

Bf 109G-14/AS

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1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82162

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 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 fuselage monocoque structure design were not usual just four years prior to the beginning of the WW2. 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 which changed Jumo 210. This engine, together with its extrapolated development DB 605, is umbilically connected to the success of the Messerschmitt 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 Zürich 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. But this changed and the fighter element 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. 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 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. Besides its primary purpose as a fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance plane, night fighter, trainer and rammjäger.

The kit: Bf 109G-14/AS

The Bf 109G series (Gustav) was a direct follow-on of the Bf 109F. The main difference was the more powerful DB 605 engine, which was the development of previous DB 601. Several marks were produced, but all the later variants were modifications of the most numerous Bf 109G-6. Early in 1944, the DB 605AS engine with larger supercharger for improved high-altitude performance became available as well as MW-50 water injection for improved low-to-medium altitude performance (DB 605AM). With these two features combined, the engine was marked DB 605ASM.

The Bf 109G-14 arrived in July 1944 as an attempt to create a standard type, incorporating many changes introduced during production of the G-6. These ongoing modifications led to many different sub-variants, making the production more and more complicated. The new type offered improved combat performance, as MW-50 device increased output to 1,775 hp (1,324 kW). With the G-14 the Erla Haube canopy also became standard.

In the middle of 1944 use of plywood in the construction of some parts of the Bf 109 became more and more common due to the metal supplies shortage. One of such a parts was a taller fin and rudder, used in production for many G-14s. Apart of the Bf 109G-14, four other sub-variants were developed: G-14/AS (high-altitude fighter; DB 605ASM engine and MW-50 boost), G-14/ASy (high-altitude command fighter), G-14y (command fighter) and G-14/U4 (standard G-14 with 30mm engine mounted MK 108 instead of 20 mm MG 151/20). Altogether some 5,500 Bf 109G-14s were built.

ATTENTION



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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
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



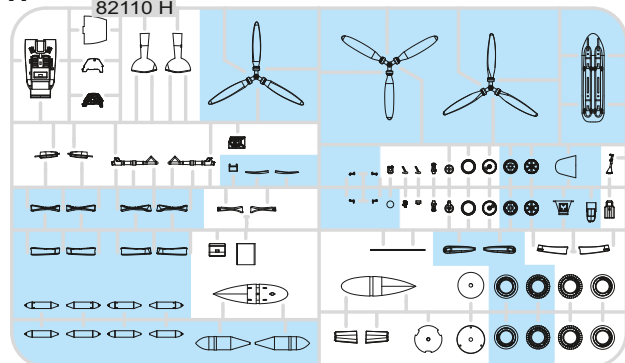
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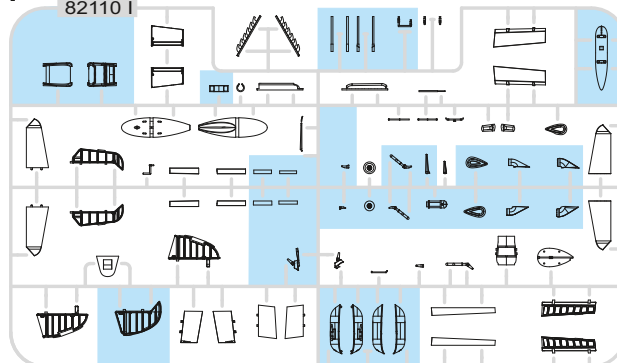
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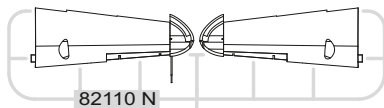
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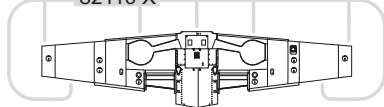
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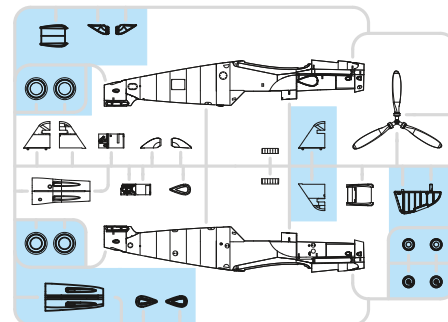
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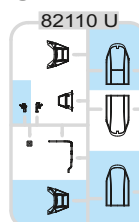
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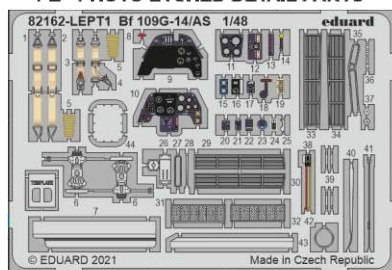
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PE - PHOTO ETCHED DETAIL PARTS

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MASK

-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



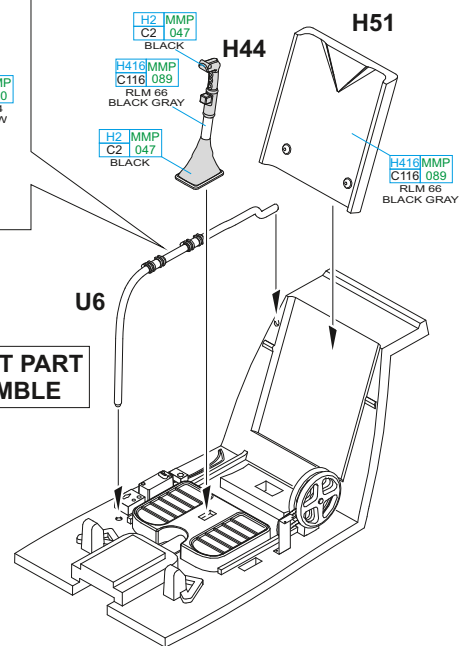
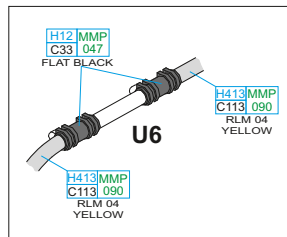
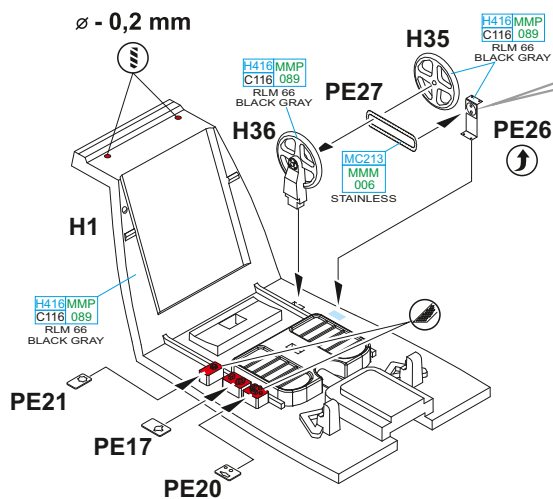
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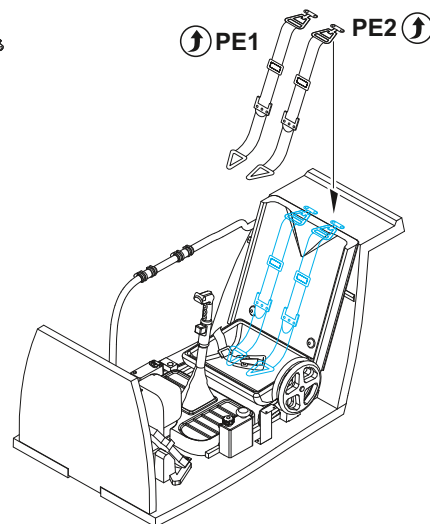
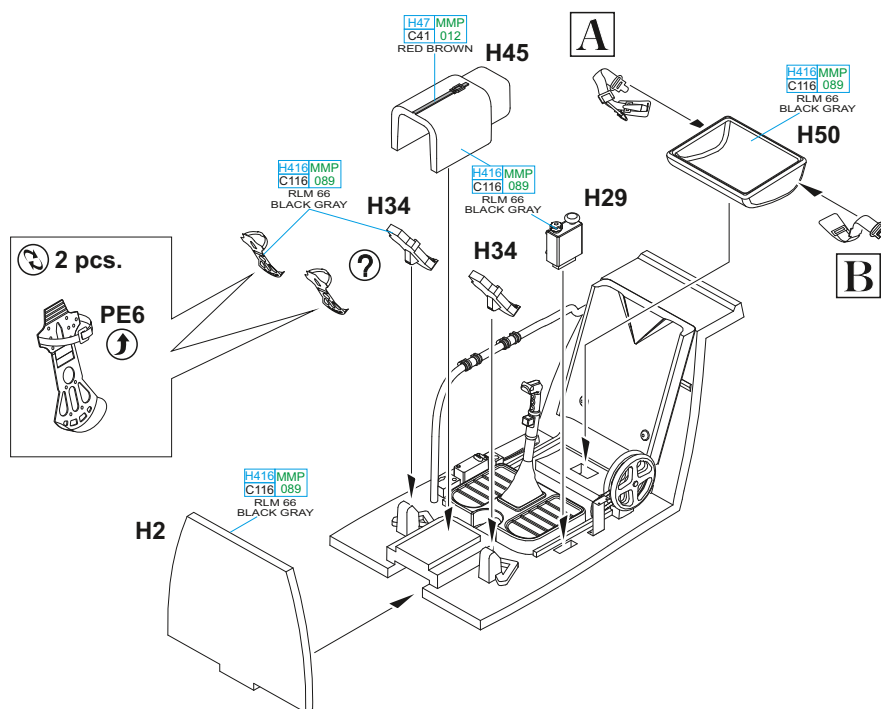
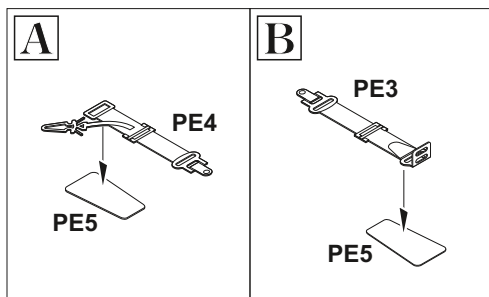
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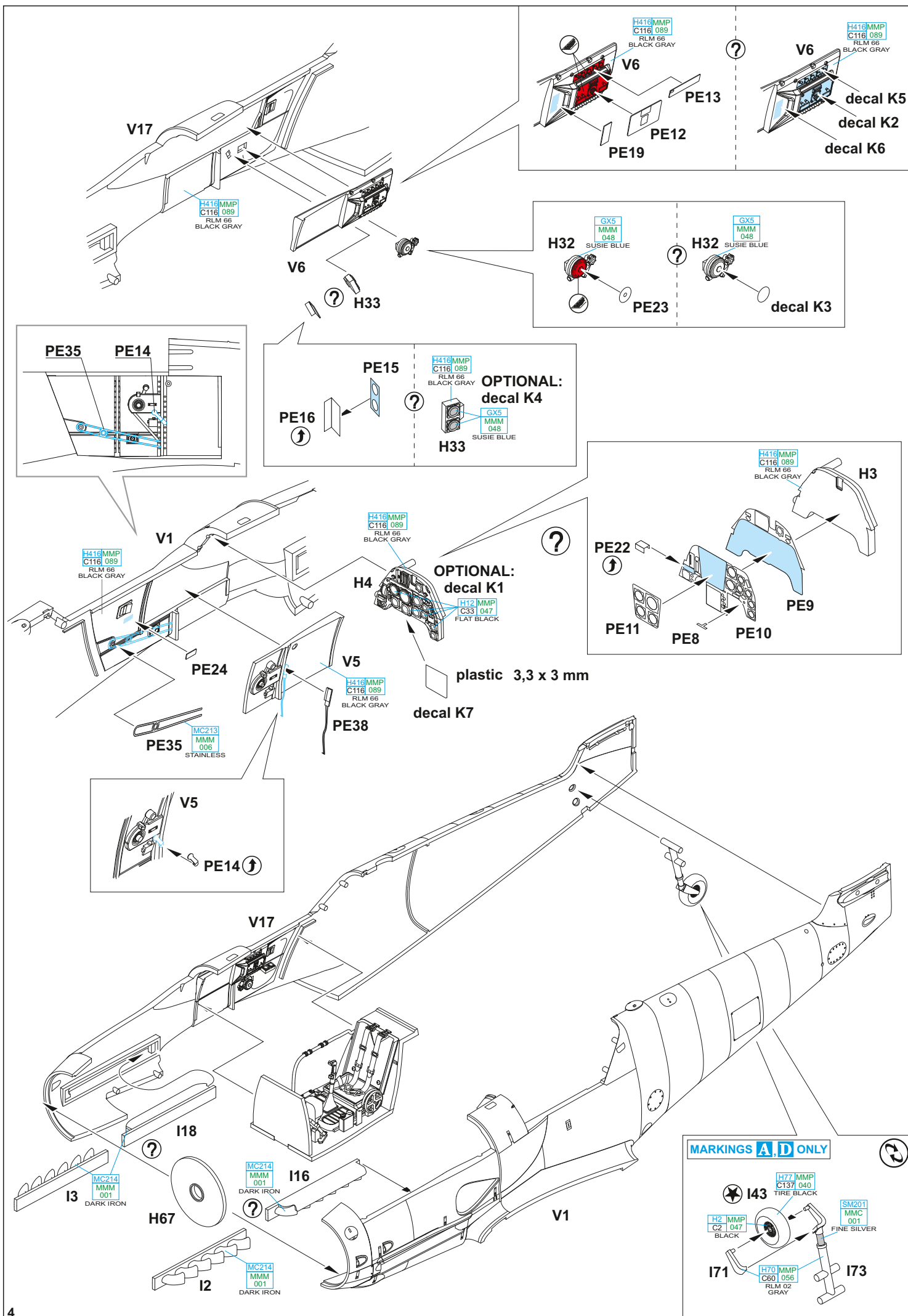
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AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H324	C324	MMP-116	LIGHT GREY
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED

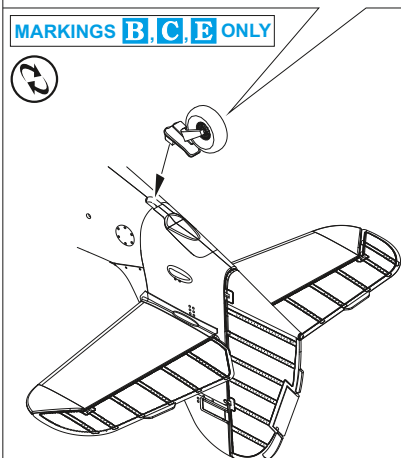
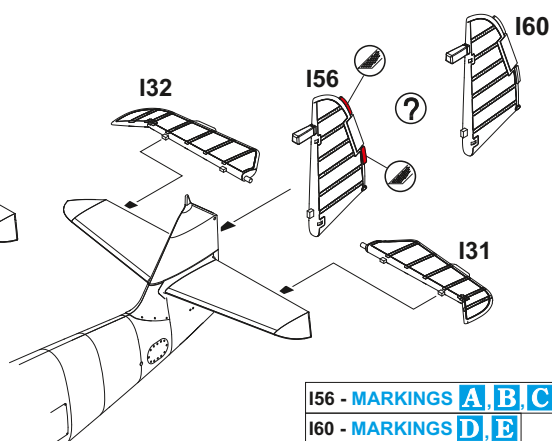
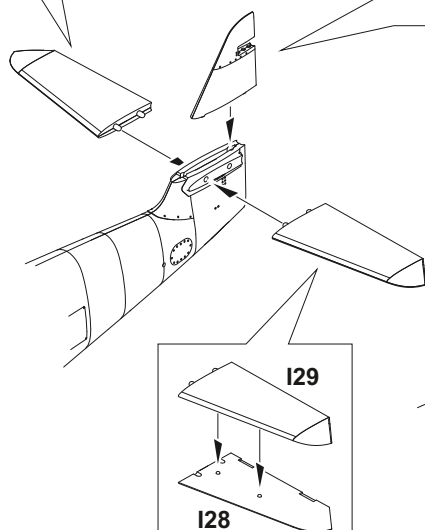
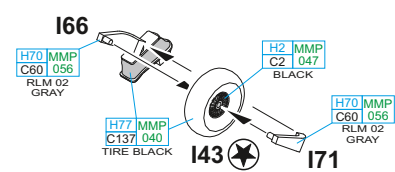
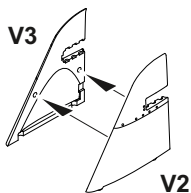
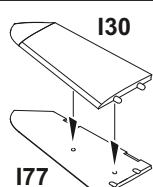
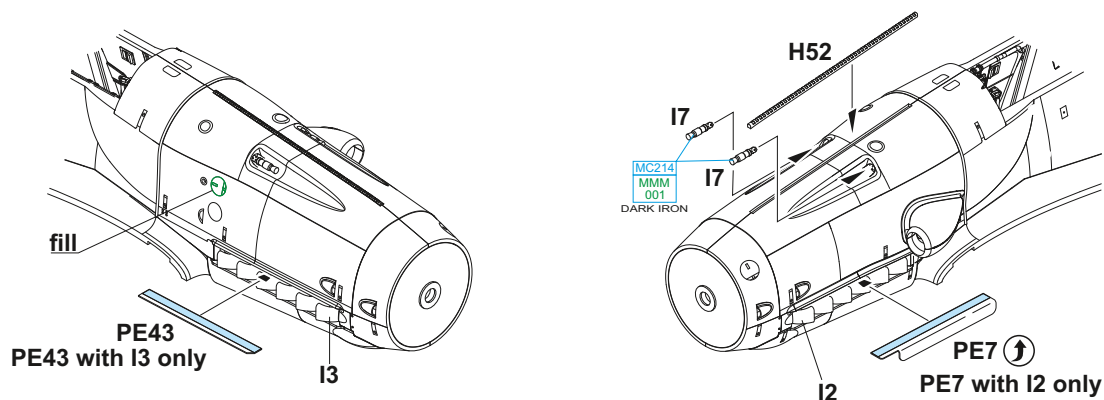
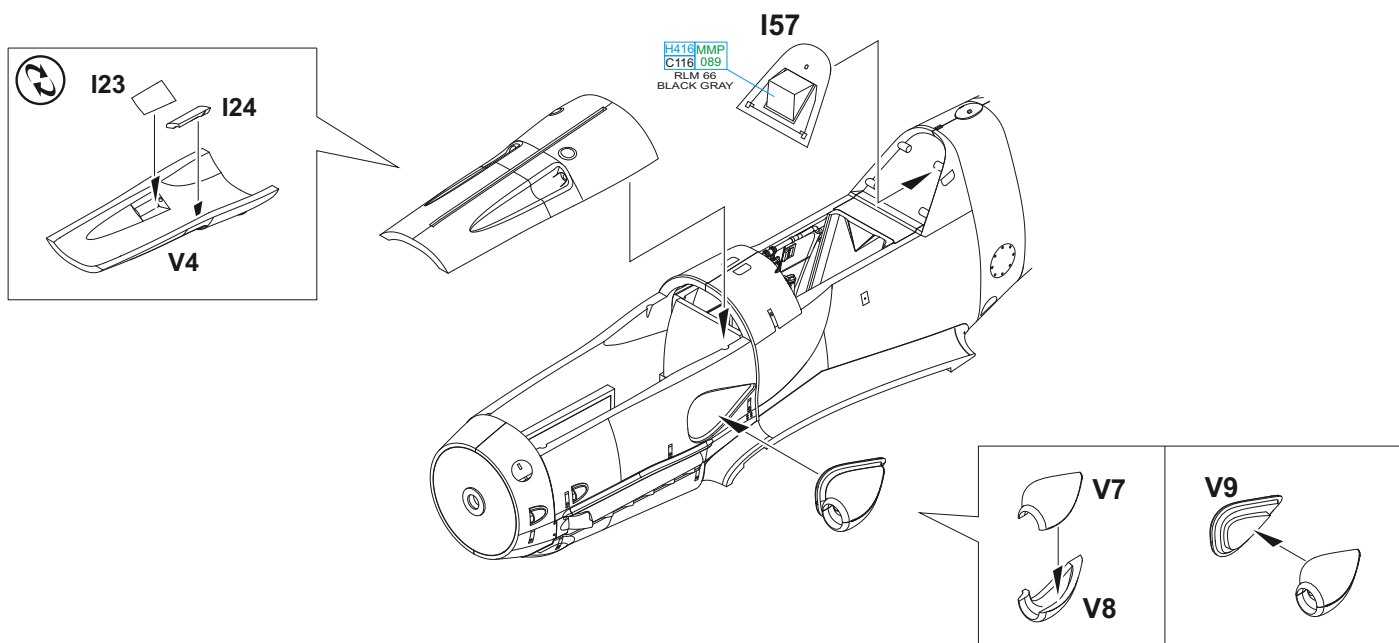
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H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
H421	C121	MMP-052	RLM81 BROWN VIOLET
H422	C122	MMP-053	RLM82 LIGHT GREEN
	C26	MMP-080	DUCK EGG GREEN
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER
Mr.COLOR GX		METALLICS	
GX5		MMC-048	SUSIE BLUE

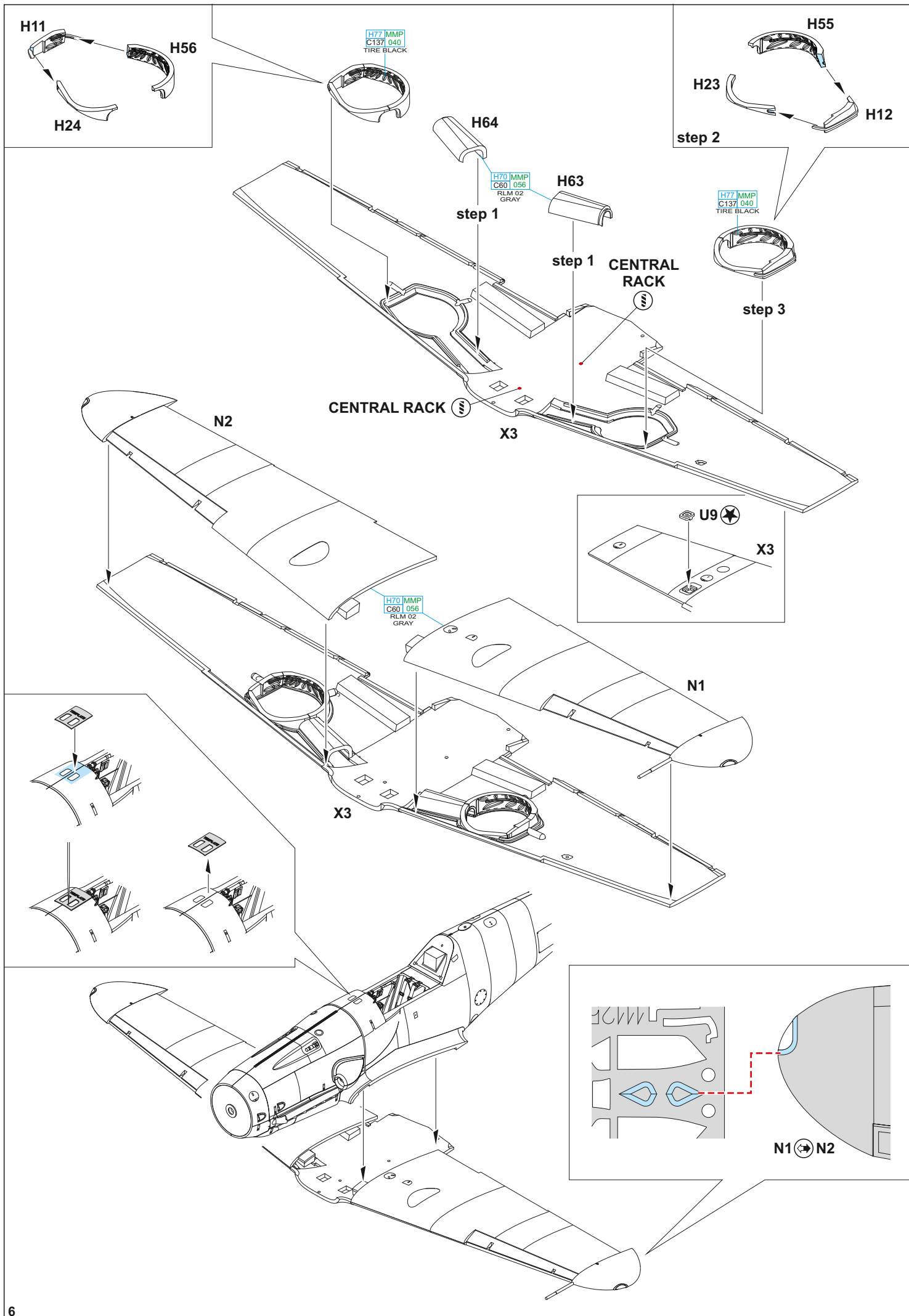


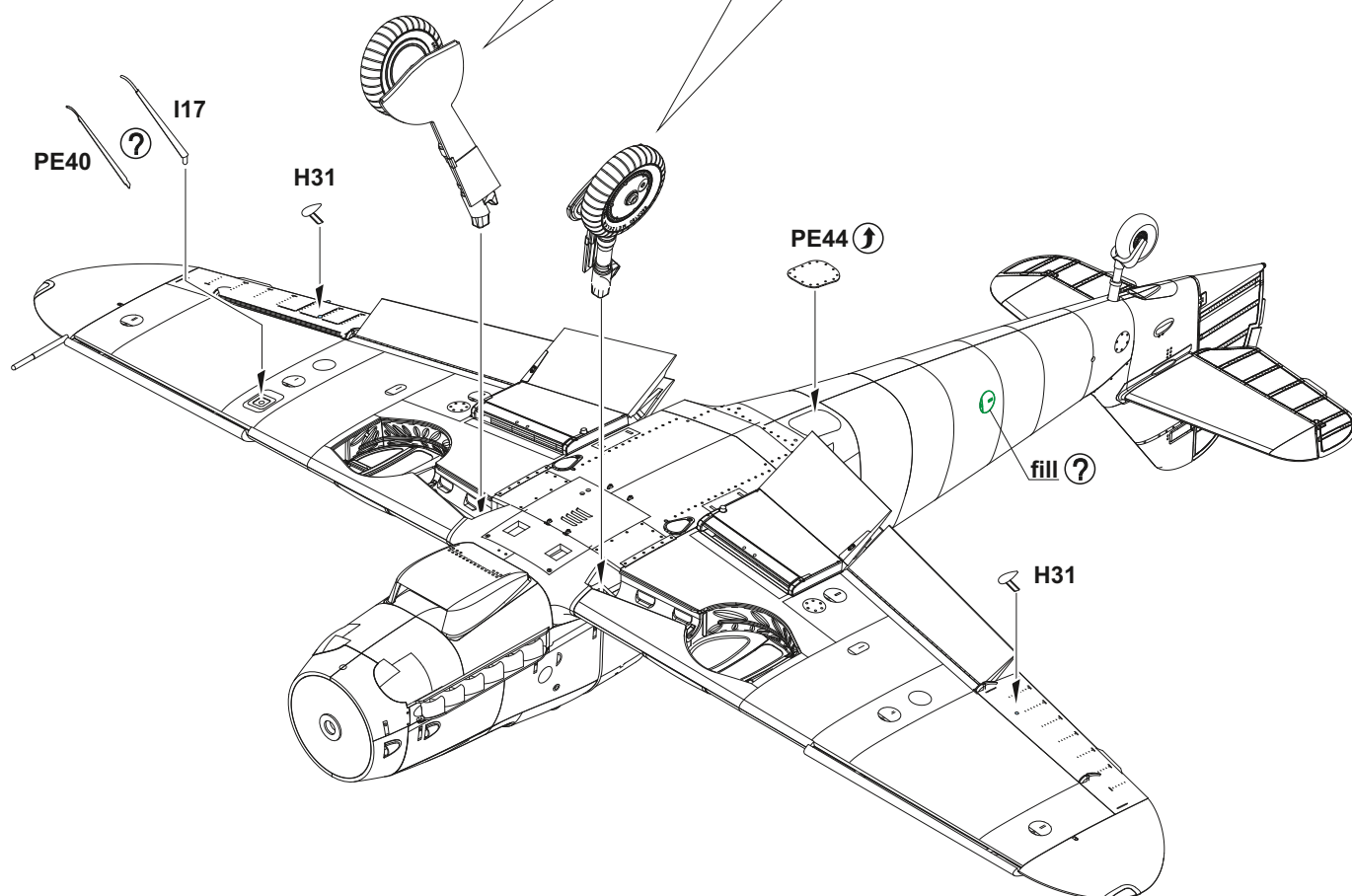
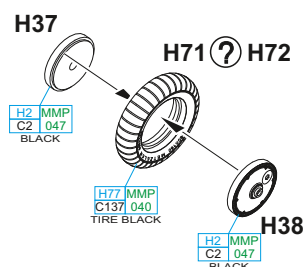
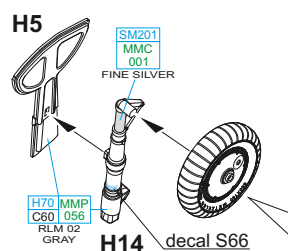
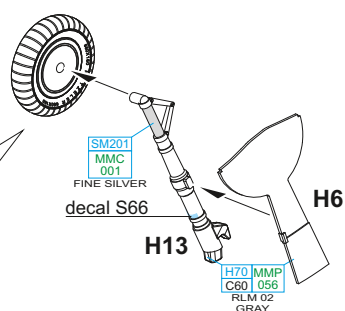
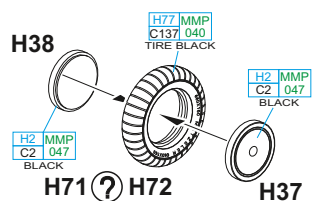
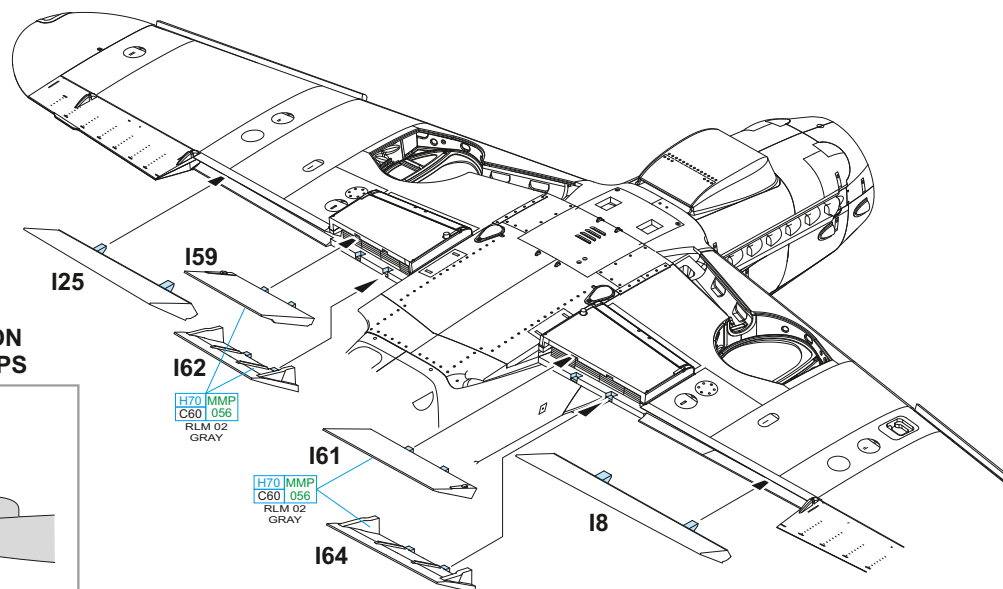
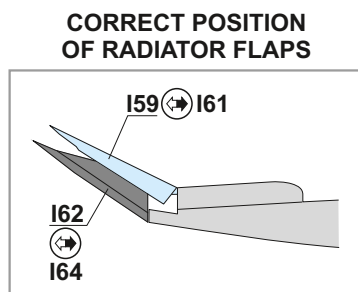
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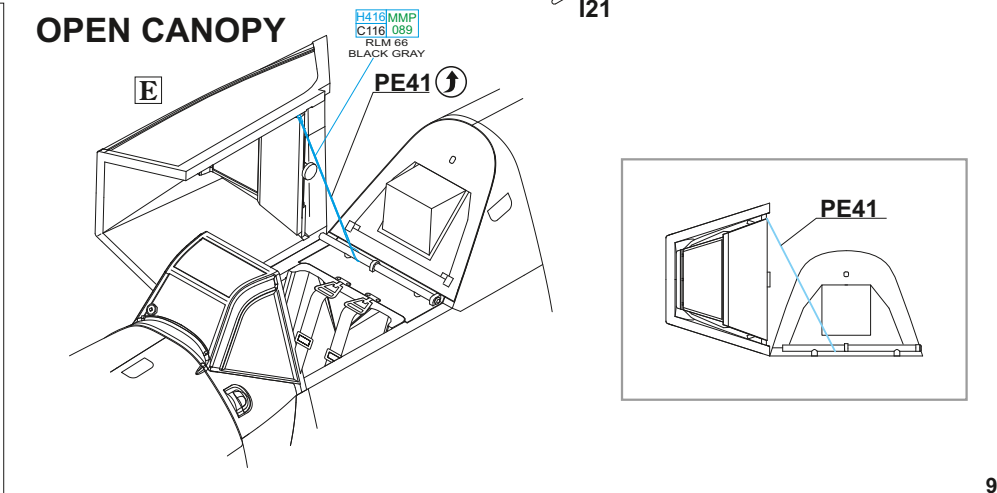
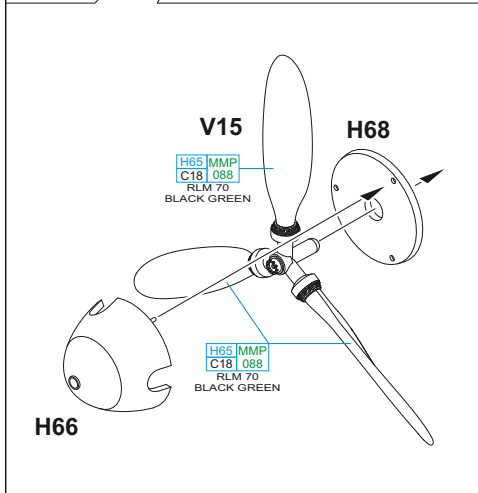
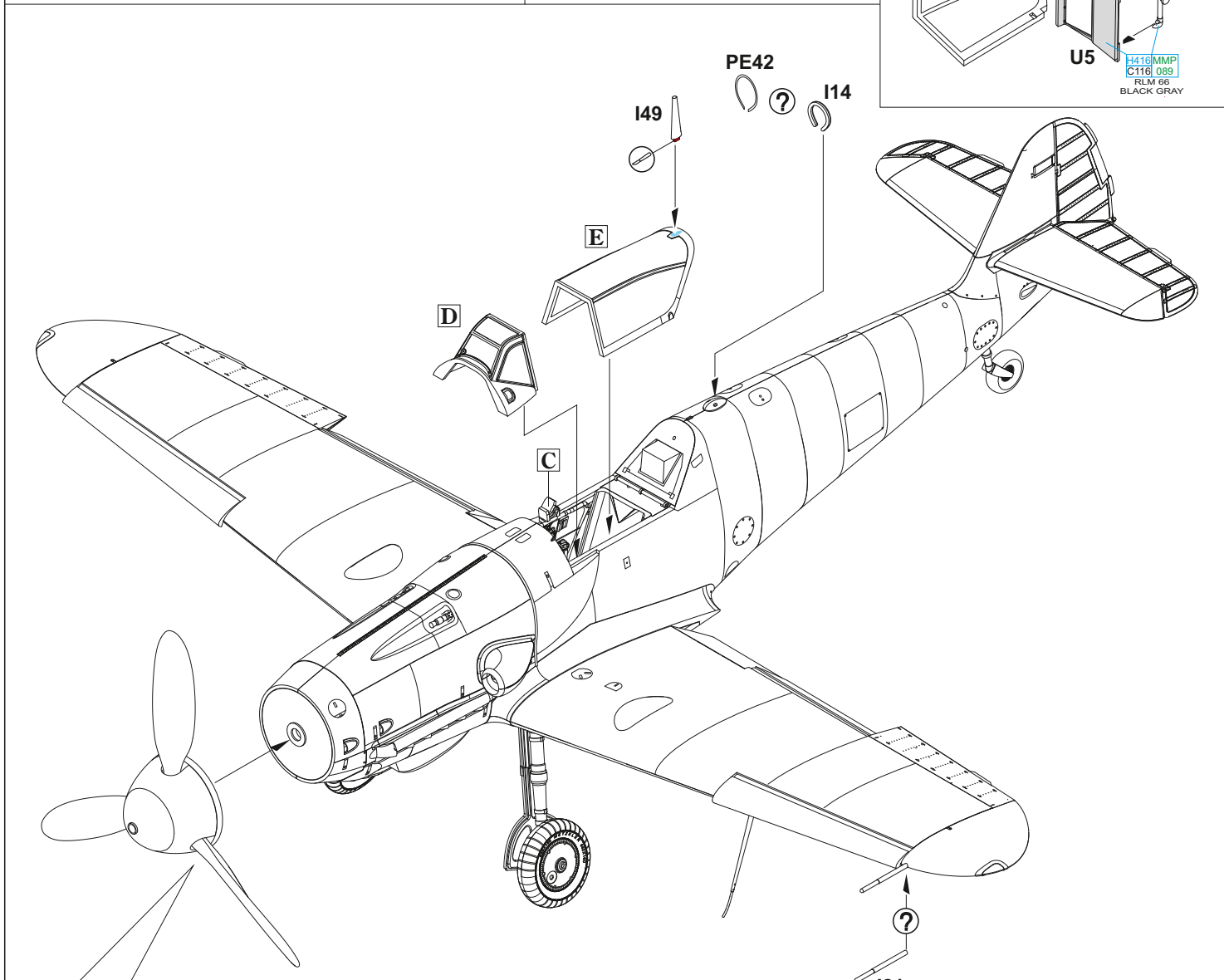
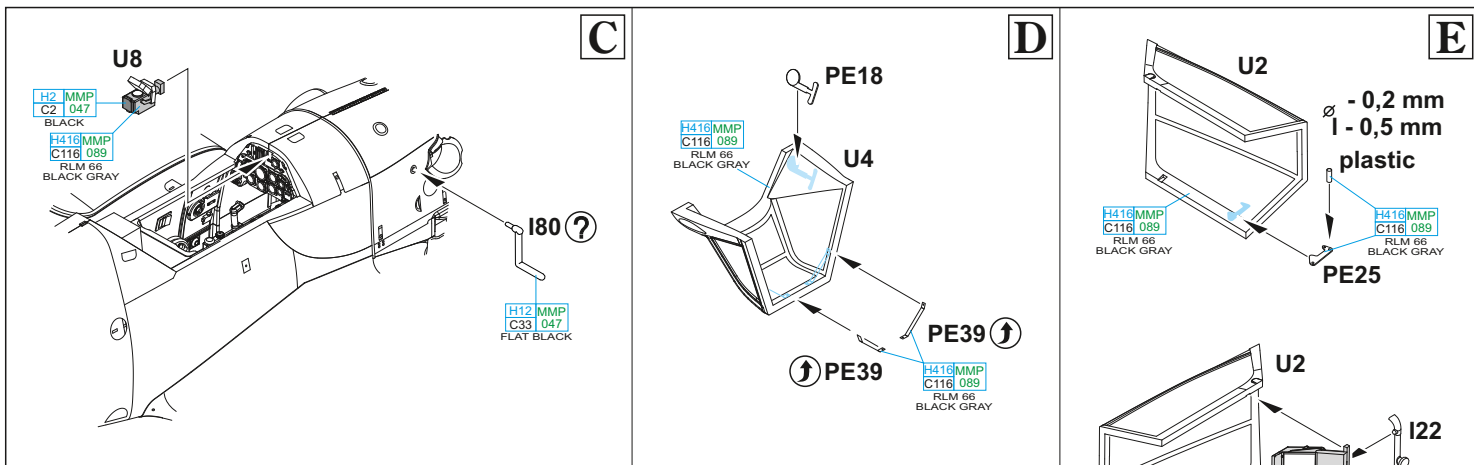


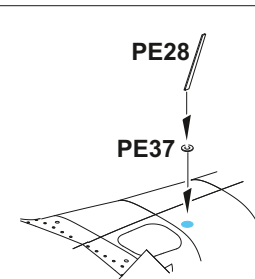
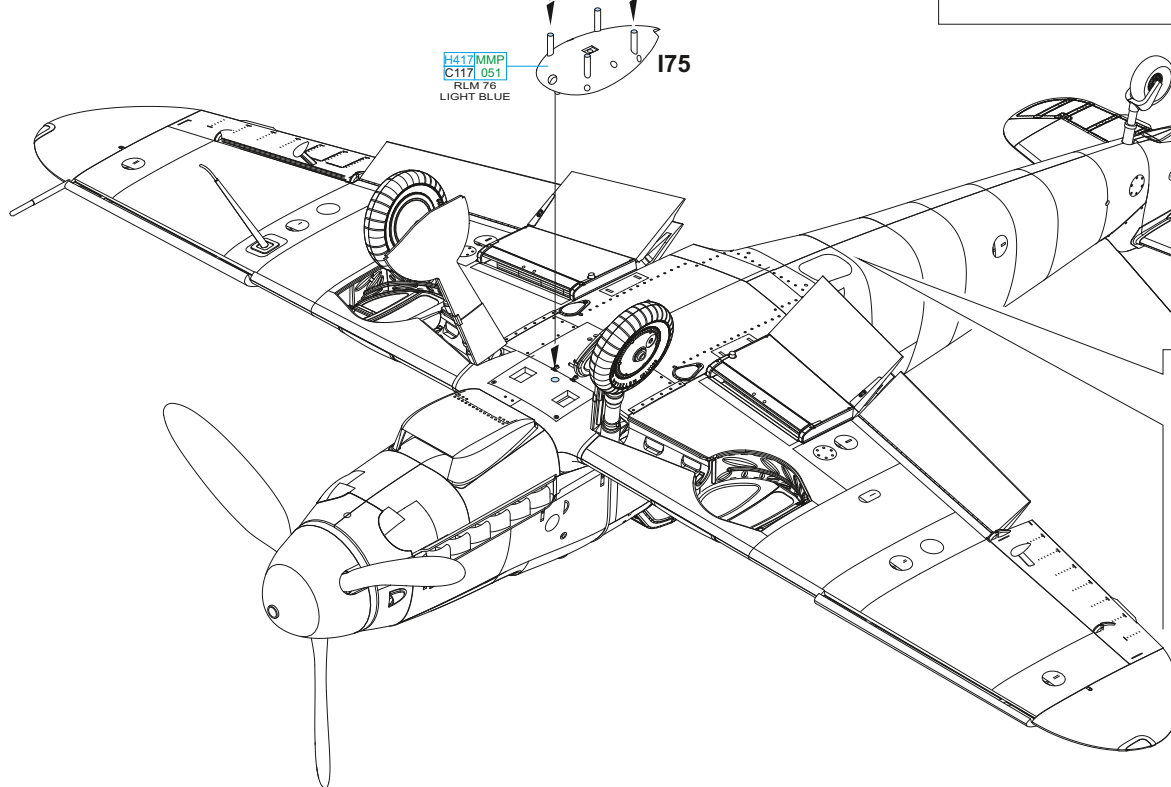
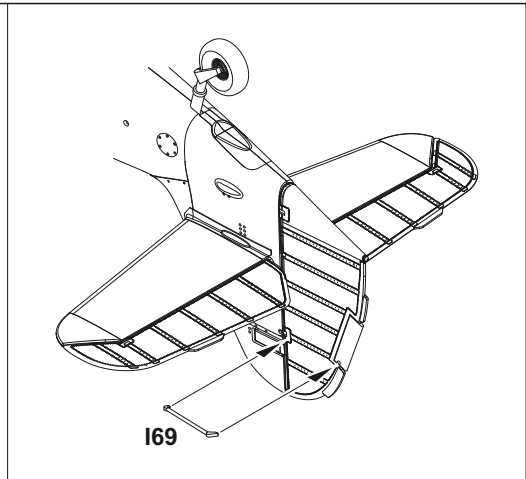
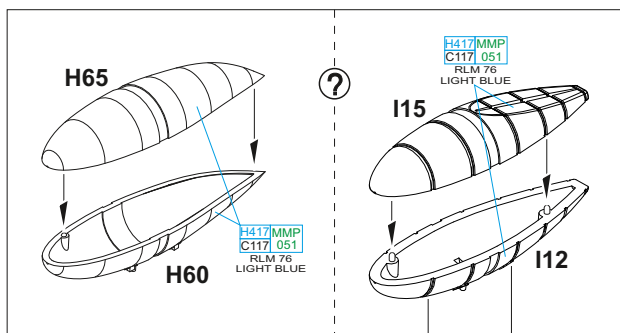






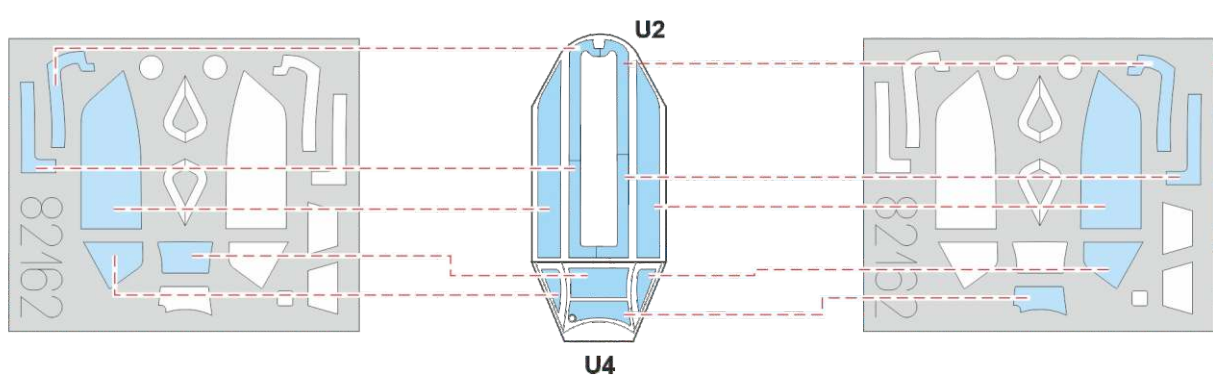
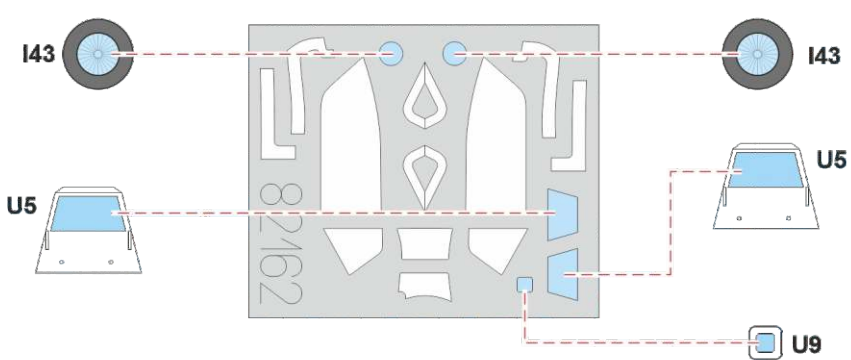




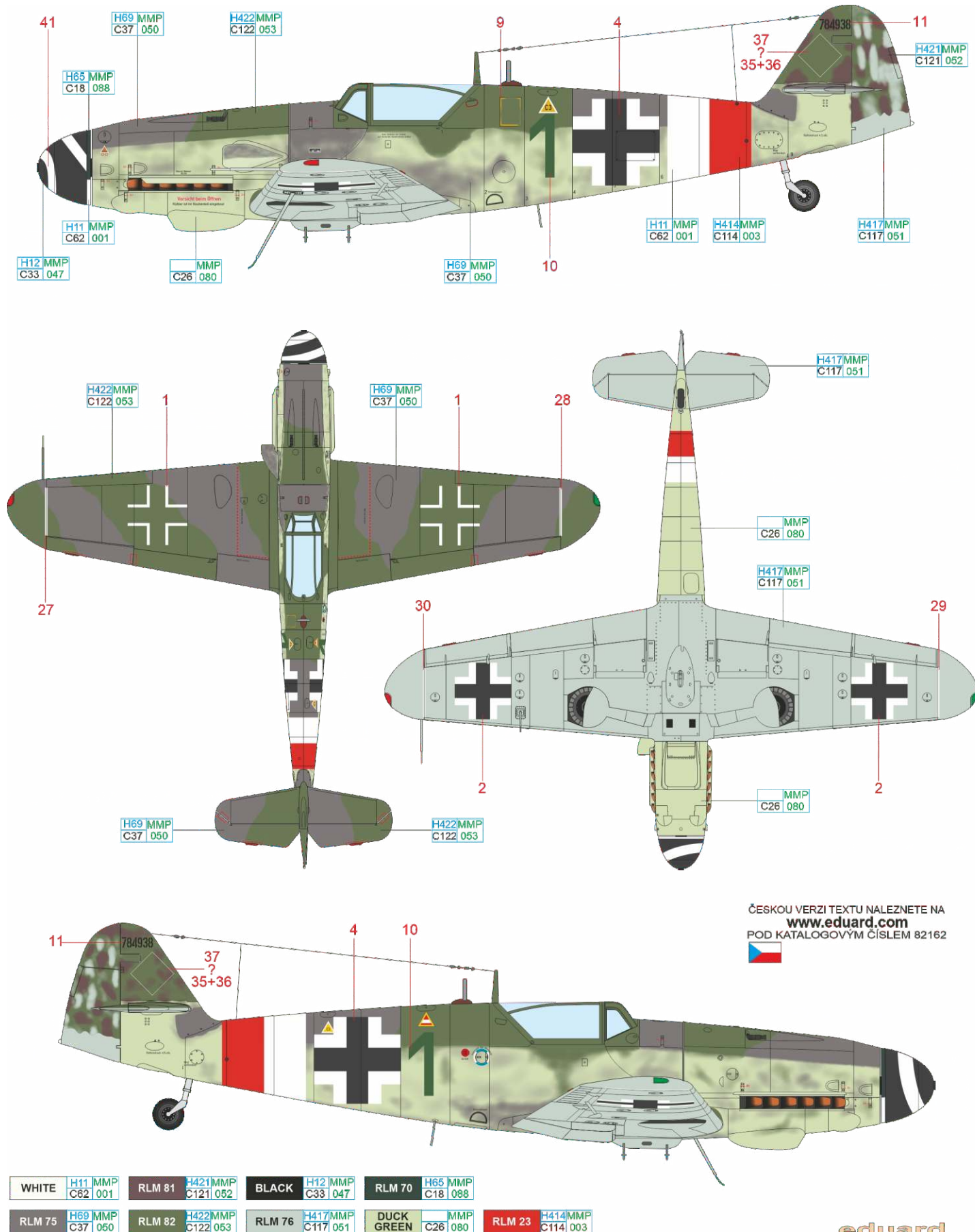


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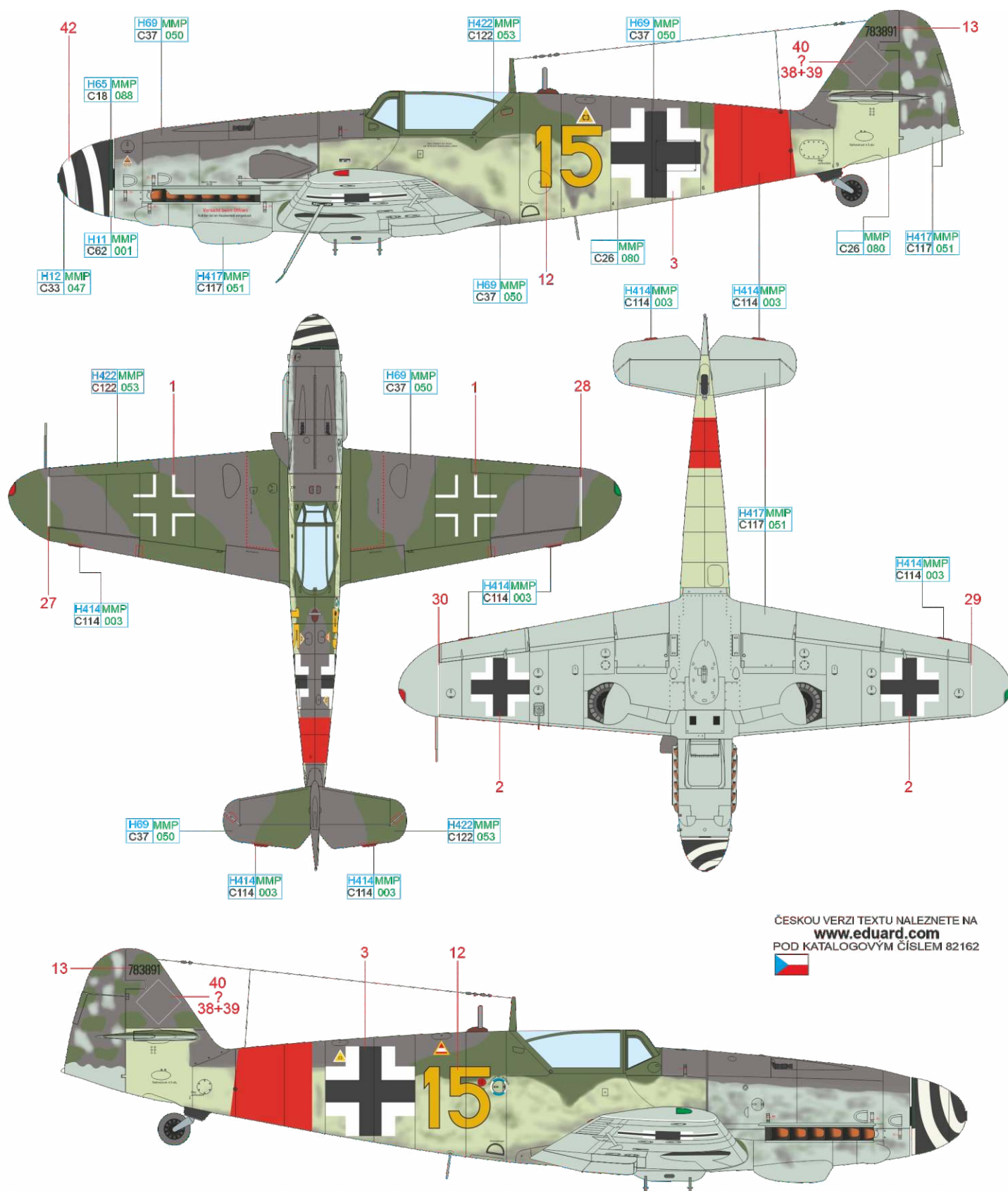


One of the last established Luftwaffe units was Jagdgeschwader 6 established in July 1944. Its Stab plus I. and II. Gruppe were activated in, at that time, Königsberg (nowadays Kaliningrad) and equipped with Fw 190A fighters. Its III. Gruppe was established in October 1944 by re-naming I./JG 5 and equipped with Messerschmitts Bf 109G. On January 1, 1945, the entire unit took part in the operation Bodenplatte, an attack of the fighter units on the Allied airports located on the liberated territories of the Western Europe. Bf 109G-14/AS marked Green 1 was photographed in May 1945 at the airport in Twenthe. It was reported that it had probably landed here due to the engine failure on its return from the operation Bodenplatte. JG 6 aircraft typically carried red-white-red markings on the rear fuselage, this particular aircraft sported only 2 bands.



B WNr. 783891, Fw. Heinz-Paul Müller, 9./JG 300, Jüterbog-Damm, Germany, autumn 1944

This Messerschmitt Bf 109G-14/AS serial number 783891 and marked Yellow 15 was flown by Fw. Heinz-Paul Müller at 9./JG 300. At its controls he claimed two Mustangs shot down. The service of this aircraft with Luftwaffe ended on November 27, 1944 over Clausthal-Zellerfeld where it was shot down and its pilot was wounded. JG 300, operating over Germany within the Defense of the Reich in the autumn of 1944, marked its aircraft with the red band wrapping around the fuselage behind its national insignia.



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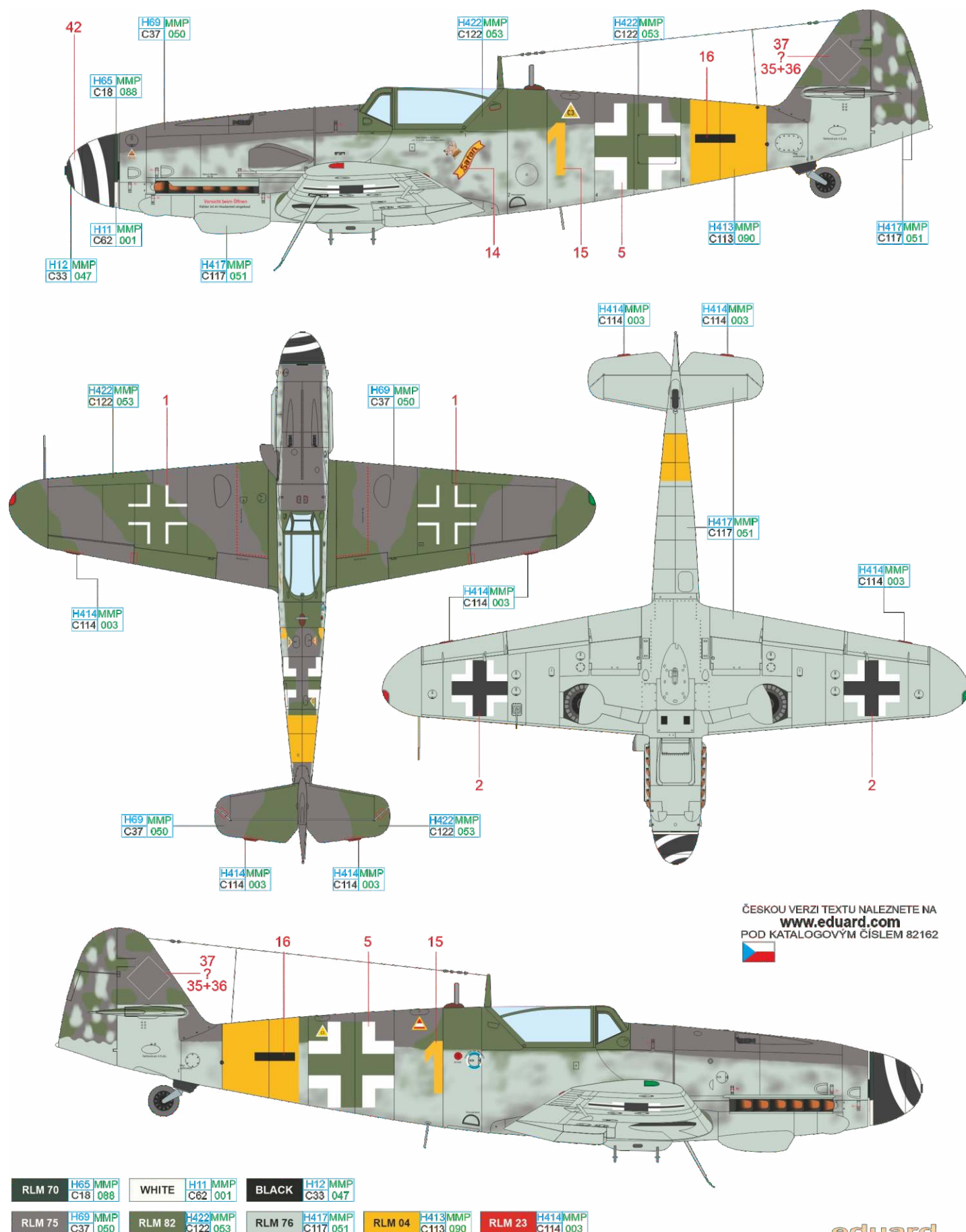


WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047	RLM 70	H65 MMP C18 088
RLM 75	H69 MMP C37 050	RLM 82	H422 MMP C122 053	RLM 76	H417 MMP C117 051
GREEN		YELLOW	MMP C26 080	RLM 23	H414 MMP C114 003

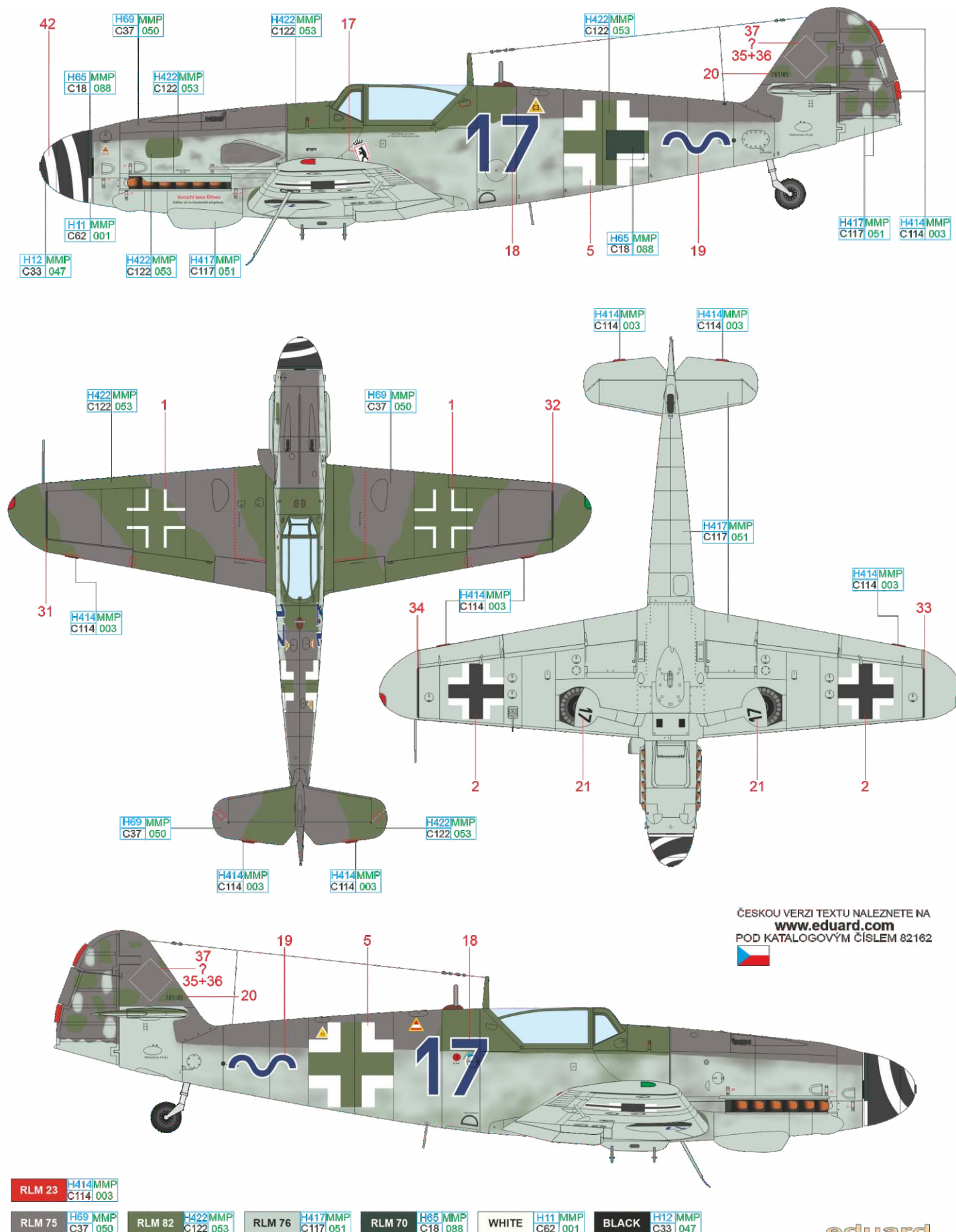
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C Lt. Walter Köhne, CO of 6./JG 11, Wunsdorf, Germany, October 1944

While the Fw 190A-5 flown by Uffz. Walter Köhne at 1./JG 1 carried the name of pilot's angora cat Uschi, his Bf 109G-14/AS he flew commanding 6./JG 11 carried the shepherd dog's head and it name Satan. On July 14, 1944 Lt. Köhne assumed the command of 6. Staffel JG 11 and coming with it he had to take conversion training to Bf 109G since he flew Focke-Wulfs with the previous unit. At the time of his assuming the unit's command he was the ace with twenty-eight kills to his credit and added another two until the end of war. He led the unit until its disbandment in the beginning of April 1945, then he was commanded to Landsberg for the conversion training to Me 262 jets.



In November 1944 in Stavanger 16. Staffel Jagdgeschwader 5 was established in order to boost the IV. Gruppe inventory to four Staffels. The IV./JG 5 equipment was unified to Bf 109G-14 even though couple of Fw 190 continued flying with the unit till the end of 1944. Bf 109G-14/AS marked blue 17 was flown by Lt. Heinz Schüler who painted Berlin's coat of arms under the windshield. It is apparent in the photographs that at that time the aircraft did not carry the Defense of the Reich markings, however when Lt. Schüler landed it on March 27, 1945 at Stavanger-Sola airport it sported black and yellow bands (JG 5 aircraft marking) behind the fuselage national insignia.



After declaration of the Italian Social Republic on September 18th, 1943, a puppet state on the German armed forces occupied territory, and under the leadership of Benito Mussolini, Germany allowed this state to form the army in the strength of four divisions. Its aviation component, named Aeronautica Nazionale Repubblicana, consisted of two fighter groups (Gruppo Caccia), a group of torpedo bombers (Gruppo Aerosiluranti Buscaglia) and several transport flights. 1^o Gruppo Caccia (Asso di Bastoni) initially flew Macchi C.205 but from November 1944 till February 1945 went through the transition training on Messerschmitt 109 in Holzkirchen, Germany. In February the unit received Messerschmitts 109 of the versions G-10 (manufactured by Erla factory in Leipzig), G-14 and G-14/AS and several K-4s. The original German markings were oversprayed in Italian colors and the aircraft received the Italian markings. The German iron crosses were left on the wing underside surfaces.

