

Bf 109G-10 Mtt. Regensburg

eduard

GERMAN WWII FIGHTER

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#82119



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 stíhaček 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 množstevní 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.

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
OHNOUOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

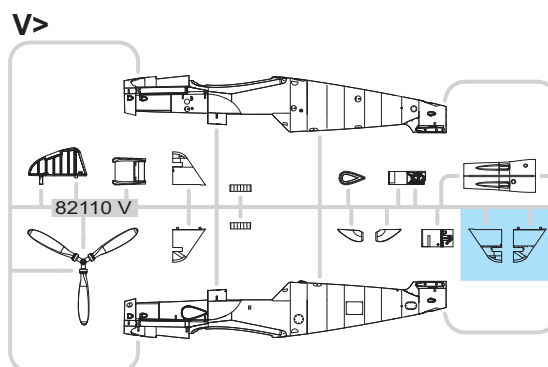
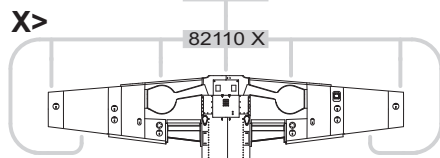
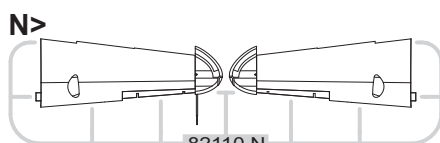
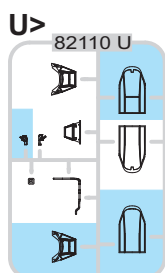
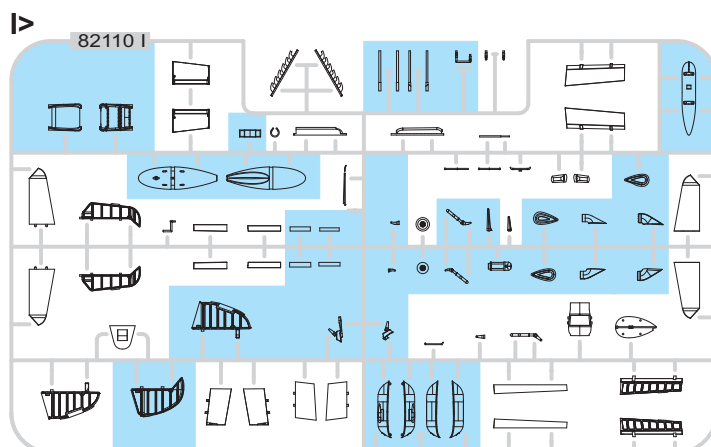
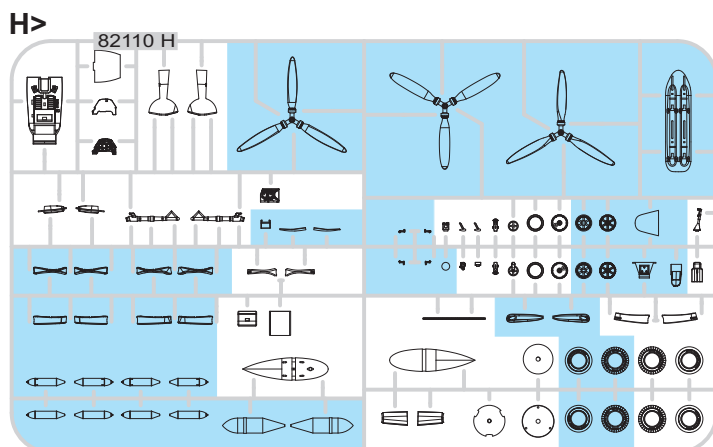


PIÈCES

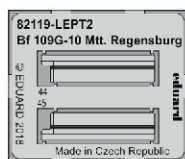
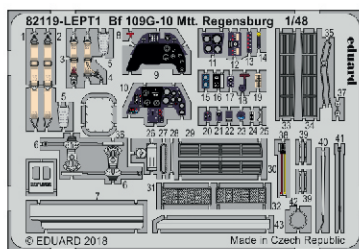


部品

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



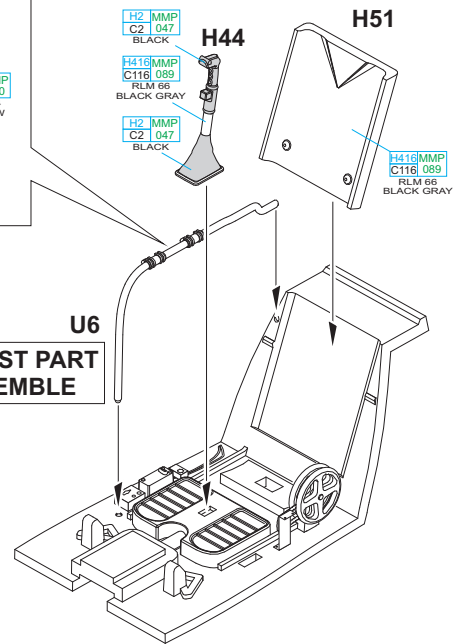
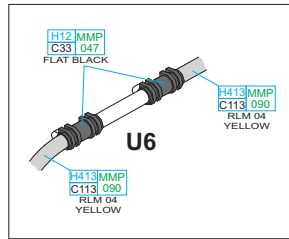
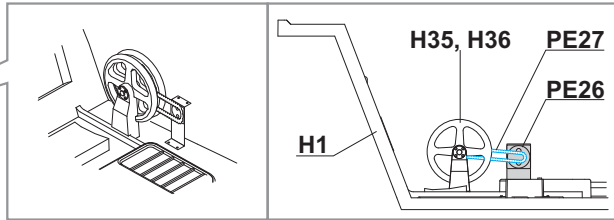
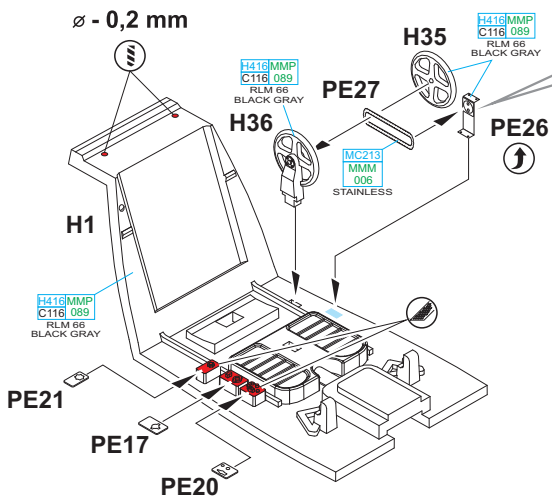
PEINTURE



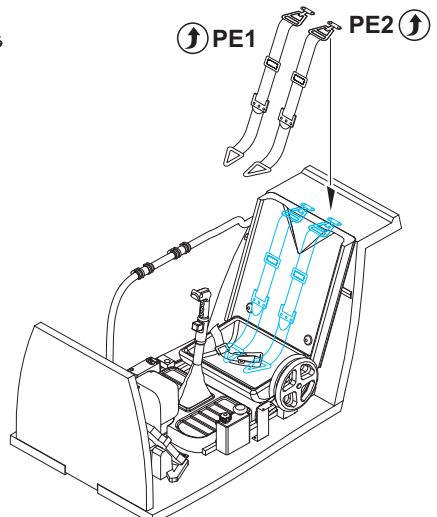
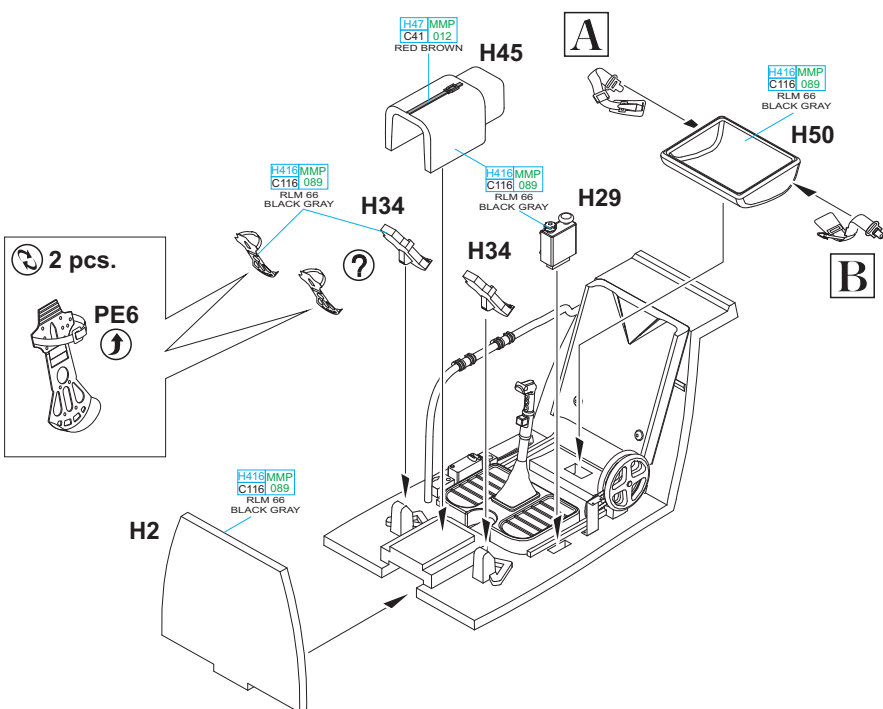
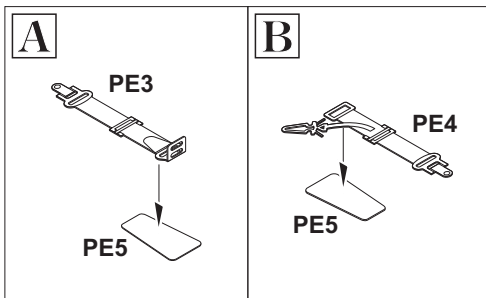
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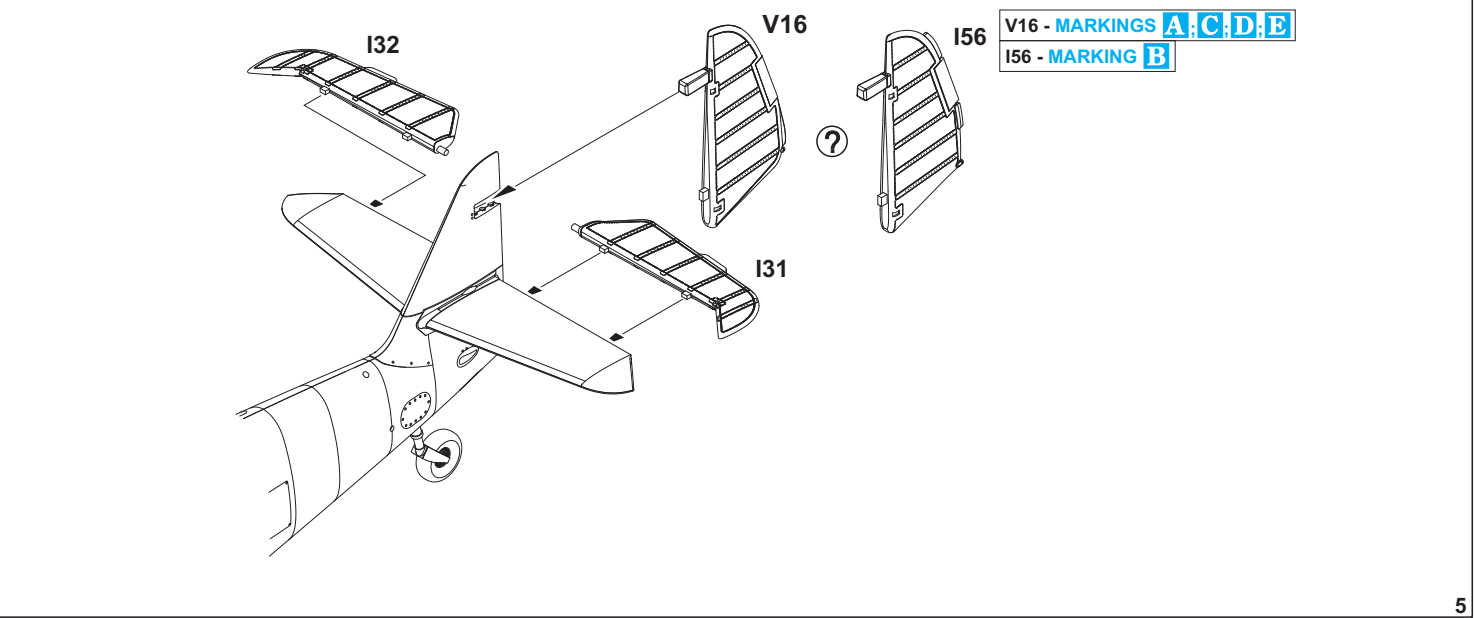
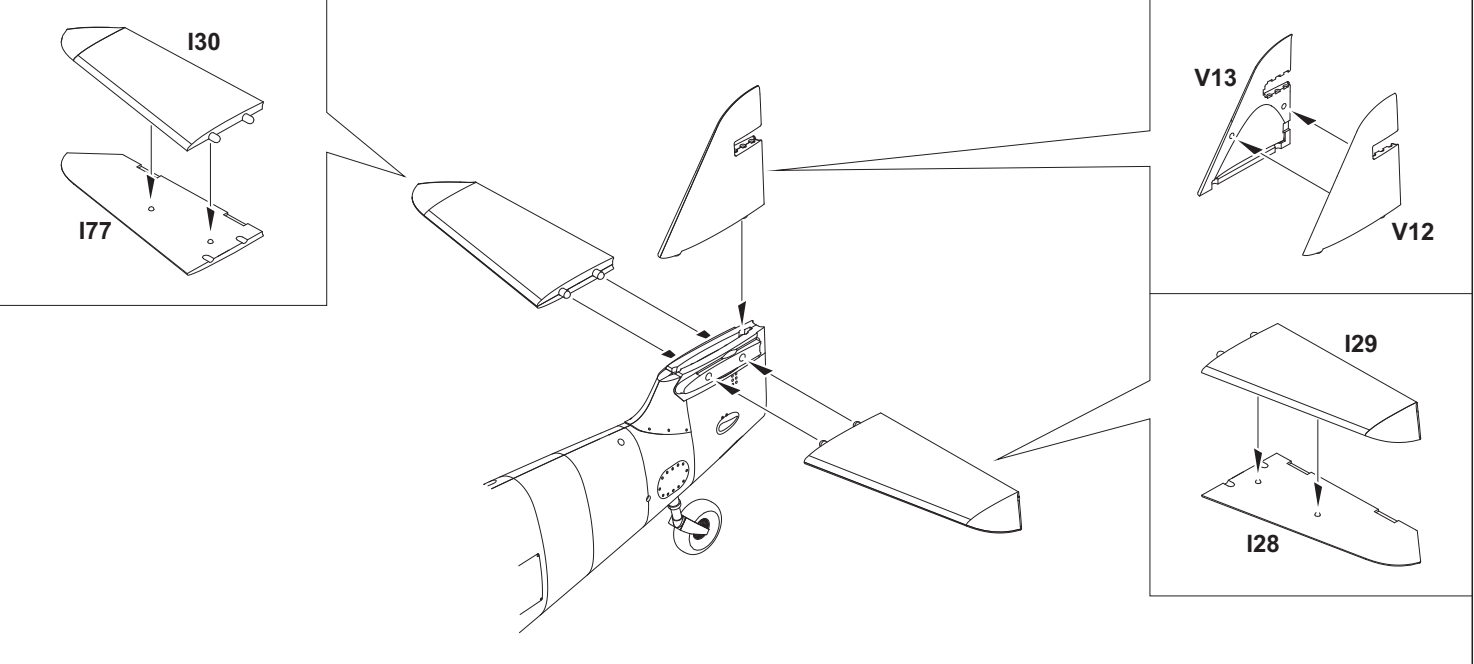
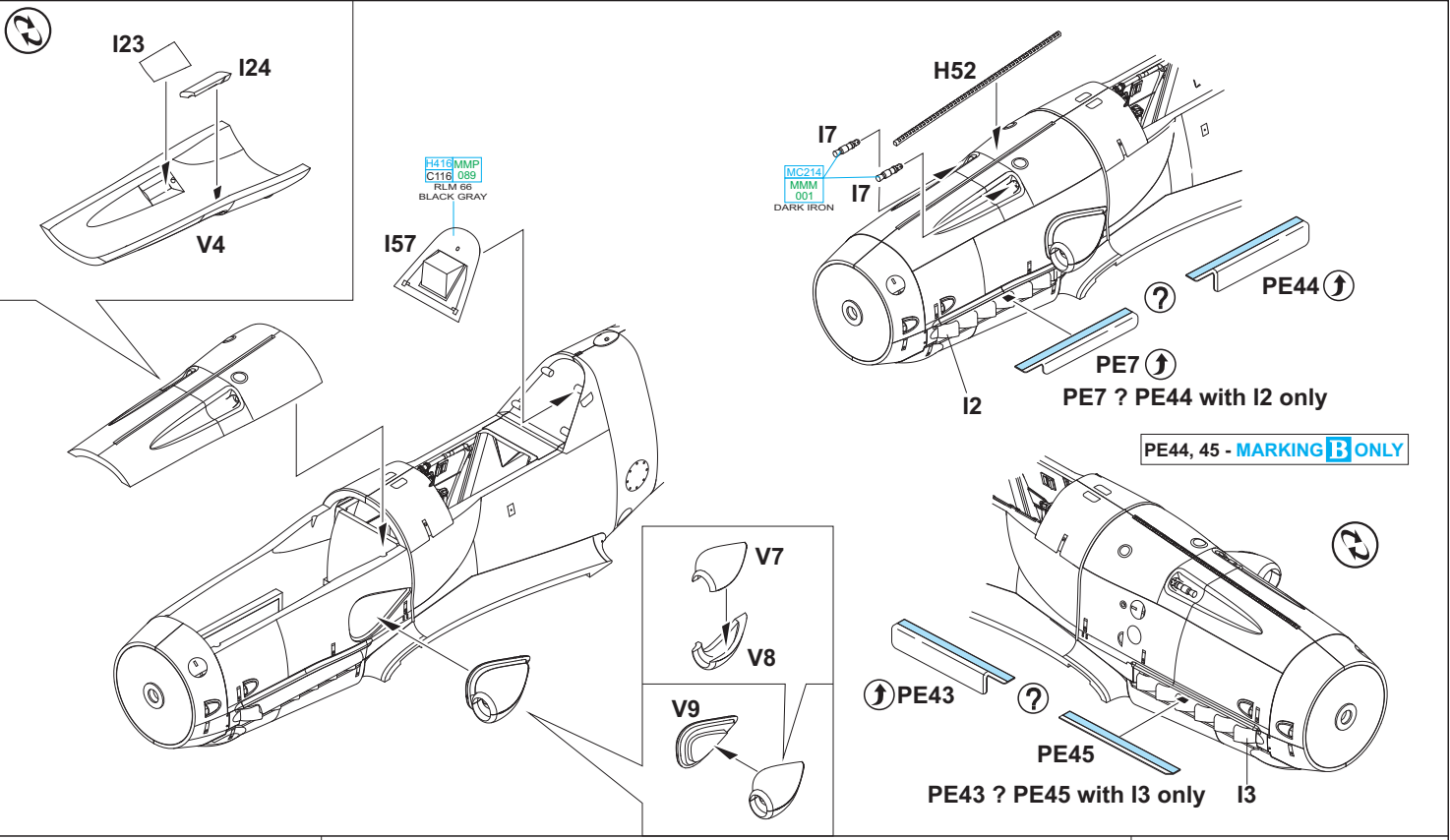
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AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H5	C5	MMP-048	BLUE
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056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

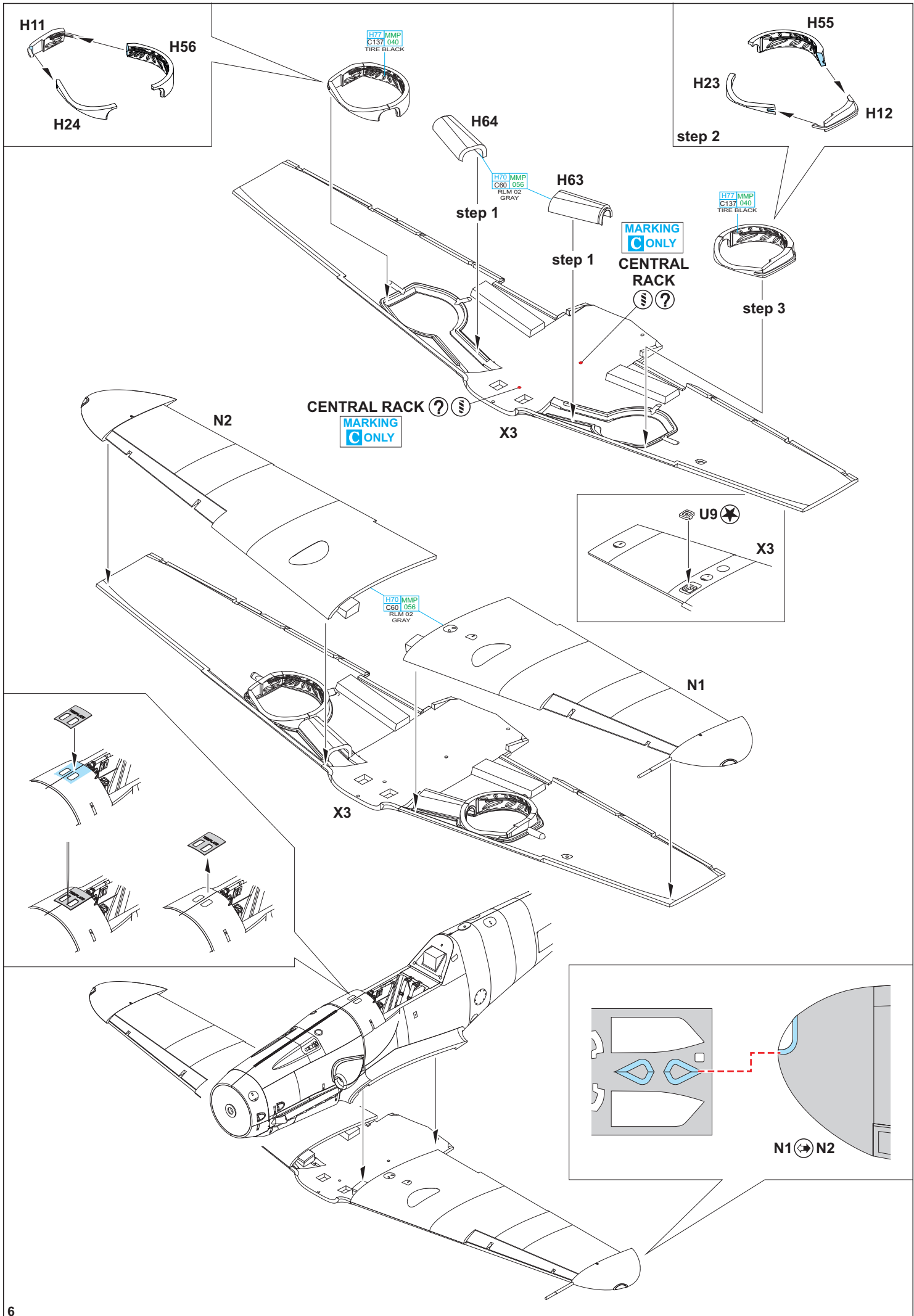
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H319	C319		LIGHT GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC213	MMM-006		STEEL
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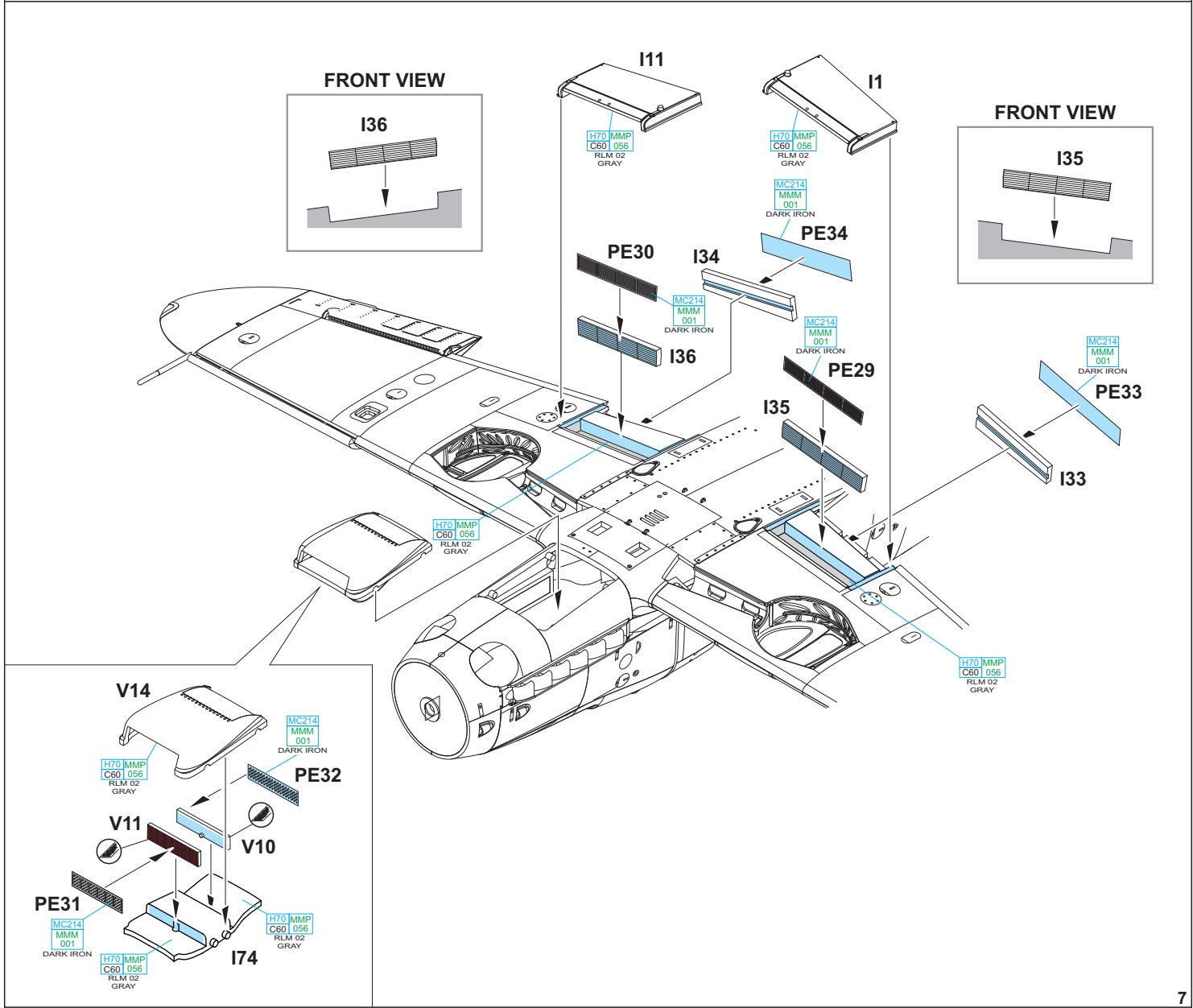
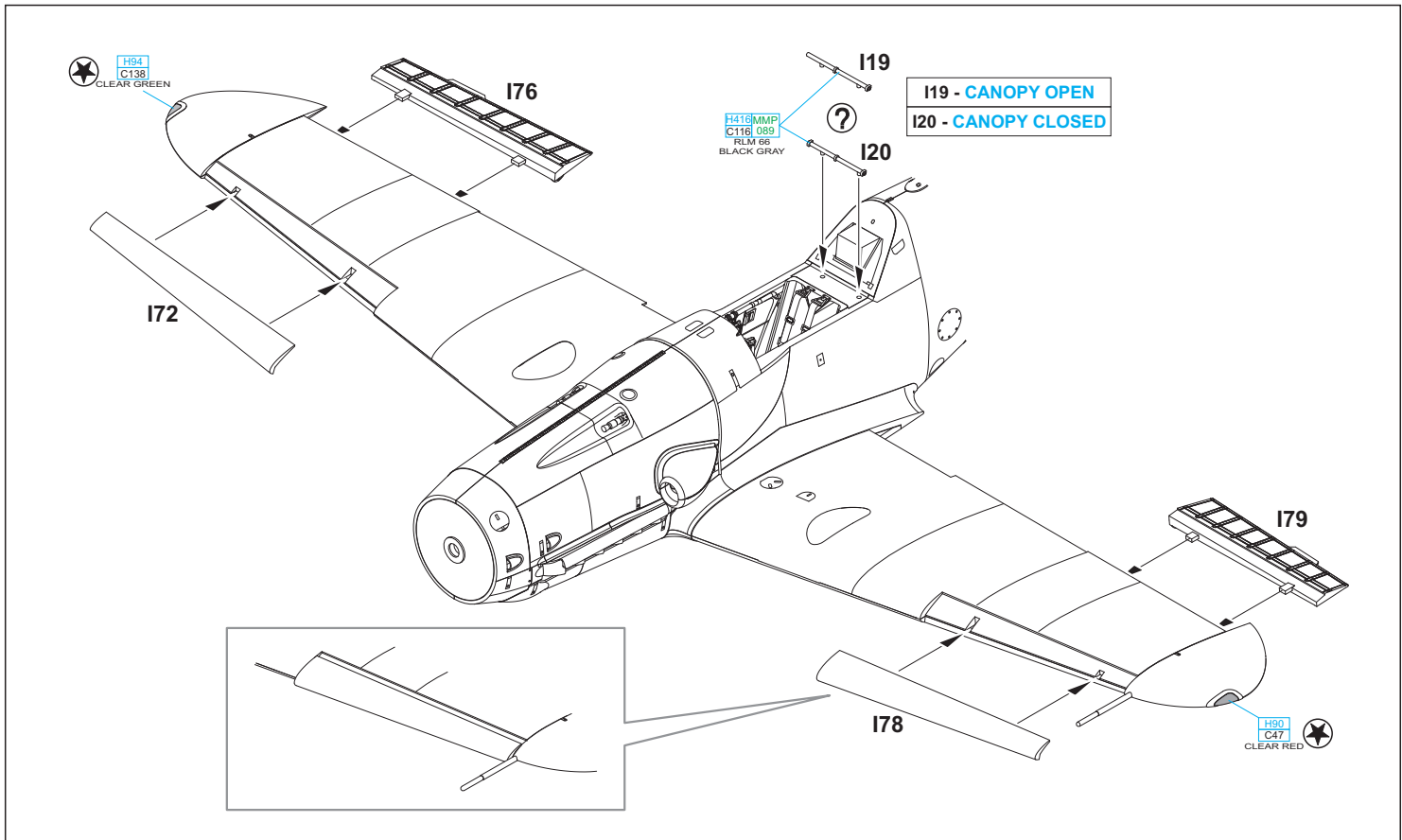


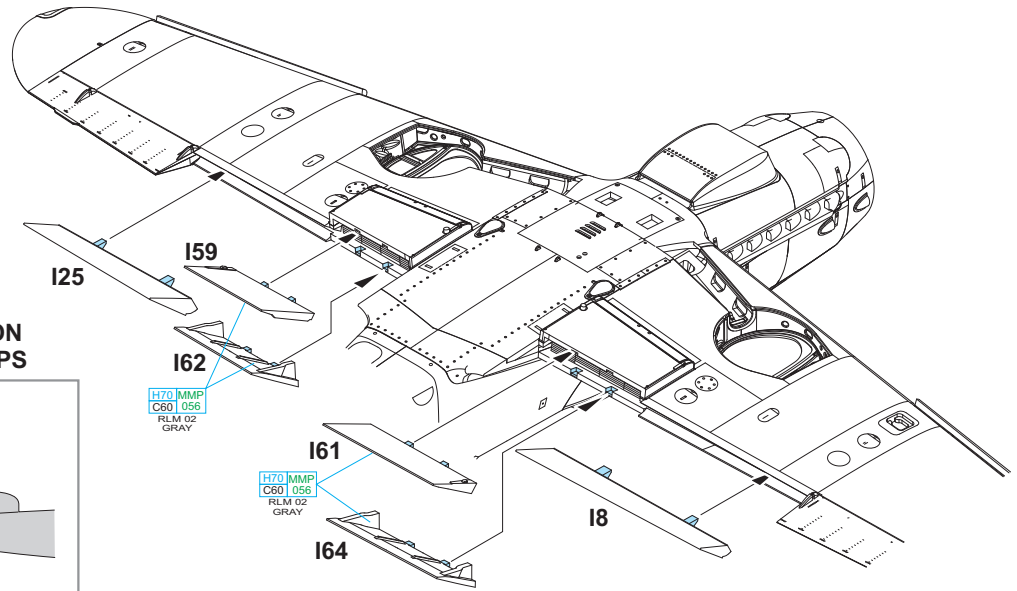
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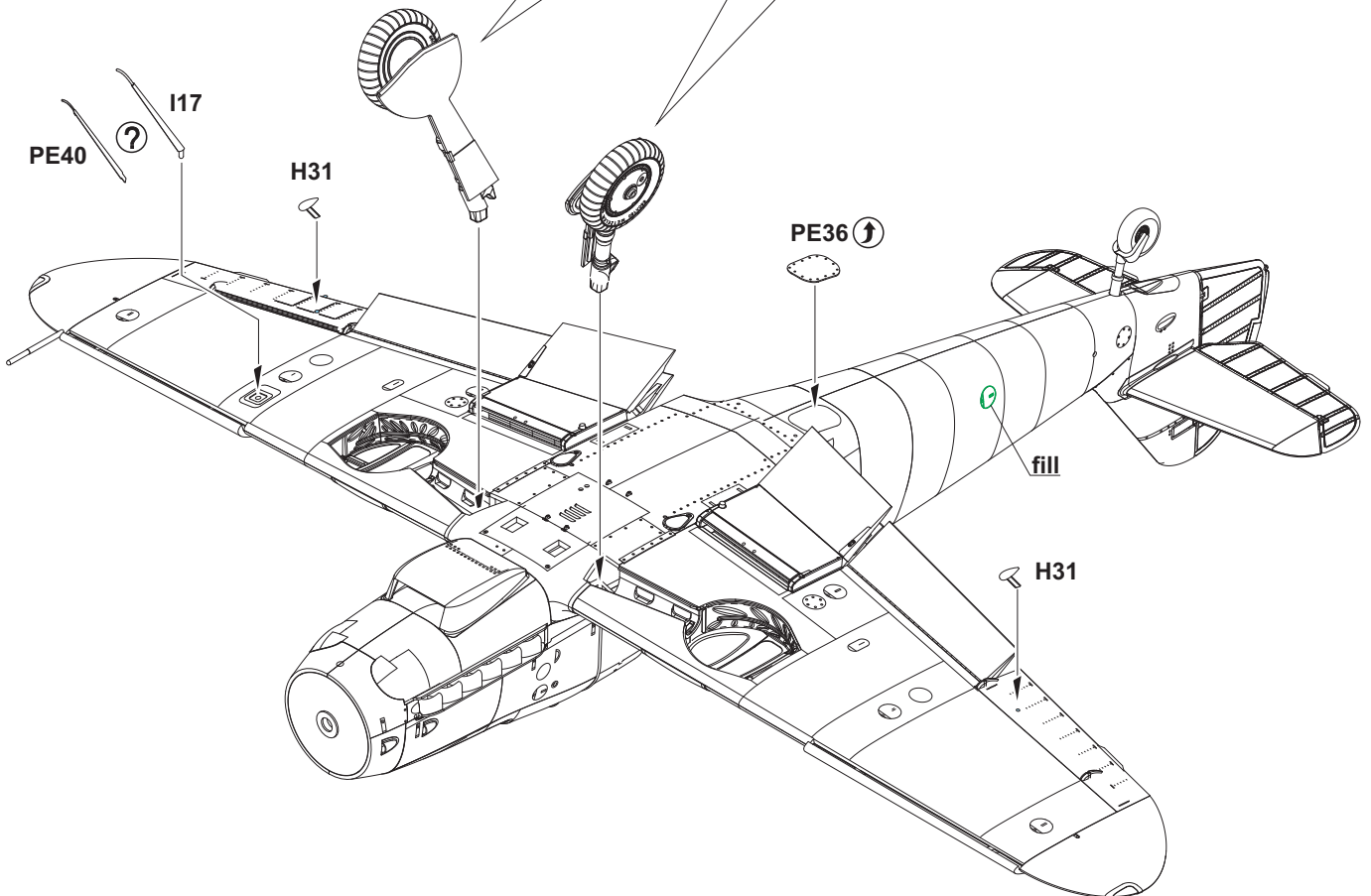
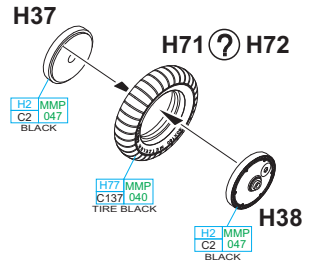
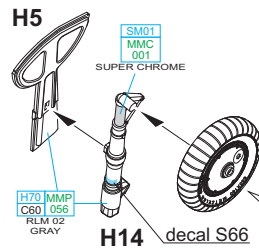
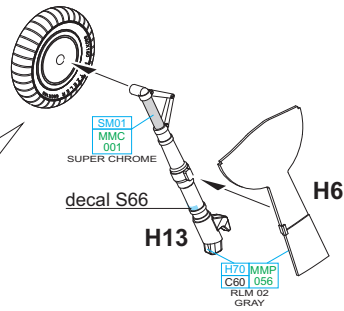
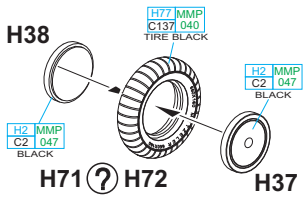
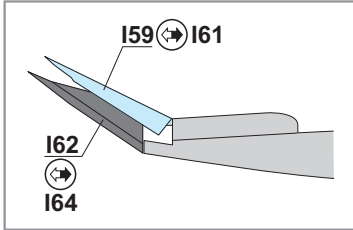


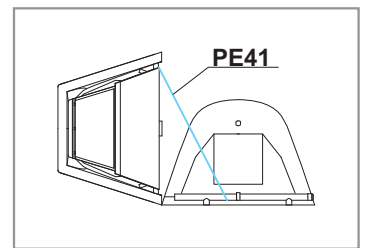
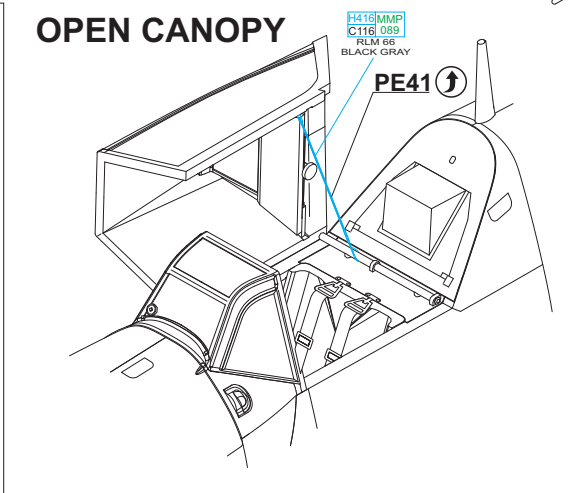
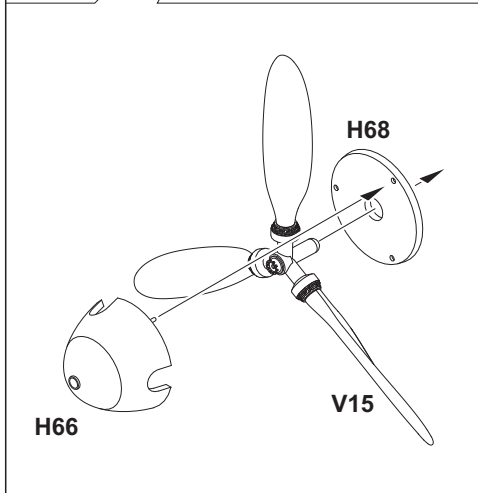
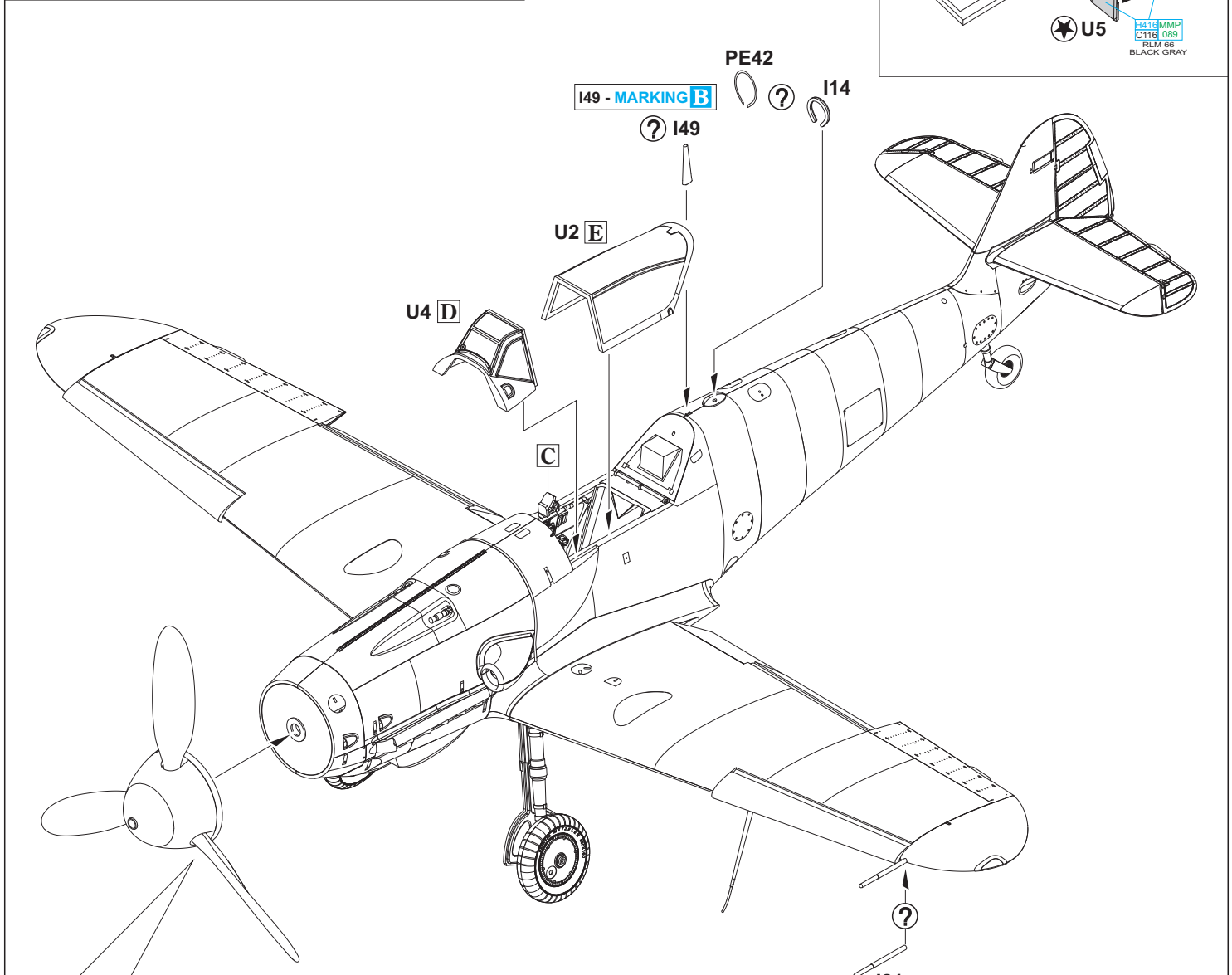
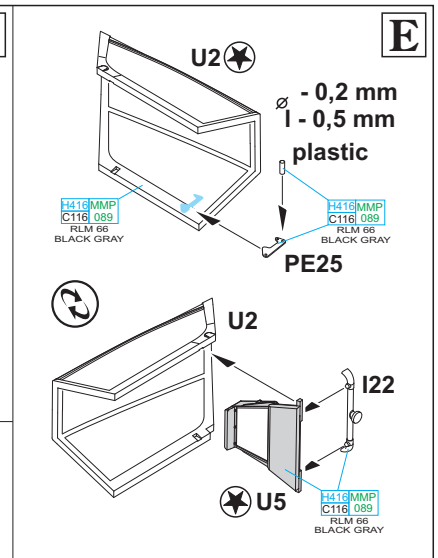
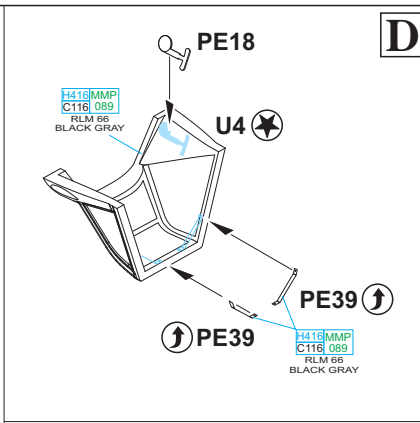
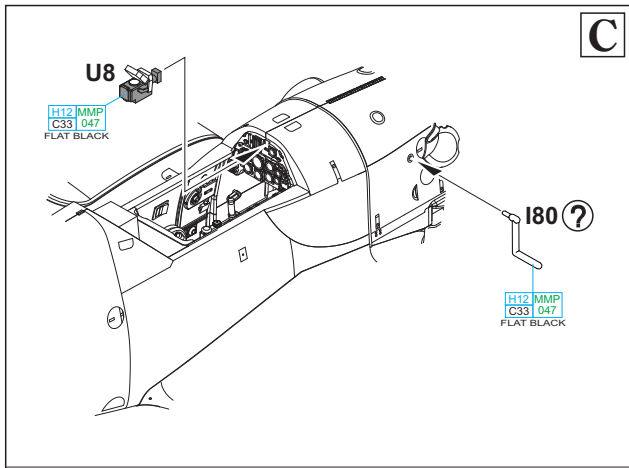


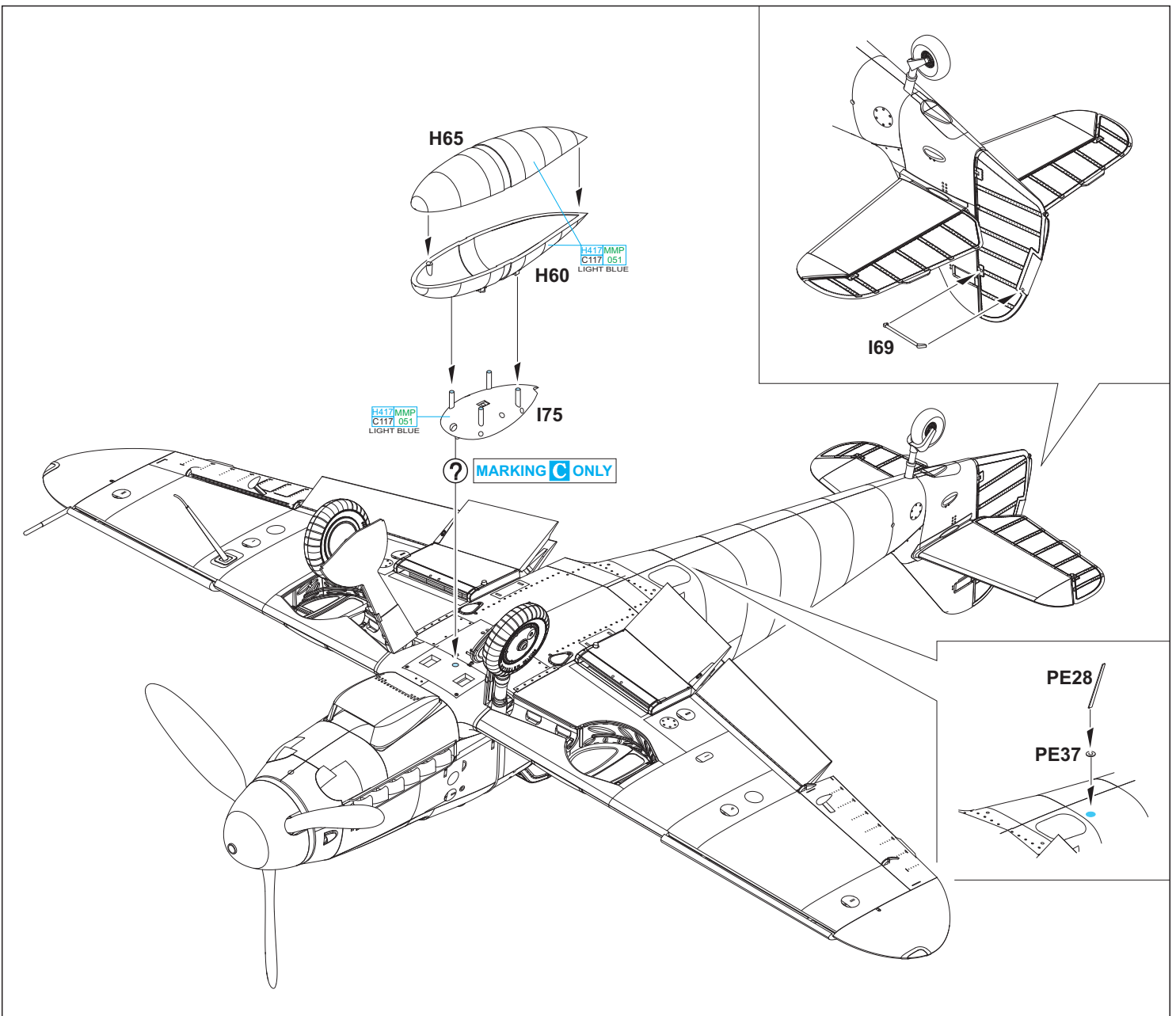




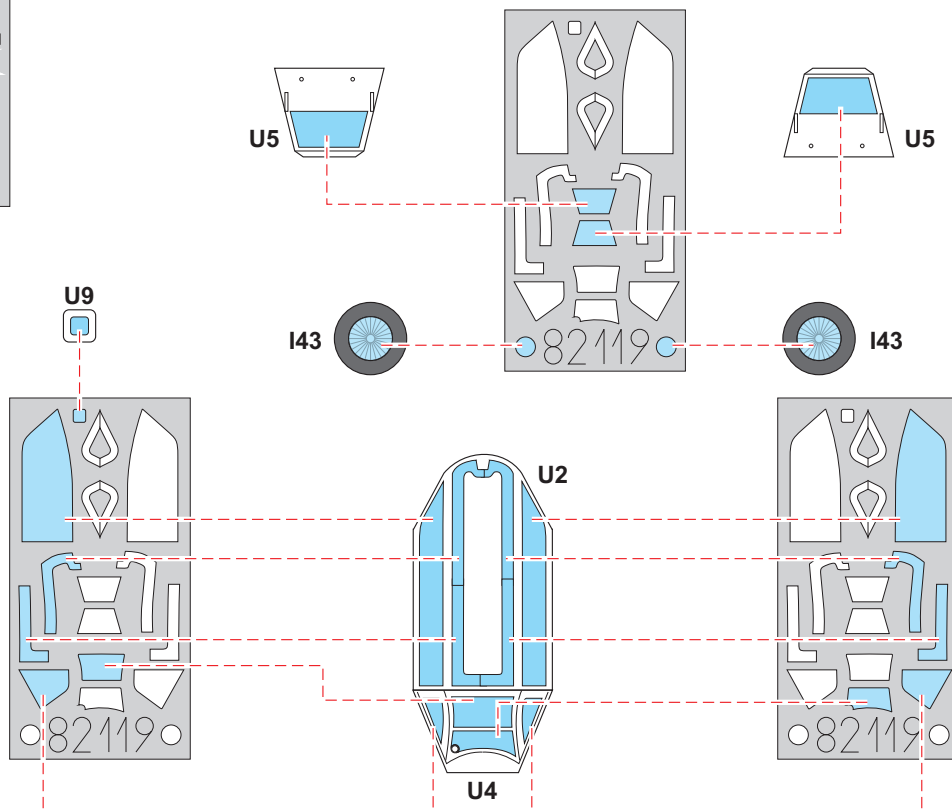
CORRECT POSITION OF RADIATOR FLAPS





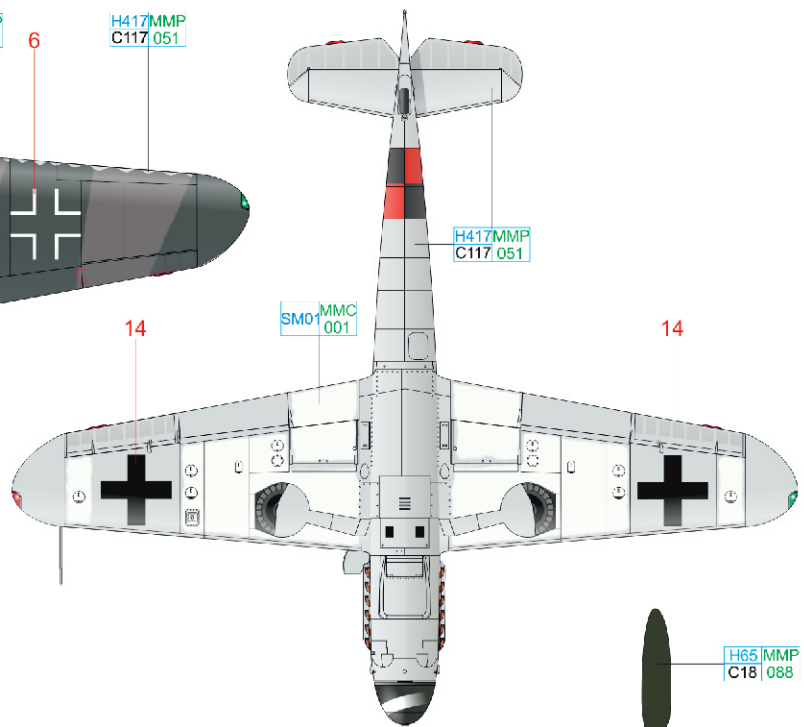
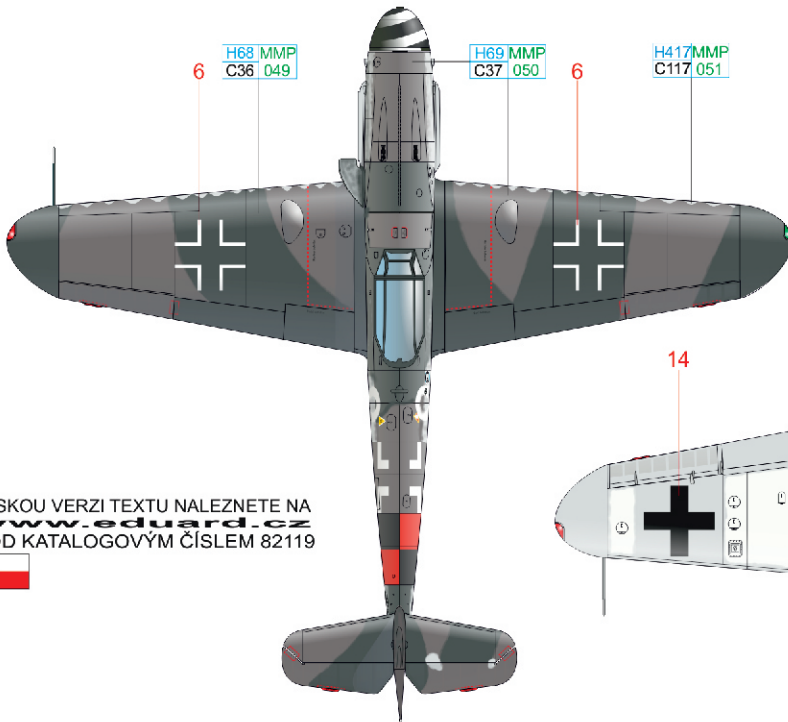
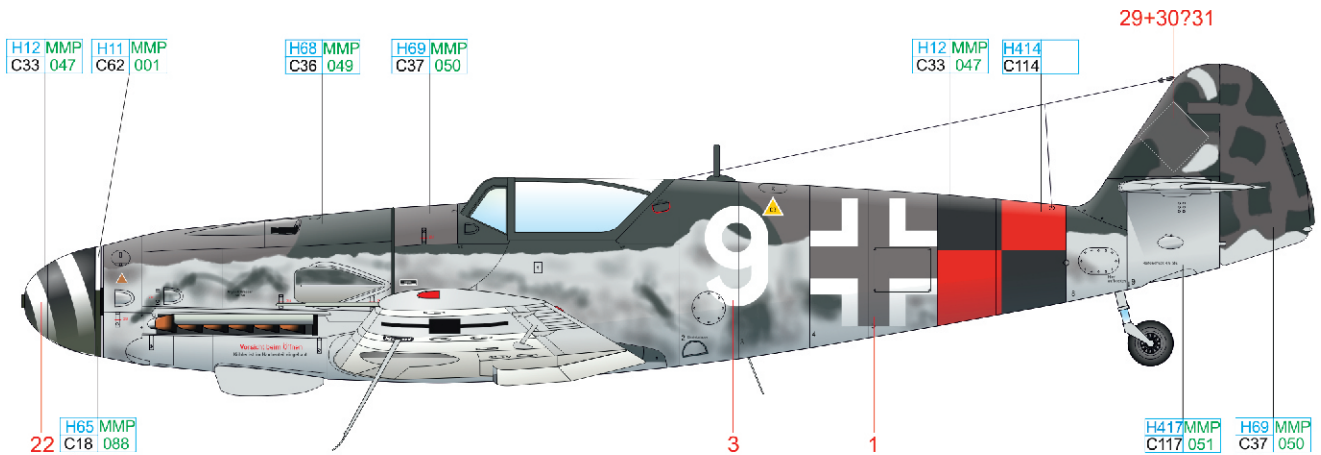


eduard
MASK
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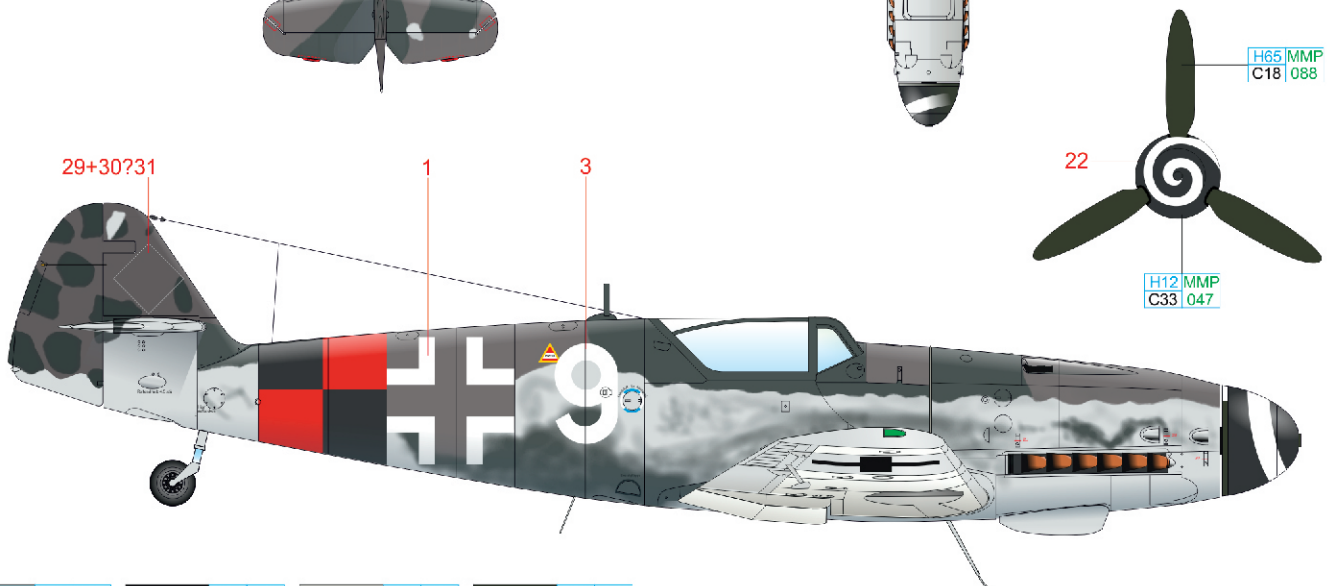


A 1./KG(J) 6, Prague – Kbely, Protectorate of Bohemia and Moravia, March / April 1945

Huge losses suffered by Luftwaffe fighter units was one of the reasons why the leadership decided in October 1944 to reduce the number of bomber assets and to distribute their personnel among fighter squadrons after the necessary conversion training. One of the Geschwader units that this had an impact on was KG 6. The unit was redesignated as KG(J) 6 and was re-equipped with the Bf 109G-10 and K-4. Training was undertaken at Prague-Kbely, Prague-Ruzyně and at Klecany. On March 31st, KG(J) 6 aircraft fought against 309th FS/31st FG Mustangs over Prague. The resulting heavy losses led to the disbandment of the unit a few days later, on April 9th. This aircraft was abandoned at Kbely, probably due to irreparable damage where it was photographed after the war. It's KG(J) 6 ownership is indicated by the red and black square fuselage band on the rear of the aircraft.



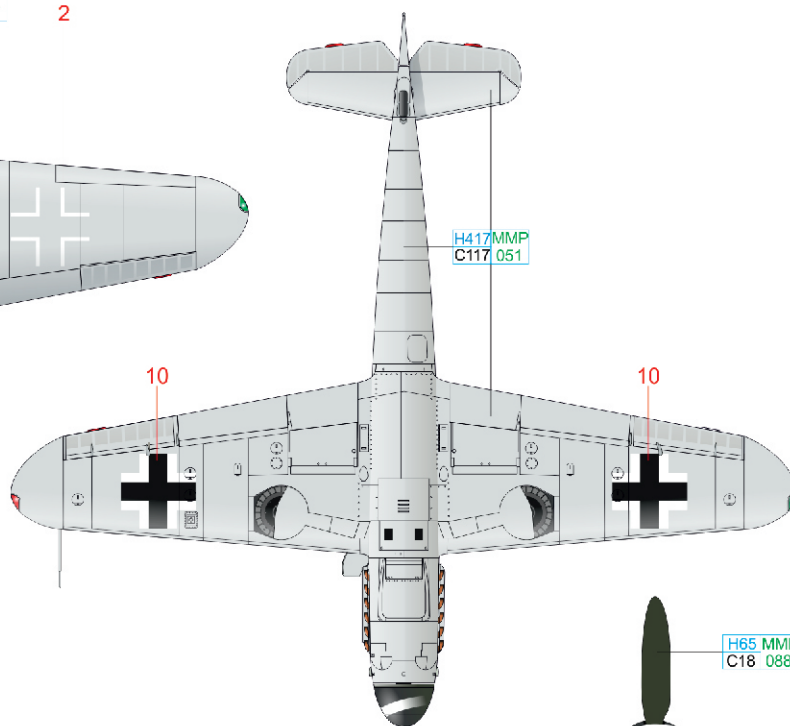
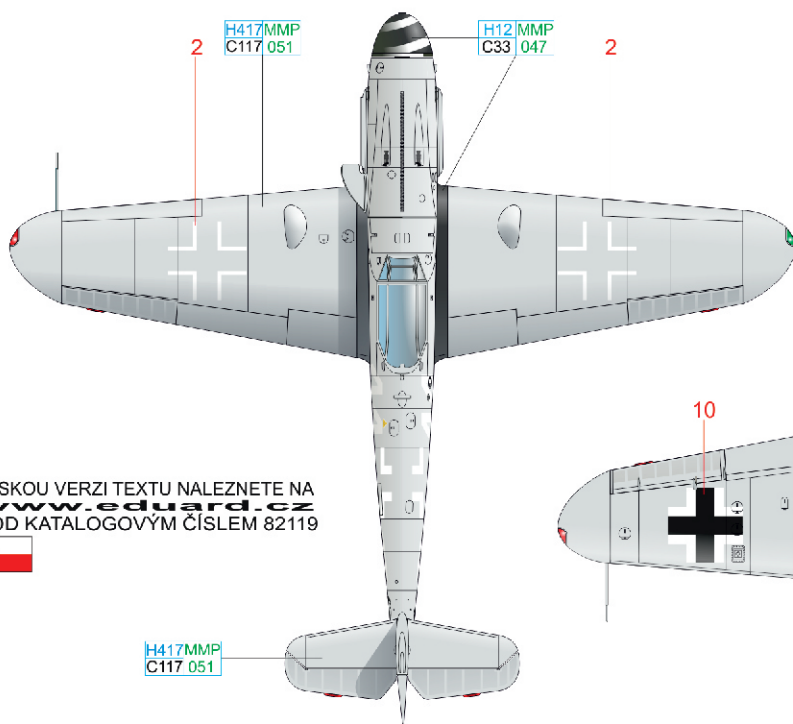
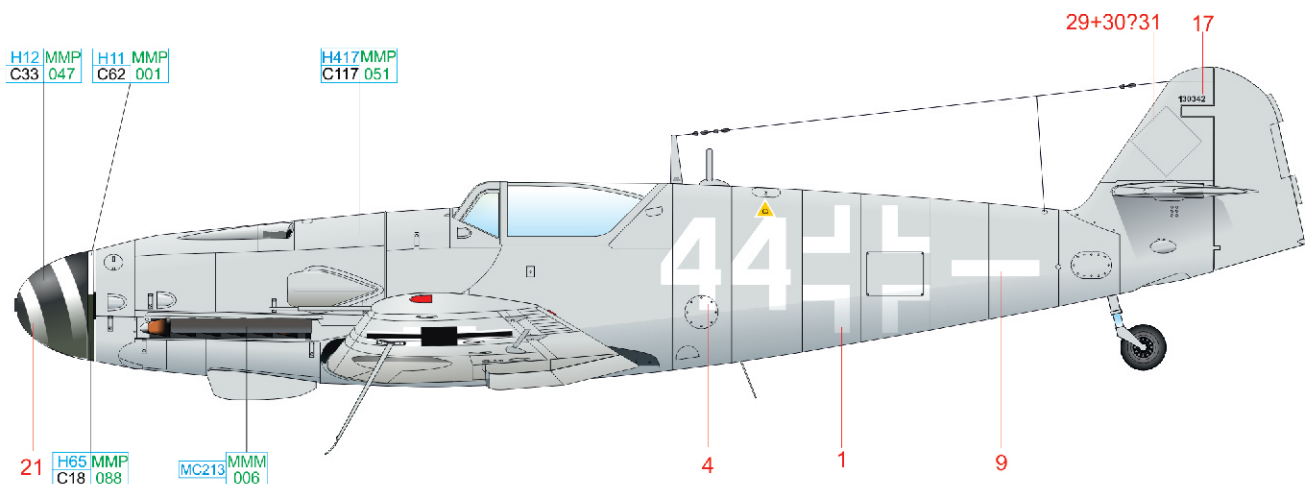
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FINE SILVER	SM MMC 01 001	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RLM 70	H65 MMP C18 088
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 23	H414 C114

B W. Nr. 130342, 5./NJG 11, Fassberg, Germany 1945

The all-grey painting of aircraft with 5./NJG 11 was used on the so-called 'Mosquito Hunters' from the 5./NJG 11 at the beginning of 1945. The surface of the aircraft was polished for maximum aerodynamic effectiveness. The last combat against Mosquitos took place through March, 1945, after which these aircraft were pressed into service in night attacks against Allied ground equipment.



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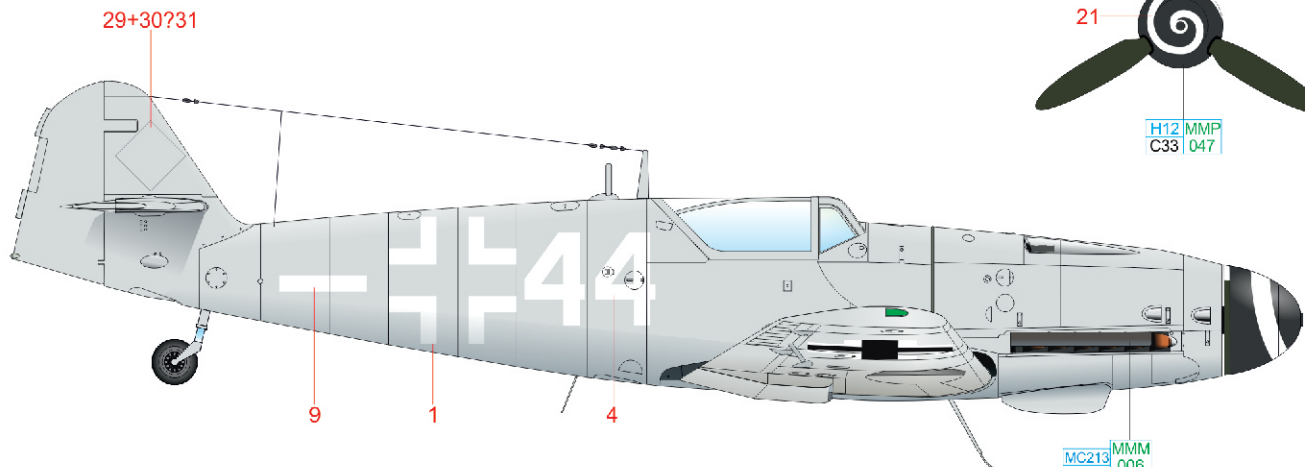


H417MMP C117 051

H65 MMP C18 088

21

H12 MMP C33 047



RLM 76 H417MMP C117 051

RLM 70 H65 MMP C18 088

BLACK H12 MMP C33 047

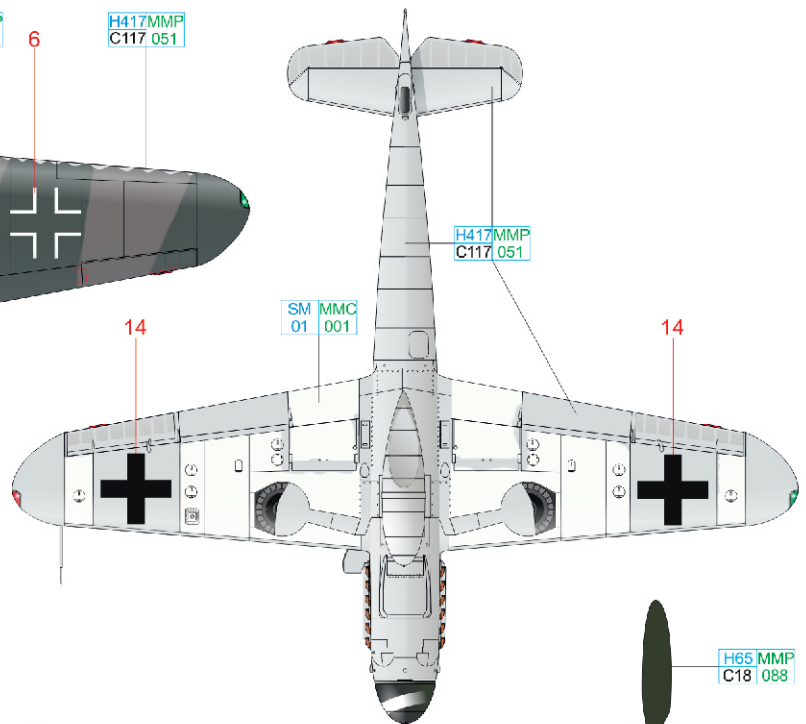
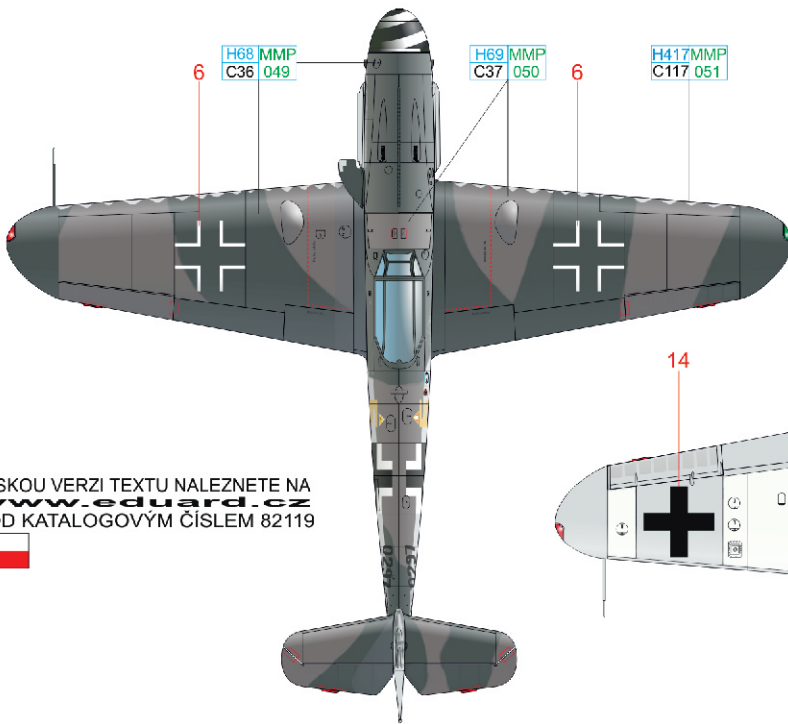
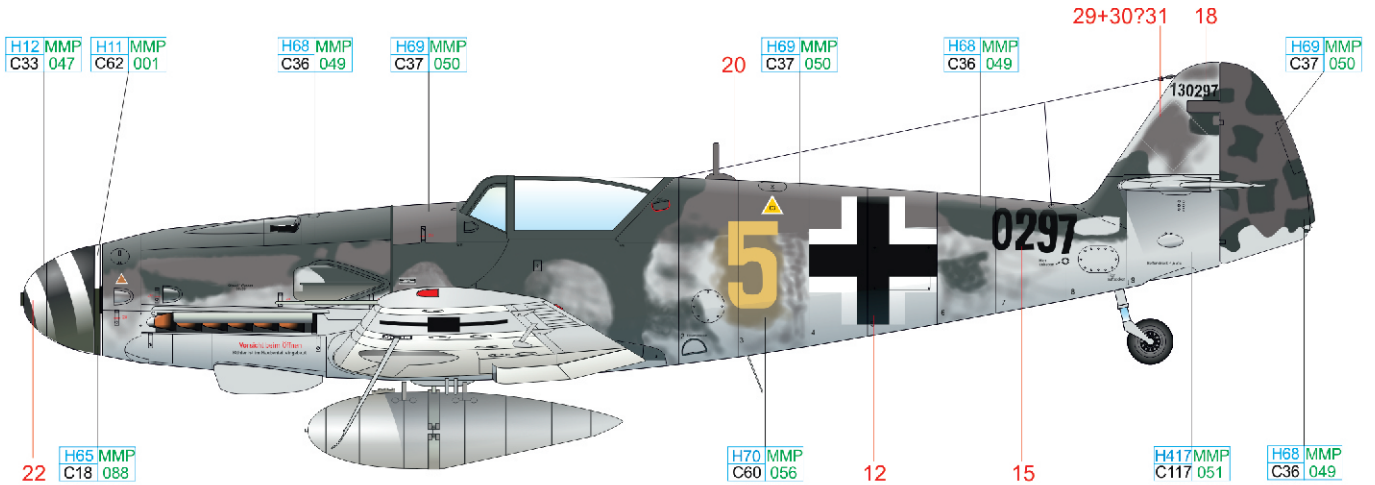
WHITE H11 MMP C62 001

STEEL MC213 MMM 006

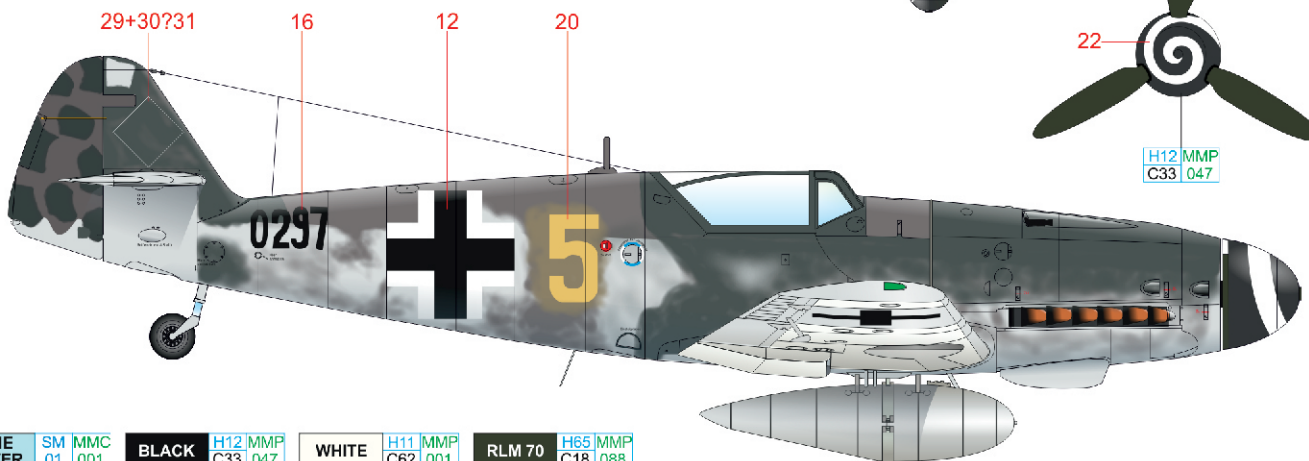
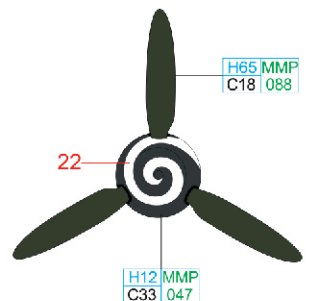
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C W. Nr. 130297, flown by Fw. Horst Petzschler, 10./ JG 51, Bulltofta, Sweden, May 1945

Horst Petzschler was born in Berlin on September 1st, 1921 and joined the Luftwaffe on April 1st, 1941. After undergoing fighter pilot training, he was assigned to JG 51 on August 23rd, 1943, and it was there he would gain his first three kills. On April 13th, 1944, he was transferred to 2./JG3 which was a component of the Defence of the Reich structure, but by June 1944, he would return to JG 51 on the Eastern Front. On May 4th, 1945, III./ JG51 was relocated to Schleswig-Holstein from eastern Prussia. Horst Petzschler did not reach that location due to a navigation error and landed at Bulltofta in Sweden, where he was interned and in January 1946, the Swedes handed him over to the Soviets. He was released from captivity on September 22nd, 1949. On his return, he worked for the Berlin Police Department and in 1953, he emigrated to Canada and then the United States, where he worked in the aviation industry. He retired in 1988. Over the course of the Second World War, he downed 26 enemy aircraft. The number 0297 is brush painted ahead of the tail plane, the last four digits of the serial number. Not all sections of the bottoms of the wings were painted in RLM76, but for reasons of short supplies were left in natural metal.



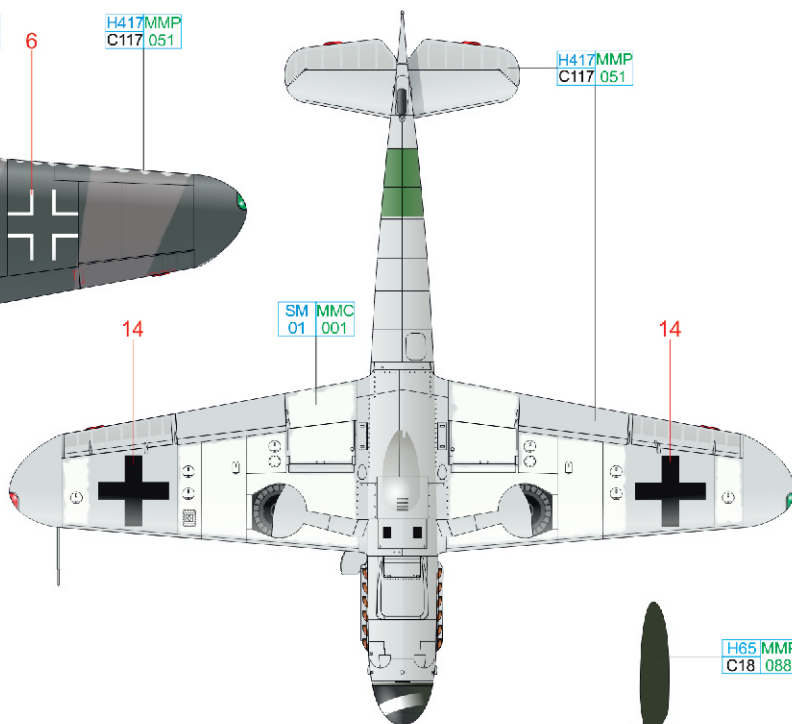
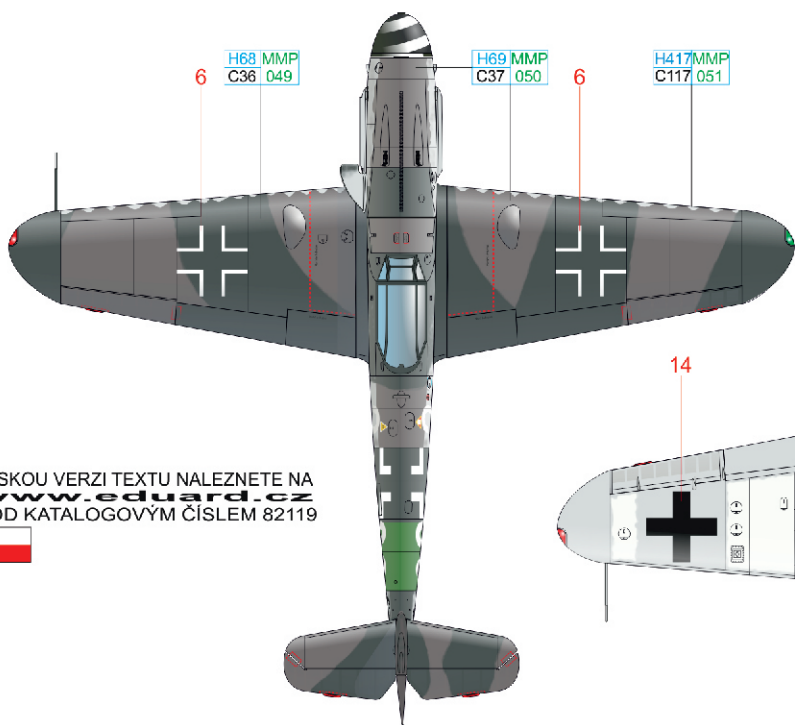
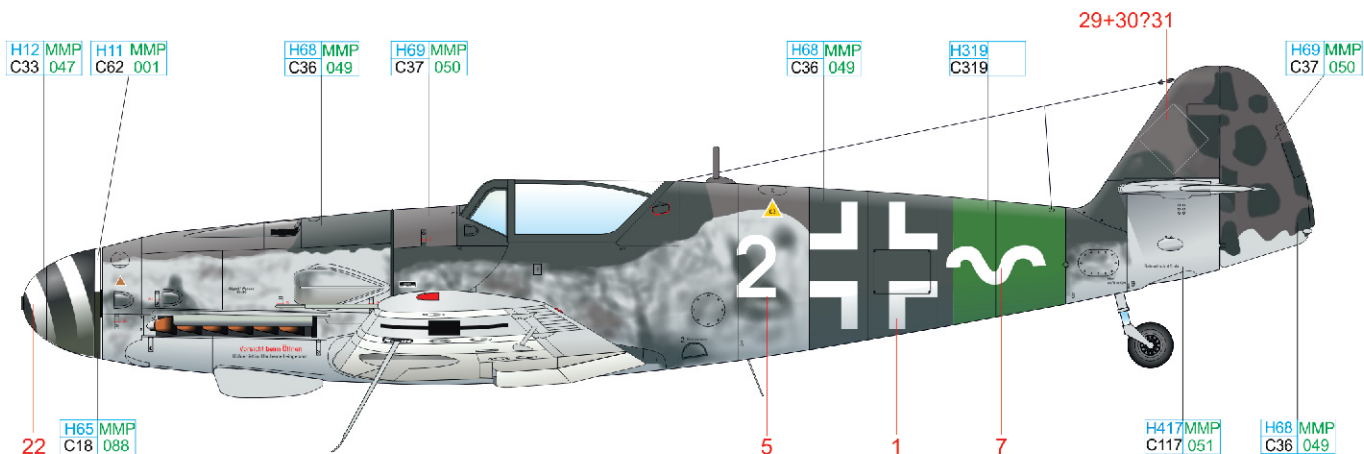
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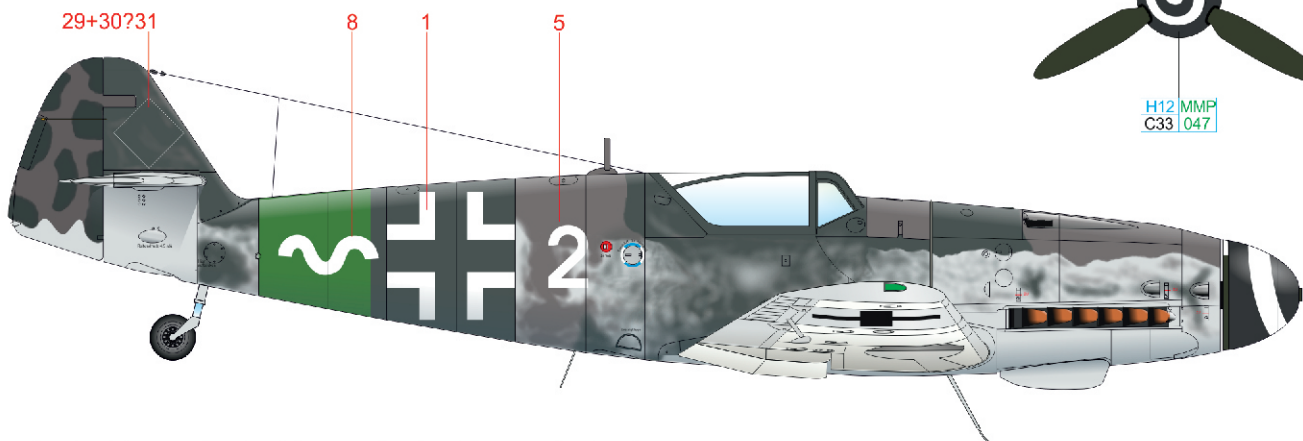
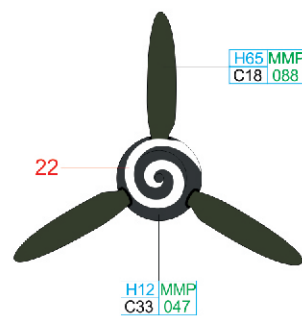
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RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 02	H70 MMP C60 056

D 13./ JG 27, Schleswig – Holstein, Germany, May 1945

After the Allied landings in Normandy in early June 1944, IV. Gruppe JG 27 was moved from Hungary to the French airfield of Champfleury-la-Perthe and began their participation in combat on the Western Front. After suffering heavy losses, the unit went to Saxony for rest and replenishment. The unit was assigned to the Defence of the Reich structure. The unit was disbanded on March 31st, 1945, and its pilots were distributed among the other units of JG 27. The white wave marking on the rear fuselage identified this aircraft as being assigned to the IV. Gruppe, and the green band to the Defence of the Reich unit JG 27.



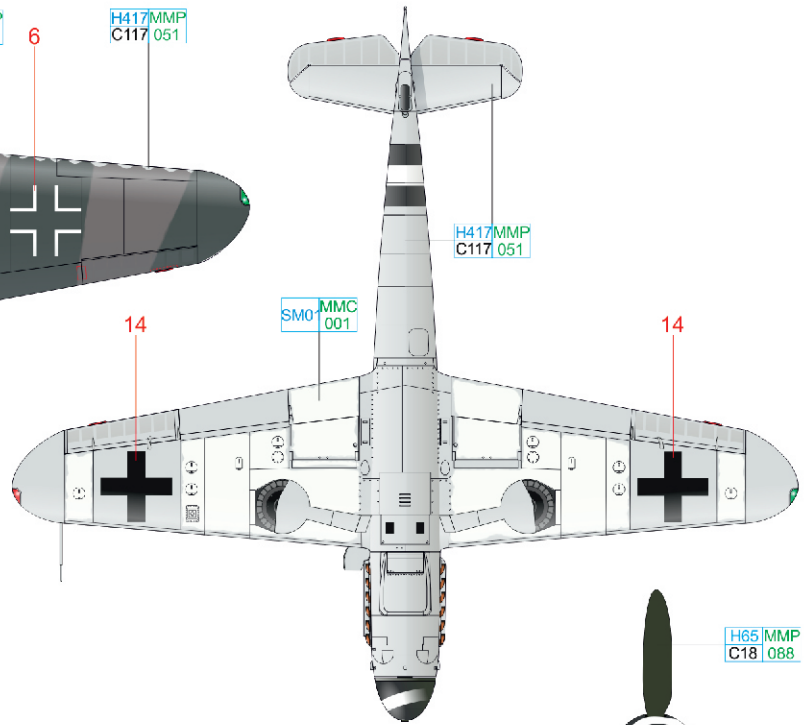
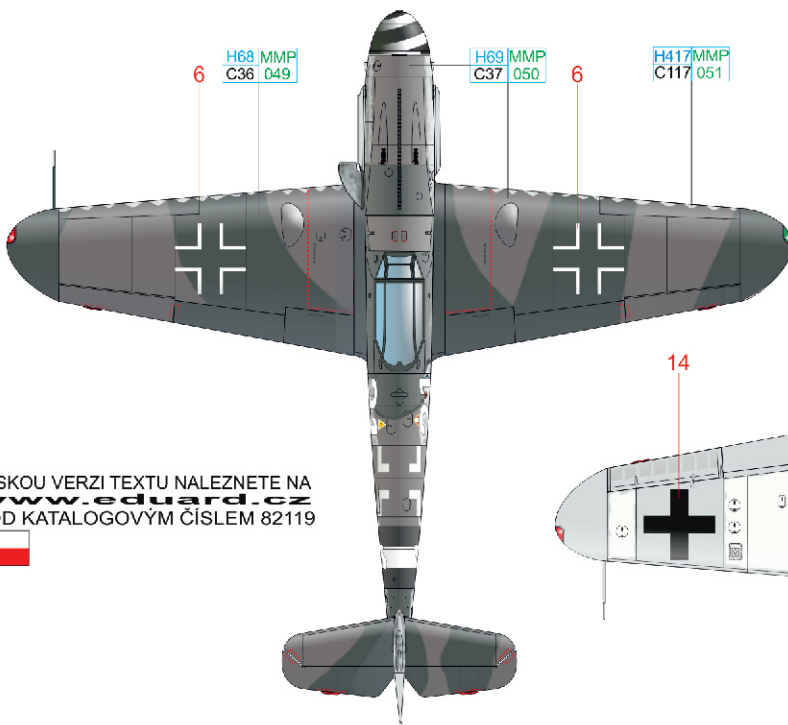
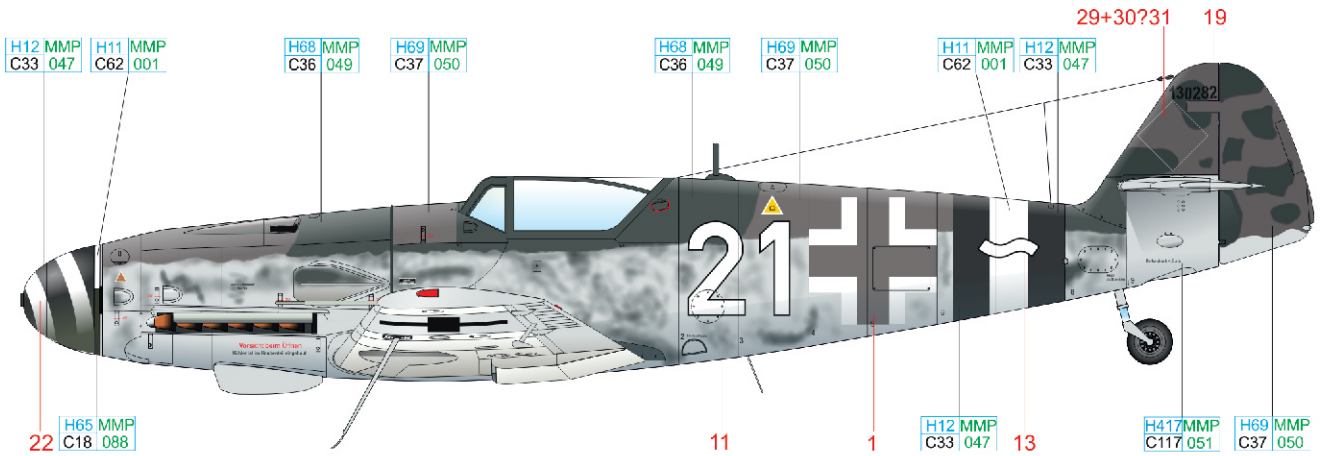
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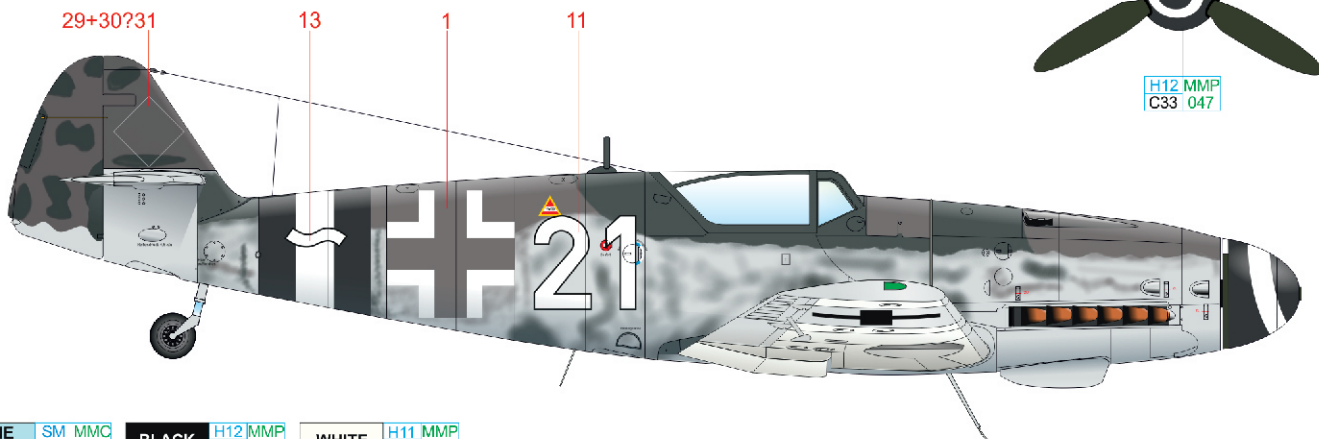
FINE SILVER	SM MMC 01 001	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RLM 70	H65 MMP C18 088
RLM 76	H417MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 25	H319 C319

E W.Nr. 130282, flown by Hptm. Franz Wienhusen, CO of IV./ JG 4, Frankfurt/ Rhein-Main, Germany, November 1944

Franz Wienhusen joined the Kriegsmarine in 1934, but just a year later began service with the Luftwaffe. After training, he was assigned to occupied Norway. There, he would serve with JG 77 and JG 5, up to October 1944, when he was given command of IV./ JG 4. He died on December 3rd, 1944 near Aachen, when, during an attack on an American convoy, he was hit from the ground. He claimed twelve kills over the course of WWII. The reconstruction of this aircraft is based on a listing of losses from December 3rd, 1944, where the serial number and fuselage code of Wienhusen's aircraft are recorded. It is very likely that the aircraft was camouflaged the same way as others manufactured within an almost 130-aircraft production run at the Messerschmitt factory at Regensburg.



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FINE SILVER	SM MMC 01 001	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
				RLM 70	H65 MMP C18 088

