

1:32 SCALE PLASTIC KIT



eduard

intro

Bf 109

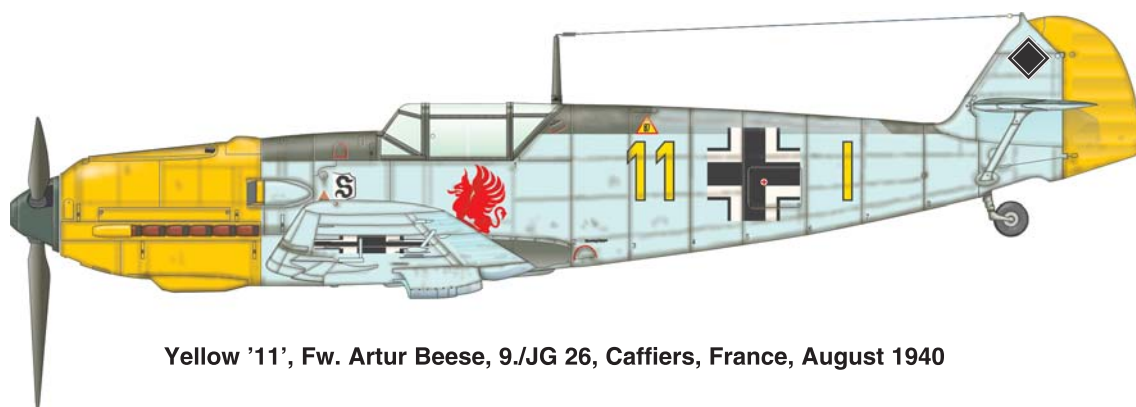
No other aircraft of the German Luftwaffe is so intimately connected with its rise and fall in the course of the Second World War than the Messerschmitt Bf 109. This type, by whose evolution outlived the era in which it was conceptualized, bore the brunt of Luftwaffe duties from the opening battles of 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 arc, 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 DB605, are 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 'Jagdweaffe' 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 rammer.

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 DB605 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, rebuilt Bf109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the state that developed it.

The Bf 109E-1 version

The E-1 was developed from the prototype Bf 109V15. The 'Emil' was the first version where the DB 601 replaced the Jumo 210. Not only did the front of the aircraft change significantly with this modification, but the engine drove a three blade, variable pitch propeller, and gave a 50% better performance. Standard armament comprised a quartet of MG 17 machine guns above the engine and in the wings. Some E-1s were later modified to E-3 standard with the replacement of the wing machine guns by 20mm MG FF cannon (both the E-1 and the E-3 were produced simultaneously, differing only in wing armament). There was a total of 1183 E-1s built. Compared to its adversaries, comprising chiefly the D-520, Spitfire and Hurricane, the E-1 enjoyed an advantage in climb rate, armament, stability as a gun platform, and having fuel injection. Its main drawback ended up being short range, allowing only a few minutes' combat before the pilot needed to break off and head back to his home field. Shortly after the Battle of Britain, the Bf 109E-1 was replaced by later versions of the 'E' and the 'F' versions.



Yellow '11', Fw. Artur Beese, 9./JG 26, Caffiers, France, August 1940

The illustrated aircraft is typically depicted with a yellow cowl and rudder. Photographs at the crash scene, however, indicate that the aircraft was destroyed before these could be applied. See the profile A.

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 dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.



lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てして下さい。

INSTRUKTION SIGNS

* INSTR. SYMBOLY

* INSTRUKTION SINNBILDEN

* SYMBOLES

* 記号の説明



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOUOT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る



OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる



NOTCH
ZÁŘEZ
L'INCISION
DER EINSCHNITT
切る



REMOVE
ODŘÍZNOUT
RETIRER
ENTFERNEN
移す



APPLY EXPRESS MASK
POUŽIT EXPRESS MASK
NABARVIT PŘED SLEPENÍM
AND PAINT BEFORE
GLUING

PARTS



DÍLY



TEILE



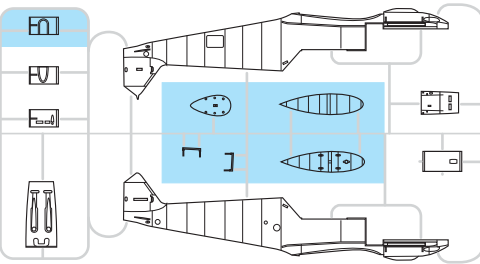
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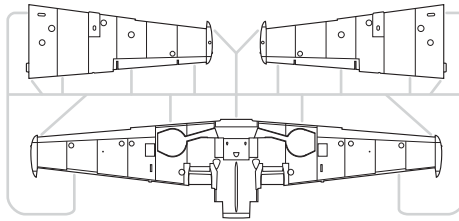
部品

PLASTIC PARTS

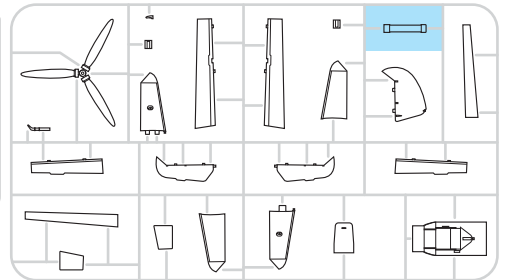
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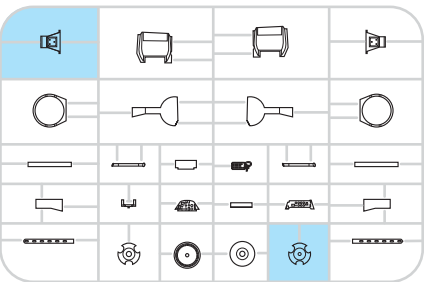
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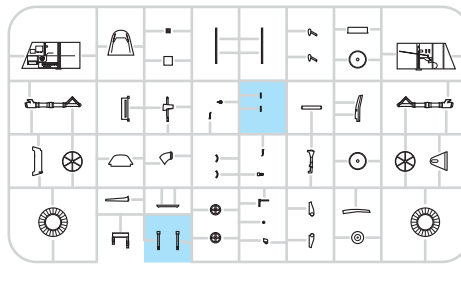
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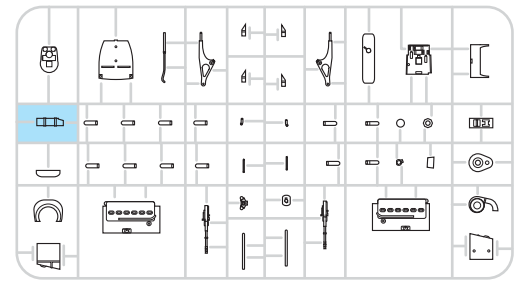
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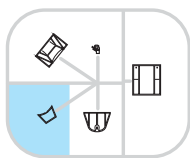
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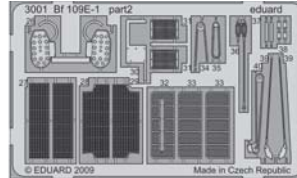
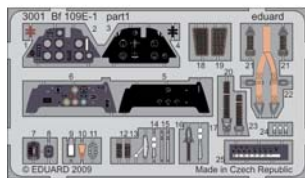
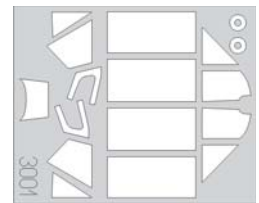
G>



J>



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

-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



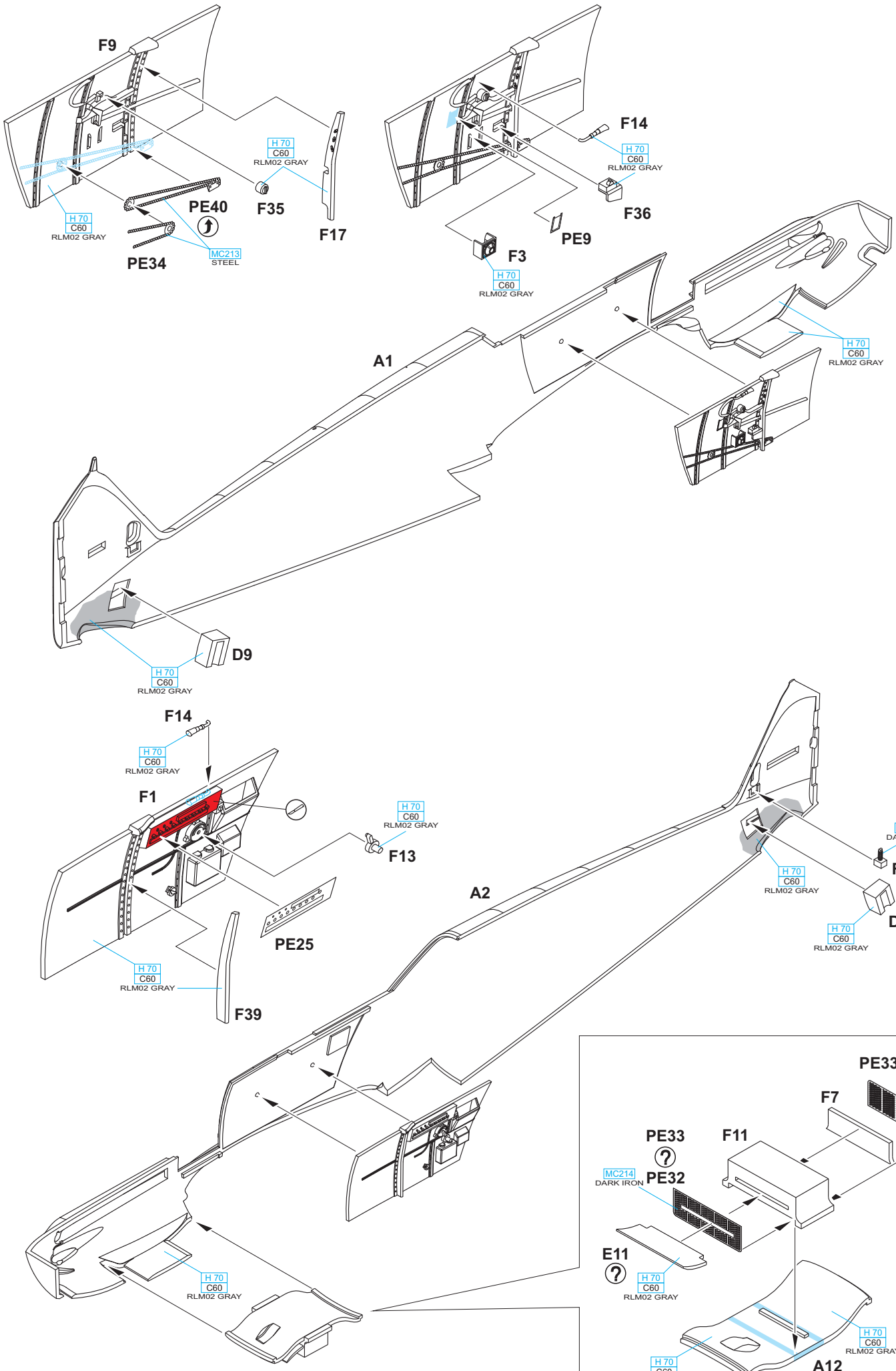
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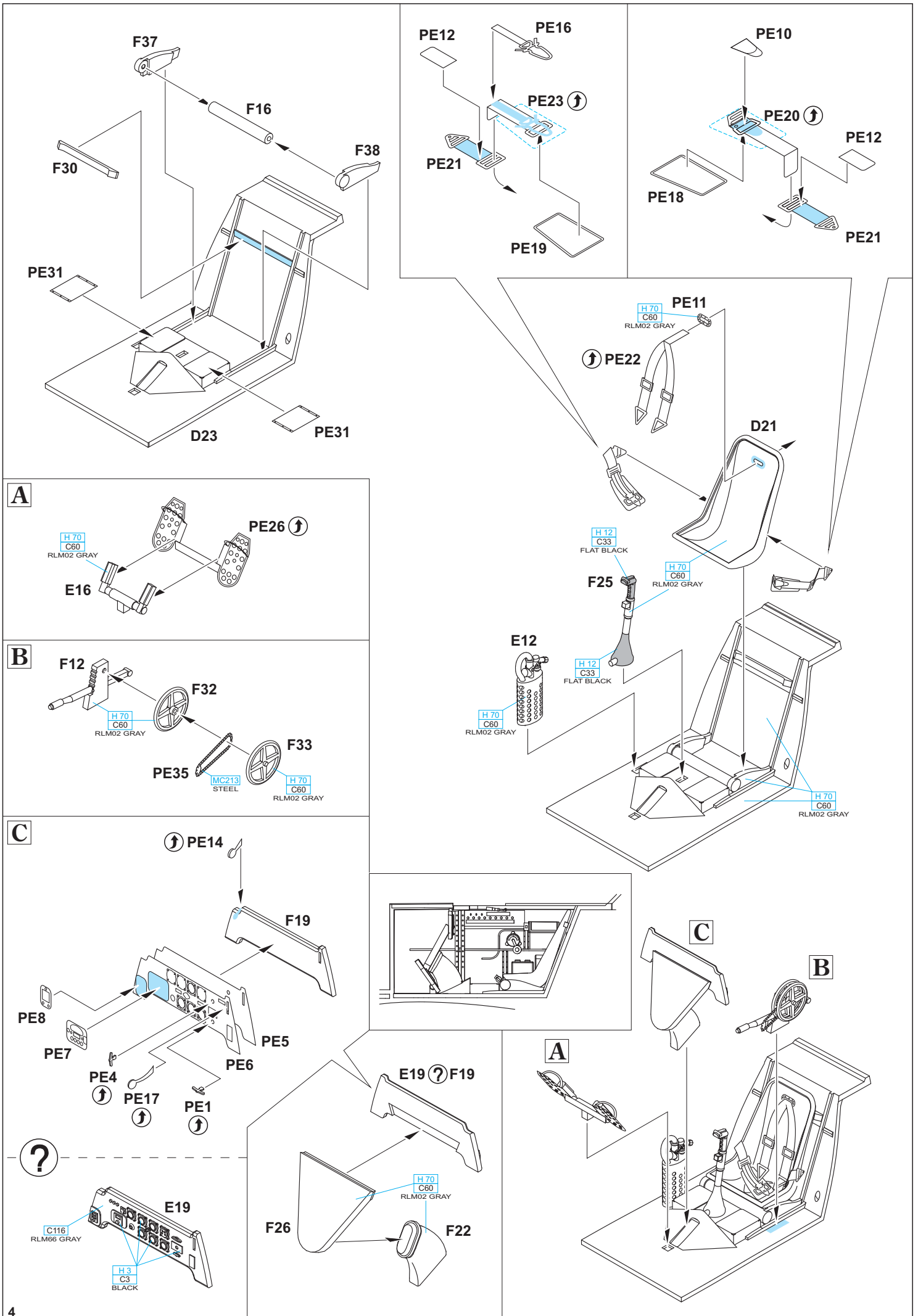


色

GSi Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
H2	C2	BLACK	
H3	C3	RED	
H4	C4	YELLOW	
H12	C33	FLAT BLACK	
H47	C41	RED BROWN	
H64	C17	DARK GREEN	RLM 71
H65	C18	BLACK GREEN	RLM 70
H70	C60	GRAY	RLM 02

AQUEOUS	Mr.COLOR		
H77	C137	TIRE BLACK	
H344		RUST	
	C116	BLACK GRAY	RLM 66
H067	C115	LIGHT BLUE	RLM 65
Mr.METAL COLOR			
MC213		STEEL	
MC214		DARK IRON	
MC218		ALUMINIUM	

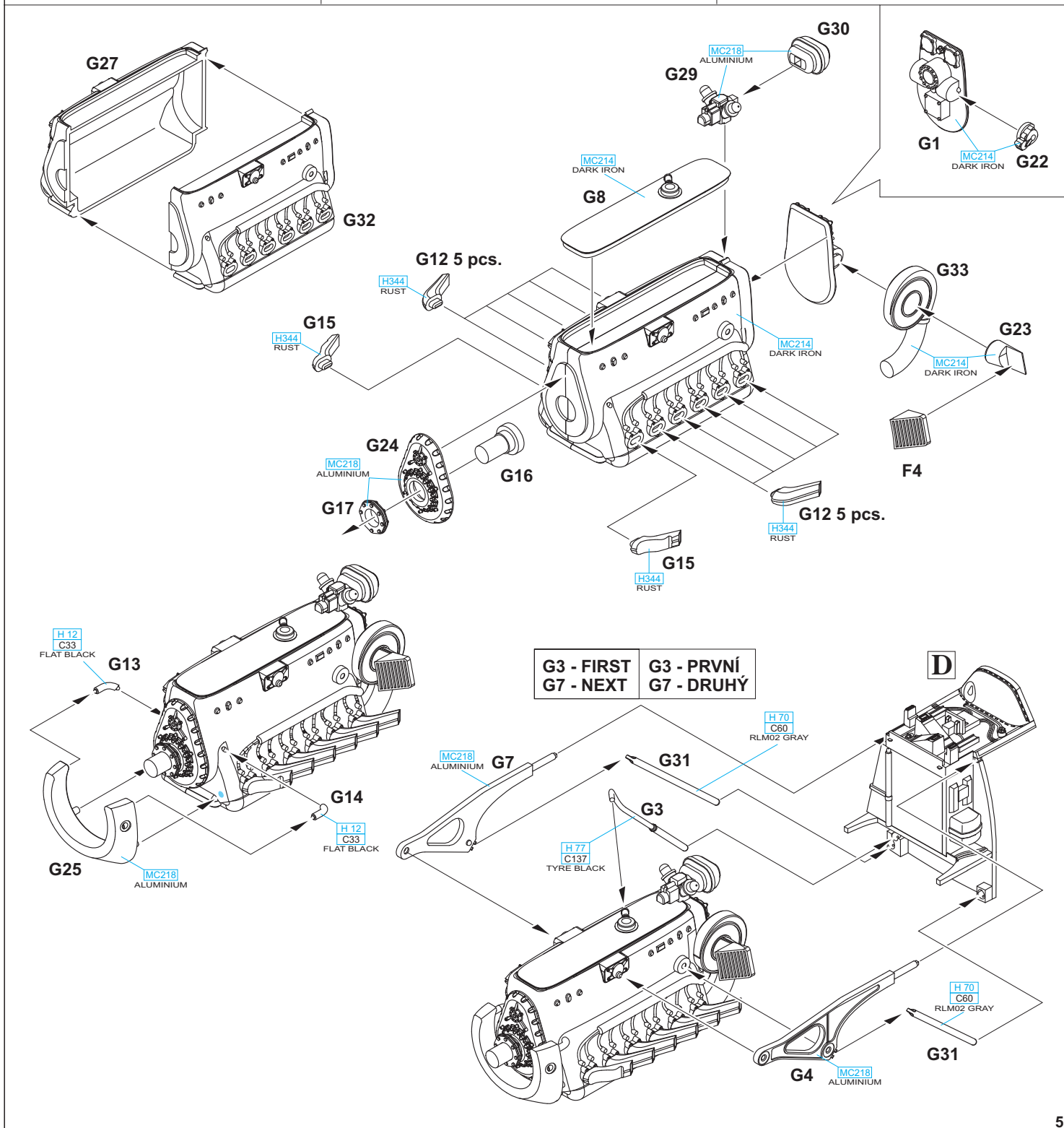
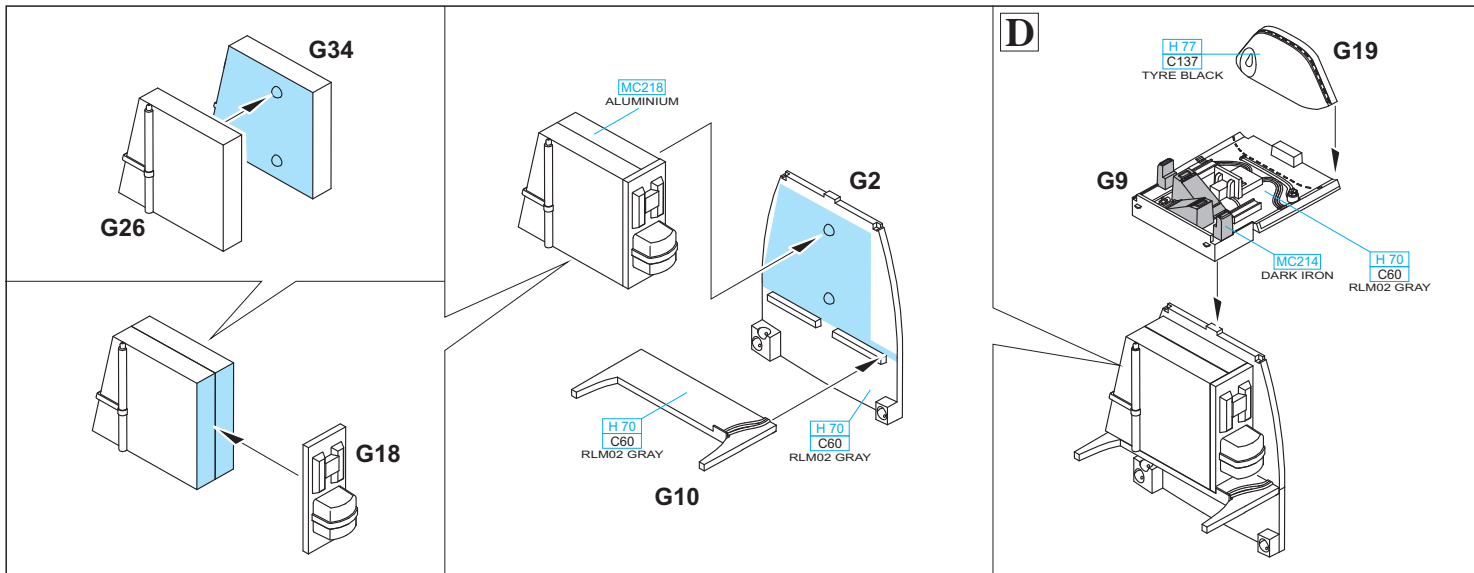




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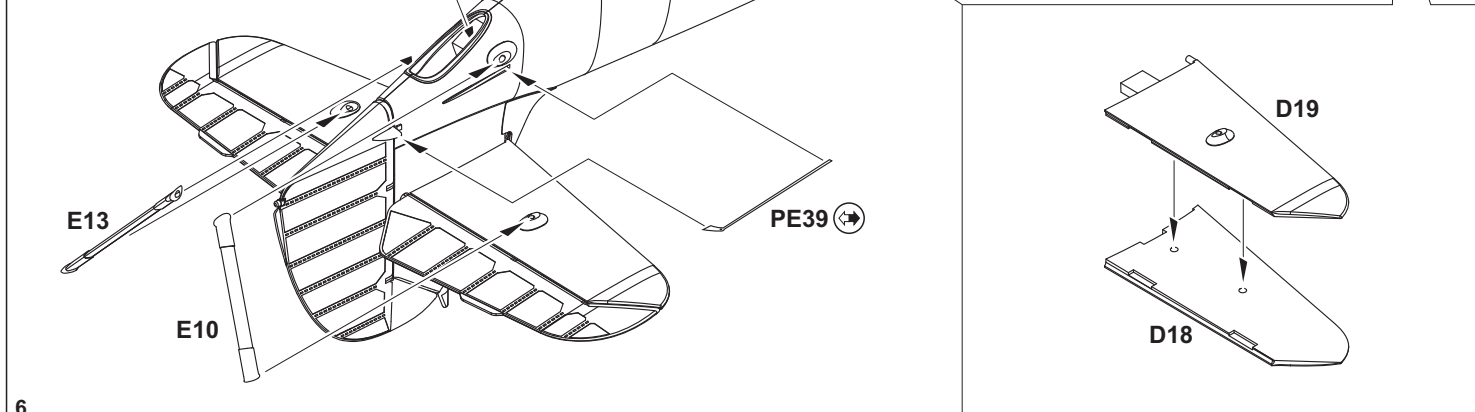
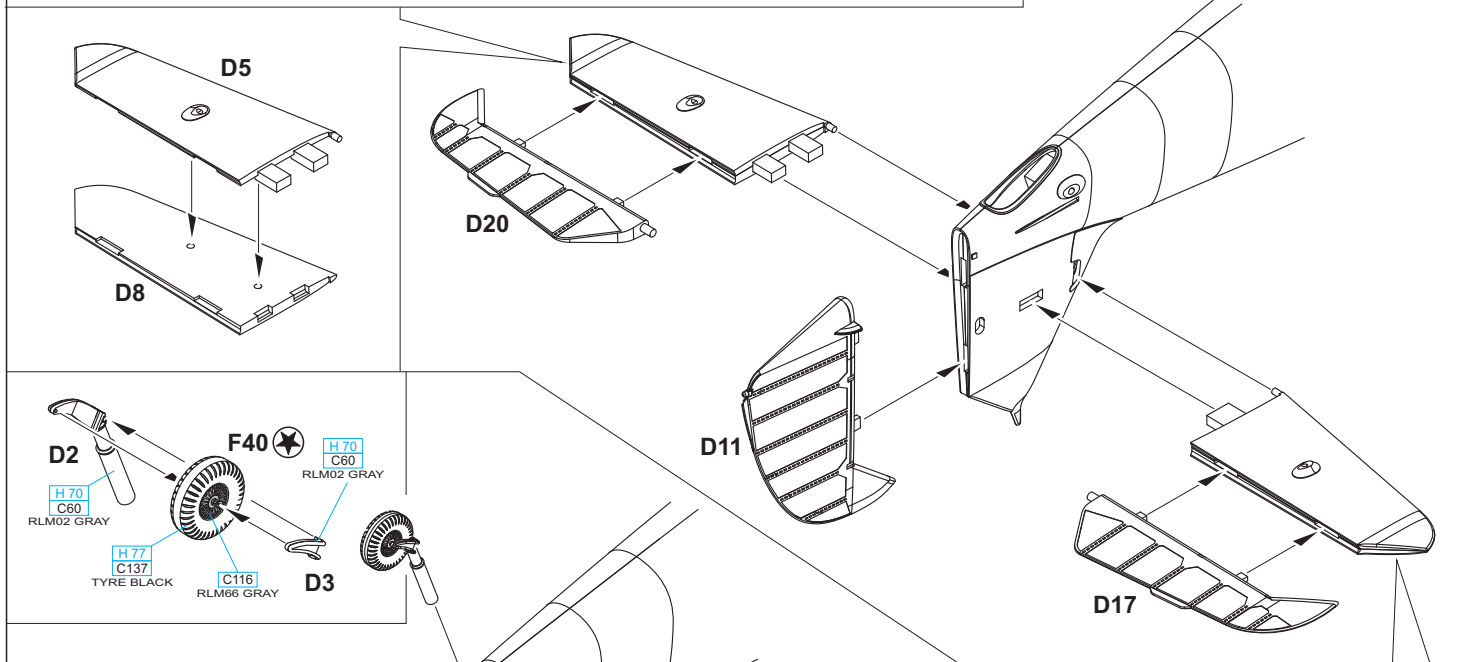
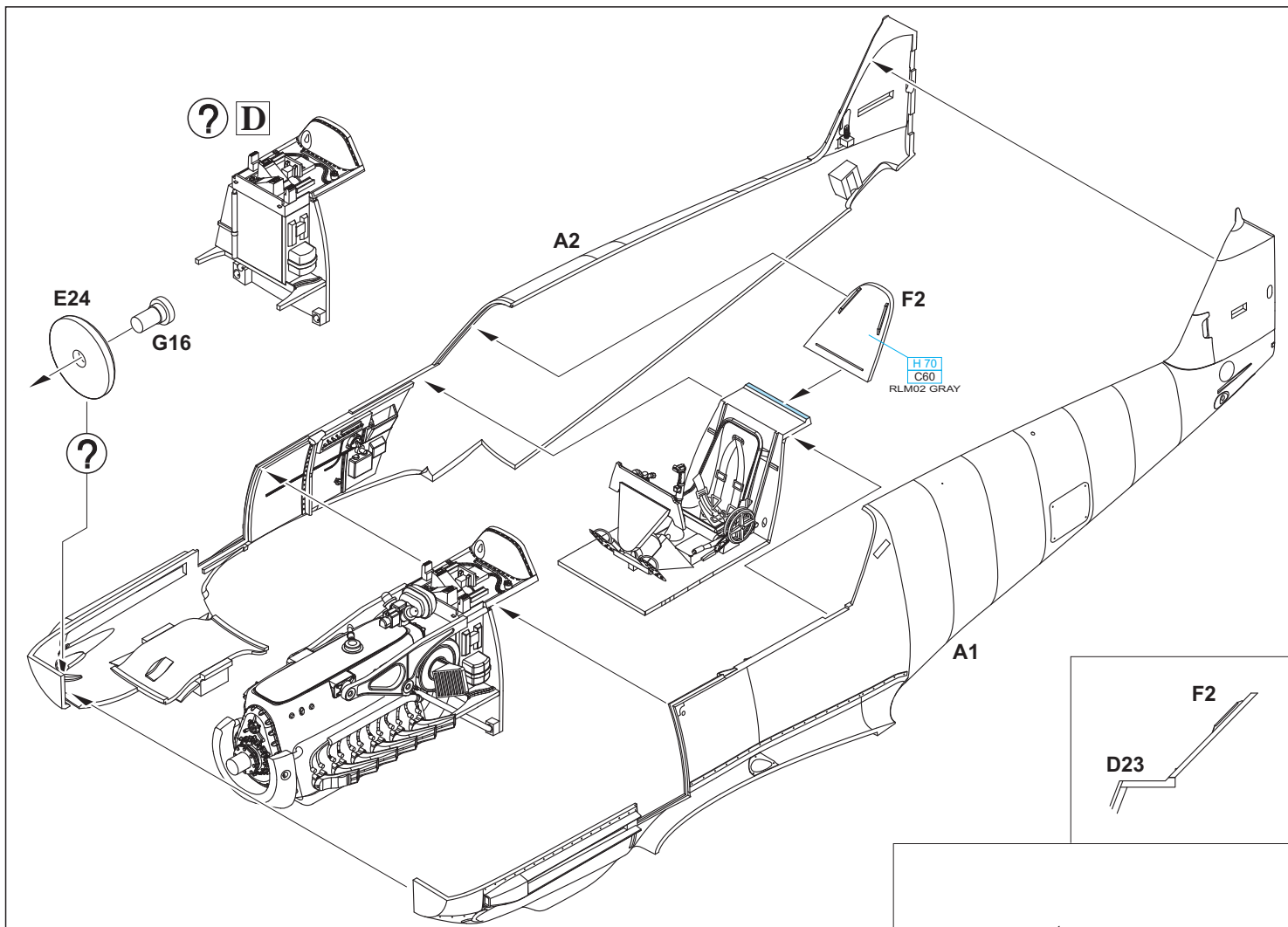
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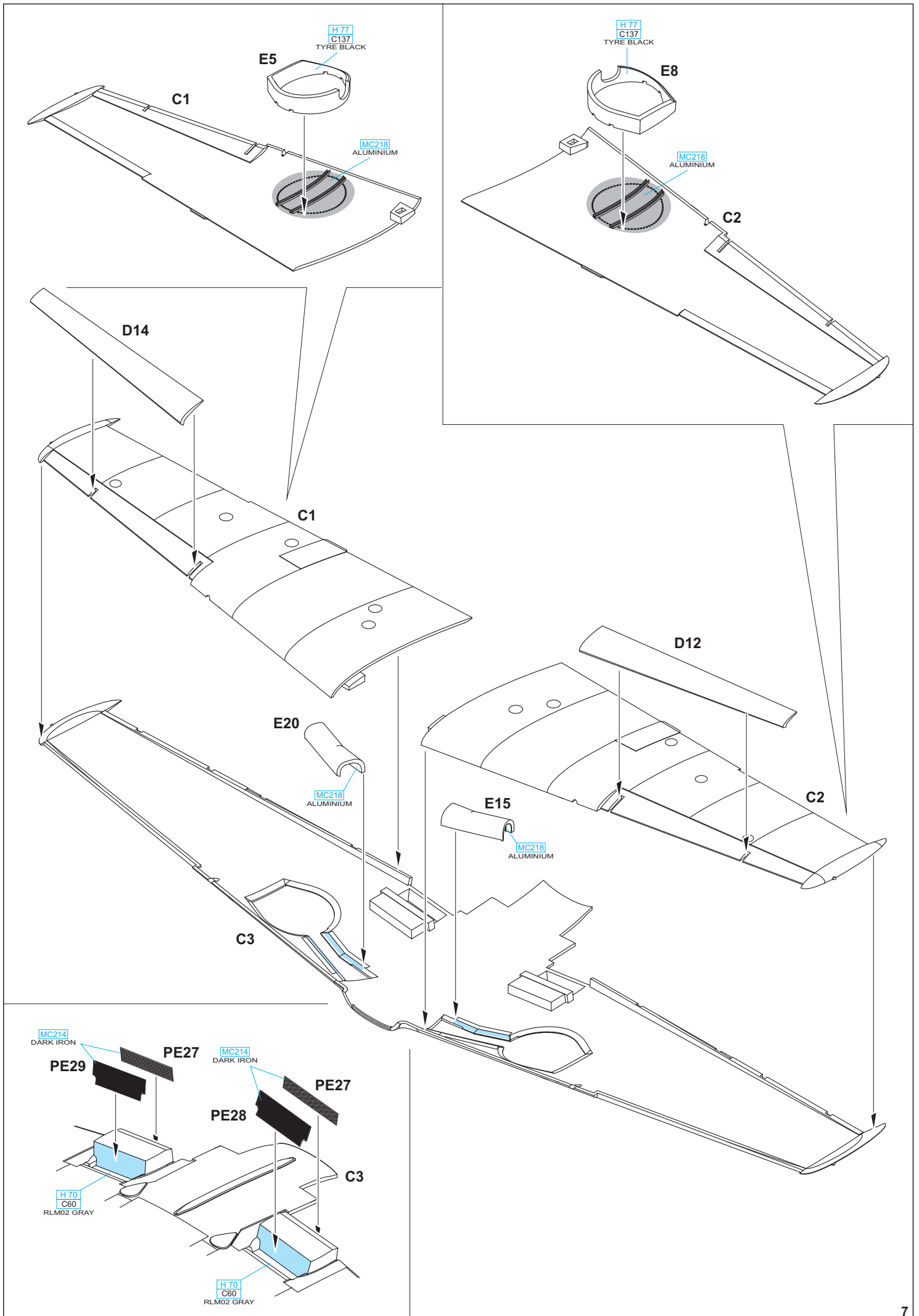
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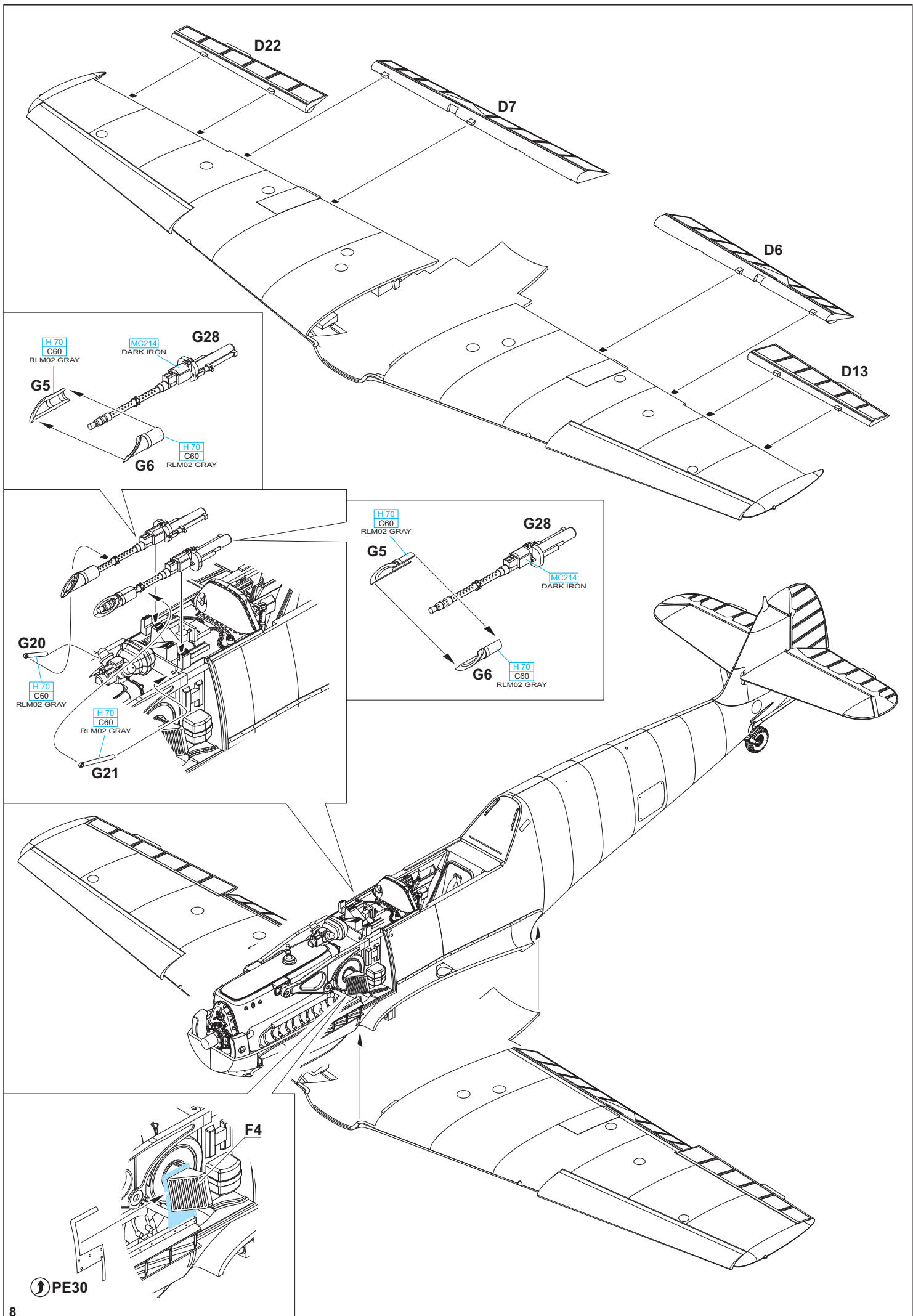


G3 - FIRST **G3 - PRVNÍ**
G7 - NEXT **G7 - DRUHÝ**

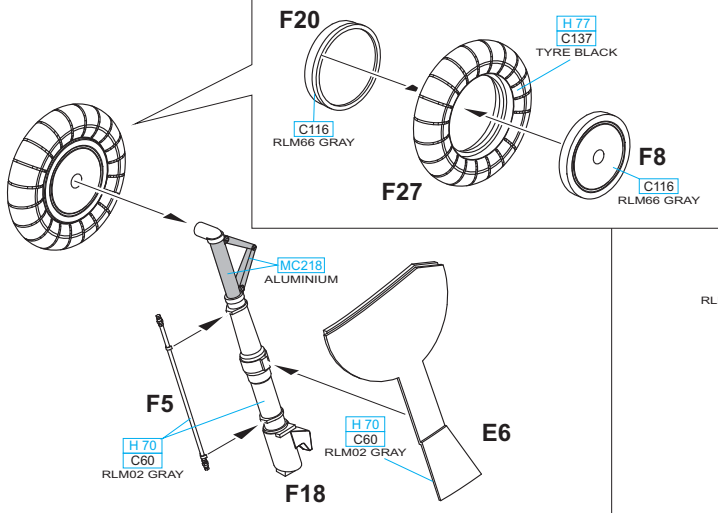
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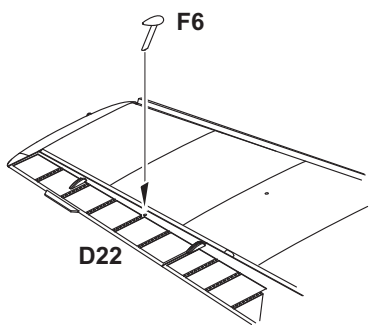
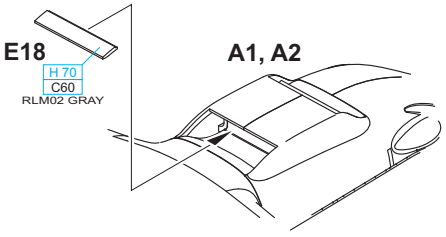
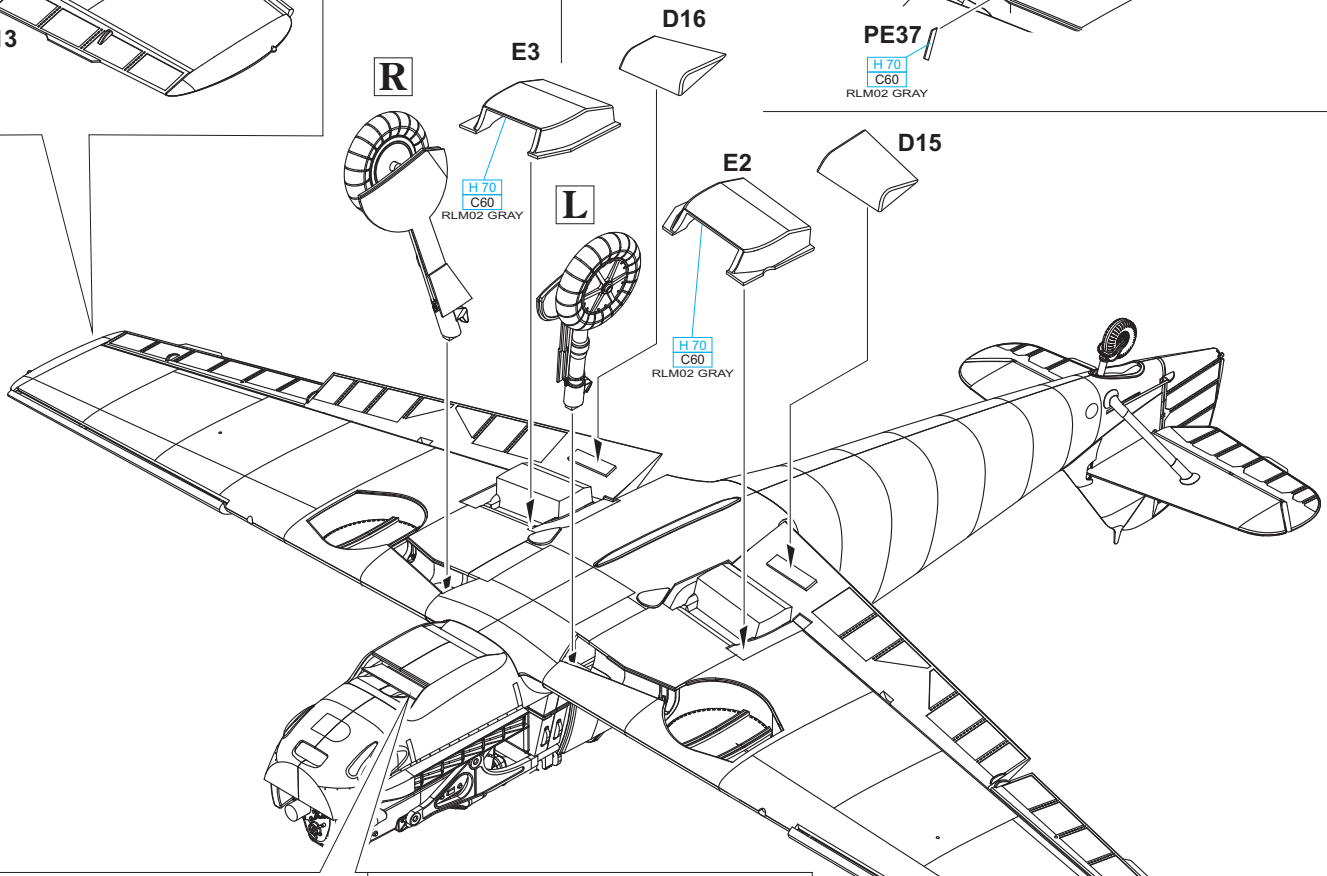
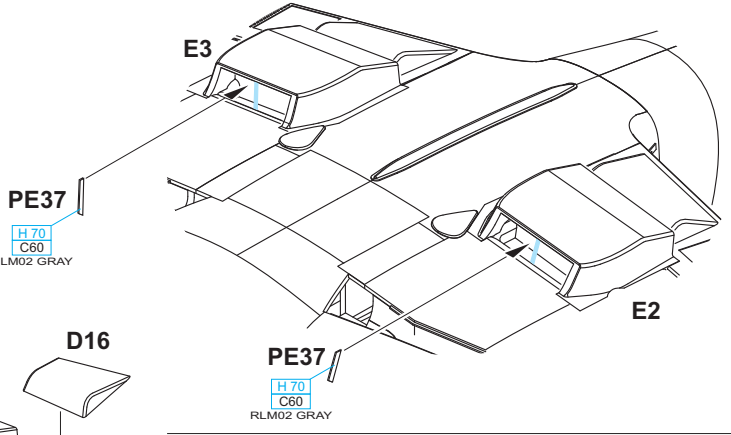
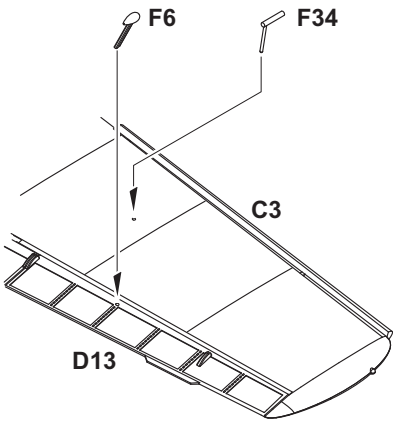
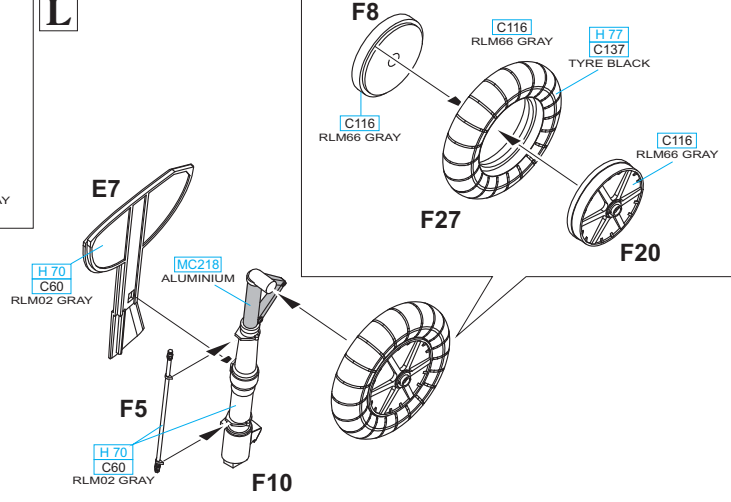




R

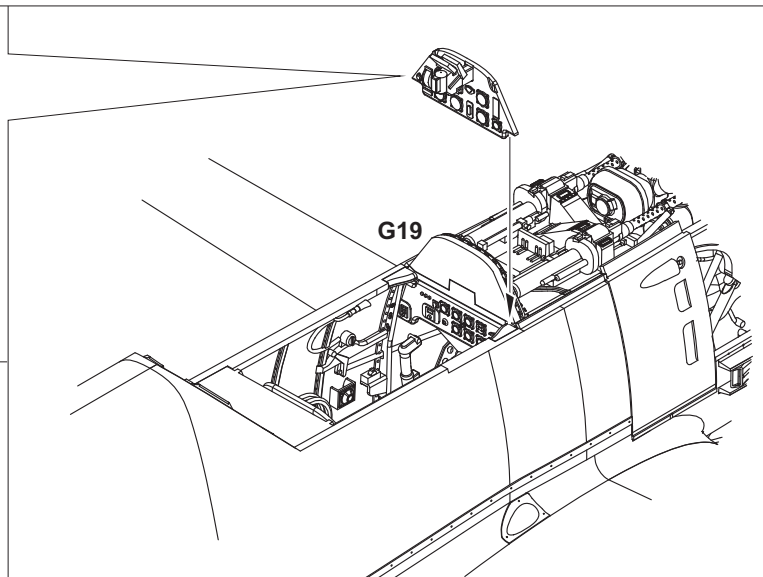
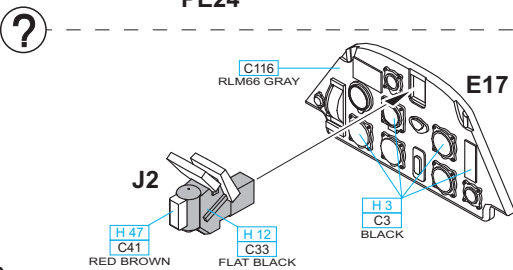
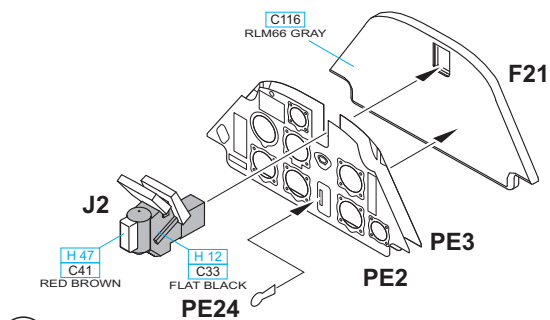
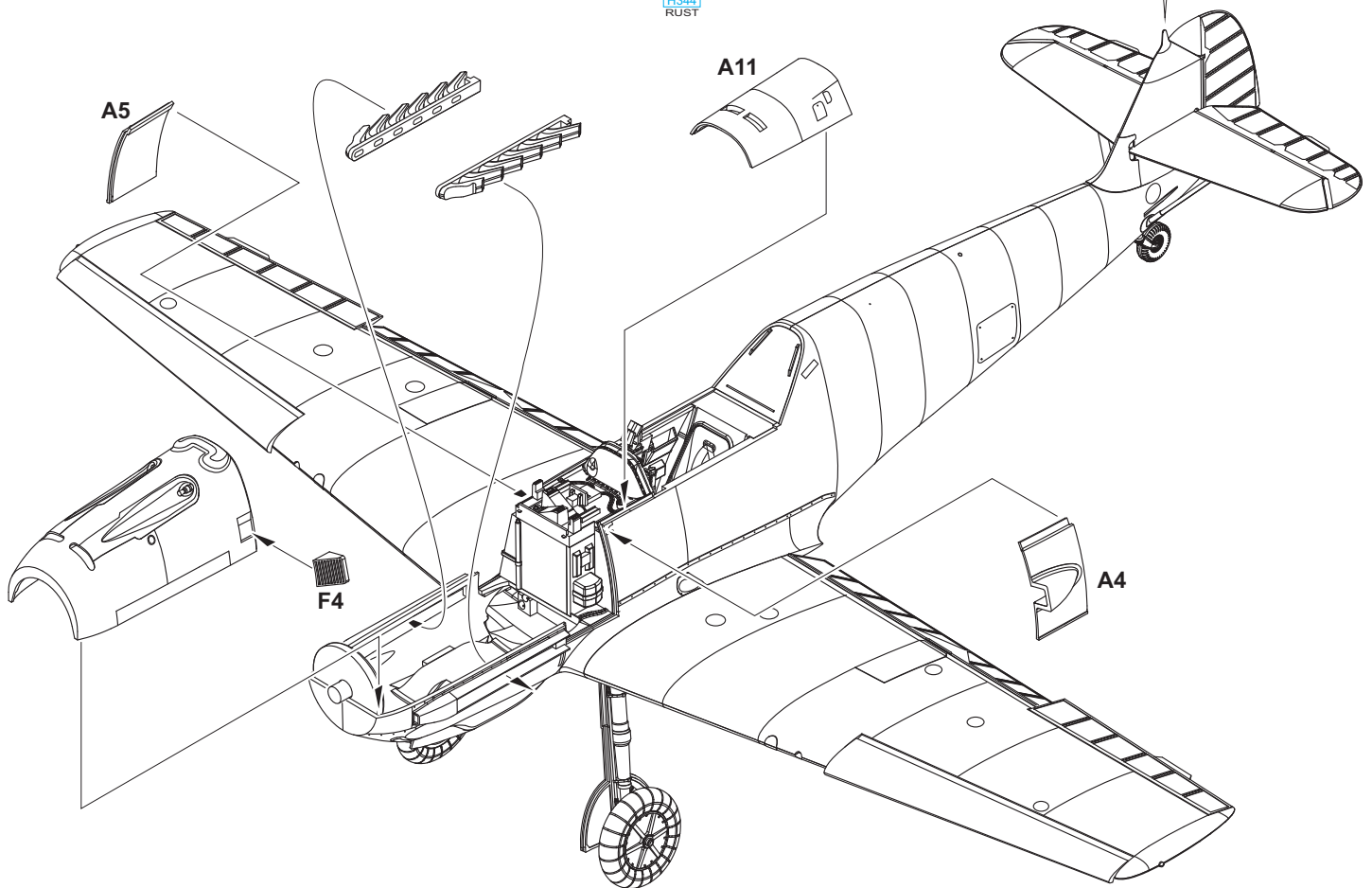
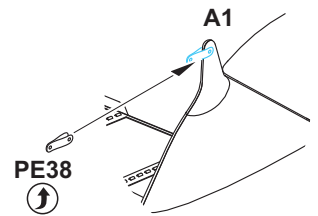
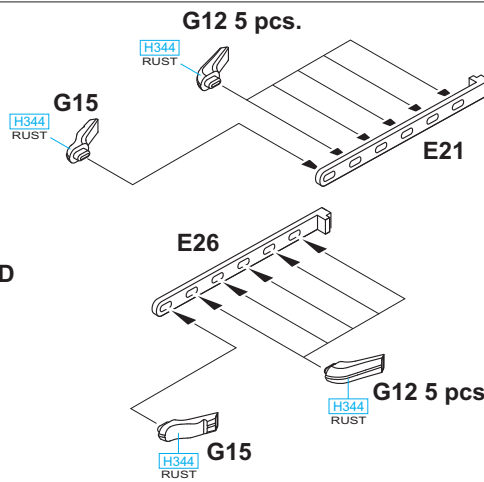
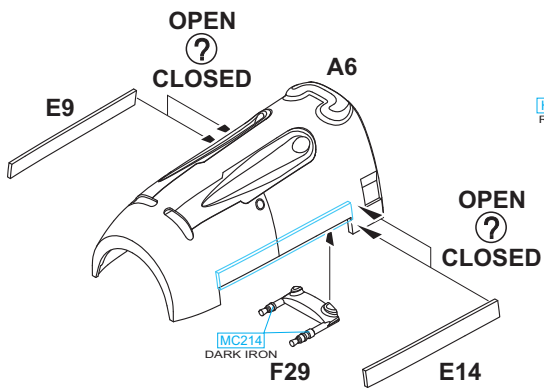


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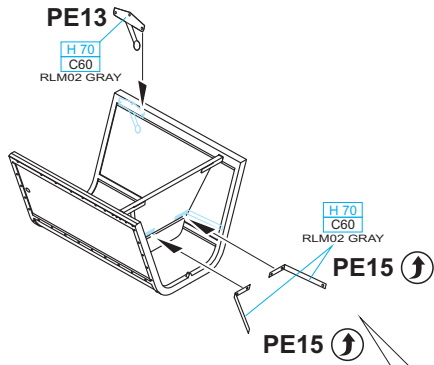
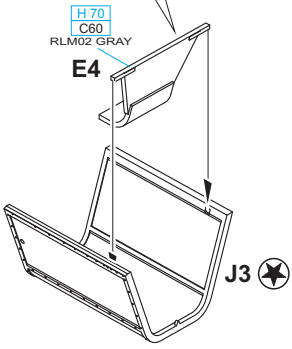




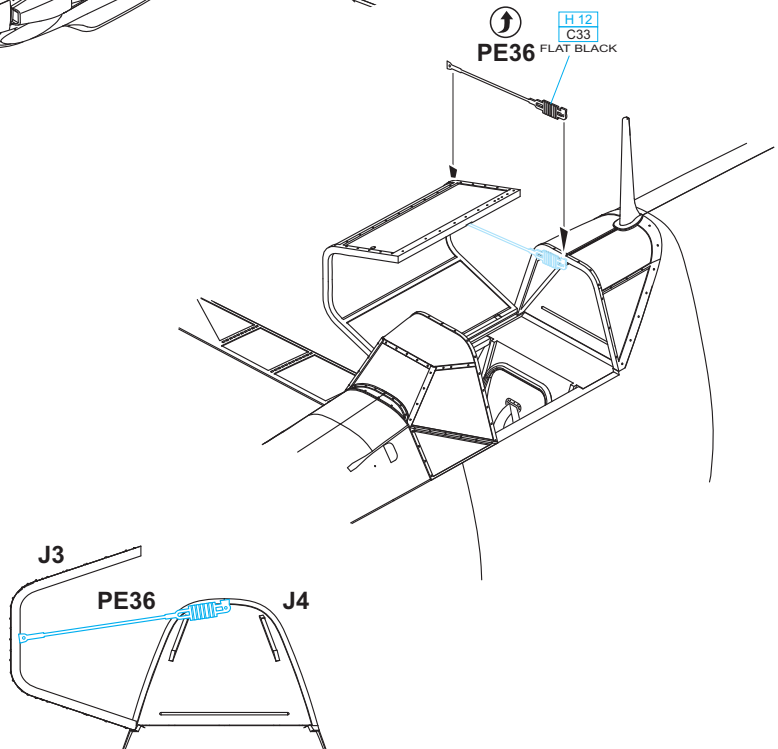
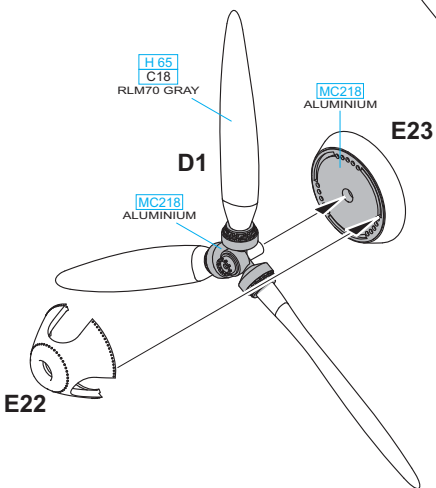
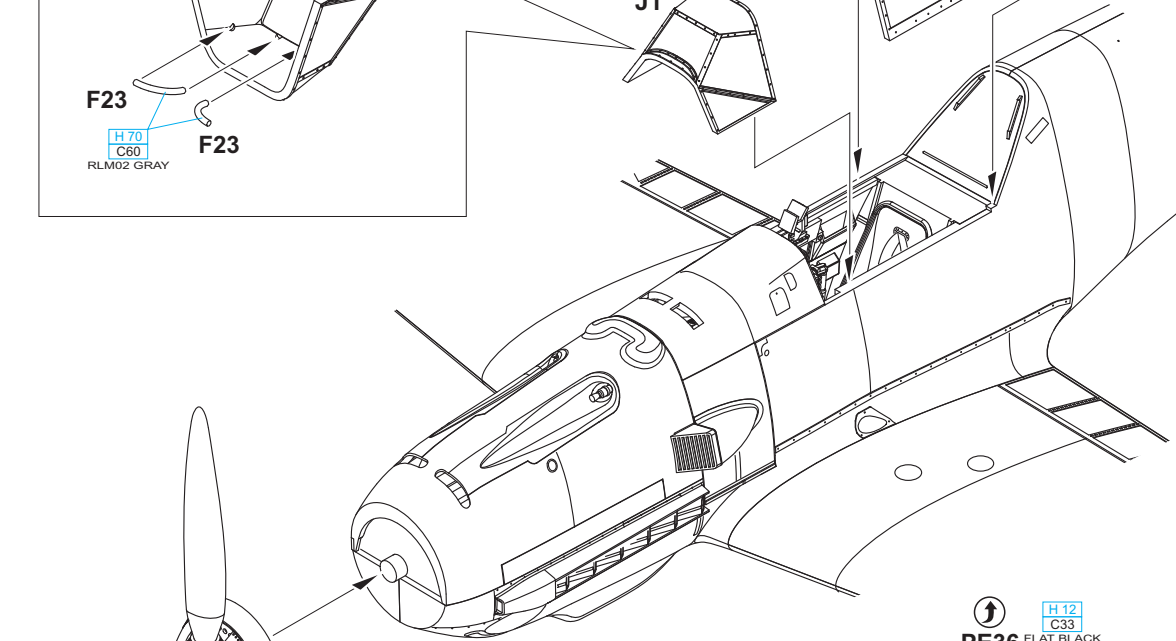
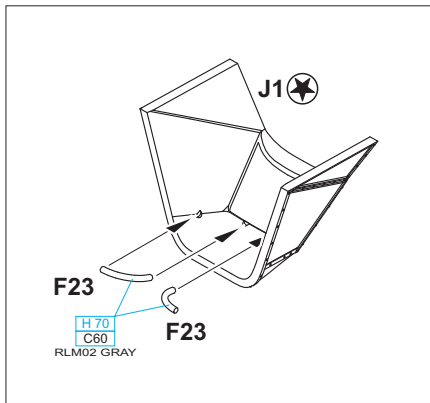
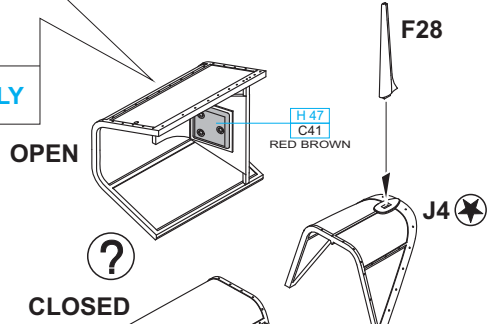
**ALTERNATIVE ASSEMBLY FOR THE CLOSED NOSE.
ALTERNATIVNÍ SESTAVA PRO ZAVŘENÝ KRYT MOTORU.**



E4 - MARKING A;D ONLY

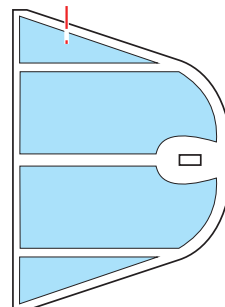
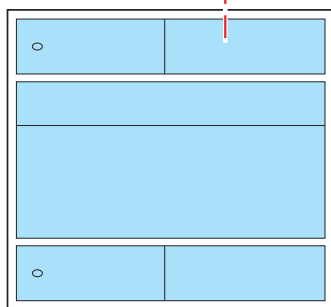
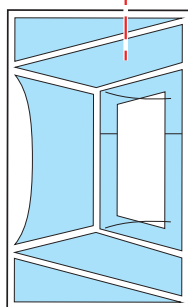
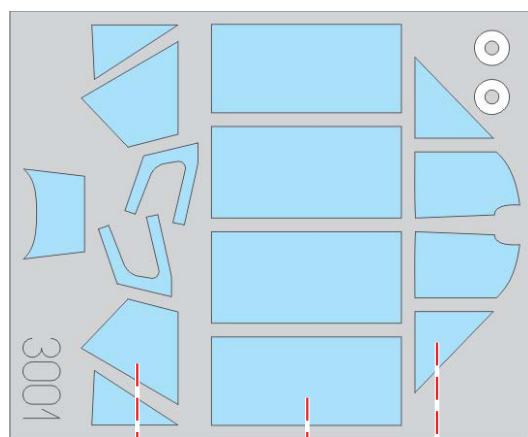
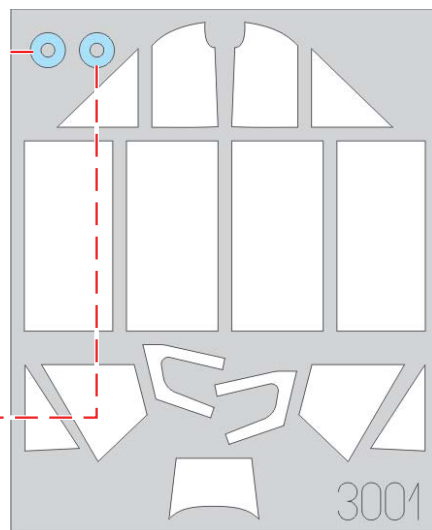
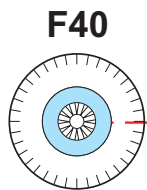
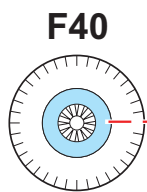
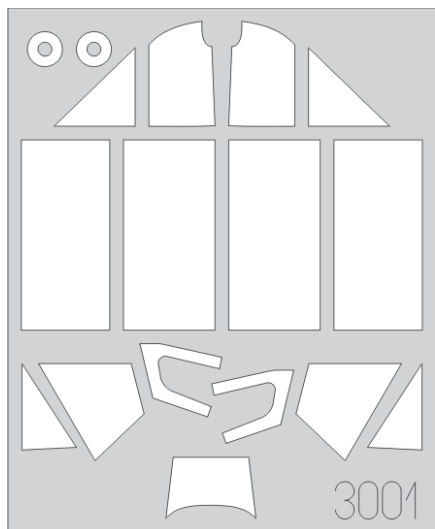


PE15 - MARKING A;D ONLY



eduard MASK

3001



J1

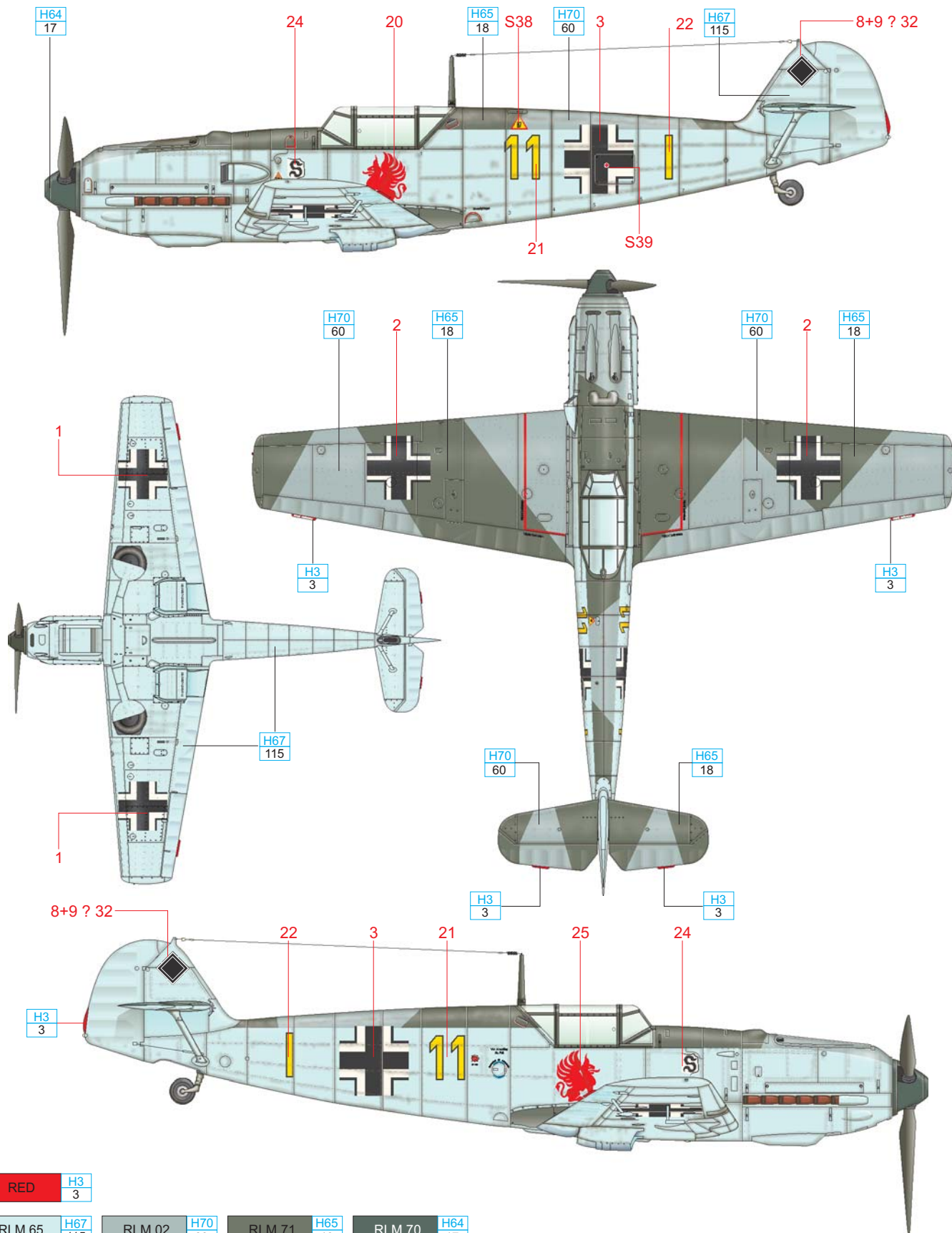
J3

J4

A Yellow '11', Fw. Artur Beese, 9./JG 26, Caffiers, France, August 1940

This aircraft flown by Fw. Beese, was forced to put down near Calais on August 24, 1940 after combat with RAF fighters. It carried the typical camouflage scheme from the summer of 1940, comprised of RLM 02 and RLM 71 over the upper surfaces. Bottom and sides were in RLM 65. This specific scheme is an example of the unusually high and relatively sharp demarcation of the top fuselage colors. The octane marker by the filler cap is unusual in being a red-bordered yellow triangle.

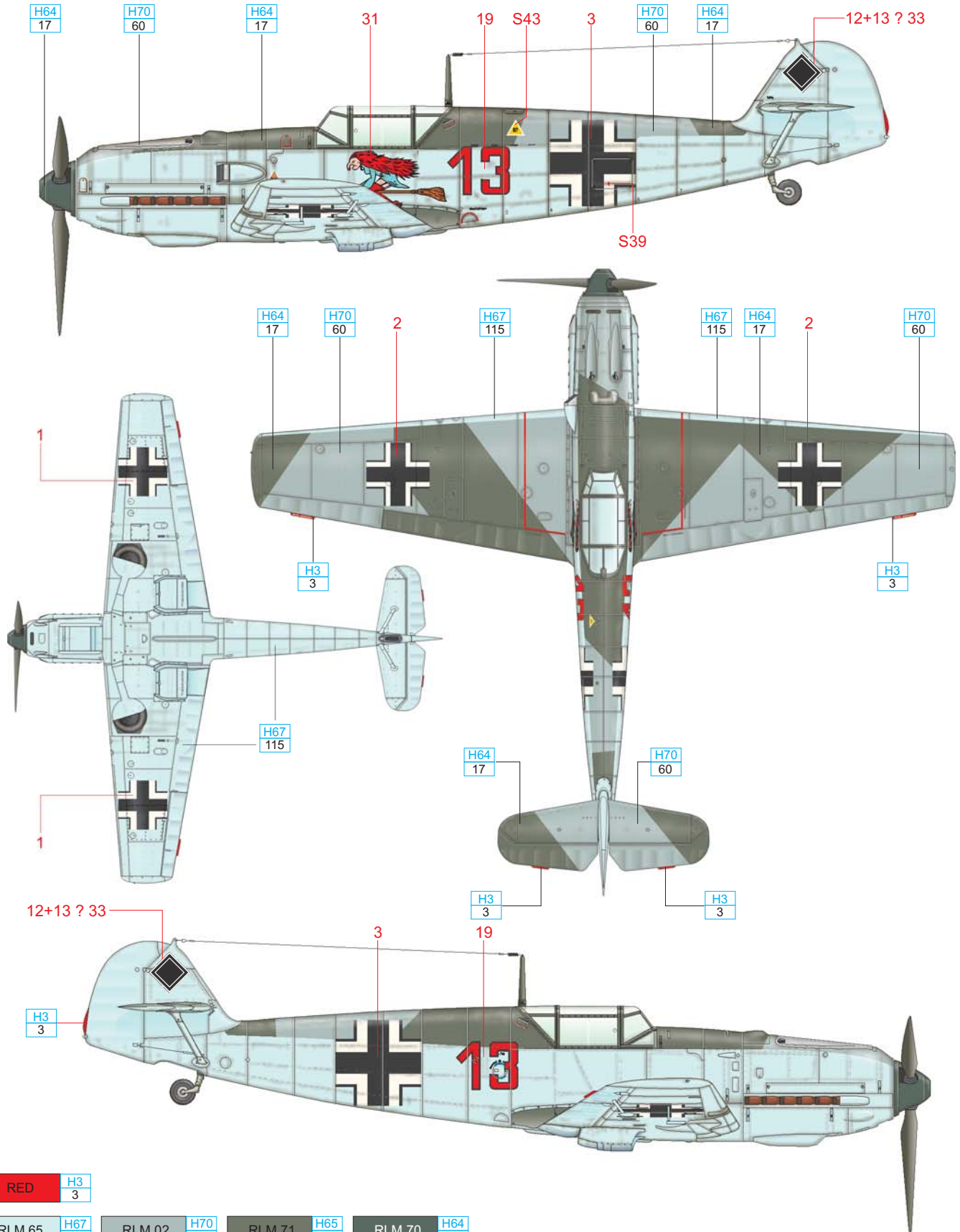
Letoun, se kterým po souboji se stíhači RAF nouzově přistál Fw. Beese poblíž Calais dne 24. srpna 1940, nesl standardní kamufláž léta 1940 tvořenou poli barev RLM 02 a RLM 71 na horních plochách. Spodní plochy a boky trupu byly v RLM 65. Kamufláž je příkladem neobvykle vysoko položeného poměrně ostrého rozhraní spodních a vrchních barev na trupu. Instruktažní trojúhelníková popiska u palivové nádrže je neobvykle tvořena žlutou výplní s červeným lemem.



C Red '13', Ofw. Kurt Ubben, 6.(J)/Trägergruppe 186, Wangerooge, Germany, March 1940

A very distinctive marking of a witch appeared on the sides of the fuselage of aircraft flown by 6.(J)/Trägergruppe 186. Red '13' carries a standard camouflage scheme of RLM 71/02/65 with RLM 65 fuselage side surfaces. Factory schemes were modified slightly at unit level, and can be seen by the repositioned border between the upper and side/lower surface colors during respraying by Stammkennzeichen. Prior to the spring of 1940, the aircraft received a newer style of national markings. The metal plating around the cowl guns were in natural metal. The number '13' has erroneously been identified as being yellow, and is more likely red or a very dark orange. In this guise, the aircraft took part in the defense against the first RAF raids on Germany in the fall and winter of 1939-1940.

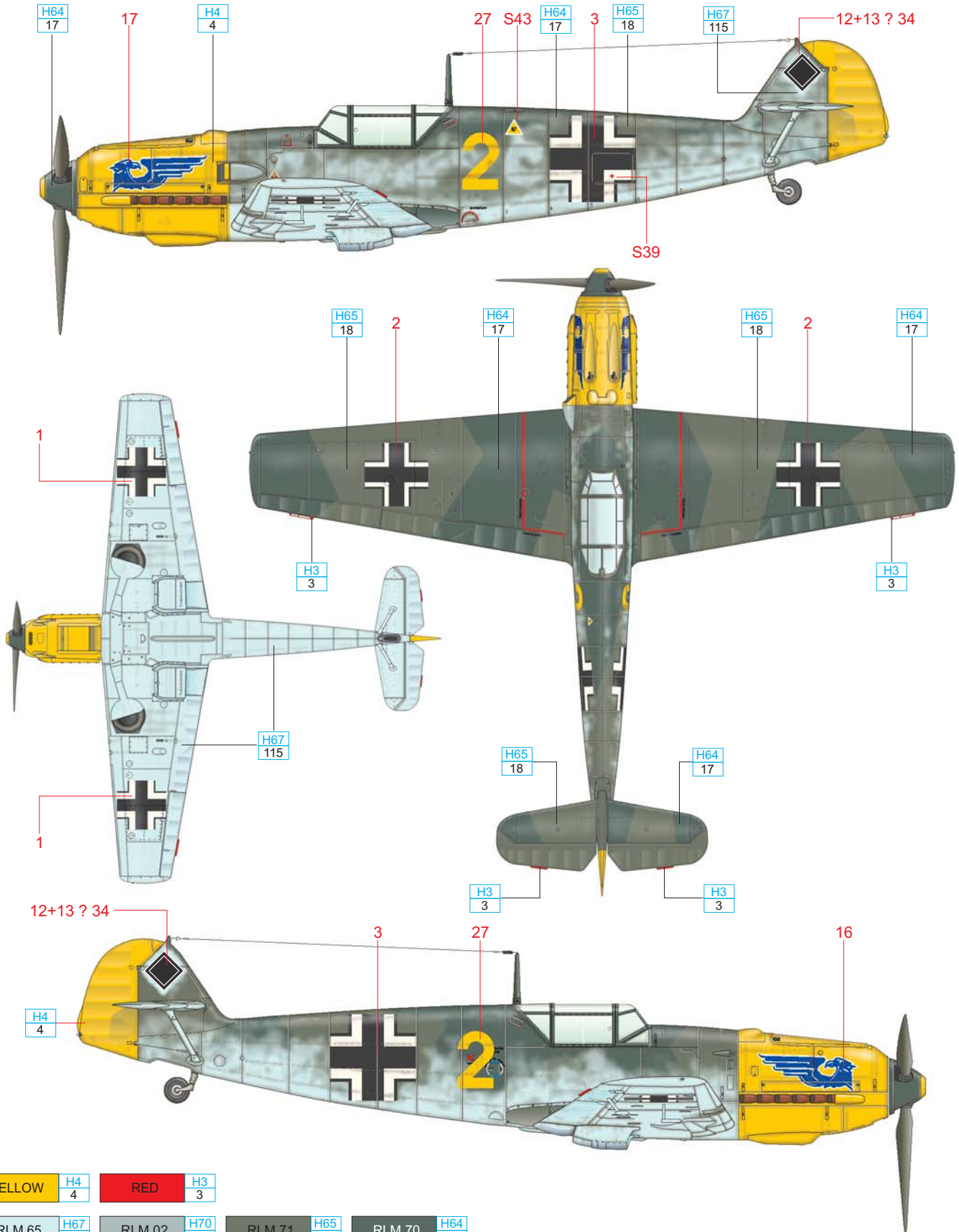
Velmi působivá kresba čarodějnice se objevovala na trupech letounů 6.(J) / Trägergruppe 186 (jednotky určené pro budoucí působení v roli palubních sthačů). „Červená 13“ nese standardní kamuflážní schéma barev RLM 71/02/65 s převahou jednoduše světle modré RLM 65 na bocích trupu. Tovární schéma bylo u jednotky mírně změněno posunutím hranice svrchních a spodních/bocních ploch při přestříkávání Stammkennzeichen, jehož zbytky jsou patrné zleva za číslici 13. V předjaří 1940 měl letoun aplikován již novější typ výsostného označení. Plech v ústí kulometů nad motorem byl v barvě kovu. Číslice „13“ bývá nesprávně interpretována jako žlutá. Přesnější je však červená, či velmi tmavě oranžová. V této podobě byl letoun nasazován při obraně Německa proti prvním „opatrným“ náletům RAF na podzim a v zimě 1939-40.



D Yellow '2', 6./JG 52, Husum, Germany, 1940

The camouflage scheme of the illustrated Yellow '2' underwent some interesting changes in an attempt to adapt to the combat requirements from the Polish campaign to the Battle of Britain. The original upper surface scheme consisting of RLM 70/71 (as in Scheme B) was oversprayed with the lower color of RLM 65 along the side of the fuselage in a fashion similar to the scheme corresponding to the winter/spring 1940 period (as in Schemes A and C). In an effort to counter this effect to some extent, an overspray the fuselage sides by the upper colors appeared in an irregular pattern. The use of RLM 02 cannot be ruled out in this application. The aircraft carries the almost obligatory yellow cowl and rudder used on the Bf 109s during the Battle of Britain, and indicates that this practice was not just the domain of JG 26. The effective eagle emblem was a marking of 6. Staffel/JG 52.

Kamufláž zobrazené „Žluté 2“ prošla, ve snaze přizpůsobit se potřebám válčičtější v letech 1939 - 40, rozdílným druhům prostředí i stylů leteckého boje od polské kampaně až po Bitvu o Británii, zajímavými úpravami. Původní kamuflážní schéma horních ploch, tvořené barvami RLM 70/71 (jako u profilu B) bylo změněno protažením spodní 65 na boky trupu tak, aby bylo přiblíženo pozdějším standardům ze zimy - jara 1940 (viz. profily A a C). Poté došlo naopak ke ztmavení trupu nástřikem nepravidelných skvrn barvami horních ploch (nelze vyloučit ani aplikaci RLM 02). Letoun nese oblíbený šperk Bf 109 z Bitvy o Británii - žlutou příd a směrovku a ukazuje tak, že tento doplněk nebyl pouze doménou JG 26. Působivý emblém orla byl znakem 6. Staffel/JG 52.



Bf 109E-1 STENCIL DATA

