Bf 109 G-5

eduard

1/48 Scale Plastic Model Kit



item # 84215

WEEKEND edition

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 Focke-Wulf, Arado, Heinkel, and Bayerische Flugzeugwerke. The design bureau of the latter company was led by its technical director Willy Messerschmitt, who was riding a wave of popularity based on the success of his liaison aircraft, the Bf 108. Messerschmitt´s goal was to create an aircraft with the best possible performance for the specified weight and size. Over the following months, several prototypes were built that served first and foremost in development flights and further modifications. The aircraft was relatively small, and compared to the prevailing trends of the time, sported several quite revolutionary features such as low wing design, retractable landing gear, wing with a thin airfoil, wing slats, landing flaps, weapons firing through the propeller hub, and so on. Even the enclosed cockpit and [the method of] (not needed) the airframe structure design were not usual just four years prior to the beginning of the Second World War. At its conception, the Bf 109 was a very promising asset despite some powerplant troubles. These were solved by the introduction of the DB 601. This engine, together with its extrapolated development DB 605, is umbilically connected to the success of the Bf 109. These two-row, twelve-cylinder inverted V engines powered several tenths of thousands of Bf 109s in over 25 versions and variants.

From Spanish War to the Reich Defence

The first combat use of Bf 109 occurred during Spanish Civil War, where three developmental Bf 109s were deployed in December 1936. The main reason of revealing the modern fighter to the world was quite down-to-earth: To validate its abilities in modern aerial combat. Shortly thereafter, production aircraft in the form of the Bf 109B-1 began to reach 2.J/88, the Legion Condor. The desire of Germany to demonstrate its aerial prowess to potential foes was advanced further in international sport meets. The triumph attained in Zurich in the summer of 1937 was complemented several months later by grabbing the speed record of 379.63 mph (610.95 km/h). In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the aircraft to combat units did not sustain the rate desired by military brass. Even by August 1938 the Bf 109 accounted for less than half of the 643 front line fighters in service. The next months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. So the fighter wing of the Luftwaffe entered the Polish campaign, the Blitzkrieg against the West, and the Battle for France with both a qualitative and quantitative advantage. With one foot in the door that was the English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 emerged: The inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors responsible for the defeat of the Luftwaffe in the Battle of Britain. Experience gained in 1940 led to the development of the F (Friedrich) version prior to the spring of 1941 followed by late production variants of Bf 109G (Gustav) and K (Kurfürst).

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.

Postwar service

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples stayed in Swiss service up to 1949 and many flew in the air force of Czechoslovakia in both original form with a DB 605 powerplant and as an aircraft built out of necessity with surplus Jumo 211s. The latter type also served as the first fighter to fight for the independence of the newly formed state of Israel. Finland retired the type as recently as 1954, and Spain did not retire its types HA-1109 up to HA-1112, re-engined Bf 109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the regime that developed it significantly.

The kit: Bf 109G-5

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, the 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 of the DB 605 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 7.92 mm MG 17 machine guns were replaced by more powerful 13 mm MG 131s. The change necessitated two bulges covering the gun's breeches. These machine guns were supplemented by a 20mm MG 151/20 cannon firing through the propeller shaft.The Bf 109G-5 subvariant was introduced in September 1943 and differed from much widely used (and earlier introduced) Bf 109G-6 by pressurized cockpit making the high altitudes operations easier for pilots. On the other hand the maintenance of the pressurization system was quite complicated in field conditions. Only some 475 examples of pressurized Bf 109G-5 were produced.

ATTENTION ✶ UPOZORNĚNÍ ✶ ACHTUNG ✶ ATTENTION ✶ 注意

Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.

Před 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

OPEN HOLE VYVRTAT OTVOR

SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ

REMOVE ODŘÍZNOUT

REVERSE SIDE OTOČIT

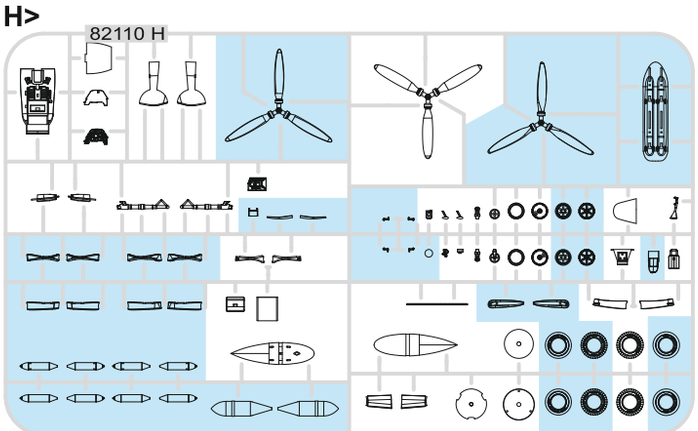
APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

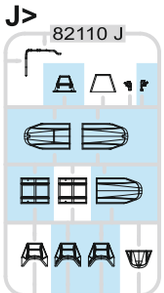
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

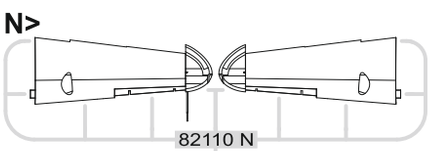
H>



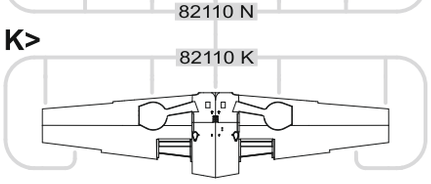
J>



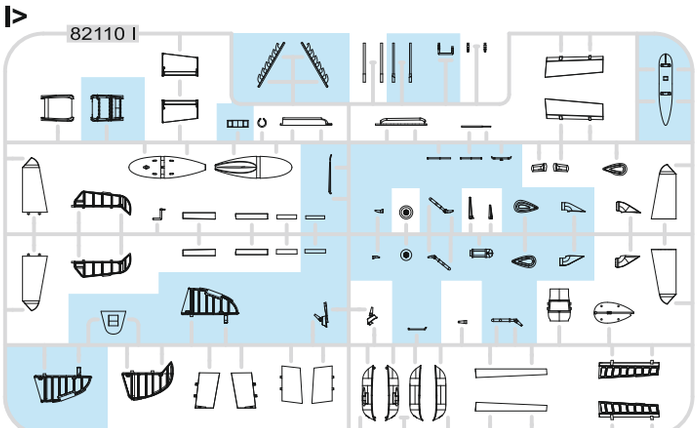
N>



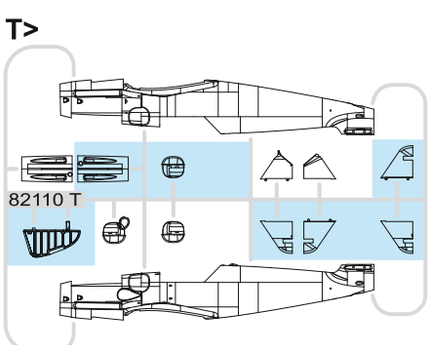
K>



I>



T>

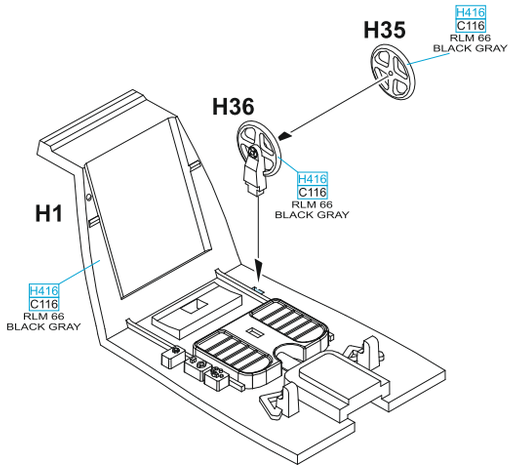


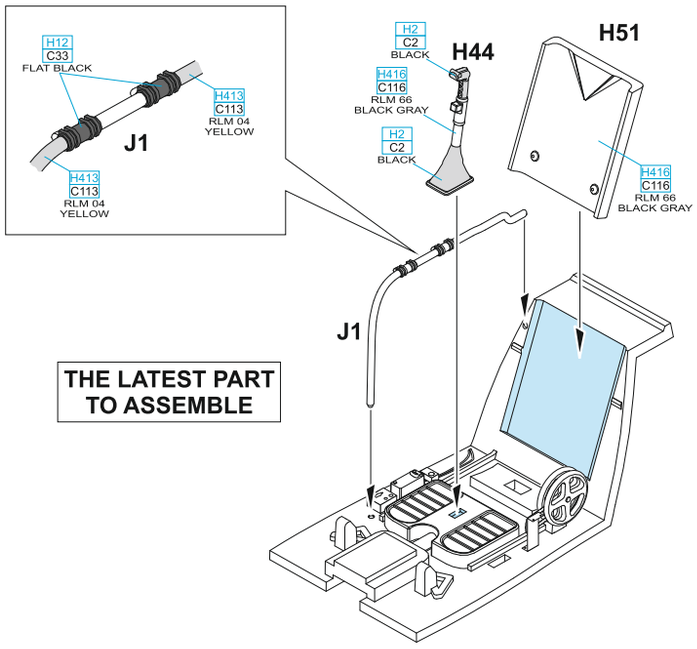
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

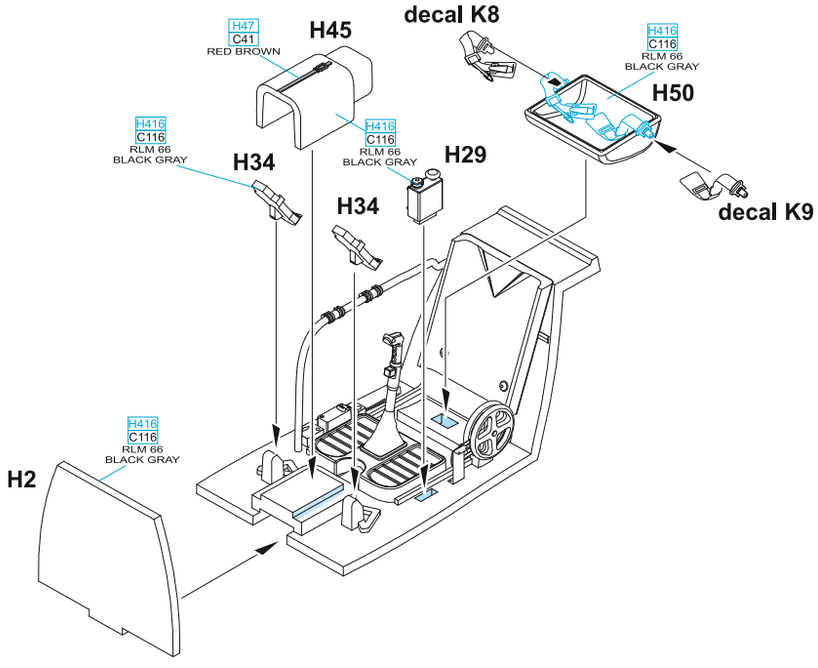
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H65	C18	RLM70 BLACK GREEN
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	GRAY
H76	C67	BURNT IRON
H77	C137	TIRE BLACK

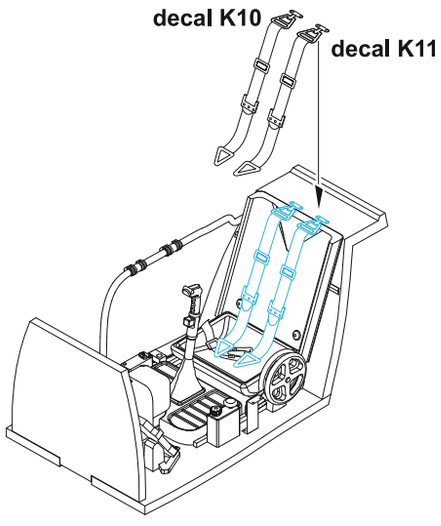
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
Mr.COLOR GX		
GX5		BLUE

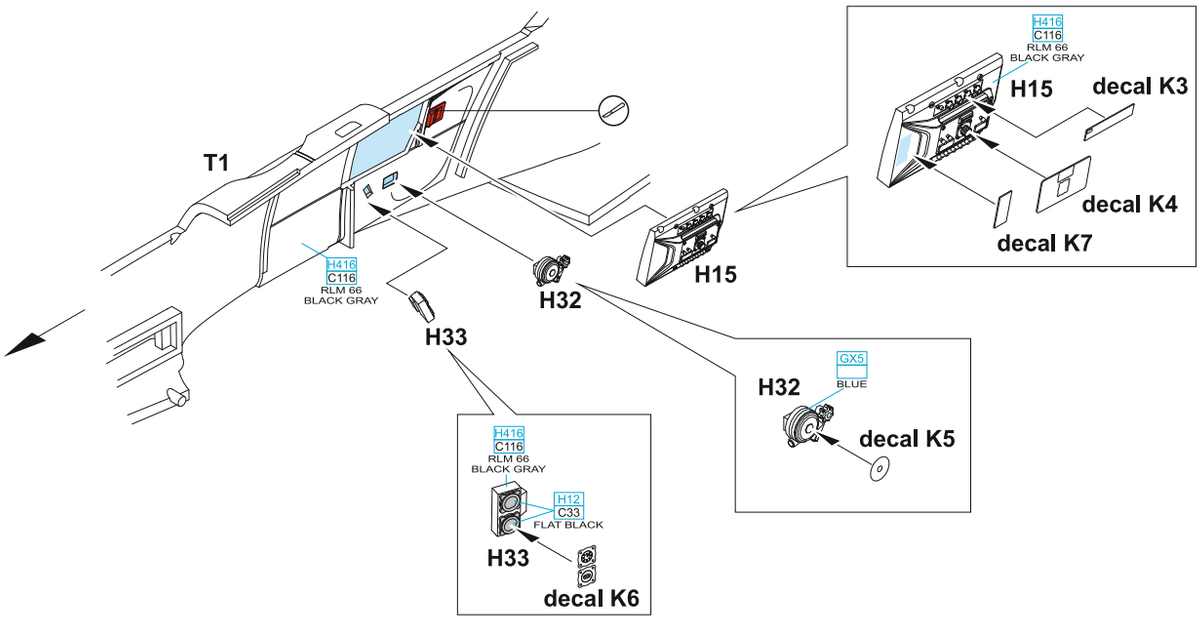


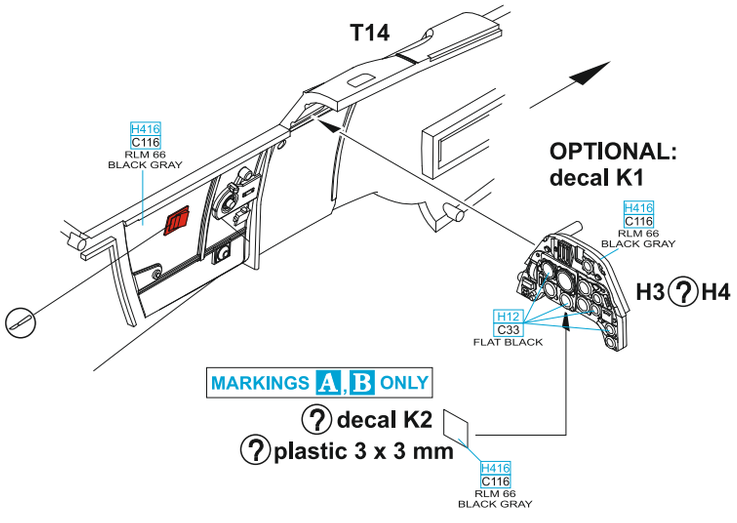


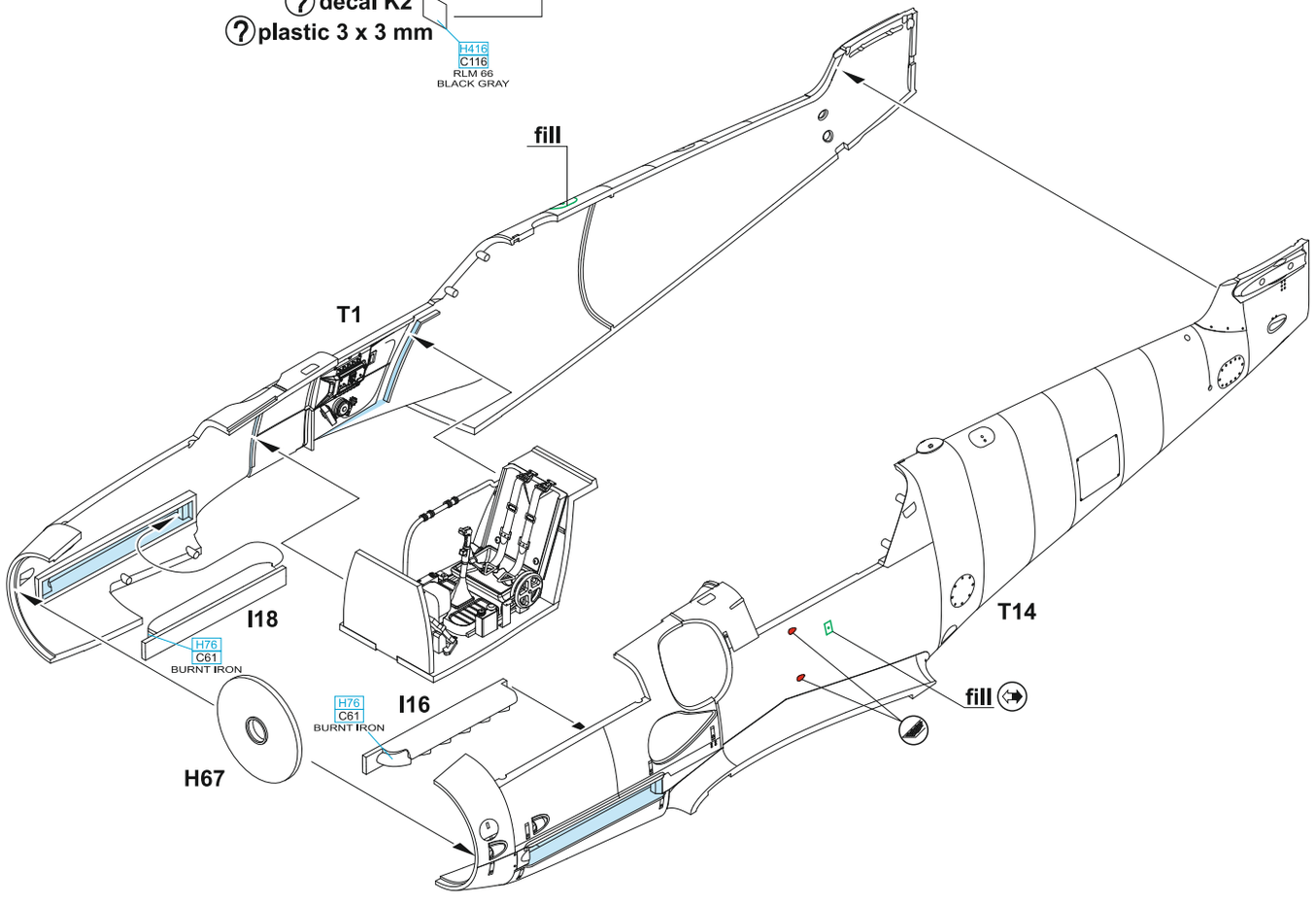
THE LATEST PART TO ASSEMBLE

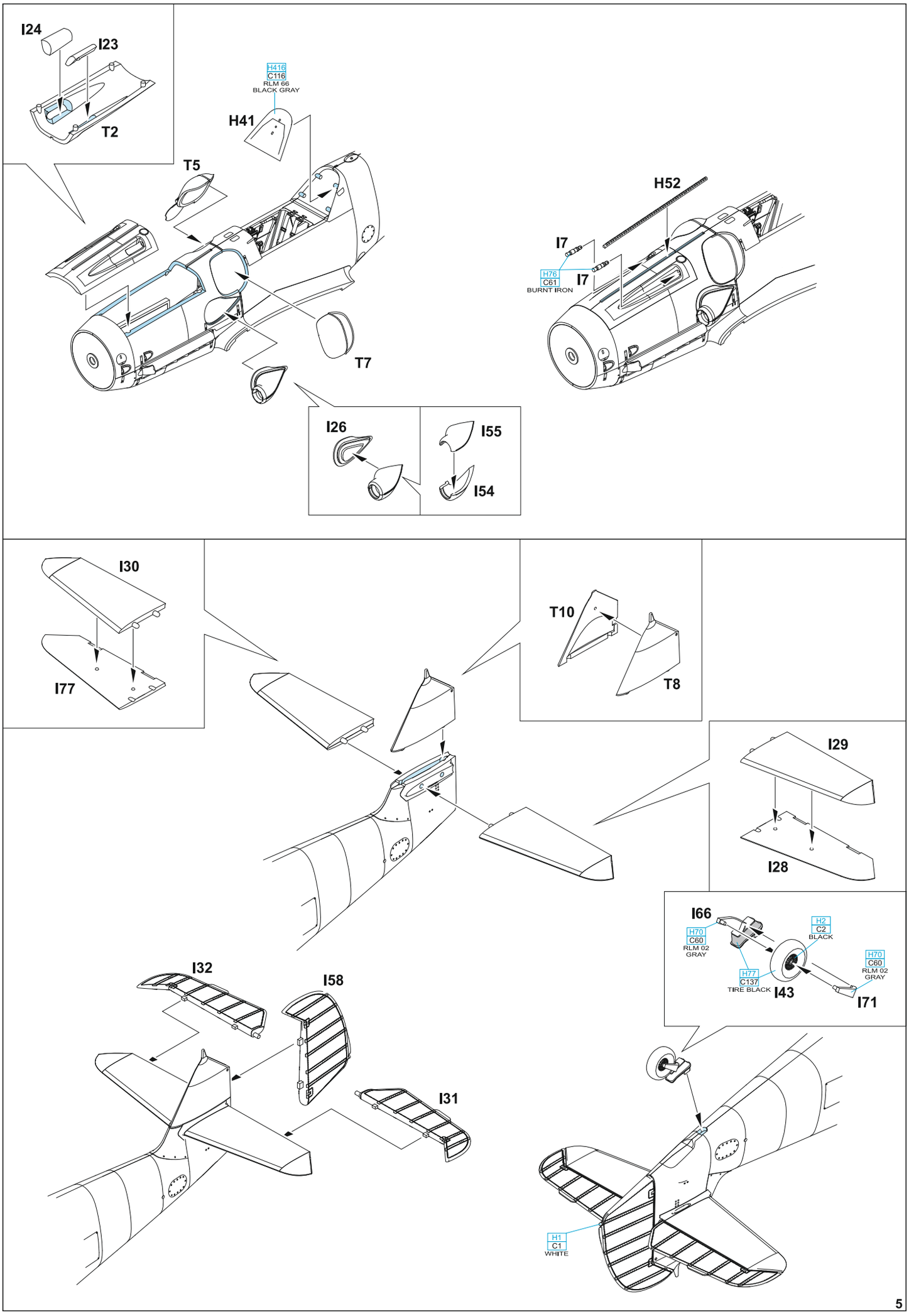


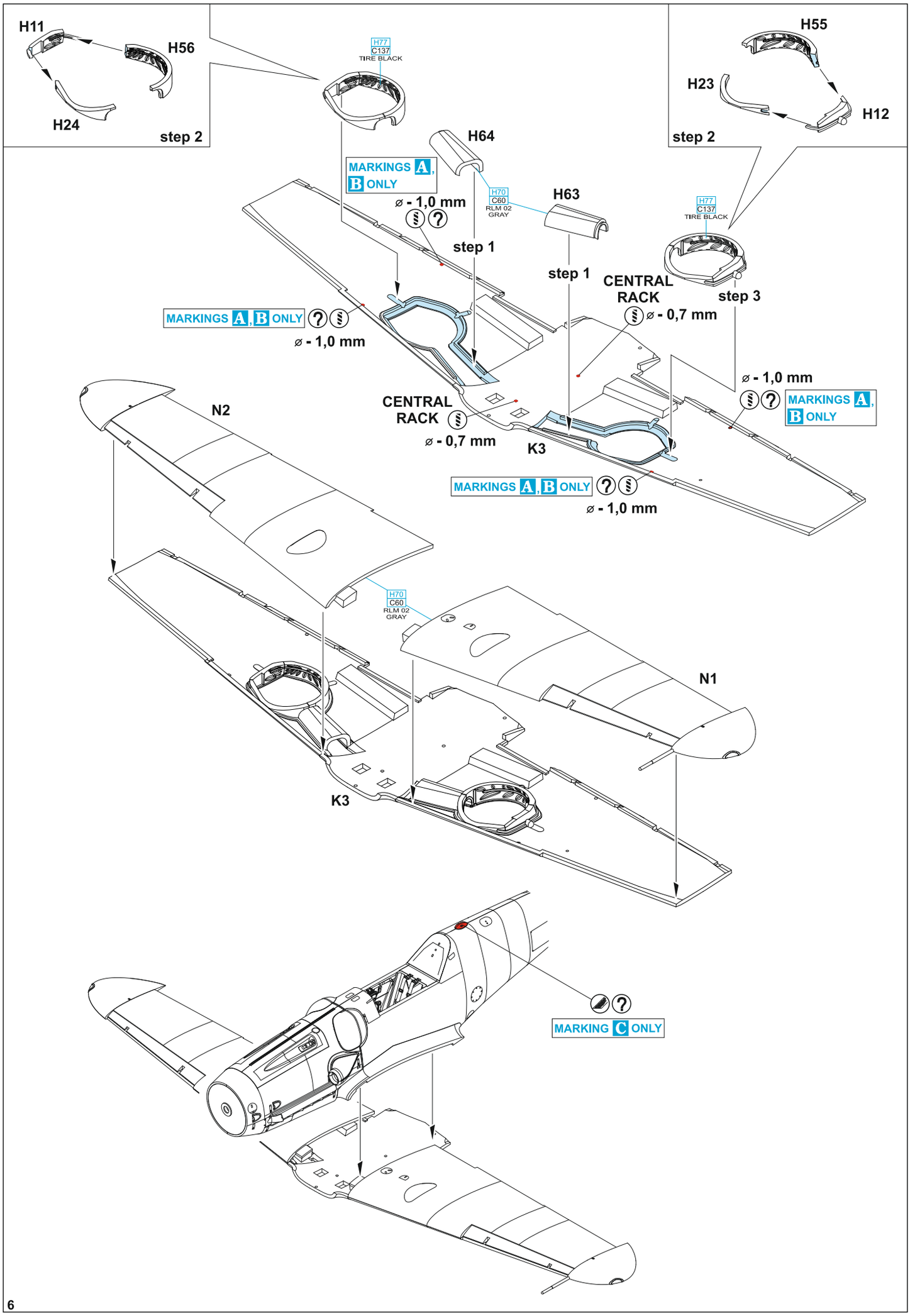


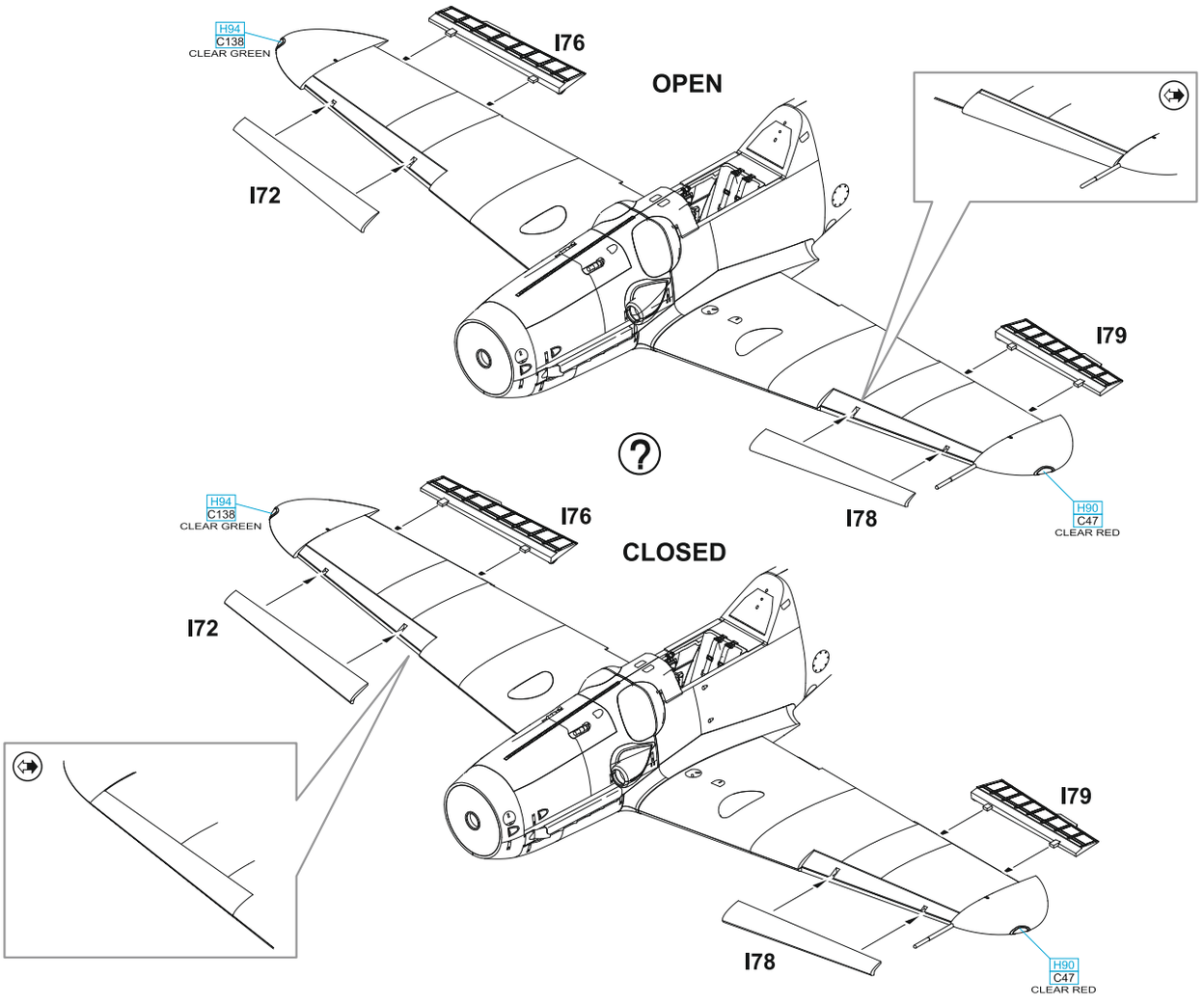

T1
H416
C116
RLM 66
BLACK GRAY
H32
H15
H33
H416
C116
RLM 66
BLACK GRAY
H15
decal K3
decal K4
decal K7
H32
GX5
BLUE
decal K5
H416
C116
RLM 66
BLACK GRAY
H12
C33
FLAT BLACK
H33
decal K6

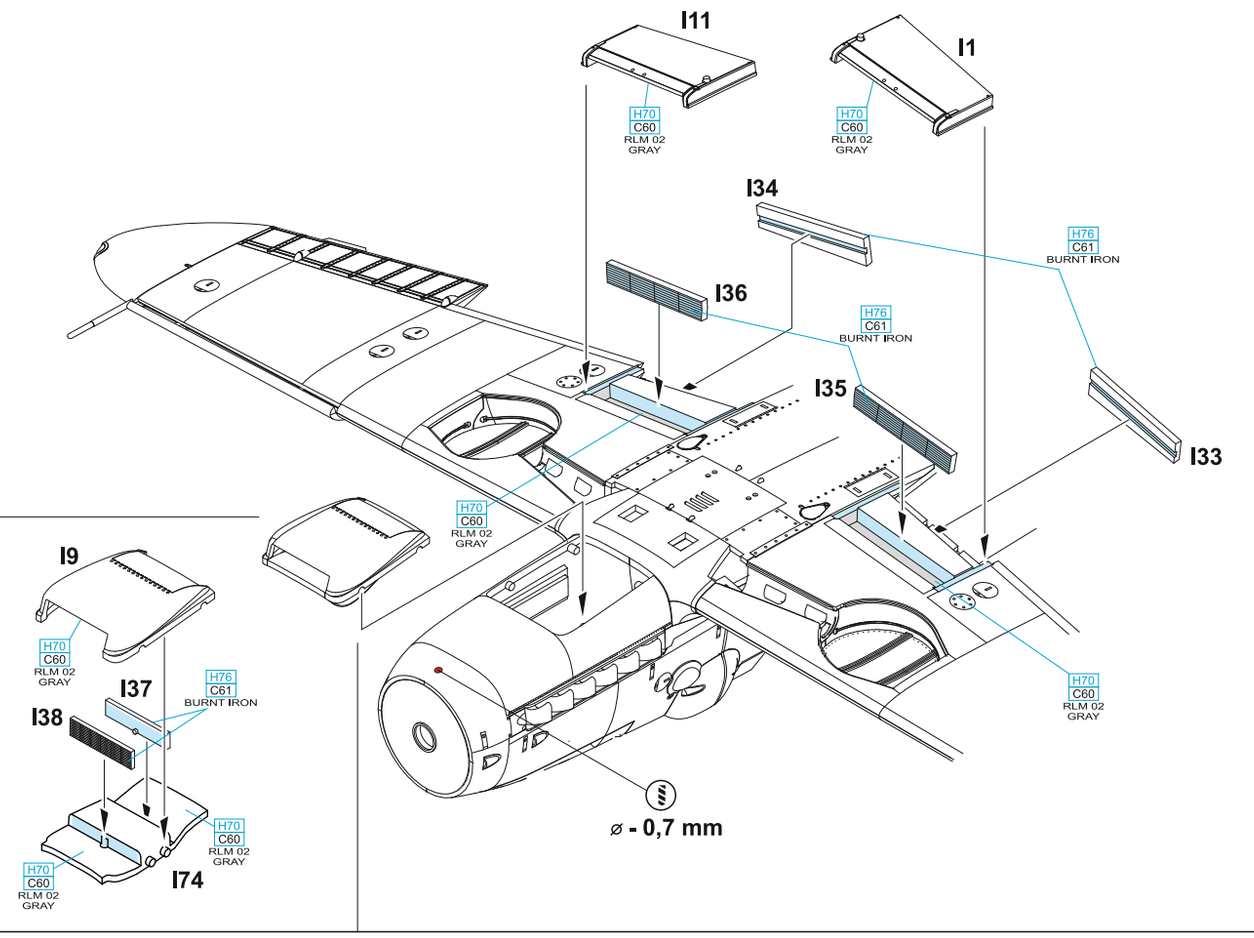

T14
H416
C116
RLM 66
BLACK GRAY
OPTIONAL:
decal K1
H416
C116
RLM 66
BLACK GRAY
H3 ? H4
H12
C33
FLAT BLACK
MARKINGS A, B ONLY
? decal K2
? plastic 3 x 3 mm
H416
C116
RLM 66
BLACK GRAY

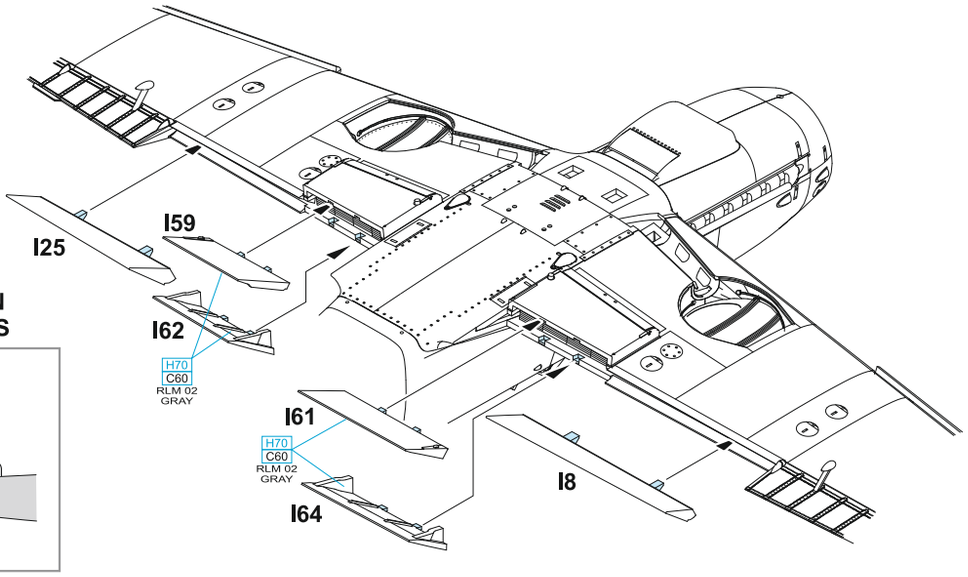

fill
T1
I18
H76
C61
BURNT IRON
H67
H76
C61
BURNT IRON
I16
T14
fill


I24
I23
T2
H416
C116
RLM 66
BLACK GRAY
H41
T5
T7
H52
I7
H76
C61
BURNT IRON
I7
I26
I55
I54
I30
I77
T10
T8
I29
I28
I66
H70
C60
RLM 02
GRAY
H2
C2
BLACK
H77
C137
TIRE BLACK
I43
H70
C60
RLM 02
GRAY
I71
I32
I58
I31
H1
C1
WHITE

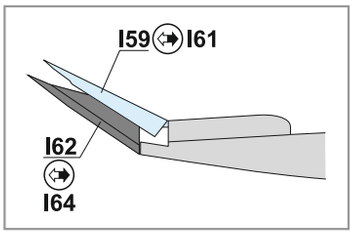

H11
H56
H24
step 2
H77
C137
TIRE BLACK
H55
H23
H12
step 2
H64
MARKINGS A, B ONLY
⌀ - 1,0 mm
H70
C60
RLM 02
GRAY
H63
step 1
step 1
H77
C137
TIRE BLACK
CENTRAL RACK
step 3
⌀ - 0,7 mm
MARKINGS A, B ONLY
⌀ - 1,0 mm
⌀ - 1,0 mm
MARKINGS A, B ONLY
CENTRAL RACK
⌀ - 0,7 mm
N2
K3
MARKINGS A, B ONLY
⌀ - 1,0 mm
H70
C60
RLM 02
GRAY
N1
K3
MARKING C ONLY

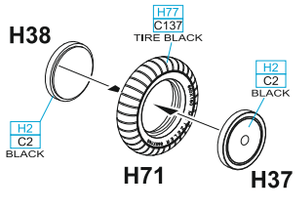

H94
C138
CLEAR GREEN
I76
OPEN
I72
I79
I78
H90
C47
CLEAR RED
H94
C138
CLEAR GREEN
I76
CLOSED
I72
I79
I78
H90
C47
CLEAR RED

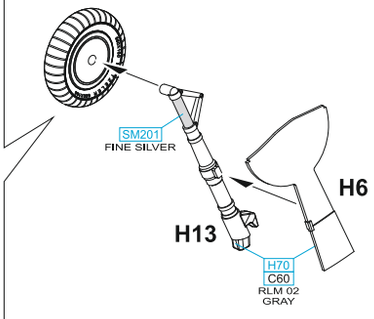

I11
I1
H70
C60
RLM 02
GRAY
H70
C60
RLM 02
GRAY
I34
H76
C61
BURNT IRON
I36
H76
C61
BURNT IRON
I35
I33
H70
C60
RLM 02
GRAY
H70
C60
RLM 02
GRAY
I9
H70
C60
RLM 02
GRAY
I37
H76
C61
BURNT IRON
I38
H70
C60
RLM 02
GRAY
H70
C60
RLM 02
GRAY
I74
§
⌀ - 0,7 mm

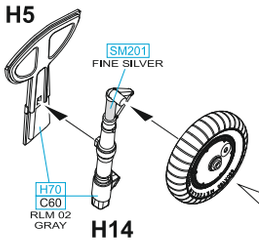


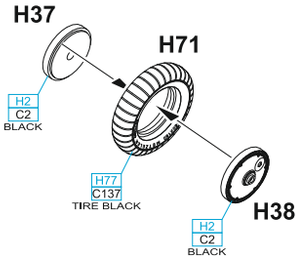
CORRECT POSITION OF RADIATOR FLAPS

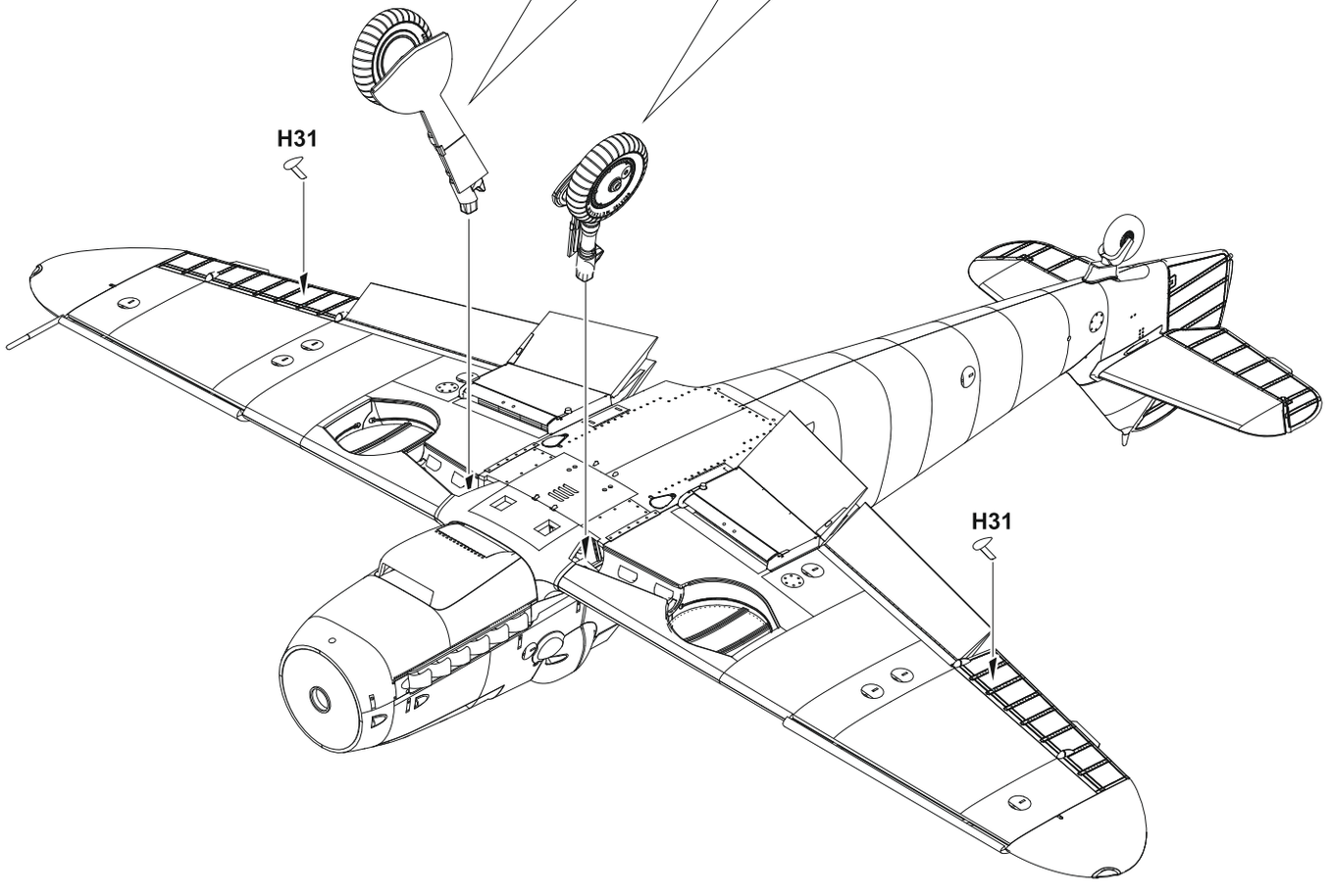


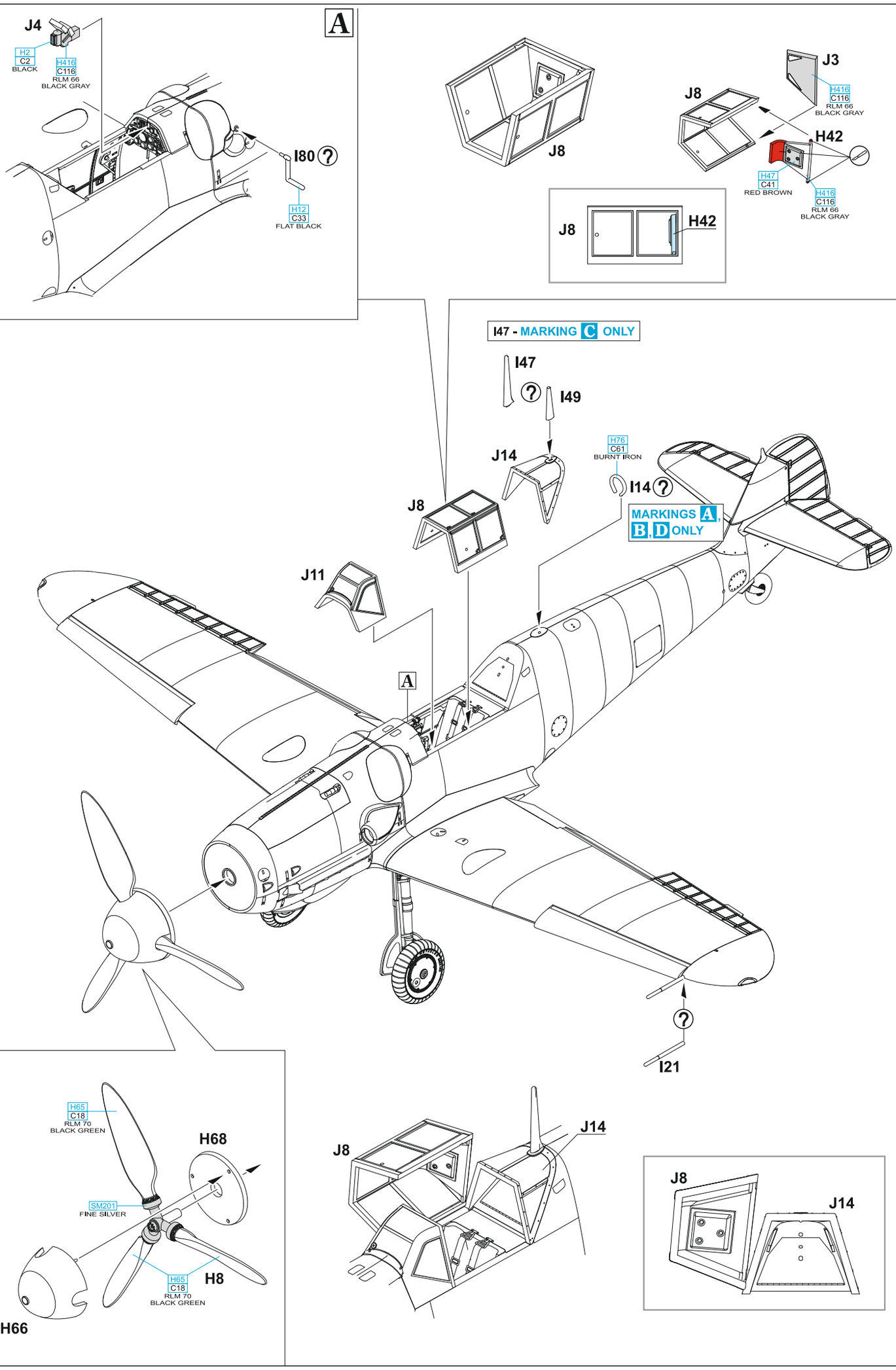




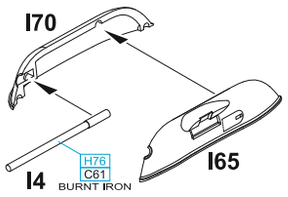




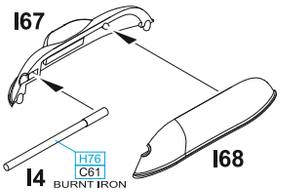


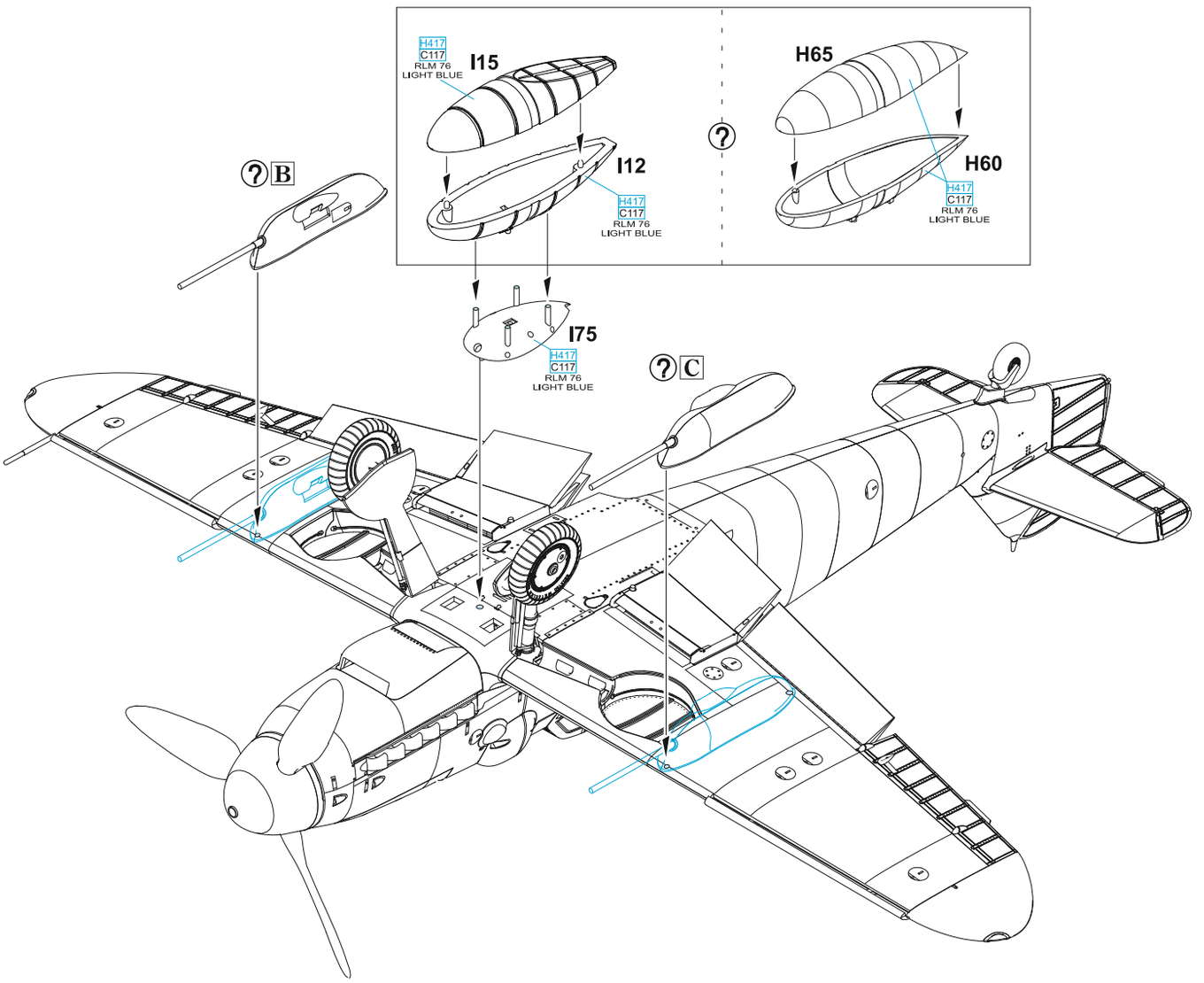

A
J4
H2
C2
BLACK
H416
C116
RLM 66
BLACK GRAY
I80
H12
C33
FLAT BLACK
J8
J3
H416
C116
RLM 66
BLACK GRAY
J8
H42
H47
C41
RED BROWN
H416
C116
RLM 66
BLACK GRAY
J8
H42
I47 - MARKING C ONLY
I47
I49
J14
J8
H76
C61
BURNT IRON
I14
MARKINGS A, B, D ONLY
J11
A
I21
H65
C18
RLM 70
BLACK GREEN
H68
SM201
FINE SILVER
H65
C18
RLM 70
BLACK GREEN
H8
H66
J8
J14
J8
J14

B ? MARKINGS A, B ONLY



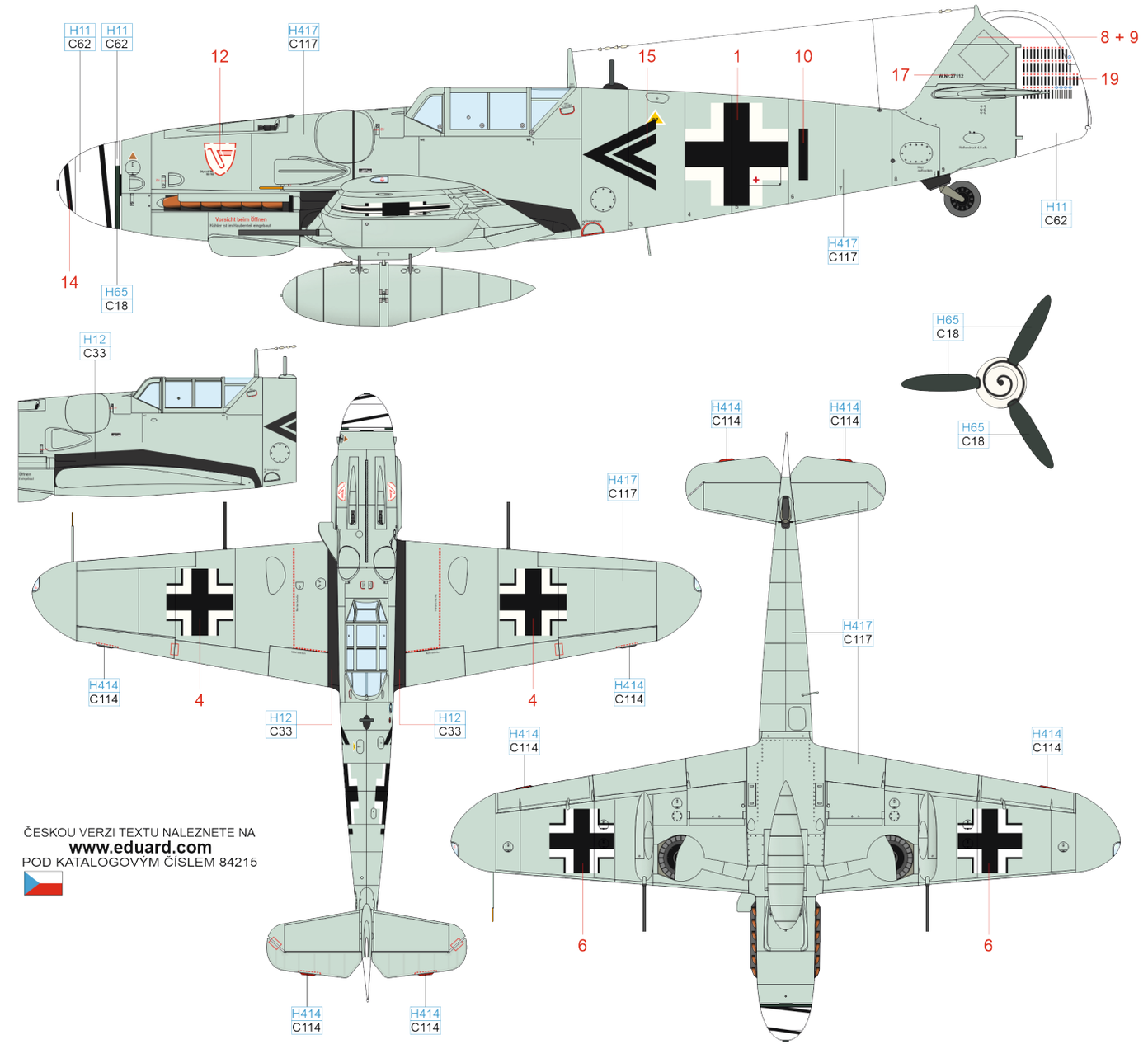
C ? MARKINGS A, B ONLY



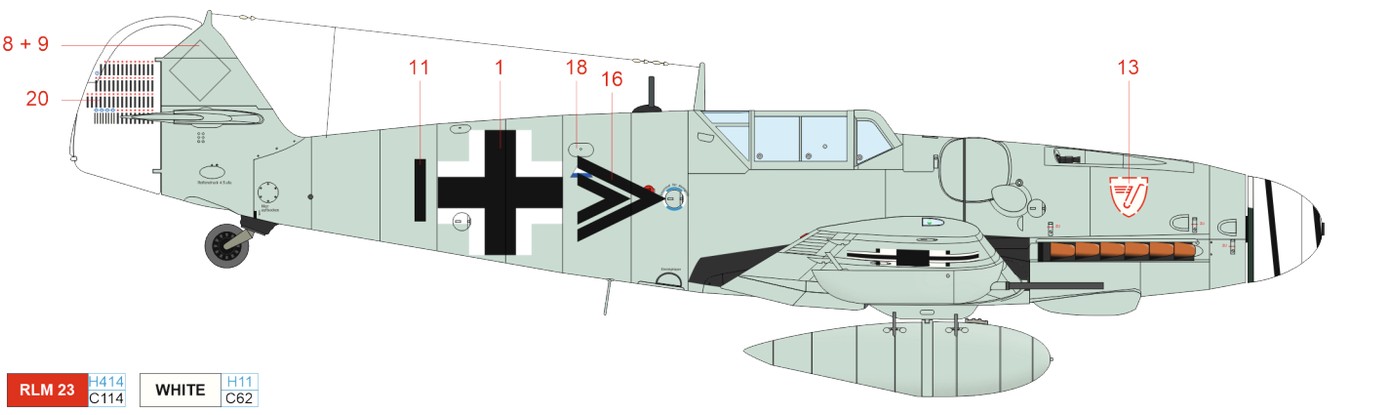


A Bf 109G-5/U2/R3/R6, W.Nr. 27112, Maj. Walther Dahl, CO of III./JG 3, Bad Wörishofen, Germany, December 1943

Maj. Walther Dahl was born on March 27, 1916, in Lug. He joined the Luftwaffe on May 1, 1939, and became a fighter pilot. In May 1941, he was assigned to JG 3. He scored his first aerial victory on June 22, 1941, in the Soviet Union, and his last on April 26, 1945. On July 20, 1943, he was appointed commander of III./JG 3 on the Eastern Front; in August, his unit was transferred to Western Europe. At that time, the Gruppe was equipped with Bf 109G-6 aircraft, but in October it received three G-5 models, and by the end of the year, that number had increased to nine. On the left side of the rudder of Dahl's aircraft there were marks of 51 victories achieved on the Eastern Front, including one Spitfire shot down over Malta. Photographs of the aircraft were taken sometime between October 14 and December 19, 1943, during which time Dahl scored his fourth and fifth victories in combat against USAAF bombers. The right side of the tailplane is not documented, so the decal of his victories on that side is marked with a question mark. Dahl's total score was 128 aerial victories; for his achievements, he was awarded the Knight's Cross with Oak Leaves. The Bf 109G-5 W.Nr. 27112 was painted RLM 76 on all surfaces. Walther Dahl survived the war and died on November 25, 1985.



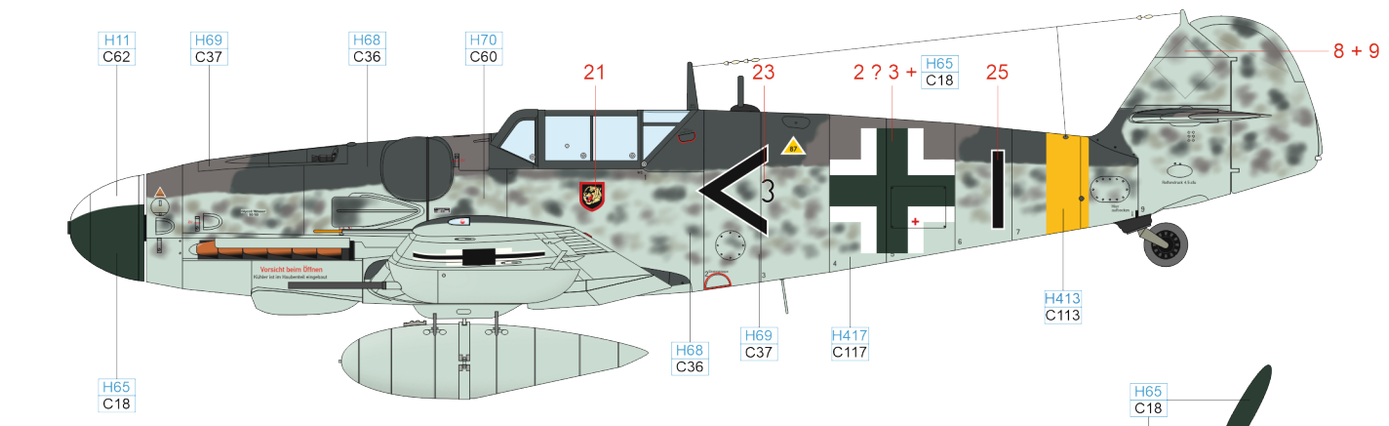
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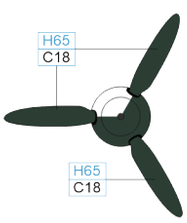


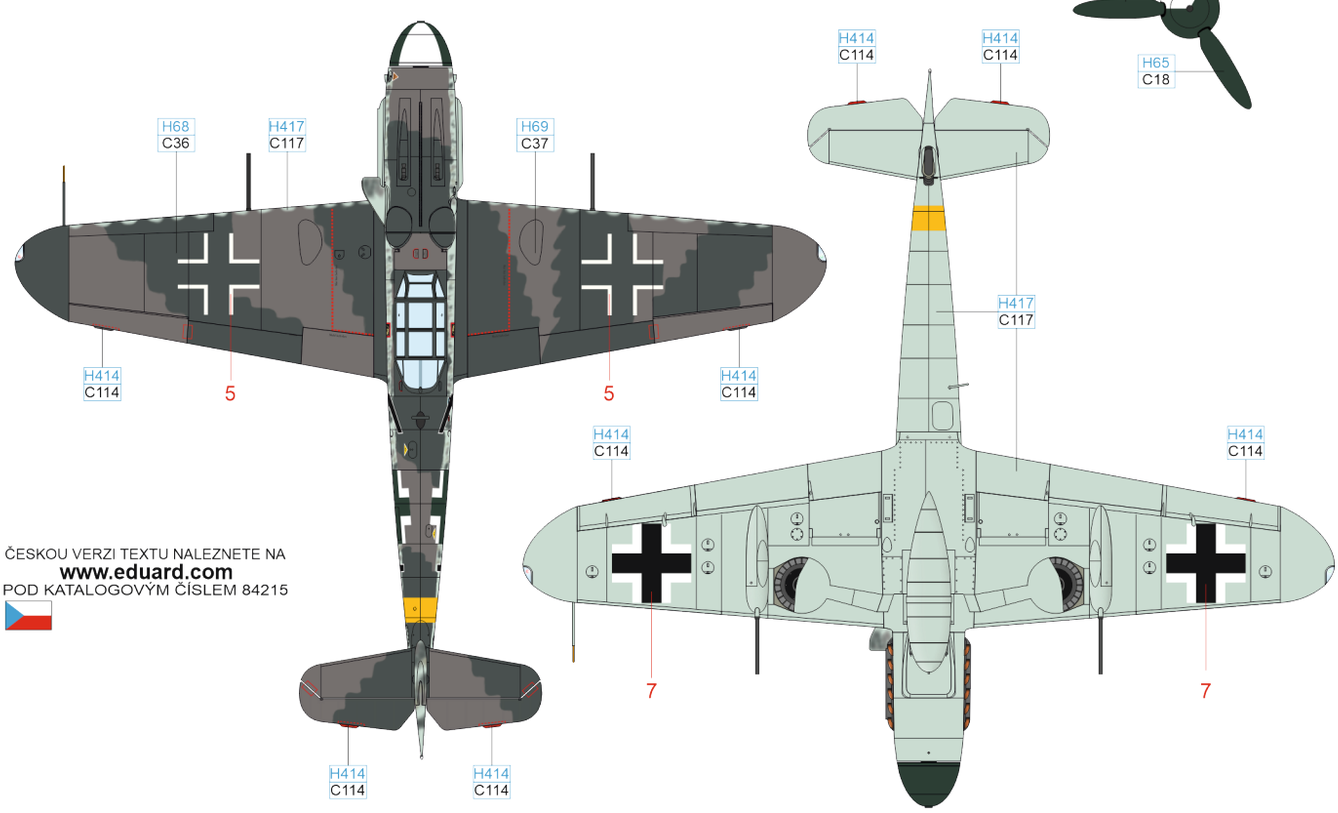
RLM 23	H414 C114	WHITE	H11 C62				
RLM 76	H417 C117	RLM 70	H65 C18	FLAT BLACK	H12 C33		

B Bf 109G-5/R3/R6, Stab III./JG 11, Oldenburg, Germany, September 1943

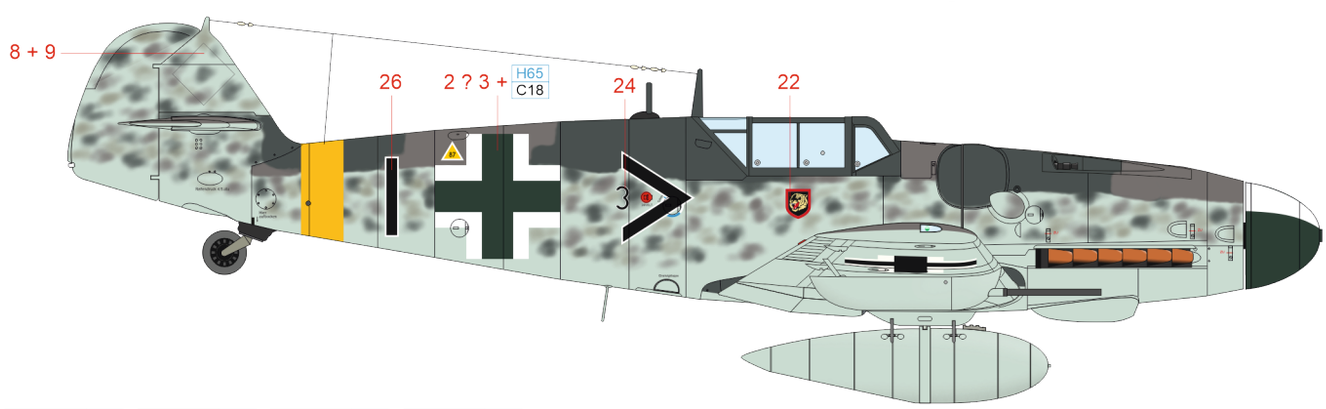
JG 11 was formed in May 1943 in Neumünster, Germany, and operated primarily on the Western Front and in the defense of the Reich from Oldenburg. The increasing number of daytime raids by Allied bomber formations on German cities necessitated an increase in the number of fighters to defend the Reich's airspace. For this reason, JG 11, along with III./JG 54, was deployed along the northern German coastline. From July 1943 to the spring of 1944, JG 11 thus found itself on the front line of defense against USAAF bombers and remained there until the very end. It was disbanded only on April 4, 1945. This Bf 109G-5 was manufactured at the Erla factory. It bore the III./JG 11 insignia on both sides beneath the cockpit and was camouflaged in RLM 74 and RLM 75, the typical color scheme of the Erla factory in Leipzig, with circular patches on the sides of the fuselage.







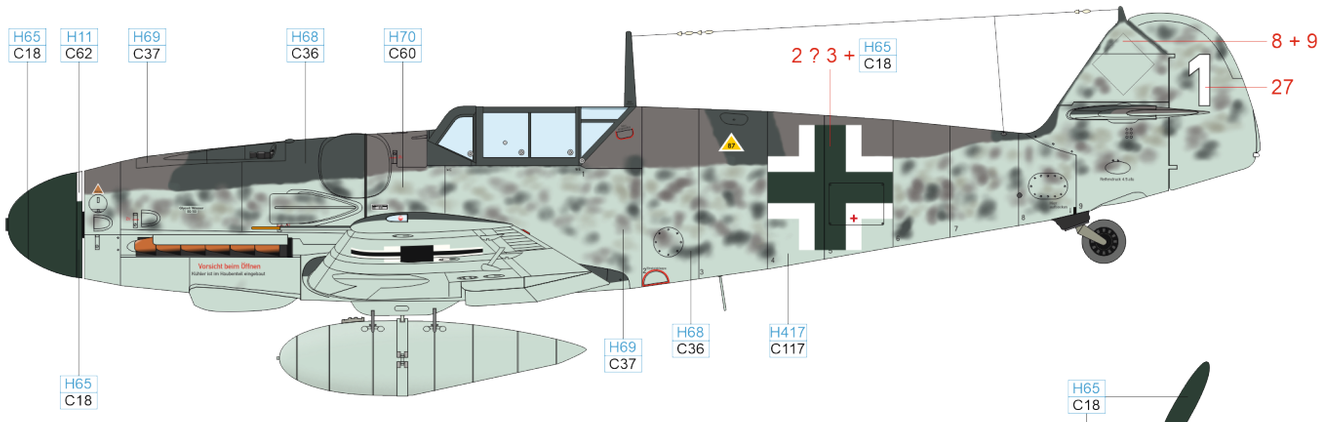
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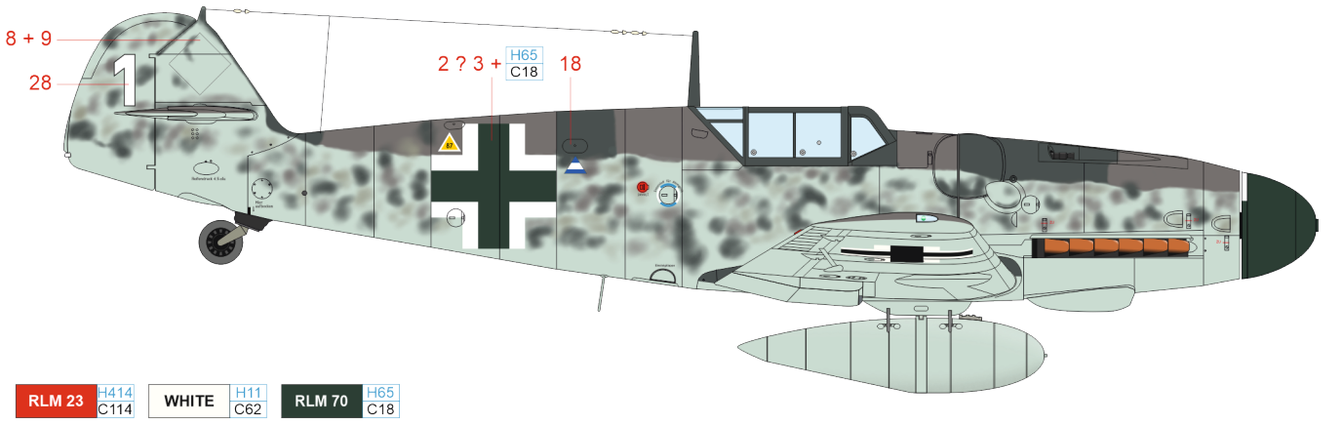
RLM 23	H414 C114	WHITE	H11 C62	RLM 70	H65 C18	RLM 04	H413 C113
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 02	H70 C60

C Bf 109G-5/R3, 1./JG 50, Wiesbaden-Erbenheim, Germany, July-October 1943

The Jagdgruppe Süd der ObdL was formed on July 21, 1943, under the command of ace Hermann Graf, and was primarily intended to intercept fast British twin-engine de Havilland Mosquito bombers. The unit consisted of experienced pilots who had been selected from other units. On August 15, 1943, this unit was renamed JG 50. Although, alongside JG 25, it did not achieve many successes against the Mosquitos, both groups were considered successful in their deployment against American heavy bomber formations during the daytime offensive over Europe in the summer of 1943. The Bf 109G-5 White 1 bore Erla's factory paint scheme, and the surfaces of the aircraft in JG 50 were very carefully polished. In JG 50, the aircraft did not bear the usual markings, only numbers on the rudder. The unit did not last long; it was disbanded at the end of October 1943 and incorporated into I./JG 301. Hermann Graf was appointed commander of JG 11 in November 1943.



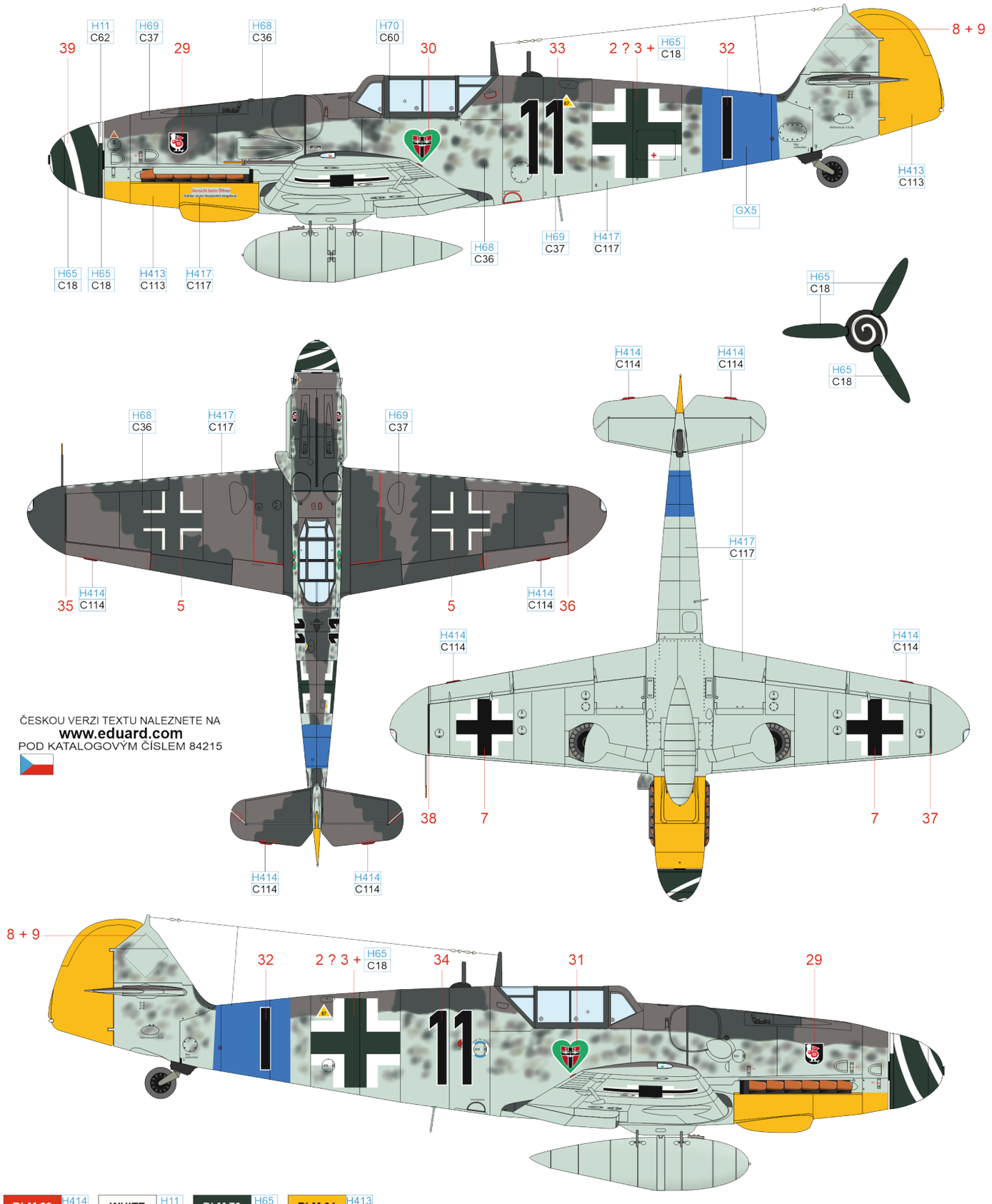
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RLM 23	H414 C114	WHITE	H11 C62	RLM 70	H65 C18		
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 02	H70 C60

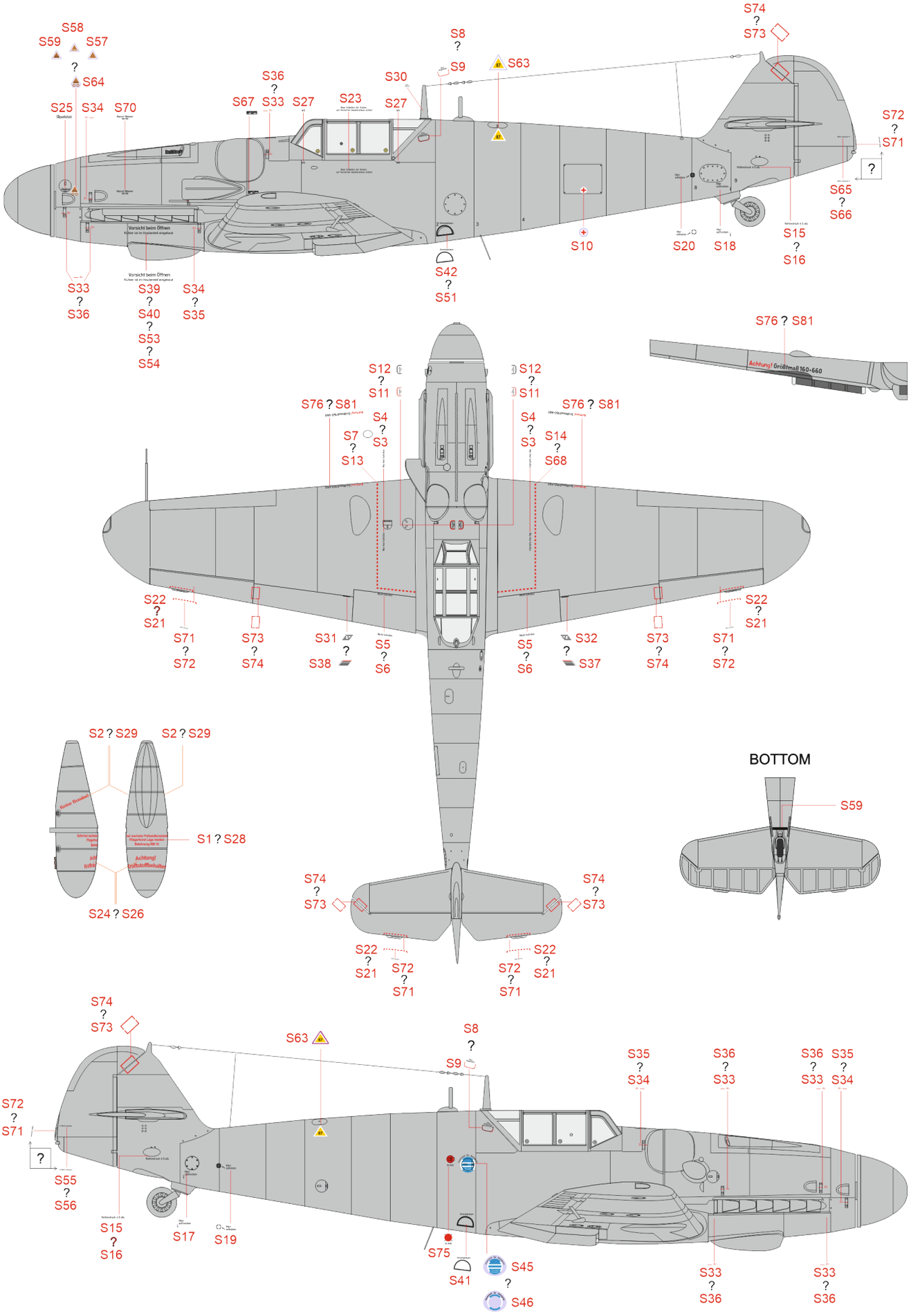
D Bf 109G-5/R3, Lt. Ingomar Feldmann, 8./JG 54, Ludwigslust, Germany, February 1944

From December 1943 to February 25, 1944, 8./JG 54 was stationed at a base near Ludwigslust, northwest of Berlin in the direction of Hamburg. This Bf 109G-5 was flown here by Lt. Ingomar Feldmann. Due to increased air activity by Allied bomber formations, Luftwaffe pilots frequently rotated among operational aircraft, and lower-ranking officers did not have personal aircraft at their disposal. The Bf 109G-5 Black 11 bore the 8./JG 54 insignia on both sides of the nose, with the III./JG 54 insignia beneath the cockpit. On the fuselage in front of the tail surfaces was a blue stripe, which marked JG 54 as part of the Reich Defense Forces. Lt. Ingomar Feldmann was killed on February 10, 1944, while flying a Bf 109G-6, W.Nr. 20221, Black 6, when he was shot down over Hannover in the area of Lake Steinhuder. Today, the remains of his Bf 109G-6 (primarily the damaged rear fuselage) are part of the collection at the Shoreham Aircraft Museum in Kent.



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RLM 23	H414 C114	WHITE	H11 C62	RLM 70	H65 C18	RLM 04	H413 C113		
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 02	H70 C60	BLUE	GX5

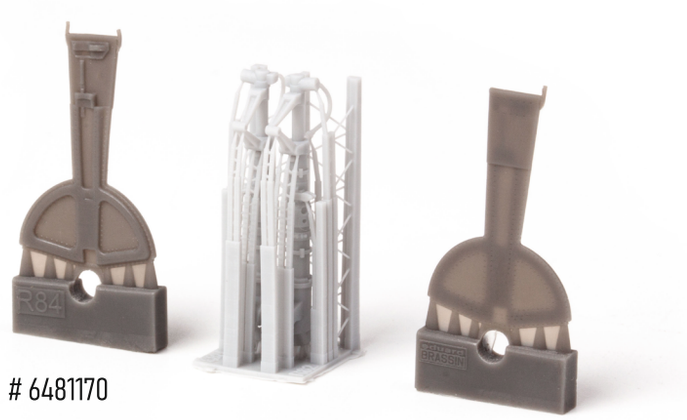


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FE910	Bf 109G seatbelts STEEL (PE-Set)
648247	Bf 109G exhaust stacks (Brassin)
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6481170	Bf 109G undercarriage legs PRINT (Brassin)
6481186	Bf 109G wheel bays angular PRINT (Brassin)
D48025	Bf 109G stencils (Decal Set)
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)
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