

# Bf 109G-6

eduard

1/72 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 70159

**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 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 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.

#### **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. Experience gained in 1940 led to the development of the F version prior to the spring of 1941. The elegance of the Bf 109 crested its limits by the end of the war, 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 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 their HA-1109-1112, re-engined Bf 109s, until 1967.

#### **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 subvariant was introduced in February 1943 and the 7.92 mm MG 17s machine guns were replaced by more powerful 13 mm MG 131s. The change necessitated two bulges covering the gun's breeches. More than 12,000 examples were built.

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  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)

PARTS



DÍLY



TEILE



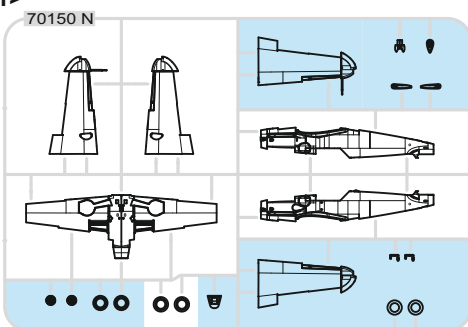
PIÈCES



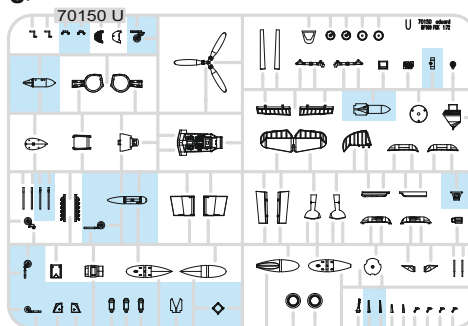
部品

## PLASTIC PARTS

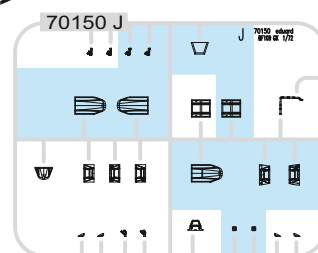
N1&gt;



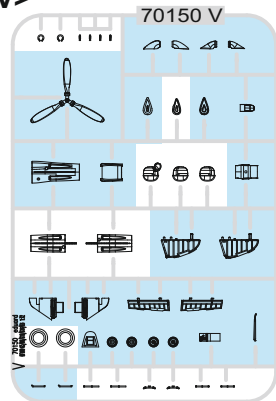
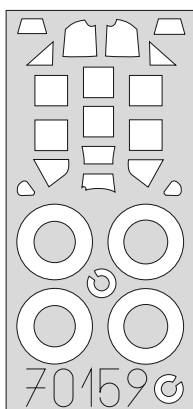
U&gt;



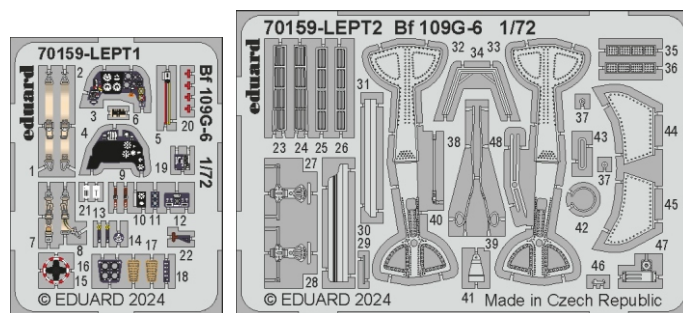
J&gt;



V&gt;

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



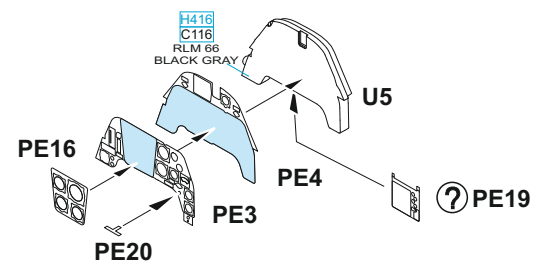
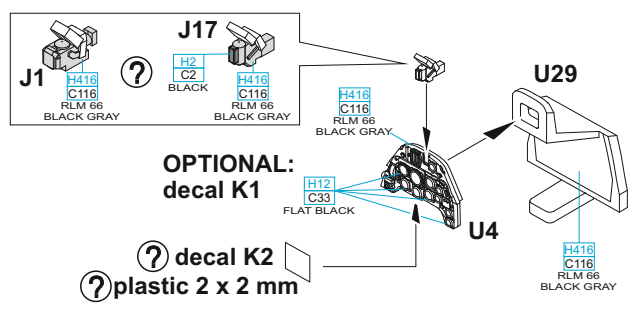
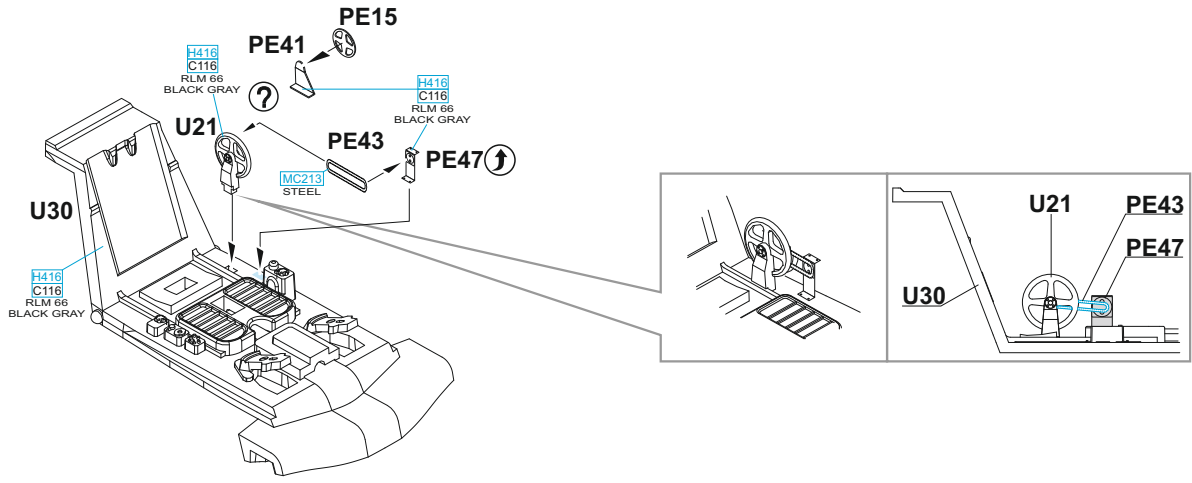
PEINTURE



色

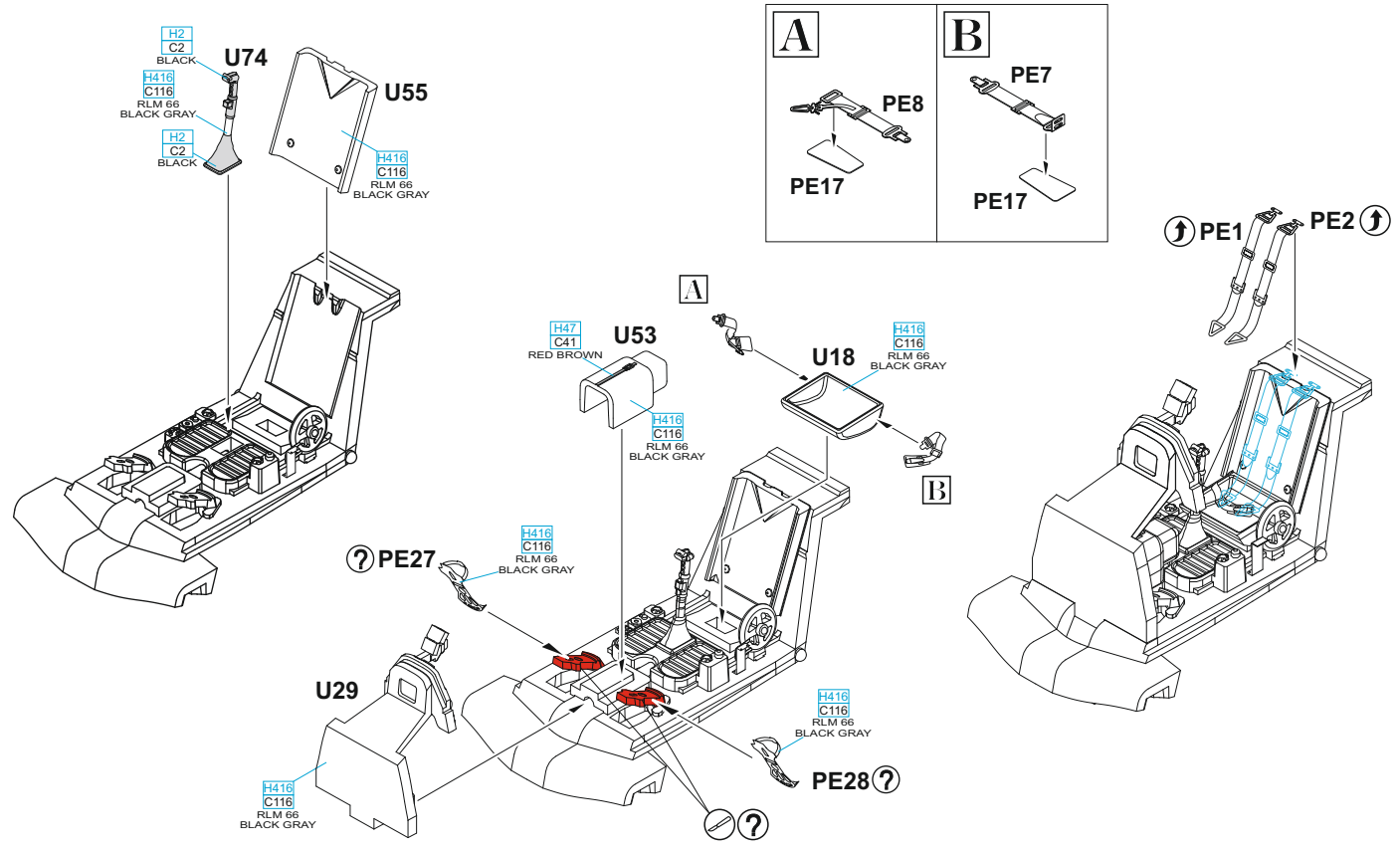
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H2]	[C2]	BLACK
[H11]	[C62]	FLAT WHITE
[H12]	[C33]	FLAT BLACK
[H47]	[C41]	RED BROWN
[H65]	[C18]	RLM70 BLACK GREEN
[H68]	[C36]	RLM74 DARK GRAY
[H69]	[C37]	RLM75 GRAY
[H70]	[C60]	RLM02 GRAY
[H77]	[C137]	TIRE BLACK
[H90]	[C47]	CLEAR RED
[H94]	[C138]	CLEAR GREEN
[H319]	[C319]	LIGHT GREEN

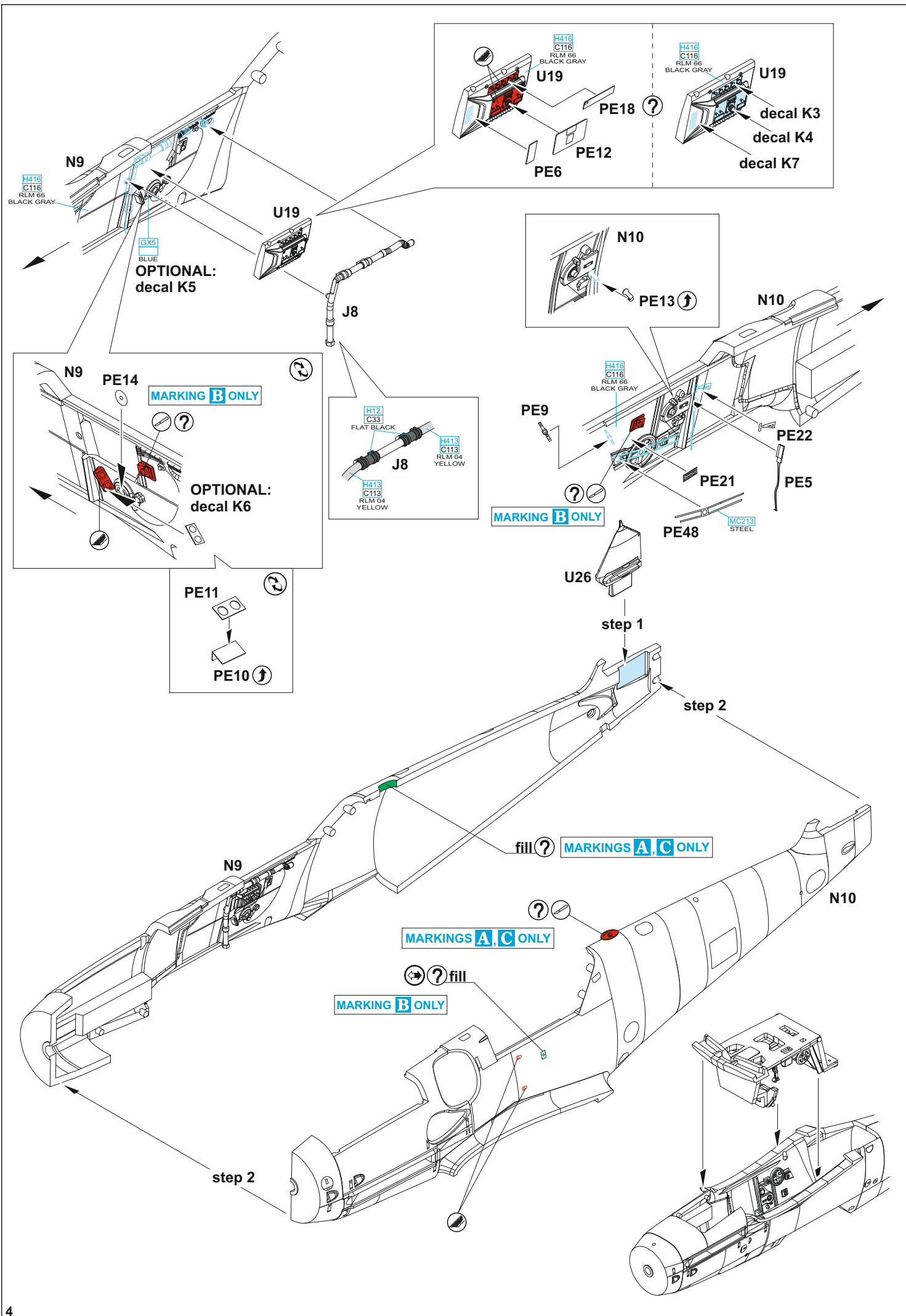
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H413]	[C113]	RLM04 YELLOW
[H414]	[C114]	RLM23 RED
[H416]	[C116]	RLM66 BLACK GRAY
[H417]	[C117]	RLM76 LIGHT BLUE
Mr.METAL COLOR		
[MC213]		STEEL
[MC214]		DARK IRON
[MC219]		BRASS
Mr.COLOR SUPER METALLIC		
[SM201]		SUPER FINE SILVER
Mr.COLOR GX		
[GX05]		SUSIE BLUE



plastic, decal K2 - MARKINGS **A, C, D, E, F** ONLY

PE19 - MARKINGS **A, C, D, E, F** ONLY





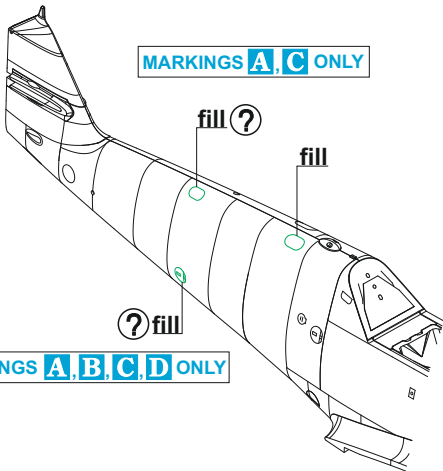
H416  
C116  
RLM 66  
BLACK GRAY

V14 - MARKINGS A, F ONLY

V19 - MARKINGS A, F ONLY

MARKINGS A, C ONLY

MARKINGS A, B, C, D ONLY

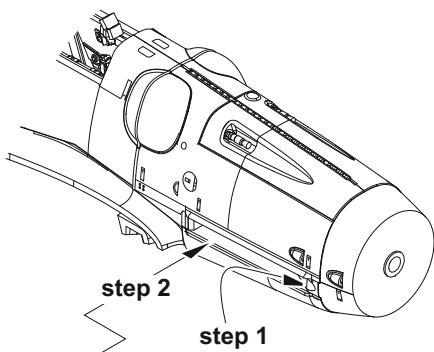
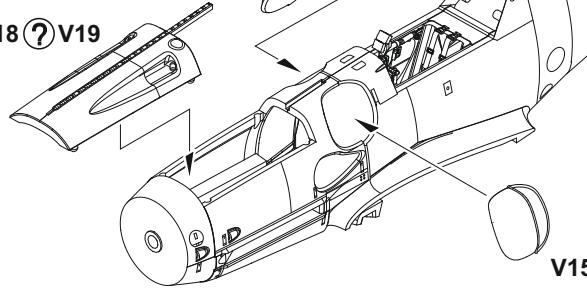


V18 ? V19

V16 ? V14

U7

V15



V2  
MC214  
DARK IRON

step 1 V9

step 2

step 1

step 2

U63

U62

U38

MC214  
DARK IRON

U46

U37

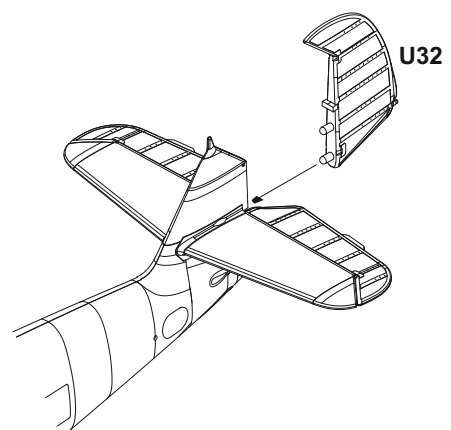
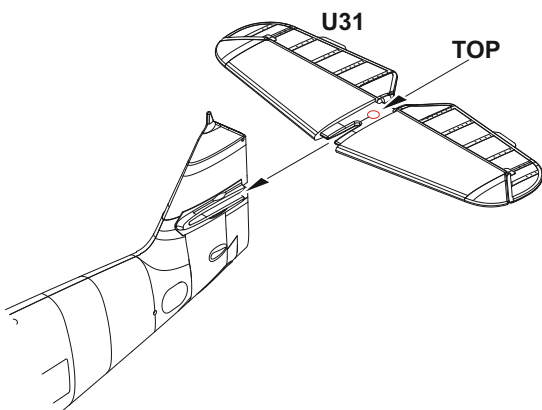
U47  
MC214  
DARK IRON

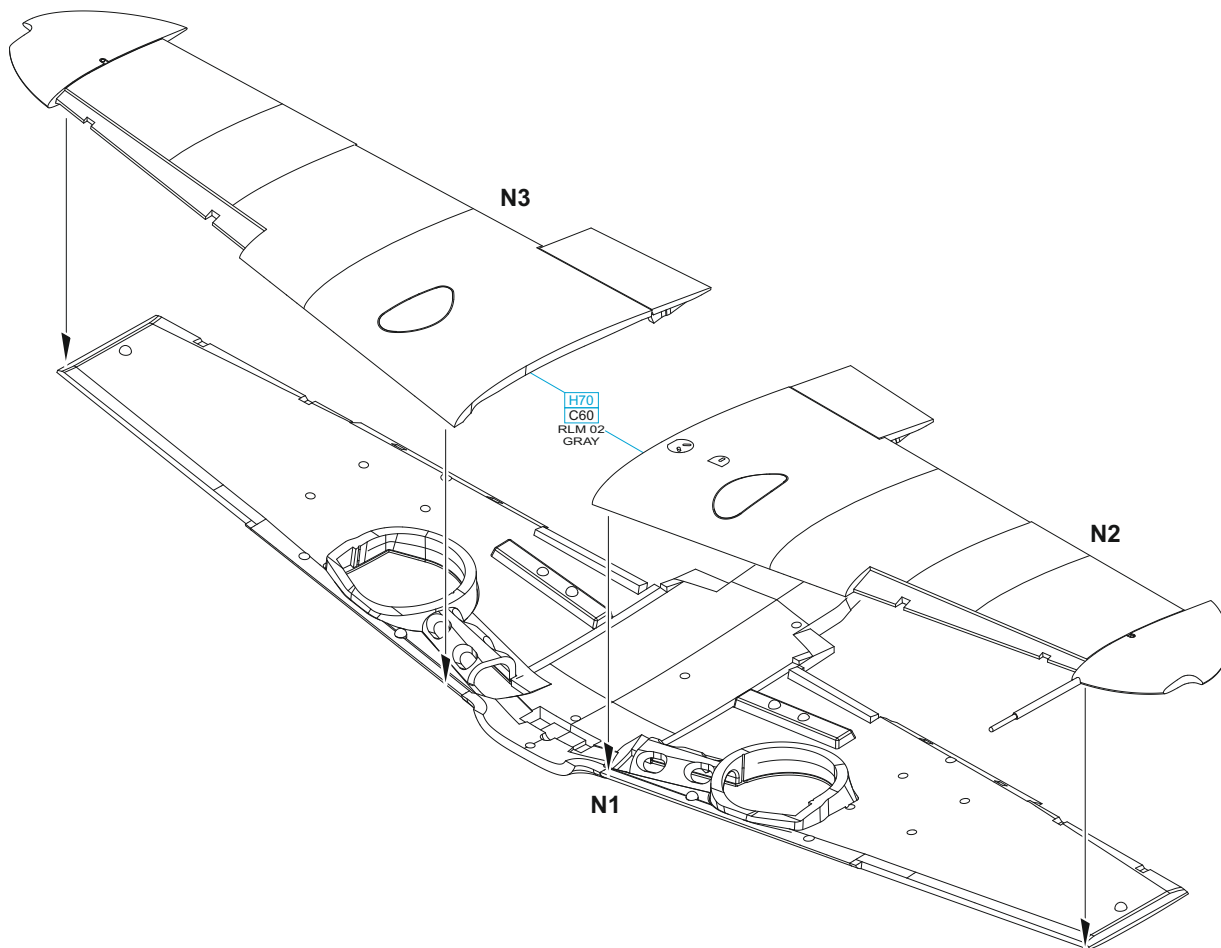
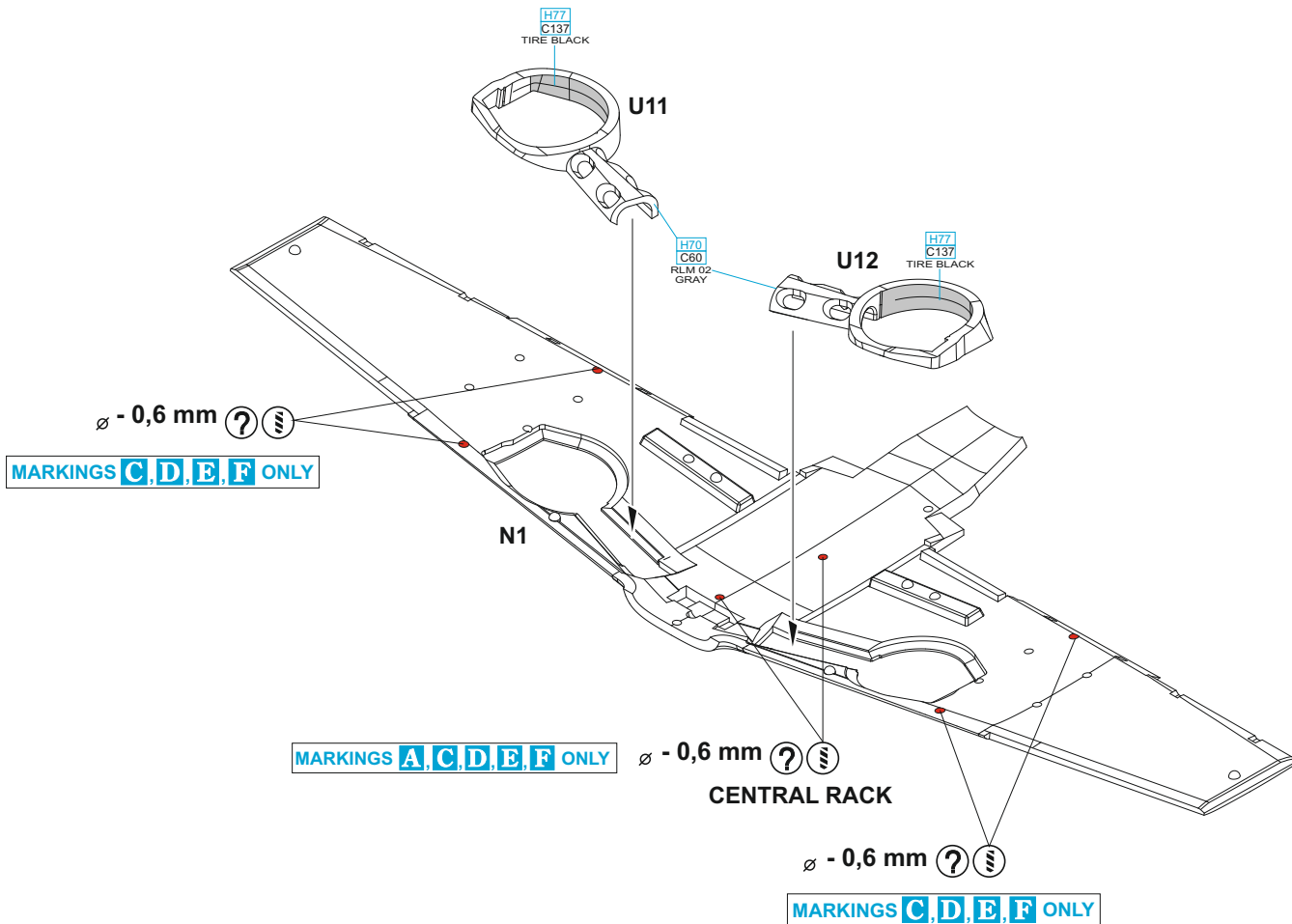
PE30

PE30 with U37 only

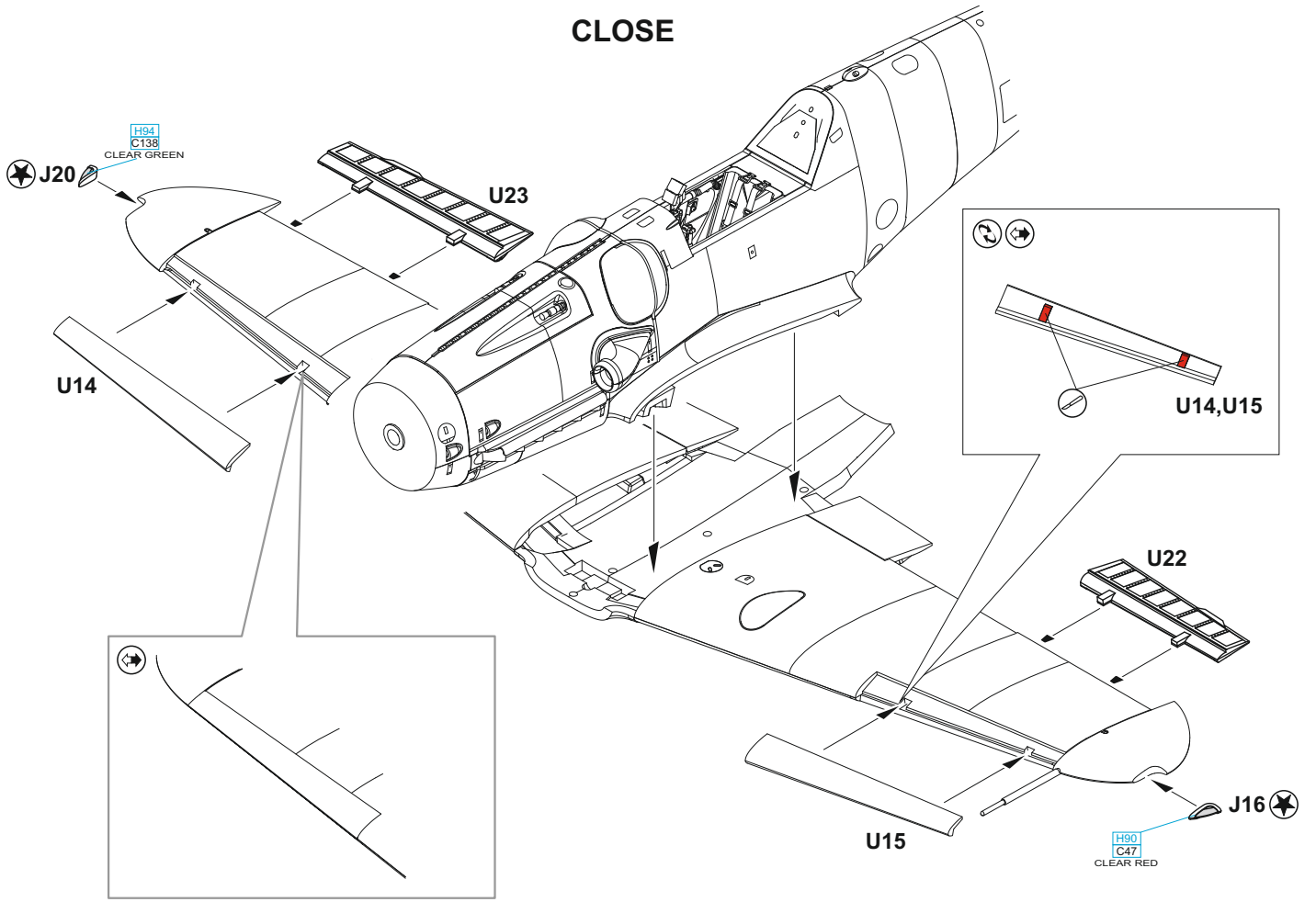
PE31

PE31 with  
U38 only

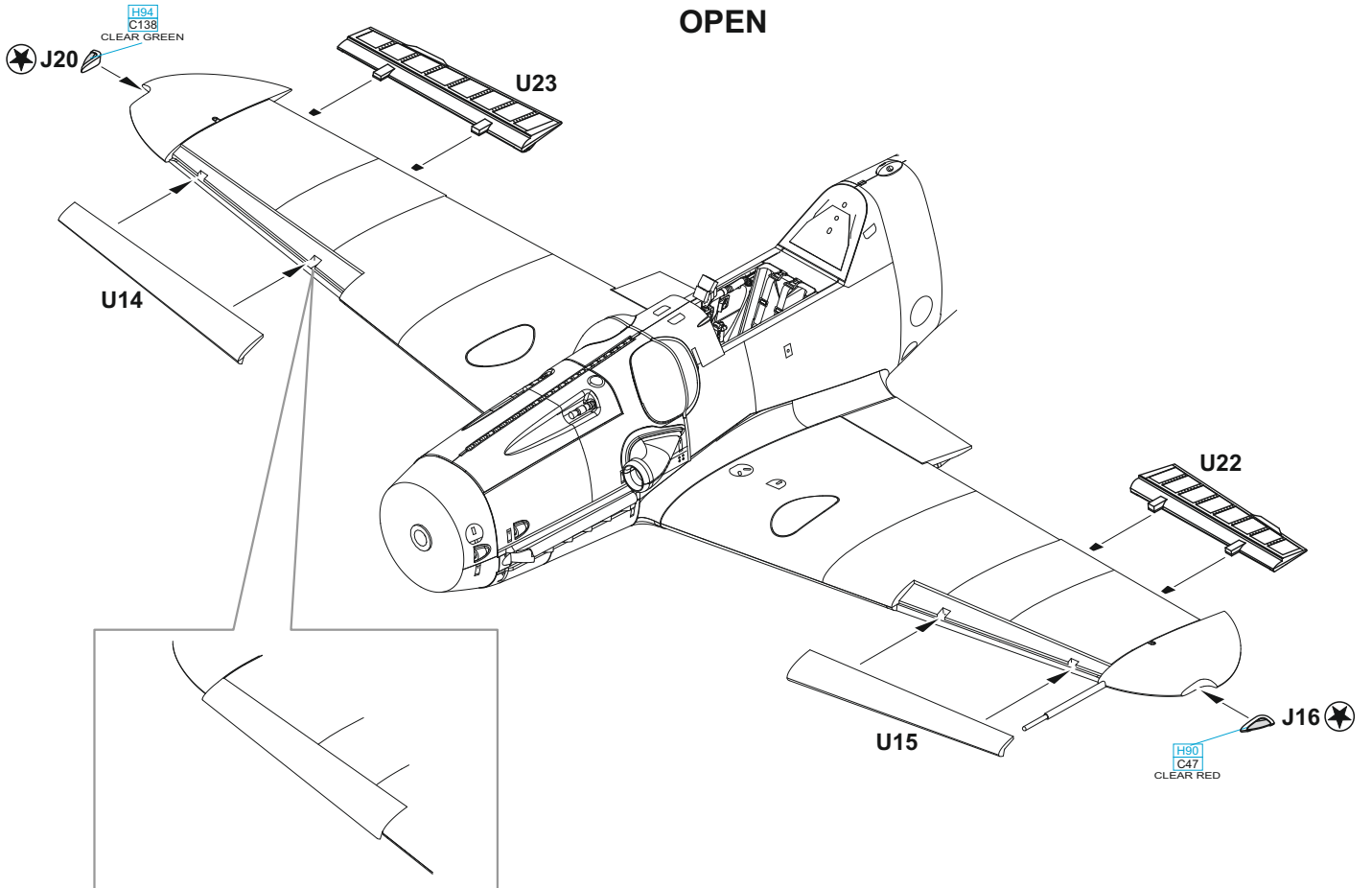




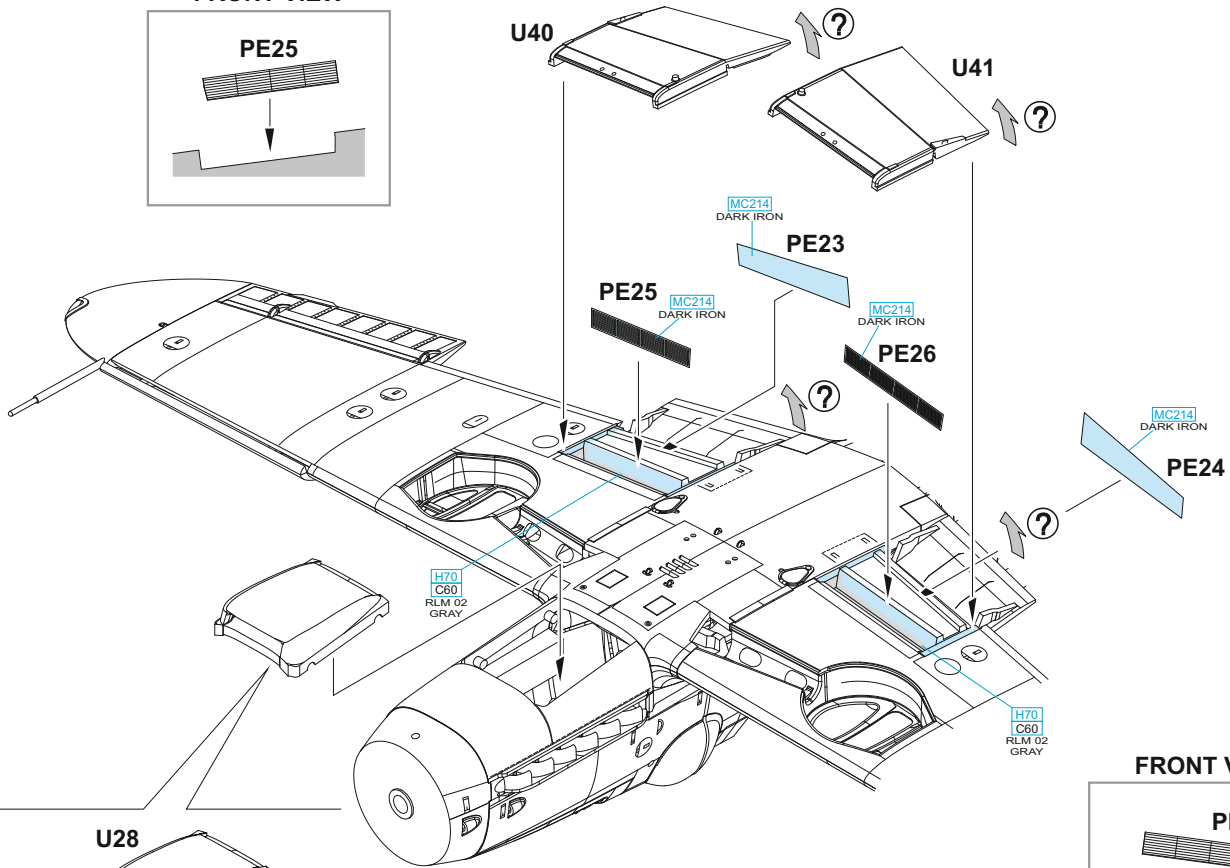
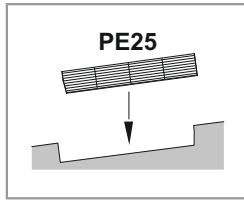
# CLOSE



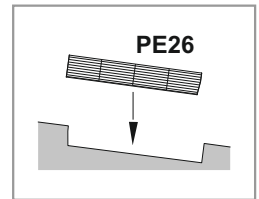
# OPEN



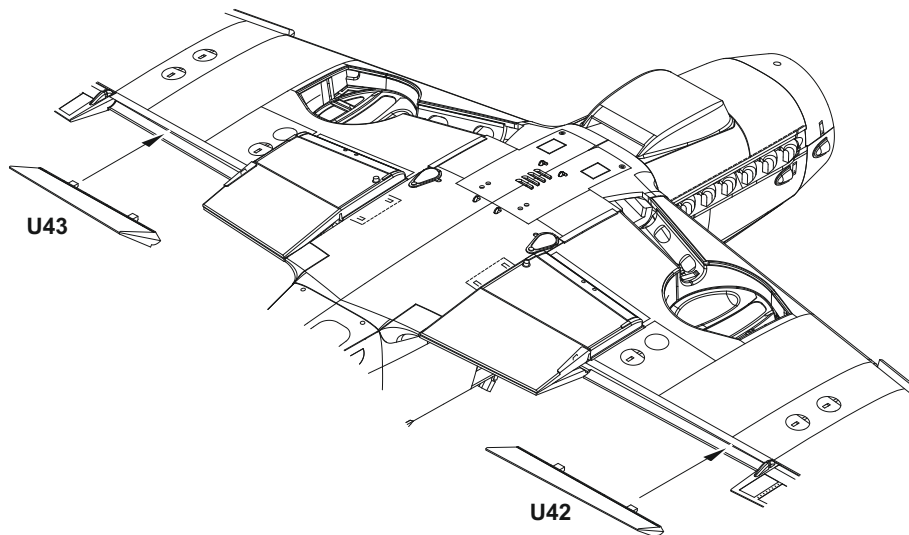
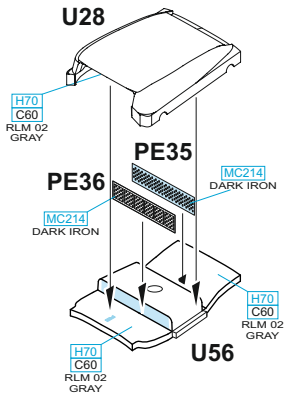
FRONT VIEW



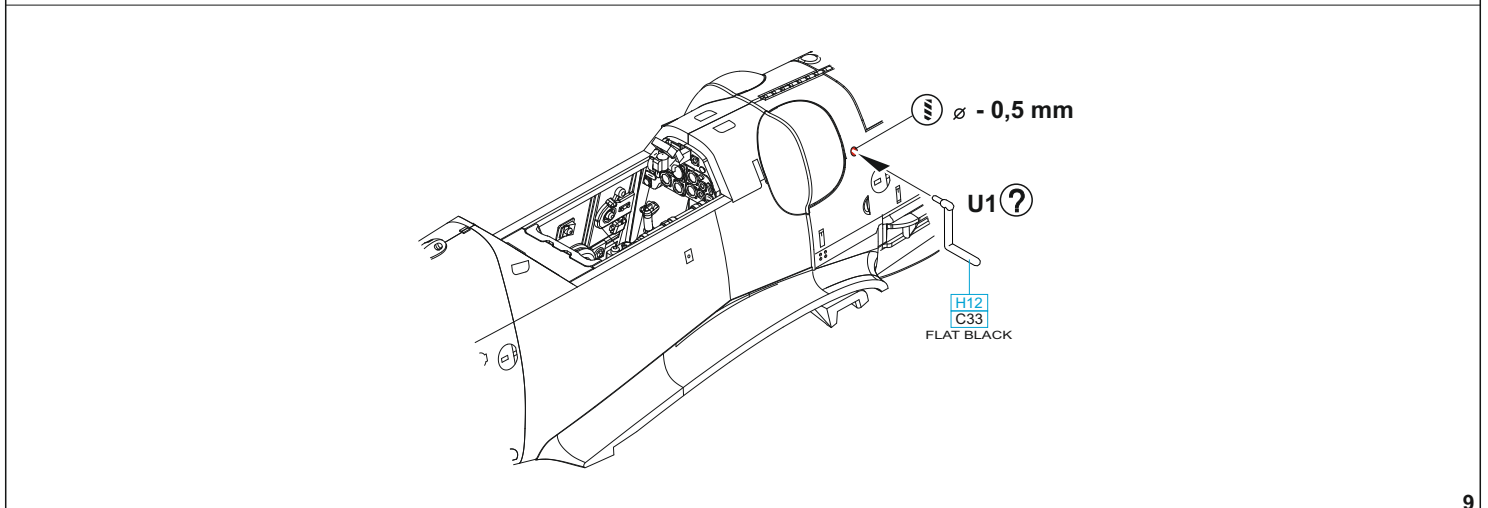
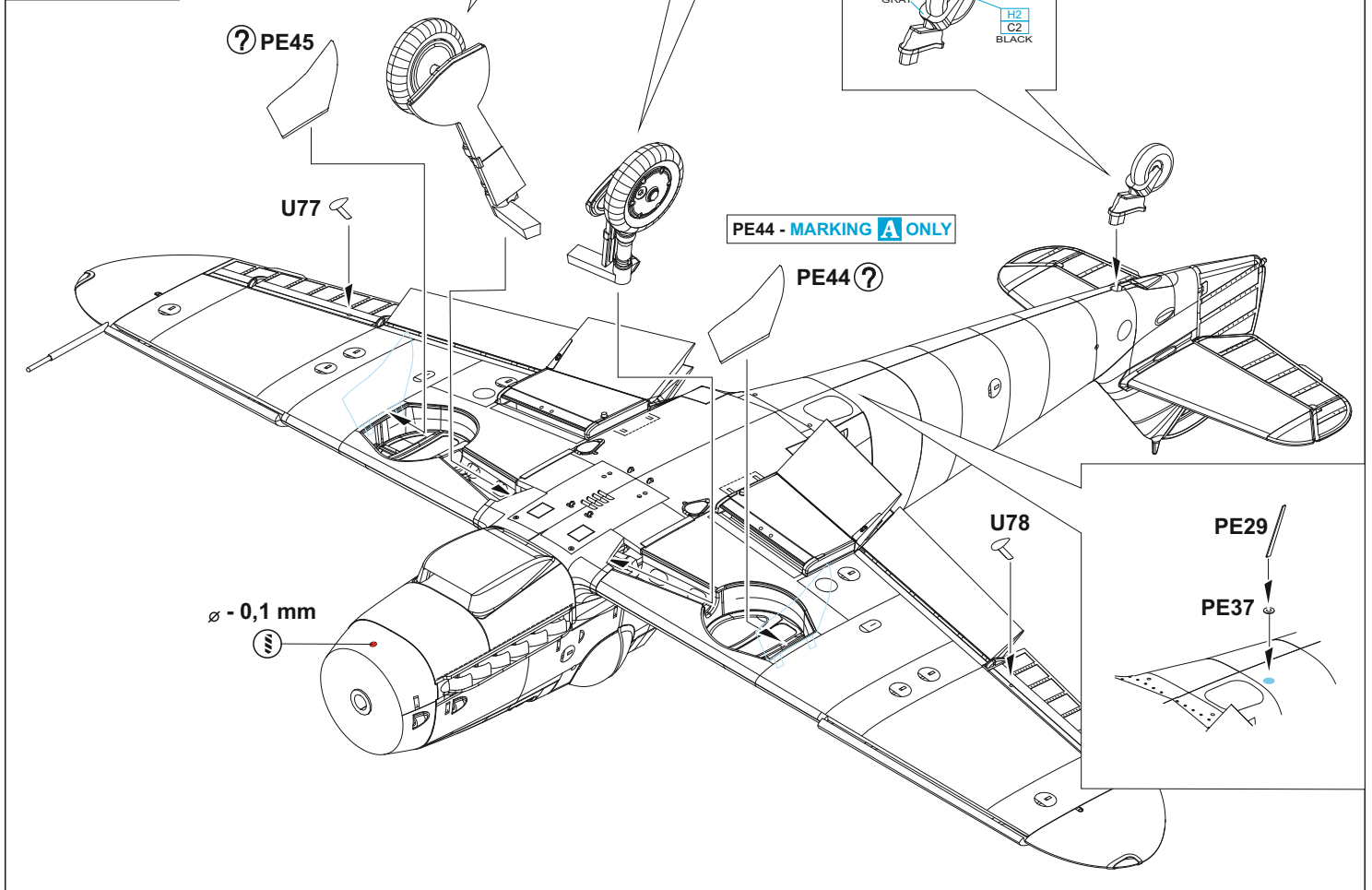
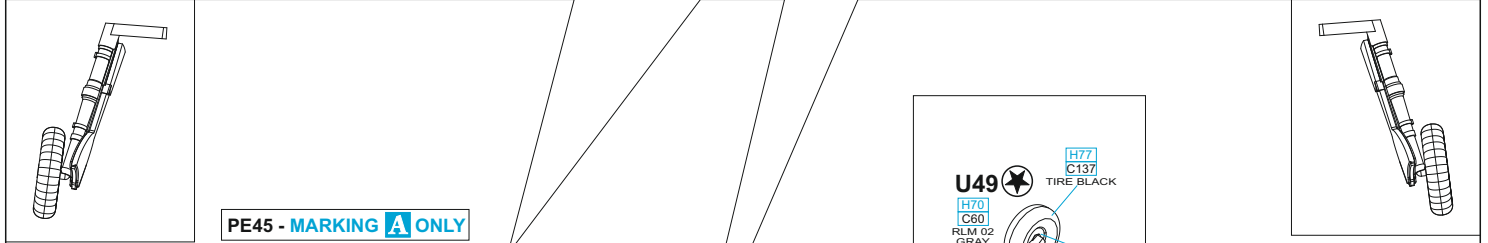
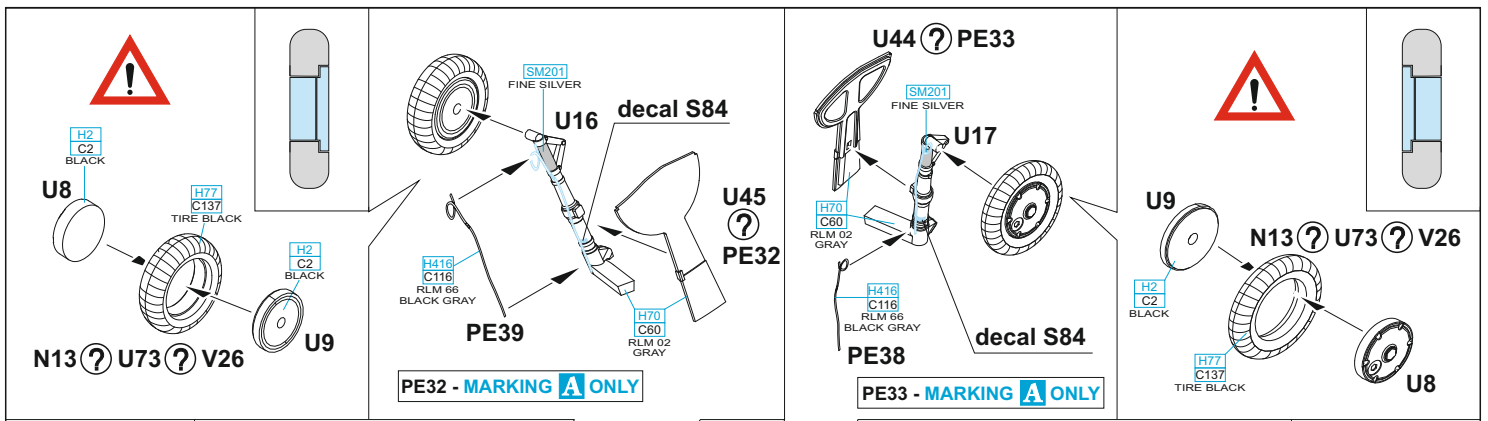
FRONT VIEW



U28

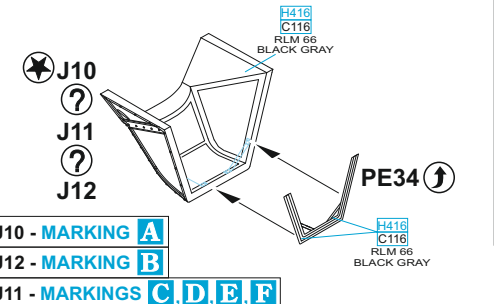
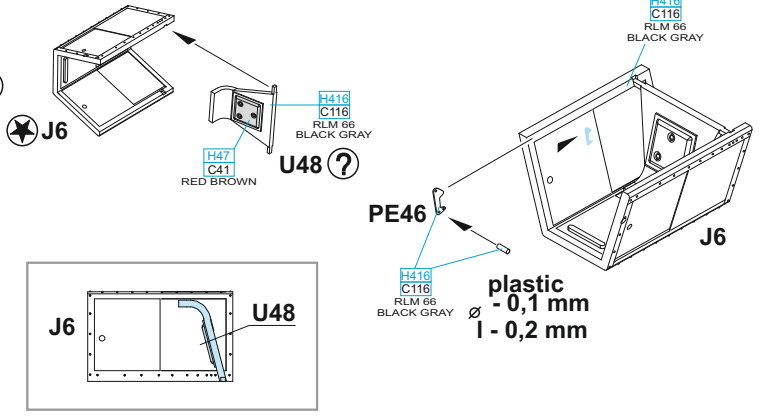
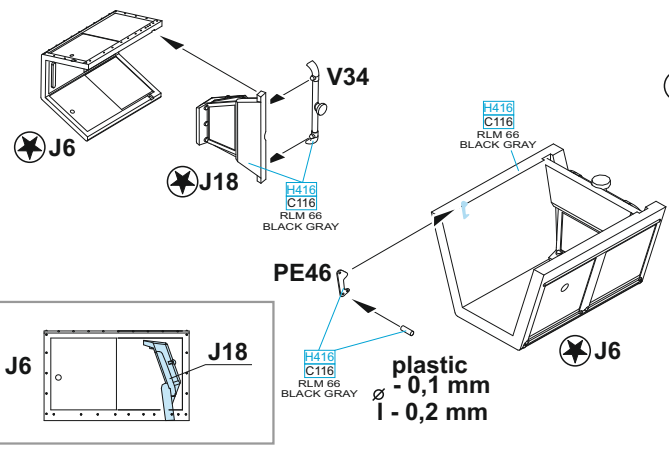




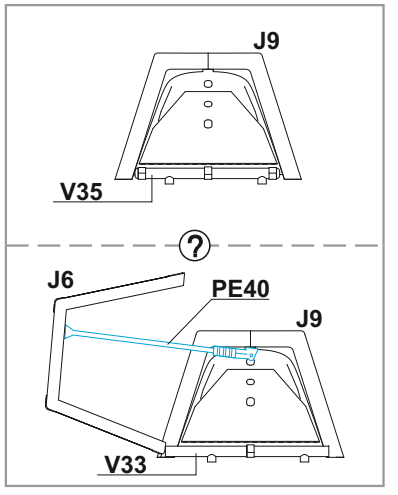
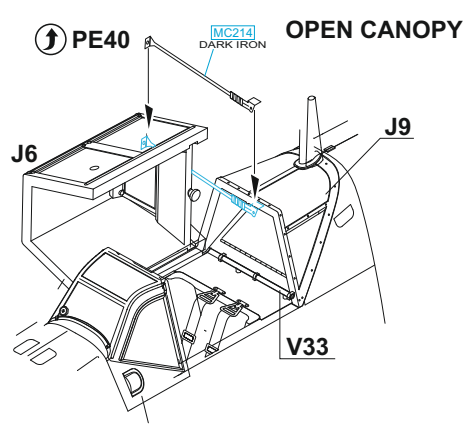
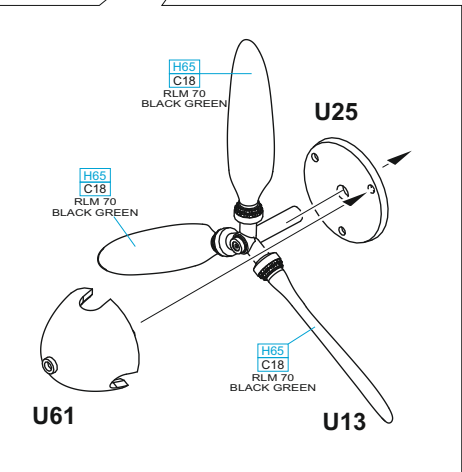
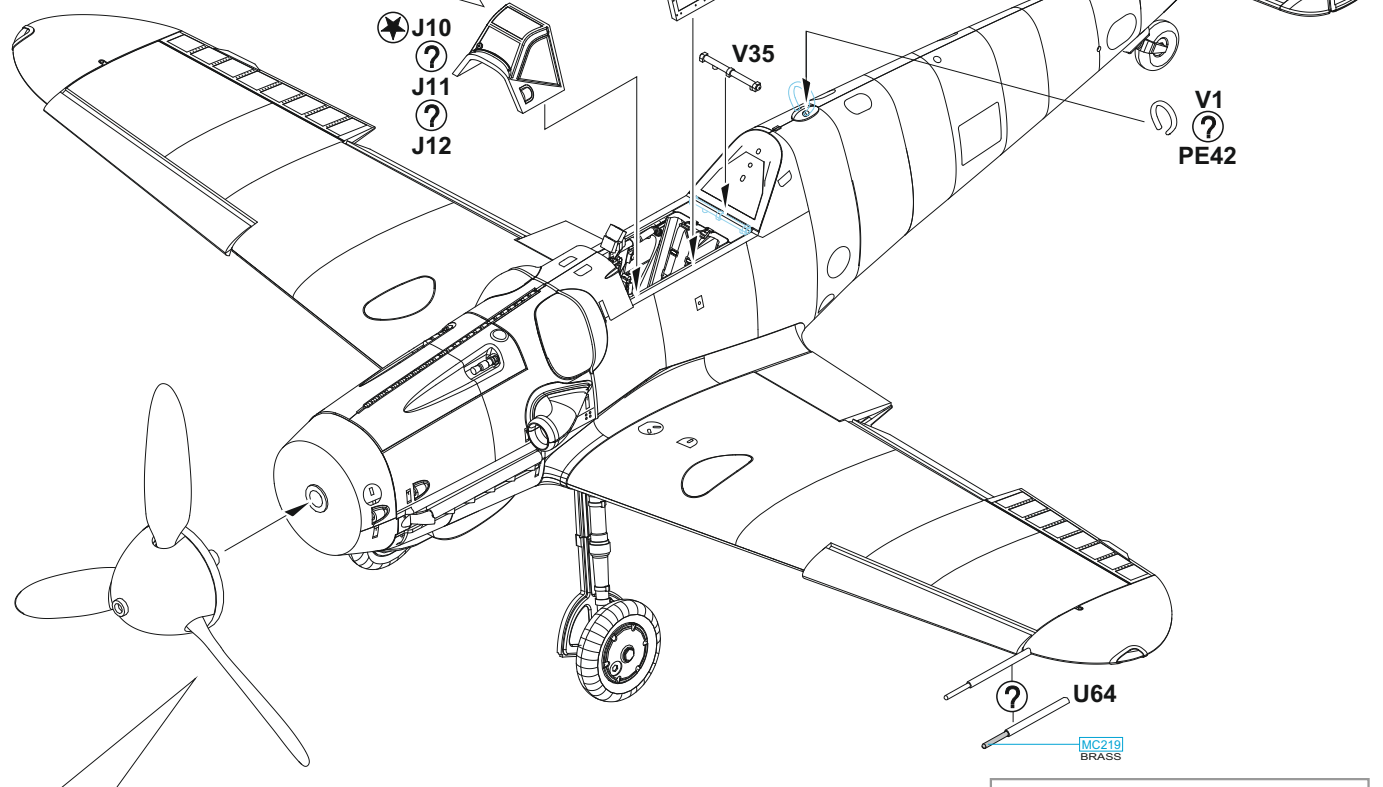
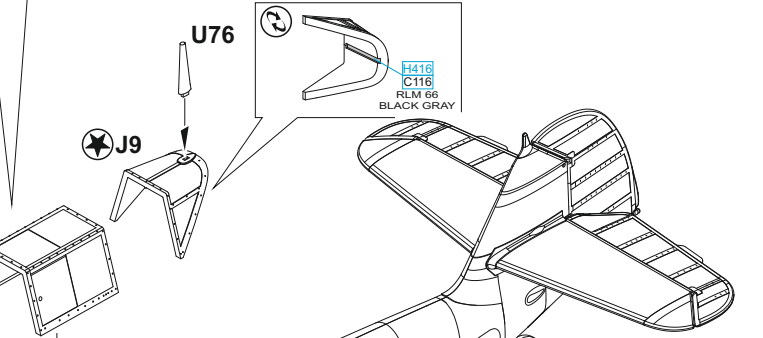


**MARKINGS B, C, D, E, F**

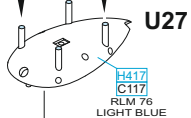
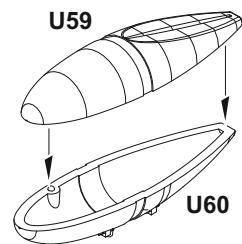
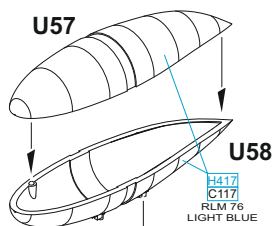
**MARKING A**



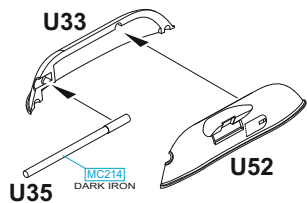
J10 - MARKING A  
 J12 - MARKING B  
 J11 - MARKINGS C, D, E, F



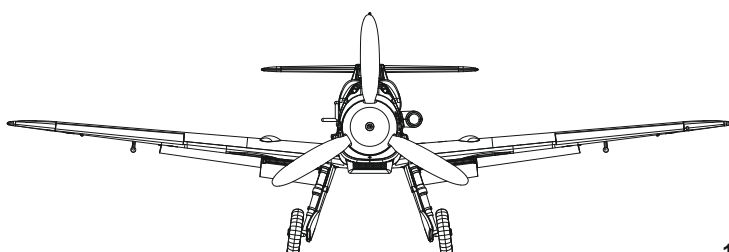
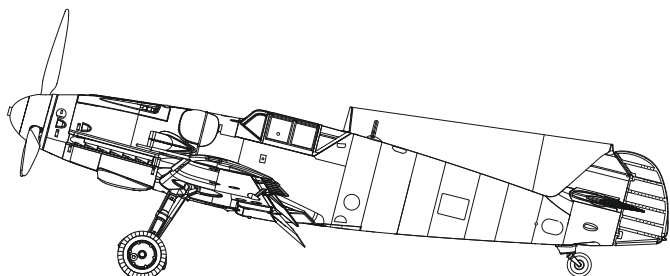
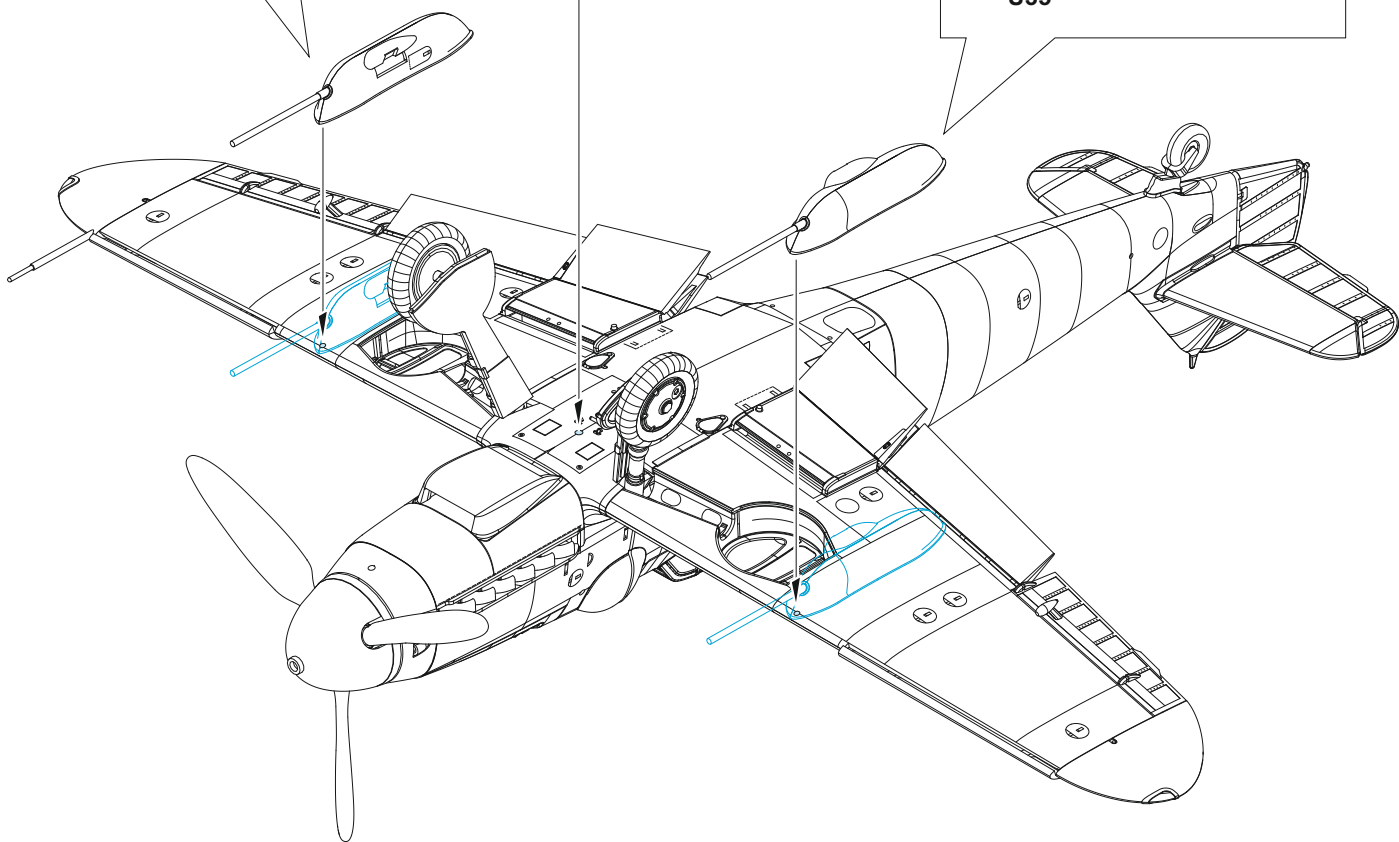
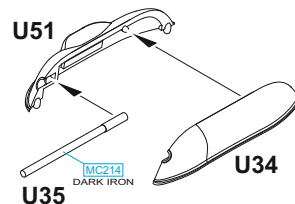
? MARKINGS **A, C, D, E, F** ONLY



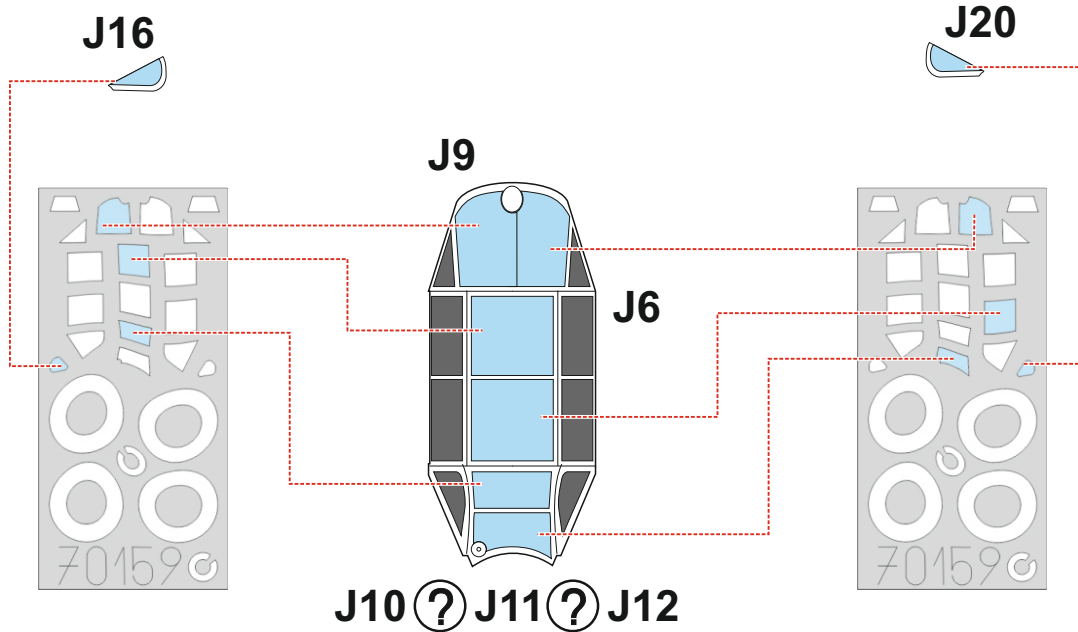
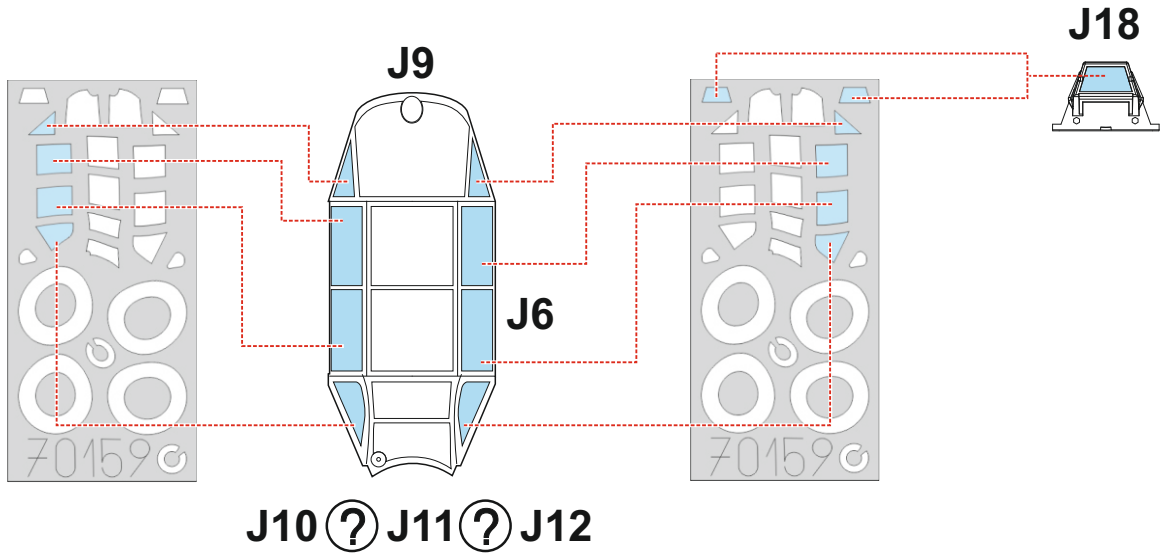
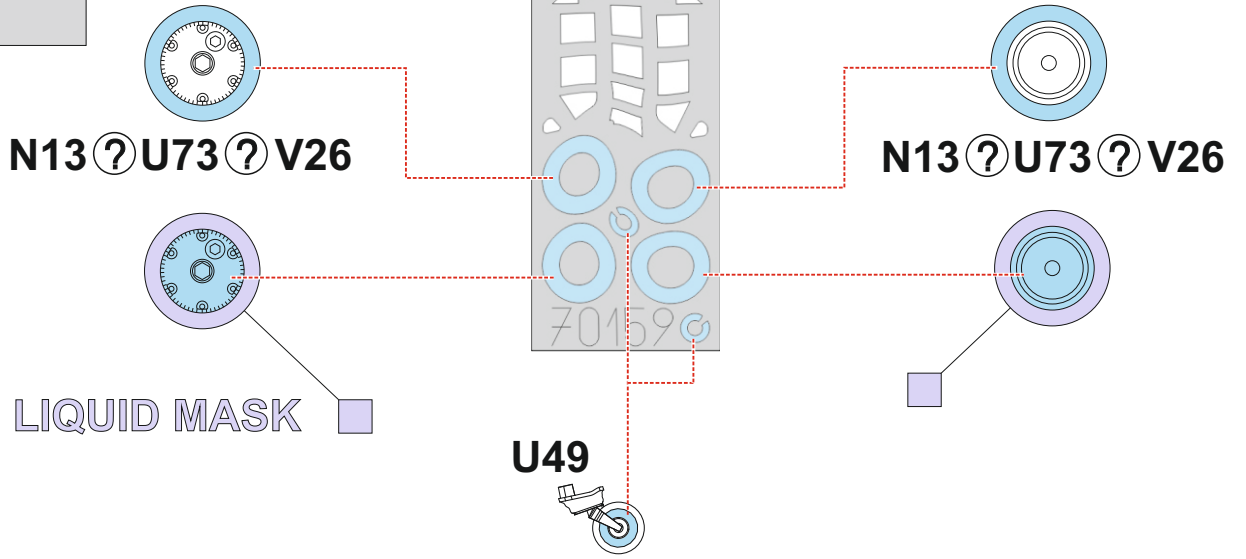
? MARKINGS **C, D, E, F** ONLY



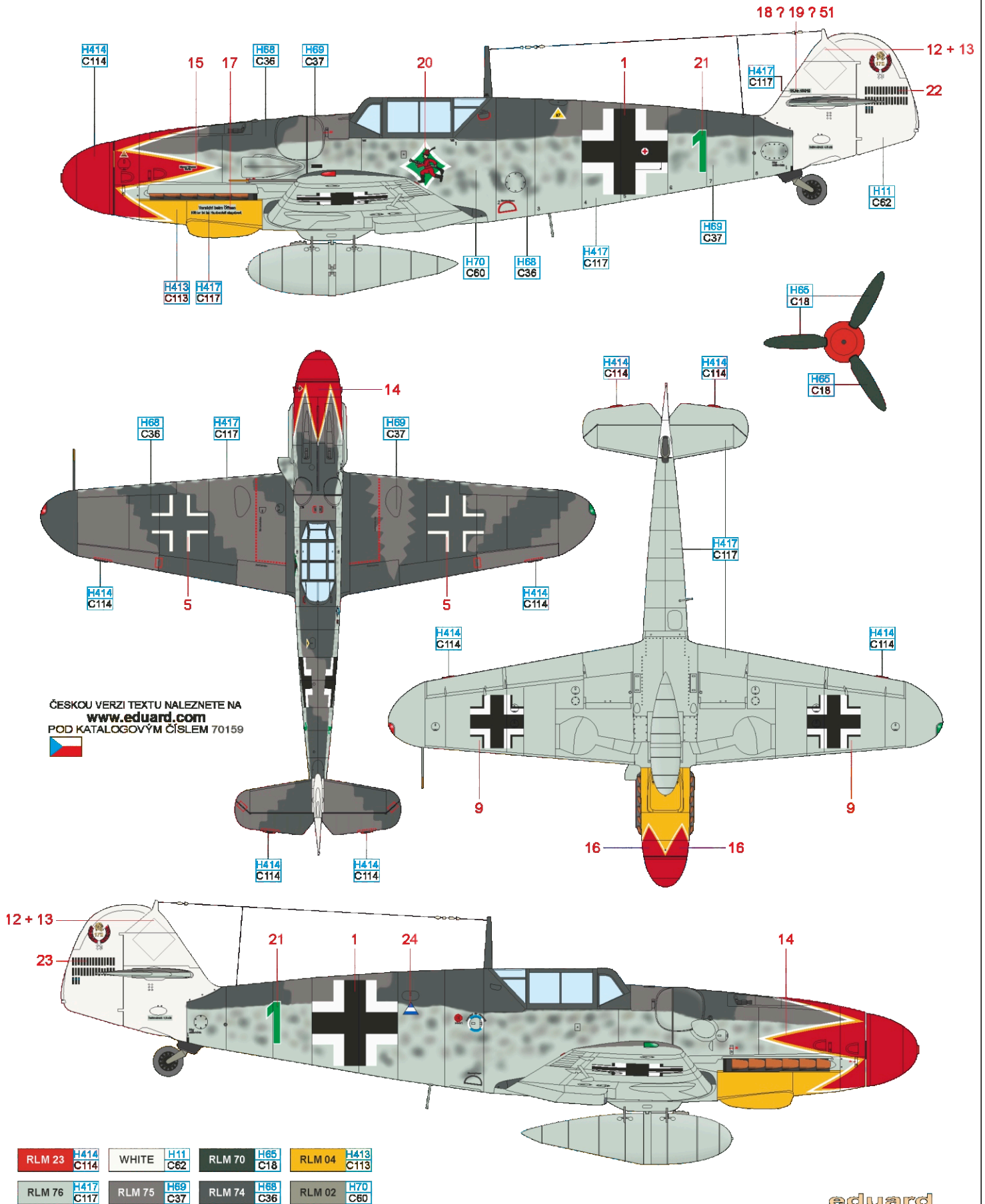
? MARKINGS **C, D, E, F** ONLY



70159

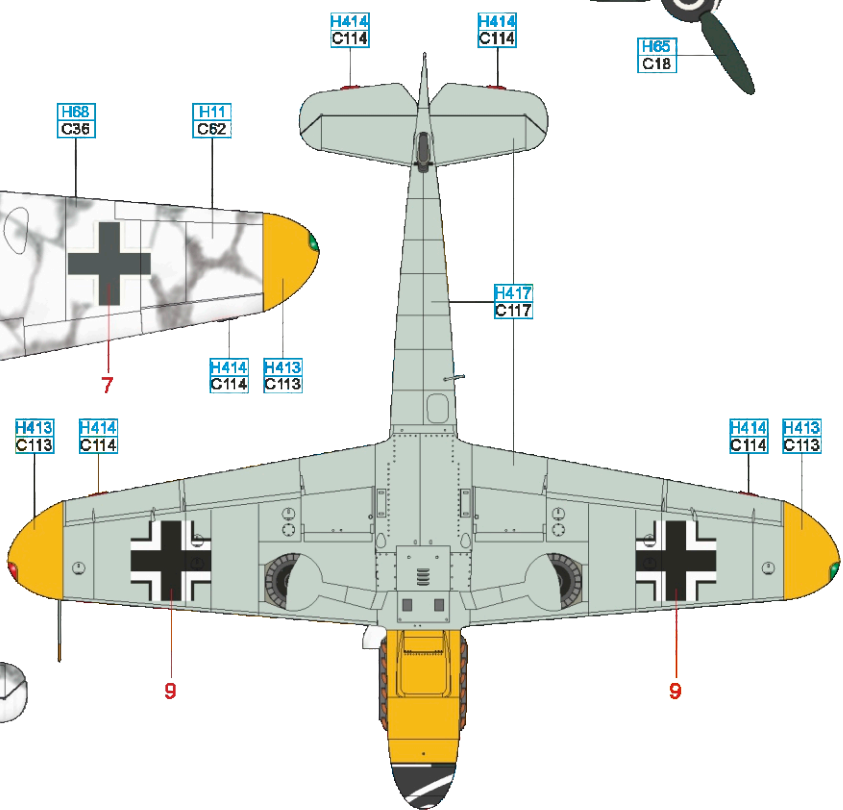
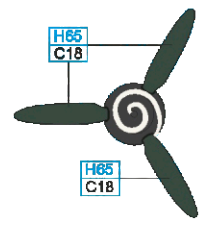
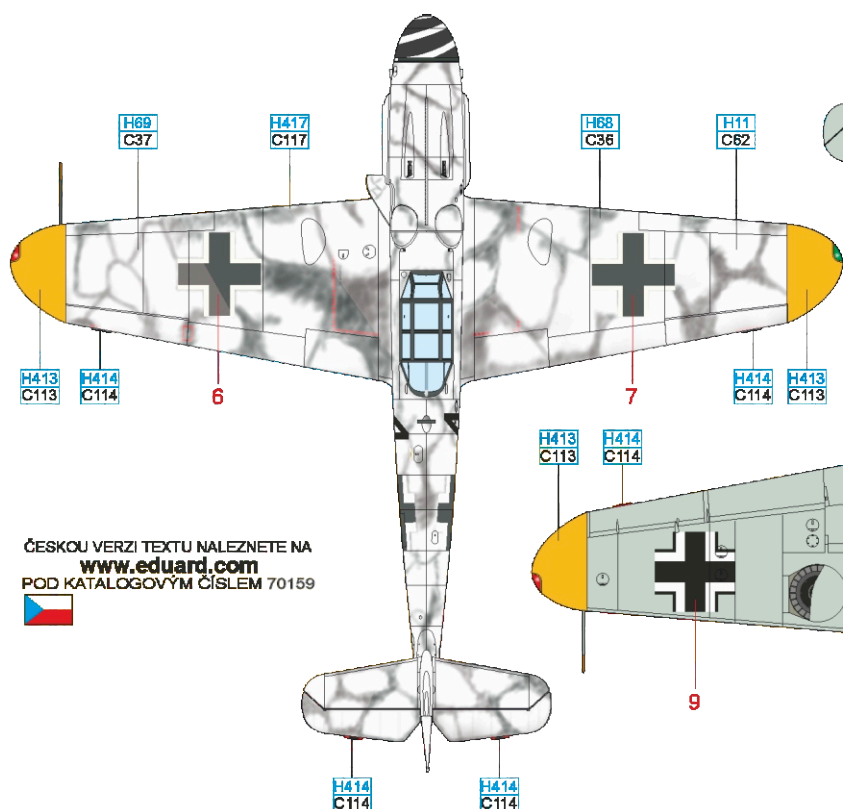
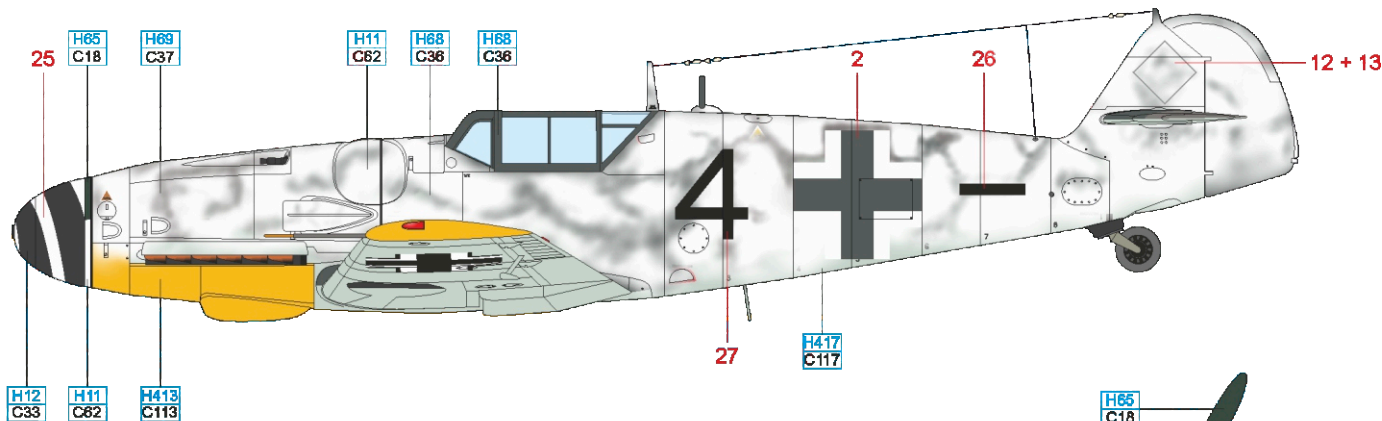


Hermann Graf scored a total of 212 kills, most of them (202) on the Eastern Front. On September 16, 1942, he was awarded the Knight's Cross with Oak Leaf Cluster, Swords and Diamonds, the highest German war decoration at the time, for achieving 172 victories. Graf flew this brightly colored aircraft in the autumn of 1943 when he commanded JG 50. In June 1943, Hermann Graf founded a unit to pursue Mosquito aircraft at high altitude, named Jagdgeschwader Süd (not to be confused with Jagdgruppe Süd), which was renamed Jagdgeschwader 50 on September 1. The figure of the Roter Jäger (Red Hunter) symbolized the Luftwaffe football team, in which Graf played alongside a number of the German national team members at the time, and which was known as the Rote Jäger (Red Hunters). Within JG 50, only the squadron headquarters and I. Gruppe were established, and the unit was incorporated into I./JG 301 at the end of October 1943.

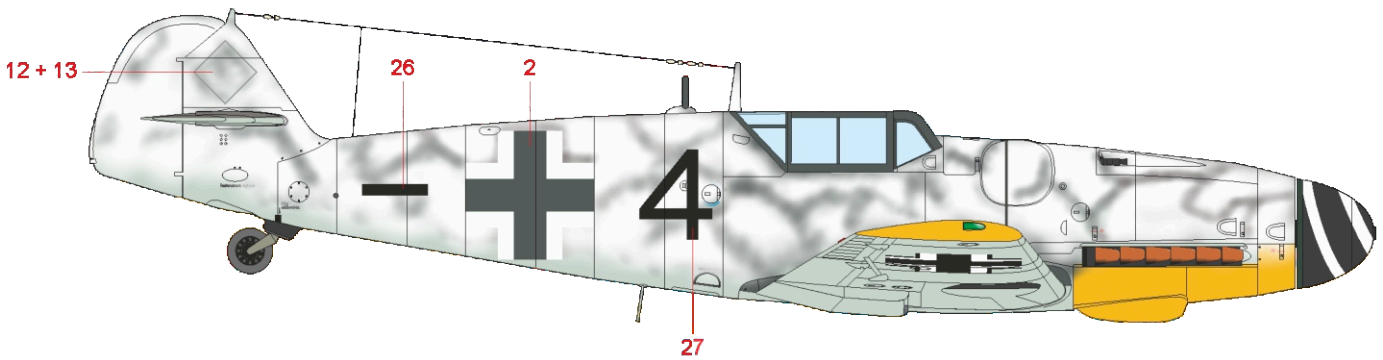


# B Bf 109G-6, Oblt. Theodor Weissenberger, 6./JG 5, Idriza-Pleskau (Pskov), the Soviet Union, January 1944

Theodor Weissenberger was born on December 21, 1914, in Mülheim am Main. He joined the Luftwaffe in October 1936. Initially he flew the Bf 110s with 1.(Z)/JG 77, which was redesignated 10.(Z)/JG 5 in April 1942. In September 1942 he became a Bf 109 pilot with 6./JG 5. He was awarded the Knight's Cross in November 1942 after achieving 38 victories and destroying a number of ground targets, including locomotives. In June 1943 he was appointed commander of 7./JG 5 and in early August, after achieving his 104th victory, he was awarded the Oak Leaf Cluster. At the end of September 1943 he took command of 6./JG 5 and in April 1944 he was appointed commander of the whole of II./JG 5. In early June 1944 he left the Eastern Front and became commander of I./JG 5 in Normandy. In December 1944, he became commander of I./JG 7 with the Me 262 jets, and in mid-January 1945 was appointed Commodore of JG 7. In total, he achieved 208 victories, eight of them flying a Me 262. He died on June 10, 1950, during an automobile race at the Nürburgring. His Bf 109G-6 Black 4 was in standard Mtt Regensburg camouflage completed with white patches on the upper surfaces. This design was necessary for the area and period of operation of 6./JG 5 in the climatic conditions.

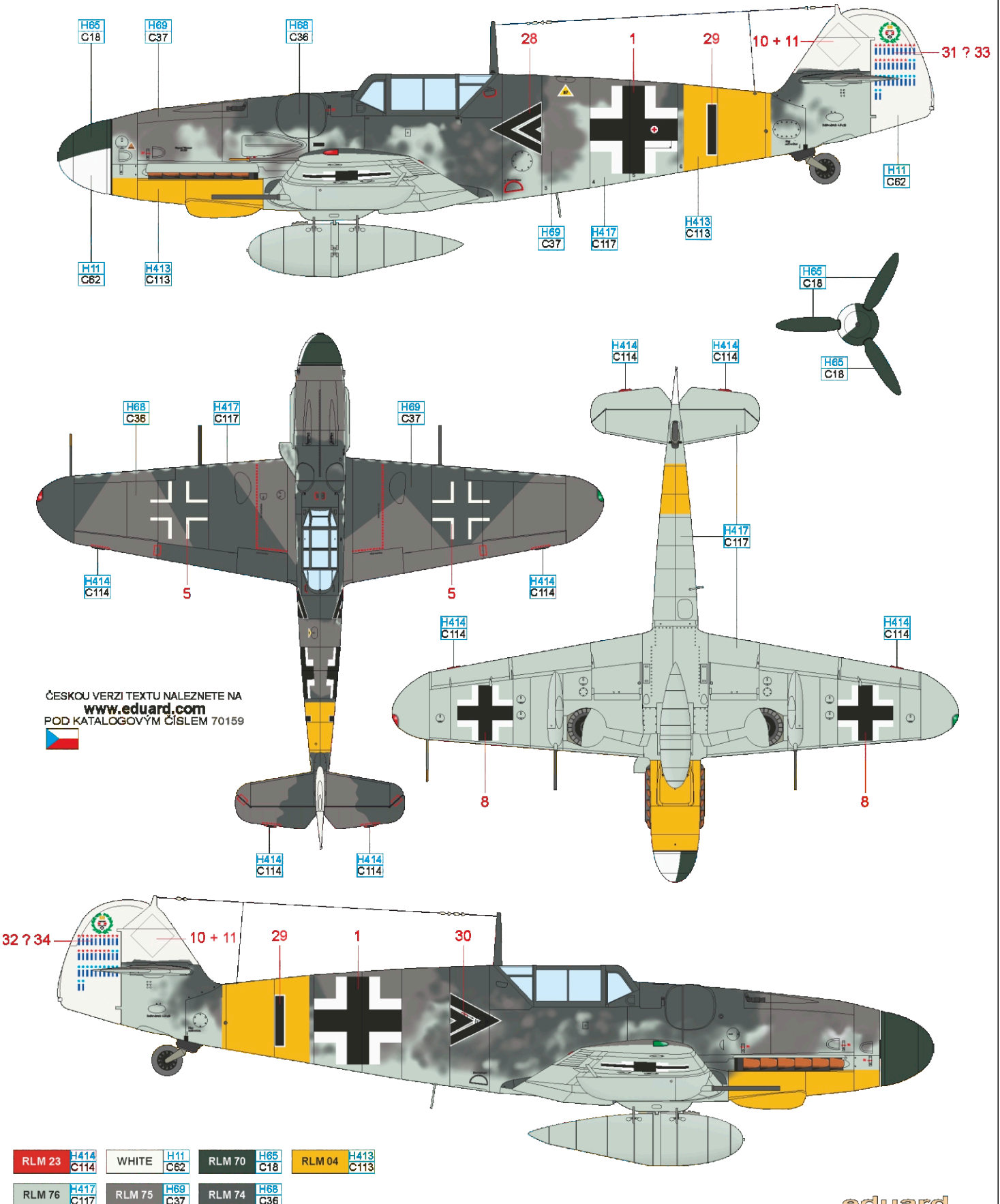


ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 70159



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	FLAT BLACK	H12 C33

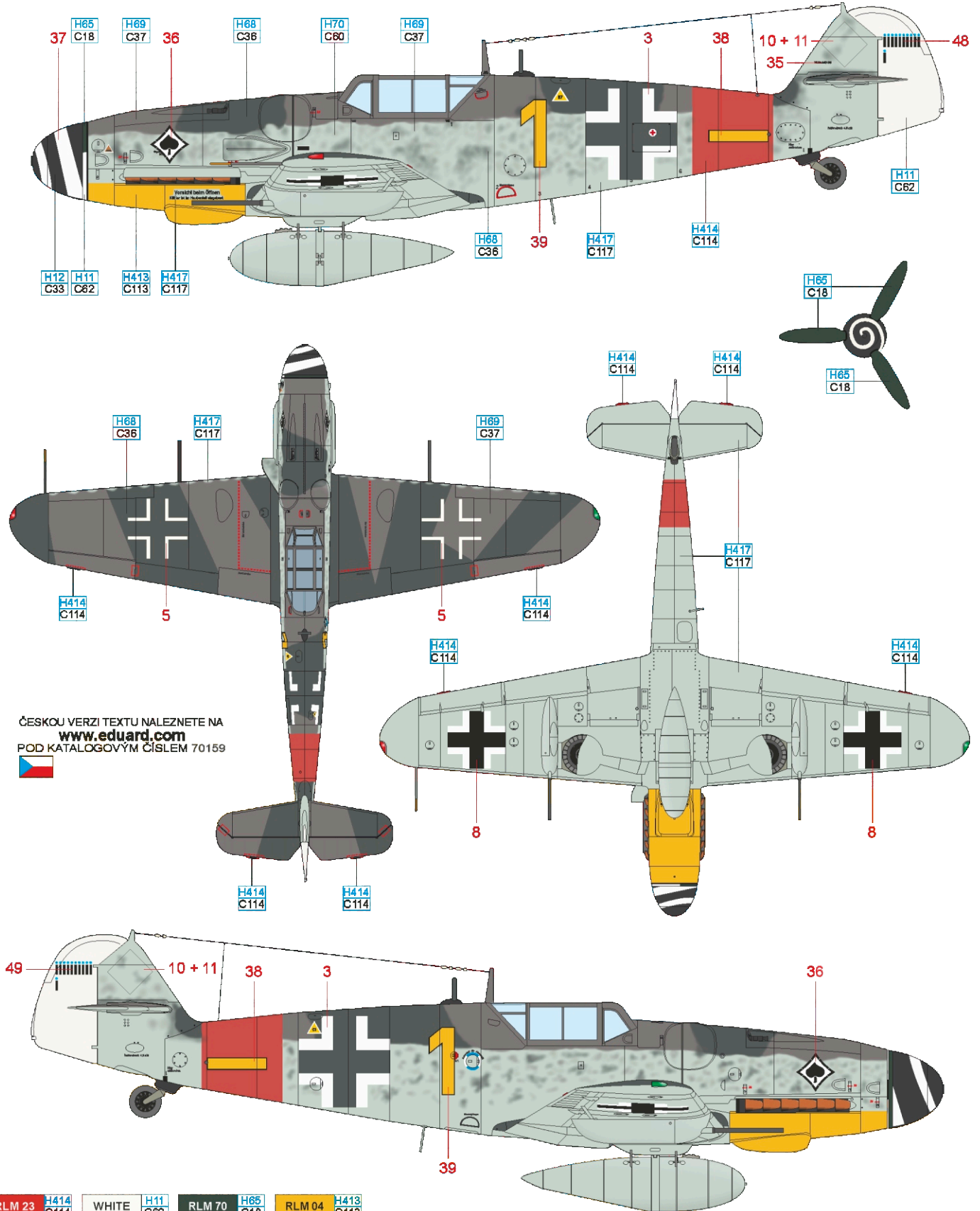
After recovering from a severe wound sustained in Africa on February 4, 1943, during a dogfight with a P-38 Lightning, Anton Hackl returned to combat activity in September 1943. Hptm. Hackl, by that time already an ace with 126 kills and a recipient of the Knight's Cross with Oak Leaf Cluster, was reassigned to III./JG 11, incorporated into the Reich Defense system. The following month he took command of the unit. During his time with JG 11, which ended with another wound on April 15, 1944, this time in combat with American P-47s, he had already scored 141 kills. During his subsequent treatment he received the Knight's Cross with the Swords. After his recovery, he continued his service as commander of other Luftwaffe units. Anton Hackl is reported to have shot down a total of 192 enemy aircraft (34 of which were four-engine bombers) during World War II, with another 24 listed as unconfirmed kills. He died on July 9, 1984, in his hometown of Reims. Anton Hackl's aircraft was sprayed with the standard Luftwaffe camouflage colors of the Messerschmitt factory in Regensburg. The tail section of his aircraft was painted white for quicker recognition of the formation leader during aerial combat. On the rear of the fuselage, there was sprayed the designation of the JG 11 aircraft – a yellow stripe, 900 mm wide.







Alfred "Martello" Hammer achieved a total of 26 victories during World War II. His first prey was a Spitfire shot down over Malta on October 25, 1942, the last one was Auster destroyed on April 14, 1945. Hammer's entire war service was with JG 53 "Pik As". From November 1941 he underwent operational training with Erg.Gr./JG 53 and in March 1942 was assigned to 4./JG 53. In February 1943, he became adjutant of II./JG 53 and led 6./JG 53 from July. In early 1945 he took command of IV./JG 53 and remained in this post until the end of the war. He flew the Bf 109G-6 WNr. 440190 during combat operations of JG 53 from the base in Vienna, where it moved after the retreat from the Mediterranean. He was probably flying this aircraft, when he was wounded by defensive fire of B-17 over Linz on January 24, 1944. On the nose of Hammer's Messerschmitt, there was the ace of spades painted, which was the emblem of JG 53. The red stripe around the rear of the fuselage identified the aircraft used by JG 53 at that time.

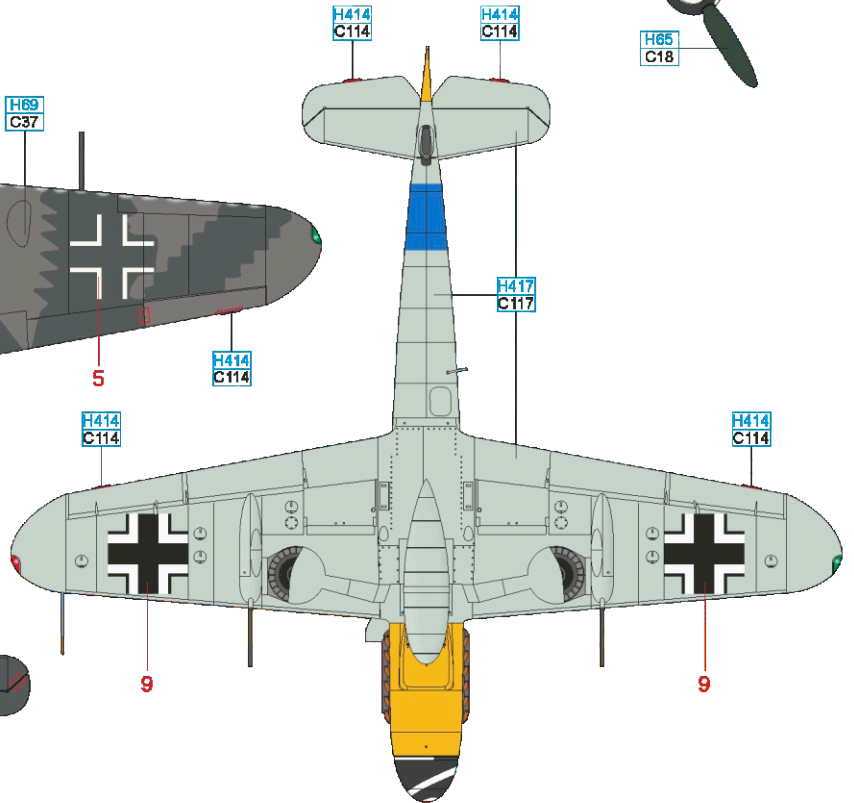
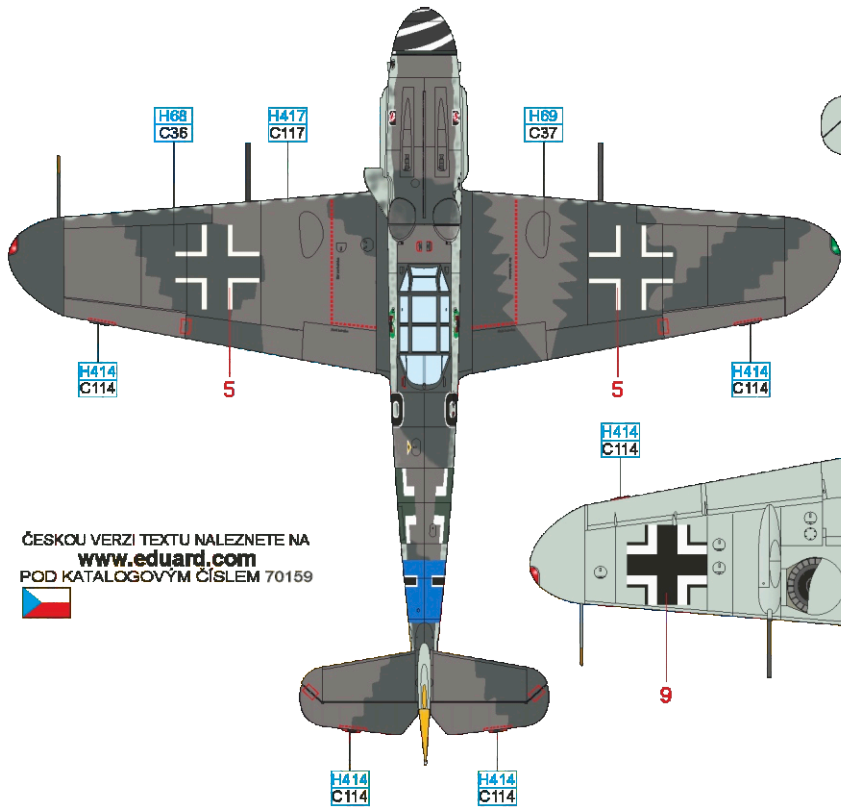
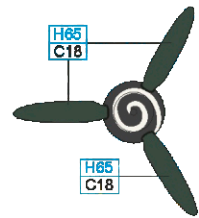
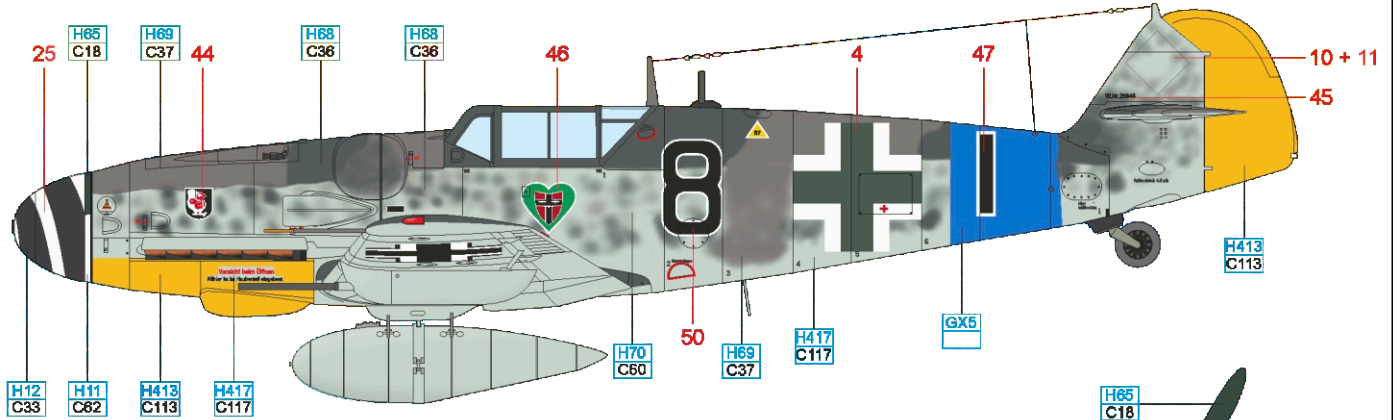


ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.com](http://www.eduard.com) POD KATALOGOVÝM ČÍSLEM 70159

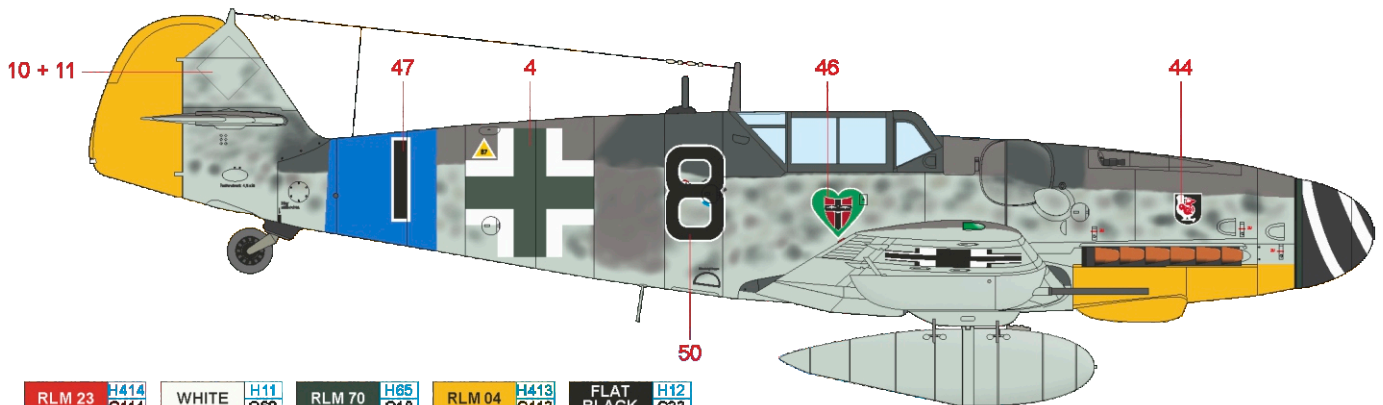
RLM 23	H414 C114	WHITE	H11 C62	RLM 70	H65 C18	RLM 04	H413 C113
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 02	H70 C60
						FLAT BLACK	H12 C33

# F Bf 109G-6/R6, WNr. 26048, Oblt. Friedrich Brock, 8./JG 54, Ludwigslust, Germany, January 1944

Friedrich Brock was born on May 6, 1916, in Perlach. In August 1939, he began his training at the Schule/Flieger-Ausbildungs-Regiment 23 in Kaufbeuren. In November 1940 he transferred to Flugzeugführerschule A/B 63 in Marienbad. In March 1942 he joined Jagdfliegervorschule 3 in Vienna-Schwechat. He completed his fighter pilot training on November 12, 1942, with Ergänzungs-Jagdgruppe Ost in France. His first combat unit became 8./JG 54 at Siverskaya Air Base on November 13, 1942. In January 1943, III./JG 54 was transferred to Oldenburg to defend northern Germany. There Brock achieved his first kill on June 13, 1943. He was shot down several times during fightings with American B-17s but was seriously wounded on April 8, 1944. His "Black 8" machine bore all the identifying features of the period, i.e., the 8./JG 54 emblem on the nose, the III./JG 54 emblem under the cockpit, and a blue identification stripe on the rear. Flying this aircraft, Uffz. Günther Sahl was shot down and killed on April 9, 1944. After his recovery, Friedrich Brock became the operations officer of III./JG 54 (later renamed IV./JG 26) in October 1944 and did not intervene in combat anymore. In May 1945 he was captured and after his release in September 1945 he devoted himself to his profession as a dentist. He died on May 3, 1994, in Berlin.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
POD KATALOGOVÝM ČÍSLEM 70159



RLM 23	H414 C114	WHITE	H11 C62	RLM 70	H65 C18	RLM 04	H413 C113	FLAT BLACK	H12 C33
RLM 76	H417 C117	RLM 75	H69 C37	RLM 74	H68 C36	RLM 02	H70 C60	BLUE	GX5

