

# The Messerschmitt Bf 109

Early Series (V1 to E-9 including the T-Series)



## Downloadable Content

## Kit Extra: Bf 109 V1 to E-9 and T-series Kits

As we stated in our book, there was insufficient space to include all the assessments of kits we had to hand, so what follows are those that we did not cover in print. As and when we find additional kits, we will add further updates that you can download.

### 1/72nd Scale

#### AeroPlast, Poland

##### 1/72nd Messerschmitt Bf 109C (#00264)

This firm came into existence in 1999 and the series of early Bf 109s they offered originated from RPM who released the B in 1998, with the E-series in 1999, although these were back-dated from the Face Bf 109T kits. The AeroPlast kits included the B (#00257), C (#00264) and D (#00271) versions and were probably released around 2003? We have the C-version here for evaluation, but all three kits contain the same basic parts.



AeroPlast 00264

**Plastic:** Medium grey-coloured plastic with engraved panel lines and other details

**Wings:** The wings in this kit are identical in all their early version, B, C & D; 1-2mm too great in span; all panel lines and access hatches are from B-series; separate cannon bulges and barrels; oil cooler separate, but undersized; most of the round access hatches missing; rib detail on the flaps and ailerons uses thick raised lines/too few; no tip lights; cannon ports slightly too far outboard; wheel well inner edge straight, should be an angle; each wheel well is slightly oversize in both length and overall proportions; wheel bay shape is correct for early series; centreline detail at odds with scale plans; wing bolt bulges look too small and should be teardrop-shaped; oleo legs about 1mm too long; detail on oleo legs not accurate; no compression linkage; main wheels correct diameter and with tread pattern; hubs feature six spokes but lack other detail; tailwheel

and yoke moulded as one; overall length of oleo OK, but features compression link not applicable to type (from B/C kits); tailwheel tyre diameter good, but lacks any detail

**Fuselage:** Correct length but cockpit is 2mm too far aft; nose contours not bad, but aft fuselage is too thick at the mid-point, then too skinny by the tail; panel lines match plans, but round access panels omitted; radio hatch correct in port side; vents in side of nose cowling missing, whilst ones at front depicted as shapeless dimples; rudder separate, has good shape and rib detail; no trim tab on rudder; three styles of exhaust includes (open ports, short ejectors and the later square stacks); gun troughs are too short and very shallow, plus no gun barrels; chin intake is separate, but little depth; scoop intake on upper cowl separate and good shape/size

**Tailplanes:** Correct span; tip shape too square; trailing edge profile wrong and cut-back at wrong angle; fabric and rib effect quite effective

**Engine:** None supplied

**Propeller:** Kit includes both two-blade versions; B-series version is OK for diameter, but the blades are too narrow; C/D-series blades slightly too long, but tips need to be rounded off more anyway; spinner diameter correct for both versions

**Interior:** Floor, rear bulkhead, control column, rudder pedals, trim wheel, instrument panel and gunsight; seat depicted as incorrect style 'pan' built into floor; instrument panel has pretty good raised dials; gunsight moulded in grey-coloured plastic; also on sprue, but not mentioned is the oxygen regulator unit for the port sidewall; sidewall detail moulded inside each fuselage half, very basic and a bit heavy

**Detail:** The sprues actually contain a centreline rack and drop tank, but these are not applicable to the B, C or D; pitot and aileron counterbalance weights separate, but both suffer from poor moulding and flash

**Canopy:** One-piece; correct length and width; framework accurate; suffers from flow marks in plastic

**Decals:** The C-version offers two decal options, as per the illustrations on the back of the box: 73•79, Spanish Air Force in the late 1940s; 'Red 3', 1./JG20, Berlin-Döbernitz, 1939; both of these options are in fact more likely to be Ds; the instructions are generic, so they also list the following two options for which decals are included, but which are both definitely Ds: 6•60, J/88 Condor Legion; 'Yellow 11', 2./JG71. Fürstenfeldbruck, September 1939; this last option should be 'Red 11'; swastikas are included as multi-part to get round restrictions; only four stencils included, no walkways etc.

**Verdict:** Looking at this kit it is more like a limited-run product than mainstream, as the parts are chunky and there is a lot of flash and ejector pin marks to contend with. The Heller kit is easier to build but not as accurate, however for this early series a better E-airframe and a good conversion set would probably be the better option.

#### AML, Czech Republic

##### 1/72nd Messerschmitt Bf 109 in the Legion Condor (#AMLA72016)

This kit was released in 2010 and because it is based on the Avis tooling, you can also consider this assessment as applicable to the kits from that firm as well.



AML AMLA 72016

**Plastic:** Light grey-coloured plastic with engraved panel lines and other detail

**Wing:** 4mm too great in span; profile and chord is correct; main panel lines match plans; set of panel lines mid-span that should not be there; not all access panels present; wing bolt bulges accurate; centreline scoop from the later series present; oil cooler right length but 'skinny', also solid with no intake/exhaust openings (earlier versions had this cooler inboard, the location shown is only applicable to the later machines); port wing panel shows the cannon access panel of the D/E series; number of other access panels missing in upper wing halves; trim tab missing from aileron; rib detail faint and matches that of D-series; wheel wells about 1mm too far outboard due to oversize span; roof detail moulded inside upper wing halves; additional details supplied for sidewalls and roof in etched brass; overall shape of bay, if not dimensions, good; oleo legs correct length; compression links moulded to oleo; injected doors replaced with etched brass examples in two-parts; tailwheel and yoke moulded as one; tailwheel tyre correct diameter but lacks detail, as does hub; tailwheel oleo lacks compression linkage

**Fuselage:** Marginally too long (between canopy and vertical fin, but <1mm); panel lines match plans (very faint); three vents aft of engine cowl, thus depicting the early (one vent) and later (2 vents) versions both together; jacking hole in aft fuselage in half relief; rudder separate, good shade, but ribs more like the E-series; exhausts depicted as raised oval rings; chin intake correct dimensions but no leading edge 'lips' to unit; two different front/lower cowl/intakes included, these depict the B-1 and B-2 types; two styles

of upper engine cowling, for B-1 or B-2; both cowlings show correct staggering of machine-guns; oblong vents in the front of the B-2 unit poorly defined indentations

**Tailplanes:** Correct span and overall shape; rib detail faint and more like E-series; trim tab correct shape/location; separate support struts

**Engine:** None supplied

**Propeller:** Two styles included; B-1 unit has blades 1mm too long (each), profile is good though; B-2 unit has separate propeller, spinner and backplate, blades again about 1mm each too long, but tip profile too pointed anyway; spinner diameter and profile correct

**Interior:** This is the main area of change over the original Avis kit, as the limited interior is completely replaced in resin and etched, comprising floor/rear bulkhead, seat, control column, rudder pedals, sidewalls and instrument panel in resin, with trim wheel, throttle, various levers, seat belts and instrument panel facia in etched

**Detail:** Aileron mass balance weights separate, as is pitot; no aerial mast

**Canopy:** One-piece; two styles included, one with and one without windscreen armour; rear section lacks upper framework; both suffer from flow lines in clear plastic

**Decals:** This kit includes two decal options: B-1, 6-10, flown by Uffz. Ernst Mratzek of VJ/88, Tablada, March 1937; B-2, 6•10, flown by Oblt Günther Lützwow, 2./J/88, Spain, 1938; decals include all national insignia but only black crosses for rudder; no stencils

**Verdict:** There is very much a 'limited-run' feel to this kit and even with the addition of the resin and etched parts it is going to be a hard build. The kit parts seem to be a confusion of B, C/D and even E characteristics, so overall this is probably one only to be attempted by the real 109 fan who is also experienced with this type of low-volume product.

#### Hasegawa, Japan

##### 1/72nd Messerschmitt Bf 109E 'Galland' (#AP101)

##### Hasegawa, Japan 1/72nd Messerschmitt Bf 109E-4 'Wick' (#00263)

Hasegawa replaced their old E-series kit (#JS-17/#A25) in 1992 with a brand new tooling initially released as the Bf 109E-4/7 (#AP9) and followed this with the Bf 109E-3 (#AP8) in 1993, which was subsequently reissued in 1994 as Bf 109E 'Galland' (#AP101), in 1995 as Bf 109E-3 'Spanish Air Force' (#AP114), in 2001 as Bf 109E-4 'Wick' (#00263) and in 2003 as Bf 109E-3 'Swiss Air Force' (#00672). It then remained unavailable for nine years before returning with the



Hasegawa AP101

Spitfire Mk I as a 'Battle of Britain' set (#01909) in 2010. We have #AP101 and the contents of #00263 here for assessment: See the assessment of #AP9 elsewhere for overall comments on accuracy, as these versions are all based on the E-4/7, all that is listed here are those areas that differ.

**Plastic:** All medium grey-coloured plastic with engraved panel lines and hatches etc.

**Propeller:** Galland version (#AP101) used the 'capped' spinner; 'Wick' and 'Swiss' versions used the spinner with the cannon port

**Interior:** Swiss version (#00672) does not include the spade-type control column used by this nation

**Canopy:** The 'Galland' version (#AP101) needs the periscope sight favoured by this pilot and although included the modeller has to drill the E-4/7 canopy to fit it

**Decals:**

#AP101 – three options: 'Black <-+>', JG26, France, September 1940; 'Black <-+>', JG26, Audembert, France, December 1940; 'Black <<>', III./JG26, France, June 1940 (all flown by Adolf Galland)

#00263 – two options: 'Black <<>', I./JG2, Belgium, October 1940; 'Yellow 2', 3./JG2, Belgium, September 1940 (both flown by Helmut Wick); the decal sheets include swastikas, although these were trimmed off in those countries where it was banned; full stencils included; all national insignia of correct style and proportions

**Verdict:** As with the E-4/7, although a 'modern' tooling in some respects, the overall accuracy of the whole series is not the best and so it has been surpassed by more modern and accurate examples.

#### Heller, France

##### 1/72nd Messerschmitt Bf 109E (#234)

This kit was first released in 1975 as #089, then renumbered as #234 in the 1979 and as #80234 in 1987. It was also reissued as a 'Rapid Kit' in 2000 as #59772.

**Plastic:** Light grey-coloured plastic; raised panel lines and access panels

**Wing:** Lower wing moulded as one, to a point just inboard of the tip; span is about 1-2mm short; panel lines and access panels do not match modern plans; radiators moulded in situ with flaps, the latter having rather heavy rib detail; cannon bulges undersize; cannon barrels separate but too thick diameter; upper wing as separate panels: same error in span; tip profile too rounded; panel lines do not match published plans; odd set of double lines inboard; missing oval panel towards root, at back of wing; wheel wells are correct location but too long and have a straight edge at 45° at the rear that is incorrect; doors too long due to error with wheel wells; oleo legs also too long; compression links separate; detail on oleo legs at odds with real thing; main wheels correct diameter; hub detail shows correct six spokes, but no other detail; tyres have no rib detail; tailwheel yoke and wheel moulded together; wheel has no hub detail

**Fuselage:** Marginally (<1mm) short, all at the front as cockpit and tail all correct; panel lines do not match plans; aft fuselage jacking hole too far forward (by one rib); rudder linkage missing; rudder rib detail at

odds with scale plans; exhaust stacks moulded with fuselage halves and are shallow in relief; upper gun troughs too far round the cowling sides as they are also too big overall; radiator intake and overall profile under chin is too sharp, should be more curved; supercharger intake unit separate, but overall shape poor and too short; kit also includes tropical intake, although this too is short in overall dimensions and a little 'skinny'



Heller 234

**Tailplanes:** Correct length, but slightly too broad in chord; panel lines do not match plans, elevators too wide and fabric effect is heavy

**Engine:** None supplied

**Propeller:** Slightly short blades; profile also too bulged; spinner correct shape and with cannon port in centre, kit also includes blanked-off version

**Interior:** Floor/rear bulkhead with wedges for rudder pedals; separate instrument panel with raised dial detail; separate gunsight, but moulded in grey plastic; separate control column and seat, the seat is generic in shape/detail

**Detail:** No racks or bombs included; pitot (#20) under port wing is T-shaped, should be L-shaped; separate aileron mass balances; separate aerial mast

**Canopy:** Three-part canopy, with standard and tropical versions; all canopy sections correct shape/length, just a little thick; separate head armour with cushion detail

**Decals:** Throughout its life this kit offered one option, that in #234 being for 'Black <<>', which is not identified in any way in the instructions but was the machine of Gunther Scholz, III./JG5. The decals have the cross of the JG5 shield being black, it should be blue and it is most likely that the white nose and tail depicted for this machine were in fact yellow. The decal sheet just has the basic markings, no swastikas or stencils

**Verdict:** Really, truthfully, there are much better E kits in 1/72nd, so this one is only for the collector with fond memories of building Heller kits in the 1970s/80s.

#### Matchbox, UK

##### 1/72nd Messerschmitt Bf 109E-3/4 (#PK-17)

This kit was first released in 1974 and remained in production until Matchbox ceased kit production in the 1980s (the box art/style was revised in this period, though). The kit was then reissued when the Matchbox brand was leased by Revell in 1991 as #40017 and remained in production until the licence agreement ceased

in 1999. The tooling is now owned by Revell, but with their own tooling of the type it has not yet been seen in a Revell box.

**Plastic:** (1st box) Mustard yellow and light brown-coloured plastic; (2nd box) deep yellow and medium brown-coloured plastic; all with recessed panel lines and other details

**Wing:** Port and starboard panels to point inboard of tip, flaps and ailerons moulded with upper wing halves; overall length and width correct; tip profile good; cannon bulges good shape and position; cannon ports in wing leading edge slightly too far inboard; panel lines at odds with published plans; no leading edge slots engraved; access panels at odds with scale plans; radiators separate and good overall shape; bulge in flap behind radiator moulded with radiator, so gap between two not defined; no vertical bar in radiator intake; upper wing panels moulded with lower sections of flaps and ailerons; fabric ribs very good, although probably not to modern style (with rib details showing); panel lines at odds with scale plans, also has the double line inboard that is also seen on the Heller kit!; wheel wells correct position and shape; open main and leg elements although no corresponding detail in the upper wing half; sidewalls are very thin, so will not meet top wing half thus allowing you to see into the wing; oleos mounted into fuselage, not wing, just like the real thing; oleo legs correct length and axle at correct angle; compression linkage moulded to oleo; main wheel tyres correct diameter but no tread pattern; hub has six-spoke pattern but inaccurate in overall detail; tailwheel and yoke moulded as one, overall dimensions good but just ‘generic’ in style/detail



Matchbox PK-17  
(1st box)

**Fuselage:** Correct in length; overall shape/profile very good; vertical fin and rudder correct; ribs on rudder very good, although not modern style of depicting this; insufficient panels in fuselage; no jacking holes in aft fuselage; very few access panels depicted and some of those included are spurious; radio hatch on port side is square, should have rounded corners; exhausts separate, but these are located slightly too far aft (overall length of exhaust unit is correct, though); radiator under nose good overall shape; upper cowl is separate, gun troughs too long/wrong shape; oblong vents forward of gun troughs omitted; standard and desert filters included, both are



Matchbox PK-17  
(2nd box)

the correct shape/size, the latter has the intake flap open, but is solid

**Tailplanes:** Overall shape and dimensions correct; panel lines match published plans; rib detail accurate, although not the modern style of depicting this; trim tabs correct shape and location

**Engine:** None supplied

**Propeller:** Separate propeller and spinner; propeller correct diameter, blades marginally narrow; spinner only offered with the flat style of cap

**Interior:** None, just a ‘bench’ seat/bulkhead and generic pilot figure

**Detail:** No bombs or drop tanks included; aileron counterbalance weights missing; pilot included; cannon barrels separate, although too long

**Canopy:** One-piece, correct length and width; no frame mid-pane in opening section; angle of windscreen is slightly too steep

**Decals:** Both early and late boxes offered the same two options: E-4 Trop, ‘Black 9’ of 1./JG27, Derna, Libya, 1941; E-3, ‘Yellow 65’, Rumanian Air Force, Russia, 1943; the decal sheet includes swastikas; no stencils; dimensions of some of the crosses are dubious

**Verdict:** *This is a typical Matchbox kit, yes it does have deep panel lines, but they are not the ‘trenches’ so often associated with this manufacturer. Detail is limited, but overall accurate so from Revell’s point of view this is a better option for reissue than their old (1963-vintage) example!*

## Revell, USA

### 1/72nd Messerschmitt Bf 109E (#H-612)

This is probably one of the oldest Bf 109 kits around, as it was first released in 1963 as #H-61. It was reissued in 1967 as #H-682, in 1969 as #H-684, in 1970 as #H-223, in 1972 as #H-612, in 1974 as #H-63, in 1976 as #H-663 and in 1978-1980 as #H-49. It was not until 2010 that it was to reappear, this time as a ‘Bf 109E-4’ (see listing elsewhere) as #04679.

**Plastic:** Light grey-coloured plastic with raised panel lines and loads of rivets

**Wing:** In our example, surprisingly as it was factory sealed, the lower wing was short-shot with the tips rounded off instead of square, as they should be! Checking with the later version we can confirm however that the span is within 1-2mm; narrow in chord, being about 1-2mm at the root narrowing to 1mm at the tip; no panel lines, just lines of rivets and these do

not match published plans; no access panels depicted; cannon bulges too big and wrong shape; pitot placed too far outboard; centreline detail omitted except for the wing bolt bulges and centreline scoop, the latter being too big; radiators are separate, overall shape at odds with plans and flap elements moulded with each are misshapen blobs; also engraved flaps in each radiator are the wrong shape/position; cannon barrels too far inboard; wheel wells not bad shape, but oleo leg elements are too short resulting in the well being inboard; straight edge at rear of main bay at too shallow an angle; undercarriage doors moulded with oleo legs, which are just simple rods; door lower profile incorrect; wheels are separate to hubs, but they are simple discs and too small in diameter; separate hubs show 6 spokes but no other detail; tailwheel and yoke moulded as one; tailwheel tyre is too small and has no detail



Revell H-612

**Fuselage:** Fuselage is about 0.5mm short, overall position of the cockpit is wrong, being 1.5mm too far forward; fuselage when viewed from above is too wide; aft fuselage is too narrow towards the tail; tail profile wrong, rudder profile is incorrect and raised rib detail at odds with plans; radio hatch on port rear fuselage too small and as raised panel; another square panel forward and above the radio hatch, which is incorrect (also repeated on starboard side); exhaust stacks moulded with fuselage, very poor detail; access step as heavy recessed dip; no jacking holes in aft fuselage; gun troughs wrong shape and poorly defined; oblong holes forward of gun troughs are poorly defined dimples

**Tailplanes:** Correct span and width; rivet lines do not match plans; rib effect on elevators does not match plans

**Engine:** None supplied

**Propeller:** Separate propeller and spinner; spinner has cannon hole in centre, but is slightly too small in diameter and length; propeller blades are 1-2mm short and have the wrong profile

**Interior:** No interior as such, even has ‘Revell’ as raised detail on the fuselage sidewall; basic seat/bulkhead unit, nothing like real thing; no instrument panel, floor, rudder pedals, control column or gunsight; generic seated pilot figure

**Detail:** None included, no bombs or rack; pitot shown under port wing correctly in instructions, but the part on the sprue is a

misshapen rod; aerial mast is separate, but just a basic rod

**Canopy:** One-piece; framework is accurate but whole unit is slightly too wide; aerial shown fitted to fuselage dorsal spine, not rear section of canopy

**Decals:** Only one option was included in this kit, that of ‘Black <-’ of a spurious unit, as the eagle head motif is not from any recognised Luftwaffe unit, the only one close being *Regierungstaffel*, which only operated the Fw 200 or Ju 52/3m and even then it was a white shield, not yellow as in this kit. The proportions of the crosses are wrong and the swastika is too small. The sheet does include two fuel/oil triangles, but no other stencils.

**Verdict:** *One very much for the collector only, as it is very dated in detail and easily surpassed in accuracy by more modern kits.*

## Revell, Germany

### 1/72nd Messerschmitt Bf 109E-4 (#04679)

*Note – Now although this is a reissue of H-612 (see entry elsewhere for that tooling), on close inspection we can see that it has at some stage been retooled in certain areas, so below we will cover those aspects that have changed in relation to H-612*

**Plastic:** Light grey-coloured

**Wing:** The lower wing panel is the main area of change and as we found in H-612 that this part was short-shot, maybe this is why it is revised by this stage? The overall span and details remain unchanged (see H-612), but on the centreline, where the over-sized scoop was on H-612, there is now an oblong bulge with two holes in it (See Detail)

**Detail:** Added to the sprue with the propeller and radiators (unchanged) are a bomb and drop tank; the former is a bit nondescript being neither SC250 or SC500 in overall shape and the fins are thick; the drop tank is good in overall shape, but lacks detail as the retaining strap is an engraved line and the other lines around the unit are also very deep/heavy; both bomb and drop tank plug into the bulge under the wing via two pins

**Canopy:** This is now on a sprue and three-part, although strangely the sprue is clearly marked as ‘H-612’, but was certainly not in H-612 nor shown on the instructions in that kit?; overall dimensions remains the same as H-612, so a little wide; the main canopy does not have the vertical line in the middle of the pane; all parts are thick, and the rear section has an ejector pin mark visible in one clear section



Revell 04679

**Decals:** This kit also has only one decal option: ‘Yellow 10’ of 2.(J)/LG2, in the Balkans in the spring of 1941; All the insignia dimensions and proportions are accurate; no swastikas included (banned in Germany, where kit was produced); full set of stencils

**Verdict:** *Although the tooling looks to have been cleaned up considerably, with the revisions noted, it is still very dated and limited in both detail and overall accuracy, so there are still better options out there in the scale.*

## 1/48th Scale

### Academy, Korea

#### 1/48th Messerschmitt Bf 109D #2178

This is the ex-Hobbycraft kit first released in 1992, and Academy released it in 2000. As it is essentially identical to the Hobbycraft kit all we will cover here are any difference in relation to that kit.



Academy 2178

**Plastic:** Medium grey-coloured

**Detail:** The sprues actually still contain all the parts for the B, C & D versions

**Decals:** Three decal options: D-1, 6•79, flown by Oblt. Werner Mölders, 3./J/88, Spain, 1938; D-1, 6•56, flown by Hptm. Gotthardt Handrick, J/88, Spain, 1938; ‘White <<’, flown by Maj. Hannes Gentzen, JGr.102, Germany, late 1939; no swastika; minimal number of stencils; no walkway markings; national insignia correct size

**Verdict:** *Although the base kit is flawed, this one is good value as all the parts for B, C or D are there.*

### Hobbycraft, Canada

#### 1/48th Messerschmitt Bf 109E-3 (#HC1569) and Bf 109E-4 (#HC1570)

Hobbycraft released their new series of Bf 109 kits in 1992 and they remained in production for a number of years. We are led to believe that these toolings are now owned by Academy, who reissued the E-3 version with Heinz Bär markings (#12216) in 2009 (see separate listing), then added resin conversion parts to the basic E to offer the T-2 (#12225) in 2010 (see separate listing). As these kits use a common set of parts we will assess them as one, pointing out any differences between each kit.



Hobbycraft HC1569

**Plastic:** Light grey-coloured plastic with recessed panel lines and details

**Wing:** Lower wing is one piece; span just over 1mm short; wing tips too rounded; wing marginally narrow along entire leading edge; radiator shape too square, no vertical bar in intake; panel lines match plans; access panels present but all too big; wing bolt bulges slightly too small; scoop on centreline too small; cannon bulges separate but wrong shape/size and have to be fitted over panel lines that are still partially visible; ailerons too short (flaps too long); aileron rib detail does not match plans; flaps separate with bulge behind radiator, ribs do not match plans; upper wing moulded as two parts, have same dimensional errors as lower wing; aileron rib detail does not match plans; no trim tab on aileron; main panel lines match plans; cannon access panel too big; access panels do not match plans and are all too big; cannon port correct location and barrels separate; no tip light; leg section of wheel wells slightly too long, resulting in wheel bays being too far outboard; overall shape of wheel bay does not match plans, as angle cut-back at rear is too pronounced; oleo leg section moulded into wing and has some detail, oleo legs themselves fitted into bay, not to fuselage or into upper wing; rib lines moulded into inside of upper wing, although these are not accurate; undercarriage doors reflect same shape errors as seen in the wells; some detail inside doors, but not consistent with real thing; oleo legs correct length; separate compression links; main wheels correct diameter; hub has six spokes and other detail; tyres have tread detail; tailwheel and yoke moulded to one fuselage half, correct length and tyre diameter although hub is devoid of detail

**Fuselage:** 4mm short, all in the rear fuselage and tail; rear fuselage skinny along entire (bottom) edge; vertical fin profile good, but rudder slightly undersize at trailing edge; rudder rib detail does not match plans; rudder top hinge line, wrong angle (too steep); rudder actuator horn moulded to rudder and hole for control cables in rear fuselage (no raised ‘cable’ moulded to fuselage like most kits, so this can be easily and accurately added); main panel lines match plans; access panels on mid/aft fuselage correct, those at front are not; two vents either side on top of nose, forward of windscreen, should be just one per side; side vents present and correct location, but too long; exhaust stacks moulded in situ and only have five stacks; two bulges below exhausts, should

be one (that is bigger); supercharger intake slightly skinny overall due to pointed profile; gun troughs correct overall size and position, but panel lines do not match plans; oblong vents forward of gun trough too wide and only partial relief; cowl guns supplied separately, but shown staggered the wrong way round in instructions and not at all on the actual part; separate engine cowling devoid of access panels

**Tailplanes:** About 1mm too long and trailing edge profile is 1mm undersize along entire length; trim tab correct position but slightly too short overall; panel lines match plans; rib detail does not match plans and too few ribs depicted; tail support strut mount slight too far outboard (marginal)

**Engine:** None supplied

**Propeller:** Propeller with separate spinner and backplate; propeller correct diameter and blade profile; spinner diameter and profile correct; cannon spinner in E-4 and capped version in E-7

**Interior:** Comprises floor/rear bulkhead, seat with moulded cushions and belts, control column, sidewalls, front bulkhead, rudder pedals and instrument panel; separate gunsight in clear plastic; detail very good, although kickplates missing from floor; raised detail on instrument panel good, although not 100% accurate and no decal included for dials

**Detail:** Drop tank and bomb, plus separate racks; drop tank shape not bad, but retaining strap as deep recessed furrow; bomb not bad for SC250 but fins very thick and no support rods between each are supplied; rack for bomb includes shackles but is not accurate for any version; rack for drop tank is too wide and lacks detail; aileron mass balance weights separate; no pitot; cannon barrels separate, but too short and muzzle brakes too long

**Canopy:** One-piece; different styles for E-3 and E-4 kits; accurate in length and profile for both versions; frame lines match plans; no line in main pane for sliding panel; no separate armoured glass for windscreen; aerial separate and attached to rib in top



Hobbycraft HC1570

#### Decals:

E-3 (#HC1569) offered two decal options: 'Yellow 11' of 9/JG54, Channel front, 1940; 'Red 5' of 1/JG52, France, 1940.

E-4 (#HC1570) offered two decal options: 'Red 3' of 2/JG3, Channel front, 1940; 'Yellow 3', 9/JG26; decal sheet has swastikas split in two; no stencils; red lion of 9/JG26 poorly depicted and later style *Tatzelwurm*

of 2/JG3 should have a yellow tongue; 9/JG54 shield proportions at odds with photos resulting in demon head looking too large; background to 1/JG54 shield at odds with photos, should be blue overall behind the bar in a wash, not a solid band curved above it

**Verdict:** *Not bad but not great, this is a basic tooling that has nice touches like the interior, but various dimensional issues. The kits are not readily available at present, and although they offer a nice basic kit they have been surpassed even in that role by more modern toolings*

## Monogram, USA

### 1/48th Messerschmitt Me 109E (#PA74-98) 1/48th Messerschmitt Bf 109E & Hurricane 'Air Combat Series' (#6082)

This kit was first released in 1962 and had been renumbered as #6800 by the early 1970s. It was last seen in 1988 when it was reissued with the Hawker Hurricane as 'Air Combat Combo #4' (#6082). It is difficult to determine the exact version this kit depicts, as in some aspects it looks pre-E series, whilst in others it looks like an E, for the purposes of this assessment we will judge it as an E-1/-3 as it has the curved canopy of that series.



Monogram PA74

**Plastic:** (#PA74-98 & #6800) moulded in dark green-coloured plastic for the main components with all the detail parts in black; raised panel lines and rivets etc.

**Wing:** Lower moulded as one piece; overall span about 0.5mm too great either side; also too narrow, less than 0.5mm at root, but over 3mm by tip; error all in trailing edge; wing tips too rounded, mainly due to narrow wing; radiators correct overall dimensions, but shape wrong, no vertical bar in intake and placed too far outboard; ailerons too long, flaps too short; too many raised ribs on control surfaces; cannon blister present, but wrong shape; centreline detail inaccurate, square bulges at front, centreline scoop too small and wing bolt bulges too far outboard and too small; panel lines do not match plans; various access panels missing; no wing tip lights; upper wing moulded as separate port and starboard panels, same overall dimensional errors as lower wing; panel lines do not match plans; most access panels missing; raised ribs on ailerons and flaps do not match plans; flaps only have ribs for half their span; no trim tab; if cannon barrels fitted into wing they will be too short; wheel wells extend too far inboard and square edged, should be at angle; overall shape not bad, but

main wheel well area slightly too big; no detail or sidewalls inside bays (open to wing interior); undercarriage doors too long due to error in well size; oleo legs designed to retract, but slightly too long; no compression links; main wheels correct diameter and have treads, but they are raised; hubs too big diameter, have six spokes but little detail; axle has to be heated and flattened to secure wheels



Monogram 6082

**Fuselage:** 5.5mm short, with 0.5mm in the front cowling area and the remaining 5mm at the aft fuselage/vertical fin joint; rear fuselage also too 'skinny'; jacking point in aft fuselage just a raised ring; radio hatch correct position/size; another oblong panel forward of radio hatch shouldn't be there; fuel filler on port dorsal spine is round, should be oval; access hatches on starboard side missing; supercharger intake too short and narrow; exhaust stacks too short and only five stacks depicted; gun troughs correct position and overall shape; no oblong vents forward of gun troughs; bulges below exhaust stacks too small; chin radiator good shape but solid front and back; rudder correct height but angle at top too steep and profile at base not rounded enough; raised rib detail on rudder does not match plans

**Tailplanes:** Moulded as one piece that goes through fuselage; overall shape good, but tip slightly short by about 0.5mm; trim tabs too long (clip inboard area); ribs on elevators do not match plans; panel lines do not match plans; tailplanes covered in raised rivets; separate supports

**Engine:** None supplied

**Propeller:** Supplied as propeller with tip of spinner, plus rear section of spinner; propeller diameter and blade profile correct; spinner diameter and profile correct

**Interior:** None as such, just a rear bulkhead with a slot to take the tab moulded into the back of the generic pilot figure; moulded ledge in fuselage halves acts as instrument panel; decal for instrument panel, not accurate; no raised detail inside fuselage halves

**Detail:** Separate pitot, but depicted as 'T' instead of 'L' shaped; no aileron mass balance weights; aerial mast mounted into rear fuselage, but does project through canopy

**Canopy:** One-piece; correct length but about 1-2mm too short; frame detail good, but one on top of rear section missing; depicted with armoured glass on windscreen

#### Decals:

#PA74-98 – 'Black <->' of 11/JG26  
#6800 – 'White 4' of 4/JG26

No swastikas for either kit; overall dimensions of tactical markings too big/too broad character stroke in original issue, corrected for #6800; the JG 26 shield not accurate for #PA74-98; no stencils in #PA74-98; some stencils but no walkways in #6800

**Verdict:** *The age of this kit shows and although in its day it was probably the best about, nowadays it is best left to the collector in any incarnation.*

## Revell, Germany

### 1/48th Messerschmitt Bf 109E-4/7 Trop (#04572)

This is a reissue of the 3rd generation ex-Hasegawa kit and it was released in a Revell box in 2002. See the comments for the 3rd generation Hasegawa versions elsewhere for an overall assessment, as all that is included below are those elements that differ in this release.

**Lower wing:** As no etched parts are included in this kit, the matrix for each radiator is missing, resulting in them being 'see-through'

**Fuselage:** No etched parts, so matrix for chin radiator is missing



Revell 04572

**Canopy:** No etched parts, so the head armour is omitted, even though a template to make one from plasticard is included in the instructions

**Decals:** E-7 Trop, 'Yellow 13', flown by Lt Hans-Joachim Marseille, 3/JG27, North Afrika, April 1941; E-4, 'Black <<<', flown by *Hptm.* Helmut Wick, 1/JG2, Beaumont-le-Roger, France, October 1940; E-4, G9+JV, III./NJG1, Germany, 1941; no swastikas; complete stencils

**Verdict:** *As the third generation tooling this is the most accurate from Hasegawa and, at the time, this version was far cheaper than in a Hasegawa box, so it was well worth investing in. Overall the same comments made for the Hasegawa example/s apply here.*

## 1/32nd Scale

## Hasegawa, Japan

### 1/32nd Messerschmitt Bf 109E (#ST1)

Hasegawa first produced the E in this scale in 1973 as #JS-073 and it remained in production until 1977. It was also issued under the Minicraft/Hasegawa label in the USA as #073 during this period. At some later date it was renumbered #S5, and was reissued for the

last time in 1993 as #ST1. It is the last version that we have here for assessment.

**Plastic:** Medium grey-coloured plastic with raised panel lines and rivets

**Wing:** Lower half moulded as one-piece; about 2mm short in span; ailerons and flaps moulded in situ; control surfaces covered in a fabric effect, not considered accurate nowadays; ribs on ailerons accurate, too few on flaps; ailerons and flaps slightly too wide on underside half, correct on upper halves; trim tab too far outboard; panel lines do not match plans; cannon bulges oval; no ejector port (even as raised outline); radiators moulded to lower wing half, wrong shape/profile; matrix only at front of radiator; bulge aft of radiator moulded to wing, too shallow; vertical bar moulded into radiator intake; wing bolt bulges too small; centreline scoop too long/narrow; upper surface in two halves; panel lines do not match plans; access hatches do not match plans; leading edge slats too wide at tip, slightly too wide (>0.5mm) inboard; tip lights moulded (solid) with wing; the cut-out on the underside, mid-span in the flaps is also shown on the upper surface; wheel well length OK but the wheel section is elongated; no depth to wheel wells, nor any detail; oleo leg slightly too long, angle of tyre to ground also wrong (shown vertical to ground, not at angle); separate compression linkage; no detail inside undercarriage doors; main wheels slightly undersize; tyre rib detail too pronounced; hub detail shallow and inaccurate; tailwheel and oleo as one unit; oleo leg too short; tailwheel tyre too small; no detail on tyre or hub

**Fuselage:** About 3mm short; panel lines match plans; rivet lines do not match plans; line of rivets at angle under cockpit area, should not be there; jacking tube hole in half-relief and too far round fuselage side; cross-sections of aft fuselage good; cockpit opening correct size/location; aerial mast moulded to fuselage; bulge mid-wing root too large; all vents on nose/side half-relief and two on starboard side equal lengths (top one should be smaller); engine cowl separate, but front section also separate (should be one unit); front profile of cowling too curved; bulged at (top) back of engine cowling wrong, shown as two separate blisters; gun troughs slightly too wide, overall shape not bad and shown as slightly raised; exhaust moulded as single unit each side, correct length but panel above outlet in cowl is too thick; chin radiator has matrix inside and inlet door, but no exhaust flap, not even as raised lines; standard and tropical filters on sprue, latter one with inlet flap open but just blocked off inside (no detail)

**Tailplanes:** Correct span and overall profile; panel lines match plans; rivet lines match plans; trim tab too big and too far inboard; elevators have that 'fabric' effect again; some undulations for the ribs, but too few and thus wrong location; support struts mount too far outboard and are thus too long

**Engine:** None supplied

**Propeller:** Separate propeller, spinner and backplate; propeller blades each 2mm short; blade profile too wide; spinner diameter correct but profile wrong, cannon one has pronounced 'curve' to it; both cannon port and capped spinner types included; profile of capped one neither 'blunt' or 'pointed' style

**Interior:** Cockpit floor/rear bulkhead, seat, sidewalls, instrument panel, control column, trim wheel and rudder pedals; seat style/shape inaccurate; sidewall detail a bit generic and inaccurate; rudder pedals not correct shape, just simple oblongs; instrument panel has raised detail, but limited and thus not that accurate; fuel tank (bag) below the cockpit is also included



Hasegawa ST1

**Detail:** 300lt drop tank and rack, basic shape OK but engraved detail too heavy and strap missing/shown as another engraved line; drop tank rack totally wrong shape/size; cluster bomb and rack; overall shape good but fins thick and sway braces on rack over-simplified; pitot separate; aileron mass balance weights separate; guns included for wings and above engine, but all look very 'skinny' and lack detail/definition

**Canopy:** Offers both early (E-1/E-3) 'curved' and later (E-4/E-7) 'square' units, both as three-piece; no separate armoured glass (nor moulded in situ); shape of rear section in each version is wrong, being curved at the top/sides, instead of flat, also has odd 'wedge' profile visible when viewed from above; odd raised line inside rear of 'square' version for head armour to mount on; separate head armour, but no support arms (hence mounting to canopy interior), just 'floats about'; frame lines match plans, but the one in the centre/top of the aft section is missing on both versions; the periscope and revised windscreen is missing for the Galland option

**Decals:** The example we had came with the following options: E-4N, 'Black <->', flown by Adolf Galland, JG26, France, September 1940 (see Canopy); E-4N, 'Black <<<', flown by *Maj.* Helmut Wick, Belgium, October 1940; E-3, 'White 1', flown by *Oblt* Otto Bertram, 1/JG2, France, May 1940; decals include swastikas, but at the side of the sheet so they can be removed in countries where it is banned; full set of stencils; national crosses correct dimensions; Galland insignia also correct size

**Verdict:** *Not that bad considering the age, but easily surpassed by both Trumpeter and Eduard today, making this really one only for the collector. Odd to note that many of the errors in this kit, even including the decals and lack of periscope, were duplicated by Trumpeter!*

Airframe & Miniature No.5  
The Messerschmitt Bf 109 Early Series  
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Valiant Wings Publishing Ltd  
8 West Grove, Bedford, MK40 4BT  
+44 (0)1234 273434  
valiant-wings@btconnect.com  
www.valiant-wings.co.uk

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