

Bf 109G-10 Erla

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82164

No other aircraft is so intimately connected with rise and fall of the German Luftwaffe in the course of the WWII like the Messerschmitt Bf 109.

The evolution of this type outlived the era in which it was designed. The Bf 109s bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany through to its final downfall.

As progressive as possible

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 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, 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 the airframe design 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 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 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 triumphs attained in Zurich in the summer of 1937 were 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 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 some 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, 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 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. 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 "Defence of the Reich" from 1943 to 1945, the Bf 109s served in the form of the G version, followed by the K. Even if it was clear the development of the Bf 109 was depleted 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-10 WNF/Diana

The Bf 109G (Gustav) was a direct successor to the Bf 109F. The main difference was the more powerful DB 605 engine, which was a further development of the DB 601. There were several versions and subversions of the Bf 109G and its development was reaching the new stage with the Bf 109K (Kurfürst) variant.

For Kurfürst, new DB 605D unit was prepared, however, this one was also used for an interim solution that was developed at the Erla factory. It was based on the airframe of the G-14 design, which had appeared in July 1944 as a replacement for the G-6, incorporating all the improvements of the G-6. The DB 605D engine, like the DB 605AS, received a larger supercharger from the DB 603, as well as automatic altitude-dependent supercharger rpm control. The DB 605D engines were exclusively installed together with larger FO 987 type oil coolers, a larger 54-litre oil tank and a larger compressor air intake. Production of the Bf 109G-10 ran from the autumn of 1944, common features also included larger ALF 907C wing radiators instead of the original ALF 750B, larger air intake to the compressor and larger VDM 9-12159 type propellers with wider propeller blades. A canopy with simplified Erlahaube framing and a tall rudder became standard as well.

The Bf 109G-10 was produced at the plants of three companies: Erla Leipzig, Messerschmitt AG Regensburg and Wiener Neustädter Flugzeugwerke. The Erla aircraft differed from the examples of other manufacturers, as they sported different engine cowling. It lacked the blister fairings forward and below of the exhaust stacks. These were necessitated by enlarged engine crankcase and different oil lines. But the Erla factory designed new cowlings, while WNF and Mtt Reg. applied the fairings to the original ones. Some 2,600 of the Bf 109G-10 were produced, the production ended in March 1945.

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
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

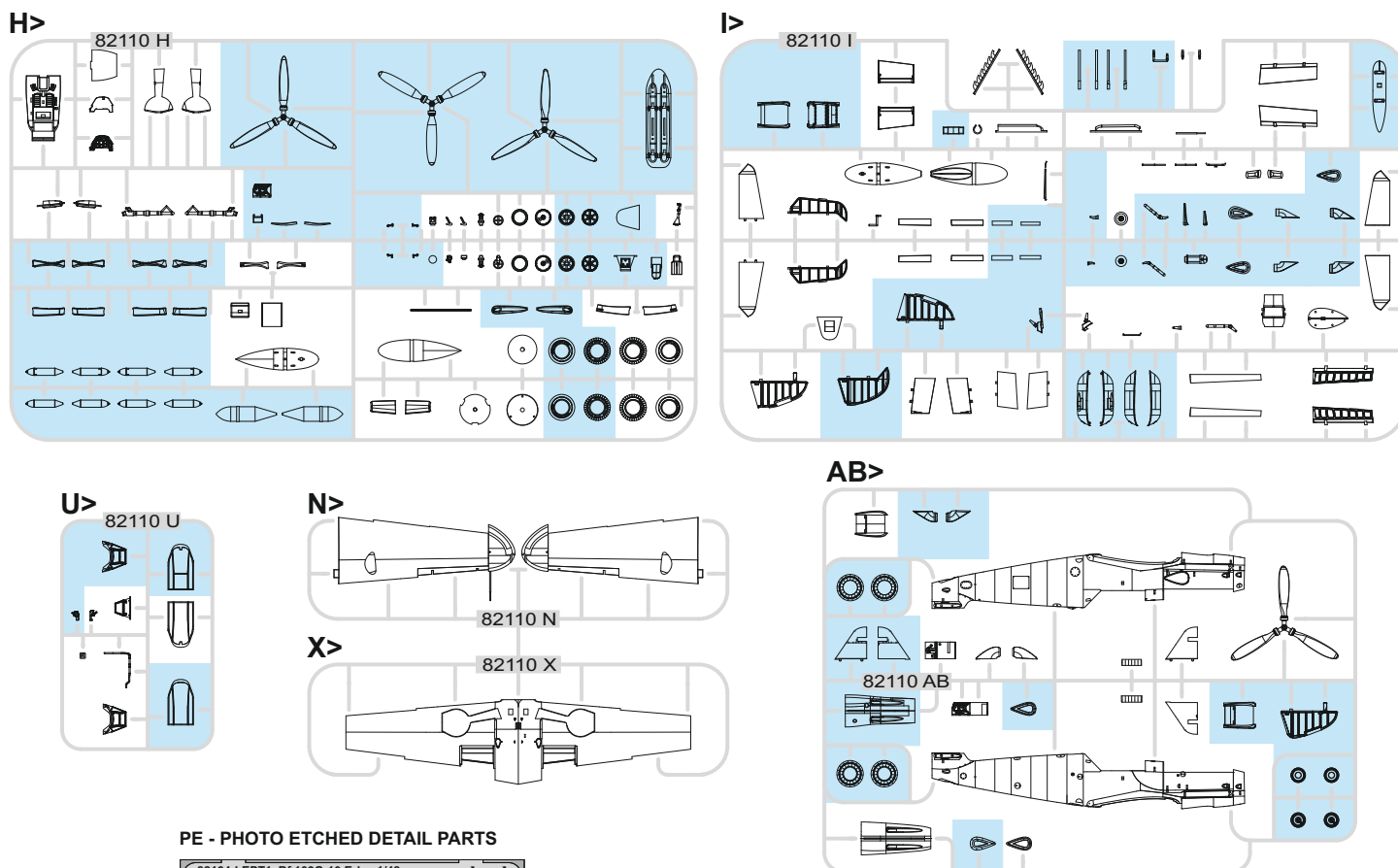


PIÈCES

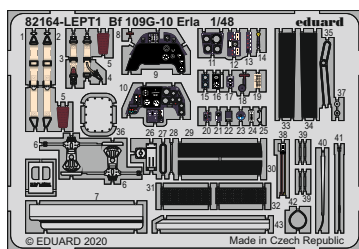
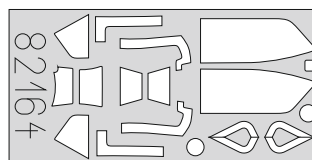


部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

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

COLOURS



BARVY



FARBEN



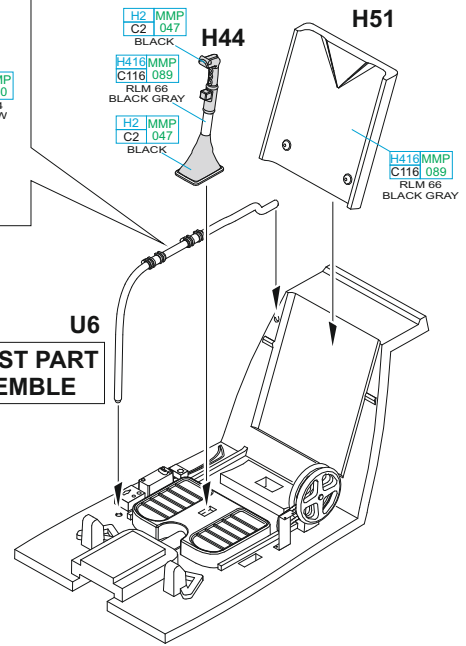
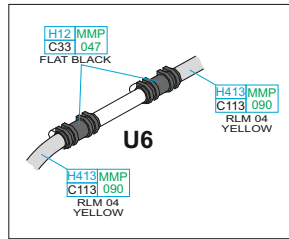
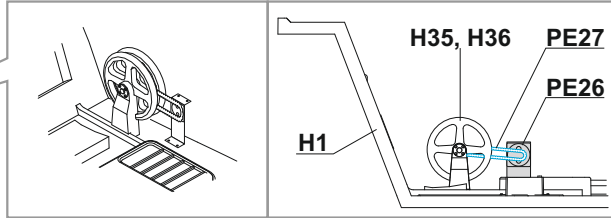
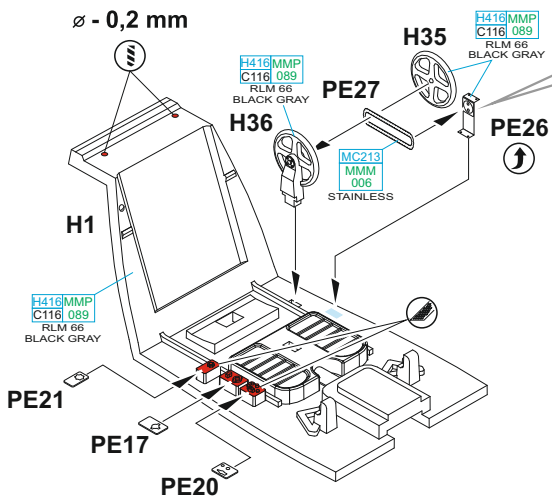
PEINTURE



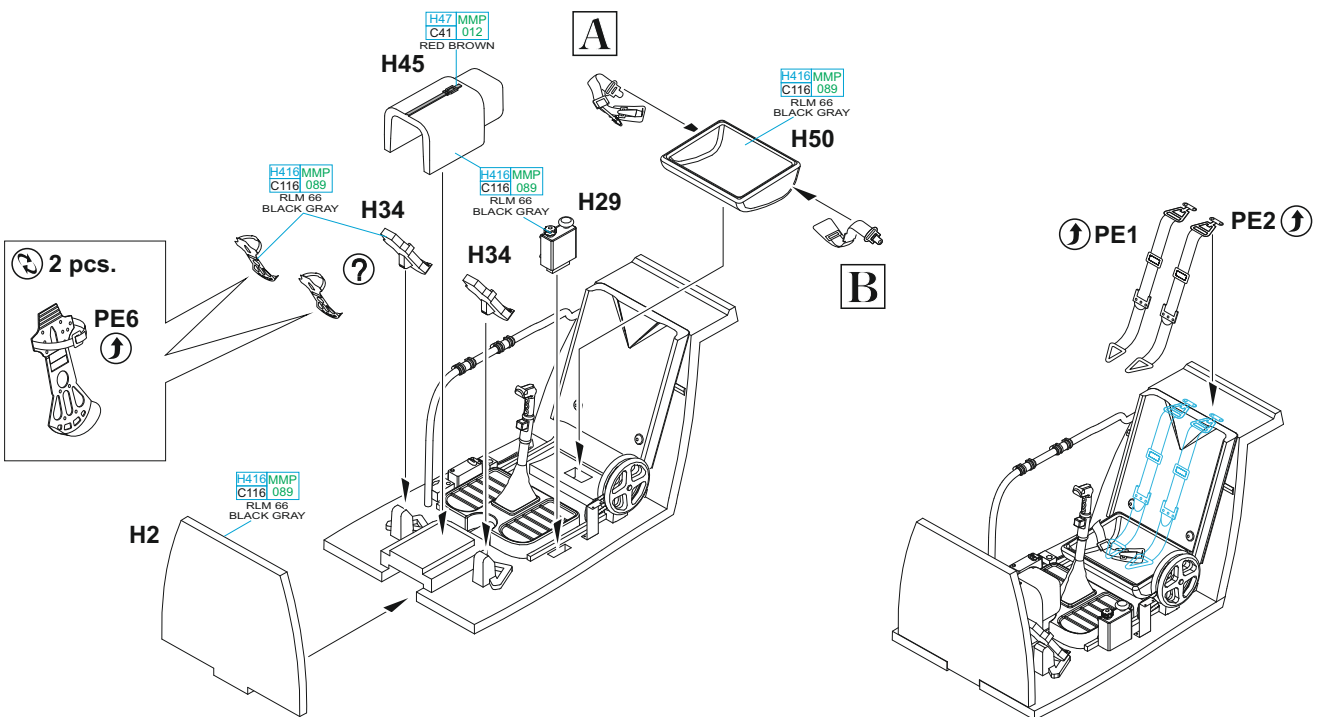
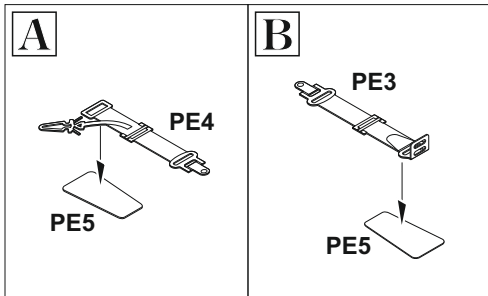
色

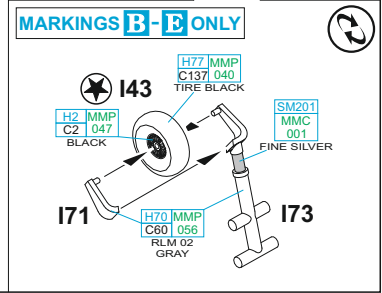
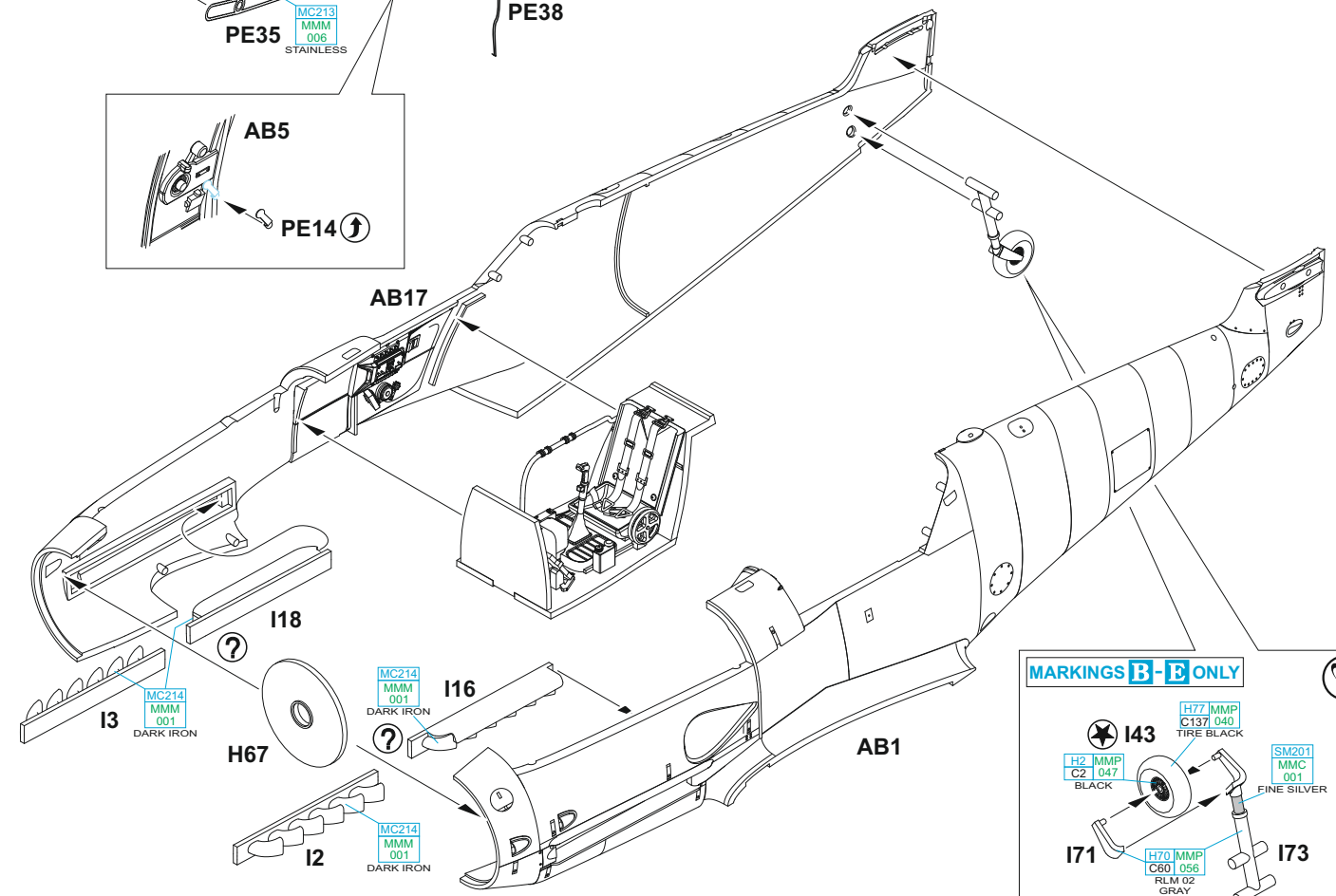
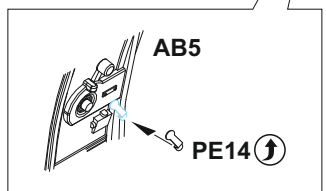
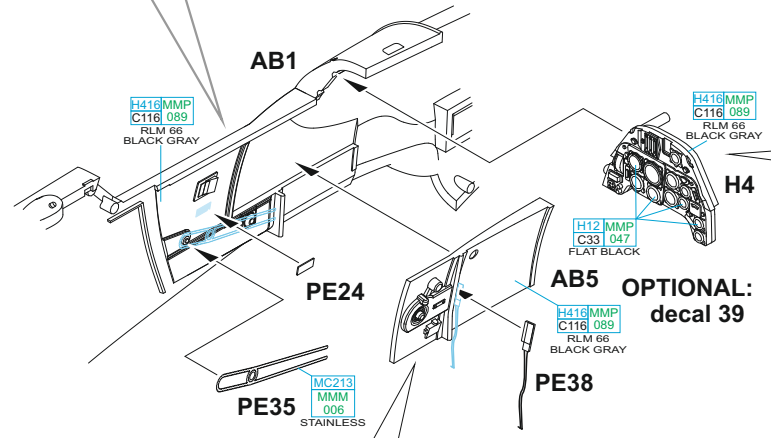
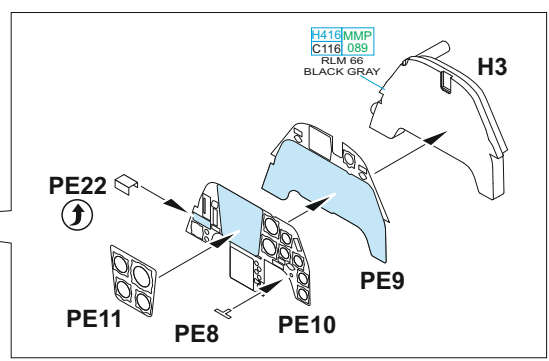
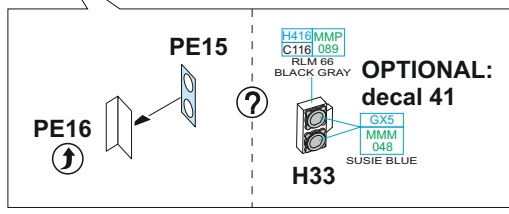
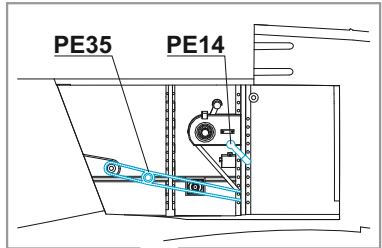
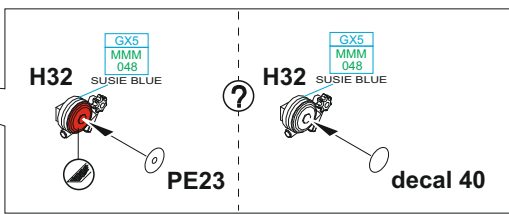
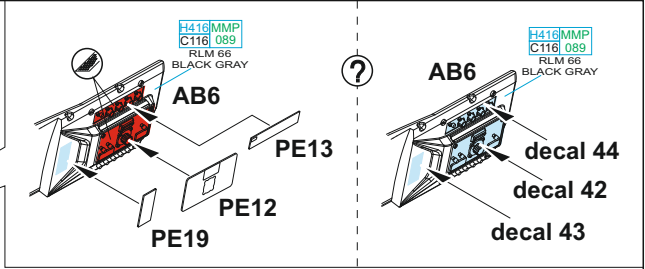
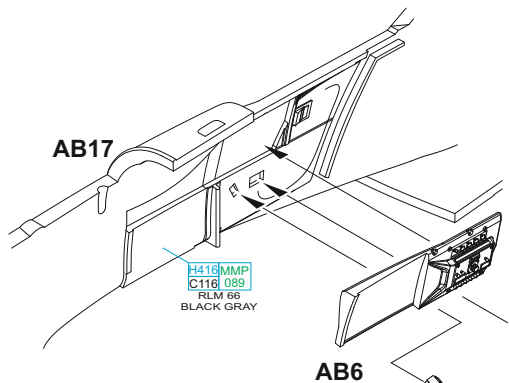
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H5	C5	MMP-048	BLUE
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H319	C319	MMP-064	LIGHT GREEN

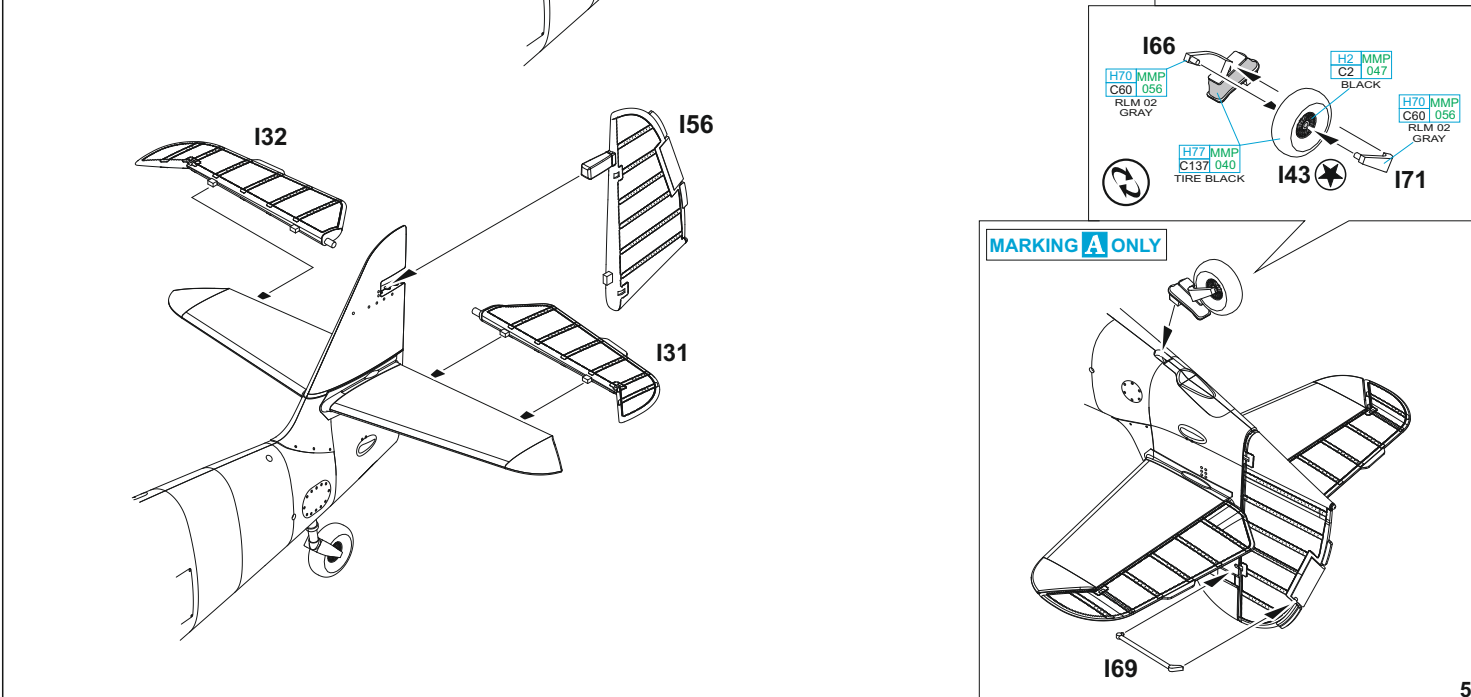
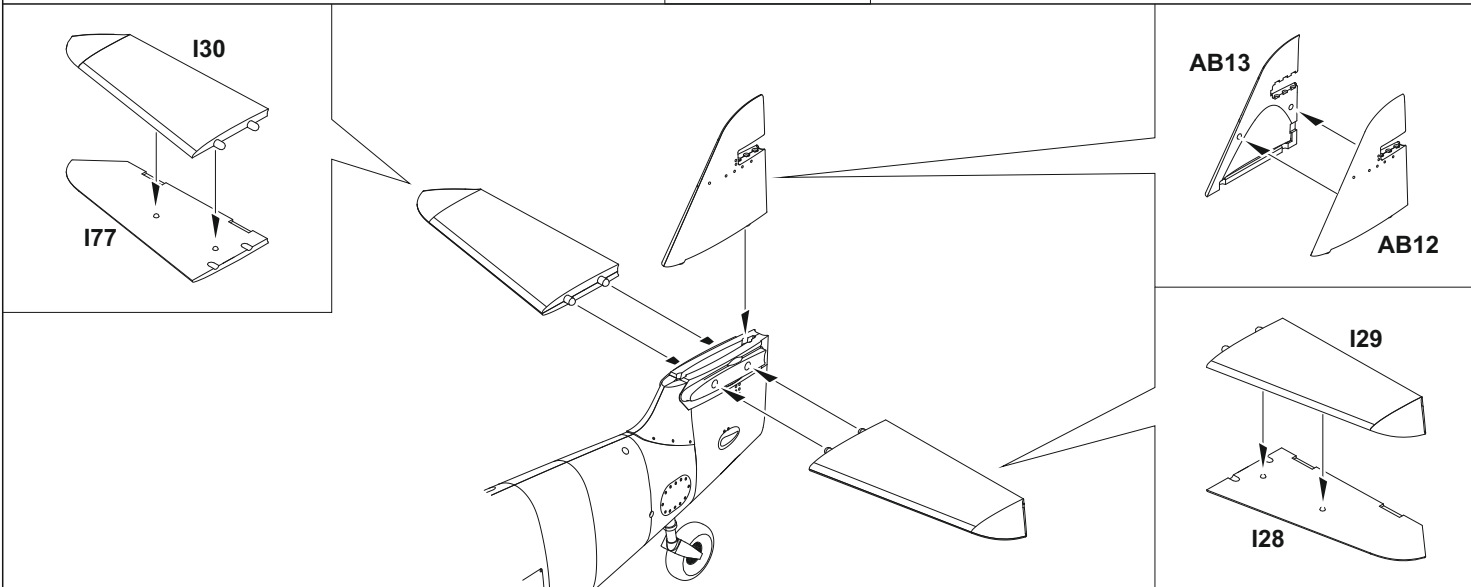
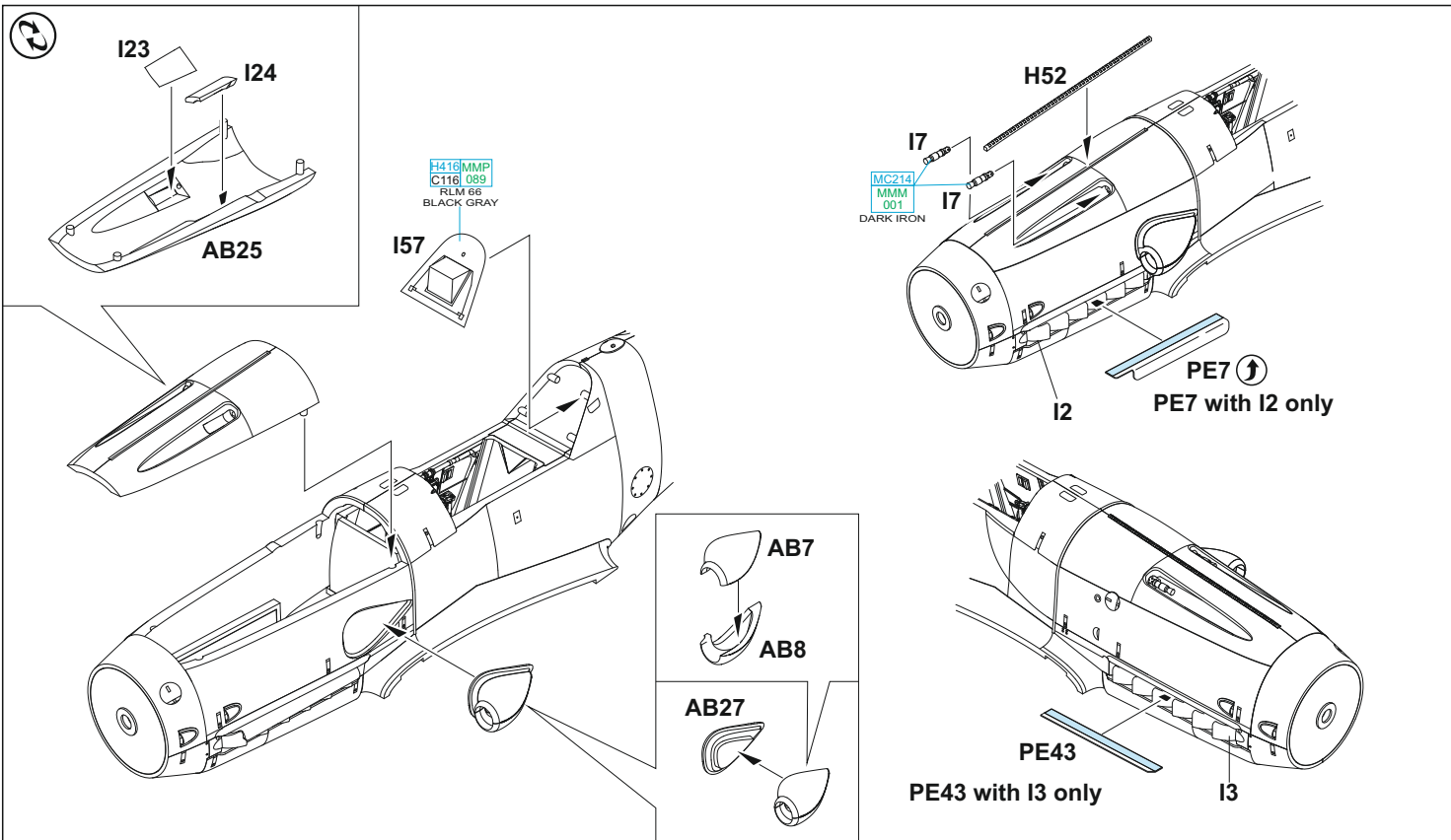
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H413	C113	MMP-090	RLM04 YELLOW
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
H422	C122	MMP-053	RLM82 LIGHT GREEN
Mr.METAL COLOR		METALLICS	
	MC213	MMM-006	STEEL
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER
Mr.COLOR GX		METALLICS	
	GX5	MMC-048	SUSIE BLUE

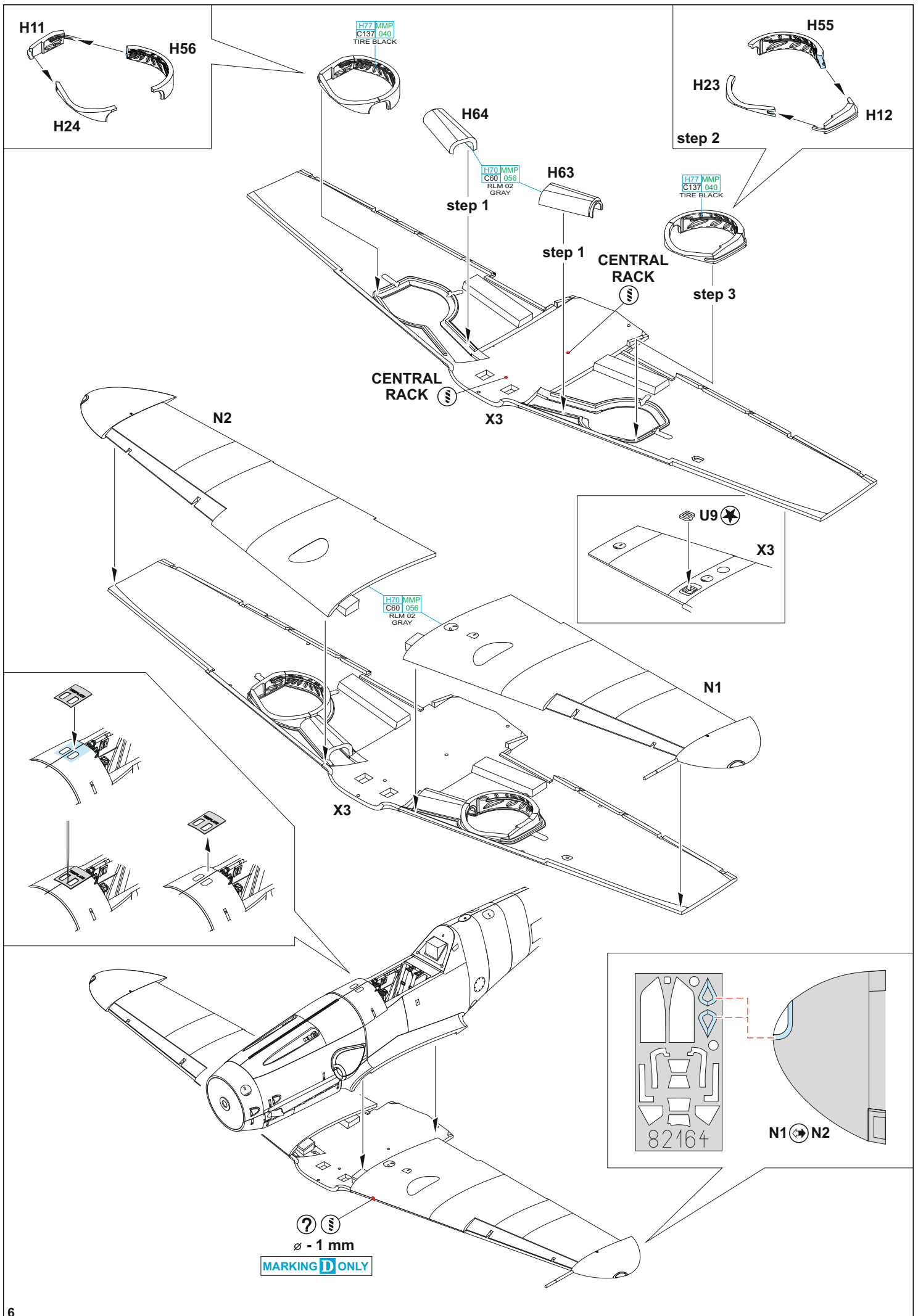


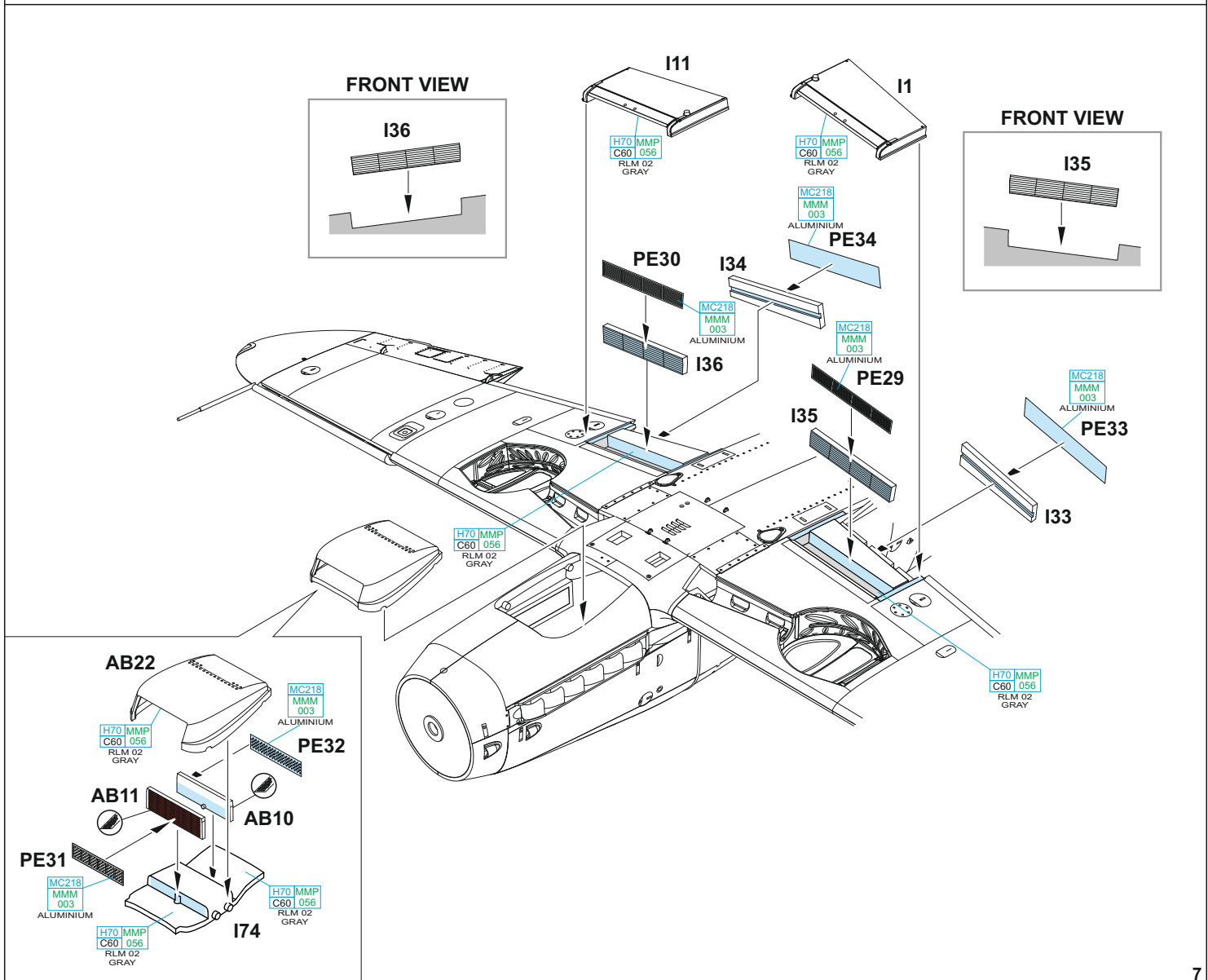
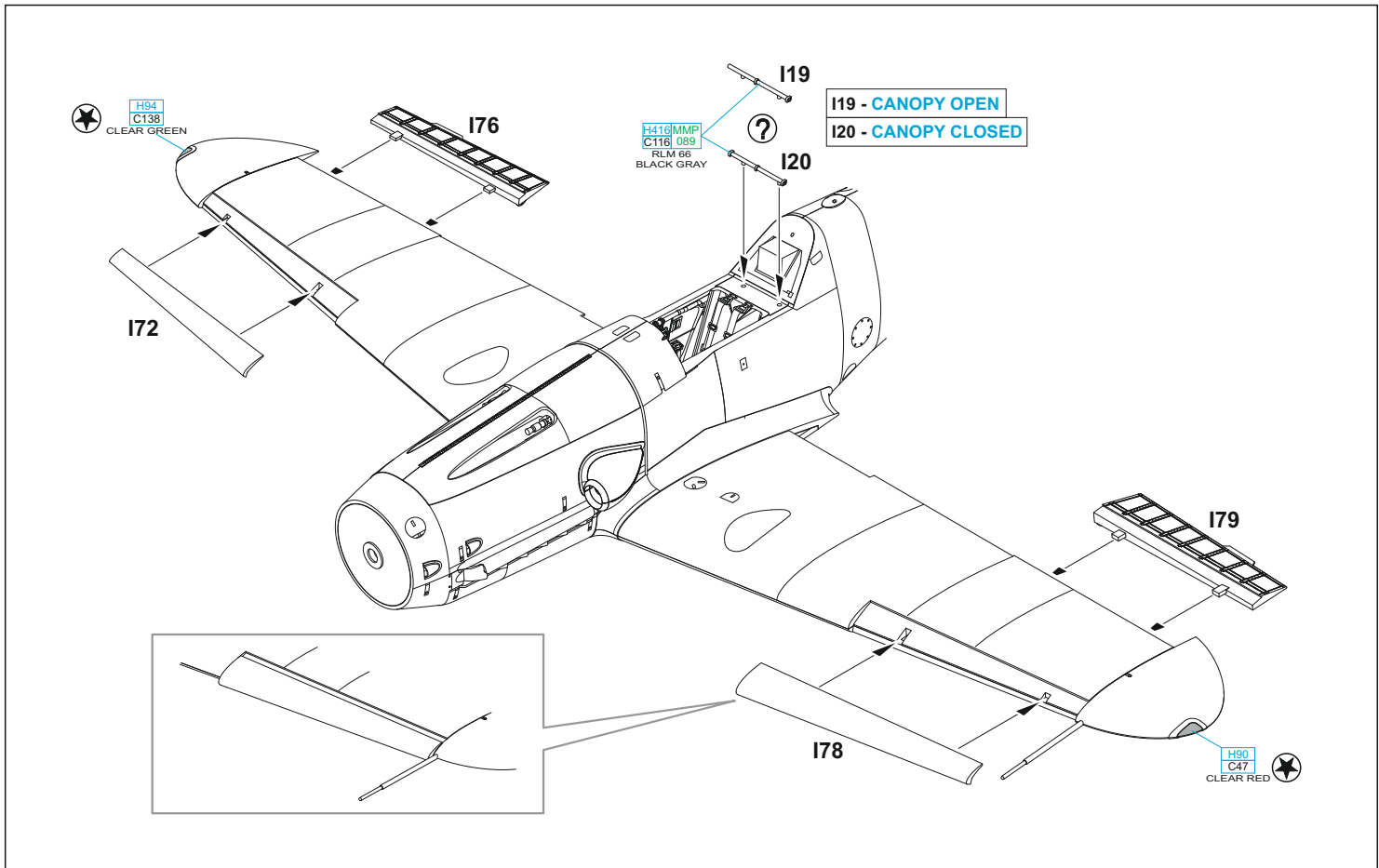
THE LATEST PART TO ASSEMBLE



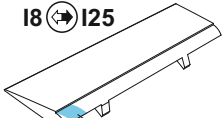








I8 ↔ I25

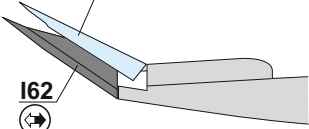


decal S32 ? S37

decal S31 ? S38

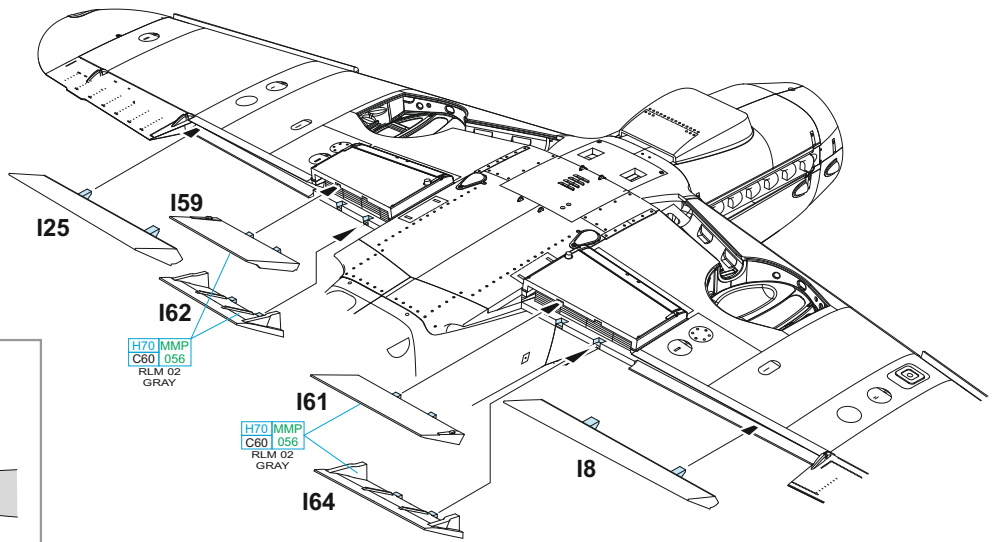
CORRECT POSITION OF RADIATOR FLAPS

I59 ↔ I61



I62

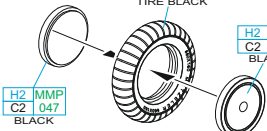
I64



H38

H77 MMP C137 040 TIRE BLACK

H2 MMP C2 047 BLACK



H71, H72

H37



SM201 MMC 001 SUPER CHROME

decal S66

H13

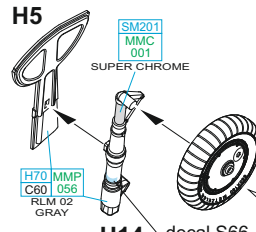


H6

H70 MMP C60 056 RLM 02 GRAY

H5

SM201 MMC 001 SUPER CHROME



H14

decal S66

H70 MMP C60 056 RLM 02 GRAY

H37

H71, H72

H2 MMP C2 047 BLACK

H77 MMP C137 040 TIRE BLACK

H38

H2 MMP C2 047 BLACK

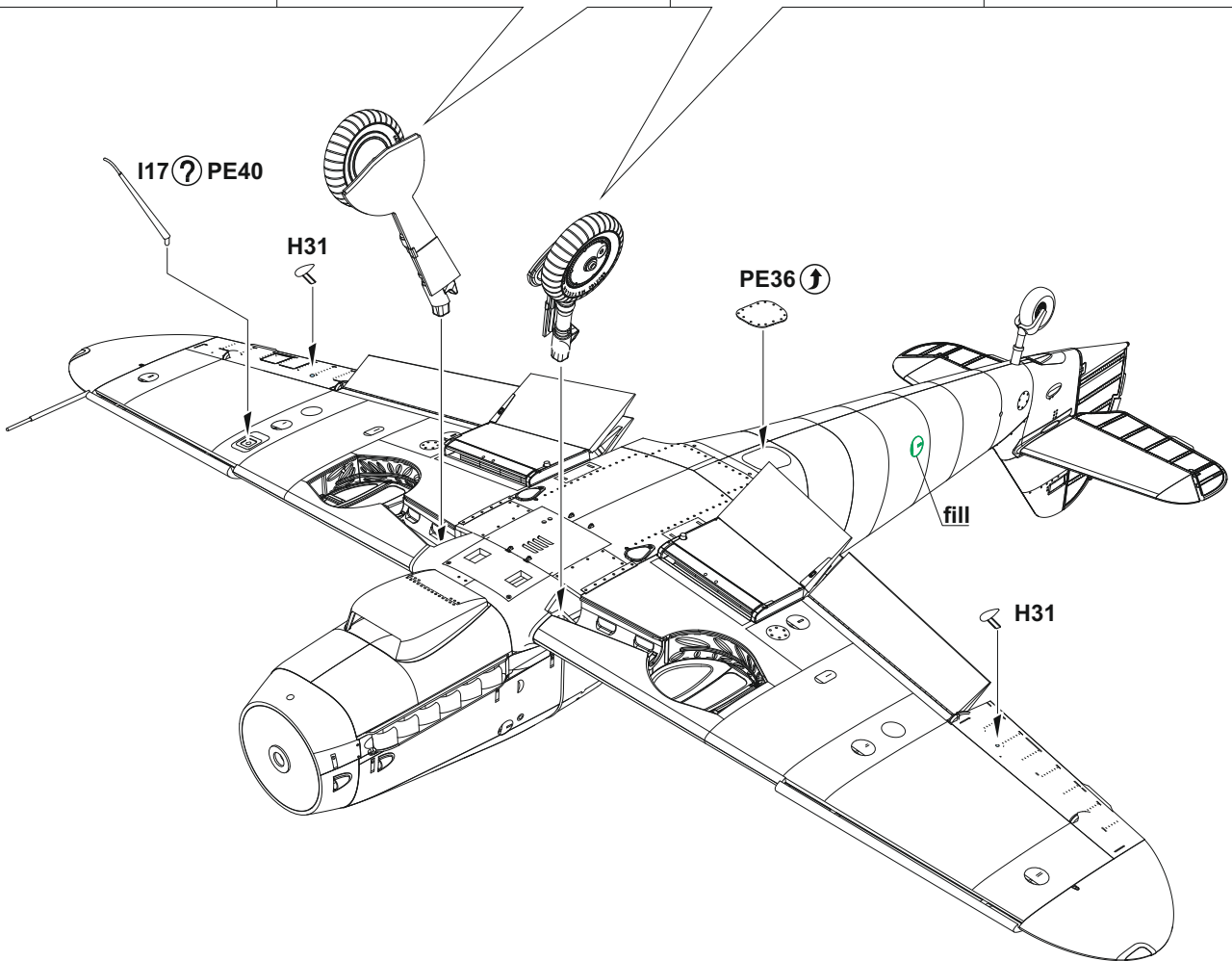
I17 ? PE40

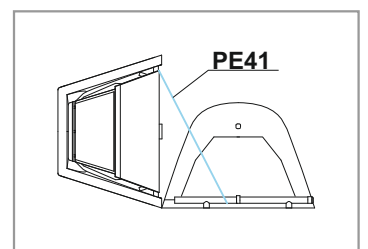
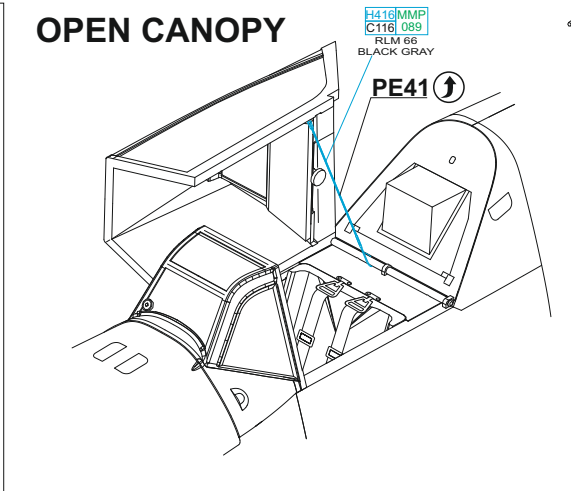
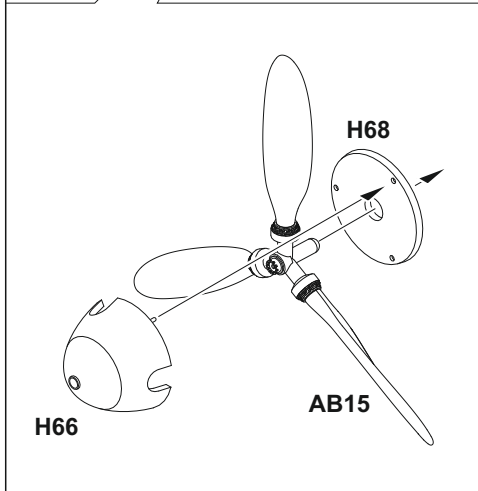
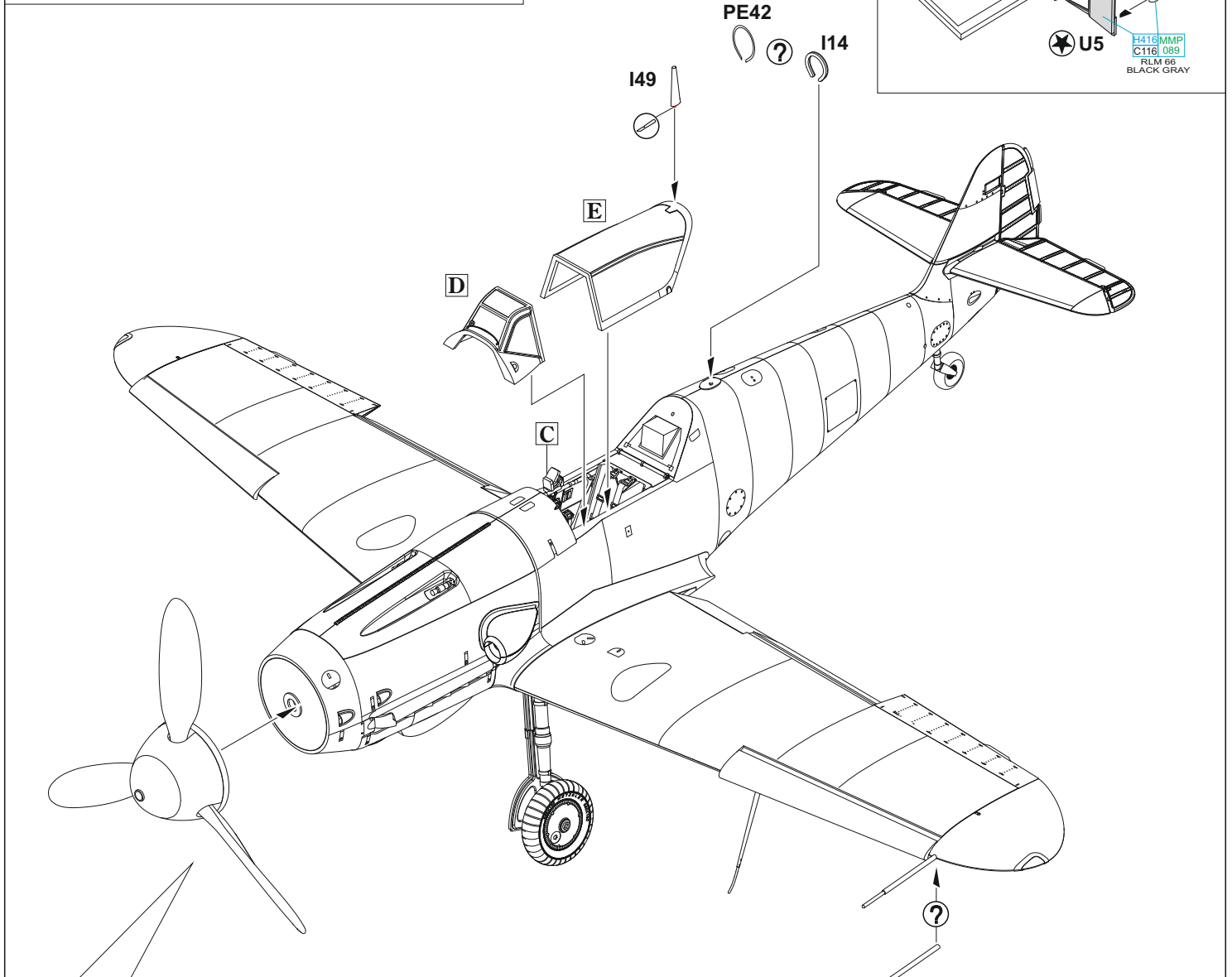
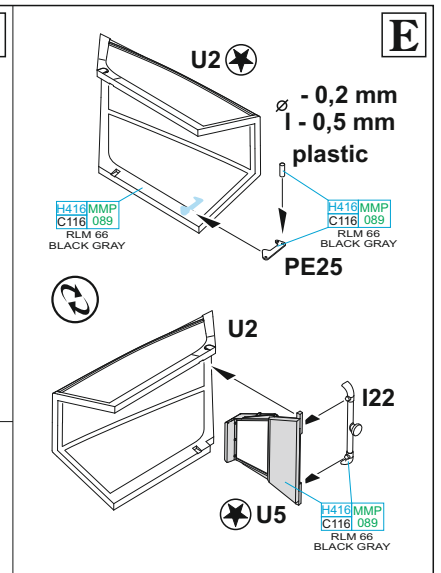
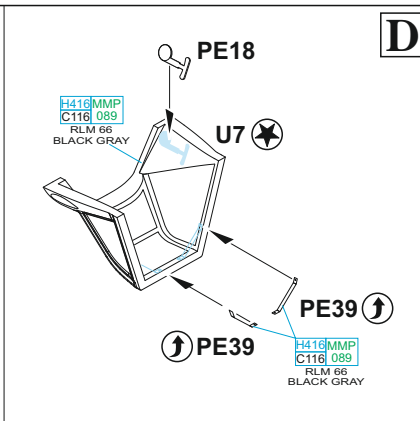
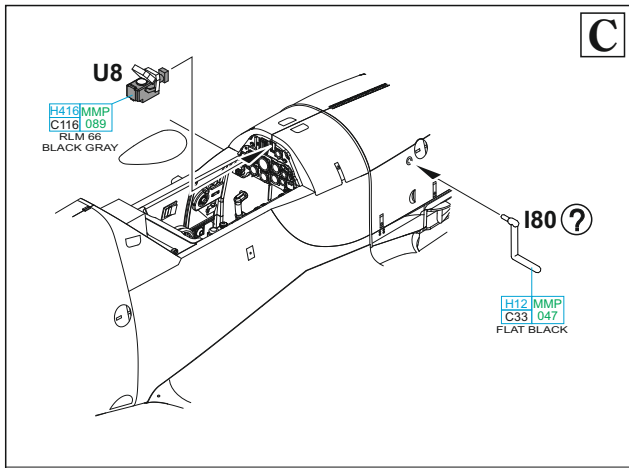
H31

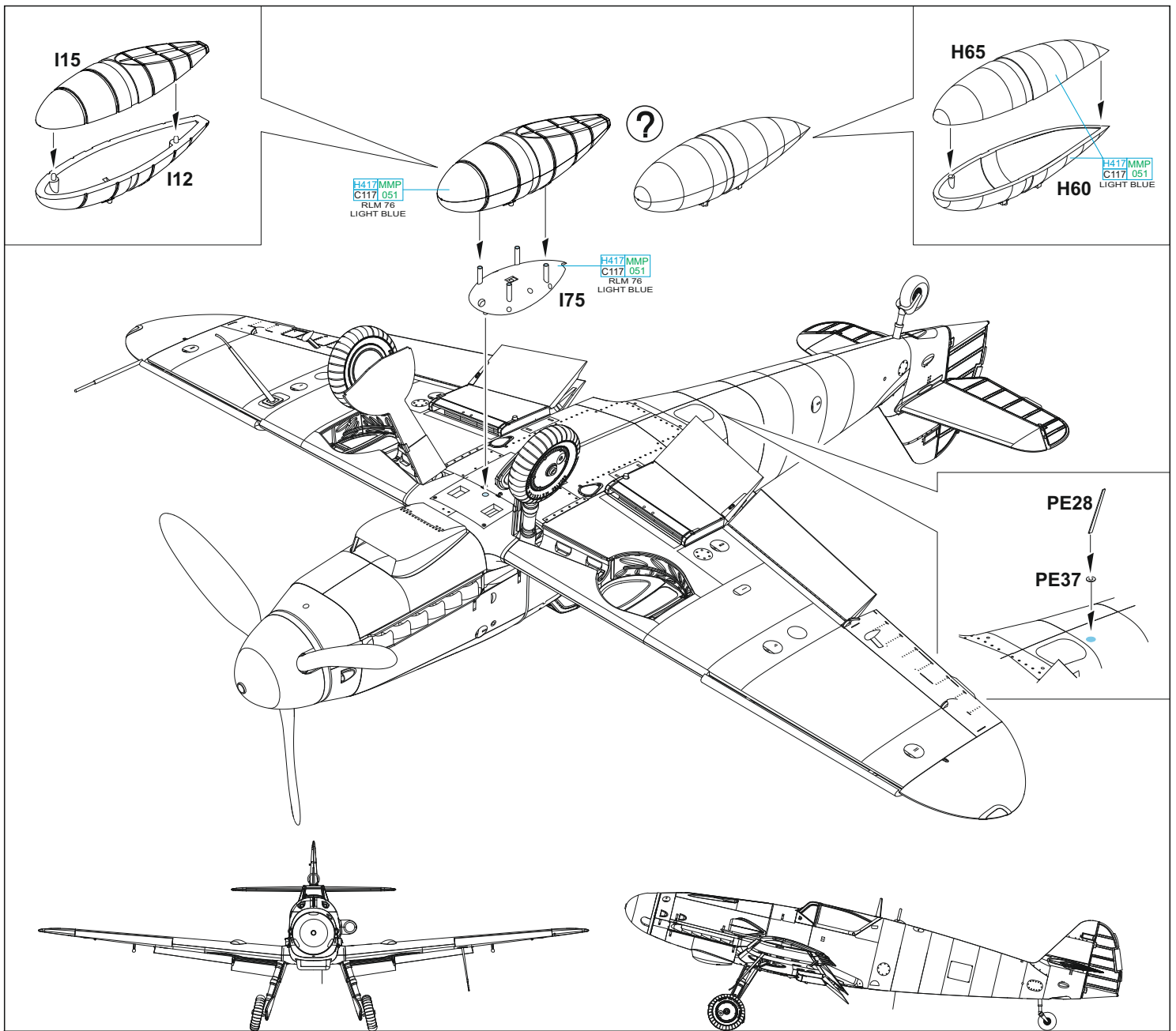
PE36 ↑

fill

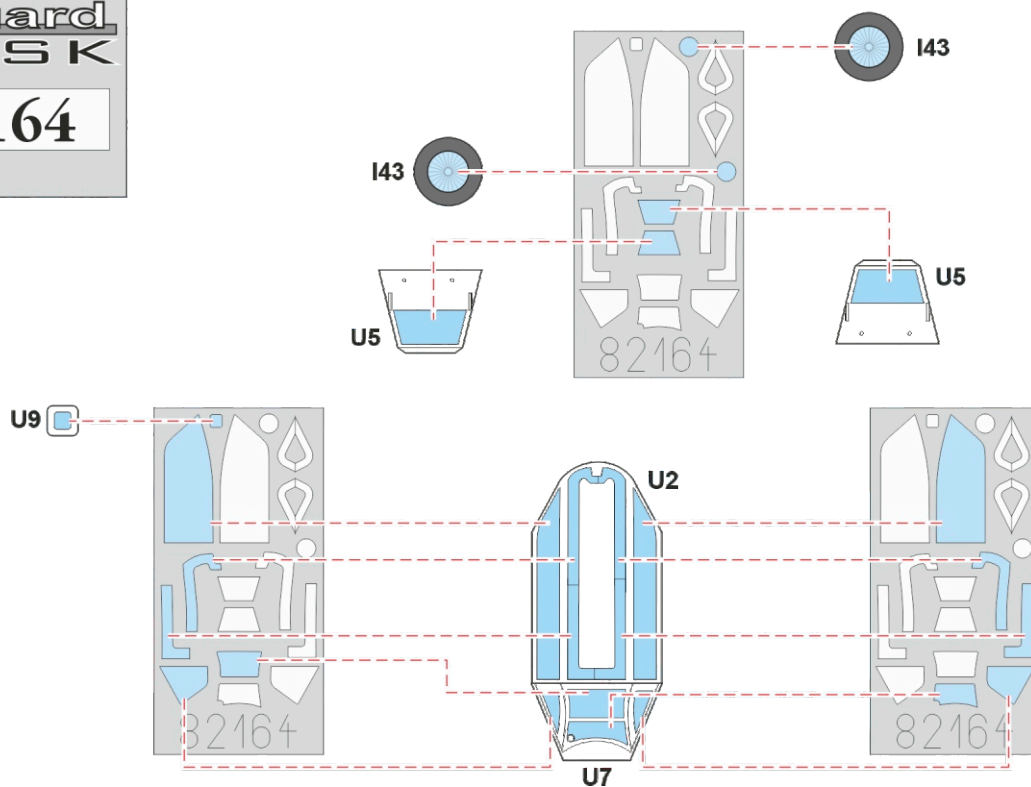
H31





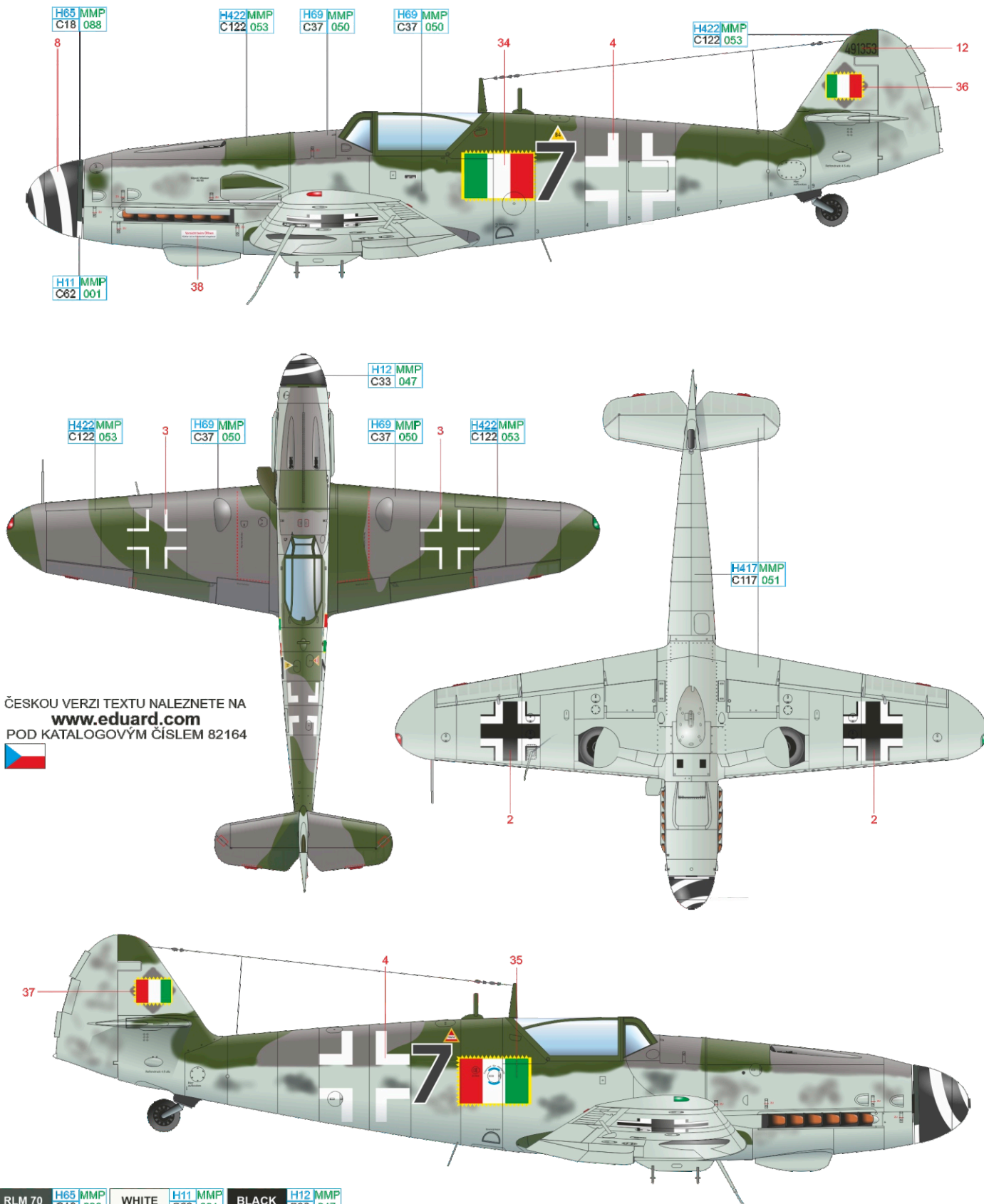


eduard
MASK
82164



A WNr. 491353, Cap. Ugo Drago, CO of 4^a Squadriglia, 2^o Gruppo Caccia, Aeronautica Nazionale Repubblicana, Aviano, Italy, February 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 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 Commanding Officer of 4^a Squadriglia, carrying the title of Gigi Tre Osei, was in this time Capitano Ugo Drago, an ace with seventeen kills to his credit. In April 1945, he was awarded the German Knight's Cross. After the war, he emigrated to Argentina, where he made a living as a flight instructor. He returned to Italy in 1953 and took up a post with Alitalia with which he flew until 1973. He died in Rome on April 22, 2007. Towards the end of the war, the majority of markings on ANR aircraft in the form of fuselage and wing crosses were no longer removed, with only the swastika being oversprayed and replaced by markings of Italian aircraft. This marking, an Italian flag edged in yellow, was also added to the fuselage sides.



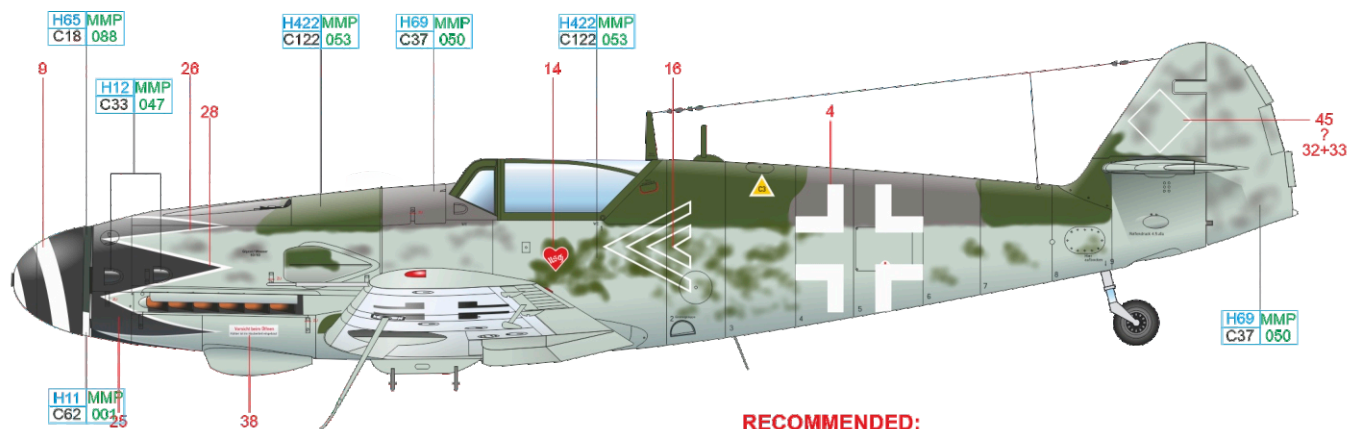
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82164



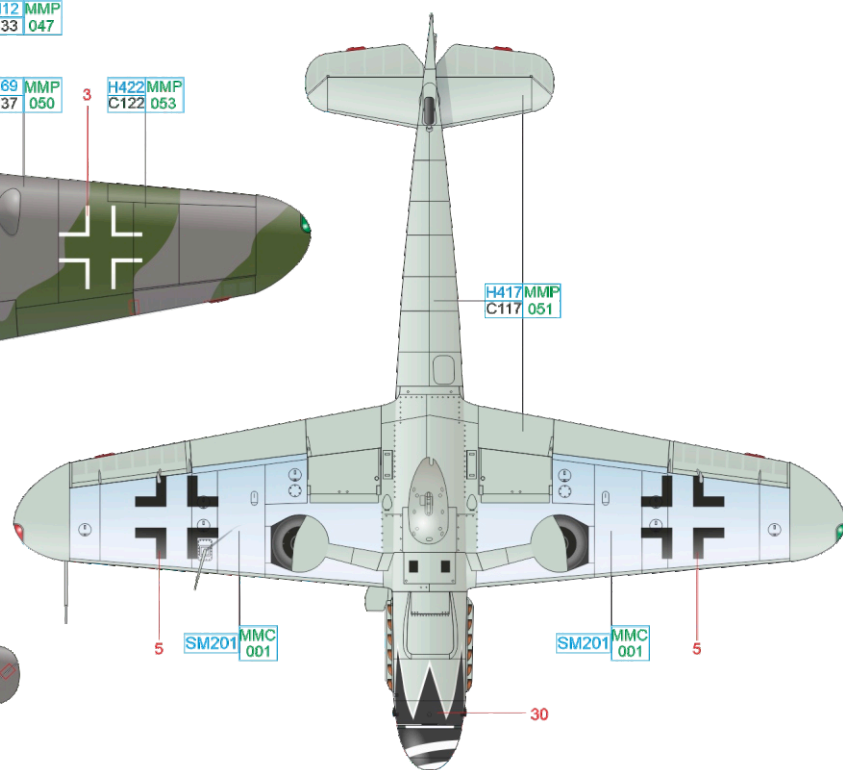
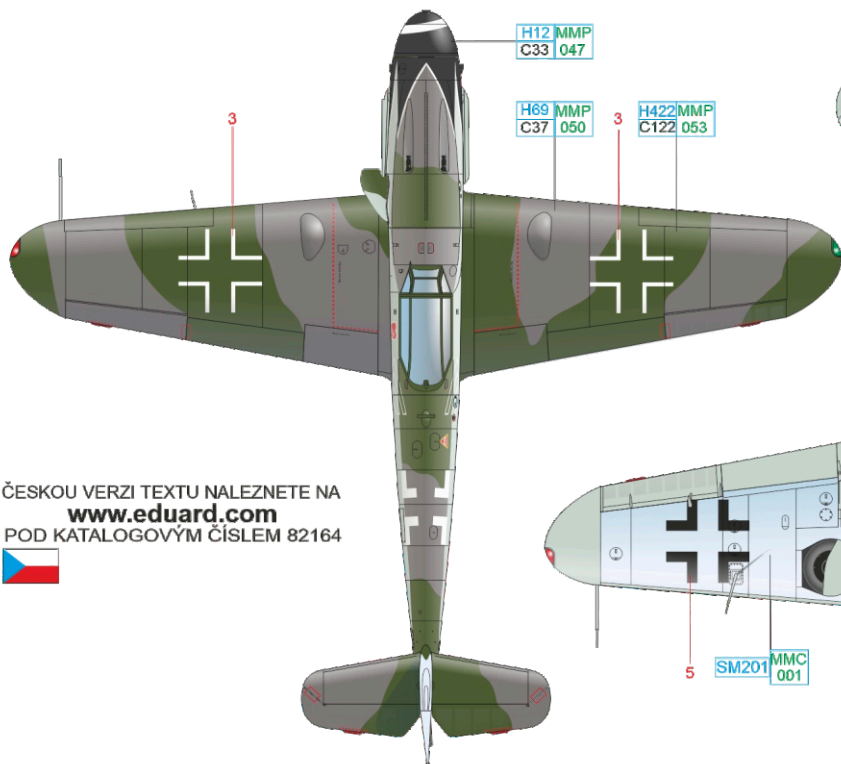
RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047
RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051	RLM 82	H422 MMP C122 053

B Hptm. Erich Hartmann, CO of I./JG 52, Görlitz, Germany, April 1945

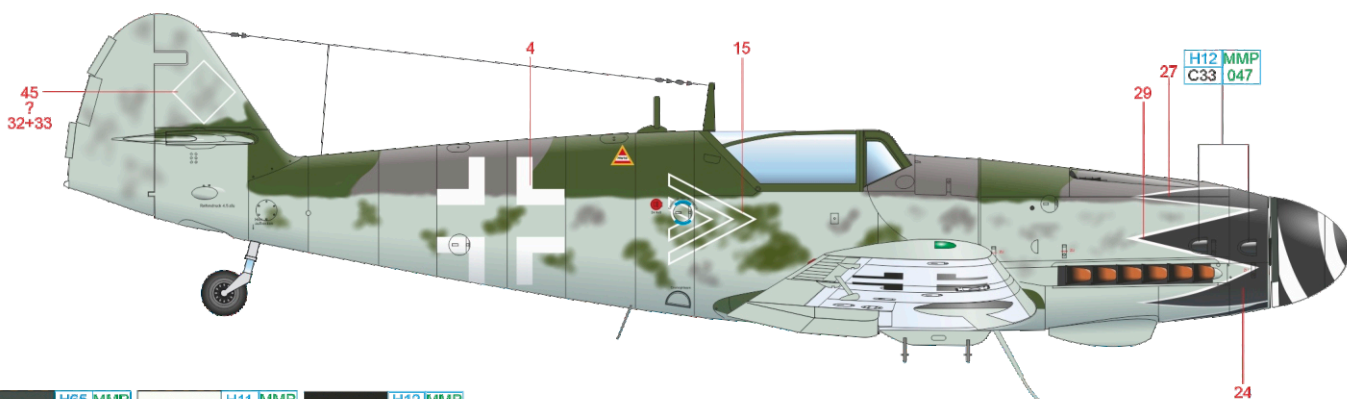
Erich Hartmann, the most successful fighter pilot of all times, first joined the 7. Staffel of JG 52 on October 10, 1942. He stayed with Jagdgeschwader 52 till the end of the World War Two; in fact he became the commander of its I. Gruppe. The total count of his victories was 352. For his exceptional 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 commander of JG 71, the first Luftwaffe squadron equipped with jet-powered fighter aircraft. He retired in 1970 and died on September 20, 1993. Hartmann's aircraft carried a black tulip marking outlined in white on the nose. Below the cockpit on the left side there was a heart marking bearing the name of Hartmann's wife. The Gruppe leader marking took the shape of a double wedge, but only as a white outline.



RECOMMENDED:
 1. Paint black color air scoops on the nose
 2. Apply decals No. 24, 25, 26, 27, 28, 29 and 30



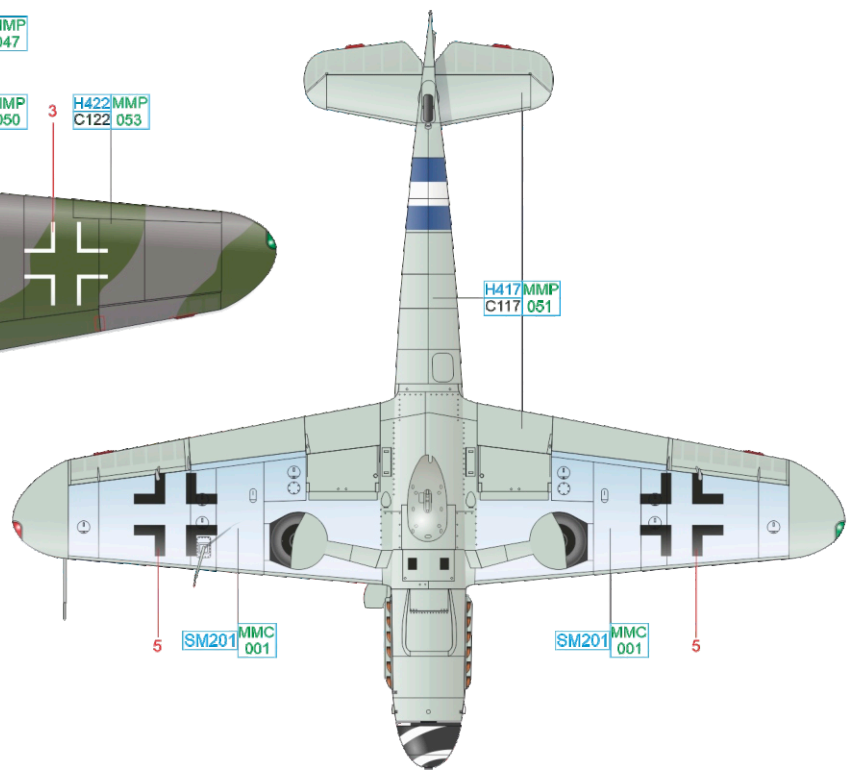
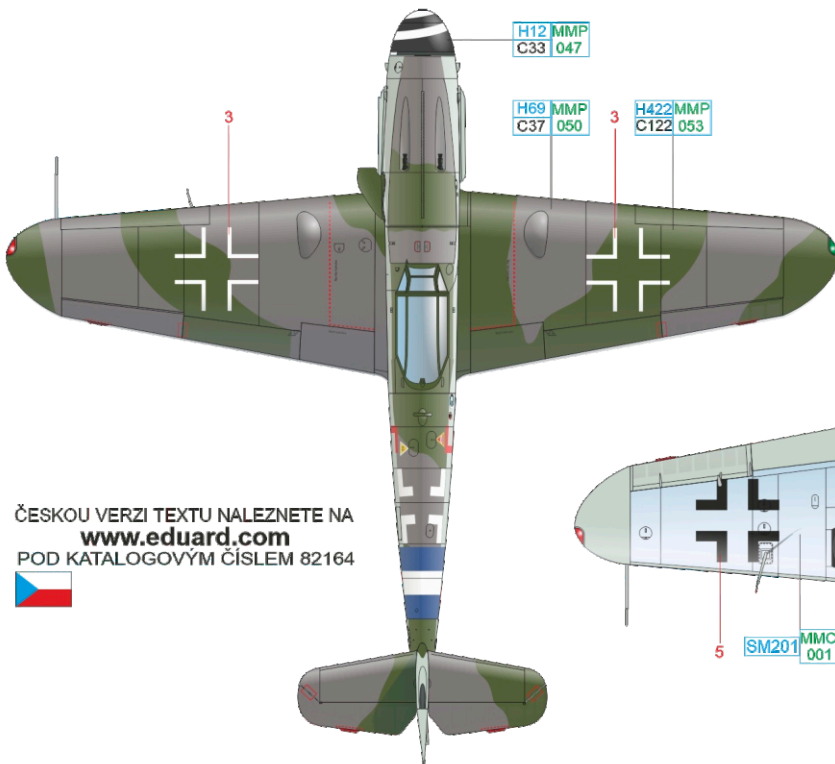
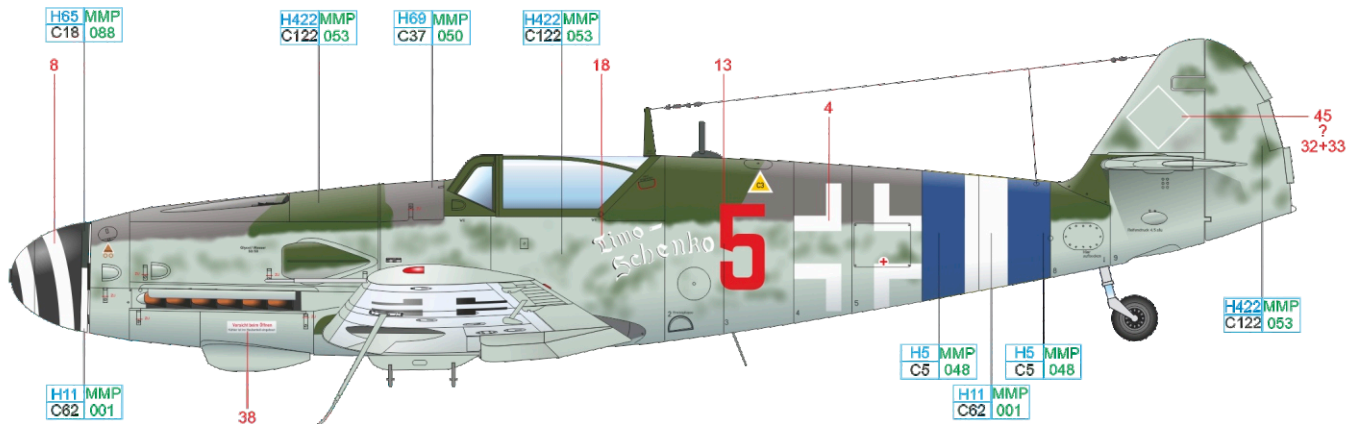
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82164



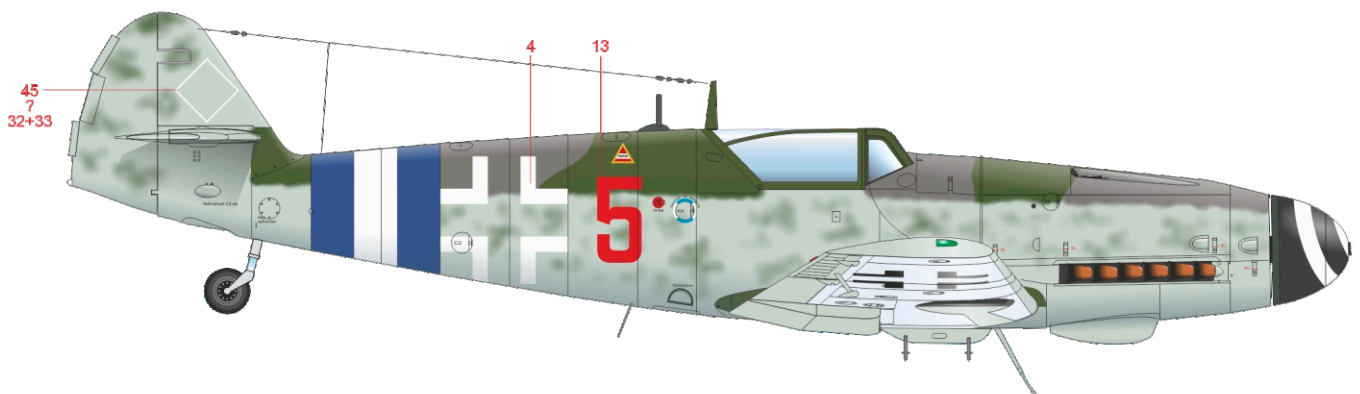
RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047
RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051	RLM 82	H422 MMP C122 053
			SUPER FINE SILVER	SM201 MMC 001	

C Lt. Friedrich-Wilhelm Schenk, CO of 2./JG 300, Borkheide, Germany, February 1945

Friends and colleagues of Friedrich-Wilhelm Schenk came up with a nickname Timo-Schenko for him. It was a joke that took advantage of the name of Soviet Marshal Semyon Konstantinovich Timoshenko, and it quickly caught on to the point where the ground crew painted the name on the fuselage of Schenk's aircraft. Friedrich-Wilhelm Schenk flew with JG 300 from July 1944 up to March 1945, when he was reassigned to JG 7 and flew Me 262 jet fighters there. During the Second World War, he achieved seven kills and after the war became Lufthansa pilot.



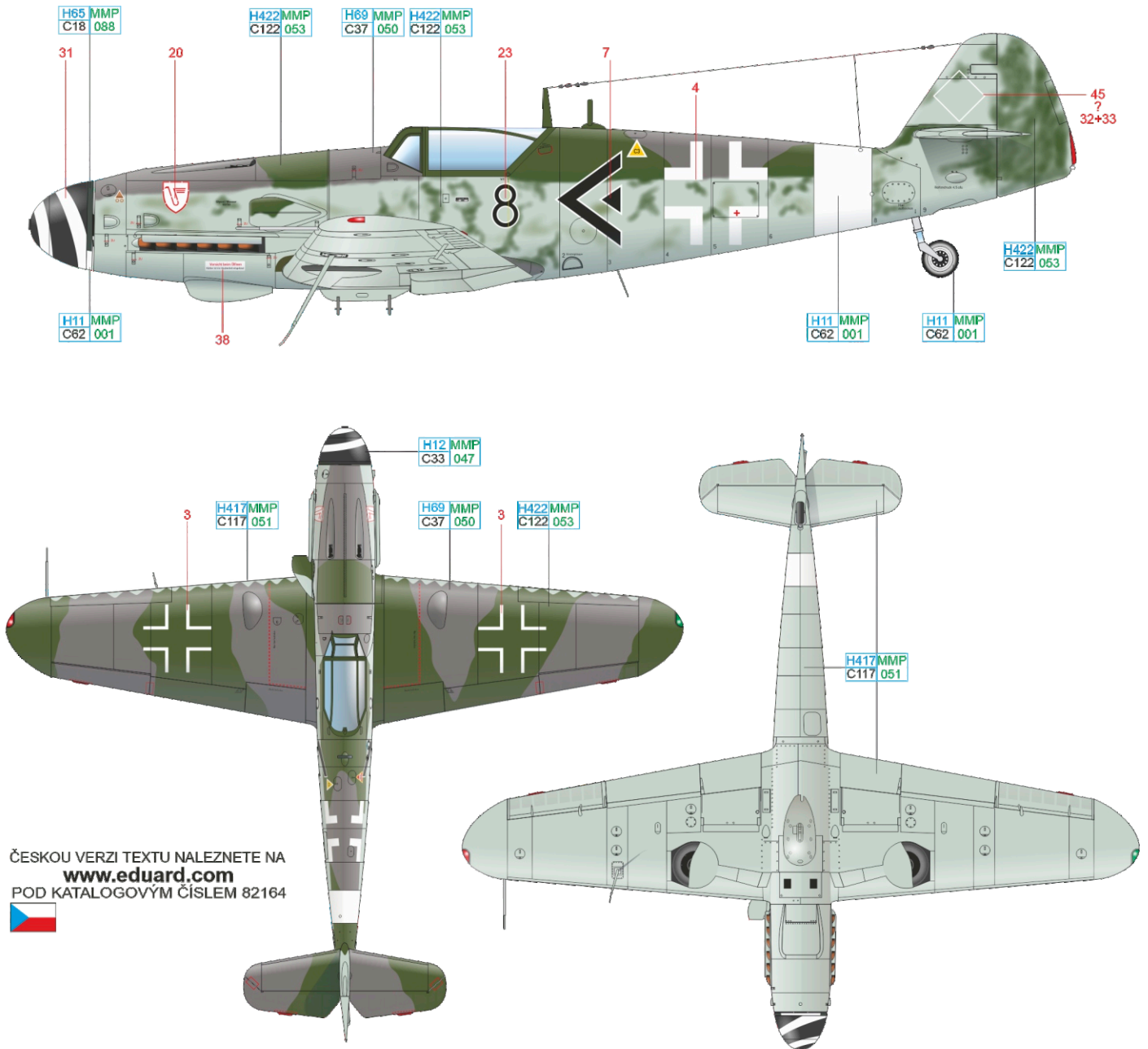
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 82164



RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001	SUPER FINE SILVER	SM201 MMC 001
RLM 82	H422 MMP C122 053	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051
				BLACK	H12 MMP C33 047
					BLUE
					H5 MMP C5 048

D Oblt. Alfred Seidl, CO of I./JG 3, Paderborn, Germany, late December 1944

In December 1944, the CO of I. Gruppe, Oblt. Seidl received a new Bf 109G-10 off the production line at Erla in Leipzig. At the time, the Gruppe was operating out of Paderborn, from where they conducted missions against American and British units. In all probability, Oblt. Seidl led the unit with this aircraft during Operation Bodenplatte on January 1, 1945. The target was the air base at Eindhoven. The markings of the aircraft were supplemented by a white band ahead of the tail, which identified aircraft of JG 3 within the framework of the Defense of the Reich. Ahead of the fuselage cross was the Gruppe leader marking, and below the opening part of the canopy, the pilot had a personal marking applied in the form of the numeral 8. This marking was applied to aircraft flown by Seidl during his service with JG 53, during which he would acquire all of his 31 victories. An oddity on this aircraft is the absence of the lower wing crosses. The aircraft was equipped with a gun camera.



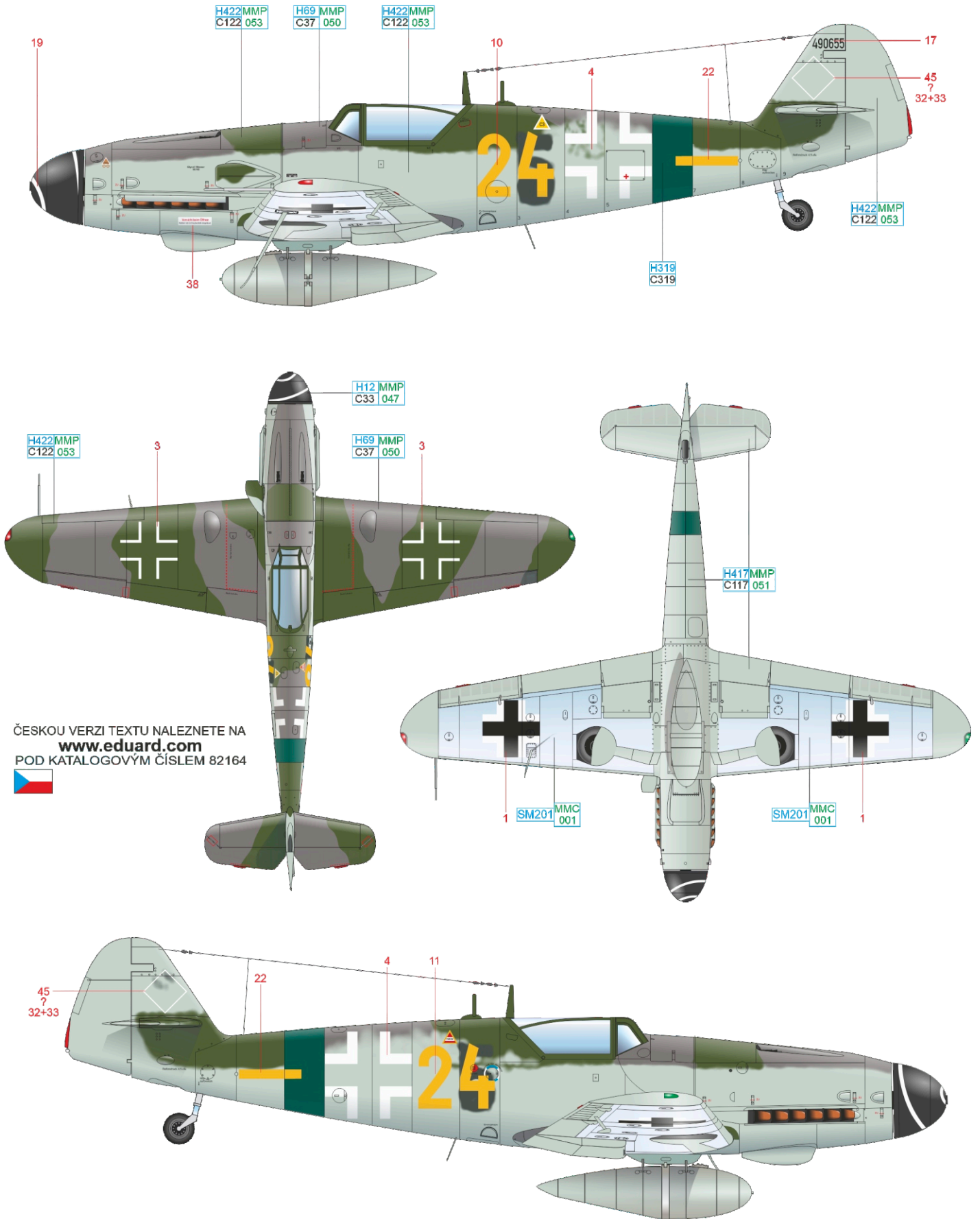
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82164



RLM 70	H65 MMP C18 088	WHITE	H11 MMP C62 001
RLM 82	H422 MMP C122 053	RLM 75	H69 MMP C37 050
		RLM 76	H417 MMP C117 051
		BLACK	H12 MMP C33 047

E WNr. 490655, Lt. Antonius Wöffen, CO of 6./JG 27, Rheine-Hopsten, Germany, early March 1945

Antonius Wöffen took part in combat missions with JG 27 from May 1943, when it was deployed on the southern front, until March 11, 1945, when he was shot down with this aircraft by anti-aircraft fire and after a successful belly landing was taken prisoner by American GIs. During the Second World War, he achieved five confirmed kills. In photographs taken just after the landing, it is clear that under the yellow numeral 24 there was an older marking in the form of a numeral 5. The paint scheme of the aircraft was supplemented by a green fuselage band, the identifier for JG 27 within the framework of the Defense of the Reich.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82164



