Bf 109E-1

eduard

1/48 Scale Plastic Model Kit

item No. 8261

ProfiPACK edition

No other aircraft is as intimately connected with the rise and fall of German Luftwaffe during the WWII as the Messerschmitt Bf 109. Its early variants provided Luftwaffe with a superior aircraft compared to all the opponents.

The evolution of this aircraft outlived the era in which it was conceptualized. The Bf 109s bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany to its downfall.
The history of the Bf 109 began during 1934-35, when the Reich Ministry of Aviation issued a requirement for the development of a single-engine monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke companies. The design bureau of the last-mentioned company was led by Willy Messerschmitt, who had an intention to create an aircraft with the best possible performance for the specified weight and size. He also concentrated on the clean aerodynamical shape of the new fighter.
Over the following months, several prototypes were built. The aircraft was rather tiny and compared to the prevailing trends of the time, sported several quite revolutionary features such as low wing design, retractable landing gear, thin wing airfoil, wing slats, landing flaps, and many other features. Thanks to it, the Bf 109 was a very promising design despite some powerplant troubles. These were solved by the introduction of the DB 601 engine starting with the Bf 109E version. This engine, together with its 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 Defense

The Bf 109 went through it first combat deployment during Spanish Civil War, where three developmental Bf 109s were put into action in December 1936. The main reason of revealing the modern fighter to the world was quite down-to-earth: To validate the aircraft's abilities in modern aerial combat. Shortly thereafter, production aircraft Bf 109B-1 reached 2.J/88, the Legion Condor unit. 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 610.95 kph. In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the types 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 Luftwaffe entered the Polish campaign, the first defense of the Fatherland, Blitzkrieg against the West, and the Battle for France with both a qualitative and quantitative advantage. After the period of continual success, the Luftwaffe embarked on the attacks on Great Britain in the summer months of 1940. Here, the first weakness of the Bf 109 emerged: The inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. Experience gained in 1940 led to the development of the F (Friedrich) version followed by late production variants of Bf 109G (Gustav) and K (Kurfürst).

Emil emerges

The "Emil" series of Bf 109 was a turning point in the development of this aircraft. The replacement of the Jumo 210 engine by the more powerful, more reliable but also larger and heavier Daimler-Benz DB 601 was the main change. More powerful engine needed a larger coolant radiator as well. But instead of creating a large "chin" under the nose, which would significantly increase aerodynamic drag, the cooling was moved to flat radiators on the bottom of the wing. This relocation also helped to balance the increased weight of the engine and new VDM three-bladed propeller. In the other hand, the wing had to be completely redesigned. To verify the technical changes, V14 and V15 prototypes were built, differing mainly in armament. The V14 had a pair of 7.92mm MG 17 machine guns and two 20mm wing-mounted guns. The V15 prototype had only two machine guns. Production of the first of "Emils", the E-1 version, began in early 1939 and the extra 298 hp (223 kW) of power compared to previous Jumo 210 engine provided a corresponding increase in flight performance despite the 400 lb (180 kg) weight increase.
The E-1 version was armed with four MG 17 machine guns and further development concentrated mainly on armament. The next E-2 received three MG FF 20mm cannons – two were mounted in wing instead of MG 17 machine guns and one as "Motorkanone", i.e., cannon mounted between the engine cylinder blocks, firing through the center of the propeller hub. The two synchronized cowl machine guns MG 17 were retained. This layout provided enormous fire power, however, due to vibrations caused by firing, the "Motorkanone" was often removed by frontline units. The fire power of two machine guns and two cannons was still more than satisfactory. In order to further improve the performance, two more prototypes were built (V16; V17) with some structural changes and new armament layout. The wing-mounted cannons/machine guns were deleted, with all weaponry concentrated in the fuselage nose. This became standard for E-3 version. Later development went through rather small changes up to the E-7, the final "Emil" version which was able to carry the drop fuel tank. This change rectified the problem of the short range of the Bf 109.

The kit: Bf 109E-1

The production version Bf 109E-1 retained the armament of its predecessor, the D-0 and D-1 variant, i.e., two 7.92 mm (.312 in) MG 17 synchronized engine cowl machine guns and two wing-mounted weapons of the same type. Later, many E-1s were modified to the E-3 armament standard. The E-1 was fitted with the Reflexvisier "Revi" gunsight and the FuG 7 radio. Total of 1,183 Bf 109E-1s were manufactured, 110 of them were built as the E-1/B sub variant. The E-1/B became the first Jagdbomber in the Bf 109 line thanks to the ETC 500 bomb rack with provision for one 250 kg (550 lb) bomb or four 50 kg (110 lb) bombs.

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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre 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. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

OPTIONAL VOLBA

BEND OHNOUT

SAND BROUSIT

OPEN HOLE VYVRTAT OTVOR

SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ

REMOVE ODŘÍZNOUT

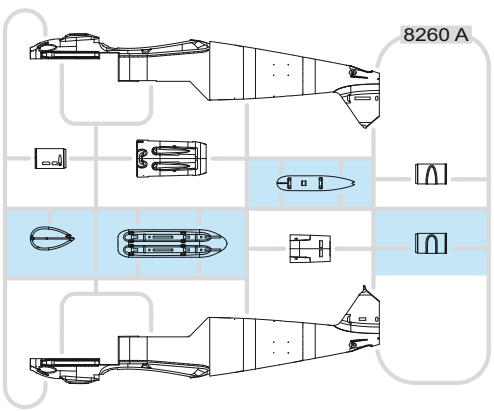
REVERSE SIDE OTOČIT

APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

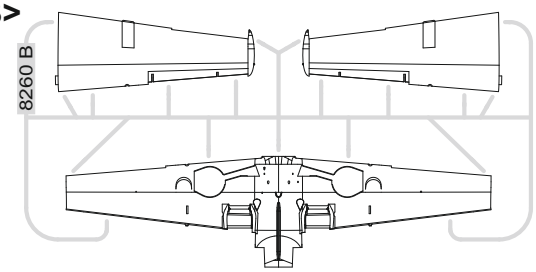
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

A>



B>



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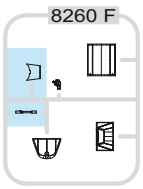
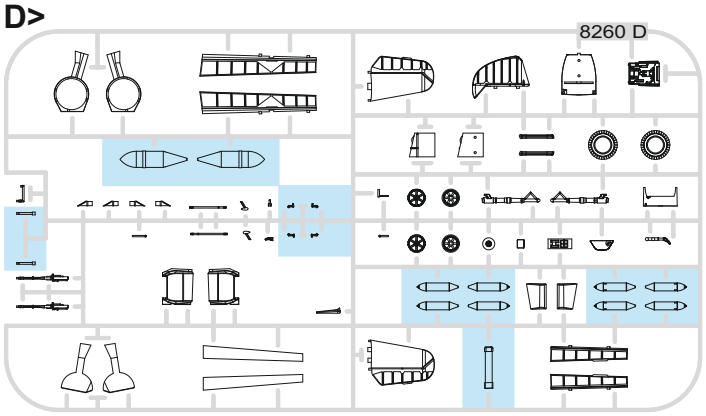
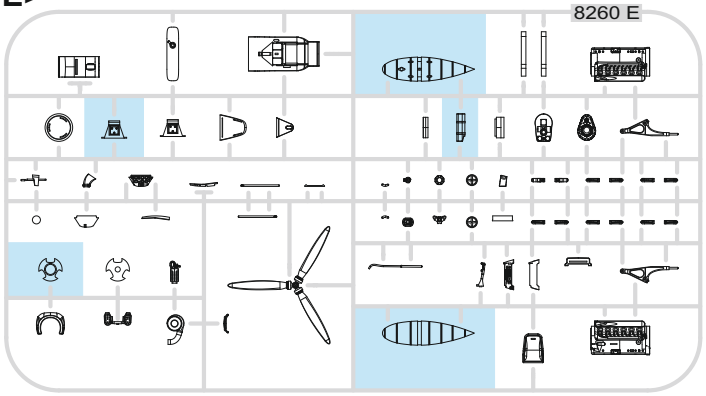


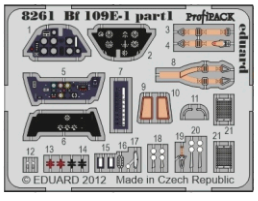
D>

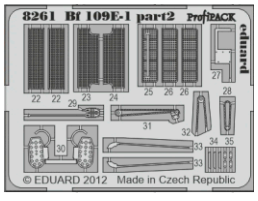


E>



PE - PHOTO ETCHED DETAIL PARTS



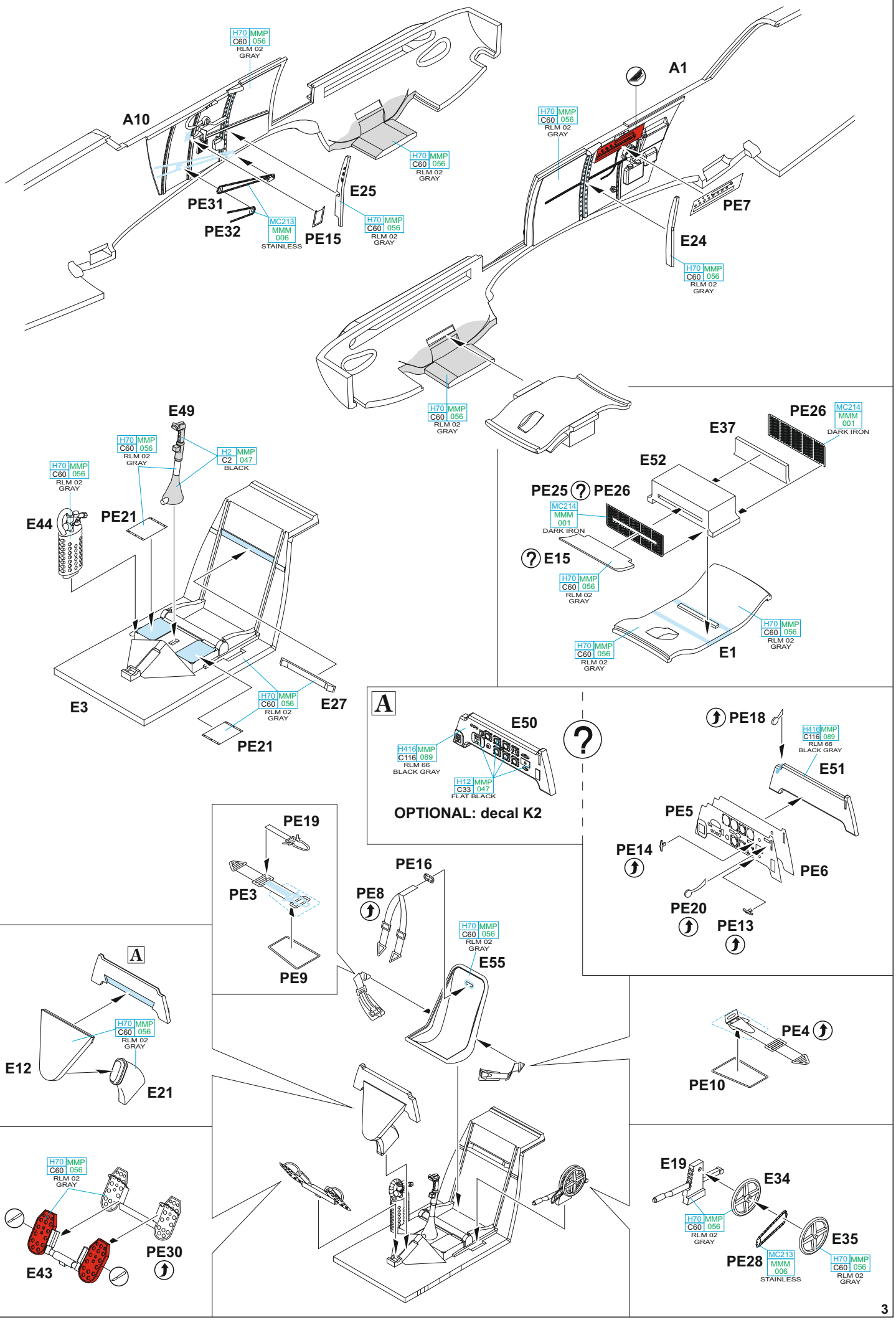


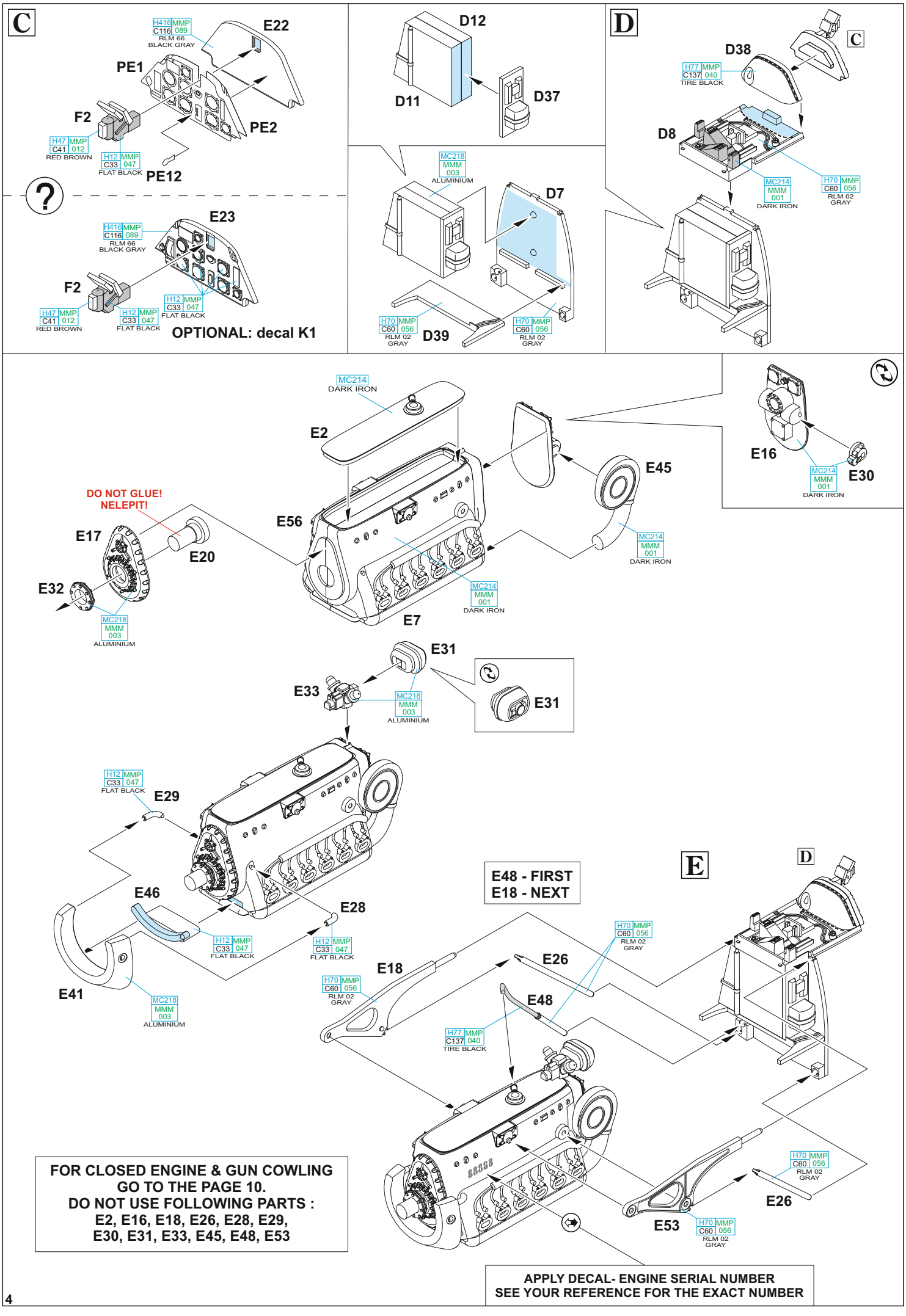
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

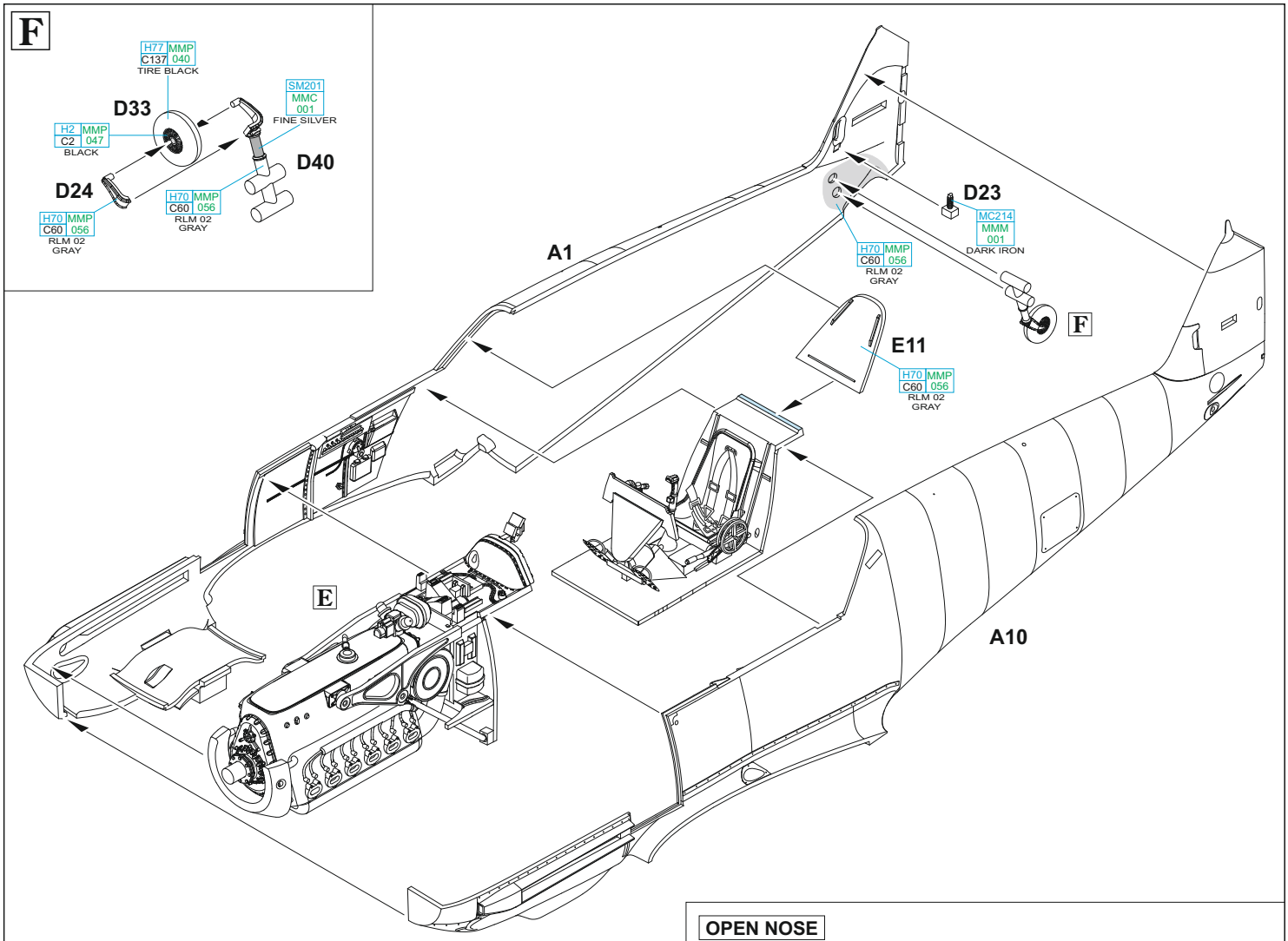
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

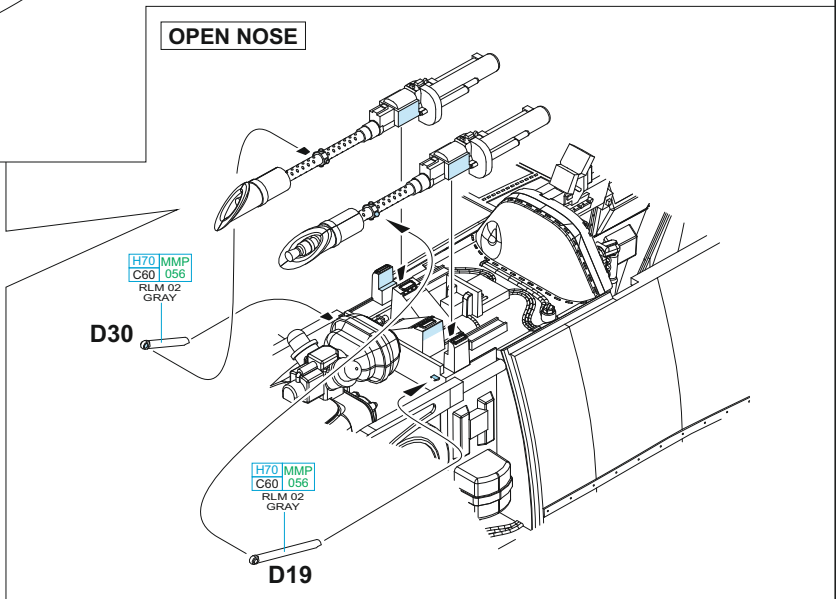
GSi Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H64	C17	MMP-087	RLM71 DARK GREEN
H65	C18	MMP-088	RLM70 BLACK GREEN
H67	C115	MMP-057	RLM65 LIGHT BLUE
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN

GSi Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H413	C113	MMP-090	RLM04 YELLOW
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER 2

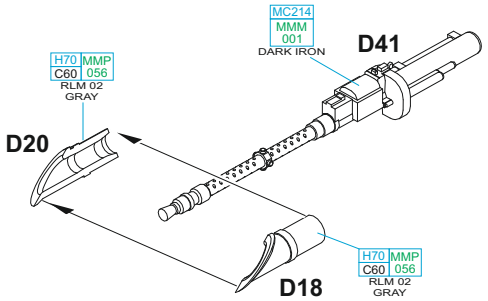

A10
H70 MMP C60 056 RLM 02 GRAY
PE31
PE32
MC213 MMM 006 STAINLESS
PE15
E25
A1
PE7
E24
E49
H2 MMP C2 047 BLACK
PE21
E44
E3
E27
E37
PE26
MC214 MMM 001 DARK IRON
E52
PE25
E15
E1
A
E50
H416 MMP C116 089 RLM 66 BLACK GRAY
H12 MMP C33 047 FLAT BLACK
OPTIONAL: decal K2
PE18
E51
PE5
PE14
PE6
PE20
PE13
PE19
PE3
PE9
PE16
PE8
E55
E12
E21
PE4
PE10
E43
PE30
E19
E34
E35
PE28


C
E22
PE1
F2
PE2
PE12
H416 MMP C116 089 RLM 66 BLACK GRAY
H47 MMP C41 012 RED BROWN
H12 MMP C33 047 FLAT BLACK
?
E23
OPTIONAL: decal K1
D12
D11
D37
MC218 MMM 003 ALUMINIUM
D7
D39
H70 MMP C60 056 RLM 02 GRAY
D
C
D38
H77 MMP C137 040 TIRE BLACK
D8
MC214 MMM 001 DARK IRON
DO NOT GLUE! NELEPIT!
E17
E20
E32
E2
E56
E45
E7
E16
E30
E31
E33
E29
E46
E28
E41
E48 - FIRST
E18 - NEXT
E
E18
E26
E48
E53
FOR CLOSED ENGINE & GUN COWLING
GO TO THE PAGE 10.
DO NOT USE FOLLOWING PARTS :
E2, E16, E18, E26, E28, E29,
E30, E31, E33, E45, E48, E53
APPLY DECAL- ENGINE SERIAL NUMBER
SEE YOUR REFERENCE FOR THE EXACT NUMBER



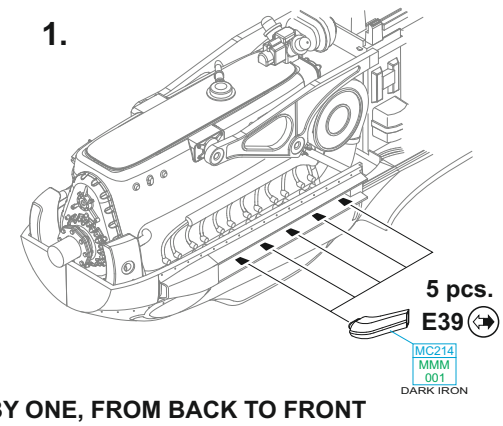


2 pcs.



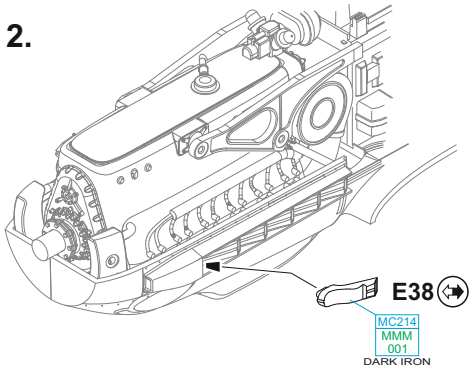
EXHAUST PIPES INSTALATION

1.

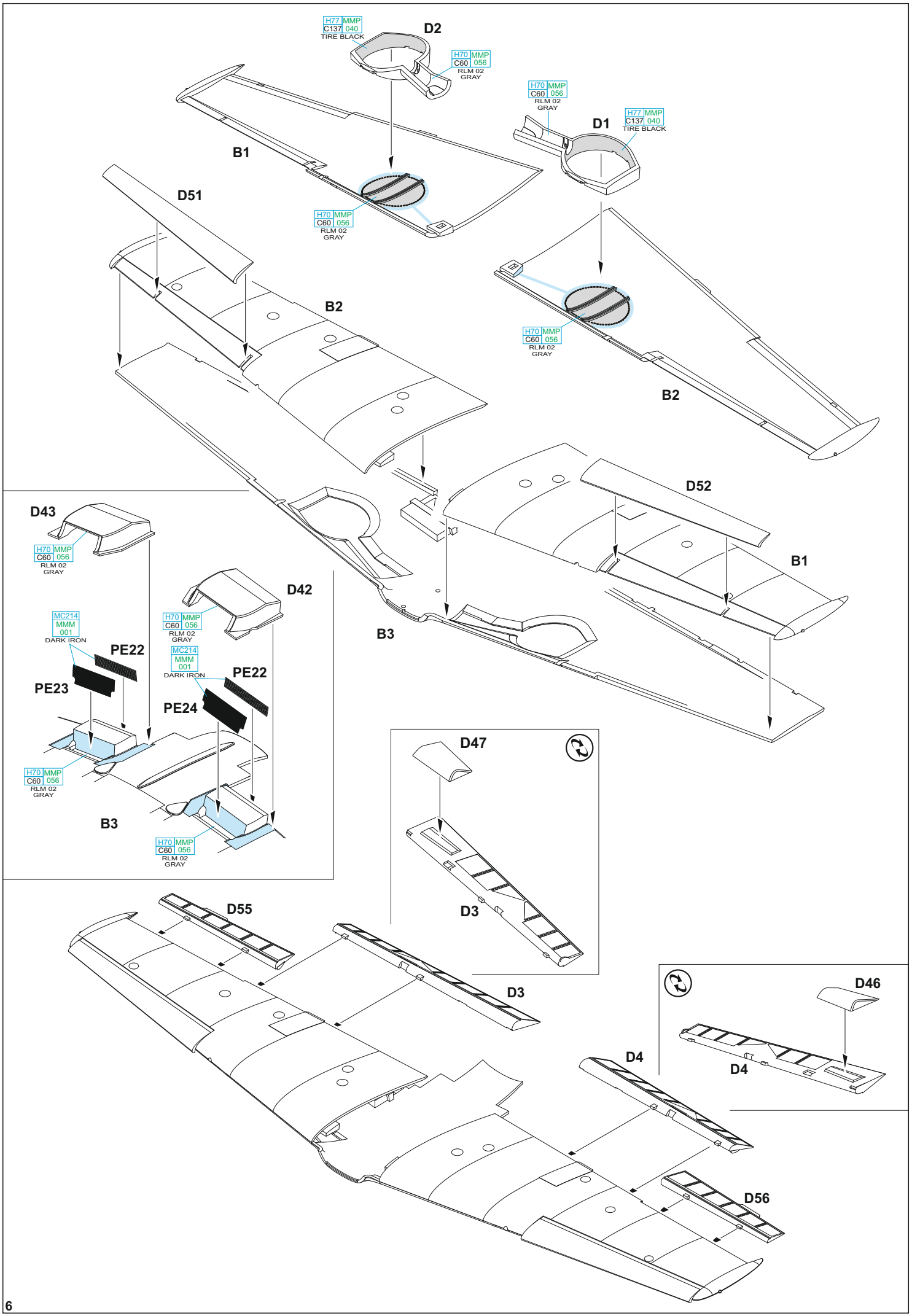


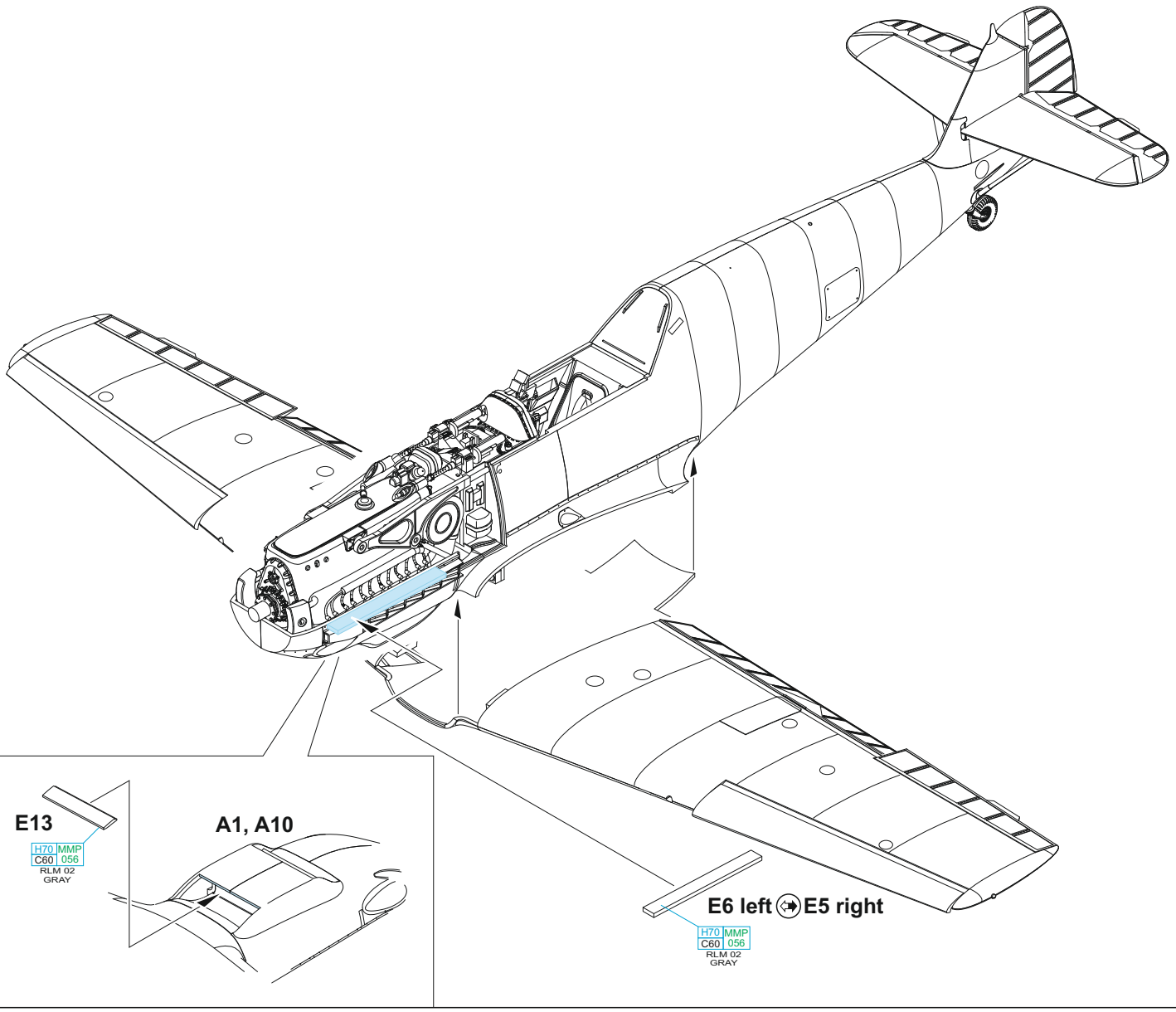
- ONE BY ONE, FROM BACK TO FRONT

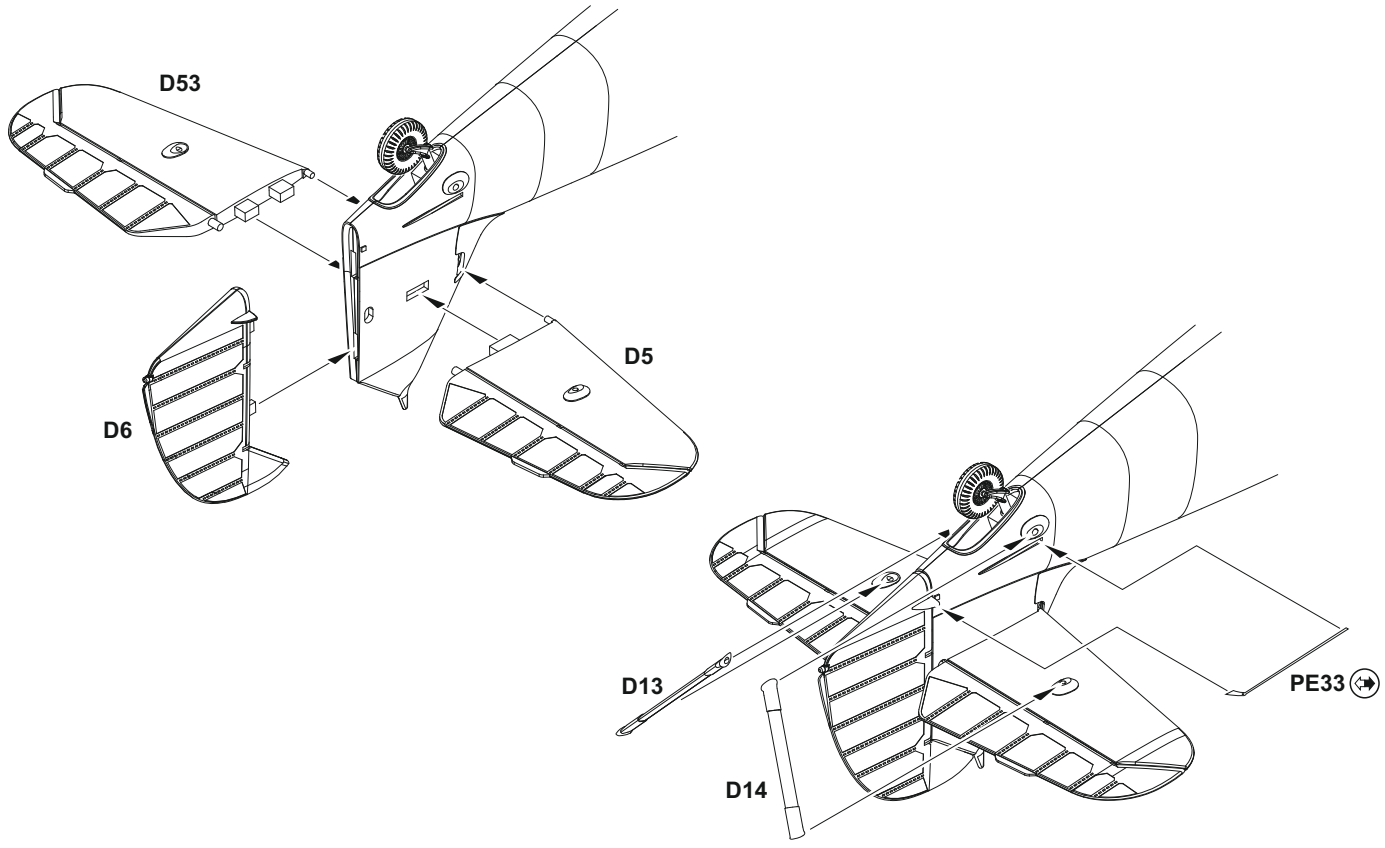
2.

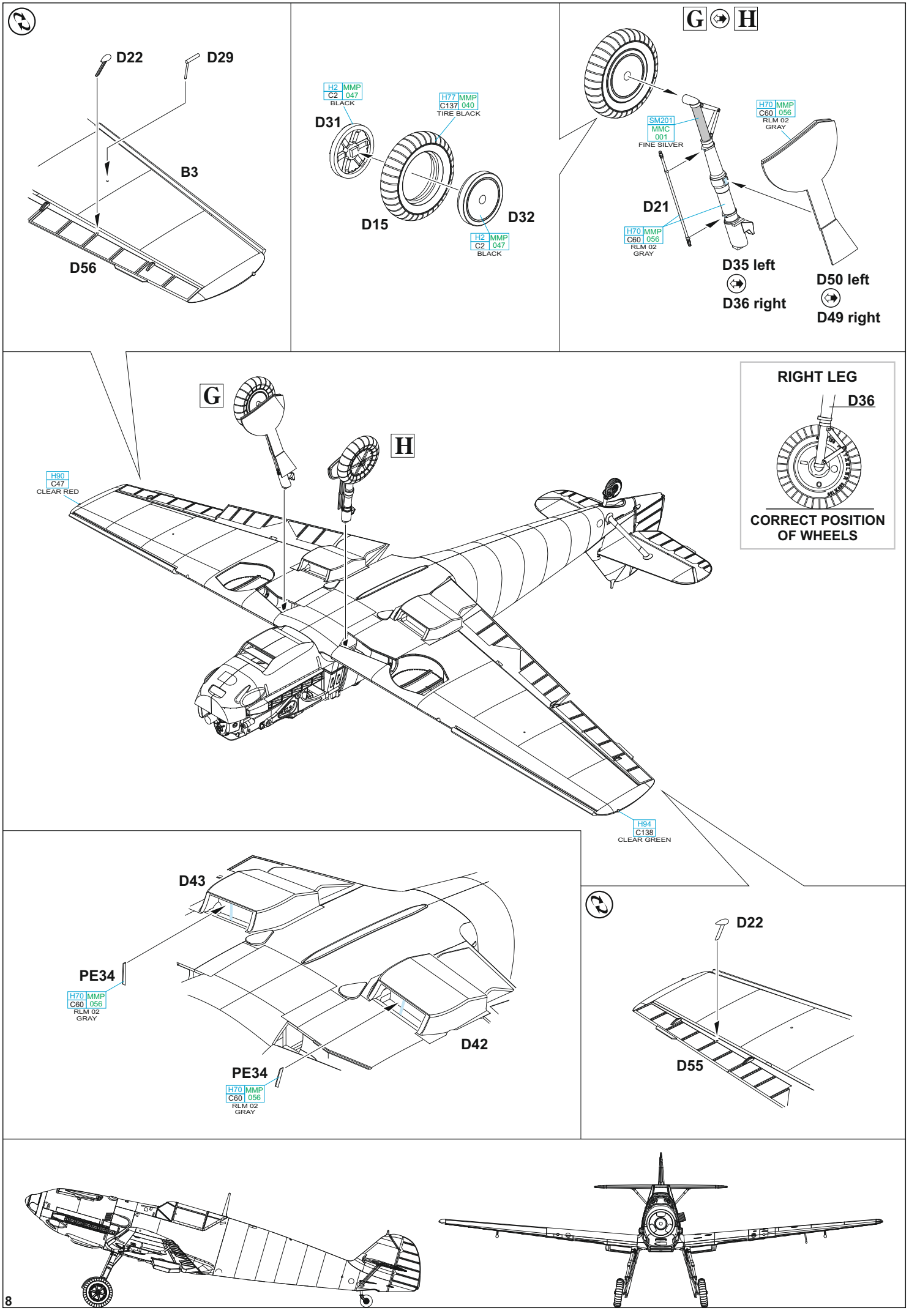


- E38 FITS WITHOUT THE GLUE

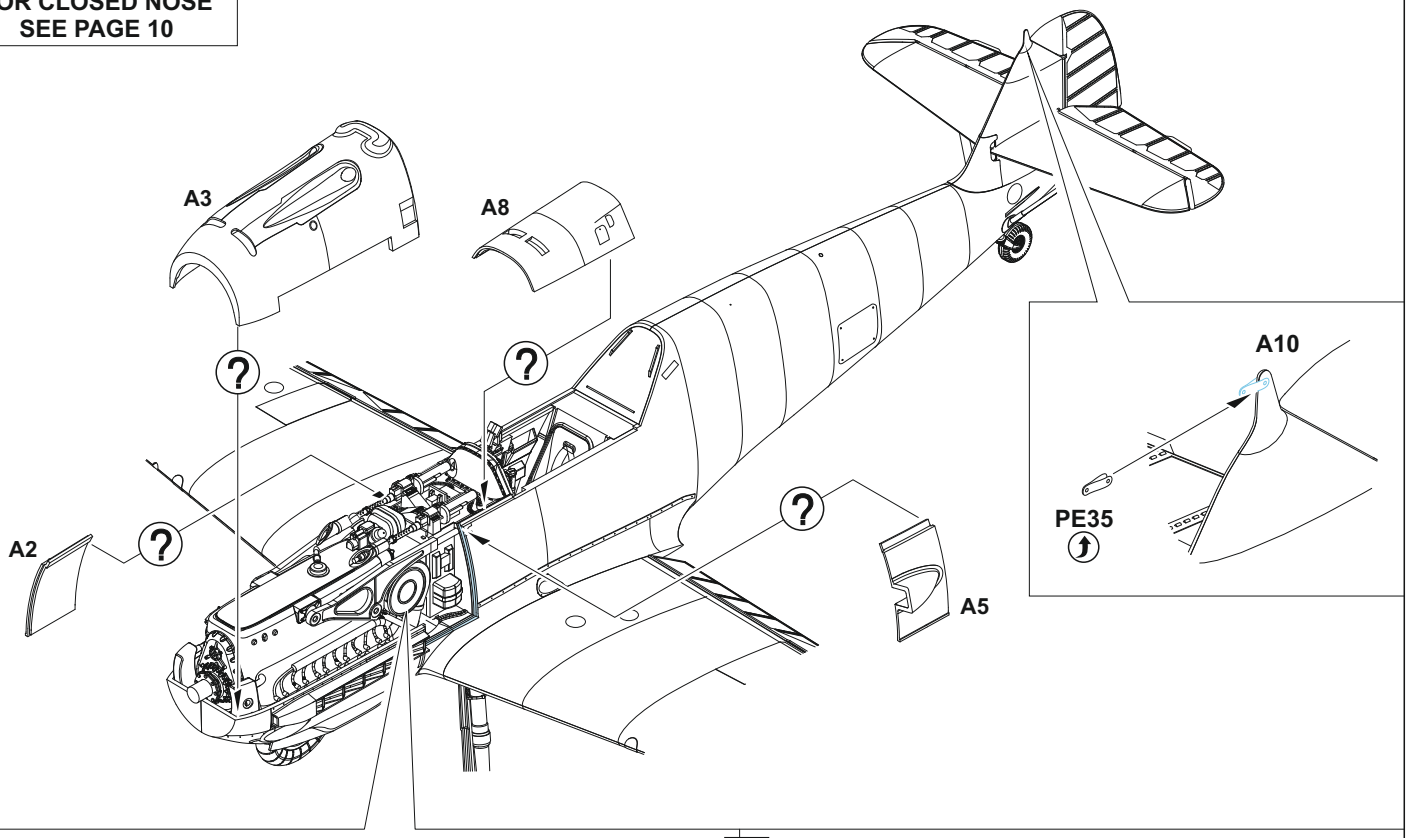

H77 MMP C137 040 TIRE BLACK
D2
H70 MMP C60 056 RLM 02 GRAY
H70 MMP C60 056 RLM 02 GRAY
D1
H77 MMP C137 040 TIRE BLACK
B1
D51
H70 MMP C60 056 RLM 02 GRAY
B2
H70 MMP C60 056 RLM 02 GRAY
B2
D52
B1
B3
D43
H70 MMP C60 056 RLM 02 GRAY
D42
H70 MMP C60 056 RLM 02 GRAY
MC214 MMM 001 DARK IRON
PE22
PE23
MC214 MMM 001 DARK IRON
PE22
PE24
H70 MMP C60 056 RLM 02 GRAY
B3
H70 MMP C60 056 RLM 02 GRAY
D47
D3
D55
D3
D46
D4
D4
D56

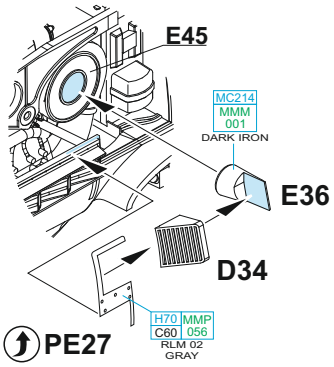

E13
H70 MMP
C60 056
RLM 02
GRAY
A1, A10
E6 left
E5 right
H70 MMP
C60 056
RLM 02
GRAY


D53
D5
D6
D13
D14
PE33

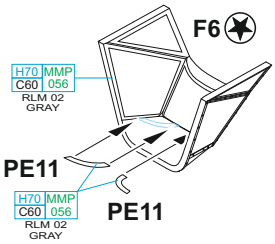

D22
D29
B3
D56
H2 MMP C2 047 BLACK
H77 MMP C137 040 TIRE BLACK
D31
D15
D32
H2 MMP C2 047 BLACK
G
H
SM201 MMC 001 FINE SILVER
H70 MMP C60 056 RLM 02 GRAY
D21
H70 MMP C60 056 RLM 02 GRAY
D35 left
D36 right
D50 left
D49 right
RIGHT LEG
D36
CORRECT POSITION OF WHEELS
G
H
H90 C47 CLEAR RED
H94 C138 CLEAR GREEN
D43
PE34
H70 MMP C60 056 RLM 02 GRAY
D42
PE34
H70 MMP C60 056 RLM 02 GRAY
D22
D55

FOR CLOSED NOSE
SEE PAGE 10

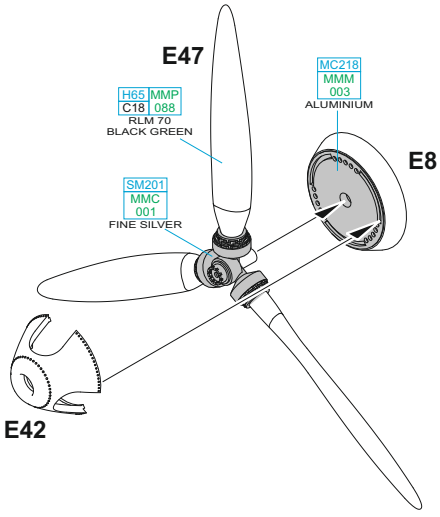




I

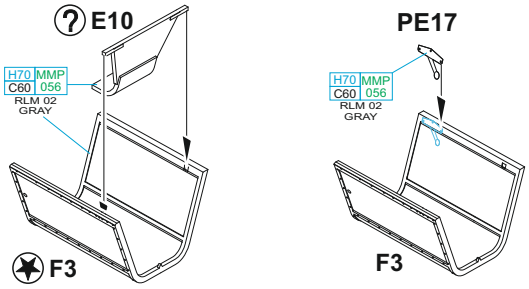


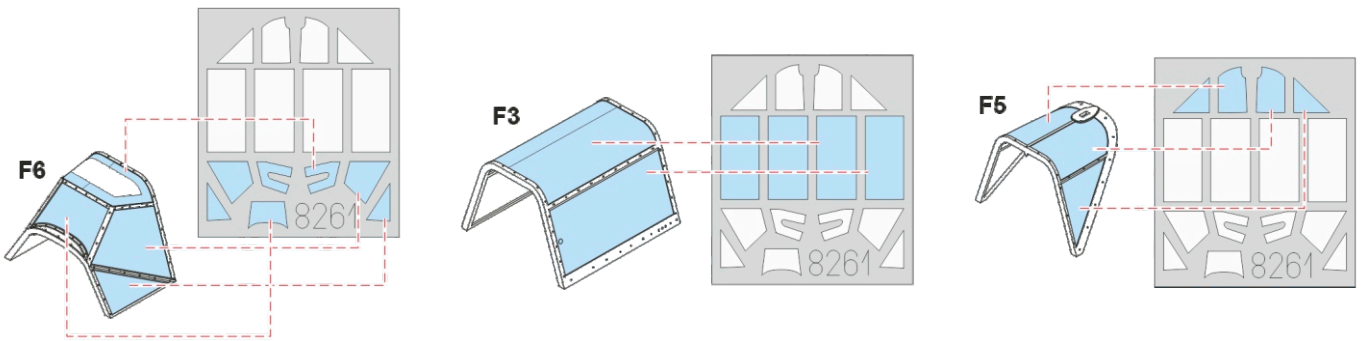
K

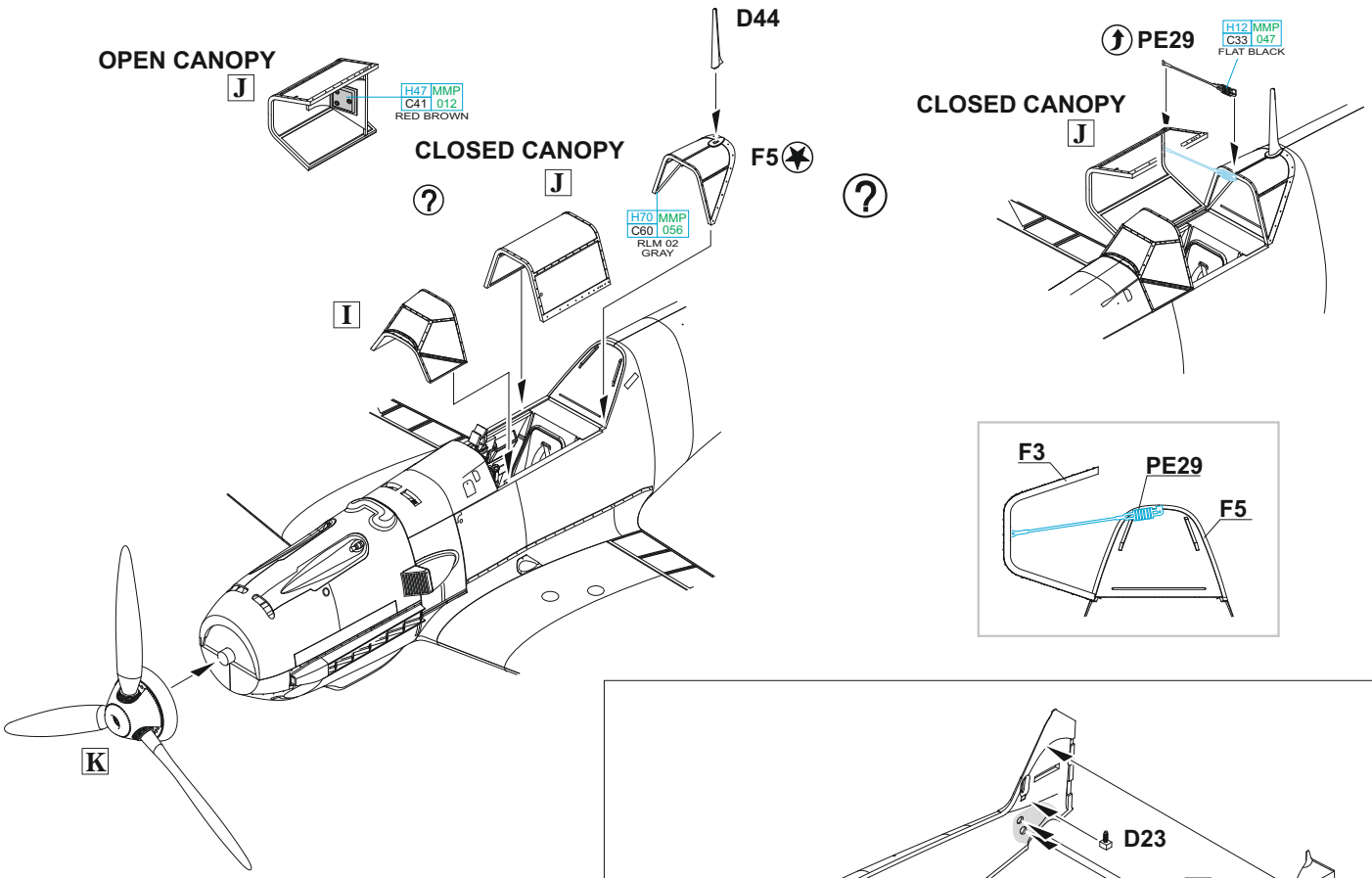


J

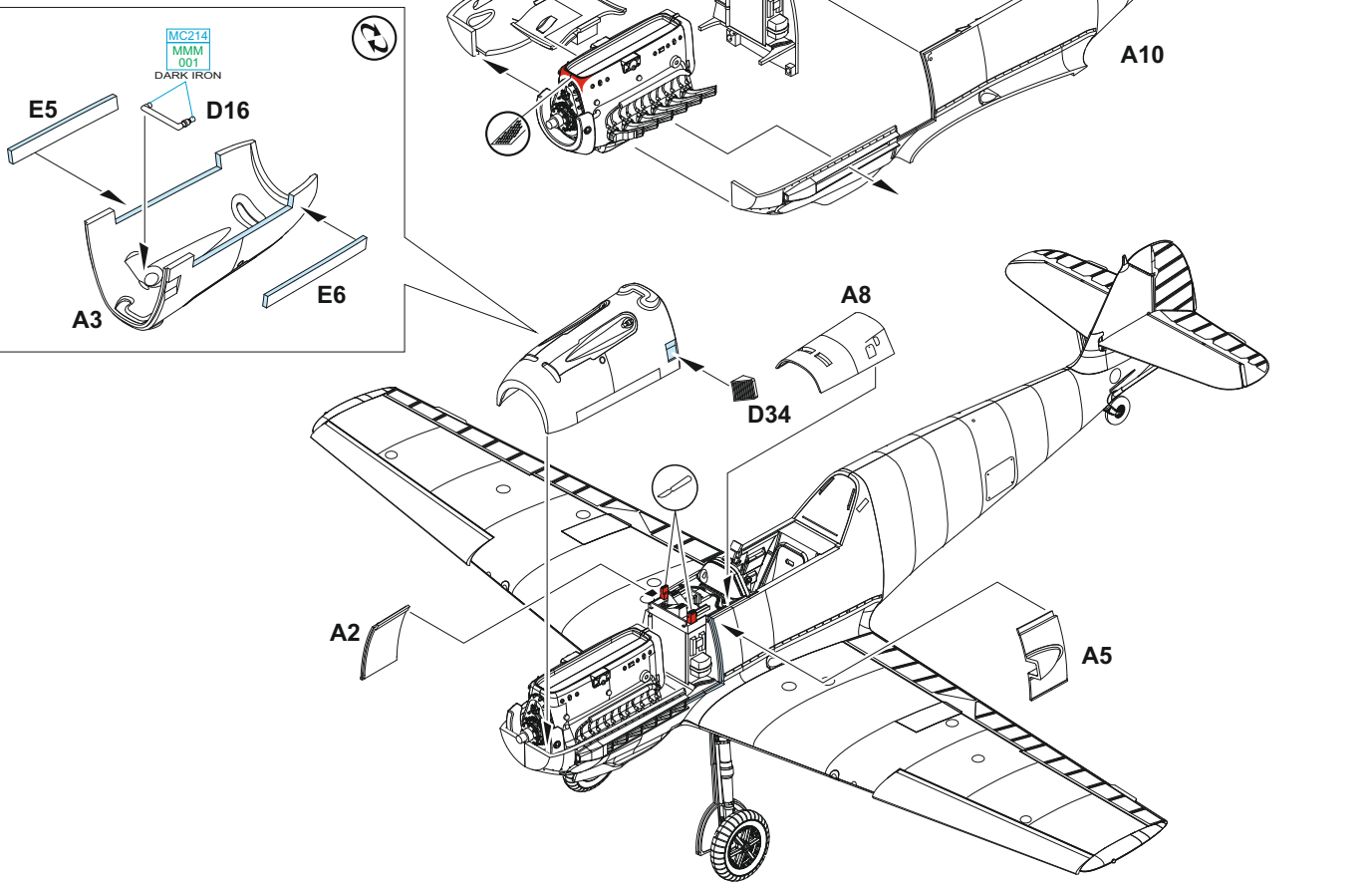
E10 - MARKINGS C, D, E ONLY





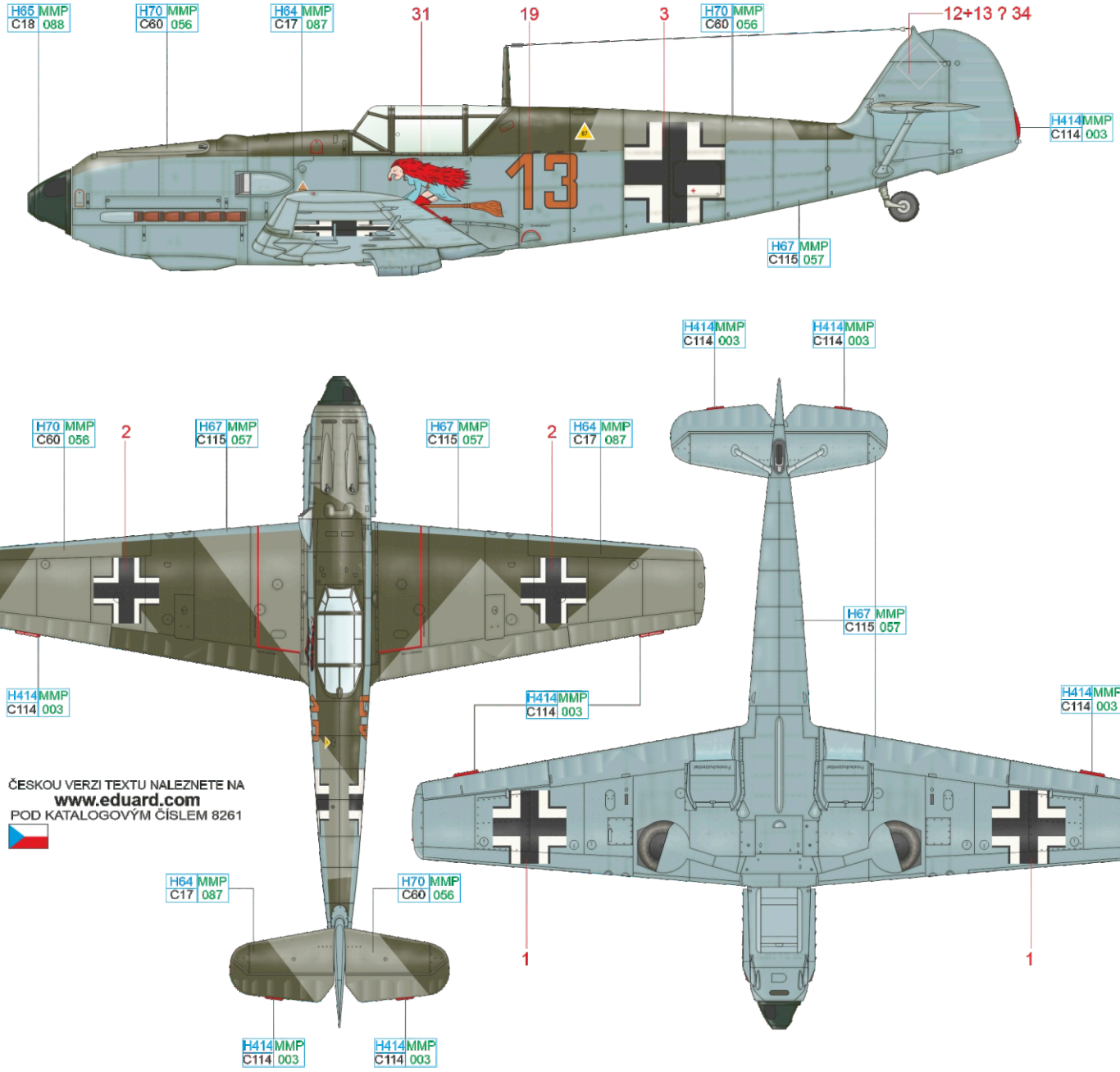


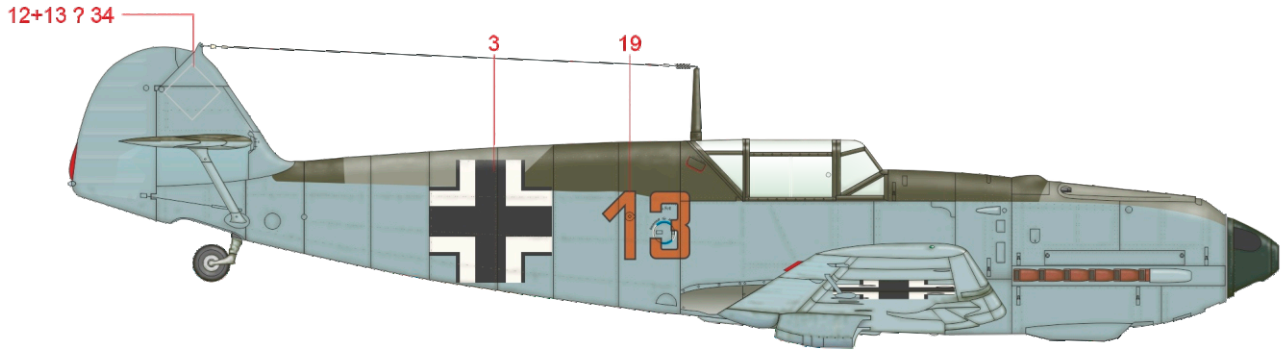
FOR CLOSED ENGINE COMPARTMENT ONLY



A Ofw. Kurt Ubben, 6.(J)/Trägergruppe 186, Wangerooge, Germany, March 1940

Aircraft of the 6.(J)/Tragergruppe 186 (the unit intended to operate from future German aircraft carriers) sported very distinctive painting of a witch on their fuselages. The brown "13" was no exception. It carried a standard camouflage scheme of RLM 71/02/65 with RLM 65 applied on fuselage sides. The factory paint scheme was slightly modified by unit, as the color line between the upper/side and lower surfaces was repositioned when oversprayed by Stammkennzeichen (factory code). Prior to the spring of 1940, the aircraft received a later style insignia. The recessed firing channels in the engine cover were painted RLM 02 color. In this guise, the aircraft took part in the defense against the first RAF raids on Germany during fall and winter of 1939–1940.

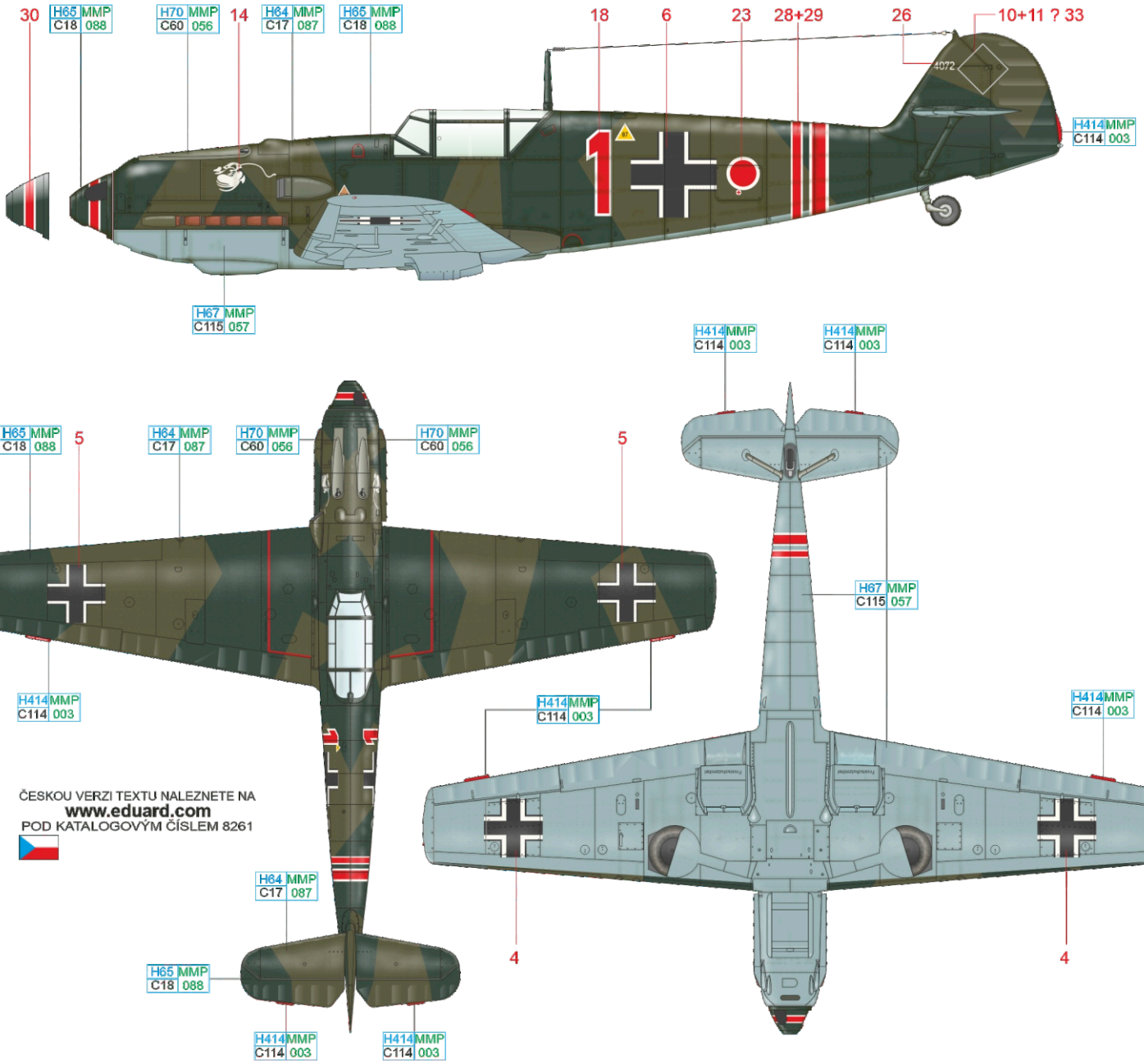


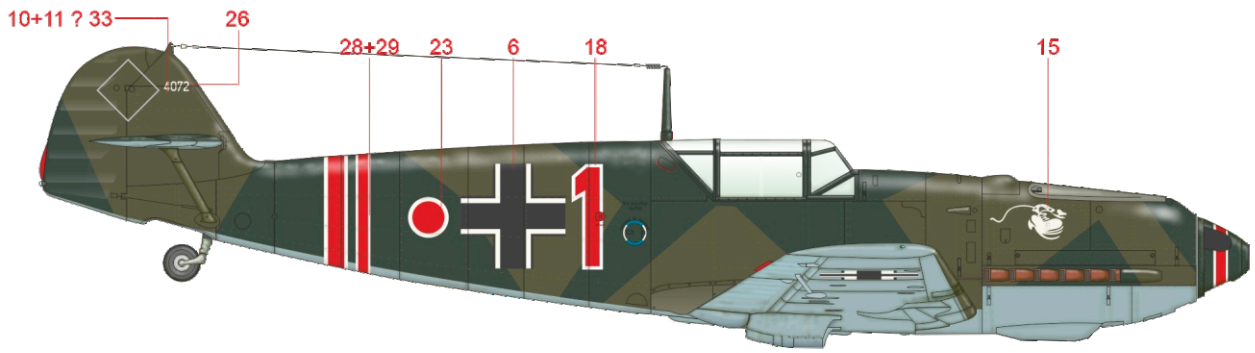


RLM 70	H65 MMP C18 088	RLM 71	H64 MMP C17 087	RLM 65	H67 MMP C115 057	RLM 02	H70 MMP C60 056	RLM 23	H414 MMP C114 003

B Hptm. Hannes Trautloft, 2./JG 77, Juliusburg, Germany, September 1939

The red "1" Bf 109E-1 was flown by veteran of the Spanish Civil War Hptm. Hannes Trautloft, later a fighter ace (58 victories), Knight's Cross recipient and also a malcontent . With this aircraft, sporting the oldest camouflage scheme used on the E-1, Trautloft led his Staffel during the Polish campaign. The upper surfaces were painted with standard irregular patterns of two dark greens RLM 70/71. The boundary between upper colors and light blue RLM 65 on the undersurfaces was very low on the fuselage. Upper surface colors also extended to the bottom surfaces on the leading edge of the wing with undulated boundary. Distinct red markings were sign of service with 2. Staffel and the old shoe emblem was symbol of I./JG 77, which originated from IV./JG 132 unit.

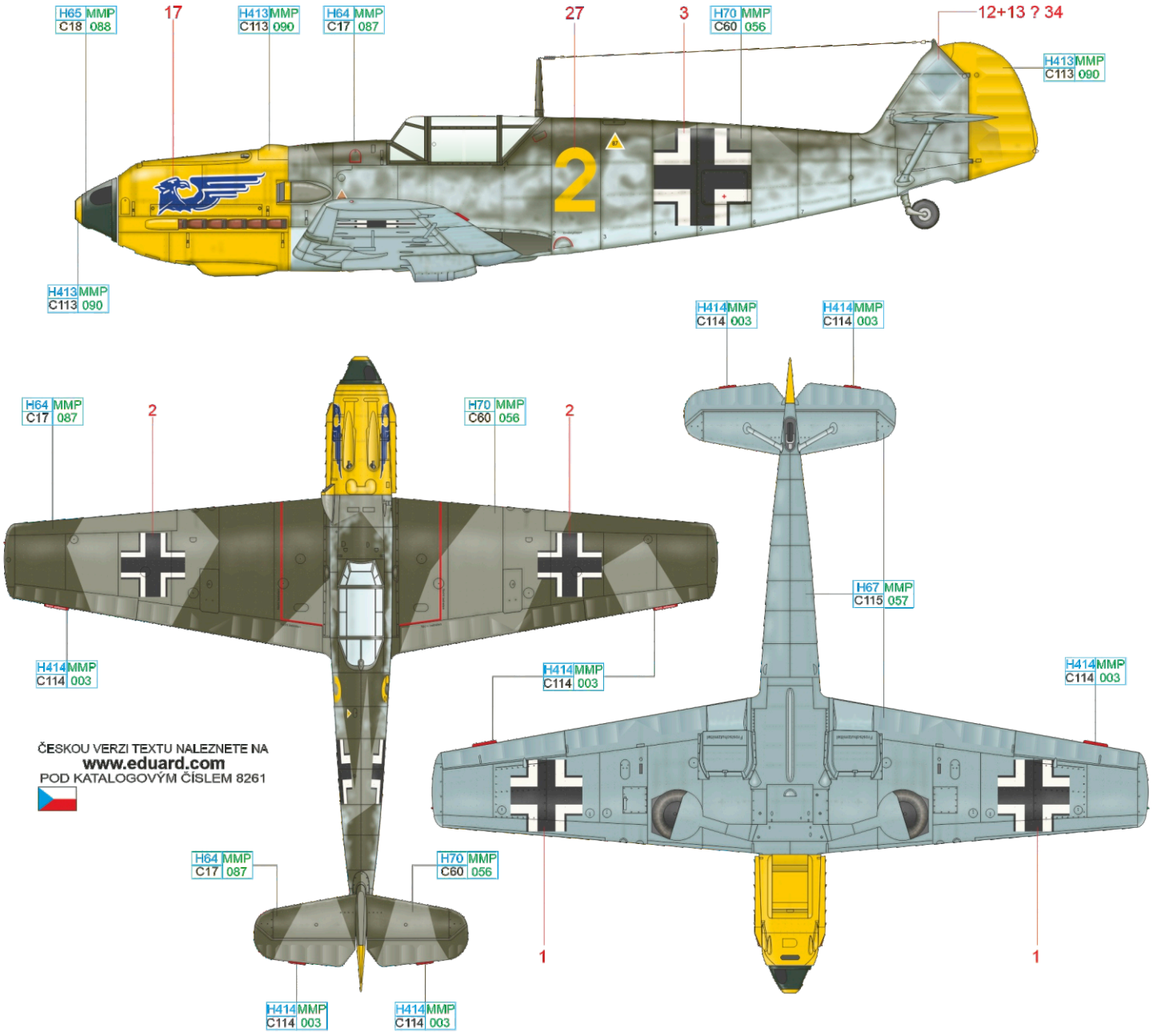


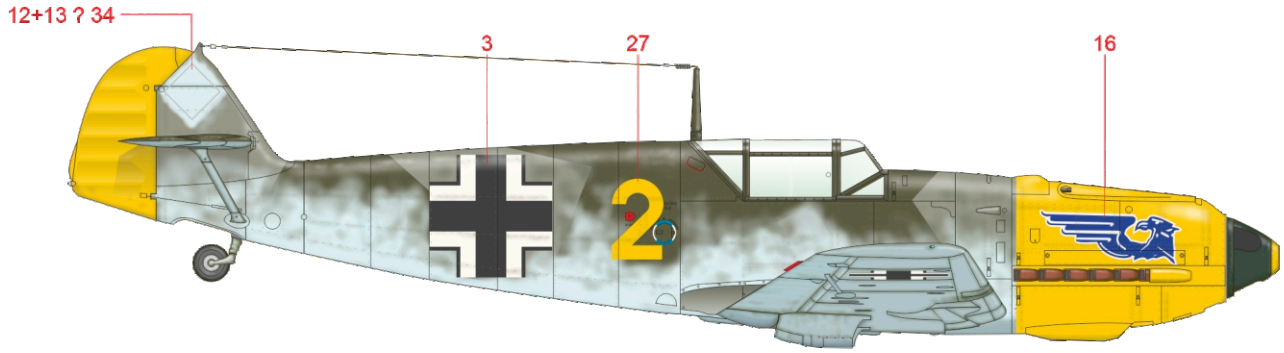


RLM 70 H65 MMP C18 088 | RLM 71 H64 MMP C17 087 | RLM 65 H67 MMP C115 057 | RLM 02 H70 MMP C60 056 | RLM 23 H414 MMP C114 003

C 6./JG 52, Oblt. Ulrich Steinhilper, Calais, France, September 1940

The camouflage scheme of the Yellow "2" underwent several interesting changes in an attempt to adapt it to the different requirements during the time from the Polish campaign to the Battle of Britain. The original upper surface scheme consisting of RLM 70/71 was oversprayed with the undersurface RLM 65 color on the sides of the fuselage in a fashion similar to the scheme corresponding to the winter/spring 1940 period. Consequently, irregular pattern of the upper surfaces colors was oversprayed on the fuselage sides. It cannot be ruled out the RLM 02 color was used in this process. The eagle emblem was a marking of 6. Staffel/JG 52. Oblt. Steinhilper flipped this machine in September 1940 during landing. He depleted his amount of luck on October 27, 1940, when he was shot down over Canterbury by either S/Ldr McKellar or Sgt. Skinner of No. 74 Sqn. Steinhilper bailed out from Bf 109E-1 but was captured and sent to a prisoner of war camp in Canada. From there he attempted to escape five times, each time unsuccessfully. He returned to Germany in 1945, where he died in Stuttgart on October 20, 2009.

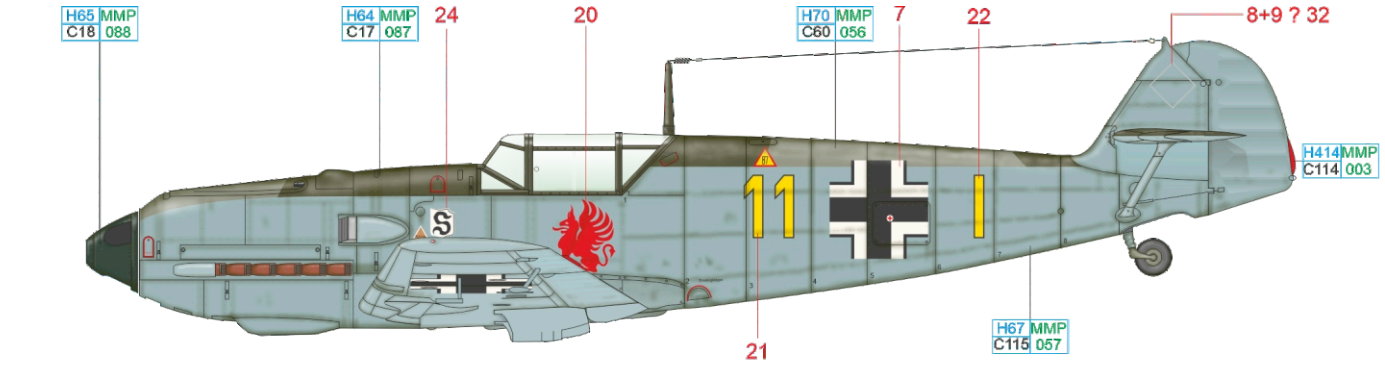


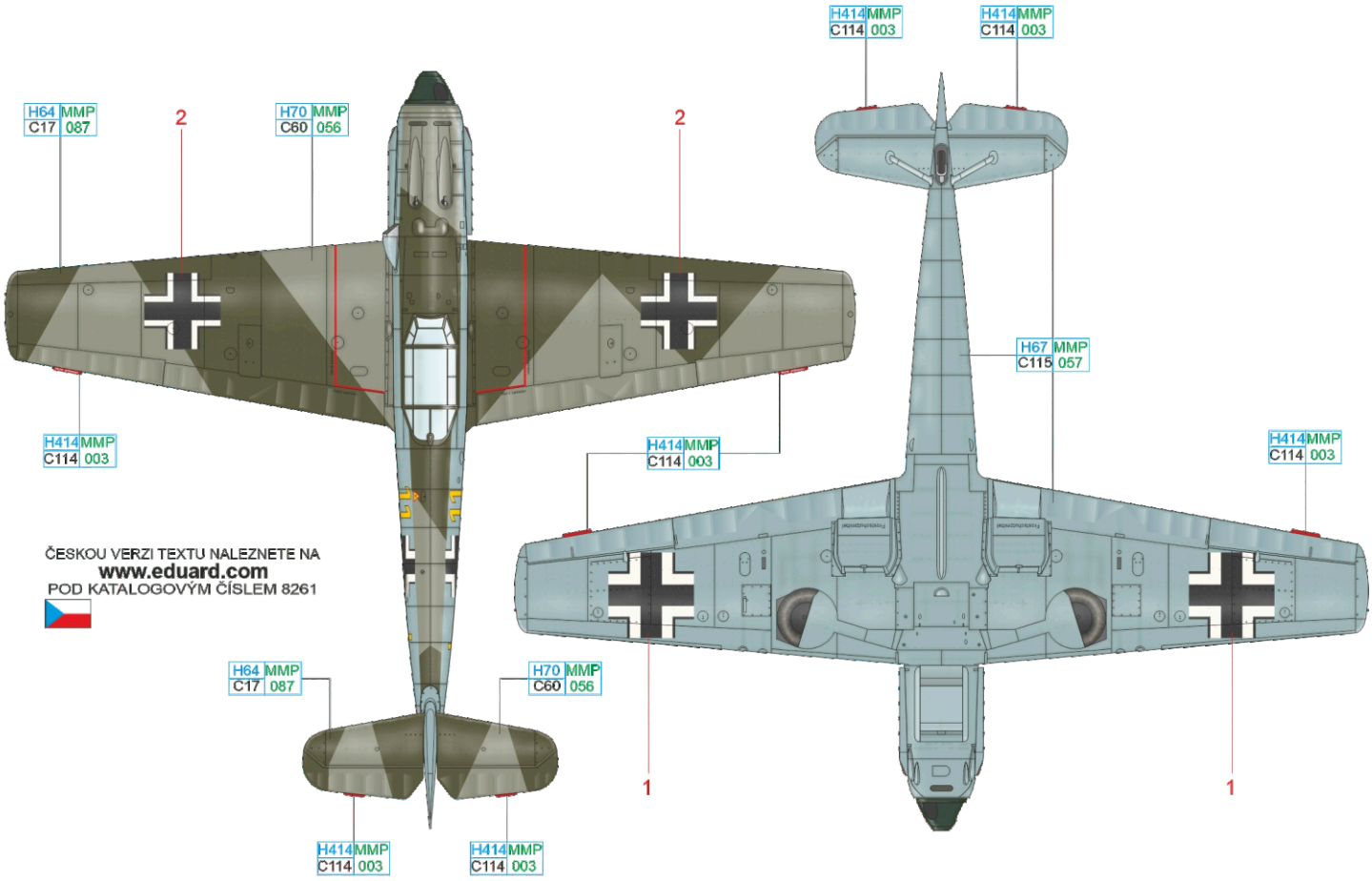


RLM 70 H65 MMP C18 088 | RLM 71 H64 MMP C17 087 | RLM 65 H67 MMP C115 057 | RLM 02 H70 MMP C60 056 | RLM 23 H414 MMP C114 003 | RLM 04 H413 MMP C113 090

D Fw. Artur Beese, 9./JG 26, Caffiers, France, August 1940

Arthur Beese was forced to belly-land this aircraft after the "dispute" with RAF fighters near Calais on August 24, 1940. The aircraft carried the camouflage scheme typical for the summer 1940 period, comprising RLM 02 and RLM 71 on the upper surfaces. Undersurfaces and fuselage sides were painted in RLM 65. This scheme is an example of the unusually high and relatively sharp demarcation line of the upper fuselage colors. The octane marker stencil next to the filler cap is unusual in being a yellow triangle with a red outline.





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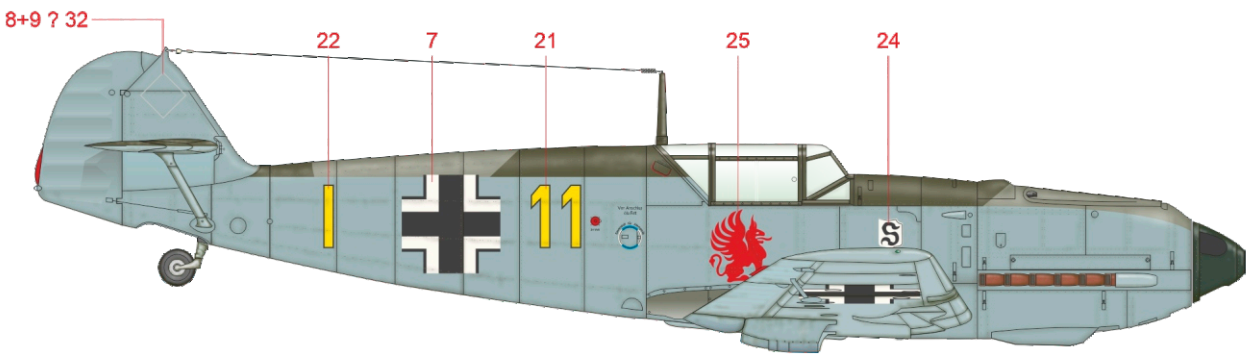
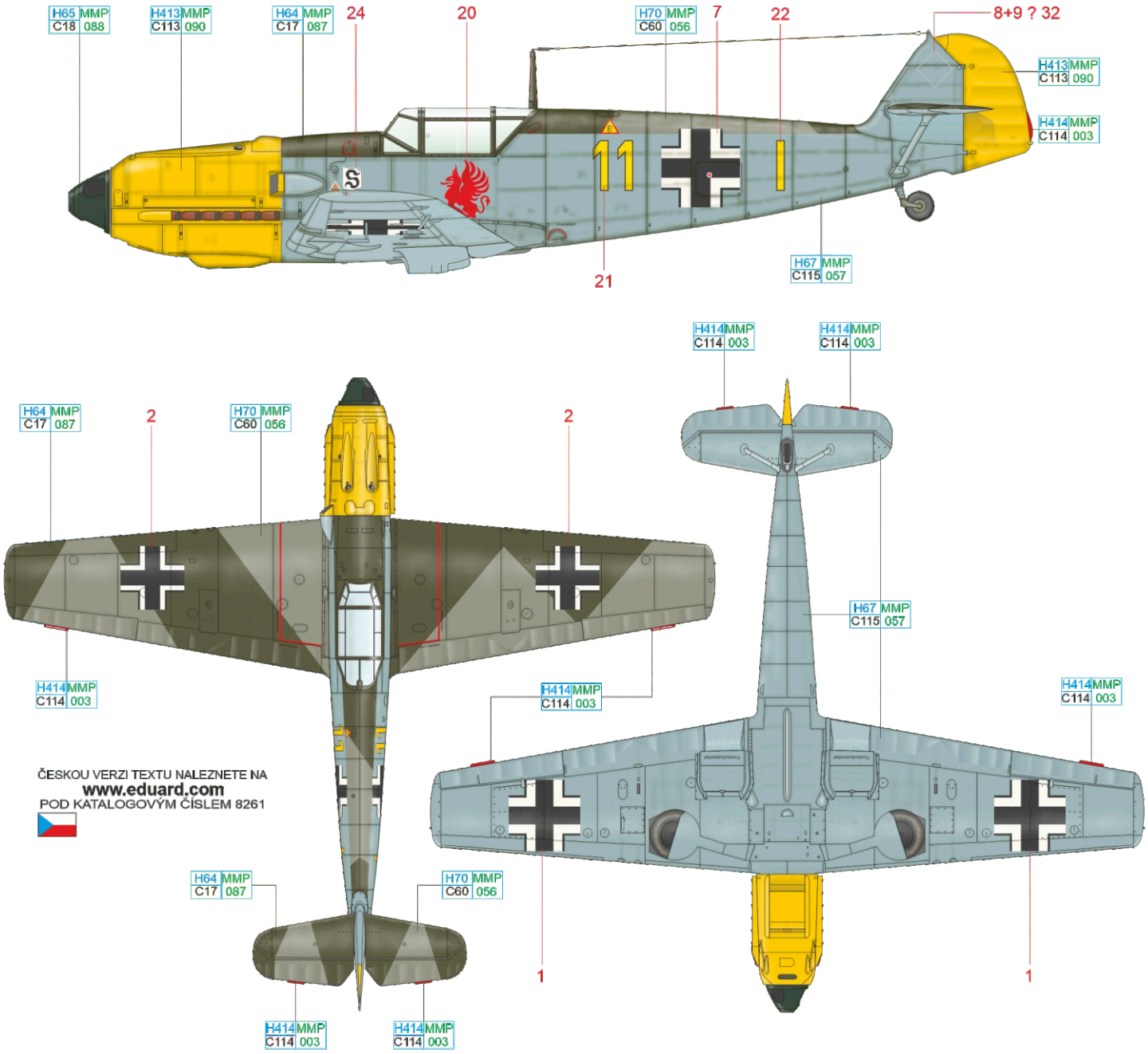
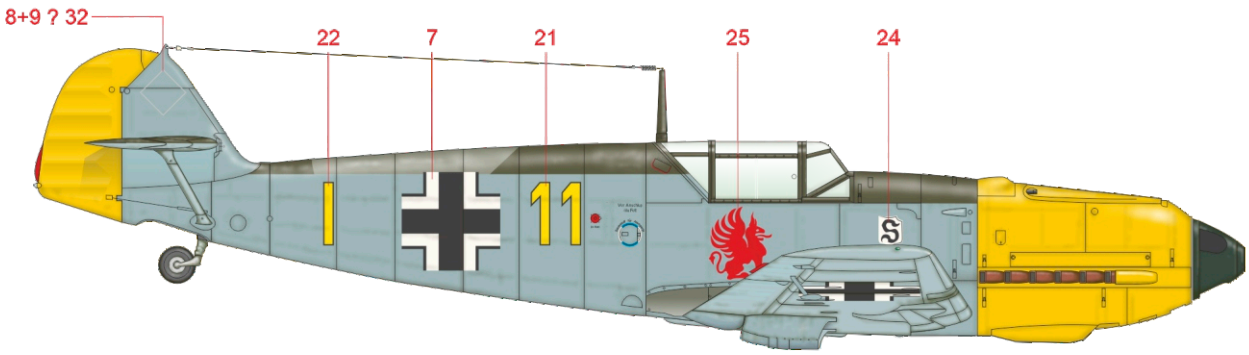


RLM 70	H65 MMP C18 088	RLM 71	H64 MMP C17 087	RLM 65	H67 MMP C115 057	RLM 02	H70 MMP C60 056	RLM 23	H414 MMP C114 003

E Fw. Artur Beese, 9./JG 26, Caffiers, France, August 1940

This is the same aircraft flown by Arthur Beese as in marking option D but in different camouflage option. Beese´s Bf 109E-1 is usually portrayed with a yellow cowl and rudder as in option D, but photographs taken at the crash site indicate that the aircraft was destroyed before the yellow color on rudder and cowling could be applied.





RLM 70 H65 MMP C18 088 | RLM 71 H64 MMP C17 087 | RLM 65 H67 MMP C115 057 | RLM 02 H70 MMP C60 056 | RLM 23 H414 MMP C114 003 | RLM 04 H413 MMP C113 090