

## GERMAN WWII LIAISON PLANE 1:48 SCALE PLASTIC KIT



eduard

### FIRST, A FEW WORDS

The BFW Company (latter Messerschmitt A.G.) designed the Messerschmitt Bf-108 Taifun in 1934. The original design was for a light tourist double seater, developed for the German team taking part in the 1934 international air race Challenge. Even though the Challenge wasn't a great success for the Bf-108 as the best German pilot Theo Osterkamp only came in fifth, the RLM still ordered 32 Bf-108s.

The production of the improved version, the Bf-108B, was set-up in November 1935. The B version was redesigned to be a four-seater with a new Argus As 10C engine. The Bf-108B was a very modern light aircraft with an all-metal airframe, retractable undercarriage, adjustable propeller, and with excellent flight characteristics. The Bf-108 took part in many air races and record flights and the first foreign pilot who tested the Bf-108 was Charles Lindberg. He said that it was one of the world's best aircraft in its class.

The military version of the Taifun was the Bf-108B-2 and was acquired by the Luftwaffe in 1939. It was widely employed during the war years by all operational Luftwaffe units as a light liaison aircraft. In 1941 the new version, the Bf-108D, replaced the B version on the production line. An Argus As 10R engine powered the D version and included the new Argus automatically adjustable propeller and improved fuel assembly. The production was transferred to France in 1942, where 170 Bf-108D were completed before the liberation of France in 1944. French production continued after the war where another 115 aircraft under the name of "Nord 1000" were manufactured.

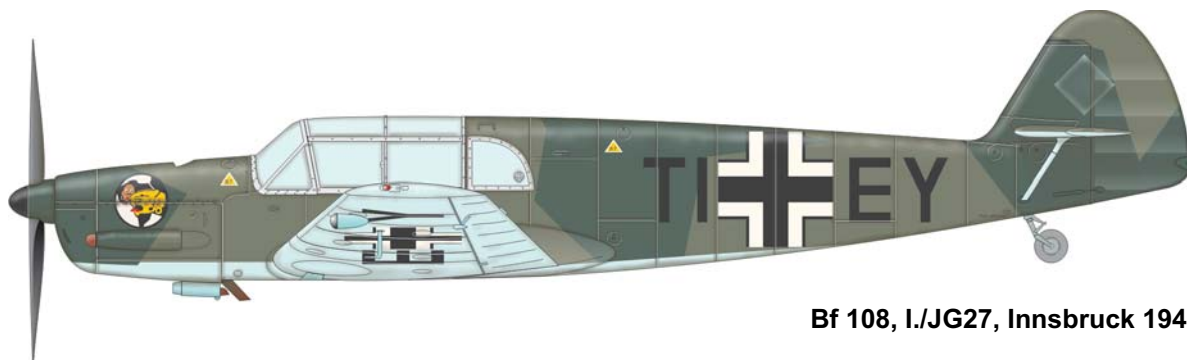
In total 626 military Taifuns, versions B-2 and D-1, were produced except at least 180 civilian or export version Bf-108 B-0 and B-1. The Luftwaffe employed most of them, but many other air forces used this fine and popular aircraft. The Hungarian AF had 8 Taifuns, both the Italians and Rumanians had 3, the USSR bought two and Switzerland and Yugoslavia had 12 each. One aircraft was used in Chile, one or two in Japan and one was in Australia. The Bulgarian AF had 6 and at least one was in Spain. One Bf-108B-1, coded XC44, was operated by the US embassy in Berlin. Two Bf-108B-1s were flown by the German embassy in London but the RAF confiscated these two aircraft in 1939. After the war, one Bf-108B-2 was flown in Czechoslovakia, two in Poland, one in Denmark and one in Sweden. Some 115 Bf-108Ds (Nord 1000) were used by the French AF and Navy until the late 50's. Many of the surviving Taifuns were flown a long time after the war, and some of them are still in airworthy condition today.

### NĚKOLIK SLOV ÚVODEM

Messerschmitt Bf-108 Taifun byl zkonstruován firmou BFW, konstrukčním týmem pod vedením ing. Williho Messerschmitta v roce 1934. Letoun původně vznikl jako lehká turistická dvousedadlovka pro německý reprezentační tým, účastníci se mezinárodních závodů Challenge 1934. Ačkoli tento závod nebyl pro Bf-108 úspěšný, RLM objednalo u BFW výrobu 34 letadel.

Produkce vylepšené verze Bf-108B byla zahájena v listopadu 1935. Konstrukce byla celkově zvětšena, stroj byl nyní čtyřmístný a dostal nový motor Argus As 10C. Bf-108B byl velmi moderní lehký letoun, s celokovovou konstrukcí, zatahovacím podvozkem a stavitelnou vrtulí, s vynikajícími letovými charakteristikami. Díky svým vynikajícím výkonům dosáhl Bf-108B na konci třicátých let řady úspěchů v mezinárodních závodech a rekordních letech. První zahraniční pilot, testující Bf-108B byl Charles Lindberg, který ho označil za nejlepší letadlo této třídy na světě.

Vojenská verze byla Bf-108B-2, přijatá do výzbroje Luftwaffe v roce 1939. Bf-108 byl používán po celou válku prakticky všemi operačními jednotkami Luftwaffe jako lehký spojovací a kurýrní letoun. V roce 1941 byla verze B nahrazena ve výrobě novou verzí D. Ta byla poháněna motorem Argus As 10R s novou automaticky stavitelnou vrtulí Argus. Měla také upravenou palivovou instalaci. V roce 1942 byla výroba převedena do Francie, kde bylo až do osvobození v roce 1944 vyrobeno 170 Bf-108D. jejich výroba pokračovala i po válce produkcí 115 strojů značených Nord 1000. Celkem bylo vyrobeno 626 kusů vojenských verzí Bf-108B-2 a D-1, mimo to ještě nejméně 180 civilních strojů verze B-0 a B-1. Většinu z nich používala Luftwaffe, typ byl ovšem používán i v řadě dalších zemí. 8 Taifunů mělo maďarské letectvo, 3 Italské, 3 Rumunské, dva stroje zakoupil SSSR, 12 Švýcarsko, 12 Jugoslávie. Jeden stroj byl v Chile, jeden nebo dva v Japonsku, jeden v Austrálii. 6 Bf-108 mělo bulharské letectvo, nejméně jeden stroj byl ve Španělsku. Jeden Bf-108B-1, značený XC-44 byl zakoupen vládou USA pro vojenského přidělení v Berlíně. Dva Bf-108B-1 byly používány německým velvyslanectvím v Londýně. Tyto dva stroje byly v roce 1939 zabaveny a používány RAF. Po válce byl jeden Bf-108B-2 používán v Československu, dva v Polsku, po jednom v Dánsku a ve Švédsku. Asi 115 Nordů 1000 létalo ve Francii. Ovšem po celém světě létalo ještě dlouho po válce mnoho přeživších Taifunů, z nichž mnohé jsou dodnes v letu-schopném stavu.



Bf 108, I./JG27, Innsbruck 1941

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.



lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てして下さい。

INSTRUCTION SIGNS \* INSTR. SYMBOL \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明



OPTIONAL  
VOLBA  
FACULTATIF  
NACH BELIEBEN  
選択する



BEND  
OHNOU  
PLIER SIL VOUS PLAÎT  
BITTE BIEGEN  
折る



OPEN HOLE  
VYVRTAT OTVOR  
FAIRE UN TROU  
OFFNEN  
穴を開ける



SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ  
MONTAGE SYMÉTRIQUE  
SYMMETRISCHE AUFBAU  
左右均等に組み立てる



NOTCH  
ZÁŘEZ  
L'INCISION  
DER EINSCHNITT  
切る



REMOVE  
ODŘÍZNOUT  
RETIRER  
ENTFERNEN  
移す



APPLY EXPRESS MASK  
AND PAINT  
POUŽÍT EXPRESS MASK  
NABARVIT

PARTS



DÍLY



TEILE



PIÈCES



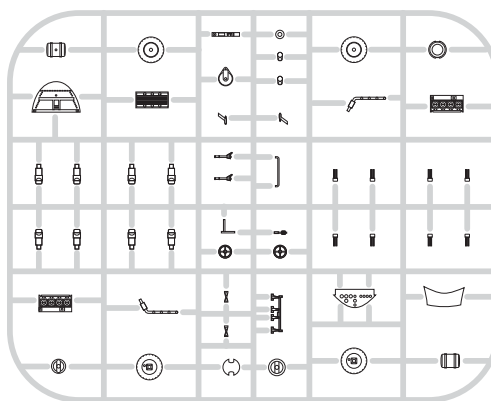
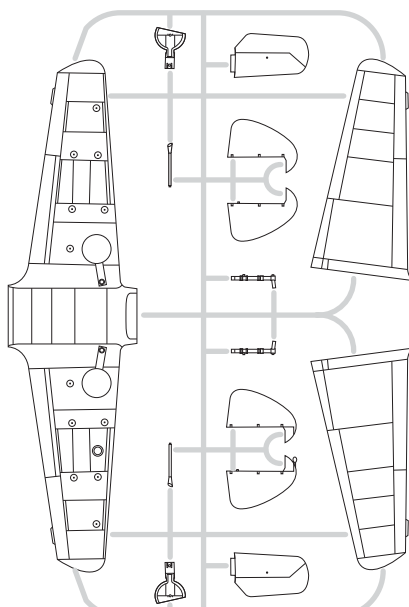
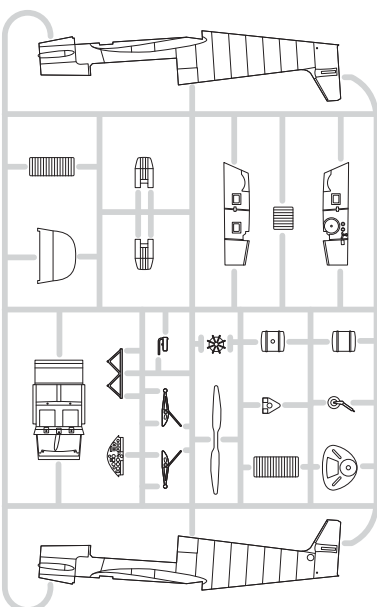
部品

A&gt;

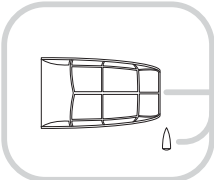
B&gt;

PLASTIC PARTS

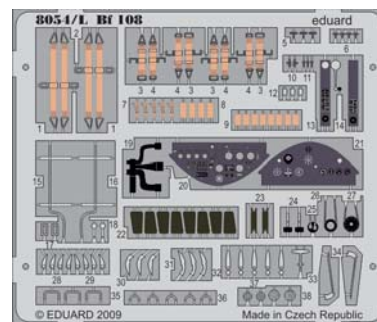
C&gt;



D&gt;



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

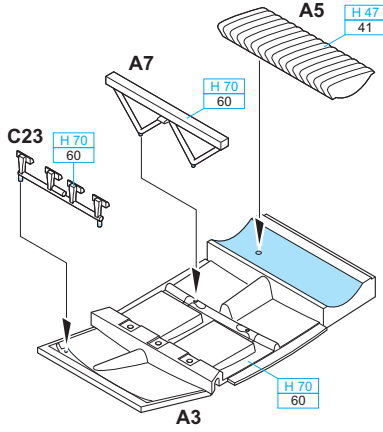


色

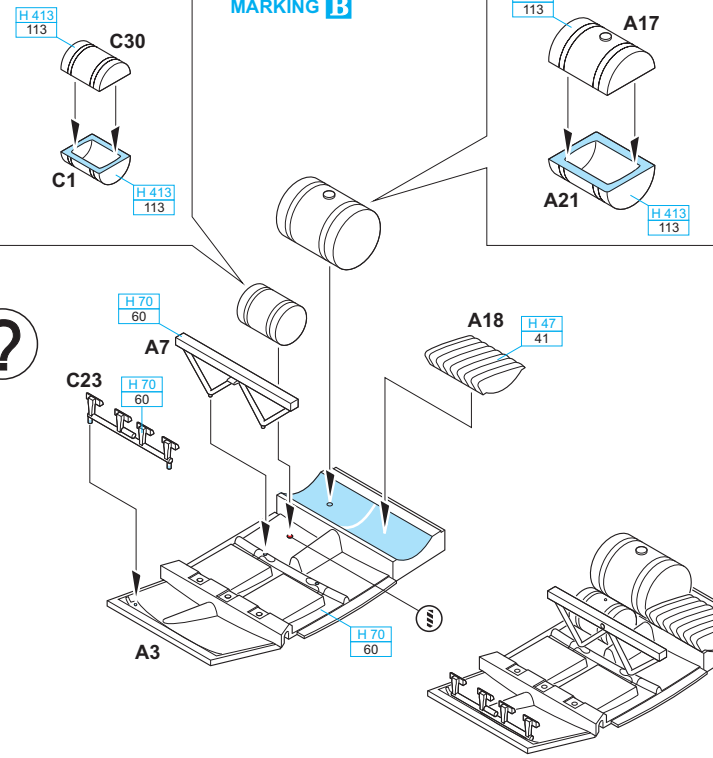
GSI Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
[H 11]	[C62]	WHITE	
[H 12]	[C33]	FLAT BLACK	
[H 27]	[C44]	TAN	
[H 36]	[C15]	DARK GREEN	
[H 47]	[C41]	RED BROWN	
[H 61]	[ ]	GRAY	
[H 64]	[C17]	DARK GREEN	RLM71
[H 65]	[C18]	BLACK GREEN	RLM70
[H 66]	[C19]	SANDY BROWN	RLN79
[H 70]	[C60]	GRAY	

AQUEOUS	Mr.COLOR		
[H 77]	[C137]	TYRE	
[H 306]	[C306]	GRAY	
[H 313]	[ ]	YELLOW	
[H 413]	[C113]	YELLOW	RLM04
[H 420]	[C420]	OLIVE GREEN	RLM80
[ ]	[C117]	LIGHT BLUE	RLM76
Mr.METAL COLOR			
[MC211]	[ ]	CHROME SILVER	
[MC218]	[ ]	ALUMINIUM	
[MC219]	[ ]	BRASS	

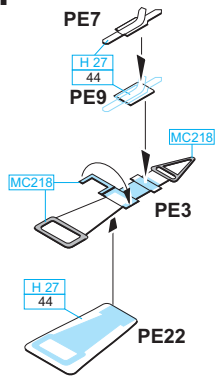
MARKING A:C:D:E



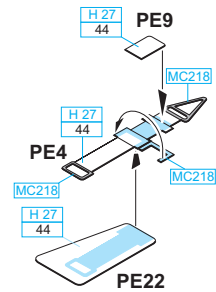
MARKING B



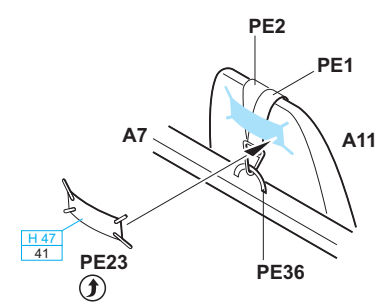
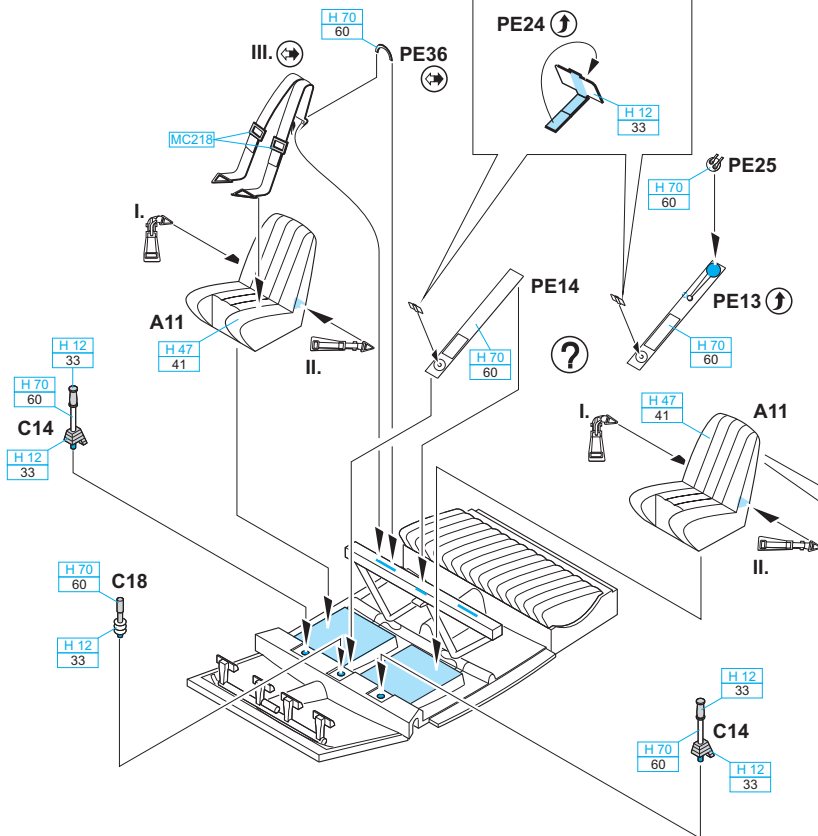
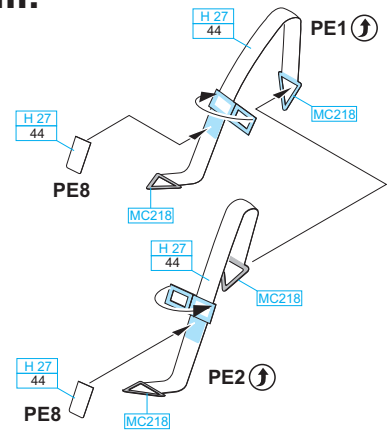
I.

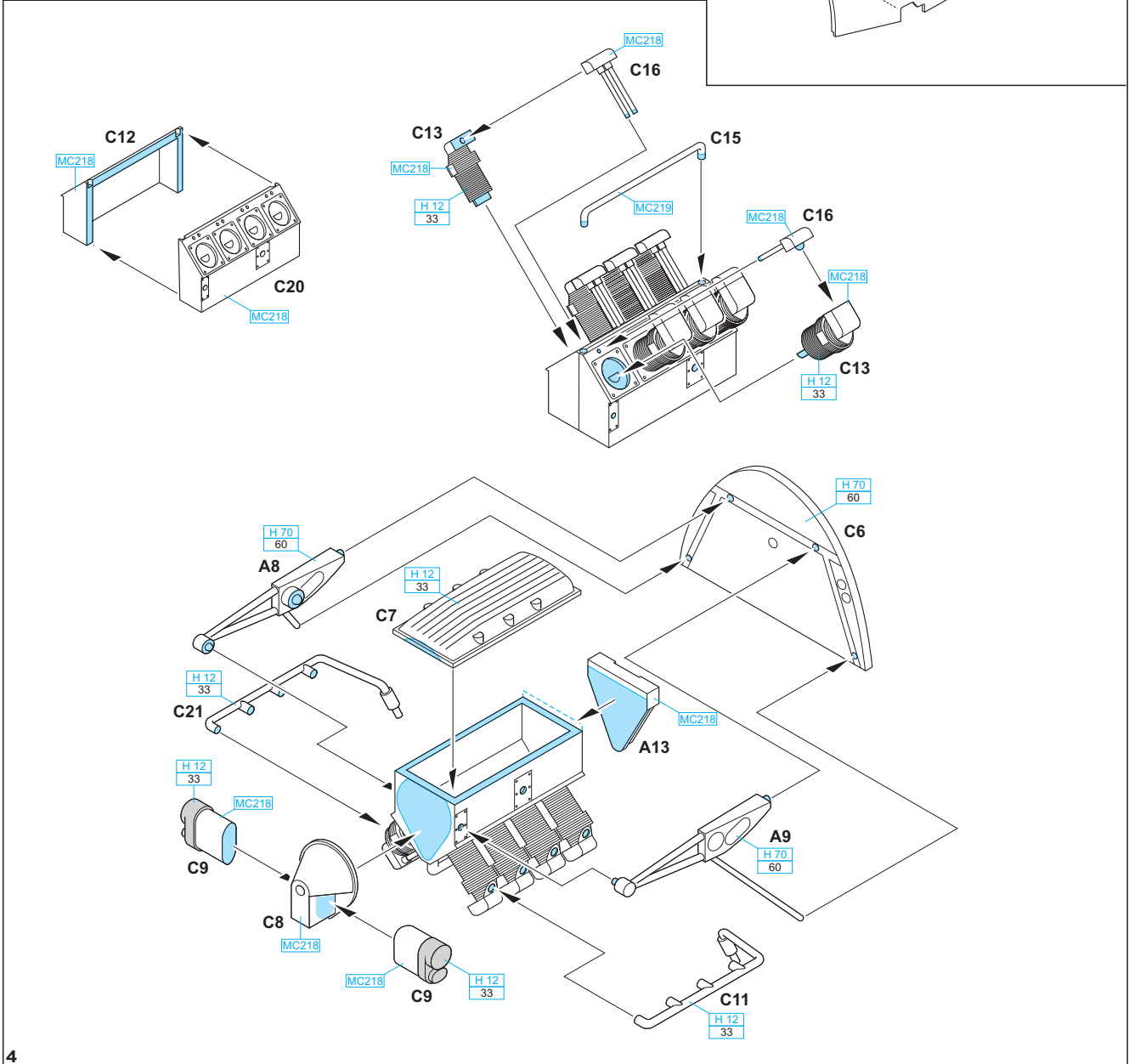
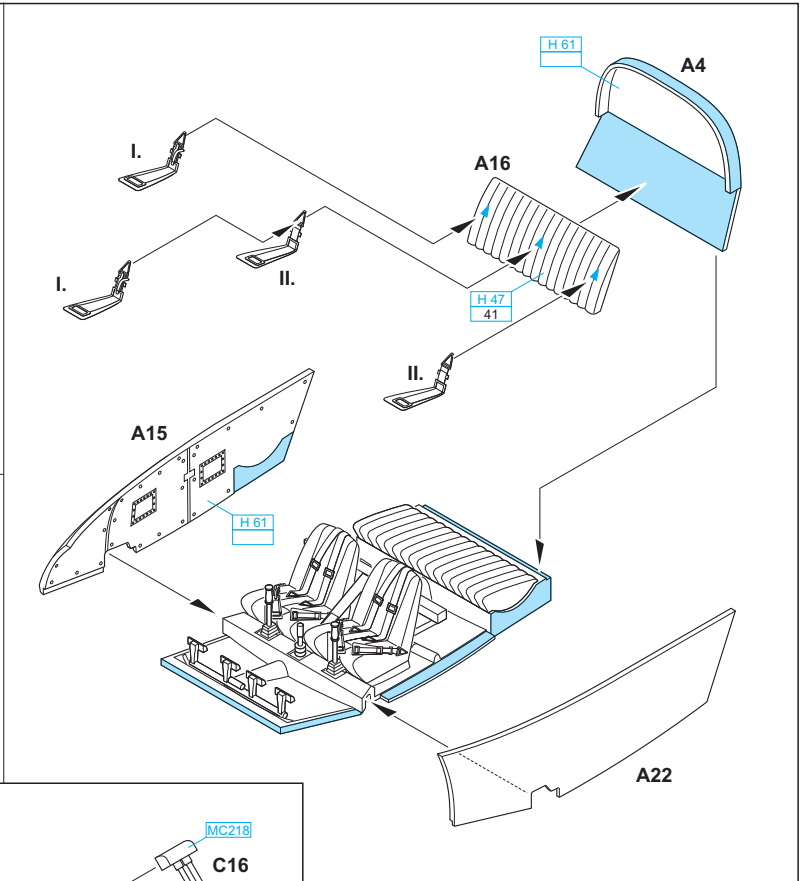
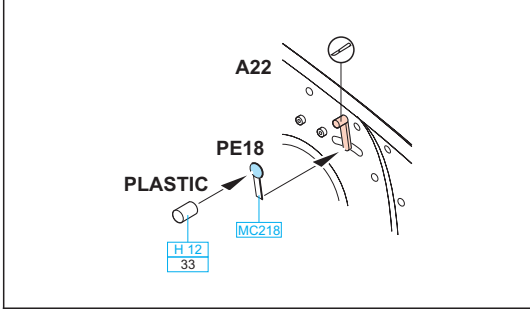
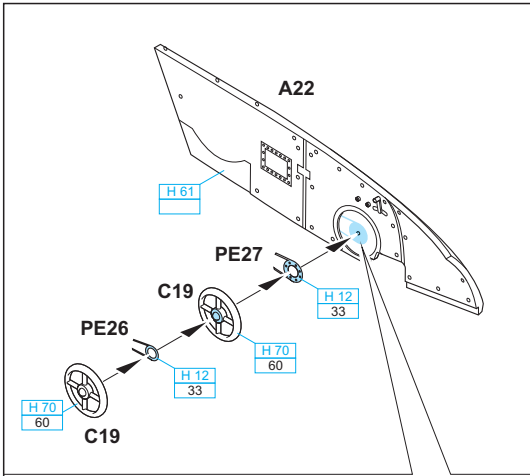


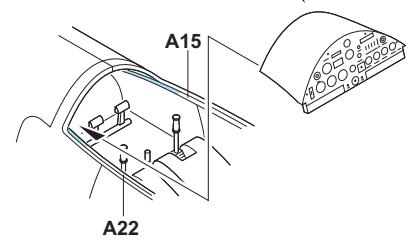
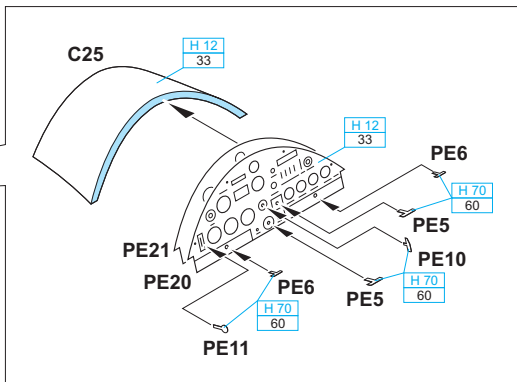
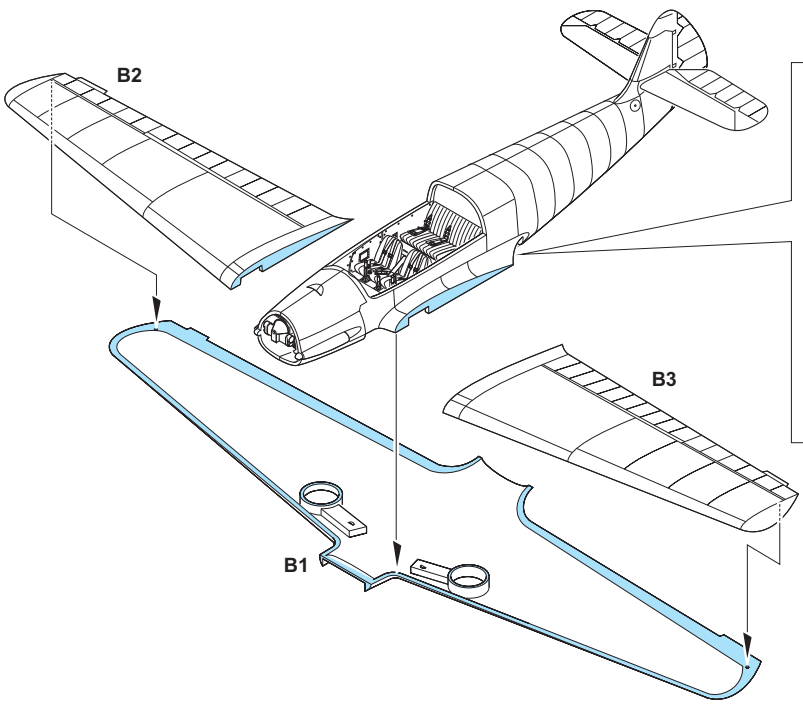
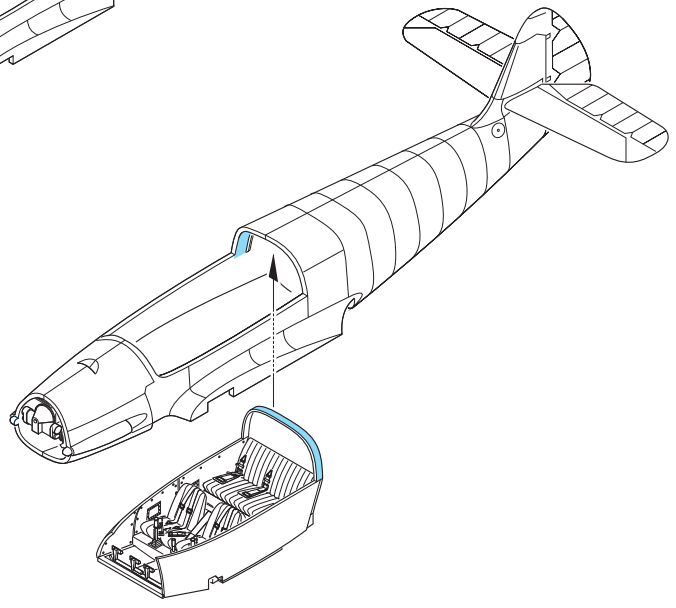
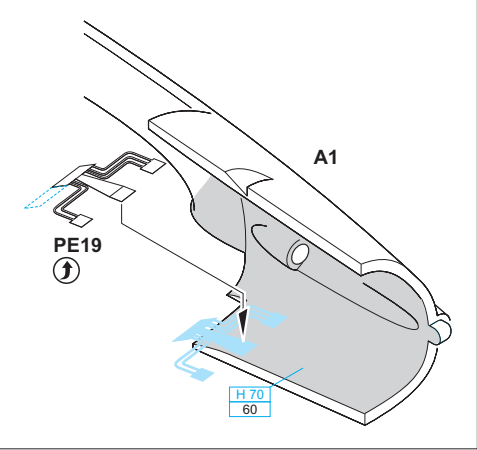
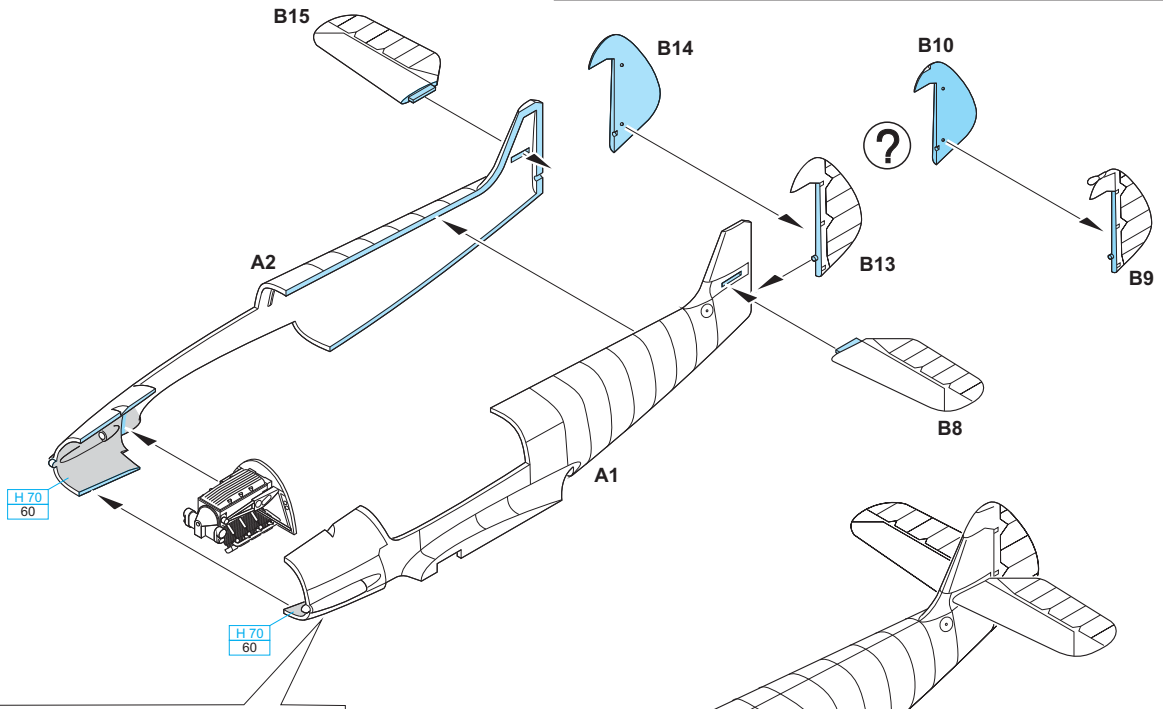
II.



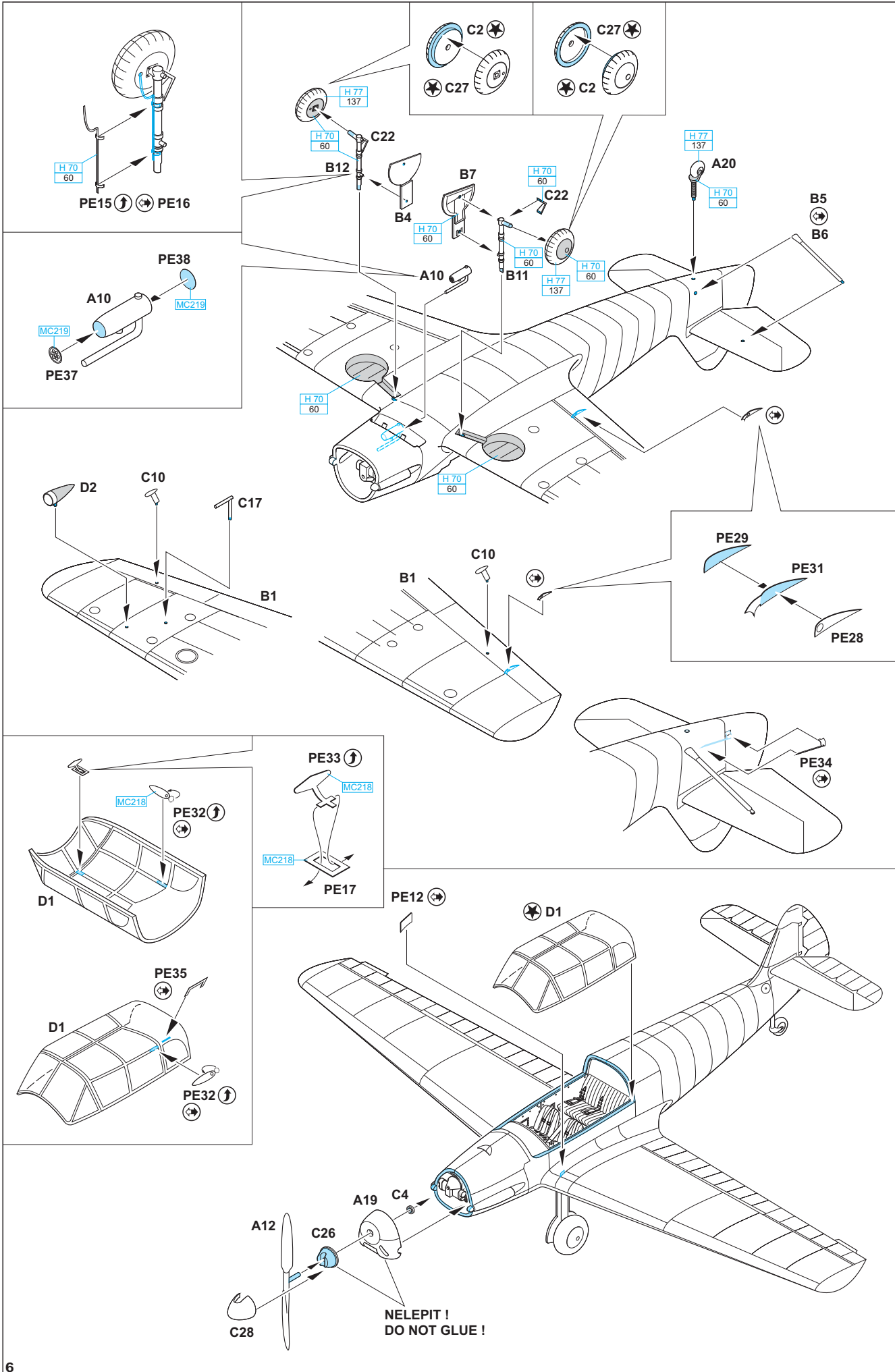
III.





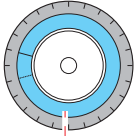




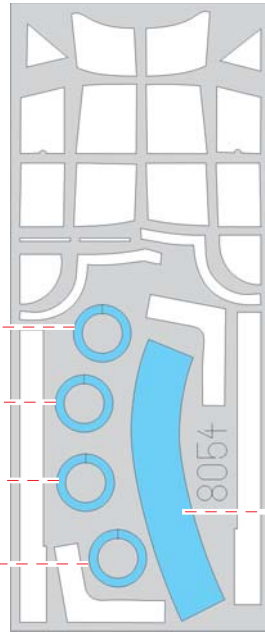
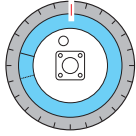


8054

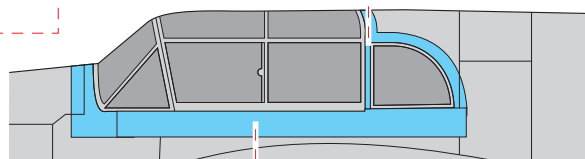
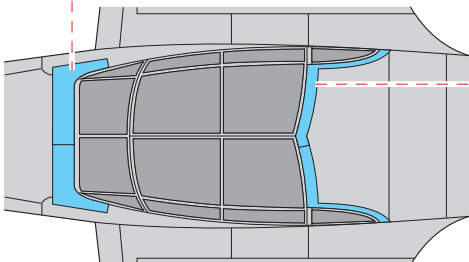
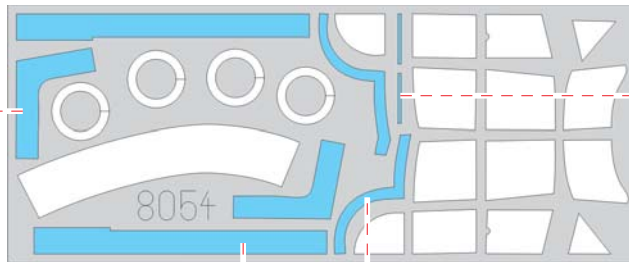
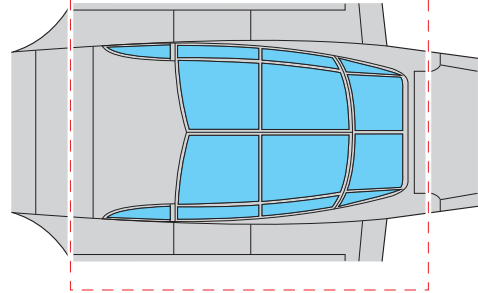
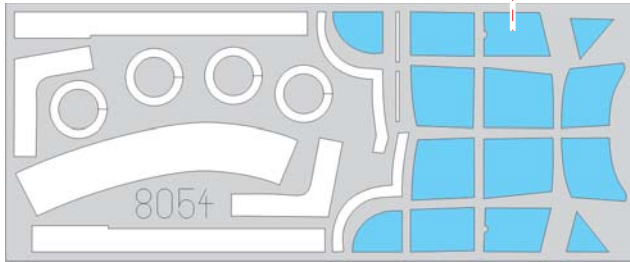
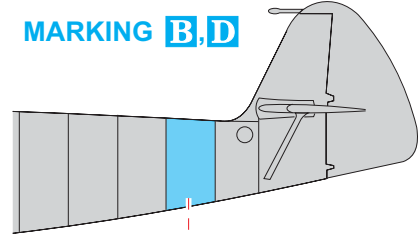
2 pcs.  
C27



2 pcs.  
C27

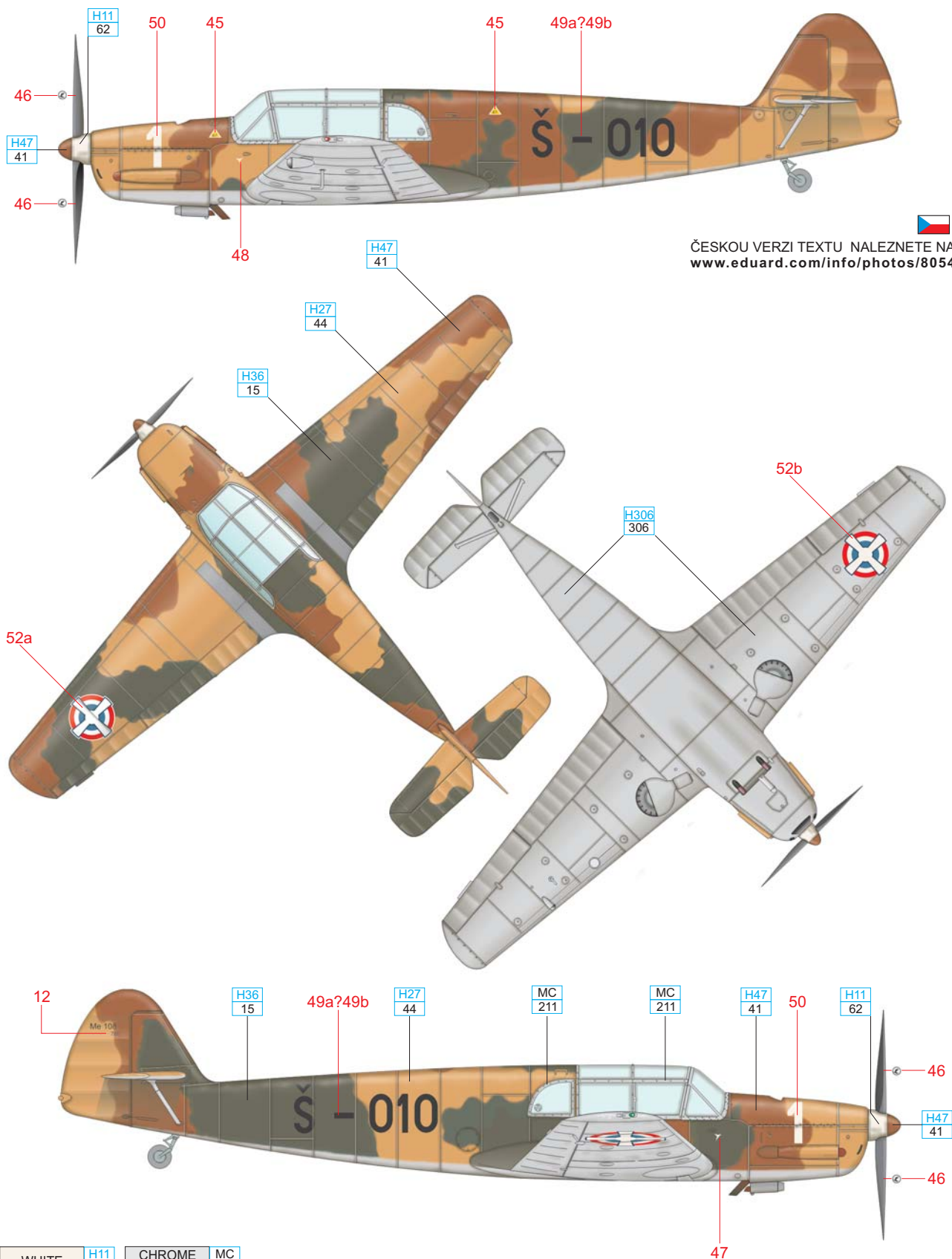


MARKING B,D



# A. Yugoslav Air Force, Kraljevo, 1940

An interesting use got the Bf 108 in Yugoslavia, where the first three Bf 108s arrived on August 20, 1939, on a basis of a military contract with Germany. Although this contract was latter cancelled by Germany, a total of twelve Taifuns were received by Yugoslavia, including the depicted plane. The plane with a „white 1“ on the nose served as a training and personnel transport plane in a flight school in Kraljevo during 1940. The Yugoslavian Bf 108s especially stood out for their interesting camouflage schemes, comprised of irregularly shaped spots of earthy brown, sand and green color patterns. As a source for these colors were most likely used paints exported from Germany, originally used by the Luftwaffe, Reichsbahn and Wehrmacht.



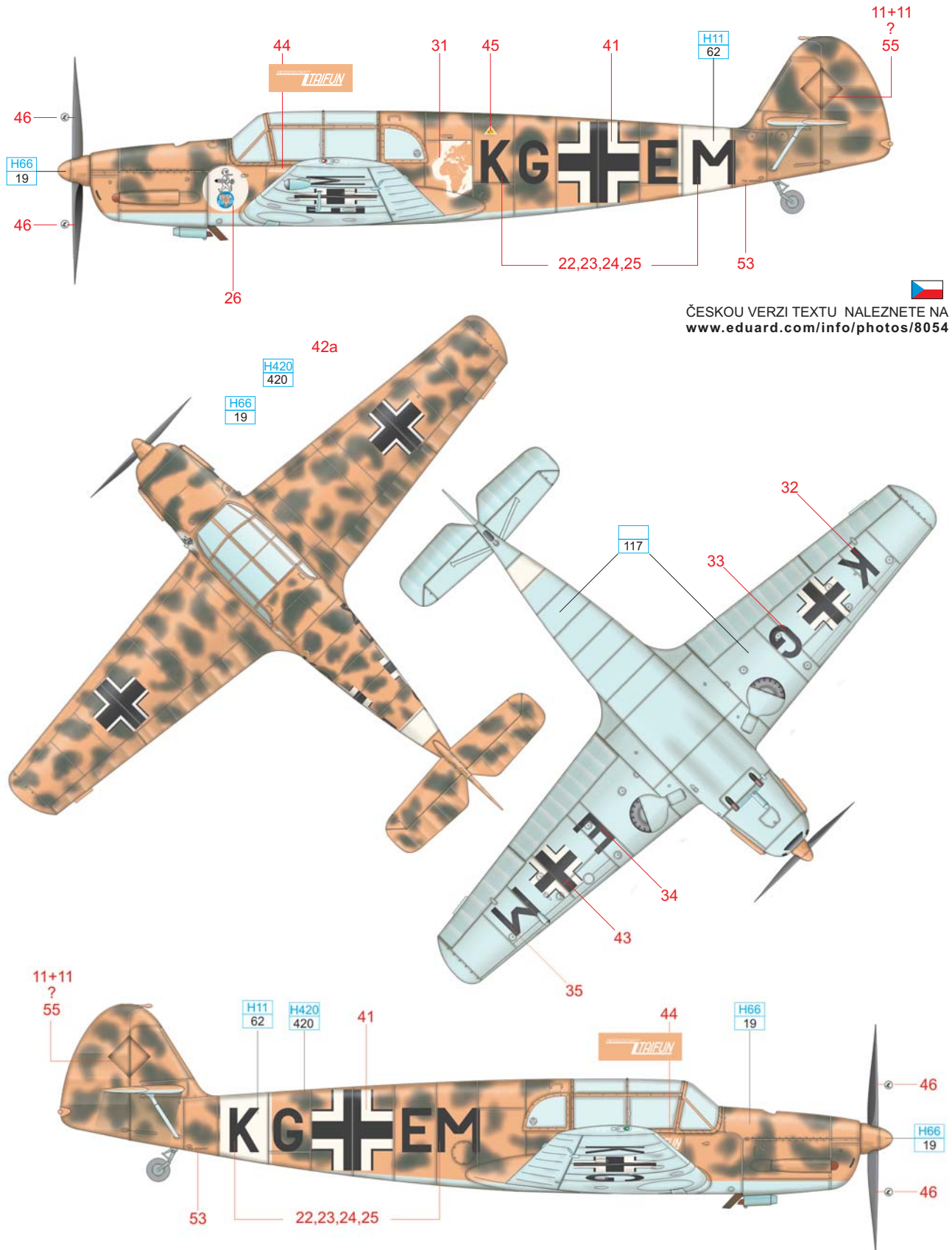
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.com/info/photos/8054](http://www.eduard.com/info/photos/8054)

WHITE	H11 62	CHROME SILVER	MC 211
FS.36270	H306 306	RLM 02	H70 60
TAN	H27 44	BROWN	H47 41
GREEN	H36 15		



## B. Sonderkommando Blaich, Libya 1942

Sonderkommando Blaich, named after its Commander Hptm. Theo Blaich, was employed with He 111 in Libya during 1942. This liaison plane also belonged to their fleet. Taifun KG+EM was modified for service in tropical environment and also received a tropical camouflage comprised of a sand color camouflage scheme with green spots on the upper surfaces. The most interesting operation of this unit has been a successful bomb raid on the Allied fuel storage facility in For Lamy on January 22, 1942, in which a partial role also played this depicted plane.

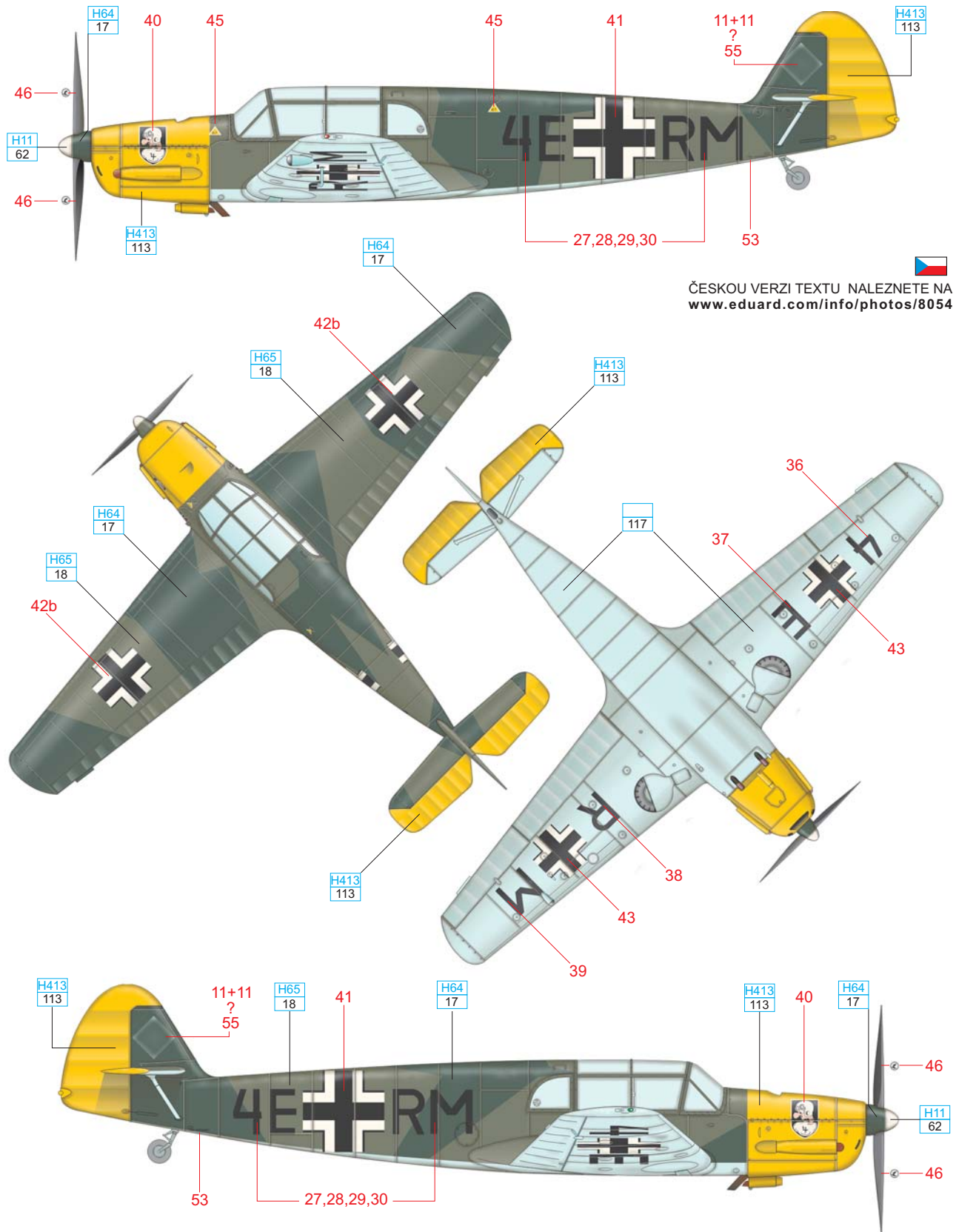


ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/info/photos/8054](http://www.eduard.com/info/photos/8054)

WHITE	H11 62
RLM 76	117
RLM 02	H70 60
RLM 79	H66 19
RLM 80	H420 420

# C. 4.(H)/13, Rumania, 1940

A liaison plane, which belonged to 4.(H)/Aufkl. Gr. 13 is shown as it appeared at one of the Luftwaffe's airports in Rumania in April 1940. The plane carried besides a standard camouflage scheme comprised of fractional fields of colors RLM 70/71 on the upper surfaces and a color RLM 65 on the underside of the wings, a fresh yellow recognition add-ons designated for the Balkan campaign – yellow nose section and yellow movable surfaces of the tail section. The emblem of (H)/Aufkl. Gr. 13 was painted on the nose of the plane and it also had somewhat non-standard shape of letters of the code markings.

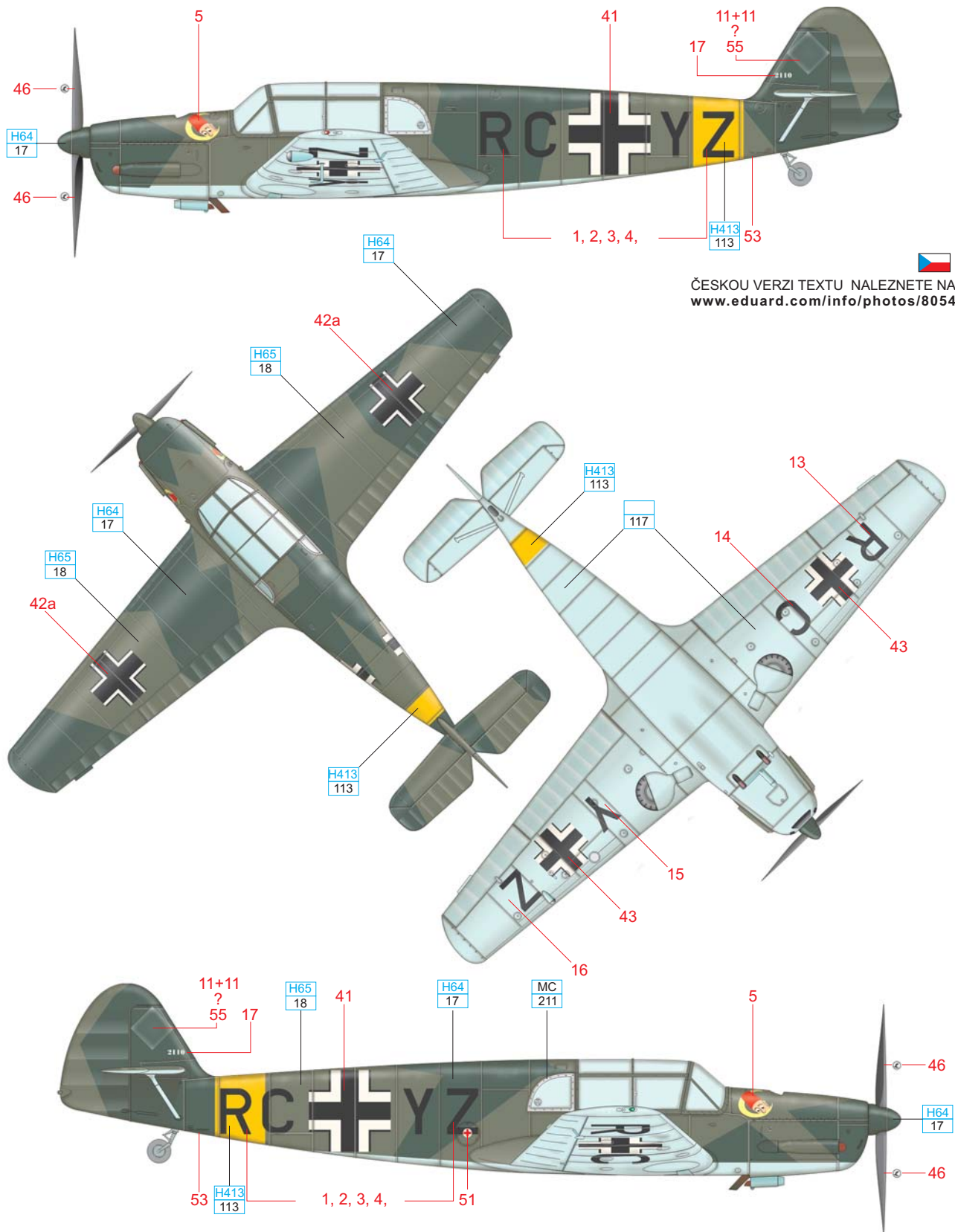


ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/info/photos/8054](http://www.eduard.com/info/photos/8054)

WHITE	H11 62	RLM 04 YELLOW	H413 113
RLM 76	H117 117	RLM 02	H70 60
RLM 71	H65 18	RLM 70	H64 17

# D. Flugbereitschaft Luftflotte 4, 1941

Luftflotte 4 used for their courier and liaison roles different types of planes, amongst them also was this Taifun. Their planes took part in combat operations for the first time not until the Balkan campaign and during the airborne assault on the island of Crete. This service also played a part in the look of one of their emblems, which their planes carried during the combat on the eastern front in 1941. Gefr. Brunsmann made an emergency landing with the depicted plane near Sokolov on July 11, 1941, and slightly damaged it during the landing.



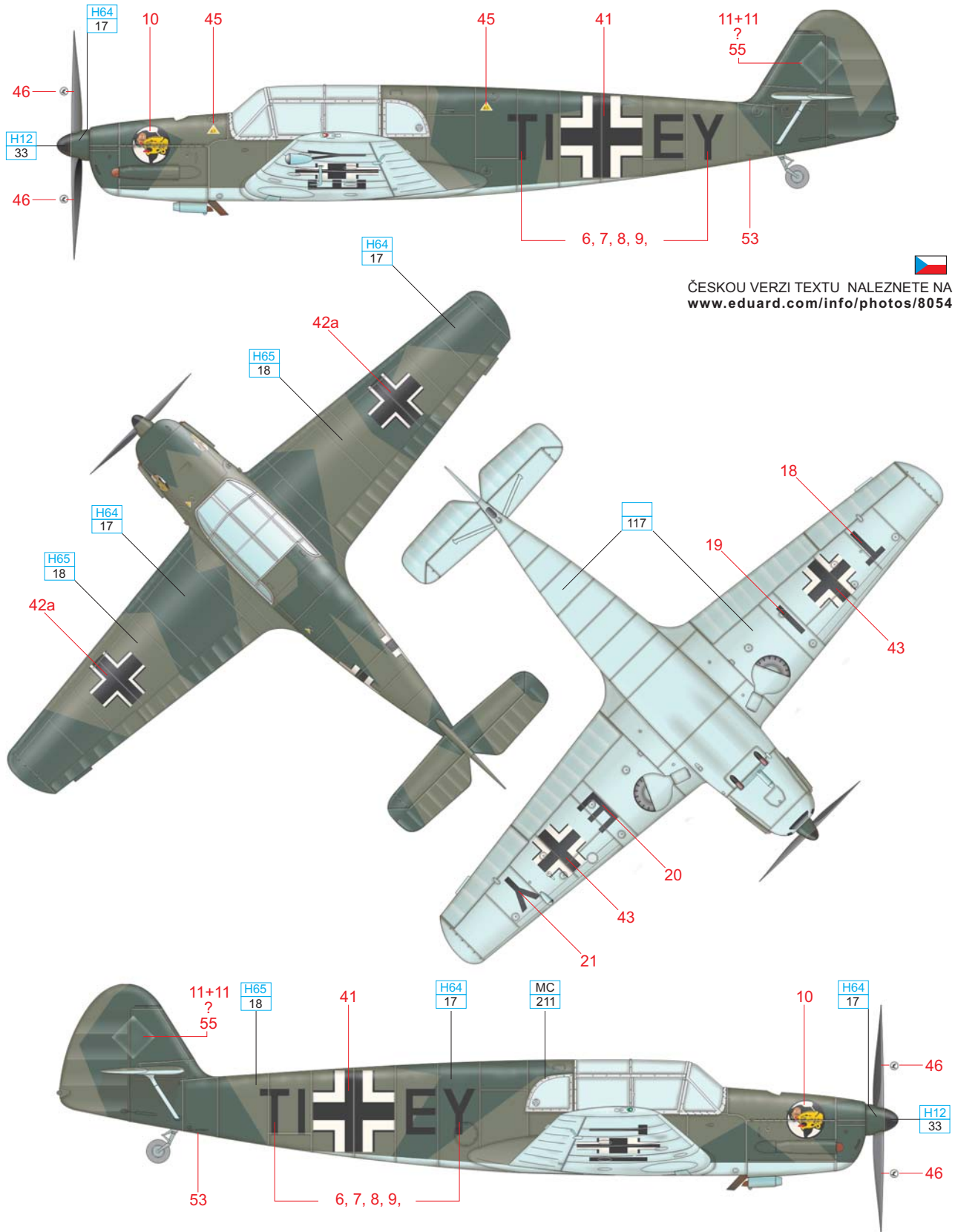
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.com/info/photos/8054](http://www.eduard.com/info/photos/8054)

RLM 04 YELLOW	H413 113	CHROME SILVER	MC 211
RLM 76	117	RLM 02 H70 60	RLM 71 H65 18
		RLM 70 H64 17	BLACK H12 33



# E. I./JG27, Innsbruck 1941

The depicted Taifun was a courier plane of the I./JG 27 and appears as it was documented on the base in Innsbruck in 1941. Fighter units commonly used these types of planes for their courier, liaison and conditional flights. The plane had a standard camouflage scheme comprised of fractional fields of colors RLM 70/71 on the upper surfaces and a color RLM 65 on the underside of the wing area. Immatriculation TI+EY was supplemented with the emblem of the I. Gruppe / Jagdgeschwader 27 on both sides of the nose section.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/info/photos/8054](http://www.eduard.com/info/photos/8054)

CHROME	MC
SILVER	211

RLM 76	117	RLM 02	H70	60	RLM 71	H65	18	RLM 70	H64	17	BLACK	H12	33
--------	-----	--------	-----	----	--------	-----	----	--------	-----	----	-------	-----	----

eduard