

# Bf 109G-4

eduard

## GERMAN WWII FIGHTER

### 1/48 SCALE PLASTIC KIT

ProfiPACK  
edition

# #82117



## INTRO

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 outlined 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 DB 601. 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 'Jagd' 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 vlně 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 zvyklým relativně jemný, s revolučními konstrukčními prvky jako byla dolnokřídla koncepce, použití zatahovacího podvozku, křídlo s velmi štíhlým profilem, pohyblivé sloty, vztlakové klapky, zbraně střelící 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 od 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 neodmyslitelné spojení úspěšný Bf 109. Řadový invertní dvanáctiválec do V poháněl několik desítek tisíc vyprodukovaných „stoděvíték“ ve více než 25 verzích a variantách.

K prvnímu bojovému nasazení tři zkušební kusy Bf 109 došlo za občanské války ve Španělsku, kam byly odeslány v prosinci 1936. Stroje z předseriesové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazení u 2.J/88 Legion Condor začaly dostávat i sériové 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 předání Polska (kterého se však zúčastnilo jen o málo více než dvě stě Bf 109) tak Luftwaffe disponovala jistě nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou i množství převahou tak stíhací část Luftwaffe absolvovala polskou kampaň, první obranu Váterlandu, 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 Británii. Tato zdanlivá 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 Jagd' 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-bombardovací, průzkumná, noční stíhací, palubní stíhací, cvičné 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 přestavěné variantě s motory Jumo 211. Zejména tyto stroje později tvořily základ letectva bráničeho 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

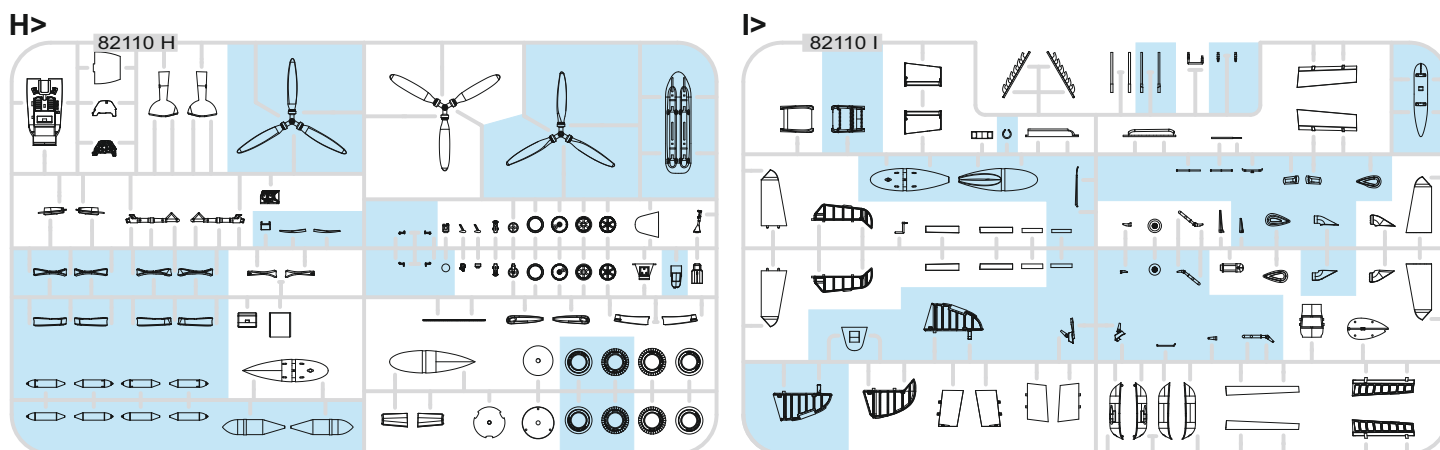


PIÈCES

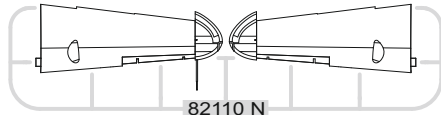


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## PLASTIC PARTS

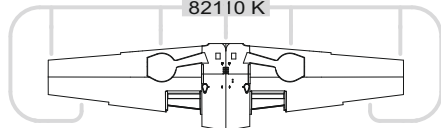


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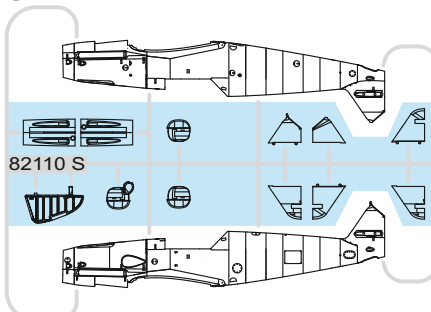
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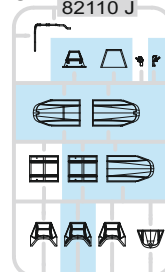
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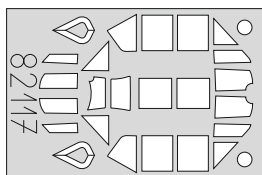


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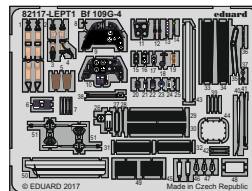
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eduard  
MASK

## PE - PHOTO ETCHED DETAIL PARTS



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

COLOURS



BARVY



FARBEN



PEINTURE

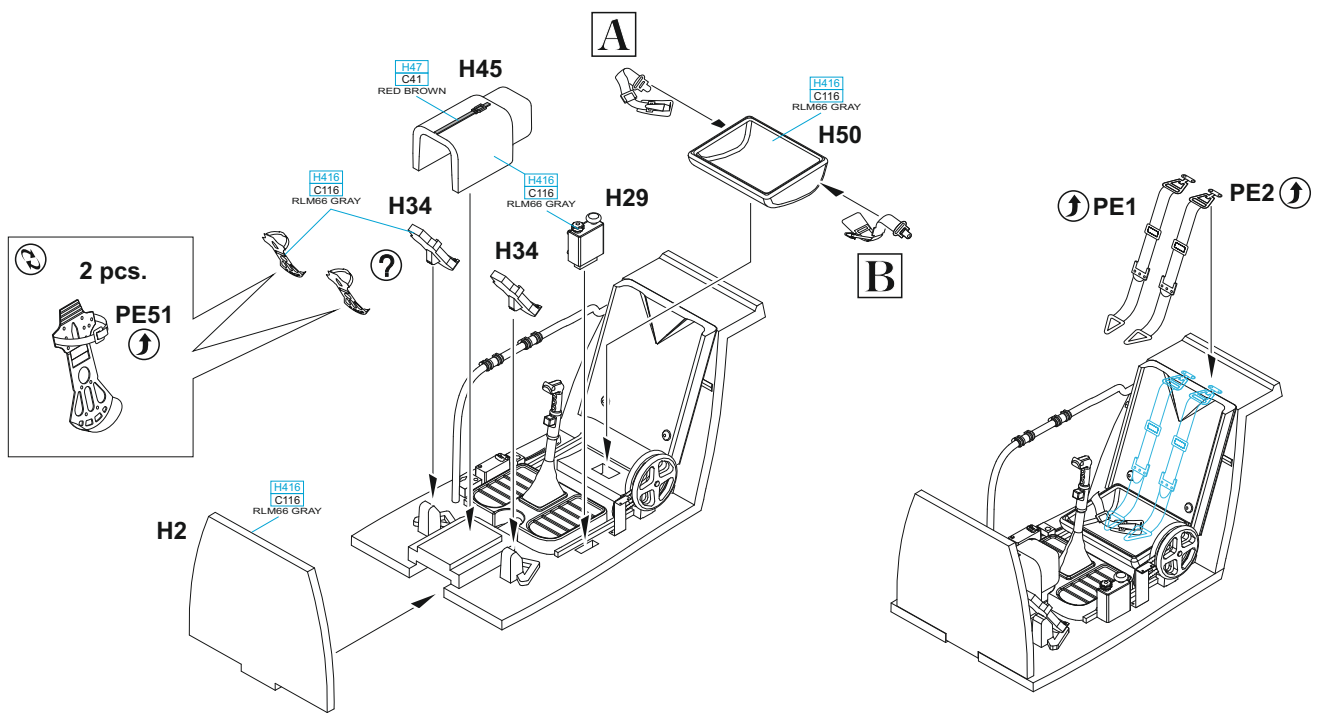
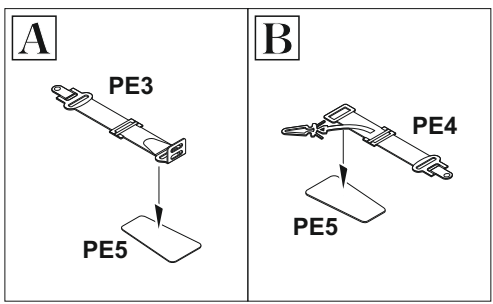
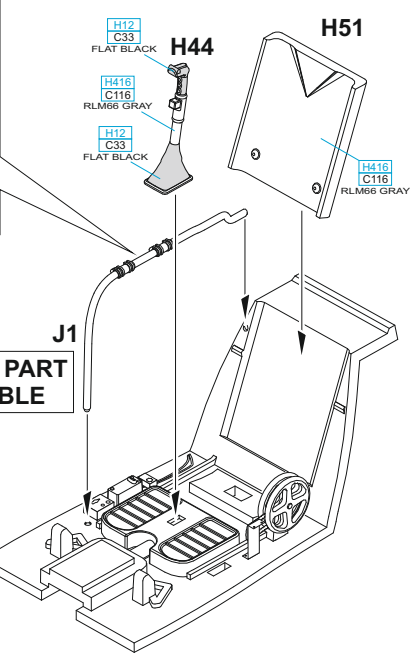
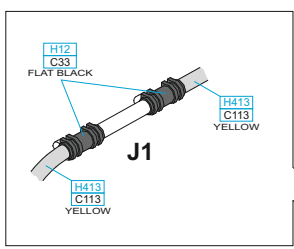
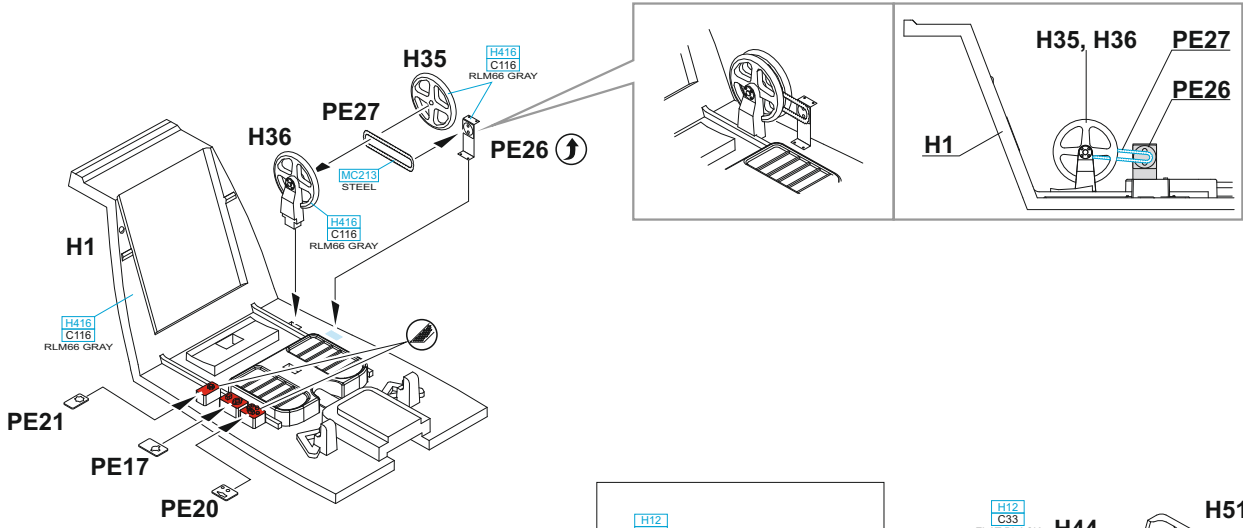


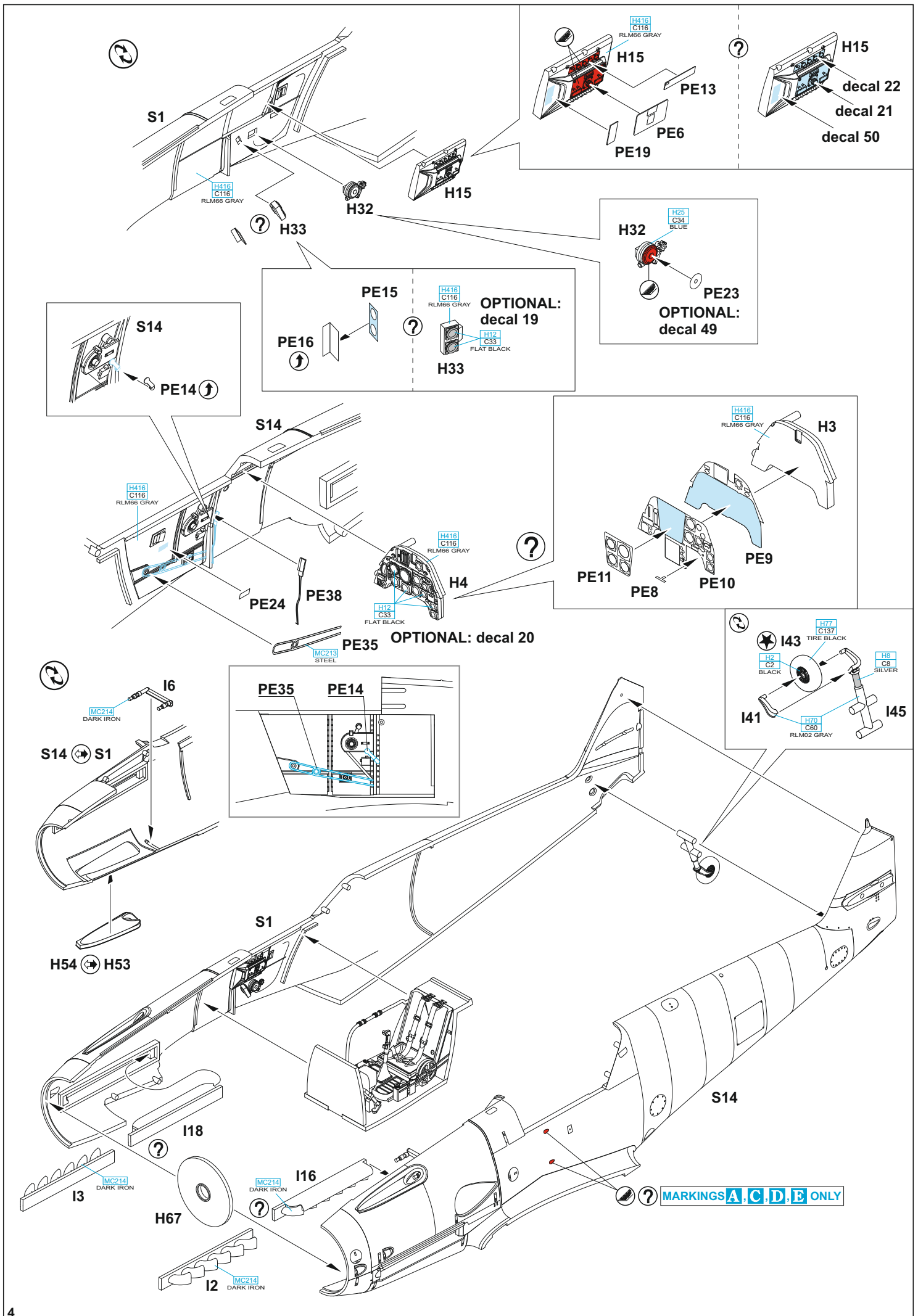
色

GSI Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
H2	C2	BLACK	
H8	C8	SILVER	
H11	C62	WHITE	
H12	C33	FLAT BLACK	
H25	C34	SKY BLUE	
H47	C41	RED BROWN	
H85	C18	BLACK GREEN	RLM70
H86	C119	SANDY BROWN	RLM79
H68	C36	DARK GRAY	RLM74
H69	C37	GRAY	RLM75
H70	C60	GRAY	RLM02

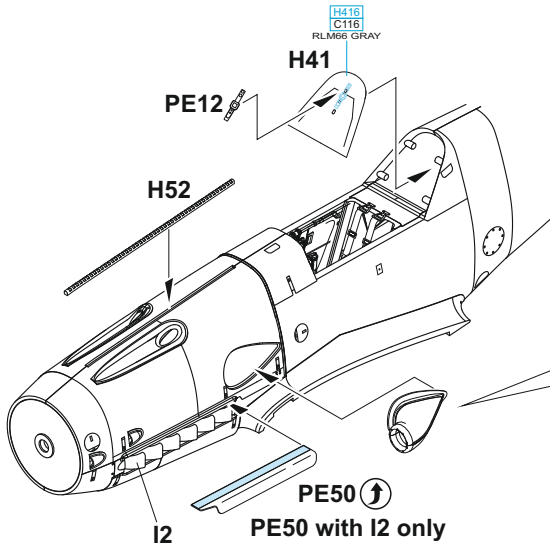
AQUEOUS	Mr.COLOR		
H77	C137	TIRE BLACK	
H90	C47	CLEAR RED	
H94	C138	CLEAR GREEN	
H324	C324	LIGHT GRAY	
H413	C113	YELLOW	RLM04
H414	C114	RED	RLM23
H416	C116	BLACK GRAY	RLM66
H417	C117	LIGHT BLUE	RLM76
H418	C118	LIGHT BLUE	RLM78
Mr.METAL COLOR			
MC213		STAINLESS	
MC214		DARK IRON	







MARKING B ONLY

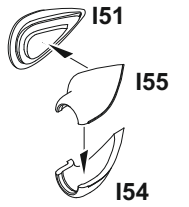


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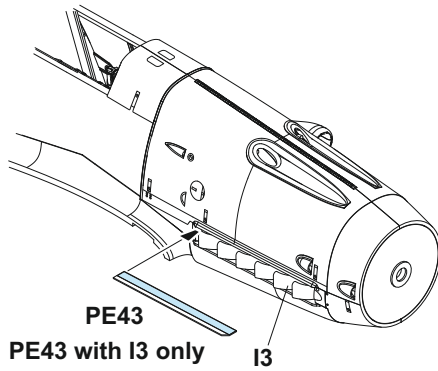
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PE49

OPTIONAL: decal 12



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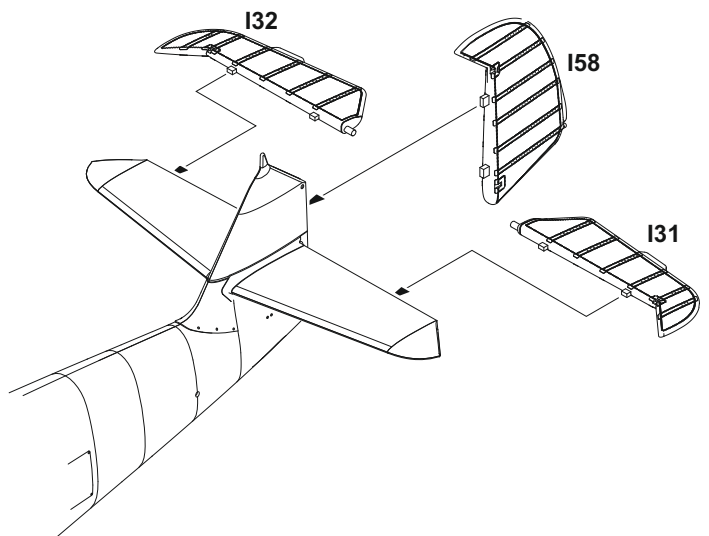
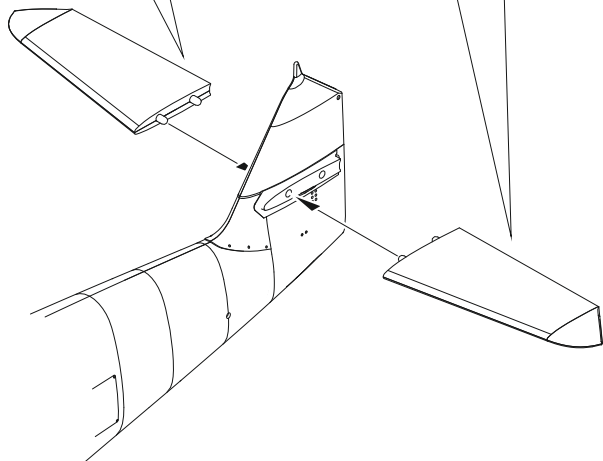
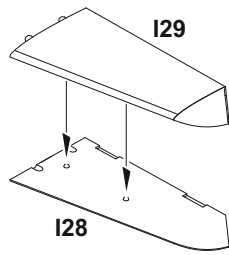
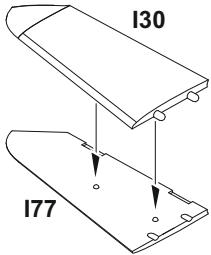


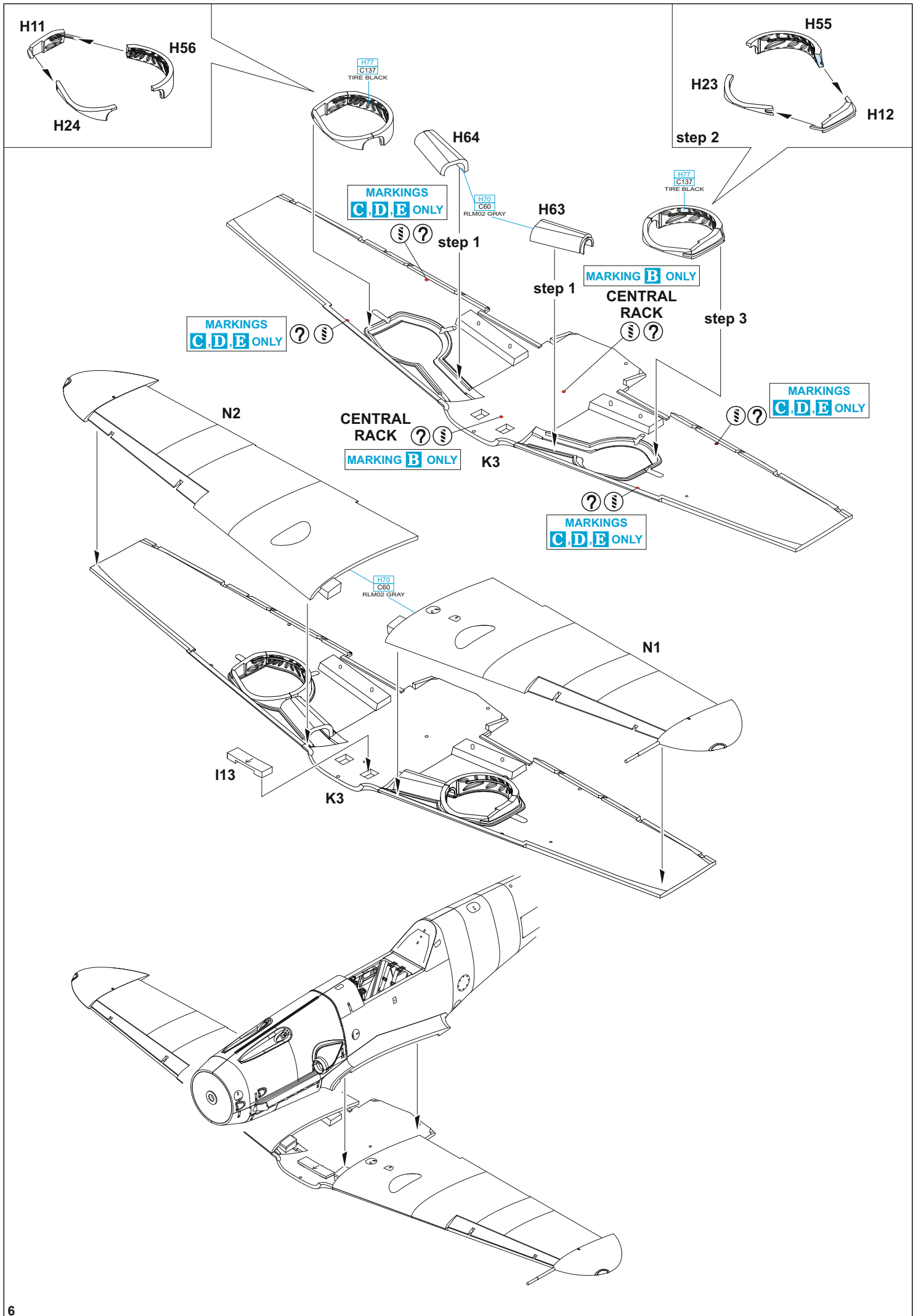
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PE46, 47

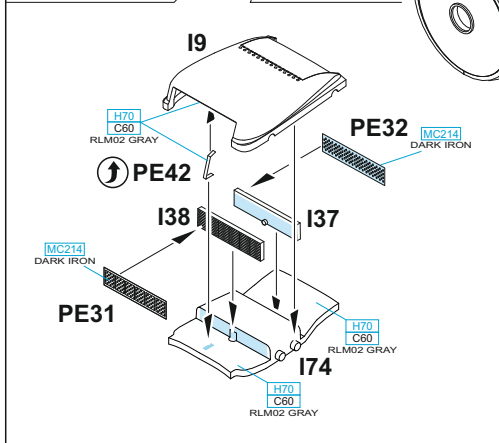
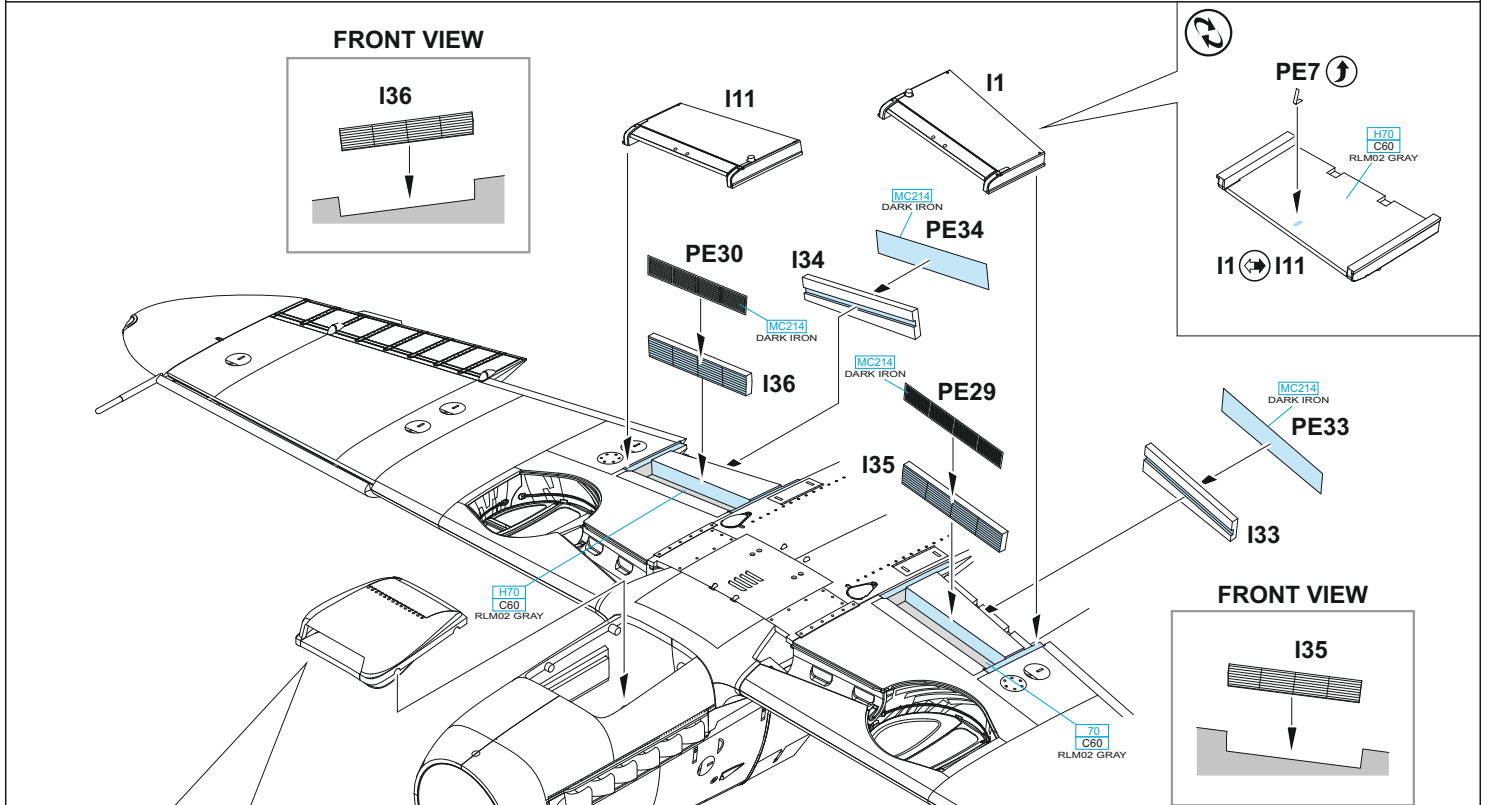
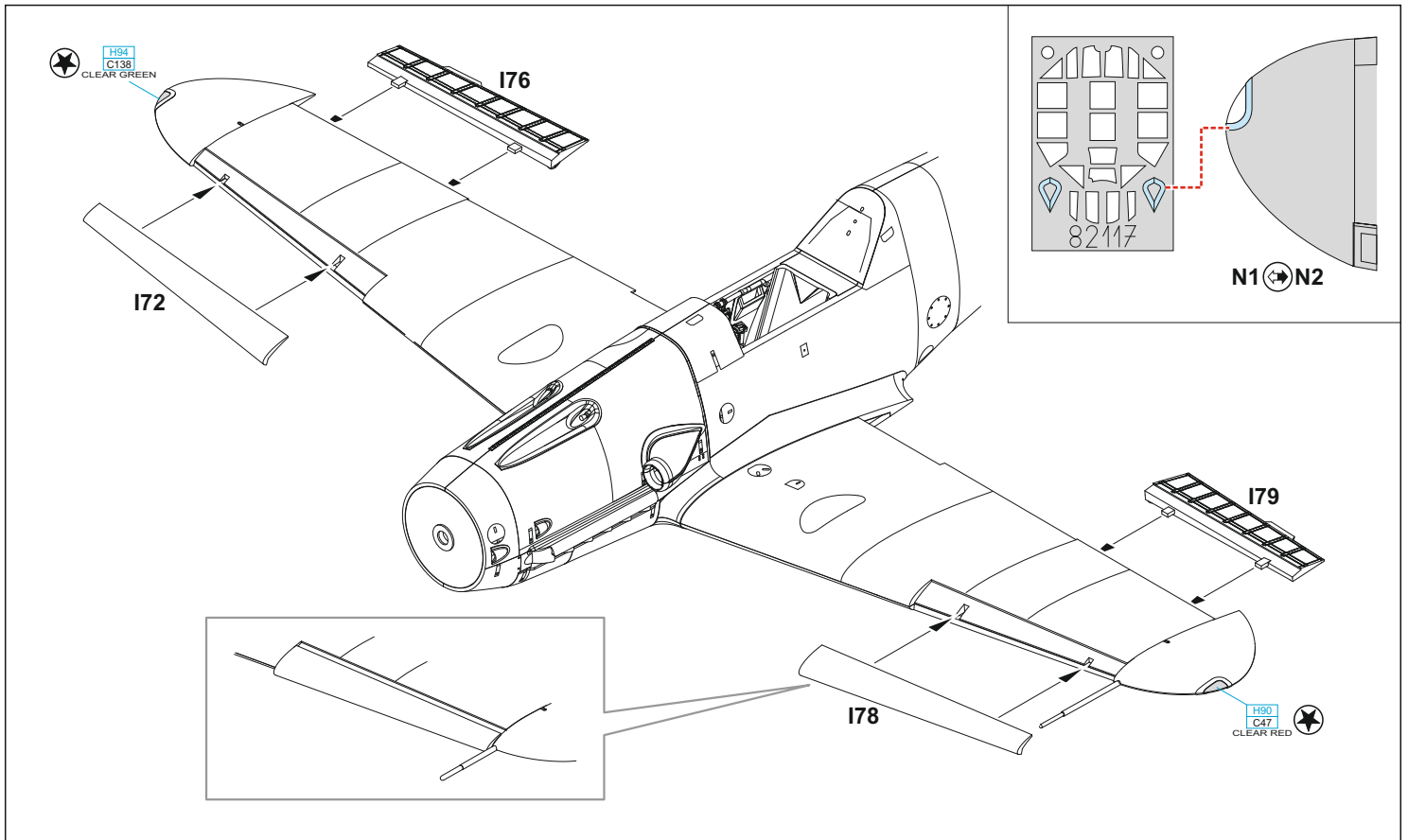
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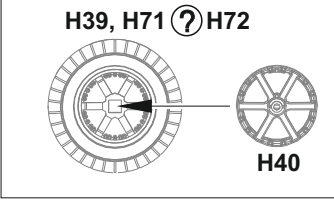
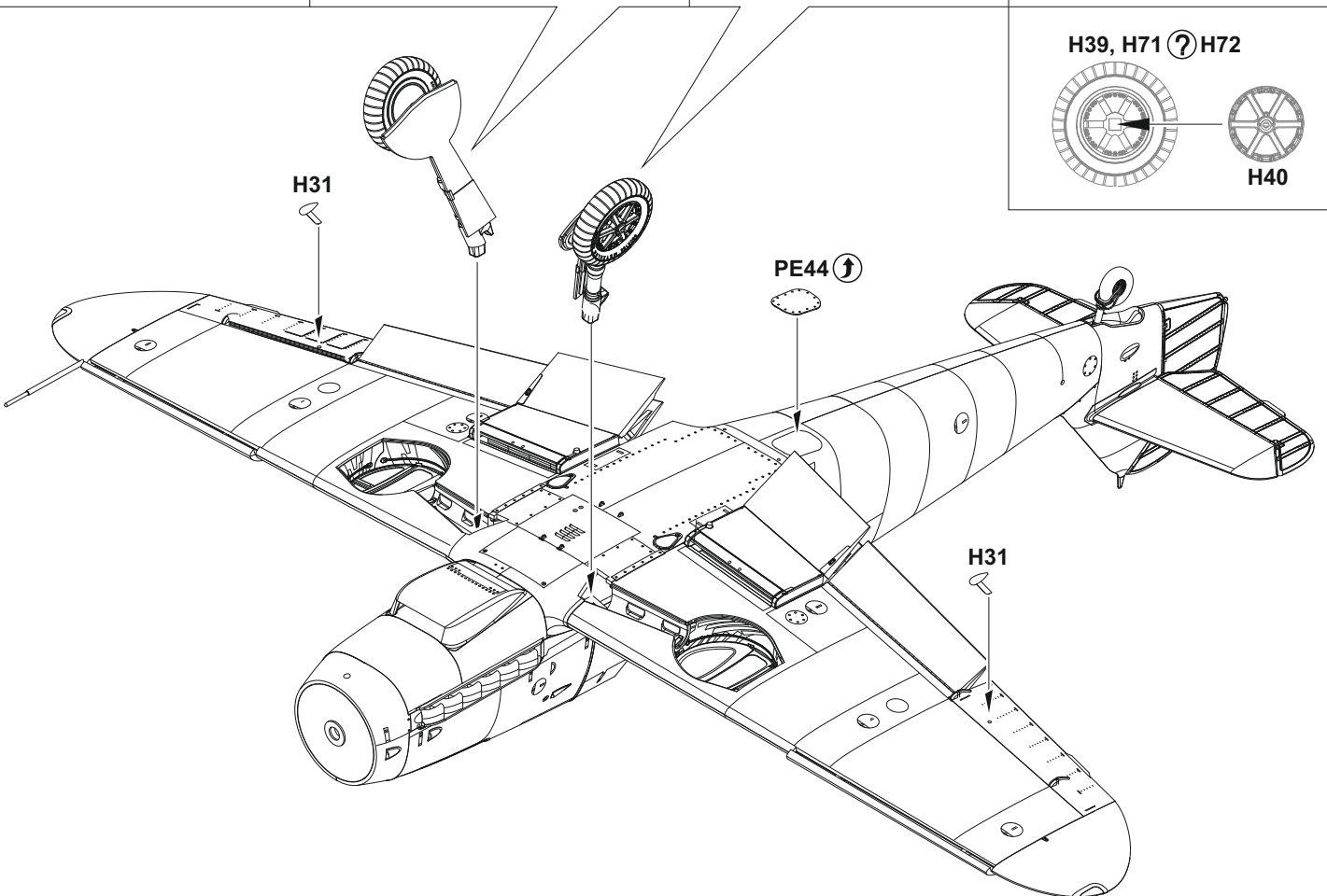
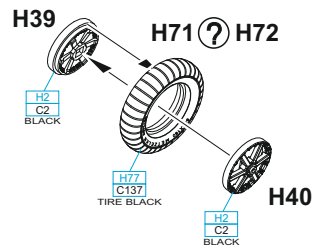
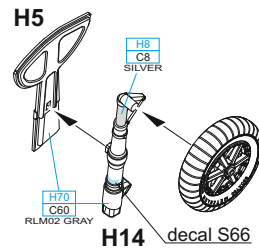
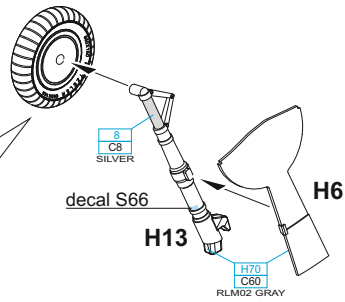
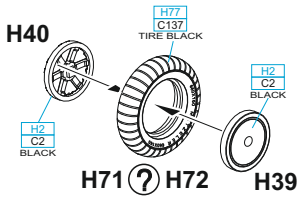
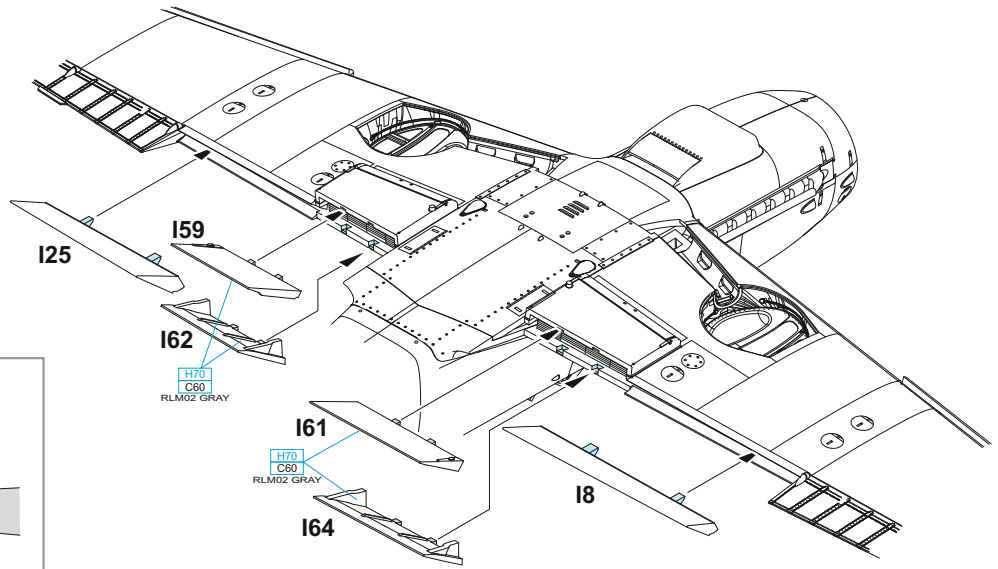
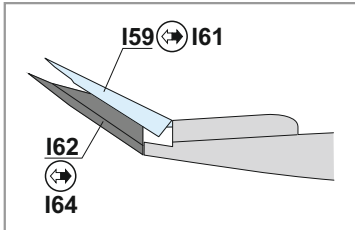


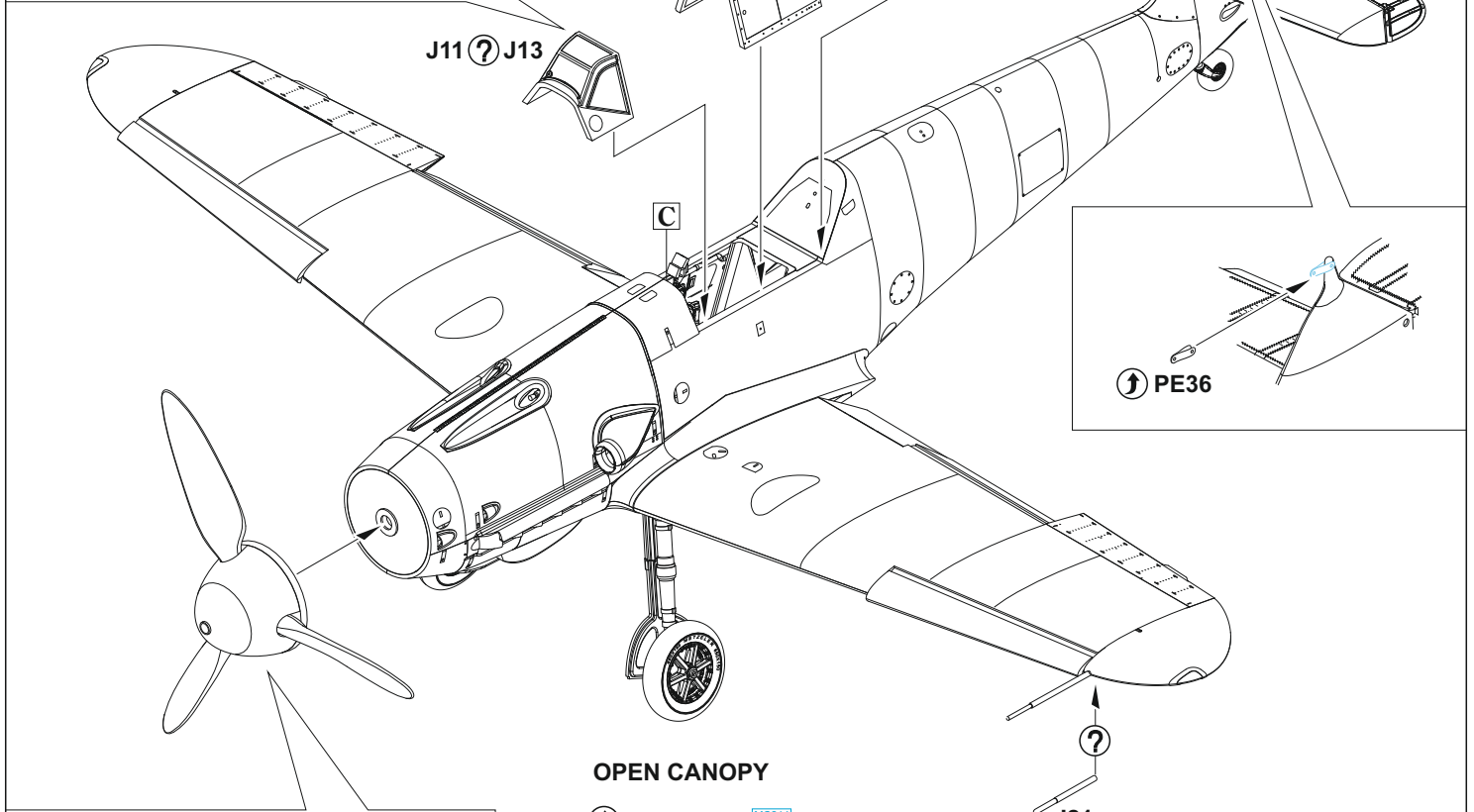
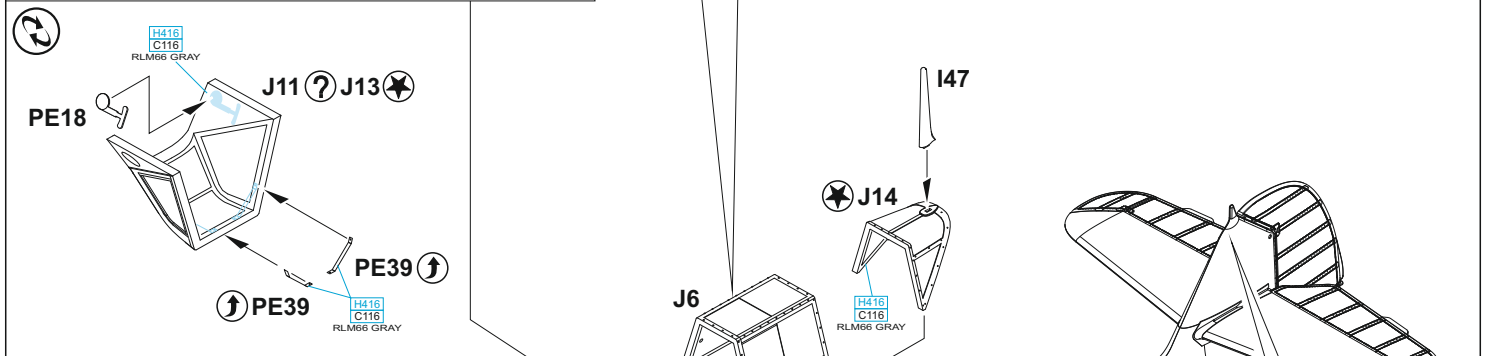
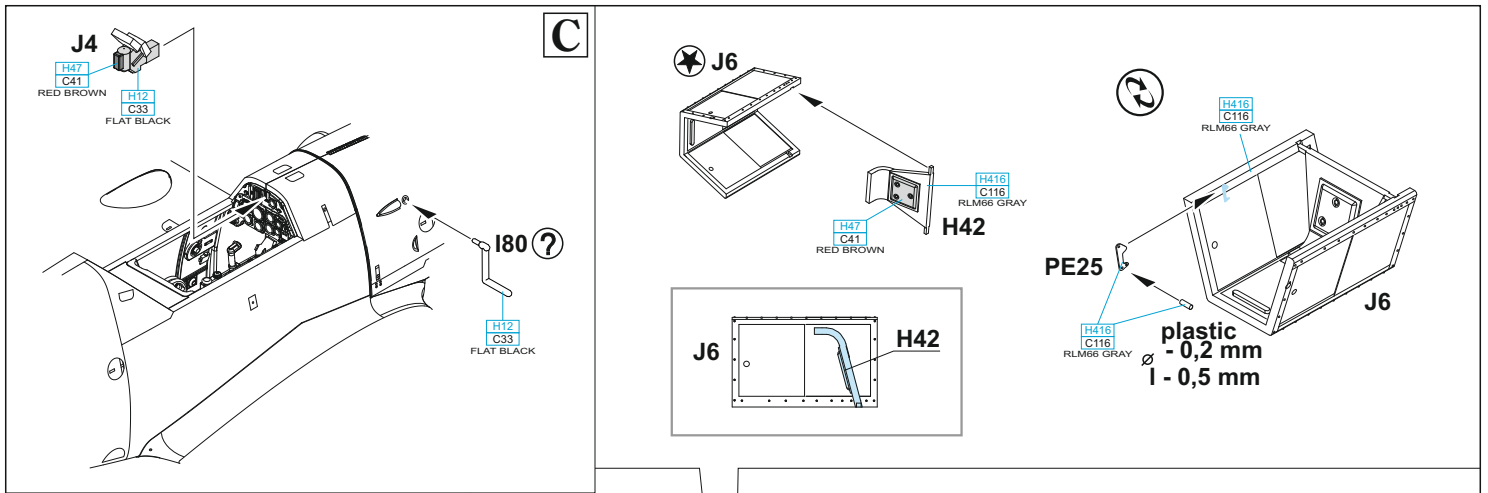




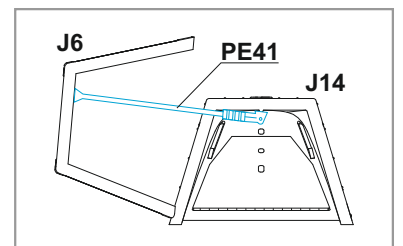
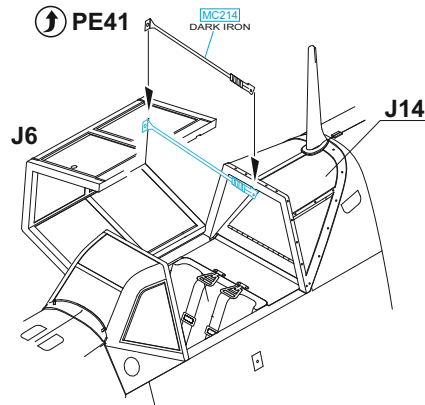
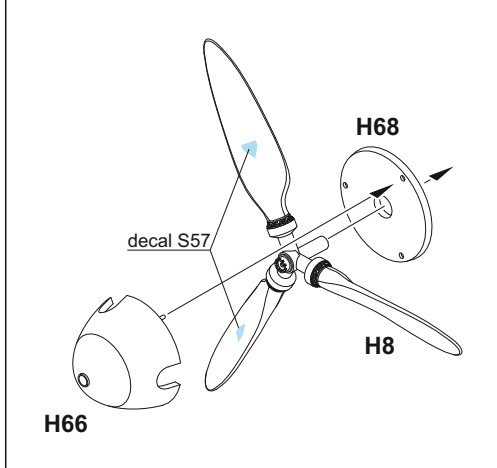


**CORRECT POSITION OF RADIATOR FLAPS**

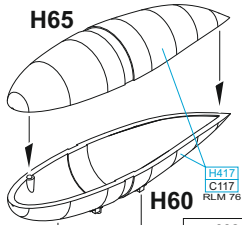
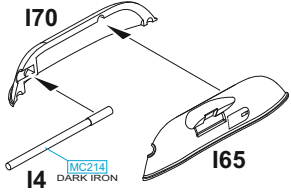




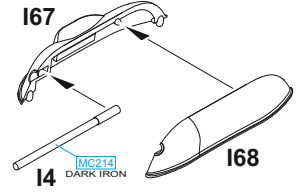
**OPEN CANOPY**



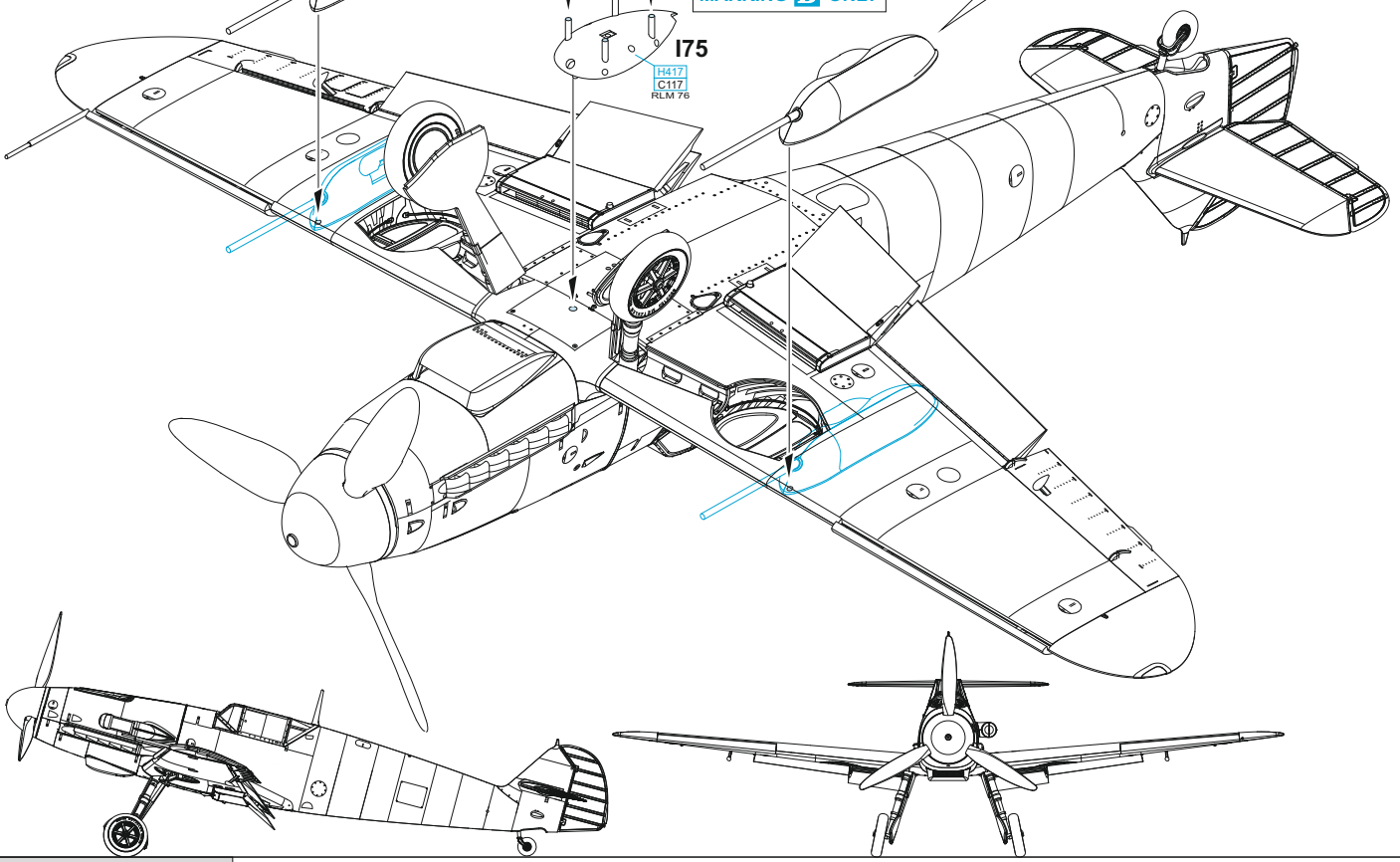
MARKINGS C, D, E ONLY



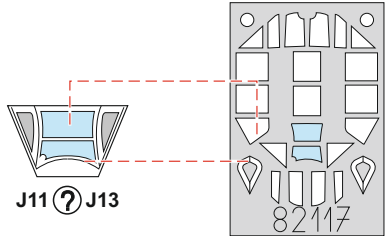
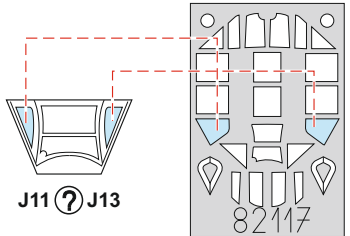
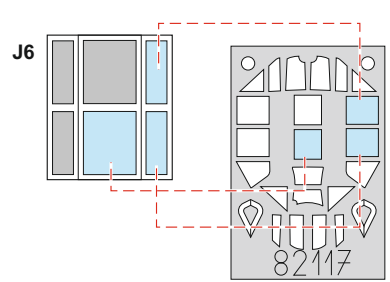
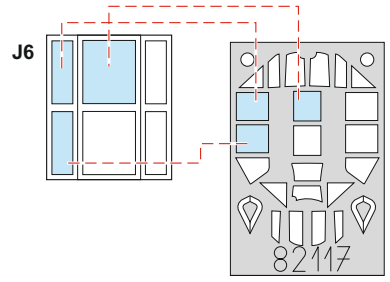
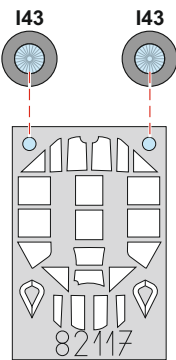
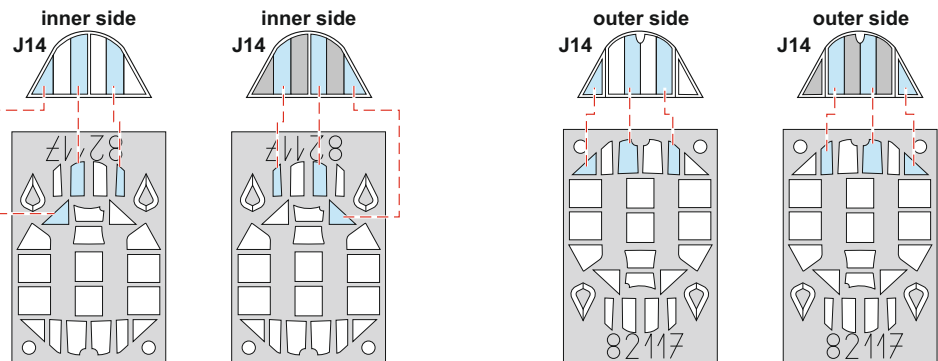
MARKINGS C, D, E ONLY



H60, H65, I75 - MARKING B ONLY



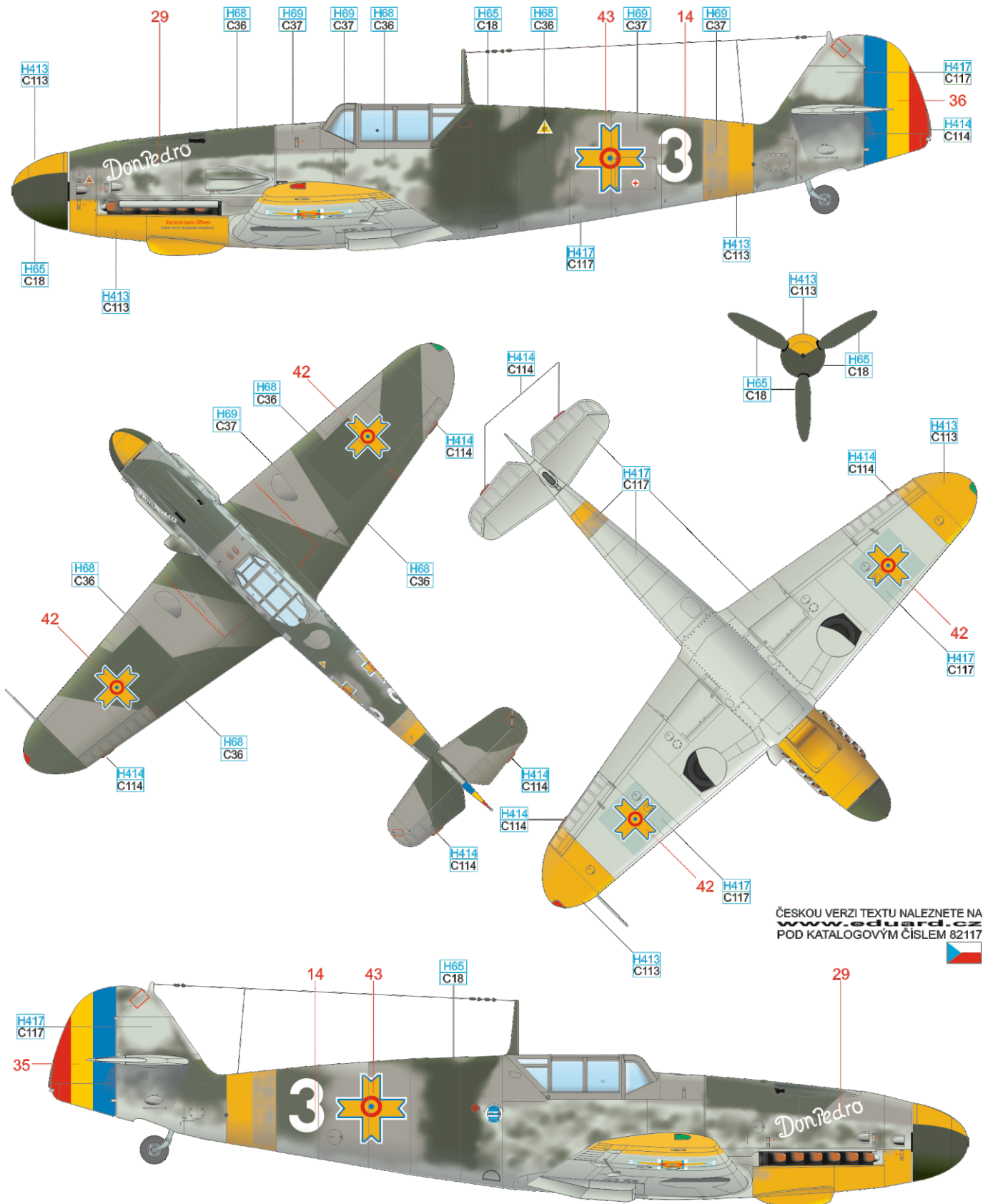
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# A Bf 109G-4, flown by Lt. Av. P. Protopopescu, Escadrila 57, Grupul 7 Vânătoare, Kirovograd (Kropyvnytskyi / Ukraine now), Soviet Union, June 1943

Alongside the German armed forces, combat against the Soviet Union was also carried out by her Axis allies, Finland, Italy, Hungary, Romania, Slovakia and Spain. Romanian ground units operated alongside the Germans on the southern front supported by their own air units. In March 1943, the Romanian unit Grupul 7 began to accept the Messerschmitt Bf 109G, but was subsequently moved to combat areas in the Ukraine. The aircraft flown by Lt. Av. Petre Protopopescu carried a camouflage scheme composed of German RLM 74/75/76. The German national insignia was oversprayed with the same colours, and the markings were replaced by those of Romania, the St. Michael Cross, and the rudder carried the Romanian national colours. Both sides of the front of the aircraft carried the inscription 'Don Pedro', the pilot's nickname.



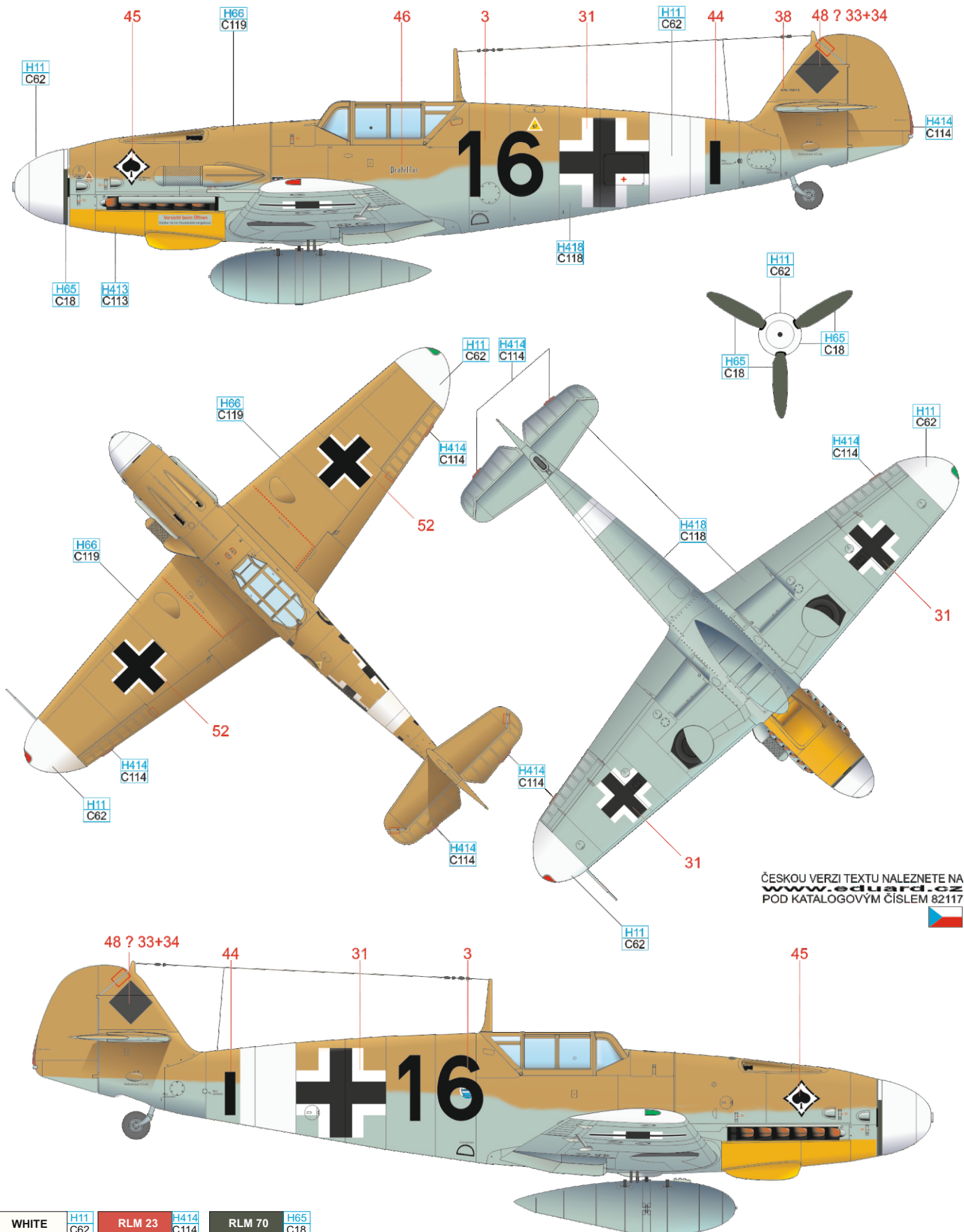
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.cz](http://www.eduard.cz) POD KATALOGOVÝM ČÍSLEM 82117



RLM 23	H414 C114	RLM 70	H65 C18
RLM 04	H413 C113	RLM 74	H68 C36
		RLM 75	H69 C37
		RLM 76	H417 C117

# B Bf 109G-4/trop, W. Nr. 15013, flown by Lt. U. Seiffert, 8./JG 53, Tindja, Tunisia, April 1943

III./JG 53 took part in the defensive battles of the German Afrika Korps in the face of increasingly offensive pressure emanating from the Allied advance through today's Tunisia at the end of spring 1943. This unit was based in Sicily, but a temporary home for the 8th Staffel was made at the Tunisian base at Tindja from April 1st to the 20th. This tropicalized Bf 109G-4 was flown by Lt. Seiffert during this time period. The aircraft was sprayed in a desert camouflage consisting of RLM 79 which covered the upper and side surfaces, while RLM 78 was the bottom side colour. The white bottom wing tips and the white fuselage band ahead of the tail surfaces were identifying marks for aircraft on the southern front. The upper surfaces would later receive a squiggle pattern of RLM 80.

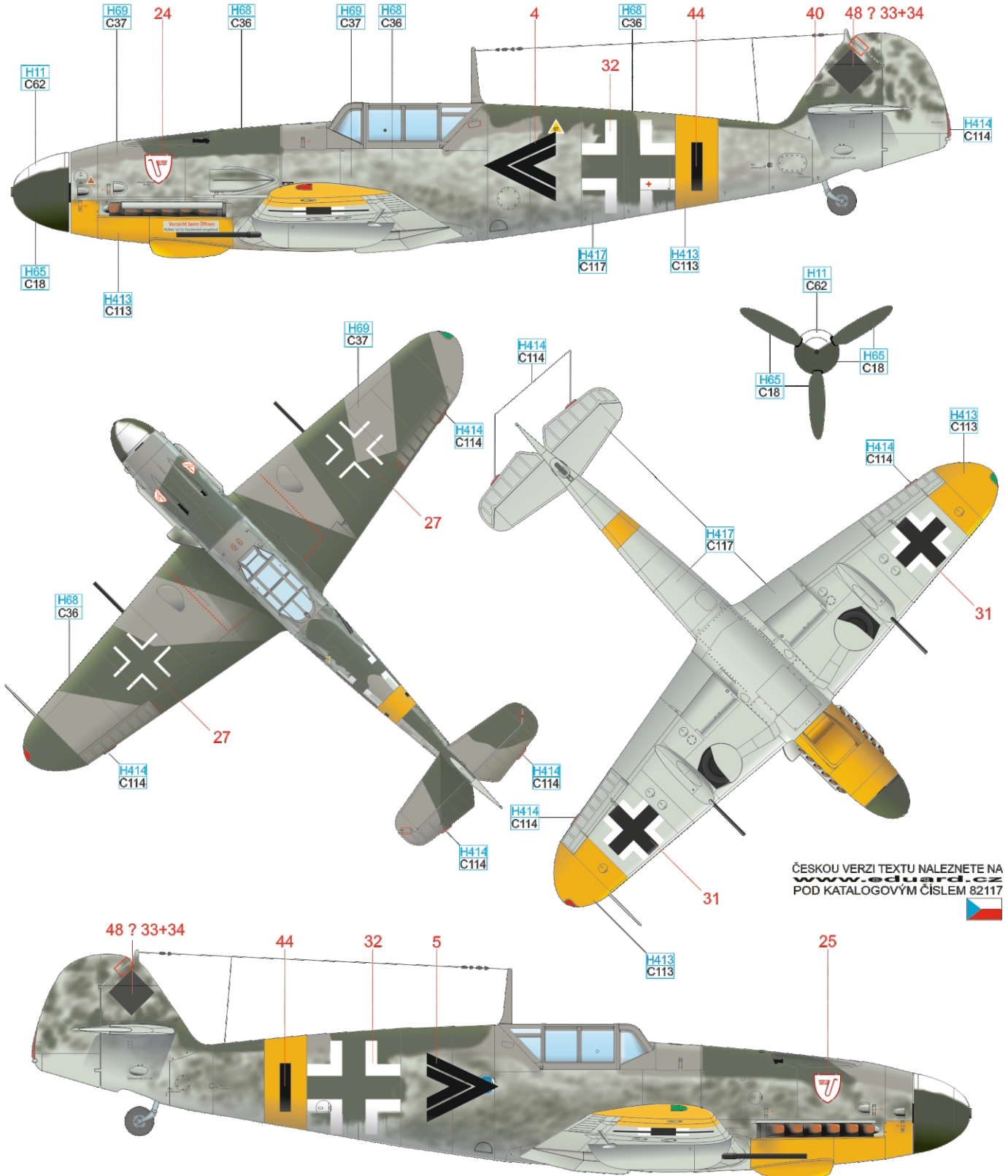


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WHITE	H11 C62	RLM 23	H414 C114	RLM 70	H65 C18
RLM 04	H413 C113	RLM 79	H66 C119	RLM 78	H418 C118

# C Bf 109G-4/R6, W. Nr. 14946, flown by Maj. W. Ewald, Stab III./JG 3, Kertch, Soviet Union, April 1943

Wolfgang Ewald was born March 26th, 1911 in Hamburg and joined the ranks of the Luftwaffe in 1935. Shortly after completing fighter training he was attached to 2./J 88, with which he served in Spain until August 1937. Shortly after his return in May 1939, he was named CO of 2./JG 52, which he led through the invasion of Poland and the Blitzkrieg against the Netherlands, Belgium and France. At the end of August, during the Battle of Britain, he was given command of the entire I. Gruppe JG 52. After serving with Jagdfliegerführer 2, he was assigned to III./JG3 on May 20th, 1942 and subsequently commanded it from July 23rd. Not even a full year after, on July 14th, 1943, Major Ewald was hit by ground fire and forced to leave his plane and was taken prisoner. He spent 76 months in captivity, and was released in December 1949. After his return to Germany, he was involved in the formation of the new Luftwaffe, from which he retired in 1960. He died on February 24th, 1995. During his Second World War combat career, he shot down 77 enemy aircraft, and claimed one in Spain. He received the Knight's Cross on December 9th, 1942. The aircraft that Major Ewald flew in April 1943 over the Kerch Peninsula was camouflaged according to the Luftwaffe fighter standard, consisting of RLM 74/75/76. The yellow bottom wing tips and fuselage band denote Eastern Front service, and on the nose is the JG3 unit marking. Lt. Adolf von Gordon was shot down in this aircraft in combat with Il-2s on April 20th, 1943.



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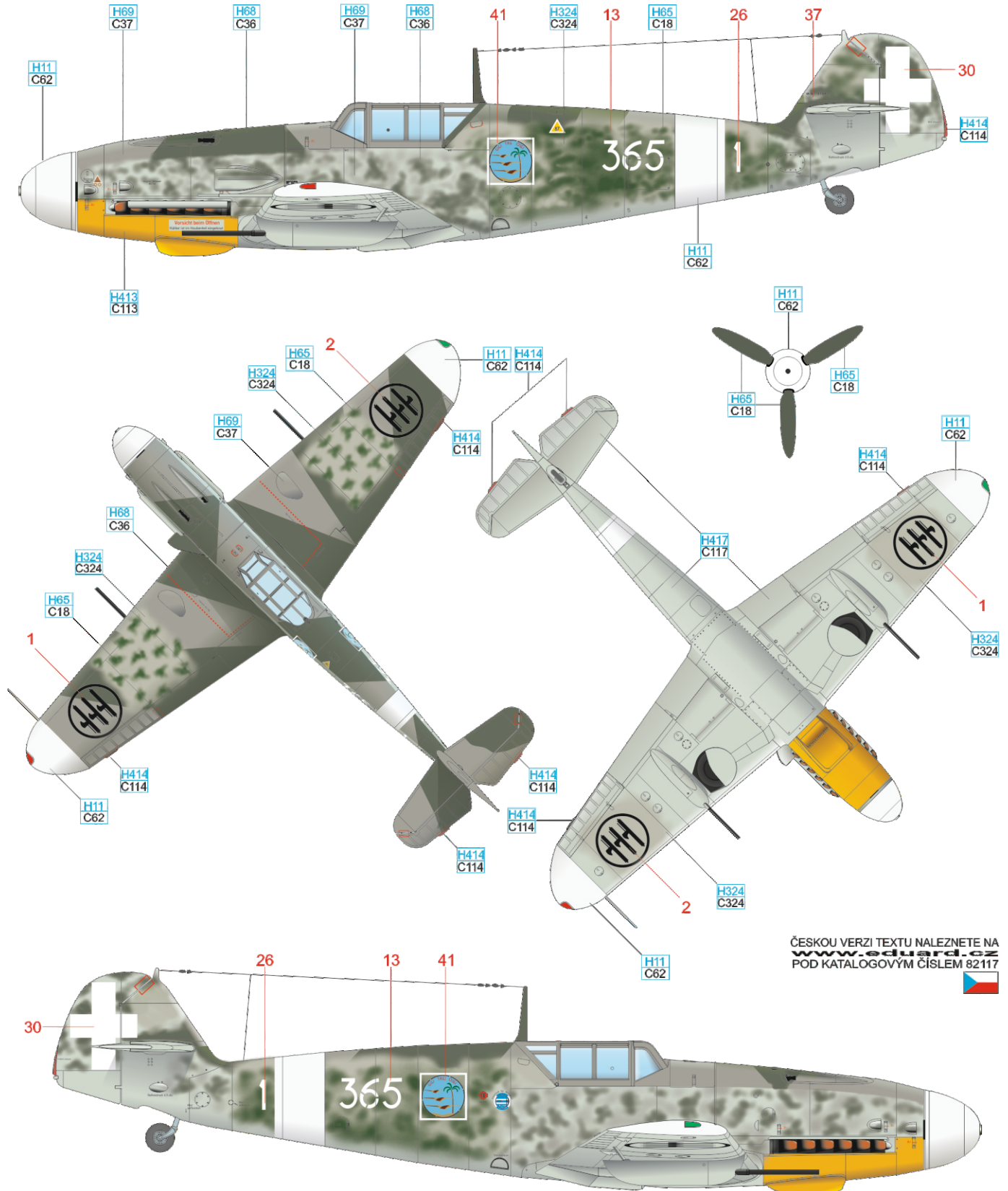


RLM 23	H414 C114	RLM 70	H65 C18	WHITE	H11 C62
RLM 04	H413 C113	RLM 74	H68 C36	RLM 75	H69 C37
				RLM 76	H417 C117



# D Bf 109G-4/R6, W. Nr. 19566, flown by Ten. G. Gianelli, 365<sup>a</sup> Squadriglia, 150<sup>o</sup> Gruppo Autonomo, Sciacca, Sicily, July 1943

Italian Macchi C.202 fighters flown by the Regia Aeronautica from the beginning of the war were due to be replaced by their more capable descendants, the C.205, Fiat G.55 and Reggiane Re.2005s. Due to slow production initiation of the later types and the need for fighters to combat Allied air power, Germany was asked to supply its southern ally with the Messerschmitt Bf 109G, mostly in the form of the G-6 version. The Italians received ten Bf 109G-4s, and all, along with G-2 and G-6 aircraft, were assigned to the 150<sup>o</sup> Gruppo Autonomo. This unit was made up of the 363<sup>a</sup>, 364<sup>a</sup> a 365<sup>a</sup> Squadriglia and to counter the Allied air threat, they were based at Sicily. The Bf 109G-4 used by Italian units came from Luftwaffe stocks and so were camouflaged in RLM 74/75/76. The German national insignia were oversprayed with the Italian colour Grigio Azzurro Chiaro 1, and, as in the case of aircraft 365-1, with the addition of small squiggles of Verde Oliva Scuro 2. The usual white identifiers used on the southern front at the wing tip bottom and the fuselage band were added to be consistent with Luftwaffe aircraft.



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GRIGIO AZZURRO CHIARO 1	H324 C324	VERDE OLIVA SCURO 2	H65 C18
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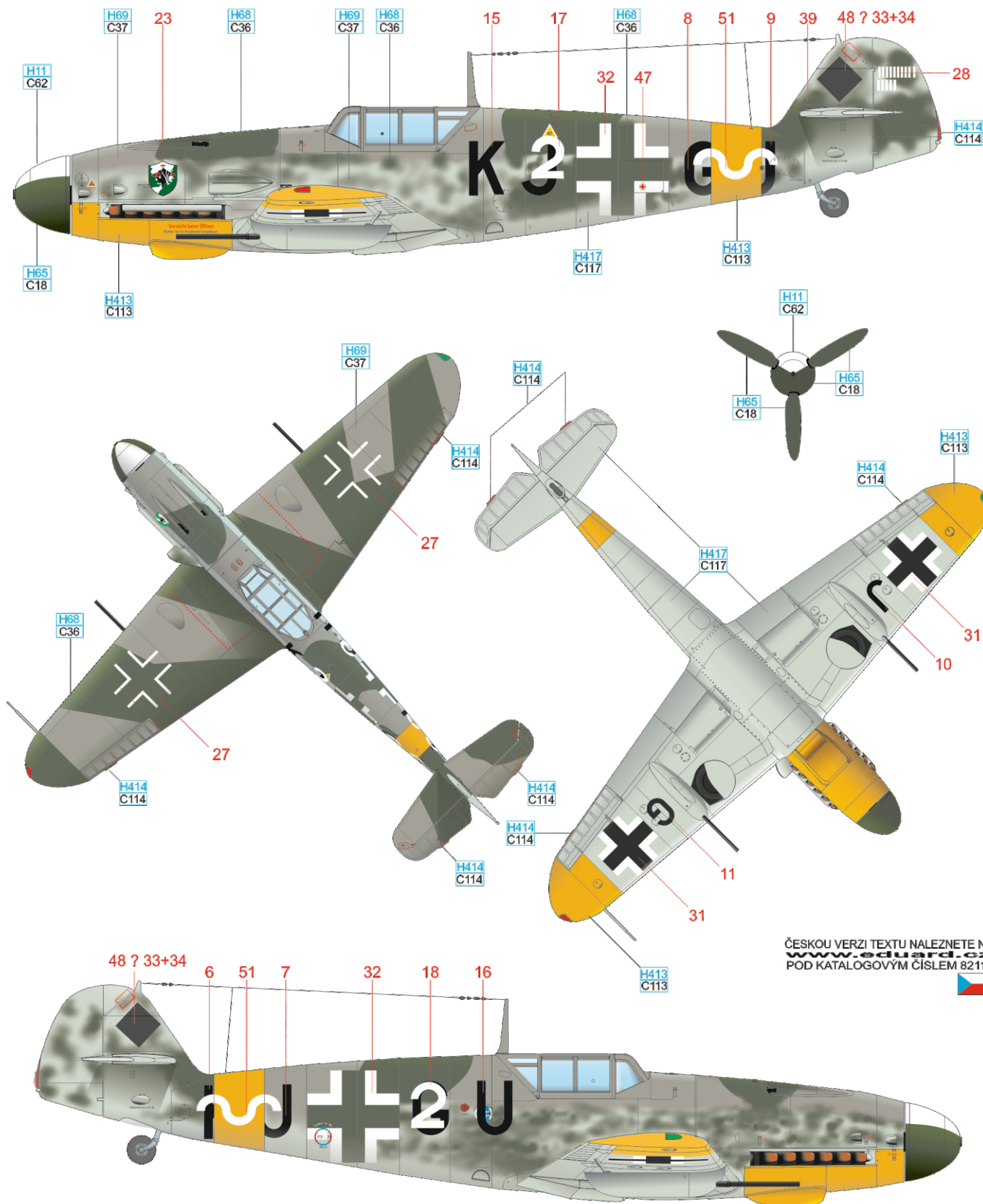
WHITE	H11 C62	RLM 23	H414 C114
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RLM 04	H413 C113	RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117
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# E Bf 109G-4/R6, W. Nr. 14997, flown by Lt. E. Hartmann, 7./JG 52, Taman, Soviet Union, May 1943

Lt. Erich Hartmann, the most successful fighter ace in history, began to ply his trade with 7. Staffel JG 52, to which he was assigned on October 10th, 1942. He first flew the Bf 109G-2, but by the first half of March 1943, the unit began accepting the Bf 109G-4. From the beginning of May 1943, after gaining his 11th and 12th kills, he was made Rottenführer (lead of a two ship flight) and his score began to quickly rise to reach 352 by the end of the war. For his success, he was awarded the Knight's Cross with Oak Leaves, Swords and Diamonds. Hartmann's White '2' was camouflaged in the standard Luftwaffe scheme consisting of RLM 74/75/76. The factory codes on the fuselage sides and the bottom of the wings were not completely obliterated, but only partially oversprayed with a white wave (III. Gruppe marking), the white number '2' and a yellow band, which together with the yellow bottom wing tips was common to Luftwaffe aircraft operating on the Eastern Front. The front of the aircraft carried the marking of its previous user, I./JG 52. Flying this aircraft, Uffz. H. Meissler was forced to belly in behind enemy lines due to engine failure on May 28th, 1943 and was taken prisoner.



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

