

# Bf 109G-10 WNF/Diana

eduard

1/48 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 84182

## No other aircraft is so intimately connected with rise and fall of the German Luftwaffe in the course of the WWII like the Messerschmitt Bf 109.

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

### As progressive as possible

The history of the Bf 109 begins with the requirement L.A. 1432/33 issued by Reich Ministry of Aviation (RLM) in late March 1933. It called for the development of a single-engine monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The design bureau of the last-mentioned company was led by its technical director Willy Messerschmitt, who was riding a wave of popularity based on the success of his liaison aircraft, the Bf 108. Messerschmitt's goal was to create an aircraft with the best possible performance for the specified weight and size. Over the subsequent months, several prototypes were built that served first and foremost in development flights and further modifications. The aircraft was relatively small, and compared to the prevailing trends of the time, sported several quite revolutionary features such as low wing design, retractable landing gear, wing with a thin airfoil, wing slats, landing flaps, weapons firing through the propeller hub, and so on. Even the enclosed cockpit and the method of the airframe design were not very common just four years prior to the beginning of the Second World War. At its conception, the Bf 109 was a very promising asset despite some powerplant troubles. These were solved by the introduction of the DB 601. This engine, together with its extrapolated development DB 605, is umbilically connected to the success of the Bf 109. These two-row, twelve-cylinder inverted V engines powered several tenths of thousands of 109s in over 25 versions and variants.

### From Spanish War to the Reich Defence

The first combat use of Bf 109 occurred during Spanish Civil War, where three developmental Bf 109s were deployed in December 1936. The main reason of revealing the modern fighter to the world was quite down-to-earth: To validate its abilities in aerial combat. Shortly thereafter, production aircraft in the form of the Bf 109B-1 began to reach 2.J/88, the Legion Condor. The desire of Germany to demonstrate its aerial prowess to potential foes was advanced further in international sport meets. The triumphs attained in Zurich in the summer of 1937 were complemented several months later by grabbing the speed record of 379.63 mph (610.95 km/h). In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the aircraft to combat units did not sustain a rate that was desired by military brass. Even by August 1938 the Bf 109 accounted for less than half of the 643 front line fighters in service. The later months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only some 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. With both a qualitative and quantitative advantage, the fighter wing of the Luftwaffe entered the Polish campaign, Blitzkrieg against the West, and the Battle for

France. With one foot in the door that was the English Channel, the Luftwaffe embarked on the attacks on Britain in the summer months of 1940. Here, the first weakness of the Bf 109 emerged: The inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors responsible for the defeat of the Luftwaffe in the Battle of Britain. Experiences gained in 1940 led to the development of the F version prior to the spring of 1941. The elegance of the Bf 109 crested with the "Friedrich". Following a largely defensive stance over the Channel and northern France, the Bf 109F took on a more offensive role in Operation Barbarossa in the east, and in northern Africa. In later duties with the "Jagdwaaffe" during the second phase of the war in the east, and in the "Defence of the Reich" from 1943 to 1945, the Bf 109s served in the form of the G version, followed by the K. Even if it was clear the development of the Bf 109 was depleted by the end of the war, the aircraft was still able to keep pace with the foes that it encountered. Besides its primary purpose as a fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

### The kit: Bf 109G-10 WNF/Diana

The Bf 109G version was direct follow-on of the Bf 109F. The main difference was the more powerful DB 605 engine, which was the development of the DB 601. Several marks with both pressurised and unpressurised cockpit were produced and the development was reaching the new Bf 109K (Kurfürst) variant. The new engine variant, the DB 605 D-2 was intended for it, but it was used by the Erla factory for the interim solution, the Bf 109G-10. It was in fact follow on of the G-14, which appeared in July 1944 as new standard type replacing the G-6. It incorporated many changes introduced during the G-6 production into one type and offered better performance thanks to MW 50 power boosting water-injection system. These aircraft, called the „Bastard aircraft from the Erla factory“, began to be introduced into service from November 1944 and replaced the G-6 in production not only at Erla, but also at the Mtt Regensburg and WNF/Diana factories. Among the specifics of the latter one were large bulges on the wings like on the K-4. Most of the aircraft received them. They were also all fitted with the Mk 108 30 mm engine-mounted cannon instead of the MG 151/20. The early production aircraft received metal rudders later wooden ones of all available types were fitted. Several WNF/Diana aircraft were produced as R2 reconnaissance version with the Rb 50/30 camera mounted behind the cockpit. The fairings behind the engine cowls were similar to those installed in Mtt Reg. machines, but with slightly less curved lower edges. Aircraft from these factories also had a bulges at the bottom of the nose in front of the exhausts, necessitated by the wider engine crankcase and different oil installation on the Mtt Reg. and WNF/Diana examples. The Erla factory, on the other hand, dealt with the problem by completely changing the engine cowling. A total of 2,600 units of the G-10 version were produced, with production ceasing in March 1945.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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



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

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

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

PARTS



DÍLY



TEILE



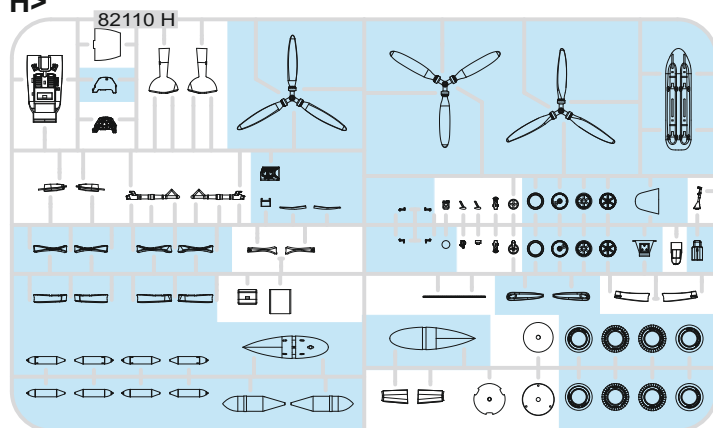
PIÈCES



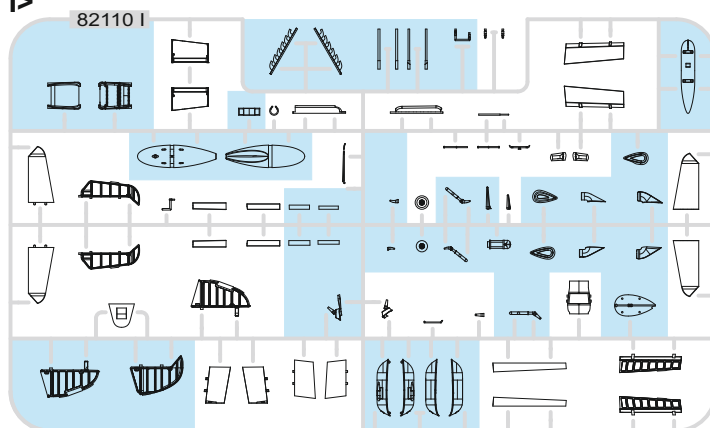
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## PLASTIC PARTS

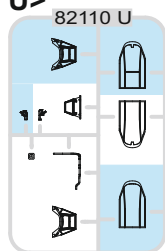
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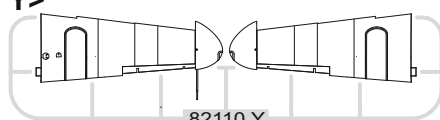
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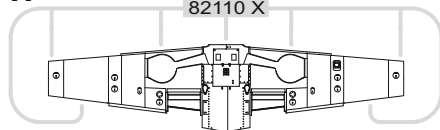
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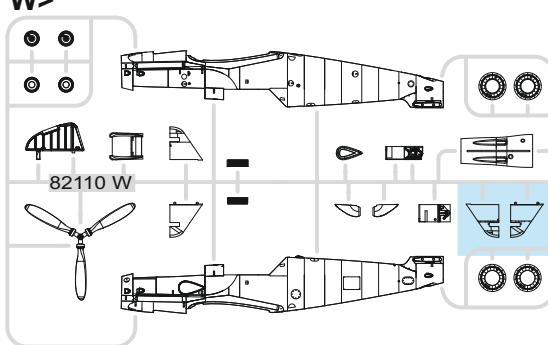
Y&gt;



X&gt;



W&gt;



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

COLOURS



BARVY



FARBEN



PEINTURE

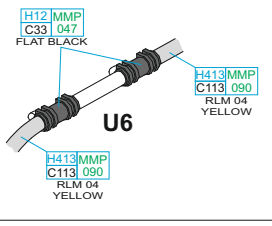
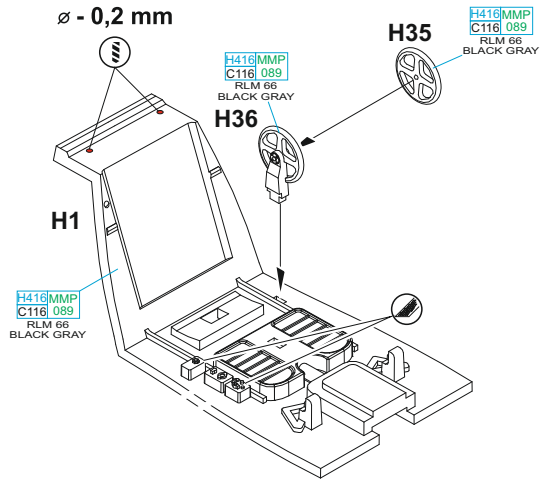


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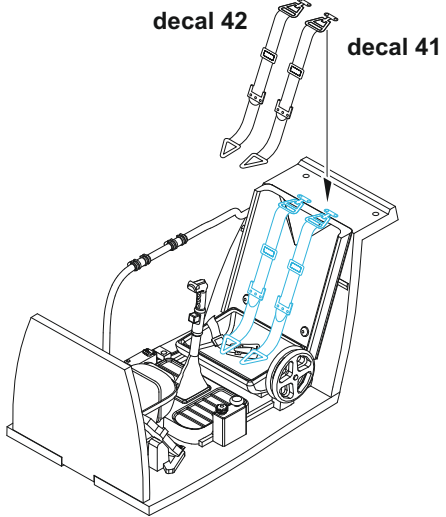
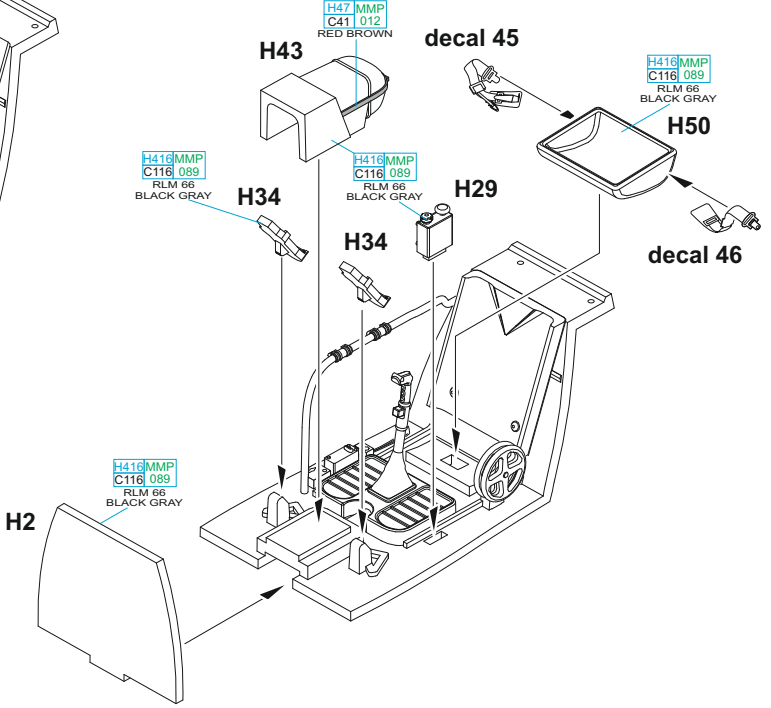
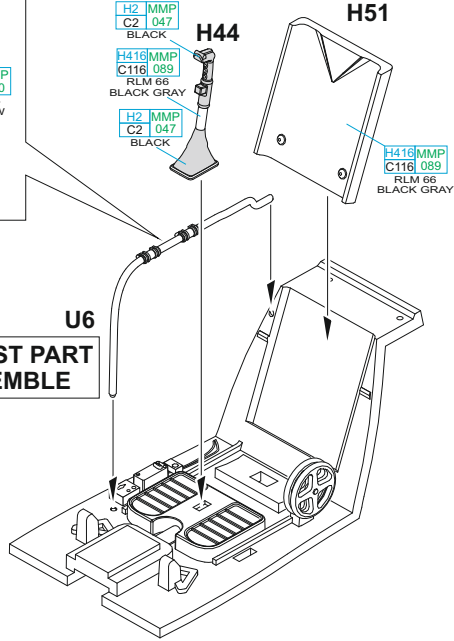
| GSI Creos (GUNZE) |          | MISSION MODELS |                   |
|-------------------|----------|----------------|-------------------|
| AQUEOUS           | Mr.COLOR | PAINTS         |                   |
| H2                | C2       | MMP-047        | BLACK             |
| H3                | C3       | MMP-003        | RED               |
| H11               | C62      | MMP-001        | FLAT WHITE        |
| H12               | C33      | MMP-047        | FLAT BLACK        |
| H43               | C100     | MMP-047        | WINE RED          |
| H47               | C41      | MMP-012        | RED BROWN         |
| H65               | C18      | MMP-088        | RLM70 BLACK GREEN |
| H69               | C37      | MMP-050        | RLM75 GRAY        |
| H70               | C60      | MMP-056        | RLM02 GRAY        |
| H77               | C137     | MMP-040        | TIRE BLACK        |
| H90               | C47      |                | CLEAR RED         |
| H94               | C138     |                | CLEAR GREEN       |
| H324              | C324     | MMP-116        | LIGHT GREY        |

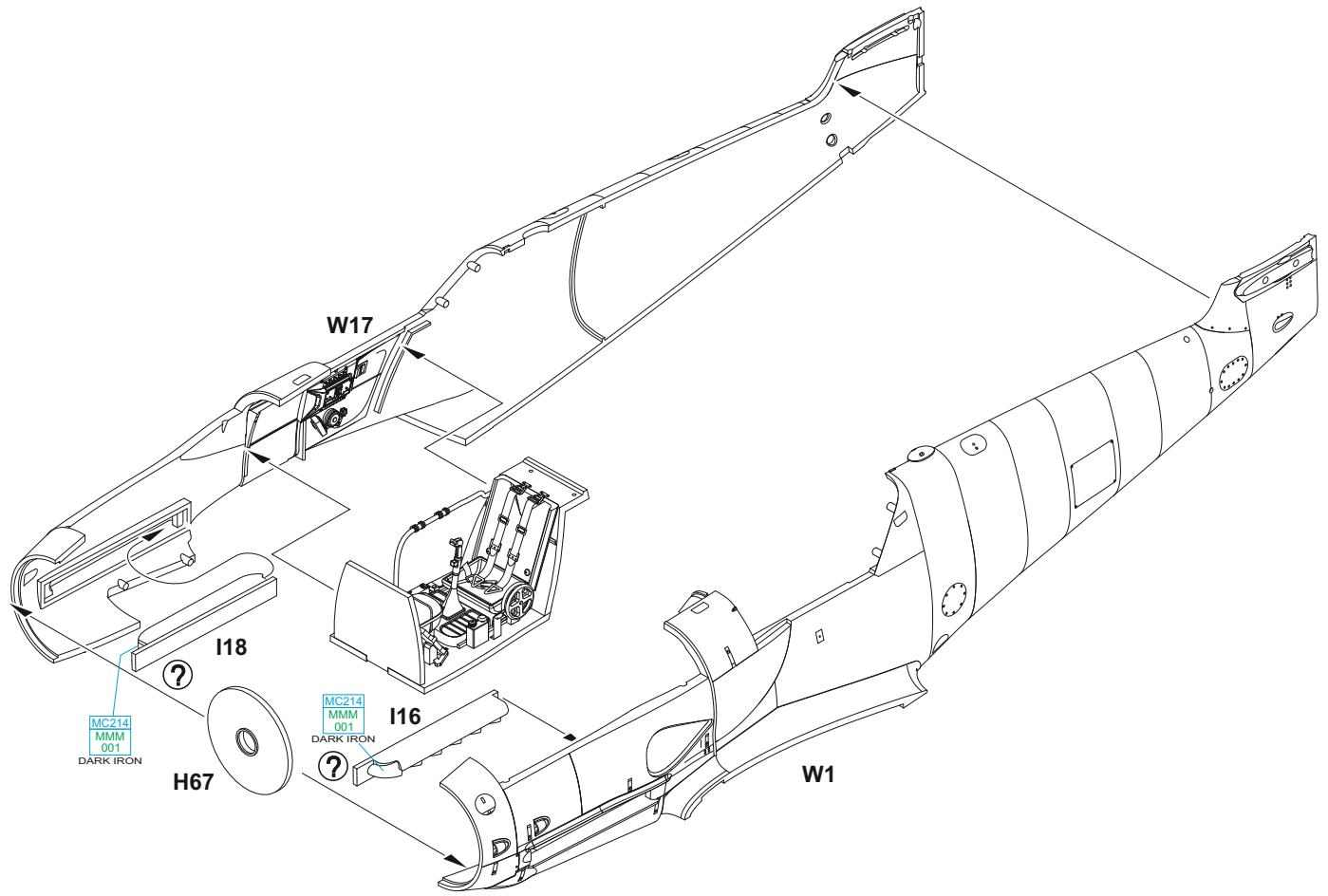
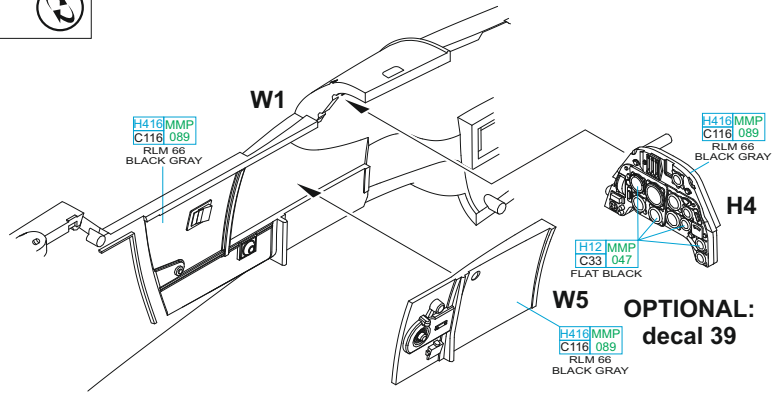
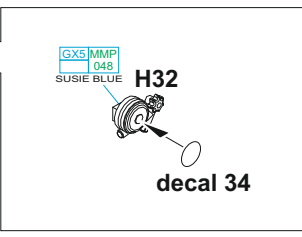
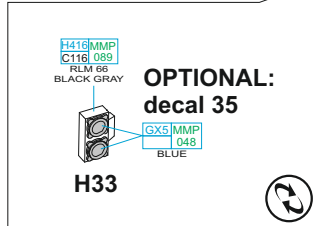
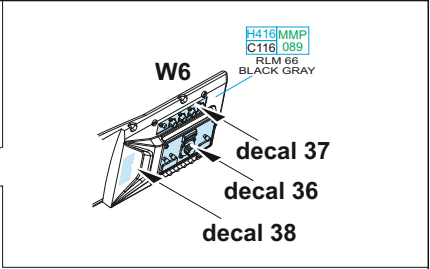
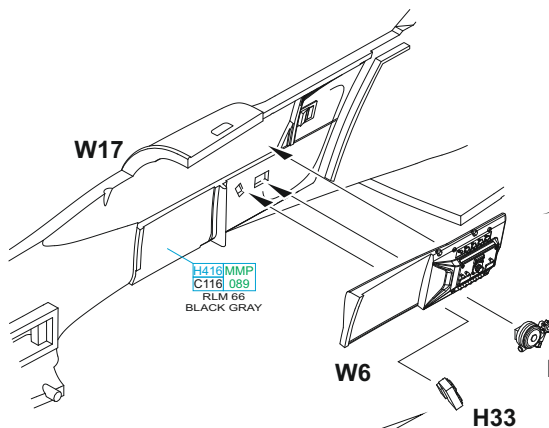
| GSI Creos (GUNZE)       |          | MISSION MODELS |                    |
|-------------------------|----------|----------------|--------------------|
| AQUEOUS                 | Mr.COLOR | PAINTS         |                    |
| H413                    | C113     | MMP-090        | RLM04 YELLOW       |
| H414                    | C114     | MMP-003        | RLM23 RED          |
| H416                    | C116     | MMP-089        | RLM66 BLACK GRAY   |
| H417                    | C117     | MMP-051        | RLM76 LIGHT BLUE   |
| H421                    | C121     | MMP-052        | RLM81 BROWN VIOLET |
| H422                    | C122     | MMP-053        | RLM82 LIGHT 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  |
| Mr.COLOR GX             |          | METALLICS      |                    |
| GX5                     |          | MMP-048        | SUSIE BLUE         |

∅ - 0,2 mm

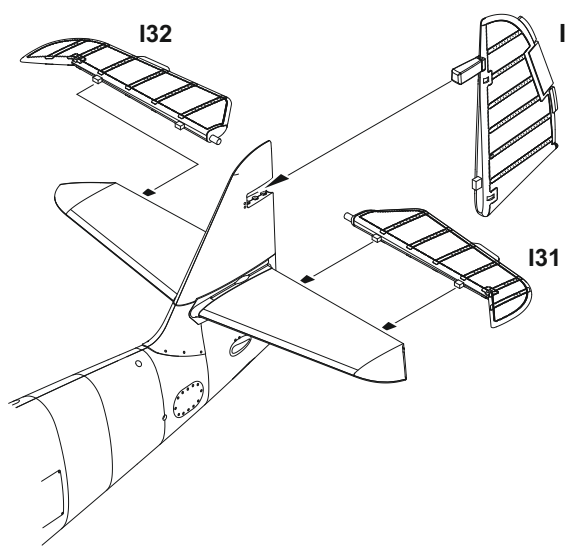
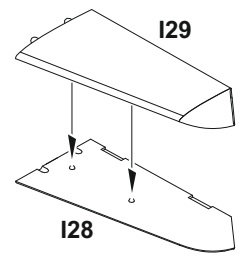
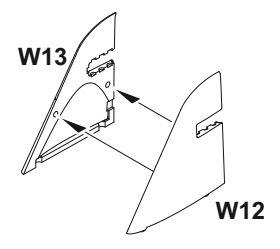
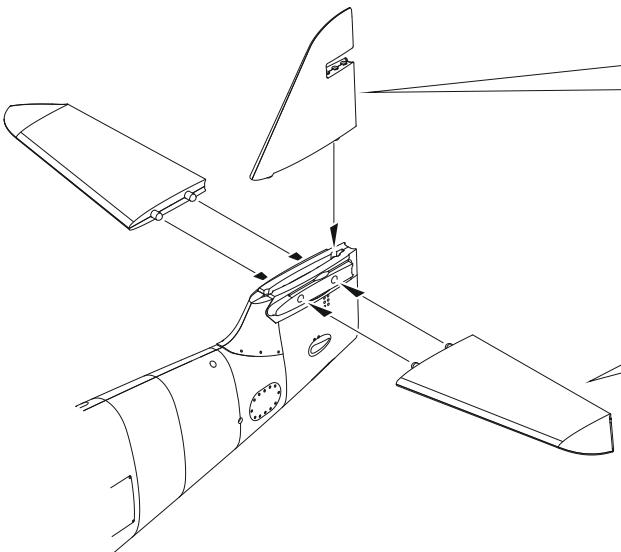
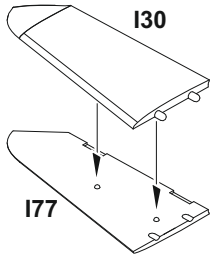
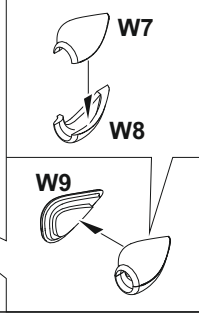
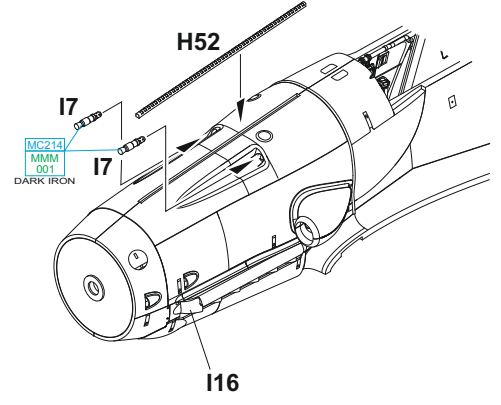
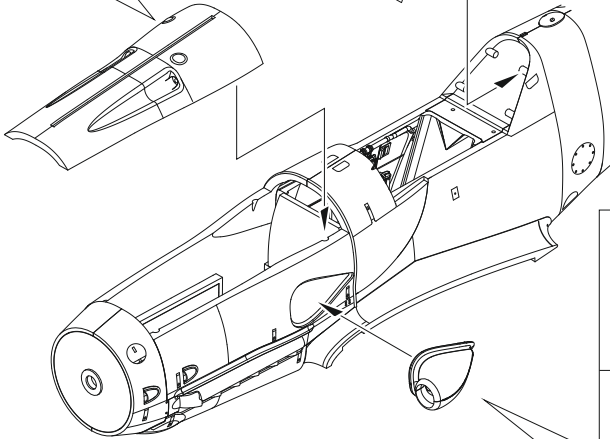
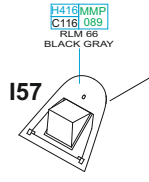
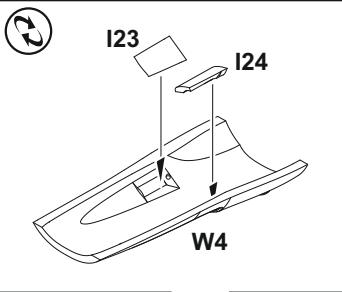


**THE LATEST PART TO ASSEMBLE**

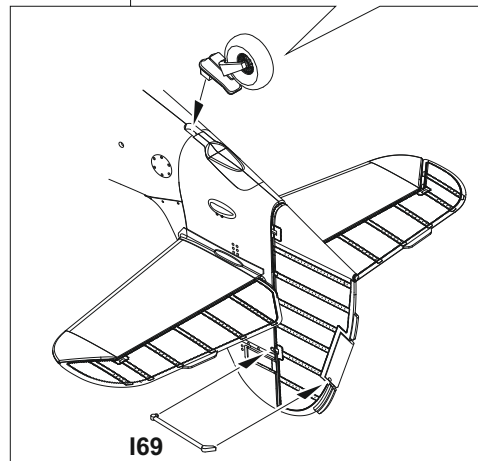
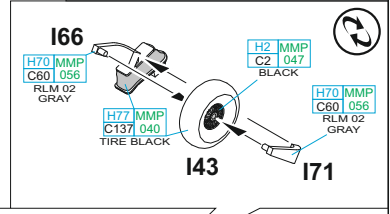


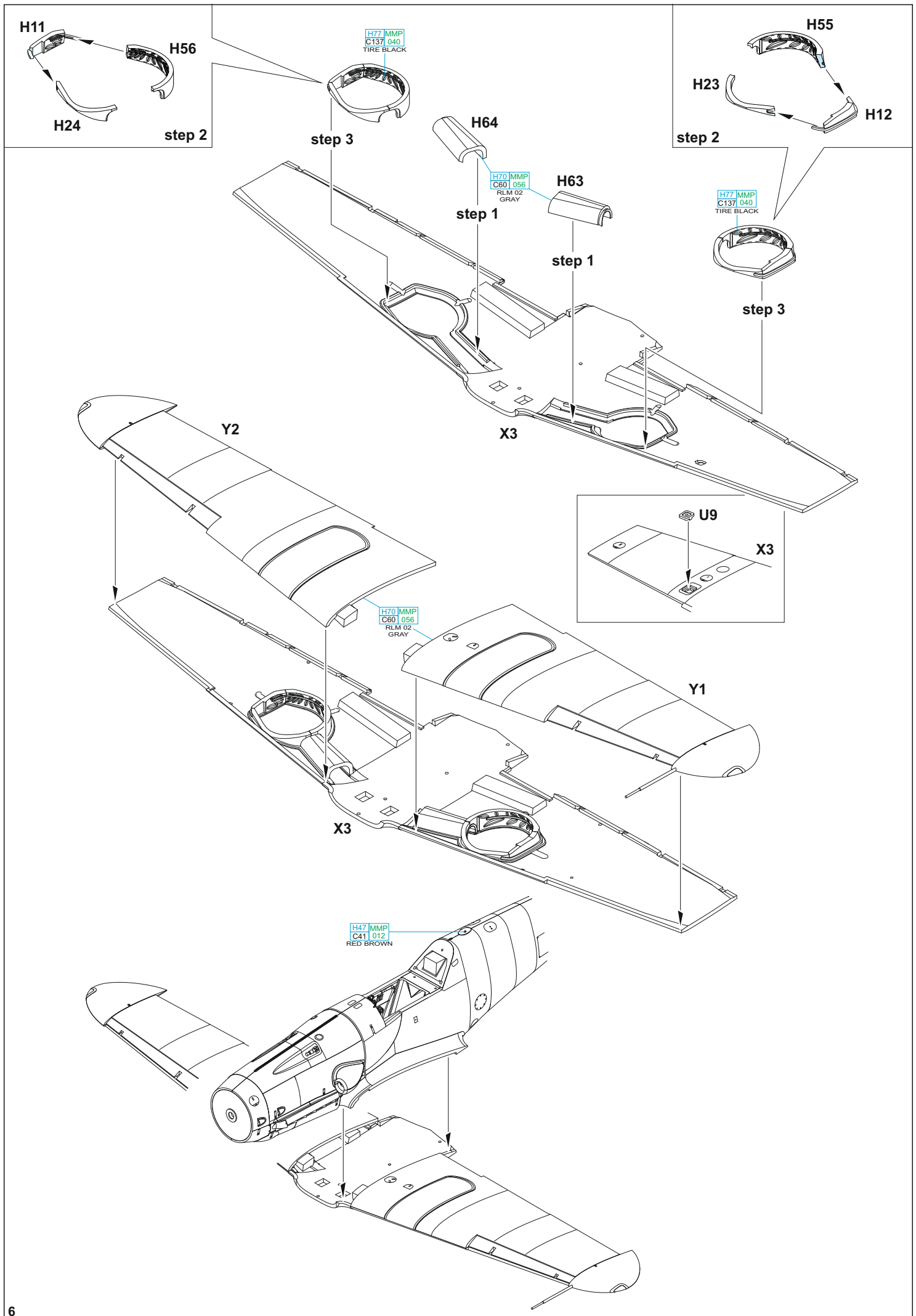


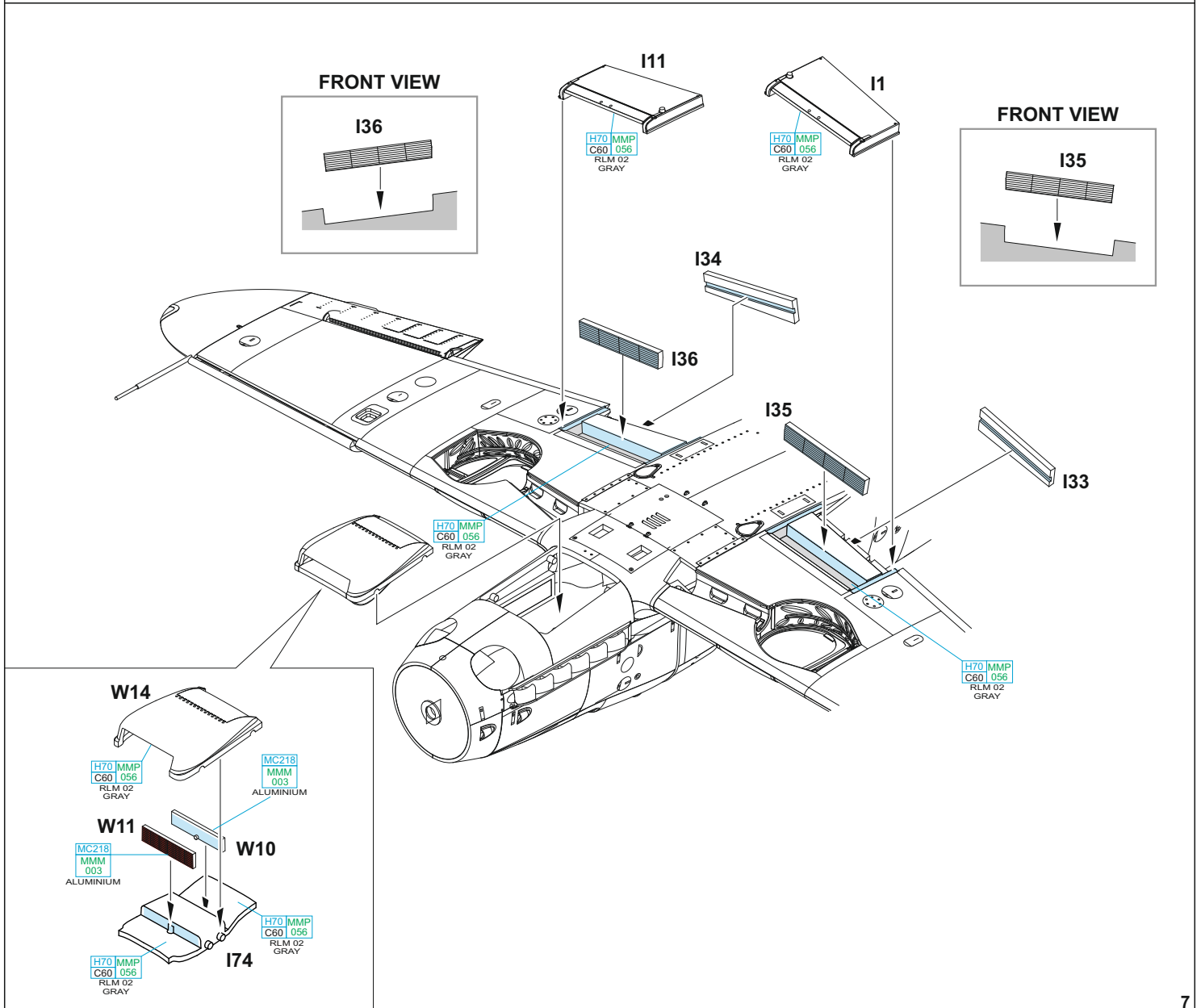
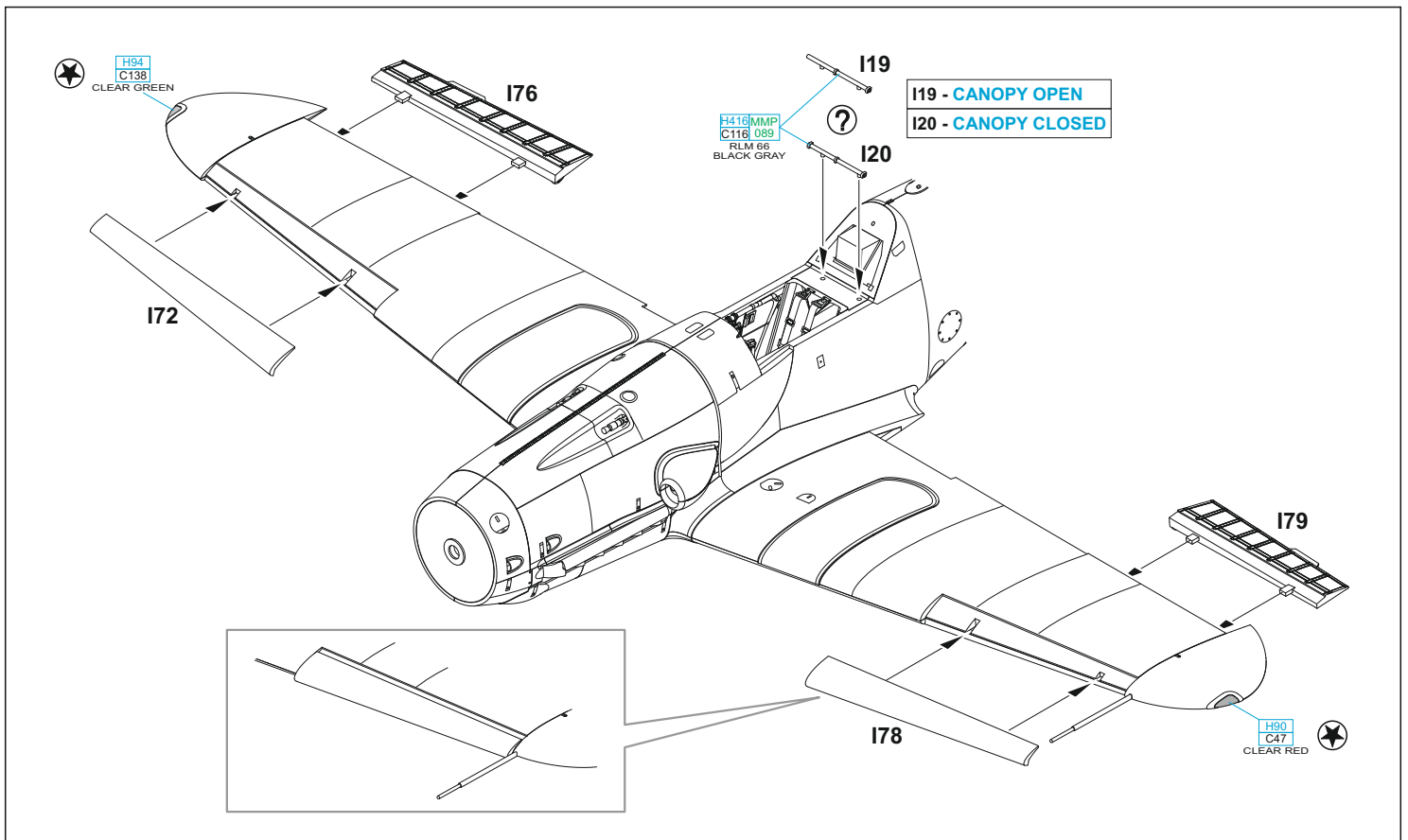




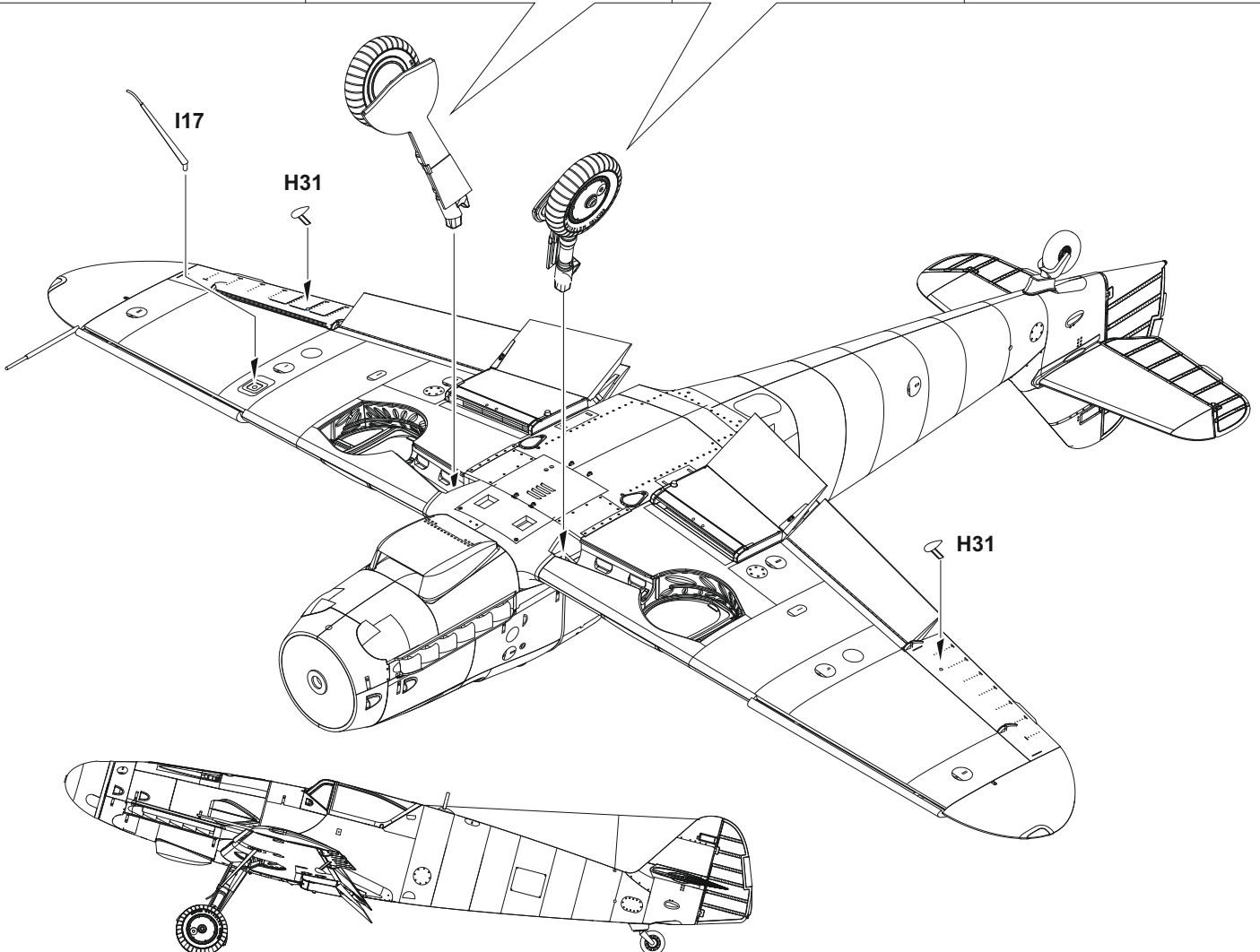
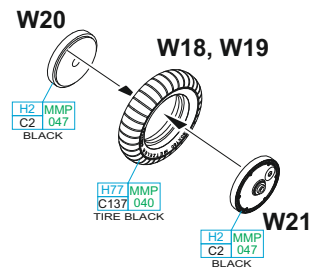
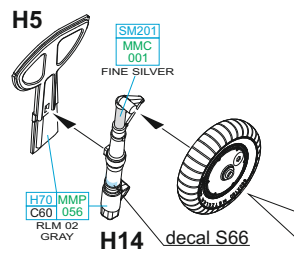
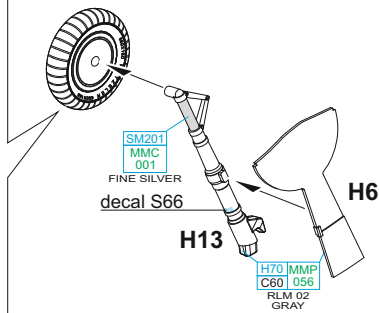
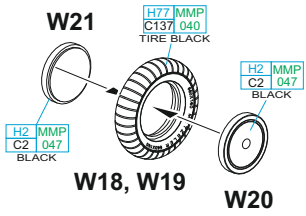
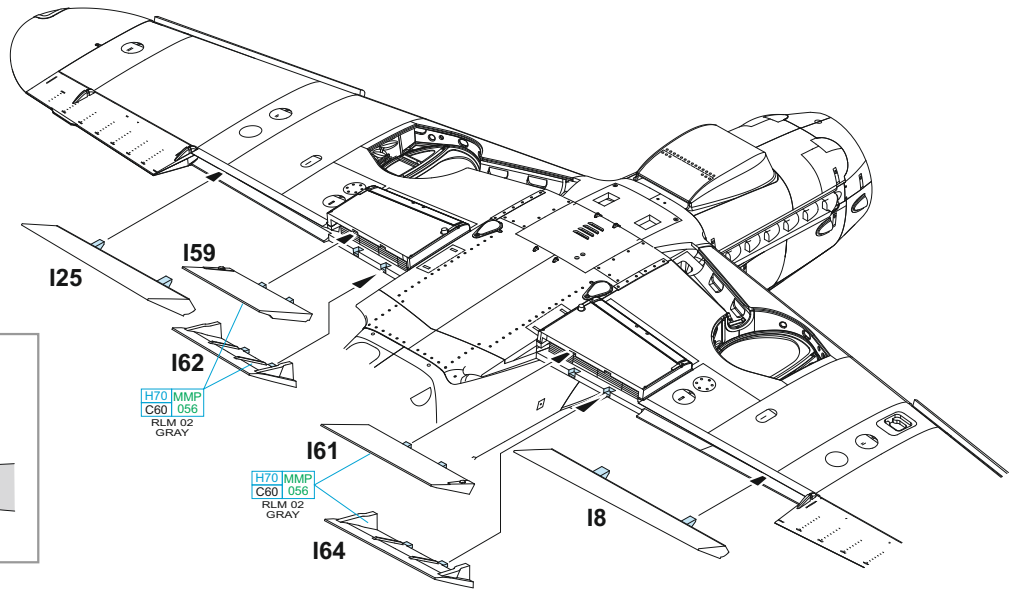
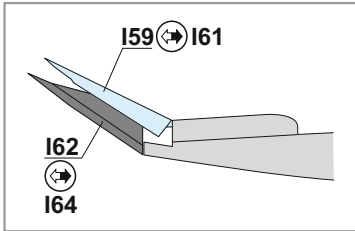
I60 - MARKINGS **A, B, C**  
W16 - MARKING **D**



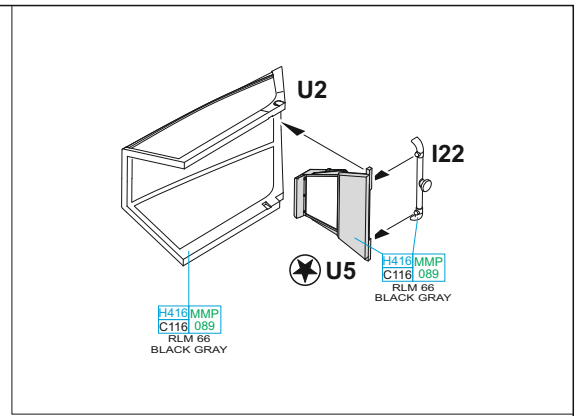
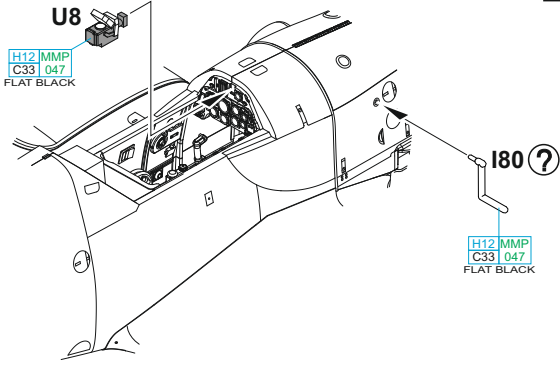




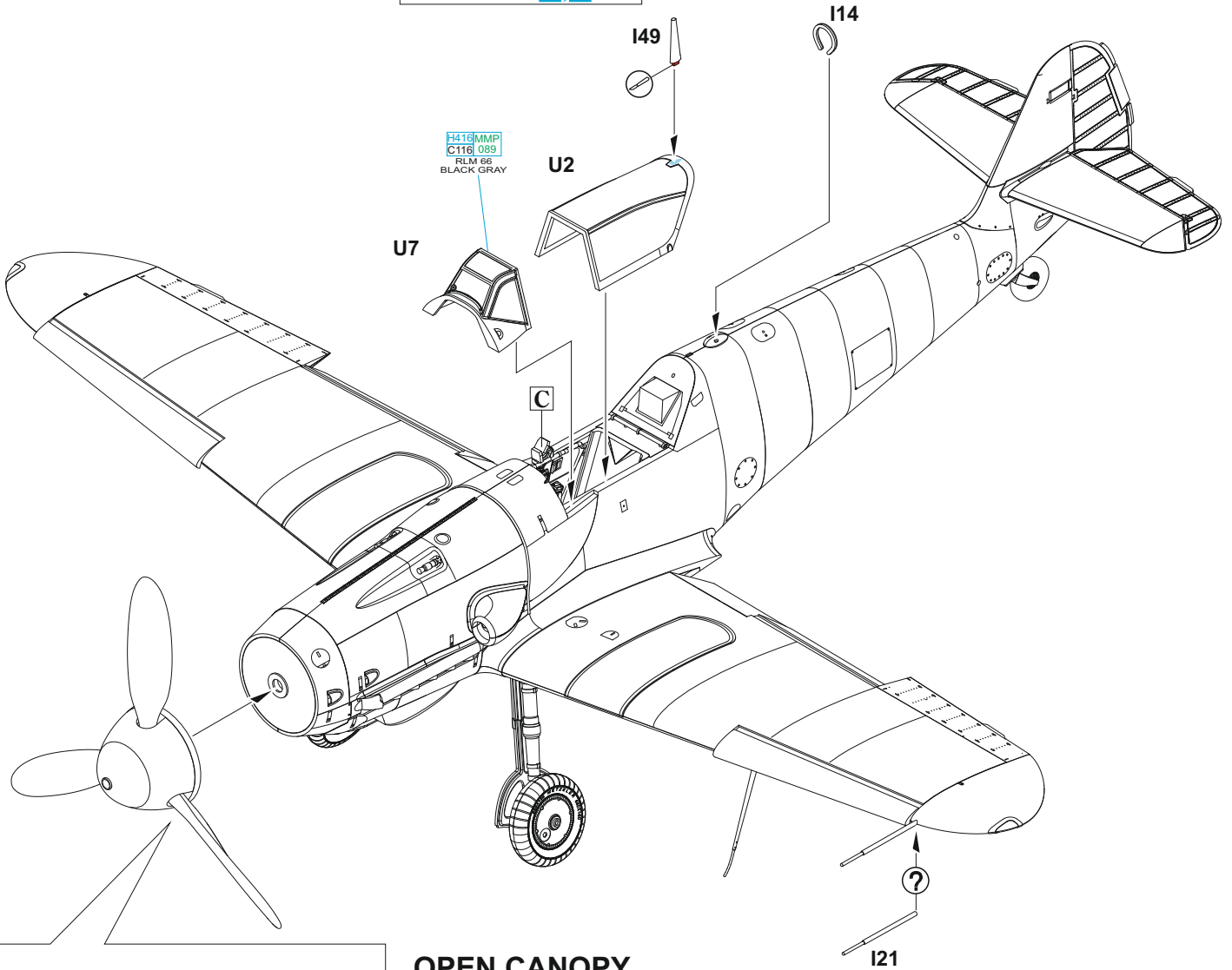
**CORRECT POSITION OF RADIATOR FLAPS**



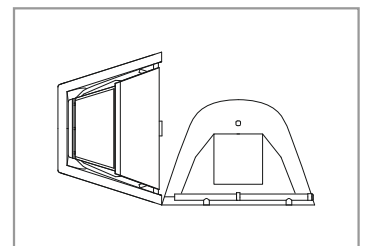
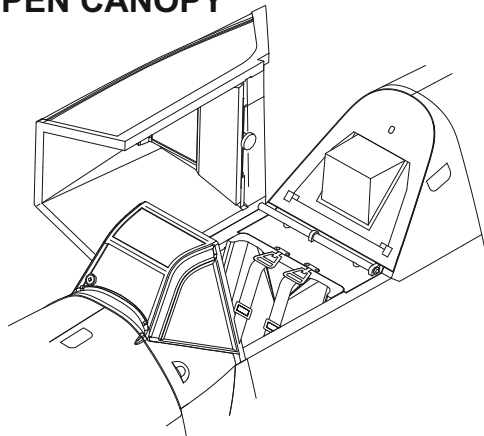
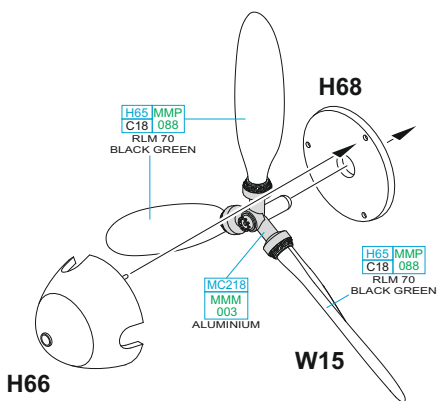
**C**



**149 - MARKINGS C, D ONLY**



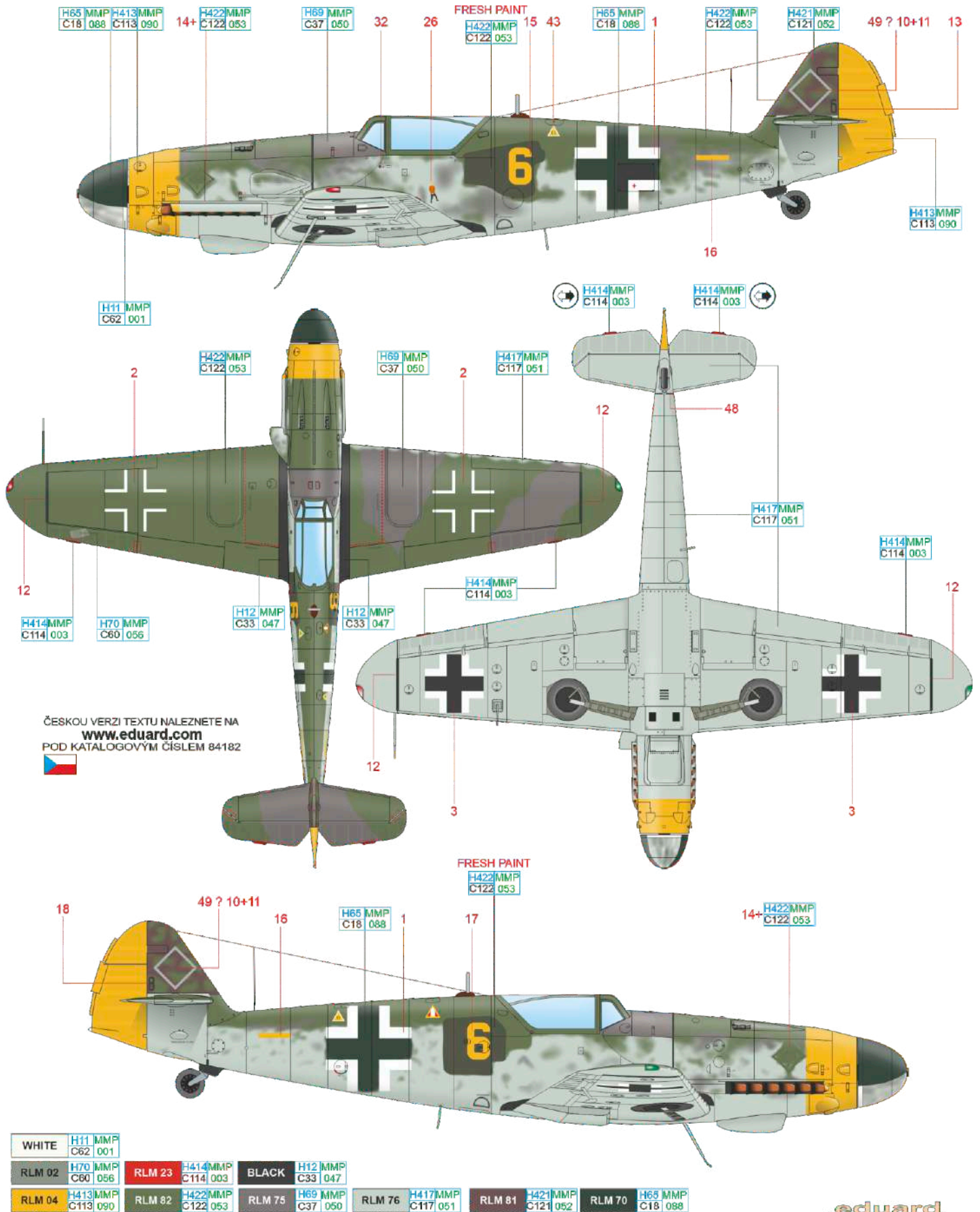
**OPEN CANOPY**





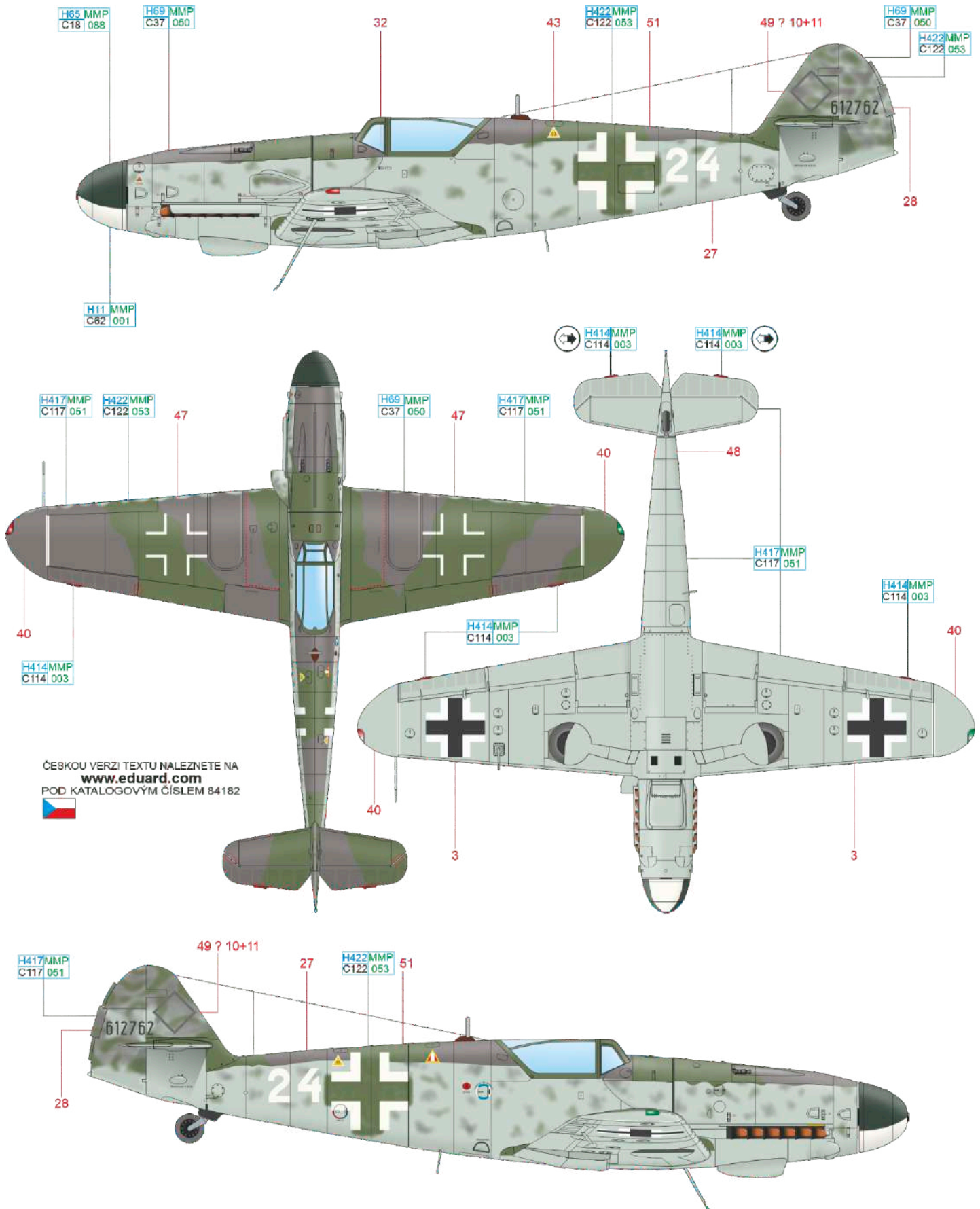
# A Bf 109G-10/U4, II./JG 52, Ainring, Germany, May 1945

In the end of December 1944 this one-o-nine was delivered to I./JG 53. Upon arrival it received a yellow fuselage stripe together with the unit insignia on the nose, the Stab markings were added to the fuselage and rudder was painted yellow while the vertical stabilizer port side retained the first numeral 6 from the serial number and the last numeral 8 on the starboard side. After a brief operational activity at I./JG 53 the airplane was handed over to II./JG 52. Here the markings of the previous operator were overpainted with the camouflage color. In April 1945 the II./JG 52 operated on the Protektorat Böhmen und Mähren territory where it flew missions in support of the German ground units fighting the defense combat against the Soviet offensive on Brno. The picture captures the aircraft marked yellow 6 at Ainring airport in Bavaria on May 8, 1945.



# B Bf 109G-10/U4, WNr. 612762, Jagdstaffel 5 der ROA (Russian Liberation Army), Německý Brod, Protectorate of Bohemia and Moravia, April 1945

Jasta 5 of the Russian Liberation Army, led by Major S. T. Bychkov was deployed to the Německý Brod base (nowadays Havlíčkův Brod) in the beginning of March 1945. It took part in the retreating fights of the German units during the battle of Brno in April 1945. White 24 was found at Německý Brod airport in May. One-o-nine sporting the camouflage typical for Diana factory carries the large crosses on the wing upper surfaces, smaller size crosses on the fuselage sides and swastika on the vertical stabilizer, peeling off on the starboard side. Serial number was sprayed over the light mottles.

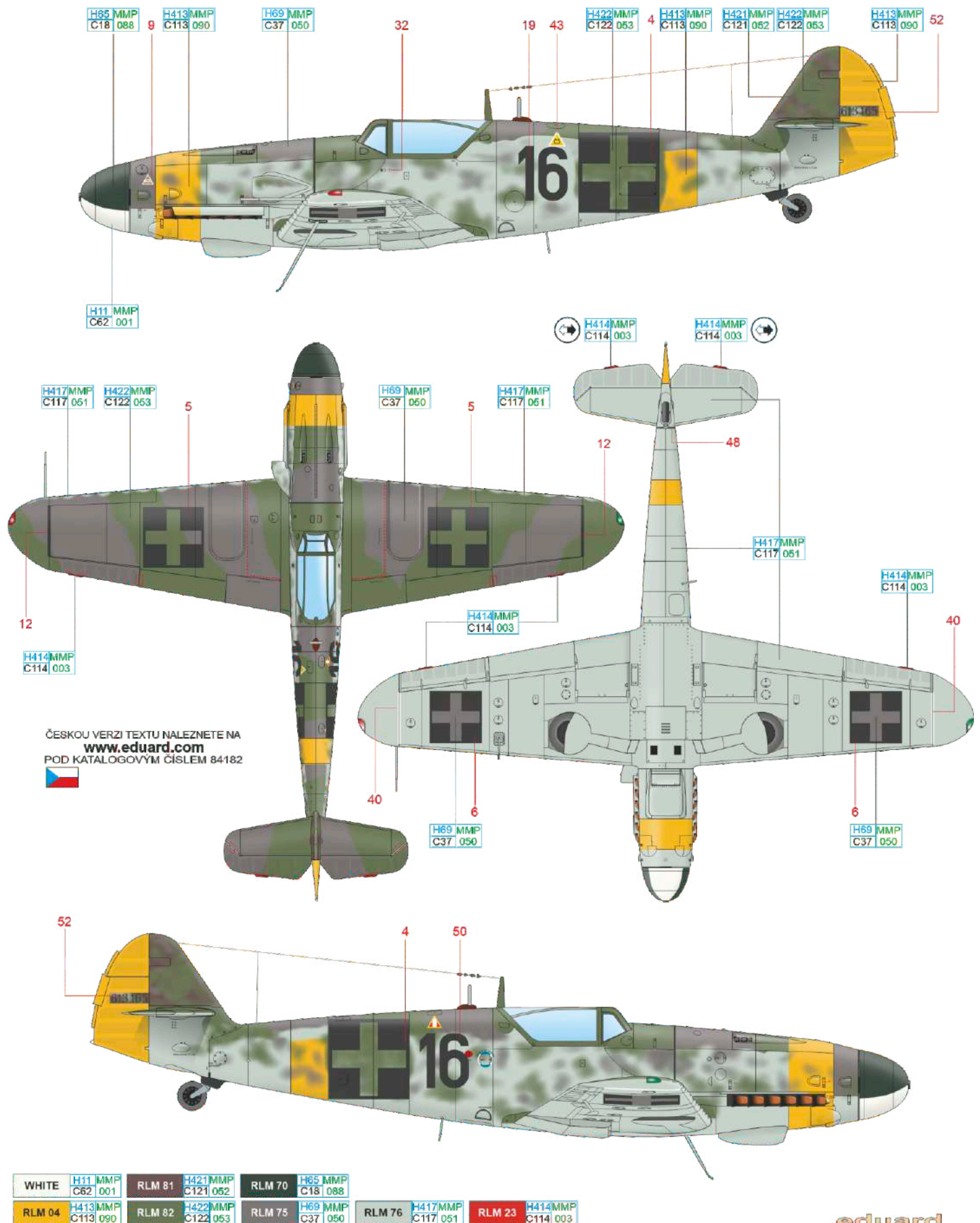


ČESKOU VERZI TEXTU NALEZNETE NA  
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|       |                    |        |                      |        |                    |        |                      |        |                      |        |                    |
|-------|--------------------|--------|----------------------|--------|--------------------|--------|----------------------|--------|----------------------|--------|--------------------|
| WHITE | H11 MMP<br>C62 001 | RLM 82 | H422 MMP<br>C122 053 | RLM 75 | H69 MMP<br>C37 050 | RLM 76 | H417 MMP<br>C117 051 | RLM 23 | H414 MMP<br>C114 003 | RLM 70 | H65 MMP<br>C18 088 |
|-------|--------------------|--------|----------------------|--------|--------------------|--------|----------------------|--------|----------------------|--------|--------------------|

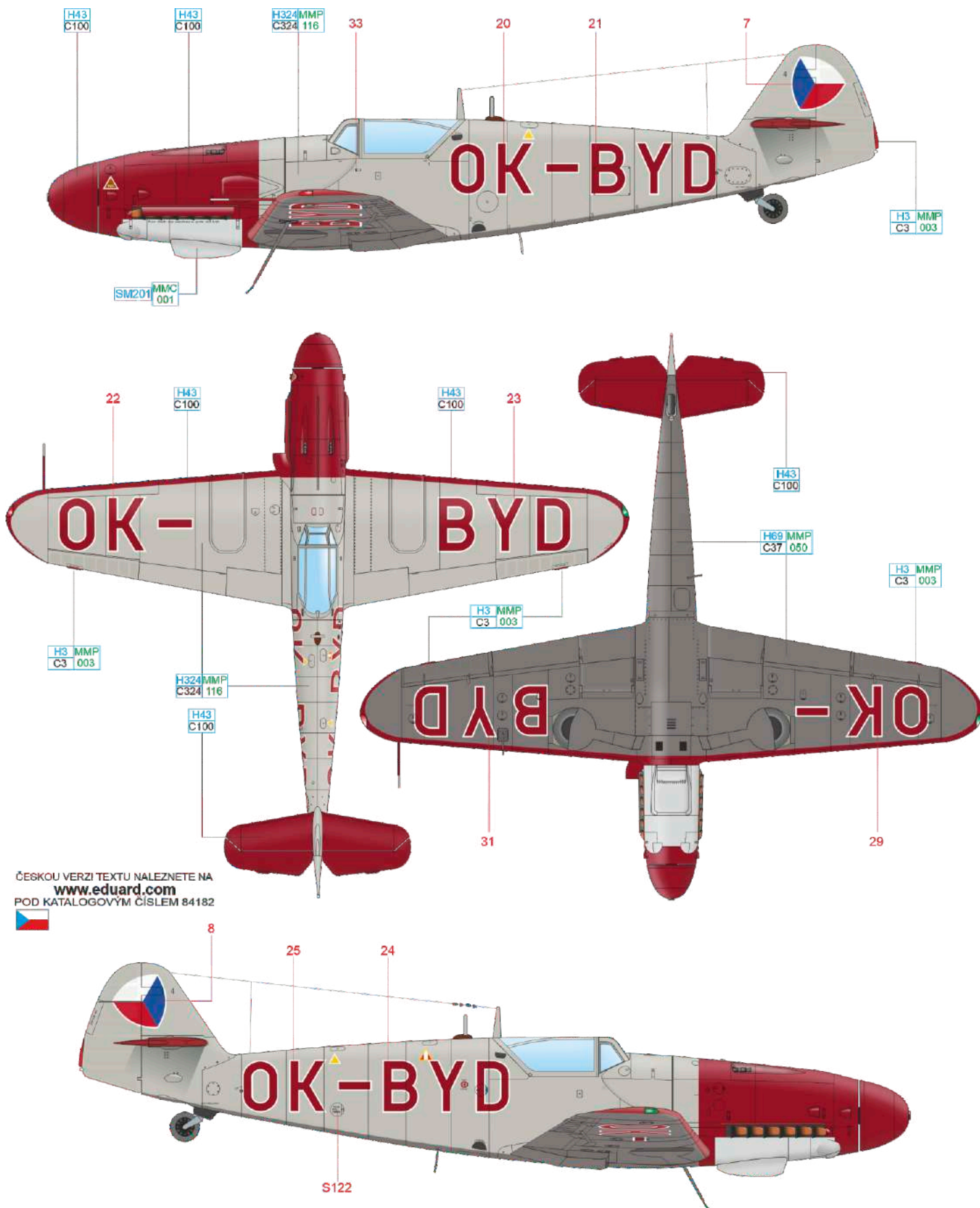


In the end of May 1945 the remaining Hungarian air units concentrated on the Tulln airport in Austria from where they flew the missions into Wien and Brno areas. On April 5, after the frontline approached Tulln, these units transferred to the Raffelding airport from where they continued to fly sorties to support the ground units around Wien. At the end of war the Hungarian aviators, same as their German colleagues, preferred to surrender to the American Army therefore, on May 8, 1945, 101. osztály pilots flew the remaining aircraft over to the Bavarian Neubiberg. The aircraft manufactured in the Diana factory were camouflaged with the same paints as the aircraft manufactured in Wiener Neustadt. The photographs of black 16 show that the Hungarian national insignias were spray-painted directly on the camouflage, the German markings were not applied at all.



# D Avia S-99, Police Air Patrol Unit, Czechoslovak Police Air Force, Praha - Kbely, 1947

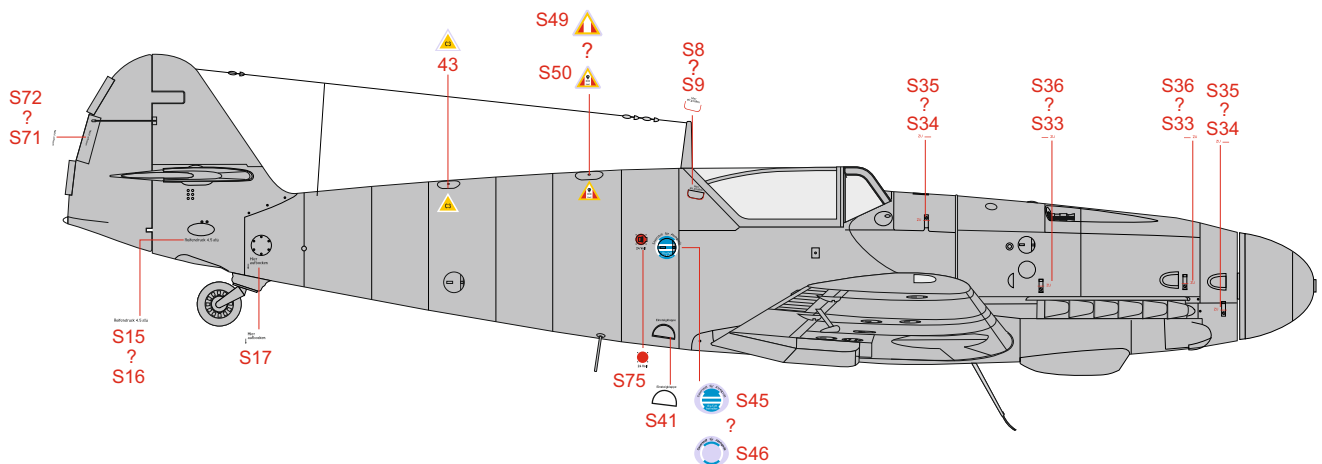
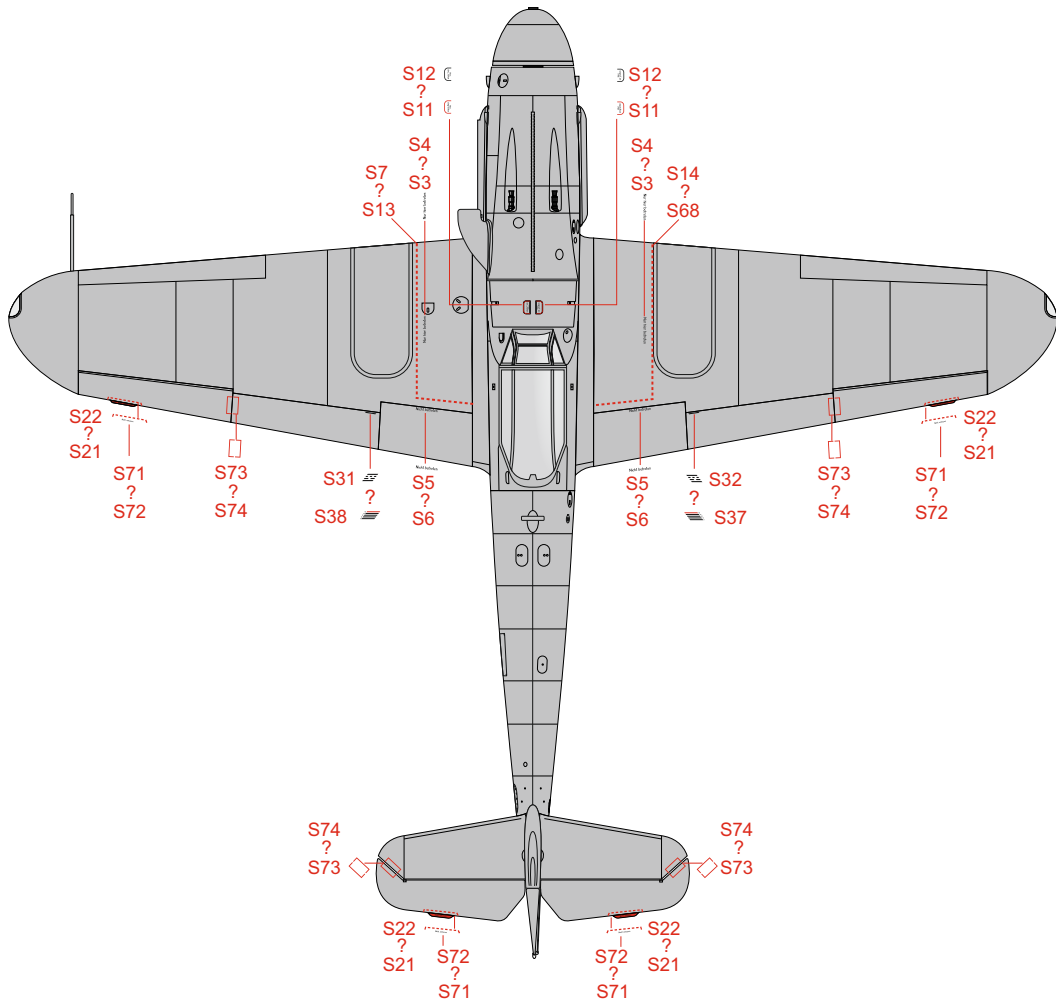
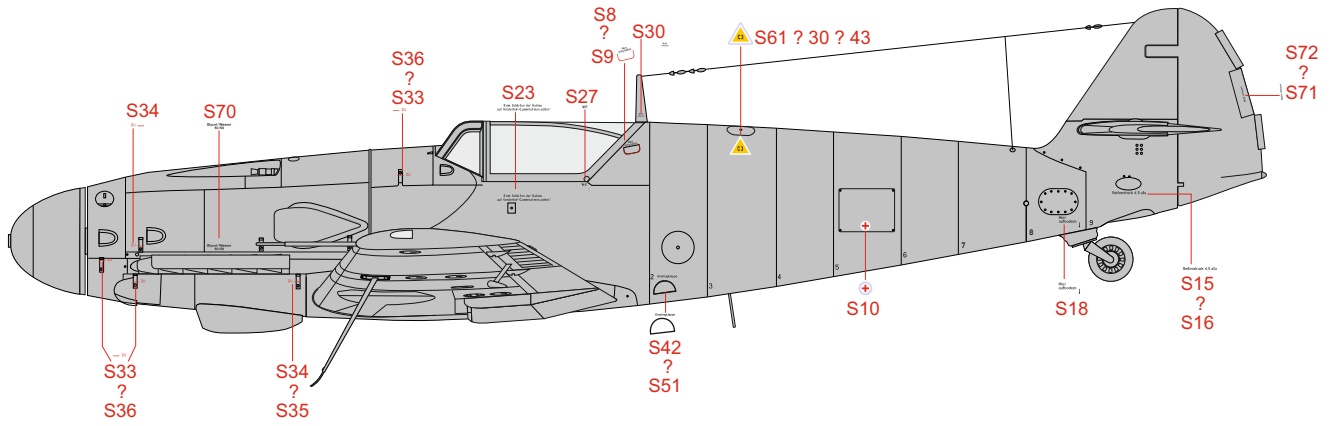
This aircraft, allocated to the air detachment of SNB (Sbor národní bezpečnosti - National Security Corps) got to the air for the first time in summer 1946. The upper and side surfaces were camouflaged in steel gray paint, the lower surfaces were sprayed in darker grey color. The engine cowlings, wings leading edges and elevators of the "SNB" Air Patrol aircraft were painted in scarlet red. The code letters were painted in the same color outlined in white. The national insignia was in the form of white outlined spherical triangle. The vertical tail stabilizer carried a small black numeral 4.



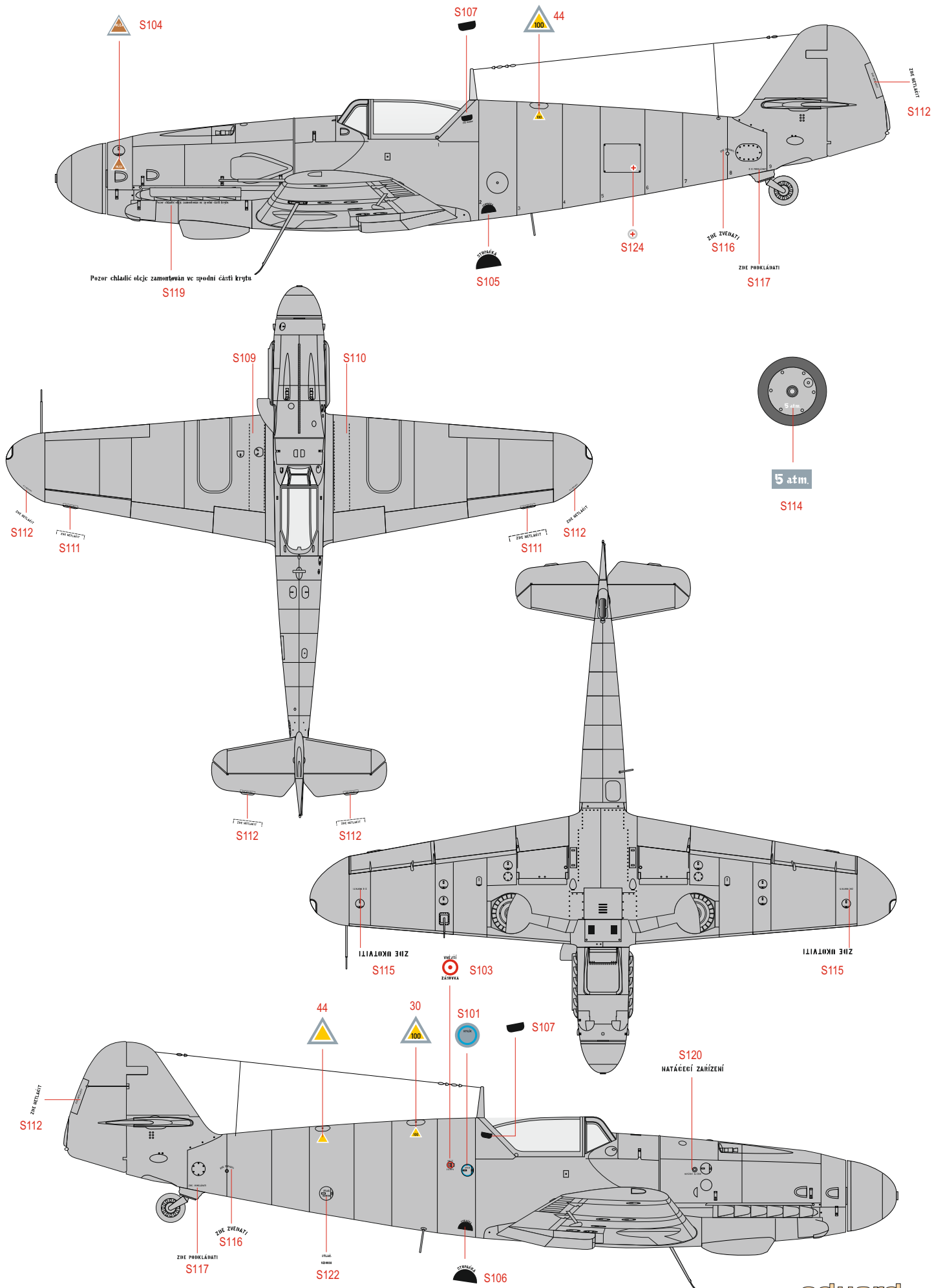
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 84182



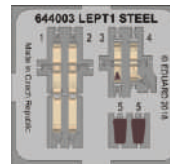
SUPER FINE SILVER SM201 MMC 001 RED H43 C100 DARK GRAY H69 MMP C37 050 LIGHT GRAY H324 MMP C324 116 RED H3 MMP C3 003



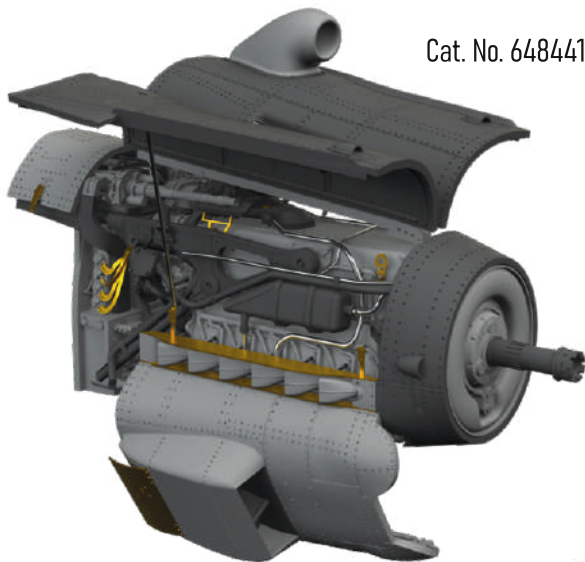




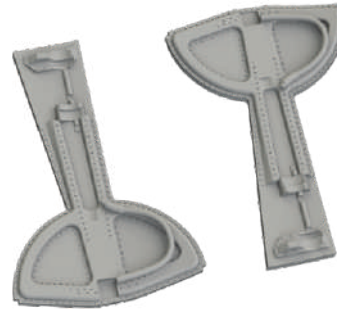
- 481006 Bf 109G-10 Erla (PE-Set)
- FE910 Bf 109G seatbelts STEEL (PE-Set)
- FE1191 Bf 109G-10 ERLA Weekend (PE-Set)
- 644004 Bf 109G-10 LööK (Brassin)
- 644046 Bf 109G-10 w/ late wheels LööKplus (Brassin)
- 648158 Bf 109G-10 wheels (Brassin)
- 648239 Bf 109G-6 radio compartment (Brassin)
- 648247 Bf 109G exhaust stacks (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE (Brassin)
- 648310 Bf 109G control surfaces (Brassin)
- 648422 Bf 109G-10 cockpit (Brassin)
- 648441 Bf 109G-10 engine (Brassin)
- D48025 Bf 109G stencils (Decal Set)
- D48027 Bf 109G Balkenkreuze (Decal Set)
- D48028 Bf 109G svastikas (Decal Set)
- D48042 Bf 109G-10 Erla national insignia (Decal Set)
- EX608 Bf 109G-10 (Mask)
- EX609 Bf 109G-10 TFace (Mask)



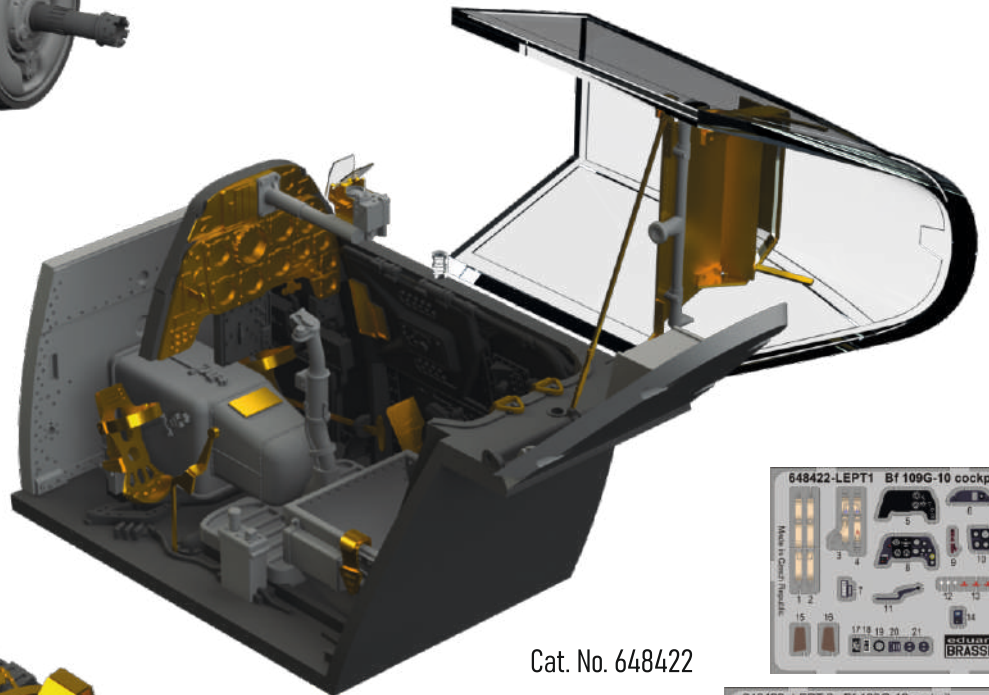
Cat. No. 644004



Cat. No. 648441



Cat. No. 648309



Cat. No. 648422

