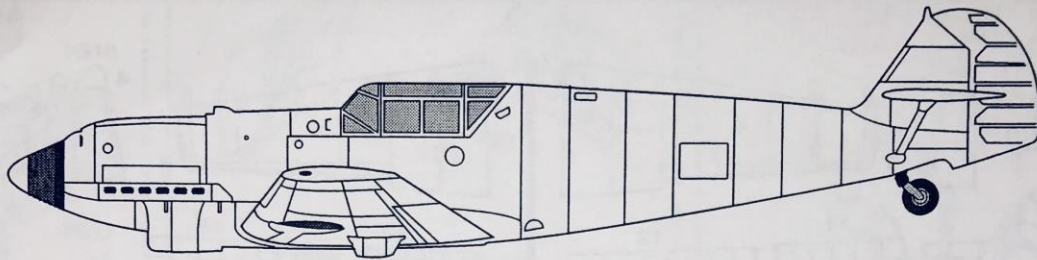




Classic Airframes



Early Bf109s

Kit #4123

In the early 1930s, aircraft design worldwide was undergoing sweeping technological change. Engineers began to abandon the slow and highly maneuverable biplane fighters in favor of faster monoplanes; fabric covered wood structures gave way to light and strong metal monocoque designs; cockpits were enclosed and landing gear made retractable to reduce drag. New research into airfoil sections and the use of flaps and slats promised ever higher speeds and maneuverability, without the penalty of an unreasonably high landing speed.

While numerous aircraft by different firms possessed various combinations of these features, when work was initiated on the Bf109 in 1934, it would be the first aircraft intended for production to incorporate all these new features. The first prototype, D-AIB1, was fitted with a Rolls-Royce Kestrel V12 engine, and first flew on May 28, 1935. Subsequent prototypes and early production aircraft were fitted with the intended Junkers Jumo 210 engine of greater horsepower.

The outbreak of the Spanish Civil War in summer of 1936 allowed the Bf109 to make its opportunistic combat debut. By December a small number of aircraft, including pre-production prototypes, were available for action. The Bf109 showed its superior performance against Republican opposition in short order, and a further number of Bf109As and Bs were delivered to Spain, serving until the end of the war in spring of 1939. Confident that the Bf109 would outperform any contemporary opposition, deliveries to the fledgling Luftwaffe began early 1937.

Classic Airframes would like to thank Brett Green and Lynn Ritger for their input and research in creating this model kit. An excellent source of reference is Mr. Rittger's recently released Modellers' Datafile on the 109, by SAM Publications.

Bf109B Specifications

| | | | |
|----------------|---|-----------|----------------------|
| Powerplant: | Junkers Jumo 210A (early) or 210Da (late) | Armament: | 2x MG17 machine guns |
| Wing Span: | 32' 4.5" | | |
| Length: | 28' .6" | | |
| Maximum Speed: | -261 mph | | |

This model kit is intended for *experienced* modelers. The nature of low-pressure molded kits such as this require additional time and effort to clean up and fit the parts, as well as experience with the various media utilized to provide the most accurate effect on the finished model. Use CyA ('super') glue to assemble Resin parts.

Classic Airframes, Inc.
P.O. Box 577580 Chicago, IL 60657-7580 USA

Assembly Instruction Symbols



Paint Reference Guide

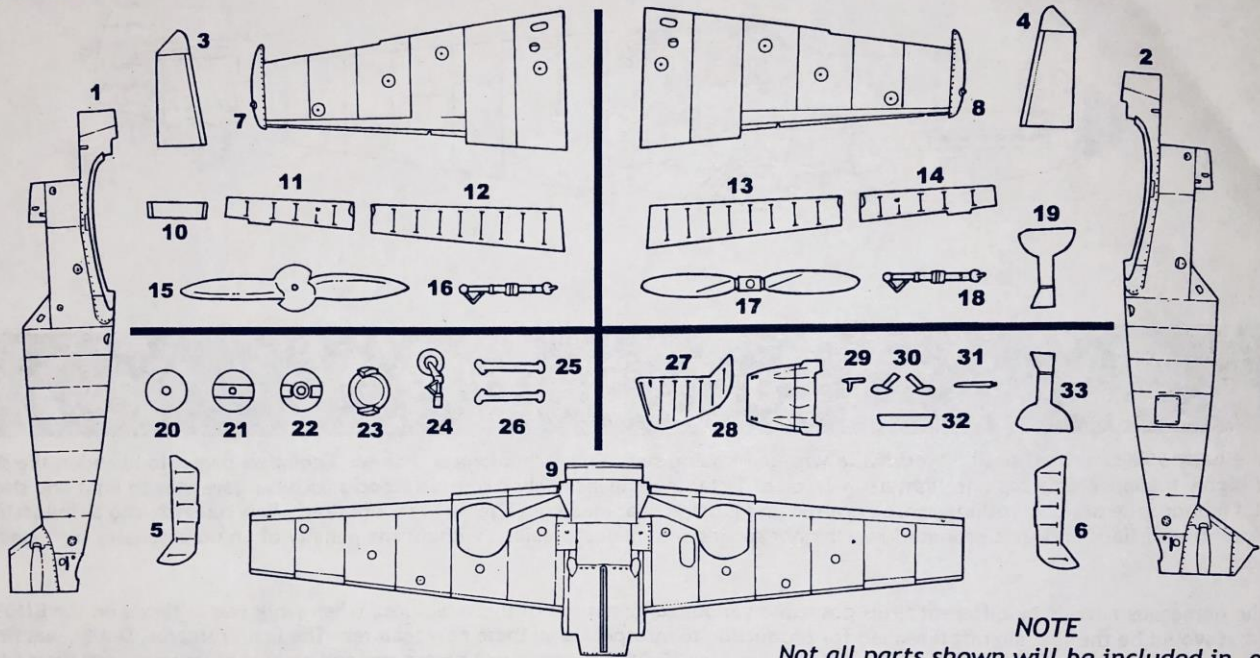
A RLM 02 Grey -FS 36165
B Buff Linen

C Black-grey
D Silver

E Aluminum
F Gunmetal

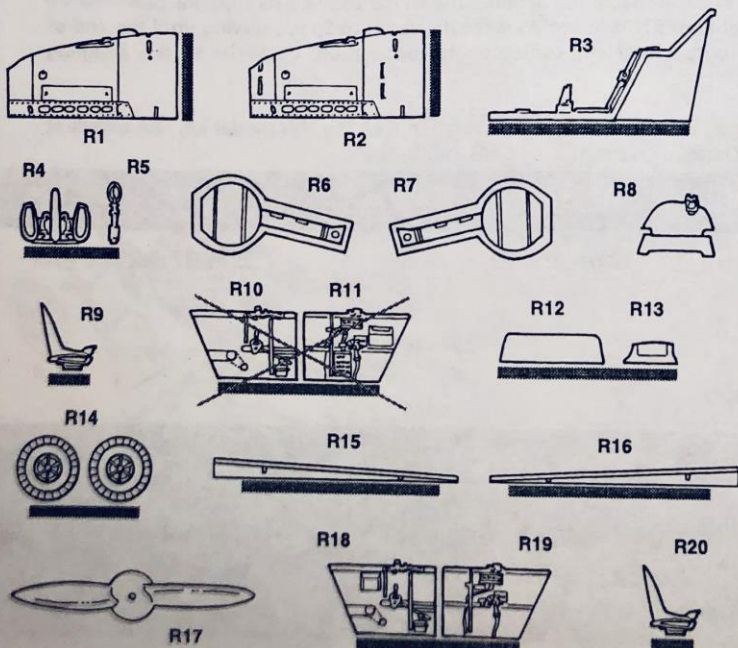
Parts

PLASTIC PARTS

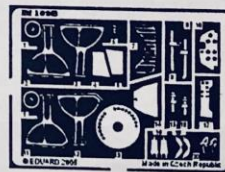


NOTE
 Not all parts shown will be included in, or for use in all kits

RESIN PARTS



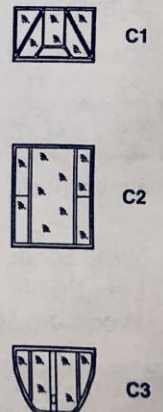
PHOTOETCH PARTS



FILM PARTS

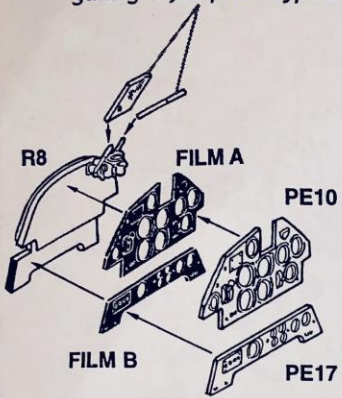


CLEAR PARTS



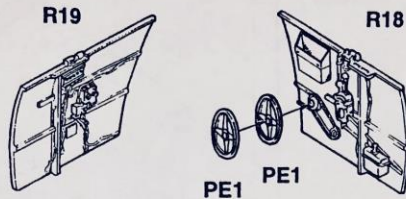
1

Make gunsight glass from clear sheet - operational aircraft only. Remove gunsight for prototypes.



Instrument panels are RLM 02 with Black instrument bezels and Silver, Black and White details; gunsight Satin Black

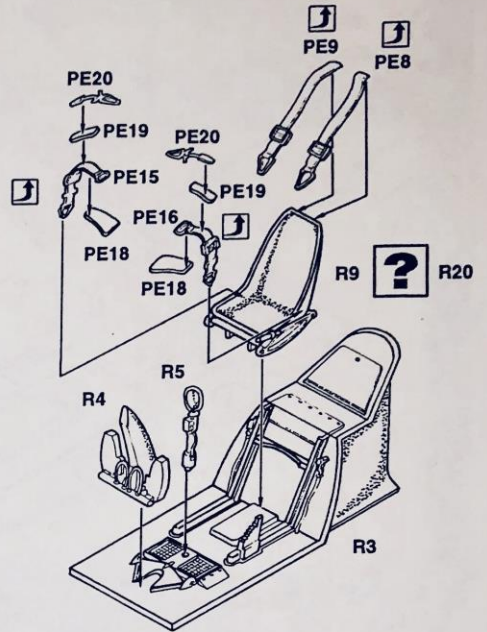
2



A All interior parts

3

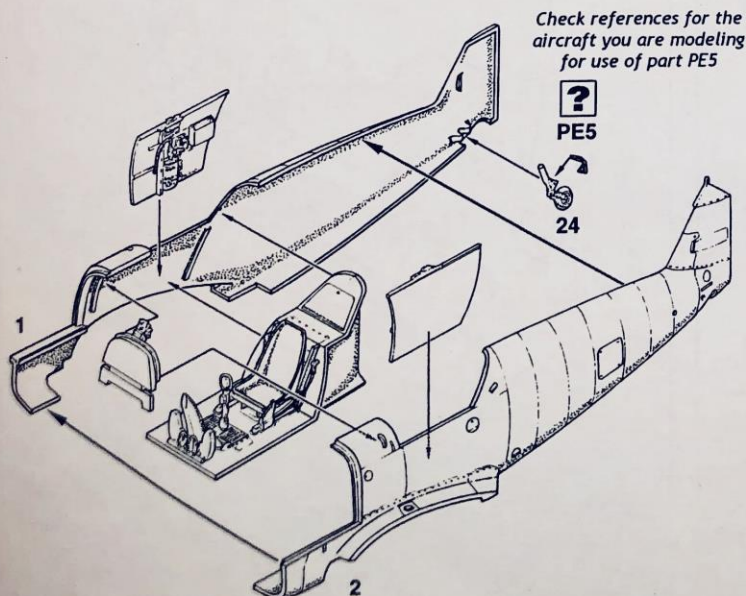
B All belts D All buckles



A All interior parts

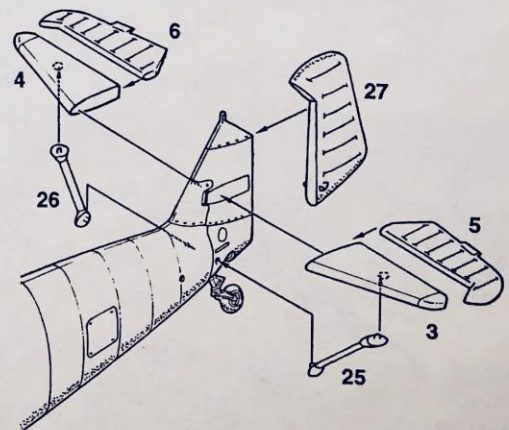
4

NOTE
Be sure to dry-fit and check alignment of all parts during assembly



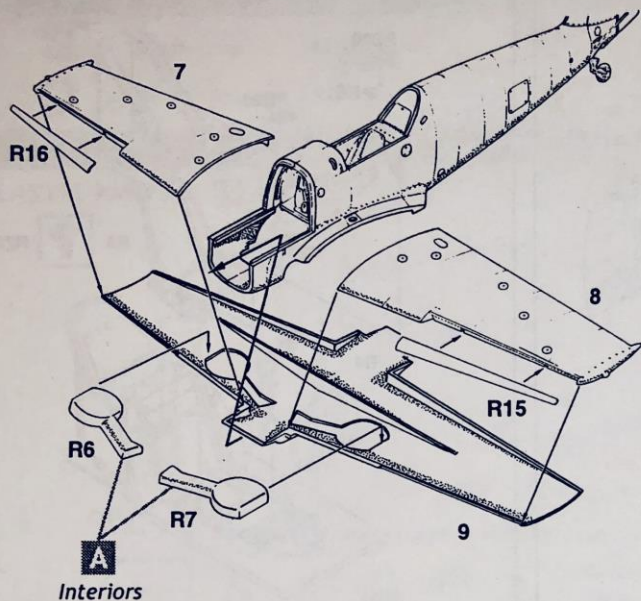
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NOTE
Be sure to dry-fit and check alignment of all parts during assembly



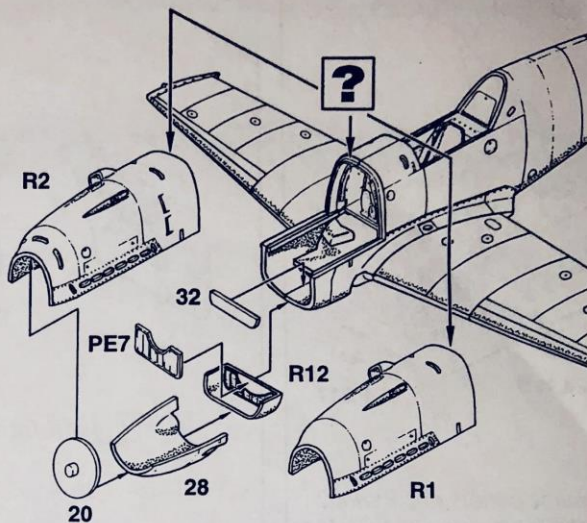
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NOTE
Be sure to dry-fit and check alignment of all parts during assembly



7

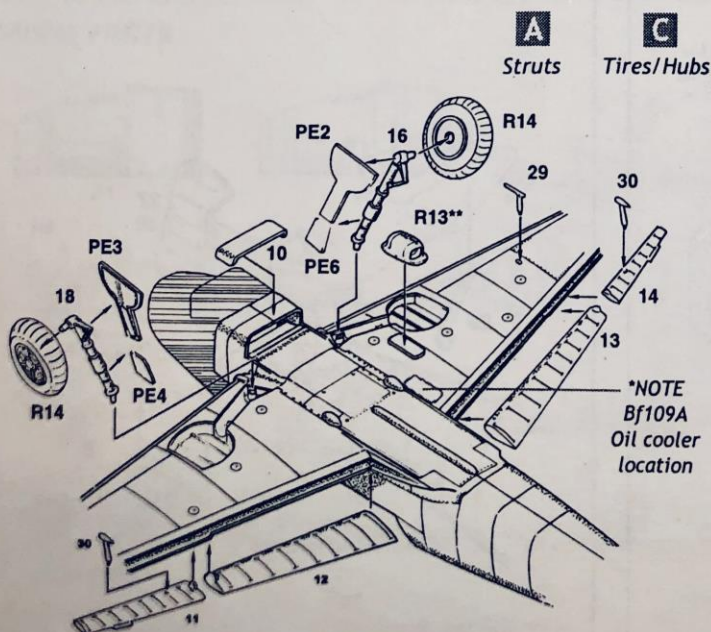
NOTE
Aircraft were delivered with cowl style R1 and generally retrofitted with the later style (R2) at some point in time in their service life.



NOTE
Be sure to dry-fit and check alignment of all parts during assembly

8

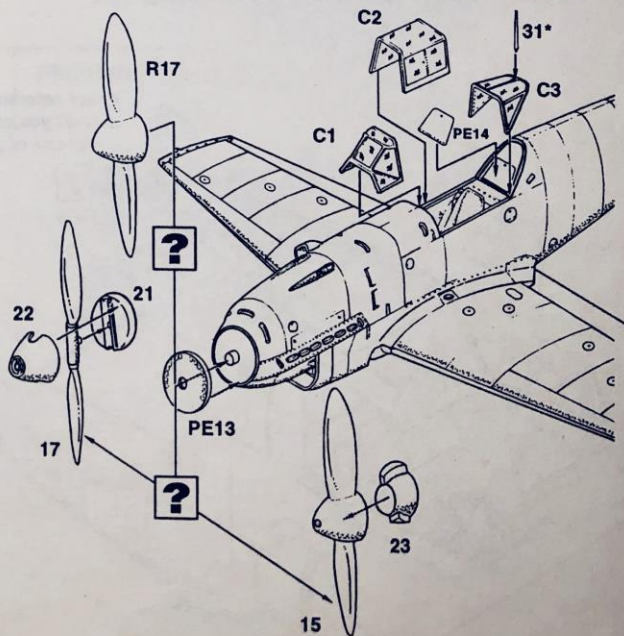
NOTE
Be sure to dry-fit and check alignment of all parts during assembly



9

NOTE
Landing gear not shown for clarity

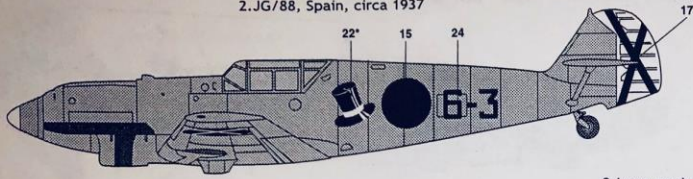
* Aircraft serving in Spain were not equipped with radios, and thus did not carry masts or antennas



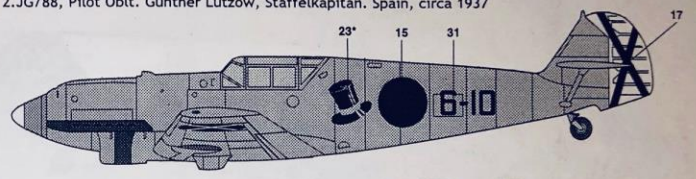
NOTE
Refer to color guides and your references to determine the correct propeller configuration for the aircraft you are modeling

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2.JG/88, Spain, circa 1937



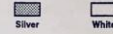
2.JG/88, Pilot Oblt. Gunther Lutzow, Staffelkapitan. Spain, circa 1937



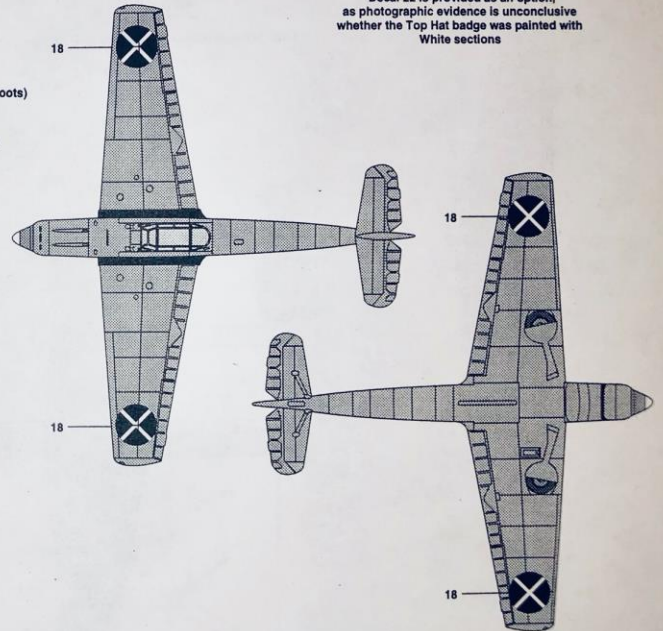
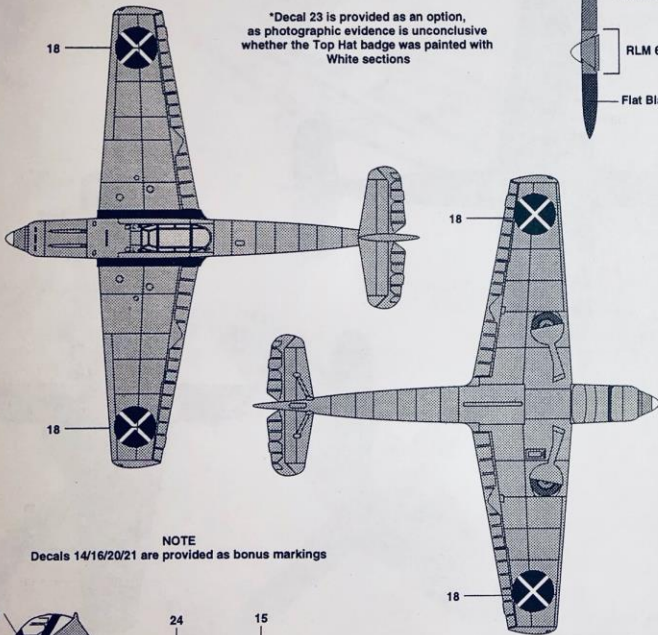
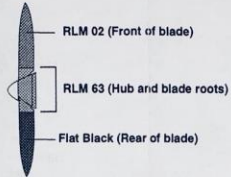
Schwarz wooden propellers were finished as shown - spinner tips varied in color



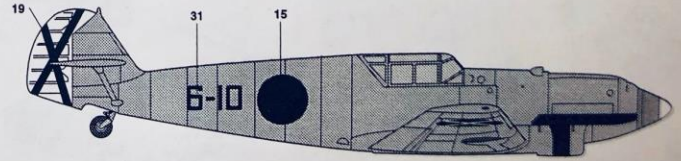
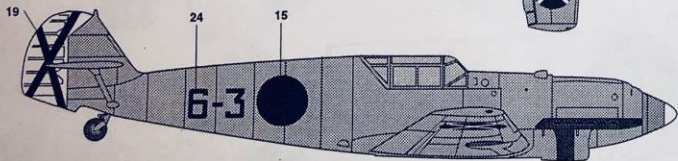
*Decal 23 is provided as an option, as photographic evidence is inconclusive whether the Top Hat badge was painted with White sections



*Decal 22 is provided as an option, as photographic evidence is inconclusive whether the Top Hat badge was painted with White sections

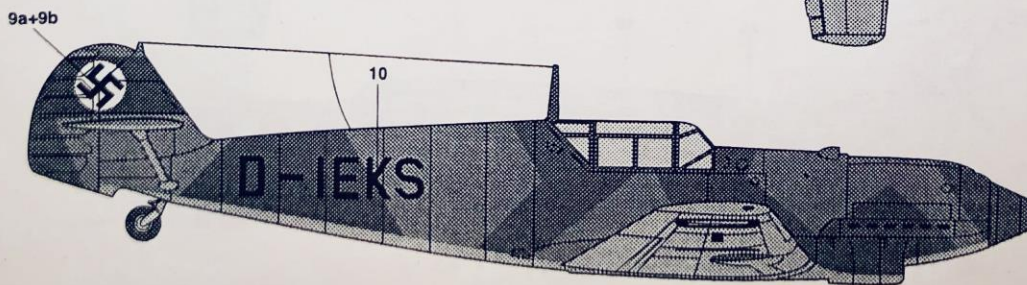
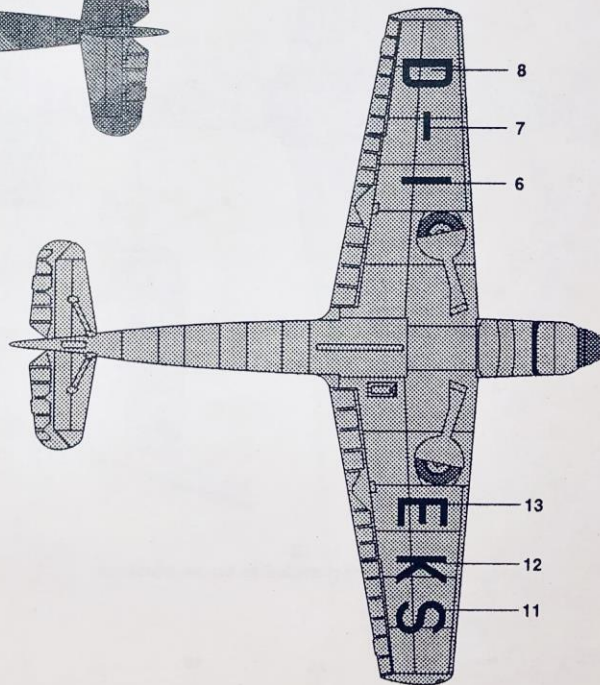
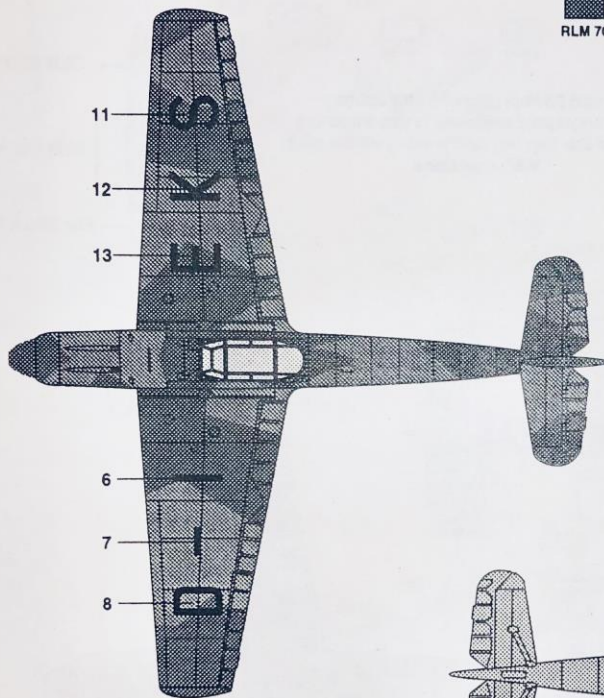
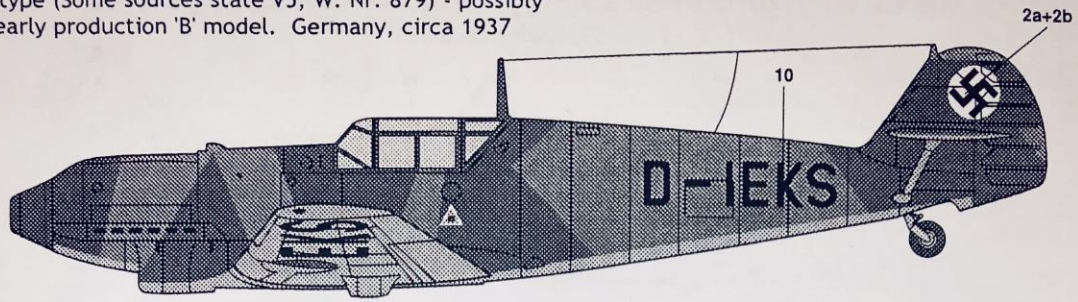


NOTE
Decals 14/16/20/21 are provided as bonus markings

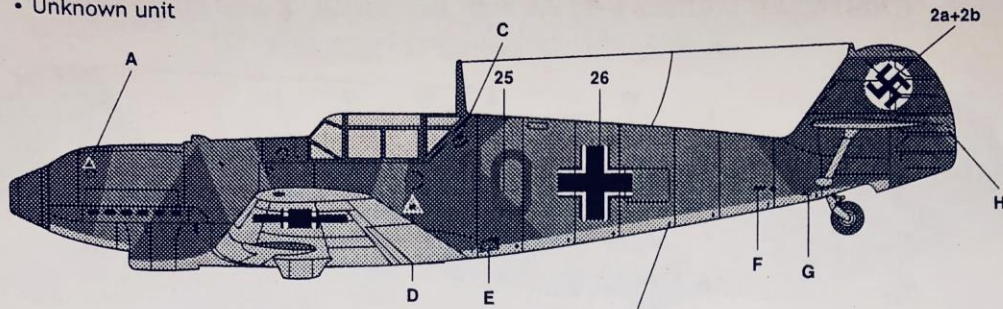


View this Color & Marking Guide
In color at www.classicalframes.com

•Prototype (Some sources state V5, W. Nr. 879) - possibly an early production 'B' model. Germany, circa 1937

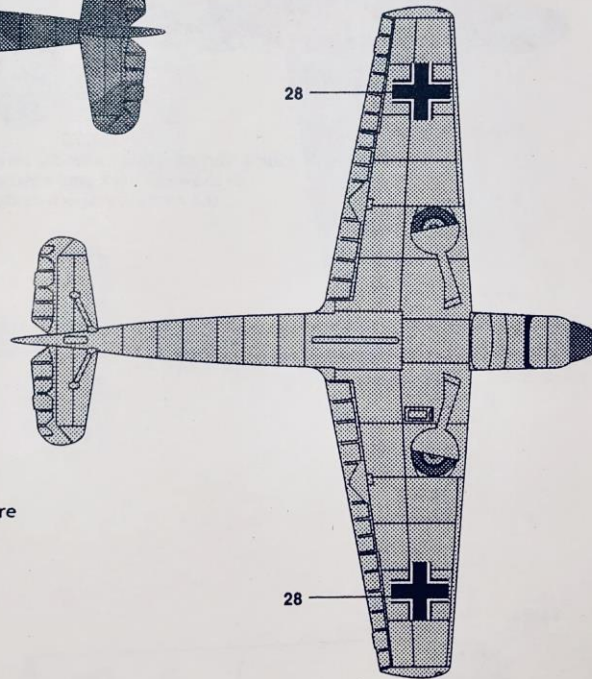
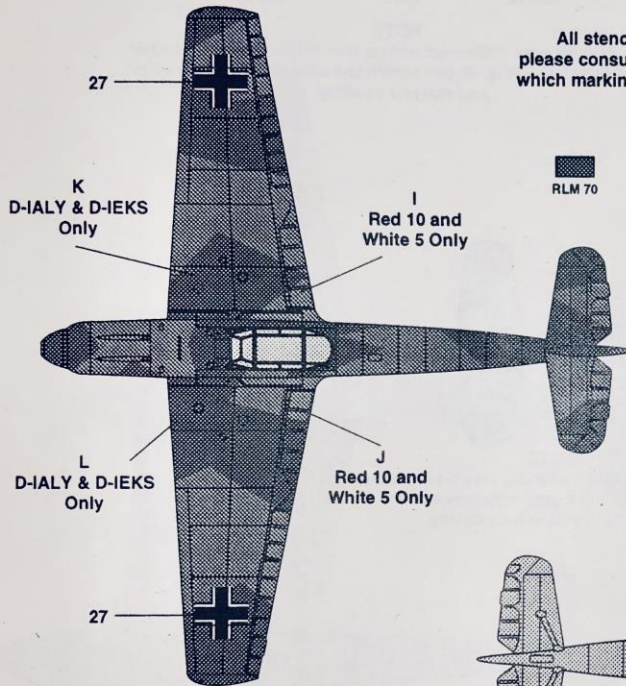


• Unknown unit

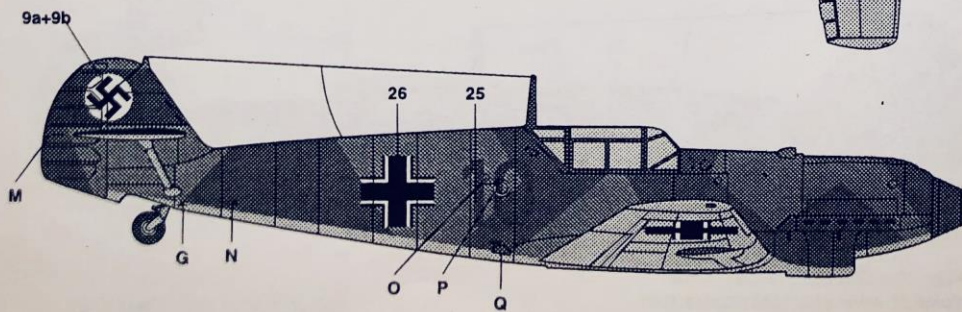


Fuselage frame numbers are numerically sequential front to rear, both sides

All stencils typical for all versions - please consult your references to determine which markings appeared on the aircraft you are modeling

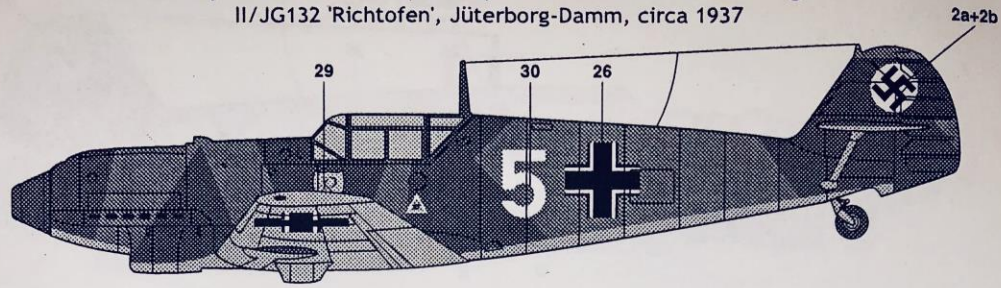


NOTE
Metal propellers and spinners were painted RLM 70.



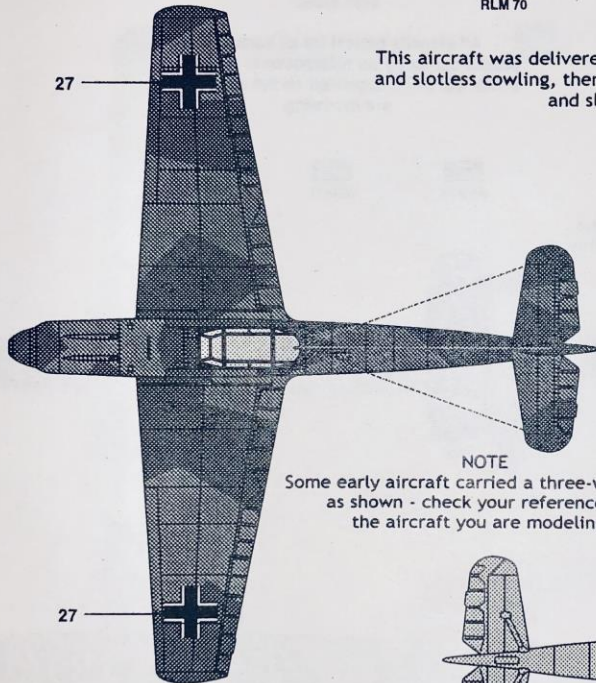
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II/JG132 'Richtofen', Jüterborg-Damm, circa 1937



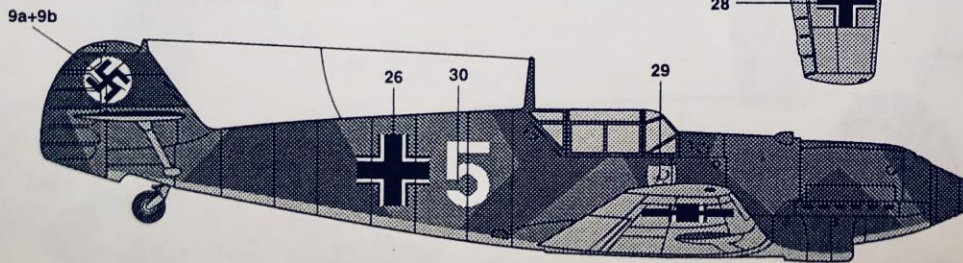
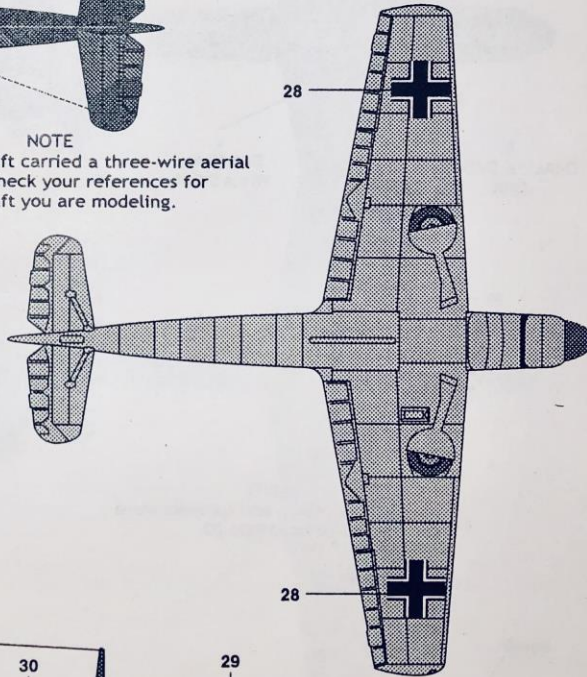
NOTE

This aircraft was delivered with a two-blade wood propeller and slotless cowling, then retrofitted with a metal propeller and slotted cowling.



NOTE

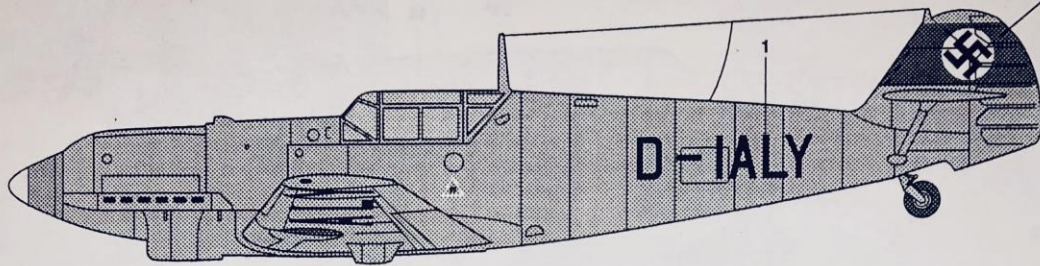
Some early aircraft carried a three-wire aerial as shown - check your references for the aircraft you are modeling.



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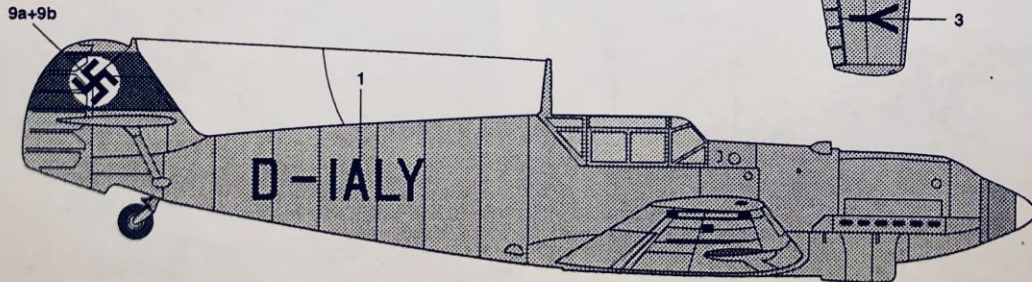
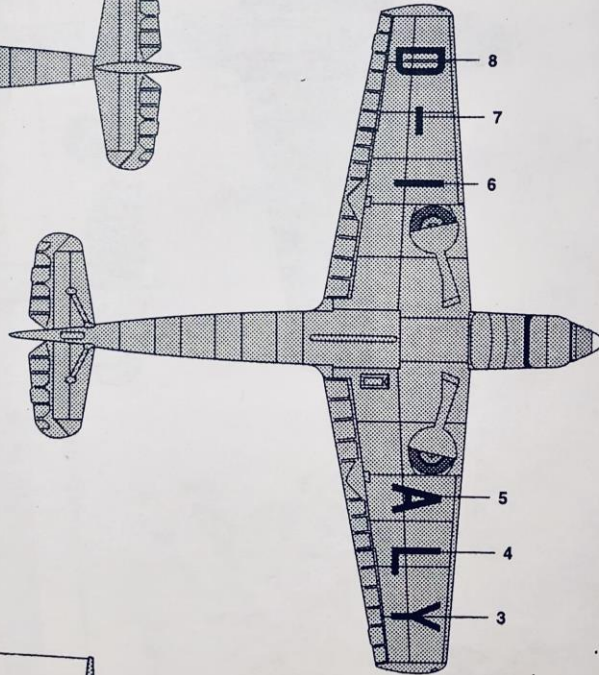
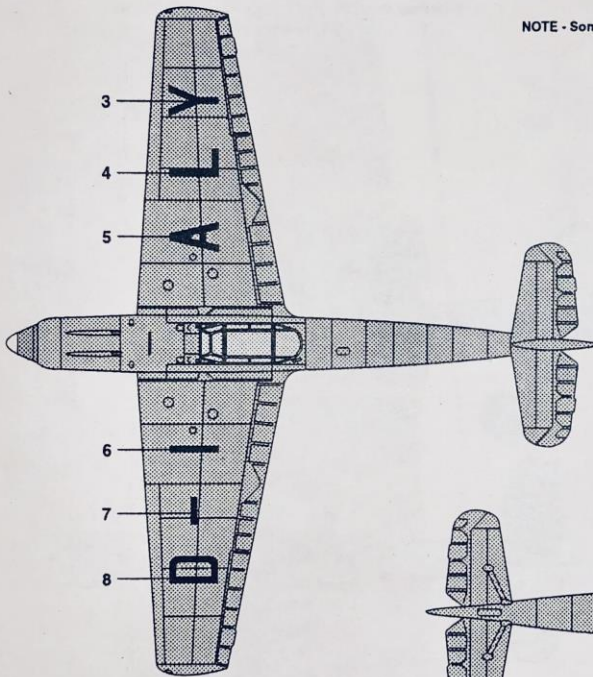
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V4 Prototype W. Nr. 878, Germany, circa 1937



Aluminum

NOTE - Some sources state overall Light Grey (RLM 637)



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