Bf 109G-10

The development of these late versions of the Bf 109G, including Bf 109G-6/AS, G-14/AS and Bf 109G-10s, manufactured in a series of related and therefore similar versions, was the German aviation industry's response to a requirement to quickly supply Luftwaffe units with high performance fighters to combat the Allied bombing offensive of the spring of 1944. The appearance of the P-51B and D Mustang with the 8th and 15th American Air Forces showed that the need to offset the increasing obsolescence of German fighters was becoming critical. The anticipated replacement of the then standard Messerschmitt Bf 109G-6/G-14 with the Bf 109K, powered by the DB 605D, was not yet possible in the spring of 1944 due to the protracted development of the airframe and engine alike. The design element of Messerschmitt in Regensburg found an interim solution by installing the DB 605AS into the Bf 109G-6 and G-14, and this modification made use of items that were already designed and were construction ready, intended to be used in the engine installation in the Bf 109K.

Simply put, the DB 605AS (and DB 605D) were created by installing the larger supercharger from the DB 603 in the DB 605A. The performance of these superchargers was around 25% greater than the ones installed in the DB 605A. The first developmental version of the DB 605 outfitted with the larger supercharger was the DB 605AS, originally designated as the DB 605A (Sonder). The DB 605AS powered the BF 109G-6/AS and the Bf 109G-14/AS, and a lesser number of Bf 109G-10s.

In the summer of 1944, deliveries began of the DB 605D, in development since 1942, with an automatic barometric supercharger rpm control system, dictated by altitude. After the initial DB 605DM and DMO were produced, these engines were delivered in two main versions. The DB 605DB was used with B4 fuel in conjunction with the MW50 methanol water injection system, and the DB 605DC, burning 96 octane C3 fuel, without the MW50 system installed. Nevertheless, the DB 605DC had the MW50 vents installed, enabling the conversion of the DB 605DC to the DB 605DB and vice versa. The DB 605D were installed exclusively with the larger FO.987 oil cooler, a larger, 54 litre oil tank, and larger supercharger air intake.

Production of the Bf 109G-10 powered by various models of the DB 605D, replaced the Bf 109G-6/AS and G-14/AS in the fall of 1944. A common feature of all Bf 109G-10s, besides the aforementioned installation of some version of the DB 605D and the associated wider engine cowl ('Horse's Ass'), was the installation of the larger FO.987 oil cooler instead of the original FO.870 in the G-6/G-14, larger ALF 907C wing radiators instead of the original ALF 750Bs, larger supercharger air intakes and VDM 9-12159 propeller. Also common features were the simplified Erlahaube canopy and tall fin. The Bf 109G-10 was manufactured at three facilities: Erla Leipzig, Messerschmitt Regensburg and Wiener Neustadter Flugzeugwerke. The G-10 was to be an interim aircraft, pending the production of the modernized Bf 109K, also powered by the DB 605D. In reality, the first G-10s did not begin to arrive from Erla Leipzig at their intended units until October, 1944, essentially at the same time as the first Bf 109K-4s, produced by Messerschmitt A.G. in Regensburg.

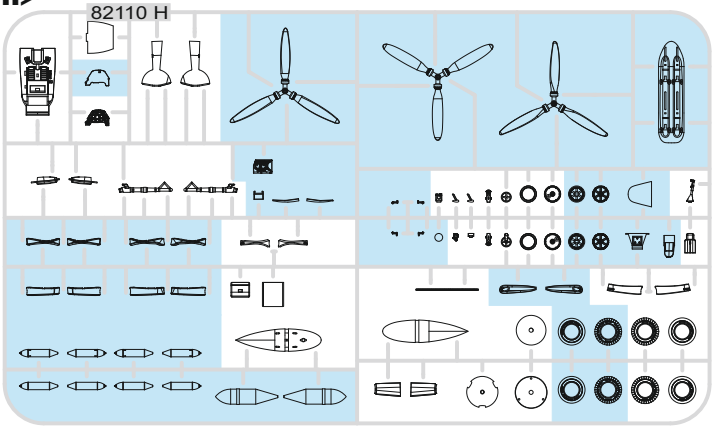
It should be noted that the genesis of the G-10 was different with each of these three facilities producing it, and each tackled production within its own means. This makes for basically three sub variants of the G-10. The first to go into production was the Erla G-10, which was entrusted the responsibility of producing the Bf 109G-10 as a quick, temporary replacement for the delayed Bf 109K-4 project. Production at Erla began in September, 1944, and 1709 aircraft were delivered in two production blocks. Messerschmitt A.G. in Regensburg produced around 120 DB 605D powered Bf 109G-10 in production block 13xxxx between November and December, 1944. This was to catch up to the production of Bf 109G-14/AS aircraft with the DB 605D, while it is interesting to note that a number of the aircraft with the DB 605D remained designated as the Bf 109G-14/AS. Mtt. Regensburg then focused on producing the Bf 109K-4. In December, 1944, production began of the Bf 109G-10/U4 at WNF Diana. Production of these aircraft came out of the mating of the DB 605D with the Bf 109G-14/U4 airframe with the DB 605A, and became somewhat of a peculiarity, differing from the approach taken by Erla. The likely reason for initiating production of their own version of the Bf 1009G-10 instead of the Regensburg K-4s, at the time already in production, was the anticipated problems with startup of Bf 109K-4 manufacture under conditions brought about by Allied bombings of the WNF facility. There were issues with implementing all the necessary changes required for the startup of the new version, and with the co-ordination of the supply chain from the various suppliers that would be involved. To understand this decision, it needs to be taken into account that, of all the firms involved in Bf 109 manufacture, the WNF plant was under the greatest pressure from Allied bombings and was the closest to the front. Production at WNF accounted for just shy of 800 aircraft, and in all, there were some 2600 Bf 109G-10s made.

Bf 109G-10 Mtt. Regensburg, Production Block 13xxxx

The Messerschmitt mother plant in Regensburg produced 120 (some sources state 123) Bf 109G-10s through November and December, 1944, the bulk of which were converted from Bf 109G-14/AS by installing a DB 605D where some remained marked as G-14/AS. The last three pieces were delivered in January, 1945. These aircraft were externally virtually identical to previous G-14/AS aircraft coming out of Mtt. Regensburg (78xxxx Production Block), and differed only in small details only.

PLASTIC PARTS

H>



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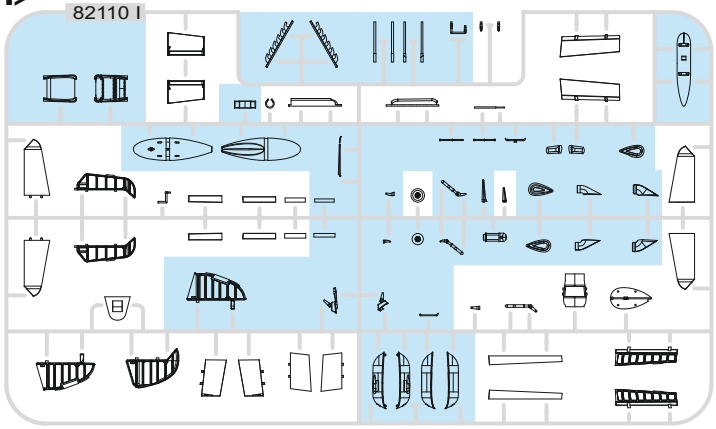

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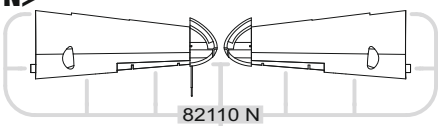

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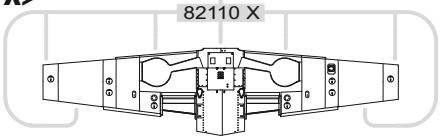

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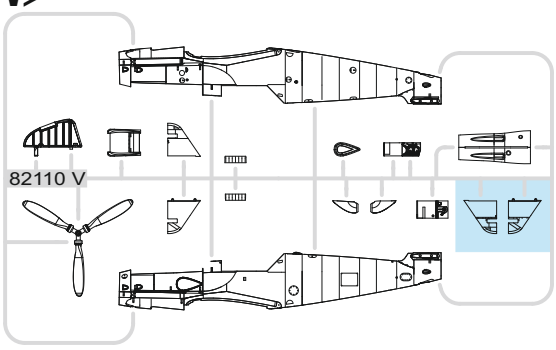

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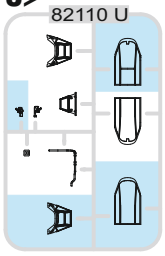


GUNZE		MISSION MODELS		
H2	C2	MMP-047	BLACK	
H11	C62	MMP-001	FLAT WHITE	
H12	C33	MMP-047	FLAT BLACK	
H47	C41	MMP-012	RED BROWN	
H65	C18	MMP-088	BLACK GREEN	RLM70
H68	C36	MMP-049	DARK GRAY	RLM74
H69	C37	MMP-050	GRAY	RLM75
H70	C60	MMP-056	GRAY	RLM02
H77	C137	MMP-047	TIRE BLACK	
H90	C47		CLEAR RED	
H94	C138		CLEAR GREEN	
H413	C113	MMP-090	YELLOW	RLM04
H414	C114	MMP-003	RED	RLM23
H416	C116	MMP-089	BLACK GRAY	RLM66
H417	C117	MMP-051	LIGHT BLUE	RLM76

Mr.METAL COLOR	METALLICS	
MC213	MMP-006	STEEL
MC214	MMP-001	DARK IRON
Mr.COLOR SUPER METALLIC	METALLICS	
SM201	MMC-001	SUPER FINE SILVER
Mr.COLOR GX	PAINTS	
GX05		SUSIE BLUE

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 tetê.

INSTRUCTION SIGNS ✶ INSTR. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES

OPTIONAL VOLBA

BEND OHNOUT

SAND BROUSIT

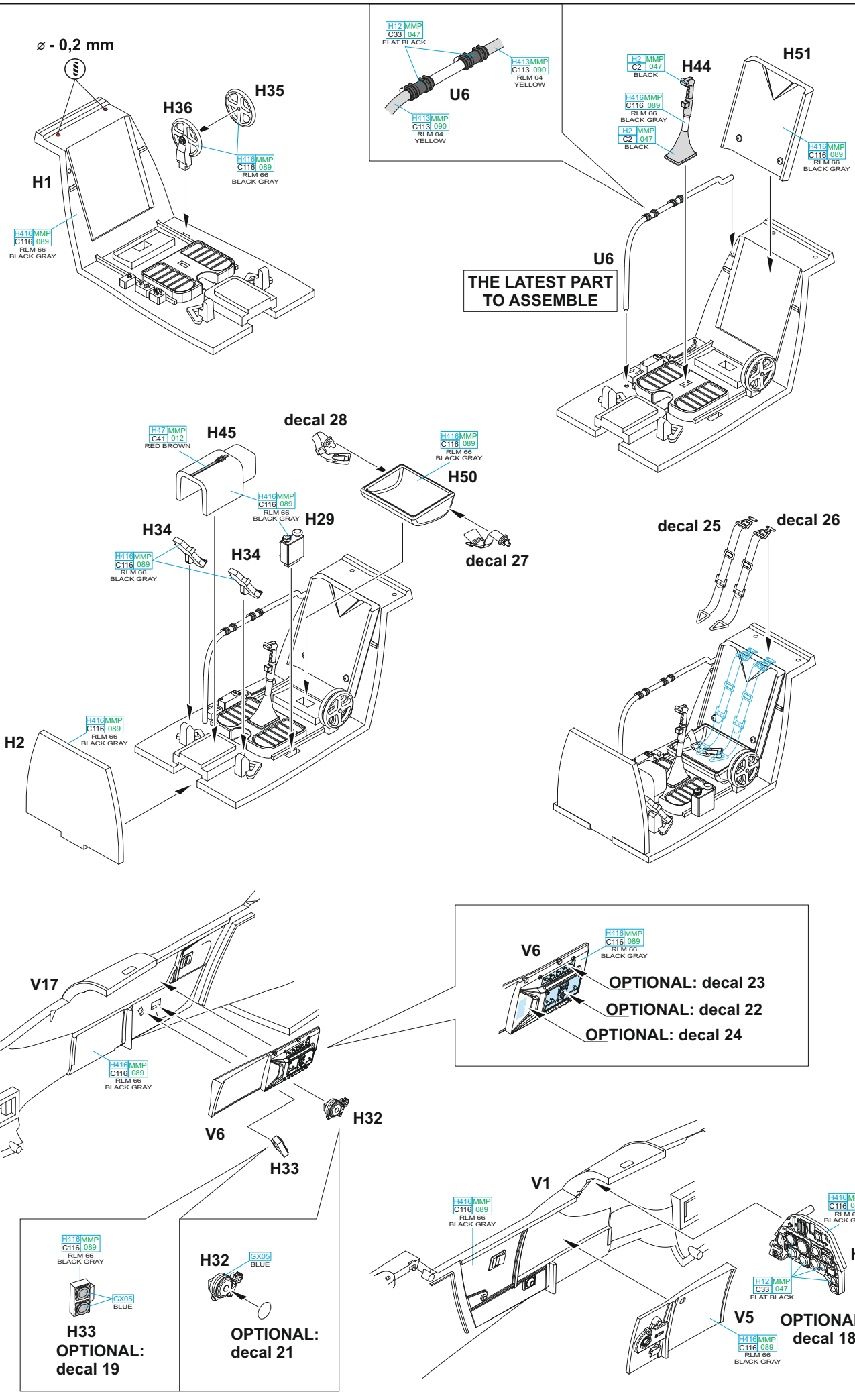
OPEN HOLE VYVRTAT OTVOR

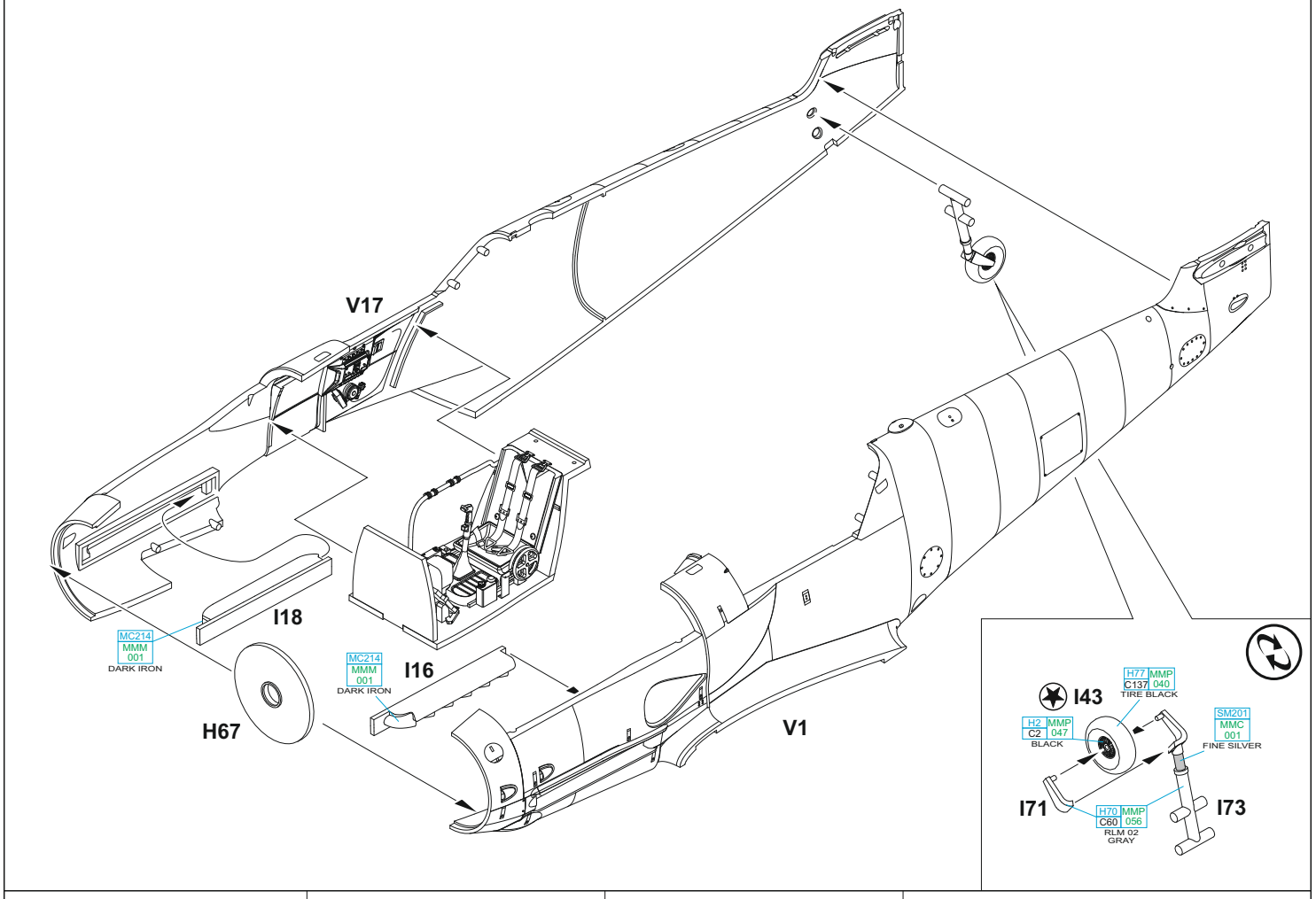
SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ

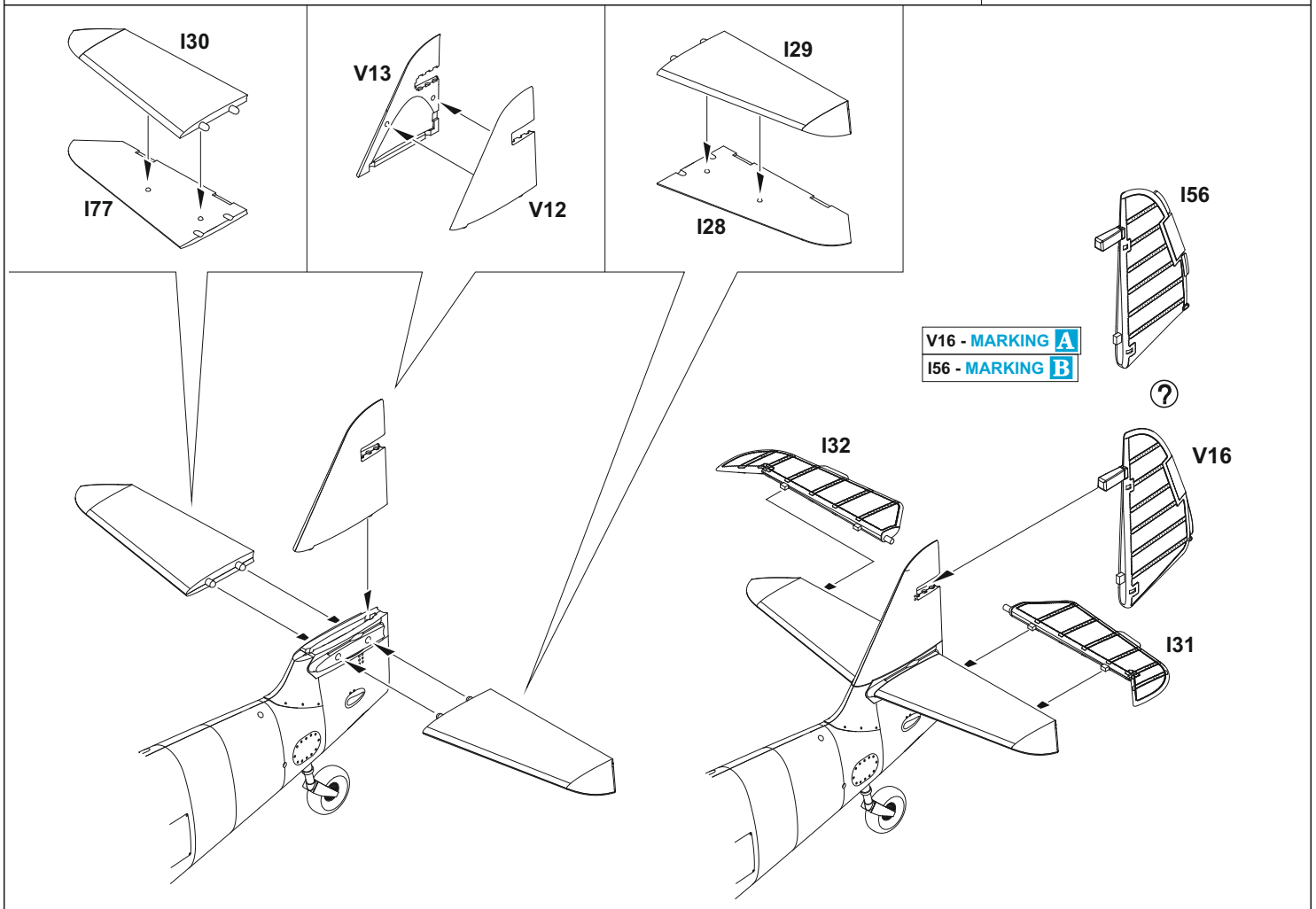
REMOVE ODŘÍZNOUT

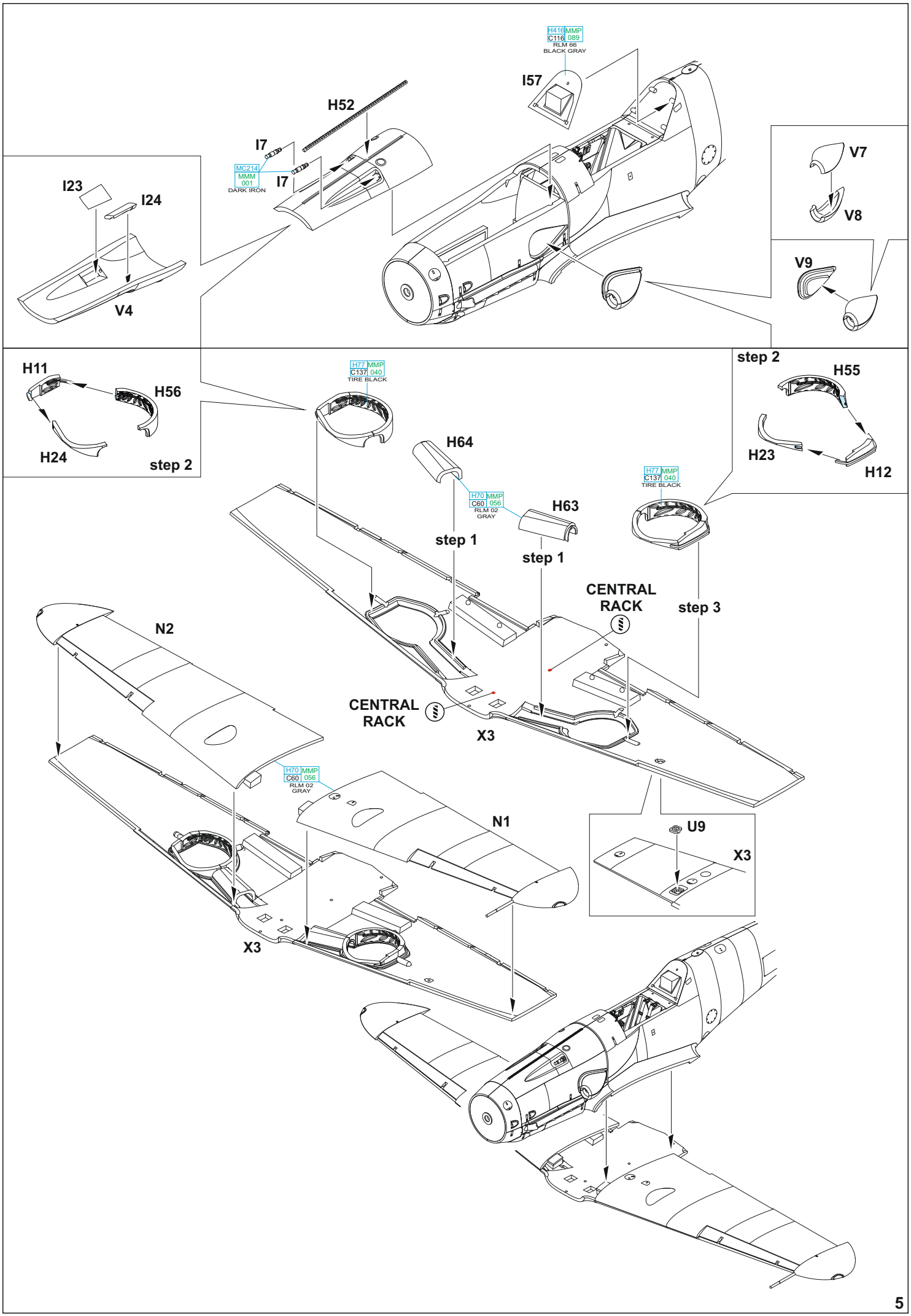
REVERSE SIDE OTOČIT

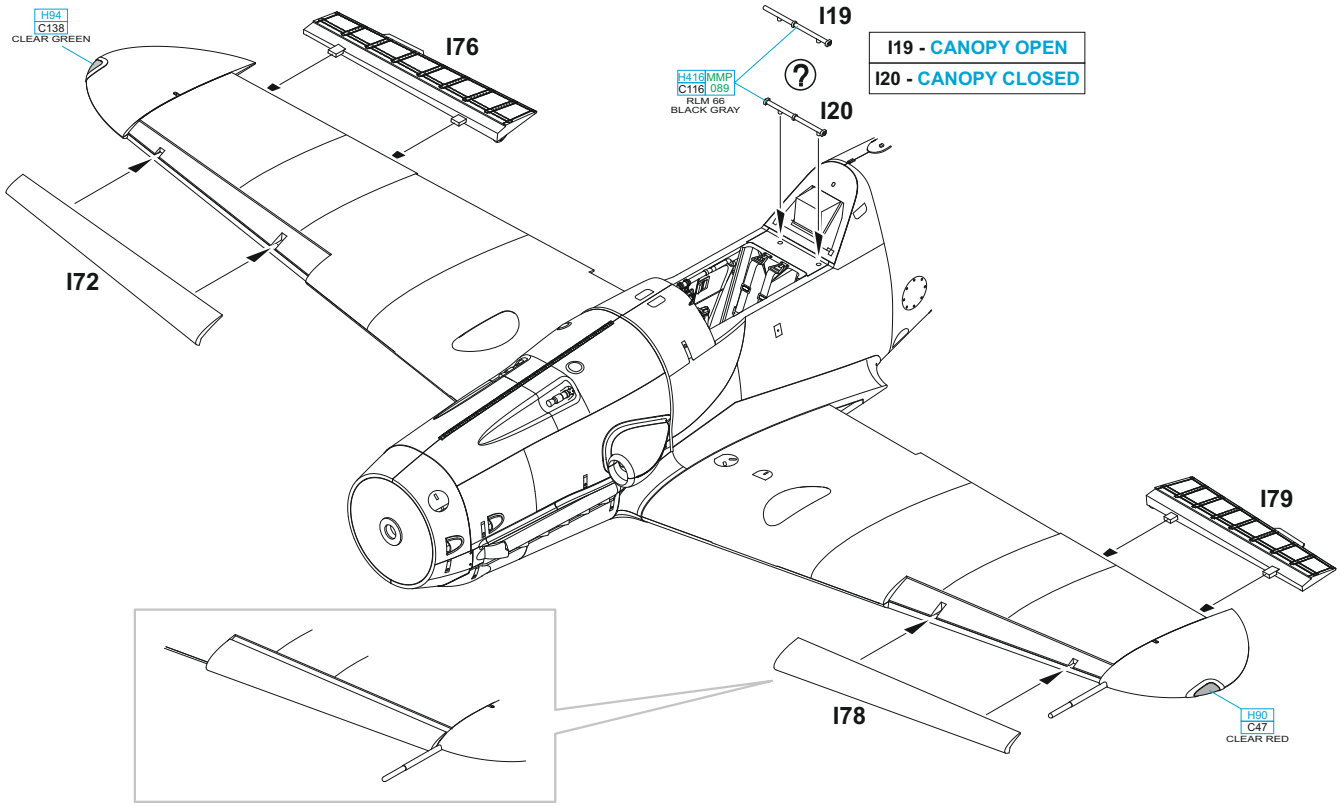
APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

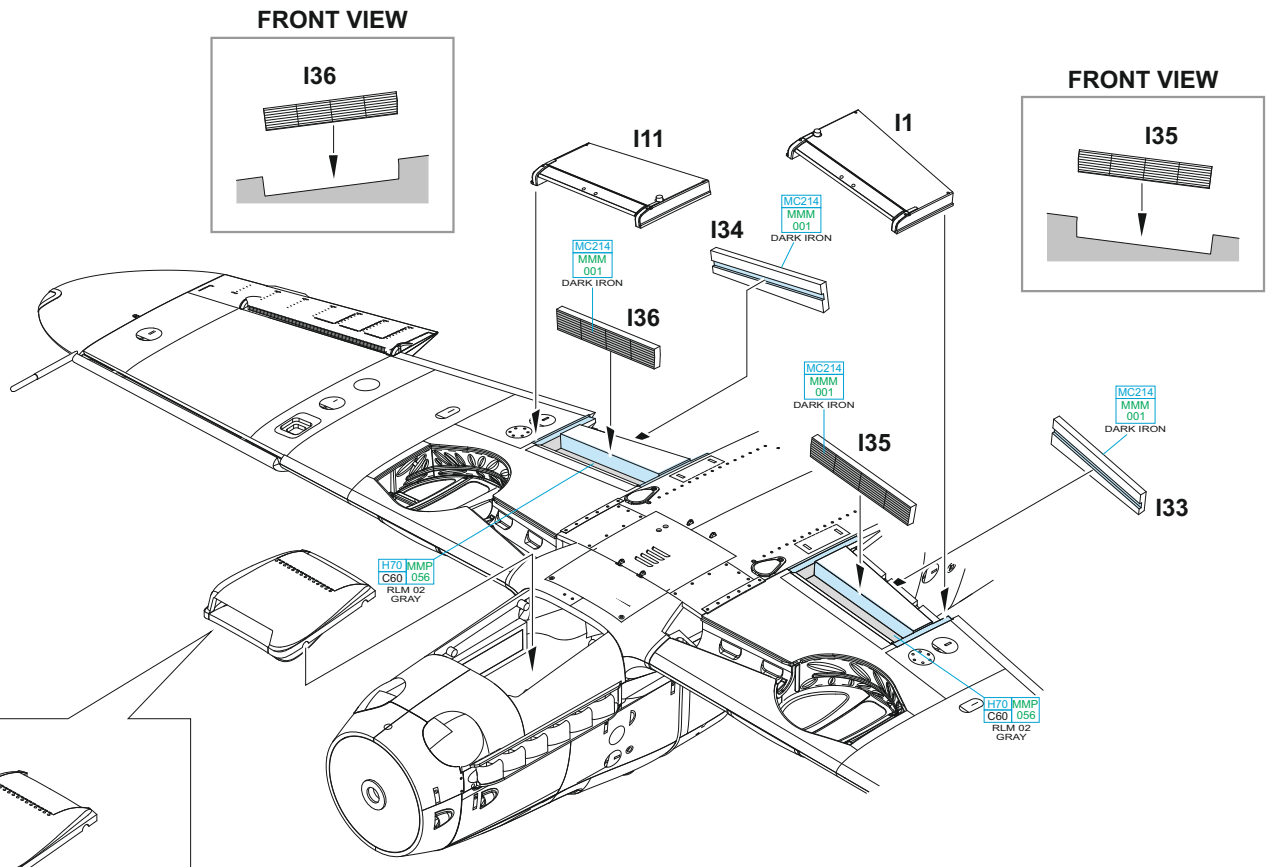

⌀ - 0,2 mm
H1
H35
H36
H416 MMP C116 089 RLM 66 BLACK GRAY
H12 MMP C33 047 FLAT BLACK
H413 MMP C113 090 RLM 04 YELLOW
U6
H2 MMP C2 047 BLACK
H44
H51
U6
THE LATEST PART TO ASSEMBLE
H47 MMP C41 012 RED BROWN
H45
decal 28
H50
decal 27
H29
H34
H2
decal 25
decal 26
V17
V6
OPTIONAL: decal 23
OPTIONAL: decal 22
OPTIONAL: decal 24
H32
H33
H33 OPTIONAL: decal 19
GX05 BLUE
OPTIONAL: decal 21
V1
H4
V5
OPTIONAL: decal 18

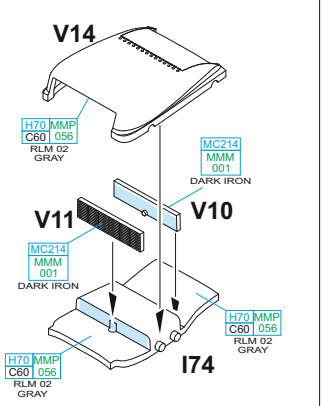

V17
I18
MC214
MMM
001
DARK IRON
H67
MC214
MMM
001
DARK IRON
I16
V1
I43
H77 MMP
C137 040
TIRE BLACK
H2 MMP
C2 047
BLACK
SM201
MMC
001
FINE SILVER
I71
I73
H70 MMP
C60 056
RLM 02
GRAY

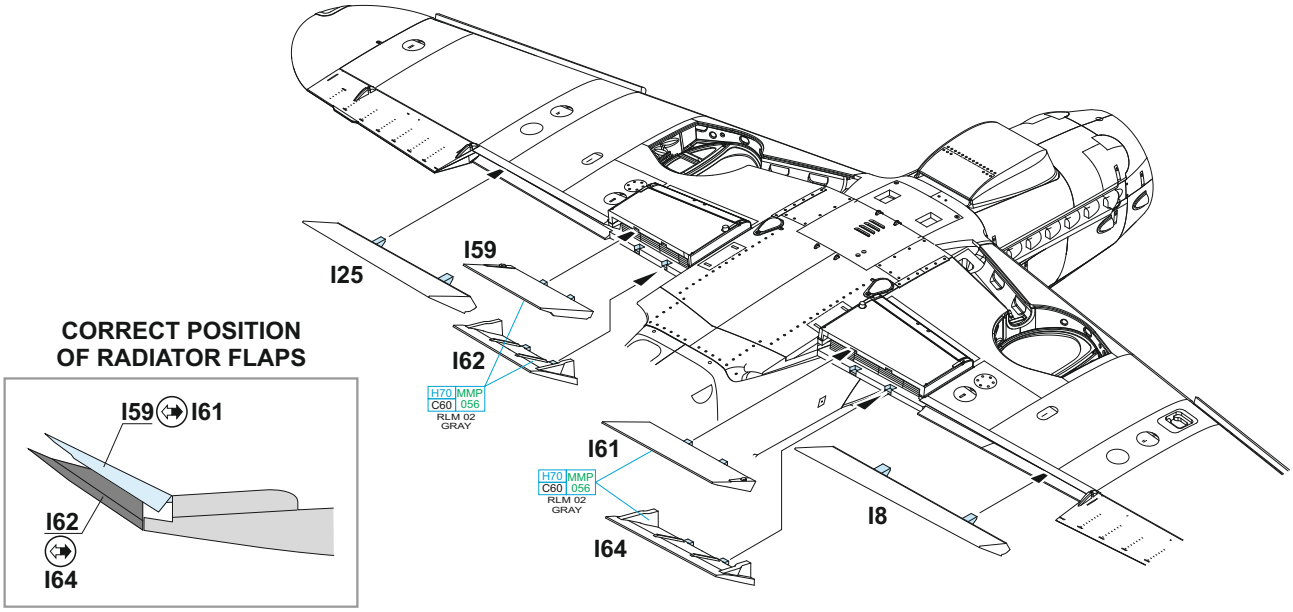

I30
I77
V13
V12
I29
I28
I56
V16 - MARKING A
I56 - MARKING B
I32
V16
I31


H418 MMP C116 089 RLM 66 BLACK GRAY
I57
H52
I7
MC214 MMM 001 DARK IRON
I7
I23
I24
V4
V7
V8
V9
H11
H56
H24
step 2
H77 MMP C137 040 TIRE BLACK
H64
H70 MMP C60 056 RLM 02 GRAY
H63
step 1
step 1
H77 MMP C137 040 TIRE BLACK
step 2
H55
H23
H12
CENTRAL RACK
step 3
N2
CENTRAL RACK
X3
H70 MMP C60 056 RLM 02 GRAY
N1
U9
X3
X3

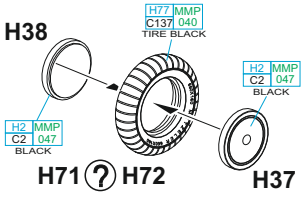

H94
C138
CLEAR GREEN
I76
I72
I19
H416 MMP
C116 089
RLM 66
BLACK GRAY
I20
I19 - CANOPY OPEN
I20 - CANOPY CLOSED
I79
I78
H90
C47
CLEAR RED

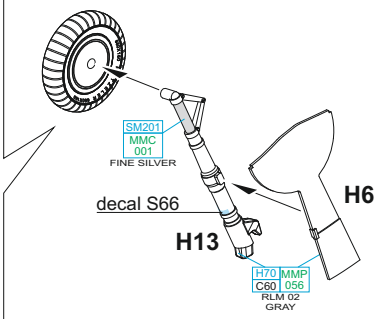

FRONT VIEW
I36
FRONT VIEW
I35
I11
I1
I34
MC214
MMM
001
DARK IRON
I36
I35
I33
H70 MMP
C60 056
RLM 02
GRAY

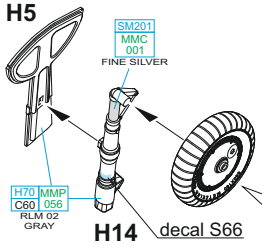

V14
V11
V10
I74
H70 MMP
C60 056
RLM 02
GRAY
MC214
MMM
001
DARK IRON

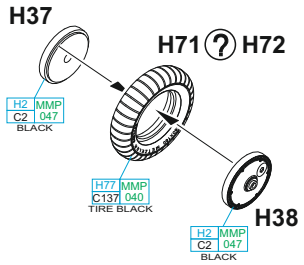


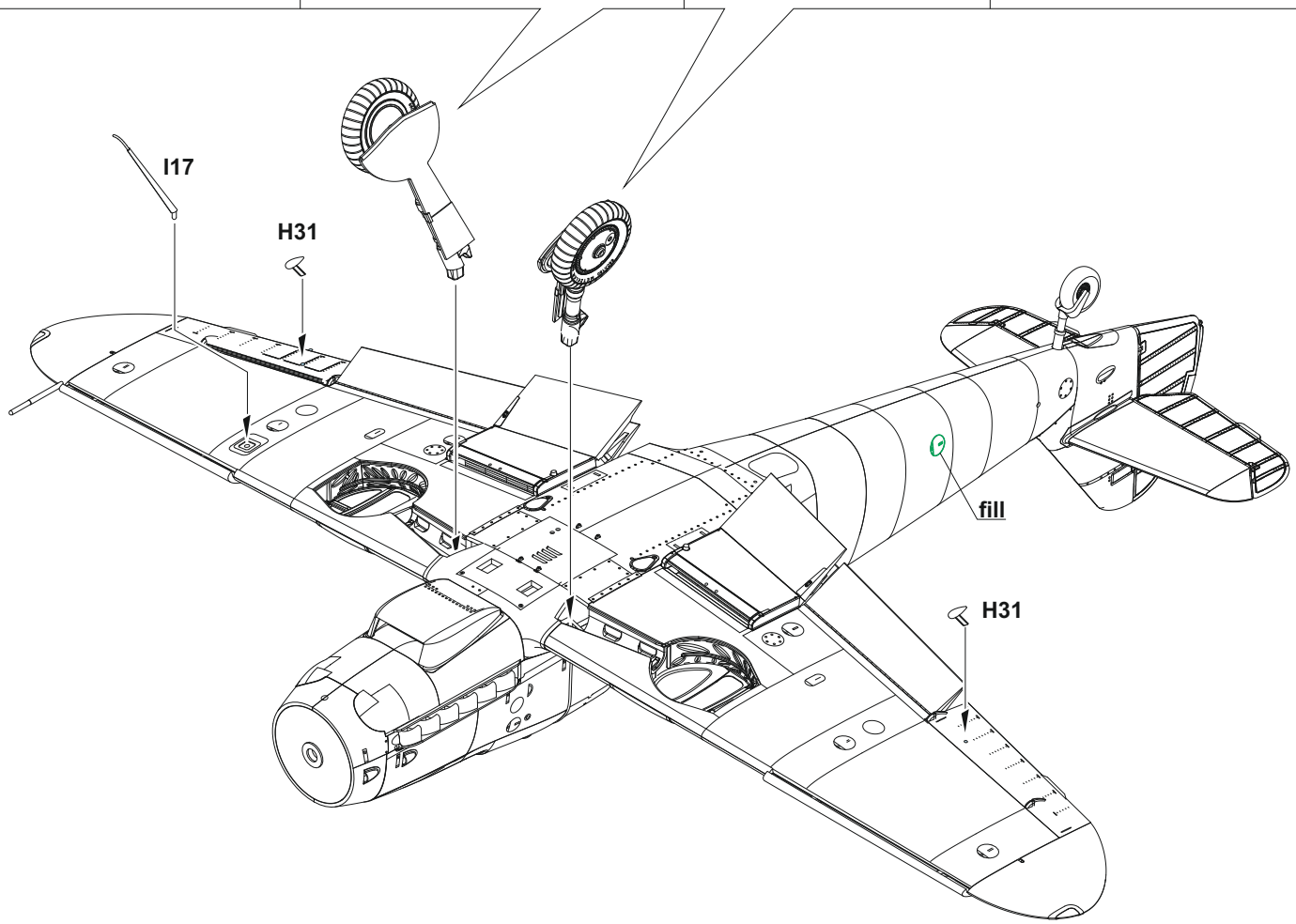
CORRECT POSITION OF RADIATOR FLAPS

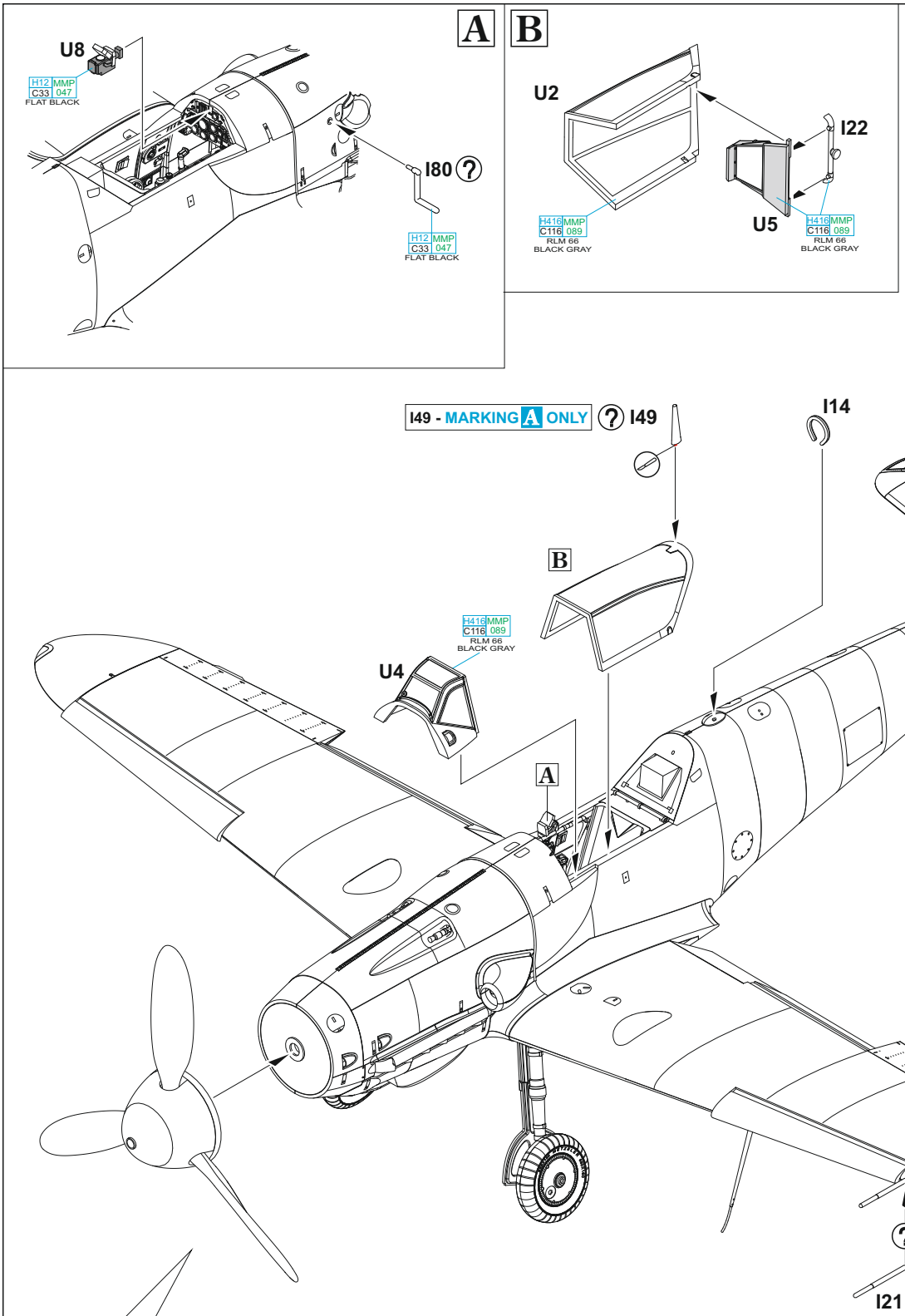


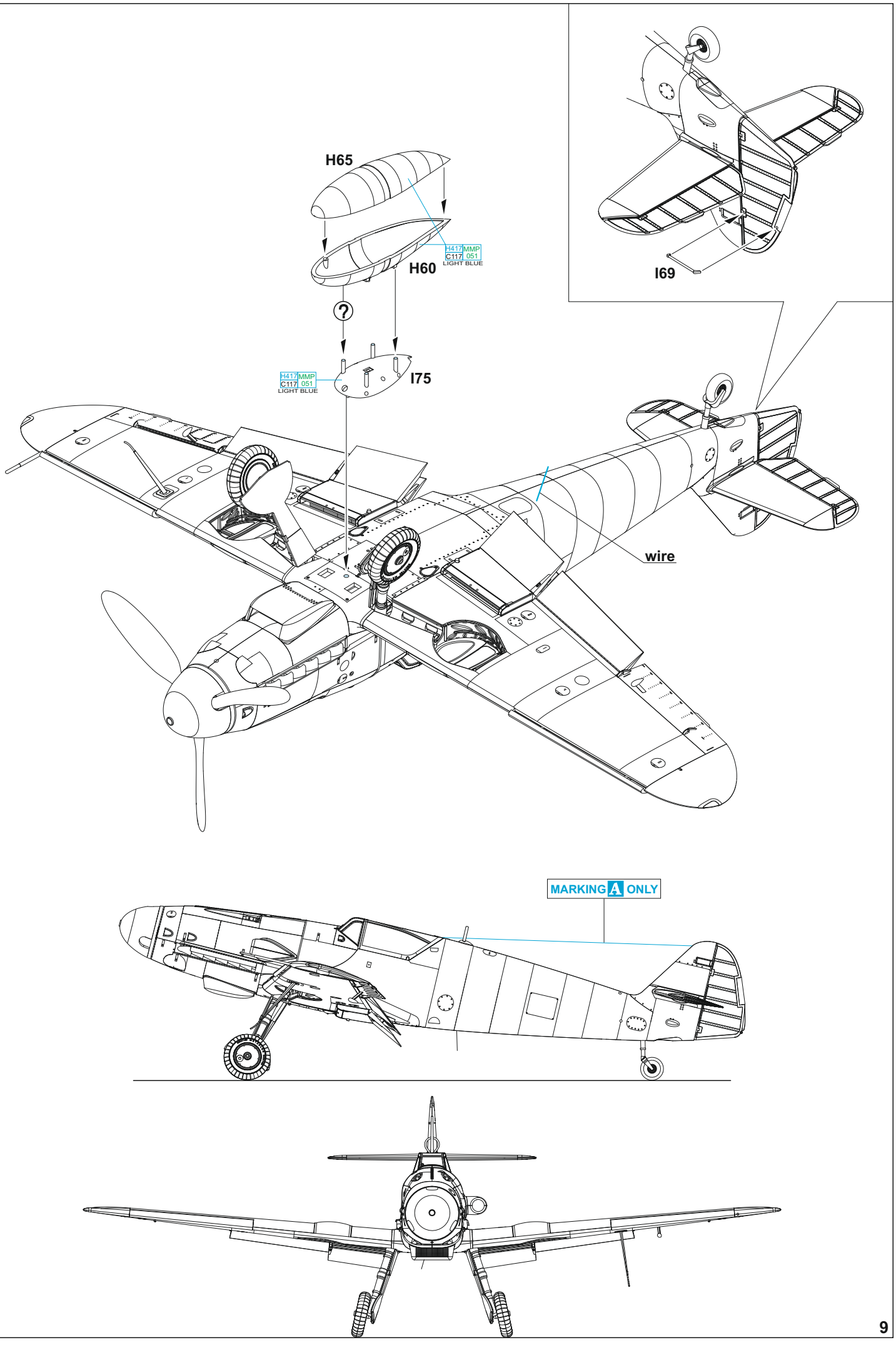






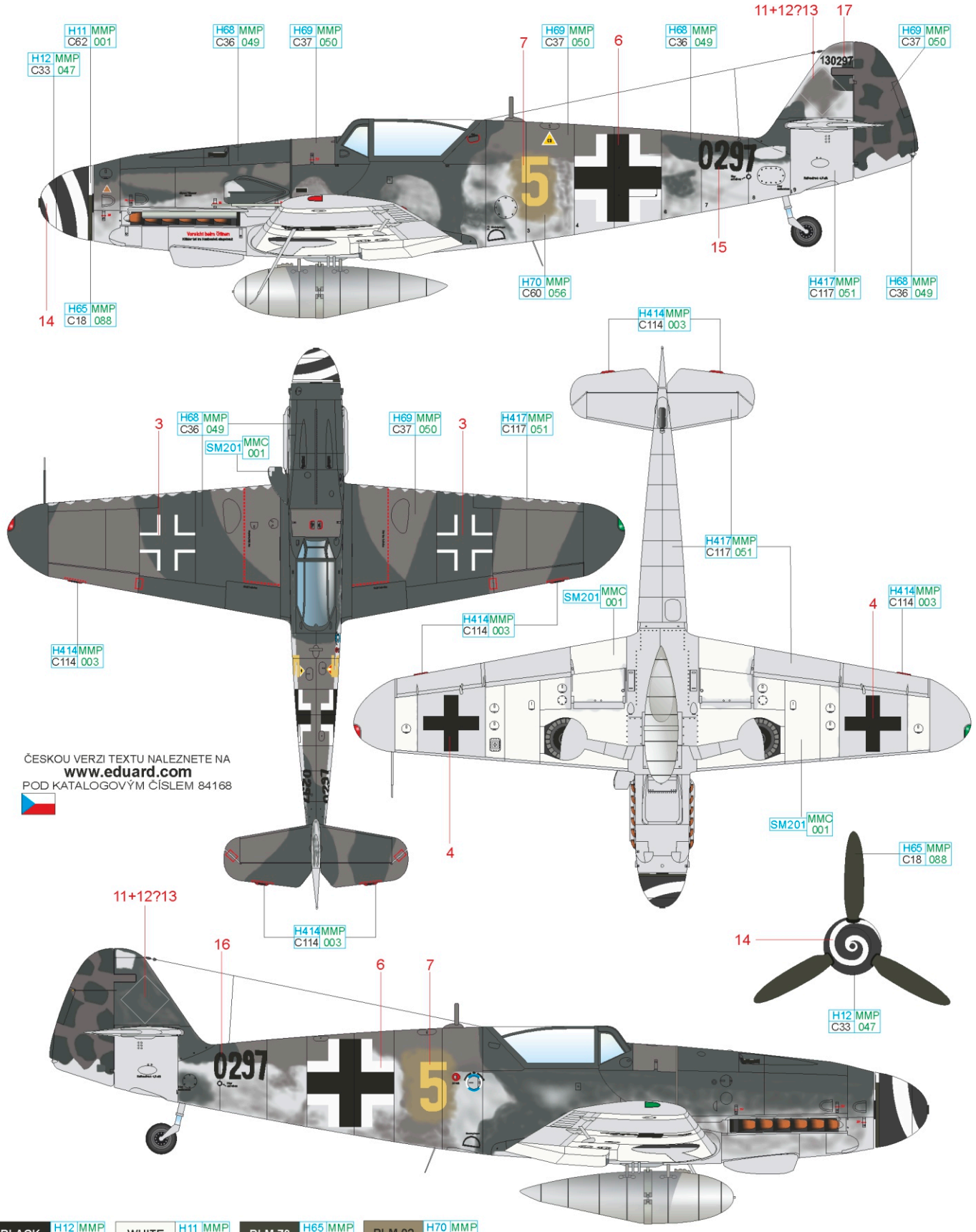



A
B
U8
H12 MMP C33 047
FLAT BLACK
I80
H12 MMP C33 047
FLAT BLACK
U2
I22
H416 MMP C116 089
RLM 66
BLACK GRAY
U5
H416 MMP C116 089
RLM 66
BLACK GRAY
I49 - MARKING A ONLY
I49
I14
B
H416 MMP C116 089
RLM 66
BLACK GRAY
U4
A
I21
H68
V15
H66
OPEN CANOPY


H65
H417 MMP
C117 051
LIGHT BLUE
H60
I69
H417 MMP
C117 051
LIGHT BLUE
I75
wire
MARKING A ONLY

A W. Nr. 130297, flown by Fw. Horst Petzschler, 10./ JG 51, Bulltofta, Sweden, May 1945

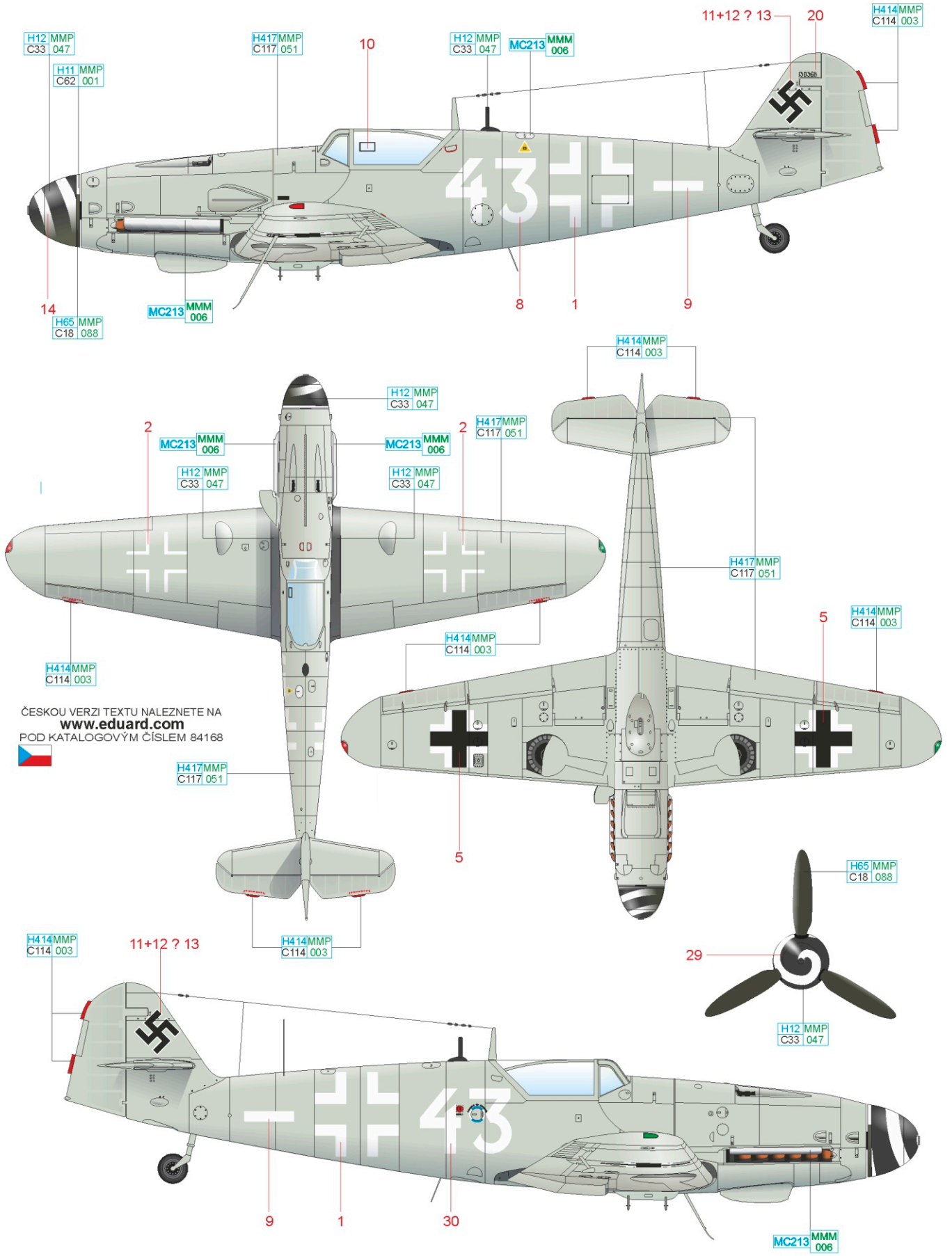
Horst Petzschler was born in Berlin on September 1st, 1921 and joined the Luftwaffe on April 1st, 1941. After undergoing fighter pilot training, he was assigned to JG 51 on August 23rd, 1943, and it was there he would gain his first three kills. On April 13th, 1944, he was transferred to 2./JG3 which was a component of the Defence of the Reich structure, but by June 1944, he would return to JG 51 on the Eastern Front. On May 4th, 1945, III./ JG51 was relocated to Schleswig-Holstein from eastern Prussia. Horst Petzschler did not reach that location due to a navigation error and landed at Bulltofta in Sweden, where he was interned and in January 1946, the Swedes handed him over to the Soviets. He was released from captivity on September 22nd, 1949. On his return, he worked for the Berlin Police Department and in 1953, he emigrated to Canada and then the United States, where he worked in the aviation industry. He retired in 1988. Over the course of the Second World War, he downed 26 enemy aircraft. The number 0297 is brush painted ahead of the tail plane, the last four digits of the serial number. Not all sections of the bottoms of the wings were painted in RLM76, but for reasons of short supplies were left in natural metal.



BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RLM 70	H65 MMP C18 088	RLM 02	H70 MMP C60 056
RLM 76	H417MMP C117 051	RLM 74	H68 MMP C36 049	RLM 75	H69 MMP C37 050	RLM 23	H414MMP C114 003
SUPER FINE SILVER	SM201 MMC 001						

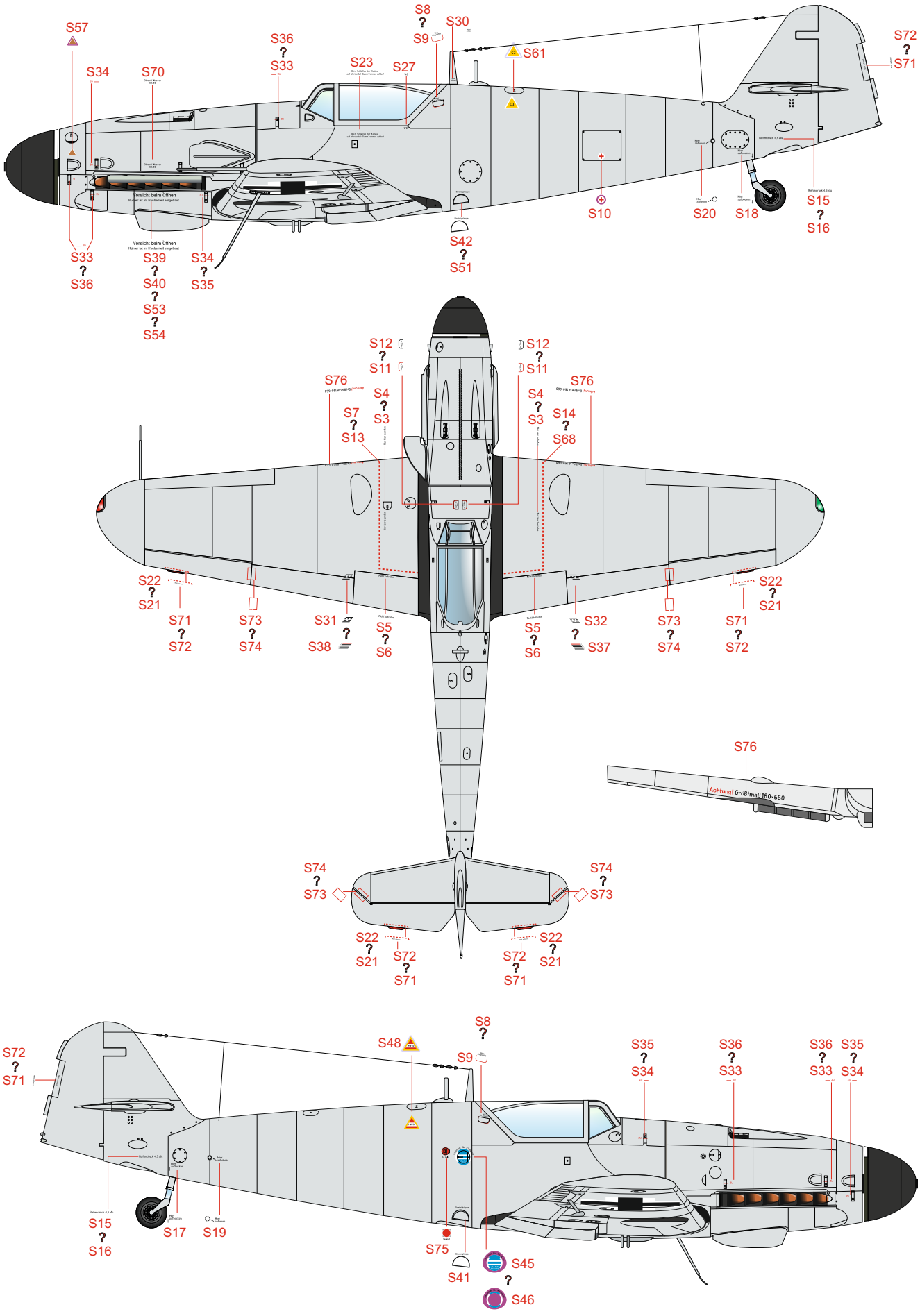
B W. Nr. 130368, 5./ NJG 11, Fassberg, Germany 1945

The all-grey painting of aircraft with 5./NJG 11 was used on the so-called 'Mosquito Hunters' from the 5./ NJG 11 at the beginning of 1945. The surface of the aircraft was polished for maximum aerodynamic effectiveness. The last combat against Mosquitos took place through March 1945, after which these aircraft were pressed into service in night attacks against Allied ground equipment.



RLM 76	H417 MMP C117 051	RLM 70	H65 MMP C18 088	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RLM 23	H414 MMP C114 003	STAINLESS	MC213 MMM 006

Bf 109G-10 Mtt Regensburg STENCILING POSITIONS



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