

# Bf 109E over the Balkan Peninsula 1156

## GERMAN WWII FIGHTER 1:32 SCALE PLASTIC KIT



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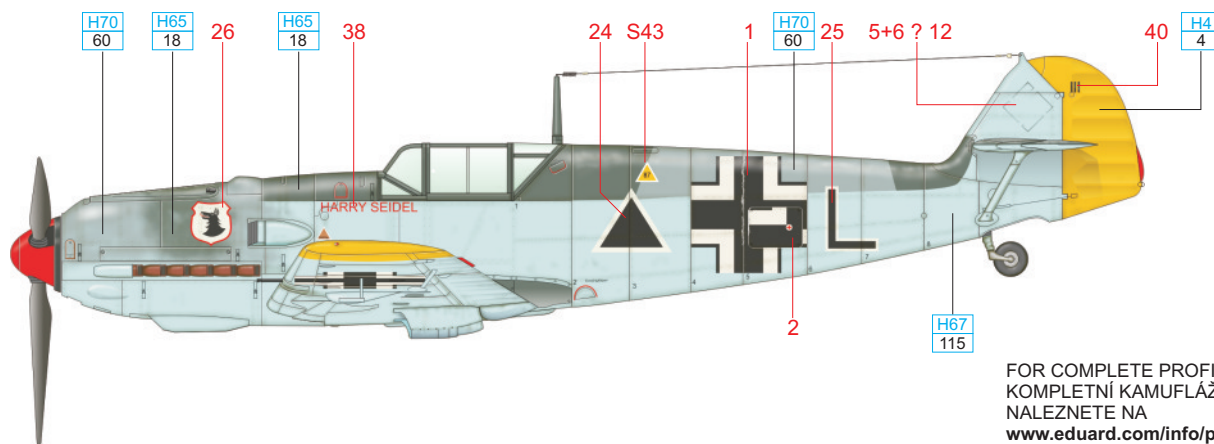
### Bf 109E Intro

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 DB601. 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 Bf109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the state that developed it.

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FOR COMPLETE PROFILE PLEASE REFER  
KOMPLETNÍ KAMUFLÁŽNÍ SCHÉMA  
NALEZNETE NA  
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### E Bf 109 E-4/7, III./JG 77, Balkans, April, 1941

This aircraft initially belonged to II.(Schlacht)/LG 2, as indicated by the marking consisting of a black triangle and the letter on the fuselage. The inscription 'Harry Seidel' was in memory of Ofw. Albert Seidel, a member of 5.(Schlacht)/LG 2, who was shot down by Hurricanes on March 15th, 1941. At the time of his death, he flew another Bf 109, also marked 'L'. The cowl hails from a different aircraft, or was resprayed, and carried the crest with the wolf head, the marking of III./JG 77. The Aspem Lion appeared in the marking in honor of the Austrians serving with the Luftwaffe after the Anschluss. Note the inverted radio access door on the fuselage.

Tento letoun původně patřil do stavu II. (Schlacht)/LG 2, o čemž svědčí označení černým trojúhelníkem a individuálním písmenem na trupu. Nápis HARRY SEIDEL je poctou Ofw. Albertovi Seidelovi, příslušníkovi 5.(Schlacht)/LG 2, který byl 15. března 1941 sestřelen do moře britskými Hurricany. V době smrti sedlal jiný Bf 109, též označený písmenem „L“. Kryt motoru pochází z jiného stroje, nebo byl přestříkán a nese erb s vlčí hlavou – znak III./JG 77. Zajímavostí jsou vzhůru nohama otočená dvířka k radiostanici na trupu.



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 započetím 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.



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.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てて下さい。

## INSTRUCTION SIGNS

## \* INSTR. SYMBOLY

## \* INSTRUKTION SINNBILDEN

## \* SYMBOLES

## \* 記号の説明



OPTIONAL  
VOLBA  
FACULTATIF  
NACH BELIEBEN  
選択する



BEND  
OHNOUT  
PLIER SIL VOUS PLAIT  
BITTE BIEGEN  
折る



OPEN HOLE  
VYVRTAT OTVOR  
FAIRE UN TROU  
OFFNEN  
穴を開ける



SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ  
MONTAGE SYMÉTRIQUE  
SYMMETRISCHE AUFBAU  
左右均等に組み立てる



NOTCH  
ZÁŘEZ  
L'INCISION  
DER EINSCHNITT  
切る



REMOVE  
ODŘÍZNOUT  
RETIRER  
ENTFERNEN  
移す



APPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

## PARTS



## DÍLY



## TEILE

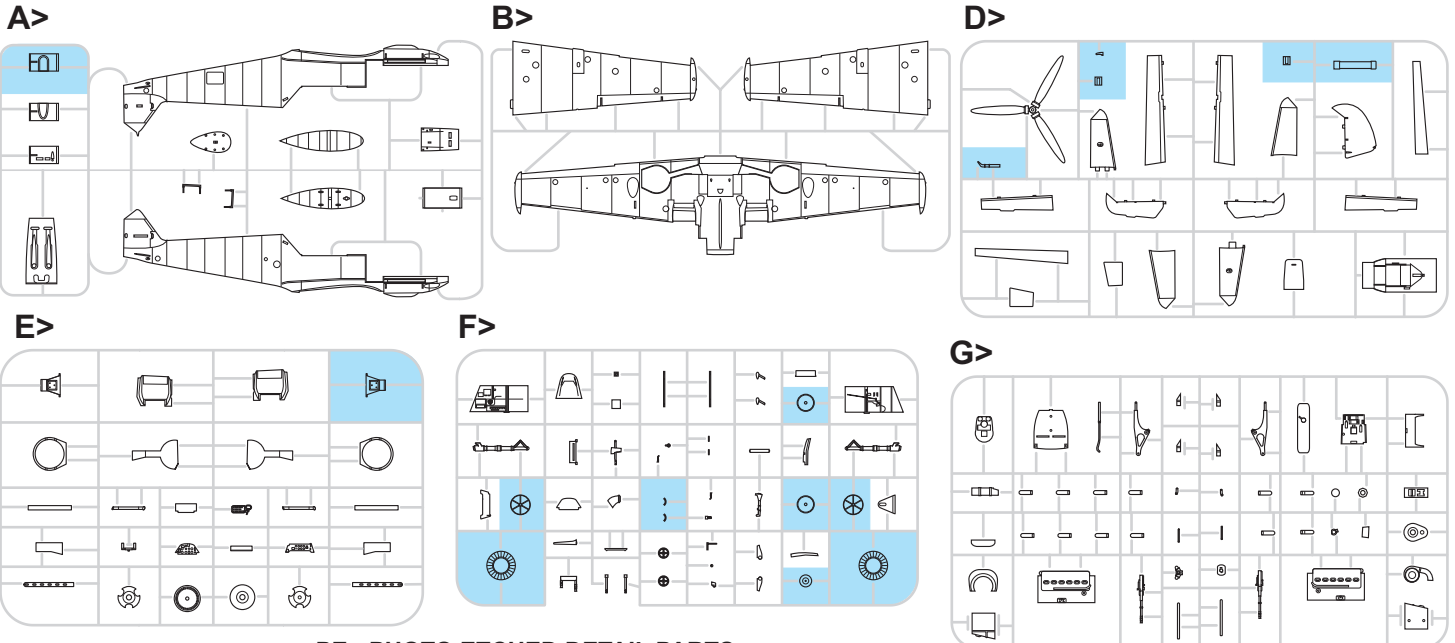


## PIÈCES

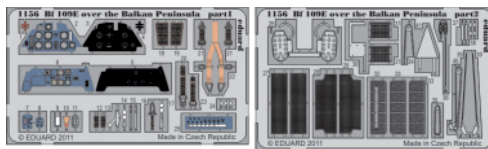
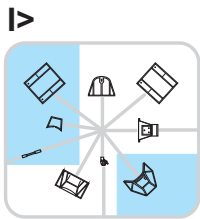


## 部品

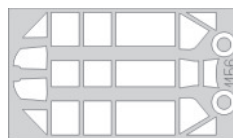
## PLASTIC PARTS



## PE - PHOTO ETCHED DETAIL PARTS



eduard  
MASK



eduard  
BRASSIN

R1 2 pcs.



R2 2 pcs.



R3 2 pcs.



R6



R4 2 pcs.



R5



R7



-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



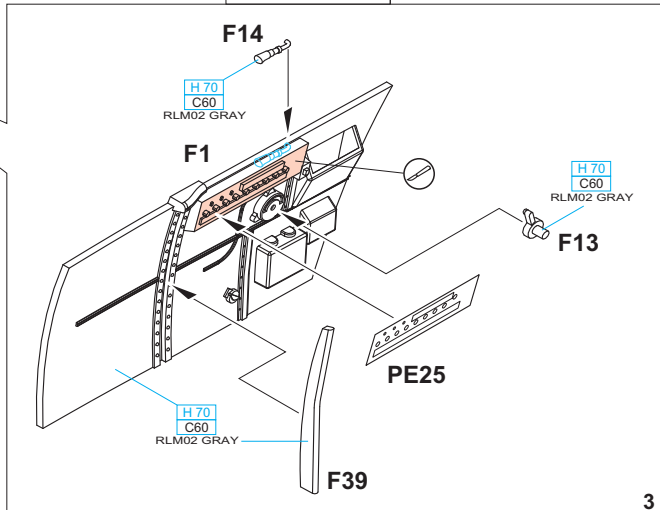
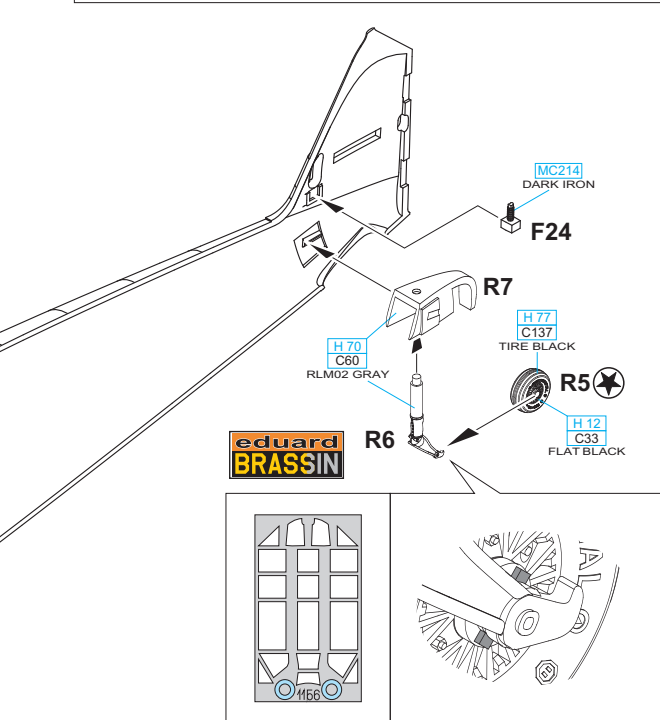
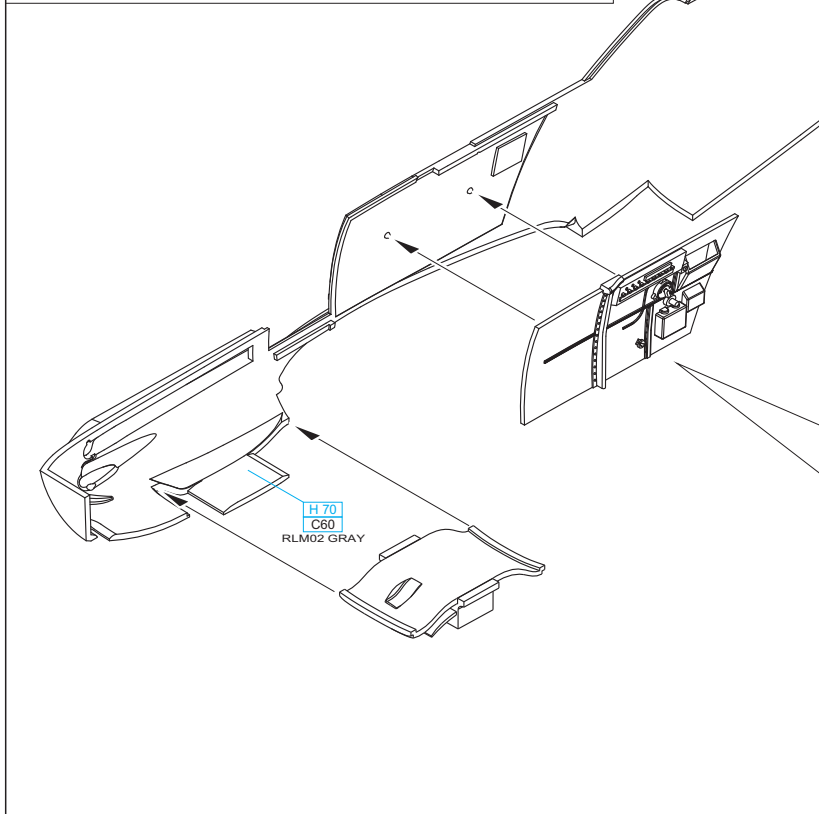
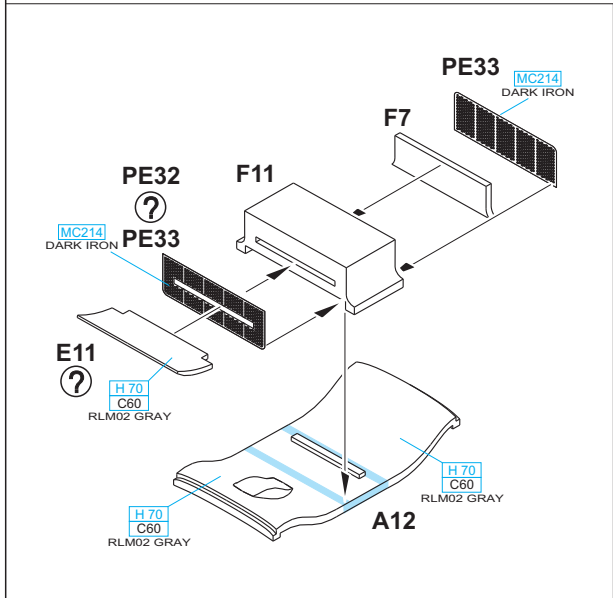
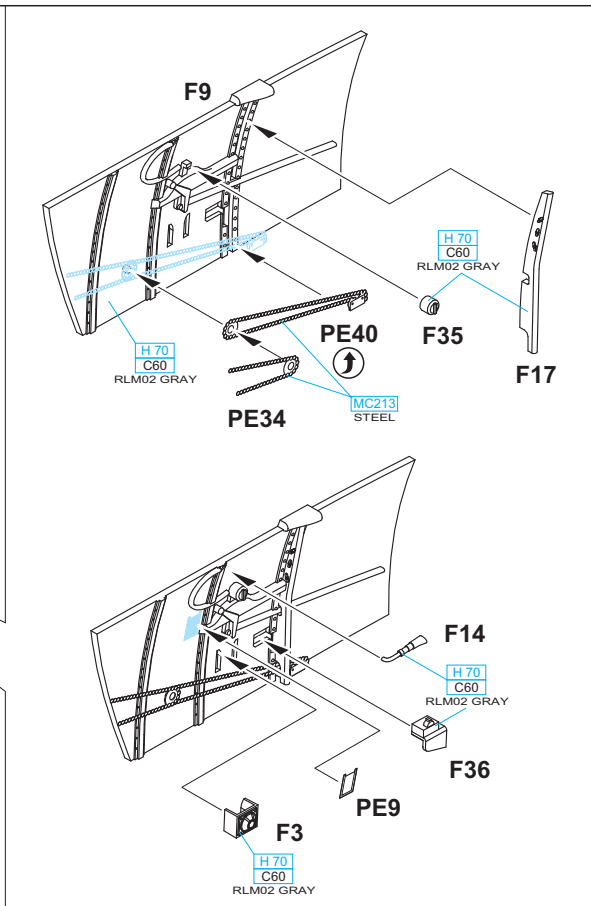
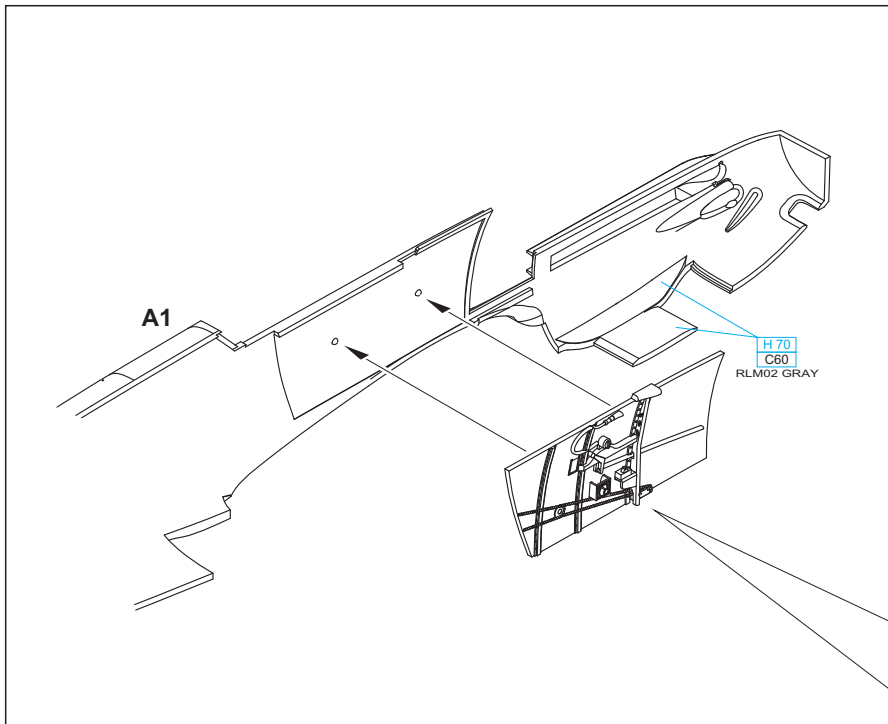
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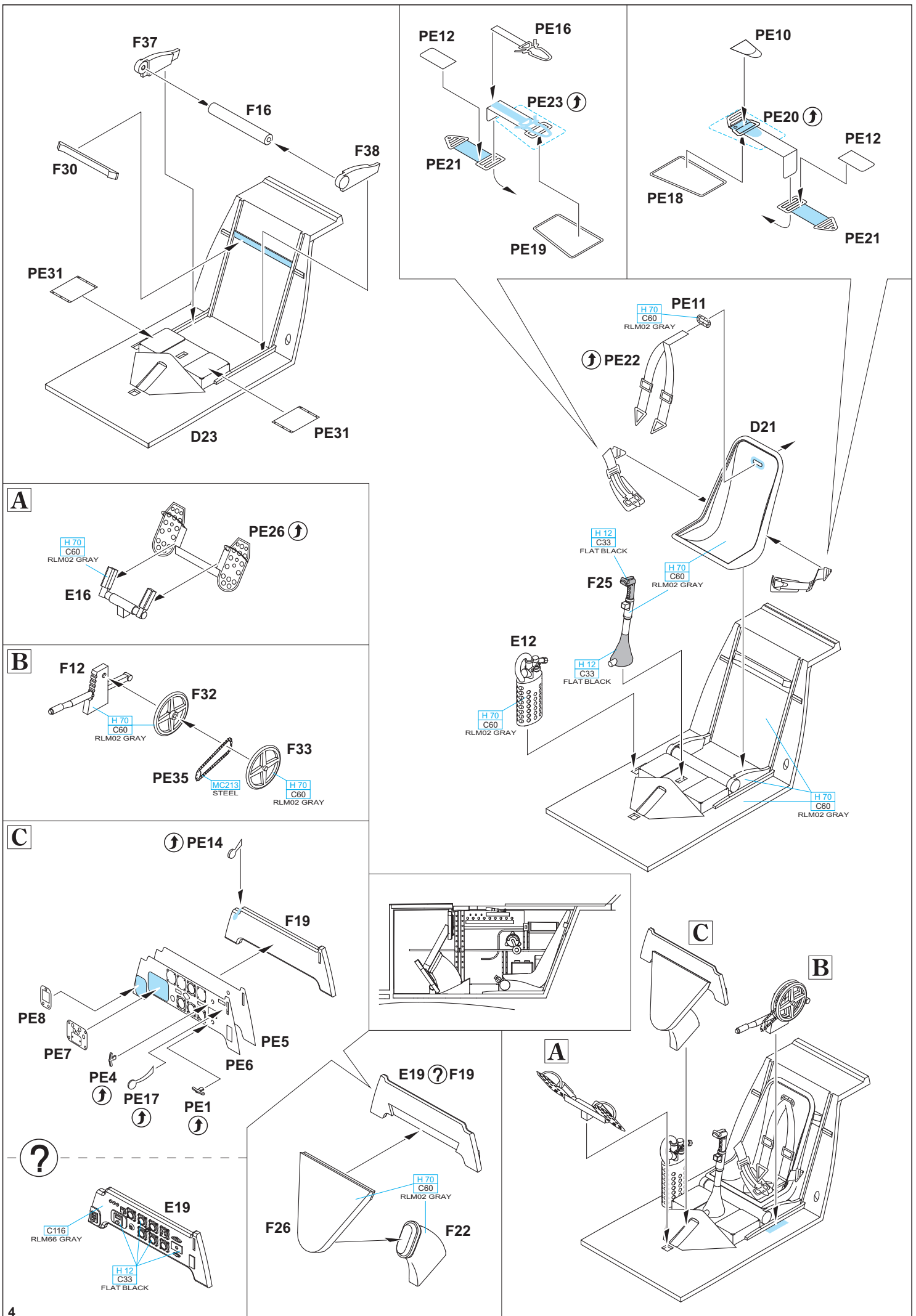


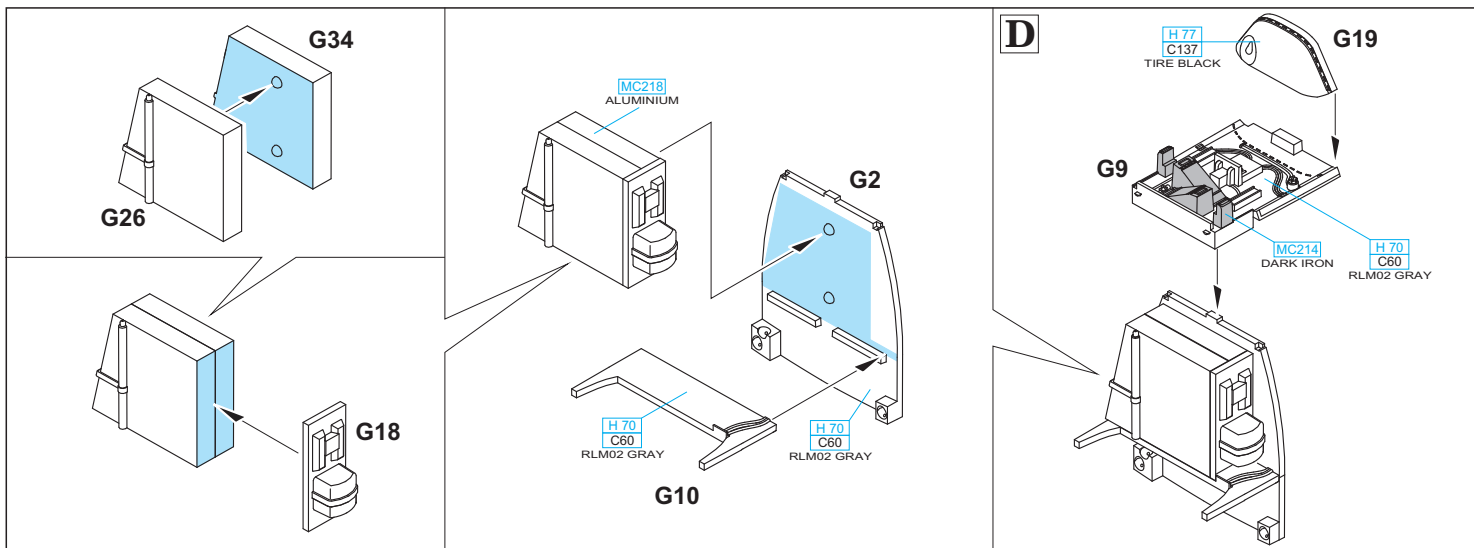
## 色

GSI Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
H3	C3	RED	
H4	C4	YELLOW	
H6	C6	GREEN	
H11	C62	FLAT WHITE	
H12	C33	FLAT BLACK	
H47	C41	RED BROWN	
H64	C17	DARK GREEN	RLM 71
H65	C18	BLACK GREEN	RLM 70

AQUEOUS	Mr.COLOR		
H67	C115	LIGHT BLUE	RLM 65
H70	C60	GRAY	RLM 02
H77	C137	TIRE BLACK	
H344		RUST	
	C116	BLACK GRAY	RLM 66
Mr.METAL COLOR			
	MC213	STEEL	
	MC214	DARK IRON	
	MC218	ALUMINIUM	





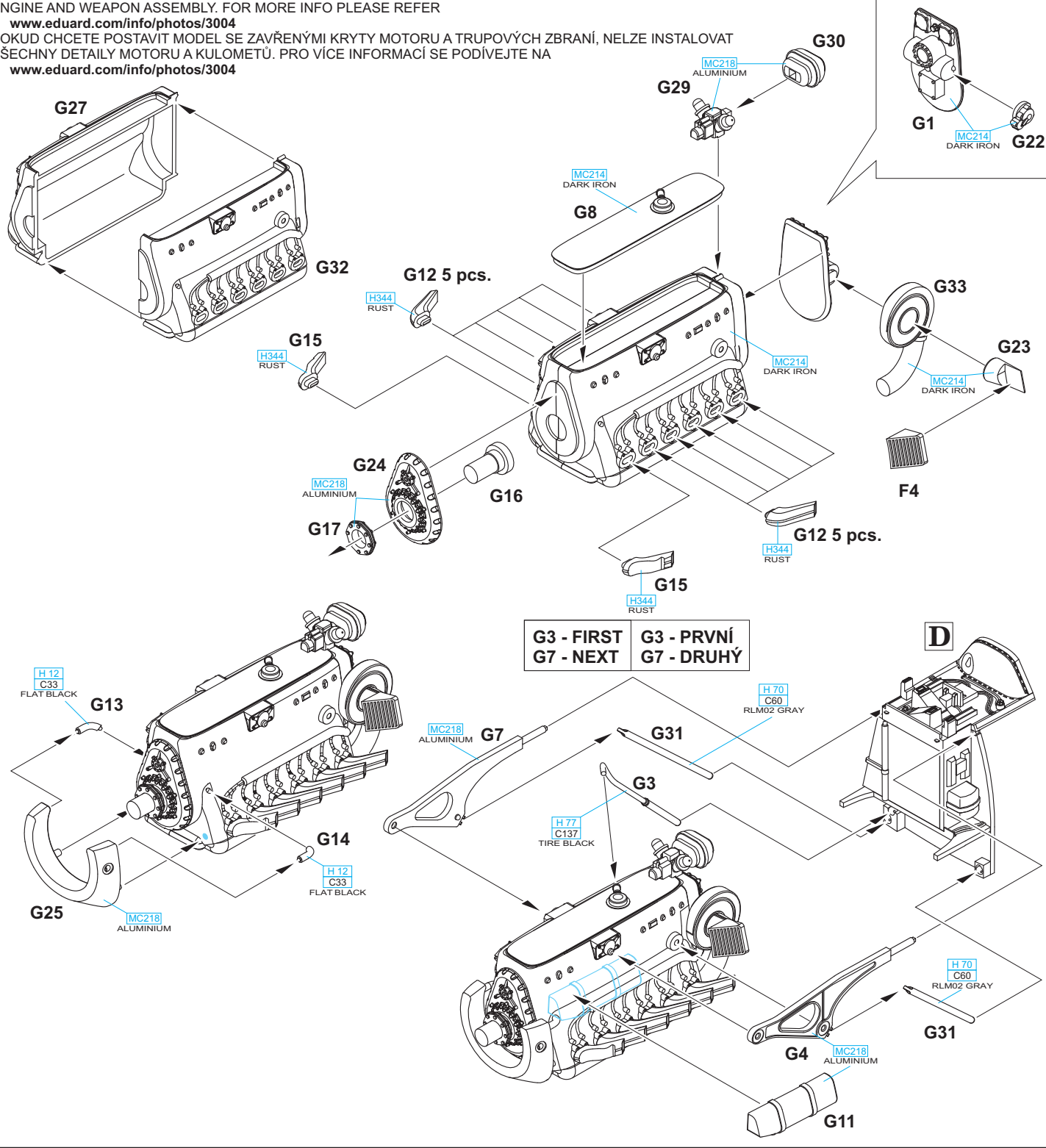


TO BUILD THE MODEL WITH THE CLOSED ENGINE COWLING AND THE WEAPON COVER, YOU CAN'T INSTALL THE COMPLETE ENGINE AND WEAPON ASSEMBLY. FOR MORE INFO PLEASE REFER

[www.eduard.com/info/photos/3004](http://www.eduard.com/info/photos/3004)

POKUD CHCETE POSTAVIT MODEL SE ZAVŘENÝMI KRYTY MOTORU A TRUPOVÝCH ZBRANÍ, NELZE INSTALOVAT VŠECHNY DETAILY MOTORU A KULOMETŮ. PRO VÍCE INFORMACÍ SE PODÍVEJTE NA

[www.eduard.com/info/photos/3004](http://www.eduard.com/info/photos/3004)



?

E24

G16

D

ALTERNATIVE ASSEMBLY FOR  
CLOSED ENGINE COWLING.  
DON'T INSTALL THE ENGINE.  
ALTERNATIVNÍ SESTAVA PRO  
ZAVŘENÝ KRYT MOTORU.  
NEINSTALUJTE MOTOR.

A2

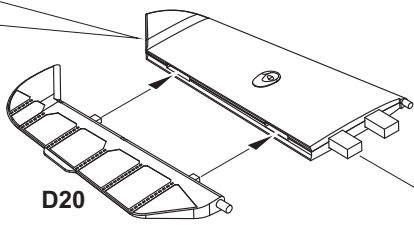
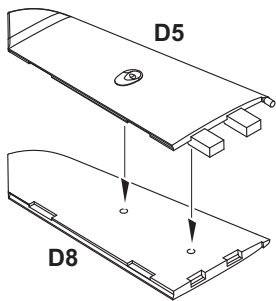
F2

H 70  
C60  
RLM02 GRAY

A1

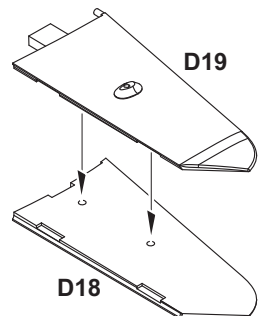
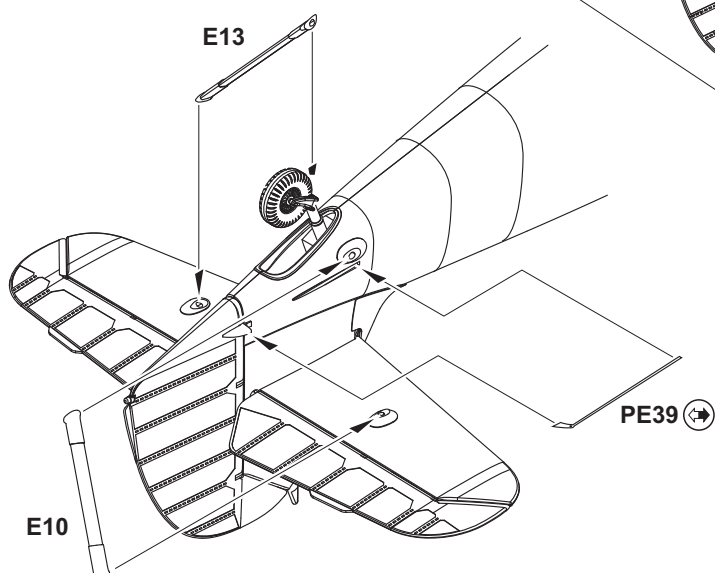
F2

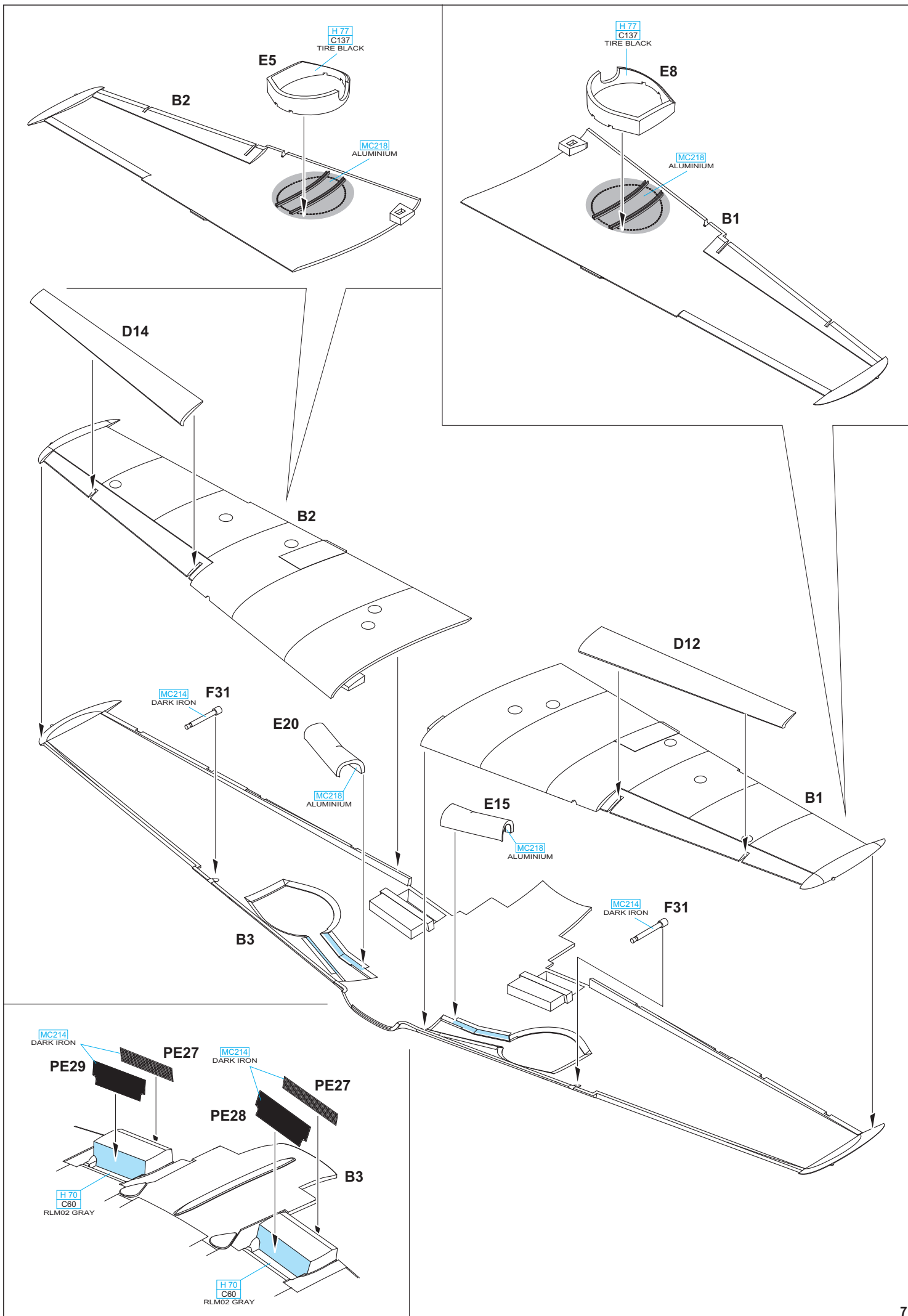
D23

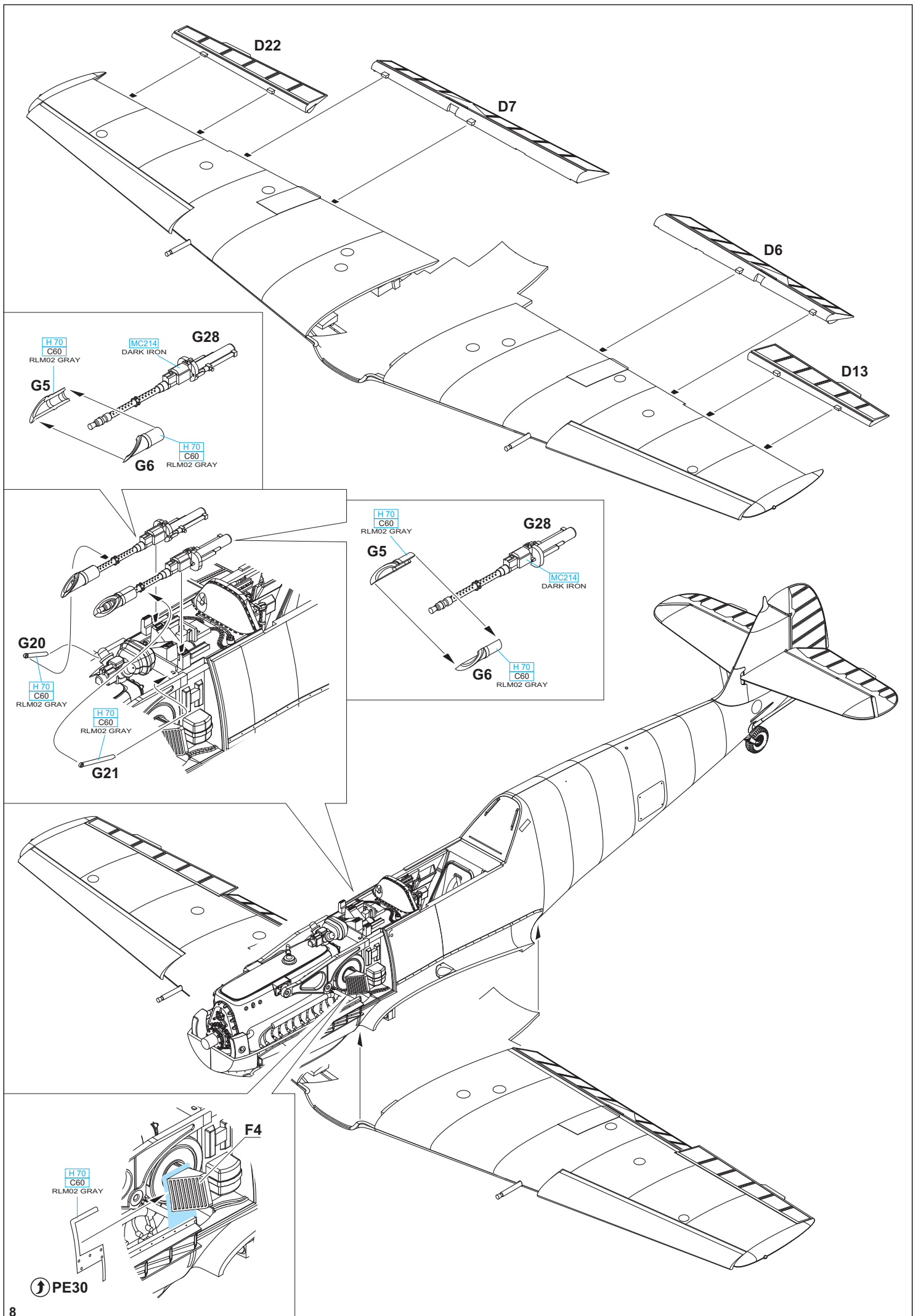


D11

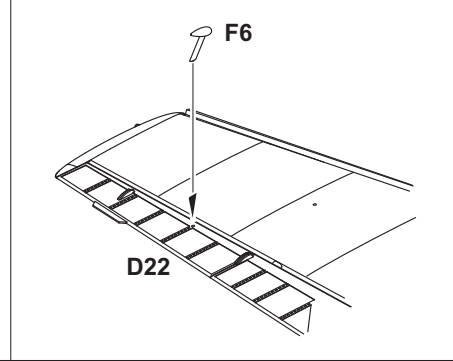
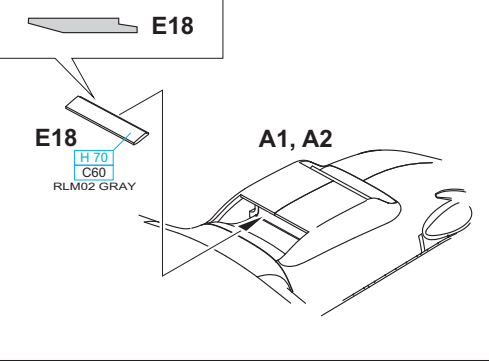
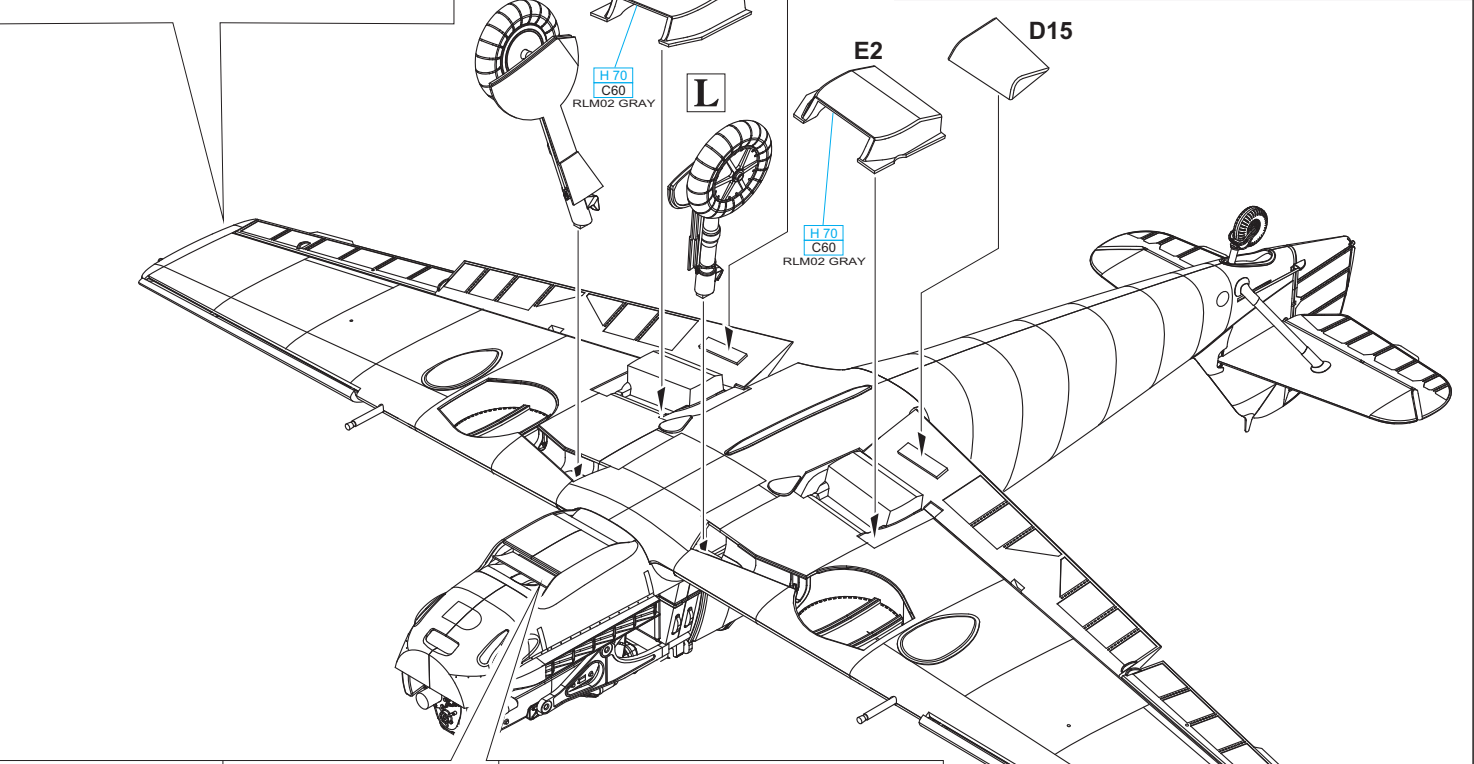
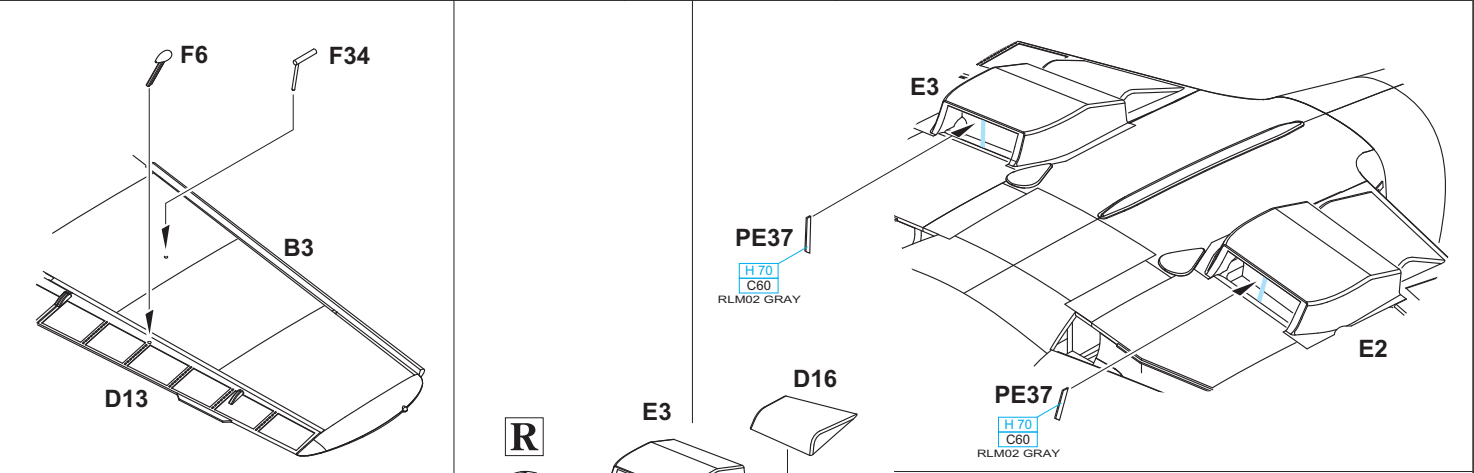
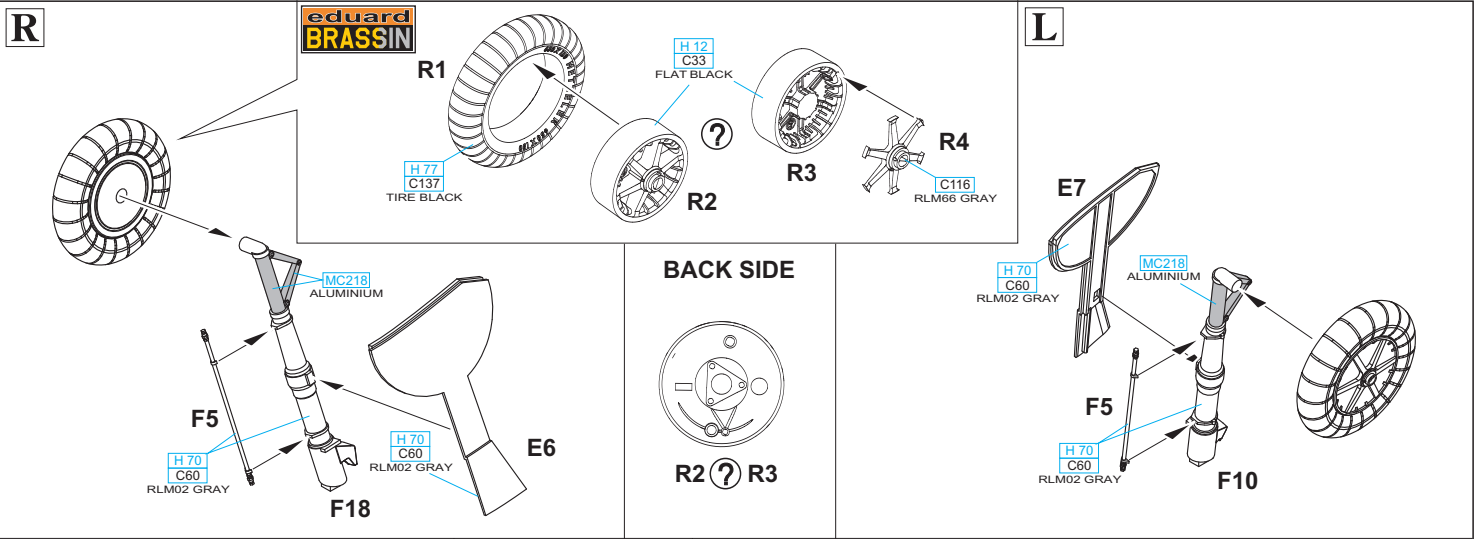
D17





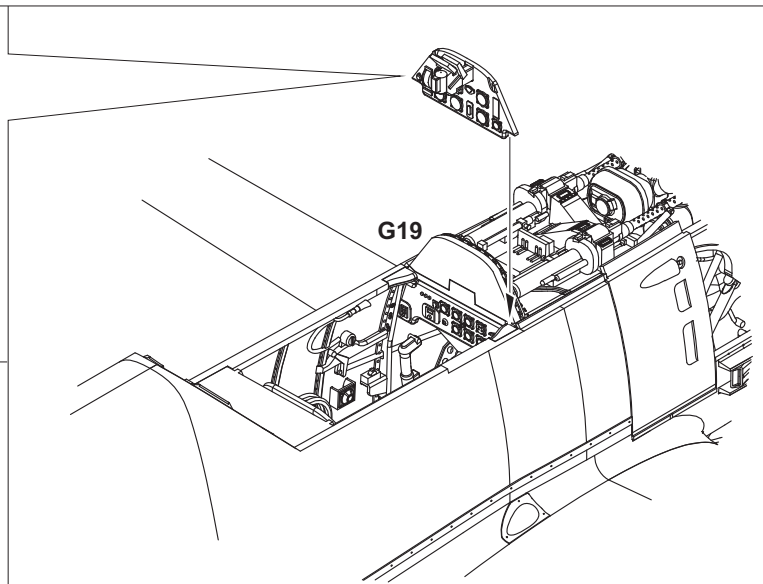
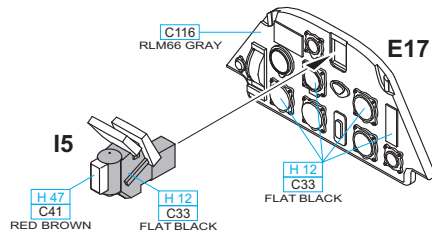
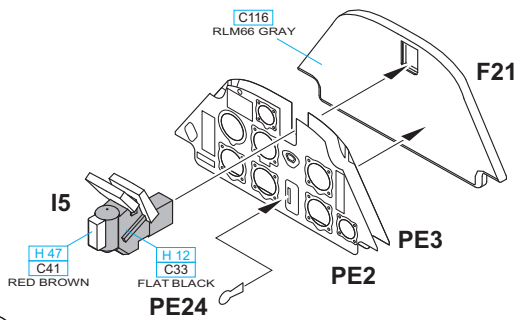
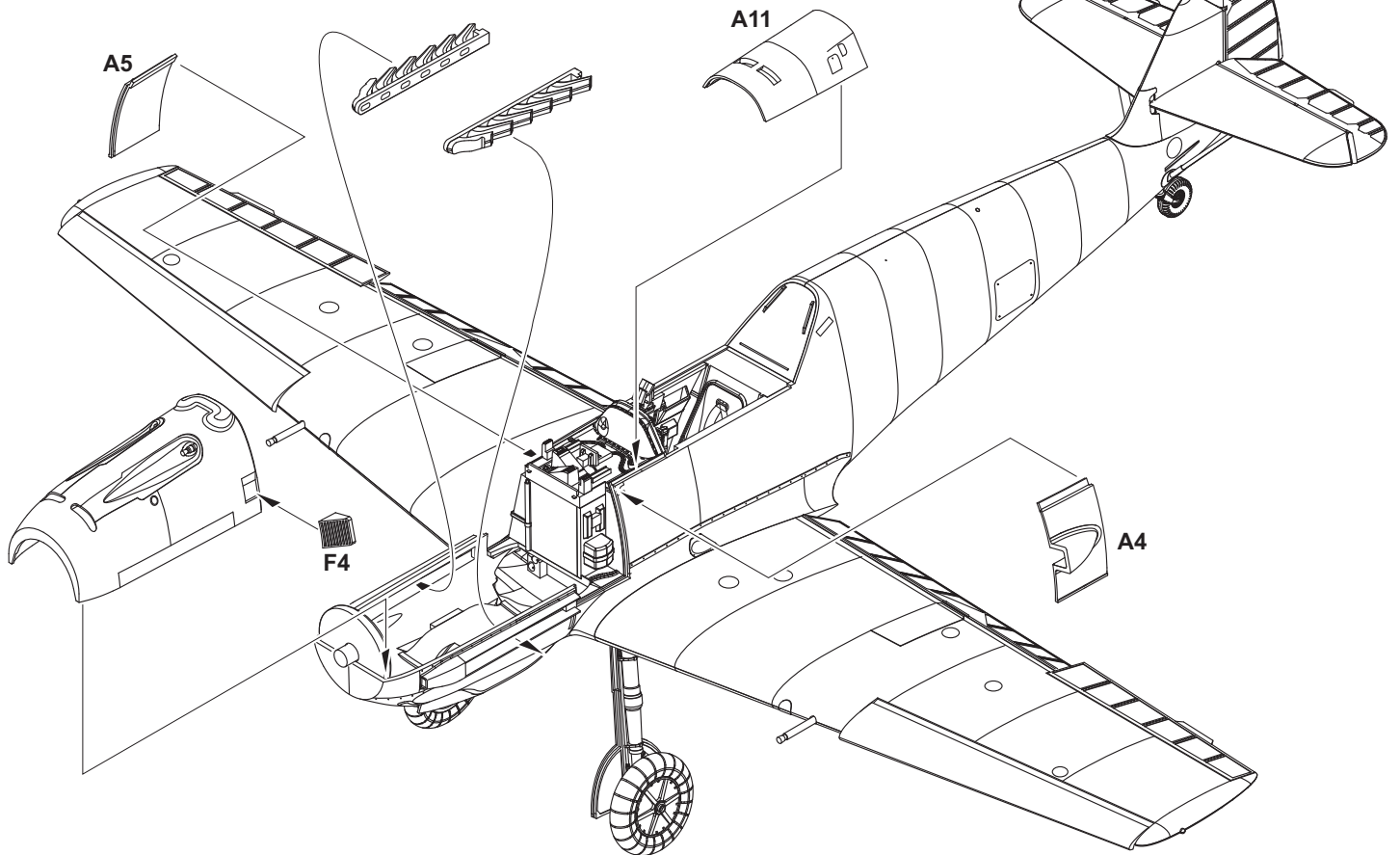
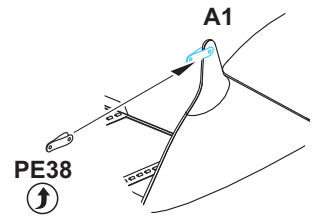
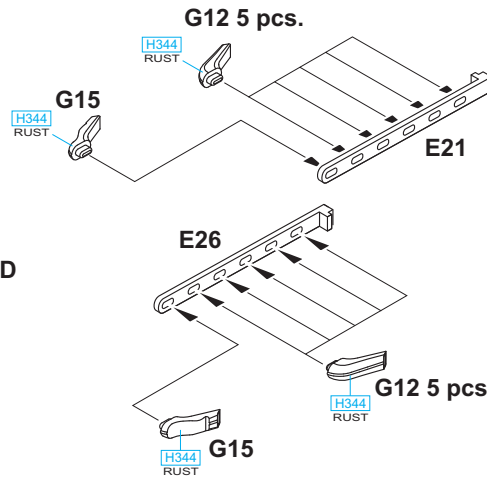
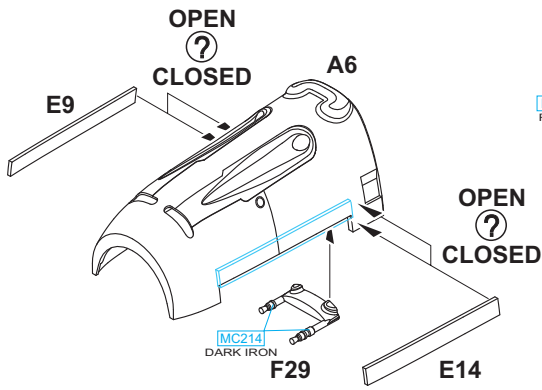


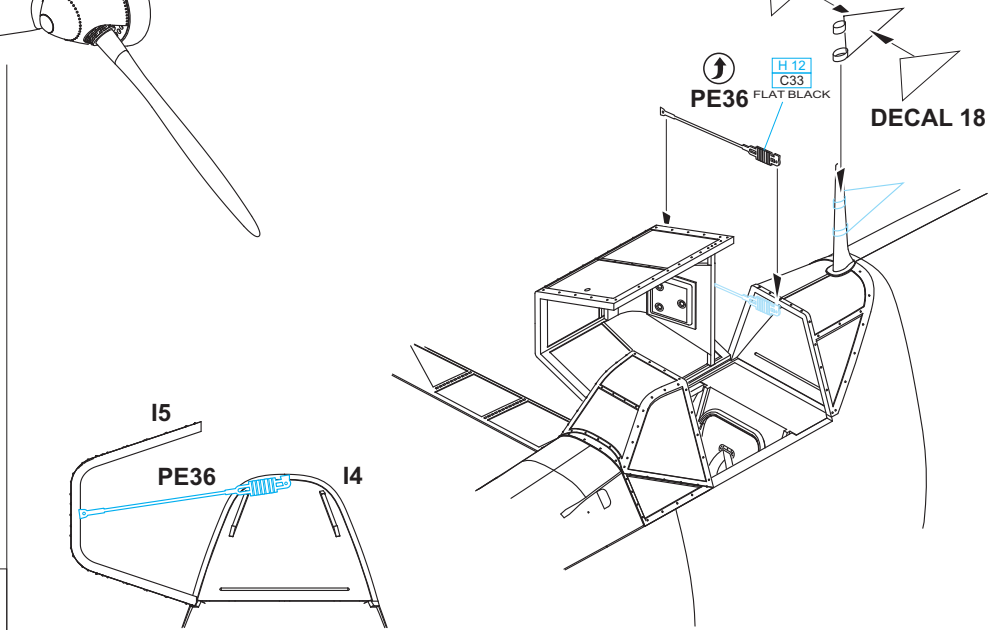
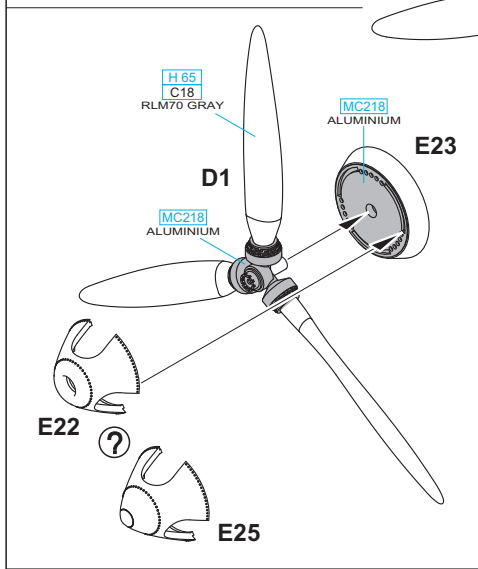
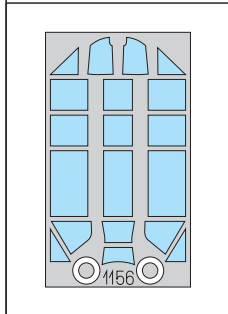
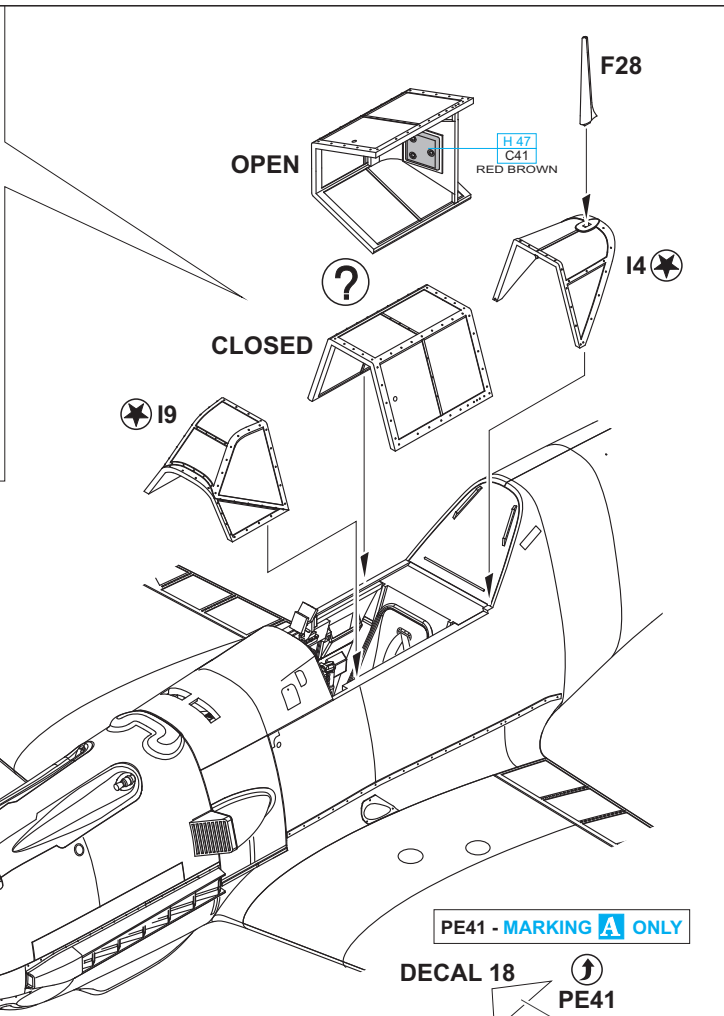
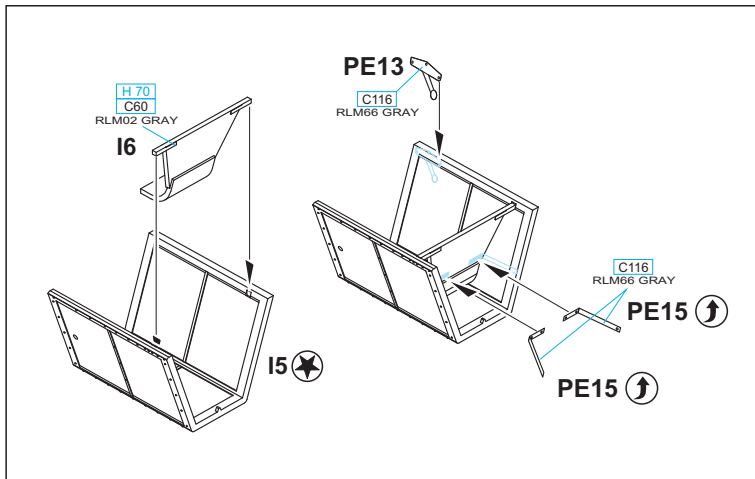




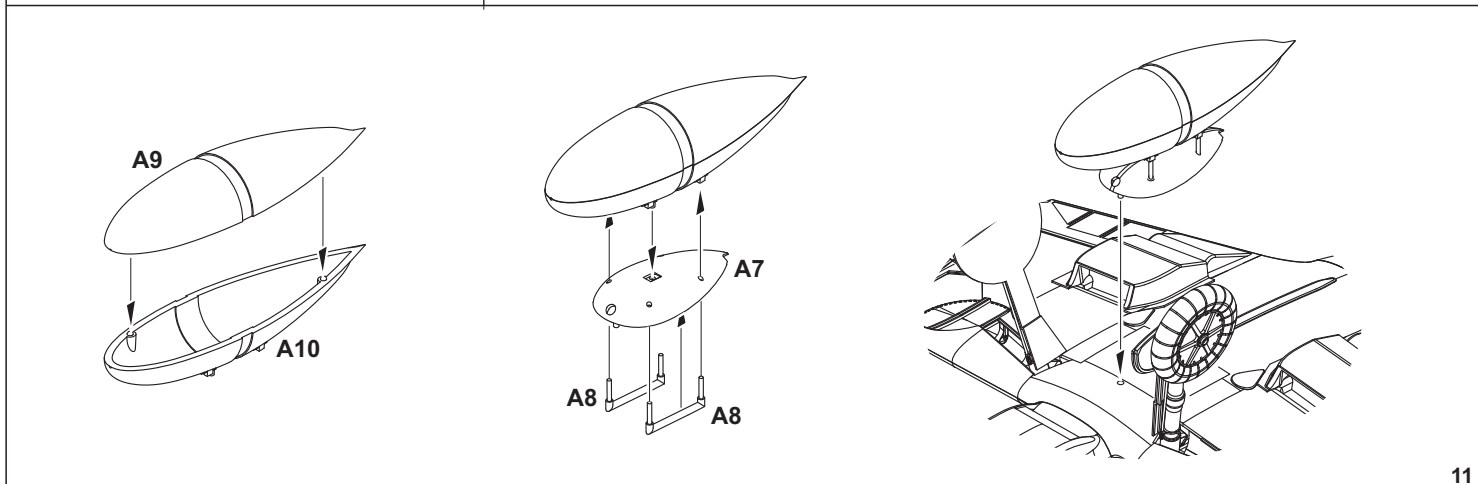


**ALTERNATIVE ASSEMBLY FOR CLOSED ENGINE COWLING.  
ALTERNATIVNÍ SESTAVA PRO ZAVŘENÝ KRYT MOTORU.**





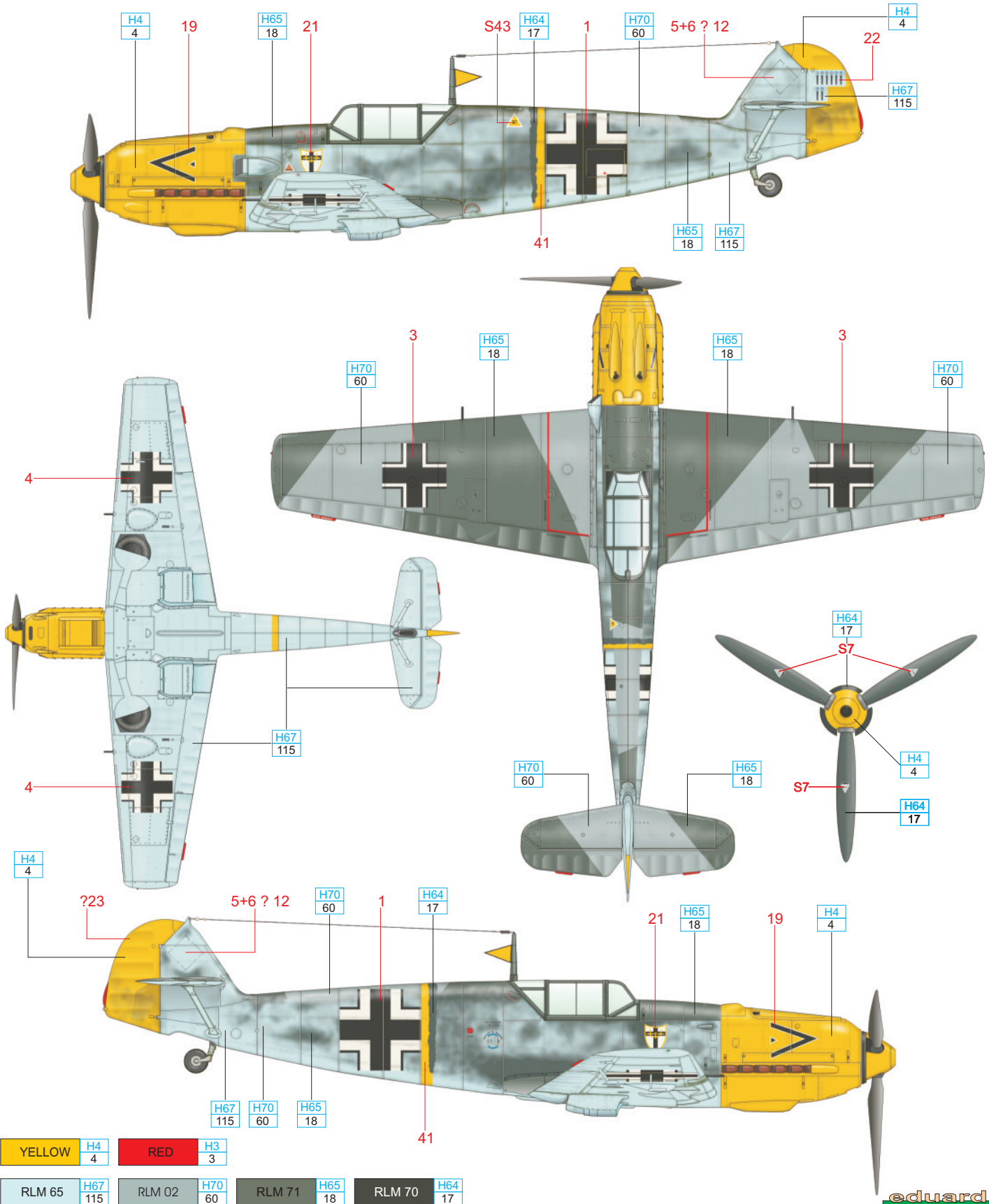
E22 - MARKINGS A; C  
E25 - MARKINGS B; D; E



# A Bf 109 E-4, Hptm. Max Dobislav, CO of III./JG 27, Belica airfield, Yugoslavia, April, 1941

The rudder carries the eight kill symbols of Dobislav's victories over France and England in 1940. Later, in May, 1941, Dobislav also flew this plane over Sicily, where he gained his ninth on the 15th of May, 1941. His final score ended up at fifteen. The aircraft carries typical camouflage comprising RLM 71 and RLM 02 on the top surfaces, and RLM 65 on the side and lower surfaces. The yellow theatre markings were later complemented by the white band during operations over Crete. The rank markings of the pilot, in this case the Gruppe CO, is placed on the engine cowl, which was atypical. Note the commander's pennant on the antenna mast.

Směrovka nese data osmi Dobislavových úspěchů na francouzském a britském nebi z roku 1940. Později, v květnu 1941, s ním Dobislav létal na Sicílii, kde také 15. května dosáhl svého devátého sestřelu. Celkem se jeho skóre zastavilo na čísle 15. Letoun nese typické zbarvení tvořené barvami RLM 71 a RLM 02 na horních plochách a barvou RLM 65 na plochách bočních a spodních. Ke žlutým doplňkům přibyl během tažení na Krétě také bílý pruh na zádi. Označení funkčního zařazení pilota – zde velitel Gruppe – najdete na motorovém krytu, což je výjimečné.



# B Bf 109 E-7, III./JG 77, Belgrad – Semlin airfield, Yugoslavia, May, 1941

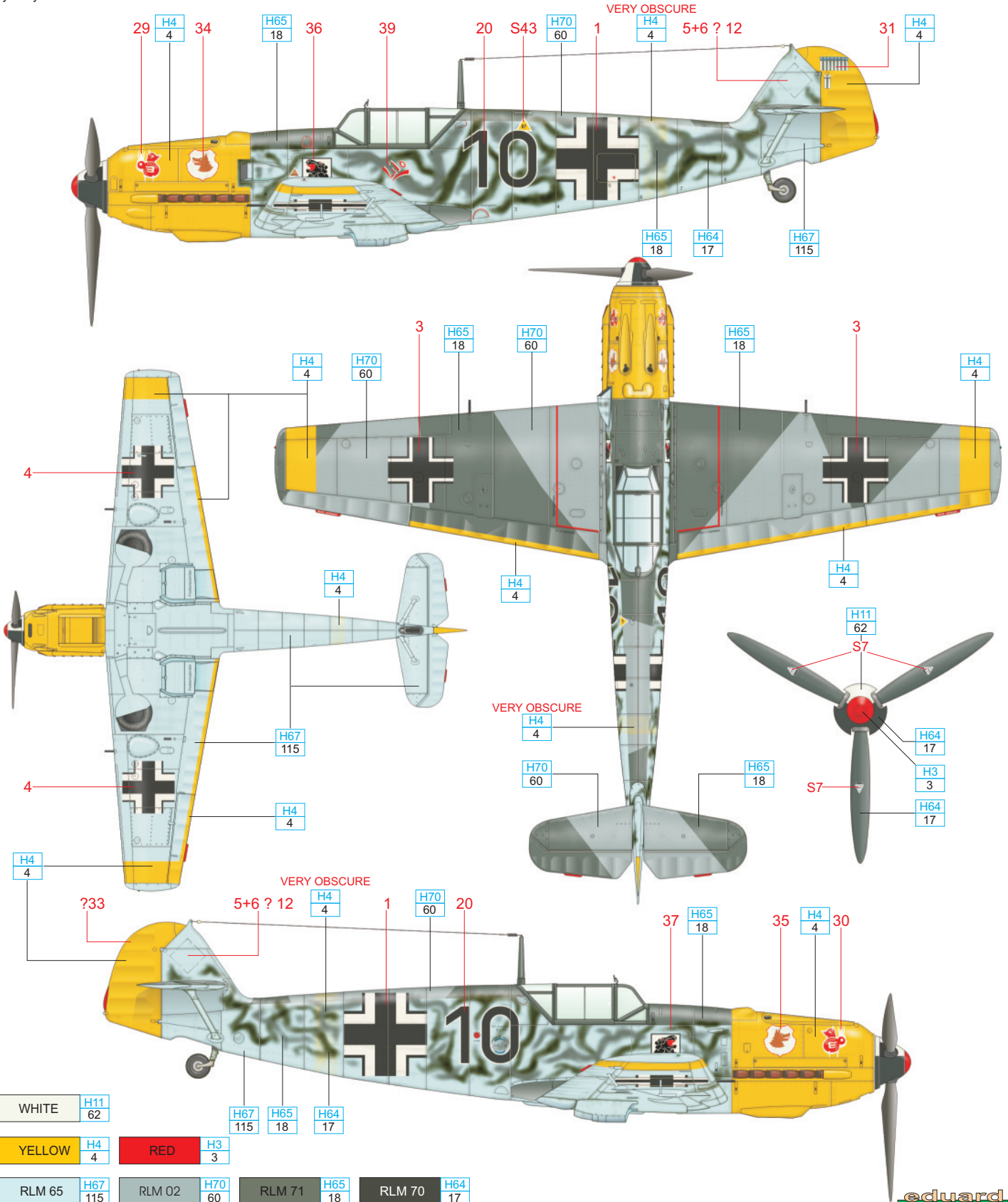
This aircraft initially belonged to Oblt. Hubert Mutherich of 5./JG 54, as indicated not only by the unit marking on the nose, but also by the kill marks on the rudder and the name 'Lilo' under the canopy.

After the aircraft was transferred over to III. Gruppe JG 77, it gained not only the 8./JG 54 emblem (the comical bird) and II./JG 54 (the Aspern Lion), but also the wolf head on the engine cowl. The aircraft gained an interesting addition to the camouflage paint in the form of sprayed areas of RLM 70 and RLM 71. The port aileron was a replacement and carried yellow markings. Photographs also suggest that the aircraft could have carried a yellow stripe on the trailing edge of the flaps. At the time of the transference of this aircraft to III./JG 77, this feature became virtually indistinguishable.

Mutherich, an ace with 43 kills, died in action against the Soviets, when on September 9th, 1941, he made a forced landing after combat with Soviet fighters. He was awarded the Knight's Cross on August 6th, 1941.

Tento letoun původně patřil Oblt. Hubertovi Mutherichovi z 5./JG 54, o čemž svědčí nejen znaky jednotek na přídě, ale také symboly sestřelů na směrovce a jméno „Lilo“ pod kabinou. Poté, co letoun převzala III. Gruppe JG 77, se kromě znaků 8./JG 54 (komický pták) a II./JG 54 (lev aspernský) objevila na krytu motoru také kresba vlčí hlavy, znak III./JG 77. Zajímavým způsobem byla doplněna kamufláž, kdy byly na boky trupu dostřikány pruhy barev RLM 70 a RLM 71. Levé křídélko bylo vyměněno a neneslo žluté doplňky. Fotografie rovněž naznačují, že letoun mohl na počátku balkánské kampaně nést žlutý pruh na odtokové hraně vzlakových klapek. V době převzetí stroje III./JG 77 však již nebyl téměř vůbec zřetelný. Na této straně návodu je stroj zobrazen s pravděpodobnou podobou tohoto pruhu.

Mütherich, eso se 43 sestřely, padl během tažení v Rusku, když 9. září 1941 zahynul při nouzovém přistání po boji se sovětskými stíhačkami. Od 6. srpna 1941 se mohl pochlubit Rytířským křížem.



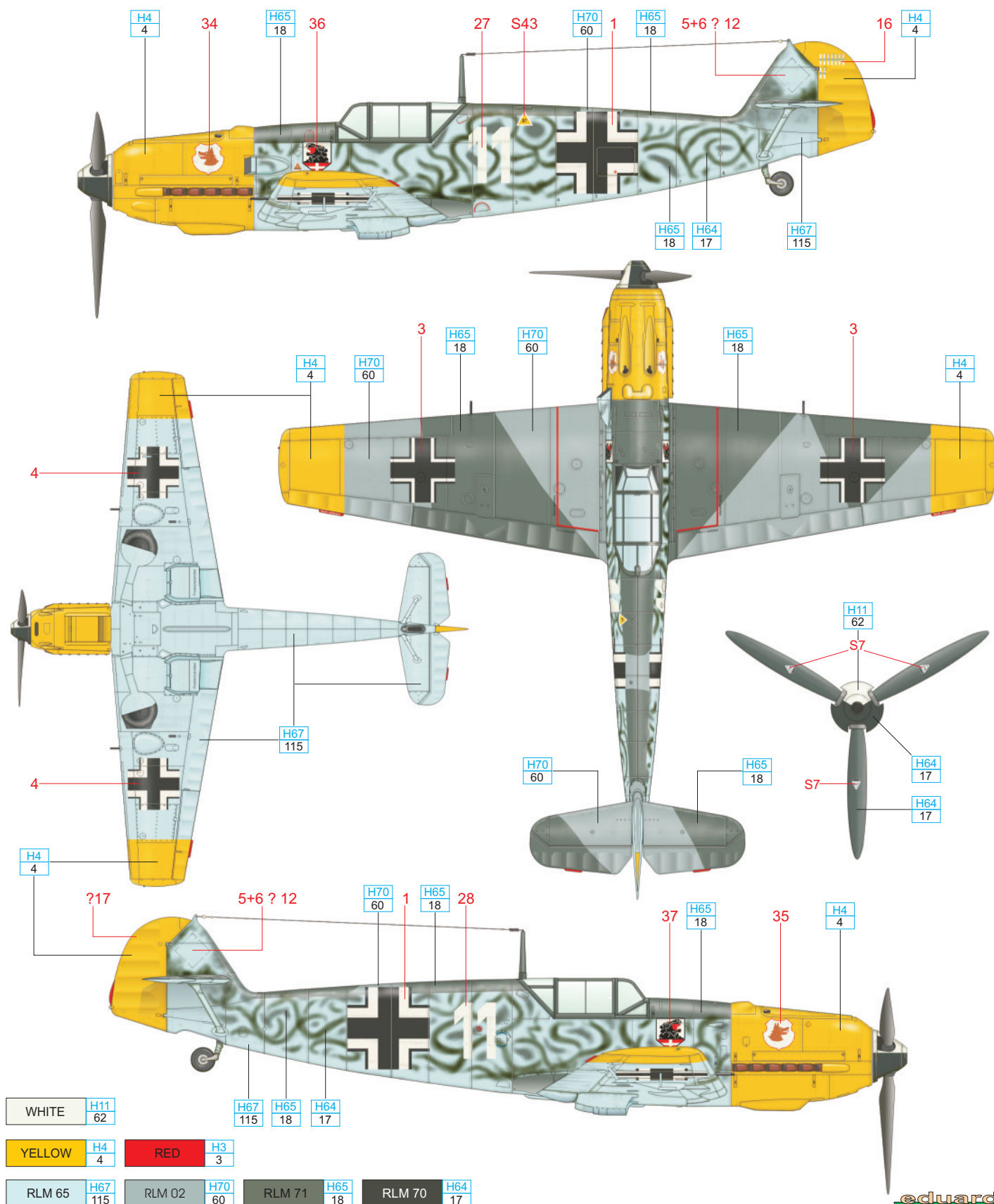
## C Bf 109 E-4, III./JG 77, Greece or Rumania, May, 1941

This aircraft also carried an interestingly modified camouflage. This was in the form of an irregular spray of RLM 70 and RLM 71 greens for an overall darkening of the airframe. This form of modifying the camouflage appeared quite often within JG 54.

The rudder bears nine Abschussbalken, or kill markings. As with Black '10', this aircraft also came to III./JG 77 from II./JG 54, as indicated by the 'Aspern Lion' in the crest on the sides of the fuselage. The lion symbolizes the Viennese quarter of Aspern. Up to the end of the Second World War, Aspern, founded in 1912, was the headquarters of Austrian flying – military and civilian. After the end of the war, it was used by Soviet occupational forces, and daily civilian action was transferred to Schwechat.

Tento letoun také nesl zajímavě upravenou kamufláž. I zde byly na boční plochy trupu nastříkány nepravidelné pruhy zelených barev RLM 70 a RLM 71 pro celkové ztmavení letounu. Tento způsob úpravy kamufláže se u JG 54 objevoval poměrně často.

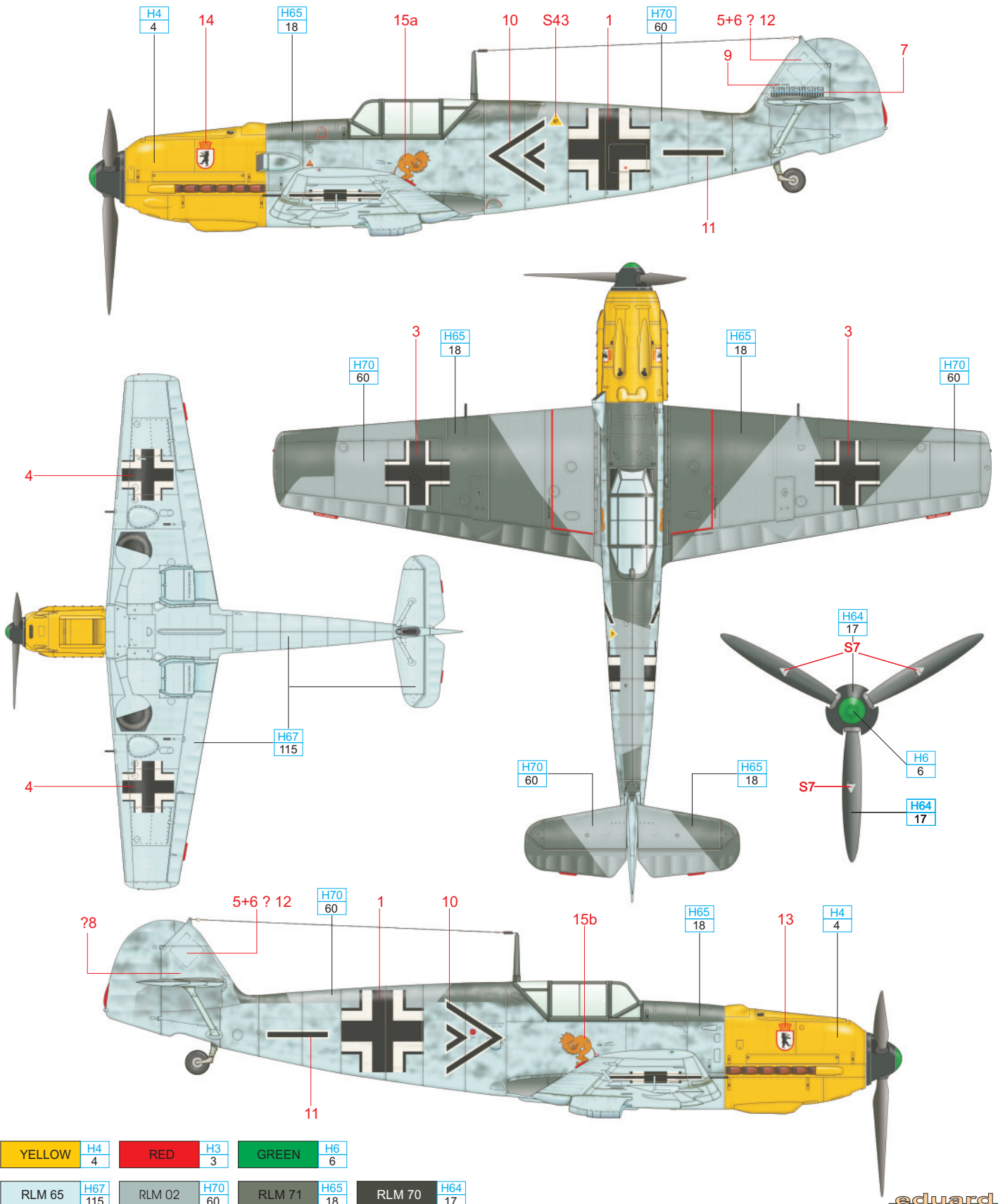
Směrovka nese devět Abschussbalken – tedy symbolů sestřelů. Stejně jako u „černé 10“ i tento stroj dostala III./JG 77 od II./JG 54, o čemž svědčí „lev aspernský“ v erbu na bocích trupu. Lev je symbolem vídeňské čtvrti Aspern. Až do konce 2. světové války byl Aspern, resp. místní letiště založené v roce 1912 centrem rakouského létání – vojenského i civilního. Po ukončení bojů bylo letiště používáno sovětskými okupačními silami a civilní letecké dění přesunulo na jiné letiště, na Schwechat. Socha lva v Aspernu připomíná bitvu mezi Napoleonem a Rakouskem, která zde proběhla v květnu 1809 a skončila porážkou Francouzů.



# D Bf 109 E-4, W.Nr. 4148, Hptm. Wolfgang Lippert, CO of II./JG 27, Larissa airfield, Greece, April, 1941

In April, 1941, this aircraft was based at Larissa in Greece. It was the personal plane of II. Gruppe CO Hptm. Wolfgang Lippert, holder of the Knight's Cross. The black double chevron on the fuselage indicated the pilot's rank, and the horizontal band identified II. Gruppe. The rendition of the British lion covering before a German bullet was the unit marking of II./JG 27. Lippert's first combat experience was gained in the Spanish Civil War, where he gained five victories. He added to his score as a member of JG 53 during the Battle of France, and during the Battle of Britain. After a brief stint in the Balkans, as II./JG 27 CO, he took part in action over the Soviet Union. In the fall of 1941, his unit was transferred to North Africa. November 23, 1941, proved to be fateful for Lippert during combat with British fighters. While bailing out of his aircraft, he broke both of his legs. He was captured, and both of his legs had to be amputated, and he died of a pulmonary embolism. In total, he claimed thirty enemy aircraft downed.

V dubnu 1941 se tento letoun nacházel na řecké základně Larissa. Jednalo se o osobní stroj velitele II. Gruppe Hptm. Wolfganga Lipperta, držitele Rytířského kříže. Dvojitý černý klín na trupu je funkčním označením pilota, vodorovný proužek pak označením II. Gruppe. Kresbička britského lva, bezmocně se krčícího před německou kulkou, je znakem II./JG 27. První bojové zkušenosti Lippert načerpal ve španělské občanské válce, kde si připsal pět vítězství. Další sestřely přidal již jako příslušník JG 53 během dobývání Francie a během bitvy o Británii. Po krátkém intermezzu na Balkáně se již jako velitel II./JG 27 zapojil do tažení do Sovětského svazu. Na podzim 1941 se jeho jednotka přesunula do severní Afriky. Osudným se Lippertovi se stal souboj s britskými letouny 23. listopadu 1941. Byl sestřelen a při nouzovém opuštění letounu si zlomil obě nohy. Padl do zajetí a po amputaci obou nohou zemřel na plicní embolii. Celkem si připsal 30 sestřelených nepřátelských letadel.

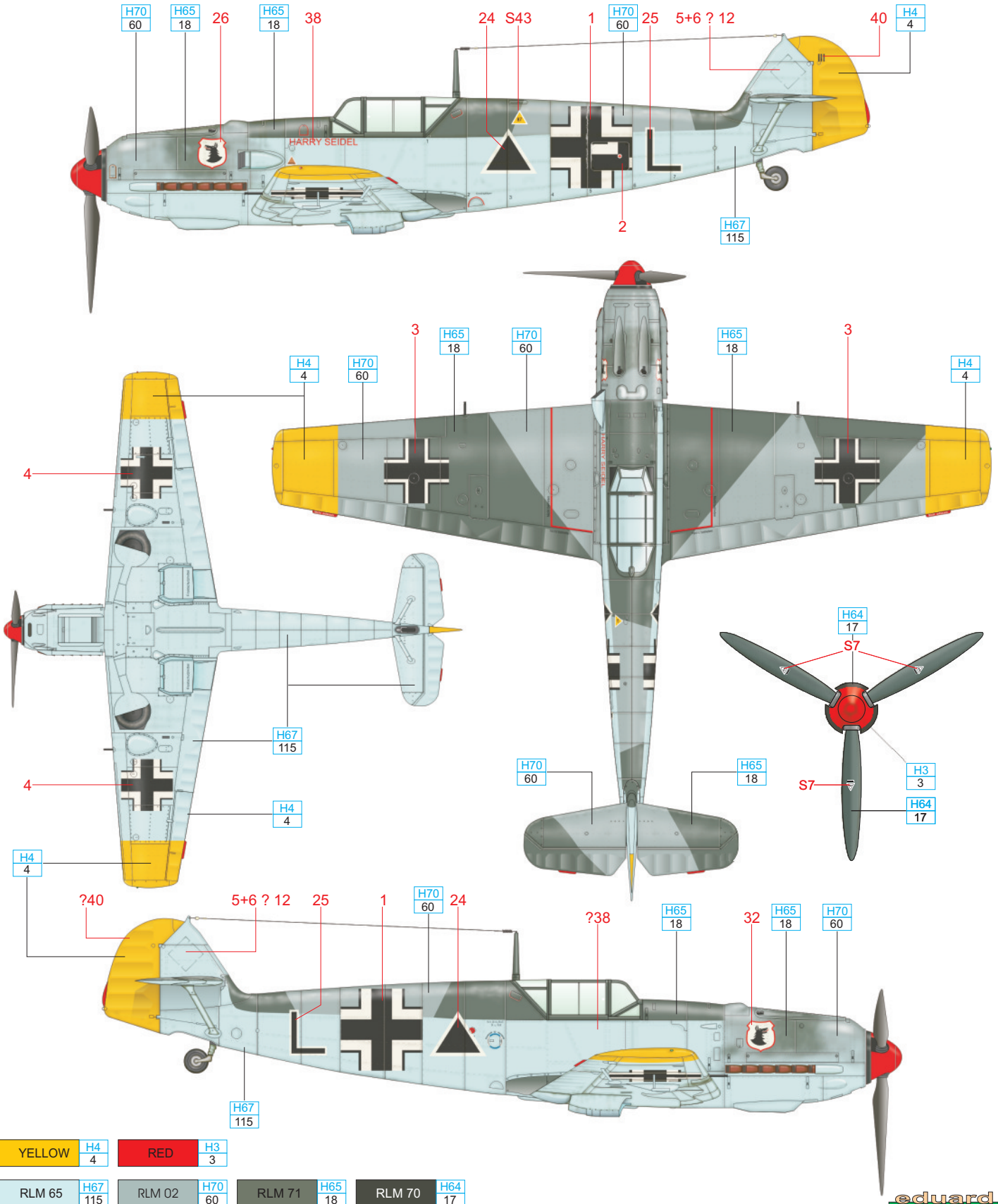


# E Bf 109 E-4/7, III./JG 77, Balkans, April, 1941

This aircraft initially belonged to II.(Schlacht)/LG 2, as indicated by the marking consisting of a black triangle and the letter on the fuselage. The inscription 'Harry Seidel' was in memory of Ofw. Albert Seidel, a member of 5.(Schlacht)/LG 2, who was shot down by Hurricanes on March 15th, 1941. At the time of his death, he flew another Bf 109, also marked 'L'.

The cowl hails from a different aircraft, or was respayed, and carried the crest with the wolf head, the marking of III./JG 77. The Aspern Lion appeared in the marking in honor of the Austrians serving with the Luftwaffe after the Anschluss. Note the inverted radio access door on the fuselage.

Tento letoun původně patřil do stavu II. (Schlacht)/LG 2, o čemž svědčí označení černým trojúhelníkem a individuálním písmenem na trupu. Nápis HARRY SEIDEL je poctou Ofw. Albertovi Seidelovi, příslušníkovi 5.(Schlacht)/LG 2, který byl 15. března 1941 sestřelen do moře britskými Hurricany. V době smrti sedal jiný Bf 109, též označený písmenem „L“. Kryt motoru pochází z jiného stroje, nebo byl přestříkán a nese erb s vlčí hlavou – znak III./JG 77. Zajímavostí jsou vzhůru nohama otočená dvířka k radiostanici na trupu.



YELLOW H4 4 RED H3 3

RLM 65 H67 115 RLM 02 H70 60 RLM 71 H65 18 RLM 70 H64 17



