

1/72 Scale Plastic Model Kit

ProfiPACK
edition



item No. 70156

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 crested 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 Buchons, re-engined Bf 109s, until 1967.

The kit: Bf 109G-2

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 direct development of the DB 601 as well. 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 power increasing 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 was the first unpressurised serial sub-variant of the G series. It 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. There were some 1,590 of Bf 109G-2s produced.

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
POUŽIT EDUARD MASK
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



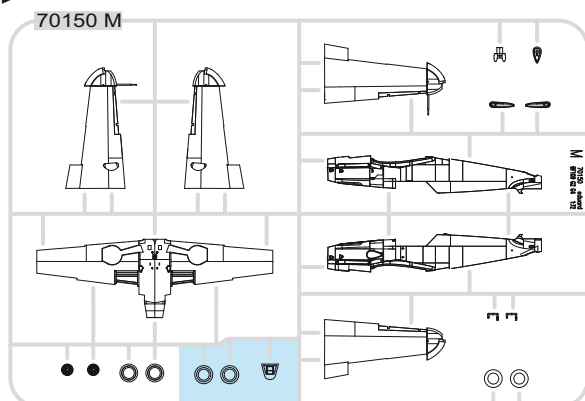
PIÈCES



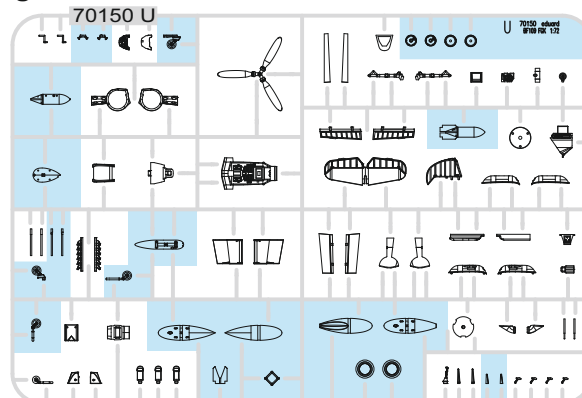
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PLASTIC PARTS

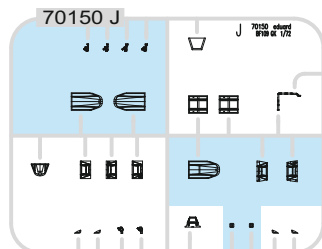
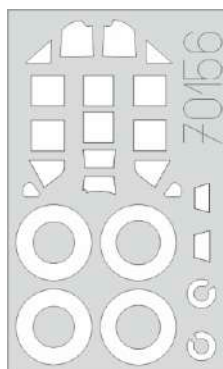
M>



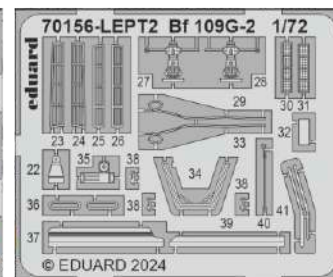
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J>

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



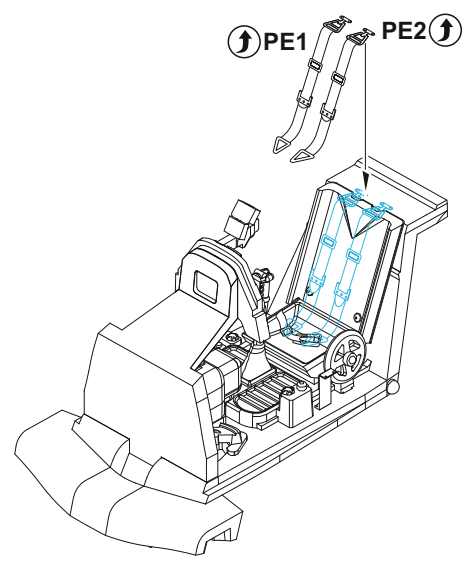
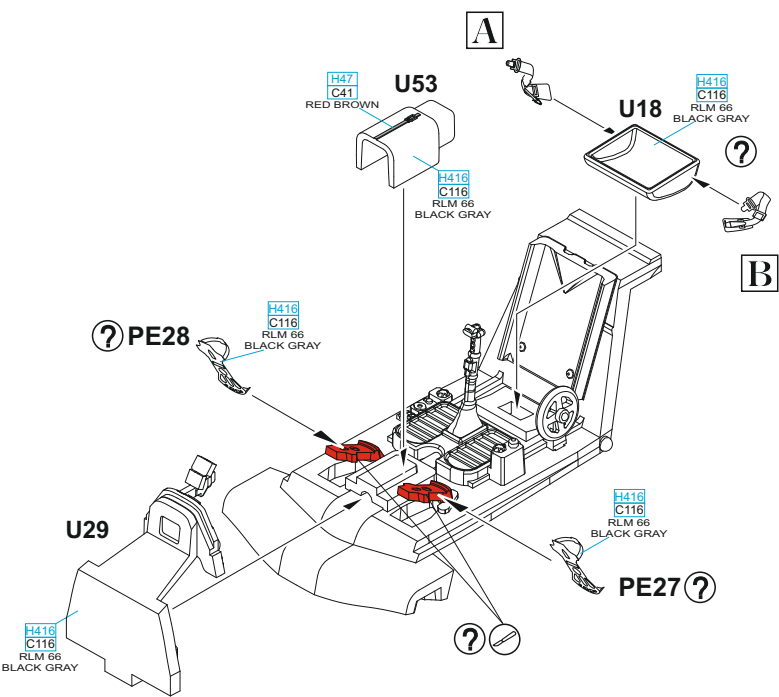
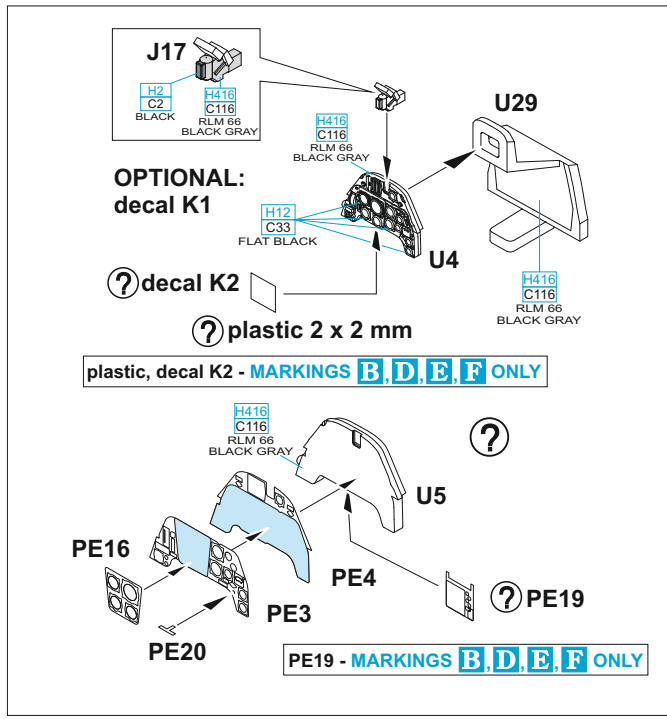
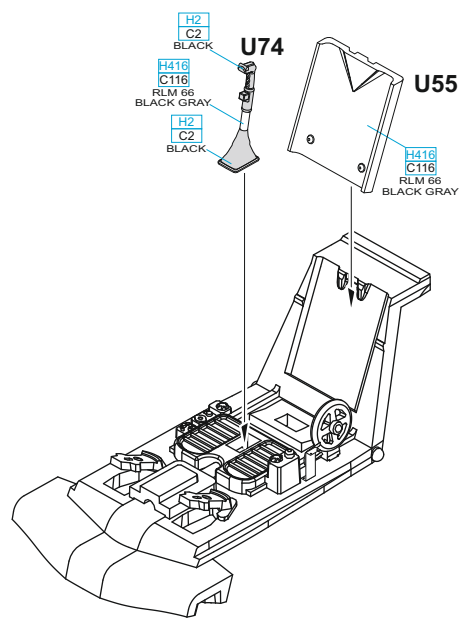
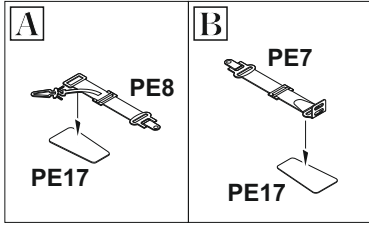
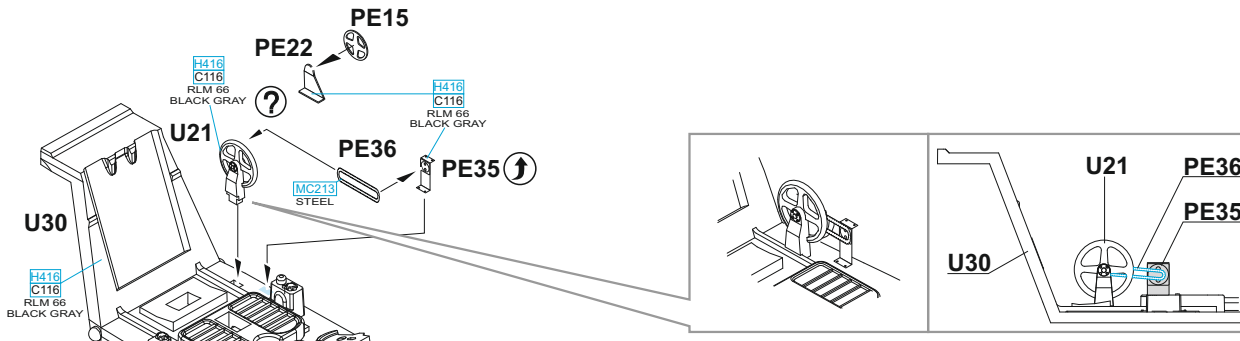
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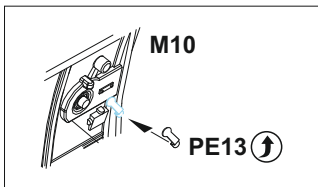
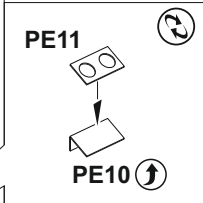
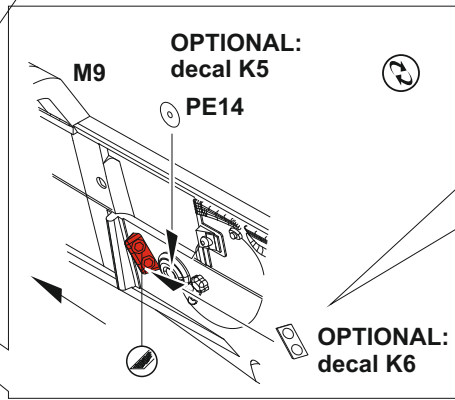
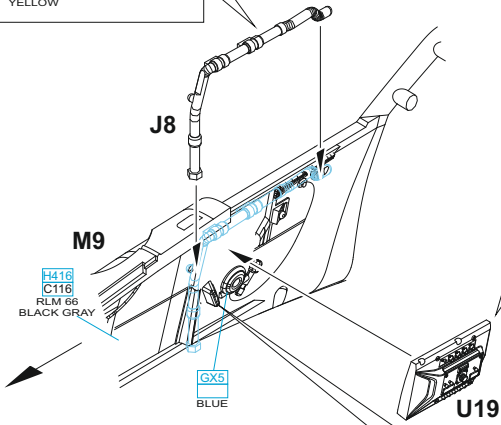
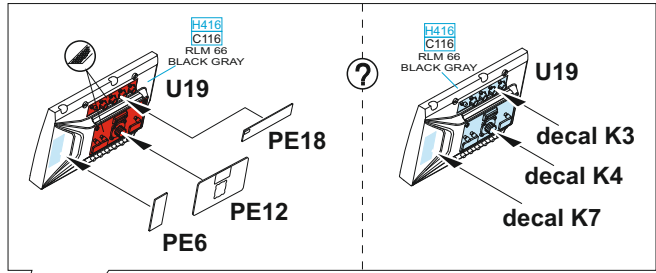
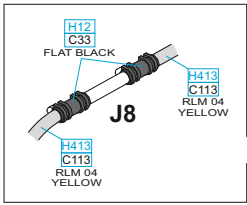


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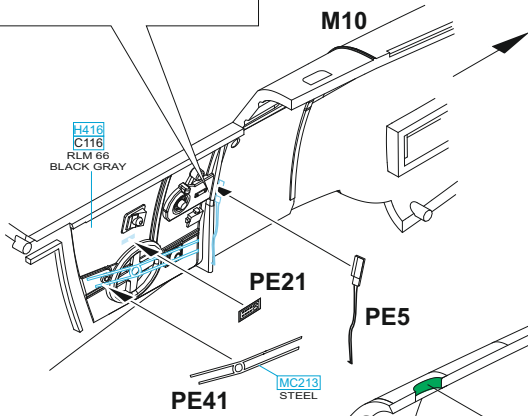
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H11	C62	FLAT WHITE
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H66	C119	RLM79 SAND YELLOW
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
H418	C118	RLM78 LIGHT BLUE
H420	C120	RLM80 OLIVE GREEN
Mr.METAL COLOR		
MC213		STEEL
MC214		DARK IRON
MC219		BRASS
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
Mr.COLOR GX		
GX05		SUSIE BLUE

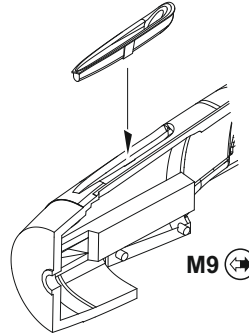




M7 port side
M8 starboard

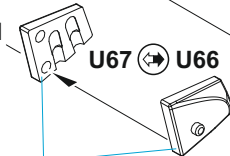


step 2



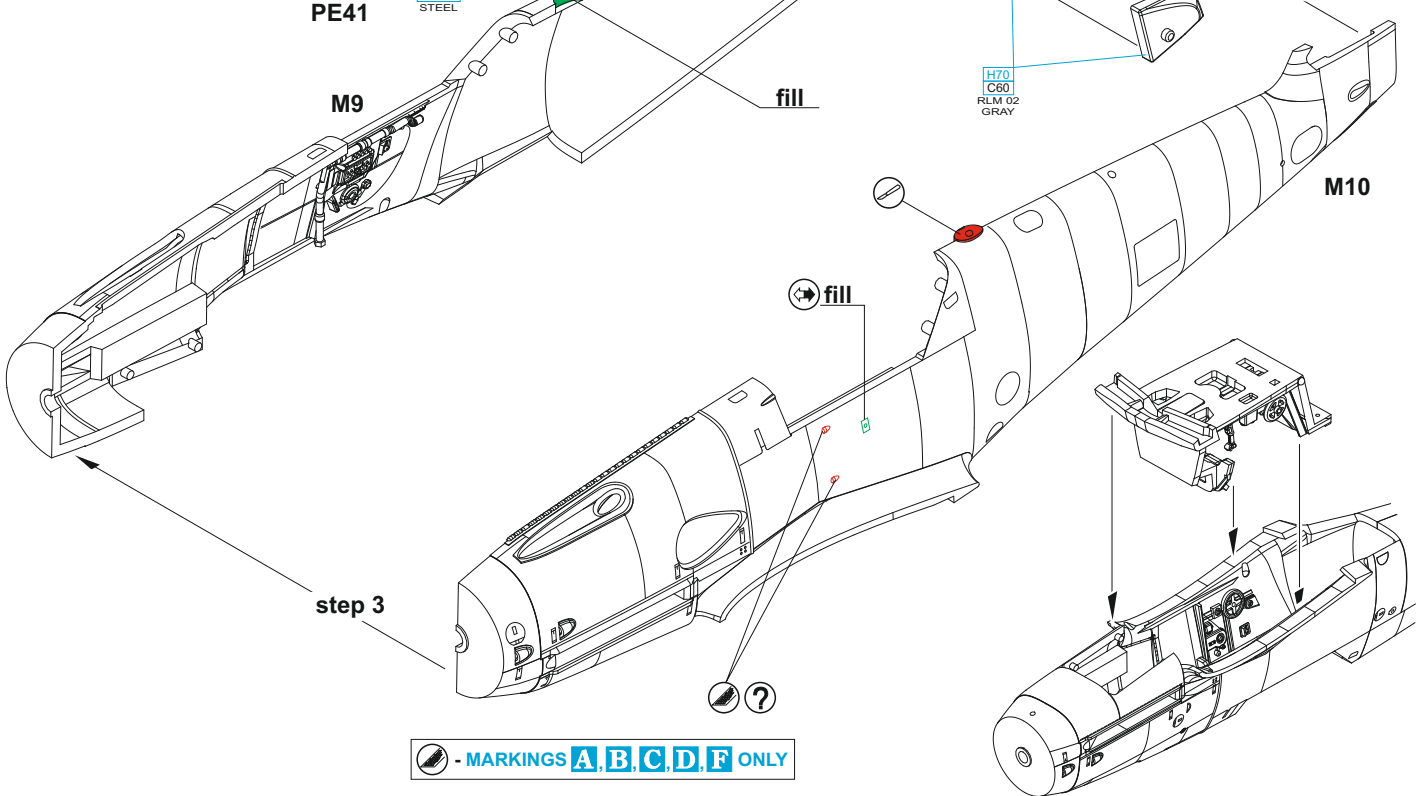
M9 → M10

step 1

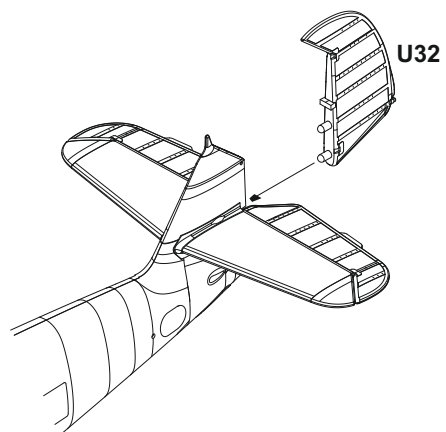
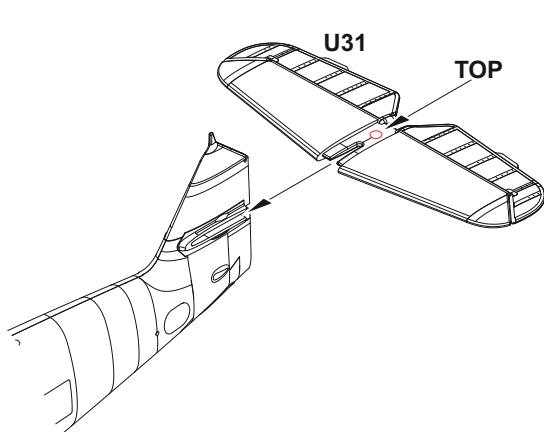
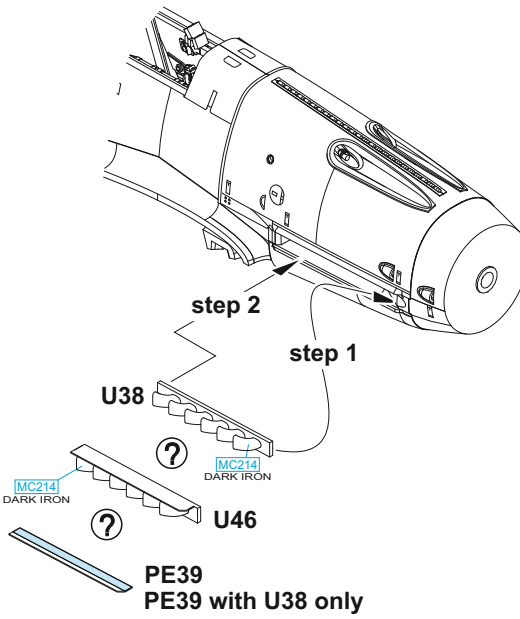
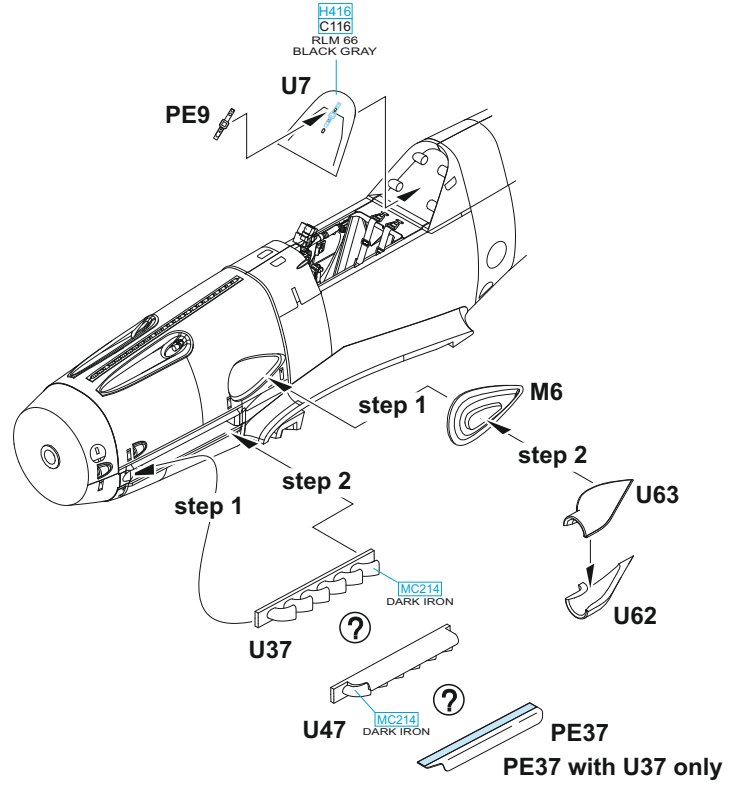
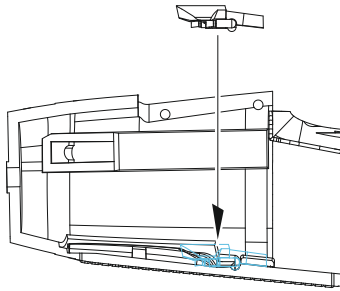
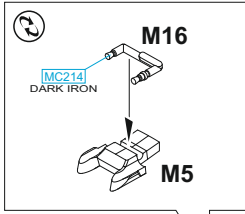


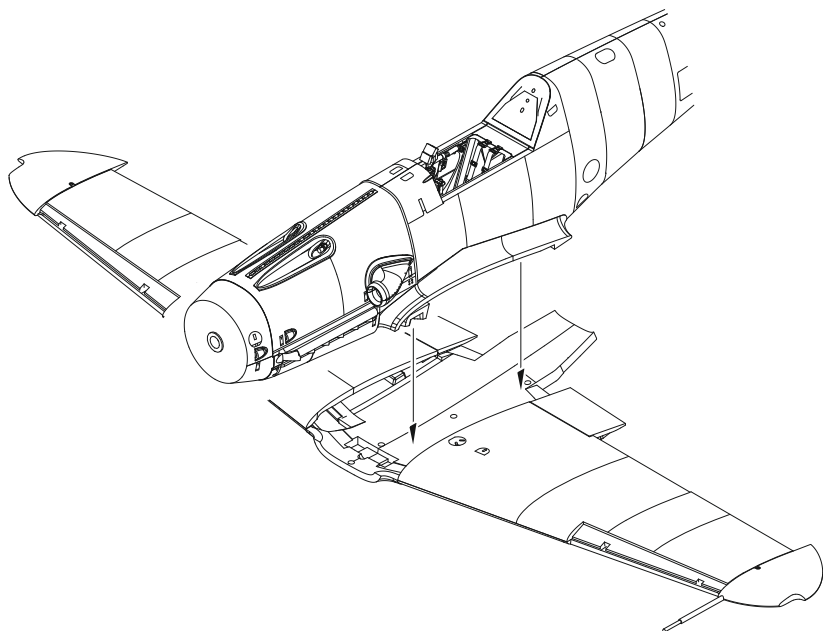
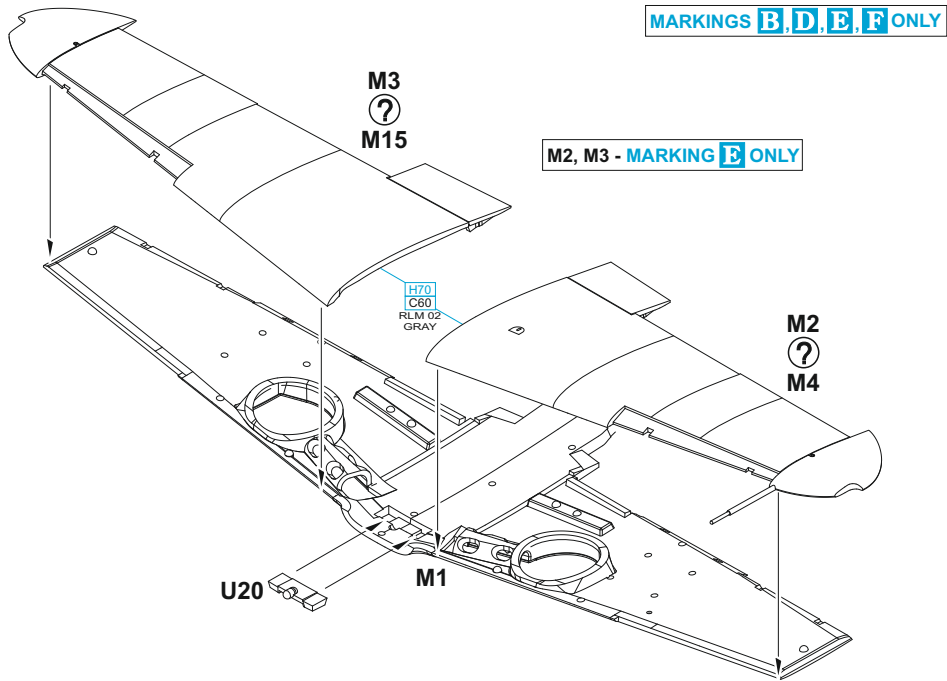
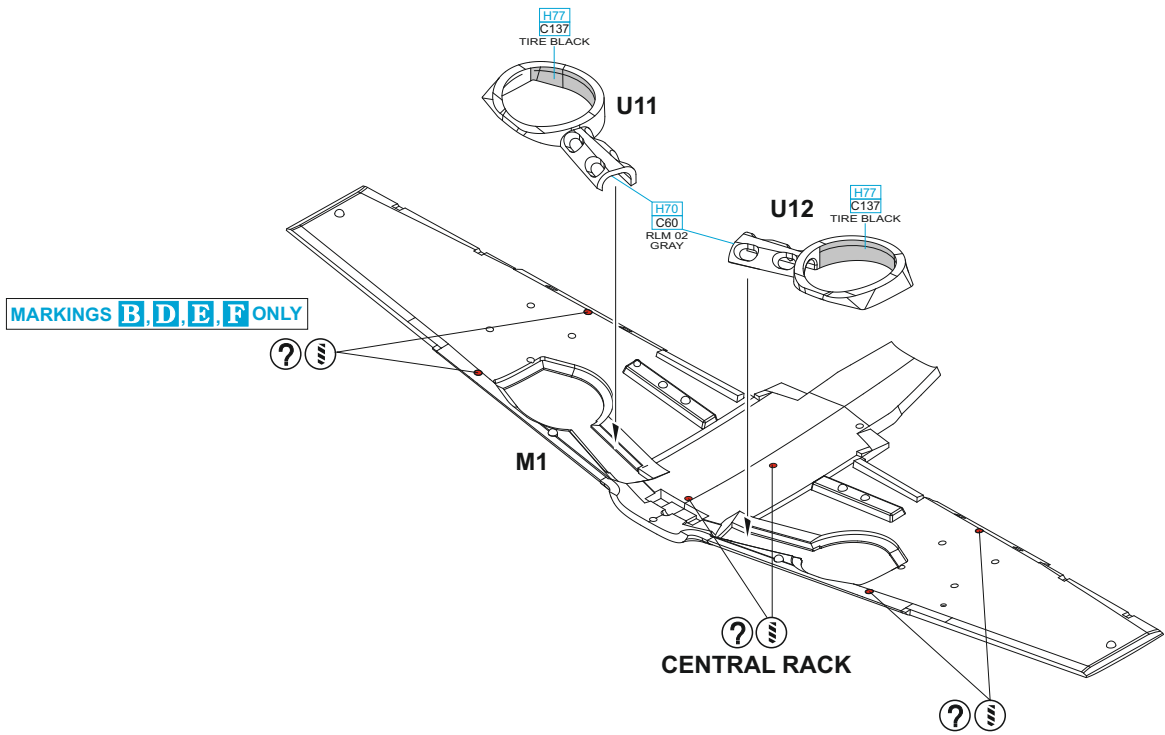
step 3

H70 C80 RLM 02 GRAY

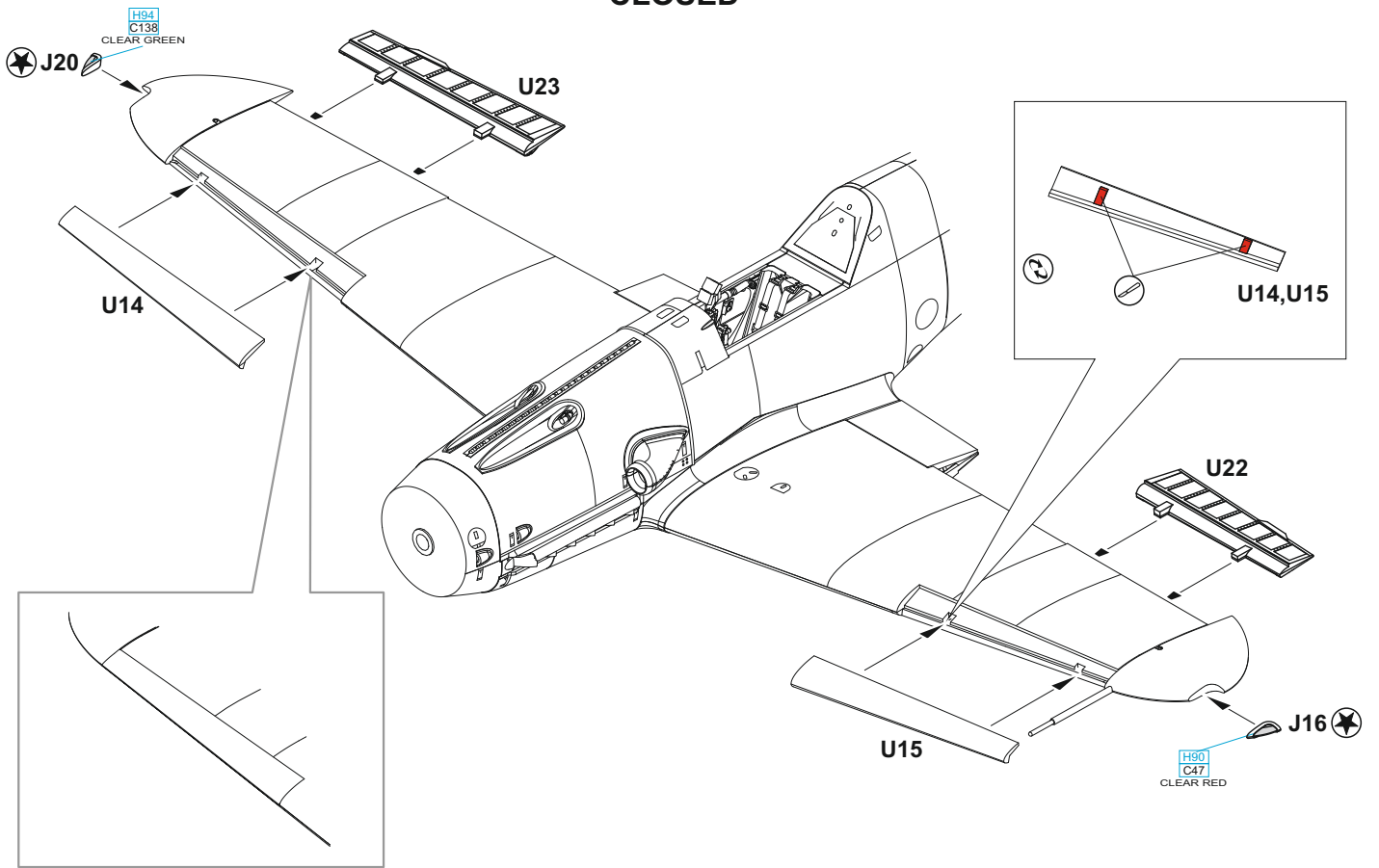


MARKINGS A, B, C, D, F ONLY

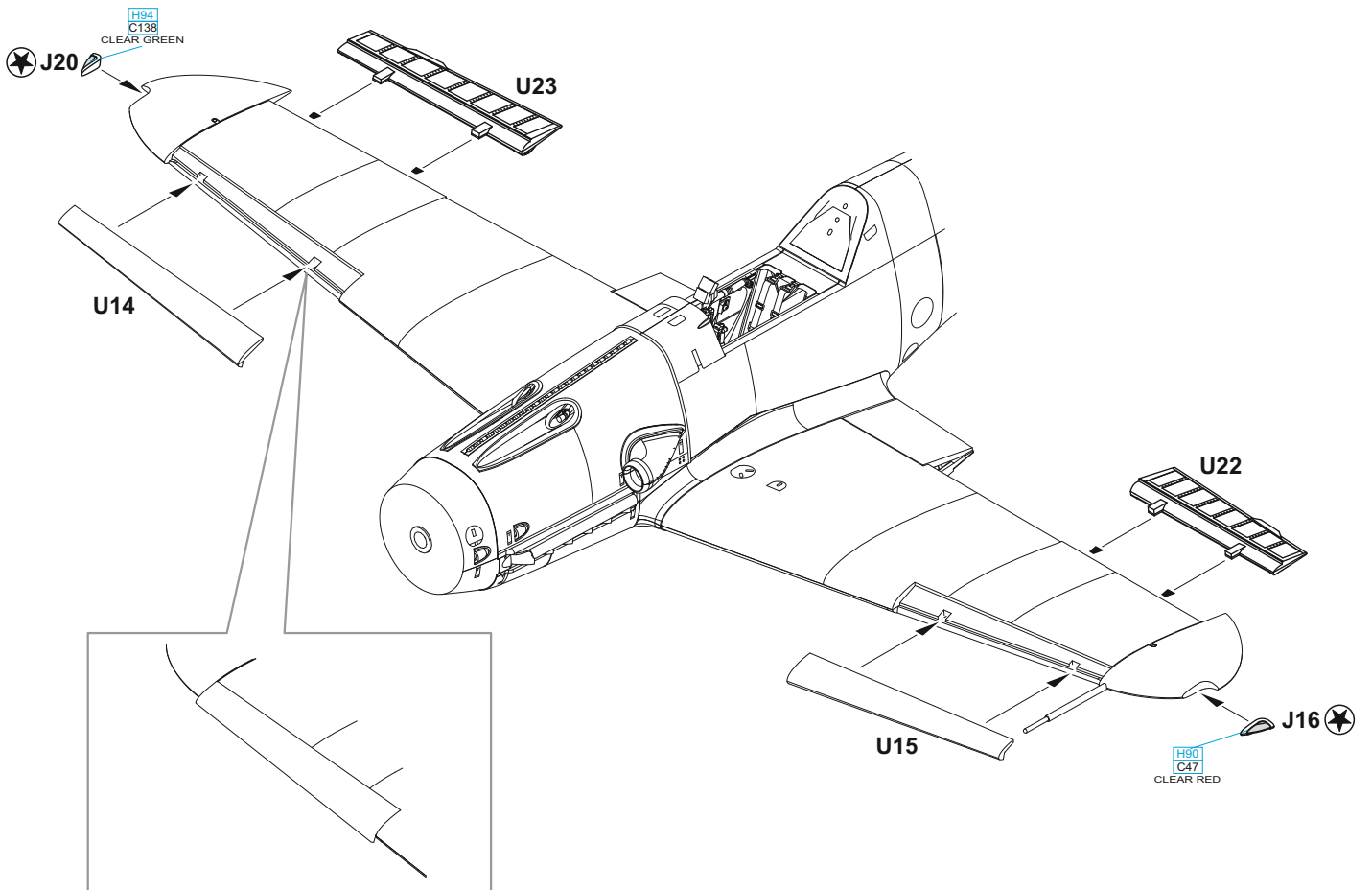




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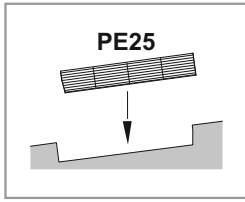


OPEN



FRONT VIEW

PE25



U40

?

U41

?

MC214
DARK IRON

PE23

PE25

MC214
DARK IRON

MC214
DARK IRON

PE26

?

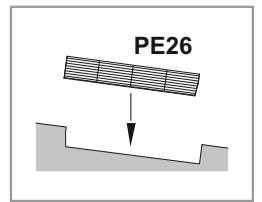
MC214
DARK IRON

PE24

?

FRONT VIEW

PE26



H70
C60
RLM 02
GRAY

H70
C60
RLM 02
GRAY

U28

H70
C60
RLM 02
GRAY

**PE32, decal 48 -
MARKING D ONLY**

PE30

MC214
DARK IRON

PE31

MC214
DARK IRON

H11
C62
FLAT WHITE

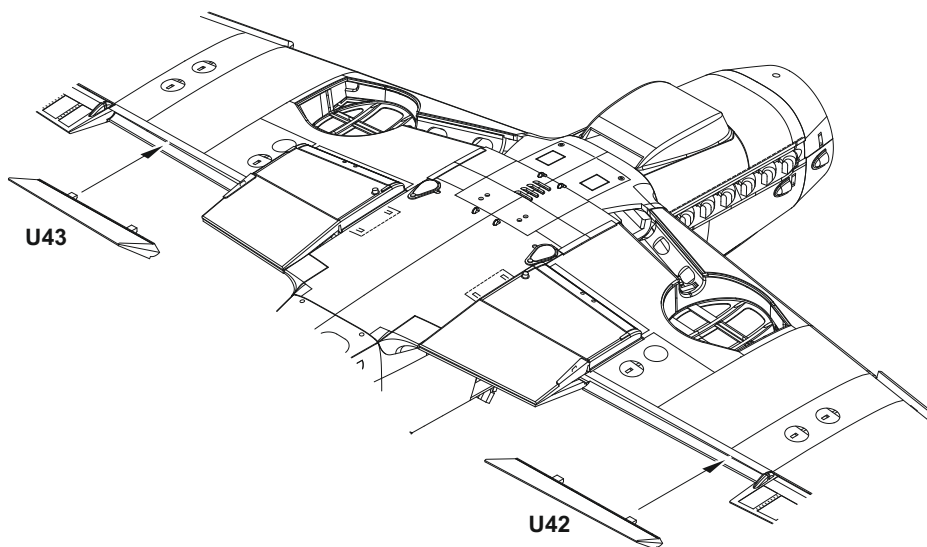
?

?

decal 48

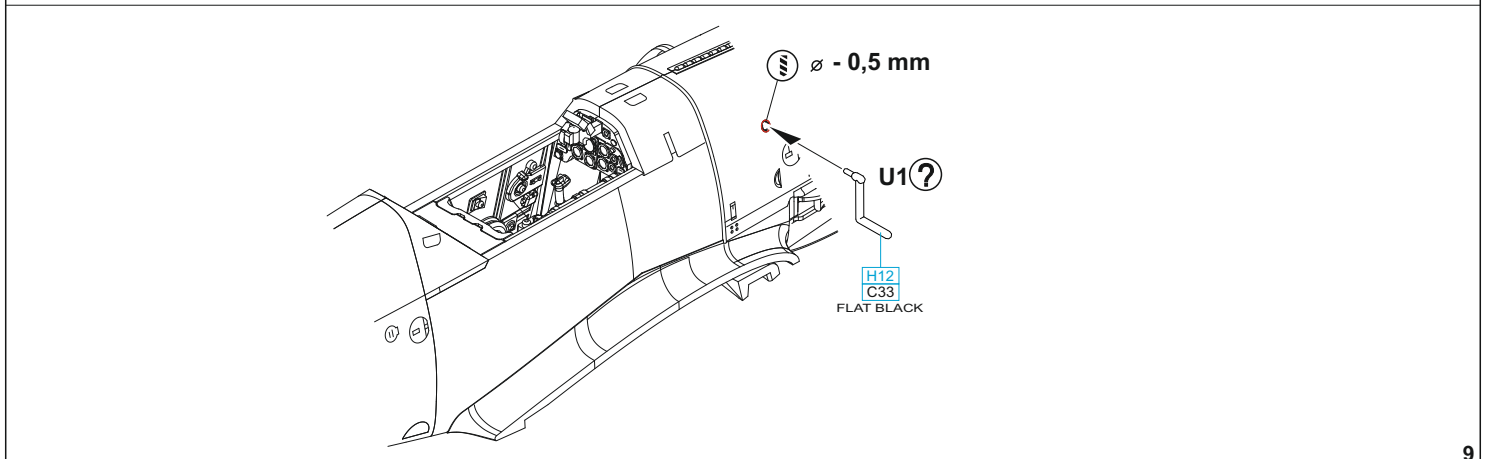
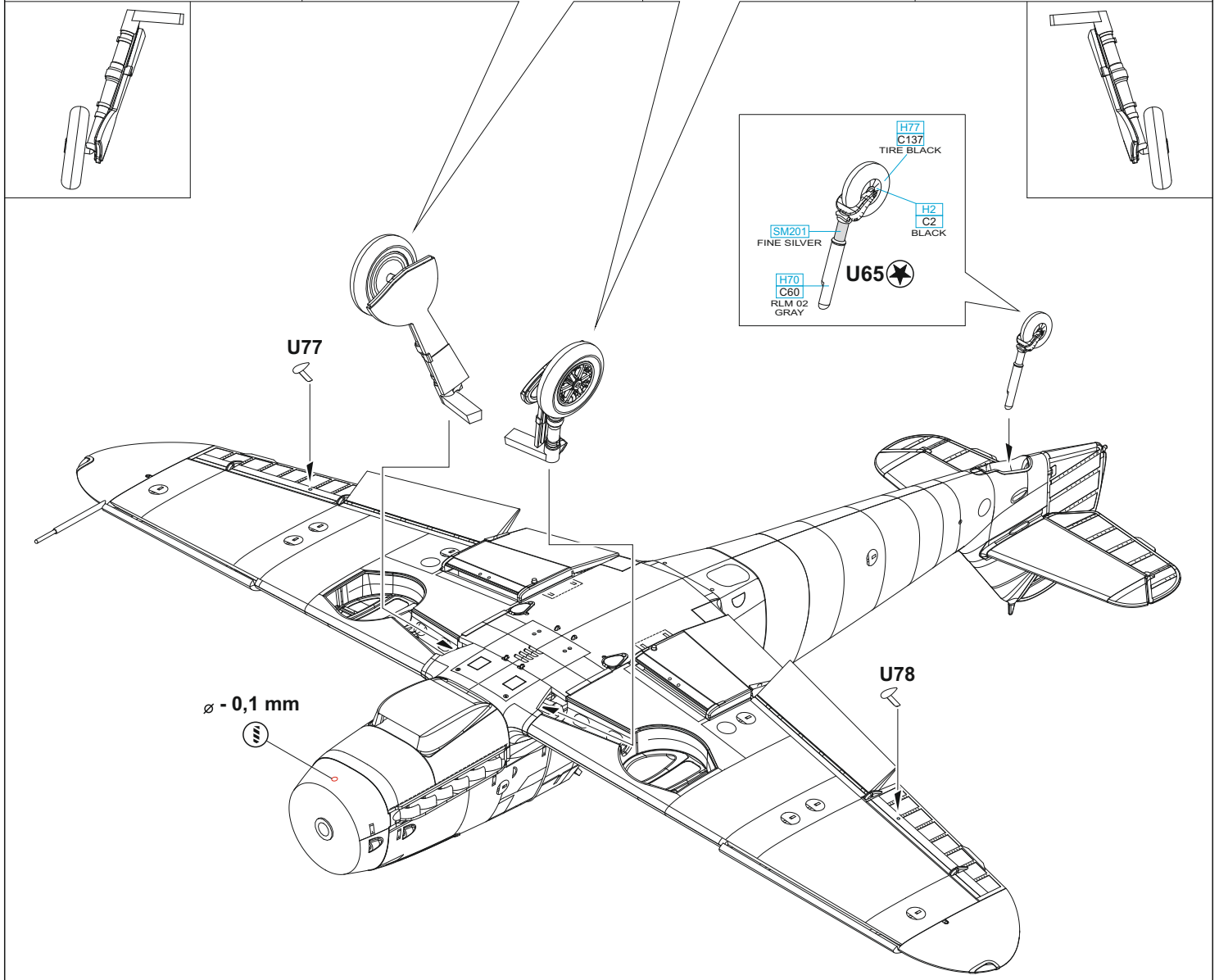
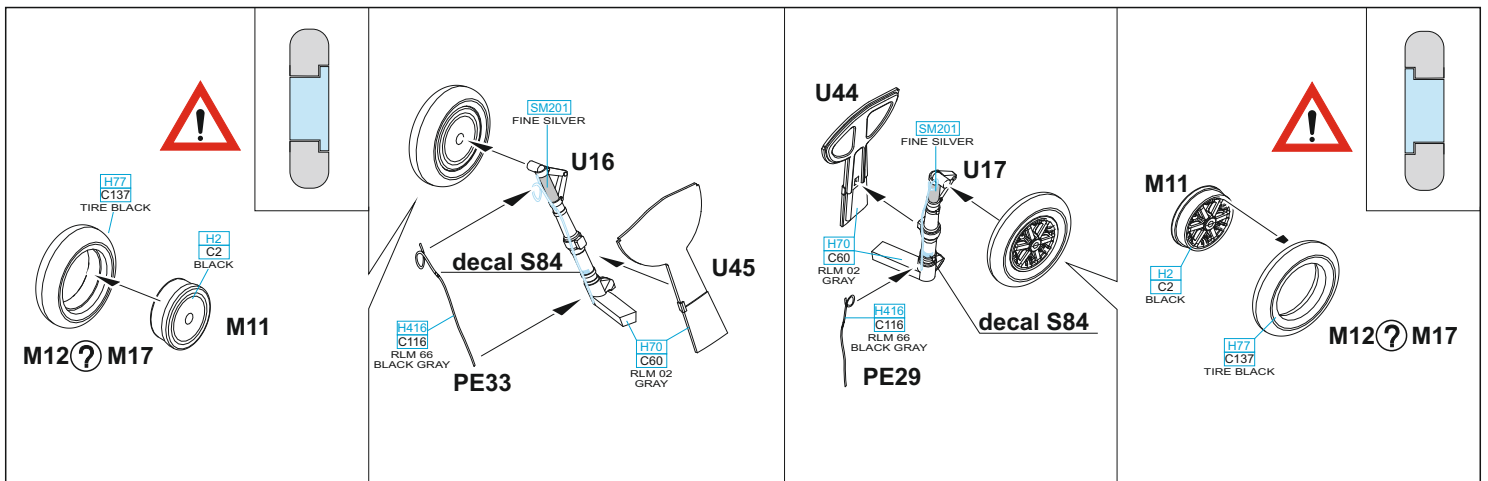
U56

H70
C60
RLM 02
GRAY

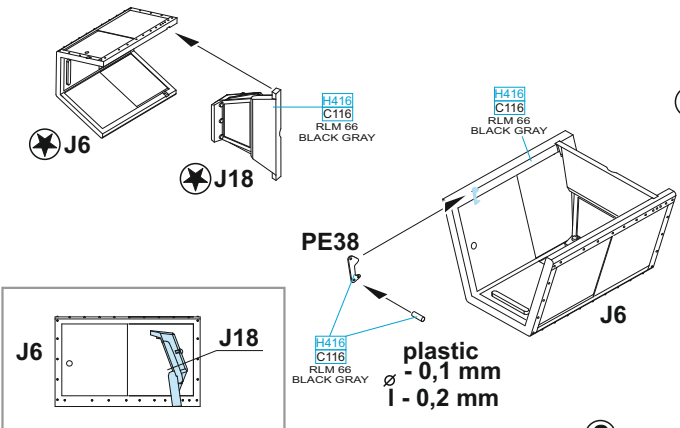


U43

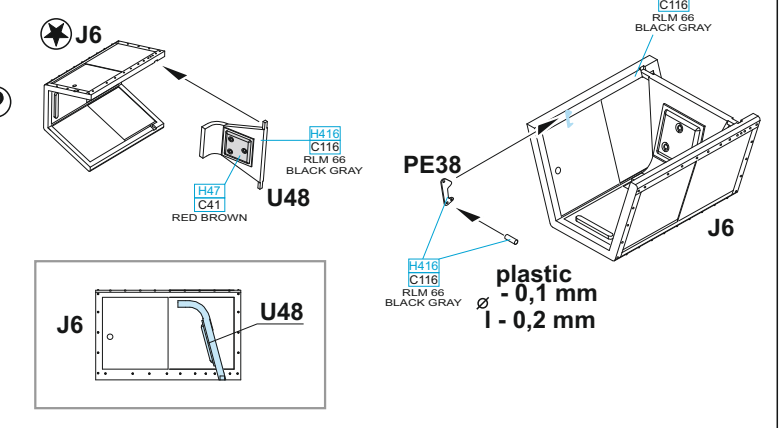
U42



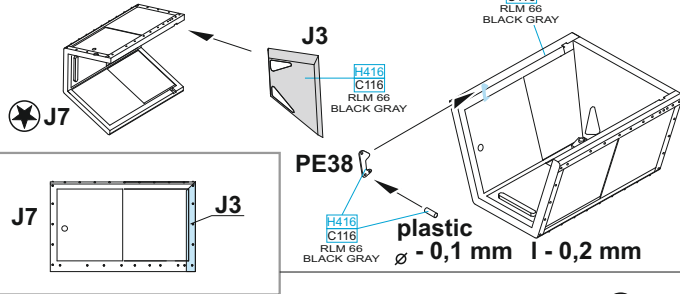
MARKINGS C, E ONLY



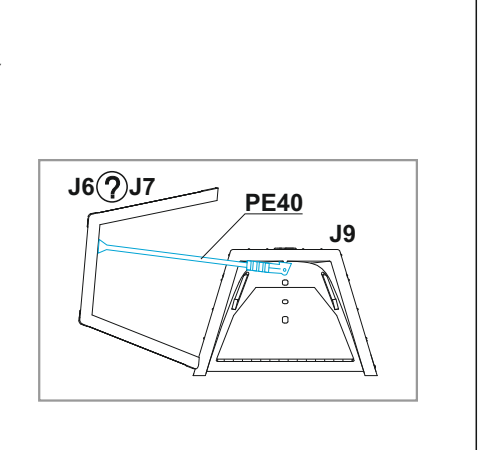
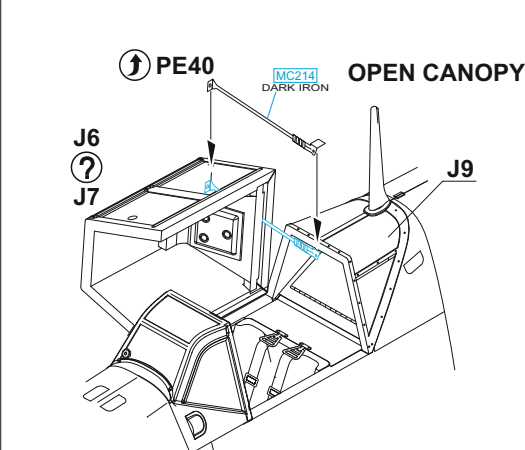
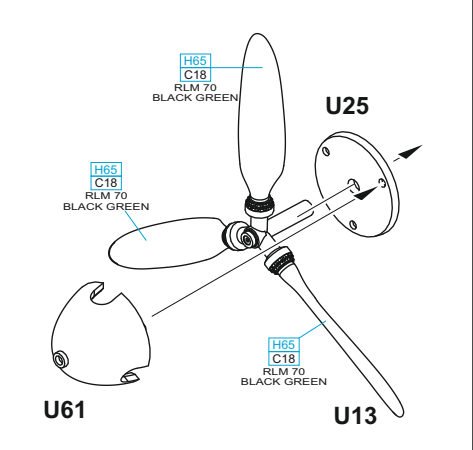
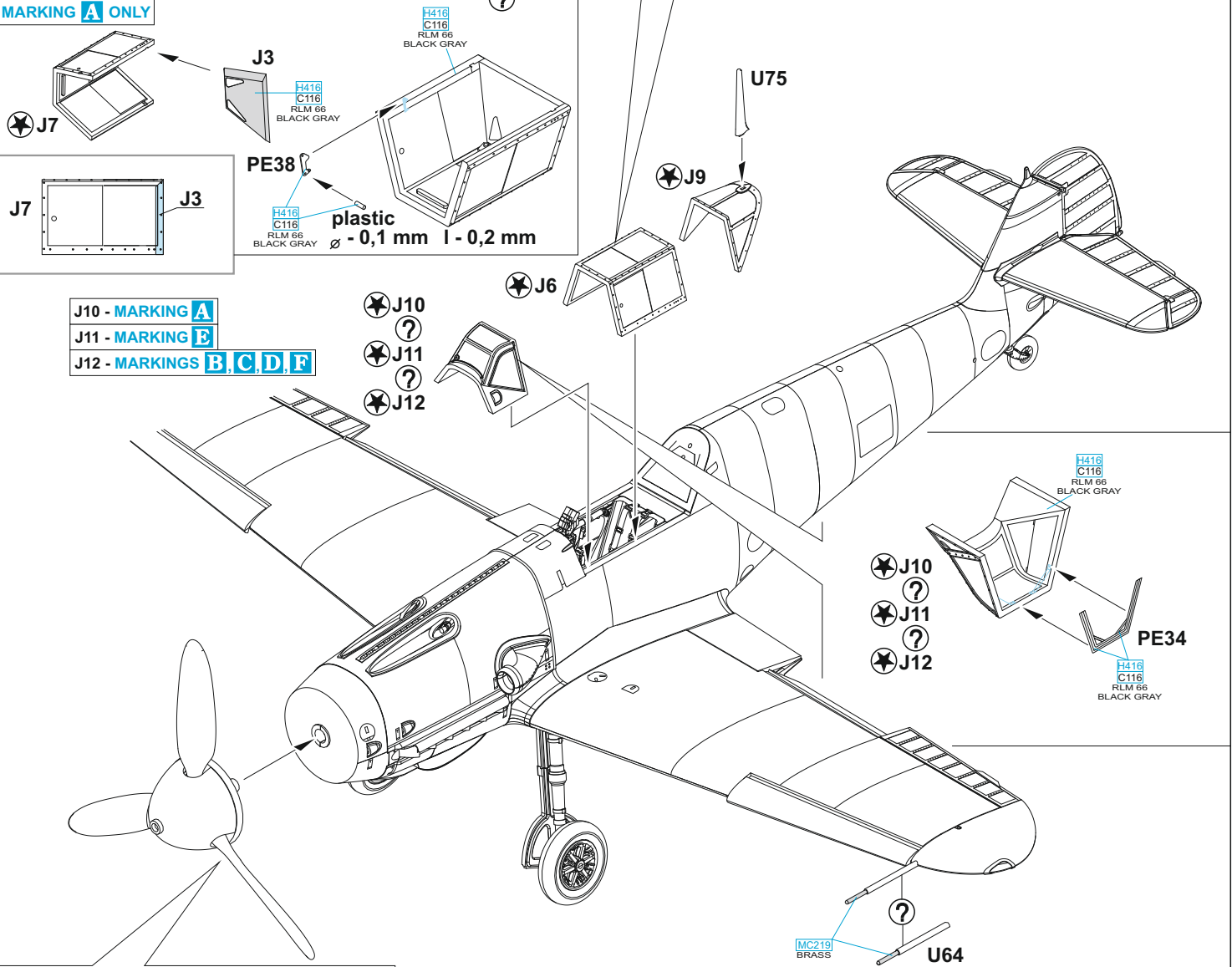
MARKINGS B, D, F ONLY

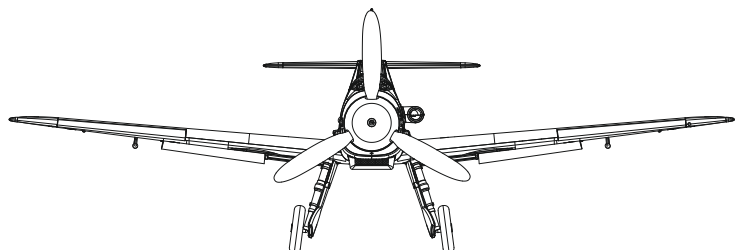
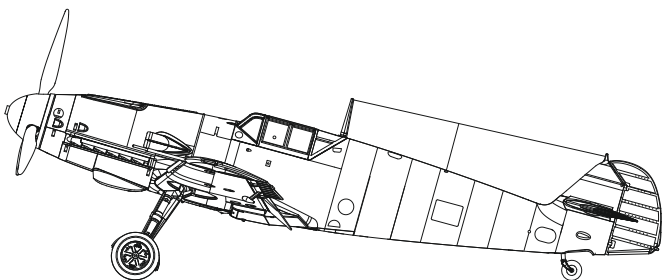
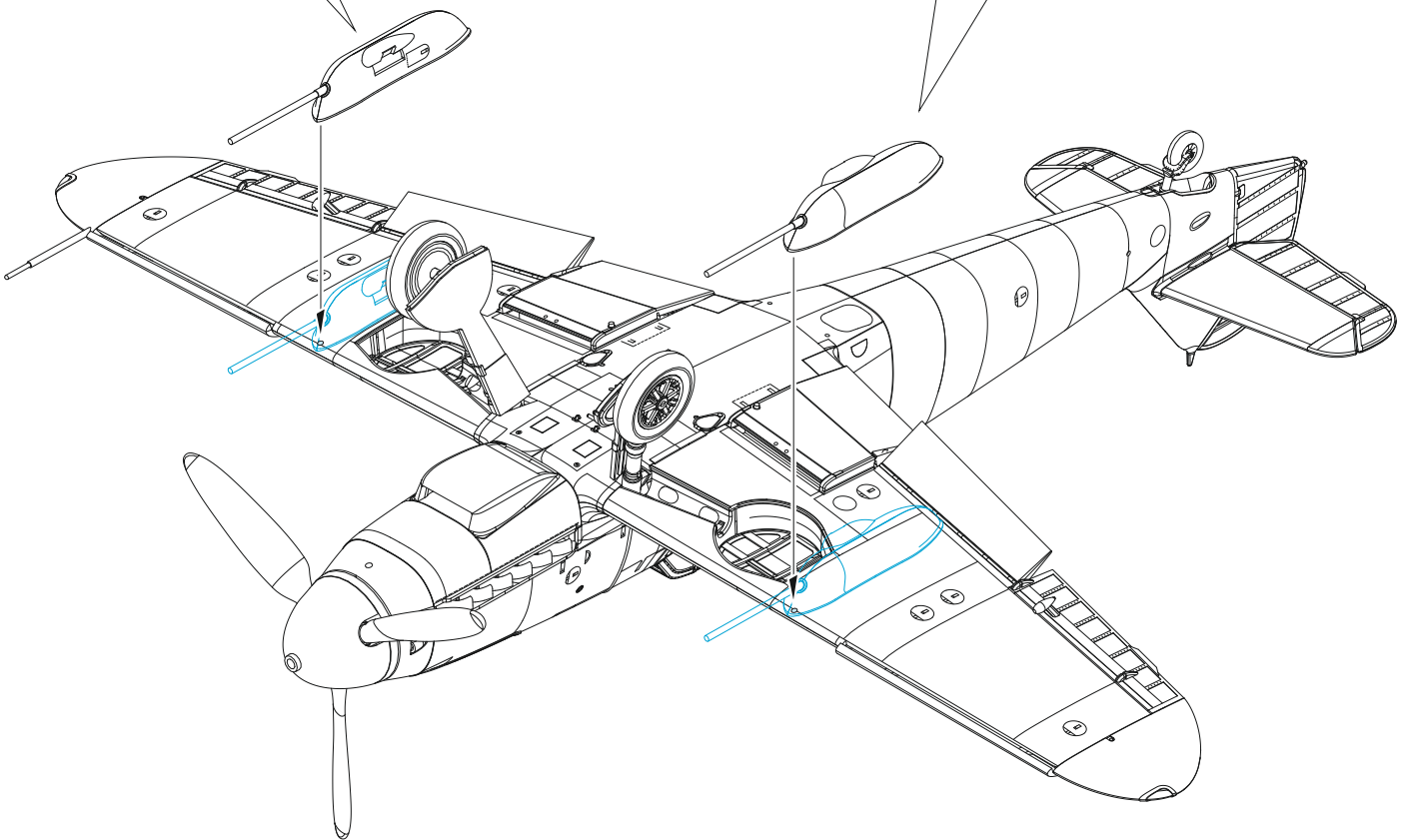
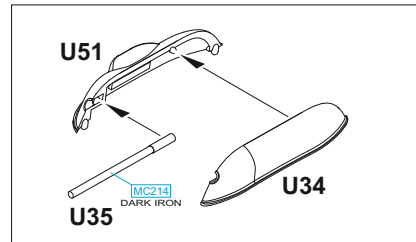
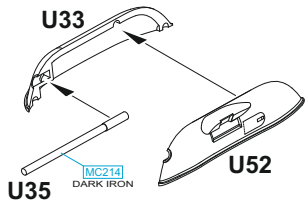


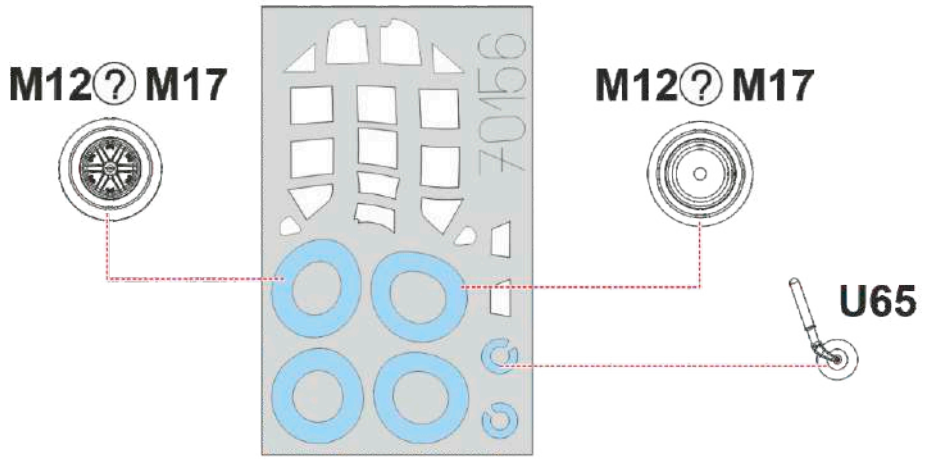
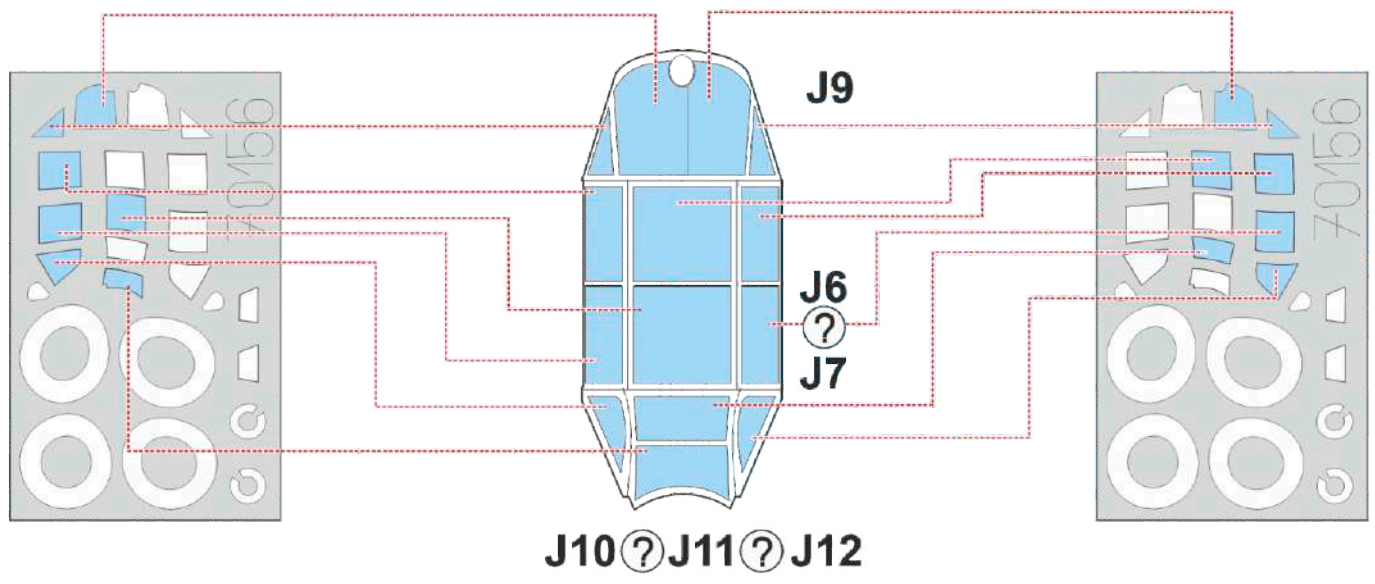
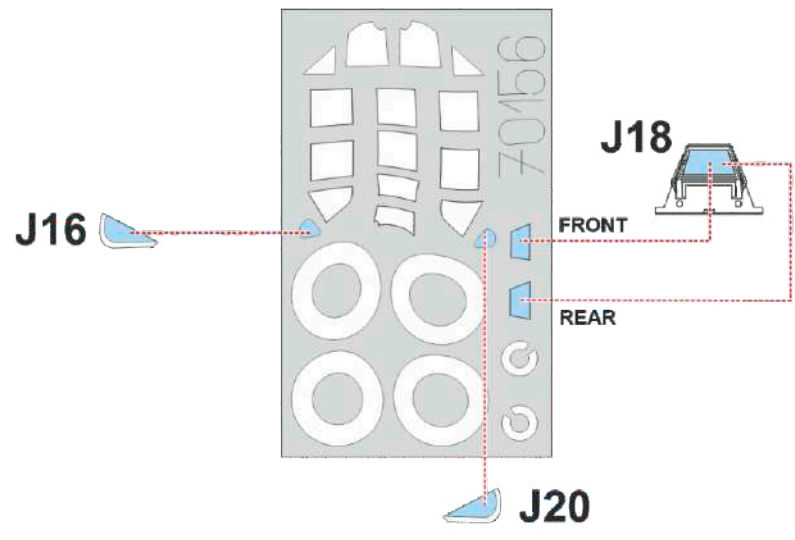
MARKING A ONLY



- J10 - MARKING A
- J11 - MARKING E
- J12 - MARKINGS B, C, D, F

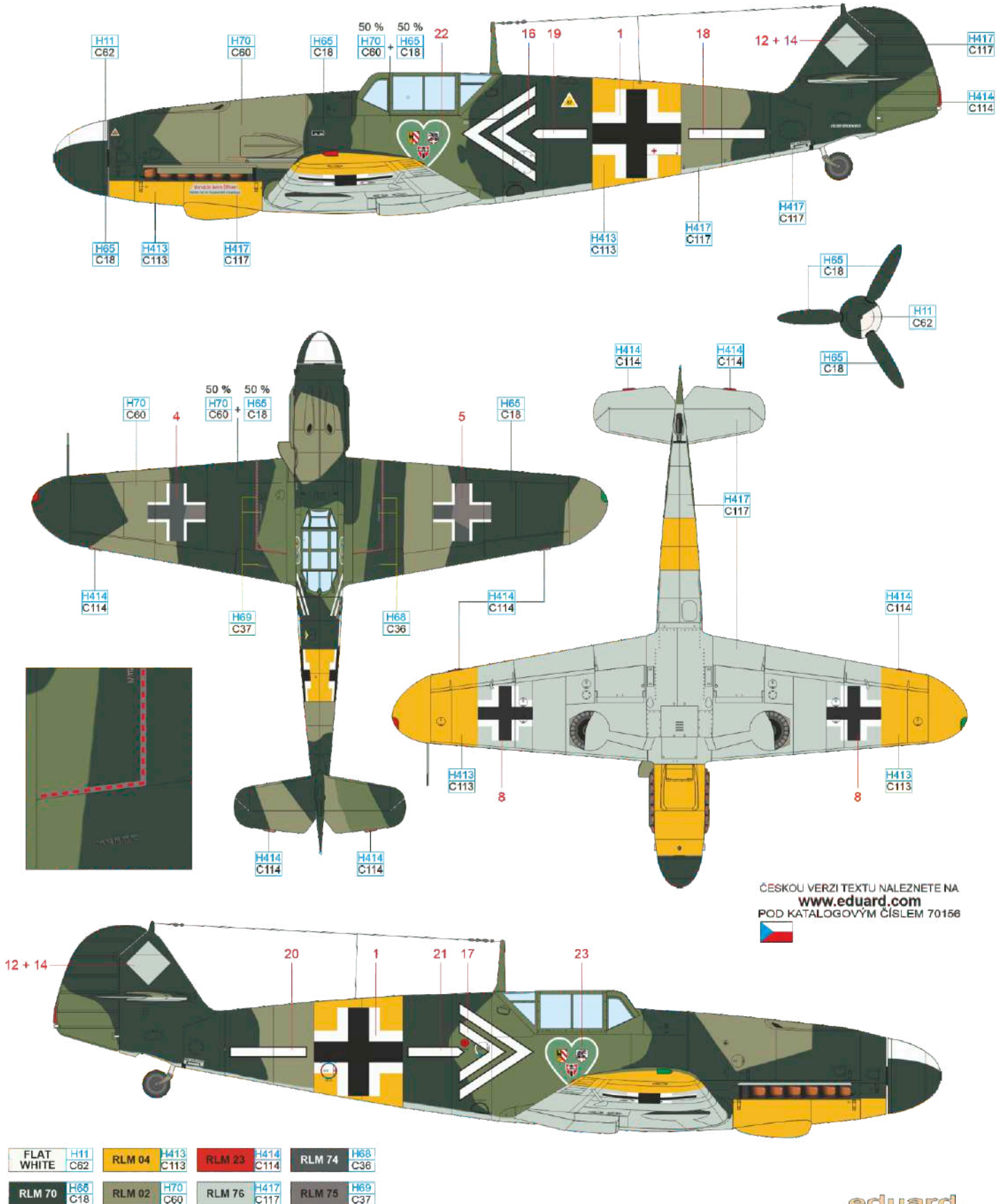




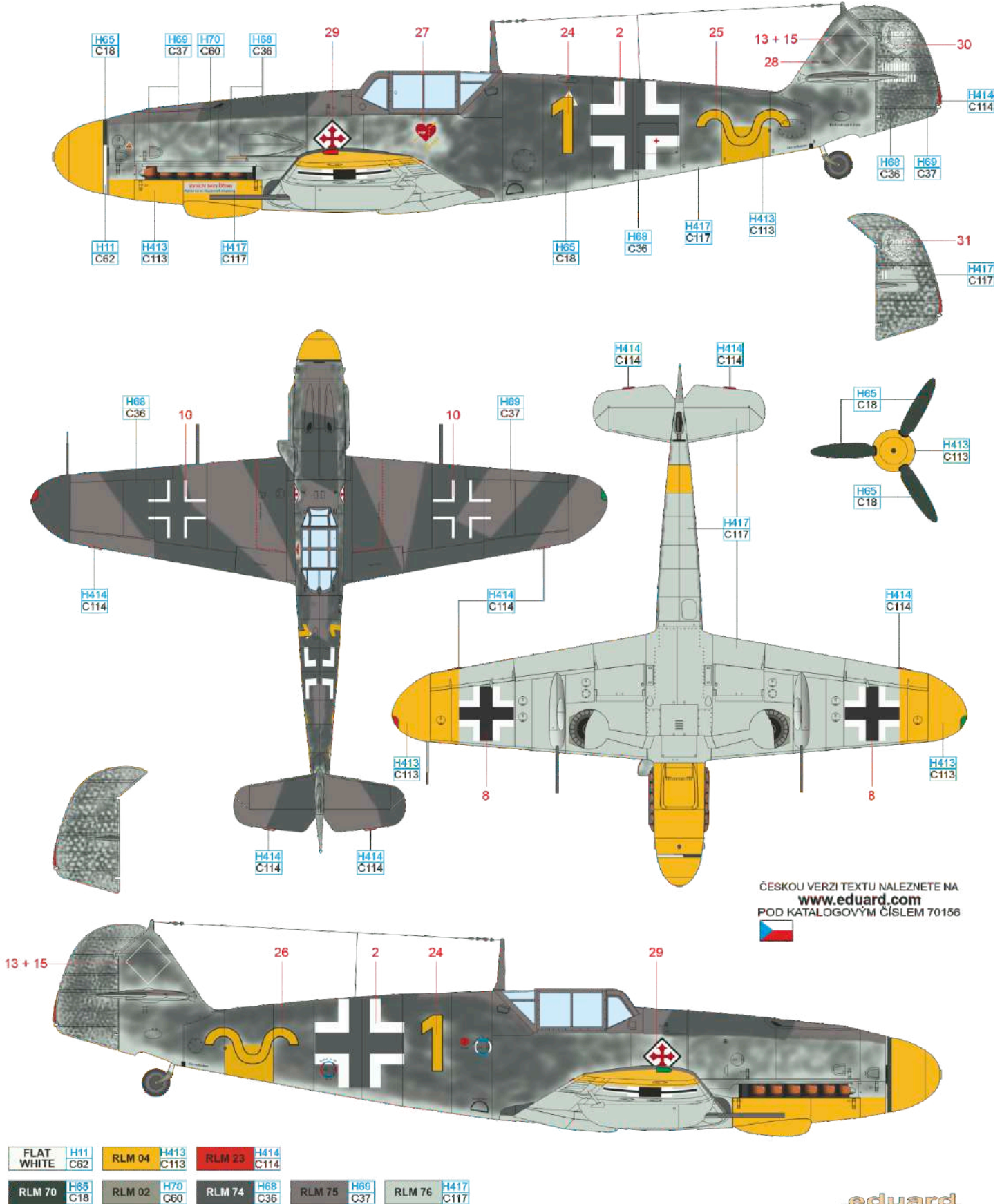


A Bf 109G-2, Maj. Johannes Trautloft, CO of JG 54, the Soviet Union, August 1942

Hannes Trautloft started his combat career in the Spanish Civil War. He flew the Bf 109s and participated in the development of tactics for this fighter. He fought in the Polish campaign as well as in France and managed to achieve at least one victory in every campaign. On August 25, 1940, he assumed command of JG 54. He led this fighter unit through Operation Barbarossa, the attack on the Soviet Union, and in subsequent combat til July 5, 1943. Trautloft was credited with 58 victories, and he was awarded the Knight's Cross on July 27, 1941. His personal aircraft sported a non-standard camouflage scheme. It is not clear which colors were used by JG 54 during its deployment to the Soviet Union. One theory supported the notion that the scheme consisted of RLM 70, 02 and 76. The "middle green" color was mixed from RLM70 and RLM02 shades. Note the remnants of RLM 76 color around the swastika. This aircraft was equipped with pressurized canopy, typical for G-1 or G-3 versions. Some of the stencils, including the "Do Not Walk" lines, were covered by tape prior to overspray and so they stayed visible.



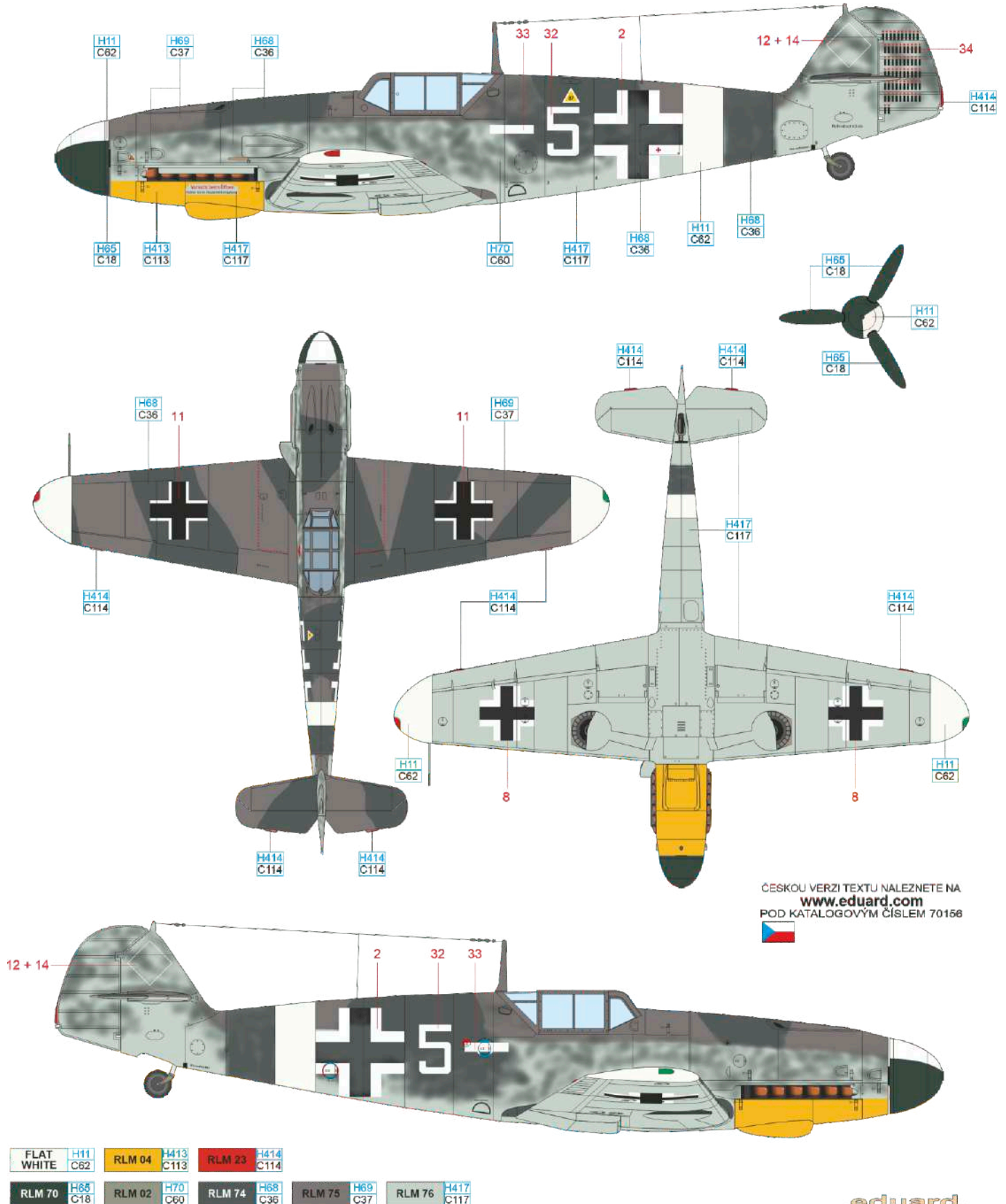
Hermann Anton Graf was born on October 24, 1912. He trained as a locksmith and was a keen footballer in his youth. Later he took up gliding and was drafted into the army in 1939. He served with JG 51 from July 1939 and was a fighter instructor in the first half of 1940. In July 1940 he was assigned to 9./JG 52 and took part in the fighting over Greece and Crete in April 1941. He achieved his first aerial victory on August 4, 1941, near Kyiv and things began to change. In January 1942, Graf received Ritterkreuz for his 45th victory and in March he became CO of 9./JG 52, the so-called "Karaya Staffel". He achieved his 100th victory on May 14, 1942, shot down his 150th enemy on September 4, and on September 26 became the first German fighter to surpass the 200 victory mark. For these accomplishments he received the Brilliants to the Knight's Cross with Oak Leaves and Swords. He later commanded units of the Erg. Gr. Ost, JG 50, JG 1, JG 11 and JG 52. He was handed over to the Soviets by American forces after the surrender and returned from captivity in December 1949. The aircraft WNr. 13531, manufactured at the WNF factory, had darkened paint scheme on the fuselage, probably with the use of RLM 70 color. The left side of the rudder showed the symbols of the kills. Decal sheet provides two options. The rudder with 172 kills, which bears a dull camouflage or rudder with light spots in the RLM 76 colour and 202 kill marks.



ČESKOU VERZI TEXTU NALEZNETE NA
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 POD KATALOGOVÝM ČÍSLEM 70156

C Bf 109G-2, Fw. Anton Hafner, 4./JG 51, El Aouina, Tunis, December 1942

Anton Hafner was born on June 2, 1918, in Erbach near Ulm. In 1940 he successfully completed his fighter pilot training. After the training he joined JG 51 and remained with this unit for the rest of his fighter pilot career. On August 22, 1942, he shot down his 60th enemy, which brought him the Knight's Cross – he received it the next day. At the beginning of November 1942, the II. Gruppe JG 51 moved from the Eastern Front to Africa. On January 2, 1943, Anton Hafner was shot down. He survived and upon his return from hospital he joined the Stabstaffel JG 51. On May 15, 1944, he overtook the command of 8./JG 51. On October 17, 1944, Oblt. Anton Hafner, the bearer of the Knight's Cross with Oak Leaves, shot down his 204th enemy, the Soviet Yak-7 aircraft. During the battle, while performing a low flight with his Messerschmitt Bf 109G-6, he hit a tree and died in the crash. The aircraft of the II. Gruppe JG 51 moved to Africa from the Eastern Front and were camouflaged with RLM 74/75/76 colors. The yellow identification elements marking the aircraft operating in the Eastern Front were repainted and substituted by white complements on the wingtips and on the tail of the fuselage. The rudder was adorned with the sign representing the number of Anton Hafner's victories. Ahead of the fuselage number there was an irregularity – a white horizontal band marking the aircraft of the II. Gruppe.



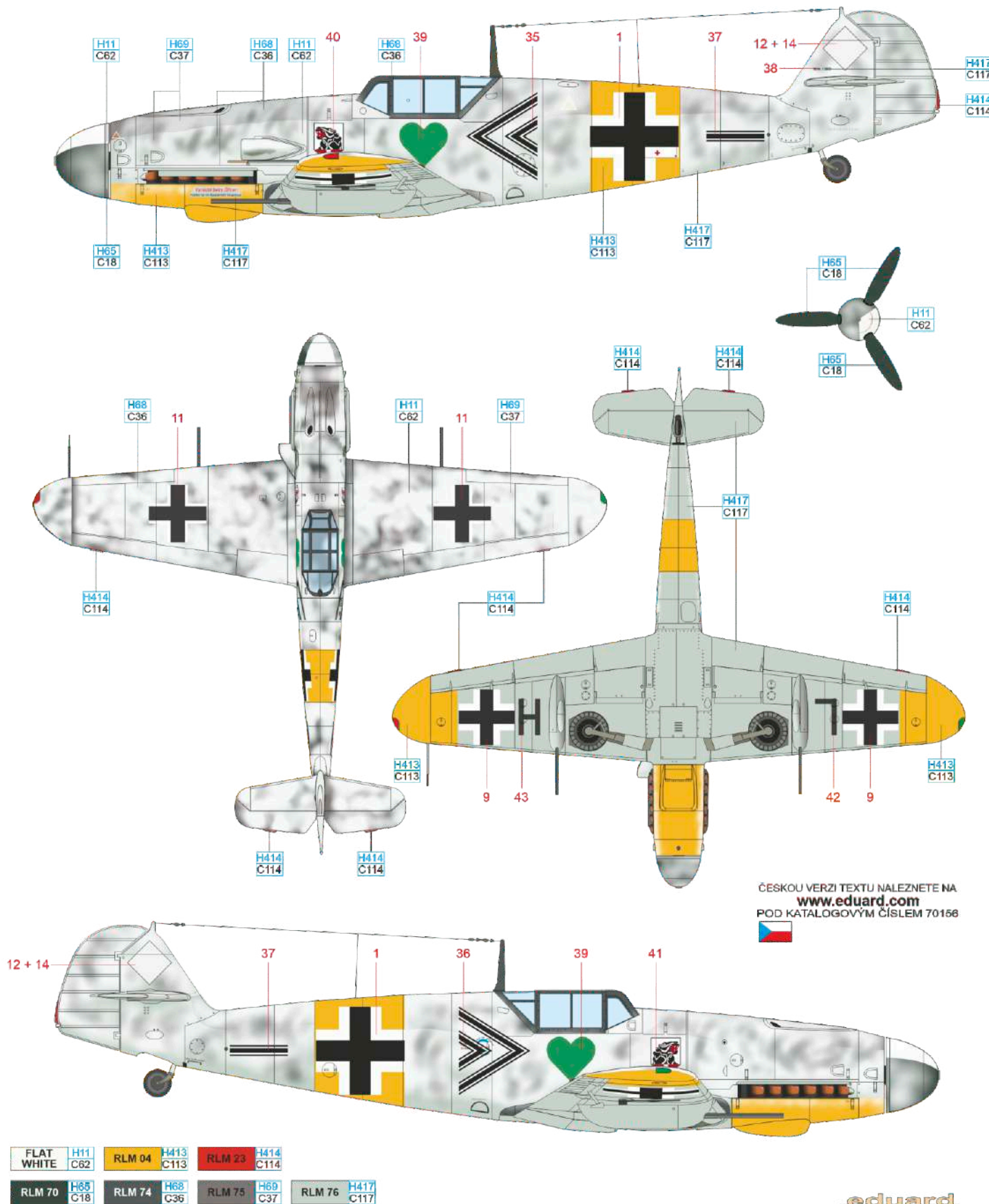
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FLAT WHITE	H11 C62	RLM 04	H413 C113	RLM 23	H414 C114	
RLM 70	H65 C18	RLM 02	H70 C60	RLM 74	H68 C36	
			RLM 75	H69 C37	RLM 76	H417 C117

D Bf 109G-2/R6, WNr. 13949, Maj. Hans Hahn, CO of II./JG 54, Rjelbicy, the Soviet Union, January 1943

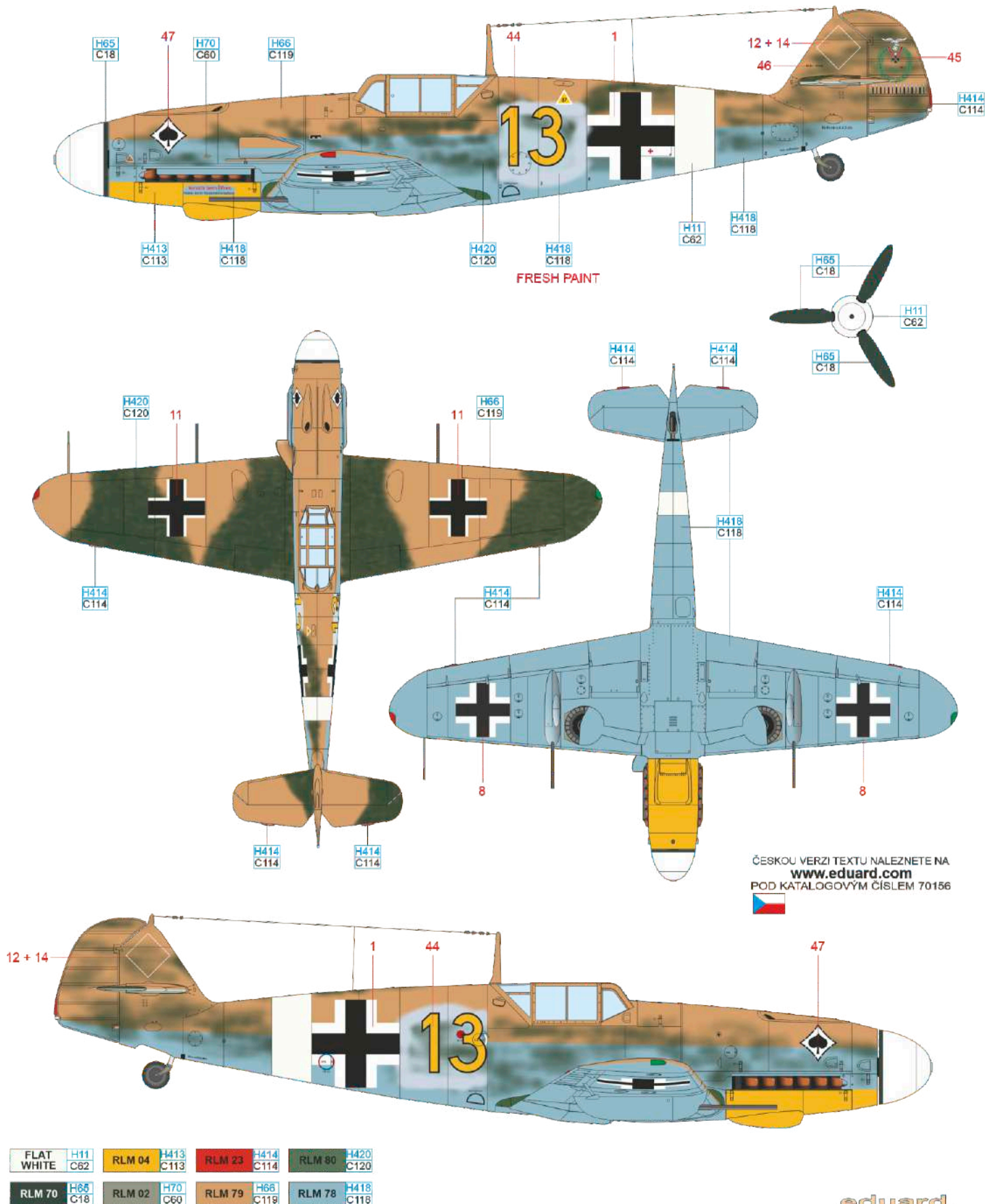
Hans Hahn, a fighter ace and a holder of the Knight's Cross with Oak Leaves, held a list of command positions throughout his career. From December 1939 he commanded 4./JG 2 and from October 29, 1940, he led III./JG 2. Starting on November 1, 1942, he took over command of II./JG 54, and led this Gruppe until February 21, 1943, when he was shot down and taken prisoner by the Soviets. He wasn't freed until 1950. At the time of his capture, he had attained 108 kills, 66 of them were achieved on the Western Front. According to Russian sources, "Assi" Hahn was shot down by Soviet ace Lt. P. Grazhdaninov. Hahn himself noted that after shooting down a La-5, he was hit in the port wing and suffering an overheated engine, he was forced to land behind Soviet lines, where he was captured. His aircraft was oversprayed in white on the upper and side surfaces to better suit the winter conditions. Double chevron on the rear fuselage was the CO marking of II. Gruppe, and this Group's unit emblem appeared below the windscreen. The JG 54's Green Heart (Grünherz) marking is also present. The spinner and the lower sides of the engine cowl were lightly sprayed over in white. Hahn's aircraft was part of an exhibition of captured machines in Moscow.



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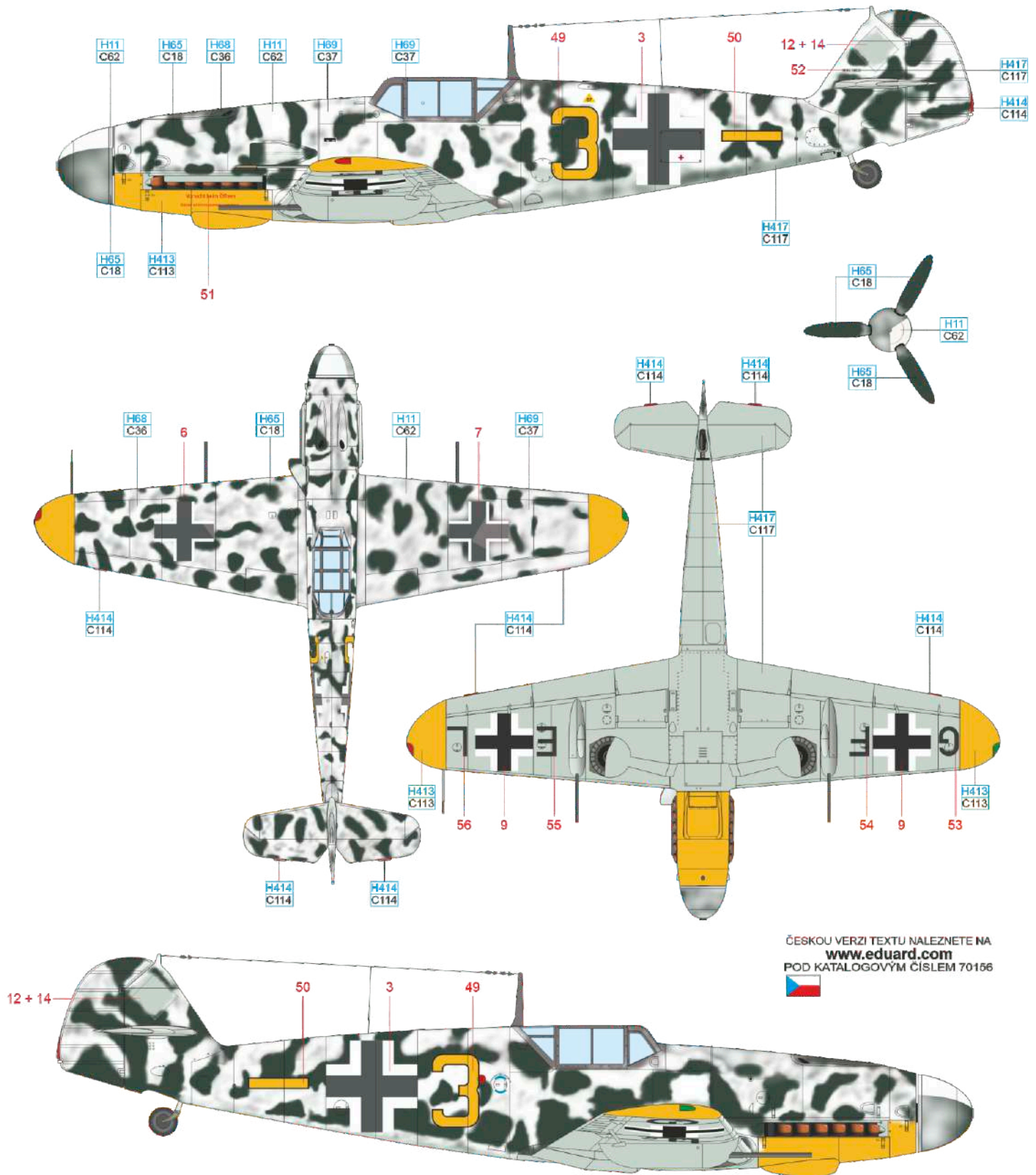
E Bf 109G-2/R6/Trop, WNr. 10805, Lt. Wilhelm Crinius, 3./JG 53, Bizerta, Tunis, January 1943

A native to Hohenhausen, Wilhelm Crinius joined Luftwaffe in January 1940. After his fighter pilot training in February 1942, he joined 3. Staffel JG 53 and fought in Malta, in the Eastern Front and in the North Africa. On September 23, 1942, he was awarded Knight's Cross with Oak Leaves for shooting down 100 enemy aircraft. Till January 8, 1943, he added 14 more shot downs. On January 13, though, the fortune had changed her mind. His aircraft was hit during the battle with Spitfires near El Kala. Crinius suffered thigh injury and due to the engine fire he was forced to perform a water landing. The next day fishermen saved him. After recovery he was sent to the POW camp. After the World War Two came to an end, he worked as a CEO of German subsidiary of Phillips, later as a chairman of the board of Ernst Düllmann GmbH. In 1989 he ran as a candidate of Deutsche Volkunion party for European Parliament. He died on April 26, 1997, in Stuhr, Lower Saxony. Crinius' "Gustav" was camouflaged in RLM 78/79 shades and sported patches and patterns painted in RLM 80. Underneath the fuselage number there was repaint of the previous marking visible, most likely by RLM 78. The rudder sported the painting of the Knight's Cross accompanied by the victory marks.



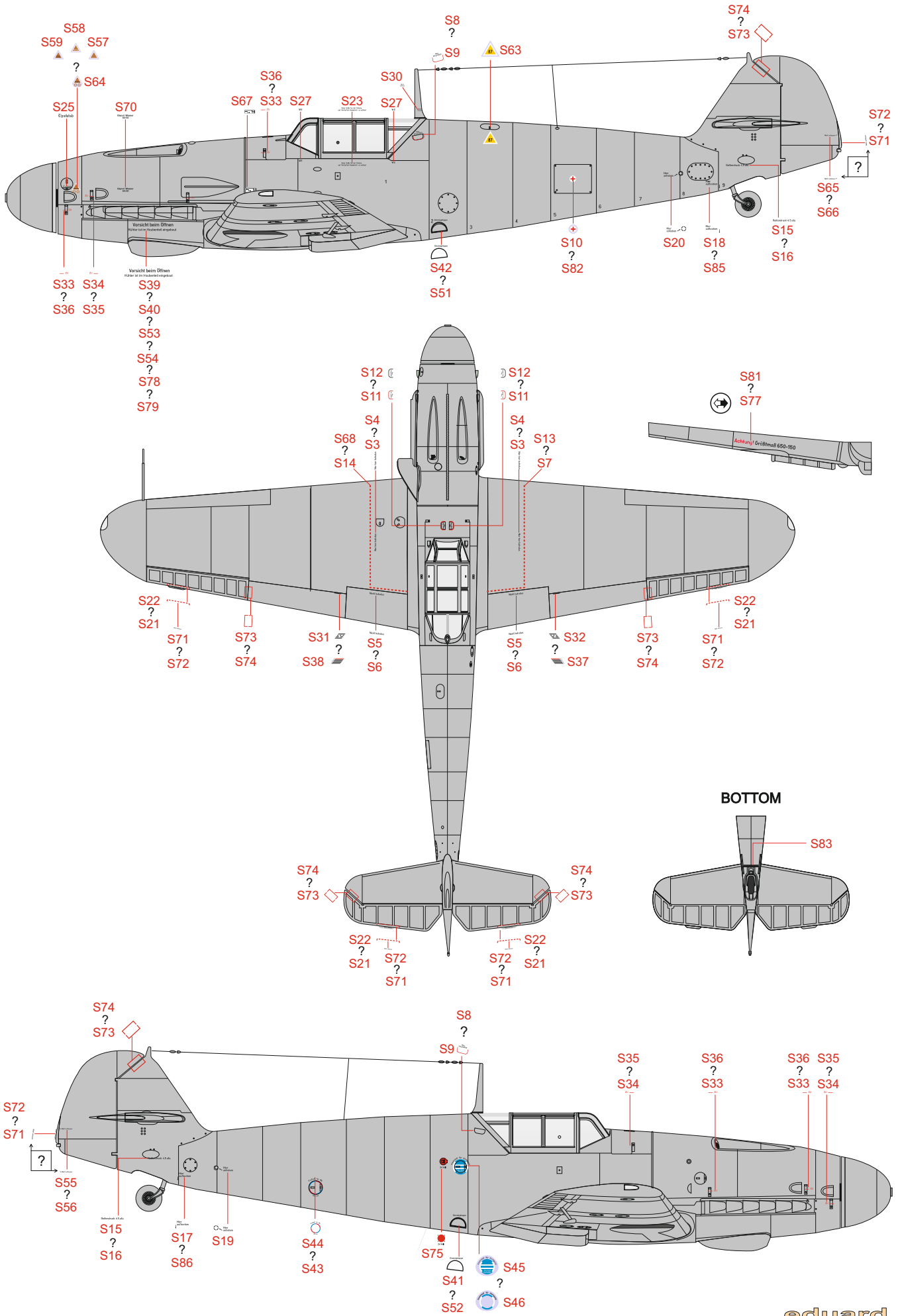
F Bf 109G-2/R6, WNr. 14810, Ofw. Rudolf Müller, 6./JG 5, Petsamo, Finland, April 1943

Rudolf "Rudi" Müller was born on November 21, 1920, in Frankfurt am Main. During 1940, he underwent pilot training and was assigned to 1./JG 77 in August 1941. He scored his first kill on September 12, 1941, his victim was a Soviet I-16. In February 1942 he shot down two RAF bombers off Norwegian coast. On March 21, 1942, the 6./JG 5 was formed from Müller's Staffel and the number of his victories over Soviet pilots was steadily rising during this time. Encounters took place during Luftwaffe attacks on convoys to and from Murmansk and during multiple combats with Soviet forces in the area of the Vayenga airfield or over the base of the JG 5 at Petsamo-Luostari. Rudolf Müller was awarded the Knight's Cross on June 19, 1942, after achieving 46 victories. In a dogfight with the Hurricanes of the 609 IAP, he was shot down on April 19, 1943, on Soviet territory, tried to escape with the help of winter gear, but was eventually captured. On October 21, 1943, he was shot while attempting to escape from a prison camp.



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				RLM 76	H417 C117



- 672321 Bf 109F/G external fuel tanks (Brassin)
- 672323 Bf 109F/G wheels bays angular PRINT (Brassin)
- 672325 Bf 109F/G exhaust stacks PRINT (Brassin)
- 672326 Bf 109F/G/K gun pods PRINT (Brassin)
- 672329 Bf 109 balance weights PRINT (Brassin)
- 672338 Bf 109G undercarriage legs BRONZE (Brassin)
- 672339 Bf 109G-2/G-4 gun barrels PRINT (Brassin)
- 672340 Bf 109G-2/G-4 wheels for plain wings PRINT (Brassin)
- 672341 Bf 109G-2/G-4 wheels for bulged wings PRINT (Brassin)
- 672342 Bf 109G-2 cockpit PRINT (Brassin)
- 672344 Bf 109G radio compartment PRINT (Brassin)
- 672346 Bf 109G propeller PRINT (Brassin)



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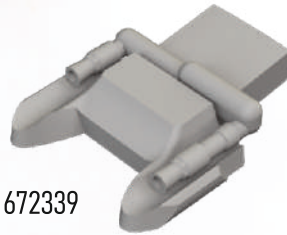


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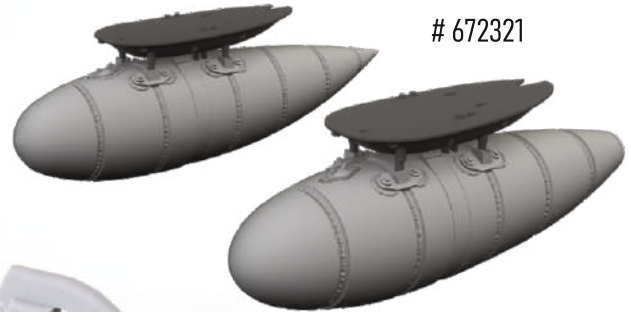
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672339



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672342



672323

