Use caution with printed parts—it is the builder's responsibility to work with a reputable printer and to verify that the resulting part is safe for use.

Sheet sand to a smooth radius.

Install a wing pin from 1/4" dowel where marked.

Join wings with ply.

Sheets center section and leading edge with 1/16" balsa.

Install the tail framework parts in numerical order.

Aileron parts in numerical order.

Trailing edge (TE)—crack near root where shown.

Ribs W2 thru W7 perpendicular to board.

Laminate Rib Doubler W2B to W2 and W3B to W3.

Pin the lower main spar and rear spar (RS) to the board.

Stack two R2's together.

A1 is a doubler to A2.

Do not glue A1 to RS!

Glue crack in TE.

Raise root end of TE and glue to W1.

Raise the lower main spar by shimming it with 1/16" balsa top and bottom.

Stringers—alternate from side to side to avoid warps.

Keel K9--ties formers F6 thru F8 together.

Lower hatch rails K7--glue only to F1, F2, and F3T.

All "b" Former parts.

WB--wingbolt pad.

Add a few stringers below the side keel to lock the assembly into place.

Wing Saddle WS--align upper edge with notches in F3 thru F6.

All "a" Former parts--install perpendicular to plan.

Keels K1 thru K4--pin these parts flat to the plan.

Oddly, the very first 109 to take to the air was powered by a Rolls Royce Kestrel engine. Because this engine was lighter, it had a very different appearance from the prototype.

Although the performance of the Bf 109 was so poor, its board of directors was very impressed with its potential as a fighter. The company continued to develop the design, and in 1934 the first prototype was flown. This model was originally designed with a 30" wingspan and no landing gear. At 45", the scaled-up model shown here before W1 is installed

The dihedral is set by installing center wing stringers--alternate from side to side to avoid warps.

The wing shown here and its short set, when built up is perfect for servos, with servoless retracts. The wing shown here is a modified version of the EMC 109 V2. This model was originally designed with a 30" wingspan and no landing gear.

The wing shown here is a modified version of the EMC 109 V2. This model was originally designed with a 30" wingspan and no landing gear.