

# Bf 109G-10 Erla

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1/72 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 70162

**No other aircraft is so intimately connected with rise and fall of the German Luftwaffe during the WWII like the Messerschmitt Bf 109. It became the true workhorse of the war...**

The evolution of this type outlived the era in which it was designed. The Bf 109s bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany through to its final downfall.

#### As progressive as possible

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 subsequent months, several prototypes were built that served first and foremost in development flights and further modifications. The aircraft was relatively small, and compared to the prevailing trends of the time, 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 the airframe design were not very common just four years prior to the beginning of the Second World War. At its conception, the Bf 109 was a very promising asset despite some powerplant troubles. These were solved by the introduction of the DB 601. This engine, together with its extrapolated development DB 605, is umbilically connected to the 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 triumphs attained in Zurich in the summer of 1937 were 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 a rate that was desired by military brass. Even by August 1938 the Bf 109 accounted for less than half of the 643 front line fighters in service. The later months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only

a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. With both a qualitative and quantitative advantage, the fighter wing of the Luftwaffe entered the Polish campaign, Blitzkrieg against the West, and the Battle for France. With one foot in the door that was the English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 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. Experiences gained in 1940 led to the development of the F version prior to the spring of 1941. The elegance of the Bf 109 crested with the "Friedrich". Following a largely defensive stance over the Channel and northern France, the Bf 109F took on a more offensive role in Operation Barbarossa in the east, and in northern Africa. In later duties with the "Jagdwaaffe" during the second phase of the war in the east, and in the "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 the development of the Bf 109 was depleted by the end of the war, the aircraft was still able to keep pace with the foes that it encountered.

#### The kit: Bf 109G-10 Erla

The Bf 109G (Gustav) was a direct successor to the Bf 109F. The main difference was the more powerful DB 605 engine, which was a further development of the DB 601. There were several versions and subversions of the Bf 109G and its development was reaching the new stage with the Bf 109K (Kurfürst) variant. For Kurfürst, new DB 605D unit was prepared, however, this one was also used for an interim solution that was developed at the Erla factory. It was based on the airframe of the G-14 design, which appeared in July 1944 as a G-6 replacement, incorporating all the improvements. Deliveries of the DB 605DM and DMO engines began during summer of 1944, the main production version was the DB 605DB using B4 gasoline with the MW50 system, and the DB 605DC, using 96-octane C3 gasoline and without the MW50 system.

Production of the Bf 109G-10 ran from the autumn of 1944. A canopy with simplified Erlahaube framing and a tall rudder became standard as well. The Bf 109G-10 was produced at the plants of three companies: Erla Leipzig, Messerschmitt AG Regensburg and Wiener Neustädter Flugzeugwerke. The Erla aircraft differed from the examples of other two manufacturers, as they sported different engine cowling. It lacked the blister fairings forward and below of the exhaust stacks. These were necessitated by enlarged engine crankcase and different oil lines. But the Erla factory designed new cowlings, while WNF and Mtt Reg. applied the fairings to the original ones. Some 2,600 of the Bf 109G-10 were produced, the production ended in March 1945.



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 započetím 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

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INSTR. SYMBOL

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INSTRUKTION SINNBILDEN

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SYMBLES

\*

記号の説明



OPTIONAL  
VOLBA



BEND  
OHNOUT



SAND  
BROUSIT



OPEN HOLE  
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ



REMOVE  
ODRÍZNOUT



REVERSE SIDE  
OTOČIT



APPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

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

PARTS

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TEILE

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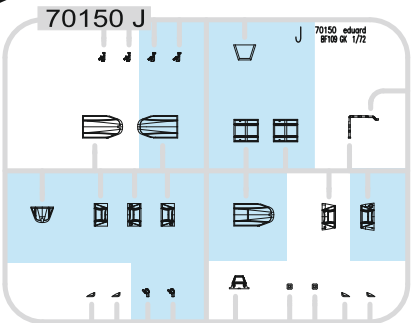
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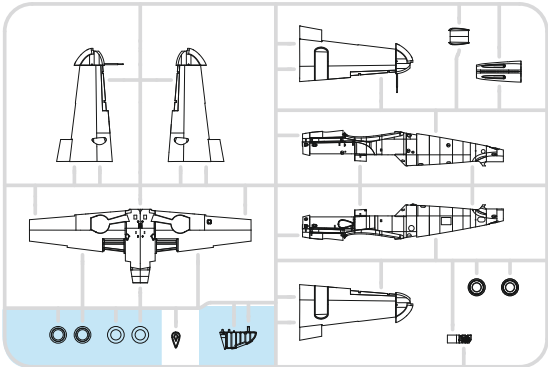
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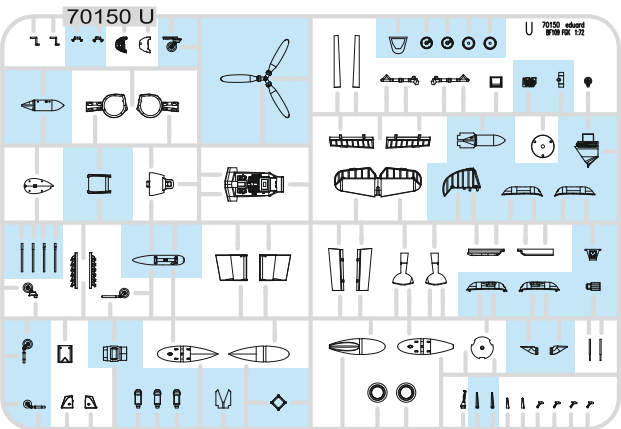
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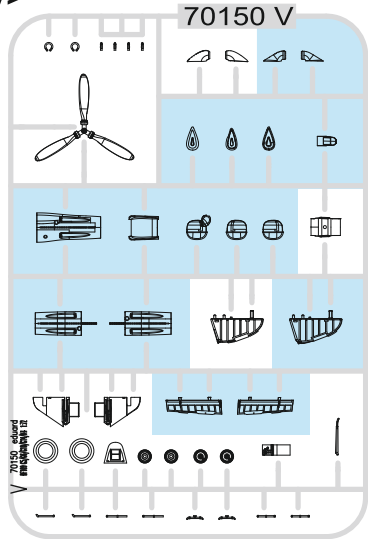
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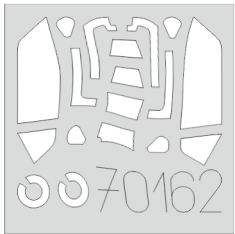
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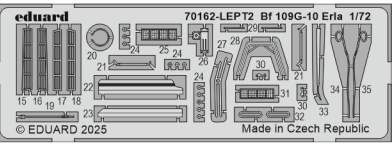
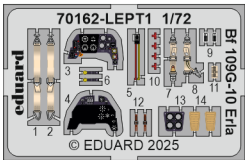
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MASK



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

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BARVY

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FARBEN

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PEINTURE

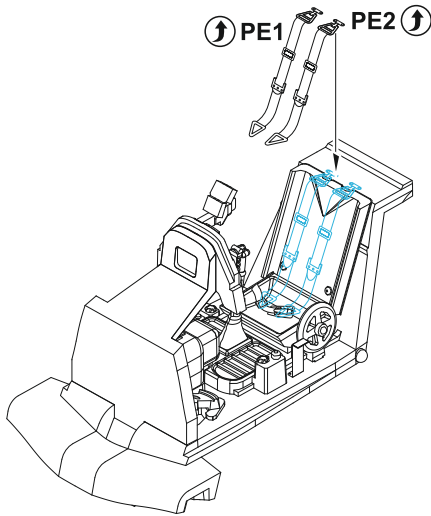
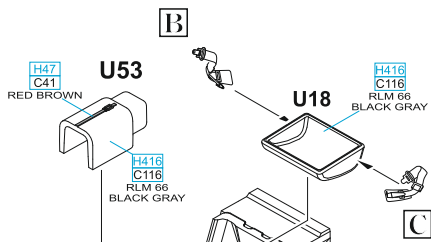
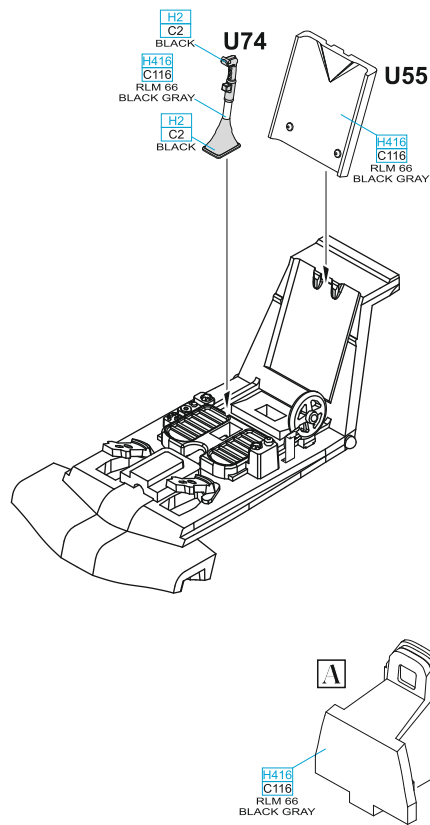
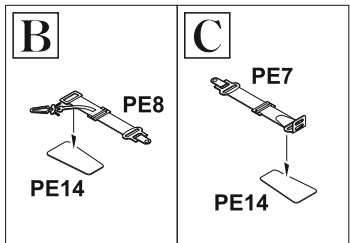
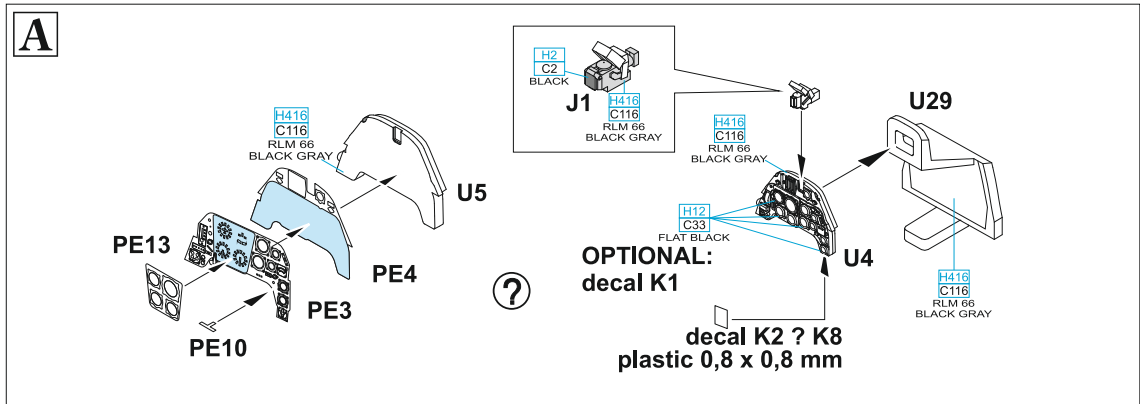
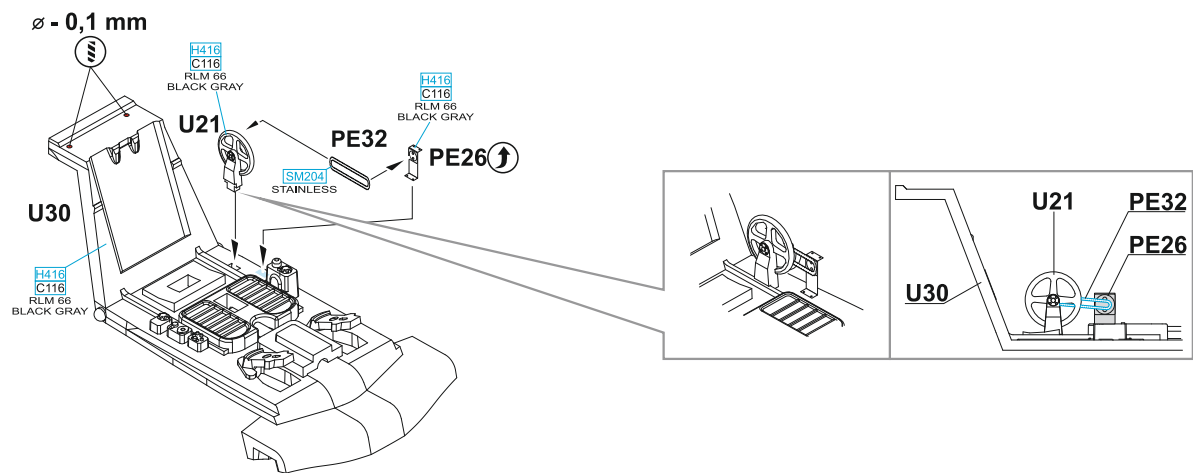
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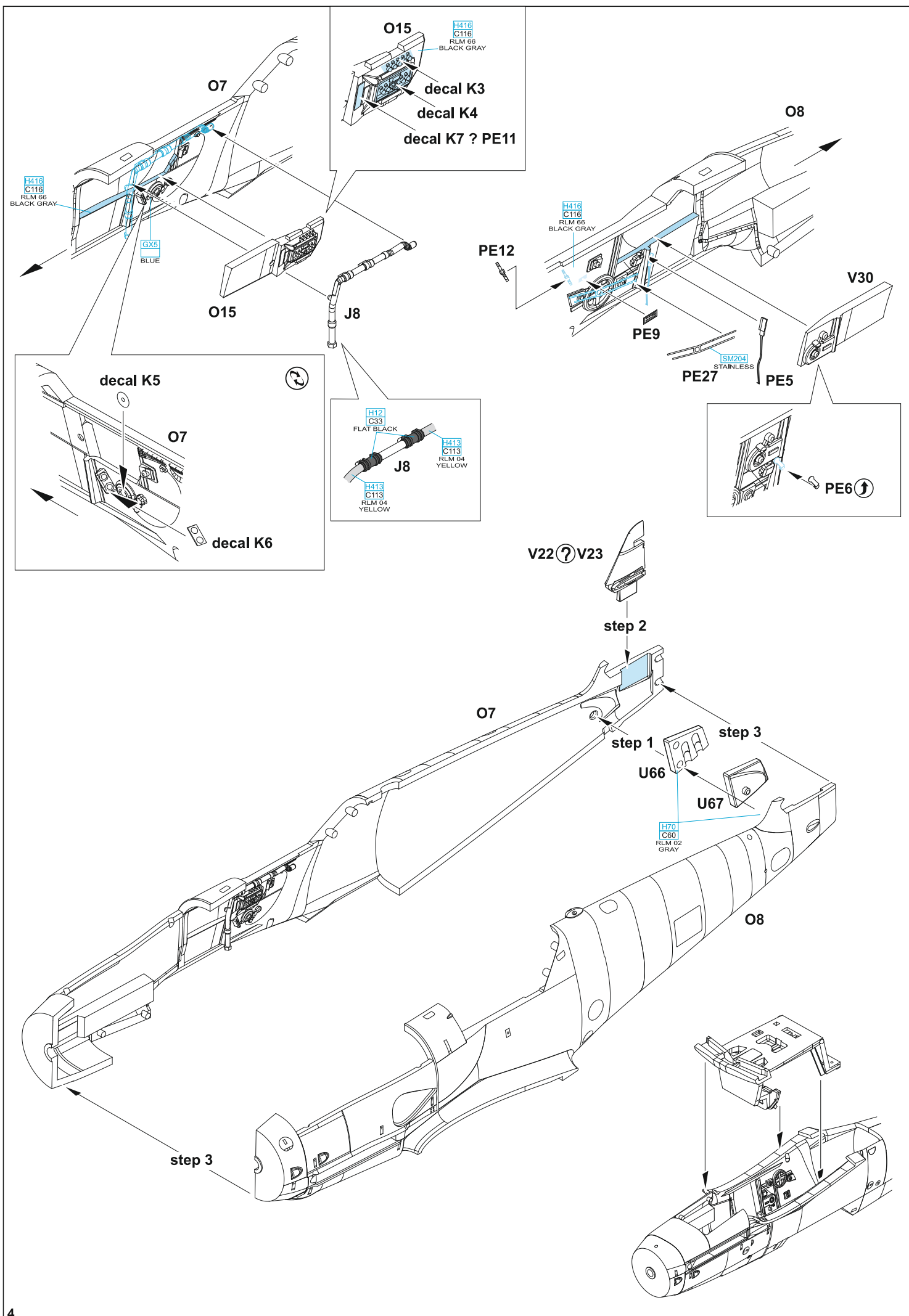
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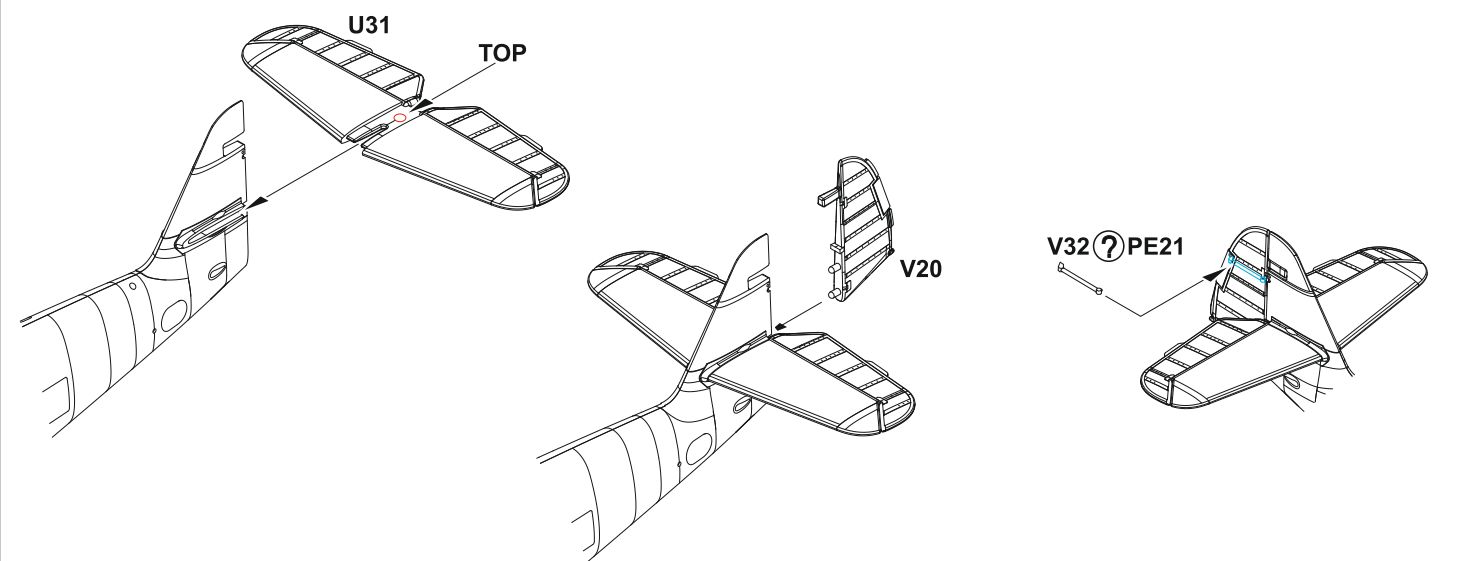
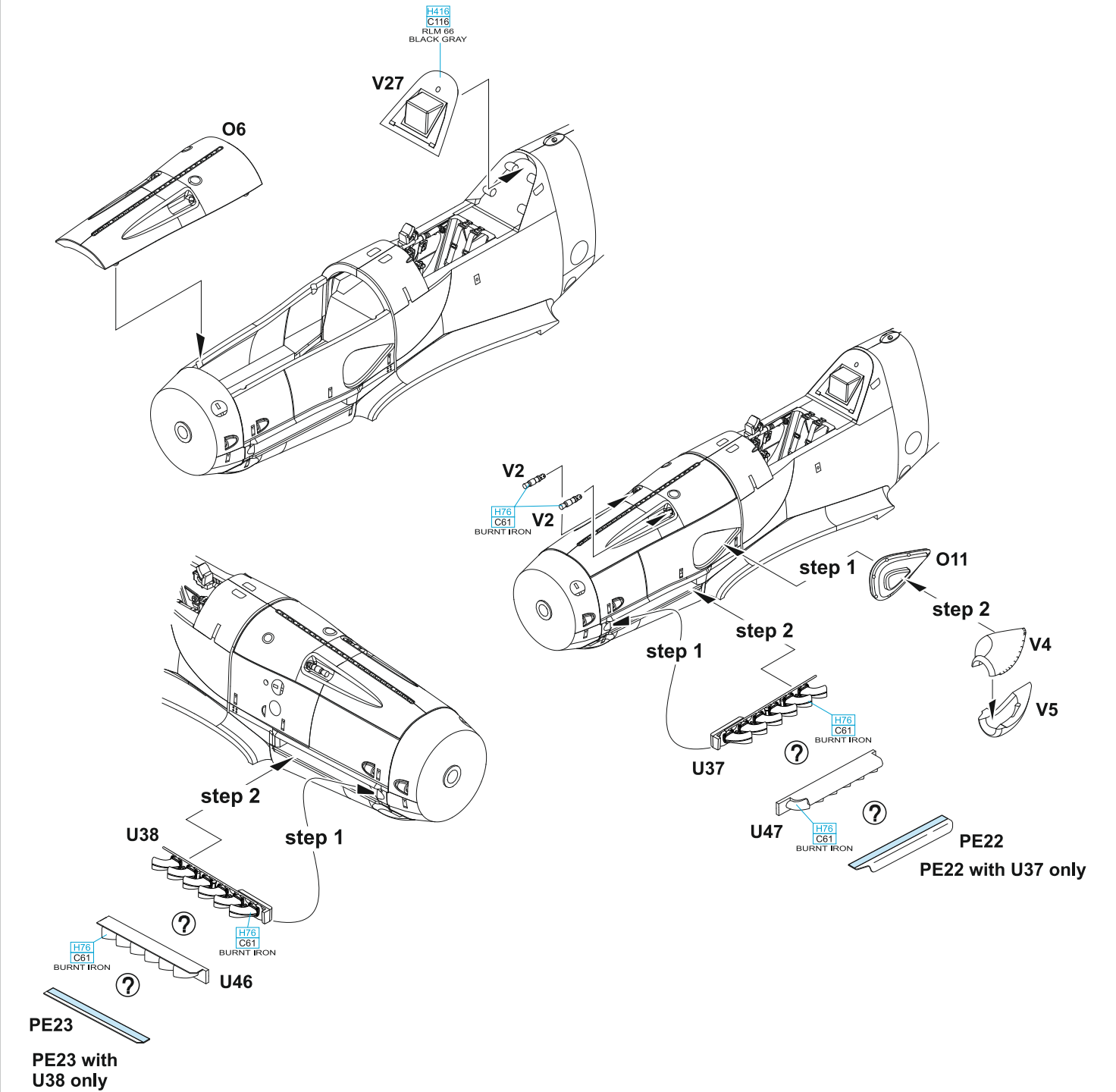
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H5	C5	BLUE
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN

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
H421	C121	RLM81 BROWN VIOLET
H422	C122	RLM82 LIGHT GREEN
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM204		SUPER STAINLESS
Mr.COLOR GX		
GX05		SUSIE BLUE

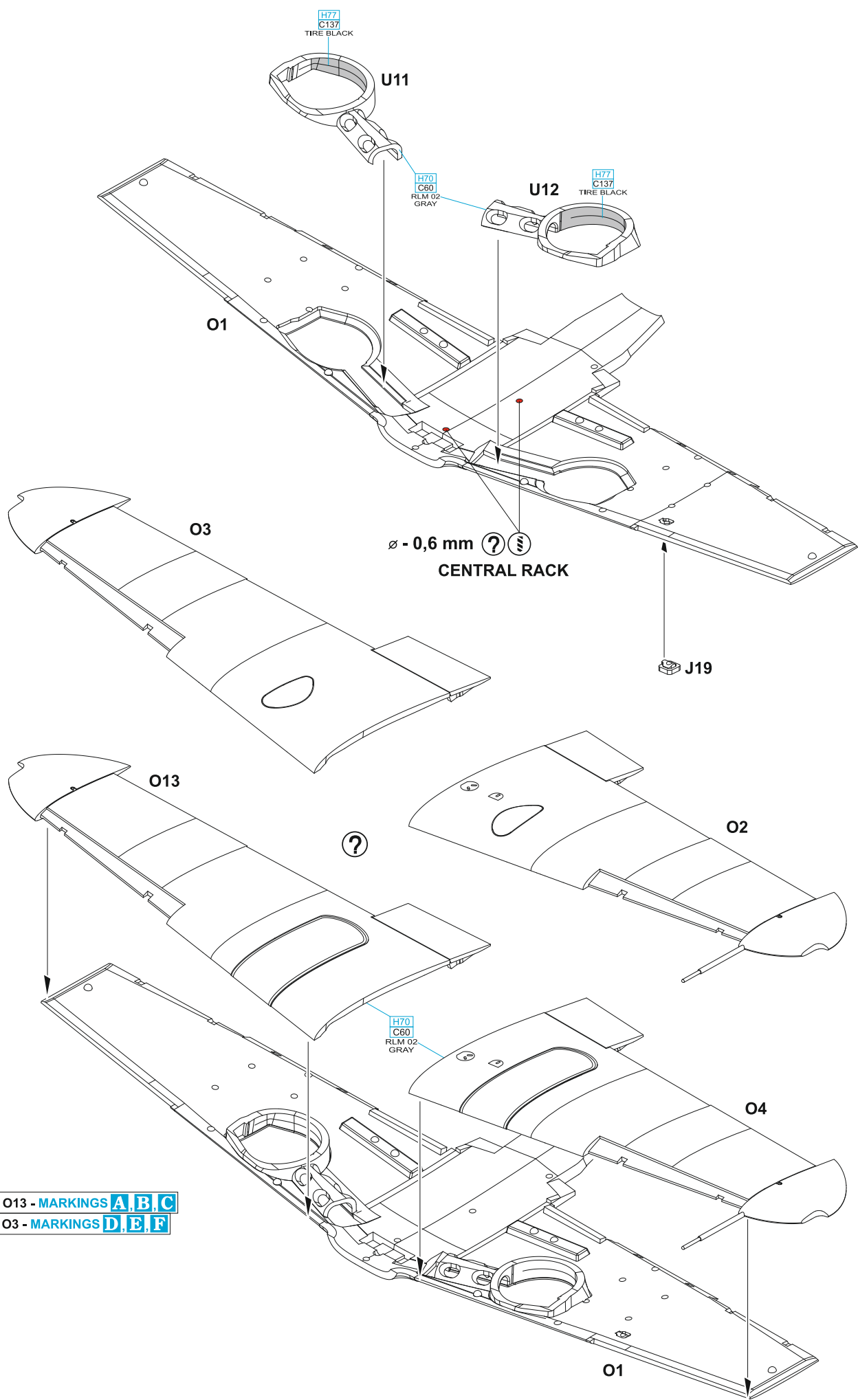




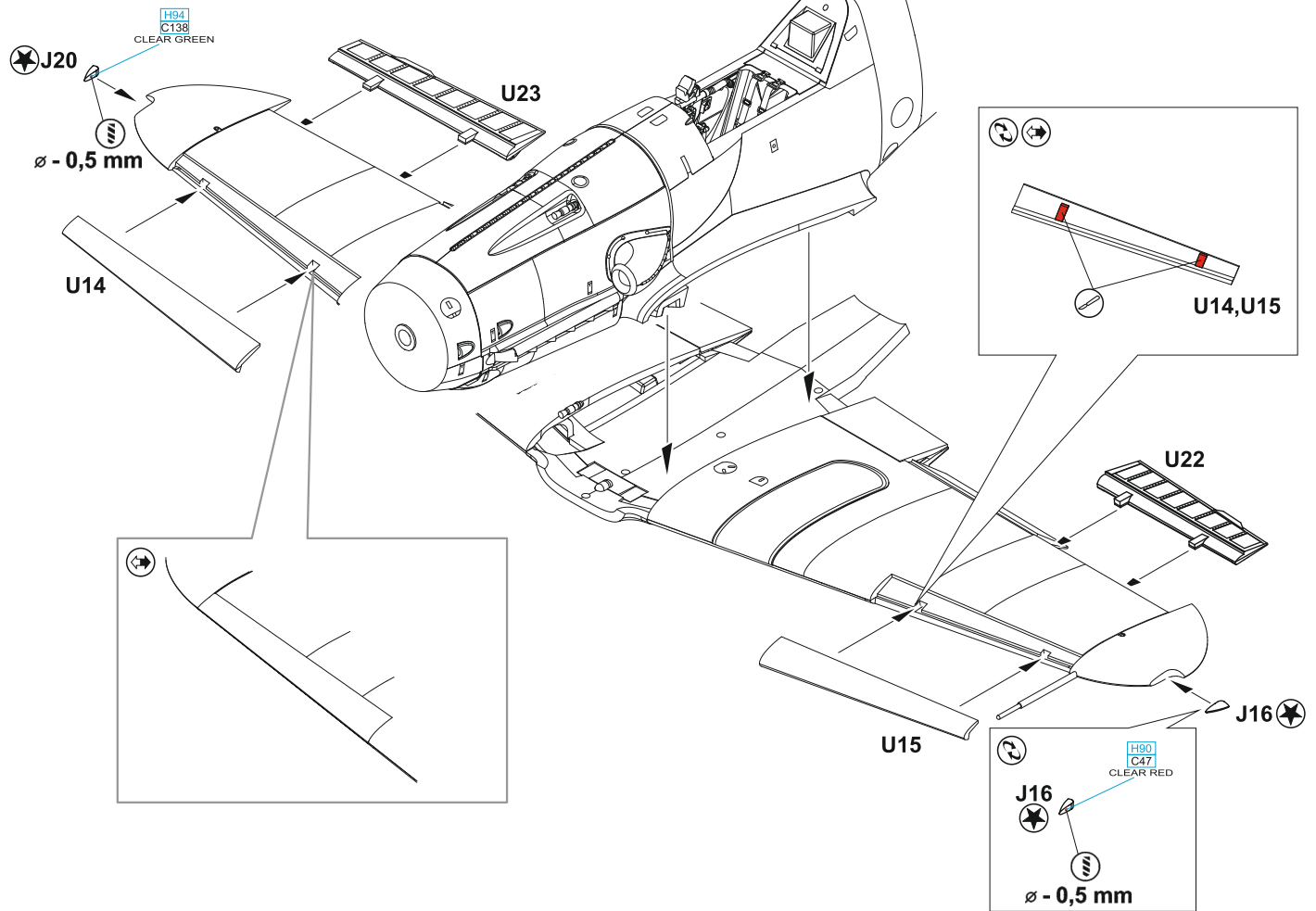




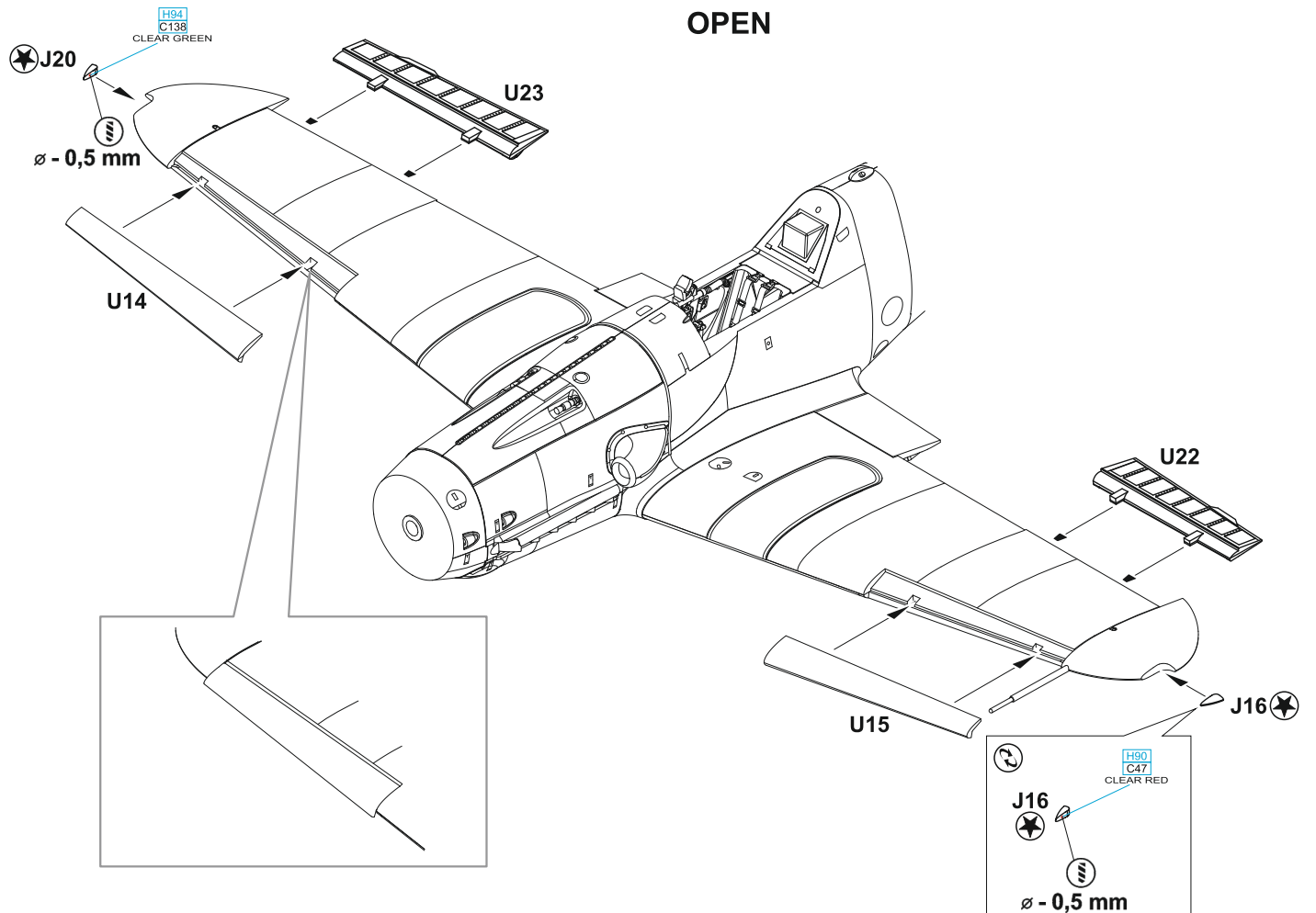




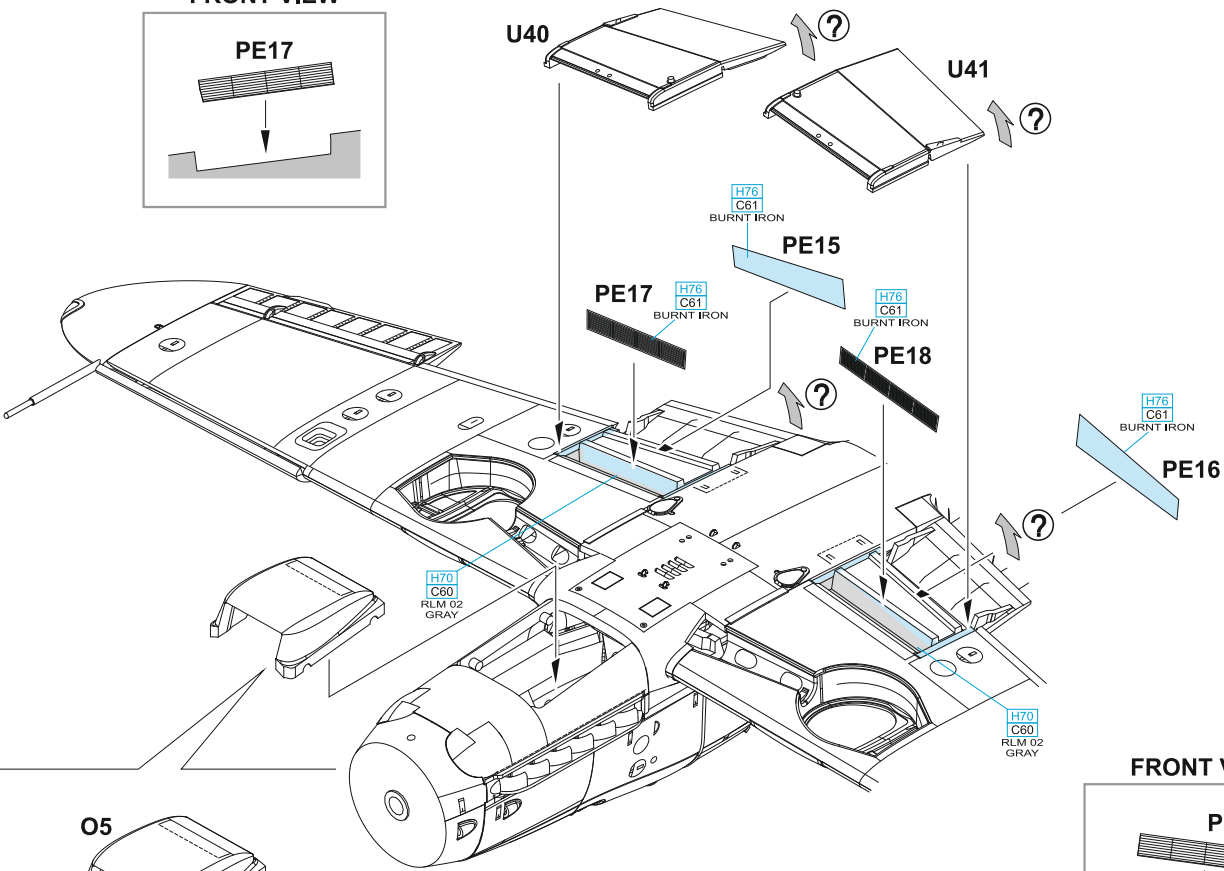
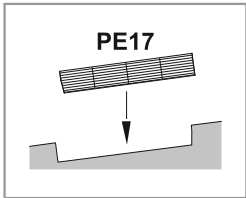
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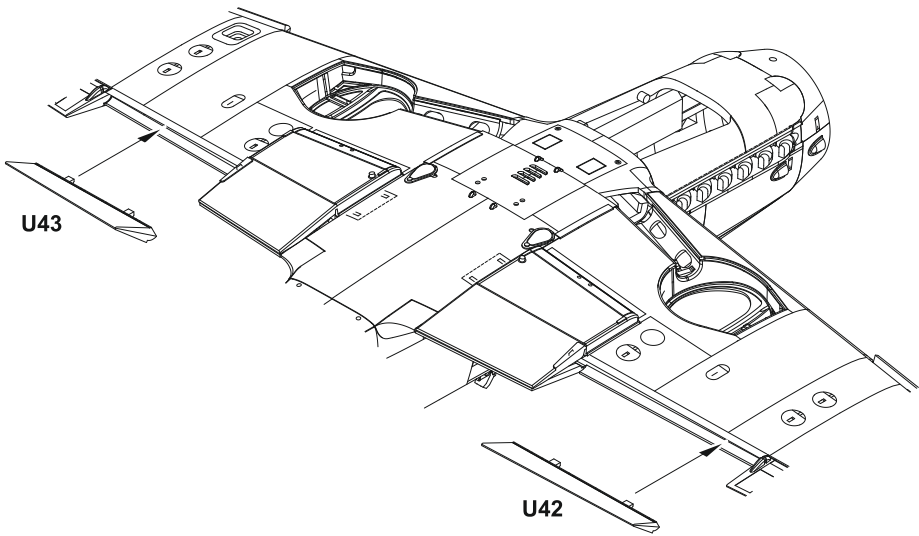
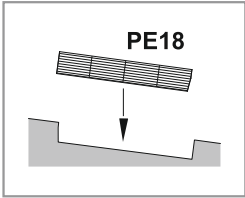
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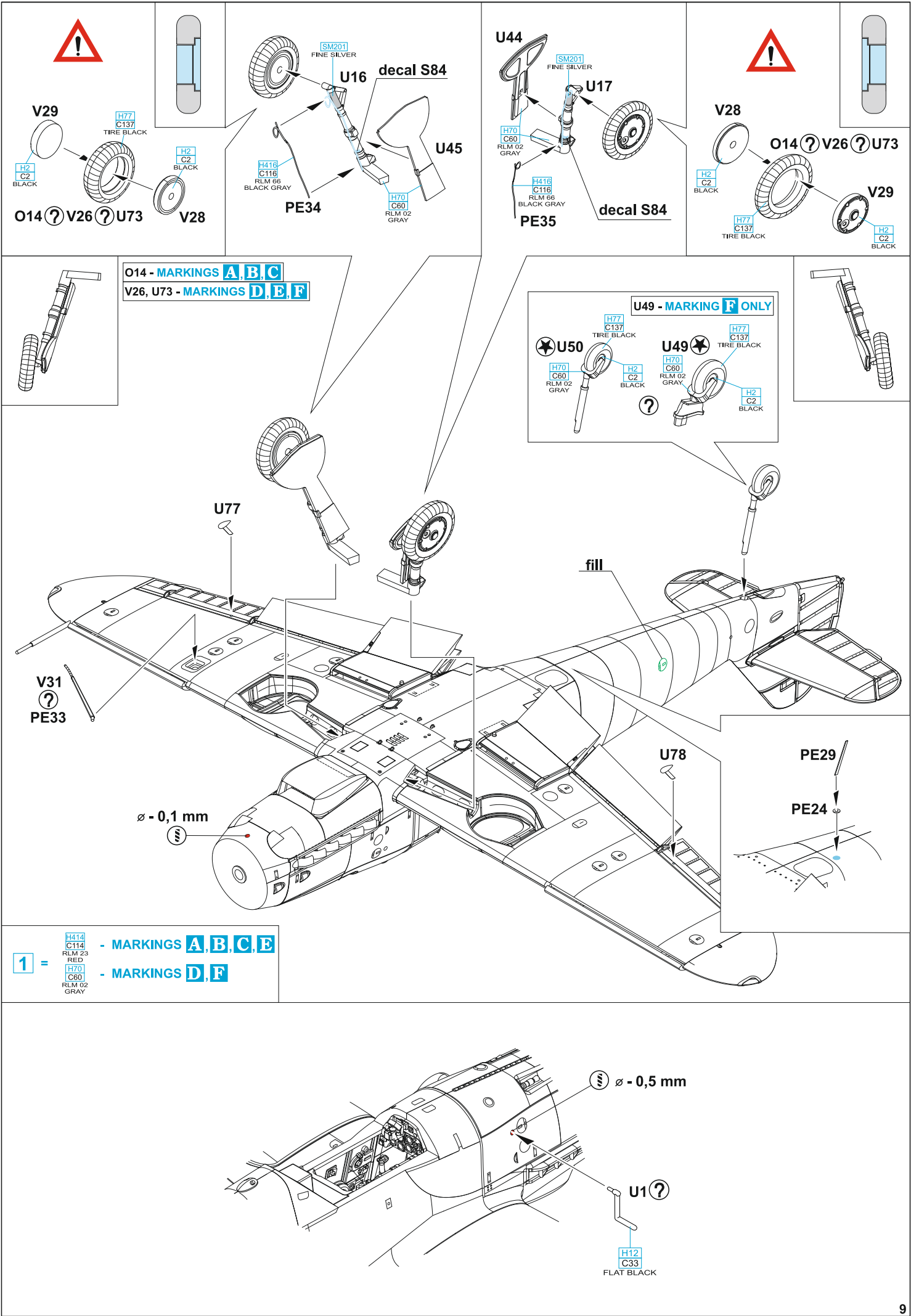
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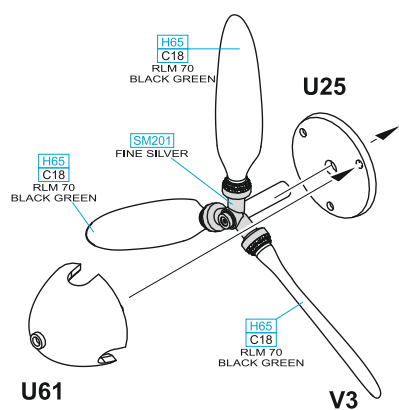
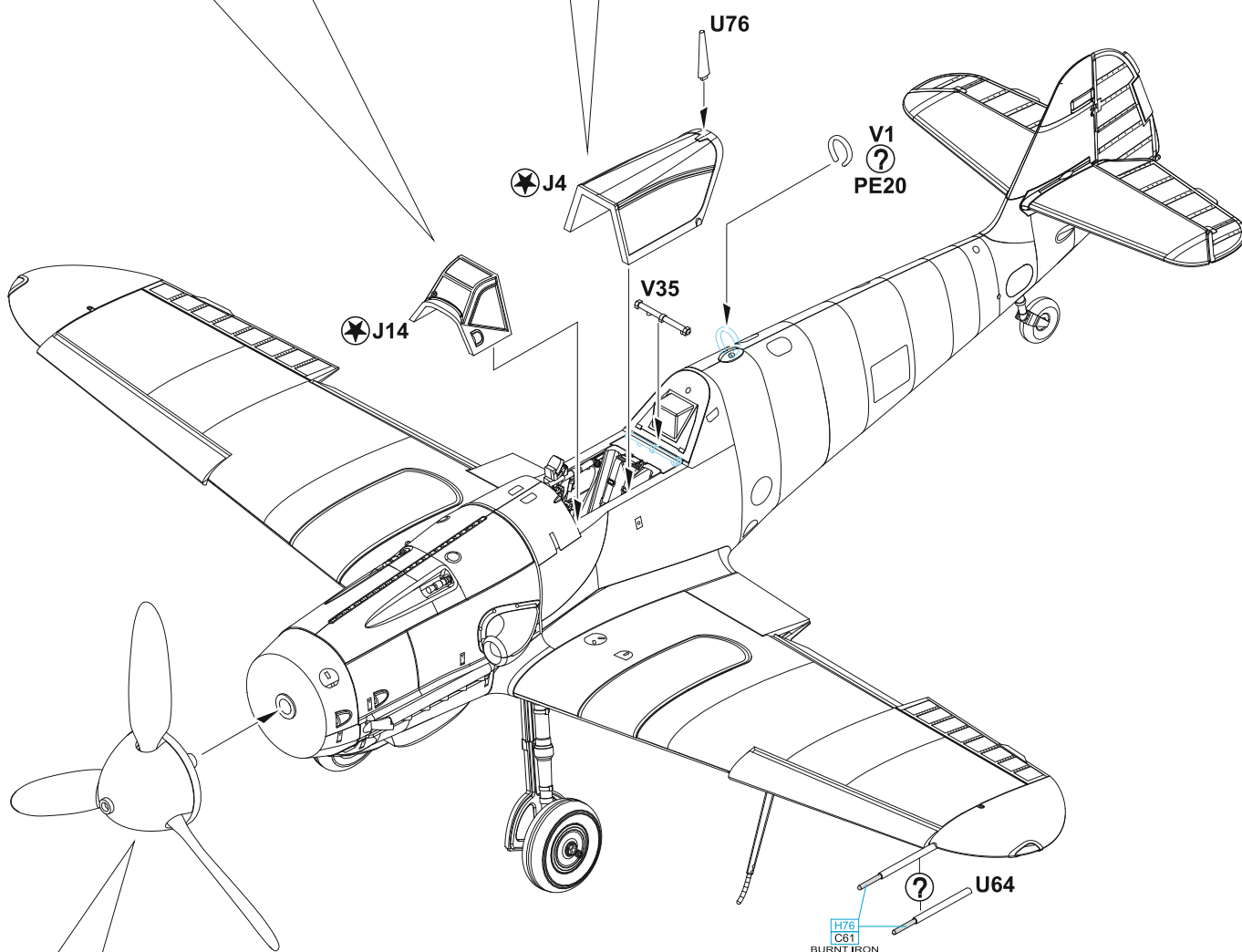
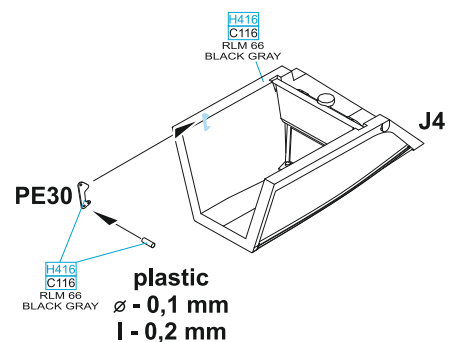
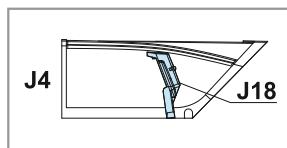
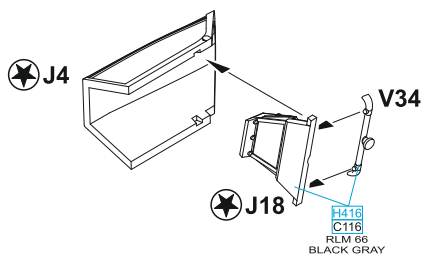
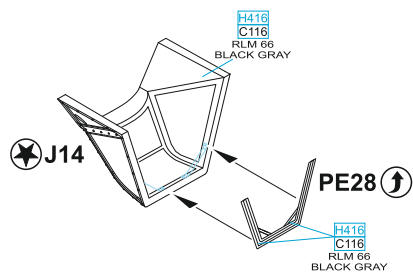


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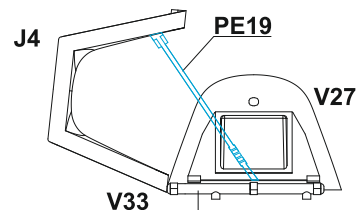
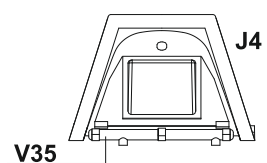
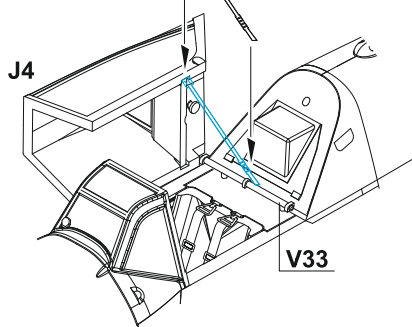


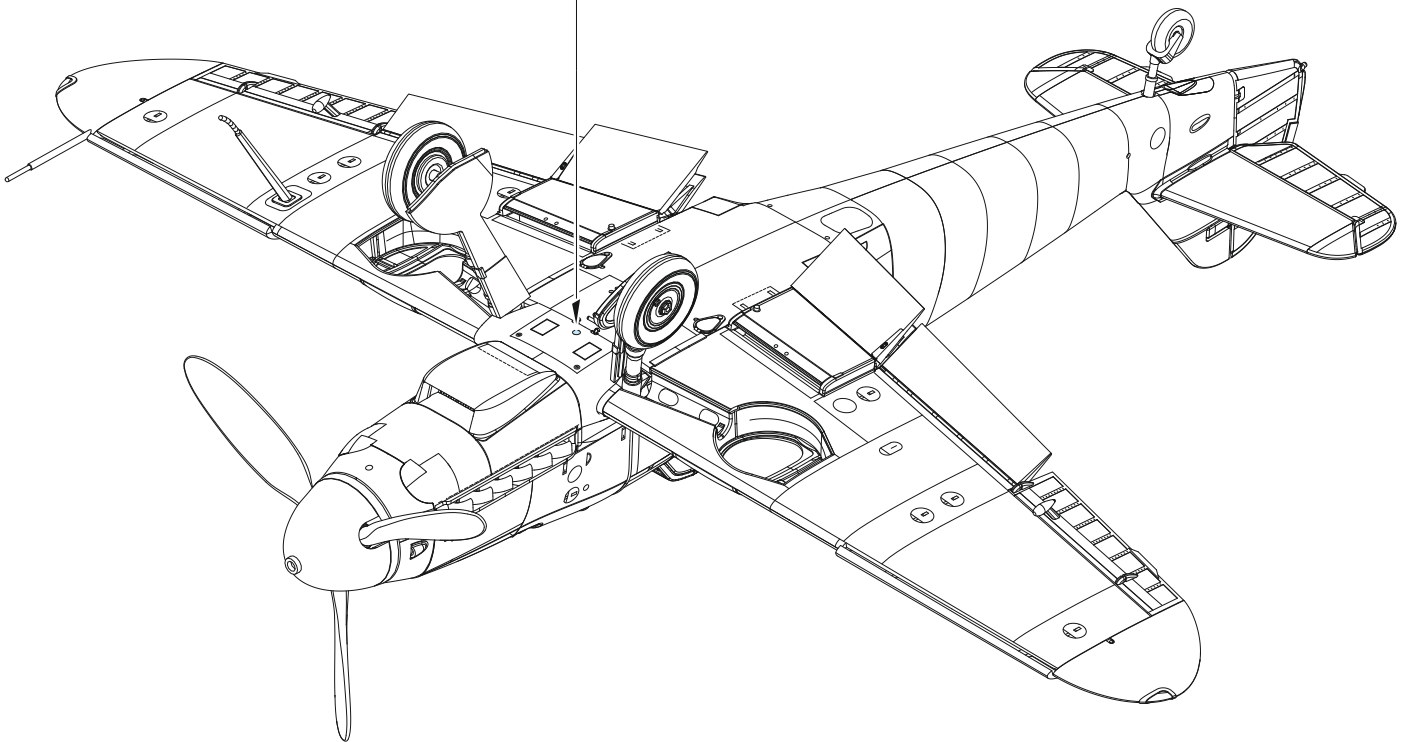




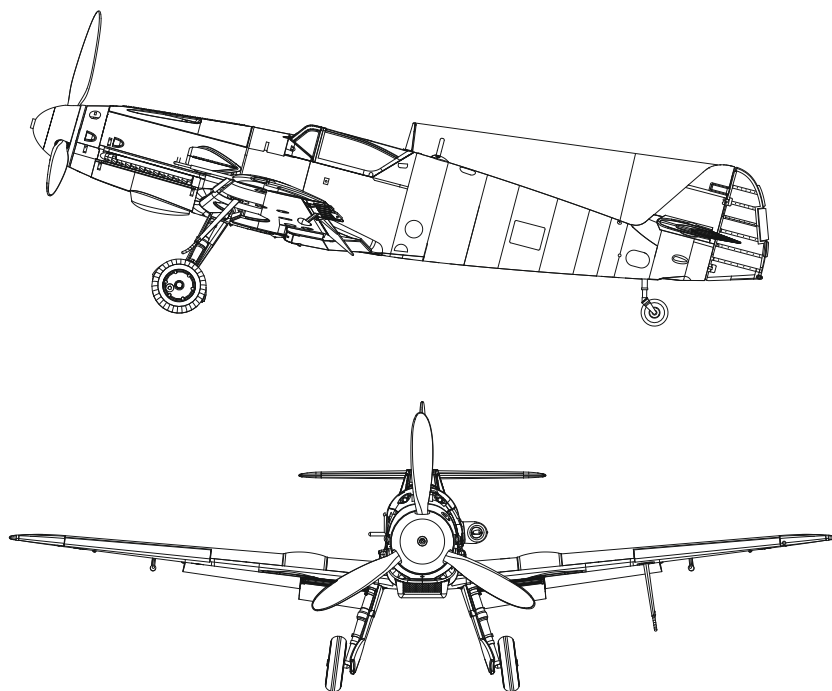


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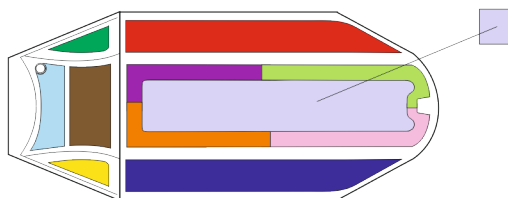
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J14

J4

LIQUID  
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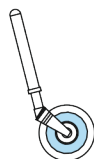
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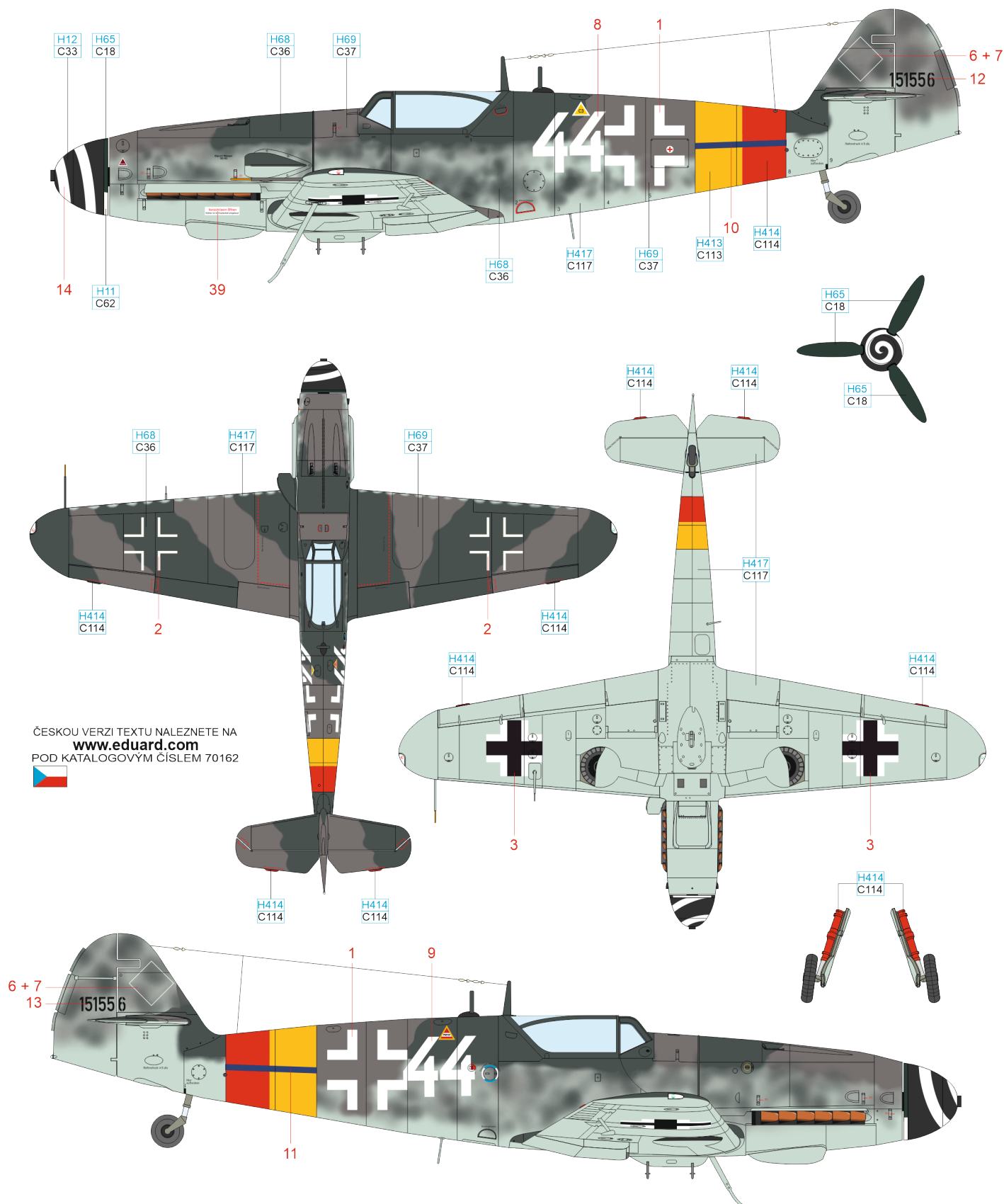
J16

J20



# A W.Nr. 151556, 13./JG 301, Stendal, Germany, February 1945

JG 301 IV. Gruppe was founded on November 24, 1944, in Gardelegen. From there, it immediately began to fly air counterattacks against Soviet forces attempting to cross the Oder River. After the Soviets succeeded, IV. Gruppe was moved to serve in the system of the air defense of Berlin, but after heavy losses of pilots and aircraft, the unit was disbanded on March 19, 1945. This again took place in Gardelegen. As a result of intense fighting, pilots were sharing aircraft and White 44 was one of those used by multiple pilots. W.Nr 151556 is an example of a Bf 109G-10 from 151XXX production series, manufactured by the Erla factory in Leipzig. These aircraft were characterized by large bulges on the top of the wings above the landing gear bays to house larger wheels. No further details about this aircraft are known.



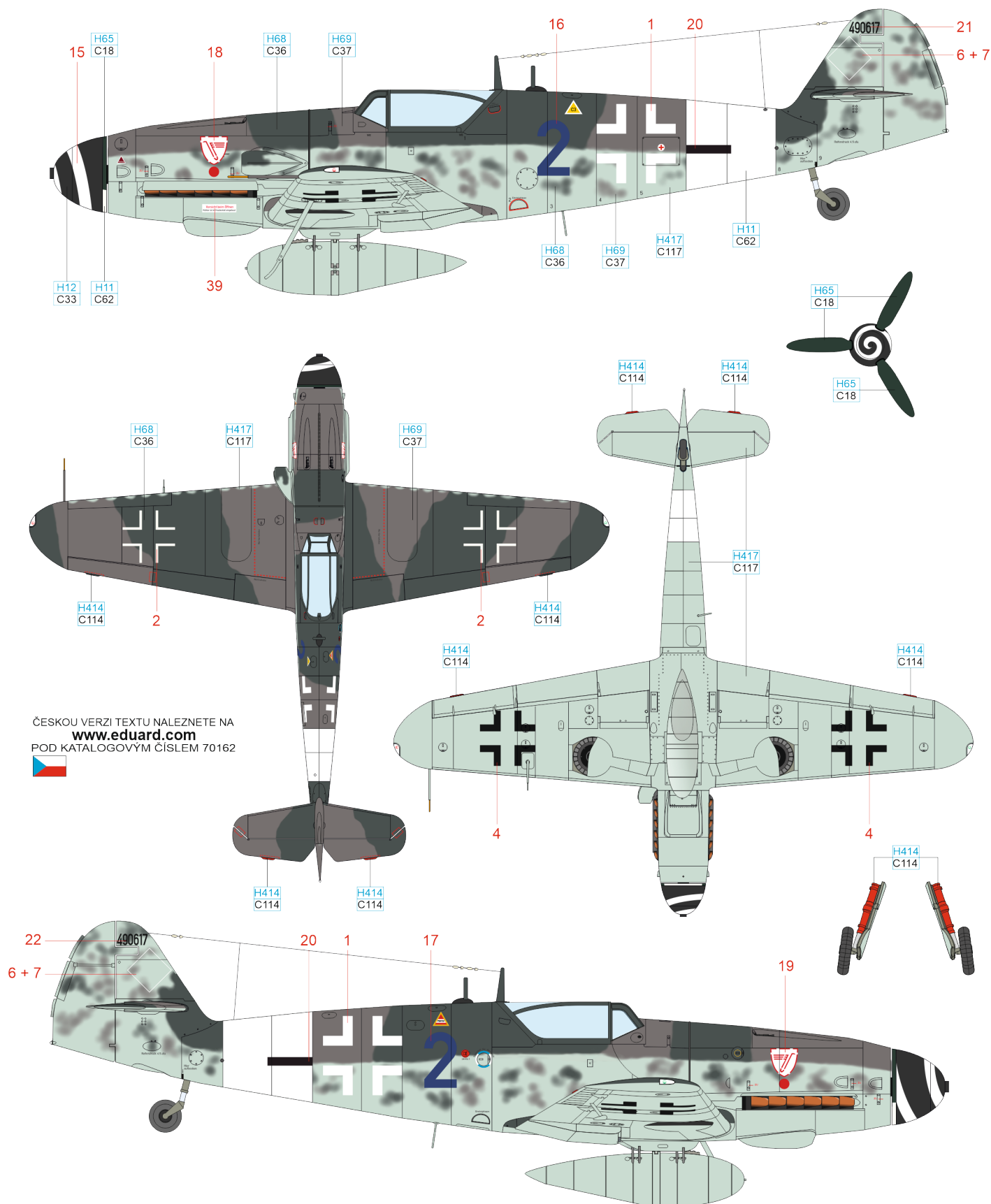
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POD KATALOGOVÝM ČÍSLEM 70162



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

# B W.Nr. 490617, Uffz. Gerhard Reiher, 8./JG 3, Alperstedt, Germany, November 1944

On November 2, 1944, the whole JG 3 suffered heavy losses during its IV.(Sturm)/JG 3 Sturmjägers' attack on the formation of 91<sup>st</sup> BG B-17s North-West from Halle. The II. Gruppe suffered the heaviest casualties when in a very short period of time it lost fifteen Bf 109s and another eleven were battle-damaged! During the American fighters' attack twelve German pilots were killed. One of the airframes delivered to compensate for these losses was this Messerschmitt Bf 109G-10 manufactured by Erlo factory in Leipzig, marked Blue 2 and assigned to Uffz. Reiher. Additional marking consisted of the unit insignia painted on both sides of the nose and a white band on the rear fuselage indicating JG 3 within the Reich Defense system.

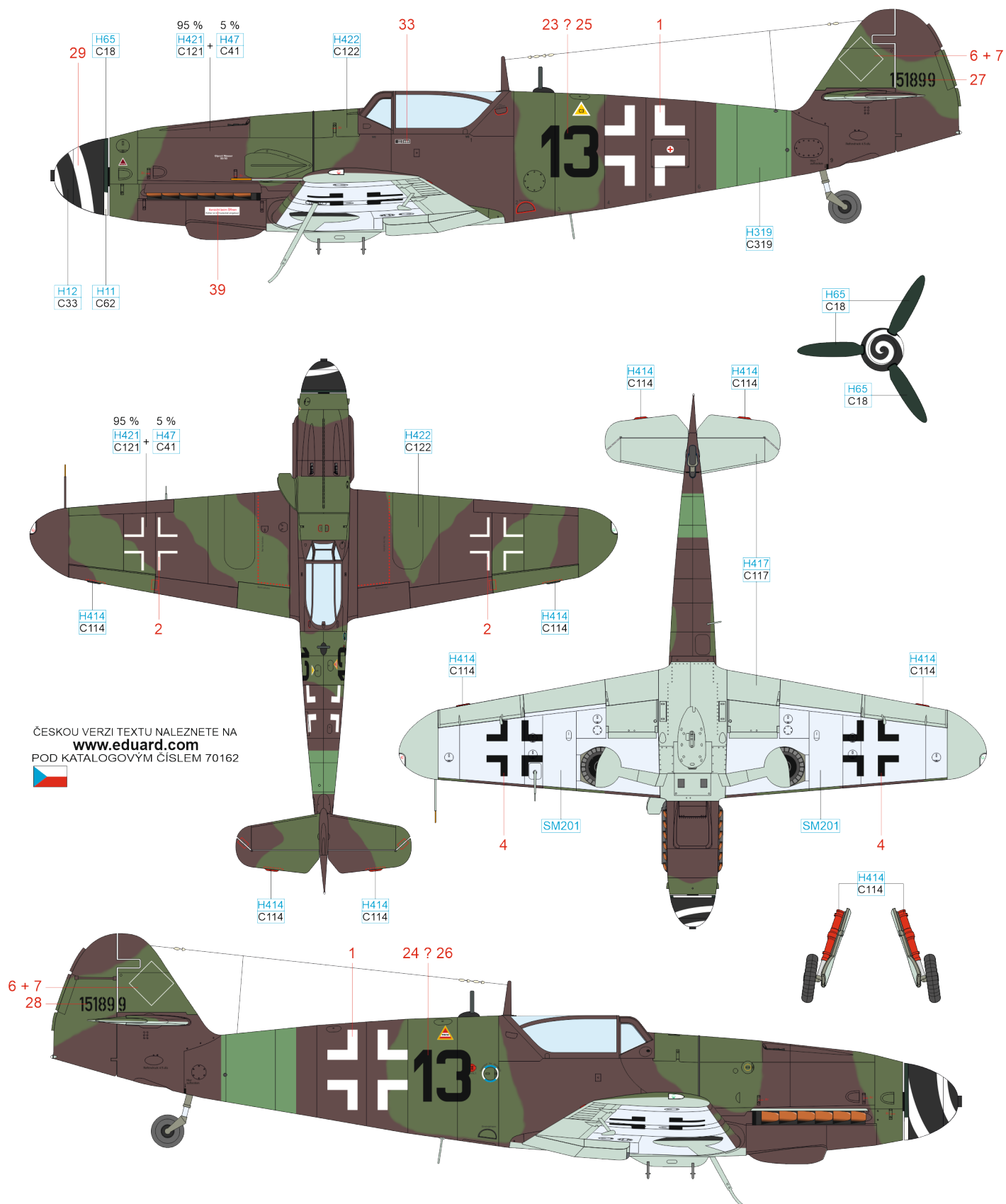


RLM 23	H414 C114	WHITE	H11 C62	FLAT BLACK	H12 C33
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36
				RLM 70	H65 C18



## C 2./JG 27, Grossenhain, Germany, April 1945

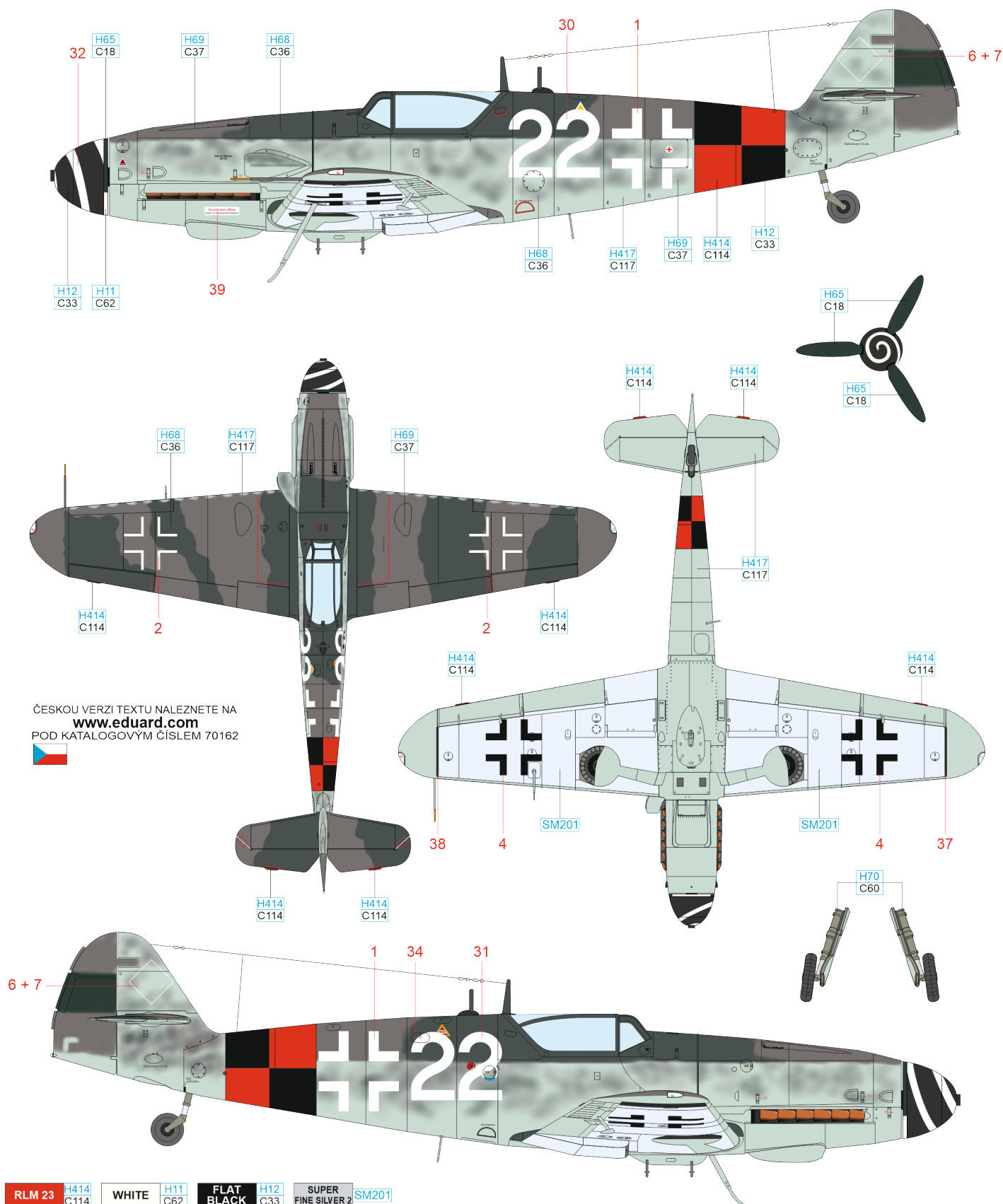
Like many other Luftwaffe units, the pilots and ground crew of 2./JG 27, along with their equipment, were constantly on the move from early 1945 onwards, depending on the situation and intensity of fighting at the front. They gradually retreated from the Rhine across the entire German Reich and in April 1945 they appeared in Prague-Kbely. In May, they ended their WWII fighting in Salzburg, surrendering to American troops. Black 13 was an aircraft from the 151XXX production series with camouflage in RLM 81 and RLM 82 colors. Many parts of the underside of the wing were left unpainted. Some historians state the number 13 was red, thus the decal sheet includes both variants, red and black.



RLM 23	H414 C114	WHITE	H11 C62	FLAT BLACK	H12 C33	RED BROWN	H47 C41	SUPER FINE SILVER 2	SM201
RLM 76	H417 C117	RLM 70	H65 C18	RLM 81	H421 C121	RLM 82	H422 C122	LIGHT GREEN	H319 C319

## D I./KG(J) 6, Bad Aibling, Germany, May

The decision to disband the Luftwaffe bomber units, which was made in September 1944, and the related transfer of bomber pilots to fighter duties, necessitated the creation of retraining units. In November 1944, I./KG(J) 6 was formed in Gerstungen from KG 77, which handed over its bomber aircraft and moved with its staff to the Protectorate of Bohemia and Moravia to Prague-Kbely Airport. Along with it, the remaining units of KG(J) 6 were transferred namely Gruppe II./KG(J) 6 to Prague-Klecany Airport, and Gruppe III./KG(J) 6 to Prague-Ruzyně Airport. Here, the pilots familiarized themselves with the Bf 109G or Bf 109K and the Me 262 jets. Although German industry was struggling with many problems at the beginning of 1945 as a result of Allied air raids and unfavorable developments on the battlefields, I./KG(J) 6 received new Bf 109G/K aircraft in March 1945, and III./KG(J) 6 even took delivery of Me 262s. From the beginning of March 1945, American fighter escort of bomber formations took every opportunity to attack Prague's airfields. Training at KG(J) 6 was thus severely limited, and German pilots were forced to engage in fierce combat to protect their own airfields. At the end of April and beginning of May 1945, the transfer of airworthy aircraft to Bad Aibling began. The KG(J) 6 aircraft had a red and black checkered band on the fuselage and large white numbers.



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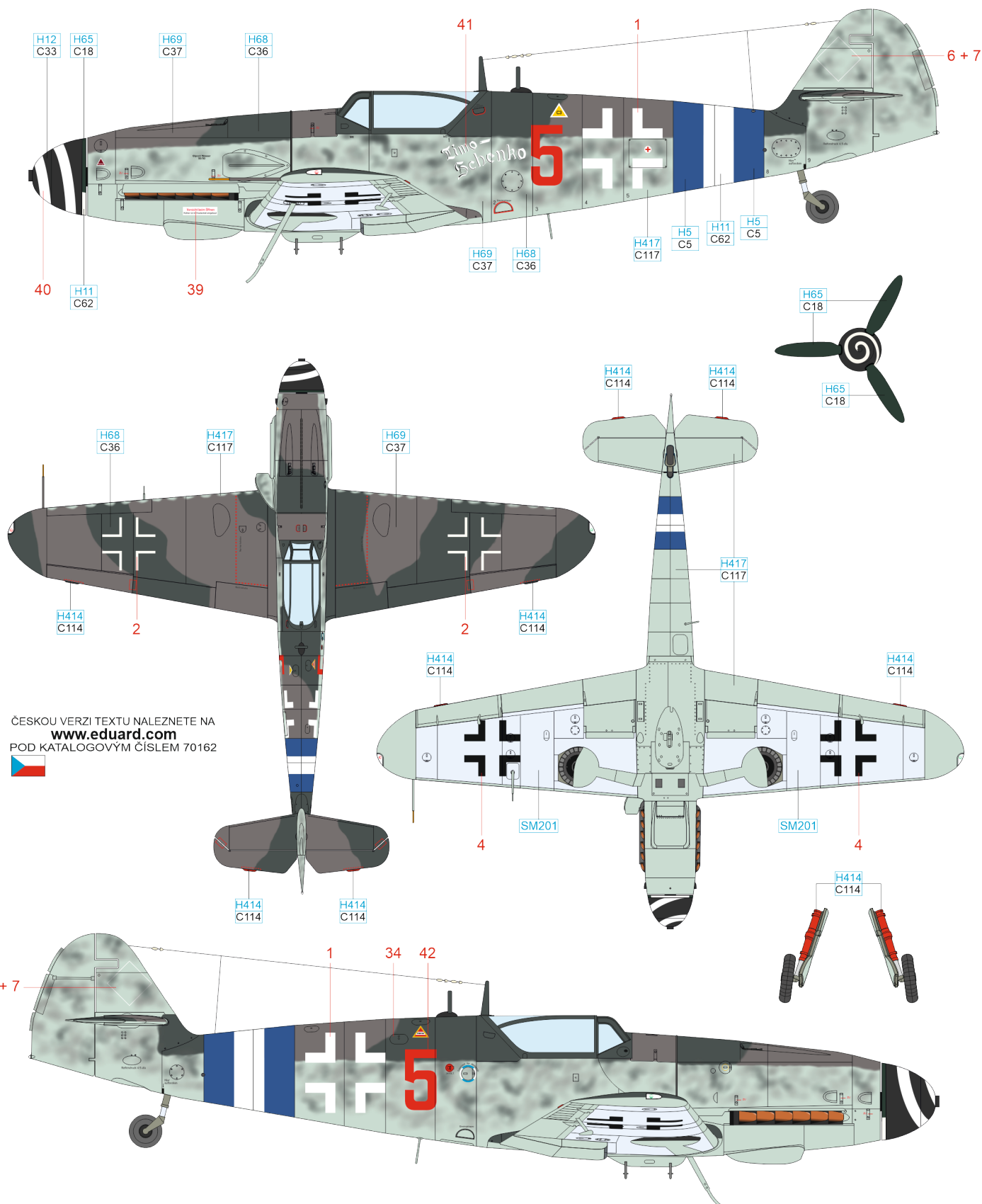


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RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18

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# E Lt. Friedrich-Wilhelm Schenk, 2./JG 300, Borkheide, Germany, February 1945

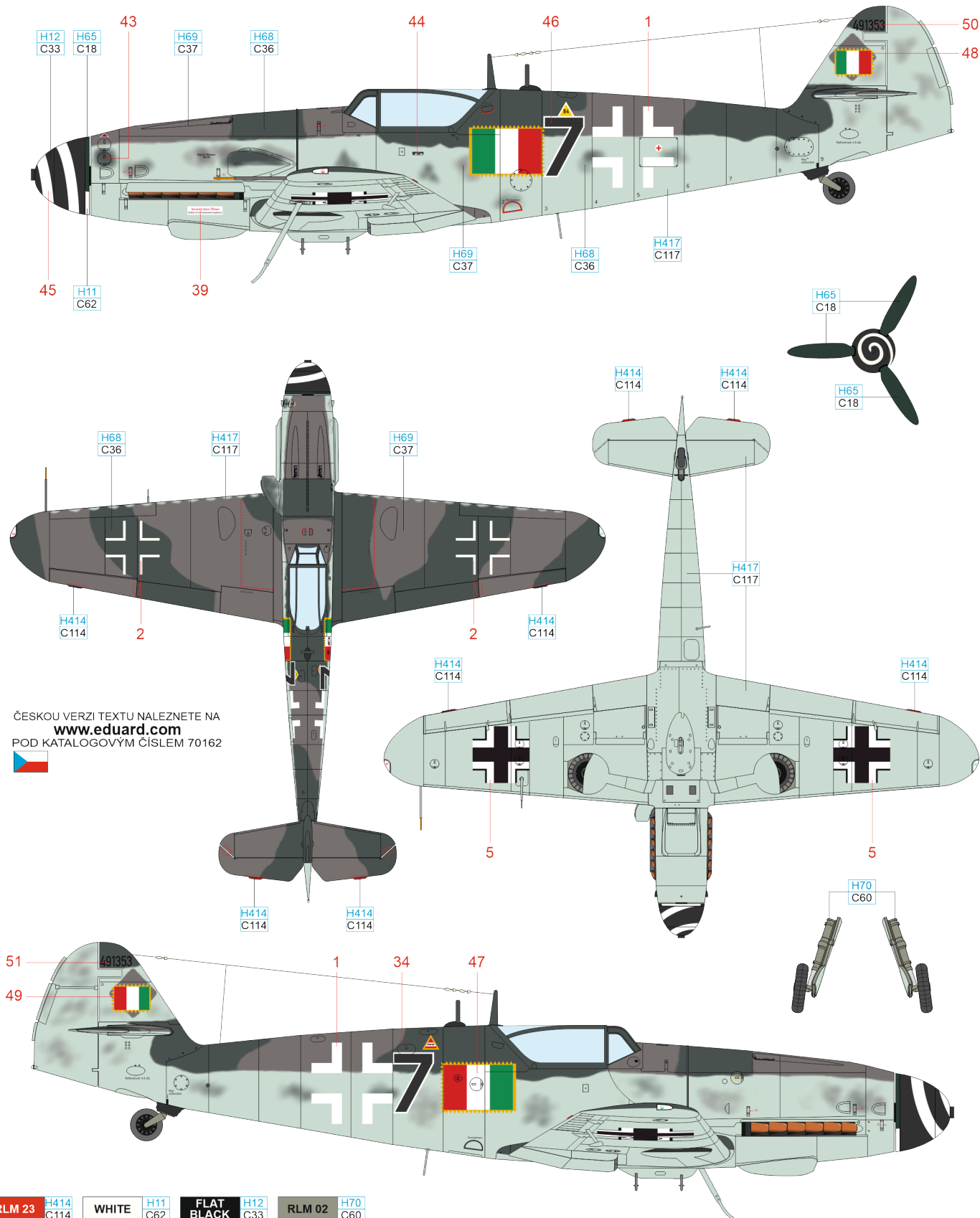
Friends and colleagues of Friedrich-Wilhelm Schenk came up with the nickname Timo-Schenko for him. It was a joke that took advantage of the name of Soviet Marshall Semyon Konstantinovich Timoshenko, and it quickly caught on to the point where the ground crew painted the name on the fuselage of Schenk's aircraft. Friedrich-Wilhelm Schenk flew with JG 300 from July 1944 up to March 1945, when he was reassigned to JG 7 and flew Me 262 jet fighters there. During the Second World War, he achieved seven kills and after the war he became a Lufthansa pilot.



RLM 23	H414 C114	WHITE	H11 C62	FLAT BLACK	H12 C33	SUPER FINE SILVER 2	SM201
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18
						BLUE	H5 C5

## F

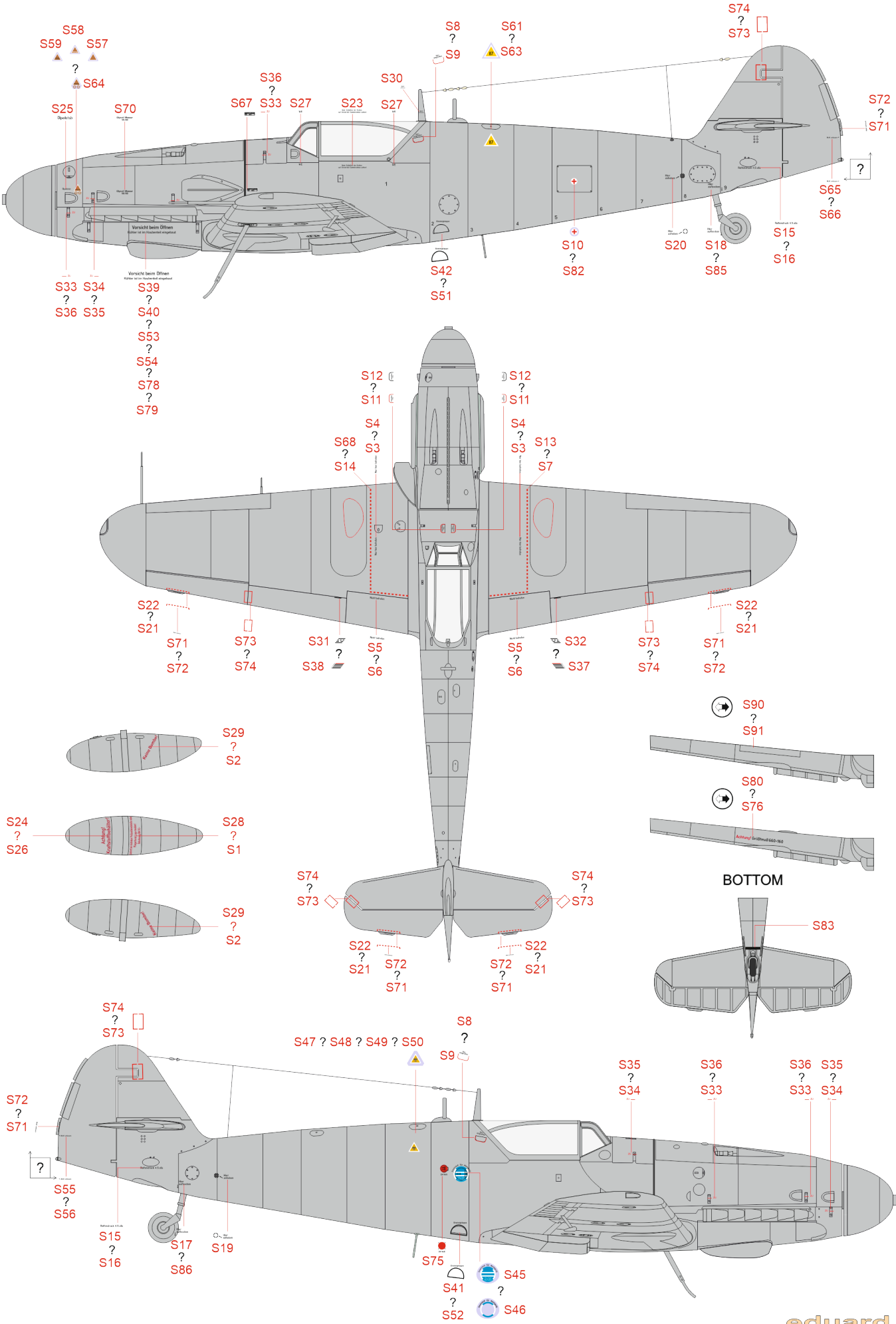
After the creation of Italian Social Republic, led by Benito Mussolini, on September 18, 1943, on the territory of Italy occupied by German military, Germany allowed this puppet state to establish its own military force of four divisions. Its air force component called Aeronautica Nazionale Repubblicana consisted of two fighter plane groups (Gruppo Caccia), torpedo groups (Gruppo Aerosiluranti Buscaglia) and several transportation squadrons. In 1945, both fighter groups flew Messerschmitts Bf 109G-6/G-10/G-14. The Commanding Officer of 1<sup>st</sup> Squadriglia Gigi Tre Osei, was in this time Capitano Ugo Drago, an ace with seventeen kills to his credit. In April 1945, he was awarded the German Knight's Cross. After the war, he emigrated to Argentina, where he made a living as a flight instructor. He returned to Italy in 1953 and took up a post with Alitalia with which he flew until 1973. He died in Rome on April 22, 2007. Towards the end of the war, the majority of German markings on ANR aircraft in the form of fuselage and wing crosses were no longer removed, only the swastika on the tail being oversprayed and replaced by Italian markings. This marking, an Italian flag edged in yellow, was also added to the fuselage sides.



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<b>RLM 23</b>	<b>H414</b> C114	<b>WHITE</b>	<b>H11</b> C62	<b>FLAT BLACK</b>	<b>H12</b> C33	<b>RLM 02</b>	<b>H70</b> C60
<b>RLM 76</b>	<b>H417</b> C117	<b>RLM 75</b>	<b>H69</b> C37	<b>RLM 74</b>	<b>H68</b> C36	<b>RLM 70</b>	<b>H65</b> C18



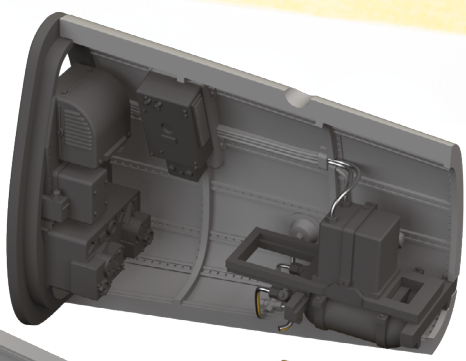
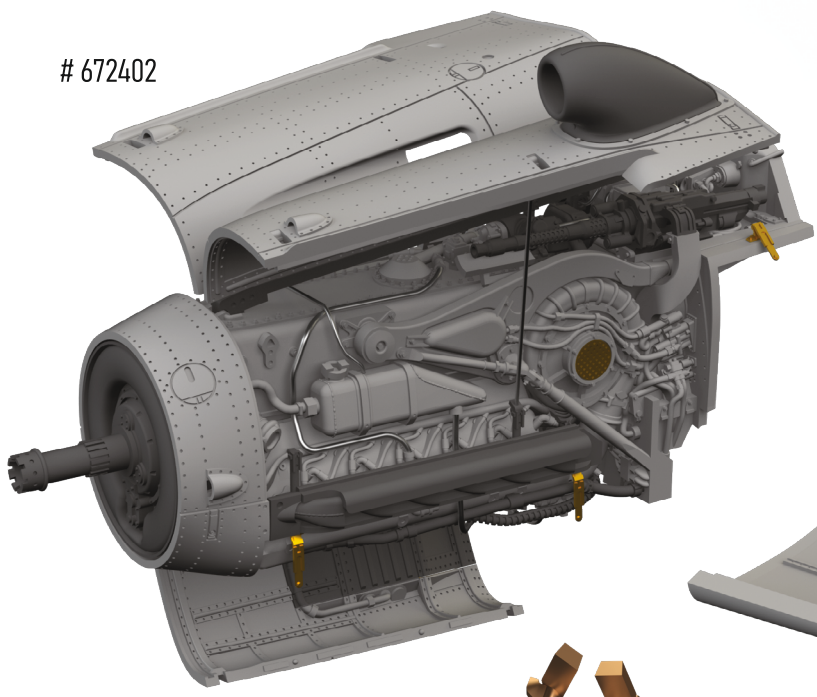


- 674018 Bf 109G-10 LööK (Brassin)
- 674020 Bf 109G-10 LööKplus (Brassin)
- 672338 Bf 109G undercarriage legs BRONZE (Brassin)
- 672344 Bf 109G radio compartment PRINT (Brassin)
- 672383 Bf 109G-10/K-4 propeller (Brassin)
- 672385 Bf 109G-10 wheels (Brassin)
- 672388 Bf 109G-10 cockpit PRINT (Brassin)
- 672402 Bf 109G-10 Erla engine PRINT (Brassin)
- CX678 Bf 109G-10 (Mask)



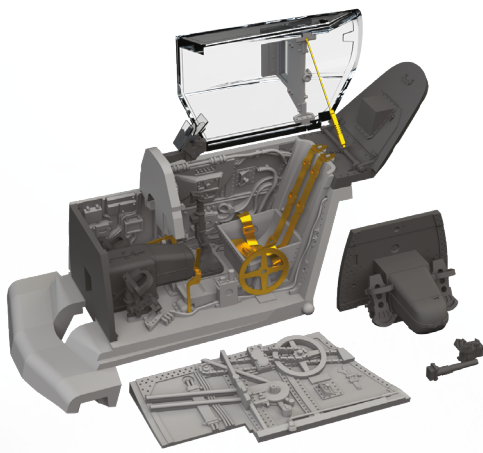
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# 672402



# 672344

# 672338



# 672388

