



The Messerschmitt Bf 108 Taifun was the tourist and courier aircraft which set decades-long trends in its category. The progressive design was not surpassed until thirty years later. Bf 108s served reliably both civilian as well as military users, especially the Luftwaffe.

In 1934, the Challenge International de Tourisme was to be held and Germany wanted to enter a team that would fly a brand new sport aircraft. Its design was assigned to Bayerische Flugzeugwerke AG (BFW) company with chief designer and co-owner Willi Messerschmitt. He had already built several successful sports and passenger aircraft, but was also in disfavor with the Erhard Milch, the Reich Minister of Aviation, due to the crash of a prototype ten-seat airliner, the M 20, which killed Milch's close friend and Lufthansa chief pilot Hans Hackmack in 1928. Milch's resentment prevented BFW from accessing any government contracts and the resulting difficulties led to the company's bankruptcy and restructuring in 1933.

Thanks to the activities of BFW director Rakan Kokothaki, Messerschmitt prepared a small transport aircraft design, the M 36, for Romanian Airlines during the difficult times shortly after the bankruptcy. The prototype proved successful and Romania purchased the design. The success with a foreign customer eventually helped Messerschmitt to get an order for a new sports aircraft, designated the M 37. It was a progressive design that was well ahead of its time with all-metal airframe, retractable landing gear and spacious, comfortable four-seat cabin with ample luggage space. The first prototype was successfully flown on June 13, 1934, and RLM designated it Bf 108 subsequently. For the factory itself, this was an aircraft that helped it not only financially but also technologically. With the Bf 108, Messerschmitt and his colleagues verified the construction to be used for the design of the Bf 109 fighter.

#### On the sports scene

The Bf 108 prototype first flew on June 13, 1934. It was powered by a 224 hp (165 kW) Hirth HM 8U engine coupled to a three-bladed VDM adjustable pitch propeller. It was subsequently redesignated Bf 108V-1 and tests at Rechlin confirmed very good flight characteristics and performance of the new aircraft. The production of a pre-production series of six aircraft for the needs of the competition team was therefore promptly commissioned. One aircraft (D-IBUM) was destroyed in a crash prior to the competition, finally, four Bf 108s took part in the Challenge International de Tourisme. It was a 14,313 km long stage race that took place over several European countries, as well as over the Mediterranean Sea and North Africa. The competition evaluated a number of different and sometimes contradicting flight performance characteristics and Messerschmitt therefore sought to create an aircraft that would be able to compete in all of them. In order to achieve this goal, the wing had unusually large flaps over almost the entire wingspan, while control around the longitudinal axis was provided only by small ailerons and slats on the leading edge. However, this solution gave Bf 108 unusually sensitive controls, even for experienced pilots. In the end, the Bf 108 did not live up to expectations, with the best placed being World War I combat veteran Theo Osterkamp in 4th place.

Even so, it was obvious that an extraordinary aircraft was born and the Bf 108 started to attract interest of customers. In 1935, BFW produced 32 units with a modified wing as it received standard ailerons. In November, a slightly enlarged version, the Bf 108B, was ready for production. After a three pre-production Bf 108B-0s, serial production of the Bf 108B-1 commenced with the power unit changed for 231hp (170kW) Argus AS 10C-3.

The cockpit canopy was also modified and slots were stretched almost all the way along the leading edge of the wing. The propeller was wooden, fixed, or adjustable VDM one. The name Taifun was chosen for the Bf 108 because of the achievement of German woman pilot Ella Beinhorn, who flew the distance of 3,568 km from Gleiwitz to Zurich in 13 hours and 25 minutes of flight time in August 1935.

#### Military service

During 1938, 175 Taifuns were produced, including Bf 108B-1S (Schlechtwetter) with better instrument equipment for bad weather conditions flights. Most of these aircraft were taken over by the Luftwaffe, as were all the examples of Bf 108B-2 version. These received the MeP7 variable-pitch propeller.

In January 1941, the Bf 108D-1 version with the Argus As 10C or As 10R engine with 177 kW (241 hp) was introduced into production. The wing was enlarged and the fuel system was changed. The BFW produced 131 units, and after the surrender of France, production of Taifuns was transferred to the SNCAN factory to free up the BFW's full capacity to produce Bf 109 fighters. For Afrikakorps needs, some of the machines were converted to the Bf 108B-2 trop and Bf 108D-1 trop versions. At SNCAN, Bf 108s were produced not only until the end of the war but also after. The post-war production included an adaptation to a tricycle nosewheel landing gear, which was designated NORD 1101.

#### Reliable courier

During the war, the Bf 108 was reliable aircraft serving in courier and liaison duties. Only once did this aircraft become a direct participant in an operation of combat significance, when it carried a pair of sabotage group of two pilots who's task was to prepare conditions for interfering with Allied supply routes over North Africa from a forward area. Interestingly, in order to cover the 2,500 km distance to its destination in Great Syrt Bay, the Taifun had to travel more than half of the way in tow behind the He 111 from Greece.

A total of 885 Bf 108s of all versions were produced during the war, with post-war production yielding another 250. The military versions of the Bf 108B-2 and D-1 produced 626 units. Most of them were used by the Luftwaffe, but also by many foreign users. The timelessness of the design is evidenced by the fact that in 1974 Messerschmitt, in cooperation with other partners, attempted to introduce production of an upgraded Taifun 1974. However, the plans eventually fell through.



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.



Před započatím 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.

## INSTRUCTION SIGNS \* INSTR. SYMBOL \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明



OPTIONAL  
VOLBA



BEND  
OHNOU



SAND  
BROUSIT



OPEN HOLE  
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ



REMOVE  
ODŘÍZNOUT



REVERSE SIDE  
OTOČIT



APPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

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## PARTS



## DÍLY



## TEILE

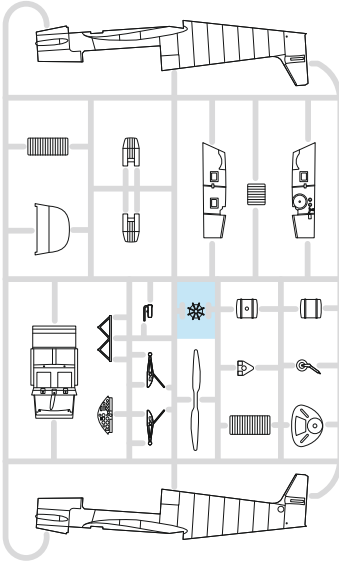


## PIÈCES



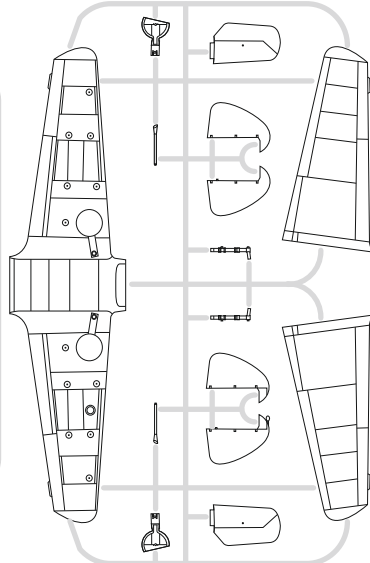
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A&gt;

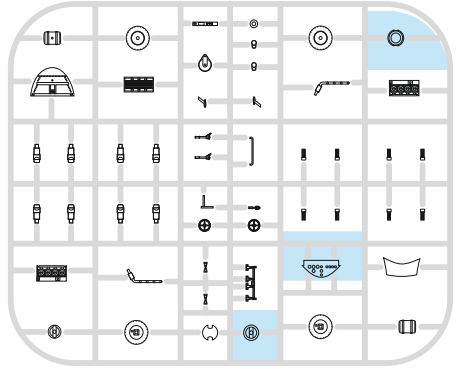


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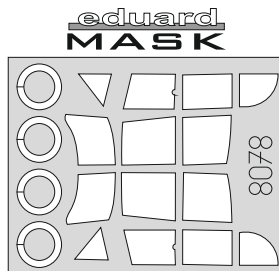
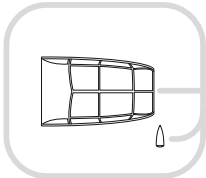
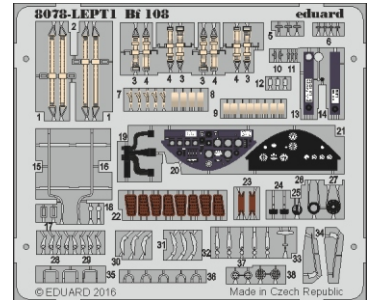
## PLASTIC PARTS



C&gt;



D&gt;

PE - PHOTO ETCHED  
DETAIL PARTS

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

## COLOURS



## BARVY



## FARBEN



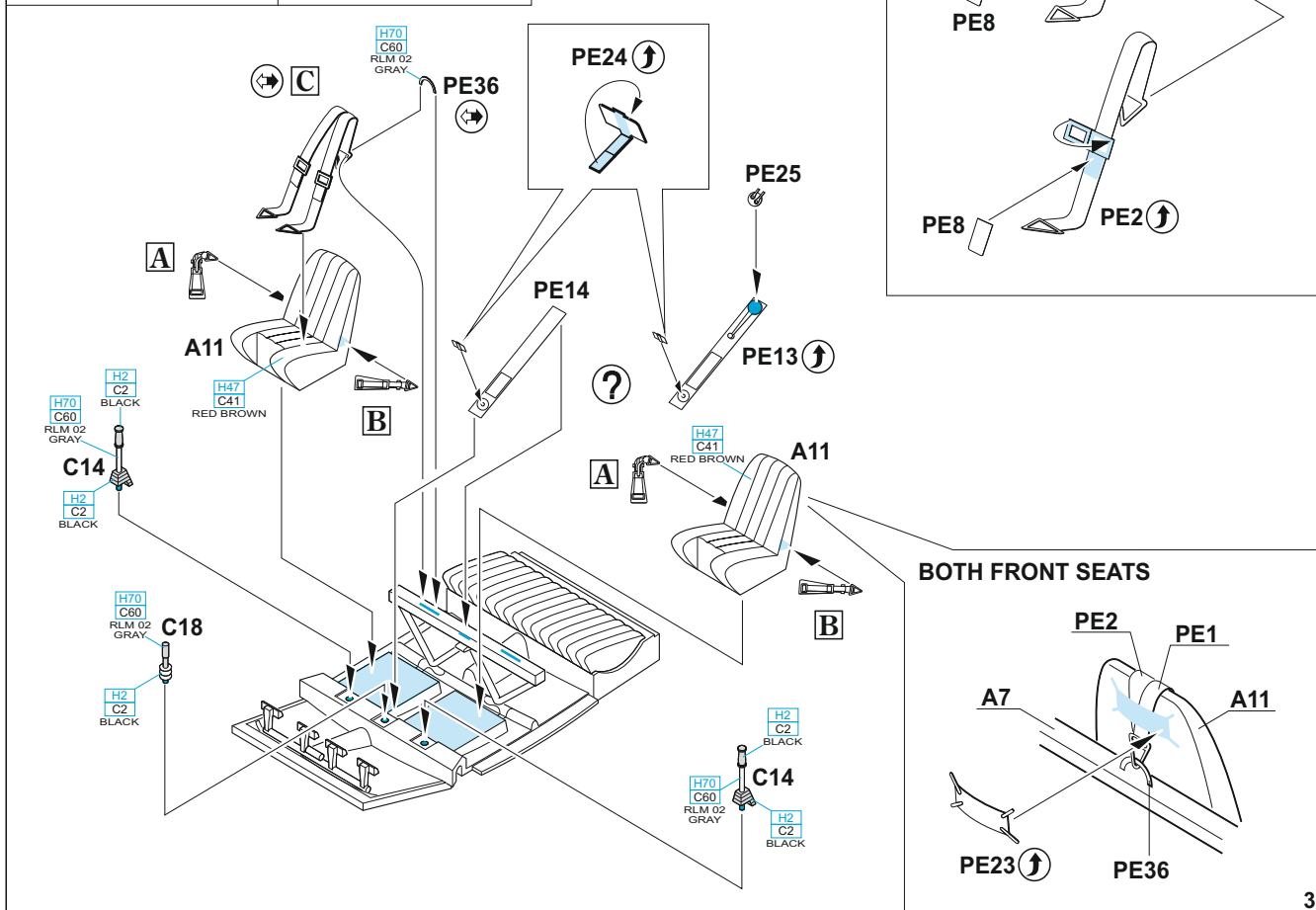
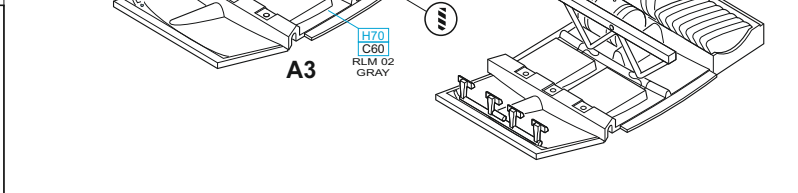
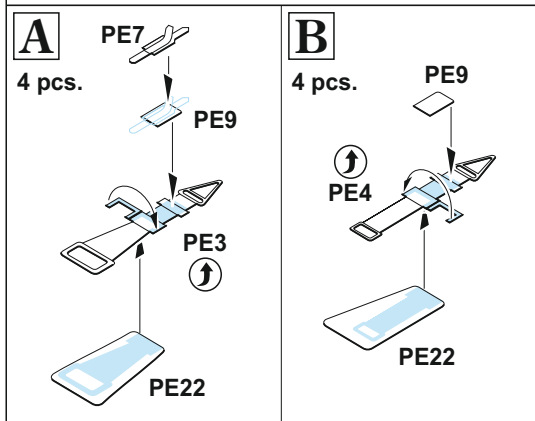
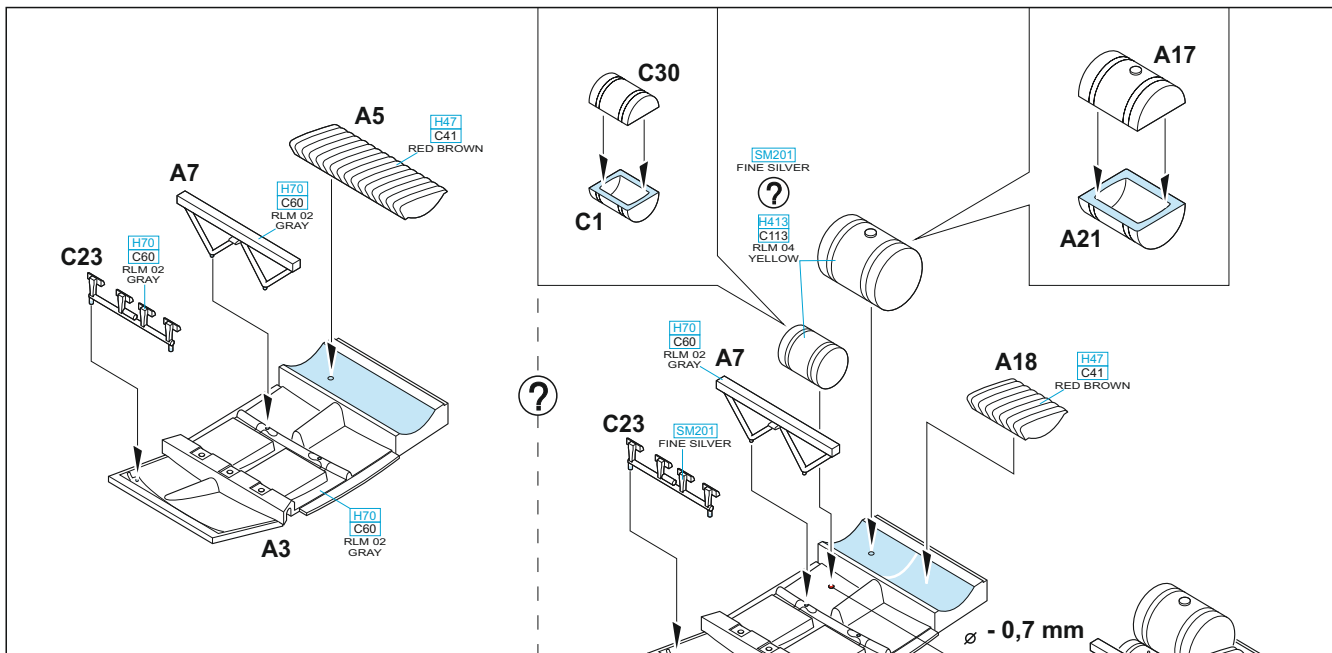
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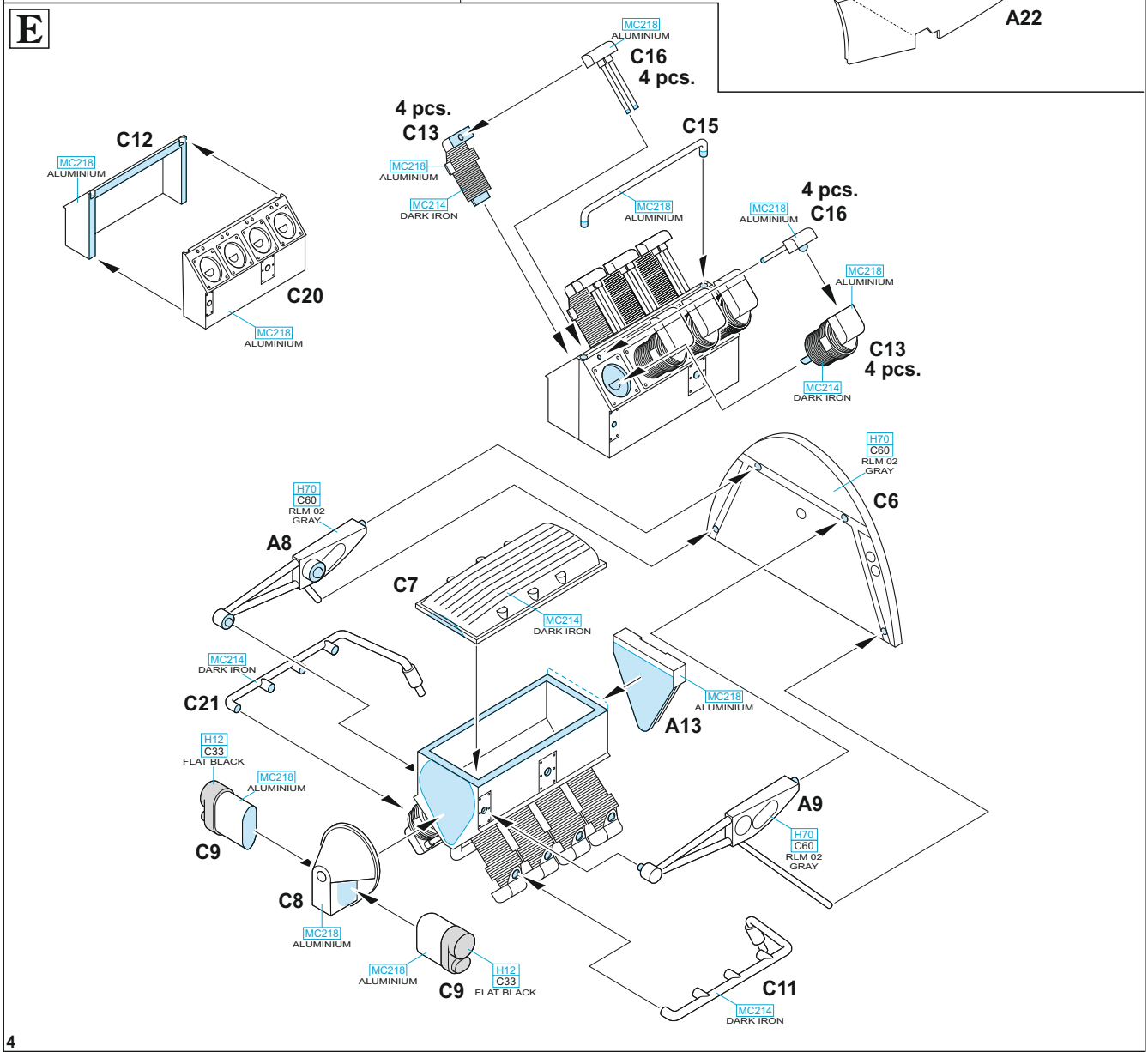
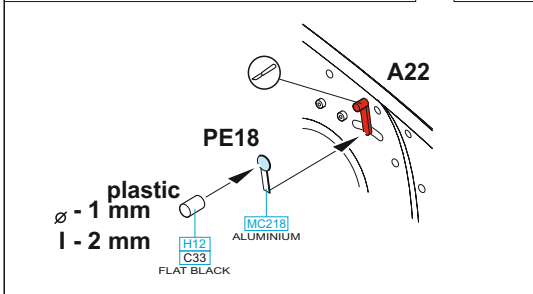
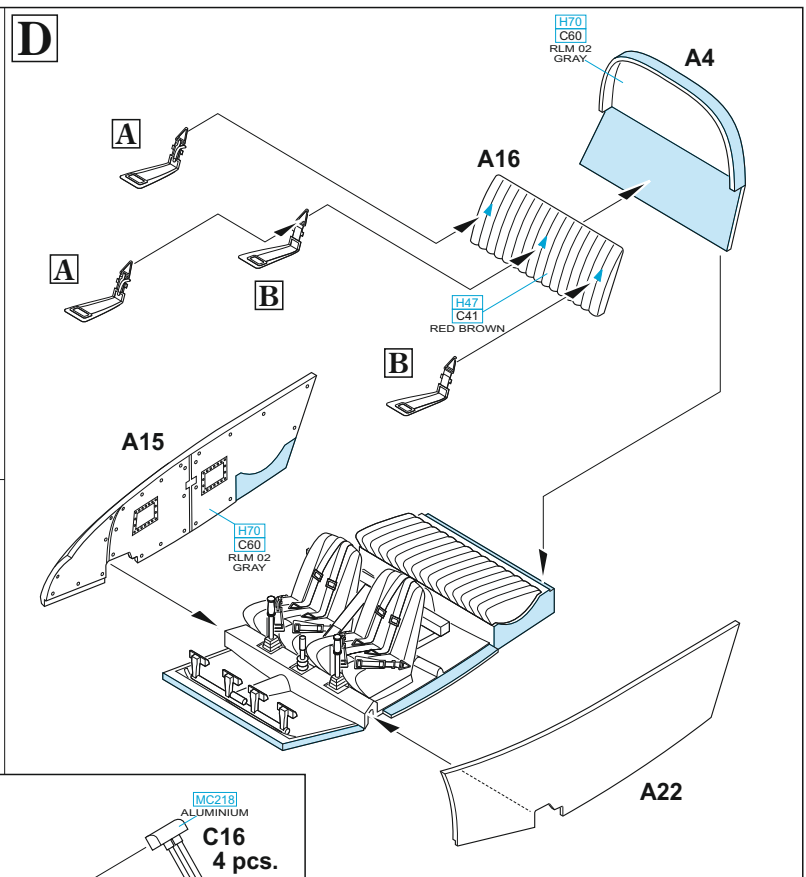
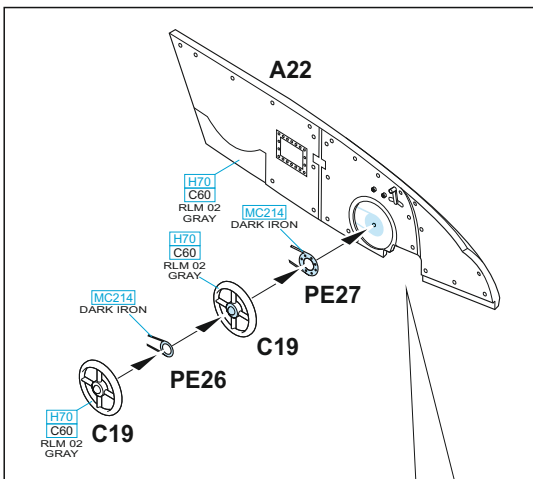


## 色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H4	C4	YELLOW
H8	C8	SILVER
H11	C62	WHITE
H12	C33	FLAT BLACK
H33	C81	RUSSET
H34		CREAM YELLOW
H36	C15	DARK GREEN
H37	C43	WOOD BROWN
H47	C41	RED BROWN
H61	C35	UA GRAY
H65	C18	RLM70 BLACK GREEN
H66	C19	RLM79 SANDY BROWN
H67	C115	RLM65 LIGHT BLUE
H68	C36	RLM74 DARK GRAY
H69	C37	RLM75 GRAY

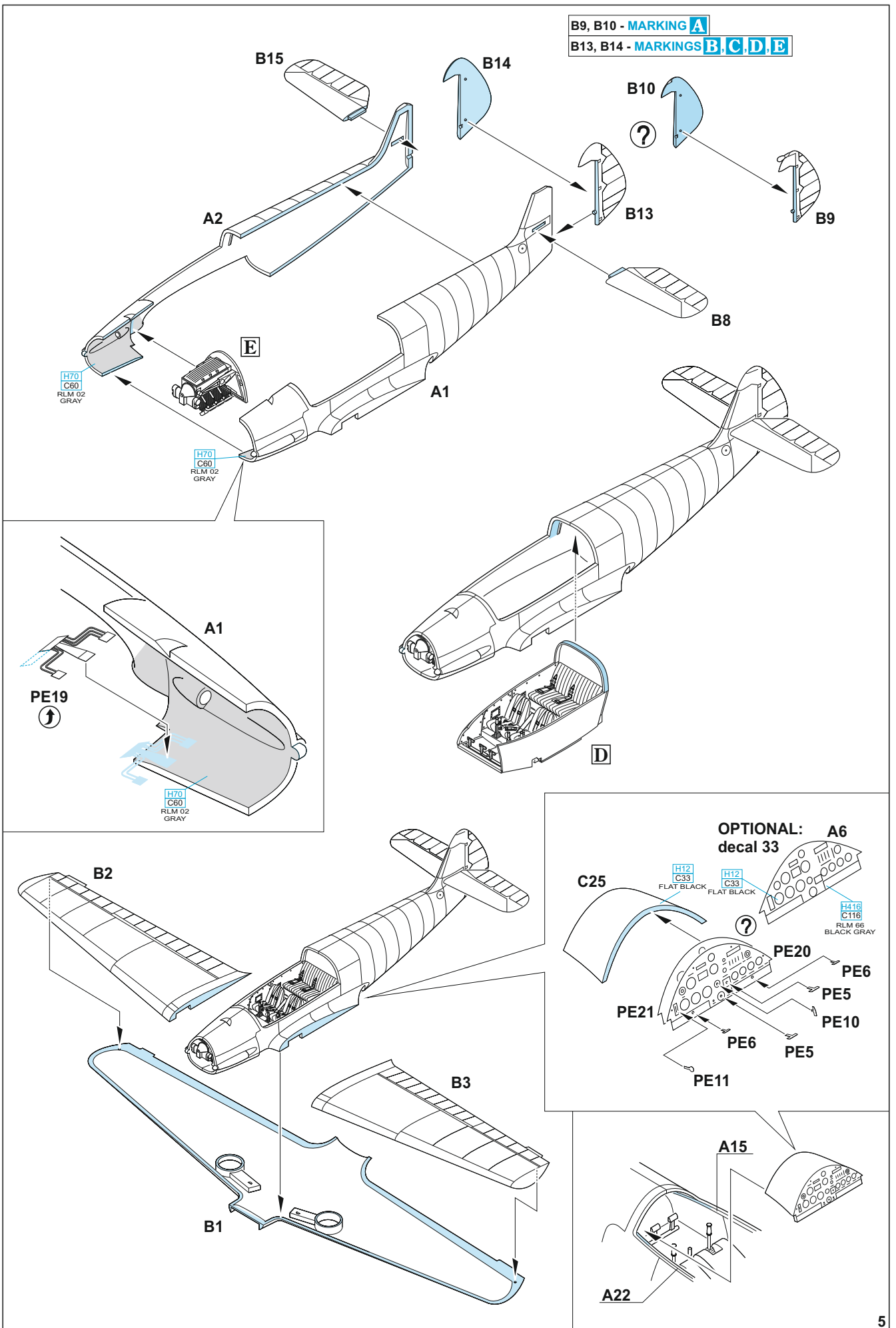
AQUEOUS	Mr.COLOR	
H70	C60	RLM02 GRAY
H77	C137	TIRE BLACK
H303	C303	GREEN
H308	C308	GRAY
H406	C406	CHOCOLATE BROWN
H413	C113	RLM04 YELLOW
H416	C116	RLM66 BLACK GRAY
H417	C117	RLM76 LIGHT BLUE
H420	C420	RLM80 OLIVE GREEN
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER 2
SM206		CHROME SILVER

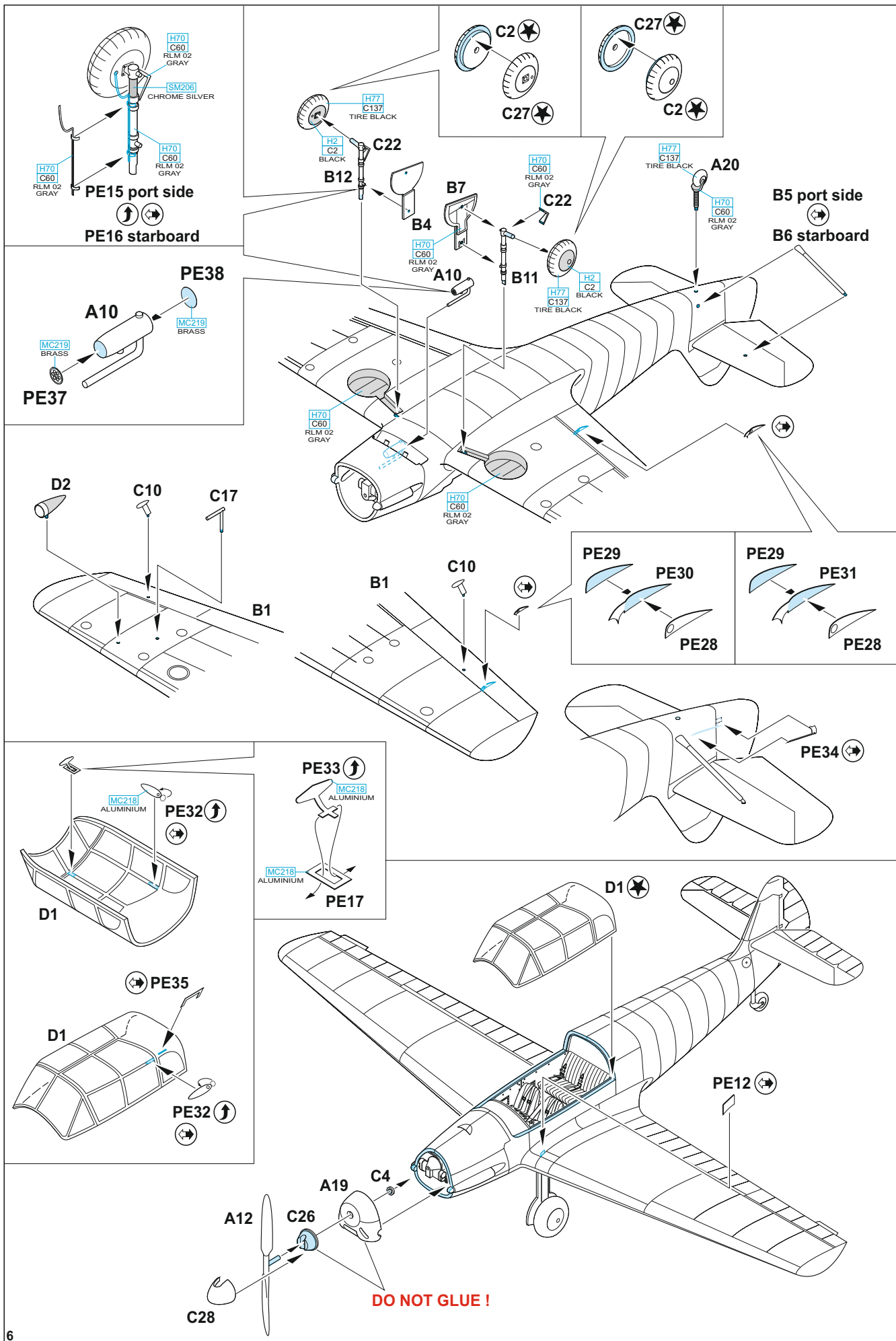




B9, B10 - MARKING A

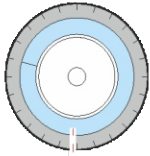
B13, B14 - MARKINGS B, C, D, E





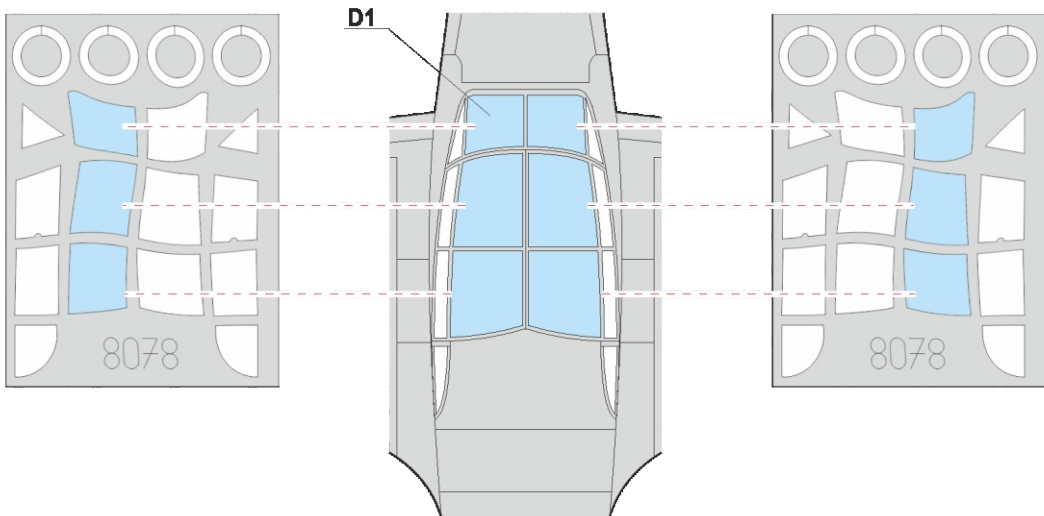
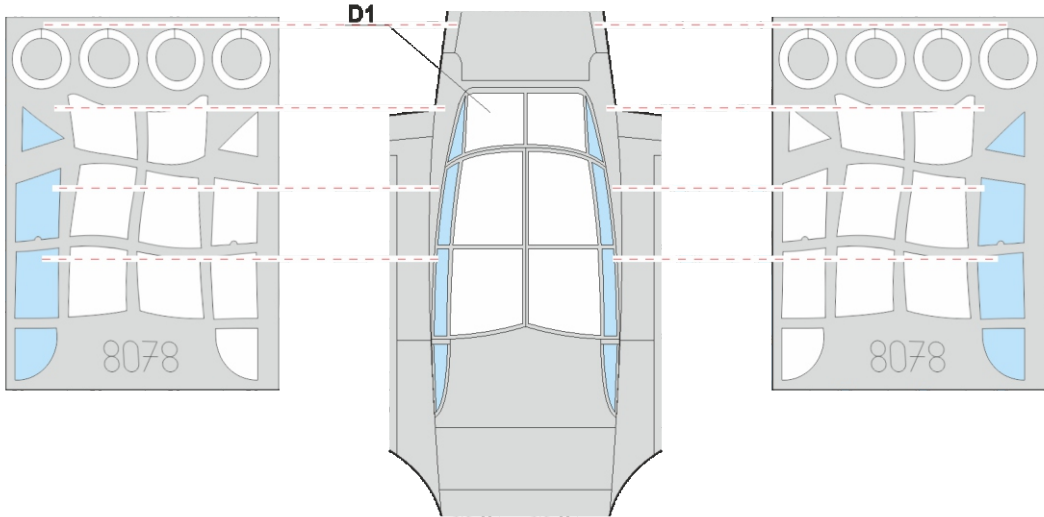
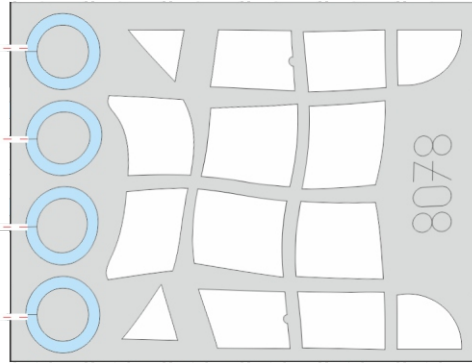
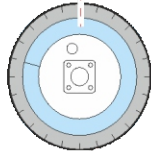
2 pcs.

C2



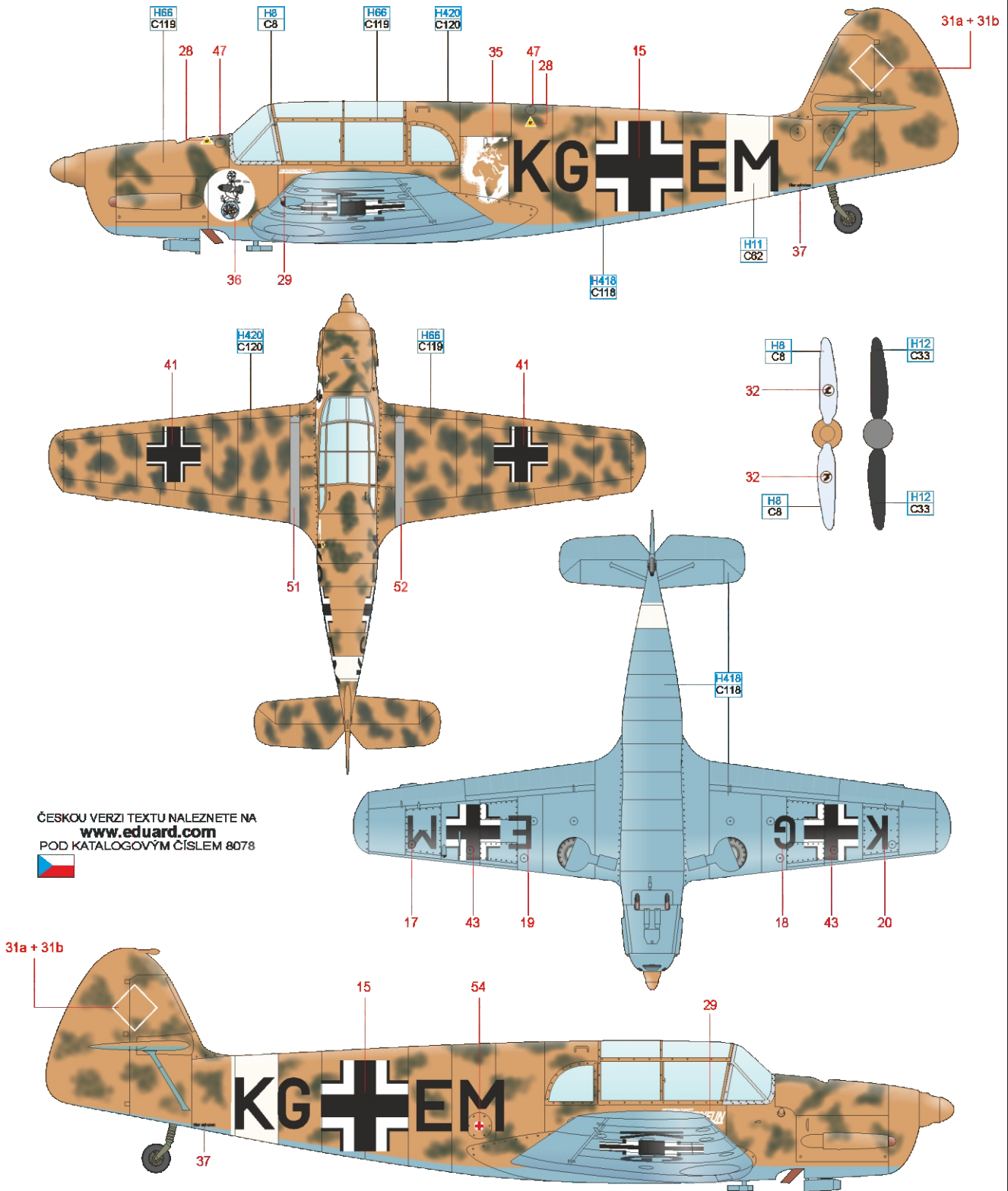
2 pcs.

C27



# A Sonderkommando Blaich, Libya 1942

Sonderkommando Blaich, named after its Commander Hptm. Theo Blaich, was equipped with He 111s and operated in Libya during 1942. This Taifun KG+EM also belonged to the fleet and was modified for service in tropical environment. It also received a tropical camouflage of a sand color with green spots on the upper surfaces. The most interesting operation of this unit was the successful bomb raid on the Allied fuel storage facility in For Lamy on January 22, 1942, in which this Bf 108 also played some role.



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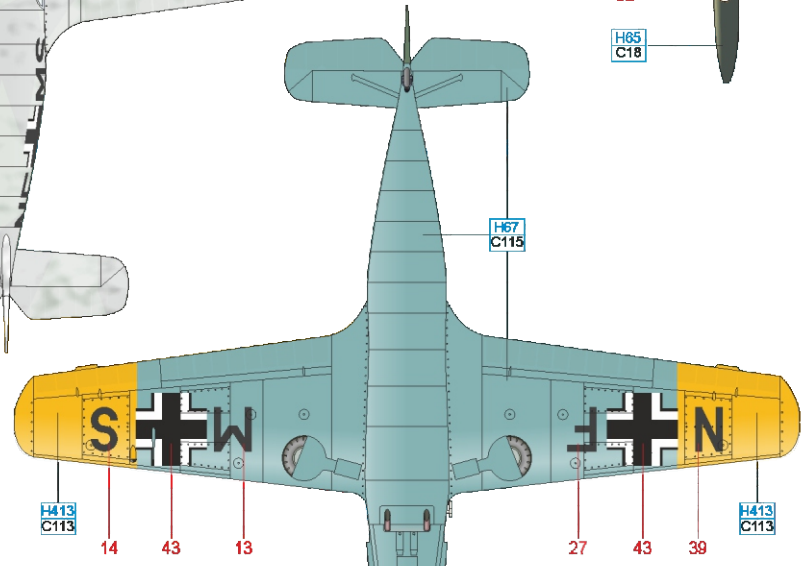
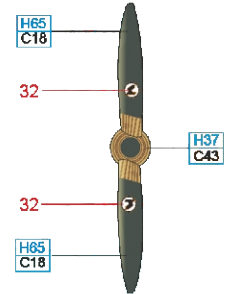
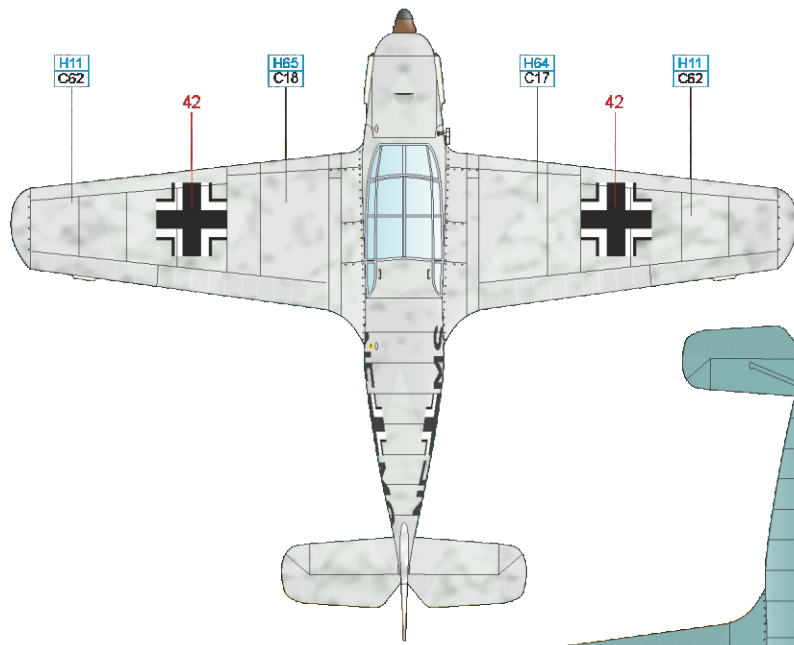
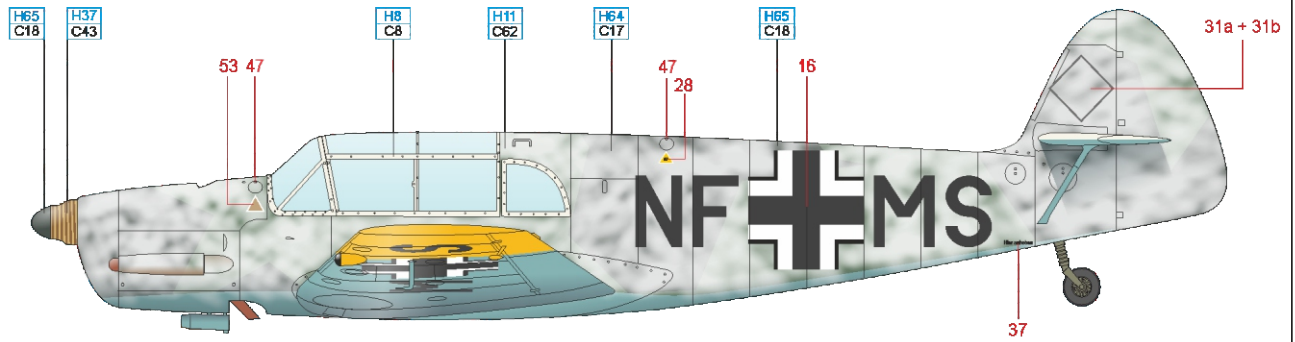


SILVER	H8 C8
WHITE	H11 C62
RLM 78	H418 C118
RLM 79	H66 C119
RLM 80	H420 C120
BLACK	H12 C33

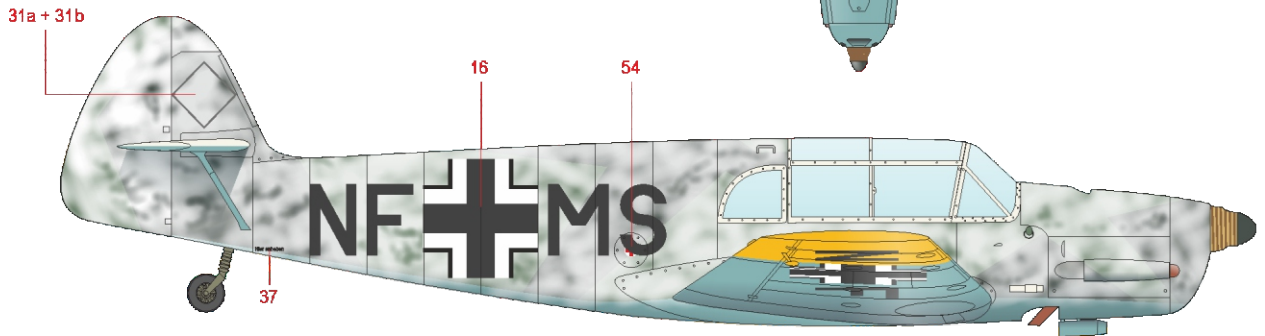


# B France, May 1940

This Bf 108 was painted with RLM 24 on the upper surfaces and RLM 65 on the lower ones. The snake was sprayed by RLM 65 with the use of a snake-shaped template over which the color was sprayed. The code letters were in RLM 05 shade. Note the regular Taifun logo placed under the canopy. The framing of canopy could be either RLM 05 or natural metal.

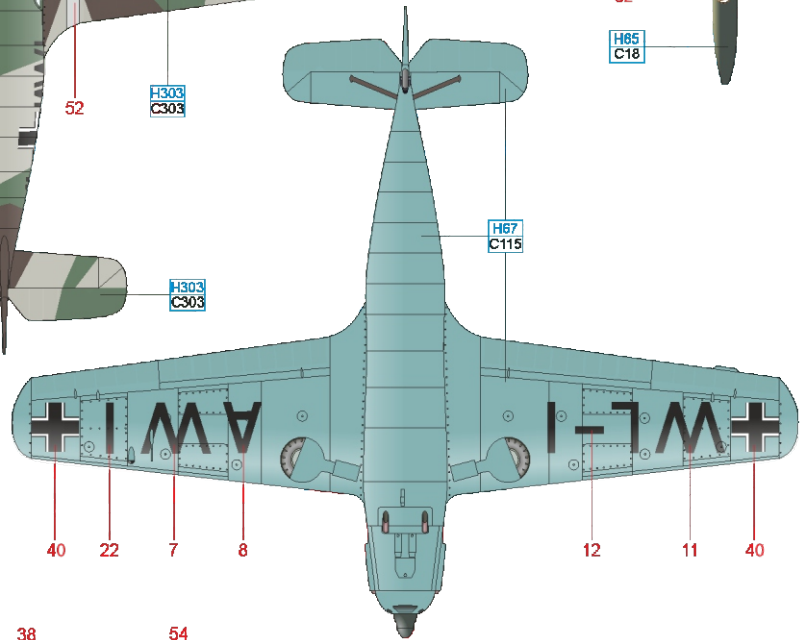
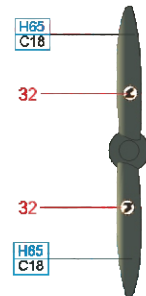
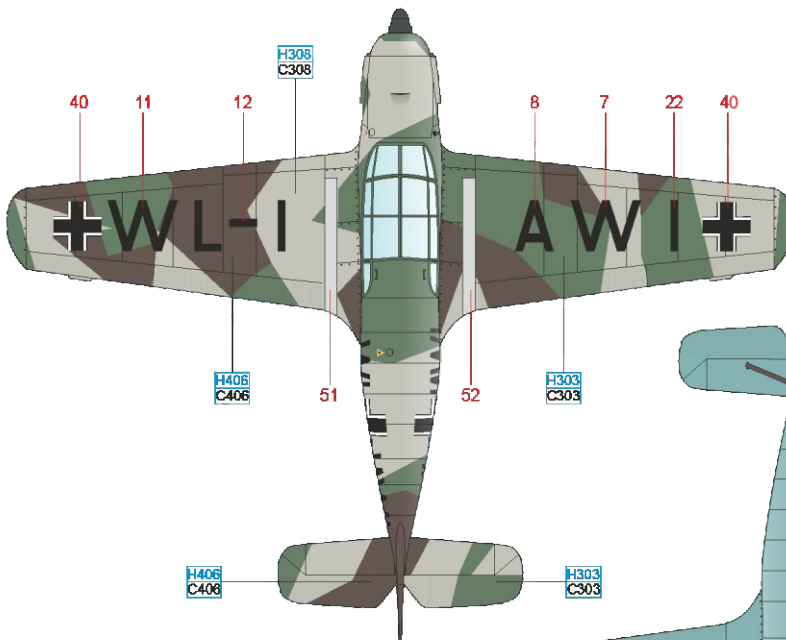
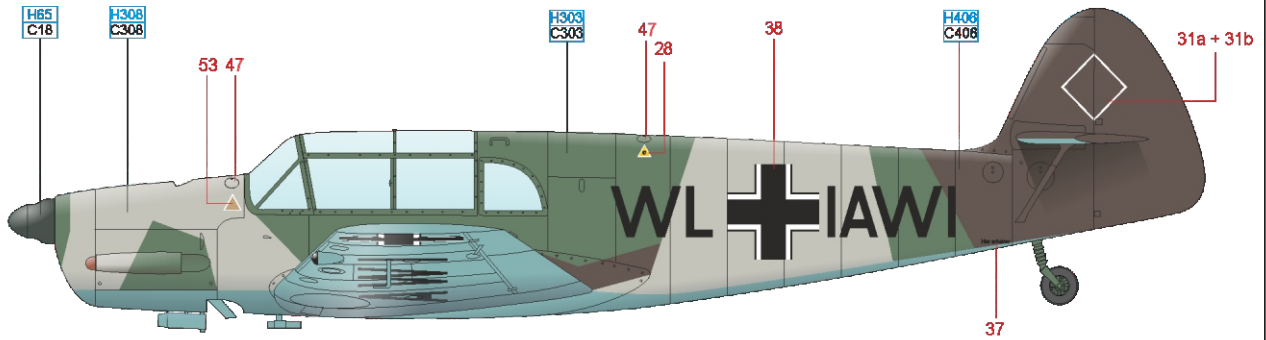


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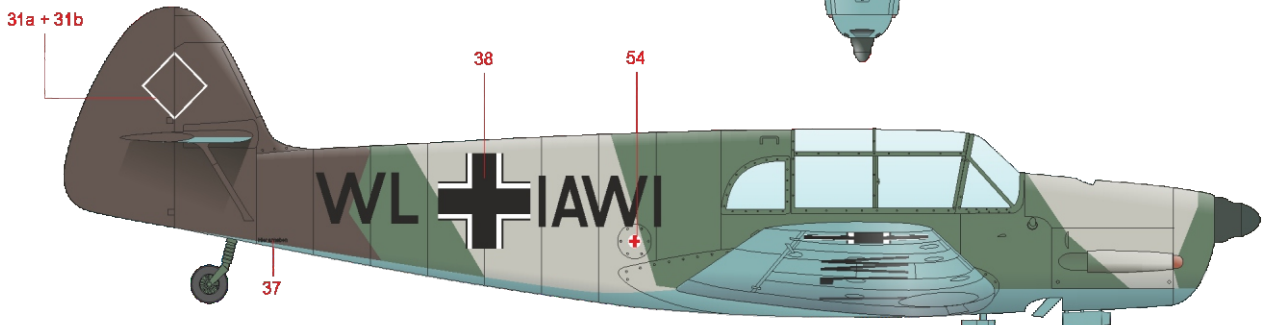


SILVER	H8 C8										
WHITE	H11 C62	RLM 65	H87 C115	RLM 71	H84 C17	RLM 70	H65 C18	WOOD	H37 C43	RLM 04	H413 C113

The German pre-war colors were used to camouflage this Taifun. Upper surfaces were painted RLM 61, RLM 62 and RLM 63 shades, the undersides were RLM 65. The new camouflage was painted over the original factory colors and thus the stenciling was not visible.

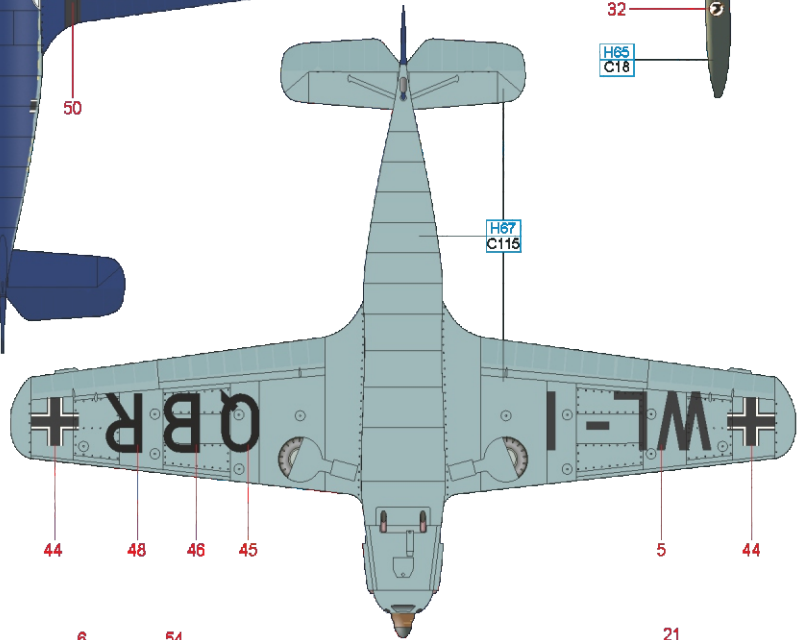
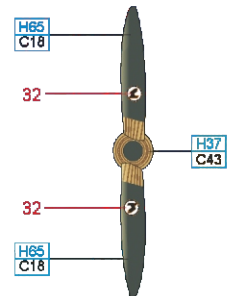
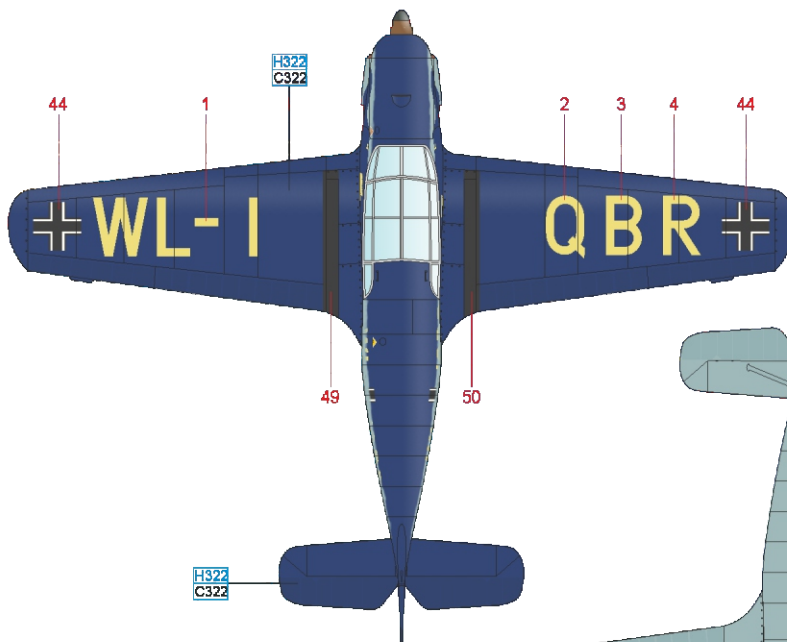
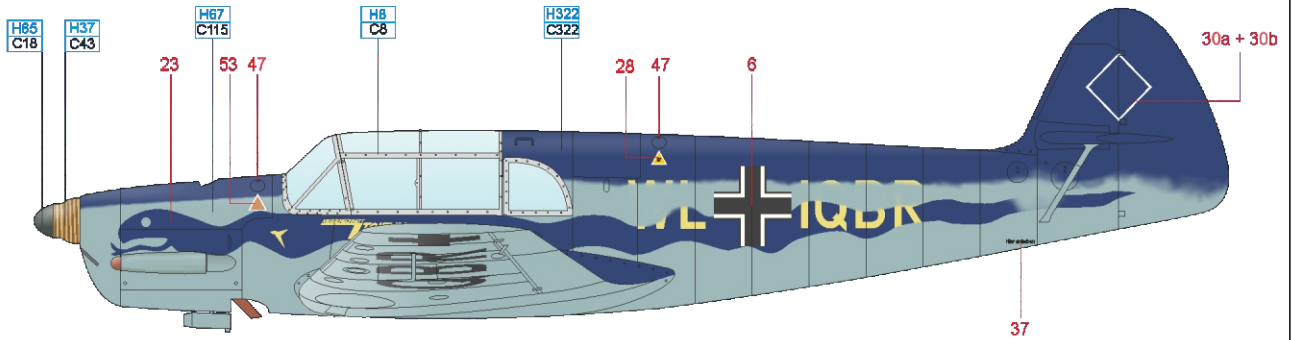


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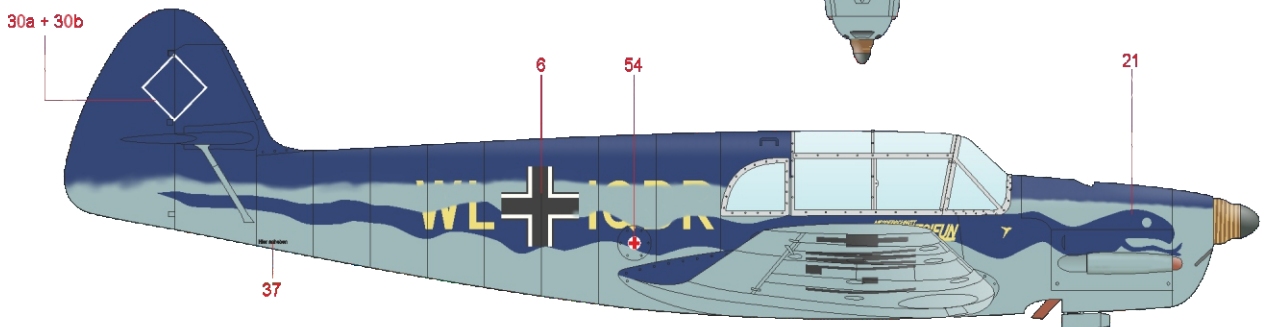


# D Hungary, 1942 -1944

This aircraft was painted in very unusual camouflage scheme as the RLM 74, 75 and 76 colors prescribed for fighter aircraft were used. This Taifun served probably in Hungary on the Eastern front. The code letters ZS were either oversprayed or scraped off.



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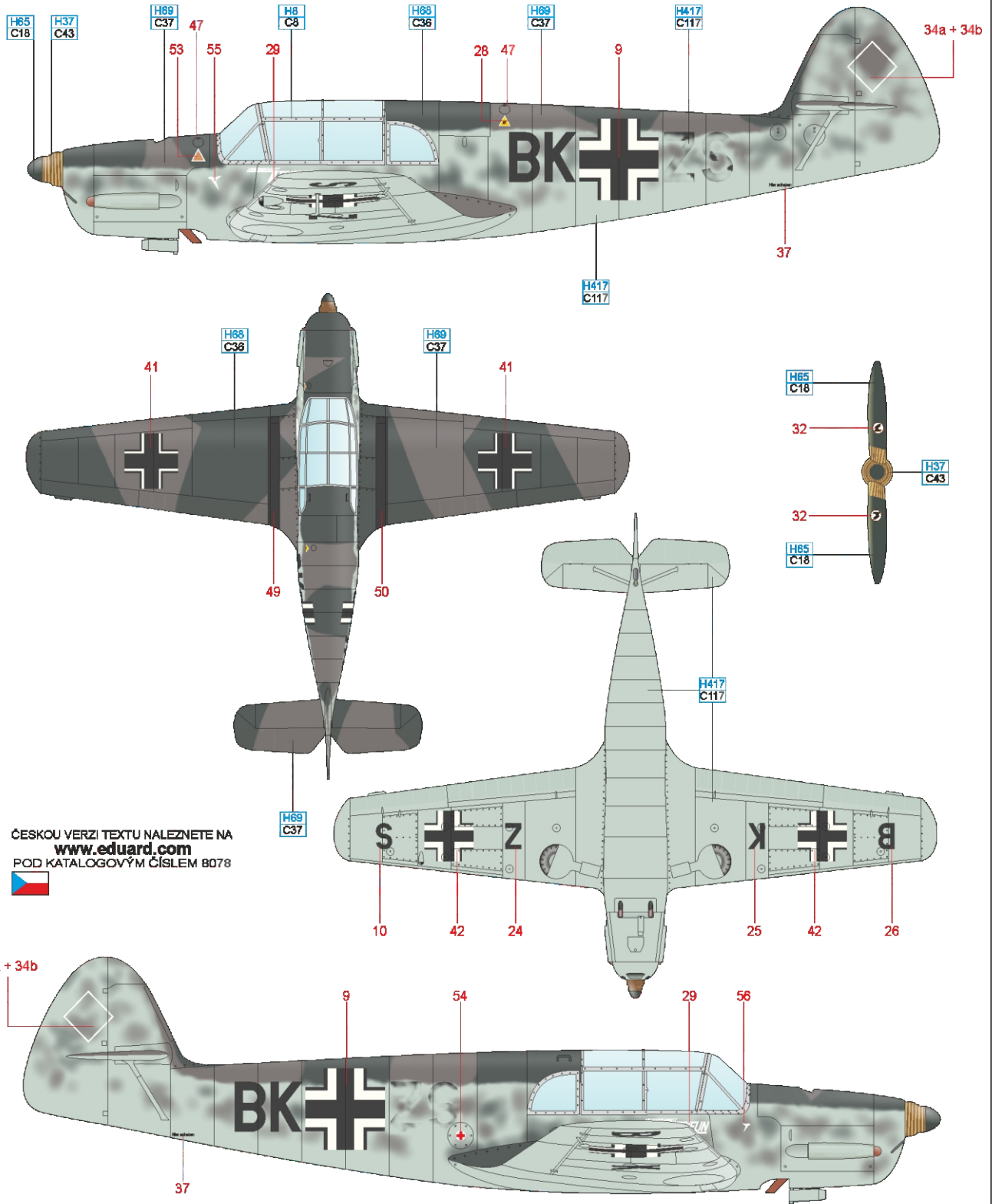


SILVER H6 C8 WOOD H37 C43 RLM 65 H67 C115 BLUE H322 C322 RLM 70 H65 C18

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# E Eastern Front, 1942 – 1943

The camouflage scheme consisted of RLM 70 and 71 on upper surfaces and RLM 65 on lower surfaces. The upper surfaces were overpainted with white splashes. The white was sprayed over the edges of national insignia.



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SILVER **H8 C8**

RLM 76 **H417 C117** WOOD **H37 C43** RLM 75 **H69 C37** RLM 74 **H88 C36** RLM 70 **H85 C18**

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