

Bf 109F-4

eduard

GERMAN WWII FIGHTER

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#82114



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 outlived the era in which it was conceptualized, bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany through to her final downfall. The history of the aircraft begins during 1934-35, when the Reich Ministry of Aviation formulated a requirement for the development of a single-engined monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The last mentioned firm featured a technical director named Professor Willy Messerschmitt, who was riding a wave of popularity based on the success of his recent liaison aircraft, the Bf 108. His goal was to conceive of an aircraft with the best possible performance for the specified weight, size, and aerodynamic qualities. Over the subsequent months, several prototypes were built that served first and foremost in development flights and further modifications. The aircraft was relatively small, and compared to the prevailing trends of the time, docile with revolutionary features such as low wing design, the use of a retractable landing gear, a wing with a very narrow profile, wing slats, landing flaps, weapons firing through the prop 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 type's 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 'Jagdwaffe' 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

Žádny 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 vznikal, 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. Po poslední jmenované působil na postu technického ředitele profesor Willy Messerschmitt, jehož popularita se nesla na vlně úspěchu nedávno dokončeného kurýrního Bf 108. Jeho cílem bylo vytvořit letoun s co největším poměrem výkonu k celkové hmotnosti, velikosti a aerodynamickým vlastnostem. V průběhu následujících měsíců vzniklo několik prototypů, které sloužily zejména ke zkouškám a dalšímu vývoji. Letoun byl poměrně malý, oproti stávajícím zvyklostem relativně jemný, s revolučními konstrukčními prvky jako byla dolnorohá koncepce, použití zatahovacího podvozku, křídlo s velmi štíhlým profilem, pohyblivé sloty, vztlakové klapky, zbraně střílející osou vrtule, atd.

Dokonalé 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 pohonom vyřešila až zástava 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 „stodevíté“ ve více než 25 verzích a variantách. K prvnímu bojovému nasazení tří zkušebních kusů Bf 109 došlo za občanské války ve Španělsku, kam byly odesány v prosinci 1936. Stroje z předsériové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazeny u 2./J.88 Legion Condor začaly dostávat i sériové stroje varianty Bf 109B-1. Snaze Německa ukazovat 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 útvárum 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 útvárum zrychлило. V okamžík přepadení Polska (kterého se však zúčastnilo jen o málo více než dvě stě Bf 109) tak Luftwaffe disponovala zajistější nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou i množstevní 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 letech měsících roku 1940 útoky na Británii. V tu dobu se mj. projevil jeden velmi významný nedostatek Bf 109 - nepřipravenost konstrukce stroje na nesení přídavné nádrže, která by zvýšila dolet letounu při doprovodu bombardérů nad Británii. 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 útvárum 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 Jagdwaffe 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. Ačkoliv 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 léta v balkánských zemích, v osvobozeném Československu, a to jak v původní podobě s motory DB 605, tak v přestavěně variantě s motory Jumo 211. Zejména tyto stroje později tvořily základ letectva bráničího svobody nově budovaného státu Izrael. Finsko zrušilo Bf 109 až v roce 1954 a Španělsko opustilo 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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobré 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. SYMBOLY * INSTRUKTION SINNBILDER * SYMBOLES * 記号の説明



PARTS



DÍLY



TEILE

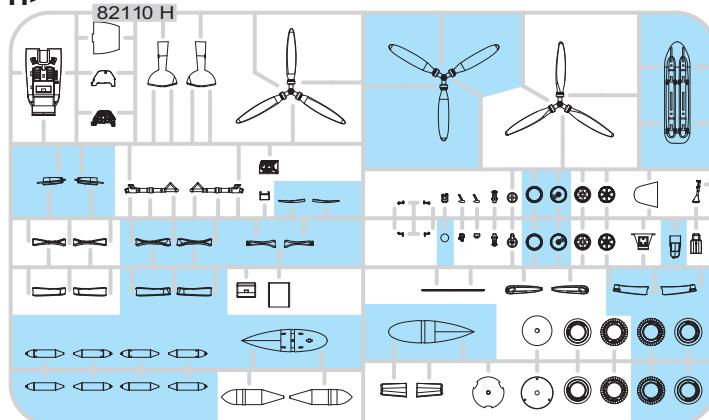
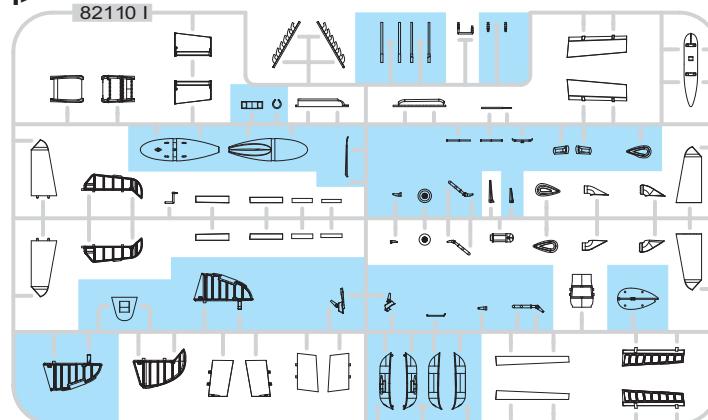
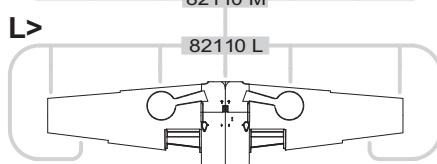
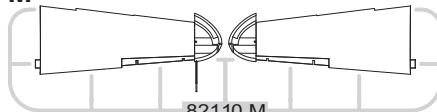
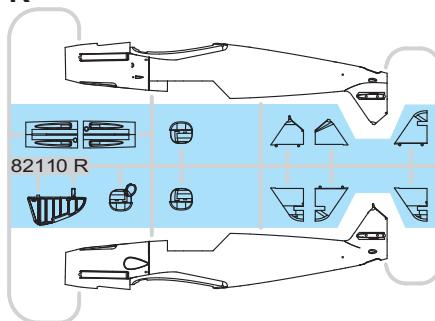
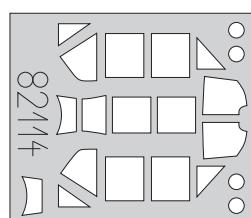


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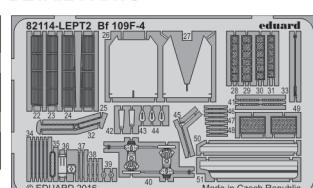
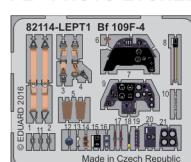


部品

PLASTIC PARTS

H>**I>****M>****R>****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



PEINTURE

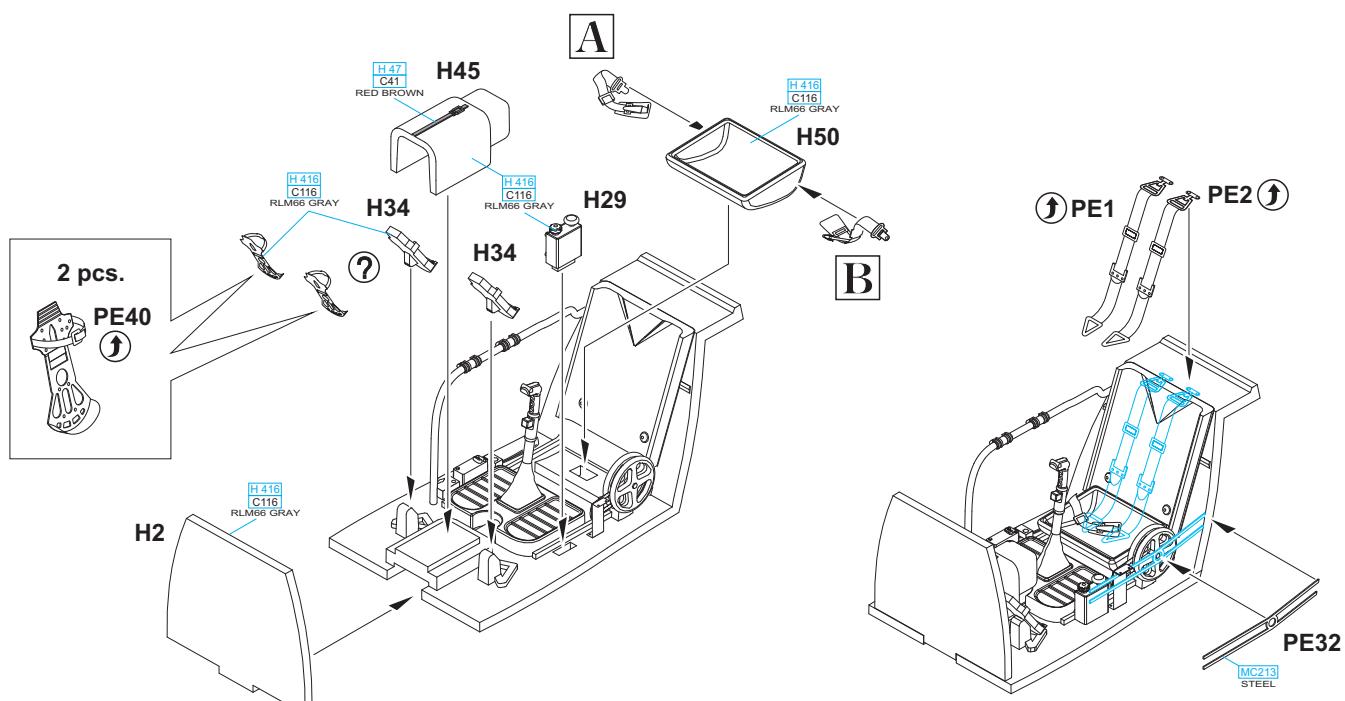
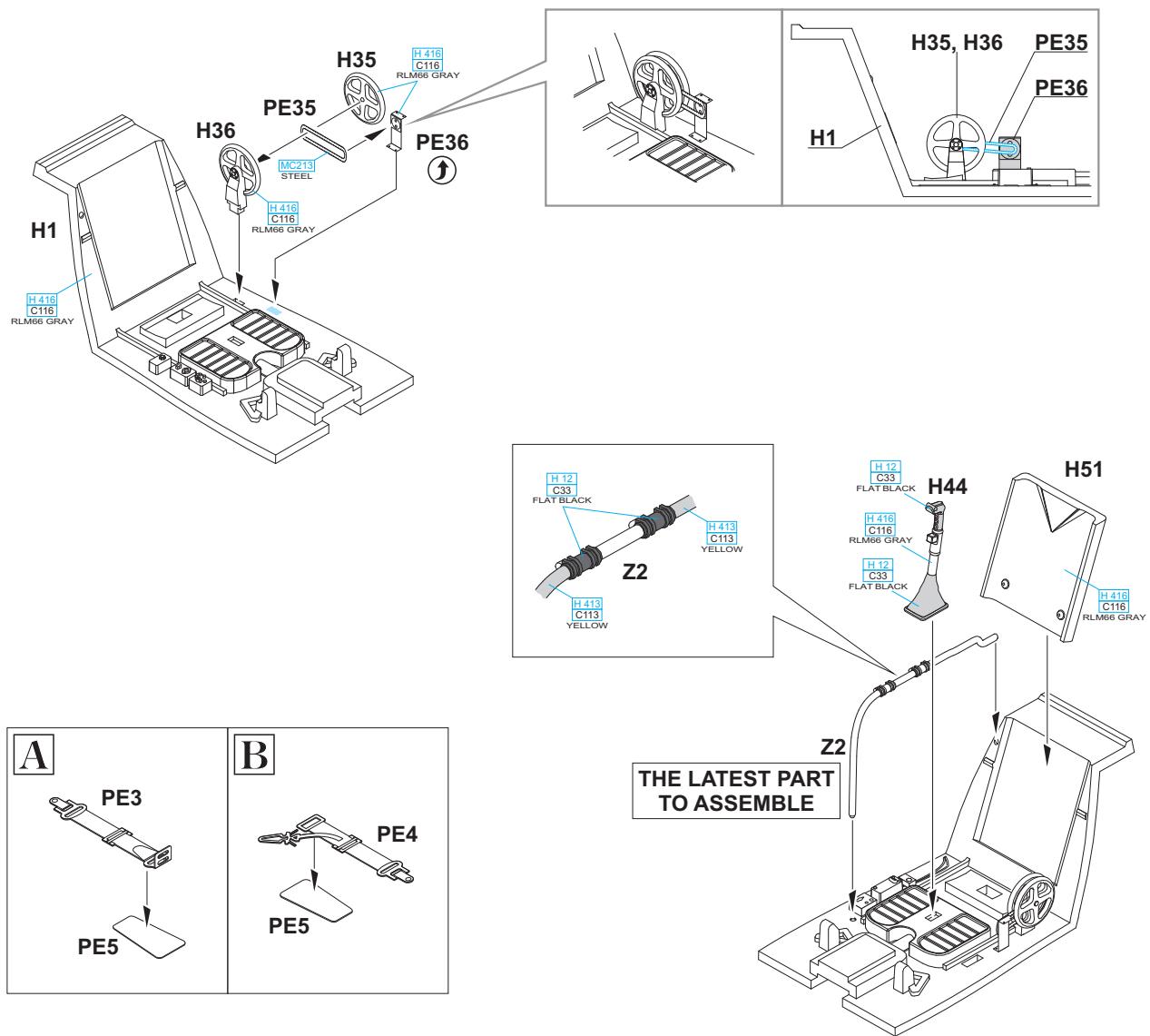


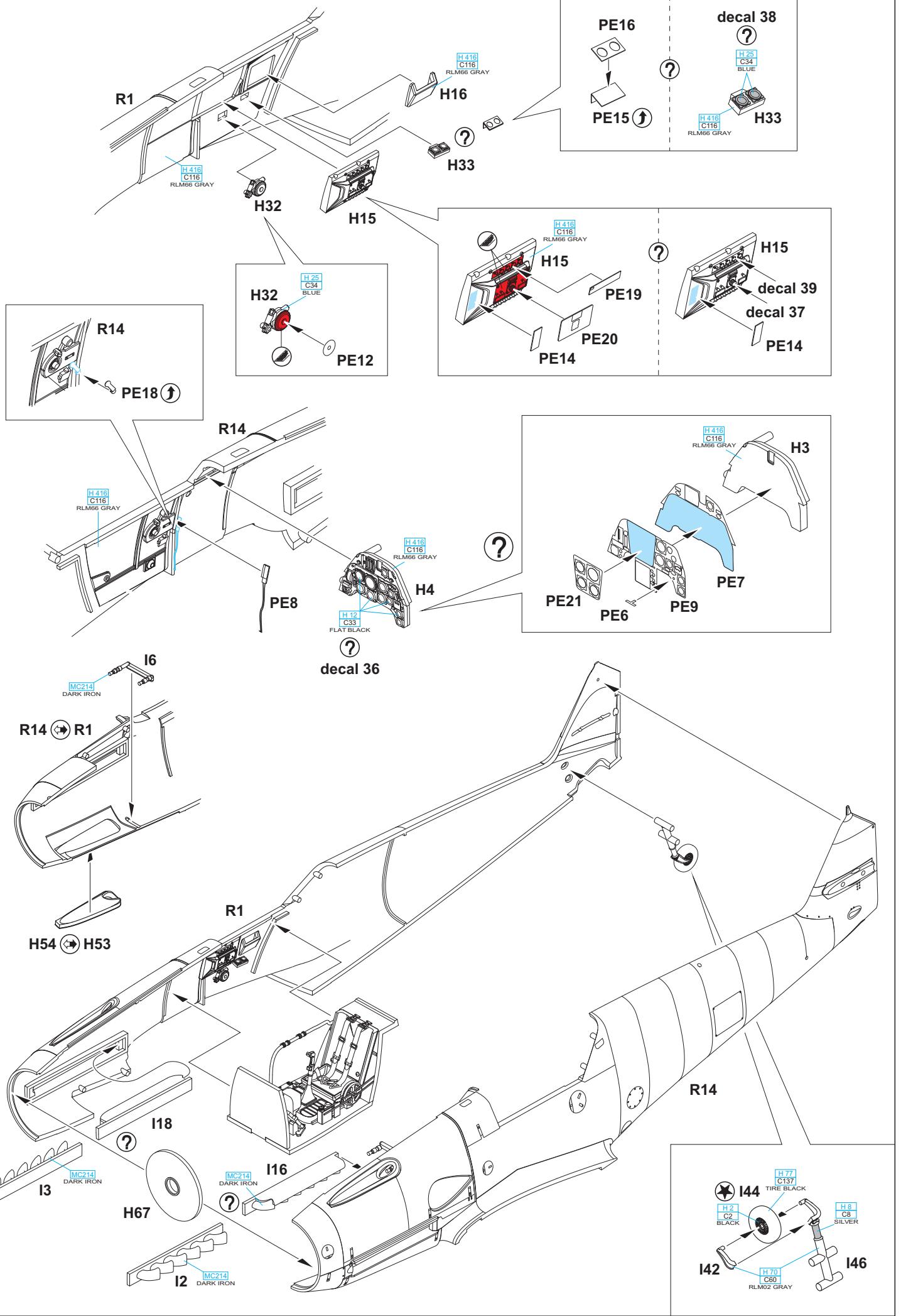
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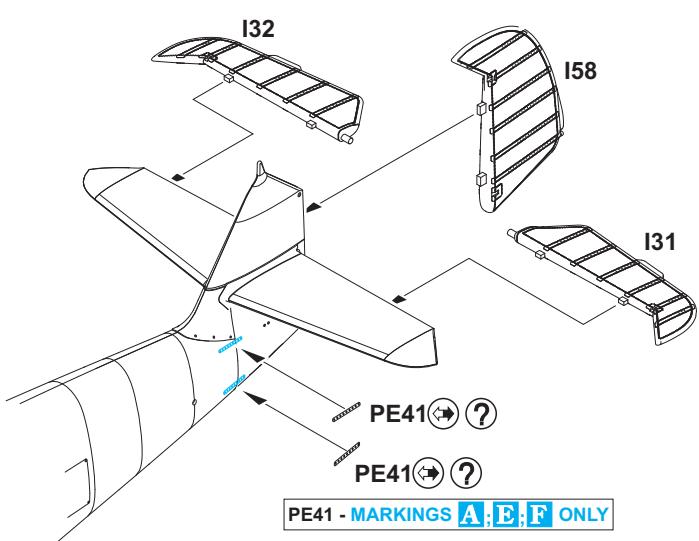
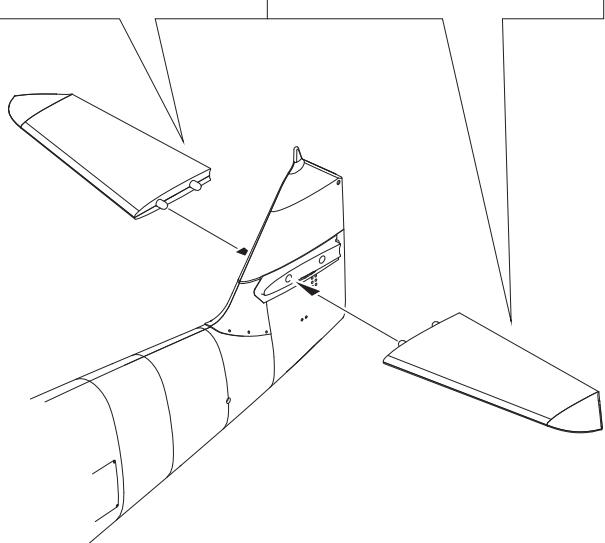
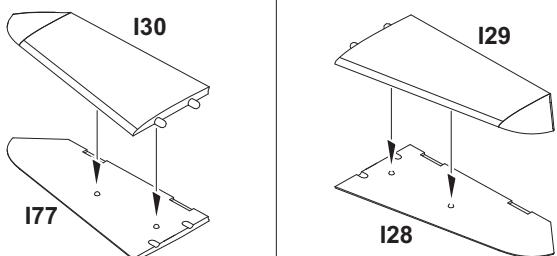
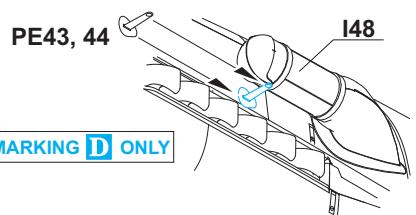
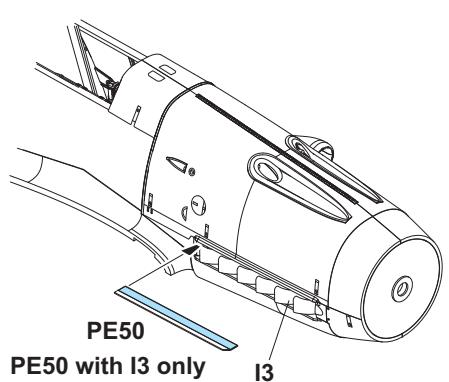
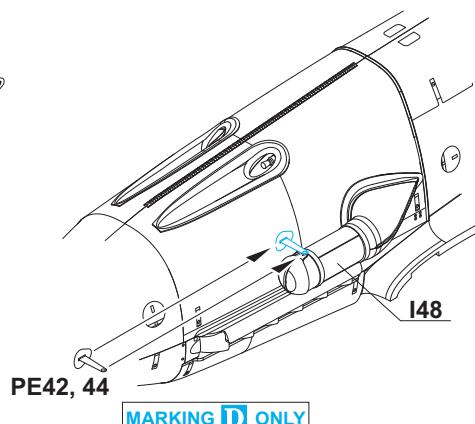
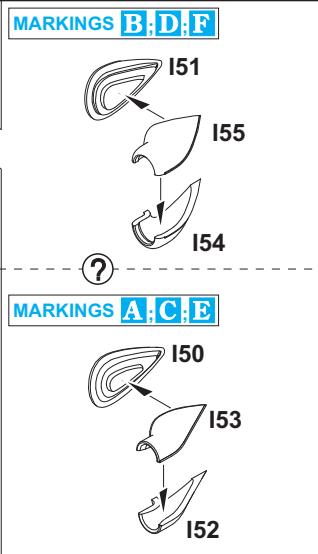
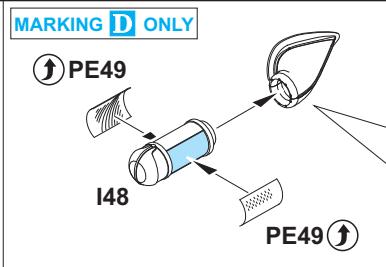
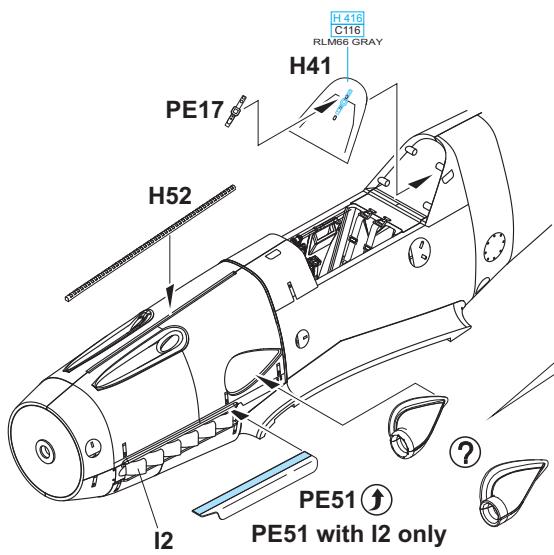
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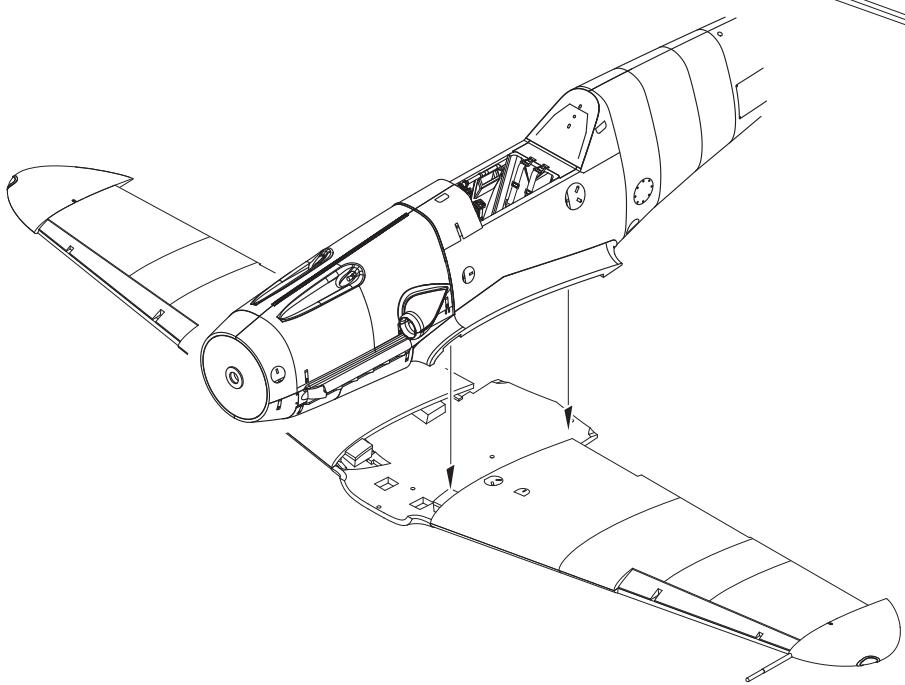
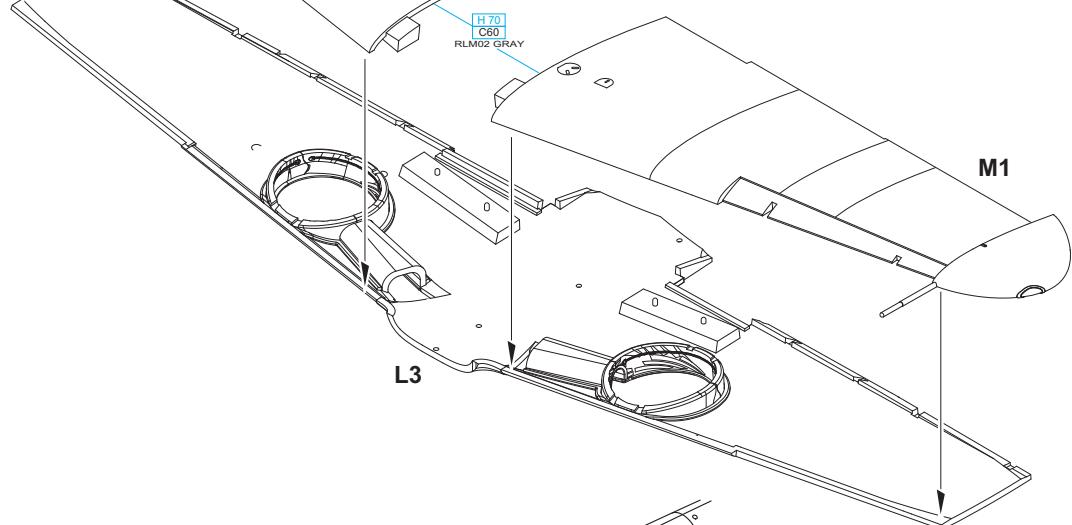
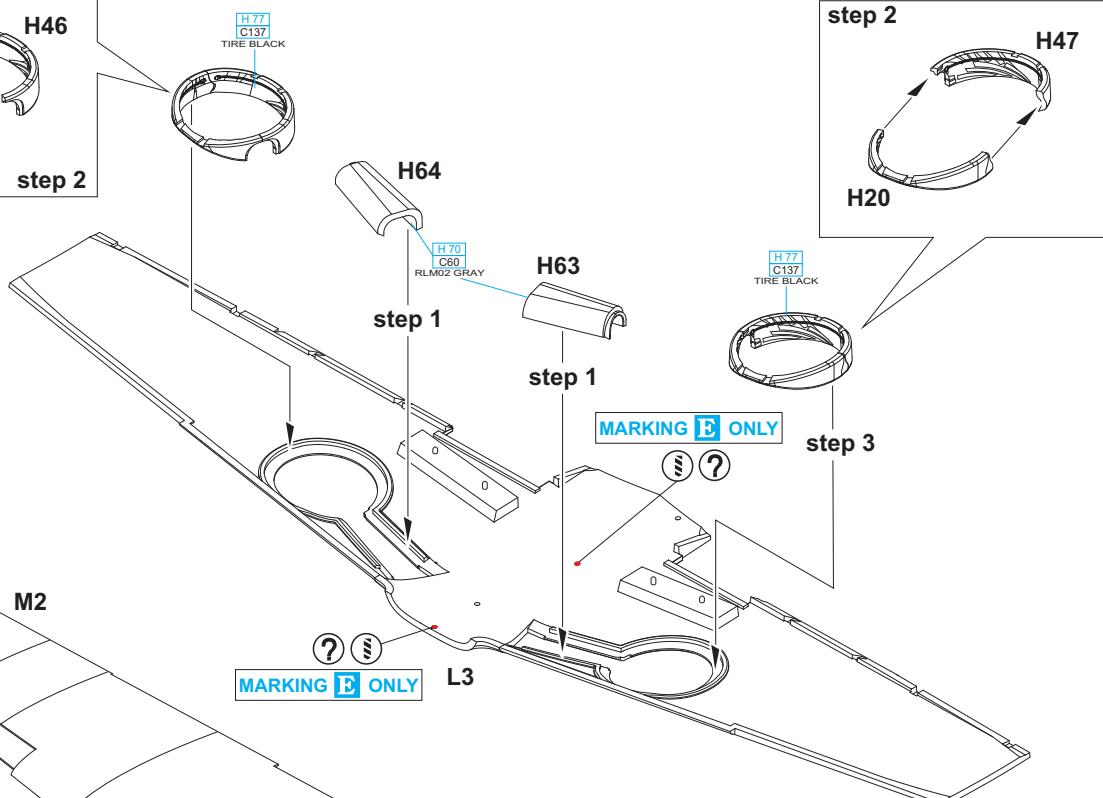
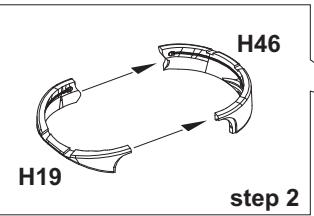
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[H.8]	[C8]	SILVER
[H.11]	[C62]	WHITE
[H.12]	[C33]	FLAT BLACK
[H.25]	[C34]	SKY BLUE
[H.47]	[C41]	RED BROWN
[H.51]	[C11]	LIGHT GULL GRAY
[H.65]	[C18]	BLACK GREEN
[H.66]	[C19]	SANDY BROWN
[H.68]	[C36]	DARK GRAY
[H.69]	[C37]	GRAY
[H.70]	[C60]	GRAY
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		RLM70
		RLM74
		RLM75
		RLM79

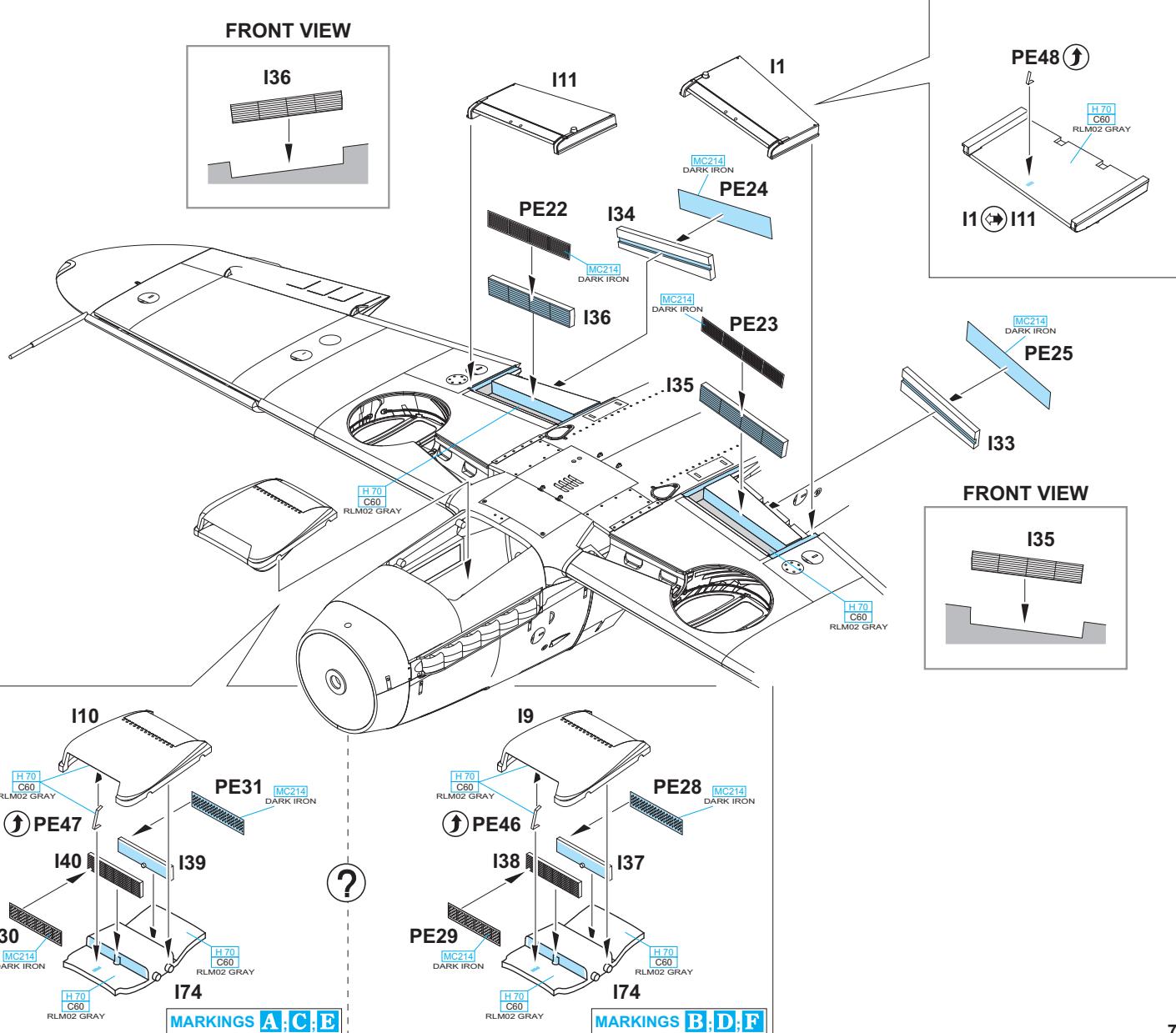
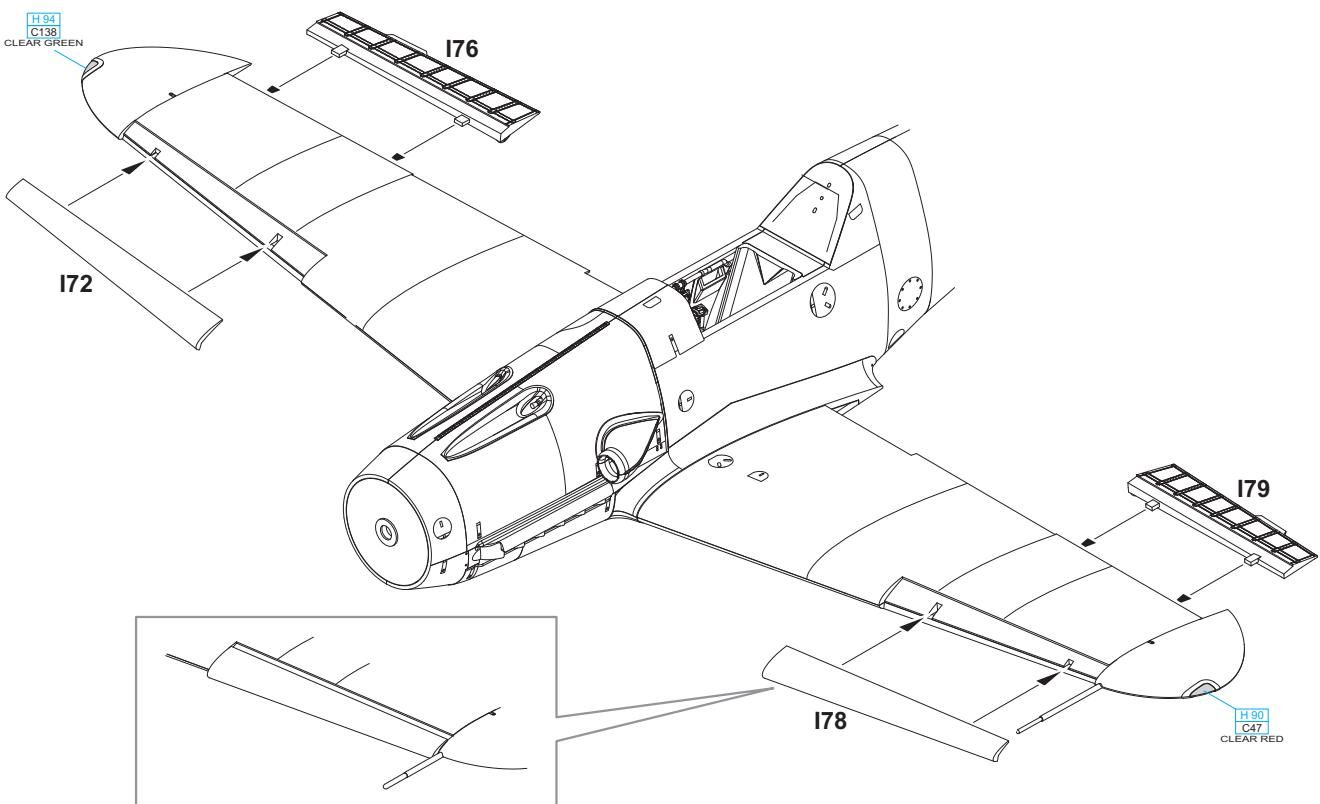
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[H.90]	[C47]	CLEAR RED
[H.94]	[C138]	CLEAR GREEN
[H.413]	[C113]	YELLOW
[H.414]	[C114]	RED
[H.416]	[C116]	BLACK GRAY
[H.417]	[C117]	LIGHT BLUE
[H.418]	[C118]	LIGHT BLUE
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		RLM23
		RLM6
		RLM76
		RLM78
		STAINLESS
		DARK IRON

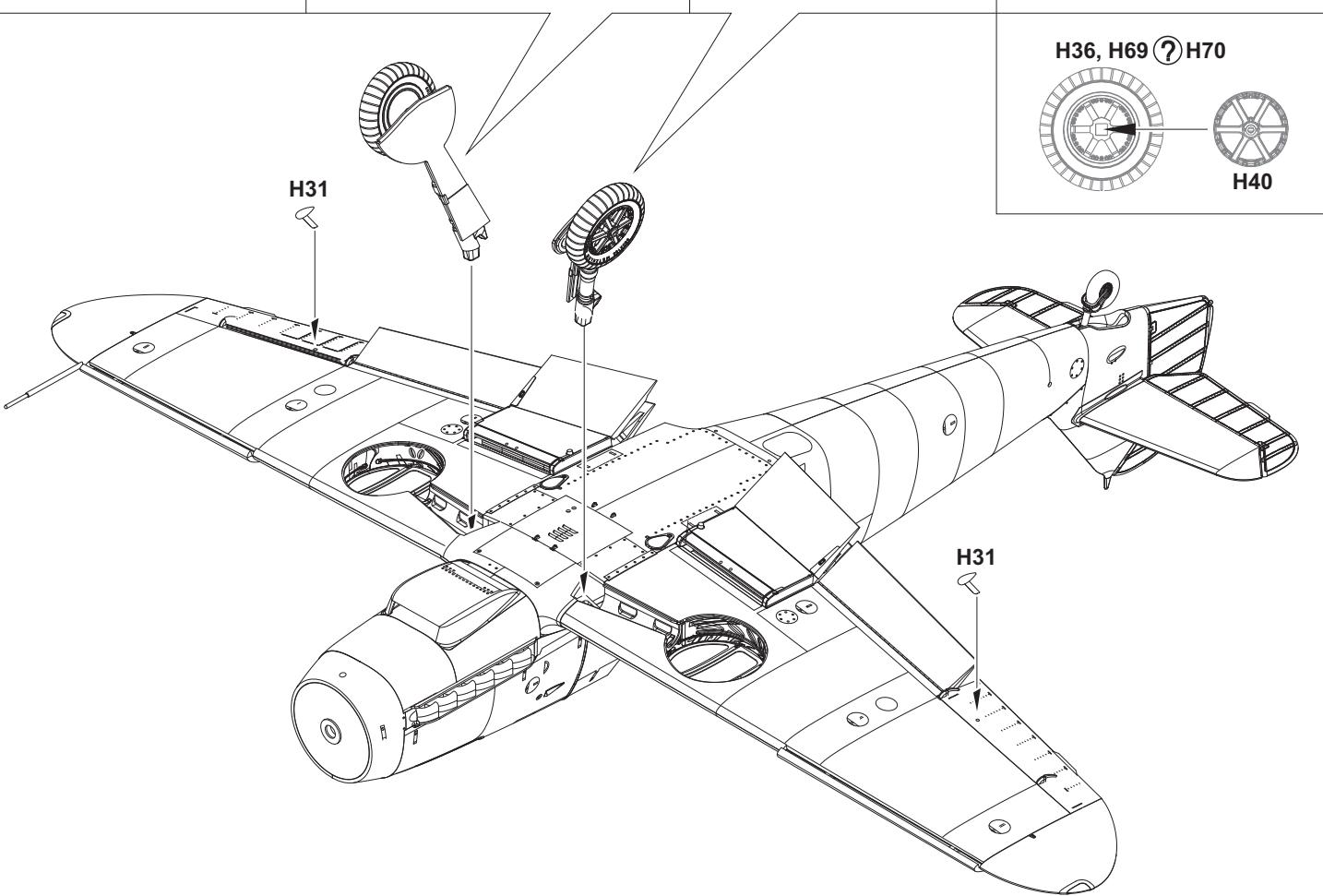
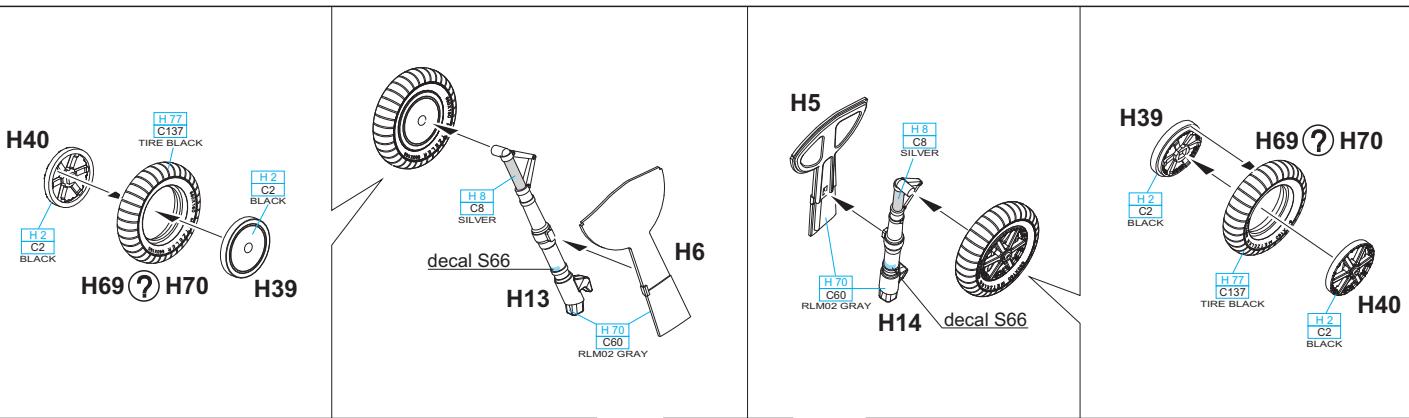
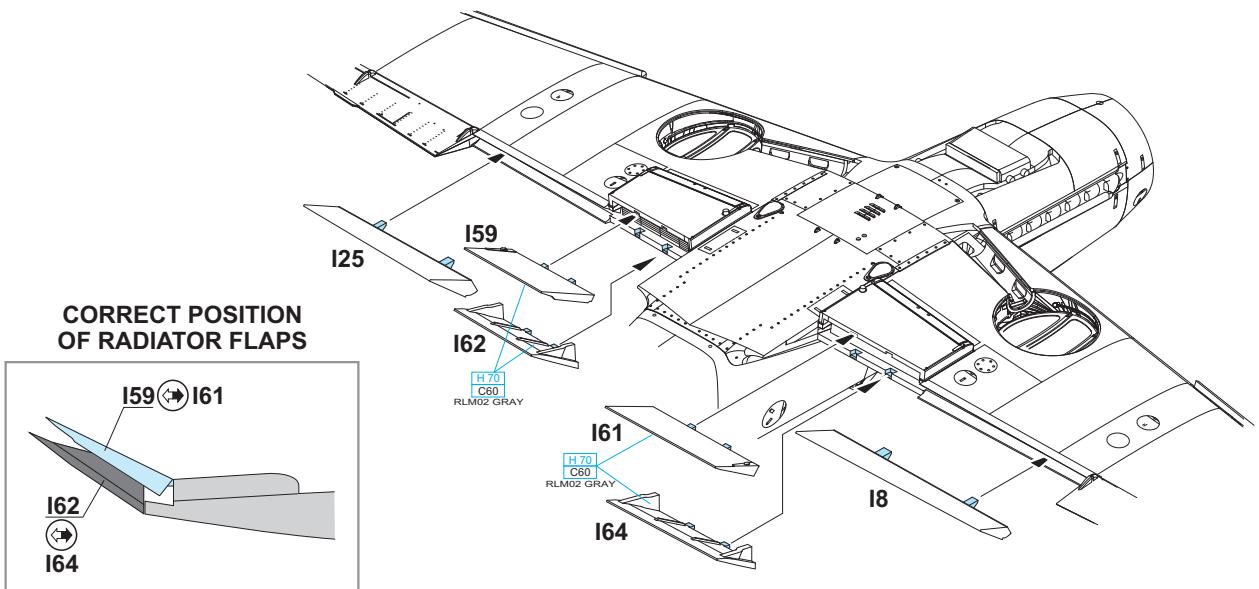


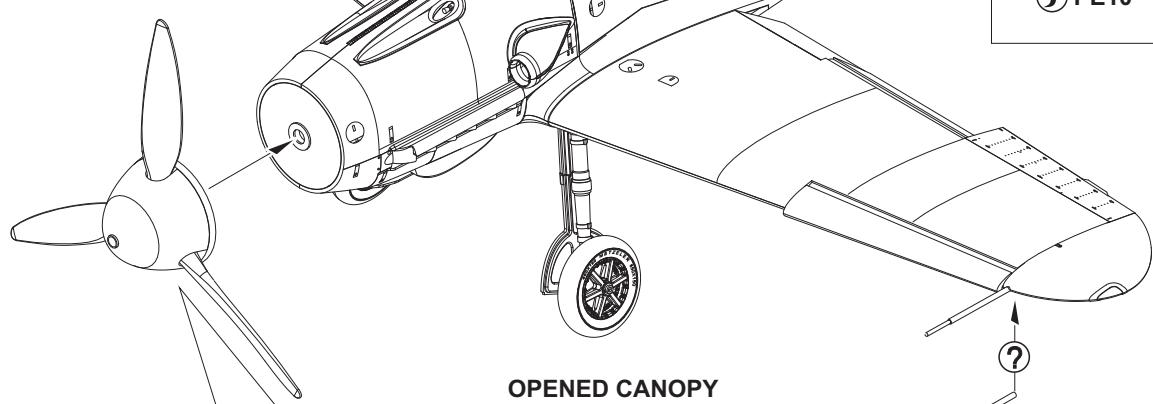
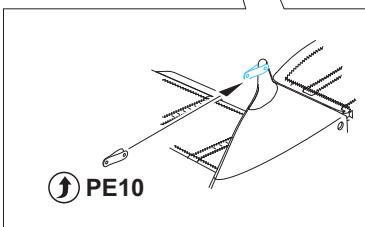
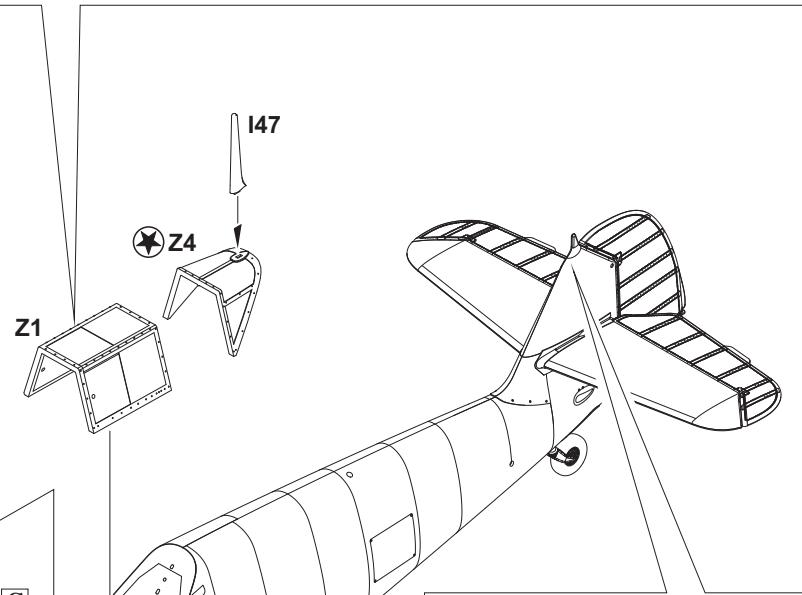
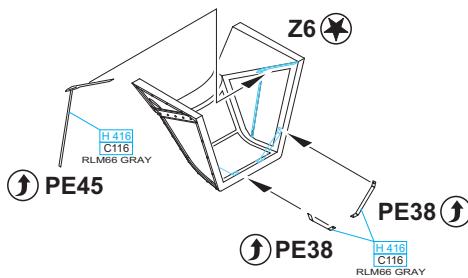
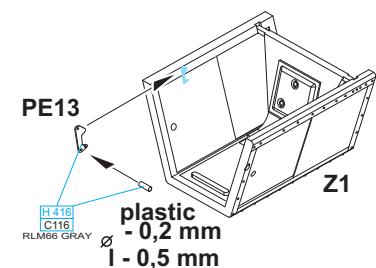
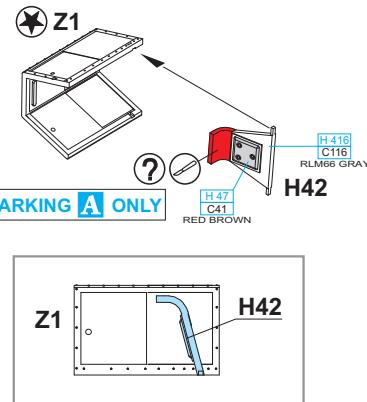
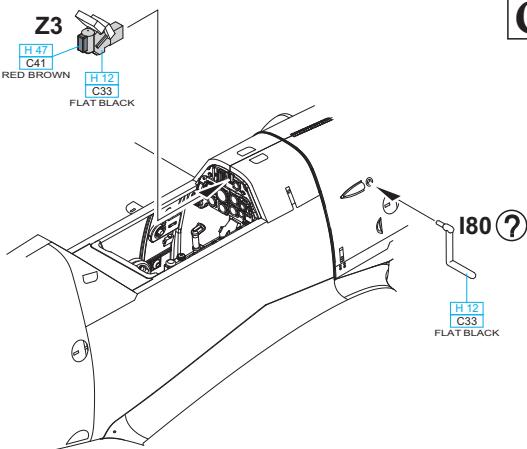
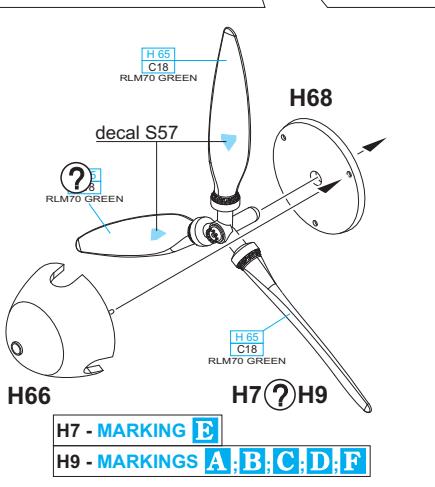
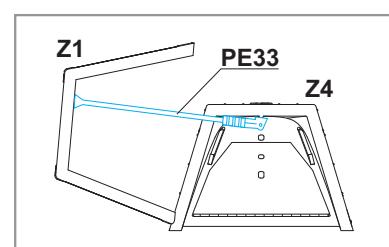
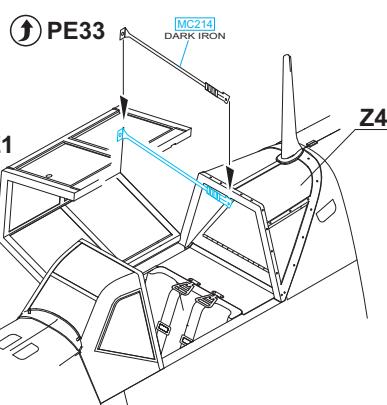




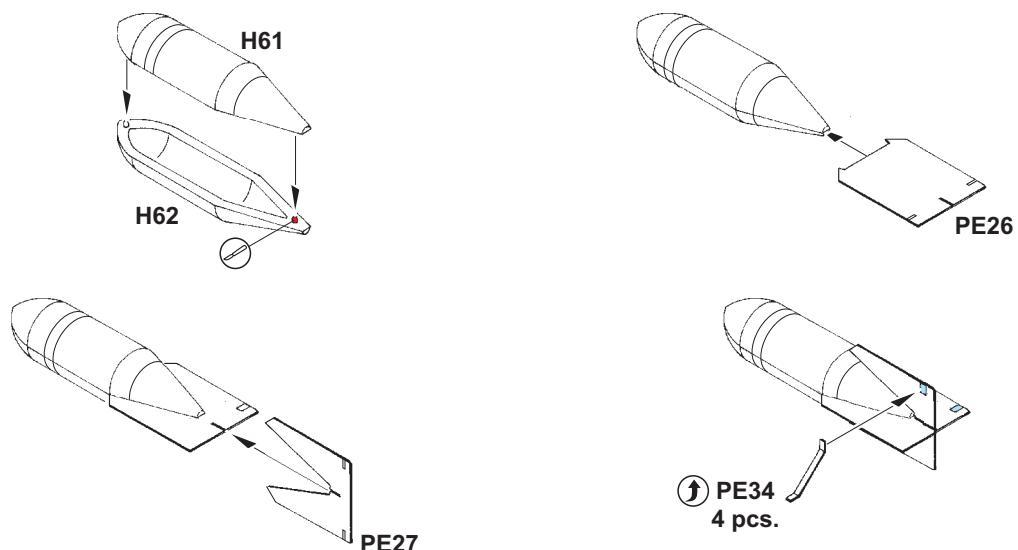




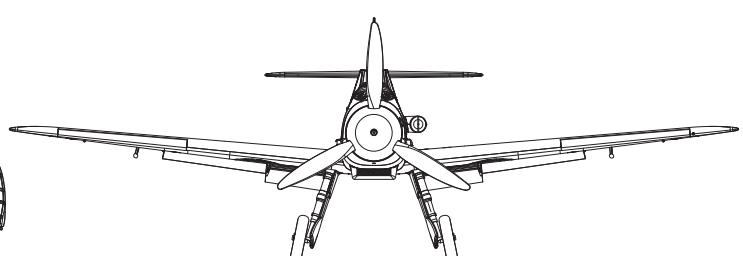
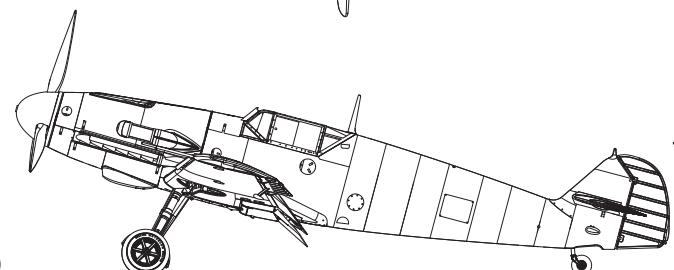
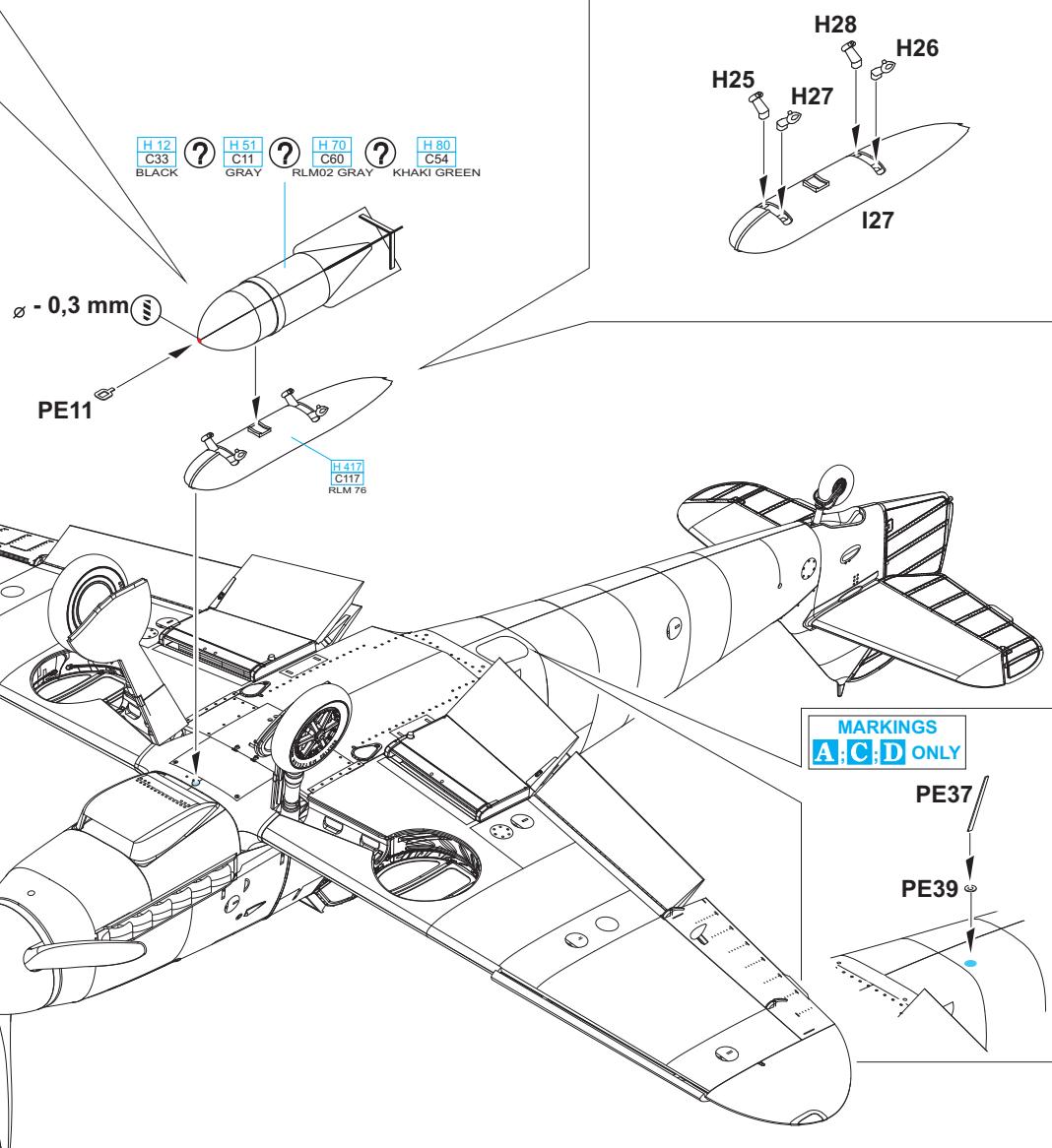


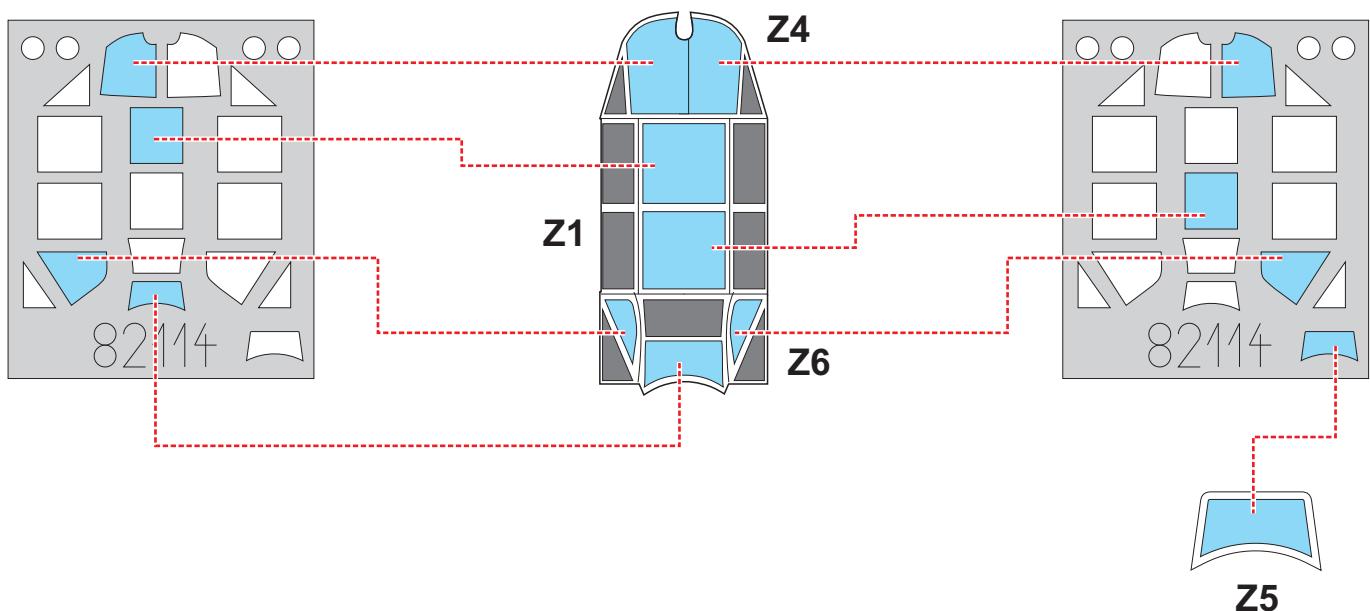
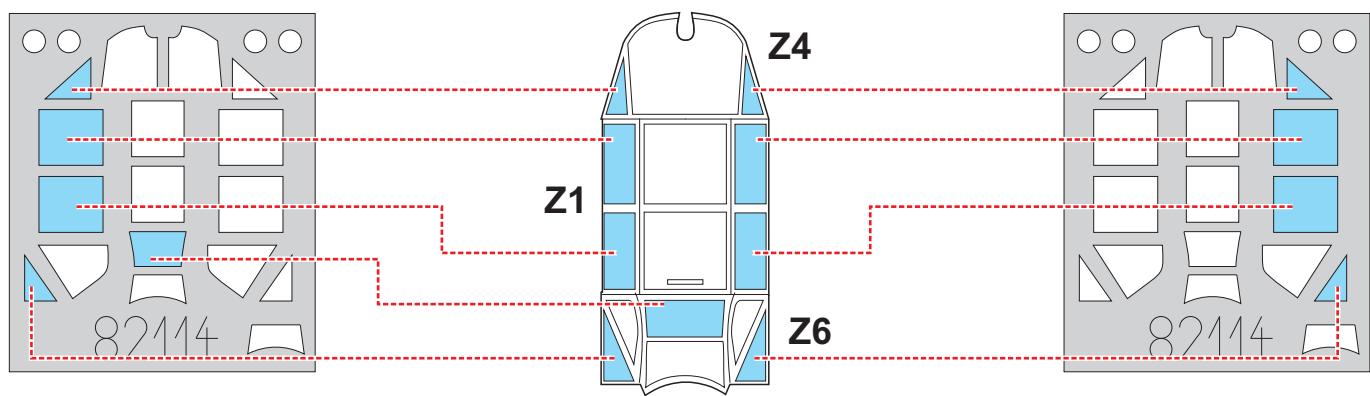
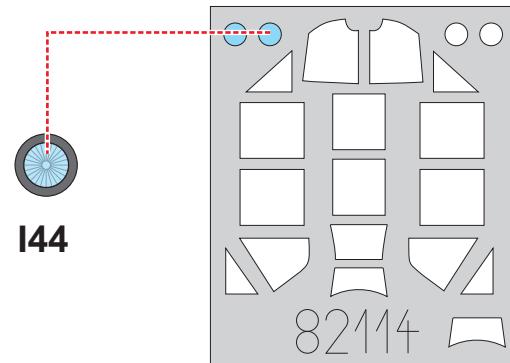
C**OPENED CANOPY**

MARKING E ONLY



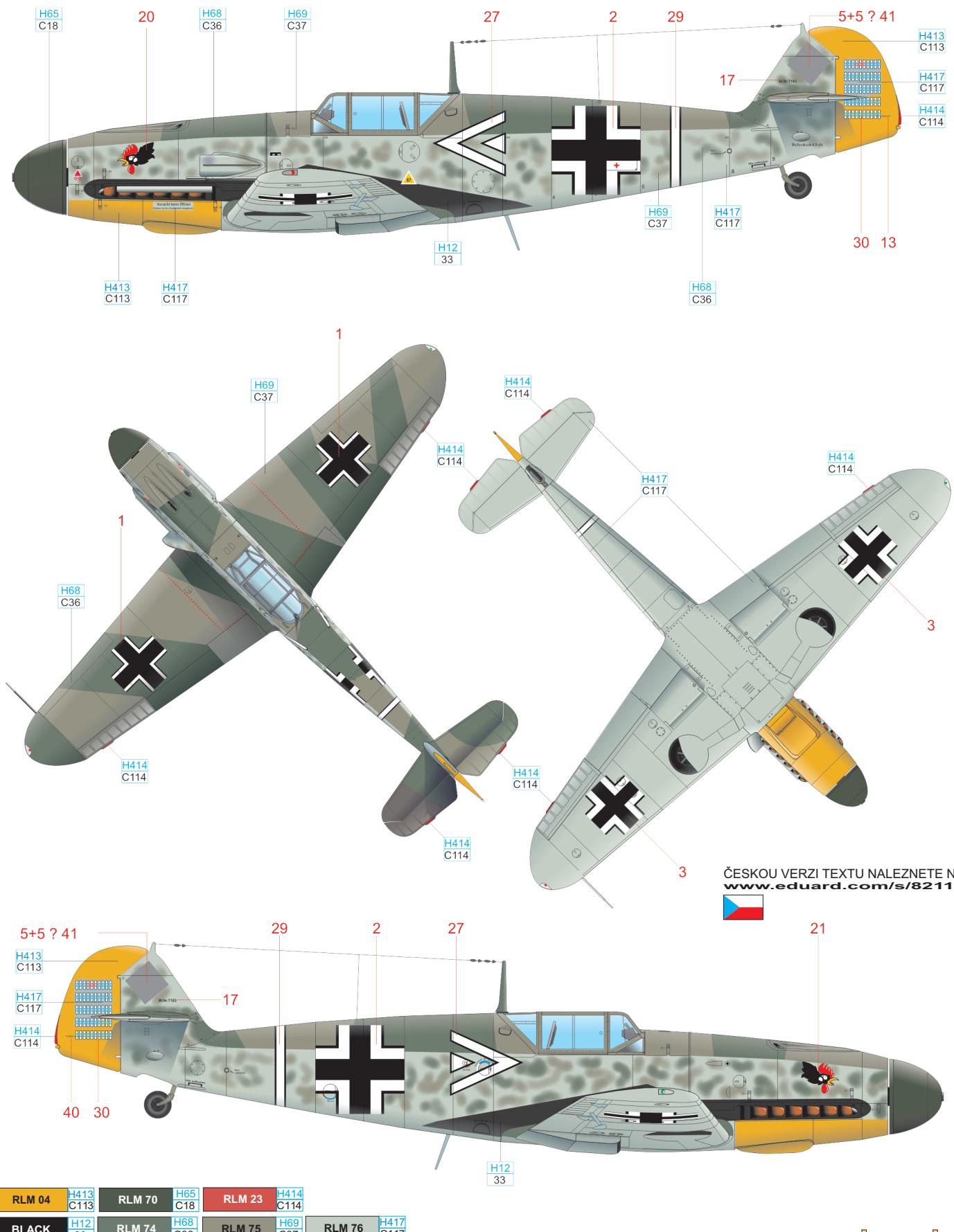
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A Bf 109F-4, W. Nr. 7183, flown by Hptm. Hans 'Assi' Hahn, III./JG 2, St. Pol, France, October 13, 1941

Hans Hahn commanded 4./JG 2 from December, 1939 and led III./JG 2 from October 29, 1940. Note the fifty kill marks on the rudder – these are related to his service on the Western Front. Hahn added the fiftieth kill to his tally on October 13, 1941 shooting down a Spitfire near Boulogne. He destroyed 66 enemy aircraft in the West. In late 1942 'Assi' Hahn moved to the East and commanded II./JG 54 from November 1, 1942 till February 21, 1943, when he was downed and captured by the Russians. He spent many years in captivity and returned back to Germany in 1950. Hahn's total score stands at 108 kills. The rooster head was the crest of III./JG 2, based on Hahn's family name.

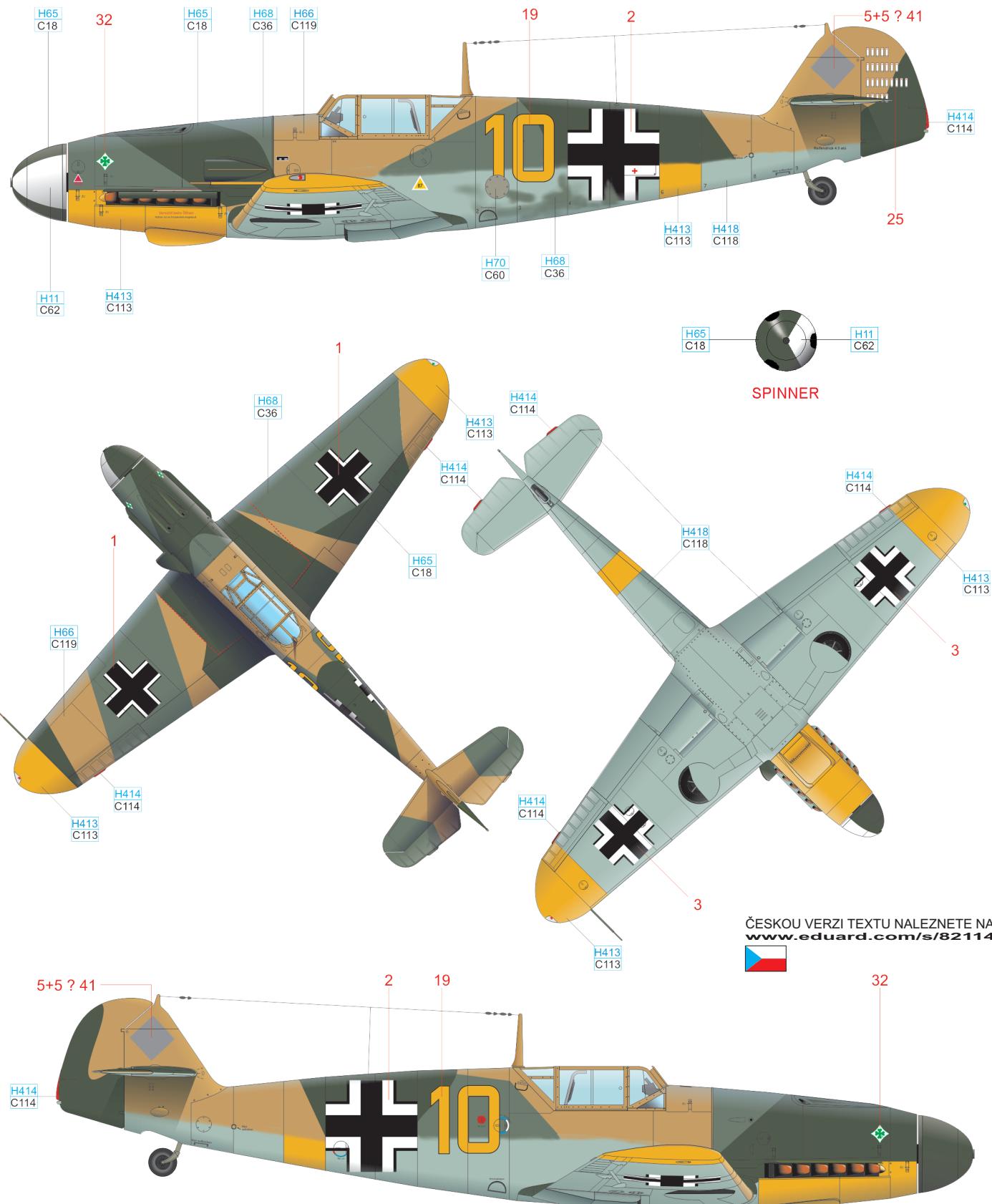


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B Bf 109F-4, flown by Uffz. Hans Döbrich, 6./JG 5, Petsamo, Finland, September 2, 1942

This aircraft was flown by Hans Döbrich, a fighter ace credited with 65 victories. He was downed three times. Döbrich was seriously wounded during the last incident and never flew a combat sortie again. In the second half of 1942, II./JG 5 was equipped with Friedrichs manufactured for service in a tropical environment. The desert camouflage colors consisting of RLM 79 and RLM 78 were applied at the factory. Feldflugpark (Repair Field Unit) in Pori added segments of RLM 74/70 (or RLM 75/71) that helped to protect Bf 109Fs in the North. The green shamrock on the cowling was a 6./JG 5 crest.



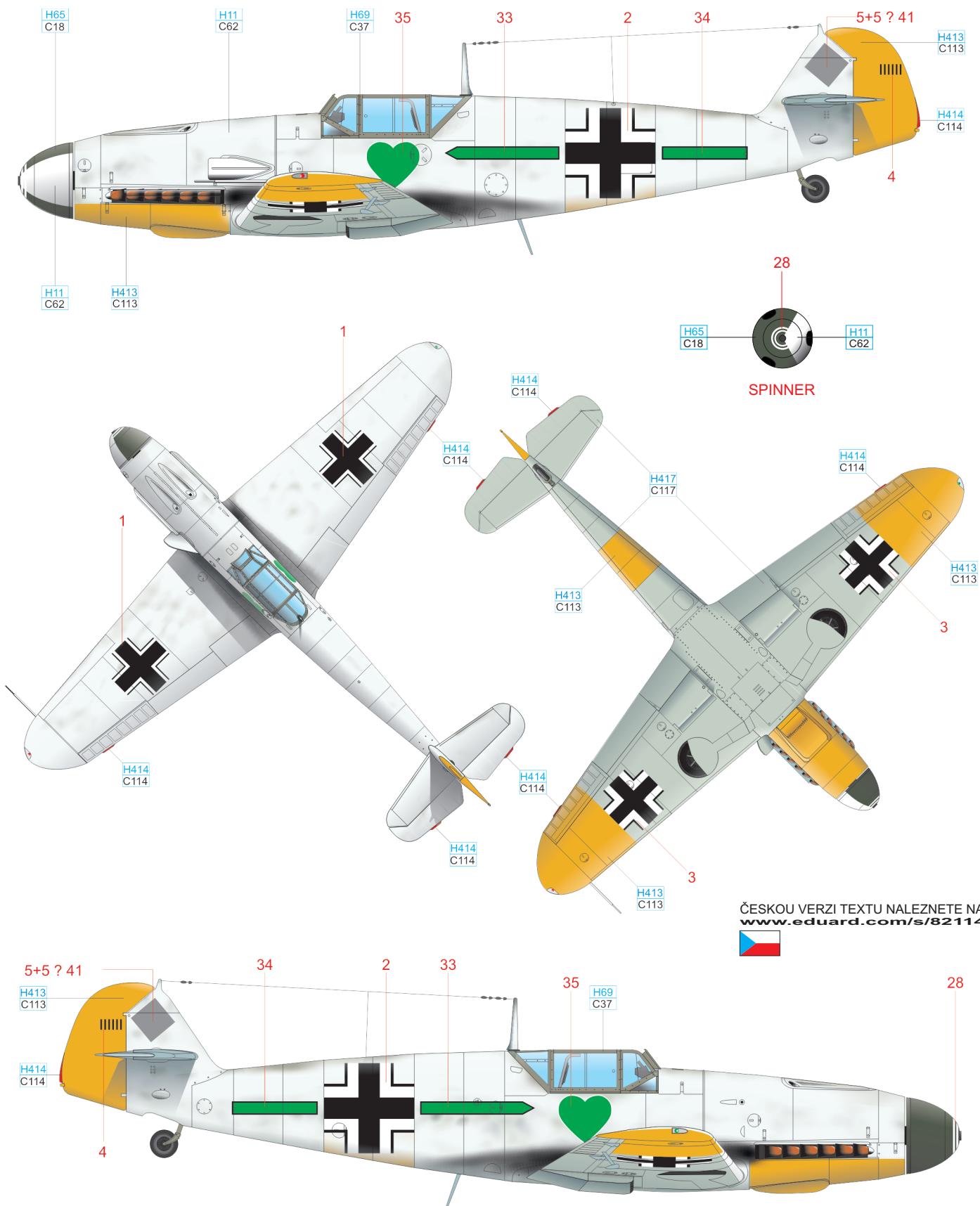
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RLM 04	H413 C113	RLM 70	H65 C18	RLM 23	H414 C114	RLM 02	H70 C60
RLM 79	H66 C119	RLM 74	H68 C36	RLM 78	H418 C118	WHITE	H11 C62

C Bf 109F-4, W. Nr.7243, flown by Oblt. Otto Kath, Stab/JG 54, Staraya Russa, Soviet Union, early December 1941

From March, 1941 till September, 1943, Otto Kath served as Geschwaderadjutant for Hannes Trautloft, the famous fighter ace and CO of JG 54. Kath previously flew under Trautloft with I./JG 20. He is credited with 6 kills. The standard camouflage of RLM 74/75/76 was oversprayed with washable white paint on the upper sides for the winter. The only exception was the framing of the canopy. The nonstandard Geschwader Stab marking is green, the color reserved for aircraft flown by HQ members. The green heart was painted on JG 54 'Grünherz' aircraft. Note the yellow Eastern Front markings on the wings, rudder and fuselage.



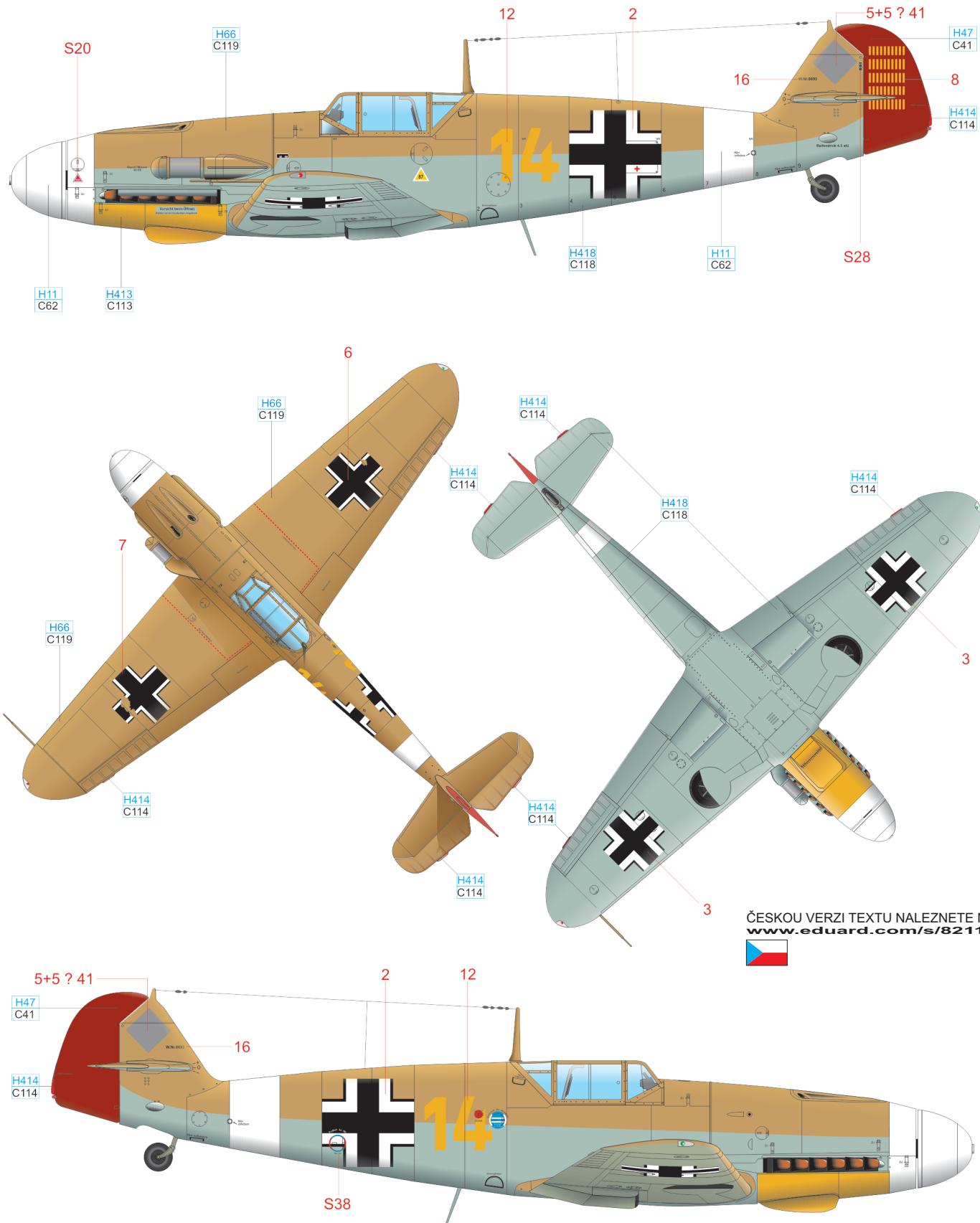
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WHITE	H11 C62	RLM 75	H69 C37
RLM 04	H413 C113	RLM 70	H65 C18
		RLM 23	H414 C114
		RLM 76	H417 C117

D Bf 109F-4/trop, W.Nr. 8693, flown by Lt. Hans-Joachim Marseille, 3./JG 27, North Africa, February 1942

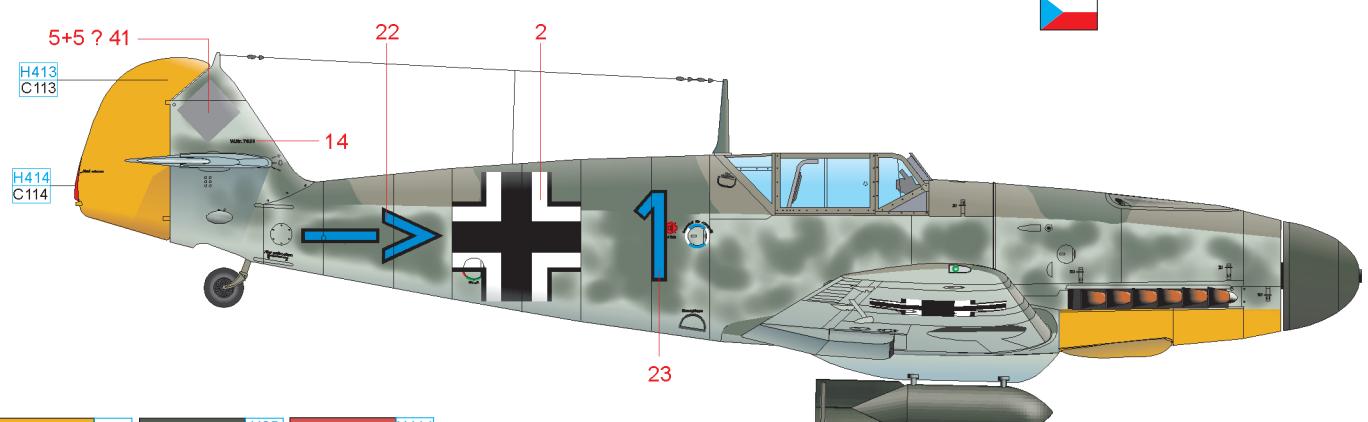
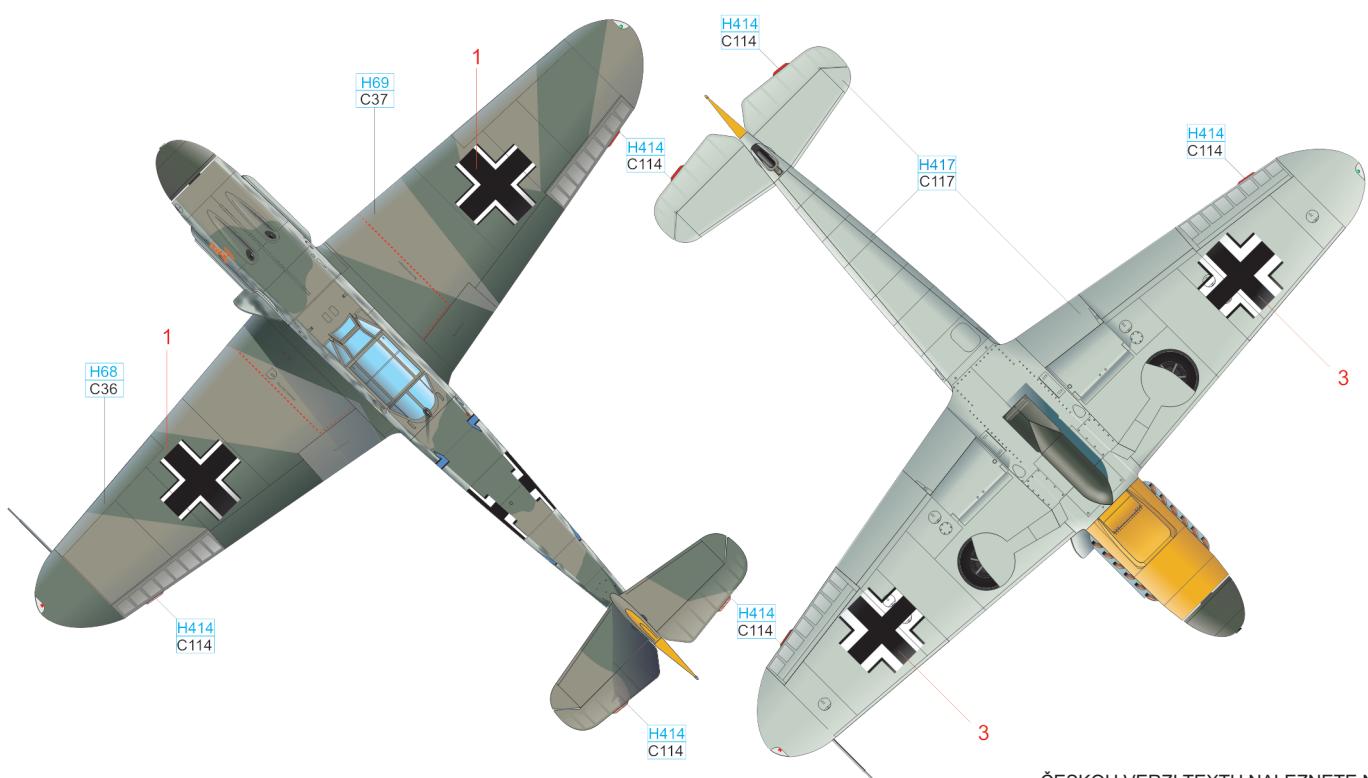
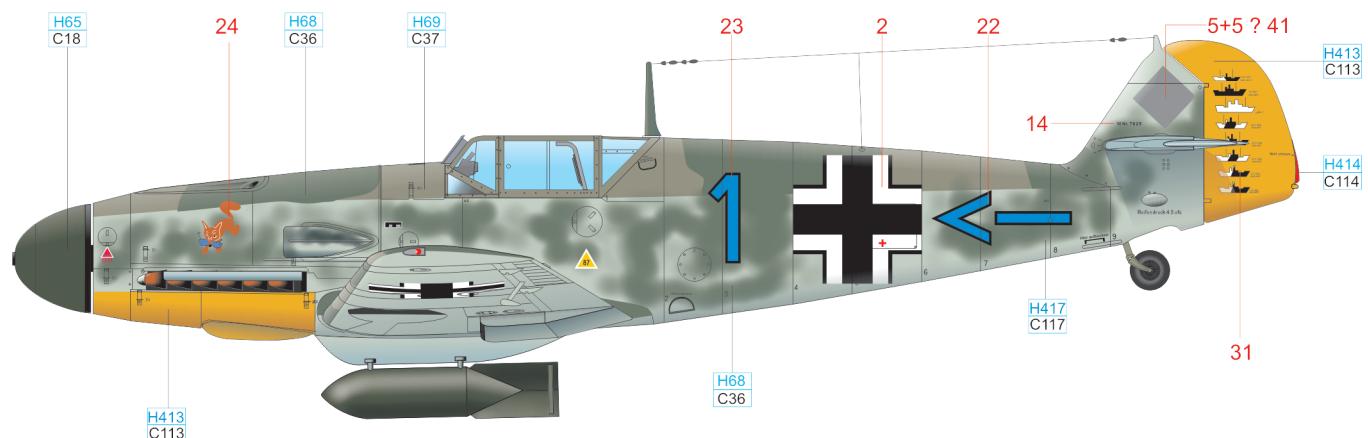
This aircraft was flown by Lt. Hans-Joachim Marseille, a fighter ace with 158 kills to his credit. He was awarded the Knight's Cross with Swords, Oak Leaves and Diamonds. He managed to shoot down enemy aircraft very frequently, enabling German propaganda to make him a star. Marseille was killed in accident on September 30, 1942. The camouflage consisted of RLM 79 Sandgelb on the upper surfaces and RLM 78 Himmelblau on the lower. The rudder was adorned with fifty kill marks and appears to have been oversprayed with a red-brown primer. Marseille achieved his fiftieth kill (and No.49 as well) on February 21, 1942. His victim, in both cases, was a Kittyhawk. The white painted wingtips and fuselage band were Luftwaffe markings used on aircraft flown in the Mediterranean.



WHITE	H11 C62	RLM 23 C114	H414	
RLM 04	H413 C113	RLM 79 C119	H66 C119	RED BROWN C41
			H47	RLM 78 C118

E Bf 109F-4/B, W. Nr. 7629, flown by Oblt. Frank Liesendahl, 10. (Jabo)/JG 2, France, June 1942

During late 1941, the Luftwaffe considered renewing bombing of Great Britain and coastal shipping. Every fighter unit that fought against Great Britain was asked to single out one Staffel for this purpose. The 10. (Jabo) Staffel played this role within JG 2. Under command of Oblt. Frank Liesendahl this Staffel sank 20 vessels (total tonnage 630.000 BRT) over a four month period. He was killed attacking cargo vessels near Brixham on July 17, 1942, posthumously promoted to Hauptmann and awarded the Knight's Cross. Liesendahl's personal mount wore a standard day fighter camouflage consisting of RLM 74/75/76. The ship-munching fox was a 10. (Jabo) Staffel badge. Note the symbols of vessels damaged or sunk by Liesendahl on the rudder.



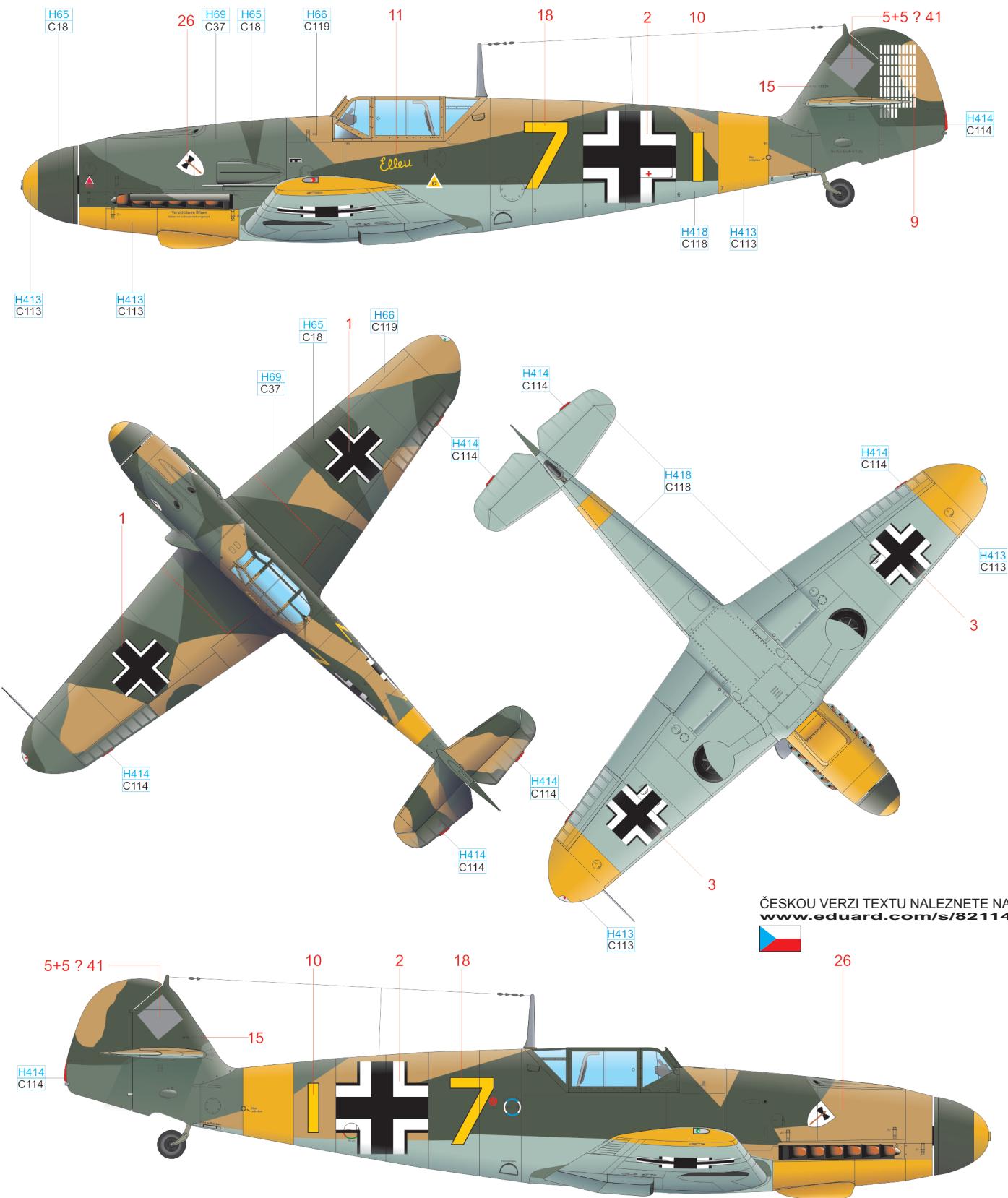
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RLM 04	H413 C113	RLM 70	H65 C18	RLM 23	H414 C114
RLM 74	H68 C36	RLM 75	H69 C37	RLM 76	H417 C117

F Bf 109F-4, W. Nr. 13325, flown by Oblt. Viktor Bauer, 9./JG 3, Shchigry, Soviet Union, June 1942

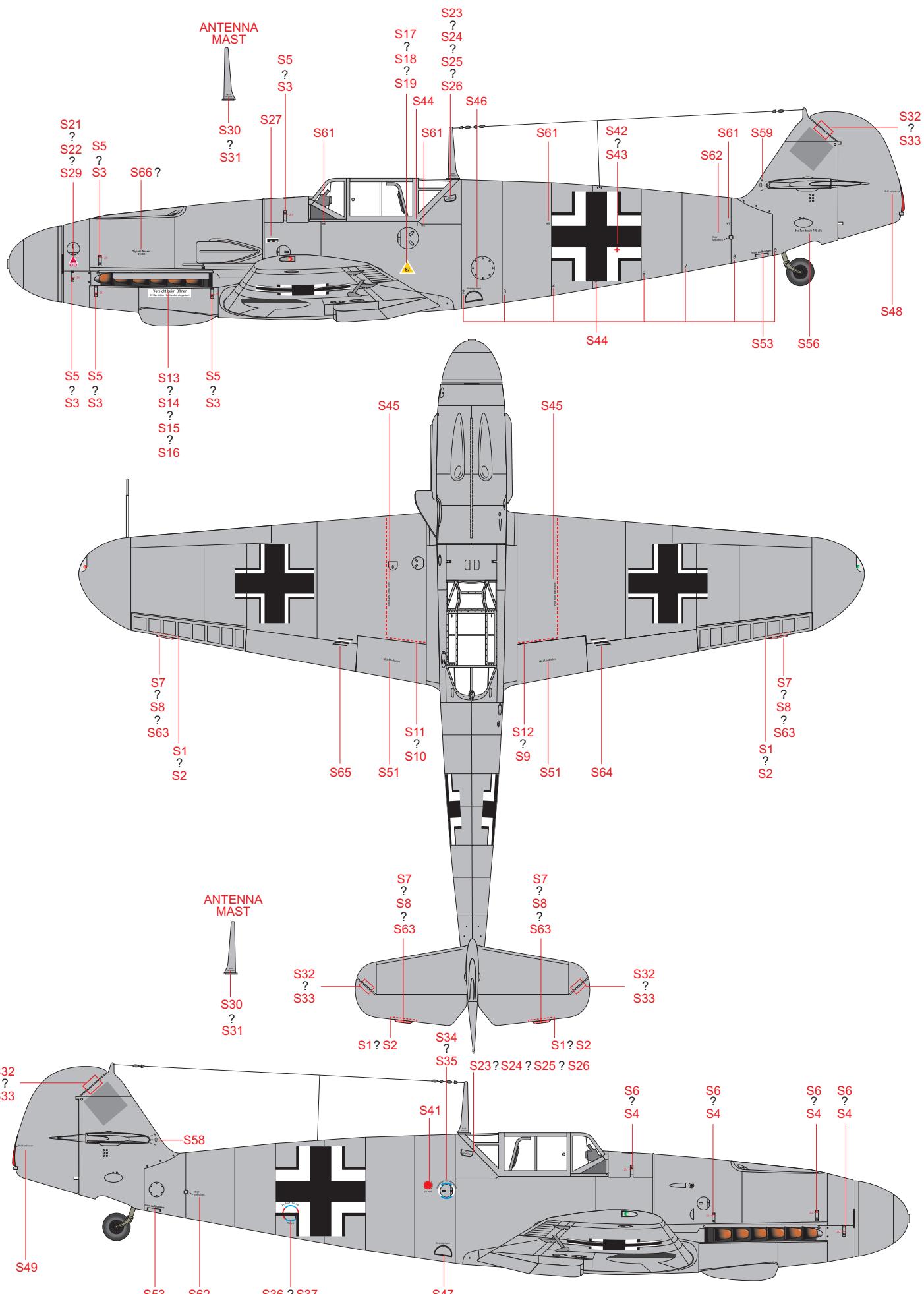
This aircraft was flown by Viktor Bauer, a fighter ace credited with 106 kills and a Ritterkreuz holder. He scored mostly against Soviet pilots. He flew this particular aircraft in the summer of 1942, when German Group of Armies A advanced on Stalingrad. This unit received Messerschmitts originally intended for service in North Africa, and thus was camouflaged in RLM 78/79. The segments of RLM 74/70 (some sources say RLM 75/71) were added to the desert camouflage scheme. This made the aircraft less visible in the Eastern Front environment. The yellow wingtips, fuselage band and lower cowling were typical for airplanes flown in the east. Note the III./JG 3 badge on the nose. The female name Ellen referred to Bauer's wife. Bauer achieved his 106th and last kill on August 9, 1942 northwest of Stalingrad. The very next day he was hit by enemy fire, wounded and had to belly land his crippled plane. After rescue, Bauer served in various posts of Ergänzungs (replacement) units.



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RLM 04	H413 C113	RLM 70	H65 C18	RLM 23	H414 C114
RLM 79	H66 C119	RLM 74	H69 C37	RLM 78	H418 C118



Bf 109F-4

1/48

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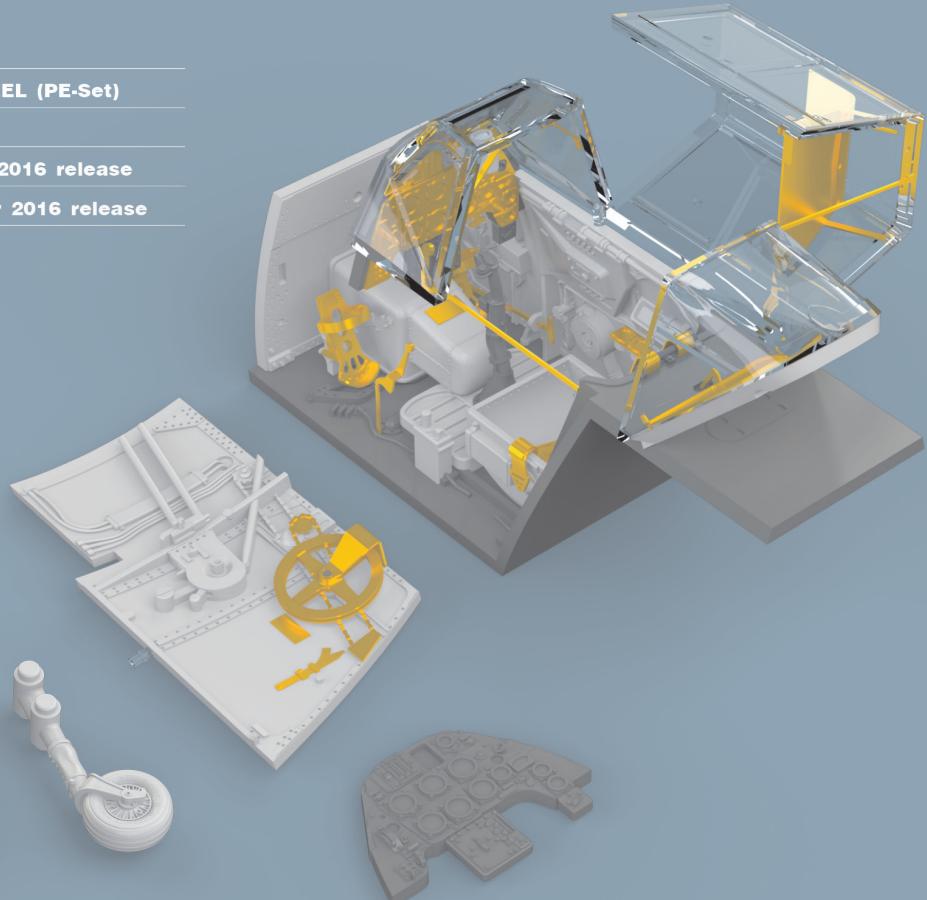
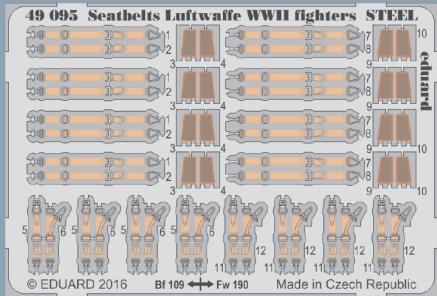
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49095 Seatbelts Luftwaffe WWII fighters STEEL (PE-Set)

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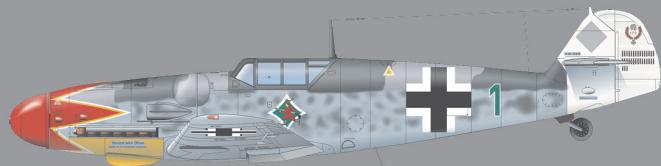


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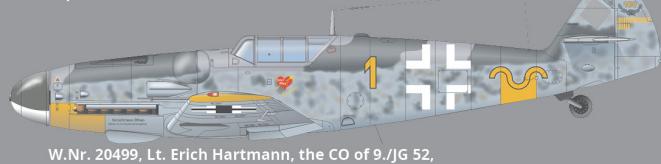
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- EX510 Bf 109G camo scheme - Erla (Mask)
- EX511 Bf 109G camo scheme - WNF (Mask)
- EX512 Bf 109G spinner spirals (Mask)
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- 648255 Bf 109G-6 propeller (Brassín)
- 648261 Bf 109G-6 wheels (Brassín)
- 648265 Bf 109G-6 external fuel tank (Brassín)



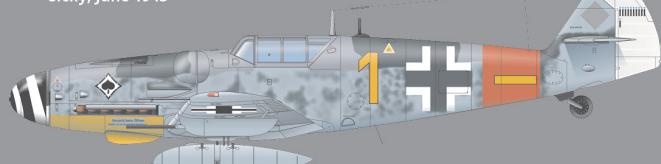
W.Nr. 15919, Maj. Hermann Graf, the CO of JGr 50, Wiesbaden – Erbenheim, September 1943



W.Nr. 20499, Lt. Erich Hartmann, the CO of 9./JG 52, Nove Zaporozhye, October 1943



W.Nr. 18107, Uffz. Georg Amon, 7./JG 53, Torazzo, Sicily, June 1943



W.Nr. 440190, Lt. Alfred Hammer, the CO of 6./JG 53, Wien – Seyring, February 1944



W.Nr. 160756, Uffz. René Darbols, Santa Maria, I./JG 4, July 25 1944