

Bf 109F-2

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82115

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 kit: Bf 109F-2

The Bf 109F series (Friedrich) was a major improvement of the Bf 109E. There were numerous aerodynamical changes, giving the Bf 109 the shape, which was close to the "definitive" appearance. The engine cowling was completely redesigned and was more rounded and streamlined. The spinner was larger, and its shape transitioned smoothly into the line of the front fuselage. The oil cooler radiator below the nose was also streamlined. The wing lost its typical rectangle shape as a new rounded wingtips were developed. The armament was also revised and consisted of two .312 in (7.92 mm) MG 17 machine guns mounted on top of the engine and one 15 mm MG 151 cannon firing through the propeller spindle. The new aircraft was well received as it was the best handling Bf 109 of them all according to many pilots. The F-2 version was using VDM 9-11207 propeller driven by the DB 601N engine. The first Bf 109F-2s arrived in October 1940 and the production ran until August 1941. During that period some 1,230 of the Bf 109F-2 were 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

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

PARTS



DÍLY



TEILE

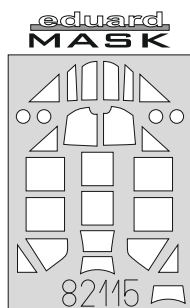
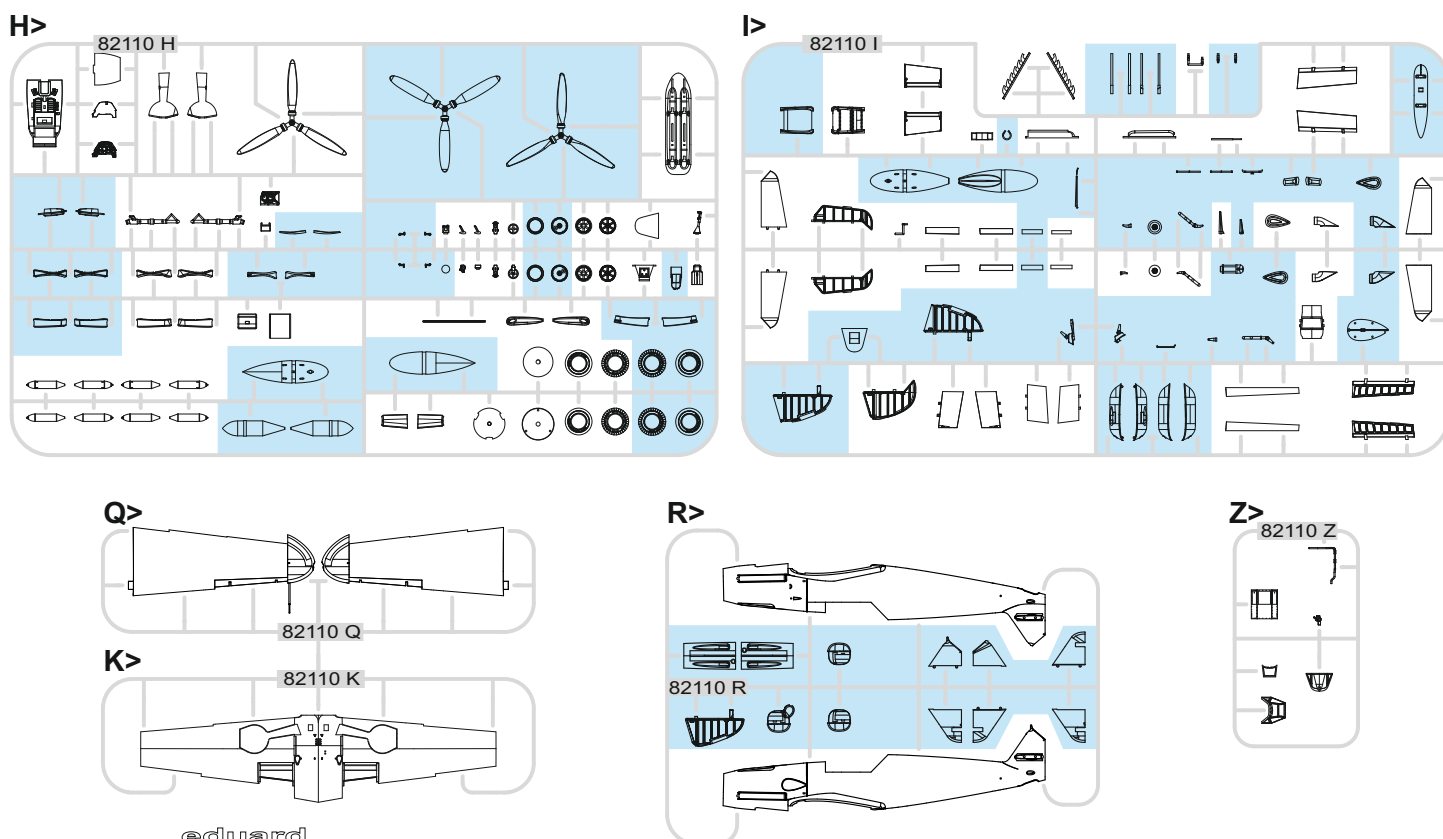


PIÈCES

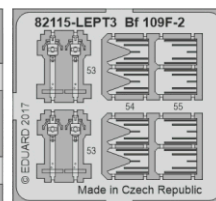
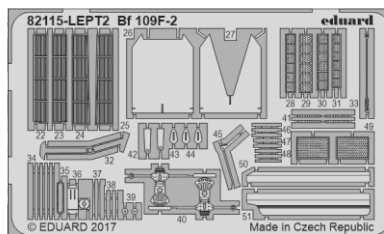
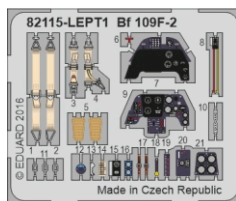


部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS



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

COLOURS



BARVY



FARBEN



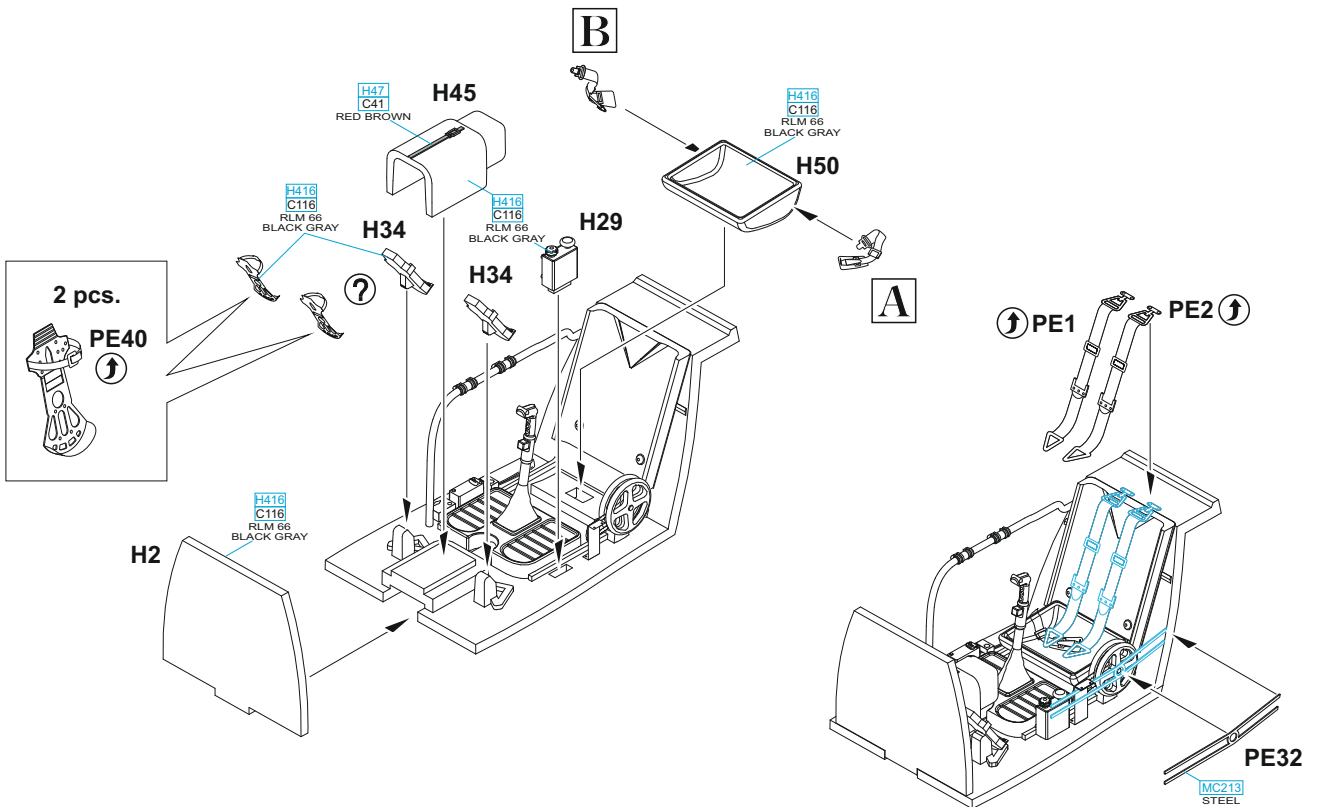
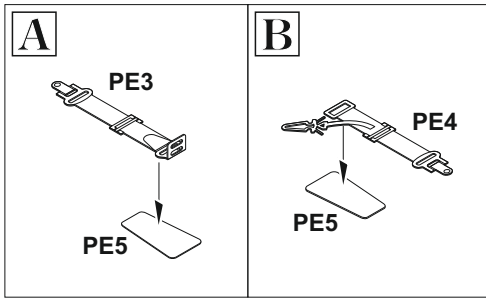
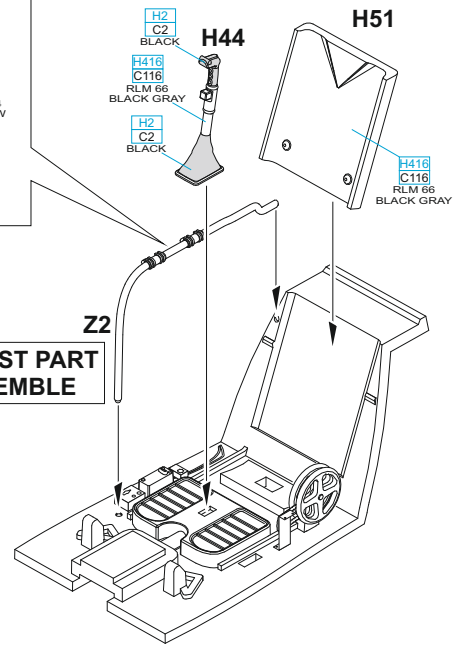
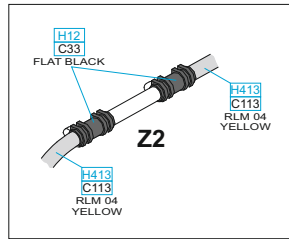
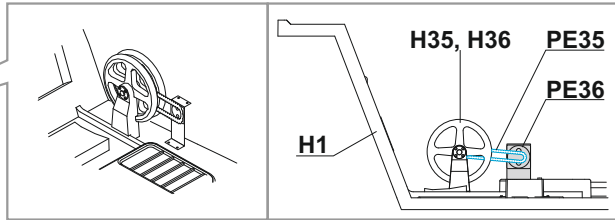
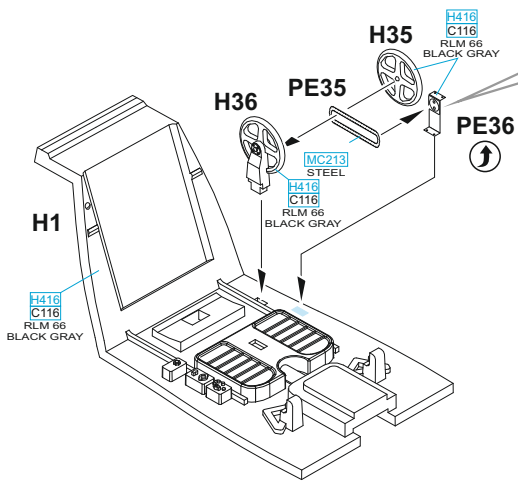
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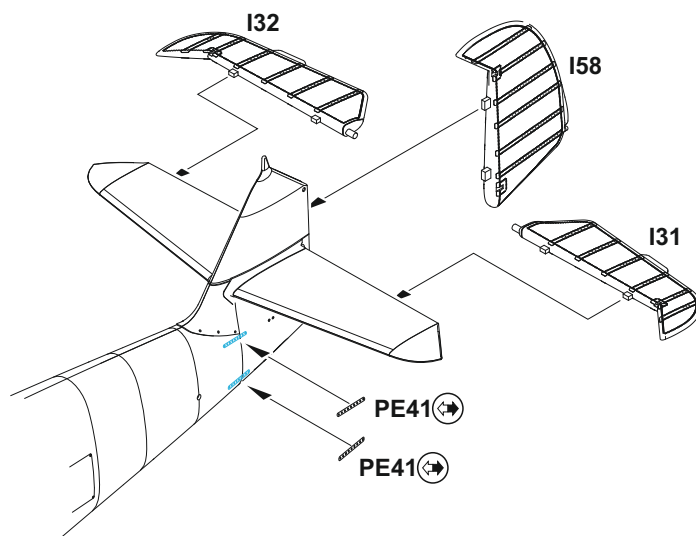
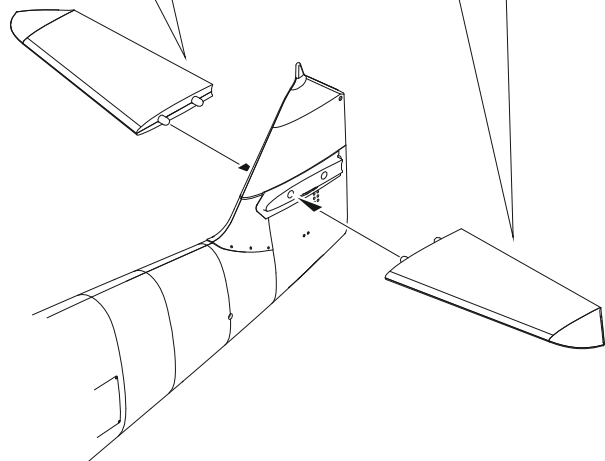
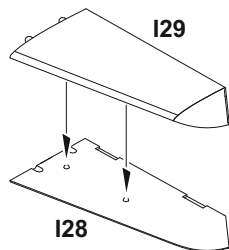
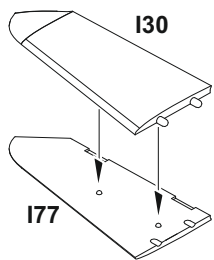
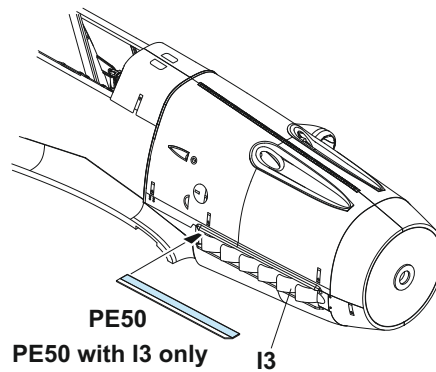
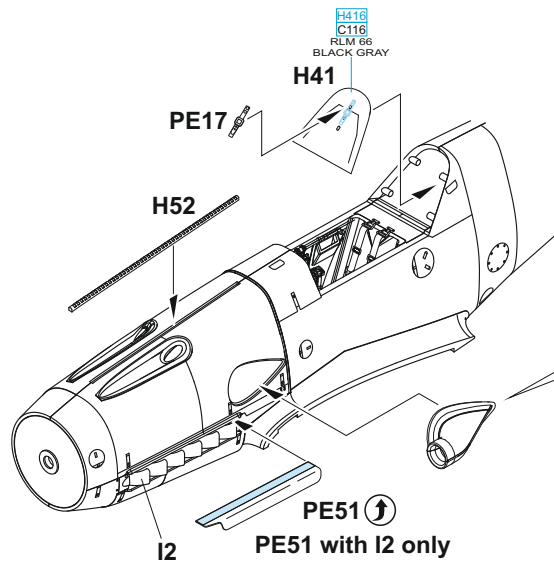


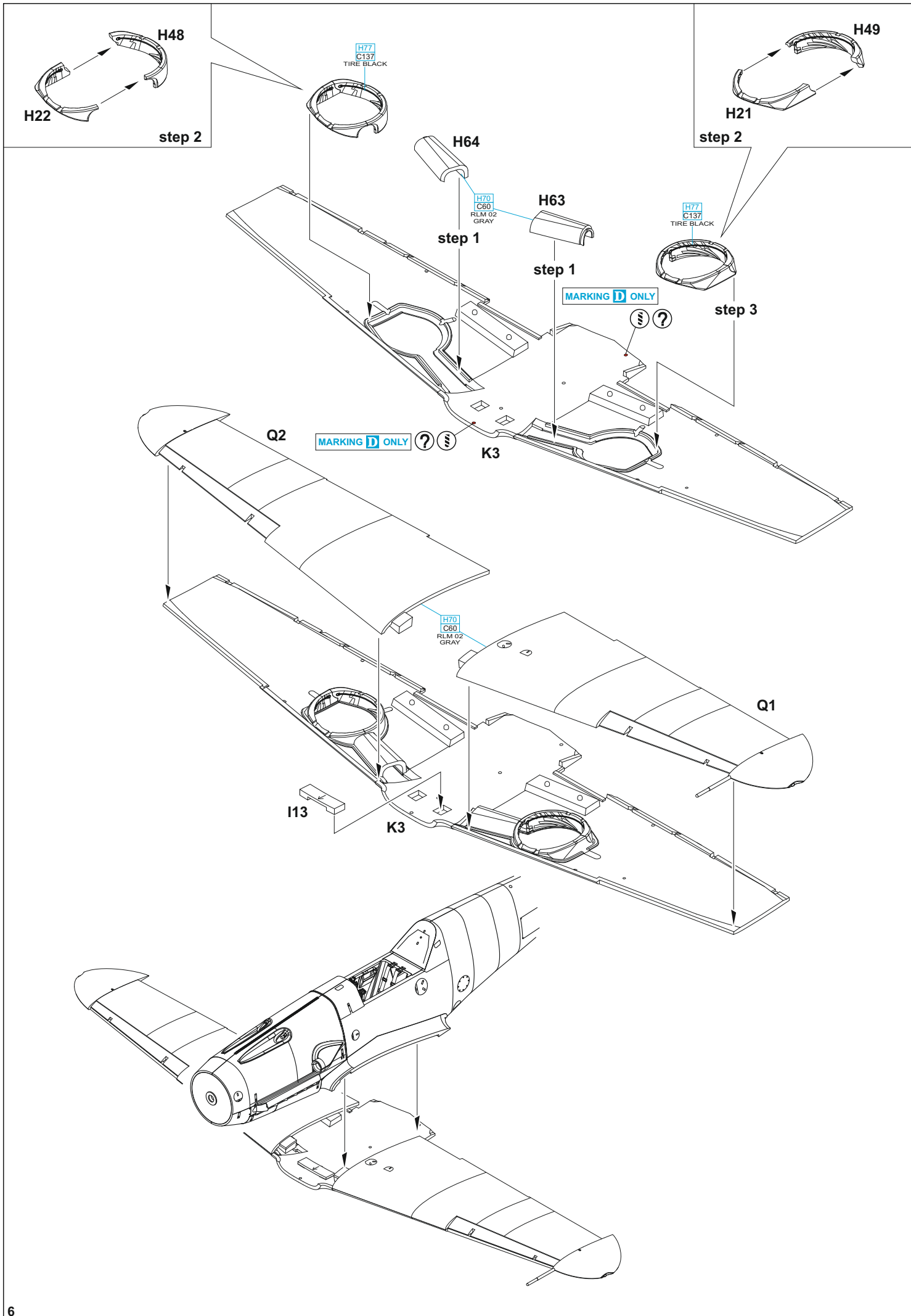
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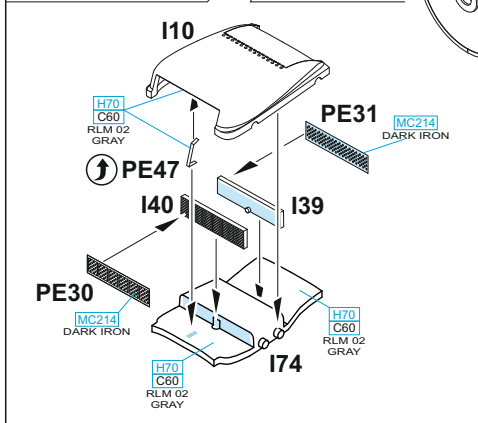
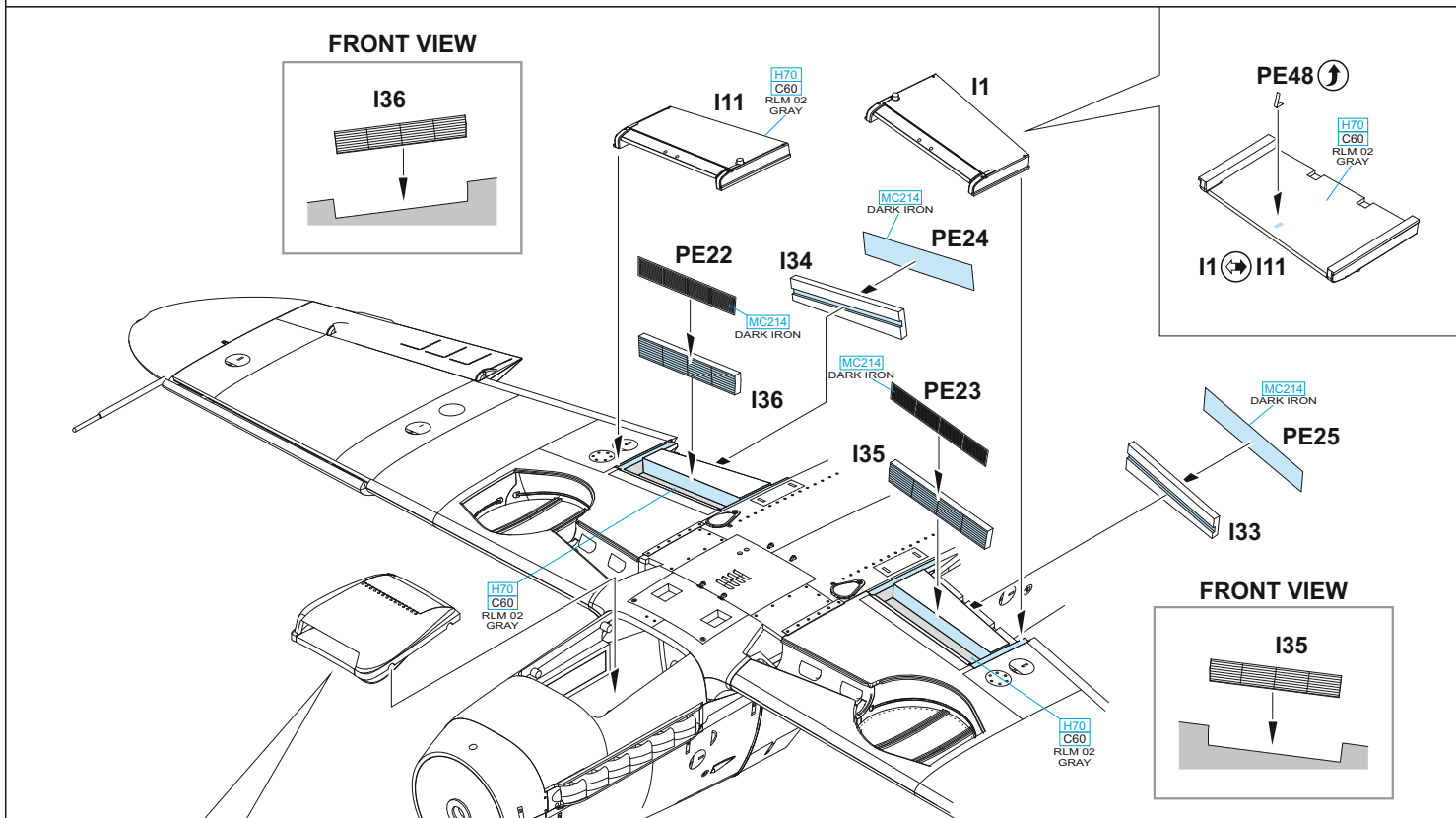
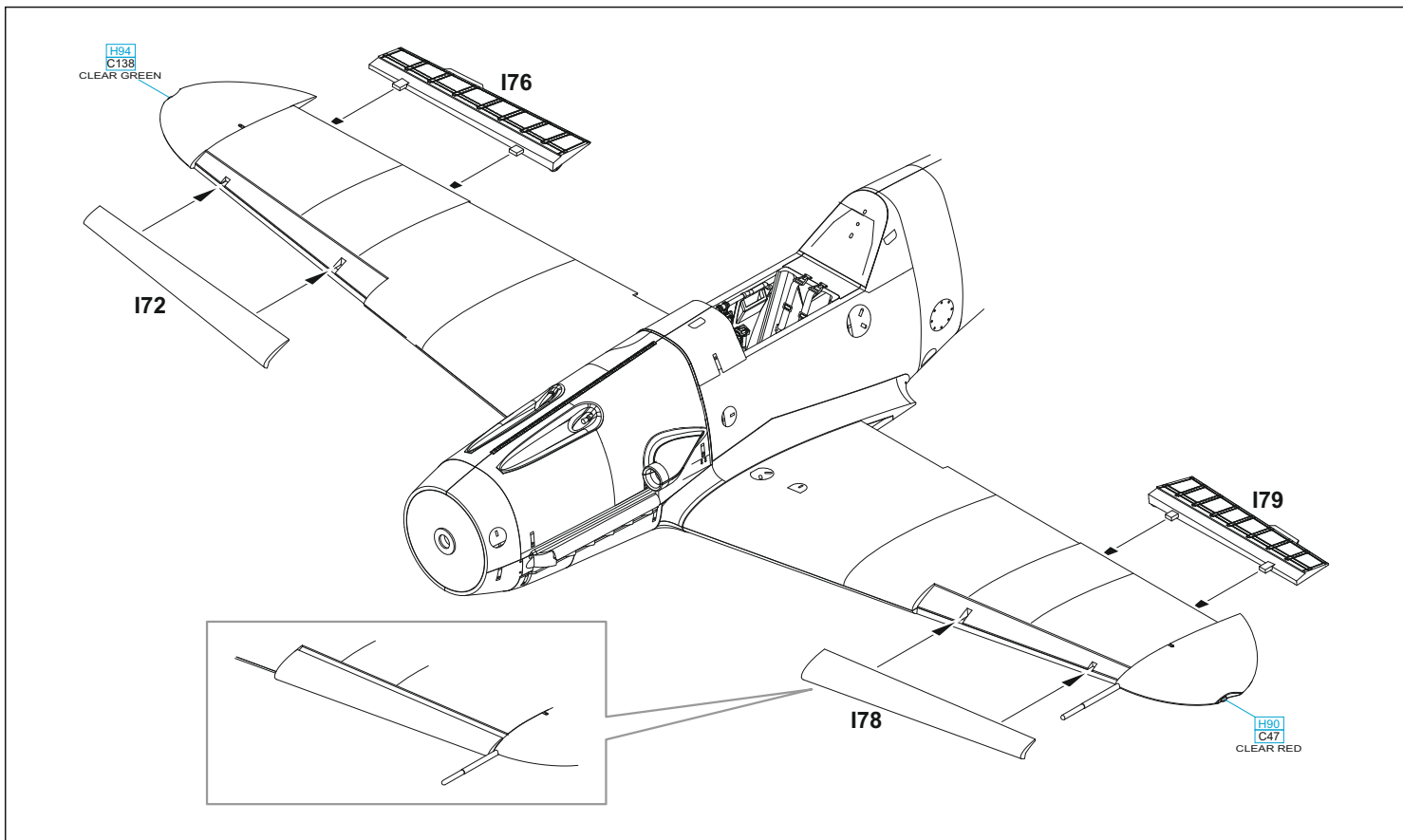
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H2]	[C2]	BLACK
[H6]	[C6]	GREEN
[H11]	[C62]	WHITE
[H12]	[C33]	FLAT BLACK
[H47]	[C41]	RED BROWN
[H51]	[C11]	LIGHT GULL GRAY
[H65]	[C18]	RLM70 BLACK GREEN
[H68]	[C36]	RLM74 DARK GRAY
[H69]	[C37]	RLM75 GRAY
[H70]	[C60]	RLM02 GRAY
[H77]	[C137]	TIRE BLACK
[H80]	[C54]	KHAKI GREEN

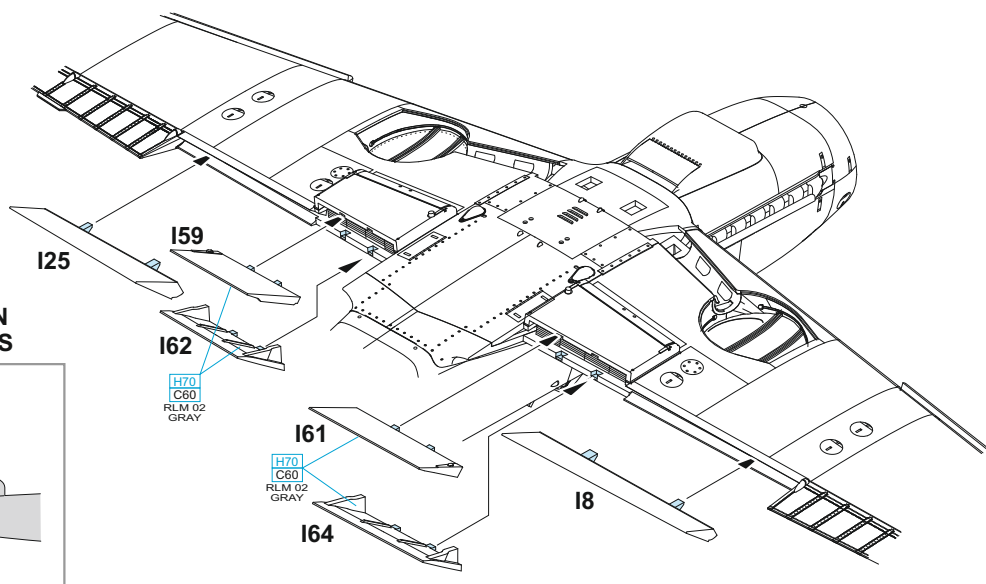
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[H90]	[C47]	CLEAR RED
[H94]	[C138]	CLEAR GREEN
[H413]	[C113]	RLM04 YELLOW
[H414]	[C114]	RLM23 RED
[H416]	[C116]	RLM66 BLACK GRAY
[H417]	[C117]	RLM76 LIGHT BLUE
Mr.METAL COLOR		
[MC213]		STEEL
[MC214]		DARK IRON
Mr.COLOR SUPER METALLIC		
[SM201]		SUPER FINE SILVER 2
Mr.COLOR GX		
[GX5]		SUSIE BLUE



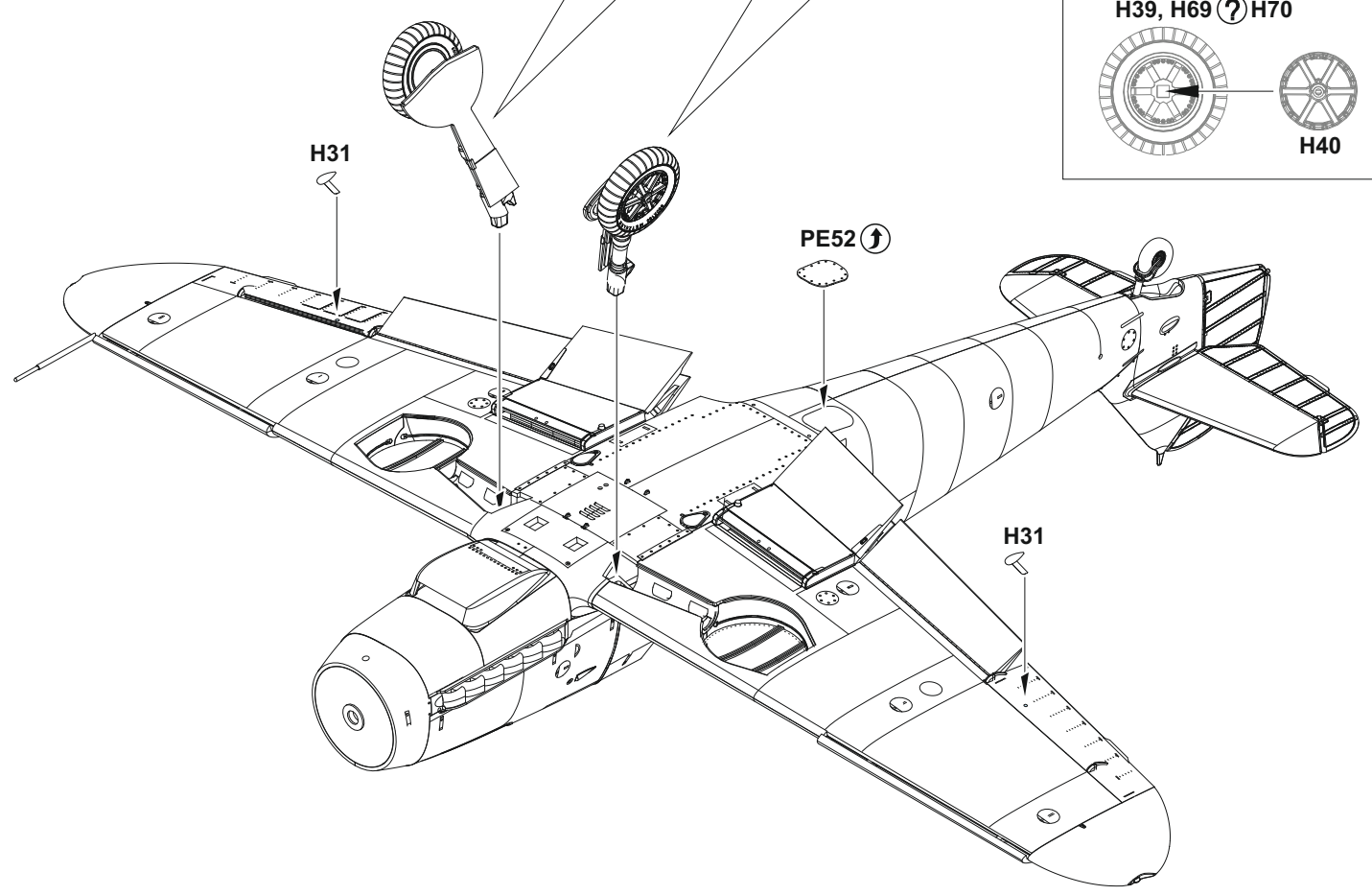
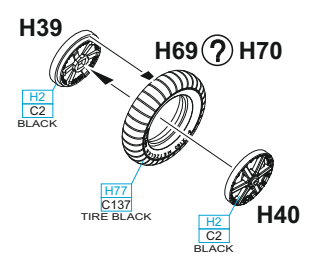
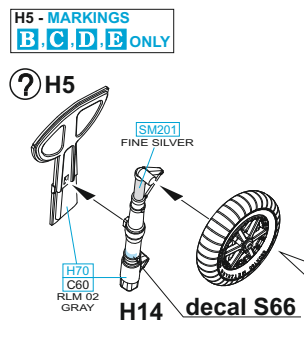
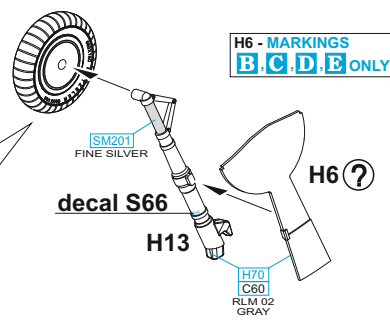
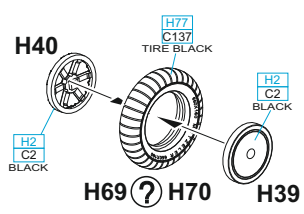
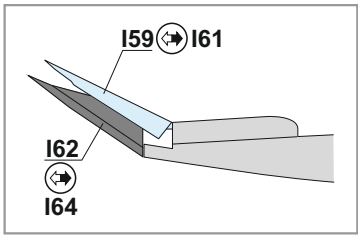


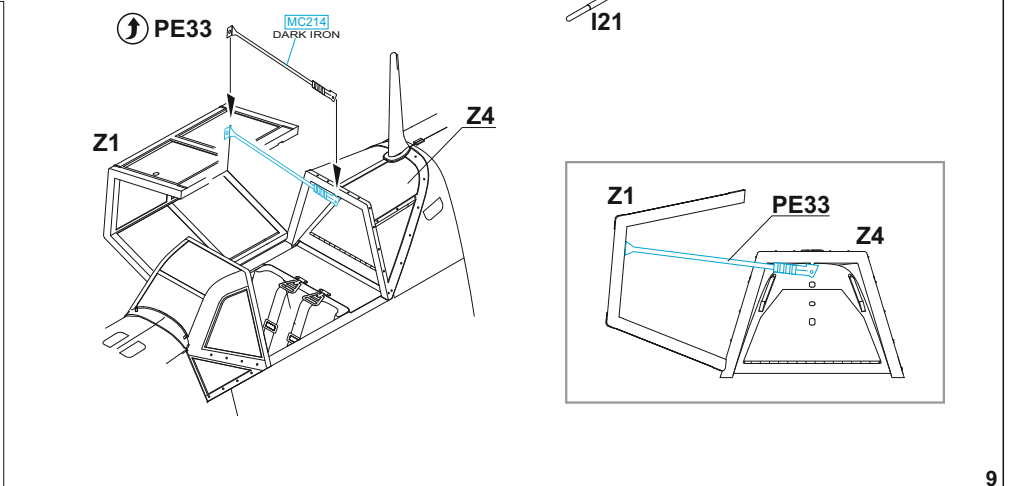
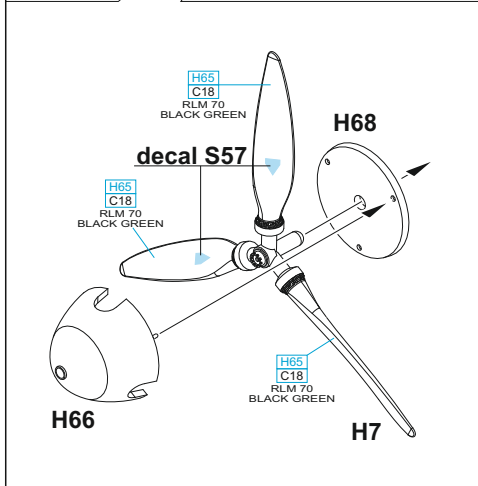
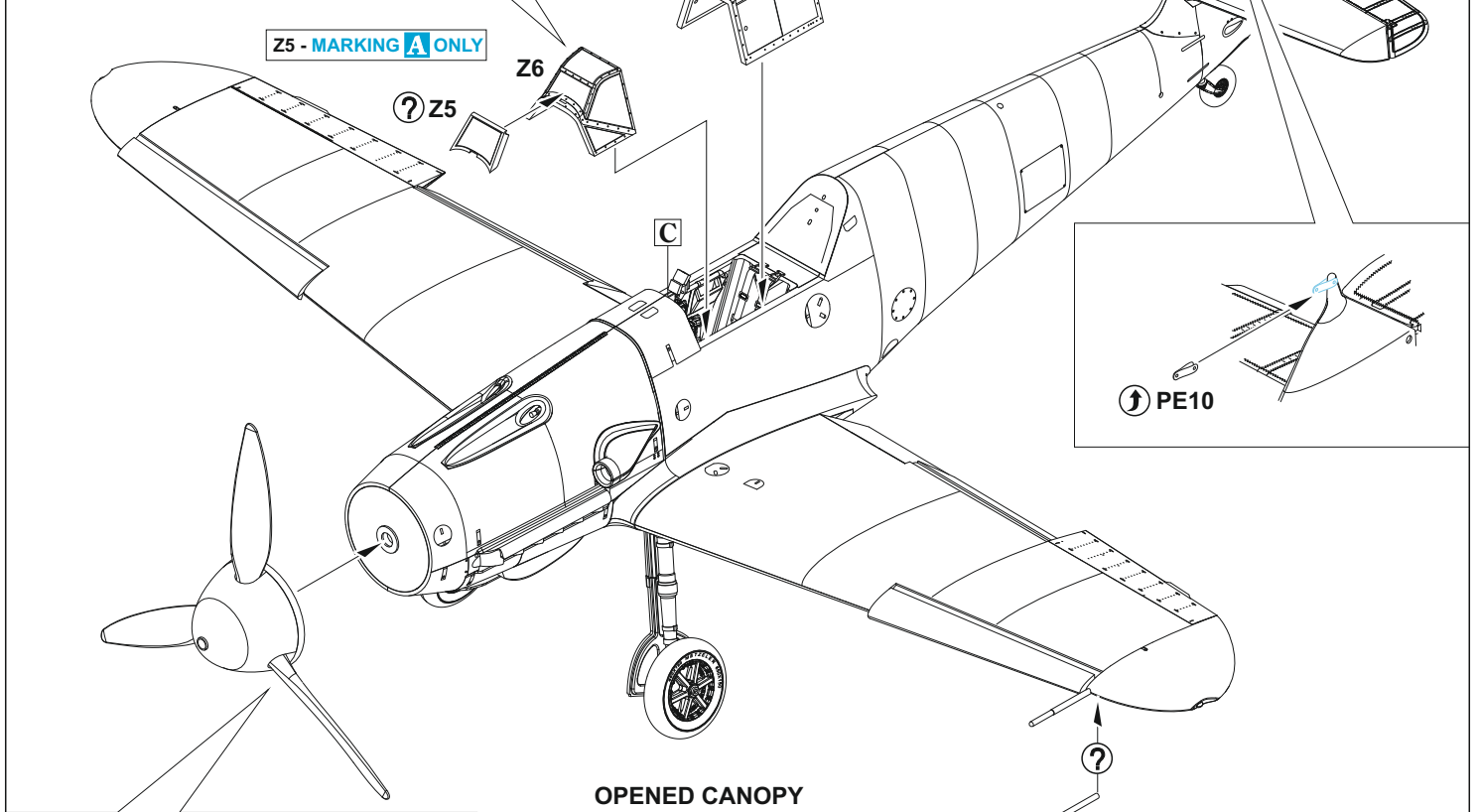
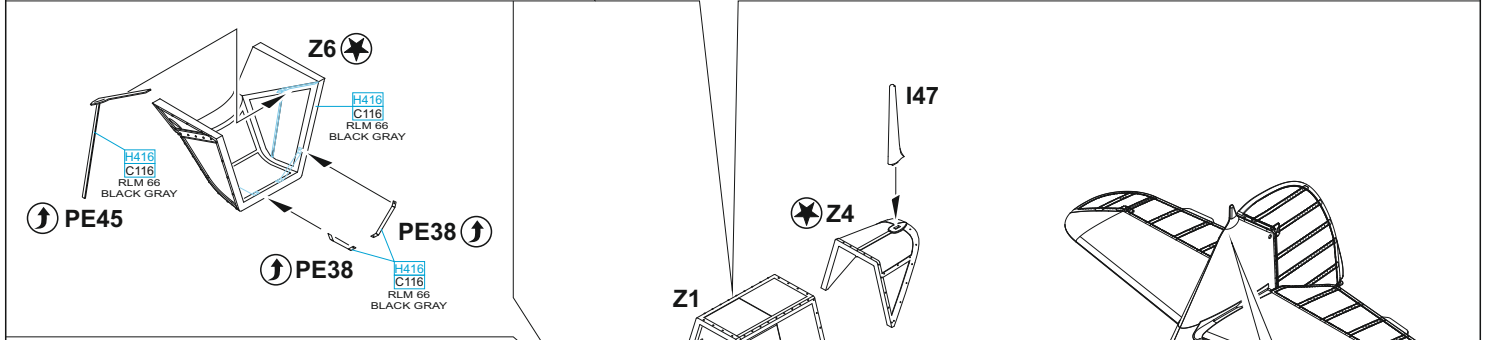
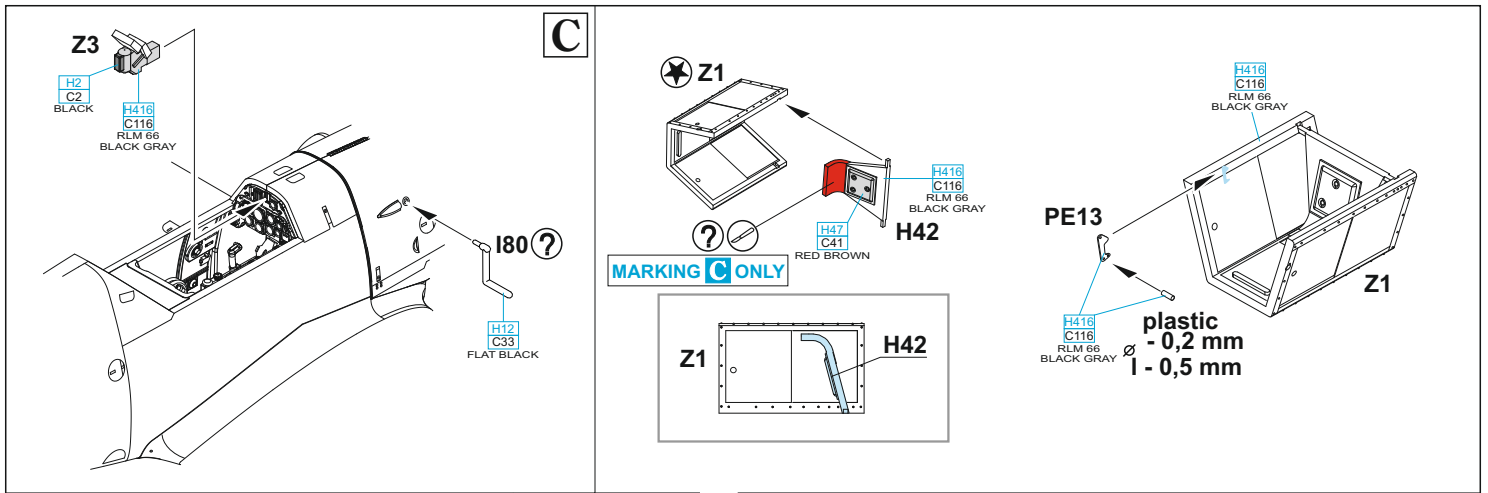


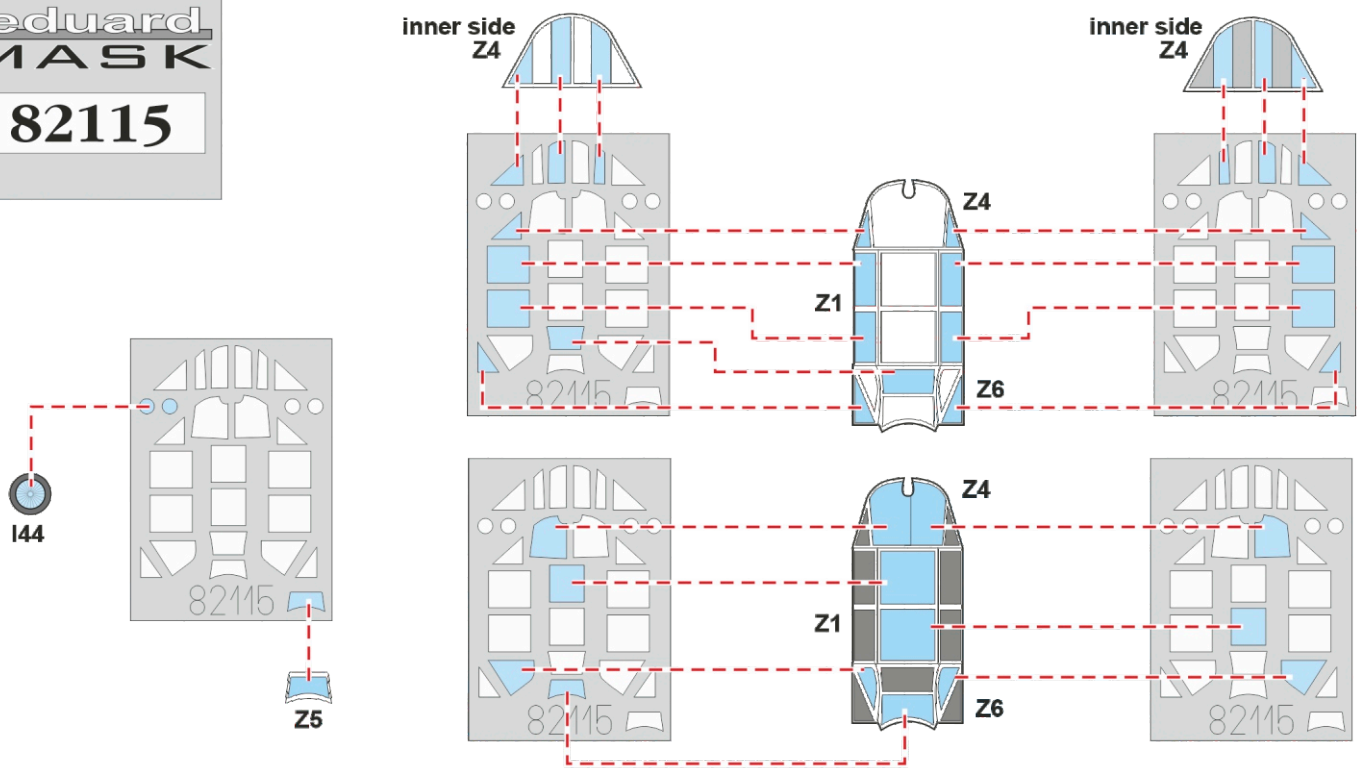




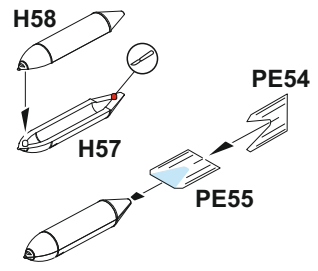
CORRECT POSITION OF RADIATOR FLAPS



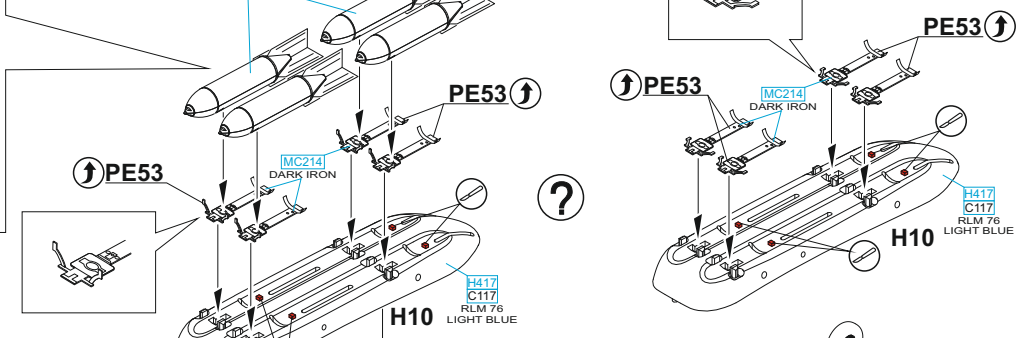




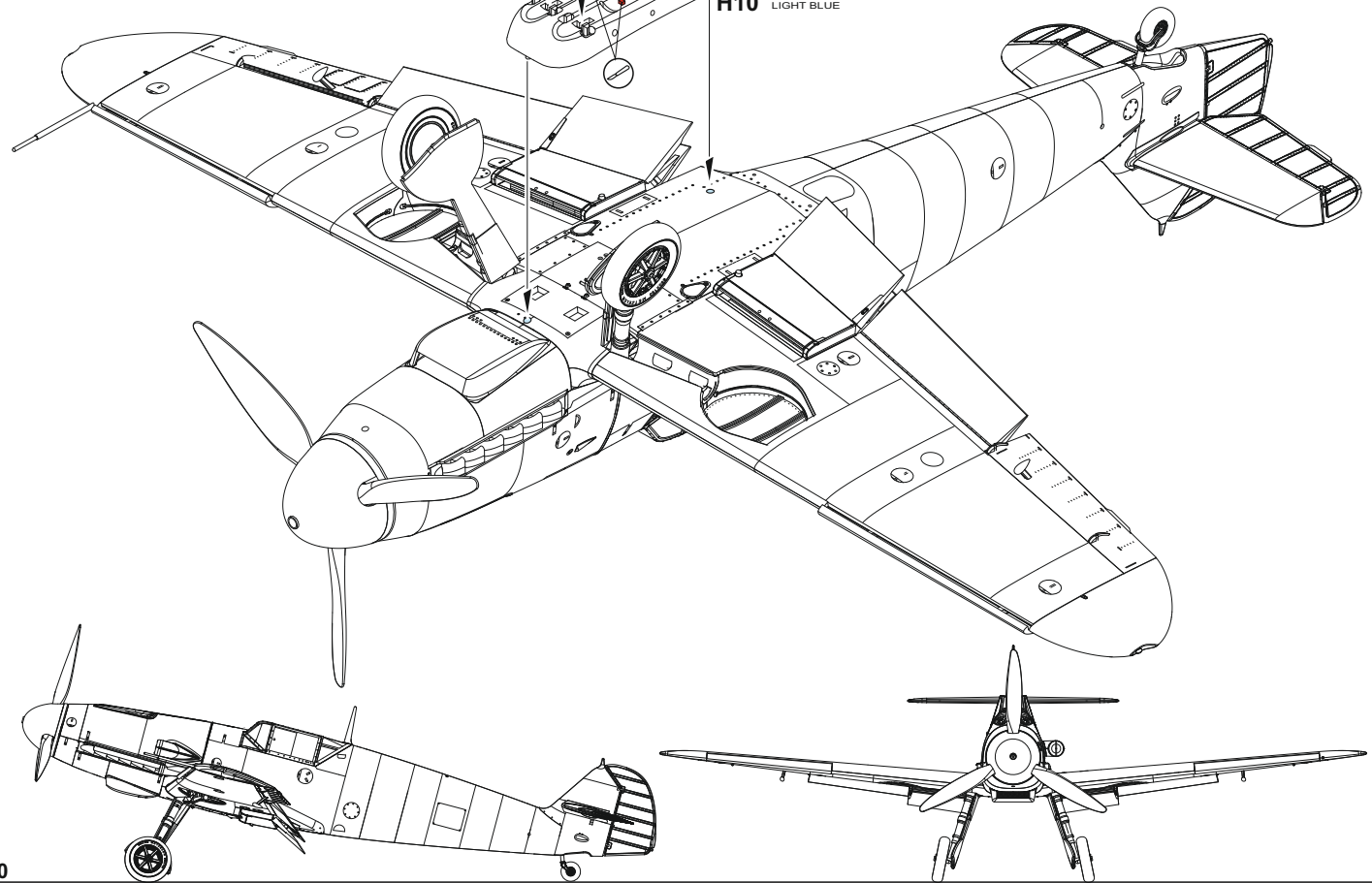
4 pcs.



- H12 C33 ? FLAT BLACK
- H51 C11 ? GRAY
- H70 C60 ? RLM 02 GRAY
- H80 C54 ? KHAKI GREEN

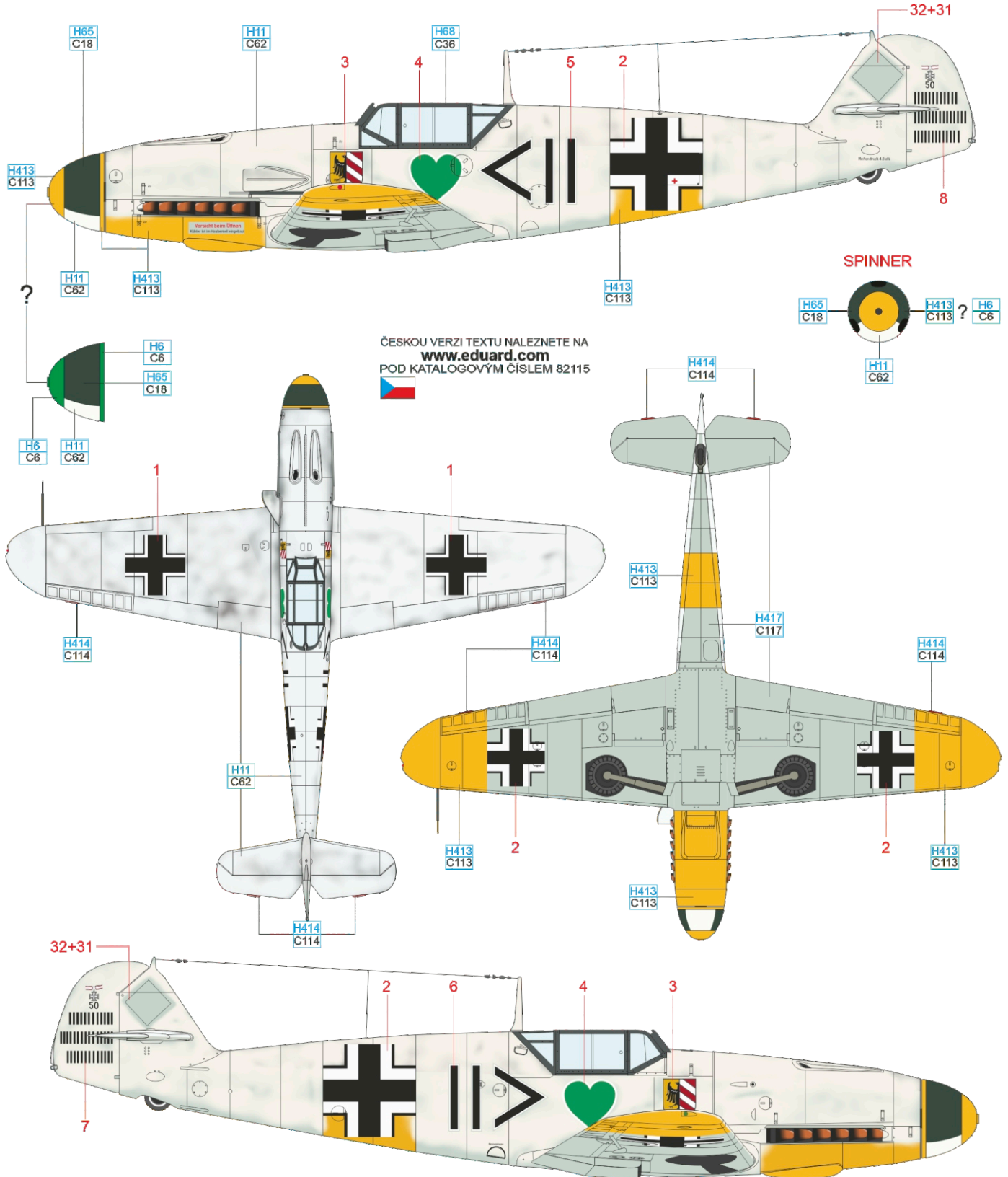


MARKING **D** ONLY



A Bf 109F-2, Hptm. Hans Philipp, CO of I./JG 54, Krasnogvardeysk, the Soviet Union, March 1942

Hans "Fips" Philipp, an ace with 206 kills to his credit over the course of some 500 sorties, was born on March 17, 1917, in Meissen. He joined the Luftwaffe in 1936. At the beginning of the Second World War, he served with I./JG 76, redesignated II./JG 54 in July 1940. As a member of this unit, he participated in the fighting over Britain and the Balkans. He also took part in Operation Barbarossa and was appointed CO of JG 1 in April 1943. For his combat success he was awarded the Knight's Cross with Oak Leaves and Swords. Philipp was shot down on October 8, 1943, and did not survive his attempt to bail out. The aircraft flown by Hans Philipp was camouflaged with white color over the upper and side surfaces to better suit the conditions of the winter of 1943 in the vicinity of Leningrad. The Gruppe Commander marking was carried on the fuselage, as were the II. Gruppe and JG 54 (Green Heart) identifiers. Both sides of the rudder carried kill marks. The landing gear covers were removed due to their tendency to pile up snow.

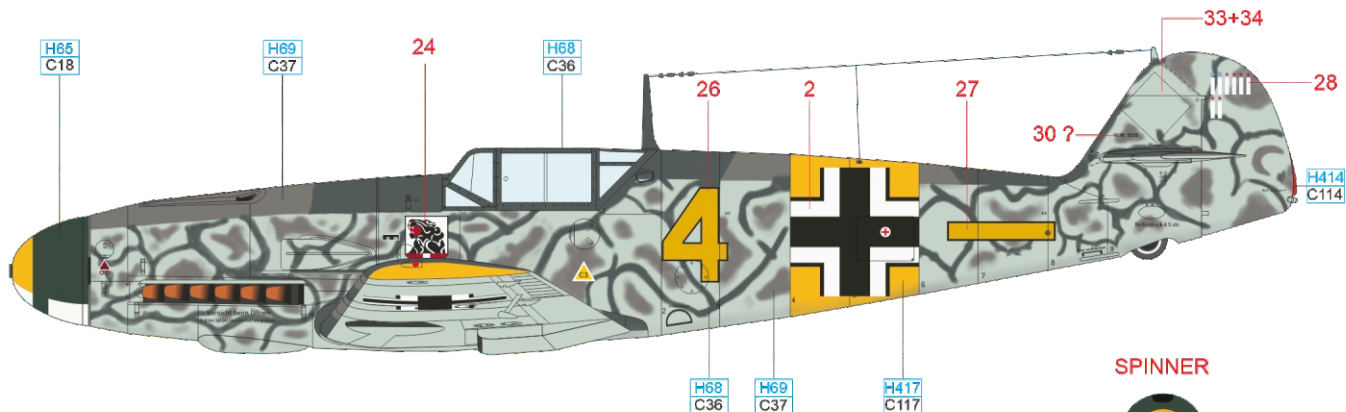


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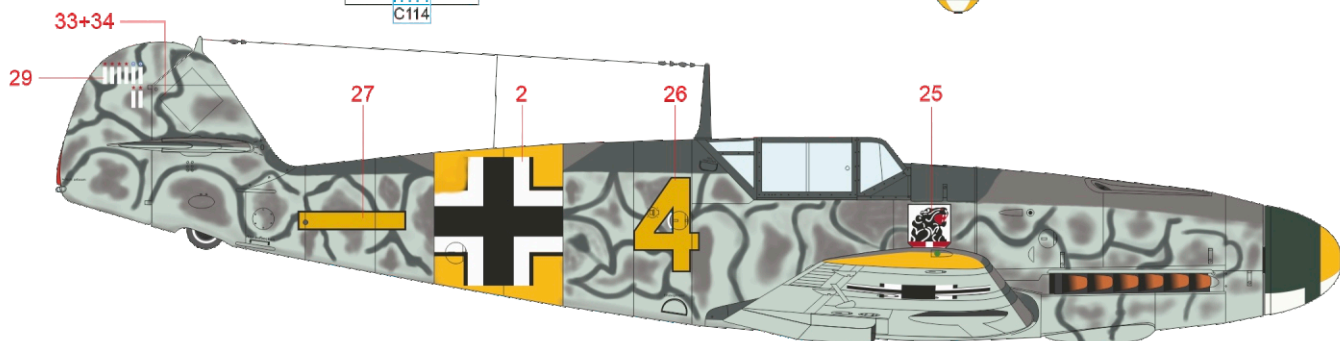
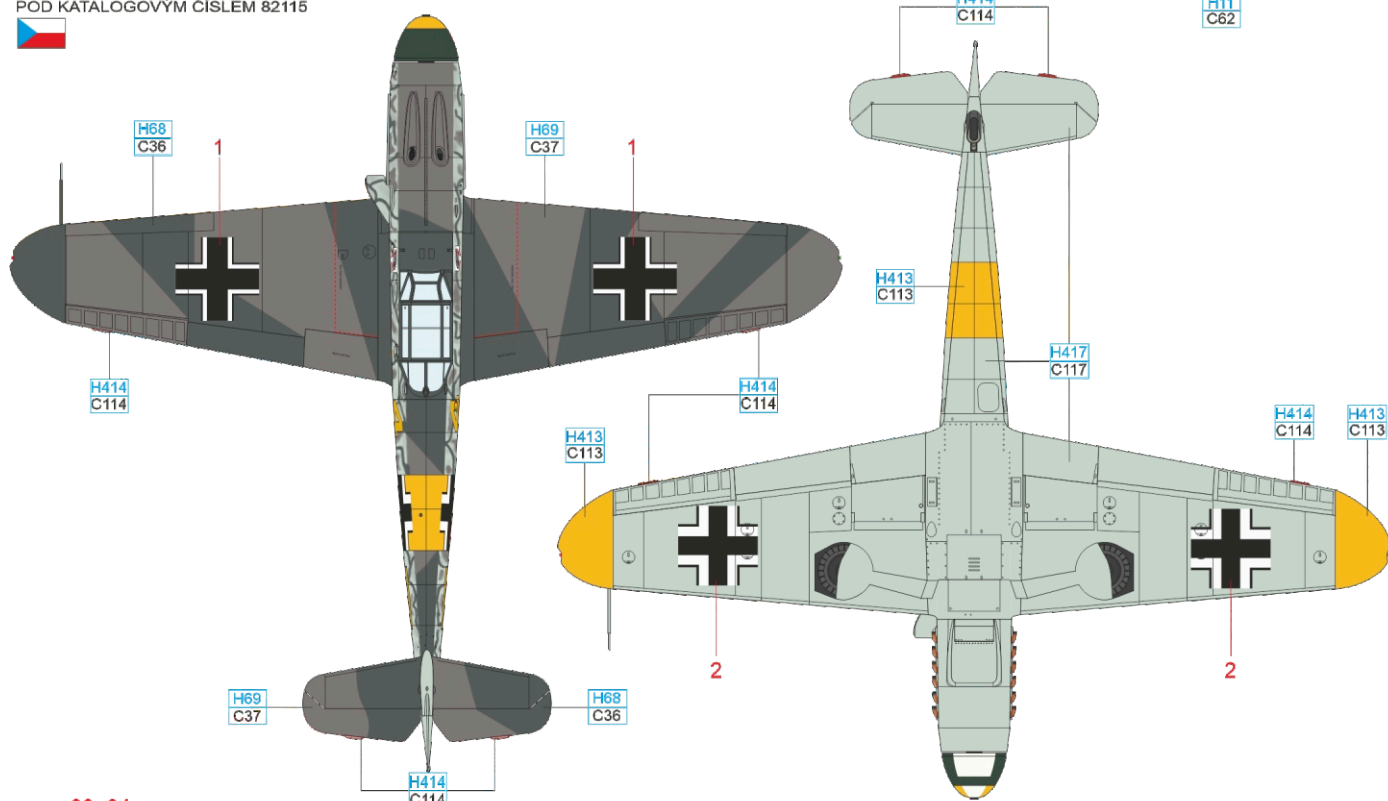
RLM 23	H414 C114	FLAT WHITE	H11 C62	GREEN	H6 C6
RLM 76	H417 C117	RLM 74	H68 C36	RLM 70	H65 C18
				RLM 04	H413 C113

E Bf 109F-2, WNr. 9538, Lt. Hans Beißwenger, 6./JG 54, Ostrov, Soviet Union, July 1941

Hans "Beißer" Beißwenger was first assigned to an anti-aircraft artillery unit after entering the Wehrmacht in 1937. A year later he started pilot training program in 1938 and after its successful completion he became instructor. In the winter of 1940, he was assigned to 6./JG 54, and while serving with this unit he shot down a Yugoslav Hurricane on April 7, 1941. Other victories were achieved against Soviet pilots and he eventually accumulated 152 kills. On March 6, 1943, his Bf 109G-2 was the victim of an aerial ramming conducted by Ivan Kholodov of the 32nd GIAP. Beißwenger died, while Kholodov bailed out. The "Yellow 4" was camouflaged in the standard Luftwaffe RLM 74/75/76 scheme, and the sides received an additional squiggle pattern of RLM 75 bordered with irregular lines of RLM 74. Some sources say that the squiggles were in RLM 02 and the linework in RLM 71. The yellow wingtips and fuselage bands were the markings of the aircraft operating on the Eastern Front.



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

