

# Bf 109G-4

eduard

1/48 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 82117

**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-4

The Bf 109G series (Gustav) 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. The main difference, bigger displacement of the engine, was achieved by bored-out cylinders (by 4 mm) enlarging the total displacement from 33,9 l to 35,7 l. Another change was higher compression ratio. The maximum take-off power rose to 1,450 hp (1,080 kW) from the 1,350 hp (993 kW) of DB 601E. The G-2 retained the retractable tail wheel from the F series as well as the armament scheme with one MG 151/20 cannon and two 7,92 mm machine guns MG17. The addition of the FuG 16 VHF radio with the three times the range of the previous HF unit. Because of increasing weight of the Bf 109, larger wheels of the main landing legs were used (660 x 160 mm instead of 650 x 150 mm). Wheel's vertical axis was also changed, being more less upright rather than parallel with the oleo leg. This resulted in the teardrop-shaped fairings to the upper wing surface above the wheel-wells to accommodate the upper part of the retracted mainwheels. In addition, a larger tailwheel (350 x 135 mm) replaced the original 290 x 110 mm one. But the new one did not fit to the wheel bay, so the retracting mechanism was disconnected, and the tailwheel was fixed down. Up to July 1943, 1,242 G-4s were produced, with an additional four in Győr and WNF factories during the second half of 1943.

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  
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)

PARTS



DÍLY



TEILE

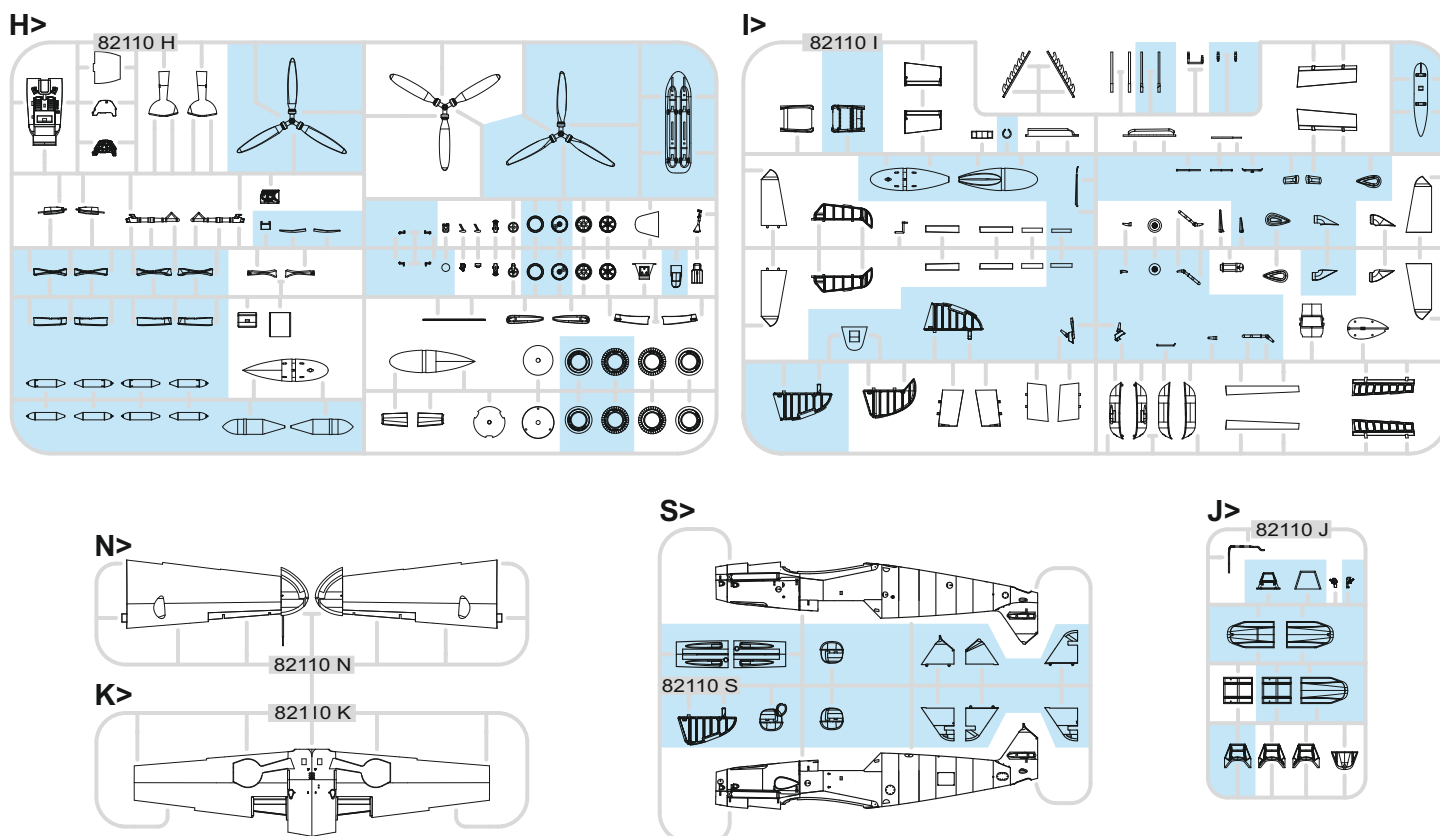
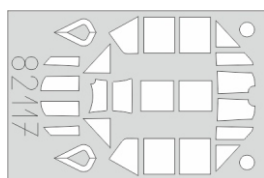


PIÈCES

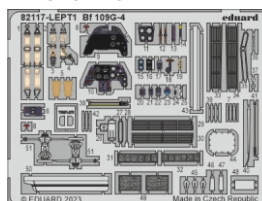


部品

## PLASTIC PARTS

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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



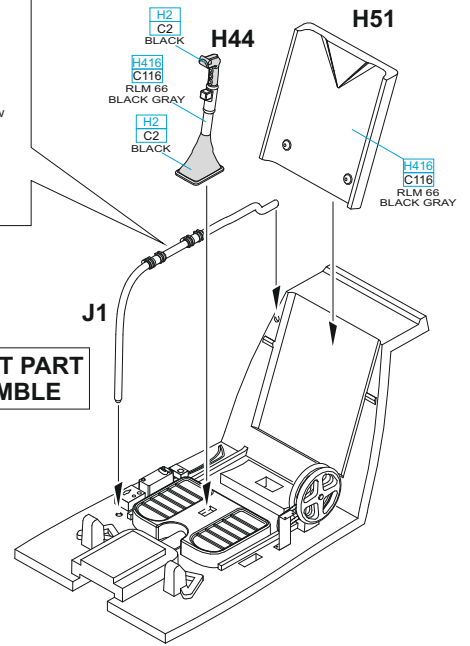
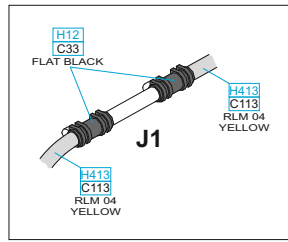
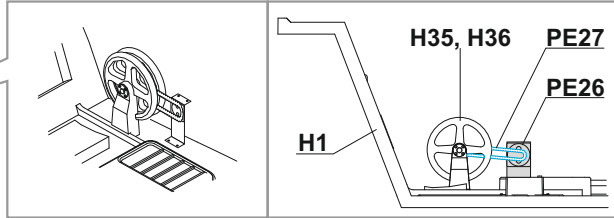
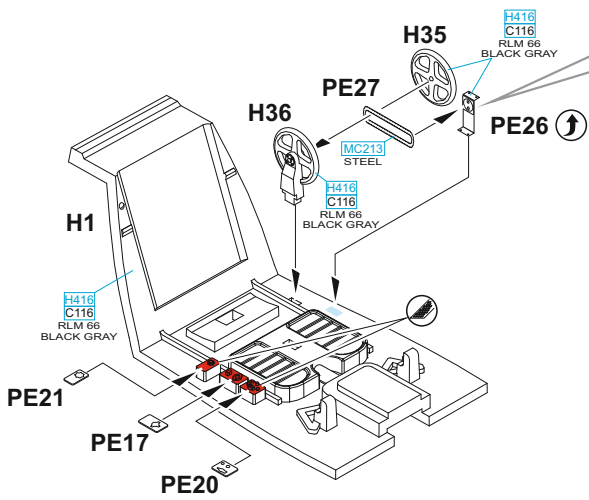
PEINTURE



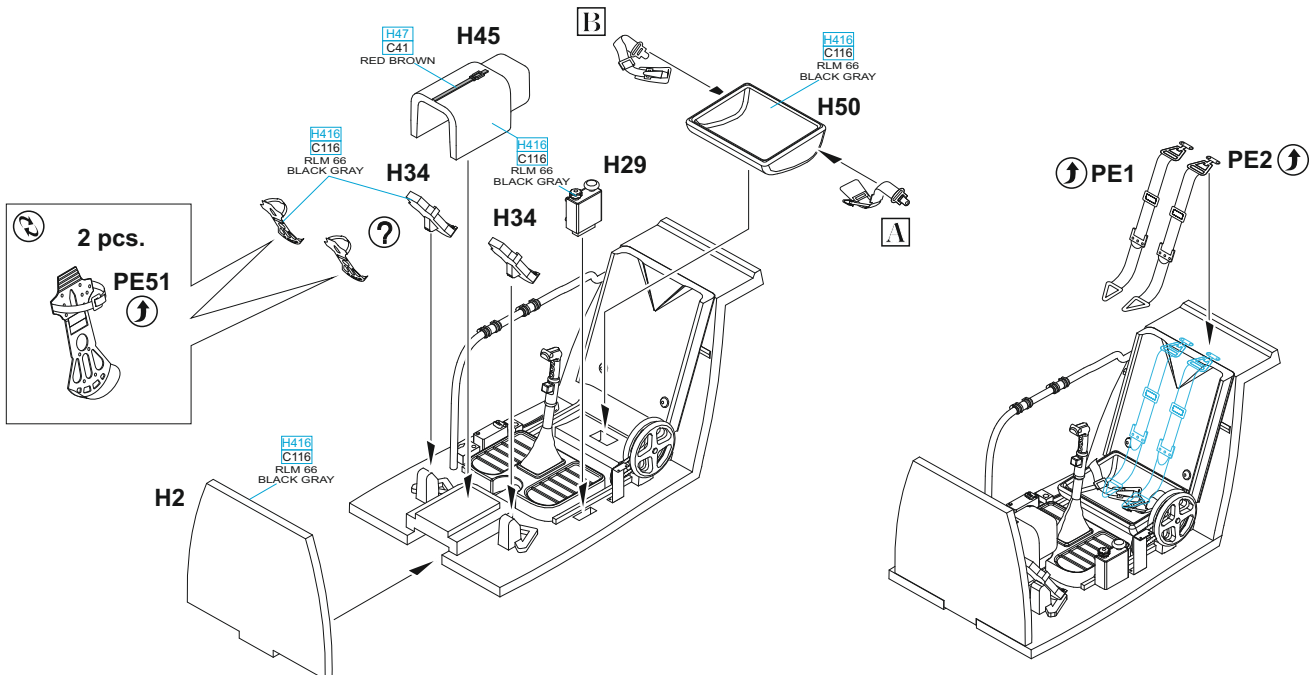
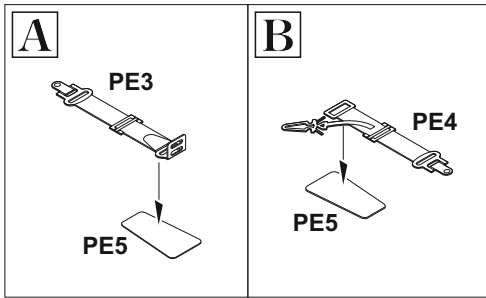
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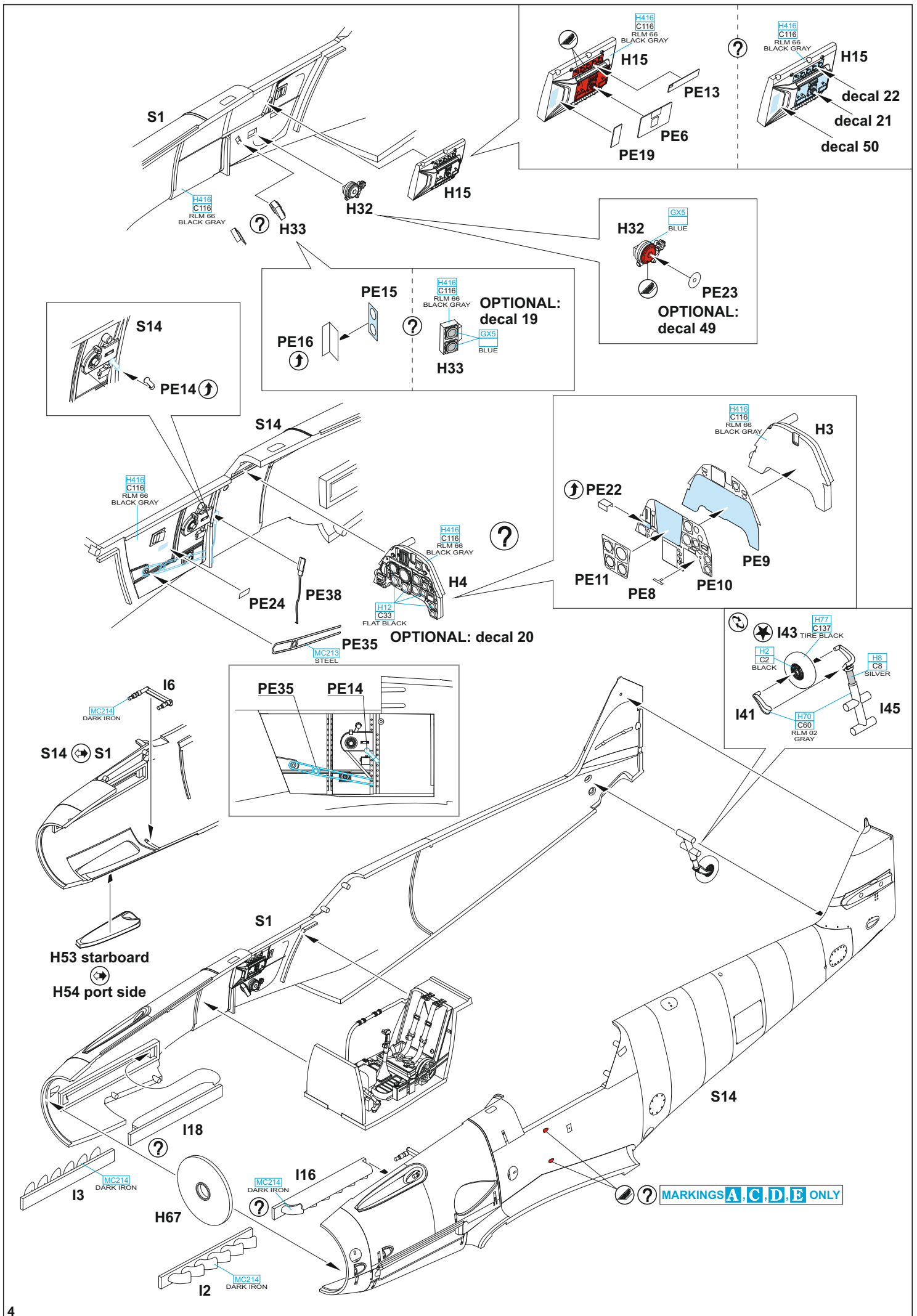
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H8	C8	SILVER
H11	C62	WHITE
H12	C33	FLAT BLACK
H25	C34	SKY BLUE
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H66	C119	RLM79 SANDY BROWN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED

AQUEOUS	Mr.COLOR	
H94	C138	CLEAR GREEN
H324	C324	LIGHT GRAY
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
H418	C118	RLM78 LIGHT BLUE
Mr.METAL COLOR		
MC213		STAINLESS
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
Mr.COLOR GX		
GX5		SUSIE BLUE

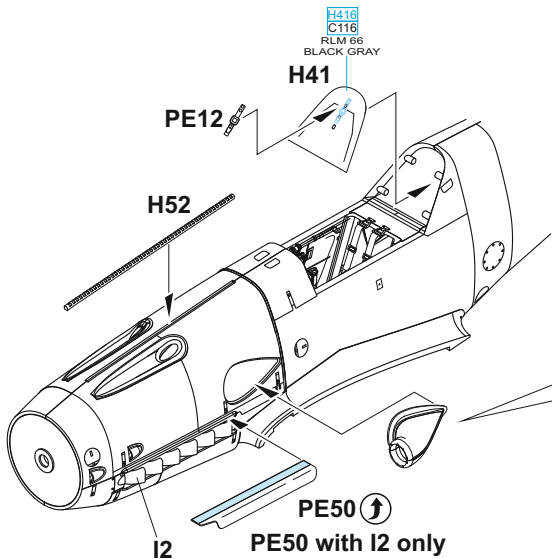


THE LATEST PART TO ASSEMBLE

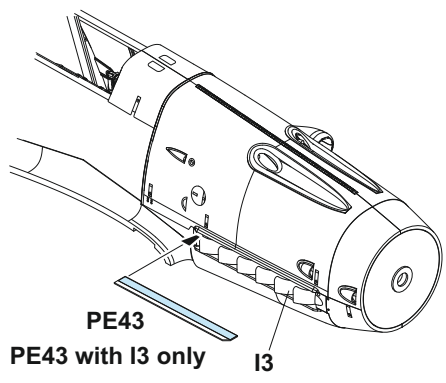




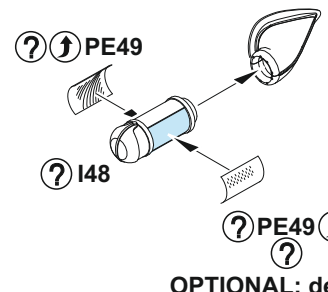




PE50 with I2 only

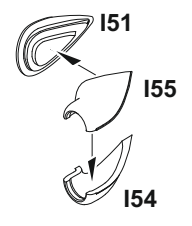


PE43 with I3 only

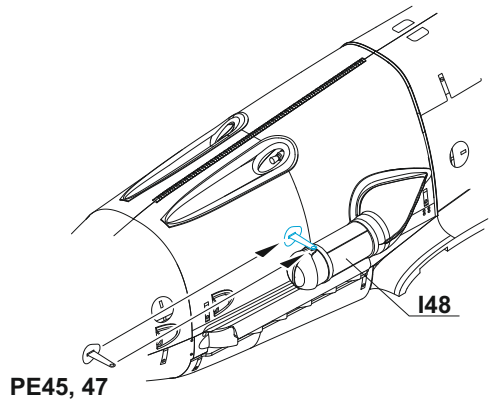


OPTIONAL: decal 12

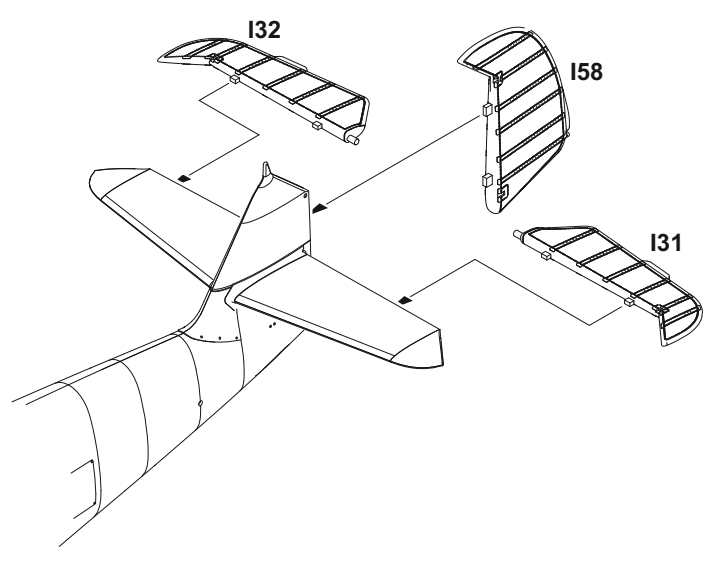
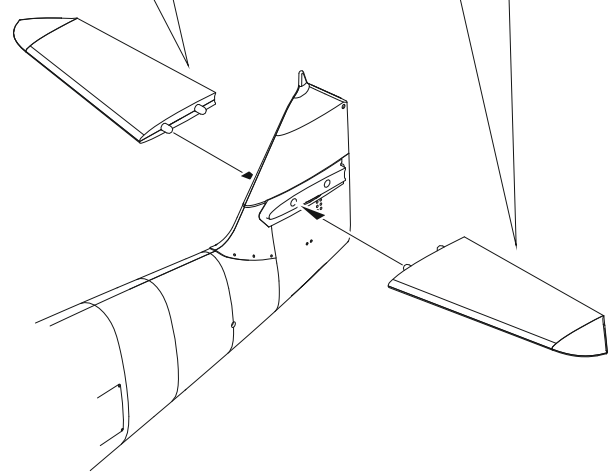
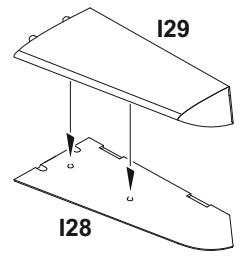
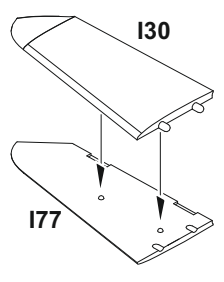
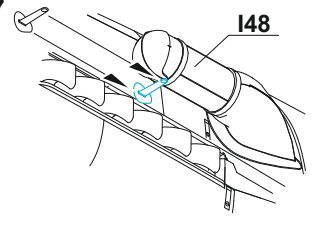
I48, PE49 - MARKING B ONLY



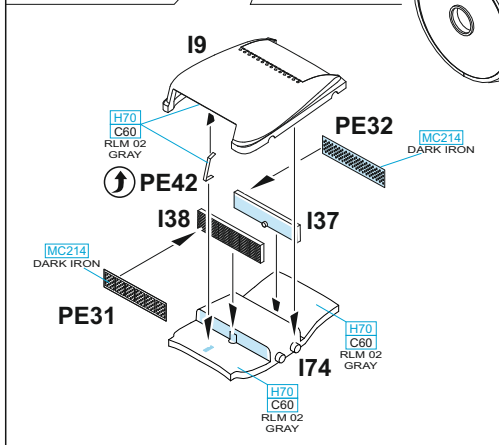
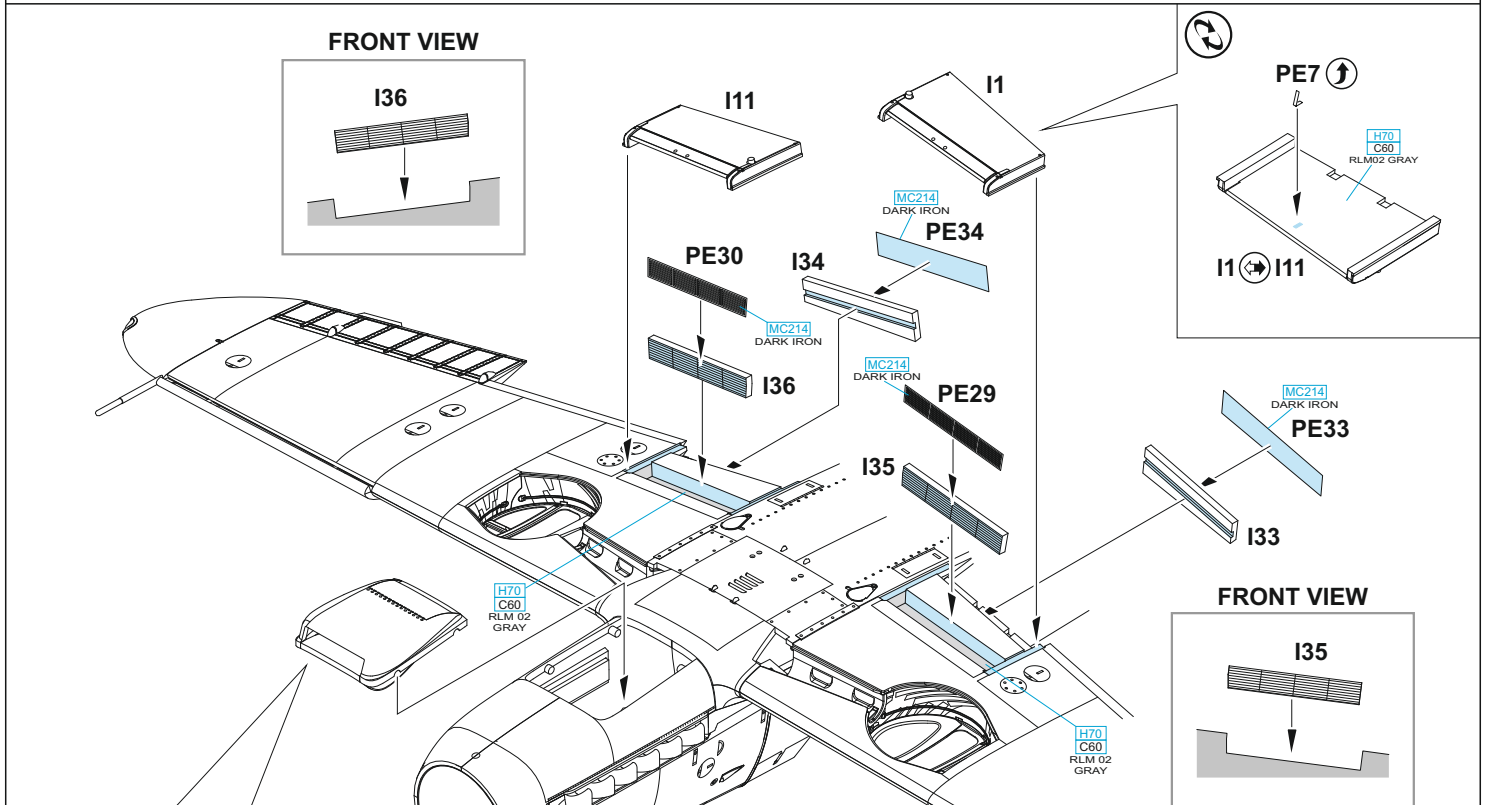
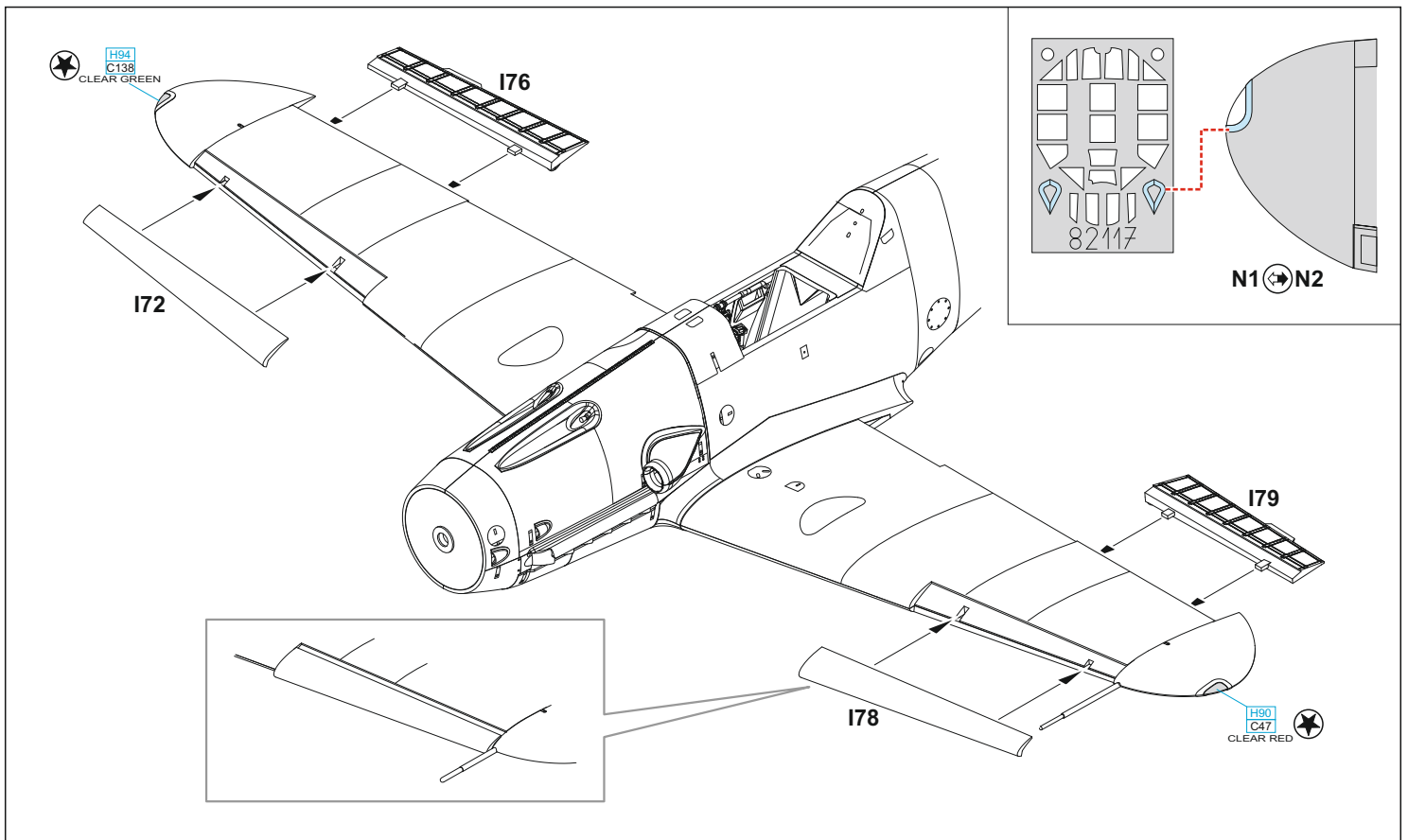
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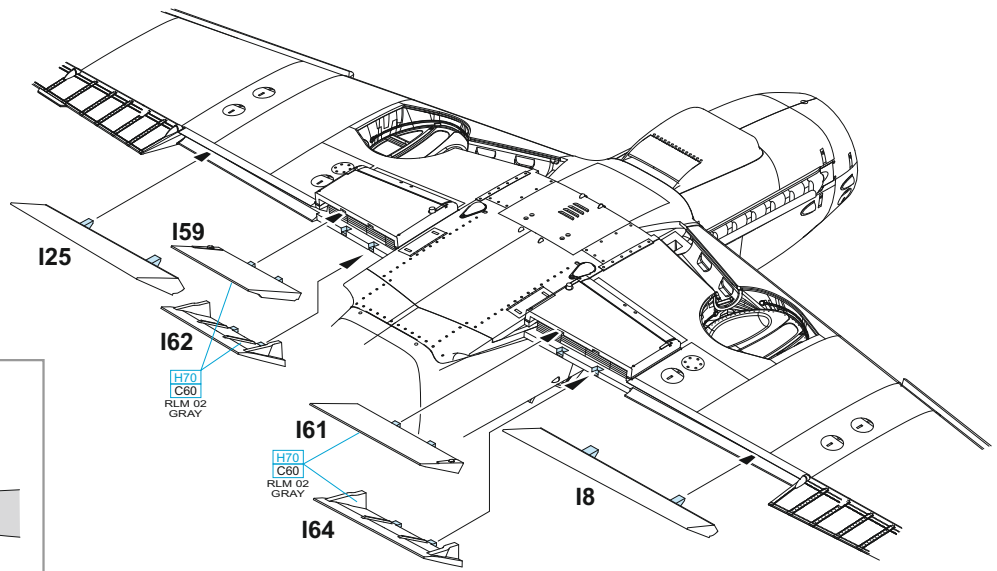


PE46, 47

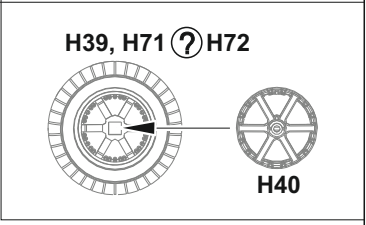
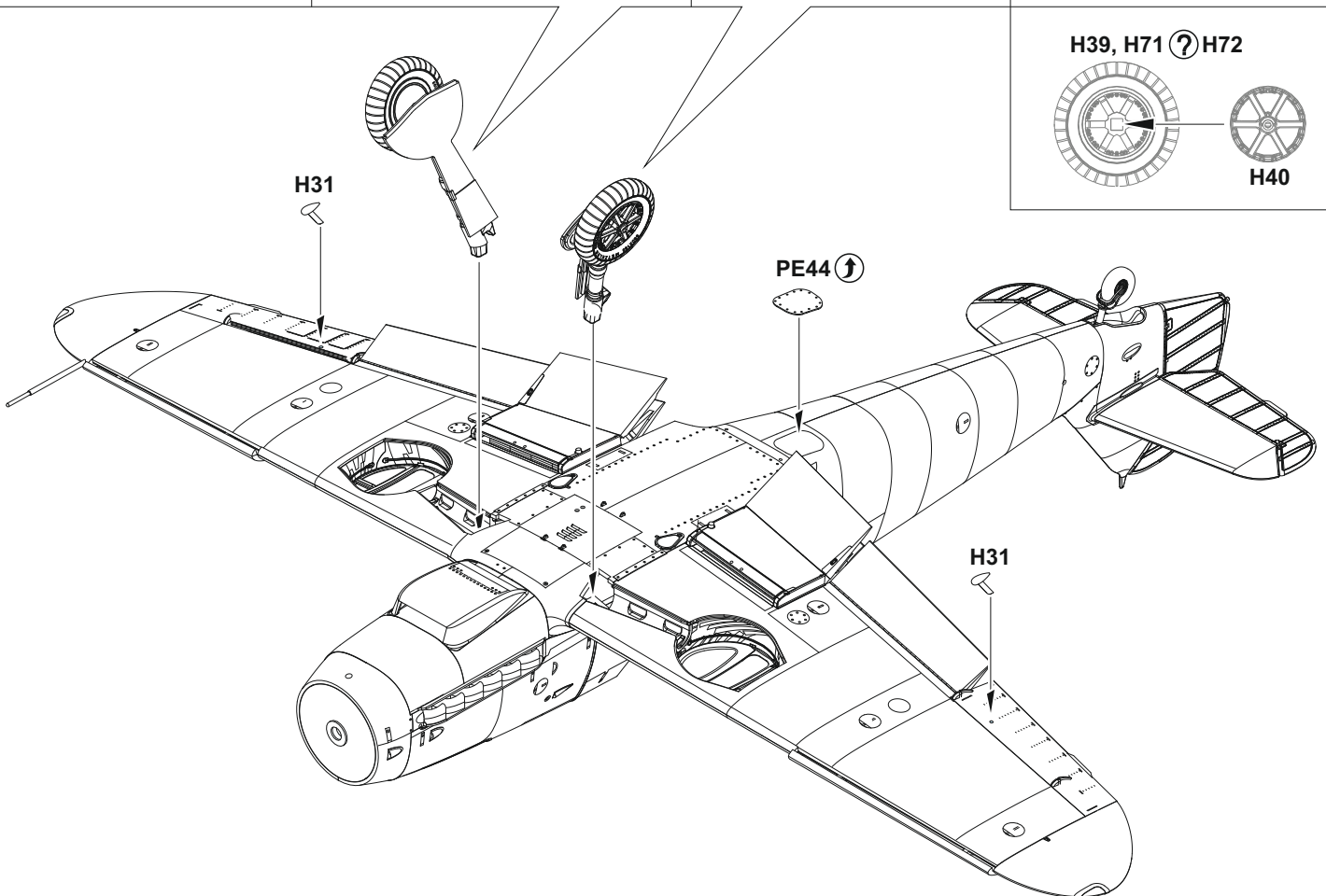
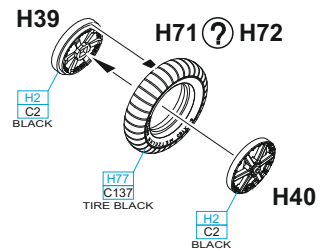
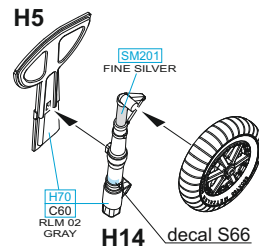
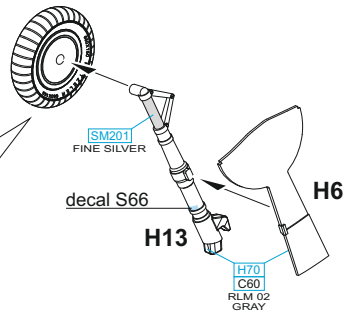
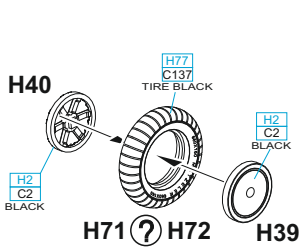
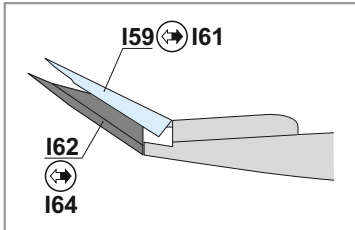




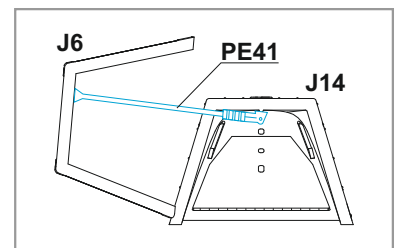
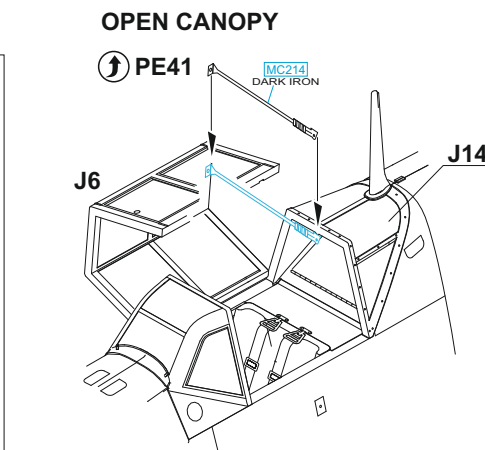
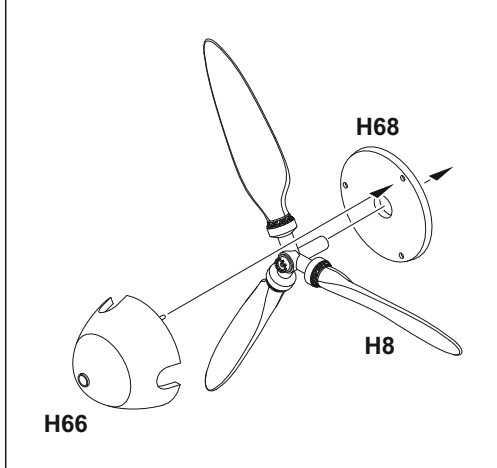
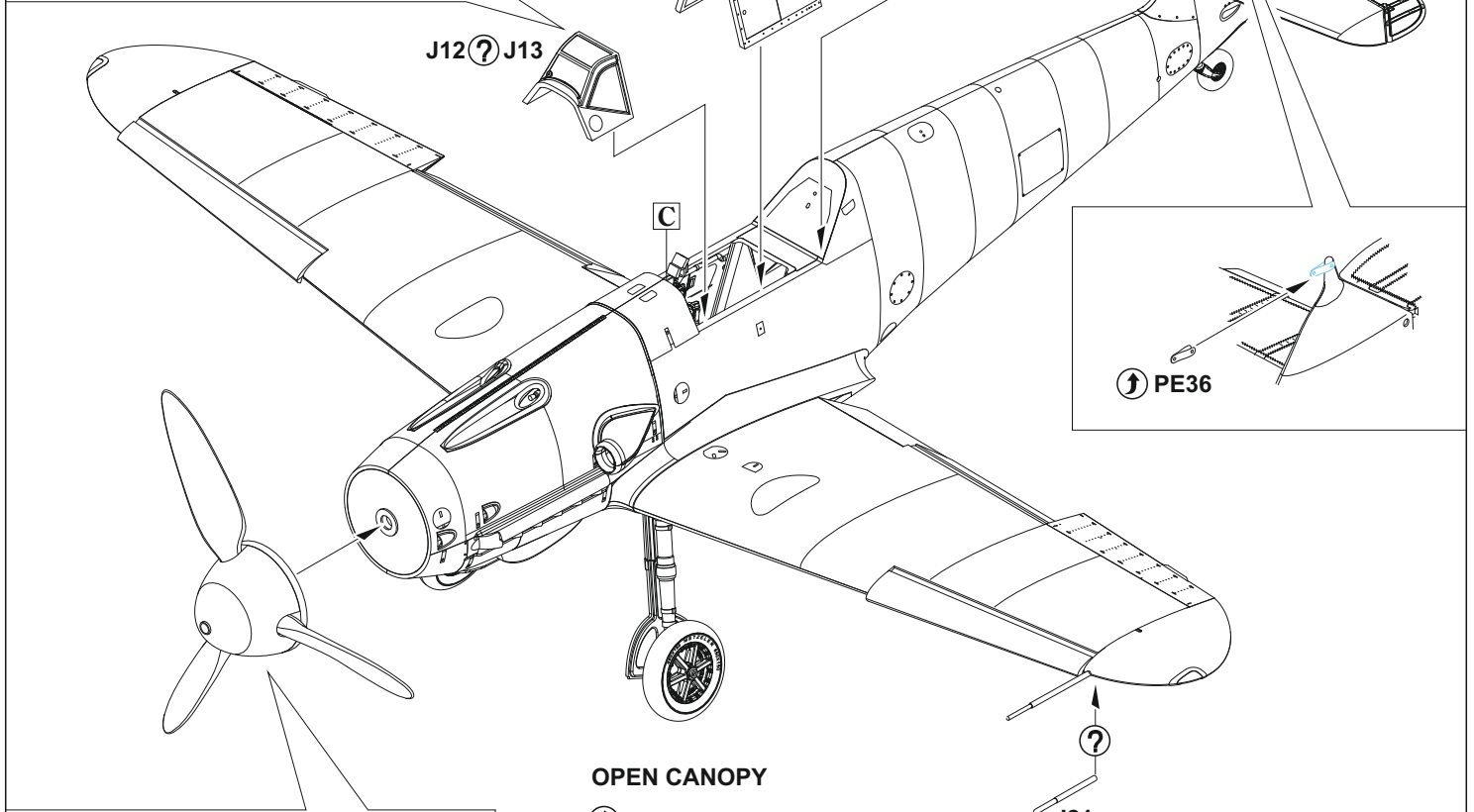
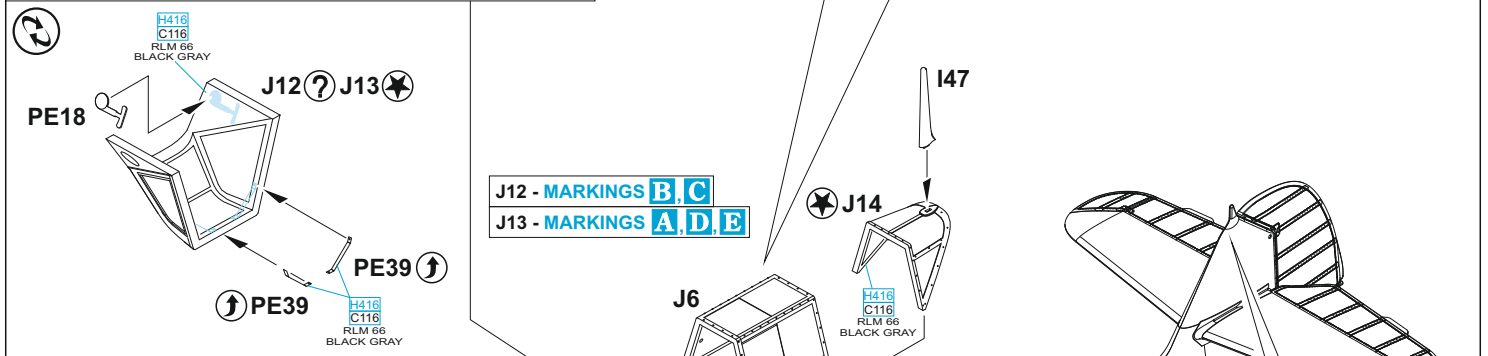
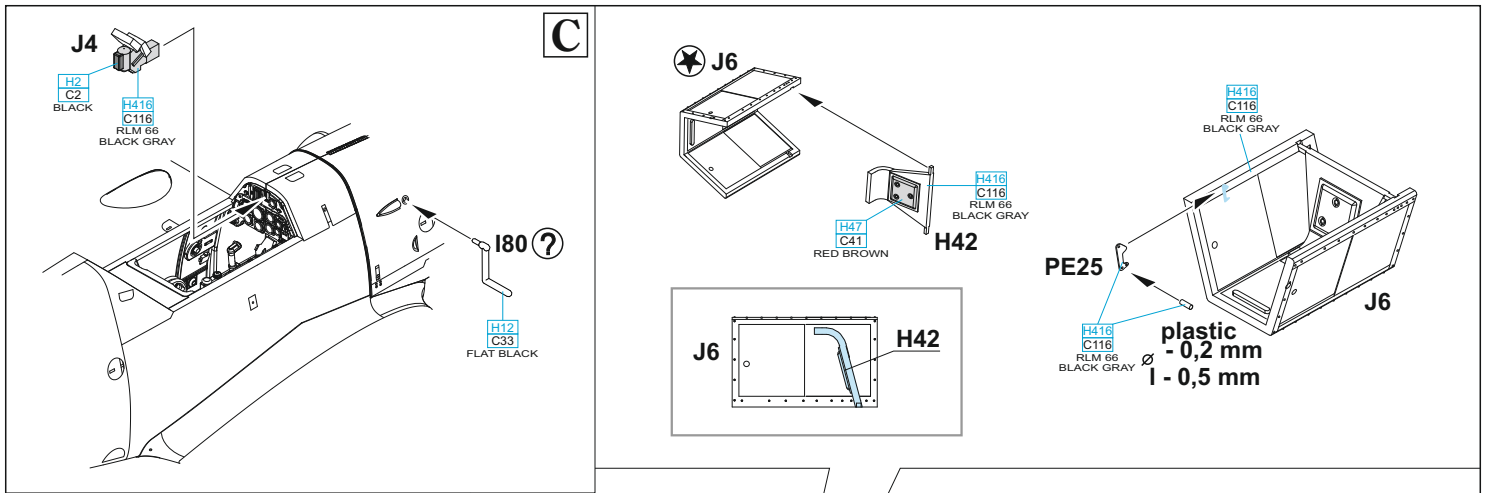




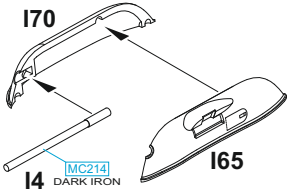
**CORRECT POSITION OF RADIATOR FLAPS**



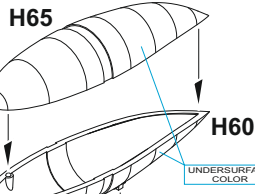
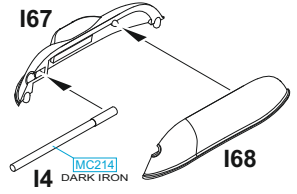




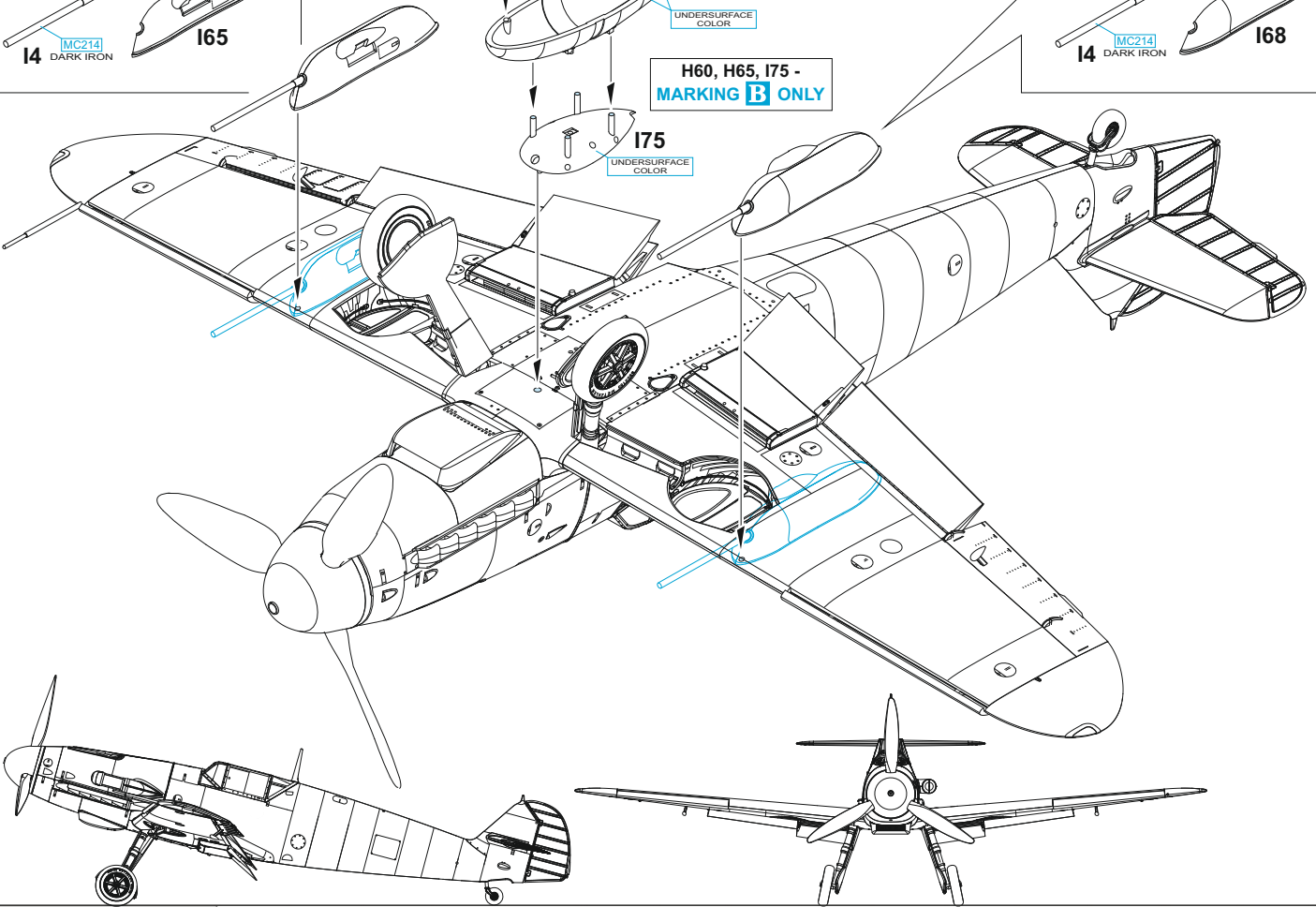
MARKINGS C, D, E ONLY



MARKINGS C, D, E ONLY



H60, H65, I75 - MARKING B ONLY



eduard MASK

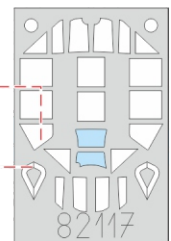
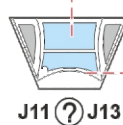
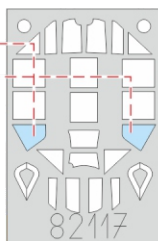
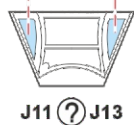
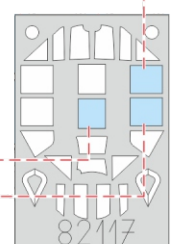
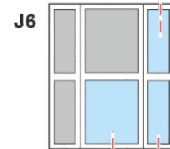
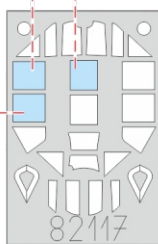
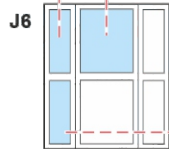
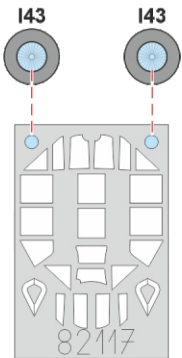
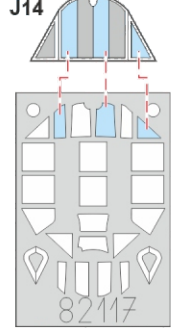
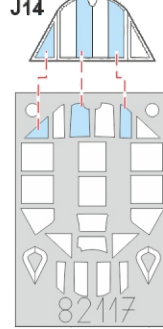
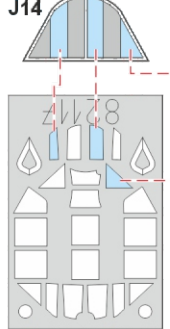
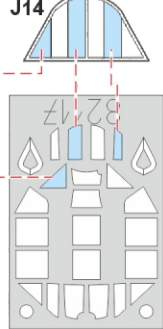
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inner side

inner side

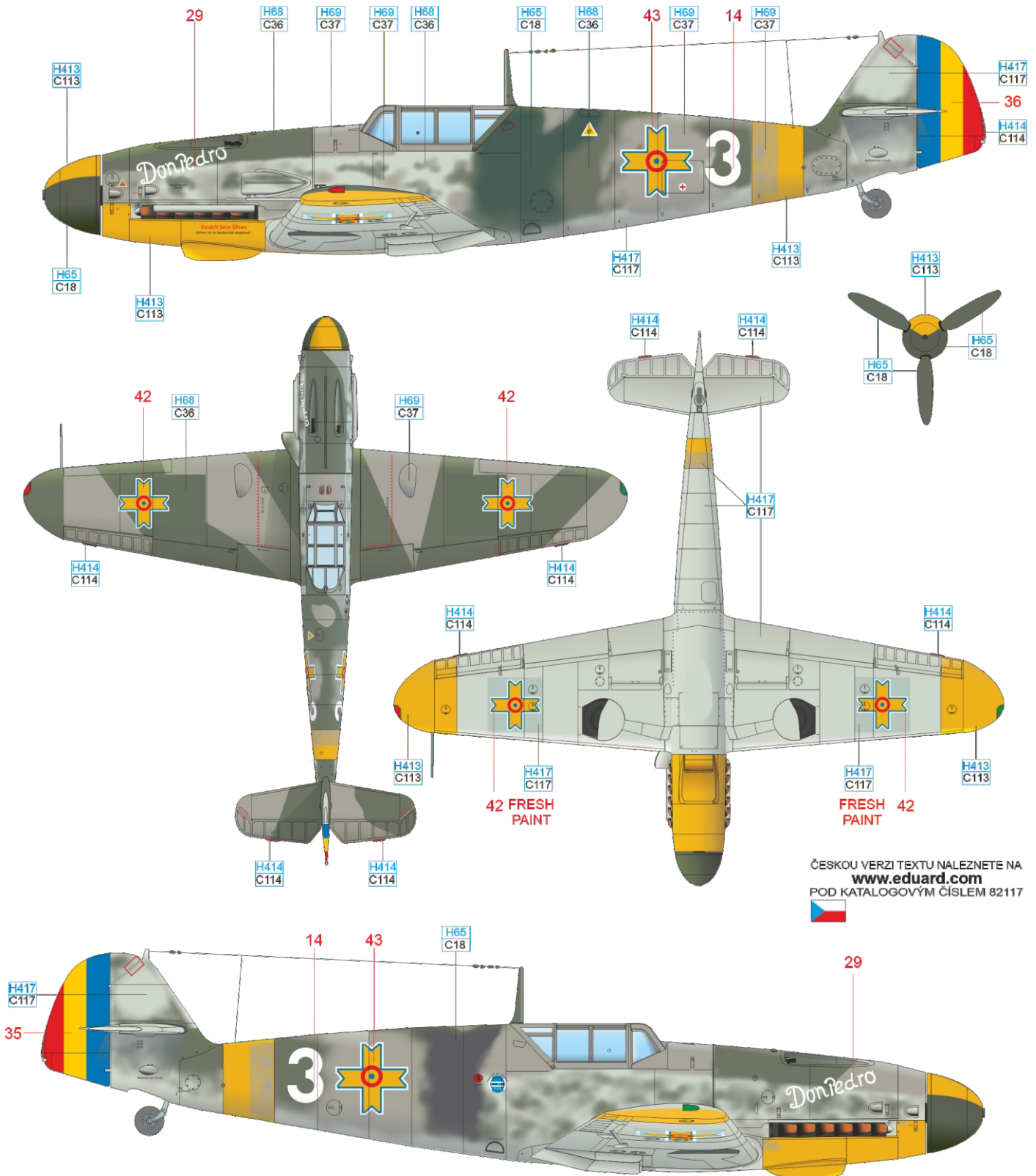
outer side

outer side



# A Bf 109G-4, Lt. Av. Petre Protopopescu, Escadrila 57, Grupul 7 Vânătoare, Kirovograd (Kropyvnytskyi/ Ukraine now), the Soviet Union, June 1943

Alongside the German armed forces, combat against the Soviet Union was also carried out by Finland, Italy, Hungary, Romania, Slovakia and Spain Axis allies. Romanian ground units operated alongside the German ones on the southern front supported by their own air units. In March 1943, the Romanian unit Grupul 7 began to accept the Messerschmitts Bf 109G but was subsequently moved to combat areas in the Ukraine. The aircraft flown by Lt. Av. Petre Protopopescu carried a camouflage scheme composed of German RLM 74/75/76. The German national insignia was oversprayed with the same colours, and the markings were replaced by Romanian ones, i.e., the St. Michael Cross. The rudder carried the Romanian national colors. Both sides of the front of the aircraft carried the inscription "Don Pedro", the pilot's nickname.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
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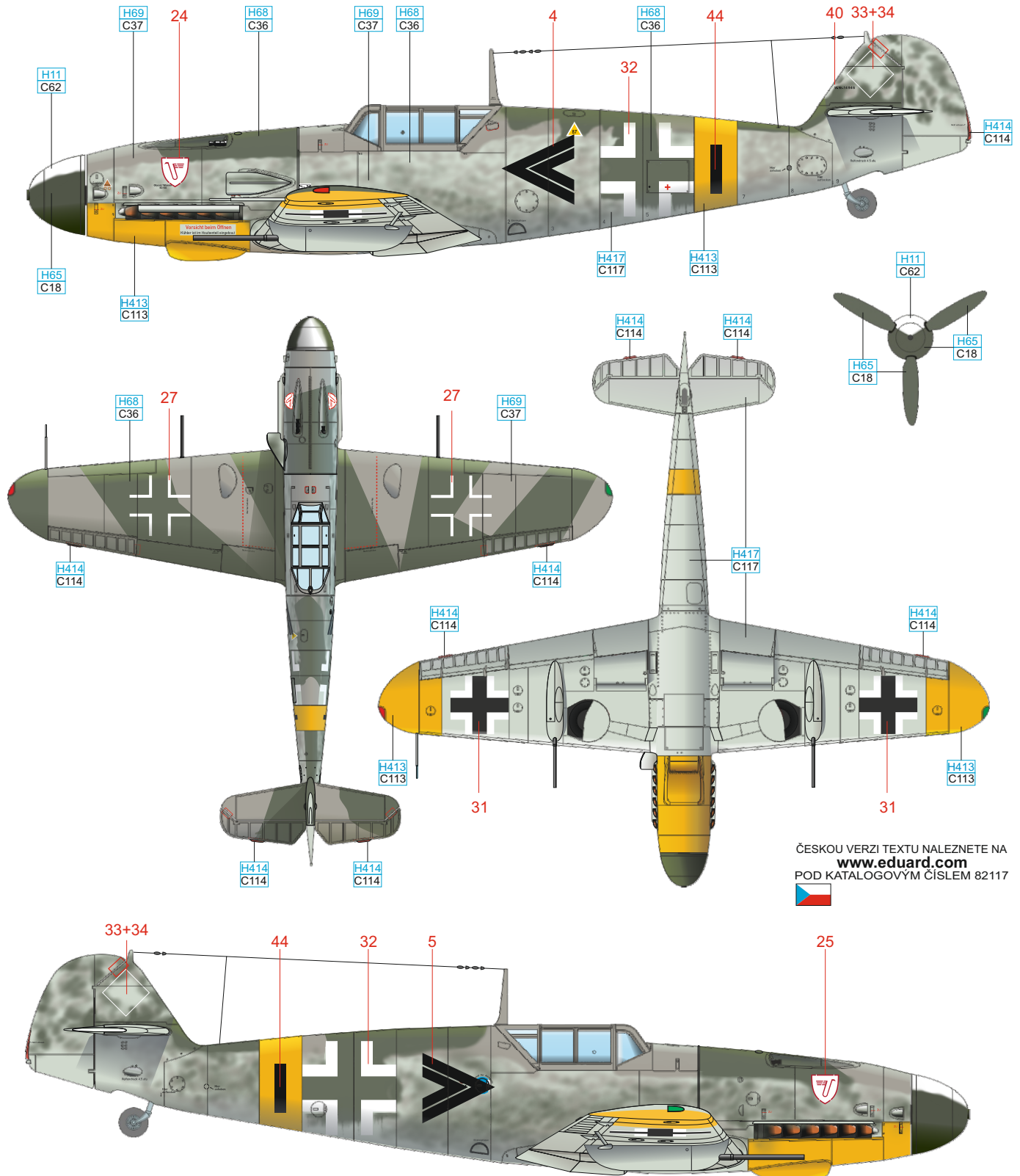
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RLM 04	H413 C113	RLM 74	H68 C36
		RLM 75	H69 C37
		RLM 76	H417 C117





# C Bf 109G-4/R6, WNr. 14946, Maj. Wolfgang Ewald, Stab III./JG 3, Kertch, the Soviet Union, April 1943

Wolfgang Ewald was born on March 26, 1911, in Hamburg and joined the ranks of the Luftwaffe in 1935. Shortly after completing fighter training he was attached to 2./J 88, with which he served in Spain until August 1937. Shortly after his return in May 1939, he was named CO of 2./JG 52, which he led through the invasion of Poland and the Blitzkrieg against the Netherlands, Belgium and France. At the end of August, during the Battle of Britain, he was given command of the entire I. Gruppe JG 52. After serving with Jagdfliegerführer 2, he was assigned to III./JG 3 on May 20, 1942 and subsequently led it from July 23. Not even a full year after, on July 14, 1943, Major Ewald was hit by ground fire. He had to bail out and was taken prisoner, spending 76 months in captivity (until December 1949). After his return to Germany, Ewald was involved in the formation of the new Luftwaffe, from which he retired in 1960. He died on February 24, 1995. During his Second World War combat career, he shot down 77 enemy aircraft, and claimed also one victory in Spain. He received the Knight's Cross on December 9, 1942. The aircraft that Major Ewald flew in April 1943 over the Kerch Peninsula was camouflaged according to the Luftwaffe fighter standard, consisting of RLM 74/75/76. The yellow bottom wing tips and fuselage band denote Eastern Front service, and on the nose is the JG 3 unit marking. Lt. Adolf von Gordon was shot down in this aircraft during combat with Il-2s on April 20, 1943.



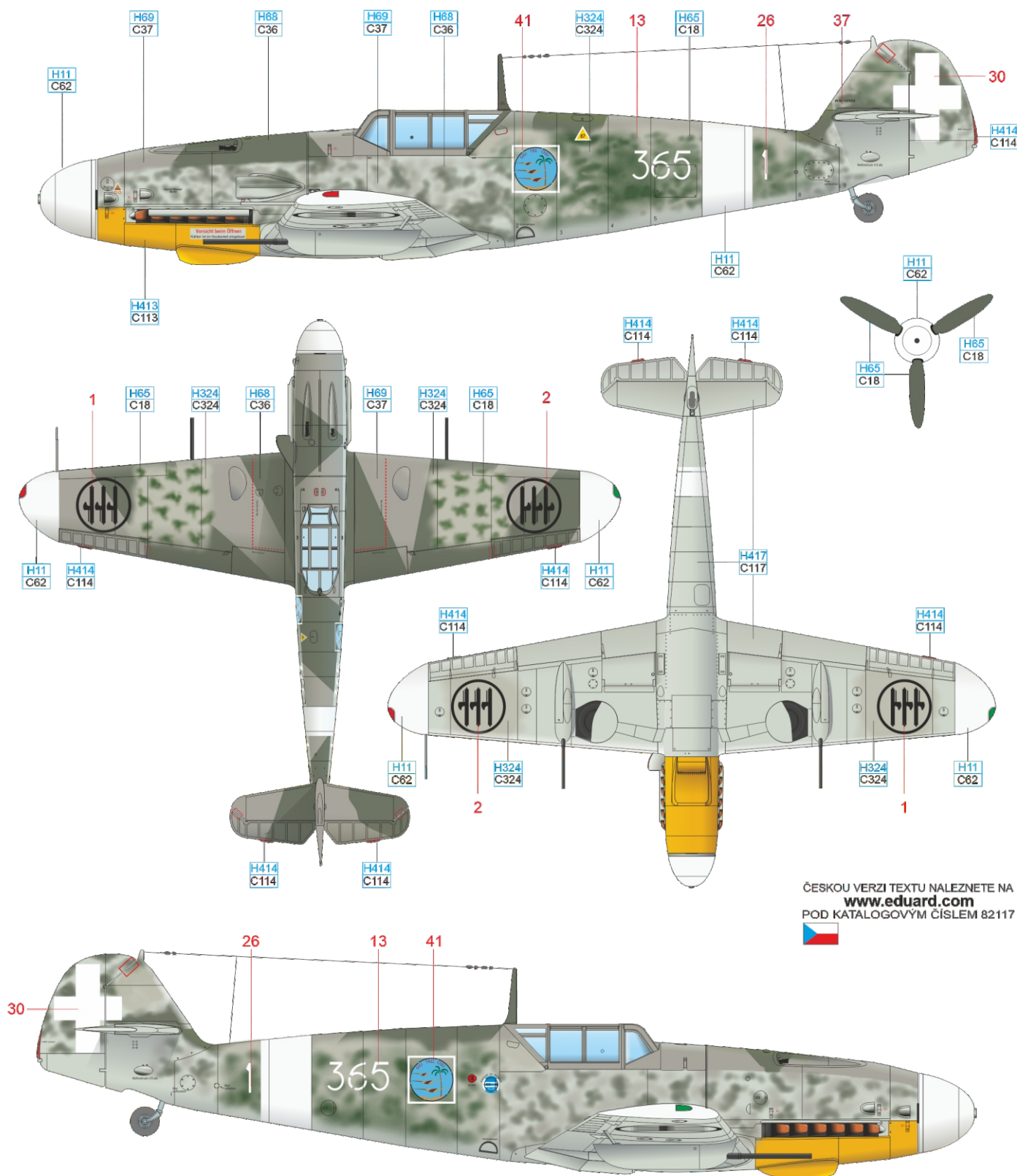
ČESKOU VERZI TEXTU NALEZNETE NA  
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FLAT WHITE	H11 C62	RLM 23	H414 C114	RLM 70	H65 C18
RLM 04	H413 C113	RLM 74	H68 C36	RLM 75	H69 C37
				RLM 76	H417 C117

# D Bf 109G-4/R6, WNr. 19566, ten. Giuseppe Gianelli, 365a Squadriglia, 150o Gruppo Autonomo, Sciacca, Sicily, July 1943

Italian Macchi C.202 fighters flown by the Regia Aeronautica from the beginning of the war were due to be replaced by their more capable descendants, the Macchi C.205s, Fiat G.55s and Reggiane Re.2005s. Due to slow production initiation of the later types and the need for fighters to combat Allied air power, Germany was asked to supply its southern ally with the Messerschmitts Bf 109G, mostly the G-6 version. The Italians received ten Bf 109G-4s, and all, along with G-2 and G-6 aircraft, were assigned to the 150o Gruppo Autonomo. This unit was made up of the 363a, 364a a 365a squadriglia and to counter the Allied air threat, they were based at Sicily. The Bf 109G-4 used by Italian units came from Luftwaffe stocks and so were camouflaged in RLM 74/75/76 shades. The German national insignia were oversprayed with the Italian color Grigio Azzurro Chiaro 1, and, as in the case of aircraft 365-1, with the addition of small squiggles of Verde Oliva Scuro 2. The usual white identifiers used on the southern front at the wingtips bottom and the fuselage band were added to be consistent with Luftwaffe aircraft.



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FLAT WHITE	H11 C62	RLM 23	H414 C114	GRIGIO AZZURRO CHIARO 1	H324 C324	VERDE OLIVA SCURO 2	H65 C18
RLM 04	H413 C113	RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117



