

REICHsverTEIDIGUNG

Fw 190A-8/R2 & Bf 109G-6/14



1/48

LIMITED EDITION DUAL COMBO

eduard

11119 - NAV1

Fw 190A-8/R2

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 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.

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOU



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



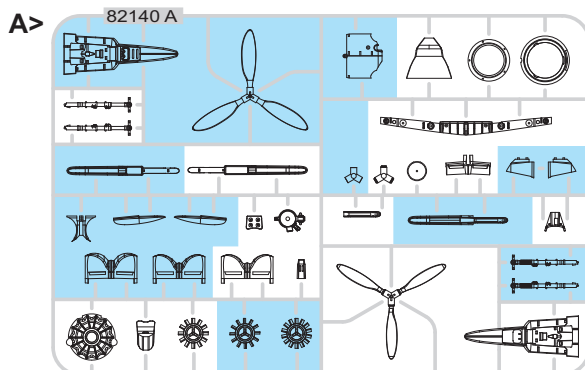
TEILE



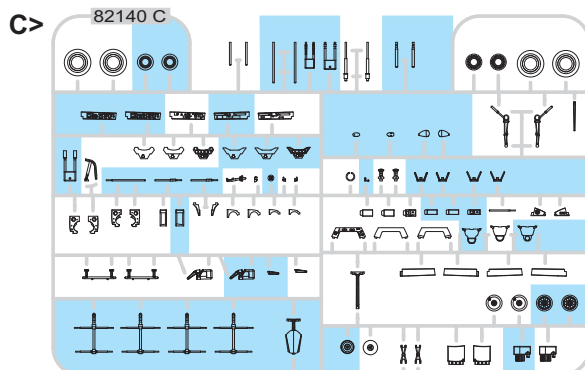
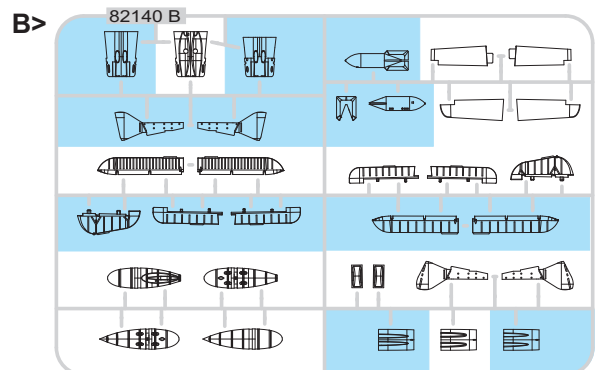
PIÈCES



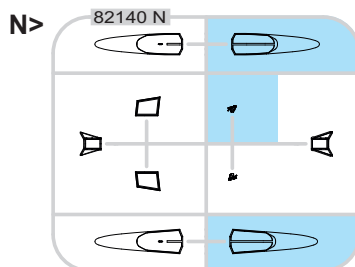
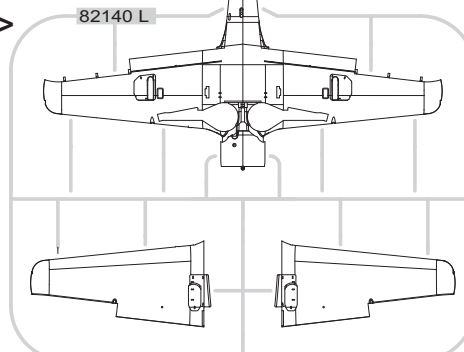
部品



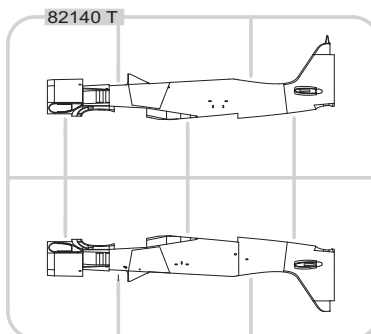
PLASTIC PARTS



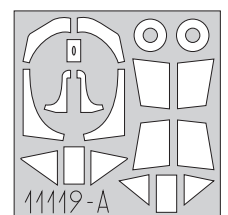
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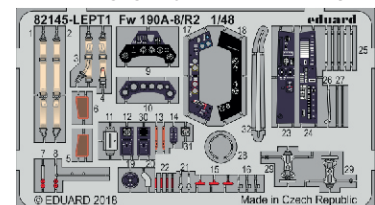
T>



eduard
MASK



PE - PHOTO ETCHED DETAIL 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



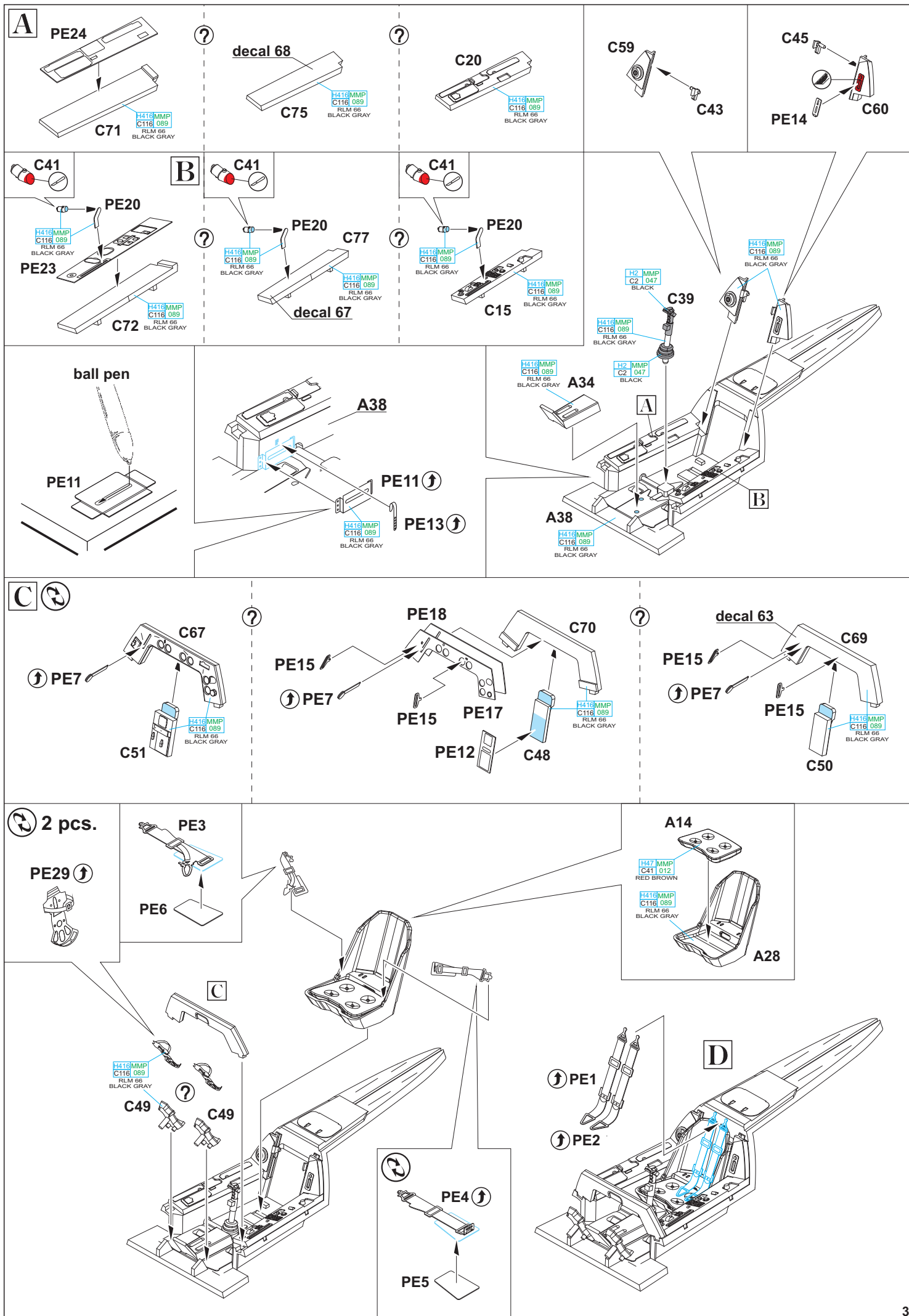
PEINTURE

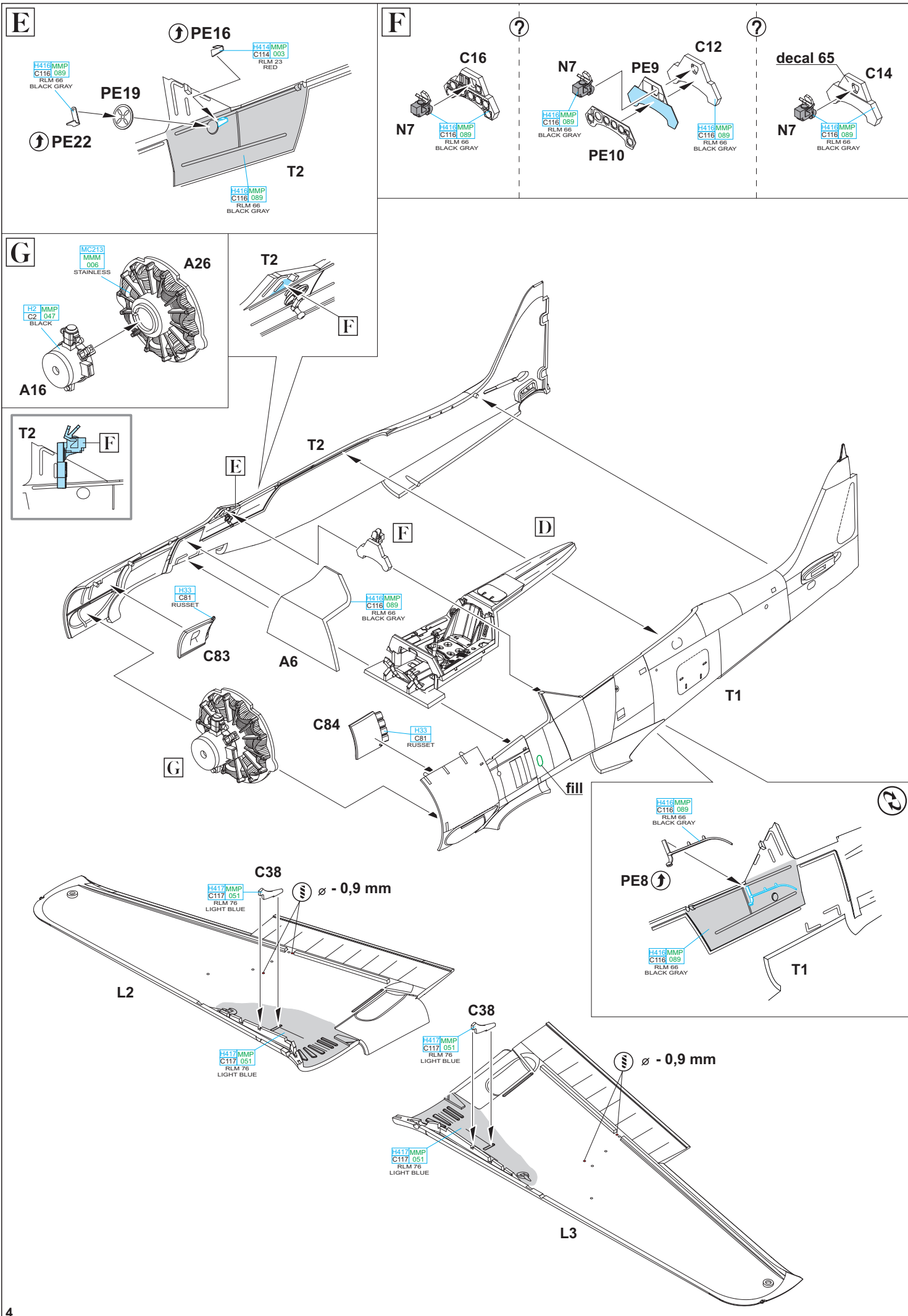


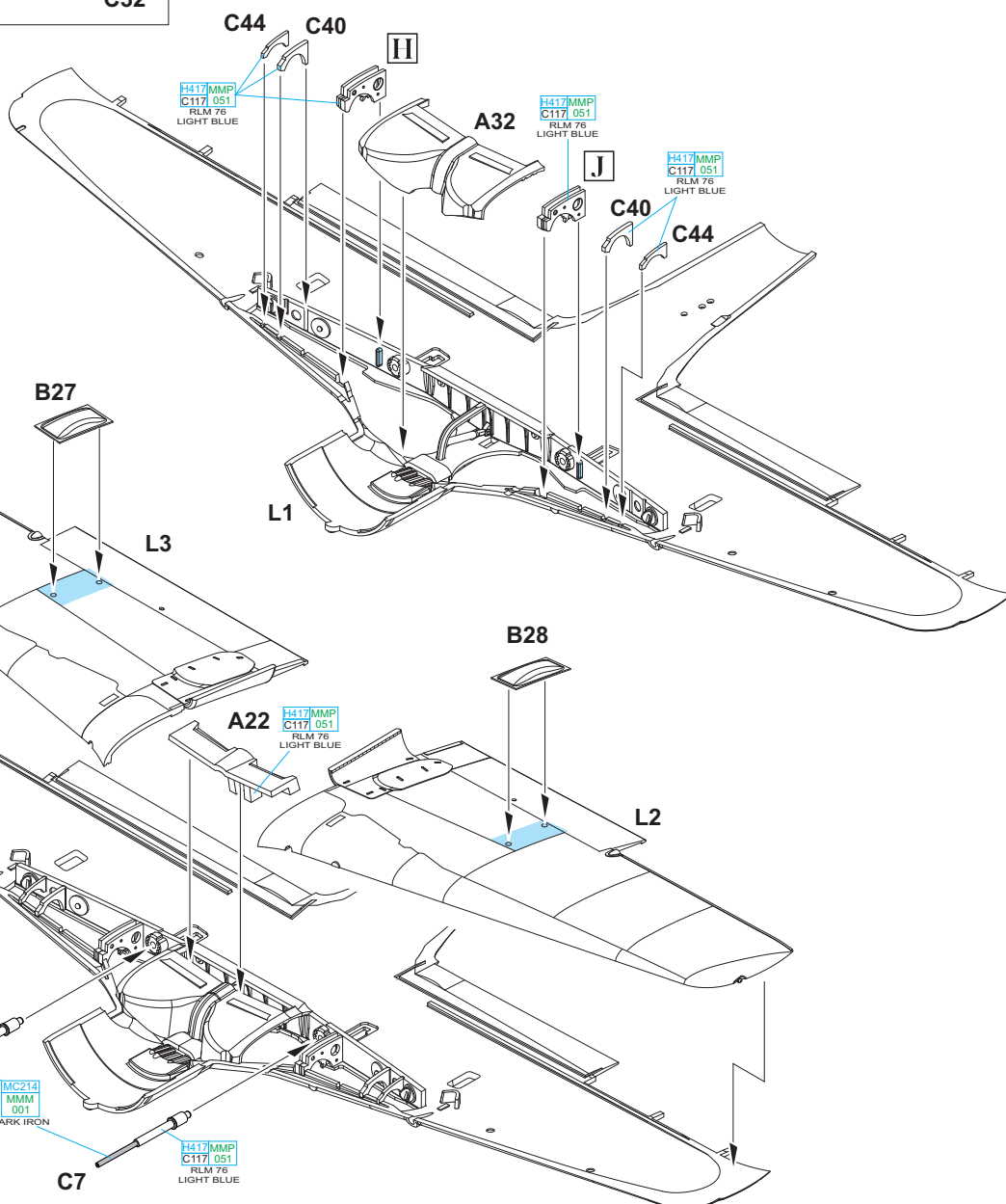
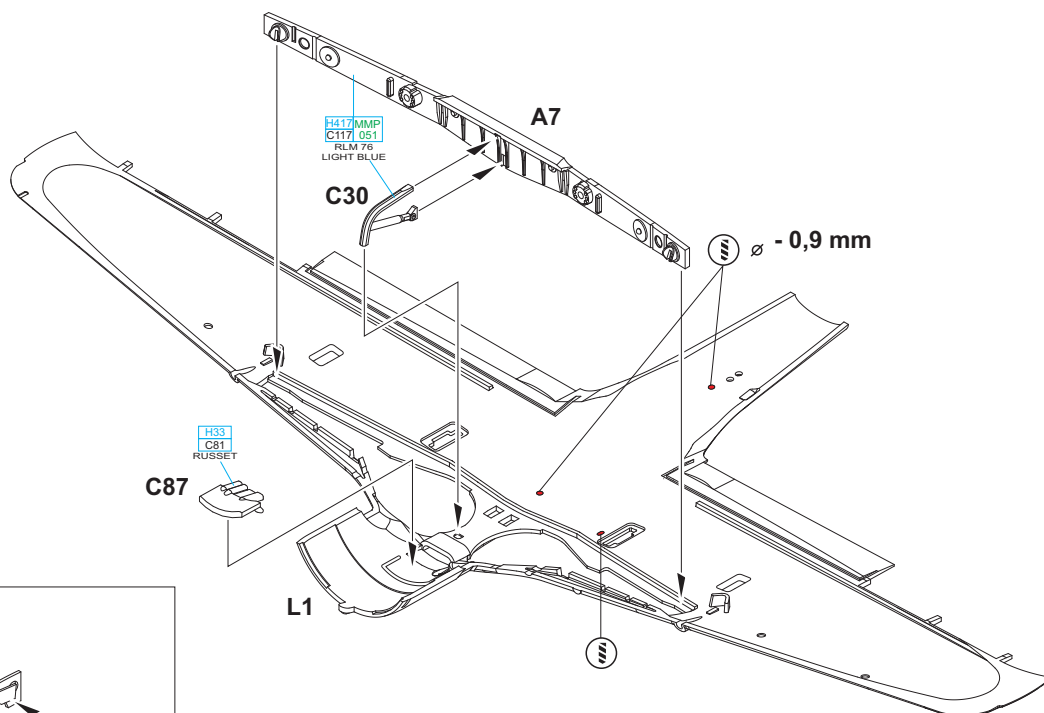
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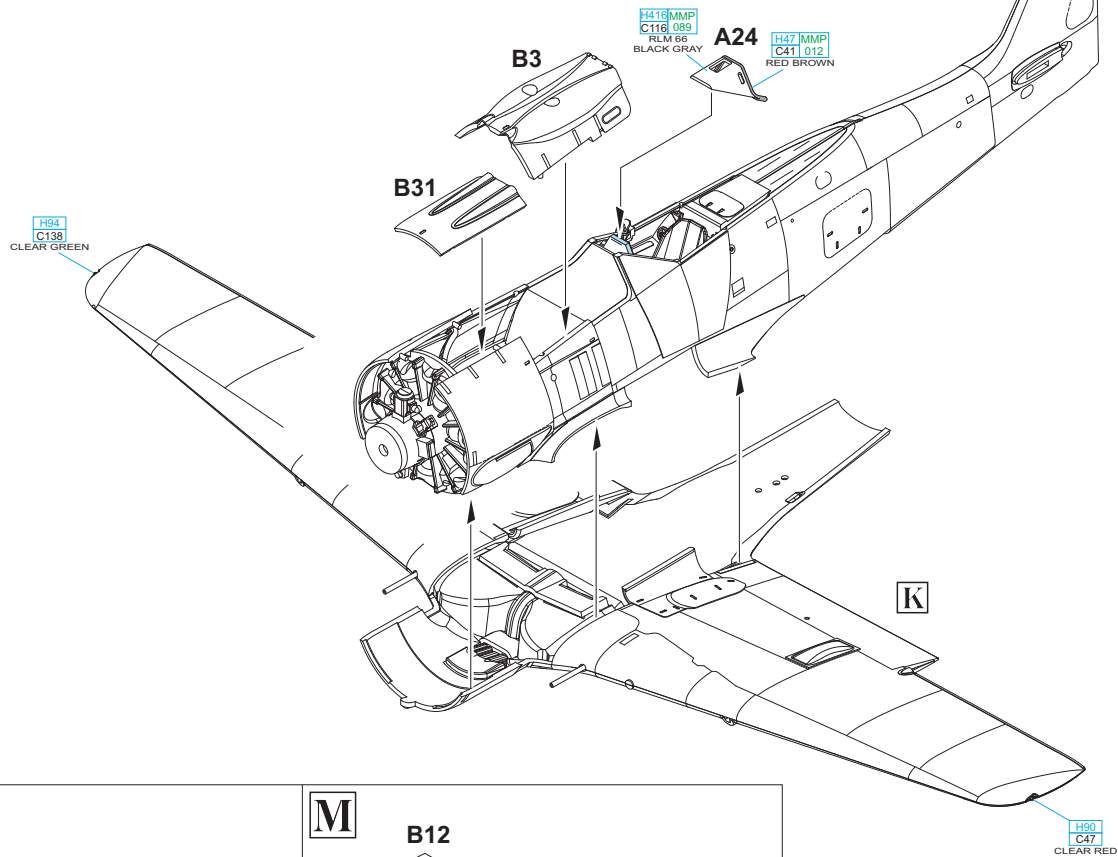
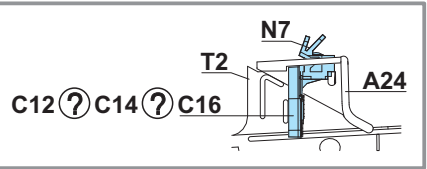
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H5	C5	MMP-048	BLUE
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM01		MMC-001	SUPER CHROME

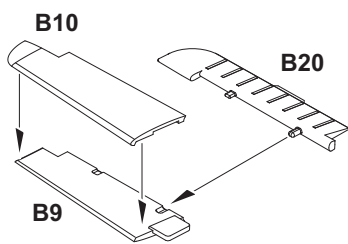




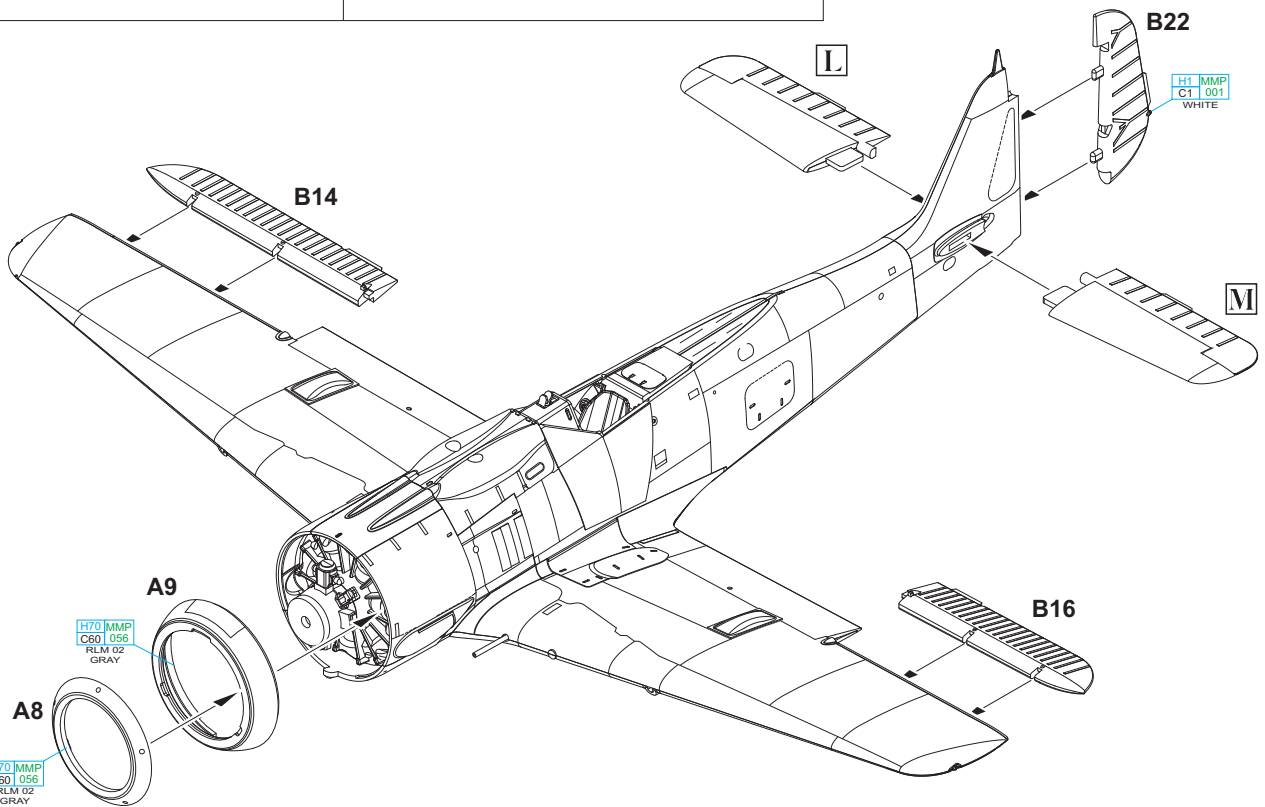
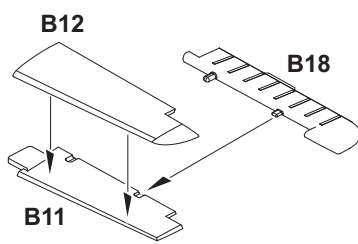




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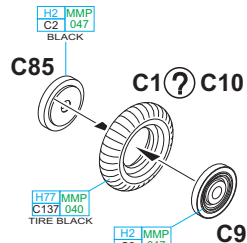
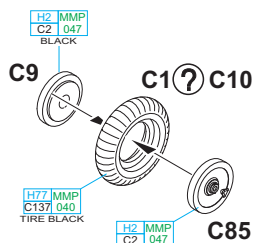
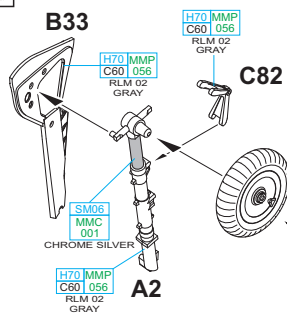


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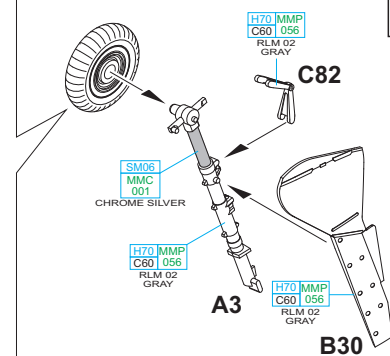


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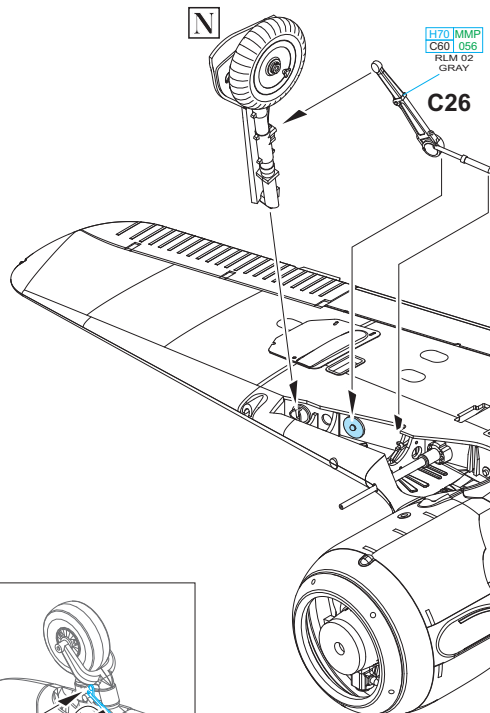
B33



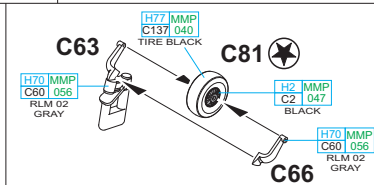
O



N



O



O

C27

H70 MMP C60 056 RLM 02 GRAY

P

PE26

H70 MMP C60 056 RLM 02 GRAY

PE28 ? C46

PE32 ? C58

C35

H11 MMP C62 001 FLAT WHITE

H414 MMP C114 003 RLM 23 RED

P

PE27

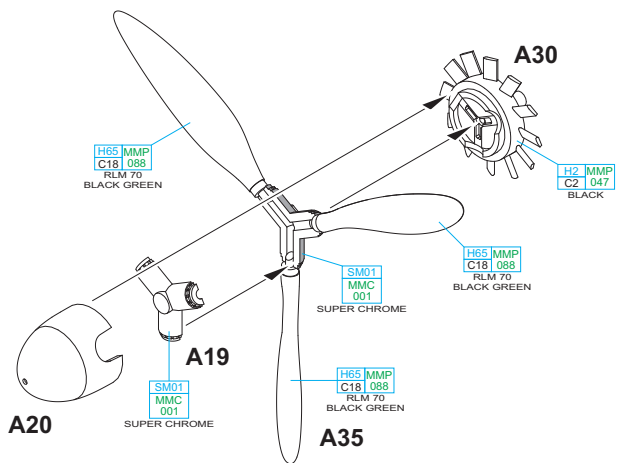
C3

C3

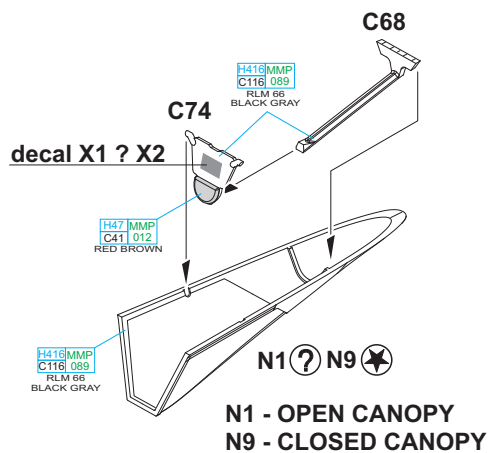
C57

MC214 MMM 001 DARK IRON

Q

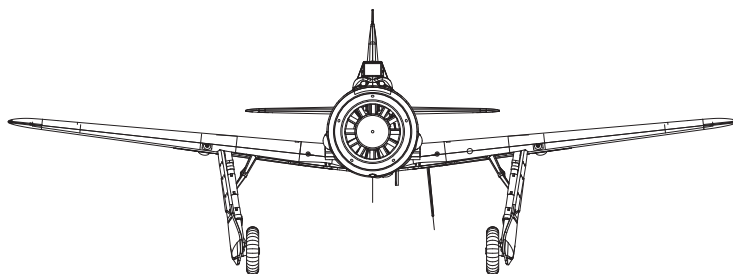
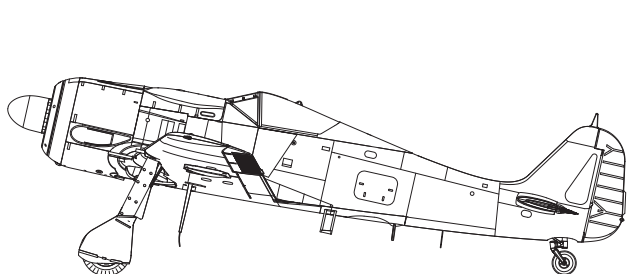
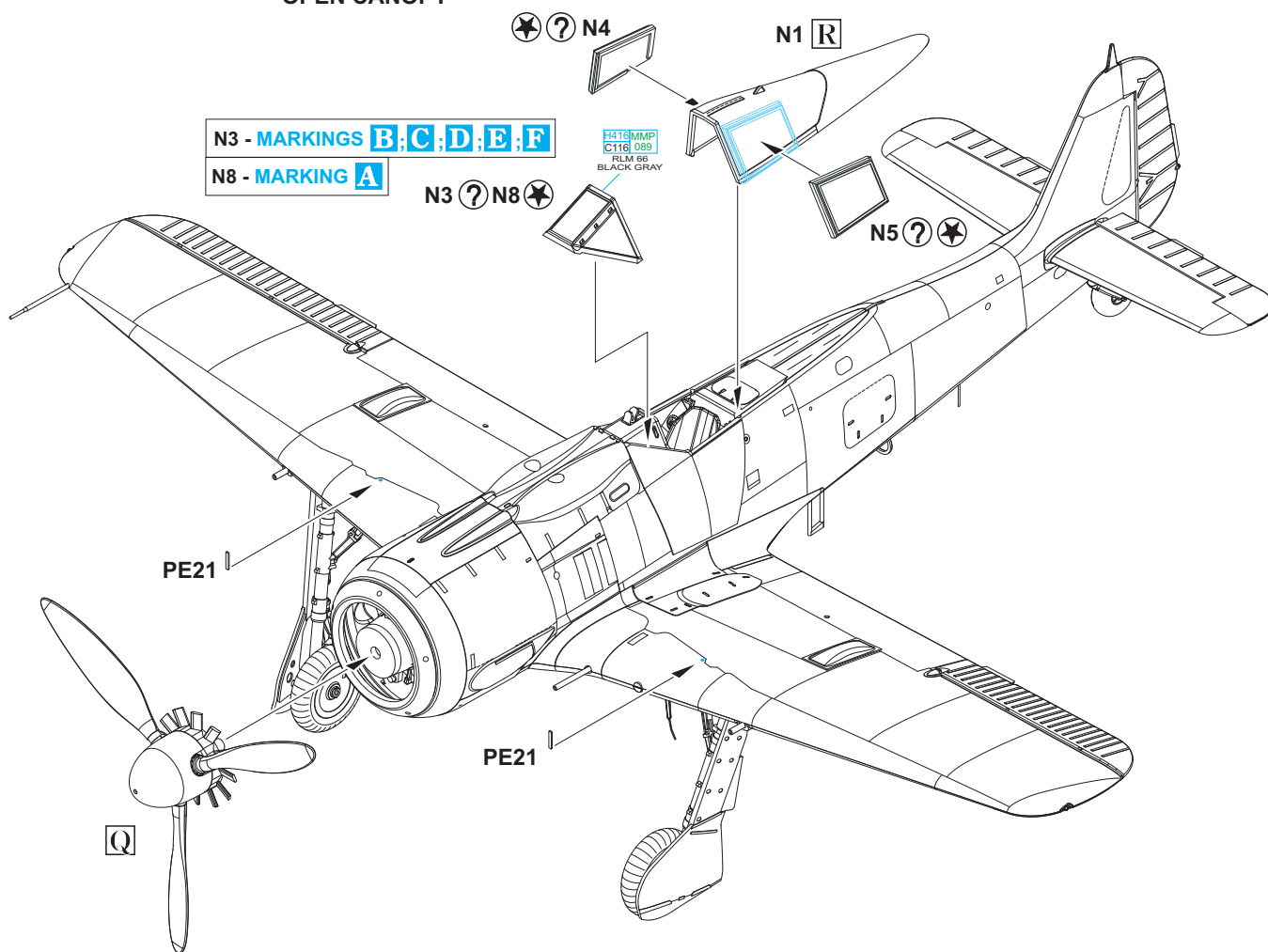


R



OPEN CANOPY

N4, N5 - MARKINGS A; B ONLY



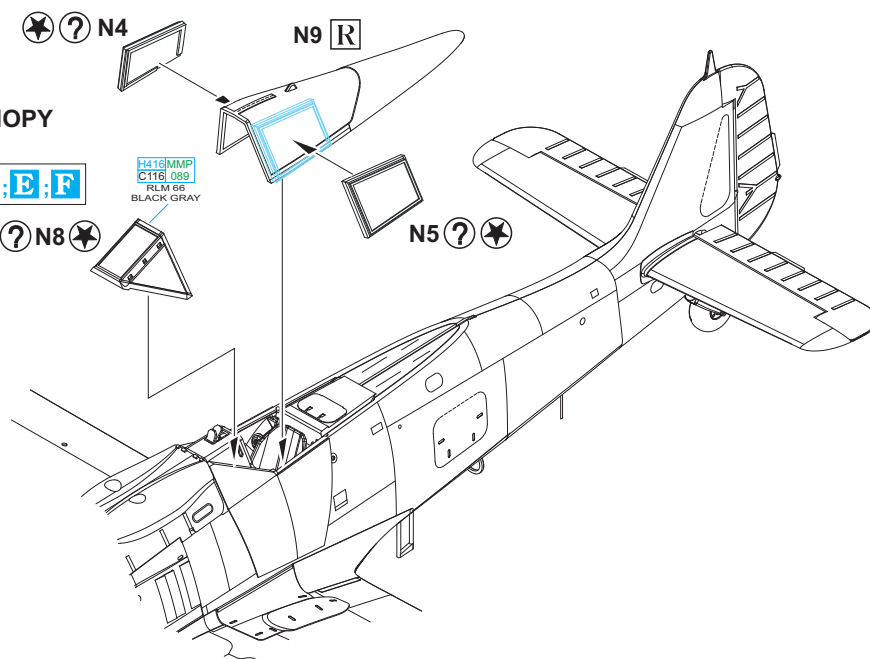
N4, N5 - MARKINGS **A;B** ONLY

CLOSED CANOPY

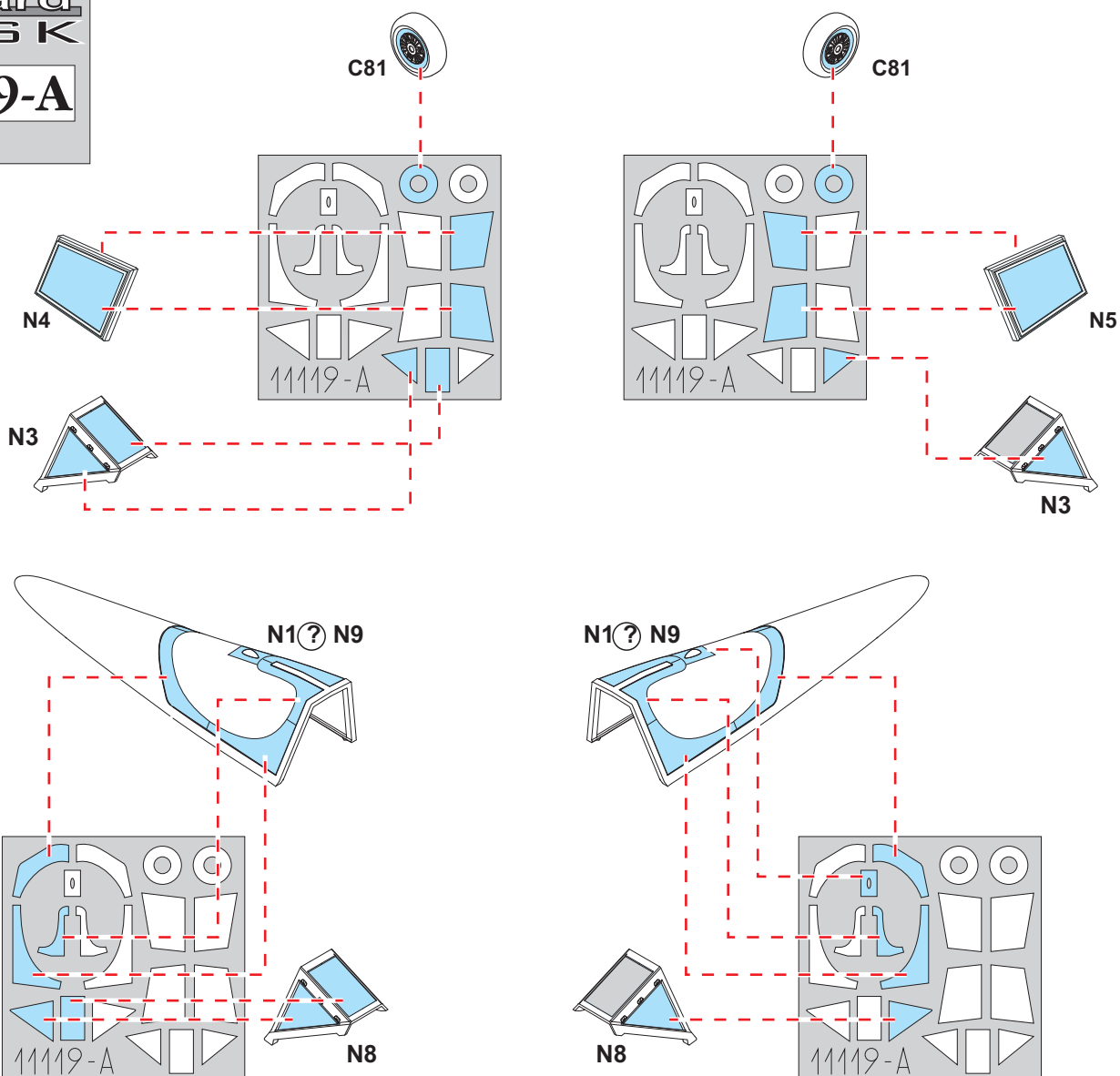
N3 - MARKINGS **B;C;D;E;F**

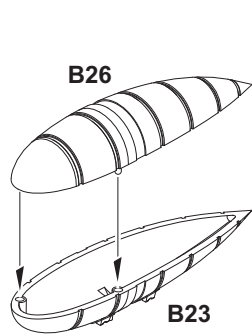
N8 - MARKING **A**

H416(MMP)
C116 089
RLM 66
BLACK GRAY

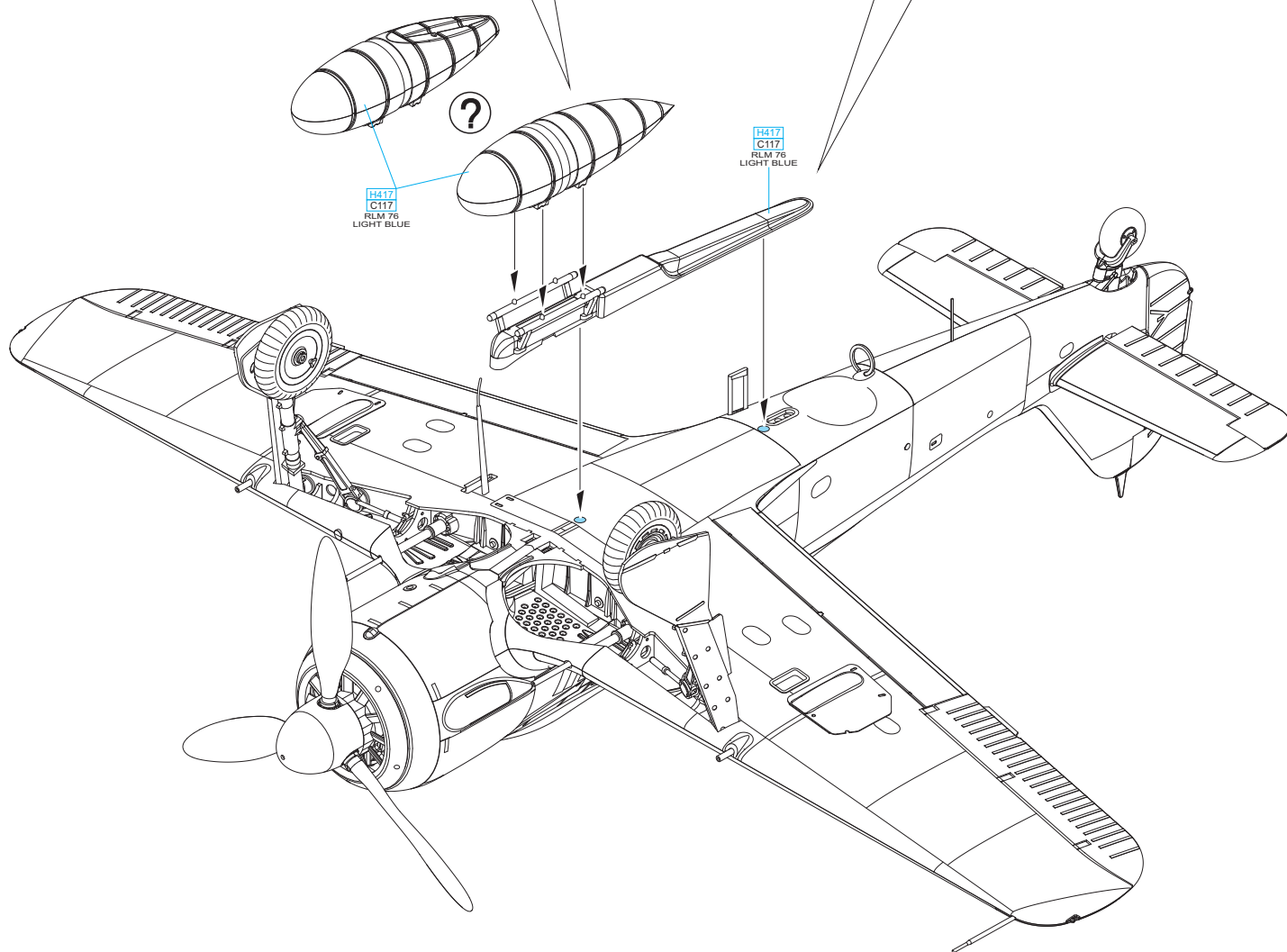
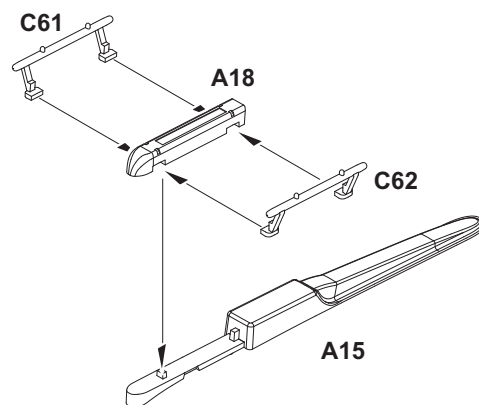
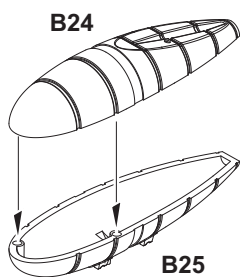


eduard
MASK
11119-A





?



Bf 109G-6/14

ATTENTION



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DÍLY



TEILE



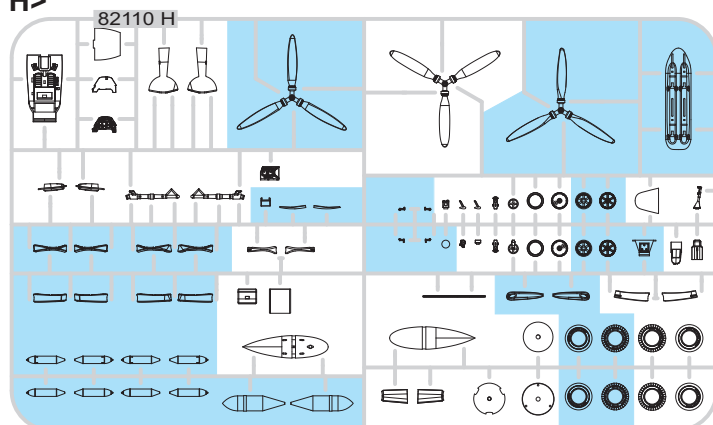
PIÈCES



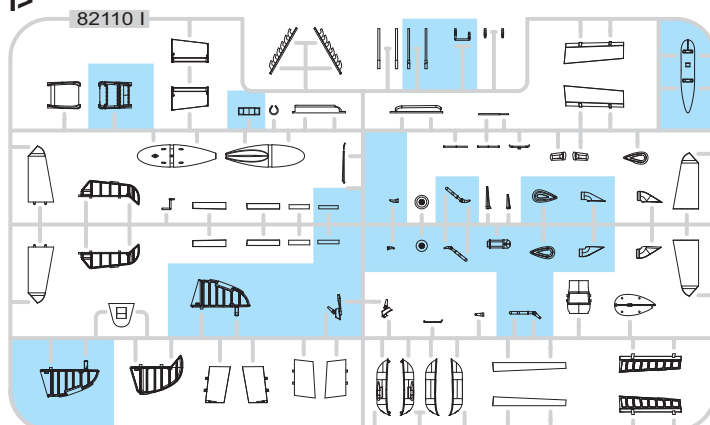
部品

PLASTIC PARTS

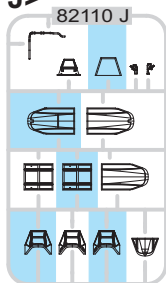
H>



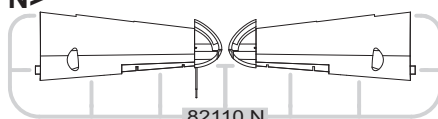
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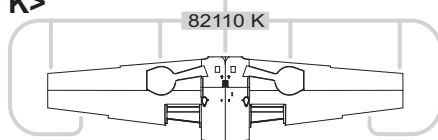
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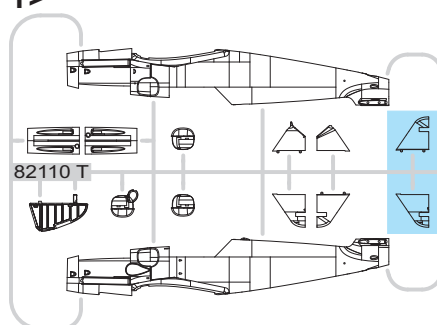
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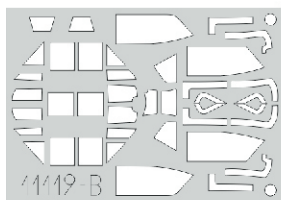
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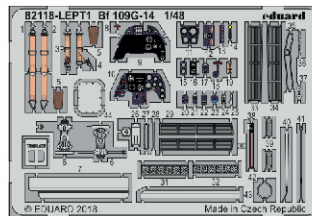
T>



eduard
MASK



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COLOURS



BARVY



FARBEN



PEINTURE

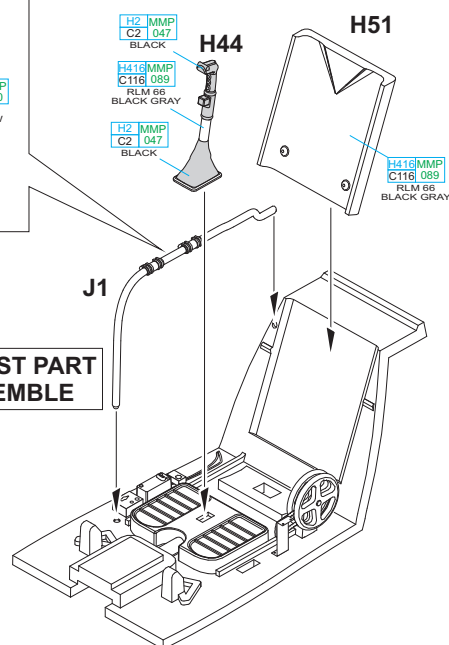
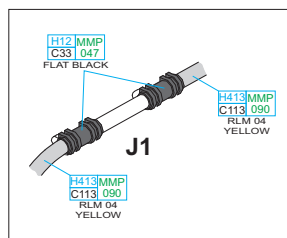
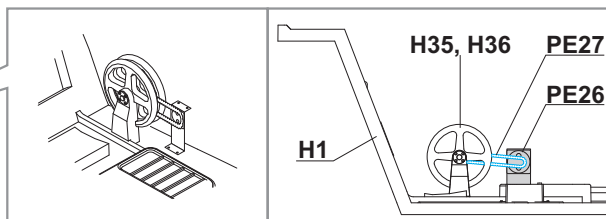
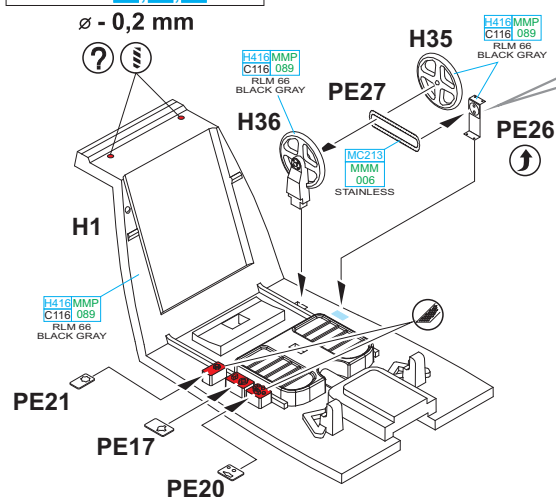


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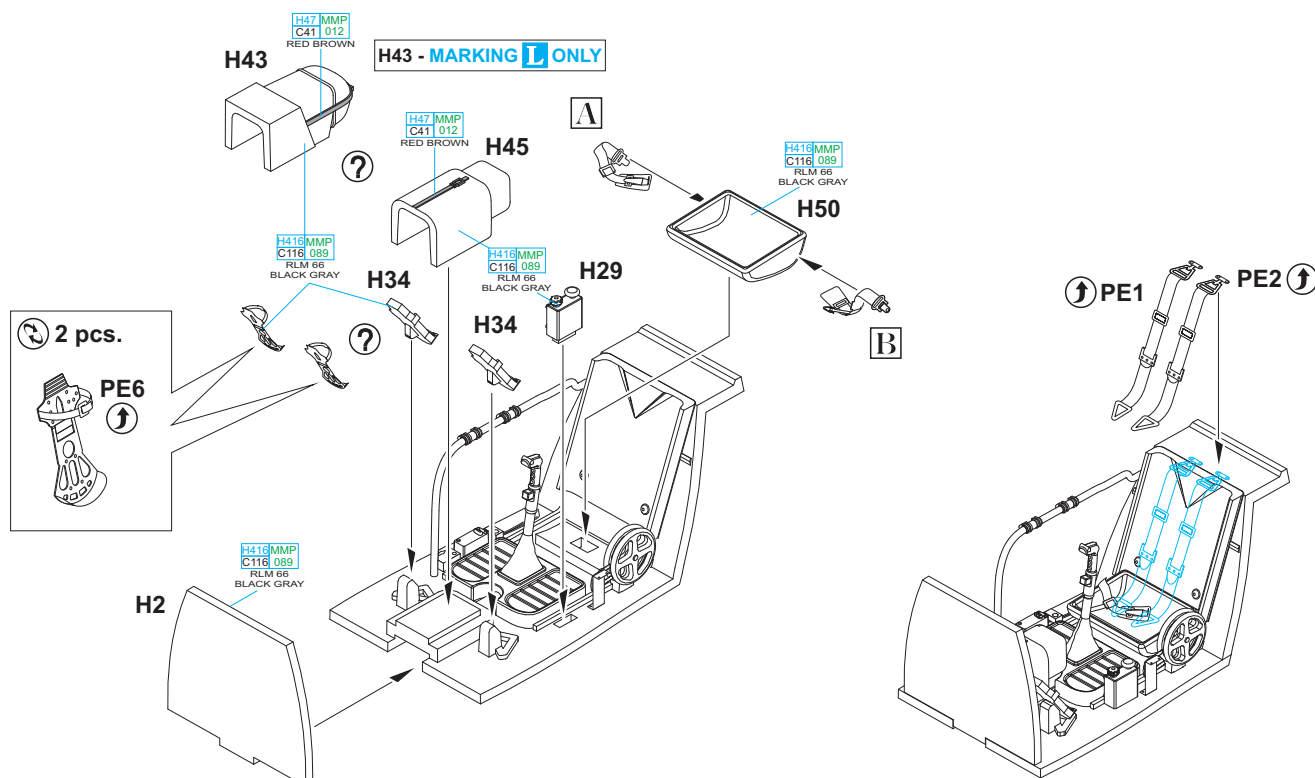
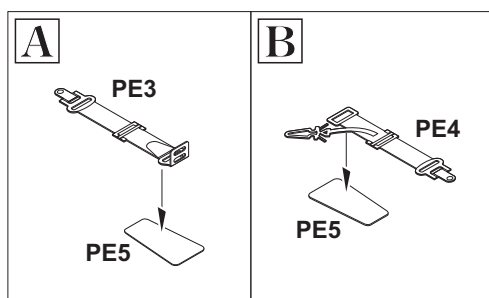
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H2	C2	MMP-047	BLACK
H5	C5	MMP-048	BLUE
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H47	C41	MMP-012	RED BROWN
H65	C18	MMP-088	RLM70 BLACK GREEN
H68	C36	MMP-049	RLM74 DARK GRAY
H69	C37	MMP-050	RLM75 GRAY
H70	C60	MMP-056	RLM02 GRAY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

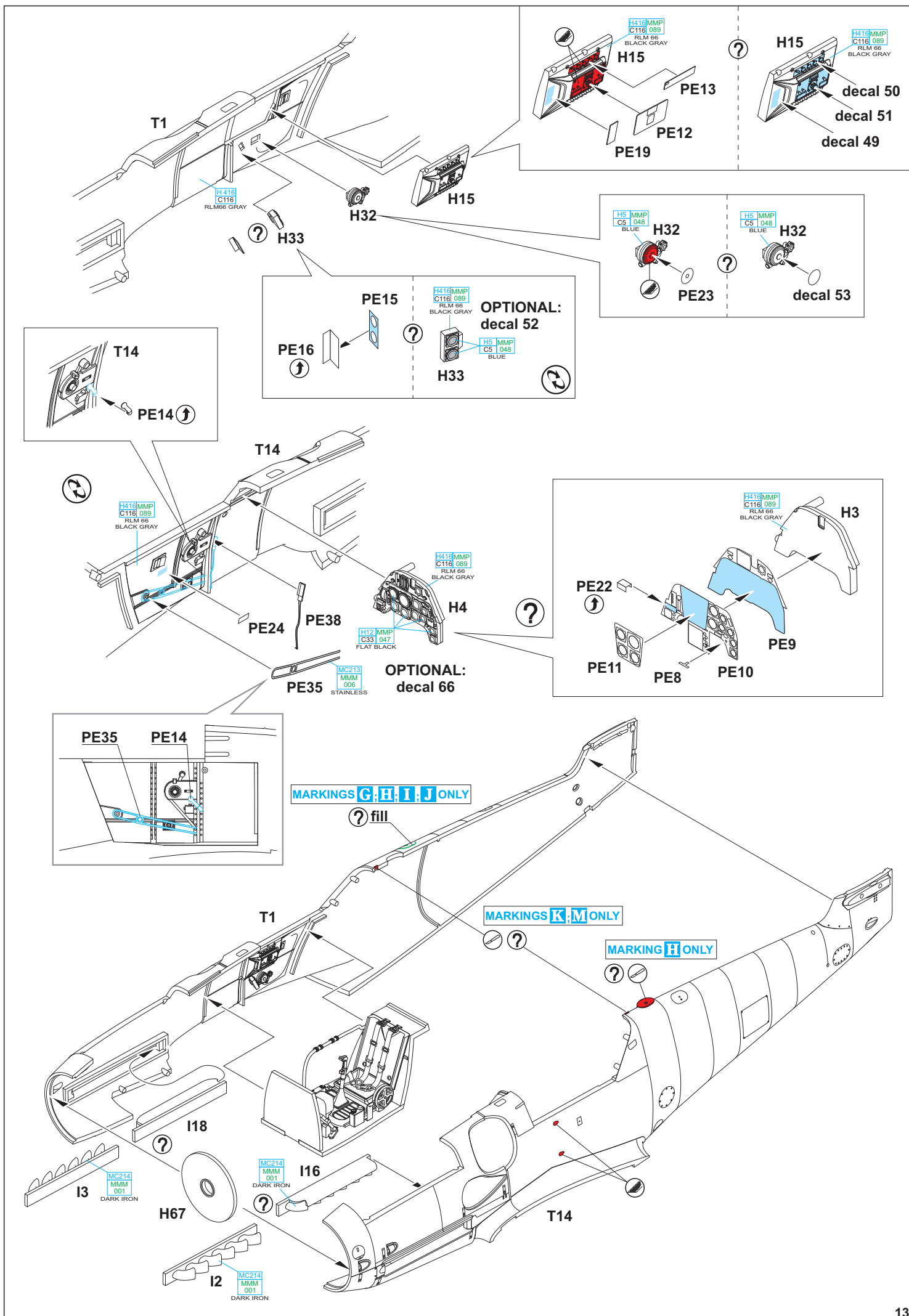
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H319	C319		LIGHT GREEN
H413	C113	MMP-090	RLM04 YELLOW
H414	C114		RLM23 RED
H416	C116	MMP-089	RLM66 BLACK GRAY
H417	C117	MMP-051	RLM76 LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM01		MMC-001	SUPER CHROME

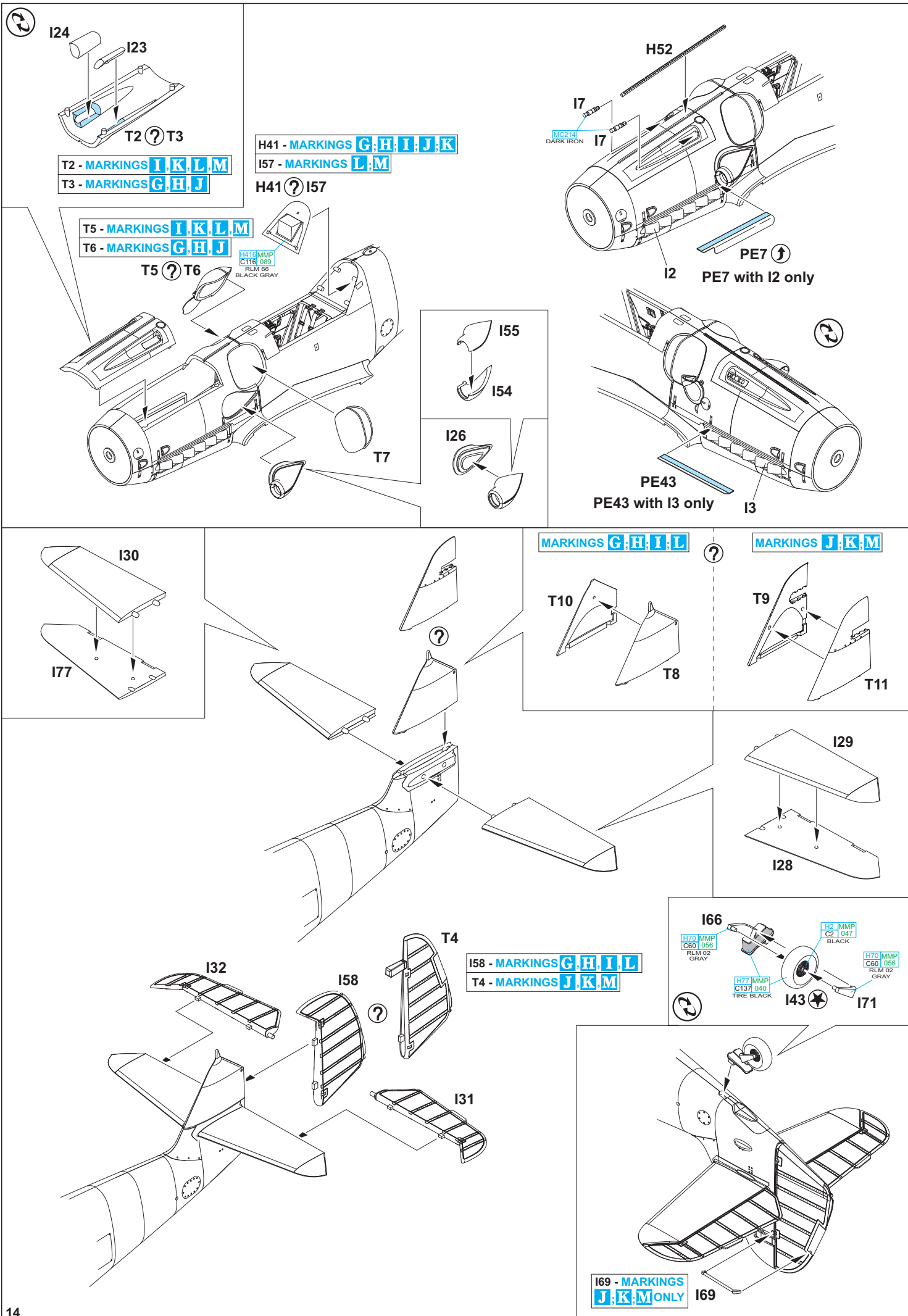
MARKINGS **K**: **L**: **M** ONLY

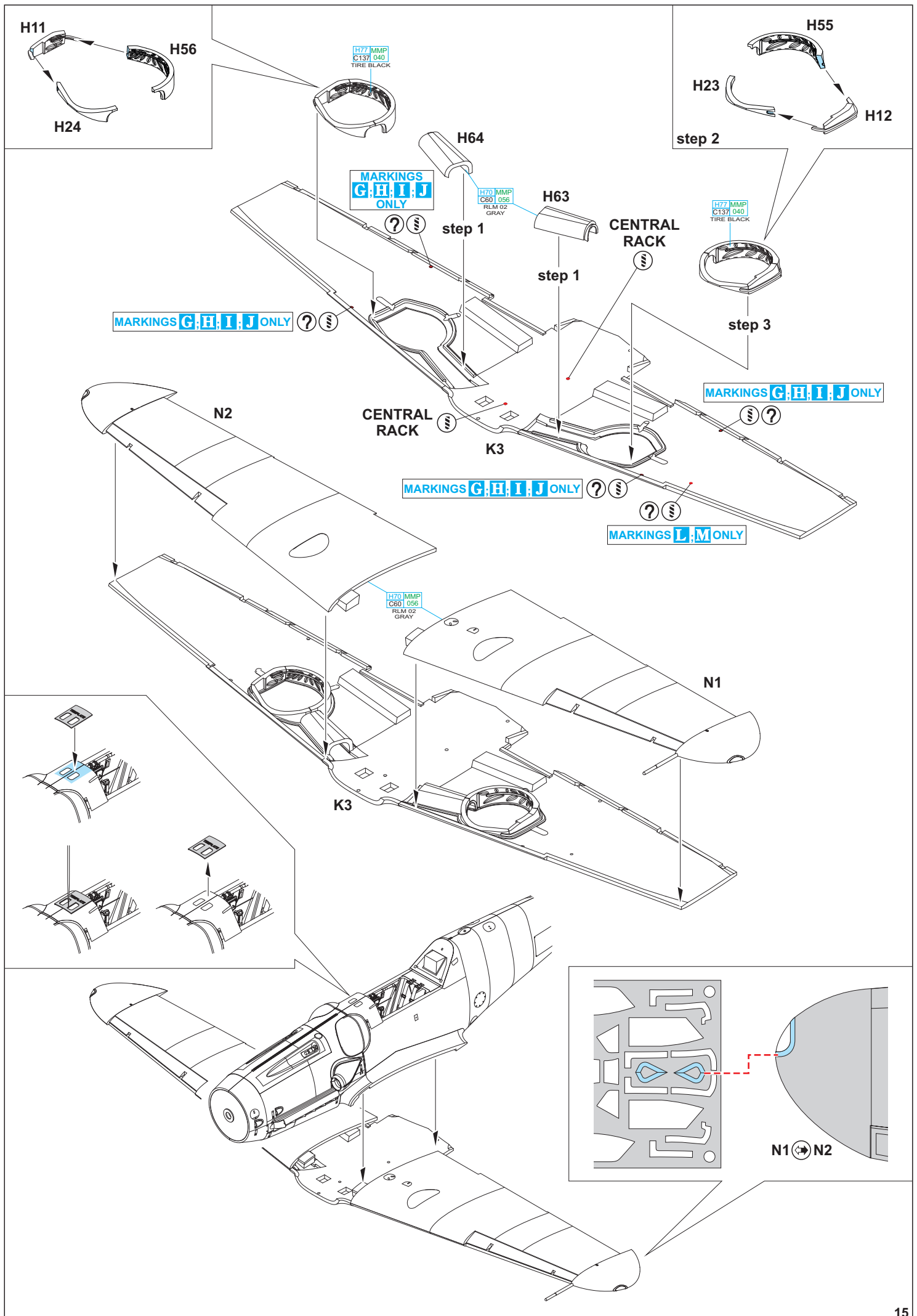


THE LATEST PART
TO ASSEMBLE









H94
C138
CLEAR GREEN

I76

H416 MMP
C116 089
RLM 66
BLACK GRAY

I19 ? I20 - MARKINGS **K** **L** **M** ONLY

I19 - CANOPY OPEN
I20 - CANOPY CLOSED

I72

I78

I79

H90
C47
CLEAR RED

FRONT VIEW

I36

I11

H70 MMP
C60 056
RLM 02
GRAY

I1

H70 MMP
C60 056
RLM 02
GRAY

MC214
MMM
001
DARK IRON

PE34

FRONT VIEW

I35

MC214
MMM
001
DARK IRON

PE33

I33

PE30

I34

MC214
MMM
001
DARK IRON

I36

MC214
MMM
001
DARK IRON

PE29

I35

H70 MMP
C60 056
RLM 02
GRAY

H70 MMP
C60 056
RLM 02
GRAY

I9

MC214
MMM
001
DARK IRON

PE32

I38

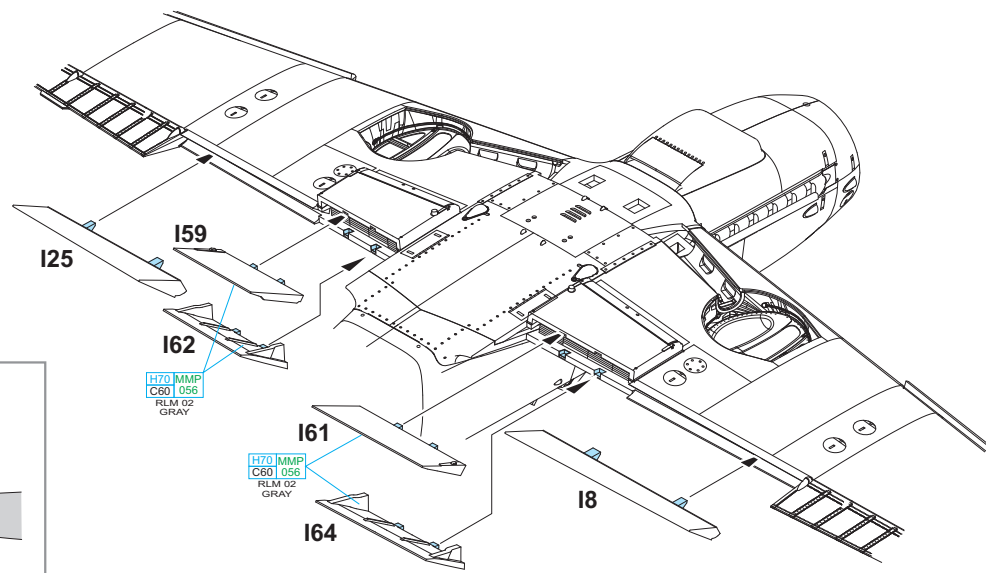
I37

PE31

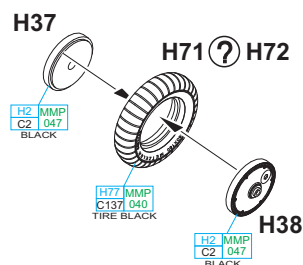
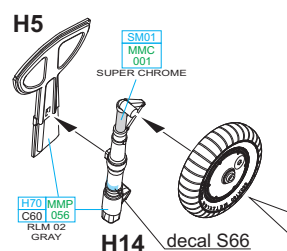
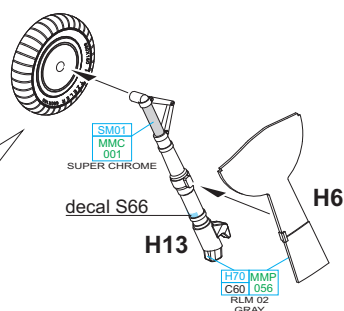
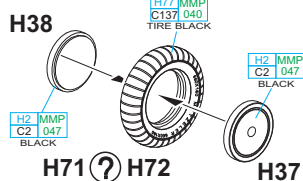
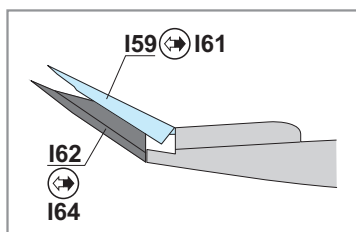
MC214
MMM
001
DARK IRON

H70 MMP
C60 056
RLM 02
GRAY

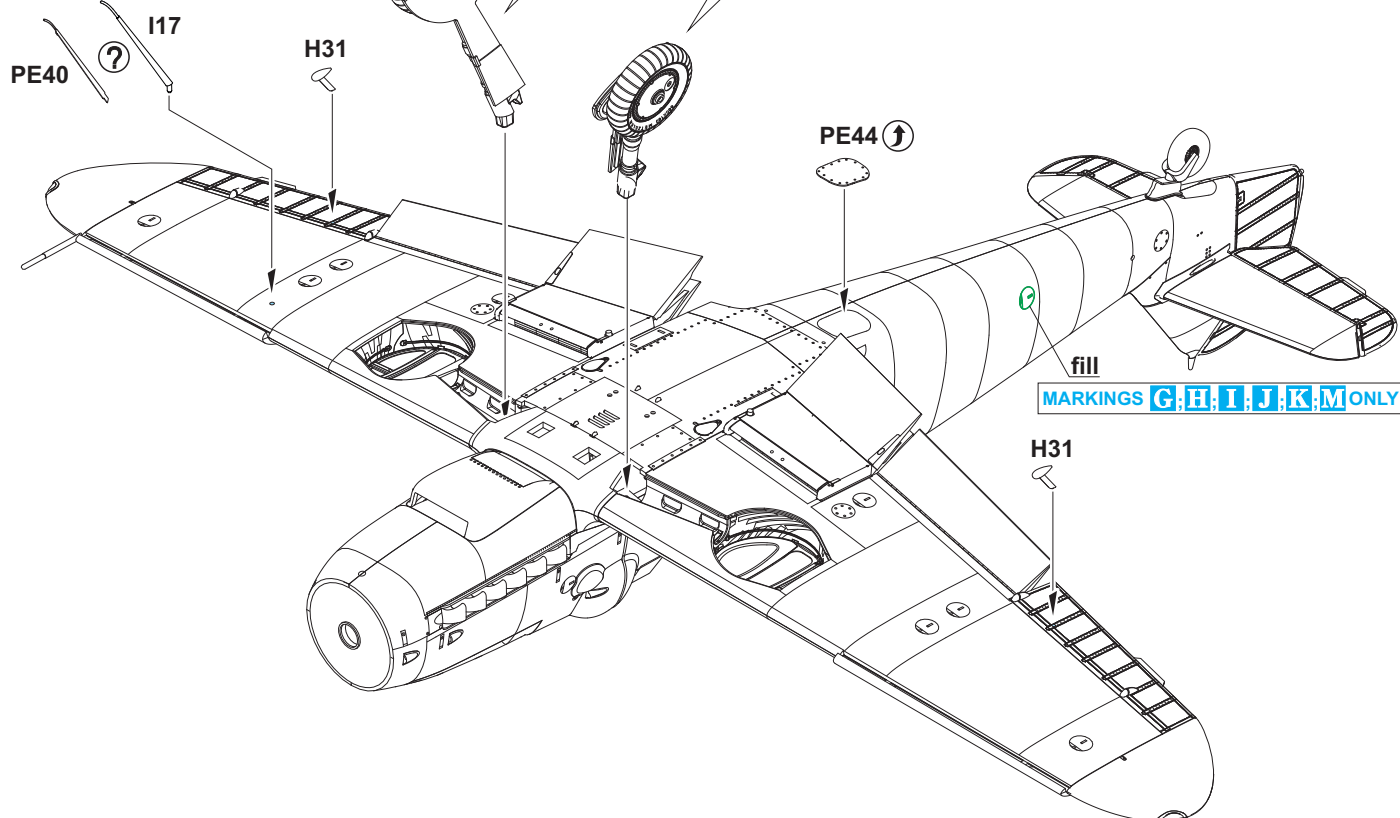
I74



CORRECT POSITION OF RADIATOR FLAPS



I17 ? PE40 - MARKINGS
L; M ONLY

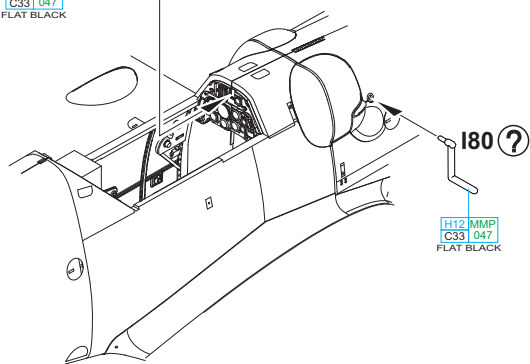


J4 ? J5

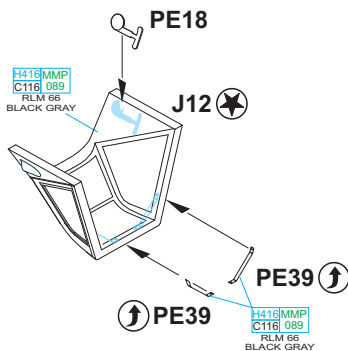
H12 MMP
C33 047
FLAT BLACK

J5 - MARKINGS L, M ONLY

C



D

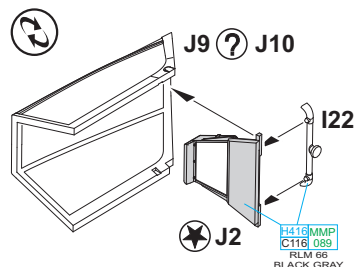
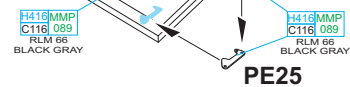


E

J10 - MARKING K ONLY

J9 ? J10

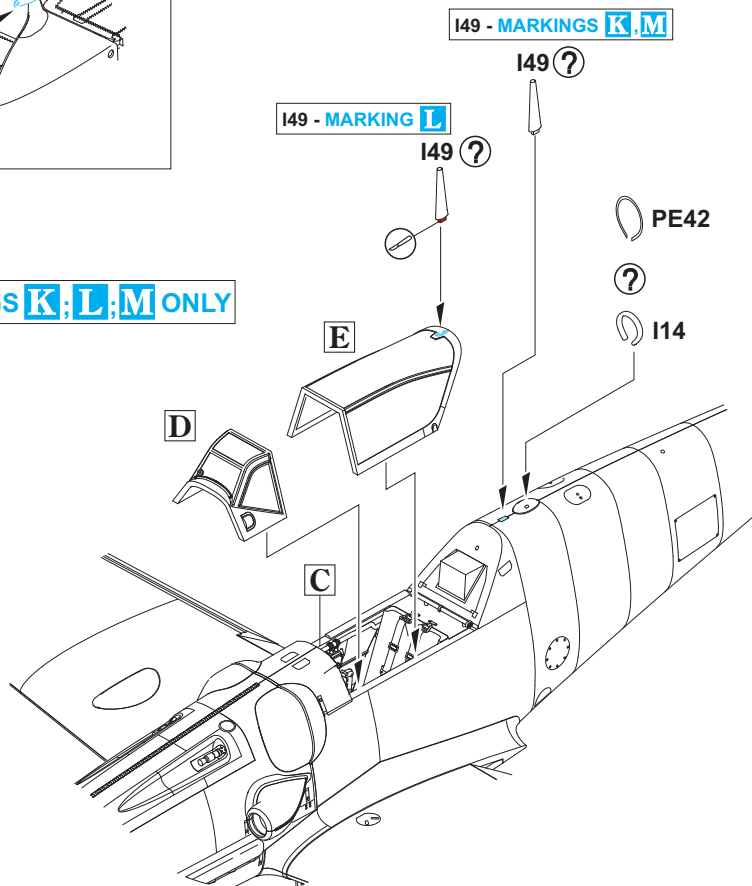
Ø - 0,2 mm
1 - 0,5 mm
plastic



F

PE36

MARKINGS K, L, M ONLY



OPEN CANOPY

G

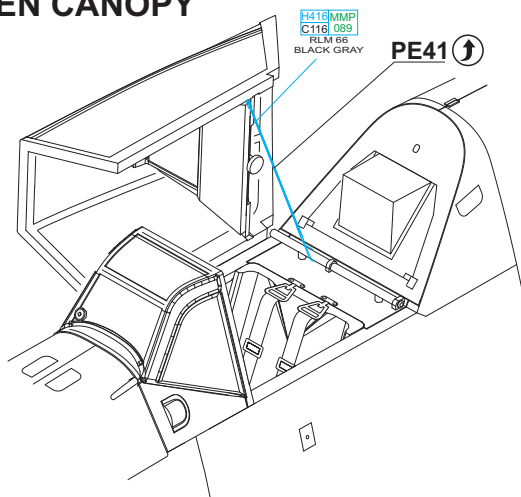
H66

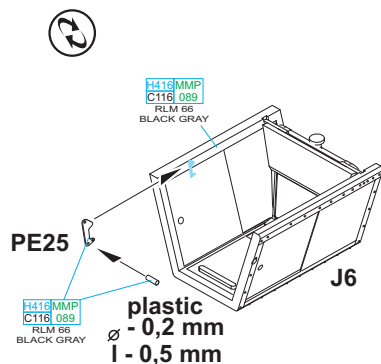
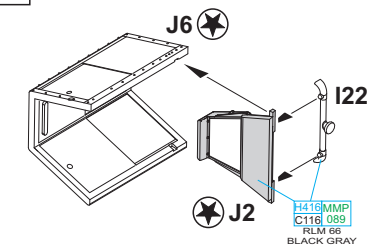
H68

H8

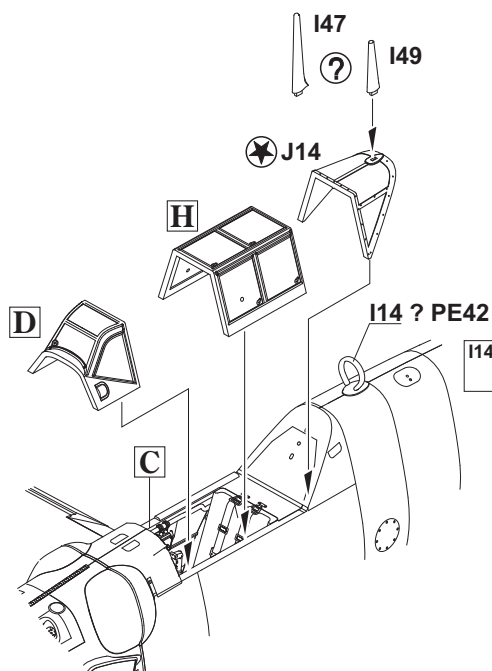
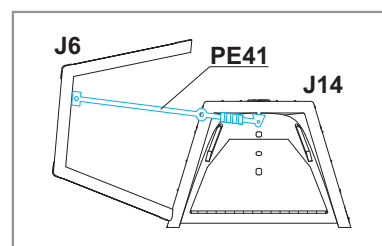
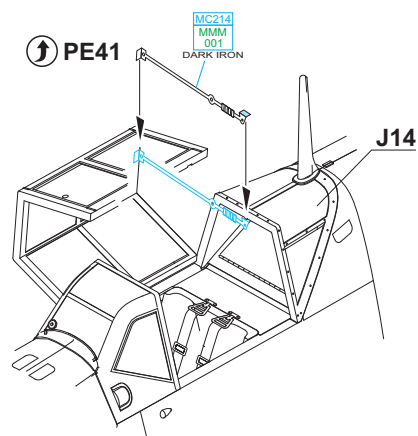
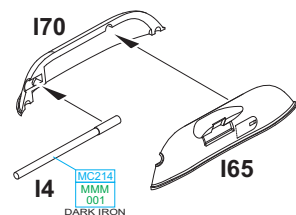
H416 MMP
C116 089
RLM 66
BLACK GRAY

PE41

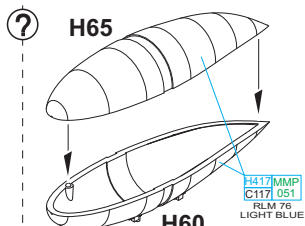
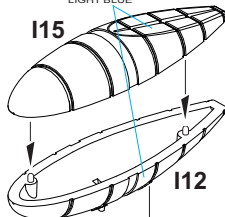
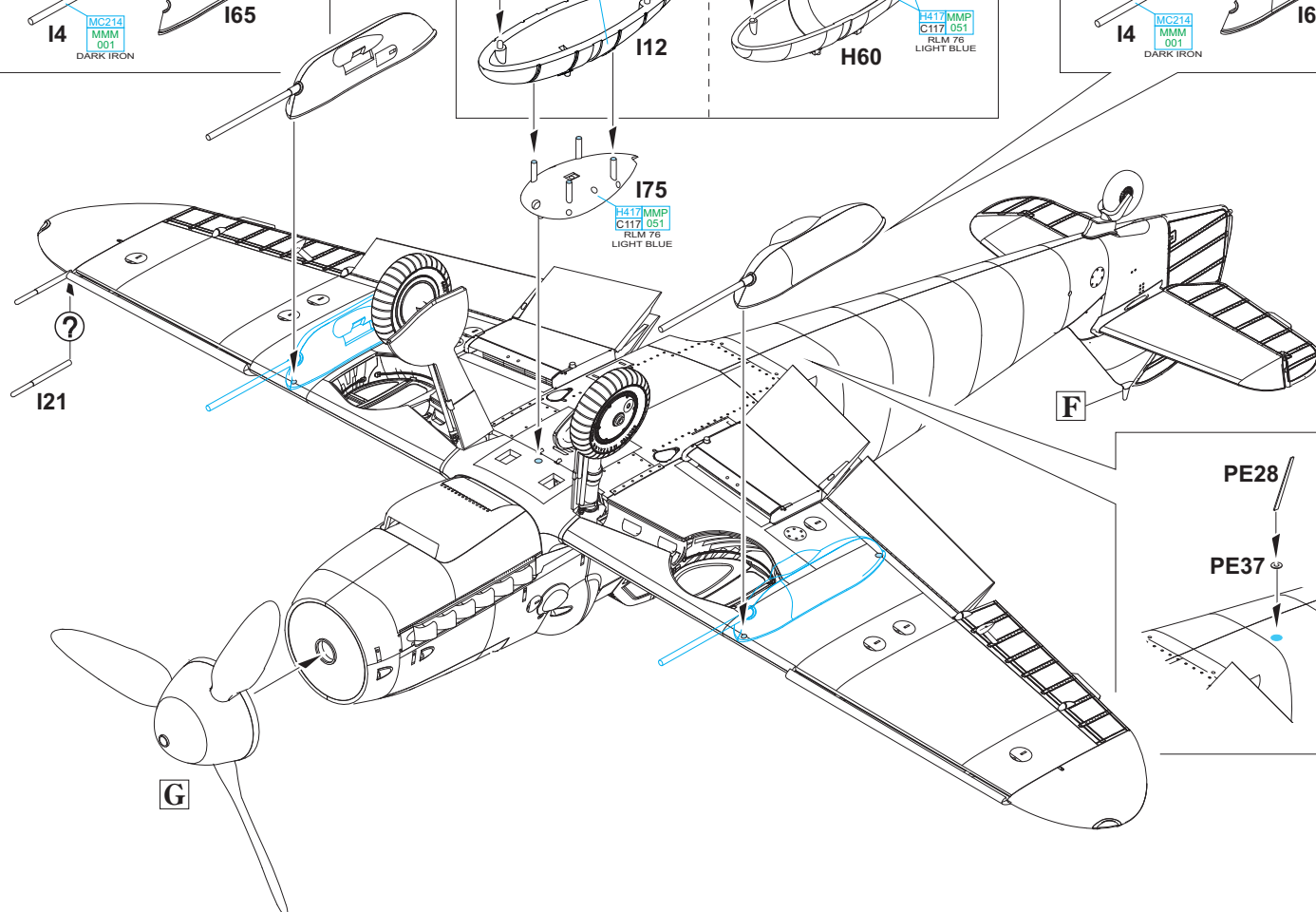
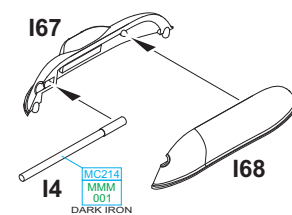


H**MARKINGS G; H; I; J ONLY**

I47 - MARKING **H**
I49 - MARKINGS **G; I; J**

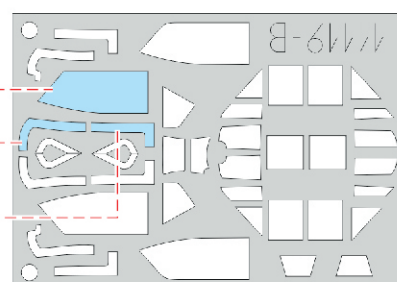
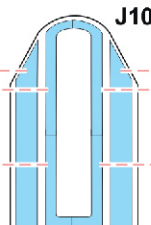
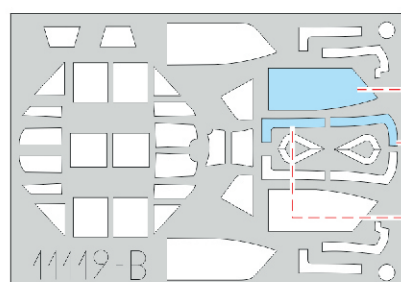
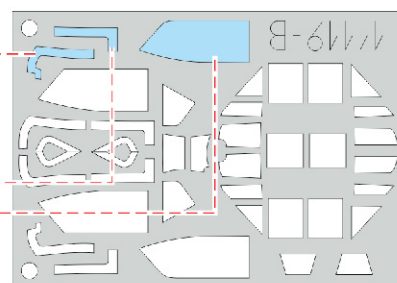
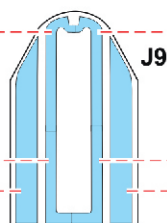
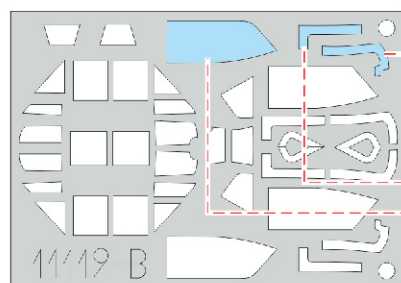
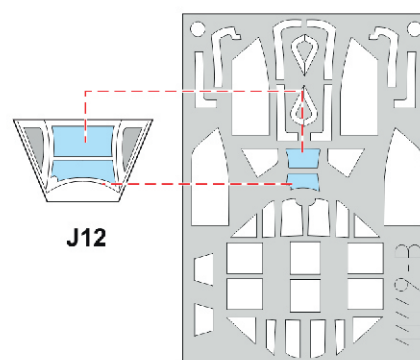
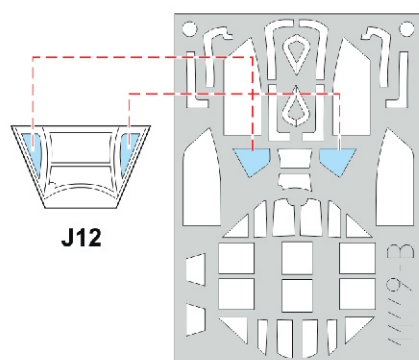
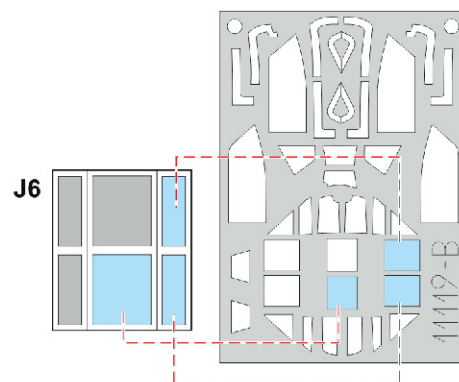
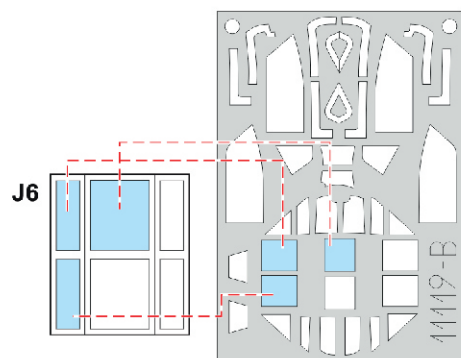
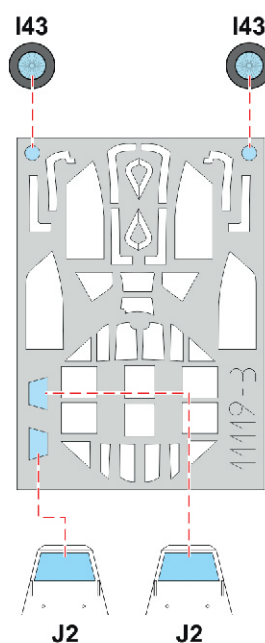
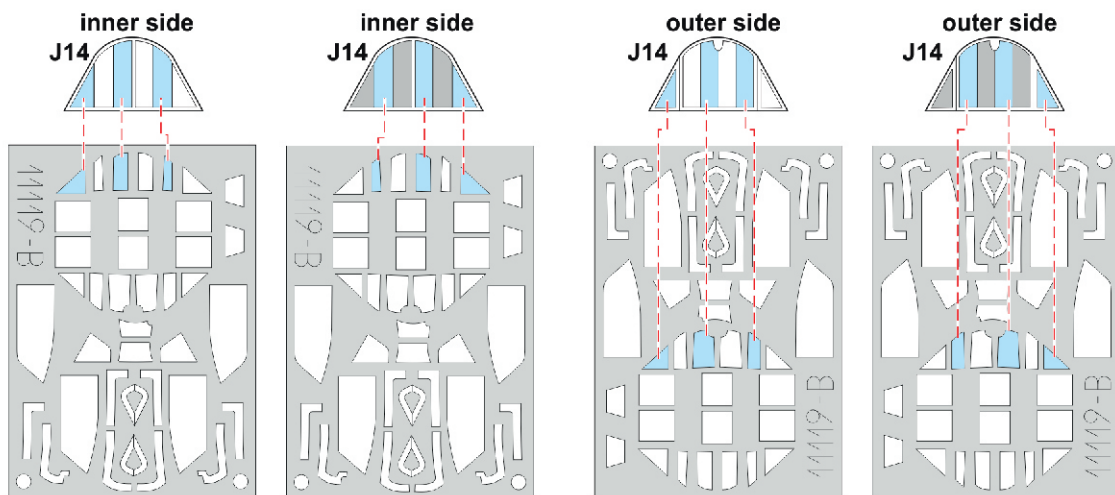
**OPEN CANOPY****MARKINGS G; H; I; J ONLY**

H417/MMP
C117 051
RLM 76
LIGHT BLUE

**MARKINGS G; H; I; J ONLY**

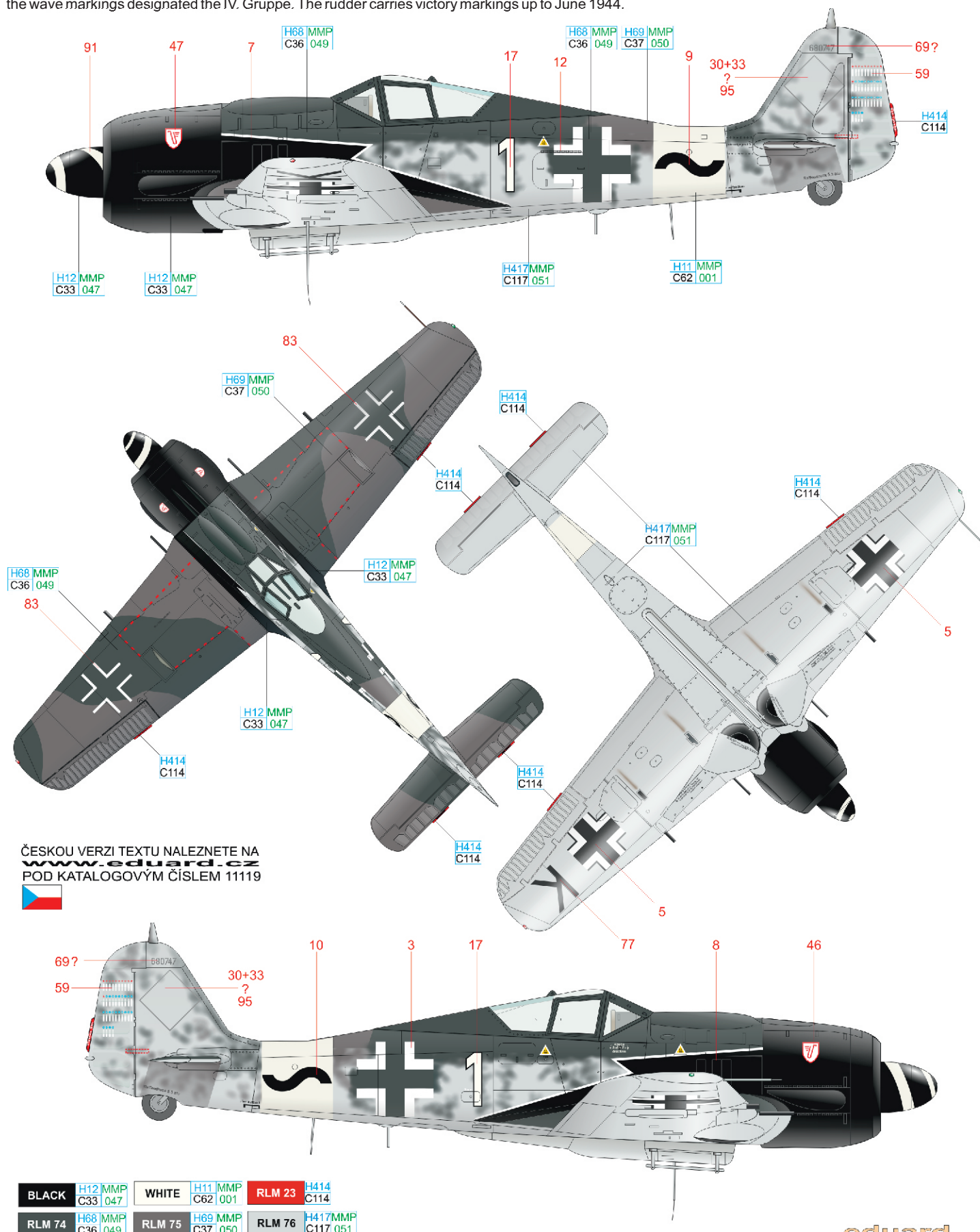
PE28

PE37



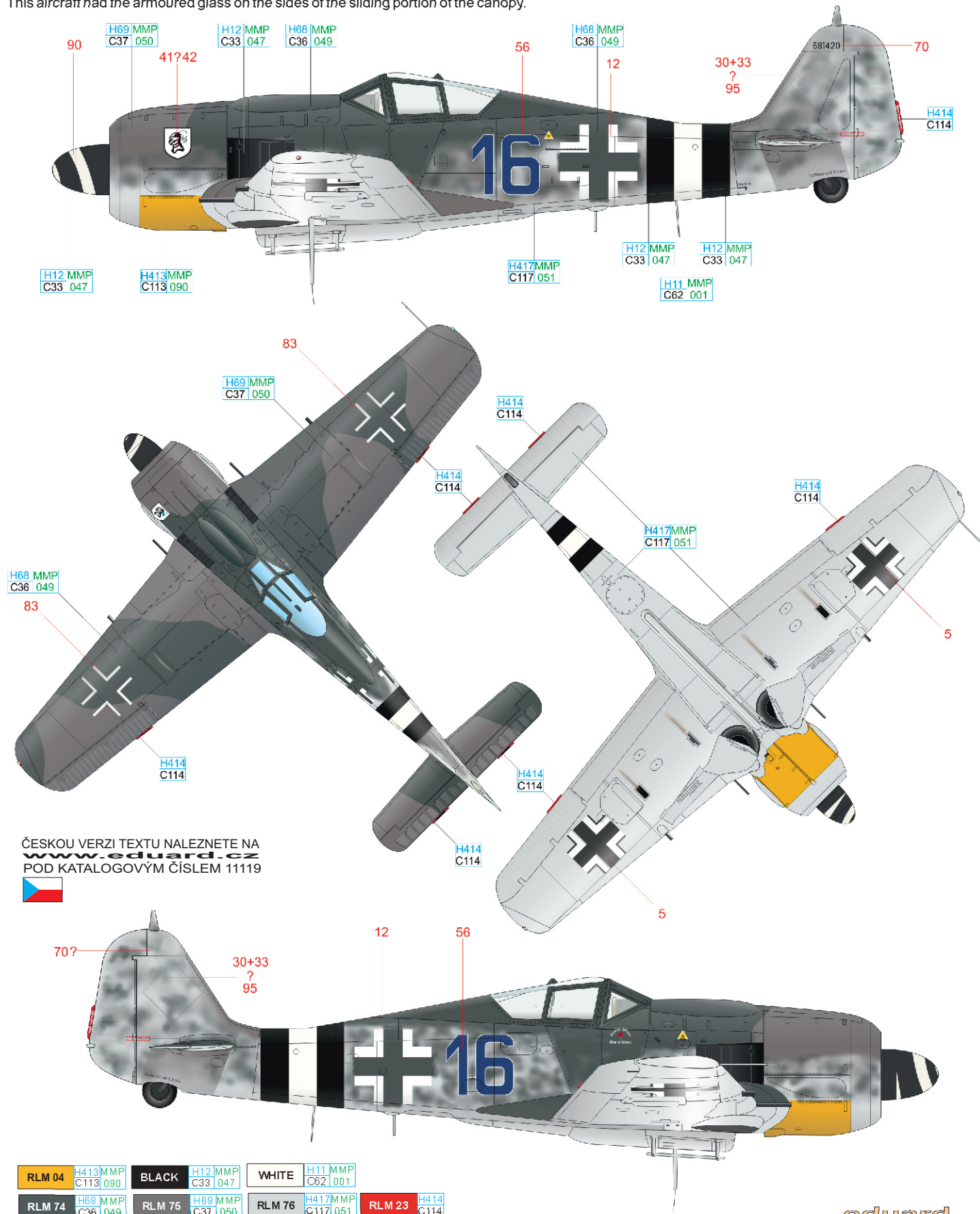
A Fw 190A-8/R2, W. Nr. 680747, flown by Oblt. Hans Weik, CO of 10.(Sturm)/ JG 3, Memmingen, Germany, June 1944

Hans Weik was born on July 6th, 1922 in Heilbronn and joined the Luftwaffe in October 1941. After completing training, he was assigned to JG 3 on February 21st, 1943 and sent to the Eastern front where he would shoot down ten Soviet aircraft. From May to November he served as an instructor at 4./ JGr Ost. Here, he gained his first kill of a B-17 bomber. He was subsequently transferred to 9./ JG 3 and on February 10th, 1944, he was made Commanding Officer of 10th Staffel JG 3, with which he would gain 23 kills, twenty of which were four-engined heavies. For his achievements, he was awarded the Knight's Cross on July 27th, 1944. In April 1945 he was assigned to III./ EJG 2, where he trained on the Me 262. After the war, Hans Weik studied architecture, and was responsible for the design of many structures. In his retirement years he dedicated time to ship modelling. He died on June 5th, 2001 in Heidenheim an der Brenz. The aircraft flown by Weik carried the markings that were worn by IV. Gruppe JG 3, a black engine cowl and a stylized Adlerflügel on the sides of the fuselage. The rear fuselage carries a white fuselage band that was common to JG 3 aircraft within the structure of the Defence of the Reich. On these aircraft, the wave markings designated the IV. Gruppe. The rudder carries victory markings up to June 1944.



B Fw 190A-8/R2, W. Nr. 681420, flown by Lt. Alfred Lausch, 8.(Sturm)/ JG 4, Welzow, Germany, September 1944

Alfred Lausch came from a Czech family in the Javorice Highlands, located in the eastern Sudetenland. After the outbreak of the war, he was enlisted into the Luftwaffe as a German national where he flew Fw 189 reconnaissance aircraft over the Eastern Front. Here he flew more than 300 missions. On July 26th, 1943, he was awarded the Deutsches Kreuz in Gold. After undergoing fighter training, he was assigned to the 8.(Sturm)/ JG 4 in the summer of 1944 and flew its inaugural missions on September 11th, 1944. On that day, his unit entered combat with bombers of the 13th Combat Wing, 8th USAAF that were headed for the refineries in Ruhland. During the intercept, which today we call the Battle Over the Ore Mountains, Lt. Lausch managed to bring down a B-17G of the 95th Bomb Group north of Chomutov. He himself was hit by an escorting P-51 and his aircraft hit the ground near Reitzenhain on the Czech side of the Ore Mountains. The pilot did not survive. The remains of the aircraft are now in the possession of the Museum of the Battle Over the Ore Mountains. Lausch's standard camouflaged Sturmbock carried the 900 mm Defence of the Reich JG 4 black-white-black fuselage band and on the nose the JG 4 unit marking. To aid in pilot protection, 5 mm thick armoured panels were added below the cockpit and the windscreen was complemented by 30 mm thick glass plating. This aircraft had the armoured glass on the sides of the sliding portion of the canopy.



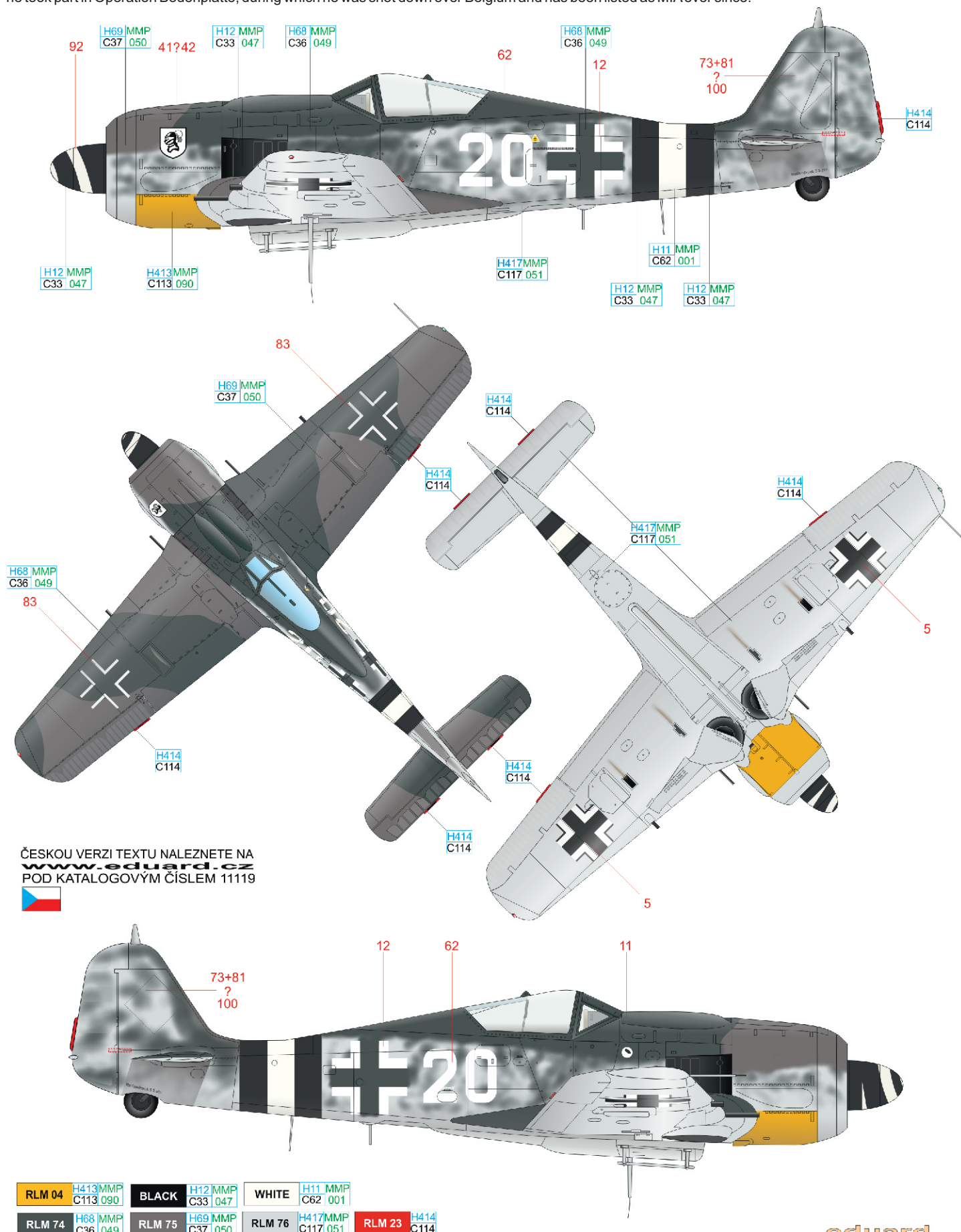
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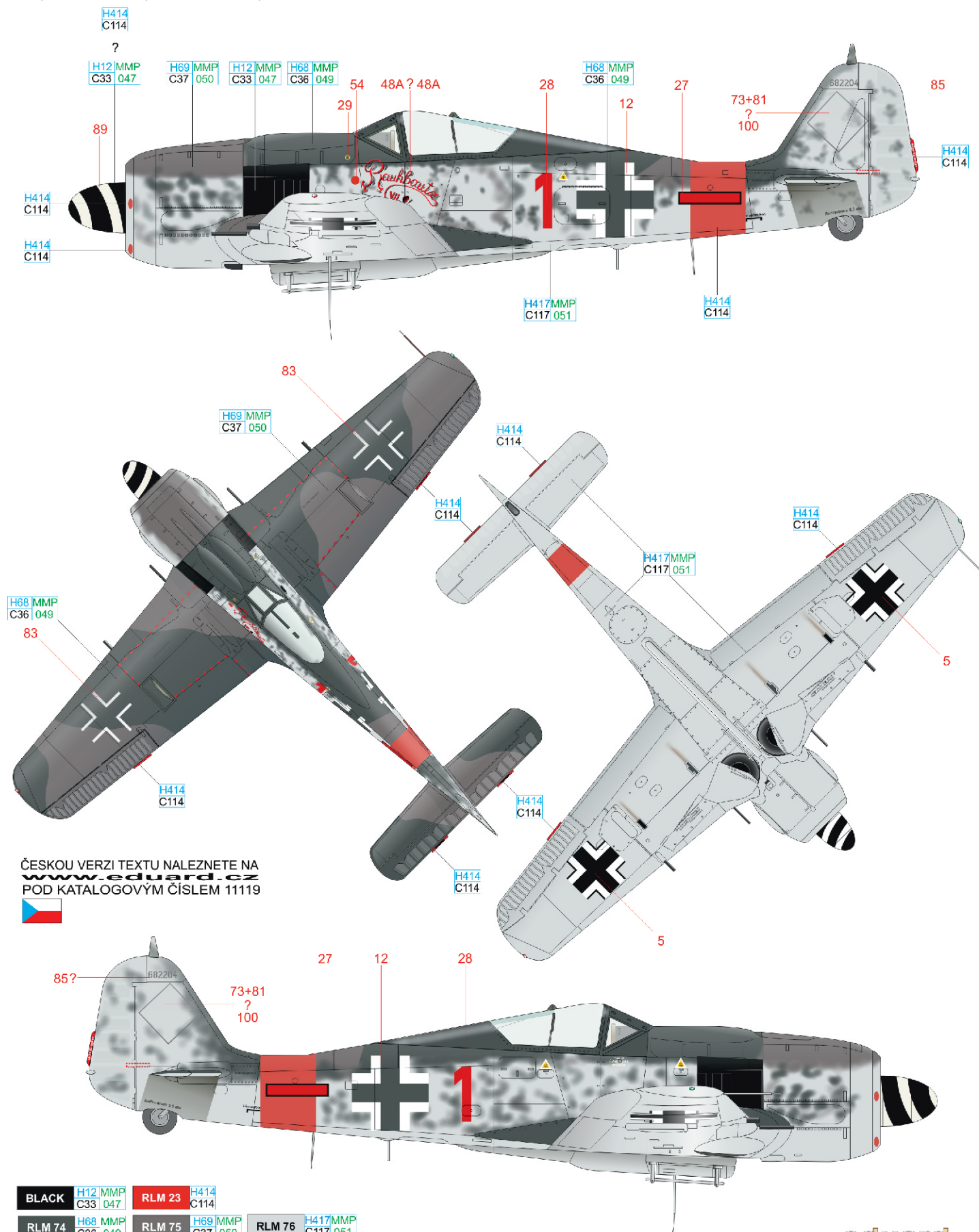
D Fw 190A-8/R2, flown by Uffz. Erich Keller, 5.(Sturm)/ JG 4, Babenhausen, Germany, December 1944

Uffz. Erich Keller was an example of the short but intensive life of the Sturmjäger. His service with II.(Sturm)/ JG 4 was preceded by that of 2./ ZG 1, where he flew Ju 88s against RAF Coastal Command aircraft over the Bay of Biscay. With this unit, on June 6th, 1944, he flew combat missions against the invasion in northern France and was shot down and wounded near Caen. As a Sturmjäger within the Defence of the Reich, he gained his first victory on September 28th, when he was credited with downing a P-38. On October 6th, he shot down two B-17Gs during a single mission and by the 14th of October he had raised his total to five kills. During one combat action of II.(Sturm)/ JG 4 on December 23rd, 1944, he was shot down but managed to set down near his home in Brackenheim. He was able to spend two days with his family. He was shot down flying the illustrated aircraft here. Shortly thereafter, on his return to his unit, he took part in Operation Bodenplatte, during which he was shot down over Belgium and has been listed as MIA ever since.



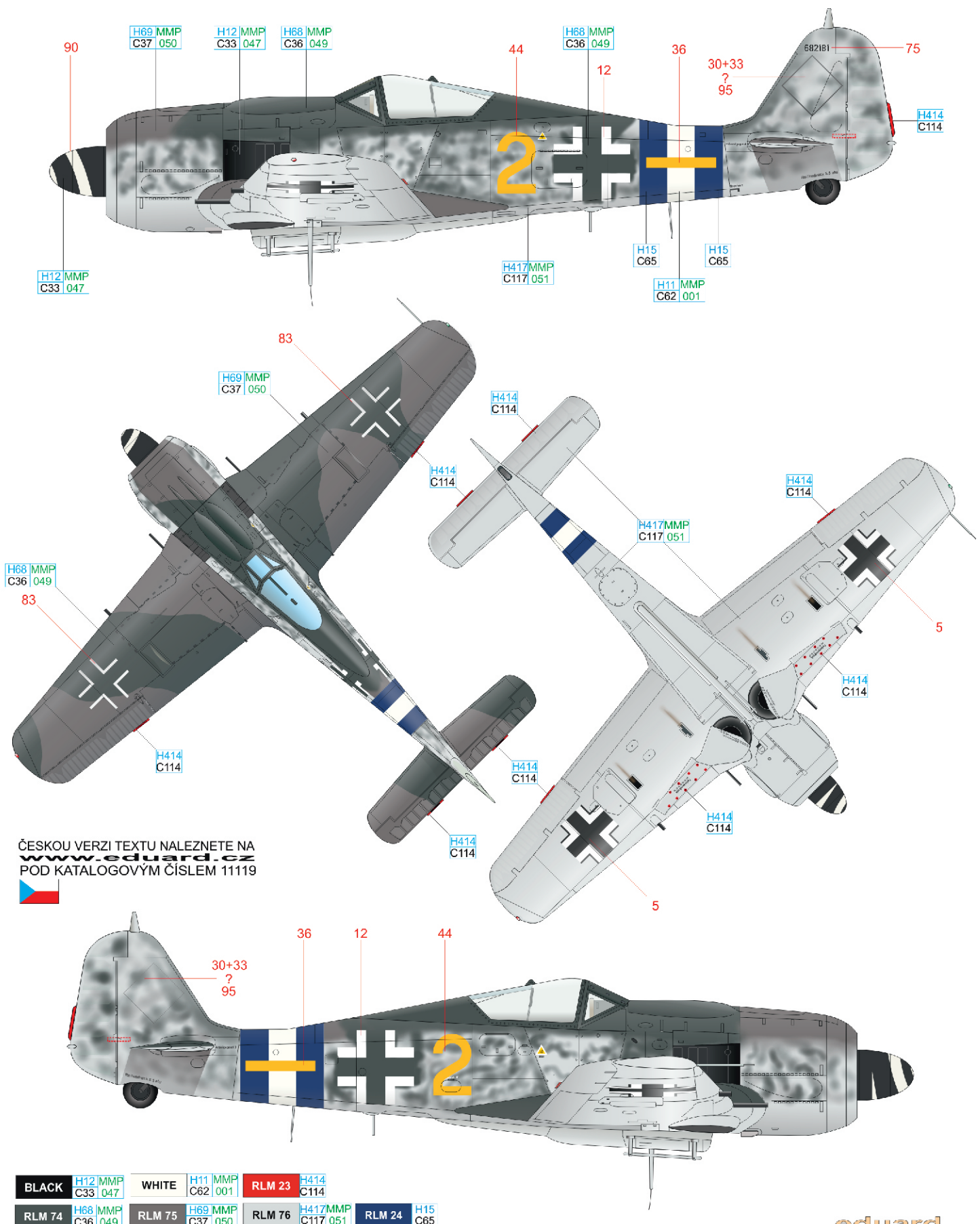
E Fw 190A-8/R2, W. Nr. 682204, flown by Oblt. Klaus Bretschneider, 5. (Sturm)/ JG 300, Löbnitz, Germany, December 1944.

Holder of the Knight's Cross and fighter ace Klaus Bretschneider was one of the founding pilots of II. Gruppe JG 300. He achieved fourteen kills before being trained in the Sturm tactics of attacking and would claim another twenty afterwards, the majority of which were four-engined heavy bombers. He fell as CO of 5./ JG 300 on December 24th, 1944 after an attack on a group of B-17s. He was the victim of escort fighters, likely from the 357th Fighter Group. His aircraft went down not far from Oberaul in Hesse. Bretschneider's Sturmbock, christened 'Rauhbautz VII', had the side armoured glass units removed on the sliding portion of the canopy. Markings of the aircraft of JG 300 within the Defence of the Reich, a red fuselage band ahead of the tail surfaces, was further complemented by a red horizontal bar for aircraft of the 5th Staffel. According to new sources, the inscription below the cockpit was yellow with red shadowing, the spinner carries a white spiral on a red background. This kit includes the newer interpretations as well as the more usual red with black shadowed inscription and black spinner and white spiral.



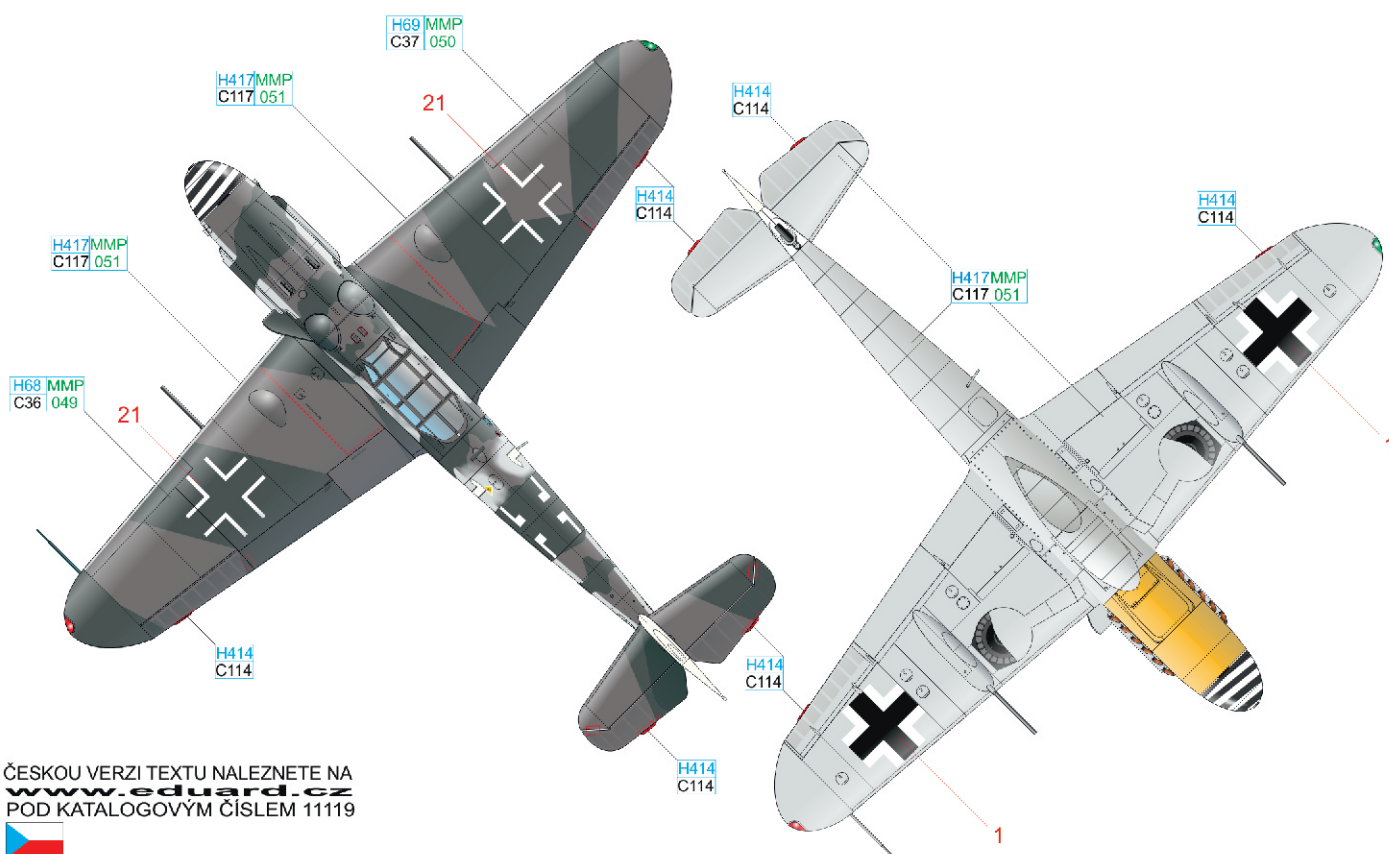
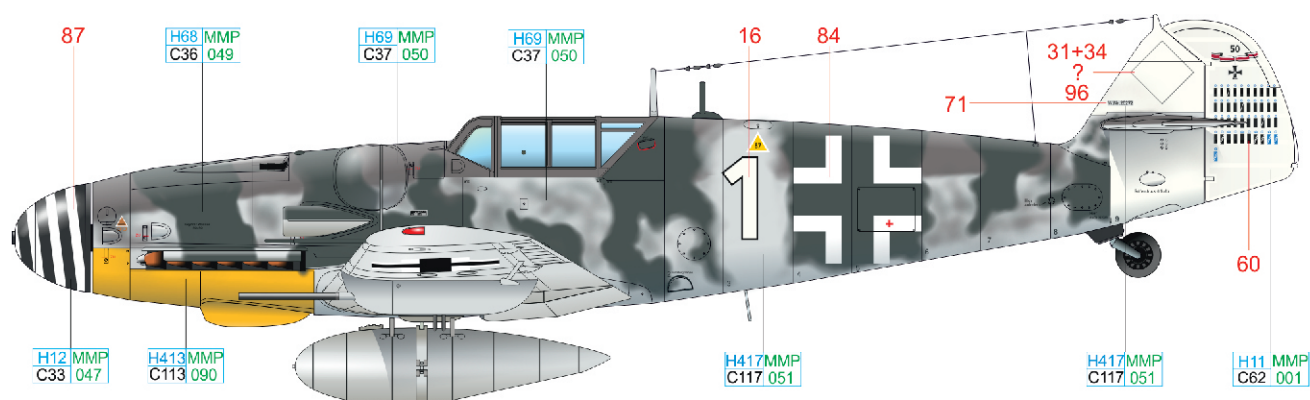
F

A native of Krauschwitz, Hubert Engst was born on November 10th, 1921 and on completion of flight training in July 1943, he was assigned to JG Hermann (later redesignated as JG 300), specialists in the use of Wilde Sau tactics (night attacks against bombers using single engined fighters). Here, only on his first combat flight and after just three hours of arriving, he would shoot down a Stirling. Hubert Engst flew with the 5th, and later 6th, Staffel JG 300, that was from its beginnings integrated into the structure of the Defence of the Reich. It has been recorded that in its service, he shot down somewhere in the vicinity of twenty enemy aircraft. He himself was shot down twice. The remains of his Fw 190A-8/R2 W.Nr. 681361 'Yellow 7' was discovered in 2011 near Otín near Jindřichuv Hradec and are currently in the collection of the local museum there. Hubert Engst lived in the former East Germany and died in 1981. The standard RLM74/75/76 scheme is complemented by JG 300 colours and markings from the end of the war in the shape of a blue-white-blue band of the prescribed 900 mm width. Over this is a horizontal band designating aircraft of the II. Gruppe and its yellow colour was specific to planes of the 6th Staffel.

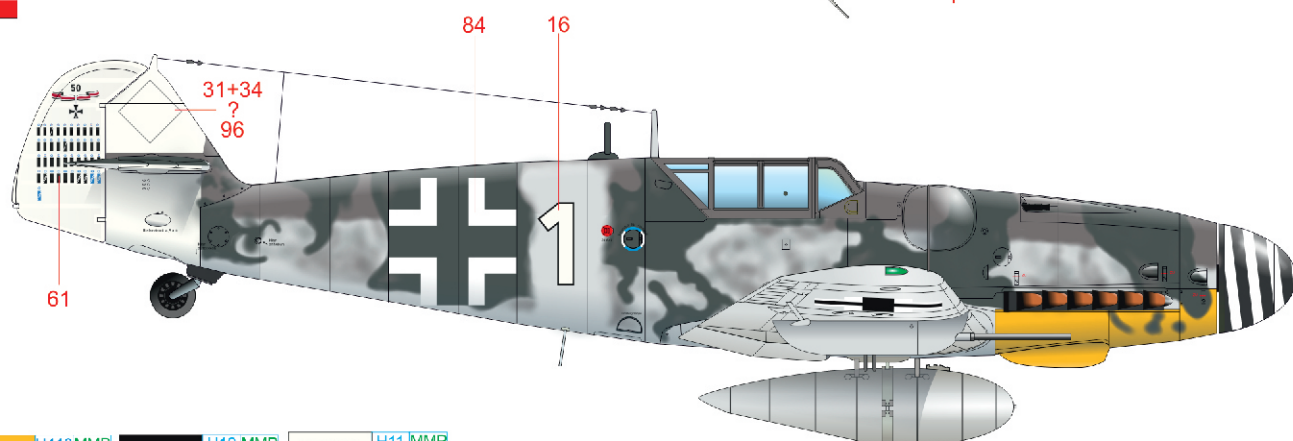


G Bf 109G-6/R6, W. Nr. 20272, flown by Oblt. Heinrich Klöpper, CO of 7./ JG 1, Leeuwarden, the Netherlands, November 1943

A native of Lower Saxony's Peine, future Knight's Cross recipient Heinrich Klöpper took part in the Battle of France and the Battle of Britain as a member of JG 77. He would claim one kill in each of these campaigns. He would get another eighty after the initiation of Operation Barbarossa on June 22nd, 1941 through to November 1943, this time with 11th Staffel of JG 51. At the beginning of November 1943, he took command of the 7th Staffel JG 1, a unit that was incorporated in the the Defence of the Reich (Reichsverteidigung). Serving with this unit, he downed five four engined B-17s, a B-24 and two P-38s. He was killed on November 29th, 1943, in combat with a couple of P-38s in the cockpit of his Bf 109 over Vollenhove in the Netherlands. Some commanders of tactical units had the fin and rudders of their aircraft painted white for quick identification of the leader's aircraft in combat. The rudder also bears Klöpper's victory tally.



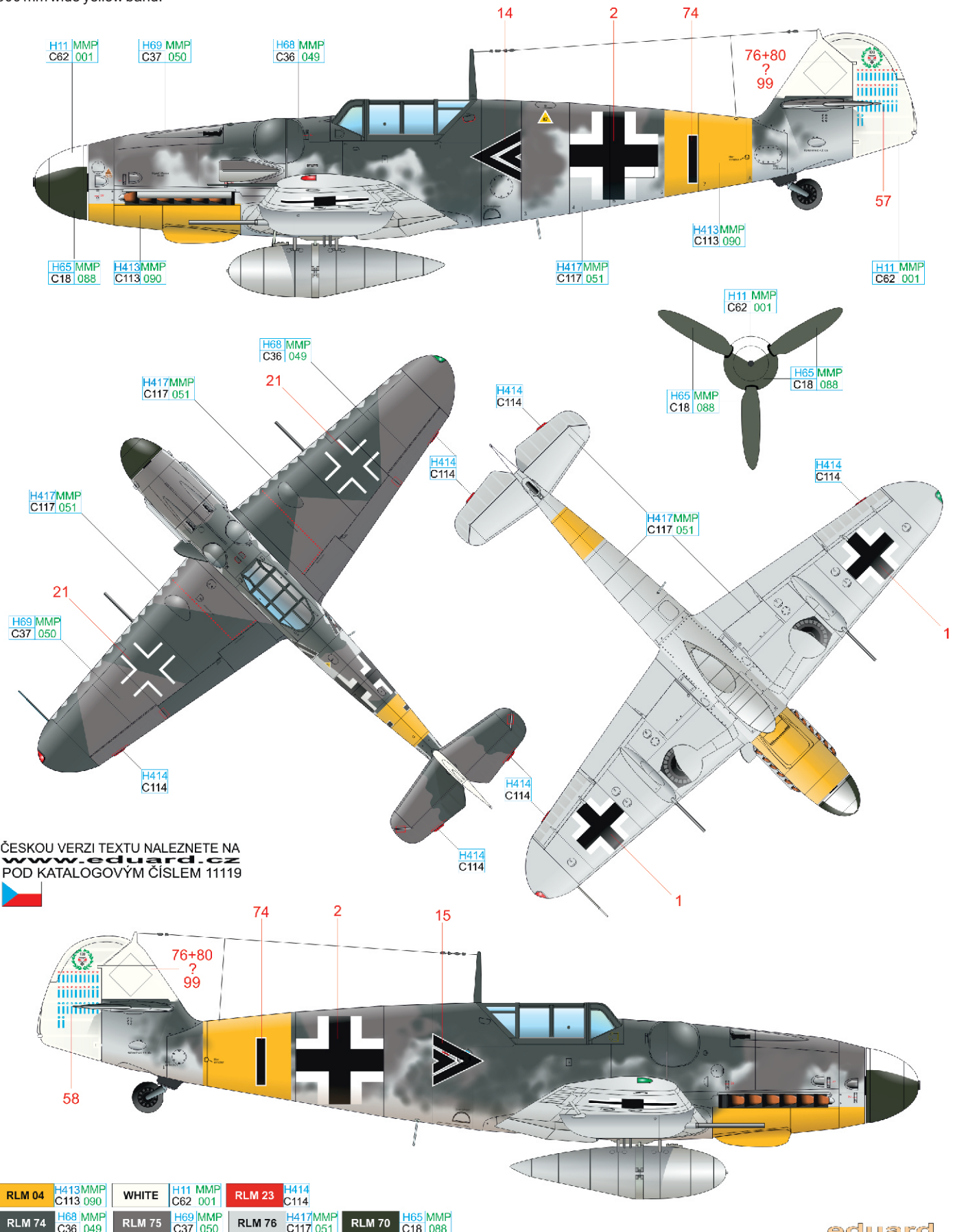
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RLM 04	H413 MMP C113 090	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051
				RLM 23	H414 C114

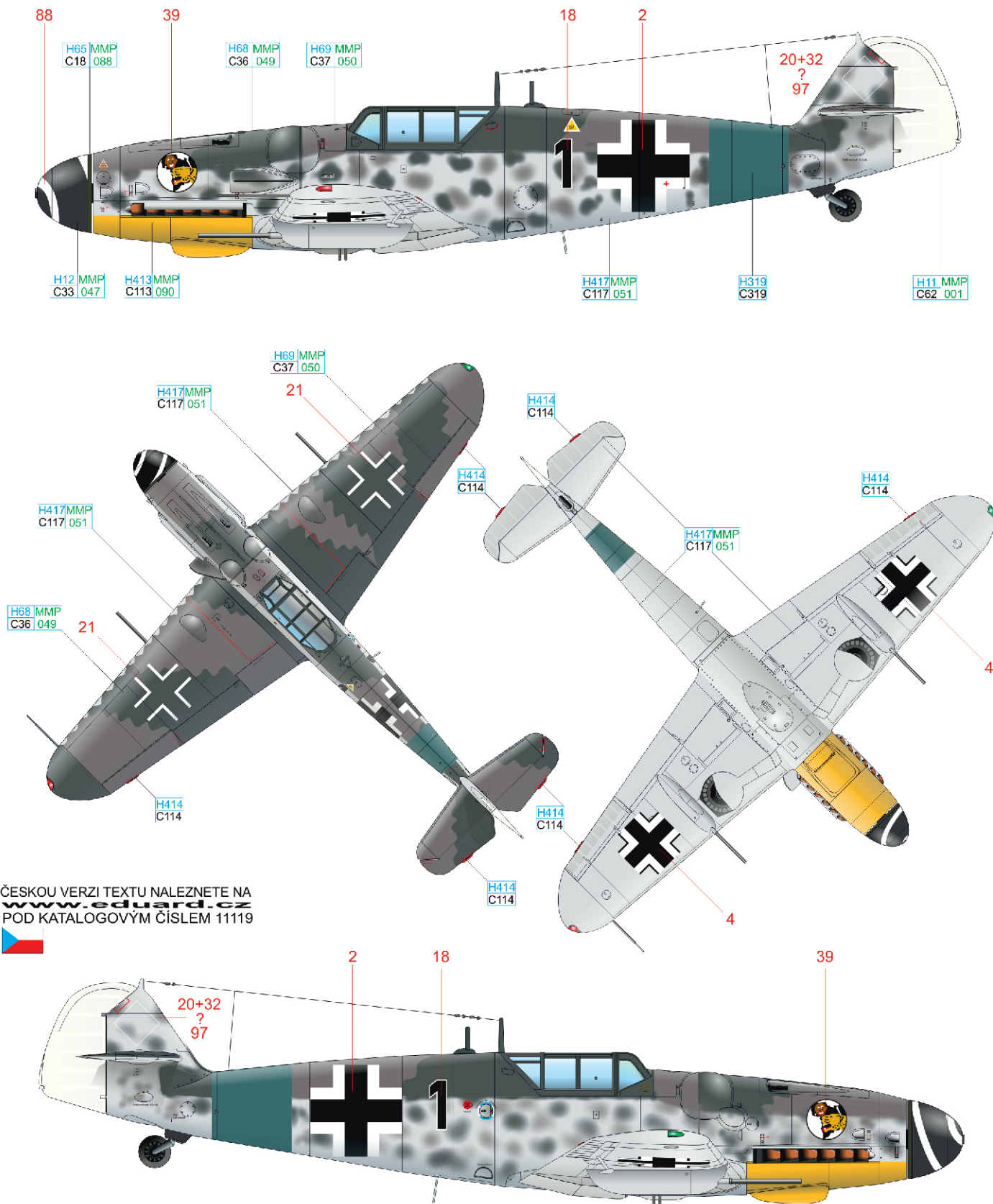
H Bf 109G-6/R6, flown by Hptm. Anton Hackl, CO of III./ JG 11, Oldenburg, Germany, January 1944

After recovering from major injuries sustained in North Africa during combat with P-38s on February 4th, 1943, Anton Hackl returned to combat duty. At the time, he was already a 126 kill ace and holder of the Knight's Cross with Oak Leaves and was assigned to III./ JG 11, a unit incorporated into the Defence of the Reich. The following month, he was made CO of the unit. During his stint with JG 11, which ended in further injuries on April 15th, 1944 in combat with P-47s, he had amassed 141 kills. During his subsequent recuperation time, he was awarded the Swords of his Knight's Cross with Oak leaves. After recovery from these latest injuries, he would command other units of the Luftwaffe. History has recorded as Hackl shooting down a total of 192 enemy aircraft (34 of which were four-engined heavy bombers) and another 24 as unconfirmed. He died on July 9th, 1984 in his hometown of Regensburg. The aircraft flown by Anton Hackl was painted in the standard Luftwaffe day scheme as applied at the Messerschmitt factory in Regensburg. As was the case with Klöpper's plane, the tail was painted in white for rapid identification of the CO's aircraft during combat. The rear of the fuselage carries the Defence of the Reich unit marking for JG 11, a 900 mm wide yellow band.



11

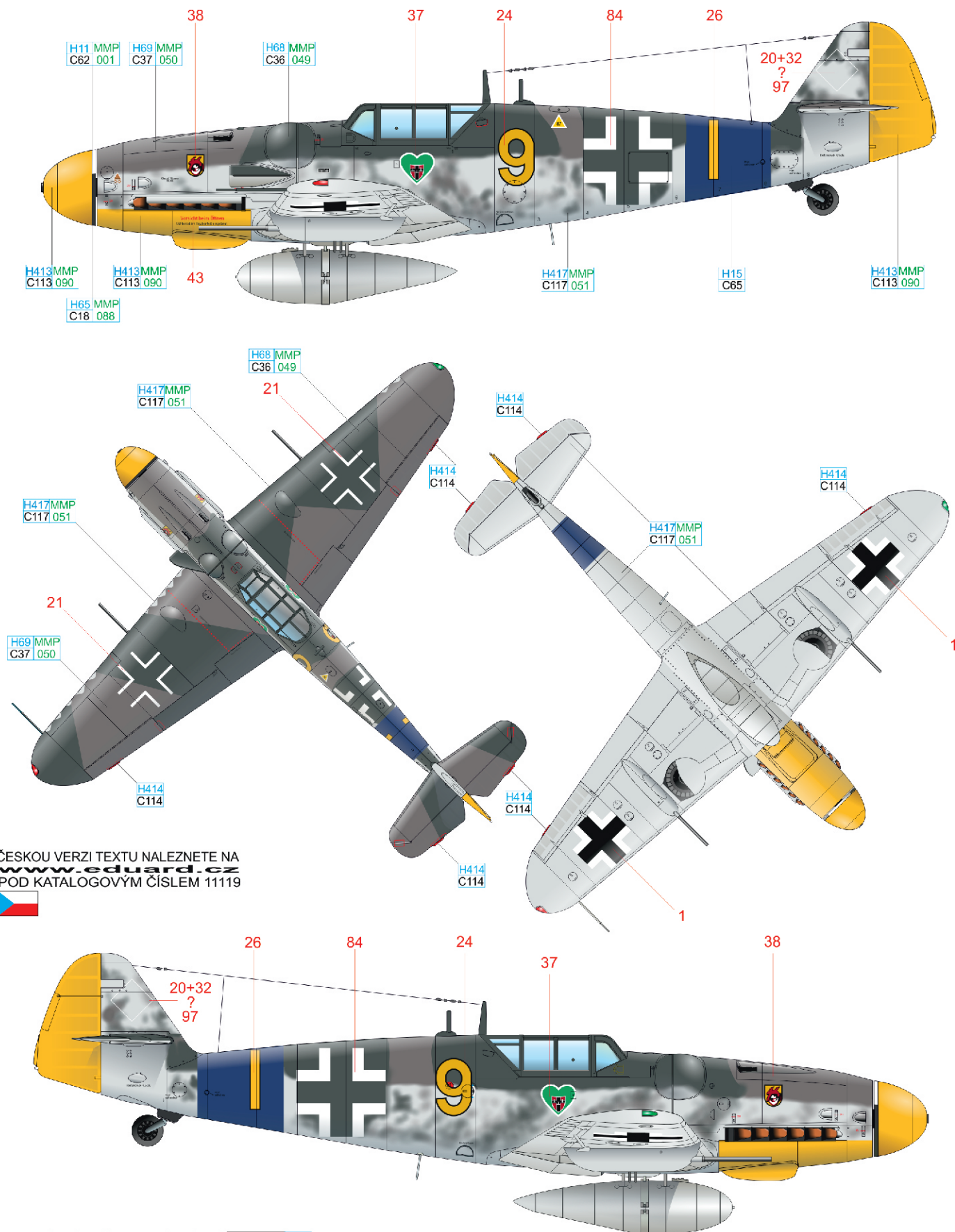
In November, 1942 I. Gruppe of JG 27 was withdrawn from North Africa and after essential downtime and replenishment of personnel and ground crew was reassigned to northern France in January 1943. A new combat environment and inexperienced personnel contributed to heavy losses during combat and it was therefore decided to transfer the unit to a less intense area, specifically to a base at Fels am Wagram, near Vienna. I./ JG27 was incorporated into the Defence of the Reich structure at the same time, tasked with protecting the area around Vienna against heavy bomber raids of the 9th Air Force. Here, the unit remained until being hastily recalled back to northern France on June 6th, 1944. 'Black 1', photographed in February 1944 at Trencin, carries a camouflage scheme applied at the Erla manufacturing facility in Leipzig. It also carries the JG 27 unit marking in the Defence of the Reich, a 900 mm wide green fuselage band. The engine cowl also bears the JG 27 insignia. The base of the spinner wasn't painted black like the remainder of the item and remained in the colour originally painted in, with one-third in white and two-thirds in RLM 70 Schwarzgrün.



RML 04	H413 MMP C113 090	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RDM 23	H414 C114		
RML 74	H68 MMP C36 049	RML 75	H69 MMP C37 050	RML 76	H417 MMP C117 051	RML 70	H65 MMP C18 038	LIGHT GREEN	H319 C319

J Bf 109G-6/R6, 9./ JG 54, Ludwigslust, Germany, January/ February 1944

In February 1943, III. Gruppe JG 54 Grünherz was moved to the Western Front in an effort to strengthen the fighter force in combat against the increasing significance of the RAF complimented by American units. Later, it was transferred from the Canal zone and incorporated into the Defence of the Reich structure, where their main opposition consisted of four-engine B-17 Flying Fortress and B-24 Liberator heavy bombers escorted by P-38 Lightnings, P-47 Thunderbolts and P-51 Mustangs. 'Yellow 9' bore the standard RLM74/75/76 scheme applied on the production line by Messerschmitt at Regensburg also had a yellow rudder and spinner. The III. Gruppe unit identifier appeared on the 900 mm wide blue fuselage band. Its yellow colour was reserved for machines of the 9th Staffel. The 9th Staffel JG 54 unit insignia was placed on the nose of the aircraft and the III. Gruppe marking below the cockpit.



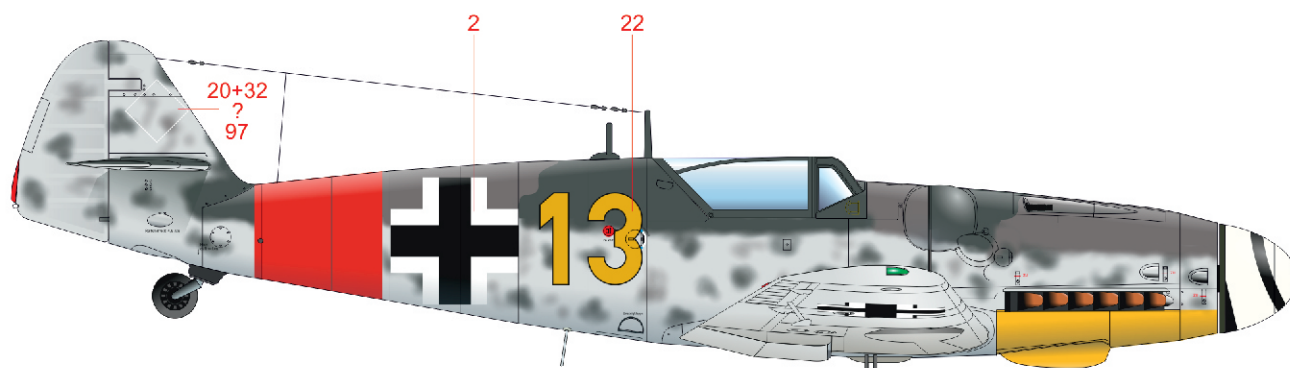
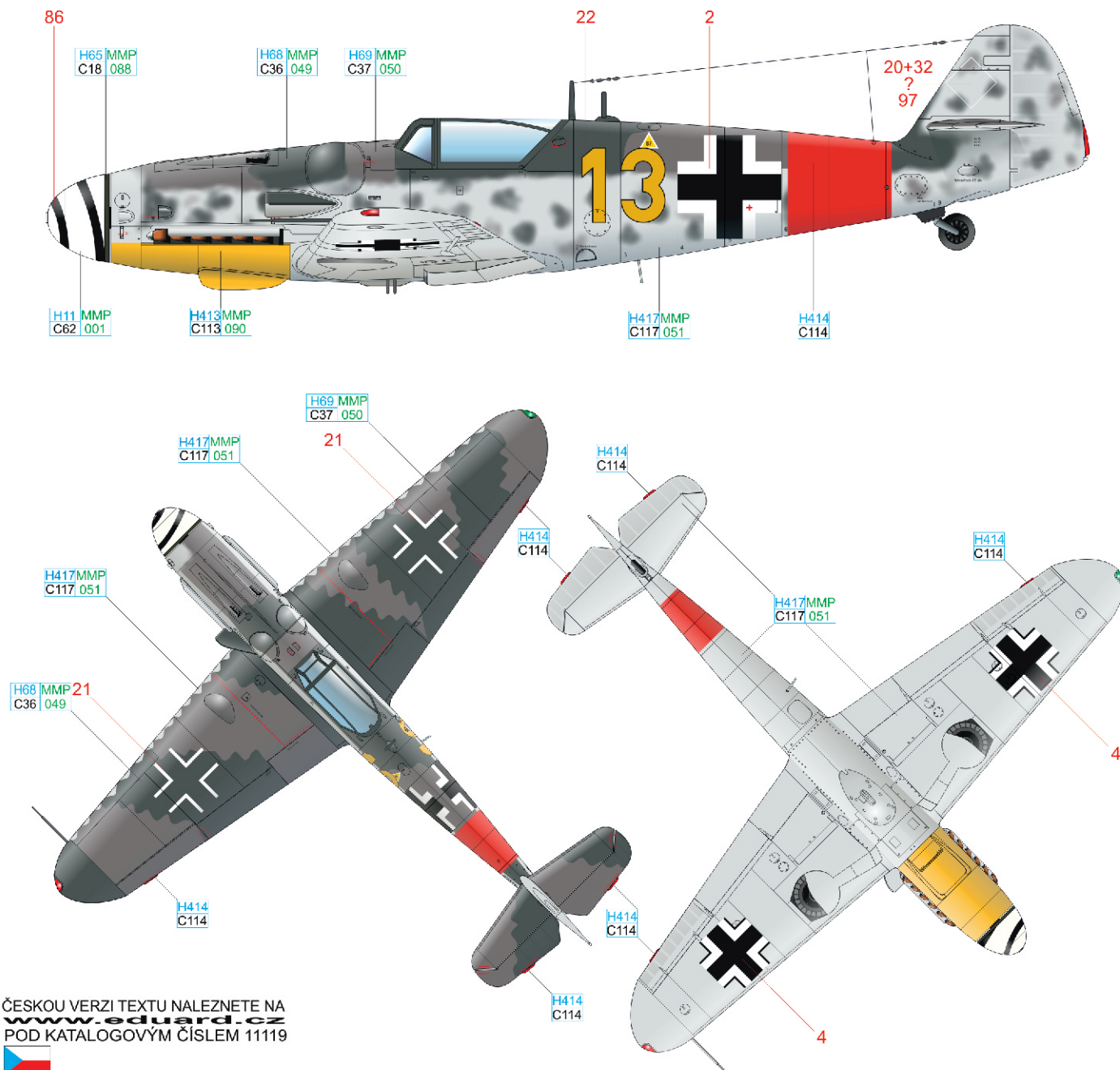
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RLM 04	H413/MMP C113 090	WHITE	H11/MMP C62 001	RLM 23	H414 C114
RLM 74	H68/MMP C36 049	RLM 75	H69/MMP C37 050	RLM 76	H417/MMP C117 051
				RLM 70	H65/MMP C18 088
				RLM 24	H15 C65

K Bf 109G-6, flown by Uffz. Klaus Lambio, 9./ JG 300, Jüterbog – Walddlager, Germany, June 1944

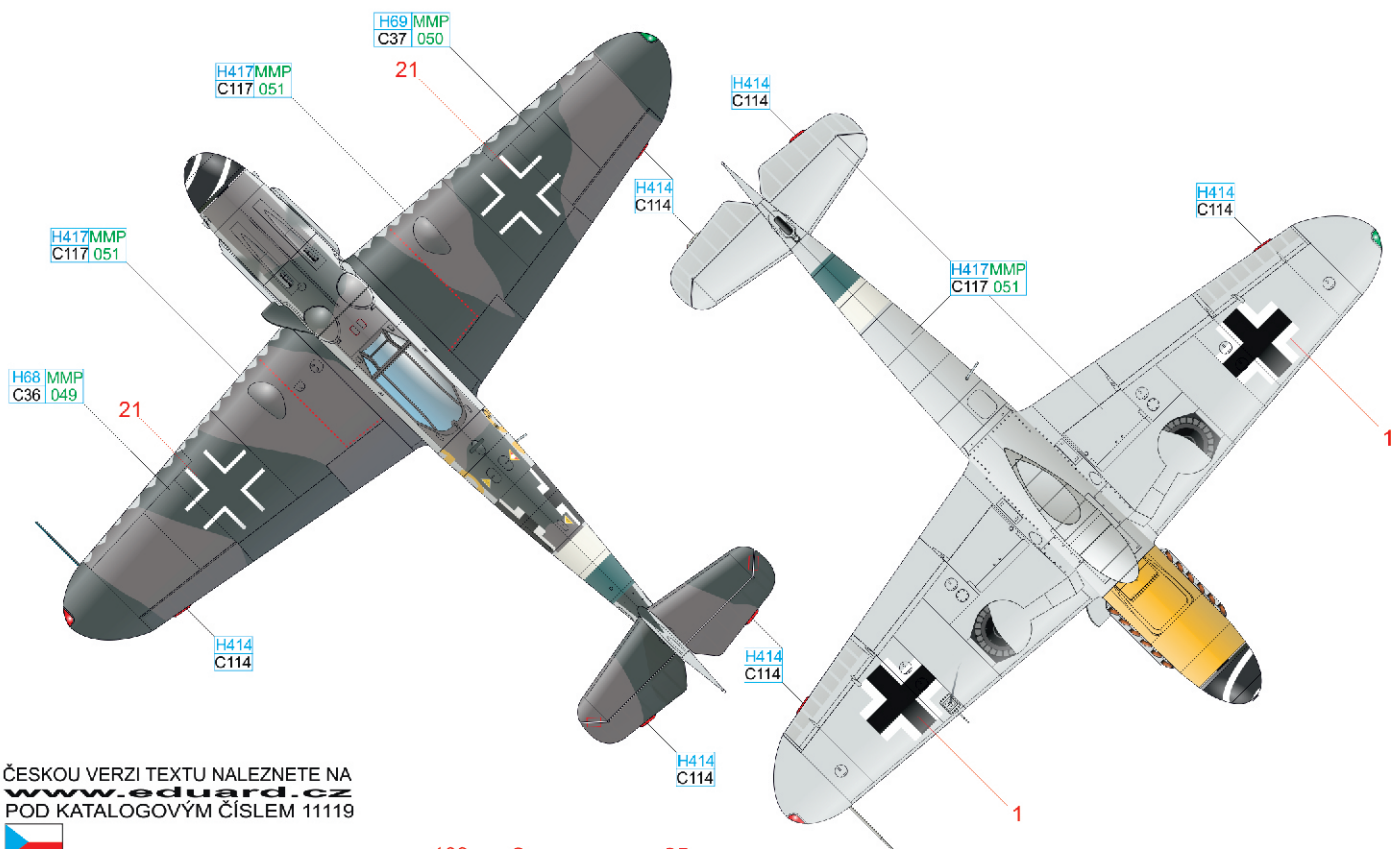
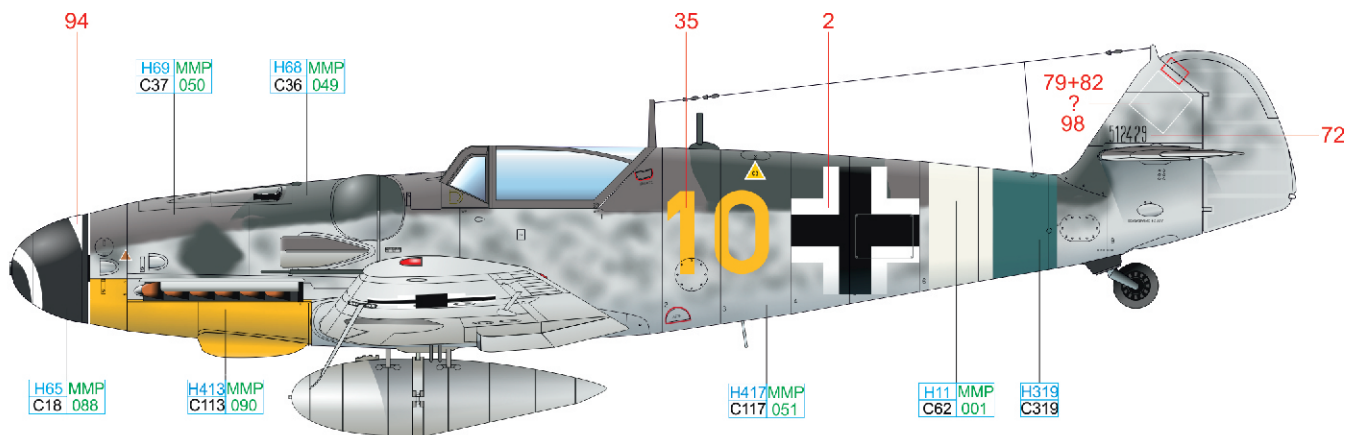
Jagdgeschwader 300 was originally tasked with night interceptions of British bombers using single engined Bf 109 and Fw 190A fighters. At the end of May 1944, it was decided to integrate these assets into day units as part of the Defence of the Reich structure. Uffz. Klaus Lambio, who began to meet USAAF four-engined heavy bombers in combat from June 1944, was able to destroy or damage seven of them over the remaining eleven months of the war. This aircraft carries a red 900 mm wide fuselage band over the rear fuselage and is camouflaged in the standard RLM 74/75/76 scheme as applied at Erla in Leipzig. The red band identified the aircraft as belonging to JG 300. This identifier was used by JG 300 until January 1945 when it was changed to a blue-white-blue band of the same width. The airplane has the new type of canopy called 'Erla haube' and a tall rudder.



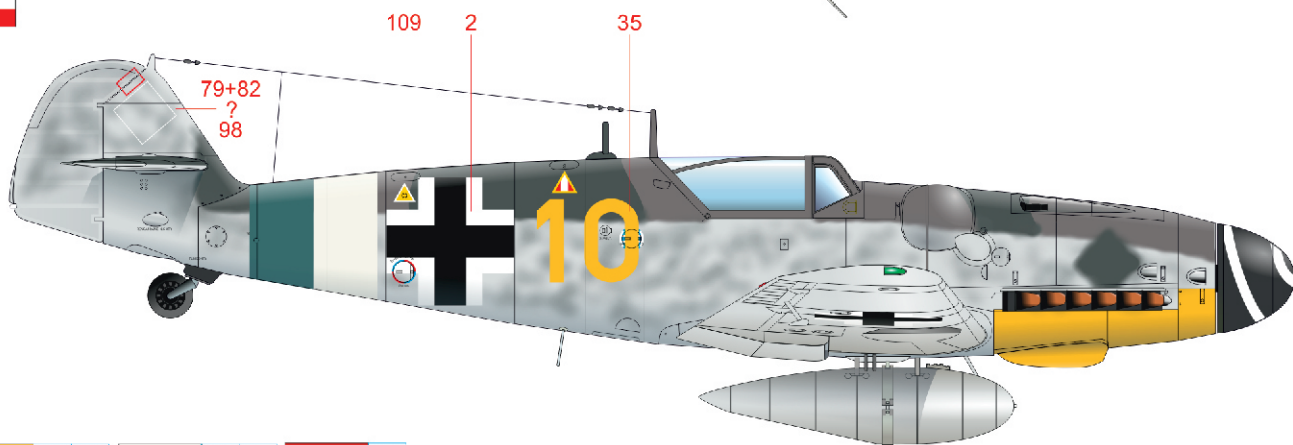
RLM 04	H413 MMP C113 090	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RLM 23	H414 C114
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051	RLM 70	H65 MMP C18 088

Bf 109G-14/U4, W. Nr. 512429, I./ JG 77, Euskirchen, Germany, 1945

The area of operations for I. Gruppe JG 77 from mid 1942 was the Southern Front, where together with sister units II. and III. Gruppe they fought against the Allies first in Africa, then in Italy and the Balkans. At the beginning of 1945, the entire Jagdgeschwader 77 was integrated into the Defence of the Reich, where their main task was to combat American four-engined heavy bombers and their escorts on their way to German targets. Over the final months of the war, the unit was moved to northern Moravia where they engaged Soviet pilots. BF 109G-14 'Yellow 10' was discovered by the Allies at the airfield of Euskirchen in Germany. The 900 mm green and white fuselage band put this aircraft with JG 77 in the Defence of the Reich structure. It is possible that this aircraft had a cowling that was produced by Erla in Leipzig.



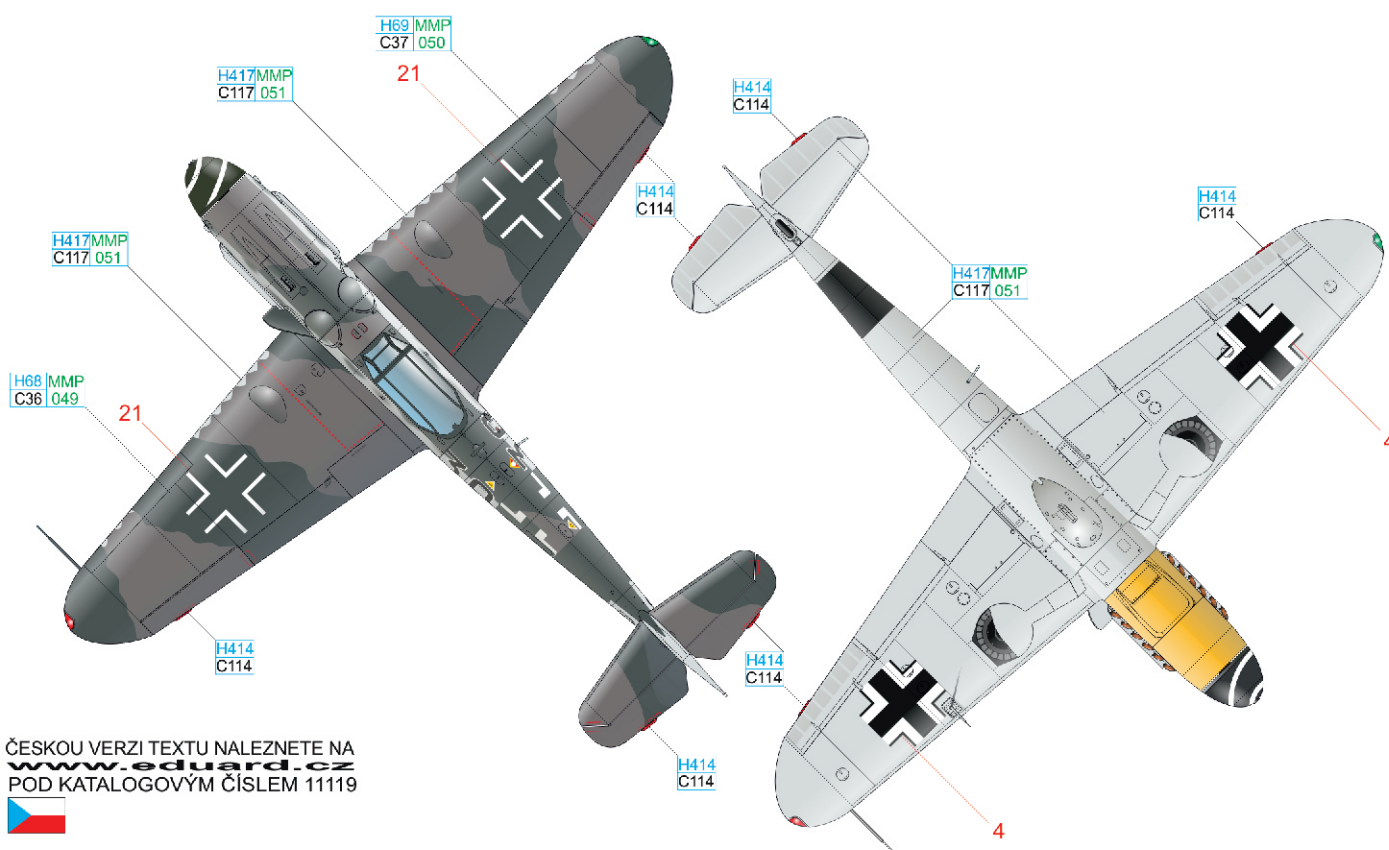
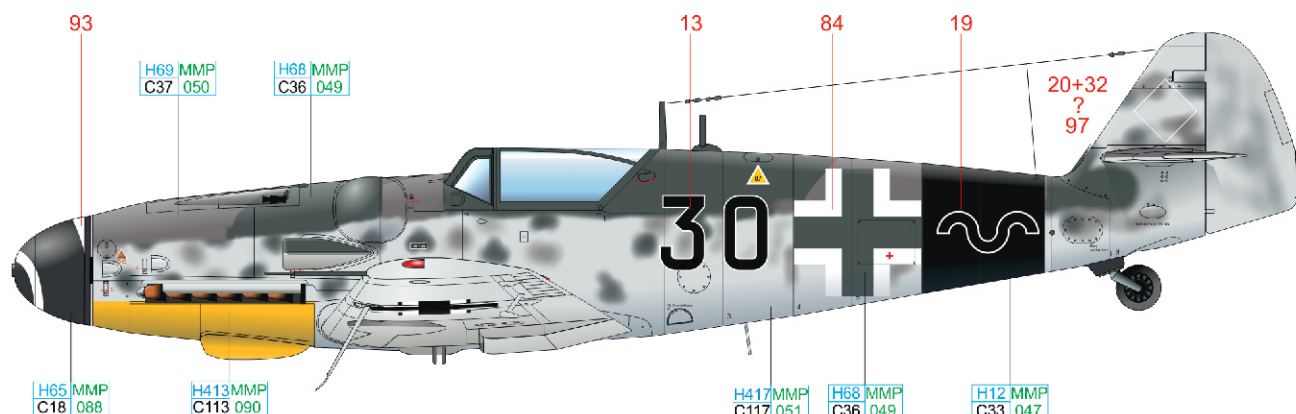
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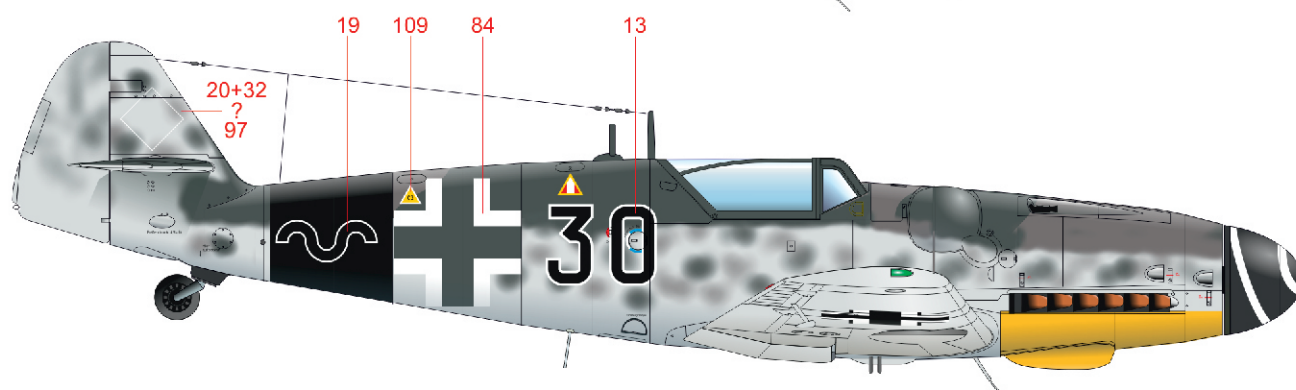
RLM 04	H413 MMP C113 090	WHITE	H11 MMP C62 001	RLM 23	H414 C114
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051
				RLM 70	H65 MMP C18 088
					LIGHT GREEN H319 C319

M Bf 109G-14, 13./ JG 53, Bad Wörishofen, Germany, 1945

IV. Gruppe JG 53 was formed out of III. Gruppe JG 76 at Hufingen, not far from the border with Switzerland at the end of October 1944 and was equipped with later versions of the Bf 109G. Later, the unit also was equipped with the more modern Messerschmitt Bf 109K. As a Defence of the Reich unit, it fought over the southern sector of the Western Front until the end of April 1945, when it was disbanded. 'Black 30' was discovered by advancing Allied troops at Bad Wörishofen. The rear fuselage had a 900 mm wide black fuselage band, an identifier used by JG 53 when in the Defence of the Reich system. The wave bar on the rear fuselage was reserved for aircraft of the IV. Gruppe.



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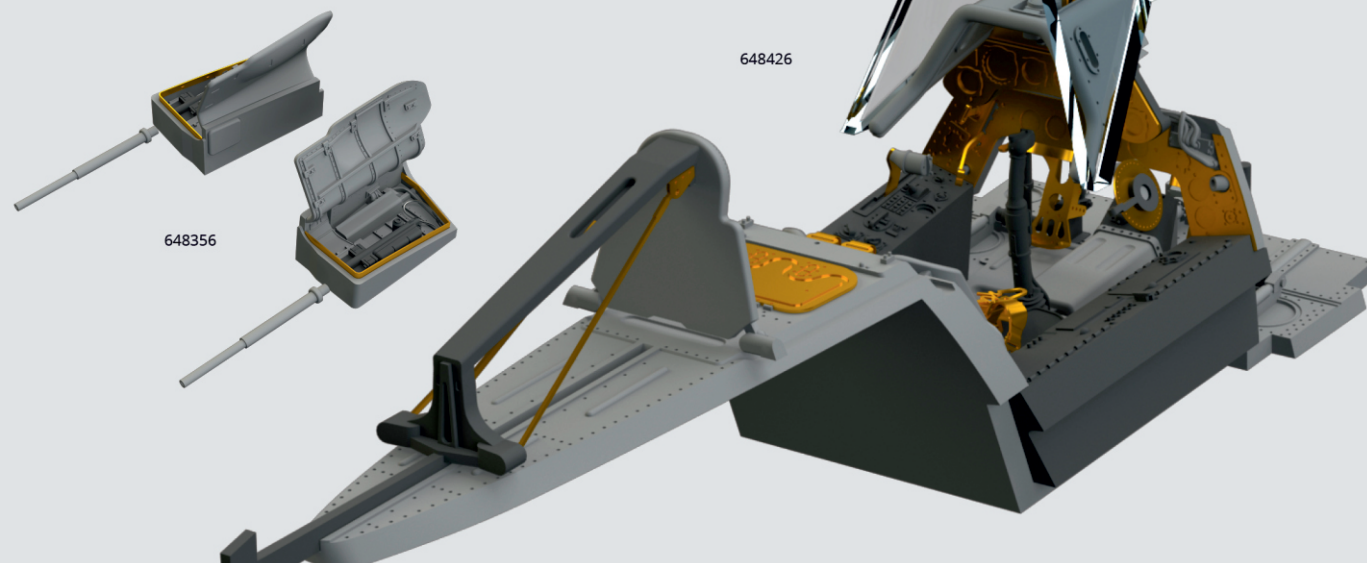
RLM 04	H413 MMP C113 090	BLACK	H12 MMP C33 047	RLM 23	H414 C114
RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 76	H417 MMP C117 051
				RLM 70	H65 MMP C18 088





RELATED PRODUCTS for Fw 190A-8/R2:

- FE863 Fw 190A seatbelts STEEL 1/48 (PE-set)
- 648356 Fw 190A wingroot gun bays 1/48 (Brassin)
- 648366 Fw 190A propeller 1/48 (Brassin)
- 648381 Fw 190A exhaust stacks 1/48 (Brassin)
- 648426 Fw 190A-8/R2 cockpit 1/48 (Brassin)



RELATED PRODUCTS for Bf 109G-6/14:

- 48885 Bf 109G-6 (PE-set)
- 48942 Bf 109G-14 (PE-set)
- 49093 Bf 109G seatbelts FABRIC (PE-set)
- 49094 Bf 109G seatbelts SUPERFABRIC (PE-set)
- 648239 Bf 109G-6 radio compartment (Brassin)
- 648240 Bf 109G-6 cockpit (Brassin)
- 648245 W.Gr.21 for Bf 109 (Brassin)
- 648246 Bf 109 cannon pods (Brassin)
- 648247 Bf 109G exhaust stacks (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE (Brassin)
- 648310 Bf 109G control surfaces (Brassin)
- 648332 Bf 109F and G Pitot tubes (Brassin)
- EX509 Bf 109G camo scheme - Mtt (Mask)
- EX510 Bf 109G camo scheme - Erla (Mask)
- EX511 Bf 109G camo scheme - WNF (Mask)
- EX512 Bf 109G spinner spirals (Mask)

