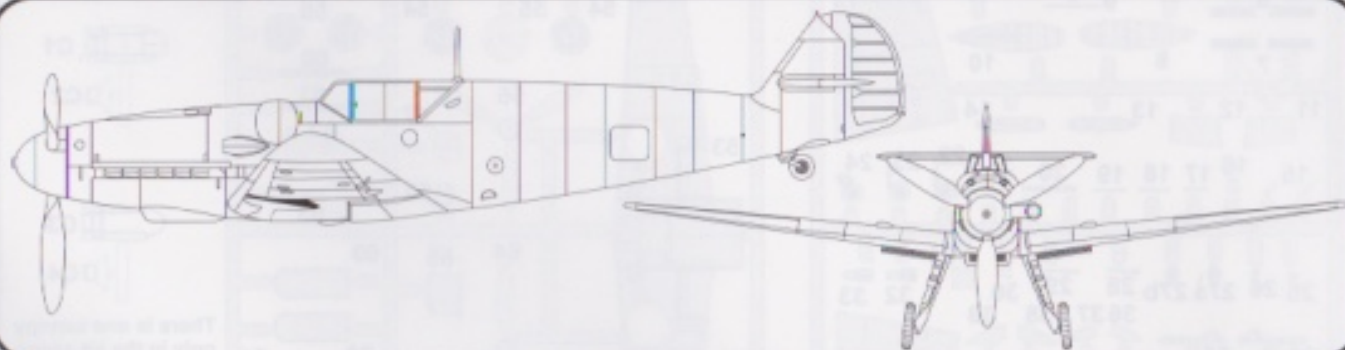


Messerschmitt Bf-109

variants G5/G6/G8/G14



Historie

Messerschmitt Bf 109, často nazývaný Me 109 (většinou spojeneckými piloty a posádkami), byl německý stíhací letoun z období II. světové války zkonstruovaný Willy Messerschmittem a Robert Lusserem v pol. 30.let minulého století. Byl to jeden z prvních skutečně moderních stíhacích strojů své doby, vyznačující se celokovovou skořepinovou konstrukcí, uzavřenou kabinou, zatahovacím podvozkem. Byl poháněn kapalinou chlazeným 12ti válcovým invertním motorem. Poprvé byly Bf 109 operačně nasazeny během španělské občanské války, a byl stále v provozu až do úsvitu proudového věku na konci druhé světové války. Koncem roku 1941 byl Bf 109 postupně nahrazován Focke-Wulfem Fw 190. Původním určením byl přepadový stíhač, později byly vyvinuty různé nové verze, které sloužily jako doprovod bombardérů, stíhací bombardér, denní a noční stíhač pro každé počasí a jako bitevní a průzkumný letoun. Byl dodáván a používán několika státy během druhé světové války a sloužil ještě mnoho let po ní. Bf 109 byl nepočteněji vyráběným stíhacím letounem v historii a celkem bylo vyrobeno 33.984 letounů od roku 1936 až do dubna 1945. Na Bf 109 létali tři největší stíhací esa druhé světové války, kteří dosáhli 928 vítězství především na východní frontě. Na Bf 109 létal také Hans-Joachim Marseille, což je největší německé eso v severoafrické tažení. Létali na něm také někteří další esa spojenců Německa např. Finn Ilmari Juuttilainen s 58 vítězstvími, piloti z Itálie, Rumunska, Chorvatska, Bulharska, Slovenska a Maďarska. Díky neustálému vývoji Bf 109 dokázal držet krok s nejnovějšími spojeneckými stíhacími letouny až do konce II.světové války.

History in brief

The Messerschmitt Bf 109, often called Me 109 (most often by Allied pilots and aircrew), was a German World War II fighter aircraft designed by Willy Messerschmitt and Robert Lusser during the early to mid-1930s. It was one of the first truly modern fighters of the era, including such features as all-metal monocoque construction, a closed canopy, a retractable landing gear, and was powered by a liquid-cooled, inverted-V12 aero engine.

The Bf 109 first saw operational service during the Spanish Civil War and was still in service at the dawn of the jet age at the end of World War II, during which time it was the backbone of the Luftwaffe's fighter force. From the end of 1941 the Bf 109 was supplemented by the Focke-Wulf Fw 190. Originally conceived as an interceptor, later models were developed to fulfill multiple tasks, serving as bomber escort, fighter-bomber, day-, night-, all-weather fighter, ground-attack aircraft, and as reconnaissance aircraft. It was supplied to and operated by several states during World War II, and served with several countries for many years after the war. The Bf 109 was the most produced fighter aircraft in history, with a total of 33,984 airframes produced from 1936 up to April 1945.

The Bf 109 was flown by the three top-scoring German fighter aces of World War II, who claimed 928 victories among them while flying with Jagdgeschwader 52, mainly on the Eastern Front, as well as by Hans-Joachim Marseille, the highest scoring German ace in the North African Campaign. It was also flown by several other aces from Germany's allies, notably Finn Ilmari Juuttilainen, the highest scoring non-German ace on the type with 58 victories flying the Bf 109G, and pilots from Italy, Romania, Croatia, Bulgaria and Hungary. Through constant development, the Bf 109 remained competitive with the latest Allied fighter aircraft until the end of the war.

Symbols



Open hole



Cyanoacrylate



Remove



Reduce



To make new



Option



To bend



Putty

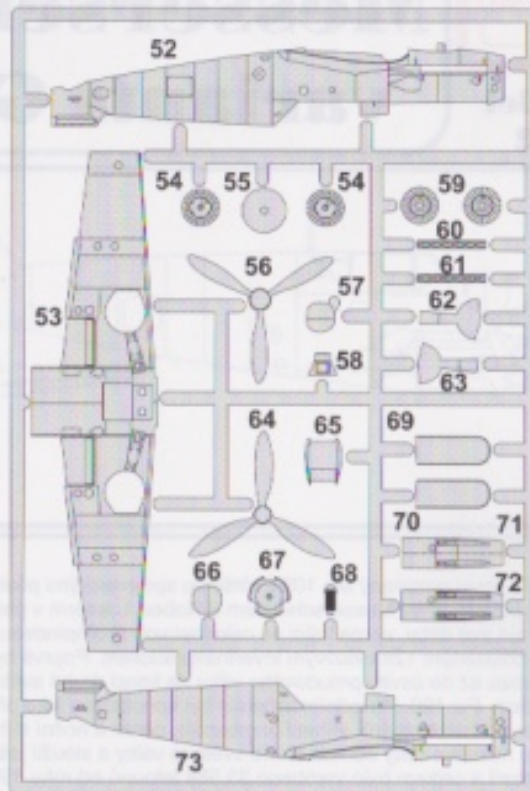
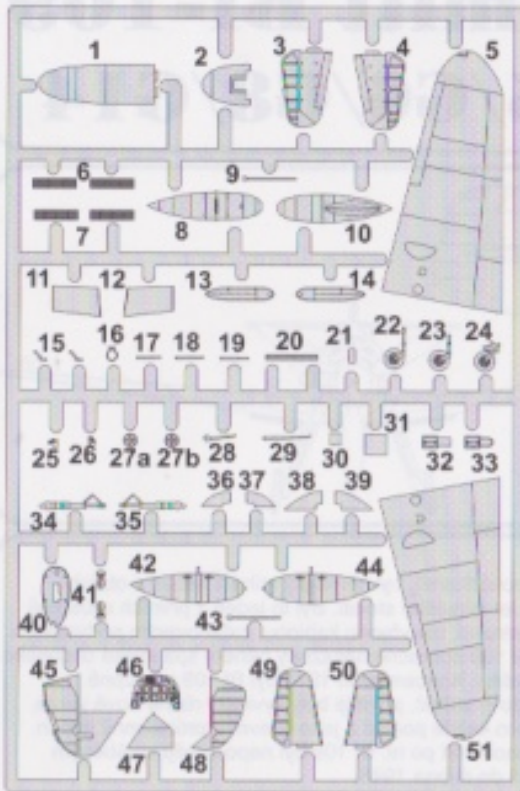
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|----------|-------------------|---------|----------|------------------|---------|
| A | RLM 22 Black | H33 | G | Aluminium | H56 |
| B | RLM 21 White | H34 | H | RAL 01 Silver | H11 |
| C | RLM 02 Grey | H79 | I | RLM 24 Blue | H25 |
| D | Gunmetal | H53 | J | RLM 23 Red | H60 |
| E | RLM 70 BlackGreen | H91 | K | RLM 66 BlackGrey | H32 |
| F | RLM 04 Yellow | H21 | L | RLM 26 Brown | H113 |

References:

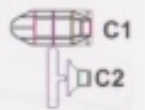
Drawings:

The last of the Eagles/J.R.Beaman JR.
Bf 109 in action part.2
Bf 109G/K Kagero
Aero detail 5 Bf 109G
Suomen Ilmailuhistoriallinen Lehti
internet

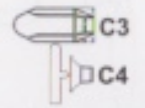
Plastic parts



Clear parts

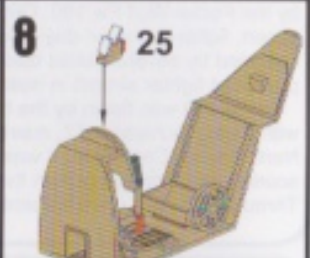
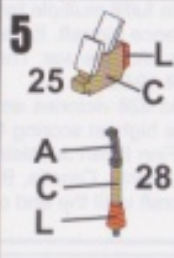
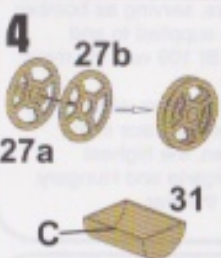
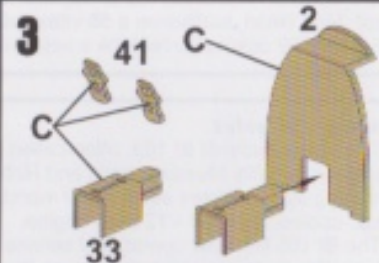
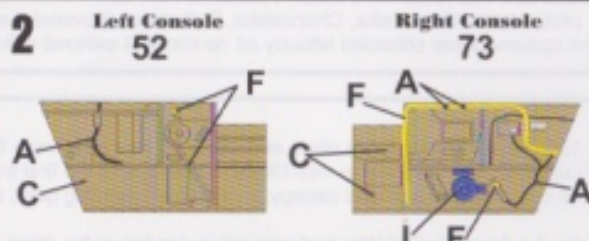
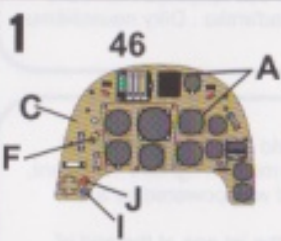


C2

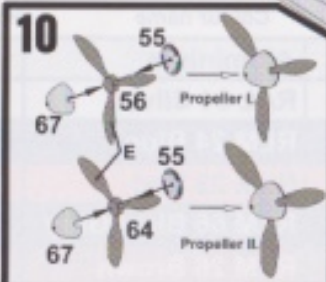
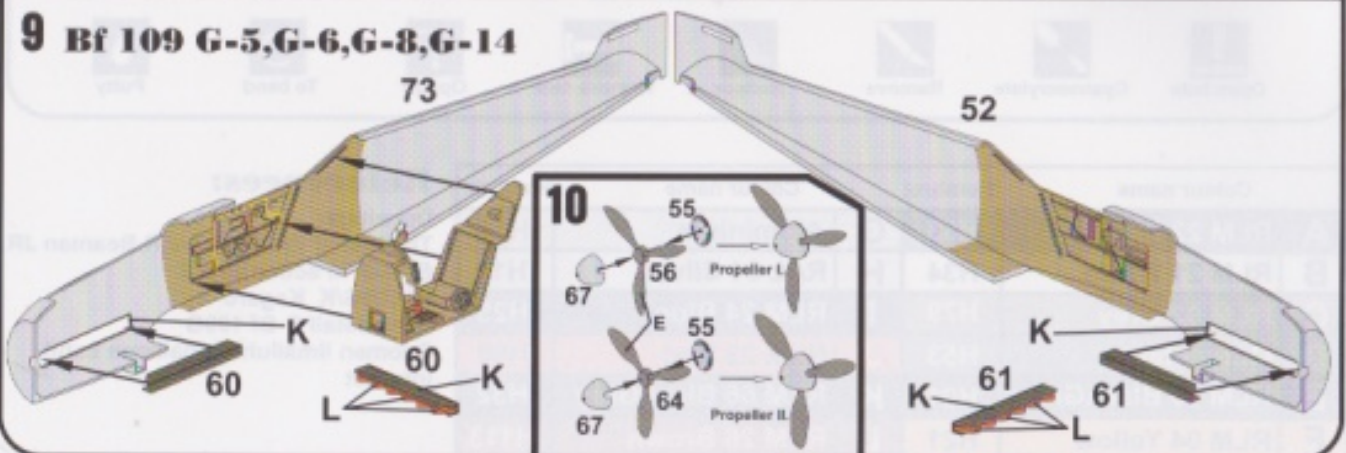


C4

There is one canopy only in the kit according to the version



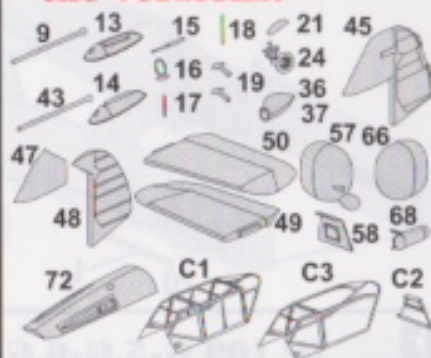
9 Bf 109 G-5, G-6, G-8, G-14



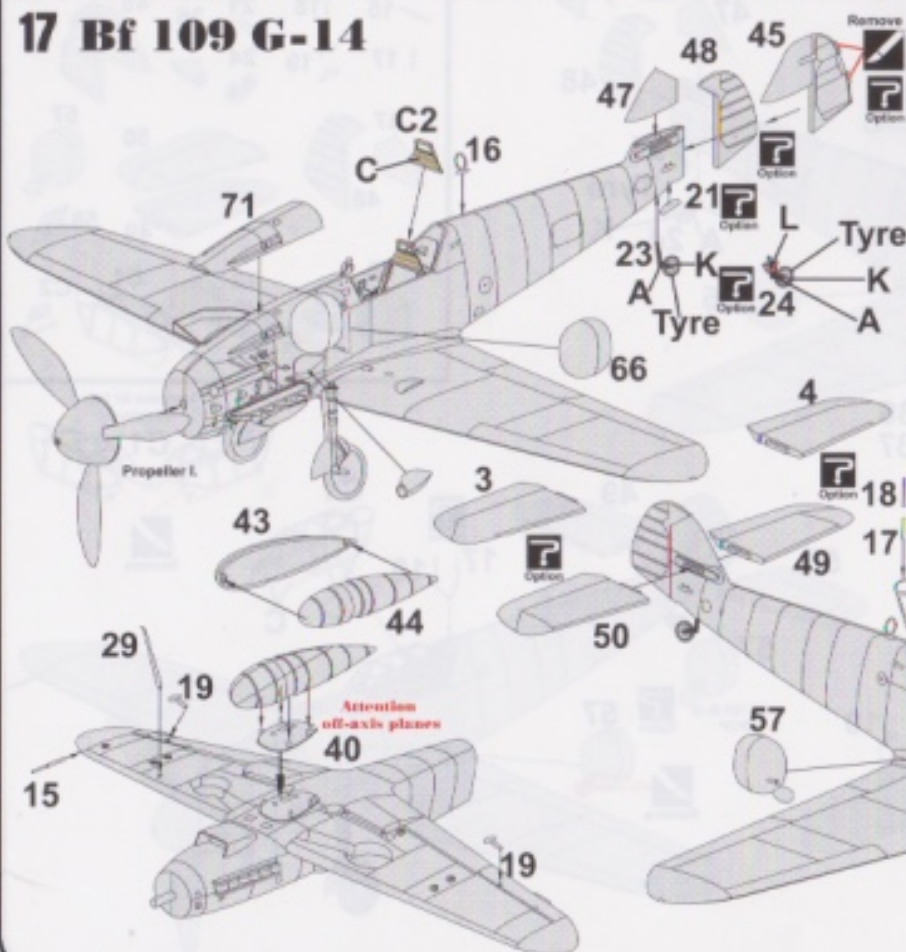
16 Bf 109 G-6, G-6/TROP + G-8



The list of parts for the versions:



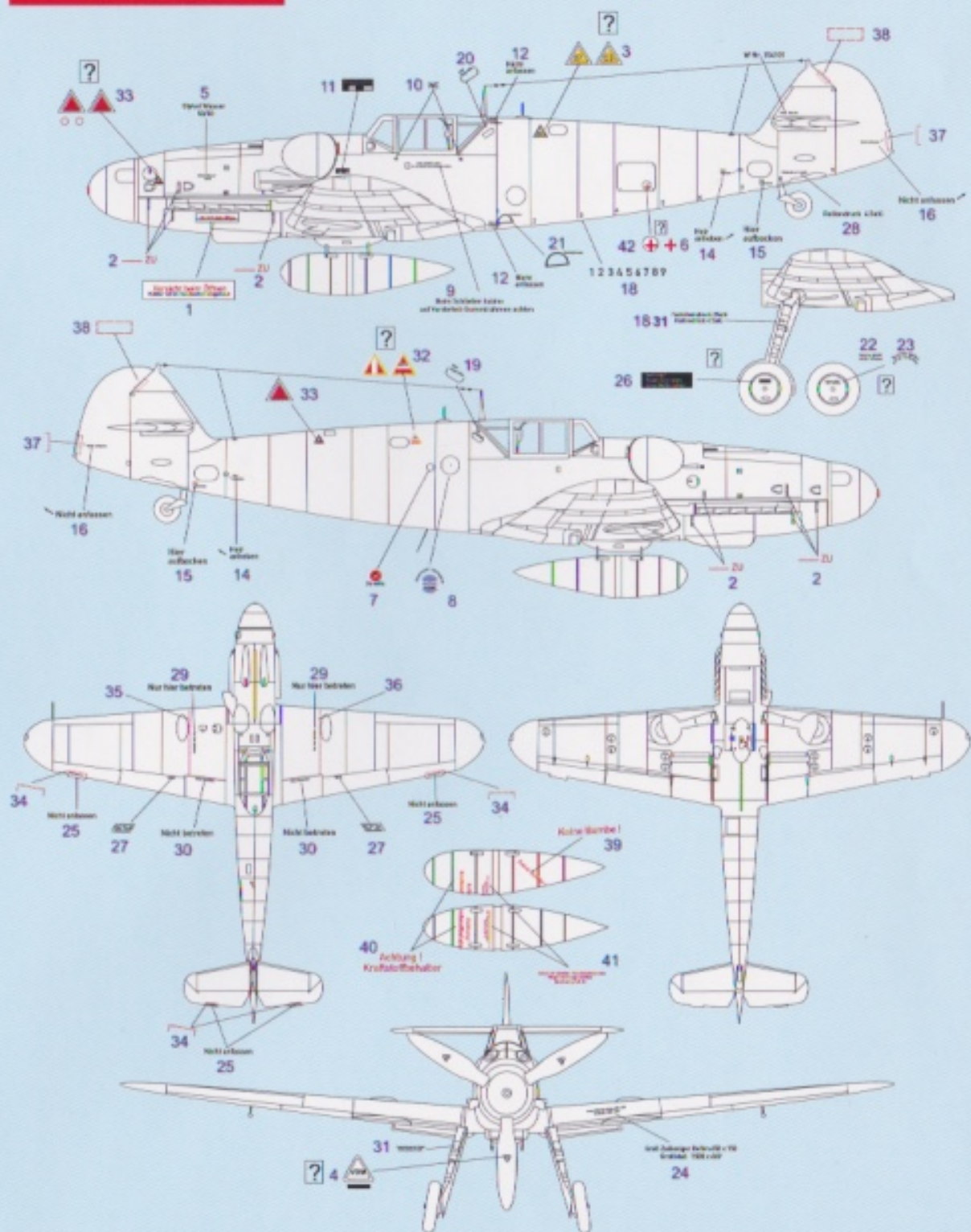
17 Bf 109 G-14



The list of parts for the versions:



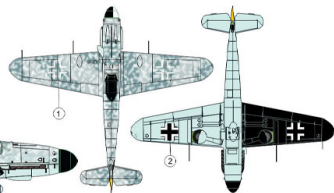
Messerschmitt Bf 109G stencils position:



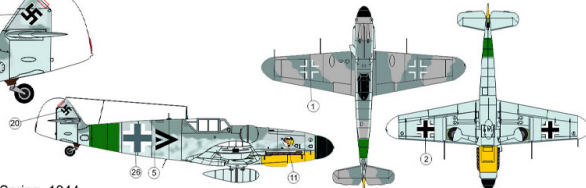
Warning: cockpit color

C RLM 66 Black Grey H67

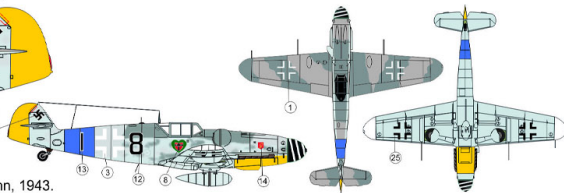
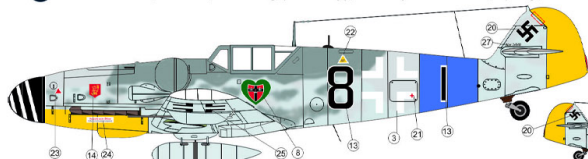
1 BF109 G-6/R6, I./JG.300, Helsinki-Malmi, Finland, March, 1944.



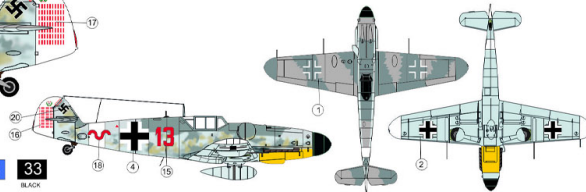
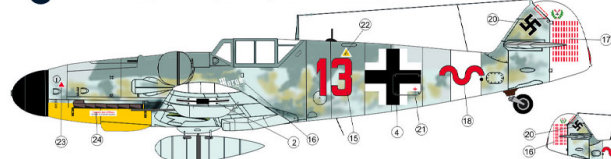
2 BF109 G-6/R6, Stab I./JG27, Fels am Wagram, flown by Gruppencommander Ludwig Franzisket, Austria, May, 1944.



3 BF109 G-6/R6, 8./JG54, Lüneburg (Germany), flown by Günter Sahl, Spring, 1944.



4 BF109 G-6/R6, 11./JG27, flown by Heinrich Bartels, Kalamaki airfield, Autumn, 1943.



Paint Numbers:
HUMBROL

240
GREY-GREEN
FILM 52

245
DARK
GREY
FILM 74

246
GREY
VIOLET
FILM 75

247
LIGHT
BLUE-GREY
FILM 76

34
WHITE

24
YELLOW
FILM 61

101
GREEN

25
BLUE

33
BLACK