

Bf 109G-6

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84173

No other aircraft is so intimately connected with rise and fall of the German Luftwaffe in the course of the WWII like the Messerschmitt Bf 109. The workhorse of the war...

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 through to her final downfall.

As progressive as possible

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 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 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, full of 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 the airframe design 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 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 tens of thousands of 109s in over 25 versions and variants.

From Spanish War to the Barbarossa

The first combat use 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 practical: To validate the aircraft's 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 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 responsible for the defeat of the Luftwaffe in the Battle of Britain. 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 'Jagdarmee' 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 the development of the Bf 109 was depleted 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 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.

The kit: Bf 109G-6

The Bf 109G series (Gustav) was direct follow-on of the Bf 109F. The main difference was the more powerful DB 605 engine, which was the direct development of the DB 601 as well. The main difference, bigger displacement of the engine, was achieved by bored-out cylinders (by 4 mm) enlarging the total displacement from 33,9 l to 35,7 l. Another power increasing difference was higher compression ratio. The maximum take-off power rose to 1,450 hp (1,080 kW) from the 1,350 hp (993 kW) of DB 601E. The G-6 was the major Gustav production variant and also the first one to feature the twin MG 131 13mm machine guns as a standard fit along with the MG 151/20 20 mm engine mounted cannon. The early G-6 series still kept lower rudder, framed canopy and shorter tailwheel leg, similar to the F series. These early features are offered with this kit.

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
OHNOUSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

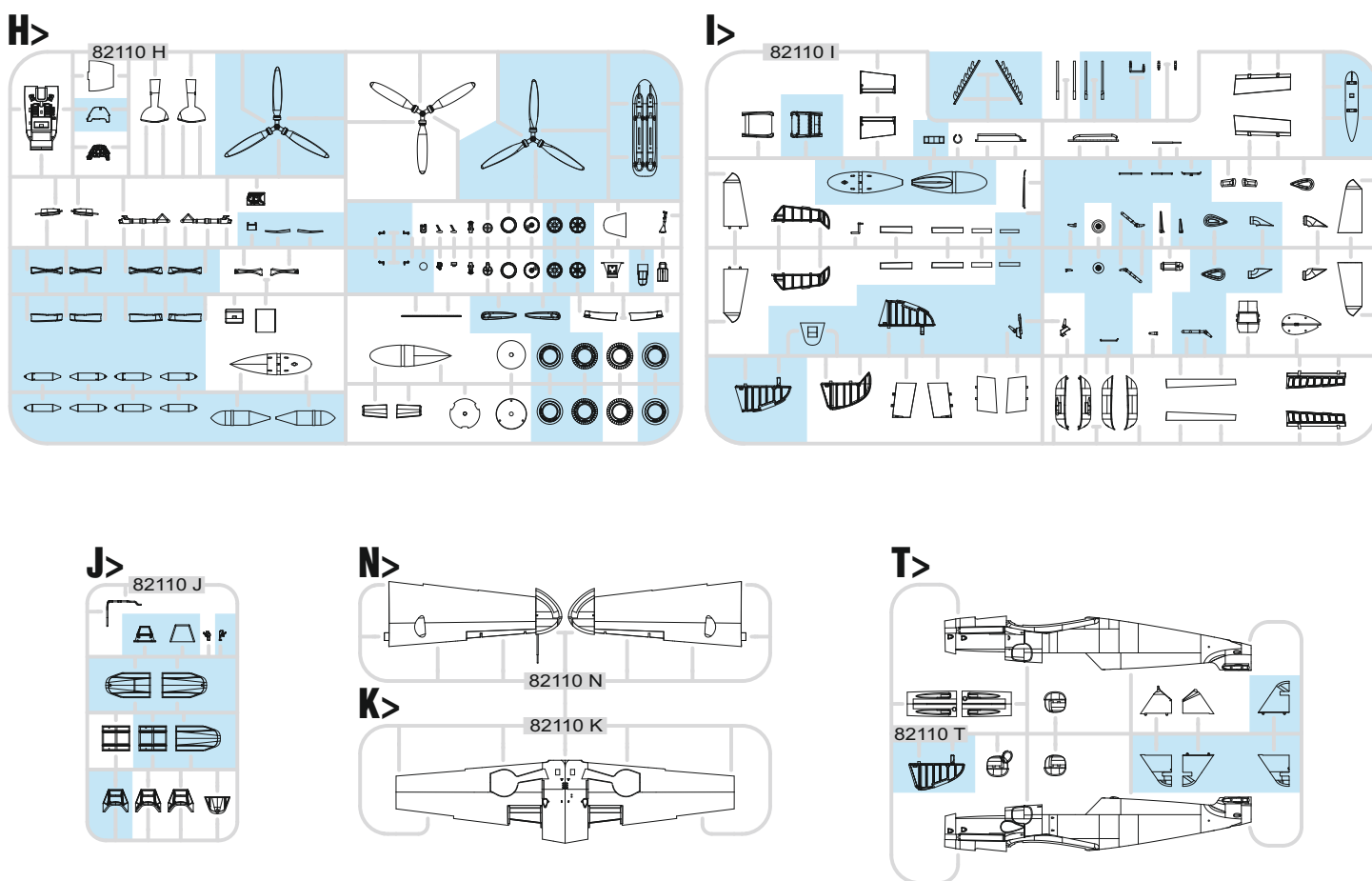


PIÈCES



部品

PLASTIC 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



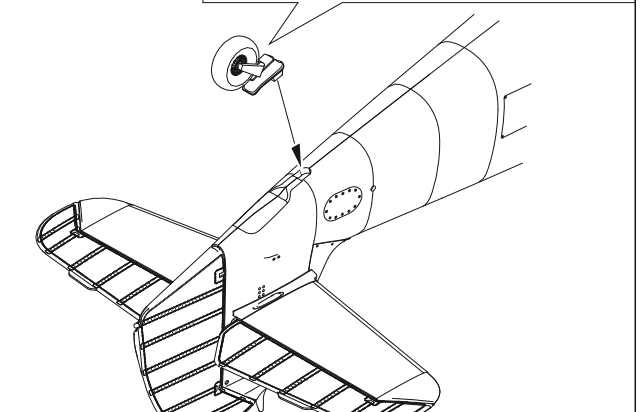
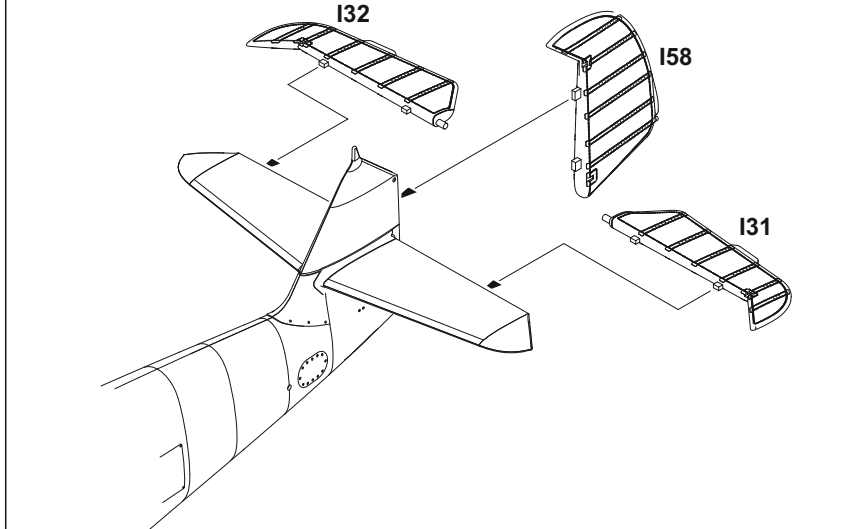
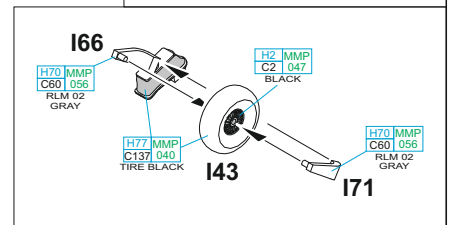
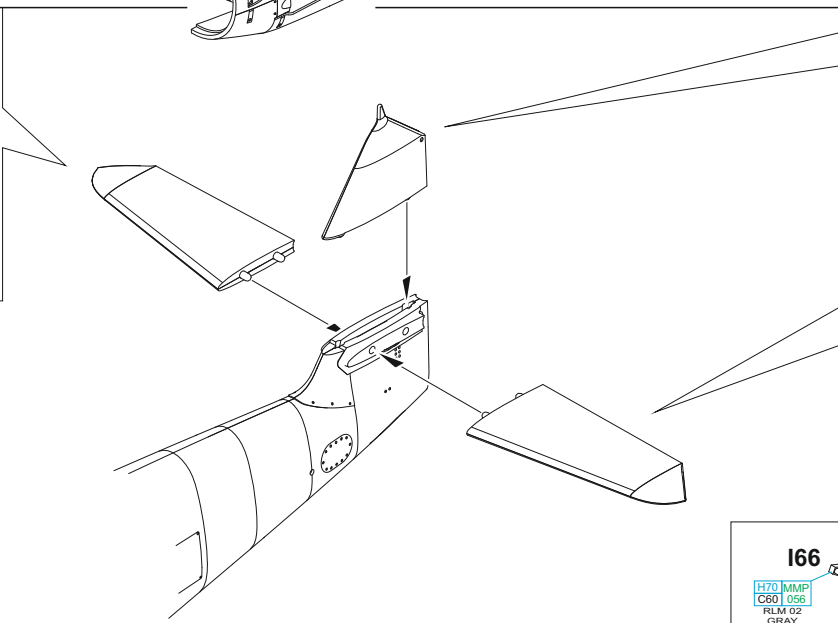
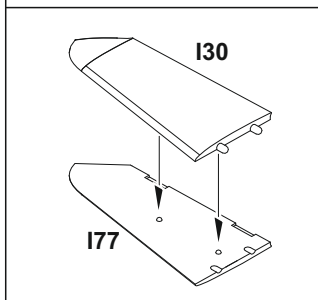
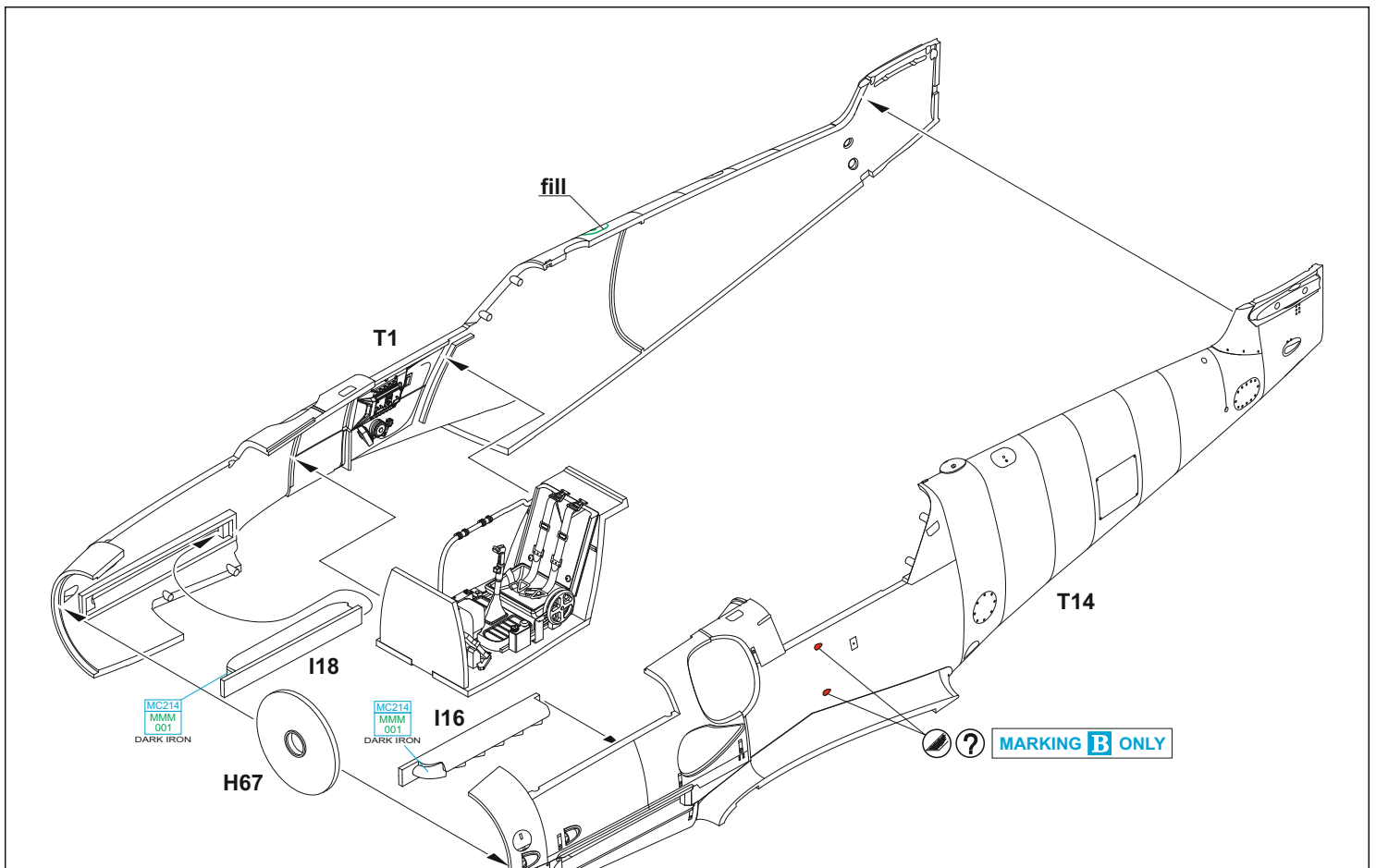
PEINTURE

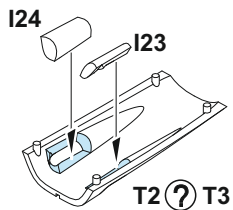


色

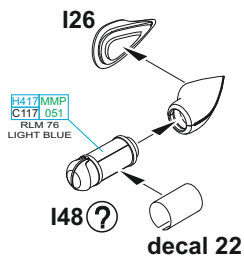
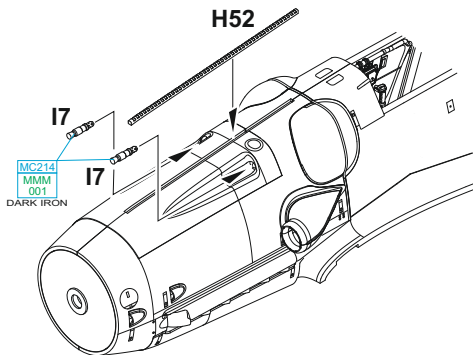
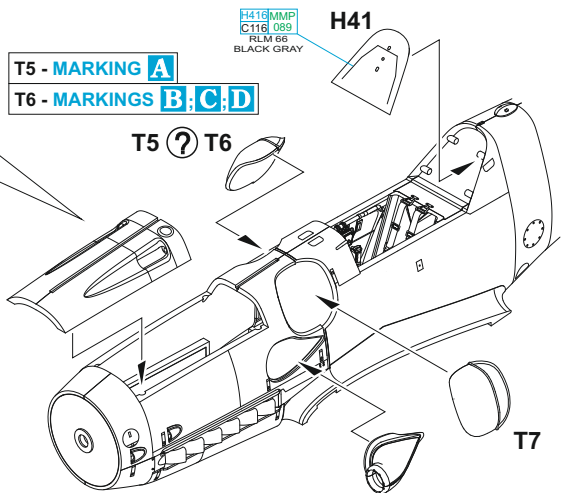
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H6	C6	MMP-004	GREEN
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER
Mr.COLOR GX		METALLICS	
GX05			SUSIE BLUE

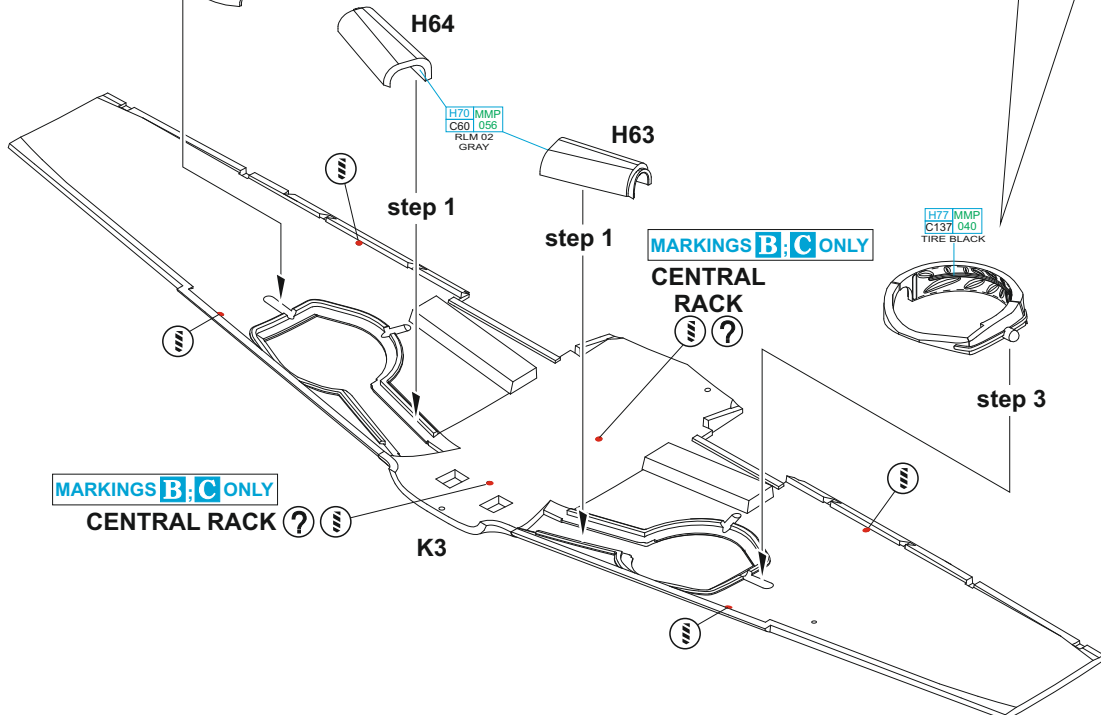
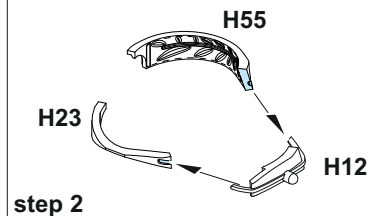
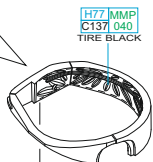
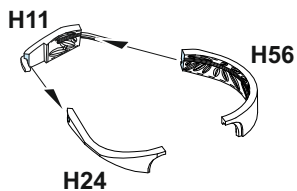
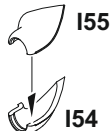


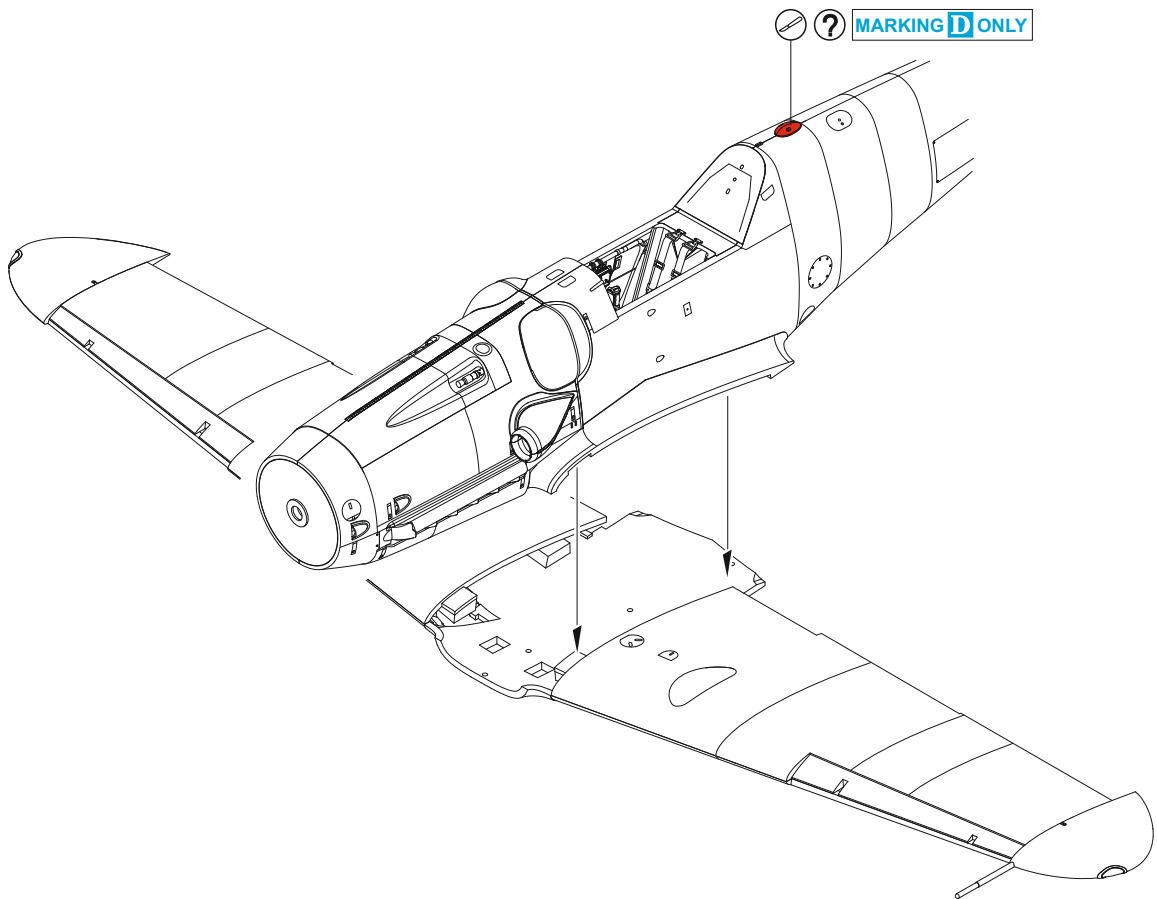
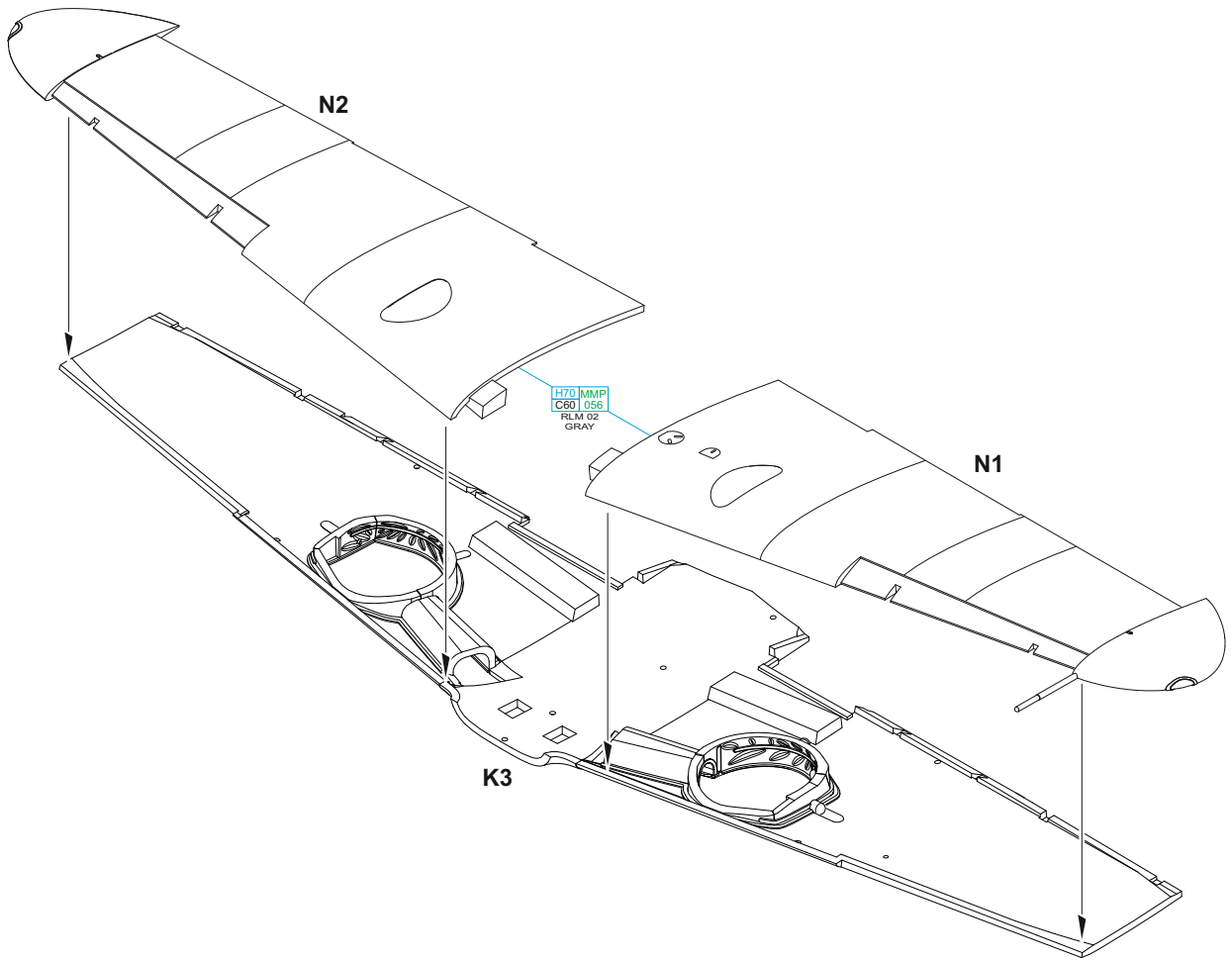


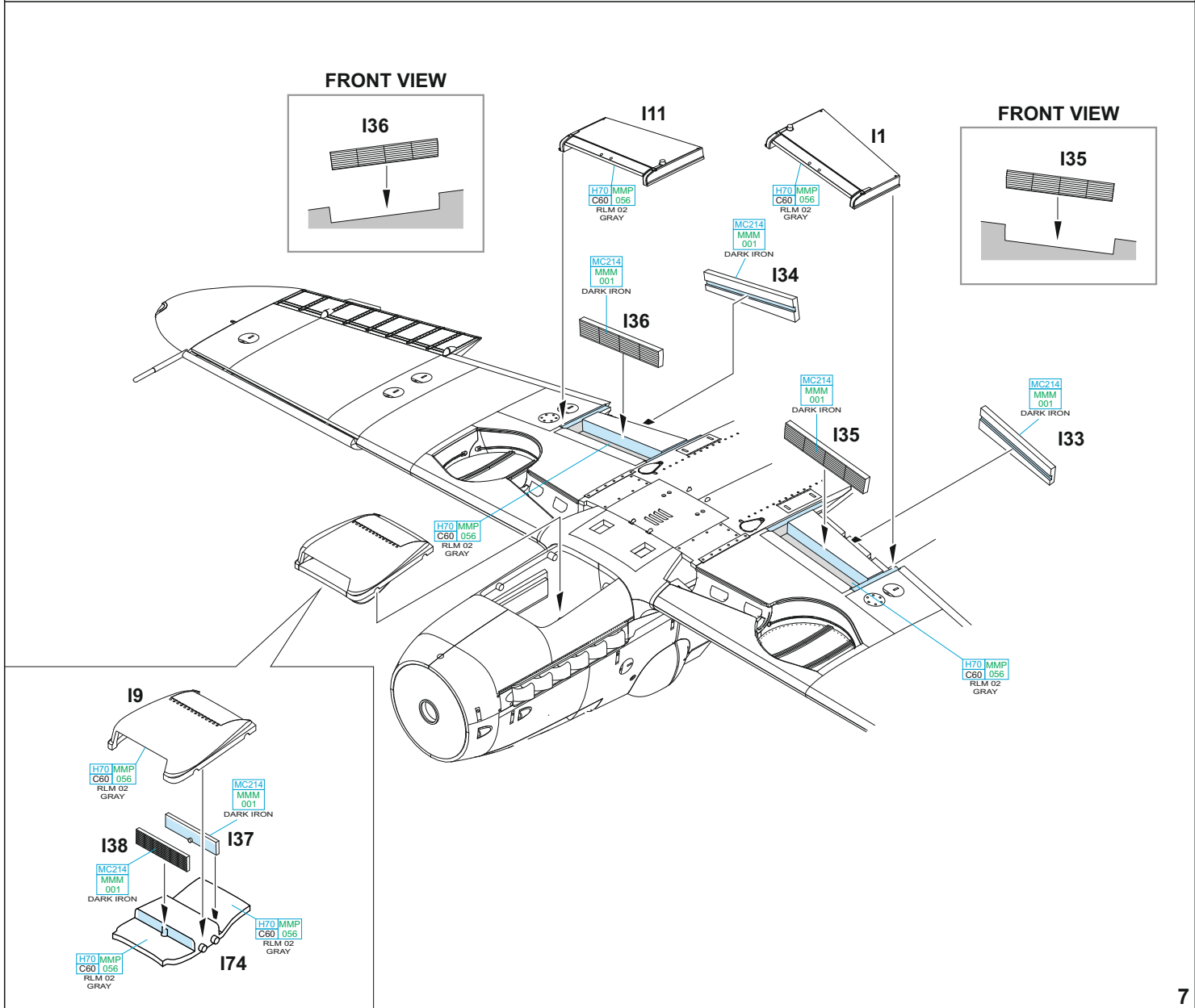
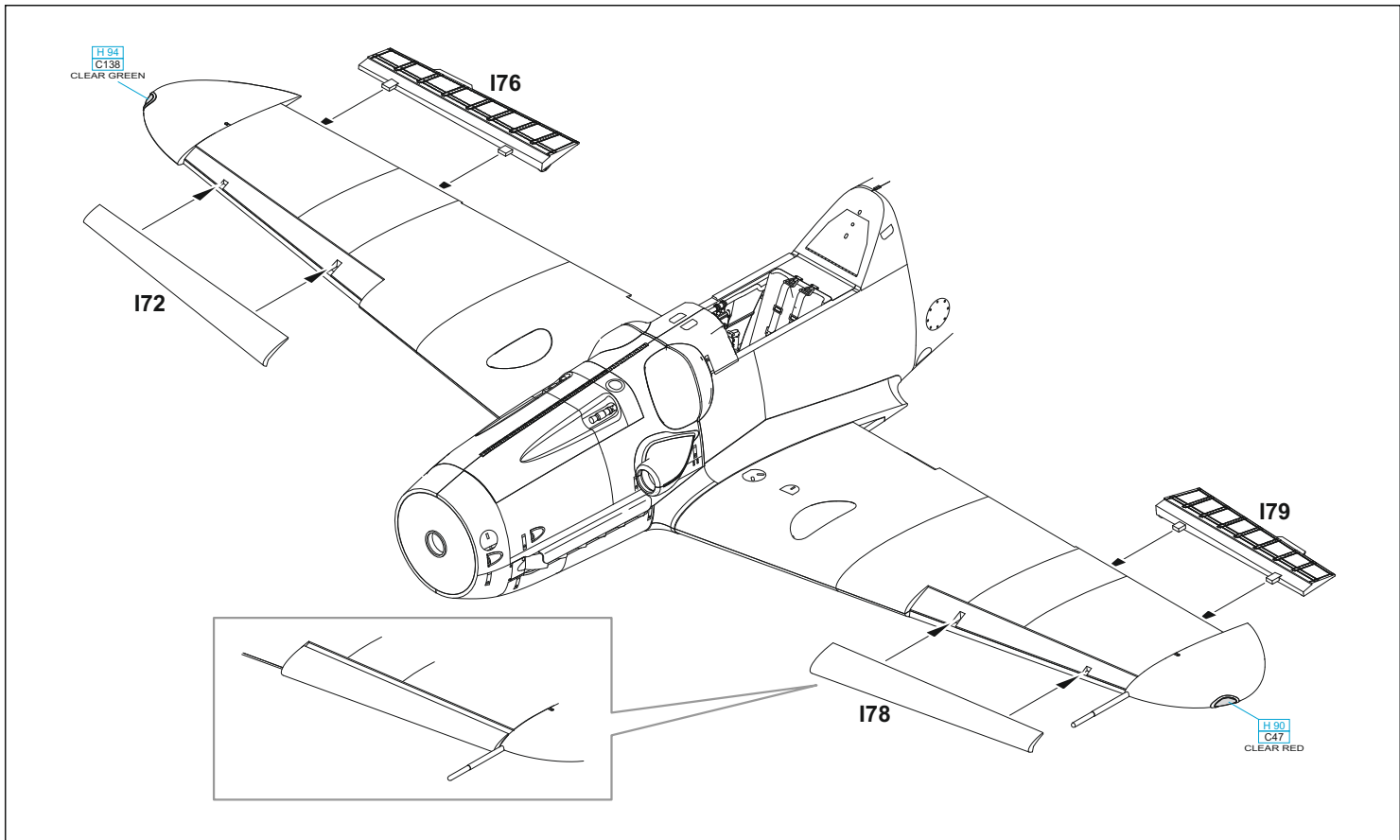
T2 - MARKING **A**
T3 - MARKINGS **B;C;D**

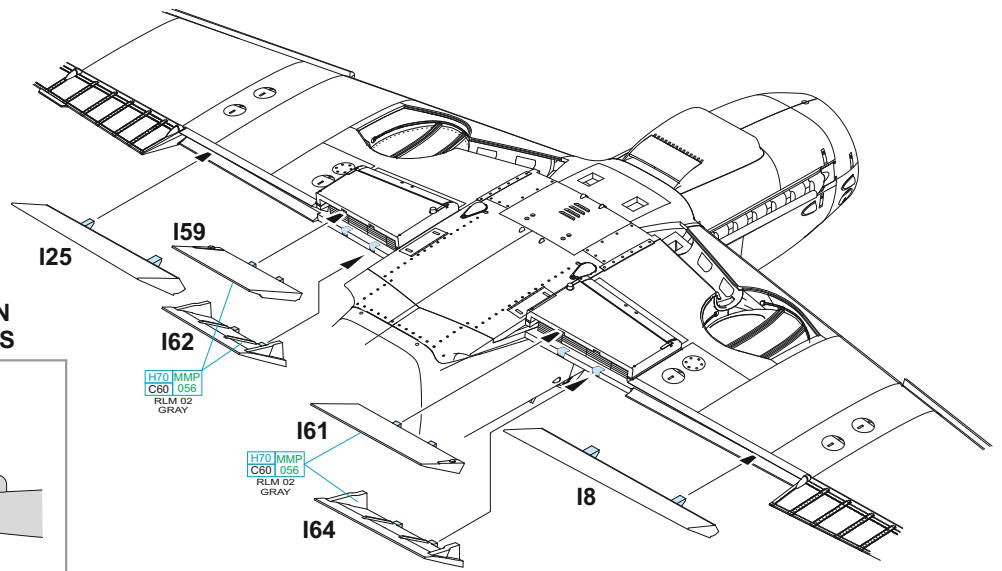


I48 - MARKINGS **A;D** ONLY

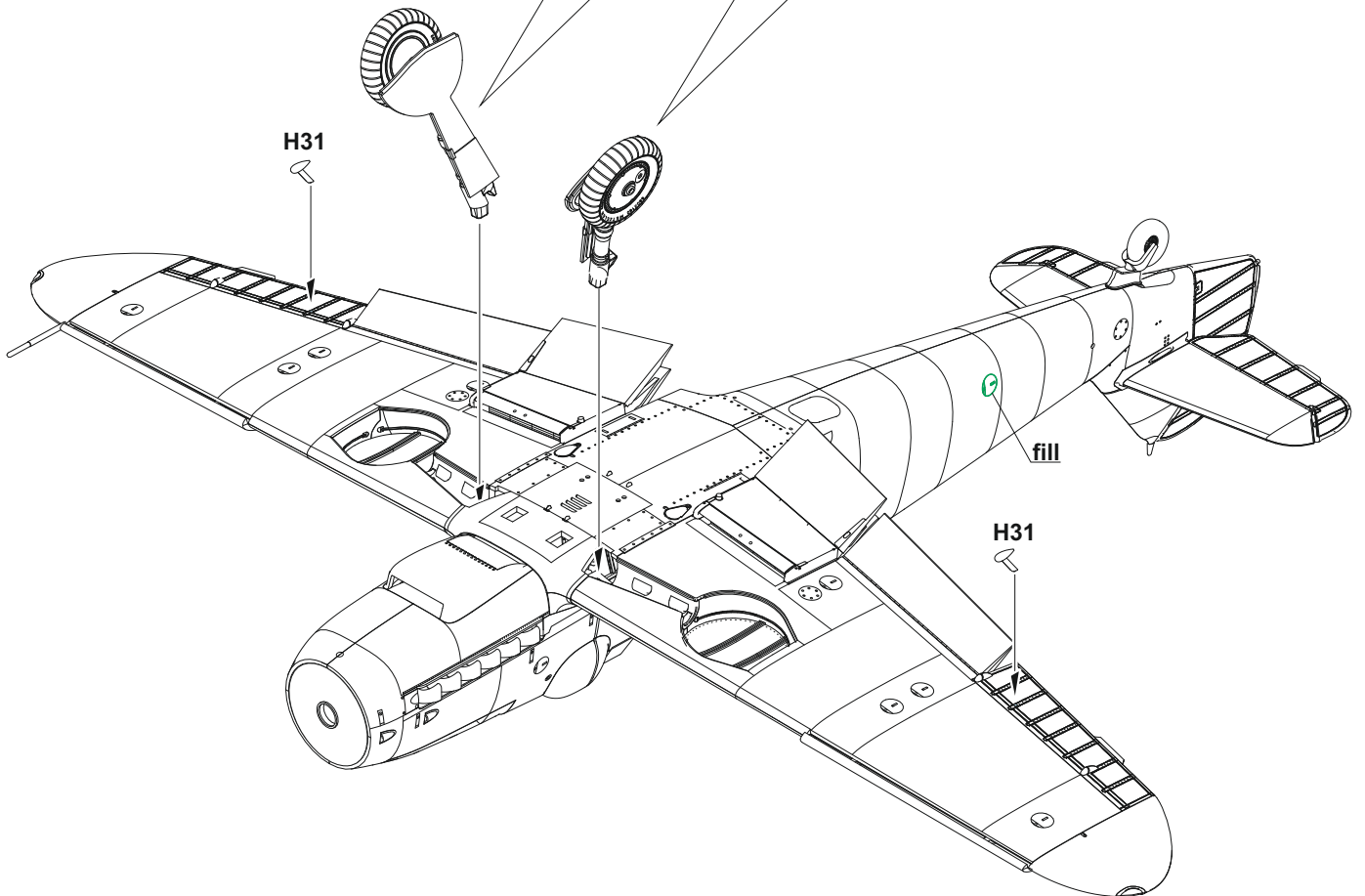
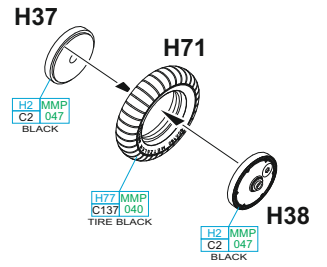
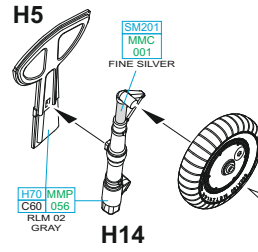
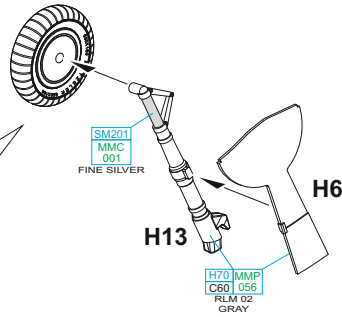
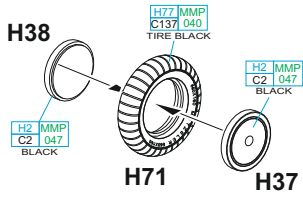
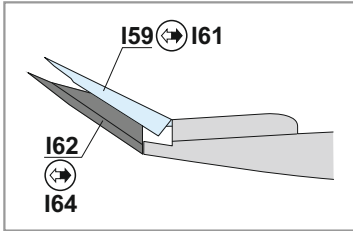


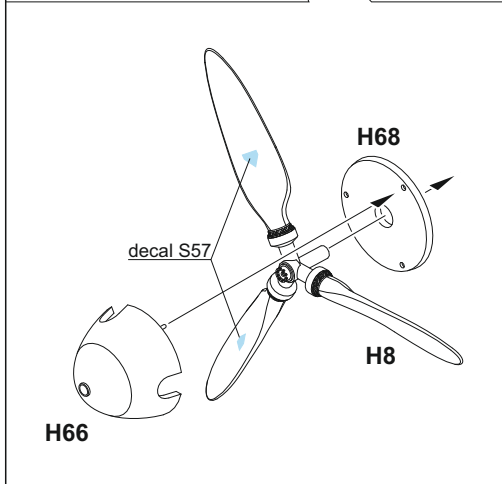
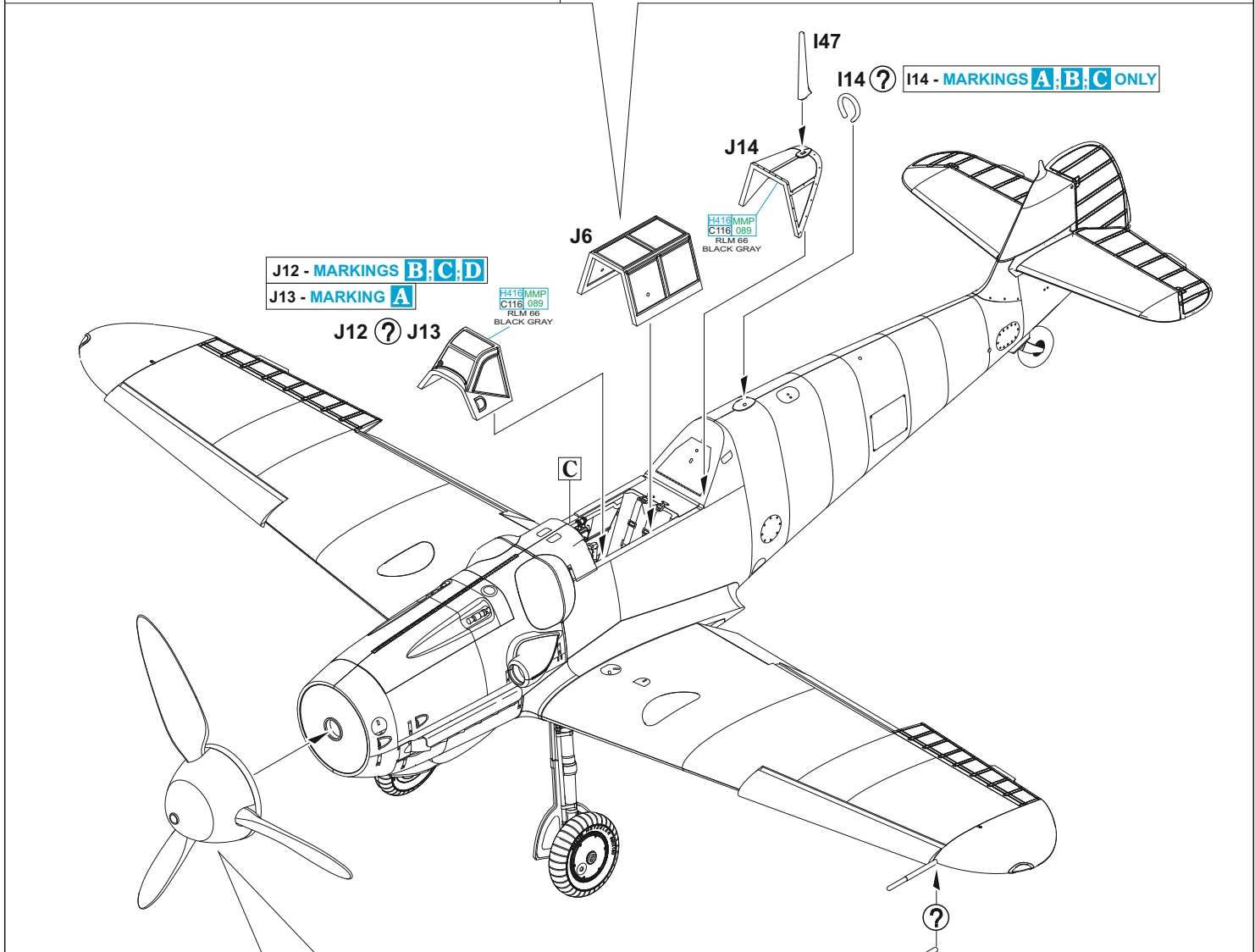
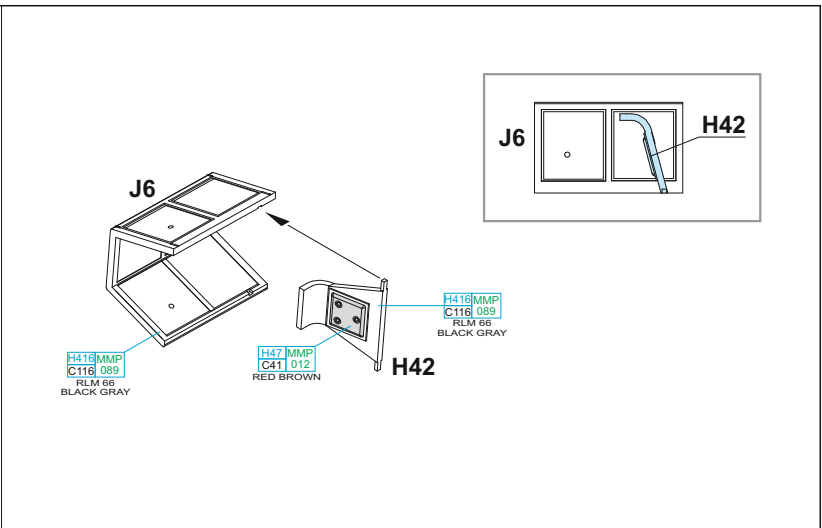
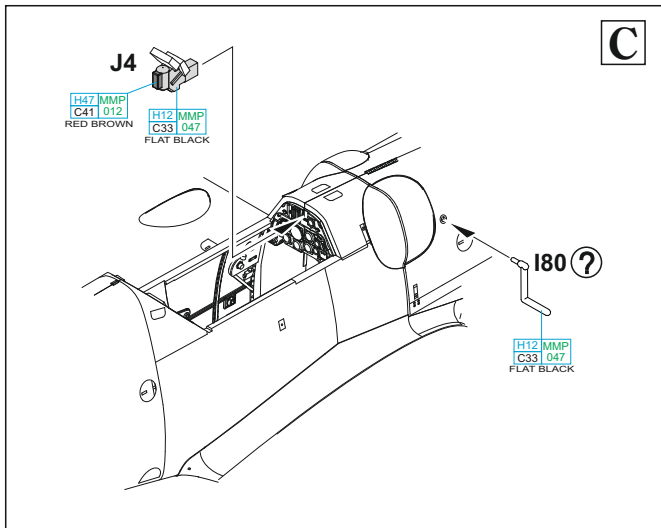




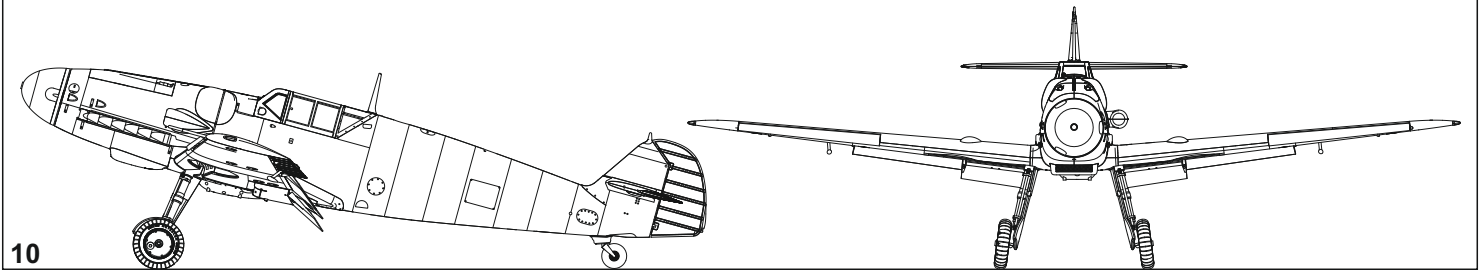
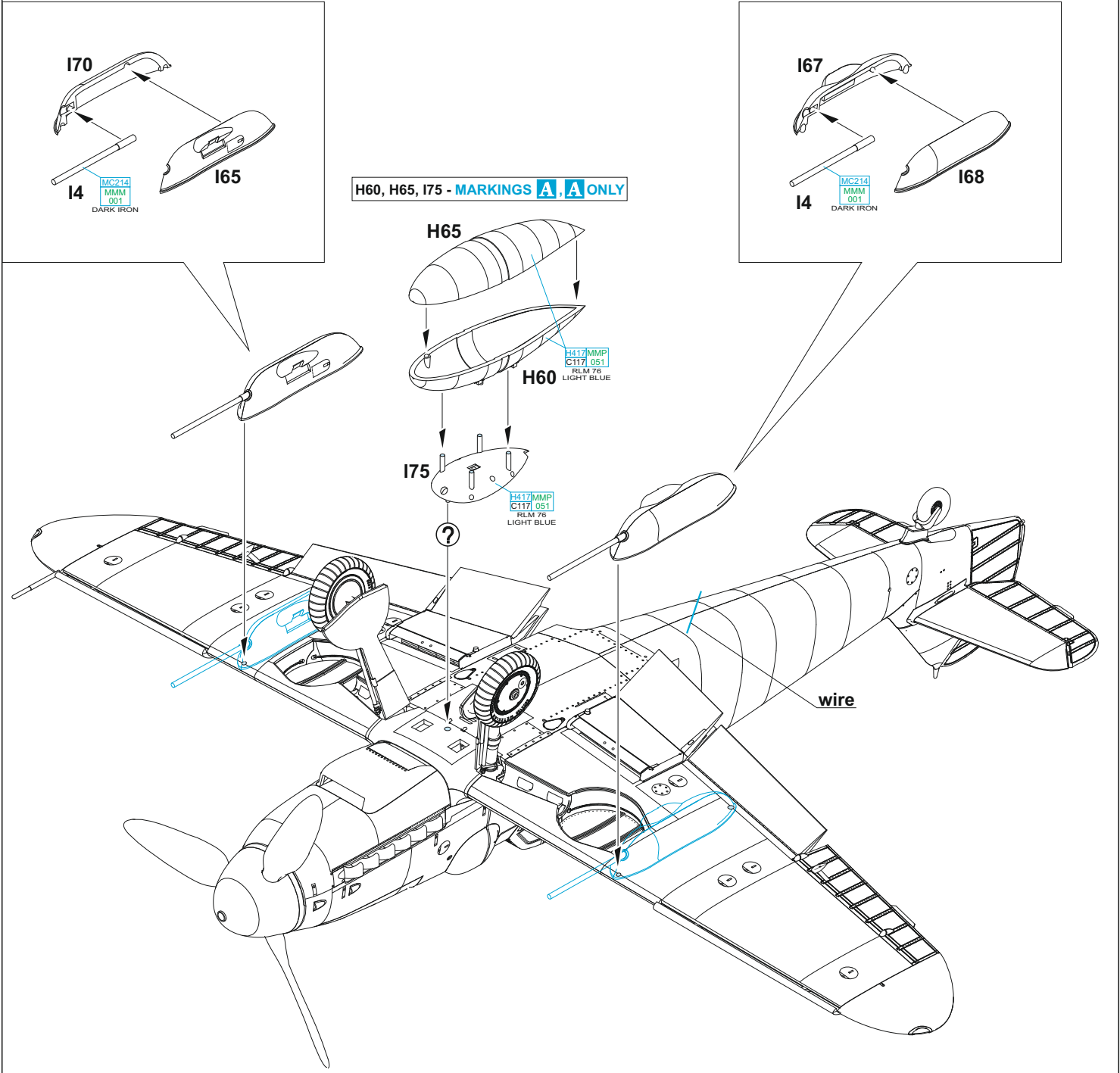


CORRECT POSITION OF RADIATOR FLAPS



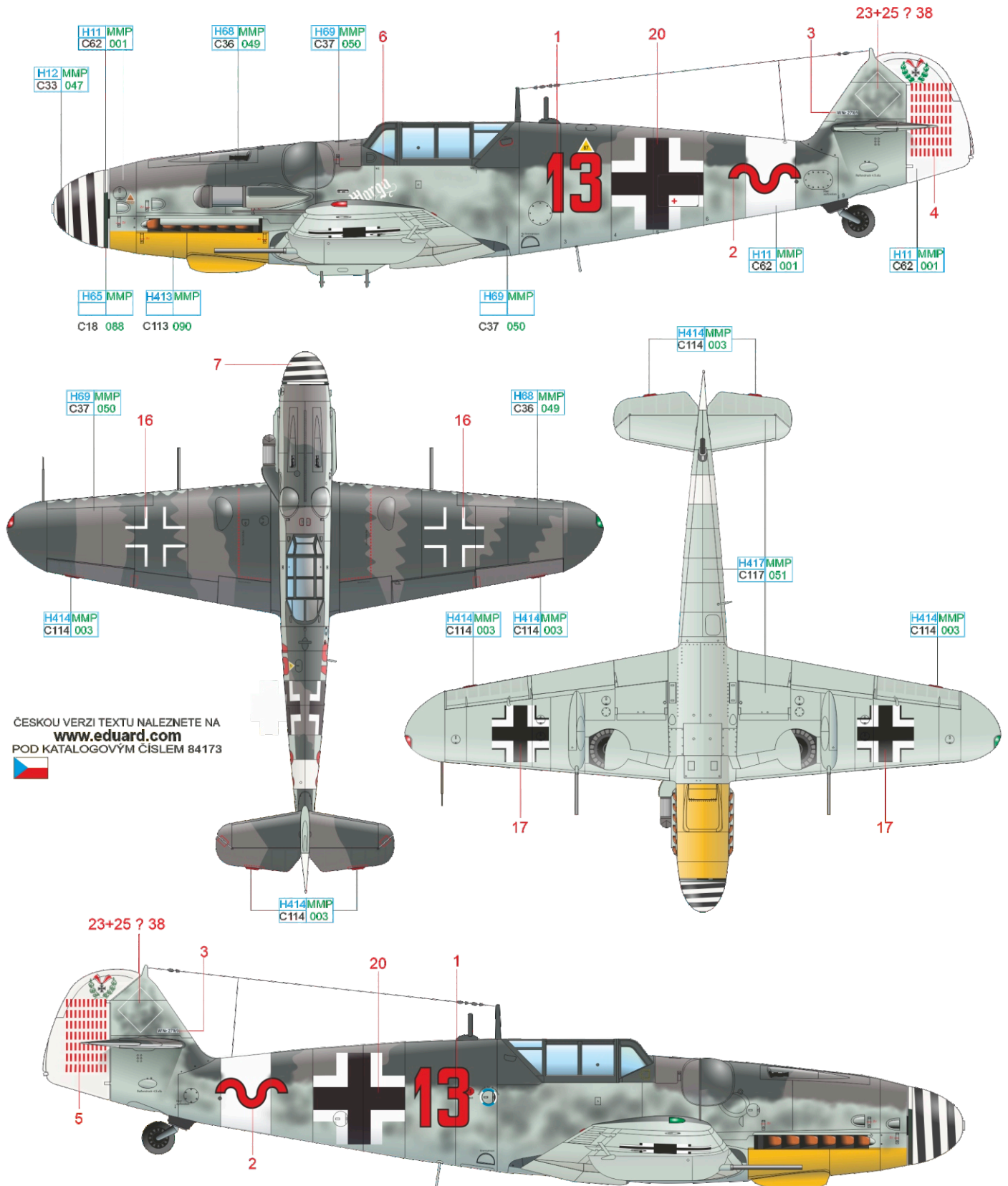


H60, H65, I75 - MARKINGS **A**, **A** ONLY



A WNr. 27169, flown by Fw. Heinrich Bartels, 11./JG 27, Kalamaki Airfield, Greece, November 1943

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 ones. Bartels met his ultimate fate on December 23rd, 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 Bf109G 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 15th, 1943, (or a few days thereafter) when Bartels achieved his 70th victory (although the four allegedly shot down P-38s were not missed by the USAAF). 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 13th, 1942. Note the saw-toothed demarcation between the camouflage colors on the wings, typical for part of Erlo production planes in 1943.



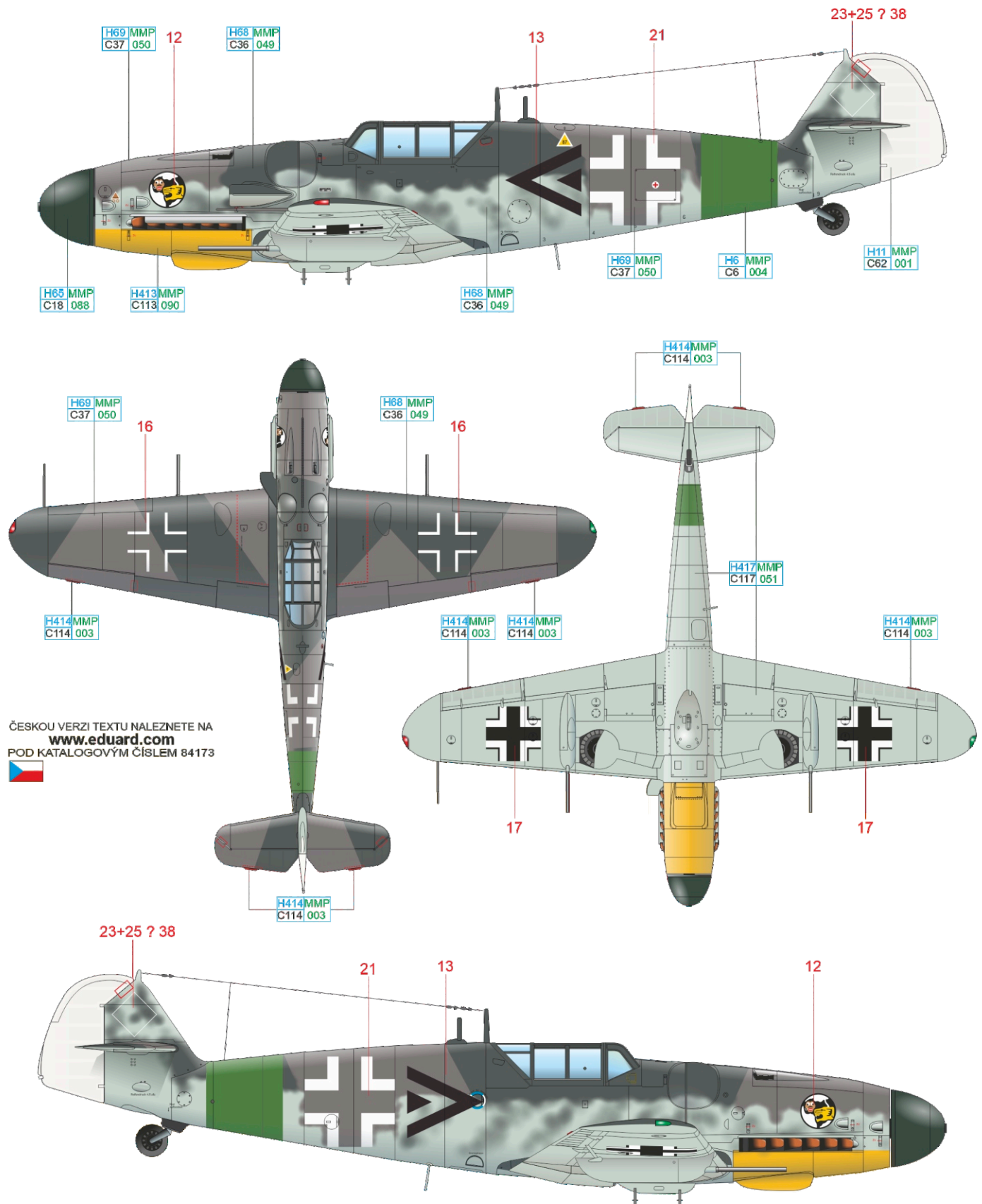
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 84173



BLACK	H12 MMP C33 047	RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	WHITE	H11 MMP C62 001

C flown by Maj. Ludwig Franzisket, CO of I./JG 27, Fels am Wagram, Austria, early 1944

Lugwig Franzisket achieved his first victory 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 23rd, 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 14th, 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.



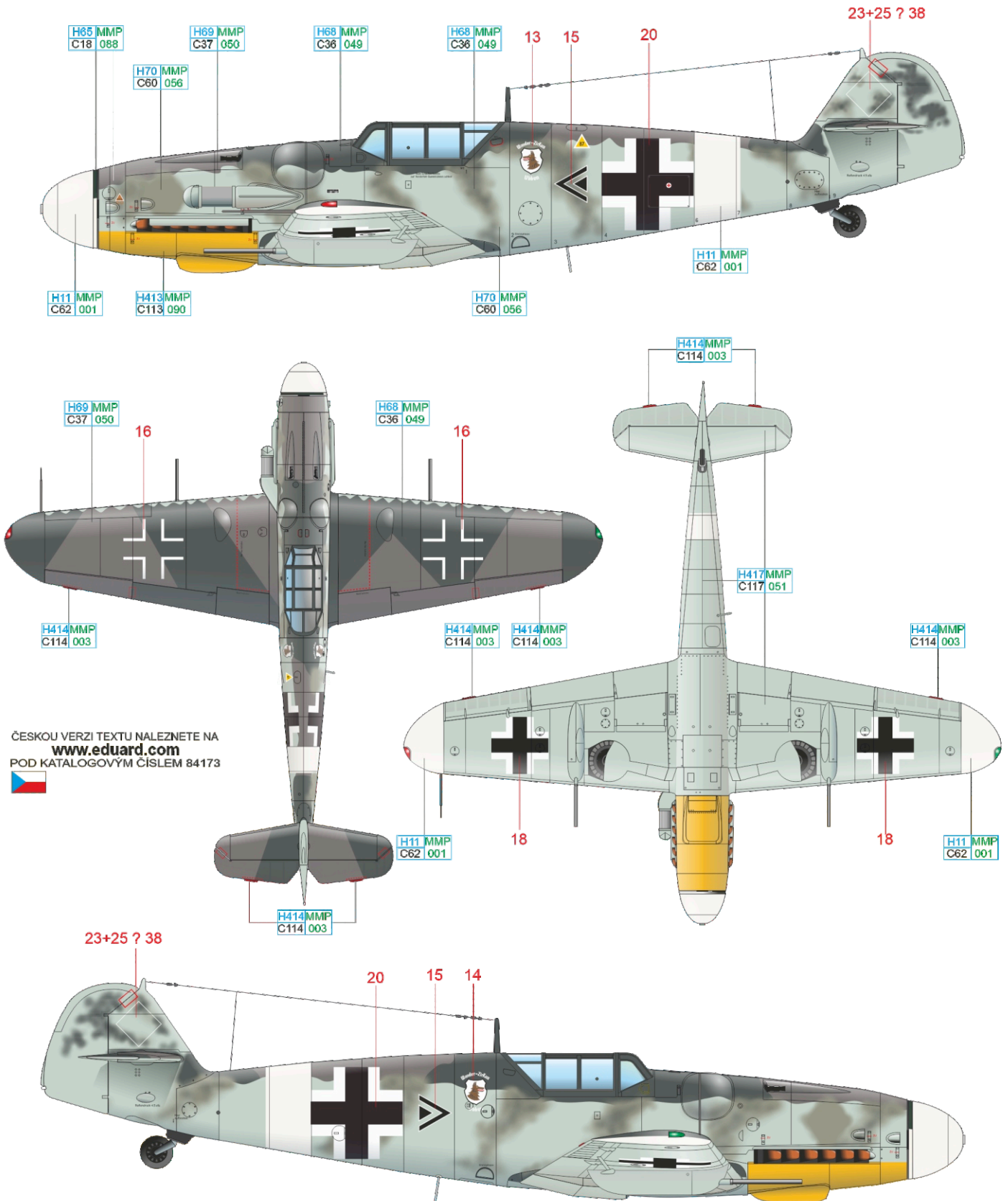
ČESKOU VERZÍ TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 84173



RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090	GREEN	H6 MMP C6 004
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	WHITE	H11 MMP C62 001

D flown by Maj. Kurt Ubben, CO of III./JG 77, Foggia, Italy, May 1943

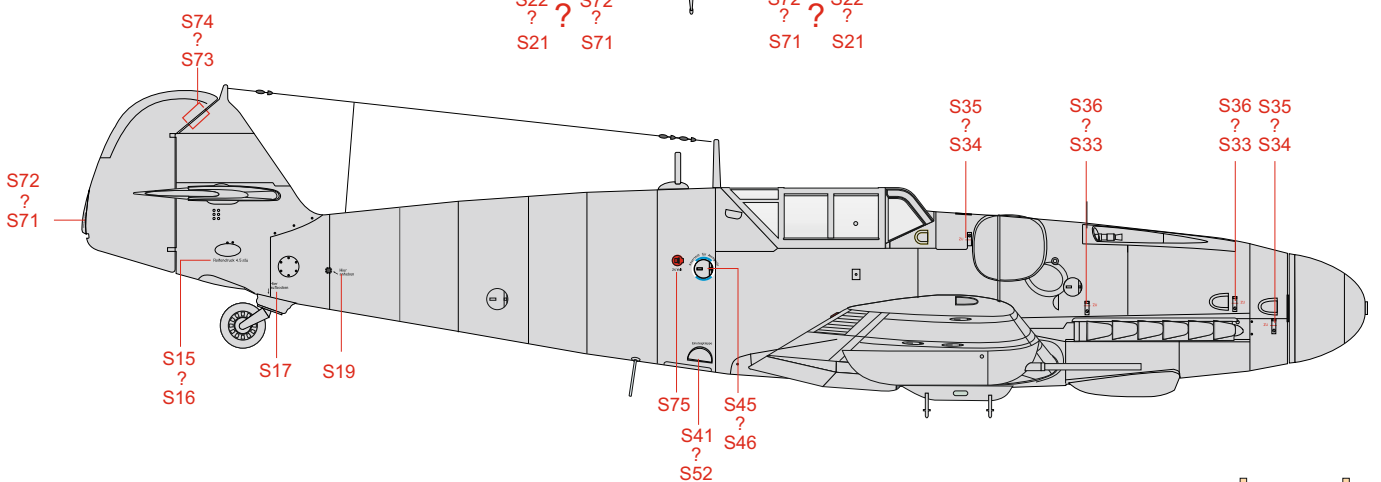
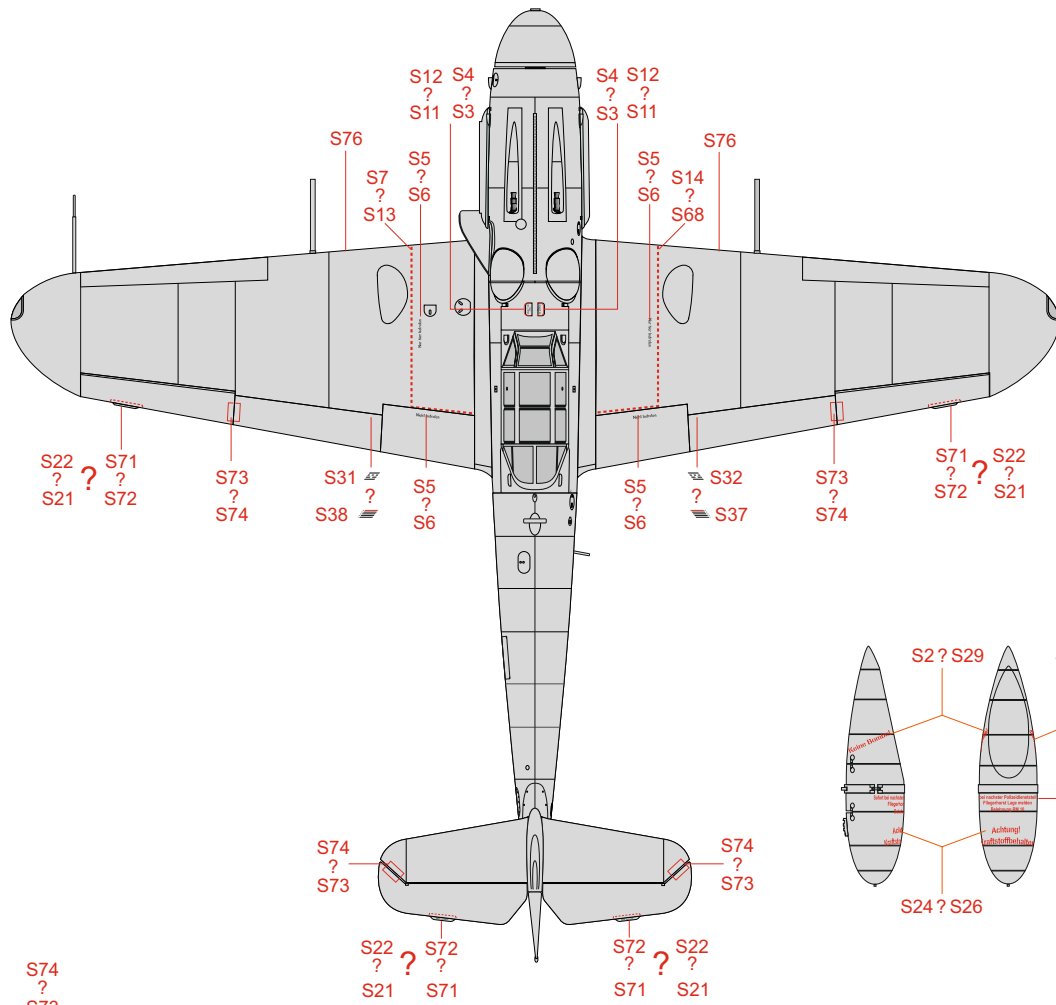
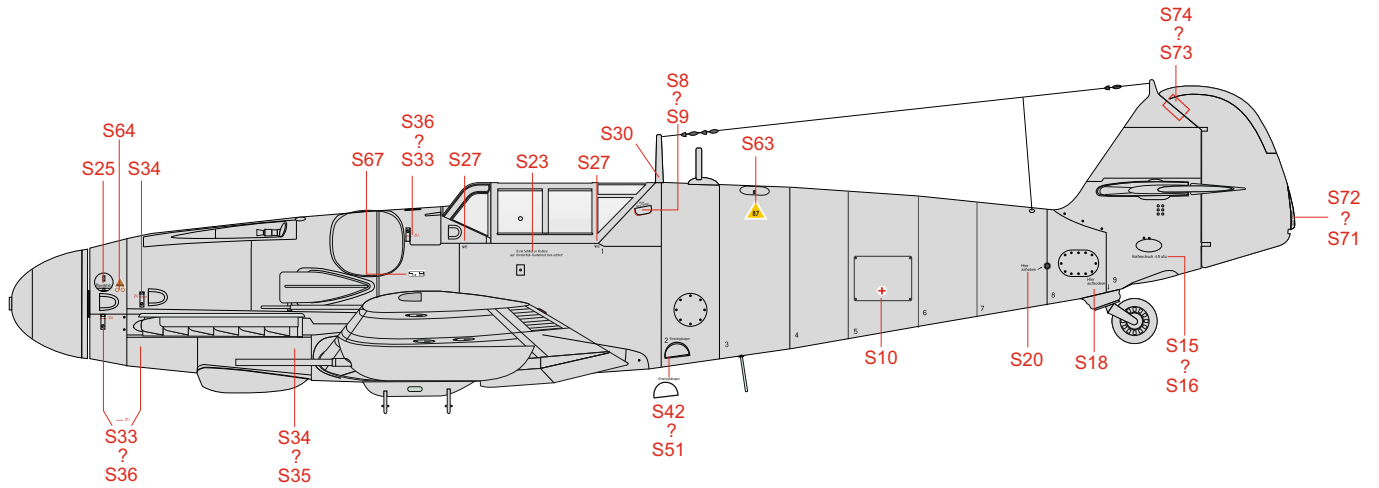
The aircraft was manufactured by Messerschmitt GmbH and had the typical camouflage applied by this plant. The crest with a wolf's head and the inscription Wander-Zirkus Ubben (Ubben's Wandering Circus) is the emblem of III./JG 77. This nickname was given to the unit during the retreat in North Africa. "Kudde!" Ubben joined the Navy in 1931 and served in several naval air units, including the 5.(Jagd)/186 T designated for the aircraft carrier Graf Zeppelin. He achieved his first victory, the Fokker D.XXI, in May 1940. The unit was redesignated 8./JG 77 and in July 1940 Ubben became its commander. He went through campaigns in Norway, the Balkans and Crete. During the campaign in Russia at the beginning of September 1941 he was appointed commander of III./JG 77 and was awarded with the Knight's Cross. In March 1942 he received an Oak Leaves. Ubben achieved a total of 110 victories, of which 90 on the Eastern Front. In March 1944 he was appointed Kommodore JG 2 and died on April 27th while fighting American fighters.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 84173

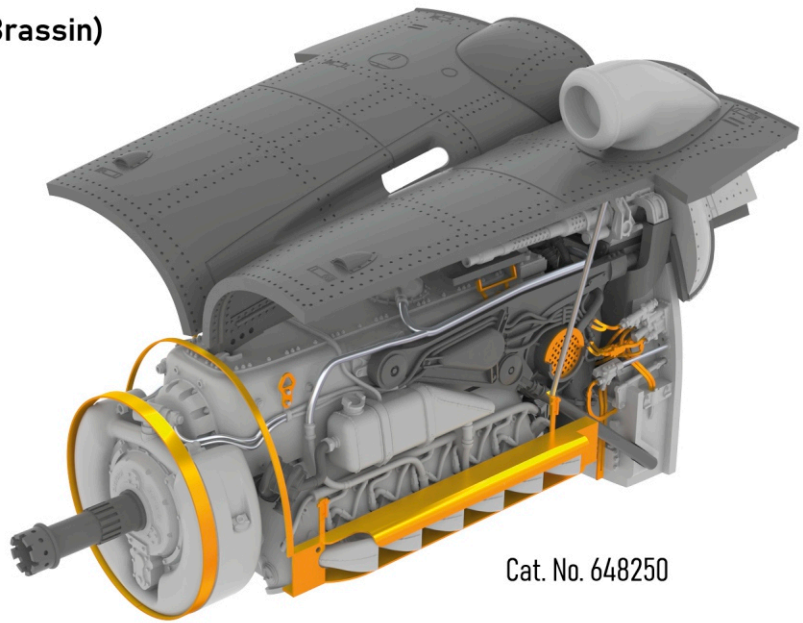


RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003	RLM 04	H413 MMP C113 090	RLM 02	H70 MMP C60 056
RLM 76	H417 MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	WHITE	H11 MMP C62 001



- 48885 Bf 109G-6 (PE-Set)
- FE910 Bf 109G seatbelts STEEL (PE-Set)
- 644003 Bf 109G-6 LööK (Brassin)
- 644060 Bf 109G-6 LööKplus (Brassin)
- 648239 Bf 109G-6 radio compartment (Brassin)
- 648240 Bf 109G-6 cockpit (Brassin)
- 648246 Bf 109 cannon pods (Brassin)
- 648247 Bf 109G exhaust stacks (Brassin)
- 648250 Bf 109G-6 engine & fuselage guns (Brassin)
- 648255 Bf 109G-6 propeller (Brassin)
- 648261 Bf 109G-6 wheels (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE (Brassin)
- 648310 Bf 109G control surfaces (Brassin)
- SIN64824 Bf 109G-6 ADVANCED (Brassin)
- D48025 Bf 109G stencils (Decal)
- D48027 Bf 109G Balkenkreuze (Decal)
- D48028 Bf 109G svastikas (Decal)
- 3DL48014 Bf 109G-6 SPACE (3D Decal)
- EX509 Bf 109G camo scheme - Mtt (Mask)
- EX510 Bf 109G camo scheme - Erla (Mask)
- EX511 Bf 109G camo scheme - WNF (Mask)
- EX512 Bf 109G spinner spirals (Mask)
- EX525 Bf 109G-6 classic canopy (Mask)
- EX582 Bf 109G classic canopy TFace (Mask)

Cat. No. 644003



Cat. No. 648250

Cat. No. 648309



Cat. No. 648240