



No other aircraft is as intimately connected with rise and fall of the Luftwaffe during the WWII as the Messerschmitt Bf 109. With its early variants they had an upper hand over the enemies.

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-engined 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 following 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 airframe structure design were not usual 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 Defense

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 modern 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 triumph attained in Zurich in the summer of 1937 was 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 the rate desired by military brass. Even by August 1938 the Bf 109 accounted for less than half of the 643 front line fighters in service. Next months saw an increase in these rates. By the time of the invasion of Poland (which saw the participation of only a little more than 200 aircraft) the Luftwaffe possessed the best fighter produced in continental Europe. So the fighter wing of the Luftwaffe entered the Polish campaign, the Blitzkrieg against the West, and the Battle for France with both a qualitative and quantitative advantage. 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. Experience gained in 1940 led to the development of the F version prior to the spring of 1941, and 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 Messerschmitts Bf 109s served in the form of the G ("Gustav") and later also K ("Kurfürst") versions.

The Emil milestone

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, reliable, and also larger and heavier Daimler-Benz DB 601 driving the VDM (Vereinigte Deutsche Metallwerke) three-bladed propeller. The larger and more powerful engine also necessitated a larger coolant radiator. Instead of a large "chin" on the nose, which would have significantly increased aerodynamic drag, radiators were moved to flat "boxes" on the bottom of the wing. This relocation also helped to balance the increased weight of the engine and propeller but also required the entire wing to be redesigned. To verify the design changes, V14 and V15 prototypes were built, differing in armament. The former 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 version of the "Emil", the E-1 version, started 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 the armament. The E-2 was equipped with 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 considered successful with the E-2.

The kit: Bf 109E-3

The Bf 109E-3 got the heaviest armament so far during the development of the type. The "Motorkanone" was retained in the E-3 version, which also kept two MG 17s. Additionally two MG FF cannons were re-installed in the wing. However, due to vibrations caused by firing, the "Motorkanone" was often removed by frontline units as the fire power of two machine guns and two cannons was still more than satisfactory. The E-3s served with the frontline units until the early stage of the Battle of Britain when they started to be replaced by Bf 109E-4s.



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. SYMBOLY ✳ INSTRUKTION SINNBILDEN ✳ SYMBOLES ✳ 記号の説明

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

PARTS



DÍLY



TEILE

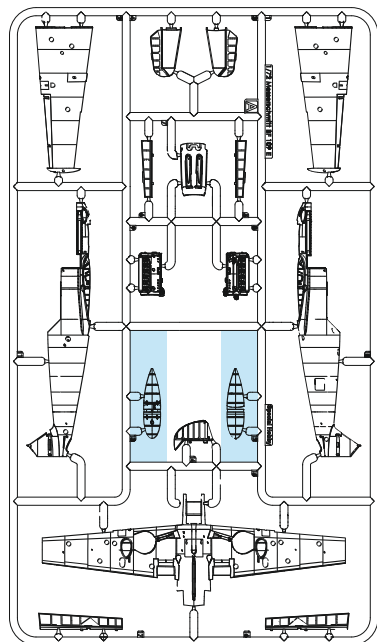


PIÈCES



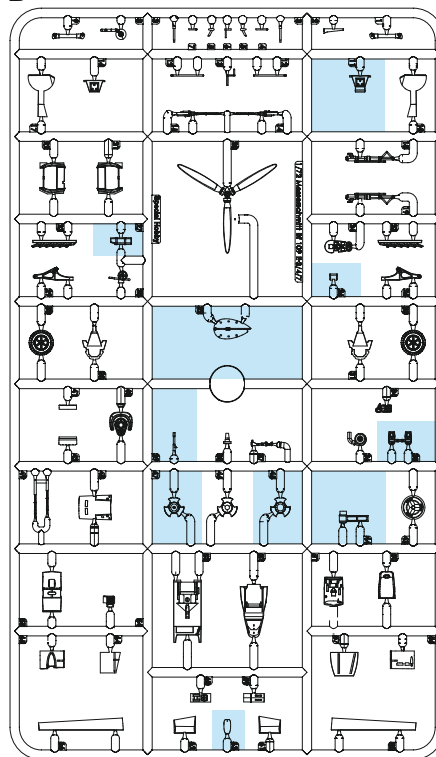
部品

A>

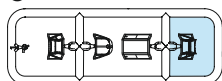
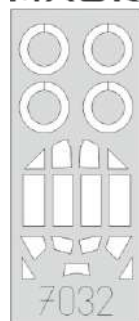


PLASTIC PARTS

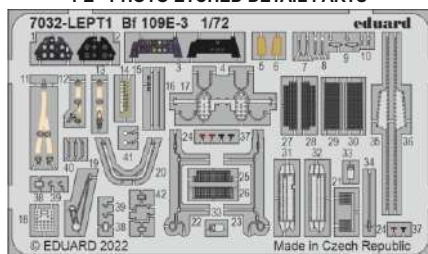
B>



C>

eduard
MASK

PE - PHOTO ETCHED DETAIL PARTS



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

COLOURS



BARVY



FARBEN



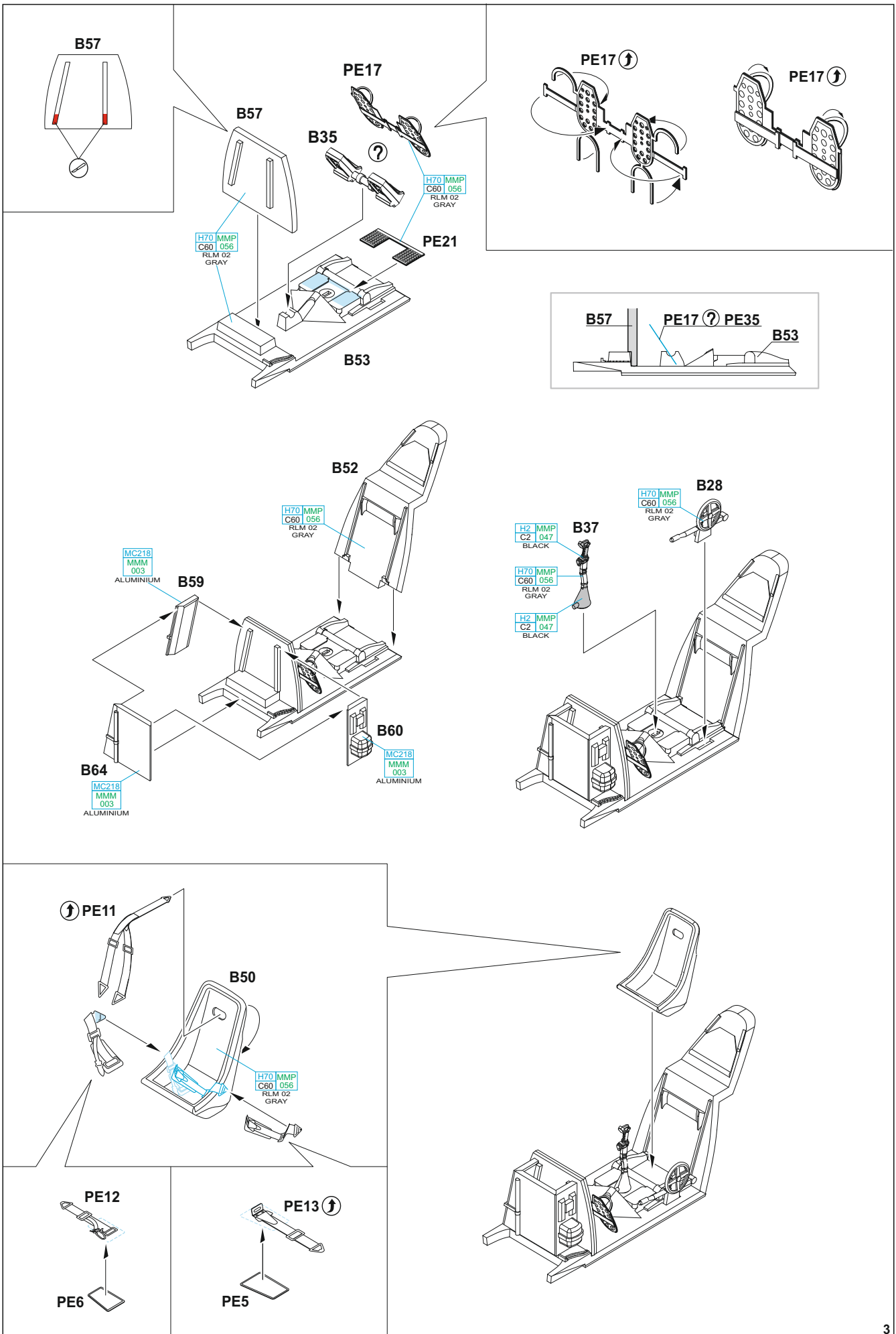
PEINTURE

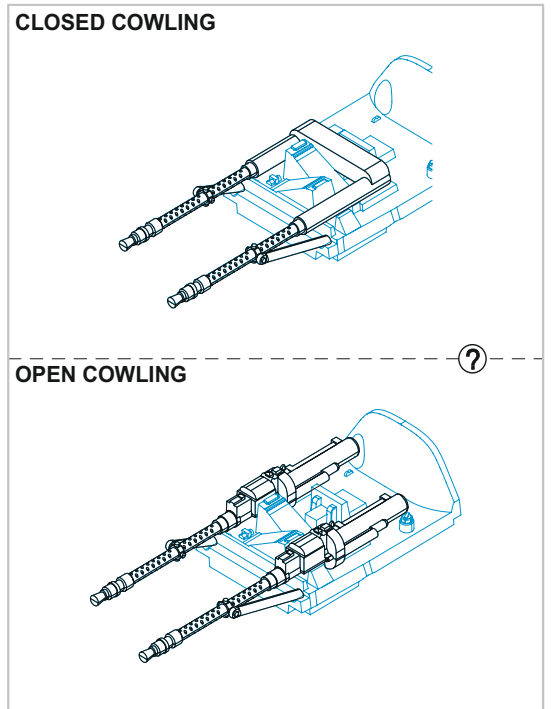
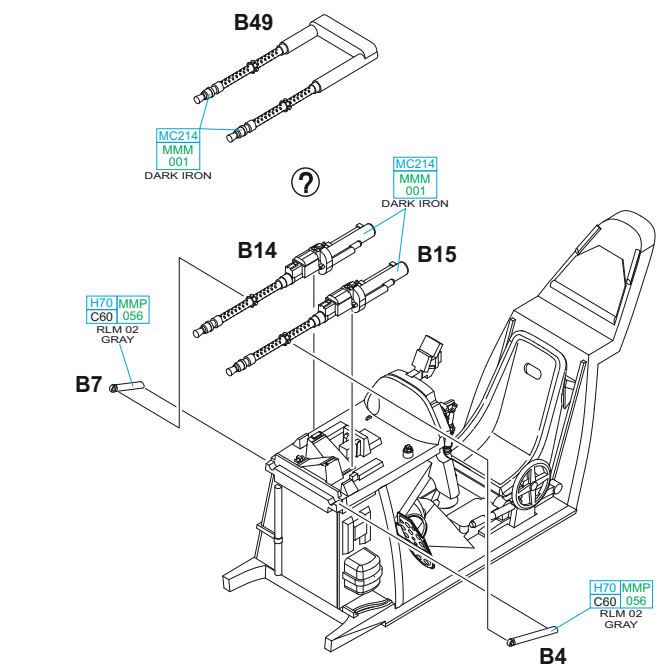
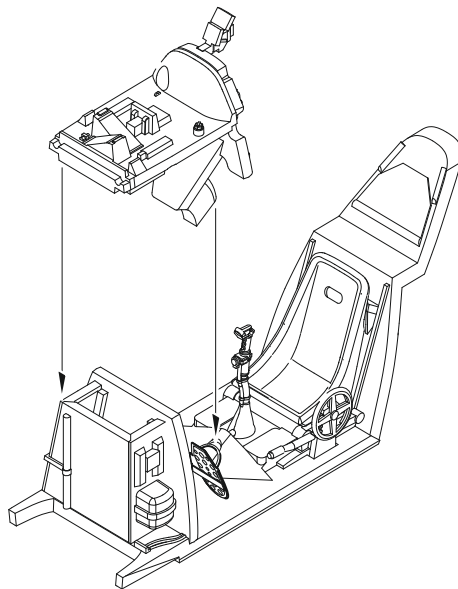
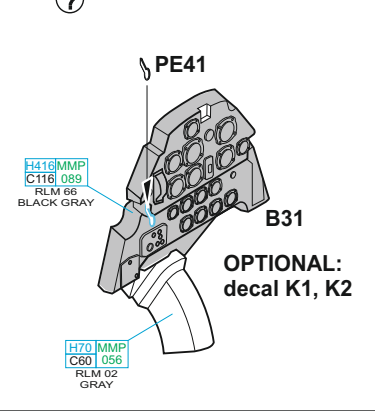
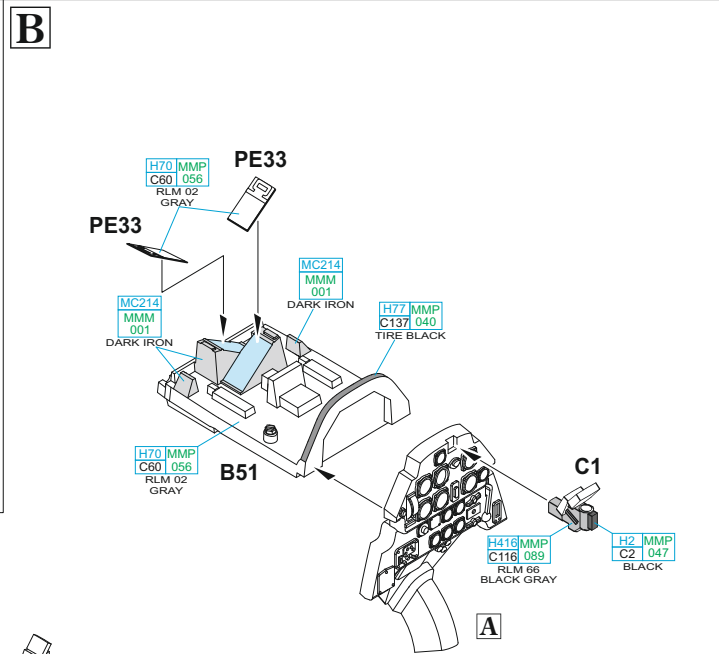
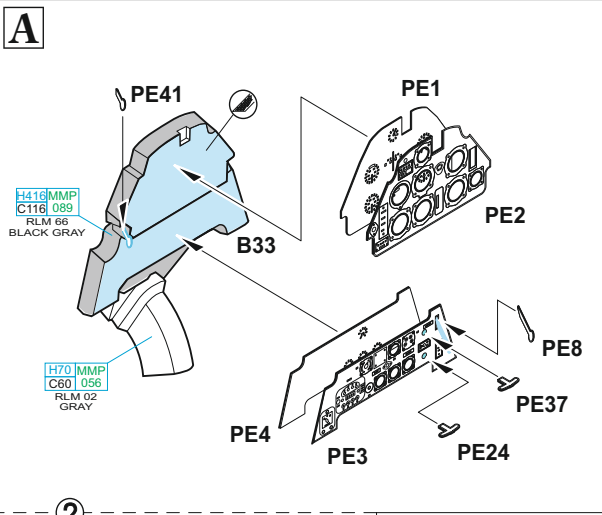


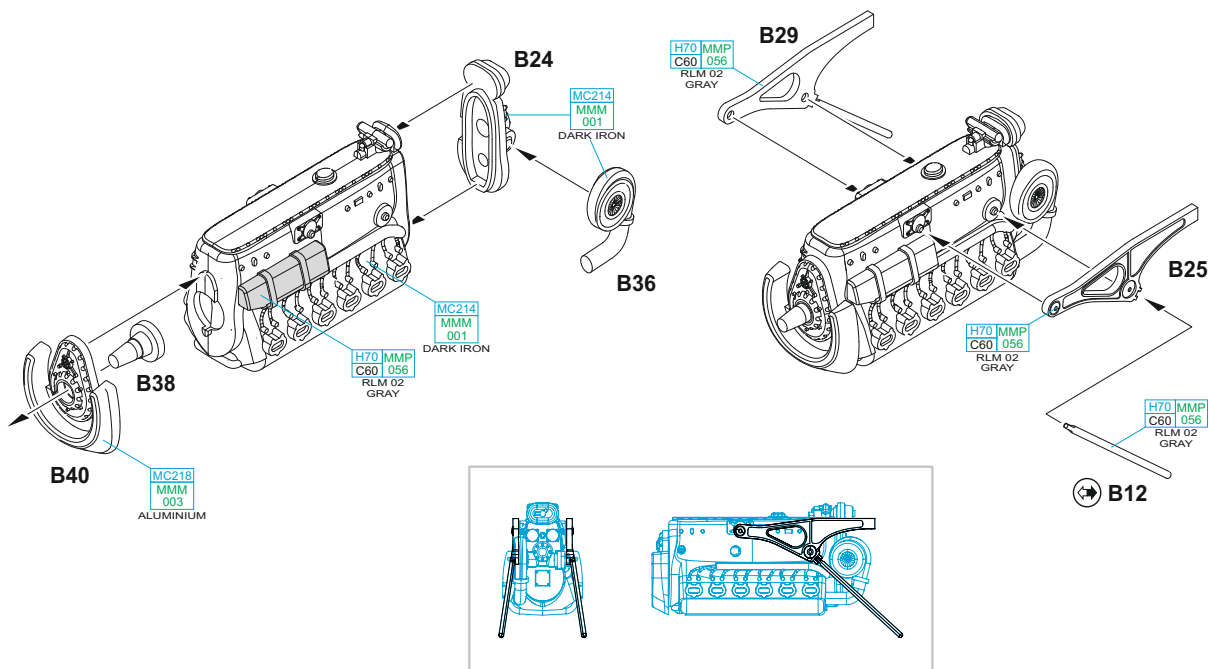
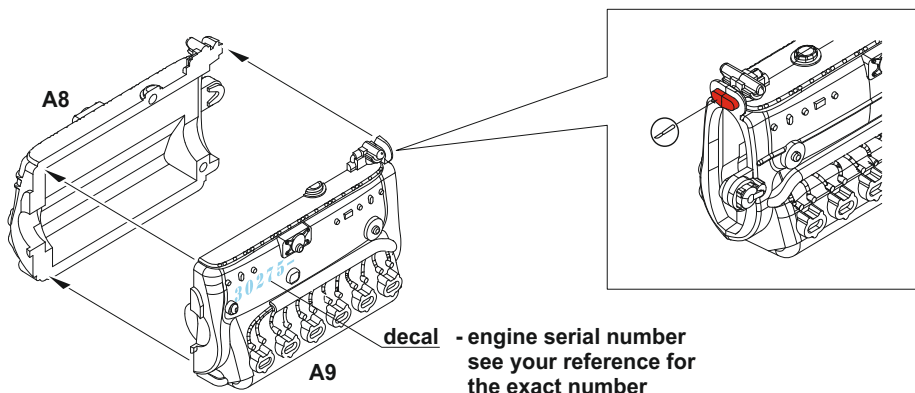
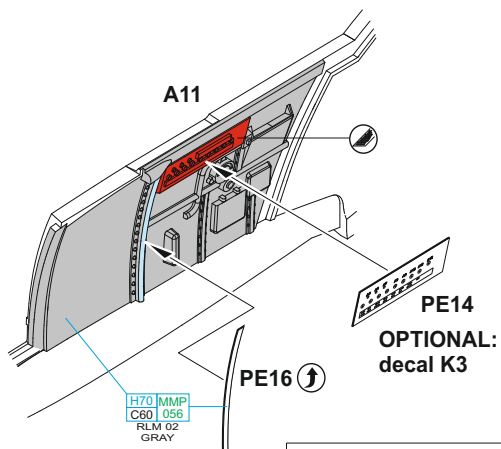
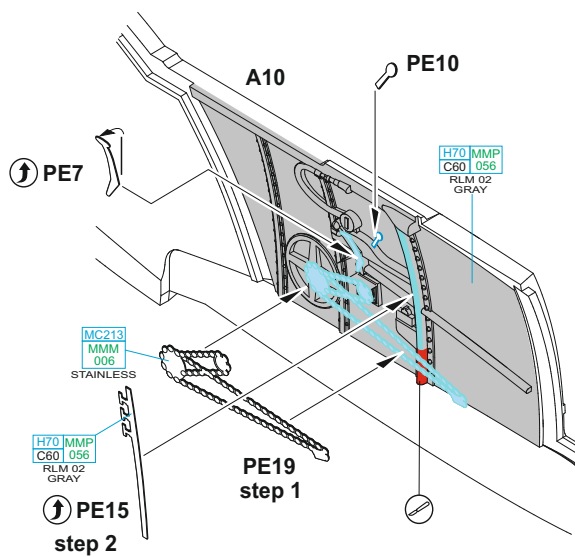
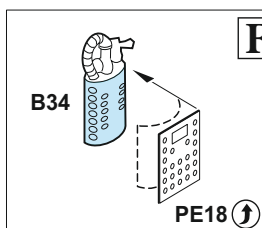
色

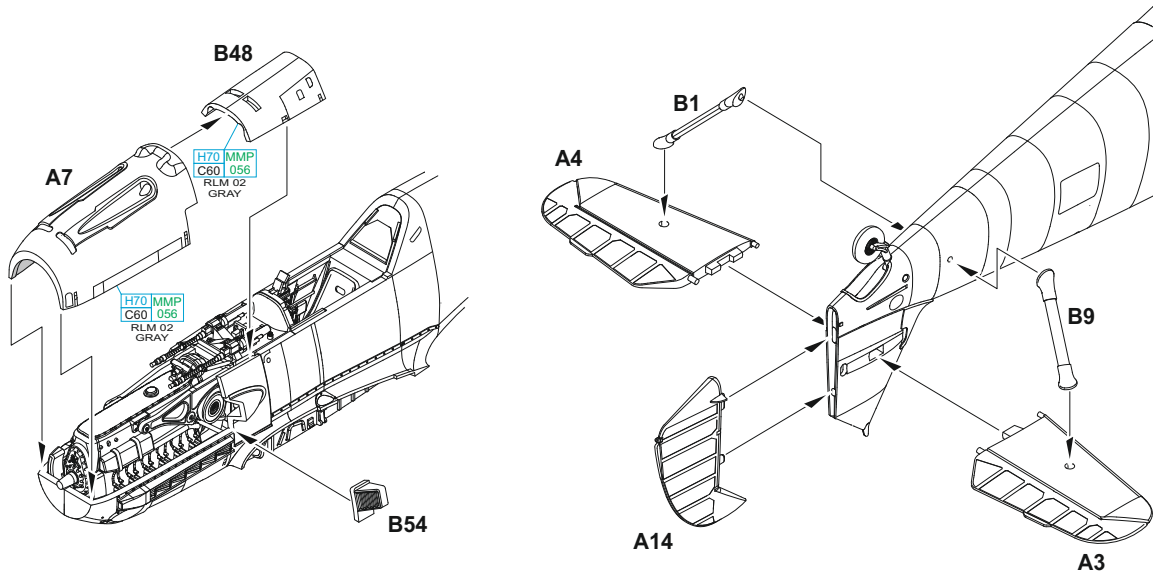
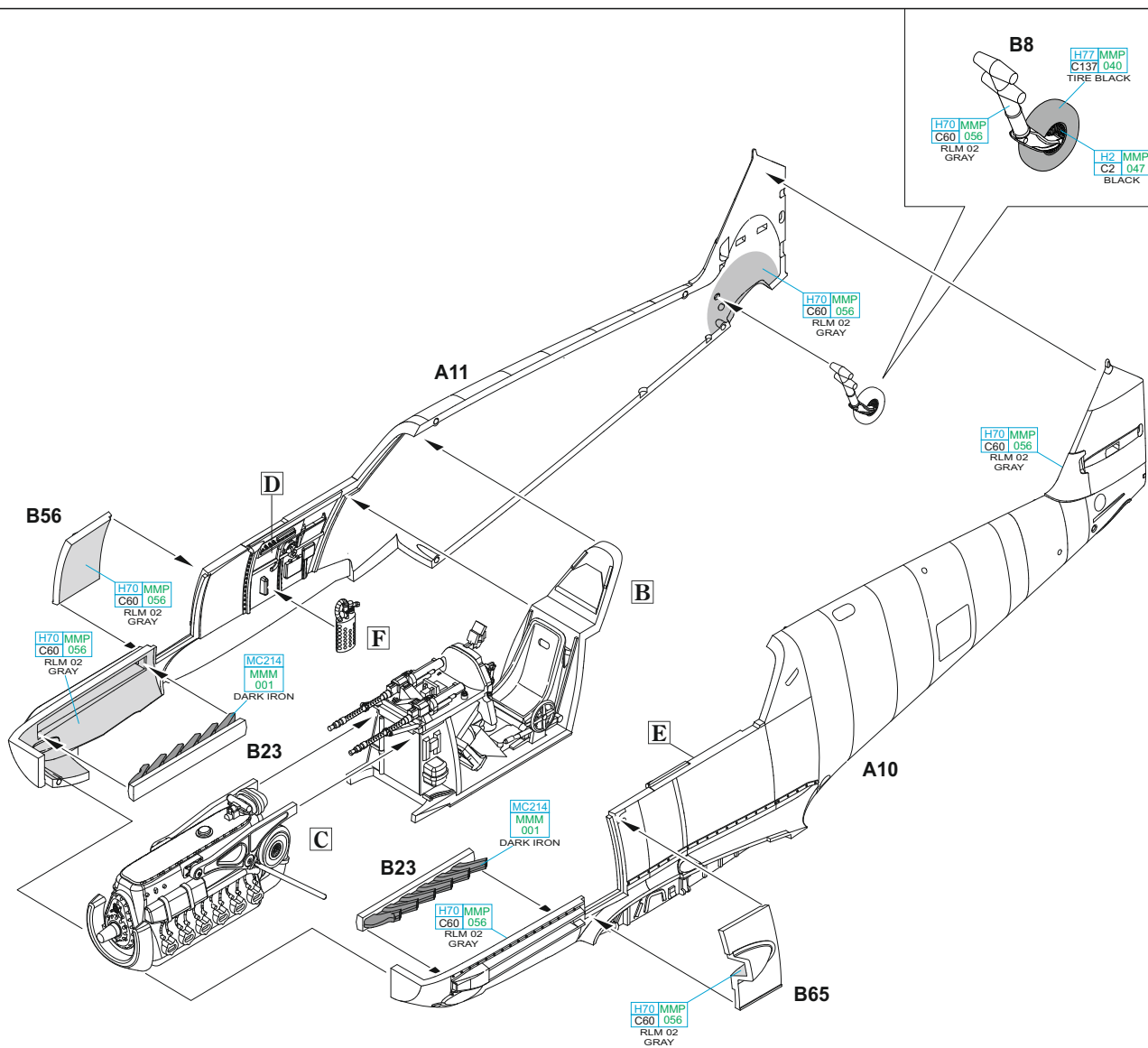
| GSI Creos (GUNZE) | | MISSION MODELS | |
|-------------------|----------|----------------|-------------------|
| AQUEOUS | Mr.COLOR | PAINTS | |
| H2 | C2 | MMP-047 | BLACK |
| H11 | C62 | MMP-001 | FLAT WHITE |
| H12 | C33 | MMP-047 | FLAT BLACK |
| H64 | C17 | MMP-087 | RLM71 DARK GREEN |
| H65 | C18 | MMP-088 | RLM70 BLACK GREEN |
| H67 | C115 | MMP-057 | RLM65 LIGHT BLUE |
| H70 | C60 | MMP-056 | RLM02 GRAY |
| H77 | C137 | MMP-040 | TIRE BLACK |
| H90 | C47 | | CLEAR RED |
| H94 | C138 | | CLEAR GREEN |

| 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 |
| Mr.METAL COLOR | | METALLICS | |
| MC213 | | MMM-006 | STEEL |
| MC214 | | MMM-001 | DARK IRON |
| MC218 | | MMM-003 | ALUMINIUM |
| Mr.COLOR SUPER METALLIC | | METALLICS | |
| SM201 | | MMC-001 | SUPER FINE SILVER |



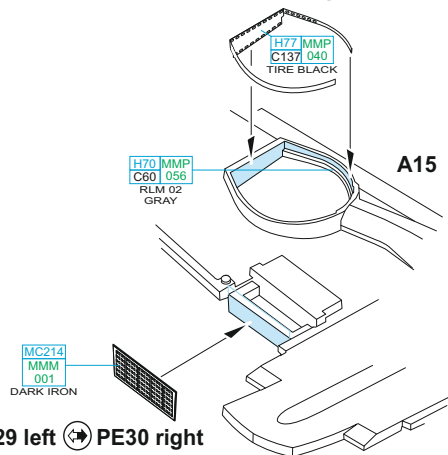


C**D****E****F**

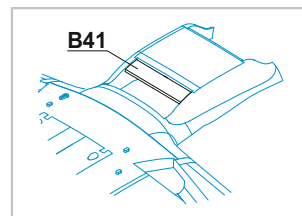
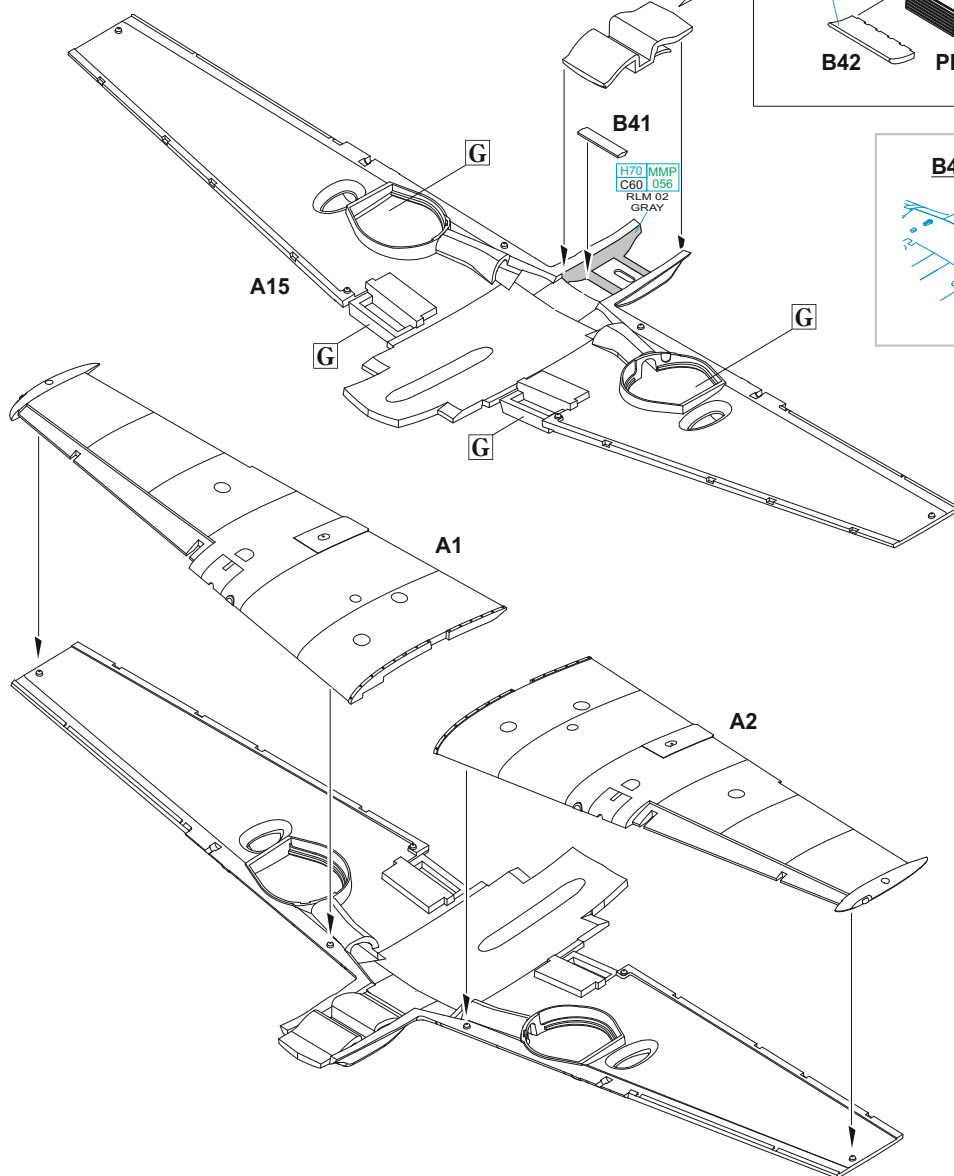
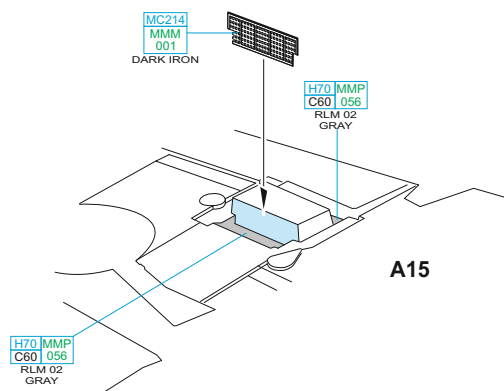


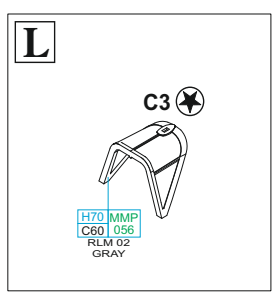
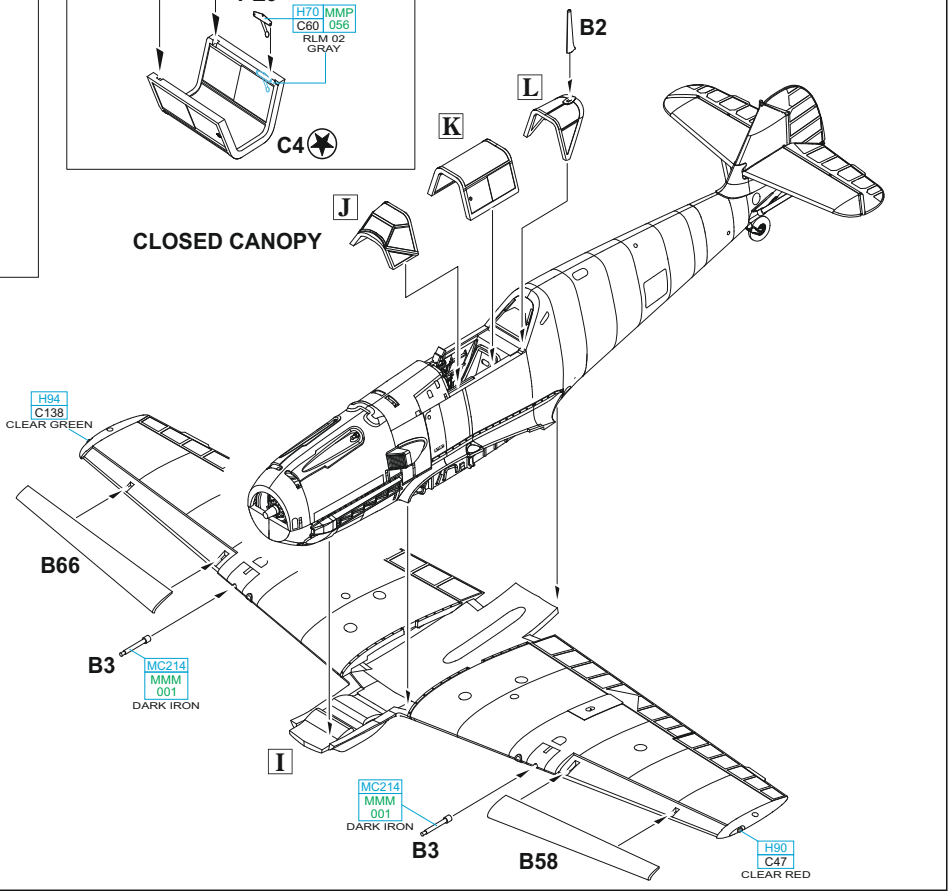
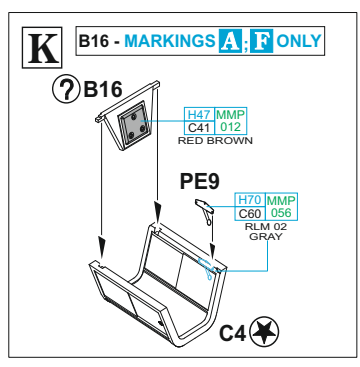
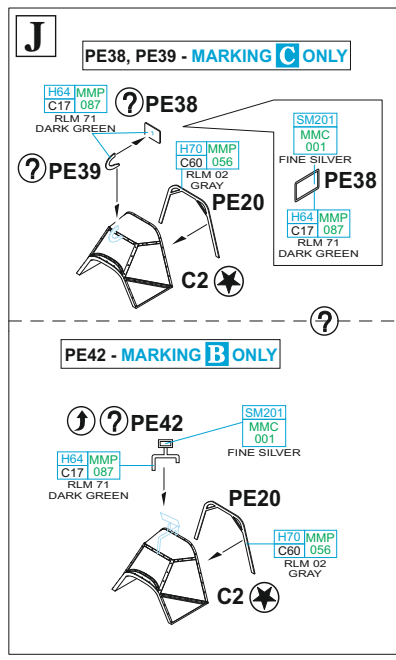
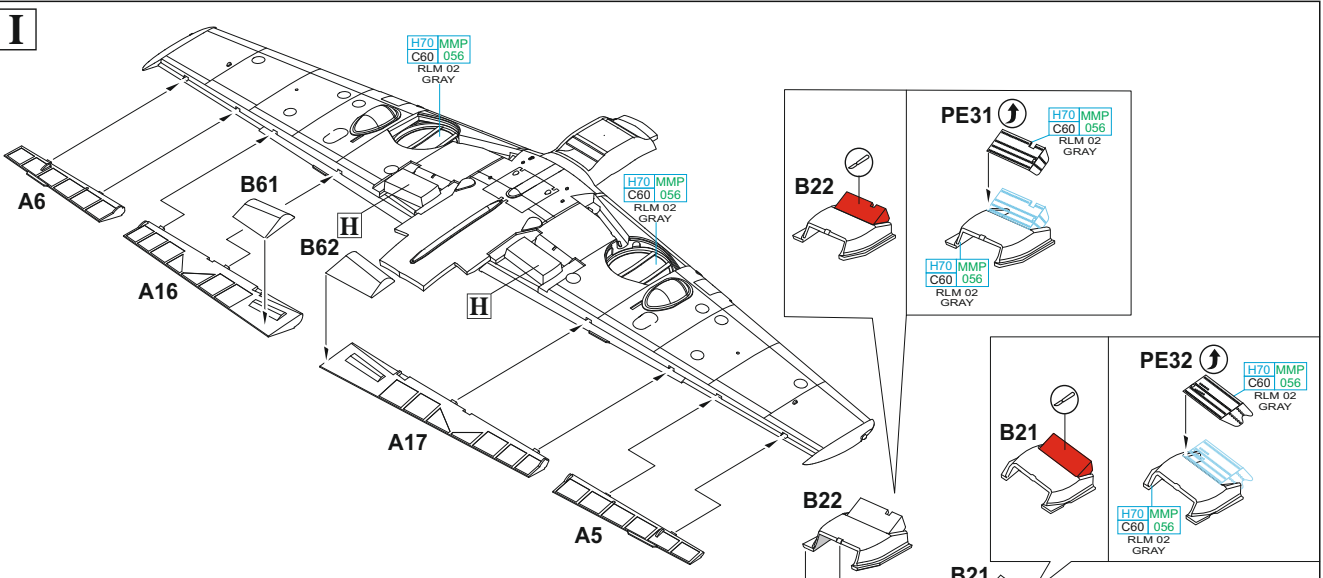
G

PE36 left ↔ PE35 right

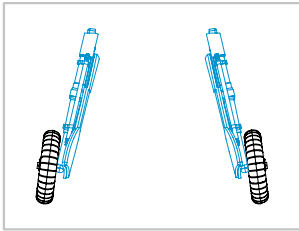
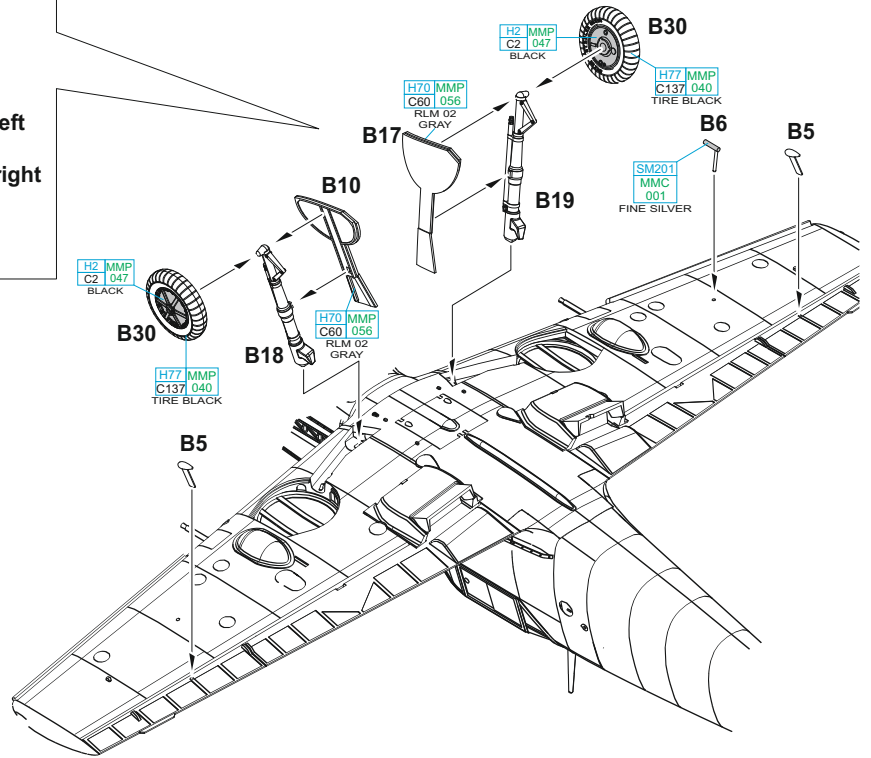
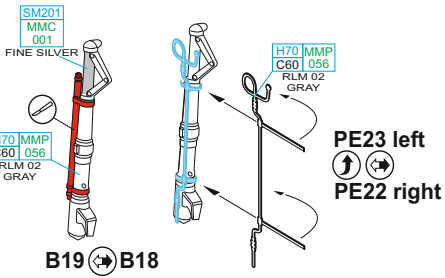
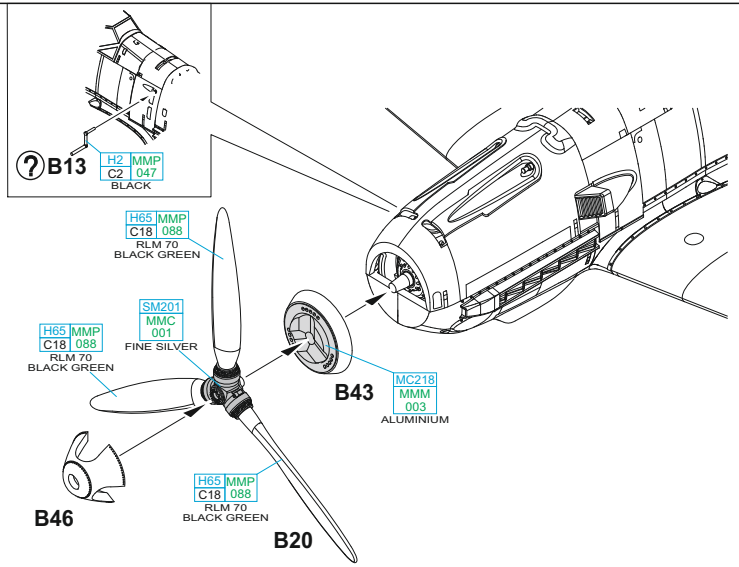
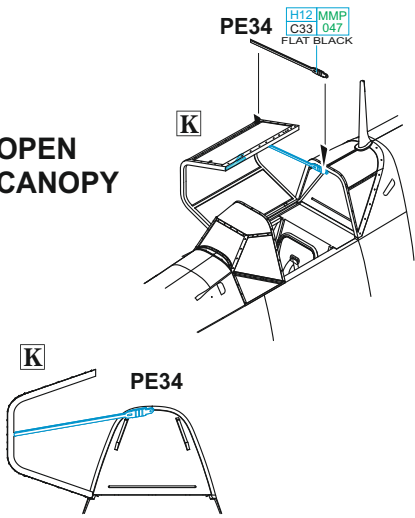
**H**

PE27 left ↔ PE28 right



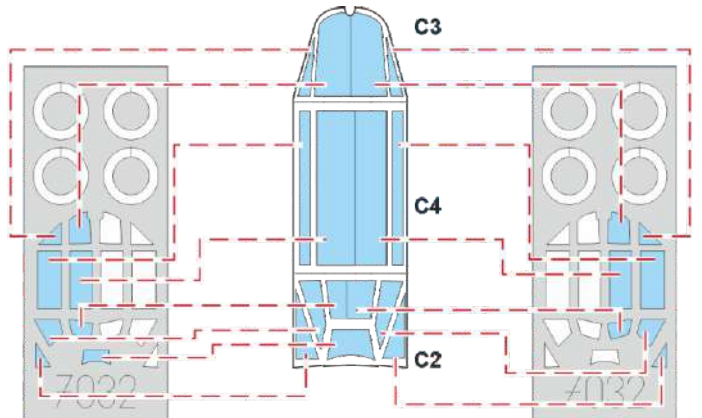
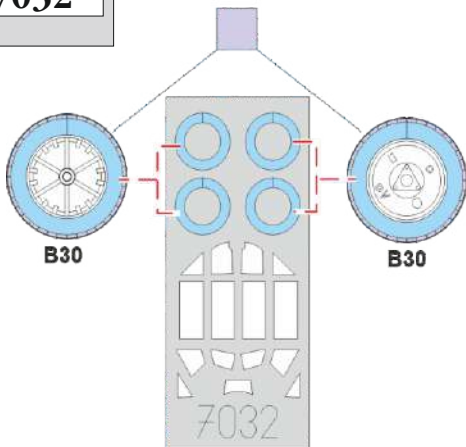


OPEN CANOPY



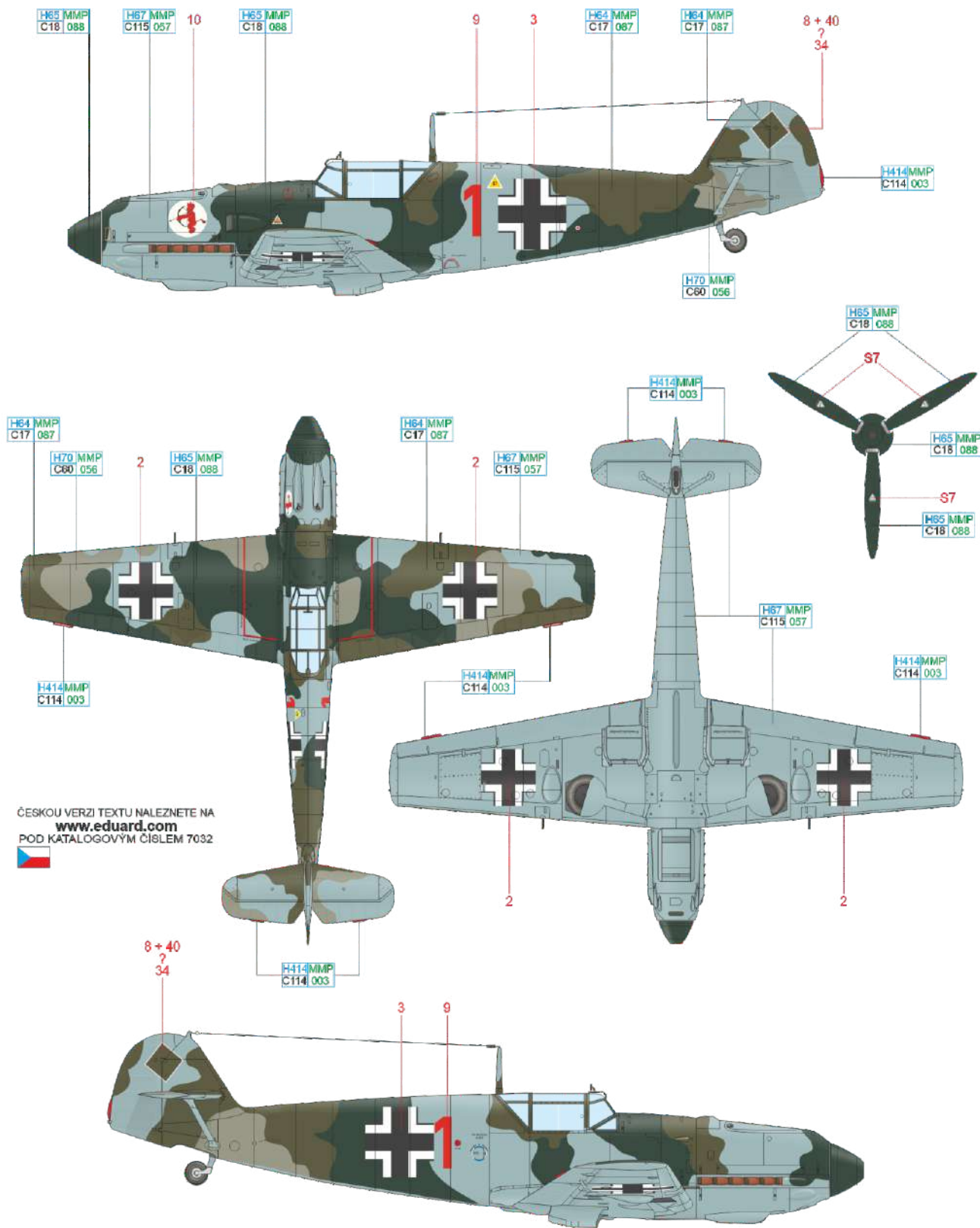
eduard
MASK
7032

LIQUID MASK



B Oblt. August-Wilhelm Schumann, 5./JG 52, Mannheim-Sandhofen, Germany, November-December 1939

"Rabatz" Schumann was born in March 1915 in Berlin and after his pilot and fighter training served from October 1938 to July 1939 with the Legion Condor in Spain. Following brief service with I./JG 52 and II./JG 72, he was appointed commander of 5./JG 52 in September 1939. His aircraft bore a non-standard camouflage on upper surfaces. It was with this aircraft that Schumann probably achieved his first aerial victory in World War II. He shot down an observation balloon at Weissenburg on November 8, 1939. Schumann achieved a total of twenty victories, four of them in Spain. He was killed on the Eastern Front on September 6, 1941, south of Leningrad in a collision with another Bf 109.

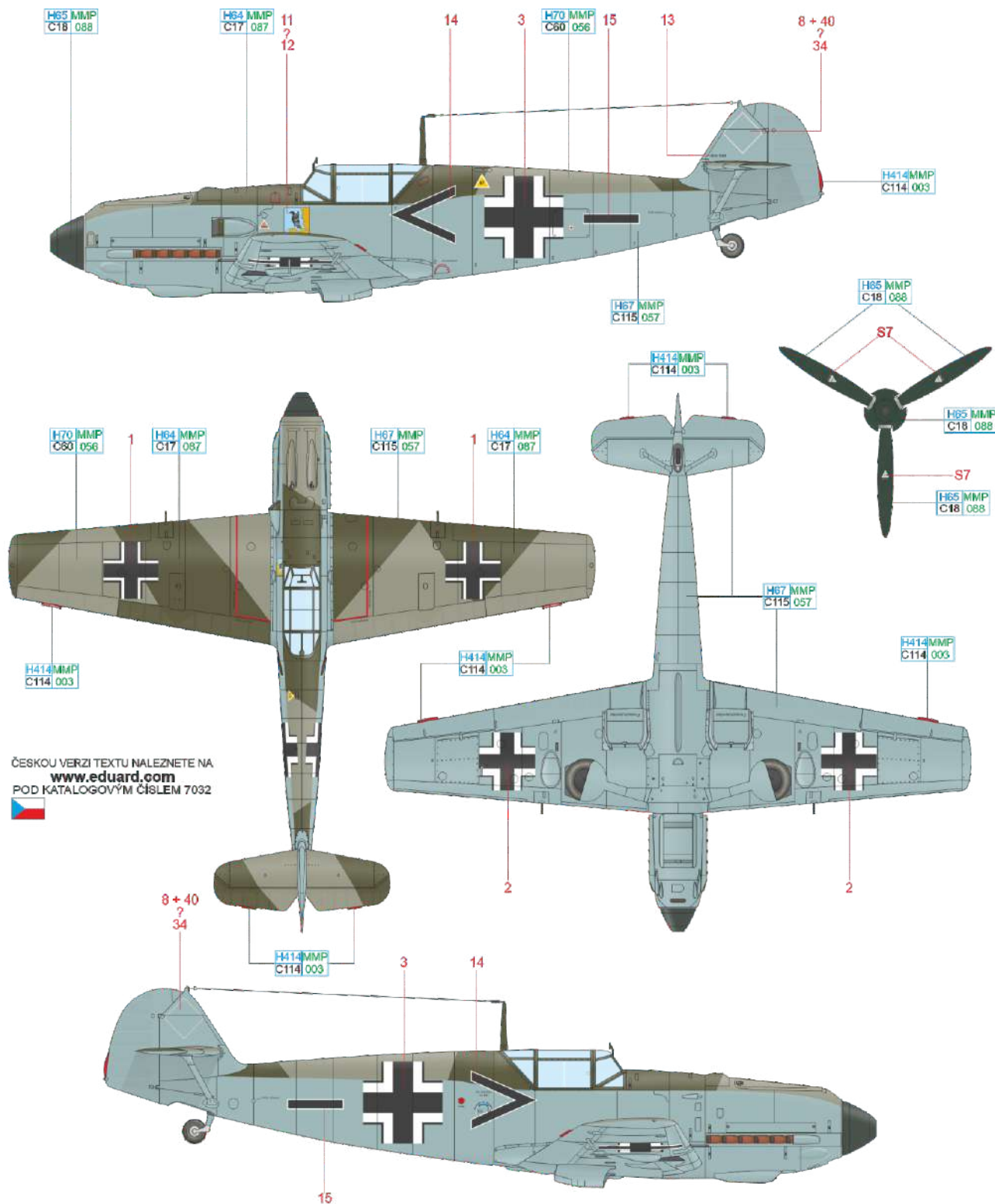


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 7032



- RLM 65 H67 MMP
C115 057
- RLM 02 H70 MMP
C60 056
- RLM 71 H64 MMP
C17 087
- RLM 70 H65 MMP
C18 088
- RLM 23 H414 MMP
C114 003

Carl-Alfred Schumacher was born in February 1896 in Rheine and fought as an artilleryman and later as a naval aviator during World War I. He attained the rank of Leutnant zur See and served aboard the floatplane carrier SMH Answald. In 1933 he joined the Luftwaffe and commanded several naval aviation units. In March 1939, Carl-Alfred Schumacher was promoted to Oberstleutnant, at which time he commanded II./JG 77. After the German invasion of Poland in October 1939, he was appointed commander of the Jafü Deutsche Bucht to direct all fighter units stationed on the northern coast of Germany. On November 30, 1939, he was appointed the first commander of JG 1, stationed at Jever. Carl-Alfred Schumacher scored his first victory on December 18, when he shot down one Wellington. His second victory came on December 27, that time a Blenheim was his victim. His aircraft sported the JG 1 emblem on the left side of the fuselage below the windshield, as well as the Kommodore marking consisting of chevron and two horizontal bars. In September 1941 Schumacher was appointed Jagdfliegerführer Norwegen, but on November 8 he accidentally shot down a Finnish de Havilland Dragon and was relieved of command consequently and served in various administrative positions until the end of the war.

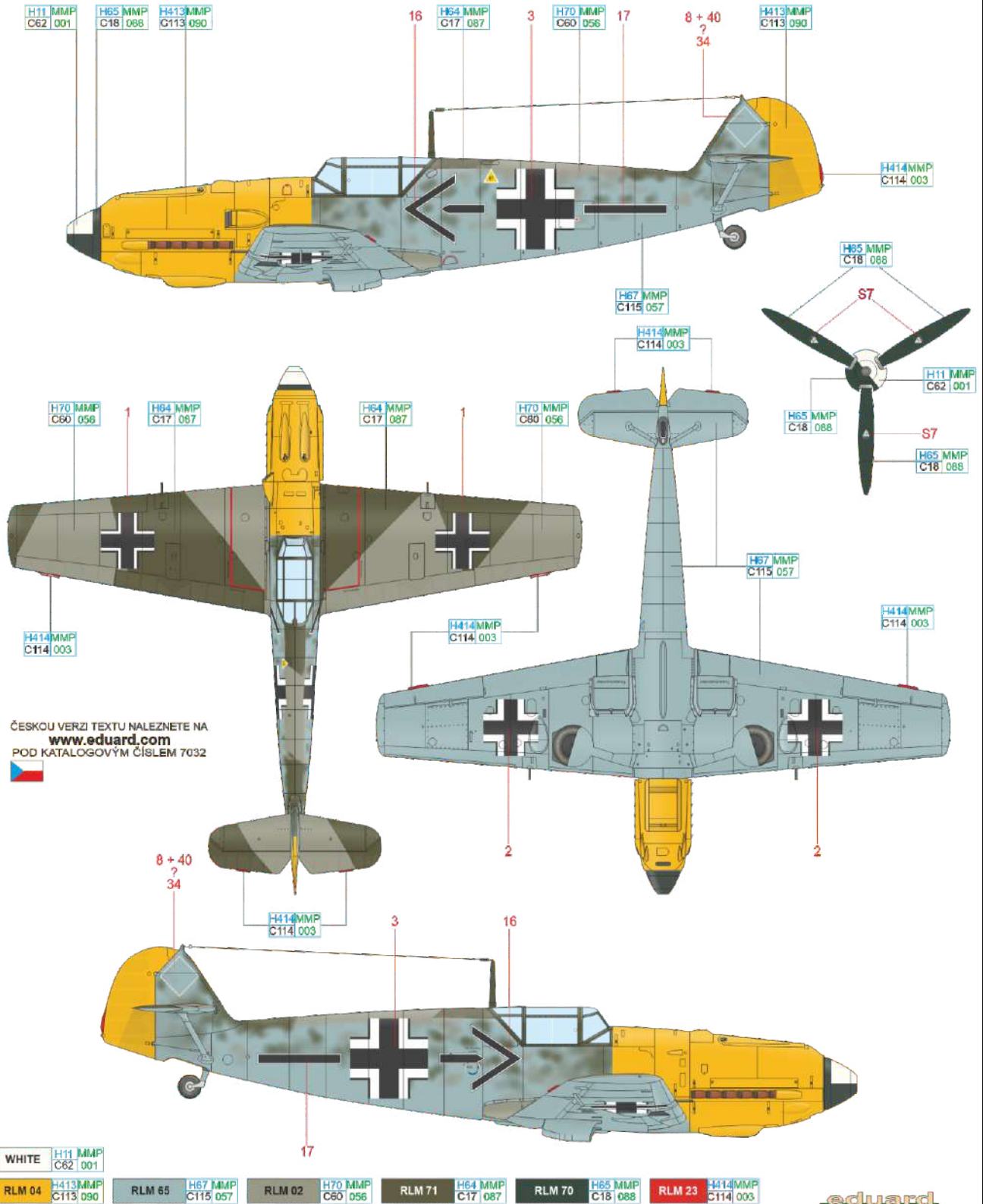


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 7032

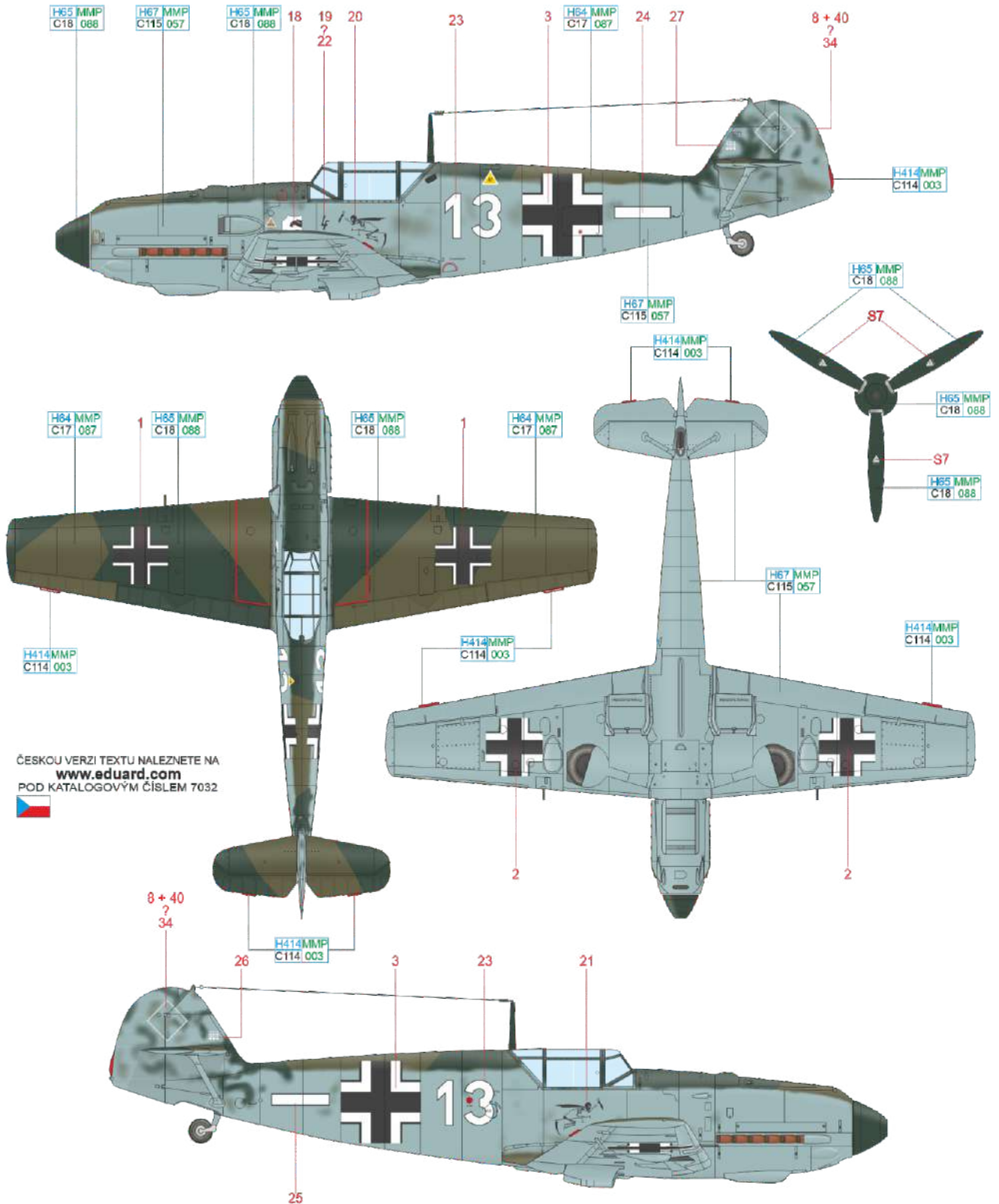


D Obstlt. Max Ibel, CO of JG 27, Guines, France, September-October 1940

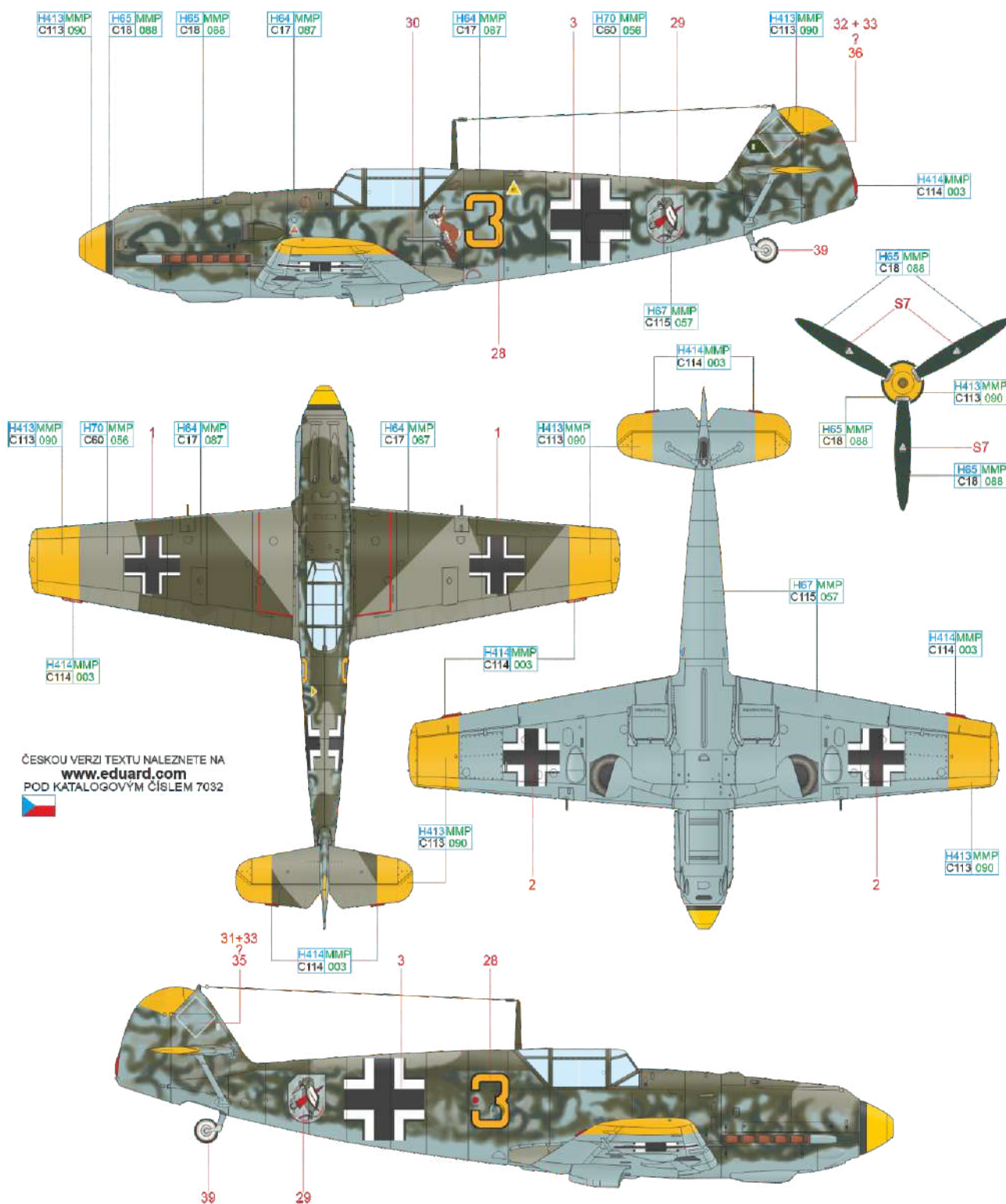
This aircraft probably belonged to Kommodore of JG 27 and as a quick identification marking had a yellow engine cowling, following the rule introduced on September 9, 1940. The pilot of the aircraft was probably Max Ibel. He was born in Munich in January 1896 and served in the Army Engineers and Air Service during the First World War. He did not retire after World War I and from August 1928 underwent extensive training at a secret military base in Lipetsk, Russia. In the 1930s he commanded several flight schools and worked for RLM as well. From 1936 he changed several fighter units and starting from May 1939 he was Kommodore of JG 3. In October 1939 he was appointed Kommodore of JG 27. He led the unit for one year including the Western Campaign and the Battle of Britain. In October 1940 he took command of Jagdfliegerschule 4, but in July 1941 he was appointed Jagdfliegerführer 3. In February 1942, during Operations Cerberus and Donnerkeil, he was a fighter liaison officer aboard the battleship Scharnhorst. In 1943 and 1944 he was commander of the Jagddivision 2. At the end of the war, he was captured at Tegerensee and subjected to extensive interrogations at Island Farm Camp. He was released in March 1948 and joined the Bundesluftwaffe in October 1957, becoming commander of the Luftverteidigungsdivision 1. He retired in September 1964 and died in 1981.



Helmut Henz was born in January 1911 in Berlin. After completing his pilot training and transferring to I./JG 136, Helmut Henz was sent to the Legion Condor to gain pilot experience in the fighting of the Spanish Civil War. The beginning of World War II found Oblt. Henz in command of 4. Staffel of JG 77, achieving his first victory on December 14, 1939, by shooting down a British Wellington. JG 77 was part of the invasion force in the attack on Norway, its 4. Staffel under Oblt. Henz moved to Kristiansand-Kjevik airfield on April 11, 1940. The II. Gruppe JG 77 remained in Norway until November 1940, when it moved to the front at the Channel. This aircraft sported camouflage in RLM 70/71/65 colors with a high transition between upper and lower colors on the fuselage sides (so called 40-er Anstrich). On the left side of the fuselage in front of the windshield was the II. Gruppe emblem and under the cockpit a black reaper with an umbrella flying on a scythe was painted as the emblem of the 4. Staffel. The initials LF belonged to the pilot's girlfriend. In April 1941 Henz became commander of II./JG 77, but on May 25 he was shot down in a dogfight with the crew of Blenheim near Crete and is still missing. In total he achieved six victories.



The serial number 8508 is sometimes mistakenly given for this aircraft. In fact, the serial was probably 5058 and the aircraft was produced by Wiener Neustädter Flugzeugwerke GmbH in late 1939. Its pilot was Arthur Haase, who had a personal symbol inspired by his surname (der Hase, in English: hare) painted on the side of the aircraft. The painting was done by mechanic Hoffmann. On the side of the fuselage, there was also the emblem of II./JG 51, depicting a raven with the inscription "Gott strafe England!" (May God punish England!). The yellow color of part of the rudders, wing tips and horizontal tail surfaces was introduced in early August 1940. The commander of 6./JG 51 was the legendary Josef "Pips" Priller. During the fighting over France in May and June 1940, Haase shot down two Hurricanes and added one Spitfire in late July. His fourth and final victory came on August 15, 1940, when he fought Hurricanes from No. 1 Squadron RAF off Clacton-on-Sea. However, he was wounded in the battle and crash-landed his aircraft at Wissant, France. Photographs from the preparation of the transport of the damaged aircraft show Haase's machine with three kills marked on the tail. Haase was killed on January 29, 1944, in aerial combat. At the time he was serving as a flight instructor with the rank of Oberfeldwebel with 1./JG 107 in France.



- | | | | | | | | | | | | |
|--------|---------------------|--------|---------------------|--------|--------------------|--------|--------------------|--------|--------------------|--------|---------------------|
| RLM 04 | H413MMP C113 090 | RLM 65 | H67 MMP C115 057 | RLM 02 | H70 MMP C60 056 | RLM 71 | H64 MMP C17 087 | RLM 70 | H65 MMP C18 088 | RLM 23 | H414MMP C114 003 |
|--------|---------------------|--------|---------------------|--------|--------------------|--------|--------------------|--------|--------------------|--------|---------------------|

