

GERMAN WWII FIGHTER 1:48 SCALE PLASTIC KIT



intro

ProfiPACK



No other aircraft of the German Luftwaffe is so intimately connected with its rise and fall in the course of the Second World War than the Messerschmitt Bf 109. This type, by whose evolution outlived the era in which it was conceptualized, bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany through to her final downfall. The history of the aircraft begins during 1934-35, when the Reich Ministry of Aviation formulated a requirement for the development of a single-engined monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The last mentioned firm featured a technical director named Professor Willy Messerschmitt, who was riding a wave of popularity based on the success of his recent liaison aircraft, the Bf 108. His goal was to conceive of an aircraft with the best possible performance for the specified weight, size, and aerodynamic qualities. Over the subsequent months, several prototypes were built that served first and foremost in development flights and further modifications. The aircraft was relatively small, and compared to the prevailing trends of the time, docile with revolutionary features such as low wing design, the use of a retractable landing gear, a wing with a very narrow profile, wing slats, landing flaps, weapons firing through the prop hub, and so on. Even the enclosed cockpit and the method of construction were not very common just four years prior to the beginning of the Second World War. At its conception, the Bf 109 was a very promising asset despite some powerplant troubles. These were solved by the introduction of the DB601. This engine, together with its extrapolated development DB 605, is umbilically connected to the types success. These two-row, twelve cylinder inverted V engines powered several tens of thousands of '109s in over 25 versions and variants.

The first combat use was by three developmental Bf 109s in the Spanish Civil War, where they were delivered in December, 1936. The pre-series airframes were to, first of all, validate the aircraft's abilities in modern aerial combat. Shortly thereafter, production machines in the form of the Bf 109B-1 began to reach 2./J.88, the Legion Condor. The desire of Germany to demonstrate her aerial prowess to potential foes was advanced further in international sport meets. The triumphs attained in Zurich in the summer of 1937 were complemented several months later by grabbing the speed record of 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 a rate that was desired by military brass. Even by August, 1938, the Bf 109 accounted for less than half of the 643 front line fighters in service. The later months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. With both a qualitative and quantitative advantage, the fighter wing of the Luftwaffe entered the Polish campaign, the first defenses of the Fatherland, Blitzkrieg against the West, and the Battle for France. With one foot in the door that was the English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 was revealed: the inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors that made the defeat of the Luftwaffe in the Battle of Britain possible. Experiences gained in 1940 led to the development of the 'F' version prior to the spring of 1941. The elegance of the Bf 109 crested with the 'Friedrich'. Following a largely defensive stance over the Channel and northern France, the Bf 109F took on a more offensive role in Operation Barbarossa in the east, and in northern Africa. In later duties with the 'Jagdwaaffe' during the second phase of the war in the east, and in the 'Defense of the Reich' from 1943 to 1945, the Bf 109 served in the form of the 'G' version, followed by the 'K'. Even if by the end of the war it was clear that the development of the Bf 109 was exhausted, during its combat career, the type was able to keep pace with the foes that it encountered. Besides its primary function as fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples were 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 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 didn't retire its HA-1109-1112, re-engined Bf 109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the state that developed it.

úvodem

Žádný jiný stroj německé Luftwaffe není výrazněji spojen s jejím vzestupem a pádem ve 2. světové válce, než stíhací Messerschmitt Bf 109. Letoun, který svou koncepcí výrazně předběhl dobu, ve které vznikl, se stal tahounem stíhacího letectva od prvních válečných konfliktů nacistického Německa, až do jeho hořkého konce. Historie letounu se začíná v období let 1934-35, kdy Říšské ministerstvo letectví formulovalo specifikace zakázky na vývoj jednomotorové jednoplošné stíhačky. Projektu se zúčastnily firmy Arado, Heinkel, Focke-Wulf a Bayerische Flugzeugwerke. V poslední jmenované působil na postu technického ředitele profesor Willy Messerschmitt, jehož popularita se nesla na vině úspěchu nedávno dokončeného kurýrního Bf 108. Jeho cílem bylo vytvořit letoun s co největším poměrem výkonu k celkové hmotnosti, velikosti a aerodynamickým vlastnostem. V průběhu následujících měsíců vzniklo několik prototypů, které sloužily zejména ke zkouškám a dalšímu vývoji. Letoun byl poměrně malý, oproti stávajícím zvyklostem relativně jemný, s revolučními konstrukčními prvky jako byla dolnokřídla koncepce, použití zatahovacího podvozku, křídlo s velmi štíhlým profilem, pohyblivé sloty, vztlakové klapky, zbraně střílející osou vrtule, atd.

Dokonce uzavíratelný překryt kabiny nebo skořepinová konstrukce nebyly čtyři roky před začátkem 2. světové války tak obvyklým jevem, jak by se z dnešního pohledu mohlo zdát. Bf 109 byl již z počátku svého vývoje, i přes problémy s pohonnou jednotkou, velmi nadějným projektem. Problémy s pohonem vyřešila až zástavba motoru DB 601. Ten je spolu s pozdějším DB 605 neodmyslitelně spojen s úspěchy Bf 109. Řadový invertní dvanáctiválec do V poháněl několik desítek tisíc vyprodukovaných „stodevíték“ ve více než 25 verzích a variantách. K prvnímu bojovému nasazení tři zkušební kusů Bf 109 došlo za občanské války ve Španělsku, kam byly odeslány v prosinci 1936. Stroje z předseriové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazení u 2./J.88 Legion Condor začaly dostávat i seriové stroje varianty Bf 109B-1. Snaze Německa ukazovat svou leteckou sílu potenciálním protivníkům napomáhala i sportovní klání. Triumf letounů Bf 109 na leteckém mítinku v Curychu v létě 1937 byl doplněn o několik měsíců později ustanovením rychlostního rekordu 610,95 km/h. Ve velmi krátkých časových úsecích následovaly verze C, D a E. Přesto však doplňování nových strojů k bojovým útvarům nepokračovalo tempem, který by si velení mohlo přát. Ještě v srpnu roku 1938 tvořila výzbroj letouny Bf 109 méně než polovinu z 643 stíhaček první linie. Ovšem během následujících měsíců roku se tempo dodávek k bojovým útvarům zrychlilo. V okamžik předpadení Polska (kterého se však zúčastnilo jen o málo více než dvě stě Bf 109) tak Luftwaffe disponovala zajisté nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou a množstevní převahou tak stíhací část Luftwaffe absolvovala polskou kampaň, první obranu Vaterlandu, Blitzkrieg proti západu i bitvu o Francii. S jednou nohou vykročenou přes kanál La Manche zahájila Luftwaffe v letních měsících roku 1940 útoky na Británii. V tu dobu se mj. projevil jeden vážný nedostatek Bf 109 - nepřipravenost konstrukce stroje na nesení přídavné nádrže, která by zvýšila dolet letounu při doprovodu bombardérů nad Británií. Tato zdánlivá maličkost byla jedním z faktorů, které zapříčinily porážku Luftwaffe v Bitvě o Británii. Zkušenosti z bojů v r. 1940 napomohly při vývoji verze F, která se začala k bojovým útvarům dostávat během předjaří 1941. Elegance Bf 109 u „Friedricha“ dosáhla vrcholu. Po bojích nad Kanálem a severní Francií, spíše již defenzivního charakteru, se Bf 109F zapojily i do útočných akcí, a to zejména při operaci Barbarossa na východě nebo v severní Africe. Do pozdějších úkolů Jagdwaaffe ve druhé fázi války na východě i do obrany Říše v letech 1943 - 1945 se zapojovaly především Bf 109 verze G a v posledních měsících války pak také verze K. Ačkoli na konci války bylo jasné, že koncepce letounu Bf 109 se po deseti letech služby dostala na hranici možností, po celou dobu své bojové činnosti dokázaly jednotlivé varianty držet krok se svými stíhacími protivníky. Kromě svého prioritního určení stíhacího letounu se Bf 109 objevily i v rolích stíhací-bombardovacích, průzkumných, nočních stíhacích, palubních stíhacích, cvičných nebo jako rammjäger.

Nebe se pro Bf 109 nezavřelo ani po skončení války. Několik strojů sloužilo až do roku 1949 ve Švýcarsku, mnohé létaly v balkánských zemích, v osvobozeném Československu, a to jak v původní podobě s motory DB 605, tak v přestavěných variantě s motory Jumo 211. Zejména tyto stroje později tvořily základ letectva bráničného svobodu nově budovaného státu Izrael. Finsko zrušilo Bf 109 až v roce 1954 a Španělsko opustilo své HA-1109 a 1112 dokonce až v roce 1967.

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

PARTS



DÍLY



TEILE

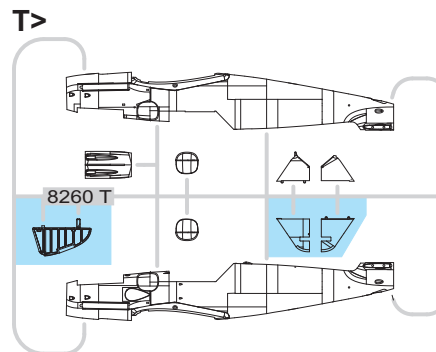
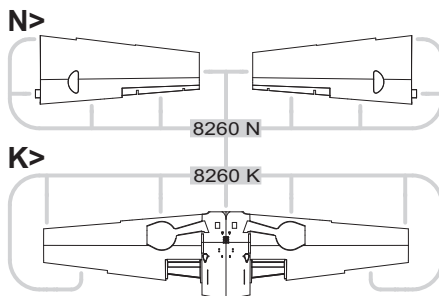
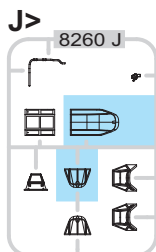
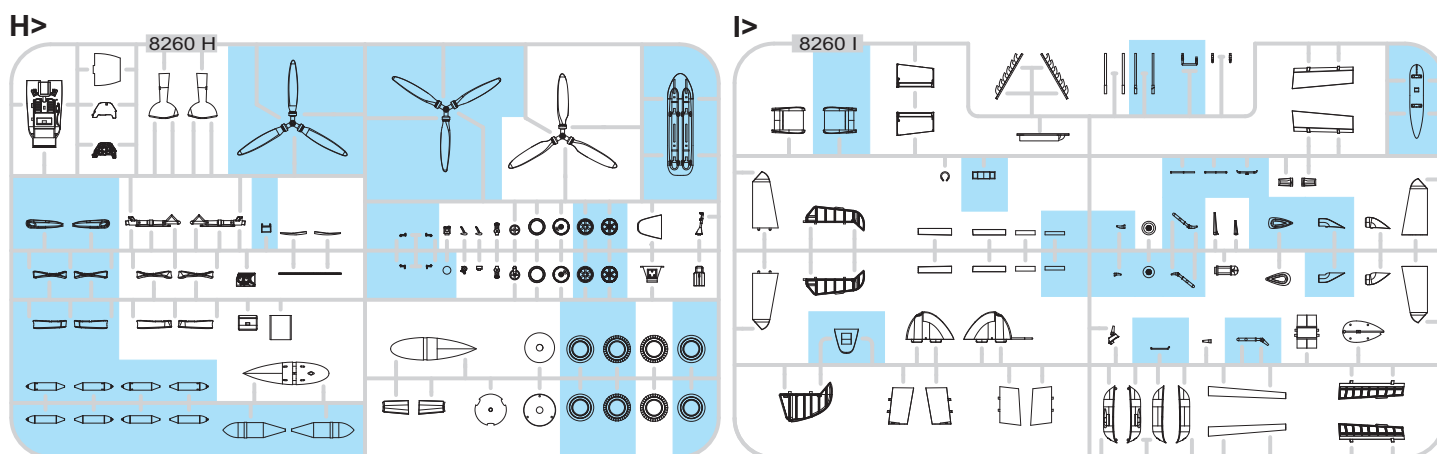


PIÈCES

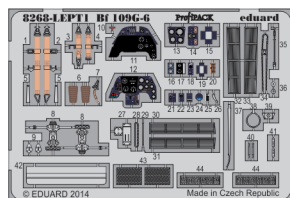


部品

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



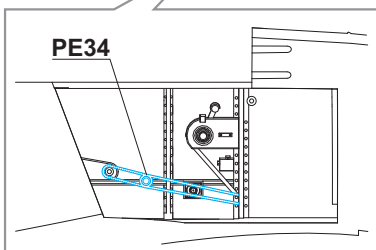
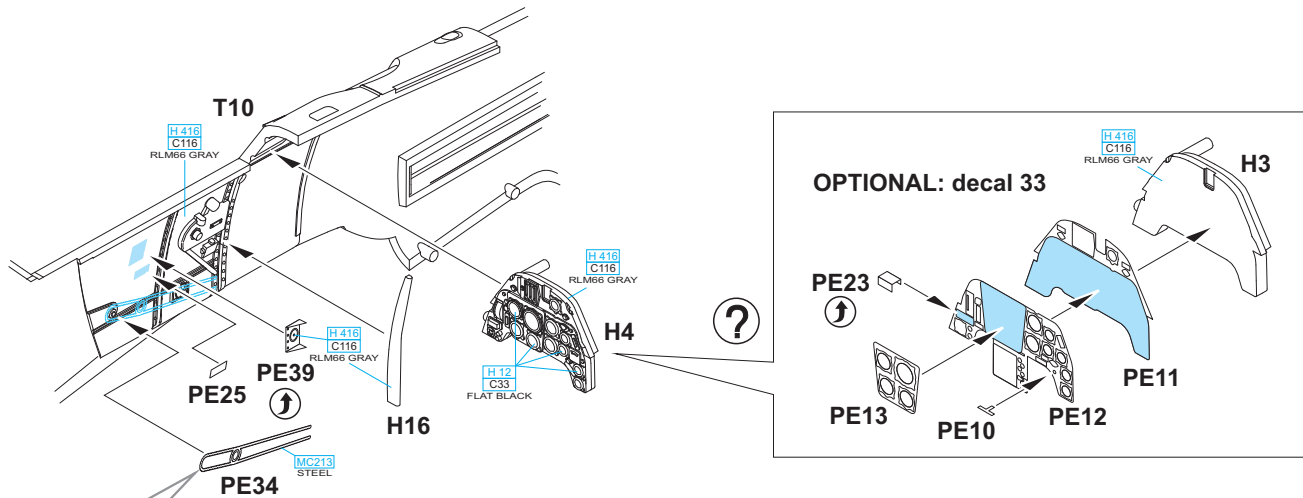
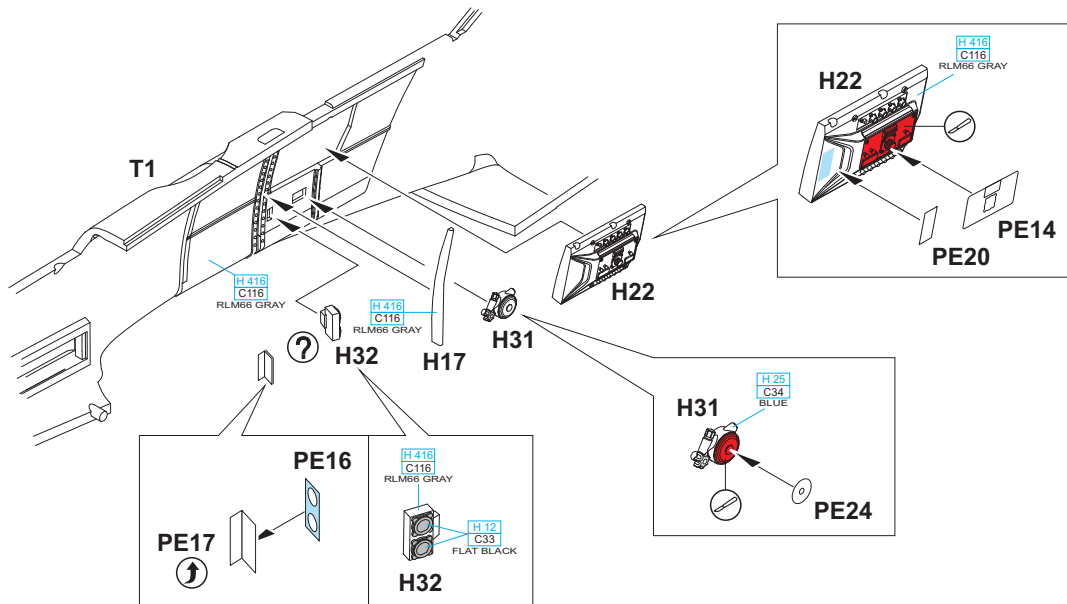
PEINTURE



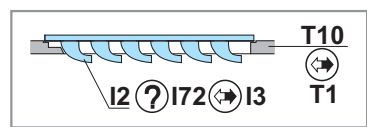
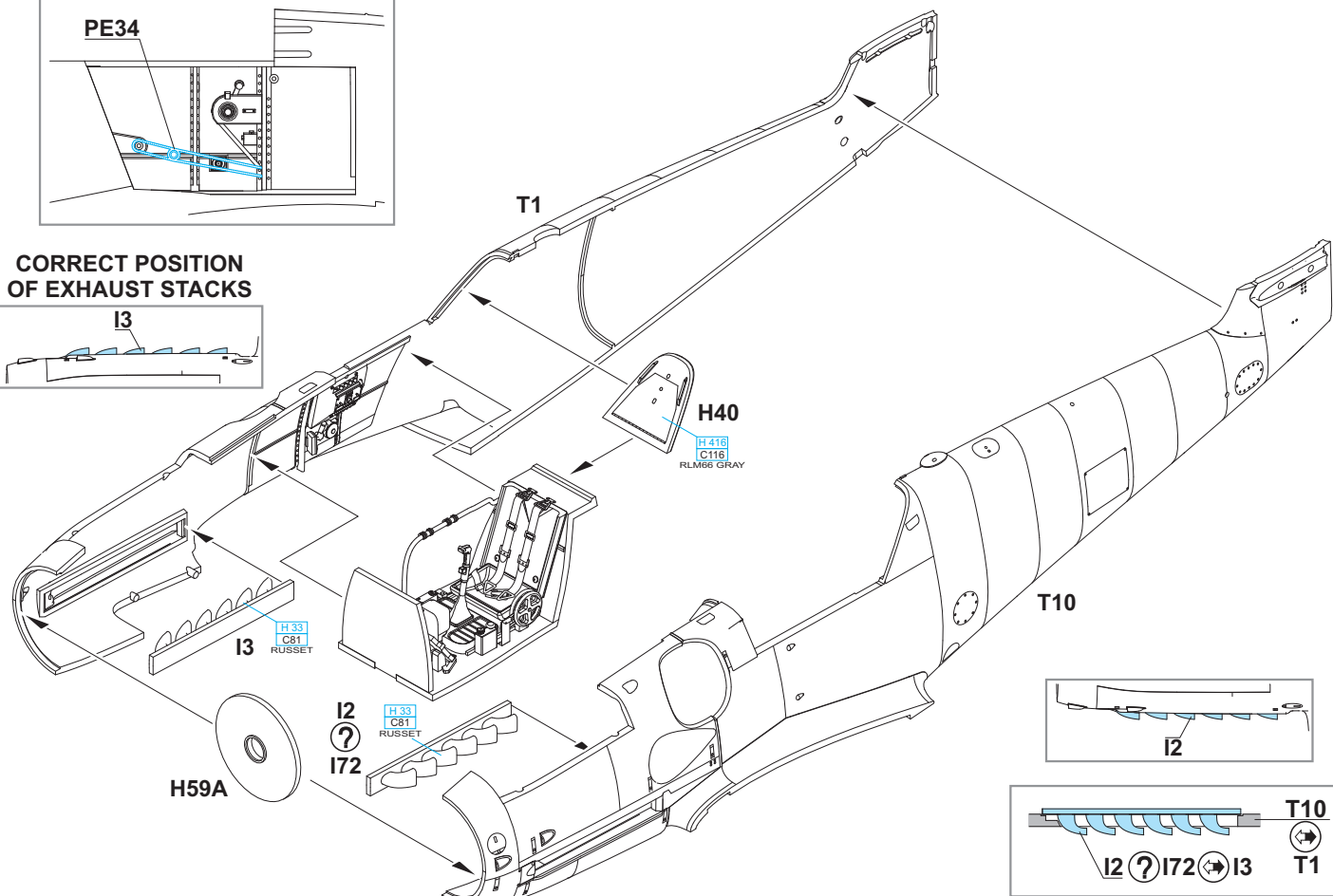
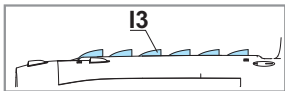
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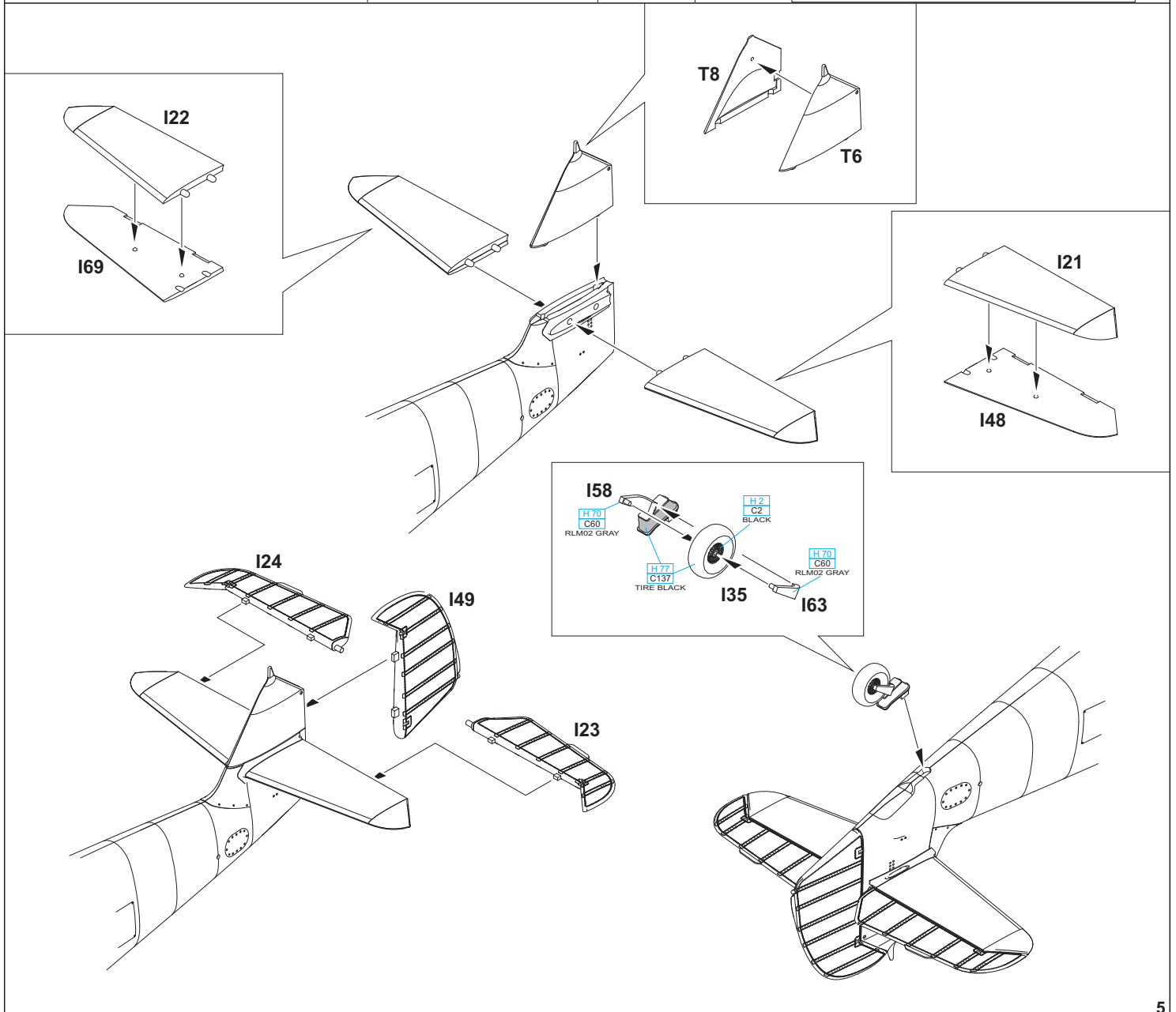
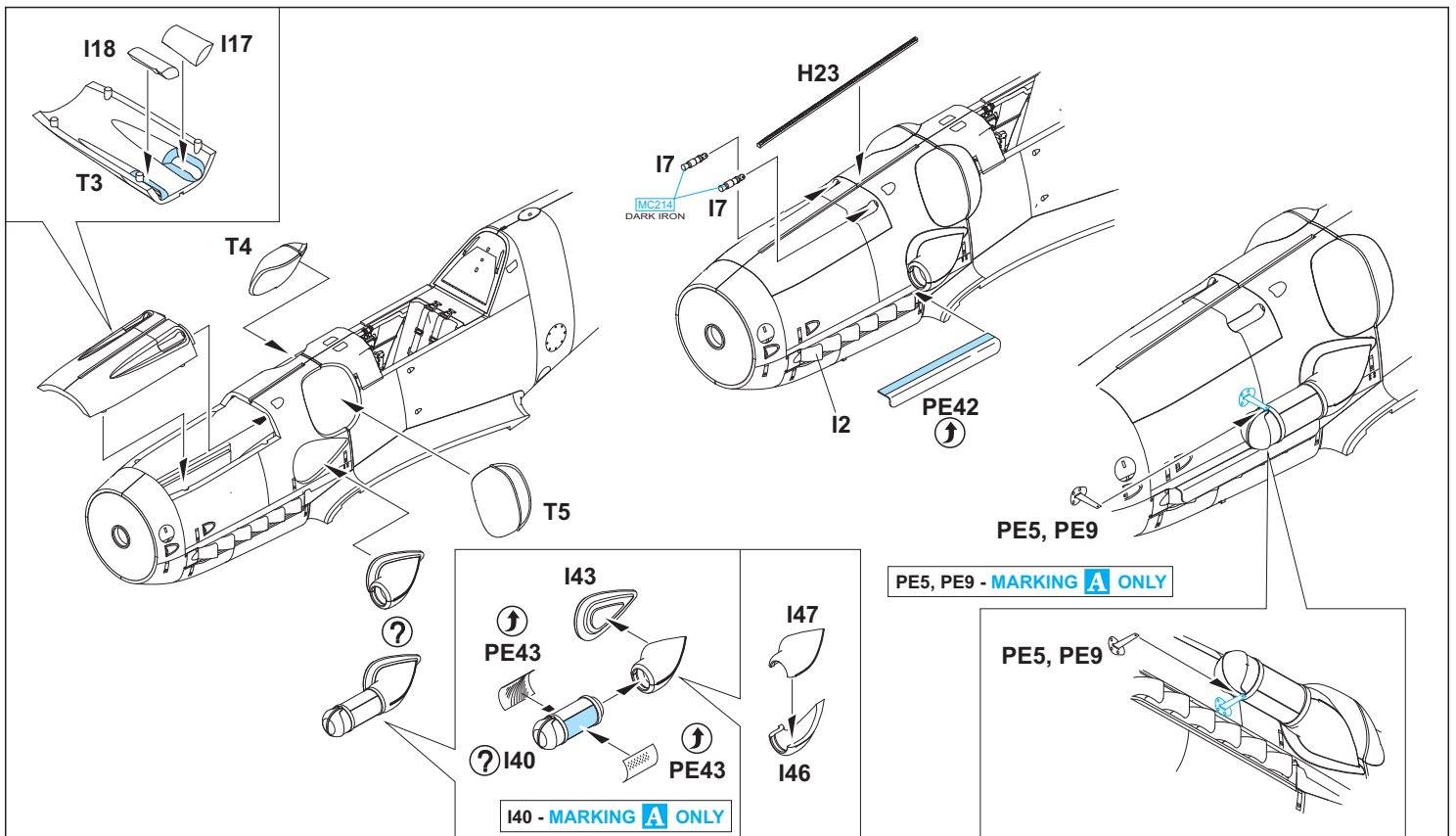
GSI Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
H 2	C2	BLACK	
H 11	C62	WHITE	
H 12	C33	FLAT BLACK	
H 25	C34	SKY BLUE	
H 26	C66	BRIGHT GREEN	
H 33	C81	RUSSET	
H 47	C41	RED BROWN	
H 65	C18	BLACK GREEN	RLM70
H 68	C36	DARK GRAY	RLM74
H 69	C37	GRAY	RLM75

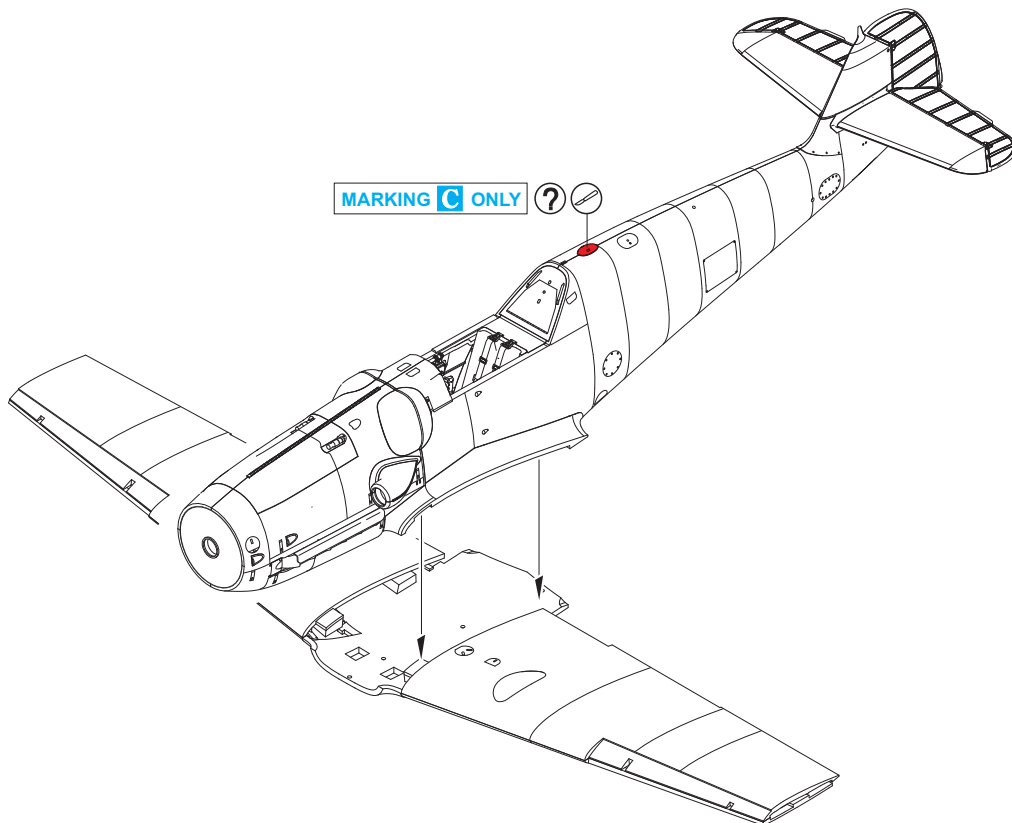
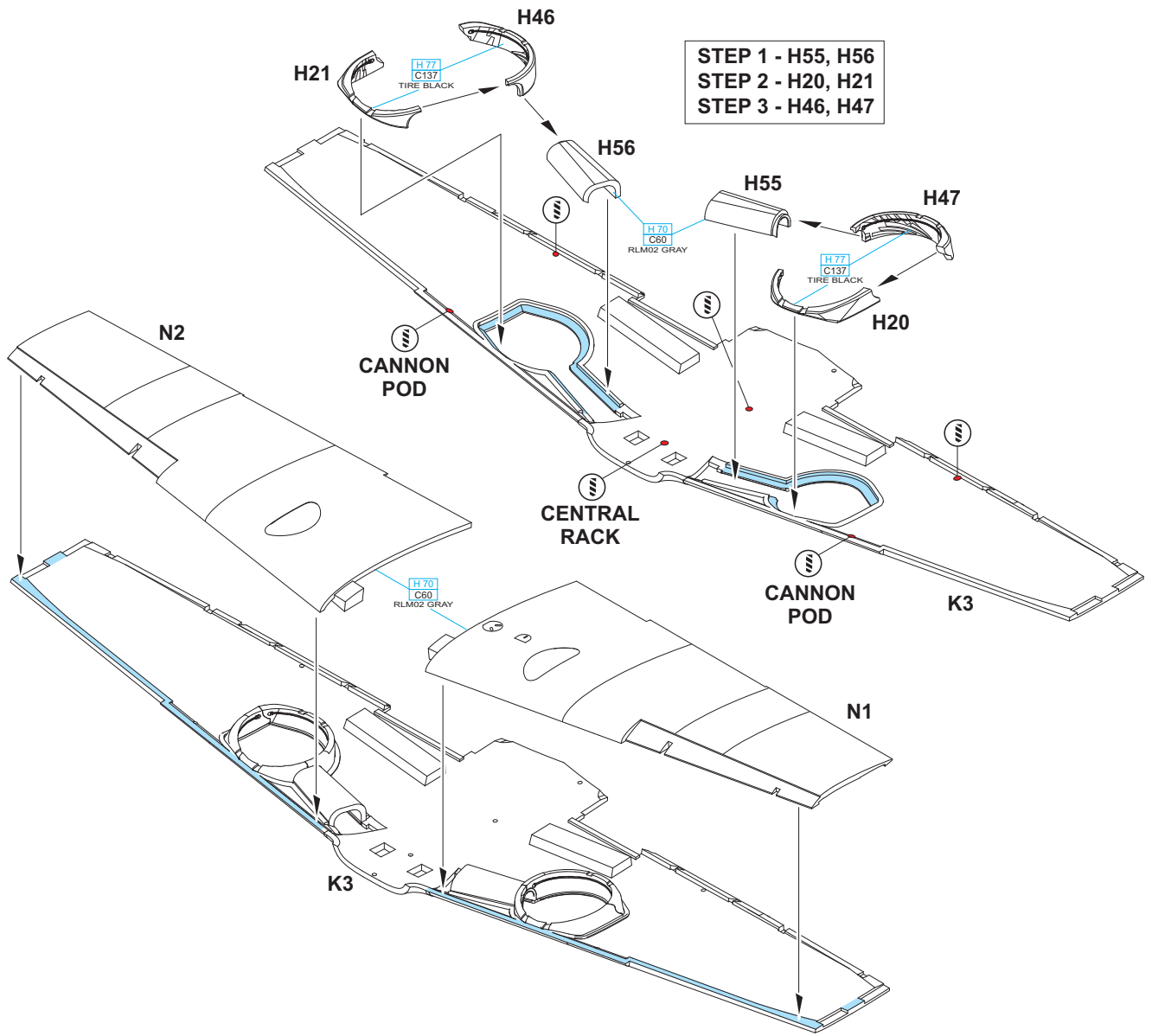
AQUEOUS	Mr.COLOR		
H 70	C60	GRAY	RLM02
H 77	C137	TIRE BLACK	
H 90	C47	CLEAR RED	
H 94	C138	CLEAR GREEN	
H 413	C113	YELLOW	RLM04
H 416	C116	BLACK GRAY	RLM66
H 417	C117	LIGHT BLUE	RLM76
Mr.METAL COLOR			
	MC213	STAINLESS	
	MC214	DARK IRON	
	MC218	ALUMINIUM	



CORRECT POSITION OF EXHAUST STACKS







H 94
C138
CLEAR GREEN

I52

I67

I64

I71

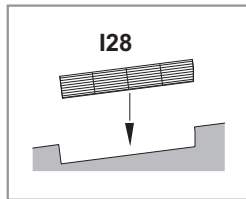
I70

I54

H 90
C47
CLEAR RED

FRONT VIEW

I28



I11

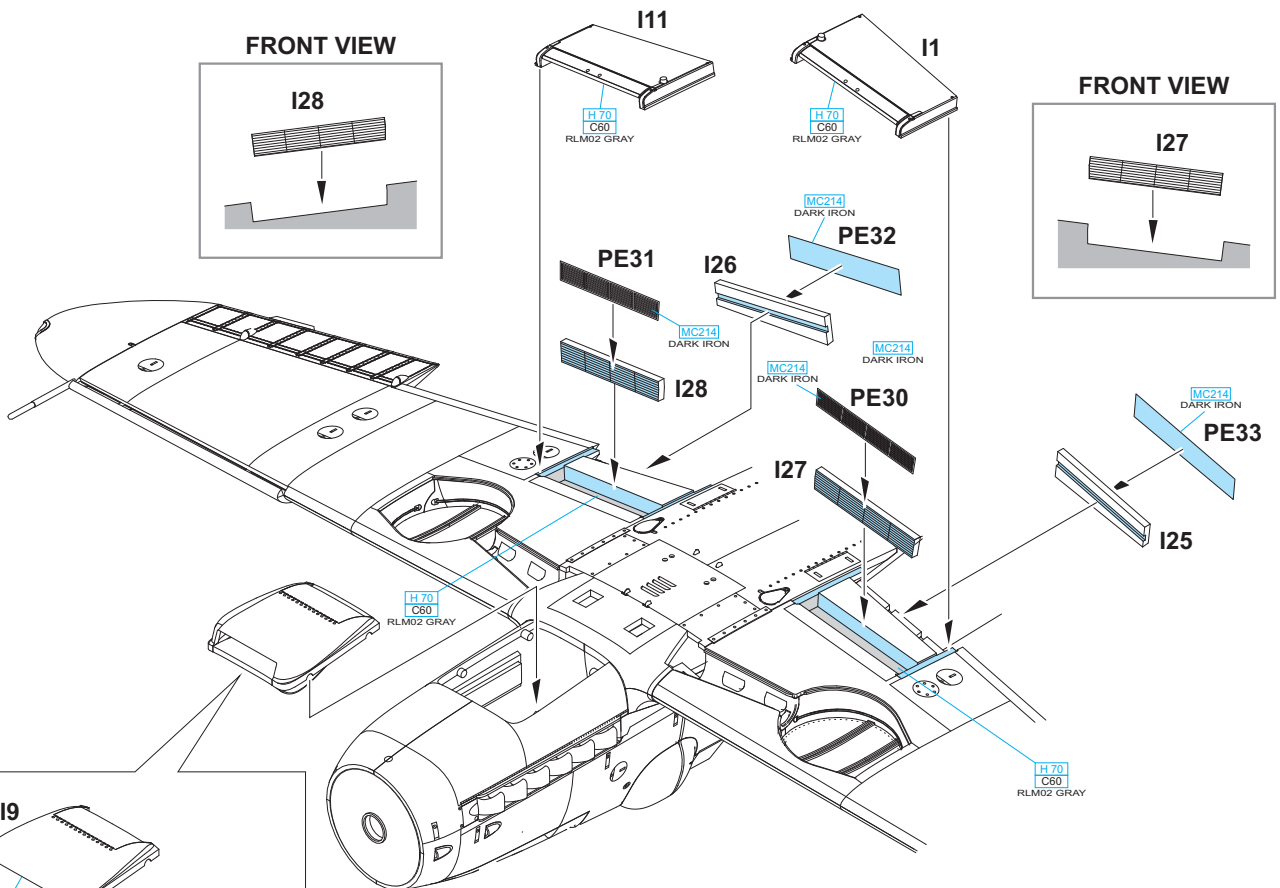
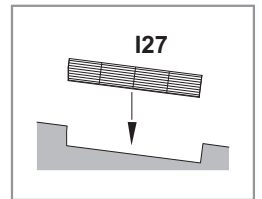
H 70
C60
RLM02 GRAY

I1

H 70
C60
RLM02 GRAY

FRONT VIEW

I27



I9

H 70
C60
RLM02 GRAY

PE44

MC214
DARK IRON

I30

H 70
C60
RLM02 GRAY

I29

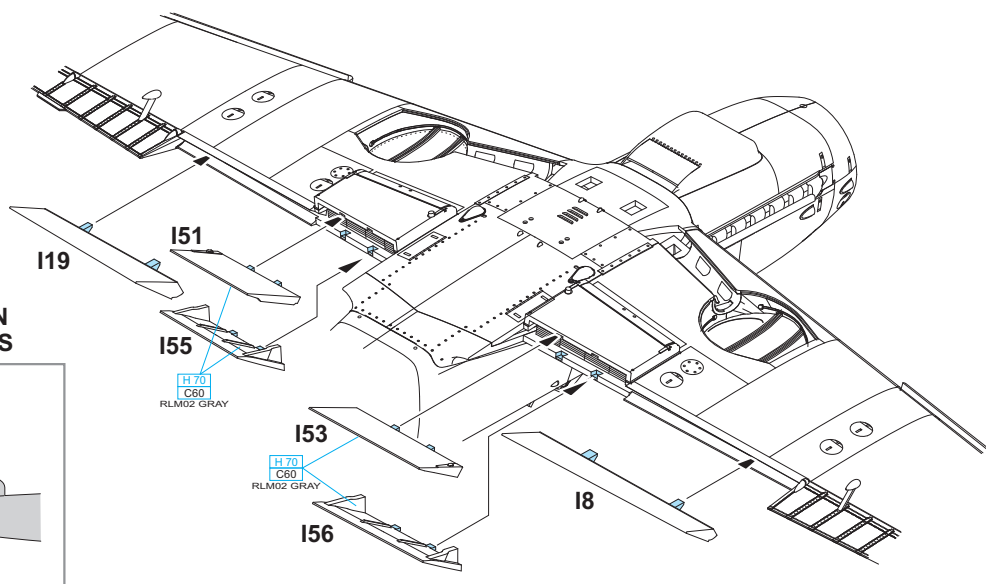
PE44

MC214
DARK IRON

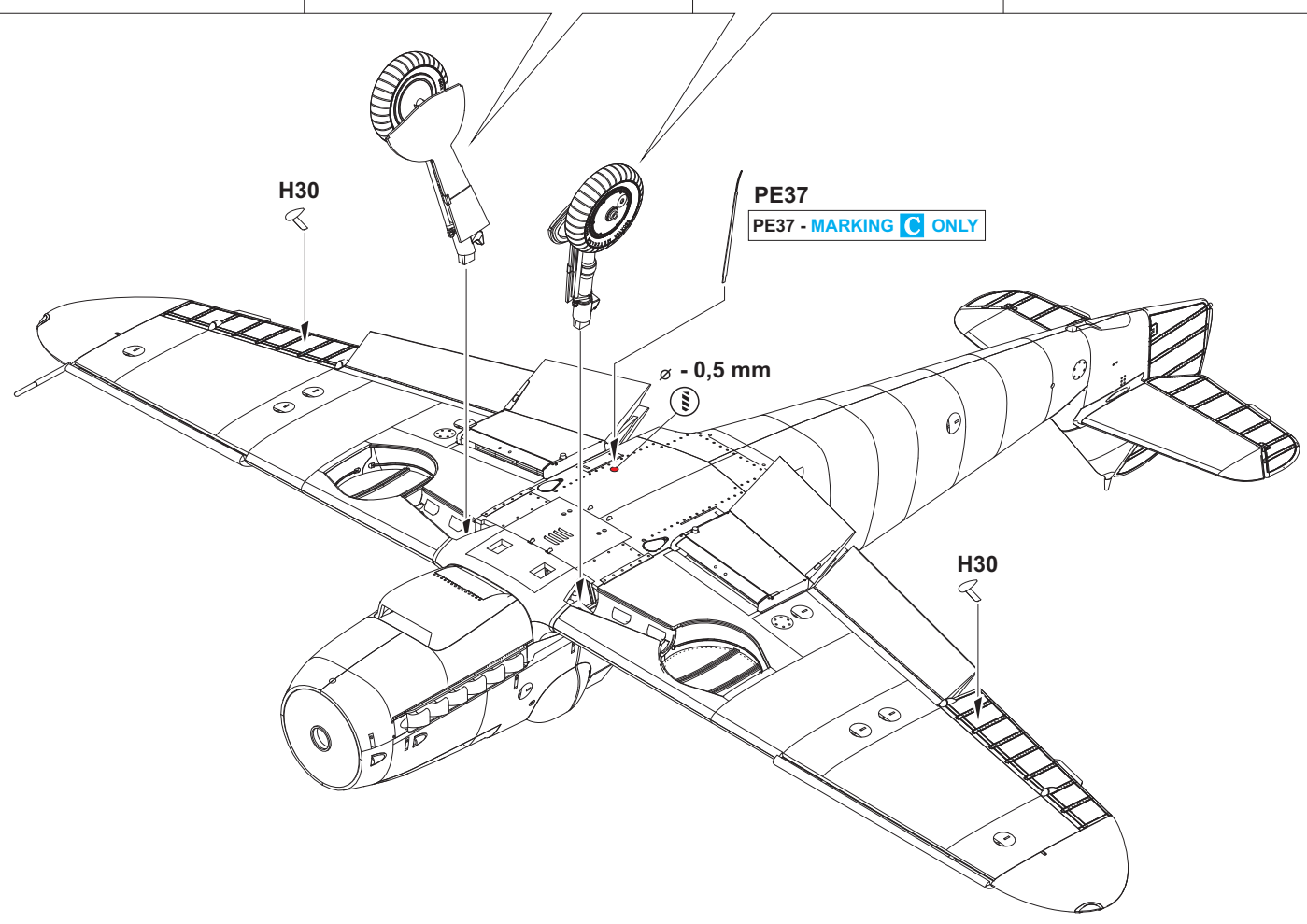
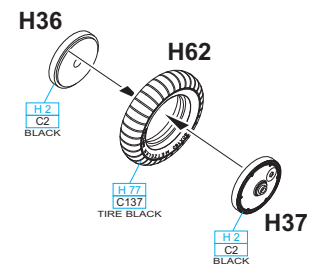
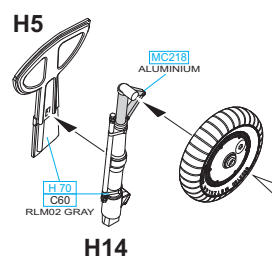
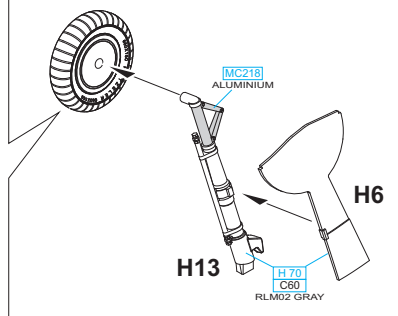
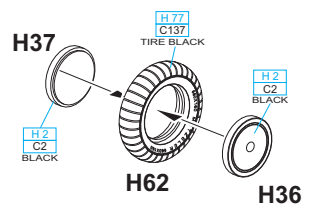
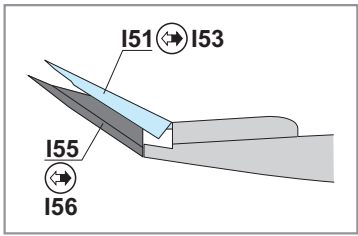
H 70
C60
RLM02 GRAY

I66

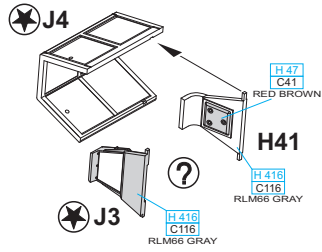
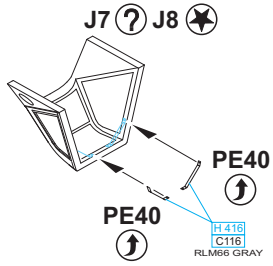
H 70
C60
RLM02 GRAY



CORRECT POSITION OF RADIATOR FLAPS

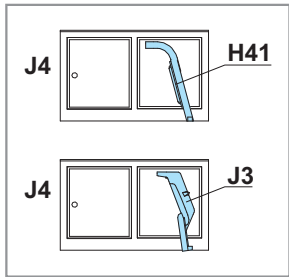
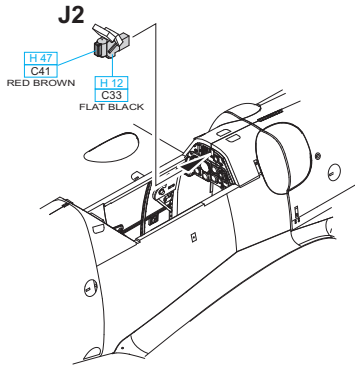
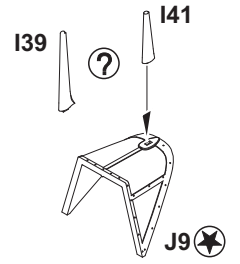


J7 - MARKINGS **A, B**
J8 - MARKINGS **C, D, E**

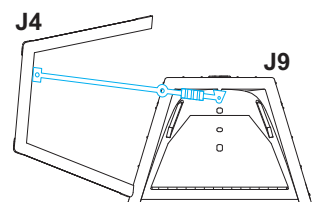
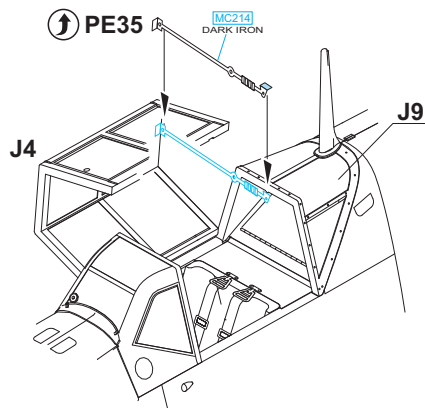
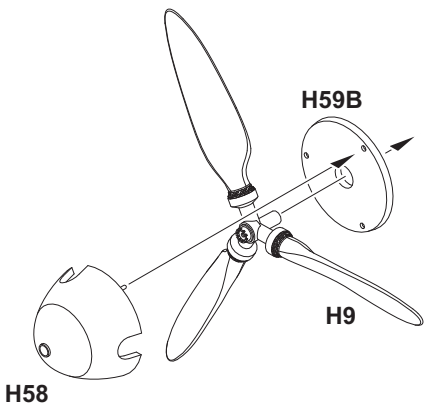
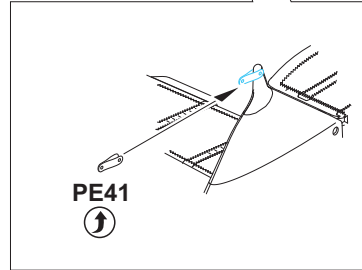
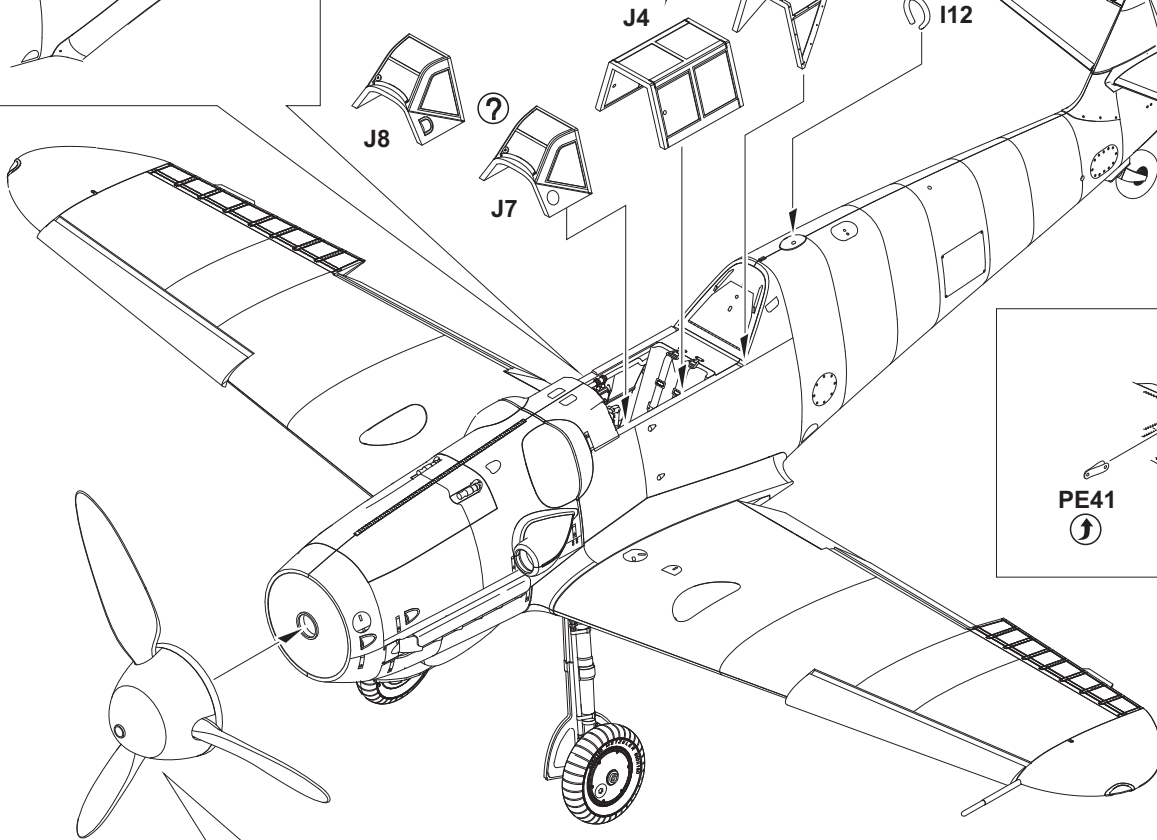
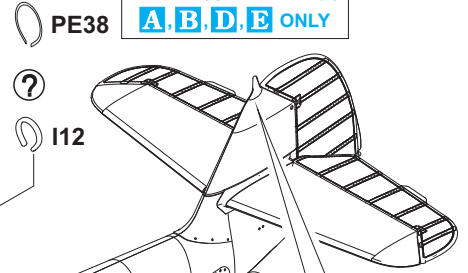


H41 - MARKING **D** ONLY

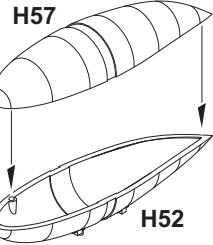
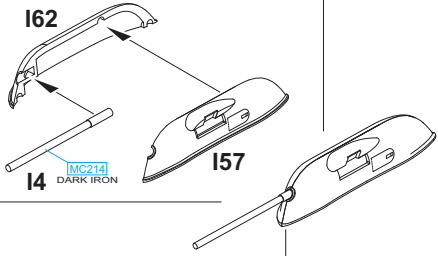
I39 - MARKING **C** ONLY



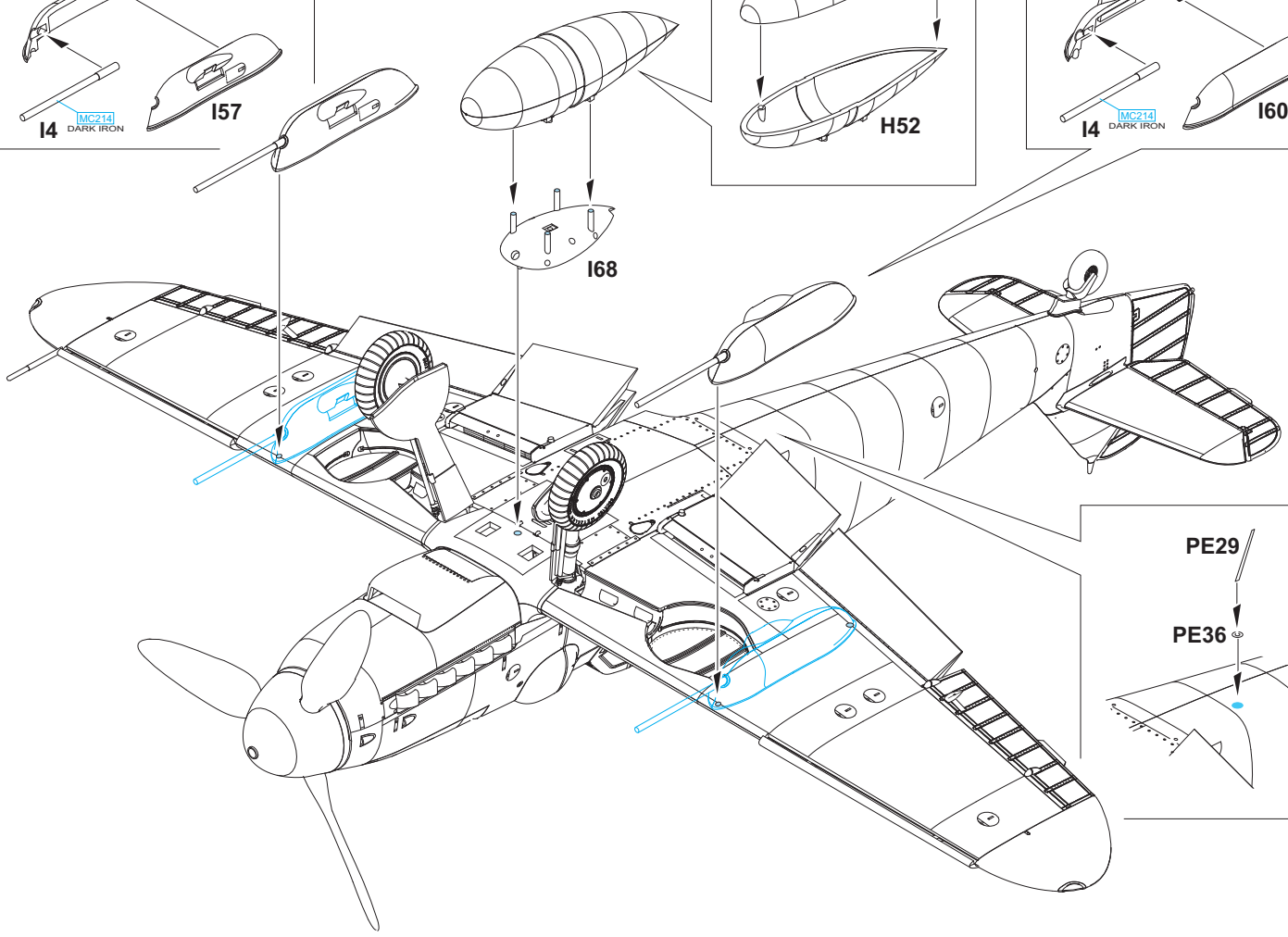
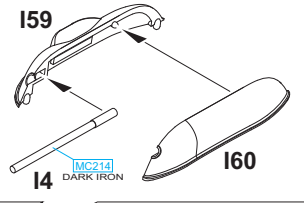
I12 ? PE38 - MARKINGS **A, B, D, E** ONLY



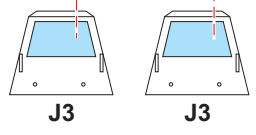
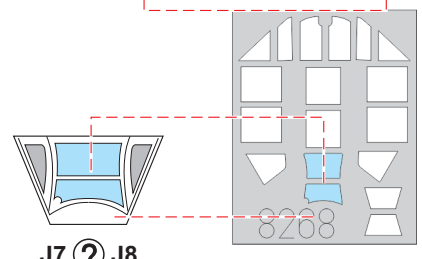
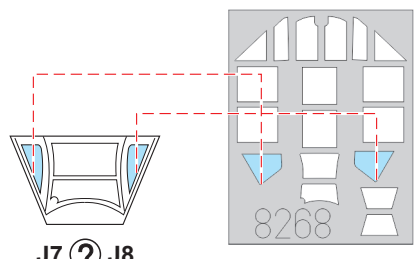
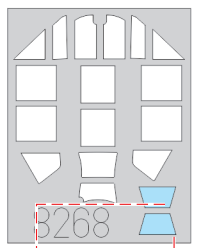
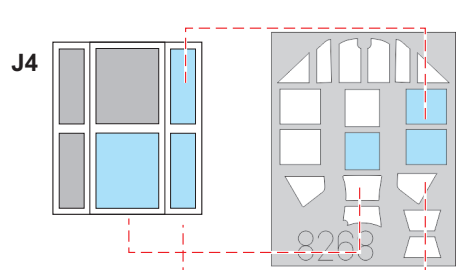
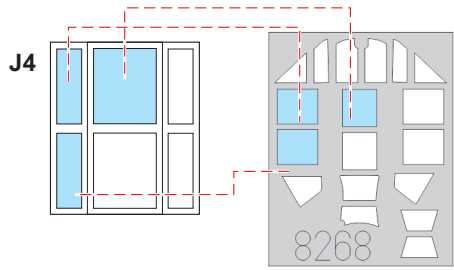
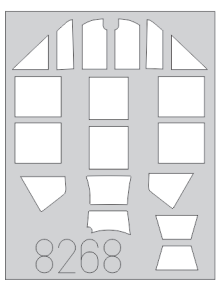
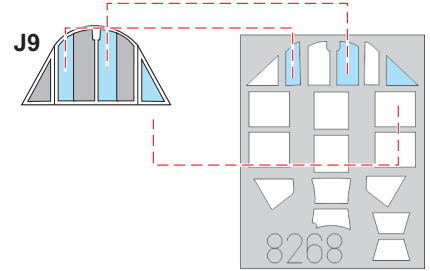
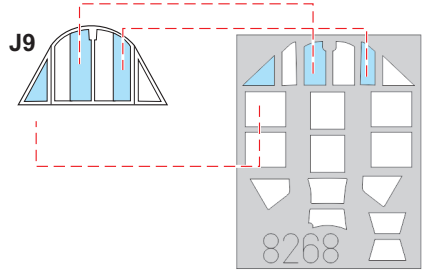
MARKINGS
A,C,D,E ONLY



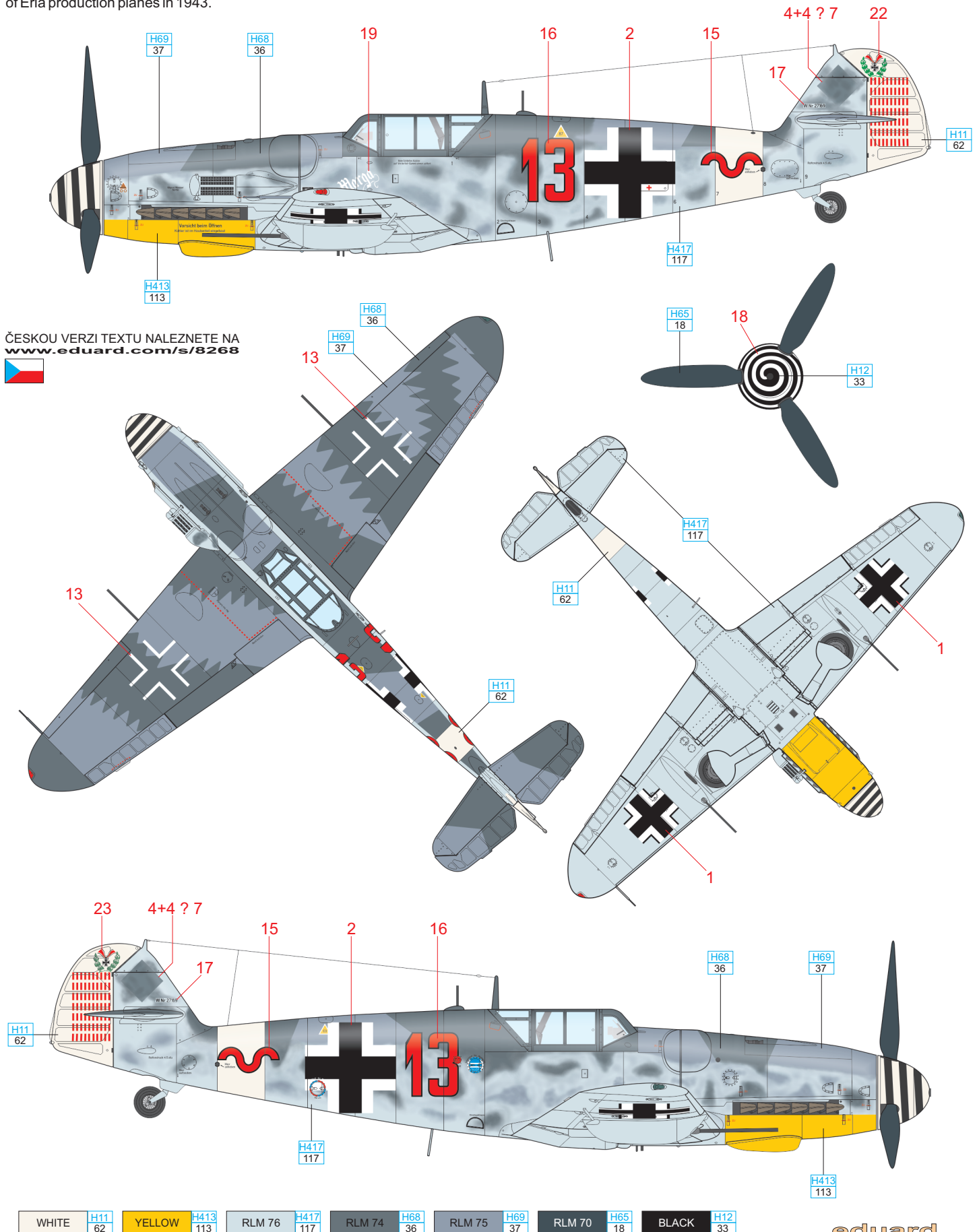
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Heinrich Bartels's military career was launched on the Western Front. In August 1941, as a member of Erg./JG 26, Bartels downed two Spitfires over the Channel. Afterwards he served with JG 5 in Northern Europe and managed to shoot down 47 Soviet aircraft. As a member of JG 27, he downed 50 more enemy aircraft. Bartels met his ultimate fate on December 23, 1944. He clashed with American Thunderbolts, and despite managing to bag one of them, he failed to return to his home field. His fate remained unknown till January, 1968, when remains of his Bf 109 G were discovered. The unused parachute found in the cockpit is exhibited in the Deutsches Technikmuseum Berlin. Photographs of Bartels's G-6 were taken on November 15, 1943 (or a few days thereafter) when Bartels achieved his 70th victory. Seventy kill marks (Abschussbalken) are painted on the rudder along with the Knight's Cross. Bartels was awarded this medal a year before, on November 13, 1942. Note the saw-toothed demarcation between the camouflage colors on the wings, typical for part of Erla production planes in 1943.

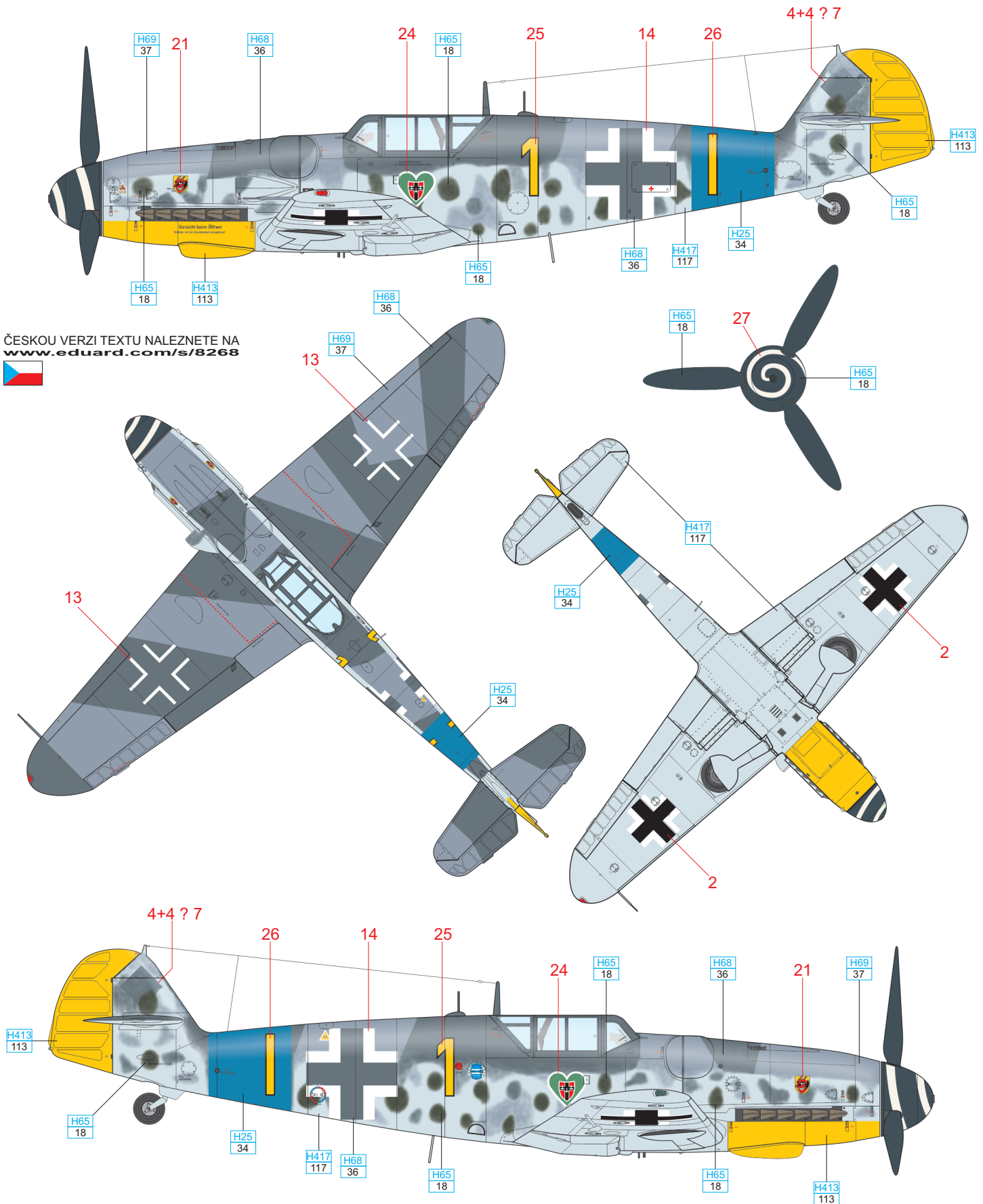


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WHITE	H11 62	YELLOW	H413 113	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18	BLACK	H12 33
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The very first enemy aircraft destroyed by Wilhelm Schilling was a Hurricane on May 12, 1940 over Brussels. Afterwards, as a member of JG 54, he added 50 confirmed and 13 probable kills, most of them over the Eastern Front. Schilling made an emergency landing with the aircraft depicted on February 20, 1944. He was shot down trying to oppose the Allied bombing campaign known as The Big Week. Ludwigslust Air Base was situated in the north of Germany and was JG 54's home at that time. Schilling was awarded the Ritterkreuz on October 10, 1942 for his then 46 victories. Schilling's aircraft sports a wide range of various markings. The green heart under the canopy was a JG 54 badge, the III. Gruppe badge is painted inside the heart. The devil's head on the engine cowling identifies a 9. Staffel aircraft. The blue tail band was painted on JG 54 aircraft that took part in the Third Reich defense.

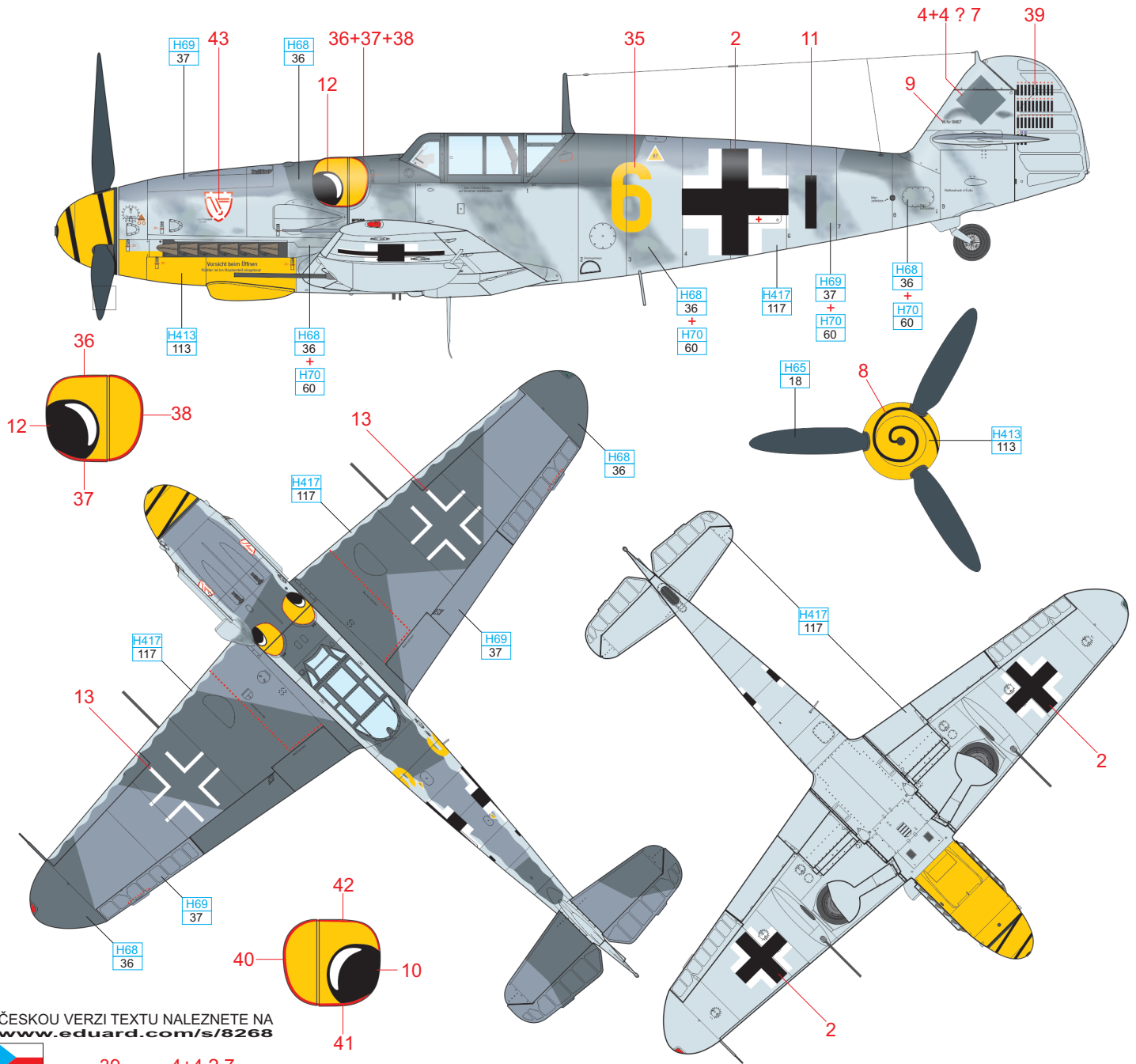


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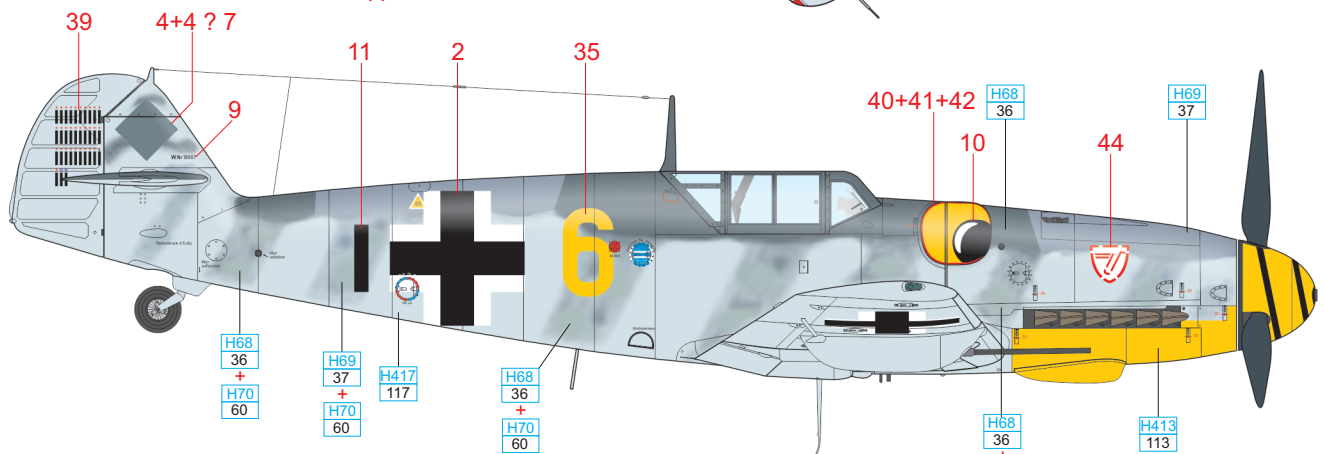


SKY BLUE	H25	YELLOW	H413	RLM 76	H417	RLM 74	H68	RLM 75	H69	RLM 70	H65
	34		113		117		36		37		18

This aircraft was flown by Ofw. Alfred Surau, a fighter ace credited with 45 victories (some sources claim 46). Surau's first victim hit the ground in Russia on February 28, 1943. He served on the Eastern Front till the end of August, 1943. The first kills in the West were two B-17s in September, 1943. Two more were added to Surau's tally on October 1. His last combat sortie came on October 14, 1943. Surau took part in an aerial battle with US bombers over Schweinfurt, but B-17 gunners hit his G-6. Surau was seriously wounded and died the same day in a Wertheim hospital. The excess paint on the gun cowling identified 9./JG 3 aircraft, and the JG 3 badge is painted on the engine cowling. The rudder could be painted in yellow. The RLM 02 splotches were sprayed on fuselage sides.



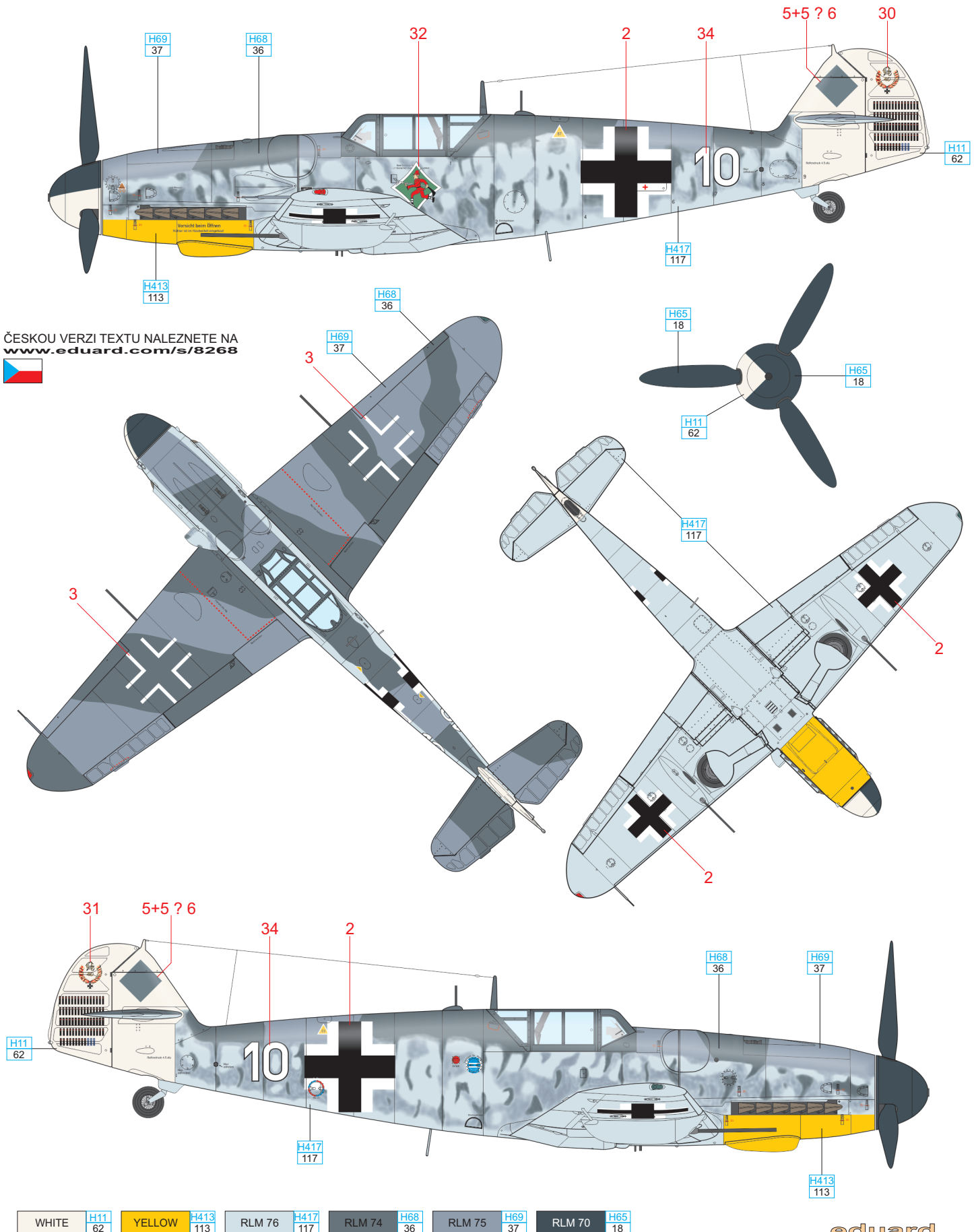
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YELLOW	H413 113	RLM 76	H417 117	RLM 74	H68 36	RLM 75	H69 37	RLM 70	H65 18	RLM 02	H70 60
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D Flown by Oblt. Alfred Grislawski, CO of 1./JGr.50, Wiesbaden – Erbenheim Air Base, September, 1943

Jagdgruppe 50 was created on August 15, 1943 from Jagdgruppe Süd der ObdL that was formed as a high altitude fighter unit to combat recce Mosquitos on July 21, 1943. JGr.50 was led by Hermann Graf who gave birth to the unit's crest painted under the canopy. The Red Hunter symbolized the German Luftwaffe soccer team known under the nickname 'die Roten Jäger'. Graf was a member of this team, along with then German national team members. The unit existed for only a few months, and in October 1943 was incorporated into I./JG 301. Alfred Grislawski was the CO of 1./JGr.50 and the formation leader, as can be seen from the white tail. He served with JG 1 and JG 53 afterwards, and his total score accounted for 133 victories. Grislawski was awarded the Knight's Cross on July 1, 1943 and with Oak Leaves on April 11, 1944.



E Flown by Maj. Ludwig Franzisket, CO of I./JG 27, Early 1944

Ludwig Franzisket achieved his first victories in May 1940 over the Netherlands as a member of 1./JG 1. He took part in the battle of France, and fought in North Africa with JG 27. He was awarded the Ritterkreuz (Knight's Cross) on July 23, 1941 for 22 victories. In the summer of 1943, he became the CO of I./JG 27. His unit was tasked with the opposing of Allied raids over Germany. Among other victories, Franzisket added two B-17s downed over Schweinfurt to his score on October 14, 1943. By the end of the war, Franzisket managed to shoot down 43 enemy airplanes including four B-17s. The wide green tail band identifies aircraft flown by JG 27 as part of the Defence of the Reich. The JG 27 badge, painted on both sides of the cowling, refers to the geschwader's combat deployment in Africa. The double chevron was painted on airplanes flown by Gruppe leaders and the white rudder is a marking of formation leaders.

