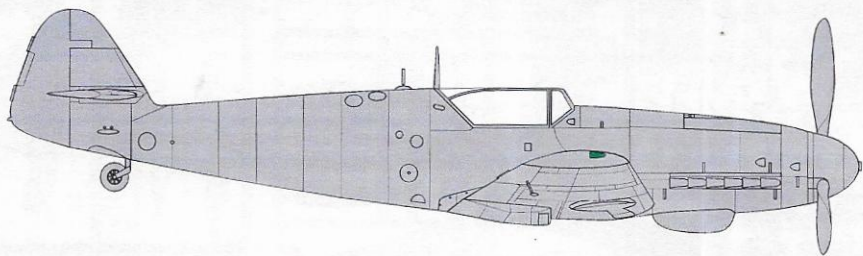


Messerschmitt Bf 109G-5/AS

Plastic model
scale 1/72



History in brief

The Messerschmitt Bf 109, often called Me 109 (most often by Allied pilots and aircrew), was a German World War II fighter aircraft designed by Willy Messerschmitt and Robert Lusser during the early to mid-1930s. It was one of the first truly modern fighters of the era, including such features as all-metal monocoque construction, a closed canopy, a retractable landing gear, and was powered by a liquid-cooled, inverted-V12 aero engine.

The Bf 109 first saw operational service during the Spanish Civil War and was still in service at the dawn of the jet age at the end of World War II, during which time it was the backbone of the Luftwaffe's fighter force. From the end of 1941 the Bf 109 was supplemented by the Focke-Wulf Fw 190. Originally conceived as an interceptor, later models were developed to fulfill multiple tasks, serving as bomber escort, fighter-bomber, day-, night-, all-weather fighter, ground-attack aircraft, and as reconnaissance aircraft. It was supplied to and operated by several states during World War II, and served with several countries for many years after the war. The Bf 109 was the most produced fighter aircraft in history, with a total of 33,984 airframes produced from 1936 up to April 1945.










The Bf 109 was flown by the three top-scoring German fighter aces of World War II, who claimed 928 victories among them while flying with Jagdgeschwader 52, mainly on the Eastern Front, as well as by Hans-Joachim Marseille, the highest scoring German ace in the North African Campaign. It was also flown by several other aces from Germany's allies, notably Finn Ilmari Juuttilainen, the highest scoring non-German ace on the type with 58 victories flying the Bf 109G, and pilots from Italy, Romania, Croatia, Bulgaria and Hungary. Through constant development, the Bf 109 remained competitive with the latest Allied fighter aircraft until the end of the war.

Historie

Messerschmitt Bf 109, často nazývaný Me 109 (většinou spojeneckými piloty a posádkami), byl německý stíhací letoun z období II. světové války zkonstruovaný Willy Messerschmittem a Robert Lusserem v pol. 30. let minulého století. Byl to jeden z prvních skutečně moderních stíhacích strojů své doby, vyznačující se celokovovou skořepinovou konstrukcí, uzavřenou kabinou a zatahovacím podvozkem. Byl poháněn kapalinou chlazeným 12ti válcovým invertním motorem. Poprvé byly Bf 109 operačně nasazeny během španělské občanské války a byl stále v provozu až do úsvitu proudového věku na konci druhé světové války. Koncem roku 1941 byl Bf 109 postupně nahrazován Focke-Wulfem Fw 190. Původním určením byl koncipován jako předapodový stíhač, později byly vyvinuty různé nové verze, které sloužily jako doprovod bombardérů, stíhací bombardér, denní a noční stíhač pro každé počasí a jako bitevní a průzkumný letoun. Byl dodáván a používán několika státy během druhé světové války a sloužil ještě mnoho let po ní. Bf 109 byl nepočetněji vyráběným stíhacím letounem v historii a celkem bylo vyrobeno 33.984 letounů od roku 1936 až do dubna 1945.

Na Bf 109 létali tři největší stíhací esa druhé světové války, kteří dosáhli 928 vítězství především na východní frontě. Na Bf 109 létal také Hans-Joachim Marseille, což je největší německé eso v severoafrickém tažení. Léтали na něm také někteří další esa spojenců Německa např. Finn Ilmari Juuttilainen s 58 vítězstvími, piloti z Itálie, Rumunska, Chorvatska, Bulharska, Slovenska a Maďarska i. Díky neustálému vývoji Bf 109 dokázal držet krok s nejnovějšími spojeneckými stíhacími letouny až do konce II. světové války.

Symbols/Symboly

 Vyvrtat	 Vlepené lepidlo	 Odstranit	 Zbrusit	 Vyrobit	 Volba	 Ohnout	 Tmel	 Namalovat
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Colour name	Humbrol	Colour name	Humbrol
A RLM 22 Black	H33	G Aluminium	H56
B RLM 21 White	H34	H RAL 01 Silver	H11
C RLM 66 Black Grey	H67	I RLM 24 Blue	H25
D Gunmetal	H53	J RLM 23 Red	H60
E RLM 70 BlackGreen	H241	K RLM 02 Grey	H240
F RLM 04 Yellow	H24	L RLM 26 Brown	H113

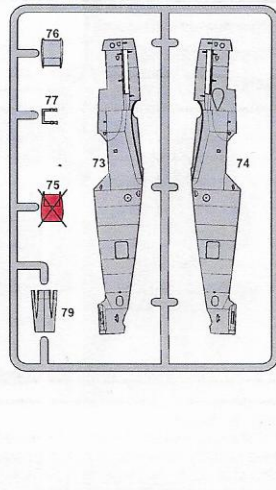
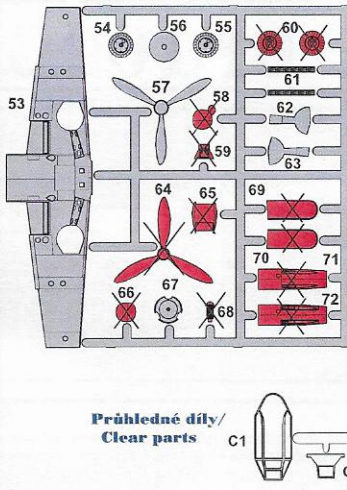
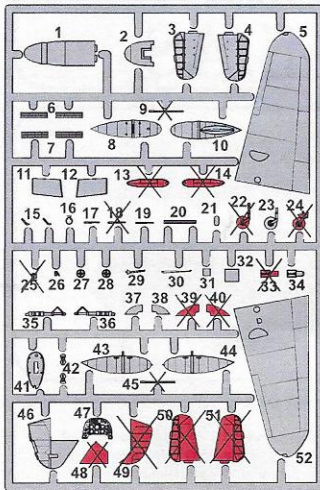
Drawings/Výkresy:

The last of the Egles/J.R.Beaman JR.
Modelář 2/2006

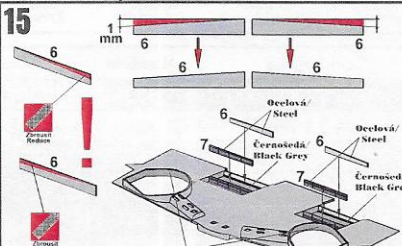
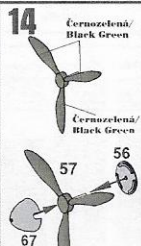
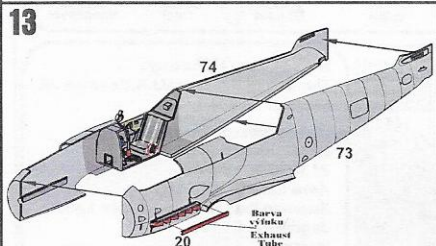
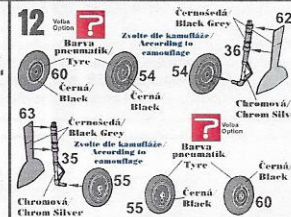
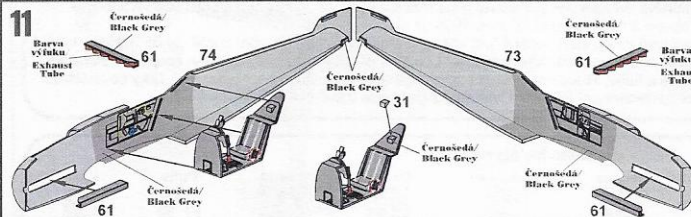
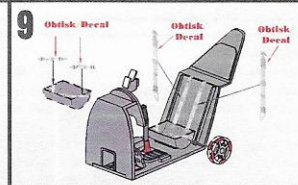
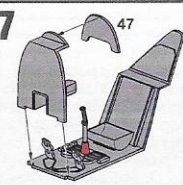
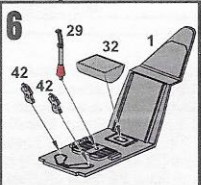
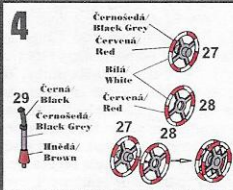
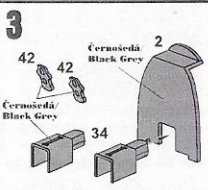
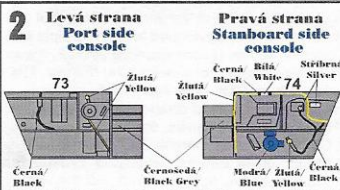
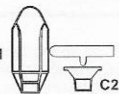
References/Podklady

Bf 109 in action part.2
Bf 109G/K Kagero
Aero detail 5 Bf 109G
Suomen Ilmailuhistoriallinen Lehti
Jagdwaiffe Bf 109
Internet

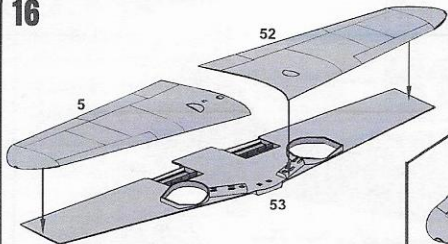
Plastikové díly/Plastic parts



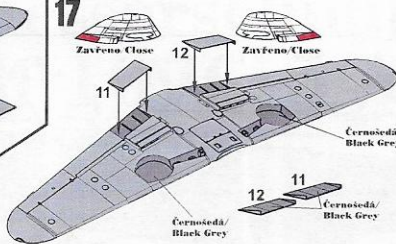
Průhledné díly/
Clear parts



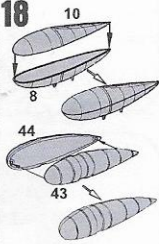
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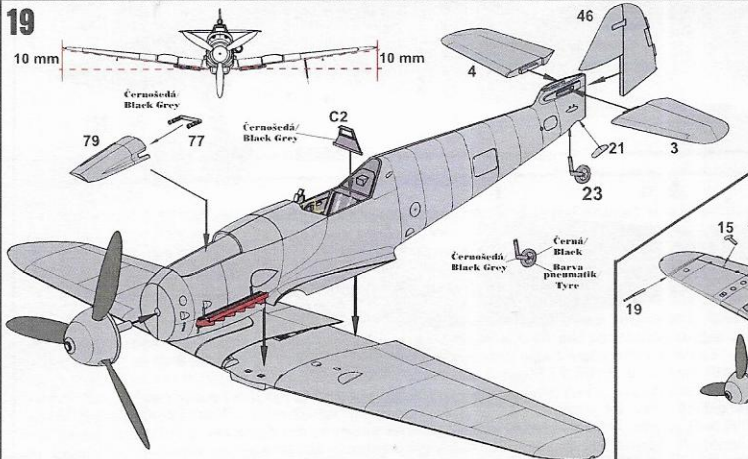
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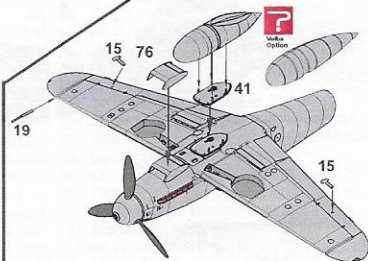
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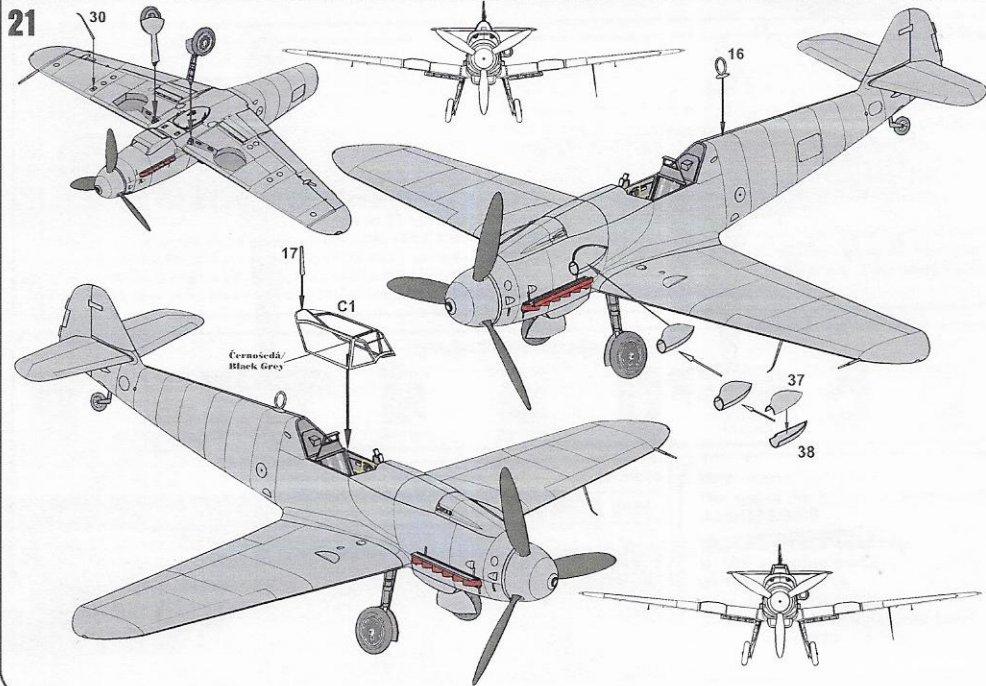
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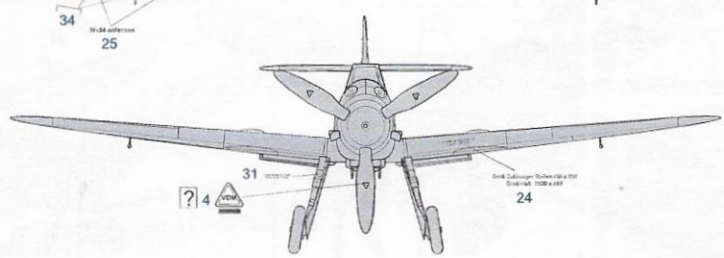
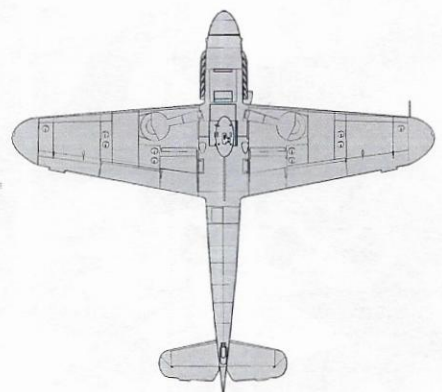
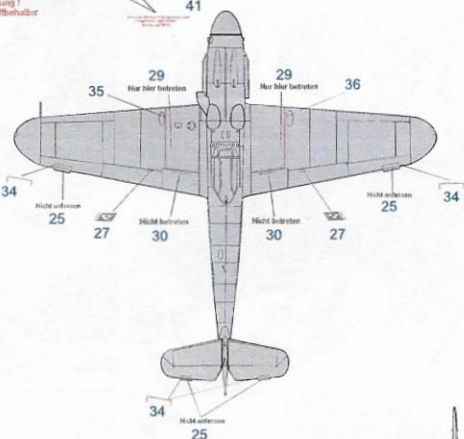
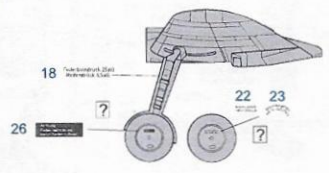
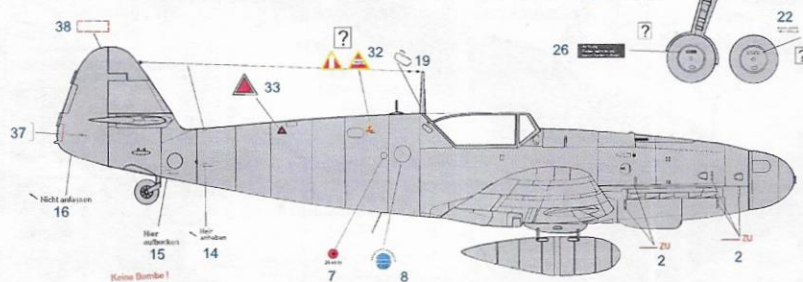
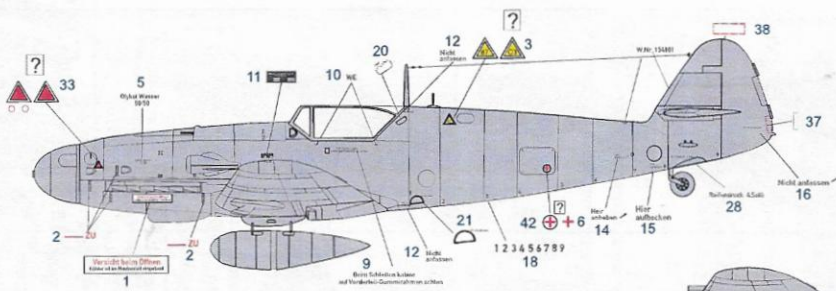
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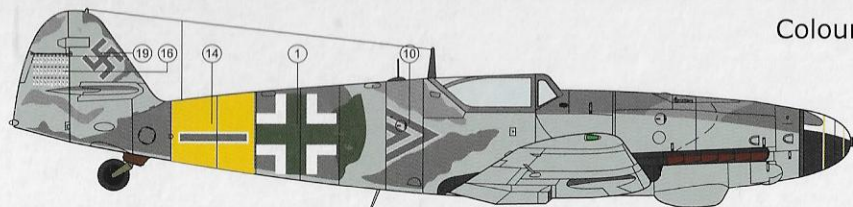
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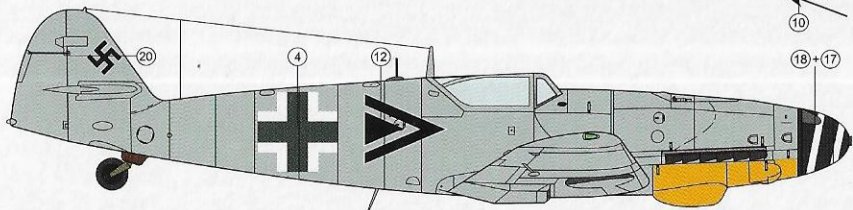
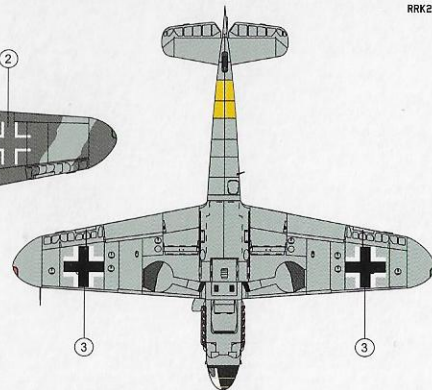
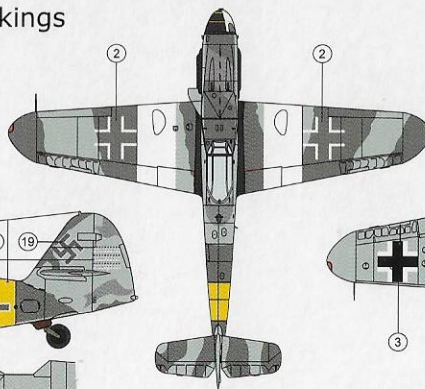
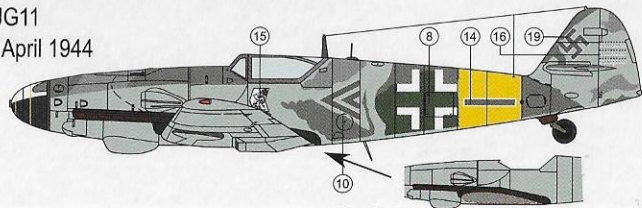
stencils position



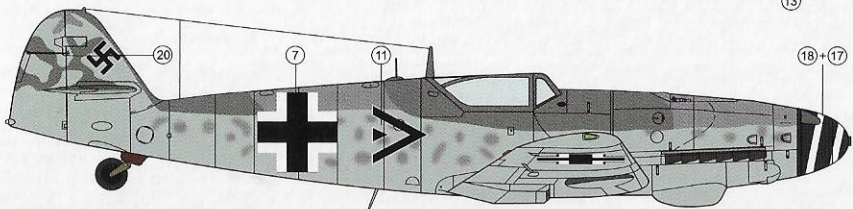
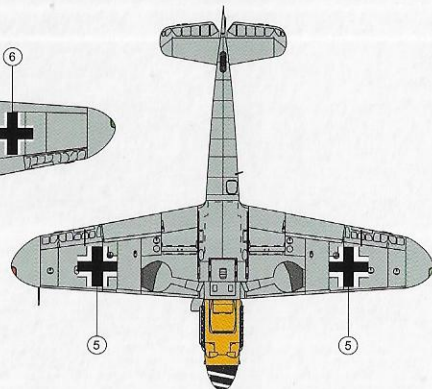
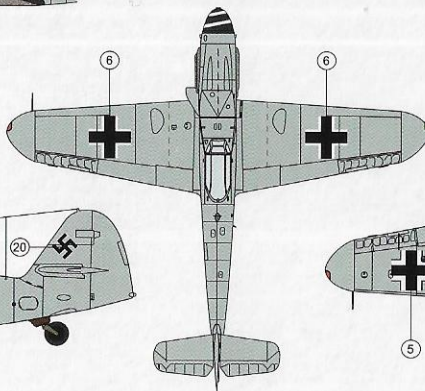
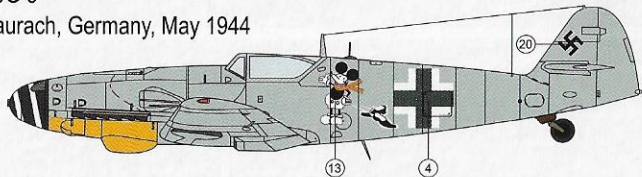
Colours & Markings



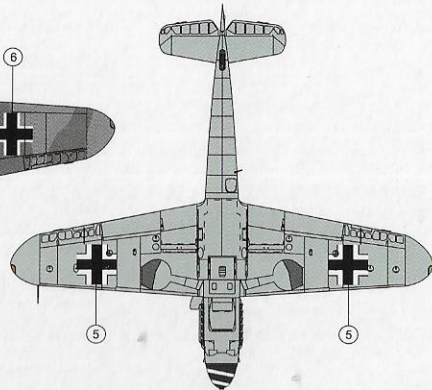
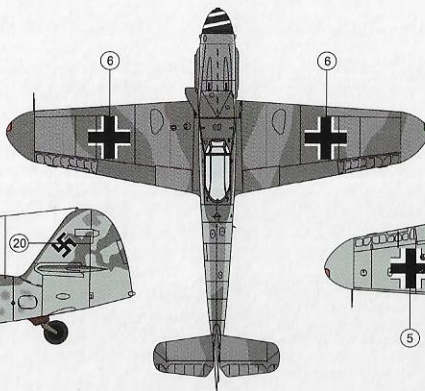
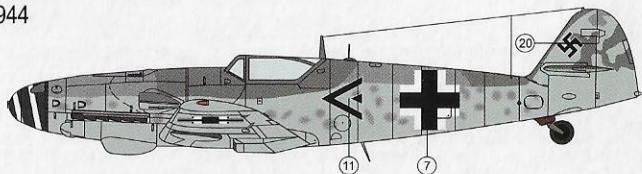
- 1** Bf 109G-5/R-3/AS, W.Nr. 110064, Stab II./JG11
Hpt. Günther Specht, Wunsdorf, Germany, April 1944

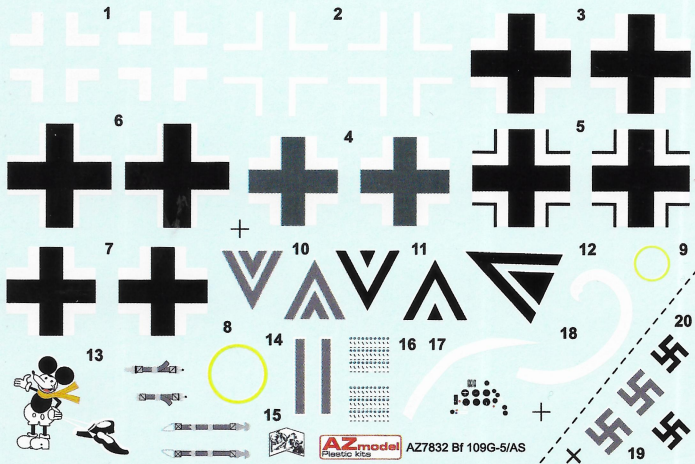


- 2** Bf 109G-5/U-2/AS, W. Nr. 110087, Stab I./JG 5
Hptm. Horst Carganico, I./JG 5, Herzogenaurach, Germany, May 1944



- 3** Bf 109G-5/AS, Stab I./JG 5, Hptm. Theodor Weissenberger,
Gruppenkommandeur Gardelegen, June 1944





1	2	5	8	18	1	2	3	4	5	6	7	8	9		35		
3		6 +	10	12	17	Nur hier betreten	23		29	30	Nicht betreten	31		36	42 +	Achtung! Kunststoffschmelzer	40
4		7	9	Nur hier betreten	30	Nicht betreten	31		32	22	Nur hier betreten	27		37	39	Keine Bombe!	26
		13	14	19	20	28	15		33	24	Nicht anfassen	Nicht anfassen	15		41		11
34	Bf 109 Stencils	33	24	25	Nicht anfassen	Nicht anfassen	16				Nicht anfassen	Nicht anfassen	38		21		16

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CEMENT AND PAINT NOT INCLUDED.

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Decal sheet for 3 versions
Colour instructions



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Messerschmitt **Bf 109G-5 AS**