



Messerschmitt Bf-108



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.








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.

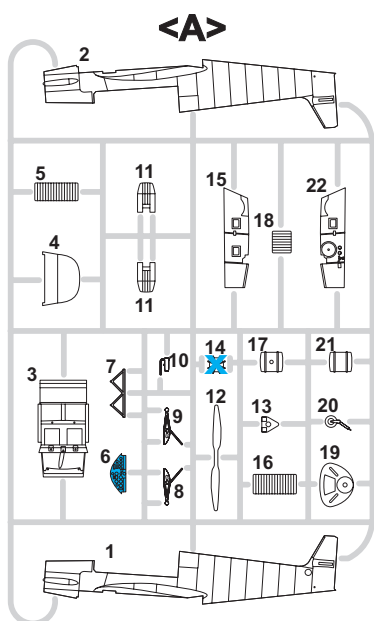
Produkce vylepšené verze Bf-108B byla zahájena v listopadu 1935. Konstrukce byla celkově zvětšena, stroj byl nyní čtyřmístný a dostal nový motor Argus As 10C. Bf-108B byl velmi moderní lehký letoun, s celokovovou konstrukcí, zatahovacím podvozkem a stavitelnou vrtulí, s vynikajícími letovými charakteristikami. 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 přídělence 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 přežných Taifunů, z nichž mnohé jsou dodnes v letuschopném stavu.

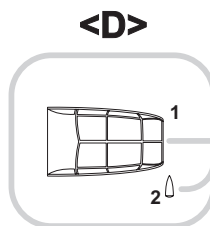
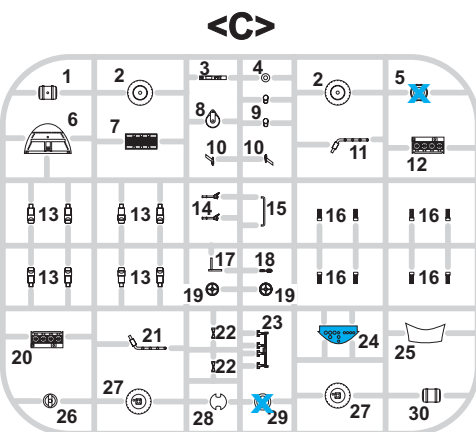
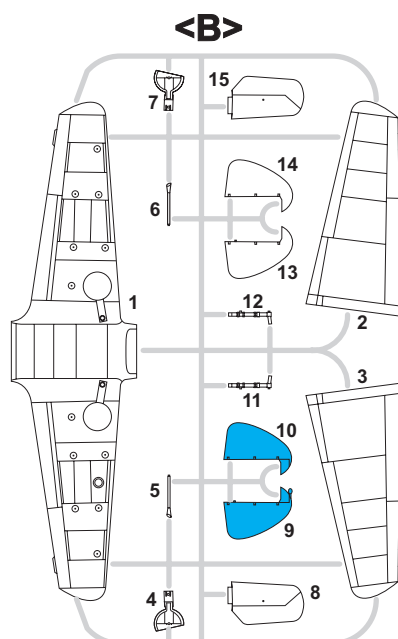
ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION * 注意

-  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 nepouívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.
-  Lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.
-  Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.
-  組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てて下さい。

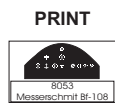
PARTS * DÍLY * TEILE * PIÈCES * 部品



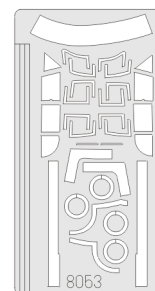
PP - PLASTIC PARTS




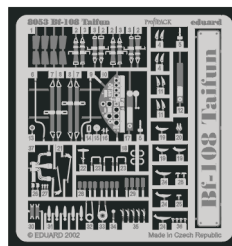
PE - PHOTO ETCHING
DETAIL PARTS



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



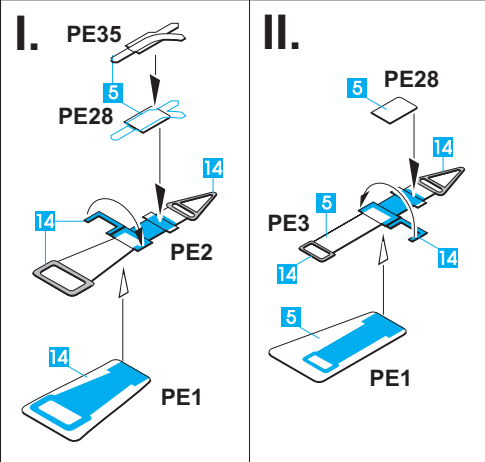
INSTRUKTION SIGNS*INSTR. SYMBOLY*INSTRUKTION SINNBILDEN*SYMBOLES* 記号の説明

						
OPTIONAL FACULTATIF NACH BELIEBEN VOLBA 選択する	BEND PLIER SIL VOUS PLAIT BITTE BIEGEN OHNOUT 折る	OPEN HOLE FAIRE UN TROU OFFNEN VYVRTAT OTVOR 穴を開ける	SYMETRICAL ASSEMBLY MONTAGE SYMÉTRIQUE SYMMETRISCHE AUFBAU SYMMETRICKÁ MONTÁ 左右均等に組み立てる	NOTCH L INCISION DER EINSCHNITT ZÁREZ 切る	REMOVE RETIRER ENTFERNEN ODRÍZNOUT 移す	APPLY EXPRESS MASK AND PAINT BEFORE GLUING POU ÍT EXPRESS MASK NABARVIT PŘED SLEPENÍM

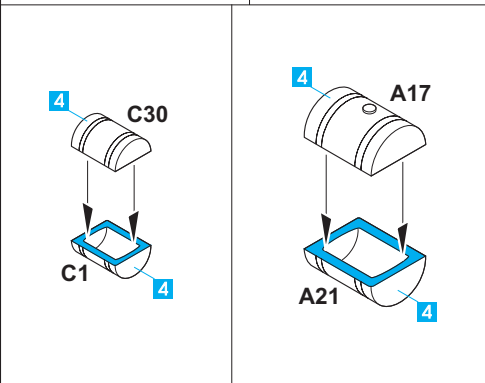
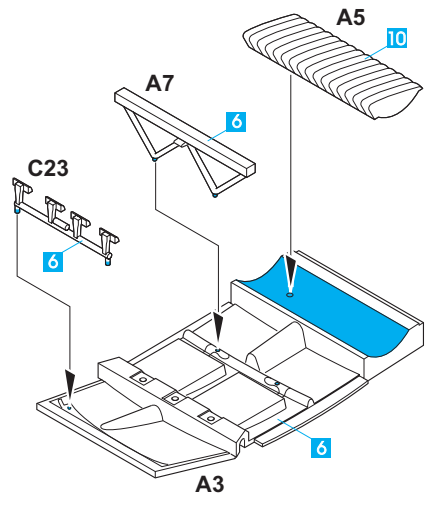
COLOURS * BARVY * FARBEN * PEINTURE * 色

		TAMIYA	HUMBROL	REVELL	TESTORS	GUNZE	
1	BLACK GREEN / SCHWARZGRÜN / ČERNOZELENÁ	RLM 70	XF 61	91	81	2080	H 65
2	DARK GREEN / DUNKEL GRÜN / TMAVÉ ZELENÁ	RLM 71	XF 65	116	67	1710	H 64
3	LIGHT BLUE / HELLBLAU / SVĚTLE MODRÁ	RLM 65	XF 23	HG 5 / 65	58	1562	H 67
4	YELLOW / GELB / LUTÁ	RLM 04	XF 3	24	310	1514	H 413
5	TAN / HELL BRAUN / BRUN CLAIR / TRÍSLOVÁ		XF 55	94	314	1576	H 313
6	GRAY / GRAU / ŠEDÁ	RLM 02	XF 66	141	79	1741	H 70
7	GRAY GREEN / GRAU GRÜN /	RLM 74	XF 54	27	77		H 68
8	GRAY VIOLET / GRAU VIOLET /	RLM 75		HG-11			H 69
9	BLUE / BLAU / MODRÁ	RLM 78	XF 02+XF 23	122	50	1722	H 418
10	LEATHER / LEDER / KÚ E		XF 9	70	32	1502	H 341
11	LIGHT GRAY / HELLGRAU / SVĚTLE ŠEDÁ		XF 25	87	57	1721	H 61
12	BRASS / MESSING / MOSAZ		XF 6	54	93		MC 219
13	BLACK / SCHWARZ / ČERNÁ		XF 1	33	9	1749	H 12
14	ALUMINIUM / ALUMINIUM / HLINÍK		XF 16	56	99	1401	MC 218/M 8
15	CREAM / LASUR / KRÉMOVÁ	RLM 05		7	RAL1018	1709	H 318
16	LIGHT GRAY / HELLGRAU / SVĚTLE ŠEDÁ		X 19	1324			H 95

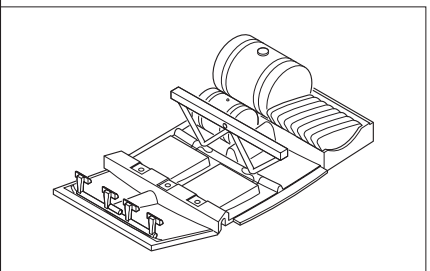
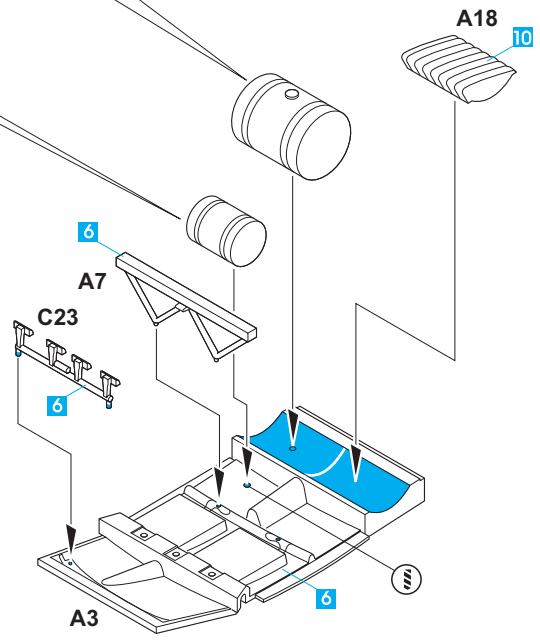
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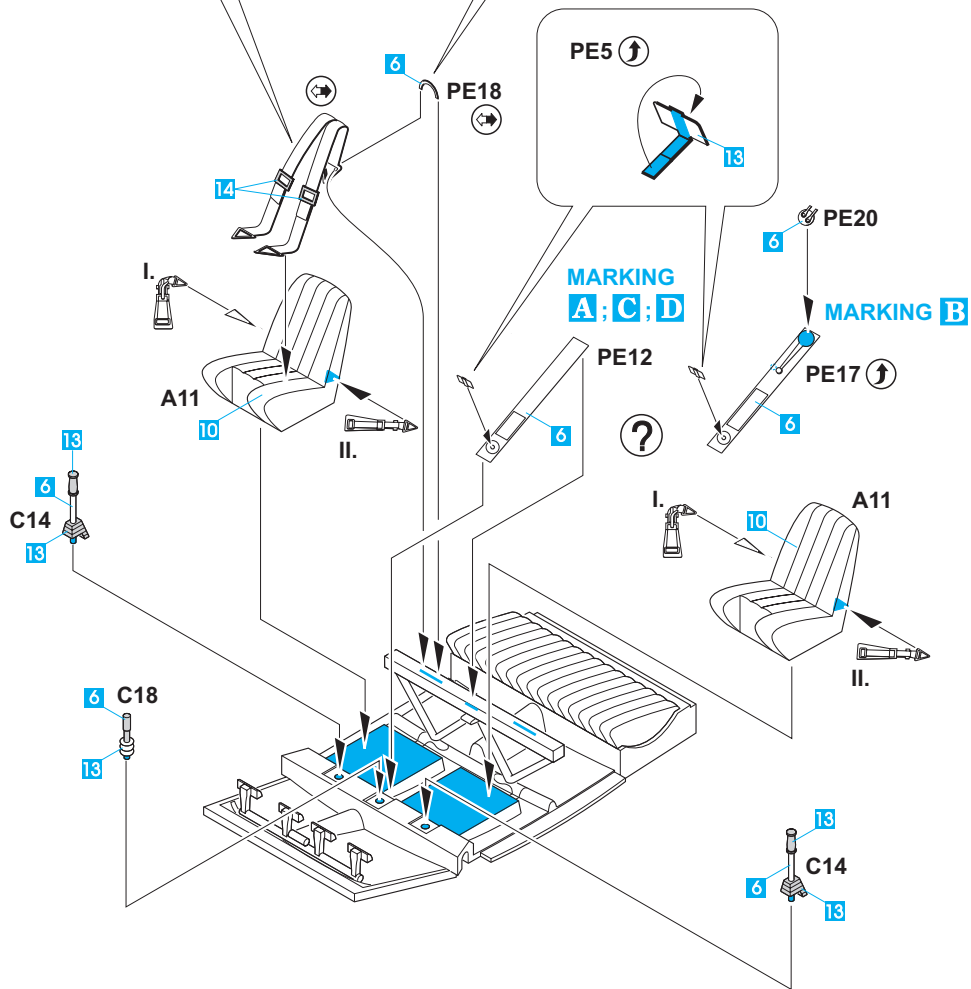
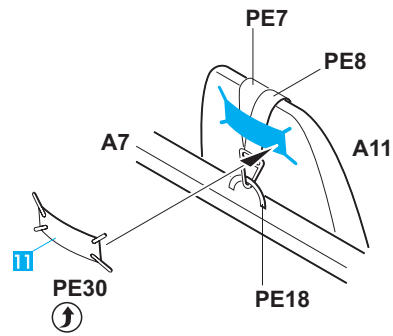
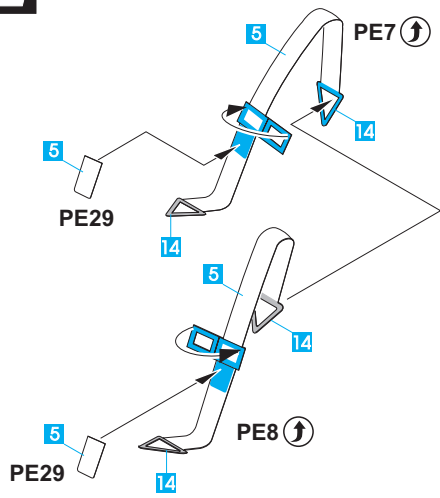
MARKING **A; C; D**



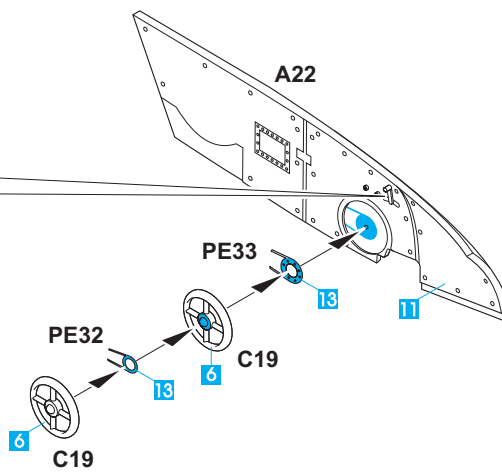
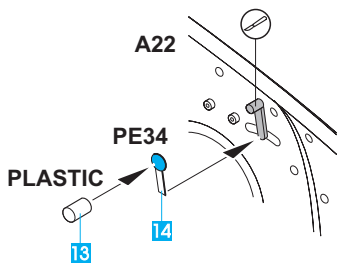
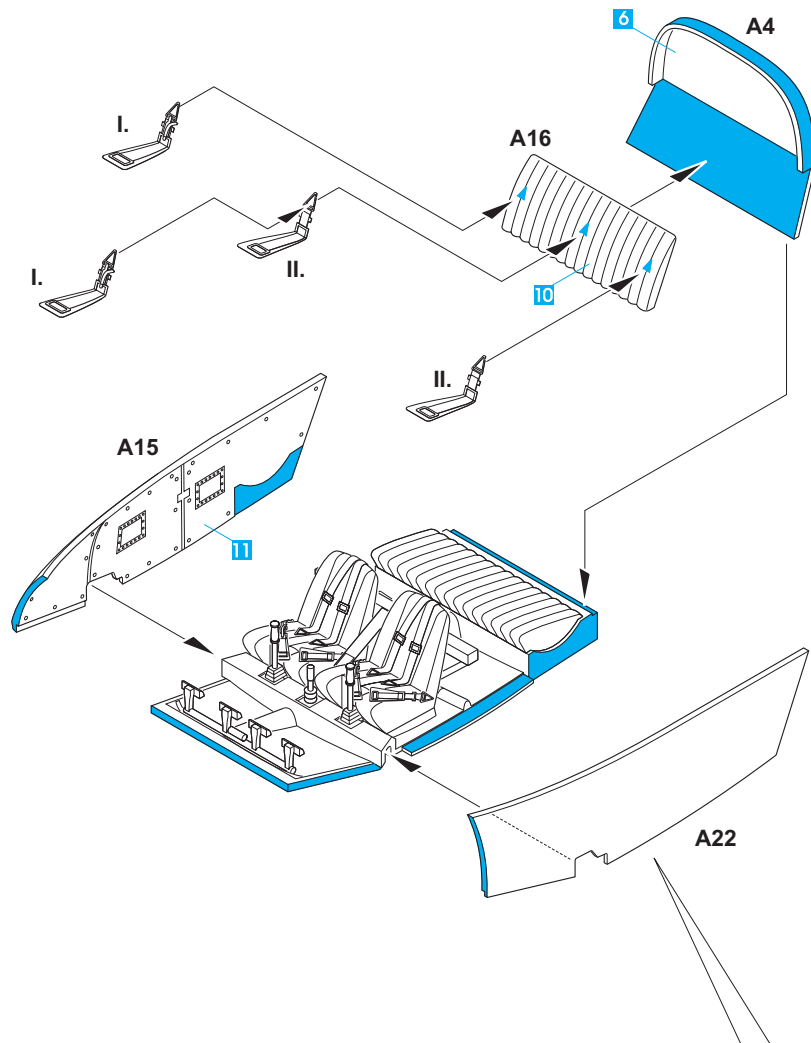
MARKING **B**



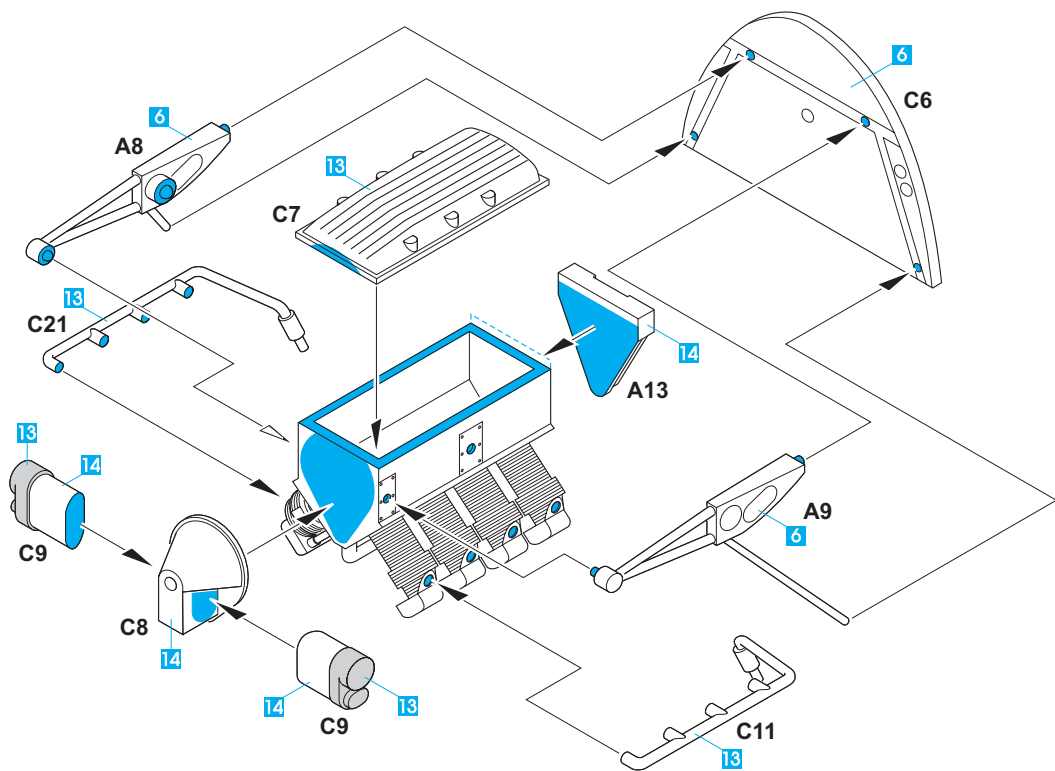
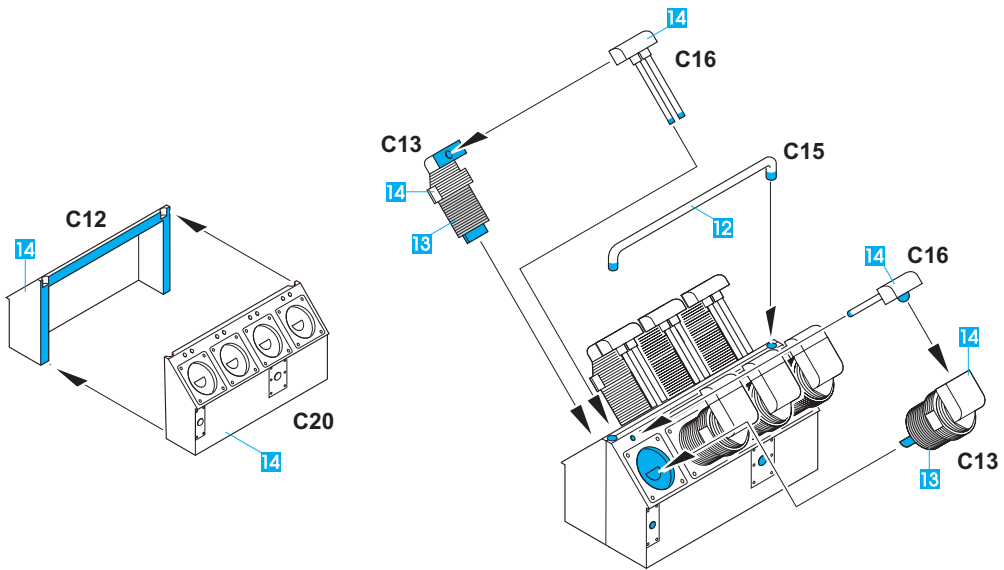
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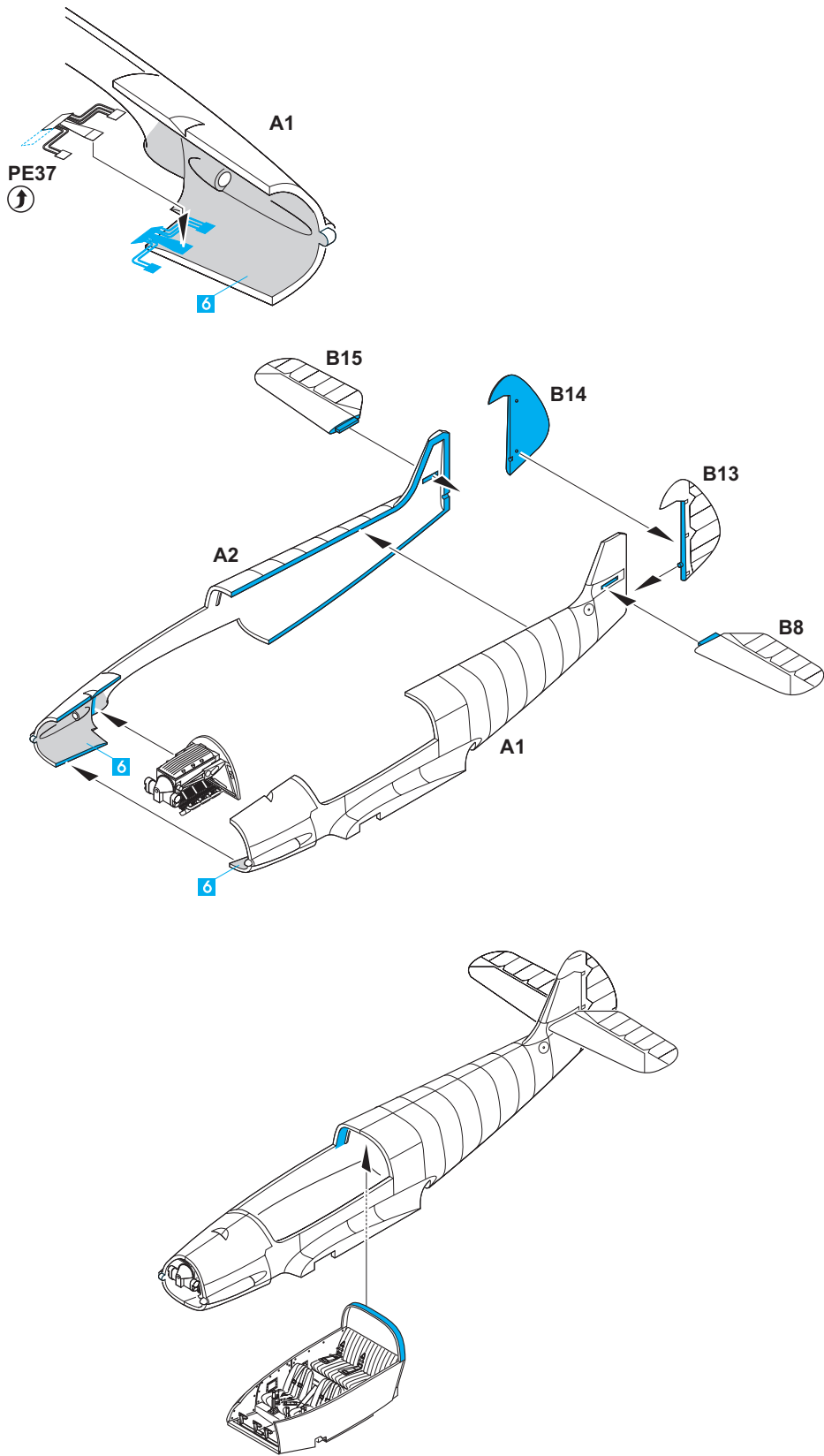
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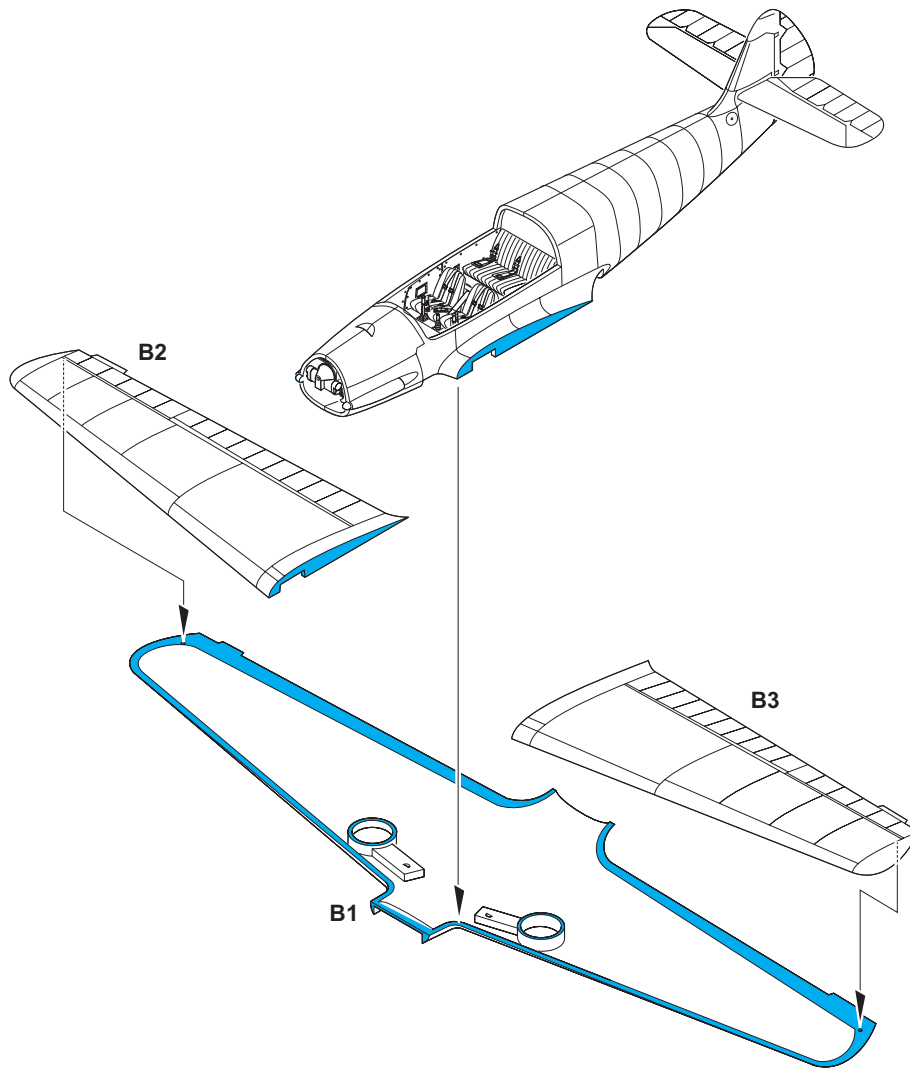
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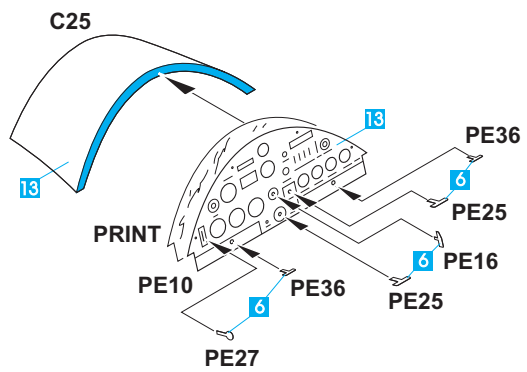
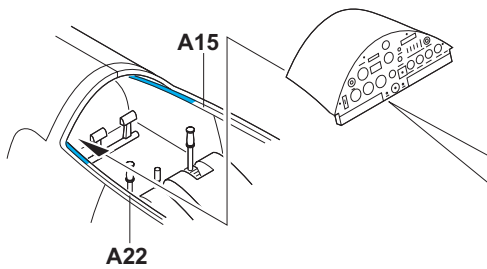
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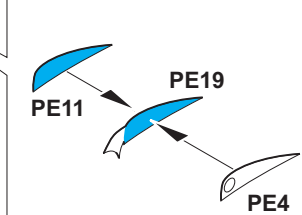
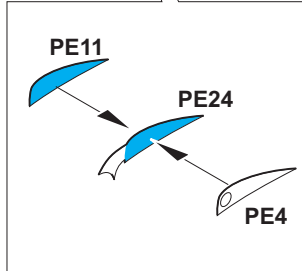
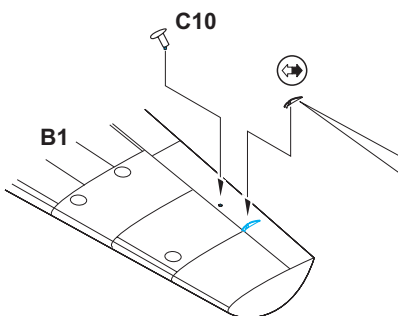
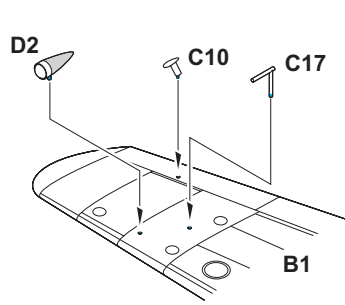
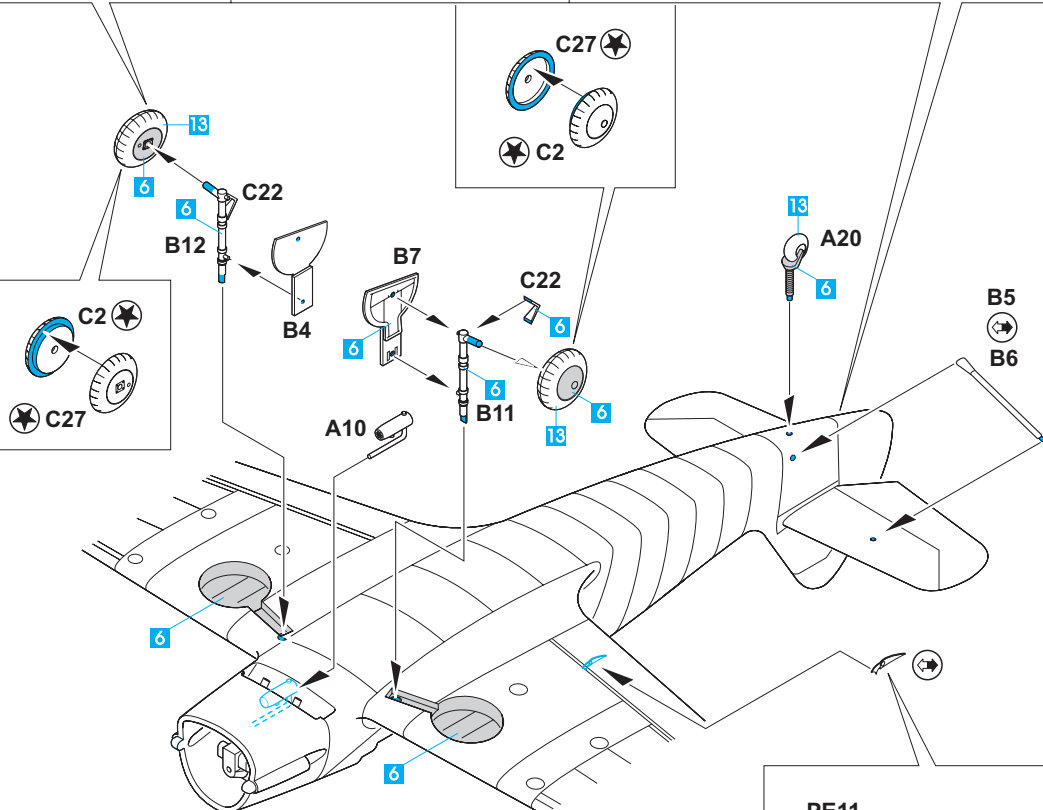
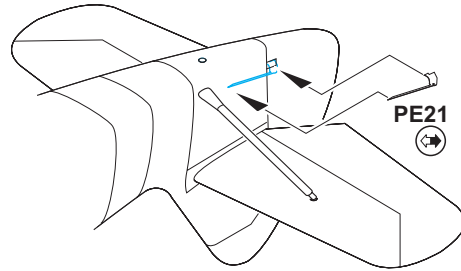
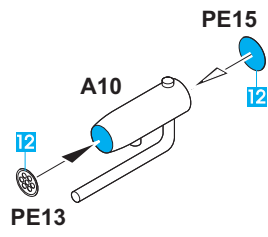
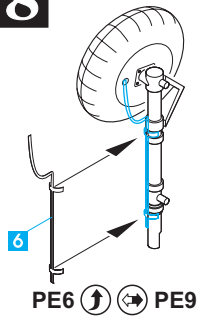
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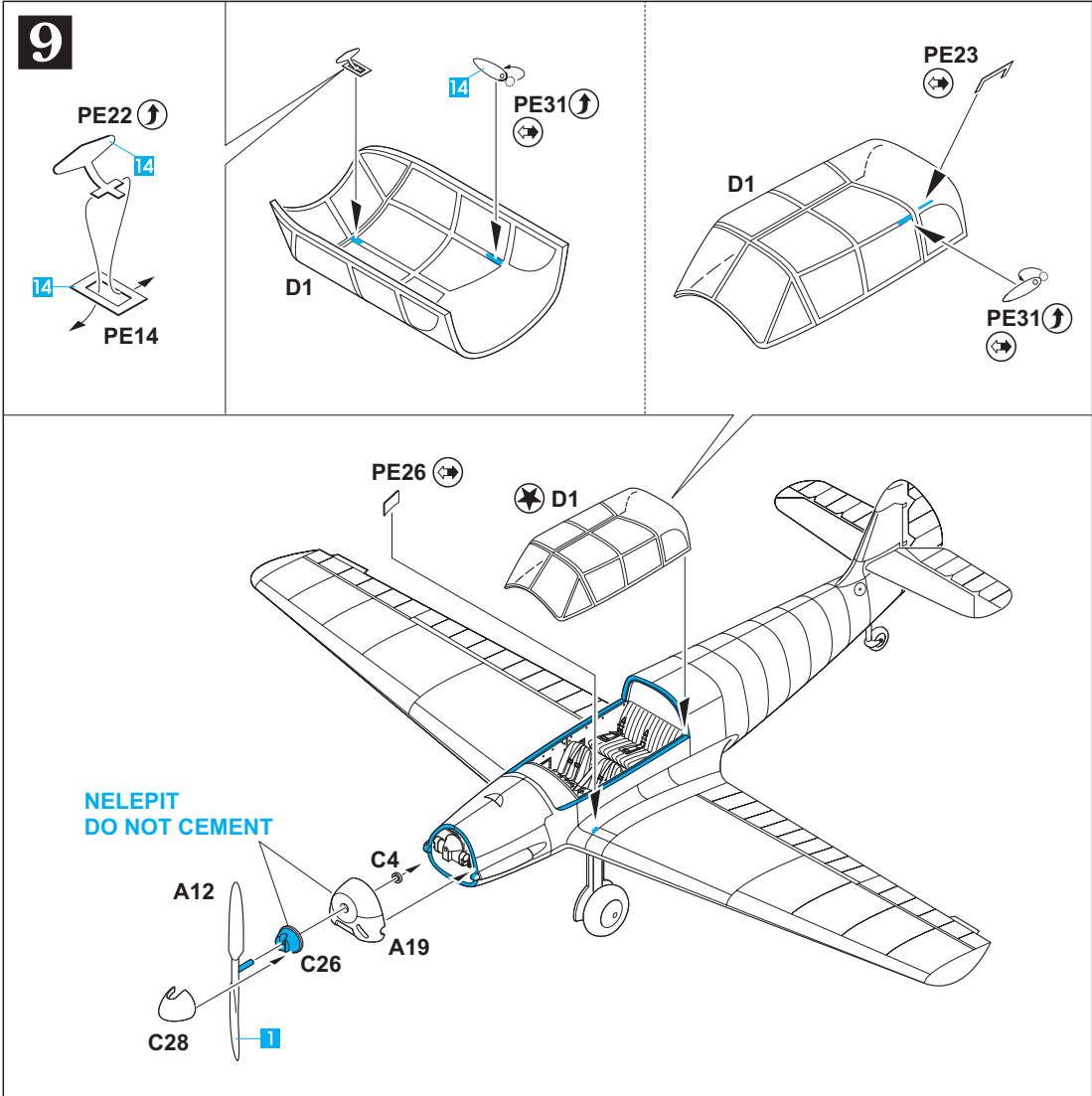


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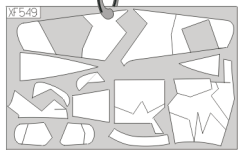


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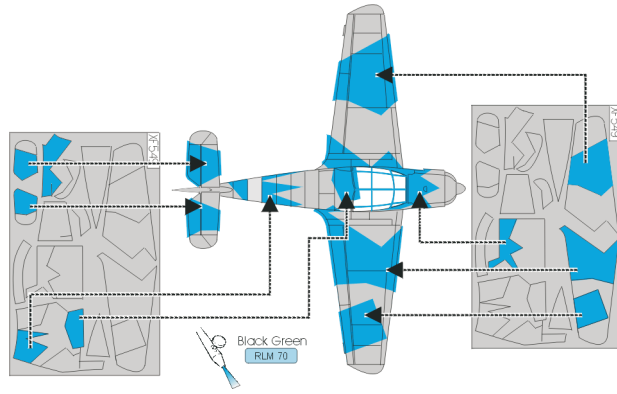




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Express Mask
XF 549



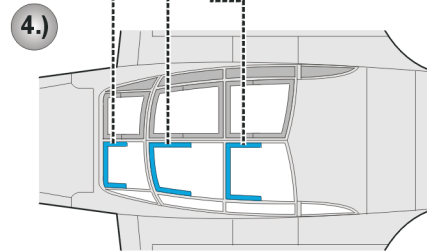
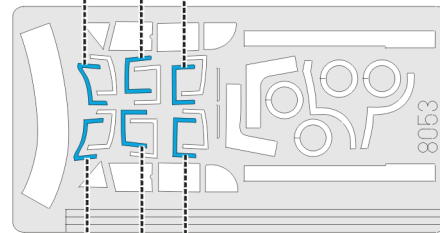
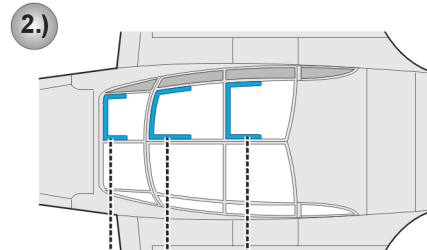
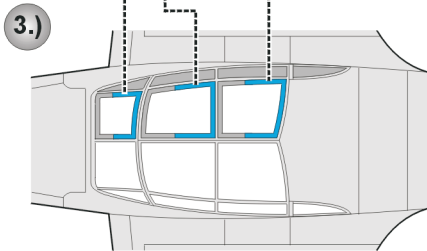
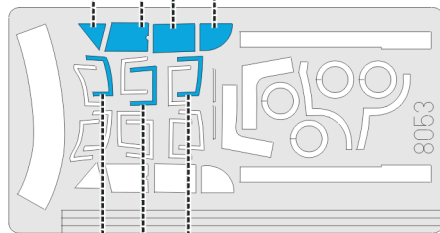
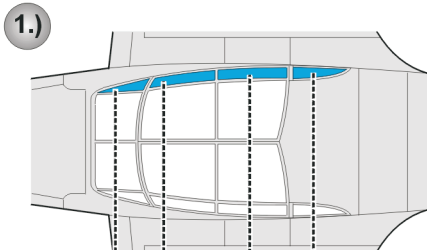
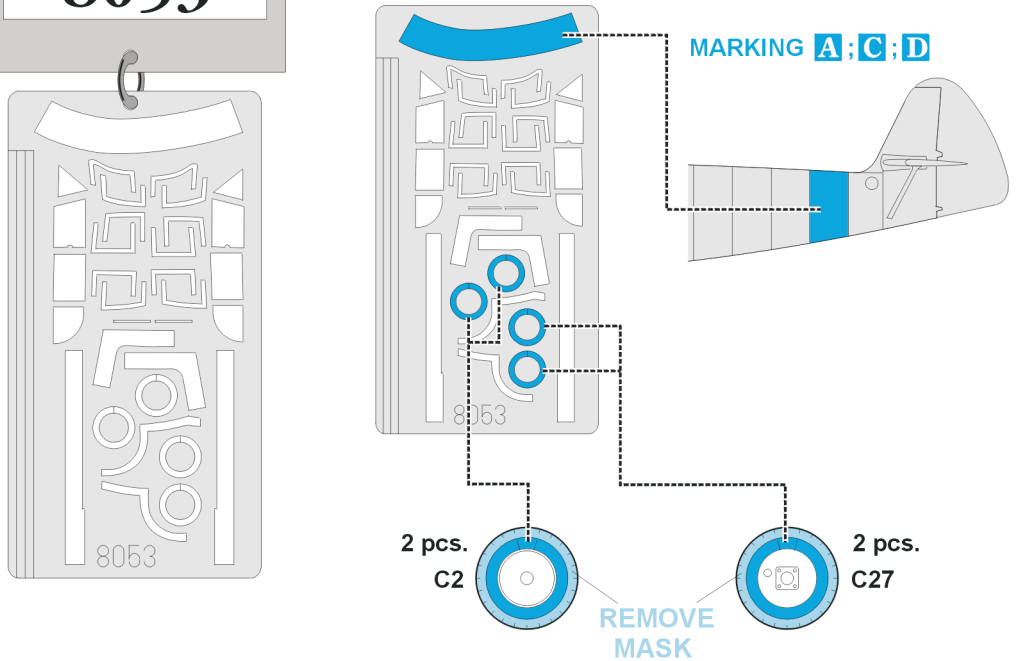
**Look for Express Mask XF 549
for 1/48 Messerschmitt Bf-108B
(not included in this set)**

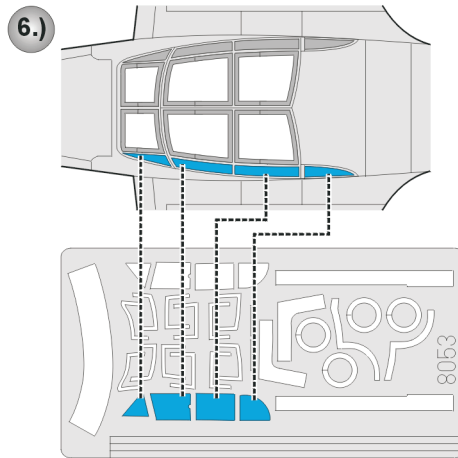
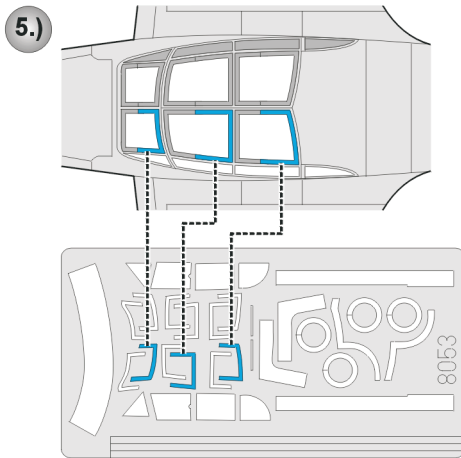


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Express Mask

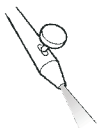
8053

Messerschmitt Bf-108





7.)



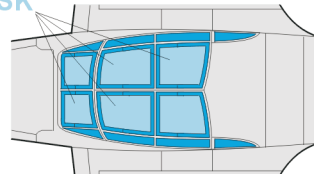
INTERIOR COLOR

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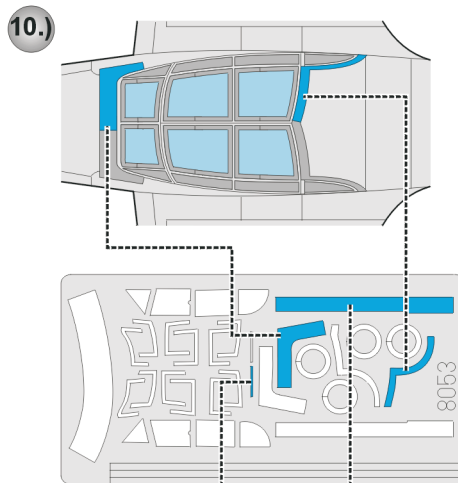
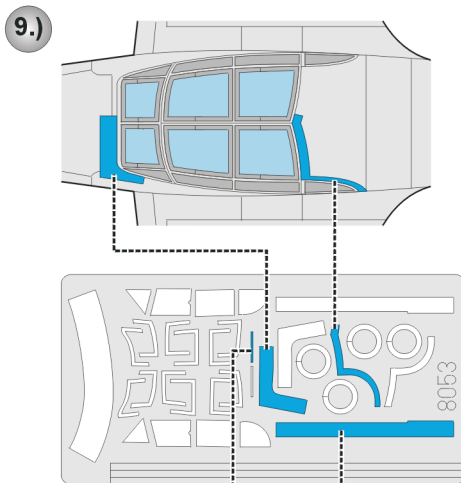


CAMOUFLAGE COLOR

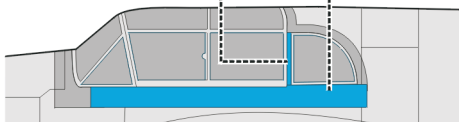
REMOVE MASK



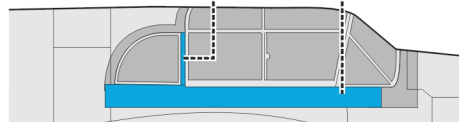
MARKING B



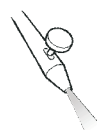
11.)



12.)

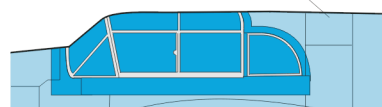


13.)



CANOPY FRAME
CREAM / KRÉMOVÁ

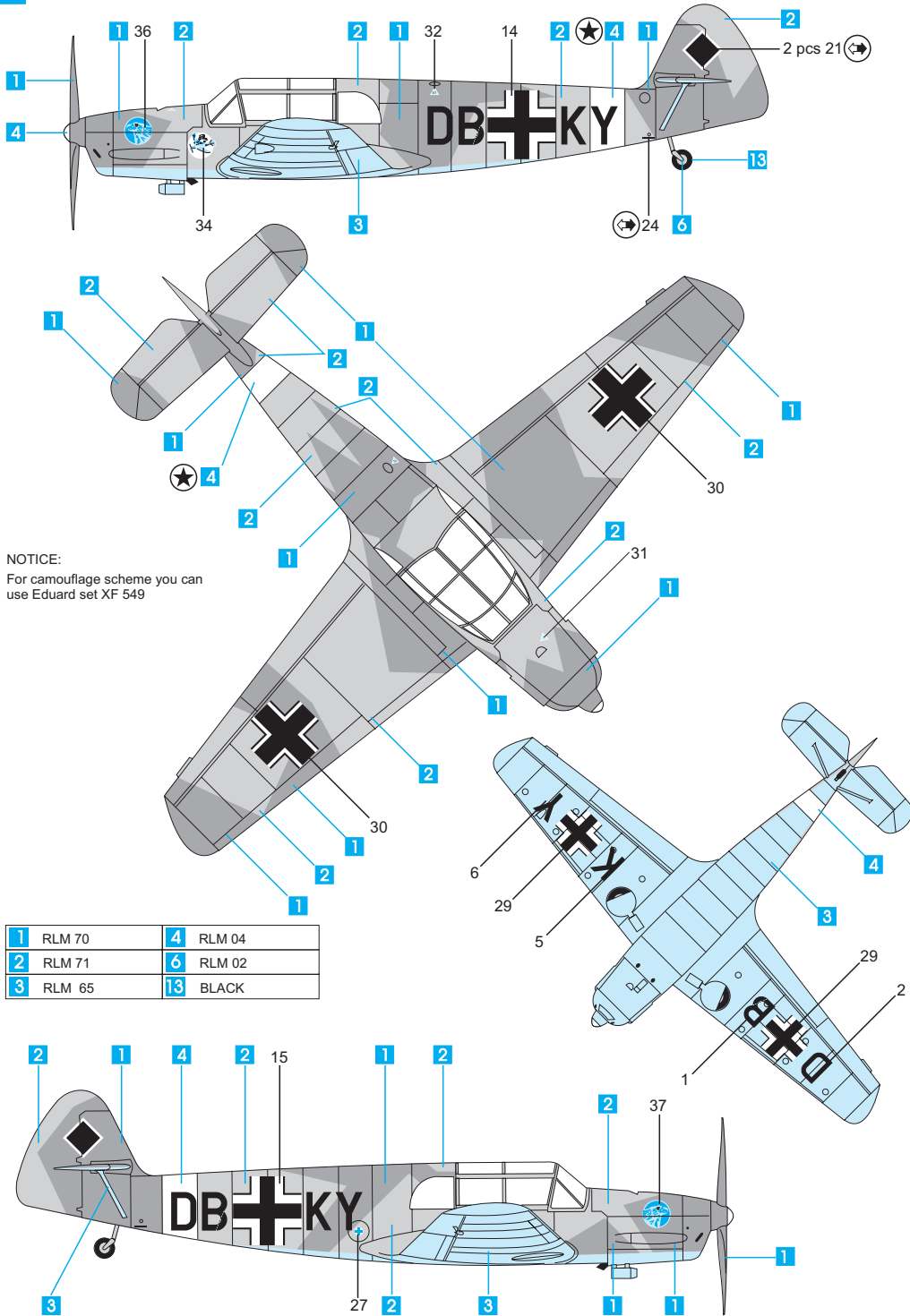
REMOVE MASK



* OZNAČENÍ A ZBARVENÍ
MARKIERUNGEN UND BEMALUNG

* MARKING & PAINTING *
DECORATION ET PEINTURE

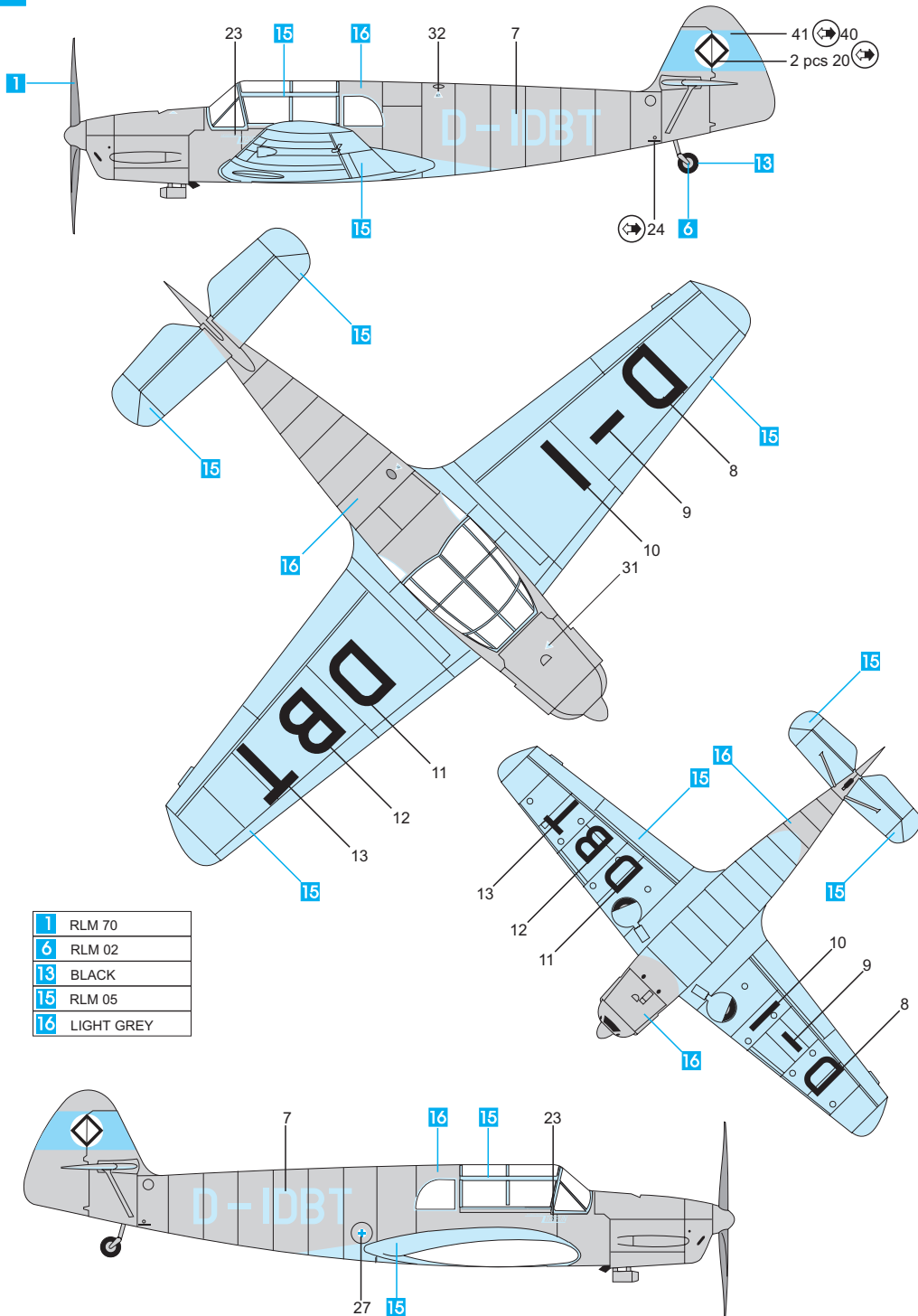
A Bf 108 B-2, pilot W. Zeugner, IV/JG 51



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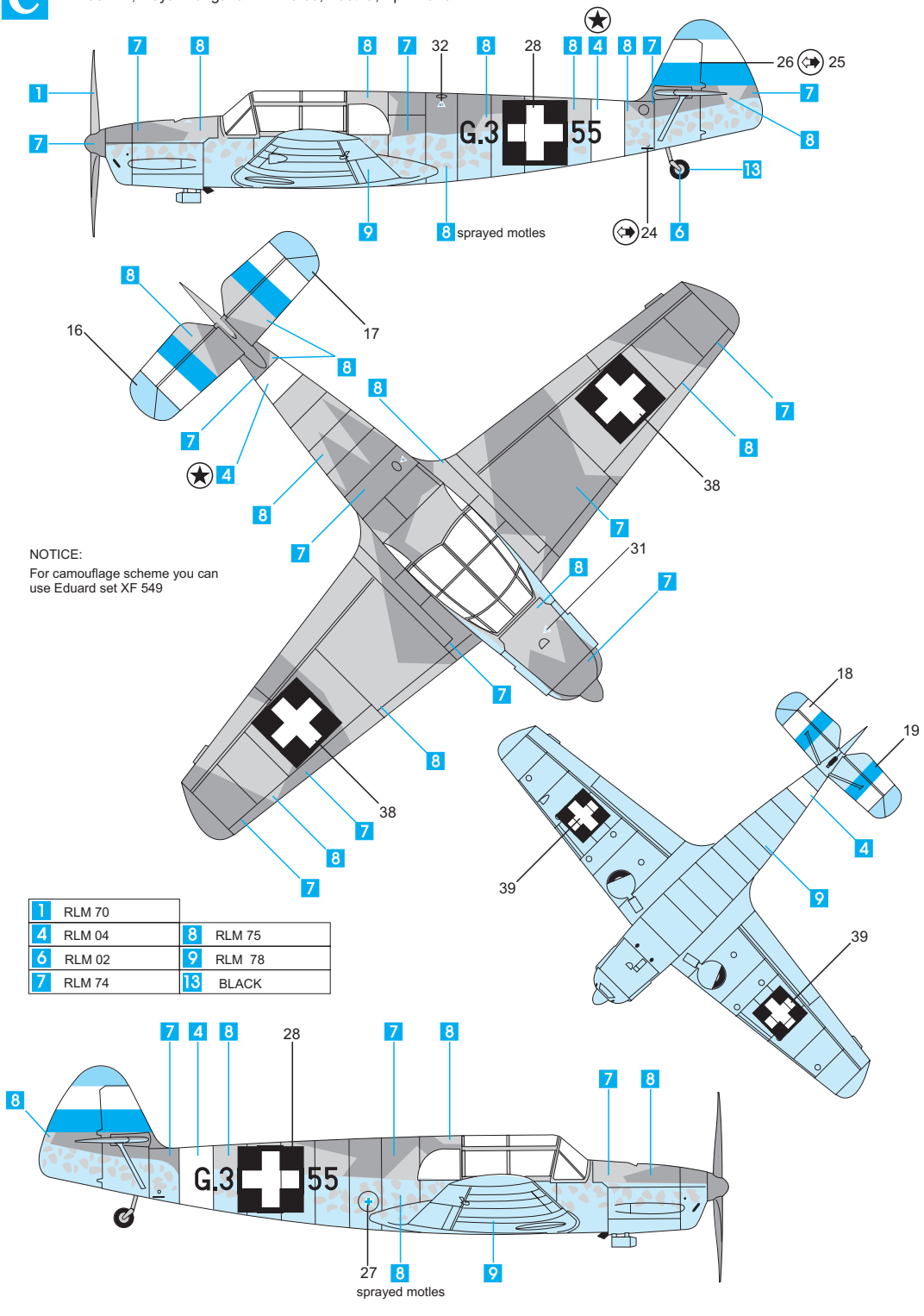
B Bf 108 B-1, German Embassy in London, 1939



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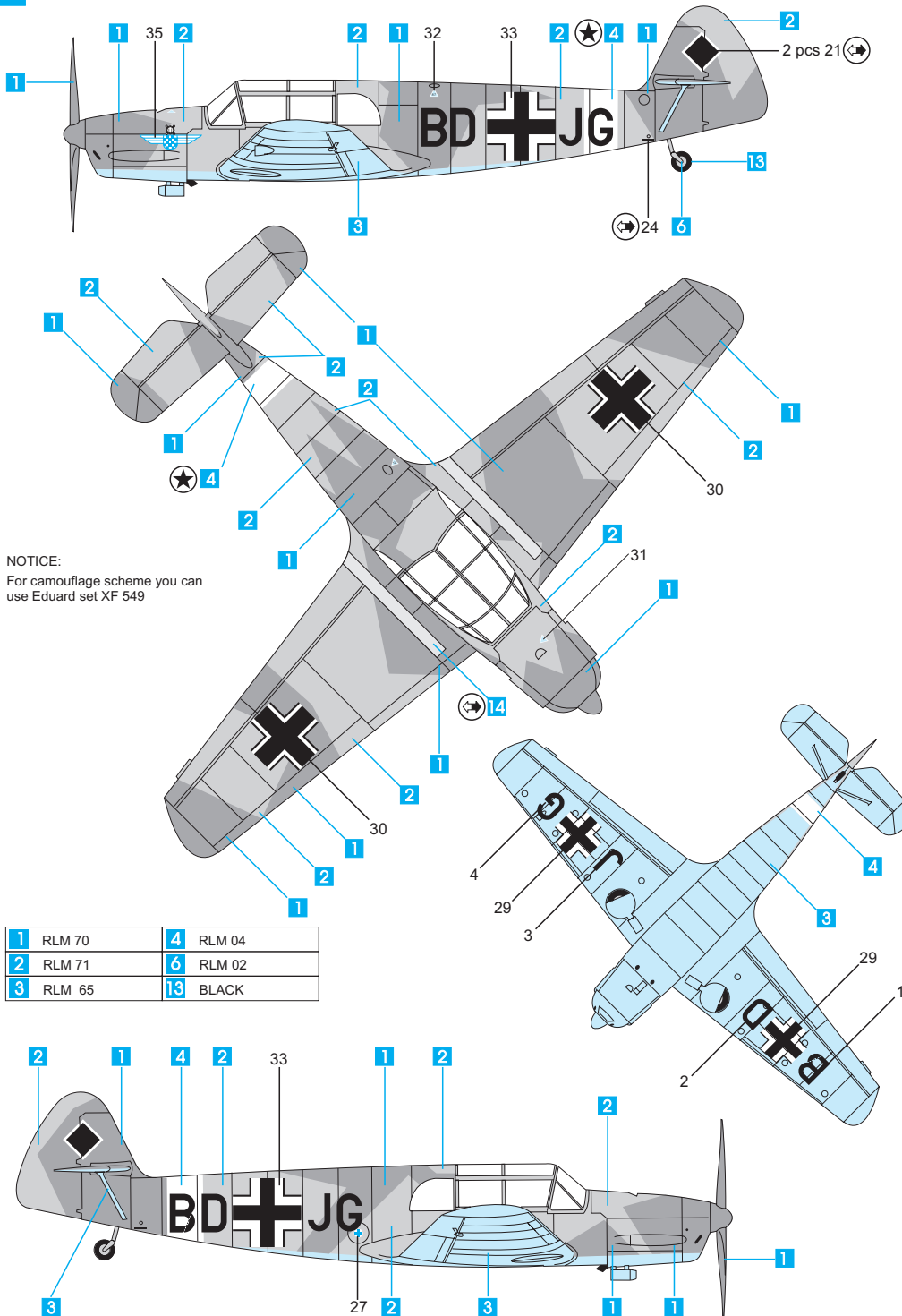
C Bf 108 B-2, Royal Hungarian Air Force, Austria, April 1945



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D Bf 108 B, 4th Air Force Fighter Group - Croatian Air Force Legion , Nikolayev airfield, Russia, July 1942



NOTICE:
For camouflage scheme you can use Eduard set XF 549