

# Bf 109G-14

eduard

## GERMAN WWII FIGHTER

### 1/48 SCALE PLASTIC KIT

ProfiPACK  
edition

# #82118



## 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 střelícíjící 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 tři zkušební 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 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 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  
OHNOUTOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

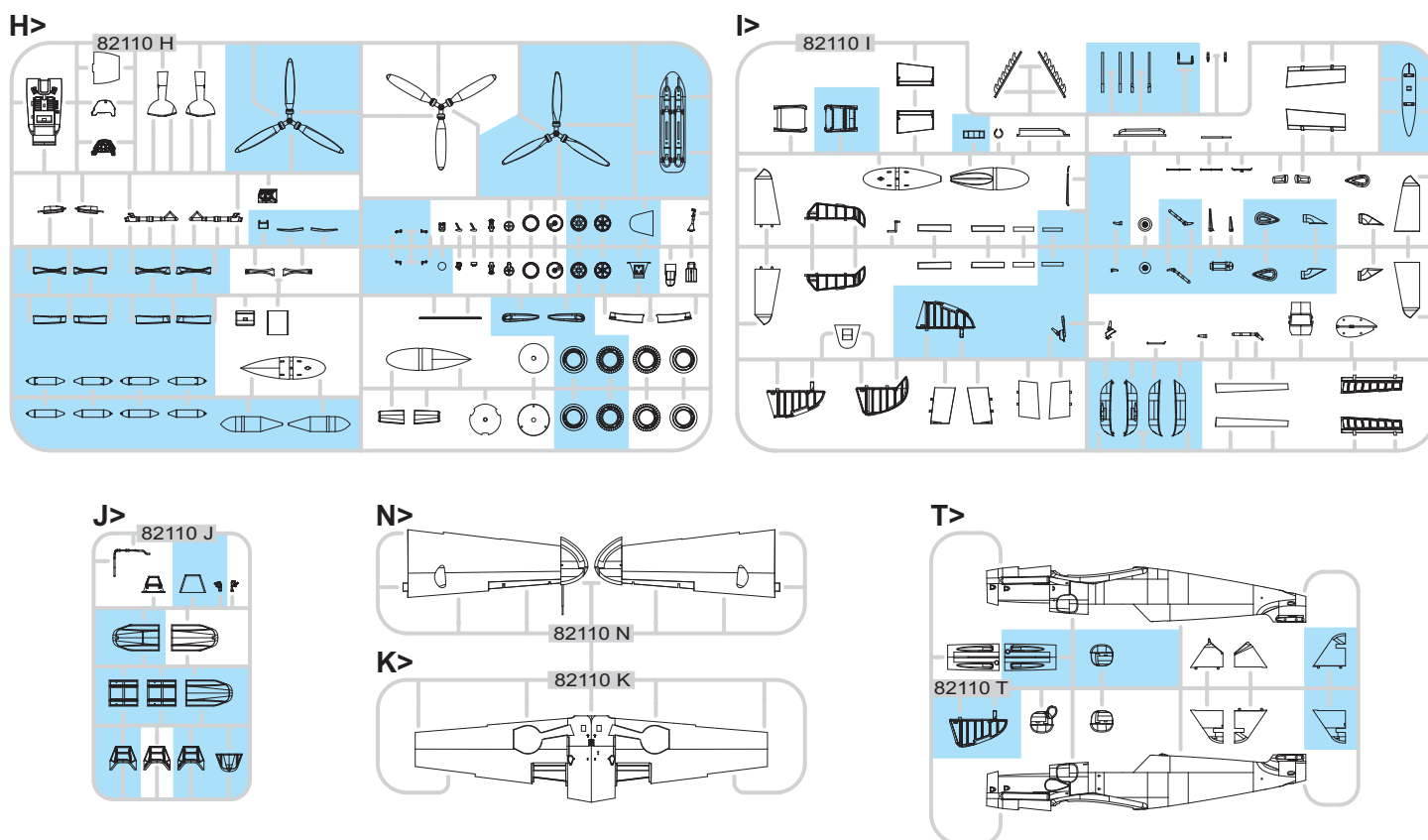
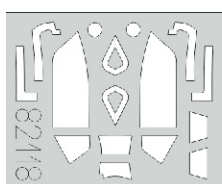


PIÈCES

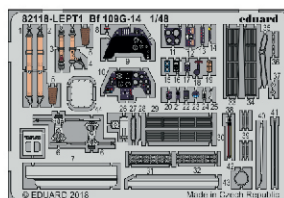


部品

## PLASTIC PARTS

eduard  
MASK

## 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



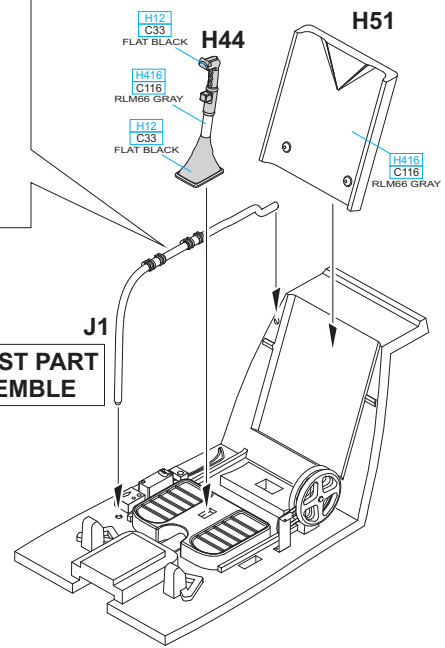
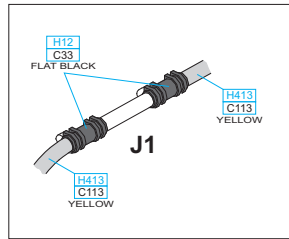
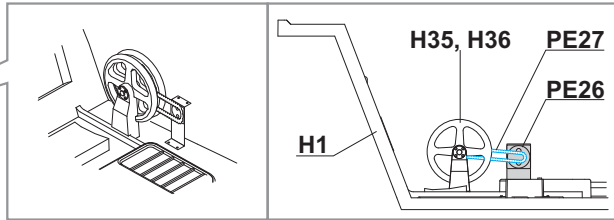
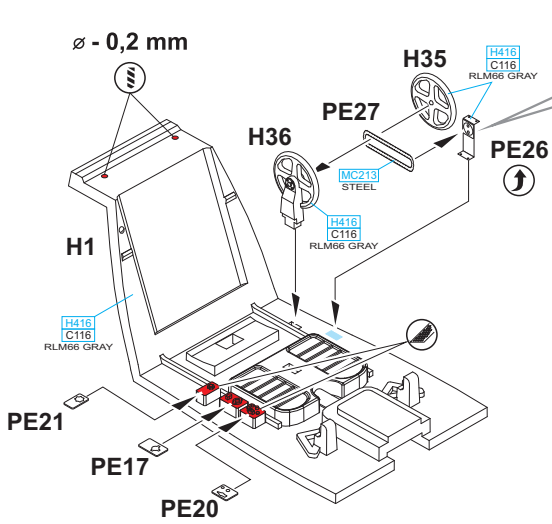
PEINTURE



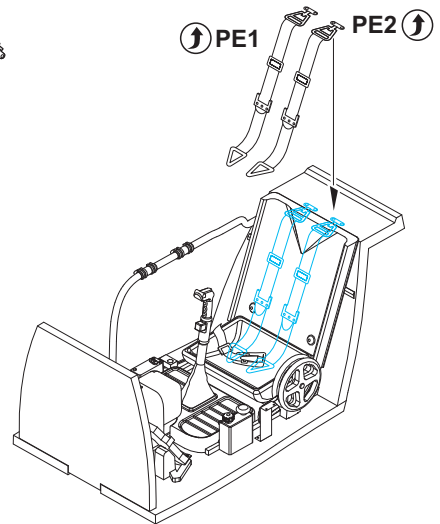
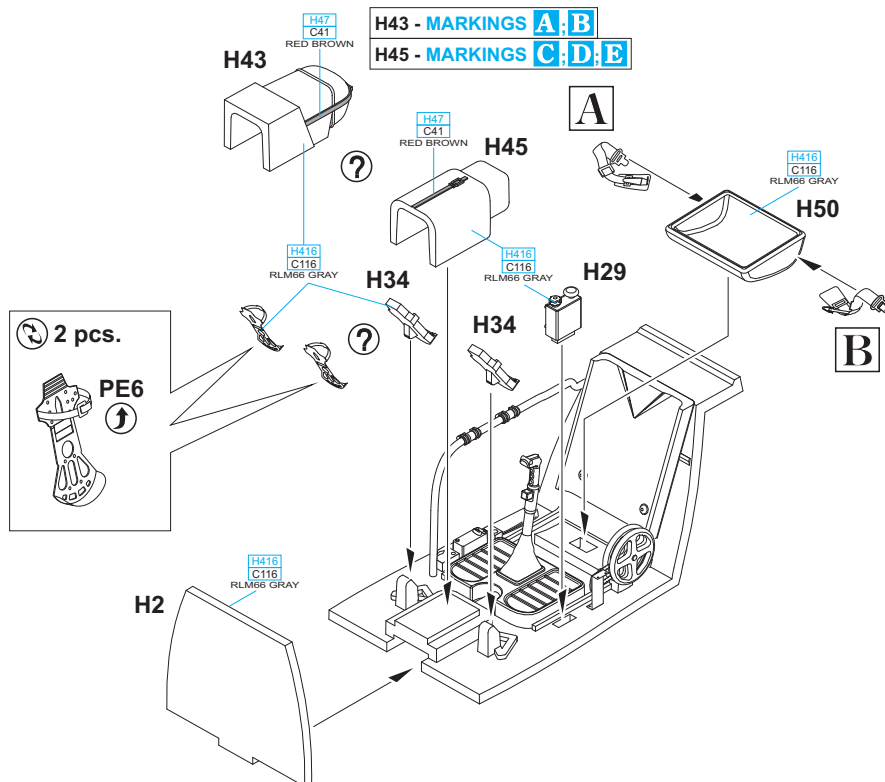
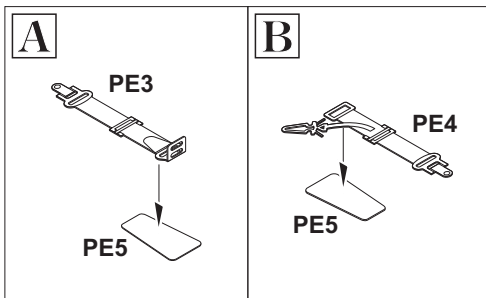
色

GSI Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
H2	C2	BLACK	
H8	C8	SILVER	
H11	C62	FLAT WHITE	
H12	C33	FLAT BLACK	
H25	C34	SKY BLUE	
H47	C41	RED BROWN	
H65	C18	BLACK GREEN	RLM70
H68	C36	DARK GRAY	RLM74
H69	C37	GRAY	RLM75
H70	C60	GRAY	RLM02
H77	C137	TIRE BLACK	

AQUEOUS	Mr.COLOR		
H90	C47	CLEAR RED	
H94	C138	CLEAR GREEN	
H319	C319	LIGHT GREEN	
H413	C113	YELLOW	RLM04
H414	C114	RED	RLM23
H416	C116	BLACK GRAY	RLM66
H417	C117	LIGHT BLUE	RLM76
H421	C121	BROWN VIOLET	RLM81
H422	C122	LIGHT GREEN	RLM82
Mr.METAL COLOR			
MC213		STAINLESS	
MC214		DARK IRON	

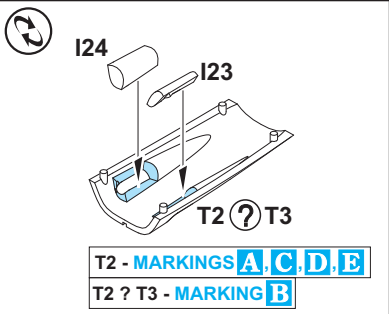


THE LATEST PART TO ASSEMBLE





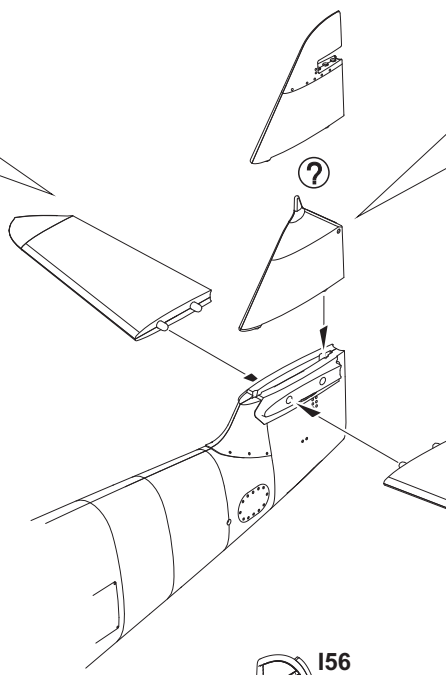
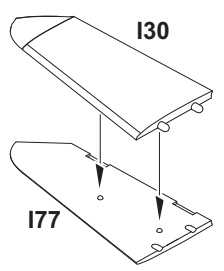
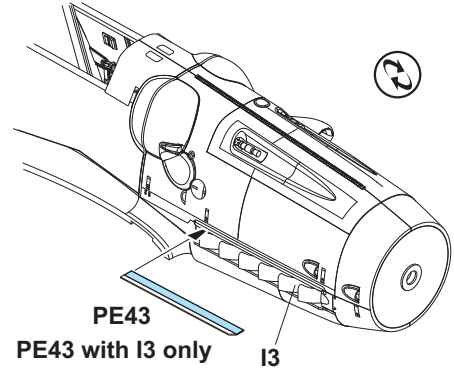
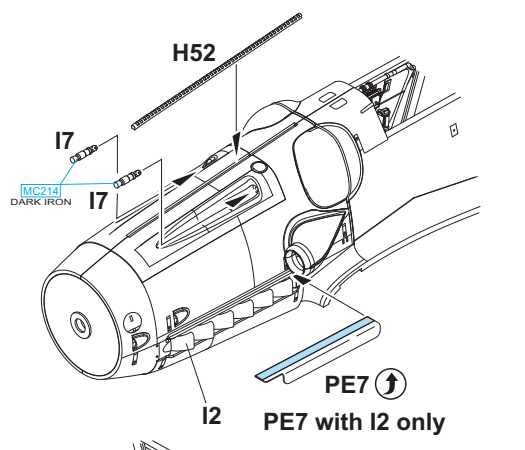
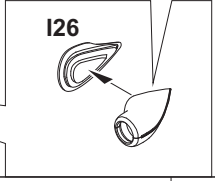
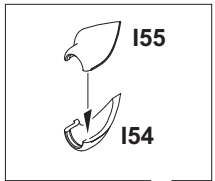
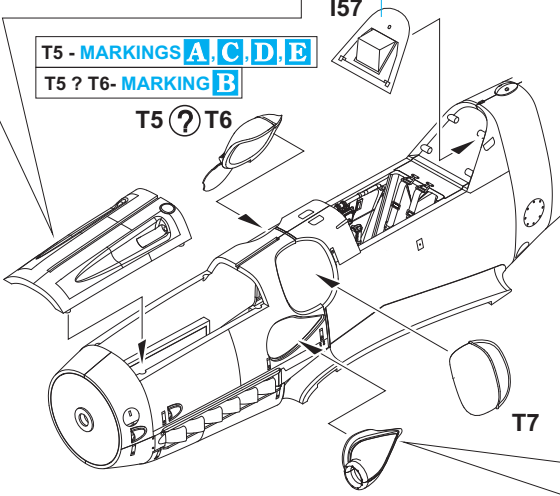




T2 - MARKINGS **A, C, D, E**  
T2 ? T3 - MARKING **B**

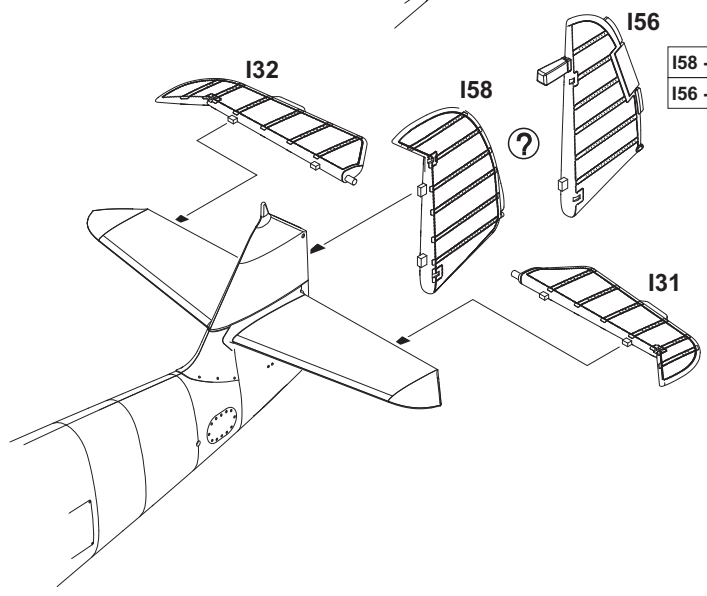
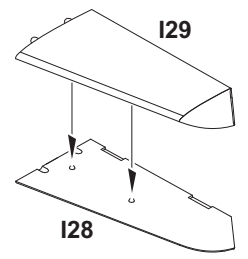
H416  
C116  
RLM66 GRAY

T5 - MARKINGS **A, C, D, E**  
T5 ? T6 - MARKING **B**

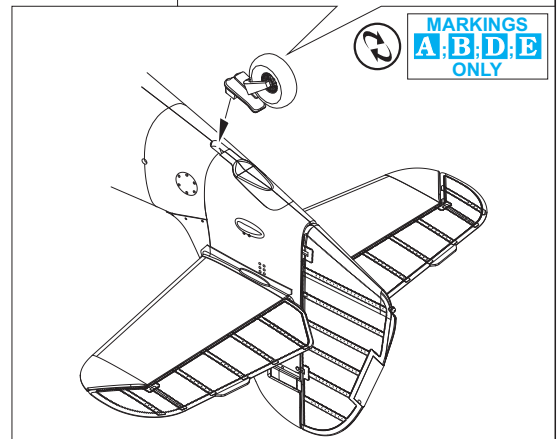
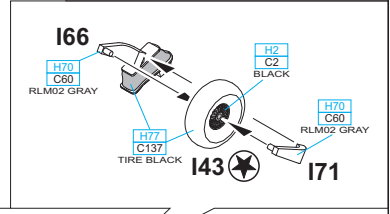


MARKINGS **A, B**

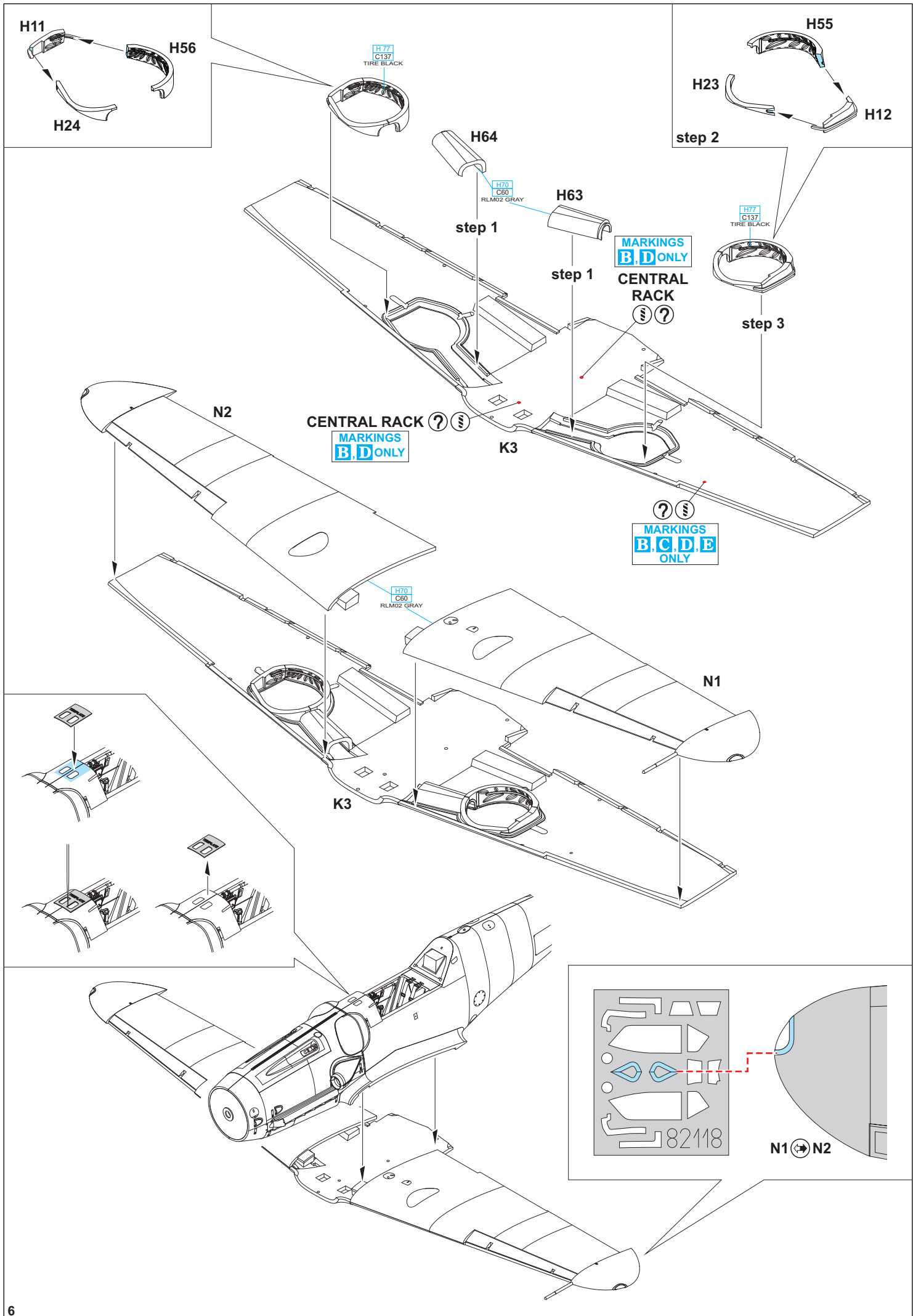
MARKINGS **C, D, E**

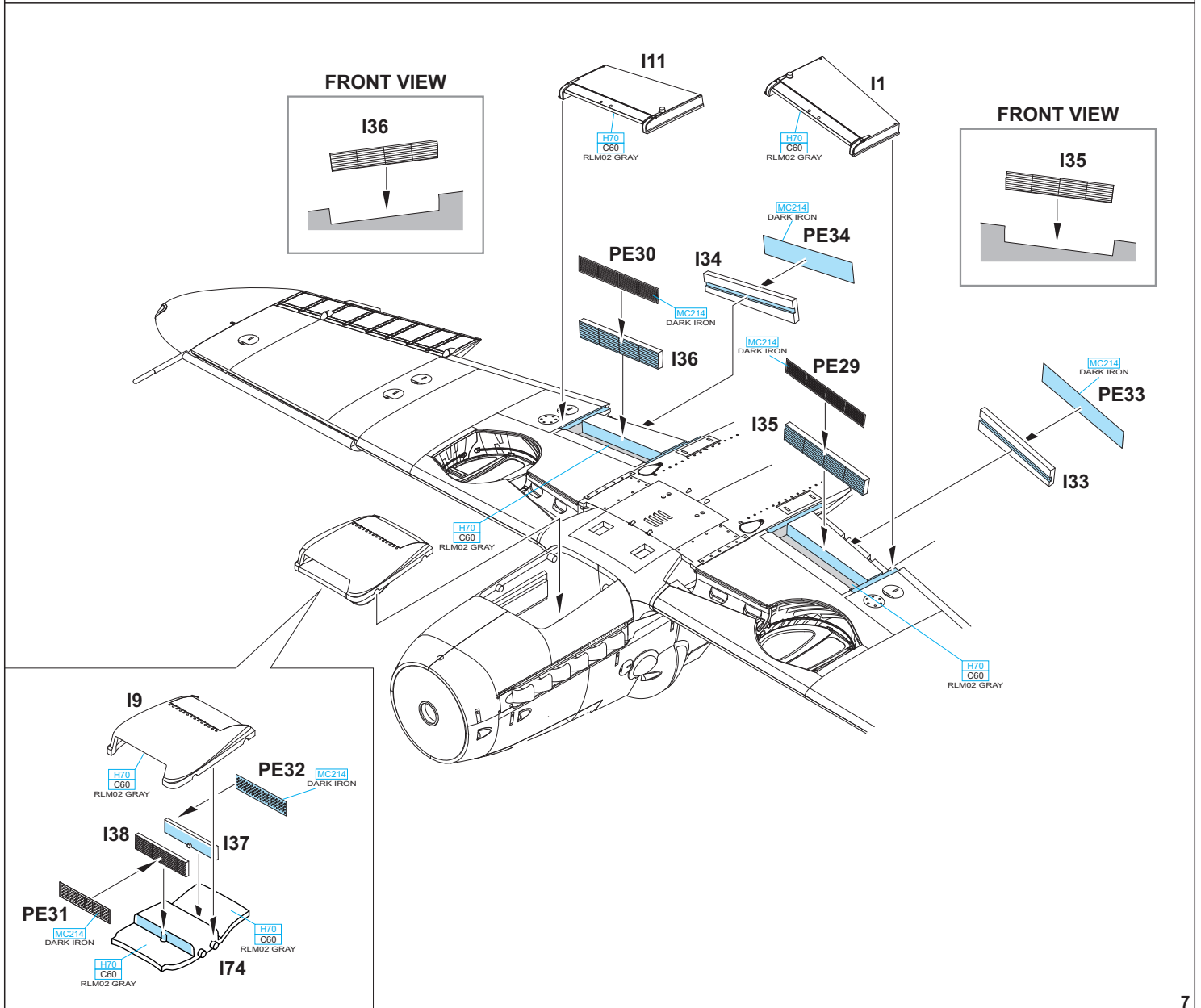
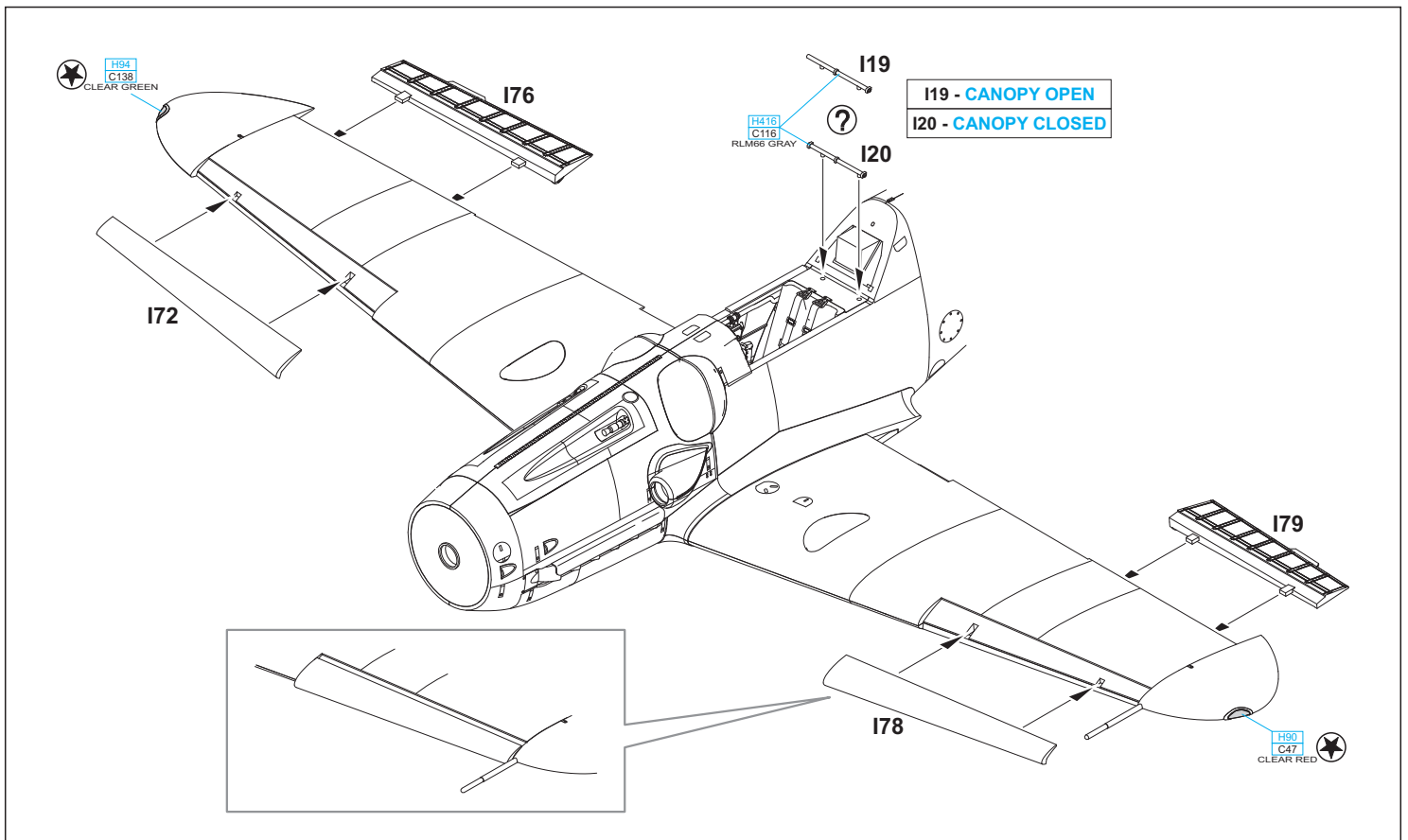


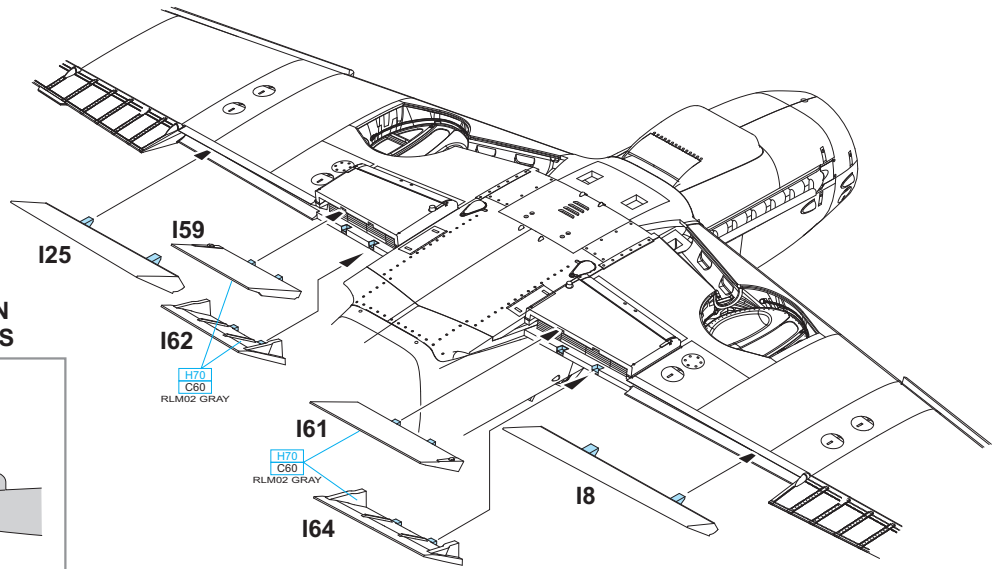
I58 - MARKINGS **C, D, E**  
I56 - MARKINGS **A, B**



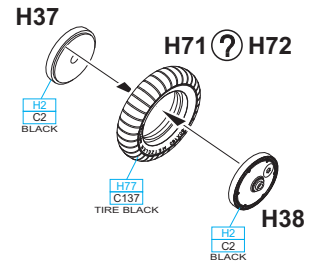
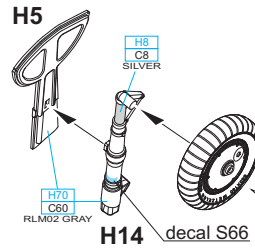
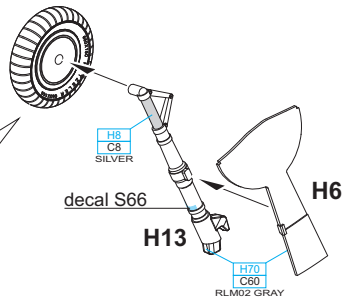
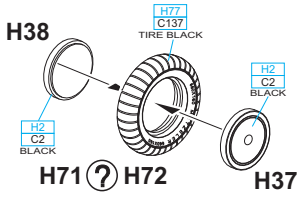
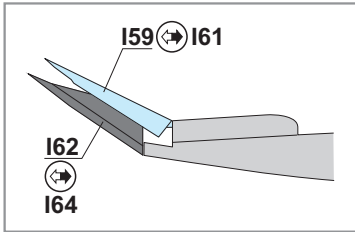
MARKINGS **A, B, D, E**  
ONLY



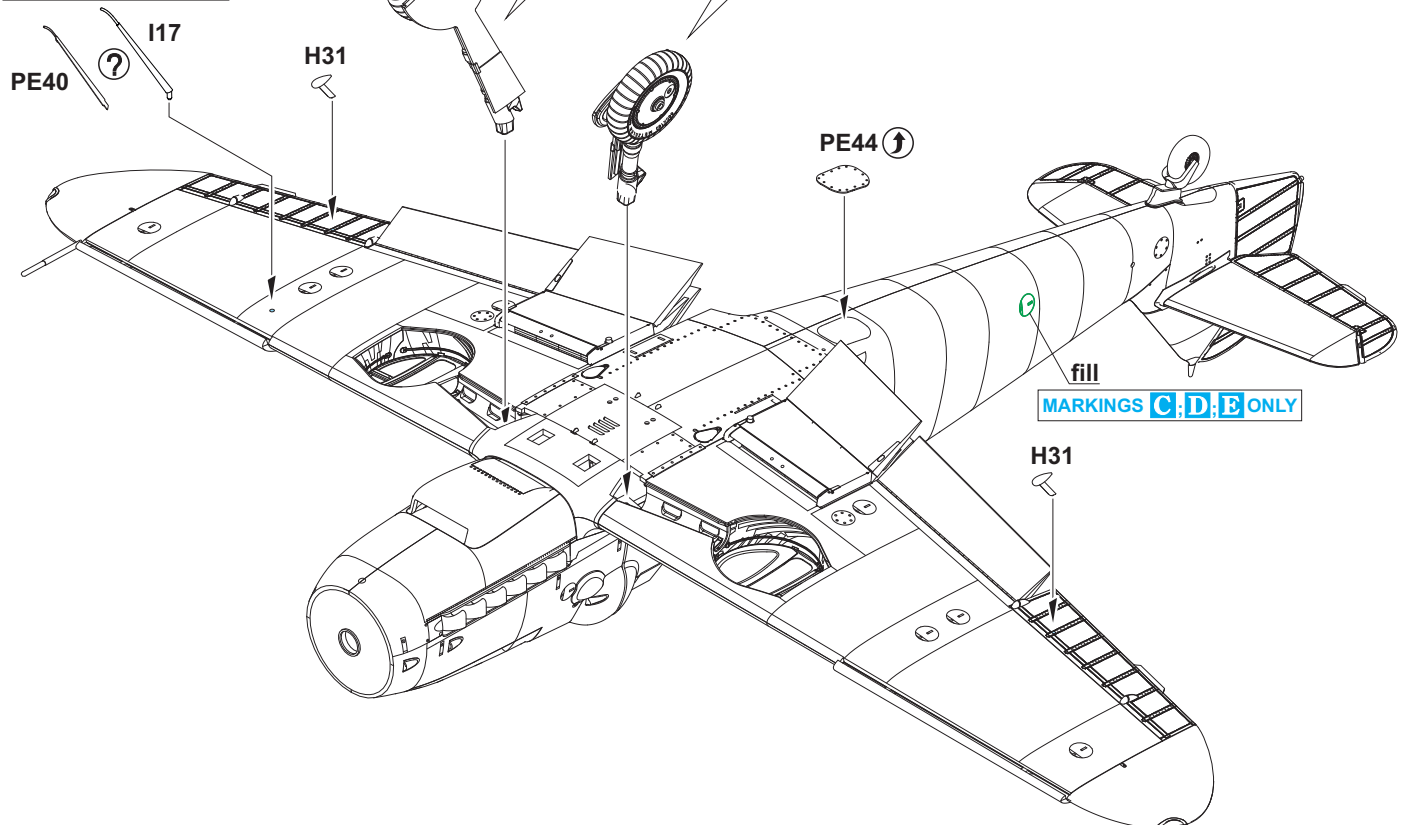




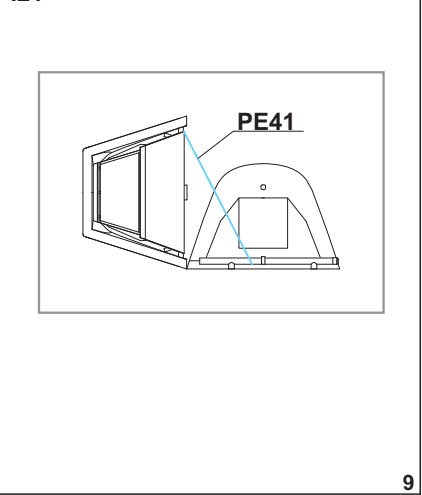
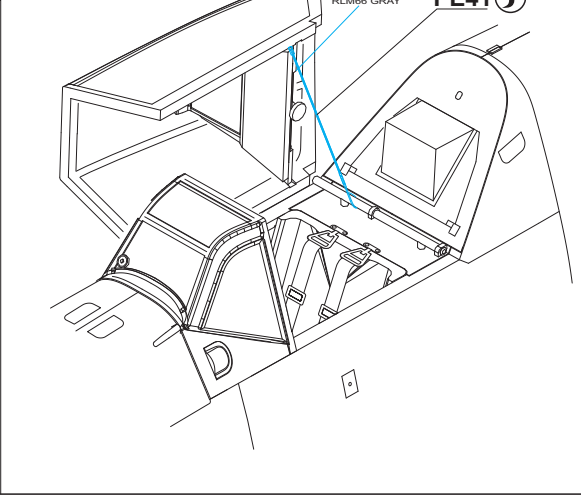
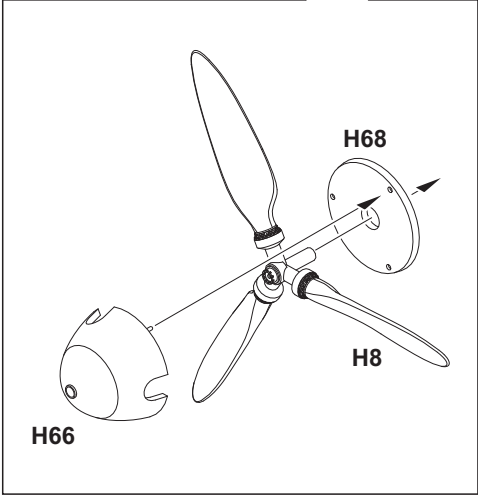
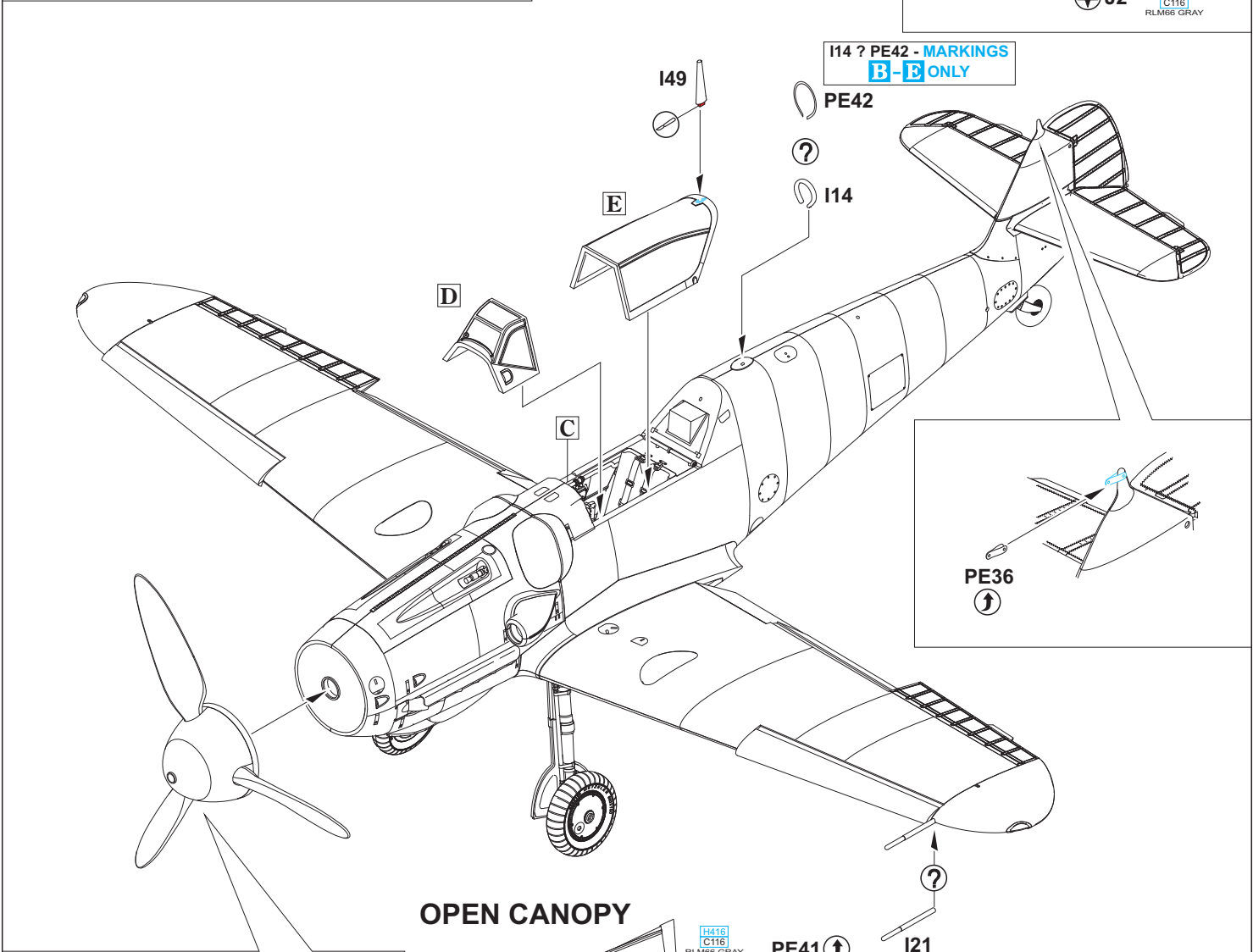
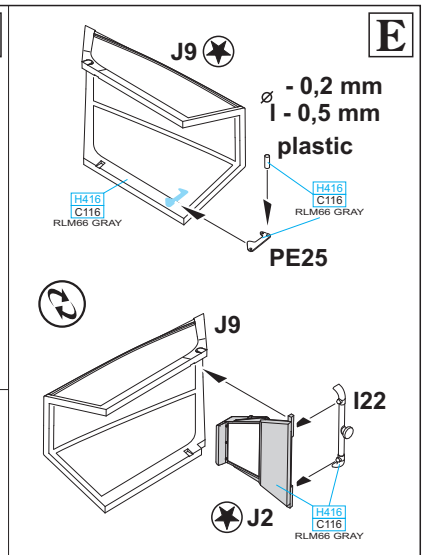
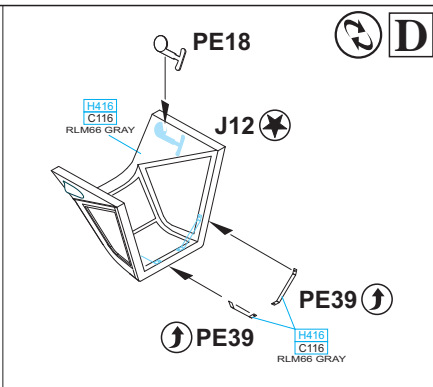
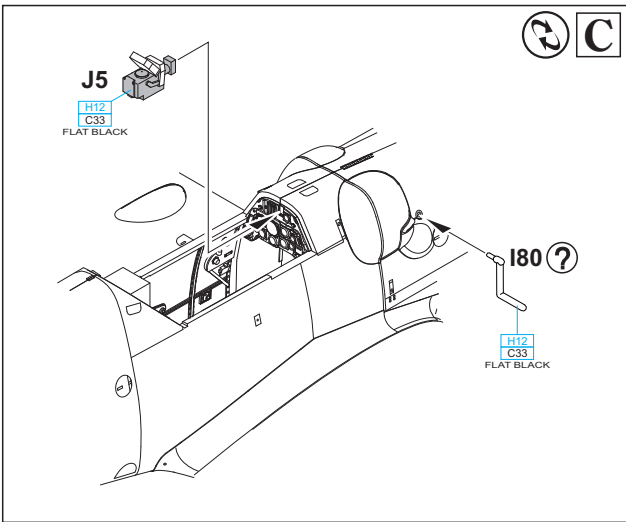
**CORRECT POSITION OF RADIATOR FLAPS**

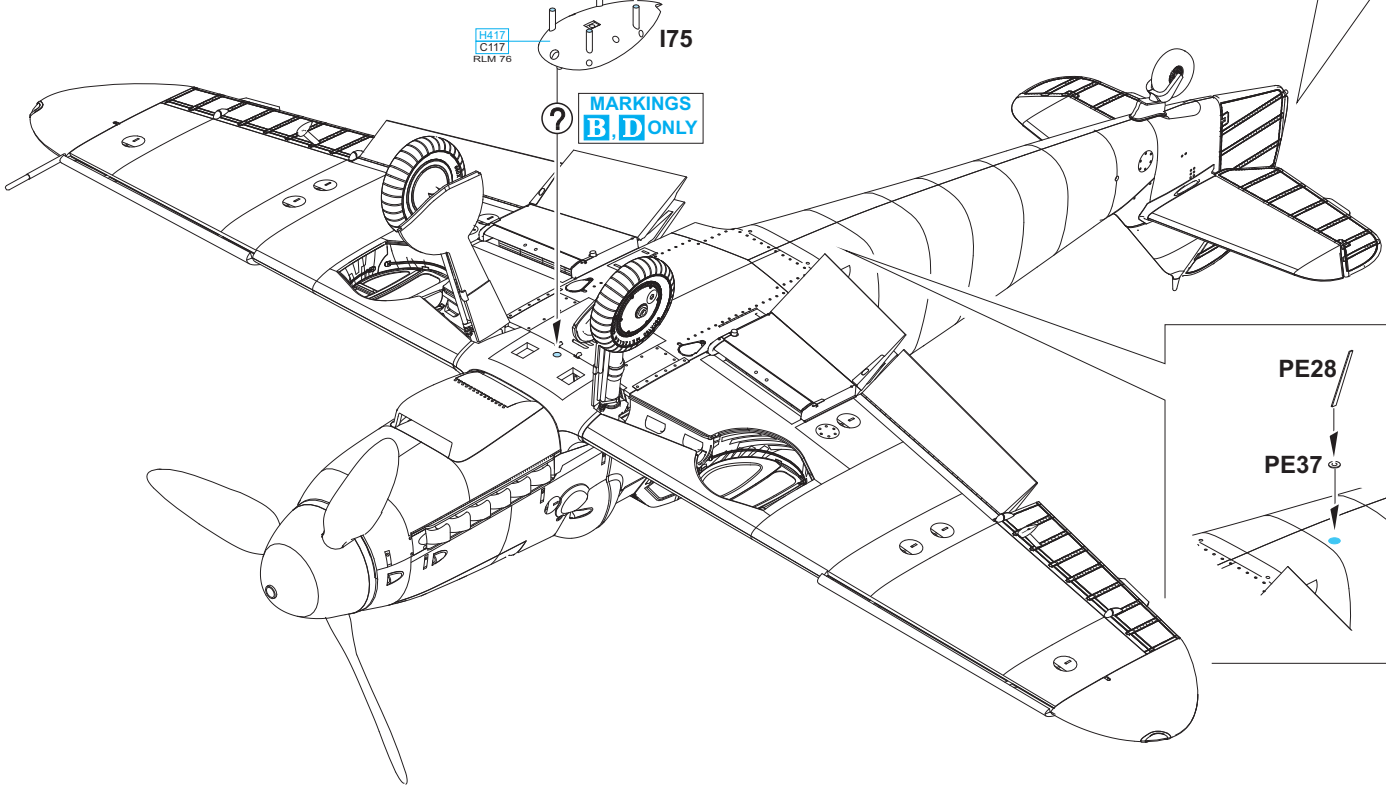
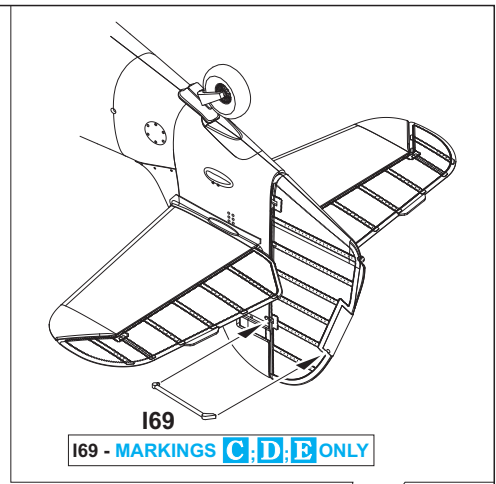
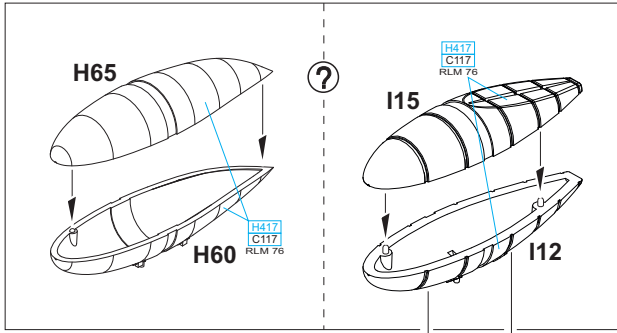


**I17 ? PE40 - MARKINGS B-E ONLY**



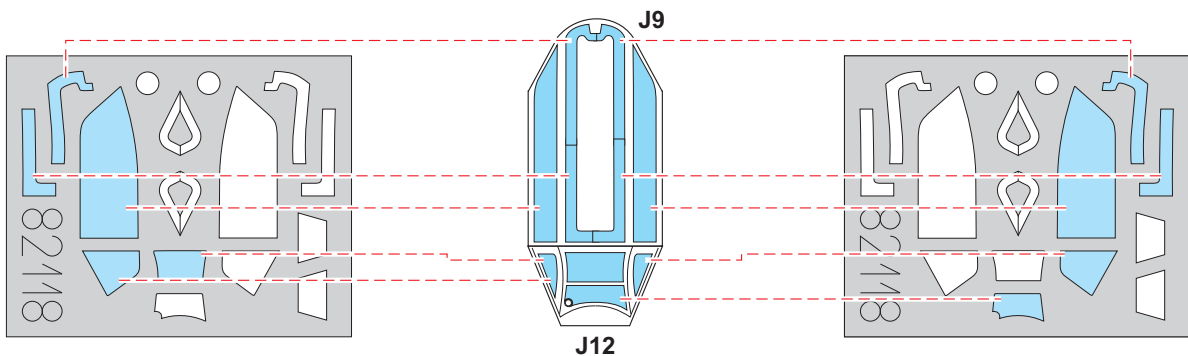
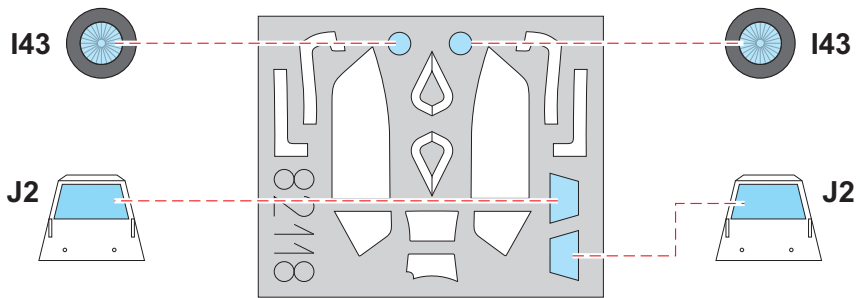






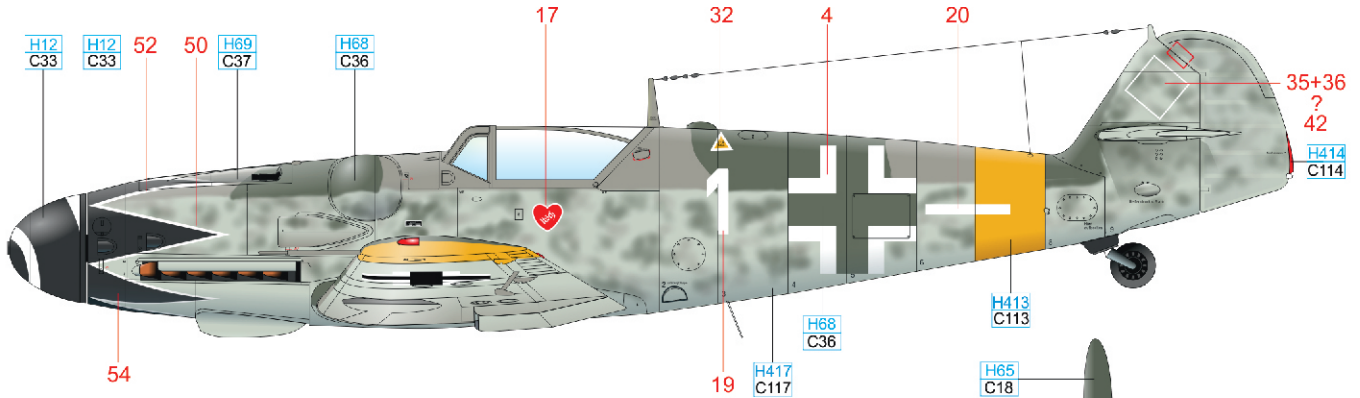
**eduard**  
**MASK**

**82118**

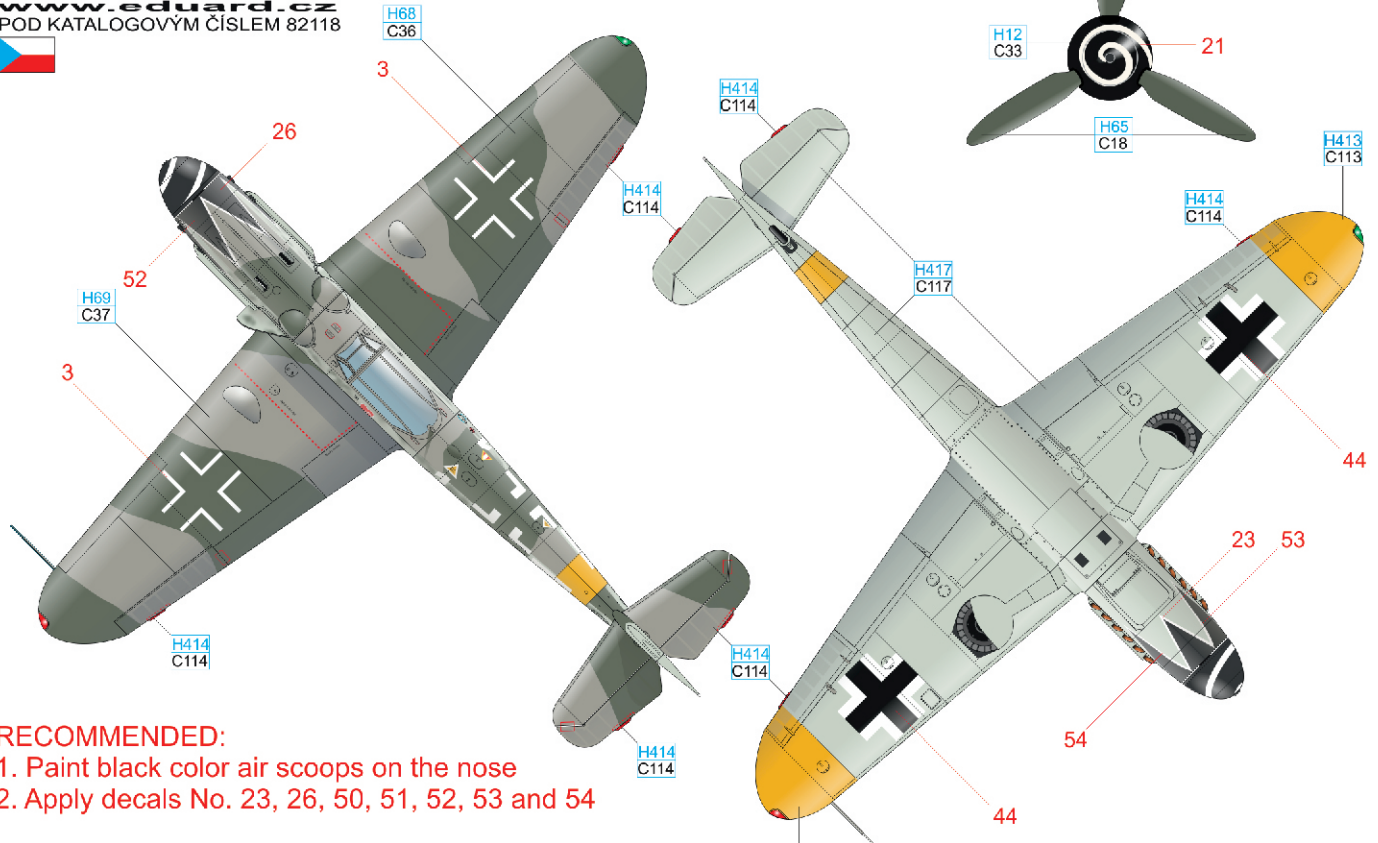


# A Bf 109G-14/U4, flown by Hptm. E. Hartmann, 4./ JG 52, Csór, Hungary, October 1944

Erich Hartmann, the most successful fighter plane pilot of all times, first joined the 7. Staffel of JG 52 on October 10<sup>th</sup>, 1942. He remained with Jagdgeschwader 52 till the end of World War Two; in fact he became the commander of its I. Gruppe. The total count of his shot down aircraft was 352. For his exceptional success he was awarded the Knight's Cross of the Iron Cross with Oak Leaves, Swords and Diamonds. After WWII he was transferred to the POW camp in the Ural Mountains in Soviet Union and was not released until 1955. The following year he joined the ranks of Western German Luftwaffe. He became the commander of JG 71, the first fighter plane Luftwaffe squadron equipped with jet-powered fighter aircraft. He retired in 1970 and died on September 20<sup>th</sup>, 1993. Standard camouflage of Hartmann's "white 1" Luftwaffe fighter plane was complemented by black tulip with white outline situated at the nose of the aircraft; this was in the time of his command of 4. Staffel. On the left side, underneath the cockpit, there was a heart with Hartmann's wife's name written over it. The yellow bottom parts of the wing tip and the yellow stripe around the back part of the fuselage marked the aircraft serving on the Eastern Front. The photograph of the nose of this aircraft shows that the engine cover is identical to those produced in Erla factory in Leipzig.

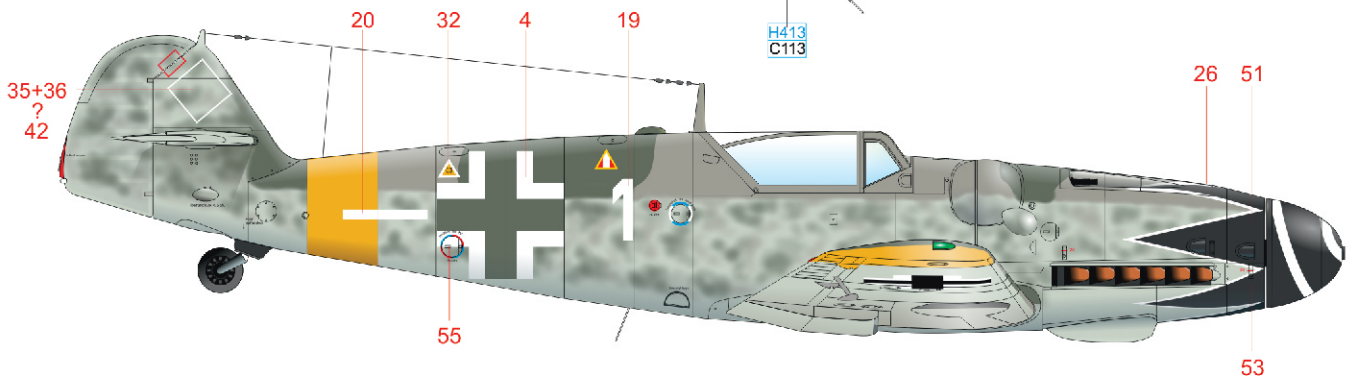


ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.cz](http://www.eduard.cz) POD KATALOGOVÝM ČÍSLEM 82118



## RECOMMENDED:

1. Paint black color air scoops on the nose
2. Apply decals No. 23, 26, 50, 51, 52, 53 and 54

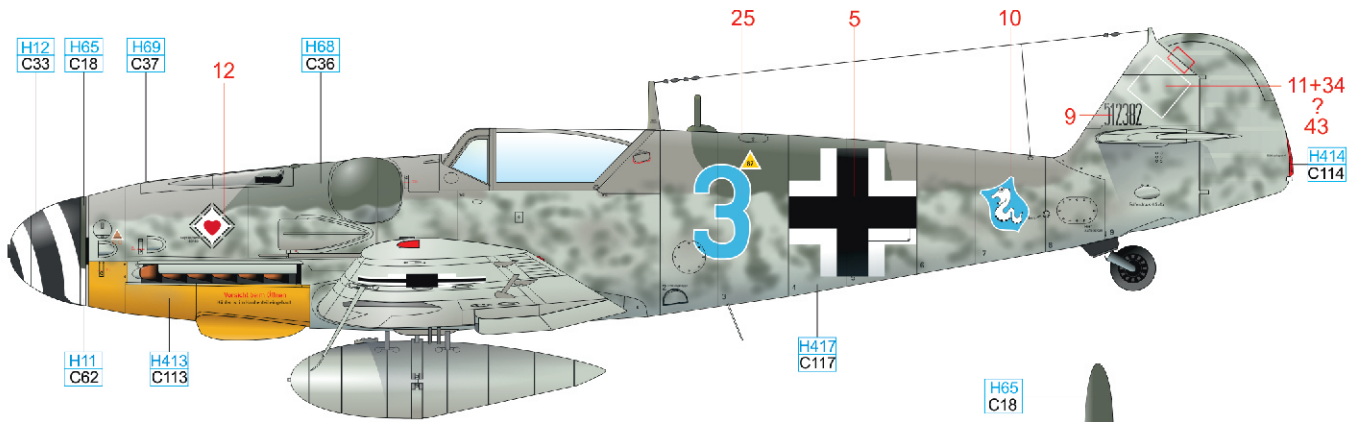


RLM 04	H413 C113	RLM 23	H414 C114	BLACK	H12 C33
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117
				RLM 70	H65 C18

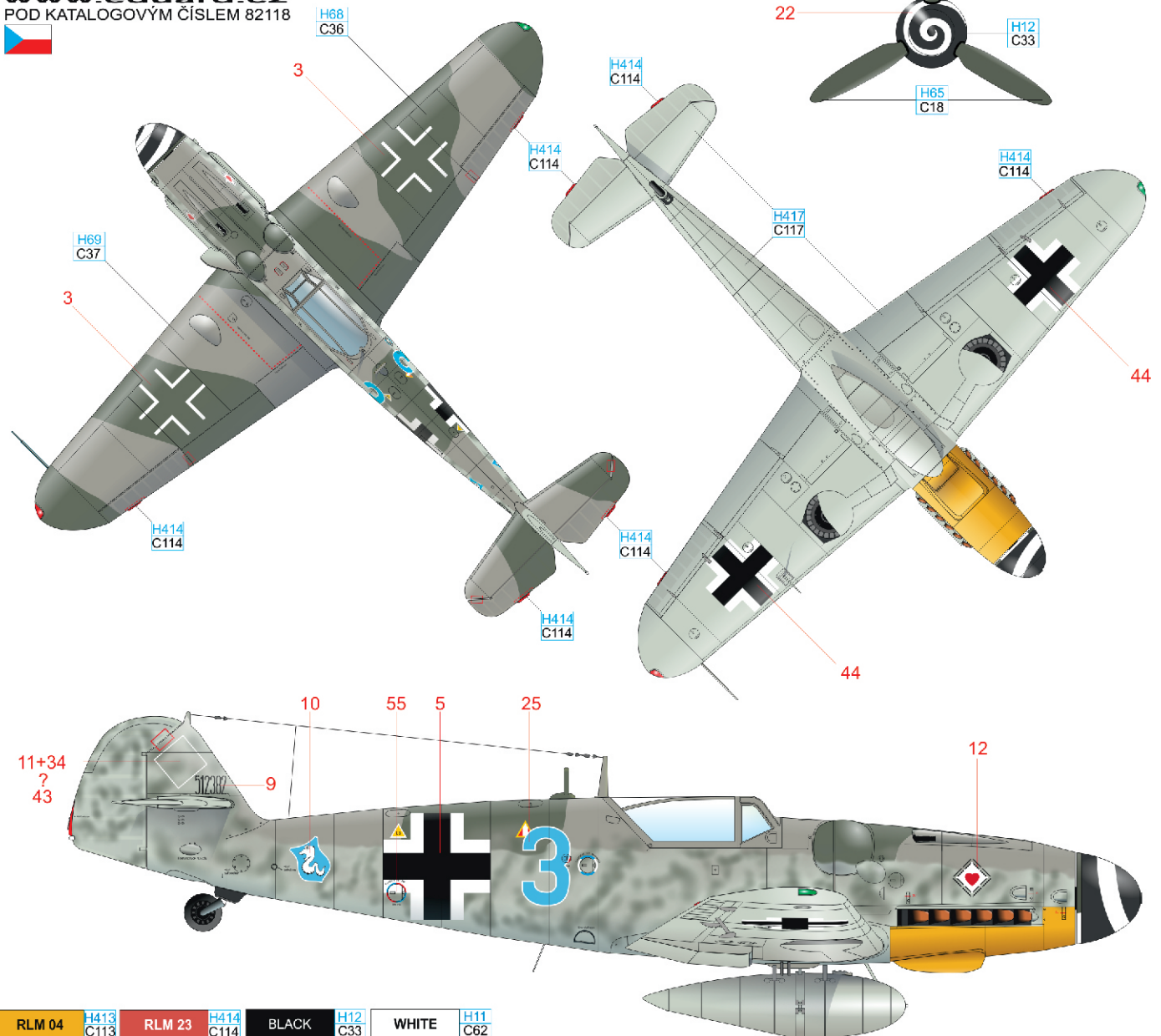


# B Bf 109G-14/U4, W. Nr. 512382, flown by Lt. H. Schlick, 4./ JG 77, Schönwalde, Germany, November 1944

In times when Horst Schlick flew this aircraft he had already been an experienced veteran of JG 77. In the ranks of JG 77, between 1942 and 1945, Schlick managed to shoot down two enemy planes in the Eastern Front and at minimum 30 other planes in the Western Front. Most of the time he served as a member of the 1. Staffel. In autumn of 1944 there was a change, Schlick was transferred to 4. Staffel where he managed to shoot down his last enemy aircraft. In spring of 1945 he was first ordered to join the ranks of EJG 2 training squadron, later he was moved to JG 7. The JG 7 flew jet-powered fighter aircraft Me 262. He did not reach any further success there. During the war he took part in 480 fighter operations and managed to shoot down the total of 32 enemy aircraft (some resources state 34 shot down planes). The colour scheme pictured shows Schlick's aircraft built by WNF shortly after he shot down his 31. enemy plane. This plane is thought to have had the engine cover used by planes produced by Erla Company in Leipzig. The sign at the back part of the fuselage stands for a new marking of 4. Staffel aircraft; the nose bears sign of Jagdgeschwader 77.



ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.cz](http://www.eduard.cz) POD KATALOGOVÝM ČÍSLEM 82118



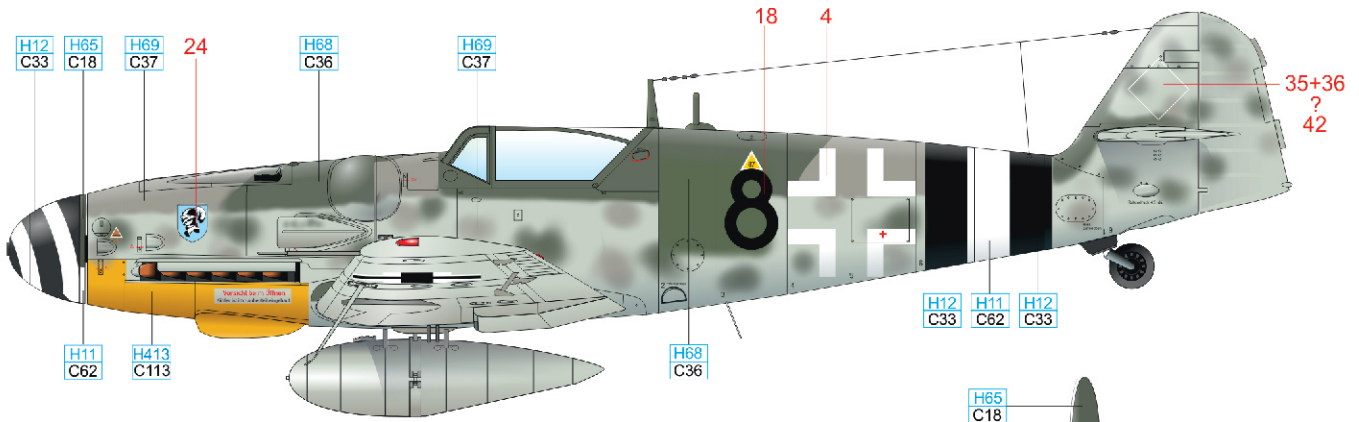
RLM 04	H413 C113	RLM 23	H414 C114	BLACK	H12 C33	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117	RLM 70	H65 C18



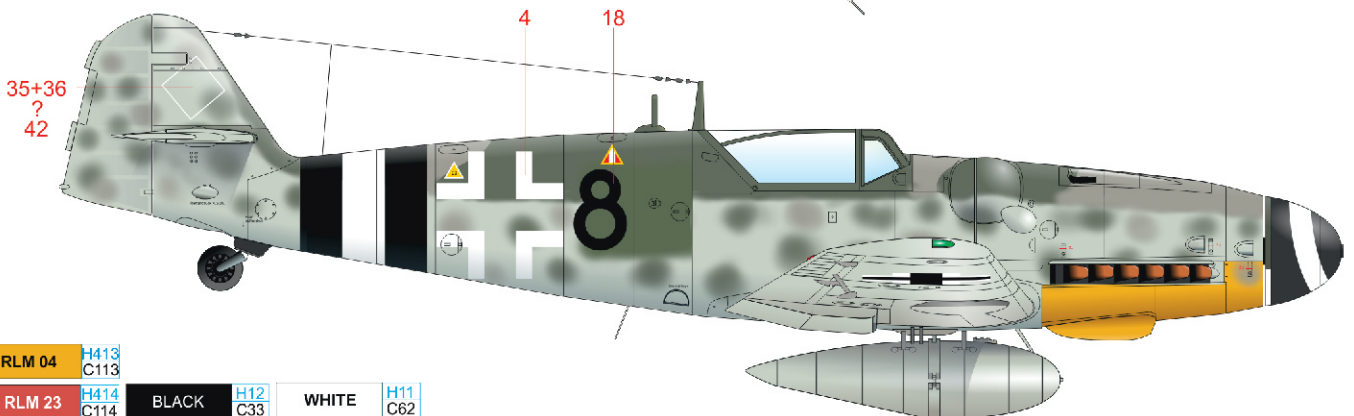
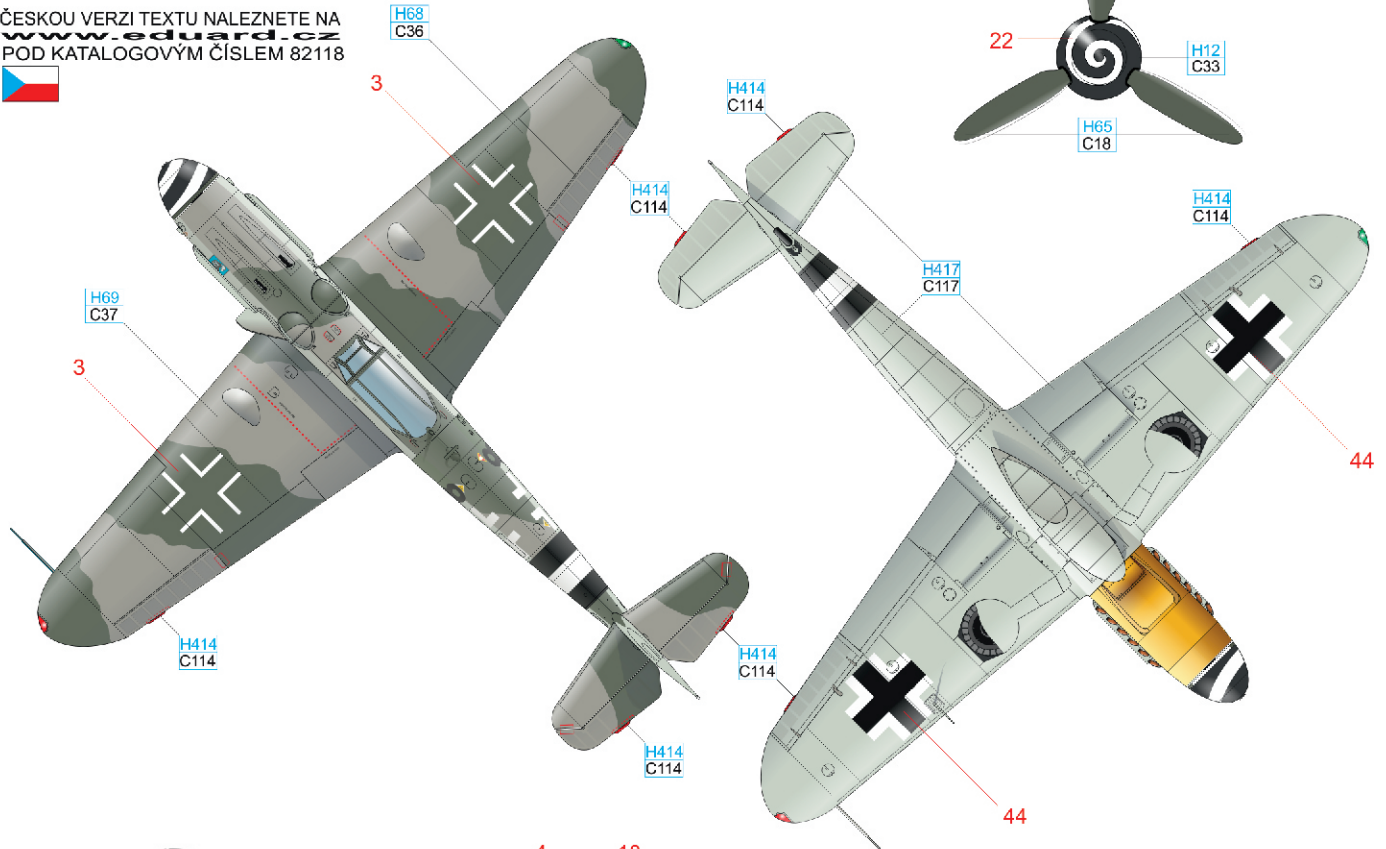


# D Bf109G-14, flown by Oblt. R. Schlegel, CO of 10./JG 4, Jüterbog – Damm, Germany, March 1945

Rolf Schlegel was born on June 14<sup>th</sup>, 1922 in Saxony. After his successful passing of the training he was sent to serve at 11./JG 2 that fought British pilots above the English Channel. He and his unit were soon moved over to African battlegrounds. Over there, Schlegel suffered injuries. After his recovery he continued at EKdo 16, which was a tester squadron testing the rocket-powered Me 163 aircraft. In summer 1944 he started to serve at JG 4, namely at its Sturmgruppe. This unit flew heavily armed Fw 190A-8/R2s. Later, he flew Bf 109s at III. Gruppe JG 4. Prior to the end of the war he was transferred to JG 7 flying jet-powered 262 Messerschmitt's. He shot down two enemy aircraft in combat. The aircraft is bearing a typical camouflage of the later 109s produced in Erla factory in Leipzig. The plane's original marking is covered by fresh RLM 74 paint and the nose of the plane has JG 4 emblem. Wide stripes around the tail of the plane were typical for JG 4 fleet. These aircraft served as Defence of the Reich (Reichsverteidigung).



ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.cz](http://www.eduard.cz) POD KATALOGOVÝM ČÍSLEM 82118

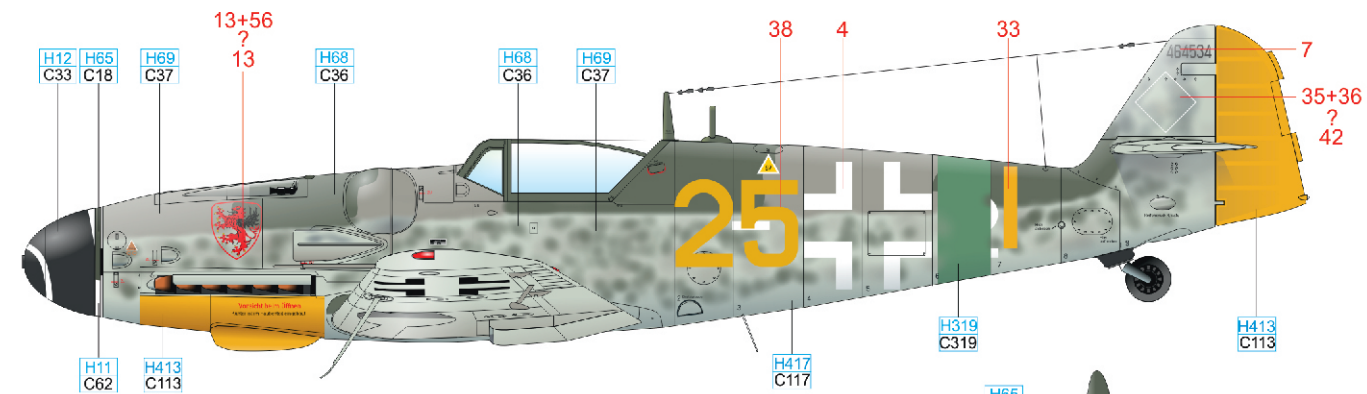


RLM 04	H413 C113				
RLM 23	H414 C114	BLACK	H12 C33	WHITE	H11 C62
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117
				RLM 70	H65 C18

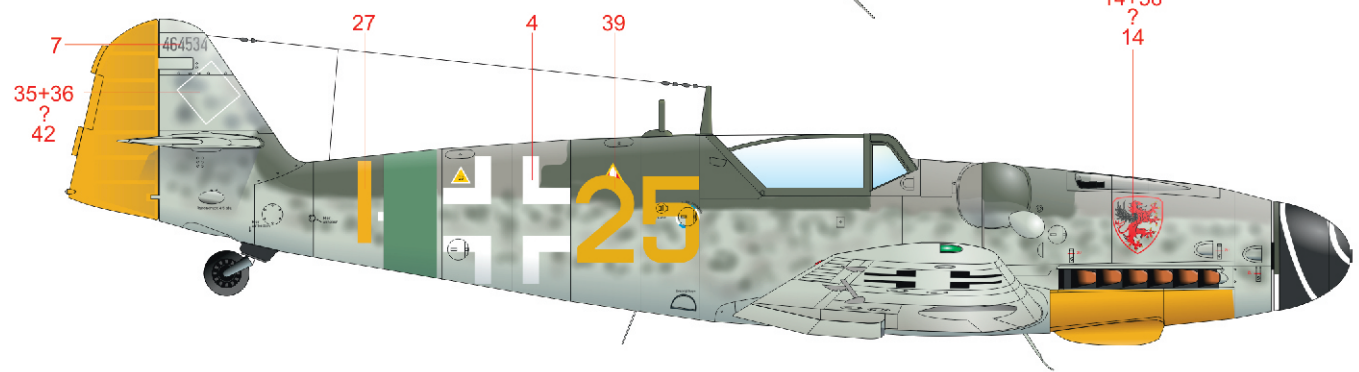
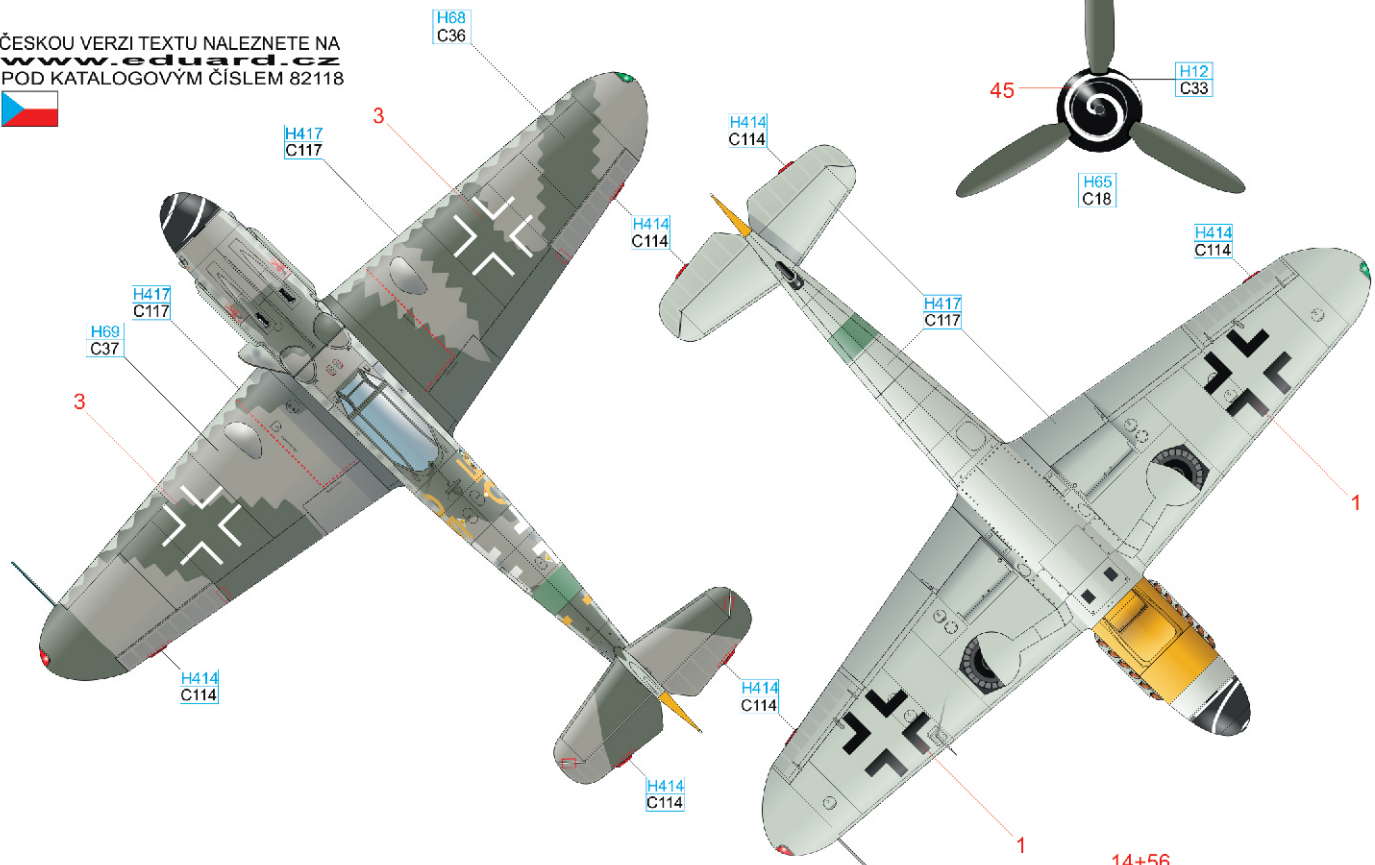


# E Bf 109G-14, W. Nr. 464534, E/JG 2, Pilsen, Czechoslovakia, May 1945

This Bf 109G-14 is one of the planes found at Pilsen Airfield after WWII. The pilot of the plane is not really known. Underneath the last marking the marking of the last user could clearly be seen. The symbol on the aircraft's nose belonged to KG 55. This squadron, originally a bombing squadron, flew until September 1944 with two-engine He 111 planes. In 1944, rather than the bombing squadrons, the situation at the battlefields required fighter plane squadrons. So, three KG 55 Gruppen were remarked to KG(J) 55 and instead of Heinkels they were supposed to get jet-powered Me 262s. These aircraft never reached the squadron, though; the pilots had to be content with Bf 109Gs and Fw 190As. Pilsen was just a location of the IV. Gruppe; this squadron was later transferred under Erg. KGr (J). In January there was a change in marking to I./EKG(J) and in March 1945, remarking to 5. /EJG 2. Its 19. Staffel (originally 4./EKG(J)) remained in Pilsen till the end of WWII. The aircraft bears a camouflage scheme of Erla factory from Leipzig. This scheme was mostly used with previous variants of Bf 109G, the scheme is characterized by sinuous transition between RLM 74 and RLM 75 colours used on the wings. There is a chance that the rudder, originally painted yellow, was repainted with one of the camouflage colours. The KG 55 symbol (mythical griffin bird on the escutcheon) is placed onto this aircraft without a coloured base.



ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.cz](http://www.eduard.cz) POD KATALOGOVÝM ČÍSLEM 82118



RLM 23	H414 C114	BLACK	H12 C33	RLM 04	H413 C113	LIGHT GREEN	H319 C319
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117	RLM 70	H65 C18
						WHITE	H11 C62

