

Bf 109G-10 WNF/Diana

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82161

No other aircraft is as intimately connected with the rise and fall of the German Luftwaffe in the course of the WWII as the Messerschmitt Bf 109. A very progressive design at the time of its invention, it had plenty of room for further development.

The history of the Bf 109 begins with the requirement L.A. 1432/33 issued by Reich Ministry of Aviation (RLM) in late March 1933. It called for the development of a single-engined monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The design bureau of the last-mentioned company was led by its technical director Willy Messerschmitt, who was riding a wave of popularity based on the success of his liaison aircraft, the Bf 108. Messerschmitt's goal was to create an aircraft with the best possible performance for the specified weight and size. Over the following 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, sported several quite revolutionary features such as low wing design, retractable landing gear, wing with a thin airfoil, wing slats, landing flaps, weapons firing through the propeller hub, and so on. Even the enclosed cockpit and [the method of] (not needed) the airframe structure design were not usual 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 success of the Bf 109.

From Spanish War to the Reich Defence

The first combat use of Bf 109 occurred during Spanish Civil War, where three developmental Bf 109s were deployed in December 1936. The main reason of revealing the modern fighter to the world was quite down-to-earth: To validate its abilities in modern aerial combat. Shortly thereafter, production aircraft in the form of the Bf 109B-1 began to reach 2.J/88, the Legion Condor. The desire of Germany to demonstrate its aerial prowess to potential foes was advanced further in international sport meets. The triumph attained in Zurich in the summer of 1937 was complemented several months later by grabbing the speed record of 379.63 mph (610.95 km/h). In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the aircraft to combat units did not sustain the rate 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 next 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. So the fighter wing of the Luftwaffe entered the Polish campaign, the Blitzkrieg against the West, and the Battle for France with both a qualitative and quantitative advantage. 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 emerged: The inability to carry drop tanks

that would have enabled the type to effectively escort bombers to England. Experience 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 "Defence of the Reich" from 1943 to 1945, the Bf 109s served in the form of the G version, followed by the K. Even if it was clear that the development of the Bf 109 had reached its limits by the end of the war, the aircraft was still able to keep pace with the foes that it encountered. Besides its primary purpose as a fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

Postwar service

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples stayed 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 an 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 did not retire their HA-1109-1112, re-engined Bf 109s, until 1967.

The kit: Bf 109G-10 WNF/Diana

The Bf 109G (Gustav) version was direct follow-on of the Bf 109F. The main difference was the more powerful DB 605 engine, which was the development of the DB 601. Several marks with pressurised and unpressurised cockpit were produced and the development was reaching the new stage of the Bf 109K (Kurfürst) variant. The new engine DB 605D-2 was intended for it, but it was used by the Erla factory for the interim solution, the Bf 109G-10. It was in fact follow on of the G-14, which appeared in July 1944 as new standard type replacing the G-6. It incorporated many changes introduced during the G-6 production into one type and offered better performance thanks to MW 50 power boosting water-injection system. These aircraft began to be introduced from November 1944, replacing the G-6 in production not only at Erla, but also at the Mtt. Regensburg and WNF/Diana factories. The fairings behind the engine cowls were similar to those installed in Mtt Regensburg airframes, but with slightly less curved lower edges. Aircraft from these factories also had a bulges at the bottom of the nose in front of the exhausts, these necessitated by the wider engine crankcase and different oil installation on the Mtt Regensburg and WNF/Diana examples. The Erla factory, on the other hand, dealt with the problem by complete change of the engine cowling. A total of 2,600 units of the G-10 version were produced, with production ceasing in March 1945.

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
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE

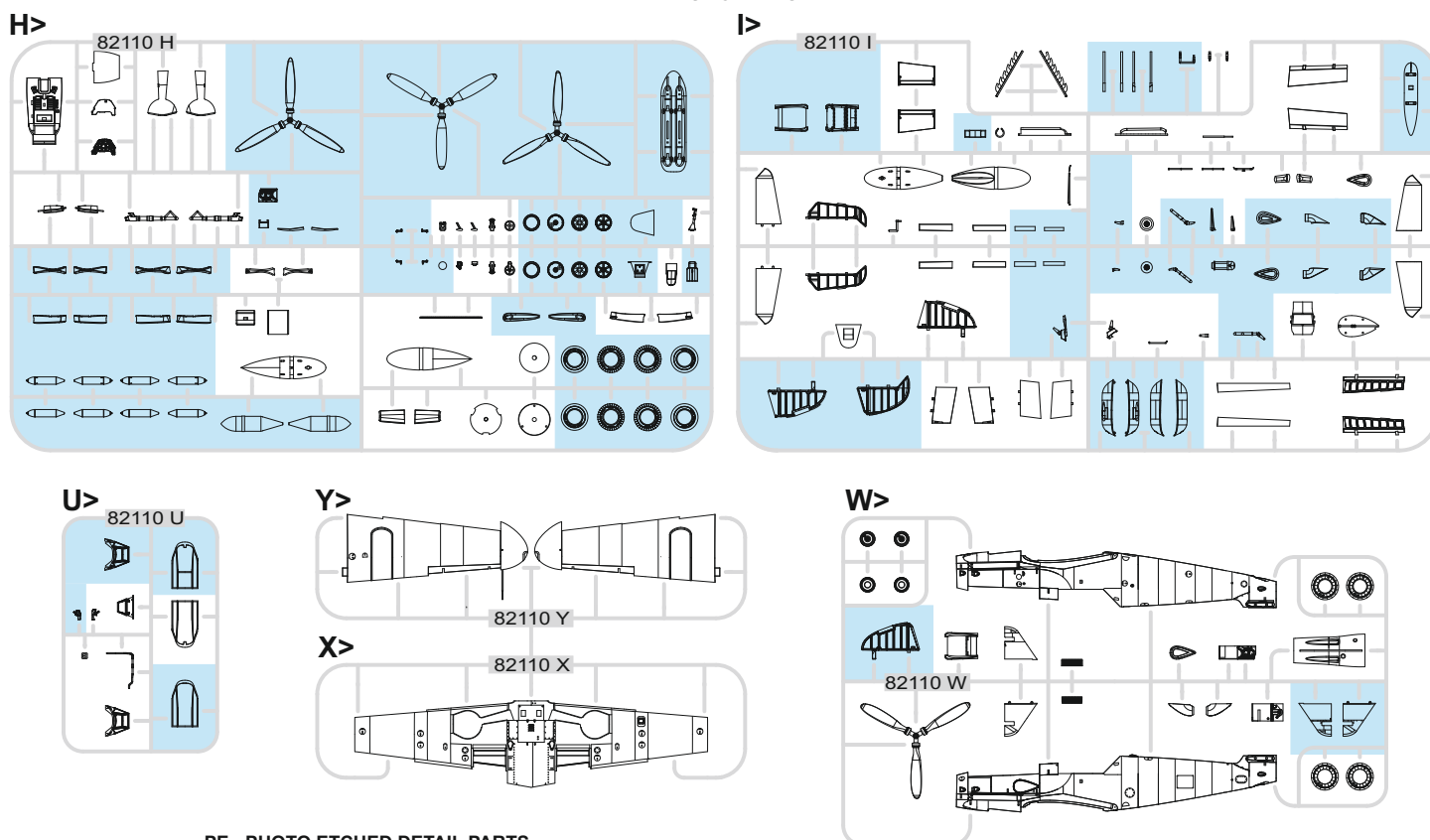


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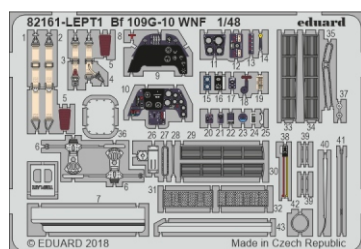
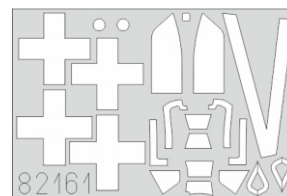


部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



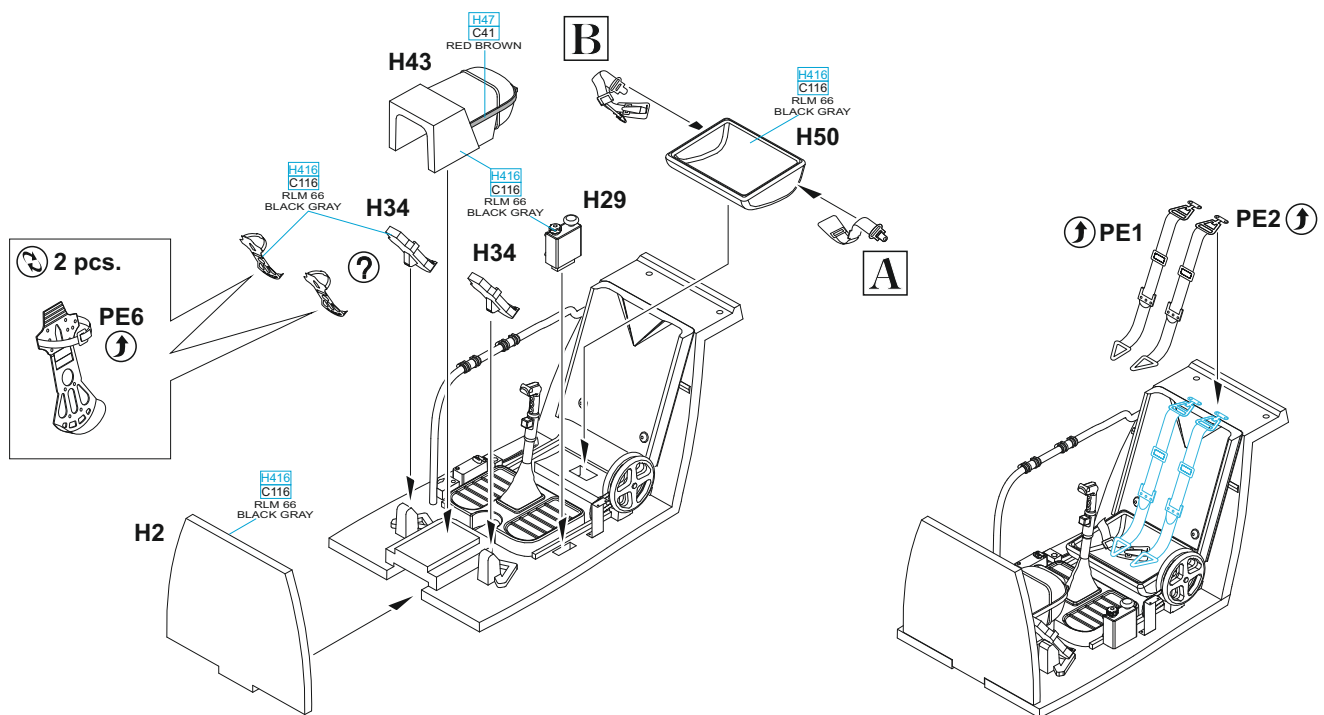
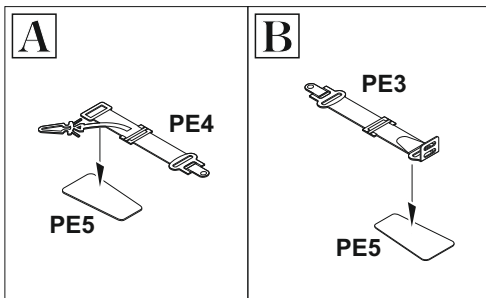
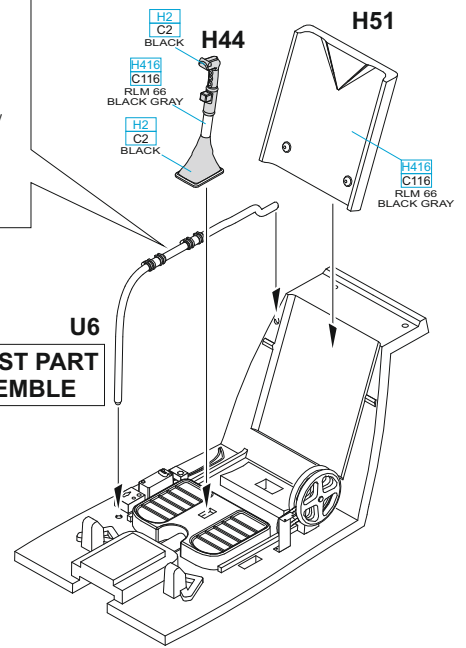
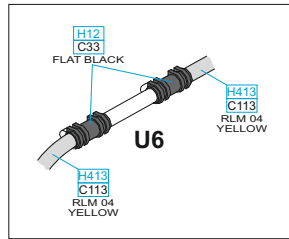
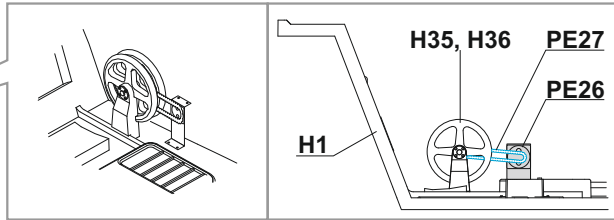
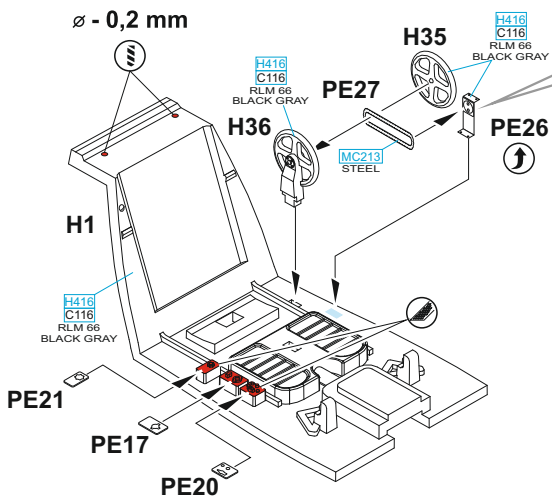
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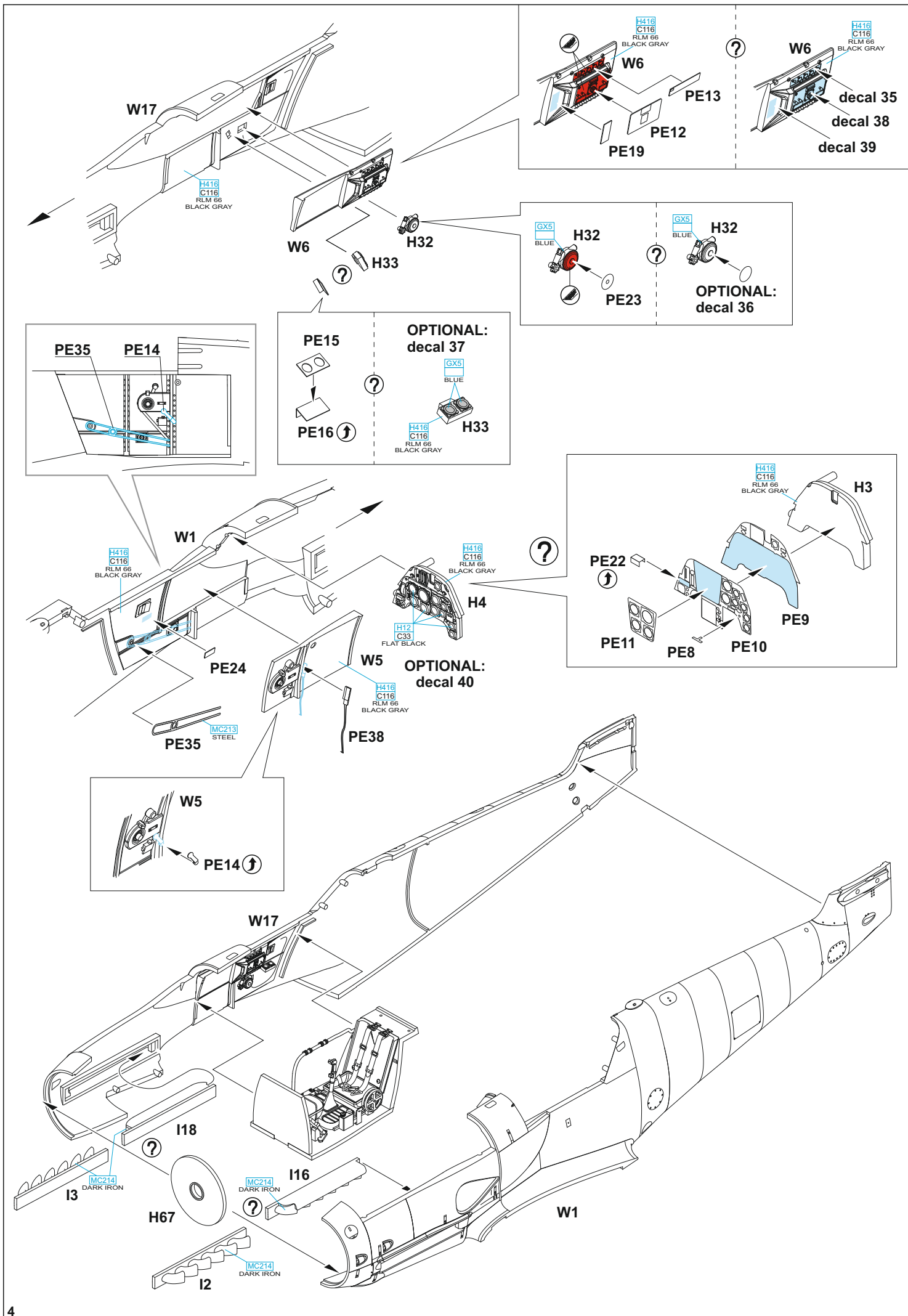


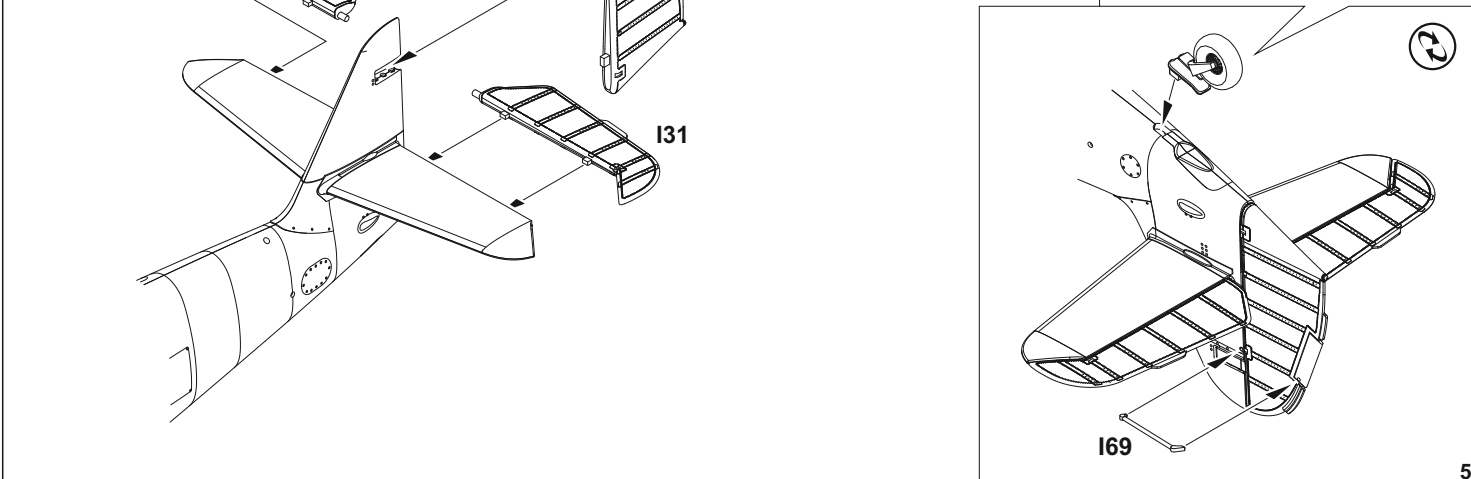
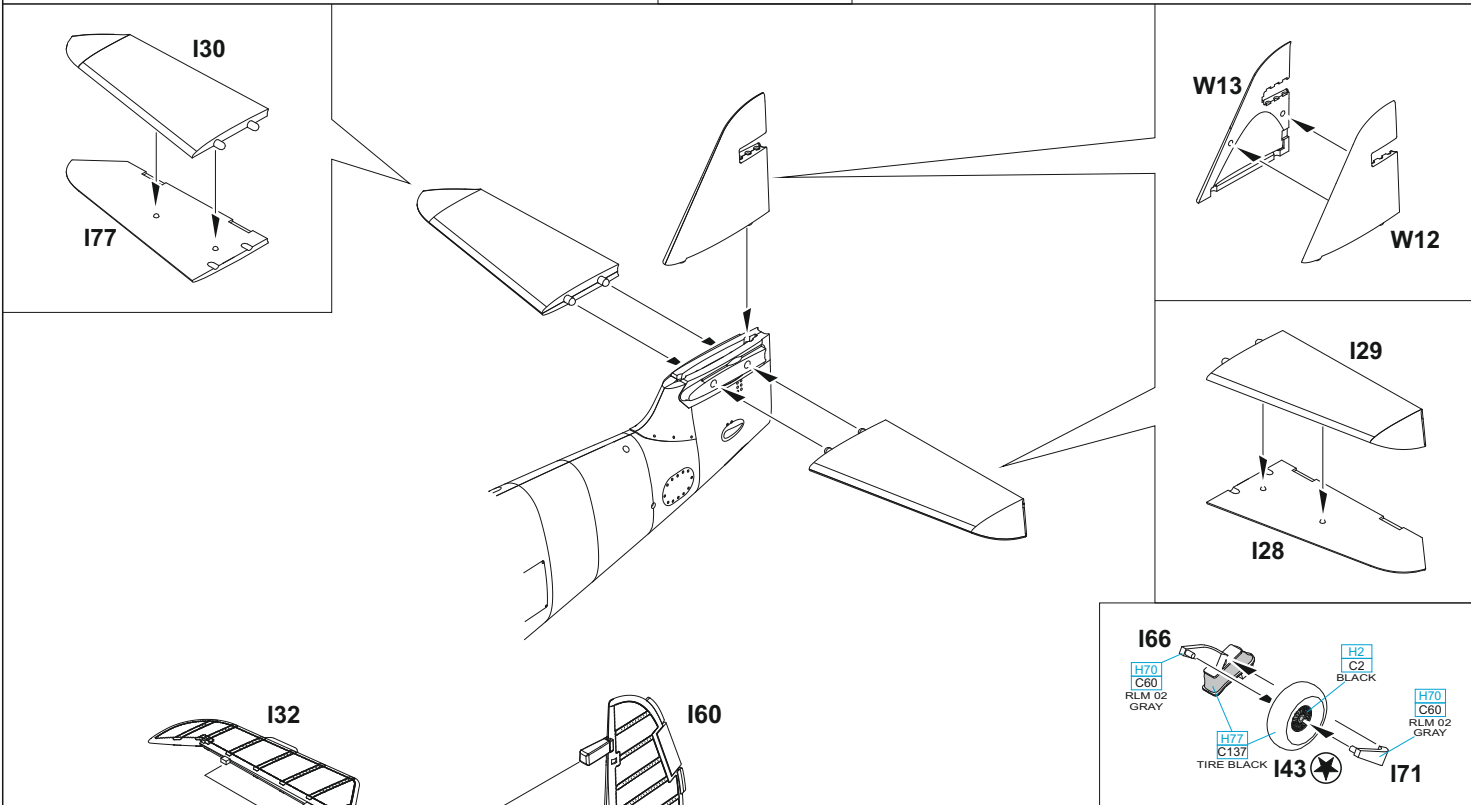
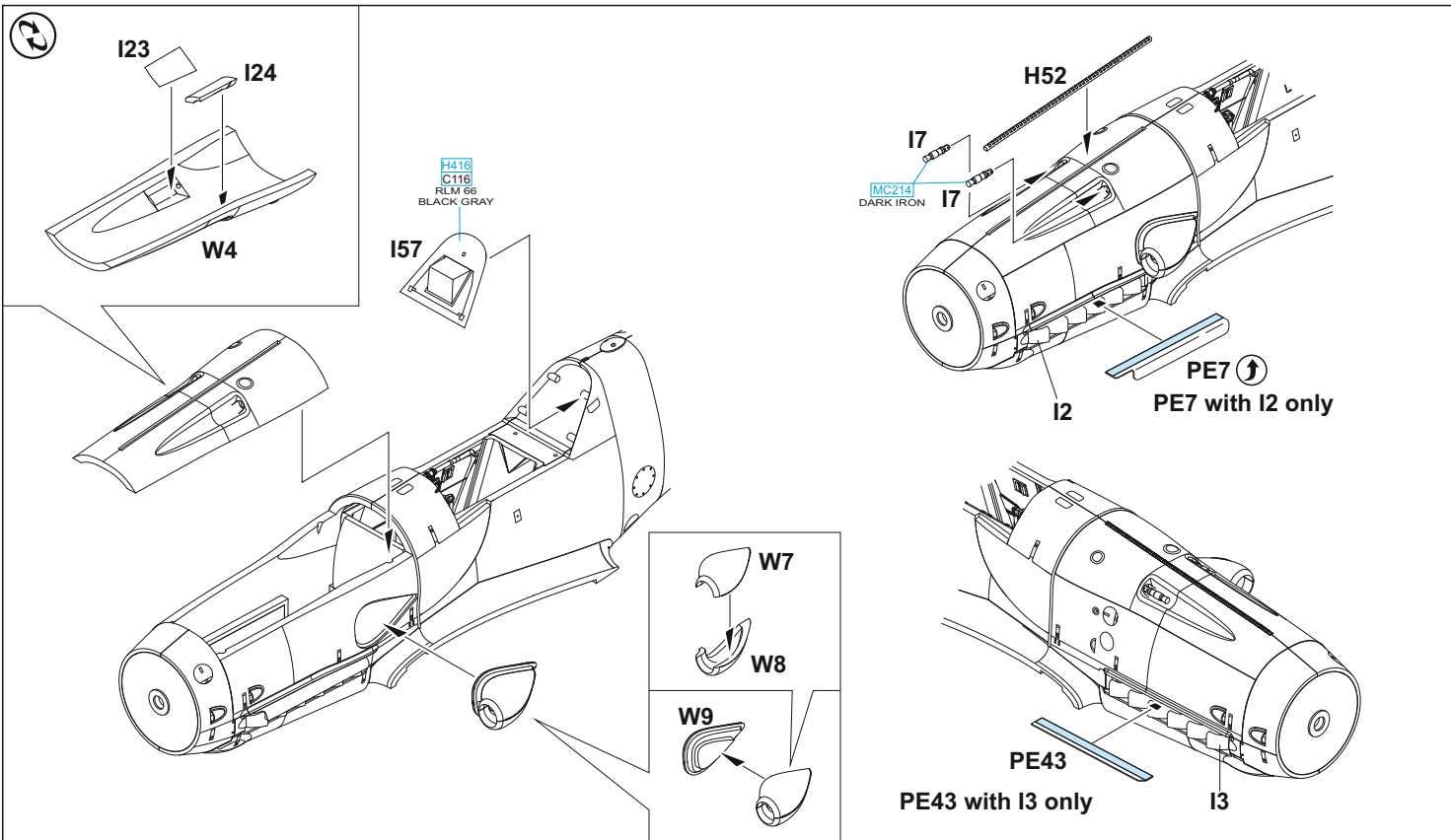
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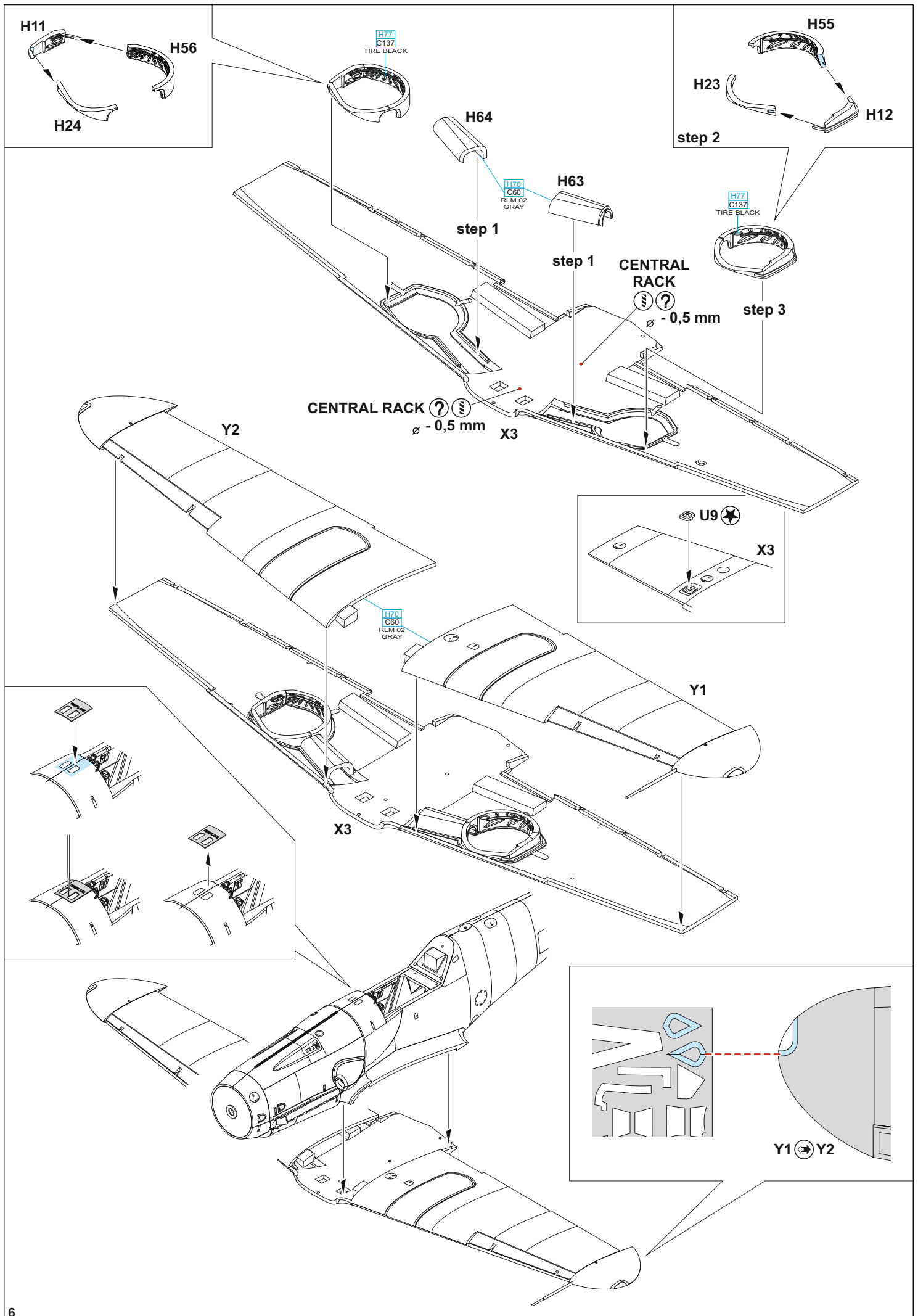
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW

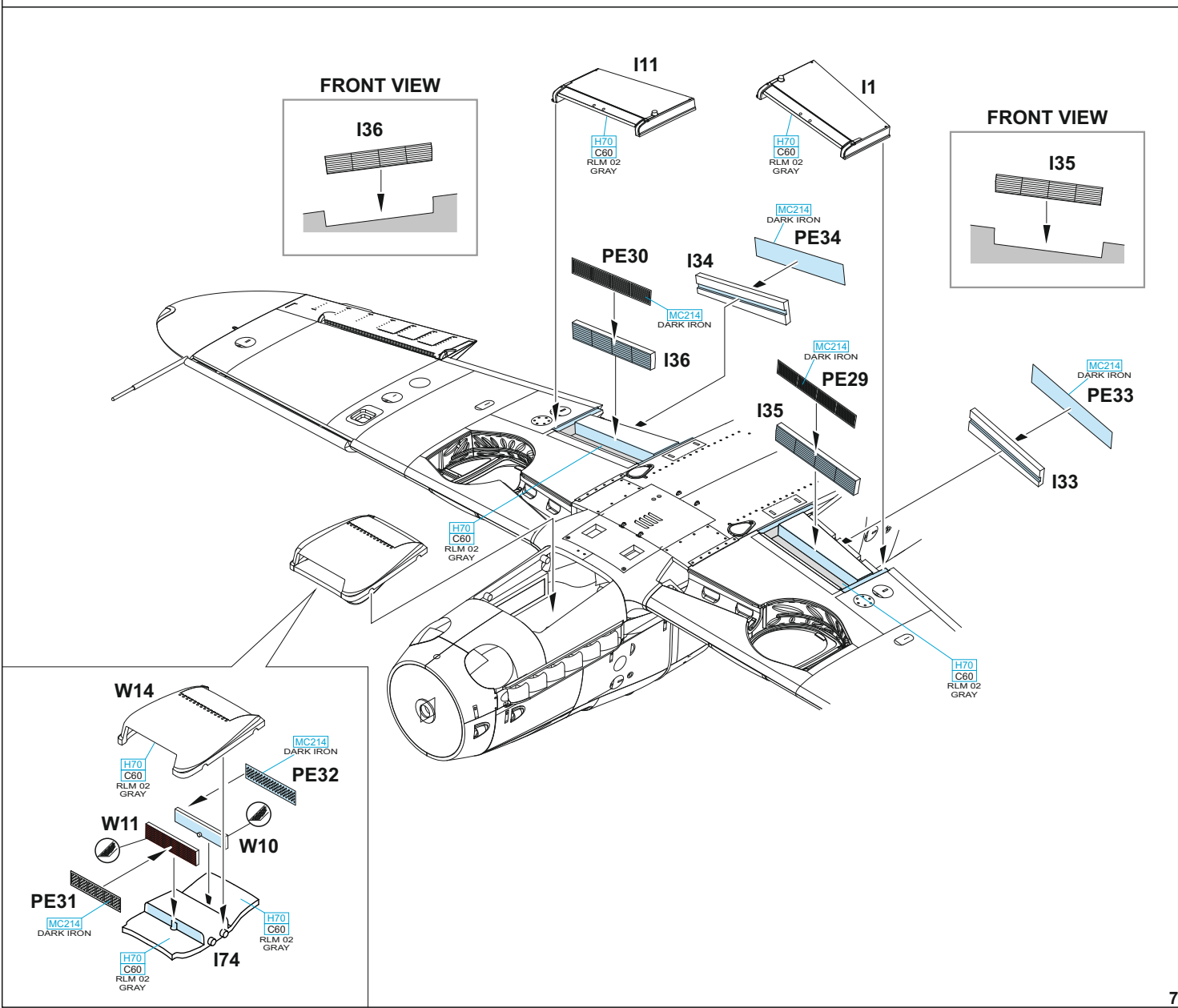
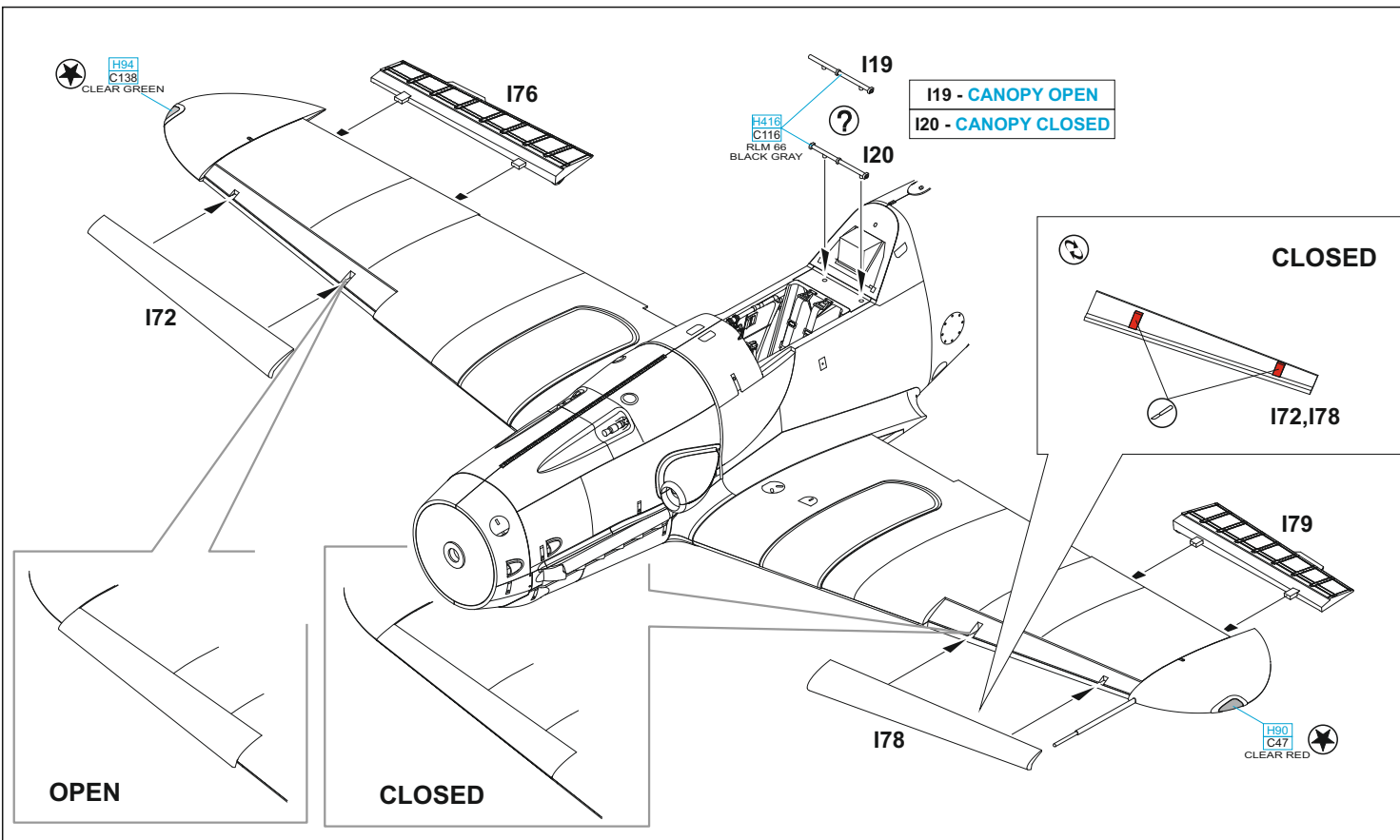
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
H421	C121	RLM81 BROWN VIOLET
H422	C122	RLM82 LIGHT GREEN
Mr.METAL COLOR		
MC213		STEEL
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
Mr.COLOR GX		
GX05		SUSIE BLUE



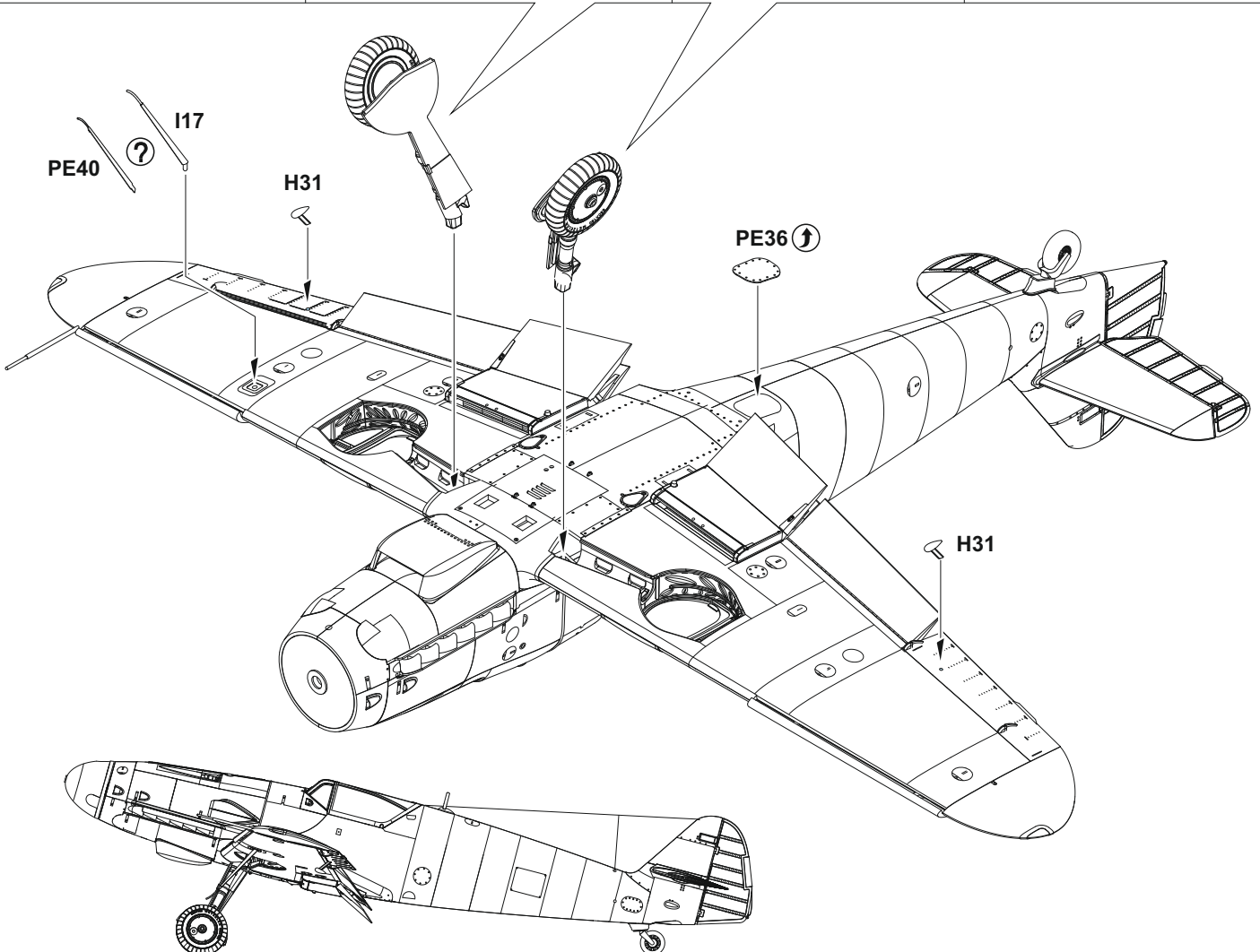
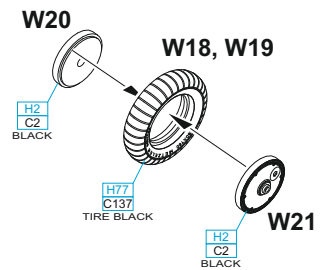
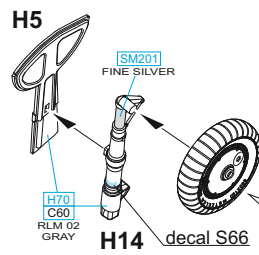
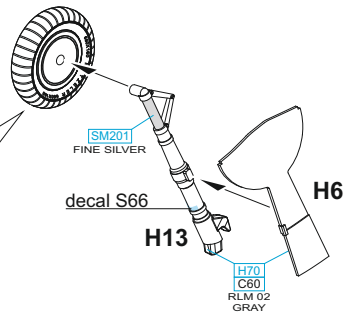
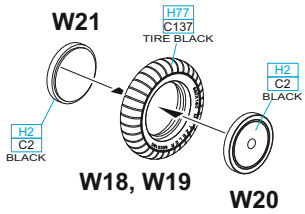
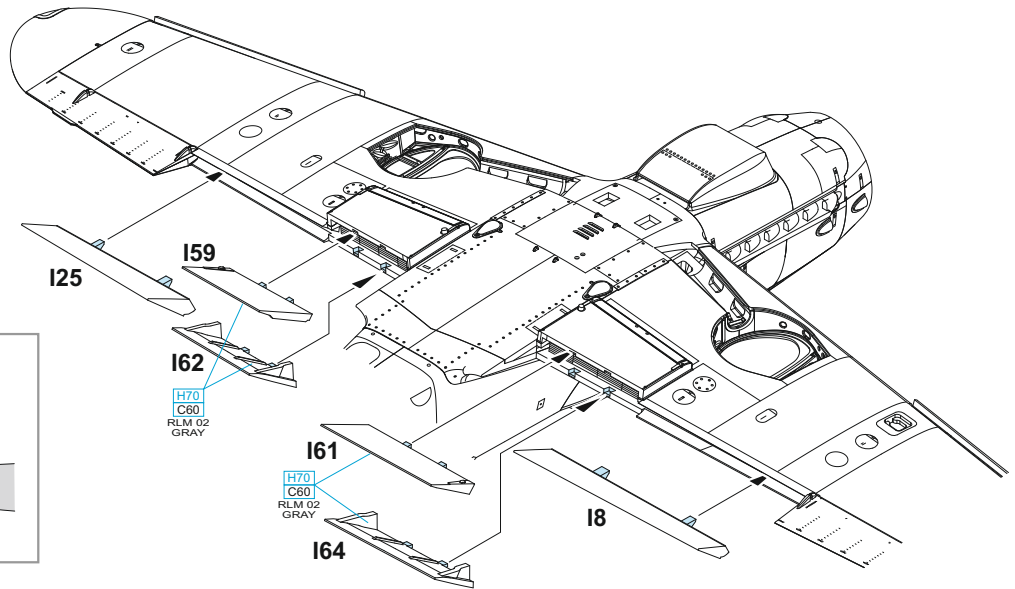
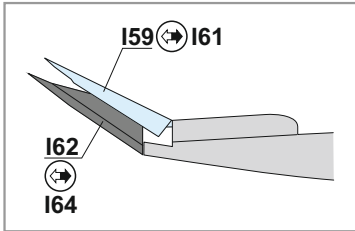


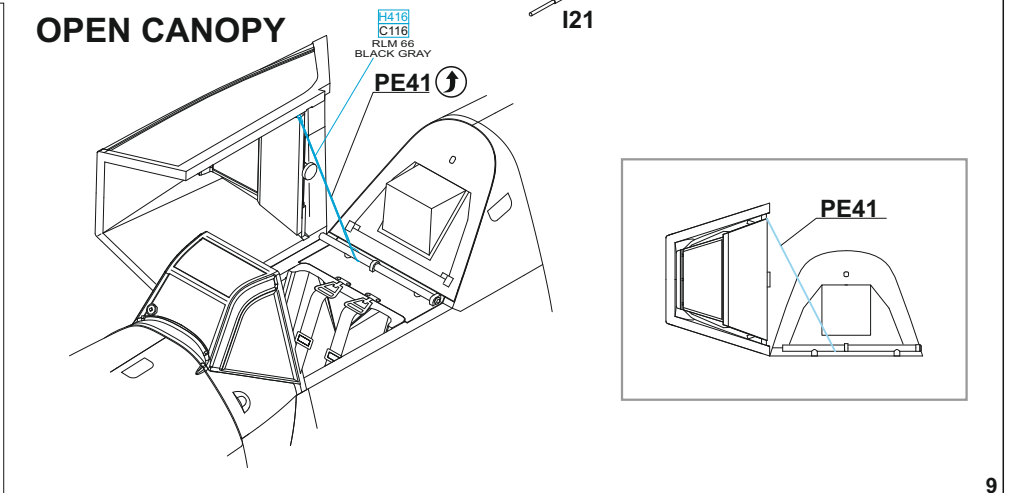
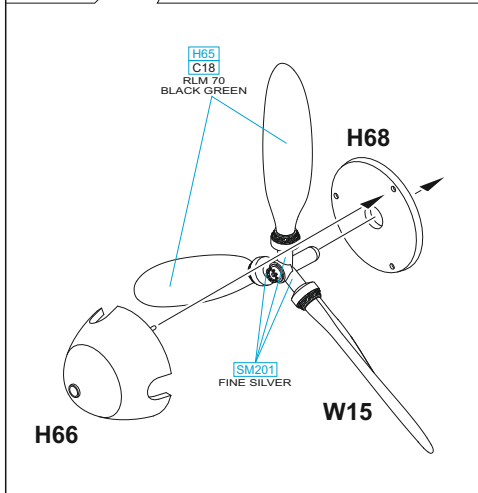
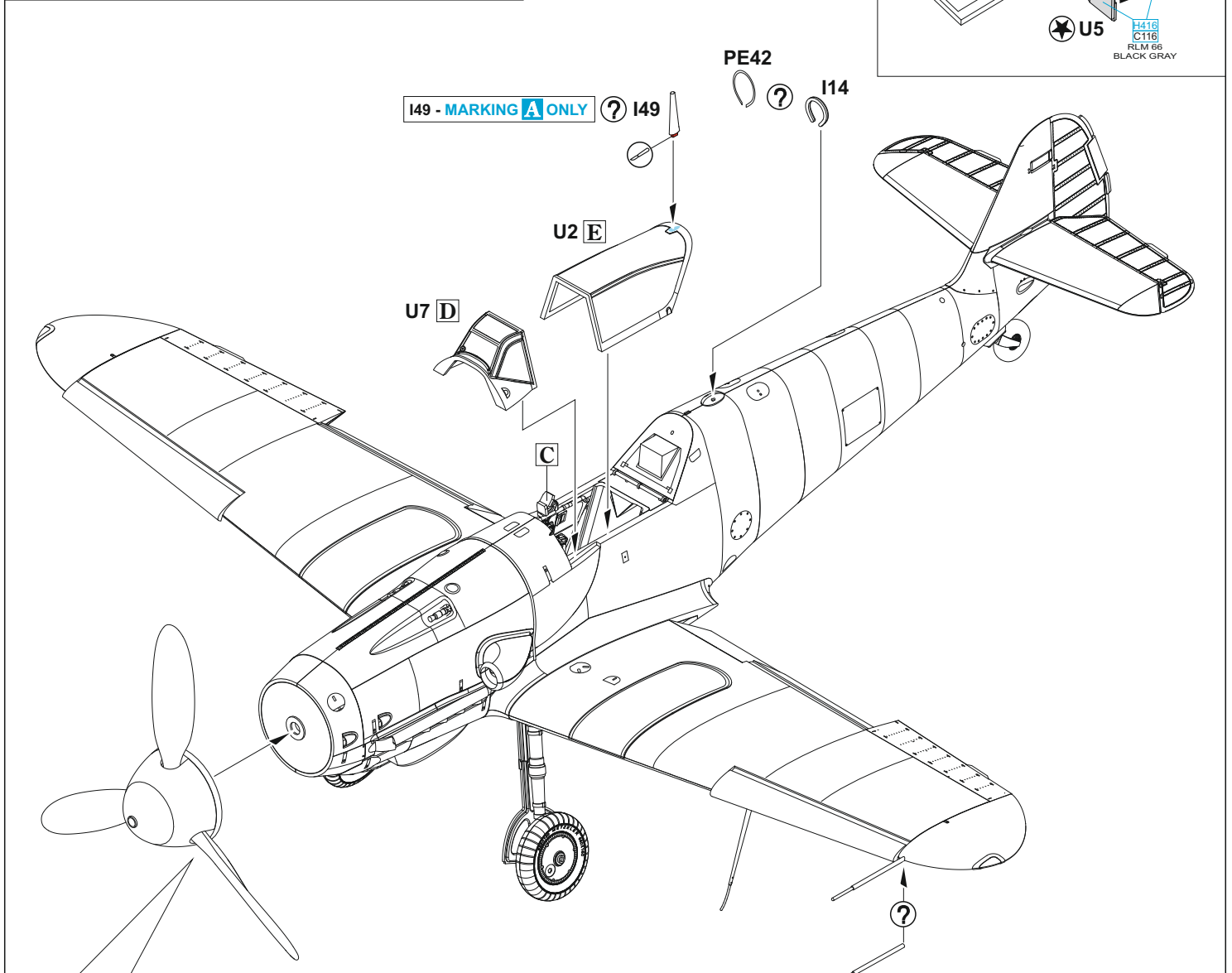
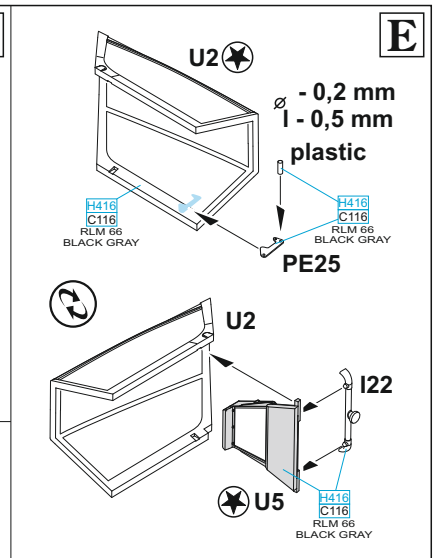
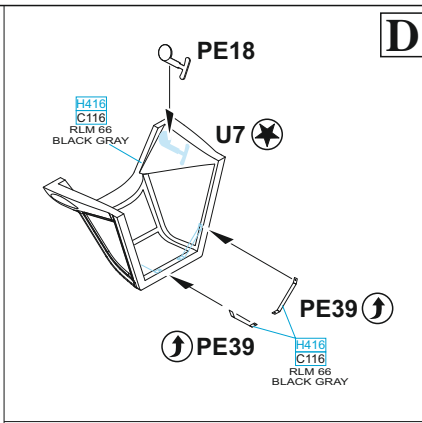
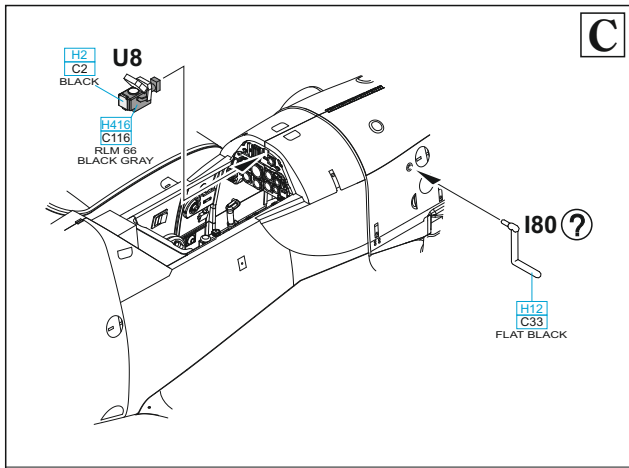


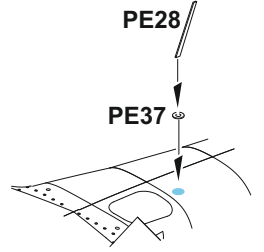
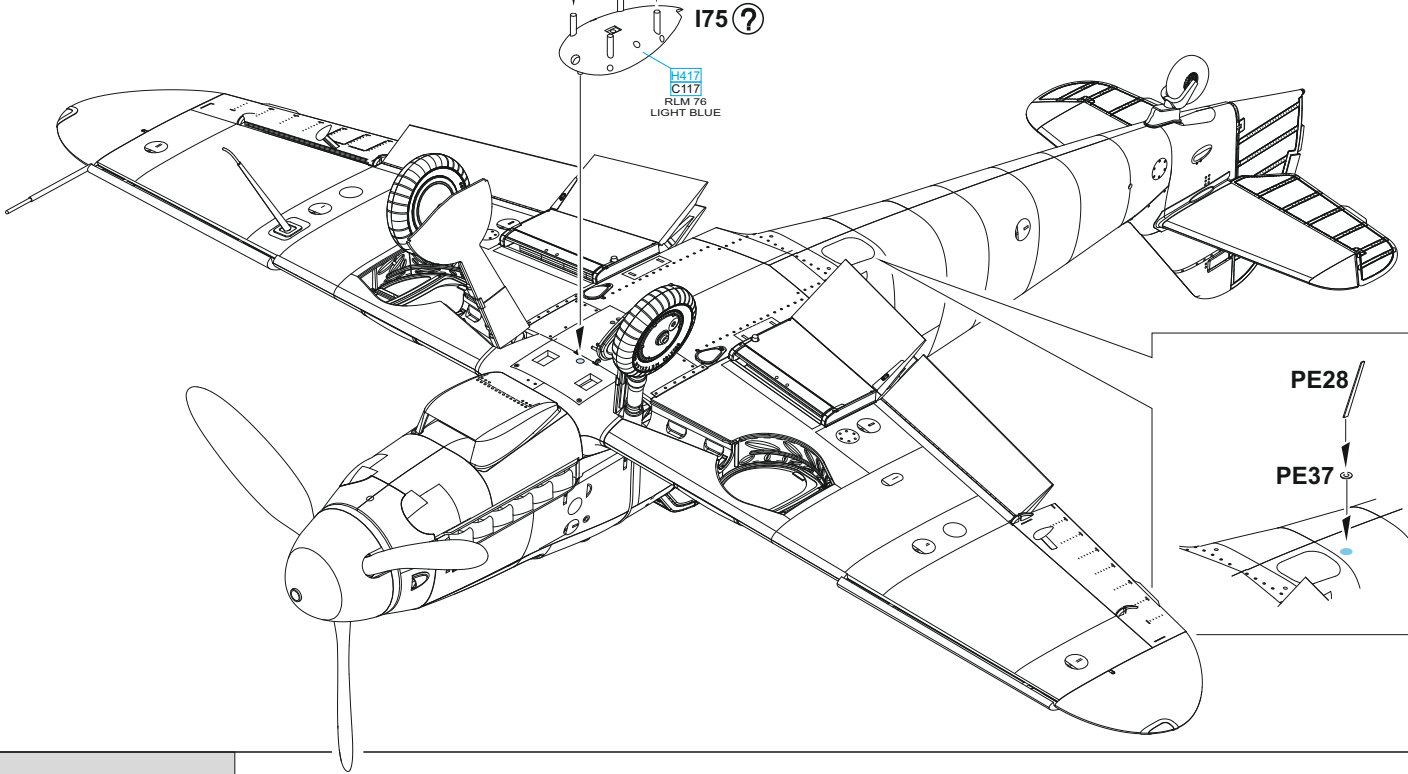
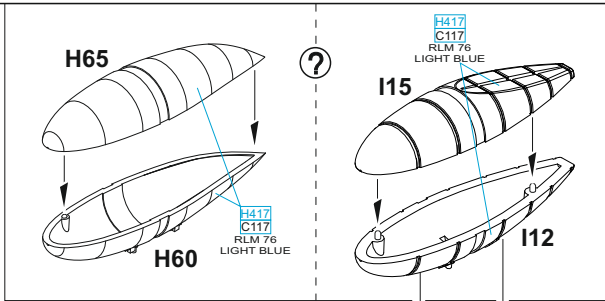




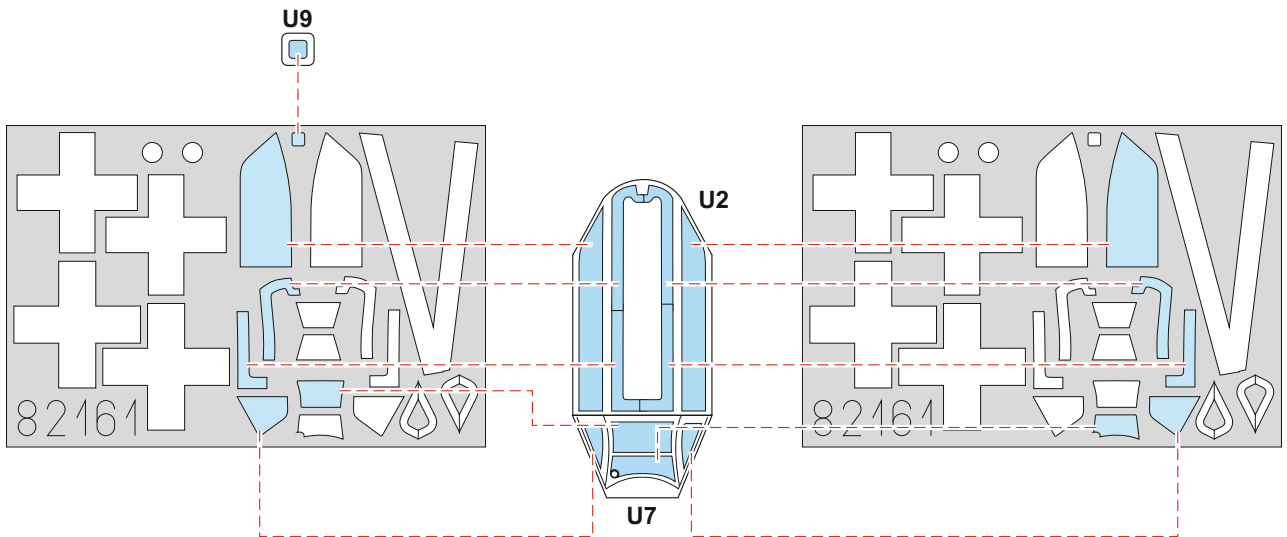
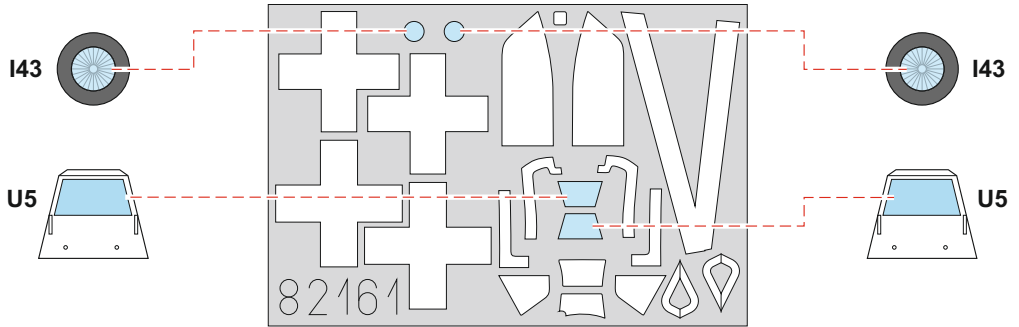
**CORRECT POSITION
OF RADIATOR FLAPS**





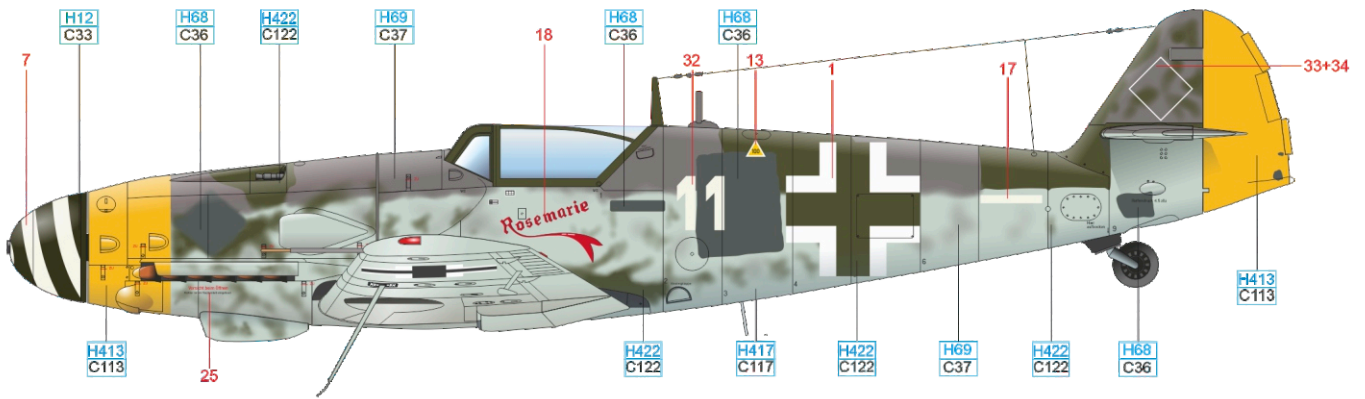


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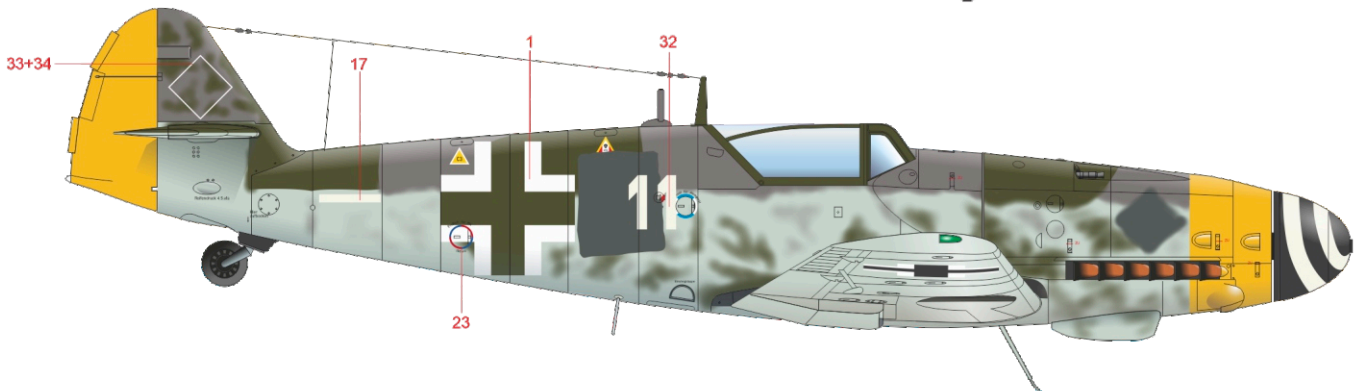
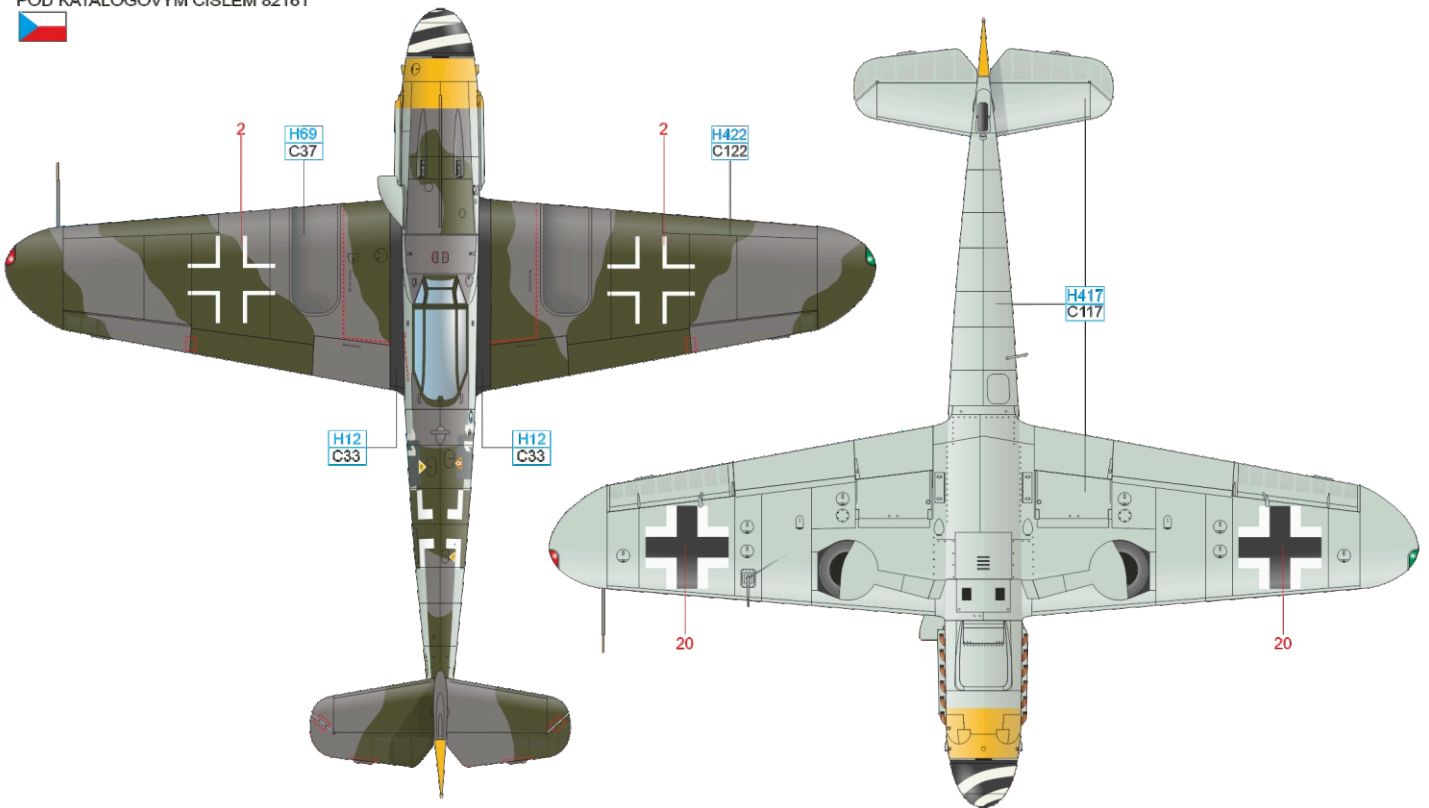


A Bf 109G-10/U4, II./JG 52, Brno, Protektorat Böhmen und Mähren, April 1945

The II./JG 51 was disbanded on April 5, 1945, at Fels am Wagram and part of its pilots and the equipment was transferred to JG 52. One of such aircraft was the Bf 109G-10/U4 with the name Rosemarie painted on the port side. The original unit can be determined thanks to the overpainted marking which location was exclusively used by II./JG 51.



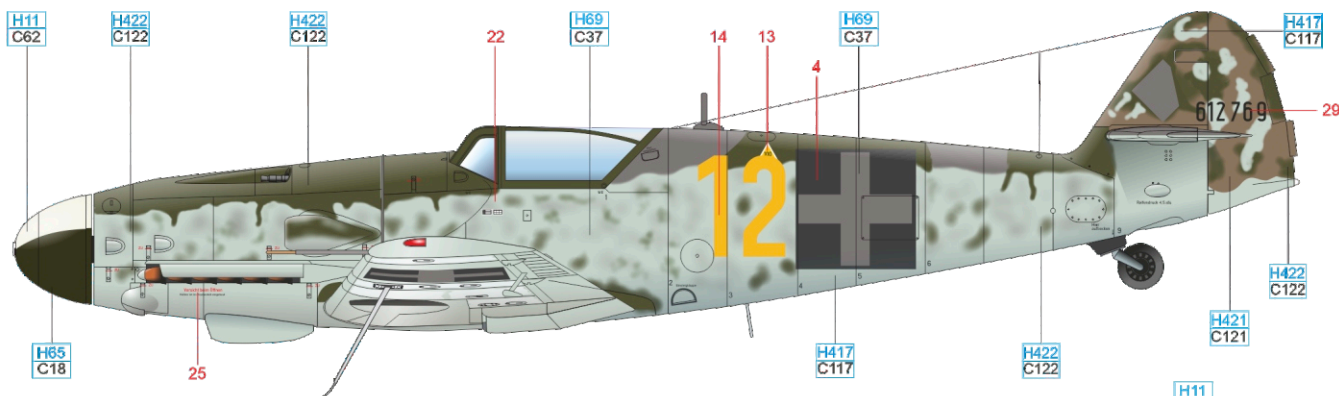
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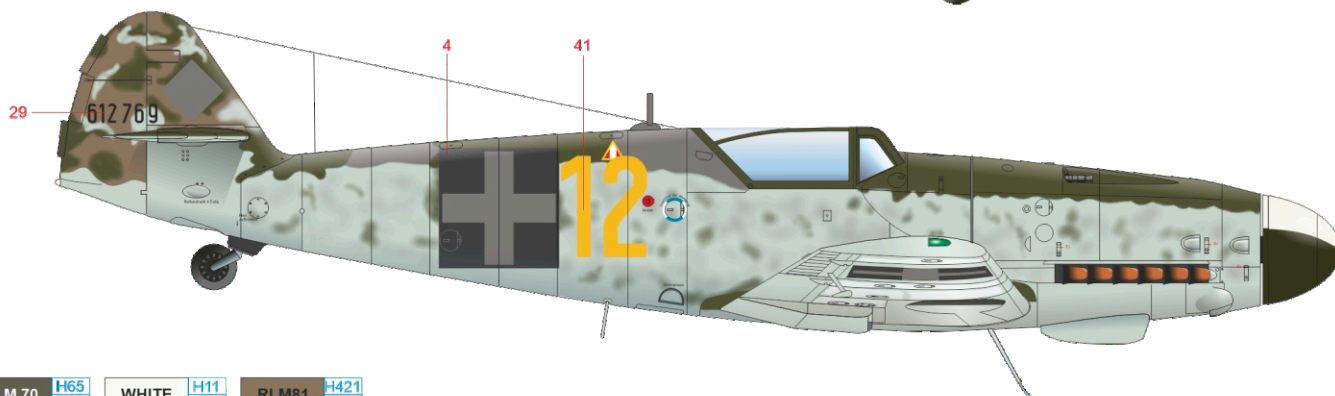
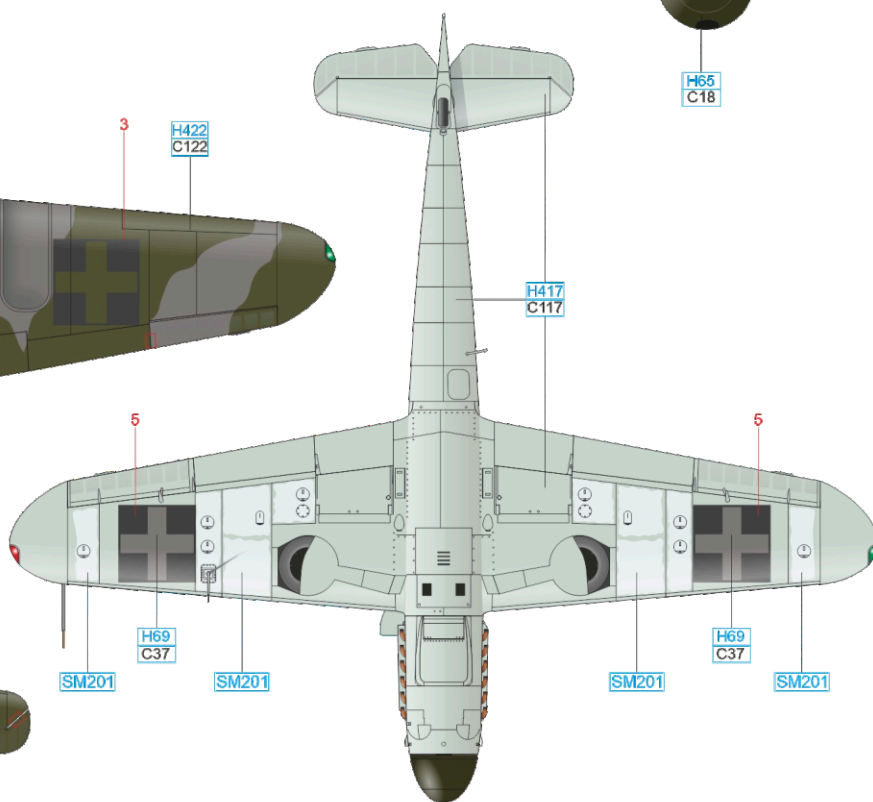
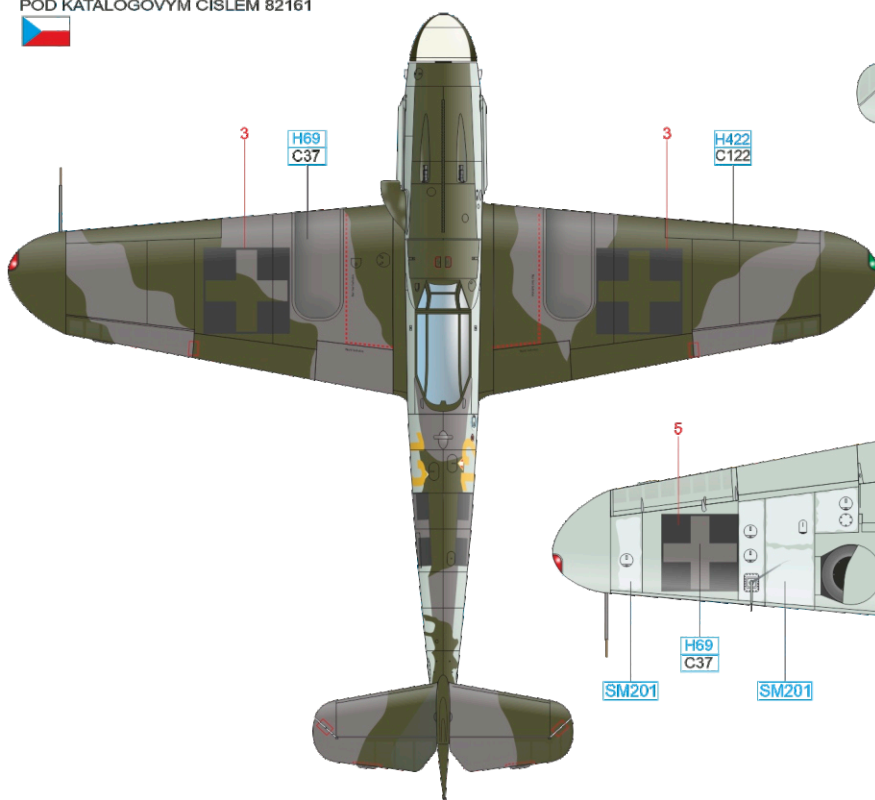
RLM 04	H413 C113	BLACK	H12 C33	RLM 74	H68 C36
RLM 82	H422 C122	RLM 75	H69 C37	RLM 76	H417 C117

B Bf 109G-10/U4, WNr. 612769, 101. vadászrezred, Neubiberg airfield, Germany, May 1945

In the end of March 1945, the remaining Hungarian units were concentrated at Tulln airport in Austria from where they flew sorties to the areas of Vienna and Brno. After the front approached Tulln on April 5, 1945, they relocated to Raffelding airport, from where they continued in the air support of the land forces in the vicinity of Vienna. At the end of the war, the Hungarian airmen, same as their German comrades-in-arms, better surrendered to the American Army therefore the 101. vadászrezred pilots flew over to the Bavarian Neubiberg with the remaining aircraft. Airframes manufactured in Diana plant were camouflaged in the same colors as the airframes from Wiener Neustadt plant. From the photographs of "yellow 12" it is obvious that the Hungarian national markings were spray-painted directly on the factory camouflage. The German markings had not been applied at all. Part of the wing undersurfaces remained in the natural metal color.



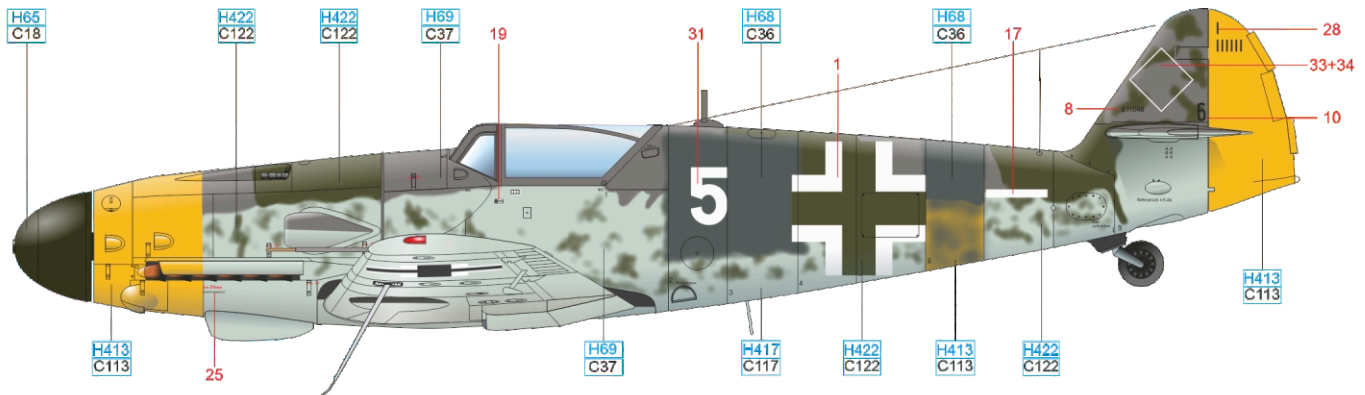
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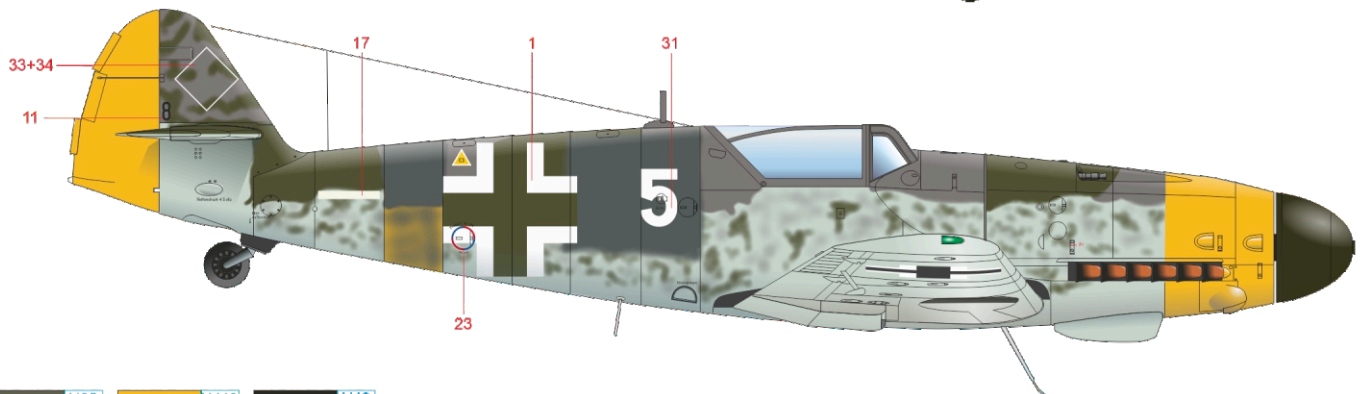
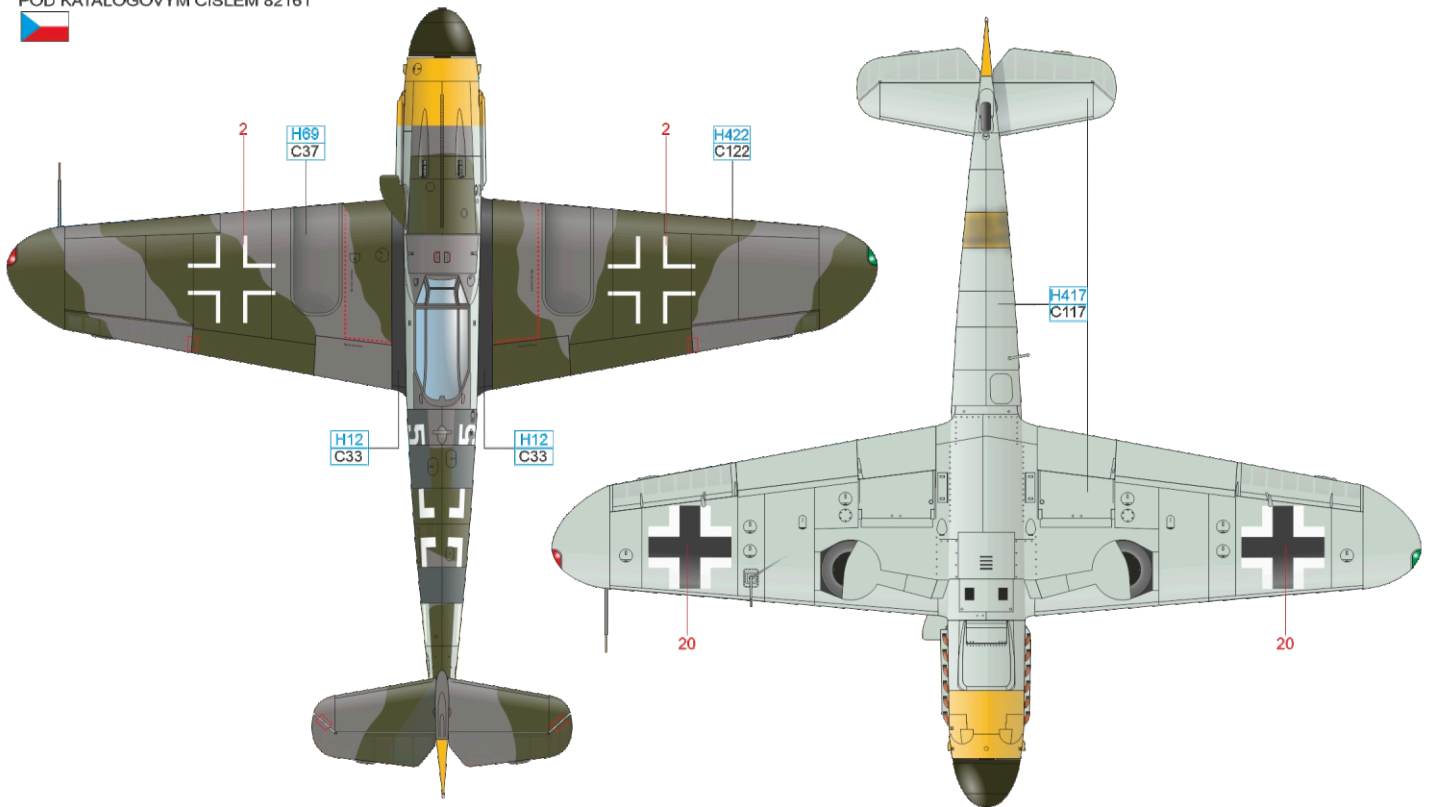
RLM 70	H65 C18	WHITE	H11 C62	RLM81	H421 C121
RLM 82	H422 C122	RLM 75	H69 C37	RLM 76	H417 C117
				SUPER FINE SILVER 2	SM201

C Bf 109G-10/U4, WNr. 611048, II./JG 52, Neubiberg airfield, Germany, May 1945

In the middle of April 1945, II./JG 52 relocated from Fels am Wagram airport to Hosching airport from where it pilots flew the missions to support the German units and to counteract the Soviet offensive during the battle of Brno. Fighter sorties against the American units over Austria and Southern Czechia were also on cards. In the beginning of May, the relocation to Zeltweg followed and from there, on May 8, 1945, all airworthy planes took off for Bavarian Neubiberg, where the pilots were captured by the American Army. Camouflage of this aircraft consisted of spray-painted RLM 75/83 colors on the upper surfaces and RLM 76 on the bottoms and was complimented by the Luftflotte 4 recognition marking introduced on March 7, 1945, in the form of yellow painted nose and rudder. Before the assignment to II./JG 52 the aircraft had served with another unit, its original marking was overpainted in the camouflage color. The rudder features seven kill markings.



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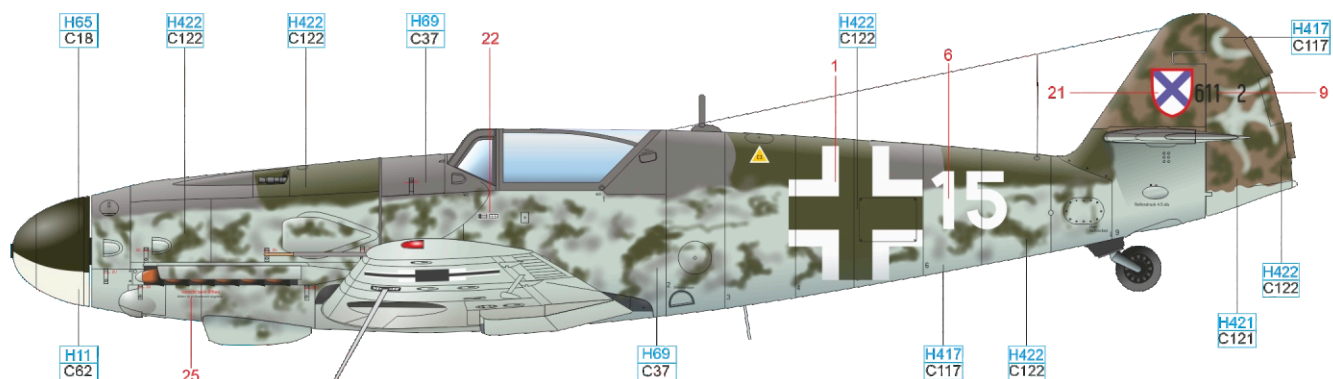


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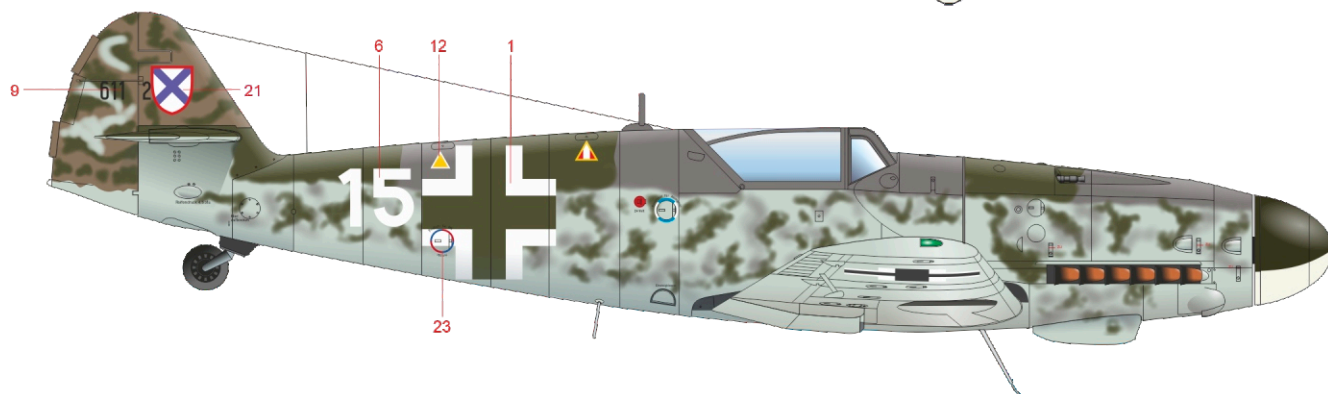
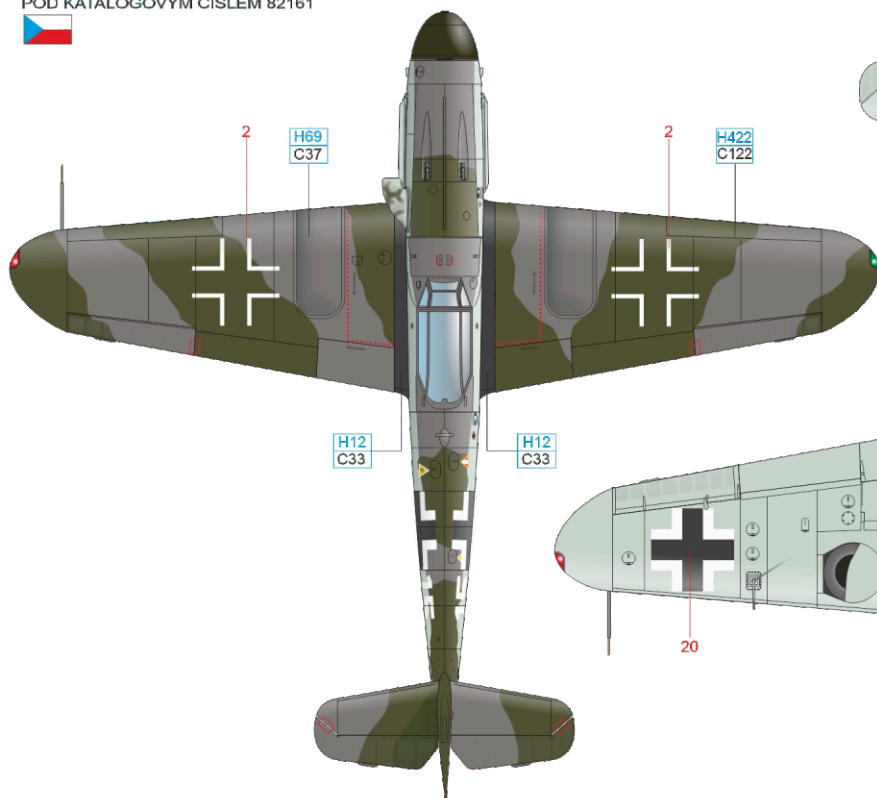
RLM 74	H68 C36
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D Bf 109G-10/U4, Jasta 5 der ROA, Nemecky Brod, Protektorat Böhmen und Mähren, May 1945

In the beginning of March 1945, Jasta 5 of the Russian Liberation Army led by Major S. T. Bychkov was located at Deutsch Brod (nowadays Havlíčkův Brod) airfield. Together with the Nachtschlachtstaffel 8 of the ROA, equipped with Ju 87D-5 dive bombers, Jasta 5 participated in the German units' battles of retreat during the fight for Brno in April 1945. Some of the aircraft used by this unit were found abandoned at the Deutsch Brod airport. The aircraft sporting the camouflage typical for the WNF plant production carried the ROA aircraft marking on the vertical tail surface in the form of St. Andrew's Cross.

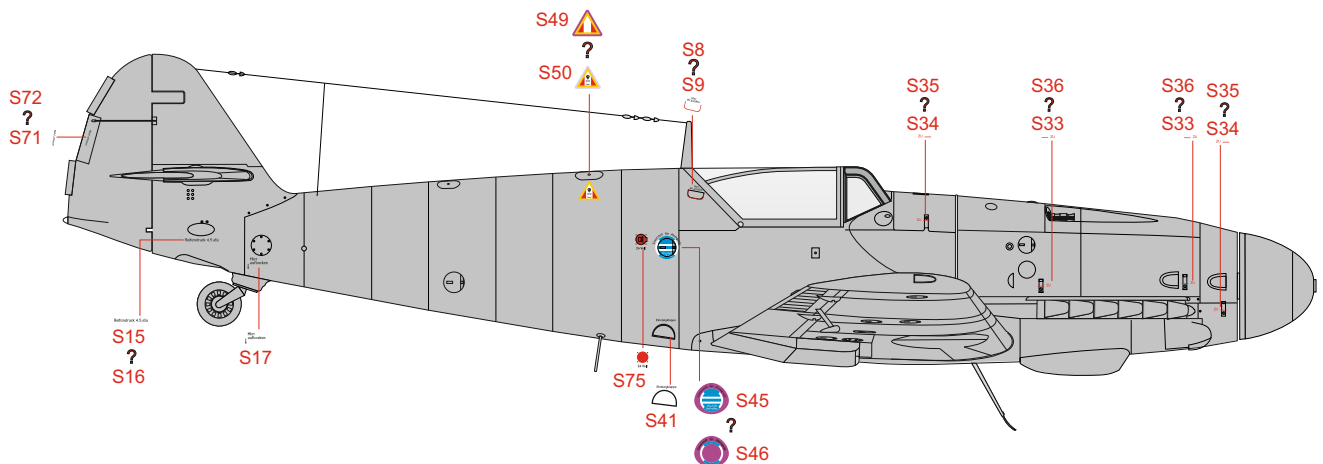
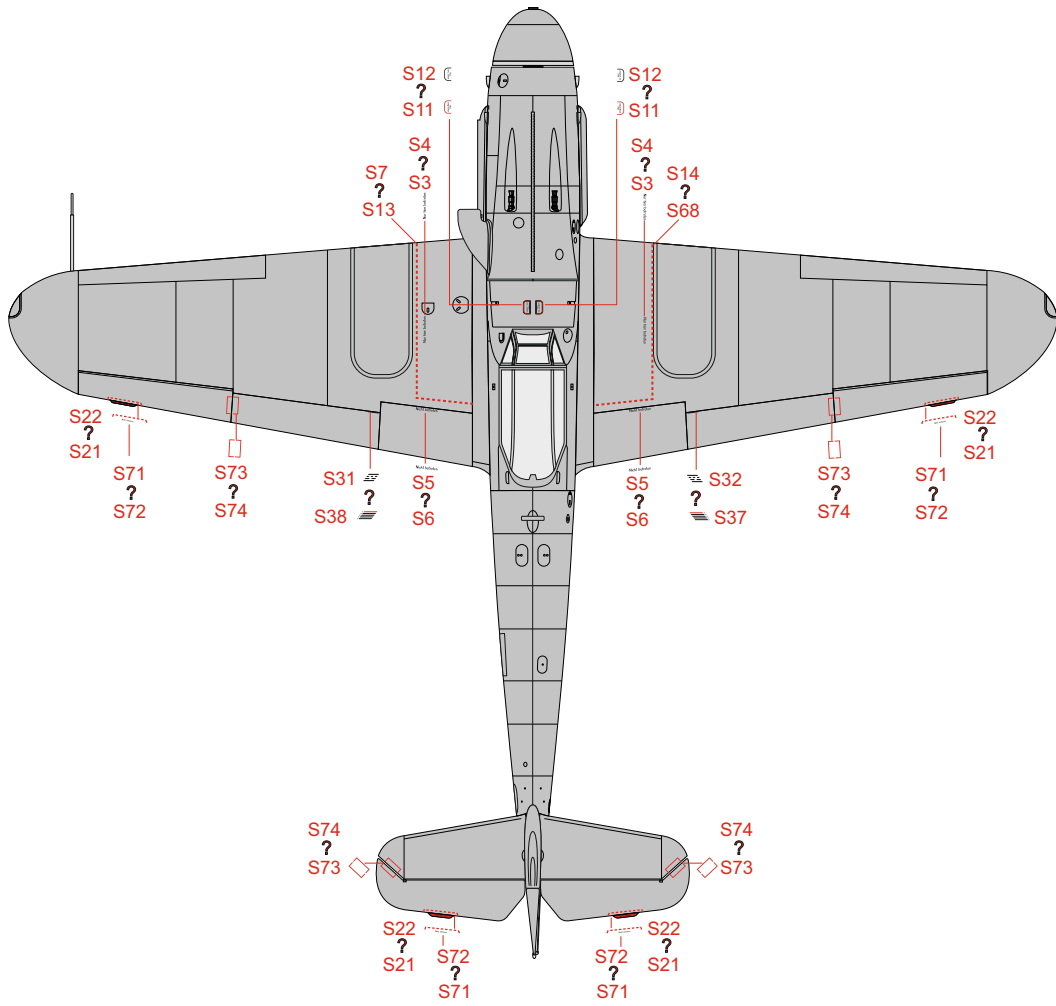
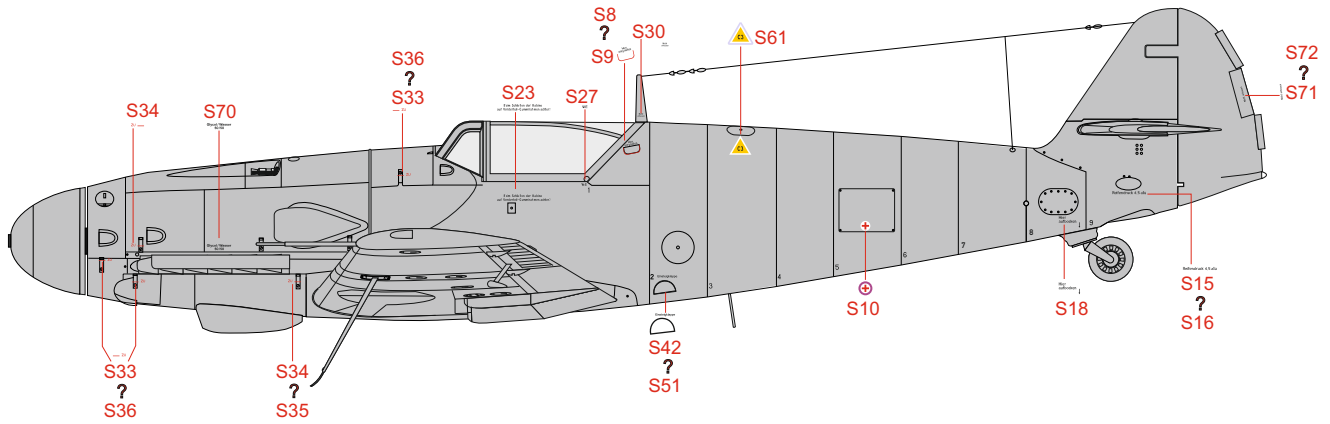


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RLM 70 H65 C18 WHITE H11 C62 RLM81 H421 C121

RLM 82 H422 C122 RLM 75 H69 C37 RLM 76 H417 C117 BLACK H12 C33



Bf 109G-10 WNF/Diana

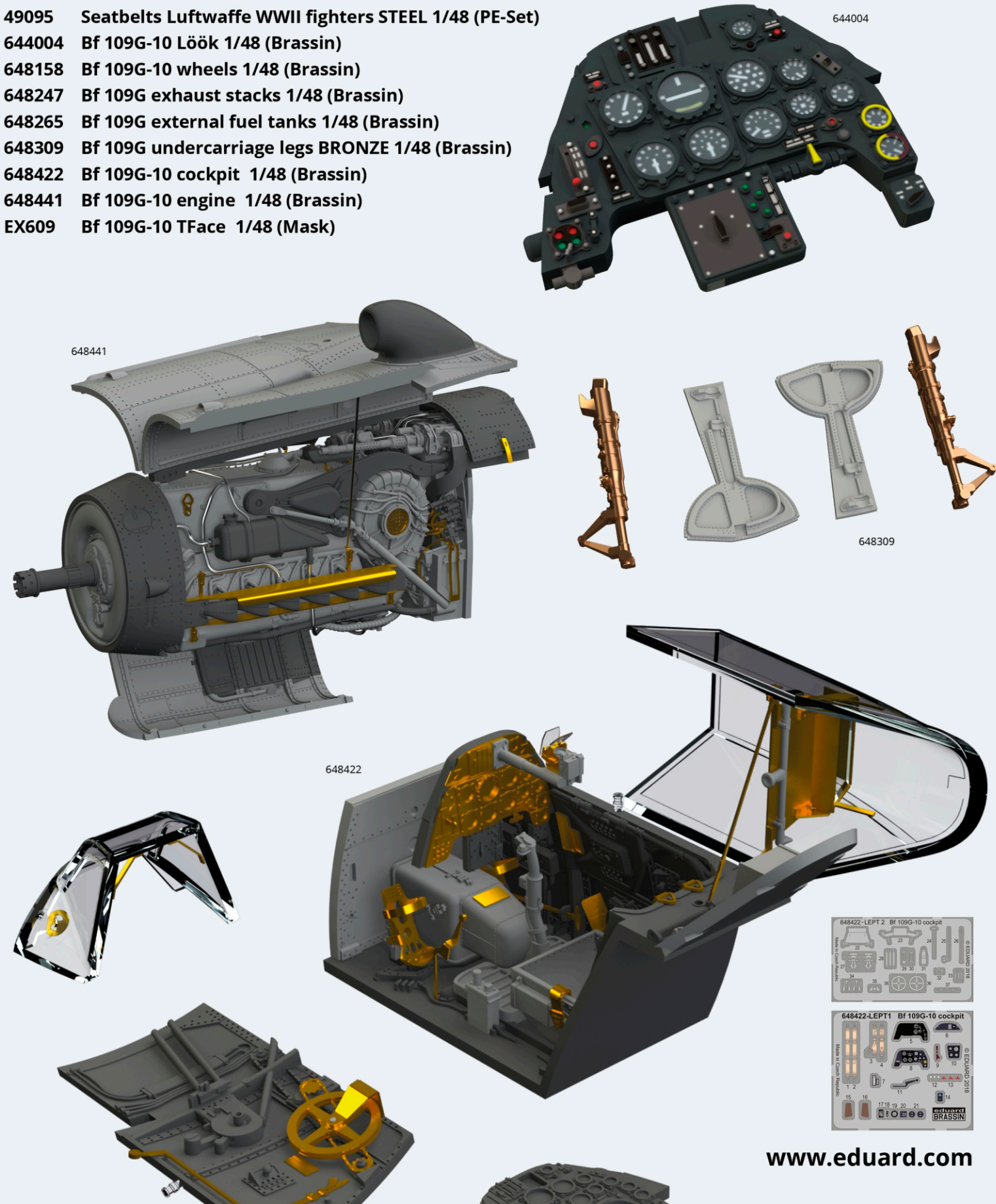
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RELATED PRODUCTS:

- 49094 Bf 109G seatbelts SUPERFABRIC 1/48 (PE-set)
- 49095 Seatbelts Luftwaffe WWII fighters STEEL 1/48 (PE-Set)
- 644004 Bf 109G-10 Löök 1/48 (Brassin)
- 648158 Bf 109G-10 wheels 1/48 (Brassin)
- 648247 Bf 109G exhaust stacks 1/48 (Brassin)
- 648265 Bf 109G external fuel tanks 1/48 (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE 1/48 (Brassin)
- 648422 Bf 109G-10 cockpit 1/48 (Brassin)
- 648441 Bf 109G-10 engine 1/48 (Brassin)
- EX609 Bf 109G-10 TFace 1/48 (Mask)

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