

Bf 109G-14

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82118

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 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 powerplant troubles, which were solved by the introduction of the DB 601. This engine, together with its extrapolated development DB 605, is umbilically connected to the success of the Bf 109. These two-row, twelve-cylinder inverted V engines powered several tenths of thousands of 109s in over 25 versions and variants.

From Spanish War to the Reich Defence

The first combat use of Bf 109 occurred during Spanish Civil War, where three developmental Bf 109s were deployed in December 1936. The main reason of revealing the modern fighter to the world was quite down-to-earth: To validate its abilities in modern aerial combat. Shortly thereafter, production aircraft in the form of the Bf 109B-1 began to reach 2.J/88, the Legion Condor. The desire of Germany to demonstrate its aerial prowess to potential foes was advanced further in international sport meets. The triumph attained in Zurich in the summer of 1937 was complemented several months later by grabbing the speed record of 379.63 mph (610.95 km/h). In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the aircraft to combat units did not sustain the rate desired by military brass. Even by August 1938 the Bf 109 accounted for less than half of the 643 front line fighters in service. The next months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. So the fighter wing of the Luftwaffe entered the Polish campaign, the Blitzkrieg against the West, and the Battle for France with both a qualitative and quantitative advantage. With one foot in the door that was the

English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 emerged: The inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors responsible for the defeat of the Luftwaffe in the Battle of Britain. Experience gained in 1940 led to the development of the F 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 "Jagdarmee" during the second phase of the war in the east, and in the "Defence of the Reich" from 1943 to 1945, the Bf 109s served in the form of the G (Gustav) version, followed by the K (Kurfürst). Even if it was clear that the development of the Bf 109 had reached its limits by the end of the war, the aircraft was still able to keep pace with the foes that it encountered. Besides its primary purpose as a fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

The kit: Bf 109G-14

The Bf 109G series (Gustav) was a direct follow-on of the Bf 109F. The main difference was the more powerful DB 605 engine, which was the development of previous DB 601. Several marks were produced, but all the later variants were modified versions of the most numerous Bf 109G-6. Early in 1944, the DB 605AS engine with larger supercharger for improved high-altitude performance became available as well as MW-50 water injection for improved low-to-medium altitude performance (DB 605AM). With these two features combined, the engine was marked DB 605ASM.

The Bf 109G-14 arrived in July 1944 as an attempt to create a standard type, incorporating many changes introduced during production of the G-6. These ongoing modifications led to many different sub-variants, making the manufacturing more and more complicated. The new type offered improved combat performance, as MW-50 device increased output to 1,775 hp (1,324 kW). With the G-14 the Erla Haube canopy also became standard.

In the middle of 1944, use of plywood in the construction of some parts of the Bf 109 became more and more common due to the metal supplies shortage. One of such a parts was a taller fin and rudder, used in production for many G-14s and supplied by several sub-contractors. Apart of the standard Bf 109G-14, four other sub-variants were developed: G-14/AS (high-altitude fighter; DB 605ASM engine; MW 50 boost), G-14/ASy (high-altitude command fighter), G-14y (command fighter) and G-14/U4 (standard G-14 with 30mm engine mounted MK 108 Motorkanone instead of 20 mm MG 151/20). Altogether some 5,500 Bf 109G-14s 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 započítím 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
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

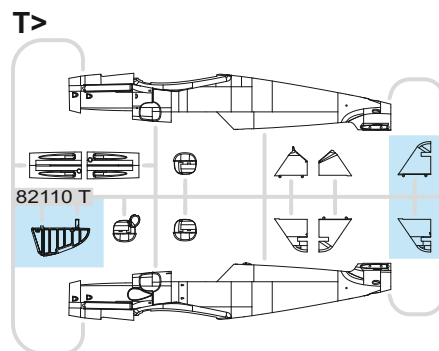
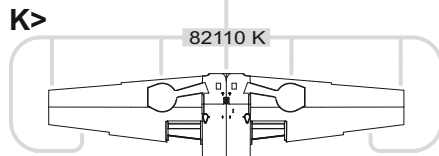
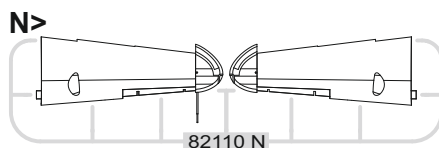
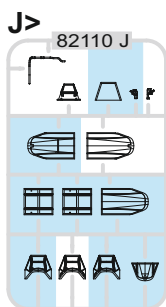
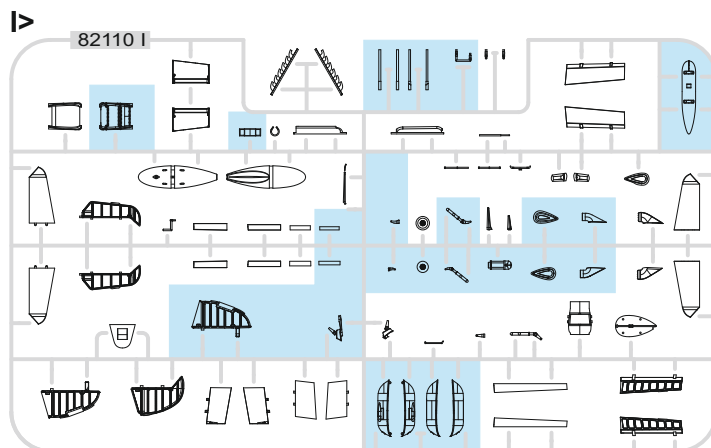
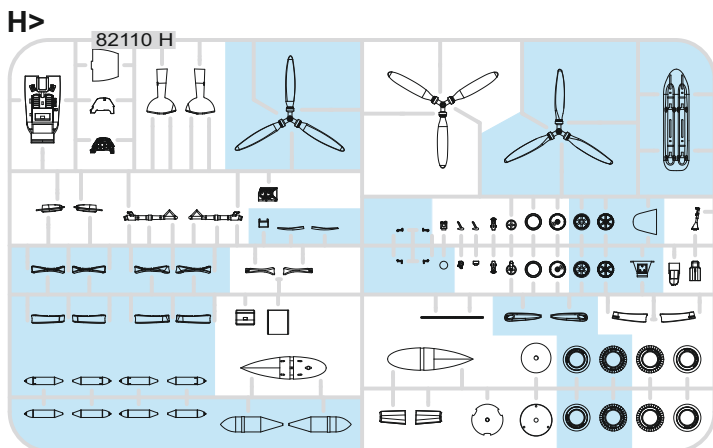
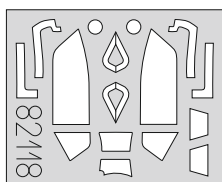


PIÈCES

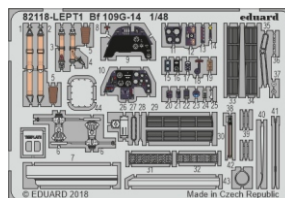


部品

PLASTIC PARTS

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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



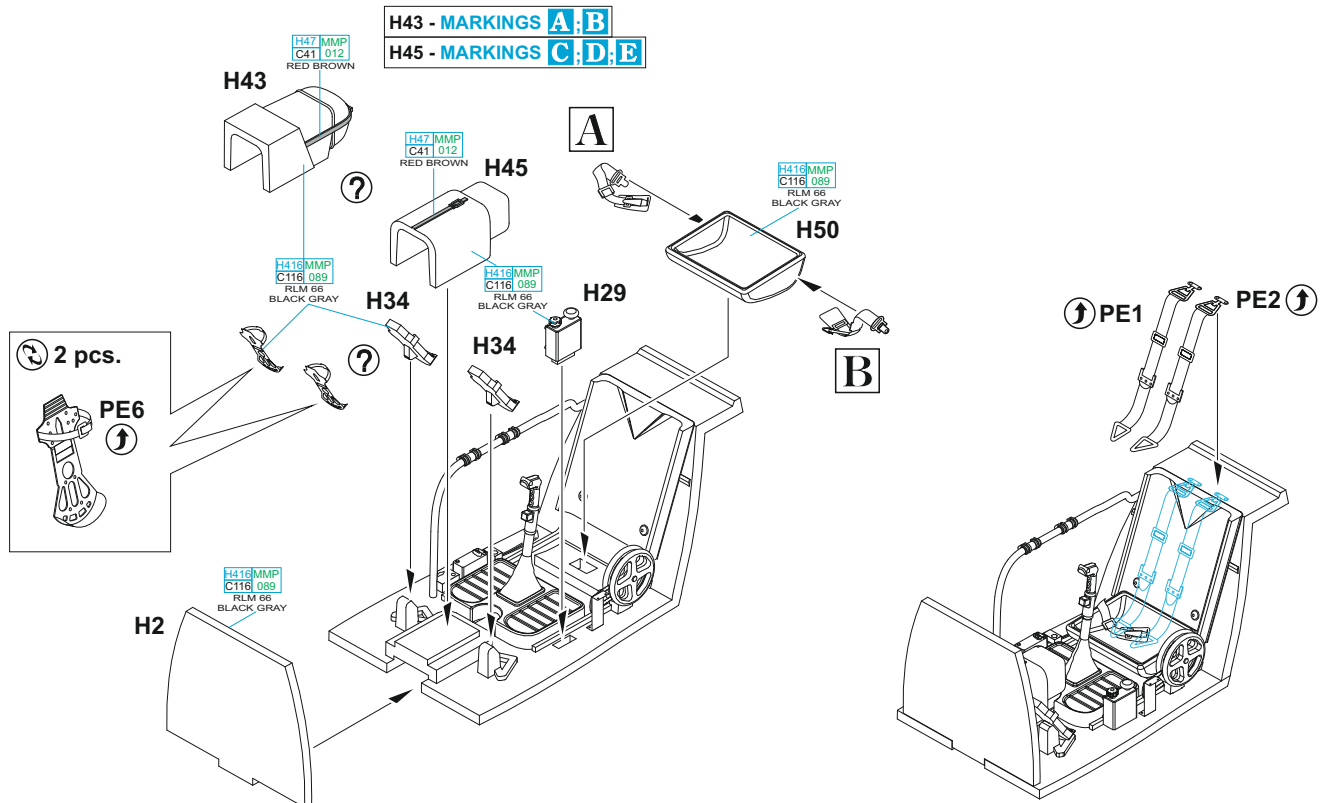
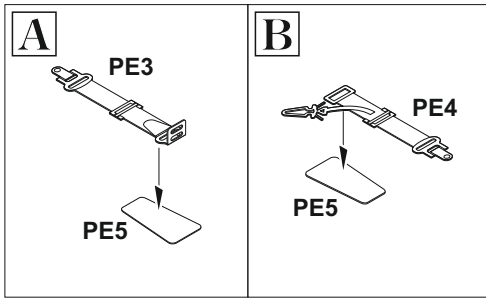
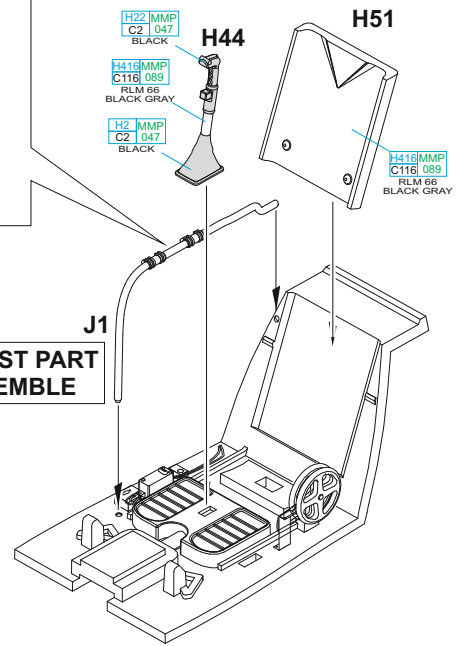
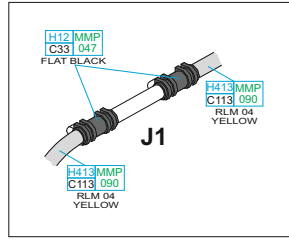
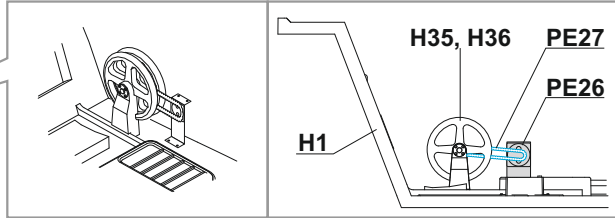
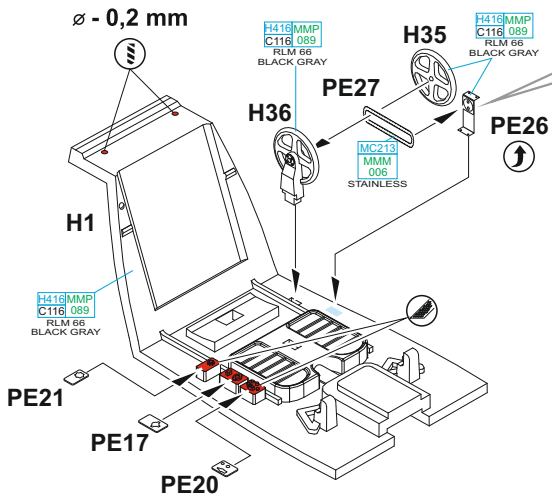
PEINTURE

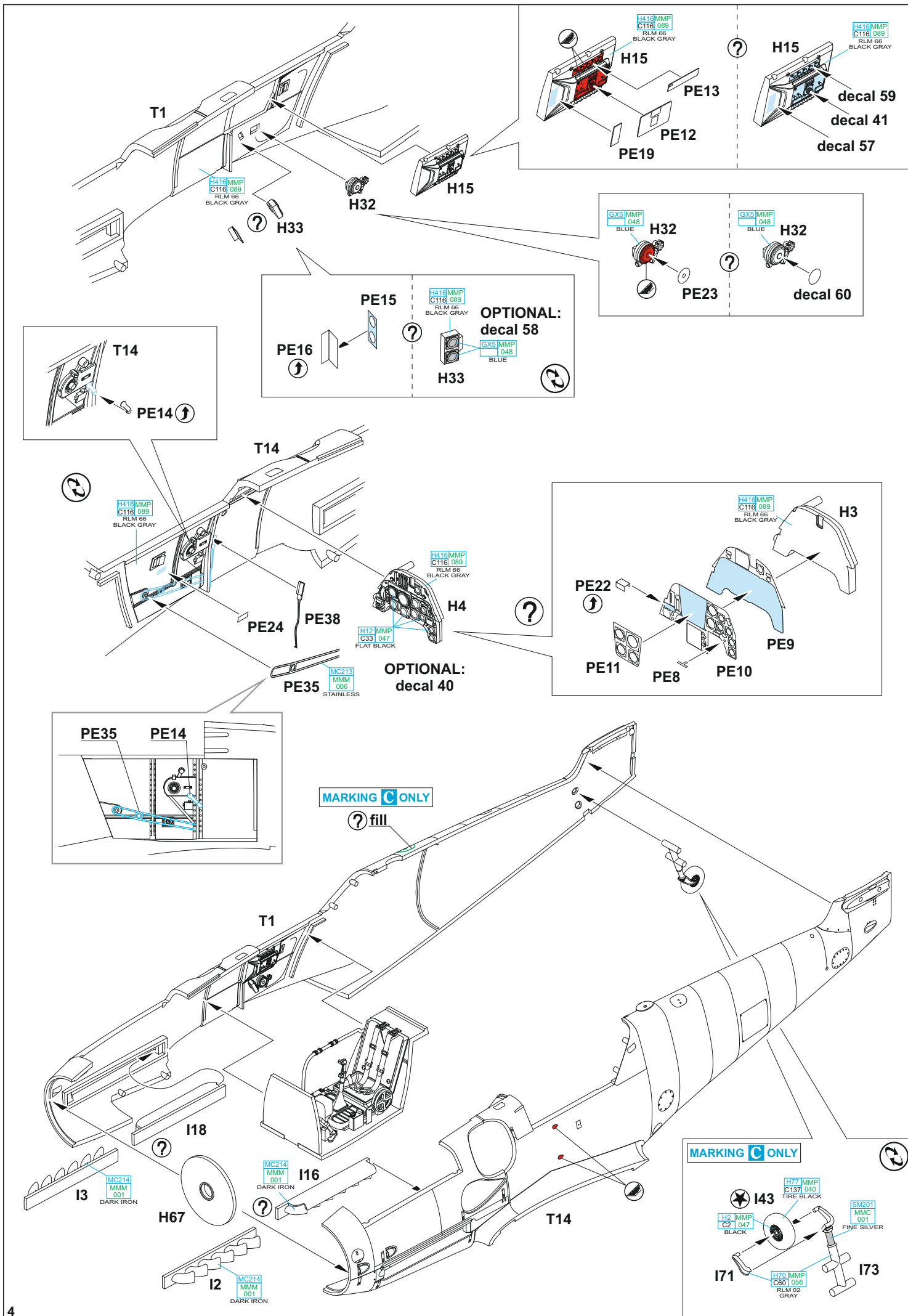


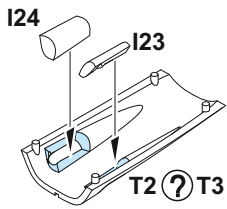
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H328	C328		BLUE
H413	C113	MMP-090	RLM04 YELLOW

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
H421	C121	MMP-052	RLM81 BROWN VIOLET
H422	C122	MMP-053	RLM82 LIGHT GREEN
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER 2
Mr.COLOR GX		METALLICS	
GX05			SUSIE BLUE







T2 - MARKINGS **A, C, D, E**
T2 ? T3 - MARKING **B**

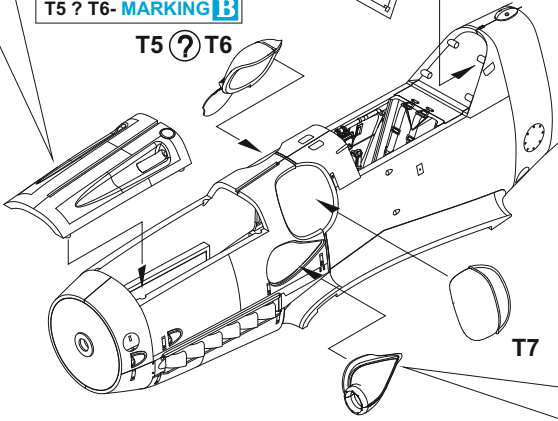


H416 MMP
C116 039
RLM 66
BLACK GRAY

I57

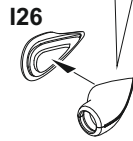
T5 - MARKINGS **A, C, D, E**
T5 ? T6 - MARKING **B**

T5 ? T6



I55

I54



I26

T7

H52

I7

MC214
MMM
001
DARK IRON

I7

PE7

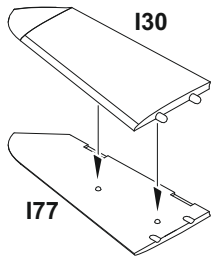
PE7 with I2 only

I2



PE43
PE43 with I3 only

I3



I30

I77

MARKINGS **A, B**



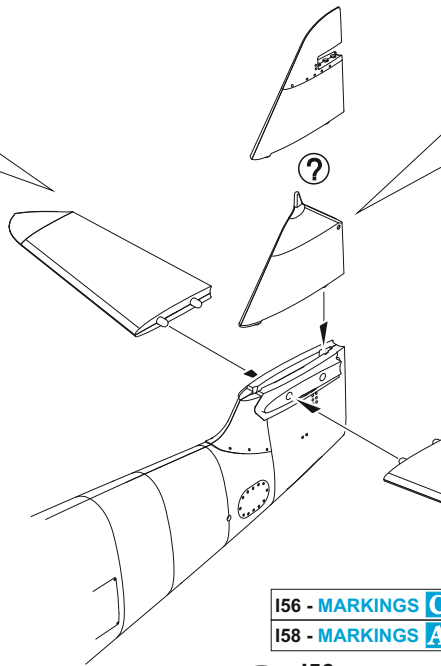
MARKINGS **C, D, E**

T10

T8

T9

T11



I29

I28

I56 - MARKINGS **C, D, E**

I58 - MARKINGS **A, B**

I56

I58

MARKING **E** ONLY

I32

I31

I66

H70 MMP
C60 056
RLM 02
GRAY

H2 MMP
C2 047
BLACK

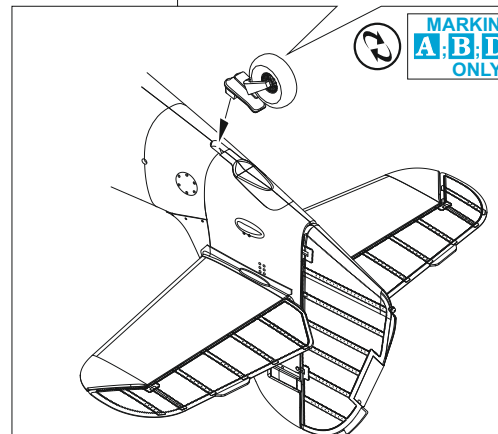
H70 MMP
C60 056
RLM 02
GRAY

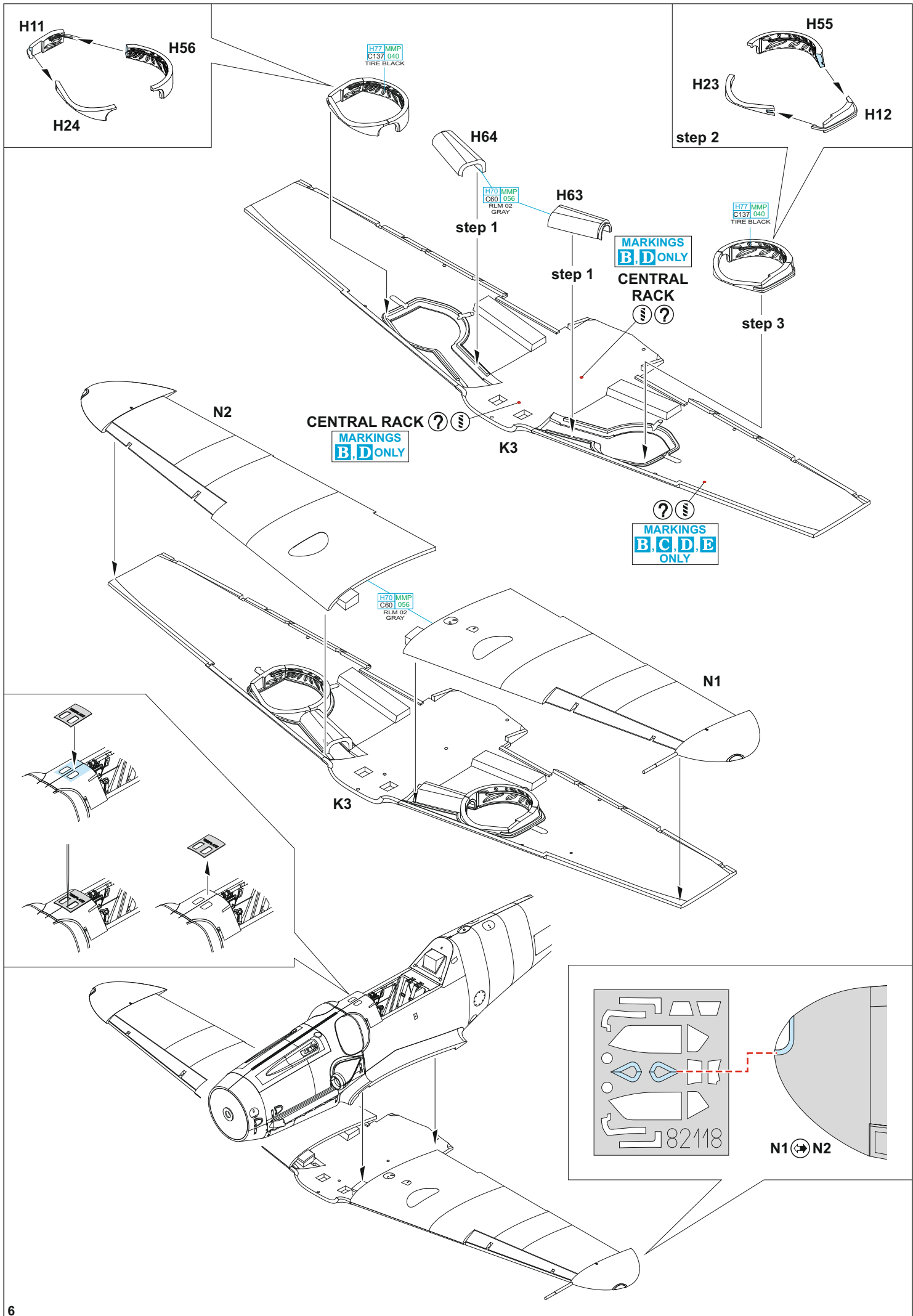
H77 MMP
C137 040
TIRE BLACK

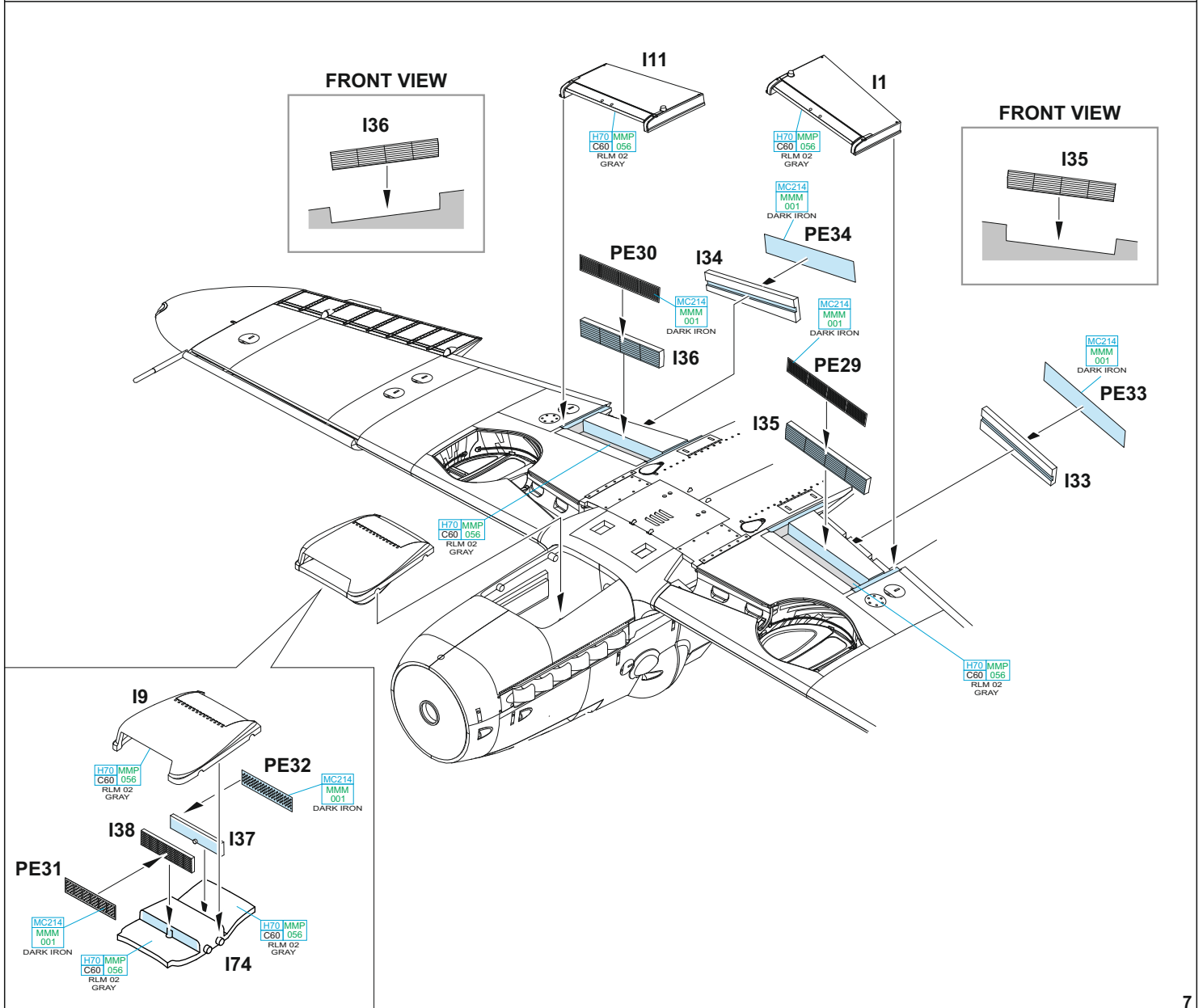
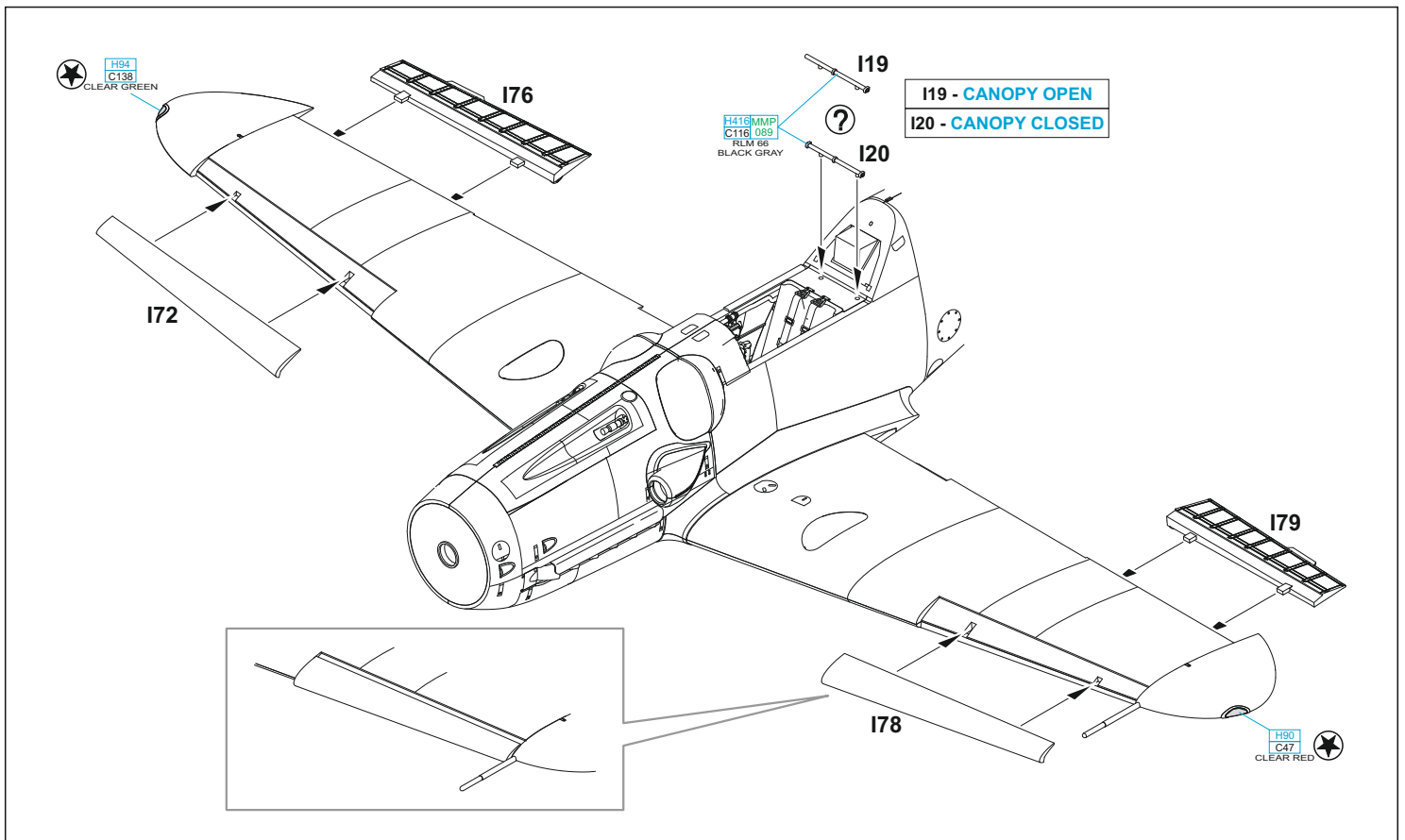
I43

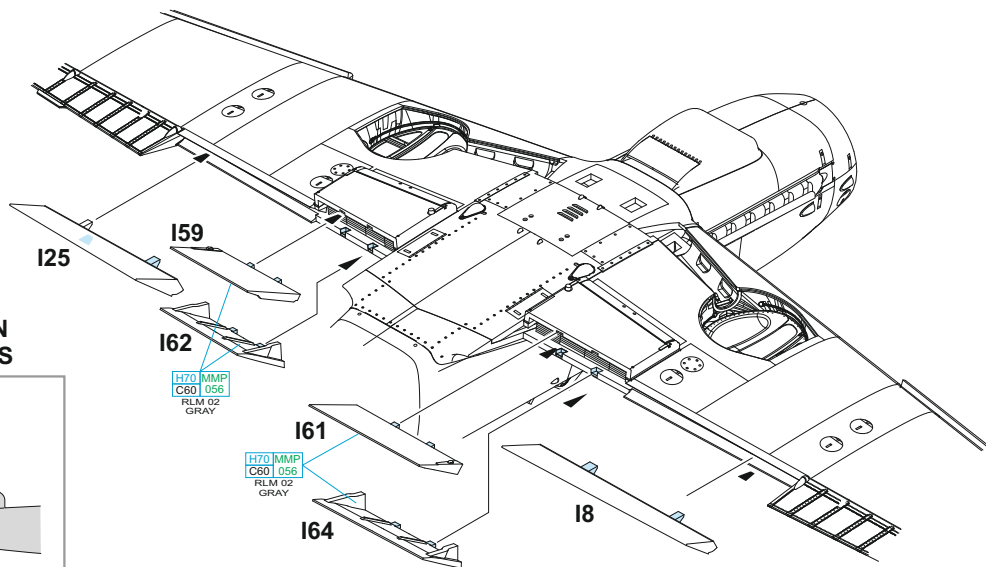
I71

MARKINGS
A, B, D, E
ONLY

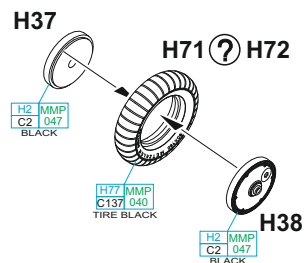
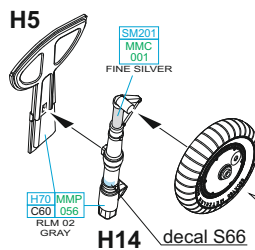
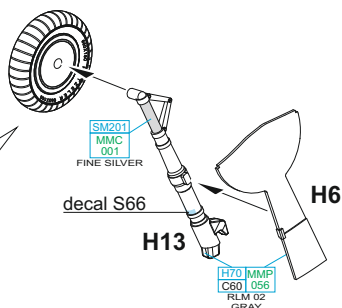
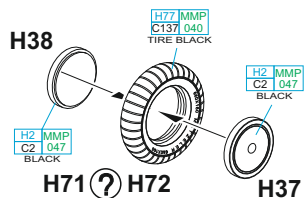
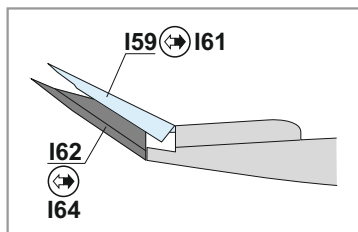








CORRECT POSITION OF RADIATOR FLAPS



I17 ? PE40 - MARKINGS B-E ONLY

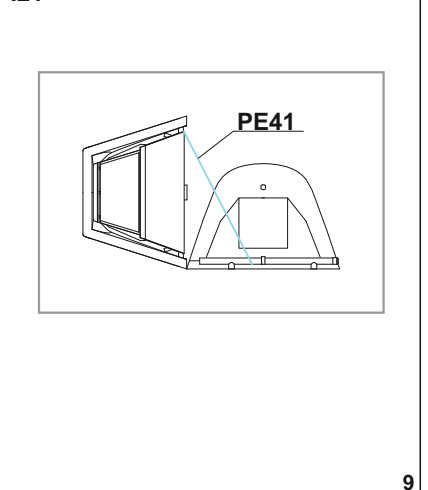
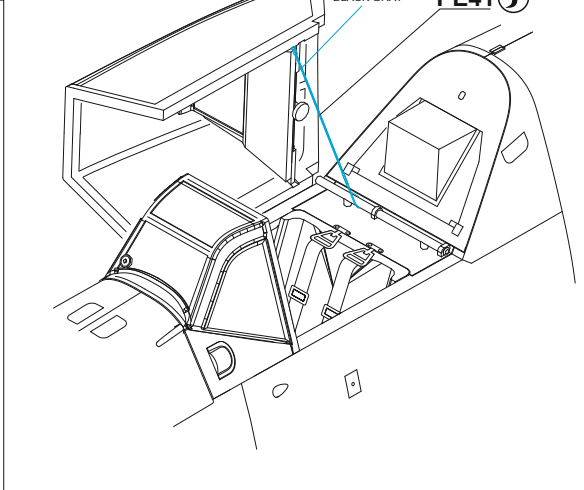
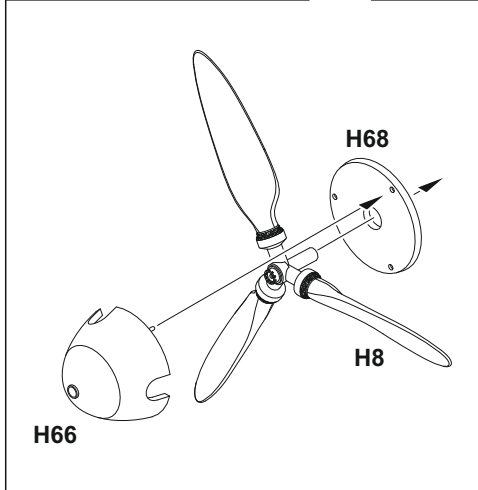
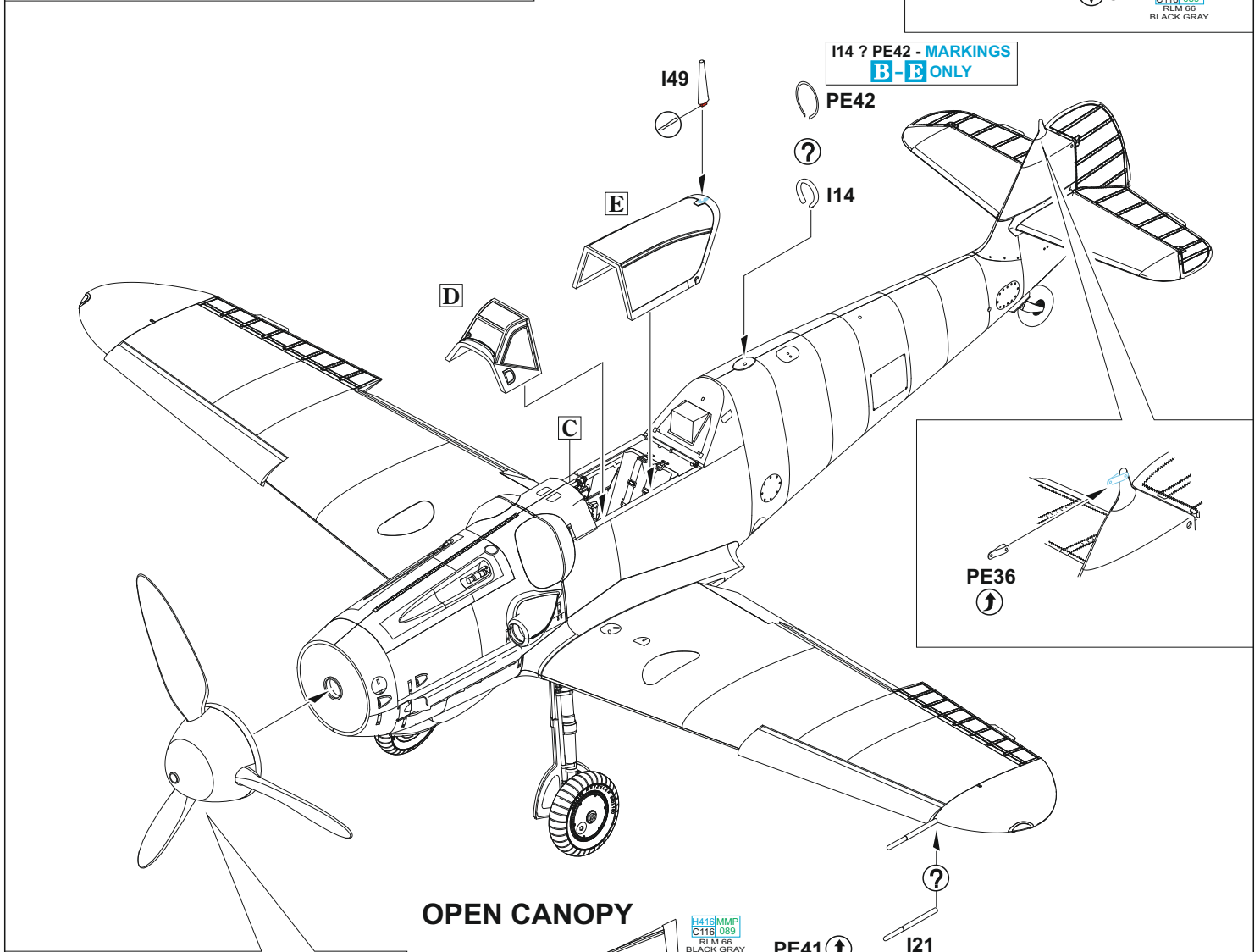
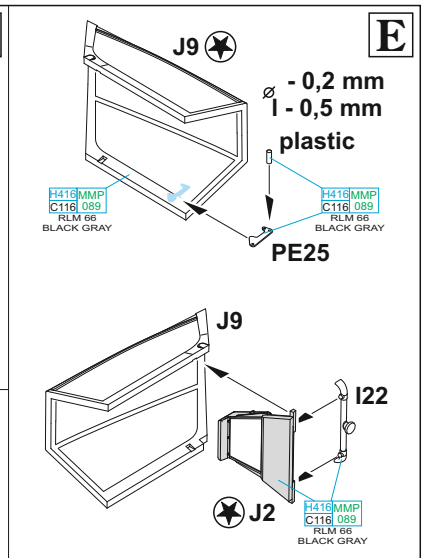
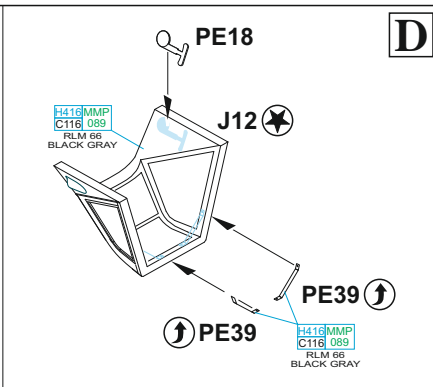
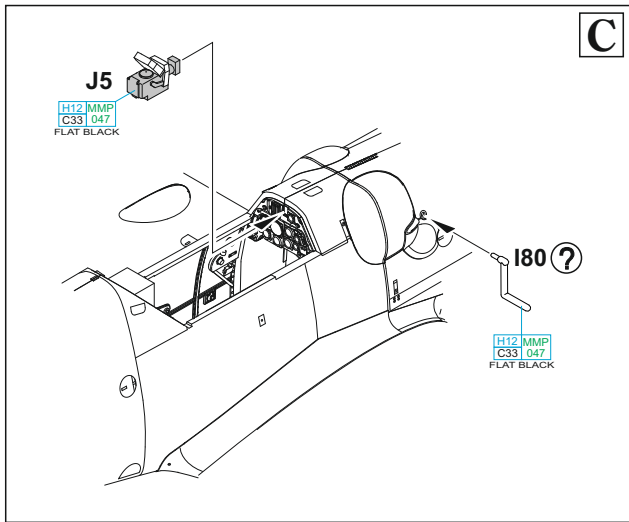


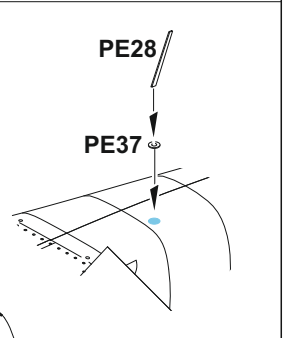
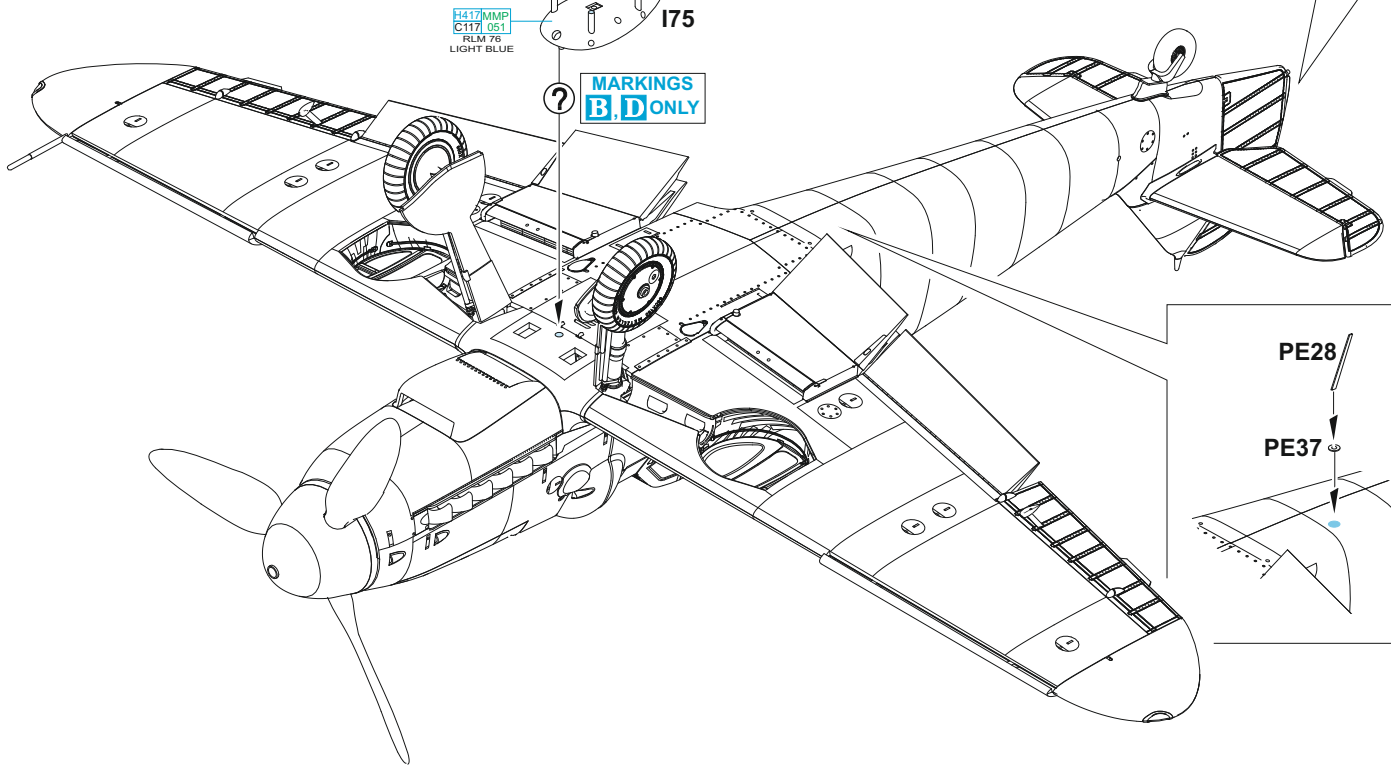
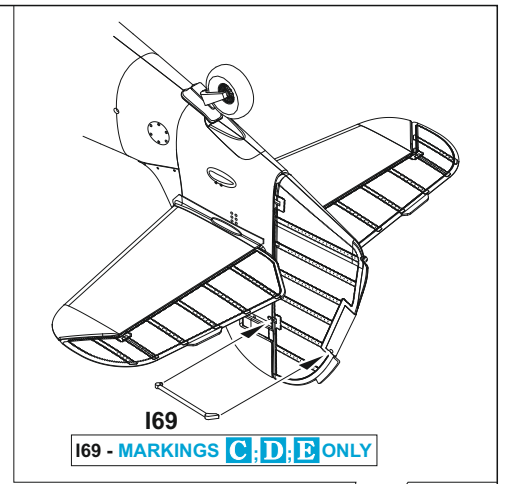
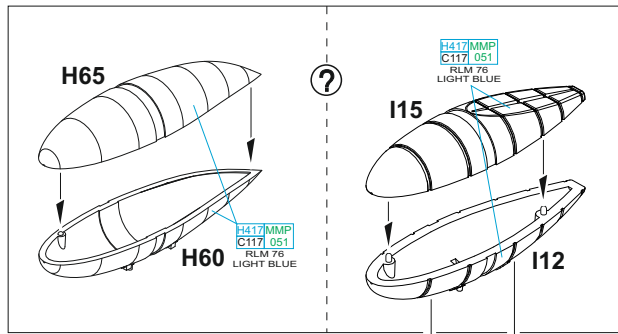
H31

PE44 ↑

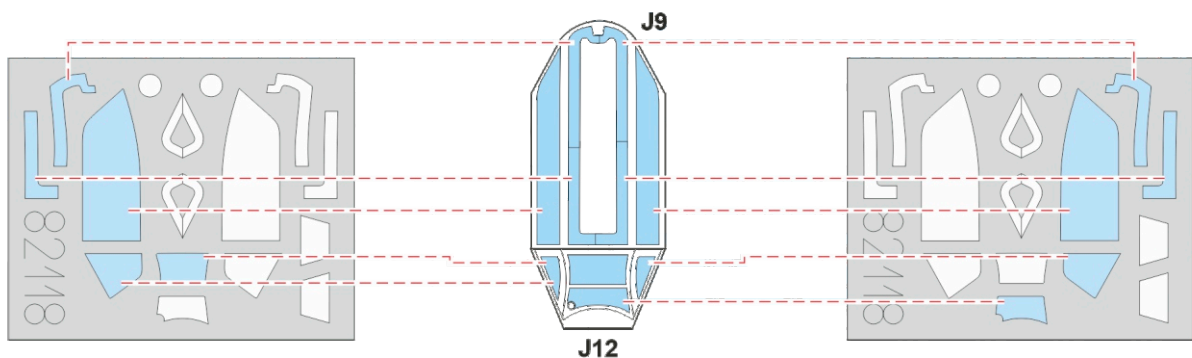
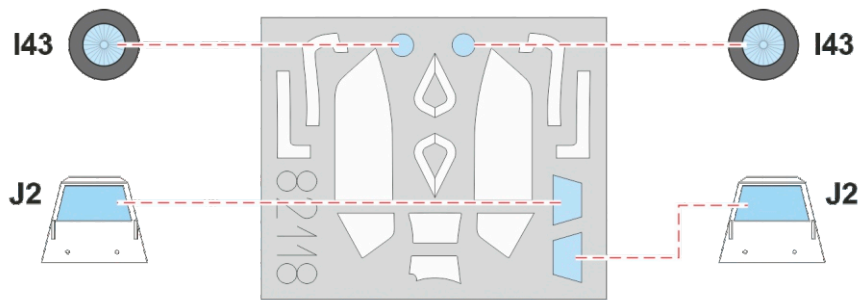
fill
MARKINGS C; D; E ONLY

H31



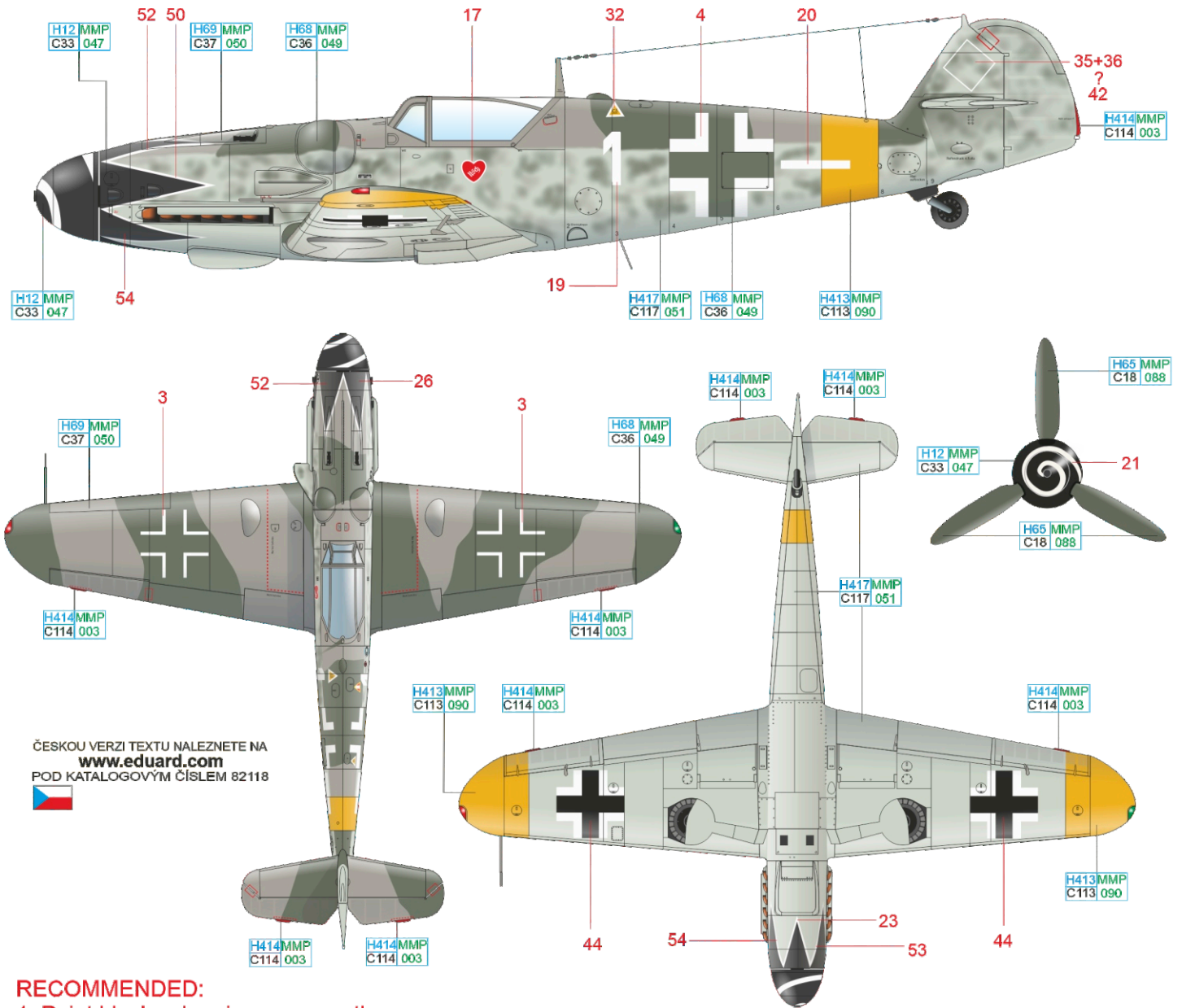


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MASK
82118



A Bf 109G-14/U4, Hptm. E. Hartmann, 4./JG 52, Csór, Hungary, October 1944

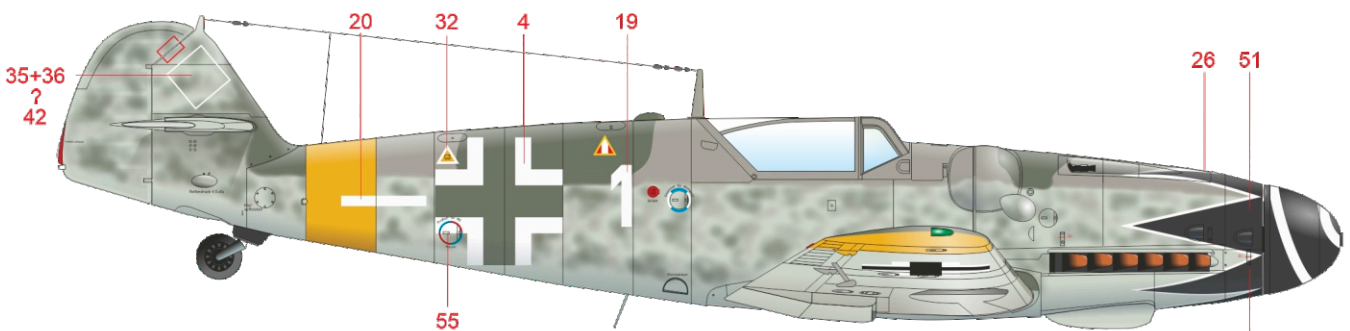
Erich Hartmann, the most successful fighter pilot of all times, joined the 7. Staffel of JG 52 on October 10, 1942, as his first unit to serve with. He remained with Jagdgeschwader 52 till the end of World War Two; in fact, he became the commander of its I. Gruppe. The total count of his victories is believed to be 352. For his exceptional success he was awarded the Knight's Cross of the Iron Cross with Oak Leaves, Swords and Diamonds. After WWII he was transferred to the POW camp in the Ural Mountains in Soviet Union and was not released until 1955. The following year he joined the ranks of Western German Luftwaffe. He became the commander of JG 71, the first fighter plane Luftwaffe squadron equipped with jet fighter aircraft. Hartmann retired in 1970 and died on September 20, 1993. Standard camouflage of Hartmann's "white 1" was complemented by black, white outlined tulip placed on the nose of the aircraft. This was the appearance from the time of his command of 4. Staffel. On the left side, underneath the cockpit, there was a heart with Hartmann's wife's name written over it. The yellow bottom wingtips and the yellow stripe around the rear fuselage were markings of the aircraft serving on the Eastern Front. The photograph of the nose of this aircraft shows that the engine cover is identical to those produced by Erla factory in Leipzig.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82118

RECOMMENDED:

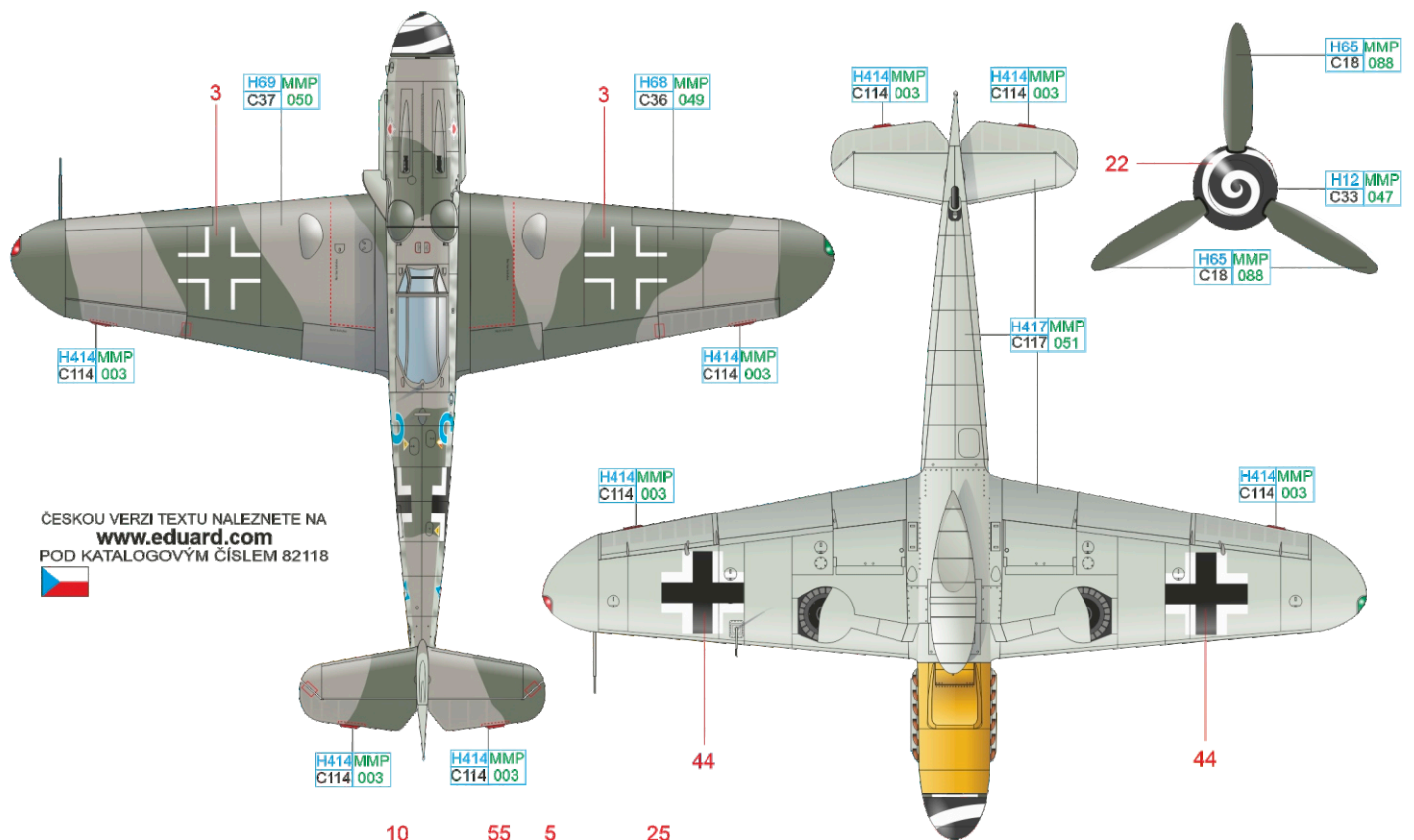
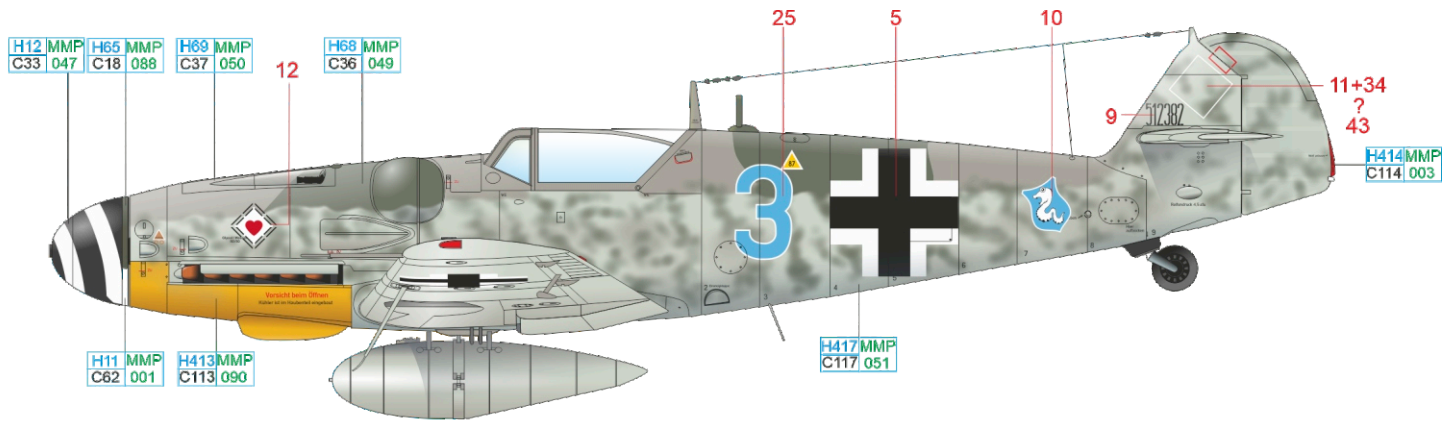
1. Paint black color air scoops on the nose
2. Apply decals No. 23, 26, 50, 51, 52, 53 and 54



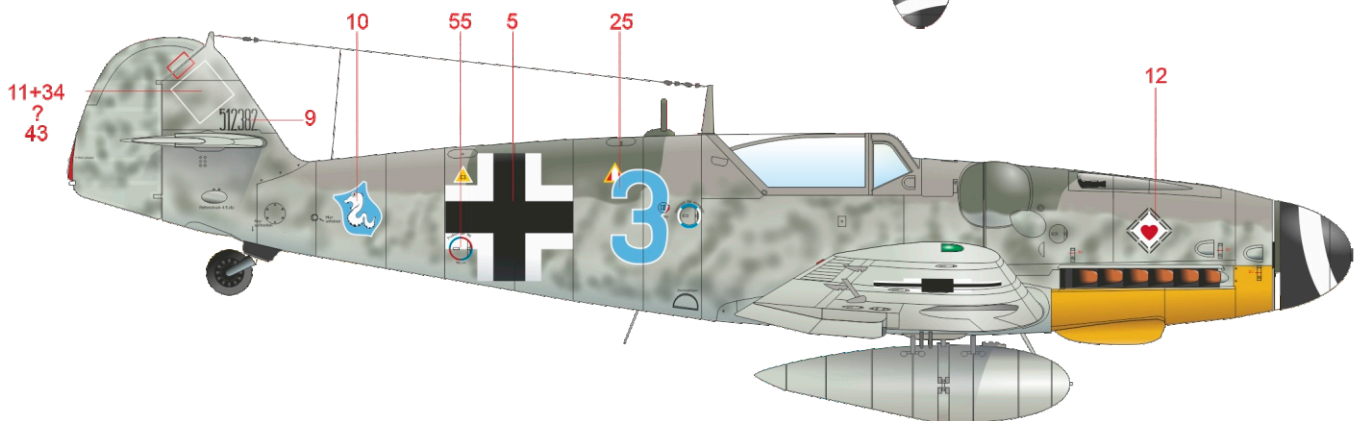
RLM 76	H417 MMP C117 051	RLM 04	H413 MMP C113 090	RLM 70	H65 MMP C18 088
RLM 23	H414 MMP C114 003	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
				FLAT BLACK	H12 MMP C33 047

B Bf 109G-14/U4, WNr. 512382, Lt. H. Schlick, 4./JG 77, Schönwalde, Germany, November 1944

At the time Horst Schlick flew this aircraft he had been already an experienced veteran pilot of JG 77. In the ranks of JG 77, between 1942 and 1945, Schlick shot down two enemy aircraft in the Eastern Front and at least 30 other ones on the Western Front. Most of the time he served as a member of the 1. Staffel. Autumn 1944 was a change for Schlick, as was transferred to 4. Staffel where he managed to shoot down his last enemy aircraft. In spring of 1945 he was ordered to join the ranks of EJG 2 training squadron, later he was moved to JG 7. The JG 7 flew Me 262 jets, but he did not scored any victory there. During the war he flew 480 missions and managed to shoot down 32 enemy aircraft (some sources state 34). The color scheme depicted here shows Schlick's aircraft built by WNF shortly after he shot down his 31st enemy plane. This Bf 109G-14/U4 is thought to have the engine cover used by aircraft produced by Erla Company in Leipzig. The sign at the back of the fuselage stands for a new marking of 4. Staffel, while the nose sports sign of Jagdgeschwader 77.



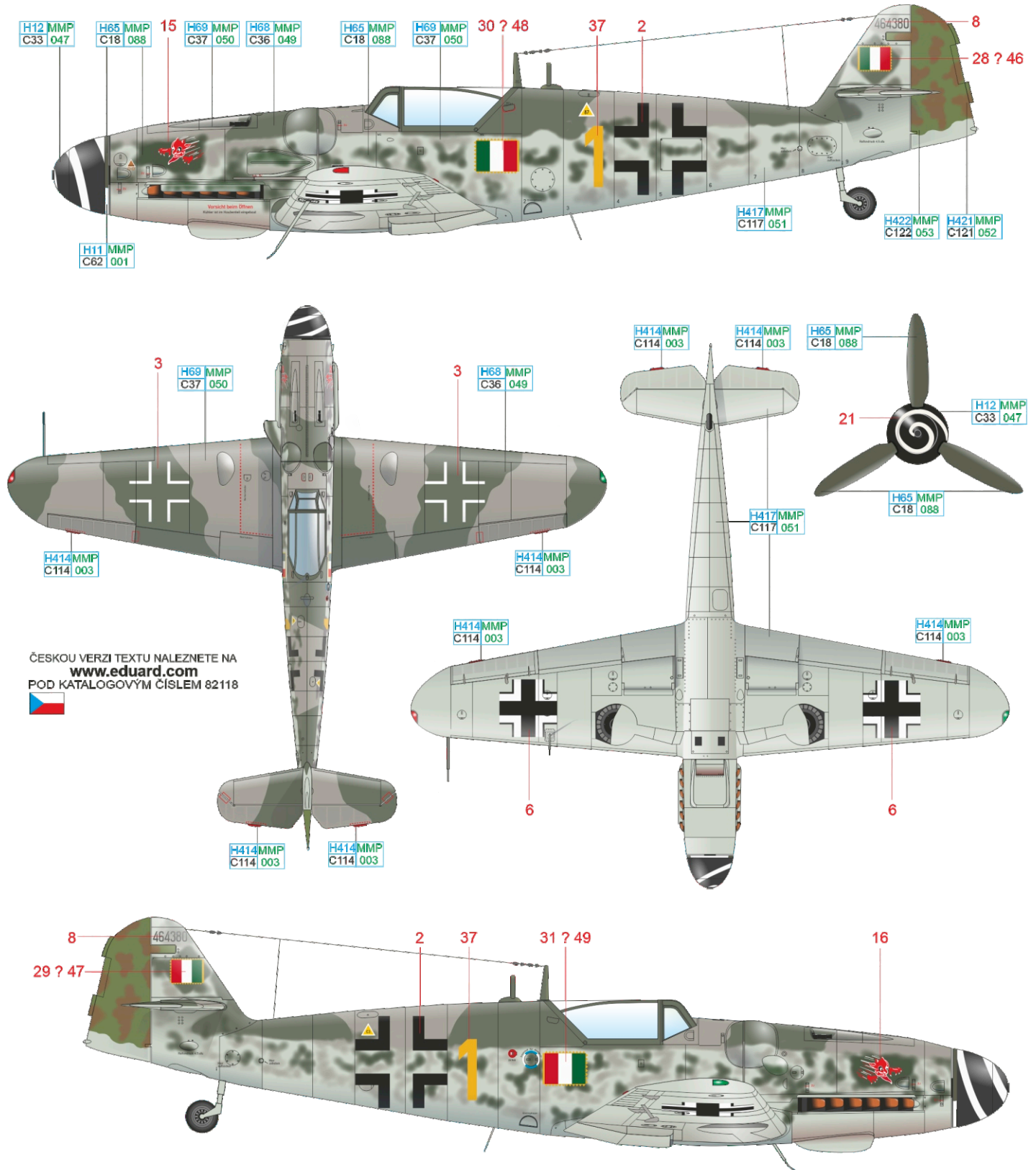
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WHITE	H11 MMP C62 001	RLM 75	H69 MMP C37 050	RLM 70	H65 MMP C18 088	RLM 76	H417 MMP C117 051
RLM 23	H414 MMP C114 003	RLM 74	H68 MMP C36 049	RLM 04	H413 MMP C113 090	FLAT BLACK	H12 MMP C33 047

C Bf 109G-14, WNr. 464380, Magg. M. Bellagambi, CO of 5^a Squadriglia, 2^o Gruppo Caccia, Aeronautica Nazionale Repubblicana, Osoppo, Italy, March 1945

After the declaration of Italian Social Republic on September 18, 1943, a puppet state on the territory of Italy occupied by German military under the command of Benito Mussolini, Germany allowed this Republic to establish its own military force consisting of four divisions. Its air force component called Aeronautica Nazionale Repubblicana consisted of two fighter plane groups (Gruppo Caccia), torpedo groups (Gruppo Aerosiluranti Buscaglia) and several transportation squadrons. In 1945, both fighter plane squadrons flew Messerschmitts Bf 109G-6/G-10/G-14. The commander of 5^a Squadriglia (called Diavoli Rossi) was Maggiore Mario Bellagambi, a fighter ace with 14 victories. In 1949 he was once again admitted to Italian air force where he became Generale di brigata aerea prior to his retirement. He died in Florence on June 25, 2001. Bellagambi's 109 was camouflaged with RLM 74/75/76 colors, the sides of the fuselage are very likely darkened with Italian Verde Oliva Scuro 2 color. The same color is applied to the stain under the red devil painting, the emblem of 5a squadriglia. The rudder was supplied by one of the subcontractors and bears a camouflage consisting of RLM 81 and RLM 82. The yellow outline of fuselage ANR marking was either reversed or has yellow triangles around the flag as compared to other aircraft.



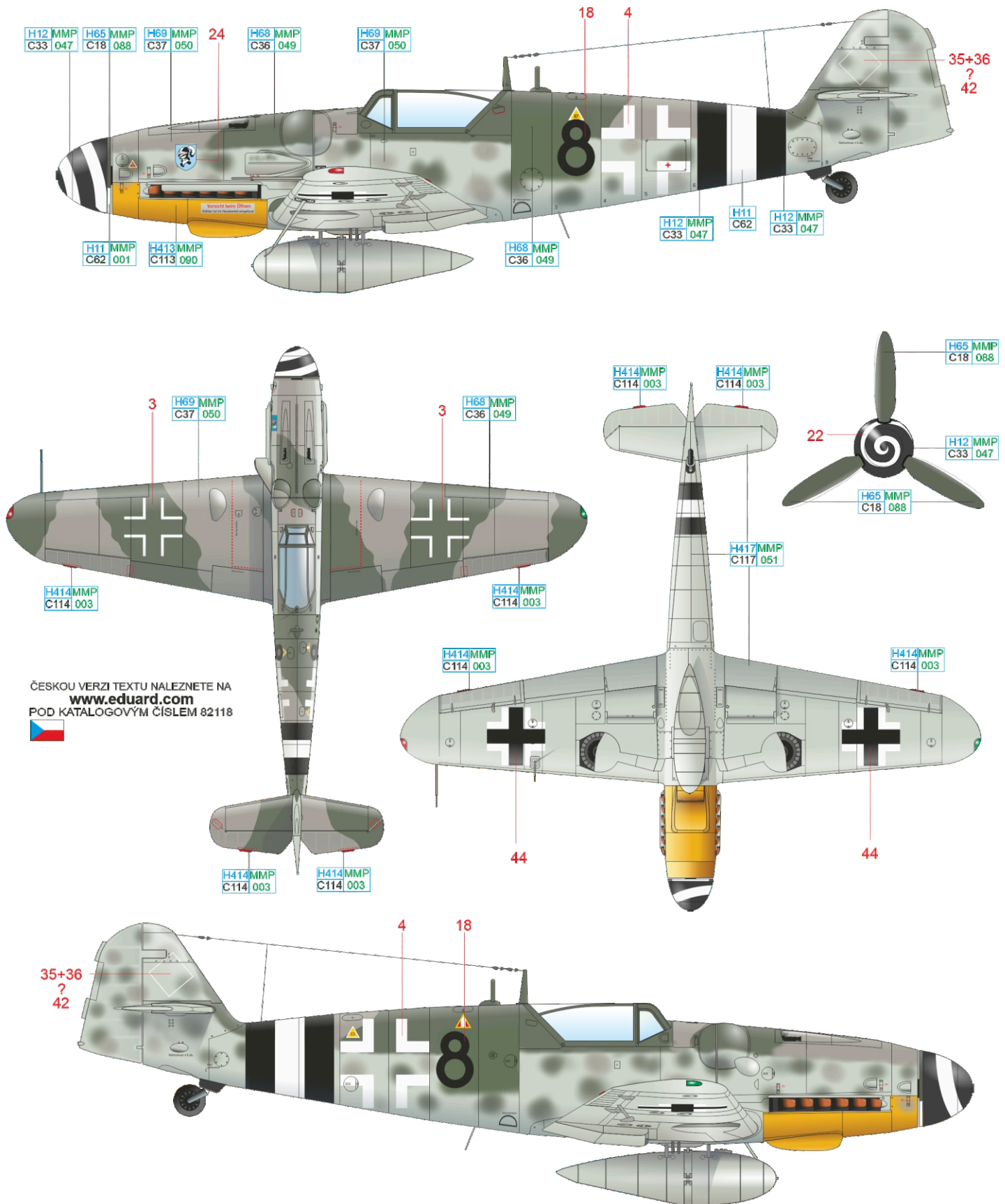
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WHITE	H11 MMP C62 001	RLM 75	H69 MMP C37 050	RLM 70	H65 MMP C18 088	RLM 76	H417MMP C117 051
RLM 23	H414MMP C114 003	RLM 74	H68 MMP C36 049	RLM 81	H421MMP C121 052	FLAT BLACK	H12 MMP C33 047
						RLM 82	H422MMP C122 053

D Bf109G-14, Oblt. R. Schlegel, CO of 10./JG 4, Jüterbog-Damm, Germany, March 1945

Rolf Schlegel was born on June 14, 1922, in Saxony. After he successfully passed the training, he was sent to serve with 11./JG 2 that was fighting with British pilots above the English Channel. He and his unit were soon moved over to African theatre. There Schlegel suffered injuries. After his recovery he continued at EKdo 16, which was a squadron testing the rocket-powered Me 163. In summer 1944 he started to serve with JG 4, namely with its Sturmgruppe. This unit flew heavily armed Fw 190A-8/R2s. Later, he flew Bf 109s at III. Gruppe JG 4. Prior to the end of the war, he was transferred to JG 7 flying Me 262 jets. He shot down two enemies. His Bf 109G-14 was bearing a typical camouflage of the later 109s produced by Erla factory in Leipzig. The plane's original marking is covered by fresh RLM 74 paint and the nose of the plane was painted with JG 4 emblem. Wide stripes around the tail of the plane were typical for JG 4 fleet. These aircraft served as Defense of the Reich (Reichsverteidigung).



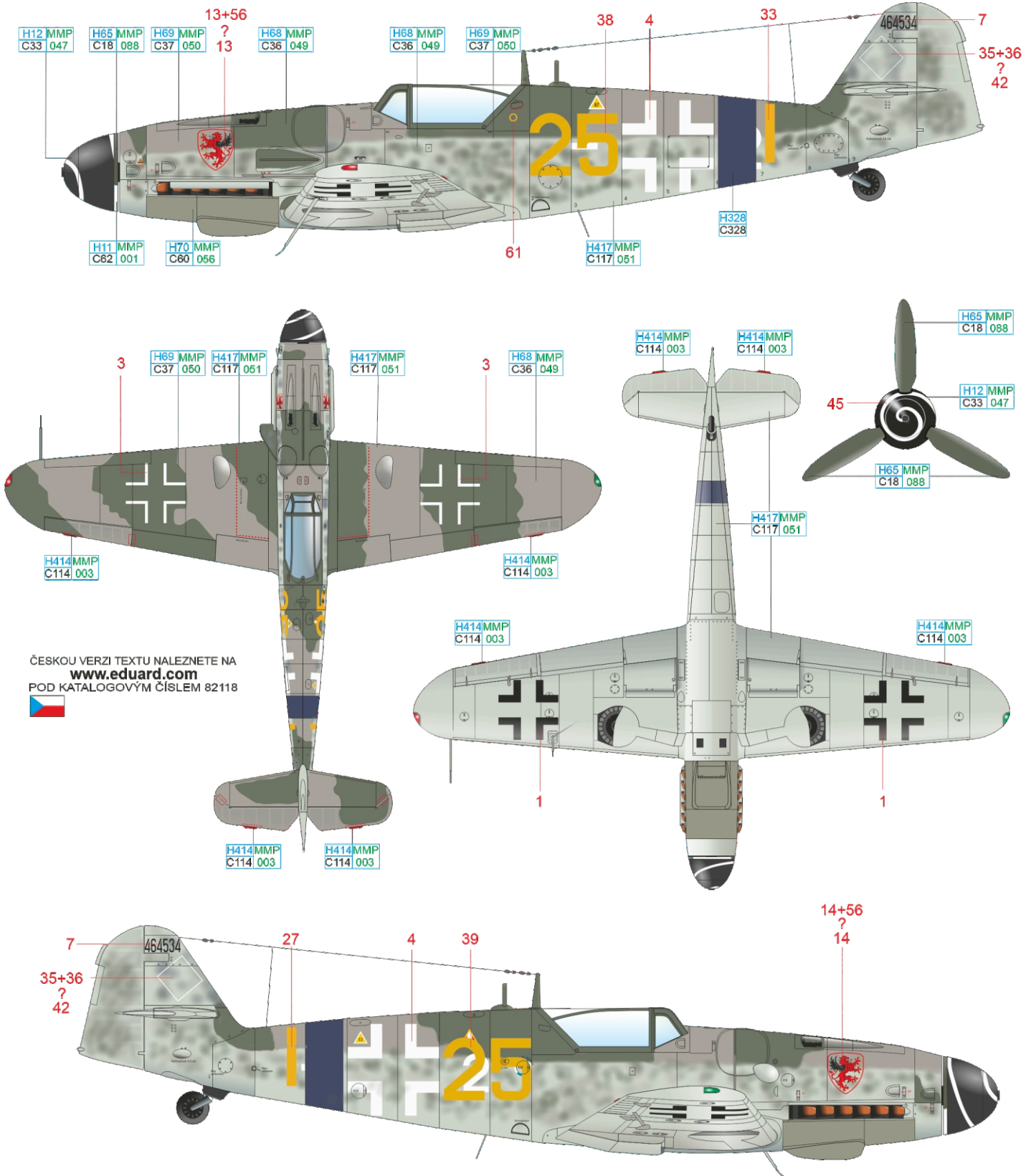
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WHITE	H11 MMP C62 001	RLM 75	H69 MMP C37 050	RLM 70	H65 MMP C18 088	RLM 76	H417 MMP C117 051
RLM 23	H414 MMP C114 003	RLM 74	H68 MMP C36 049	RLM 04	H413 MMP C113 090	FLAT BLACK	H12 MMP C33 047

E Bf 109G-14, WNr. 464534, EJG 2, Pilsen, Czechoslovakia, May 1945

This Bf 109G-14 is one of the planes which were found at Pilsen Airfield at the end of WWII. The user of the plane is not known. Under the last painting the marking of the previous unit was clearly visible. The symbol on the aircraft's nose belonged to KG 55. This bomber squadron was flying twin engine He 111s until September 1944. At the end of 1944 the demand for fighters rose, as the situation on the battlefield was worsening and so three KG 55 Gruppe were remarked as KG(J) 55 with intention to train pilots to fly Me 262 jets. These aircraft never reached the squadron, though and the pilots had to be content with Bf 109Gs and Fw 190As. Pilsen was location of IV. Gruppe, but this unit was later transferred to Erg. KGr (J). In January there was a change in marking to I./EKG(J) and in March 1945, remarking to 5./EJG 2. Its 19. Staffel, originally 4./EKG(J), remained in Pilsen till the end of WWII. The aircraft sports the camouflage scheme of Erla factory from Leipzig. This scheme was mostly used with previous variants of Bf 109G and has typical sinuous border between RLM 74 and RLM 75 colors on the wings. The KG 55 symbol (mythical griffin bird on the escutcheon) was painted on the nose.



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WHITE	H11 MMP C62 001	RLM 75	H69 MMP C37 050	RLM 70	H65 MMP C18 088	RLM 76	H417 MMP C117 051
RLM 23	H414 MMP C114 003	RLM 74	H68 MMP C36 049	FLAT BLACK	H12 MMP C33 047	BLUE	H328 C328
						RLM 02	H70 MMP C60 056

