

Bf 109G-10 Erla

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84174

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 workhorse of the war...

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 Erla

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. Several marks with pressurised and unpressurised cockpit were produced and the development headed to the new stage, the Bf 109K (Kurfürst) variant. The new engine variant, the DB 605D-2 was intended for it, but it was used by the Erla factory for the interim solution, the Bf 109G-10. It was in fact follow on of the G-14, which appeared in July 1944 as a new standard type replacing the G-6. It incorporated many changes introduced during the G-6 production into one type and offered better performance thanks to MW 50 power boosting water-injection system. The visibility was enhanced by the Erla Haube single piece canopy. As the DB 605D-2 engine became available, it was decided to install it into the G-14, creating the "Bastard aircraft from the Erla factory". It appeared in service in November 1944, replacing earlier G-series aircraft in production not only at the Erla factory, but also at the WNF and Mtt Regensburg ones. The Erla aircraft were easily recognizable from the others, as they lacked the blister fairings forward and below of the exhaust stacks. These were created as the engine had enlarged crankcase and different oil lines. The Erla factory made new cowlings, while WNF and Mtt Regensburg applied the fairings to the original ones. Some 2,600 of the Bf 109G-10 were produced. The production ceased 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
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

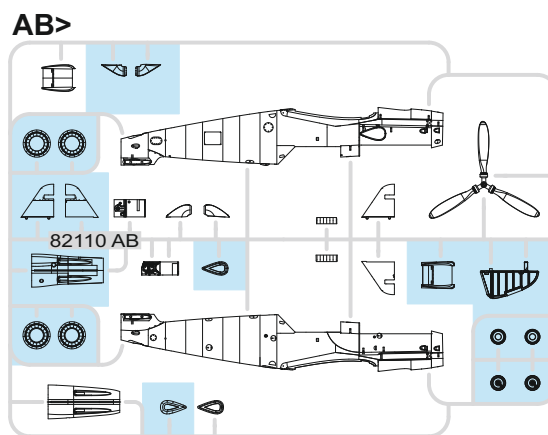
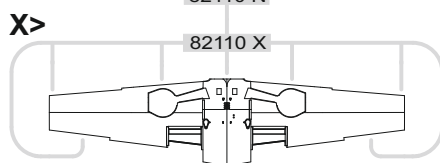
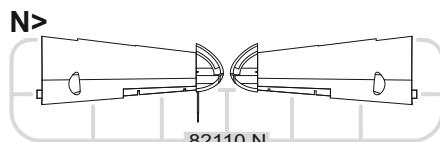
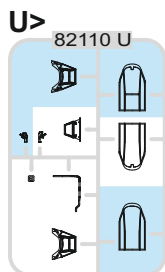
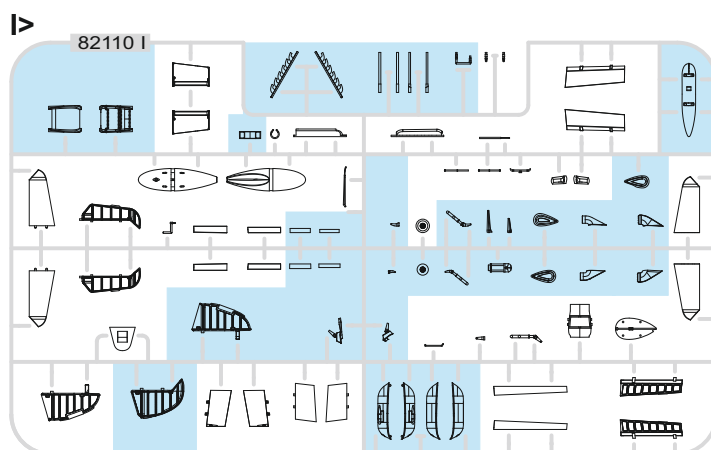
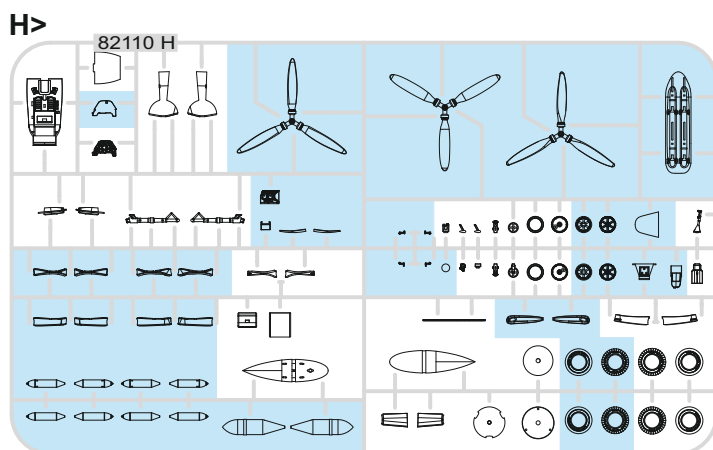


PIÈCES



部品

PLASTIC 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



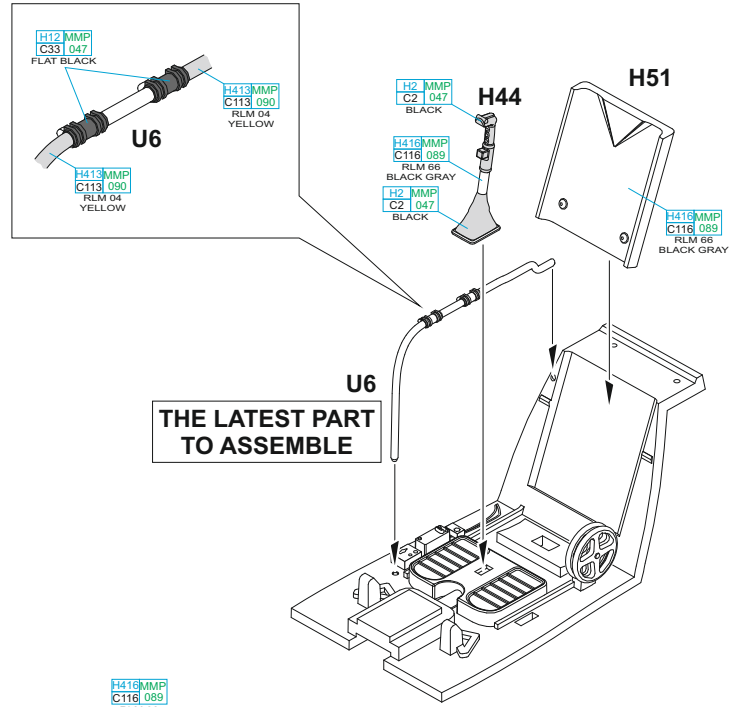
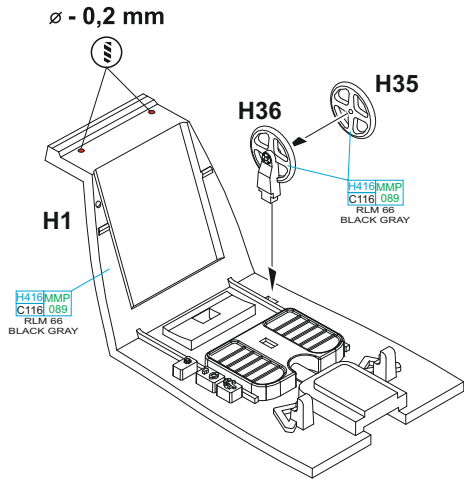
PEINTURE



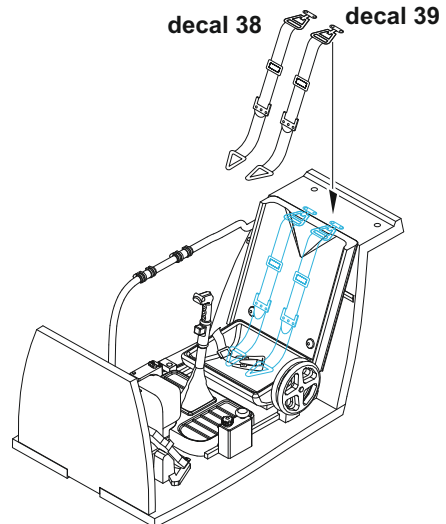
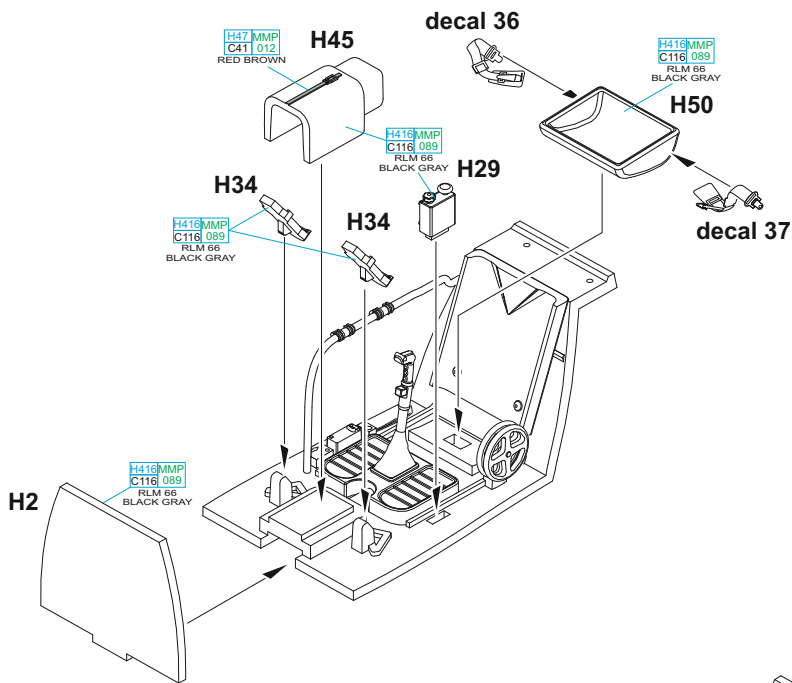
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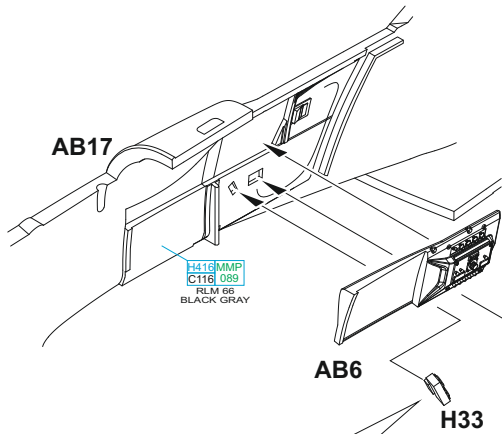
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H5	C5	MMP-048	BLUE
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H319	C319	MMP-064	LIGHT GREEN

GSI Creos (GUNZE)			MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS	
H324	C324	MMP-116	LIGHT GRAY
H413	C113	MMP-090	RLM04 YELLOW
H414	C114	MMP-003	RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER
Mr.COLOR GX		METALLICS	
GX05			SUSIE BLUE



**THE LATEST PART
TO ASSEMBLE**





H416 MMP
C116 089
RLM 66
BLACK GRAY

AB6

H416 MMP
C116 089
RLM 66
BLACK GRAY

OPTIONAL: decal 40
OPTIONAL: decal 41
OPTIONAL: decal 34

AB6

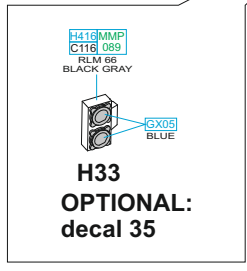
H33

H32

H32

GX05
BLUE

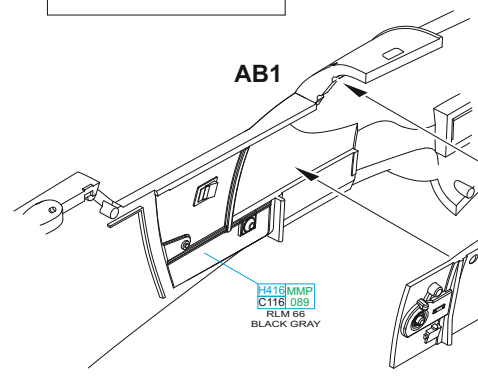
OPTIONAL:
decal 33



H416 MMP
C116 089
RLM 66
BLACK GRAY

GX05
BLUE

H33
OPTIONAL:
decal 35



AB1

H416 MMP
C116 089
RLM 66
BLACK GRAY

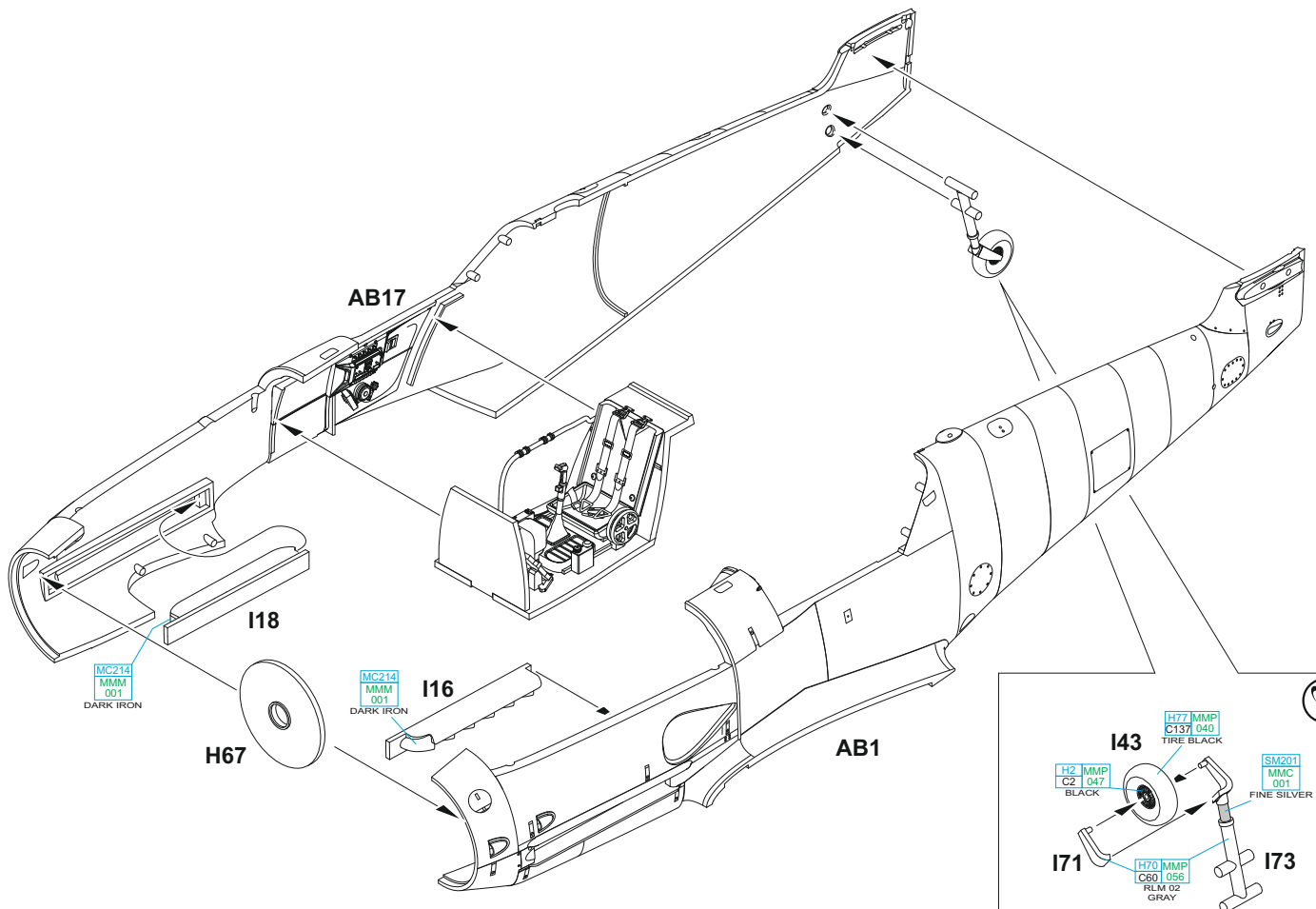
H4

H12 MMP
C33 047
FLAT BLACK

AB5 OPTIONAL:
decal 32

H416 MMP
C116 089
RLM 66
BLACK GRAY

H416 MMP
C116 089
RLM 66
BLACK GRAY



AB17

I18

MC214
MMM
001
DARK IRON

H67

MC214
MMM
001
DARK IRON

I16

AB1

I71

H2 MMP
C2 047
BLACK

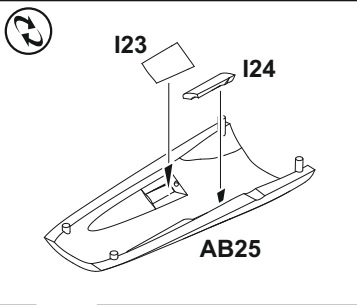
I43

H77 MMP
C137 040
TIRE BLACK

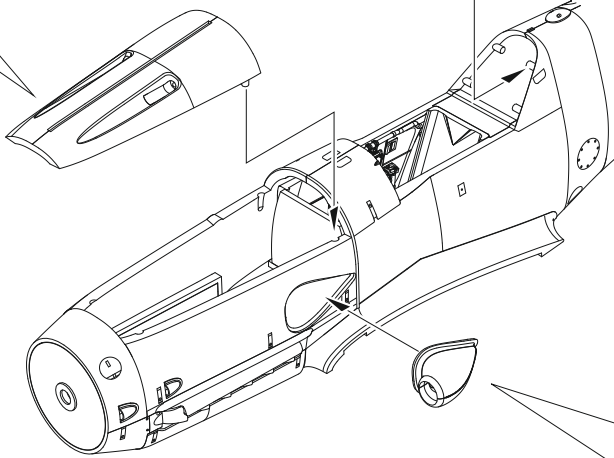
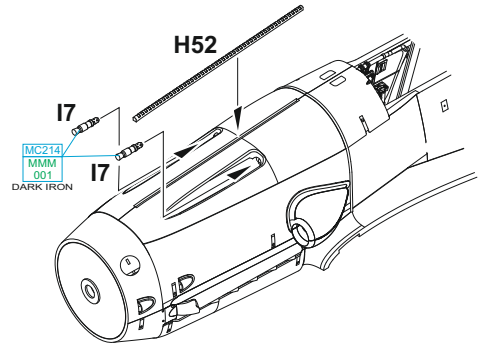
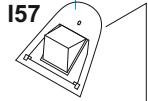
SM201
MMC
001
FINE SILVER

I73

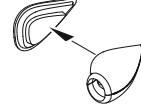
H70 MMP
C60 056
RLM 02
GRAY



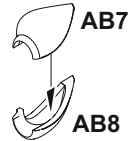
H416MMP
C116 089
RLM 66
BLACK GRAY



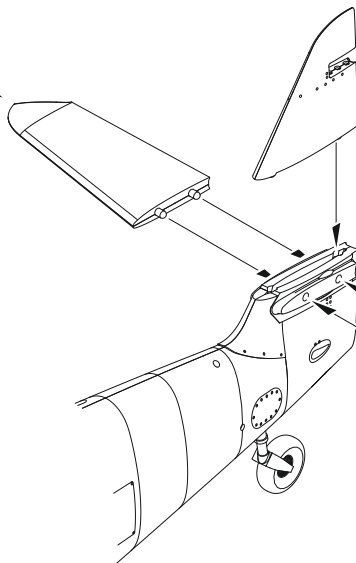
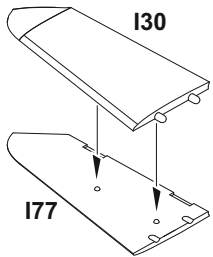
AB27



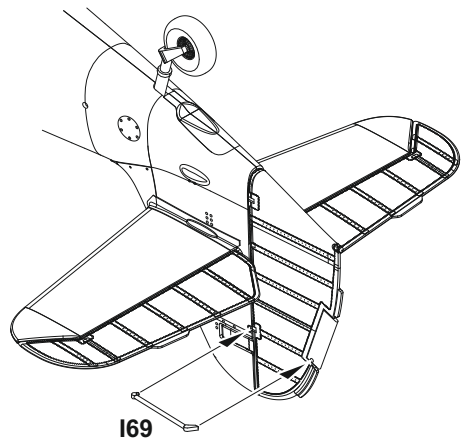
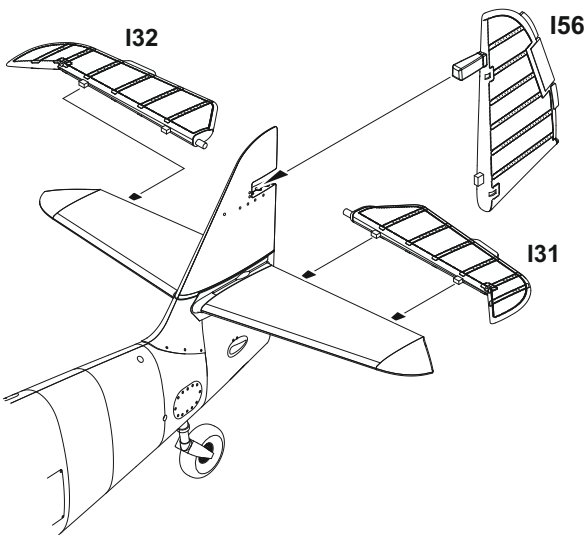
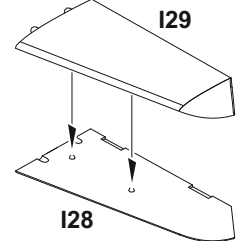
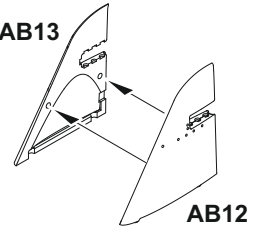
AB7

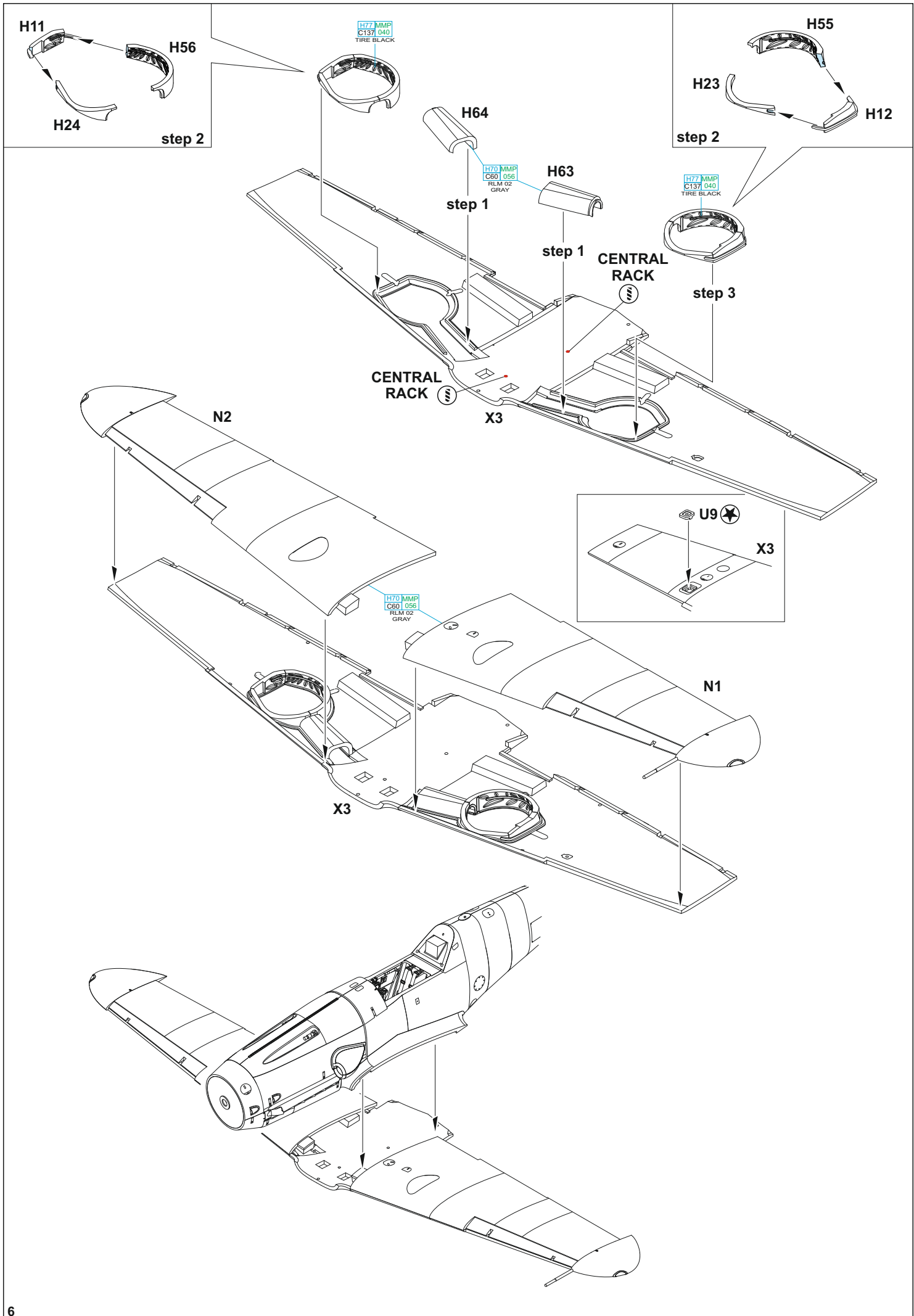


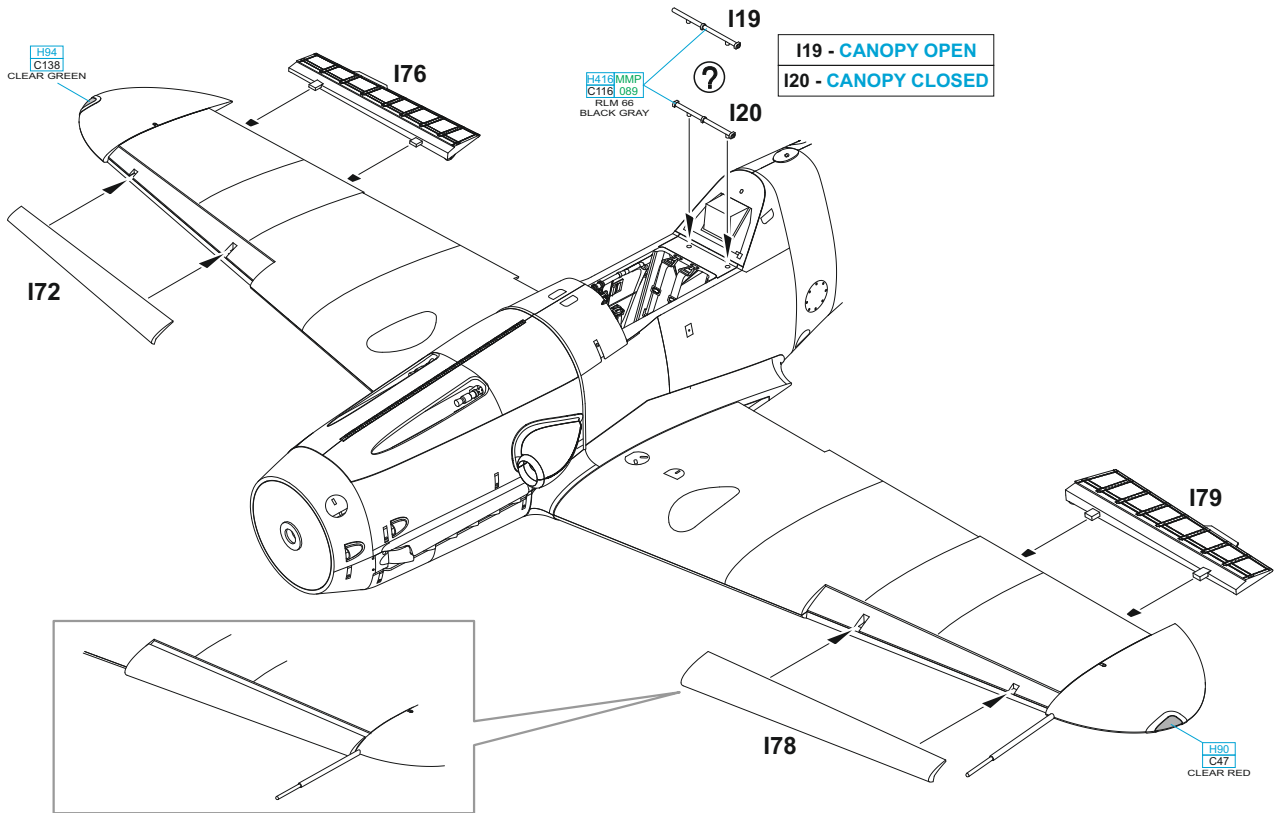
AB8



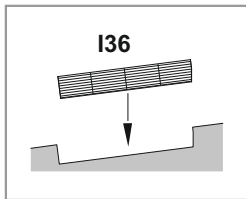
AB13



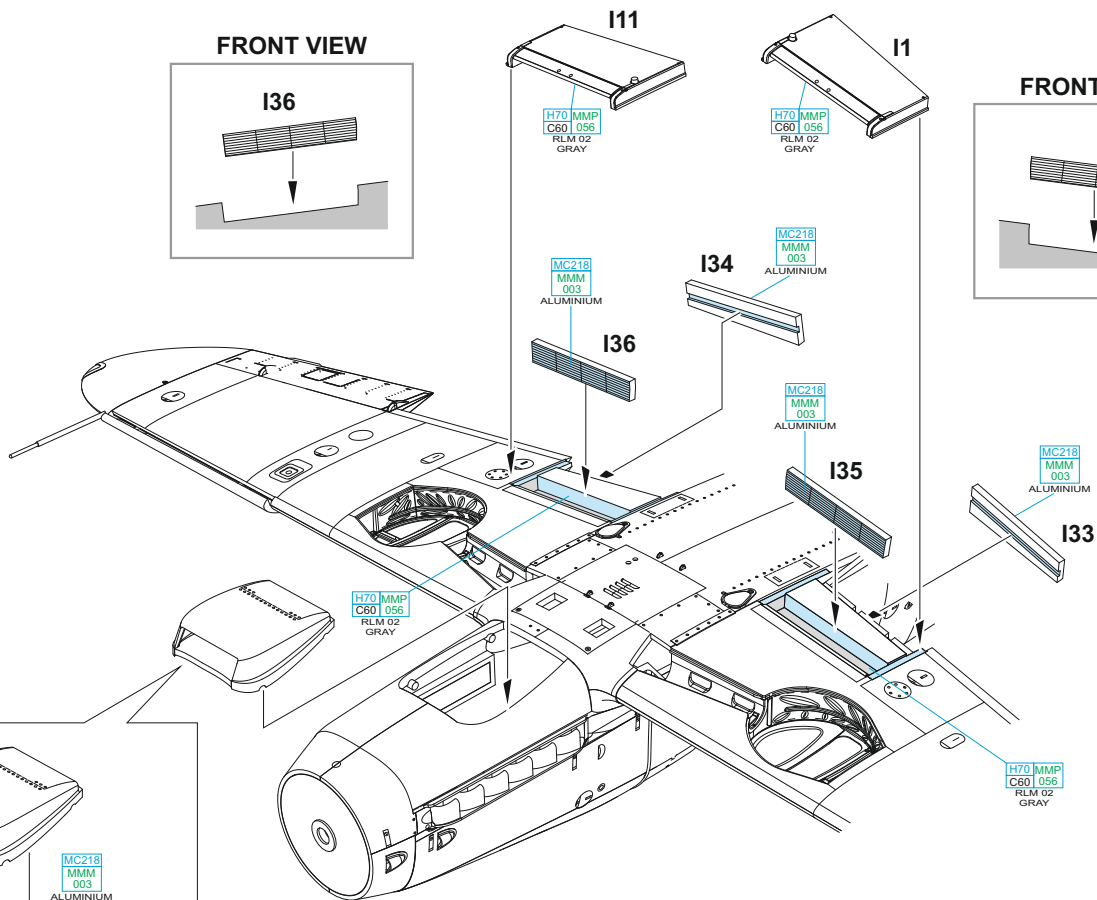
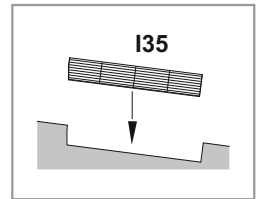




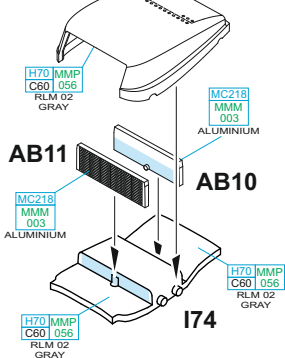
FRONT VIEW

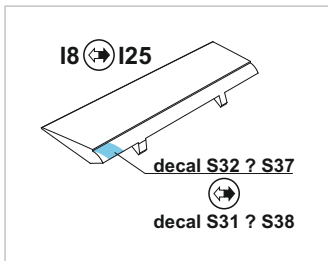


FRONT VIEW

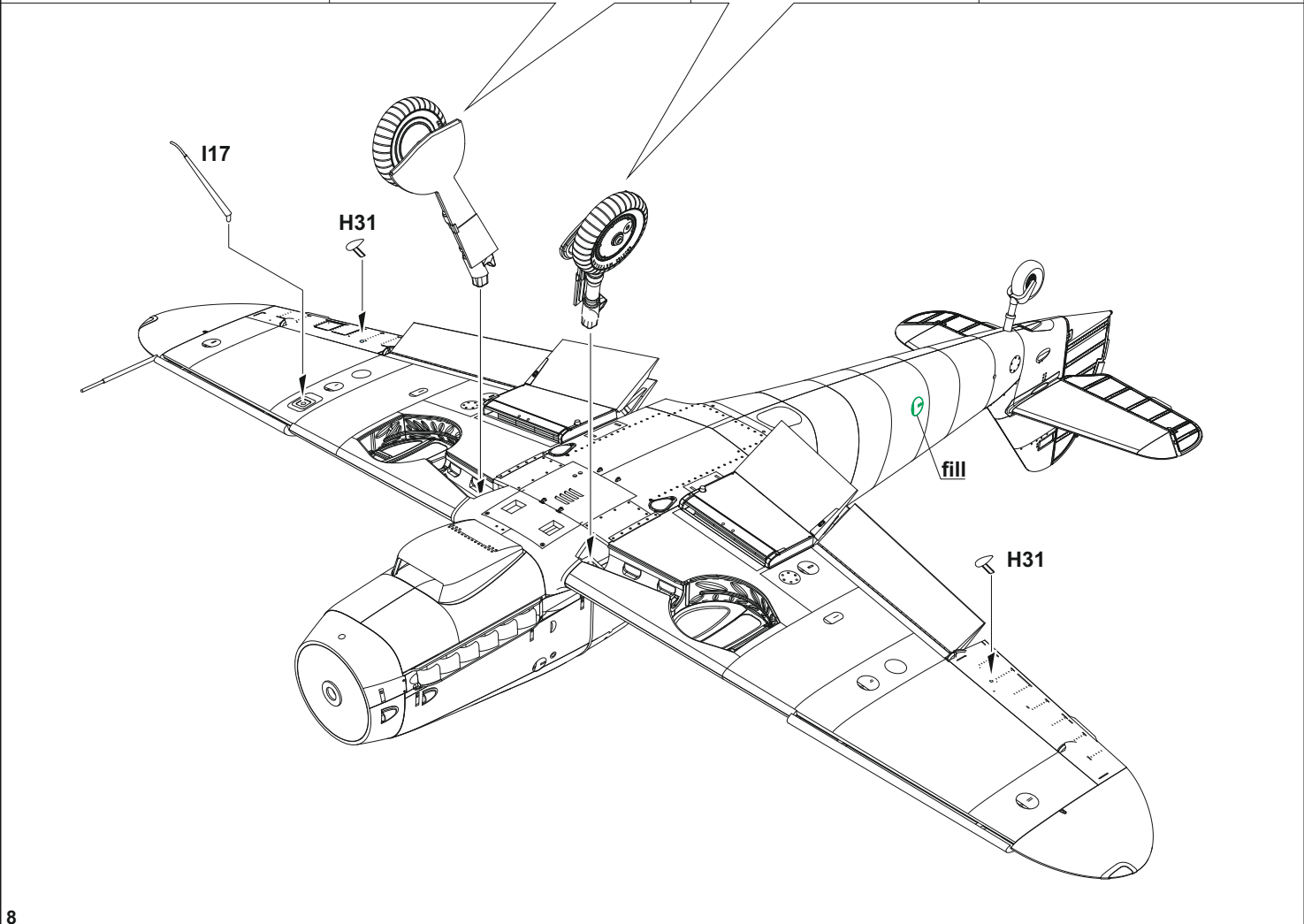
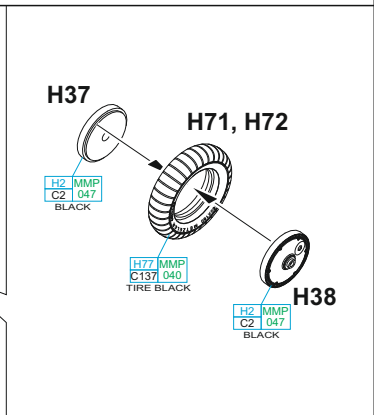
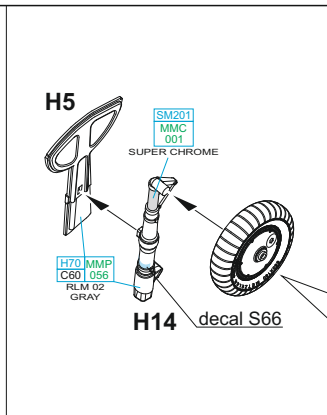
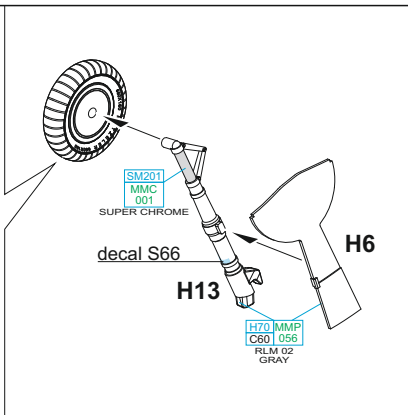
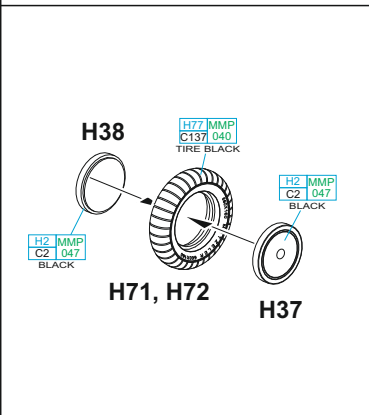
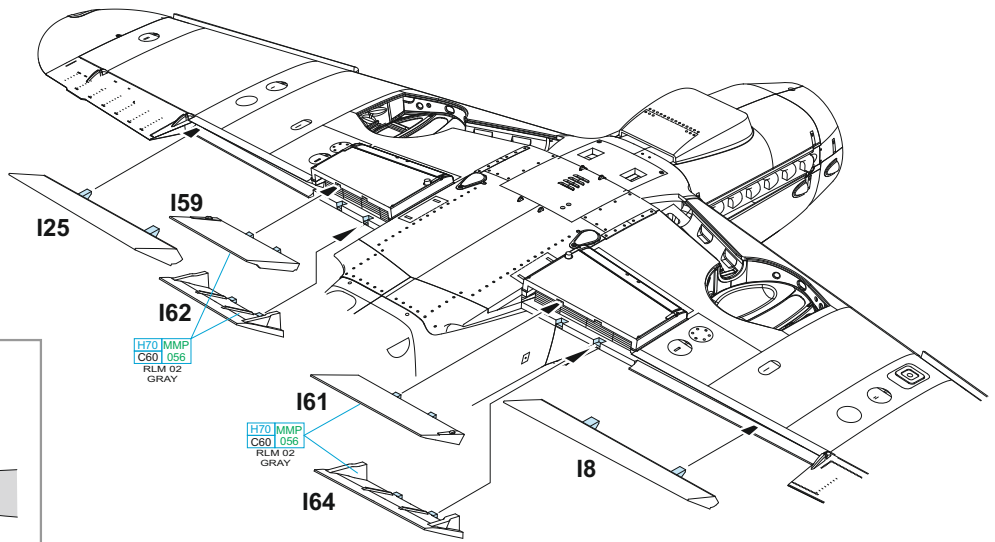
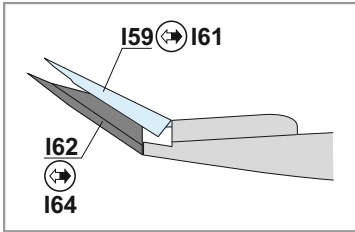


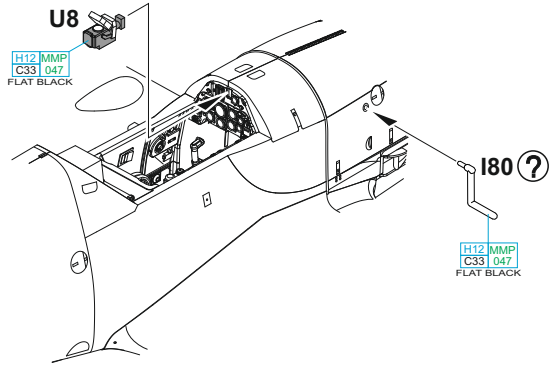
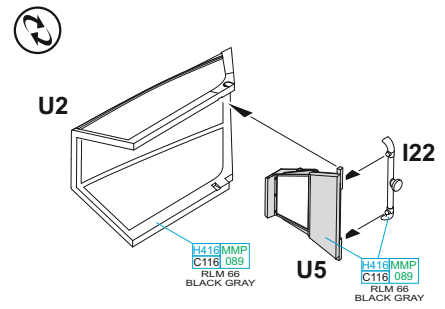
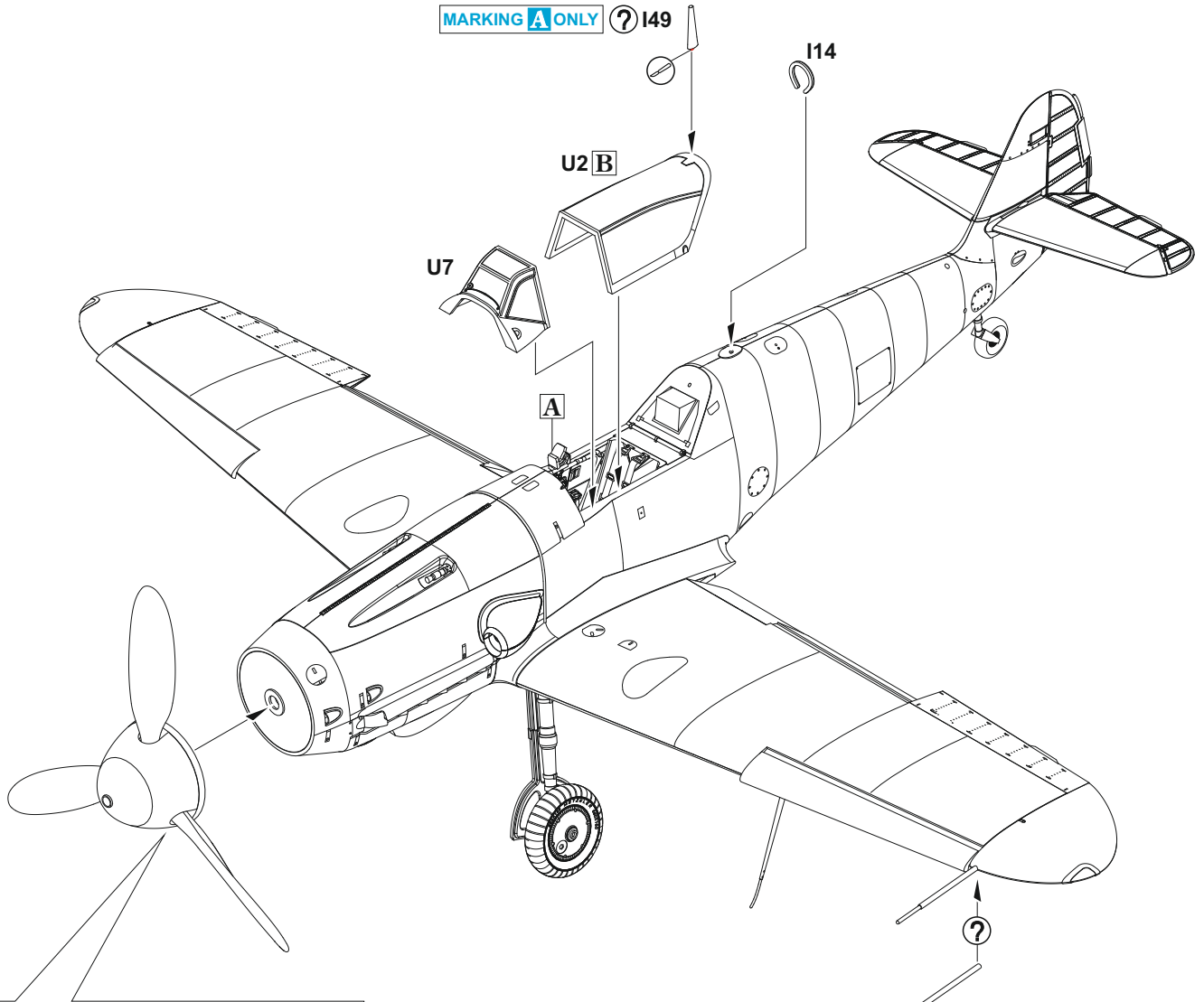
AB22





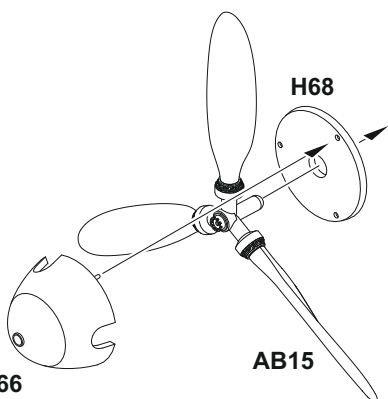
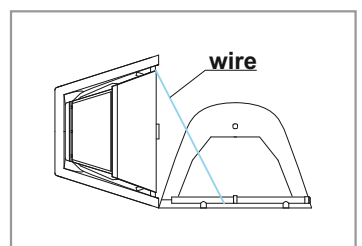
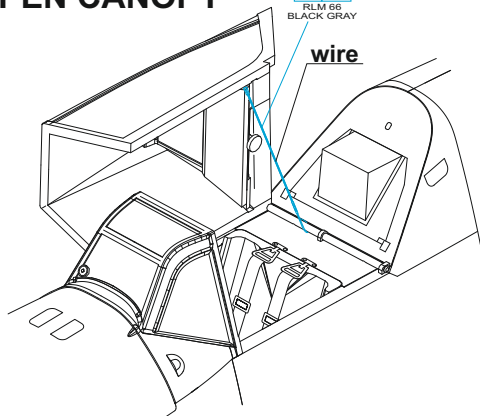
CORRECT POSITION OF RADIATOR FLAPS

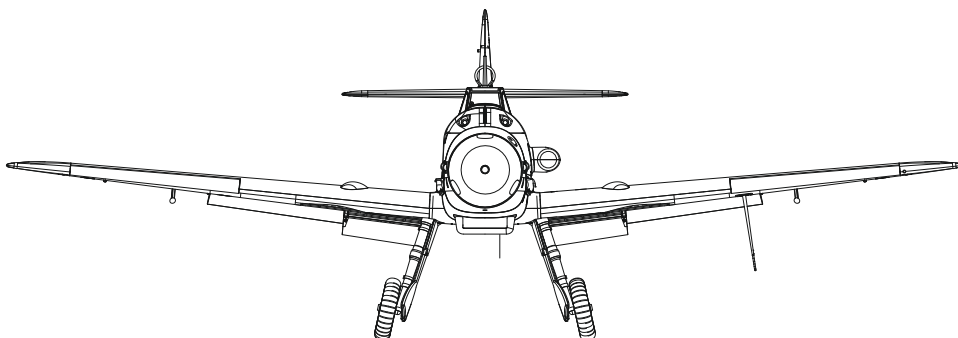
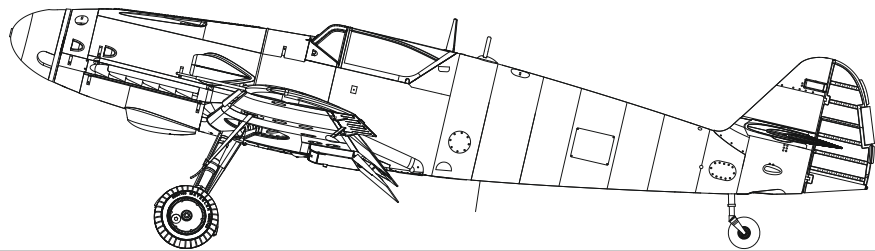
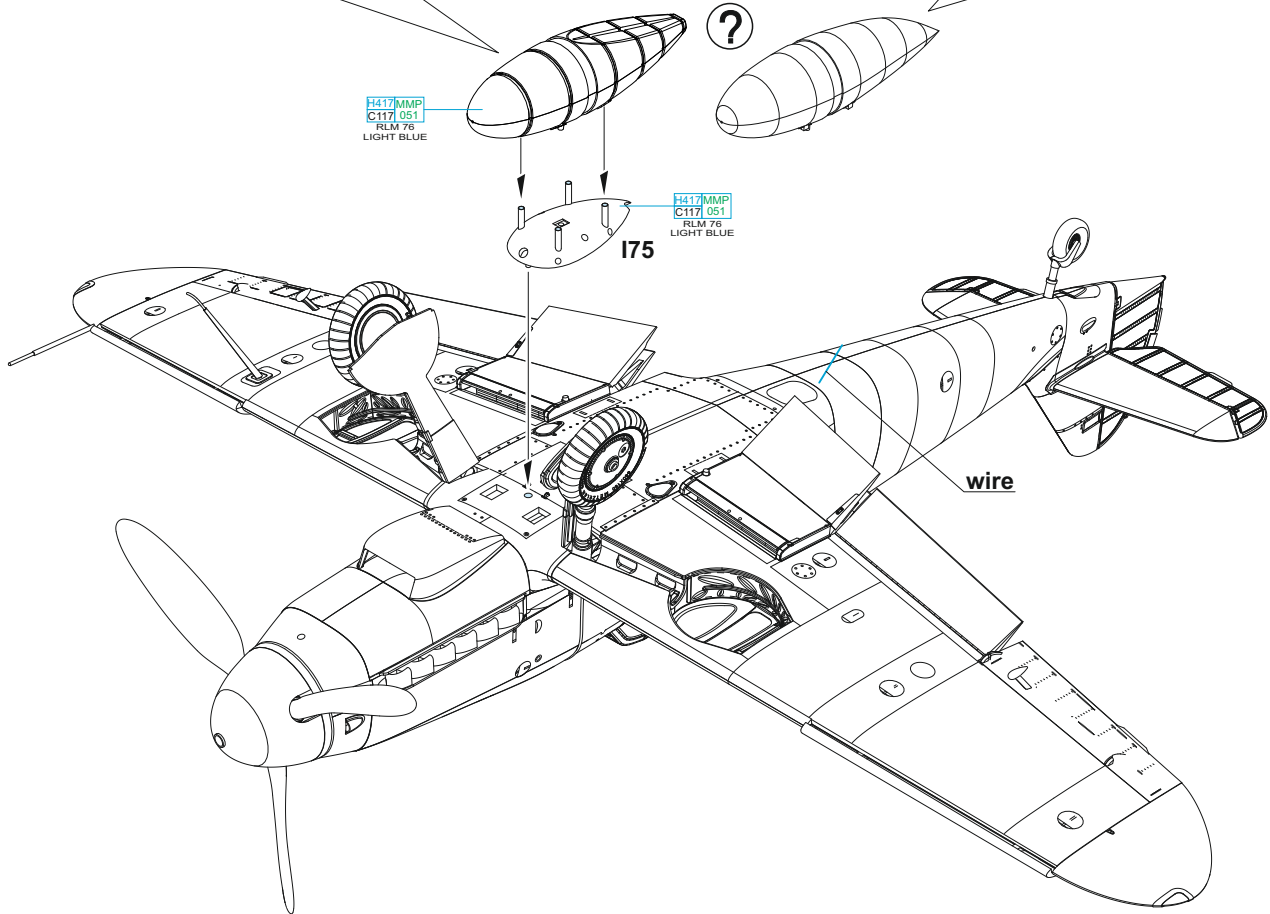
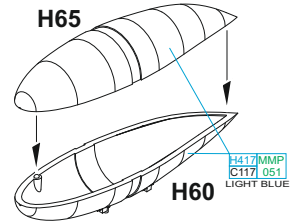
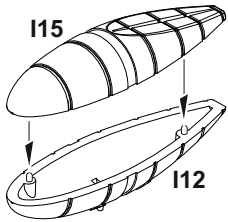


A**B**MARKING **A** ONLY ? I49**OPEN CANOPY**

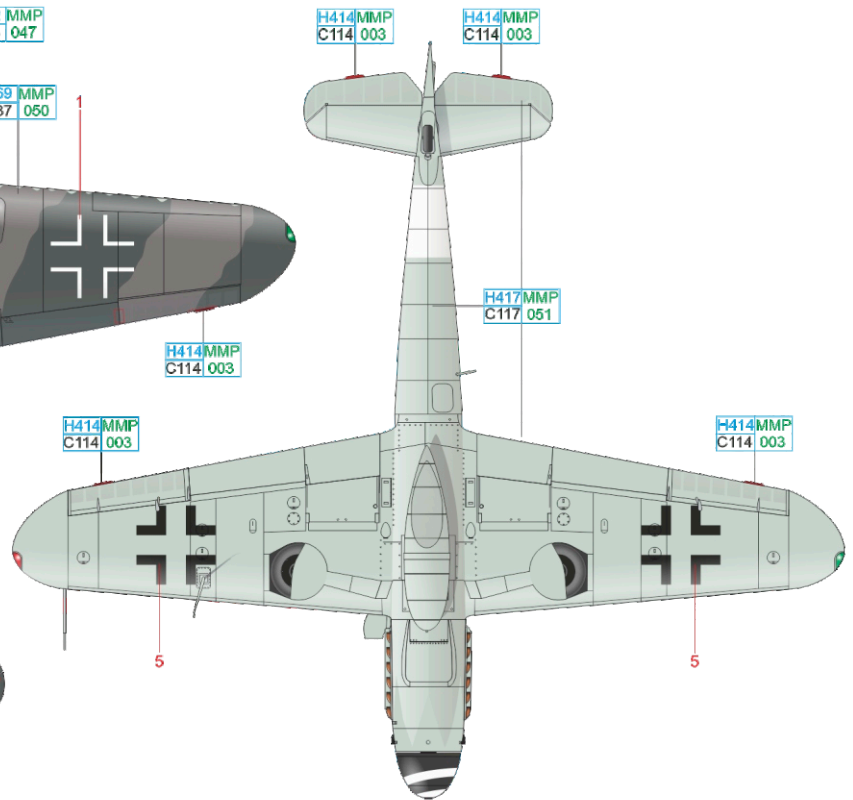
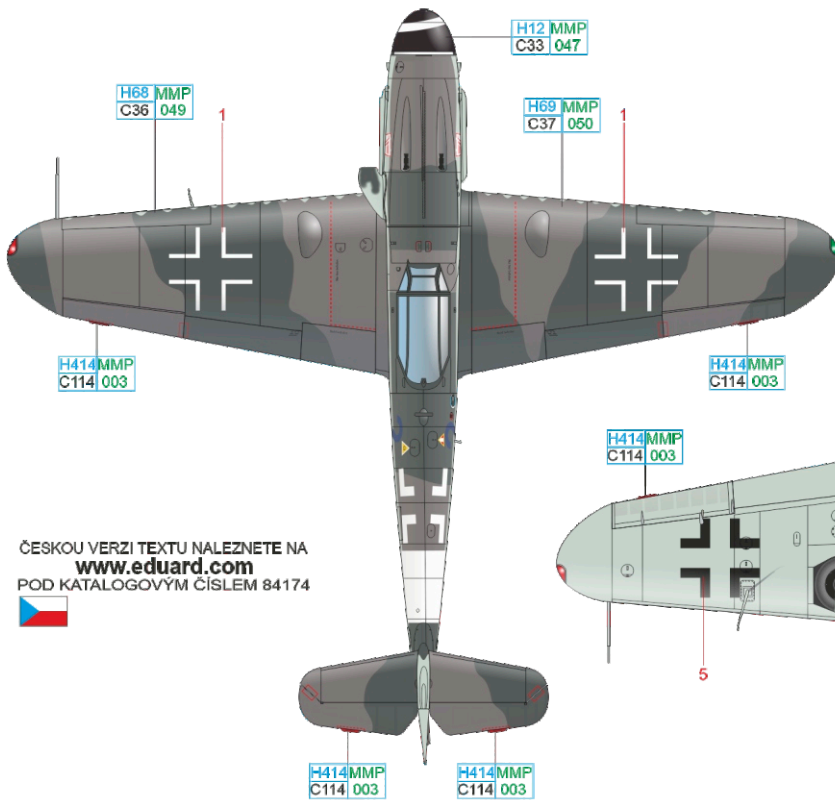
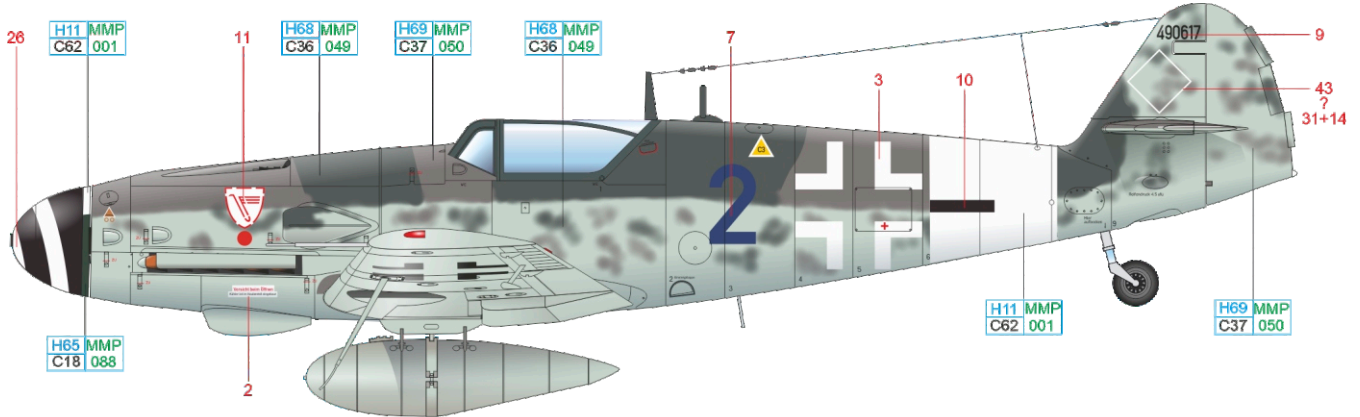
H416 MMP C116 089 RLM 66 BLACK GRAY

wire





On November 2nd, 1944 the whole JG 3 suffered heavy losses during its IV.(Sturm)/JG 3 Sturmjägers' attack on the 91st BG B-17s' formation North-West from Halle. II. Gruppe suffered the heaviest casualties when in a very short period of time it lost fifteen 109s and another eleven were battle-damaged! During the American fighters' attack 12 German pilots were killed. One of the airframes intended to compensate for these losses was this Messerschmitt Bf 109G-10 manufactured by Erla factory in Leipzig marked as blue 2 and assigned to Uffz. Reiher. Additional marking consisted of the unit insignia painted on both sides of the nose and a white band on the rear fuselage indicating JG 3 aircraft's Reich Defense mission.



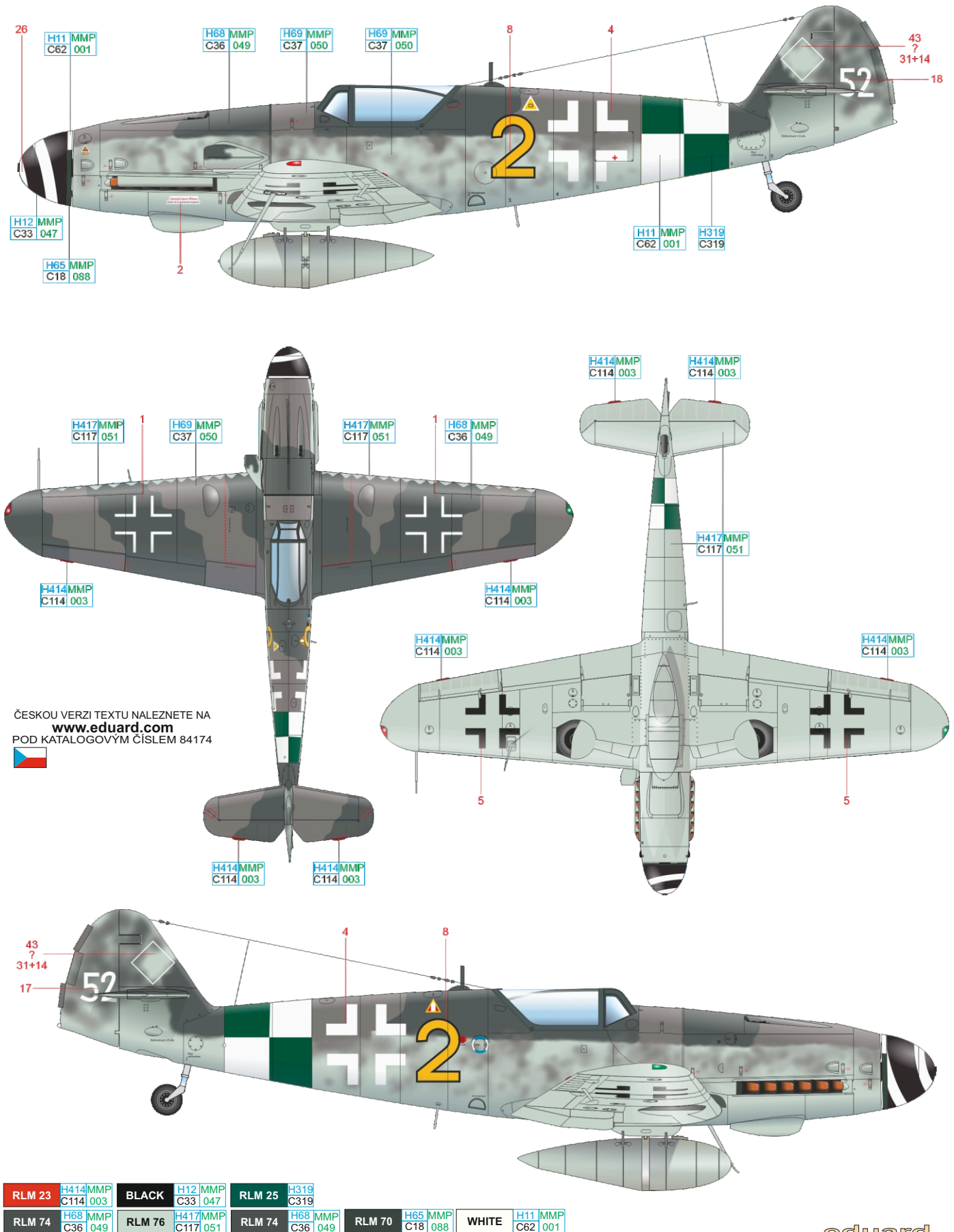
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WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050
		RLM 76	H417 MMP C117 051
		RLM 23	H414 MMP C114 003

B KG(J) 27, Kaufbeuren, Germany, May 1945

In June 1944 Luftwaffe Headquarters made a decision to have all the aviation industry focus on the fighter aircraft production. Consequently, all bomber units' personnel needed new assignment and the Command decided to retrain them as fighters. One of Geschwaders affected by this decision was KG 27. It was renamed KG(J) 27 and re-equipped from Heinkel 111s to Bf 109G and K and Fw 190A. The training was conducted at Wels am Wagram, Raffelding and Horsching airports in the Southern Germany and Austria. After the training was completed, the unit took part in the defense of Germany against the Allied bombing raids originating in Italy. The green-white checkerboard on the rear fuselage indicated KG(J) 27's aircraft tasked with the Reich Defense mission. The aircraft still carried the number 52 on the rudder painted by brush. This was the marking of the unit tasked with fighters delivery to the combat units.

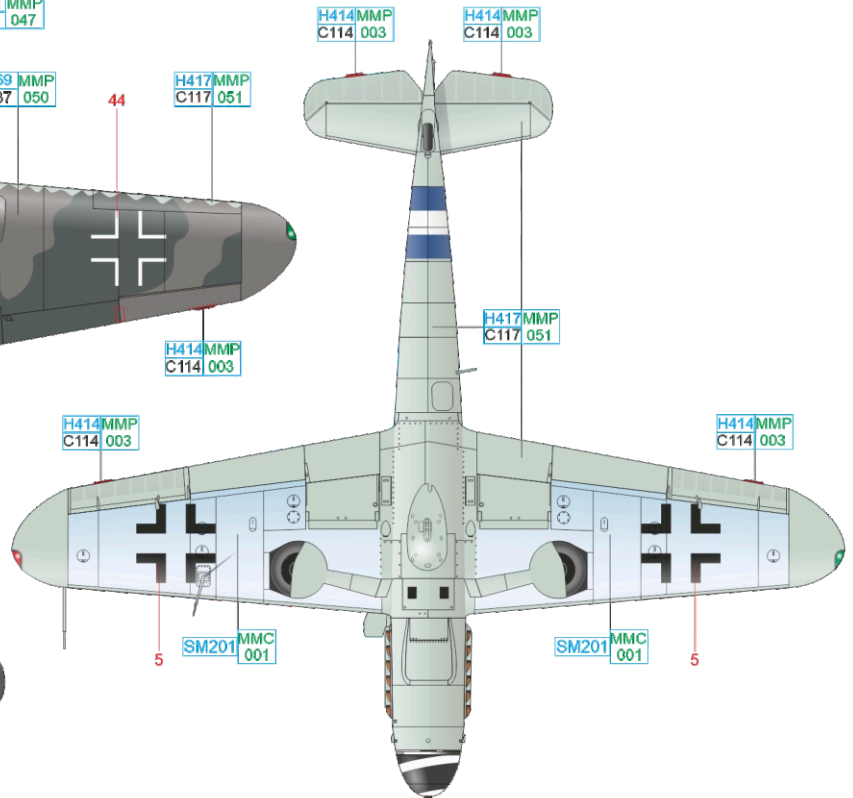
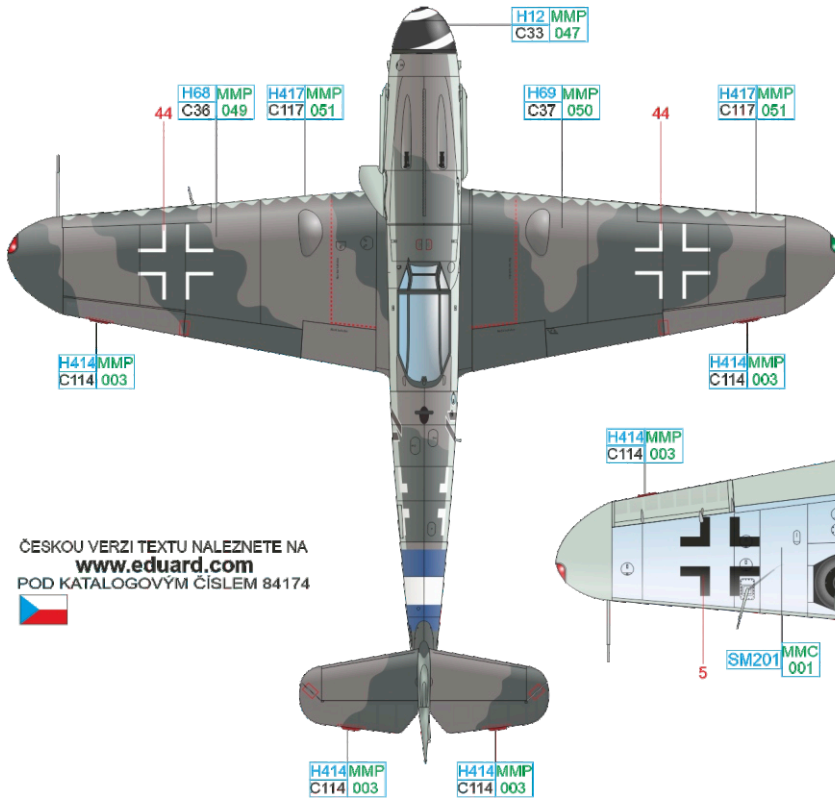
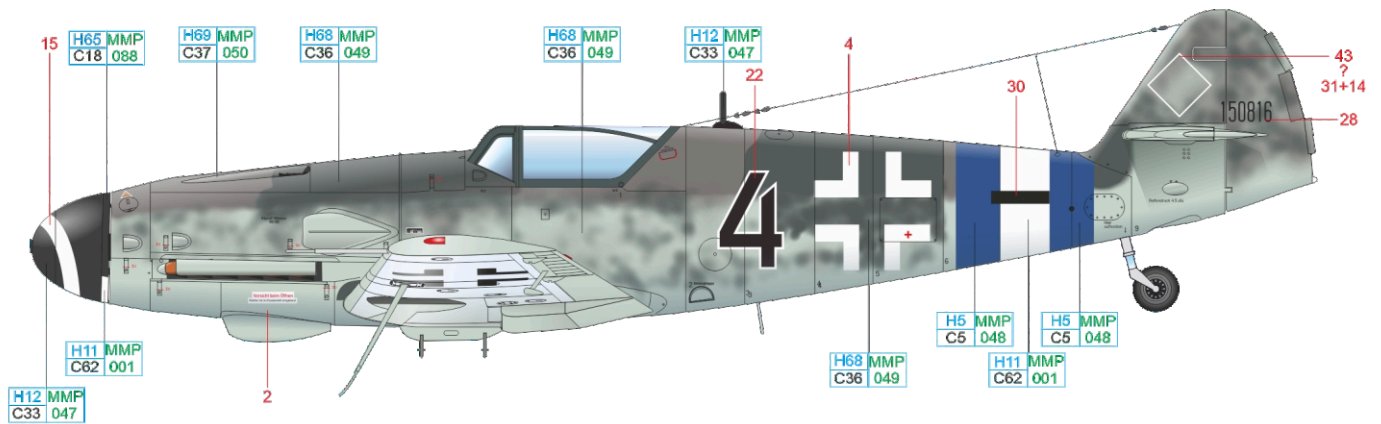


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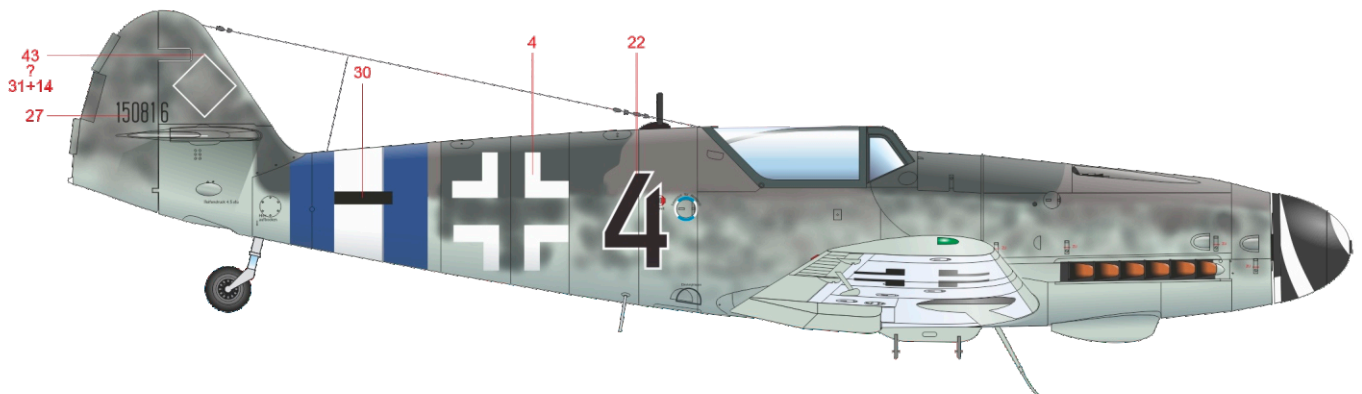


RLM 23	H414MMP C114 003	BLACK	H12 MMP C33 047	RLM 25	H319 C319
RLM 74	H68 MMP C36 049	RLM 76	H417MMP C117 051	RLM 74	H68 MMP C36 049
				RLM 70	H65 MMP C18 088
				WHITE	H11 MMP C62 001

Which Luftwaffe unit did this aircraft belong to remains uncertain. Some researchers assign it to JG 2, others to JG 51 and yet others, to JG 300 because the photographs clearly show the Reich Defense markings consisting of three bands. None of the JG 2 Gruppen operated Messerschmitt Bf 109G in 1945 and the aircraft from II./JG 51 we marked differently. The Bad Langensalza airport is rather far away for the JG 51 area of operation in 1945. Owing to the fact that this airport was located in the JG 300 operational area this aircraft most likely belonged to III./JG 300. The horizontal stripe after the fuselage cross is raising another question because II./JG 300 operated Fw 190s. One of the possible explanations is the acceptance of this aircraft by another unit whose mechanics painted the horizontal stripe on the fuselage.



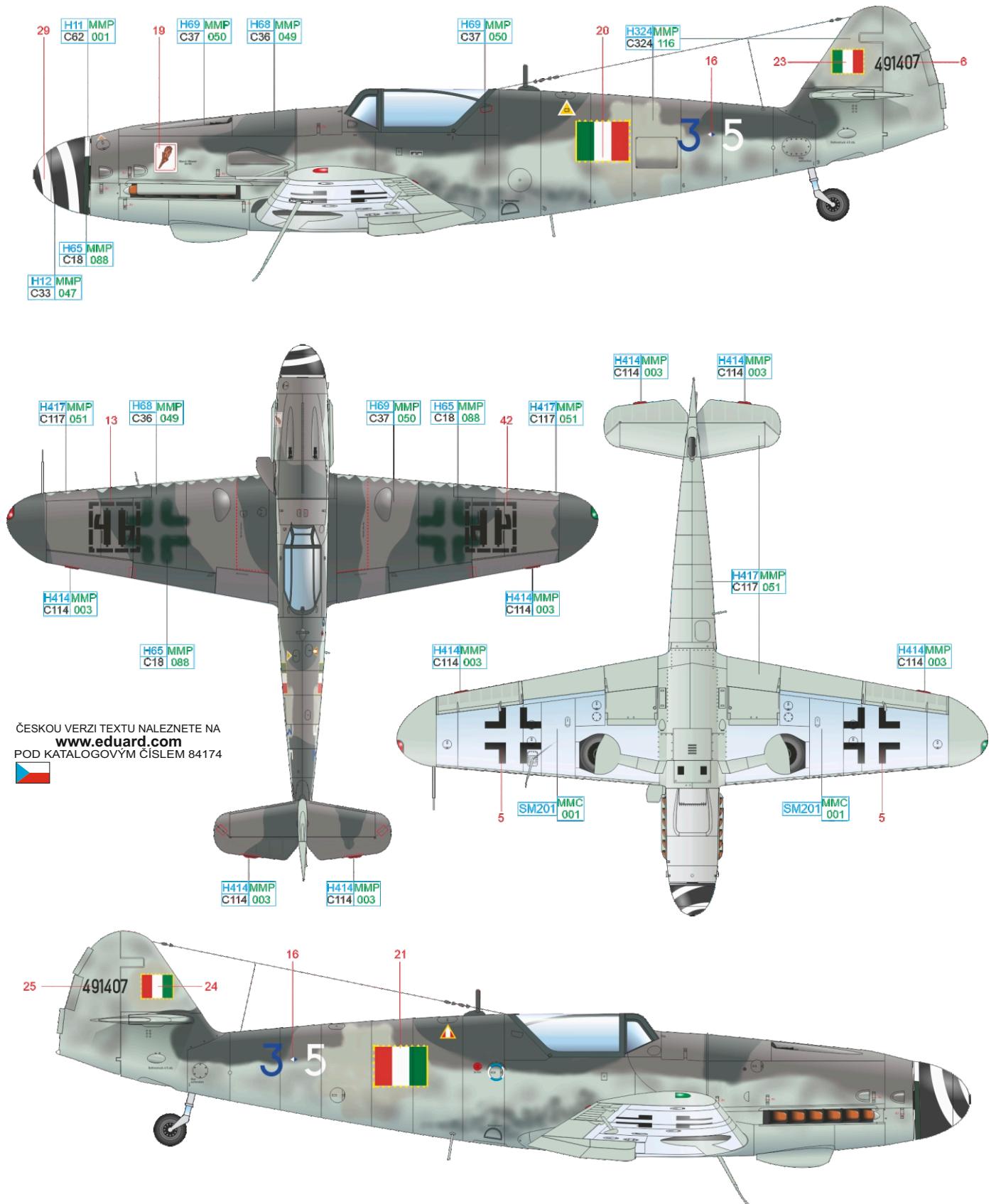
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WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047	RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051	BLUE	H5 MMP C5 048
						SUPER FINE SILVER	SM201 MMC 001

D WNr. 491407, Capt. Cesare Marchesi, 3° squadriglia, 1° Gruppo Caccia, Aeronautica Nazionale Repubblicana, Lonate Pozzolo, Italy, March 1945

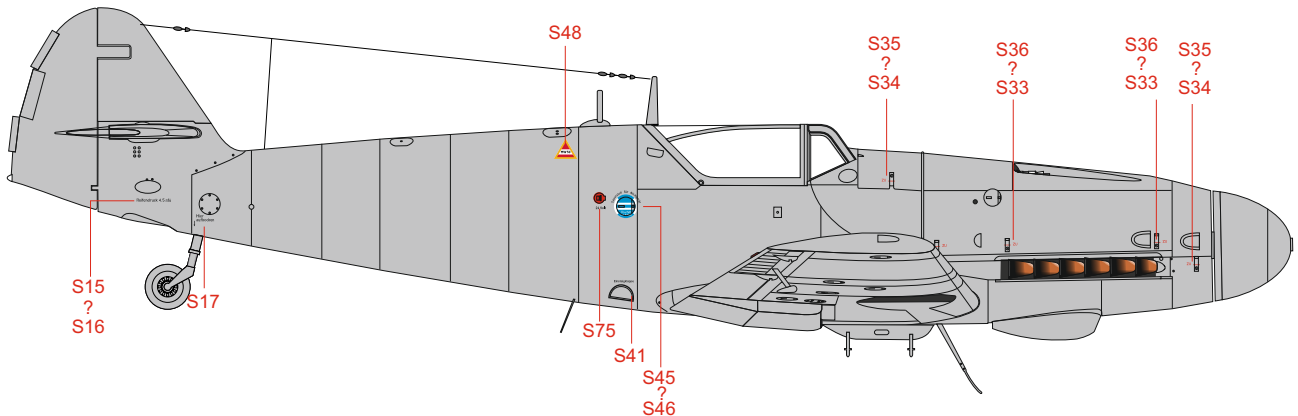
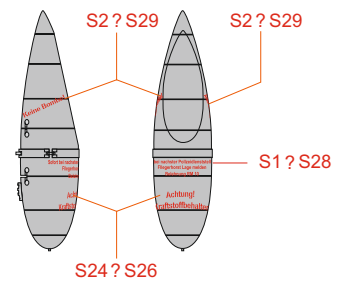
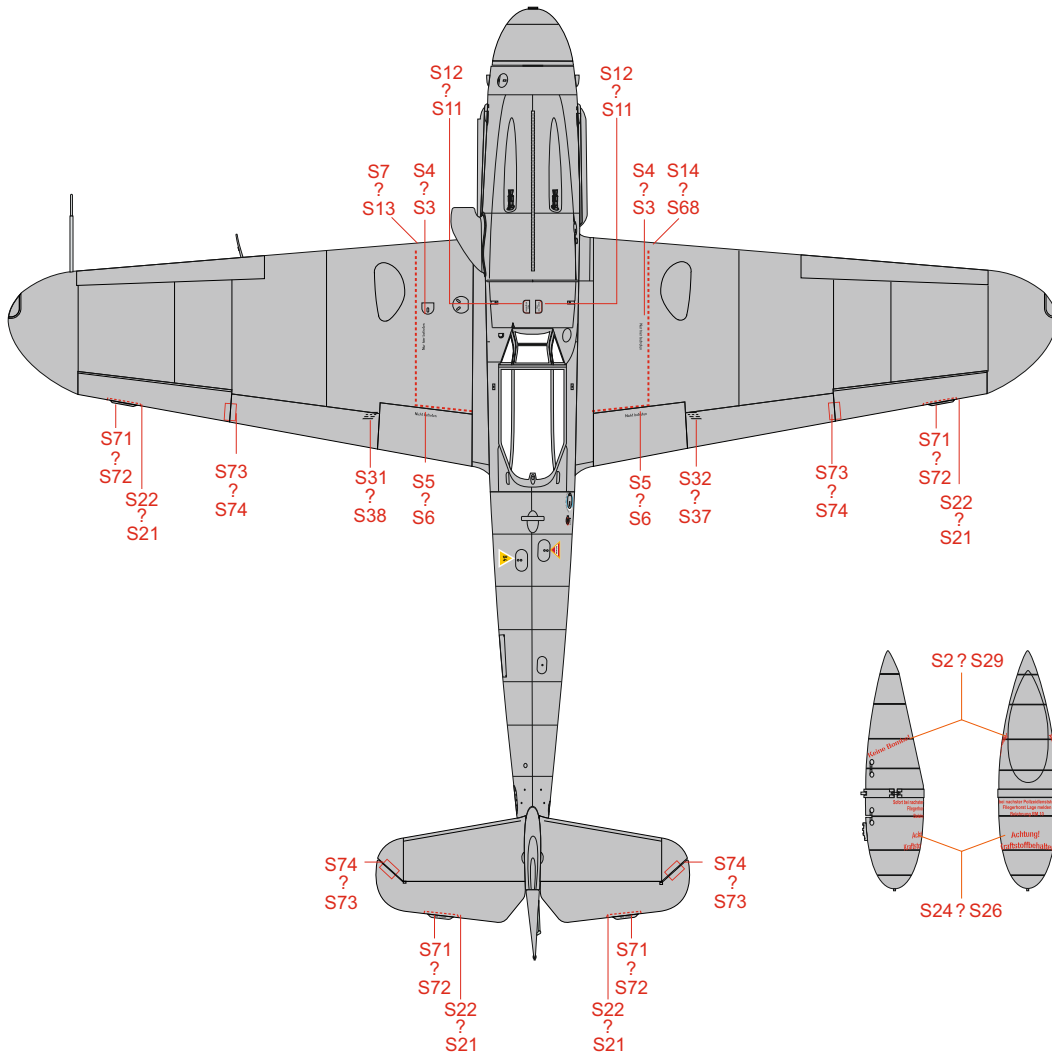
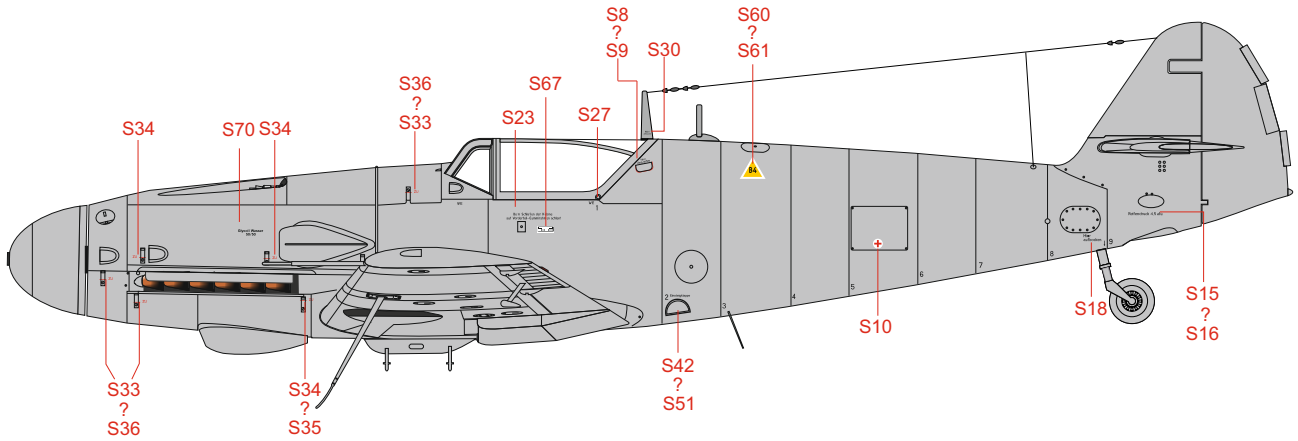
After declaration of the Italian Social Republic on September 18th, 1943, a puppet state on the German armed forces occupied territory, and under the leadership of Benito Mussolini, Germany allowed this state to form the army in the strength of four divisions. Its aviation component, named Aeronautica Nazionale Repubblicana, consisted of two fighter groups (Gruppo Caccia), a group of torpedo bombers (Gruppo Aerosiluranti Buscaglia) and several transport flights. 1° Gruppo Caccia (Asso di Bastoni) initially flew Macchi C.205 but from November 1944 till February 1945 went through the transition training on Messerschmitt 109 in Holzkirchen, Germany. In February the unit received Messerschmitts 109 of the versions G-10 (manufactured by Erla factory in Leipzig), G-14 and G-14/AS and several K-4s. The original German markings were oversprayed in Italian colors and the aircraft received the Italian markings. The German iron crosses were left on the wing underside surfaces. There was a 1° Gruppo insignia painted on the fuselage nose's port side.



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WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047	RLM 70	H65 MMP C18 088	RLM 23	H414 MMP C114 003
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051	SUPER FINE SILVER	SM201 MMC 001
						GRIGIO AZURRO CHIARO 1	H324 MMP C324 116



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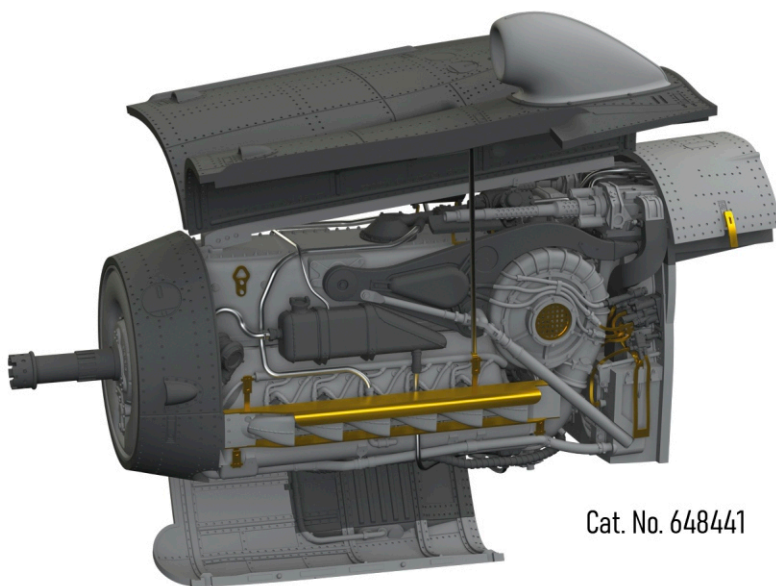
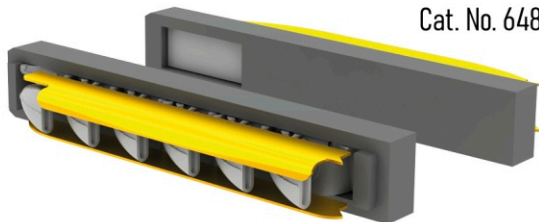
Bf 109G-10 Erla 1/48

- FE910 Bf 109G seatbelts STEEL (PE-Set)
- FE1191 Bf 109G-10 ERLA Weekend (PE-Set)
- 481006 Bf 109G-10 Erla (PE-Set)
- 644004 Bf 109G-10 LööK (Brassin)
- 644045 Bf 109G-10 w/ early wheels LööKplus (Brassin)
- 648239 Bf 109G-6 radio compartment (Brassin)
- 648247 Bf 109G exhaust stacks (Brassin)
- 648261 Bf 109G-6 wheels (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE (Brassin)
- 648310 Bf 109G control surfaces (Brassin)
- 648422 Bf 109G-10 cockpit (Brassin)
- 648441 Bf 109G-10 engine (Brassin)
- EX608 Bf 109G-10 (Mask)
- EX609 Bf 109G-10 TFace (Mask)

Cat. No. 644004

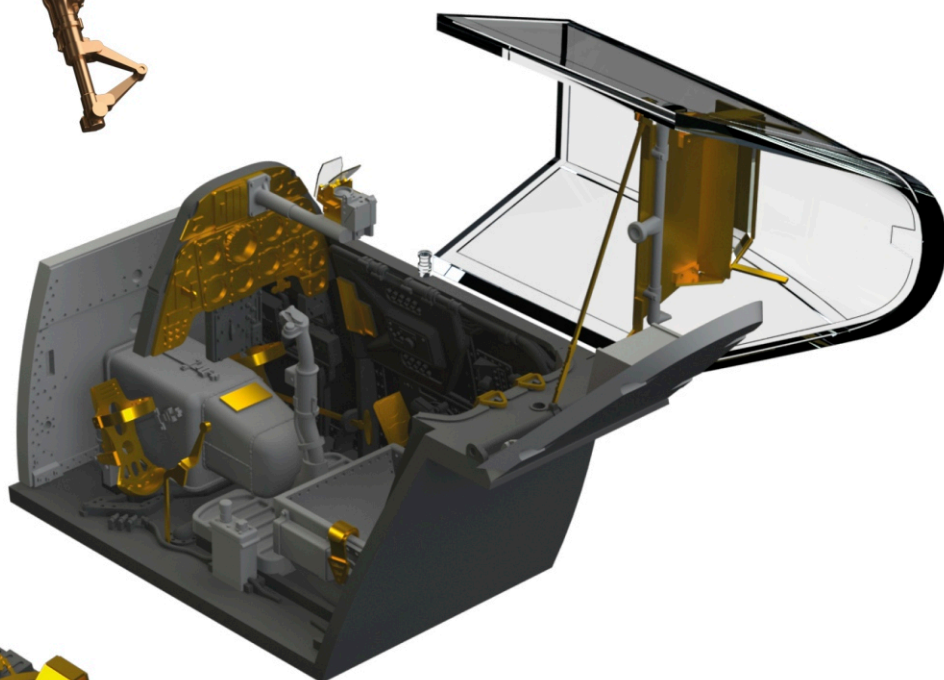


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Cat. No. 648441

Cat. No. 648309



Cat. No. 648422

