

GERMAN WWII FIGHTER 1:32 SCALE PLASTIC KIT



Bf 109 Intro by Jan Zdiarský

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 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.

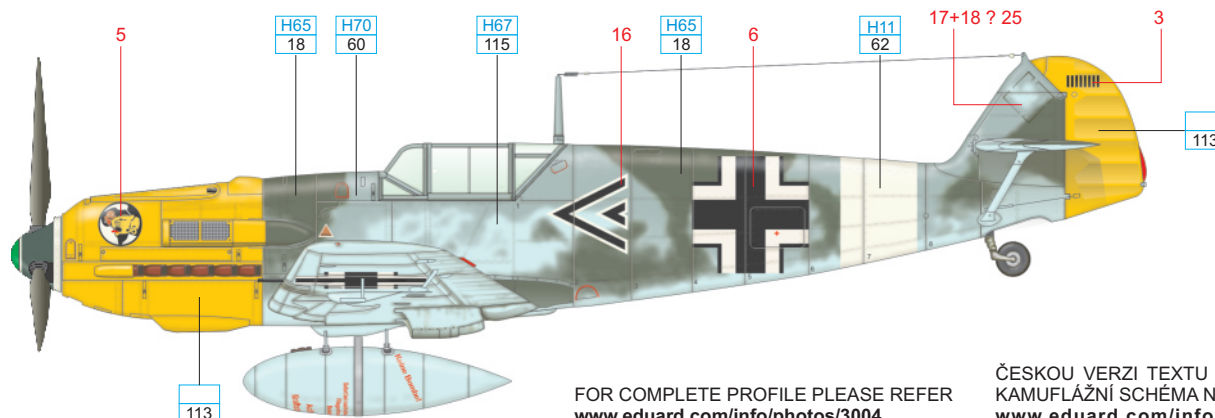
The first combat use was by three developmental Bf 109s in the Spanish Civil War, where they were delivered in December, 1936. The pre-series airframes were to, first of all, validate the aircraft's abilities in modern aerial combat. Shortly thereafter, production machines in the form of the Bf 109B-1 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 'Jagdwaaffe' 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, rebuilt Bf109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the state that developed it.

The Bf 109E-7 Trop version

Luftwaffe's experience from the 1940 western campaign and especially from the first weeks of the Battle of Britain pointed out the large disadvantages of the current Bf 109E variants, which were its short endurance and inability to carry any bombs. The further development led to the new version E-7, based on the current E-4. The main modifications consisted in fuel system changes and installation of the external fuel tank rack for a new 300 L external tank (the endurance increased by some 50 minutes). Another important modification was the ability to now carry bombs. This variant became operational in September 1940, so it played a significant part in the last weeks of the Battle of Britain and continued in the following period of the war over the English Channel. At the same time, there were more and more clear requirements for a good fighter for the MTO, especially for North Africa's combat field. Installation of the tropical filter and other modifications, mostly in the equipment, led to the creation of new E-7 Trop. Although it was soon (in the spring of 1941) replaced by Bf 109F, the Tropical Emilis became to be one of the phenomena of the air-war over the Mediterranean and especially in North Africa.

Profiles artwork by Miroslav Hořčíčka, profiles description by Martin Ferkl



FOR COMPLETE PROFILE PLEASE REFER
www.eduard.com/info/photos/3004

ČESKOU VERZI TEXTU A KOMPLETNÍ
KAMUFLÁŽNÍ SCHÉMA NALEZNETE NA
www.eduard.com/info/photos/3004

E Hptm. Eduard Neumann, Gruppenkommandeure of I./JG 27, Ain-el-Gazala airfield, Libya, Summer 1941

Eduard „Edu“ Neumann achieved his first kill as a member of JG 27 on July 20, 1940 when he downed a Blenheim over the Cannel. He served as a commanding officer (Gruppenkommandeur) of I./JG 27 from July 1940 to June 10, 1941. Next day he assumed command of the whole of JG 27. Seven kill marks (Abschussbalken) on the rudder appeared on Neumann's Emil around June 15, 1941 when he shot down his seventh 'African' victim. The double chevron on the fuselage identifies Gruppenkommandeure's personal mount. Neumann downed 13 enemy aircraft in total by the end of WWII (incl. 2 during Spanish Civil War).



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、破り捨ててください。

INSTRUCTION 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 EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

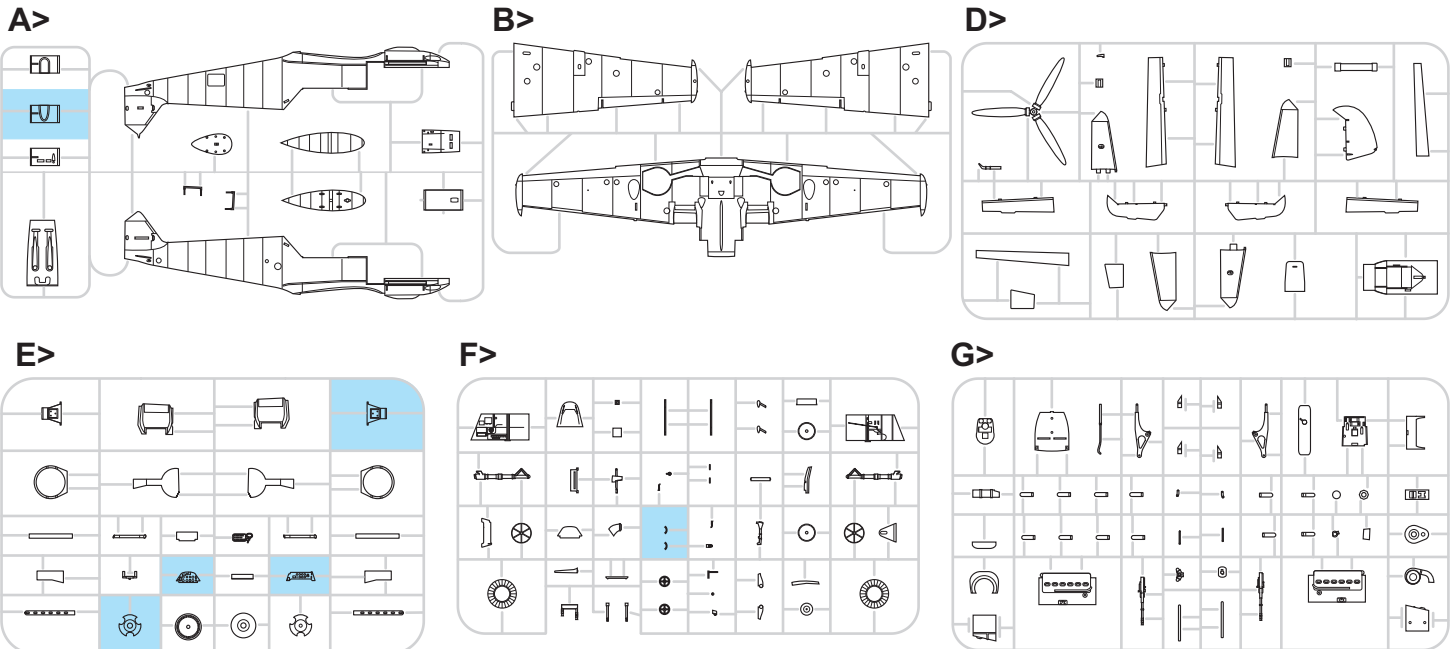


PIÈCES

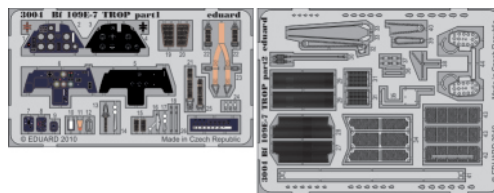
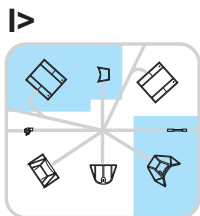


部品

PLASTIC PARTS



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



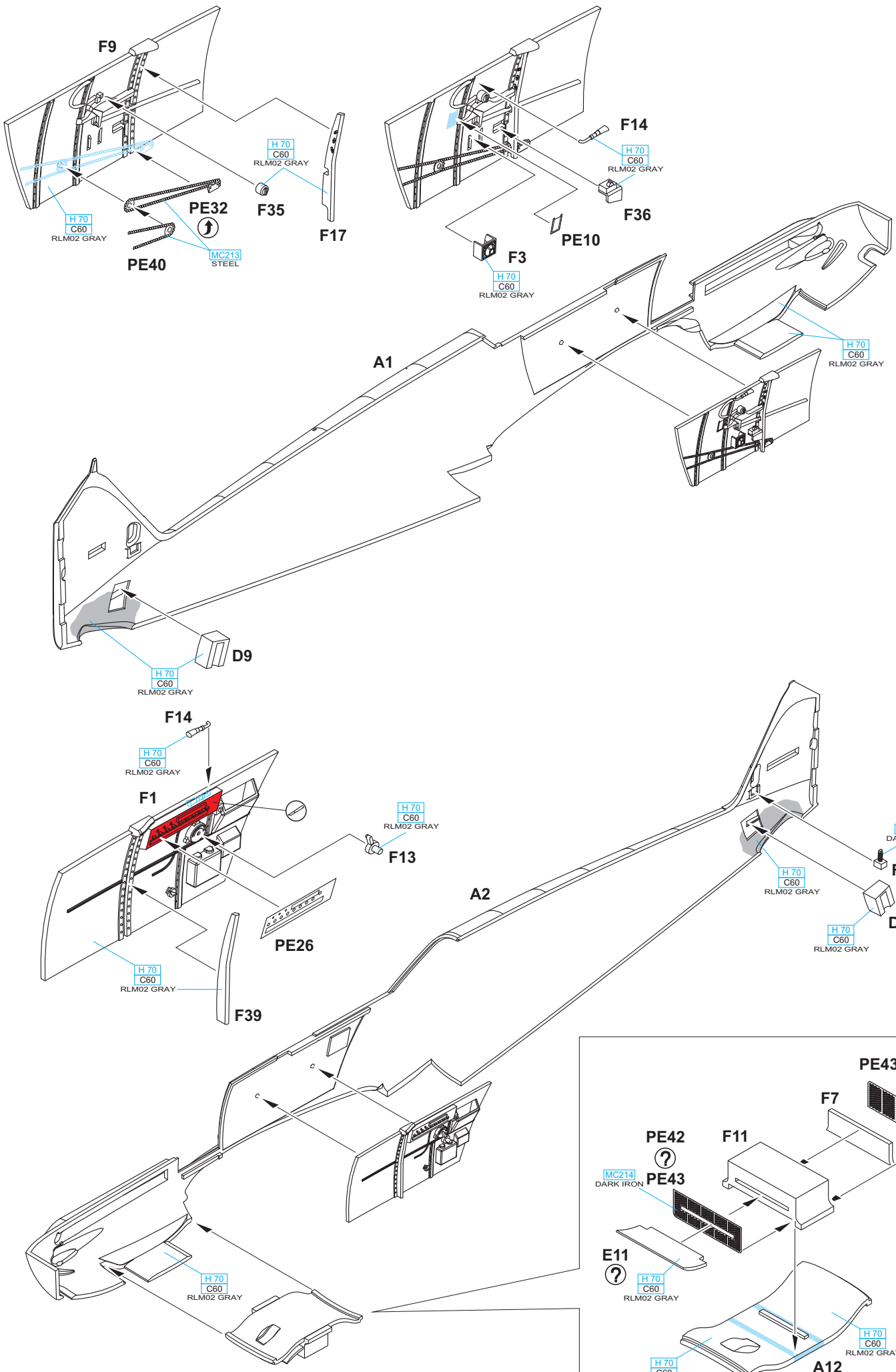
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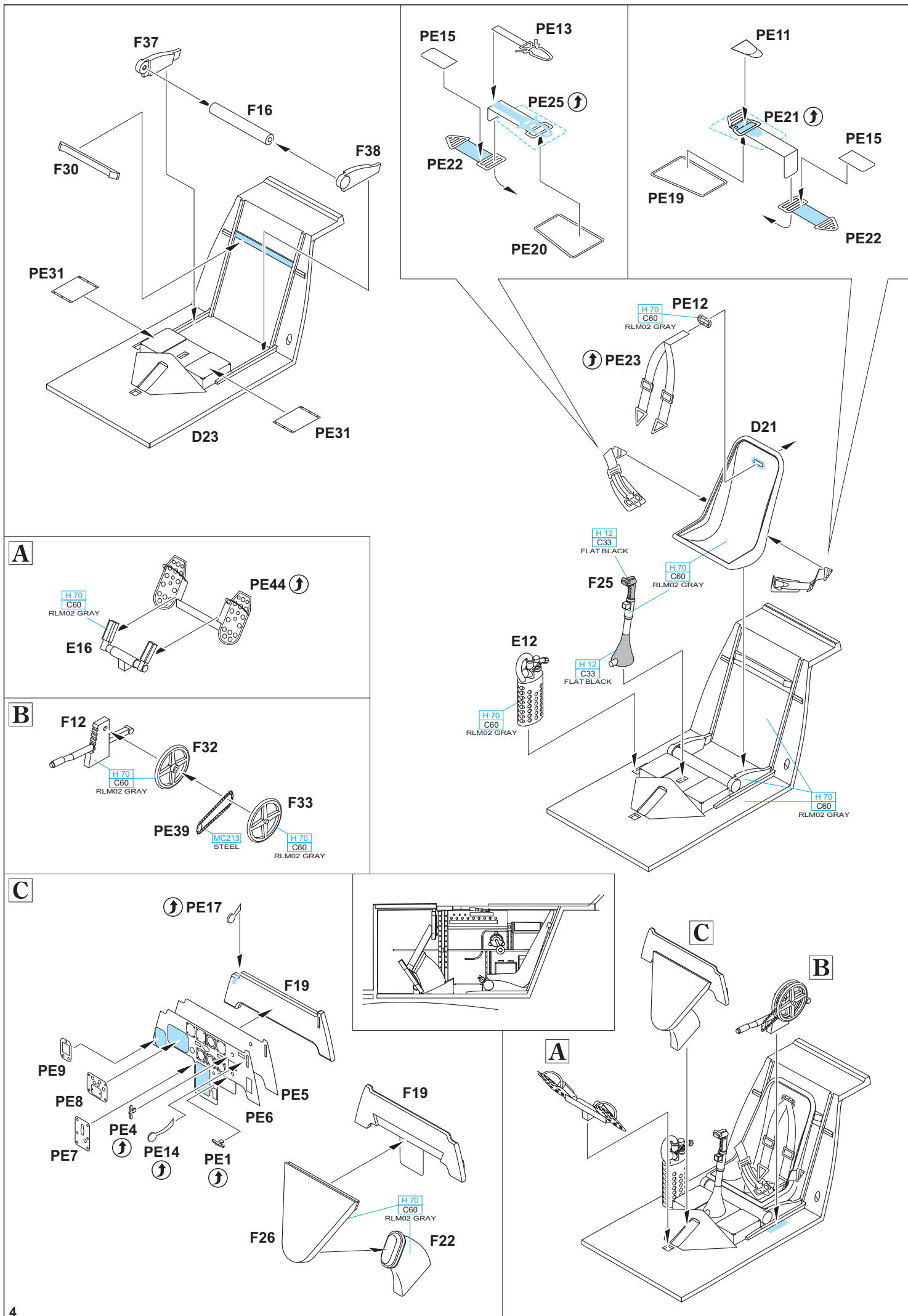


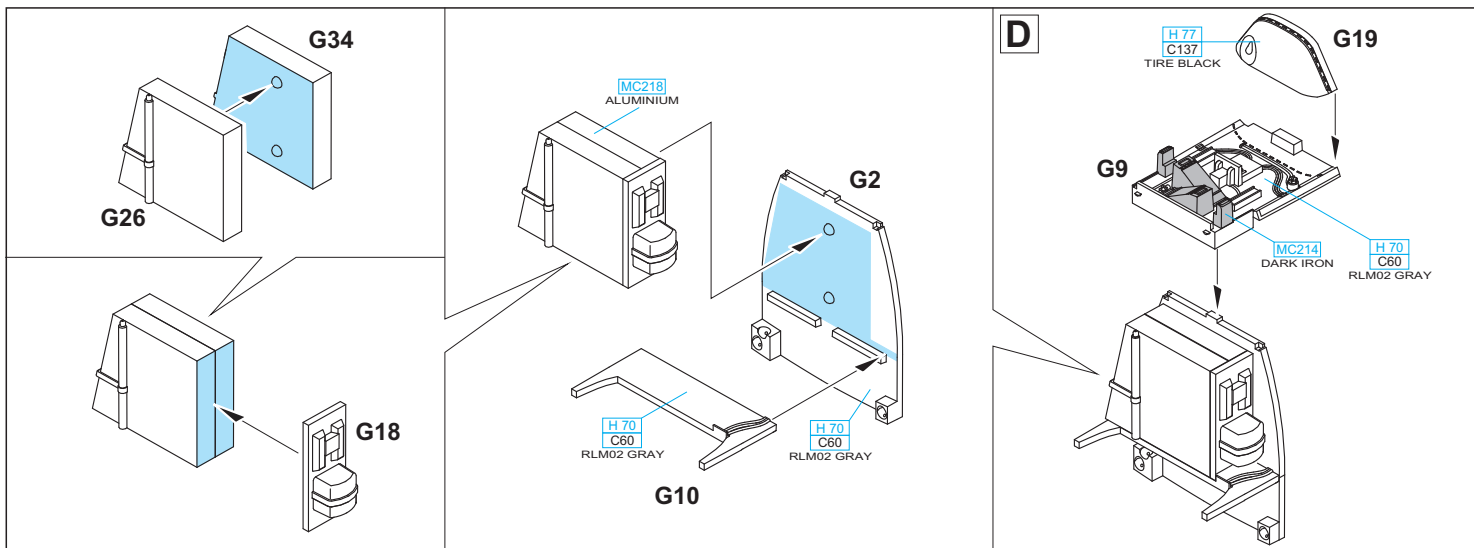
色

| GSI Creos (GUNZE) | | | |
|-------------------|----------|-----------------|--------|
| AQUEOUS | Mr.COLOR | | |
| H6 | C6 | GREEN | |
| H11 | C62 | FLAT WHITE | |
| H12 | C33 | FLAT BLACK | |
| H13 | C3 | FLAT RED | |
| H47 | C41 | RED BROWN | |
| H51 | C11 | LIGHT GULL GRAY | |
| H64 | C17 | DARK GREEN | RLM 71 |
| H65 | C18 | BLACK GREEN | RLM 70 |
| H67 | C115 | LIGHT BLUE | RLM 65 |
| H70 | C60 | GRAY | RLM 02 |

| AQUEOUS | Mr.COLOR | | |
|----------------|----------|-------------|--------|
| H77 | C137 | TIRE BLACK | |
| H344 | | RUST | |
| | C113 | YELLOW | RLM 04 |
| | C116 | BLACK GRAY | RLM 66 |
| | C118 | LIGHT BLUE | RLM 78 |
| | C119 | SAND YELLOW | RLM 79 |
| | C120 | OLIVE GREEN | RLM 80 |
| Mr.METAL COLOR | | | |
| | MC213 | STEEL | |
| | MC214 | DARK IRON | |
| | MC218 | ALUMINIUM | |





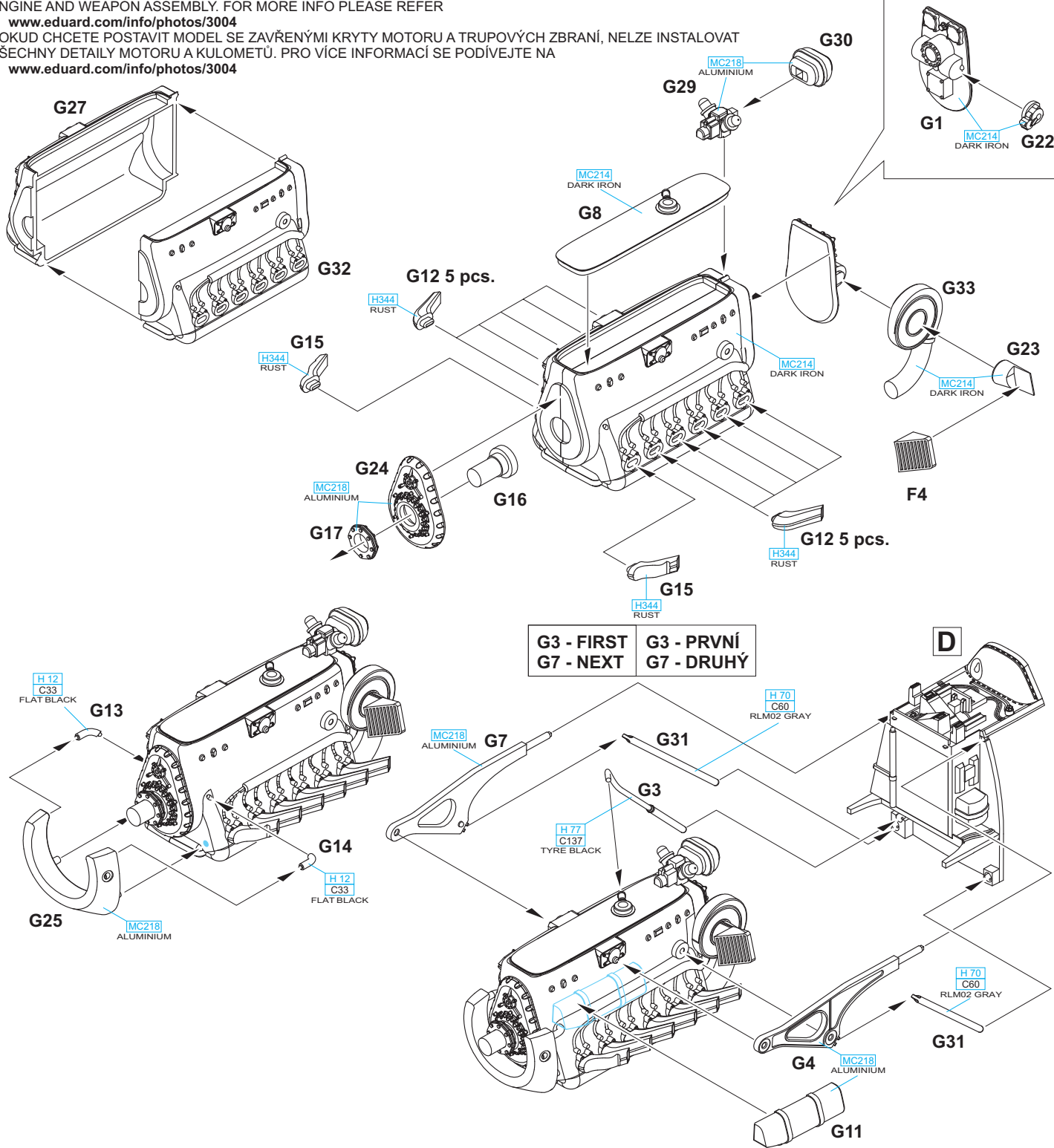


TO BUILD THE MODEL WITH THE CLOSED ENGINE COWLING AND THE WEAPON COVER, YOU CAN'T INSTALL THE COMPLETE ENGINE AND WEAPON ASSEMBLY. FOR MORE INFO PLEASE REFER

www.eduard.com/info/photos/3004

POKUD CHCETE POSTAVIT MODEL SE ZAVŘENÝMI KRYTY MOTORU A TRUPOVÝCH ZBRANÍ, NELZE INSTALOVAT VŠECHNY DETAILY MOTORU A KULOMETŮ. PRO VÍCE INFORMACÍ SE PODÍVEJTE NA

www.eduard.com/info/photos/3004



?

E24

G16

D

ALTERNATIVE ASSEMBLY FOR
CLOSED ENGINE COWLING.
DON'T INSTALL THE ENGINE.
ALTERNATIVNÍ SESTAVA PRO
ZAVŘENÝ KRYT MOTORU.
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A2

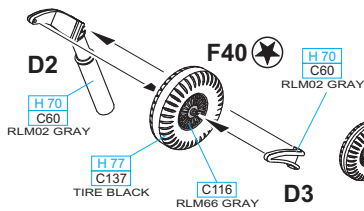
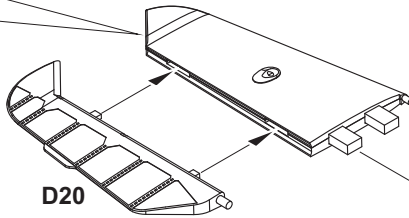
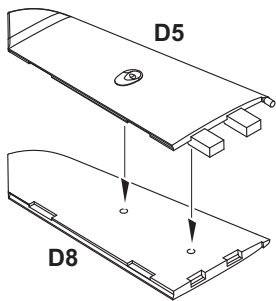
F2

H 70
C60
RLM02 GRAY

A1

F2

D23



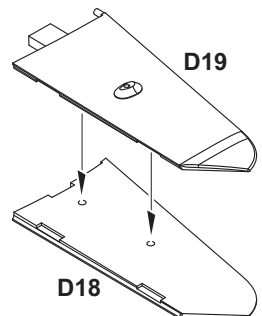
D11

D17

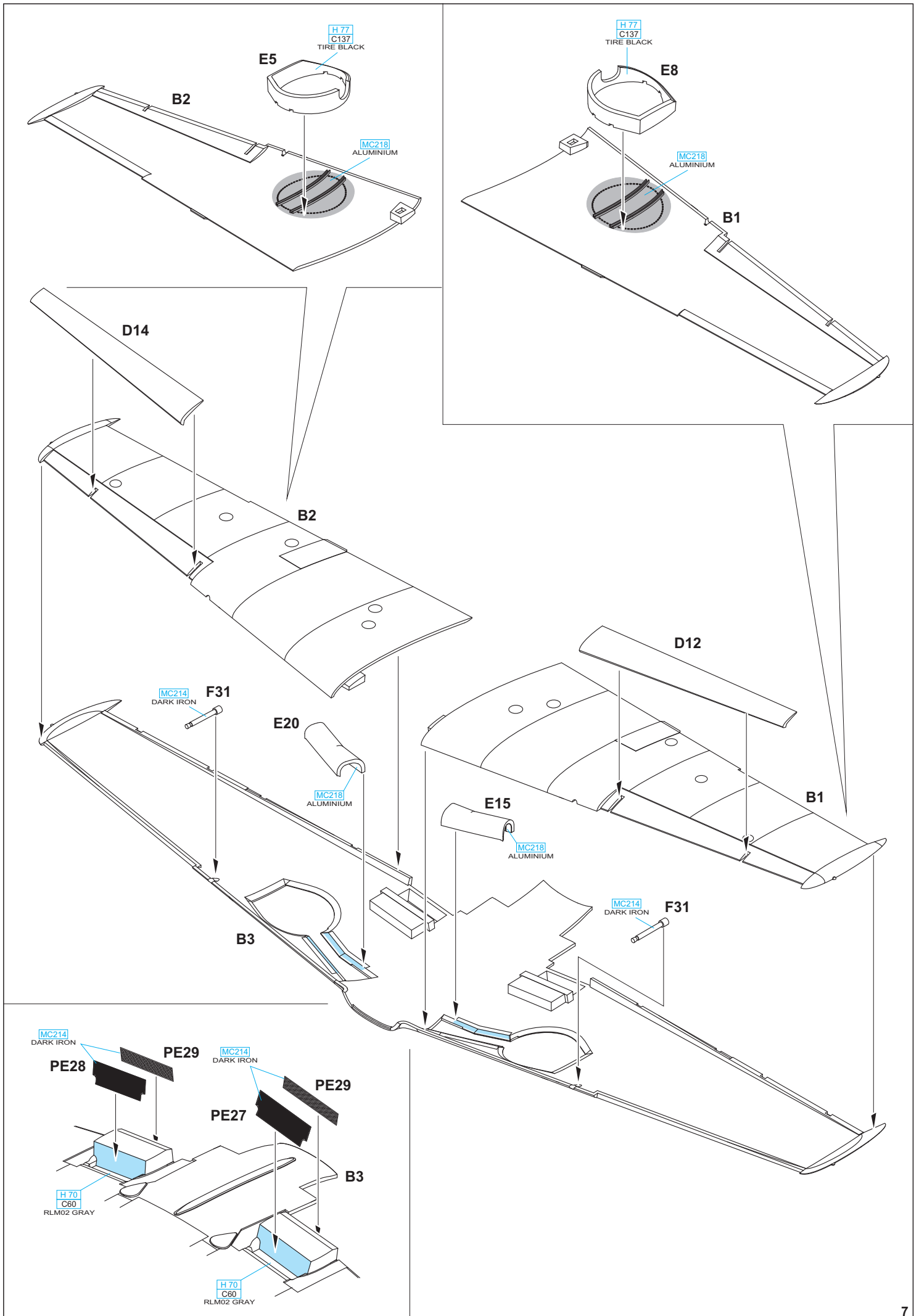
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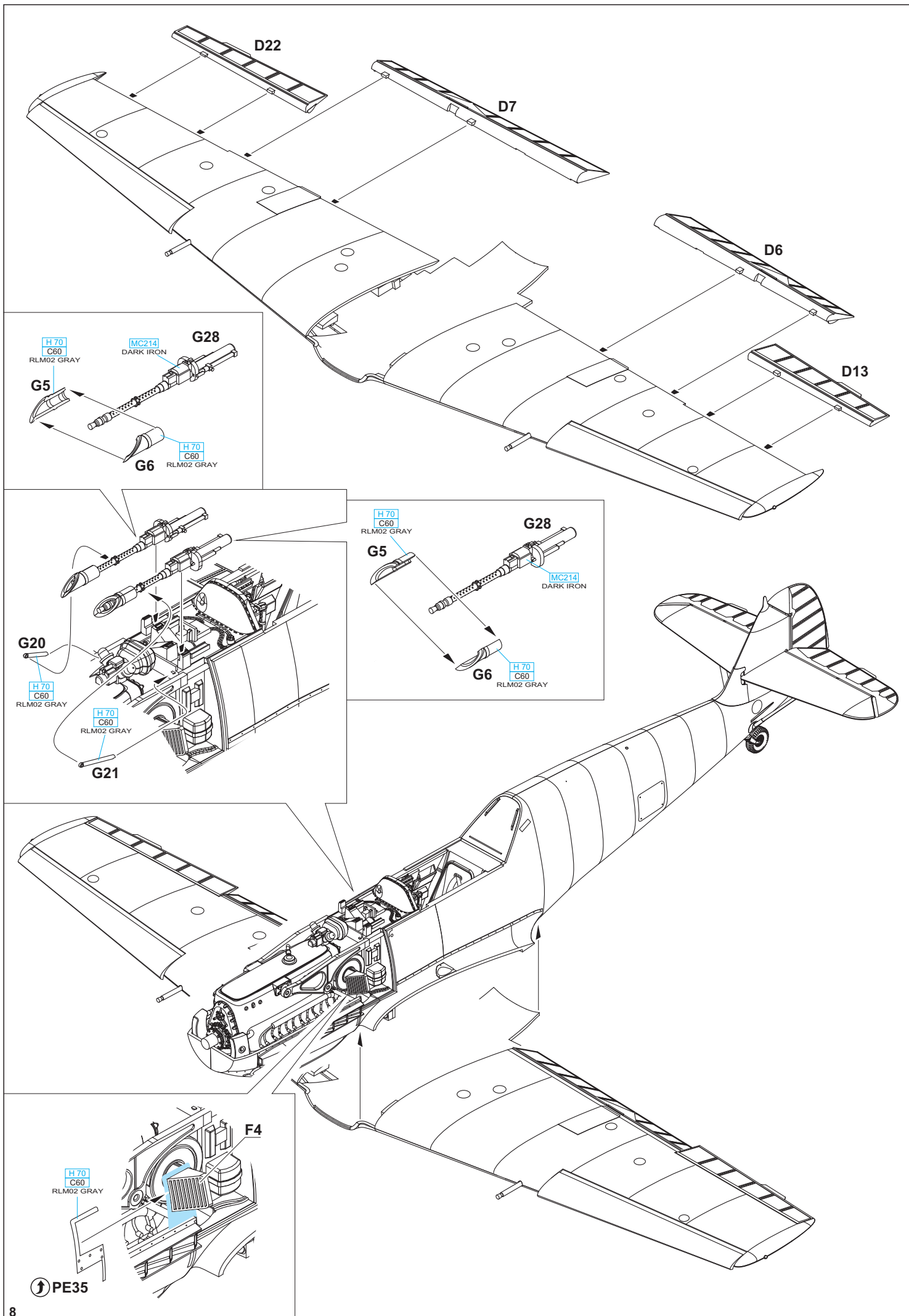
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E10

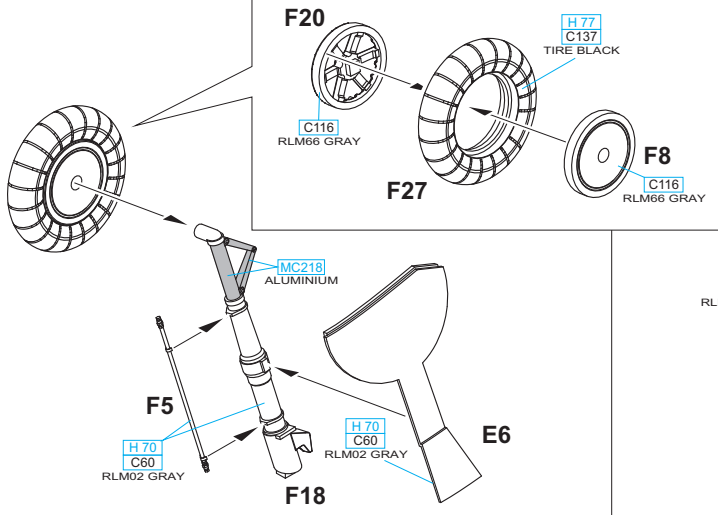


D18

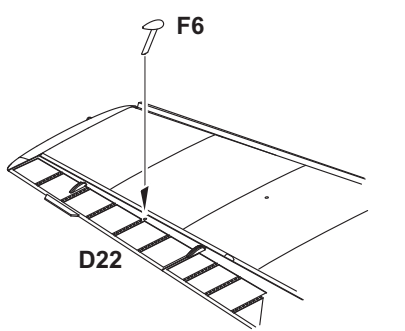
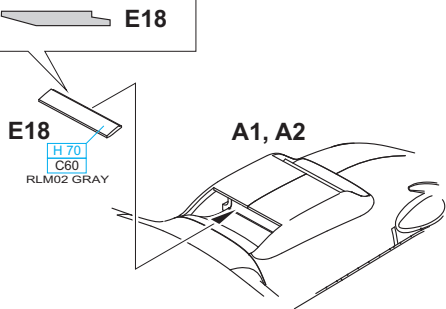
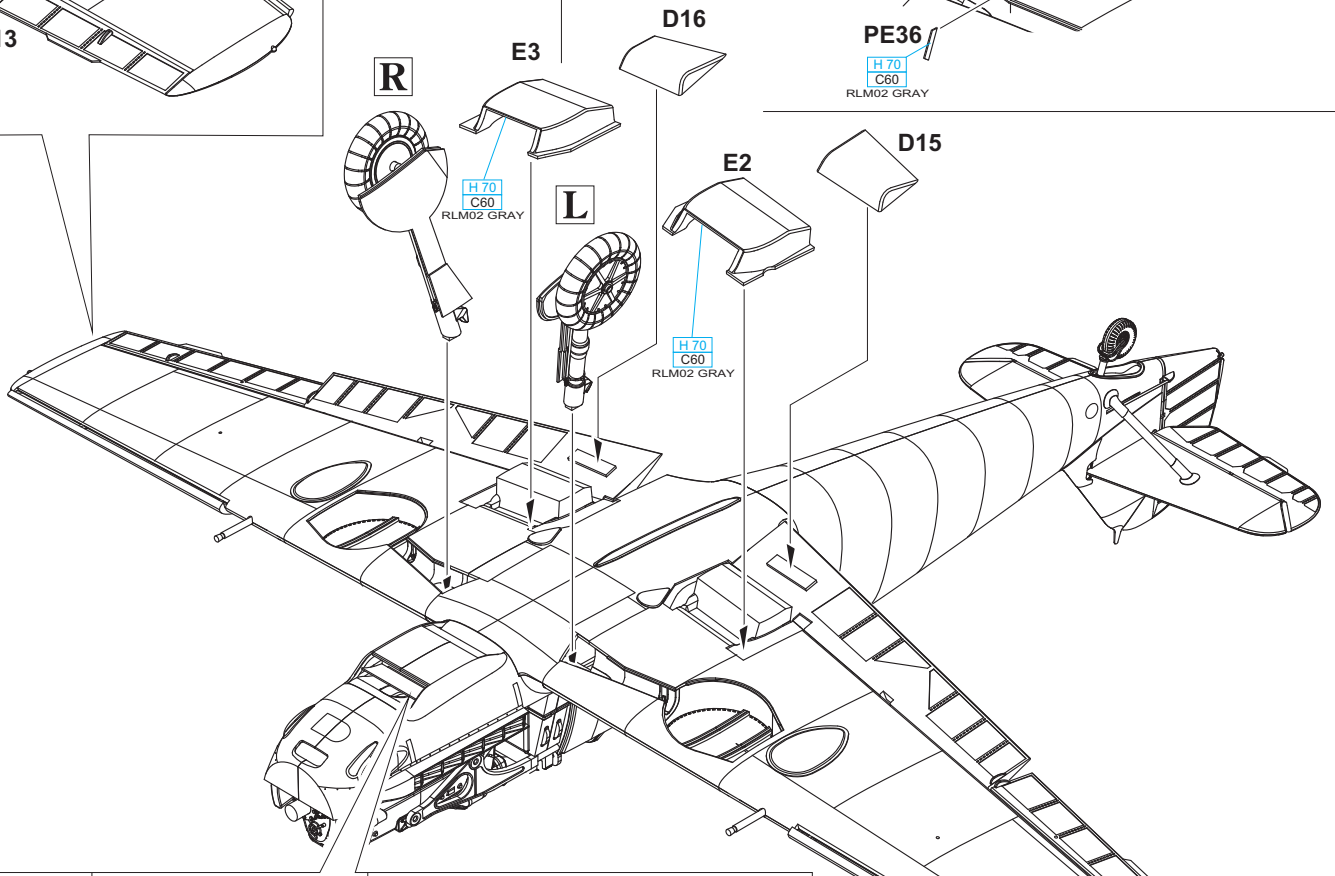
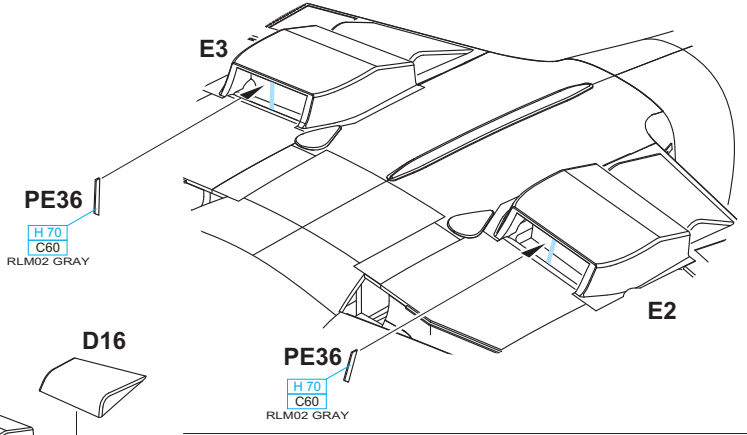
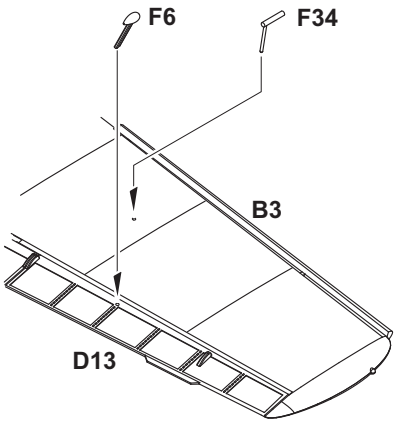
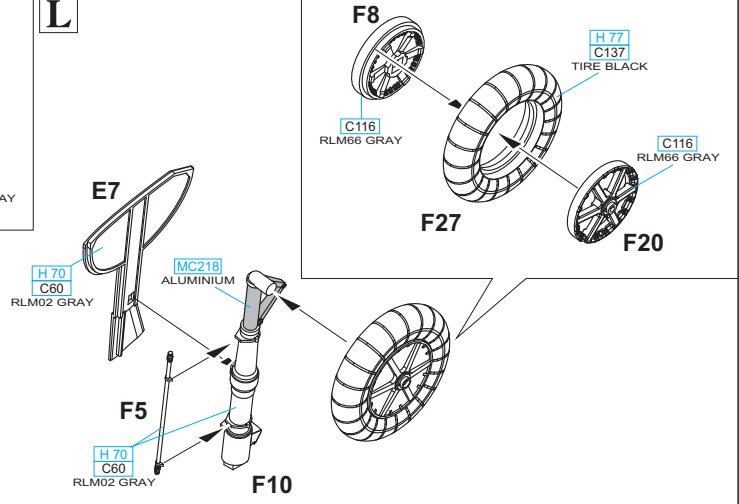




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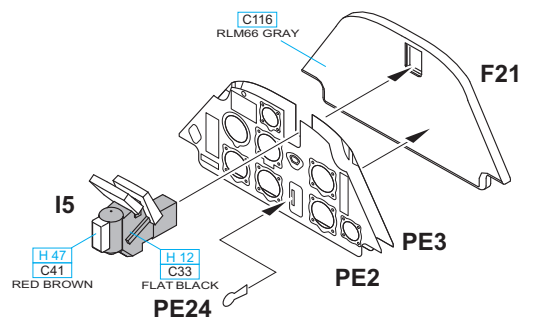
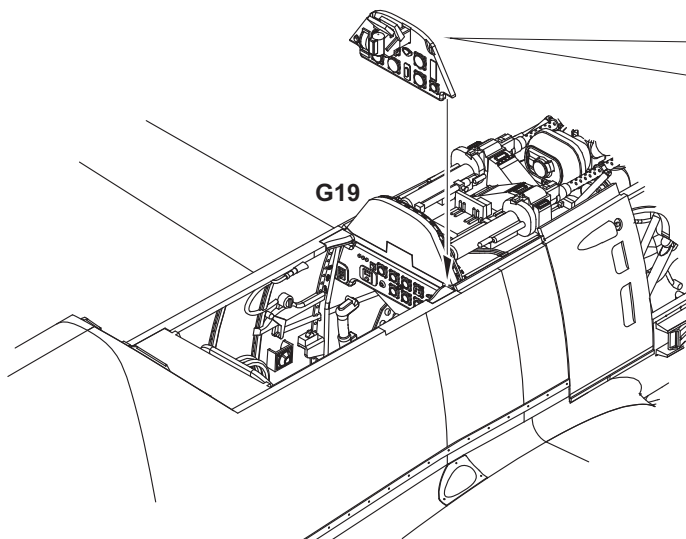
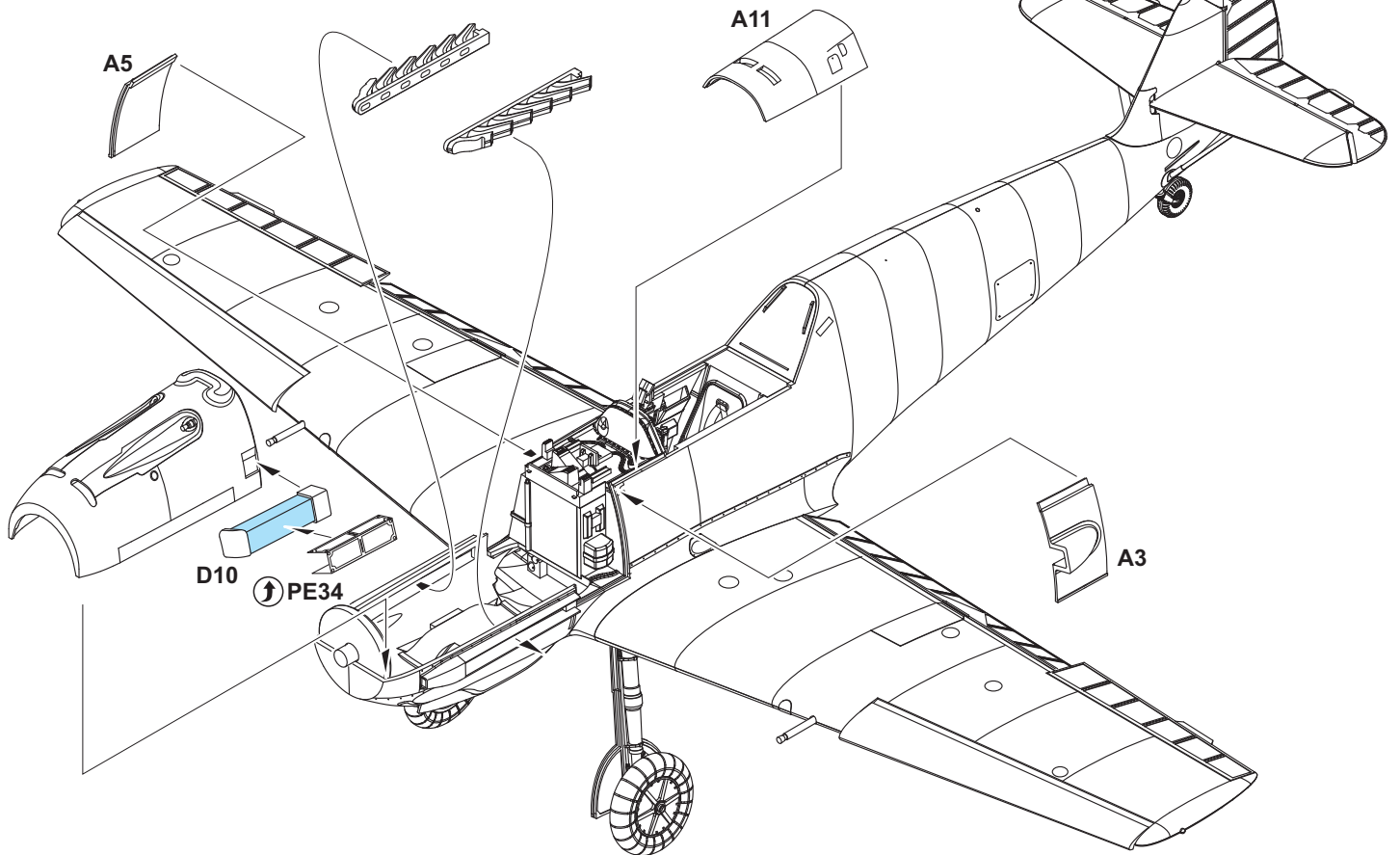
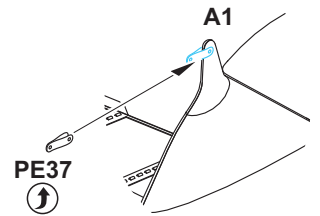
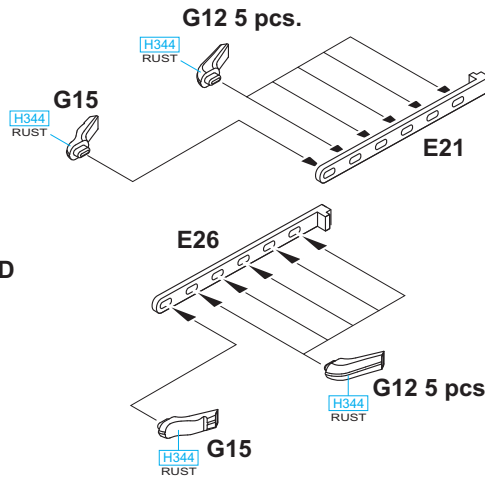
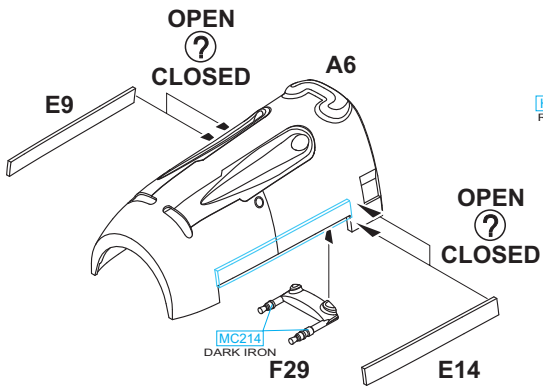


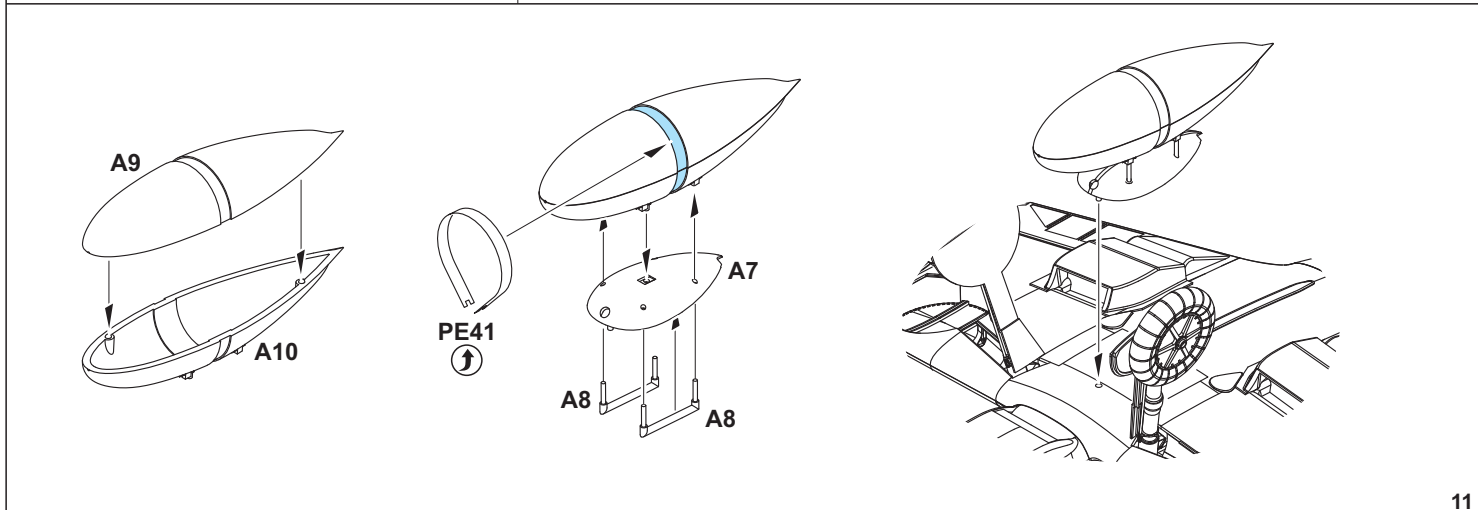
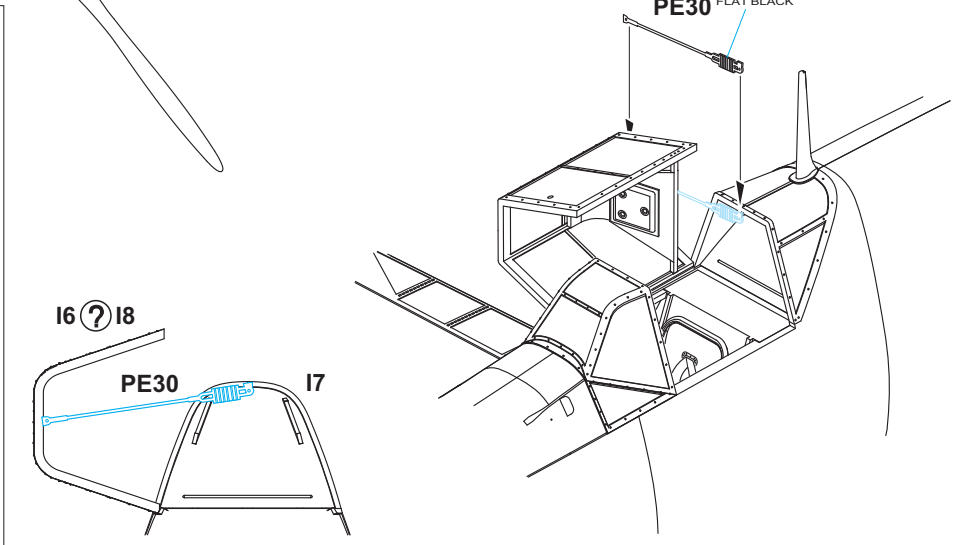
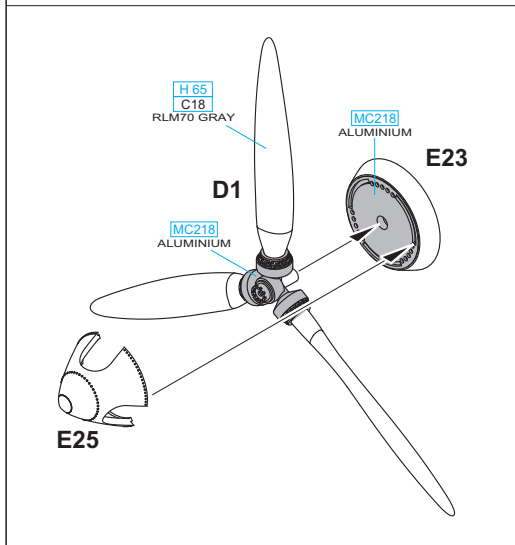
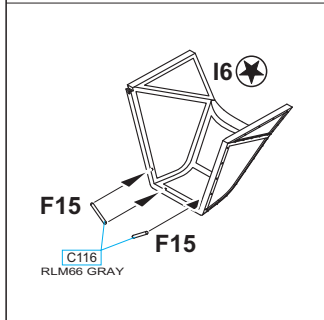
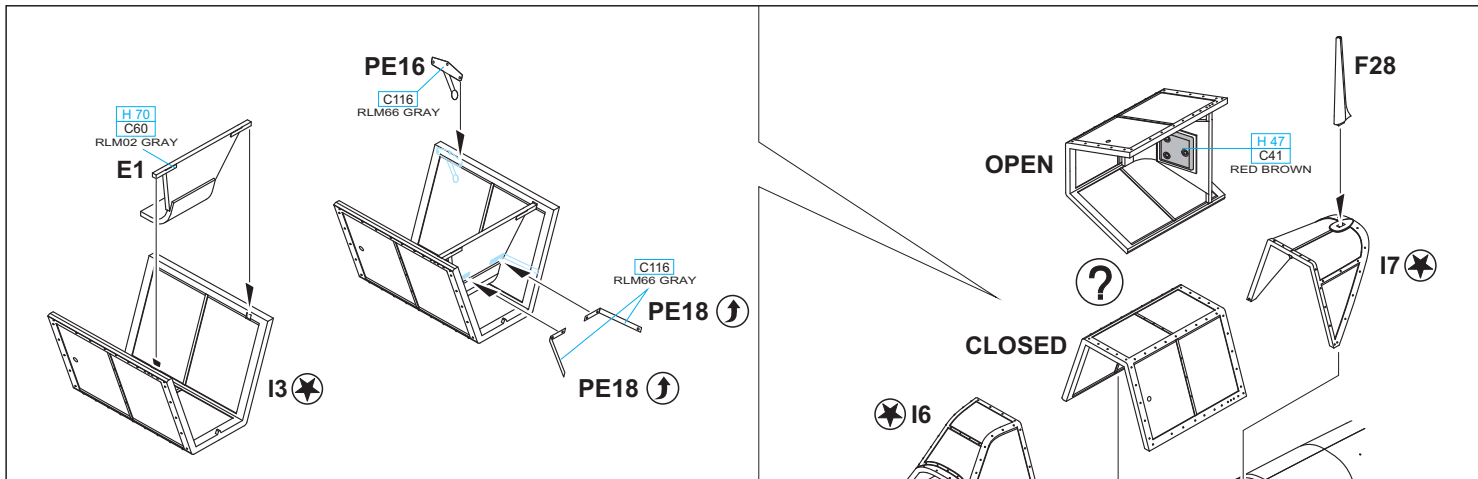
L





**ALTERNATIVE ASSEMBLY FOR CLOSED ENGINE COWLING.
ALTERNATIVNÍ SESTAVA PRO ZAVŘENÝ KRYT MOTORU.**

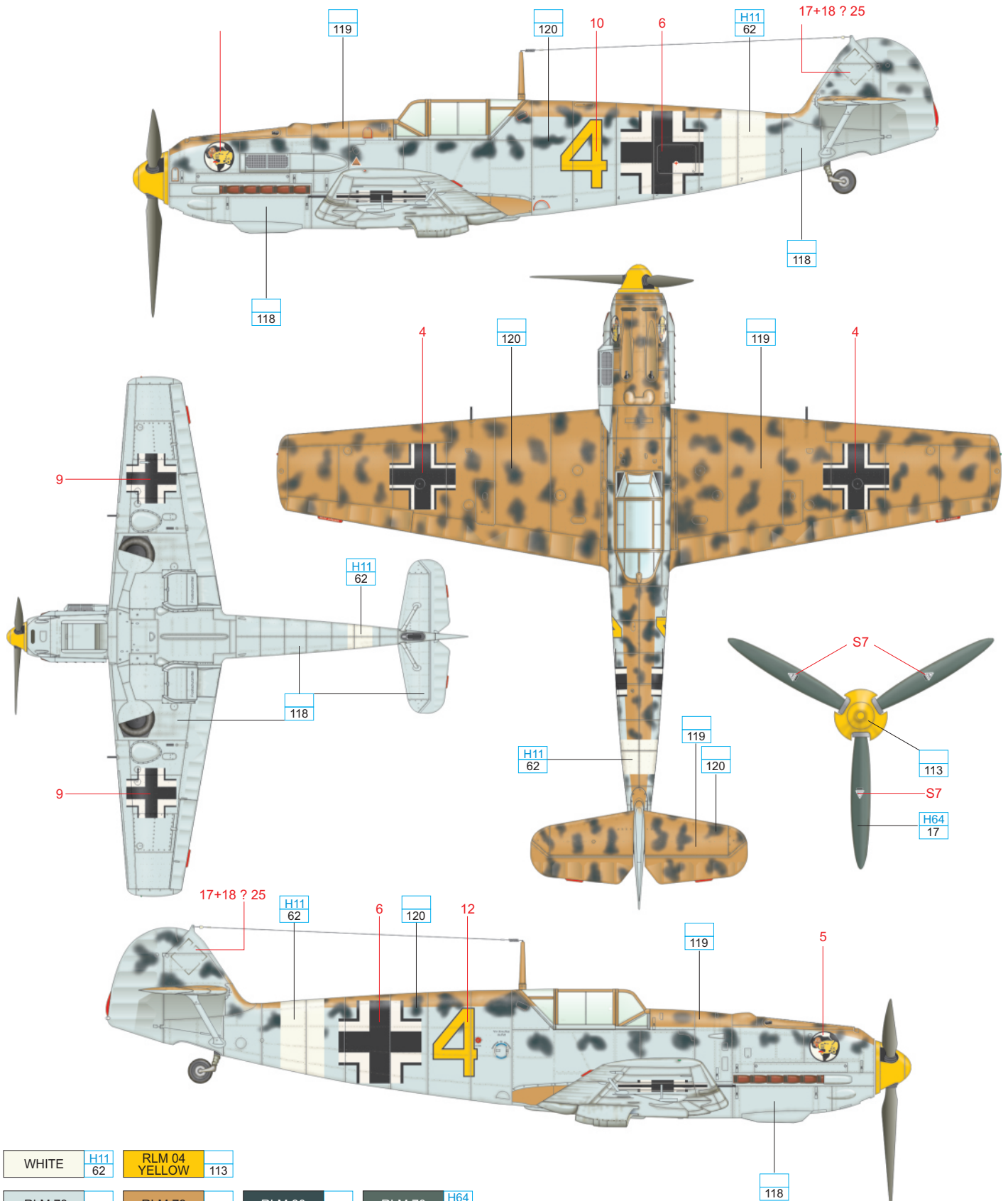




A 3./JG 27, Ain-el-Gazala airfield, Lybia, spring / summer 1941

This aircraft is depicted in a series of shots taken by official German photographers shortly after 3rd Staffel's arrival in North Africa. This Emil ended his life in Cyrenaika, when it fell into British hands during the German retreat. Later on, the fuselage, without its engine, was seen at a wrecking yard. The camouflage scheme consisted of RLM 78 undersides and RLM 79 sand yellow uppersides. Dark green RLM 80 spots over the uppersides were intended to mimic the typical look of the North-African desert.

Tento letoun se dostal do hledáčku oficiálního fotografa pouhých několik dní poté, co 3. Staffel přilétla na africké bojiště. Tento stroj svou pout' v Africe také skončil, když během ústupu padl do rukou Britů. Jeho vrak byl na konci roku 1941 k vidění na jednom z vrakovišť. Kamuflážní schéma tvořila modrá RLM 78 na spodních a bočních plochách. Pískovou RLM 79 na horních plochách doplňovaly skvrny tmavě zelené RLM 80, díky čemuž perfektně splývaly s typickou podobou severoafrické pouště.



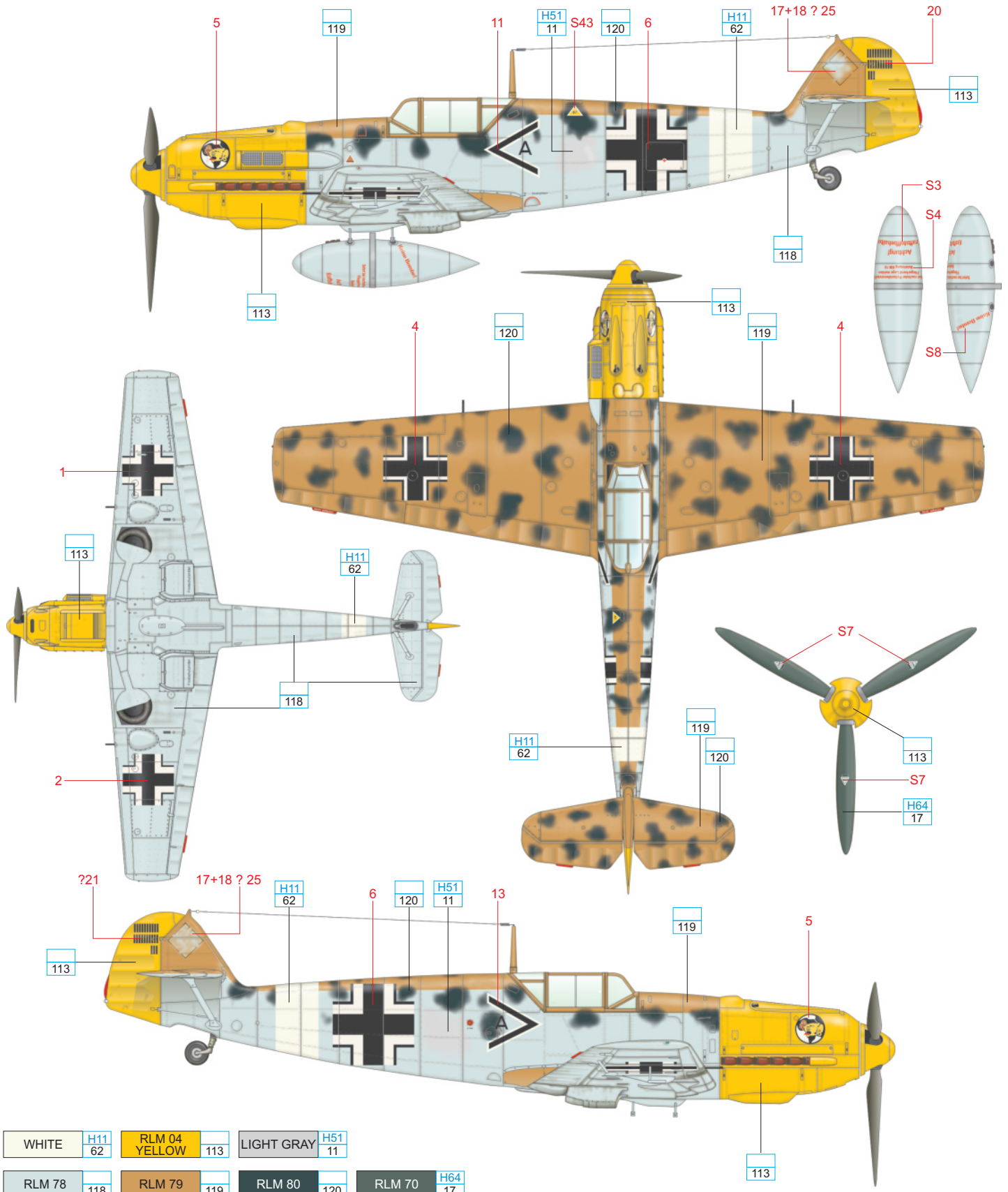
| | | | |
|-------|-----------|------------------|-----|
| WHITE | H11 62 | RLM 04 YELLOW | 113 |
|-------|-----------|------------------|-----|

| | | | | | | | |
|--------|-----|--------|-----|--------|-----|--------|-----------|
| RLM 78 | 118 | RLM 79 | 119 | RLM 80 | 120 | RLM 70 | H64 17 |
|--------|-----|--------|-----|--------|-----|--------|-----------|

B Oblt. Ludwig Franzisket, Stab I./JG 27, Ain-el-Gazala airfield, Lybia, June 1941

Ludwig Franzisket served as Gruppenadjutant of I./JG 27 by December 5, 1941 when he took over the command of 1st Staffel of JG 27 from the hands of Karl-Wolfgang Redlich. He led 3rd Staffel in the period from June to August 1941 at the same time. The evidence of pilot's fuction within the unit is a black chevron and a letter 'A' on the fuselage. Twenty-three Abschussbalken on the rudder show Franzisket's score as of September 9, 1941. He shot down 24 enemy aircraft over Africa in addition to 14 victories scored previously. The end of the war found him as commanding officer of JG 27 with 43 kills (incl. 4 four-engined bombers). He was awarded with Ritterkreuz on July 23, 1942 for 22 victories in 204 missions.

Ludwig Franzisket působil jako Gruppenadjutant I./JG 27 až do 5. prosince 1941, kdy převzal od Karla-Wolfganga Redlicha velení 1. Staffel JG 27. Během června až srpna 1941 velel také 3. Staffel. O Franzisketově zařazení svědčí černý klín s písmenem A na trupu. Třídvačet Abschussbalken na směrovce představuje jeho skóre k 9. září 1941. Celkem Franzisket sestřelil nad Afrikou 24 nepřátelských letadel, které přidal ke dřívějším 14 vítězstvím. Válku ukončil jako velitel JG 27 s celkovým skóre 43 sestřelů (včetně čtyř viermot - čtyřmotoráků). Byl držitelem Rytířského kříže, jímž byl vyznamenán 23. července 1942 za 22 sestřelů v 204 bojových misích.



| | | | | | |
|--------|-----------|------------------|-----|------------|-----------|
| WHITE | H11 62 | RLM 04 YELLOW | 113 | LIGHT GRAY | H51 11 |
| RLM 78 | 118 | RLM 79 | 119 | RLM 80 | 120 |
| | | | | RLM 70 | H64 17 |

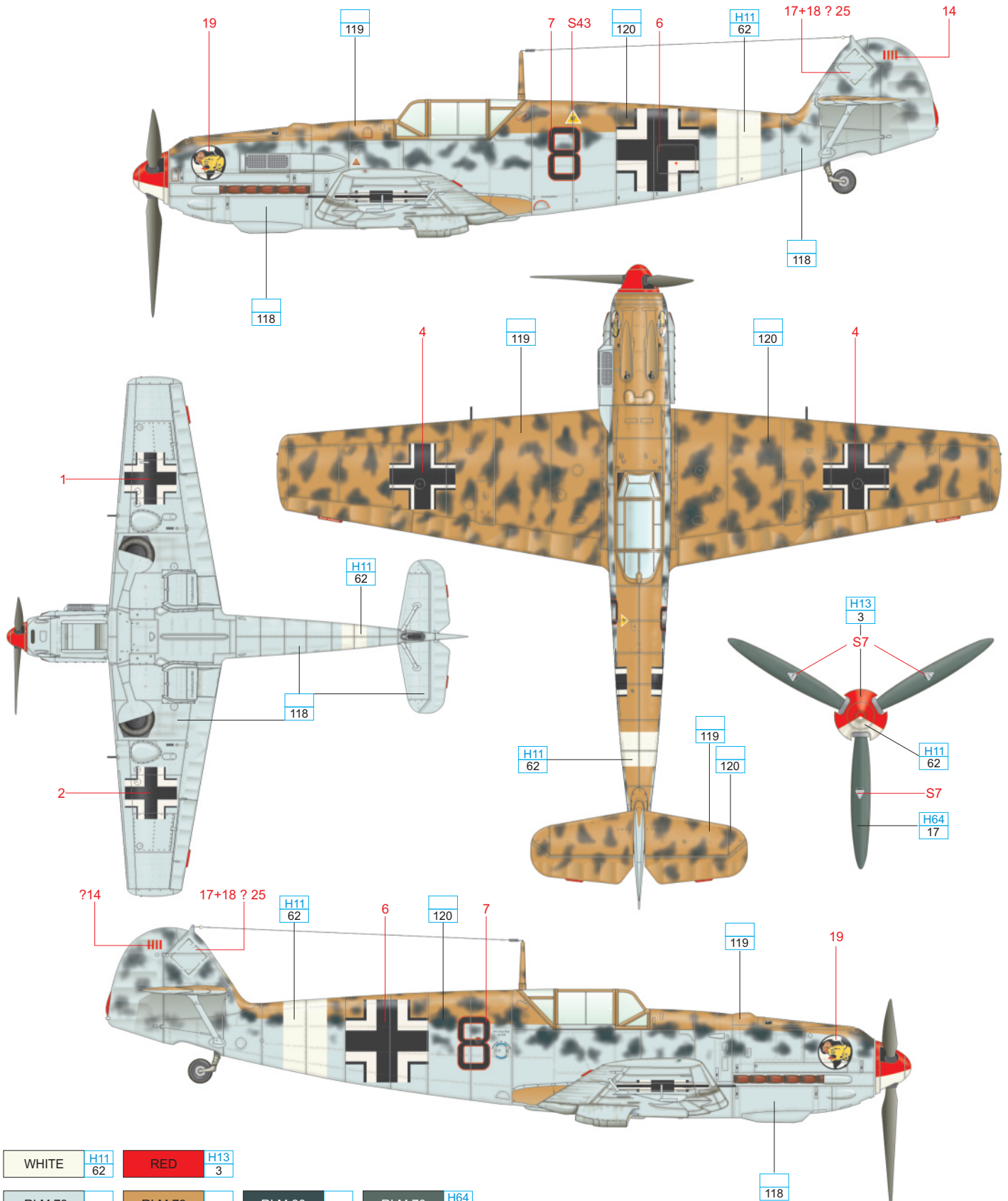
C „Schwarze 8“, 2./JG 27, Ain-el-Gazala airfield, Libya 1941

This aircraft was assigned to Lt. Werner Schroer, a member of 1st Staffel of JG 27 according to some sources. This seasoned pilot achieved 61 kills over Africa. The first of them was a Hurricane downed on April 19, 1941 over Tobruk, Libya. Later on, Schroer served as Gruppenadjutant of I./JG 27. The end of the war saw him as Geschwaderkommodore of JG 3 with 114 kills to his credit (including 26 four-engined bombers). He was awarded the Ritterkreuz on October 21, 1942 and on April 19, 1945 he became a recipient of the Schwerter.

Nevertheless this Emil belonged to 2nd Staffel of JG 27, in all probability, and Schroer never served within this part of JG 27. So, four kill marks on the rudder belonged to another, unidentified, pilot. The red spinner and red outline of the fuselage number are 2nd Staffel identifiers.

Tento stroj bývá v některých pramenech připisován Lt. Werneru Schroerovi, příslušníkovi 1. Staffel JG 27. Tento zkušený pilot dosáhl pod africkým nebem celkem 61 sestřelů, první z nich 19. dubna 1941 nad Tobrukem, kdy mu padl za oběť Hurricane. Později, od dubna do června 1942 působil Schroer ve funkci Gruppenadjutanta I./JG 27. Válku ukončil jako velitel JG 3 se 114 vítězstvími, včetně 26 čtyřmotoráků. Dne 21. října 1942 byl vyznamenán Rytířským křížem, k němuž 19. dubna 1945 přibily meče.

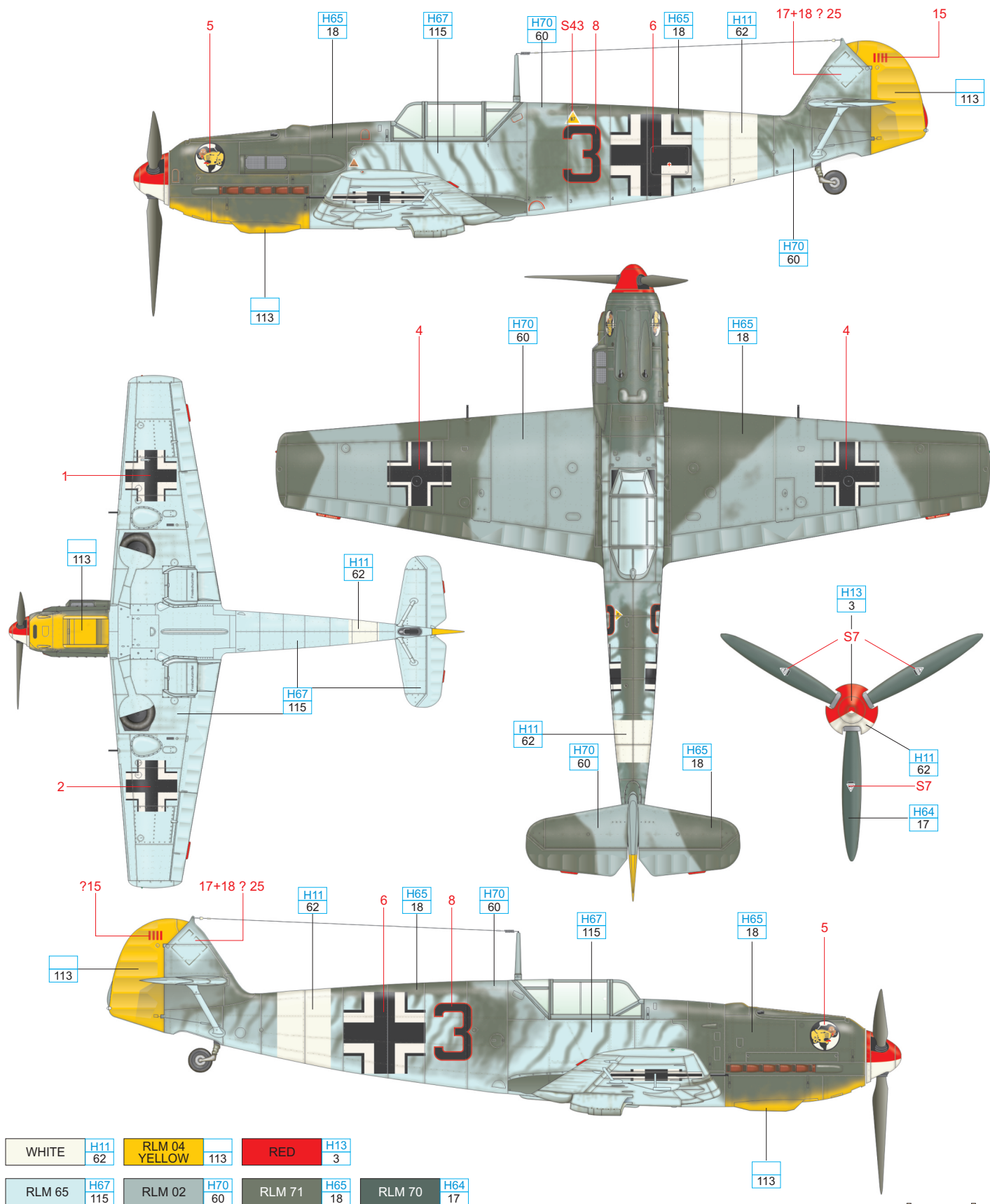
Zobrazený Emil však nejspíše patřil do 2. Staffel JG 27, kde Schroer v době dosažení čtvrtého sestřelu nepůsobil. Symboly sestřelů na směrovce tedy patří jinému, dosud neustanovenému pilotovi. Červený vrtulový kužel a lem trupového čísla značily příslušnost ke 2. Staffel.



D 2./JG 27, Ail-el-Gazala airfield, Libya 1941

One of the most interesting tropical Emil's is 'Black 3'. She wore a typical European camouflage scheme of RLM 71 and 02 on the upper surfaces and RLM 65 on the undersides. It was darkened with dark green (RLM 71 in all probability) stripes on the fuselage. This modification was done by ground personnel of probably another unit in Europe as a similarly camouflaged Emil was photographed in JG 3 service. Formerly all-yellow cowling was overpainted with the same colour on its upper surfaces. The older fuselage number was overpainted with RLM 02 and replaced by 'Black 3' with thin red outline.

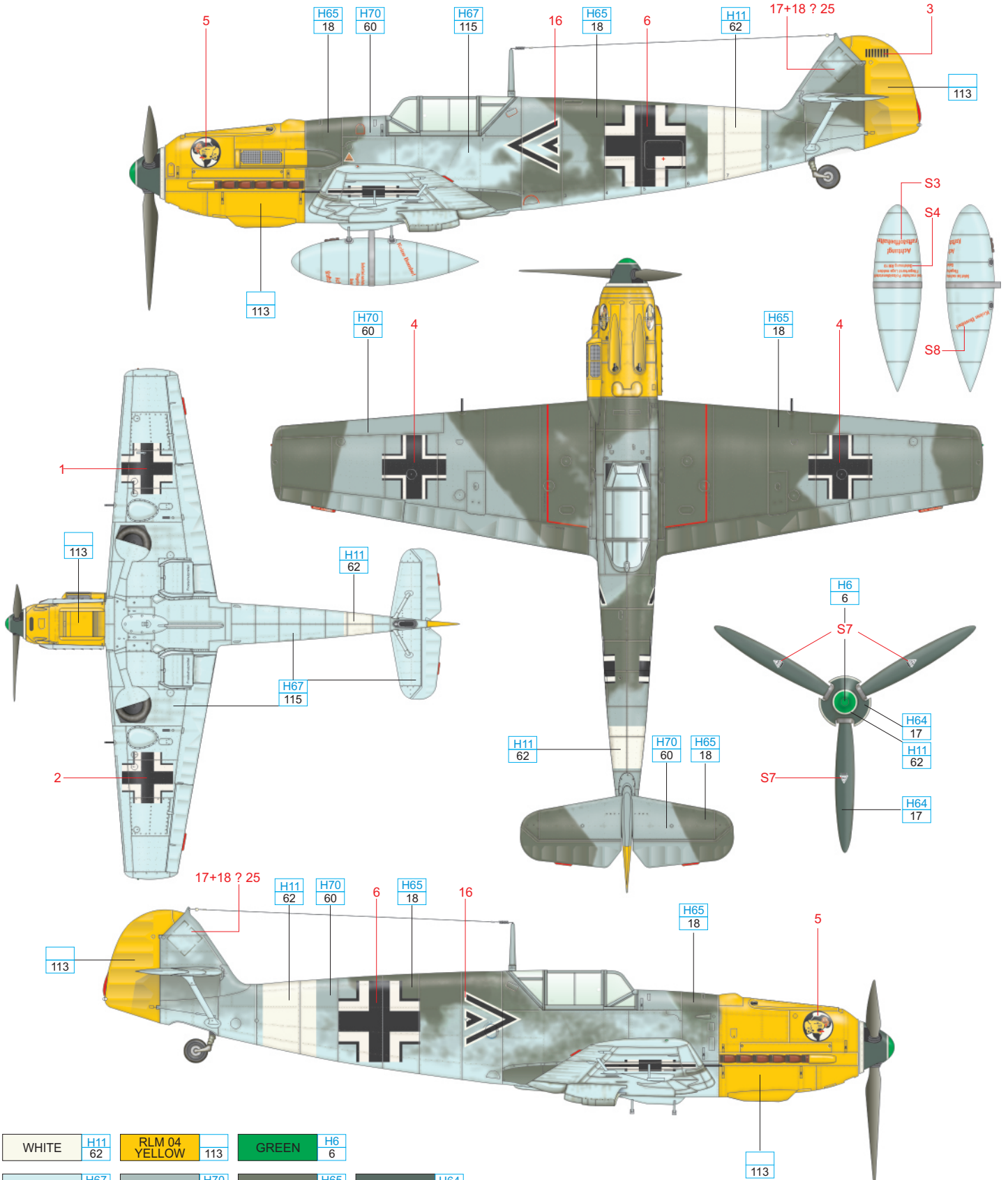
Jedním z nejzajímavějších kamuflovaných tropických Emilů je „černá 3“. Na africký kontinent se dostal v původní tovární kamufláži tvořené nepravidelnými poli barev RLM 71 a RLM 02 na horních plochách a barvou RLM 65 na plochách bočních a spodních. Pravděpodobně ještě v Evropě bylo toto kamuflážní schéma na bocích trupu ztmaveno stříkanými pruhy tmavé barvy, zřejmě RLM 71. Tuto úpravu s velkou pravděpodobností provedl pozemní personál jiné jednotky než 1./JG 27, podobně zbarvený stroj létal u JG 3. Stejným odstínem byla zřejmě přestříkána horní a boční část původně žlutého krytu motoru. Starší číselné označení na trupu bylo přestříkáno barvou RLM 02 nahrazeno černou „3“.



E Hptm. Eduard Neumann, Gruppenkommandeure of I./JG 27, Ain-el-Gazala, Libya, Summer 1941

Eduard „Edu“ Neumann achieved his first kill as a member of JG 27 on July 20, 1940 when he downed a Blenheim over the Cannel. He served as a commanding officer (Gruppenkommandeur) of I./JG 27 from July 1940 to June 10, 1941. Next day he assumed command of the whole of JG 27. Seven kill marks (Abschussbalken) on the rudder appeared on Neumann's Emil around June 15, 1941 when he shot down his seventh 'African' victim. The double chevron on the fuselage identifies Gruppenkommandeure's personal mount. Neumann downed 13 enemy aircraft in total by the end of WWII (incl. 2 during Spanish Civil War).

Prvního sestřelu v řadách JG 27 dosáhl „Edu“ Neumann 20. července 1940, kdy nad Kanálem sundal Blenheim. Ve funkci Gruppenkommandeure I./JG 27 působil od července 1940 do 10. června 1941, kdy převzal velení celé JG 27. Sedm symbolů sestřelů (Abschussbalken) na směrovce ukazuje, že v této podobě stroj létal okolo 15. června, kdy Neumann dosáhl sedmého sestřelu nad Afrikou. Dvojité klín na trupu symbolizuje letoun pilotovaný velitelem Gruppe. Celkové Neumannovo válečné skóre činilo 13 sestřelů, včetně dvou během španělské občanské války.



| | | | | | |
|--------|------------|------------------|-----------|--------|-----------|
| WHITE | H11 62 | RLM 04 YELLOW | 113 | GREEN | H6 6 |
| RLM 65 | H67 115 | RLM 02 | H70 60 | RLM 71 | H65 18 |
| | | | | RLM 70 | H64 17 |

Bf 109E-7 TROP STENCIL DATA

