# 84146 Bf 109F-4 WEEKEND edition

1/48

## INTRO

No other aircraft of the German Luftwaffe is so intimately connected with its rise and fall in the course of the Second World War than the Messerschmitt Bf 109. This type, by whose evolution outlived the era in which it was conceptualized, bore the brunt of Luftwaffe duties from the opening battles of Nazi Germany through to her final downfall. The history of the aircraft begins during 1934-35, when the Reich Ministry of Aviation formulated a requirement for the development of a single-engined monoplane fighter. Proposals were submitted by Arado, Heinkel, Focke-Wulf and Bayerische Flugzeugwerke. The last mentioned firm featured a technical director named Professor Willy Messerschmitt, who was riding a wave of popularity based on the success of his recent liason aircraft, the Bf 108. His goal was to concei ve of an aircraft with the best possible performance for the specified weight, size, and aerodynamic qualities. Over the subsequent 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, docile with revolutionary features such as low wing design, the use of a retractable landing gear, a wing with a very narrow profile, wing slats, landing flaps, weapons firing through the prop hub, and so on. Even the enclosed cockpit and the method of construction were not very common 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 types success. These two-row, twelve cylinder inverted V engines powered several tens of thousands of '109s in over 25 versions and variants.

The first combat use was by three developmental Bf 109s in the Spanish Civil War, where they were delivered in December 1936. The pre-series airframes were to, first of all, validate the aircraft's abilities in modern aerial combat. Shortly thereafter, production machines in the form of the Bf 109B-1 began to reach 2./J.88, the Legion Condor. The desire of Germany to demonstrate her aerial prowess to potential foes was advanced further in international sport meets. The triumphs attained in Zurich in the summer of 1937 were complemented several months later by grabbing the speed record of 610.95 kph. In very short order, the progressive developments represented by the C, D and E versions appeared. Despite this, the delivery of the types to combat units did not sustain a rate that was 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 later 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. With both a qualitative and quantitative advantage, the fighter wing of the Luftwaffe entered the Polish campaign, the first defenses of the Fatherland, Blitzkrieg against the West, and the Battle for France. 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 was revealed: the inability to carry drop tanks that would have enabled the type to effectively escort bombers to England. This was one of the factors that made the defeat of the Luftwaffe in the Battle of Britain possible. Experiences 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 'Jagdwaffe' during the second phase of the war in the east, and in the 'Defense of the Reich' from 1943 to 1945, the Bf 109 served in the form of the 'G' version, followed by the 'K'. Even if by the end of the war it was clear that the development of the Bf 109 was exhausted, during its combat career, the type was able to keep pace with the foes that it encountered. Besides its primary function as fighter, the Bf 109 also appeared as a fighter-bomber, reconnaissance platform, night fighter, trainer and rammjäger.

The disappearance of the Bf 109 from the skies over Europe was not spelled out by the end of the war. Several examples were 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 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 didn't retire its HA-1109-1112, re-engined Bf 109s, until 1967. The legendary low-wing fighter of Professor Willy Messerschmitt survived the state that developed it.

## ÚVODEM

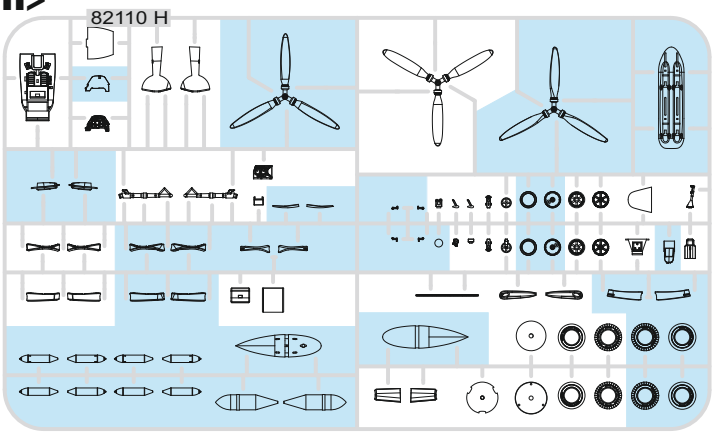
Žádný jiný stroj německé Luftwaffe není výrazněji spojen s jejím vzestupem a pádem ve 2. světové válce, než stíhací Messerschmitt Bf 109. Letoun, který svou koncepcí výrazně předběhl dobu, ve které vznikal, se stal tahounem stíhacího letectva od prvních válečných konfliktů nacistického Německa, až do jeho hořkého konce. Historie letounu se začíná v období let 1934-35, kdy Říšské ministerstvo letectví formulovalo specifikace zakázky na vývoj jednomotorové jednoplošné stíhačky. Projektu se zúčastnily firmy Arado, Heinkel, Focke-Wulf a Bayerische Flugzeugwerke. V poslední jmenované působil na postu technického ředitele profesor Willy Messerschmitt, jehož popularita se nesla na vlně úspěchu nedávno dokončeného kurýrního Bf 108. Jeho cílem bylo vytvořit letoun s co největším poměrem výkonu k celkové hmotnosti, velikosti a aerodynamickým vlastnostem. V průběhu následujících měsíců vzniklo několik prototypů, které sloužily zejména ke zkouškám a dalšímu vývoji. Letoun byl poměrně malý, oproti stávajícím zvyklostem relativně jemný, s revolučními konstrukčními prvky jako byla dolnokřídlá koncepce, použití zatahovacího podvozku, křídlo s velmi štíhlým profilem, pohyblivé sloty, vztlakové klapky, zbraně střílející osou vrtule, atd.

Dokonce uzavíratelný překryt kabiny nebo skořepinová konstrukce nebyly čtyři roky před začátkem 2. světové války tak obvyklým jevem, jak by se z dnešního pohledu mohlo zdát. Bf 109 byl již od počátku svého vývoje, i přes problémy s pohonnou jednotkou, velmi nadějným projektem. Problémy s pohonem vyřešila až zástavba motoru DB 601. Ten je spolu s pozdějším DB 605 neodmyslitelně spojen s úspěchy Bf 109. Řadový invertní dvanáctiválec do V poháněl několik desítek tisíc vyprodukovaných „stodevítek“ ve více než 25 verzích a variantách. K prvnímu bojovému nasazení tří zkušebních kusů Bf 109 došlo za občanské války ve Španělsku, kam byly odeslány v prosinci 1936. Stroje z předsériové výroby měly především ukázat schopnosti letounu v moderní letecké válce. Následně se do bojového nasazení u 2./J.88 Legion Condor začaly dostávat i sériové stroje varianty Bf 109B-1. Snaze Německa ukazovat svou leteckou sílu potenciálním protivníkům napomáhala i sportovní klání. Triumf letounů Bf 109 na leteckém mítinku v Curychu v létě 1937 byl doplněn o několik měsíců později ustanovením rychlostního rekordu 610,95 km/h. Ve velmi krátkých časových úsecích následovaly verze C, D a E. Přesto však doplňování nových strojů k bojovým útvarům nepokračovalo tempem, který by si velení mohlo přát. Ještě v srpnu roku 1938 tvořila výzbroj letouny Bf 109 méně než polovinu z 643 stíhačů první linie. Ovšem během následujících měsíců roku se tempo dodávek k bojovým útvarům zrychlilo. V okamžik přepadení Polska (kterého se však zúčastnilo jen o málo více než dvě stě Bf 109) tak Luftwaffe disponovala zajisté nejlepší stíhačkou, jaká byla v kontinentální Evropě vyrobena. S technickou i množstevní převahou tak stíhací část Luftwaffe absolvovala polskou kampaň, první obranu Vaterlandu, Blitzkrieg proti západu i bitvu o Francii. S jednou nohou vykročenou přes kanál La Manche zahájila Luftwaffe v letních měsících roku 1940 útoky na Británii. V tu dobu se mj. projevil jeden vážný nedostatek Bf 109 - nepřipravenost konstrukce stroje na nesení přídavné nádrže, která by zvýšila dolet letounu při doprovodu bombardérů nad Británií. Tato zdánlivá maličkost byla jedním z faktorů, které zapříčinily porážku Luftwaffe v Bitvě o Británii. Zkušenosti z bojů v r. 1940 napomohly při vývoji verze F, která se začala k bojovým útvarům dostávat během předjaří 1941. Elegance Bf 109 u „Friedricha“ dosáhla vrcholu. Po bojích nad Kanálem a severní Francií, spíše již defenzivního charakteru, se Bf 109F zapojily i do útočných akcí, a to zejména při operaci Barbarossa na východě nebo v severní Africe. Do pozdějších úkolů Jagdwaffe ve druhé fázi války na východě i do obrany Říše v letech 1943 - 1945 se zapojovaly především Bf 109 verze G a v posledních měsících války pak také verze K. Ačkoli na konci války bylo jasné, že koncepce letounu Bf 109 se po deseti letech služby dostala na hranici možností, po celou dobu své bojové činnosti dokázaly jednotlivé varianty držet krok se svými stíhacími protivníky. Kromě svého prioritního určení stíhacího letounu se Bf 109 objevily i v rolích stíhací-bombardovací, průzkumná, noční stíhací, palubní stíhací, cvičné nebo jako rammjäger.

Nebe se pro Bf 109 nezavřelo ani po skončení války. Několik strojů sloužilo až do roku 1949 ve Švýcarsku, mnohé létaly v balkánských zemích, v osvobozeném Československu, a to jak v původní podobě s motory DB 605, tak v přestavěné variantě s motory Jumo 211. Zejména tyto stroje později tvořily základ letectva bránícího svobodu nově budovaného státu Izrael. Finsko zrušilo Bf 109 až v roce 1954 a Španělsko opustilo své HA-1109 a 1112 dokonce až v roce 1967.

# PLASTIC PARTS

H>

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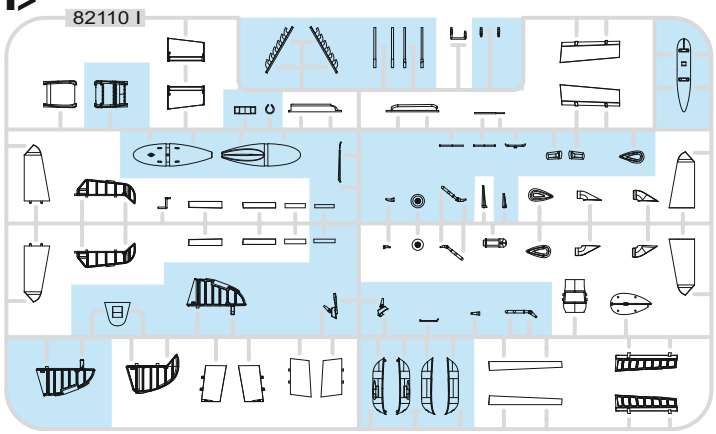


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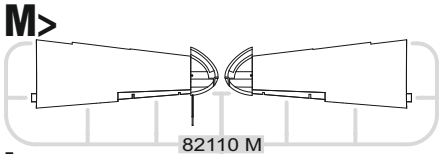


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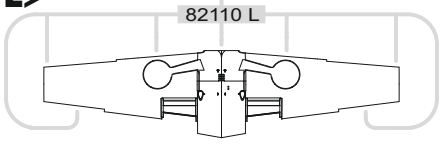


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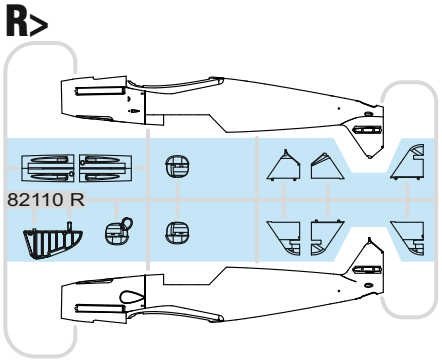


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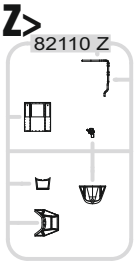



| GUNZE | | | |
|---|---|---|---|
| H2 | C2 | BLACK | |
| H8 | C8 | SILVER | |
| H11 | C62 | FLAT WHITE | |
| H12 | C33 | FLAT BLACK | |
| H25 | C34 | SKY BLUE | |
| H47 | C41 | RED BROWN | |
| H65 | C18 | BLACK GREEN | RLM70 |
| H66 | C119 | SANDY BROWN | RLM79 |
| H68 | C36 | DARK GRAY | RLM74 |
| H69 | C37 | GRAY | RLM75 |

| GUNZE | | | |
|---|---|---|---|
| H70 | C60 | GRAY | RLM02 |
| H77 | C137 | TIRE BLACK | |
| H90 | C47 | CLEAR RED | |
| H94 | C138 | CLEAR GREEN | |
| H413 | C113 | YELLOW | RLM04 |
| H414 | C114 | RED | RLM23 |
| H416 | C116 | BLACK GRAY | RLM66 |
| H417 | C117 | LIGHT BLUE | RLM76 |
| H418 | C118 | LIGHT BLUE | RLM78 |

| Mr. METAL COLOR | |
|---|---|
| MC214 | DARK IRON |

## ATTENTION ✶ UPOZORNĚNÍ ✶ ACHTUNG ✶ ATTENTION

GB 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.

CZ Před započetím 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.

D Vor dem Zusammenbau die Bauanleitung gut durchlesen. Kleber und Farben nicht in der Nähe von offenem Feuer verwenden und für eine ausreichende Belüftung sorgen. Den Bausatz von kleinen Kindern fernhalten. Vermeiden Sie, dass Kinder Bauteile in den Mund nehmen oder sich Plastiktüten über den Kopf ziehen.

F 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 piece 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.

## INSTRUCTION SIGNS ✶ INSTR. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES

OPTIONAL
FACULTATIF
NACH BELIEBEN
VOLBA

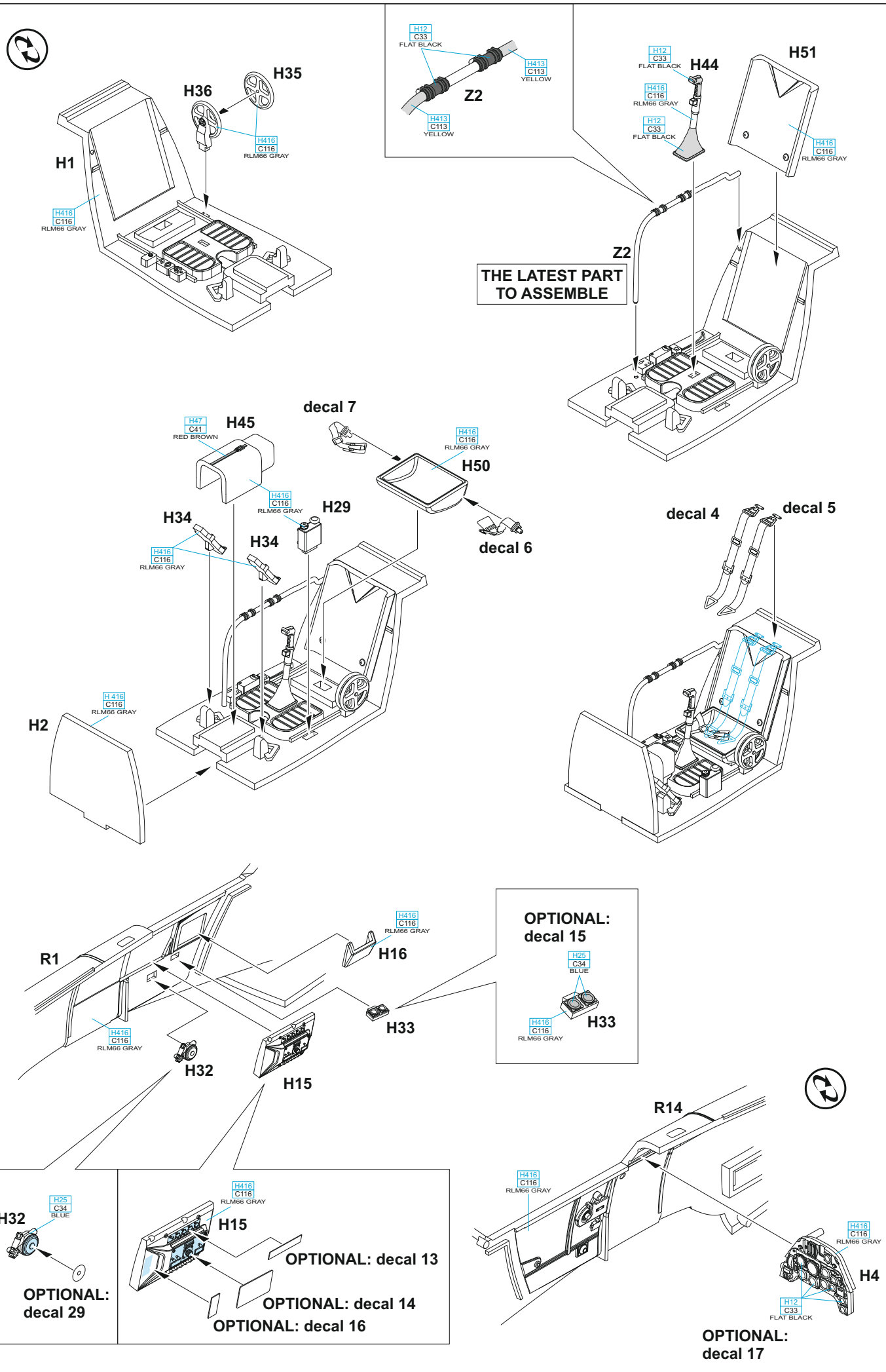
BEND
PLIER SIL VOUS PLAIT
BITTE BIEGEN
OHNOUT

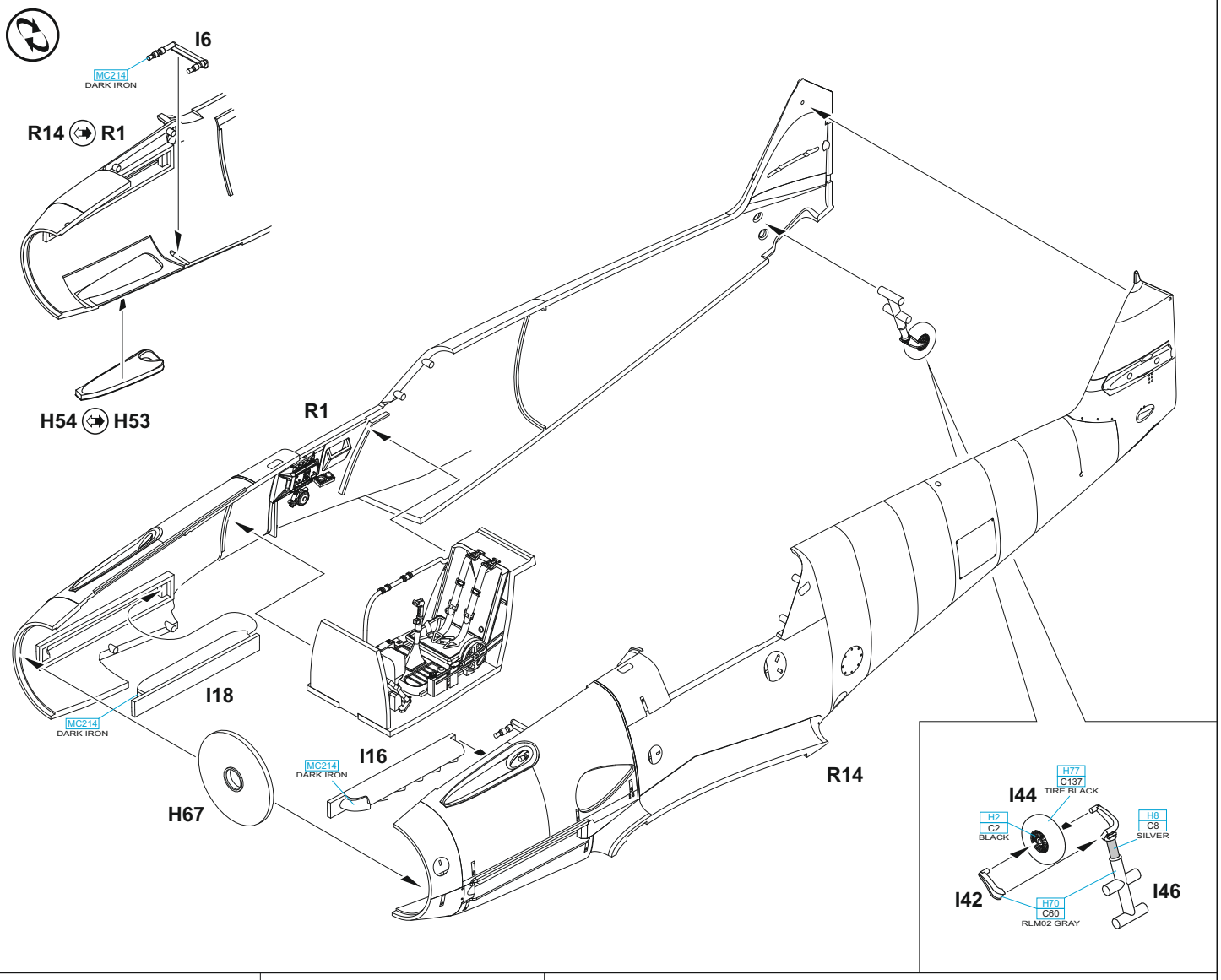
OPEN HOLE
FAIRE UN TROU
OFFNEN
VYVRTAT OTVOR

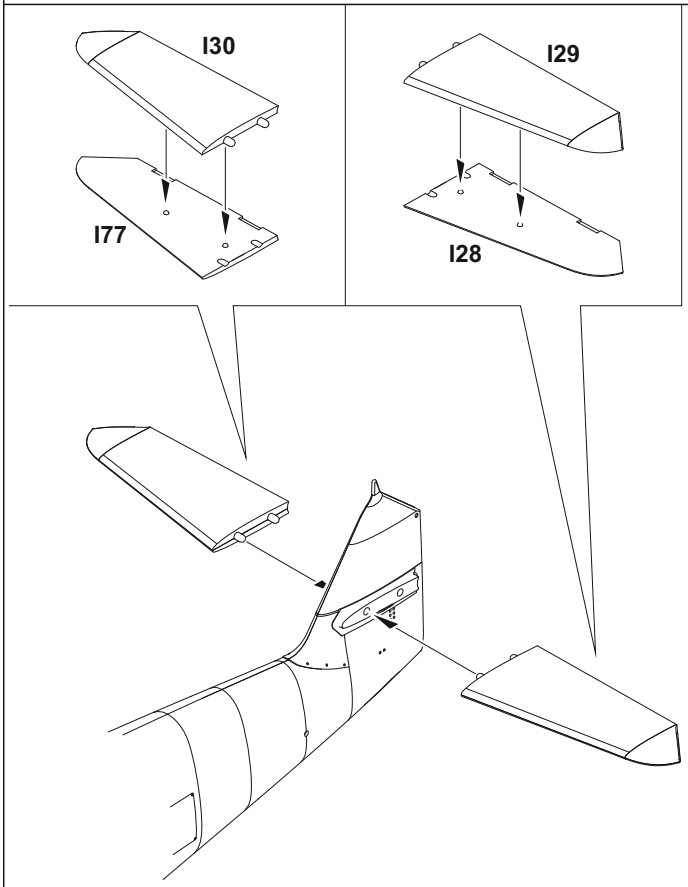
SYMETRICAL ASSEMBLY
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
SYMETRICKÁ MONTÁŽ

REVERSE SIDE
OTOČIT

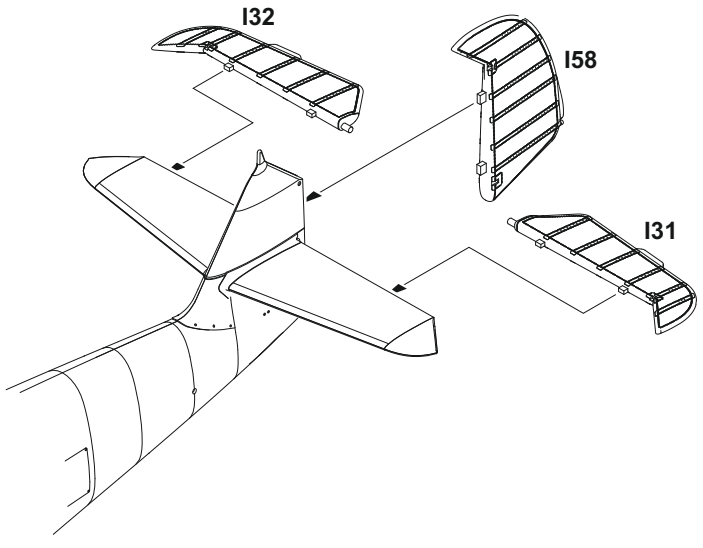
REMOVE
RETIRER
ENTFERNEN
ODŘÍZNOUT

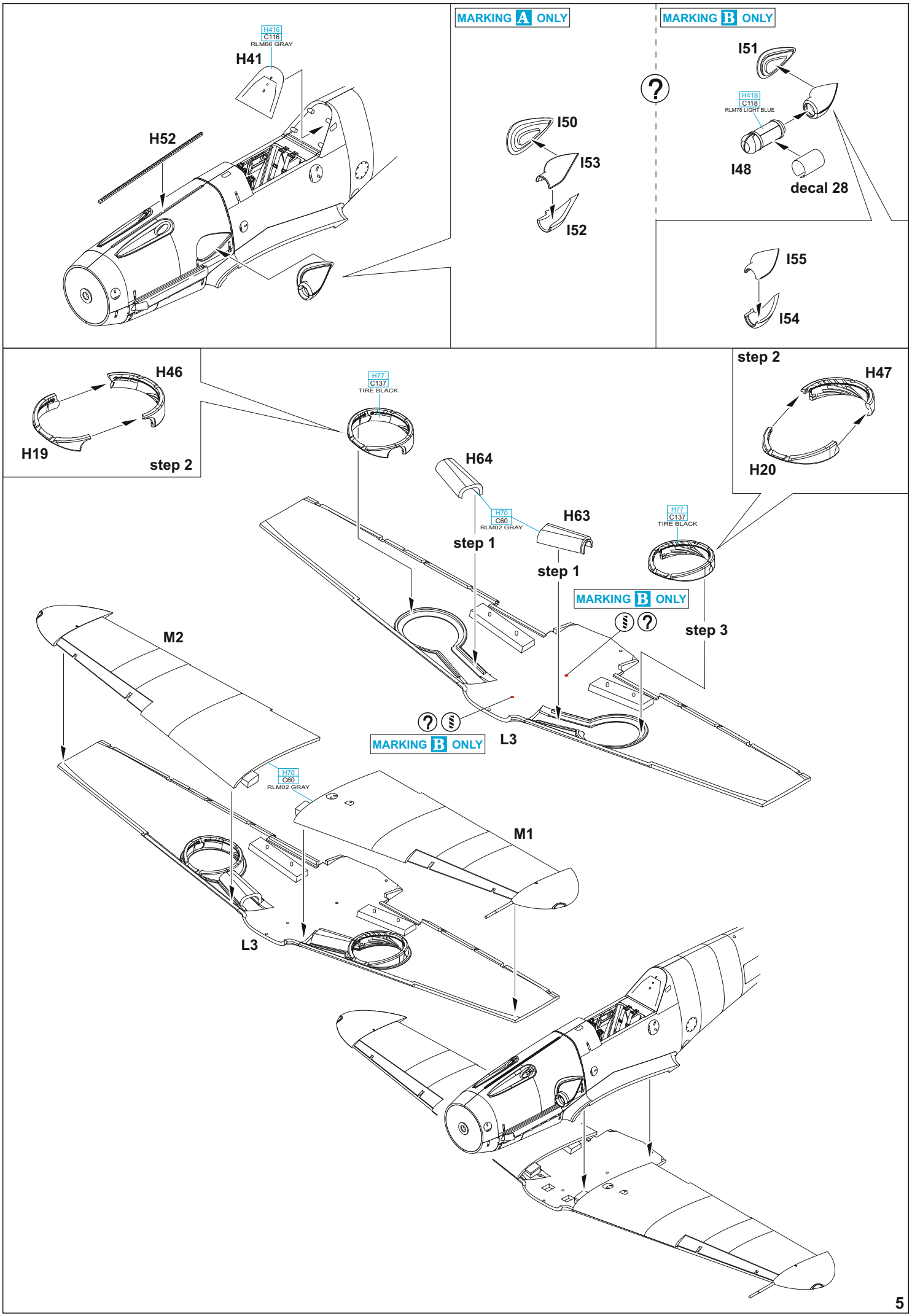

H12 C33 FLAT BLACK
H413 C113 YELLOW
Z2
H413 C113 YELLOW
H12 C33 FLAT BLACK
H44
H51
H416 C116 RLM66 GRAY
H12 C33 FLAT BLACK
H416 C116 RLM66 GRAY
H35
H36
H1
H416 C116 RLM66 GRAY
H416 C116 RLM66 GRAY
Z2
THE LATEST PART TO ASSEMBLE
decal 7
H47 C41 RED BROWN
H45
H416 C116 RLM66 GRAY
H50
H416 C116 RLM66 GRAY
H29
H34
H34
H416 C116 RLM66 GRAY
decal 6
decal 4
decal 5
H 416 C116 RLM66 GRAY
H2
R1
H416 C116 RLM66 GRAY
H16
H33
H416 C116 RLM66 GRAY
H32
H15
OPTIONAL: decal 15
H25 C34 BLUE
H416 C116 RLM66 GRAY
H33
H32
H25 C34 BLUE
OPTIONAL: decal 29
H416 C116 RLM66 GRAY
H15
OPTIONAL: decal 13
OPTIONAL: decal 14
OPTIONAL: decal 16
R14
H416 C116 RLM66 GRAY
H416 C116 RLM66 GRAY
H4
H12 C33 FLAT BLACK
OPTIONAL: decal 17

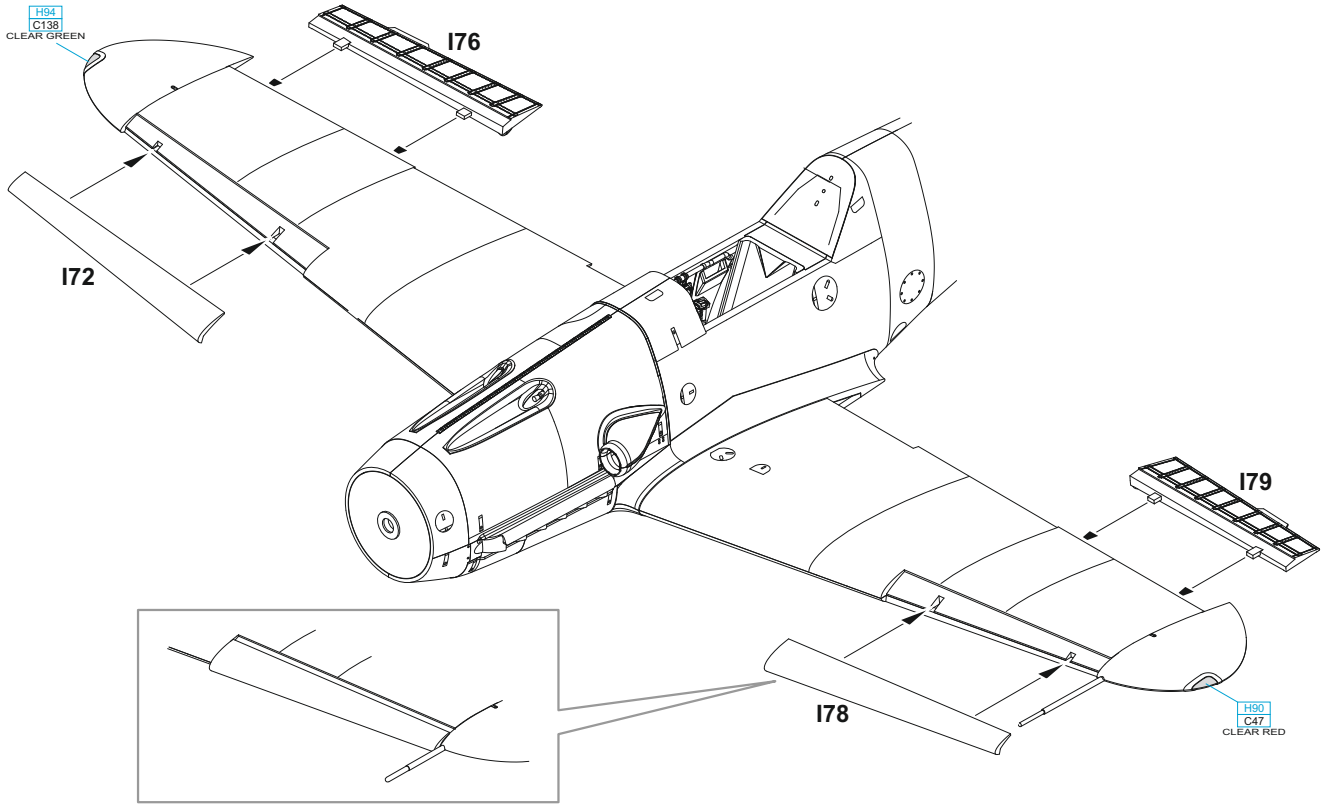

I6
MC214
DARK IRON
R14
R1
H54
H53
R1
I18
MC214
DARK IRON
H67
I16
MC214
DARK IRON
R14
H77
C137
TIRE BLACK
I44
H2
C2
BLACK
H8
C8
SILVER
I42
I46
H70
C60
RLM02 GRAY

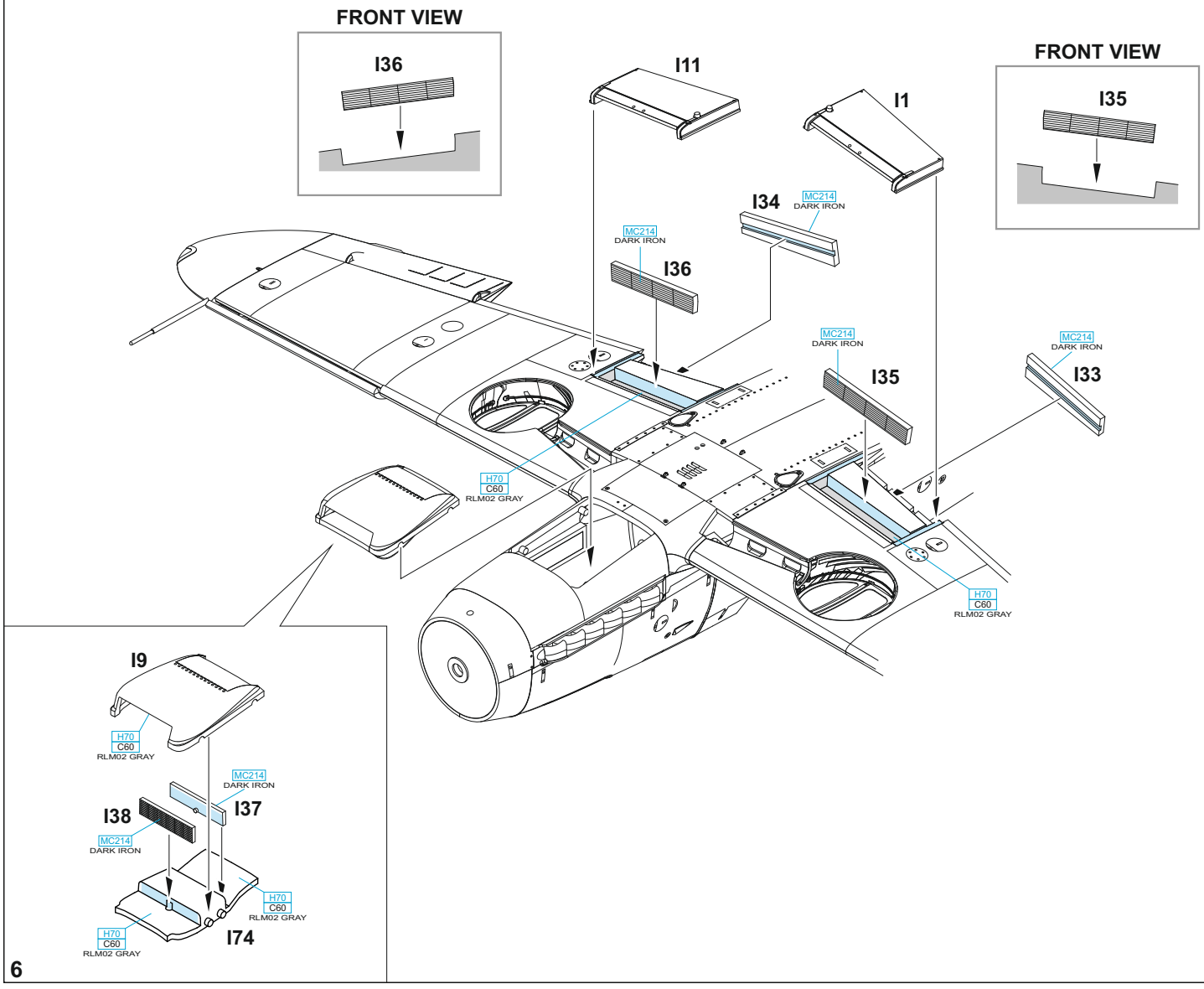

I30
I77
I29
I28

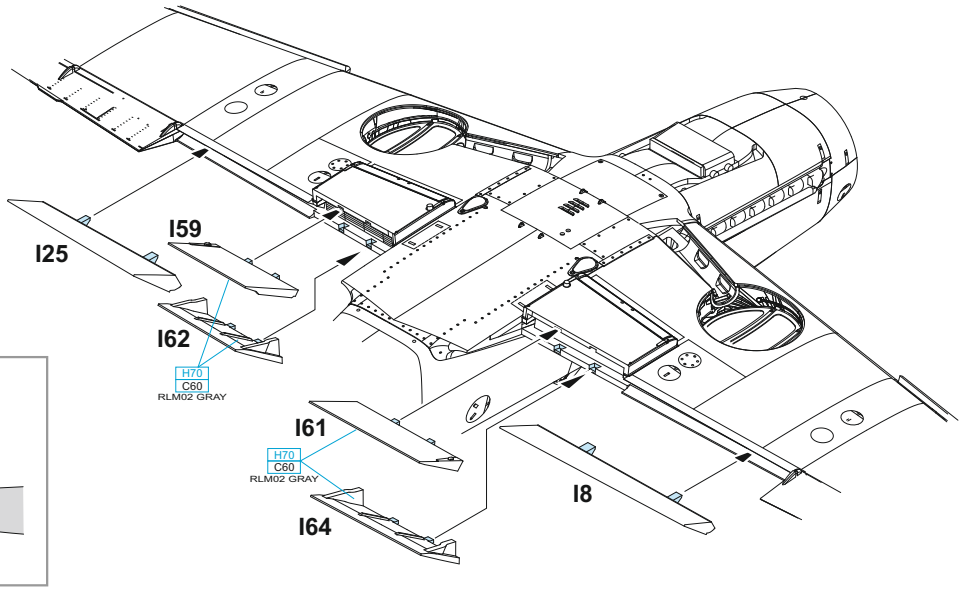



I32
I58
I31

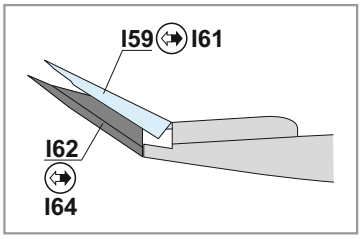

MARKING A ONLY
MARKING B ONLY
H416
C116
RLM66 GRAY
H41
H52
I50
I53
I52
I51
H418
C118
RLM78 LIGHT BLUE
I48
decal 28
I55
I54
H46
H19
step 2
H77
C137
TIRE BLACK
H64
H70
C60
RLM02 GRAY
H63
step 1
step 1
step 2
H47
H20
MARKING B ONLY
step 3
M2
MARKING B ONLY
L3
M1
L3

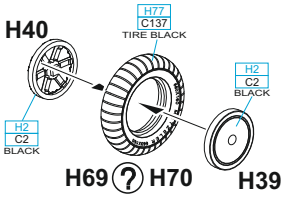

H94
C138
CLEAR GREEN
I76
I72
I79
I78
H90
C47
CLEAR RED

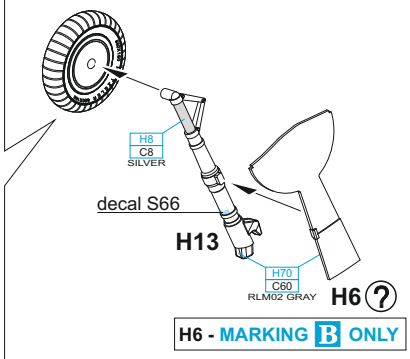

FRONT VIEW
I36
I11
I1
FRONT VIEW
I35
I34
MC214
DARK IRON
MC214
DARK IRON
I36
MC214
DARK IRON
I35
MC214
DARK IRON
I33
H70
C60
RLM02 GRAY
H70
C60
RLM02 GRAY
I9
H70
C60
RLM02 GRAY
MC214
DARK IRON
I38
I37
MC214
DARK IRON
H70
C60
RLM02 GRAY
H70
C60
RLM02 GRAY
I74




**CORRECT POSITION OF RADIATOR FLAPS**

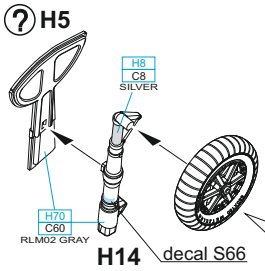


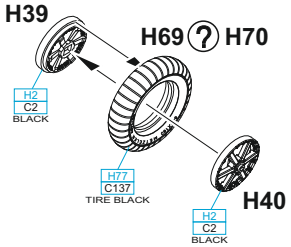




H6 - MARKING B ONLY

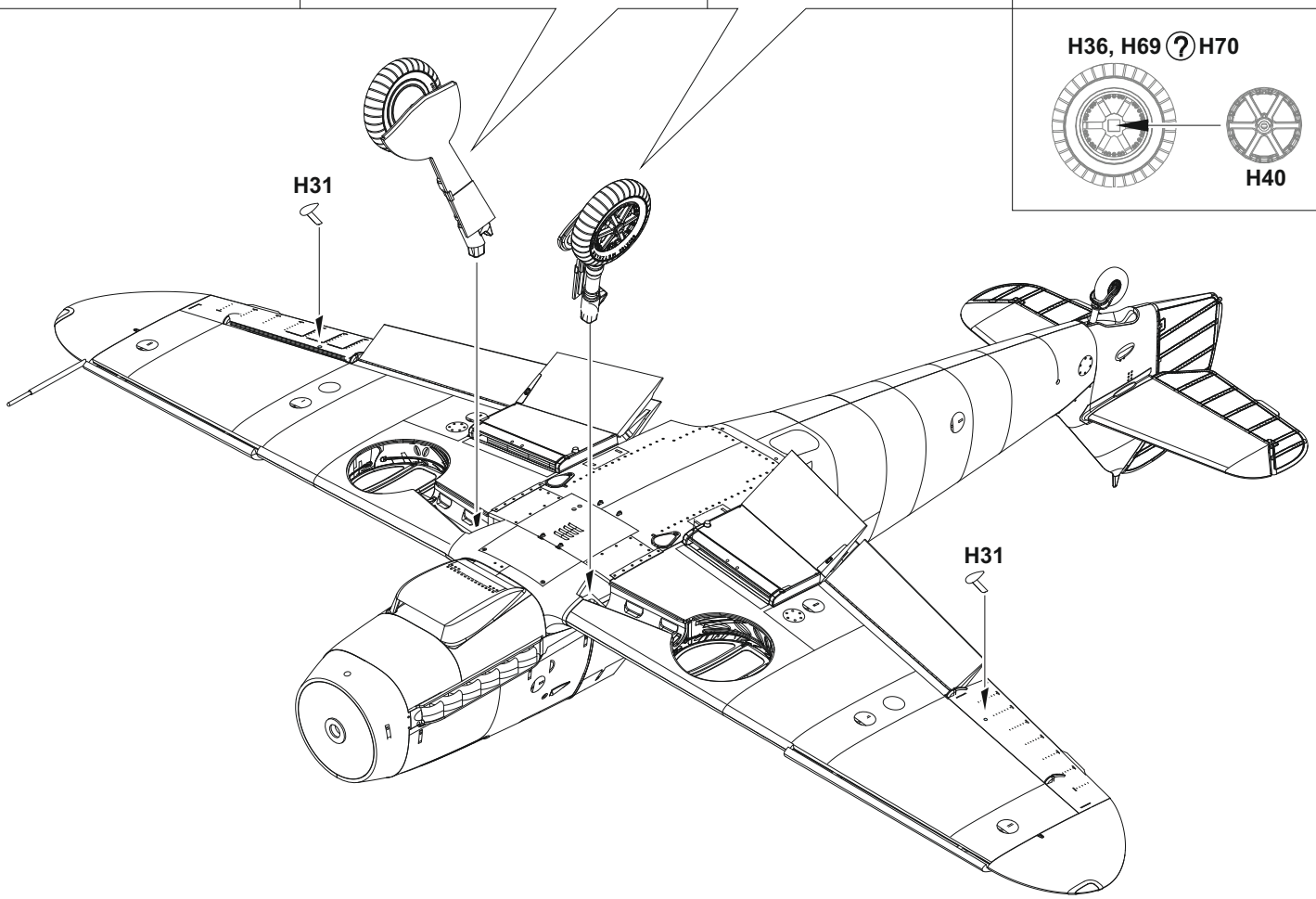
H5 - MARKING B ONLY

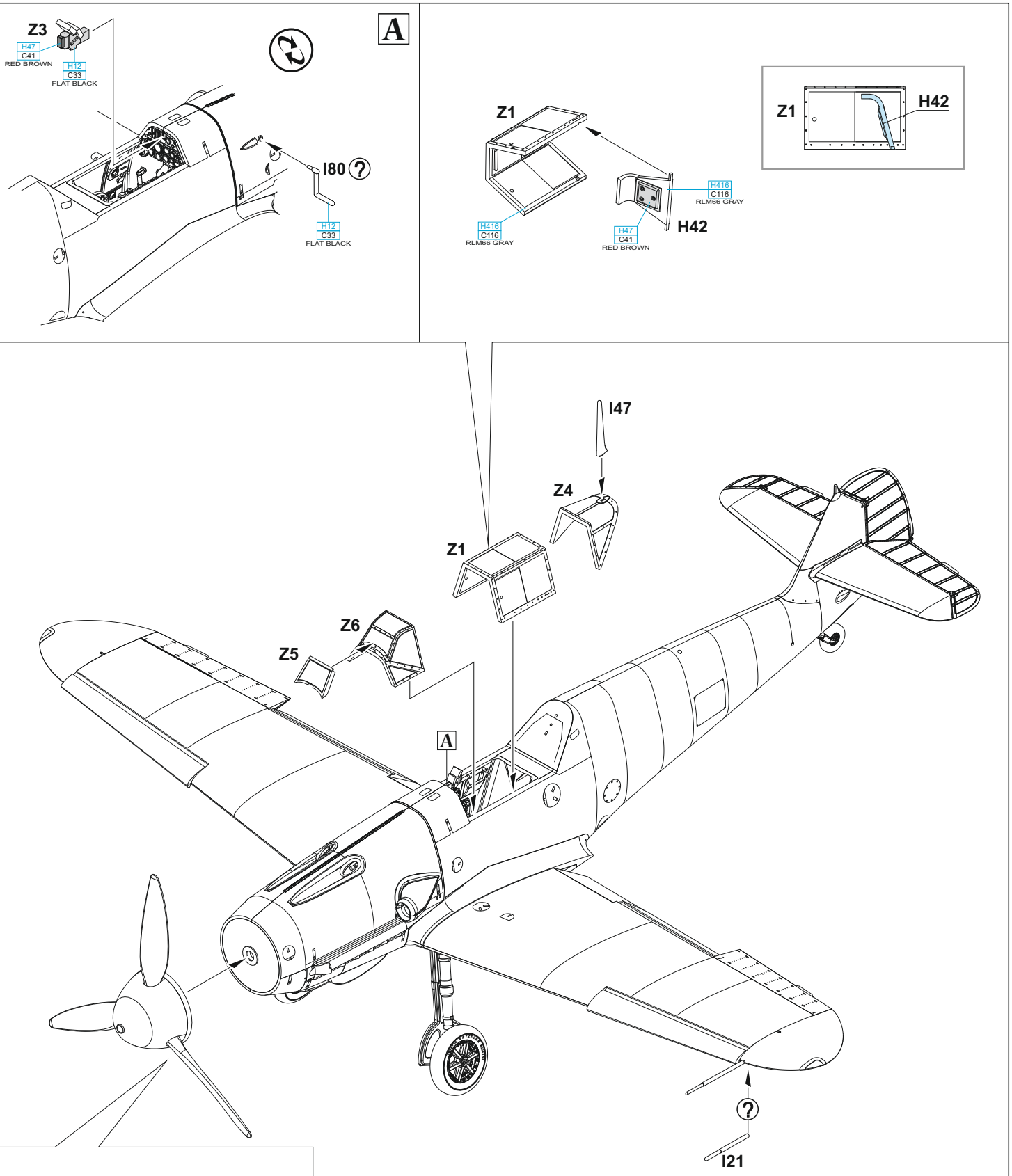


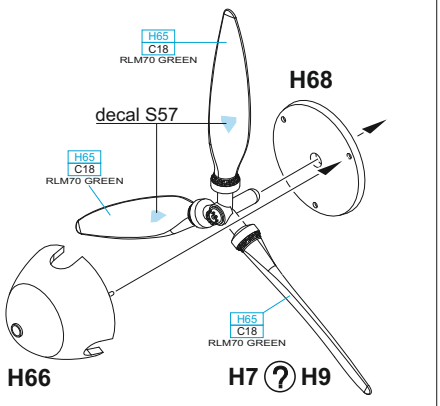



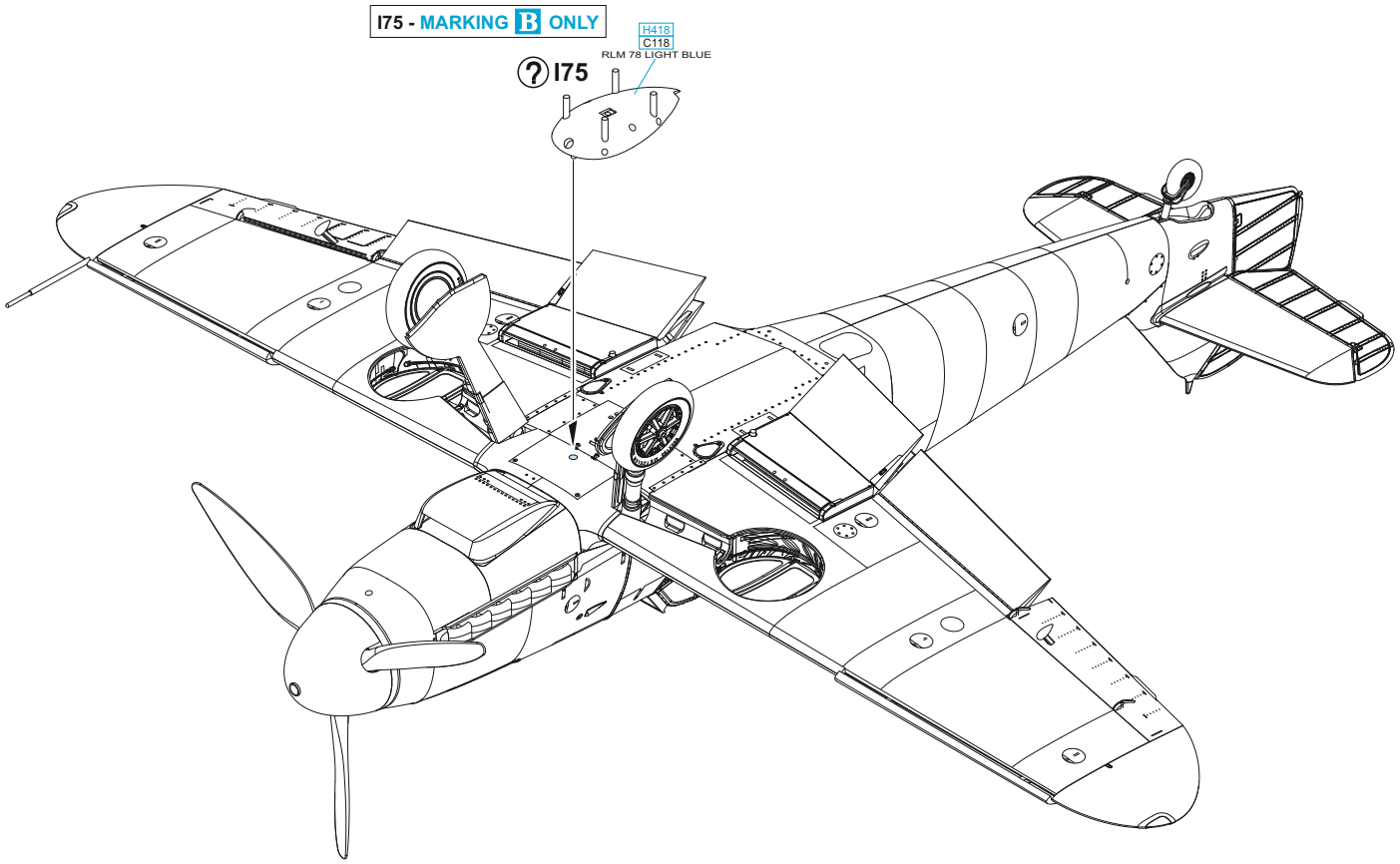


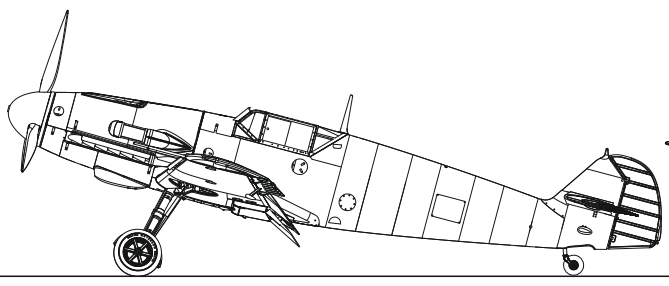


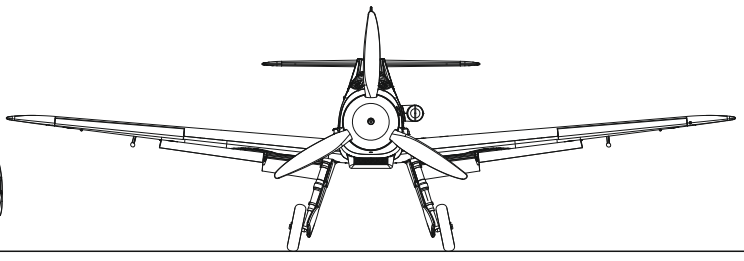



Z3
H47
C41
RED BROWN
H12
C33
FLAT BLACK
A
I80
H12
C33
FLAT BLACK
Z1
H416
C116
RLM66 GRAY
H47
C41
RED BROWN
H42
H416
C116
RLM66 GRAY
Z1
H42
I47
Z4
Z1
Z6
Z5
A
I21


H65
C18
RLM70 GREEN
H68
decal S57
H65
C18
RLM70 GREEN
H65
C18
RLM70 GREEN
H66
H7 H9

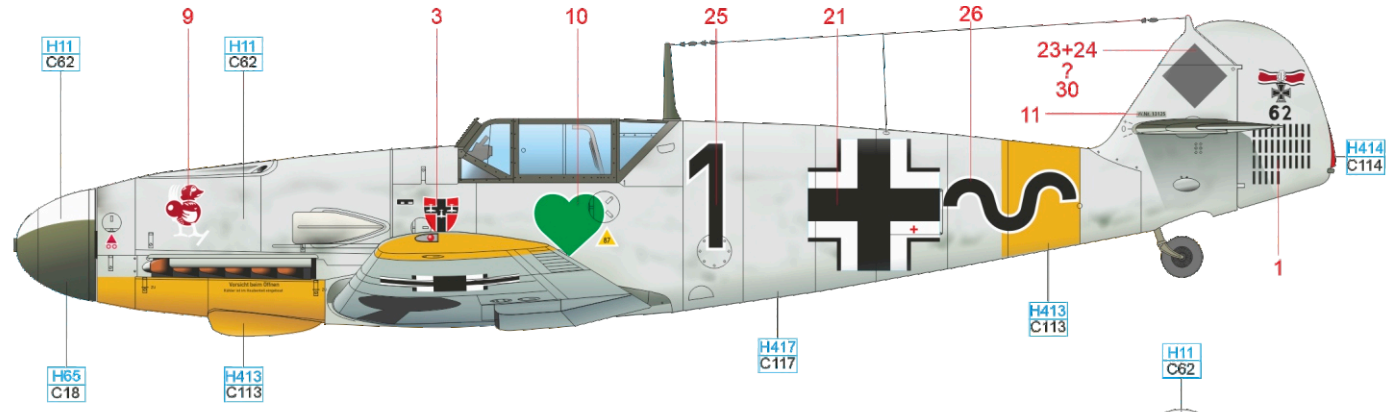

I75 - MARKING B ONLY
H418
C118
RLM 78 LIGHT BLUE
I75

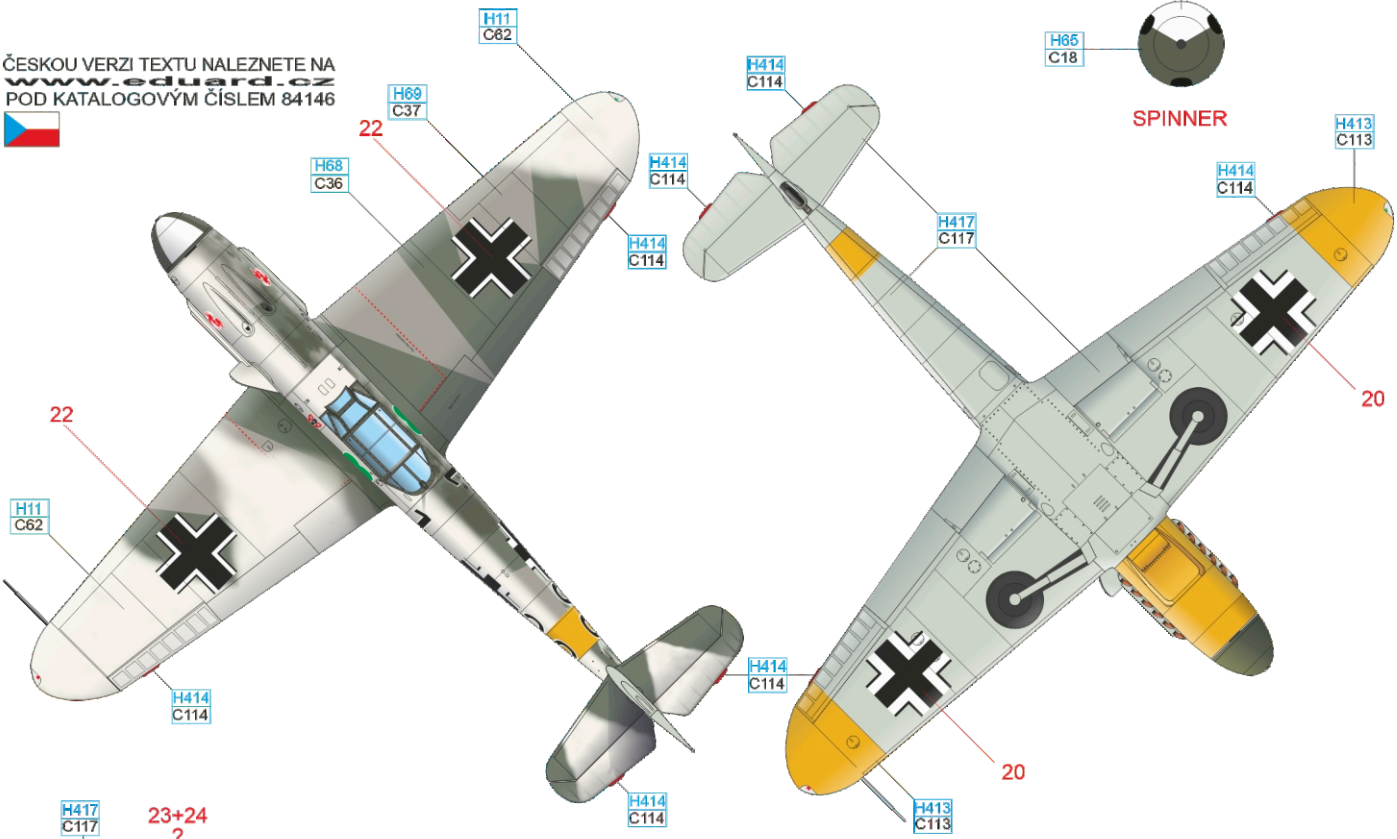




# A Bf 109F-4/Z W. Nr. 13125 flown by Oblt. M. – H. Ostermann, CO of 8./JG 54, Siverskaya, Soviet Union, Beginning of May 1942

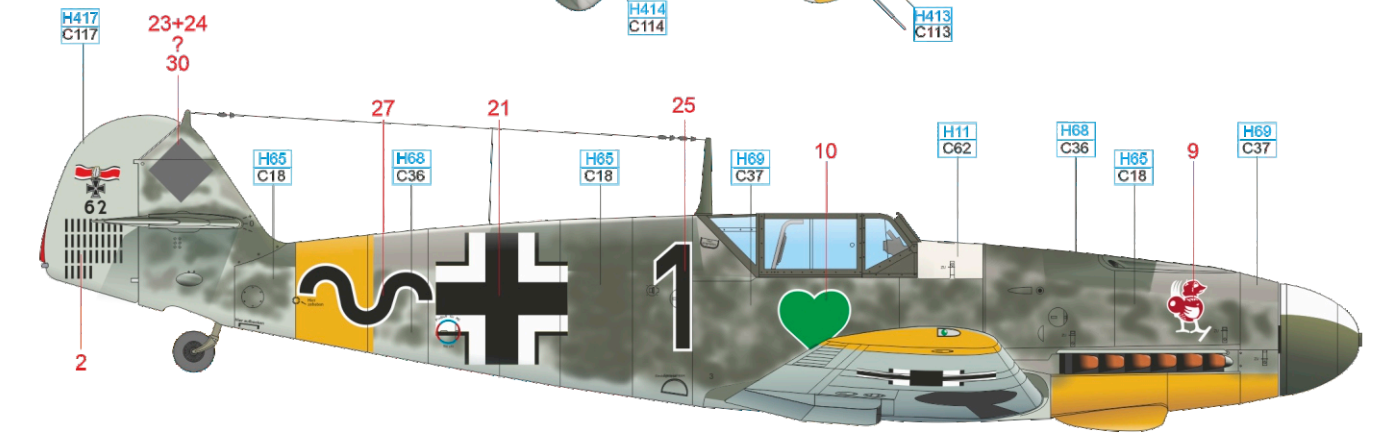
A native of Hamburg, Max-Hellmuth Ostermann joined the Luftwaffe in 1937 and after certification on the Bf 110 he was assigned to ZG 1. On April 7th, 1940, he was transferred to JG 21 equipped with the Bf 109. He got his first kill over France, and after being transferred again to JG 54, his score steadily grew over England and later Yugoslavia. He would get many more opportunities to increase his personal tally after the attack on the Soviet Union and by the end of 1941 he would already reach 44 kills. On April 9th, 1942, he shot down a Soviet P-40 (his 102nd kill), but shortly thereafter, he and his wingman were surprised by a group of Soviet fighters. His cockpit received hits from a LaGG-3 flown by Senior Lt. Arkady Sukov of the 41st IAP. Ostermann's Bf 109G-2 crashed in a small wooded area, killing him. For his combat achievements, he was awarded the Knight's Cross with Oak Leaves and Swords on May 17th, 1942. Ostermann's Bf 109F-4/Z carried a rather interesting camouflage scheme in May 1942. The standard scheme consisting of RLM 74/75/76 was complemented by an overspray of RLM 70 on the sides of the fuselage.The entire port side of the aircraft, partially extending to the tail surfaces and the port wing, was sprayed in a washable white paint in an effort to better conceal the plane in the winter months.







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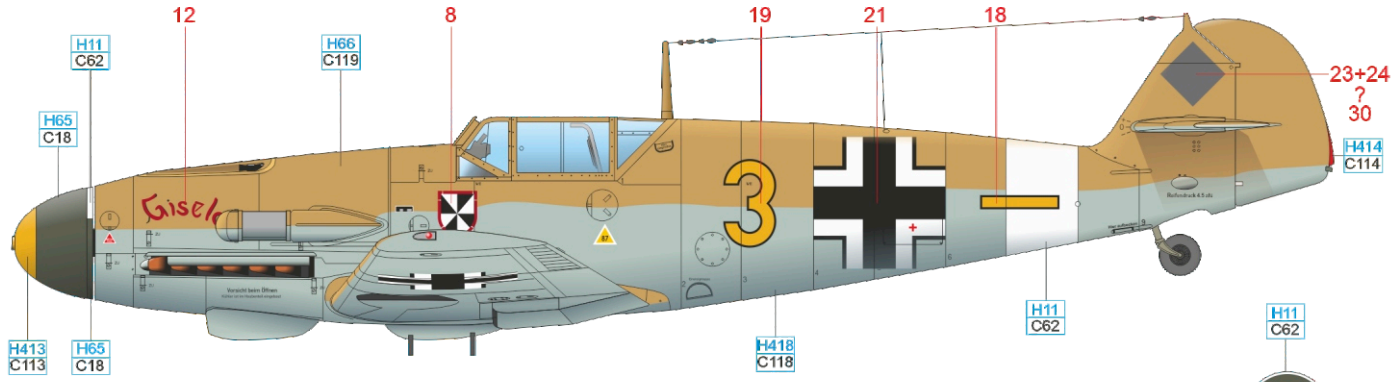
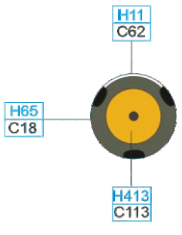
|---|---|---|---|---|---|---|---|
| RLM 04 | H413 C113 | RLM 70 | H65 C18 | RLM 23 | H414 C114 | | |
| RLM 74 | H68 C36 | RLM 75 | H69 C37 | RLM 76 | H417 C117 | WHITE | H11 C62 |

# B Bf 109F-4/Z/trop flown by Uffz. F. Schweiger, 6./JG 3, San Pietro, Italy, February 1942

Franz Schweiger, a native of Ulm, was attached to II./JG 3 after completion of pilot training in the summer of 1941. He took part in the ongoing invasion of the Soviet Union and began to regularly record successes over enemy fighters from August on. From January to April 1942, II. Gruppe served in North Africa, but further success by Schweiger would have to wait until his return to the Eastern Front. On March 9th, 1944, he was named CO of 1./JG 3 by which time the entire Geschwader fought within the framework of the Defence of the Reich combating Allied bombing raids. On April 24th, 1944, Lt. Schweiger got his 67th kill, a P-51 Mustang. Due to problem with fuel supply, he decided to return to base and he was shot down near Augsburg. He managed to belly in, but was killed by an American fighter while exiting his aircraft. On October 23rd, 1942, he was awarded the Knight's Cross for his achievements. Luftwaffe aircraft operating over North Africa were painted RLM 79 Sandgelb on the upper and side surfaces, with RLM 78 Himmelblau lower surfaces. The engine cowl bore the name of the pilot's girlfriend.

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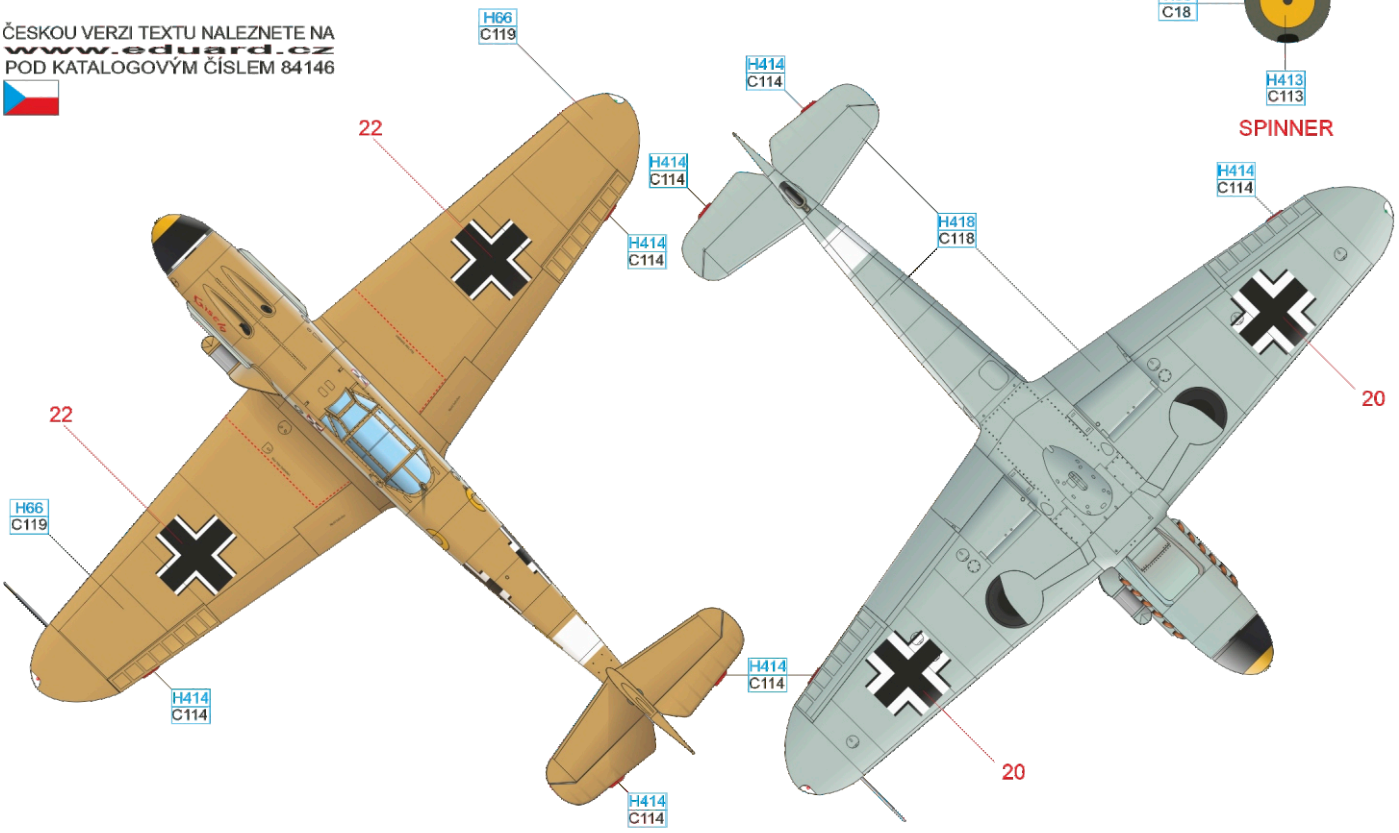
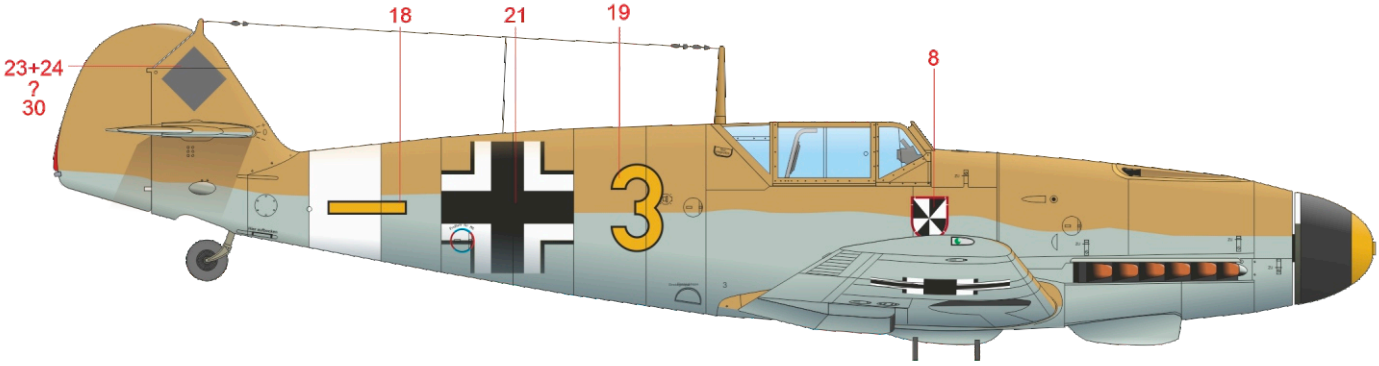
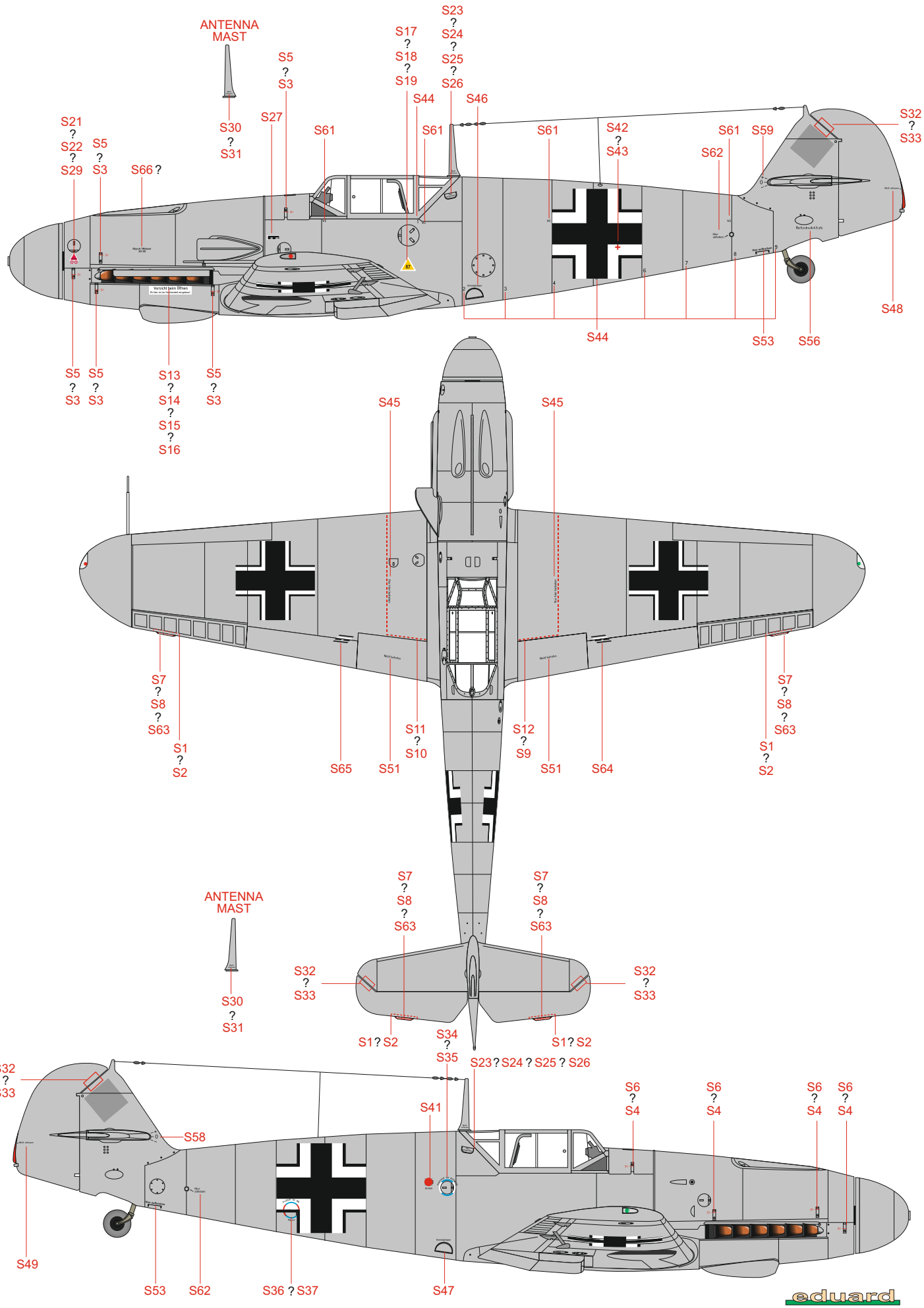



| | | | | | |
|---|---|---|---|---|---|
| RLM 04 | H413 C113 | RLM 70 | H65 C18 | WHITE | H11 C62 |
| RLM 79 | H66 C119 | RLM 78 | H418 C118 | RLM 23 | H414 C114 |





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