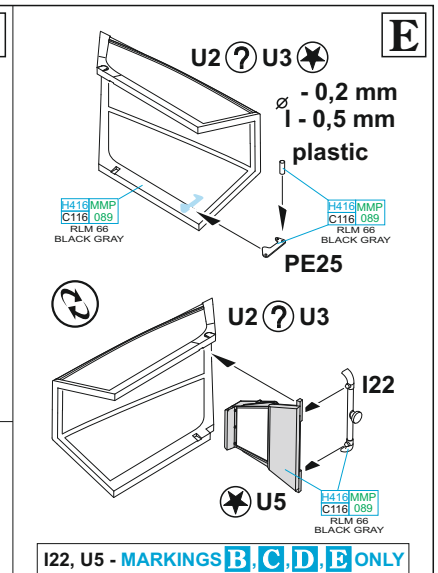
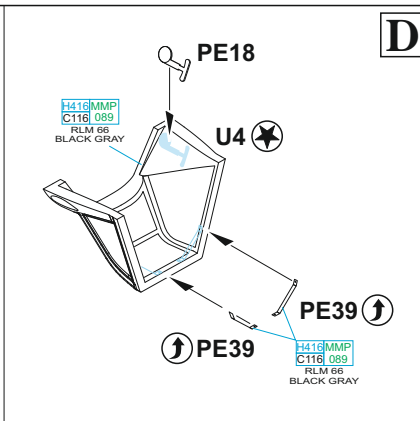
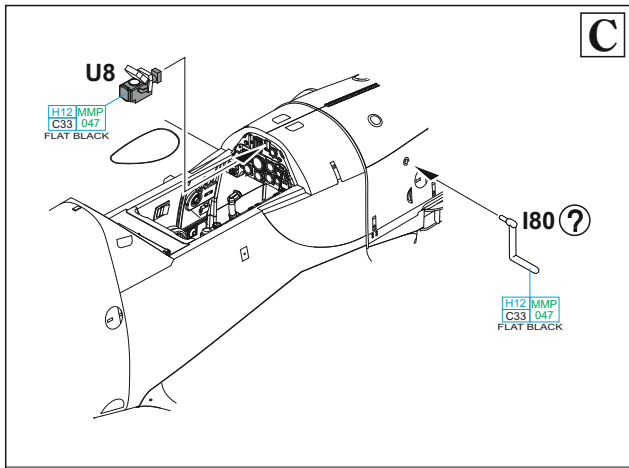
**UNDERCARRIAGE LEGS**

**2** = 

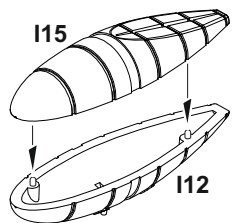
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RLM 23	RED	
H70 MMP	C60 056	- MARKINGS <b>B; C</b>
RLM 02	GRAY	
H12 MMP	C33 047	- MARKING <b>D</b>
FLAT BLACK		



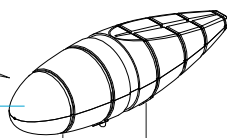




MARKING D ONLY

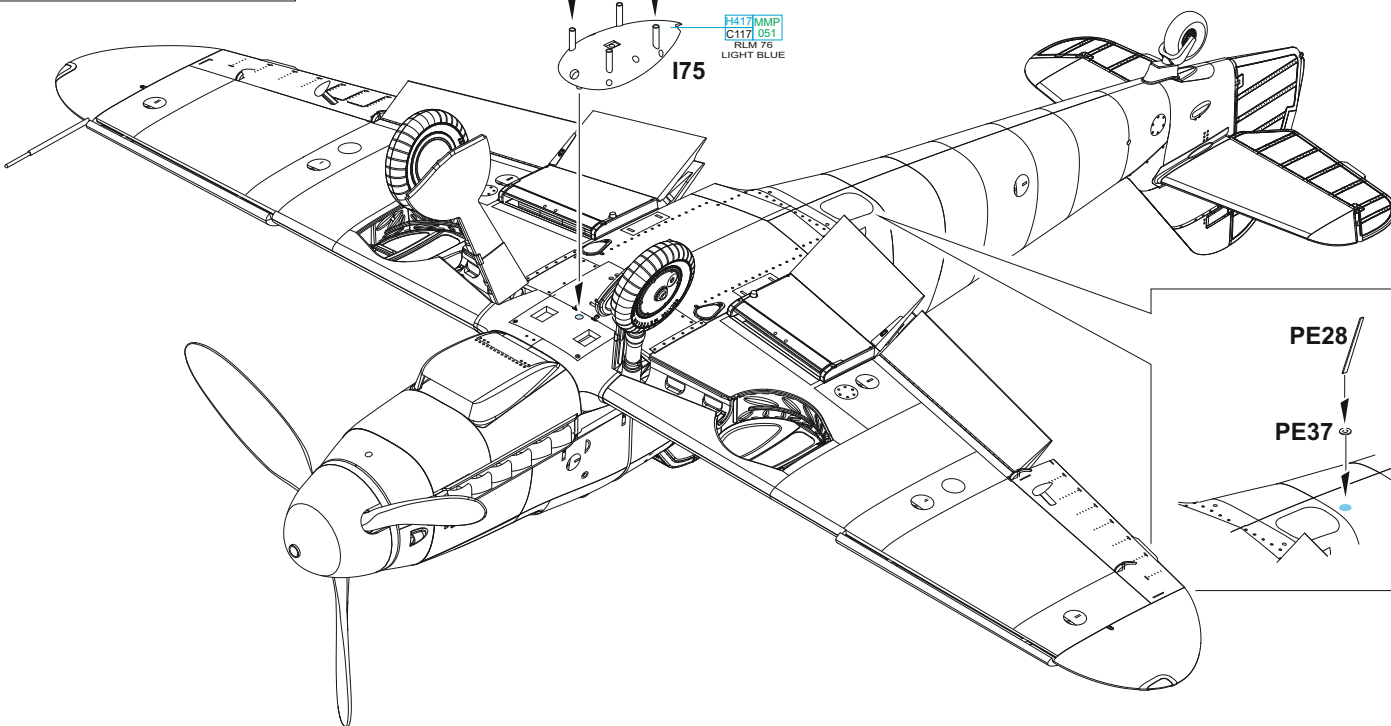


H417/MMP  
C117 051  
RLM 78  
LIGHT BLUE



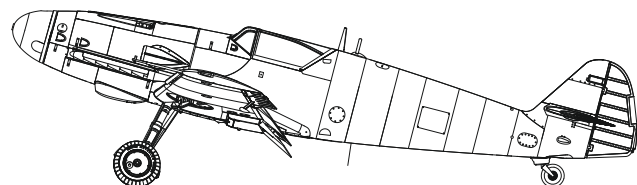
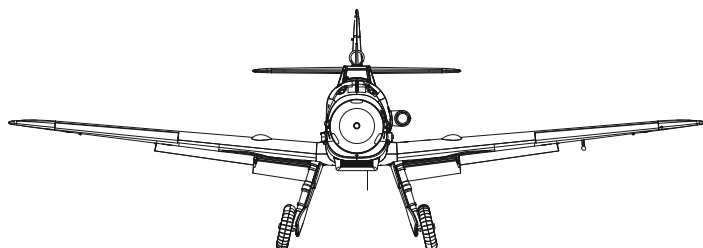
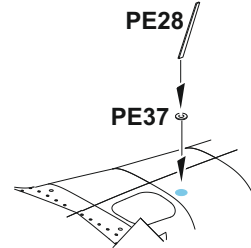
H417/MMP  
C117 051  
RLM 78  
LIGHT BLUE

I75



PE28

PE37

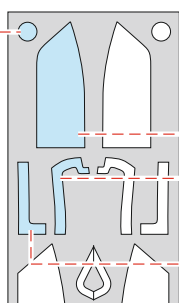


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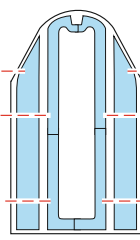
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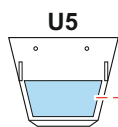
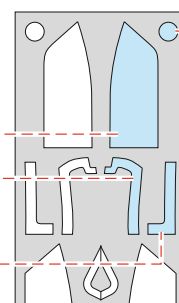
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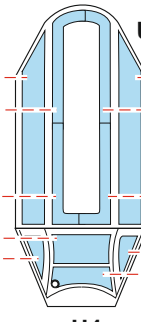
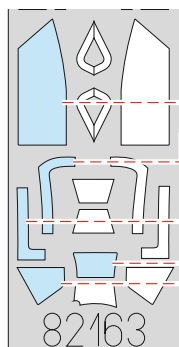
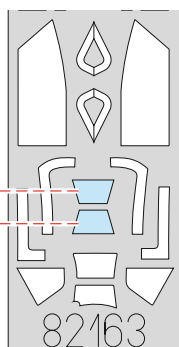
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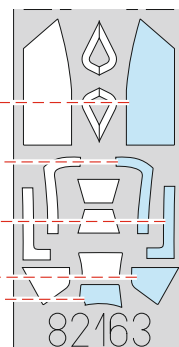
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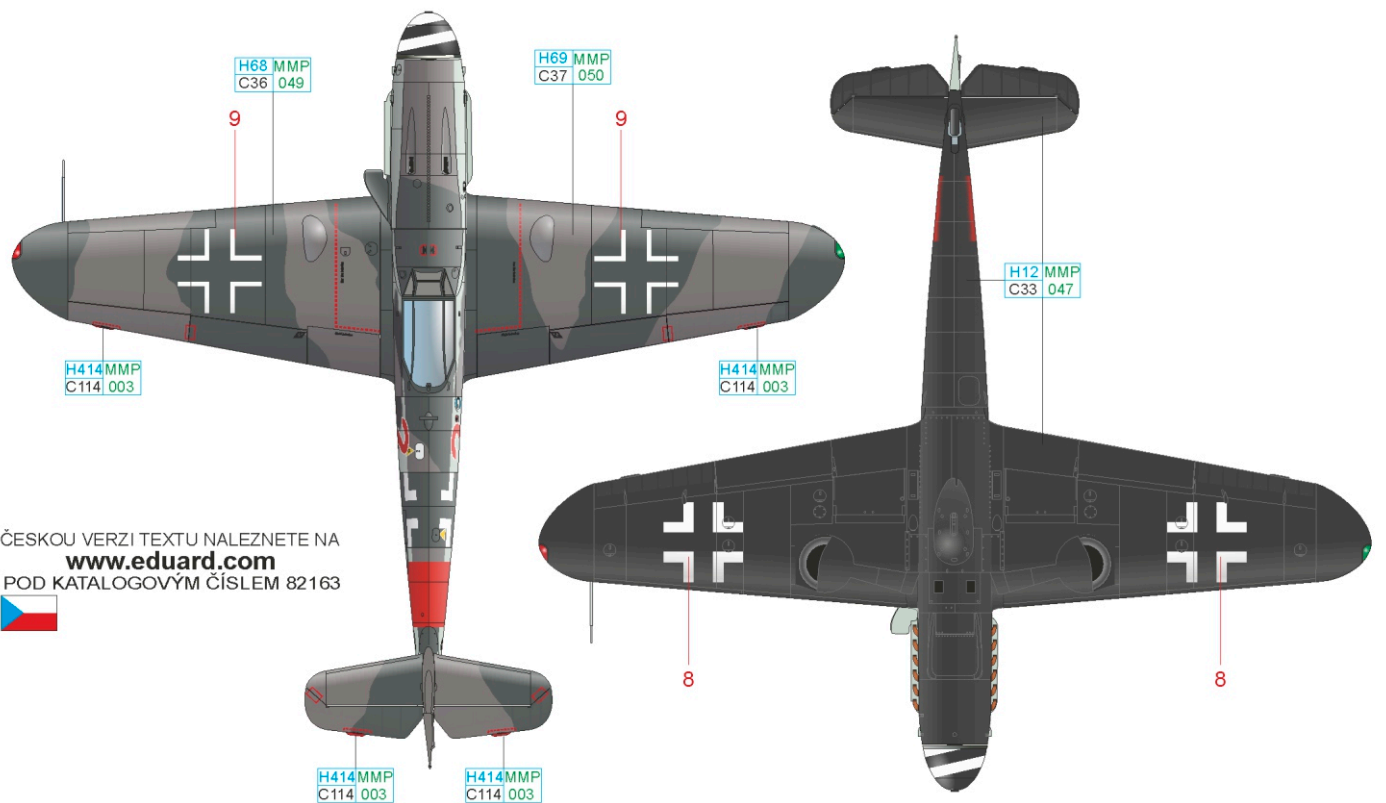
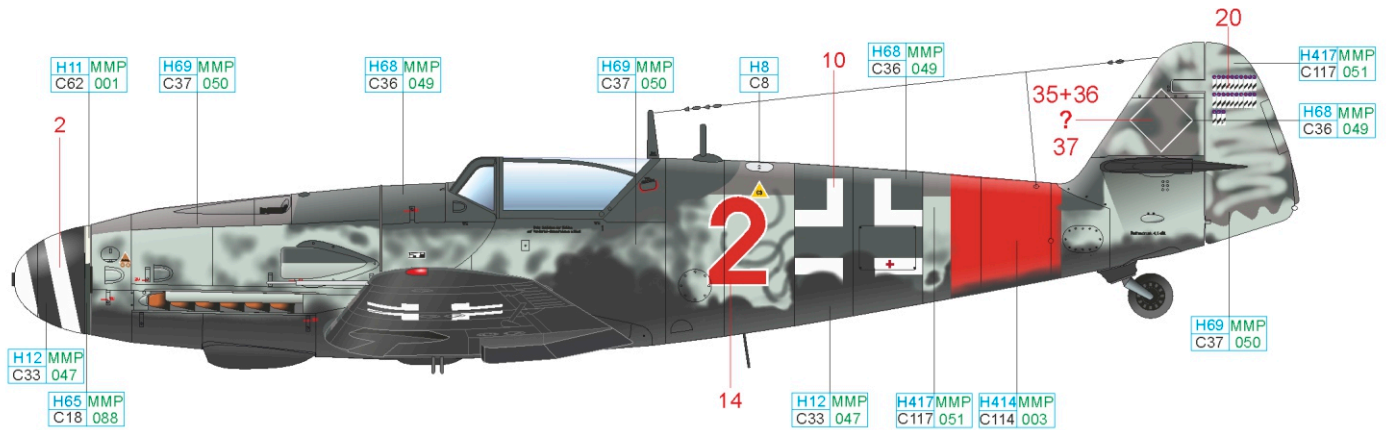


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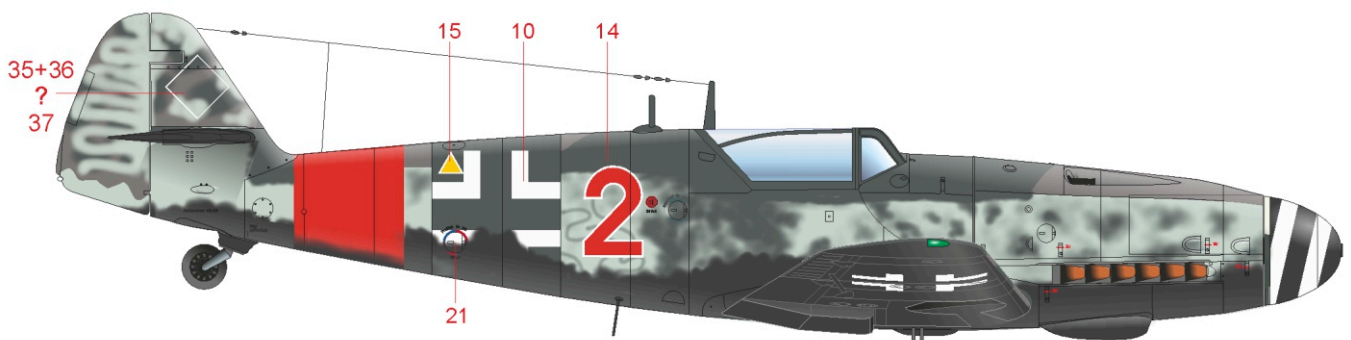


# A flown by Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944

The future Knight's Cross recipient, the ace with 30 night victories over the enemy aircraft, was born on December 4th, 1912 in Sulzbach in Saarland. In 1934 he completed his pilot training and got the job with Lufthansa. After the outbreak of World War II he was ordered to the Luftwaffe. Initially he was flying as a transport pilot, later as an instrument flying instructor. In December 1942 he was assigned to KG 50 operating He 177 aircraft, in the summer of the following year he responded to Hajo Hermann call and requested the reassignment to JG 300 famous for its Wilde Sau (single-engine fighter night interception deployment) tactics. While serving with this unit he was credited with 19 kills and in January 1944 he was ordered to form 1./NJGr. 10. In August 1944 he was promoted to command 1./NJG 11 and lead this unit until the end of World War II. He passed away on November 2nd, 1987. The lower and partially side surfaces were painted black for the better night camouflage. The red stripe surrounding the rear fuselage indicated the original owner of this aircraft within Reich Defense, JG 300. The pilot's "score" was painted on the both sides of the rudder in the form of the 23 stripes with the enemy nationality and date of the victory.



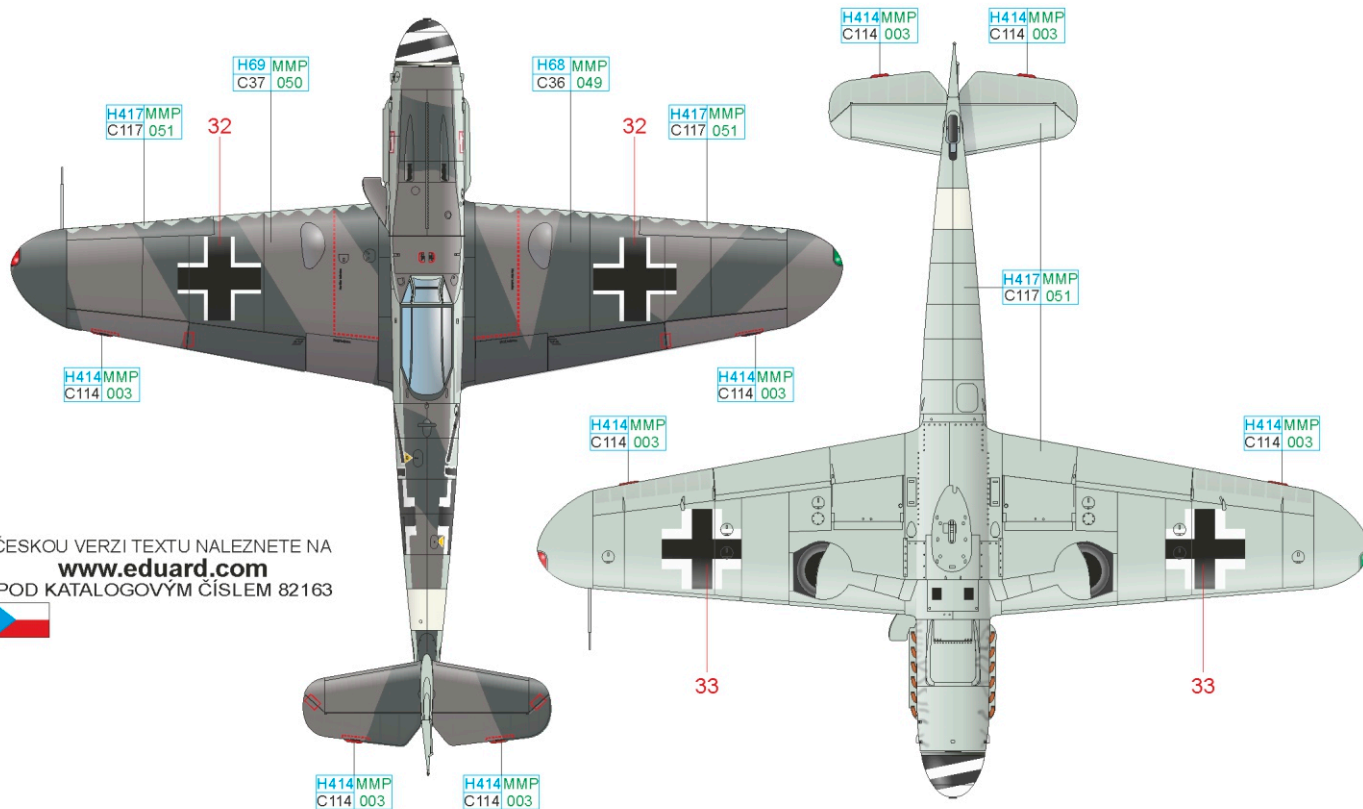
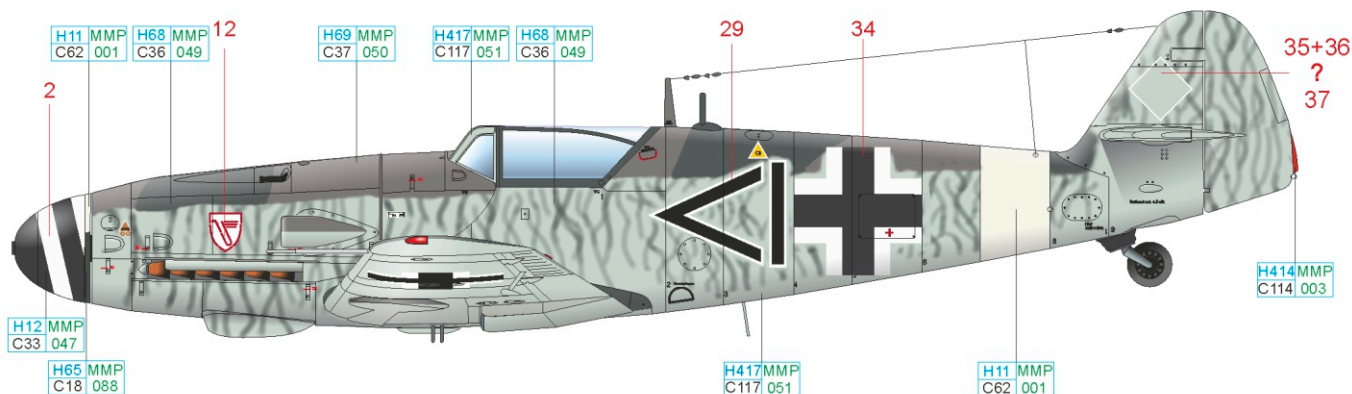
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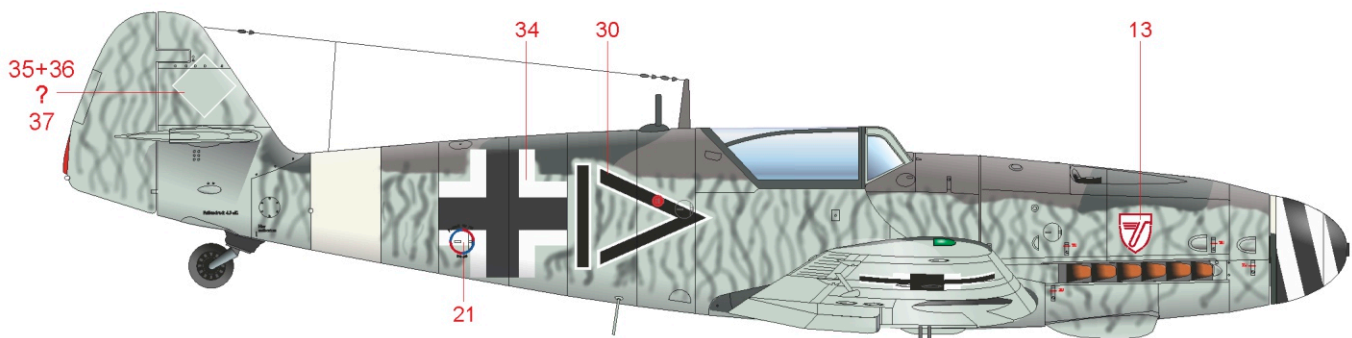
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RLM 76	H417MMP C117 051	RLM 75	H69 MMP C37 050	RLM 74	H68 MMP C36 049
				RLM 70	H65 MMP C18 088
				SILVER	H8 C8

# B Stab I./JG 3, Gütersloh, Germany, July 1944

The patches of RLM 74/75 were applied to the originally overall gray (RLM 76) aircraft at the unit level while the fuselage sides, tail surfaces and engine cowling sides were sprayed in the irregular stripes of RLM 74. The white stripe surrounding the rear fuselage was an insignia of the JG 3 aircraft flying Reich Defense missions. JG 3 insignia was sprayed on the both sides of the engine cowling.



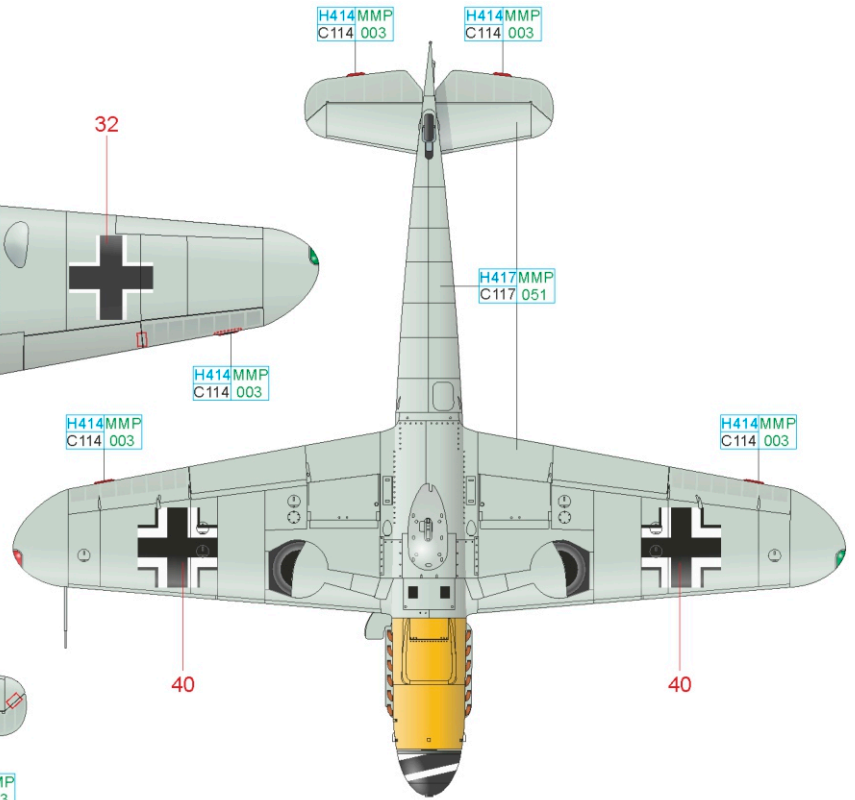
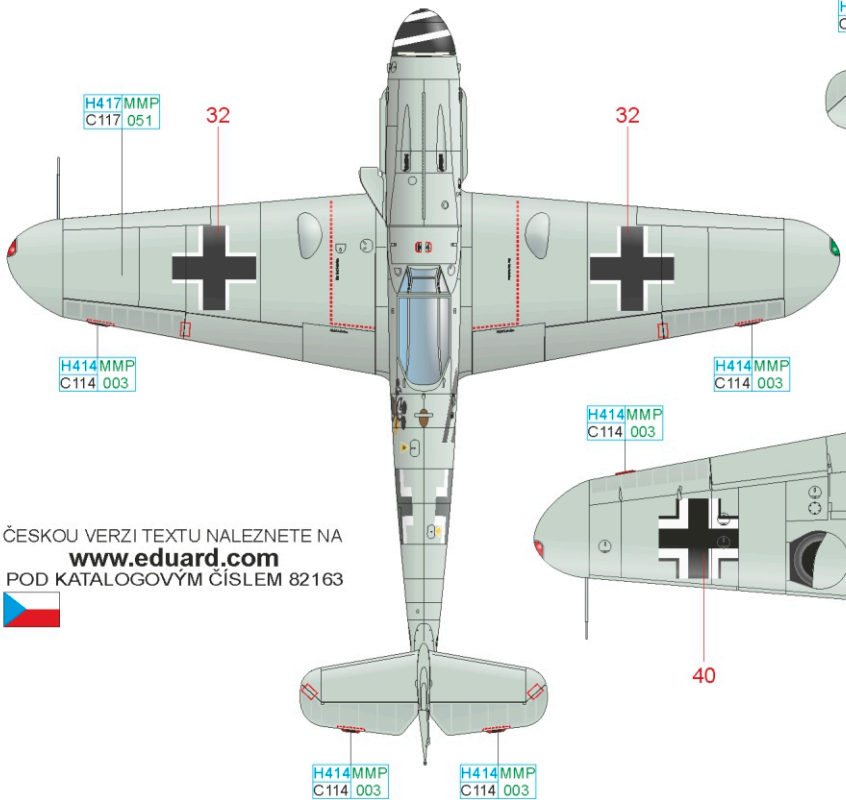
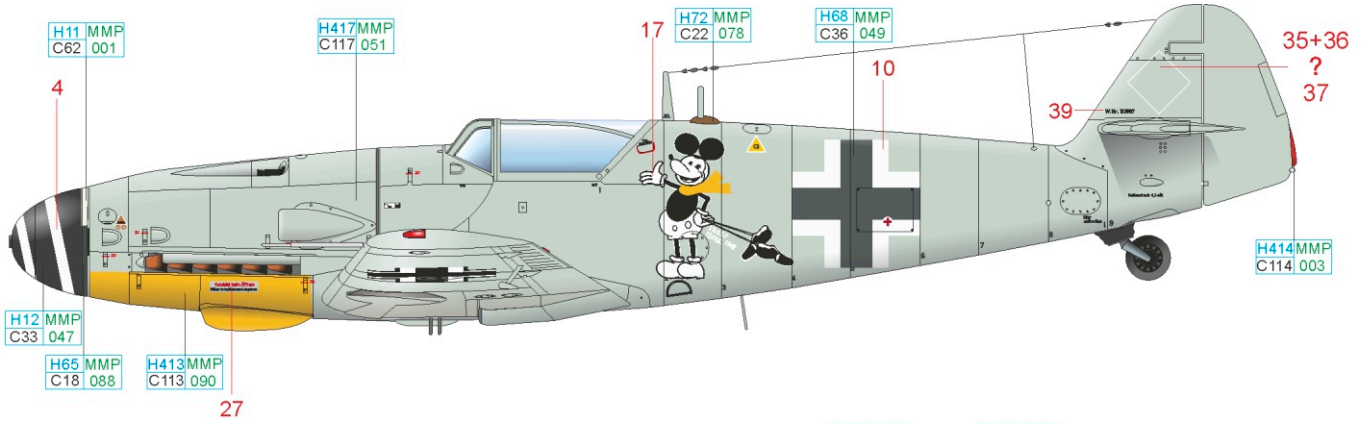
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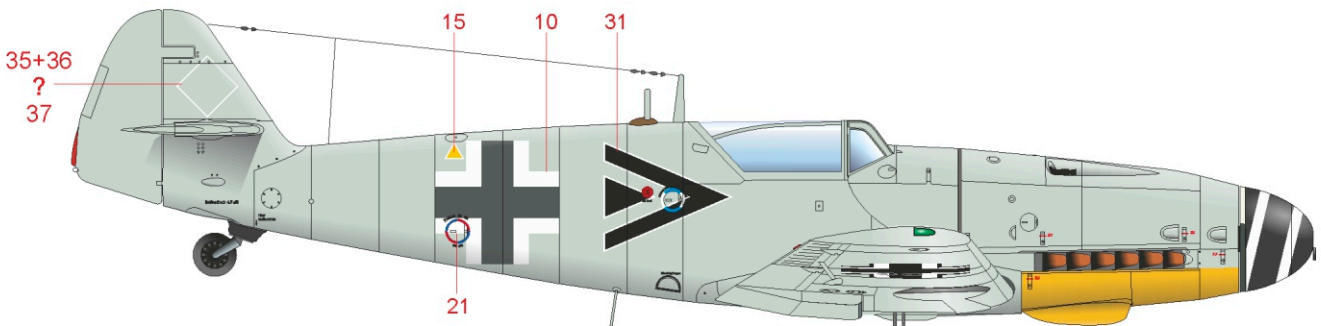
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RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050	RLM 74	H68 MMP C36 049
				RLM 70	H65 MMP C18 088

**C** W. Nr. 110087, flown by Hptm. Horst Carganico, CO of I./JG 5, Herzogenaurach, Germany, May 1944

The first unit in which the then twenty-two-year-old Lt. Carganico served after completing flight training was JG 1 at the beginning of the war. This was followed by service with JG 77 with which he saw combat in Norway and then the Battle of Britain. On January 1st, 1941, he returned to Norway where he commanded 1./JG 77. On September 25th, 1941, Carganico achieved his 27th kill and was awarded the Knight's Cross. In March 1942, Carganico's unit was redesignated as 6./JG 5 and in April 1942, he was given command of the entire II. Gruppe. On March 26th, 1944 he was given command of I./JG 5, which saw combat against Allied forces within the Defence of the Reich. On April 27th of the same year, Carganico took off for the last time. In an attack on a group of B-17s, his Bf 109G-5 was heavily damaged and during his attempt to belly in, he struck some high power lines. He did not survive the resulting crash near the French town of Chevry. His final tally consisted of sixty kills over the course of 600 sorties. Bf 109G-6/AS were assigned to the high altitude interception therefore they were camouflaged in the overall coat of RLM 76. Capt. Carganico had Mickey Mouse painted on the fuselage port side, marking carried by his previous airplanes. Starboard side is not photographically documented, it may have carried the Gruppe Commander's double chevron marking.



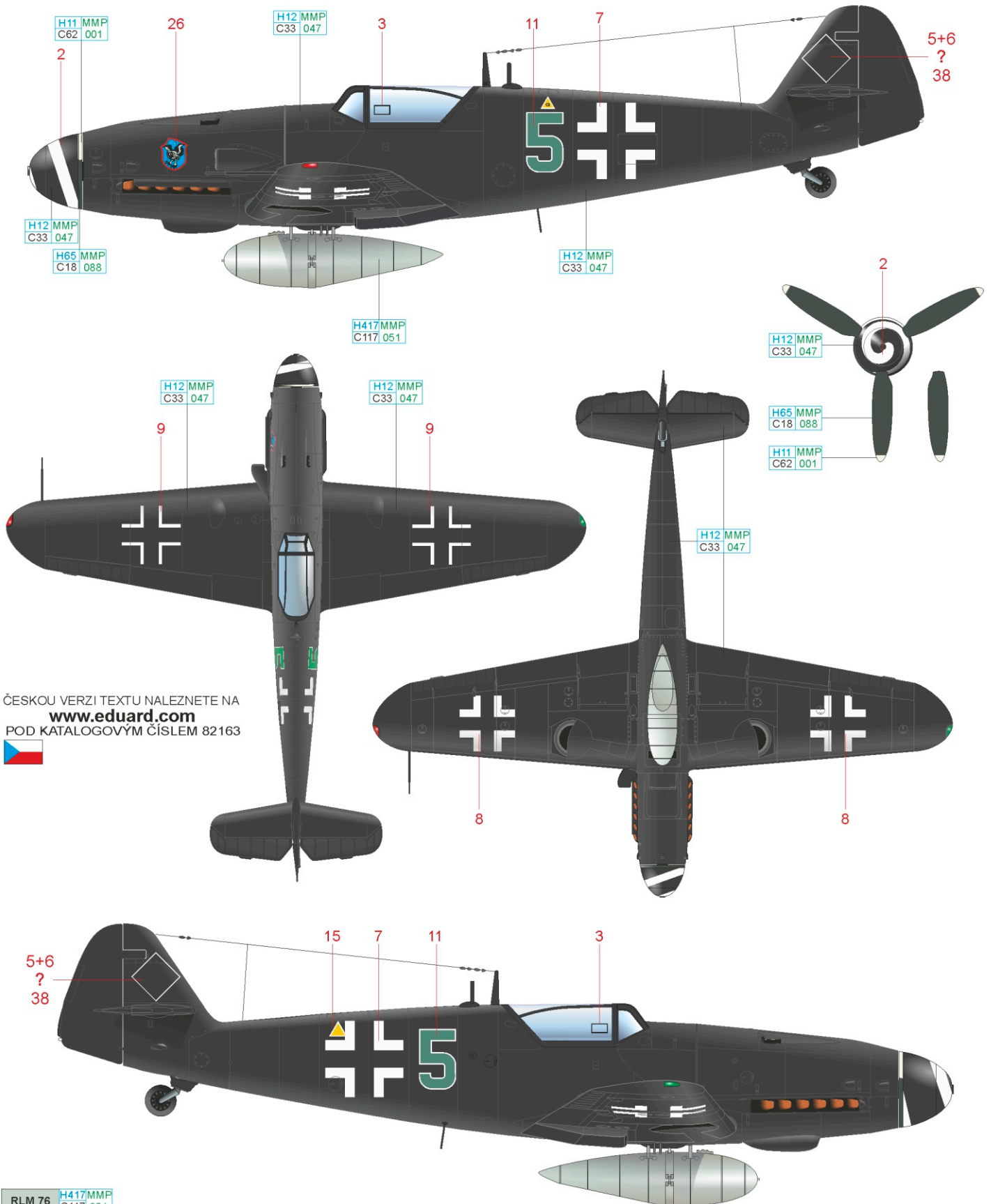
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RLM 04	H413MMP C113 090	RLM 23	H414MMP C114 003	BLACK	H12 MMP C33 047	DARK EARTH	H72 MMP C22 078
RLM 76	H417MMP C117 051	RLM 74	H68 MMP C36 049	RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001

# D flown by Oblt. Manfred Dieterle, 2./EJG 2, Hagenow, Germany, December 1944

Ergänzungsnachtjagdstaffel was established on March 9th, 1944 in Ludwigslust and its task was the operational training of the single-engine night fighter pilots who were afterwards destined for JG 300, JG 301, JG 302 and later for NJG 10 and NJG 11. In the end of July the Staffel was enlarged to the Gruppe size (EJGr. 2), in the beginning of November the name was changed to EJG 2. In the meantime the relocation to the Hagenow airport took place. In October the unit received Messerschmitts Bf 109G-6/AS and G-14/AS with which the instructors were to fly the night sorties against British Mosquitoes. Contrary to the training aircraft which carried the markings of the particular Staffel (1. Staffel white, 2. Staffel red, 3. Staffel yellow, 4. Staffel blue) these combat machines were marked with the numerals in green color. The original camouflage of Green 5 was oversprayed with black color for better night concealment, it also carried EJG 2 insignia on the port side of the fuselage nose.



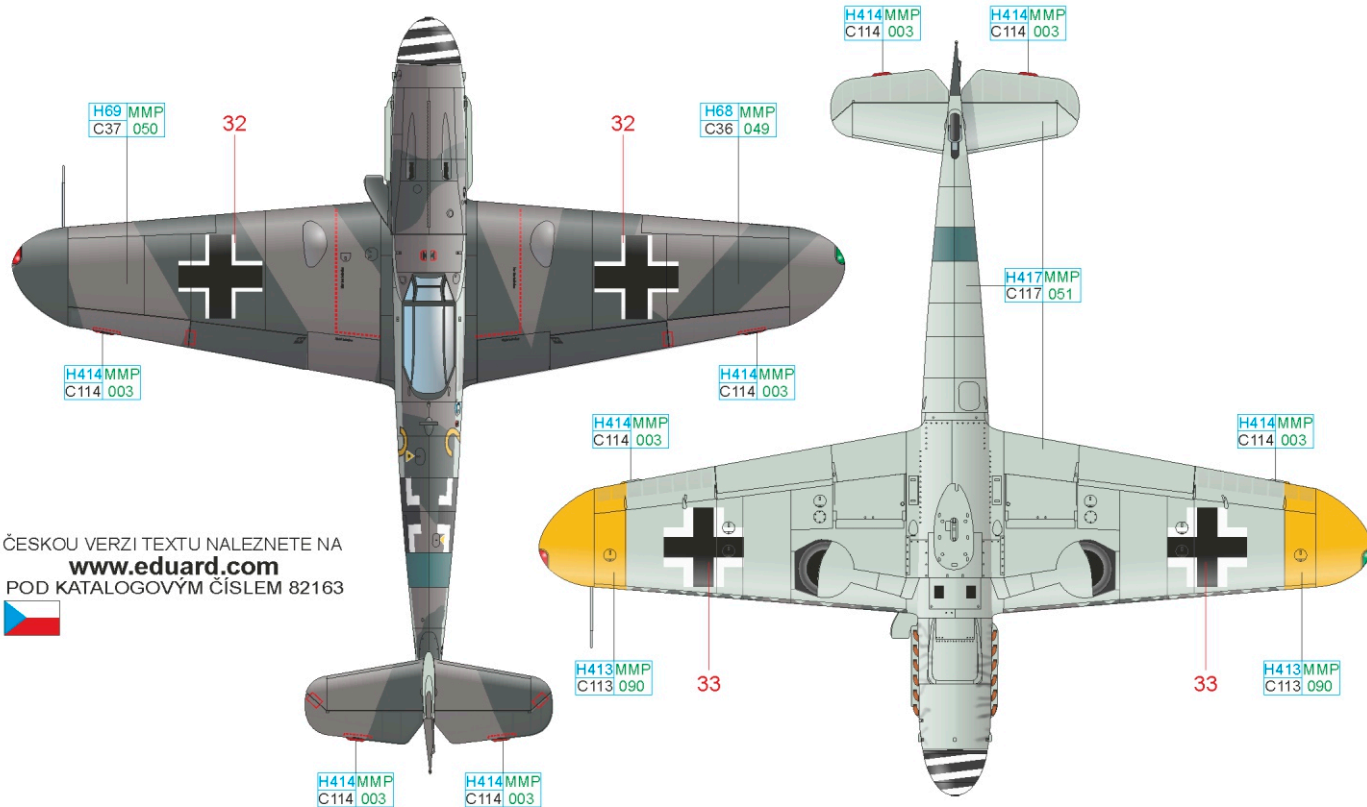
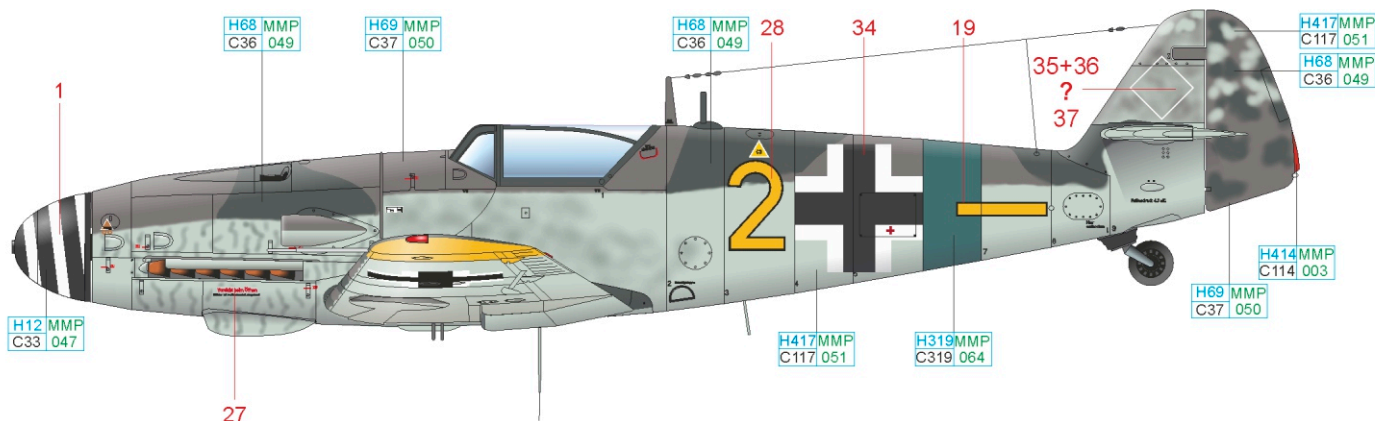
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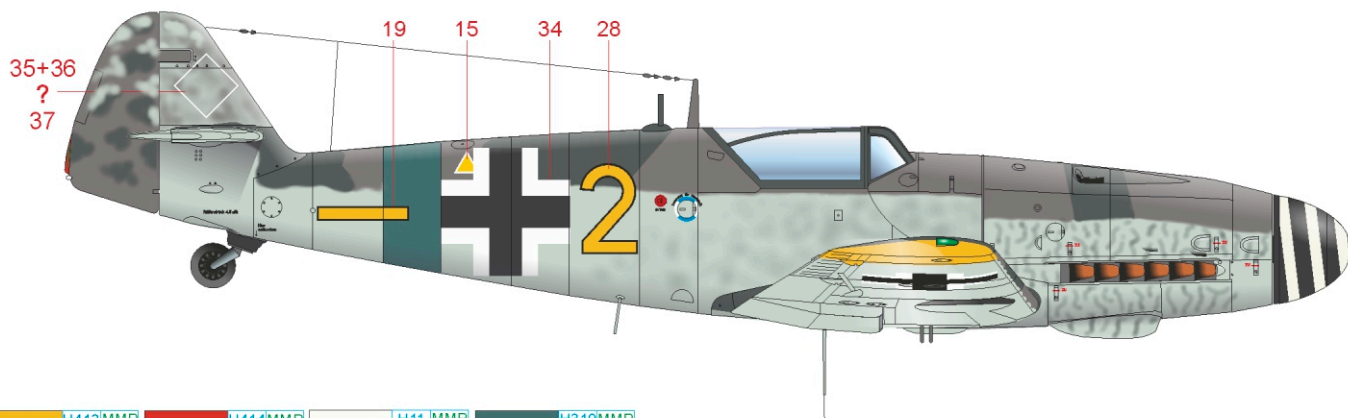
RLM 76	H417/MMP C117 051	BLACK	H12/MMP C33 047	RLM 70	H65/MMP C18 088
WHITE	H11/MMP C62 001				

# E W. Nr. 412807, flown by Uffz. Heinz Zimmermann, 6./JG 27, Fels am Wagram, Austria, July 1944

In the beginning of April 1944 first Bf 109G-6/AS were delivered to JG 1, JG 5 and JG 11 units, the following month several aircraft were delivered to JG 3 and also to JG 27, at that time based at the Fels am Wagram airport in Austria. Yellow 2 is camouflaged in RLM 74/75/76 colors sporting the Reich Defense marking of the aircraft serving with JG 27 - green stripe surrounding the rear fuselage. Irregular stripes of RLM 74 on the engine cowling sides were applied at the unit level. There is a FuG 16 system antenna mounted at the bottom of the fuselage.



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RLM 04	H413 MMP C113 090	RLM 23	H414 MMP C114 003	WHITE	H11 MMP C62 001	RLM 25	H319 MMP C319 064
RLM 76	H417 MMP C117 051	RLM 75	H69 MMP C37 050	RLM 74	H68 MMP C36 049	BLACK	H12 MMP C33 047

