

# Bf 109E-7

eduard

1/48 Scale Plastic Model Kit

**WEEKEND**  
edition



item No. 84178

**No other aircraft is so intimately connected with rise and fall of the German Luftwaffe during the WWII like the Messerschmitt Bf 109. Its early variants gave the Luftwaffe an upper hand over the opponents.**

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

The history of the Bf 109 begins during 1934-35, when the Reich Ministry of Aviation issued a requirement for the development of a monoplane single-engined fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The team of designers of the last-mentioned company was led by its technical director Willy Messerschmitt, who's goal was to conceive of an aircraft with the best possible performance for the specified weight and size. Over the subsequent months, several prototypes were built. The aircraft was rather tiny and compared to the prevailing trends of the time, full of progressive features such as low wing design, retractable landing gear, wing with a thin airfoil, wing slats, landing flaps, weapons firing through the propeller hub, and so on. At its conception, the Bf 109 was a very promising asset despite some powerplant troubles, which were solved by the introduction of the DB 601. This engine, together with its extrapolated development DB 605, is umbilically connected to the success of the Bf 109.

#### From Spanish War to the Reich Defence

The first combat use of Bf 109 occurred during Spanish Civil War, where three developmental Bf 109s were deployed in December 1936. The main reason of revealing the modern fighter to the world was to validate the aircraft's abilities in modern aerial combat. Shortly thereafter, production Bf 109B-1s began to reach 2.J/88, the Legion Condor. The desire of Germany to demonstrate its aerial prowess to potential foes was advanced further in international sport meets. The triumphs attained in Zurich in the summer of 1937 were complemented several months later by grabbing the speed record of 610.95 kph. In very short order, the progressive developments represented by the C, D and E versions appeared. The delivery of Bf 109s to combat units did not sustain the 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 and by the time of the invasion of Poland the Luftwaffe possessed the best fighter produced in the continental Europe. With both a qualitative and quantitative advantage, the Luftwaffe entered the Polish campaign, the first defense of the Fatherland, Blitzkrieg against the West, and the Battle for France. After this period of continual success, the Luftwaffe embarked on the attacks on Great Britain in the summer months of 1940. Here, the first weakness of the Bf 109 emerged: The inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors responsible for the defeat of the Luftwaffe in the Battle of Britain. Experiences gained in 1940 led to the development of the F (Friedrich) version prior to the spring of 1941 followed by late production variants of Bf 109G (Gustav) and K (Kurfürst).

#### Emil emerges

The Bf 109E series represents a turning point in the development of the Bf 109. It saw the replacement of the Jumo 210 engine with the more powerful, more reliable and also larger and heavier unit Daimler-Benz DB 601 driving the VDM (Vereinigte Deutsche Metallwerke) three-bladed propeller.

The larger and more powerful engine also needed a larger coolant radiator. Instead of a large "chin" on the nose, which would have significantly increased aerodynamic drag, cooling was moved to flat radiators on the bottom of the wing. This relocation also helped to balance the increased weight of the engine and propeller, but required the entire wing to be redesigned. To verify the design changes, V14 and V15 prototypes were built, differing in armament. The former one had a pair of 7.92 mm MG 17 machine guns supplemented by two 20 mm wing-mounted guns. The V15 prototype had only two machine guns.

Production of the first production version of the "Emil", the E-1 version, began in early 1939 and the extra 298 hp (223 kW) compared to previous Jumo 210 also provided a corresponding increase in flight performance despite the 400 lb (180 kg) weight increase.

The E-1 version was armed with four MG 17 machine guns, and further development concentrated mainly on armament. The E-2 received an MG FF cannon mounted in between the engine cylinder blocks, firing through the center of the propeller instead of two wing machine guns. Although this configuration eventually became standard on the later G and K versions, it was not successful with the E-2. Nevertheless, the "Motorkanone" was retained in the E-3 version, which also had two MG FF guns in the wing. However, due to vibrations caused by firing, the "Motorkanone" was often removed by frontline units. The firing power of two machine guns and two cannons was still more than satisfactory and matched the fire power of main opponents.

#### The kit: Bf 109E-7

At the beginning of the Battle of Britain, the Bf 109E-4 began to replace the E-3 version. The first aircraft appeared in July 1940 and quickly replaced their predecessors. Bf 109E-4 received improved MG FF/M wing guns with higher rate of fire and also with the ability to fire a new type of explosive ammunition. In addition, the armor protection behind the pilot's head was improved and the cockpit canopy was revised. To make the production easier, the canopy with rounded corners was replaced by a "boxy" type with straight windows attached to the welded frame. After E-5 and E-6 reconnaissance Messerschmitts, Bf 109E-7 emerged as another major production variant at the end of August 1940. It was the first Bf 109 with ability to carry external fuel drop tank. The 300 l (80 gal) tank was used to increase range to 820 mi (1,325 km). Alternatively, a bomb rack for one 550 lb (250 kg) or four 110 lb (50 kg) bombs was used, so the Bf 109E-7s were used also as a Jabo fighter-bombers. In total 438 E-7s were built.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS \* INSTR. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE



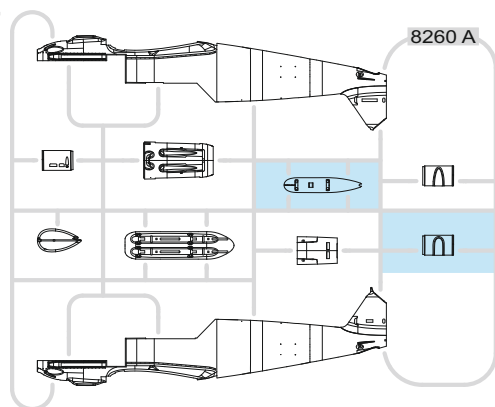
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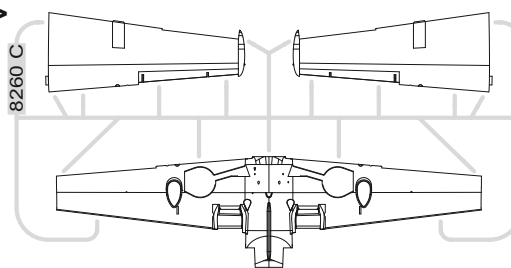
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## PLASTIC PARTS

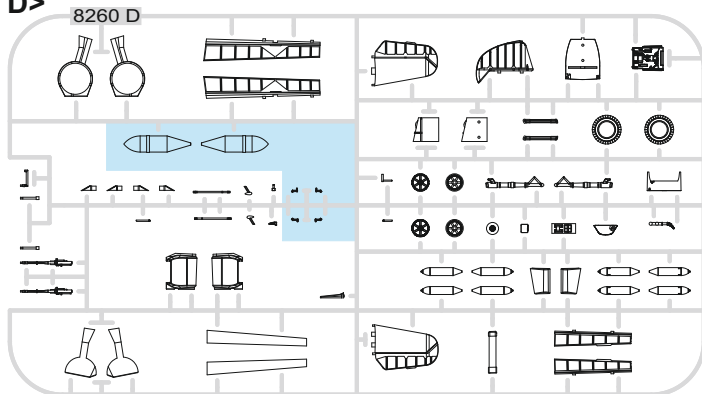
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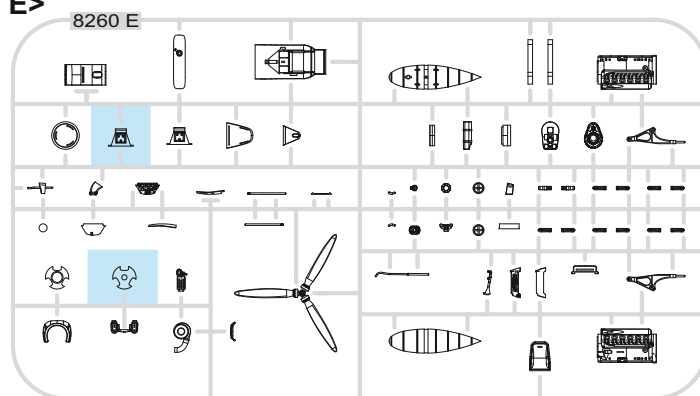
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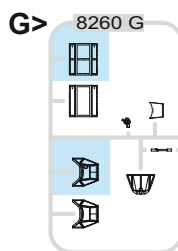
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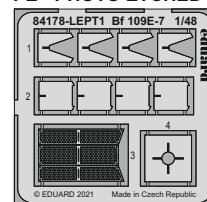
E&gt;



G&gt;



## 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



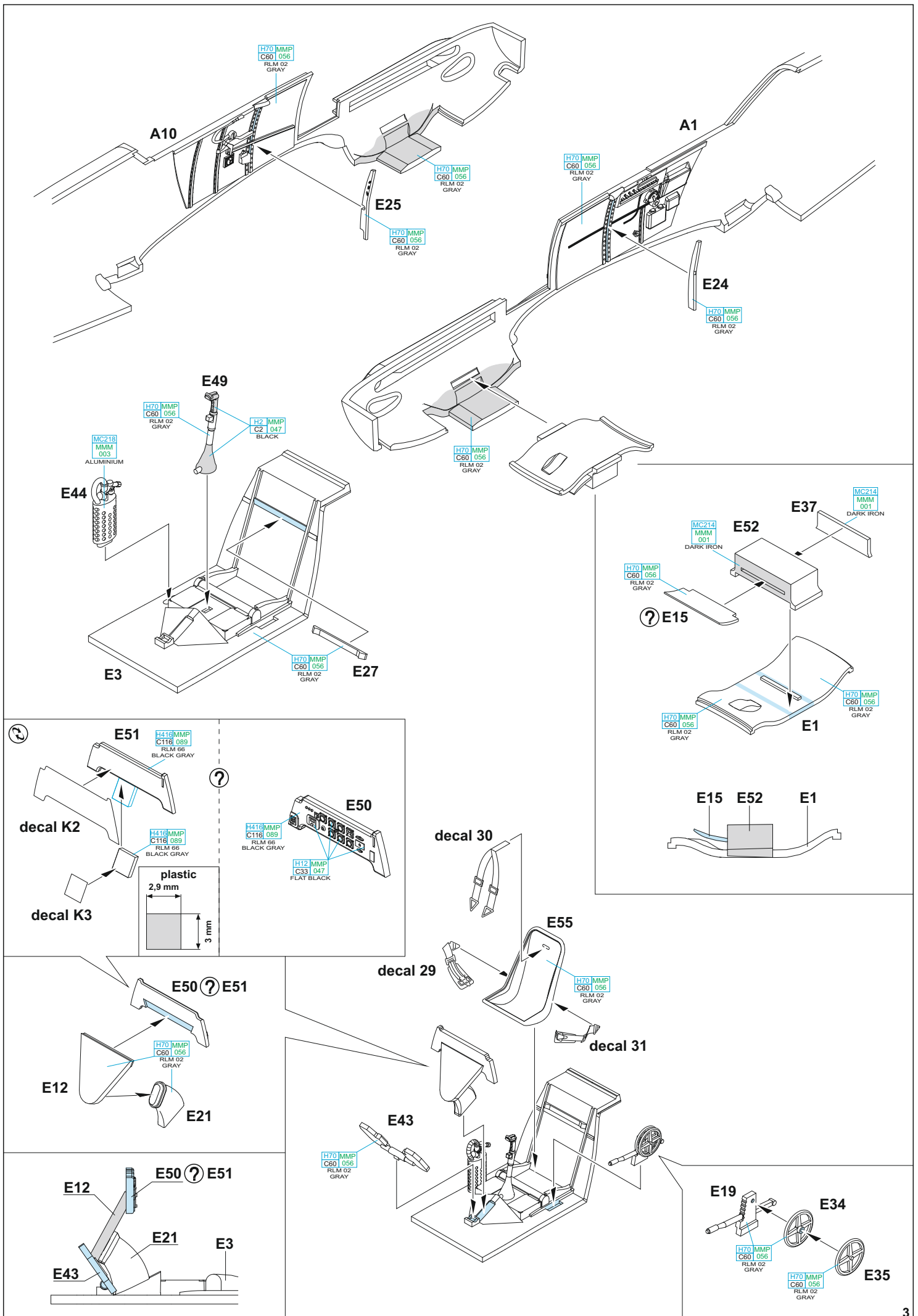
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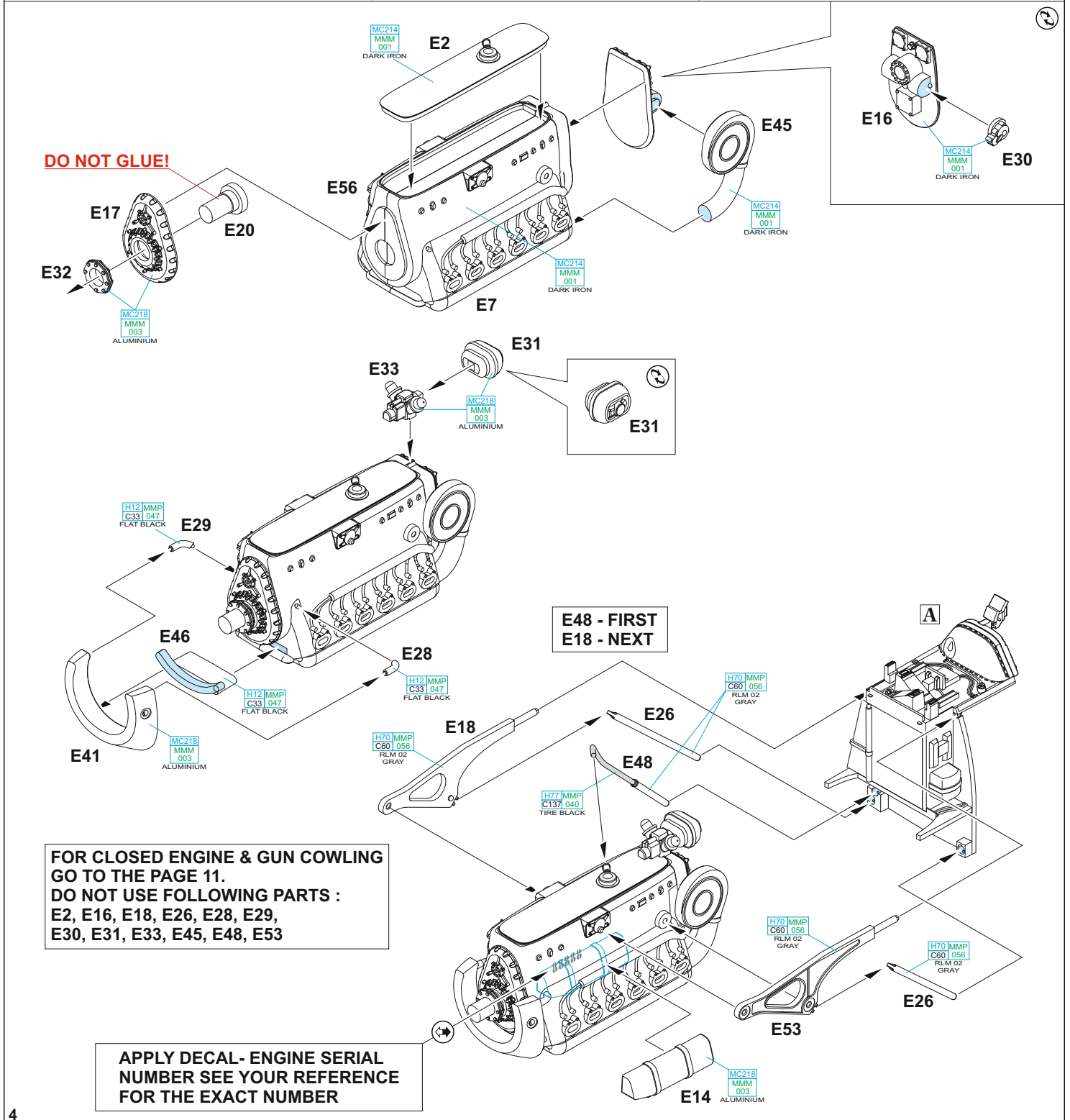
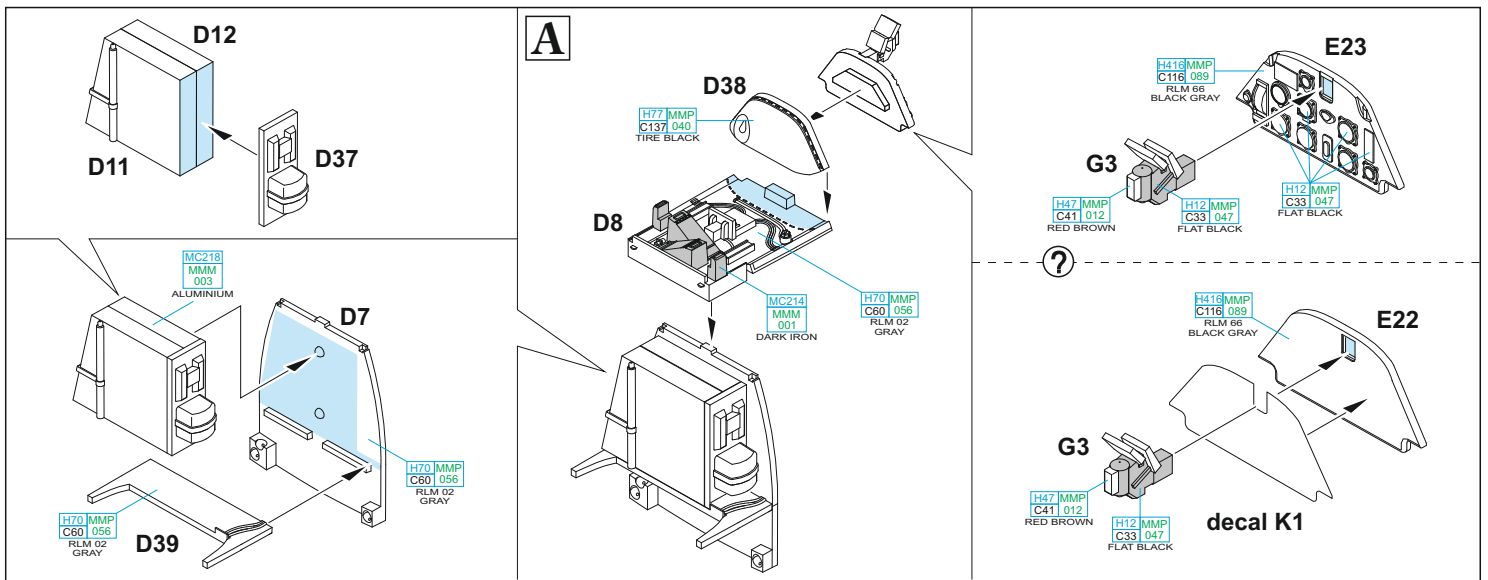


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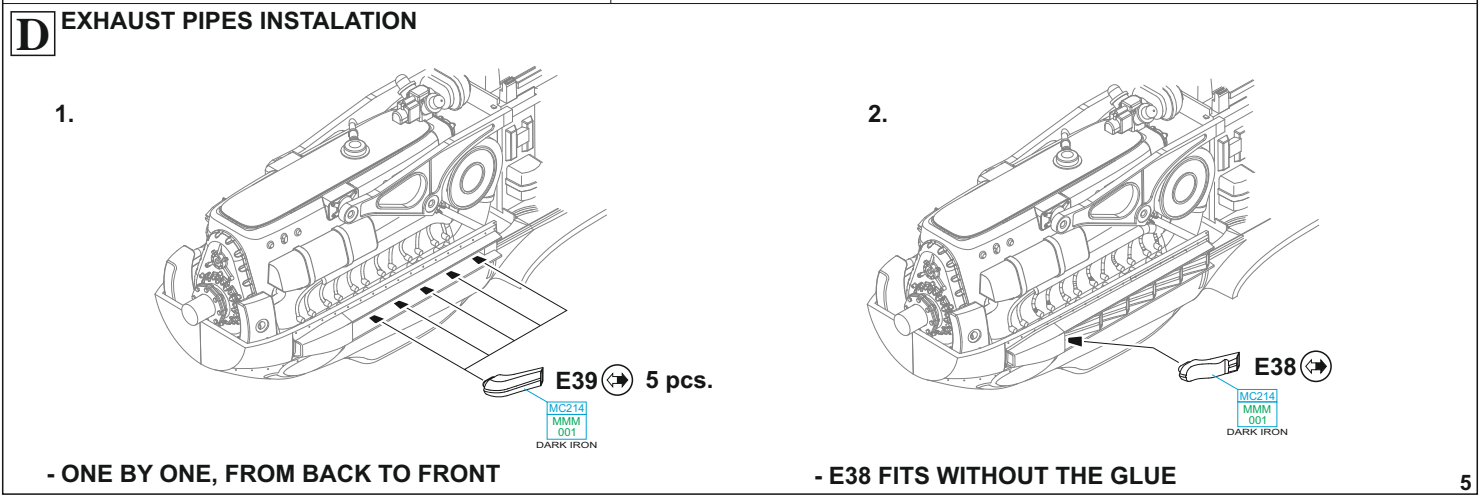
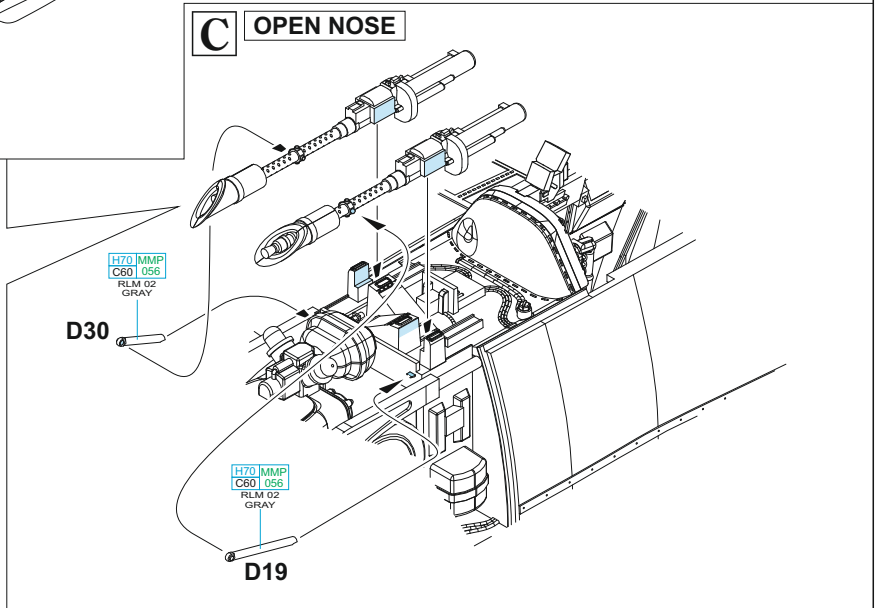
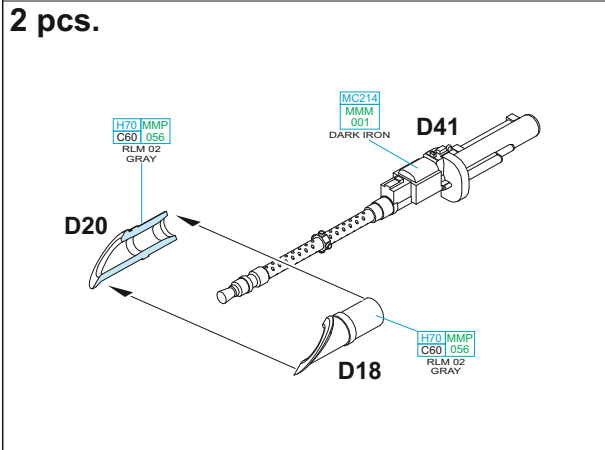
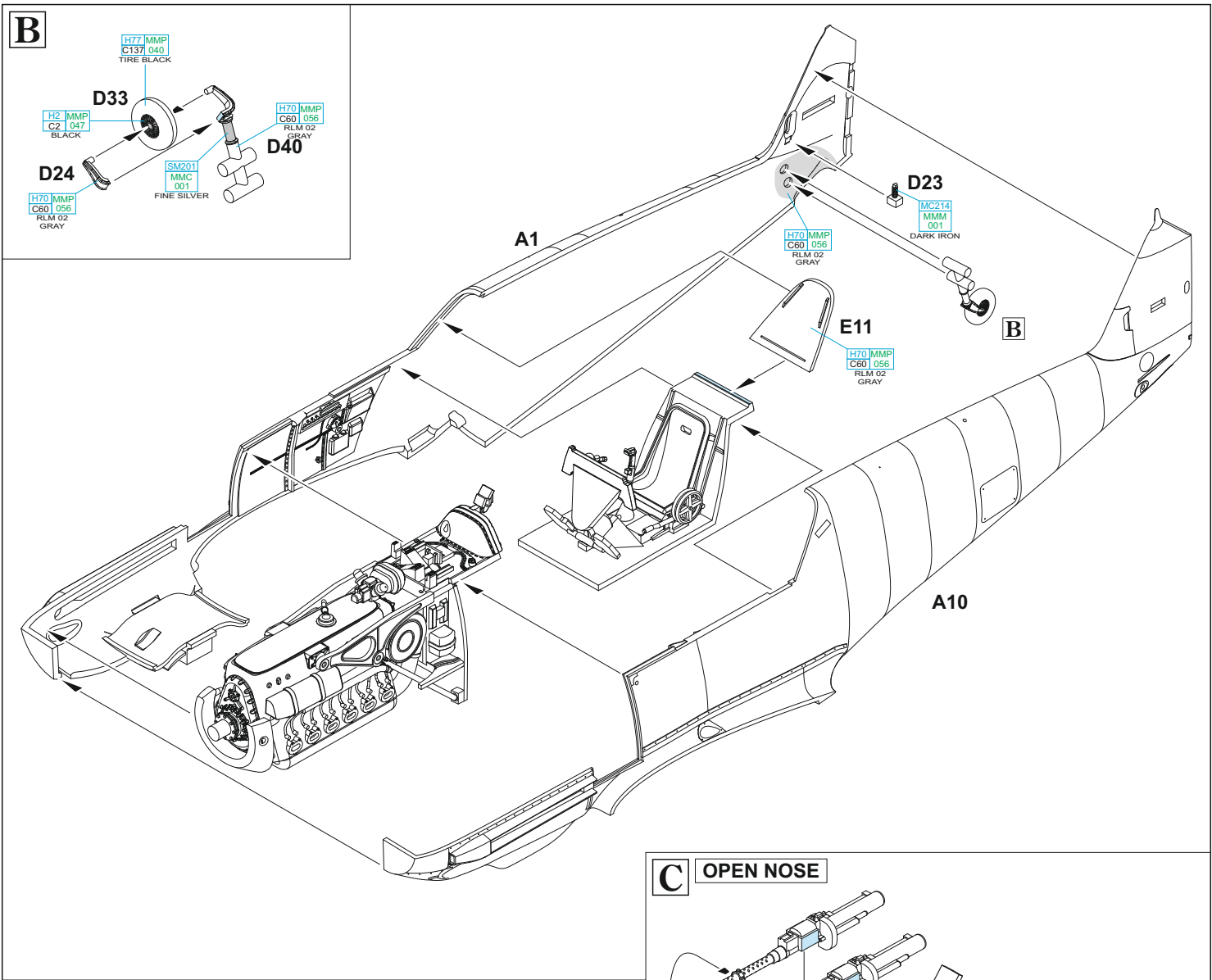
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H64	C17	MMP-087	RLM71 DARK GREEN
H65	C18	MMP-088	RLM70 BLACK GREEN
H66	C119	MMP-119	RLM79 SAND YELLOW
H67	C115	MMP-057	RLM65 LIGHT BLUE
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H80	C54		KHAKI GREEN

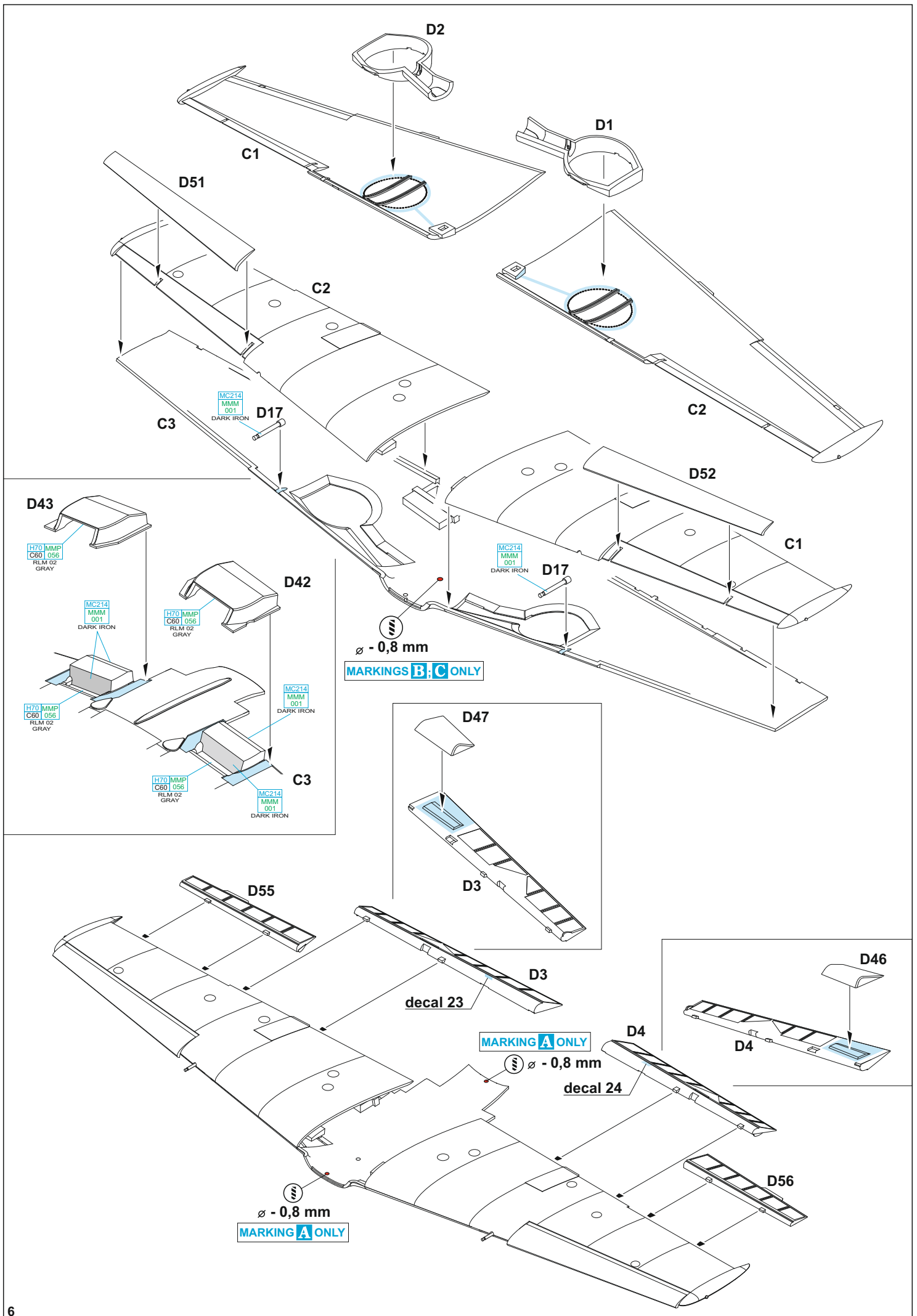
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AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
H418	C118	MMP-055	RLM78 LIGHT BLUE
H420	C120	MMP-120	RLM80 OLIVE GREEN
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

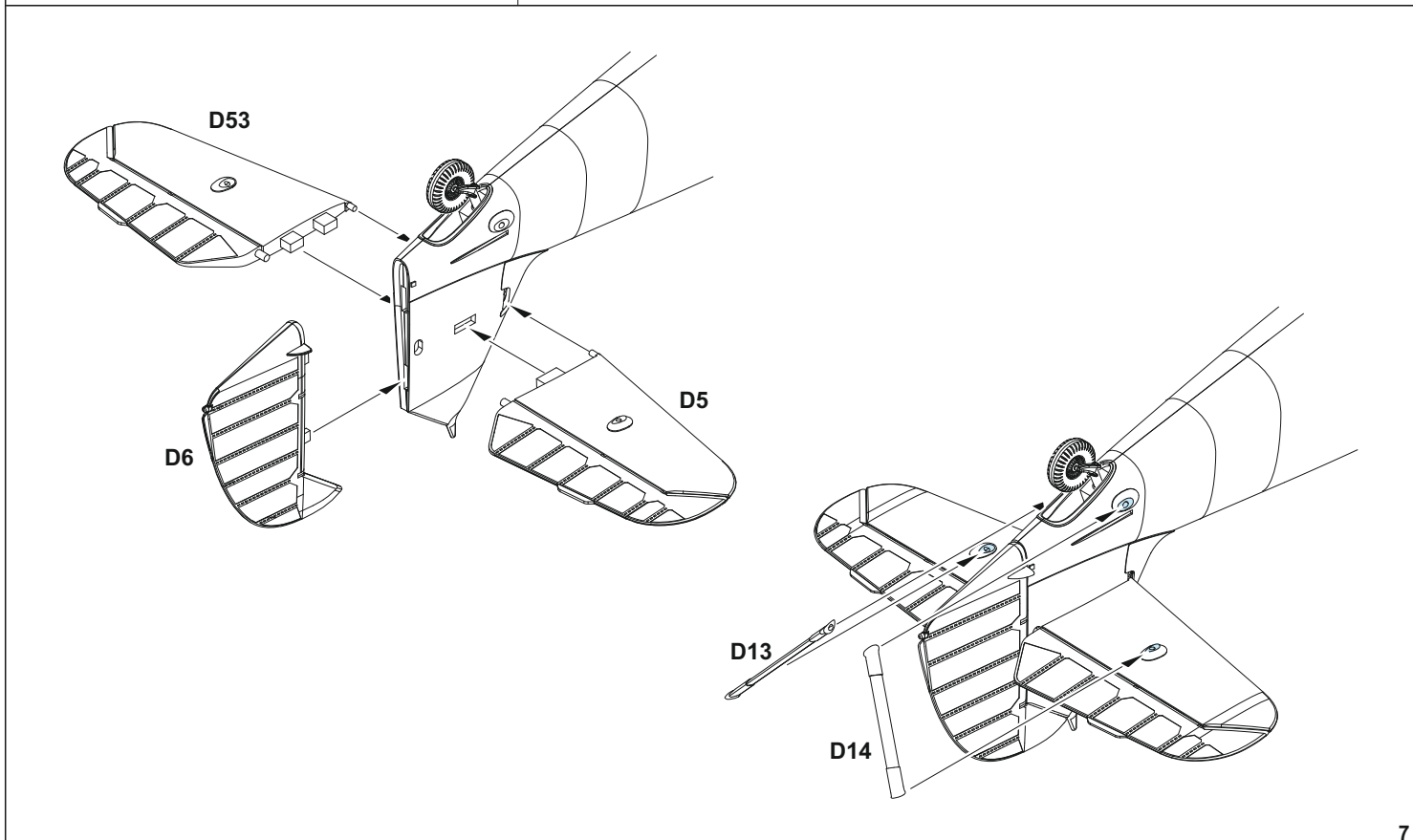
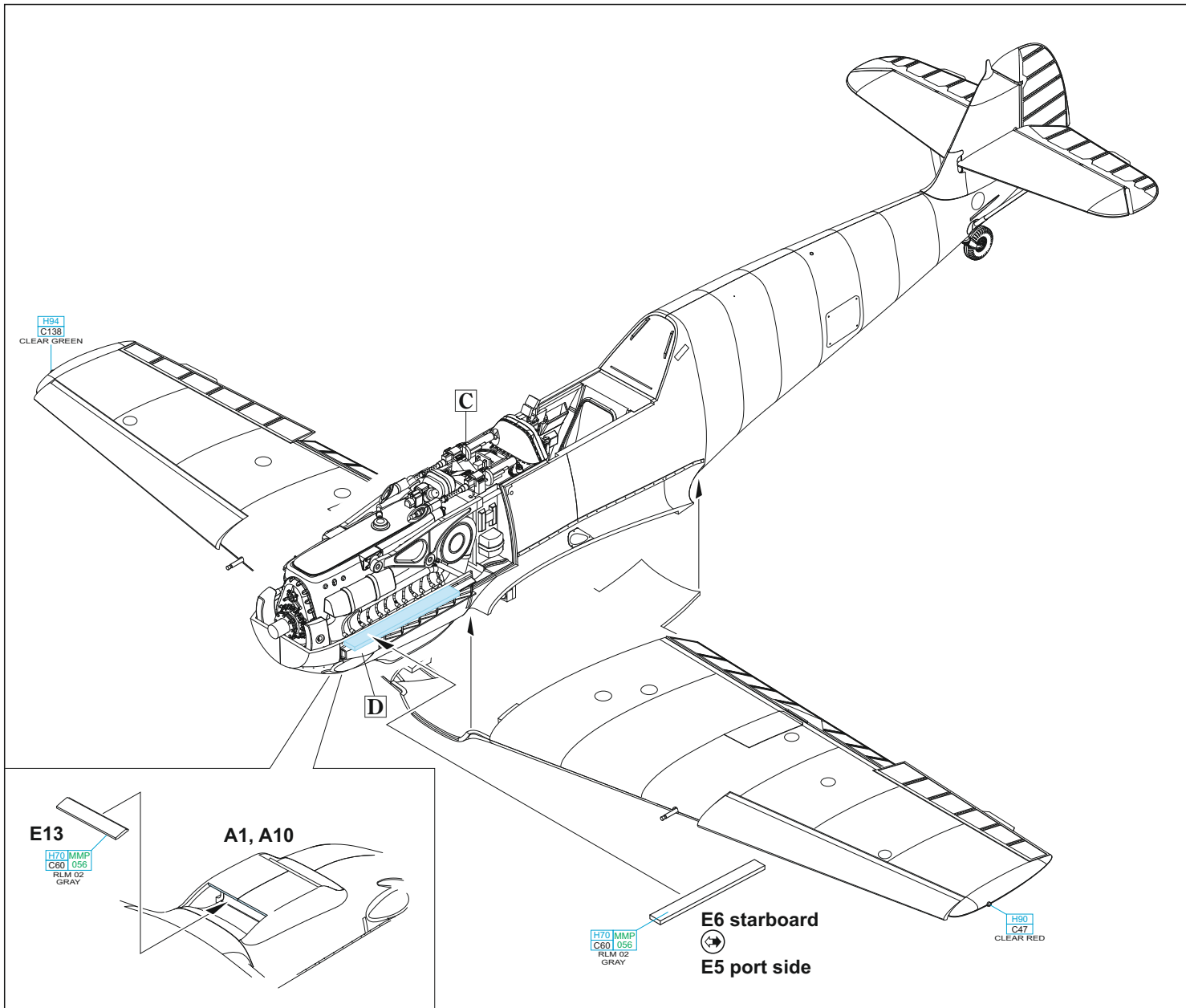


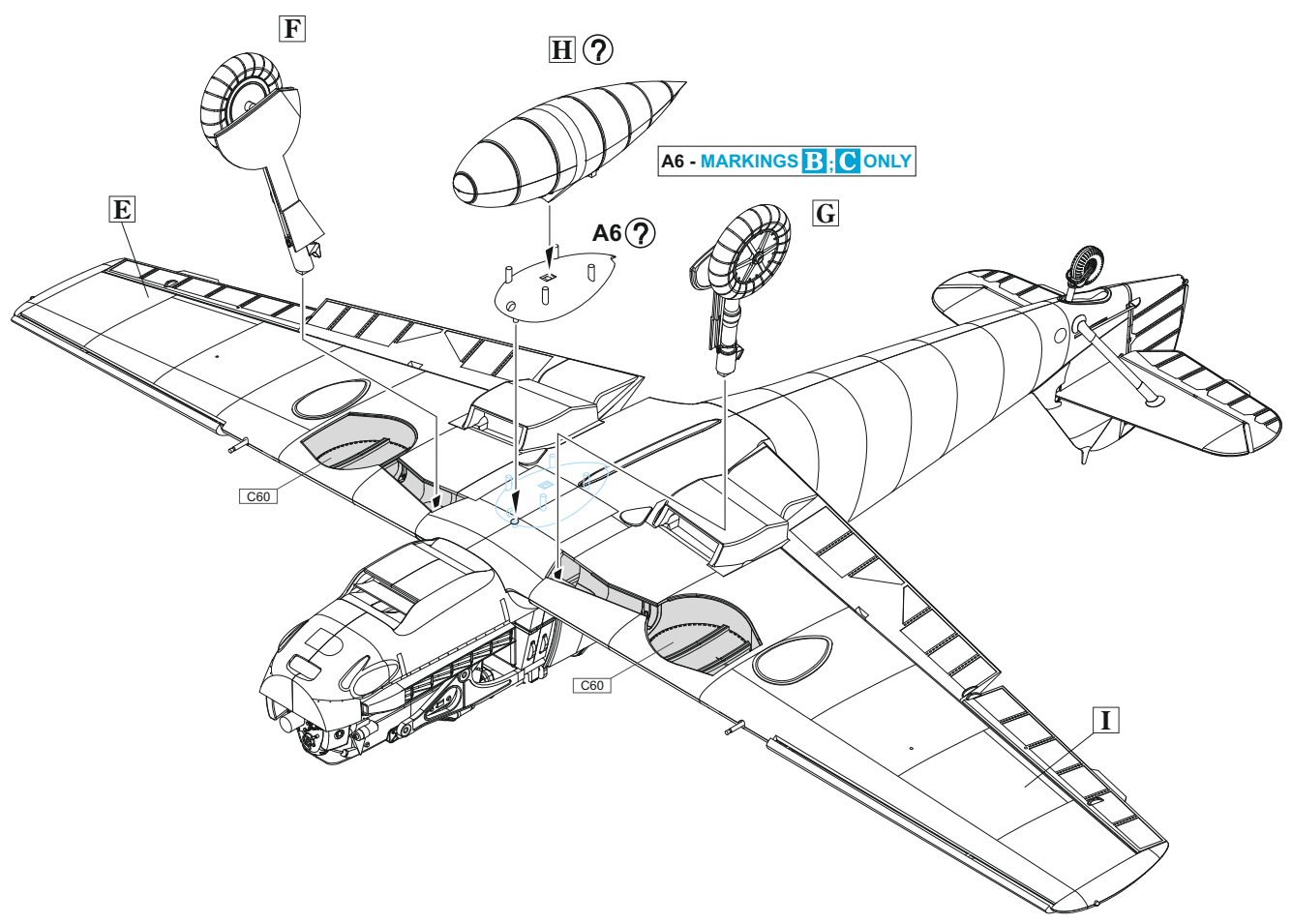
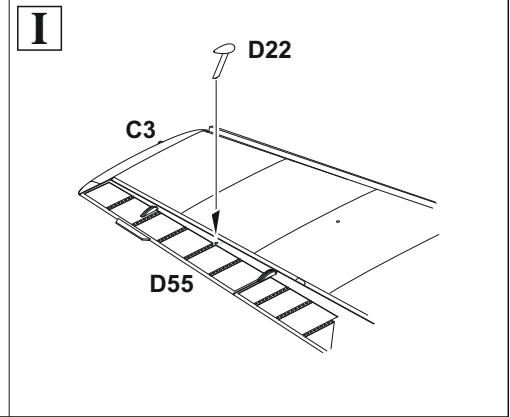
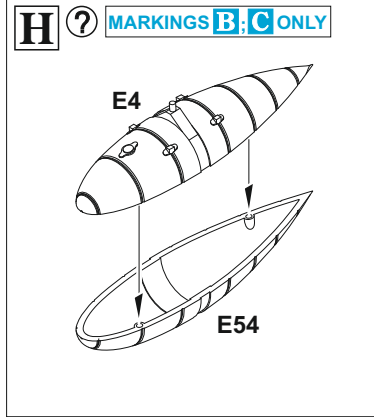
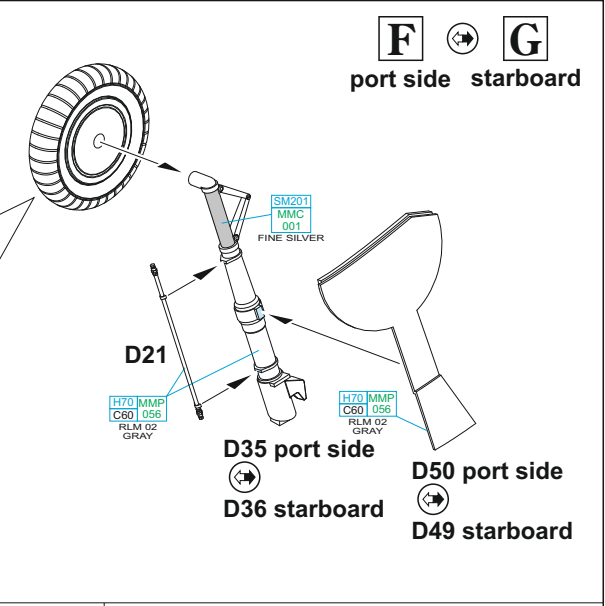
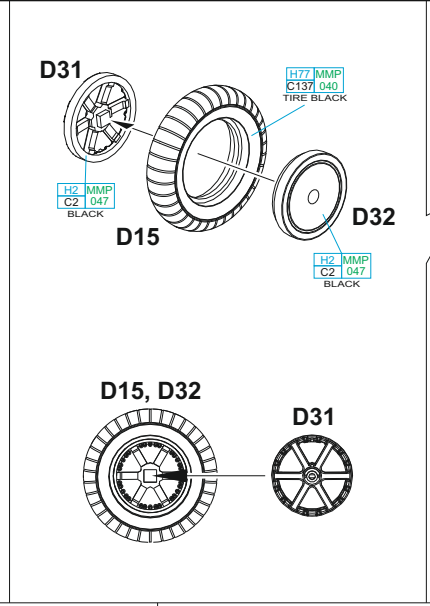
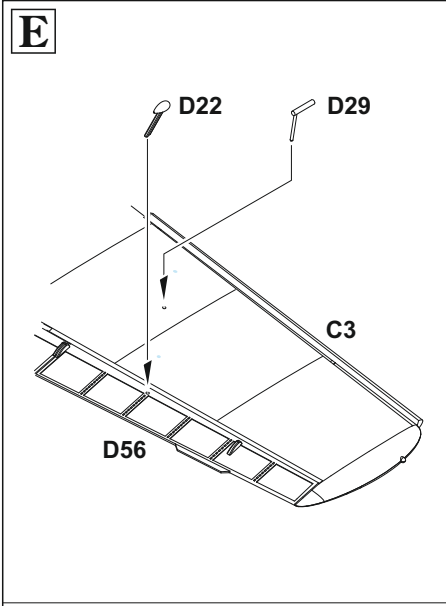






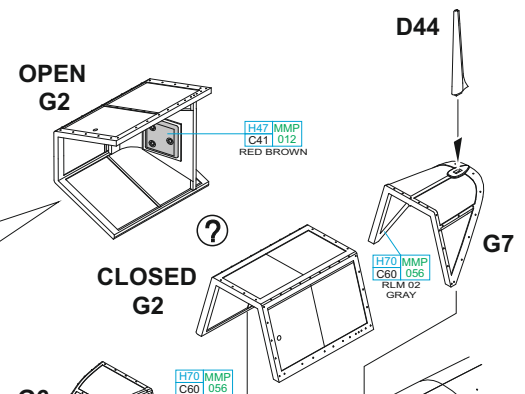
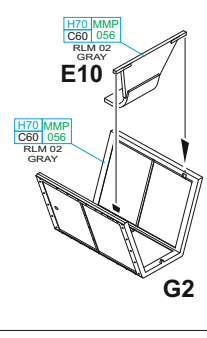
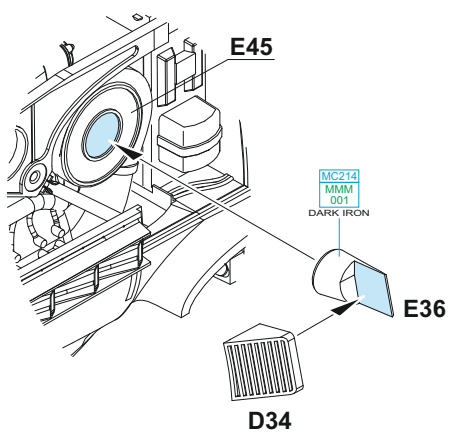
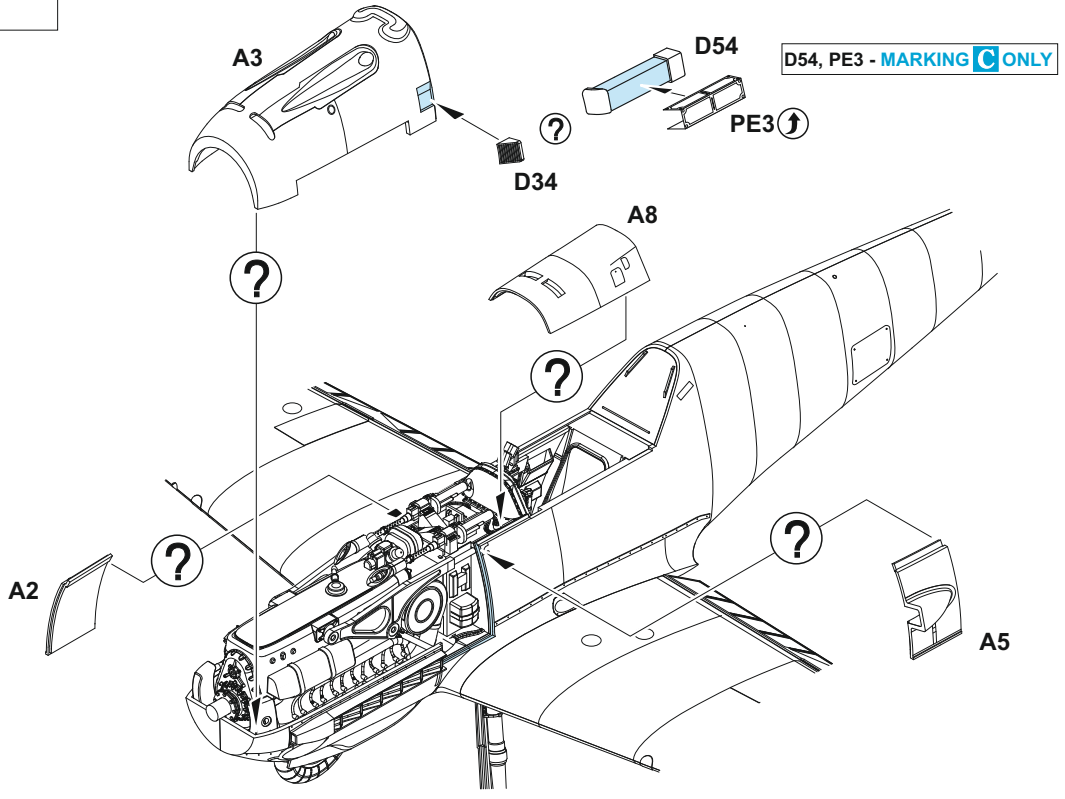




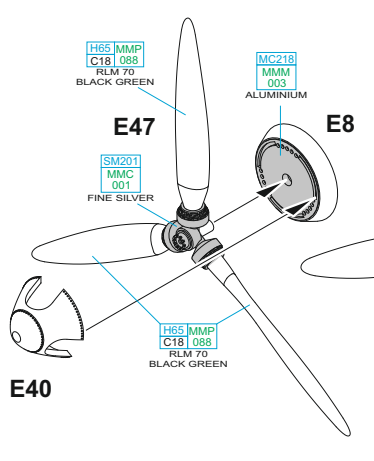
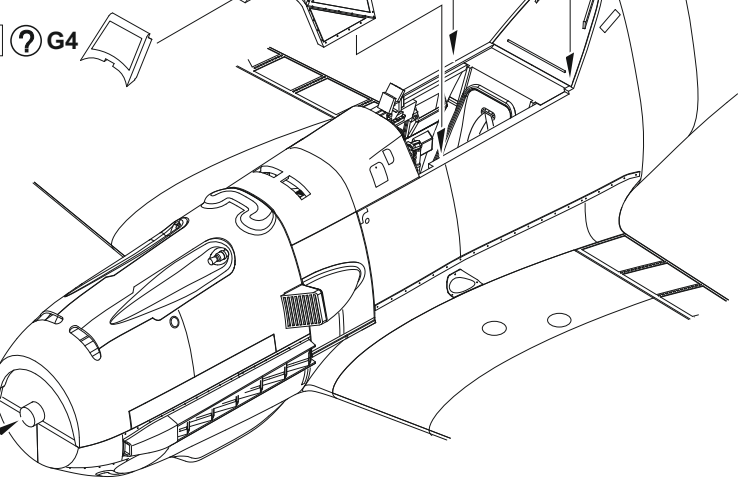




FOR CLOSED NOSE  
SEE PAGE 11

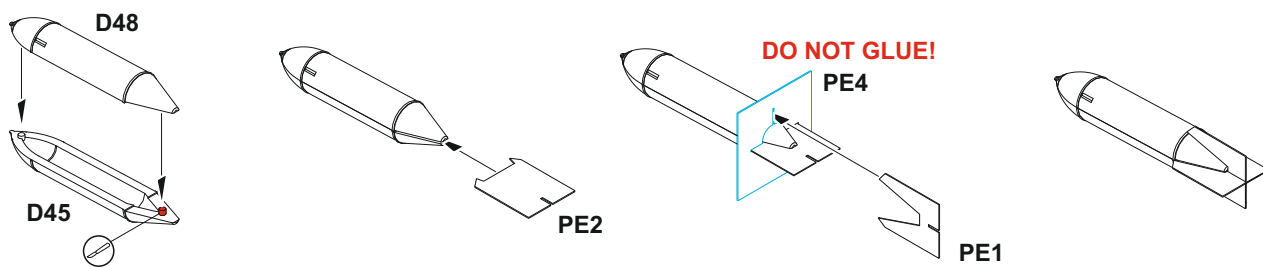


G4 - MARKINGS A, D ONLY

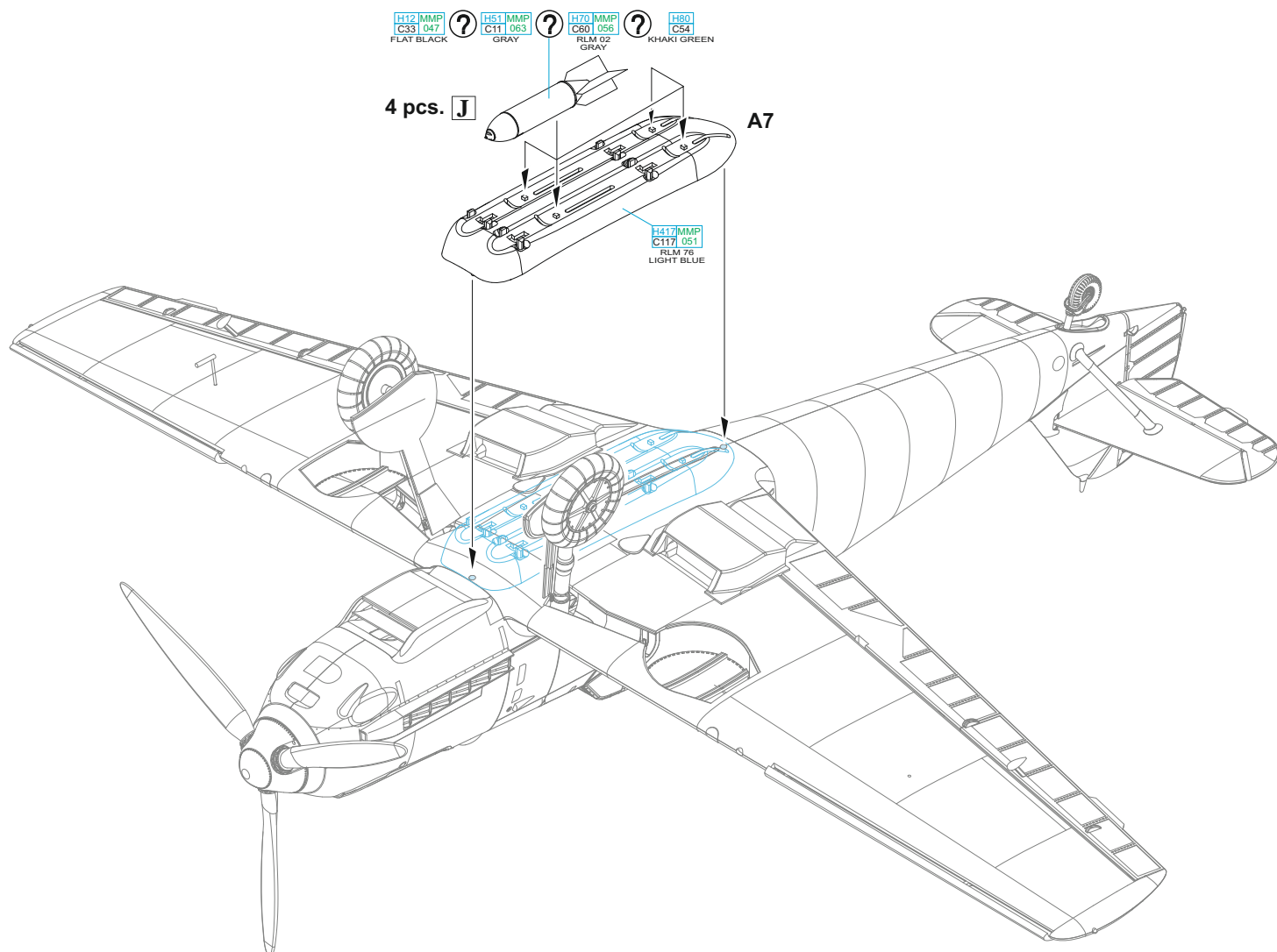


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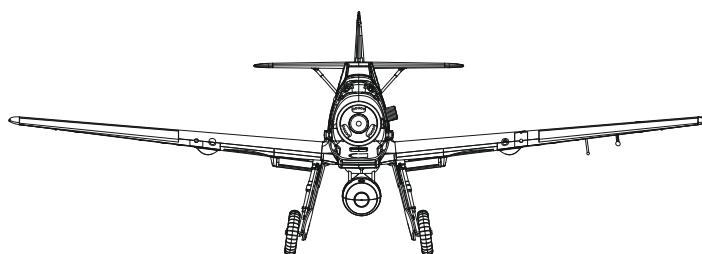
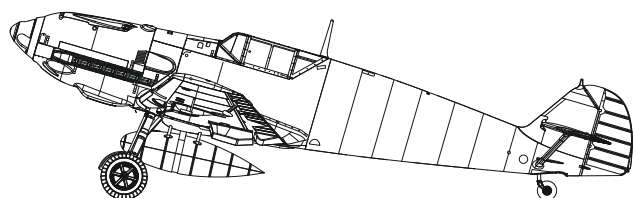
**J** ? 4 pcs.



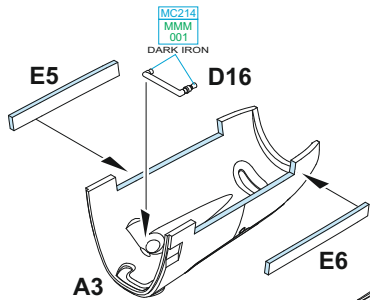
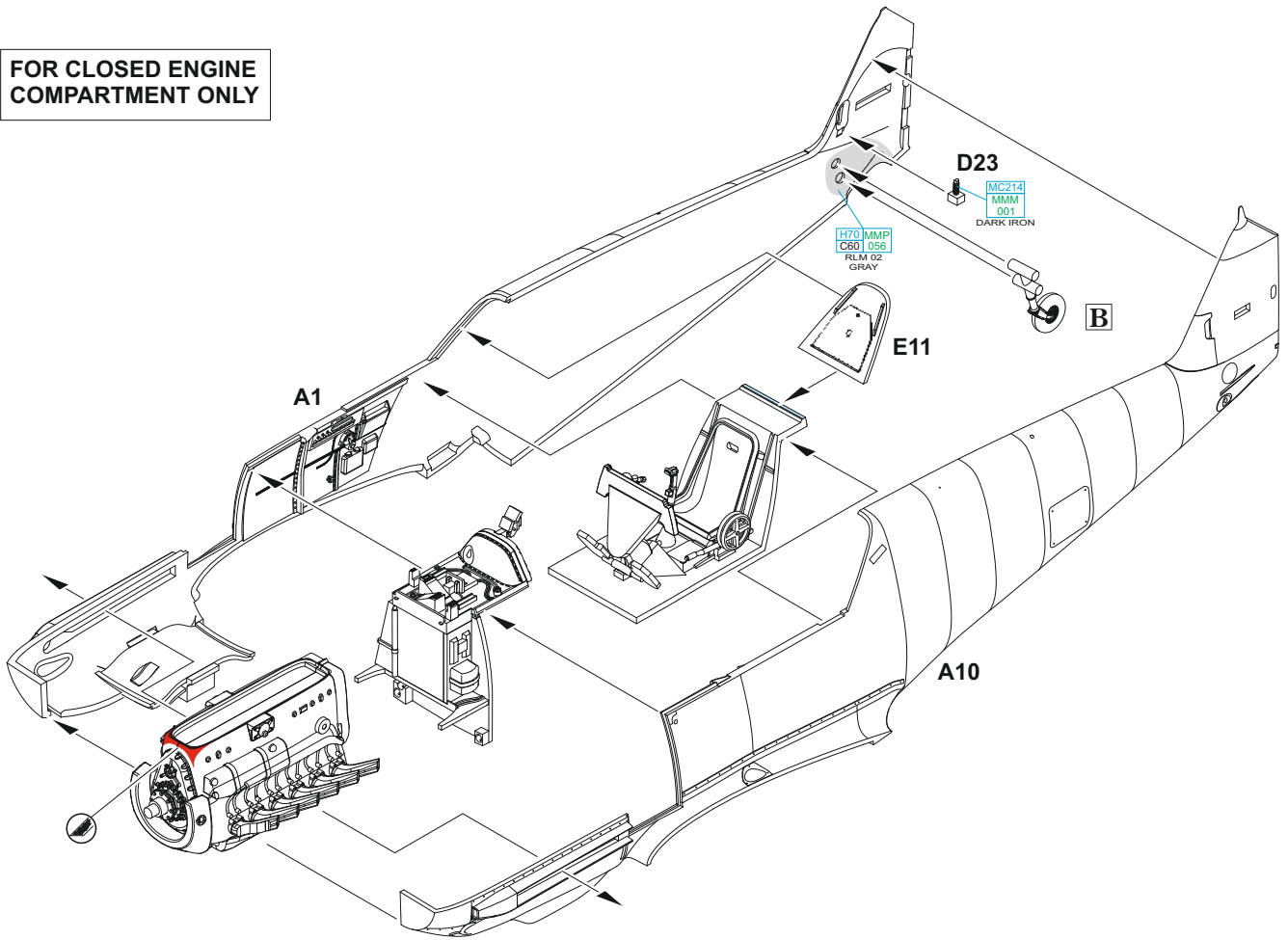
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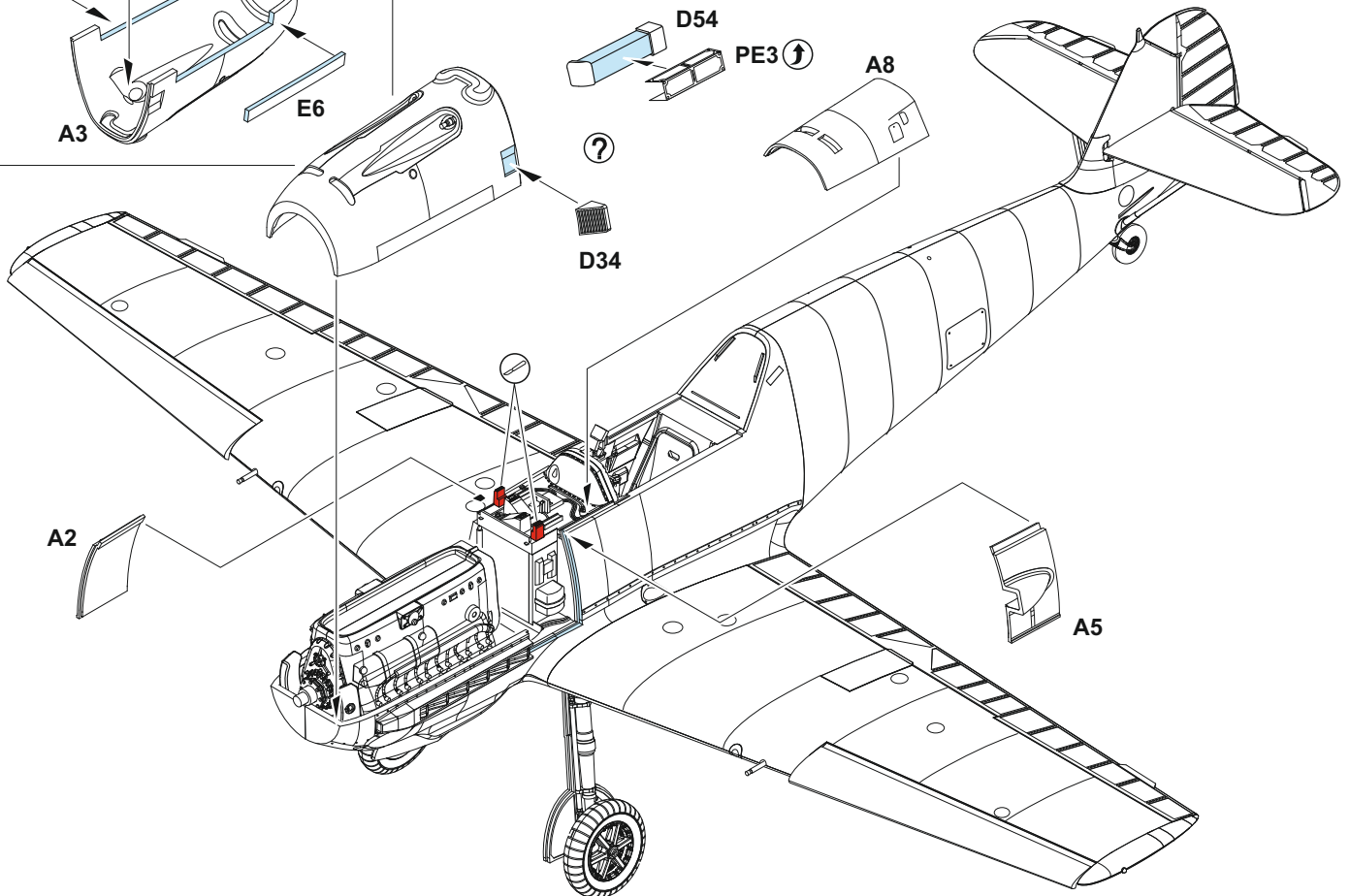
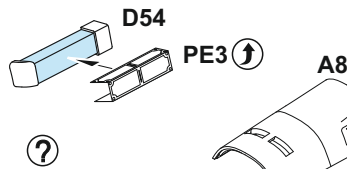
THE CORRECT POSITION OF THE UNDERCARRIAGE LEGS



**FOR CLOSED ENGINE COMPARTMENT ONLY**

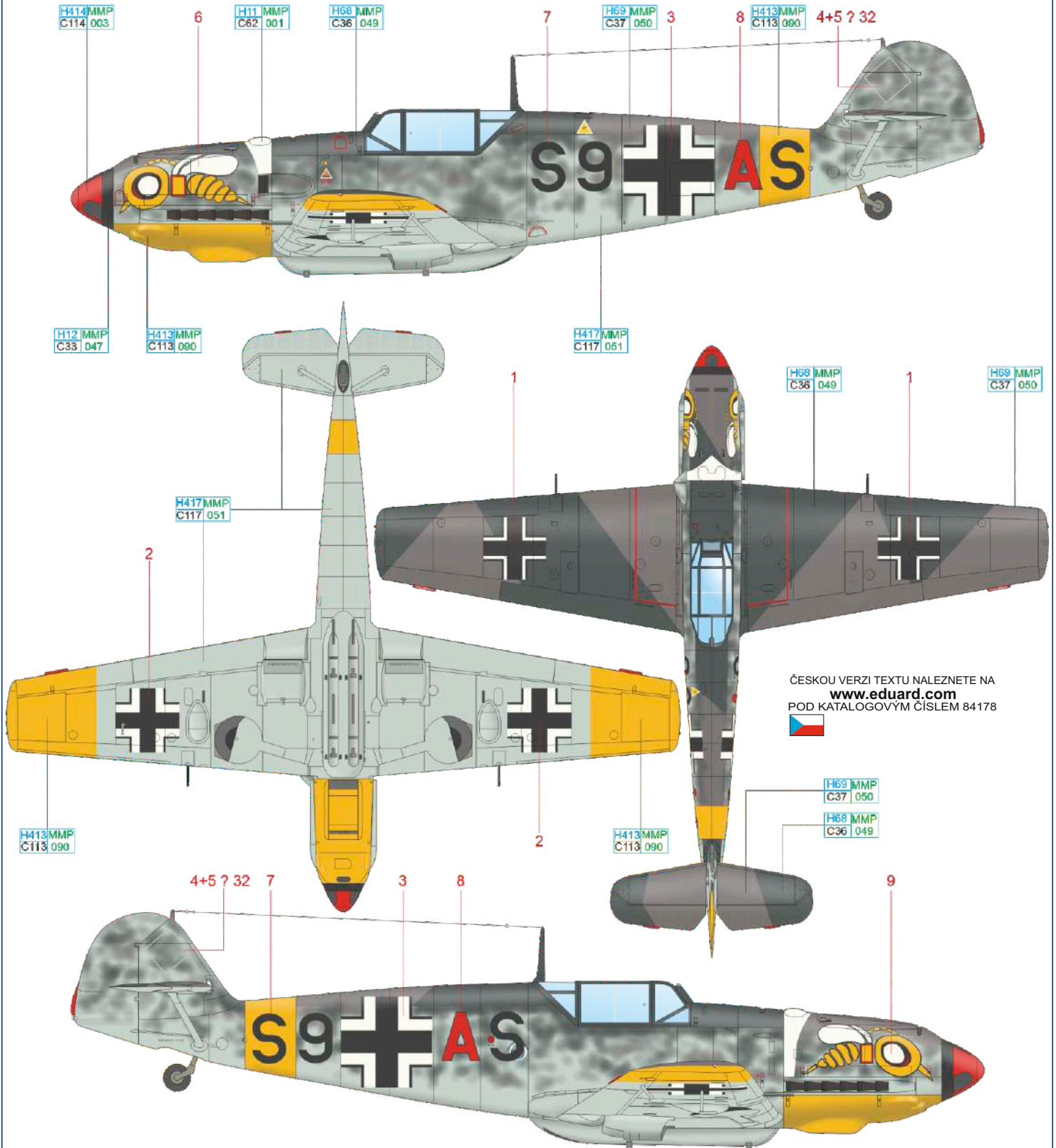


**D54, PE3 - MARKING C ONLY**



# A Bf 109E-7/B, 8./ZG 1, Belgorod, Soviet Union, June 1942

The III. Gruppe, of which the 8. Staffel was a part, was established in January 1942 in Lechfeld and was equipped like the other Gruppe Zerstörergeschwader 1 with Bf 109E aircraft. Its first deployment followed from May 1942 on the Eastern Front. Here it flew first from Belgorod airfield, followed by a move to Kutejnikovo airfield in July. In August there was a further change of operation, the unit was first equipped with the problematic Me 210s and its new area of operation was North Africa. Like the other ZG 1 aircraft, the Messerschmitt Bf 109Es of the 8. Staffel had a wasp painted on the nose, which had originally been the marking of the SKG 210 unit, from which the I. and II. Gruppe ZG 1 were formed by renaming in January 1942.



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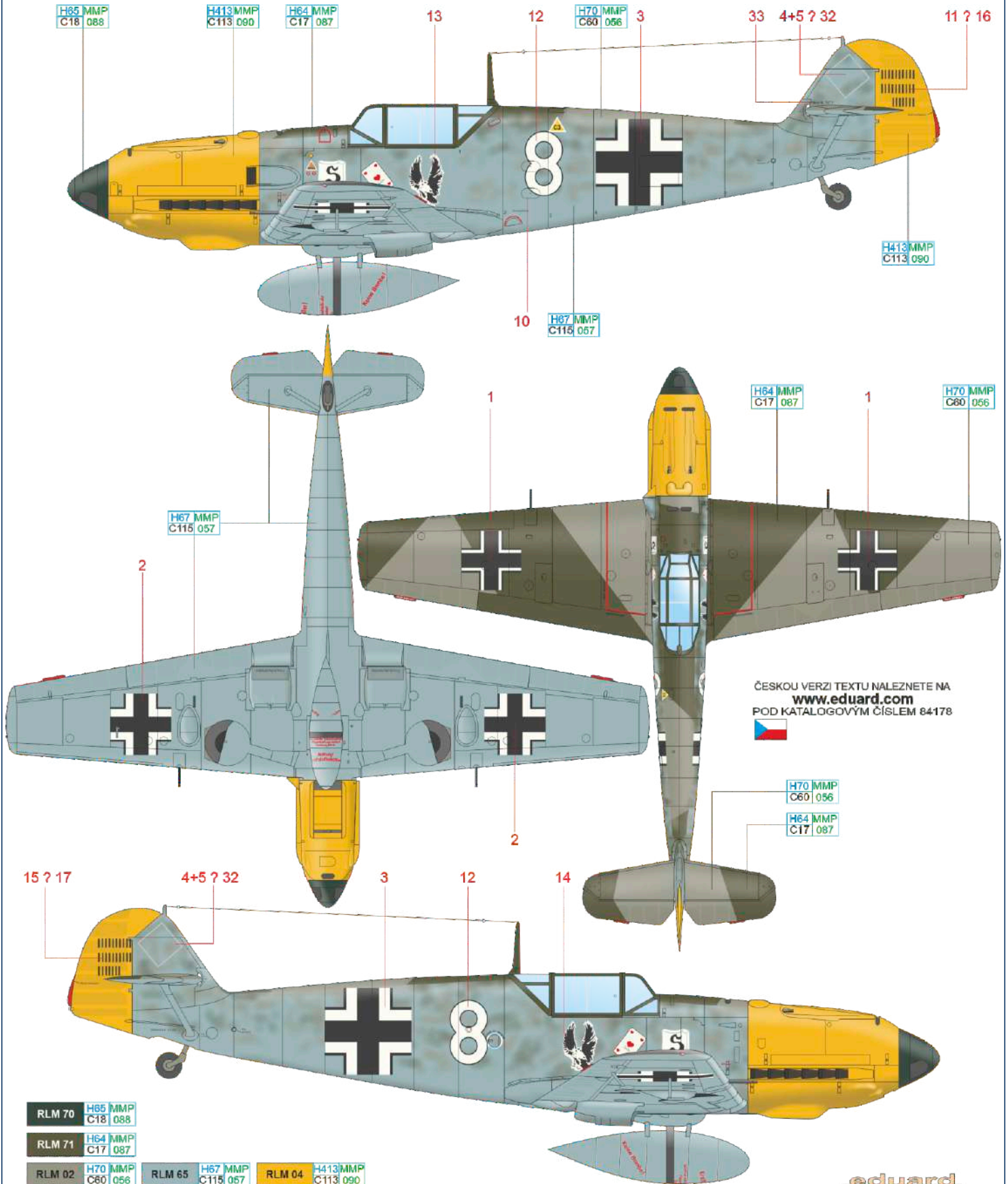


RLM 76	H417 MMP C117 051	WHITE	H11 MMP C62 001	RLM 04	H413 MMP C113 090	RLM 23	H414 MMP C114 003	BLACK	H12 MMP C33 047
RLM 75	H69 MMP C37 050								
RLM 74	H68 MMP C36 049								



# B Bf 109E-7/Z, WNr. 7677 F, Oblt. Josef Priller, CO of 1./JG 26, St. Omer, France, June 1941

Josef "Pips" Priller was born on July 27, 1915, in Ingolstadt, Bavaria. In 1935, he joined Wehrmacht, and as soon as one year later, in October 1936, he started to attend the fighter pilot training. He managed his first shot down as a commander of 6. Staffel JG 51 when he downed a Spitfire above Dunkerque on May 28, 1940. In November 1940, he was appointed a commander of the 1./JG 26. On December 6, 1941, he became commander of III./JG 26, from January 11, 1943, he led the whole Jagdgeschwader 26. His total number of victories kept growing. On December 20, 1941, his successes were rewarded and Priller was decorated with Knight's Cross of the Iron Cross with Oak Leaves and Swords. On January 28, 1945, he was appointed a post of an Inspekteur der Jagdflieger Ost, where he remained till the end of WWII. Priller's total score of shot downs was 101 enemy aircraft, all of them achieved in the Western Front. After the war he married Johanna Riegele, the proprietor of a brewery and became general manager of Riegele brewery in Augsburg, Germany. He died of heart attack on May 20, 1961. His aircraft sported standard Luftwaffe fighter camouflage of the time, consisting of the colors of RLM 71/02/65 and yellow rudder as well as engine cowling. The fuselage was given the markings of JG 26 affiliation, the pilot's personal marking of a heart-shaped ace with the name of his future wife plus the 1. Staffel JG 26 emblem of an eagle.

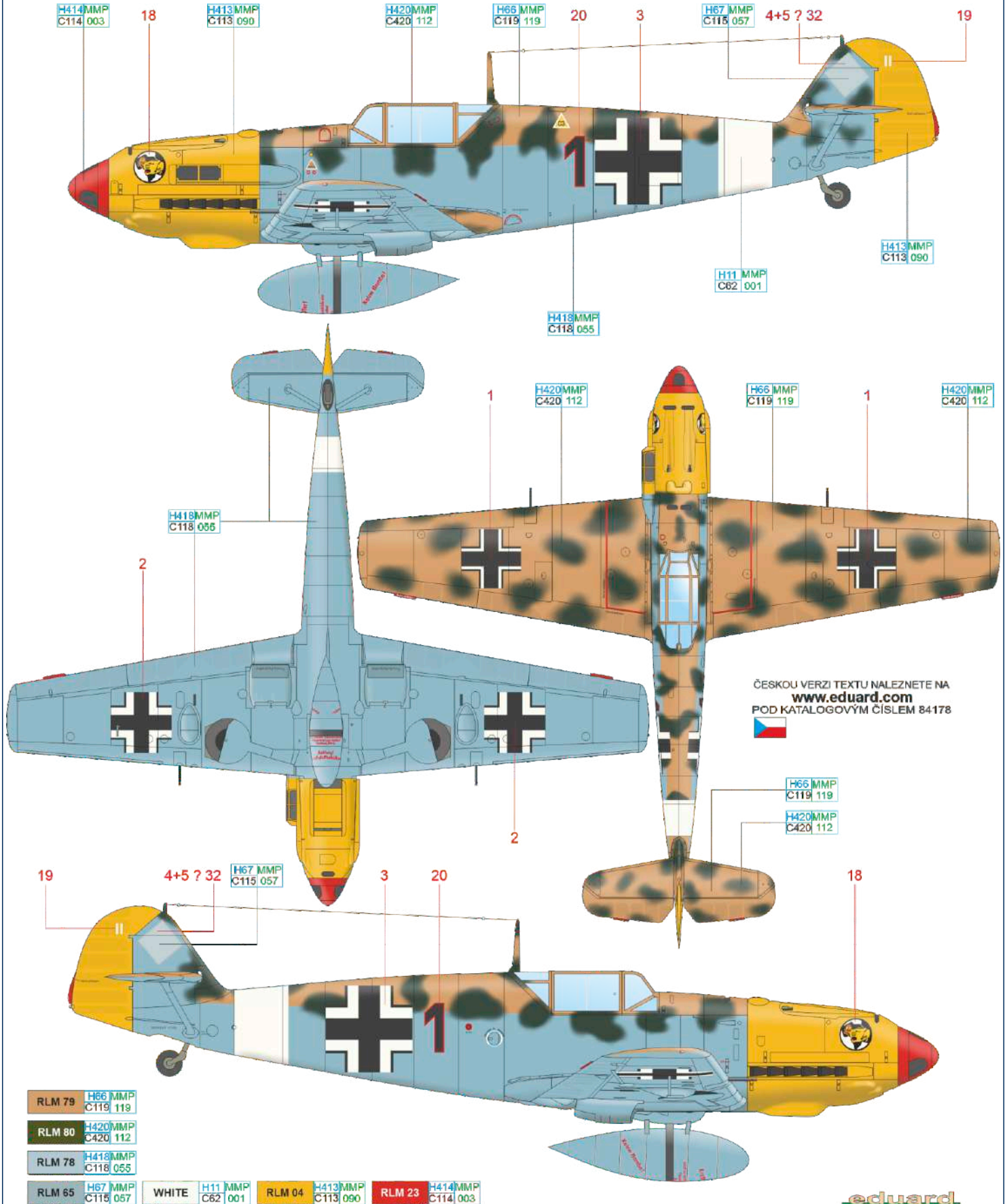


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|--------|-----------------|--------|------------------|--------|-------------------|
| RLM 70 | H65 MMP C18 088 | RLM 65 | H67 MMP C115 057 | RLM 04 | H413 MMP C113 090 |
| RLM 71 | H64 MMP C17 087 |        |                  |        |                   |
| RLM 02 | H70 MMP C60 056 |        |                  |        |                   |

Erich Gerlitz, originally from Linz, Austria, began his military aviation career in the Austrian Air Force in 1930. In 1935 he completed his studies at the Military Academy in Wiener Neustadt. After the Anschluss of Austria, he continued flying with the Luftwaffe. At the beginning of World War II, he commanded 3./JG 51, followed by service with JG 2 and JG 1. On April 17, 1941 he took command of 2./JG 27, with which he subsequently participated in the deployment in Africa. During his time with JG 27 in Africa he added to his previous three kills another 13, two more kills achieved in III./JG 53 which he commanded from May 20, 1942. The last kill was achieved by Maj. Gerlitz in I./JG 5, which he commanded from January 25, 1944. Death caught him on March 16, 1944, when he was shot down during a dogfight with a P-47. He bailed out from his damaged Bf 109G-6 but did not have enough height for the parachute to open. Bf 109E-7s used in North Africa were fitted with a desert filter, reducing the amount of fine dust particles in the air intake of the engine. The camouflage used on the European battlefield was replaced by paints to better camouflage the aircraft during their deployment on that continent.





**D** Bf 109E-7, WNr. 3523, Lt. Wolf-Dietrich Widowitz, 5./JG 5, Petsamo (nowadays Pechenga, Russia), Finland, April 1942

Originally produced as the Bf 109E-1, this aircraft was withdrawn in the second half of 1940 for upgrade to the Bf 109E-7/Trop standard. It means apart of all the necessary equipment it was also camouflaged with RLM 79 paint on the upper and side surfaces, while the lower surfaces were sprayed with RLM 78 paint. Although it was prepared for service in the hot African skies, there is no record of the aircraft operating in Africa. It was sent to JG 5 operating in northern Europe instead. The camouflage was repainted in the RLM 74/75/76 colors, and the engine cowling received yellow paint. The serial number was covered with tape when the camouflage colors were applied, but its base color remained original. The WNr. 3523 was sent to JG 5 on March 22, 1942, the following day it became the personal mount of Lt. Wolf-Dietrich Widowitz. Its appearance in northern Europe was short-lived. On April 4, 1942, while escorting a Bf 110 the unit was attacked by four Hurricanes Mk.IIb from the 2nd GIAP. Widowitz was forced to make an emergency landing on the frozen lake of Shonlgul-javr (Finland). Widowitz was rescued with minor injuries, some of the instruments and weapons were removed from the aircraft and the rest was left in place. In August 2003, a rescue operation was launched during which the Messerschmitt was recovered from the water, treated and is currently at the Planes of Fame Museum in Chino, California.

