

eduard

LIMITED



BF 109G-2 & BF 109G-4

WUNDERSCHÖNE NEUE MASCHINEN

- Pt.2 -

INSTRUCTION SHEET

1/72

DUAL COMBO

2143-NAV1

Bf 109G-2 & Bf 109G-4

Development



by VLADIMÍR ŠULC

DURING WWII, NO OTHER AIRCRAFT WAS MORE ASSOCIATED WITH THE RISE AND FALL OF THE LUFTWAFFE THAN THE MESSERSCHMITT Bf 109 FIGHTER. IT GRADUALLY DEVELOPED THROUGH THE WAR WITH THE GUSTAV SERIES BEING THE MOST NUMEROUS OF THEM ALL.

The history of the Bf 109 began at the end of March 1933, when the Reich Ministry for Aviation issued specification L.A. 1432/33 for the development of a single-engine fighter monoplane. Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke took part in the competition. In the last of these mentioned, the post of technical director was held by Willy Messerschmitt, whose reputation was greatly strengthened by the success of the Bf 108 courier aircraft, completed not long before. Messerschmitt's goal was to create an aircraft with the best possible power to overall weight and size ratio of the aircraft. The result was a low-wing airplane with subtle aerodynamic shapes and progressive design elements, such as an all-metal structure, retractable landing gear, slats, flaps, an enclosed cockpit, and a modern fuselage shell structure. As a result, Messerschmitt's Bf 109 somewhat surprisingly won the competition over the designs of more renowned competitors.

The first combat deployment of three test Bf 109s took place during the Spanish Civil War in December 1936. Units of the 2.J/88 Legion Condor gradually gained valuable combat and tactical experience with all development versions of the Bf 109, from the B-1 to the E-1, for which the original problematic Jumo 210 engine was replaced by the modern inverted twelve-cylinder inline DB 601. Together with the later DB 605, it powered several tens of thousands of produced 109s in more than twenty-five versions and subvariants.

Bf 109E

Introduced into Luftwaffe service in 1939, the Bf 109 E was fitted with a new Daimler-Benz DB 601 engine driving a VDM 9 three-blade variable pitch propeller. Production of the E-1 with four 7.9mm machine guns and the E-3 with two 7.9mm machine guns and two MG-FF 20mm cannon ran in parallel from the beginning of 1939. Thus, the Luftwaffe entered World War II armed with the most modern and powerful single-engine fighter in the world, forming the backbone of its units

until the spring of 1941. From the invasion of Poland, through the Sitzkrieg on the Western Front, the invasion of Norway, the Battle of France to the Battle of Britain, the Bf 109 E ensured technical and tactical superiority of the Luftwaffe over its opponents. After the Battle of Britain in the autumn of 1940, however, it became increasingly clear that the time was ripe for change.

Bf 109F

This came in the form of the Bf 109 F, the development of which began as early as the autumn of 1938. It was designed for the new DB 601 E engine with an estimated power output of 1350 hp, compared to the 1100 hp of the DB 601 A engine. The result of the work of the design team under chief designer Robert Lusser, it was innovative both technically and visually, a machine that, among other things, brought about a change in the concept of installing on-board weapons, when the two MG FF cannons in the wing were replaced by a fuselage cannon, located between the engine cylinders and firing through the propeller hub, supplemented by a pair of 7.9 mm MG 17 machine guns. Apart from the aerodynamic refinement of the nose, the introduction of a new spinner and an air intake of circular cross-section feeding the turbocharger, the struts supporting the tail unit were eliminated. The wing received an elegant wingtip shape with a cutout for a position light on the leading edge and, more importantly, new glycol coolers were added, the control flap of which also formed the inner part of the flap system. The slats remained automatic as on the Bf 109 E, and the control surfaces with metal internal structure were covered with canvas. The tail wheel was retractable. The fuselage fuel tank, located under and behind the pilot's seat, had a volume of 400 liters.

Due to the delay in the development of the DB 601 E engine, the first production version of the Bf 109 F-1 used the DB 601 N rated at a maximum of 1175 hp. It was based on the DB 601 A engine, the increase in power was achieved by

changing the compression ratio and using C3 fuel with an octane rating of 96. The new aircraft, of which probably a little over 200 were produced in this version, came one by one to the front-line units during the autumn of 1940, but none of the combat units were ever completely re-armed with it. The first to receive them in early October was Stab/JG 51, where the first two combat sorties were undertaken by Major Werner Mölders on October 9, 1940 with Bf 109 F-1 WNr.5628 coded SG+GW, and by October 11, he had shot down a Spitfire Mk.I from No.66 Squadron RAF over Folkestone.

Bf 109 F-2 and F-4

In January 1941, the first mass-produced version of the Bf 109 F, in the form of the dash 2, again powered by the DB 601 N, but this time with a 15 mm MG 151/15 cannon as the main weapon, began arriving at combat units. In June 1941, the first Bf 109 F-4 arrived at the front. The main modification of the F-4 was the finally completed and fine-tuned DB 601 E engine with a maximum power rating of 1,350 hp, driving a three-blade, variable pitch VDM 9-12004.10 propeller. The engine used standard 87 octane B4 aviation fuel. Main armament was upgraded thanks to the installation of the MG 151/20 engine mounted 20mm cannon, and the 7.9mm MG17 machine guns were retained.

Around 600 Bf 109 F-4/Zs were equipped with the GM-1 boost system, which injected nitrous oxide into the cylinders, briefly increasing engine power at altitudes above 19,700 feet. These had a larger 9-6150 (Fö 870) oil cooler and a VDM 9-12087A propeller with wider blades. Part of the 576 tropicalized Bf 109 F-4 Trop aircraft also had a larger oil cooler, which also received a larger air intake to the turbocharger with a dust filter that could be closed off. Both the Bf 109 F-2 and F-4 could be converted to fighter-bombers by installing an under-fuselage bomb rack, and a part of the Bf 109 F-4 production was converted for photo-reconnaissance duties becoming the Bf 109 F-4/R2, R3, R4 and R8, carrying various types of on-board photographic equipment. A total of 3,617 Bf 109Fs were produced, production ending in May 1942.

Bf 109 G-2 and G-4

Further development of the Bf 109 was associated with the new DB 605 A engine with a power rating of 1,454hp at takeoff, combat power at an altitude of 18,700 feet was 1,231hp, emergency power at the same altitude was 1,335 hp. The DB 605 A engine was developed from the DB 601 E. There was an increase of displacement from 33.9 L to 35.7 L by increasing the cylinder bore by 4 mm. By changing the valve timing, an increase to a maximum of 2,800rpm from 2,600rpm was achieved. There was an upgrade of the compressor, the speed of which

was now automatically controlled by a hydromechanical clutch depending on the barometric pressure at different altitudes. The changes led not only to an increase in performance, but also a slight increase in weight from 700 kg to 756 kg. The engine used 87 octane B4 aviation fuel and drove a 9-12087 propeller with wider blades. Due to the need for more efficient cooling of the more powerful engine, a larger Type 9-6150 (Fö 870) oil cooler was used, the same as installed on the Bf 109 F-4/Z.

The first production version of the Bf 109 G-2, manufactured from May 1942 initially at WNF and then also at Messerschmitt in Regensburg and at ERLA in Leipzig from June, was visually very similar to the Bf 109 F-4, but in fact introduced a number of changes. First of all, the fuselage structure was strengthened, especially in the area of the engine bulkhead and in the rear part of the fuselage between the 8th and 9th fuselage bulkheads, where it was already strengthened in the Bf 109 F-4. Changes took place in the cockpit, the wall between the cockpit and the space for housing the MG 17 machine guns was changed and strengthened, and the fuel tank was also redesigned. The tank filler neck moved from the port side under the canopy to the left side of the fuselage spine between the second and third bulkheads. Optically and structurally, the cockpit canopy underwent significant changes, which received a characteristic robust framing with integrated armored glass for the windscreen. The wing structure was strengthened, the tailwheel remained retractable with a tire size of 290x110 mm. The main landing gear of the G-2 retained the 650x150 mm tires, same as the F-4. A significant change was the standardization of fasteners for the mounting of weapons and equipment on the airframe, which facilitated the later modernization of the aircraft to higher versions with the help of modernization kits (Rüstsätzen). This design strategy was retained for all G-version subtypes from the G-2 to the G-10 and allowed the airframes of older machines to be suitable for conversion to higher standard versions. It also made it easier to train and maintain staff on later versions. All versions of the Bf 109 G were also produced with tropical modifications, and the G-2/G-4 versions were still listed in documentation as two versions, the standard G-2/G-4 and the tropicalized G-2/Trop and G-4/Trop.

Production of the subsequent Bf 109 G-4 began at Messerschmitt in September 1942, at WNF in December of the same year, and at ERLA the following January. The G-4 version did not differ in appearance from the G-2 at the start of production, and it is not entirely clear why the new type number was applied. At first, the only significant change was in the radio equipment, where the G-4's older FuG VIIa shortwave radios gave way to the new FuG 16 Z or FuG 16 ZY VHF units. In addition to the radios, the FuG 16 ZY equipment also had a built-in transponder

Bf 109 G-2 WNr. 14246. The aircraft has the smaller landing gear wheels (650x150 mm), with retractable smaller tail wheel (290x110 mm) and without bulges above the undercarriage wheel well on the upper surface of the wing.



photo: SDA/SM

Bf 109 G-4 MT 213 still has the original smaller main landing gear wheels but already sports a larger fixed tail wheel (350x135 mm). This aircraft is part of the marking options included in this kit, but sporting a new camouflage applied after the overhaul.



photo: SA-Kuwa

photo: Bundesarchiv



Bf 109 G-4 and personnel of the Slovak squadron 13./JG 52 at Anapa airfield in Crimea in the summer of 1943.

for the Pegasus Y goniometric gunsight with a Moranmast rod antenna. Some machines were equipped with a ZVG 16 direction finding device with a PR 16 loop antenna on the back of the fuselage. This device was supplied as a Rüstsatz R7 Peilrufanlage set.

During the production of the Bf 109 G-4, probably in December 1942, there was a change in the size of the wheels of the main landing gear. The wheels received larger tires measuring 660×160 mm (compared to 650×150 mm for the Bf 109 G-2), and larger steel brake discs. This necessitated a deepening of the landing gear bay by installing a bulge in the upper wing skin over the landing gear well. The tailwheel was enlarged to 350×135 mm, compared to 290×110 mm for the Bf 109 G-2. It continued to be fixed, non-retractable, with a leather sleeve covering its strut. The installation of larger tires was a response not only to the increasing weight of the aircraft, but also to persistent problems with tire life and stability of the aircraft during take-off and landing. Unfortunately, these features are not definitive for determining G-2 or G-4 variant, as the early production G-4s still had the original smaller wheels with a smooth wing surface without a bulge above the landing gear well and a small retractable tailwheel. Conversely, older G-2s were retrofitted to the G-4 standard by installing larger wheels and appropriate equipment.

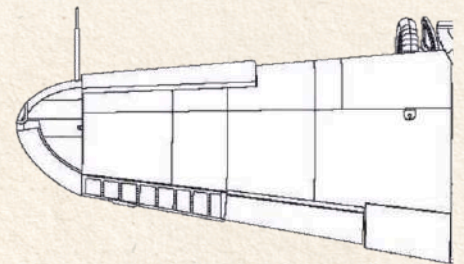
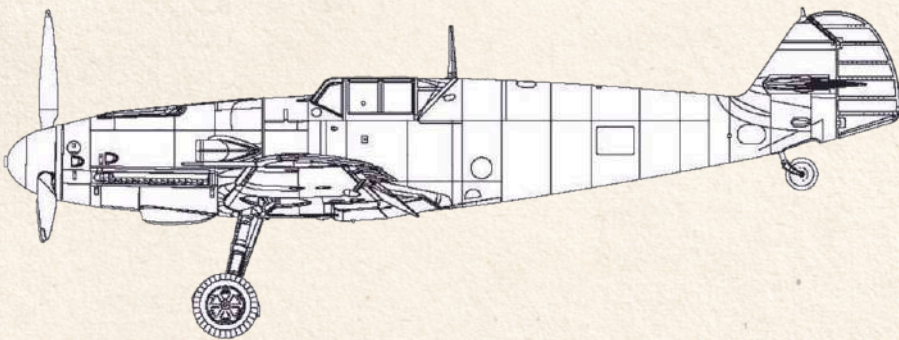
A total of 1,586 Bf 109 G-2s and 1,242 Bf 109 G-4s were produced by May of 1943, in addition to which one license built Bf 109 Ga-2 and twenty-four Bf 109 Ga-4s were produced in Győr, Hungary. Additionally, 167 Bf 109 G-1s and 50 Bf 109 G-3s with pressurized cabins were manufactured. All versions could be equipped with an additional 300l drop tank, as well as pods containing MG 151/20 20mm cannon.

Combat use of the Bf 109 G-2 and G-4

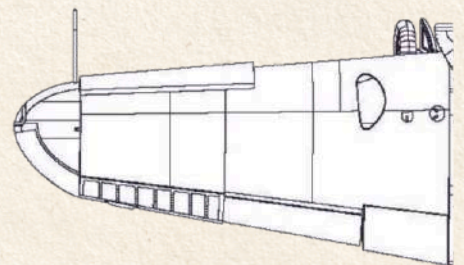
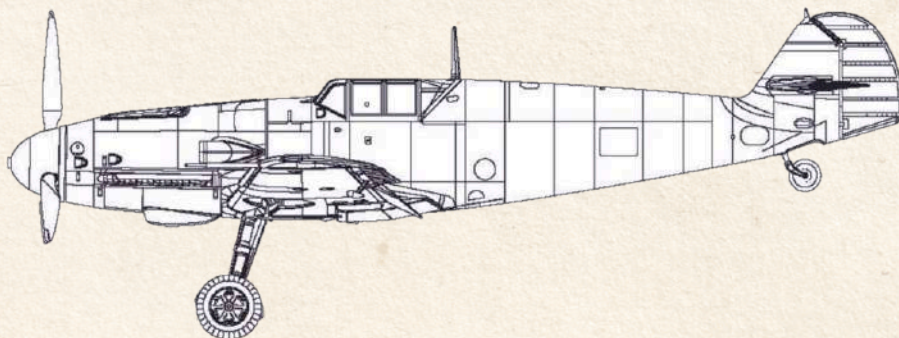
Both types gradually replaced the Bf 109 F-2 and F-4 in Luftwaffe fighter units over the second half of 1942. The Bf 109 G-2 ensured the performance superiority of German fighters over Allied opponents both on the Eastern Front during the successful German summer offensive and the advance of the German armies to the Caucasus and to Stalingrad, as well as in North Africa during the advance of the German Afrikakorps and its Italian allies along the North African coast towards Egypt. After the defeat of the German armies at El Alamein in North Africa in November 1942 and the encirclement of the German 6. Armee (6th army) at Stalingrad in the same month, the tide had begun to turn. Luftwaffe fighters were unable to maintain their air supremacy over the battlefield at Stalingrad and keep the air supply lines open to the encircled German forces, nor in North Africa, where a strengthening Allied air force was successfully disrupting supplies to the remaining Axis armies in Tunisia. After the capitulation of the Germans and Italians in Africa, the Luftwaffe faced the Allied landings in Sicily and Italy, on the Eastern Front it waged intense air battles with a strengthening Soviet Air Force, supplemented in the spring of 1943 by new types of Soviet aircraft. Deliveries of British and American equipment were significant, especially the P-39 Airacobra and the P-40 Warhawk, supplied under the Lend Lease Act. In all these battles, the Bf 109 G-2 and G-4 were the most important armament of the Luftwaffe fighter units. The ability of the Bf 109 G-2 and G-4 to carry MG 151/20 gun pods under their wings was very welcome, especially in battles against the increasingly dangerous, heavily armored Soviet Sturmoviks, the Ilyushin Il-2. But the biggest disaster befell the Luftwaffe in the West. In the autumn of 1942, the first units of the newly formed USAAF 8th Air Force were arriving in Great Britain and were immediately engaged in a bombing offensive against targets in occupied Western Europe and from the spring of 1943 also against targets in Germany. The escalating British and American raids on Germany were causing painful losses. In August 1943 the Messerschmitt plants in Regensburg and the WNF in Wiener Neustadt were hit, and although in 1943 the Luftwaffe was still able to counter the American daytime raids with relative success, the situation gradually became critical and in the following year, the Luftwaffe lost the air battle for Germany.

The Bf 109 G-2 and G-4 was an active participant in these historical events. Back in July, during the Battle of Kursk, which marked a definitive turning point in the course of World War II, Bf 109 G-4s made up half of the equipment of Luftwaffe units armed with the Bf 109 G. On the Western Front, the representation of the Bf 109 G was not as widespread, and Luftwaffe units there were usually equipped with various versions of the Fw 190 A. The Bf 109 G-2 and G-4 were also used by the Finnish, Romanian, Italian, Croatian, Slovak and Hungarian air forces, and were also license built in Hungary as the Bf 109 Ga-2 and Ga-4.

Bf 109 G-2



Bf 109 G-4



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 započatím 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
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



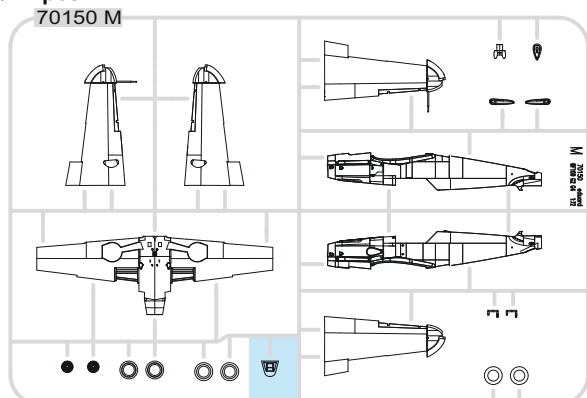
PIÈCES



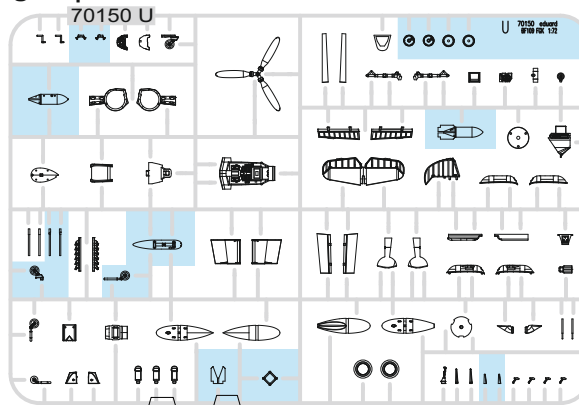
部品

PLASTIC PARTS

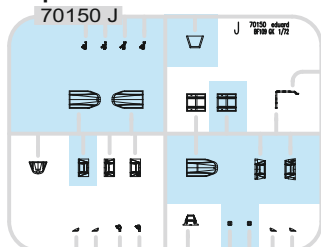
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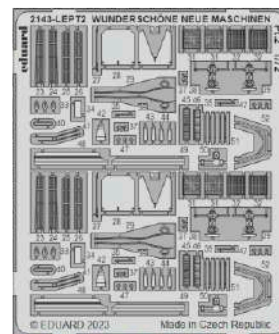
U> 2 pcs.



J> 2 pcs.



PE - PHOTO ETCHED DETAIL PARTS



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

COLOURS



BARVY



FARBEN



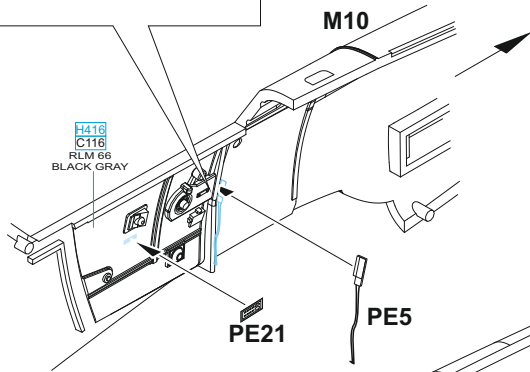
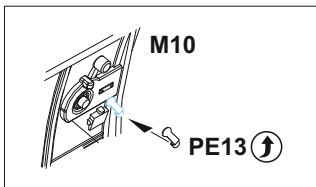
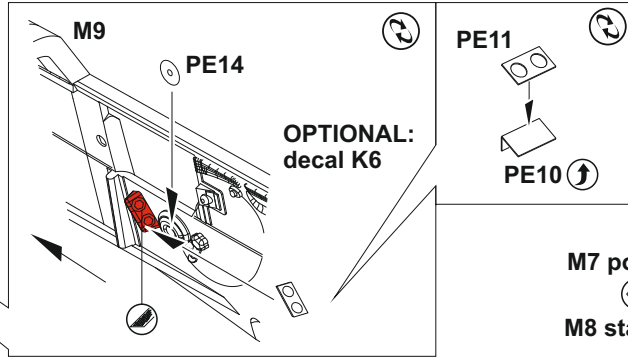
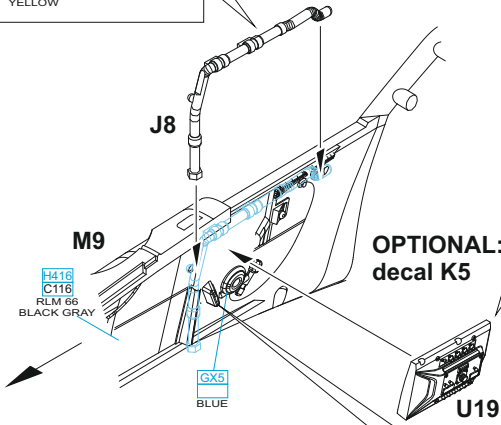
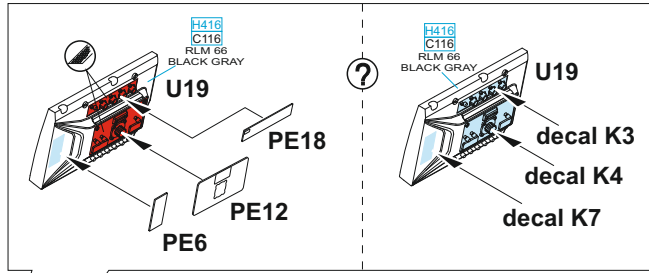
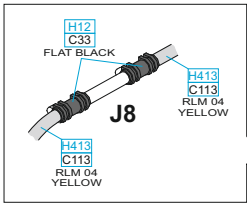
PEINTURE



色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H5	C5	BLUE
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H51	C11	LIGHT GULL GREY
H64	C17	RLM71 DARK GREEN
H65	C18	RLM70 BLACK GREEN
H66	C119	RLM79 SAND YELLOW
H67	C115	RLM65 LIGHT BLUE
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK
H78	C38	OLIVE GREEN
H80	C54	KHAKI GREEN

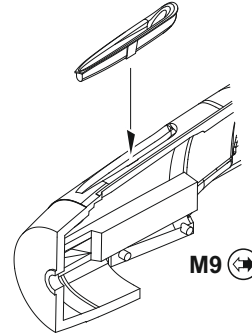
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H324	C324	LIGHT GRAY
H413	C113	RLM04 YELLOW
H414	C114	RLM23 RED
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
H418	C118	RLM78 LIGHT BLUE
H420	C120	RLM80 OLIVE GREEN
Mr.METAL COLOR		
MC213		STEEL
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
Mr.COLOR GX		
GX05		SUSIE BLUE



M7 port side
M8 starboard

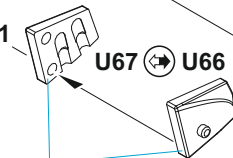


step 2



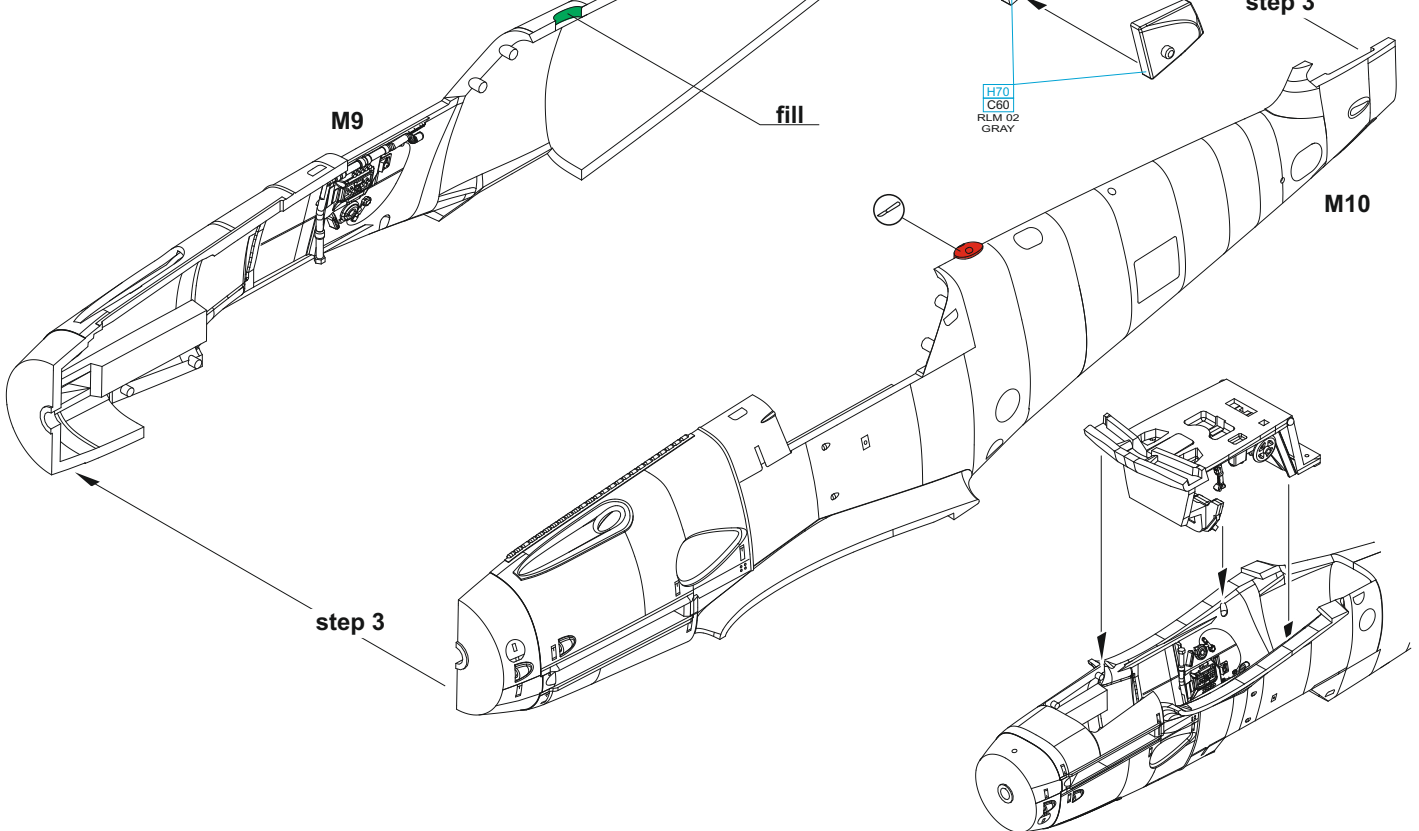
M9 ↔ M10

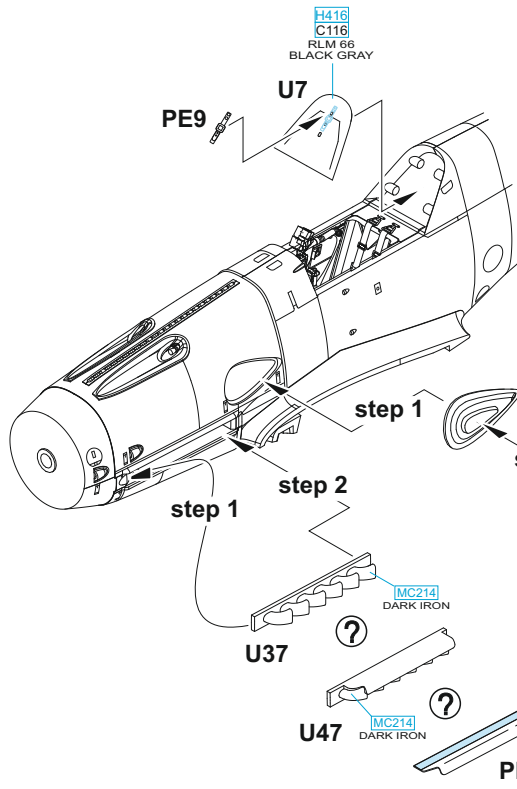
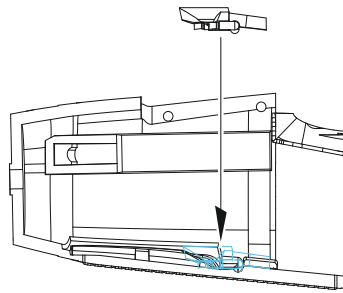
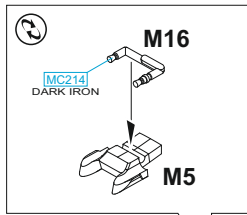
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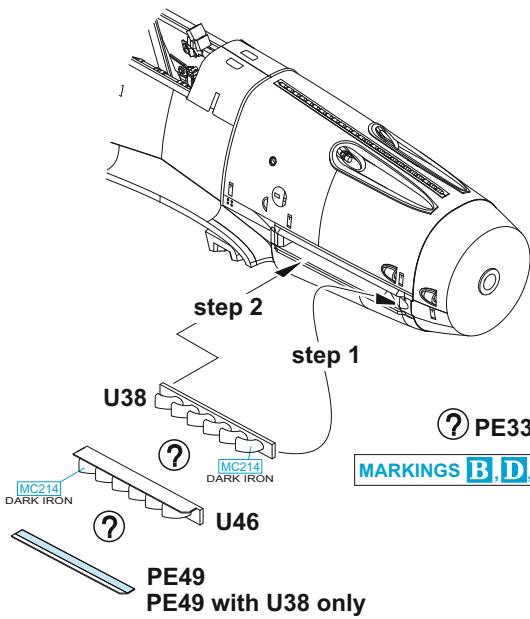
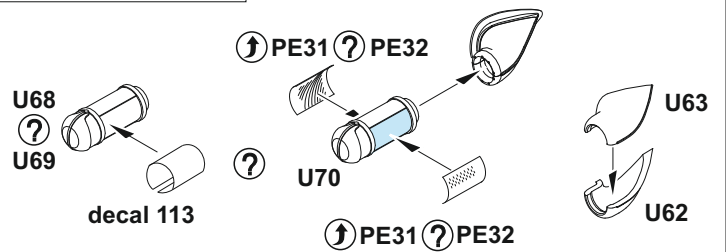
step 3

H70 C60 RLM 02 GRAY





MARKINGS **B, D, L** ONLY



MARKINGS **B, D, L** ONLY

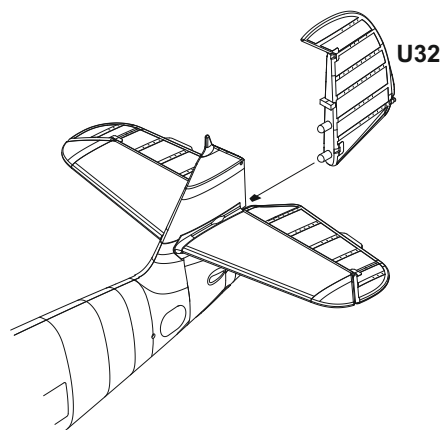
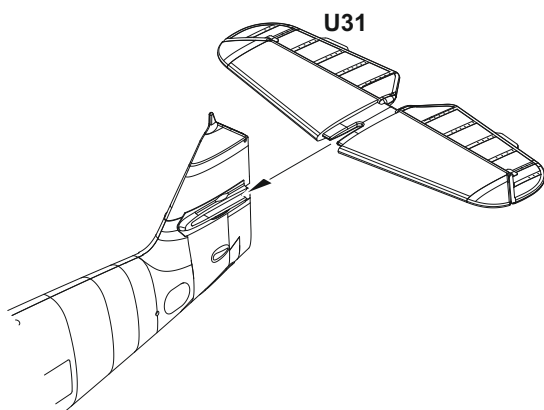
PE33, PE44

U68 U69 U70

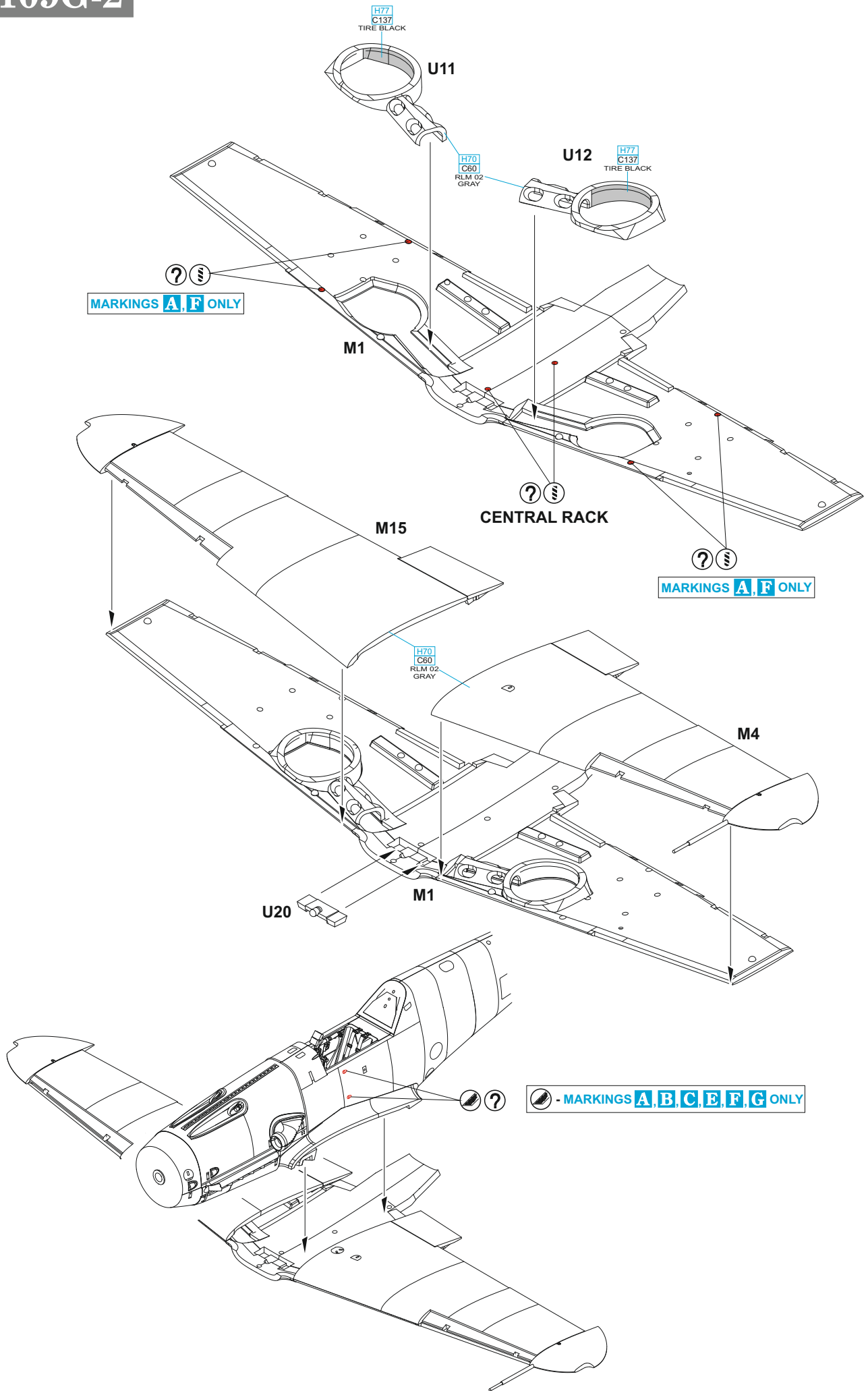
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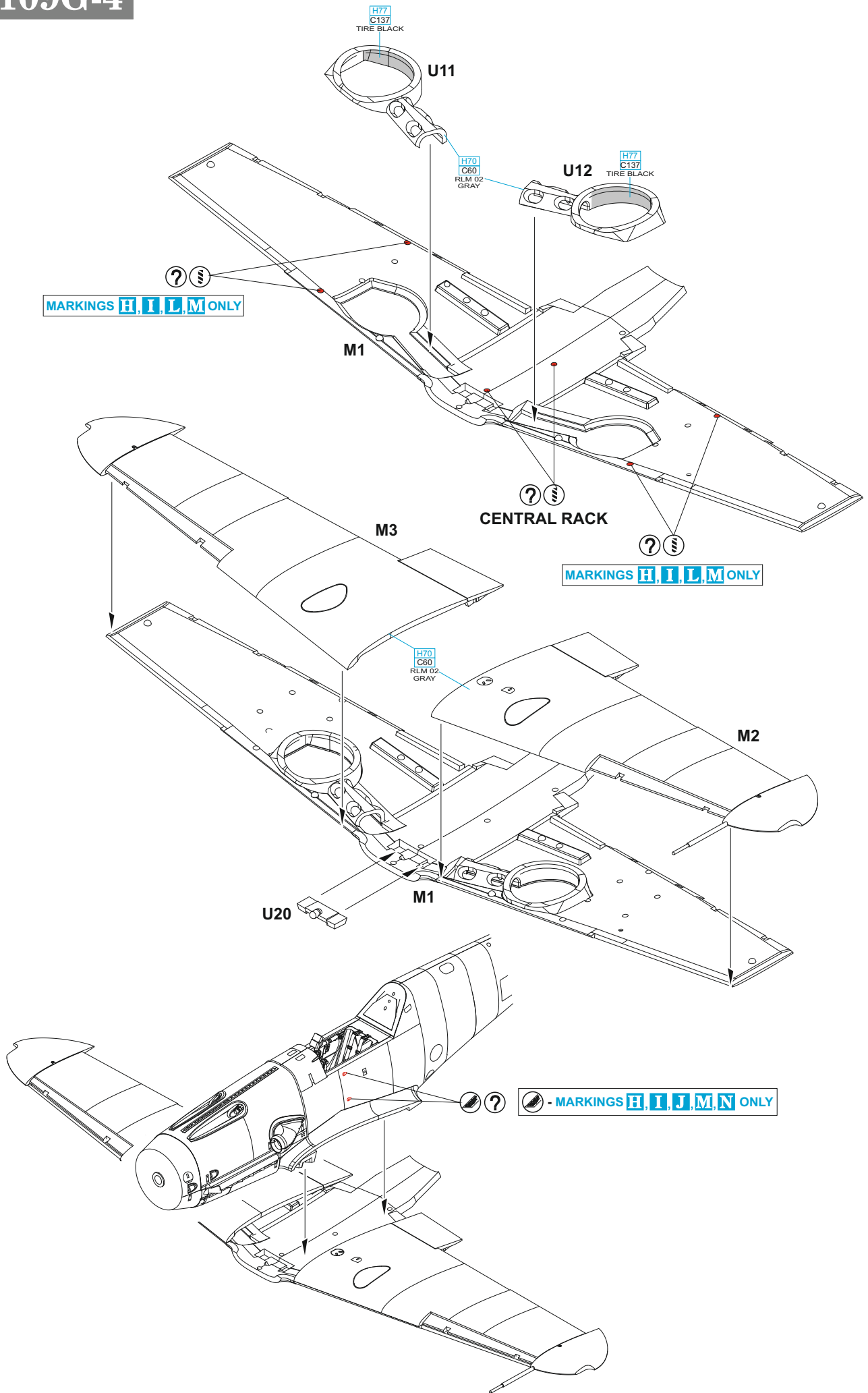
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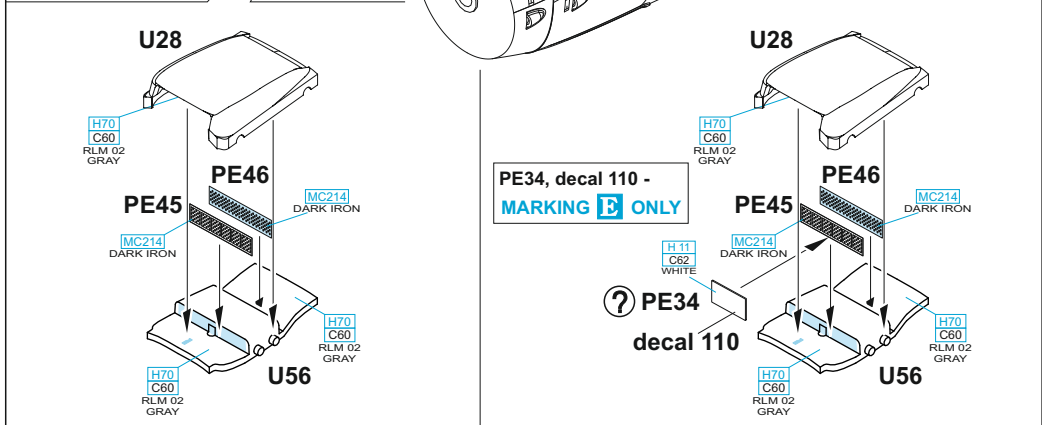
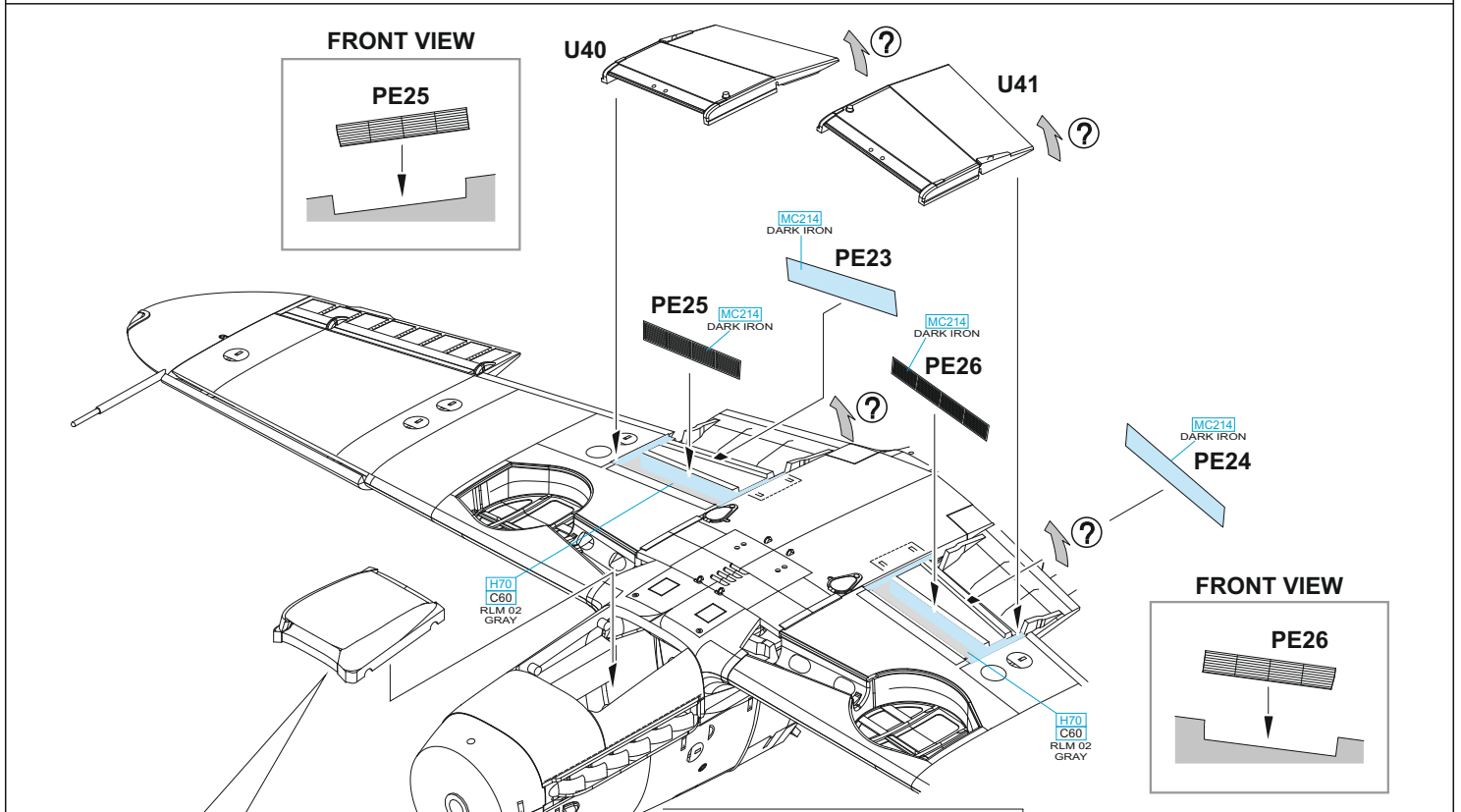
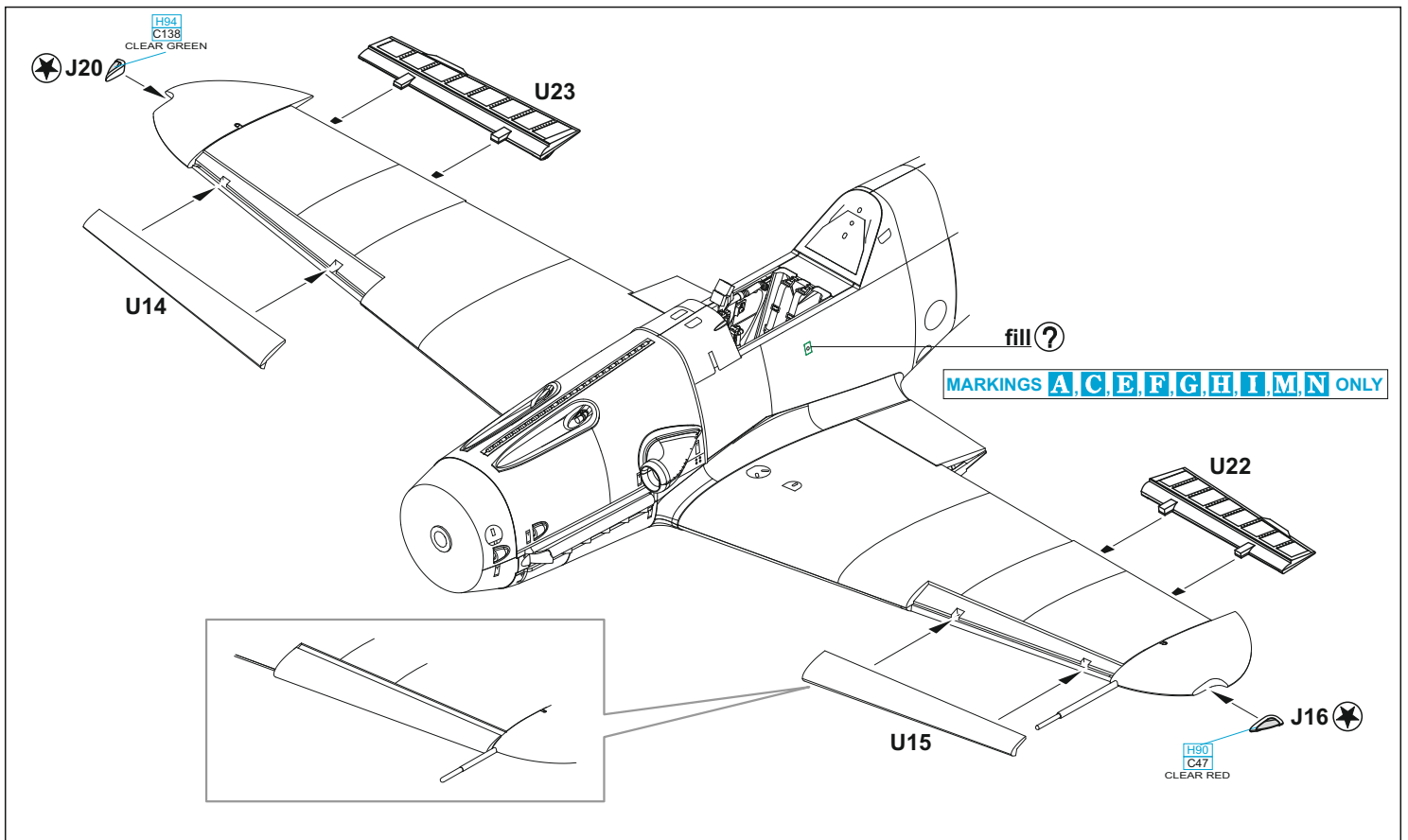
U68
U69
U70

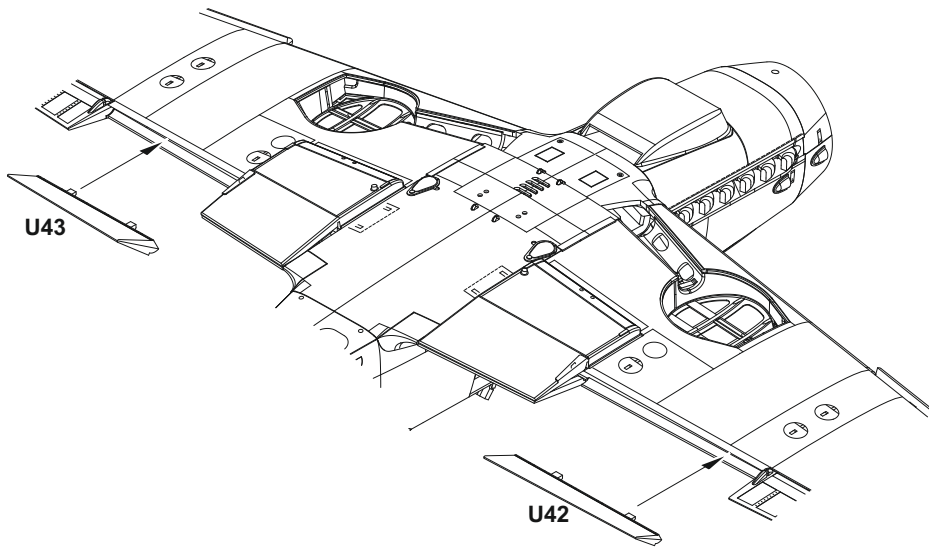


Bf 109G-2

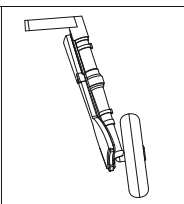
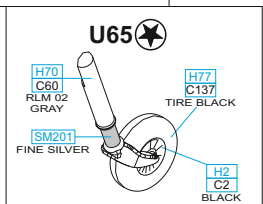
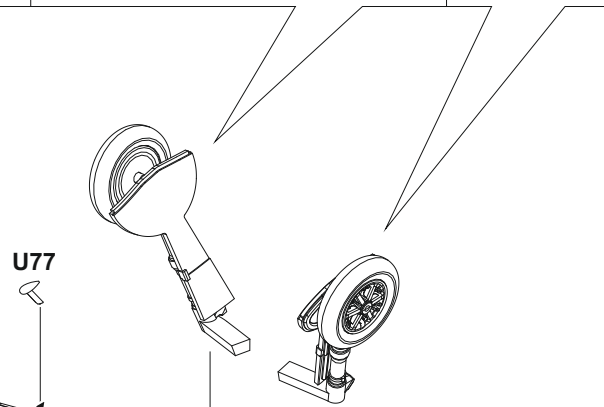
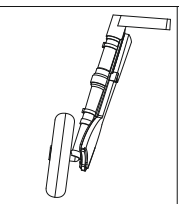
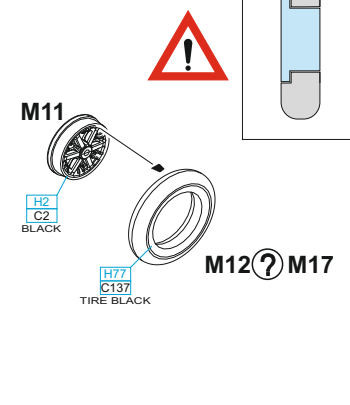
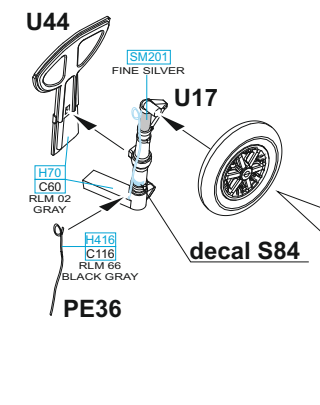
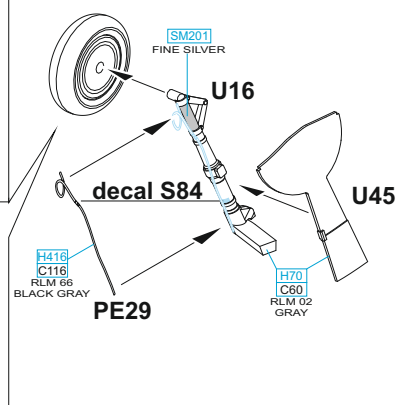
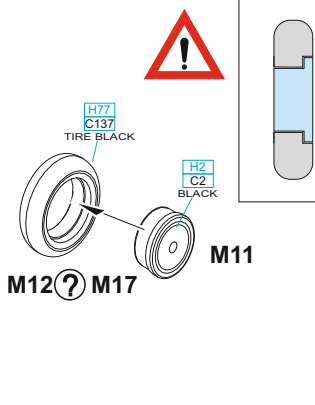




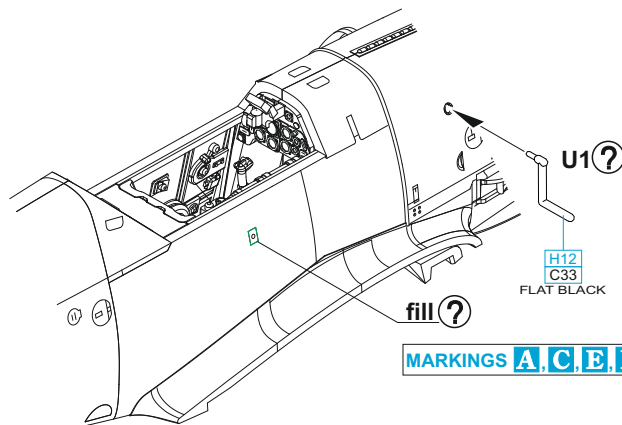
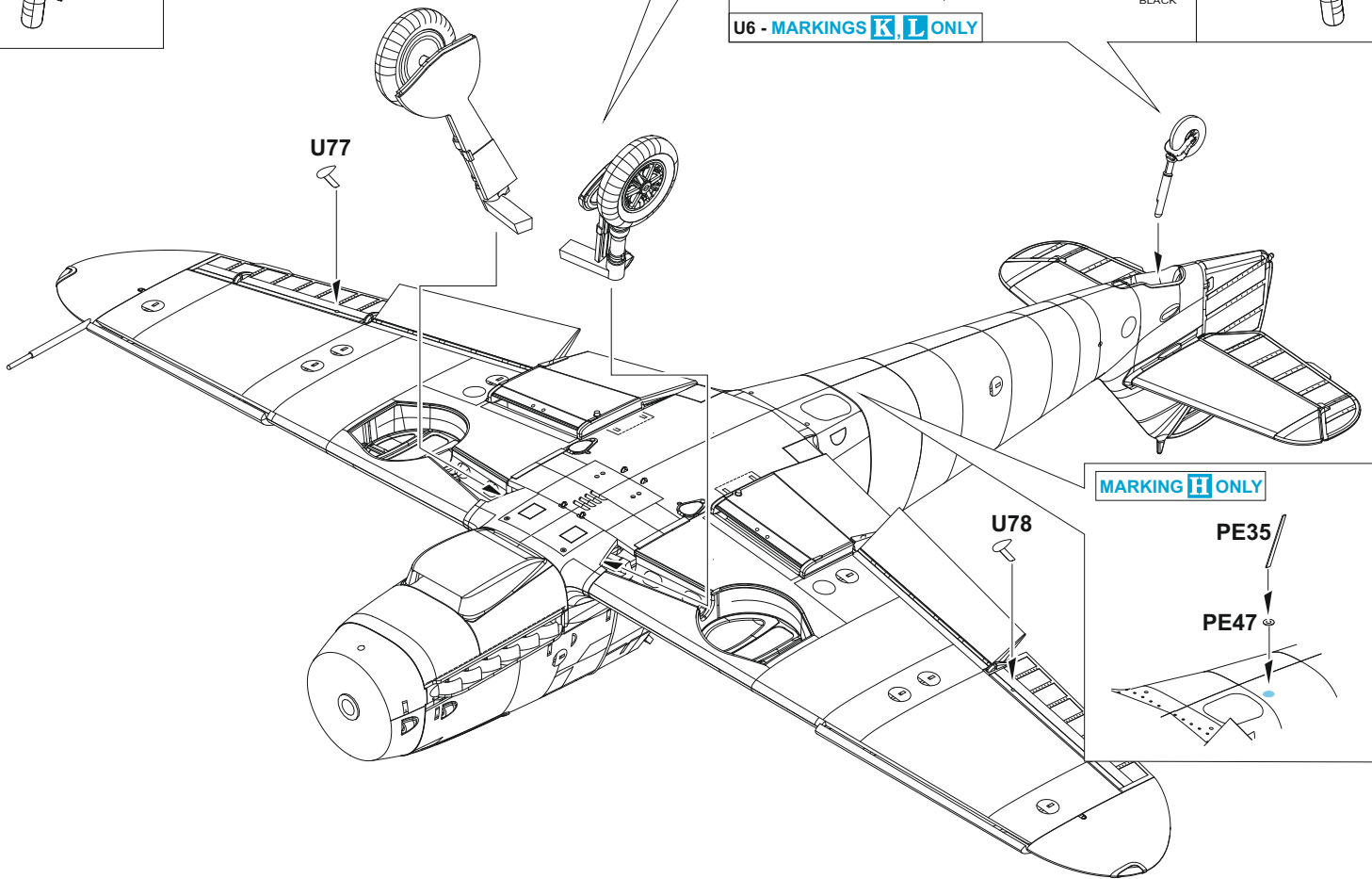
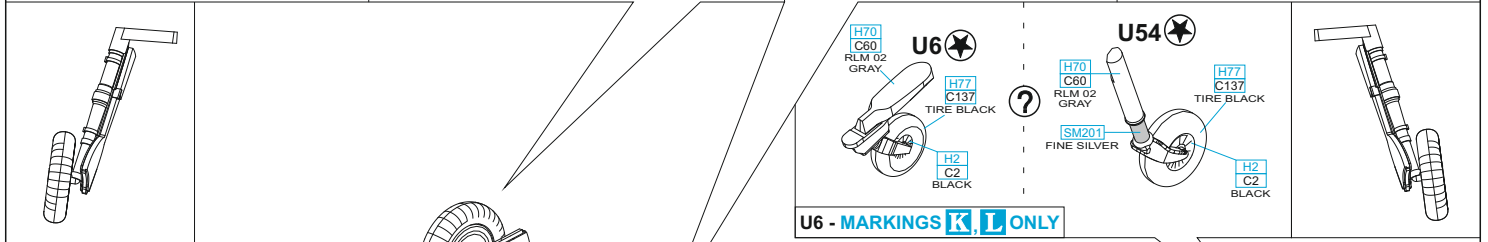
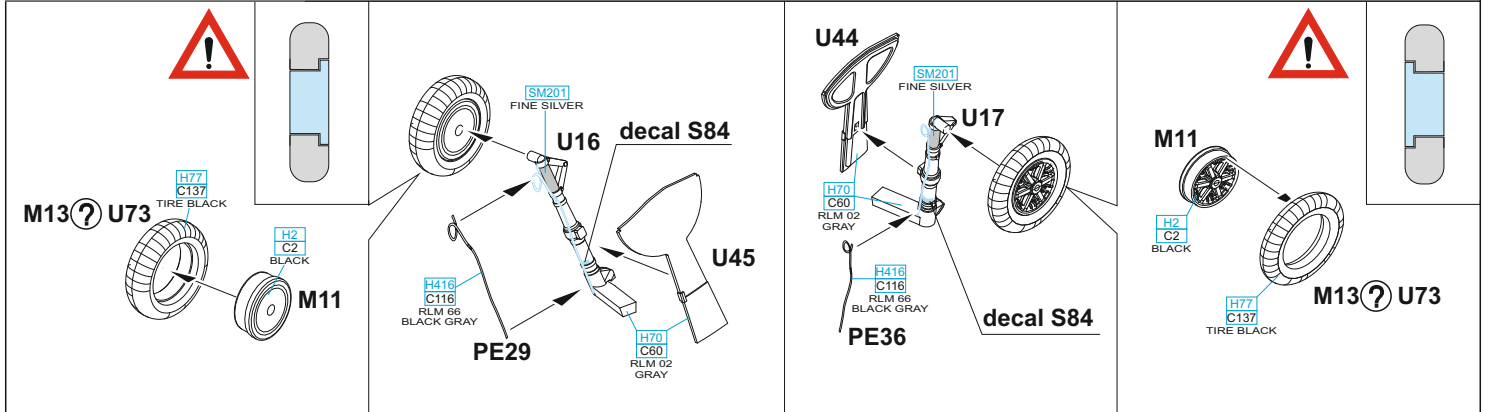




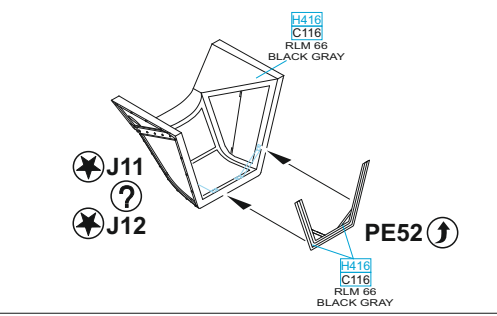
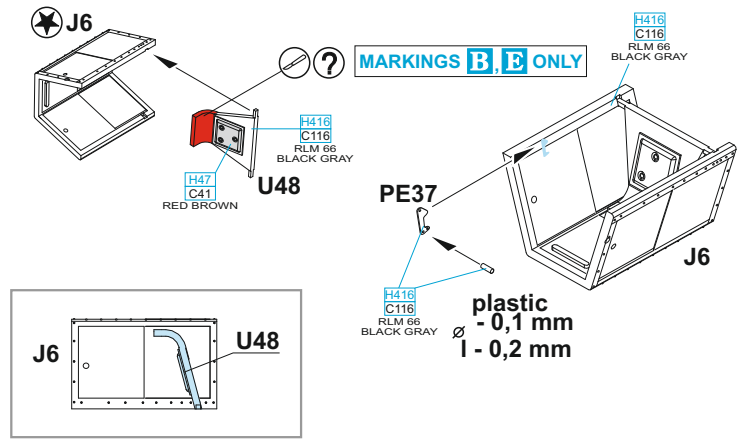
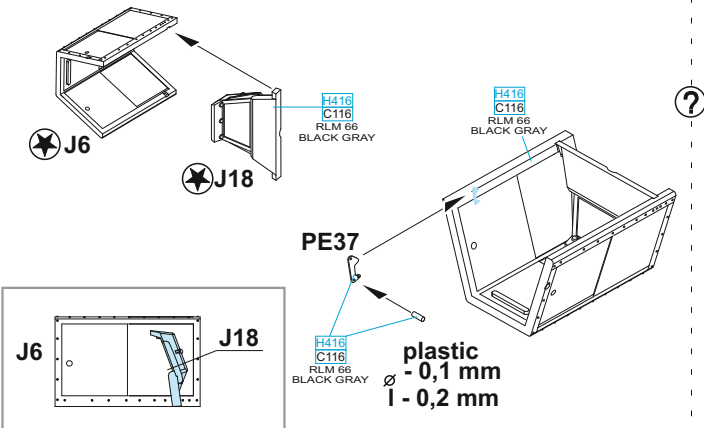
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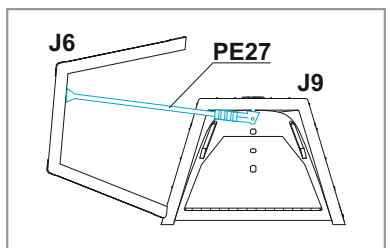
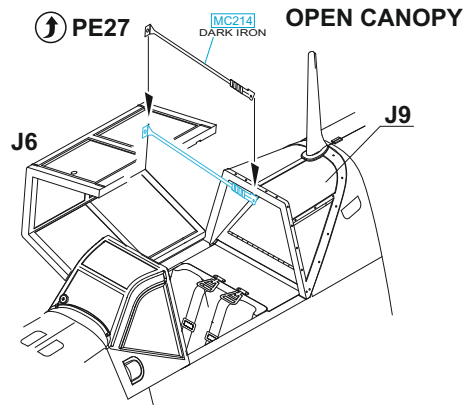
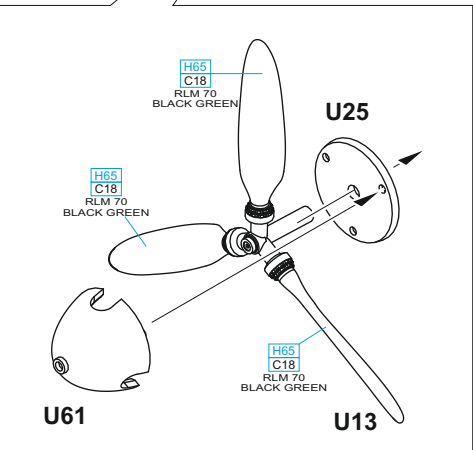
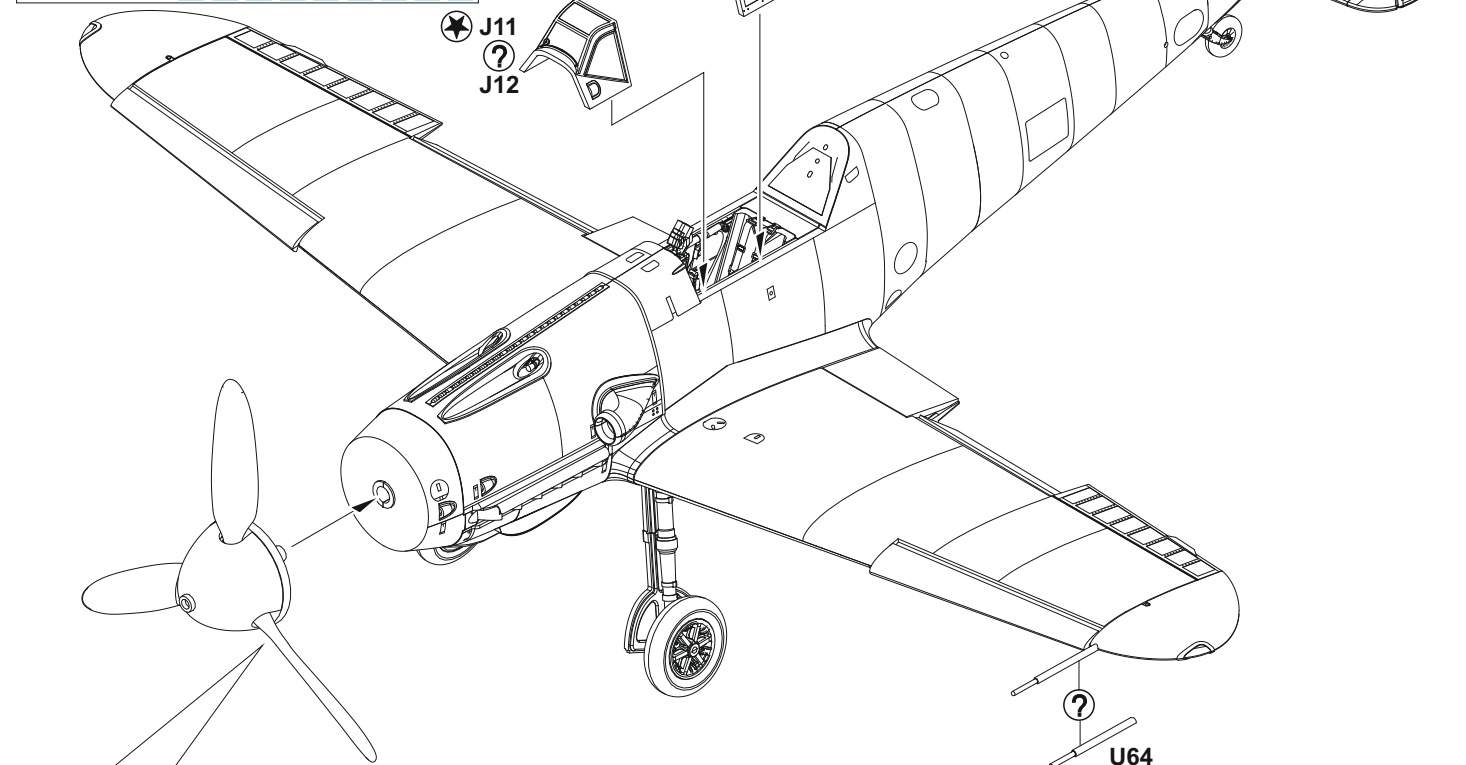
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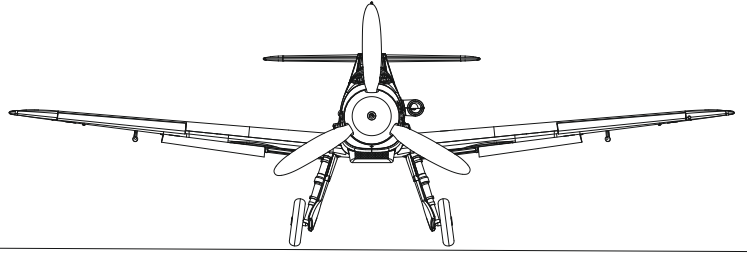
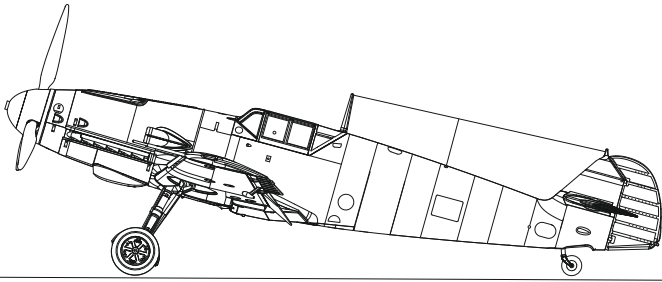
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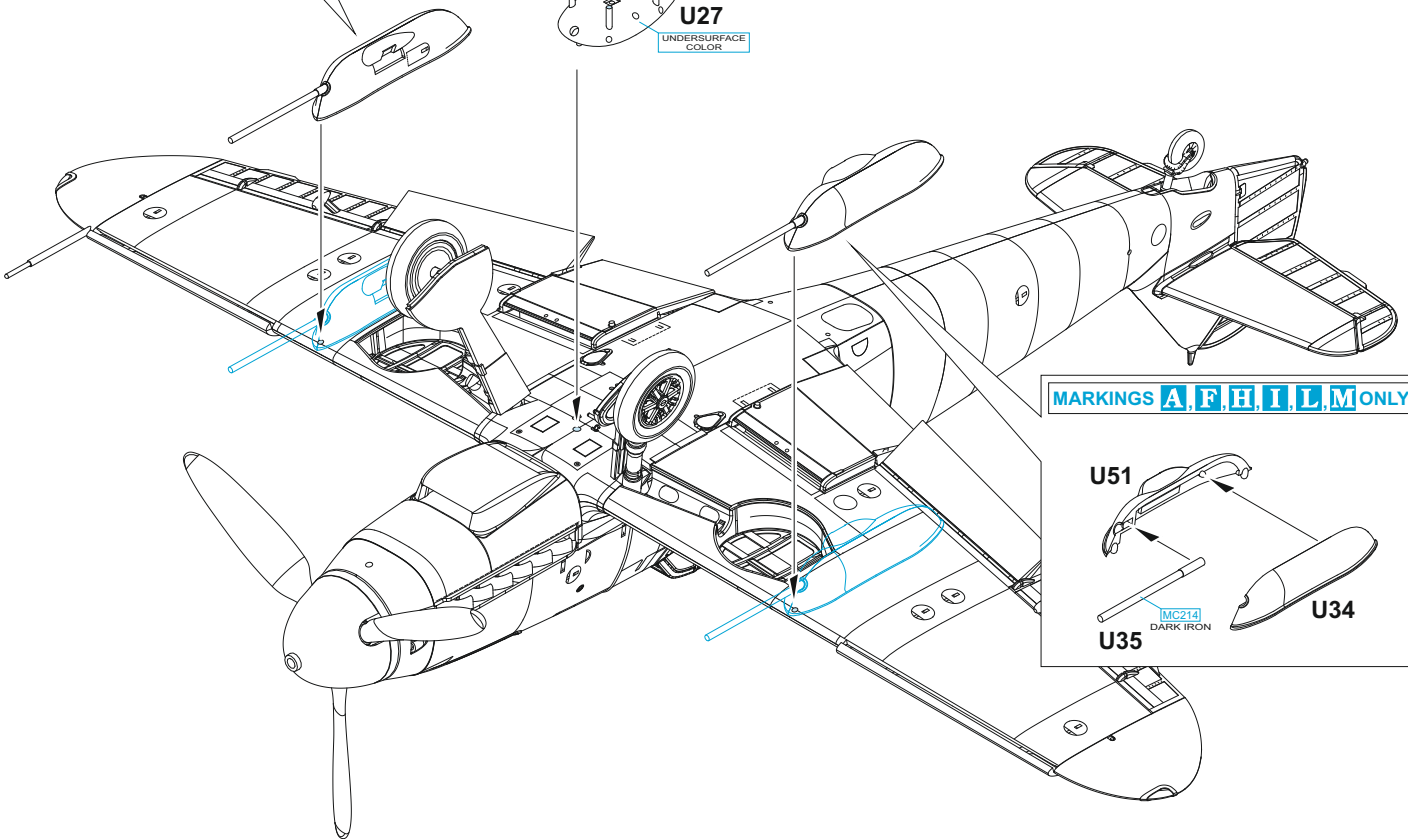
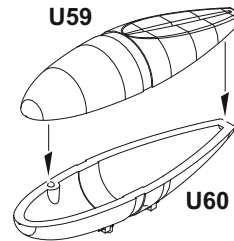
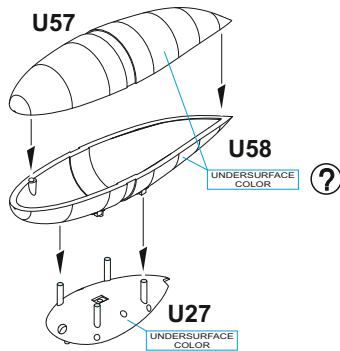
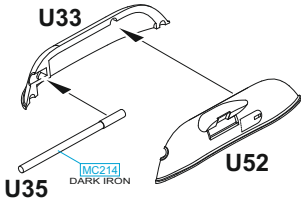
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- J12 - MARKINGS A, C, E, G, H, I, J, M, N



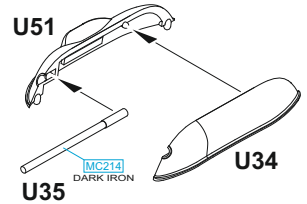
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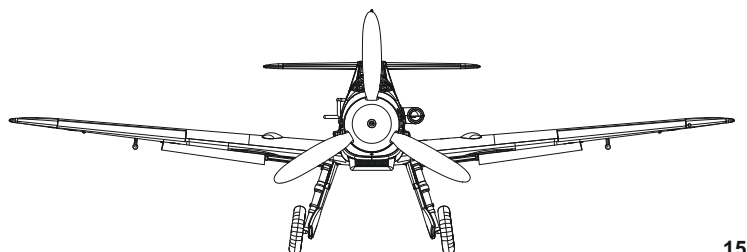
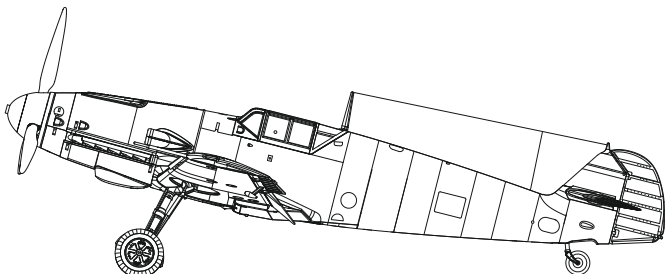
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MARKINGS **A, F, H, I, L, M** ONLY

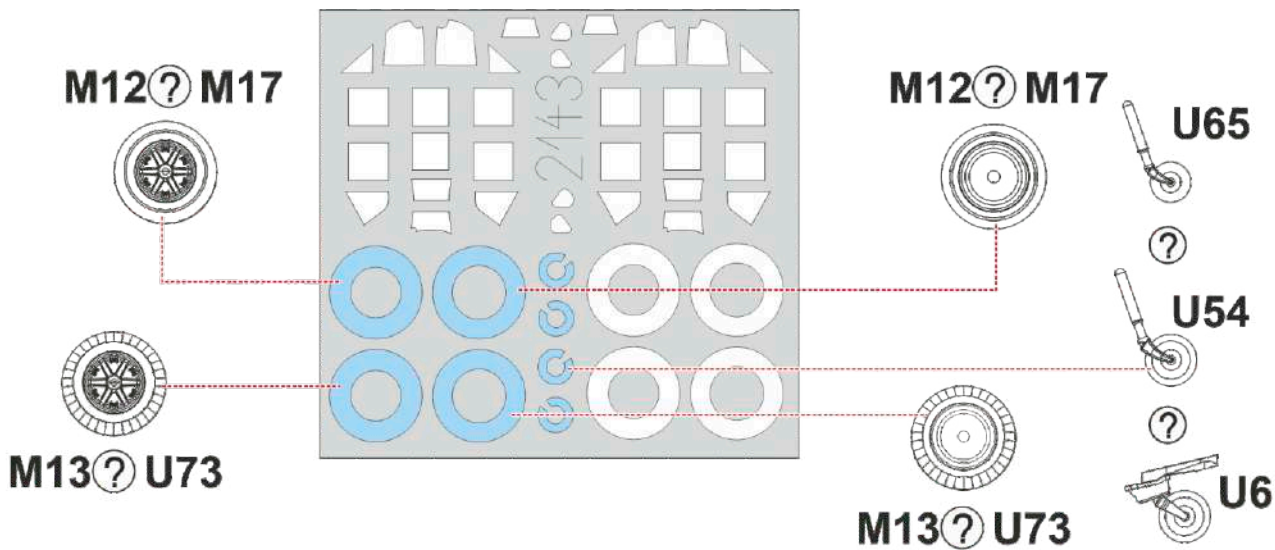
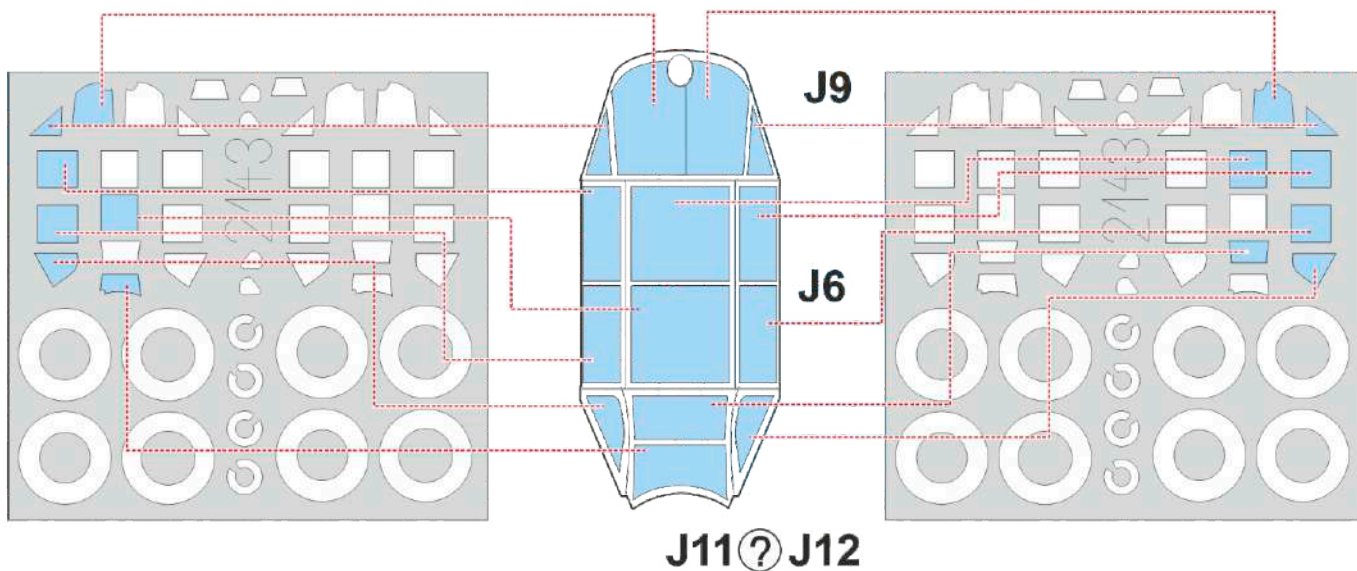
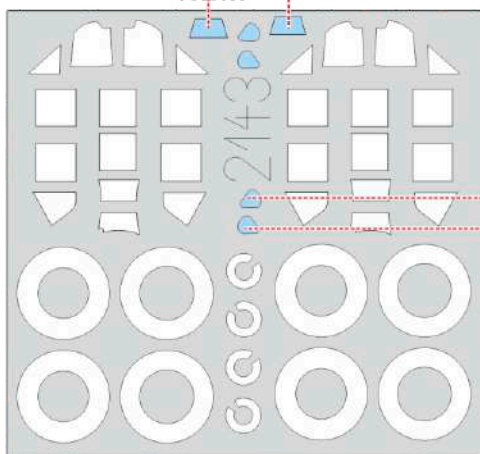


Bf 109G-4



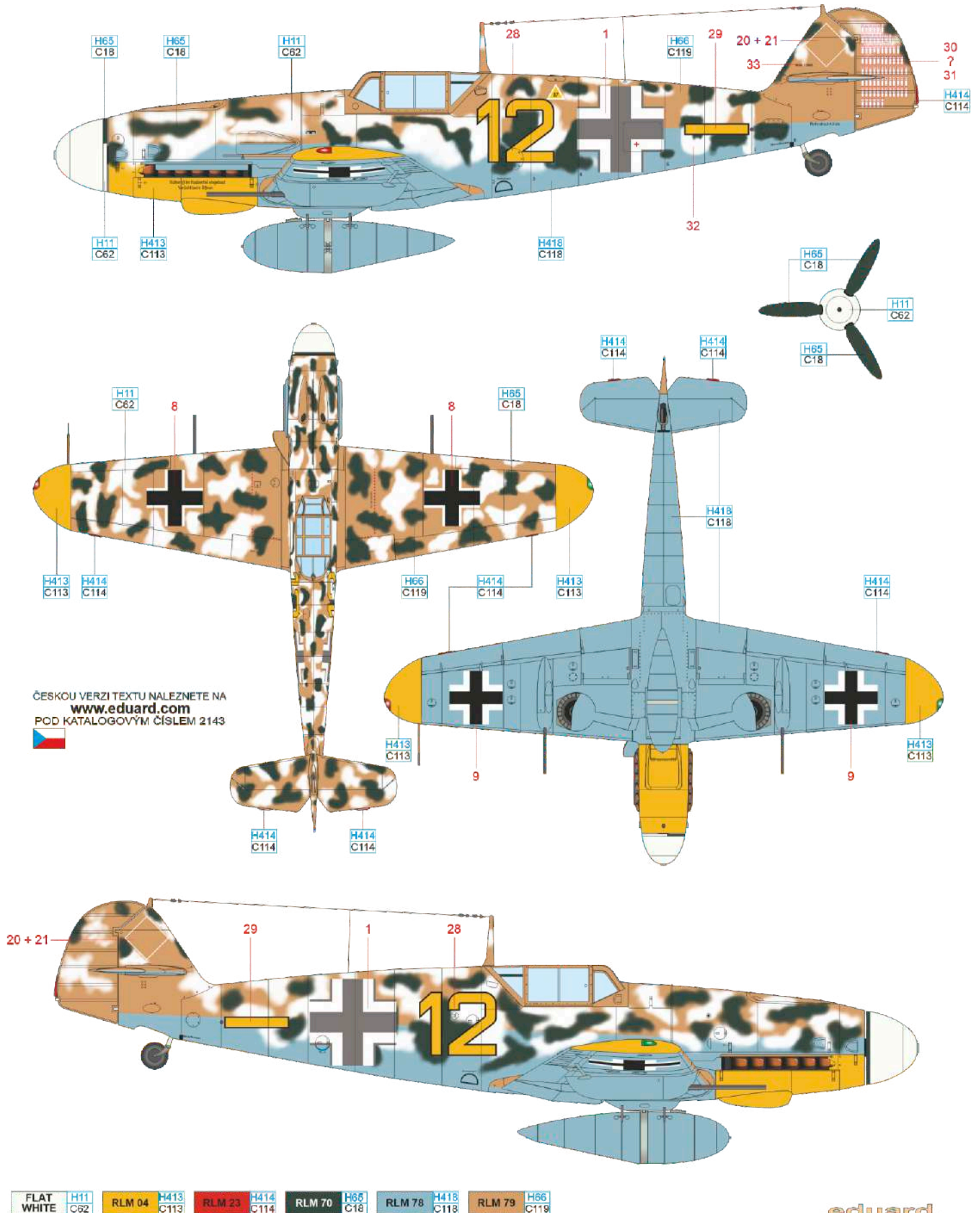


FRONT REAR



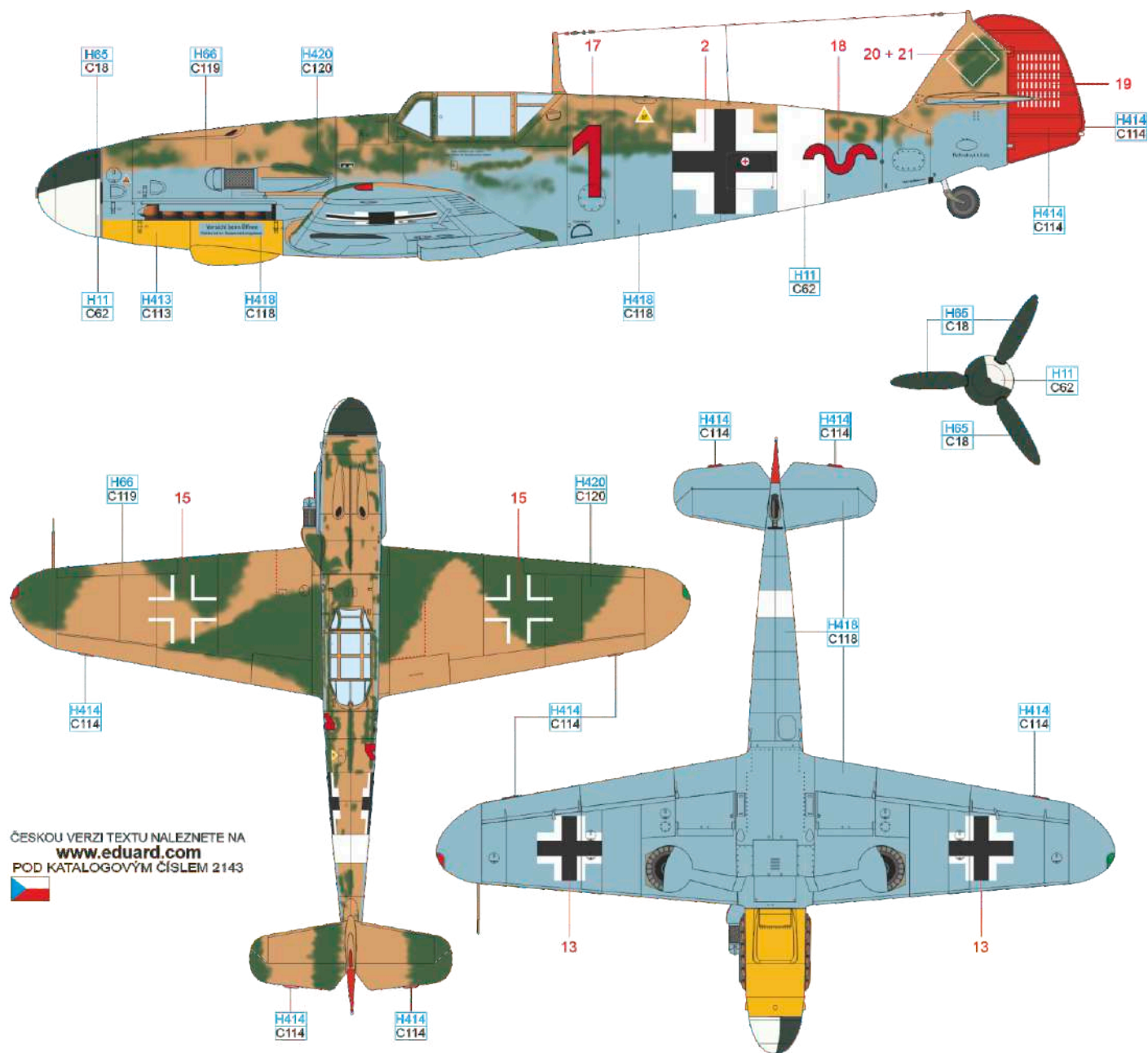
A Bf 109G-2/R6, Oblt. Heinrich Ehrler, CO of 6./JG 5, Petsamo, Finland, March 1943

Heinrich Ehrler served with the artillery in the pre-war period. He joined the Luftwaffe in January 1940, underwent training and was assigned to 4./JG 77 (re-designated 4./JG 5 later on). In May 1942 he was transferred to 6./JG 5 and in August he took over its command. In June 1943 he became commander of II./JG 5 and in August 1944 he was appointed Kommodore of JG 5. After the sinking of the battleship Tirpitz he stood trial by court martial on unsubstantiated charges of inadequate air cover for that ship. From February 27, 1945, he flew Me 262 fighters with JG 7. He died in combat with B-24 Liberator bombers on April 4, 1945. He managed to shoot down two of the bombers, ramming a third one. Ehrler is credited with 208 victories and was awarded the Knight's Cross with Oak Leaves.



B Bf 109G-2/Trop, Oblt. Werner Schroer, CO of 8./JG 27, Rhodes, Greece, November 1942

Werner Schroer achieved 61 kills in the skies over Africa, the first of which was a Hurricane downed on April 19, 1941, over Tobruk, Libya. Later, Schroer served as a Gruppenadjutant of I./JG 27. He assumed command of 8. Staffel JG 27 and in April 1943 assumed command of the entire II./JG 27. He ended the war as Geschwaderkommodore of JG 3 with 114 kills to his credit (including 26 four-engine bombers). He was awarded the Knight's Cross on October 21, 1942 and on April 19, 1945, he became the recipient of the Swords as well. In March 1944 he took command of III./JG 54 in Western Europe and in February 1945 became the last Kommodore of JG 3. His aircraft sported typical desert camouflage scheme of RLM 79 and RLM 78, which was complemented with irregular spots of green, probably of RLM 80 shade. It is depicted here in the state of early November 1942 with sixty kill marks on the rudder.



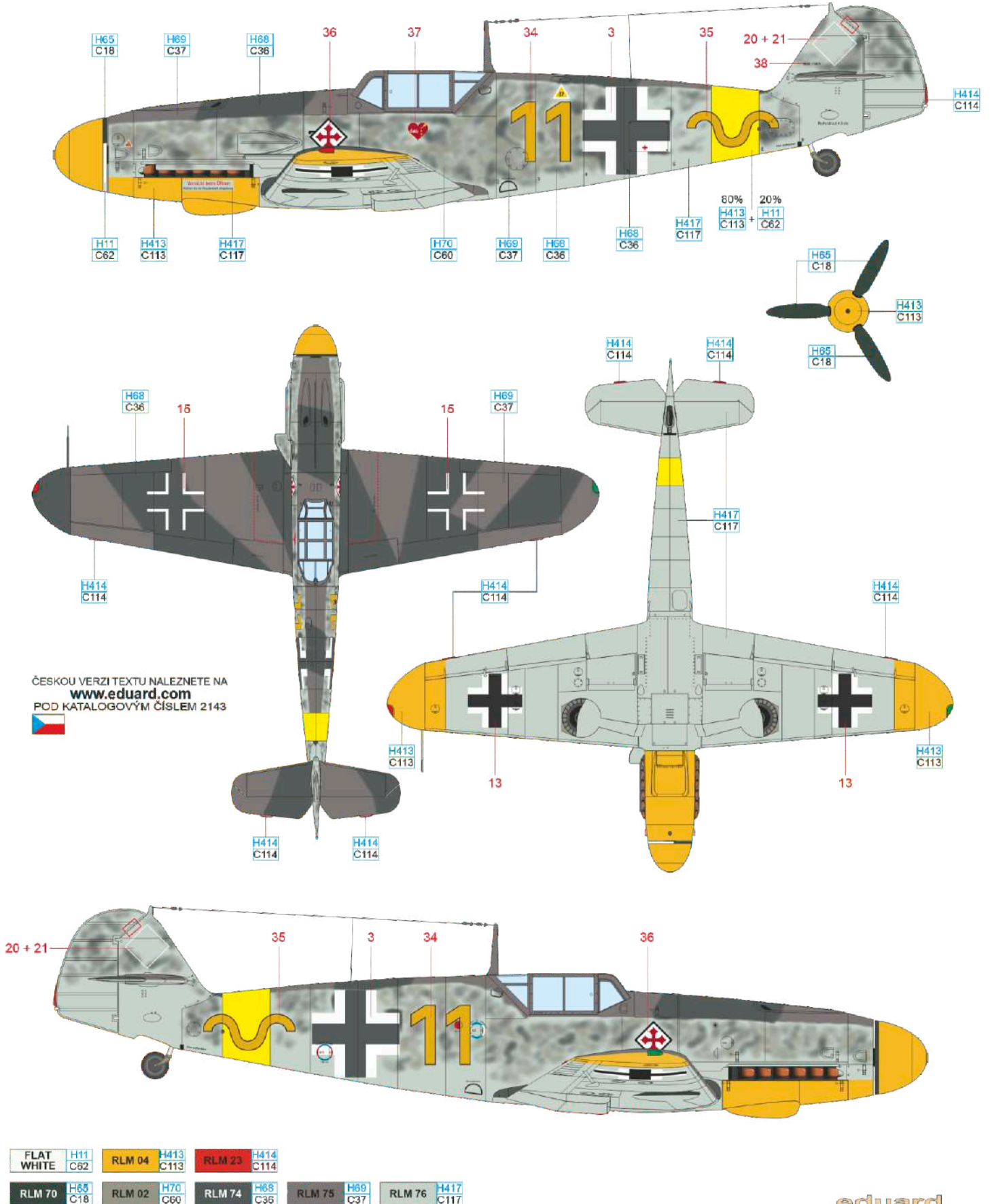
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FLAT WHITE	H11 C62	RLM 04	H413 C113	RLM 23	H414 C114	RLM 70	H65 C18	RLM 80	H420 C120	RLM 78	H418 C118	RLM 79	H66 C119
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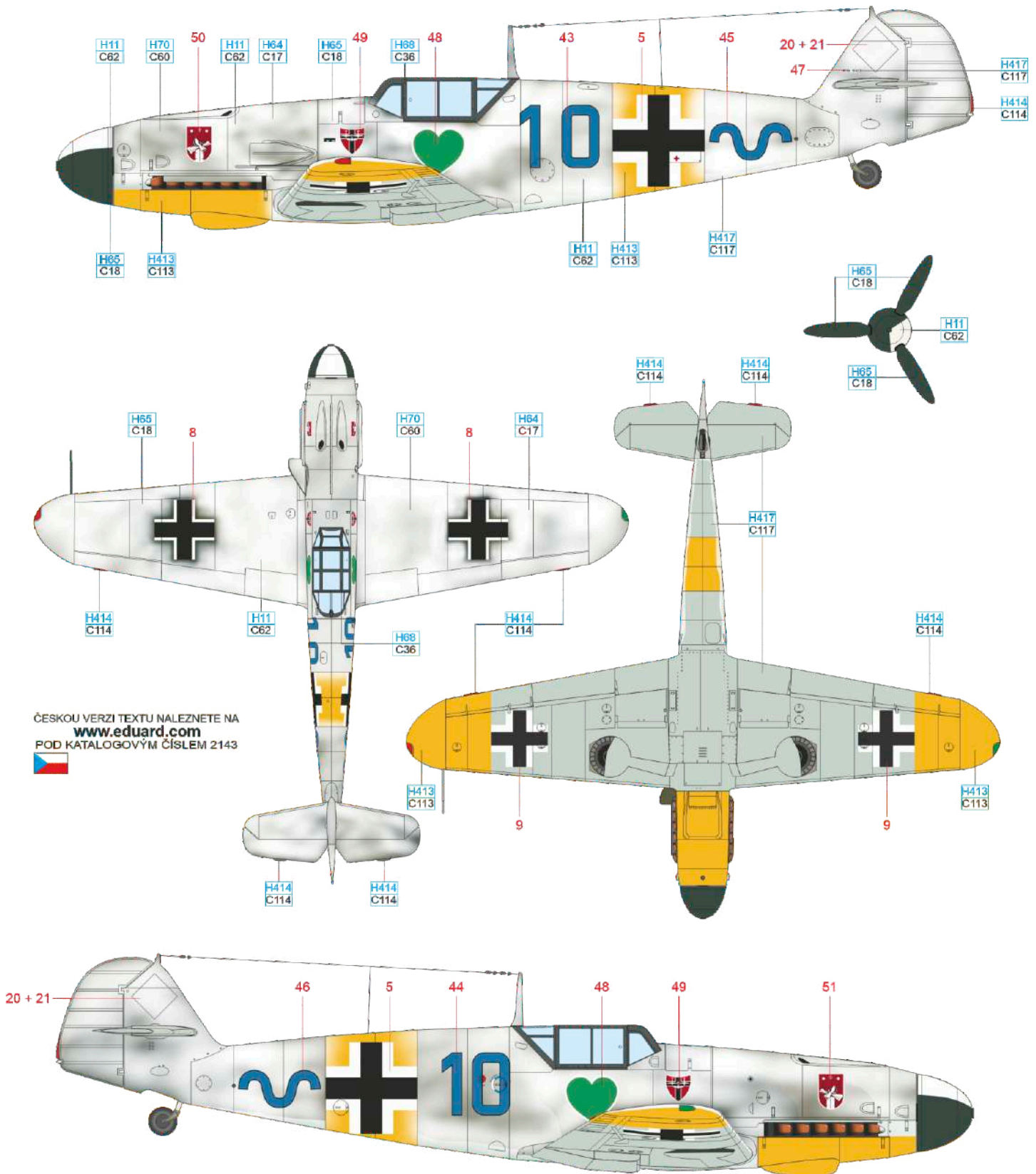
C Bf 109G-2, WNr. 13670, Hptm. Hermann Graf, CO of 9./JG 52, Tuzov, the Soviet Union, September 1942

Hermann Anton Graf was born on October 24, 1912. He trained as a locksmith and was a keen football player in his youth. Later he took up sailing and entered the army in 1939. In the spring of 1940, he served in JG 51 and participated in the Battle of France. In April 1941, he fought over Greece and Crete, but did not achieve any victories during this period. His first kill came on August 4, 1941, near Kyiv and things changed. At the end of January 1942, he received the Knight's Cross for 45 kills, in May 1942, he achieved his 100th aerial victory and received Oak Leaves and Swords in addition to the Cross. He was the fifth in line of pilots to be awarded the Diamonds to the Knight's Cross with Oak Leaves and Swords on September 29, 1942. Graf became part of propaganda campaigns, even a member of the Luftwaffe football team. At the end of the war, he was leading JG 52 and retreated with the unit from East Prussia, through Silesia and into Bohemia. He surrendered on May 8, 1945, in Písek (South Bohemia) to Americans. They promptly handed him over to Russians and Graf spent more than four years in captivity.



E Bf 109G-2, WNr. 10423, Obfw. Kurt Stöber, 7./JG 54, Izoča, the Soviet Union, January 1943

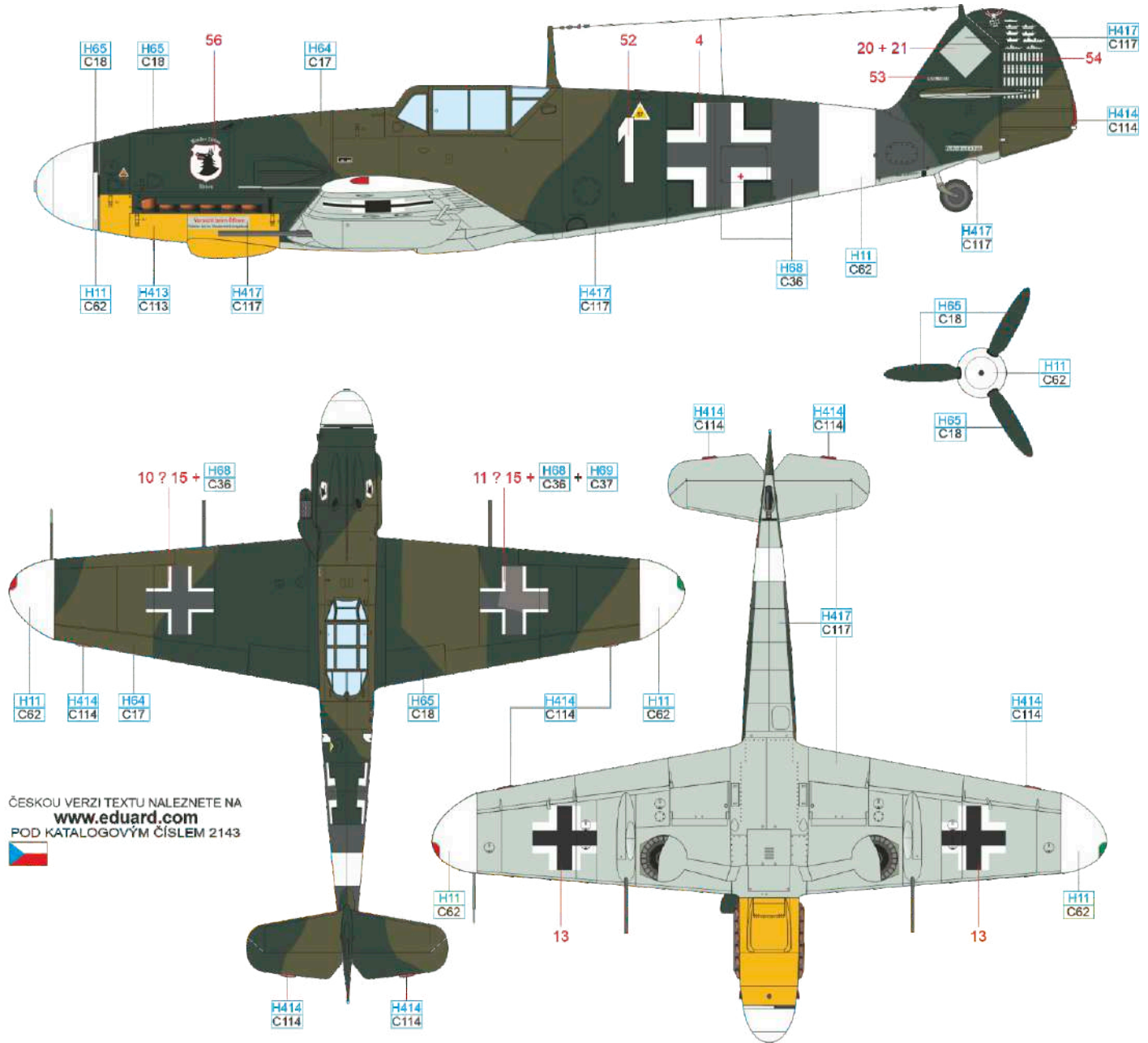
Kurt Stöber was born on April 24, 1918, in Dermbach. He joined the Luftwaffe and took part in the fighting in Spain in the ranks of the Legion Condor. He achieved his first kill on the Eastern Front on March 22, 1942. In January 1943, bad weather conditions prevailed in the vicinity of Velikiye Luki, yet III./JG 54 operated there to help Wehrmacht troops escape from encirclement. The operation failed and the ground troops surrendered on January 16, 1943. Obfw. Kurt Stöber achieved 8 confirmed kills during these flights. During a dogfight on January 15, 1943, plane of Obfw. Kurt Stöber was hit in the engine by a LaGG-3 pilot, was forced to make an emergency landing in Red Army controlled territory and fell into captivity. He achieved a total of 36 victories and in February 1943, in absentia, received the German Cross in gold. He was lucky and survived all the hardships of captivity, returning home in 1948. He died on May 2, 2000.



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FLAT WHITE	H11 C62	RLM 04	H413 C113	RLM 23	H414 C114	RLM 70	H65 C18	RLM 02	H70 C60	RLM 71	H64 C17	RLM 74	H68 C36	RLM 76	H417 C117
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Wolf-Dieter Huy joined the Kriegsmarine in 1935, and was transferred over to the Luftwaffe on October 1, 1937, where he underwent fighter training. His assignment was to 4.(J)/TrGr. 186, the fighter unit of the Graf Zeppelin aircraft carrier. This ship was never completed, and the unit was redesignated 7./JG 77. Huy took part in combat over France, as well as over Britain, and over the Balkans. The unit gained notable success in the battle for Crete and Huy, who accumulated 22 victories, was awarded the Knight's Cross on June 5, 1941. The Oak Leaves were added in March 1942. After early combats on the Eastern Front the unit moved to Egypt. There, on October 29, 1942, was Wolf-Dieter Huy captured after he had been shot down by future ace J. H. Nichols of No. 601 Squadron, flying a Spitfire Mk.Vc. Huy's Bf 109G-2 from the time the unit moved to North Africa bore the non-typical camouflage made up of RLM 70 and 71 (some sources suggest a Soviet AMT-4 Green). The yellow band behind the fuselage cross, common on aircraft serving on the Eastern Front, was hastily overpainted with a fresh colour RLM 74, and partially replaced by white paint used on aircraft that fought on the Southern Front. The wingtips were also painted white. The rudder was decorated with the pilot's score and awards.

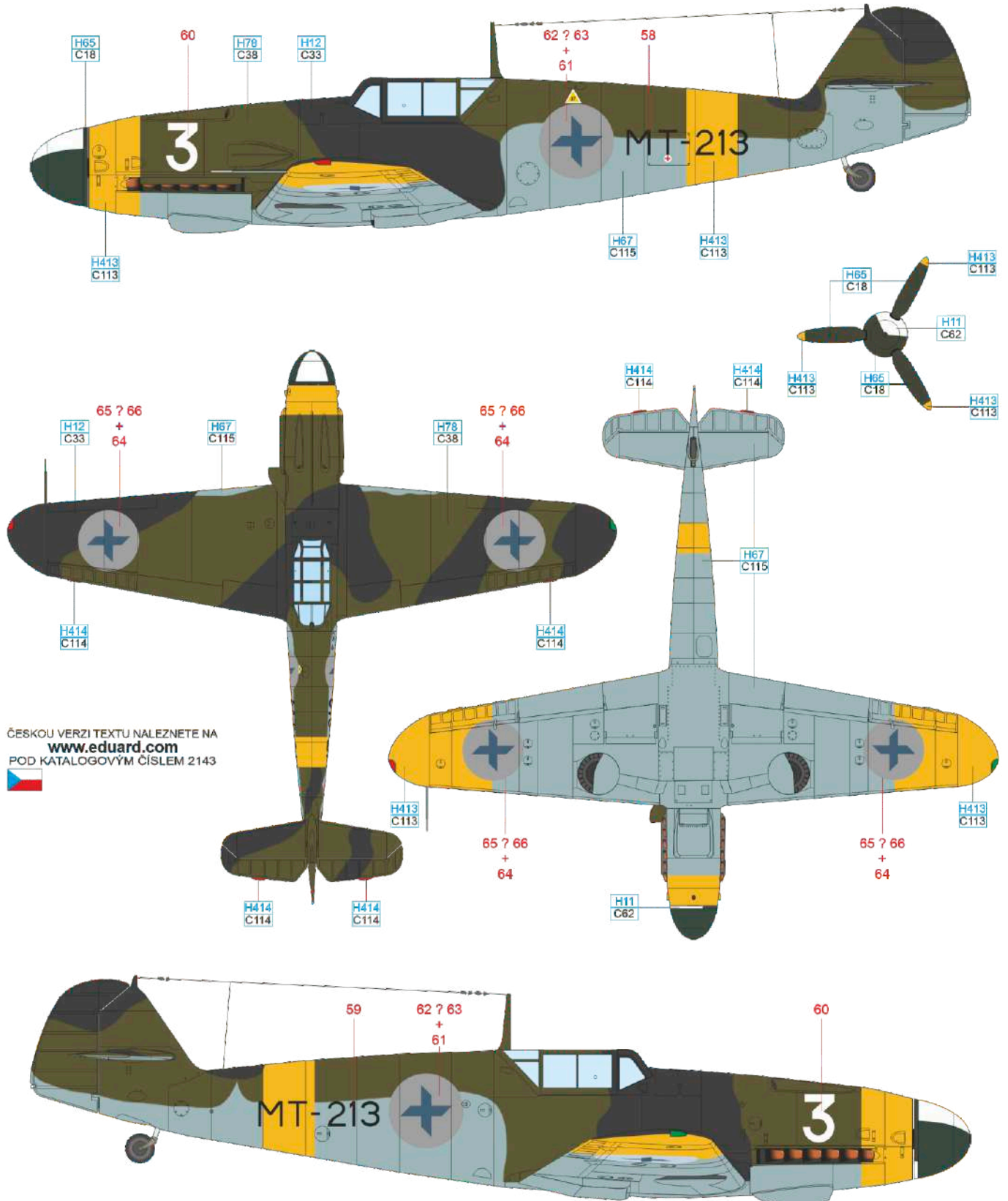


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FLAT WHITE	H11 C62	RLM 04	H413 C113	RLM 23	H414 C114	RLM 76	H417 C117
RLM 70	H65 C18	RLM 71	H64 C17	RLM 74	H68 C36	RLM 75	H69 C37

Aircraft WNr. 14754 with factory code RJ+SX was taken over by 3/LeLv 34 in March 1943. In May 1943, kers. A. Nuorala, väöp. U. Lehtovaara and kers. A. Alakoski scored victories with this plane. The most successful Finnish fighter Intm. Eino Ilmari Juutilainen flew the MT-213 as well. Luutn. R. Valli crashed with MT-213 on May 20 and the aircraft was sent for overhaul. In January 1944, 1/LeLv 34 received the plane with a new paint job, but väöp. N. Katajainen landed it on its belly on February 27 due to an engine failure. In May, MT-213 was taken over by 2/HLeLv 24 and three kills were scored by luutn. Riihikallio. After overhaul, the aircraft was repainted with olive green and black paint on the upper surfaces, while RLM 65 was applied on the lower surfaces. The aircraft sported a yellow band on the nose and aft fuselage and yellow lower wing tips (165 cm wide). The original German markings have been repainted. In their place the Finnish insignia was applied – at first a white circle with a blue swastika, later the white circle was overpainted with light grey during repair following the belly landing of väöp. Katajainen. The decal sheet offers both variants.



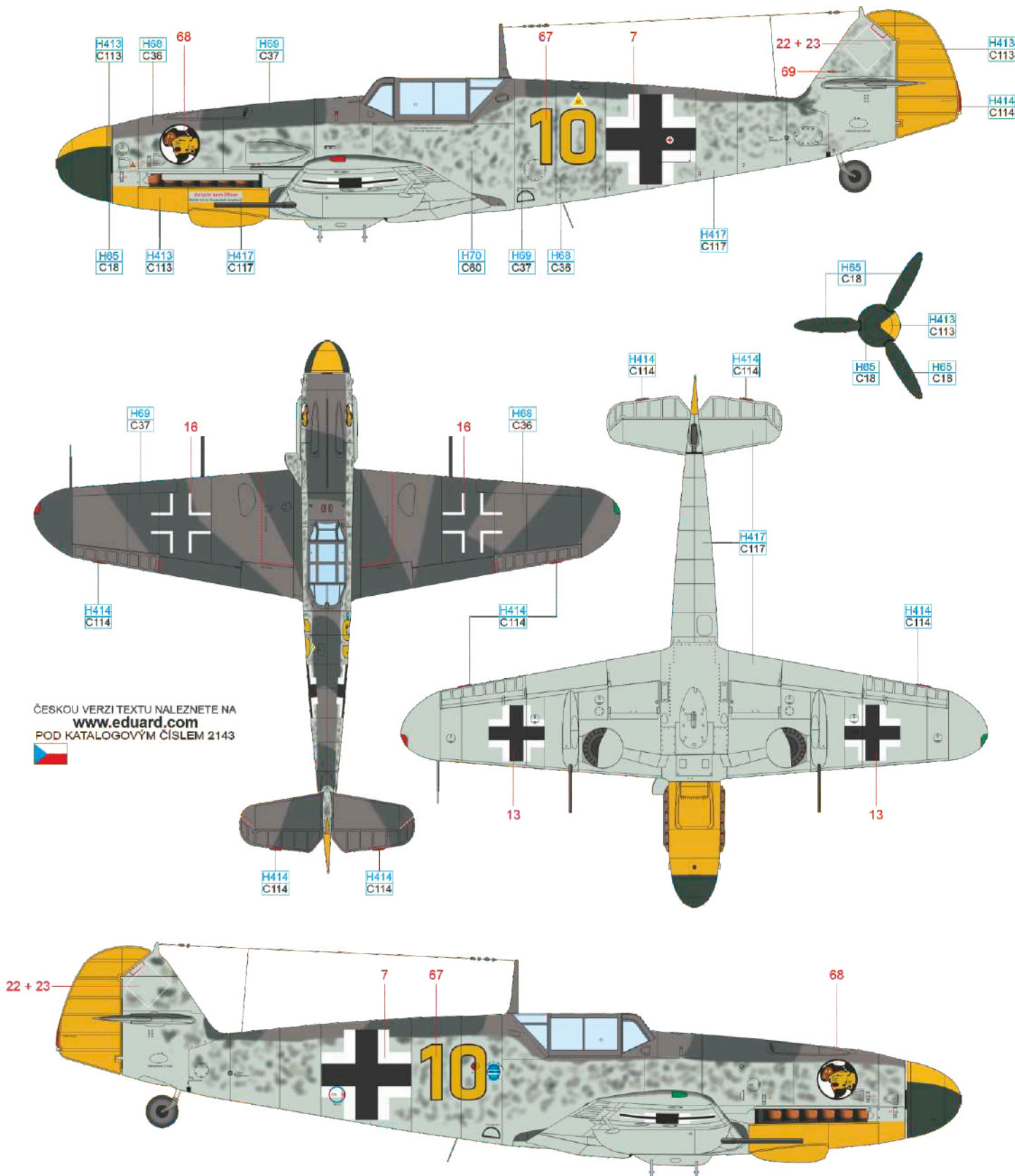
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FLAT WHITE	H11 C62	RLM 04	H413 C113	RLM 23	H414 C114	RLM 65	H67 C115	RLM 70	H65 C18	OLIVE GREEN	H78 C38	FLAT BLACK	H12 C33
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H Bf 109G-4/R6, Ofw. Rainer Pöttgen, 3./JG 27, Fels am Wagram, Austria, October 1943

Rainer Pöttgen was the most famous wingman of the legendary fighter pilot Hans-Joachim Marseille. He served in Africa with I./JG 27 from December 1941 and perfectly fulfilled the role of a reliable wingman who covered his leader's back, allowing him to concentrate on the target. Pöttgen gained his first victory on June 1, 1942, after 100 combat missions flown with Marseille. Because of his leader's high number of victories, Pöttgen was nicknamed the "Flying Counter" (fliegendes Zählwerk). He also flew with Marseille during the fateful day in which the famous pilot died. Pöttgen served with I./JG 27 in 1943, first in France, where he achieved four victories during the spring and summer. At the end of July 1943, his unit moved to Austria and was integrated into the Defence of strengthen the Reich. The armament of the unit's aircraft was strengthened by MG 151/20 underwing cannons to be more effective in the combats with Allied four-engine bombers. Pöttgen survived the war during which he achieved seven victories. He was a valued member of the JG 27 veterans organization.

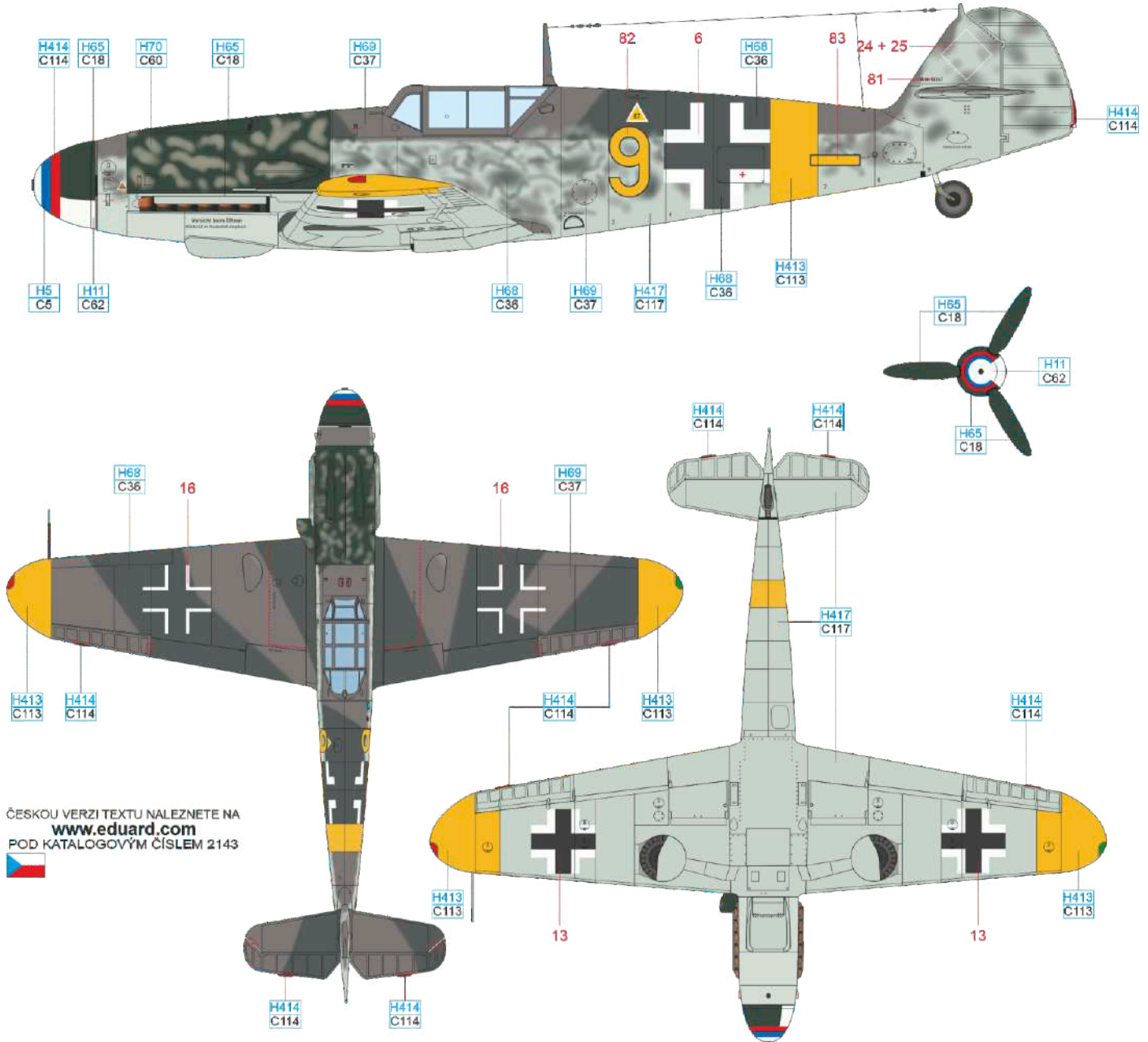


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J Bf 109G-4, WNr. 19347, Rtk. Ján Režňák, 13.(slowakische)/JG 52, Anapa, the Soviet Union, April–May 1943

Jan Režňák launched his military career as a member of Czechoslovak Air Force. He became a member of Slovak Armed Forces in 1939 when the independent Slovak State was formed. As a Third Reich ally, Slovakia participated in the war against the Soviet Union. Slovak Letka (flight) 13 fought under the command of JG 52. Režňák achieved a total of 32 aerial victories over the Eastern Front, making him the most successful Slovak and also Czechoslovak fighter ace. Seven opponents out of his total score were downed with WNr. 19347 in late April and early May of 1943. The tricolor on the spinner is typical for Messerschmitts flown by Slovak pilots. Note the unusual color of the cowling that doesn't match the rest of the camouflage. Originally painted in yellow, it was probably oversprayed with a camouflage color by ground personnel. Režňák did not take part in the Slovak National Uprising and rejoined Czechoslovak Air Force in the summer of 1945. He was discharged from the service after 1948 Communist coup.

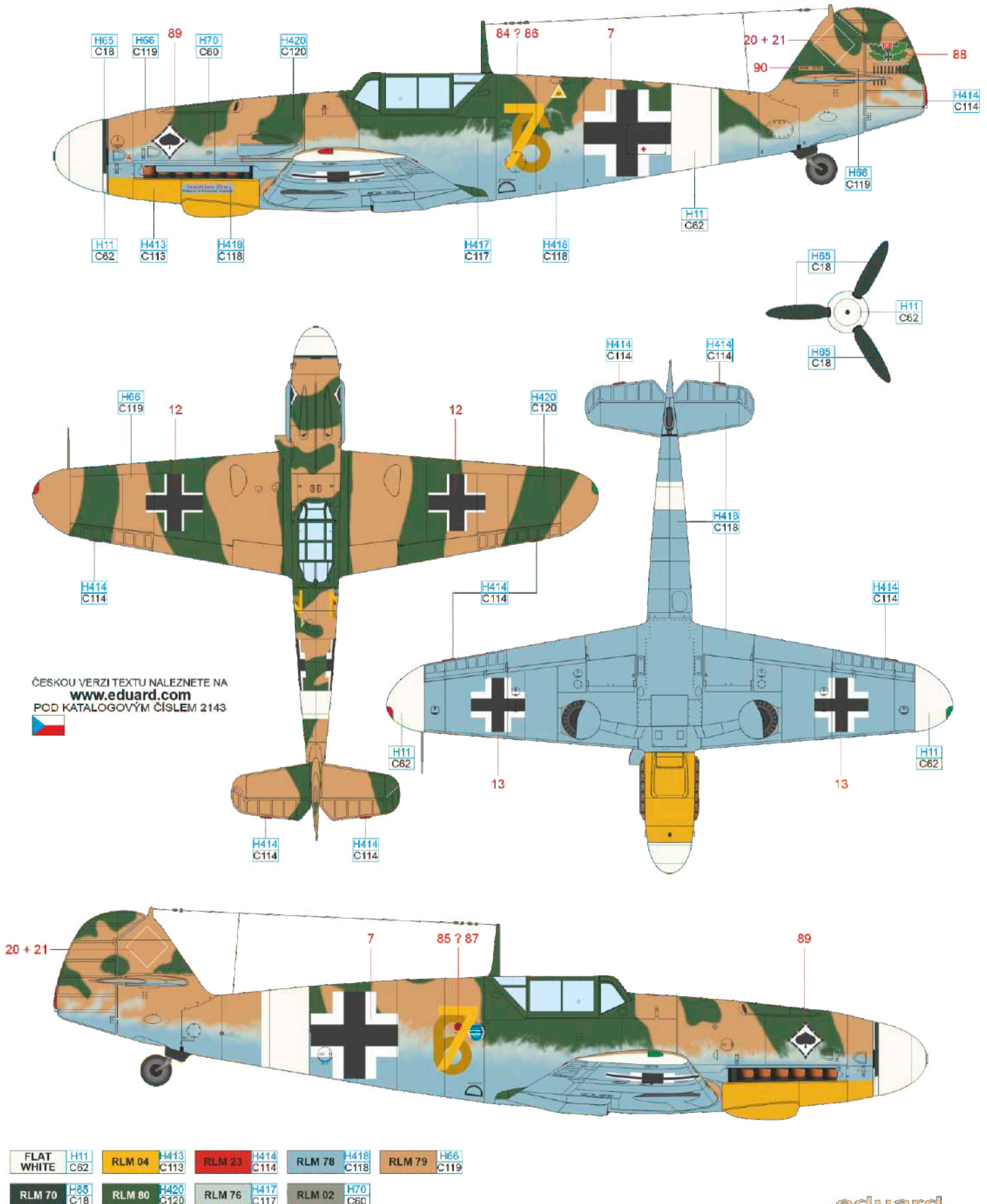


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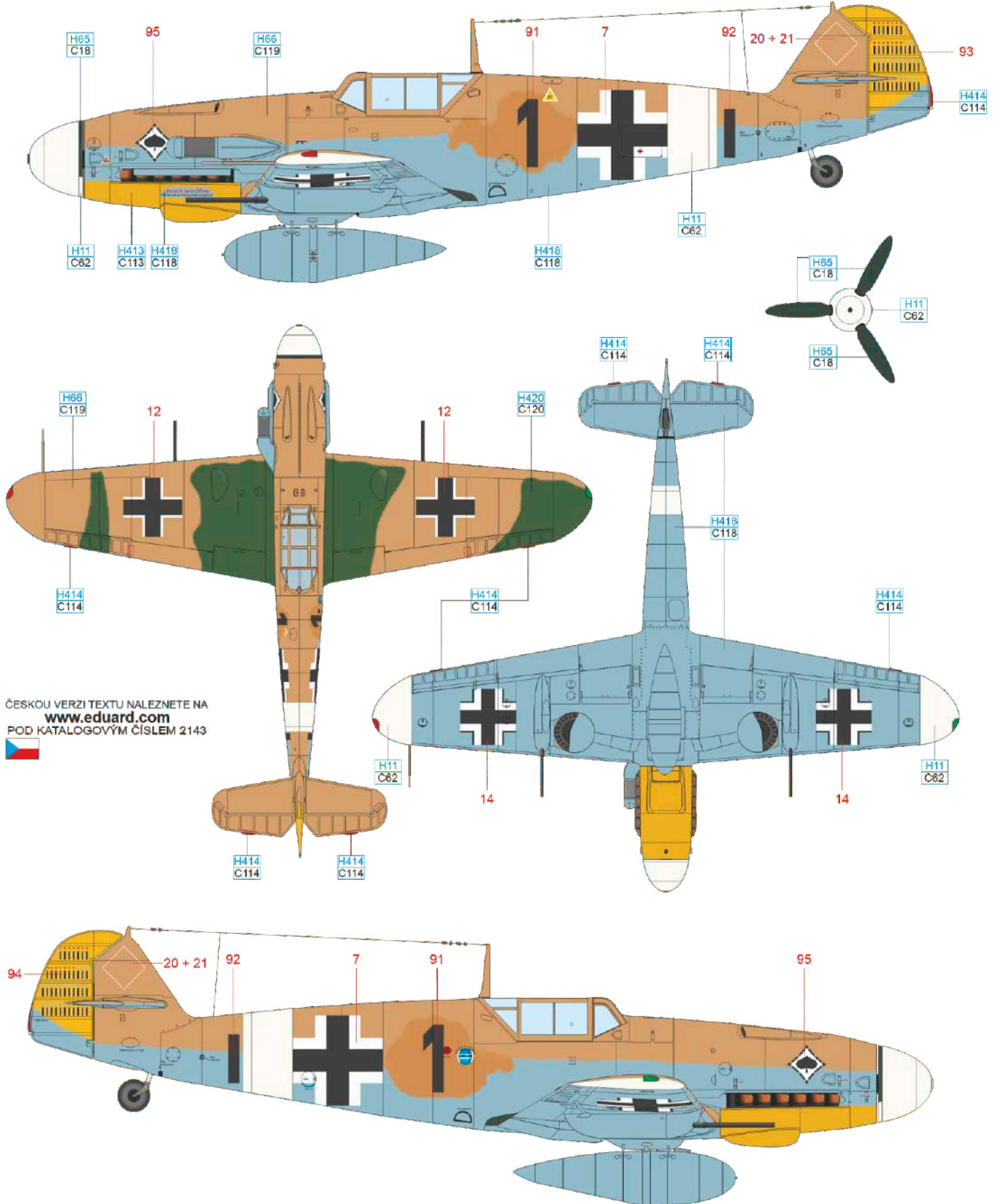
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RLM 76	H417 C117	RLM 70	H65 C18	RLM 02	H70 C60	RLM 74	H68 C36
				RLM 75	H69 C37		

K Bf 109G-4/Trop, WNr. 10795, Oblt. Wolfgang Tonne, CO of 3./JG 53, Bizerta, Tunisia, February 1943

Wolfgang Tonne was born on February 28, 1918, in Moosbach and joined the Luftwaffe in 1937. In May 1940 he took part in the Battle of France in the ranks of JG 53, then fought in the Battle of Britain and consecutively took part in Operation Barbarossa with the same unit. At the end of 1941, JG 53 moved to Sicily to support Luftwaffe attacks on Malta. There, in January 1942, Wolfgang Tonne was given command of the 3. Staffel. In May 1942, 3./JG 53 was again sent to the Eastern Front, here Wolfgang Tonne achieved his 101st kill and was awarded the Knight's Cross with Oak Leaves. In October 1942, 3./JG 53 was sent to North Africa. Tonne's "Yellow 7" with the numeral 6 painted underneath after the previous user had awards and kills painted on the left side of the rudder. In April 1943, Tonne's unit was based at Protville airfield in Tunisia. He scored his 122nd kill on April 20, 1943. On returning to the home airfield in his Bf 109G-6/R1 WNr. 16523 he performed a victory roll, apparently misjudging the altitude and losing control of his aircraft. The risky maneuver cost him life.



Austrian Franz Schiehs saw combat over Britain with JG 53, followed by action against the Soviet Union, where he shot down fourteen enemy aircraft over a two month period. At the beginning of August 1941, JG 53 returned to Germany, re-equipped and transferred first to Sicily and later to Africa. The number of claims made by Schiehs grew and he achieved his 36th victory on January 29, 1943, being given command of 8./JG 53 on February 16 of the same year. Holding the rank of Oberleutnant and score of 55 downed enemy aircraft, he was awarded the Knight's Cross on June 21, 1943. On September 2, 1943, he led an intercept of American bombers over Mount Vesuvius and remained missing after the combat. It is assumed that he fell victim to escorting P-38s. The camouflage scheme applied to Schiehs's aircraft consisted of RLM 78/79 and was complemented by the relevant theatre of operations recognition marks - the spinner, fuselage band and lower wing tips all in white. The engine cowl had the JG 53 unit insignia placed on it. The yellow rudder recorded the number of kills up to the end of March 1943. The original (likely Staff) markings on the fuselage sides were sprayed over with fresh RLM 79 and replaced with a "Black 1". Aircraft of the unit had fields of the upper surfaces of the wings sprayed RLM 80 Olivgrün.

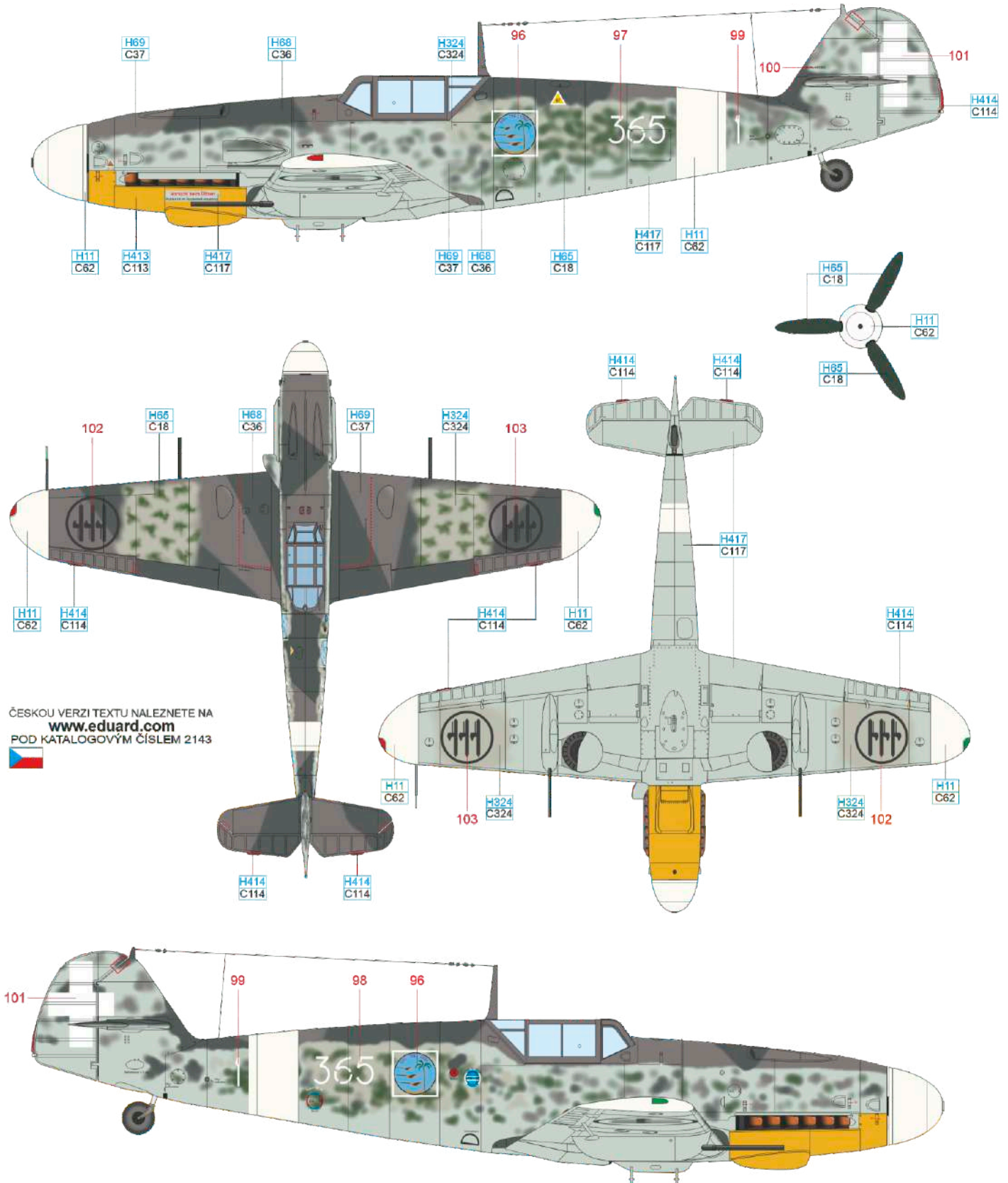


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FLAT WHITE	H11 C62	RLM 04	H413 C113	RLM 23	H414 C114	RLM 78	H418 C118	RLM 79	H66 C119	RLM 70	H65 C18	RLM 80	H420 C120
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M Bf 109G-4/R6, WNr. 19566, Lt. Giuseppe Gianelli, CO of 365a Squadriglia, 150o Gruppo Autonomo, Sciacca, Sicily, May–July 1943

Italian Macchi C.202 fighters flown by the Regia Aeronautica from the beginning of the war were due to be replaced by their more capable descendants, the C.205, Fiat G.55 and Reggiane Re.2005s. Due to slow production initiation of the later types and the need for fighters to combat Allied air power, Germany was asked to supply its southern ally with the Messerschmitt Bf 109G, mostly in form of the G-6 version. The Italians received ten Bf 109G-4s, and these were, along with G-2 and G-6 aircraft, assigned to the 150o Gruppo Autonomo. This unit was made up of the 363a, 364a a 365a Squadriglia and to counter the Allied air threat, they were based at Sicily. The Bf 109G-4 used by Italian units came from Luftwaffe stocks and so were camouflaged in RLM 74/75/76. The German national insignia were oversprayed with the Italian color Grigio Azzurro Chiaro 1, and, as in the case of aircraft 365-1, with the addition of small squiggles of Verde Oliva Scuro 2. The usual white identifiers used on the southern front were added to be consistent with Luftwaffe aircraft.



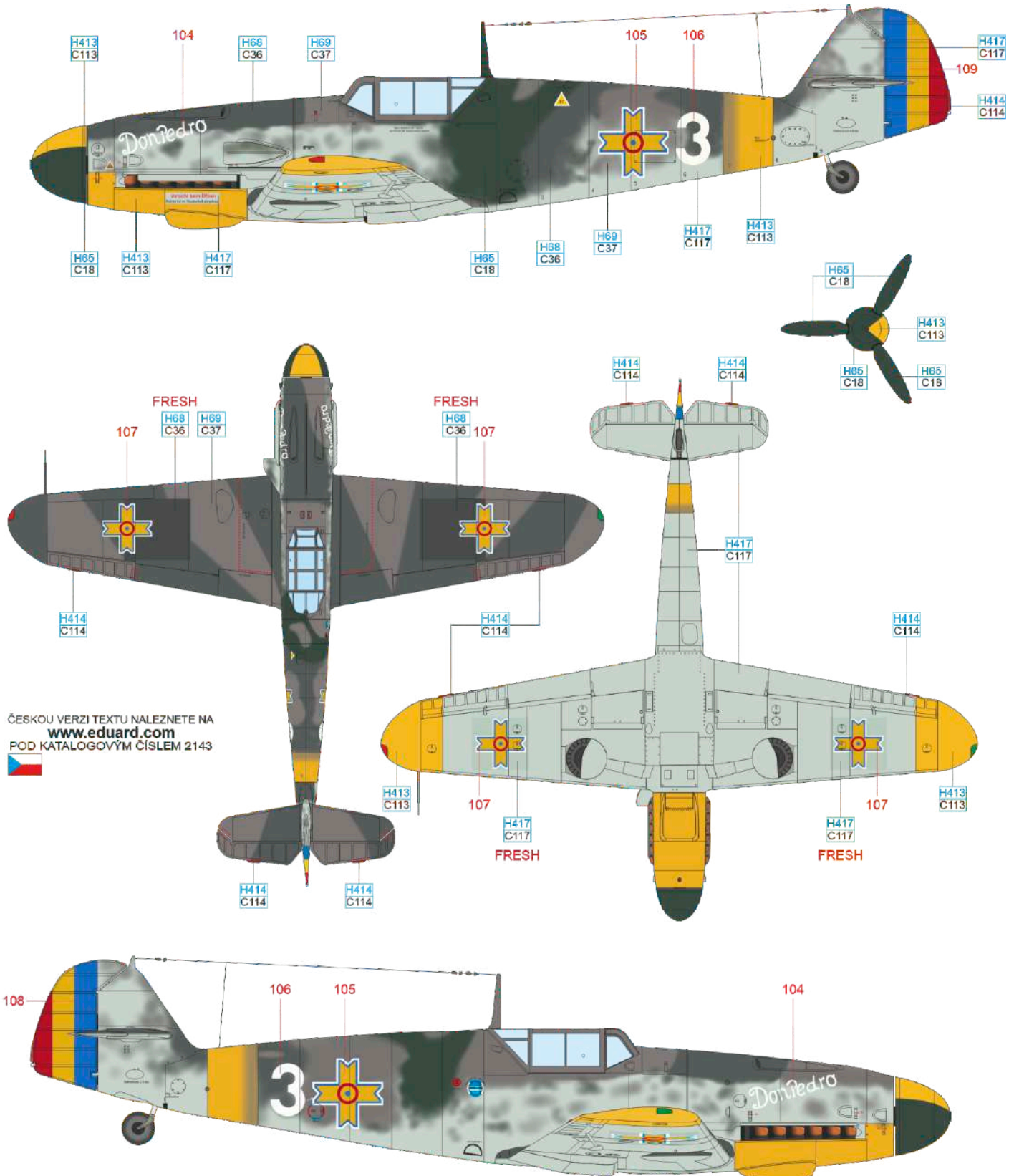
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FLAT WHITE	H11 C62	RLM 04	H413 C113	RLM 23	H414 C114	RLM 76	H417 C117
RLM 70	H65 C18	RLM 74	H68 C36	RLM 75	H69 C37	LIGHT GRAY	H324 C324

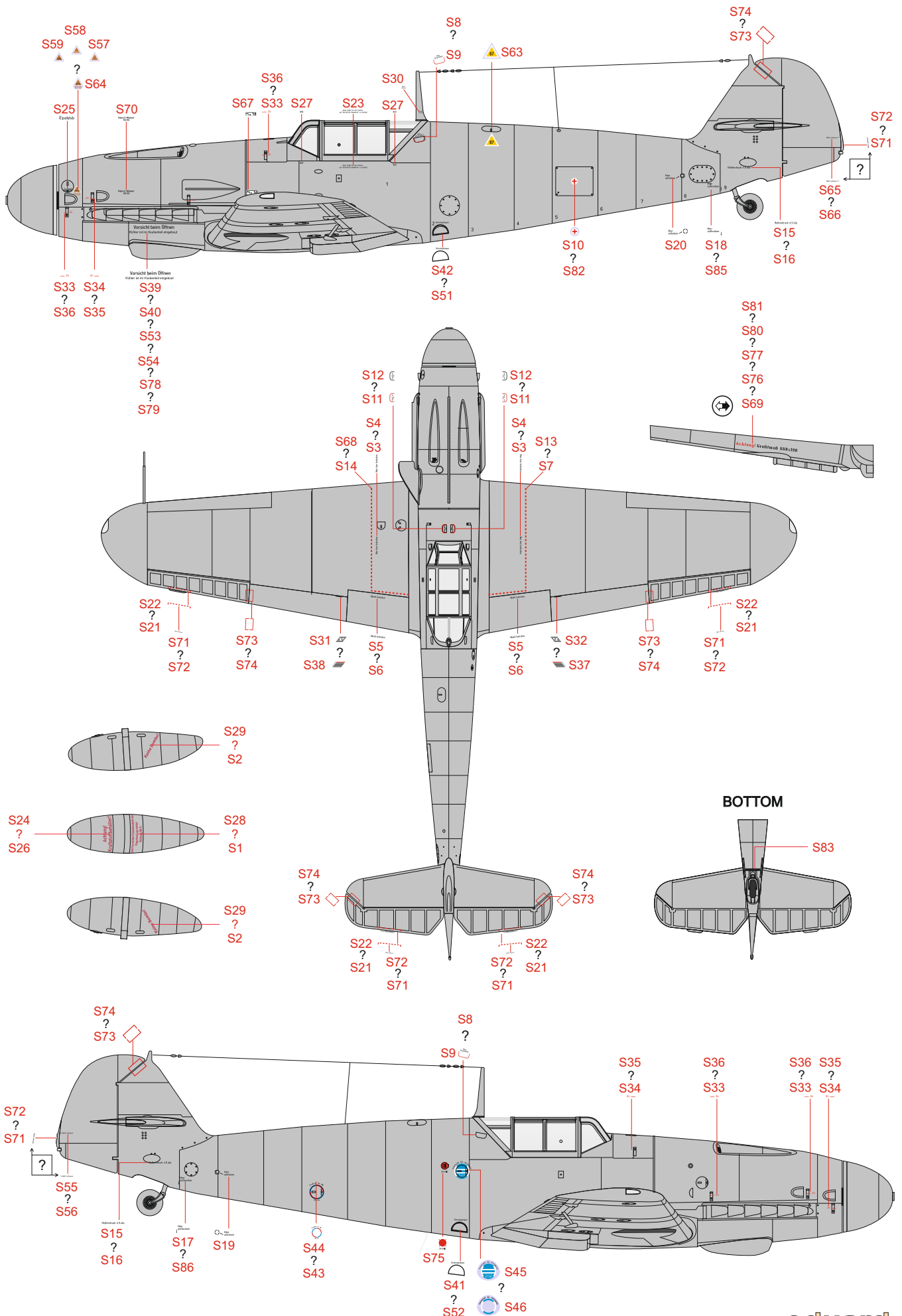
N Bf 109G-4, Lt. Av. Petre Protopopescu, Escadrila 57, Grupul 7, Vânătoare, Kirovograd, the Soviet Union, June 1943

Alongside the German armed forces, combat against the Soviet Union was also carried out by Axis allies, i.e., Finland, Italy, Hungary, Romania, Slovakia and Spain. Romanian ground units operated alongside Germans on the southern front and were supported by their own air units. In March 1943, the Romanian unit Grupul 7 began to accept Messerschmitts Bf 109G but was subsequently moved to combat areas in Ukraine. The aircraft flown by Lt. Av. Petre Protopopescu carried a camouflage scheme composed of German RLM 74/75/76. The German national insignia was oversprayed with the same colors, and the markings were replaced by Romanian, i.e., the St. Michael Cross, while the rudder carried the Romanian national colors. Both sides of the front of the fuselage carried the inscription "Don Pedro", the pilot's nickname.



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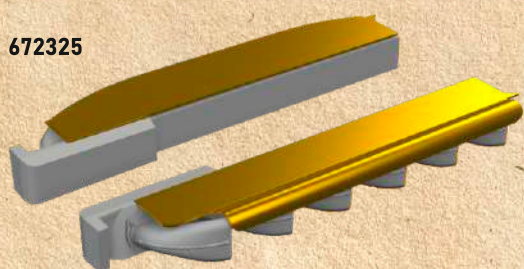
BF 109G-2 & BF 109G-4
WUNDERSCHÖNE NEUE MASCHINEN

- Pt. 2 -

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672323	Bf 109F/G wheels bays angular PRINT	Brassin
672325	Bf 109F/G exhaust stacks PRINT	Brassin
672326	Bf 109F/G/K gun pods PRINT	Brassin
672329	Bf 109 balance weights PRINT	Brassin
672338	Bf 109G undercarriage legs BRONZE	Brassin
672339	Bf 109G-2/G-4 gun barrels PRINT	Brassin
672340	Bf 109G-2/G-4 wheels for plain wings PRINT	Brassin



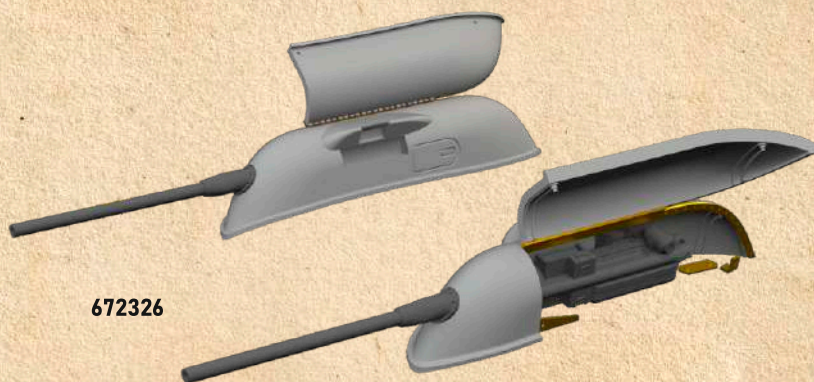
672321



672325



672323



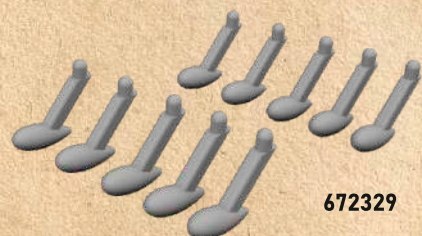
672326



672339



672338



672329



672340