

Bf 109G-6/AS

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82163

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. These two-row, twelve-cylinder inverted V engines powered several tenths of thousands of 109s in over 25 versions and variants.

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. This was one of the factors responsible for the defeat of the Luftwaffe in the Battle of Britain.

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 "Jagdarmee" 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 legendary fighter of Willy Messerschmitt survived the state that developed it.

The kit: Bf 109G-6/AS

The most numerous version of the Bf-109 was the "G" series with many subvariants and modifications produced. The Bf 109G was developed through its production in several areas. Some of them sported the latest of the engine technology implemented with DB 605 engine. These new Bf 109Gs entered the combat early in 1944 and were powered with the DB 605AS power unit fitted with larger supercharger from DB 603 engine for improved high-altitude performance or with the DB 605AM equipped with MW-50 water injection for improved low or medium altitude performance. The variants of the Bf-109Gs were marked subsequently, so the Bf-109G-6/AS was a high altitude fighter variant. The installation of the larger supercharger necessitated the modification of the shape of the engine cover of standard Bf 109G-6 and some other minor changes.

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
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL 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

PARTS



DÍLY



TEILE

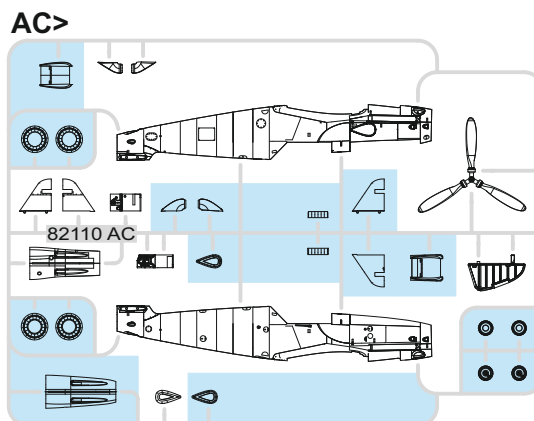
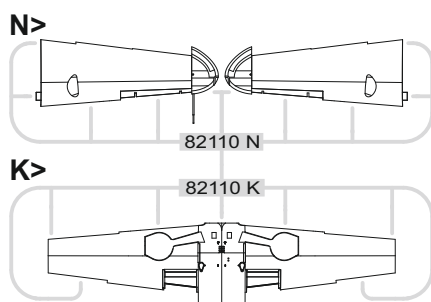
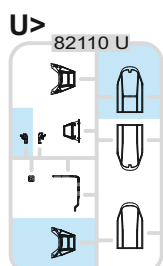
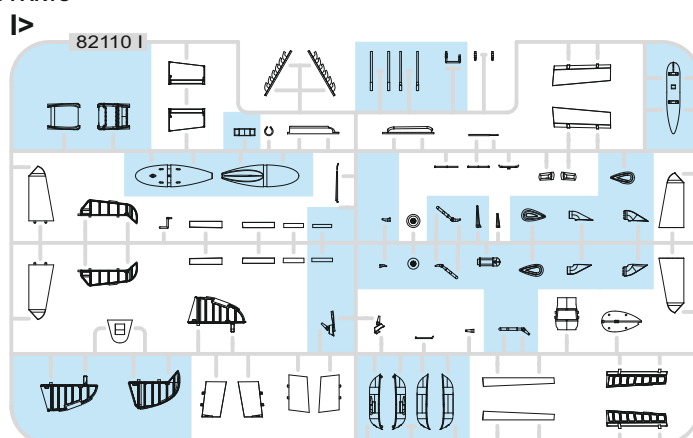
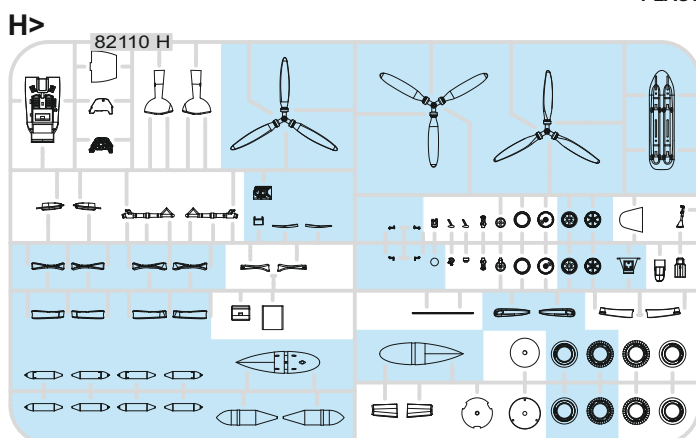


PIÈCES

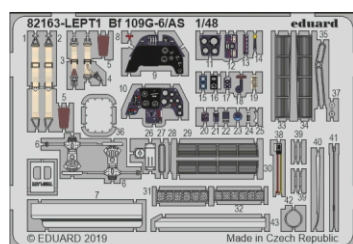


部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS



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

COLOURS



BARVY



FARBEN



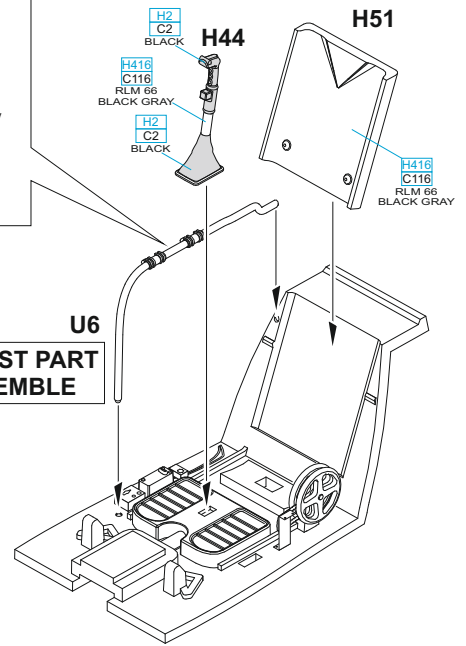
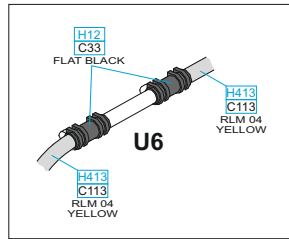
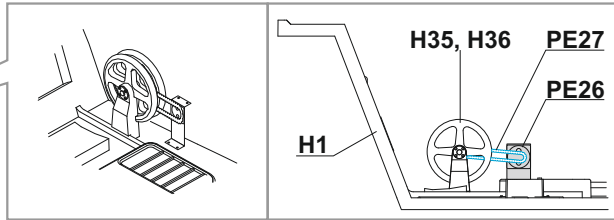
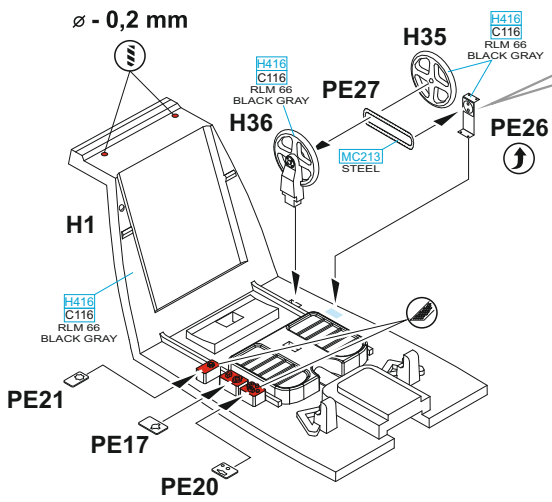
PEINTURE



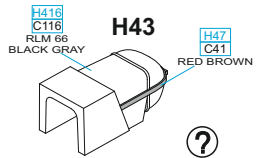
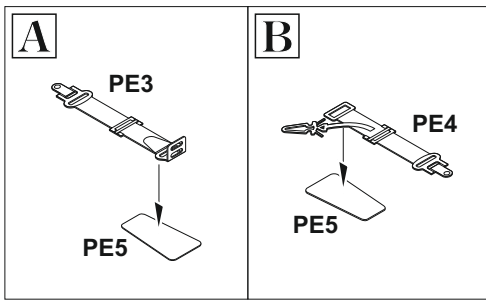
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H8	C8	SILVER
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
H72	C22	DARK EARTH
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN

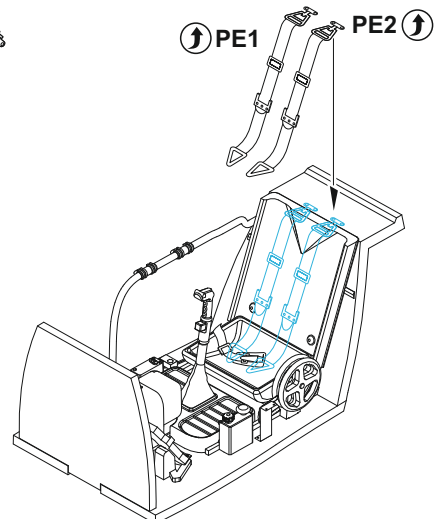
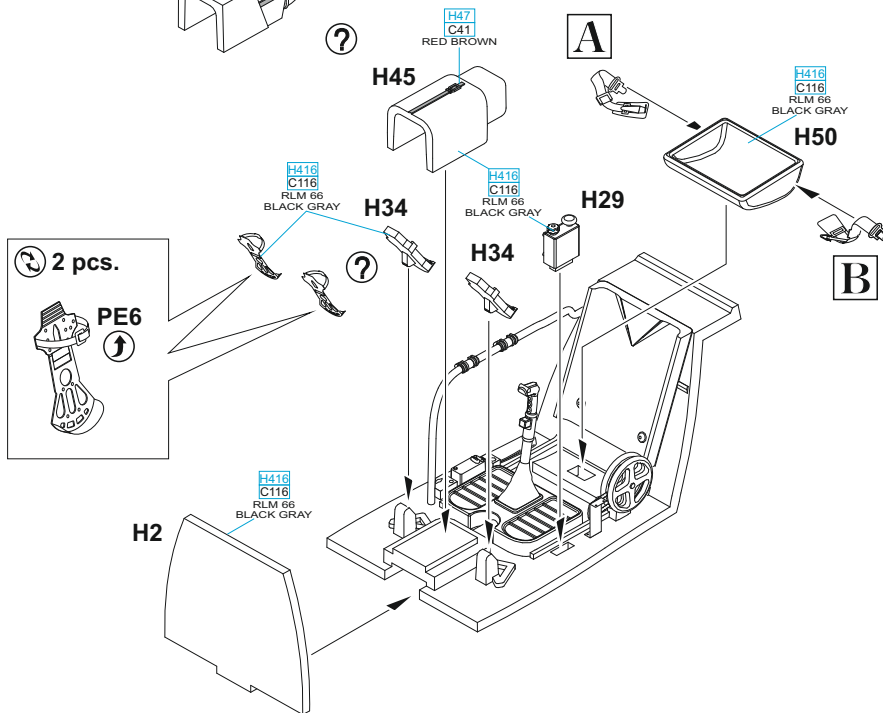
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H319	C319	LIGHT GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
Mr.METAL COLOR		
MC213		STEEL
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
Mr.COLOR GX		
GX05		SUSIE BLUE

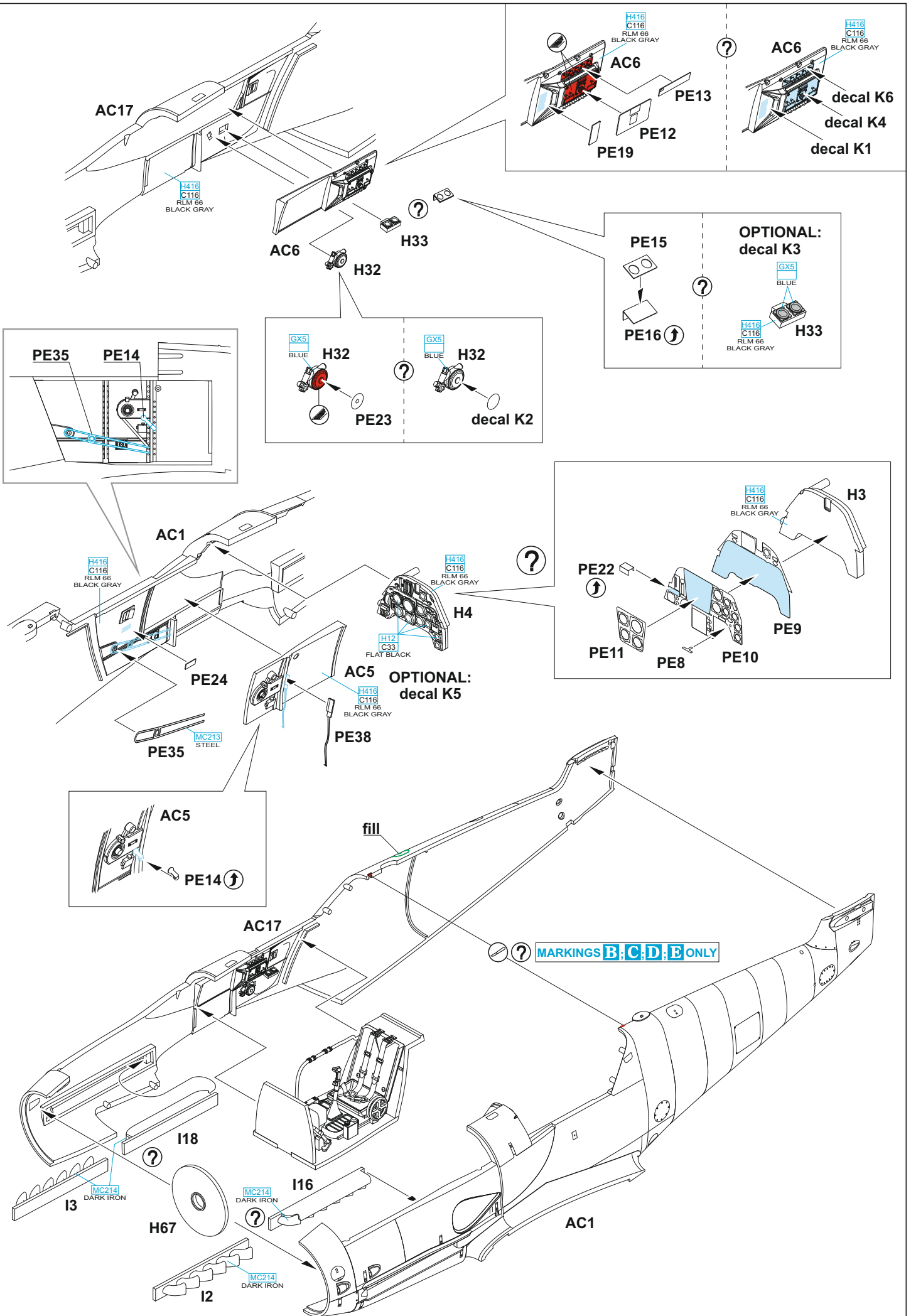


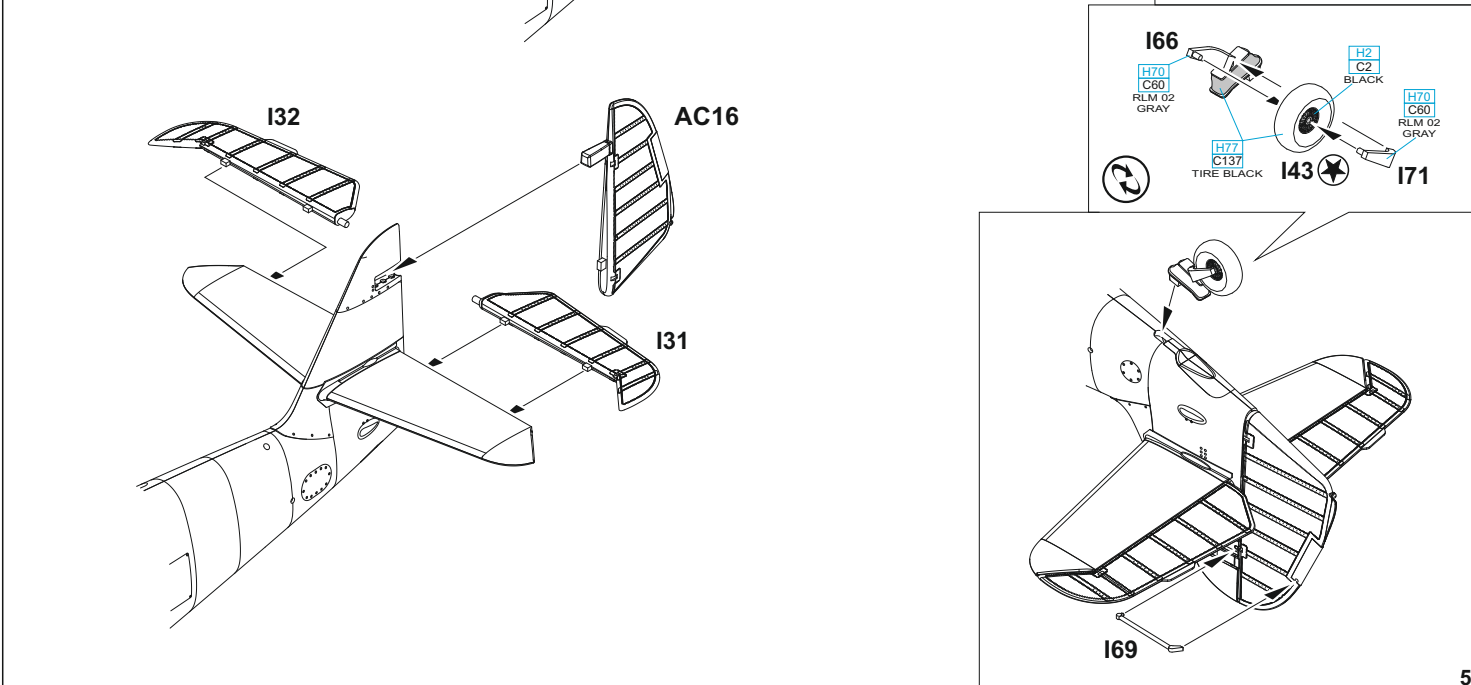
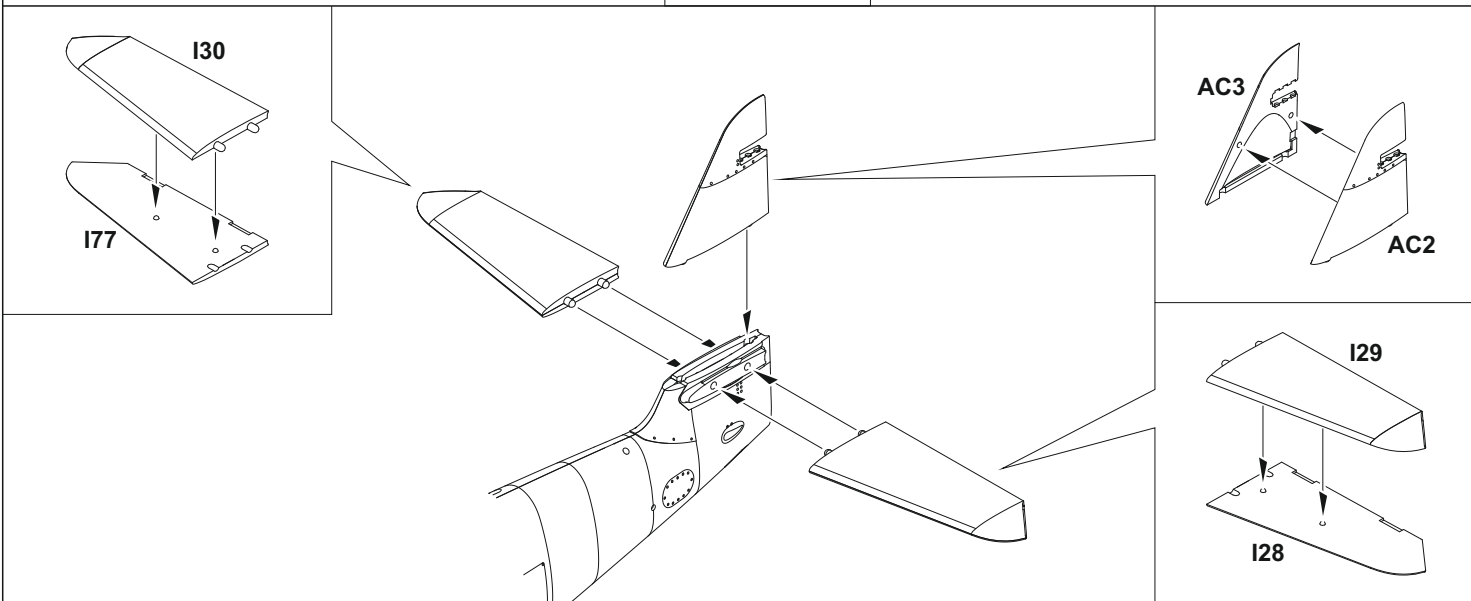
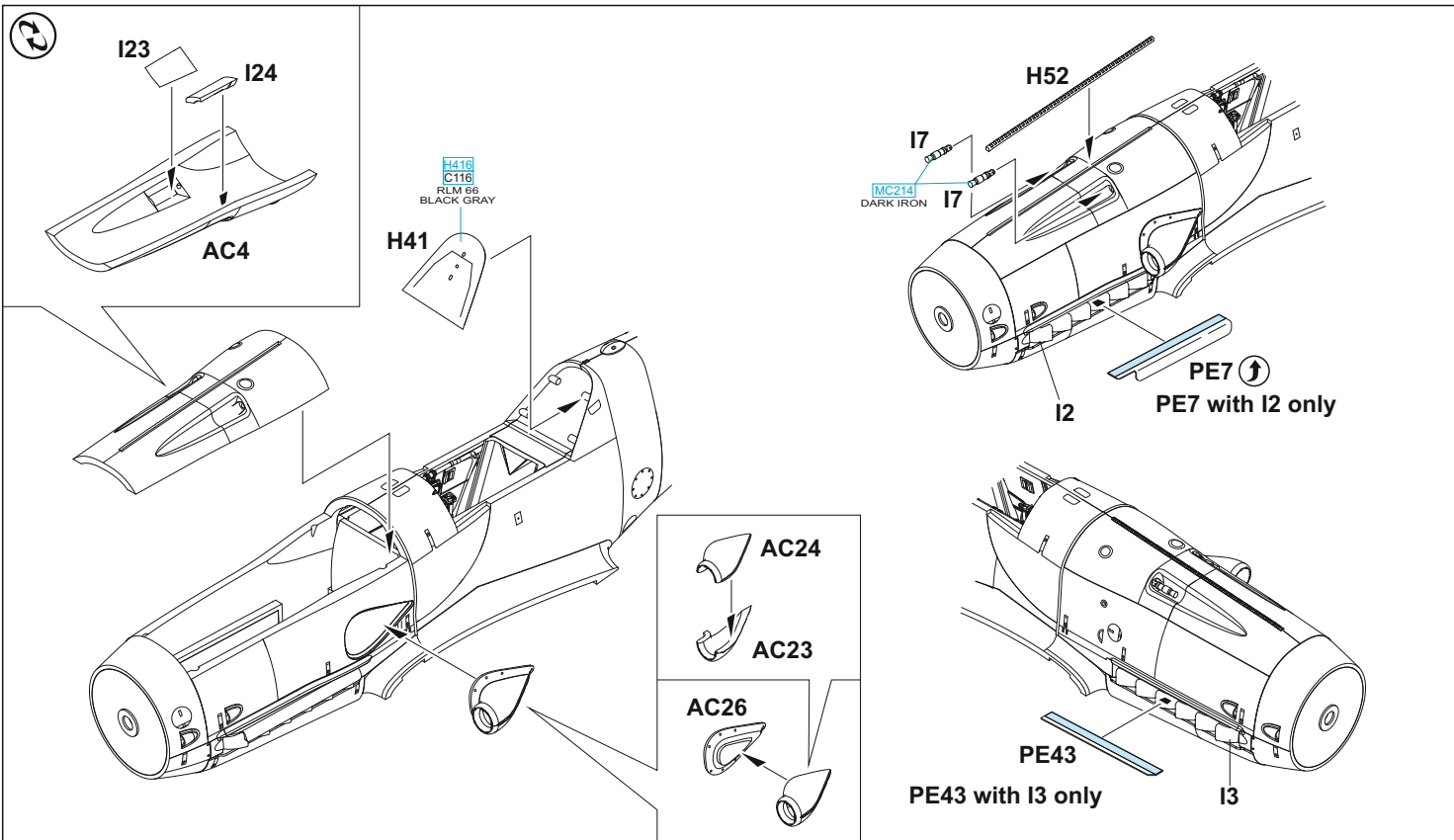
THE LATEST PART TO ASSEMBLE

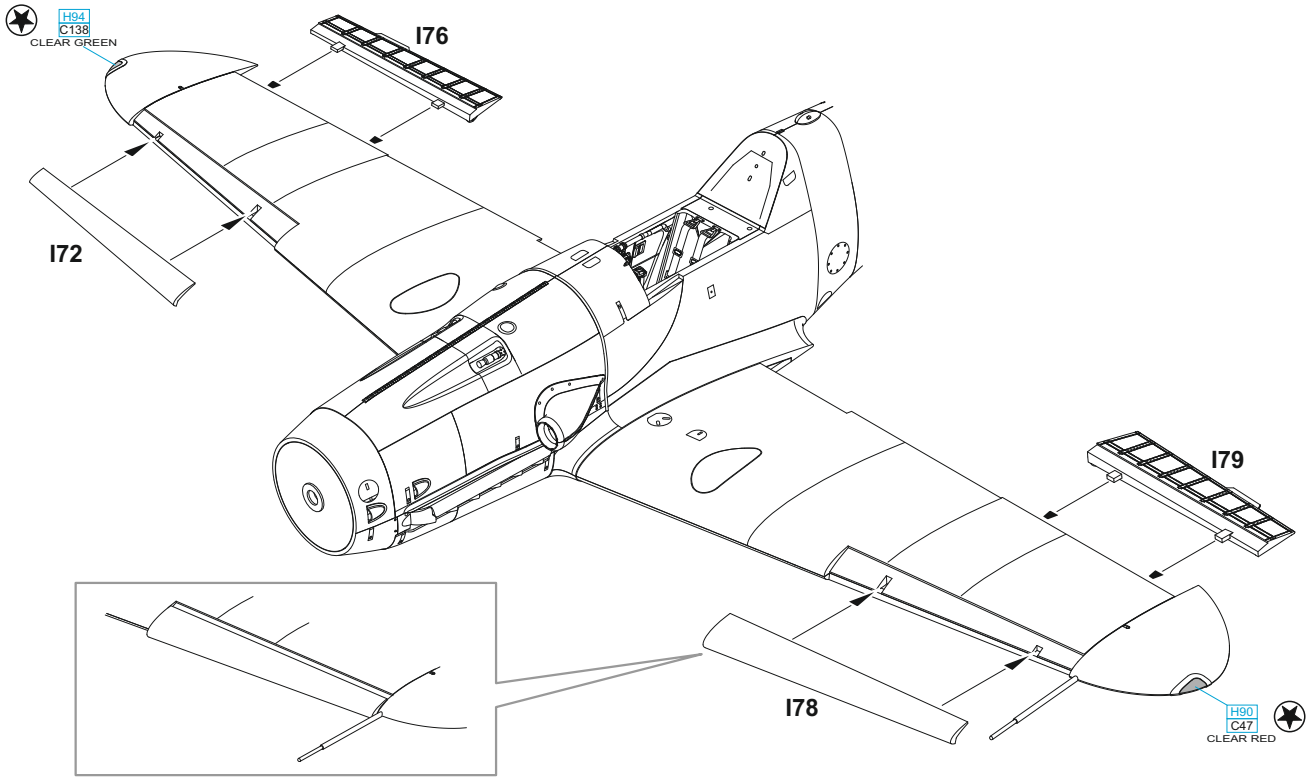


H43 - MARKINGS **A, B, C**
H45 - MARKINGS **D, E**

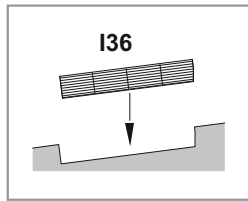




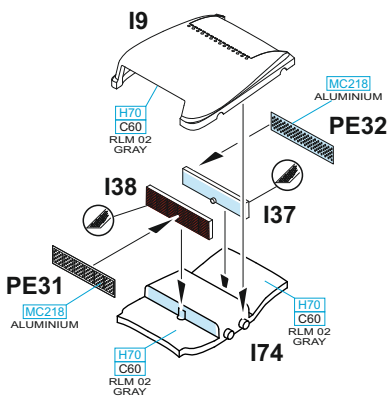
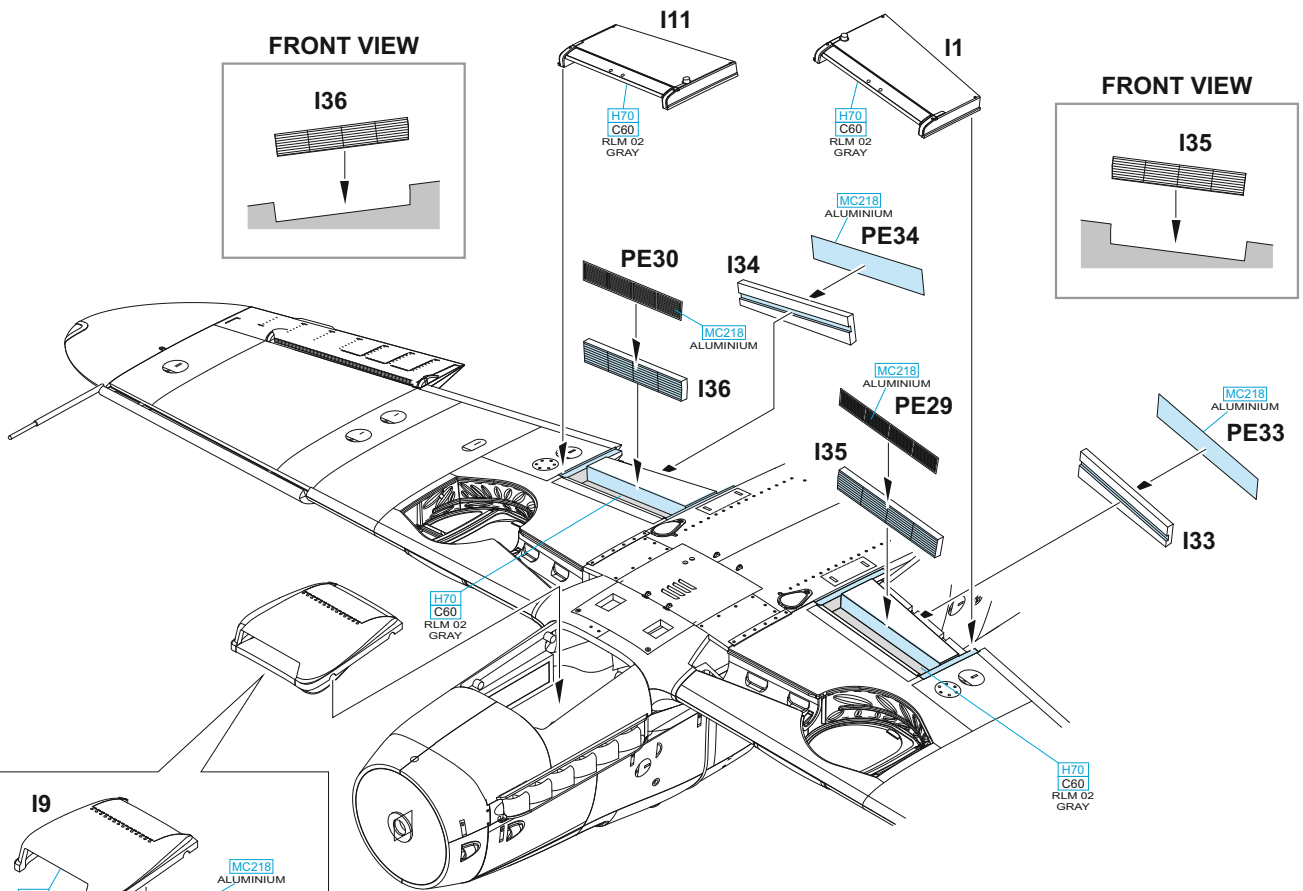
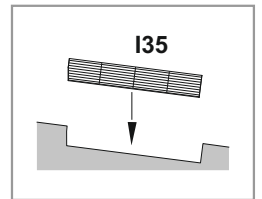




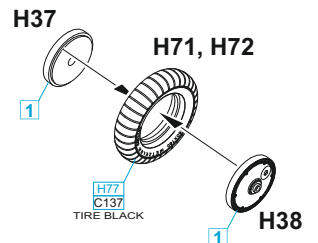
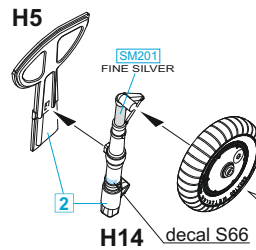
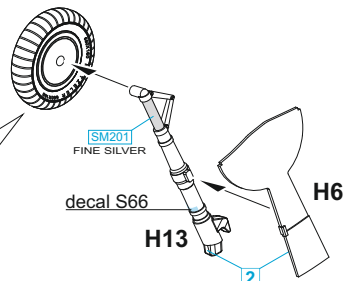
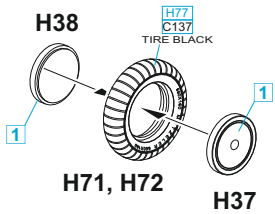
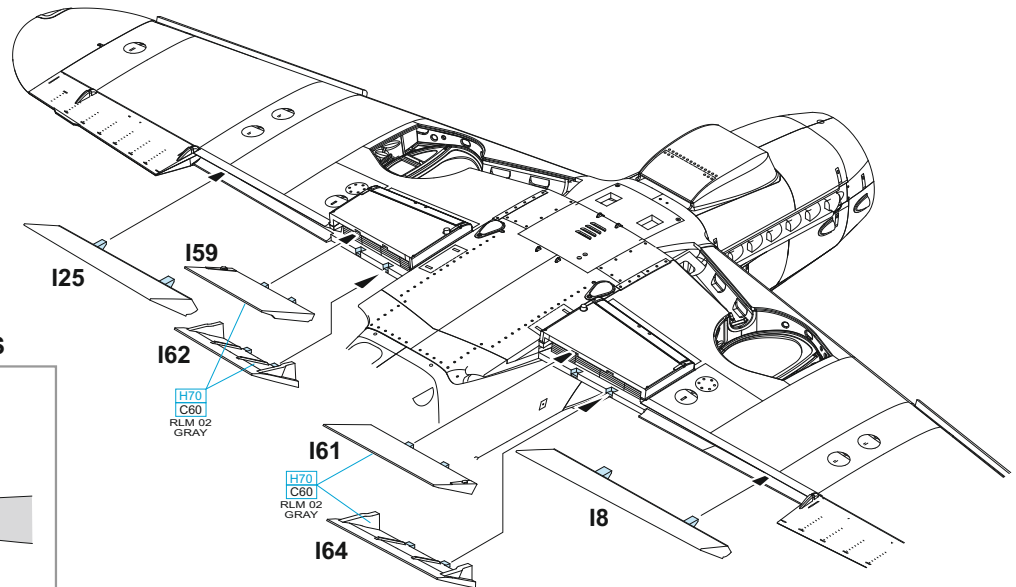
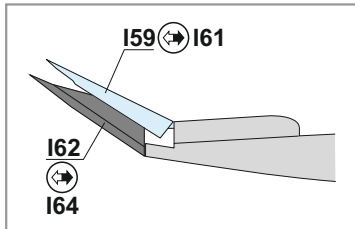
FRONT VIEW



FRONT VIEW



CORRECT POSITION OF RADIATOR FLAPS

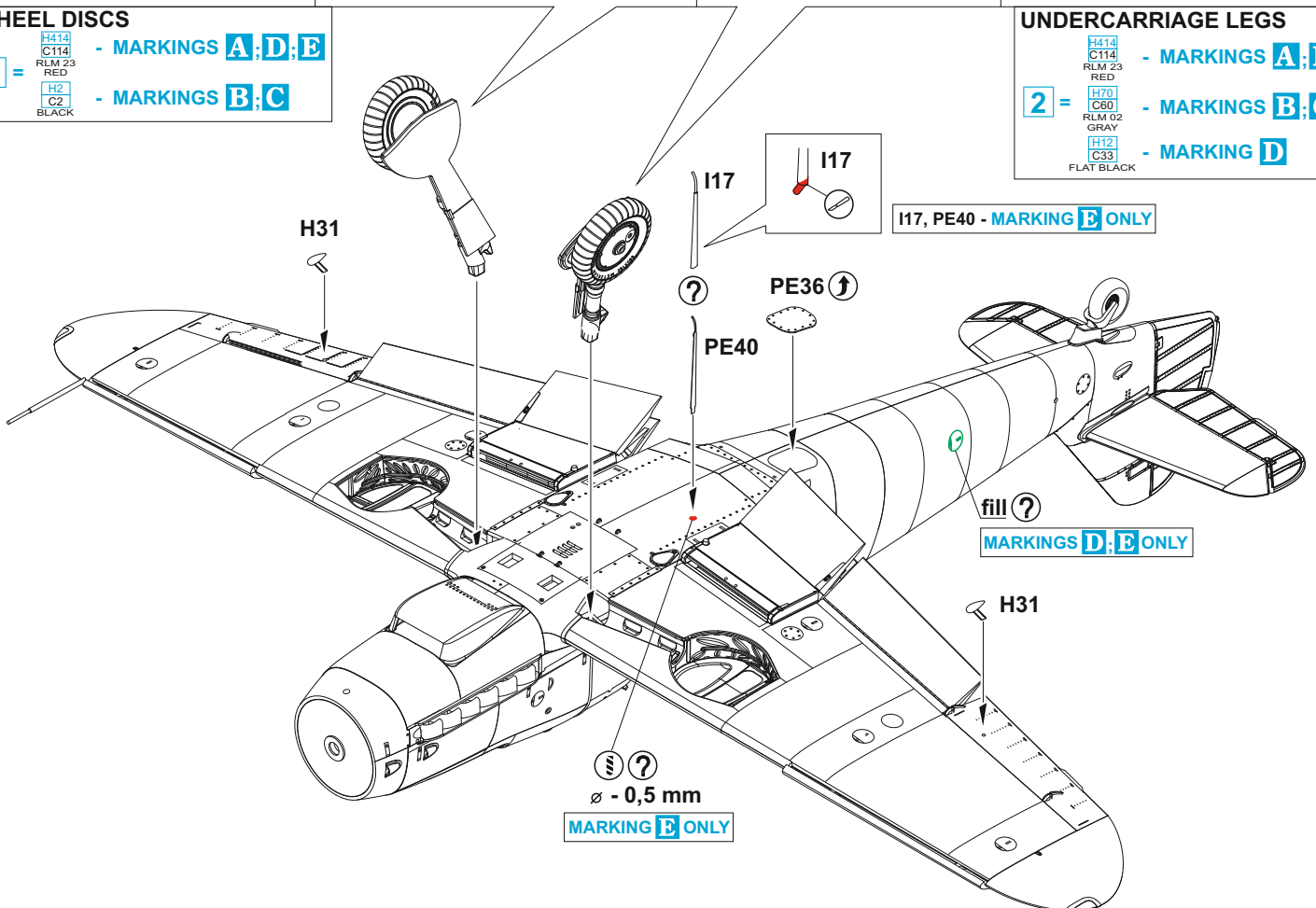


WHEEL DISCS

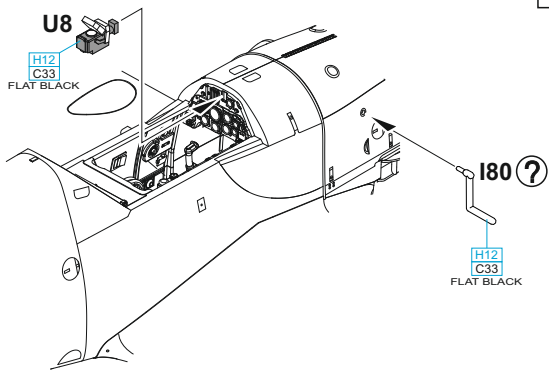
- 1** = **H414 C114 RLM 23 RED** - MARKINGS **A;D;E**
H2 C2 BLACK - MARKINGS **B;C**

UNDERCARRIAGE LEGS

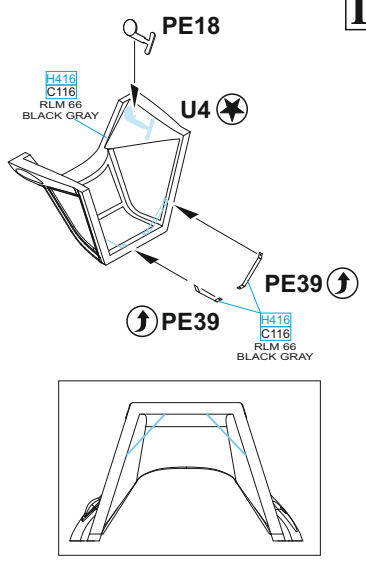
- 2** = **H414 C114 RLM 23 RED** - MARKINGS **A;E**
H70 C60 RLM 02 GRAY - MARKINGS **B;C**
H12 C33 FLAT BLACK - MARKING **D**



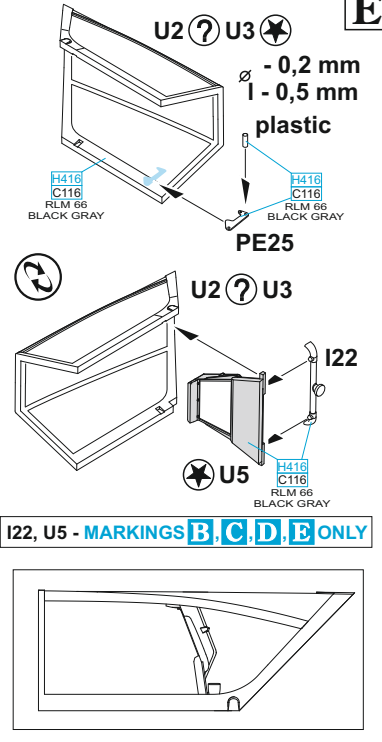
C



D



E



H68

AC15

H66

PE42

I14

I49 - MARKING A

I49 - MARKINGS B, C, D, E

U2 - MARKING A
U3 - MARKINGS B, C, D, E

U2 ? U3 E

U4 D

I20

C

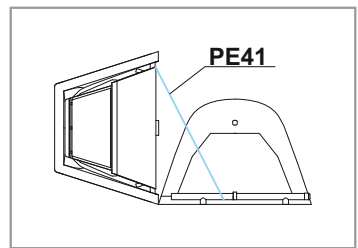
OPEN CANOPY

H416
C116
RLM 66
BLACK GRAY

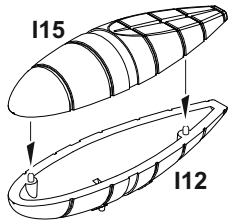
PE41

I19

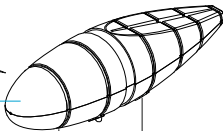
H416
C116
RLM 66
BLACK GRAY



MARKING D ONLY

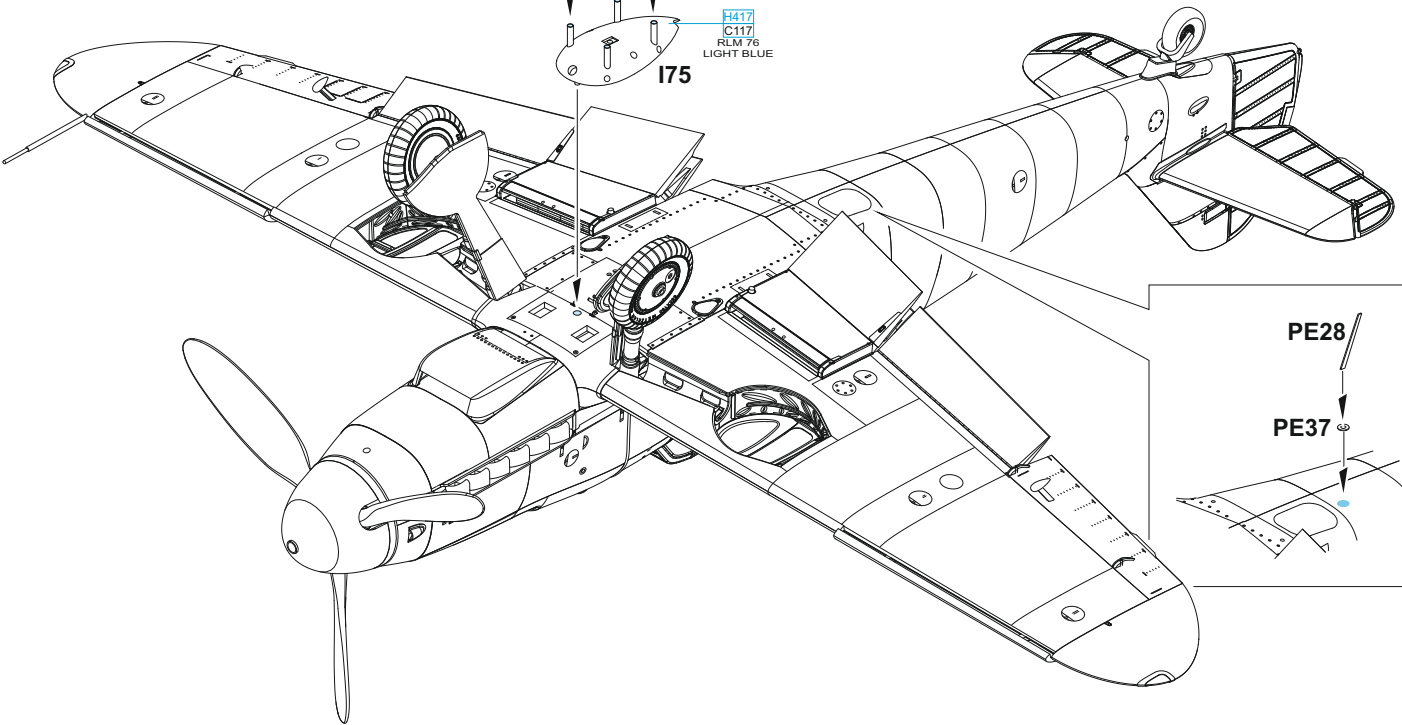


H417
C117
RLM 76
LIGHT BLUE



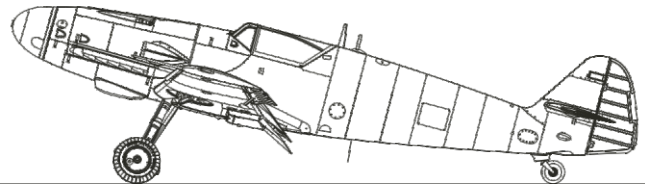
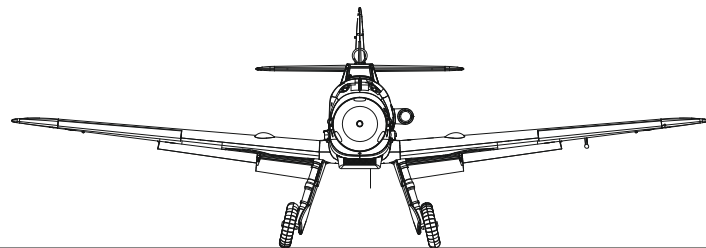
H417
C117
RLM 76
LIGHT BLUE

I175



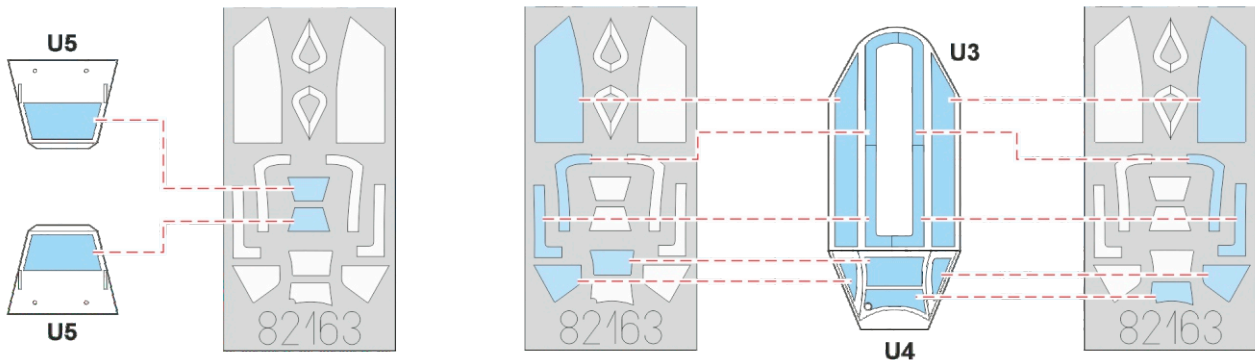
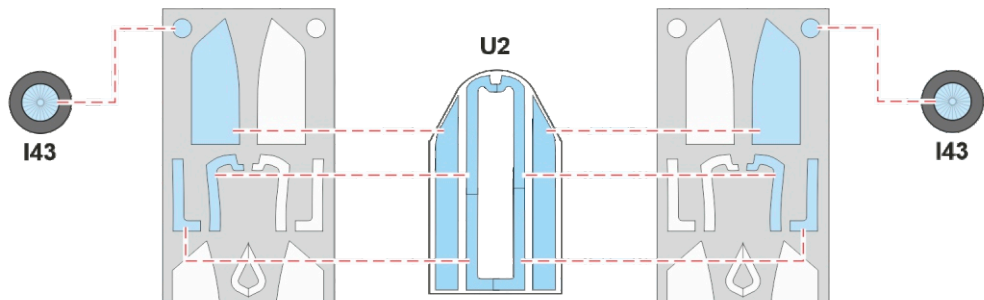
PE28

PE37



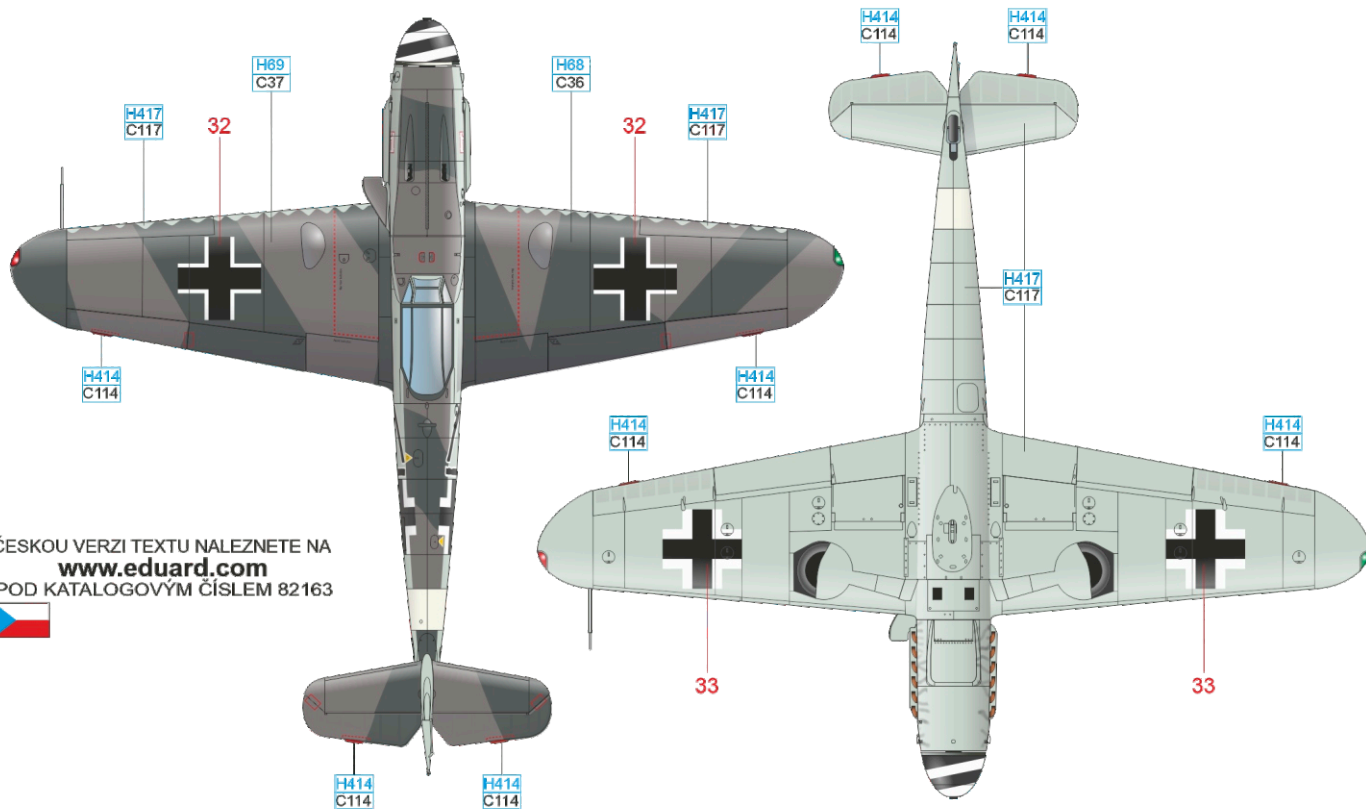
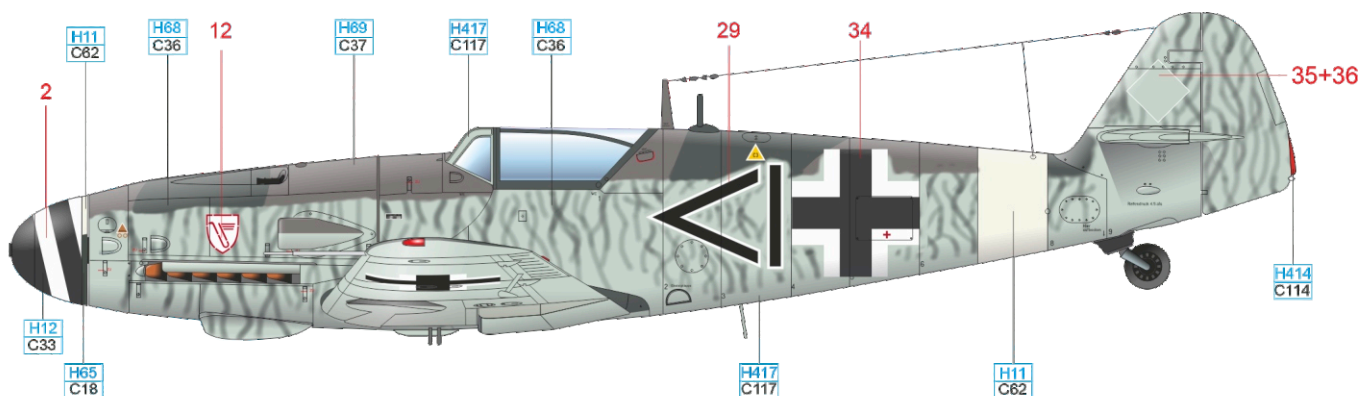
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MASK

82163

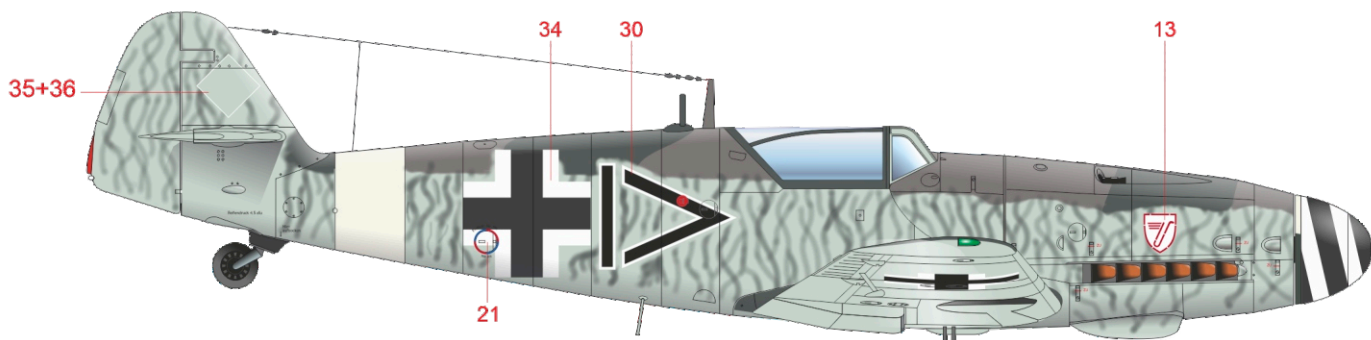


B Stab I./JG 3, Gütersloh, Germany, July 1944

The patches of RLM 74/75 were applied to the originally overall gray (RLM 76) aircraft at the unit level while the fuselage sides, tail surfaces and engine cowling sides were sprayed with the irregular stripes of RLM 74. The white stripe surrounding the rear fuselage was an insignia of the JG 3 aircraft flying Reich Defense missions. JG 3 insignia was sprayed on both sides of the engine cowling.

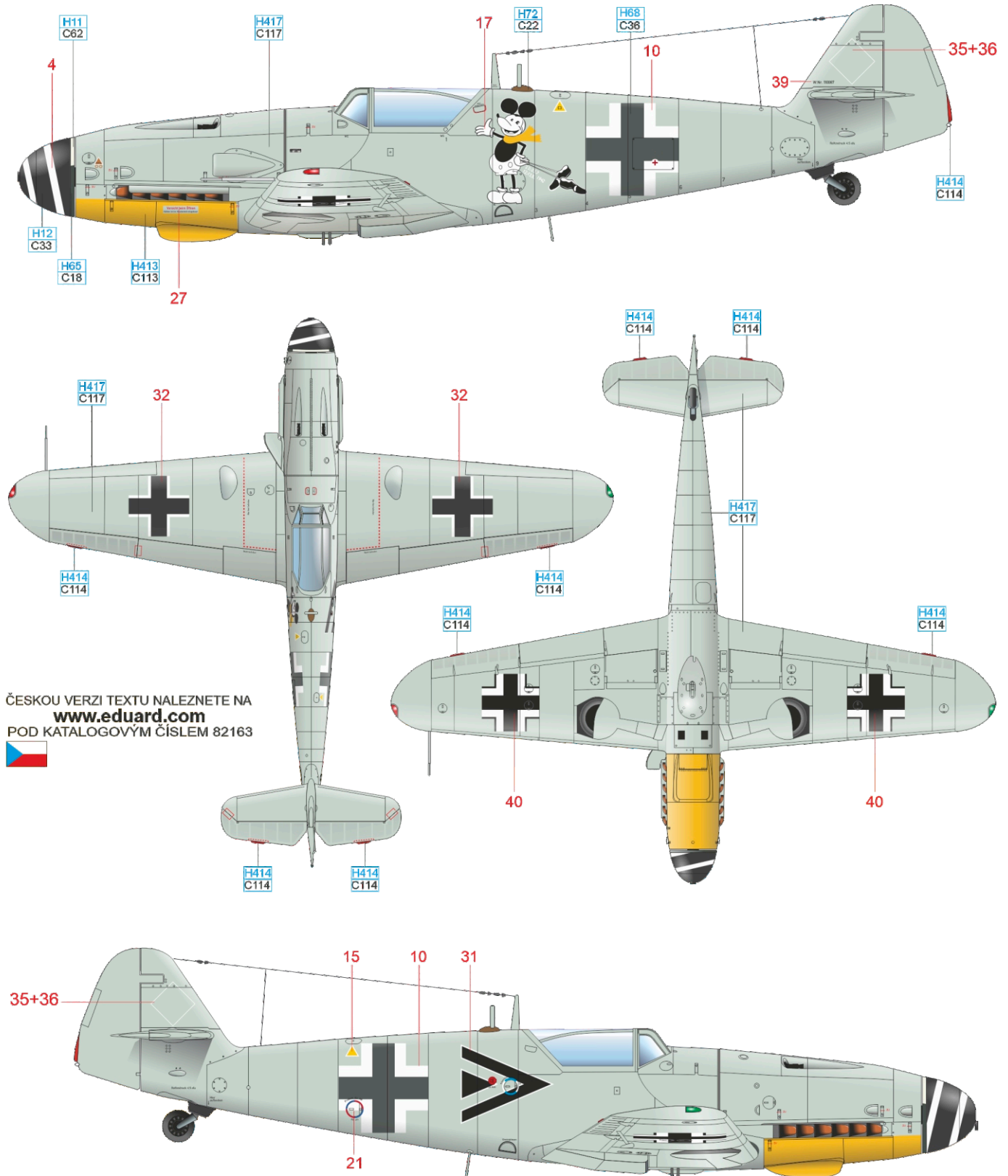


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RLM 23	H414 C114	WHITE	H11 C62	BLACK	H12 C33
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36
				RLM 70	H65 C18

The first unit in which the then twenty-two-year-old Lt. Carganico served after completing flight training was JG 1 at the beginning of the war. This was followed by service with JG 77 with which he saw combat in Norway and then the Battle of Britain. On January 1, 1941, he returned to Norway where he commanded I./JG 77. On September 25, 1941, Carganico achieved his 27th kill and was awarded the Knight's Cross. In March 1942, Carganico's unit was redesignated 6./JG 5 and he was given command of the entire II. Gruppe in April 1942. On March 26, 1944, he took over I./JG 5 as CO and the unit saw combat against Allied forces within the Defense of the Reich. On April 27 of the same year, Carganico took off for the last time. In an attack on a group of B-17s, his Bf 109G-5 was heavily damaged and during his attempt to belly-land, he struck some high power lines and died in the resulting crash near the French town of Chevry. His final tally consisted of sixty kills over the course of 600 sorties. Bf 109G-6/AS aircraft were assigned to the high altitude interception units, therefore they were camouflaged in the overall coat of RLM 76. Hptm. Carganico had Mickey Mouse painted on the fuselage port side, marking carried by his previous airplanes. Starboard side is not photographically documented, it may have carried the Gruppe Commander's double chevron marking.



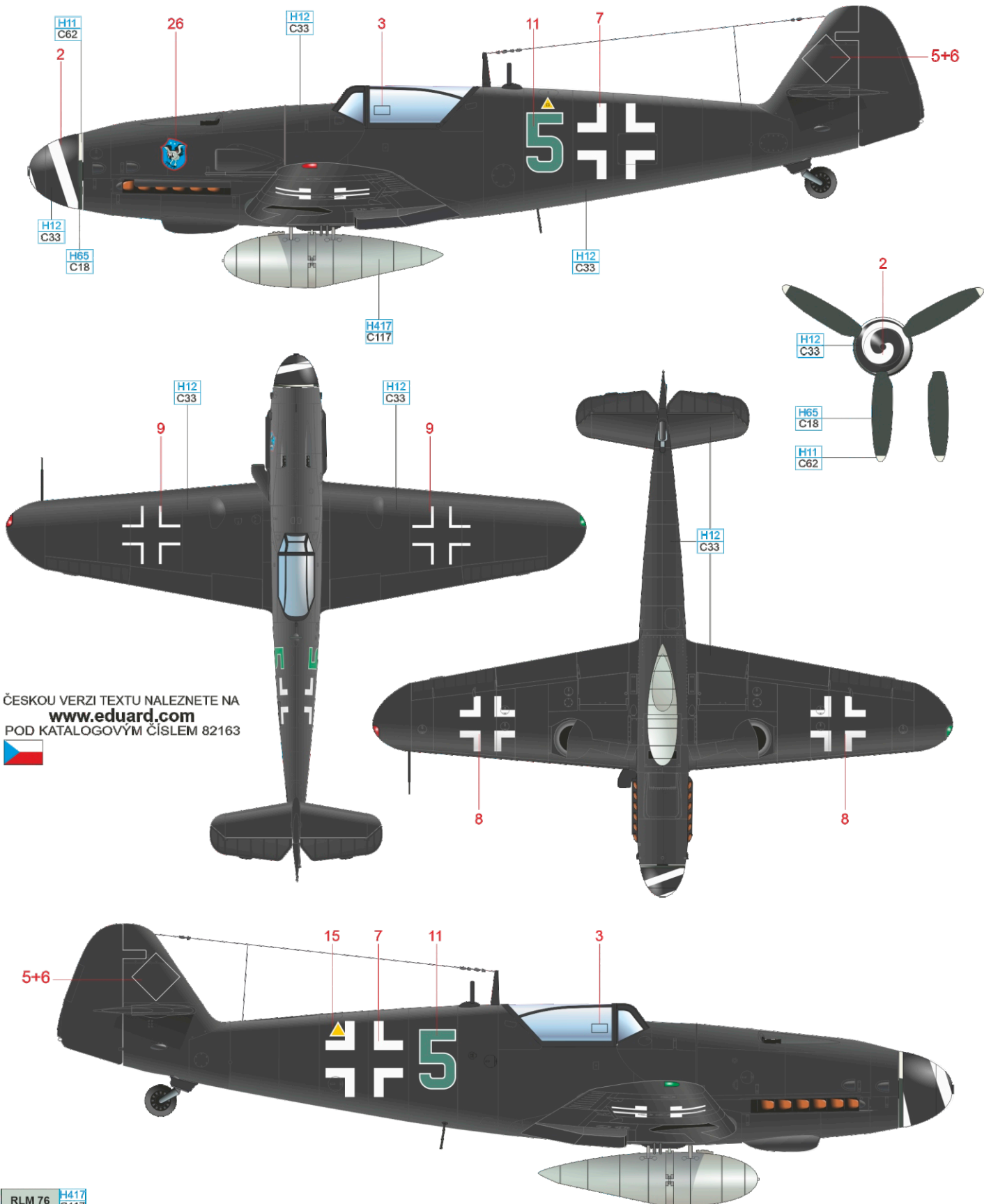
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RLM 04	H413 C113	RLM 23	H414 C114	BLACK	H12 C33	DARK EARTH	H72 C22
RLM 76	H417 C117	RLM 74	H68 C36	RLM 70	H65 C18	WHITE	H11 C62

D Oblt. Manfred Dieterle, 2./EJG 2, Hagenow, Germany, December 1944

Ergänzungsnachtjagdstaffel was established on March 9, 1944, in Ludwigslust and its task was the operational training of the single-engine night fighter pilots who were afterwards destined for JG 300, JG 301, JG 302 and later for NJG 10 and NJG 11. In the end of July, the Staffel was extended to the Gruppe size (EJGr. 2) and in the beginning of November the name was changed to EJG 2. In the meantime, the relocation to the Hagenow airport took place. In October the unit received Messerschmitts Bf 109G-6/AS and G-14/AS with which the instructors were to fly the night sorties against British Mosquitoes. Contrary to the training aircraft which carried the markings of the particular Staffel (1. Staffel white, 2. Staffel red, 3. Staffel yellow, 4. Staffel blue) these combat ones were marked with the numerals in green color. The original camouflage of Green 5 was oversprayed with black color for better night camouflaging and it also carried EJG 2 insignia on the port side of the fuselage nose.



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RLM 76	H417 C117	BLACK	H12 C33	RLM 70	H65 C18
WHITE	H11 C62				

