

Bf 109F-2

eduard

GERMAN WWII FIGHTER

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#82115



INTRO

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 outlined 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 hub, 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, re-engined Bf 109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the state that developed it.

ÚVODEM

Žádný jiný stroj německé Luftwaffe není výrazněji spojen s jejím vzestupem a pádem ve 2. světové válce, než stíhací Messerschmitt Bf 109. Letoun, který svou koncepcí výrazně předběhl dobu, ve které vznikl, se stal tahounem stíhacího letectva od prvních válečných konfliktů nacistického Německa, až do jeho hořkého konce. Historie letounu se začíná v období let 1934-35, kdy Říšské ministerstvo letectví formulovalo specifikace zakázky na vývoj jednomotorové jednoplošné stíhačky. Projektu se zúčastnily firmy Arado, Heinkel, Focke-Wulf a Bayerische Flugzeugwerke. V poslední jmenované působil na postu technického ředitele profesor Willy Messerschmitt, jehož popularita se nesla na vině úspěchu nedávno dokončeného kurýrního Bf 108. Jeho cílem bylo vytvořit letoun s co nejvyšším poměrem výkonu k celkové hmotnosti, velikosti a aerodynamickým vlastnostem. V průběhu následujících měsíců vzniklo několik prototypů, které sloužily zejména ke zkušebním a dalšímu vývoji. Letoun byl poměrně malý, oproti stávajícím zvyklostem relativně jemný, s revolučními konstrukčními prvky jako byla dolnokřídla koncepce, použití zatahovacího podvozku, křídlo s velmi štíhlým profilem, pohyblivé sloty, vztlakové klapy, zbraně střelící osou vrtule, atd.

Dokonce uzavíratelný překryt kabiny nebo skořepinová konstrukce nebyly čtyři roky před začátkem 2. světové války tak obvyklým jevem, jak by se z dnešního pohledu mohlo zdát. Bf 109 byl již z počátku svého vývoje, i přes problémy s pohonnou jednotkou, velmi nadějným projektem. Problémy s pohonem vyřešila až zástavba motoru DB 601. Ten je spolu s pozdějším DB 605 neodmyslitelně spojen s úspěchy Bf 109. Řadový invertní dvanáctiválec do V poháněl několik desítek tisíc vyprodukovaných „stodevíték“ ve více než 25 verzích a variantách. K prvnímu bojovému nasazení tří zkušebních kusů Bf 109 došlo za občanské války ve Španělsku, kam byly odeslány v prosinci 1936. Stroje z předseriesové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazení u 2./J.88 Legion Condor začaly dostávat i sériové stroje varianty Bf 109B-1. Snaze Německa ukázat svou leteckou sílu potenciálním protivníkům napomáhala i sportovní klání. Triumf letounů Bf 109 na leteckém mítinku v Curychu v létě 1937 byl doplněn o několik měsíců později ustanovením rychlostního rekordu 610,95 km/h. Ve velmi krátkých časových úsecích následovaly verze C, D a E. Přesto však doplňování nových strojů k bojovým útvarům nepokračovalo tempem, který by si velení mohlo přát. Ještě v srpnu roku 1938 tvořila výzbroj letouny Bf 109 méně než polovinu z 643 stíhačů první linie. Ovšem během následujících měsíců roku se tempo dodávek k bojovým útvarům zrychlilo. V okamžik předpadení Polska (kterého se však zúčastnilo jen o málo více než dvě stě Bf 109) tak Luftwaffe disponovala zajisté nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou i množství převahou tak stíhací část Luftwaffe absolvovala polskou kampaň, první obranu Vaterlandu, Blitzkrieg proti západu i bitvu o Francii. S jednou nohou vykročenou přes kanál La Manche zahájila Luftwaffe v letních měsících roku 1940 útoky na Británii. V tu dobu se mj. projevil jeden vážný nedostatek Bf 109 - nepřipravenost konstrukce stroje na nesení přídavné nádrže, která by zvýšila dolet letounu při doprovodu bombardérů nad Británií. Tato zdánlivá maličkost byla jedním z faktorů, které zapříčinily porážku Luftwaffe v Bitvě o Británii. Zkušenosti z bojů v r. 1940 napomohly při vývoji verze F, která se začala k bojovým útvarům dostávat během předjaří 1941. Elegance Bf 109 u „Friedricha“ dosáhla vrcholu. Po bojích nad Kanálem a severní Francií, spíše již defenzivního charakteru, se Bf 109F zapojily i do útočných akcí, a to zejména při operaci Barbarossa na východě nebo v severní Africe. Do pozdějších úkolů Jagdwaaffe ve druhé fázi války na východě i do obrany Říše v letech 1943 - 1945 se zapojovaly především Bf 109 verze G a v posledních měsících války pak také verze K. Ačkoli na konci války bylo jasné, že koncepce letounu Bf 109 se po deseti letech služby dostala na hranici možností, po celou dobu své bojové činnosti dokázaly jednotlivé varianty držet krok se svými stíhacími protivníky. Kromě svého prioritního určení stíhacího letounu se Bf 109 objevily i v rolích stíhací-bombardovací, průzkumná, noční stíhací, palubní stíhací, cvičné nebo jako rammjäger.

Nebe se pro Bf 109 nezavřelo ani po skončení války. Několik strojů sloužilo až do roku 1949 ve Švýcarsku, mnohé létaly v balkánských zemích, v osvobozeném Československu, a to jak v původní podobě s motory DB 605, tak v přestavěné variantě s motory Jumo 211. Zejména tyto stroje později tvořily základ letectva bráničného svobodou nově budovaného státu Izrael. Finsko zrušilo Bf 109 až v roce 1954 a Španělsko vyřadilo své HA-1109 a 1112 dokonce až v roce 1967.

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
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

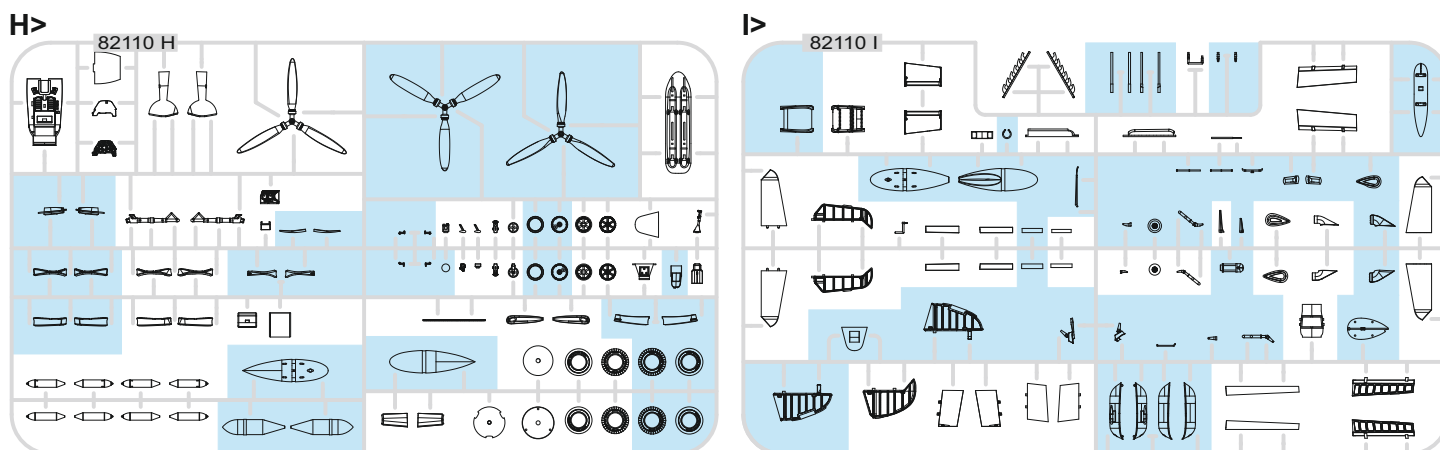


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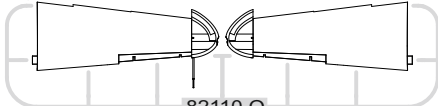


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PLASTIC PARTS

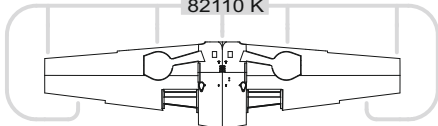


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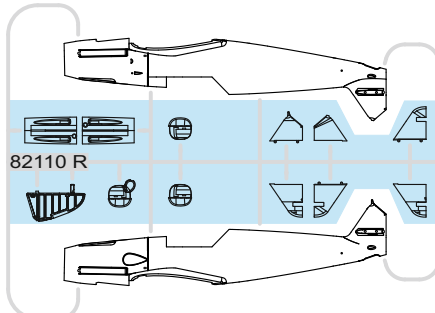
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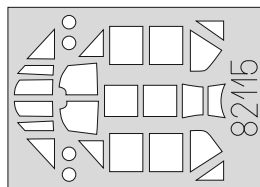


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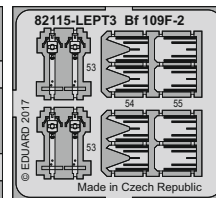
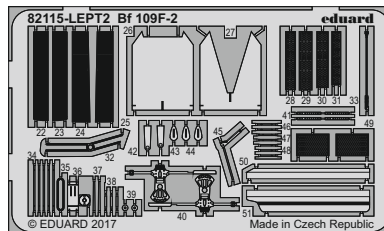
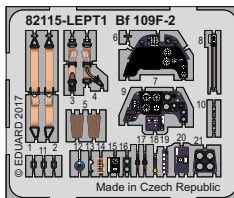
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82110 Z

eduard
MASK

PE - PHOTO ETCHED DETAIL PARTS



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

COLOURS



BARVY



FARBEN



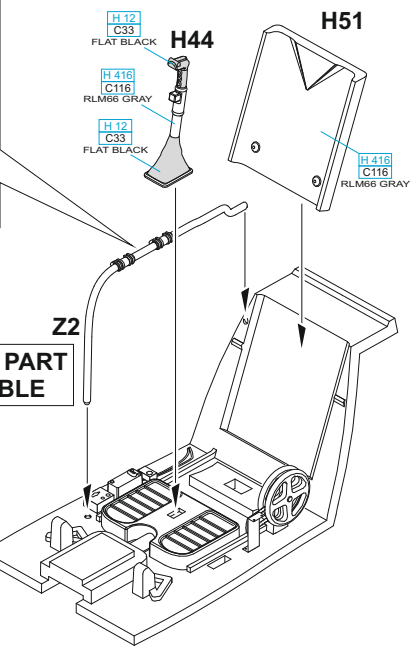
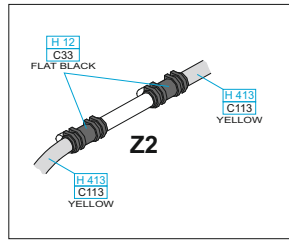
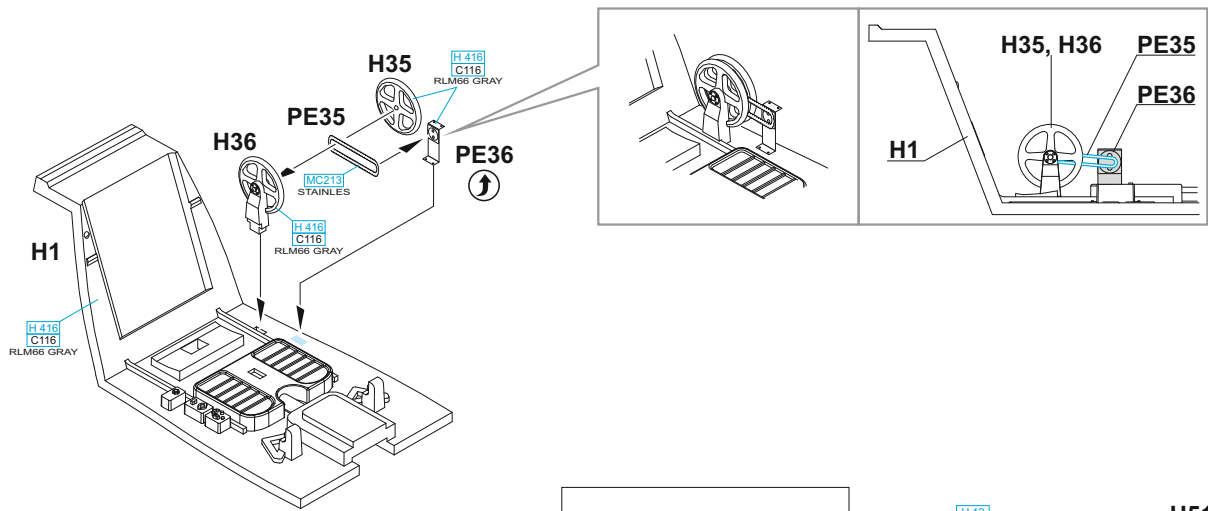
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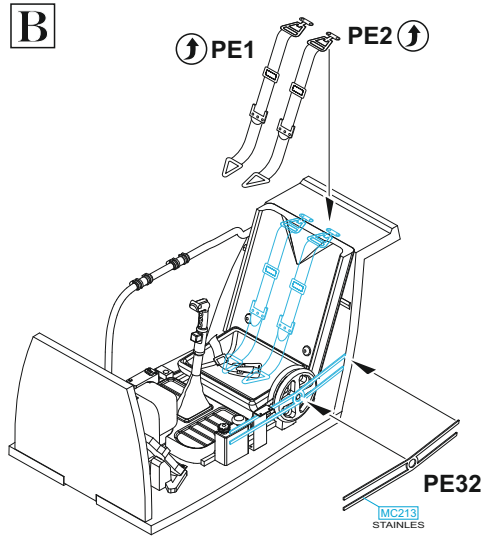
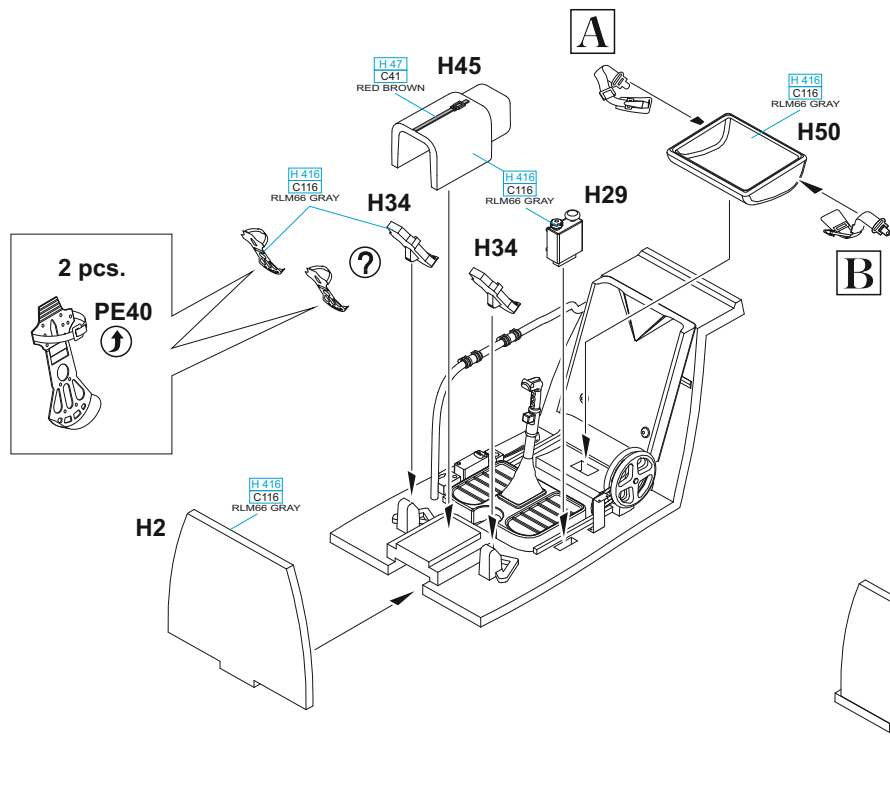
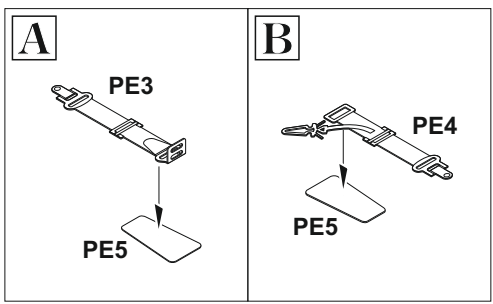
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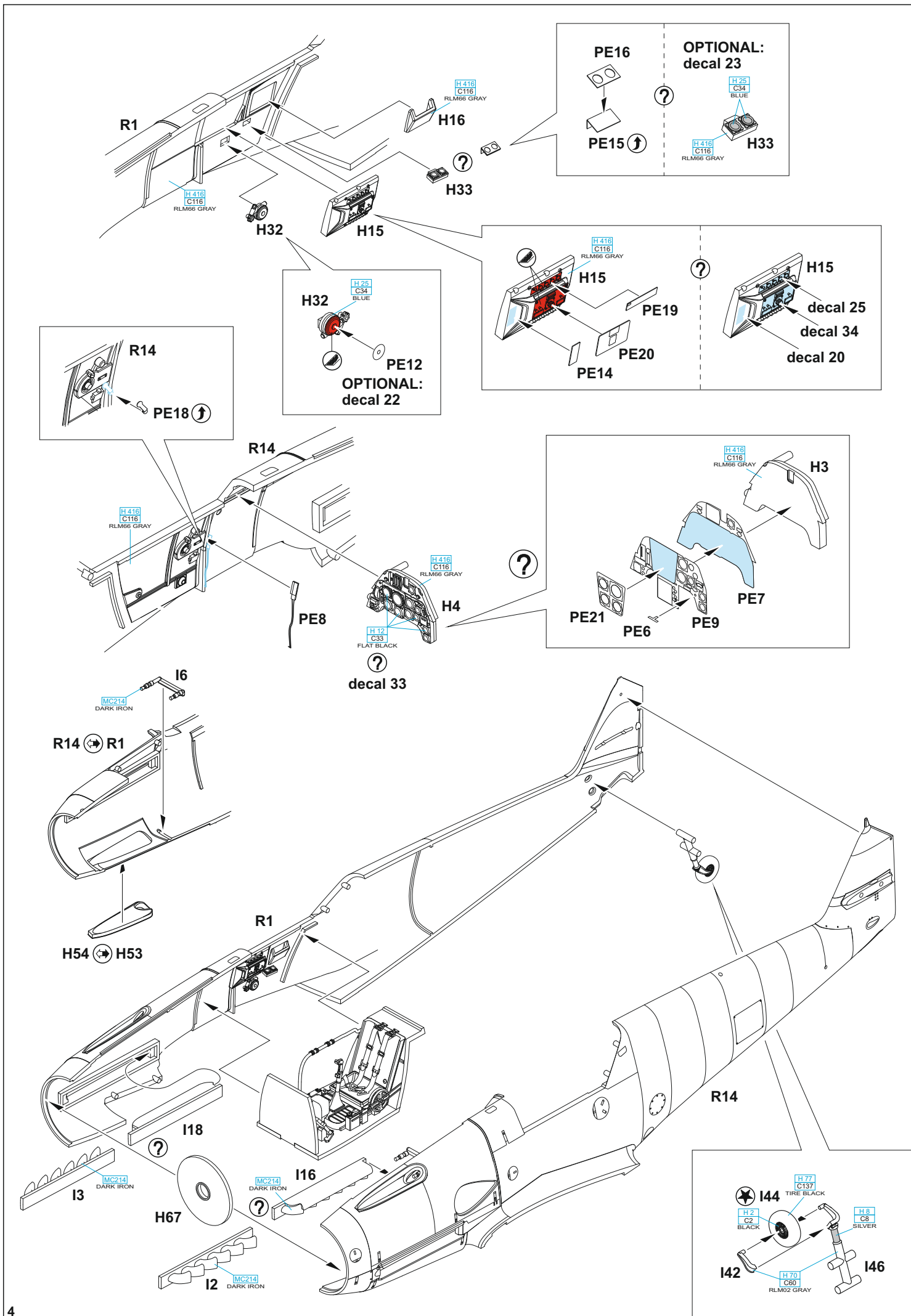
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AQUEOUS	Mr.COLOR		
H 2	C2	BLACK	
H 6	C6	GREEN	
H 8	C8	SILVER	
H 11	C62	WHITE	
H 12	C33	FLAT BLACK	
H 25	C34	SKY BLUE	
H 47	C41	RED BROWN	
H 51	C11	LIGHT GULL GRAY	RLM70
H 65	C18	BLACK GREEN	RLM74
H 68	C36	DARK GRAY	RLM75
H 69	C37	GRAY	

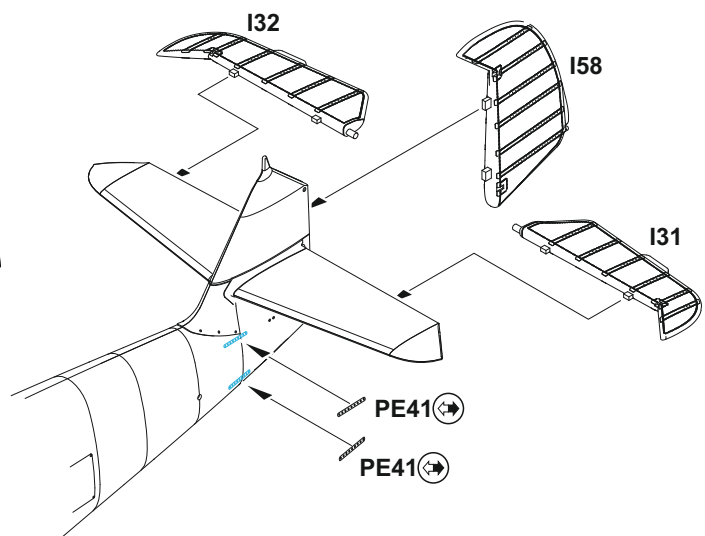
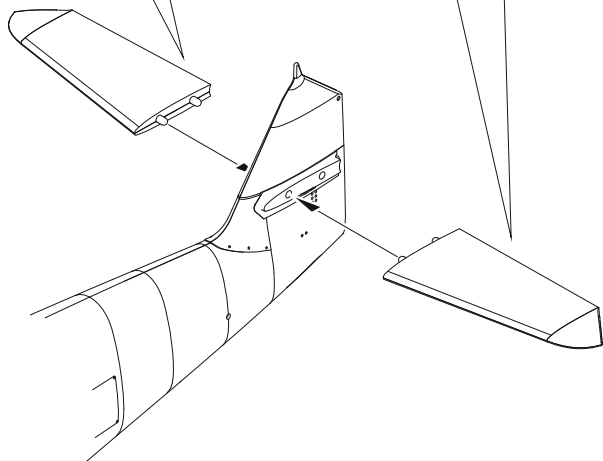
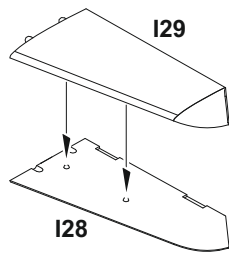
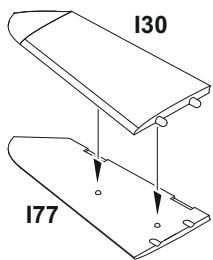
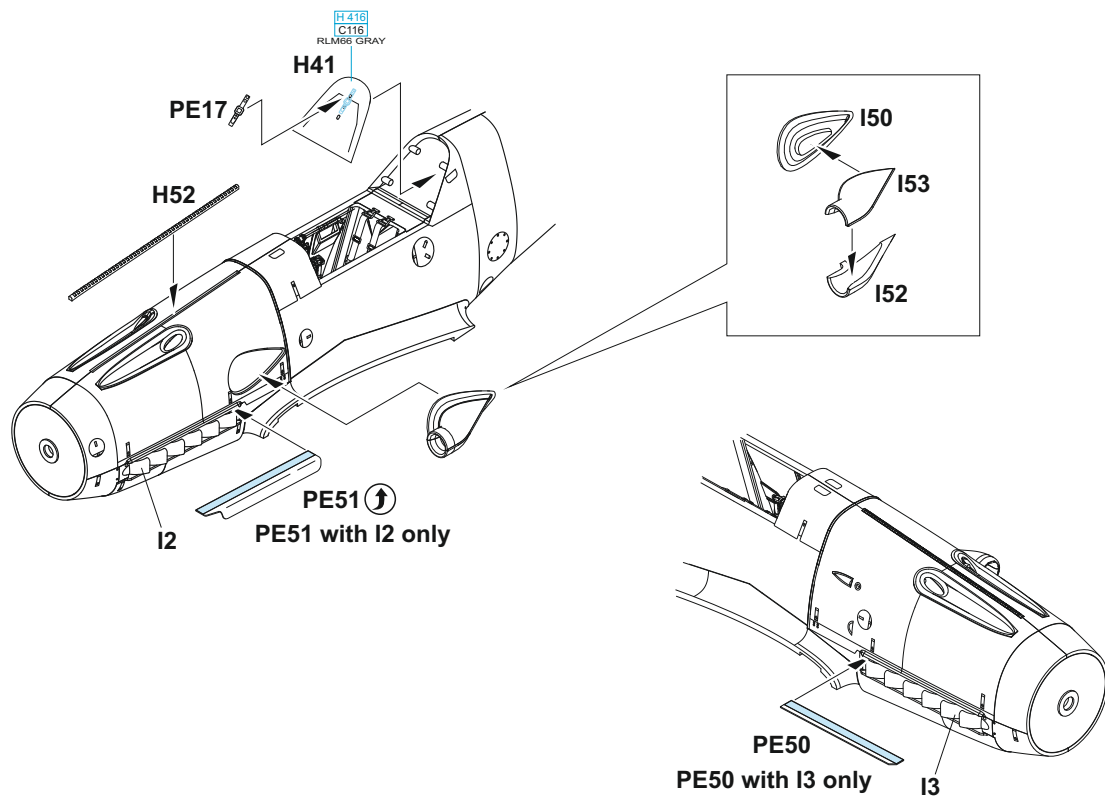
AQUEOUS	Mr.COLOR		
H 70	C60	GRAY	RLM02
H 77	C137	TIRE BLACK	
H 80	C54	KHAKI GREEN	
H 90	C47	CLEAR RED	
H 94	C138	CLEAR GREEN	
H 413	C113	YELLOW	RLM04
H 414	C114	RED	RLM23
H 416	C116	BLACK GRAY	RLM66
H 417	C117	LIGHT BLUE	RLM76
Mr.METAL COLOR			
MC213		STAINLESS	
MC214		DARK IRON	

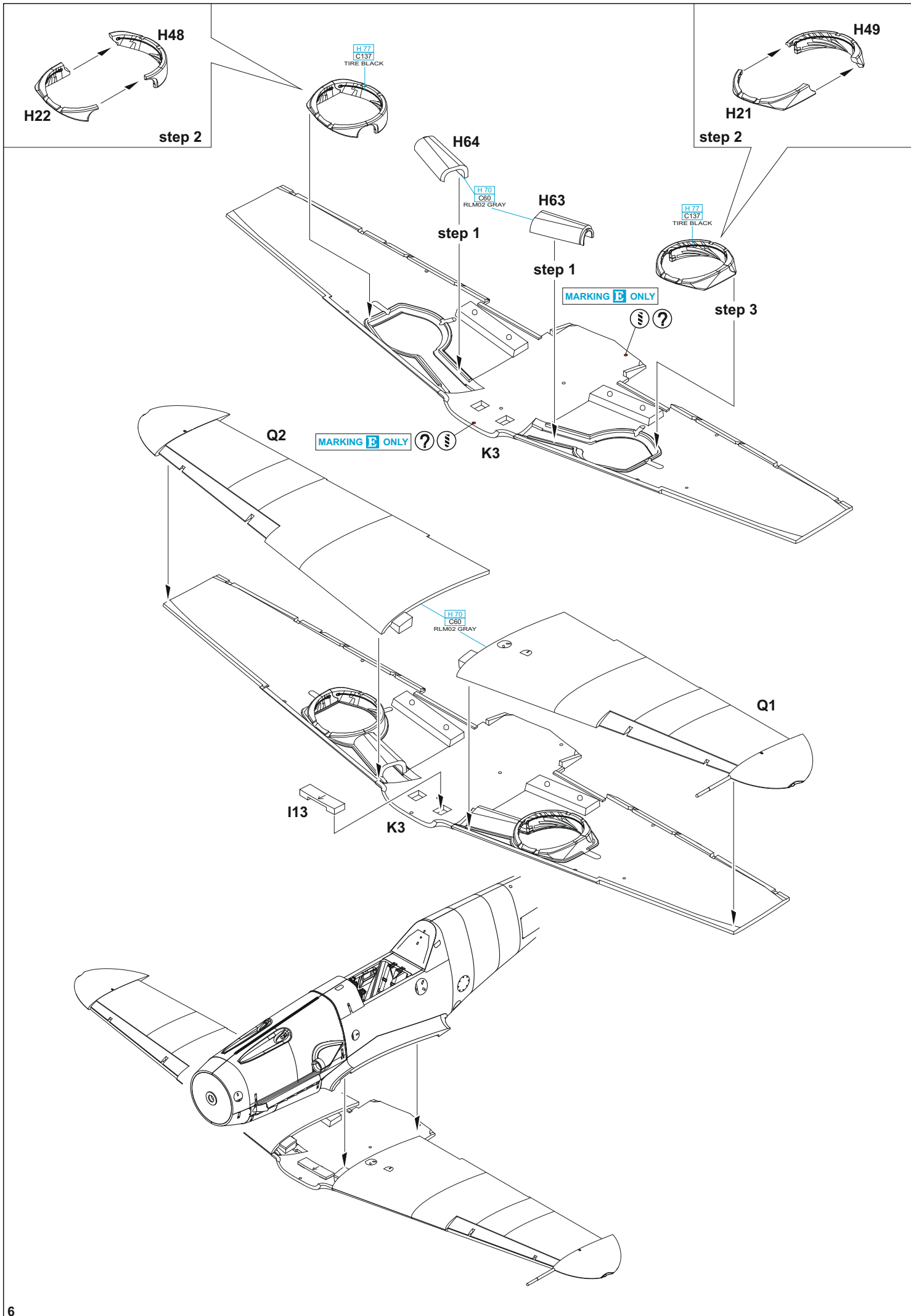


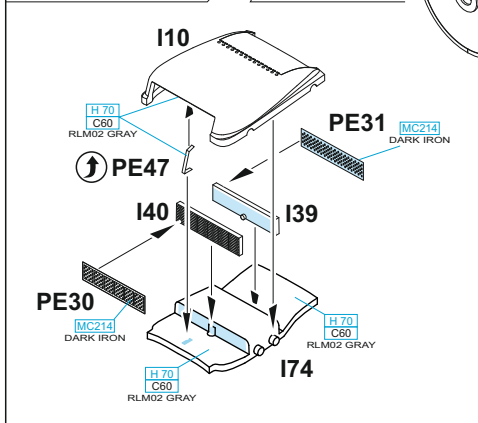
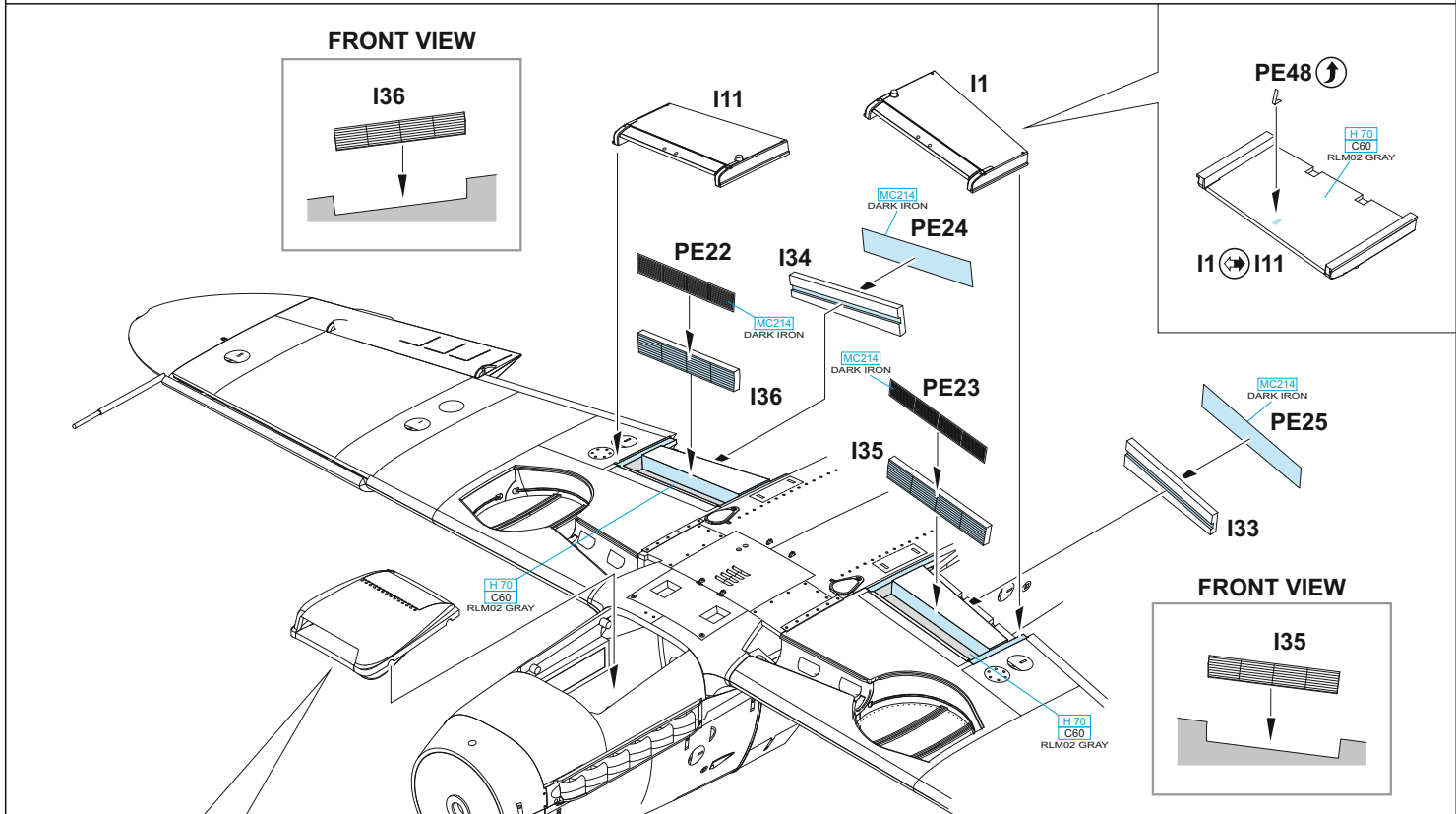
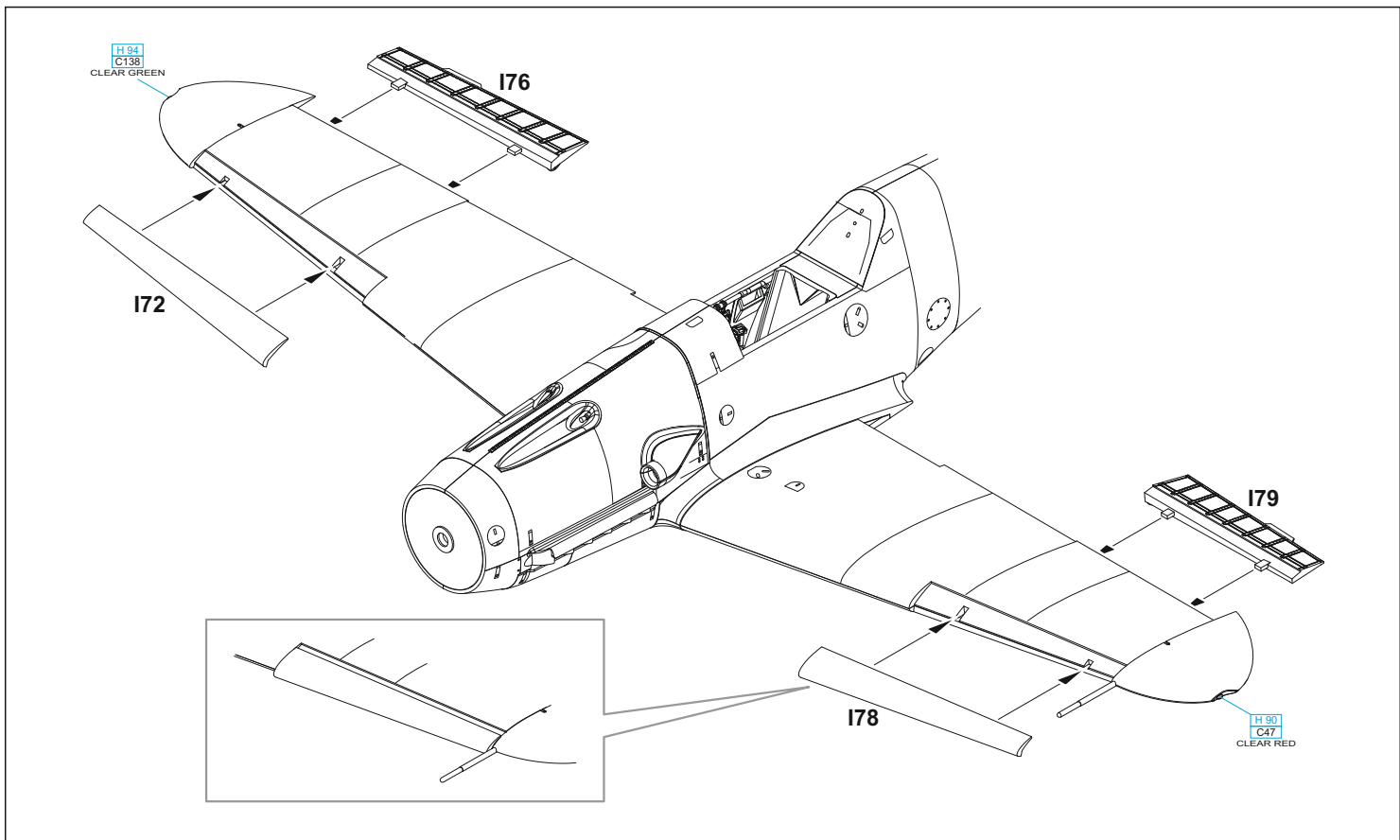
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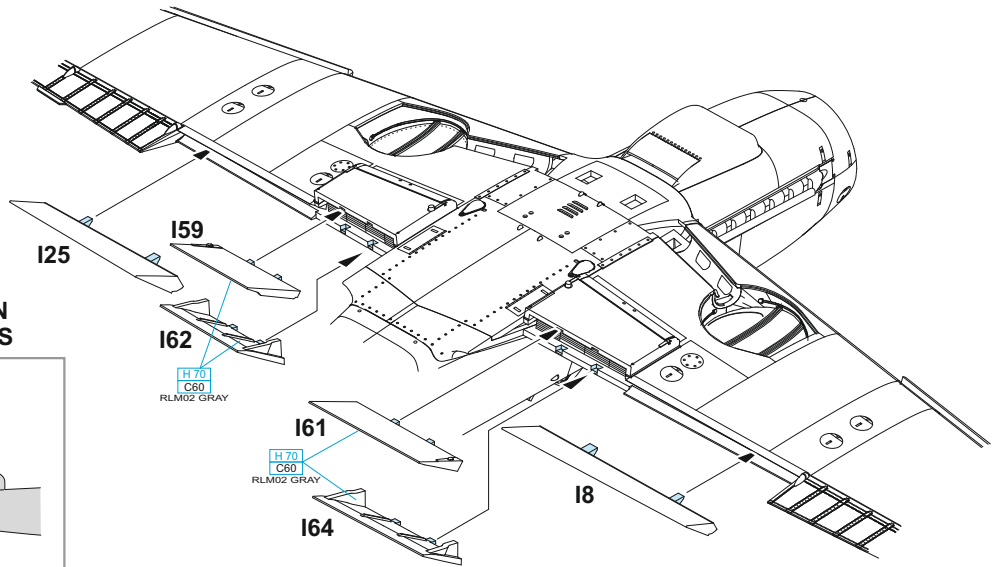




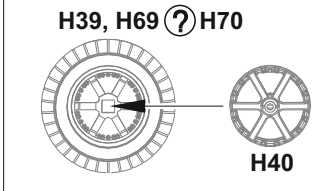
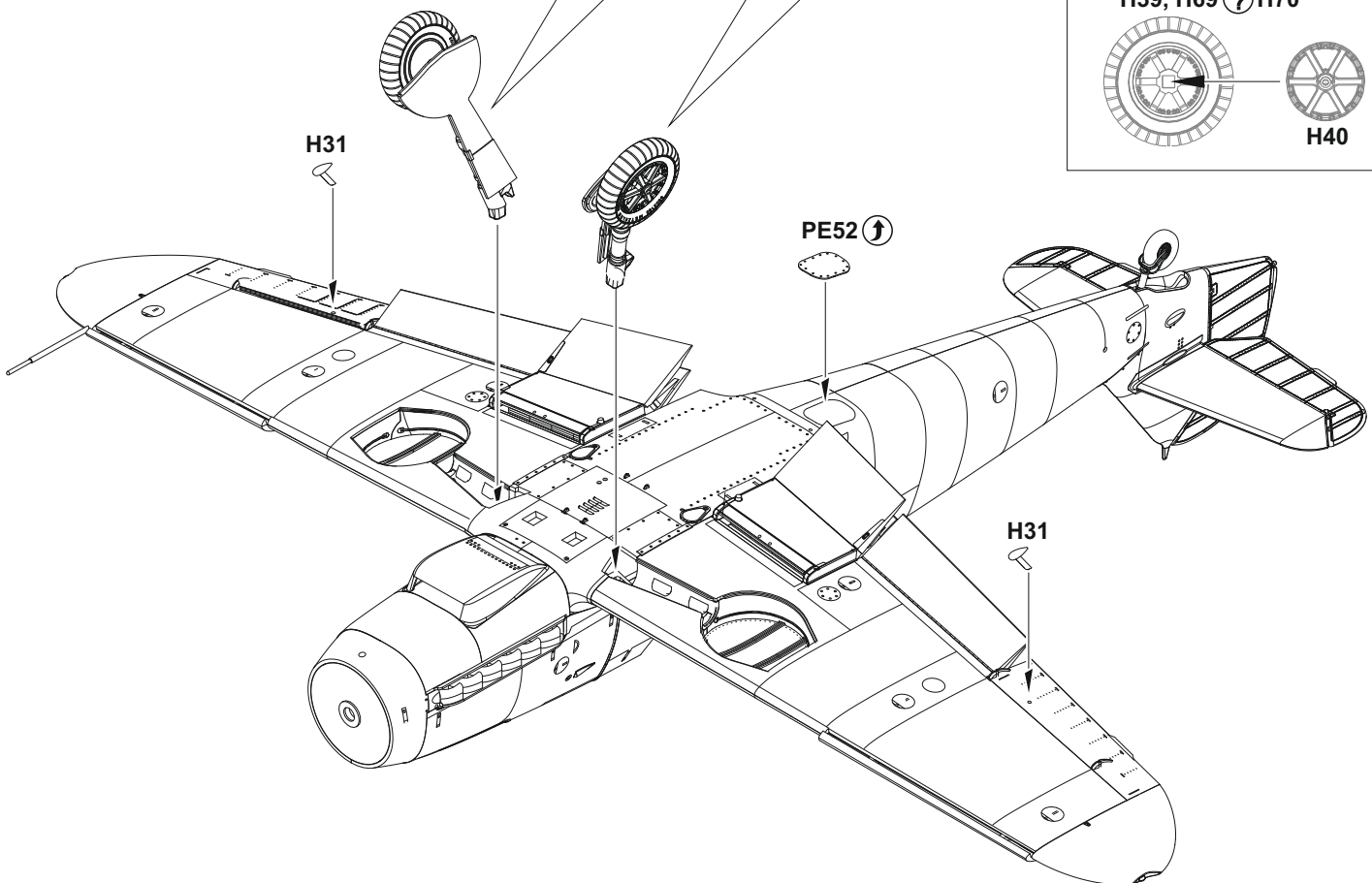
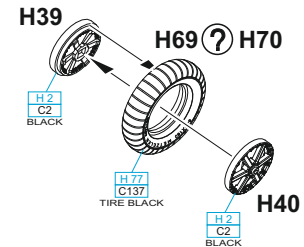
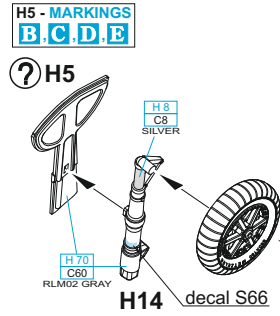
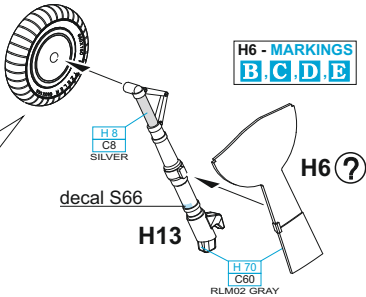
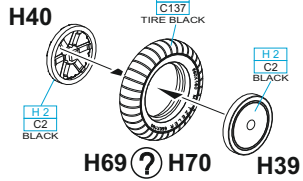
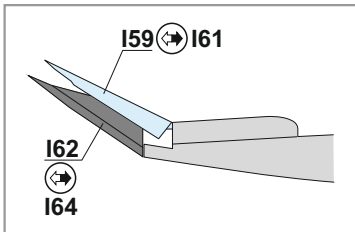


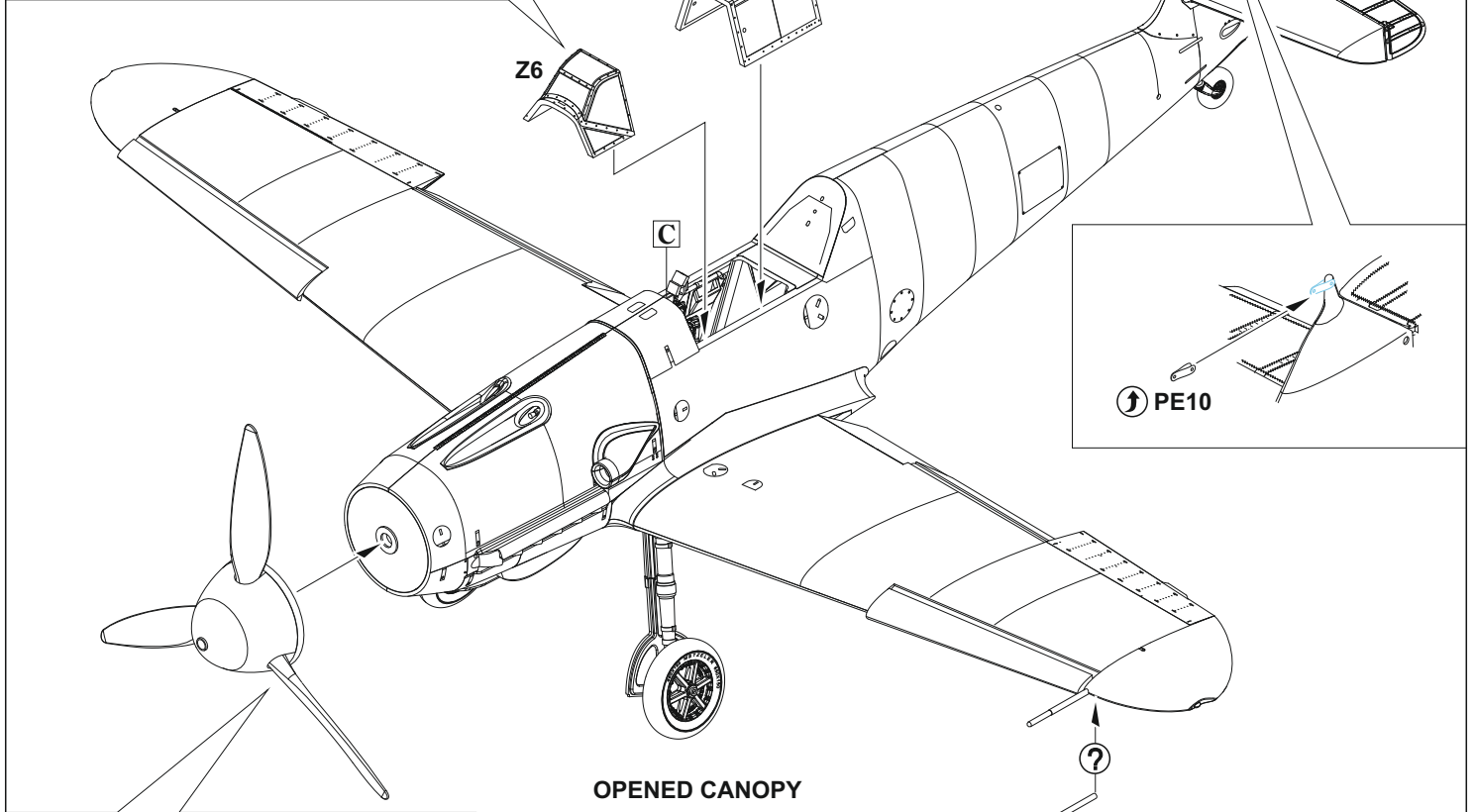
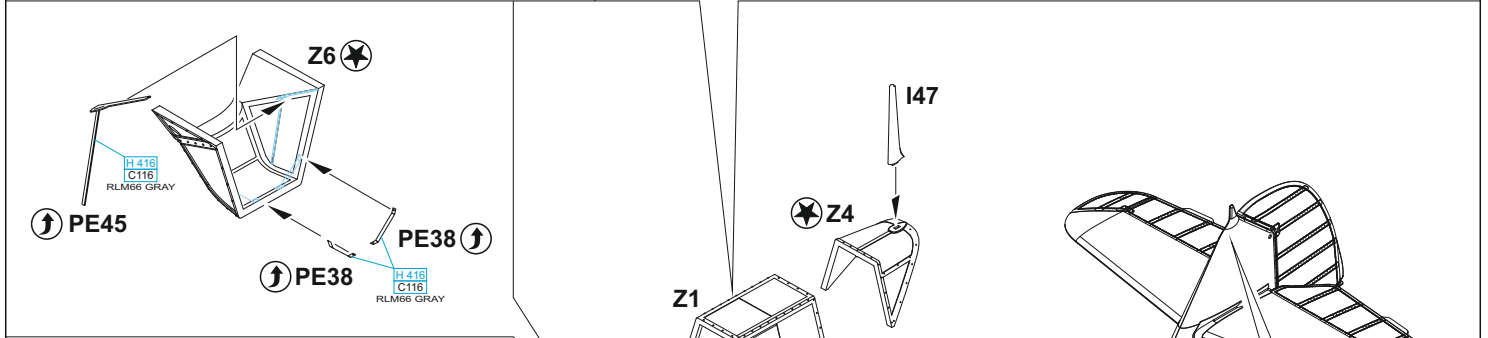
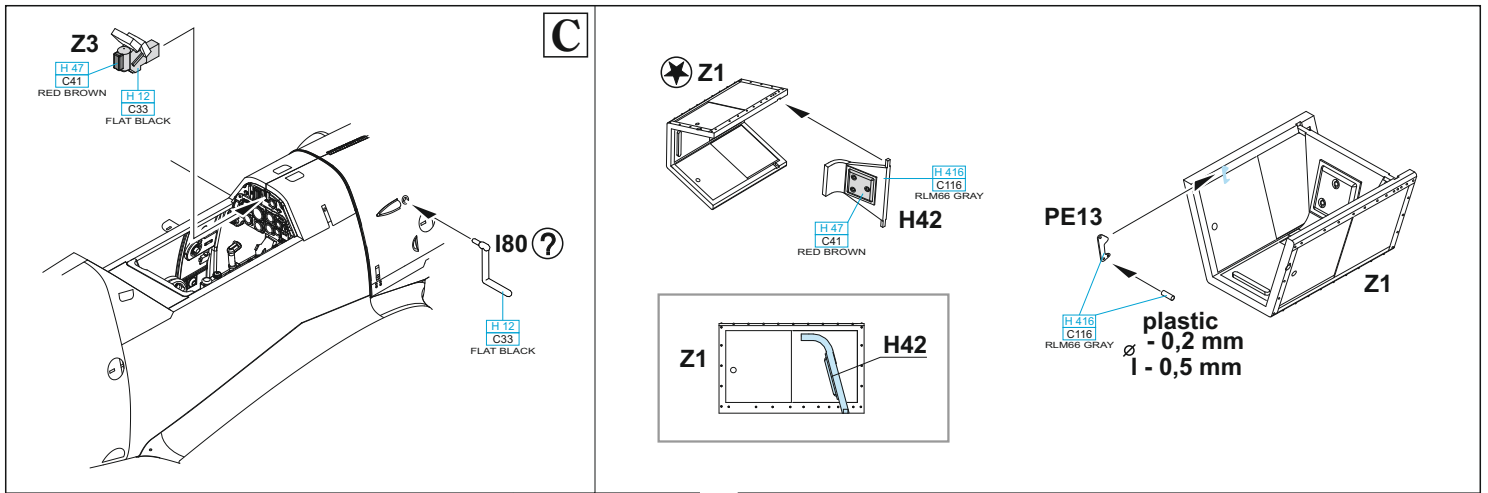




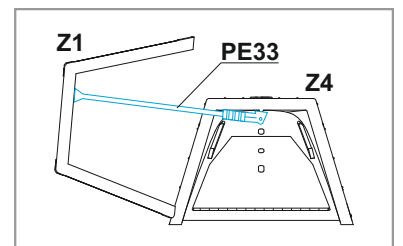
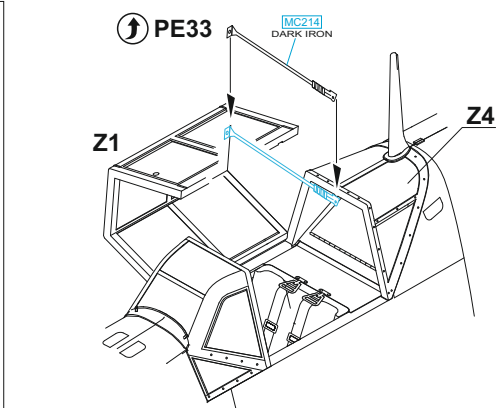
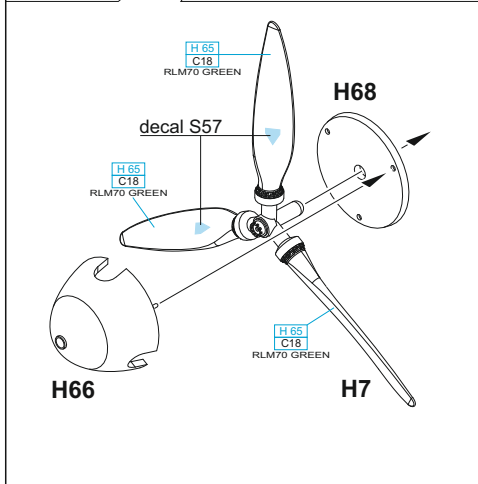


CORRECT POSITION OF RADIATOR FLAPS



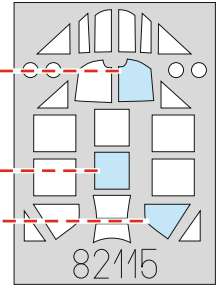
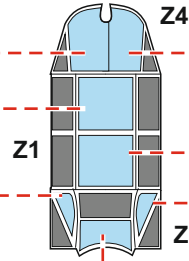
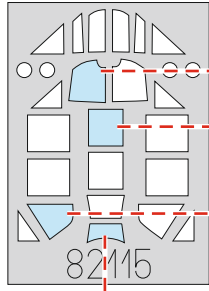
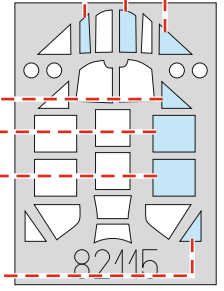
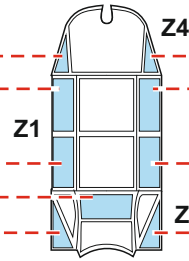
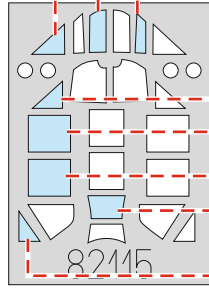
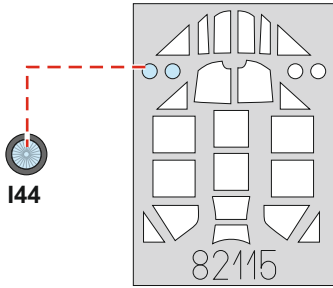


OPENED CANOPY

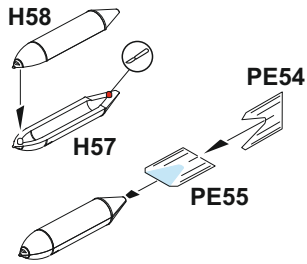


inner side
Z4

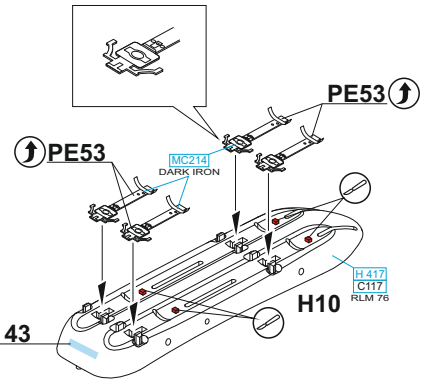
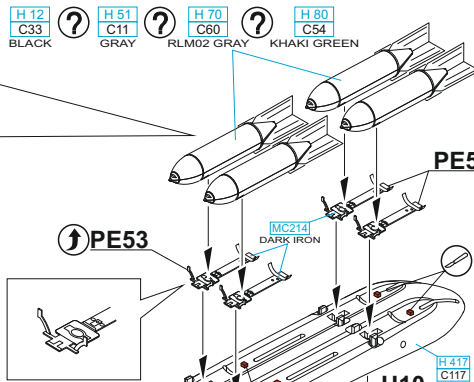
inner side
Z4



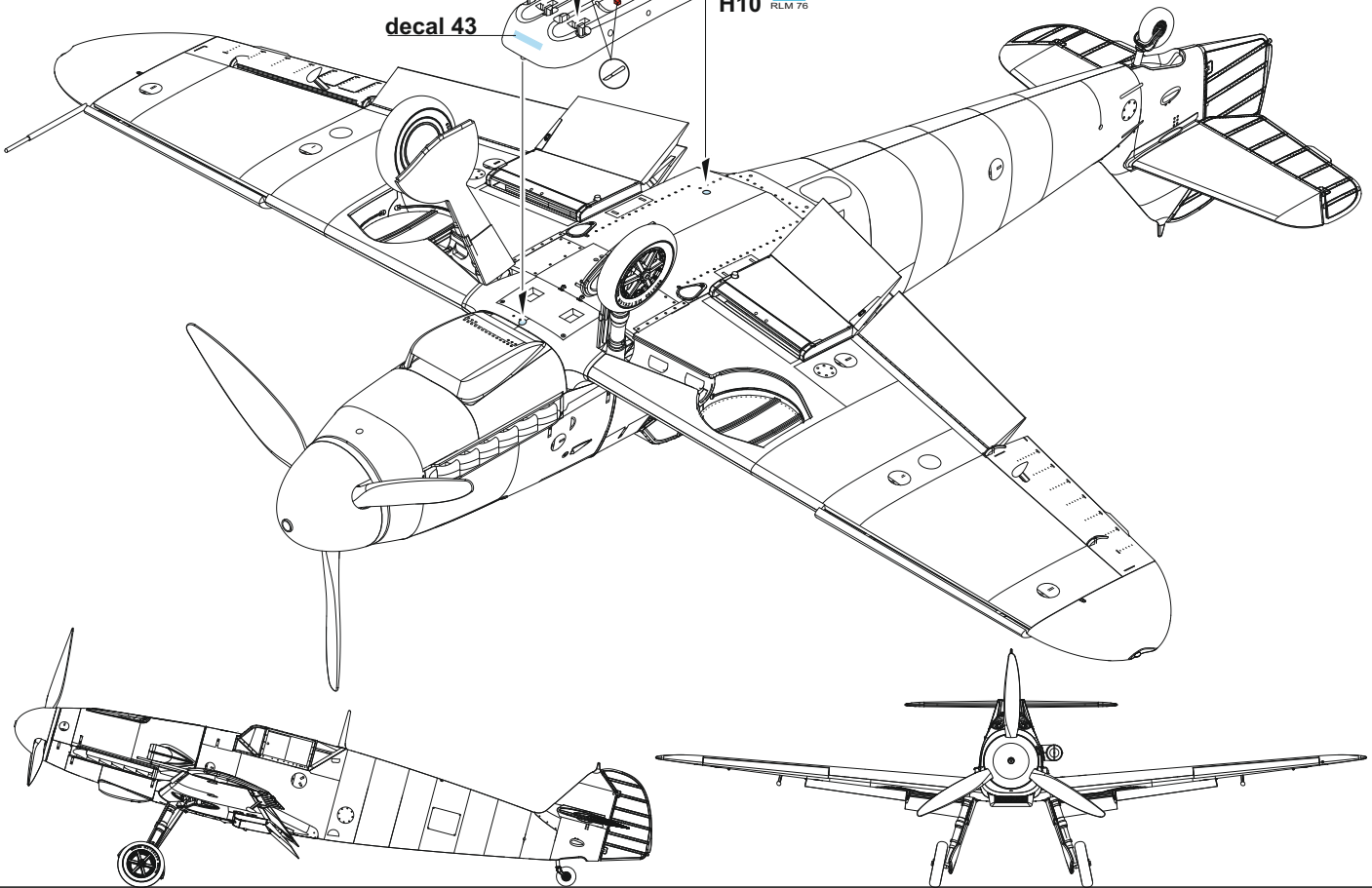
4 pcs.



H 12 ? H 51 ? H 70 ? H 80 ?
C33 ? C11 ? C60 ? C54 ?
BLACK GRAY RLM02 GRAY KHAKI GREEN

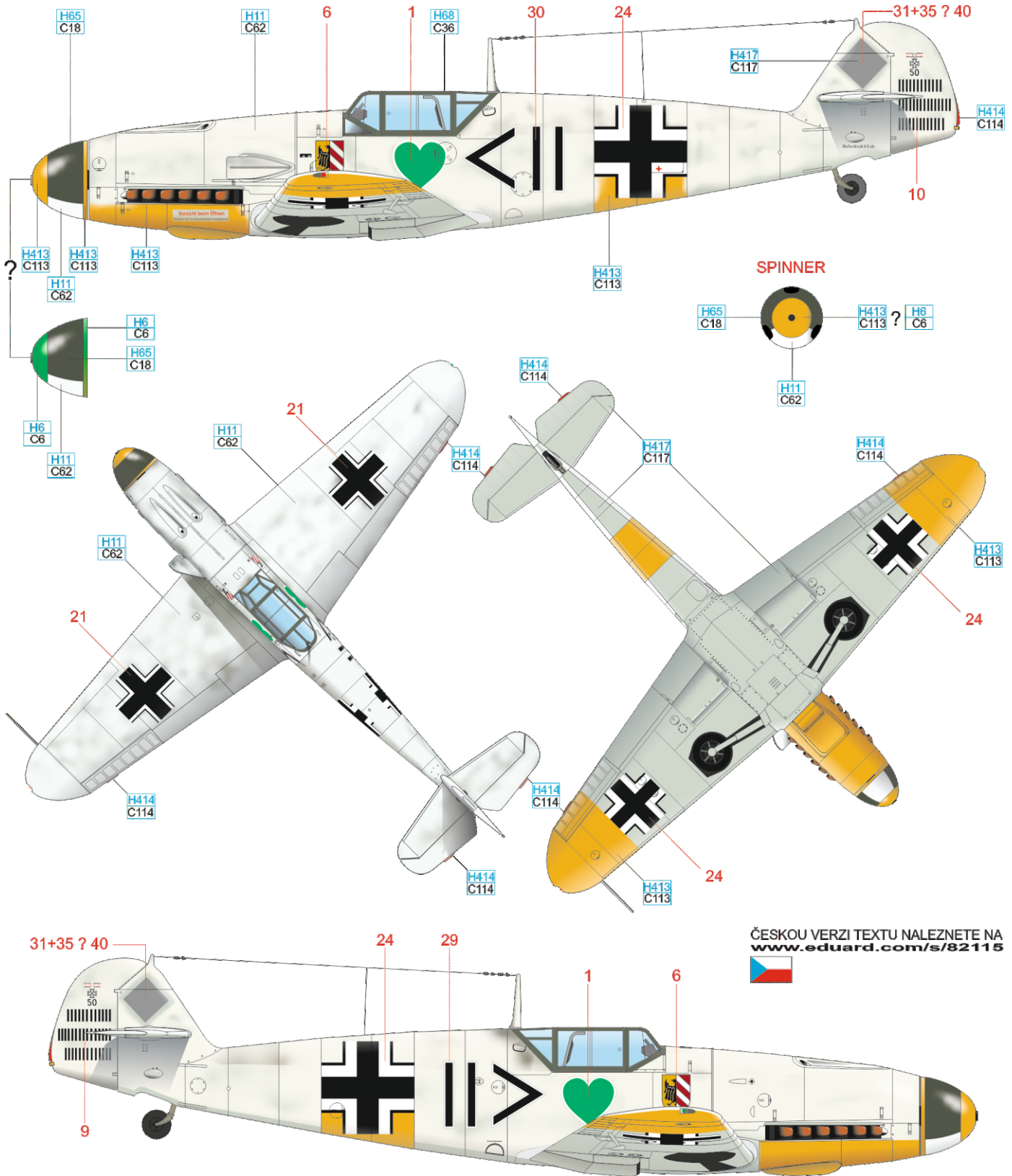


MARKING **E** ONLY



A Bf 109F-2, flown by Hptm. Hans Philipp, CO of I./JG 54, Krasnogvardeysk, Soviet Union, March 1942

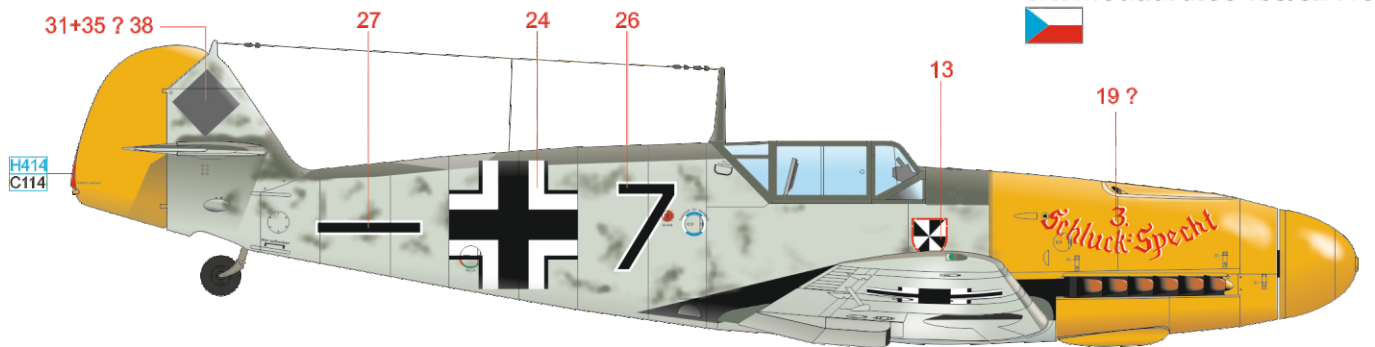
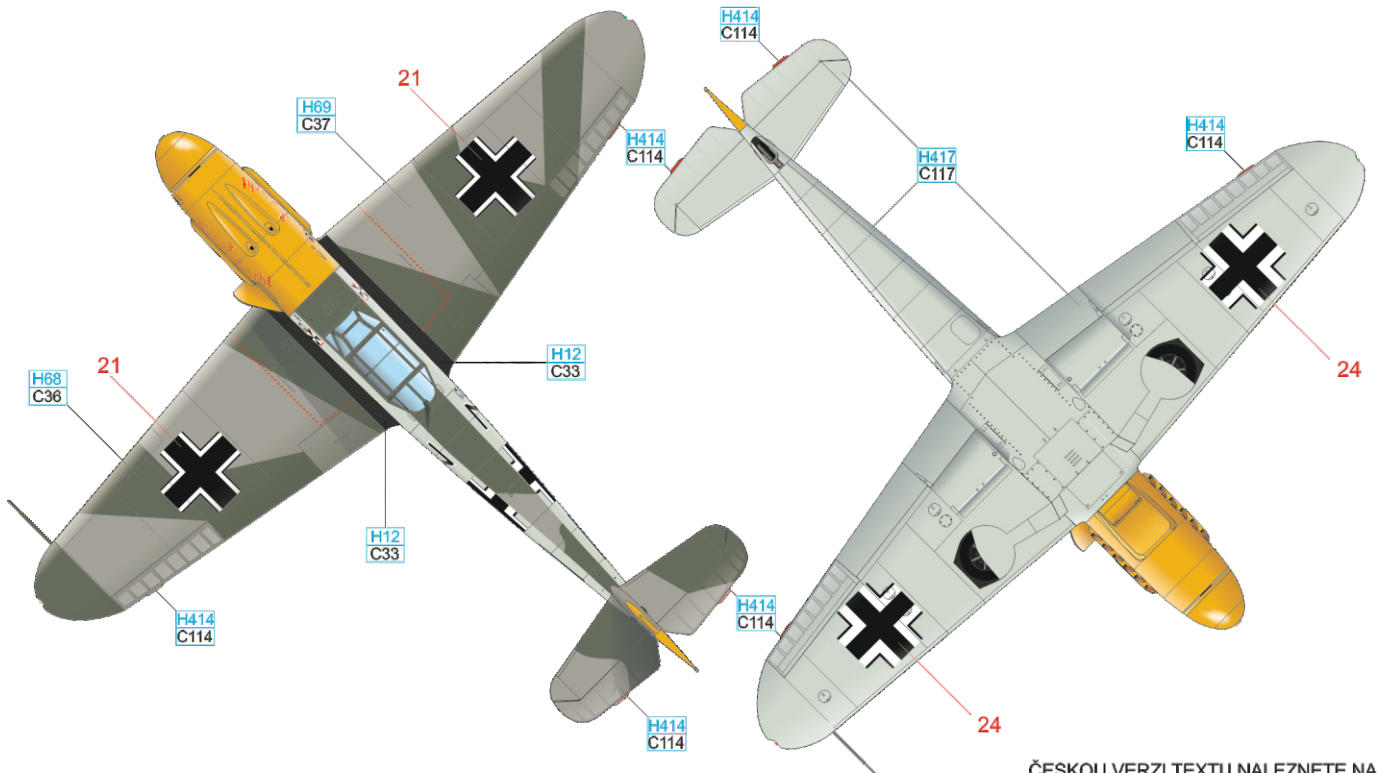
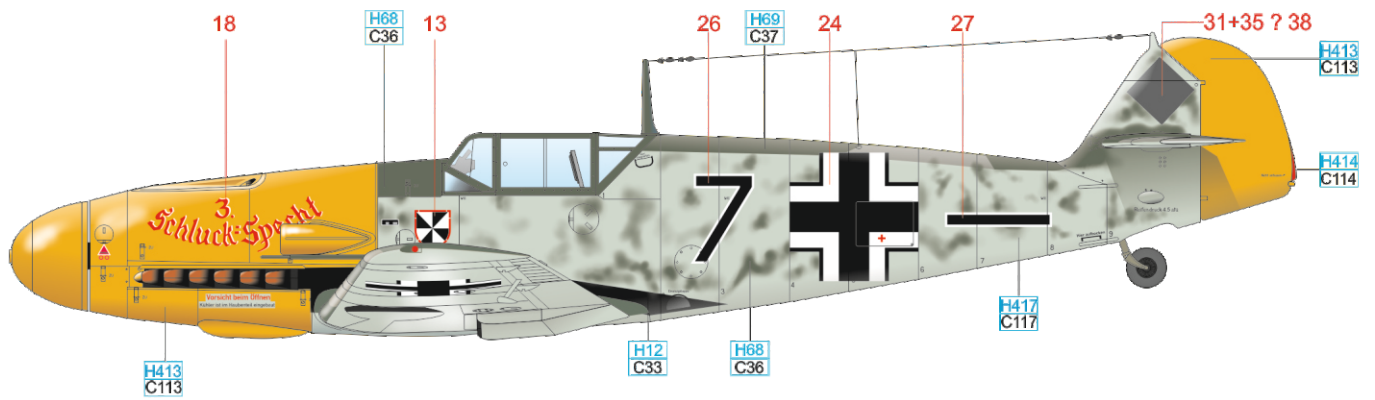
Hans 'Fips' Philipp, an ace with 206 kills to his credit over the course of some 500 sorties, was born on March 17th, 1917 in Meissen. He joined the Luftwaffe in 1936. At the beginning of the Second World War, he served with I./JG 76, redesignated II./JG 54 in July 1940. As a member of this unit, he participated in the fighting over Britain, the Balkans and Operation Barbarossa. In April 1943, he was named CO of JG 1, and in this capacity he was shot down on October 8th, 1943, and did not survive his attempt to take to his parachute. For his combat successes, he was awarded the Knight's Cross with Oak Leaves and Swords. The aircraft flown by Hans Philipp was camouflaged with white over the upper and side surfaces to better suit the conditions of the winter of 1943 around Leningrad. The Gruppe Commander marking was carried on the fuselage, as were the II. Gruppe and JG 54 (Green Heart) identifiers. Both sides of the rudder carried Philipp's kill markings. The landing gear covers were removed due to their tendency to accumulate snow.



GREEN	H6 C6				
RLM 04	H413 C113	RLM 70	H65 C18	RLM 23	H414 C114
RLM 74	H68 C36	RLM 76	H417 C117	WHITE	H11 C62

C Bf 109F-2, flown by Lt. Horst Buddenhagen, 5./JG 3, Darmstadt – Griesheim, Germany, April 1941

In the middle of February 1941, II./JG 3 was sent from the French coast back to Germany for some R and R and to re-equip with the more modern Bf 109F. In April, the new Bf 109F-2 was received at Darmstadt sporting the standard RLM 74/75/76 camouflage scheme to which the ground crew added yellow rudders and engine cowls. Lt. Buddenhagen's aircraft also received the inscription Schluck=Specht 3. At the end of April 1941, II. Gruppe moved to France and after a month at Monchy-Breton was organised into units that were assigned to take part in Operation Barbarossa, the attack on the Soviet Union. Aircraft of the 5. Staffel were given bomb racks for the occasion. Lt. Buddenhagen was killed by ground fire on a bombing mission on June 25th, 1941.



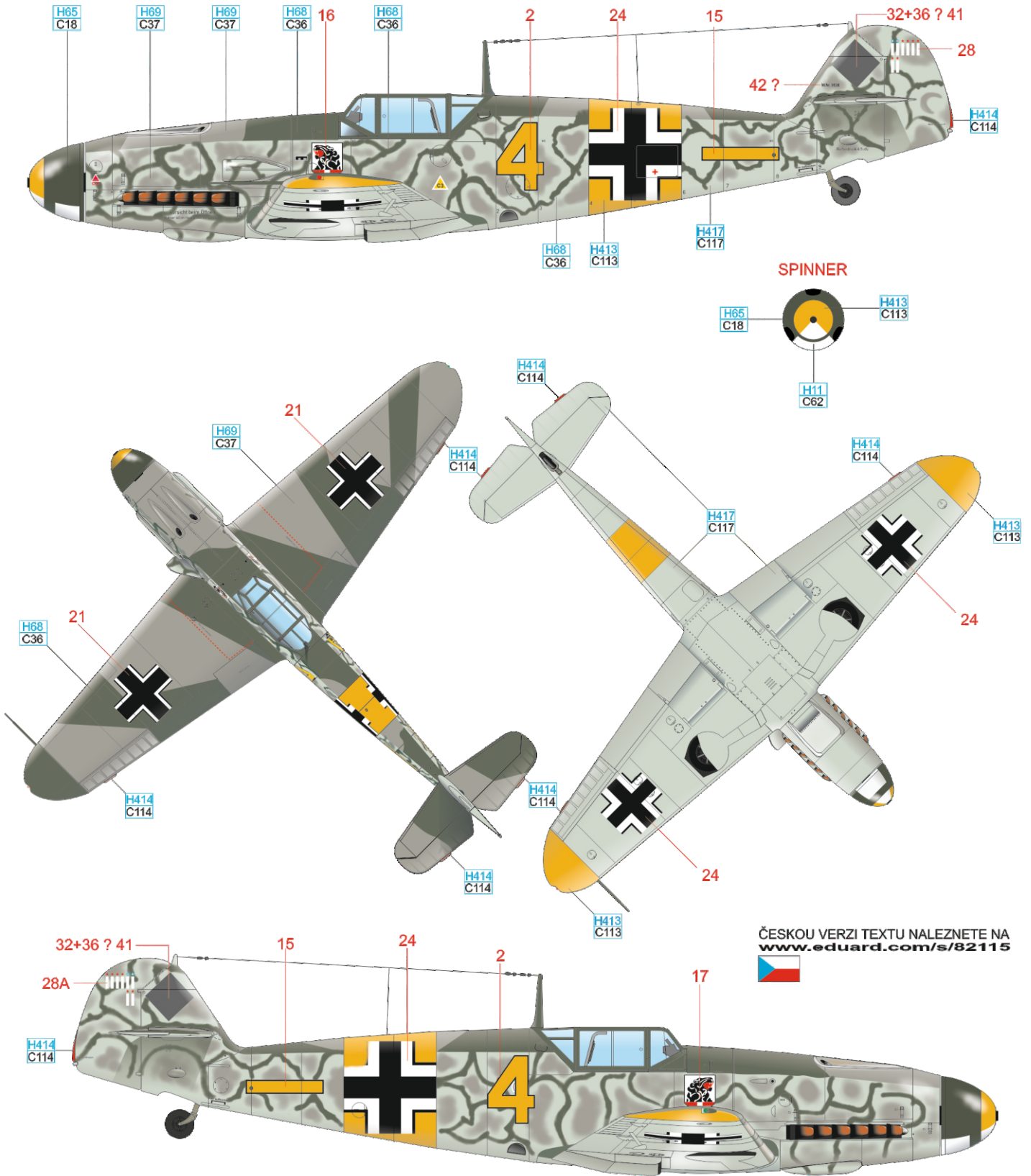
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RLM 04	H413 C113	RLM 23	H414 C114	BLACK	H12 C33
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117

D Bf 109F-2, W. Nr. 9538, flown by Lt. Hans Beißwenger, 6./JG 54, Ostrow, Soviet Union, July 1941

Hans 'Beißer' Beißwenger was first assigned to an anti-aircraft gun unit after entering the Wehrmacht in 1937, and went through pilot training in 1938. After completion, he taught flying. In the winter of 1940, he was assigned to 6./JG 54, and while serving with this unit he shot down a Yugoslav Hurricane on April 7th, 1941. Other victories came against Soviet pilots, and he eventually accumulated 152 kills. On March 6th, 1943, his Bf 109G-2 was the victim of a taran attack conducted by Ivan Kholodov of the 32nd GIAP, from which the latter was able to bail out, while in the wreck, Beißwenger met his death. 'Yellow 4' was camouflaged in the standard Luftwaffe RLM 74/75/76 scheme, and the sides received an additional squiggle pattern of RLM 75 bordered with irregular lines of RLM 74. Some sources say that the squiggles were in RLM 02 and the linework in RLM 71. The yellow wingtips and fuselage bands were applied to aircraft operating on the Eastern Front.



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RLM 04	H413 C113	RLM 23	H414 C114	RLM 70	H65 C18
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117
			WHITE		H11 C62

