

# Bf 109G-10 Erla

eduard

1/48 SCALE PLASTIC KIT

ProfiPACK  
edition

#82164



## INTRO

### Bf 109G-10/R6 Erla (15xxxx and 49xxxx Production Blocks)

The development of these late versions of the Bf 109G, including Bf 109G-6/AS, G-14/AS and Bf 109G-10s, manufactured in a series of related and therefore similar versions, was the German aviation industry's response to a requirement to quickly supply Luftwaffe units with high performance fighters to combat the Allied bombing offensive of the spring of 1944. The appearance of the P-51B and D Mustang with the 8th and 15th American Air Forces showed that the need to offset the increasing obsolescence of German fighters was becoming critical. The anticipated replacement of the then standard Messerschmitt Bf 109G-6/G-14 with the Bf 109K, powered by the DB 605D, was not yet possible in the spring of 1944 due to the protracted development of the airframe and engine alike. The design element of Messerschmitt in Regensburg found an interim solution by installing the DB 605AS engine into the Bf 109G-6 and G-14, and this modification made use of items that were already designed and were construction ready, intended to be used in the engine installation in the Bf 109K.

Simply put, the DB 605AS (and DB 605D) were created by installing the larger supercharger from the DB 603 in the DB 605A. The performance of these superchargers was around 25% greater than the ones installed in the DB 605A. The first developmental version of the DB 605 outfitted with the larger supercharger was the DB 605AS, originally designated as the DB 605A (Sonder). The DB 605AS powered the Bf 109G-6/AS and the Bf 109G-14/AS, and a lesser number of Bf 109G-10s.

In the summer of 1944, deliveries began of the DB 605D, in development since 1942, with an automatic barometric supercharger rpm control system, dictated by altitude. After the initial DB 605DM and DMO were produced, these engines were delivered in two main versions. The DB 605DB was used with B4 fuel in conjunction with the MW50 methanol water injection system, and the DB 605DC, burning 96 octane C3 fuel, without the MW50 system installed. Nevertheless, the DB 605DC had the MW50 vents installed, enabling the conversion of the DB 605DC to the DB 605DB and vice versa. The DB 605D were installed exclusively with the larger FO.987 oil cooler, a larger, 54 litre oil tank, and larger supercharger air intake.

Production of the Bf 109G-10 powered by various models of the DB 605D, replaced the Bf 109G-6/AS and G-14/AS in the fall of 1944. A common feature of all Bf 109G-10s, besides the aforementioned installation of some version of the DB 605D and the associated wider engine cowl ('Horse's Ass'), was the installation of the larger FO.987 oil cooler instead of the original FO.870 in the G-6/G-14, larger ALF 907C wing radiators instead of the original ALF 750Bs, larger supercharger air intakes and VDM 9-12159 propeller. Also common features were the simplified Erla haube canopy and tall fin. The Bf 109G-10 was manufactured at three facilities: Erla Leipzig, Messerschmitt Regensburg and Wiener Neustädter Flugzeugwerke. The G-10 was to be an interim aircraft, pending the production of the modernized Bf 109K, also powered by the DB 605D. In reality, the first G-10s did not begin to arrive from Erla Leipzig at their intended units until October 1944, essentially at the same time as the first Bf 109K-4s.

It should be noted that the genesis of the G-10 was different with each of these three facilities producing it, and each tackled production within its own means. This makes for basically three sub variants of the G-10. The first to go into production was the Erla G-10, which was entrusted the responsibility of producing the Bf 109G-10 as a quick, temporary replacement for the delayed Bf 109K-4 project. Production at Erla began in September 1944, and 1,709 aircraft were delivered in two production blocks. Messerschmitt Regensburg produced around 120 DB 605Ds for the Bf 109G-14/AS between November and December. This was to catch up to the production of Bf 109G-14/AS aircraft with the DB 605D, while it is interesting to note that a number of the aircraft with the DB 605D remained designated as the Bf 109G-14/AS. Mtt. Regensburg then focused on producing the Bf 109K-4. In December 1944, production began of the Bf 109G-10/U4 at WNF Diana. Production of these aircraft came out of the mating of the DB 605D with the Bf 109G-14/U4 airframe with the DB 605A, and became somewhat of a peculiarity, differing from the approach taken by Erla. The likely reason for initiating production of their own version of the Bf 109G-10 instead of the Regensburg K-4s, at the time already in production, was the anticipated problems with startup of Bf 109K-4 manufacture under conditions brought about by Allied bombings of the WNF facility. There were issues with implementing all the necessary changes required for the startup of the new version, and with the co-ordination of the supply chain from the various suppliers that would be involved. To understand this decision, it needs to be taken into account that, of all the firms involved in Bf 109 manufacture, the WNF plant was under the greatest pressure from Allied bombings and was the closest to the front. Production at WNF accounted for just shy of 800 aircraft, and in all, there were some 2,600 Bf 109G-10s made.

### Bf 109G-10/R6 Erla (15xxxx and 49xxxx Production Blocks)

Erla Leipzig was entrusted with making preparations for the change of manufacture from the Bf 109G-6 to the G-10 as an interim solution to the delay in Bf 109K-4 production at Mtt. Regensburg. The new Bf 109G-10 from Erla differed from the G-6/AS and G-14/AS and other G-10s visually in the aerodynamic bulging of an engine cowl panel on the left side. This was missing the standard (for the other versions of the G-10, G-14/AS and G-6/AS) wide cowling riveted to the rest of the fuselage. The oil cooler was of the FO.987 larger type, with the specific Erla cover which was not as deep as the other variations with this radiator. Visually, the size of this unit lay between the standard G-6 with an FO.870 cooler and the G-10 with the FO.987 produced at WNF/Diana. Aerodynamically, the entire bottom of the engine cowl was clean, with no bulges under the oil pumps in the nose, characteristic for the G-10s produced at Mtt. Regensburg and WNF. Typical for Erla was also the upper engine cowl with longer gun troughs. Production began with Production Block 49xxxx in September 1944 and was followed by Block 15xxxx. A large number of these aircraft, if not all outright, were equipped with the PKS 12 Autopilot and designated Bf 109G-10/R6. The first aircraft began to reach Luftwaffe units in the second half of October. Just to complicate things a little bit, approximately the first fifty G-10s coming out of Erla Leipzig were powered by the DB 605ASM. In older references, these aircraft were referred to as G-10/AS, but current research denies this designation. In all, there were 1,709 Bf 109G-10s produced in 49xxxx and 15xxxx Production Blocks.

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.

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

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

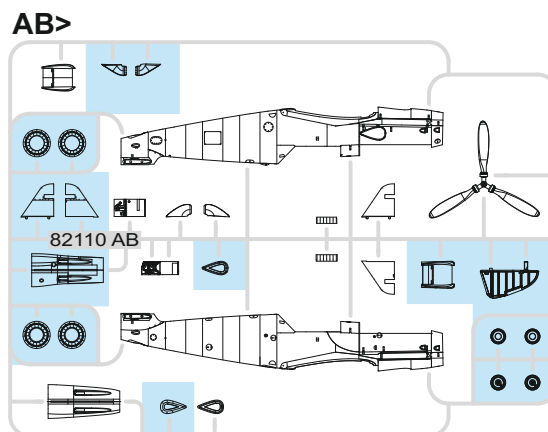
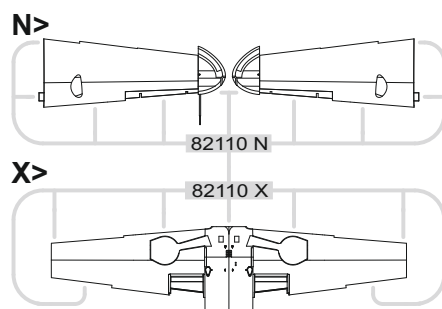
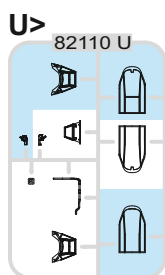
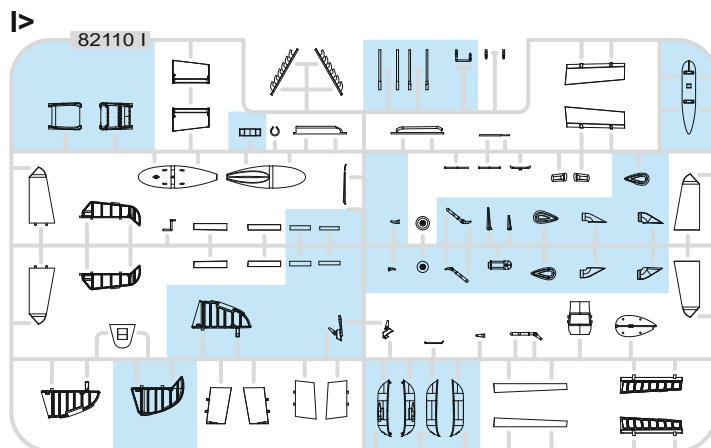
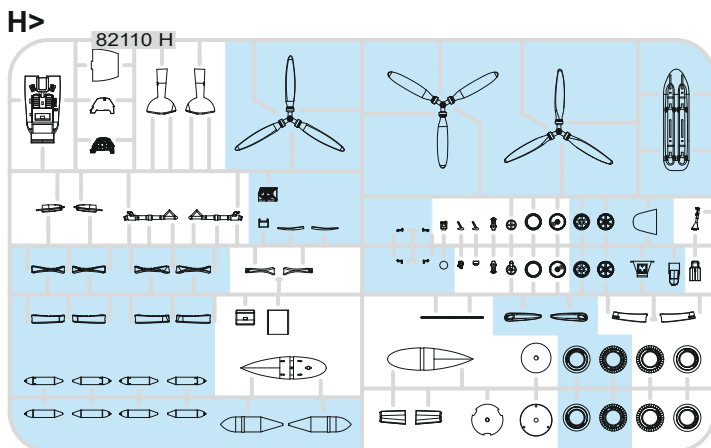


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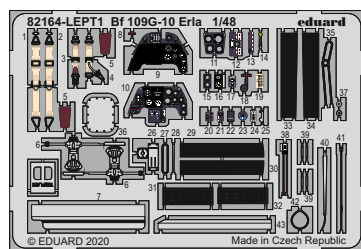
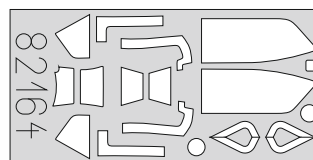


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## PLASTIC PARTS



## PE - PHOTO ETCHED DETAIL PARTS

eduard  
MASK

-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



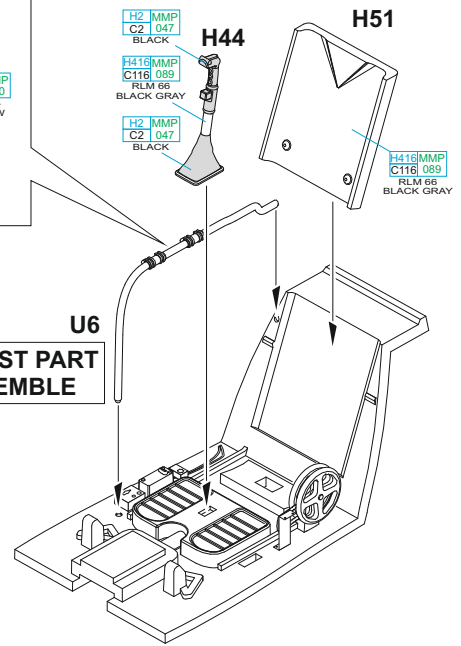
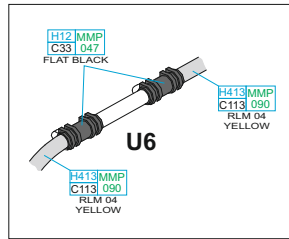
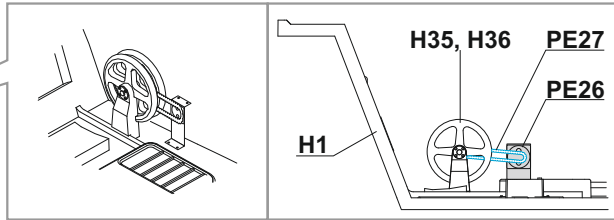
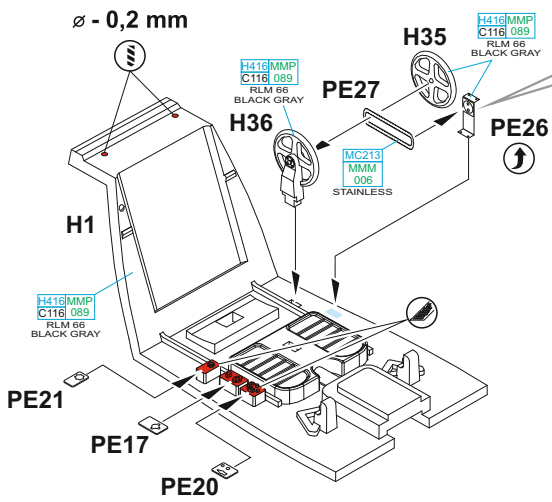
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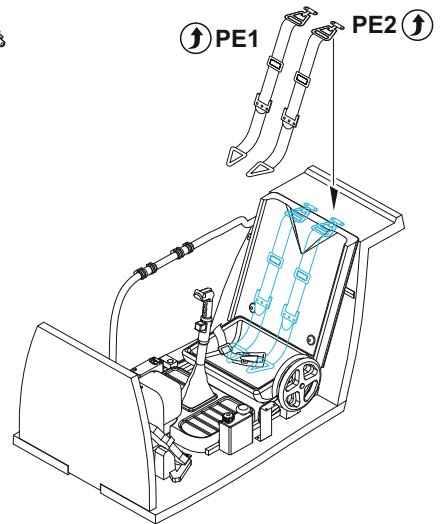
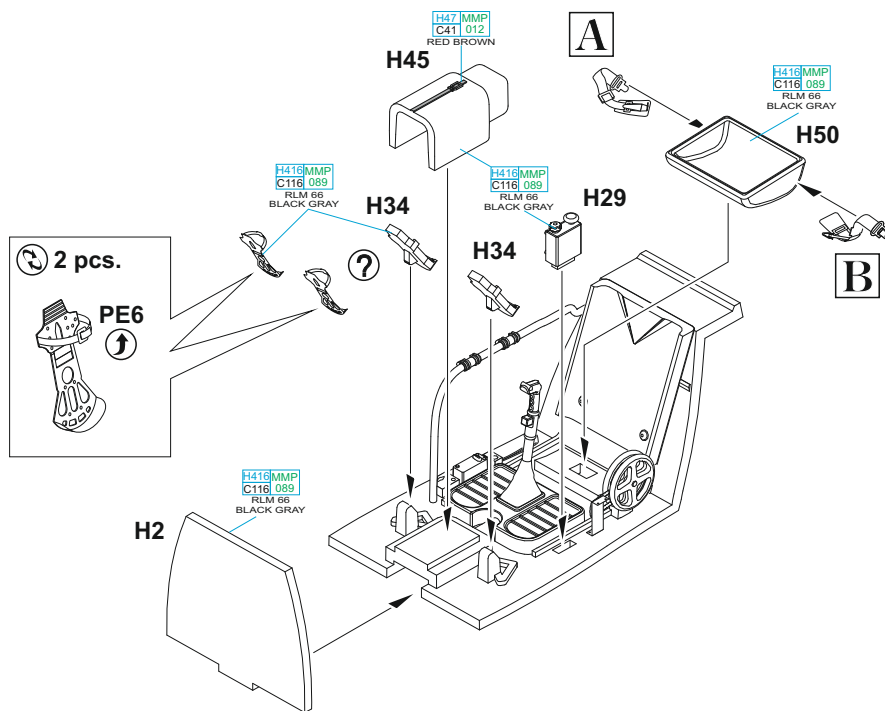
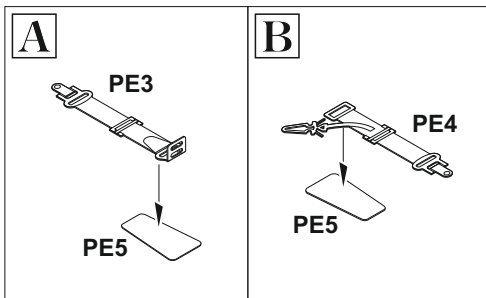
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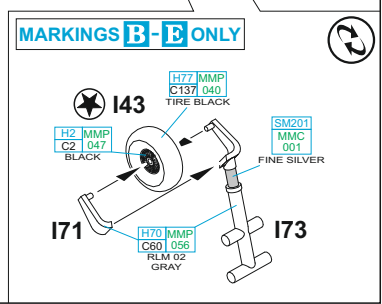
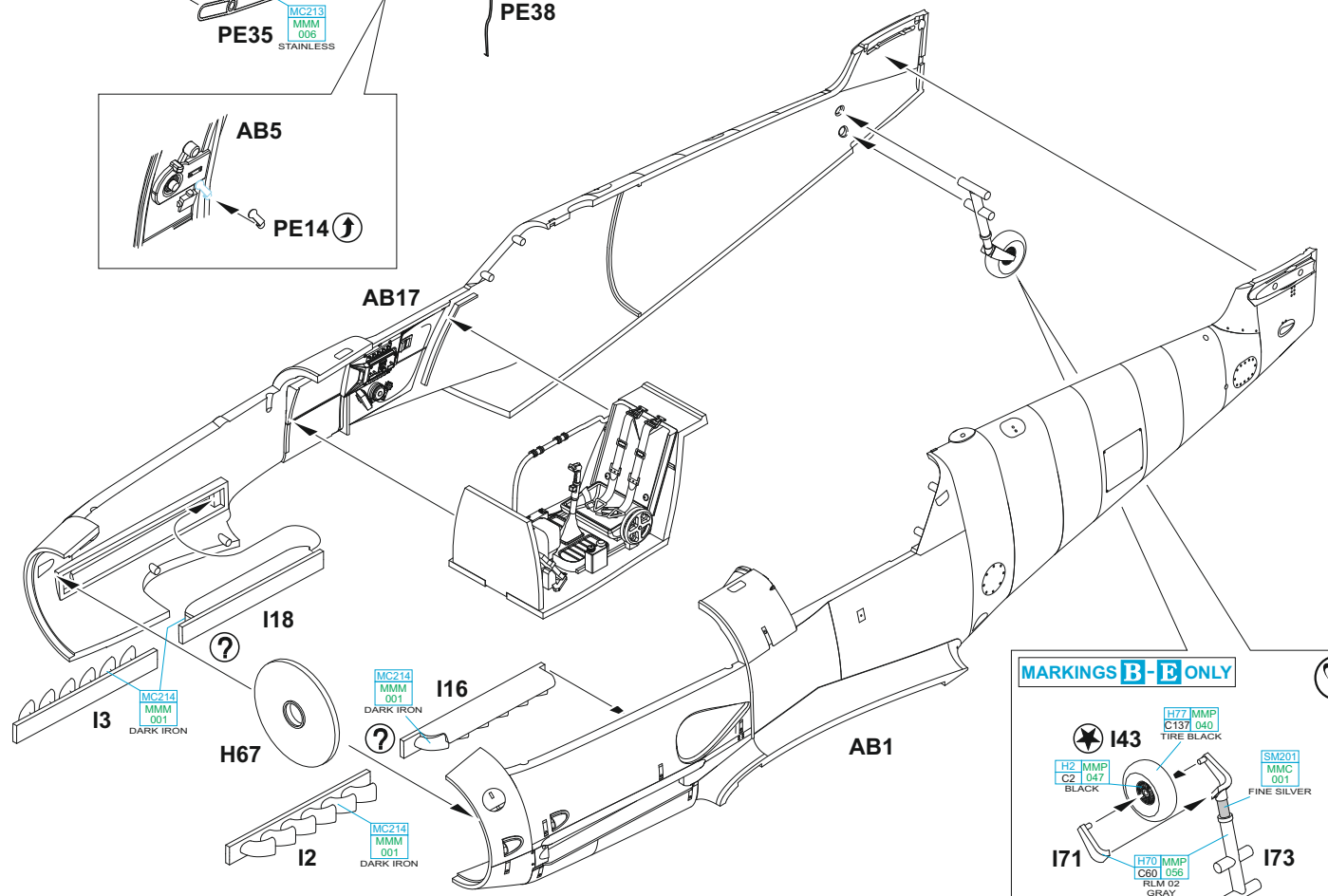
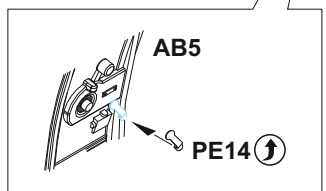
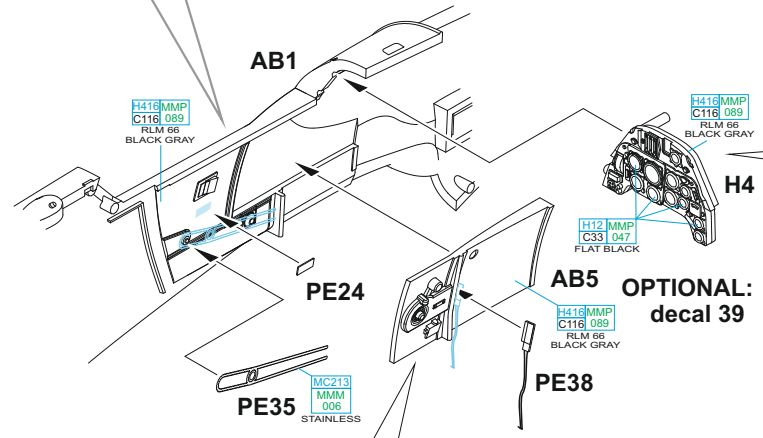
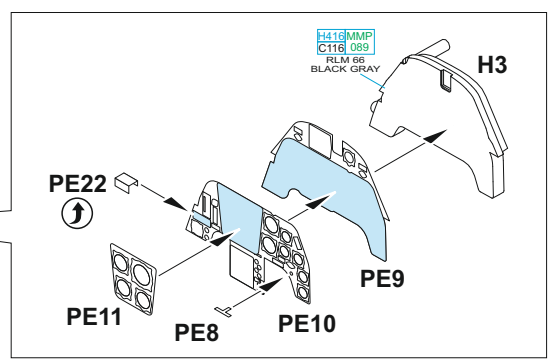
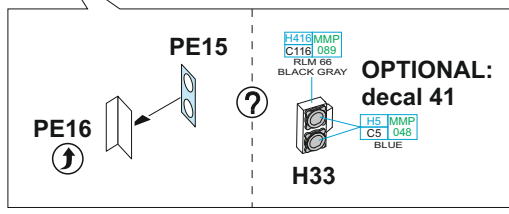
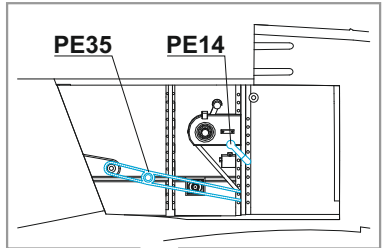
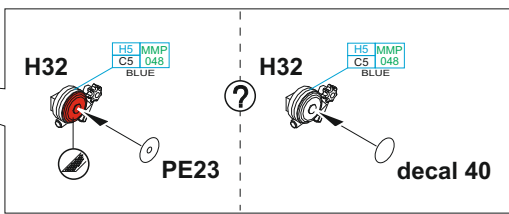
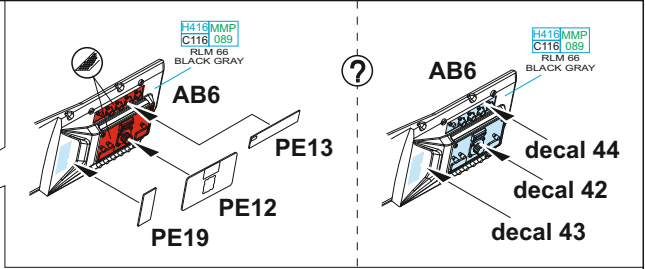
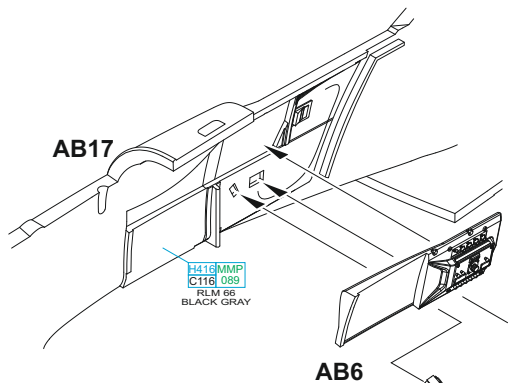
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H5	C5	MMP-048	BLUE
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
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H90	C47		CLEAR RED
H94	C138		CLEAR GREEN

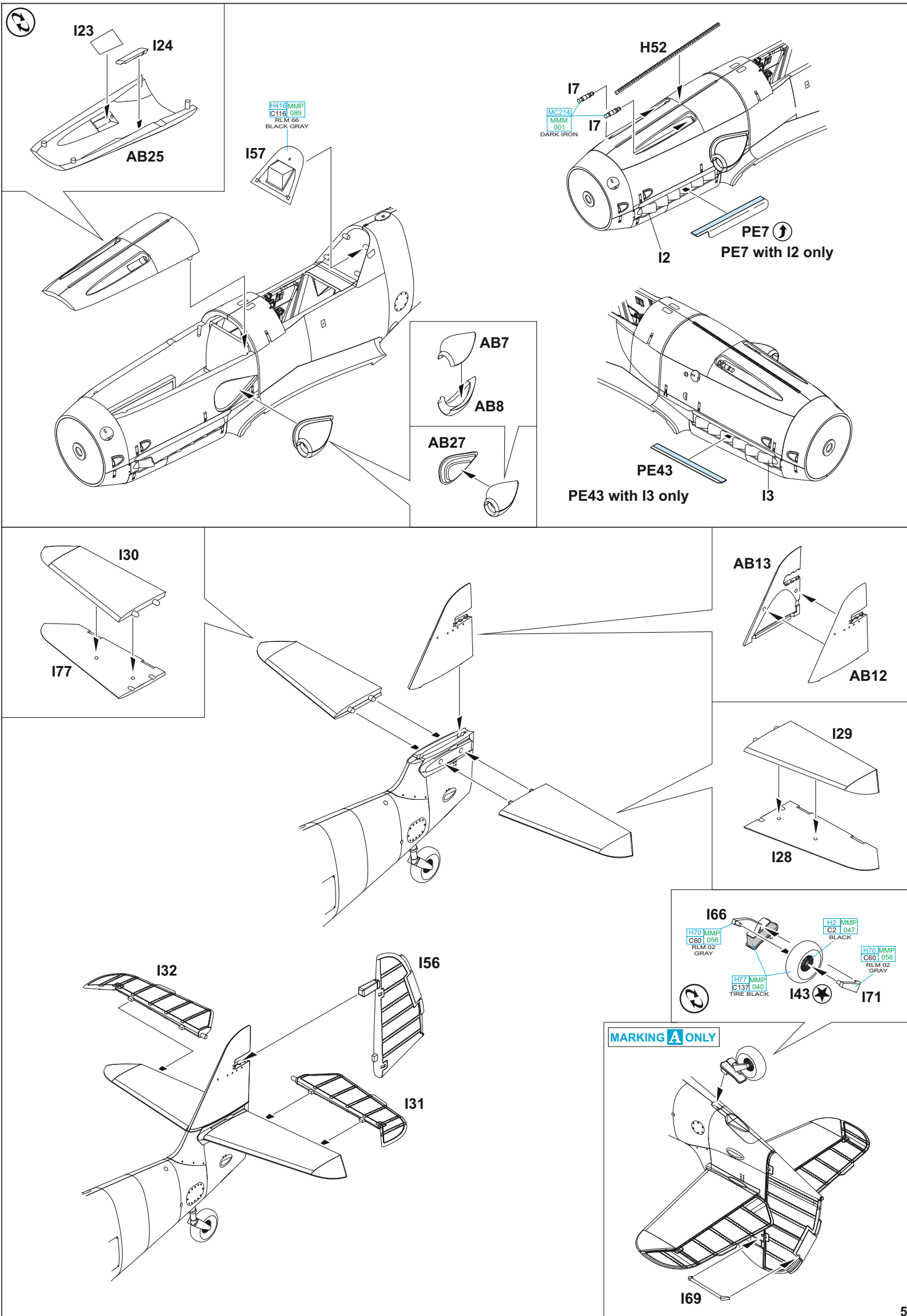
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H413	C113	MMP-090	RLM04 YELLOW
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
H422	C122	MMP-053	RLM82 LIGHT GREEN
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

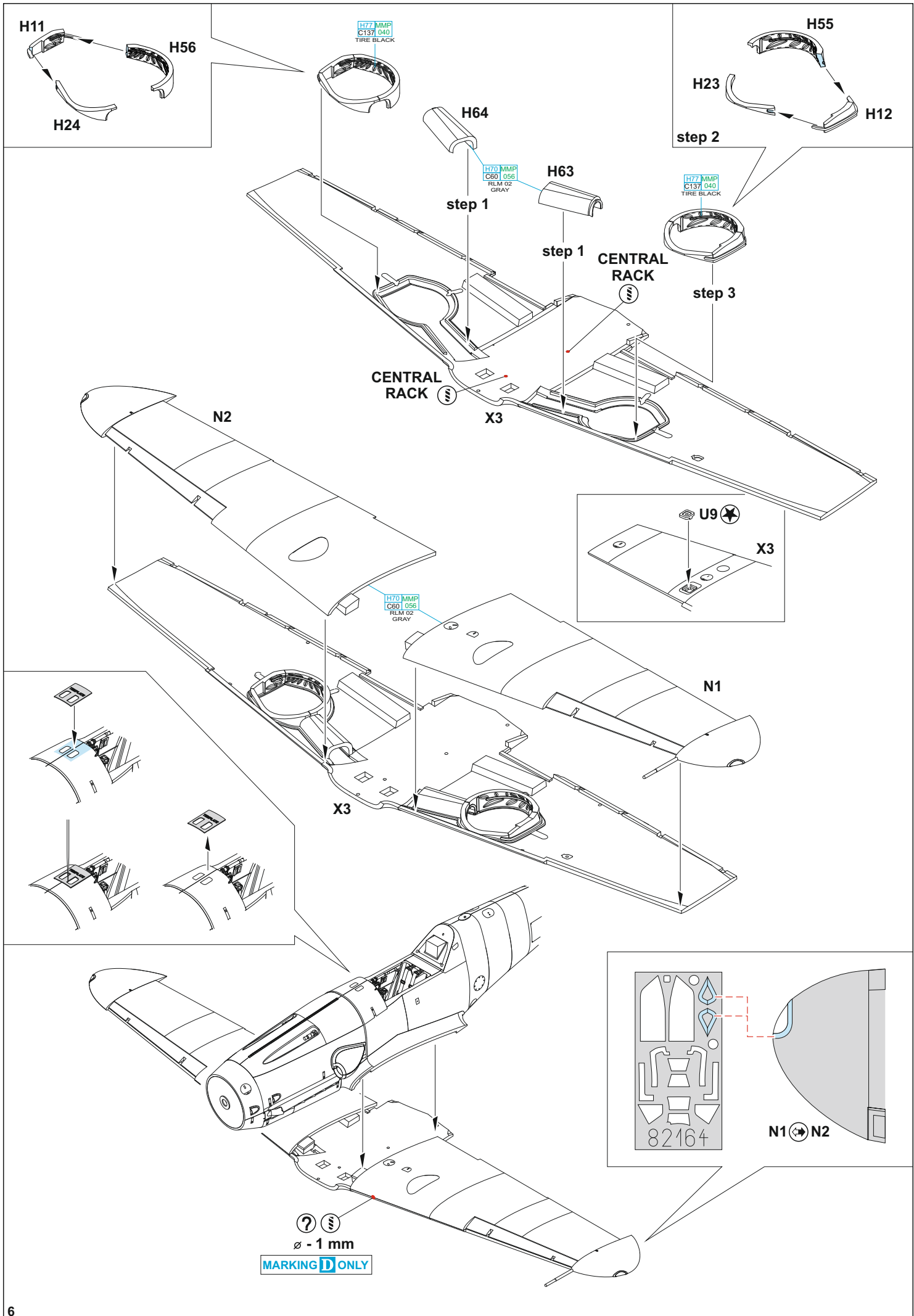


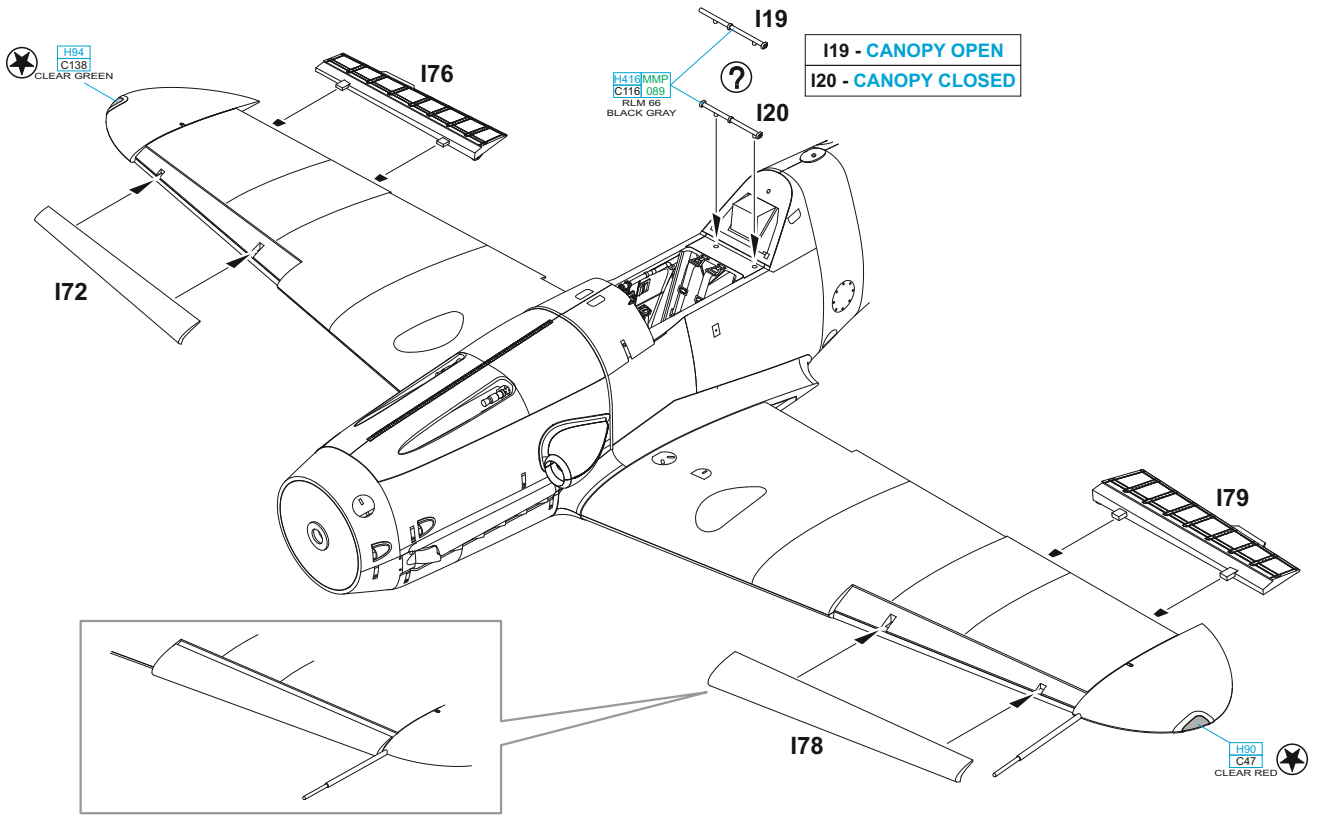
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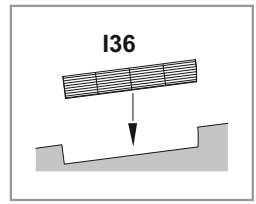




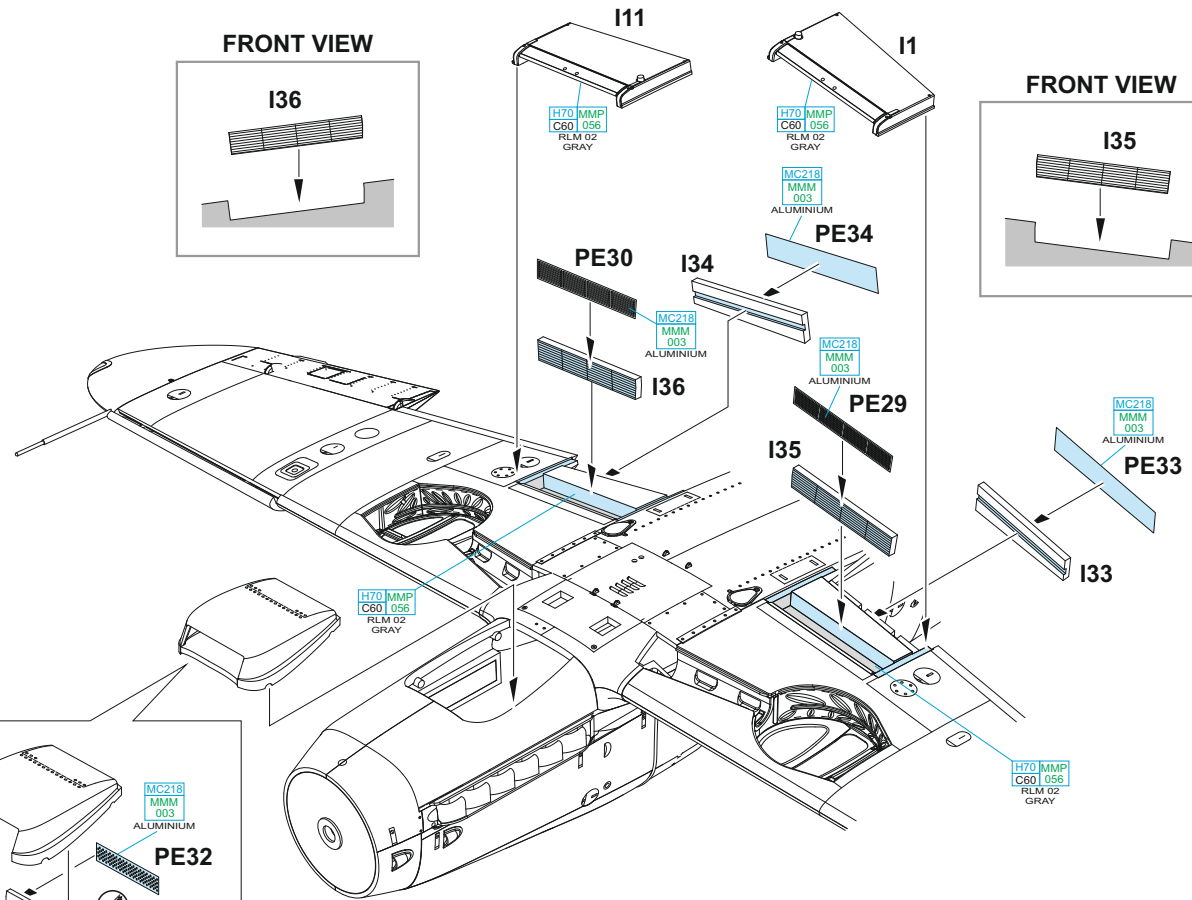
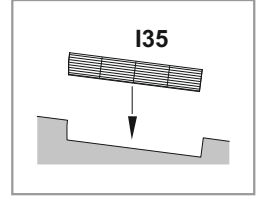




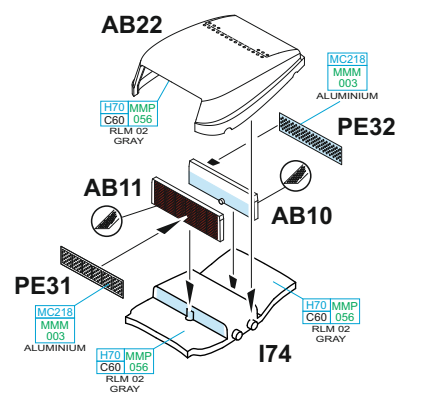
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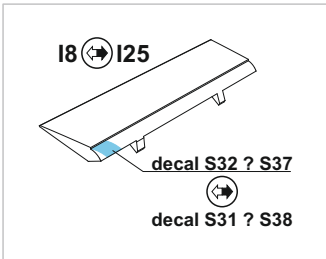


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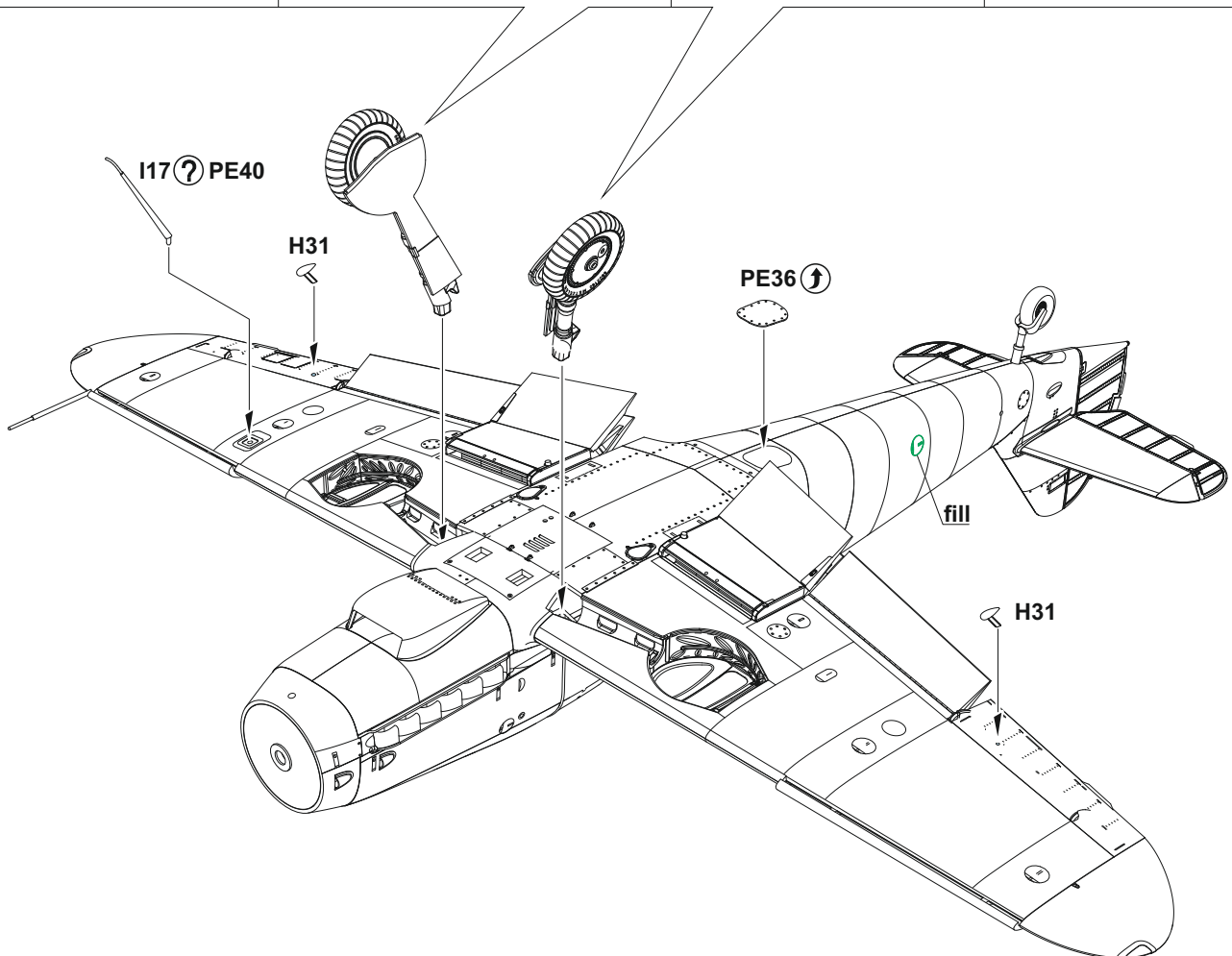
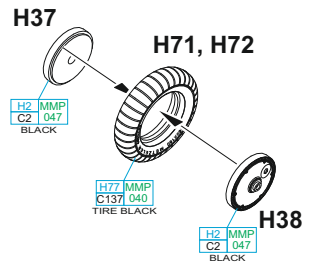
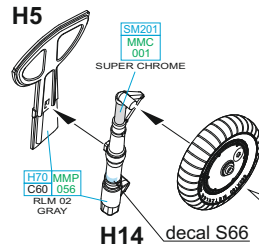
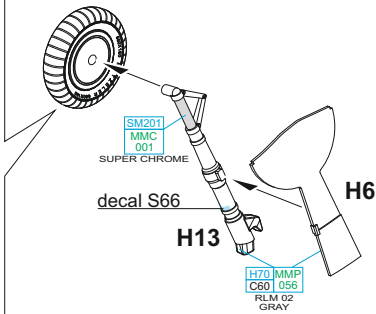
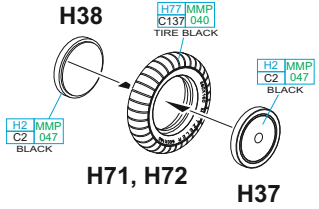
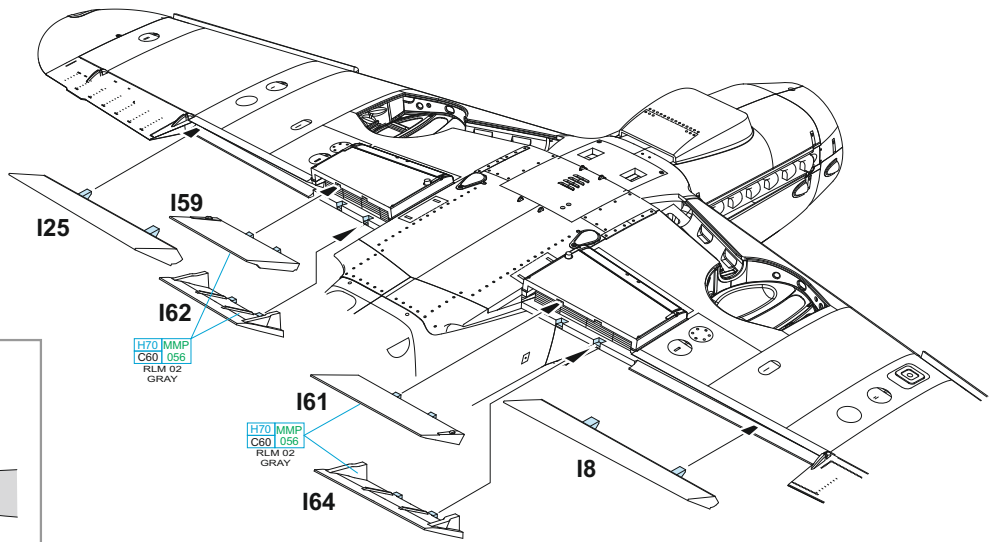
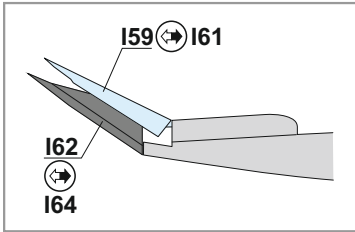


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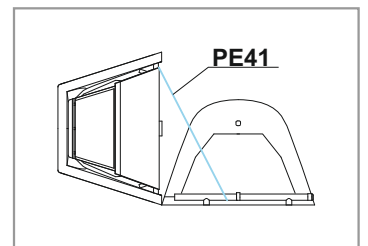
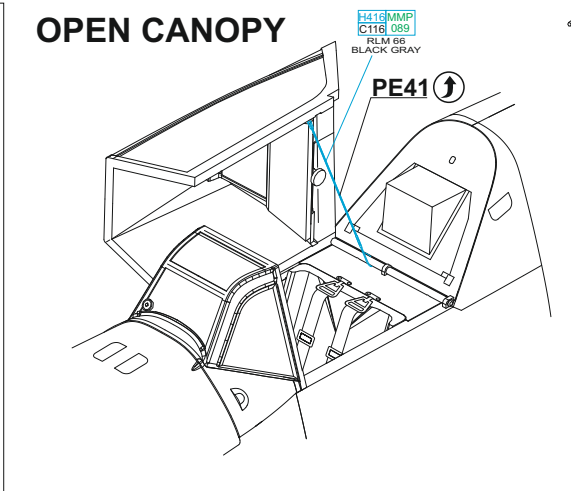
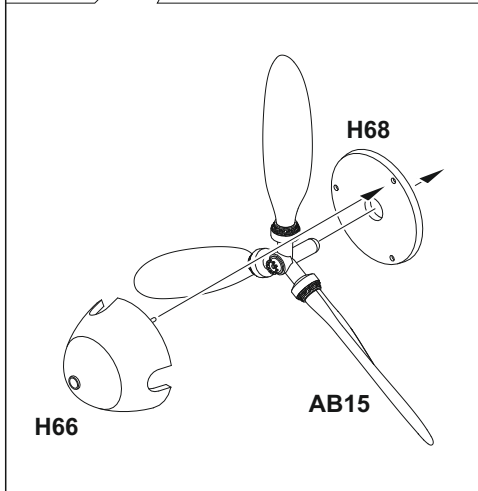
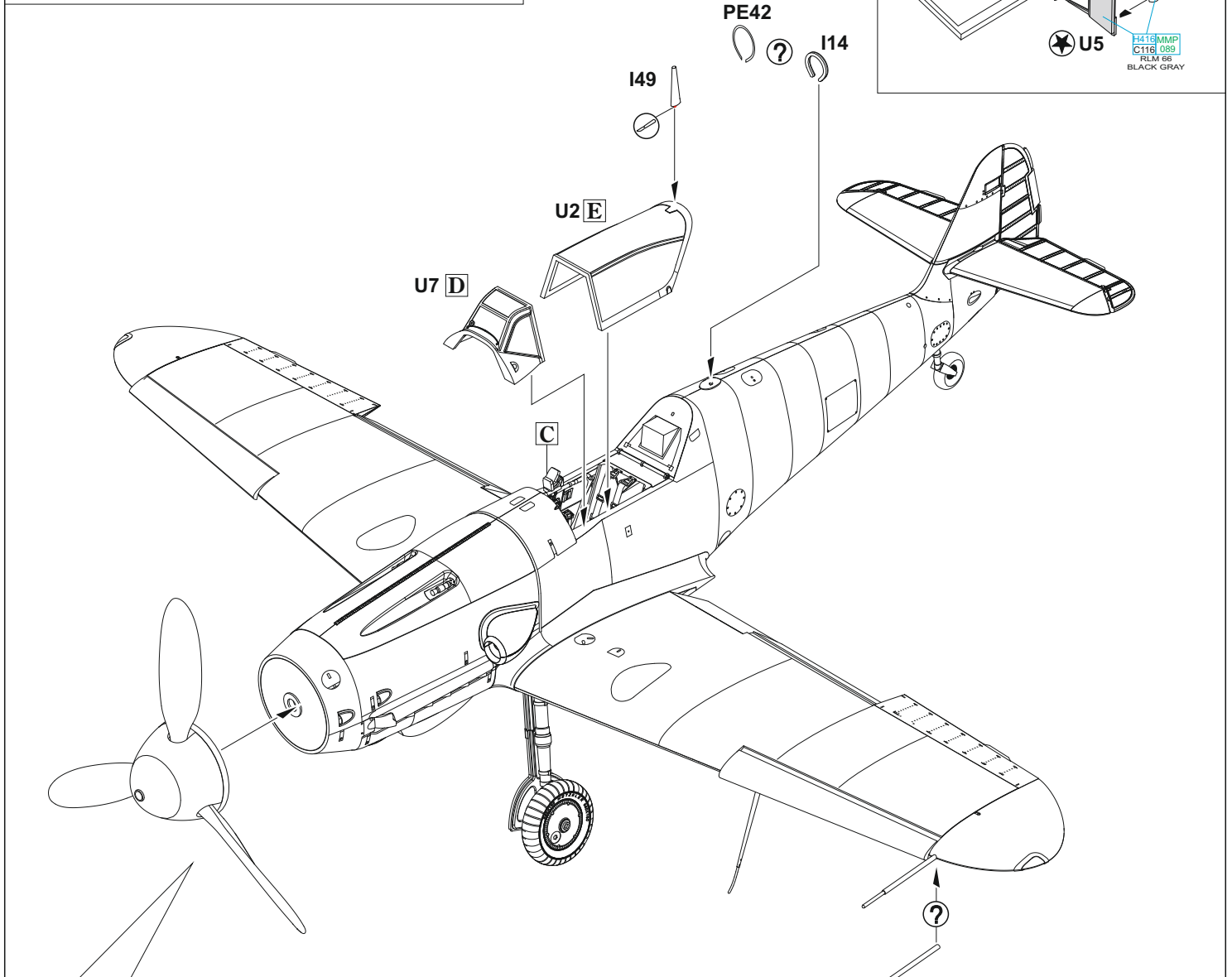
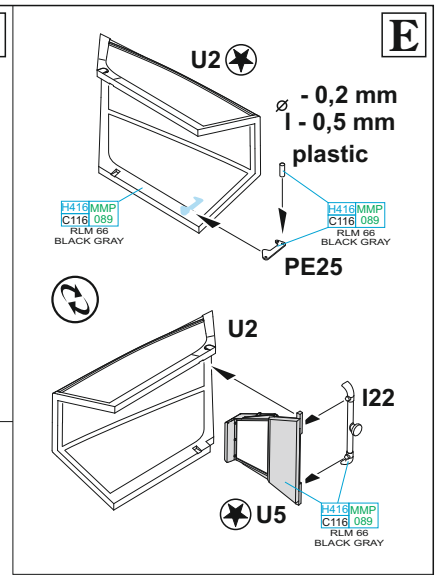
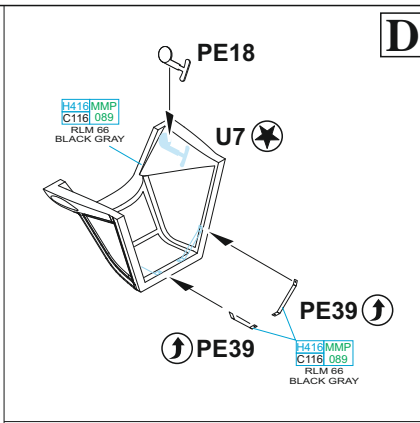
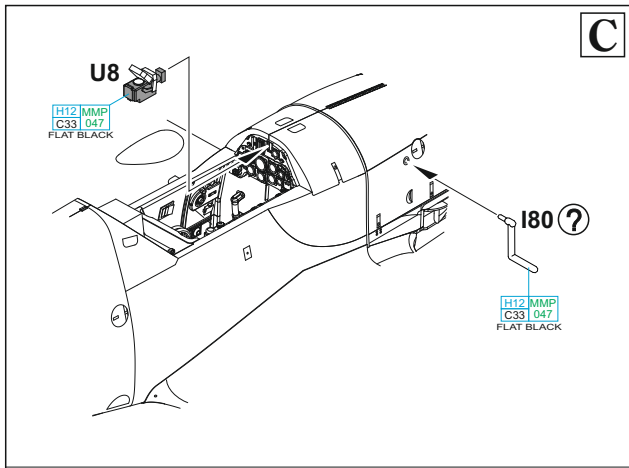


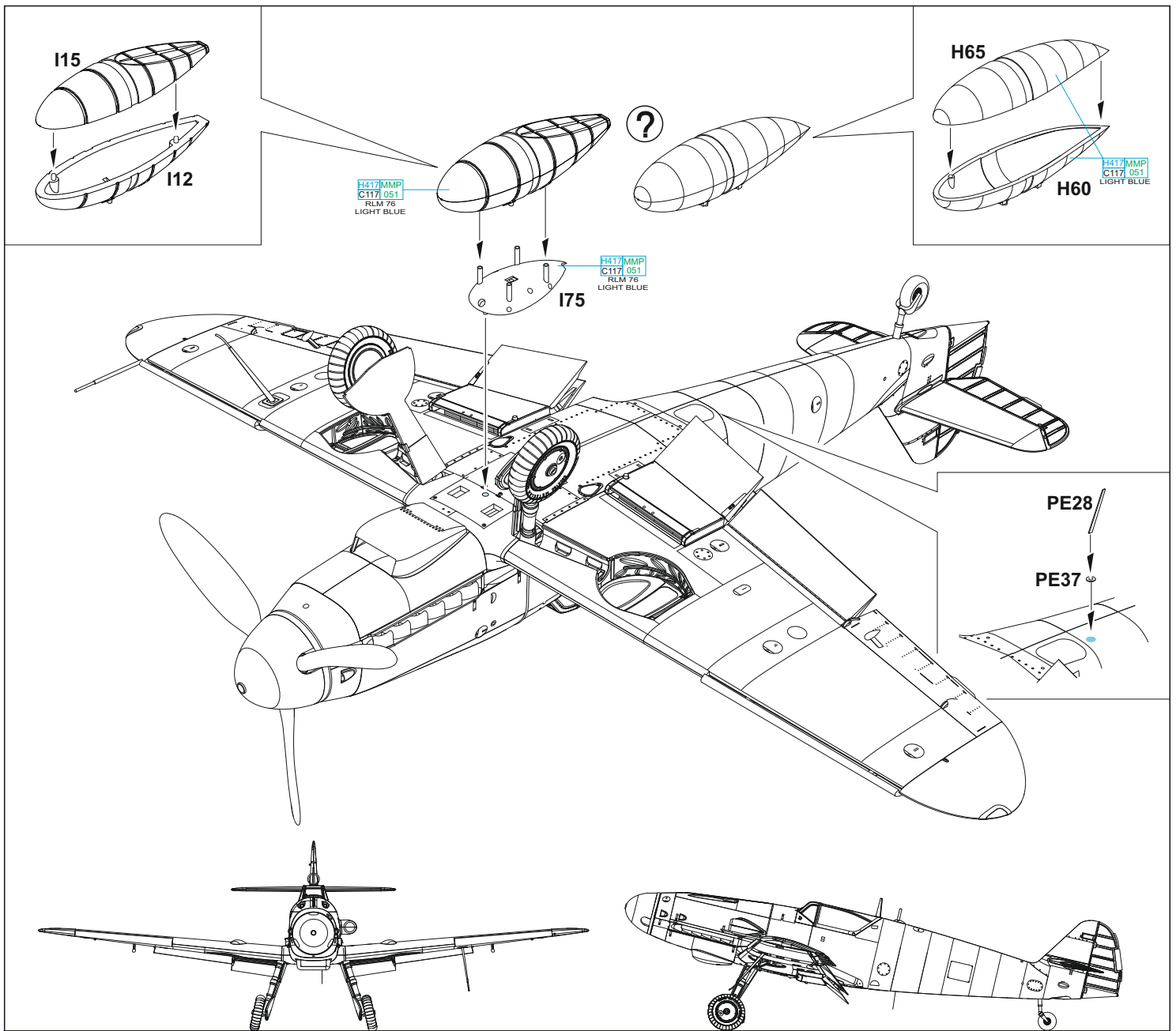


**CORRECT POSITION OF RADIATOR FLAPS**

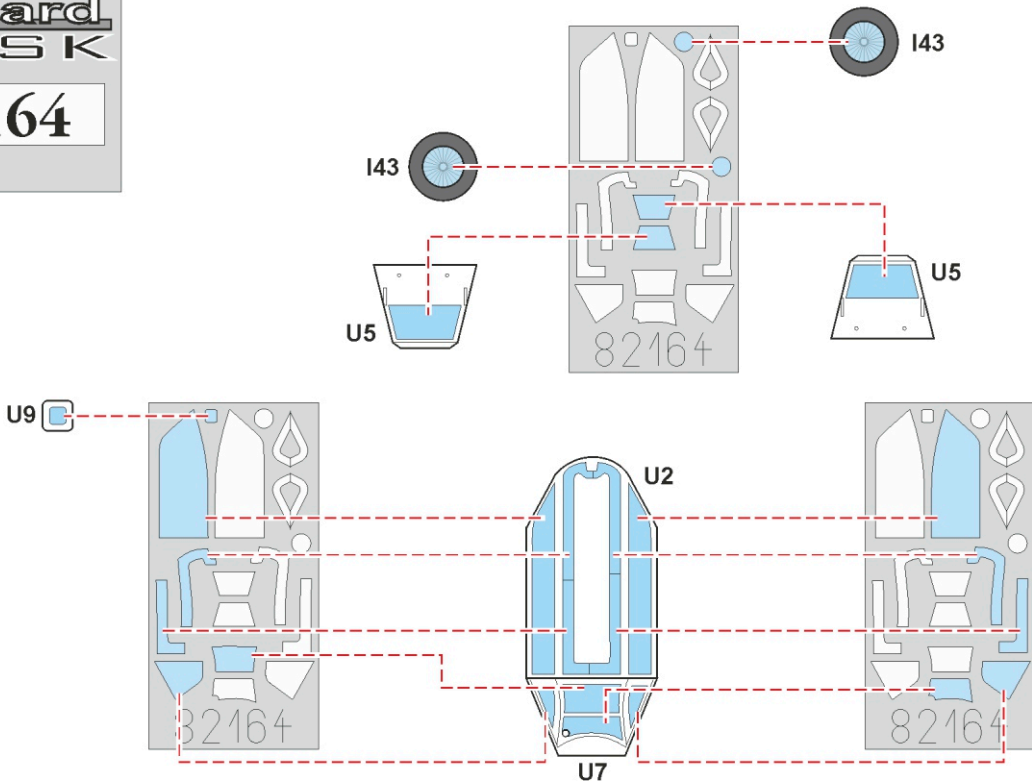






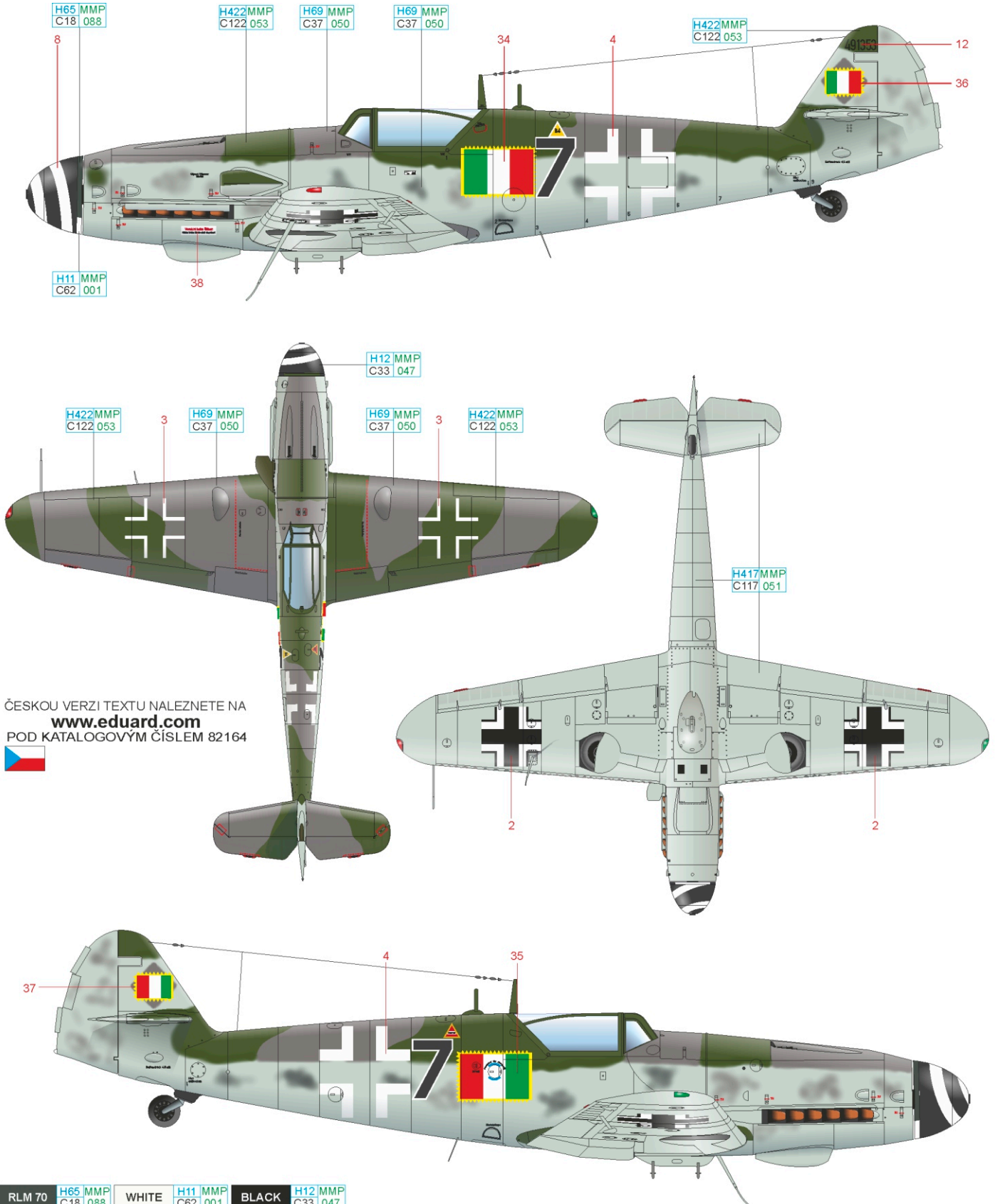


**eduard**  
**MASK**  
**82164**



# A W. Nr. 491353, flown by Cap. Ugo Drago, CO of 4a Squadriglia, 2o Gruppo Caccia, Aeronautica Nazionale Repubblicana, Aviano, Italy, February 1945

After the declaration of Italian Social Republic on September 18th, 1943, a puppet state on the territory of Italy, occupied by German military under the command of Benito Mussolini, Germany allowed this Republic to establish its own military force of four divisions. Its air force component called Aeronautica Nazionale Repubblicana consisted of two fighter plane groups (Gruppo Caccia), torpedo groups (Gruppo Aerosiluranti Buscaglia) and several transportation squadrons. In 1945, both fighter plane squadrons flew Messerschmitts Bf 109G-6/G-10/G-14. The Commanding Officer of 4a Squadriglia, carrying the title of Gigi Tre Osei, was in this time Capitano Ugo Drago, an ace with seventeen kills to his credit. In April 1945, he was awarded the German Knight's Cross. After the war, he emigrated to Argentina, where he made a living as a flight instructor. He returned to Italy in 1953, and took up a post with Alitalia with which he flew until 1973. He died in Rome on April 22nd, 2007. Towards the end of the war, the majority of markings on ANR aircraft, in the form of fuselage and wing crosses, were no longer removed, with only the swastika being oversprayed and replaced by markings of Italian aircraft. This marking, an Italian flag edged in yellow, was also added to the fuselage sides.



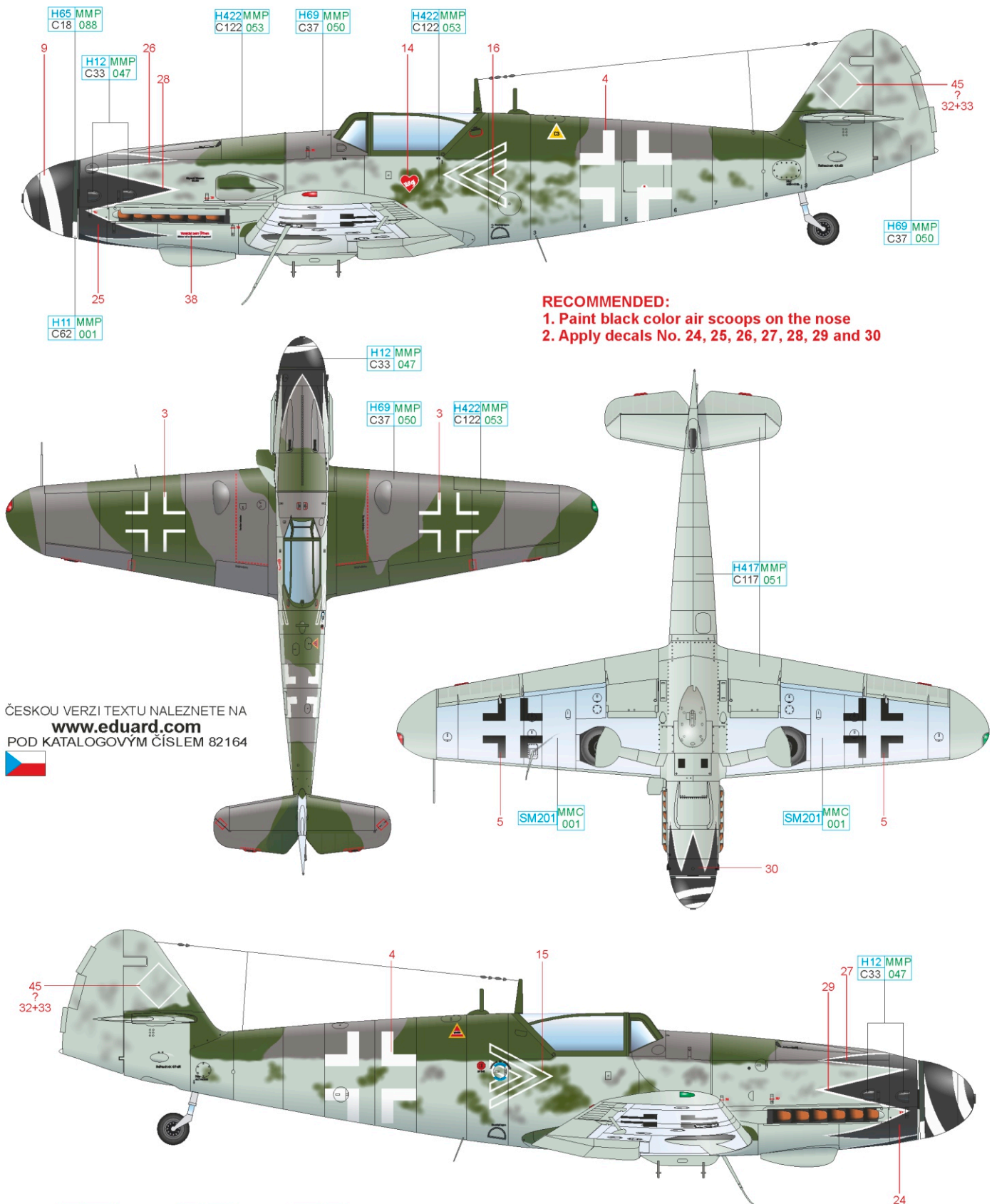
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 POD KATALOGOVÝM ČÍSLEM 82164



RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047
RLM 75	H69 MMP C37 050	RLM 76	H417MMP C117 051	RLM 82	H422MMP C122 053

# B flown by Hptm. Erich Hartmann, CO of I./JG 52, Görlitz, Germany, April 1945

Erich Hartmann, the most successful fighter plane pilot of all times, first joined the 7. Staffel of JG 52 on October 10th, 1942. He remained with Jagdgeschwader 52 till the end of World War Two; in fact he became the commander of its I. Gruppe. The total count of his shot down aircraft was 352. For his exceptional success he was awarded the Knight's Cross of the Iron Cross with Oak Leaves, Swords and Diamonds. After WWII he was transferred to the POW camp in the Ural Mountains in Soviet Union and was not released until 1955. The following year he joined the ranks of Western German Luftwaffe. He became the commander of JG 71, the first fighter plane Luftwaffe squadron equipped with jet-powered fighter aircraft. He retired in 1970 and died on September 20th, 1993. Hartmann's aircraft carried a black, outlined in white, tulip marking on the nose. Below the cockpit on the left side, there was a heart marking, bearing the name of Hartmann's wife. The Gruppe leader marking took the shape of a double wedge, but only as a white outline.



### RECOMMENDED:

1. Paint black color air scoops on the nose
2. Apply decals No. 24, 25, 26, 27, 28, 29 and 30

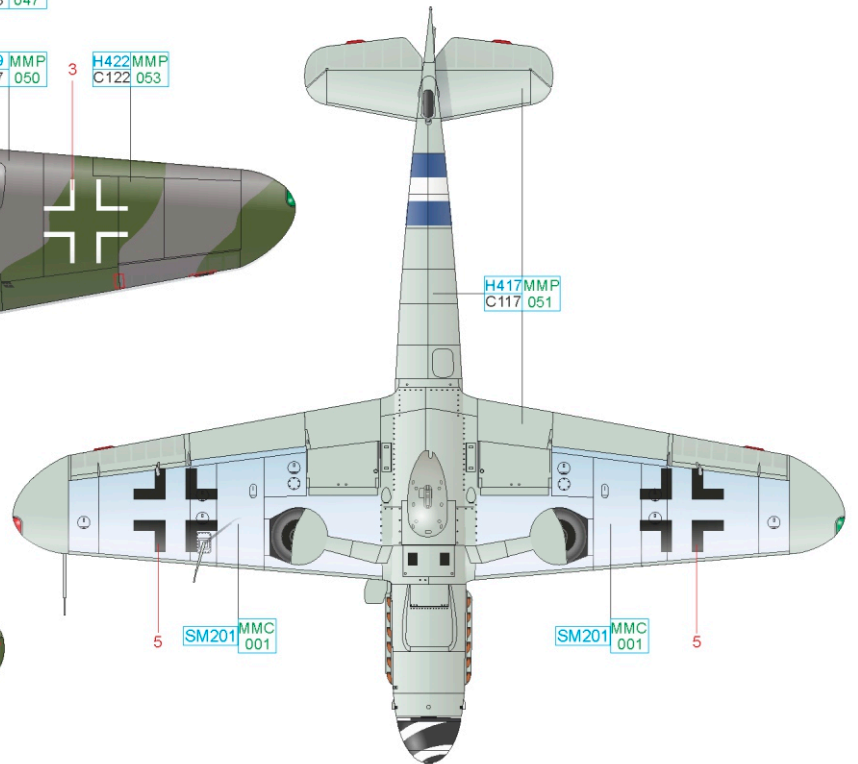
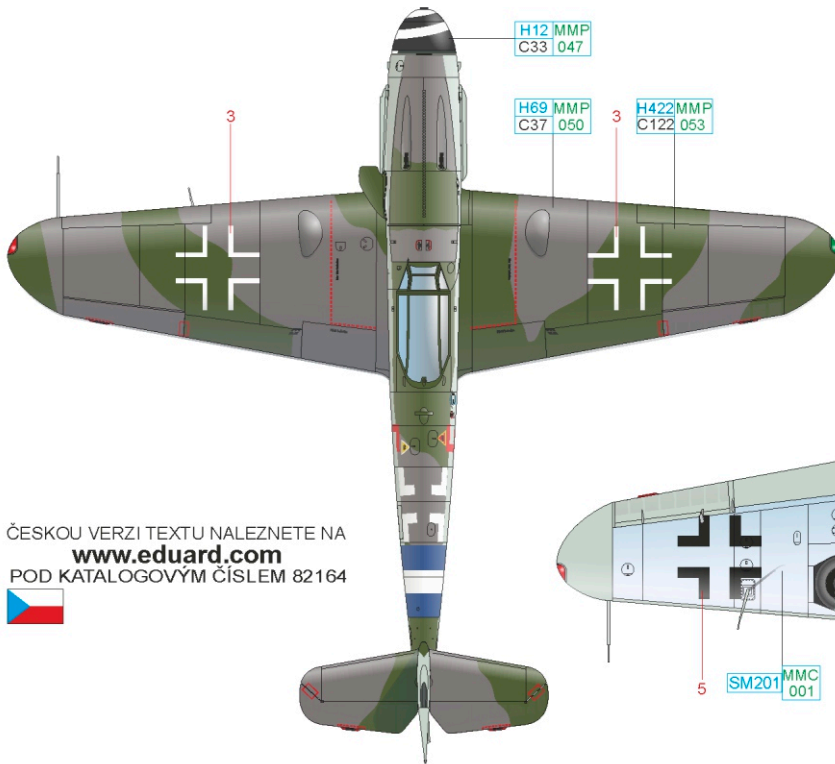
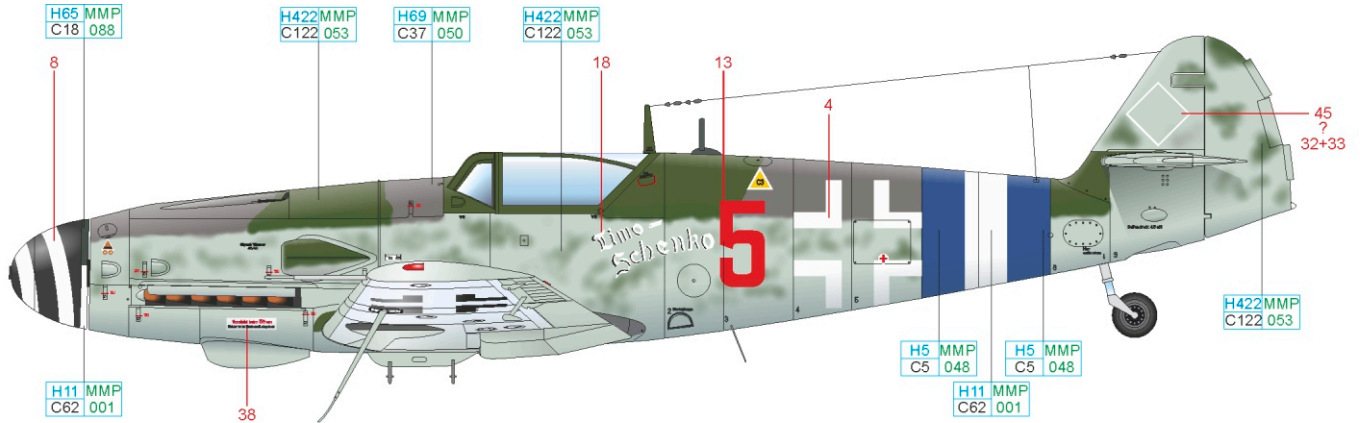
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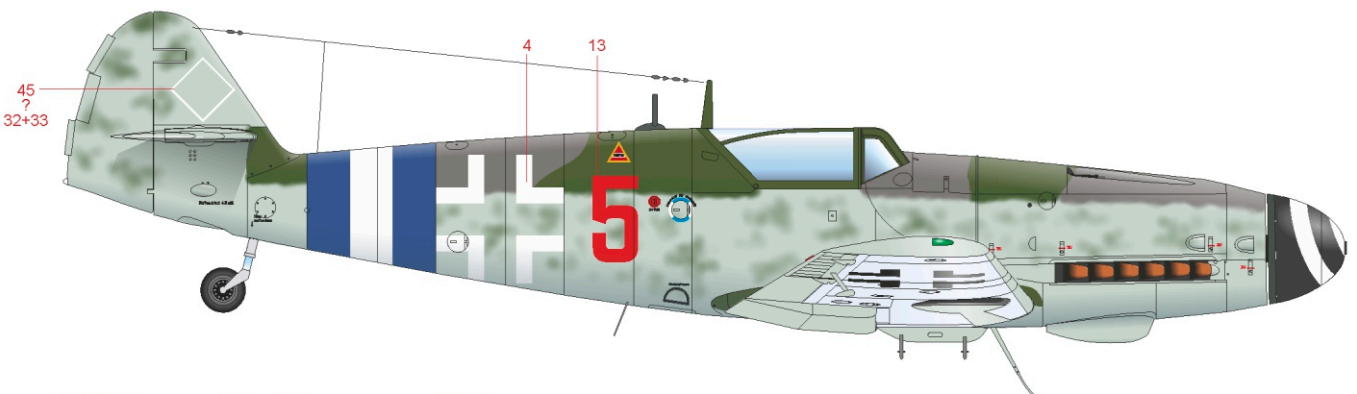
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RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051	RLM 82	H422 MMP C122 053
			SUPER FINE SILVER	SM201	MMC 001

# C flown by Lt. Friedrich-Wilhelm Schenk, CO of 2./JG 300, Borkheide, Germany, February 1945

Friends and colleagues of Schenk came up with a nickname for this pilot, Timo-Schenko. It was a joke that took advantage of the name of Soviet Marshall Semyon Konstantinovich Timoshenko, and it quickly caught on to the point where the ground crew painted the name on the fuselage of Schenk's aircraft. Friedrich-Wilhelm Schenk flew with JG 300 from July 1944 up to March 1945, when he was reassigned to JG 7, with which he flew Me 262 fighters. During the Second World War, he achieved seven kills. After the war, he flew with Lufthansa.



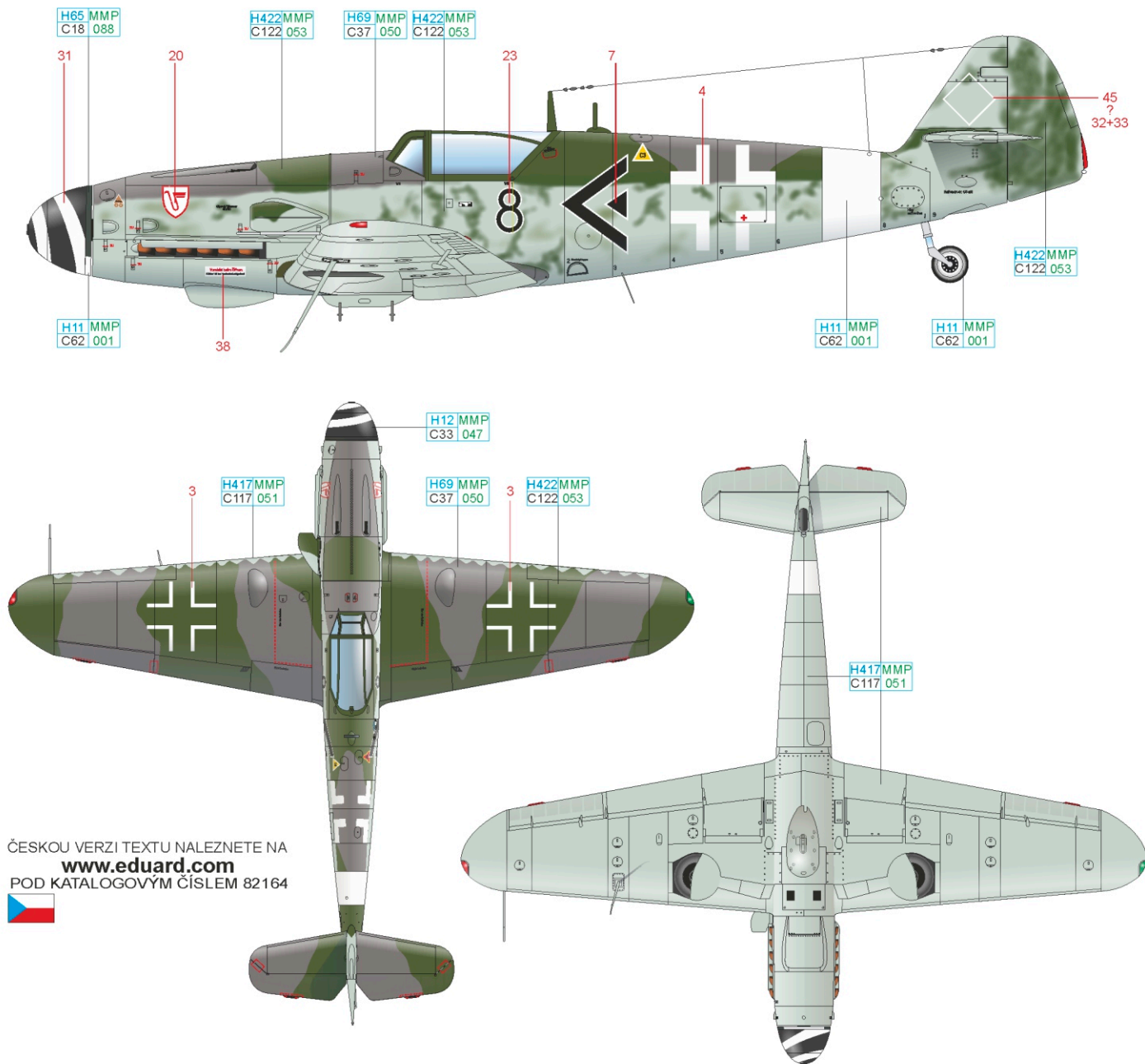
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RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001	SUPER FINE SILVER	SM201 MMC 001
RLM 82	H422MMP C122 053	RLM 75	H69 MMP C37 050	RLM 76	H417MMP C117 051
				BLACK	H12 MMP C33 047
				BLUE	H5 MMP C5 048

# D flown by Oblt. Alfred Seidl, CO of I./JG 3, Paderborn, Germany, late December 1944

In December 1944, the CO of I. Gruppe, Oblt. Seidl received a new Bf 109G-10 off the production line at Erla in Leipzig. The Gruppe, at this time, was flying out of Paderborn, from which they conducted missions against American and British units. In all probability, Oblt. Seidl led the unit in this aircraft during Operation Bodenplatte on January 1st, 1945. The target was the air base at Eindhoven. The markings of the aircraft were supplemented by a white band ahead of the tail, which identified machines of JG 3, within the framework of the Defence of the Reich. Ahead of the fuselage cross was the Gruppe leader marking, and below the opening part of the canopy, the pilot had a personal marking applied, in the form of a numeral '8'. This marking was applied to aircraft flown by Seidl during his service with JG 53, during which he would acquire all of his 31 victories. An oddity on this aircraft is the absence of the lower wing crosses. The aircraft was equipped with a gun camera.



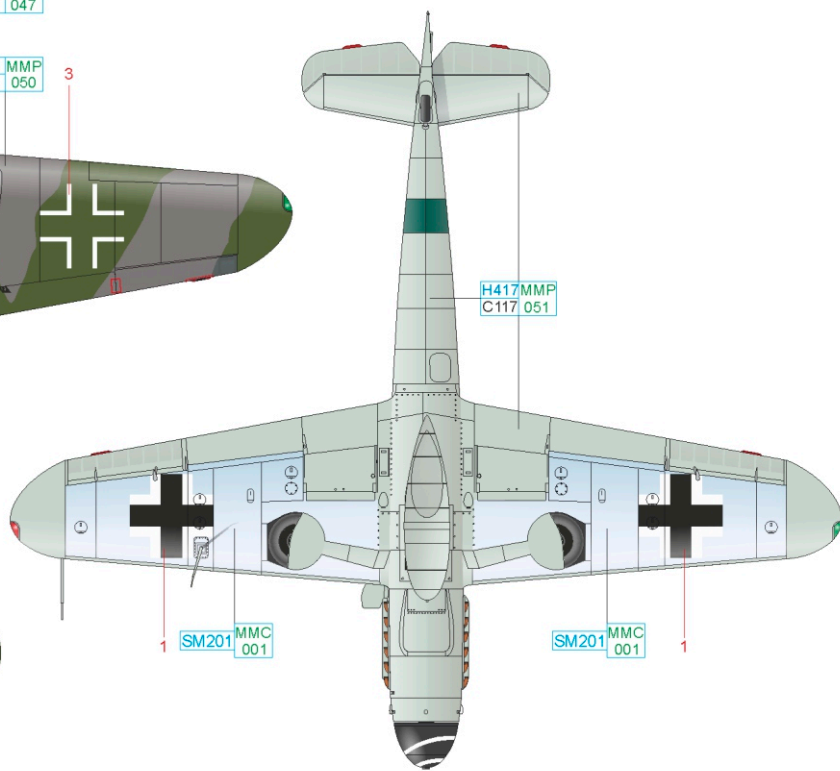
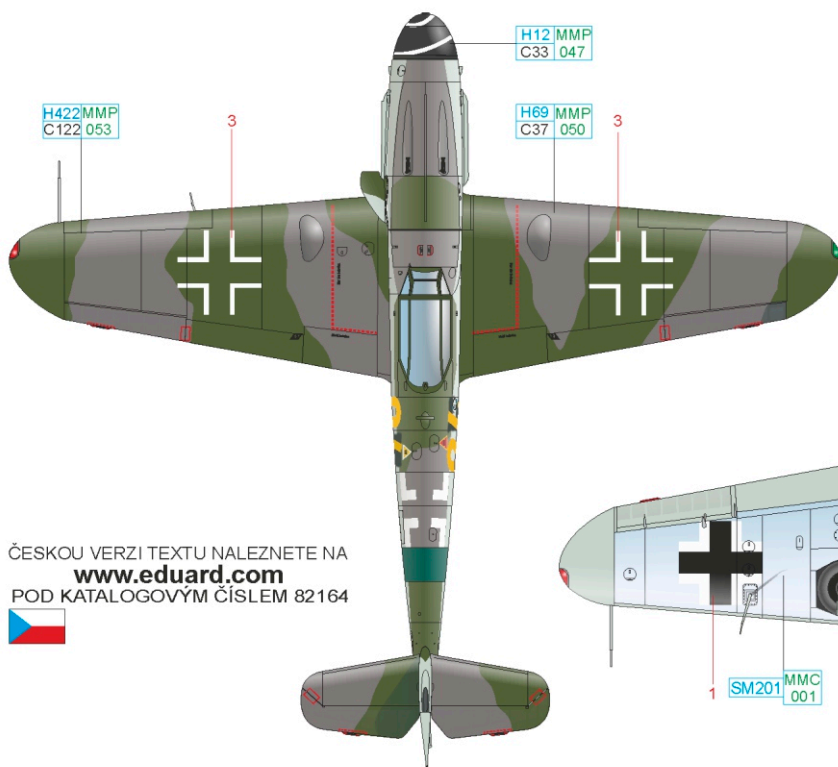
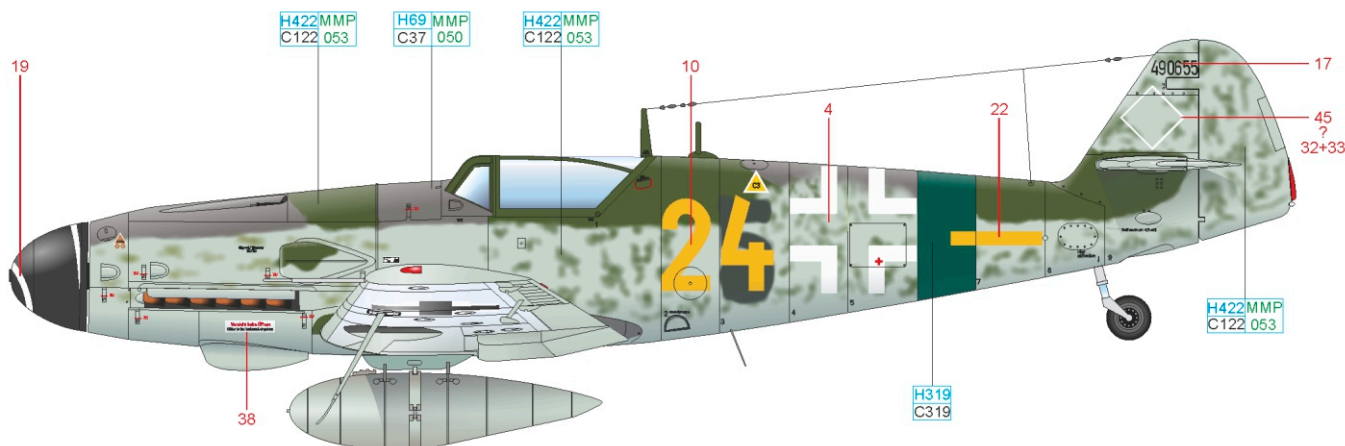
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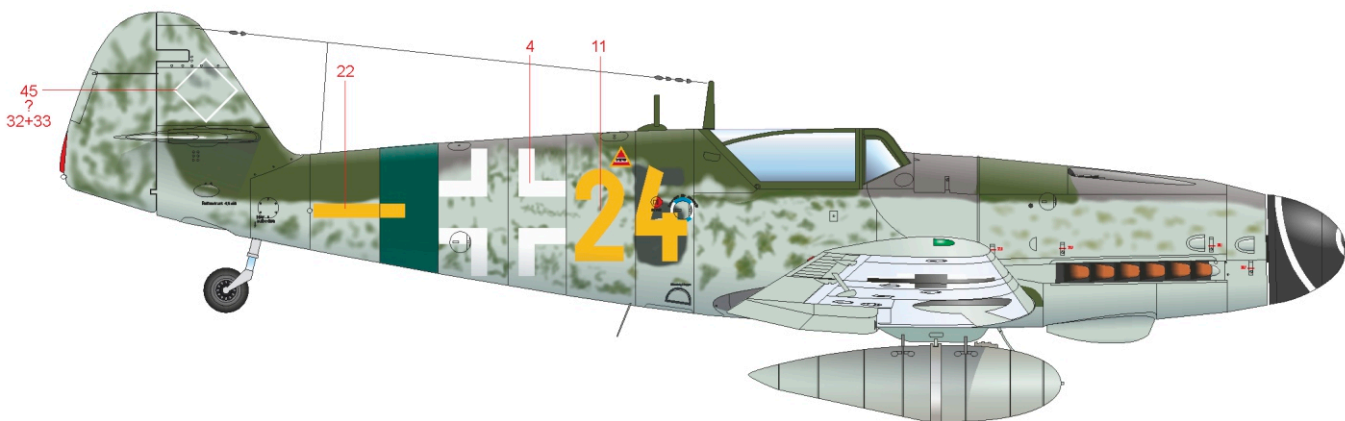
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RLM 82	H422 MMP C122 053	RLM 75	H69 MMP C37 050
		RLM 76	H417 MMP C117 051
		BLACK	H12 MMP C33 047

# E W. Nr. 490655, flown by Lt. Antonius Wöffen, CO of 6./JG 27, Rheine-Hopsten, Germany, early March 1945

Antonius Wöffen took part in combat flights with JG 27 from May 1943, when he was stationed on the southern front, until March 11th, 1945, when he was shot down in the illustrated aircraft by anti-aircraft fire, and after a successful belly landing, was taken prisoner by American GIs. During the Second World War, he achieved five confirmed kills. In photographs taken just after the landing, it is clear that below the yellow numeral '24', there was an older marking in the form of a '5'. The scheme on the aircraft was supplemented by a green fuselage band, the identifier for JG 27 within the framework of the Defence of the Reich.



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RLM 82 H422MMP C122 053 RLM 75 H69 MMP C37 050 RLM 76 H417MMP C117 051 BLACK H12 MMP C33 047 RLM 25 H319 C319 SUPER FINE SILVER SM201 MMC 001

