

Bf 109 G-10 Mtt. Regensburg

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82119

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. But these were solved by the introduction of the DB 601 engine, which, together with its extrapolated development represented by DB 605, is umbilically connected to the success of the Bf 109 design. These two-row, twelve-cylinder inverted V engines powered several tenths of thousands of Messerschmitts Bf 109 in over 25 versions and variants.

From Spanish War to the Reich Defense

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. 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. With this qualitative and also quantitative advantage the fighter arm of the Luftwaffe entered the Polish campaign, the Blitzkrieg against the West, the first defense of the Reich and the Battle for France. Afterwards, 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 "Jagdarmee" 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.

The kit: Bf 109G-10 Mtt. Regensburg

The Bf 109G (Gustav) version was direct follow-on of the Bf 109F. The main difference was the more powerful DB 605 engine, which was the development of the DB 601. Several marks with pressurised and unpressurised cockpit were produced and the development was reaching the new stage of the Bf 109K (Kurfürst) variant. The new engine variant, the DB 605 D-2 was intended for it, but it was used by the Erla factory for the interim solution, the Bf 109G-10. It was in fact follow on of the G-14, which appeared in July 1944 as new standard type replacing the G-6. It incorporated many changes introduced during the G-6 production into one type and offered better performance thanks to MW 50 power boosting water-injection system.

These aircraft began to be introduced into service from November 1944, replacing the Bf 109G-6 in production not only at Erla, but also at the WNF/Diana and Mtt. Regensburg factories. The two latter mentioned factories solved the problem of the wider engine crankcase and different oil installation by modifying original G-6 engine cowlings with added bulges at the bottom of the nose in front of the exhausts. A total of 2,600 units of the G-10 version were manufactured with production ceased in March 1945.

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
OHNOUOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

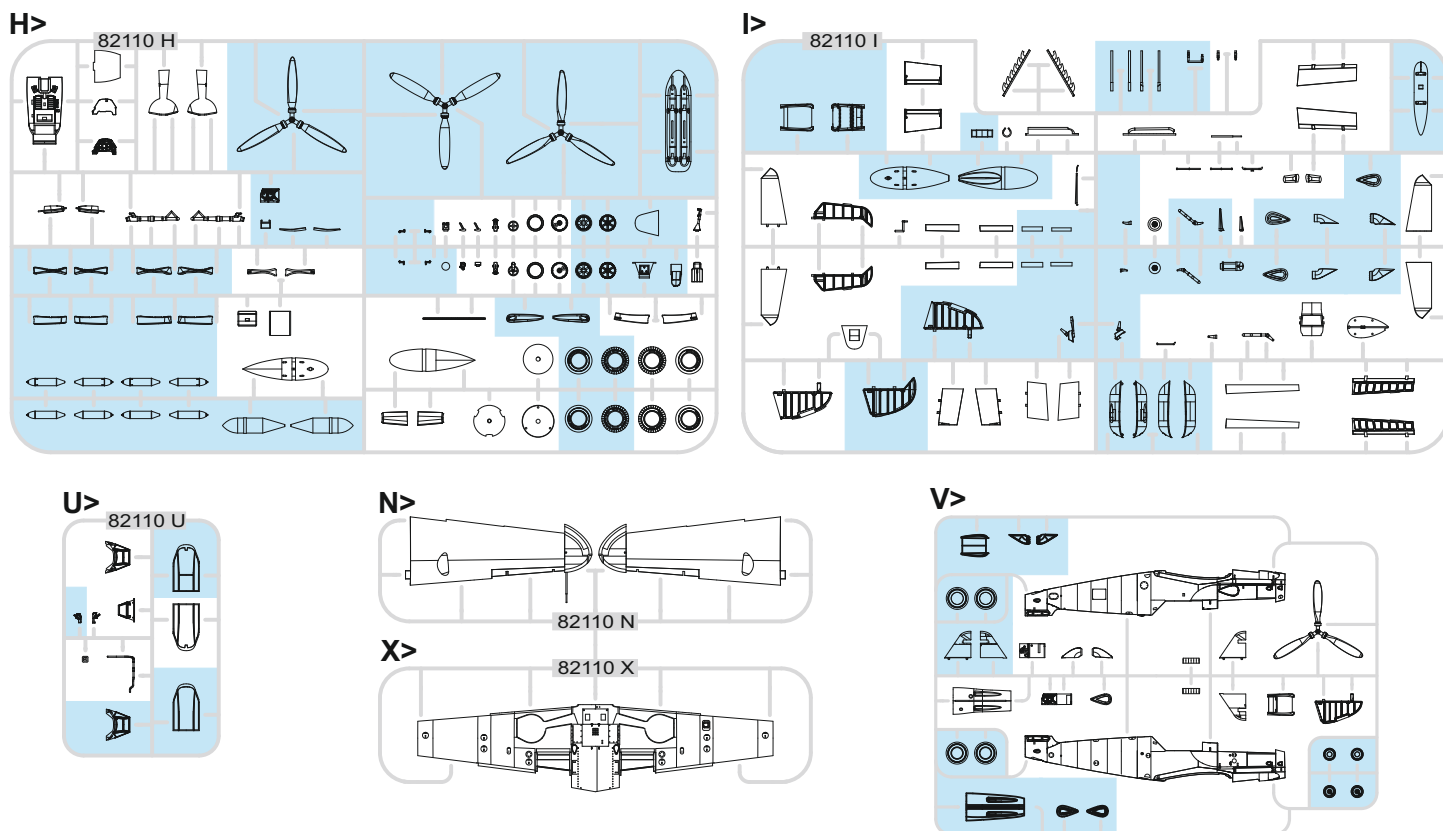


PIÈCES

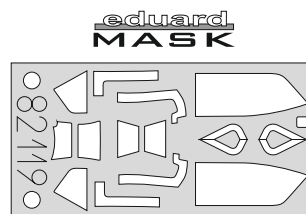
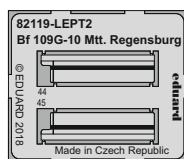
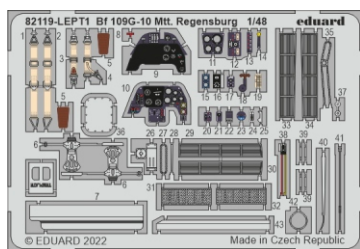


部品

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



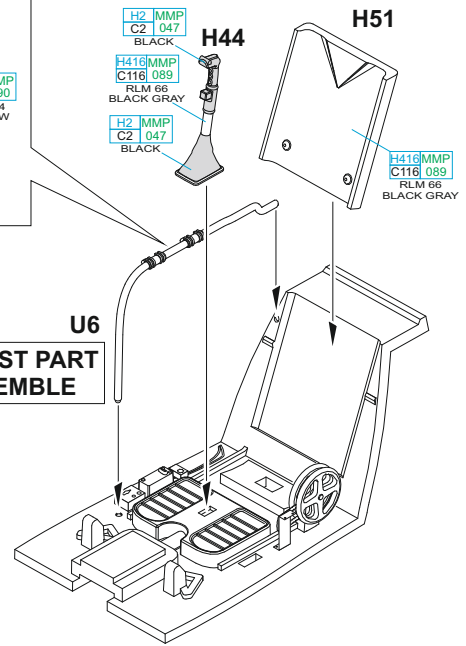
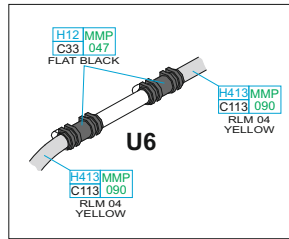
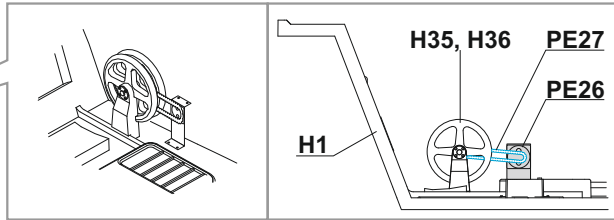
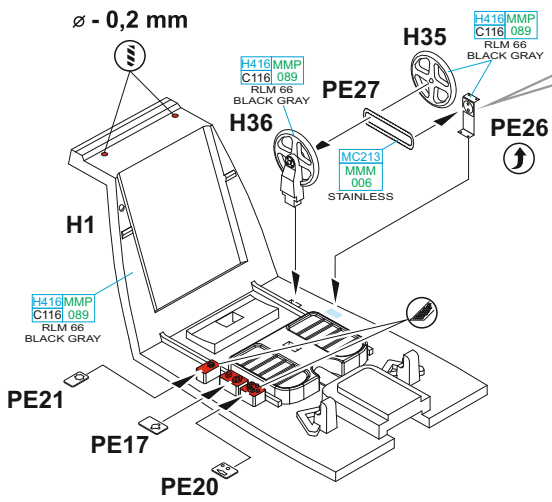
PEINTURE



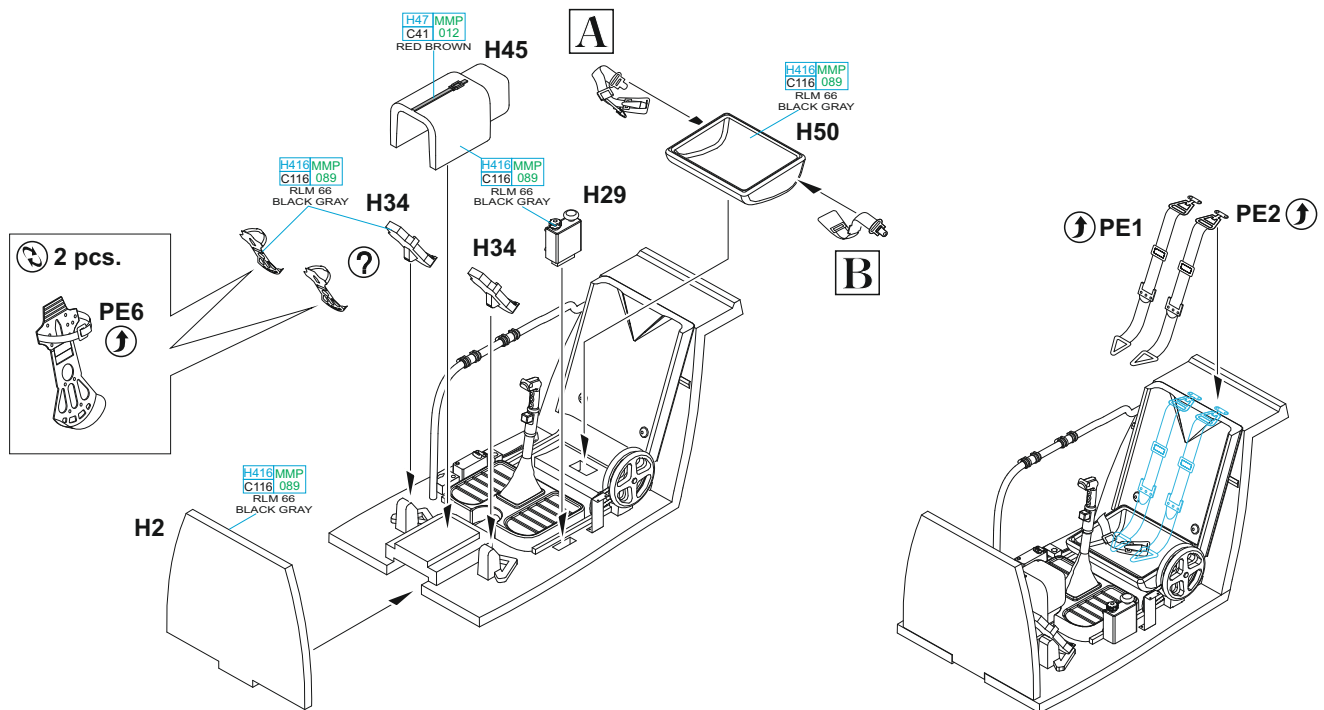
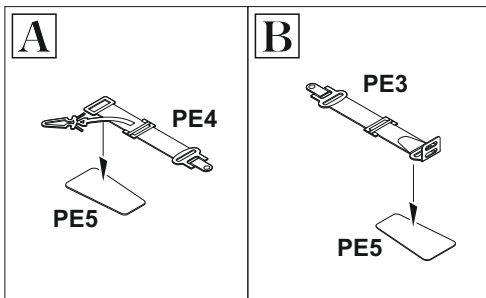
色

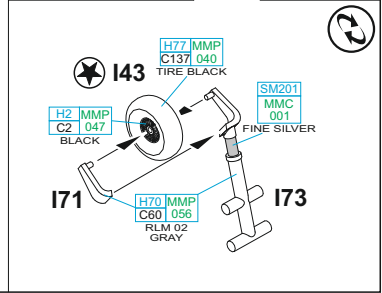
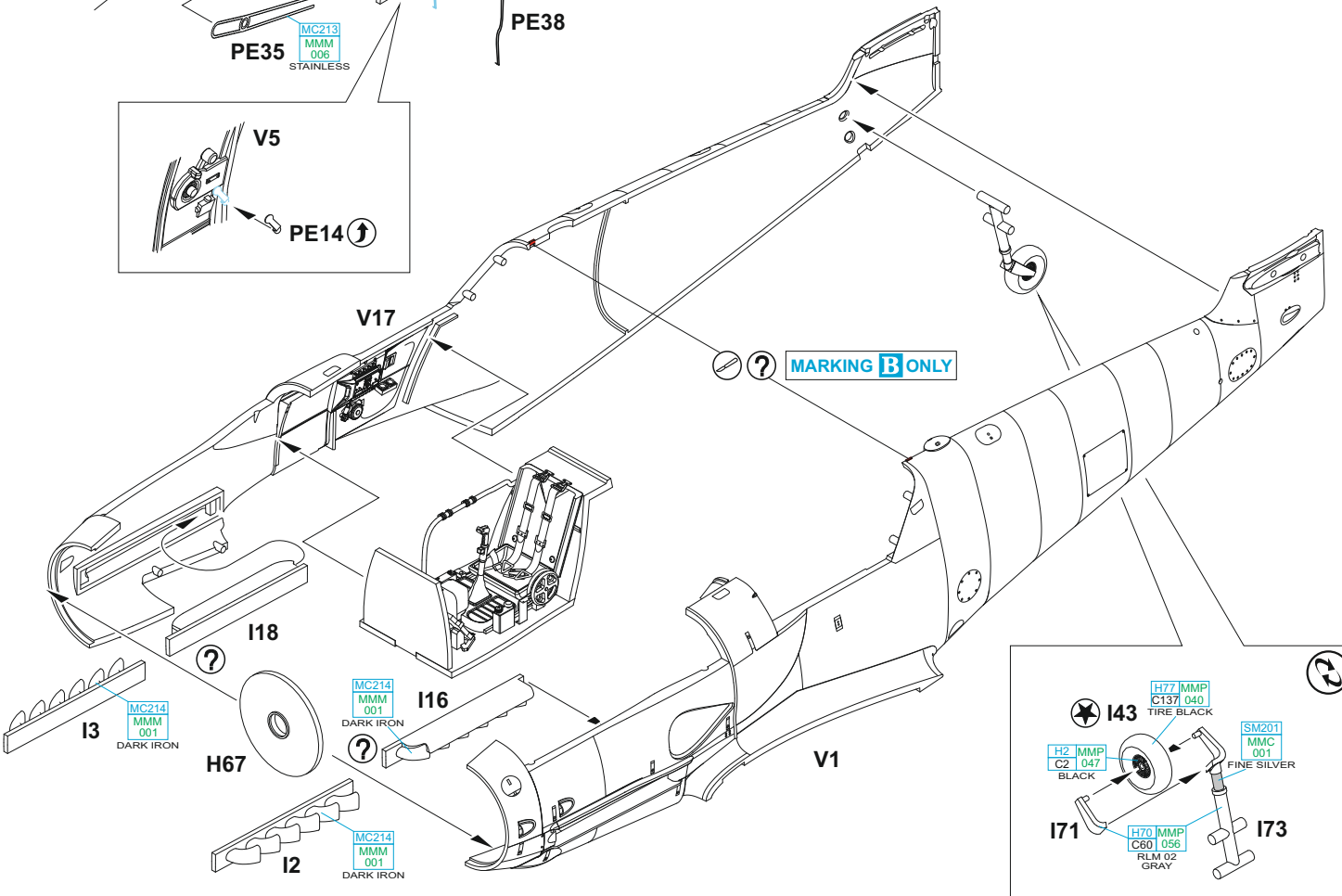
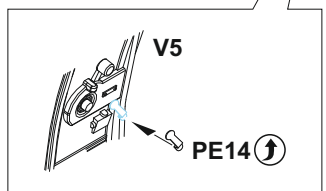
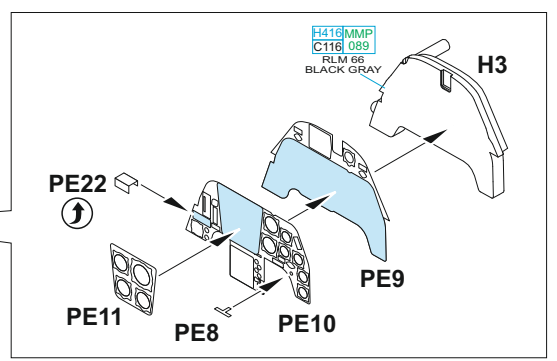
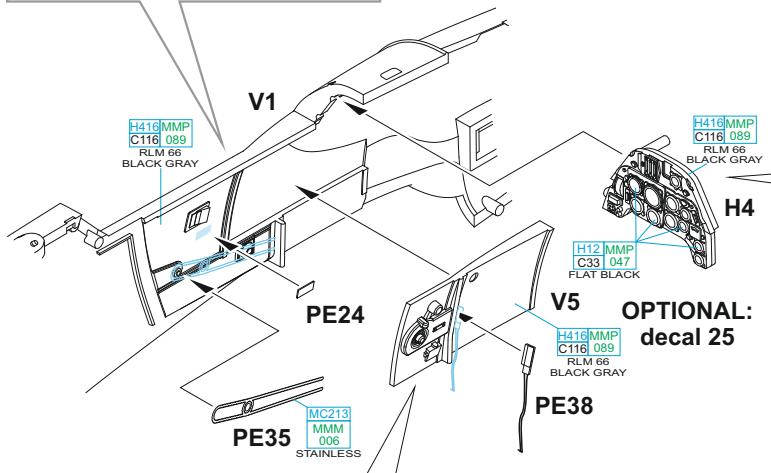
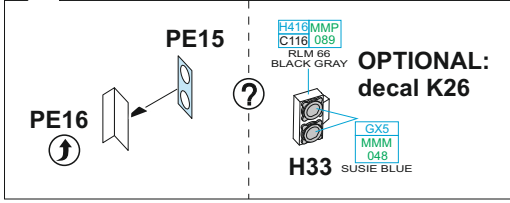
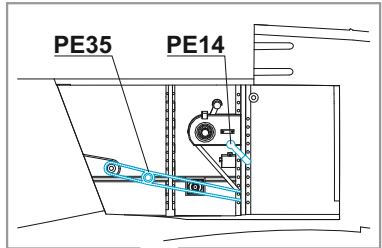
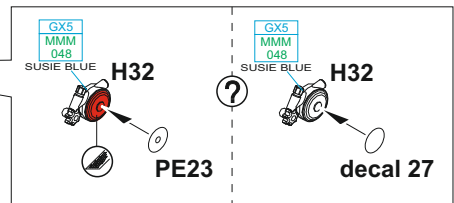
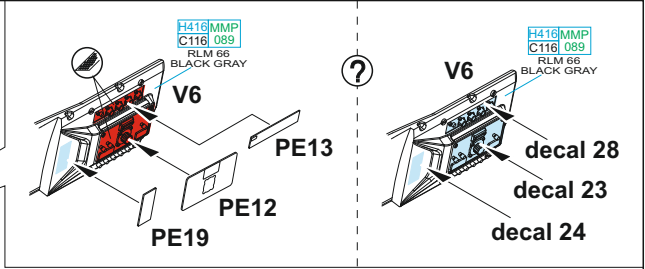
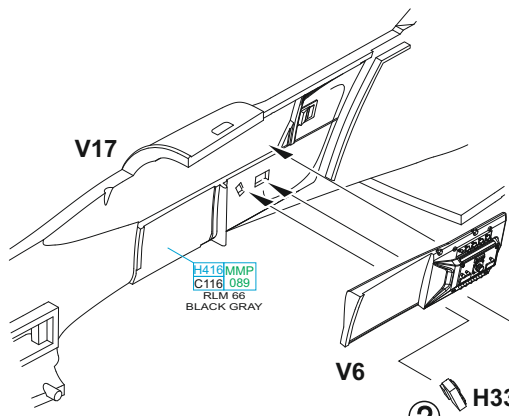
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H319	C319		LIGHT GREEN

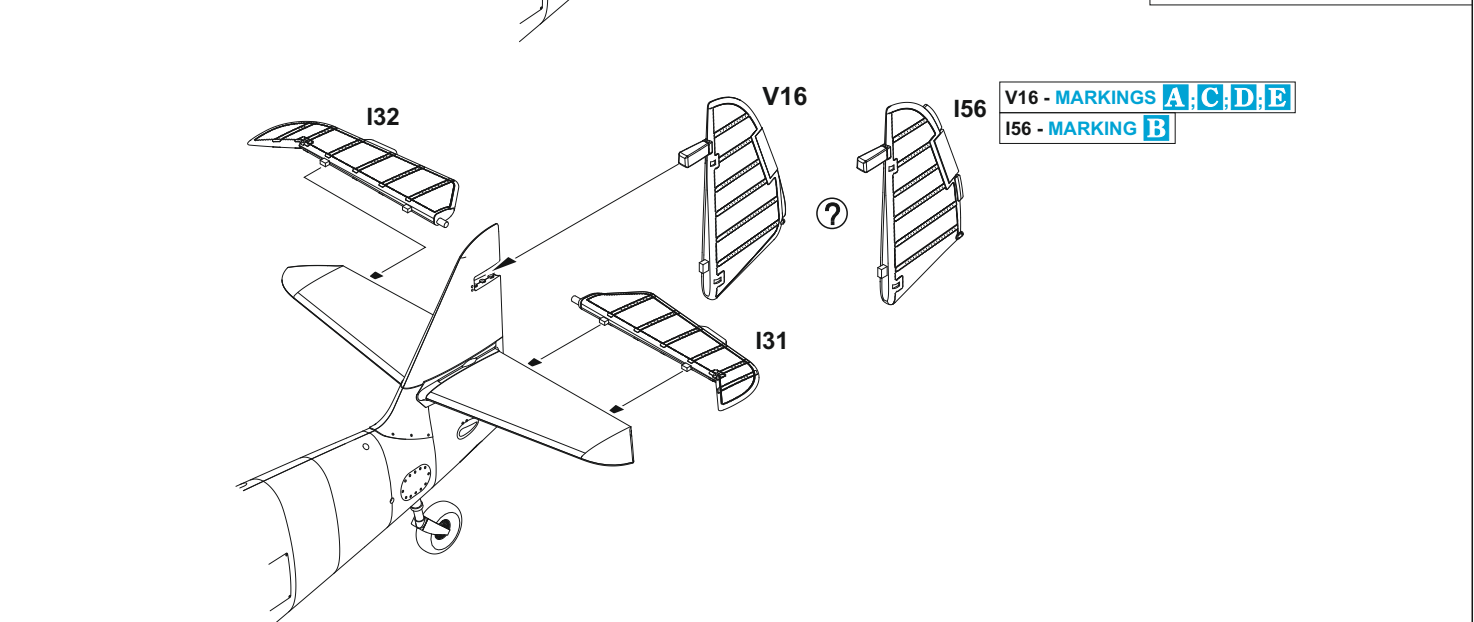
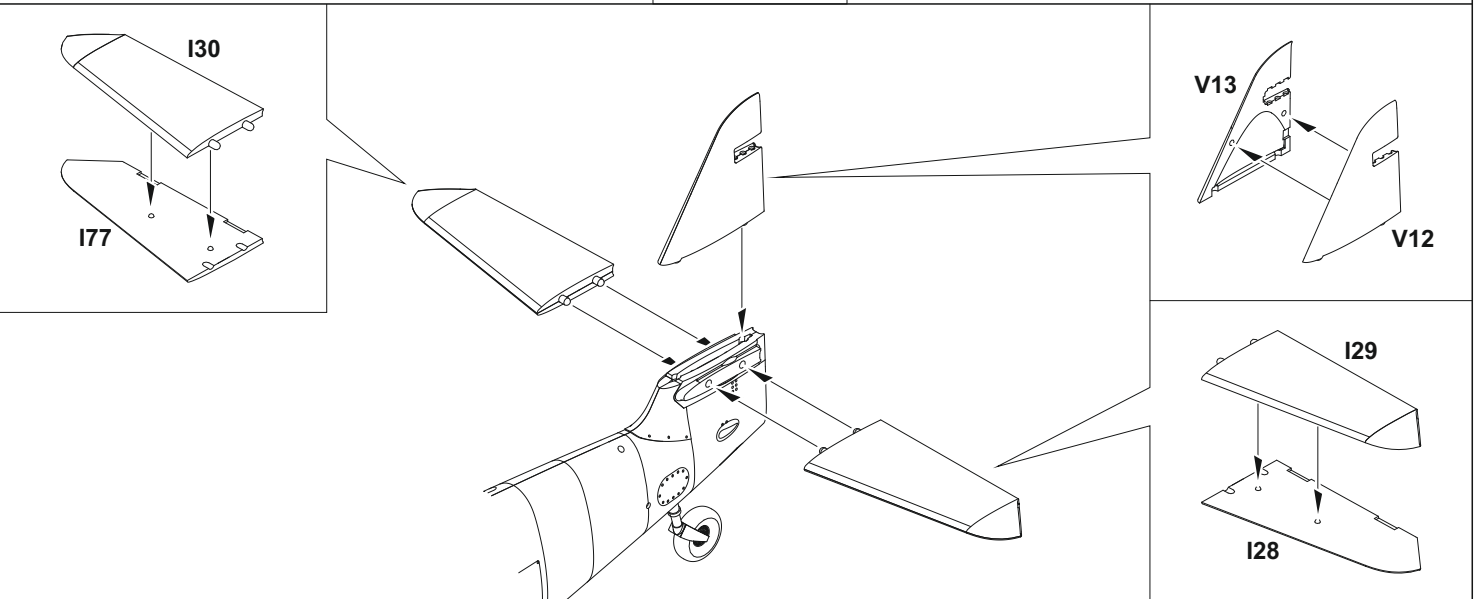
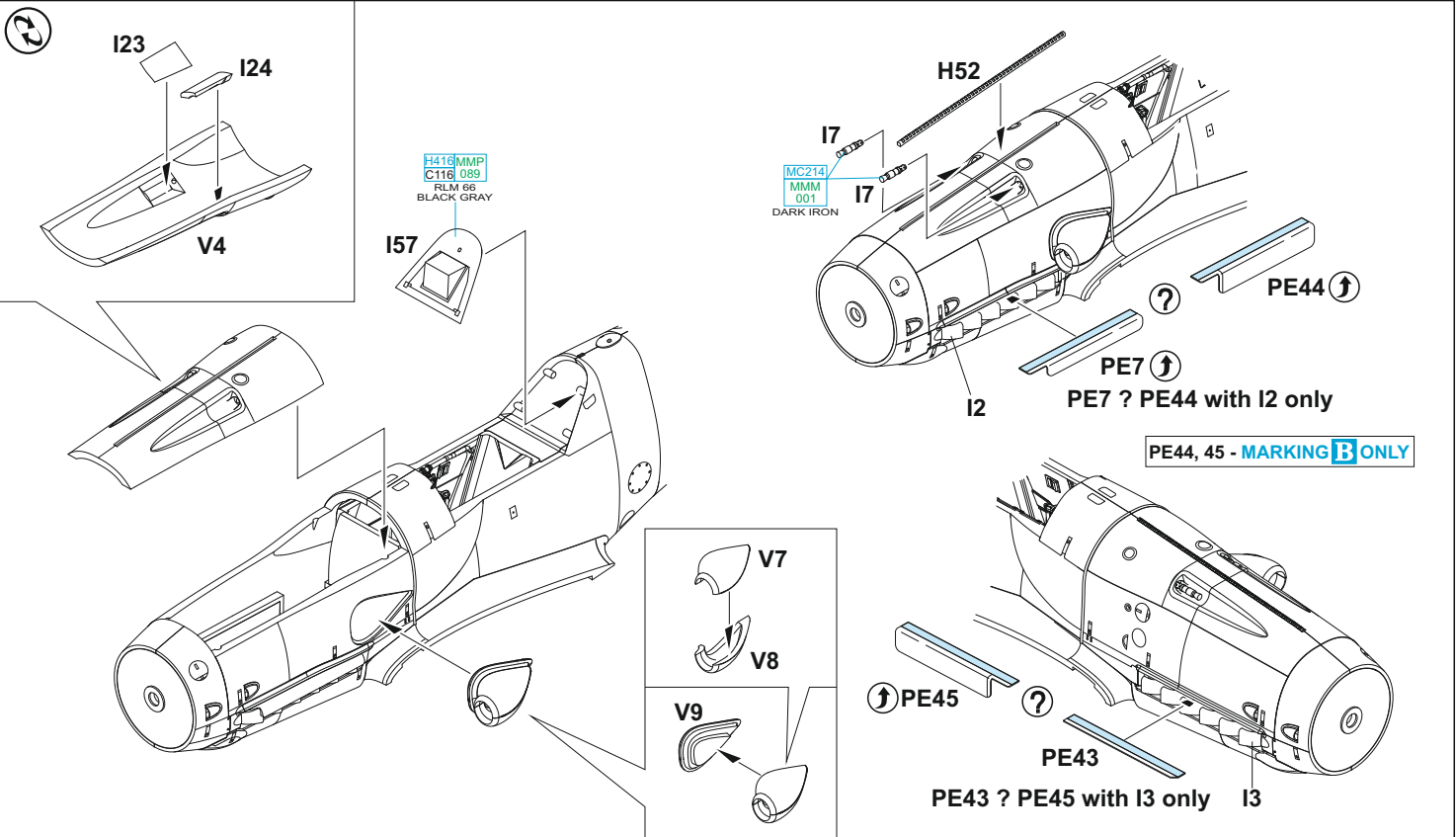
GSI Creos (GUNZE)			MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS		
H413	C113	MMP-090	RLM04 YELLOW	
H414	C114		RLM23 RED	
H416	C116	MMP-089	RLM66 BLACK GRAY	
H417	C117	MMP-051	RLM76 LIGHT BLUE	
Mr.METAL COLOR		METALLICS		
MC213		MMM-008	STEEL	
MC214		MMM-001	DARK IRON	
Mr.COLOR SUPER METALLIC		METALLICS		
SM201		MMC-001	SUPER FINE SILVER	
Mr.COLOR GX		METALLICS		
GX5		MMC-048	SUSIE BLUE	

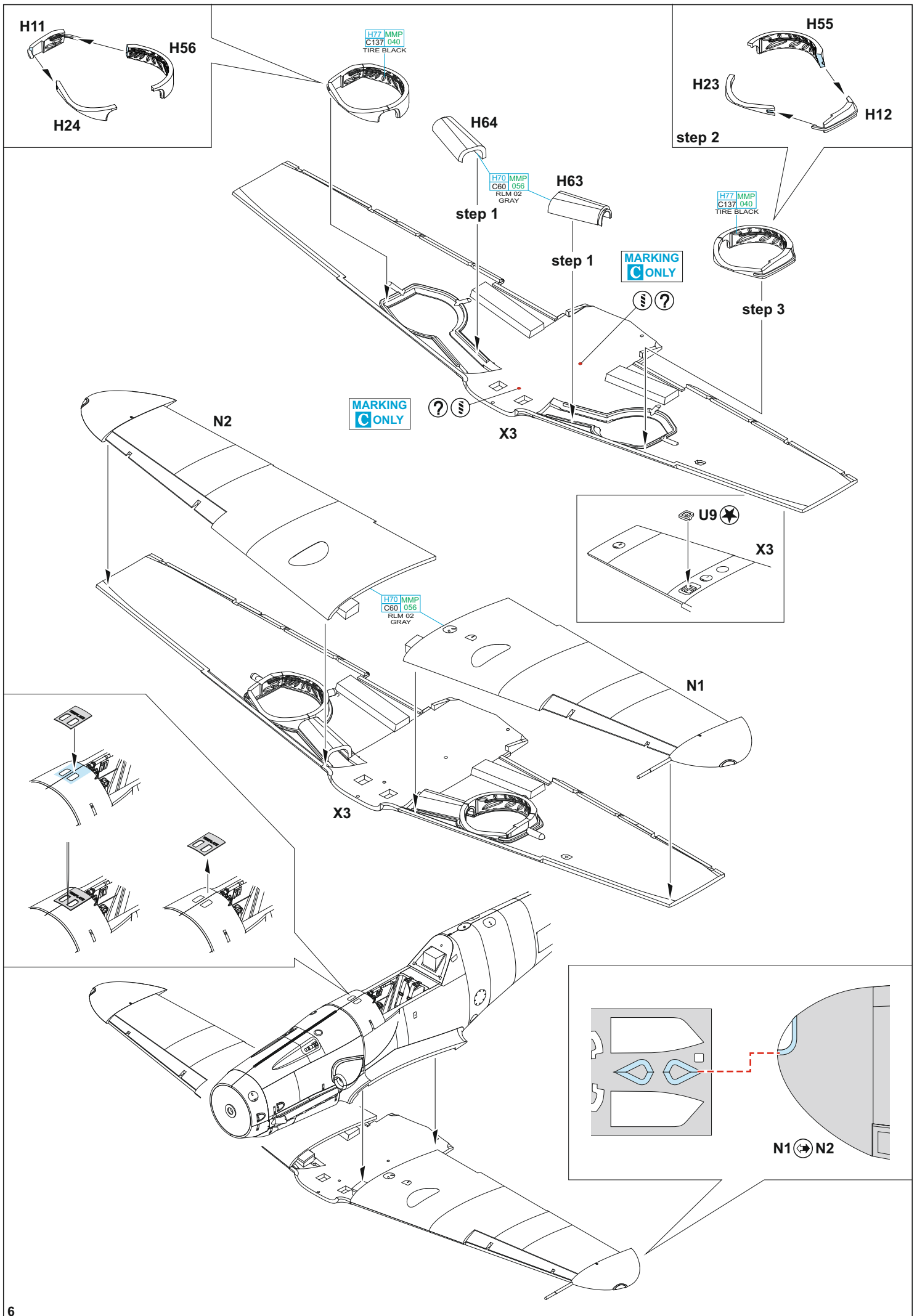


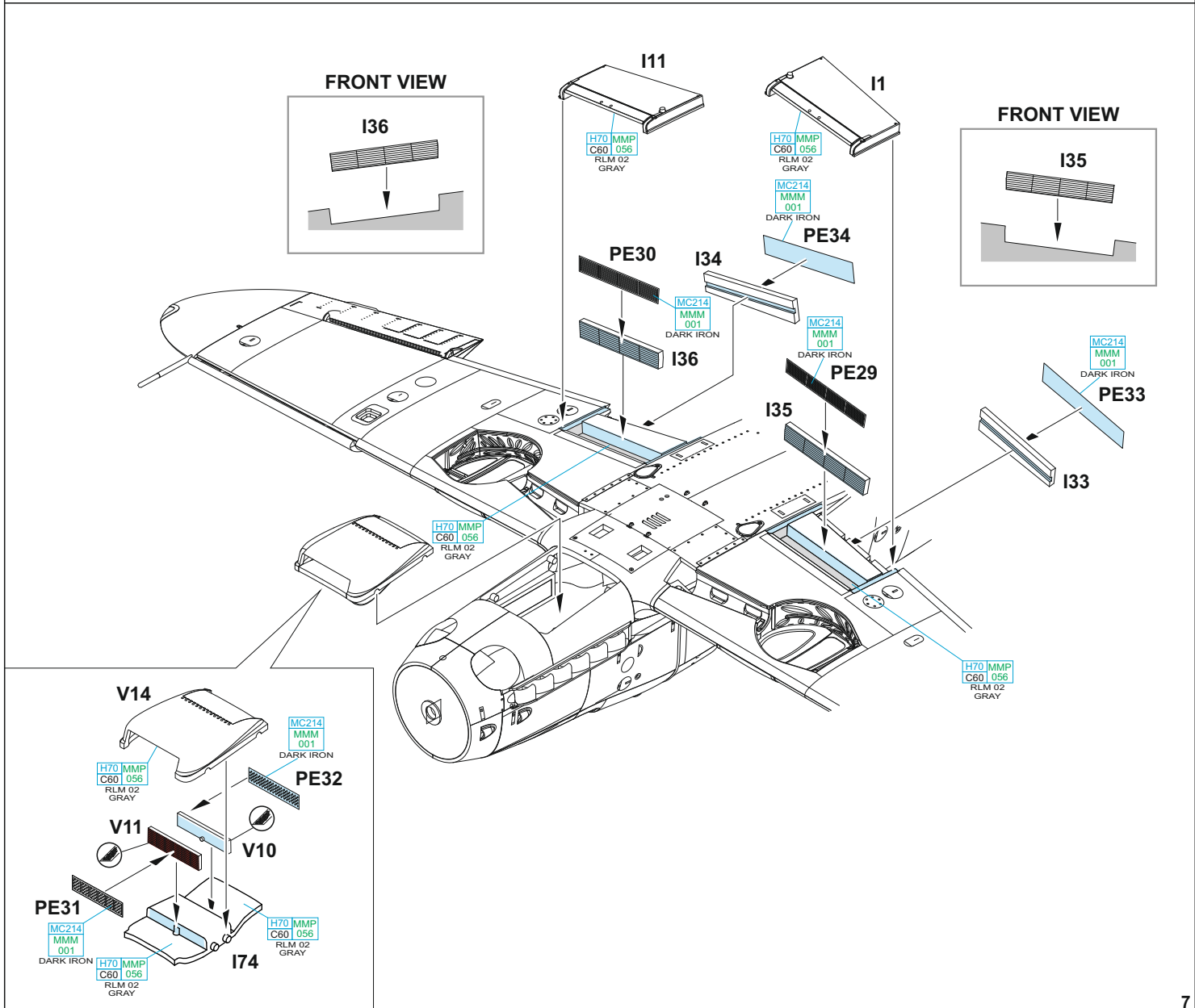
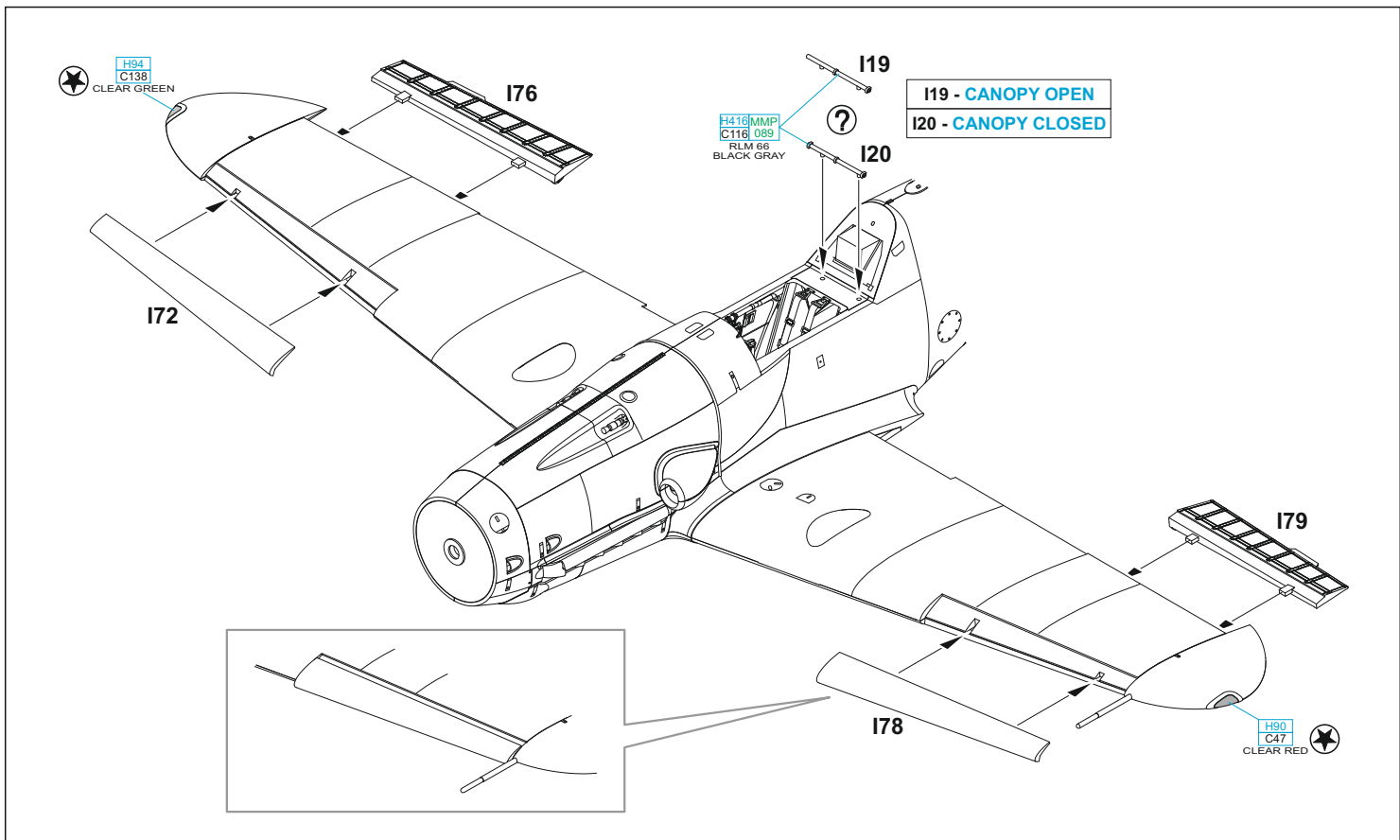
THE LATEST PART TO ASSEMBLE

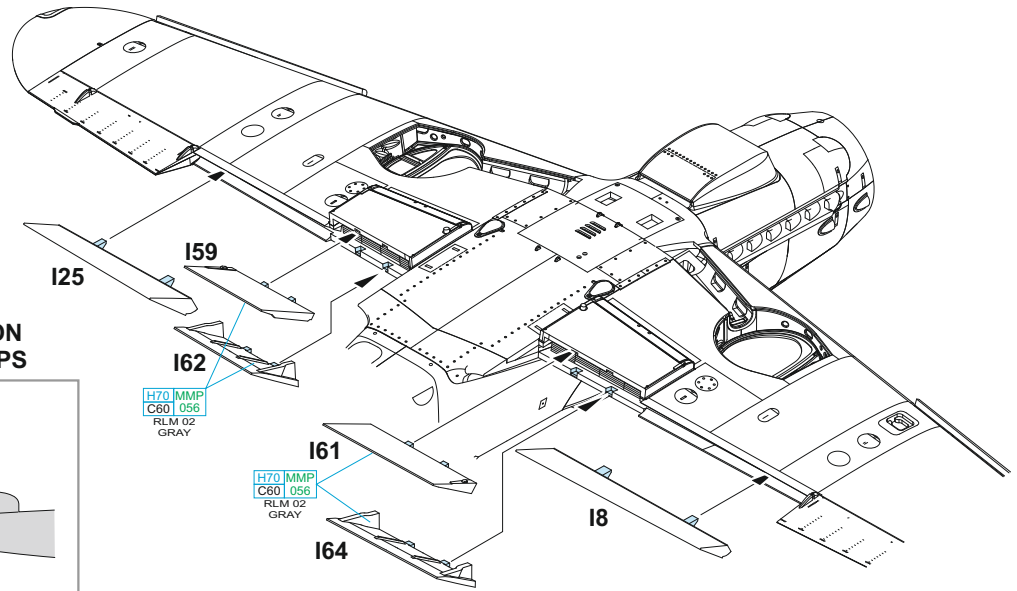




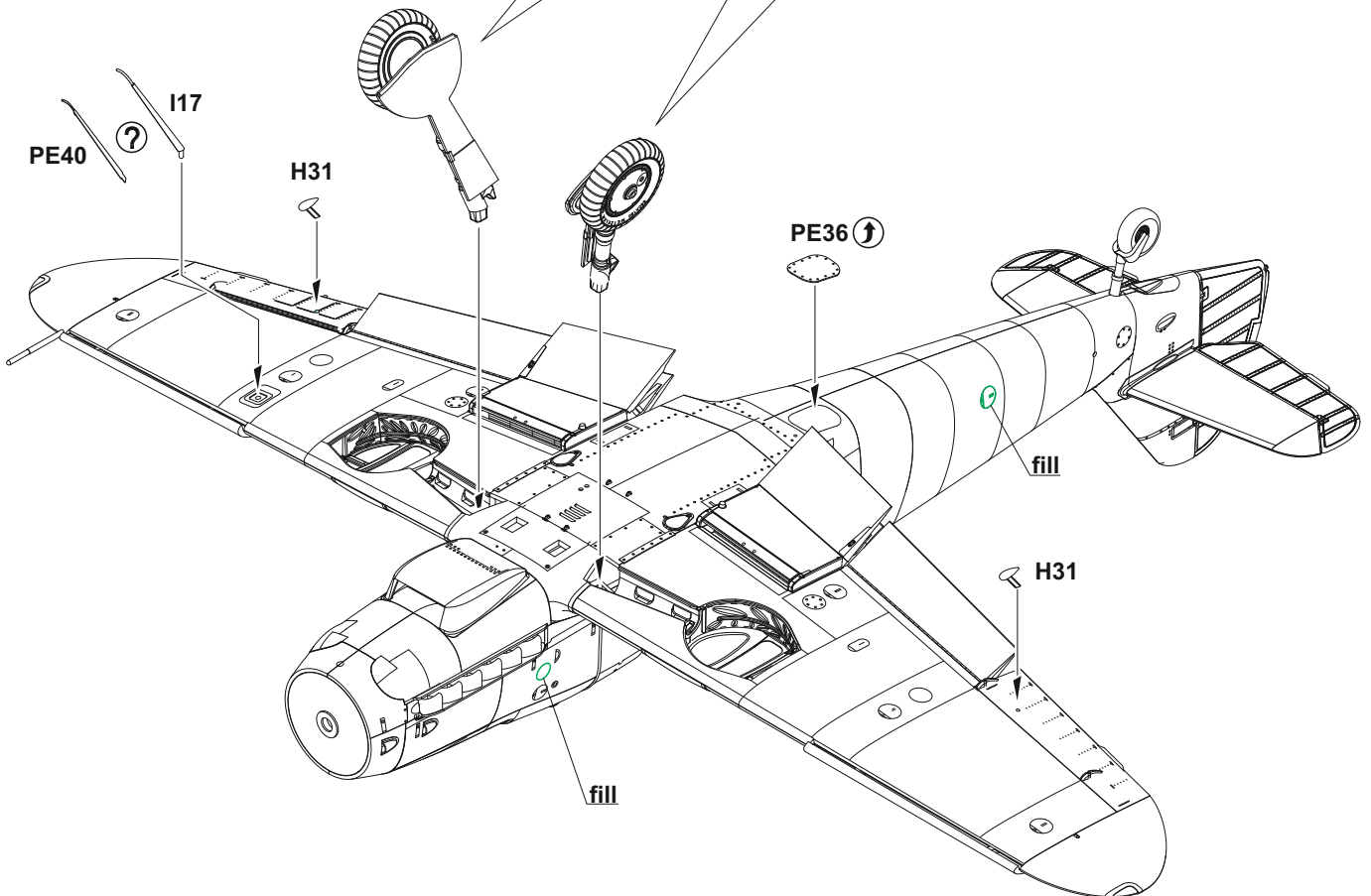
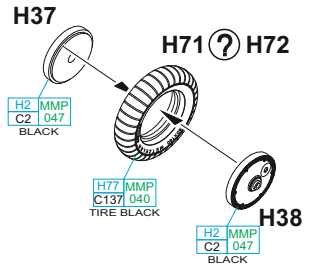
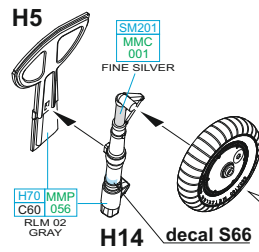
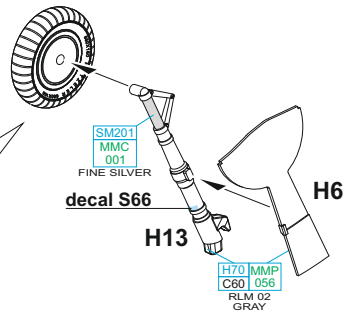
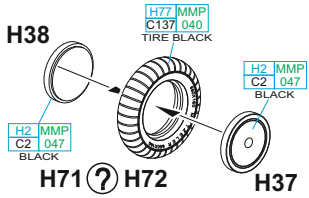
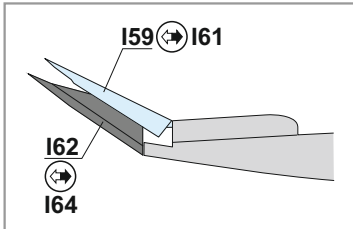


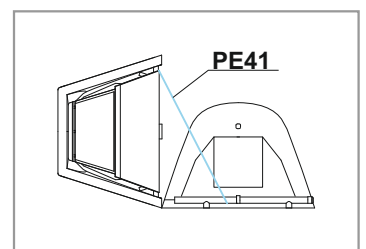
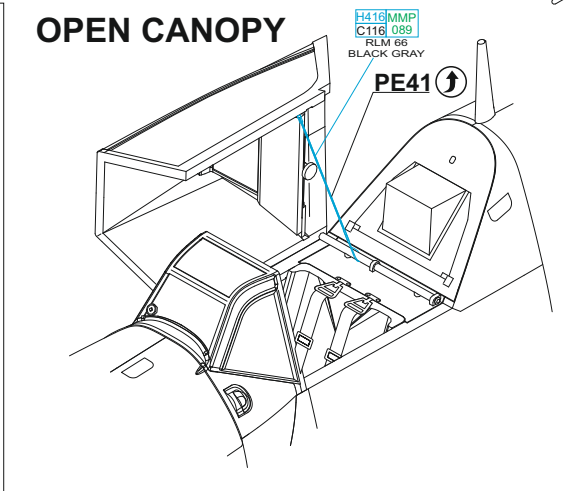
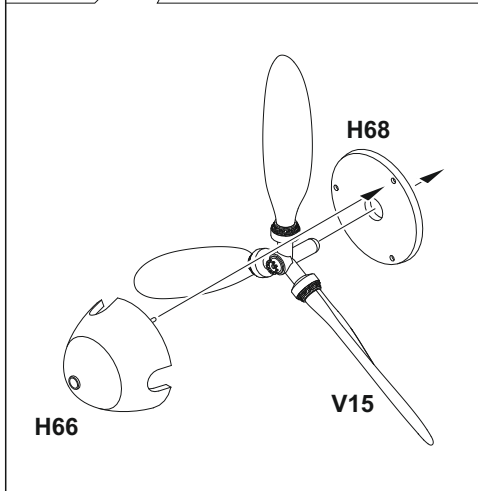
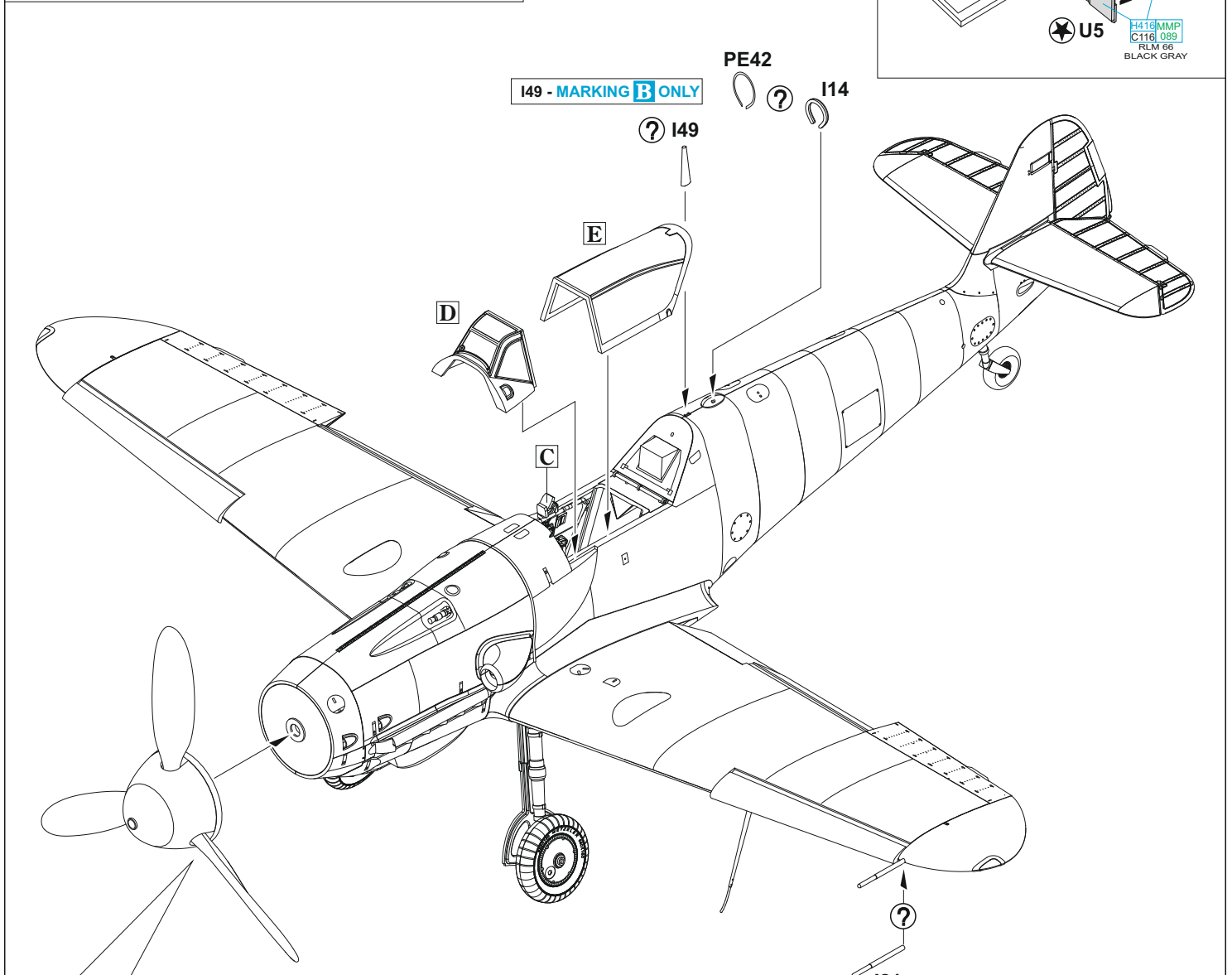
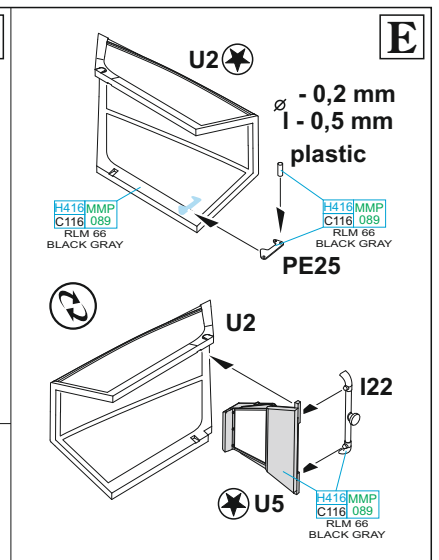
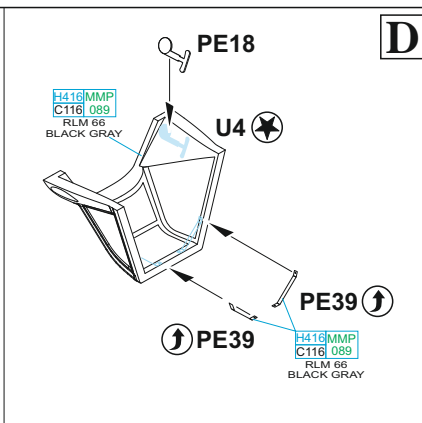
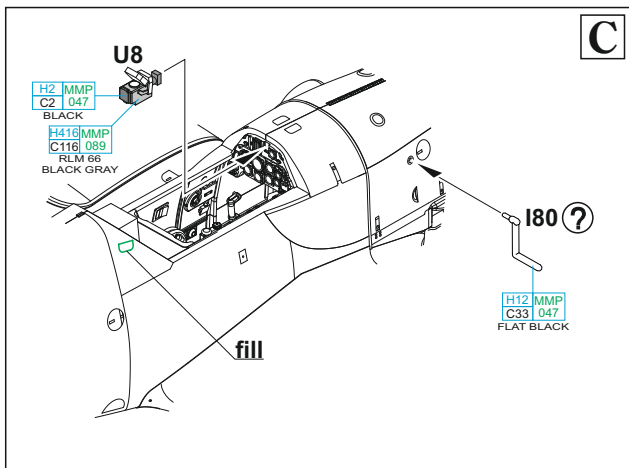


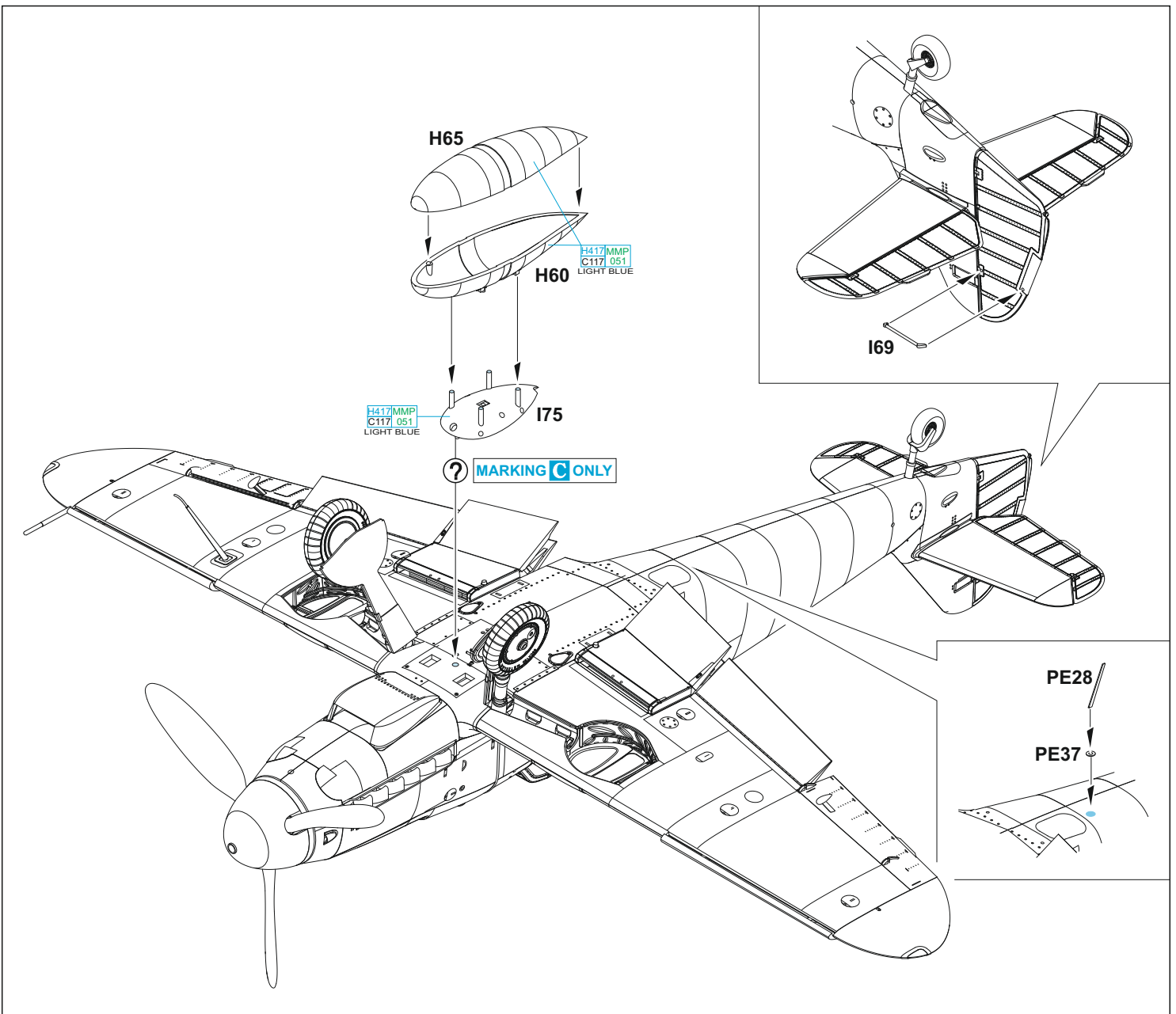




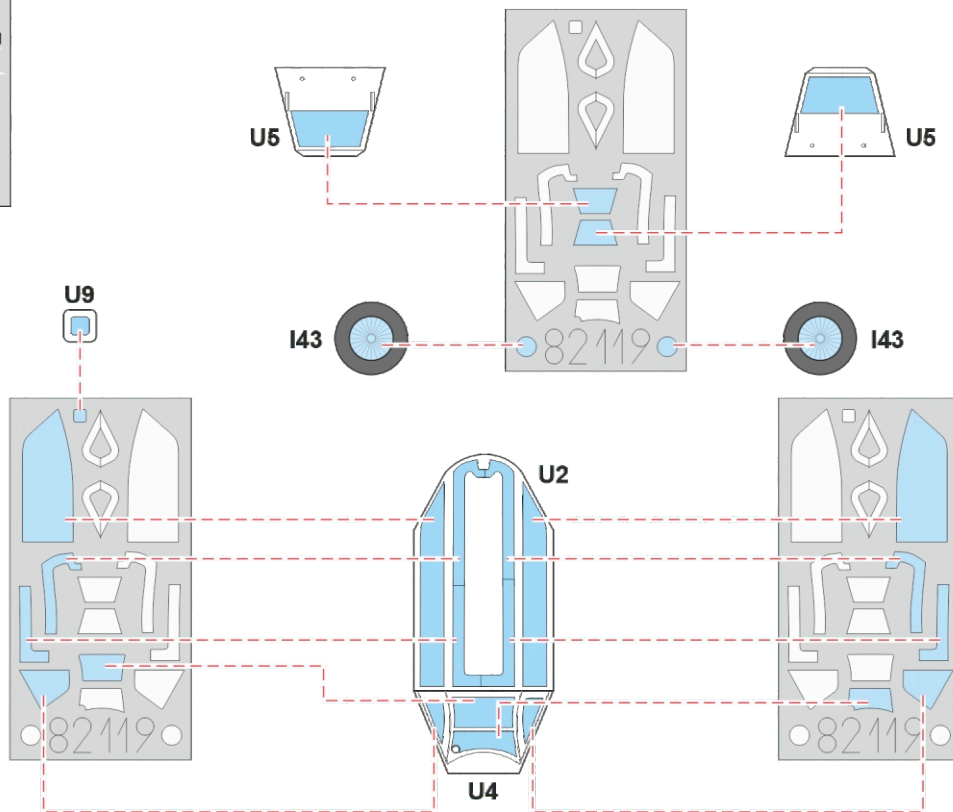
CORRECT POSITION OF RADIATOR FLAPS





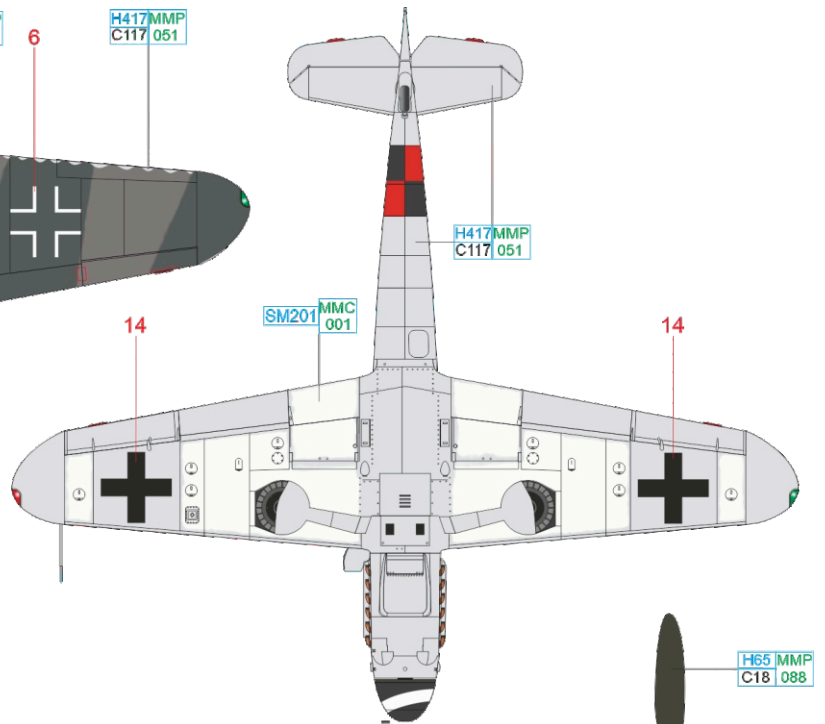
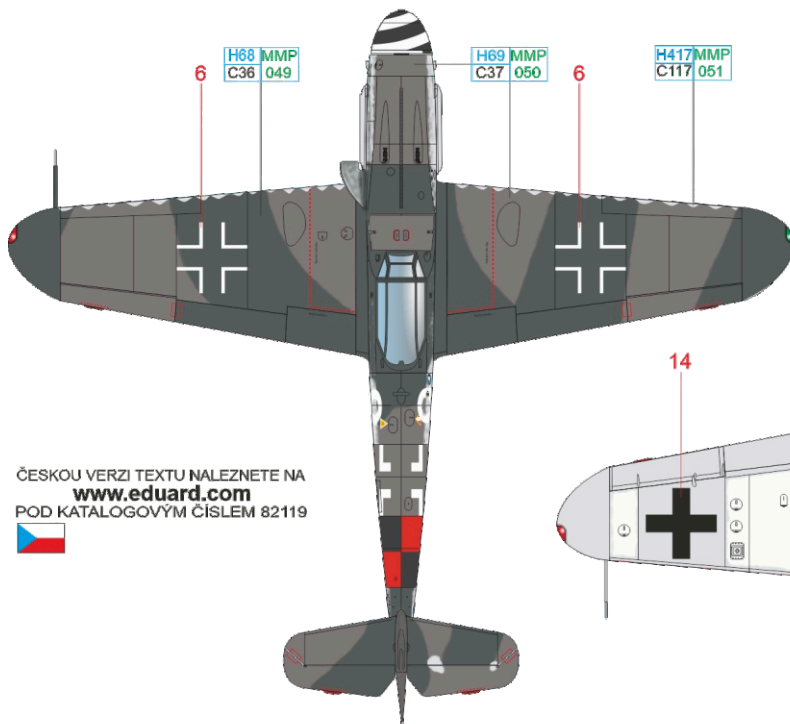
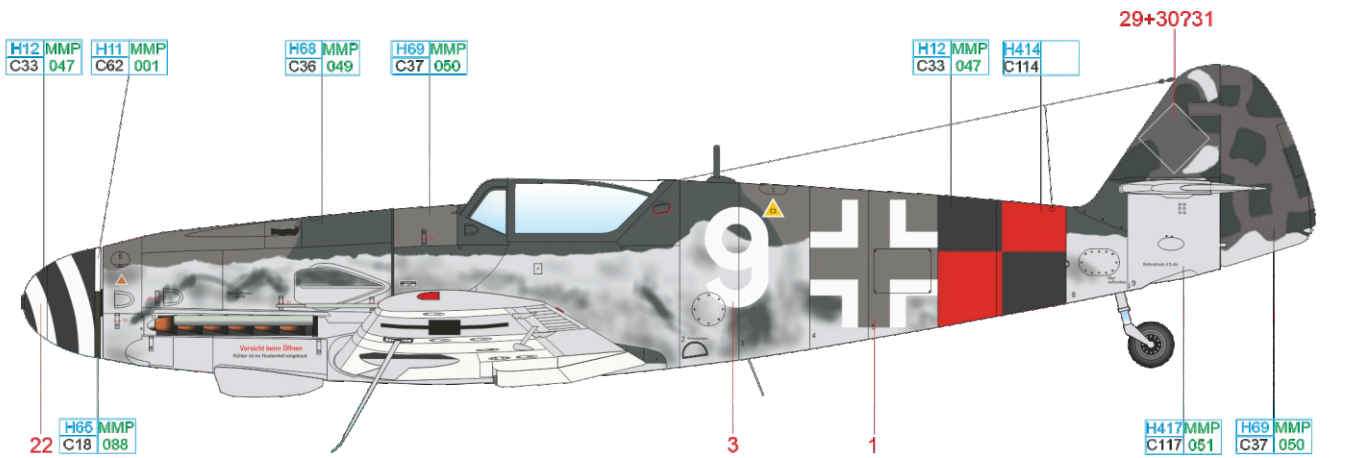


eduard
MASK
82119

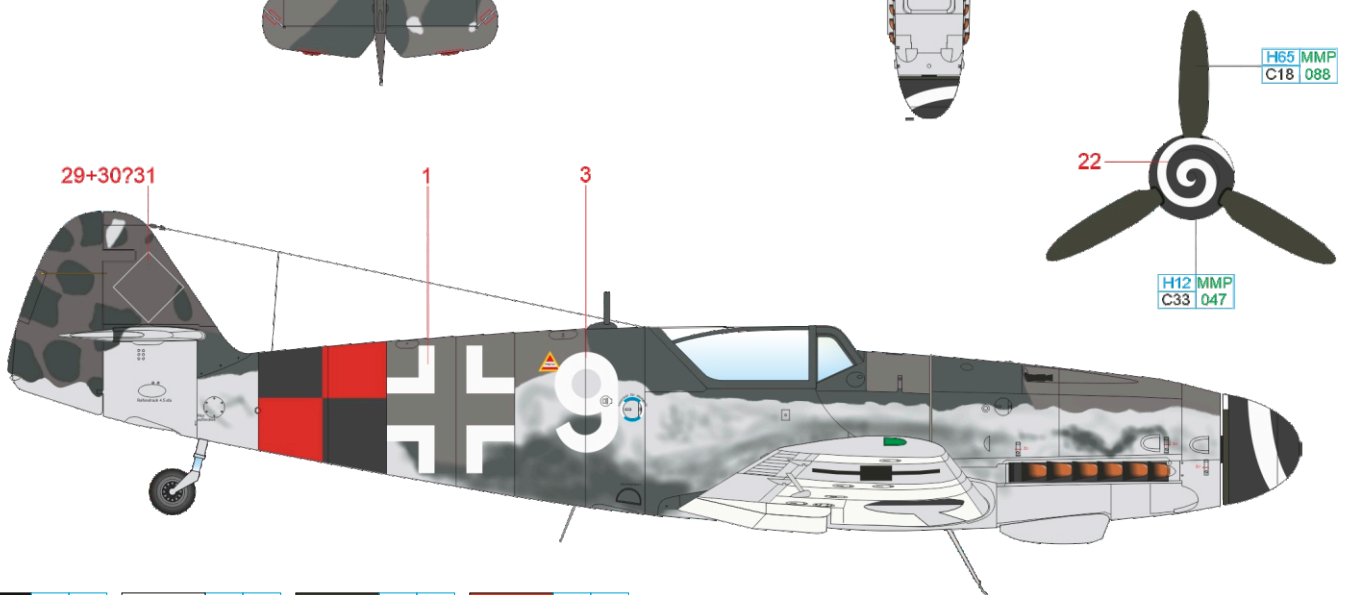


A 1./KG(J) 6, Prague-Kbely, Protectorate of Bohemia and Moravia, March/April 1945

The huge losses suffered by Luftwaffe fighter units were one of the reasons that led in October 1944 to the decision to reduce the number of bomber assets and to distribute their personnel among fighter squadrons following the necessary conversion training. One of the Geschwader units affected by this change was KG 6. The unit was redesignated as KG(J) 6 and was re-equipped with the Bf 109G-10s and K-4s. Training was undertaken at Prague-Kbely, Prague-Ruzyně and also at Klecany airfields. On March 31, KG(J) 6 aircraft fought against 309th FS/31st FG Mustangs over Prague. The resulting heavy losses led to the disbandment of the unit a few days later, on April 9. This aircraft was abandoned at Kbely, probably due to irreparable damage where it was photographed after the war. It's KG(J) 6 ownership is indicated by the red and black square fuselage band on the rear of the aircraft.

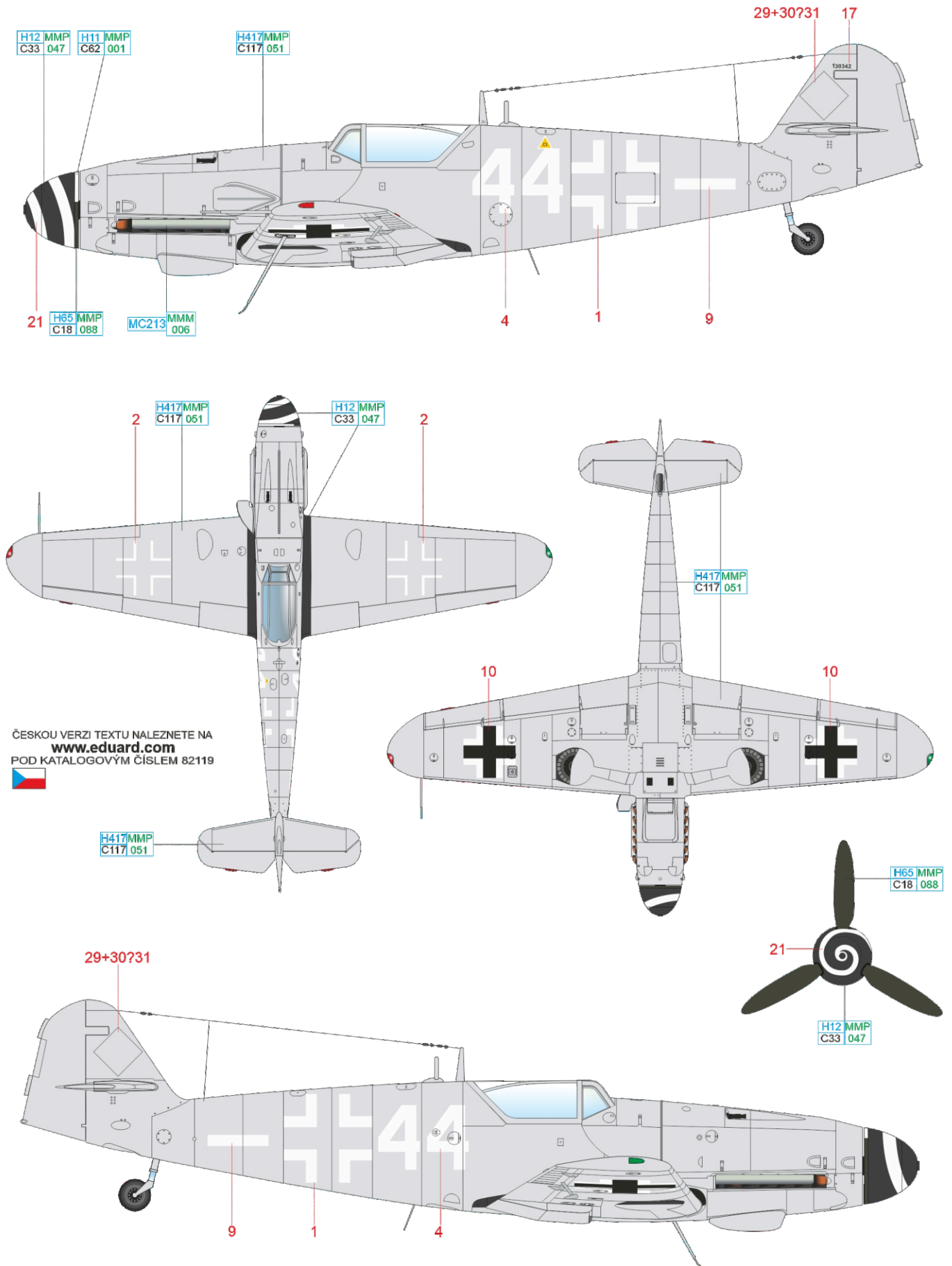


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 82119



BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RLM 70	H65 MMP C18 088	RLM 23	H414 C114
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	SUPER FINE SILVER	SM201 MMC 001

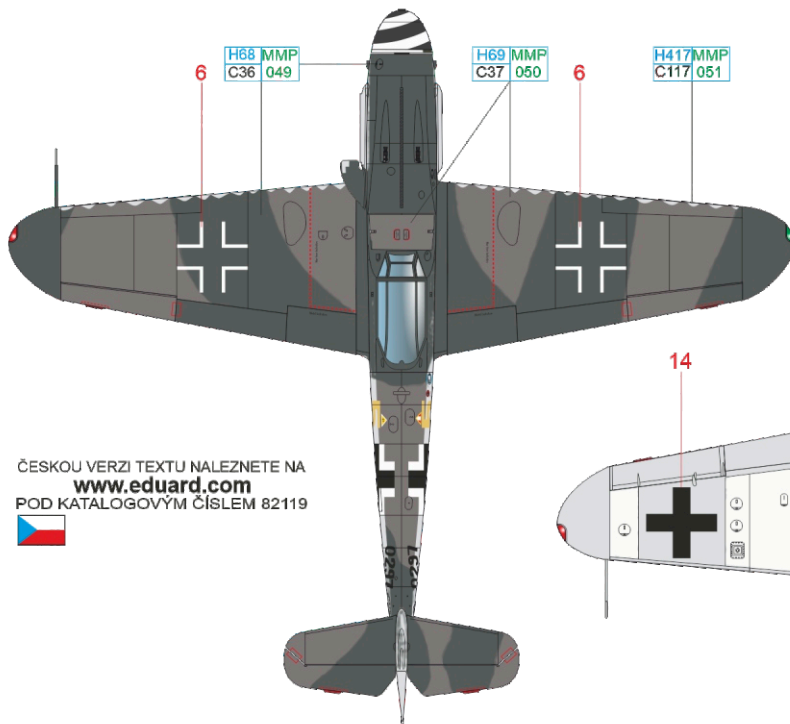
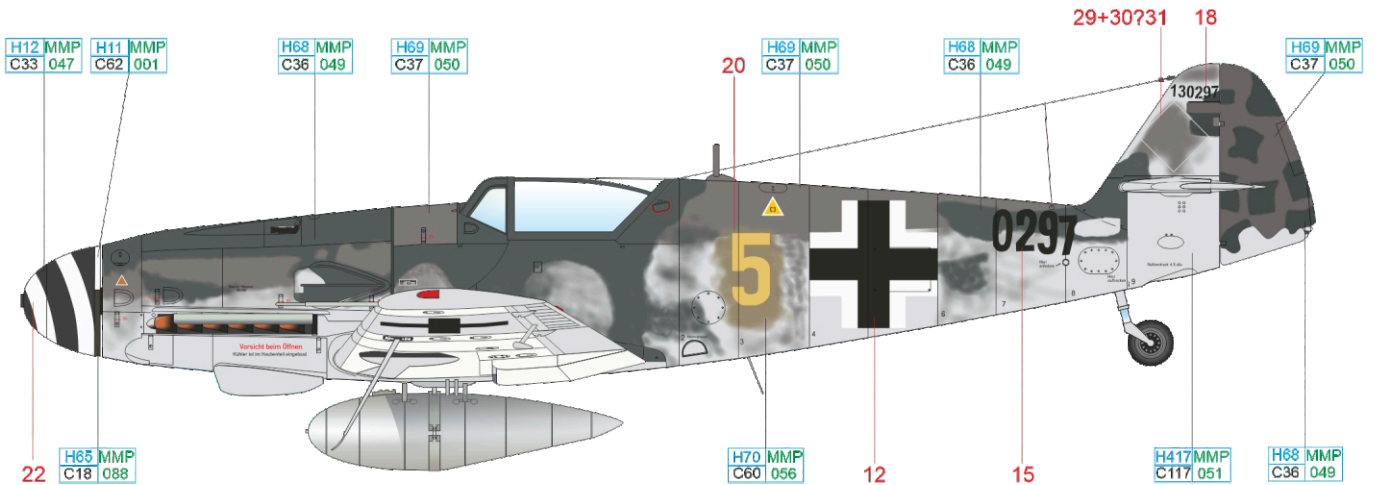
The all-grey painting of 5./NJG 11 aircraft was used on the so-called "Mosquito Hunters" at the beginning of 1945. The surface of the aircraft was polished for maximum aerodynamic effectiveness. The last combat against Mosquitos took place through March 1945, after which these aircraft were pressed into service in night attacks against Allied ground equipment.



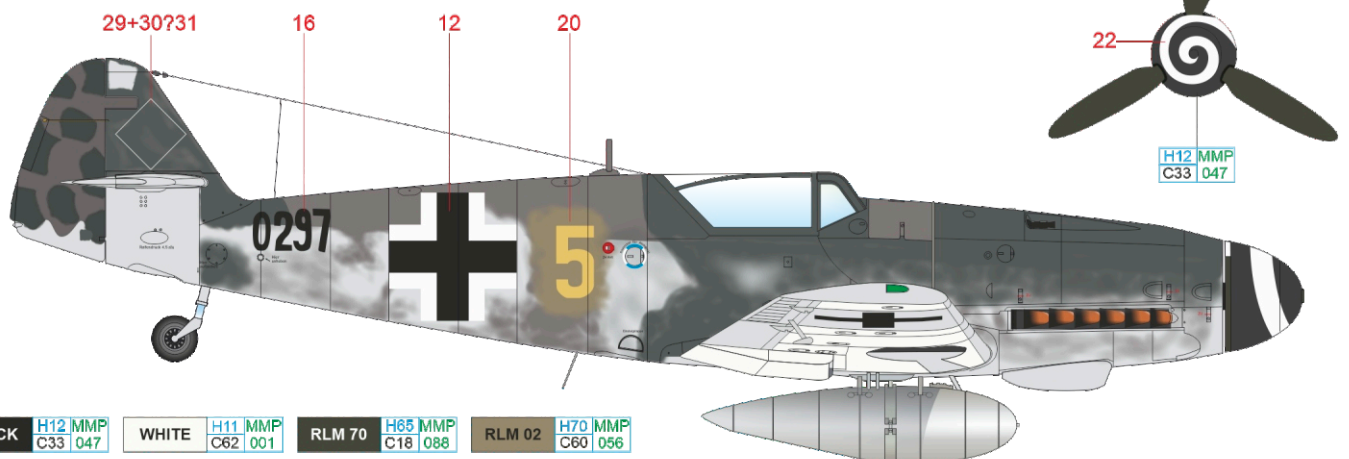
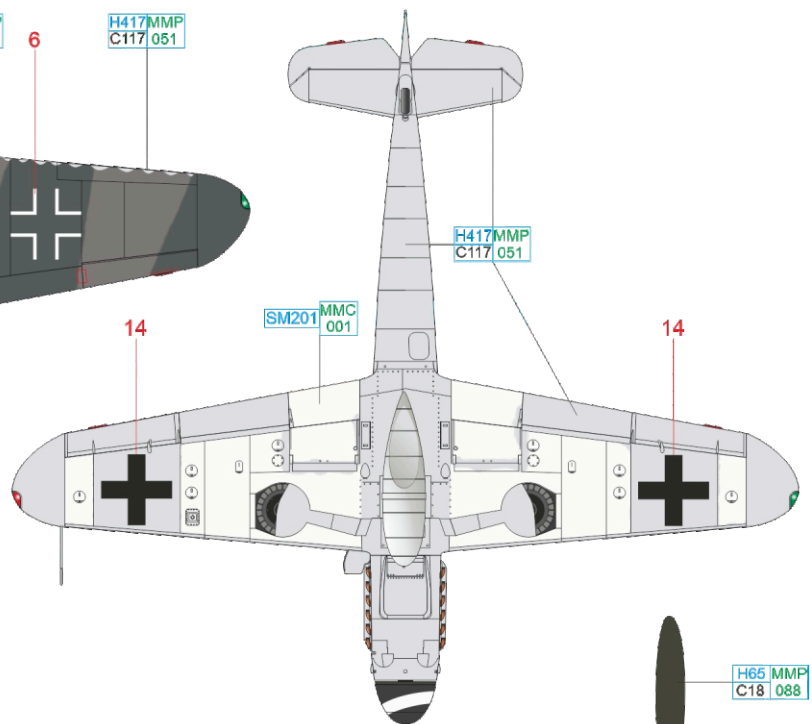
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82119



Horst Petzschler was born in Berlin on September 1, 1921 and joined the Luftwaffe on April 1, 1941. After fighter pilot training, he was assigned to JG 51 on August 23, 1943, and there he achieved his first three kills. On April 13, 1944, he was transferred to 2./JG 3 which was a component of the Defense of the Reich structure, but by June 1944, he would return to JG 51 on the Eastern Front. On May 4, 1945, III./JG 51 was relocated to Schleswig-Holstein from eastern Prussia. Horst Petzschler did not reach that location due to a navigation error and landed at Bulltofta in Sweden, where he was interned and in January 1946, the Swedes handed him over to the Soviets. He was released from captivity on September 22, 1949. On his return, he worked for the Berlin Police Department and in 1953, he emigrated to Canada and then the United States, where he worked in the aviation industry. He retired in 1988. Over the course of the Second World War, Horst Petzschler downed 26 enemy aircraft. The number 0297, the last four digits of the serial number, was brush-painted ahead of the tail plane. The bottom of the wing was painted in RLM 76, but due to the short supplies of the color some panels were left in natural metal.



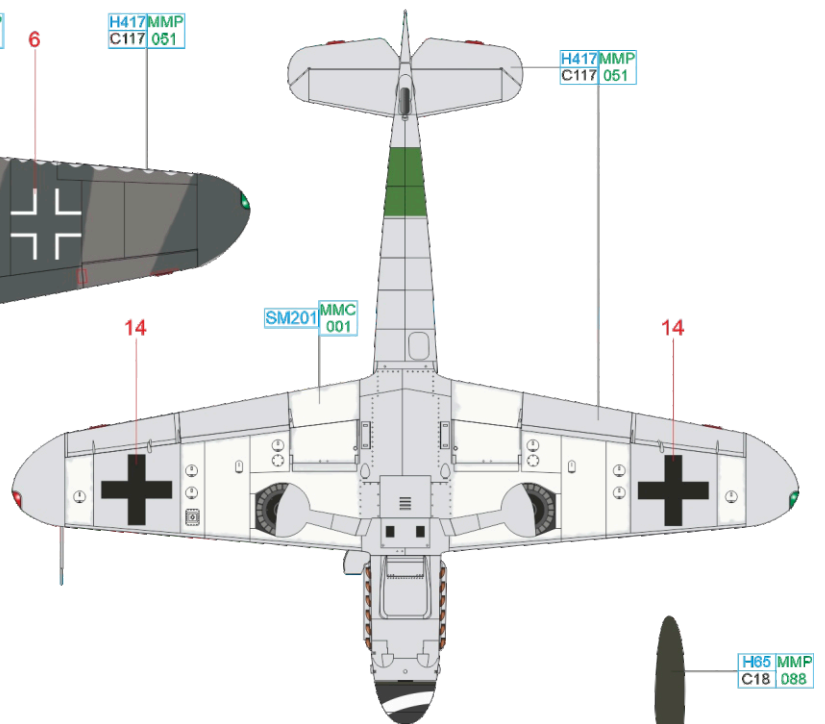
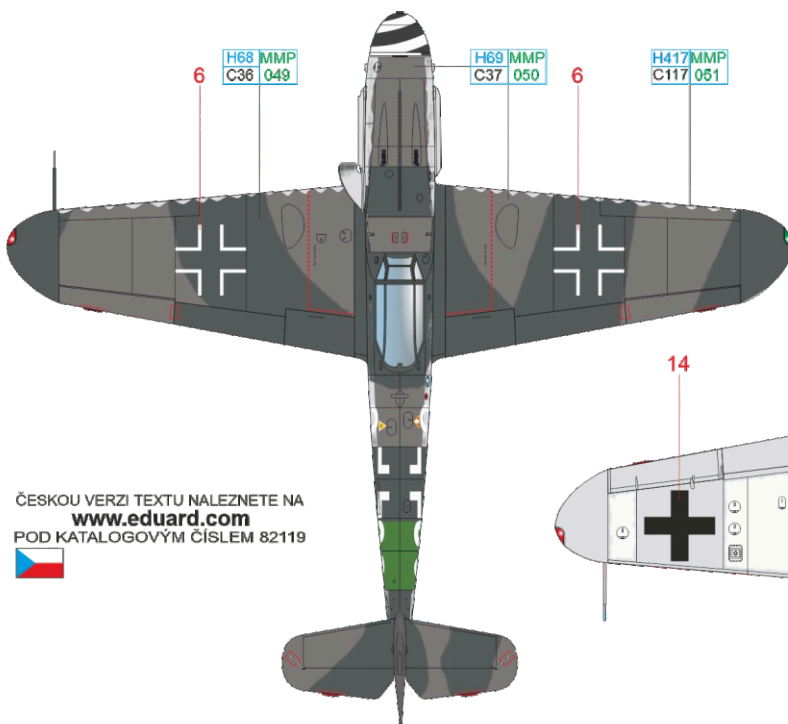
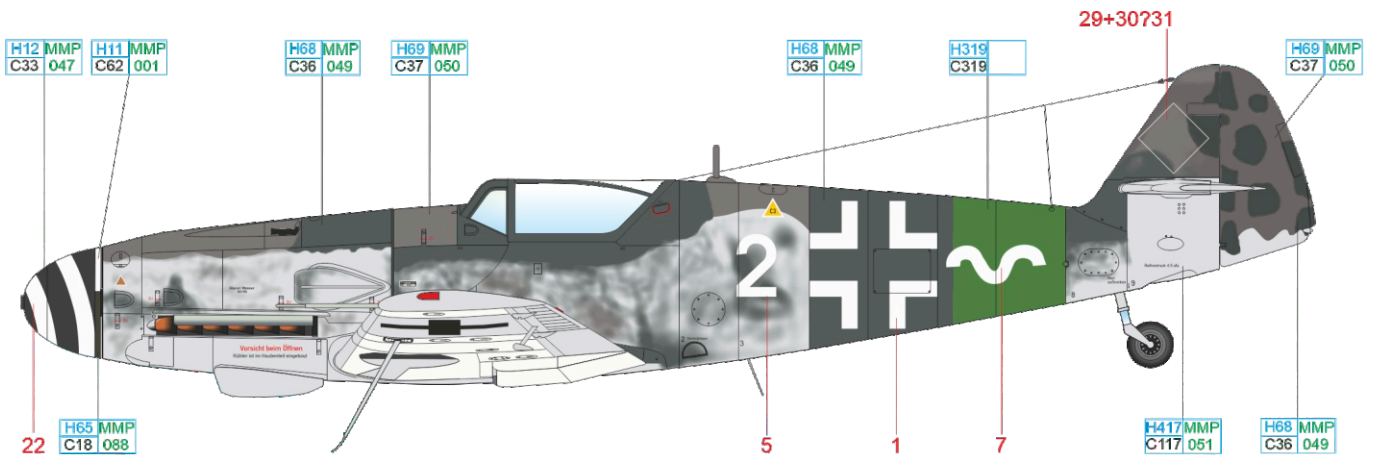
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82119



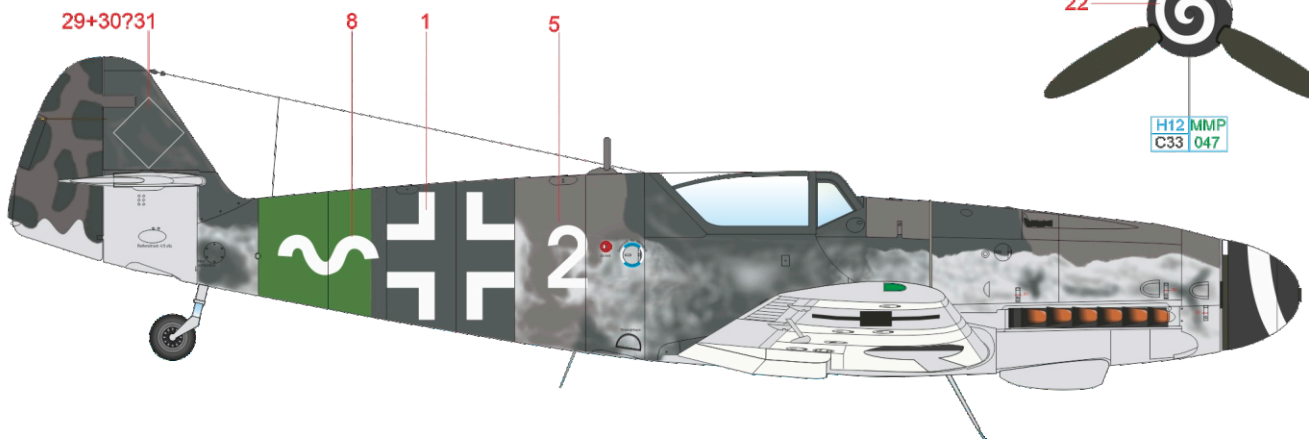
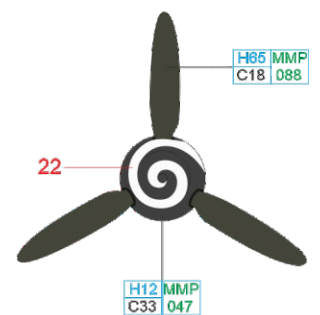
BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RLM 70	H65 MMP C18 088	RLM 02	H70 MMP C60 056
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	SUPER FINE SILVER	SM201 MMC 001

D 13./JG 27, Schleswig-Holstein, Germany, May 1945

After the Allied landings in Normandy in early June 1944, IV. Gruppe JG 27 moved from Hungary to the French airfield of Champfleury-la-Perthe and began their participation in combat on the Western Front. After suffering heavy losses, the unit went to Lower Saxony for rest and replenishment. The unit was assigned to the Defense of the Reich structure. The unit was disbanded on March 31, 1945, and its pilots were distributed among the other units of JG 27. The white wave marking on the rear fuselage identified this aircraft as being assigned to the IV. Gruppe, and the green band to the Defense of the Reich unit JG 27. The nose carried the unit emblem.

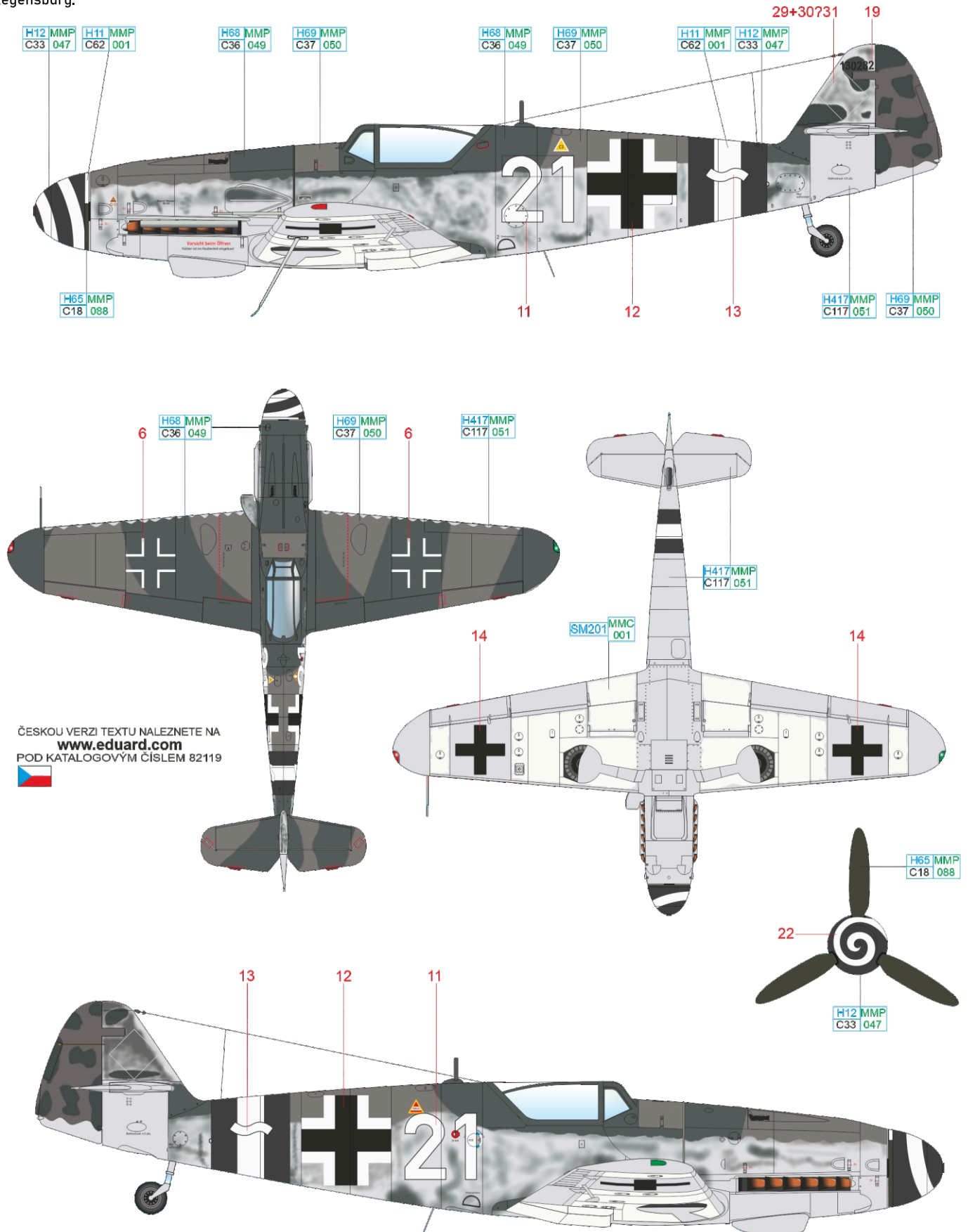


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 82119



BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RLM 70	H65 MMP C18 088	LIGHT GREEN	H319 C319
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	SUPER FINE SILVER	SM201 MMC 001

Franz Wienhusen joined the Kriegsmarine in 1934, but just a year later began service with the Luftwaffe. After training, he was assigned to occupied Norway. There, he would serve with JG 77 and JG 5. up to October 1944, when he was given command of IV./JG 4. He died on December 3, 1944 near Aachen, when, during an attack on an American convoy, he was hit from the ground. He claimed twelve kills over the course of WWII. The reconstruction of this aircraft is based on a listing of losses from December 3, 1944, where the serial number and fuselage code of Wienhusen's aircraft are recorded. It is very likely that the aircraft was camouflaged the same way as others manufactured within an almost 130-aircraft production run at the Messerschmitt factory at Regensburg.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 82119



BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	SUPER FINE SILVER	SM201 MMC 001
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
		RLM 70	H65 MMP C18 088		

Bf 109G-10 Mtt Regensburg STENCILING POSITIONS

