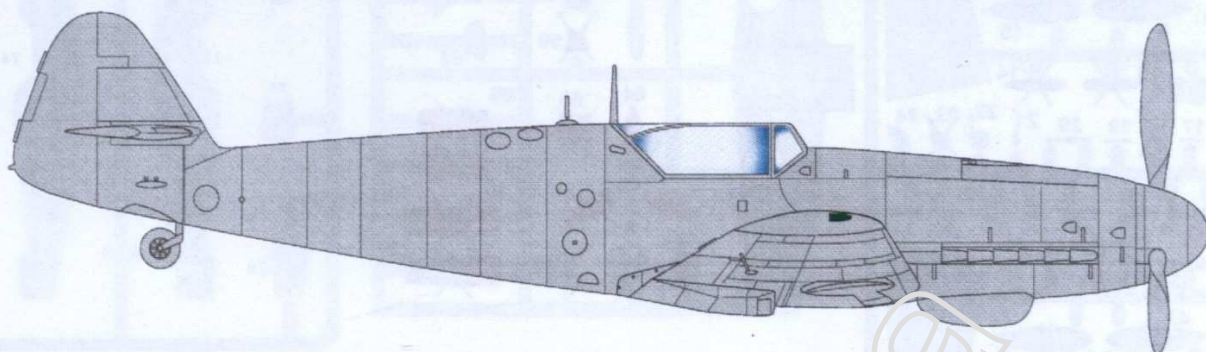


Messerschmitt

Bf 109G-14AS Mtt.Reg.



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 Juutilainen, 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 celkovou 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 nahrazen Focke-Wulfem Fw 190. Původním určením byl koncipován jako přepadový 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 nepoččetně 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. Létali na něm také někteří další esa spojenců Německa např. Fin Ilmari Juutilainen s 58 vítězstvími piloti z Itálie, Rumunska, Chorvatska, Bulharska, Slovenska a Maďarska. Díky neustálému vývoji Bf 109 dokázal držet krok s nejnovějšími spojeneckými stíhacími letouny až do konce II. světové války.

Symbols/Symbols

Drill hole Vyvrtat	Cyanocrylate Vteřinové lepidlo	Remove Odstranit	Reduce Zbrousit	Make new Vyrobit	Option Volba	Bend Ohnout	Putty Tmel	Paint 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

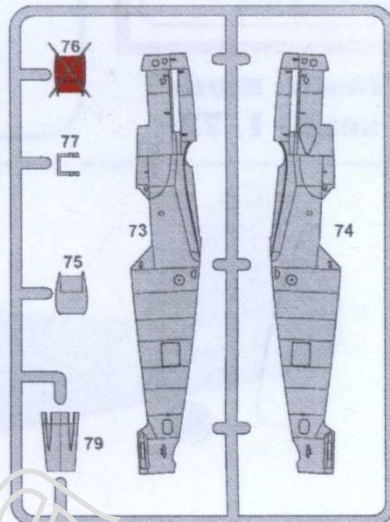
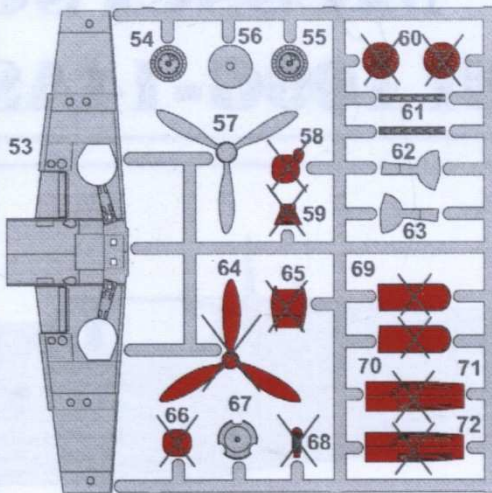
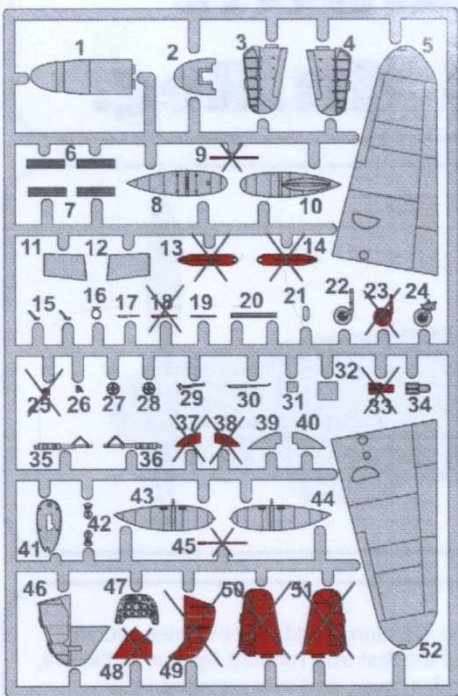
Drawings/Výkresy:

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

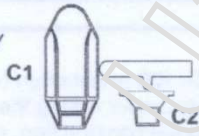
References/Podklady

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

Plastikové díly/Plastic parts



Průhledné díly/ Clear parts



1 Černošedá/Black Grey
Obtisk/Decal

47

Shows the application of decal 47 to the cockpit canopy area.

2 Levá strana
Port side console

Pravá strana
Starboard side console

Černá/Black, Bílá/White, Stříbrná/Silver, Černá/Black, Žlutá/Yellow, Černošedá/Black Grey, Modrá/Blue, Žlutá/Yellow, Černá/Black

73, 74

Shows the assembly of the left and right side consoles (73 and 74) with various colored components.

3 Černošedá/Black Grey

42, 42, 34

Shows the assembly of small console components (42 and 34) onto the main console structure.

4 Černošedá/Black Grey, Červená/Red, Bílý/White, Červená/Red

27, 28, 27, 28

Shows the assembly of wheels (27 and 28) onto the landing gear.

5 Stříbrná/Silver, Hnědá/Brown

26, 32

Shows the assembly of landing gear components (26 and 32).

6 Černošedá/Black Grey

29, 32, 1

Shows the connection of landing gear parts (29, 32) to the fuselage (1).

7 Černošedá/Black Grey

41

Shows the assembly of the cockpit seat (41).

8 Černošedá/Black Grey

26

Shows the assembly of a seat component (26) onto the seat structure.

9 Obtisk/Decal

Shows the application of a decal (9) to the fuselage.

11 Černošedá/Black Grey, Barva výfuku/Exhaust Tube

61, 74, 73, 31, 61

Shows the main fuselage assembly with exhaust tubes (61) and other components.

12 Černošedá/Black Grey, Barva pneumatik/Tyre, Černá/Black, Chromová/Chrom Silver

60, 54, 54, 62, 36, 63, 35, 55, 60

Shows the assembly of wheels (60, 54, 62) and landing gear components (36, 63, 35, 55).

13

74, 73, 20, Barva výfuku/Exhaust Tube

Shows the fuselage assembly with exhaust tubes (20) and other components.

14 Černozelená/Black Green

56, 57, 67

Shows the assembly of propellers (56, 57) and their mounting (67).

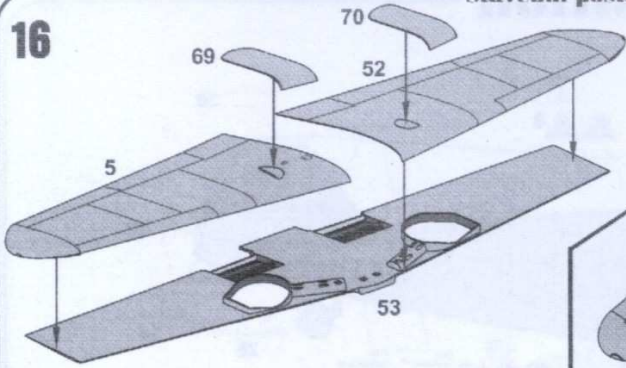
15 1 mm, 6, 6, 6, 6, 6, 6, 6, 6

Ocelová/Steel, Černošedá/Black Grey, Ocelová/Steel, Černošedá/Black Grey

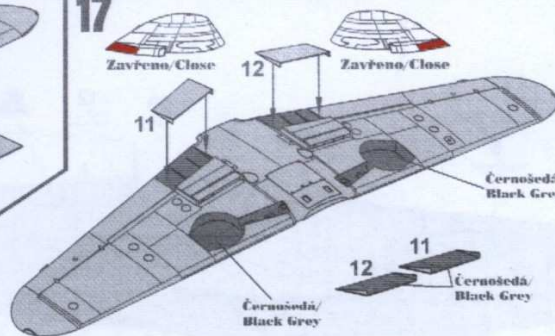
Shows the assembly of landing gear struts and wheels, including a 1mm dimension line and multiple '6' labels for reference.

Stavební postup - Assembly instructions

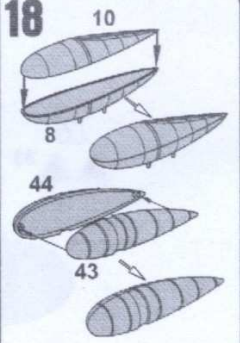
16



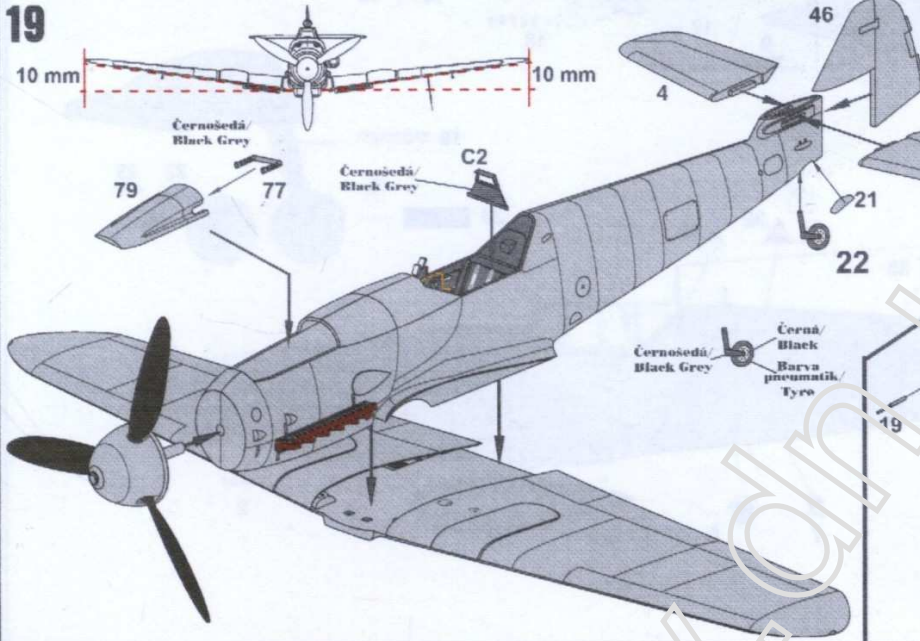
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18

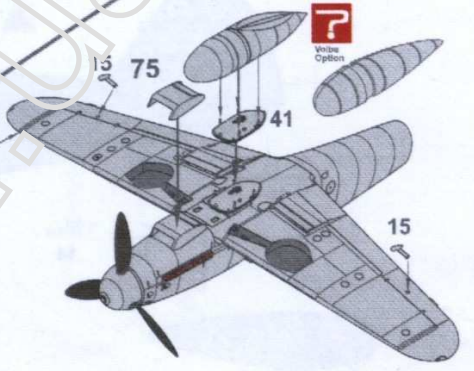


19

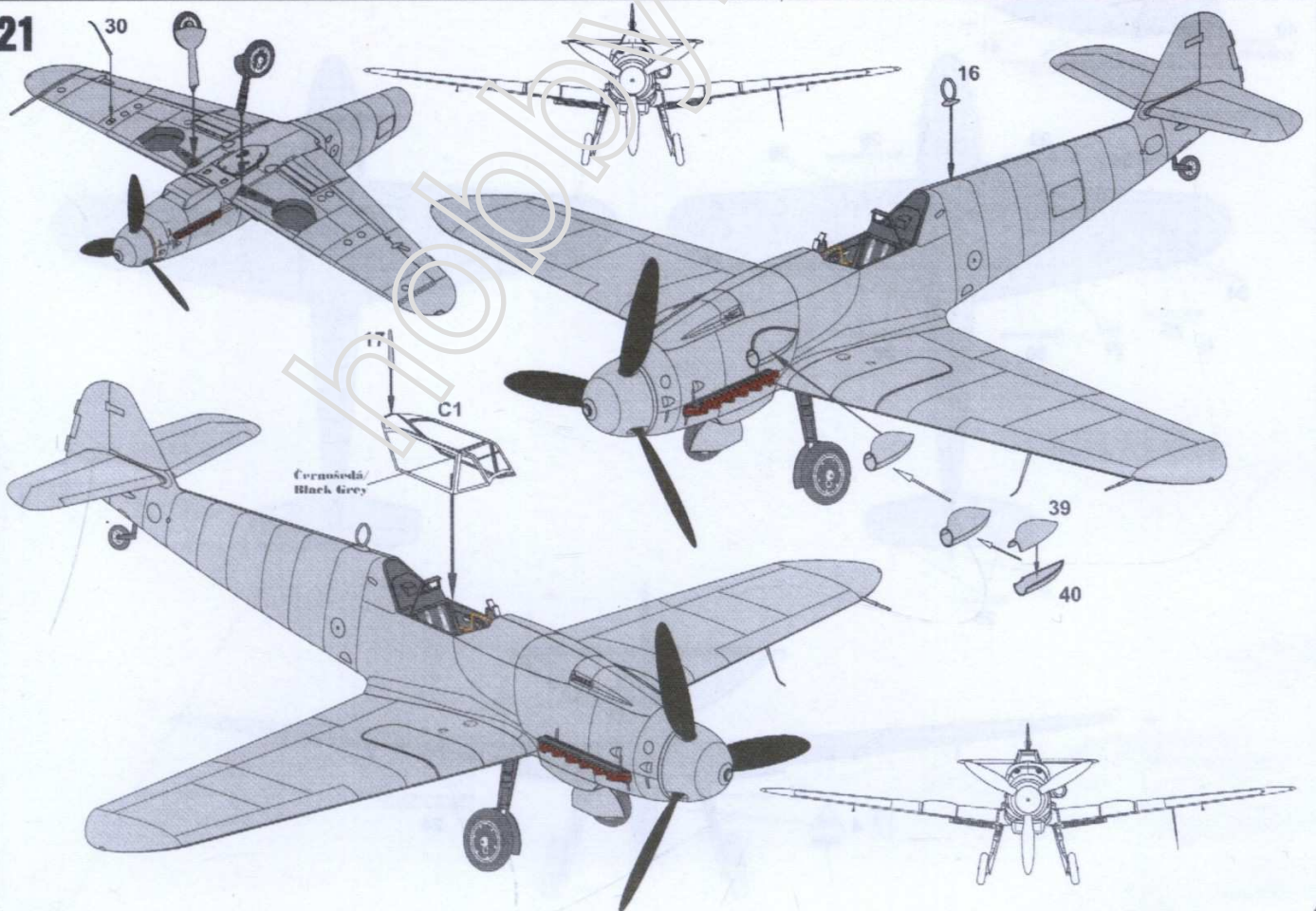


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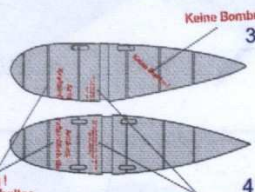
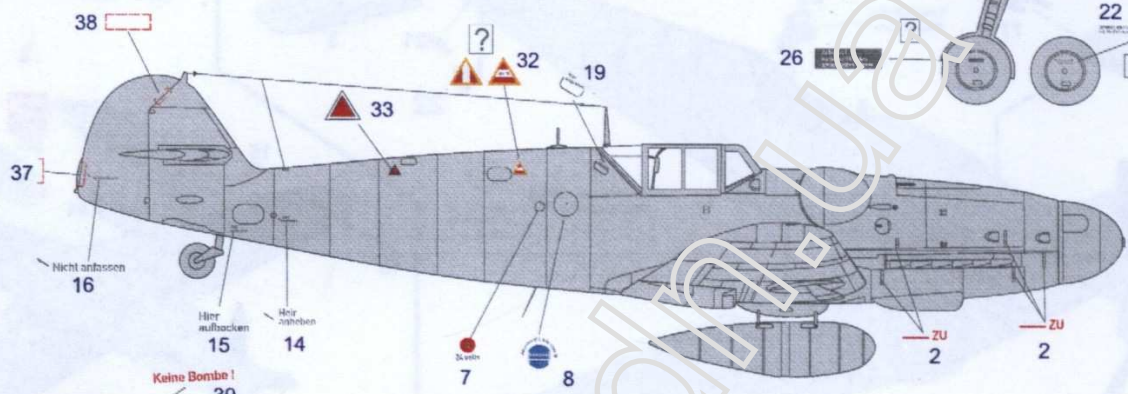
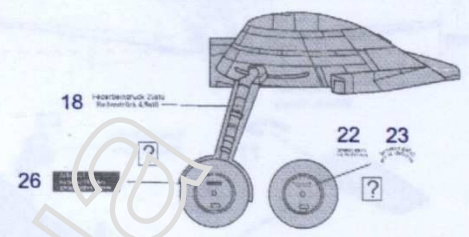
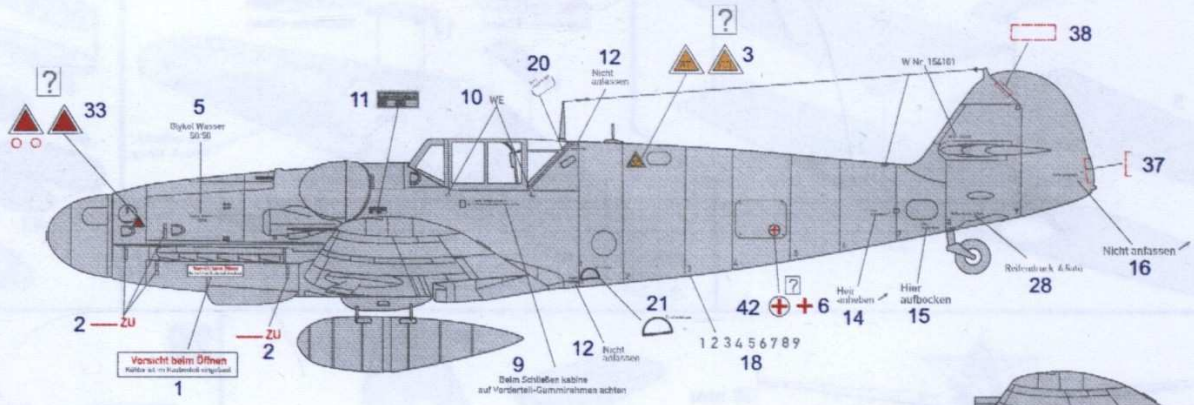
Pozor!
Zavěšák umístěn
asymetricky vzhledem k osy
Attention!
Carrier placement
offset to part



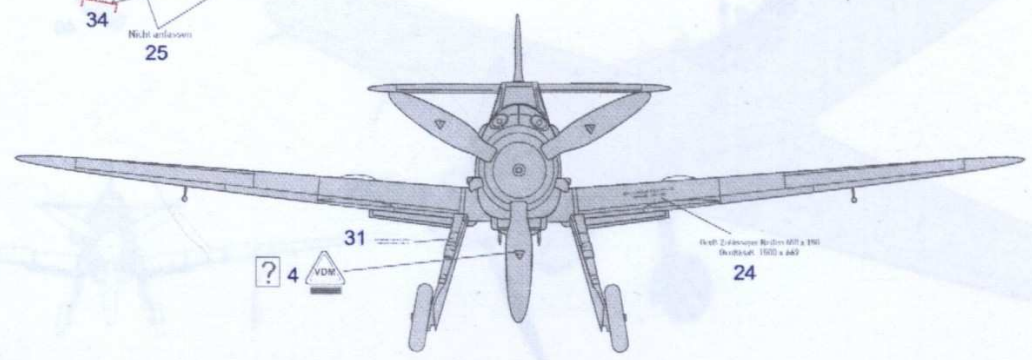
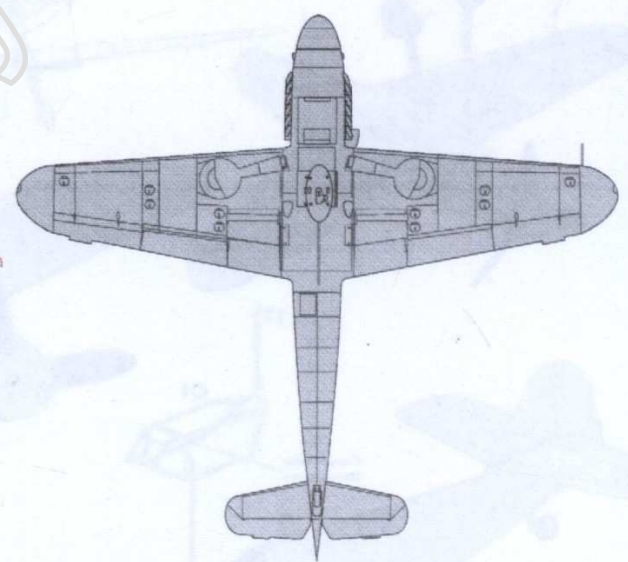
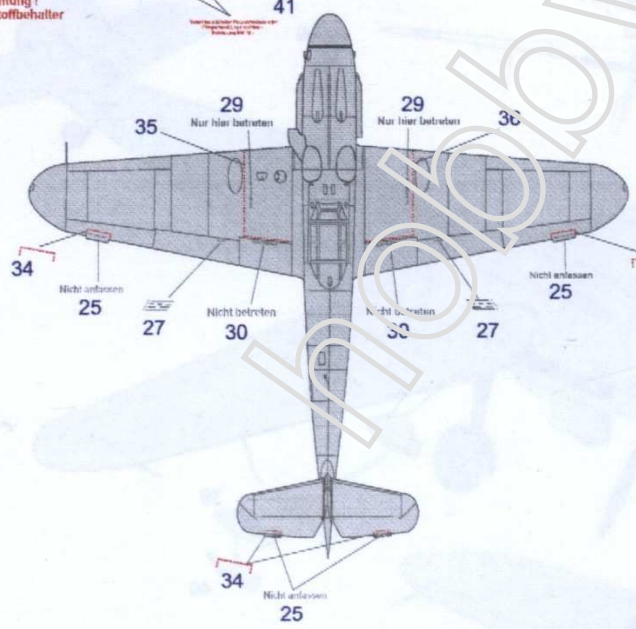
21



stencils position

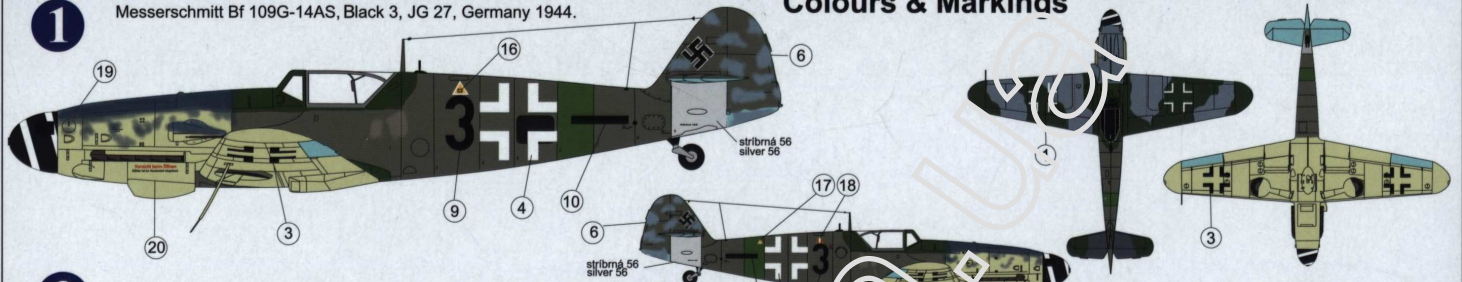


40 **Achtung!**
Kraftstoffbehälter

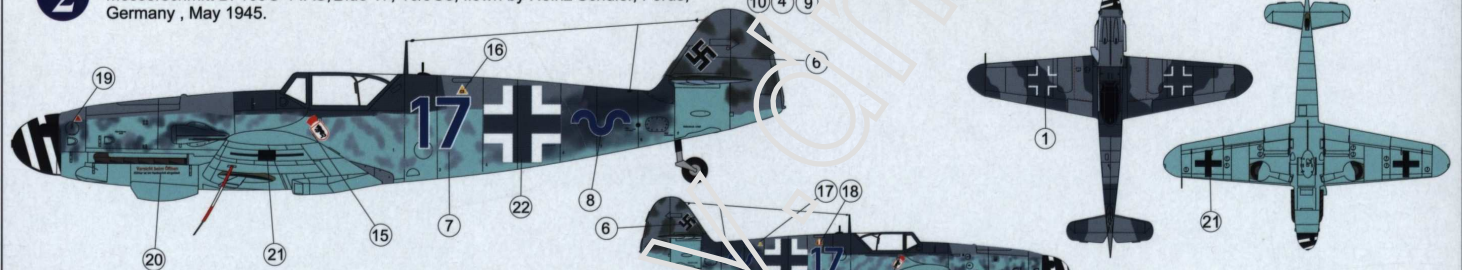


Colours & Markings

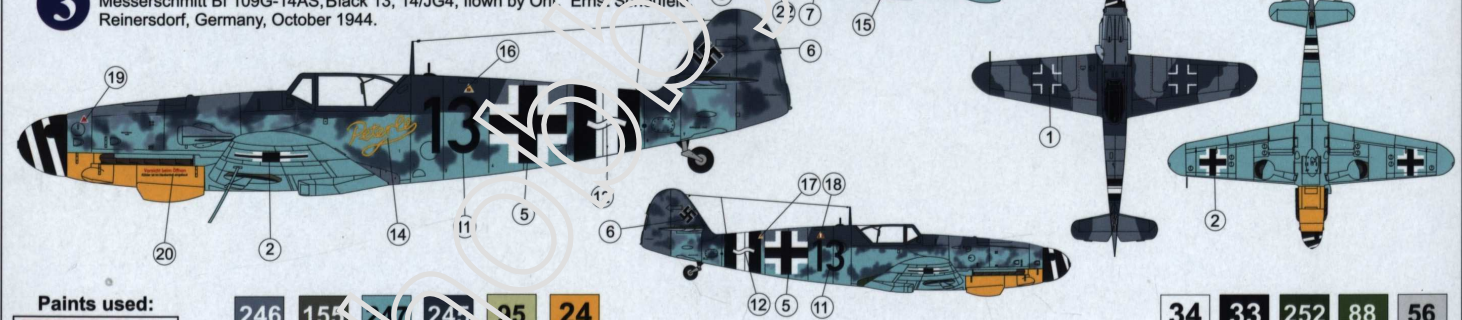
1 Messerschmitt Bf 109G-14AS, Black 3, JG 27, Germany 1944.



2 Messerschmitt Bf 109G-14AS, Blue 17, 16/JG5, flown by Heinz Schüler, Forst, Germany, May 1945.



3 Messerschmitt Bf 109G-14AS, Black 13, 14/JG4, flown by Orlt. Ernst Scherfke, Reinersdorf, Germany, October 1944.



Paints used:
HUMBROL

246	155	27	245	25	24
VIOLET GREY RLM 75	OLIVE GREEN RLM 80	LIGHT BLUE RLM 76	DARK GREY RLM 74	YELLOW BROWN RLM 84	YELLOW RLM 04

34	33	252	88	56
WHITE	BLACK	GREEN RLM 82	GREEN RLM 25	SILVER