



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 'Jagd' 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 vznikal, 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 zvyklým 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 skořepinová konstrukce nebyly čtyři roky před začátkem 2. světové války tak obvyklým jevem, jak by se z dnešního pohledu mohlo zdát. Bf 109 byl již z počátku svého vývoje, i přes problémy s pohonnou jednotkou, velmi nadějným projektem. Problémy s pohonem vyřešila až zástavba motoru DB 601. Ten je spolu s pozdějším DB 605 neodmyslitelně spojen s úspěchy Bf 109. Řadový invertní dvanáctiválec do V poháněl několik desítek tisíc vyprodukovaných „stodevíték“ ve více než 25 verzích a variantách. K prvnímu bojovému nasazení tří zkušebních kusů Bf 109 došlo za občanské války ve Španělsku, kam byly odeslány v prosinci 1936. Stroje z před sériové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazení u 2./J.88 Legion Condor začaly dostávat i sériové stroje varianty Bf 109B-1. Snaze Německa ukazovat svou leteckou sílu potenciálním protivníkům napomáhala i sportovní klání. Triumf letounů Bf 109 na leteckém mítinku v Curychu v létě 1937 byl doplněn o několik měsíců později ustanovením rychlostního rekordu 610,95 km/h. Ve velmi krátkých časových úsecích následovaly verze C, D a E. Přesto však doplňování nových strojů k bojovým útvarům nepokračovalo tempem, který by si velení mohlo přát. Ještě v srpnu roku 1938 tvořila výzbroj letouny Bf 109 méně než polovinu z 643 stíhačů první linie. Ovšem během následujících měsíců roku se tempo dodávek k bojovým útvarům zrychlilo. V okamžik přepadení Polska (kterého se však zúčastnilo jen o málo více než dvě stě Bf 109) tak Luftwaffe disponovala jistě nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou i množství převahou tak stíhací část Luftwaffe absolvovala polskou kampaň, první obranu Vaterlandu, Blitzkrieg proti západu i bitvu o Francii. S jednou nohou vykročenou přes kanál La Manche zahájila Luftwaffe v letních měsících roku 1940 útoky na Británii. V tu dobu se mj. projevil jeden vážný nedostatek Bf 109 - nepřipravenost konstrukce stroje na nesení přídavné nádrže, která by zvýšila dolet letounu při doprovodu bombardérů nad Británií. Tato zdánlivá maličkost byla jedním z faktorů, které zapříčinily porážku Luftwaffe v Bitvě o Británii. Zkušenosti z bojů v r. 1940 napomohly při vývoji verze F, která se začala k bojovým útvarům dostávat během předjaří 1941. Elegance Bf 109 u „Friedricha“ dosáhla vrcholu. Po bojích nad Kanálem a severní Francií, spíše již defenzivního charakteru, se Bf 109F zapojily i do útočných akcí, a to zejména při operaci Barbarossa na východě nebo v severní Africe. Do pozdějších úkolů Jagd'waffe 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 započatím 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 OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



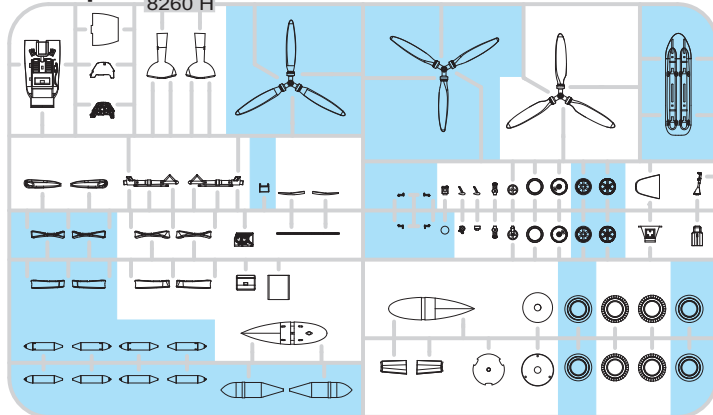
PIÈCES



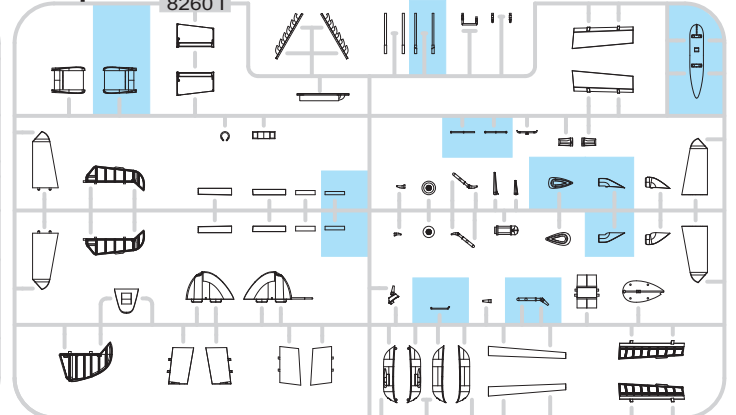
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PLASTIC PARTS

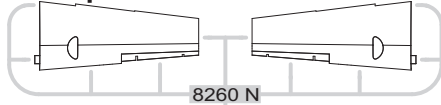
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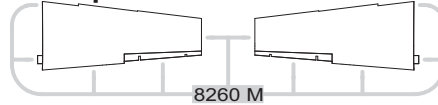
I> 2 pcs.



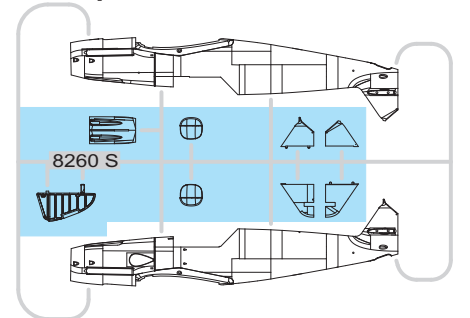
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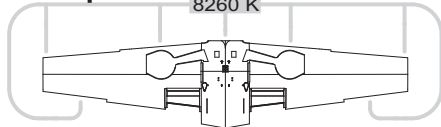
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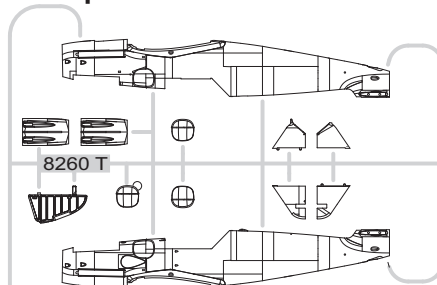
S> 2 pcs.



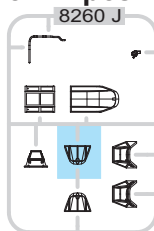
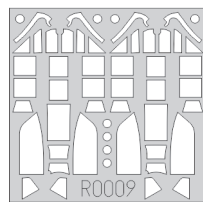
K> 2 pcs.



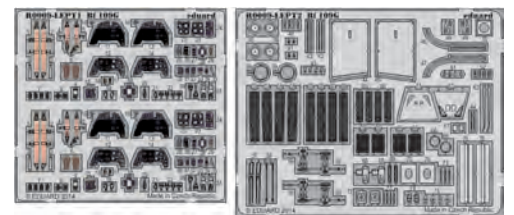
T> 2 pcs.



J> 2 pcs.

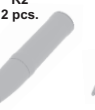
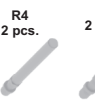
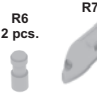
eduard
MASK

PE - PHOTO ETCHED DETAIL PARTS

TP - FABRIC
SEATBELTS

RP - RESIN PARTS

FILM

R1
2 pcs.R2
2 pcs.R3
2 pcs.R4
2 pcs.R5
2 pcs.R6
2 pcs.

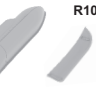
R7



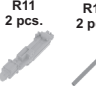
R8



R9



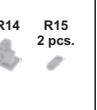
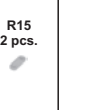
R10

R11
2 pcs.R12
2 pcs.

R13



R14

R15
2 pcs.

-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

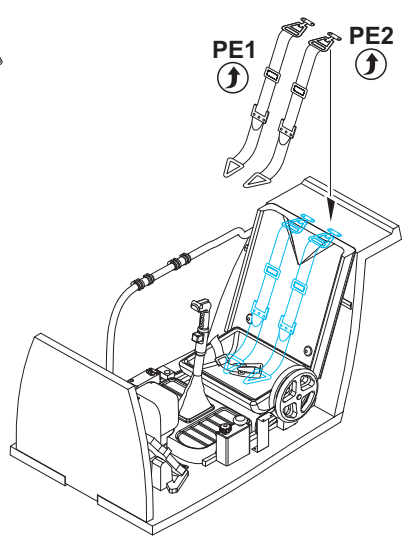
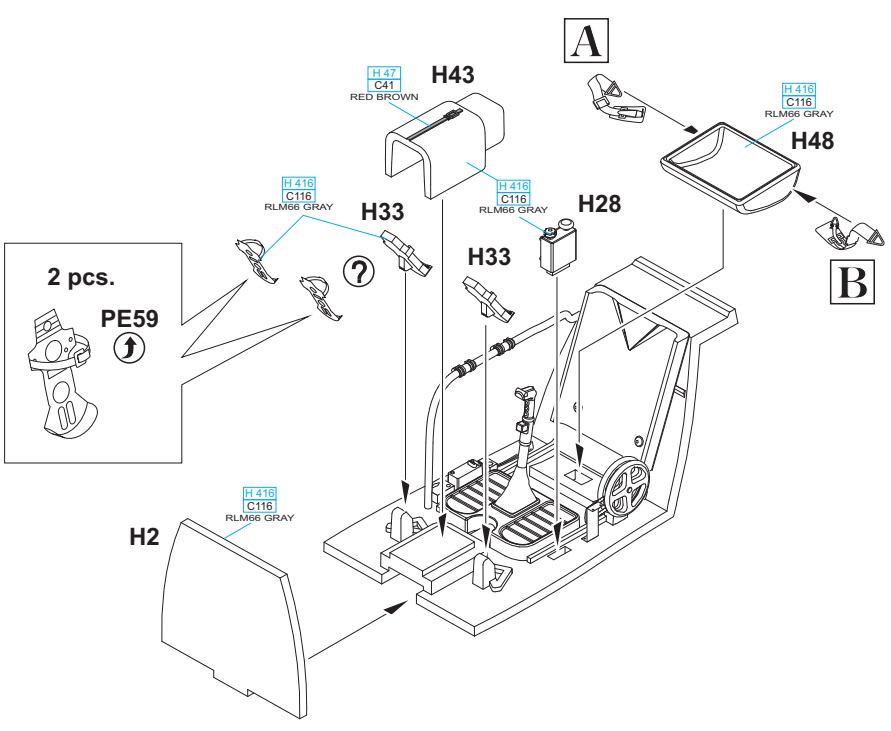
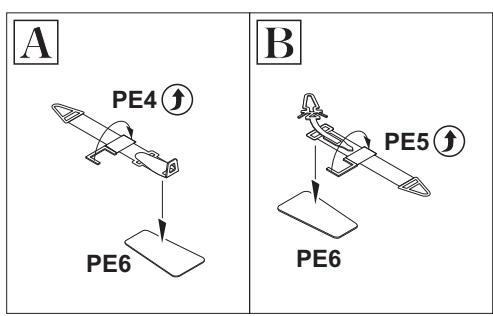
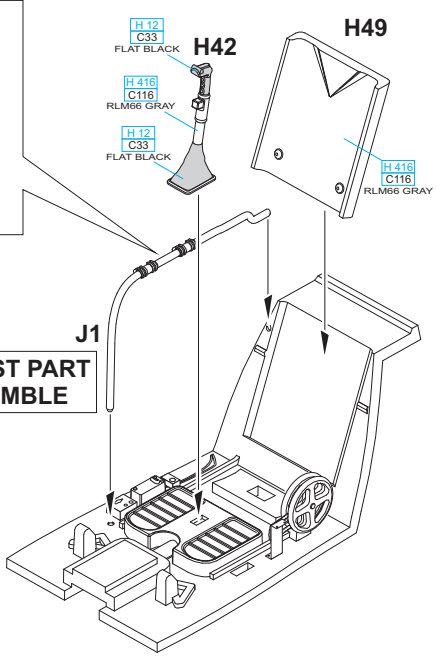
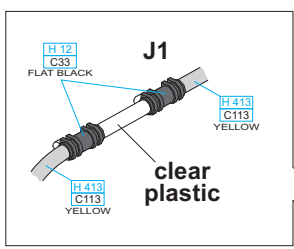
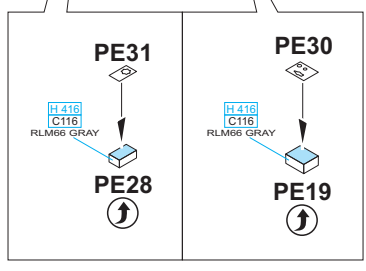
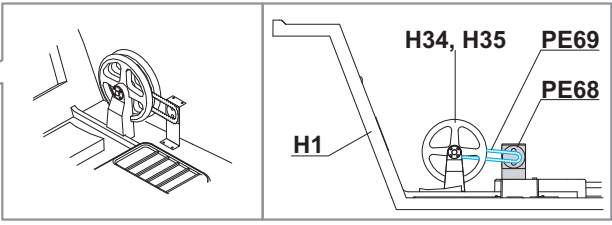
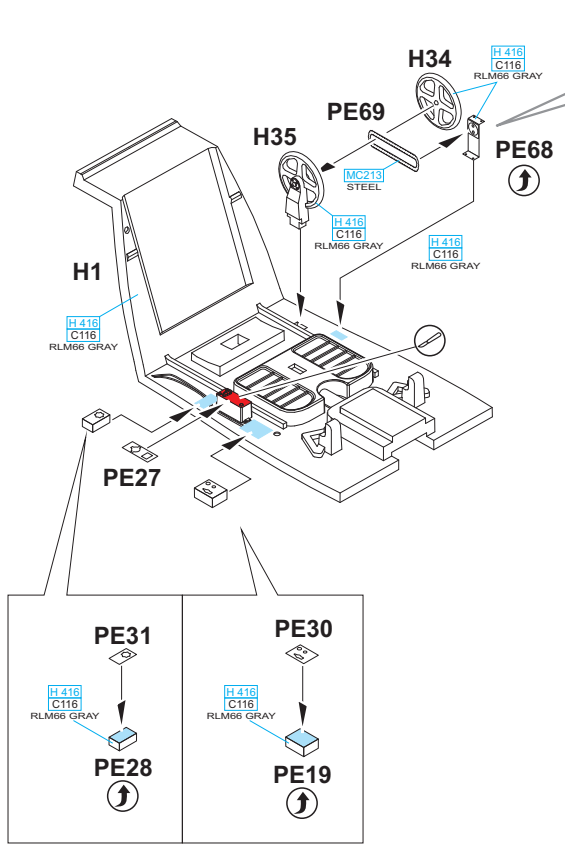


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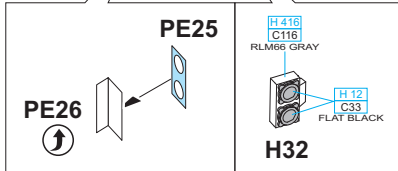
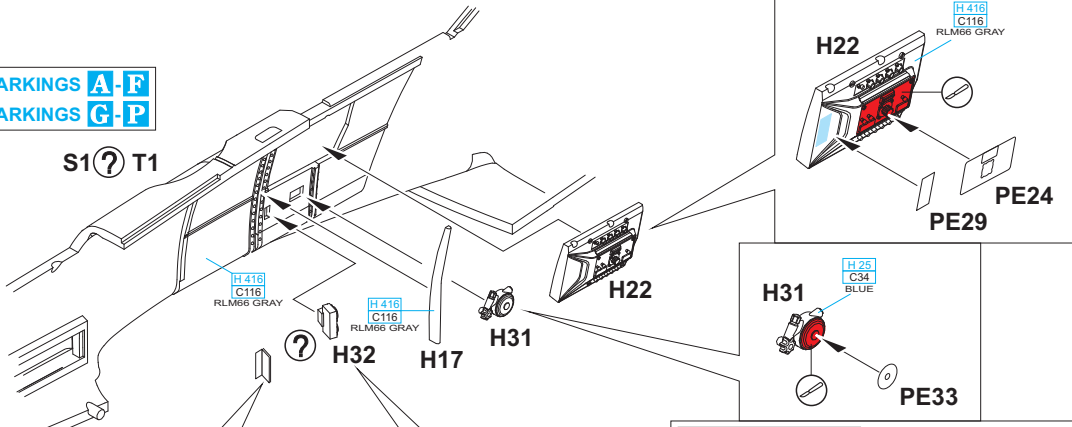
GSI Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
H 2	C2	BLACK	
H 12	C33	FLAT BLACK	
H 15	C65	BRIGHT BLUE	
H 25	C34	SKY BLUE	
H 26	C66	BRIGHT GREEN	
H 33	C81	RUSSET	
H 47	C41	RED BROWN	
H 64	C17	DARK GREEN	RLM71
H 65	C18	BLACK GREEN	RLM70
H 66	C19	SANDY BROWN	RLM79

AQUEOUS	Mr.COLOR		
H 68	C36	DARK GRAY	RLM74
H 69	C37	GRAY	RLM75
H 70	C60	GRAY	RLM02
H 77	C137	TIRE BLACK	
H 80	C54	KHAKI GREEN	
H 90	C47	CLEAR RED	
H 94	C138	CLEAR GREEN	
H 312	C312	GREEN	
H 316	C316	WHITE	
H 413	C113	YELLOW	RLM04

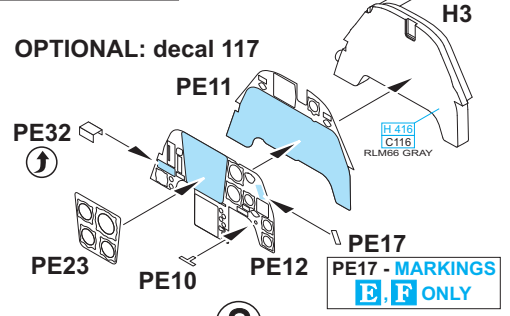
AQUEOUS	Mr.COLOR		
H 414	C114	RED	RLM23
H 416	C116	BLACK GRAY	RLM66
H 417	C117	LIGHT BLUE	RLM76
H 418	C118	LIGHT BLUE	RLM78
Mr.COLOR SUPER METALLIC			
SM01		SUPER FINE SILVER	
Mr.METAL COLOR			
MC213		STAINLESS	
MC214		DARK IRON	
MC218		ALUMINIUM	



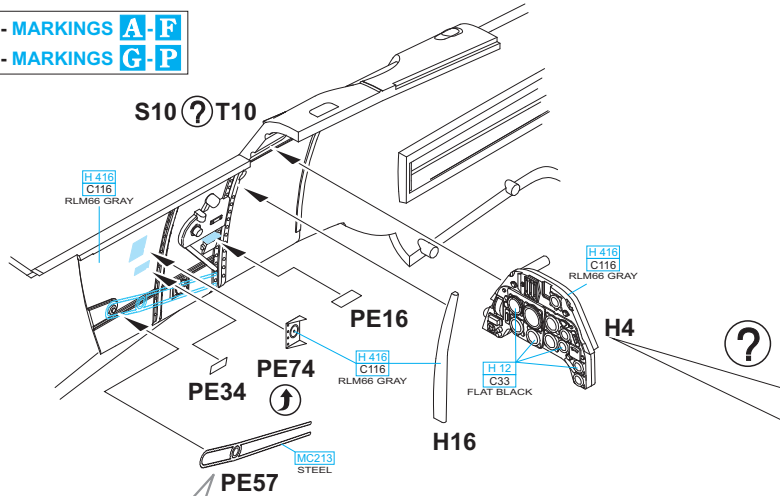
S1 - MARKINGS **A-F**
 T1 - MARKINGS **G-P**



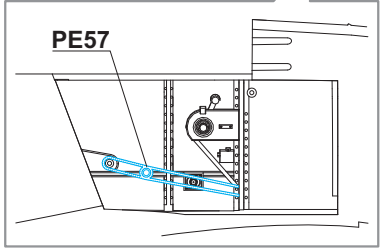
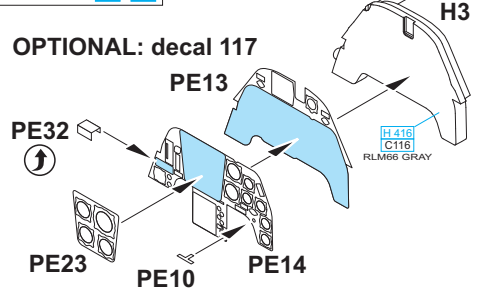
MARKINGS **A-F**



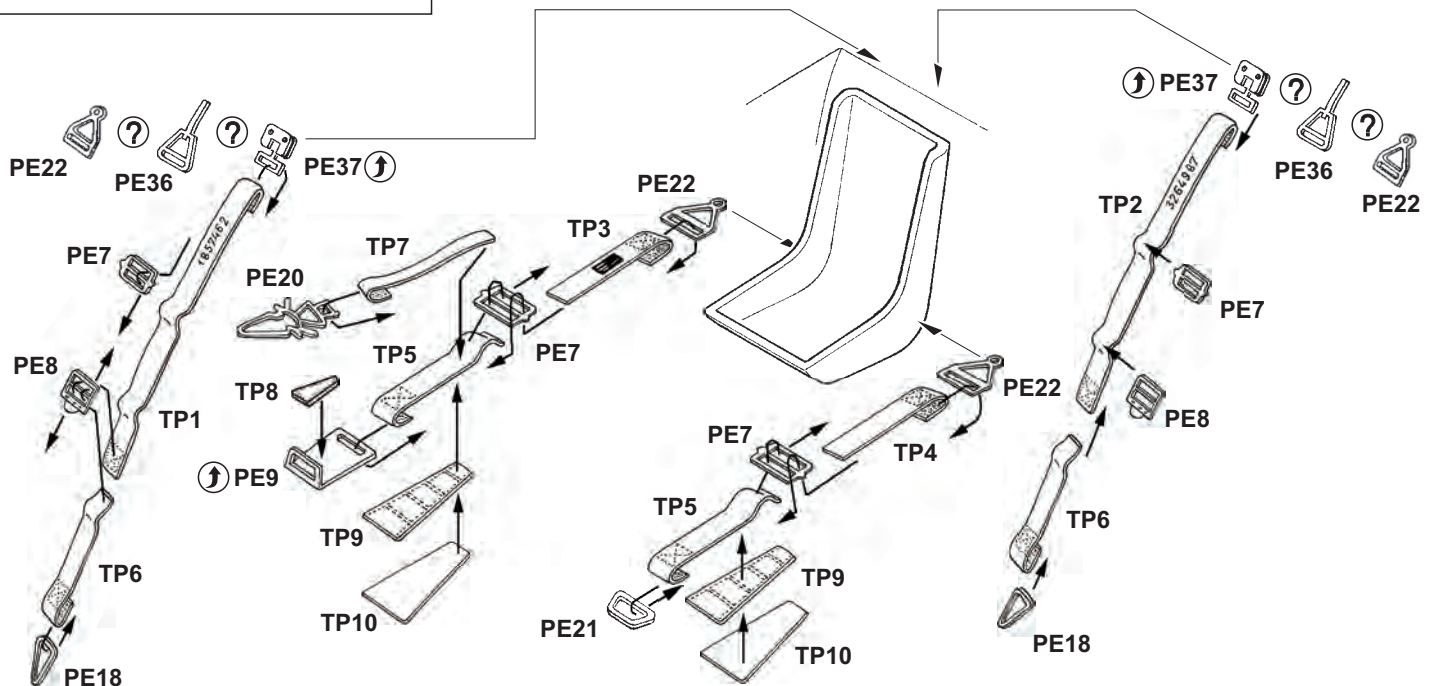
S10 - MARKINGS **A-F**
 T10 - MARKINGS **G-P**

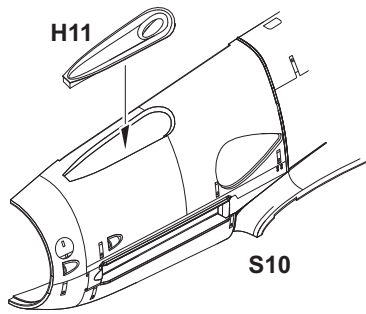
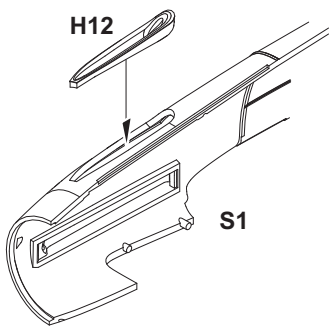
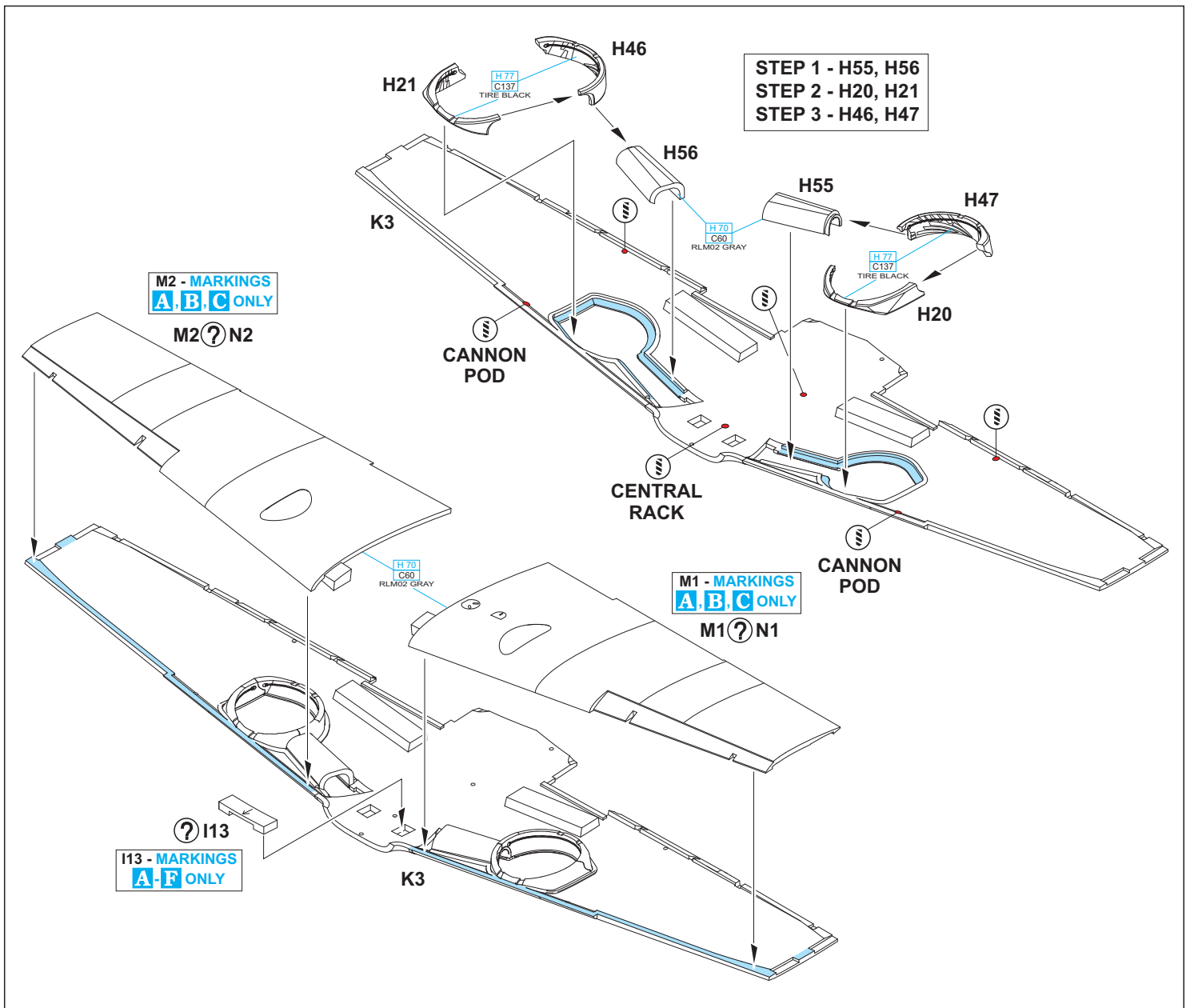


MARKINGS **G-P**

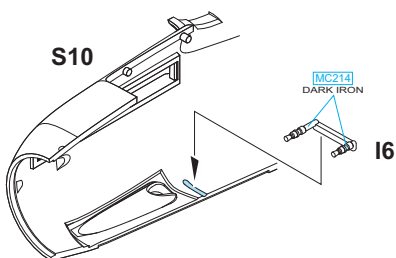


TP - FABRIC SEATBELTS



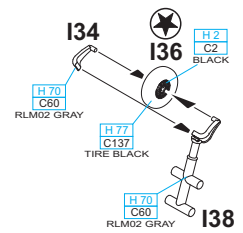


Bf 106G-2/G-4



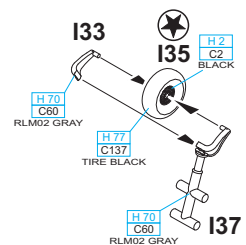
A

MARKINGS A-D



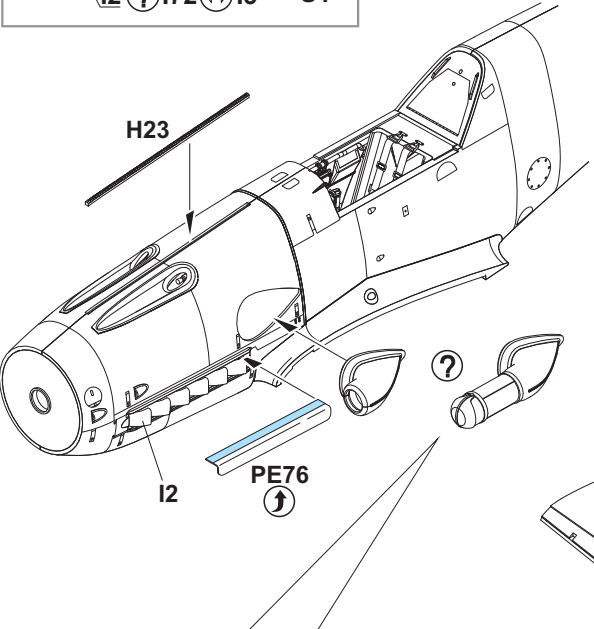
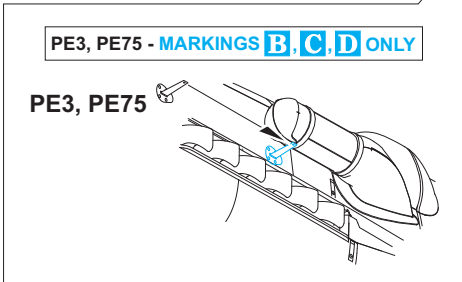
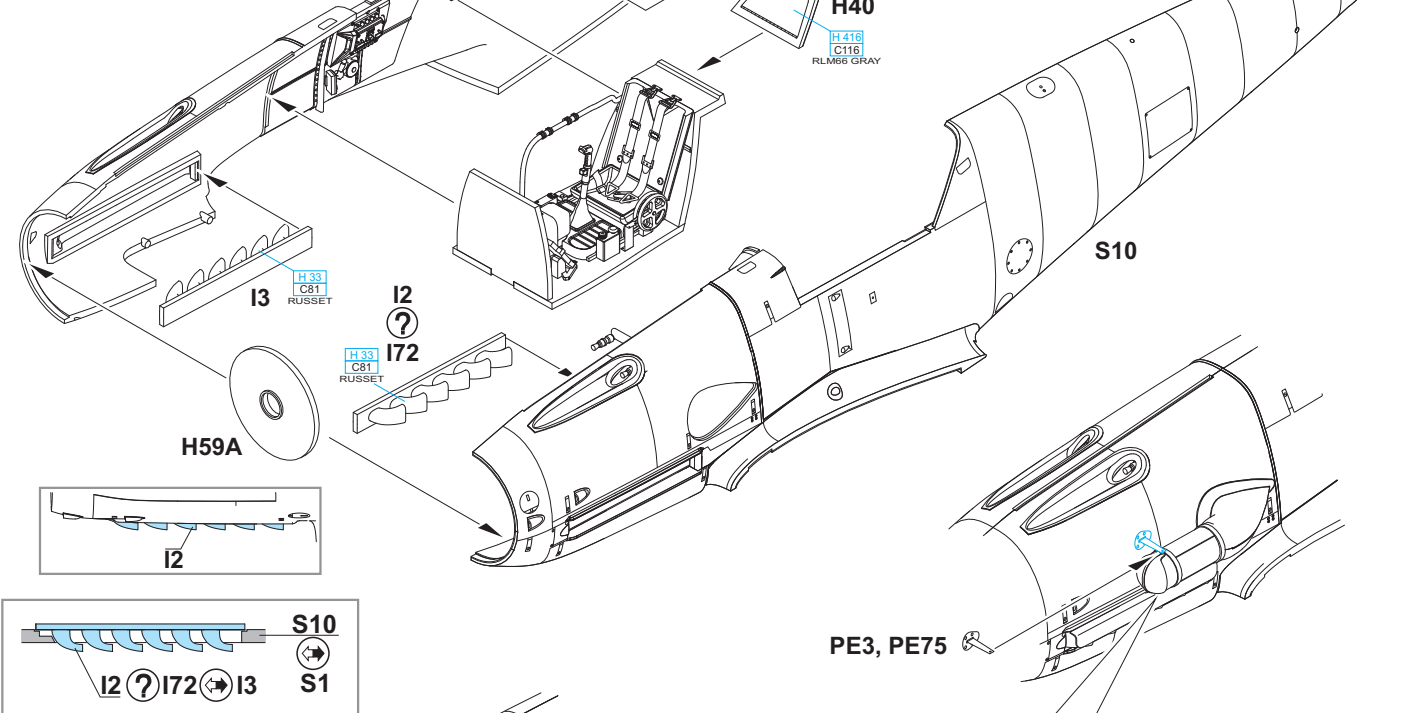
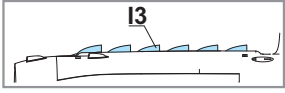
?

MARKINGS E, F

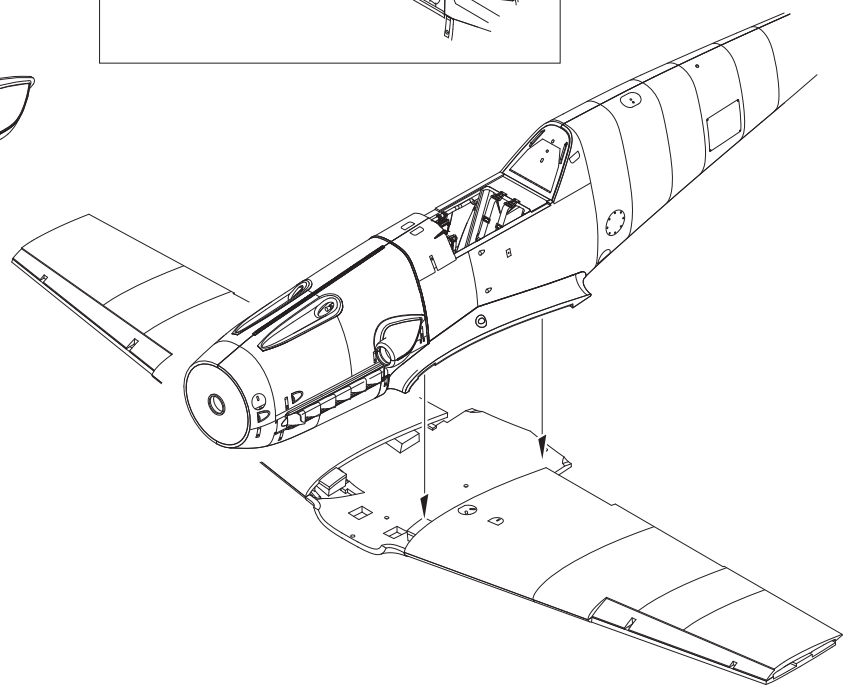
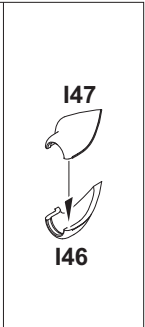
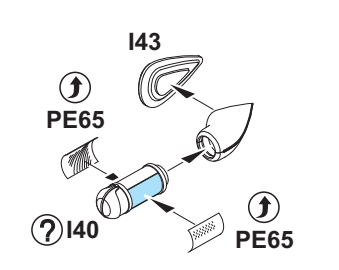


Bf 106G-2/G-4

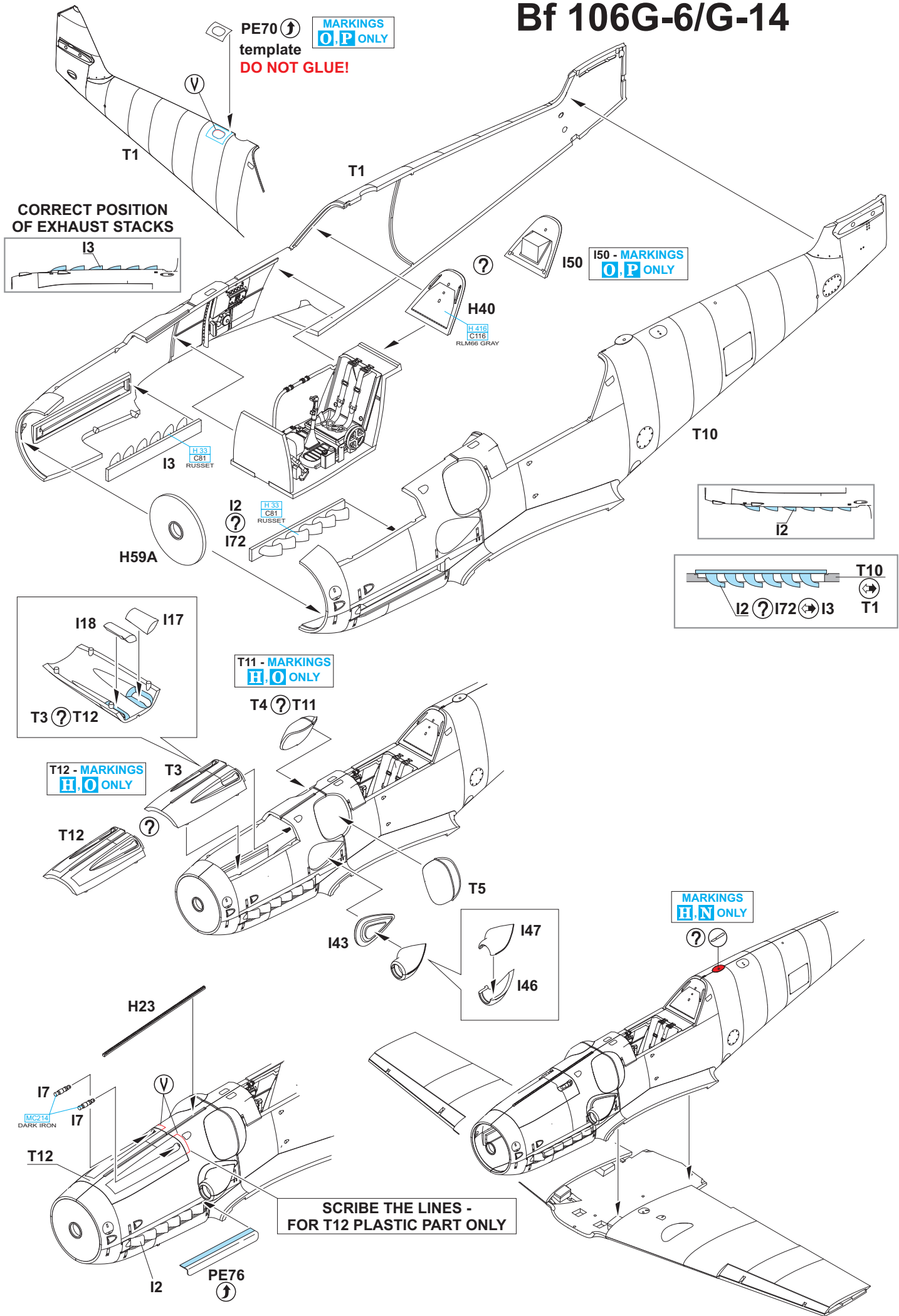
CORRECT POSITION OF EXHAUST STACKS



I40 - MARKINGS **B, C, D** ONLY



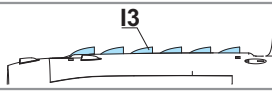
Bf 106G-6/G-14



PE70 ↑
template
DO NOT GLUE!

MARKINGS
O.P ONLY

CORRECT POSITION
OF EXHAUST STACKS



I50 - MARKINGS
O.P ONLY

T11 - MARKINGS
H.O ONLY

MARKINGS
H.N ONLY

SCRIBE THE LINES -
FOR T12 PLASTIC PART ONLY

H 94
C138
CLEAR GREEN

I52

I67

I64

I71

I70

I54

H 90
C47
CLEAR RED

T7, T9 - MARKINGS N, O ONLY

T7

T8

T6

T9

I22

I69

I21

I48

MARKINGS G-P

I58

H 70
C60
RLM02 GRAY

H 2
C2
BLACK

H 77
C137
TIRE BLACK

H 70
C60
RLM02 GRAY

I35

I63

T2 - MARKINGS N, O ONLY

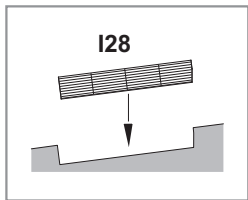
T2

I24

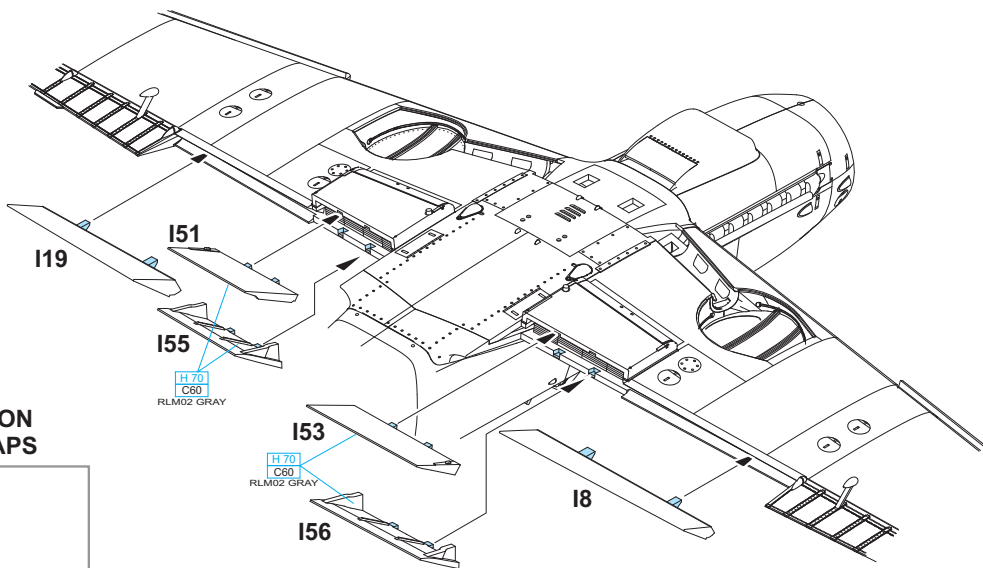
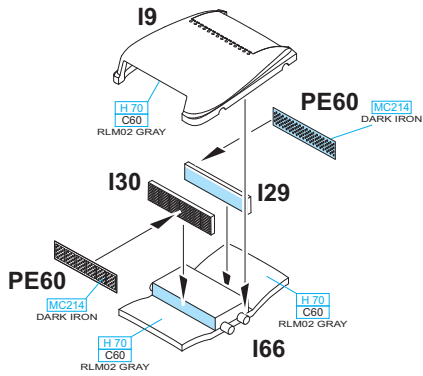
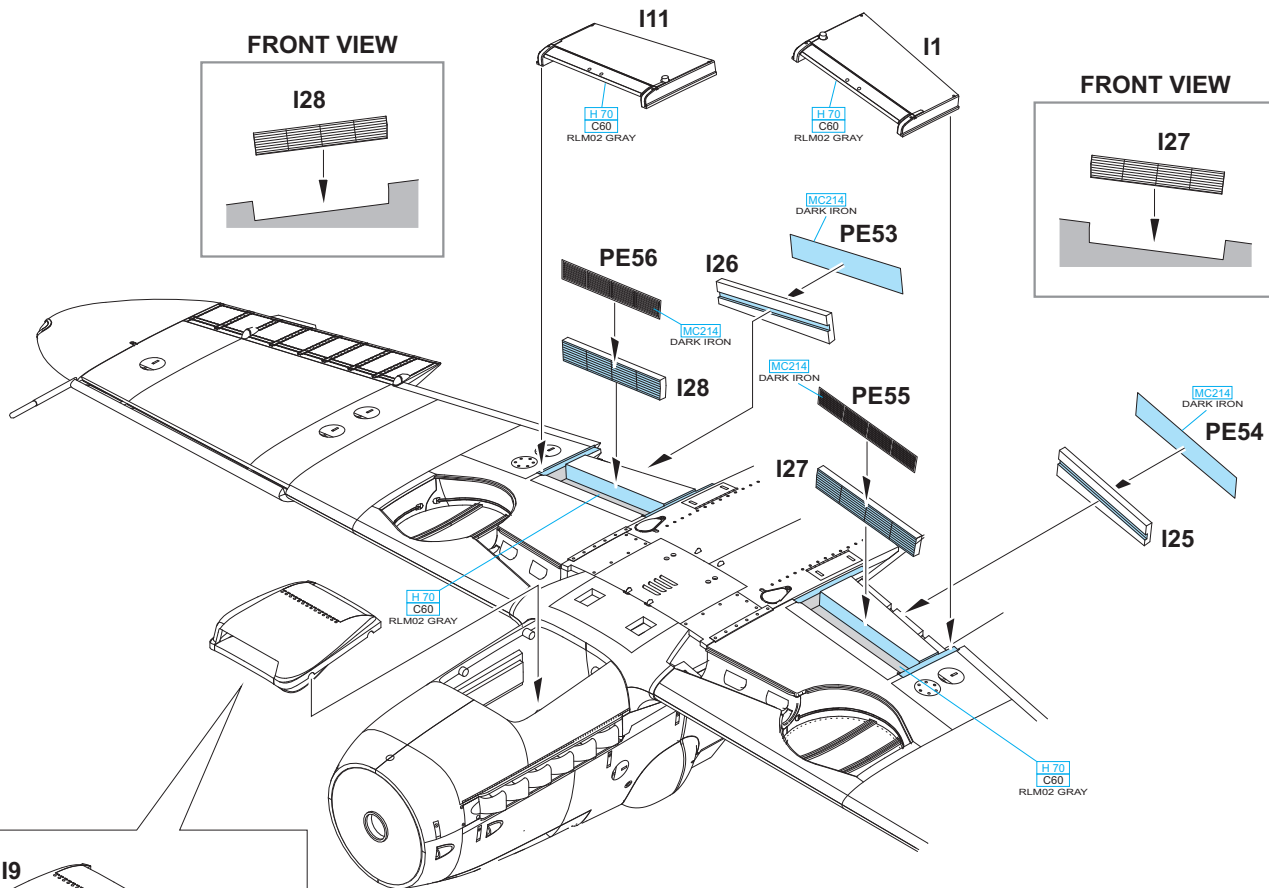
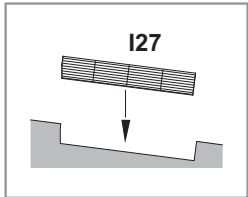
I49

I23

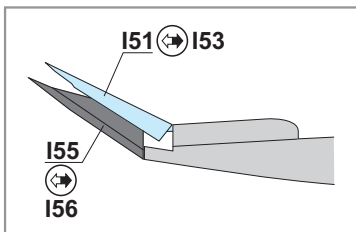
FRONT VIEW

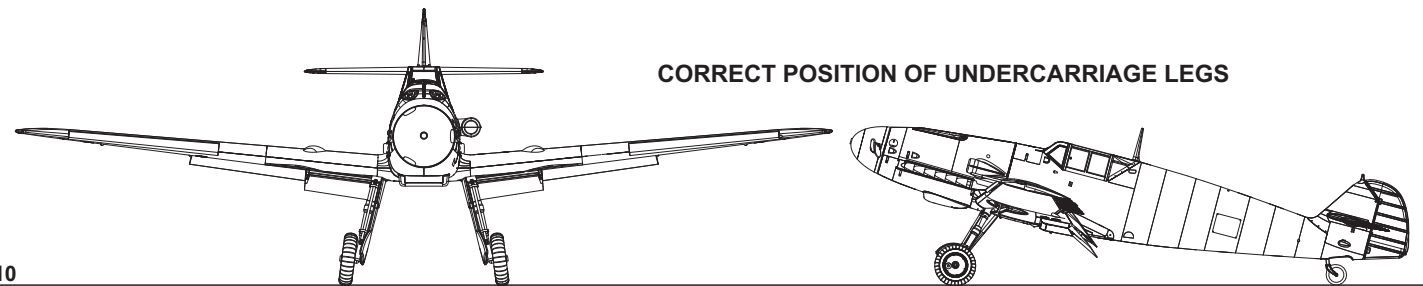
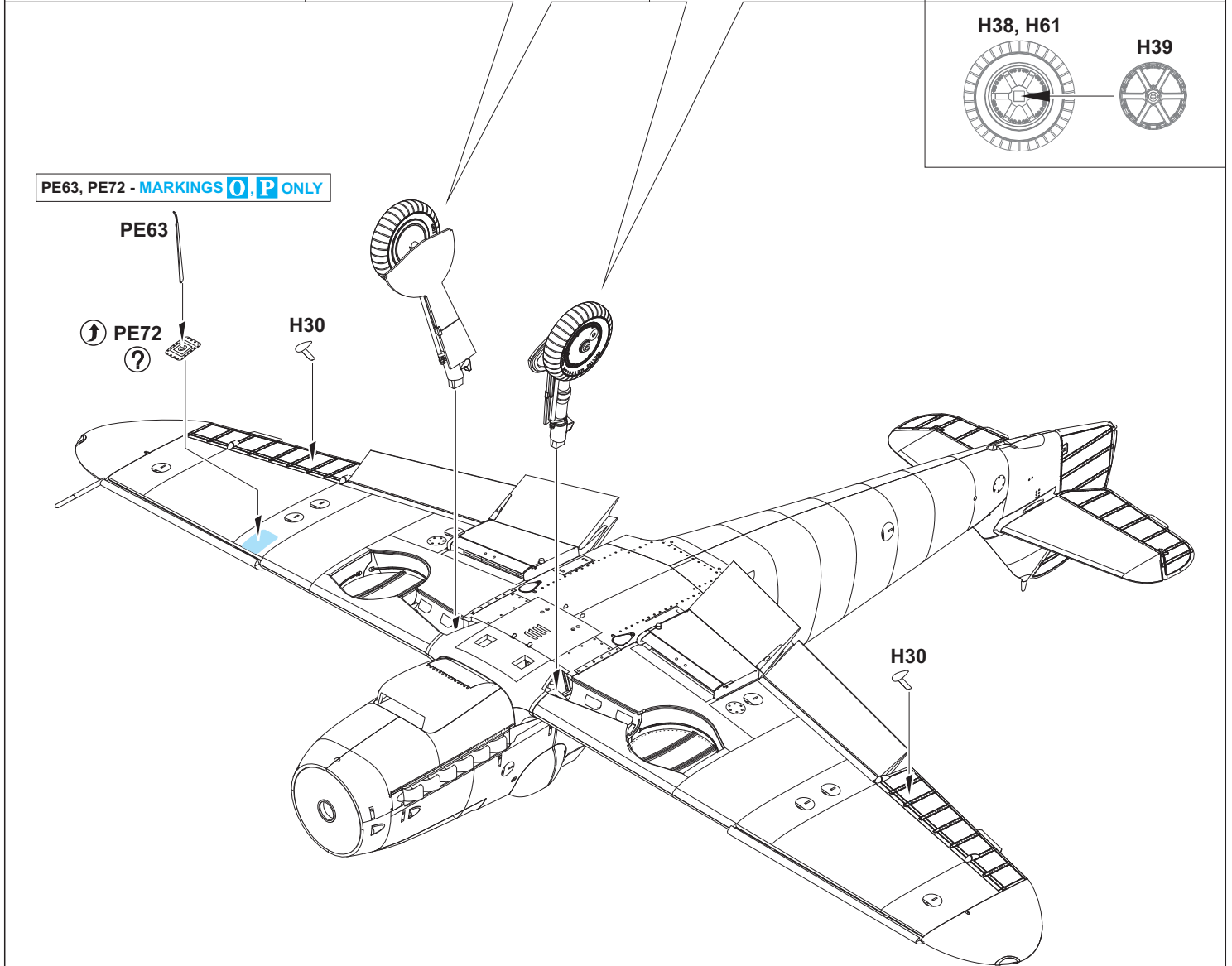
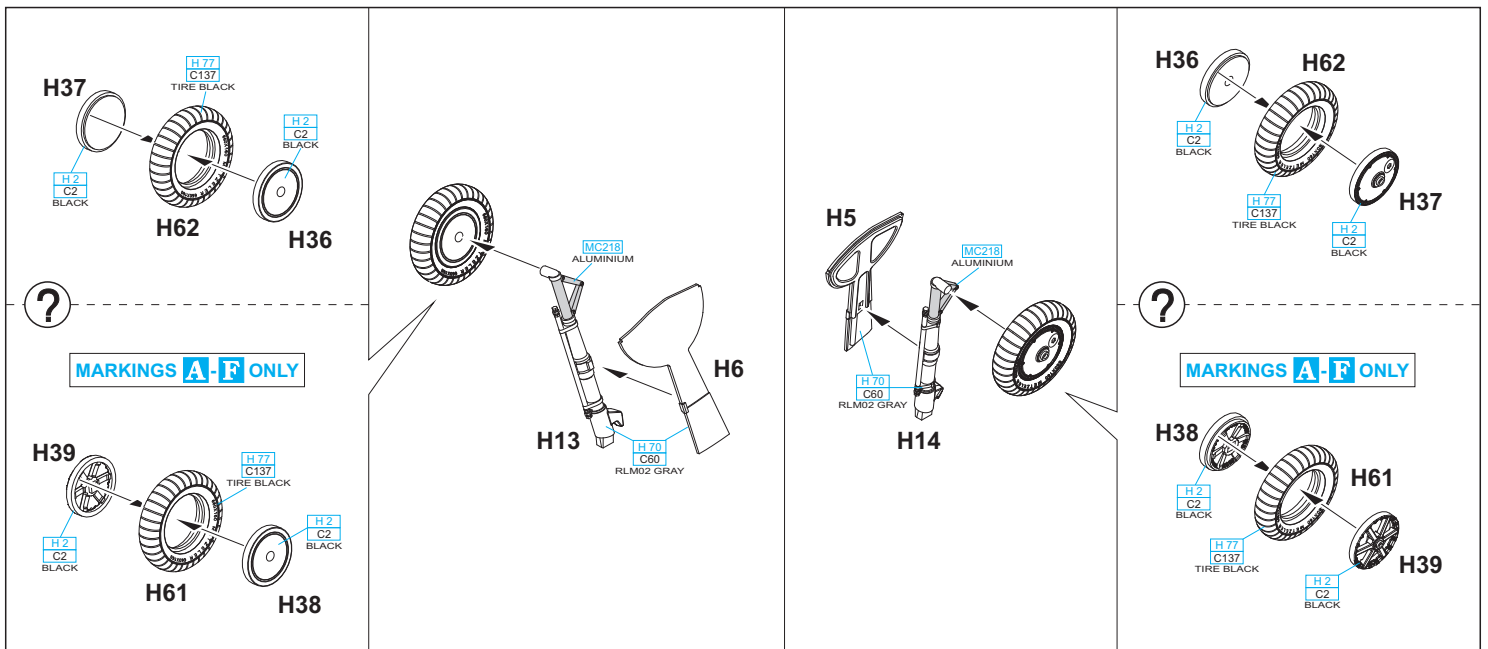


FRONT VIEW

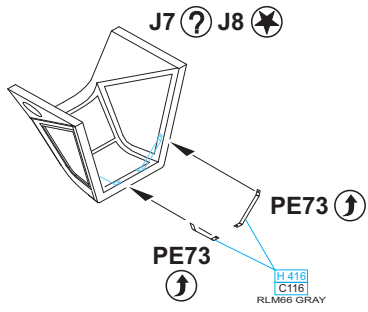


CORRECT POSITION OF RADIATOR FLAPS

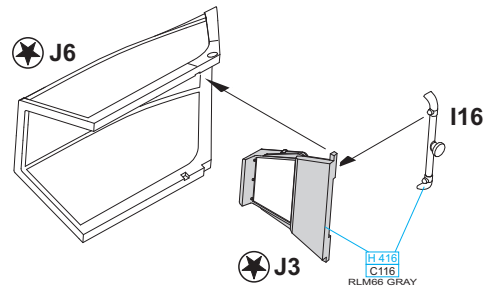




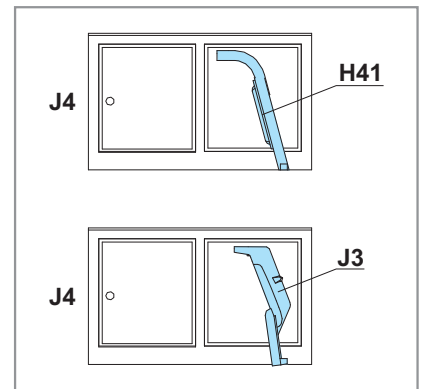
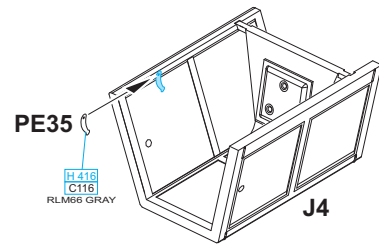
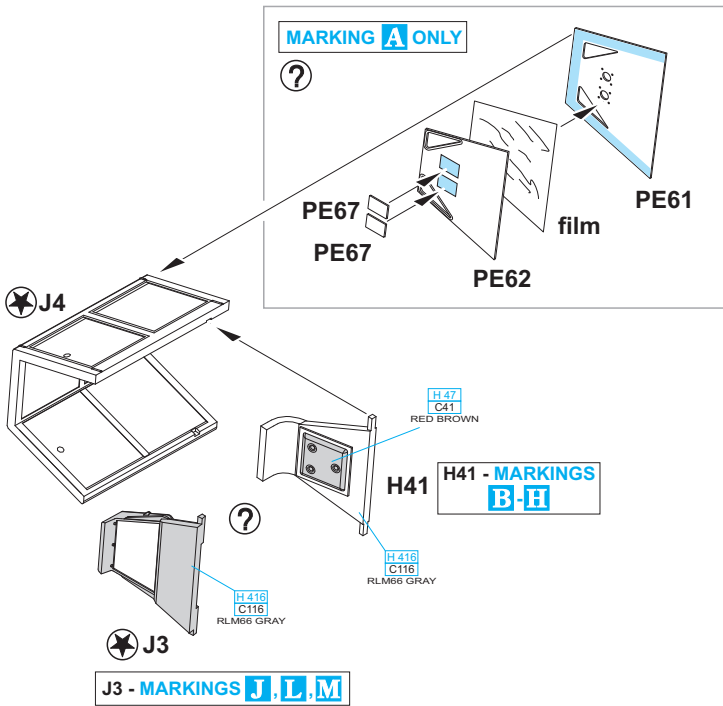
J7 - MARKINGS **A, E, F, H** ONLY



B MARKINGS **I, K, N, O, P**

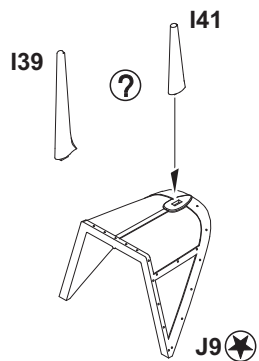


C

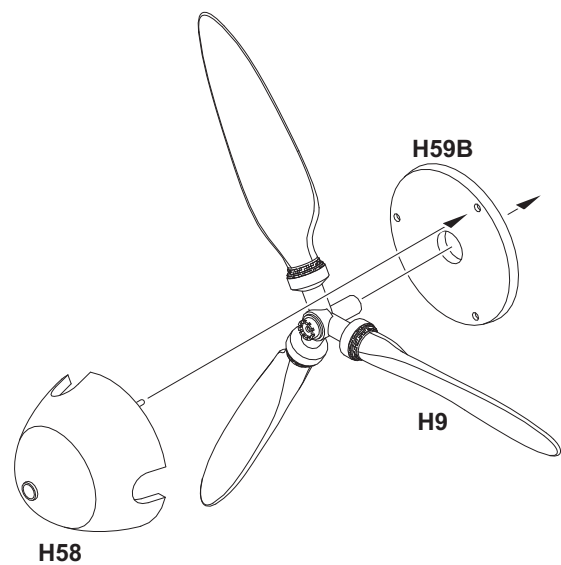


D

I41 - MARKINGS **G, J, L** ONLY



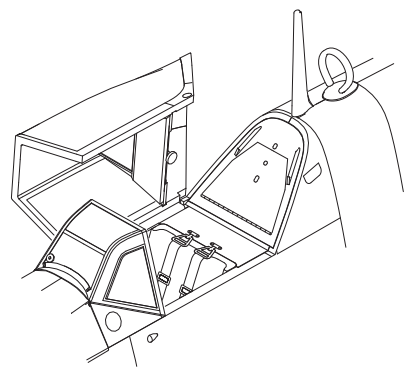
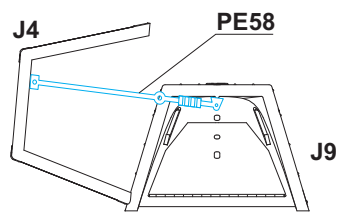
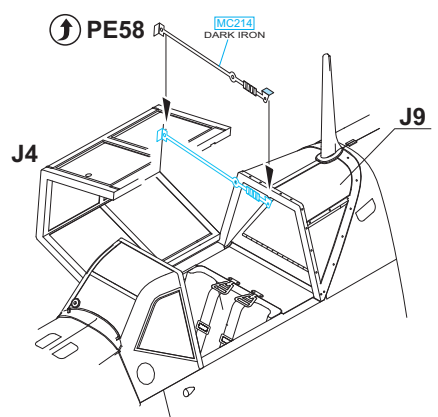
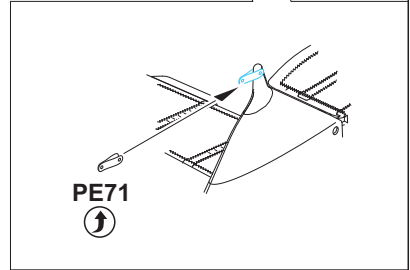
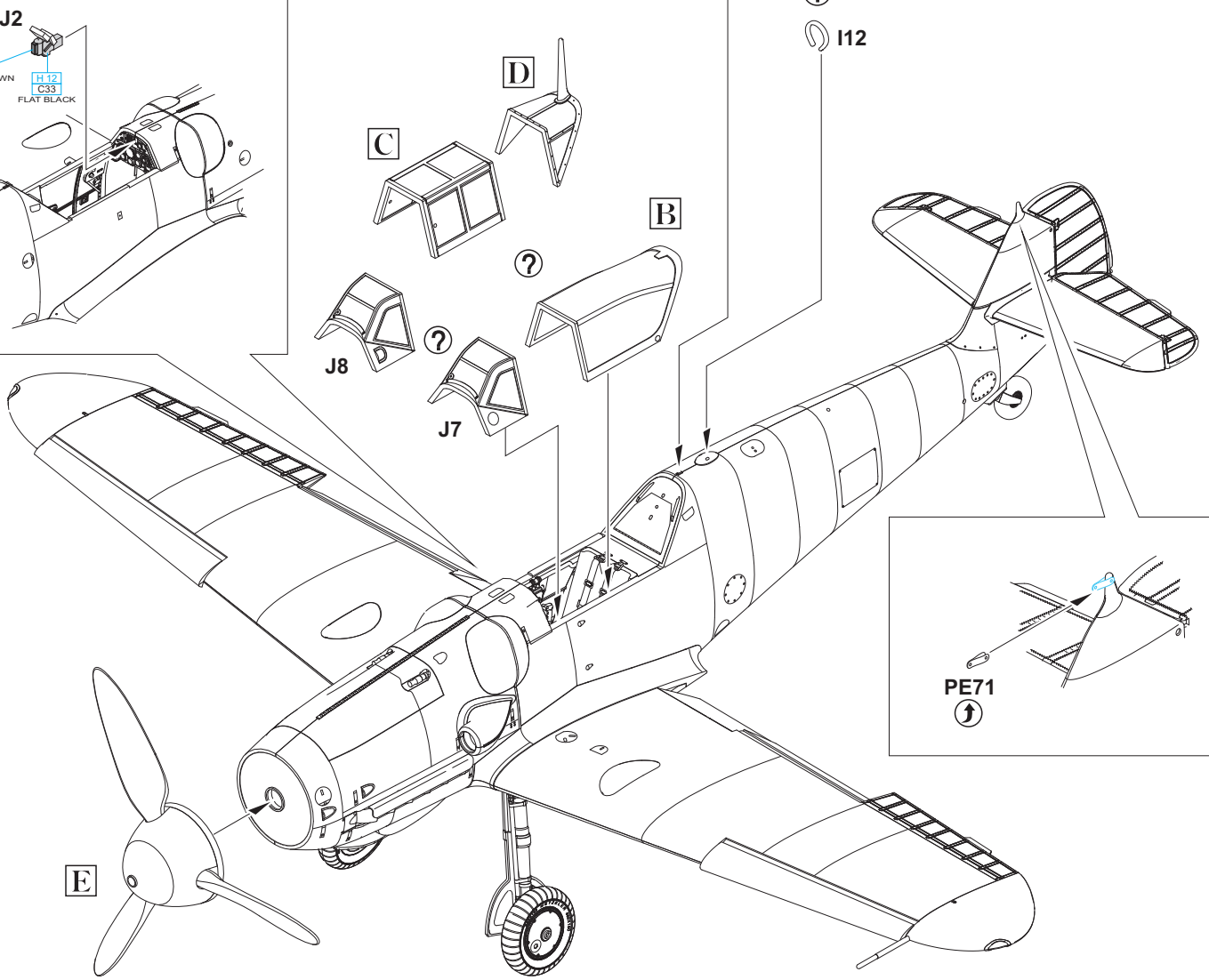
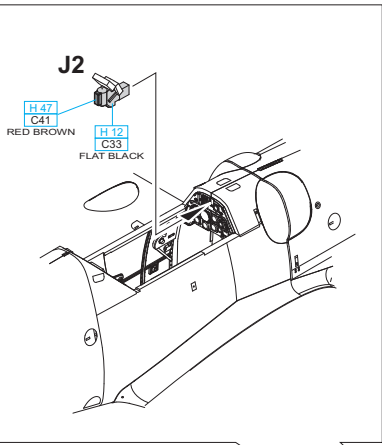
E

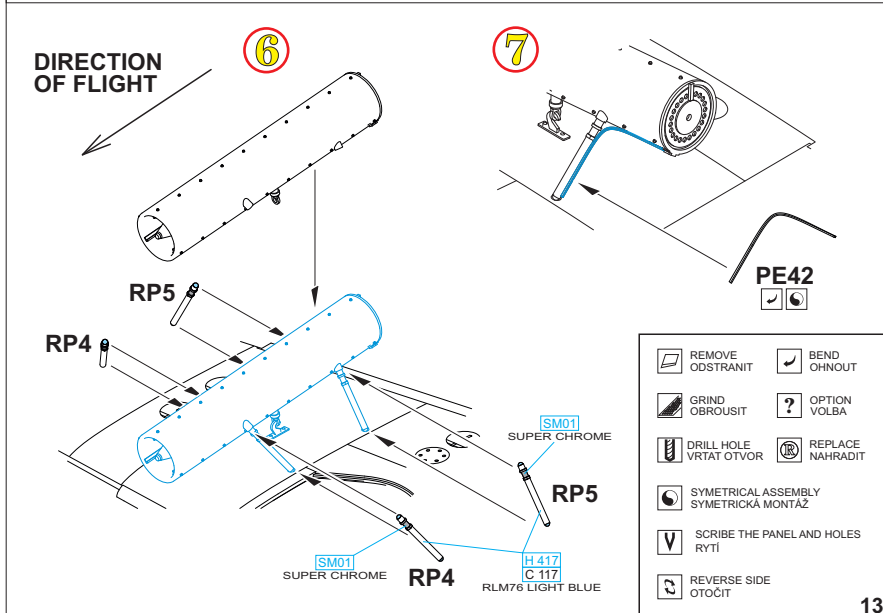
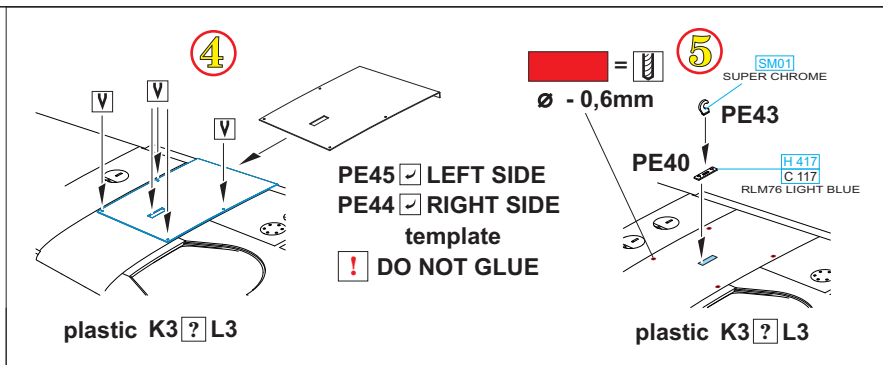
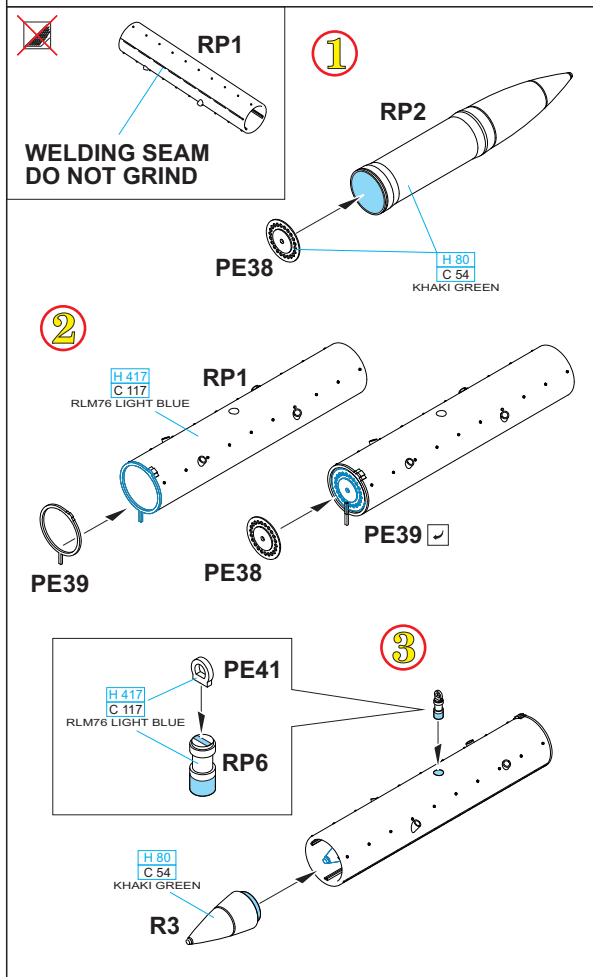
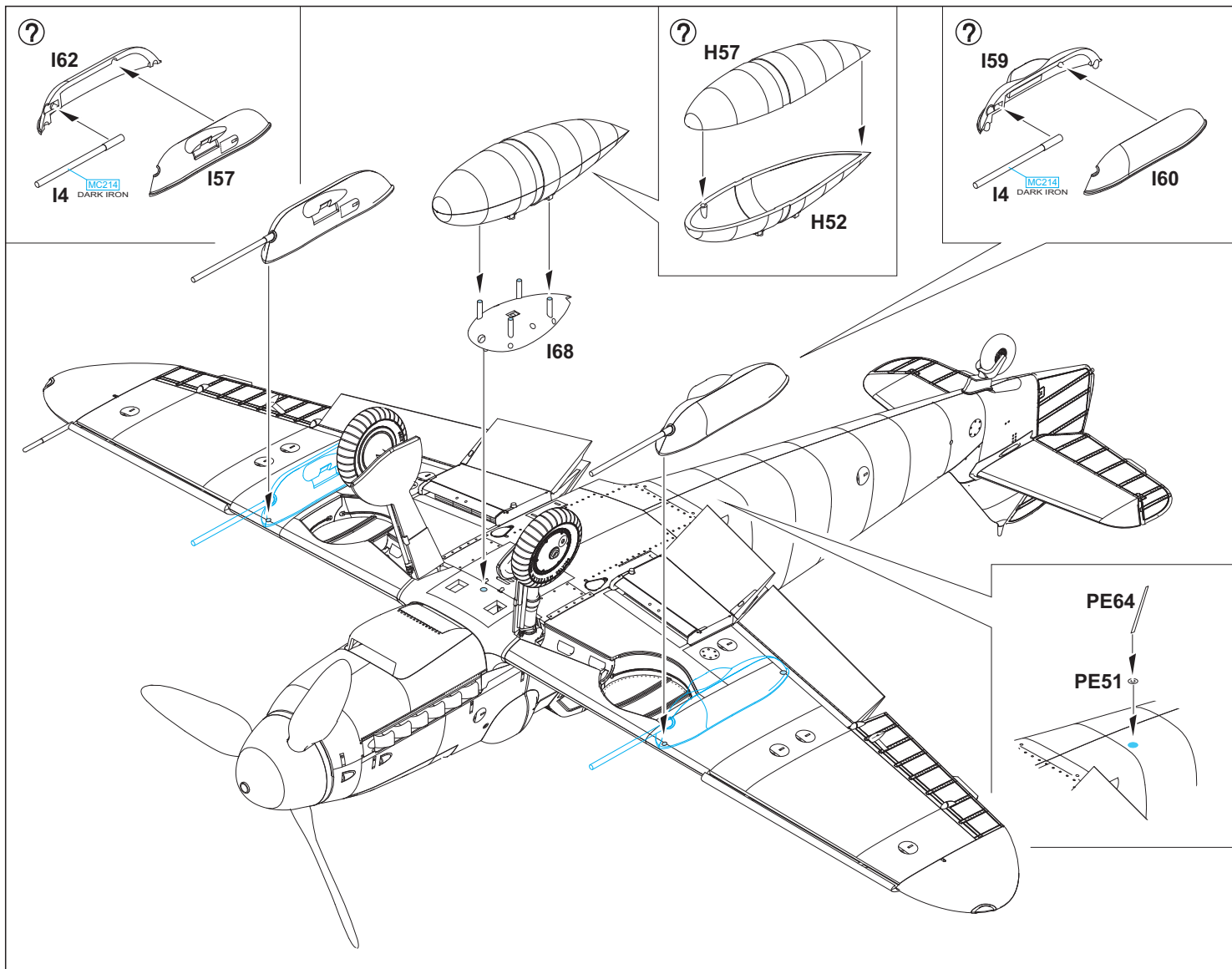


I41 - MARKINGS I, K, N, O, P ONLY

I12 ? PE66 - MARKINGS
G, I, J, K,
L, M, O, P ONLY

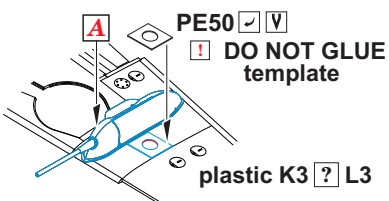
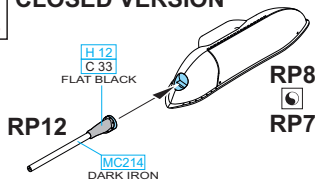
- I41 ?
- I39
- PE66
- ? ?
- I12



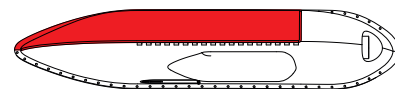


	REMOVE ODSTRÁNIT		BEND OHNOUT
	GRIND OBROUSIT		OPTION VOLBA
	DRILL HOLE VRTAT OTVOR		REPLACE NAHRADIT
	SYMMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ		
	SCRIBE THE PANEL AND HOLES RYTI		
	REVERSE SIDE OTOČIT		

A CLOSED VERSION



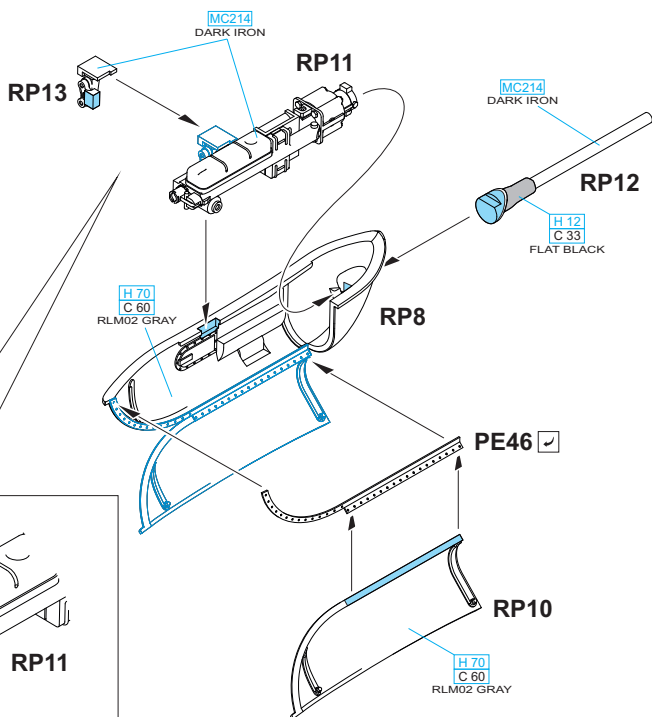
OPEN VERSION



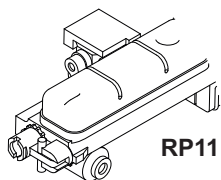
RP8 RP7

RIGHT WING

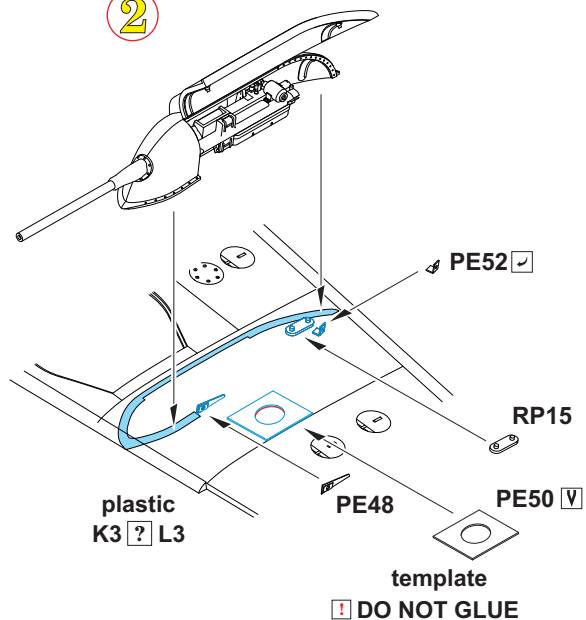
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CORRECT POSITION

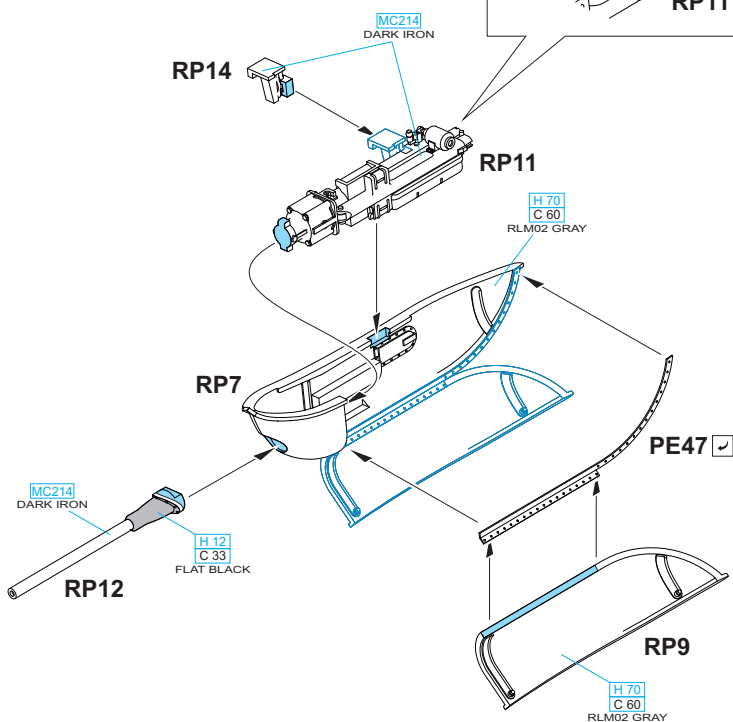


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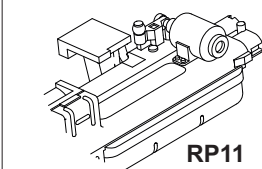


LEFT WING

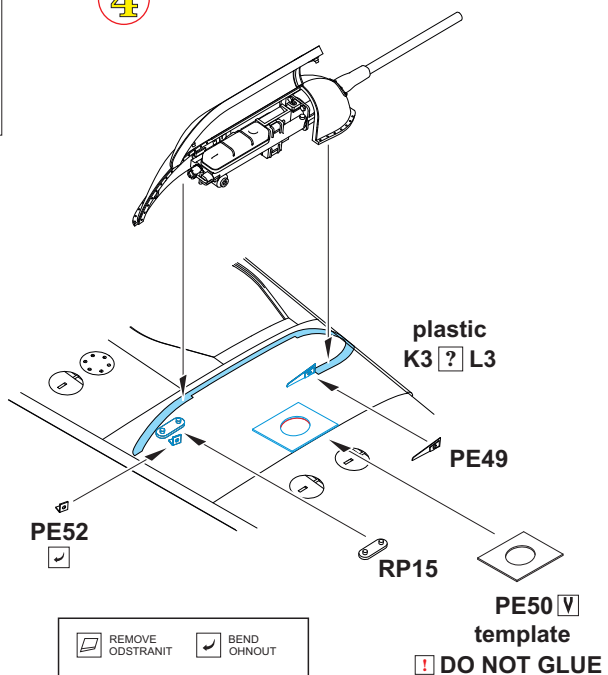
3



CORRECT POSITION



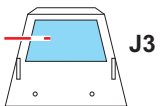
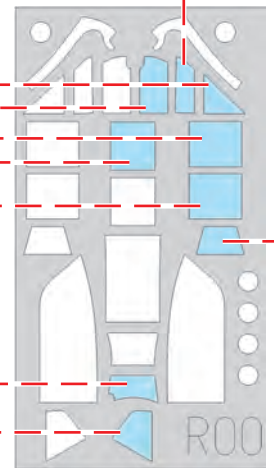
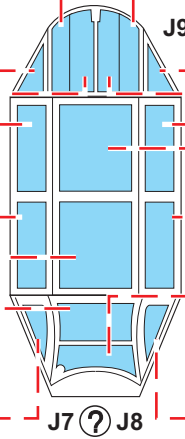
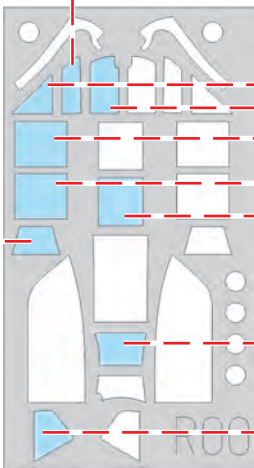
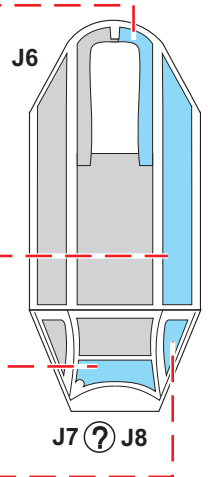
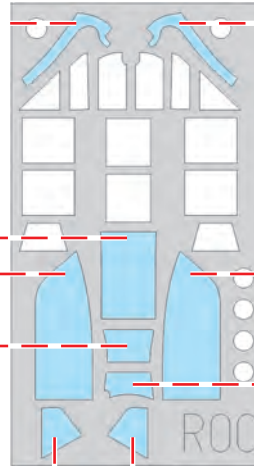
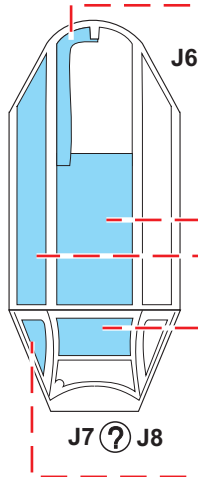
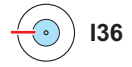
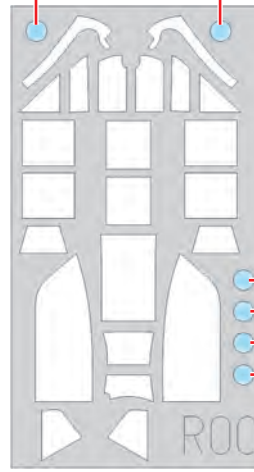
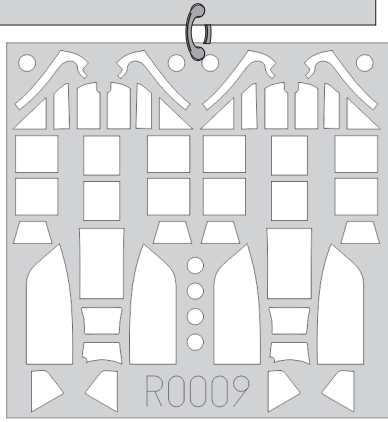
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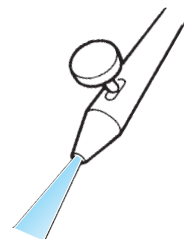
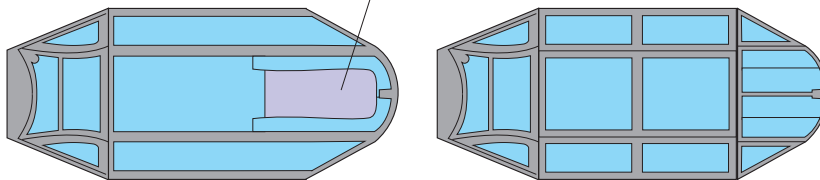
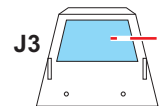
REMOVE ODSTRANIT	BEND OHNOUT
GRIND OBROUSIT	OPTION VOLBA
DRILL HOLE VRTAT OTVOR	REPLACE NAHRADIT
SYMMETRICAL ASSEMBLY SYMETRICKA MONTAZ	
SCRIBE THE PANEL AND HOLES RYTI	
REVERSE SIDE OTOCT	

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MASK

R0009



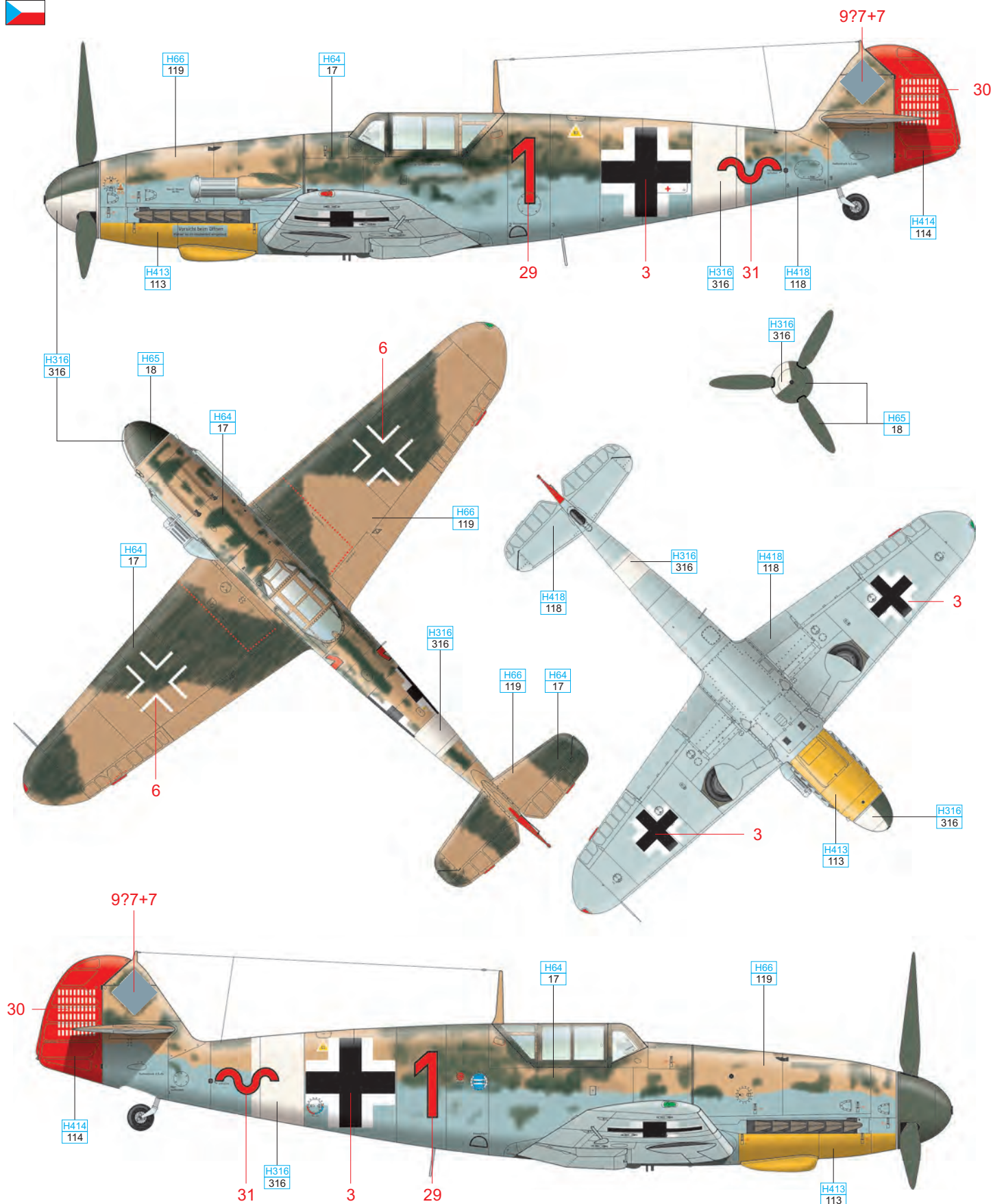
LIQUID MASK



B Bf 109G-2 trop, Flown by Oblt. Werner Schroer, CO of 8./JG 27, Rhodes, early November, 1942

Werner Schroer achieved 61 kills in the skies over Africa., the first of which was a Hurricane downed on April 19, 1941 over Tobruk, Libya. Later, Schroer served as a Gruppenadjutant of I./JG 27. He assumed command of 8th Staffel JG 27 and in April, 1943, assumed command of the entire II./JG 27. He ended the war as Geschwaderkommodore of JG 3 with 114 kill to his credit (including 26 four-engined bombers). He was awarded the Knight's Cross on October 21, 1942 and on April 19, 1945 he became the recipient of the Swords as well. The typical desert camouflage scheme of RLM 79 and RLM 78 is topped off with irregular splotches of green, probably in RLM 70. The aircraft is depicted from early November, 1942, going by the sixty kill marks on the rudder.

ČESKOU VERZI TEXTU NALEZNETE NA
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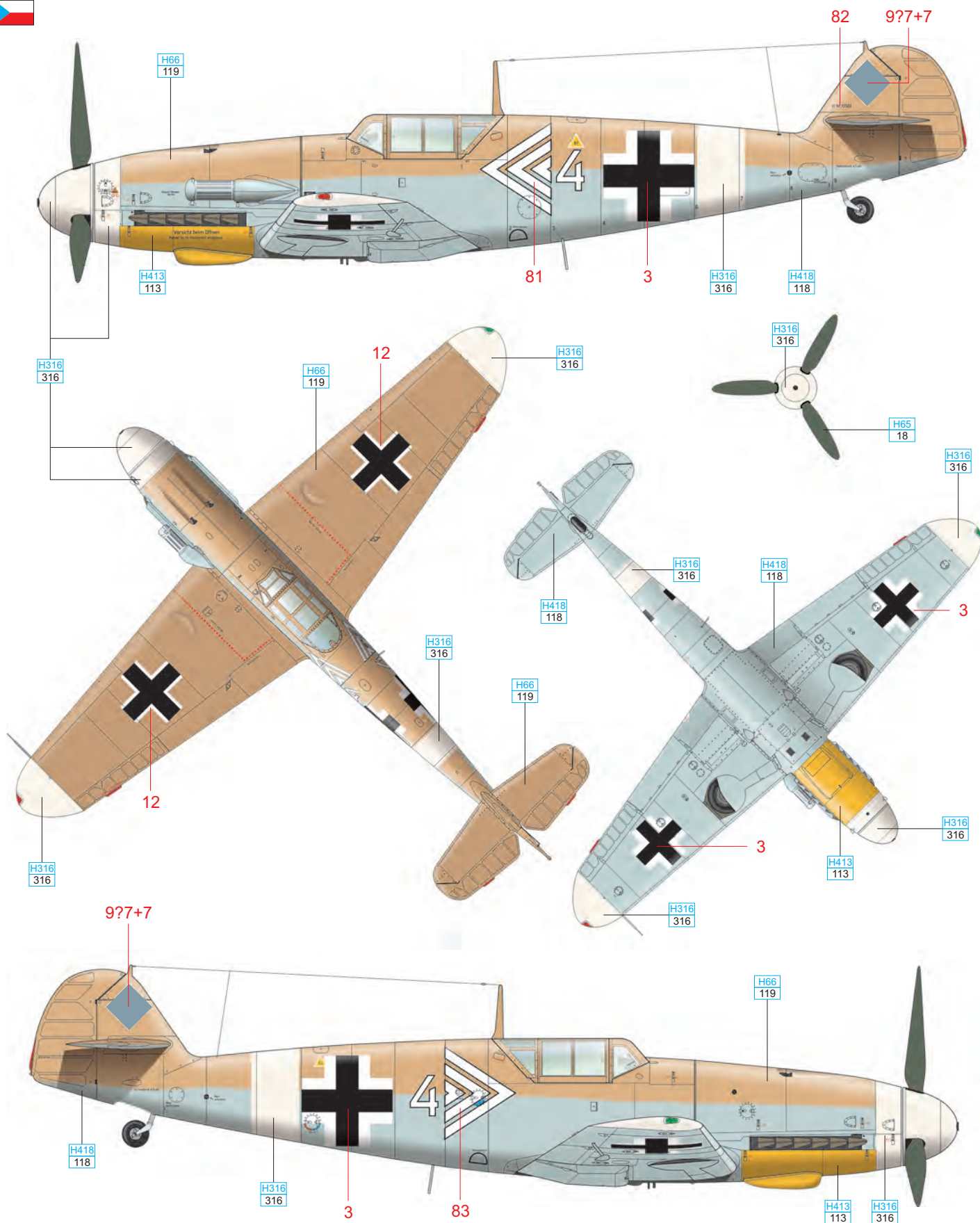


RED	H414 114	RLM 04	H413 113	RLM 79	H66 119	RLM 78	H418 118	RLM 71	H64 17	RLM 70	H65 18	WHITE	H316 316
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D Bf 109G-2 trop, W.Nr. 10 501, Stab/JG 77, Bir el Abd airfield, North Africa, early November, 1942

This aircraft was abandoned at Bir el Abd Air Field by retreating German forces. According to German wartime documents, this aircraft had suffered undercarriage damage and was blown up on November 4, 1942...which obviously never happened and the aircraft was captured by allied forces. The typical desert camouflage scheme consisted of RLM 79 Sandgelb on the upper surfaces and RLM 78 Hellblau on the lower surfaces. The white nose and wingtips were the theatre marking used by the Luftwaffe on aircraft deployed in the Mediterranean area. The triple chevron and the digit '4' place this aircraft in service with Stab/JG 77.

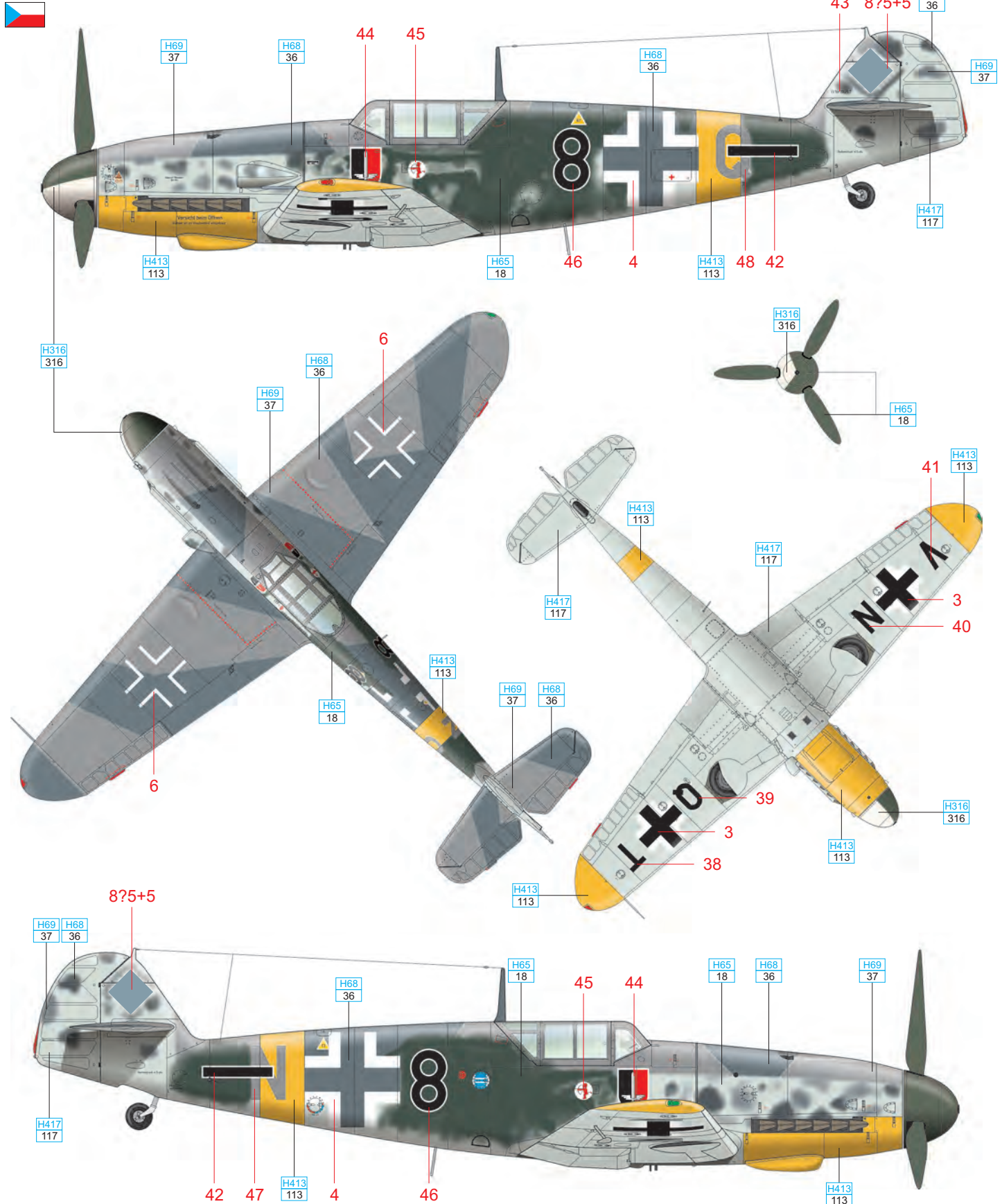
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www.eduard.com/s/R0009



RLM 04	H413 113	RLM 79	H66 119	RLM 78	H418 118	RLM 70	H65 18	WHITE	H316 316
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Viktor Petermann, flying this aircraft, was shot down by a Soviet fighter on June 6, 1943. The combat took place over Petrowskaya village in the Kuban, Soviet Union. The Stammkennzeichen code VN+QT was overpainted on the fuselage – but is still partially visible. This code was probably left on the wings. The JG 52 badge was painted below the canopy, the small devil is the badge of the 5th Staffel. Petermann, a native of Weipert (Vejpřty), Czechoslovakia, achieved 64 aerial victories and was awarded the Knight's Cross on February 29, 1944. On October 1, 1943 his Bf 109G was hit by friendly AA fire. Petermann was wounded, belly landed and his left forearm had to be amputated. Despite his handicap, he managed to fly further combat missions, downing four enemy aircraft, and he underwent Me 262 training.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/R0009

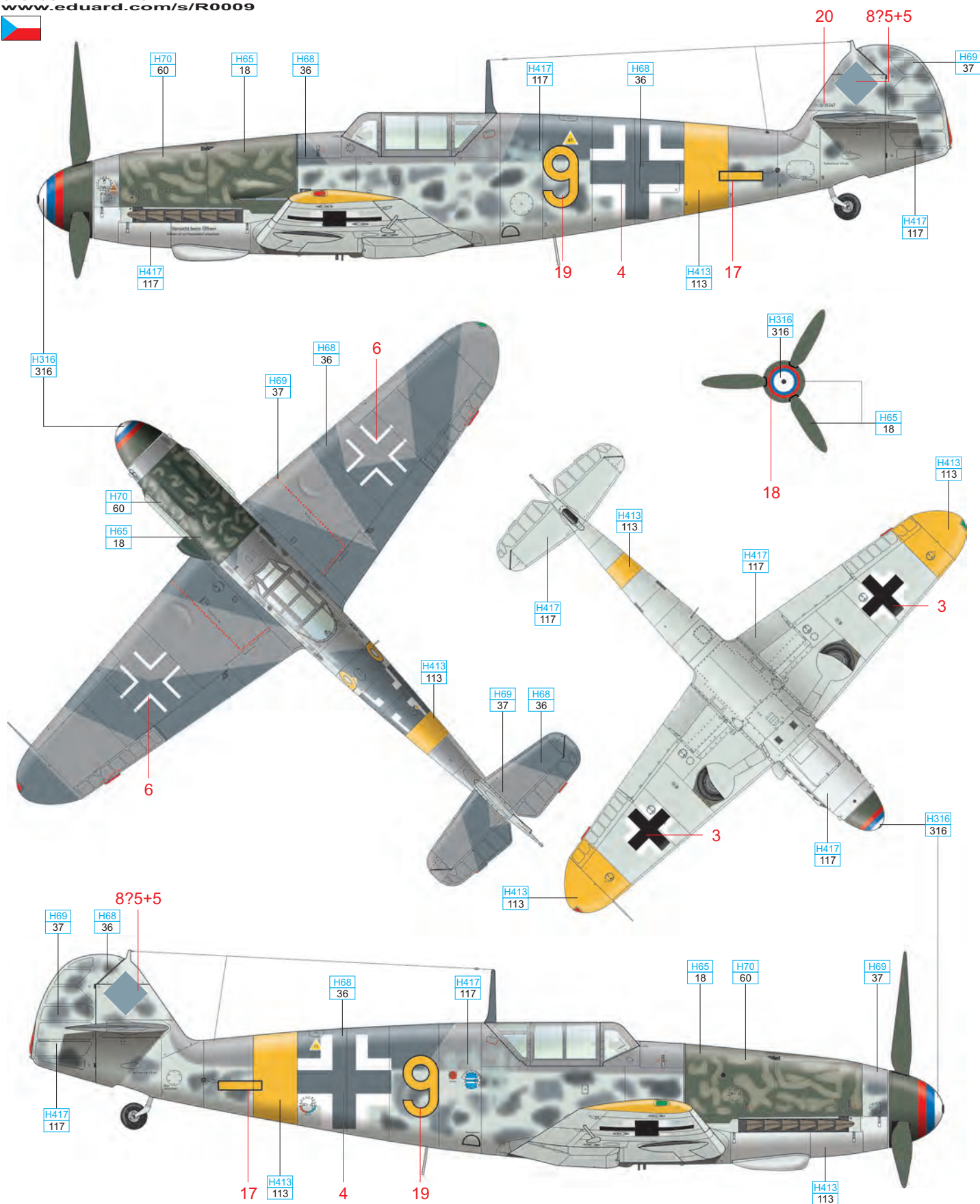


RLM 04	H413 113	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18	WHITE	H316 316
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F Bf 109G-4, W.Nr. 19 347, Flown by Fw. Jan Reznak, 13. (Slowaken)/JG 52, Anapa airfield, Soviet Union, April / May, 1943

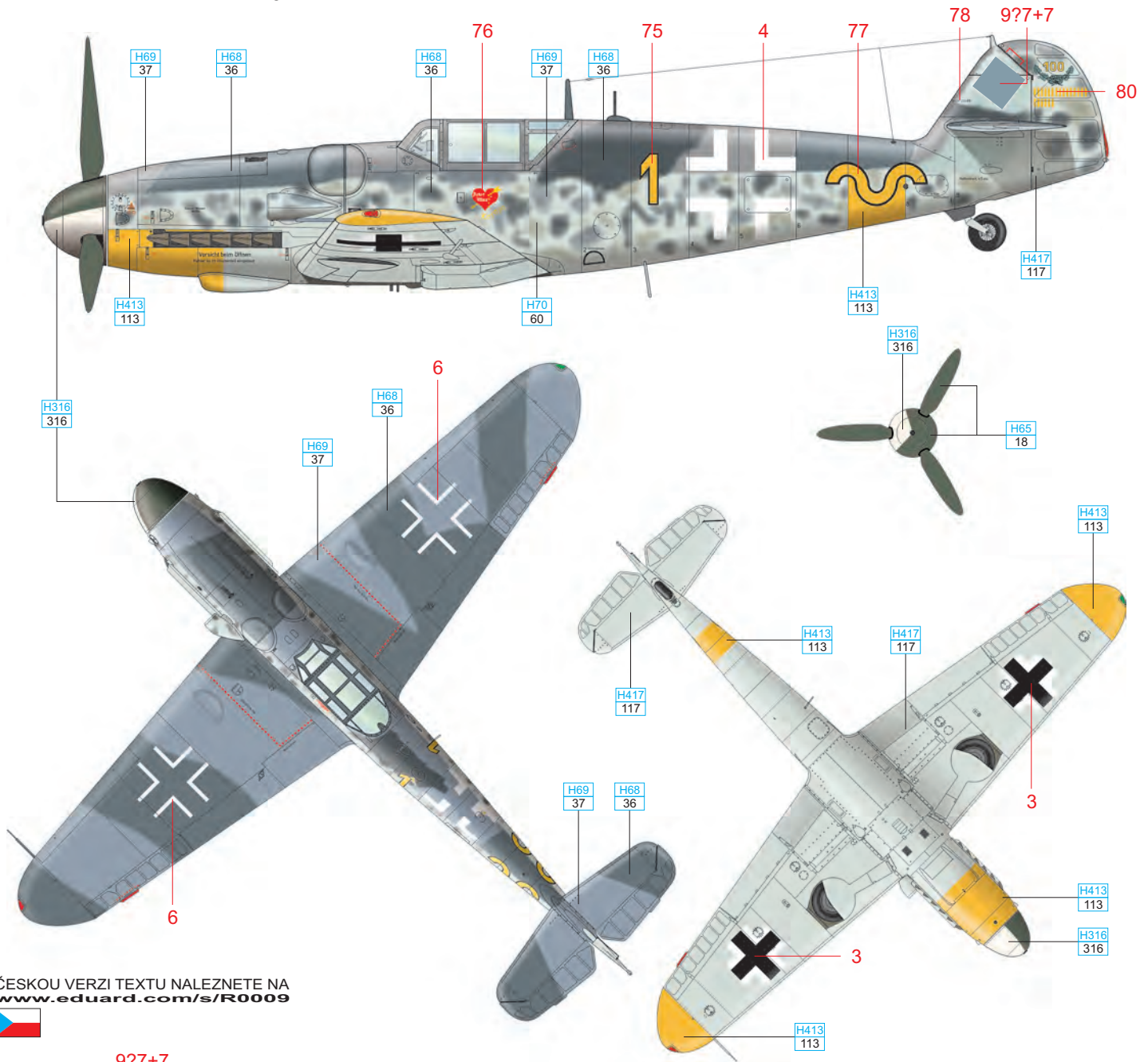
Jan Reznak launched his military career as a member of Czechoslovak Air Force. He became a member of Slovak Armed Forces in 1939 when the independent Slovak State was formed. As a Third Reich ally, Slovakia participated in the war against the Soviet Union. Slovak Letka (flight) 13 fought under the command of JG 52. Reznak achieved a total of 32 aerial victories over the Eastern Front, making him the most successful Slovak, and respectively Czechoslovak, fighter ace. Seven opponents out of his total score were flamed flying W.Nr. 19 347 in late April / early May, 1943. The tri-color on the spinner is typical for Messerschmitts flown by Slovak pilots. Note the unusual color of the cowling that doesn't match the rest of the camouflage. Originally painted in yellow, it was probably oversprayed with a camouflage color by ground personnel.

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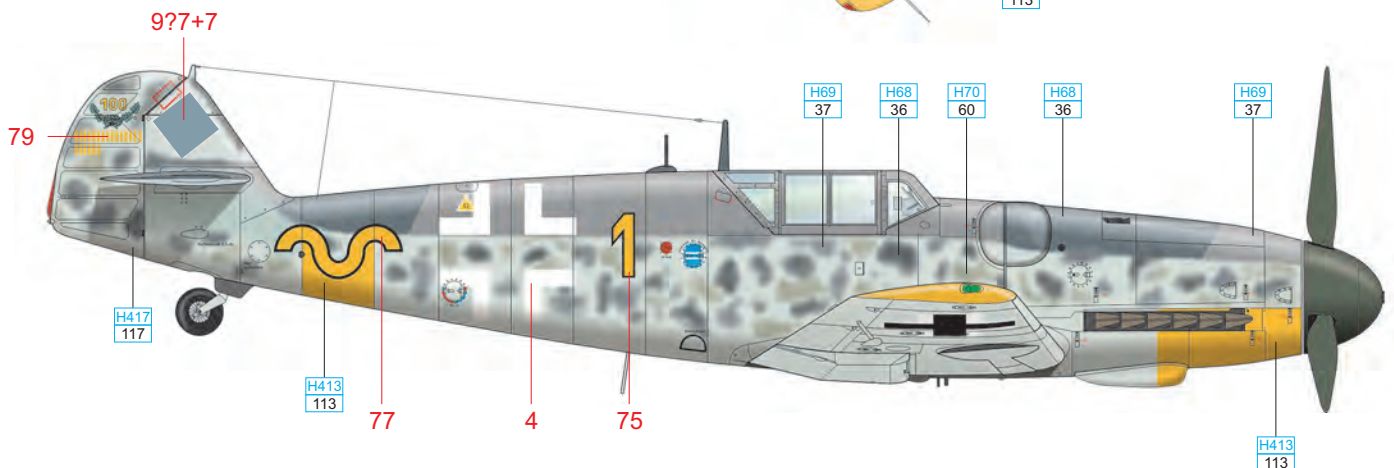


RLM 04	H413 113	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18	RLM 02	H70 60	WHITE	H316 316
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Erich Hartmann downed his 121st victim on October 2, 1943 while flying this aircraft. His score is painted on the rudder. The red heart and Karaya inscription is a 9th Staffel JG 52 badge. The words 'Dicker Max' can be translated as 'The Big Show'. The aircraft was produced by Wiener Neustadt Werke as a trop version as can be seen from the sun umbrella mounting below the canopy. Erich Hartmann is the most successful fighter ace not only of the Luftwaffe but in the history of the aviation. His first victim was downed on November 5, 1942 and his 352nd and last was a Yak-9 shot down on May 8, 1945 near Brno, Czechoslovakia. All his kills were scored in the eastern Front. He was captured by US soldiers after the German surrender but was handed over to the Soviets shortly after. A Russian court sentenced him to 25 years of hard labor. Hartmann returned to Germany after 10 years spent in Russian captivity. After his return to Germany he joined the Bundesluftwaffe and helped in the resurrection of the air force and led JG 71. Hartmann received the Diamonds to his Knight's Cross, Oak Leaves and Swords on August 25, 1944.



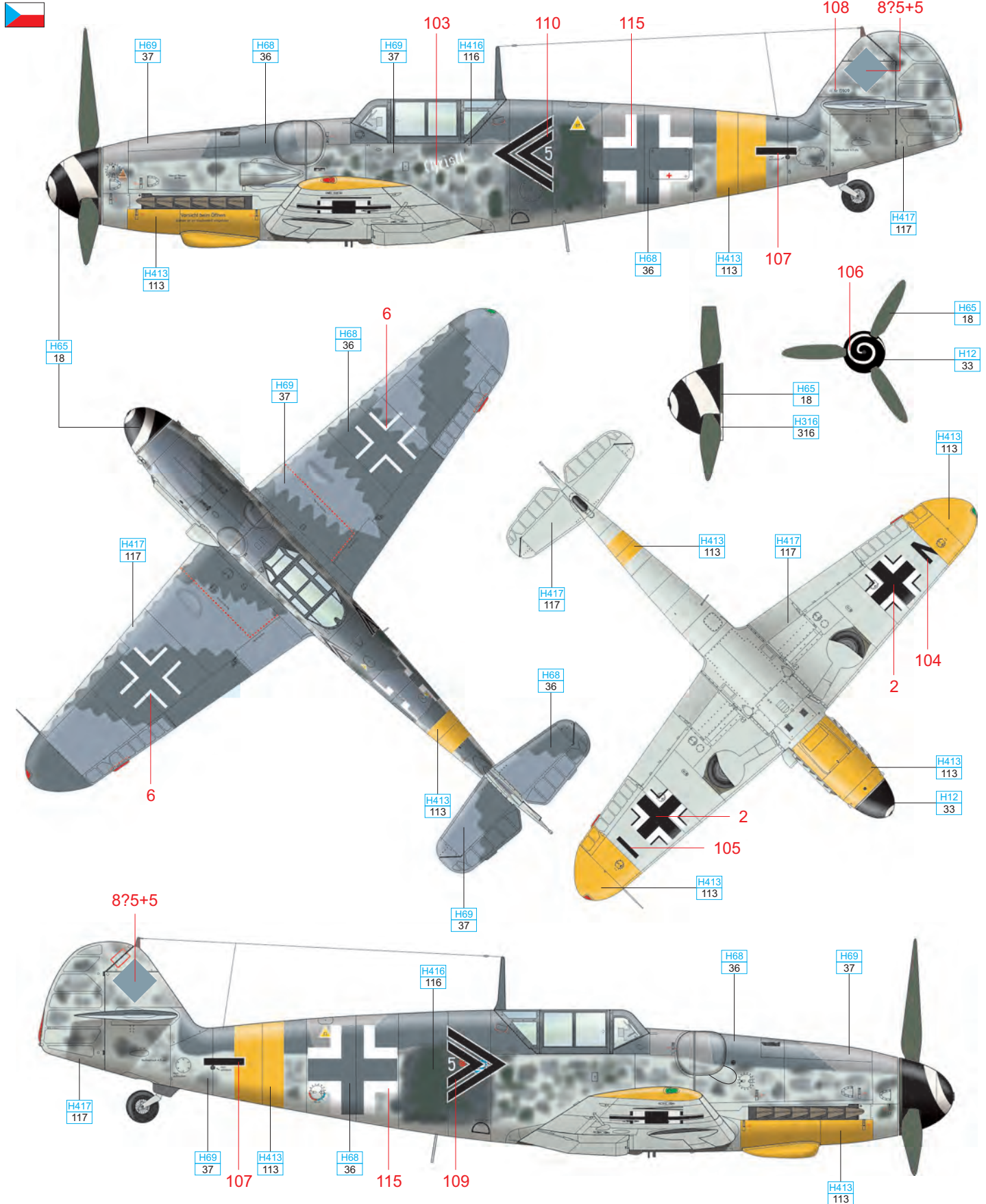
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RLM 04	H413 113	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18	WHITE	H316 316	RLM 02	H70 60
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The personal aircraft of Gerhard Barkhorn, the CO of II./JG 52, was manufactured by the Erla factory. At least a part of Erla G-6 production utilized the cowling designed for the G-5 version with an additional small bump on the right side. The name 'Christl' is a reference to Barkhorn's wife Christa. The black double chevron identifies the Gruppe's CO aircraft. Barkhorn achieved 301 aerial victories during WWII, all of them as a member of JG 52, putting him in second place among German fighter aces. The first victim was downed on July 2, 1940 and the last on January 5, 1945. In 1945, Barkhorn became the CO of JG 6 and flew Me 262 jet fighters as a member of JV 44 shortly before the German surrender. In the post war era he joined Bundesluftwaffe. Barkhorn was awarded the Knight's Cross on August 23, 1942 with Oak Leaves (on January 11, 1944) and Swords (on March 2, 1944).

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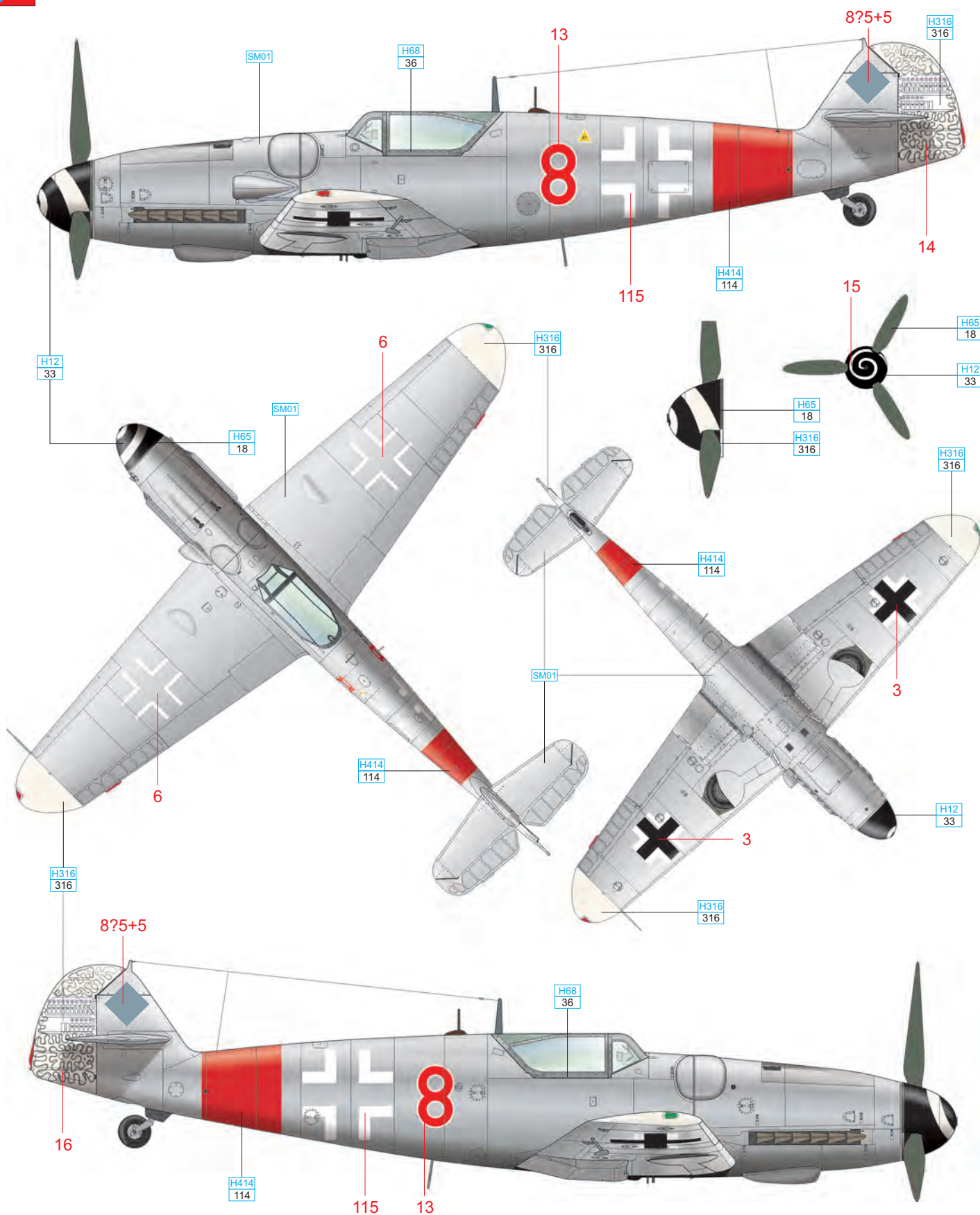


RLM 66	H416 116	RLM 04	H413 113	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18	BLACK	H12 33
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Bf 109G-6, Flown by Oblt. Kurt Gabler, 8./JG 300, Jüterbog – Waldlager Air Base, Germany, July, 1944

The personal mount of Oblt. Kurt Gabler flew without camouflage. It saved on weight, reduced drag, and made the aircraft more effective in the pursuit of fast Mosquitos. The white tail and wingtips identified the leader's aircraft since Gabler provisionally led III./JG 300 from June 20, 1944. The wide red tailband was common to JG 300 aircraft at the time. Gabler's tally of 17 kills is depicted on the rudder. Gabler was wounded in action in late September, 1944 and flew no further combat sorties through to the end of the war.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/R0009

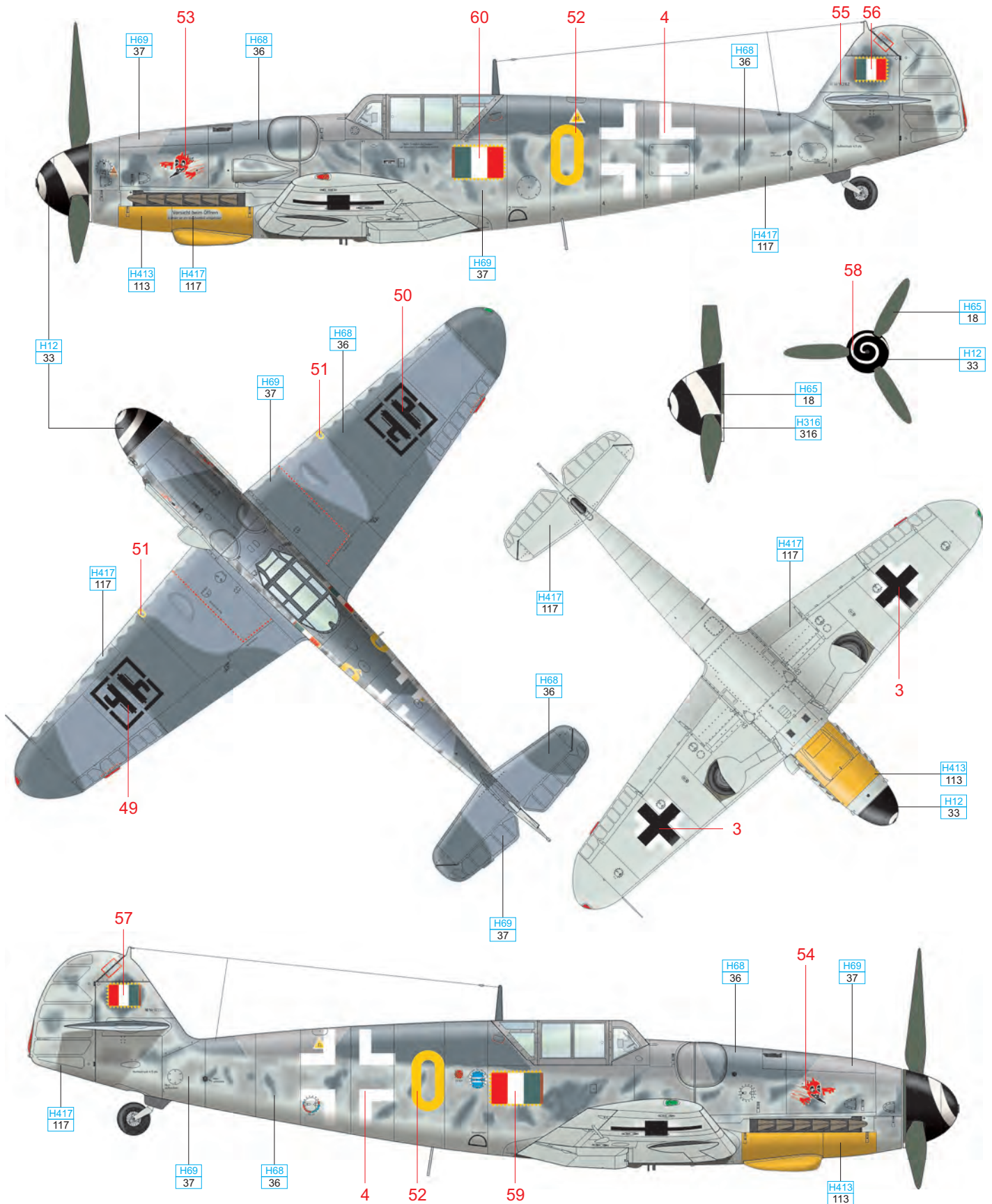


- RLM 23
- H414
114
- BLACK
- H12
33
- WHITE
- H316
316
- SUPER CHROME
- SM01
- RLM 70
- H65
18
- RLM 74
- H68
36

J Bf 109G-6, W.Nr. 163162, 2a Squadriglia, 2o Gruppo Caccia, Verona-Villafranca airfield, Italy, October, 1944

Aeronautica Nazionale Repubblicana (ANR), the air force of the Italian Socialist Republic, was established in late September, 1943 in the north part of Italy on the side of the axis and fought against the allies. ANR flew Italian fighters at the beginning, but these were replaced by the Bf 109G delivered from Germany. From October, ANR fighters wore a combination of German and Italian marking. The artwork on the nose depicts a Red Devil and corresponds to the name of the 2nd Squadriglia – Diavoli Rossi.

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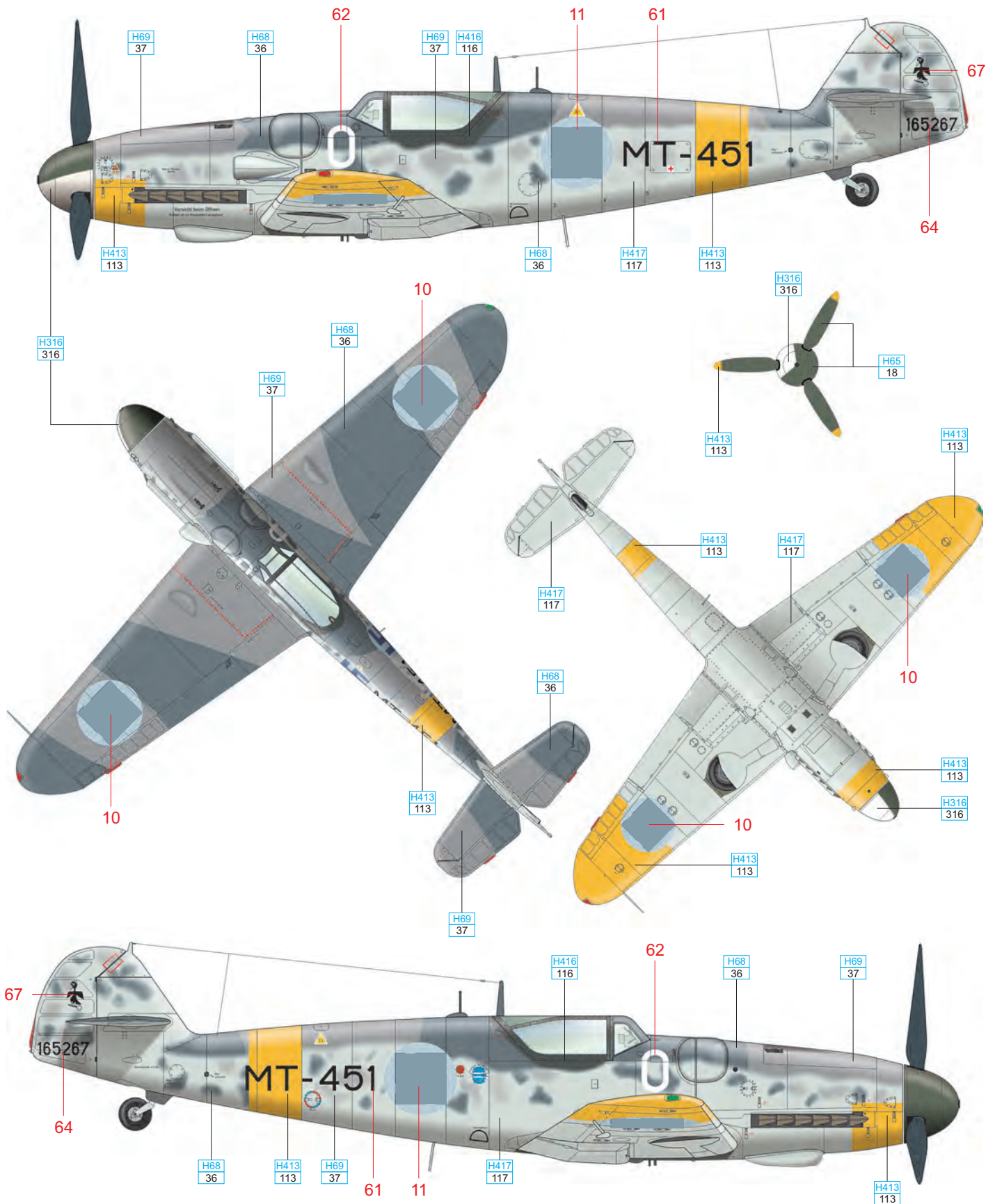


BLACK	H12 33	RLM 04	H413 113	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18
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K Bf 109G-6, W.Nr. 165267, 1/HleLv 34, Taipalsaari airfield, July, 1944

Eino Luukkanen was in the cockpit of this airplane while achieving his 56th confirmed victory. He downed a Soviet Yak-9 fighter flown by Lt. G. F. Nizhnik on August 5, 1944 over Narva Bay. This Yak was the only aircraft downed by the guns of MT-451. The aircraft was delivered to Finland on June 23, 1943. The former German Werk Nummer is visible on the rudder. Two underwing cannon pods were mounted and there was no artwork on the rudder at that time. The fledgling eagle was painted later on. MT-451 was written off after an accident on August 25, 1947.

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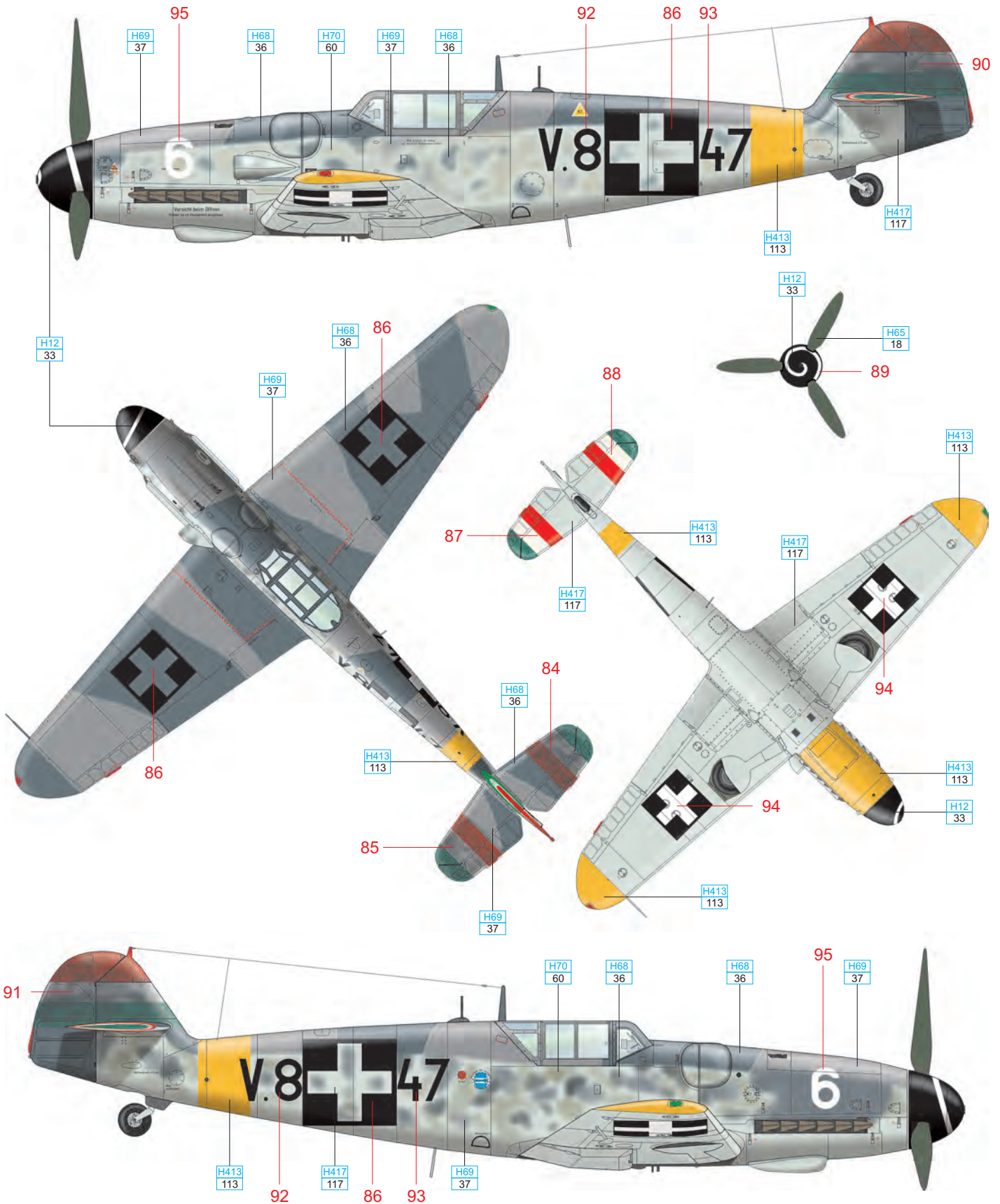


RLM 66	H416 116	RLM 04	H413 113	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18	WHITE	H316 316
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L Bf 109G-6, W.Nr. 95 417, Flown by Lt. Pál Bélavári, 101/3. vadászszázad, Veszprém Air Base, Hungary, August, 1944

This aircraft was produced at Győr, Hungary under licence. It was flown by Pal Belavari in August, 1944 in a mandatory test flight prior to delivery to the Royal Hungarian Air Force. The white crosses of the national insignia on the fuselage and upper wing surface were oversprayed with RLM 76 or RLM 75. The bright colors on the tail were toned down as well to afford the aircraft better camouflage. Pal Belavari was credited with one aerial victory. He was killed on October 12, 1944 when bounced by Mustangs during landing at Veszprem Air Field.

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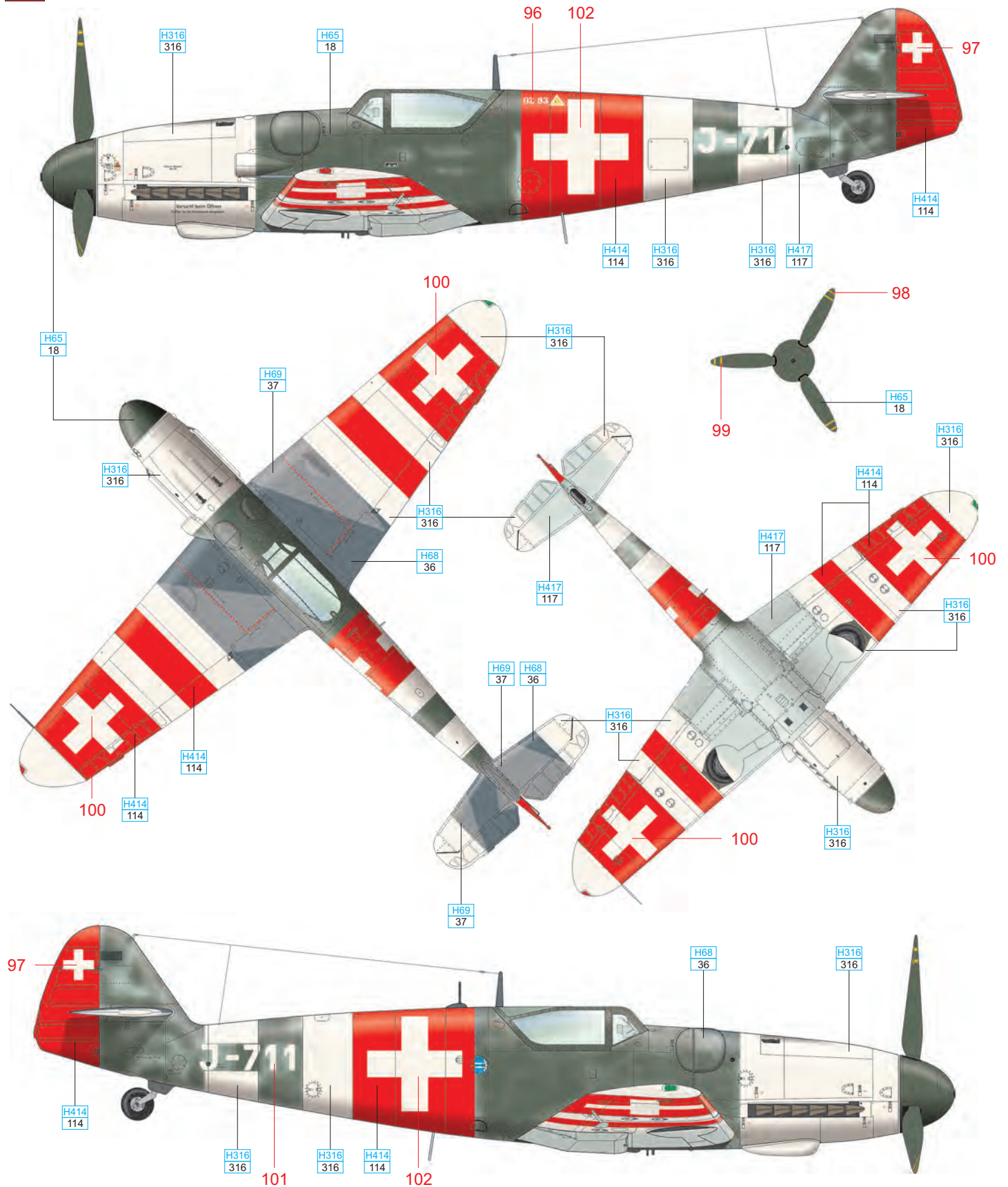


BLACK	H12 33	RLM 04	H413 113	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18	RLM 02	H70 60
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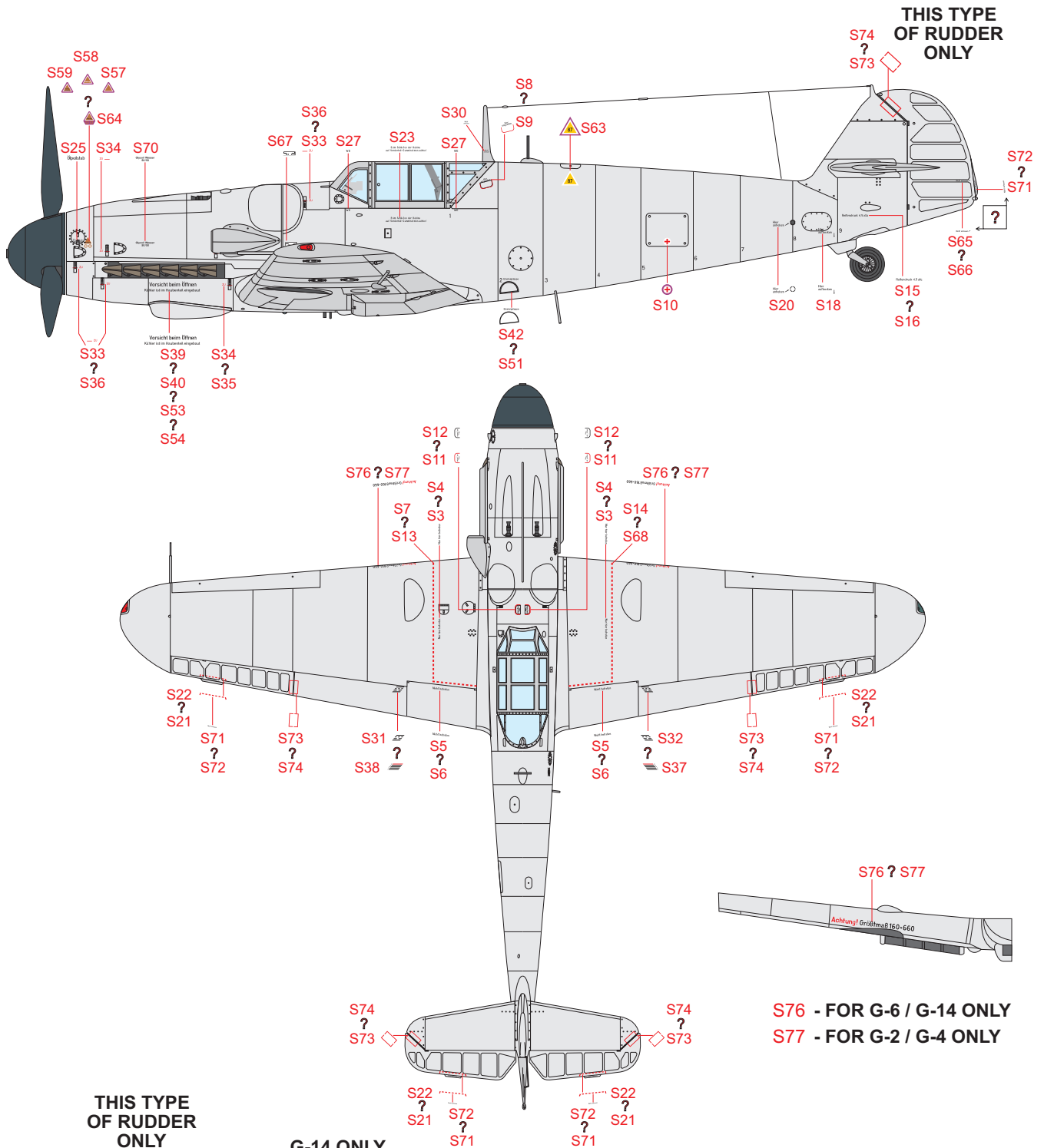
N Bf 109G-6, W.Nr. 163815, Fliegerkompagnie 7, Flugwaffe, Interlaken Air Base, June, 1945

Bf 109G-6s were delivered to the Flugwaffe, the Swiss Air Force, in 1944. On April 28, 1944, Wilhelm Johnen, a German nightfighter ace with 34 victories to his credit, made an emergency landing with his Bf 110G-4 at Zürich – Dübendorf Air Base. Johnen's aircraft was equipped with Sector equipment, including the FuG 220 Liechtenstein radar. The Germans asked the Swiss representatives to destroy the Bf 110, including the radar. The Swiss agreed but took the opportunity to request the purchase of twelve brand new Bf 109Gs from the Germans. The aircraft bearing the W.Nr. 163815 was one of them and was flown to Switzerland in late May, 1944. The red & white stripes on the fuselage and wings were quick identification markings.

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RED	H414 114	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18	WHITE	H316 316
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S76 - FOR G-6 / G-14 ONLY
S77 - FOR G-2 / G-4 ONLY

