

1/32 SCALE PLASTIC KIT

#3006



INTRO

The BFW Company (latter Messerschmitt A.G.) designed the Messerschmitt Bf 108 Taifun in 1934. The original design was for a light tourist double seater, developed for the German team taking part in the 1934 international air race Challenge. Even though the Challenge wasn't a great success for the Bf 108 as the best German pilot Theo Osterkamp only came in fifth, the RLM still ordered 32 Bf 108s.

The production of the improved version, the Bf 108B, was set-up in November 1935. The B version was redesigned to be a four-seater with a new Argus As 10C engine. The Bf 108B was a very modern light aircraft with an all-metal airframe, retractable undercarriage, adjustable propeller, and with excellent flight characteristics. The Bf 108 took part in many air races and record flights and the first foreign pilot who tested the Bf 108 was Charles Lindberg. He said that it was one of the world's best aircraft in its class.

The military version of the Taifun was the Bf 108B-2 and was acquired by the Luftwaffe in 1939. It was widely employed during the war years by all operational Luftwaffe units as a light liaison aircraft. In 1941 the new version, the Bf 108D, replaced the B version on the production line. An Argus As 10R engine powered the D version and included the new Argus automatically adjustable propeller and improved fuel assembly. The production was transferred to France in 1942, where 170 Bf 108D were completed before the liberation of France in 1944. French production continued after the war where another 115 aircraft under the name of "Nord 1000" were manufactured.

In total 626 military Taifuns, versions B-2 and D-1, were produced except at least 180 civilian or export version Bf 108 B-0 and B-1. The Luftwaffe employed most of them, but many other air forces used this fine and popular aircraft. The Hungarian AF had 8 Taifuns, both the Italians and Rumanians had 3, the USSR bought two and Switzerland and Yugoslavia had 12 each. One aircraft was used in Chile, one or two in Japan and one was in Australia. The Bulgarian AF had 6 and at least one was in Spain. One Bf 108B-1, coded XC44, was operated by the US embassy in Berlin. Two Bf 108B-1s were flown by the German embassy in London but the RAF confiscated these two aircraft in 1939. After the war, one Bf 108B-2 was flown in Czechoslovakia, two in Poland, one in Denmark and one in Sweden. Some 115 Bf 108Ds (Nord 1000) were used by the French AF and Navy until the late 50's. Many of the surviving Taifuns were flown a long time after the war, and some of them are still in airworthy condition today.

ÚVODEM

Messerschmitt Bf 108 Taifun byl zkonstruován firmou BFW, konstrukčním týmem pod vedením ing. Williho Messerschmitta v roce 1934. Letoun původně vznikl jako lehká turistická dvousedadlovka pro německý reprezentační tým, účastníci se mezinárodních závodů Challenge 1934. Ačkoli tento závod nebyl pro Bf 108 úspěšný, RLM objednalo u BFW výrobu 34 letadel.

Produkce vylepšené verze Bf 108B byla zahájena v listopadu 1935. Konstrukce byla celkově zvětšena, stroj byl nyní čtyřmístný a dostal nový motor Argus As 10C. Bf 108B byl velmi moderní lehký letoun, s celokovovou konstrukcí, zatahovacím podvozkem a stavitelnou vrtulí, s vynikajícími letovými charakteristikami. Díky svým vynikajícím výkonům dosáhl Bf 108B na konci třicátých let řady úspěchů v mezinárodních závodech a rekordních letech. První zahraniční pilot, testující Bf 108B byl Charles Lindberg, který ho označil za nejlepší letadlo této třídy na světě.

Vojenská verze byla Bf 108B-2, přijatá do výzbroje Luftwaffe v roce 1939. Bf 108 byl používán po celou válku prakticky všemi operačními jednotkami Luftwaffe jako lehký spojovací a kurýrní letoun. V roce 1941 byla verze B nahrazena ve výrobě novou verzí D. Ta byla poháněna motorem Argus As 10R s novou automaticky stavitelnou vrtulí Argus. Měla také upravenou palivovou instalaci. V roce 1942 byla výroba převedena do Francie, kde bylo až do osvobození v roce 1944 vyrobeno 170 Bf 108D. jejich výroba pokračovala i po válce produkcí 115 strojů značených Nord 1000. Celkem bylo vyrobeno 626 kusů vojenských verzí Bf 108B-2 a D-1, mimo to ještě nejméně 180 civilních strojů verze B-0 a B-1. Většinu z nich používala Luftwaffe, typ byl ovšem používán i v řadě dalších zemí. 8 Taifunů mělo maďarské letectvo, 3 italské, 3 rumunské, dva stroje zakoupil SSSR, 12 Švýcarsko, 12 Jugoslávie. Jeden stroj byl v Chile, jeden nebo dva v Japonsku, jeden v Austrálii. 6 Bf 108 mělo bulharské letectvo, nejméně jeden stroj byl ve Španělsku. Jeden Bf 108B-1, značený XC-44 byl zakoupen vládou USA pro vojenského přídelence v Berlíně. Dva Bf 108B-1 byly používány německým velvyslanectvím v Londýně. Tyto dva stroje byly v roce 1939 zabaveny a používány RAF. Po válce byl jeden Bf 108B-2 používán v Československu, dva v Polsku, po jednom v Dánsku a ve Švédsku. Asi 115 Nordů 1000 létalo ve Francii. Ovšem po celém světě létalo ještě dlouho po válce mnoho přeživších Taifunů, z nichž mnohé jsou dodnes v letuschopném stavu.

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
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



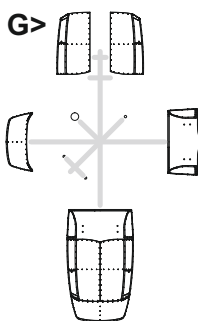
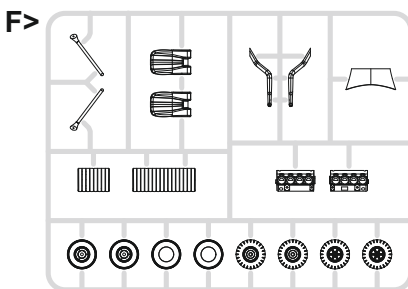
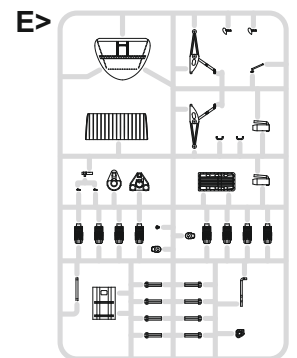
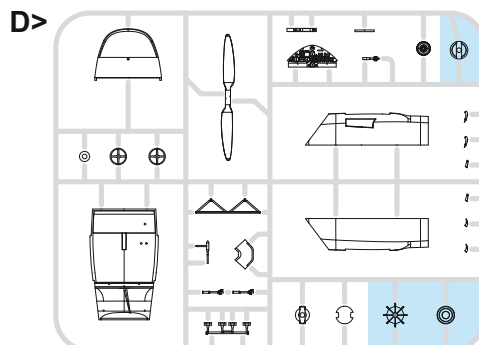
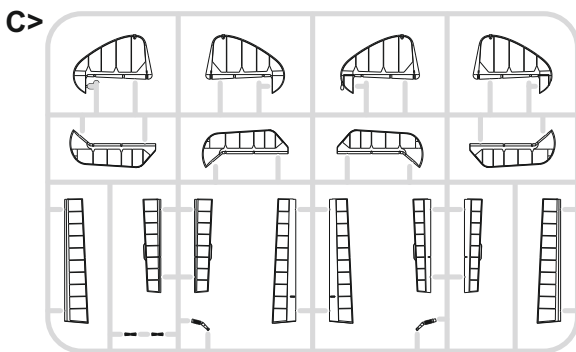
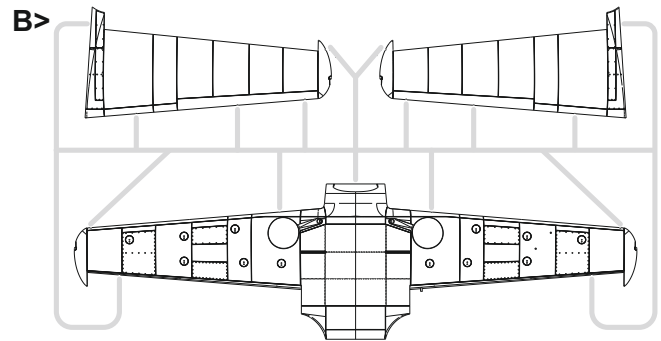
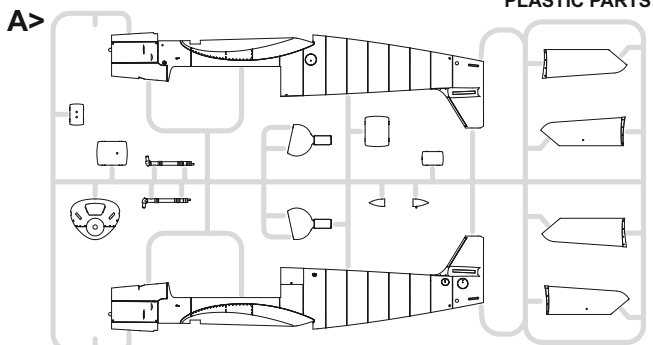
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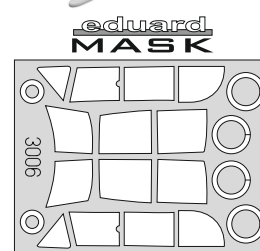
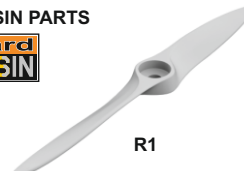
PIÈCES



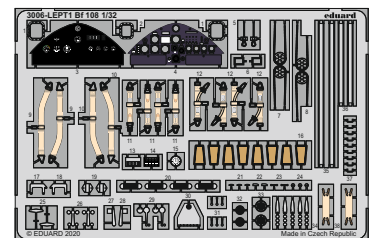
部品



RP - RESIN PARTS

eduard
BRASSIN

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

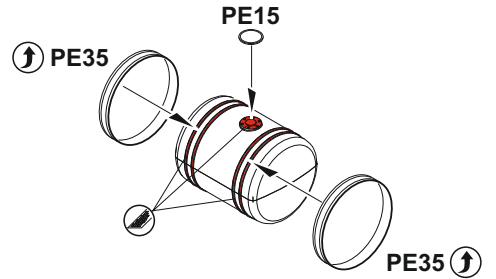
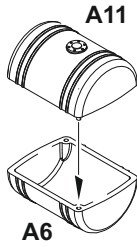
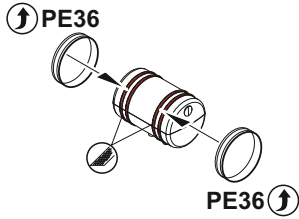
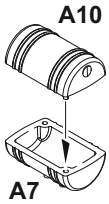
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AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H3	C3	MMP-003	RED
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H64	C17	MMP-087	RLM71 DARK GREEN
H65	C18	MMP-088	RLM70 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

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
H418	C118	MMP-055	RLM78 LIGHT BLUE
H420	C120	MMP-112	RLM80 OLIVE GREEN
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM206		MMC-001	SUPER CHROME SILVER

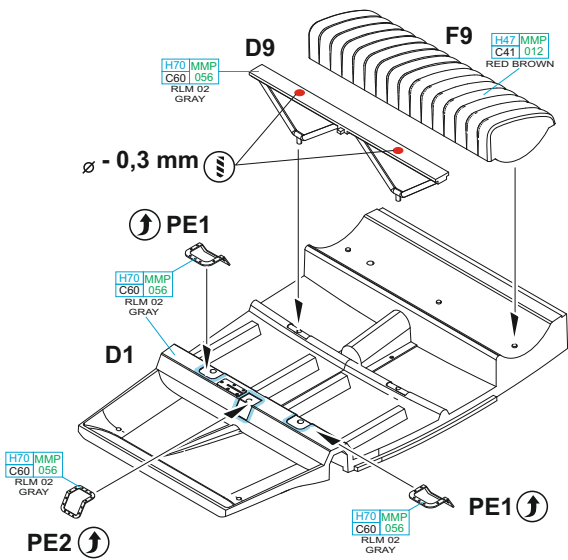
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B

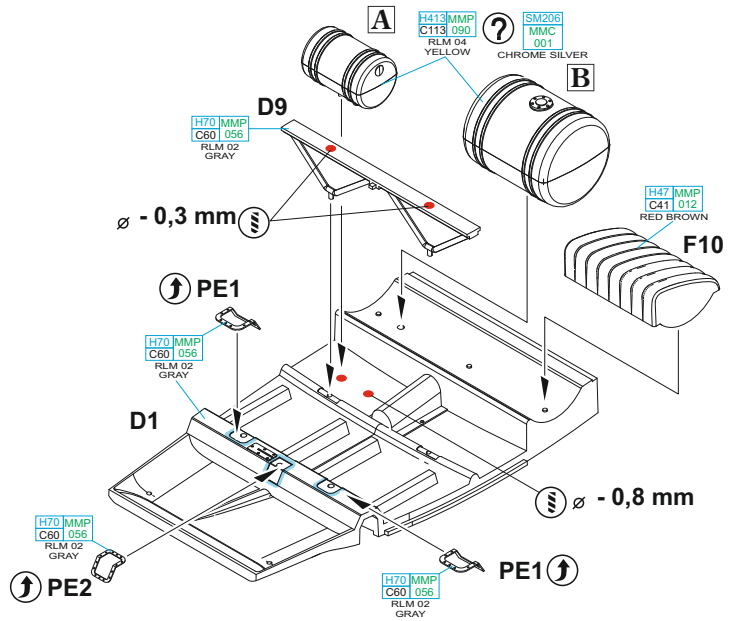
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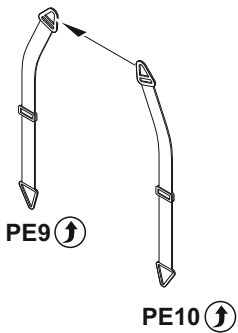
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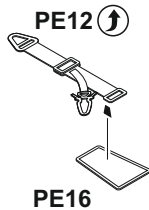
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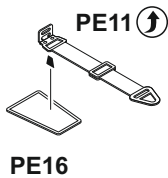
C 2 pcs.



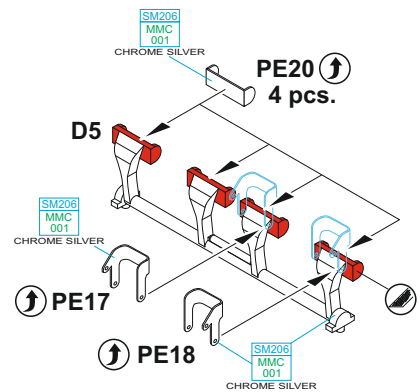
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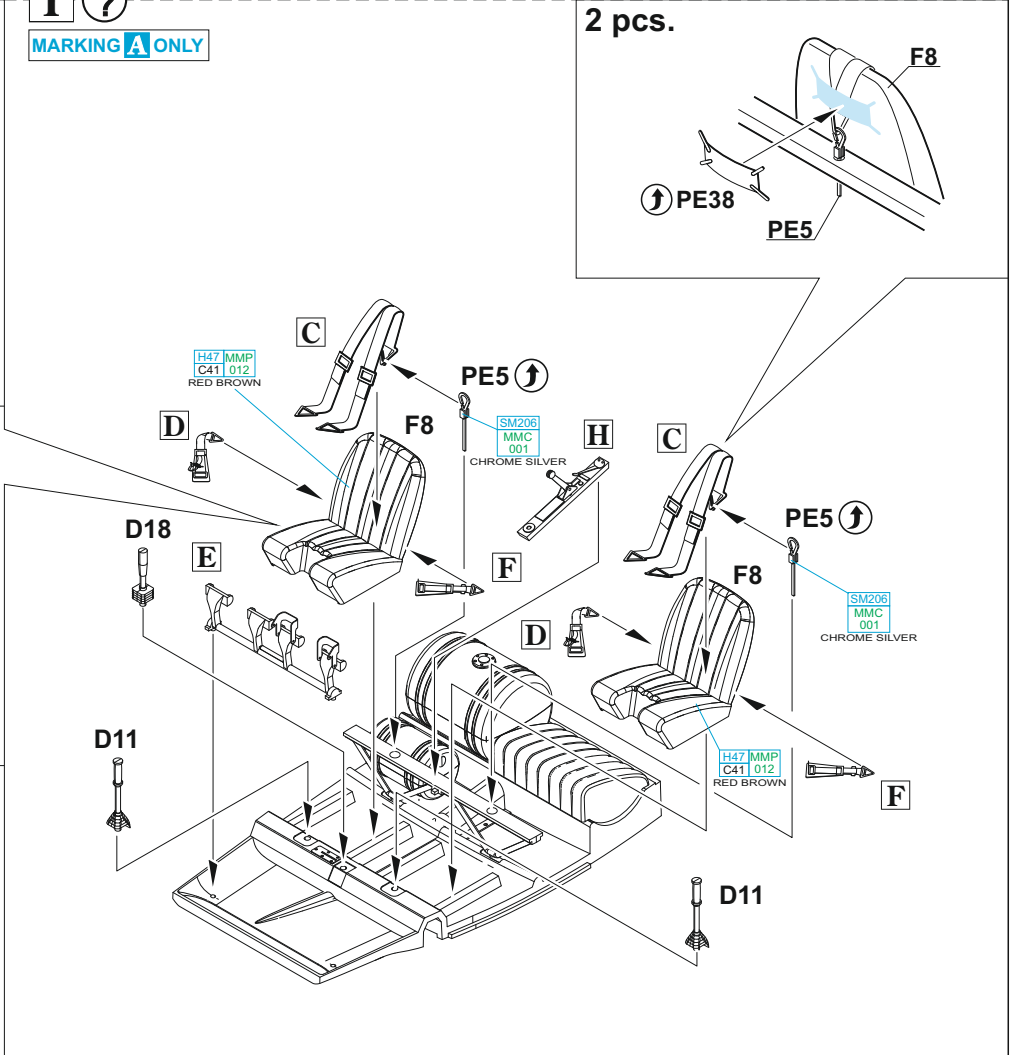
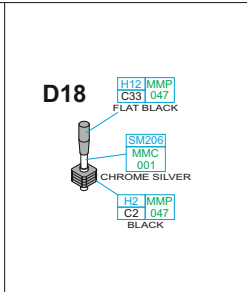
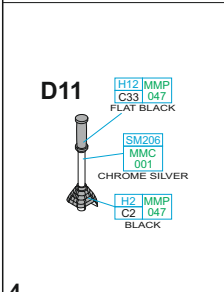
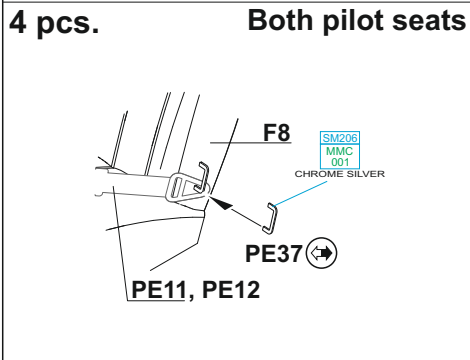
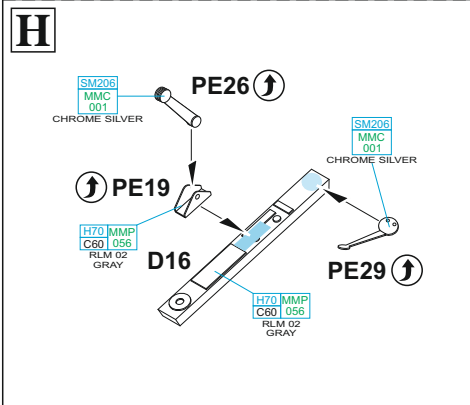
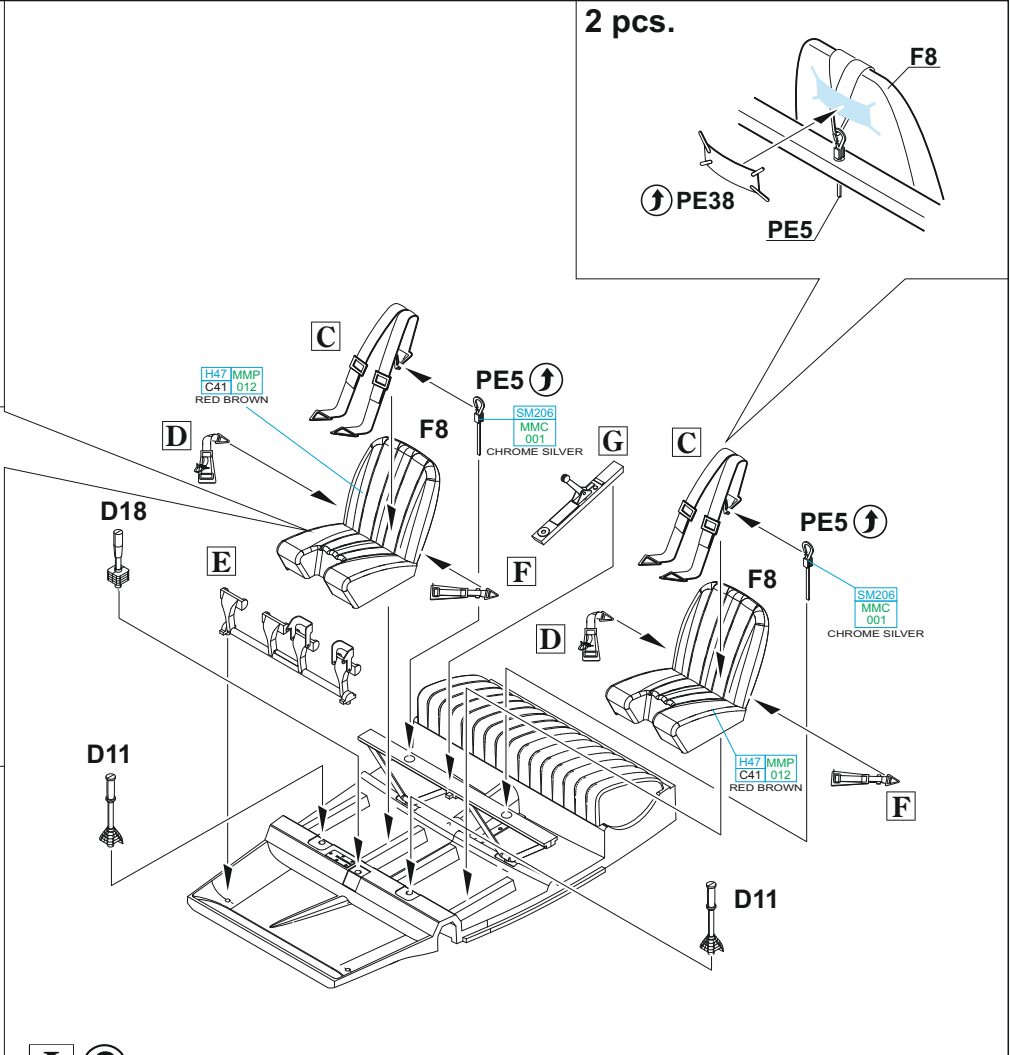
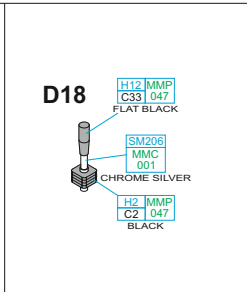
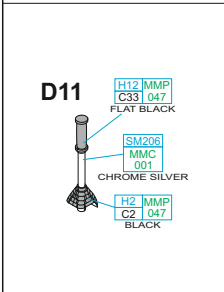
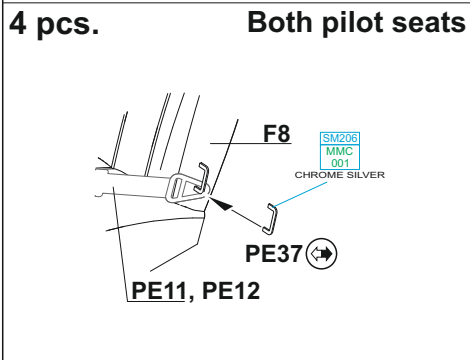
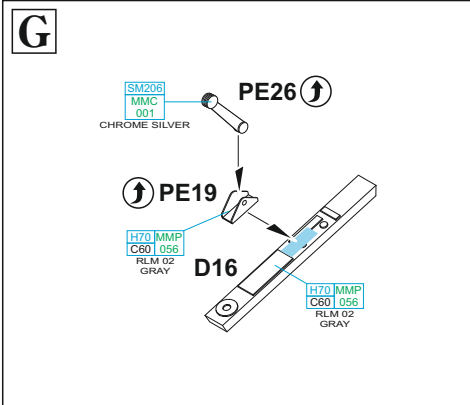


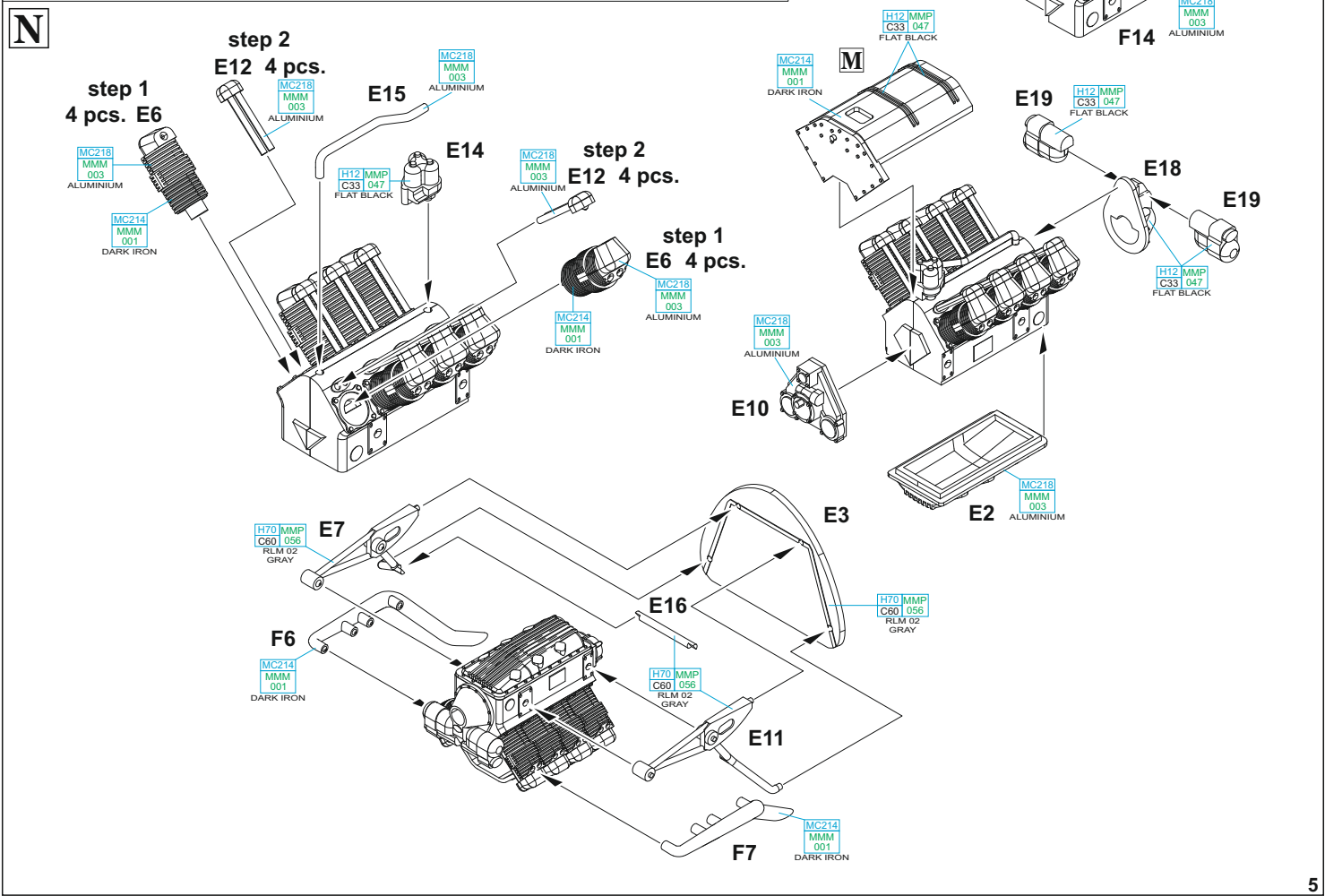
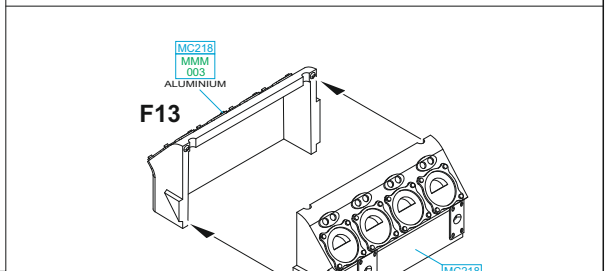
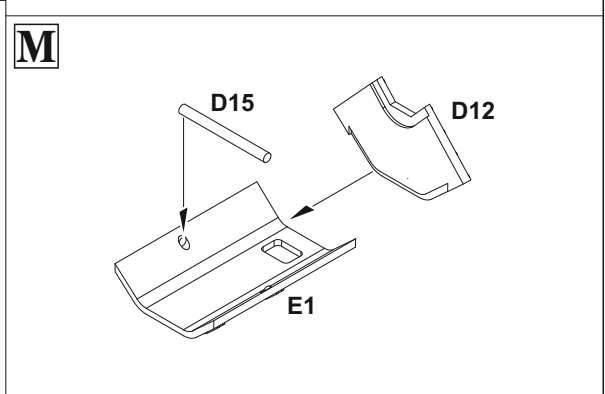
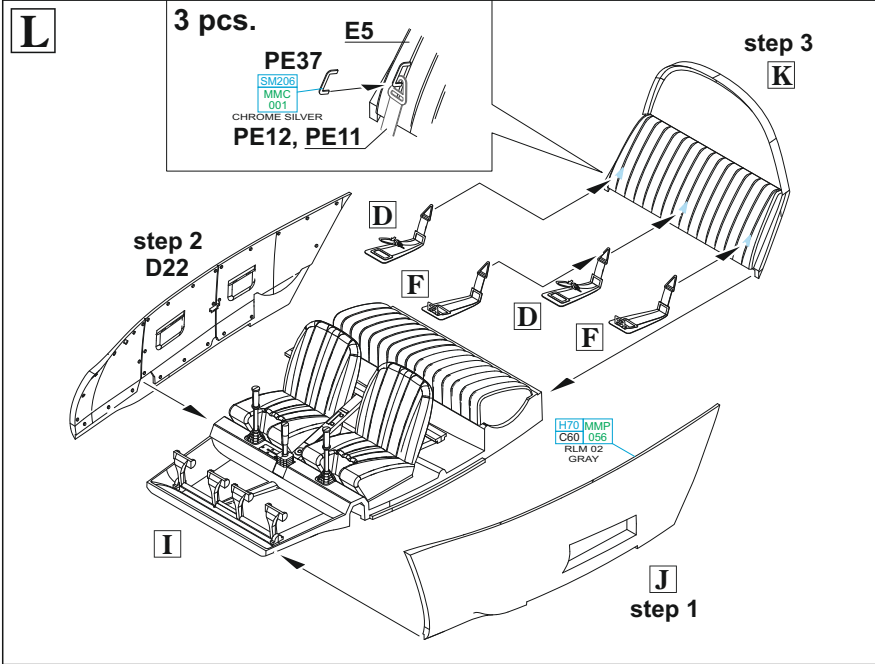
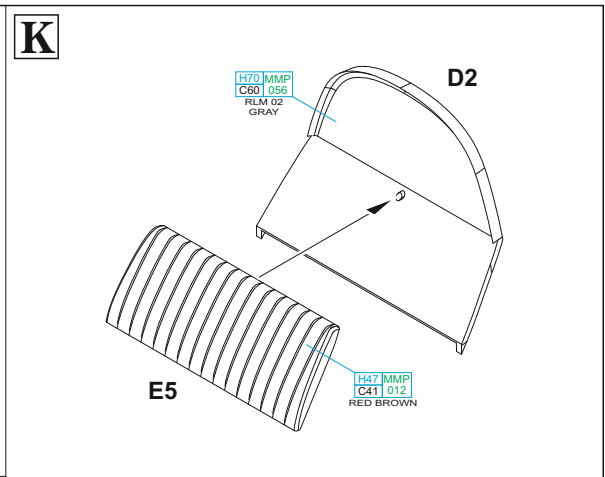
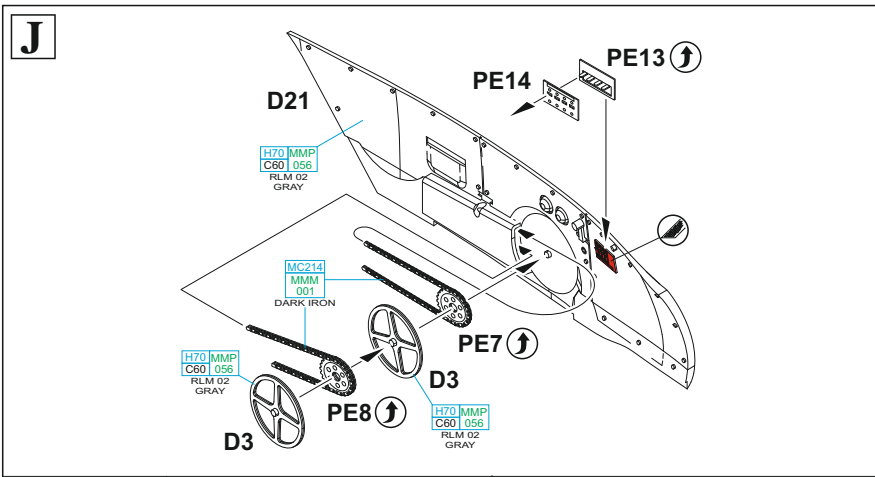
F 4 pcs.



E





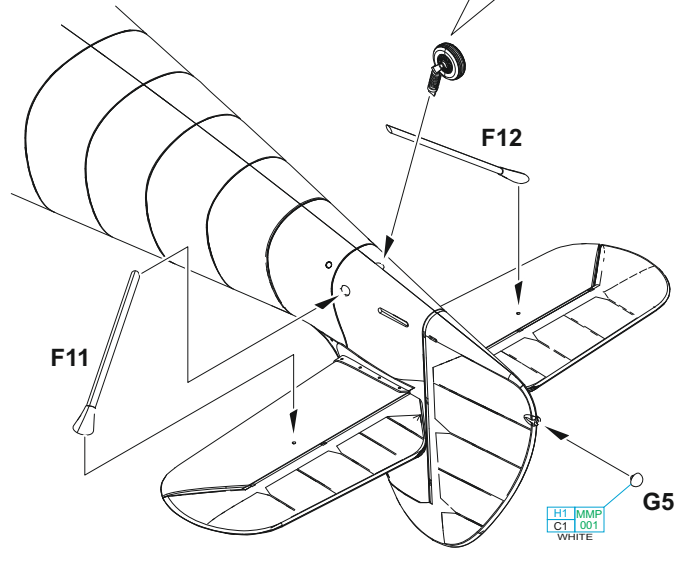
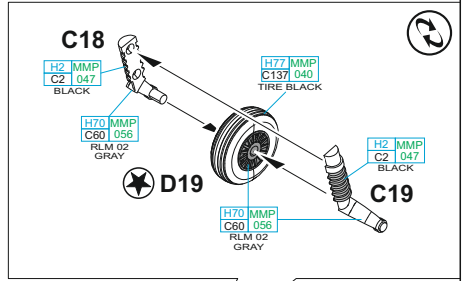
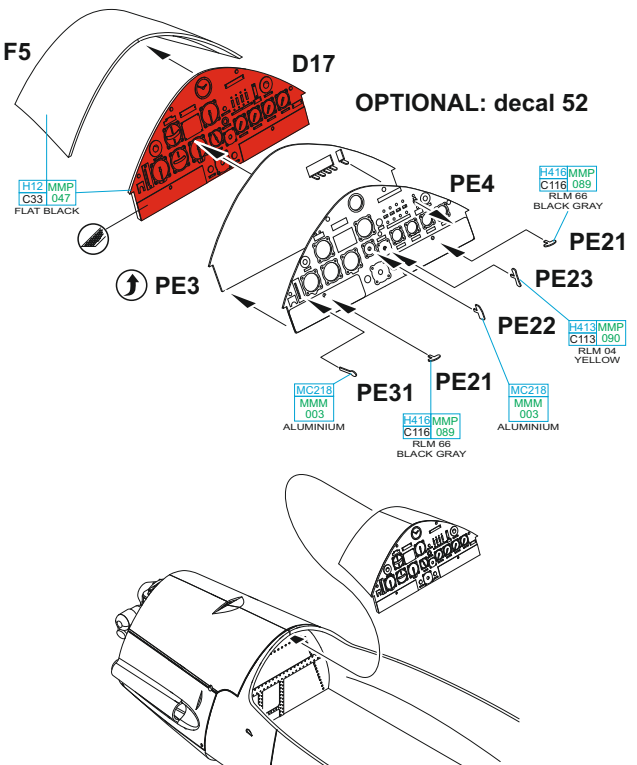
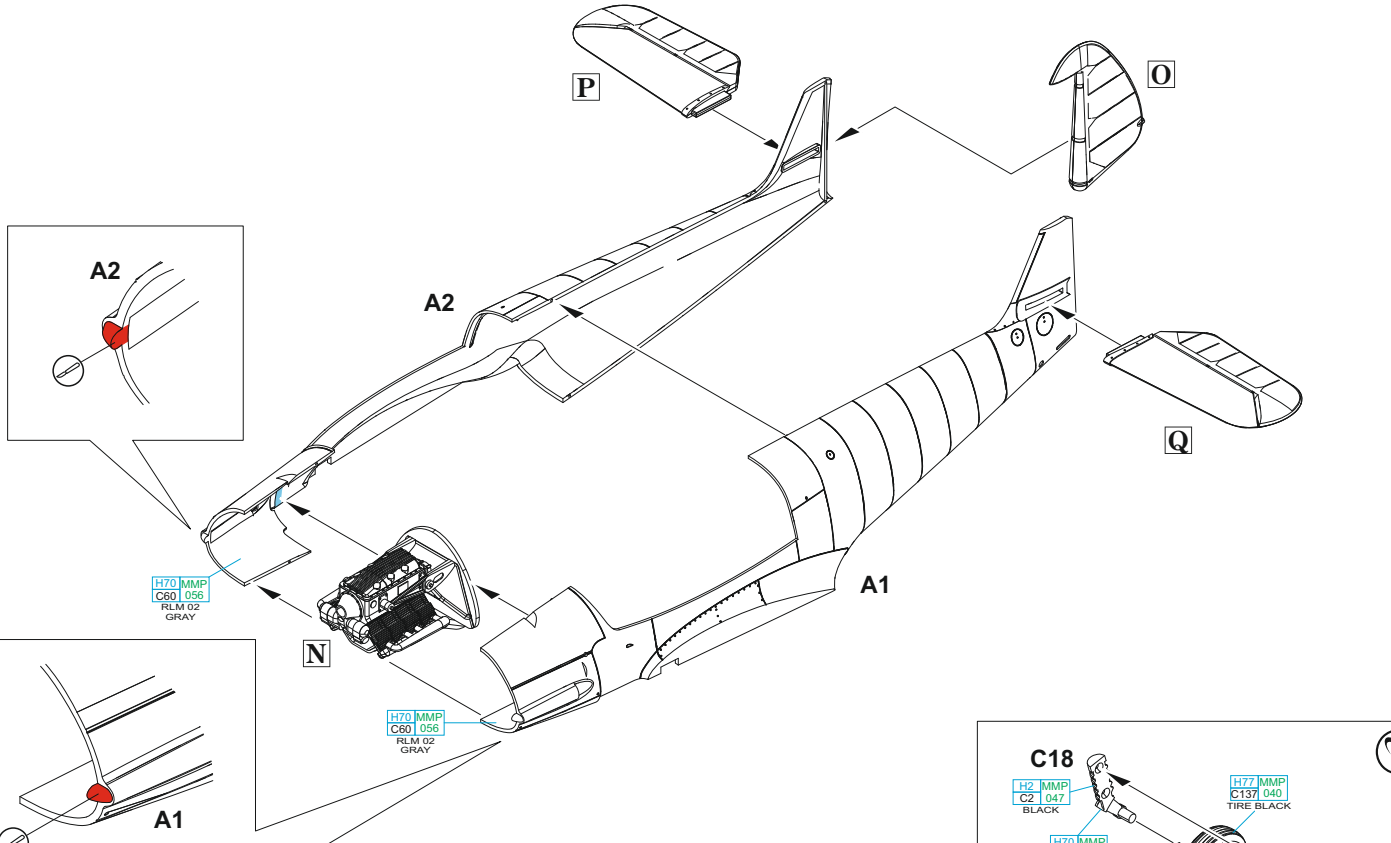
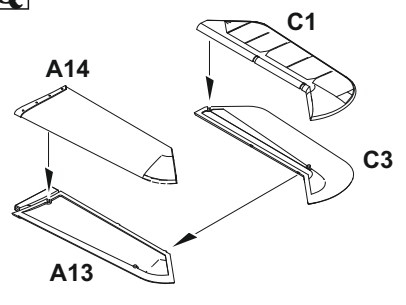
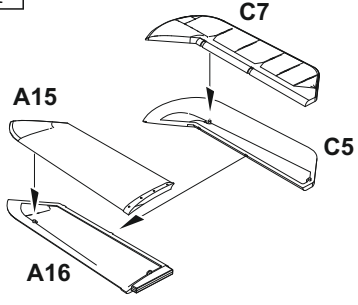
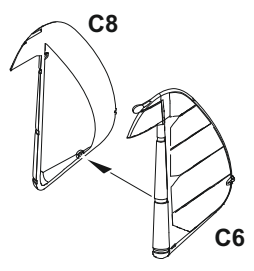
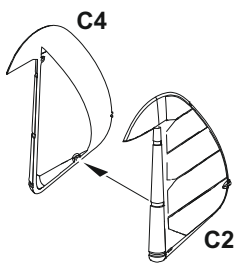


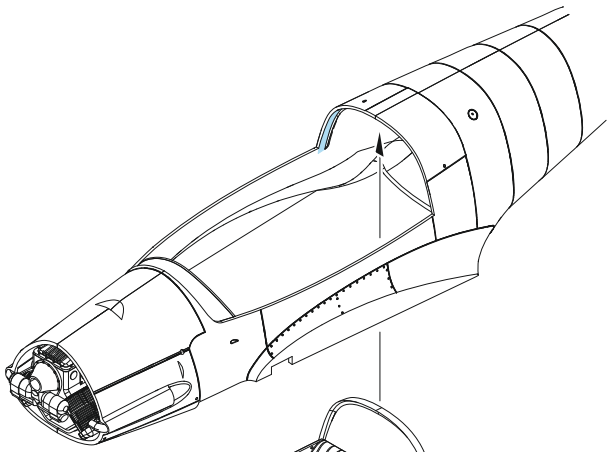
O MARKINGS B, C, D

MARKINGS A, E

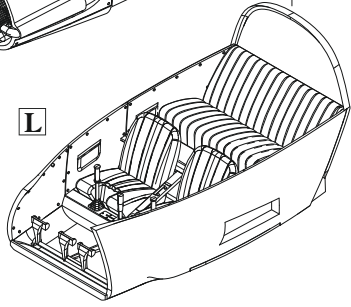
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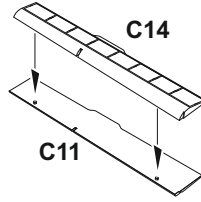




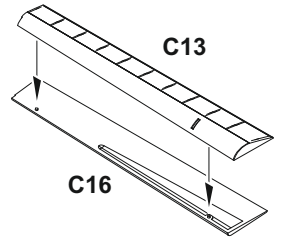
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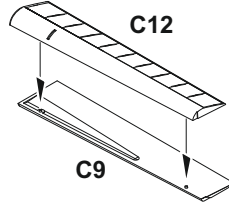
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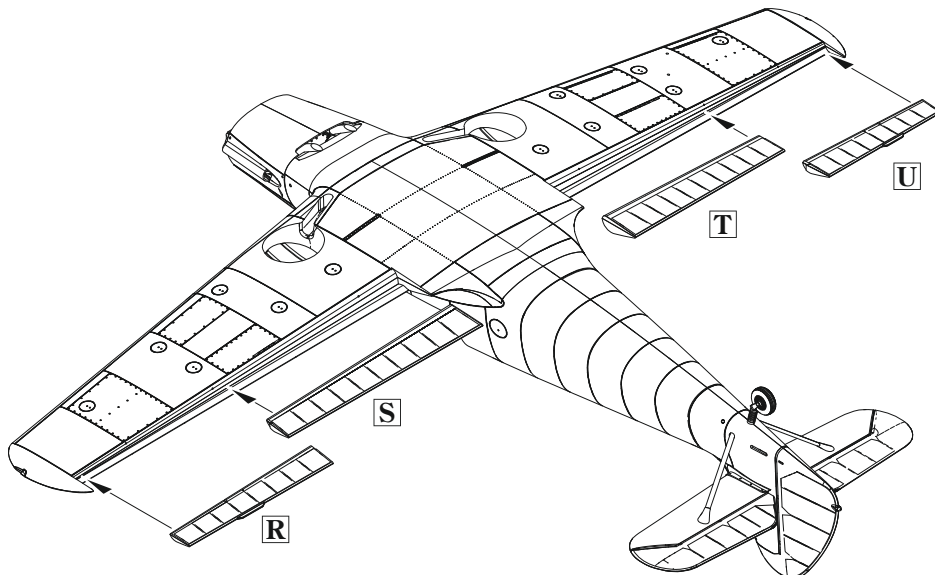
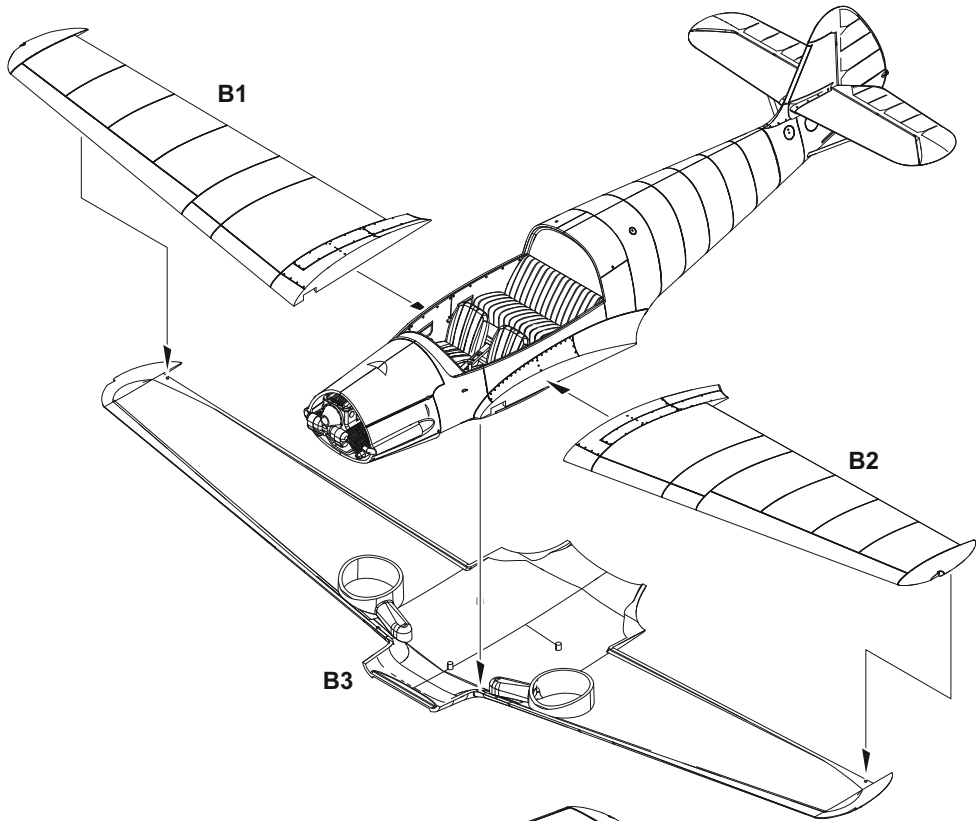
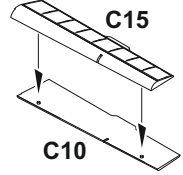
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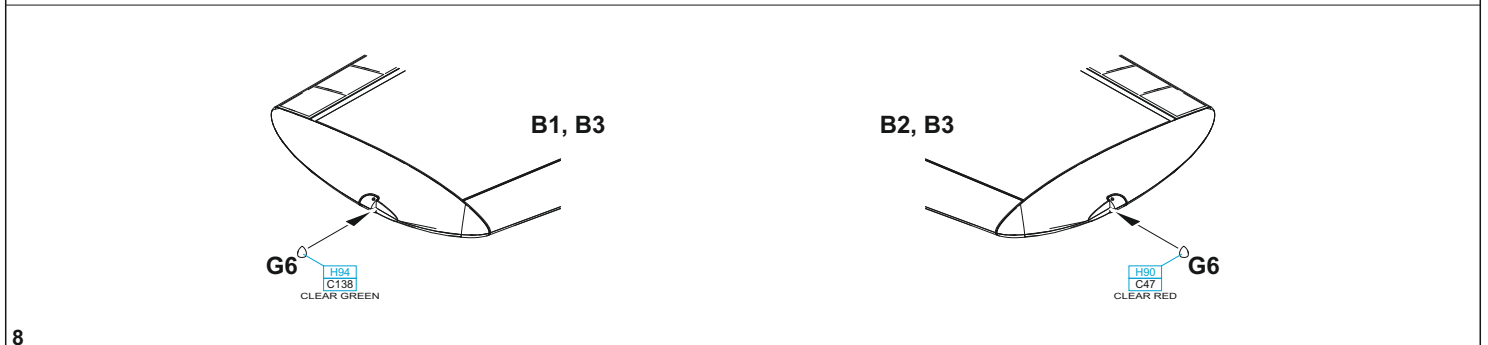
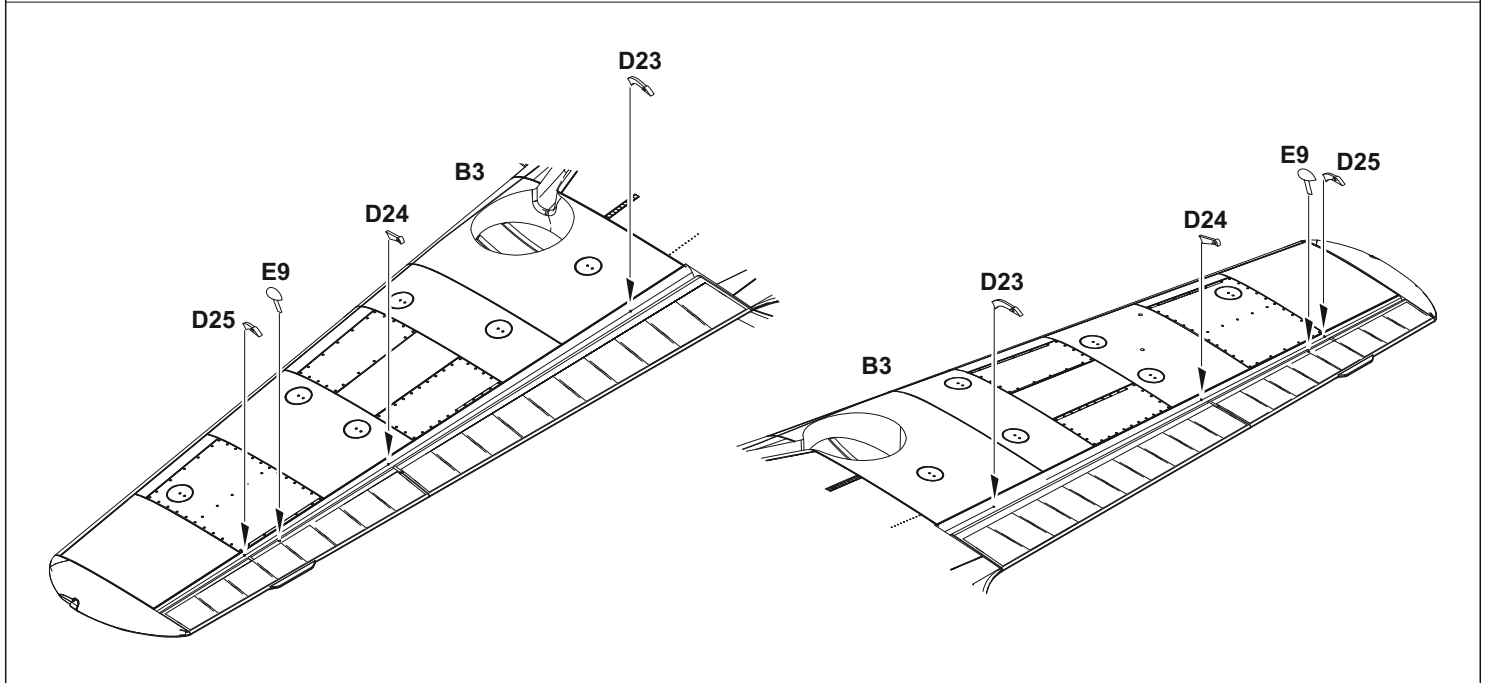
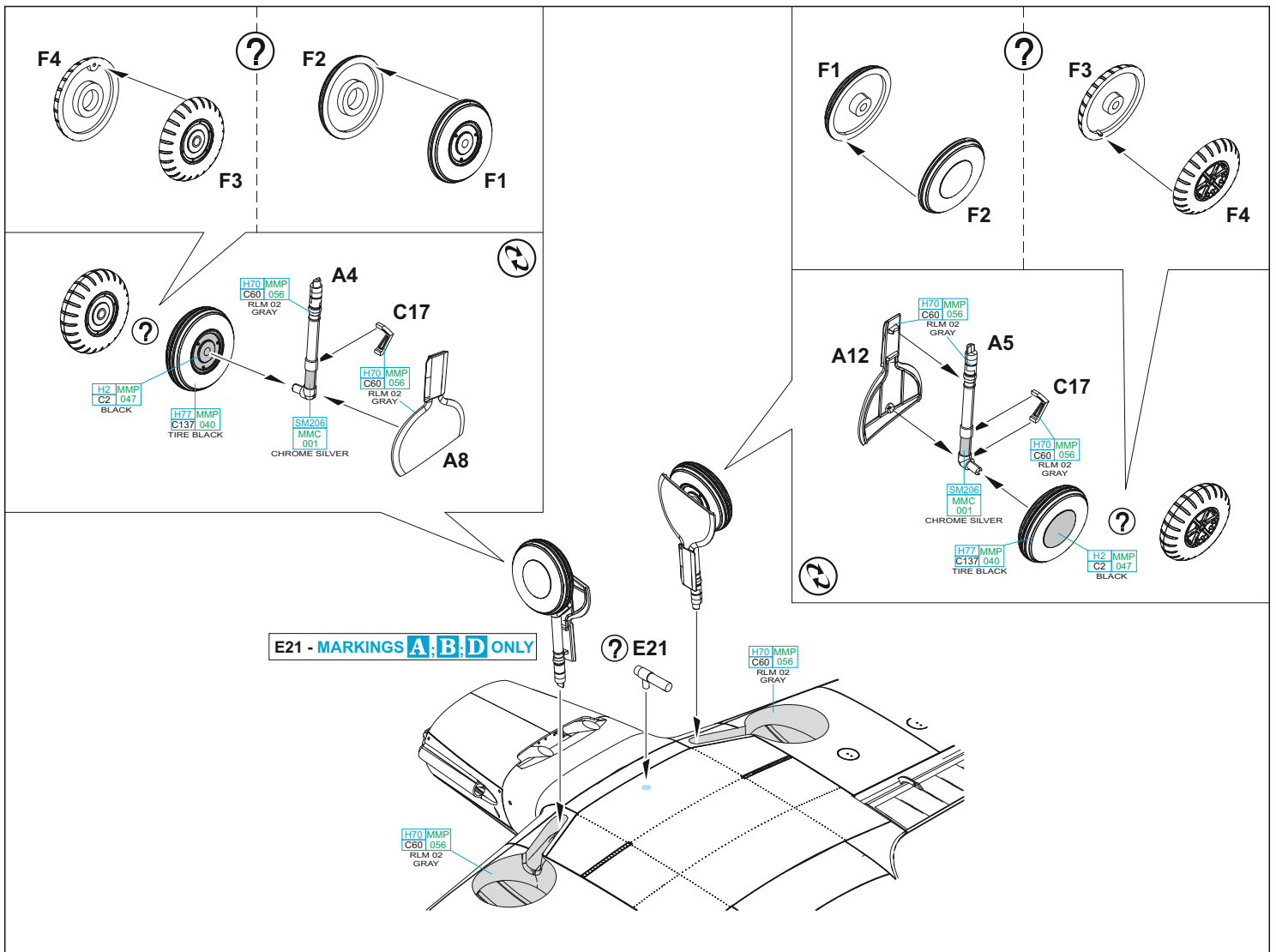


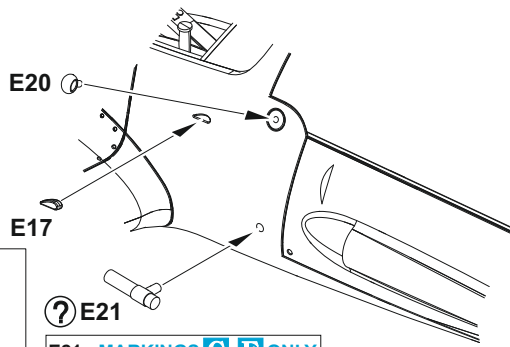
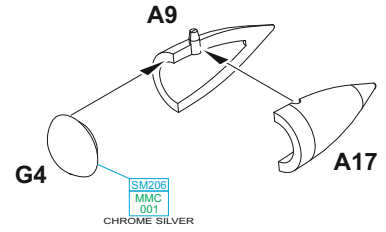
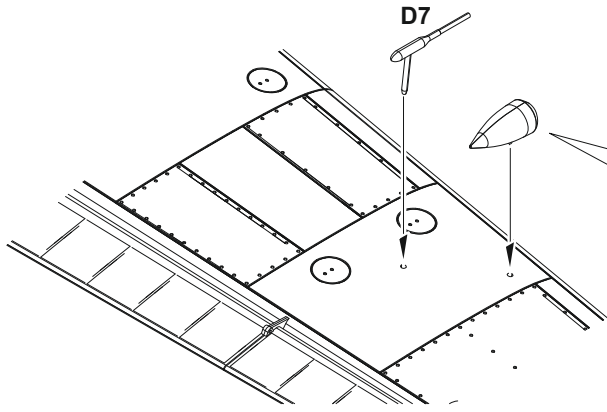
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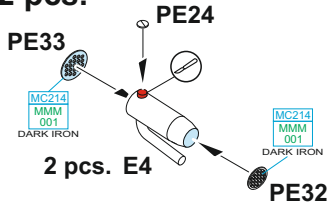
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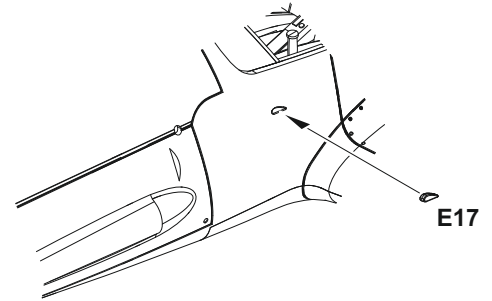


2 pcs.

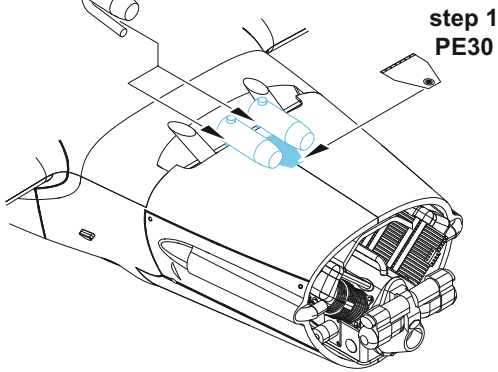


E21

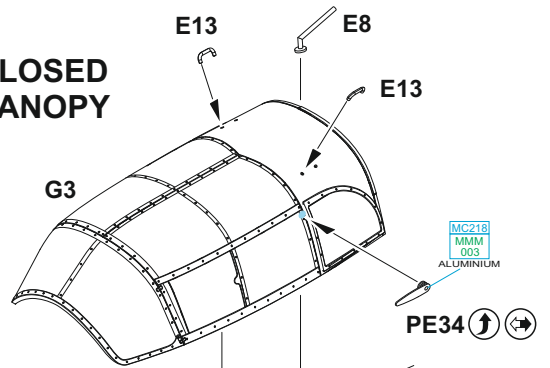
E21 - MARKINGS C; E ONLY



step 2



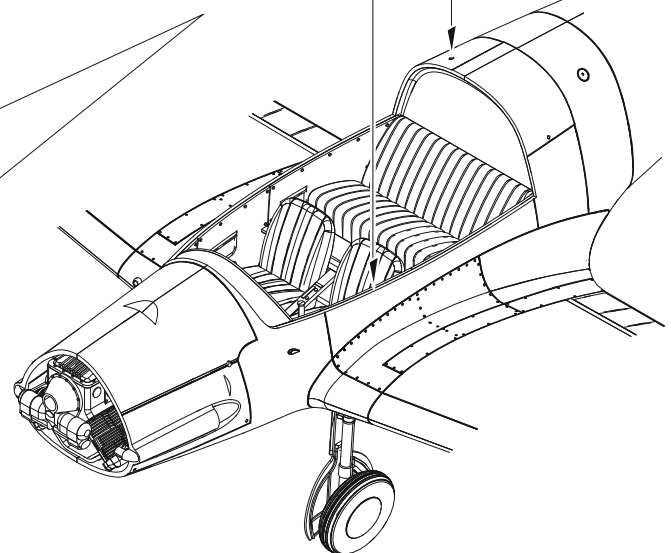
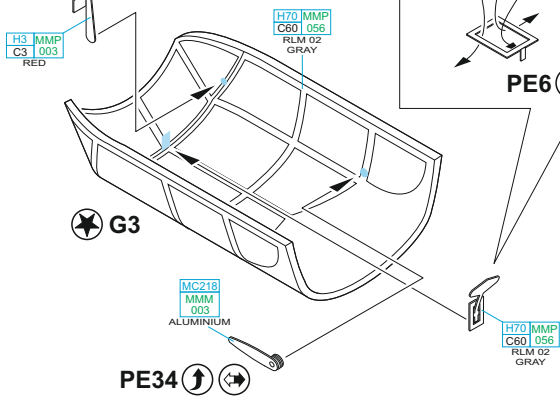
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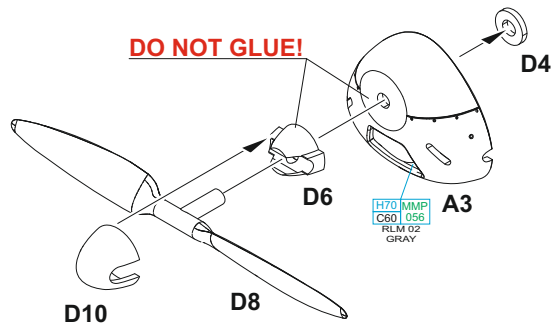
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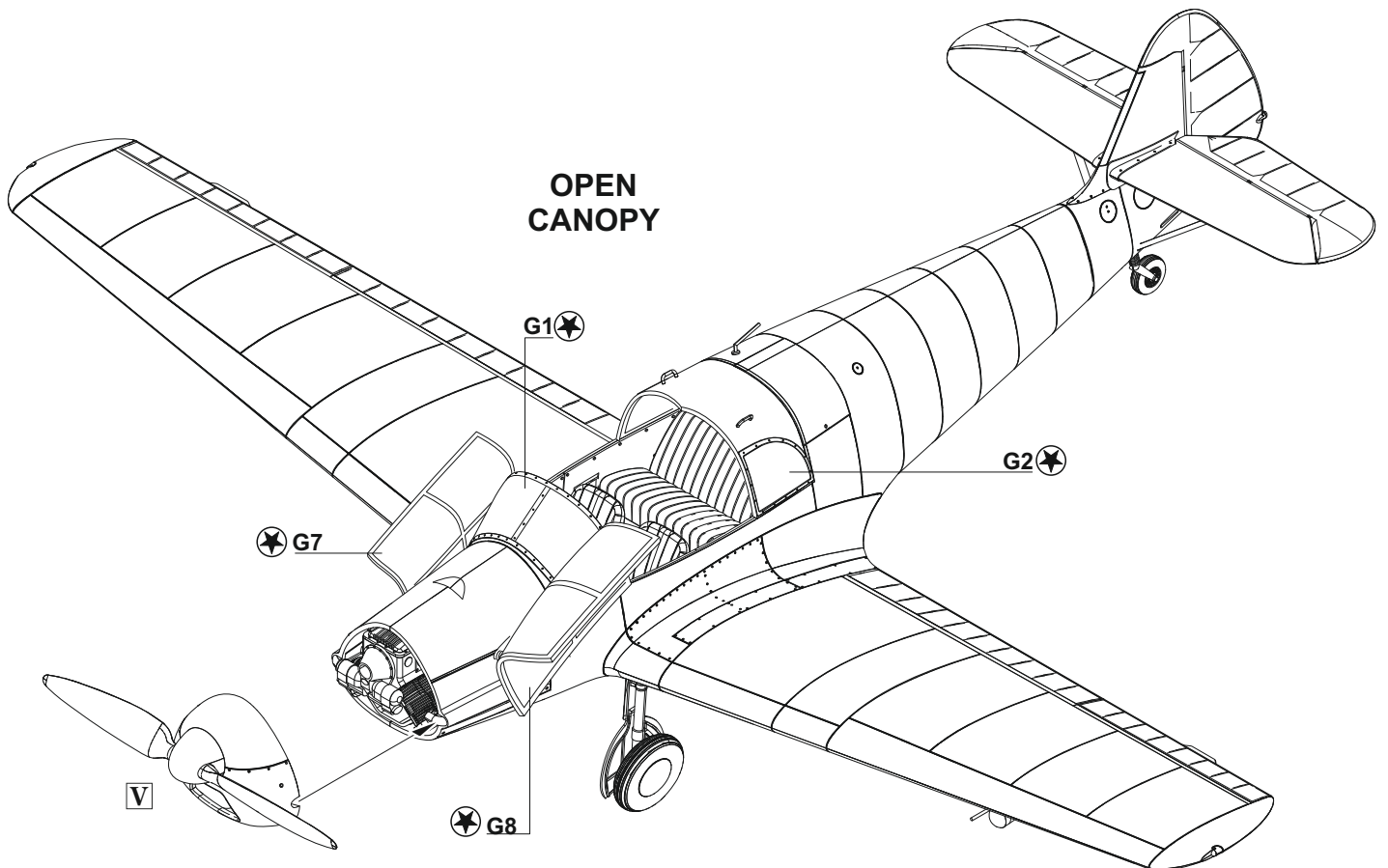
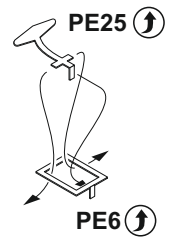
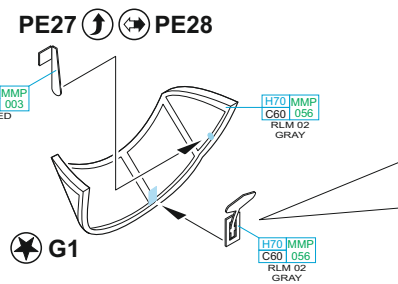
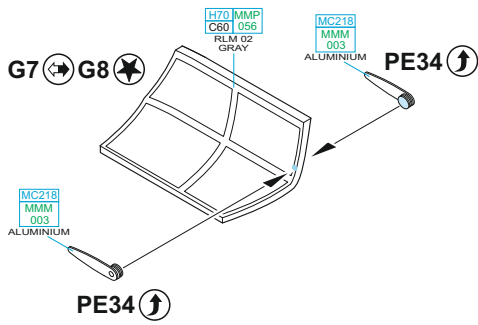
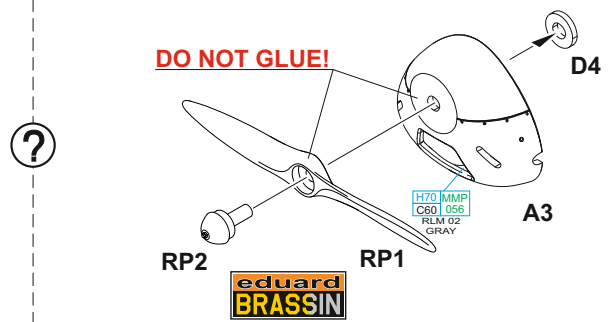
PE27 PE28

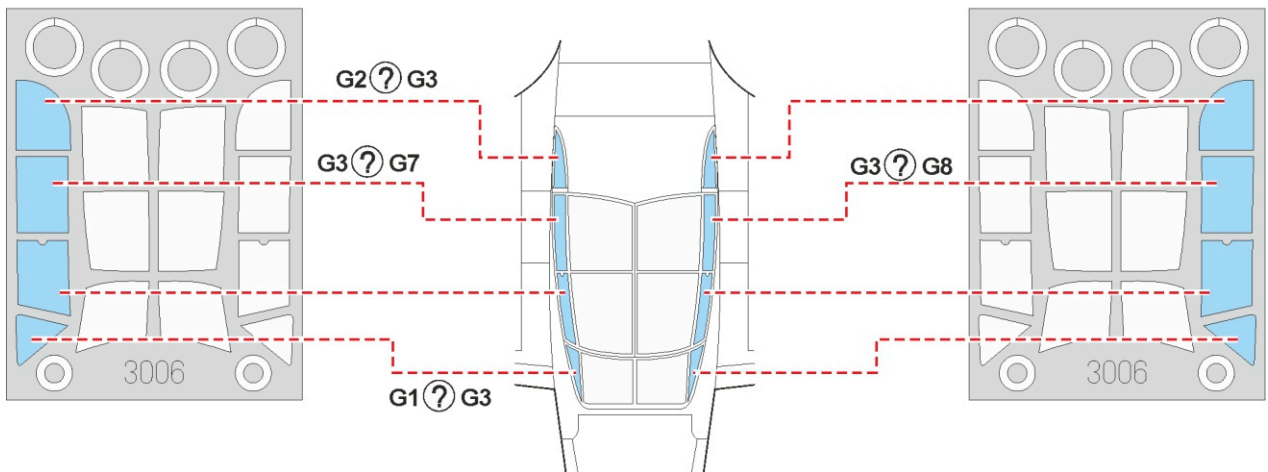
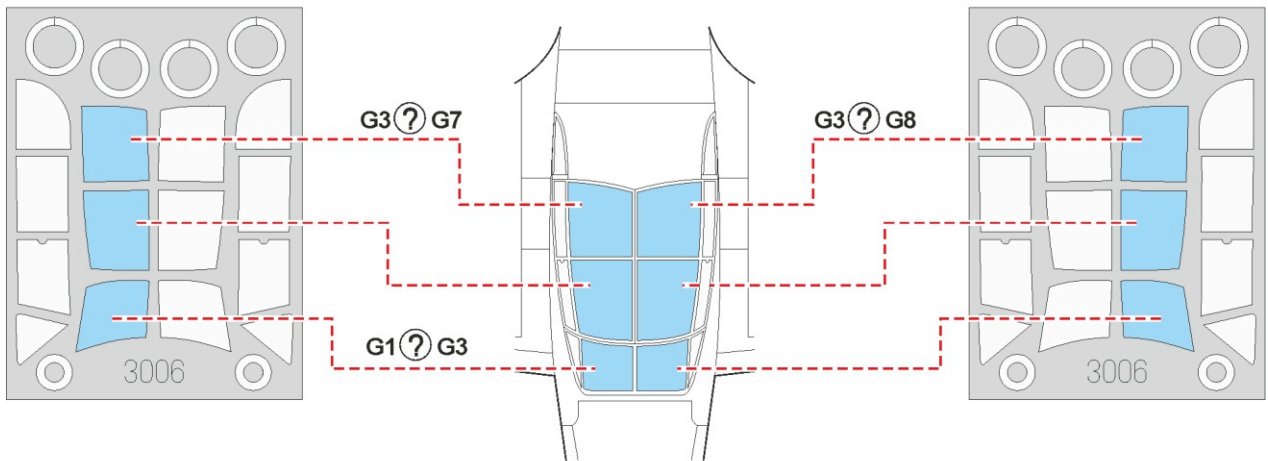
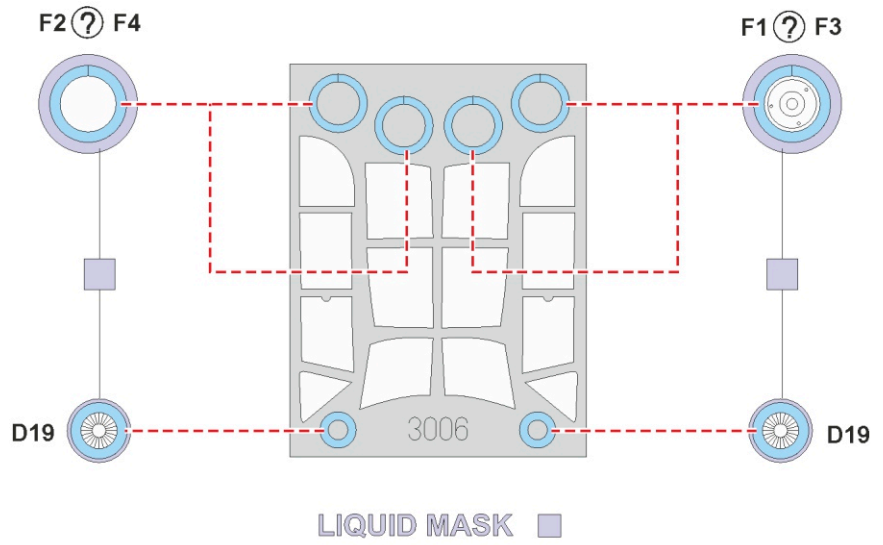
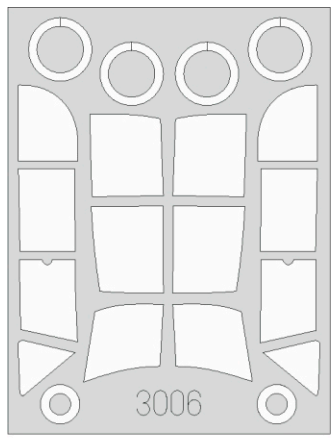


V MARKING A ONLY



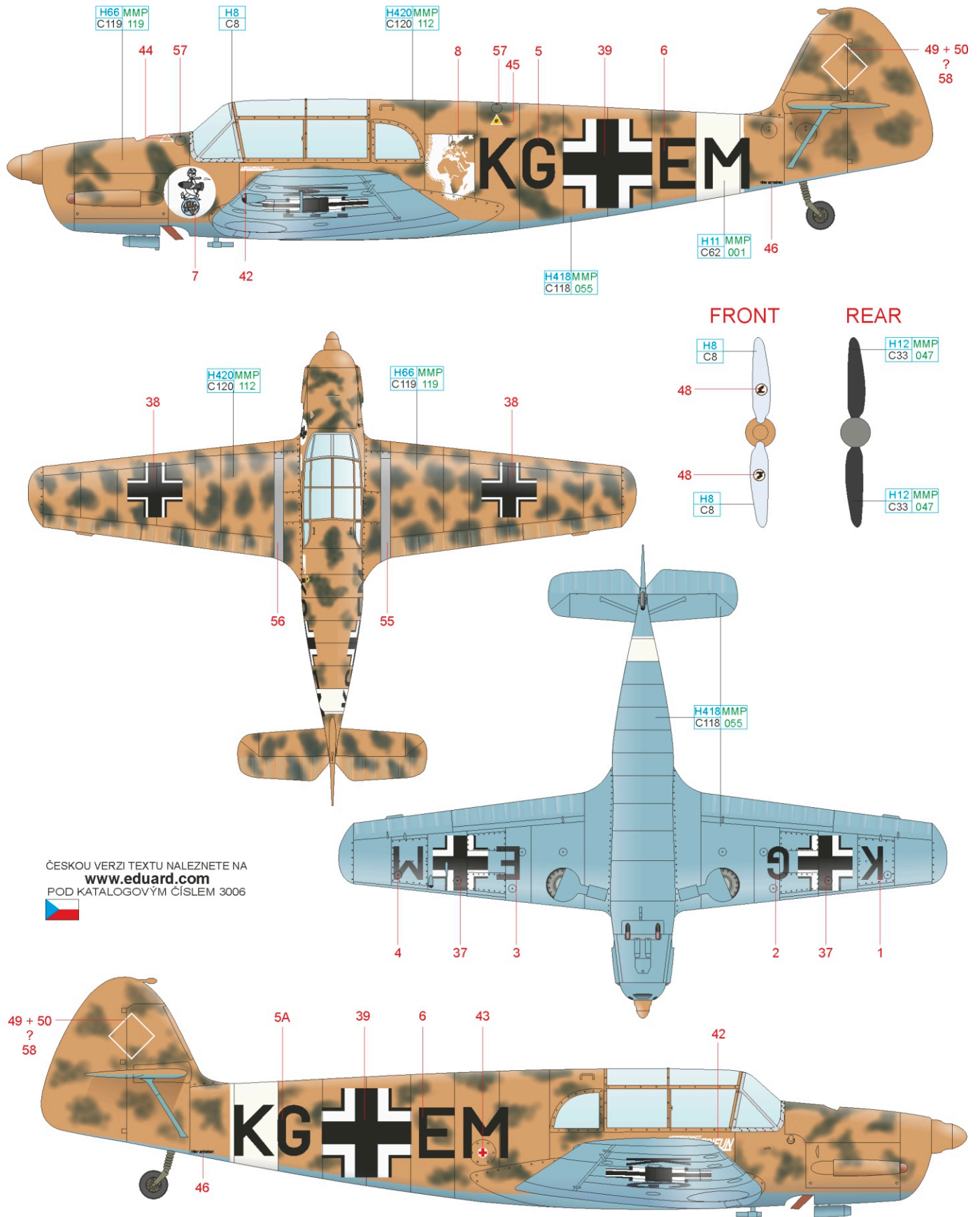
MARKINGS B; C; D; E ONLY





A Sonderkommando Blaich, Tripoli, Libya, January 1942

Sonderkommando Blaich, named for its Commander, Hptm. Theo Blaich, utilised the He 111 in Libya during 1942. This liaison aircraft was part of their fleet as well. Taifun KG+EM was modified for service in a tropical climate and also received a desert camouflage scheme comprised of sand with green spots on the upper surfaces. The most interesting operation undertaken by this unit was a successful bombing raid on an Allied fuel storage facility on January 22nd, 1942, in which a partial role also played by the depicted aircraft.



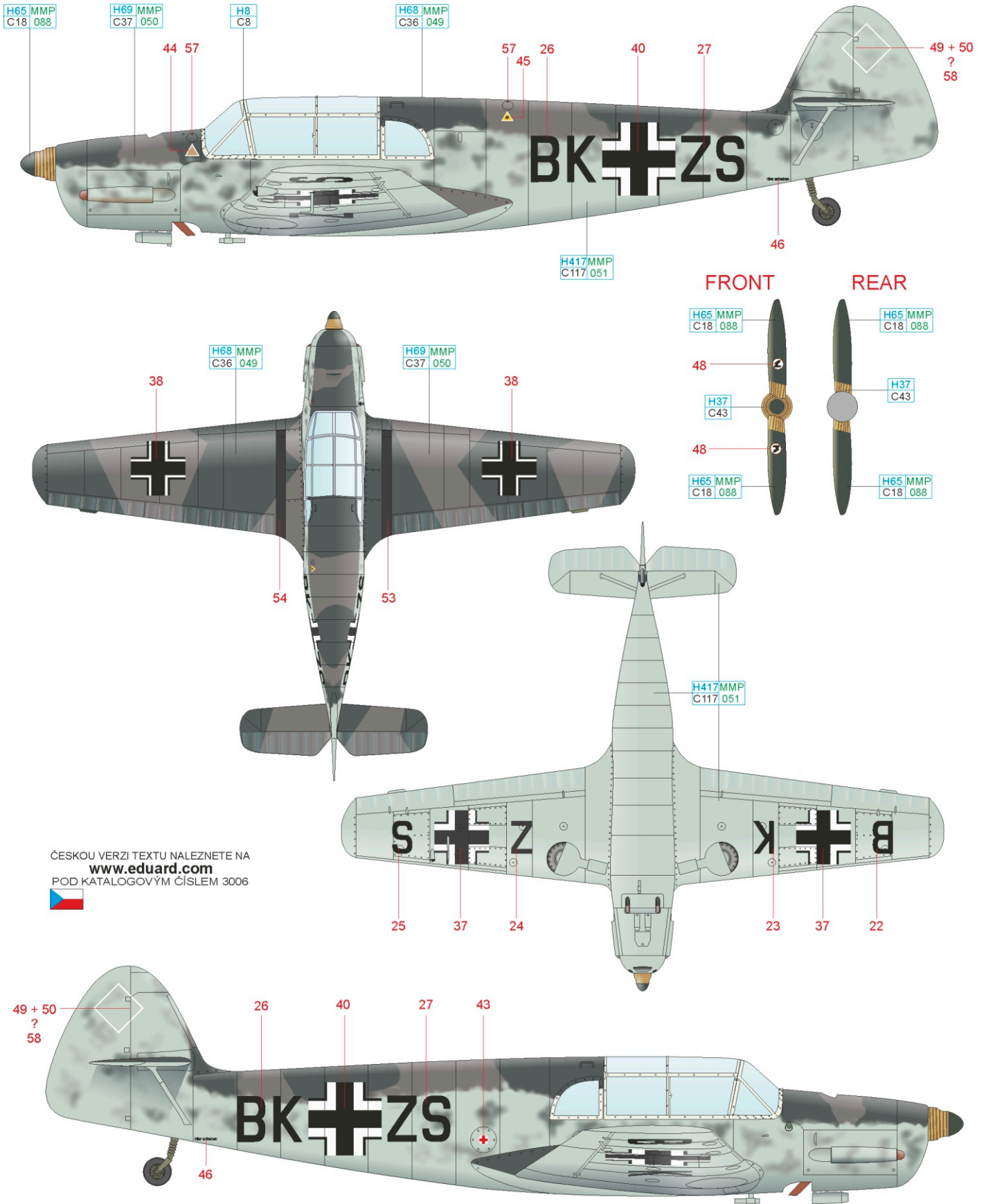
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BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	SILVER	H8 C8
RLM 79	H66 MMP C119 119	RLM 80	H420MMP C120 112	RLM 78	H418MMP C118 055

B Hungary, 1942 - 1944

This aircraft carried a very unusual camouflage scheme, made up of RLM 74, 75 and 76 shades reserved for fighters. This aircraft probably served in Hungary on the Eastern front. The code letters ZS were either oversprayed or scraped off.



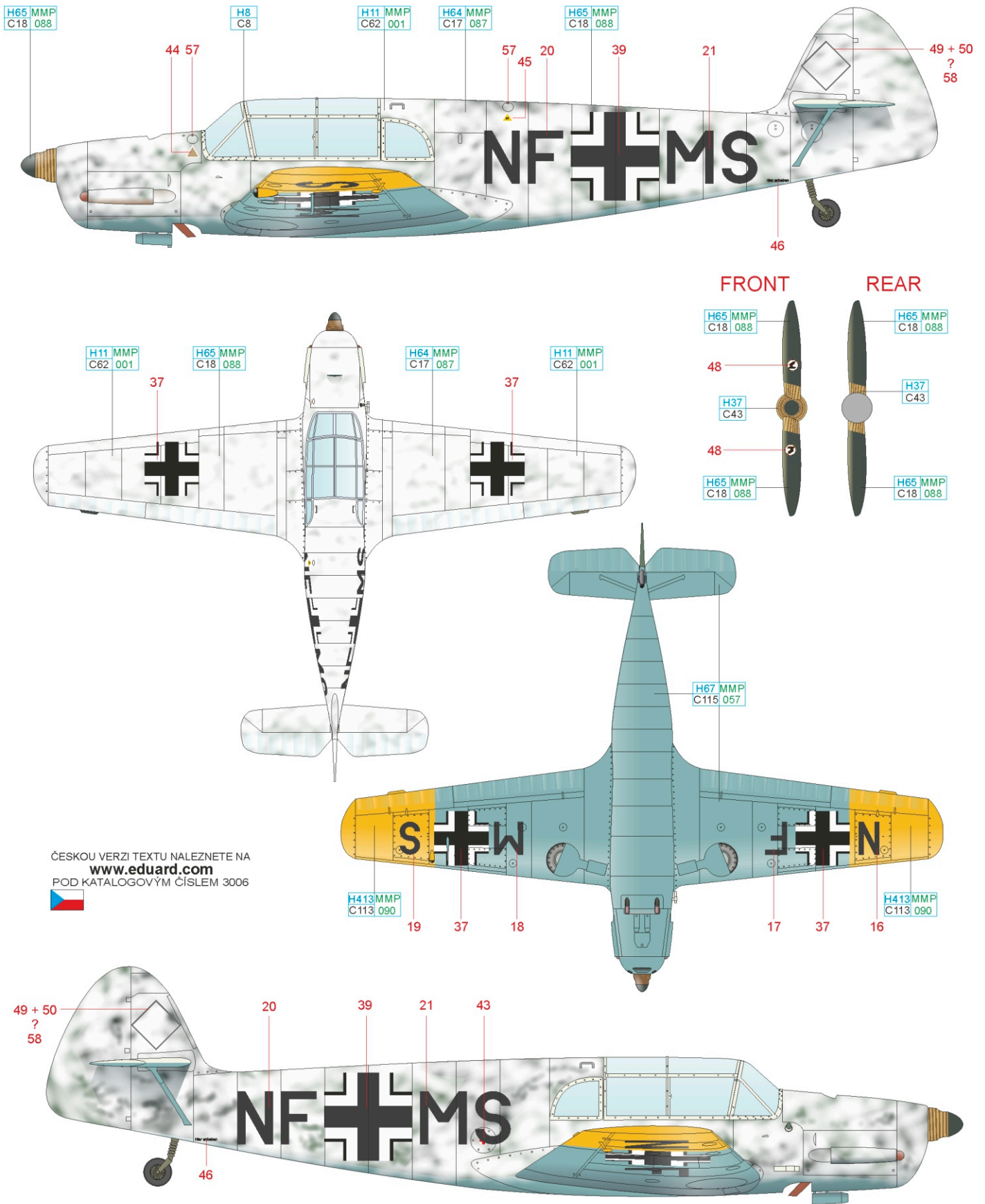
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RLM 70	H65 MMP C18 088	WOOD	H37 C43	SILVER	H8 C8
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417MMP C117 051

C Stab I./JG51, Soviet Union, Winter 1942 - 1943

The camouflage scheme here consisted of RLM 70 and 71 on the upper and RLM 65 on the lower surfaces. The upper surfaces were overpainted with white splotches and the white was sprayed over the outer sections of the national insignia.



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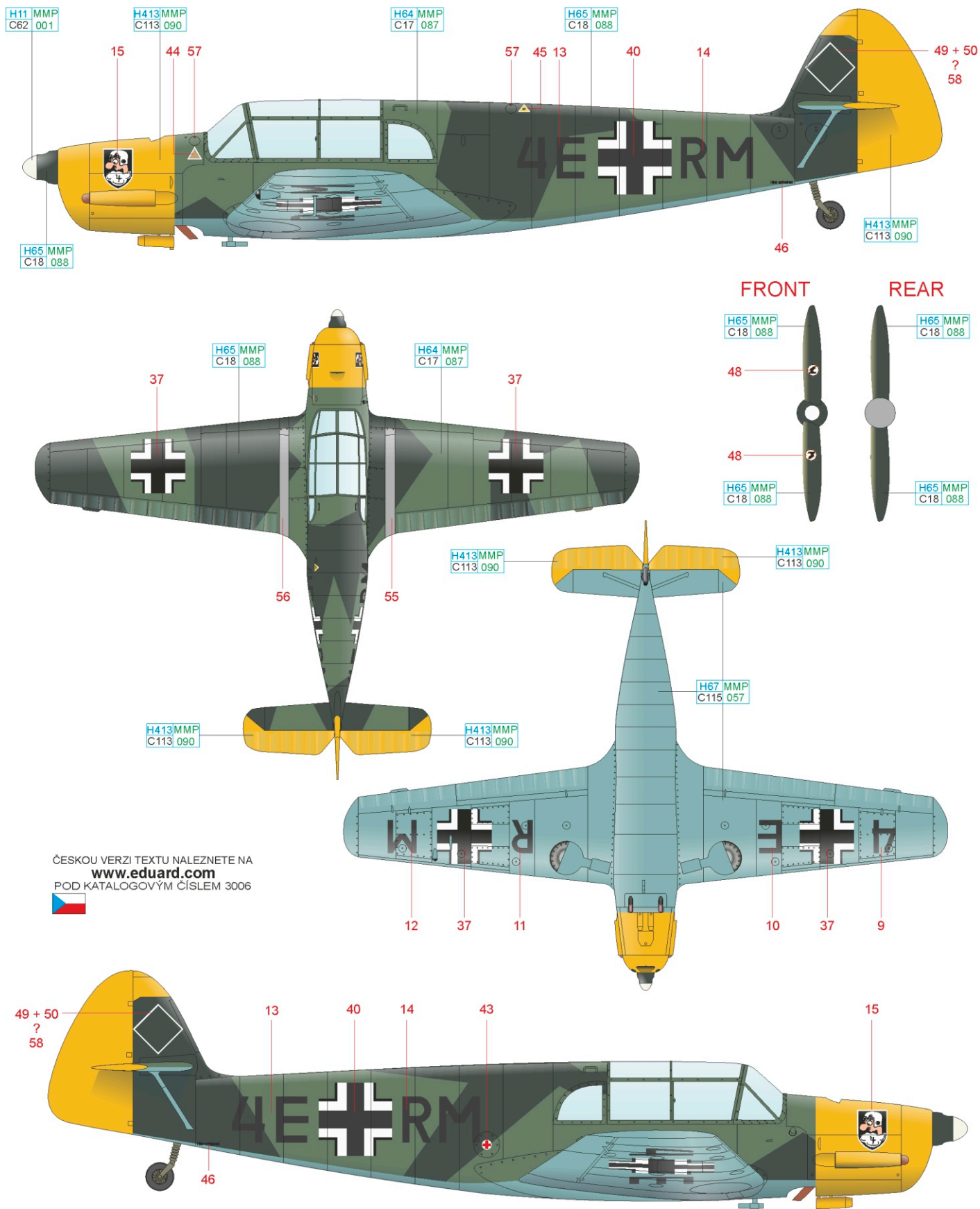
POD KATALOGOVÝM ČÍSLEM 3006



WHITE	H11 MMP C62 001	WOOD	H37 C43	SILVER	H8 C8
RLM 70	H65 MMP C18 088	RLM 71	H64 MMP C17 087	RLM 65	H67 MMP C115 057
				RLM 04	H413 MMP C113 090

D 4.(H)/Aufkl. Gr. 13, Romania, April 1940

A liaison plane belonging to 4.(H)/Aufkl. Gr. 13, shown as it appeared at one of the Luftwaffe's air fields in Romania in the fall of 1940. The plane carried, besides a standard camouflage scheme consisting of RLM 70/71 on the upper surfaces and RLM 65 on the undersides of the wings, fresh theatre markings designated for the Balkan campaign – a yellow nose and tail control surfaces. The 4.(H)/Aufkl. Gr. 13 marking was painted on the nose of the plane and it also had a somewhat non-standard shape to the letters in the codes.



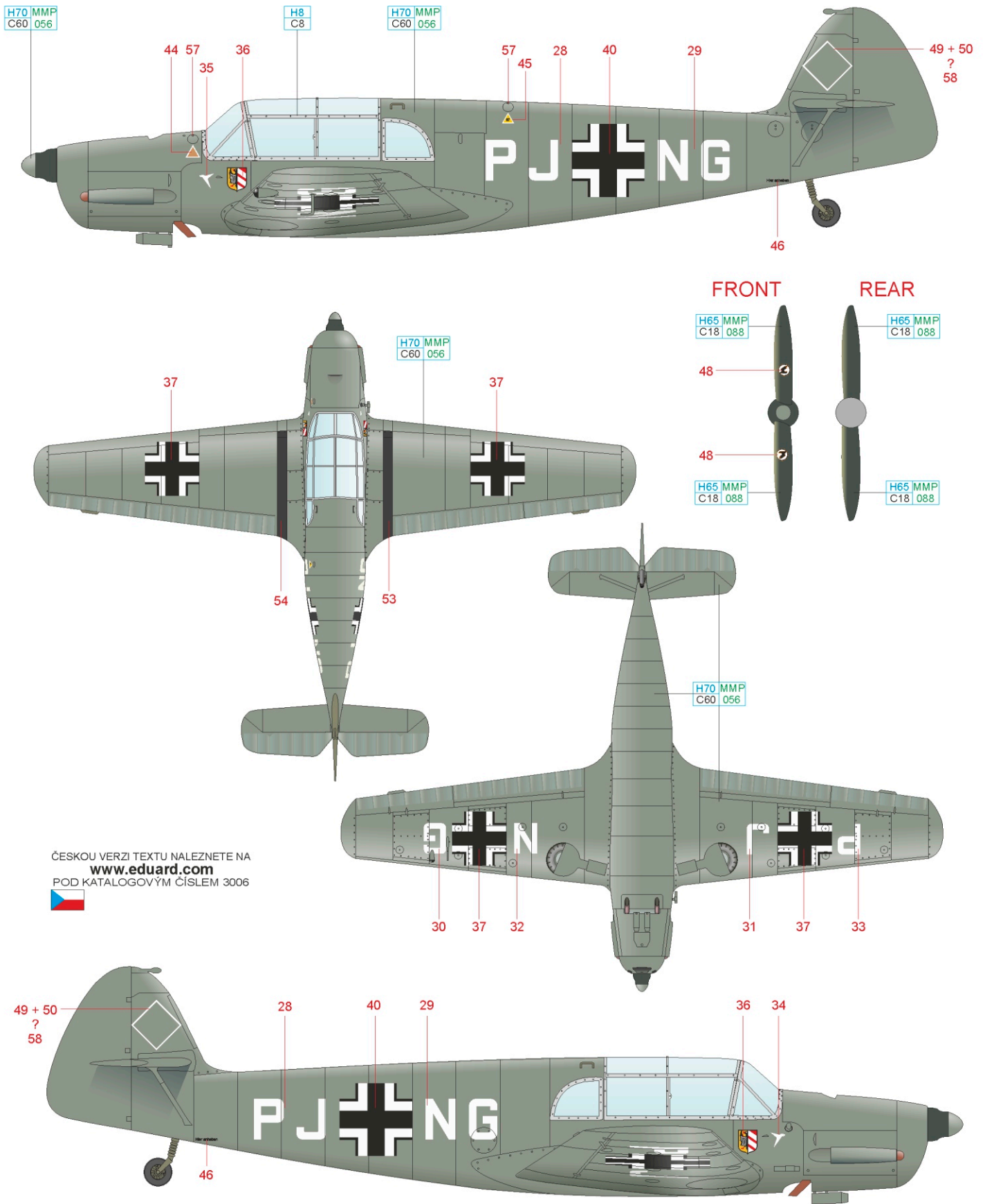
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WHITE	H11 MMP C62 001				
RLM 70	H65 MMP C18 088	RLM 71	H64 MMP C17 087	RLM 65	H67 MMP C115 057
				RLM 04	H413 MMP C113 090

E I./JG 54, France, June/ July 1940

This Taifun, flown by I. Gruppe JG 54 in the summer of 1940 from occupied France, was sprayed RLM02 on all surfaces. The unit marking was carried below the windscreen, and was a derivative of the Nuremberg Coat of Arms, the city near to which the fighter Gruppe was based before the war.



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WOOD	H37 C43				
RLM 02	H70 MMP C60 056	RLM 70	H65 MMP C18 088	SILVER	H8 C8