



MESSERSCHMITT Bf 109 G

The Messerschmitt Bf 109 single seat fighter was the most famous of the designs of Professor Willi Messerschmitt and gained the distinction of being produced in larger numbers than any aircraft in the Second World War.

Conceived to a 1934 specification, the prototype Bf 109 first flew in September 1935.

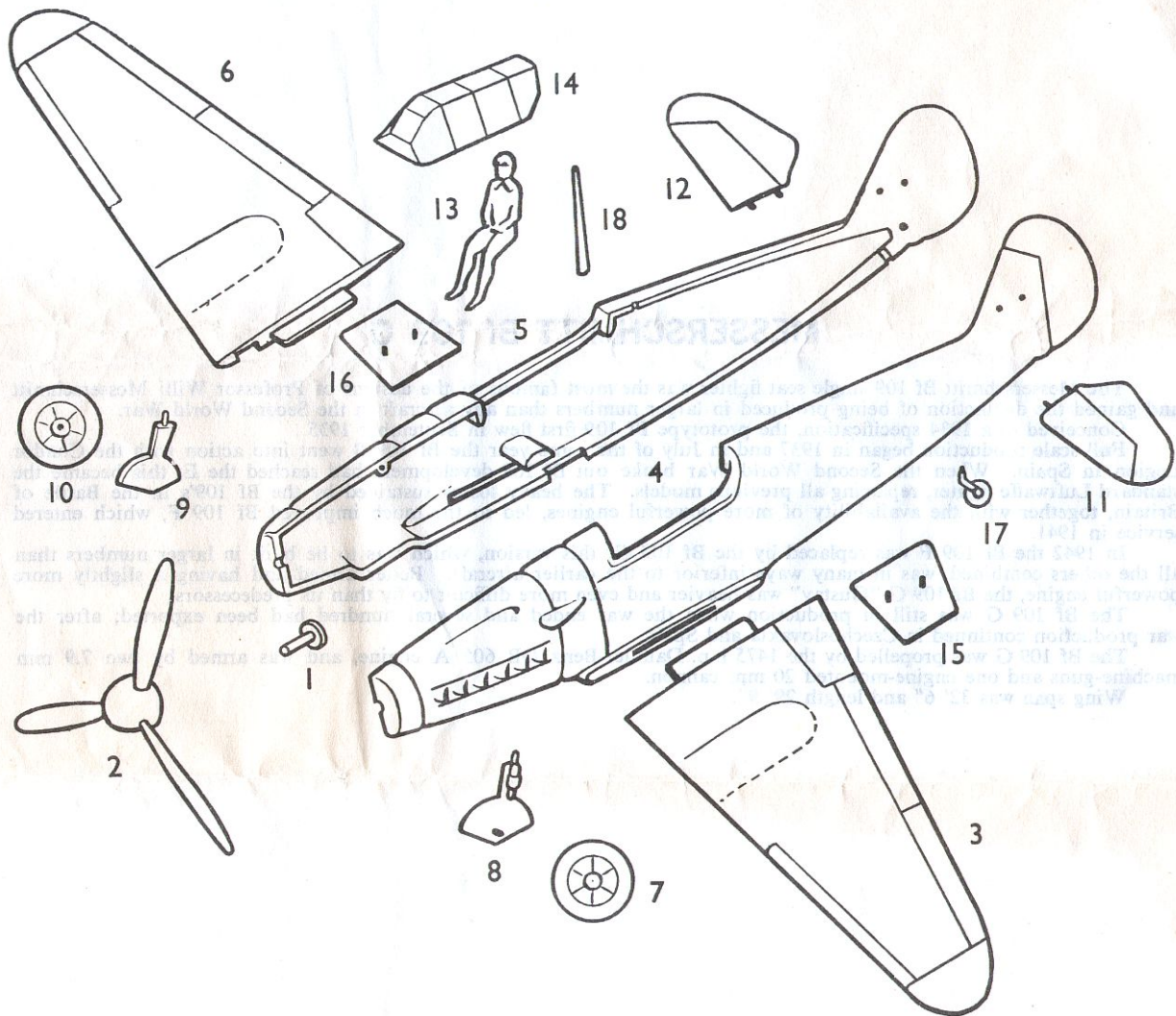
Full scale production began in 1937 and in July of the same year the Bf 109 B went into action with the Condor Legion in Spain. When the Second World War broke out Bf 109 development had reached the E; this became the standard Luftwaffe fighter, replacing all previous models. The heavy losses sustained by the Bf 109's in the Battle of Britain, together with the availability of more powerful engines, led to the much improved Bf 109 F, which entered service in 1941.

In 1942 the Bf 109 F was replaced by the Bf 109 G; this version, which was to be built in larger numbers than all the others combined, was in many ways inferior to the earlier aircraft. Better armed and having a slightly more powerful engine, the Bf 109 G "Gustav" was heavier and even more difficult to fly than its predecessors.

The Bf 109 G was still in production when the war ended and several hundred had been exported; after the war production continued in Czechoslovakia and Spain.

The Bf 109 G was propelled by the 1475 h.p. Daimler-Benz DB 605 A engine, and was armed by two 7.9 mm machine-guns and one engine-mounted 20 mm cannon.

Wing span was 32' 6" and length 29' 9".



MESSERSCHMITT ME109G

INSTRUCTIONS

1. Cement propeller shaft to propeller and allow to dry (1 and 2).

Locate and cement port and starboard wings to fuselage halves by inserting pins on wing roots into holes in fuselage and cementing on the inside. Set aside to dry (3, 4, 5 and 6).

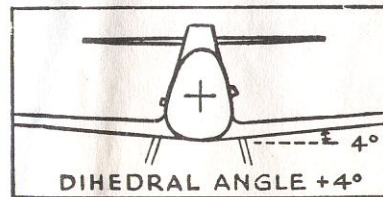
3. Meanwhile position wheels on axles and cement on (7, 8, 9 and 10).
4. Cement elevators to fuselage by inserting studs on elevators into location on fuselage sides and cementing on the inside (11 and 12).
5. Place propeller shaft into location on one fuselage half, then join together two fuselage halves by applying cement to edges. Care must be taken that no cement comes into contact with the propeller shaft.
6. After the fuselage has completely set cement in position pilot (13).
7. Cement in position cockpit canopy by sparingly applying cement to edges of canopy and pressing firmly in position (14).
8. Cement in position radiators to port and starboard wings, by applying cement to pegs on radiators and inserting into holes on underside of wings (15 and 16).

9. Similarly locate and cement in position undercarriage legs.

10. Cement tailwheel to hole in underside of rear fuselage, using the same procedure as before (17).

11. Locate and cement radio antenna into position, by inserting the thick base of the mast into the location provided (18).

12. Apply transfers, first cut sheet into 11 separate subjects, dip each in warm water for a few minutes, slide off backing into position as shown on illustrations. Black and white crosses to upper wing surfaces. Black and white crosses with black outline to underwing surfaces.



SUGGESTED COLOUR SCHEME

Light Blue.—All undersurfaces, upper surfaces of wings and tailplane, fuselage and fin sides.

Dark Blue.—Fuselage top, mottling over fuselage sides.

Green.—Camouflage stripes above wings.

White.—Spinner.

Black.—Exhaust, propeller blades, tyres.

CARE MUST BE TAKEN TO ENSURE THAT GLUE IS KEPT AWAY FROM THE EYES.

Miss. J. G. Lowen
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