

Bf 109G-6 Erla

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84201

No other aircraft is as intimately connected with the rise and fall of the German Luftwaffe in the course of the WWII as the Messerschmitt Bf 109. A very progressive design at the time of its invention, it had plenty of room for further development.

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 Focke-Wulf, Arado, Heinkel, and Bayerische Flugzeugwerke. The design bureau of the latter 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 method of] (not needed) 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 Bf 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 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. The 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 (Friedrich) version prior to the spring of 1941 followed by late production variants of Bf 109G (Gustav) and K (Kurfürst).

Even if it was clear that the development of the Bf 109 had reached its limits by the end of the war, the aircraft was still able to keep pace with the foes that it encountered.

Postwar service

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples stayed in Swiss service up to 1949 and many flew in the air force of Czechoslovakia in both original form with a DB 605 powerplant and as an aircraft built out of necessity with surplus Jumo 211s. The latter type also served as the first fighter to fight for the independence of the newly formed state of Israel. Finland retired the type as recently as 1954, and Spain did not retire its types HA-1109 up to HA-1112, re-engined Bf 109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the regime that developed it significantly.

The kit: Bf 109G-6 Erla

The Bf 109G series (Gustav) was direct follow-on of the Bf 109F. The main difference was the more powerful DB 605 engine, which was the direct development of the DB 601 as well. The main difference, bigger displacement of the engine, was achieved by bored-out cylinders (by 4 mm) enlarging the total displacement from 33,9 l to 35,7 l. Another power increasing difference was higher compression ratio. The maximum take-off power rose to 1,450 hp (1,080 kW) from the 1,350 hp (993 kW) of DB 601E. The G-6 subvariant was introduced in February 1943 and the 7.92 mm MG 17s machine guns were replaced by more powerful 13 mm MG 131s. The change necessitated two bulges covering the gun's breeches. More than 12,000 examples 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 lepidla 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. SYMBOL * 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
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE

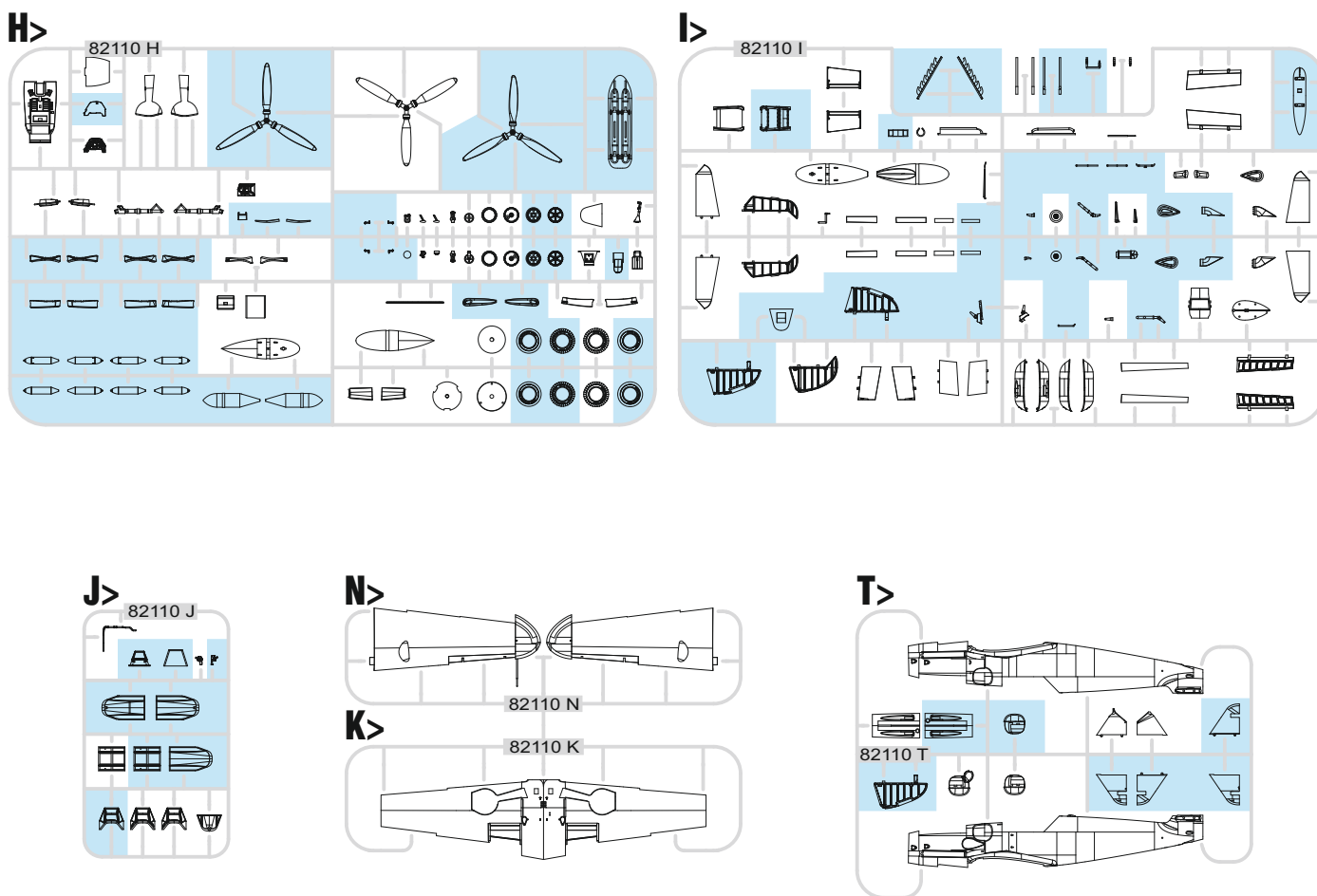


PIÈCES



部品

PLASTIC 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



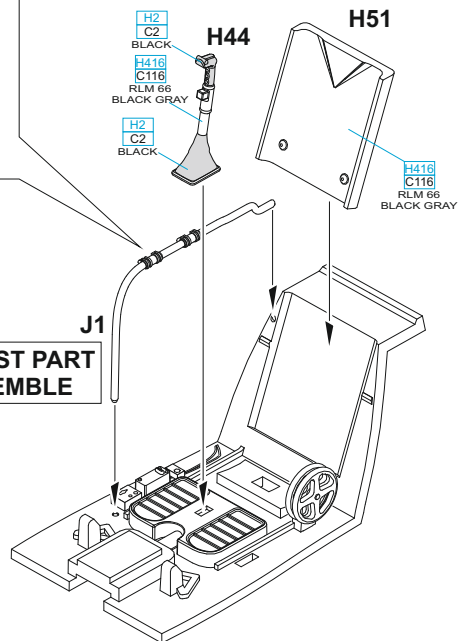
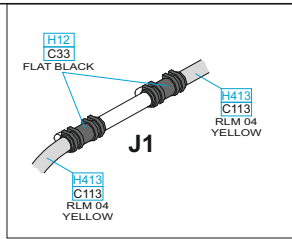
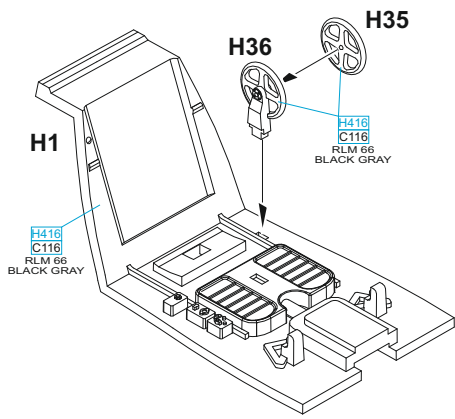
PEINTURE



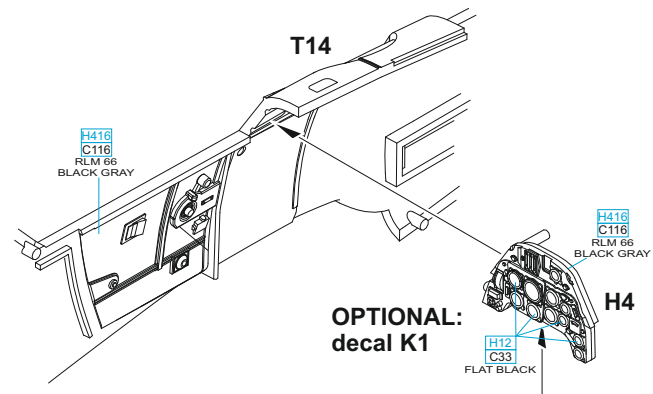
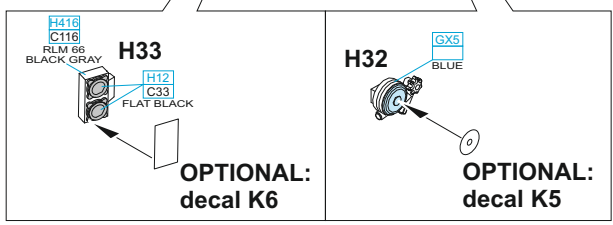
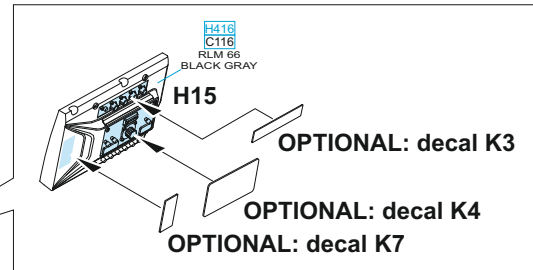
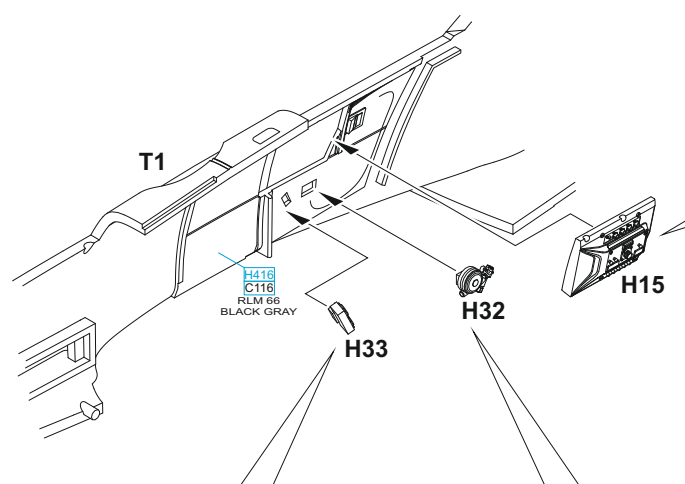
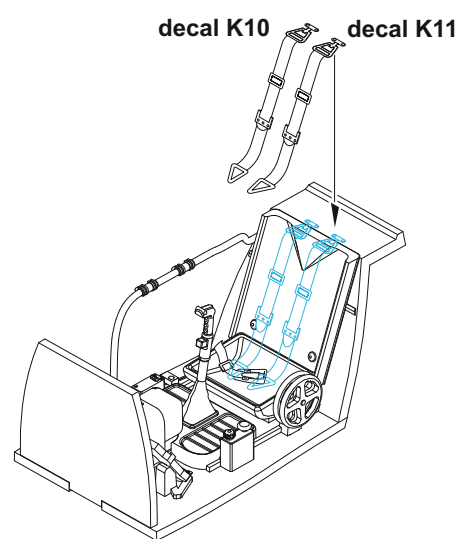
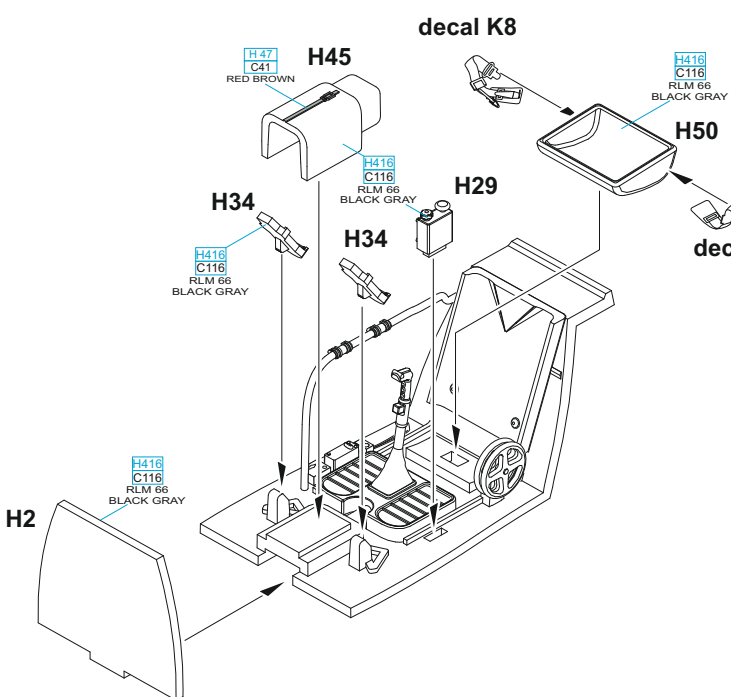
色

| GSI Creos (GUNZE) | | |
|---------------------|----------------------|-------------------|
| AQUEOUS | Mr.COLOR | |
| H2 | C2 | BLACK |
| H11 | C62 | FLAT WHITE |
| H12 | C33 | FLAT BLACK |
| H47 | C41 | RED BROWN |
| H65 | C18 | RLM70 BLACK GREEN |
| H68 | C36 | RLM74 DARK GRAY |
| H69 | C37 | RLM75 GRAY |
| H70 | C60 | RLM02 GRAY |
| H77 | C137 | TIRE BLACK |
| H90 | C47 | CLEAR RED |
| H94 | C138 | CLEAR GREEN |

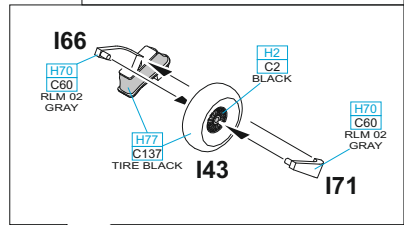
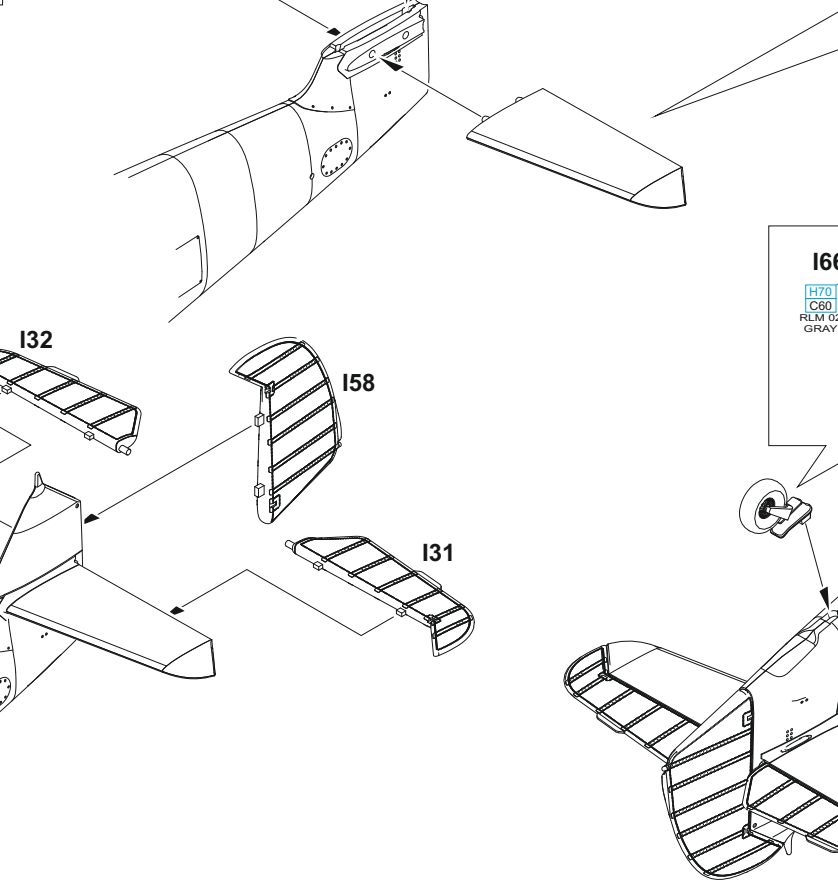
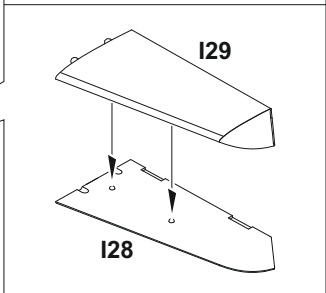
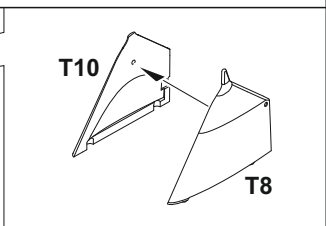
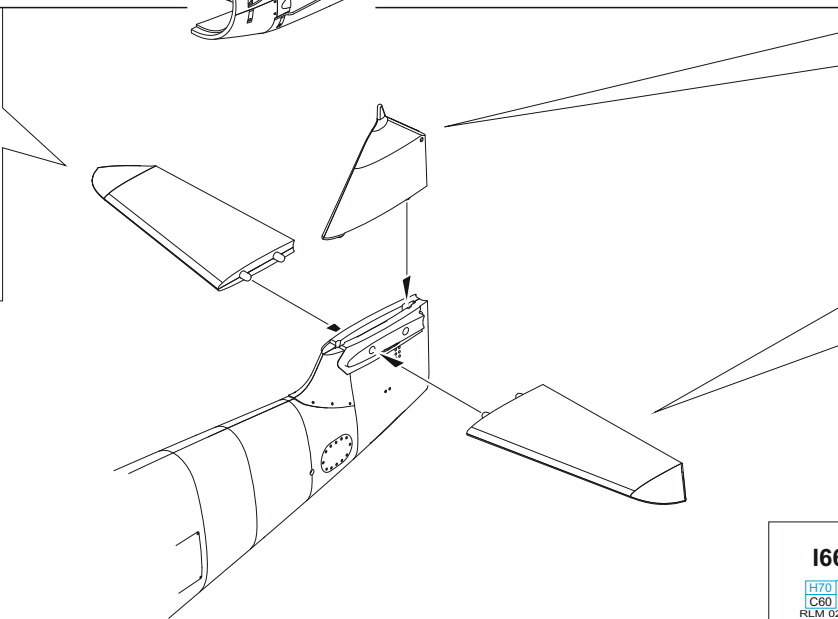
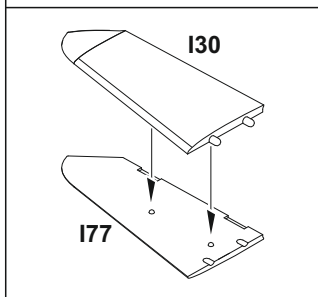
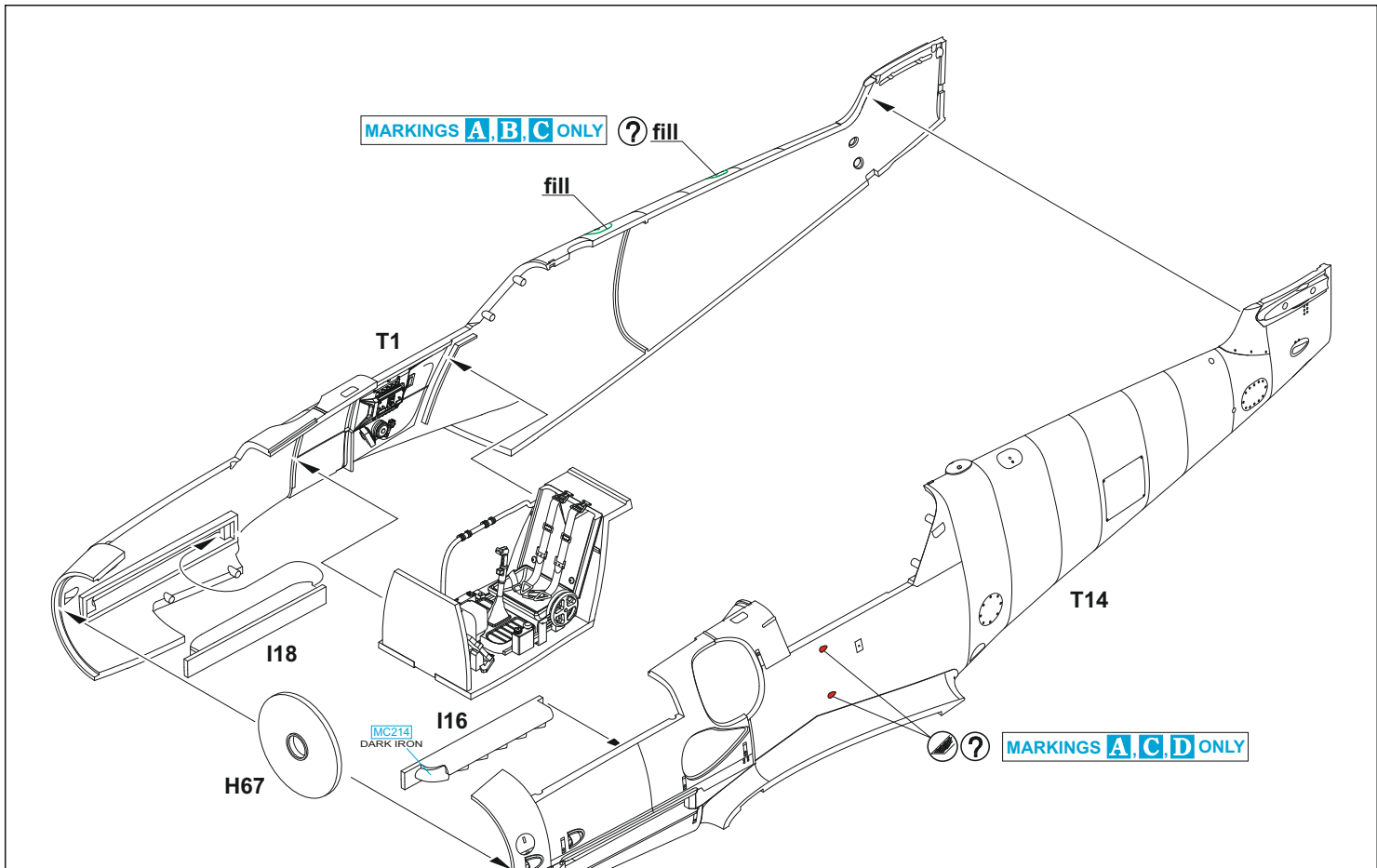
| GSI Creos (GUNZE) | | |
|-------------------------|----------------------|-------------------|
| AQUEOUS | Mr.COLOR | |
| H413 | C113 | RLM04 YELLOW |
| H414 | C114 | RLM23 RED |
| H416 | C116 | RLM66 BLACK GRAY |
| H417 | C117 | RLM76 LIGHT BLUE |
| Mr.METAL COLOR | | |
| MC214 | | DARK IRON |
| MC219 | | BRASS |
| Mr.COLOR SUPER METALLIC | | |
| SM201 | | SUPER FINE SILVER |
| Mr.COLOR GX | | |
| GX5 | | SUSIE BLUE |

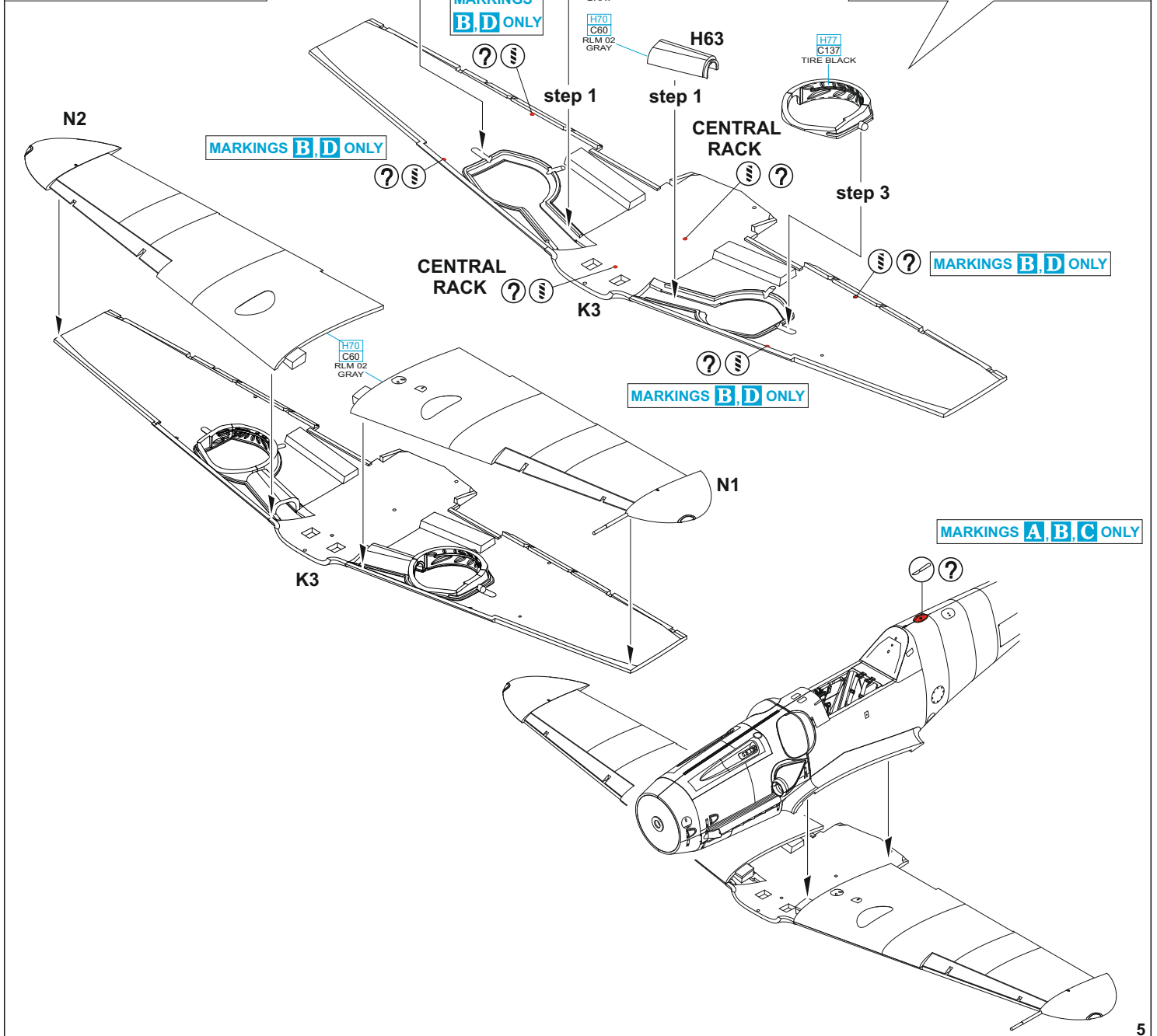
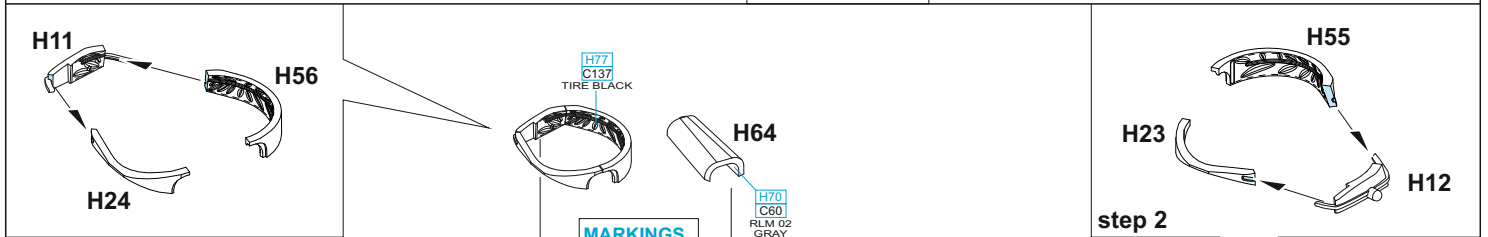
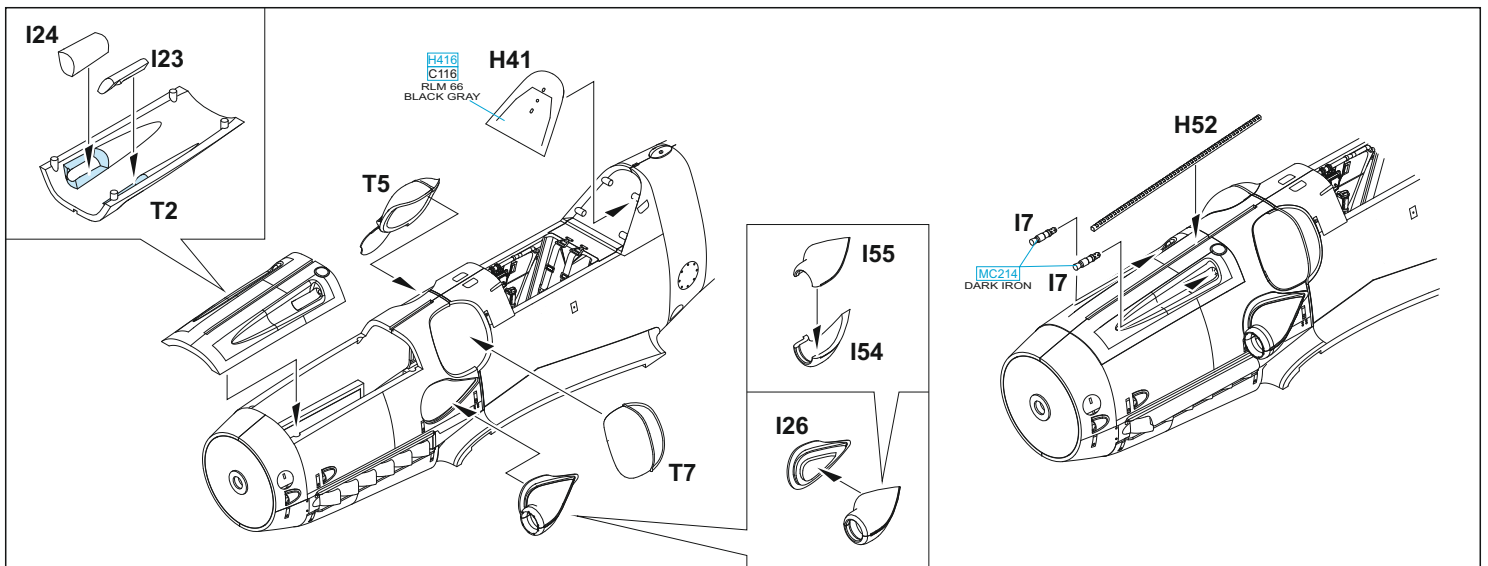


THE LATEST PART TO ASSEMBLE

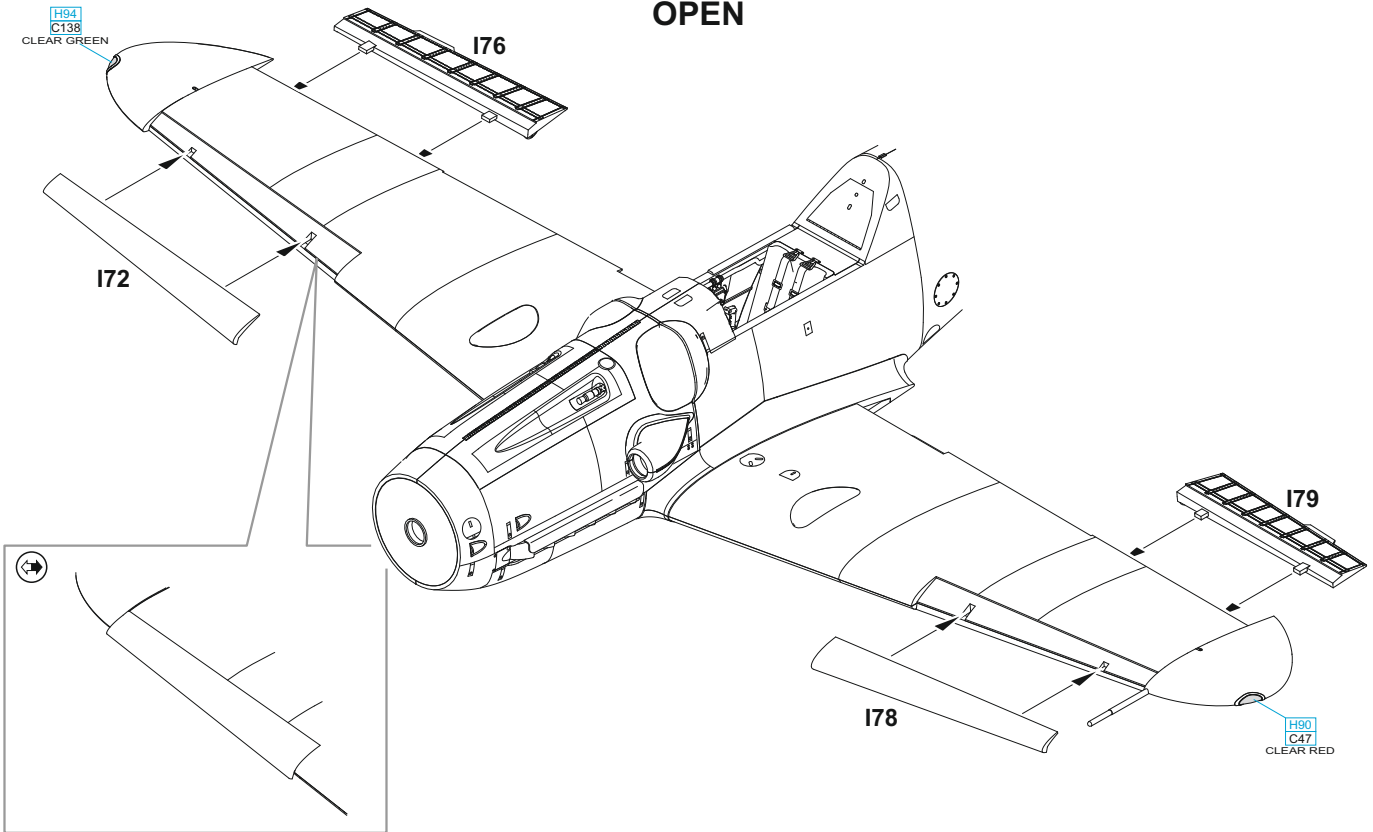


MARKINGS B, D ONLY ? decal K2 plastic 3 x 3 mm

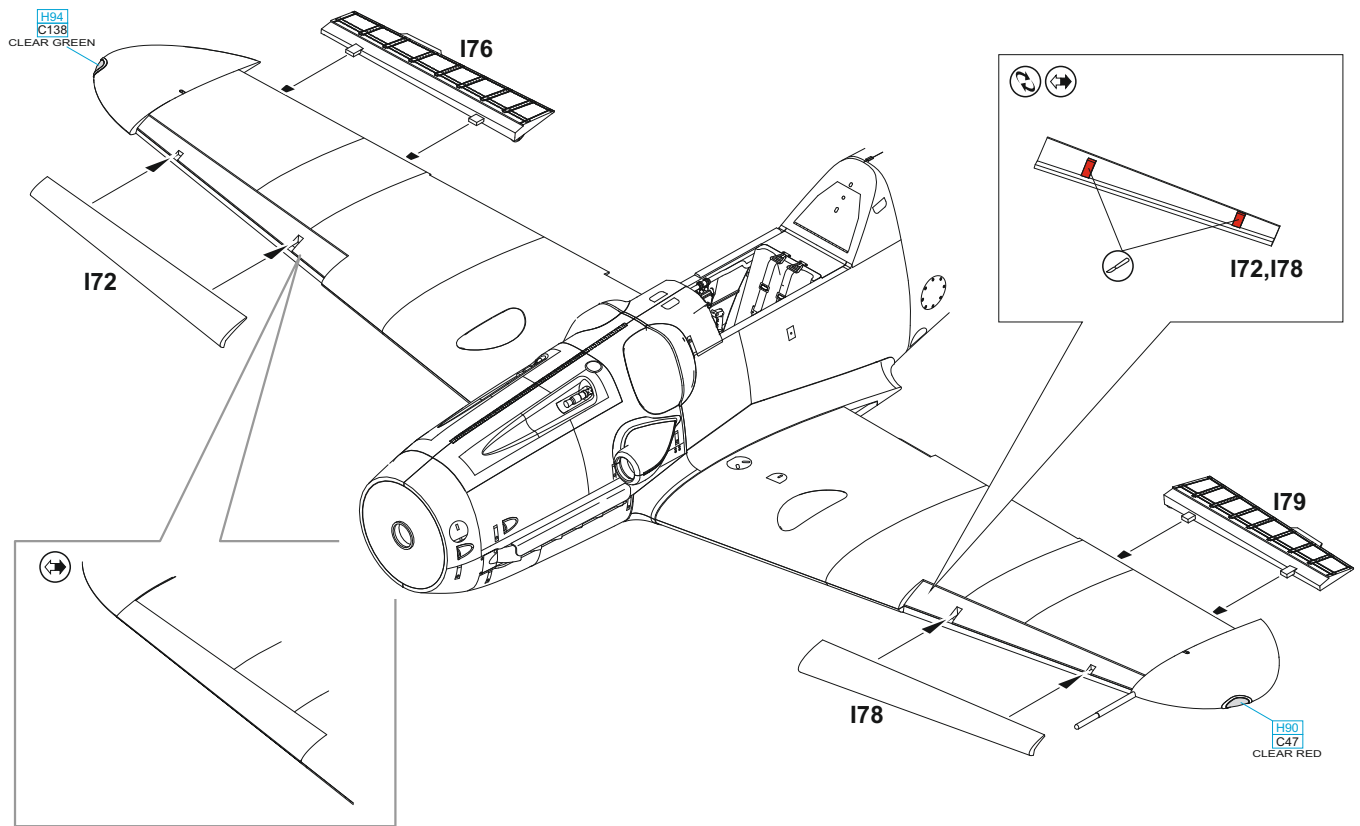




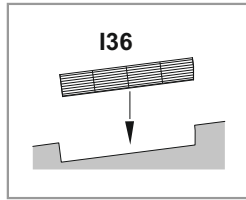
OPEN



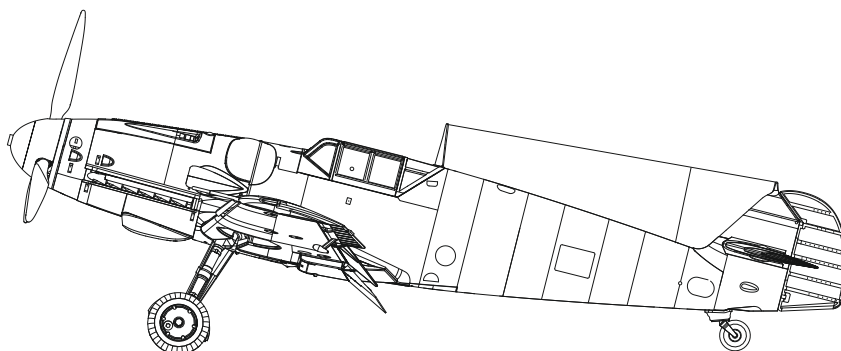
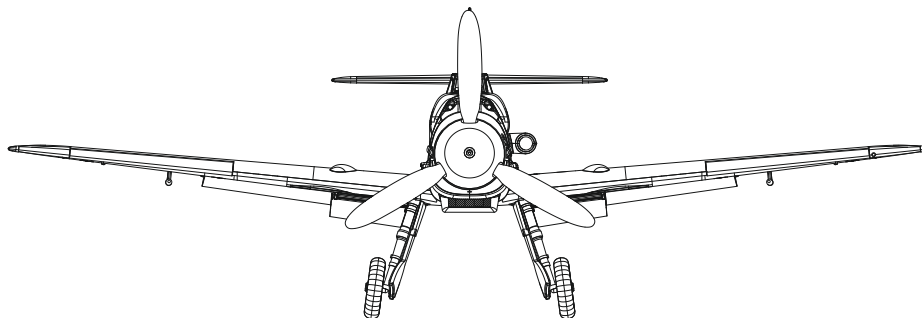
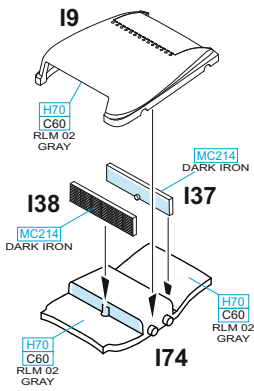
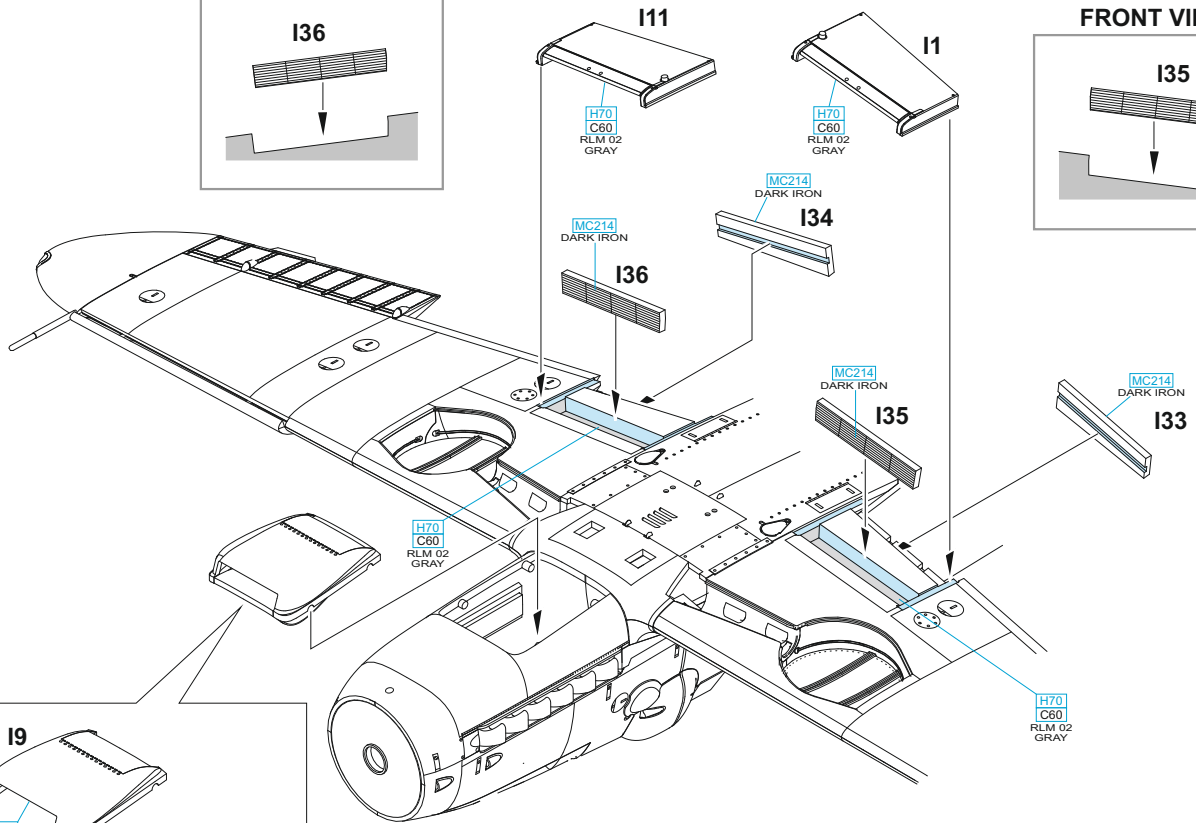
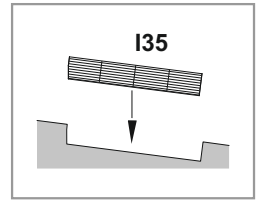
CLOSE

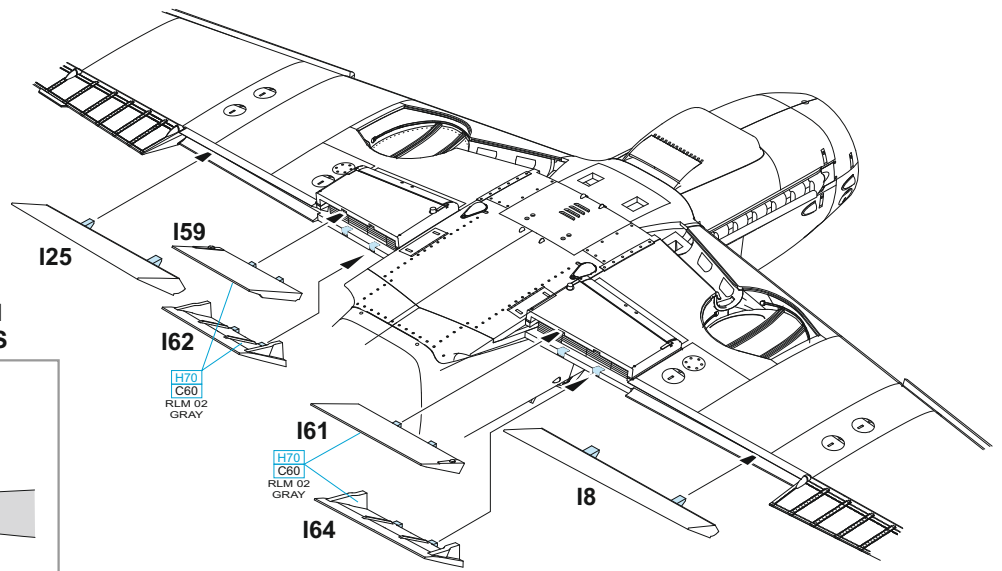


FRONT VIEW

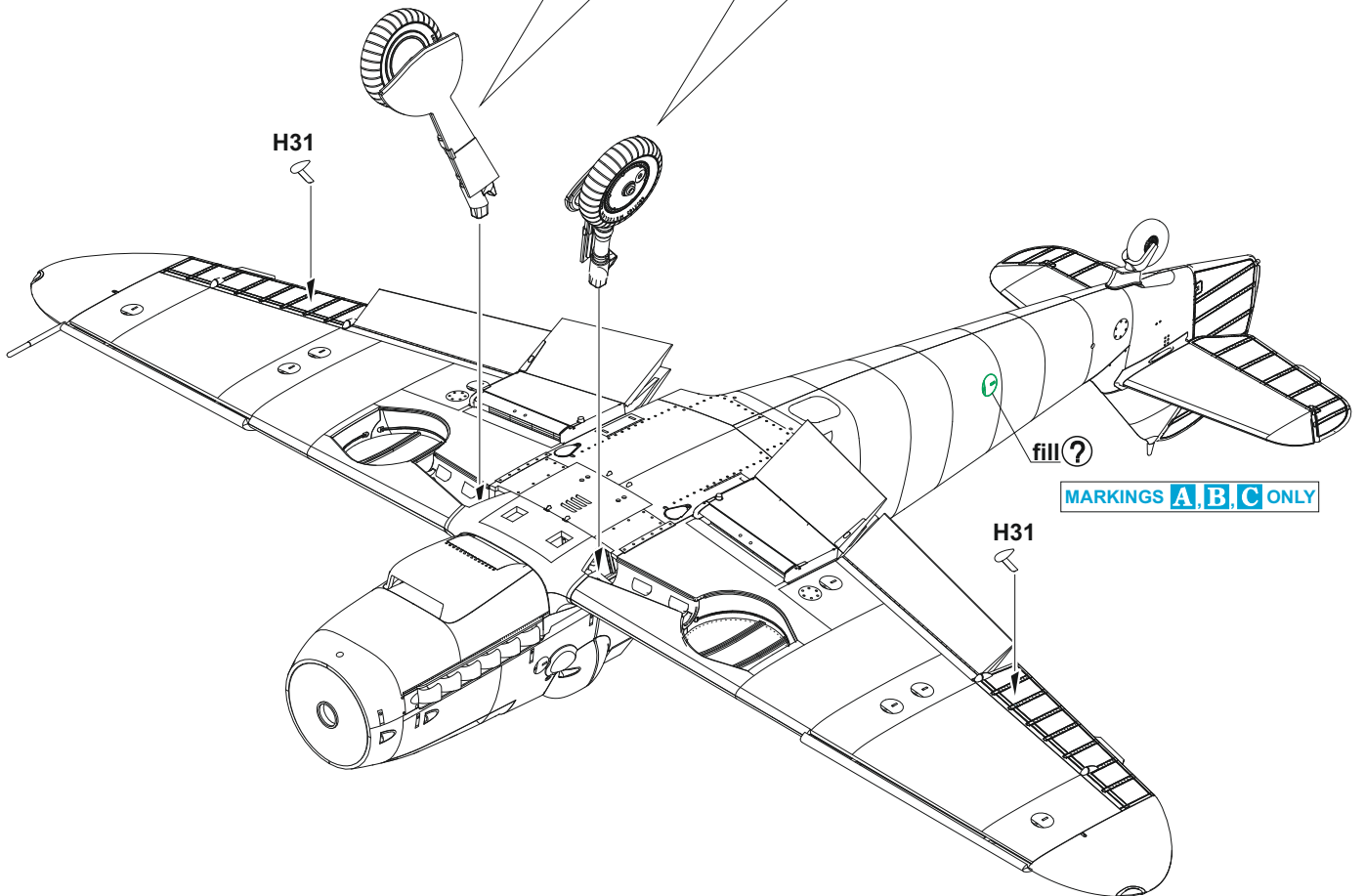
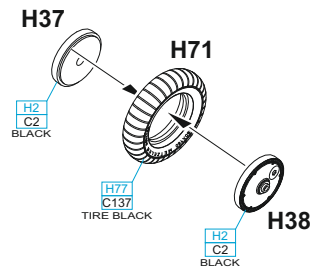
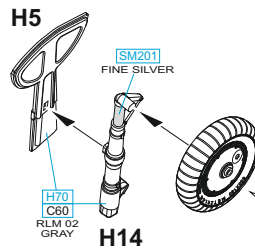
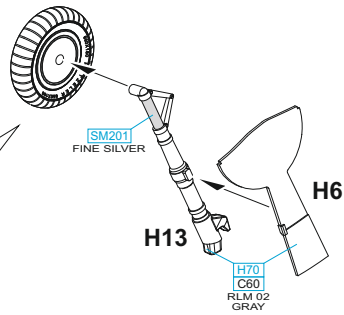
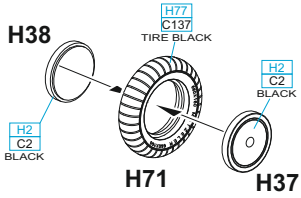
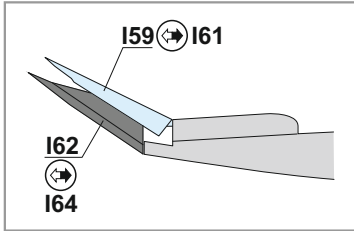


FRONT VIEW

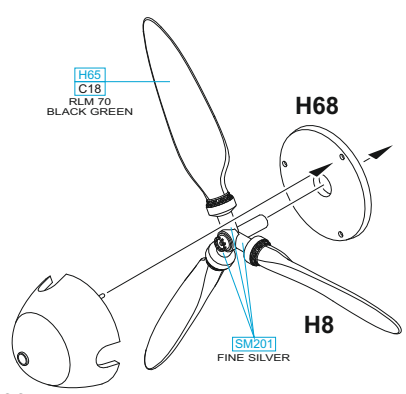
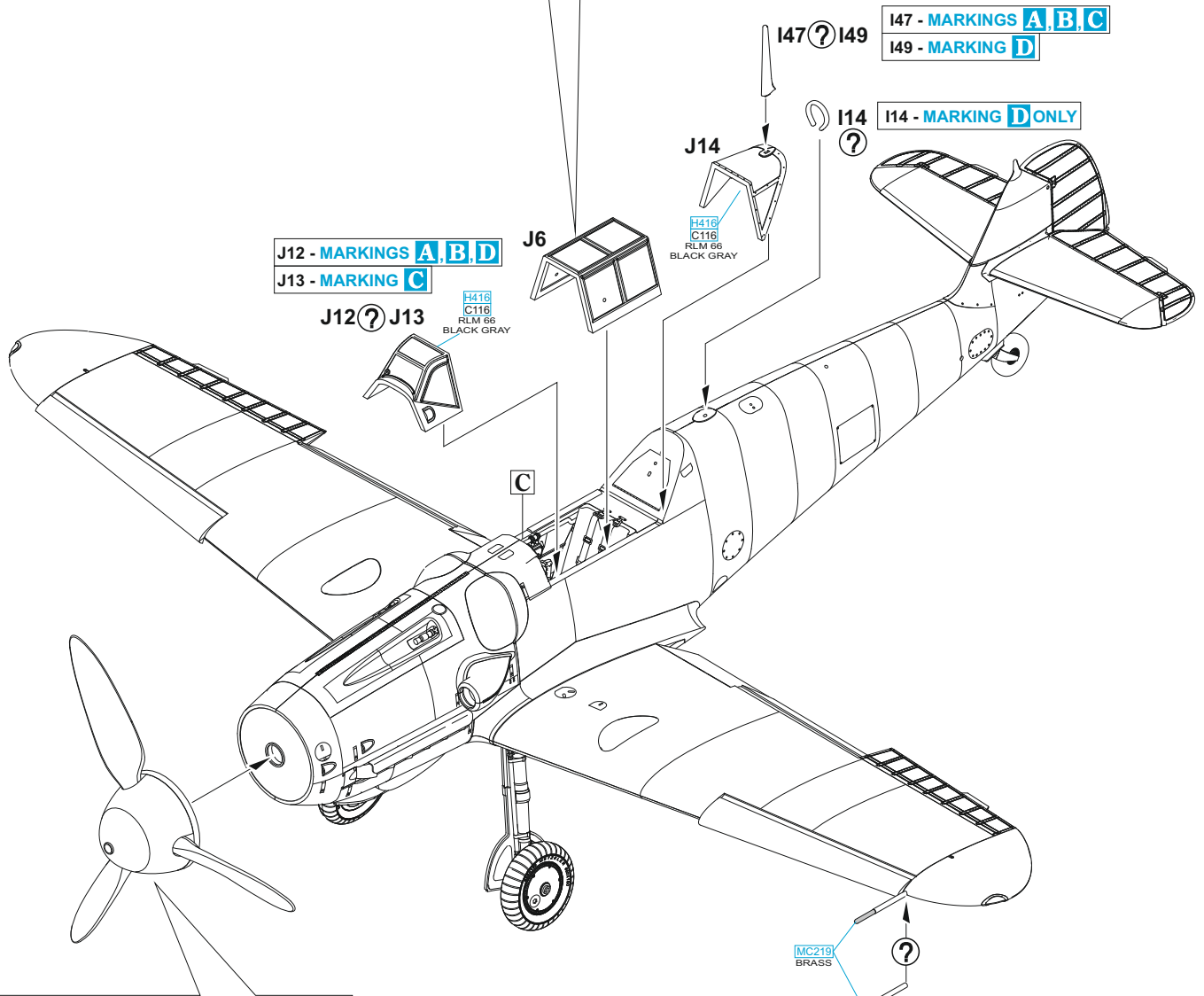
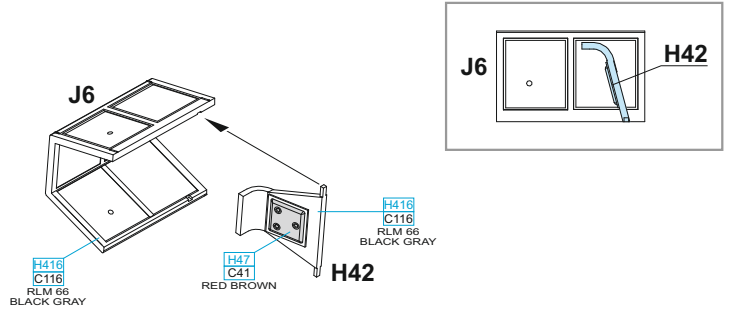
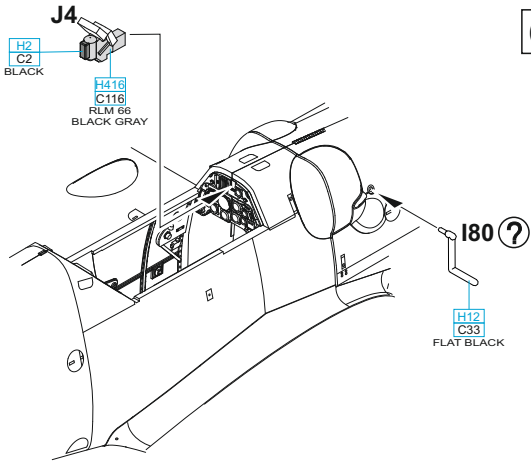




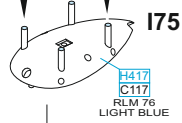
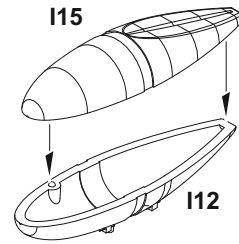
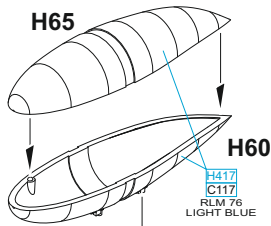
CORRECT POSITION OF RADIATOR FLAPS



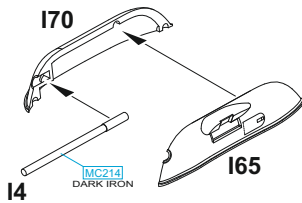
C



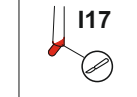
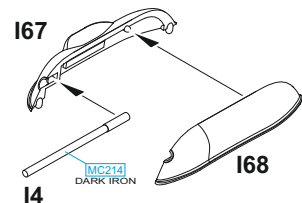
? MARKINGS A, B, D ONLY



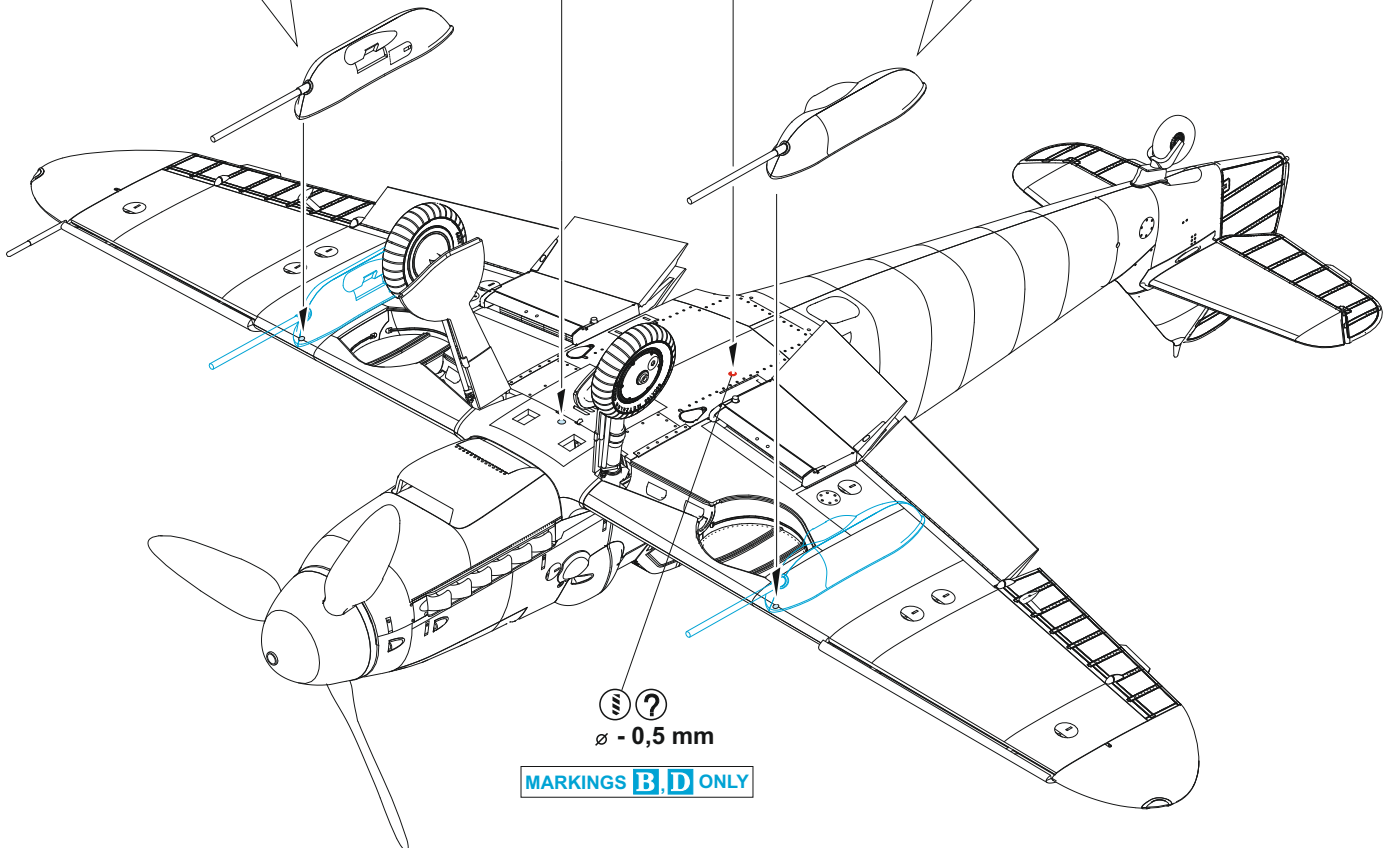
? MARKINGS B, D ONLY



? MARKINGS B, D ONLY



I17

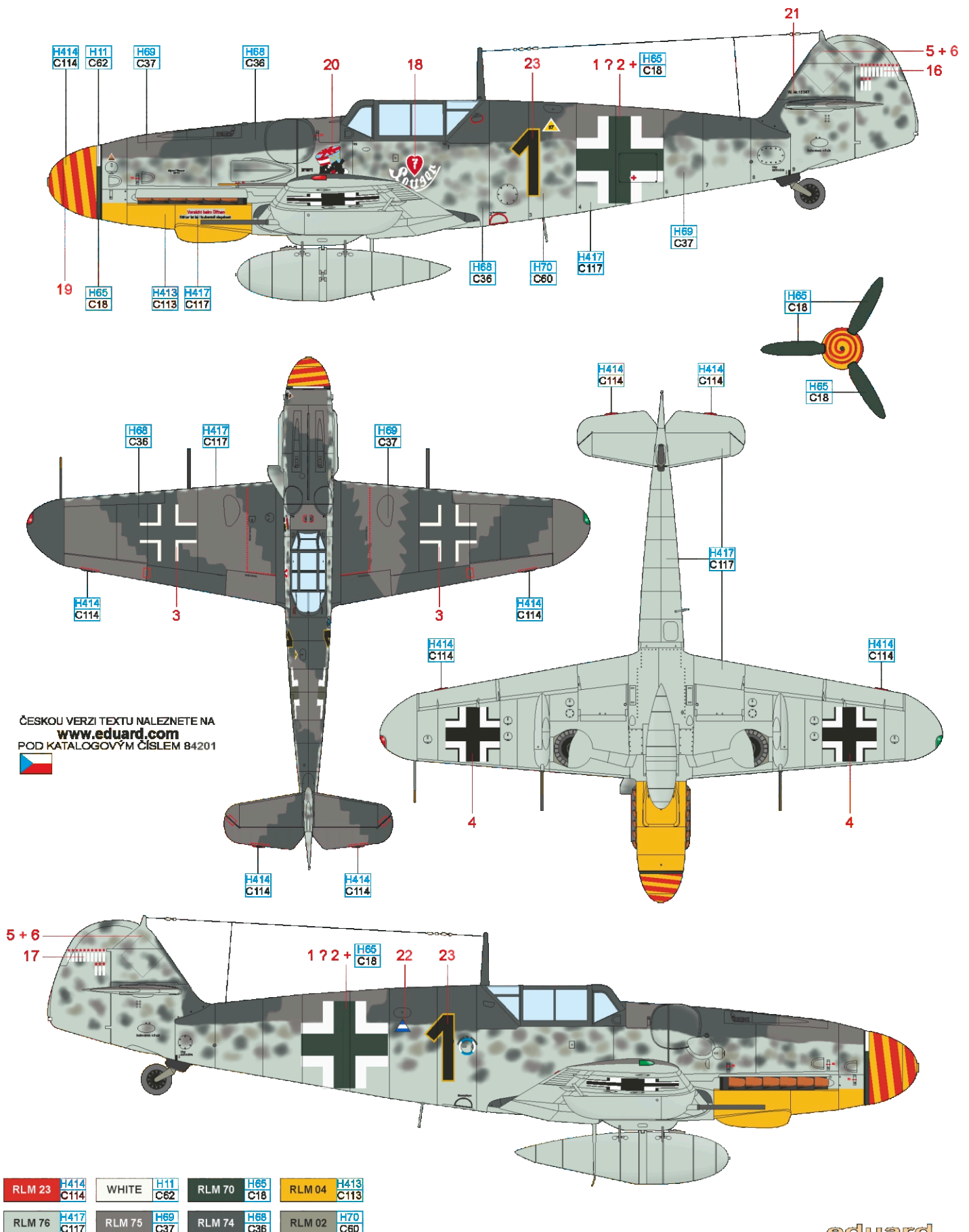


∅ - 0,5 mm

MARKINGS B, D ONLY

B Bf 109G-6/R6, WNr. 15367, Oblt. Herwig Zuzic, CO of 8./JG 1, Leeuwarden, the Netherlands, July 1943

Herwig "Lauser" Zuzic was born on June 23, 1917, in Oberweissburg, Austria. During Operation Barbarossa, he flew with 4./JG 77. On September 24, 1941, flying his Bf 109E-4 he collided with Ofw. Eugen Wintergest's Bf 109E-7 to the north of Perekop. Both pilots were captured by the Soviets and used in propaganda efforts to convert Luftwaffe pilots to the Soviet Air Force. After a few months, they were dropped off in Romania as agents. They immediately reported to the German authorities, were reinstated into Luftwaffe service, but withdrawn from the Eastern Front. In early 1943, Zuzic served at the rank of Oberleutnant with IV./JG 1 and in March 1943 was appointed commander of 8./JG 1. He had 13 kills from the Eastern Front painted on the left side of the rudder of his Bf 109G-6 Black 1. His 14th and last victory came on July 27, 1943, when he shot down a B-17. On August 19, 1943, he collided mid-air with another Bf 109G-6 during an air battle over Zuidzande and was killed.



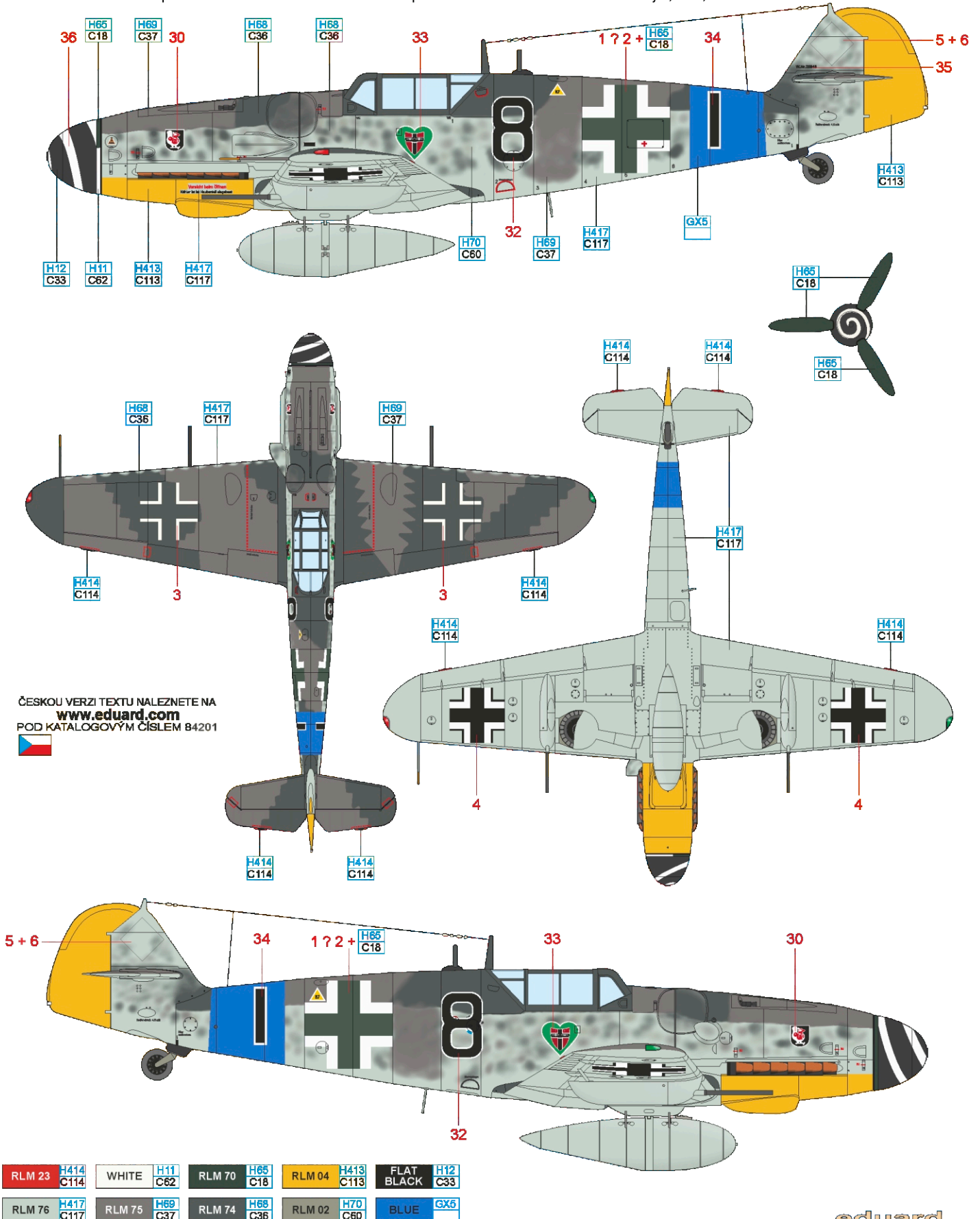
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM B4201



| | | | | | | | |
|--------|--------------|--------|------------|--------|------------|--------|--------------|
| RLM 23 | H414 C114 | WHITE | H11 C62 | RLM 70 | H65 C18 | RLM 04 | H413 C113 |
| RLM 76 | H417 C117 | RLM 75 | H69 C37 | RLM 74 | H68 C36 | RLM 02 | H70 C60 |

D Bf 109G-6/R6, WNr. 26048, Oblt. Friedrich Brock, 8./JG 54, Ludwigslust, Germany, January 1944

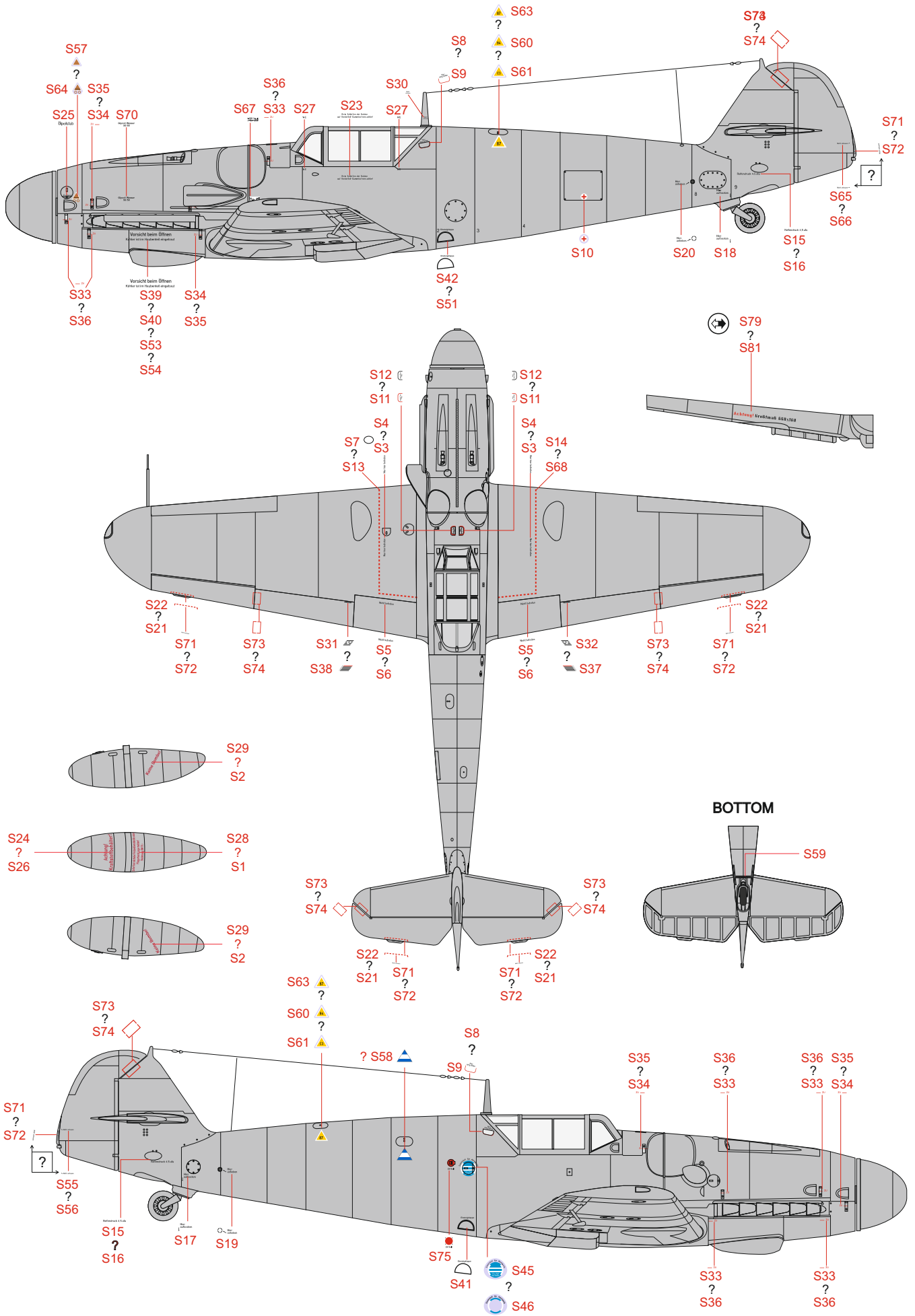
Friedrich Brock was born on May 6, 1916, in Perlach. In August 1939, he began his training at the Schule/Flieger-Ausbildungs-Regiment 23 in Kaufbeuren. In November 1940 he transferred to Flugzeugführerschule A/B 63 in Marienbad. In March 1942 he joined Jagdfliegervorschule 3 in Vienna-Schwechat and completed his fighter pilot training on November 12, 1942, with Ergänzungs-Jagdgruppe Ost in France. His first combat unit was 8./JG 54 at Siverskaya Air Base. He joined on November 13, 1942. In January 1943, III./JG 54 was transferred to Oldenburg to defend northern Germany. Brock achieved his first kill there on June 13, 1943. Later he was shot down several times during fights with American B-17s and was seriously wounded on April 8, 1944. His Black 8 aircraft bore all the identifying features of the period, i.e., the 8./JG 54 emblem on the nose, the III./JG 54 emblem under the cockpit and a blue identification stripe on the rear. Flying this aircraft, Uffz. Günther Sahl was shot down and killed on April 9, 1944. After his recovery, Friedrich Brock became the operations officer of III./JG 54 (later renamed IV./JG 26) in October 1944 and did not fly combat missions anymore. In May 1945 he was captured and after his release in September 1945 he devoted himself to his profession as a dentist. He died on May 3, 1994, in Berlin.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 84201



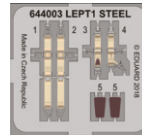
| | | | | | | | | | |
|--------|--------------|--------|------------|--------|------------|--------|--------------|---------------|------------|
| RLM 23 | H414 C114 | WHITE | H11 C62 | RLM 70 | H65 C18 | RLM 04 | H413 C113 | FLAT BLACK | H12 C33 |
| RLM 76 | H417 C117 | RLM 75 | H69 C37 | RLM 74 | H68 C36 | RLM 02 | H70 C60 | BLUE | GX5 |



Eduard goodies for

Bf 109G-6 Erla 1/48

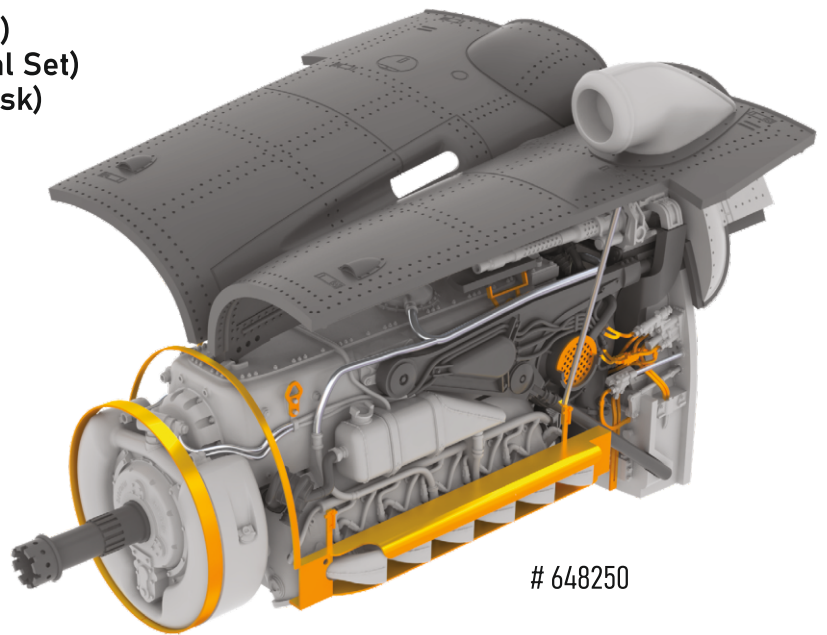
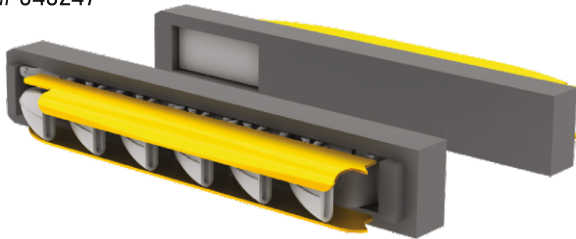
- 48885 Bf 109G-6 (PE-Set)
- FE910 Bf 109G seatbelts STEEL (PE-Set)
- FE1170 Bf 109G-6 Weekend (PE-Set)
- 644003 Bf 109G-6 LööK (Brassin)
- 644060 Bf 109G-6 LööKplus (Brassin)
- 648247 Bf 109G exhaust stacks (Brassin)
- 648250 Bf 109G engine & fuselage guns (Brassin)
- 648255 Bf 109G-6 propeller (Brassin)
- 648261 Bf 109G-6 wheels (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE (Brassin)
- 648843 Bf 109G-6 cockpit PRINT (Brassin)
- 3DL48014 Bf 109G-6 SPACE (3D Decal Set)
- D48025 Bf 109G stencils (Decal Set)
- D48027 Bf 109G Balkenkreuze (Decal Set)
- D48045 Bf 109G-6 national insignia (Decal Set)
- EX510 Bf 109G camo scheme - Erla (Mask)
- EX512 Bf 109G spinner spirals (Mask)
- EX525 Bf 109G-6 classic canopy (Mask)



644003



648247



648250



648309



648843

1 s. 2
5 7 8 9
648843-0011 Bf 109G-6 cockpit

