

Bf 109 G-6

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82111

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 "Jagdwaaffe" during the second phase of the war in the east, and in the "Defence of the Reich" from 1943 to 1945, the Bf 109s served in the form of the G version, followed by the K. Even if it was clear that the development of the Bf 109 had reached its limits by the end of the war, the aircraft was still able to keep pace with the foes that it encountered. Besides its primary purpose as a fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

Postwar service

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples stayed in Swiss service up to 1949 and many flew in the air force of Czechoslovakia in both original form with a DB 605 powerplant and as an aircraft built out of necessity with surplus Jumo 211s. The latter type also served as the first fighter to fight for the independence of the newly formed state of Israel. Finland retired the type as recently as 1954, and Spain did not retire their HA-1109-1112, re-engined Bf 109s, until 1967. The legendary fighter of Willy Messerschmitt survived the state that developed it.

The kit: Bf 109G-6

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 difference 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-6 subvariant was introduced in February 1943 and the 7.92 mm MG 17s machine guns were replaced by more powerful 13 mm MG 131s. The change necessitated two bulges covering the gun's breeches. More than 12,000 examples were built.

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 lepidla 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. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTION ON www.eduard.com

PARTS



DÍLY



TEILE

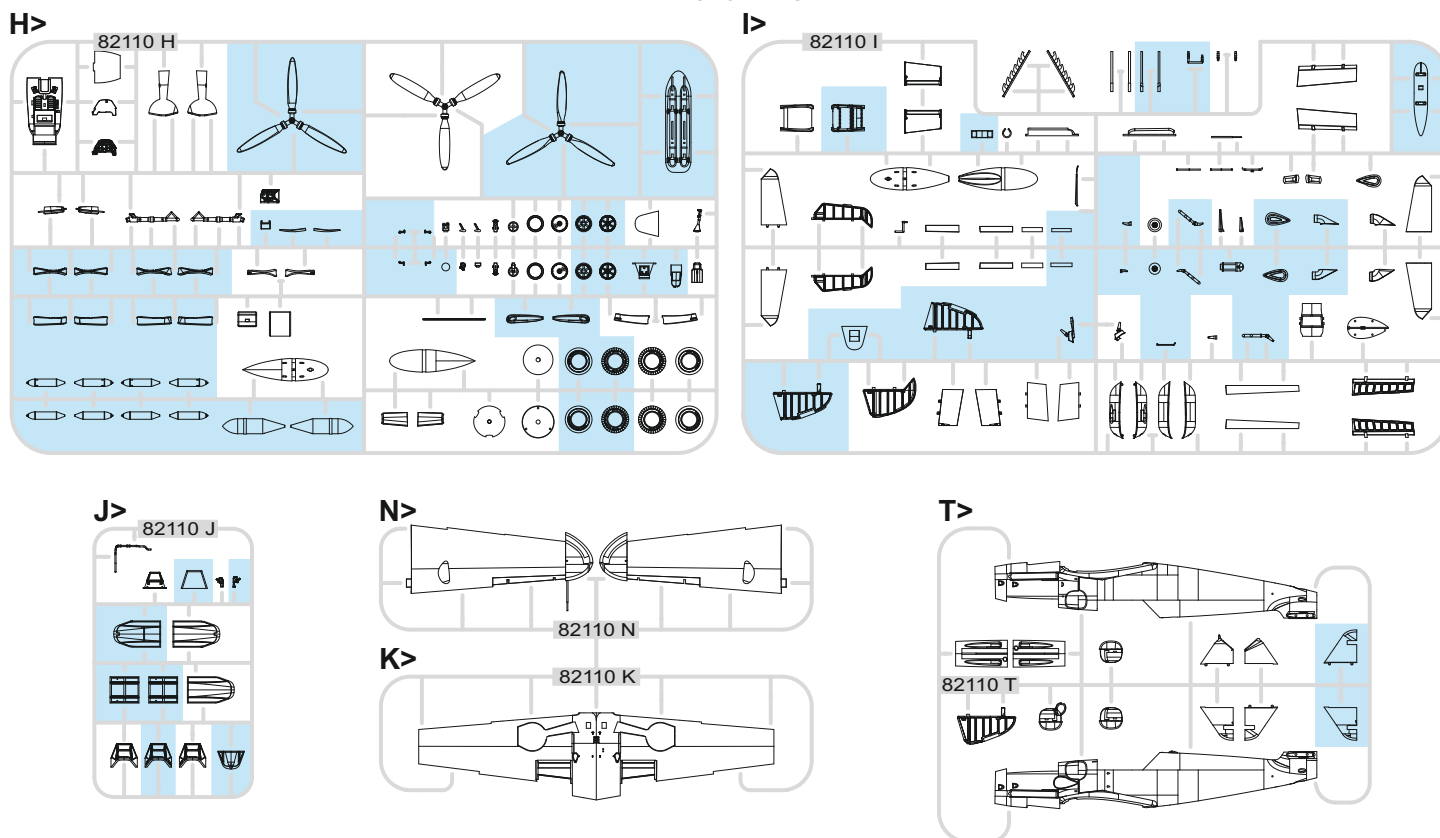
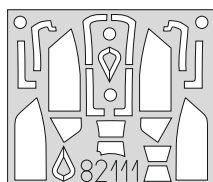


PIÈCES

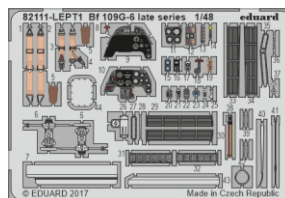


部品

PLASTIC PARTS

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



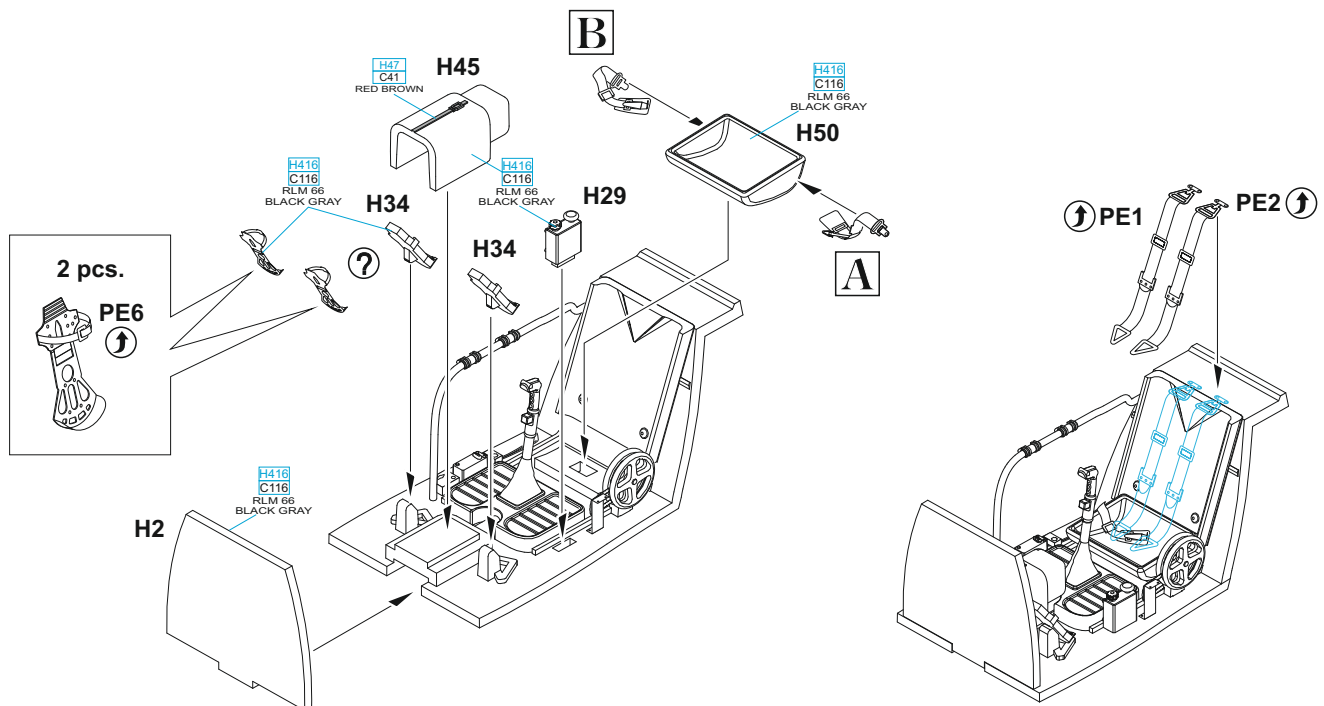
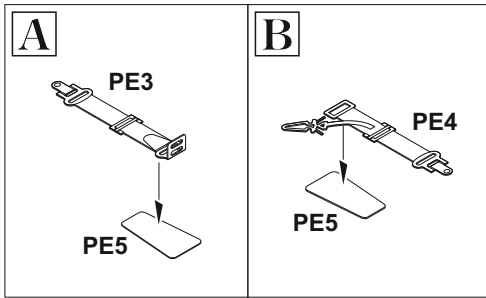
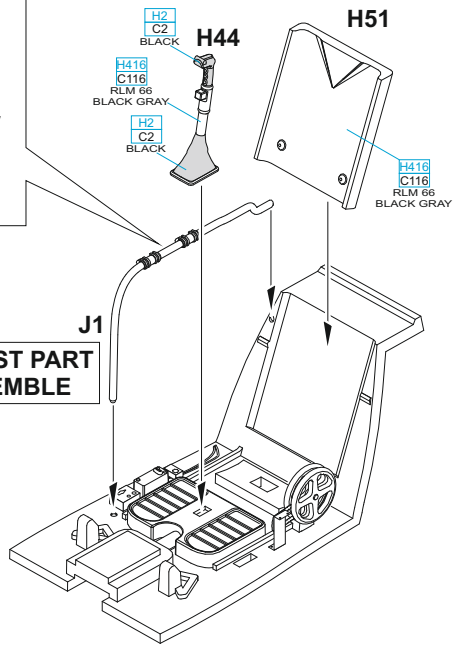
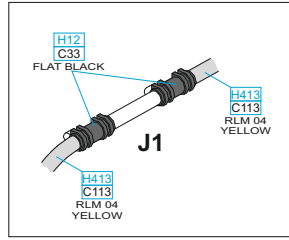
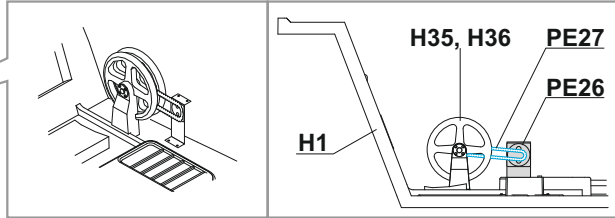
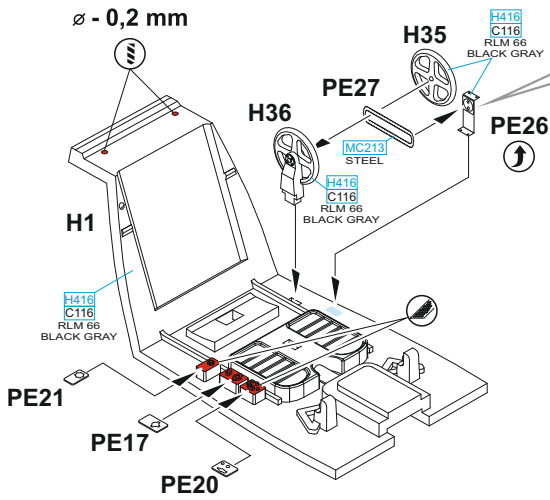
PEINTURE



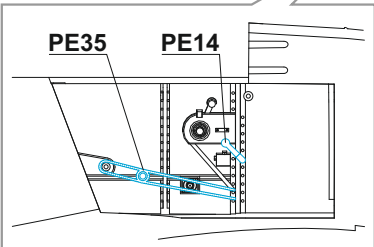
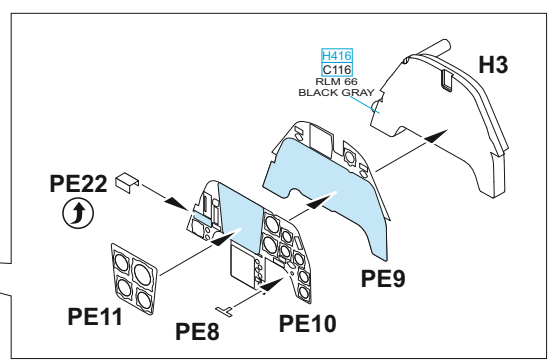
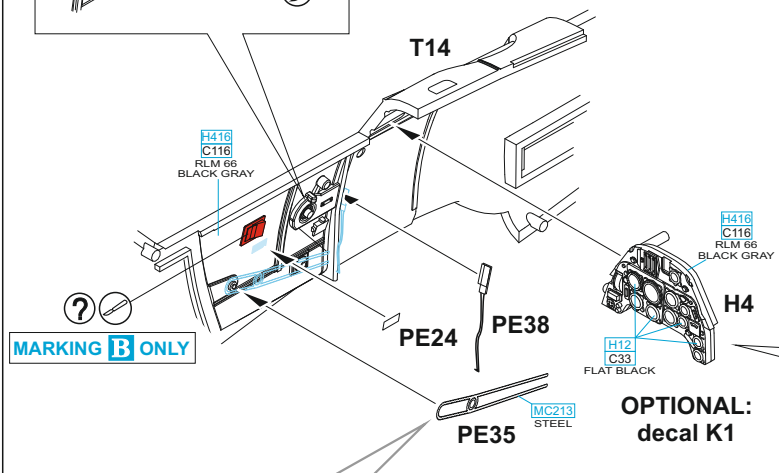
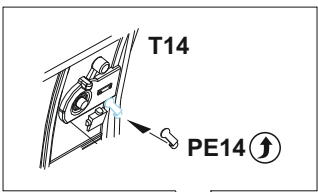
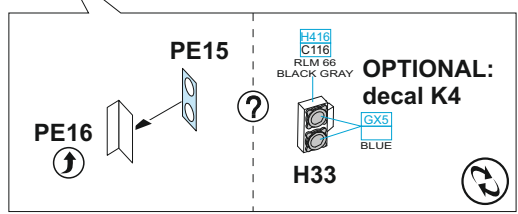
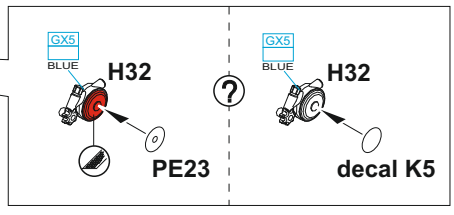
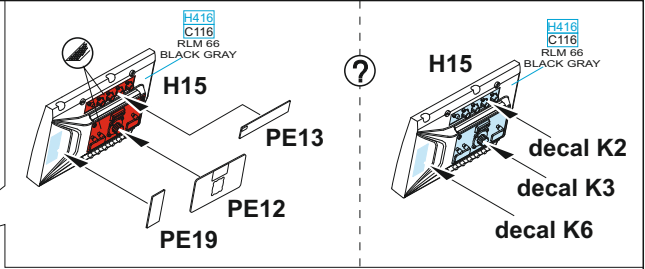
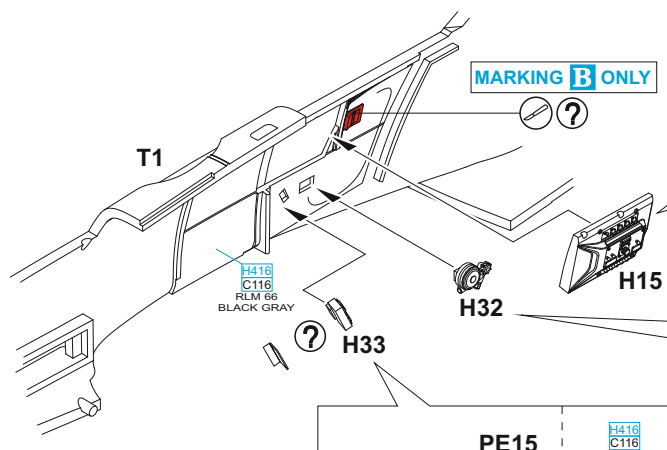
色

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
H77	C137	TIRE BLACK
H90	C47	CLEAR RED

AQUEOUS	Mr.COLOR	
H94	C138	CLEAR GREEN
H319	C119	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
Mr.COLOR GX		
GX5		SUSIE BLUE

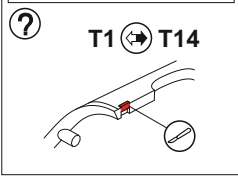
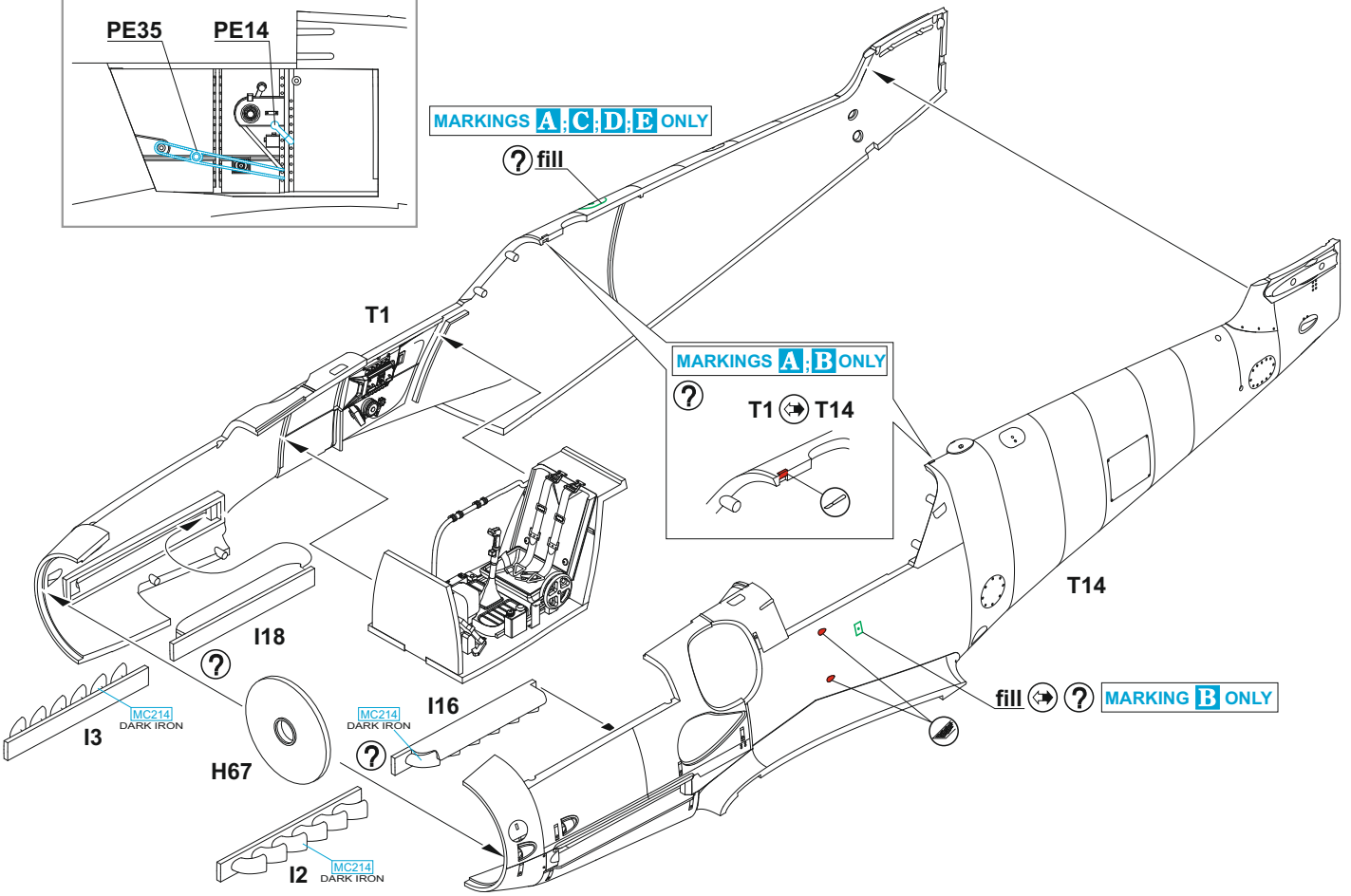


MARKING B ONLY

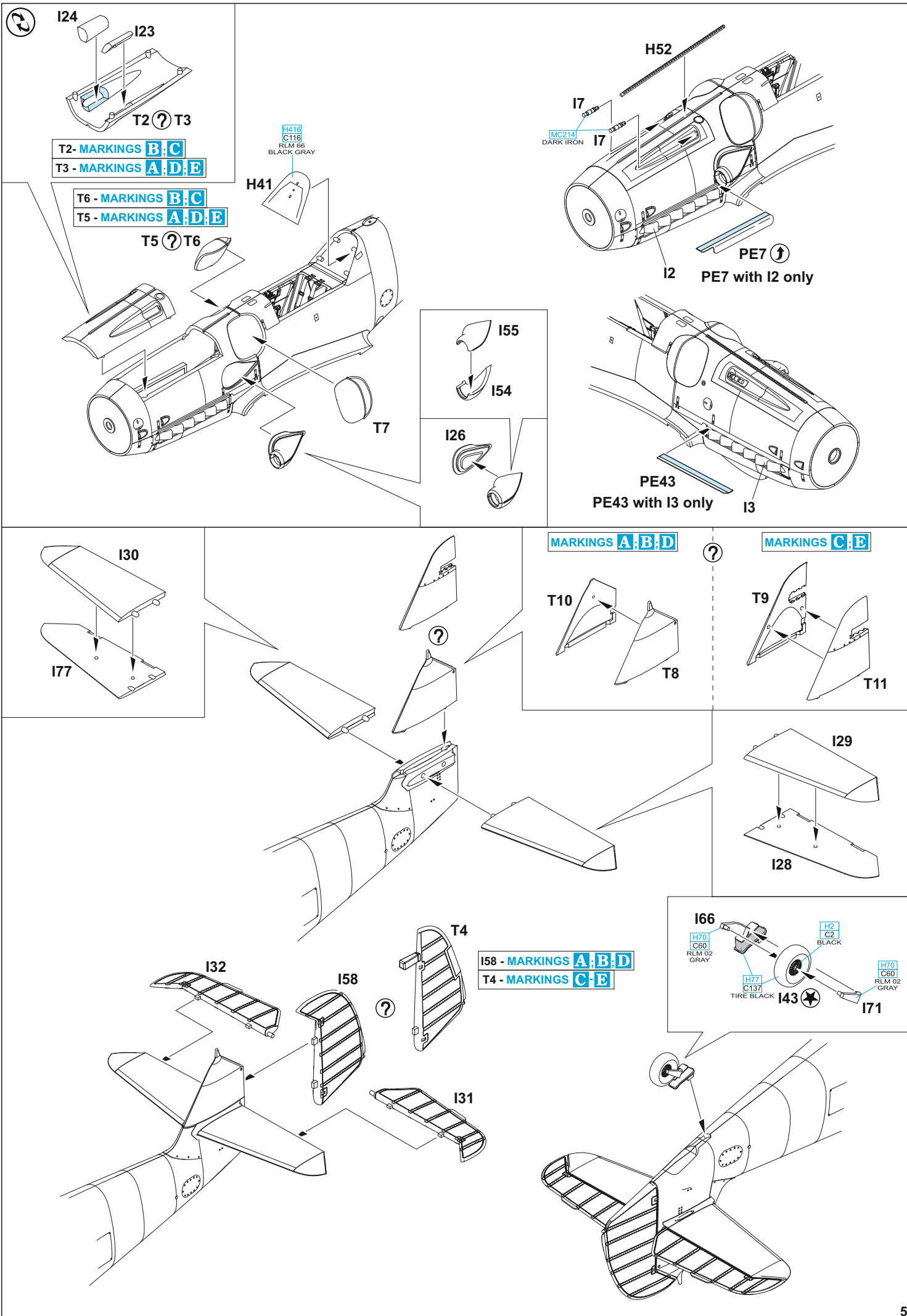


MARKINGS A, C, D, E ONLY

MARKINGS A, B ONLY



MARKING B ONLY



I24

I23

T2 ? T3

T2 - MARKINGS B, C
T3 - MARKINGS A, D, E

T6 - MARKINGS B, C
T5 - MARKINGS A, D, E

T5 ? T6

H41
H416
C116
RLM 66
BLACK GRAY

H41

T7

I55

I54

I26

H52

I7

MC214
DARK IRON

I7

PE7

PE7 with I2 only

I2

PE43

PE43 with I3 only

I3

I30

I77

MARKINGS A, B, D

?

MARKINGS C, E

T10

T8

T9

T11

I29

I28

T4

I58 - MARKINGS A, B, D
T4 - MARKINGS C, E

I66

H70
C60
RLM 02
GRAY

H2
C2
BLACK

H77
C137
TIRE BLACK

I43

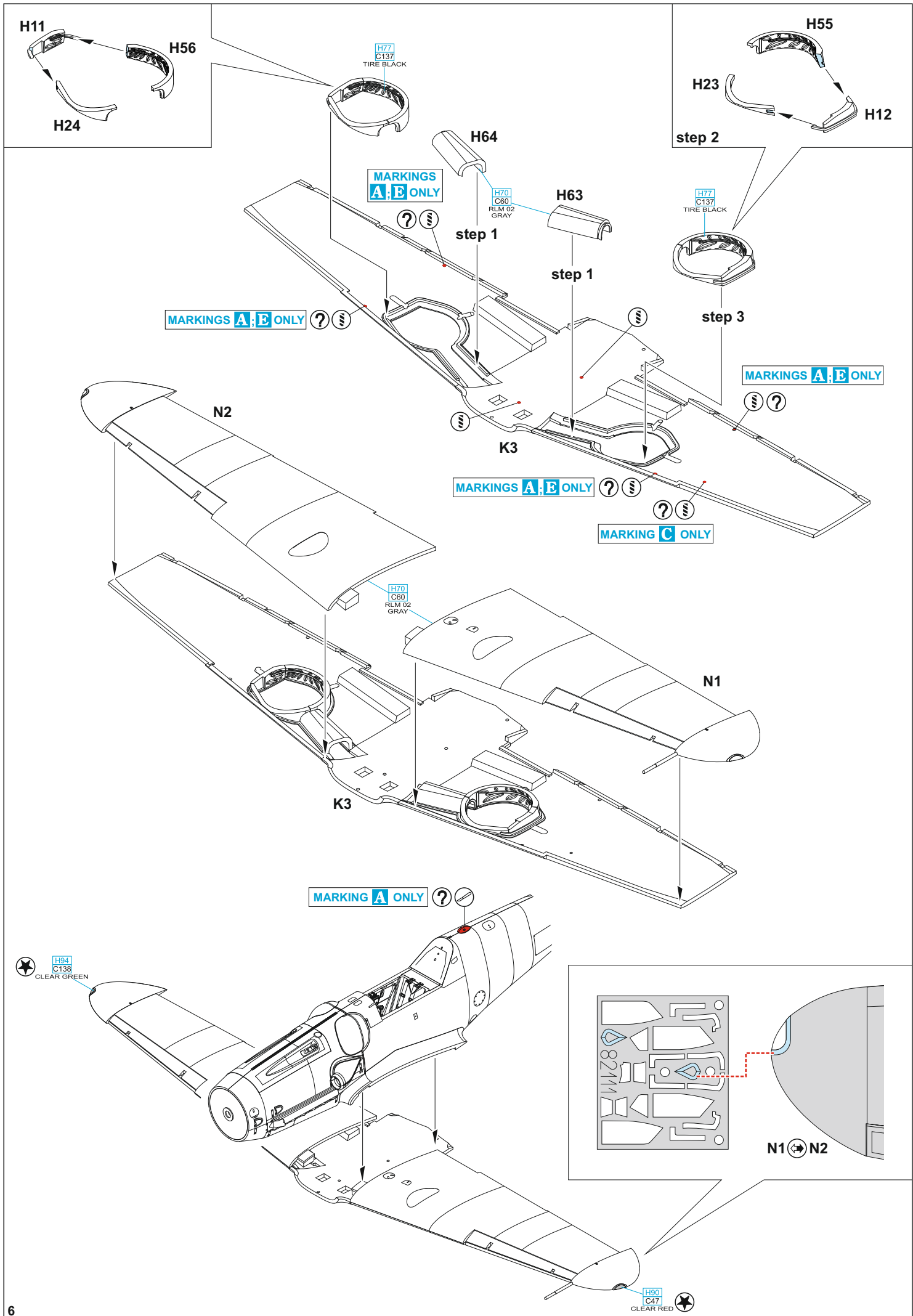
H70
C60
RLM 02
GRAY

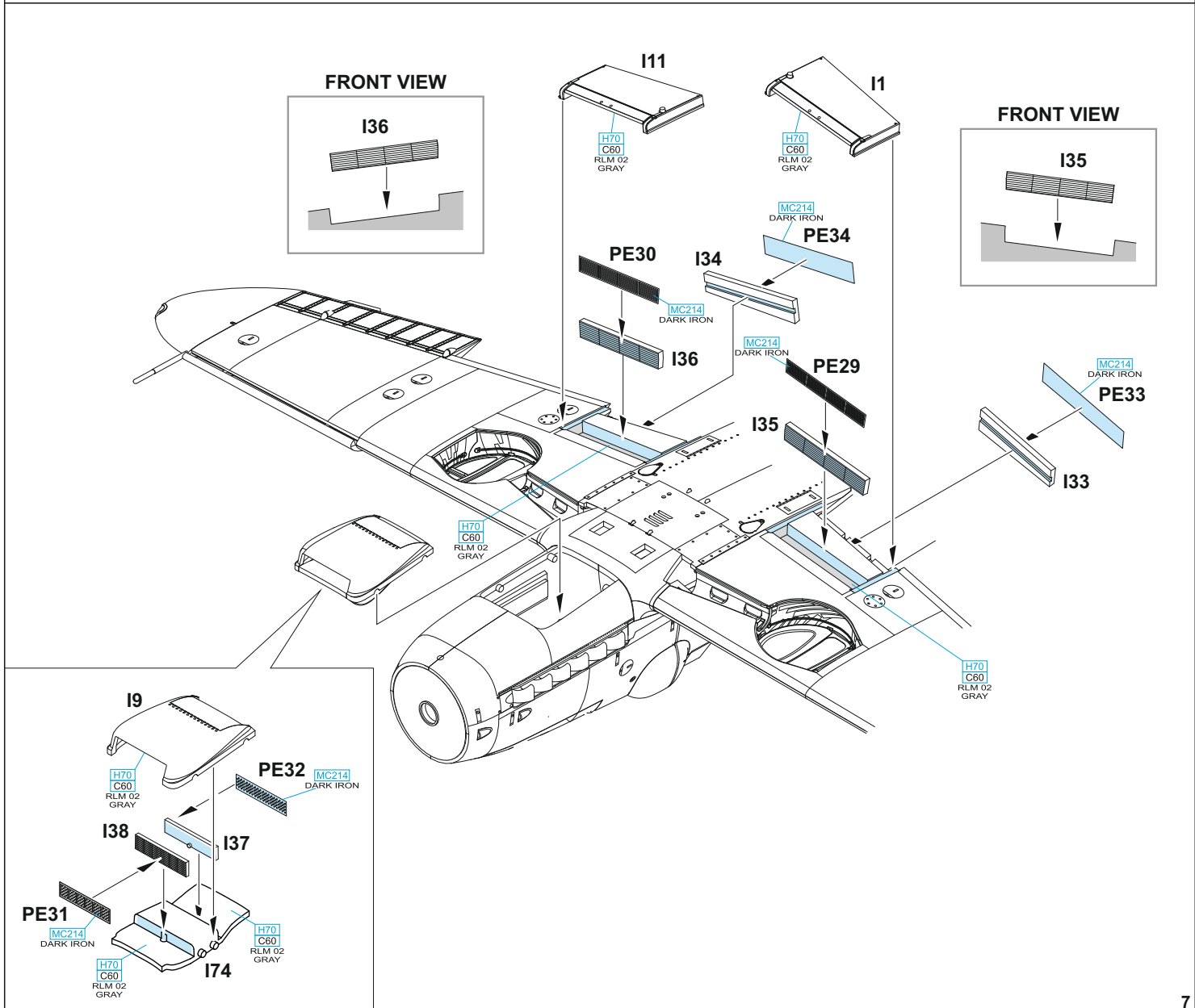
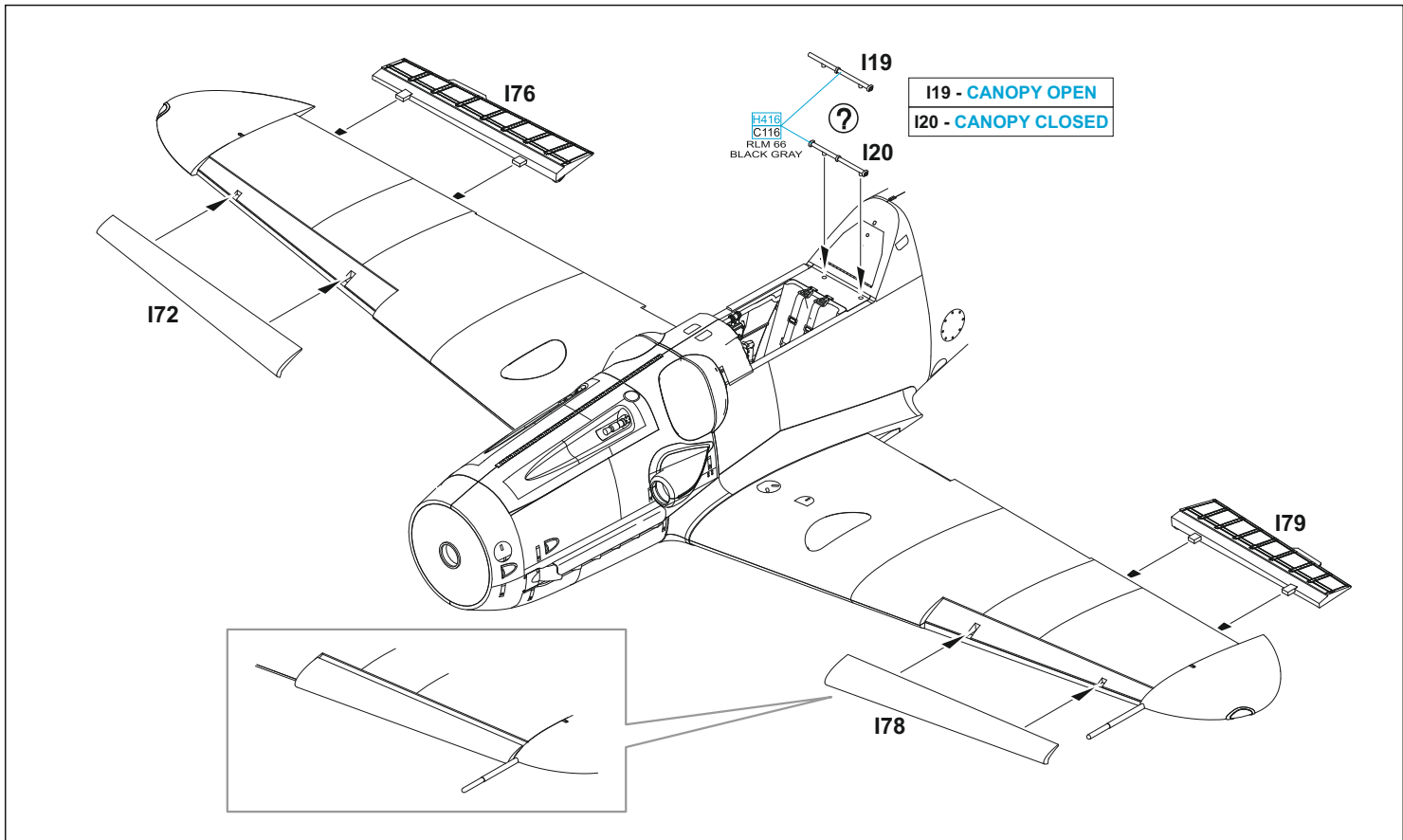
I71

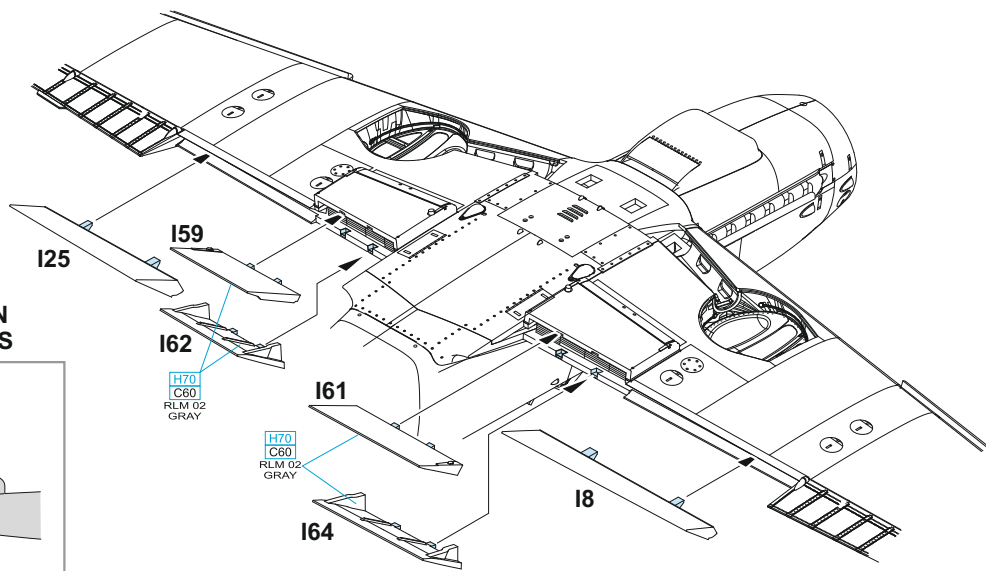
I32

I58

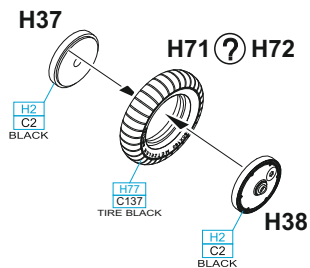
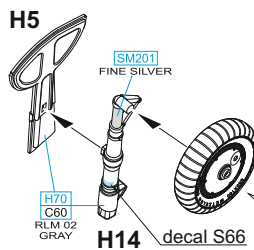
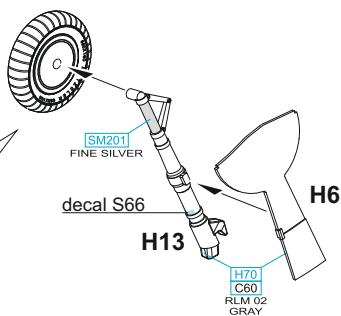
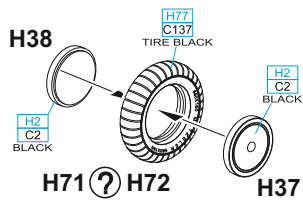
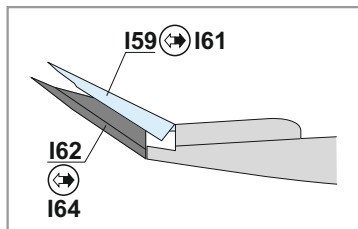
I31



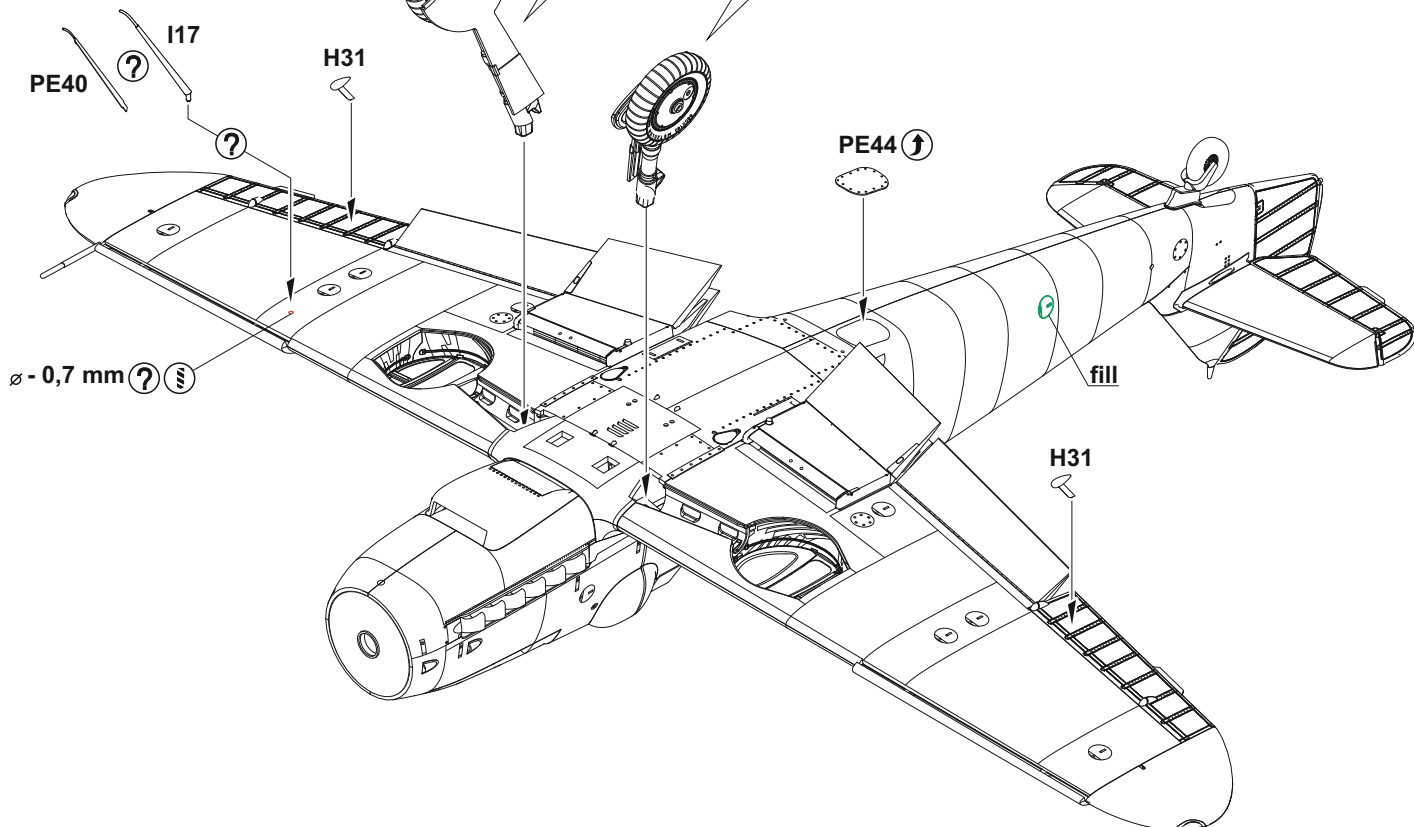




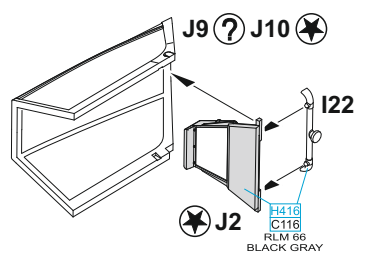
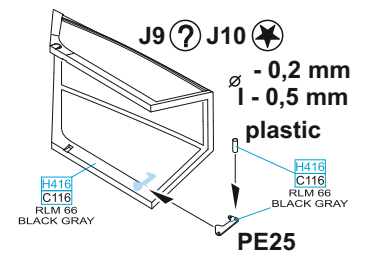
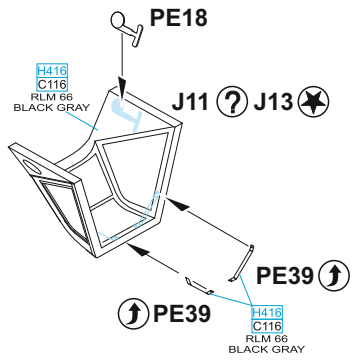
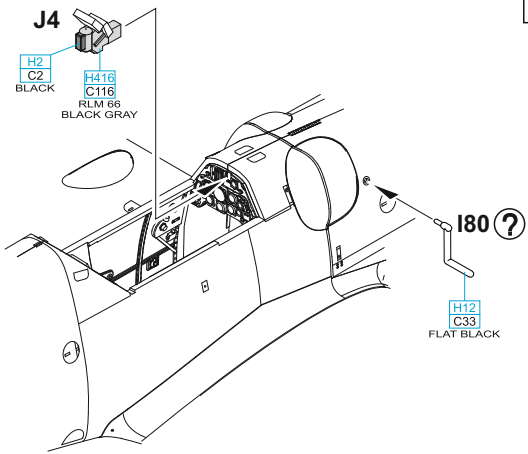
CORRECT POSITION OF RADIATOR FLAPS



I17 ? PE40 - MARKING C ONLY



C



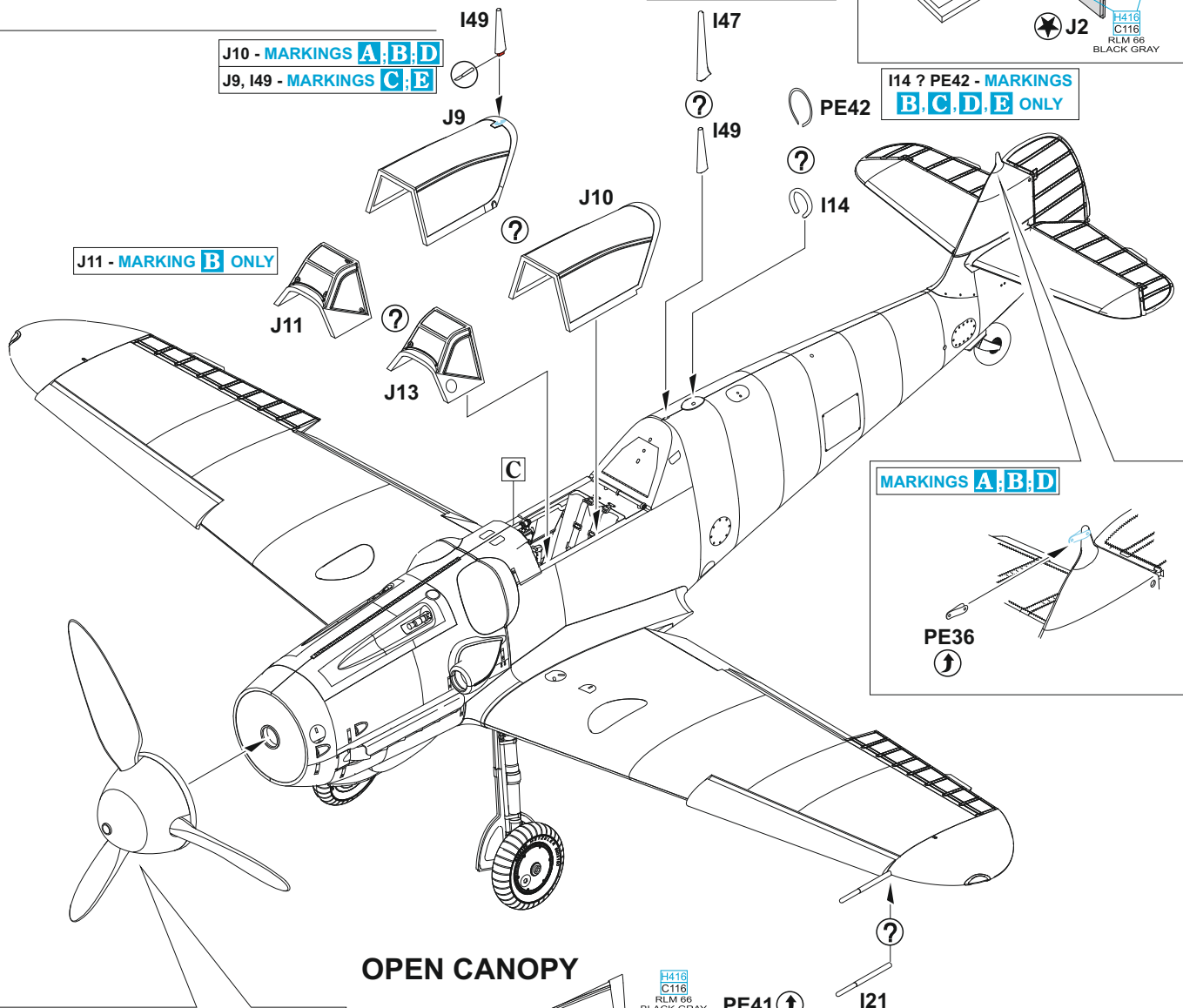
I47 - MARKING **A**
I49 - MARKINGS **B, D**

J10 - MARKINGS **A, B, D**
J9, I49 - MARKINGS **C, E**

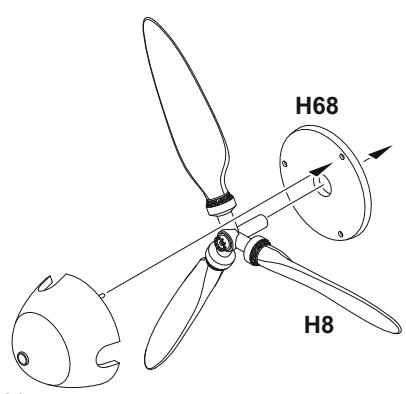
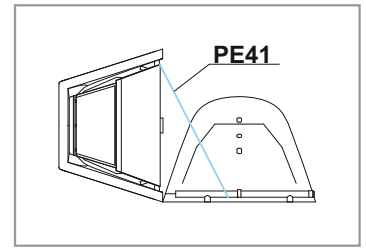
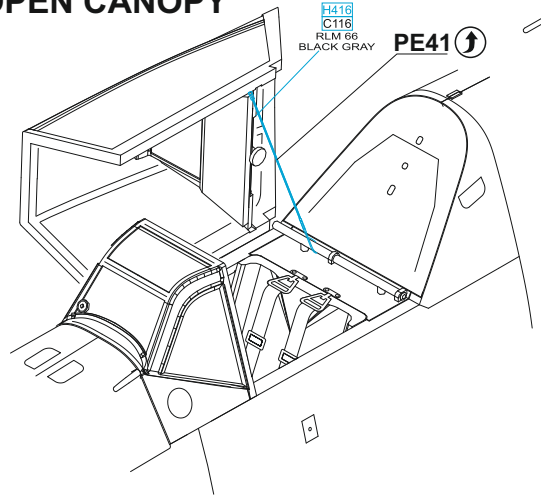
I14 ? PE42 - MARKINGS **B, C, D, E ONLY**

J11 - MARKING **B ONLY**

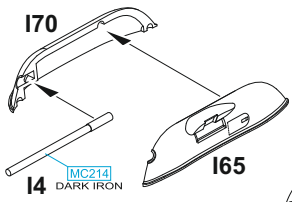
MARKINGS **A, B, D**



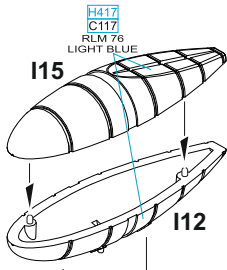
OPEN CANOPY



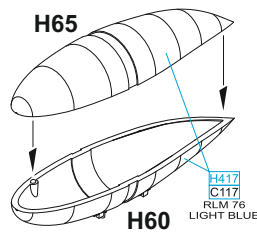
MARKINGS A;E



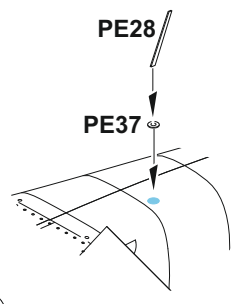
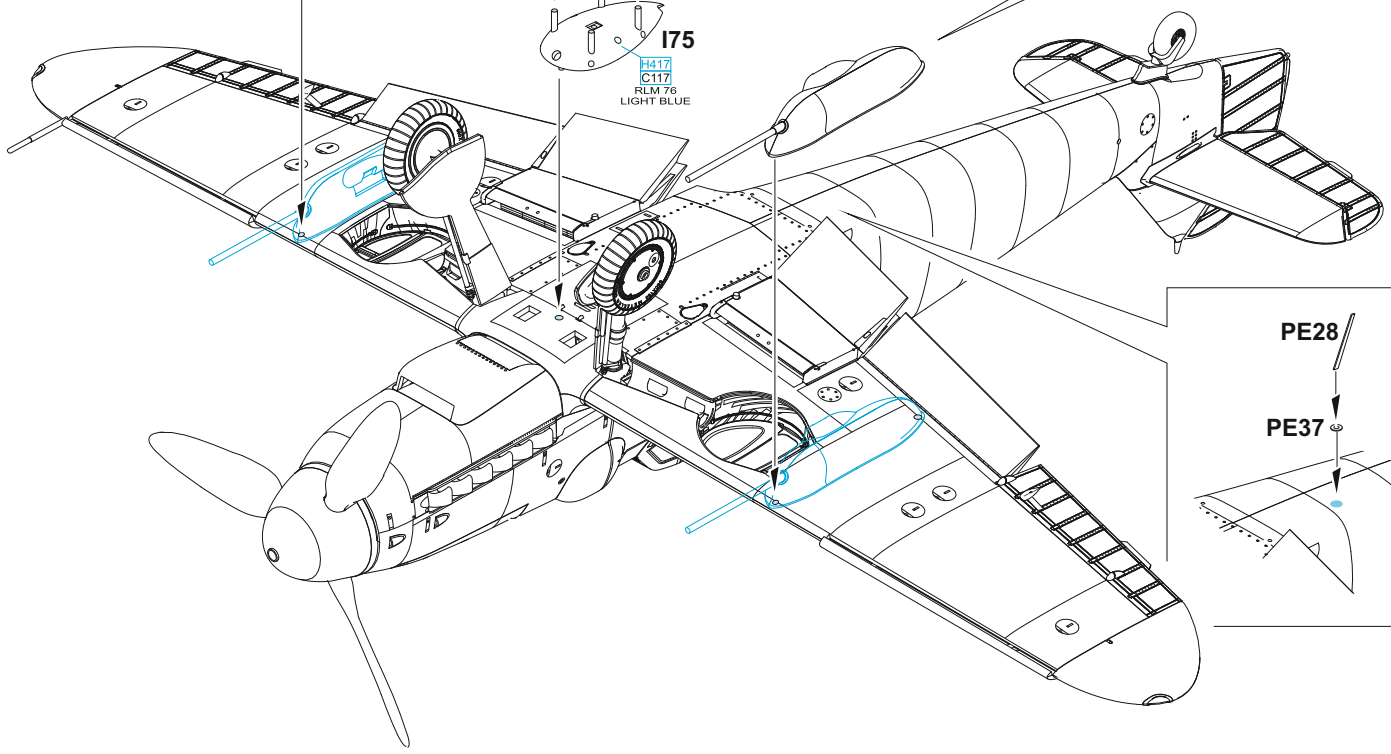
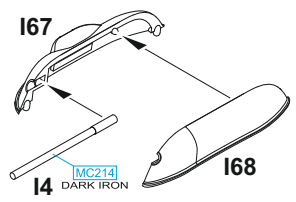
MARKINGS A;B;C



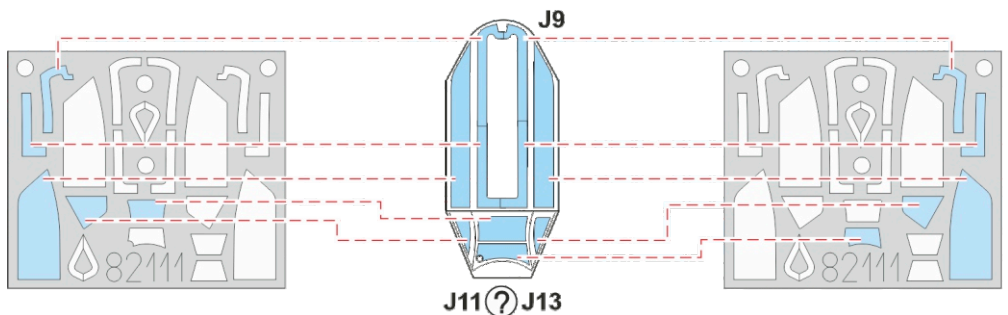
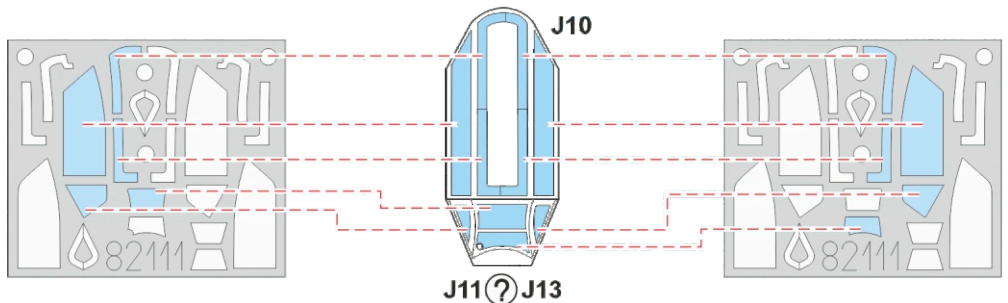
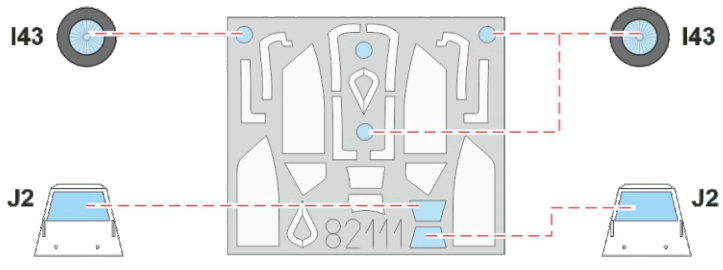
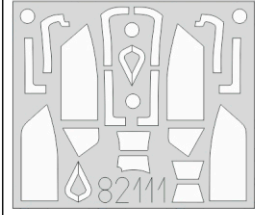
MARKINGS D;E



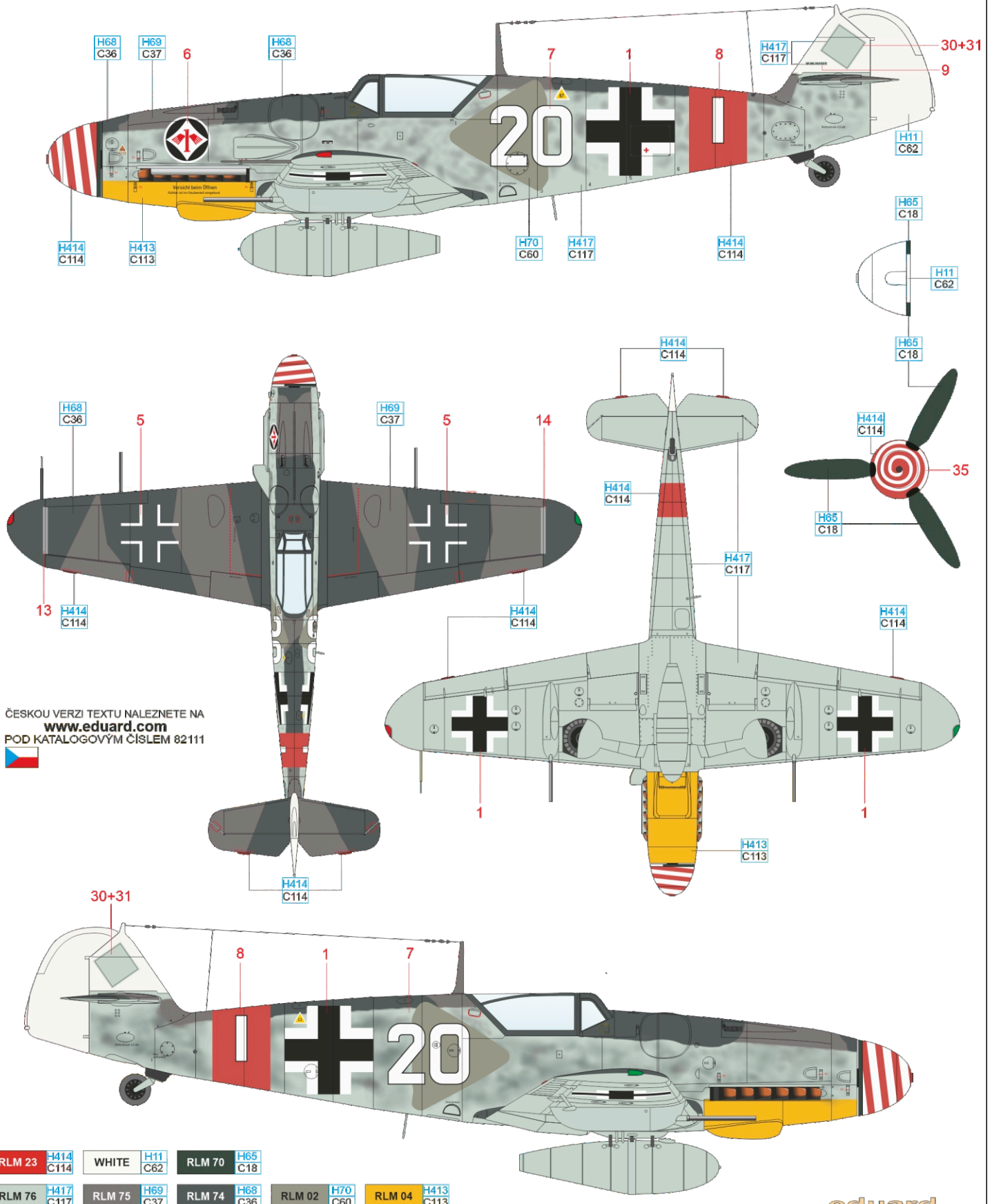
MARKINGS A;E



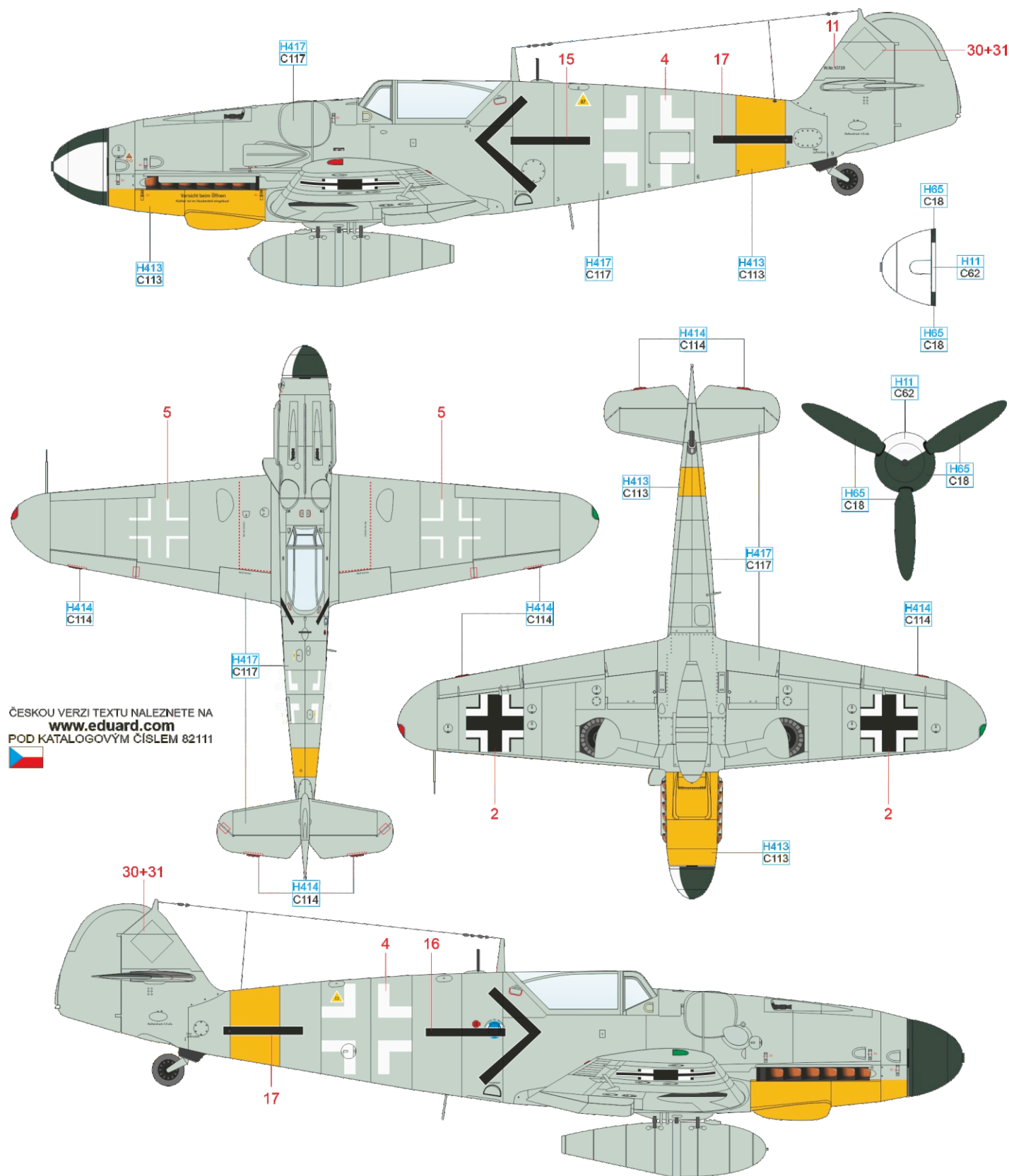
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Friedrich Eberle, the commanding officer of III. Gruppe of JG 1, was downed in this Bf 109G-6 on January 30, 1944. The man who recorded the kill was a P-47D Thunderbolt jockey, Lt. Robert Booth, of the 369th FS, 359th FG, a fighter ace with a total of eight kills to his credit. Both himself was downed a few months later, on June 8, 1944 and became a POW. Eberle was injured but survived the encounter with Booth and led III. Gruppe until April 27, 1944. In July 1944, he was appointed the CO of III./JG 4. Eberle led his unit in Operation Bodeplatte, the attack on Allied airfields on January 1, 1945. He was court martialled for cowardice but finally was acquitted of the charge and survived the war with 33 kills. Eberle's aircraft had been marked with a double chevron but in accordance with temporary orders, this marking was painted over and the commander's aircraft was marked with a number. The JG 1 crest was painted on the left side of the cowling only. The rear part of the fuselage was partially overpainted with RLM 76 to tone it down.



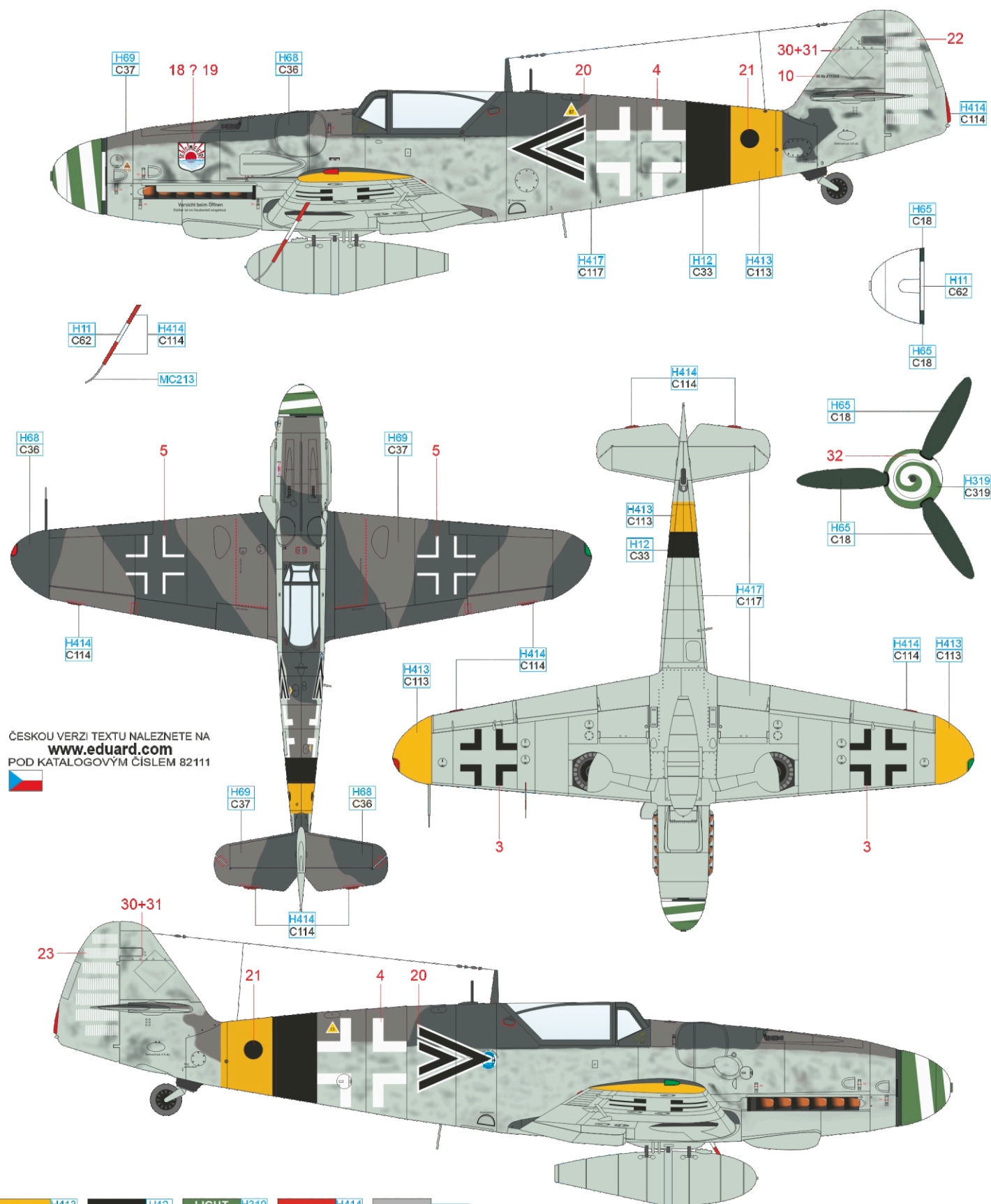
This aircraft was manufactured by the Erla factory as a Bf 109G-5 high-altitude fighter but was converted to G-6 standard later. What was typical for the G-5 and retained during the conversion was the anti-fog capsule in the windscreen. The camouflage scheme is unusual – the former camouflage including the Stab marking was oversprayed with a light grey color, probably RLM 76. Hermann Graf commanded JG 11 from November 11, 1943 till March 29, 1944 and despite the fact that he was officially banned from flying, he managed to down seven aircraft – amounting to the final kills of his career. He is credited with 212 victories in total (the majority of which were with JG 52 and three with JGr. 50). He was awarded for his successes during the war as well as after. He received Diamonds to his Ritterkreuz with Oak Leaves and Swords, the fifth recipient of this honor, on September 29, 1942. Graf participated in propaganda campaigns, and he was a member of the Luftwaffe soccer team. At the end of the war, Graf led JG 52 and retreated from East Prussia via Silesia to Bohemia and surrendered to US forces at Pisek on May 8, 1945. He was promptly handed over to the Russians and spent more than four years in Russian captivity.



ČESKOU VERZI TEXTU NALEZNETE NA
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 POD KATALOGOVÝM ČÍSLEM 82111



Franz Dörr downed his first victim, a British Wellington bomber, on September 29, 1941 as a member of 1.(Erg.)/JG 3. This unit was redesignated 7./JG 5 on January 1, 1942. In early May 1944, Dörr took command of III. Gruppe of JG 5 and led this unit till the end of war. Dörr was awarded the Ritterkreuz on August 19, 1944. He managed to down 122 enemy aircraft – his score is marked on the rudder of his personal Bf 109G-6, WNr. 411960. This aircraft was manufactured at the Erla factory and sports all its typical characteristics such as the small bulge on the right side of the cowl and different gun troughs. The exact color of the spinner is inconclusive from photographic evidence but can be black with a white spiral. The small disc on the rear fuselage identified III. Gruppe aircraft.



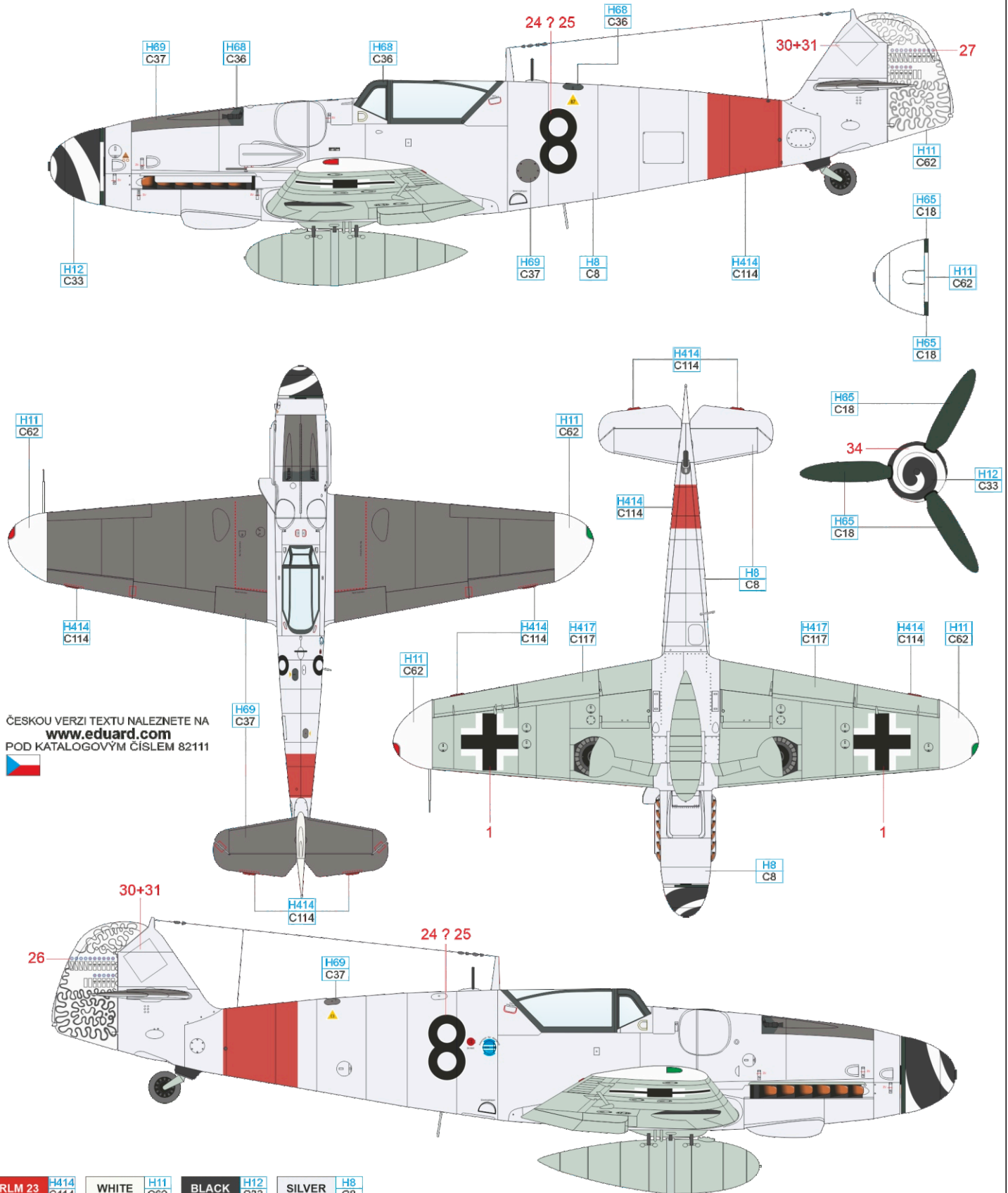
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RLM 04	H413 C113	BLACK	H12 C33	LIGHT GREEN	H319 C319	RLM 23	H414 C114	STEEL	MC213
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18	WHITE	H11 C62

D Oblt. Kurt Gabler, CO of 8./JG 300, Jüterbog – Waldlager Air Base, Germany, July 1944

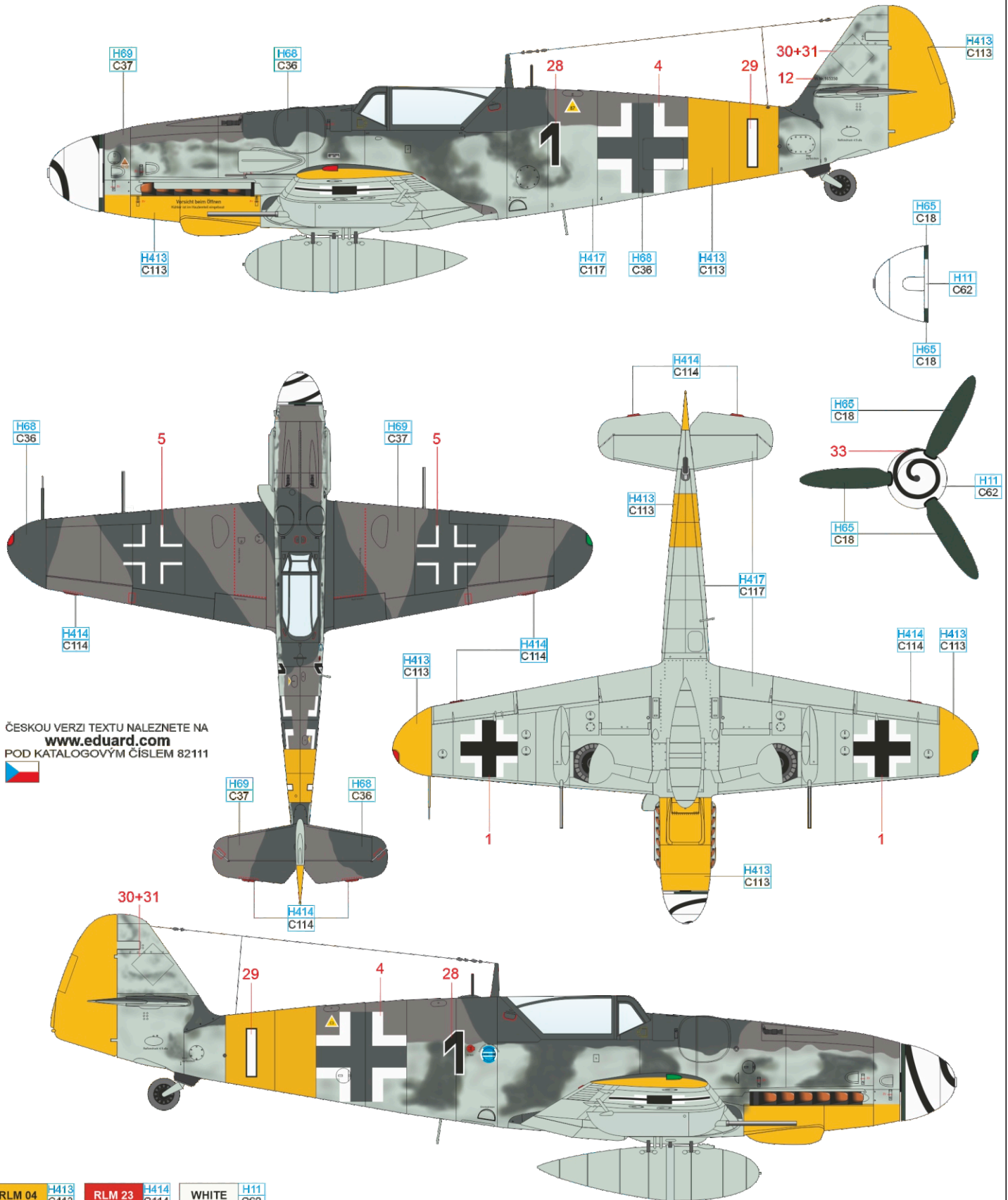
The personal aircraft of Oblt. Kurt Gabler flew without camouflage. This saved on weight, reduced drag, and made the aircraft more effective in the pursuit of the fast Mosquitos. The white tail and wingtips identified the leader's aircraft since Gabler provisionally led III./JG 300 from June 20, 1944. The wide red tailband was common to JG 300 aircraft at the time. Gabler's tally of 17 kills is depicted on the rudder. Gabler was wounded in action in late September 1944 and flew no further combat sorties through to the end of the war. The camouflage was stripped off the aircraft to lower aerodynamic drag and help the pilot in the aforementioned pursuit of RAF Mosquitos. The wings seem to be oversprayed with one color, likely RLM 75. The national insignia on the lower wings surface is not confirmed by photos. The upper cowling, canopy framing and some access panels could be either camouflaged or made of a darker metal.



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RLM 23	H414 C114	WHITE	H11 C62	BLACK	H12 C33	SILVER	H8 C8
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 70	H65 C18

Hafner was photographed in the cockpit of this particular aircraft in August 1944, when his unit was based at an airfield close to Tilsit in East Prussia (today Sovetsk, a city on the Russian-Lithuanian border). Anton Hafner is credited with a total of 204 victories, all of them achieved as a JG 51 pilot. He served with JG 51 not only on the Eastern Front where he downed the majority of his opponents, but in North Africa as well, where he was shot down and injured. He met up with his destiny on October 14, 1944. During a dogfight with his 204th and final victim, a Yak-9, Hafner hit some trees and succumbed to his resulting injuries. He was awarded the Ritterkreuz on August 23, 1943 and Oak Leaves were added on April 11, 1944. The appearance of this aircraft was partially reconstructed from existing photos. It could have the standard rudder. The fuselage is darkened with blotches of RLM 74 and 75 color.



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

