

GERMAN WWII HEAVY FIGHTER 1:72 SCALE PLASTIC KIT

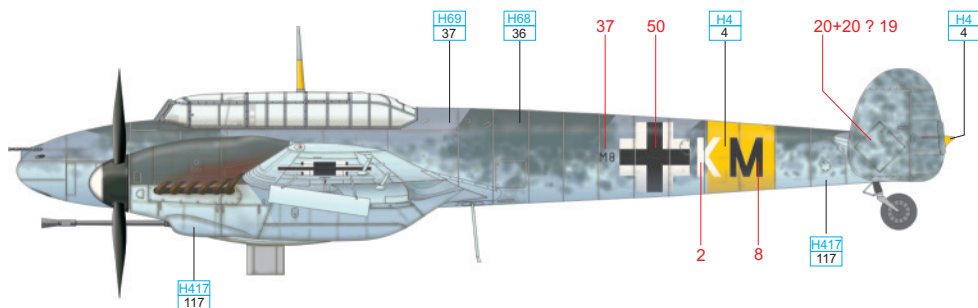
ProfiPACK


eduard

intro

The first pages of history for the famous Zerstörer Bf 110 were written at the end of 1934, when C-Amt RLM (the technical branch of the Reich's Air Ministry) issued a specification for a two seat, twin engined aircraft to fulfill a need within the Kamfzerstörer category. Submitted proposals came from Focke-Wulf (Fw 57), Henschel (Hs 124) and BFW (Messerschmitt Bf 110). In the spring of 1935, the RLM changed its thinking on the spec, and cancelled the universal Kamfzerstörer category in favor of two specific types, the Schnellbomber and the Zerstörer. The new concept of a heavy fighter of the RLM were best satisfied by the Messerschmitt design, which wasn't really dictated as much by the original specifications. The first prototype, the Bf 110 V1, first flew May 12, 1936, and the modified second prototype V2 was submitted to the Erprobungstelle in Rechlin on January 14, 1937. Four development aircraft, A-01 to A-04, powered by JUMO 210Da engines, were delivered at the beginning of 1938. A production run of 45 Bf 110Bs began in July, powered by JUMO 210Ga engines, delivering some 500kW (680hp). At the end of 1938, the production line for the high performance DB 601 finally got going, and these were mounted into the first major Bf 110 version, the Bf 110C. The Bf 110C, as was the case with the Bf 110B, was armed with two MG FF cannon, mounted in the fuselage below the cockpit floor, four MG 17 machine guns mounted in the nose and one rear firing MG 15 machine gun manned by the gunner/radio operator. There was a crew of two. The Luftwaffe received a total of 169 Bf 110Cs by September, 1939. The first combat experience of the type in Norway and France uncovered a small operational radius, unsuitable for an escort fighter. The first attempt to remedy the shortcoming came in the form of a large, underfuselage conformal type external fuel tank, called the Dackelbauch. The Bf 110C-3, adapted to carry this tank, were redesignated D-0. Results were not entirely satisfactory with the D version, and so there was a reconstruction of the fuel system, after which aircraft of the D version carried two drop tanks under the wings, and a small oil tank under the fuselage. The Bf 110D also standardized a longer fuselage, by way of an extension at the rear carrying a life raft and other emergency survival gear. This was a feature also evident on some subsequent Bf 110Es, which were equipped with bomb racks under the fuselage and wings. The majority of Bf 110Es were powered by the DB 601N engines. The following Bf 110F received the DB 601F engines housed in reshaped nacelles, with newer, more rounded spinners, aerodynamic features taken from the Bf 109F. Upgrading efforts were noted in the armament as well, where the MG FF were replaced by MG 151s. Significant changes came with the Bf 110G, powered by new DB 605 engines. The rear firing MG 82Z double gun appeared on the G-2, and with the G-4 came the replacement of four forward firing machine guns with two 30mm MK 108 cannon. The G-4 also saw larger rudders mounted.

The Bf 110 went through not only technical changes throughout its career, but also through a development of its operational use. It entered the war as a heavy escort and attack fighter. By the time of the Battle of Britain, it became apparent that the aircraft, in the role of escort fighter, had been pushing the envelope of its capabilities. On the contrary, as a defensive weapon against British bombers, the Bf 110 made an extremely good showing of itself, and remained a deadly foe through to the end of the war. The placement of RAF bombing operations within nighttime hours from 1941 brought the Bf 110 into the realm of nightfighting on the Western Front. On the Eastern Front, they excelled as fast fighter bombers. Their earlier role as a day attack fighter was still fulfilled not only on the Eastern Front (where they were employed throughout the war successfully even as the originally envisioned escort fighter), but also on the Western Front into the depths of the summer of 1944, where the role was abandoned primarily, and finally, due to the effectiveness of American fighter escorts. As a nightfighter in the G-4 version, thanks to a heavy forward firing armament and radar, they soldiered on literally until the very end of the war. As such, it was the nightfighter role that would prove to be the most significant for the Bf 110 during the course of the Second World War.



ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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. SYMBOLY



INSTRUKTION



SINNBILDEN



SYMBLES



記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYTŘAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁREZREMOVE
ODŘIZNOUTAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD'S MASK
NABARVIT

PARTS



DÍLY



TEILE

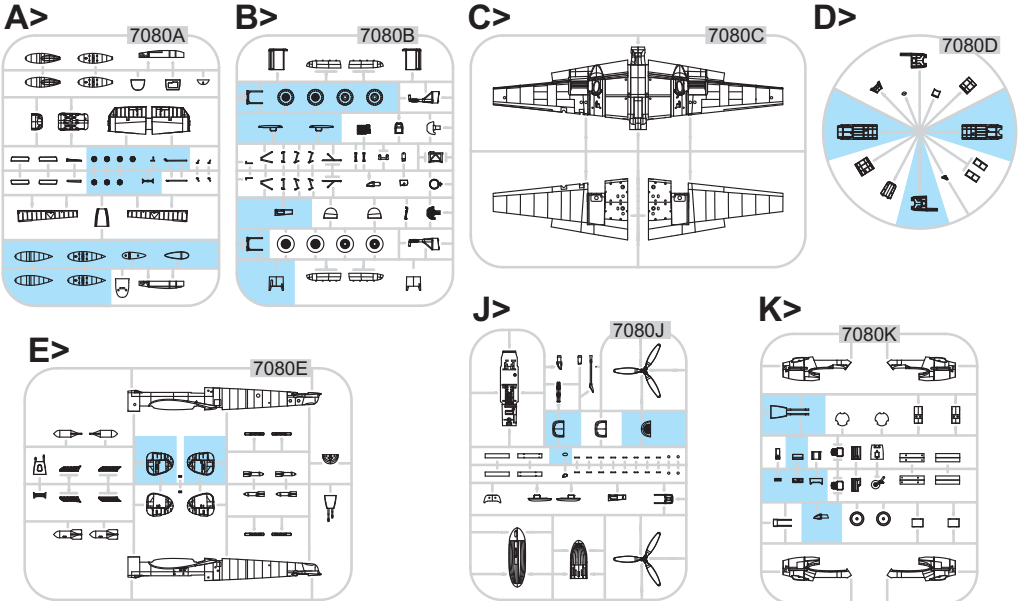


PIÈCES



部品

PLASTIC PARTS

PE - PHOTO ETCHED
DETAIL PARTSeduard
MASK

-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



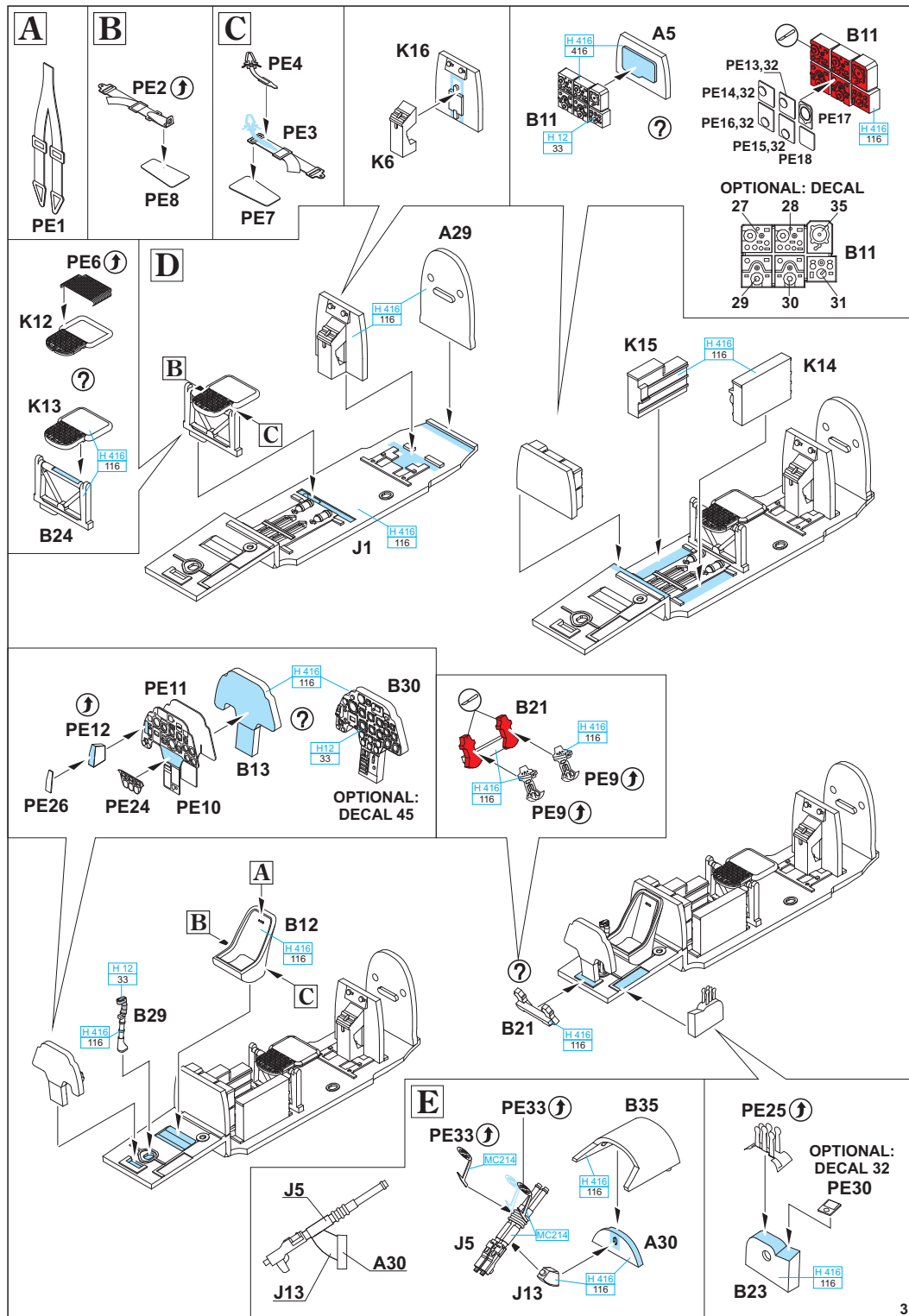
PEINTURE

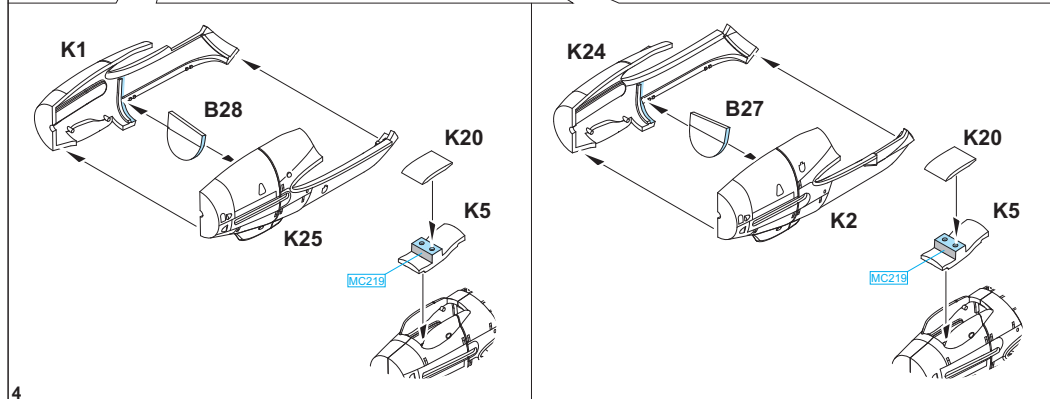
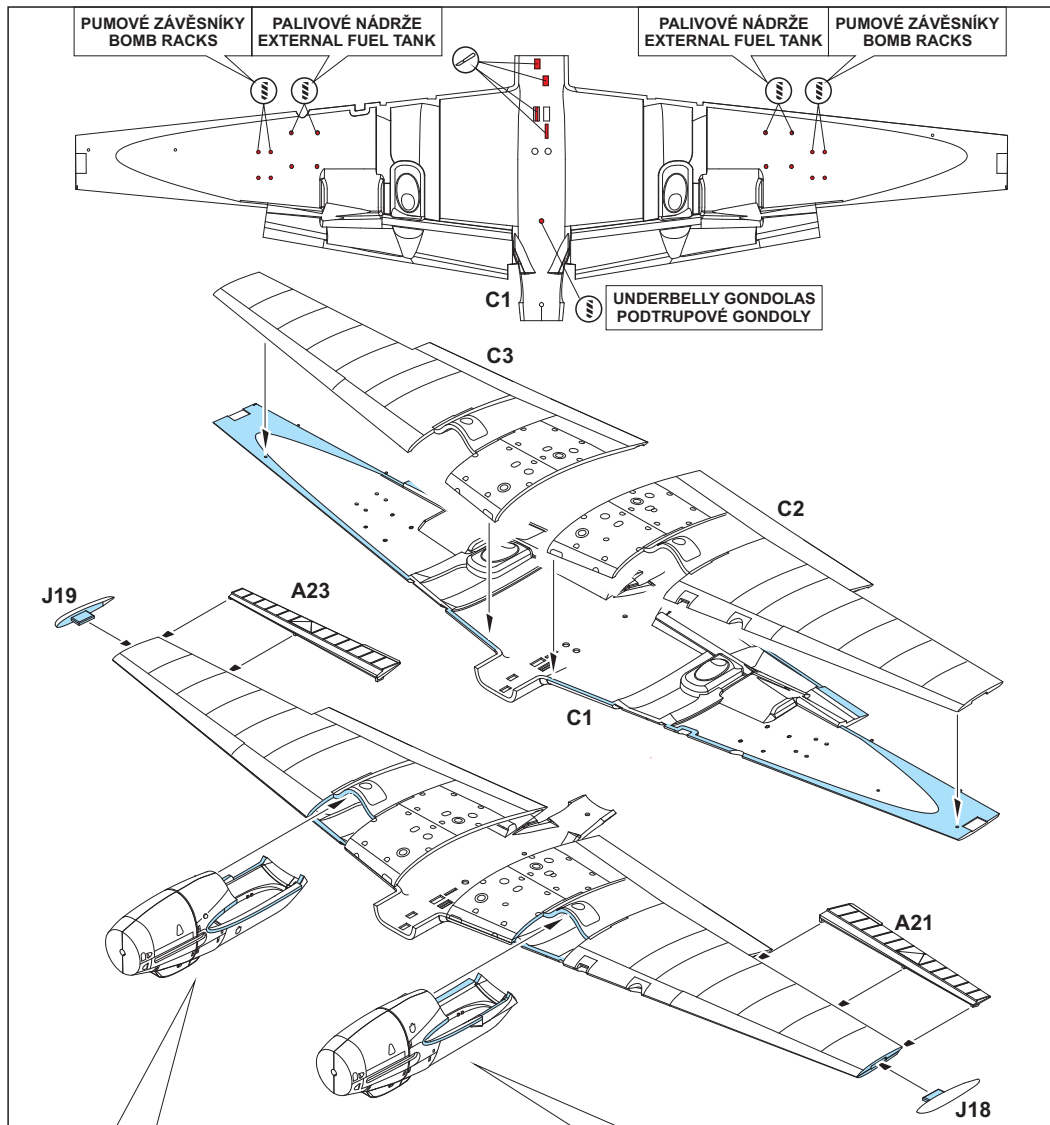


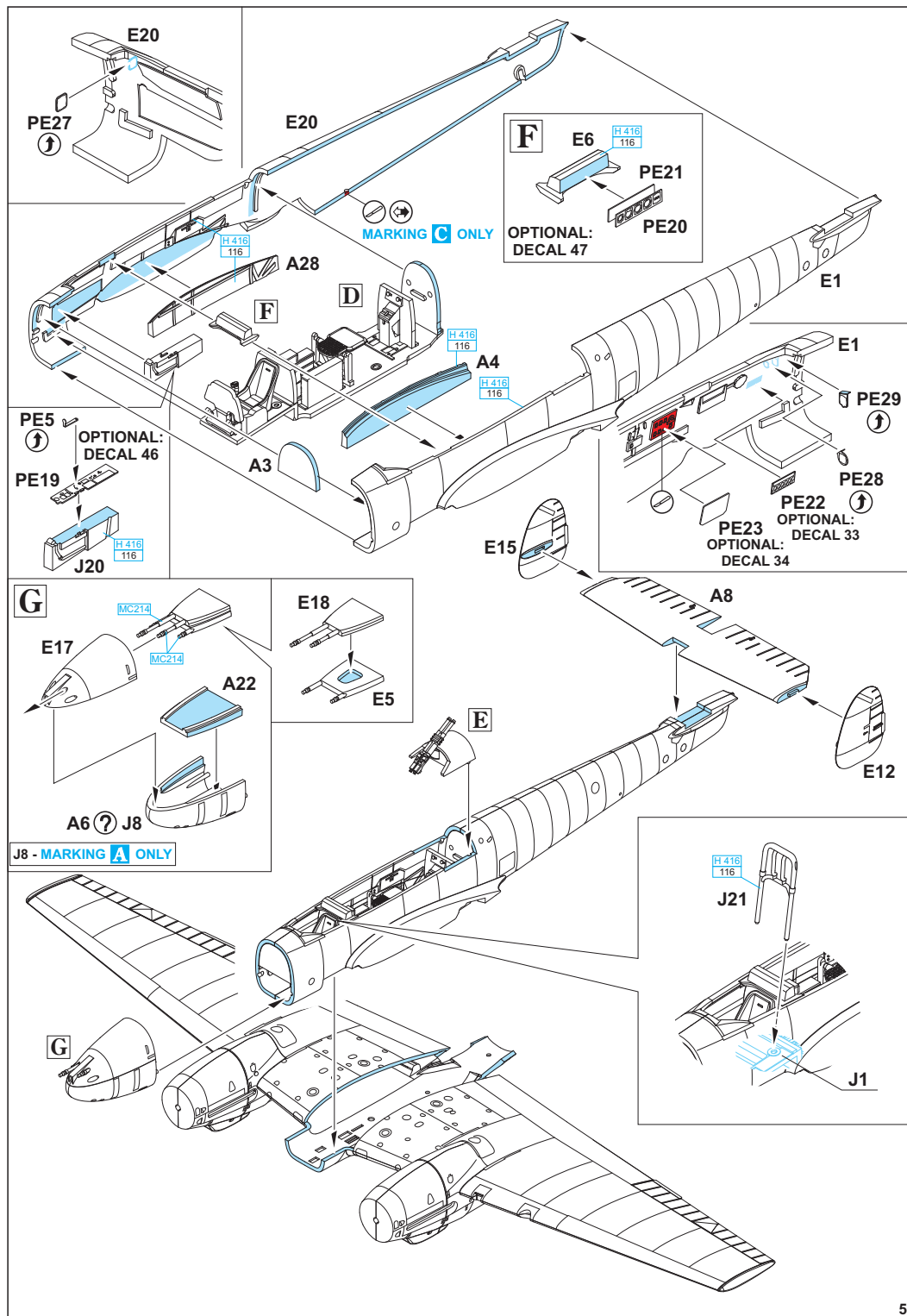
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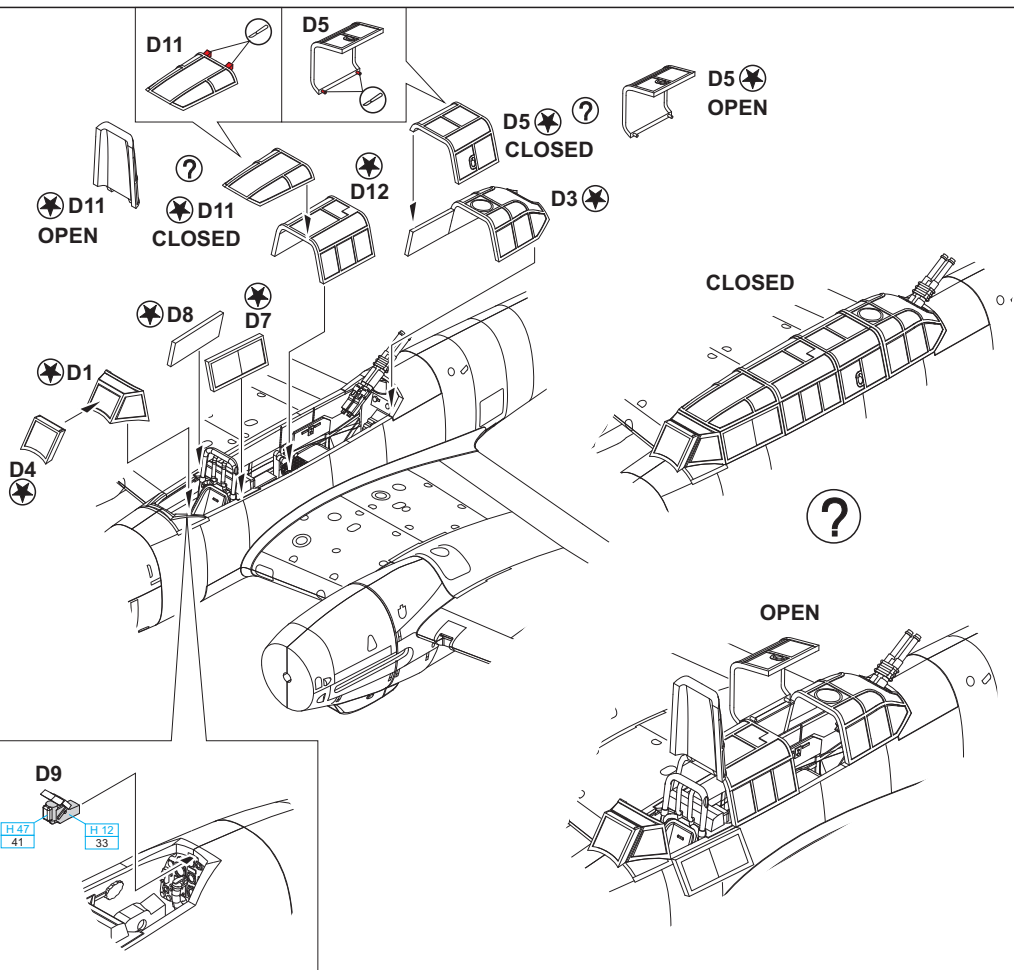
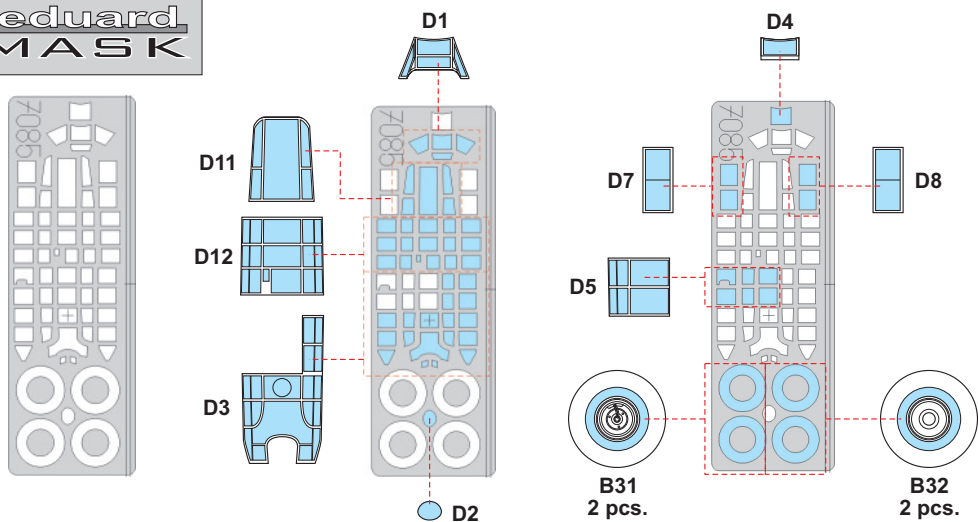
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 4]	C4	YELLOW
[H 11]	C81	FLAT WHITE
[H 12]	C33	FLAT BLACK
[H 13]	C3	FLAT RED
[H 37]	C43	WOOD BROWN
[H 47]	C41	RED BROWN
[H 65]	C18	BLACK GREEN RLM70
[H 68]	C36	DARK GRAY RLM74
[H 69]	C37	GRAY RLM75

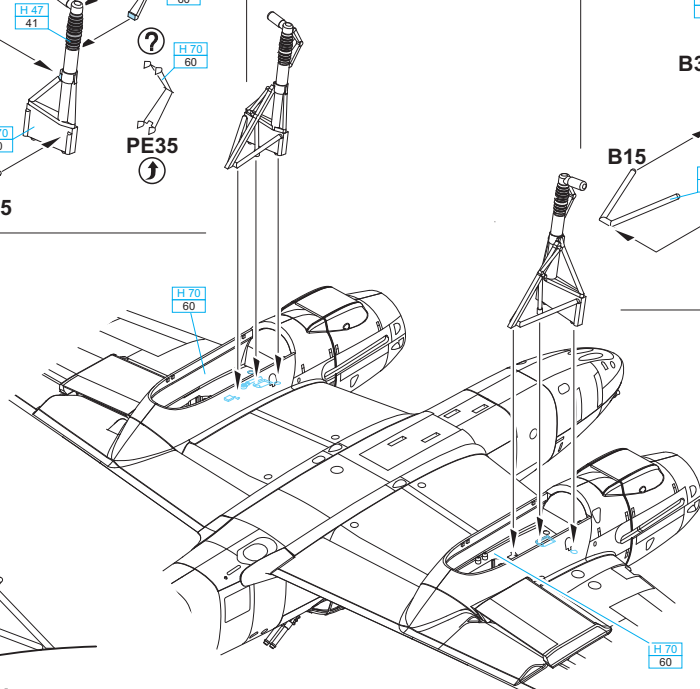
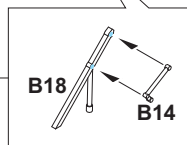
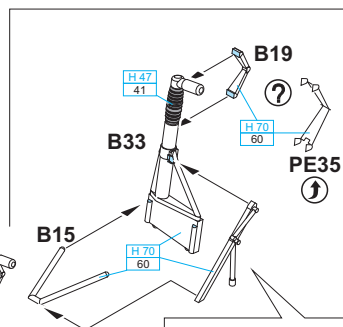
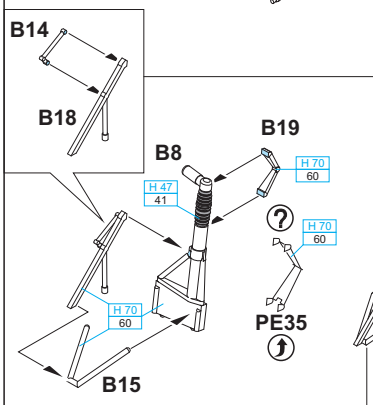
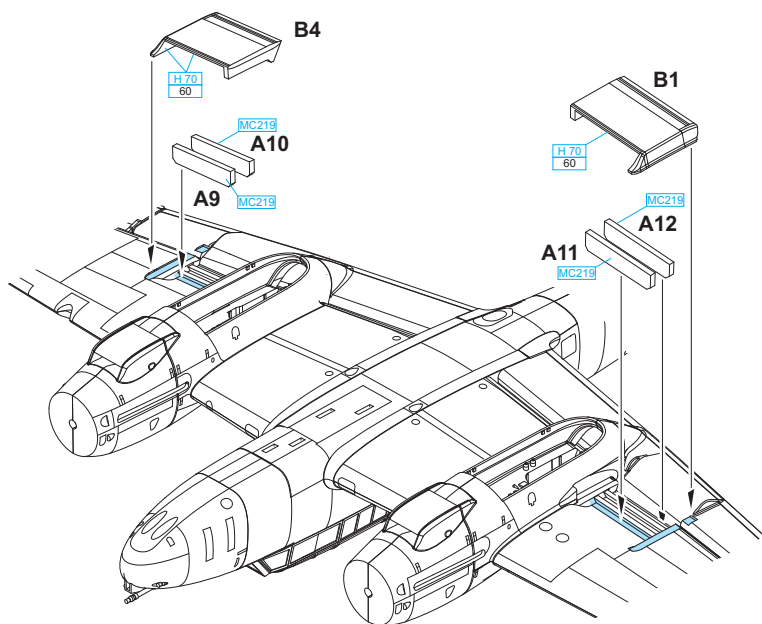
AQUEOUS	Mr.COLOR		
[H 70]	C60	GRAY	RLM02
[H 77]	C137	TIRE BLACK	
[H 80]	C54	KHAKI GREEN	
[H 344]		RUST	
[H 418]	C116	BLACK GRAY	RLM66
[H 417]	C117	GRAY	RLM76
Mr.METAL COLOR			
[MC214]		DARK IRON	
[MC218]		ALUMINIUM	
[MC219]		BRASS	





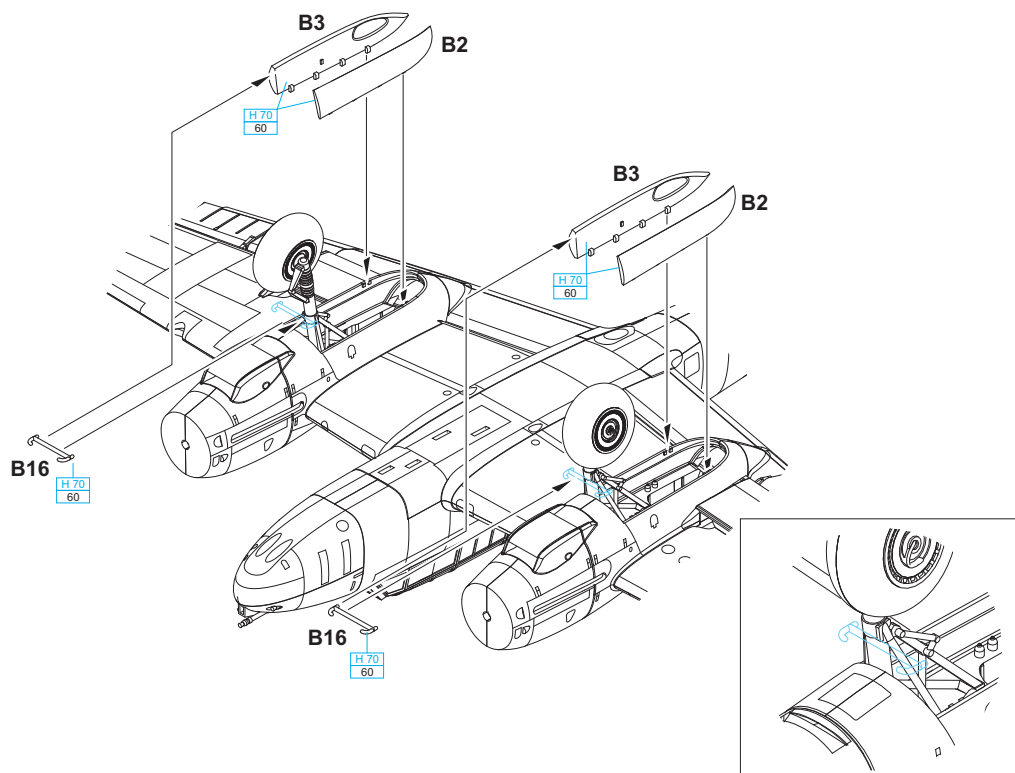
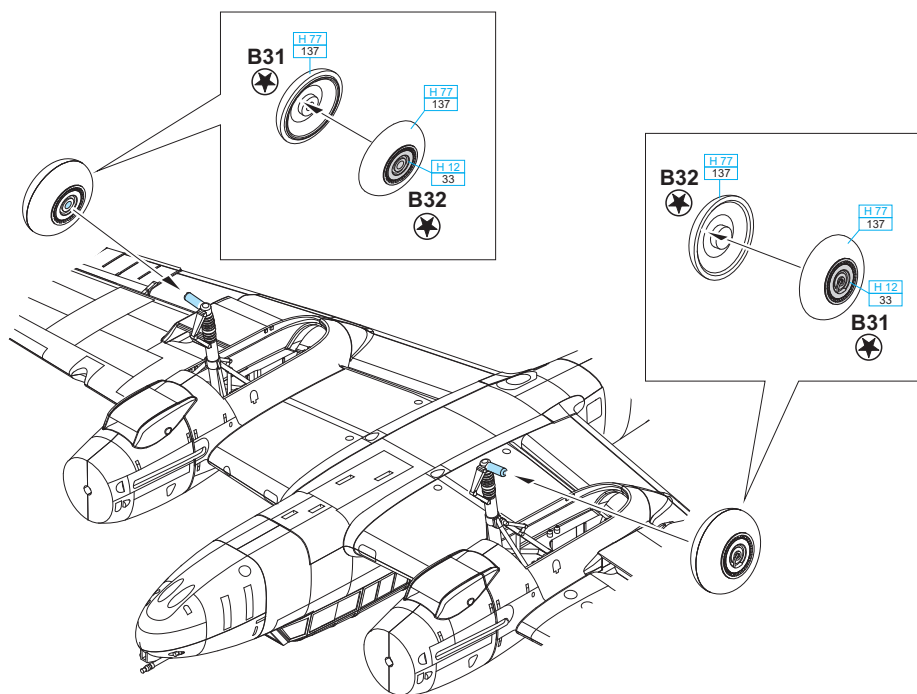


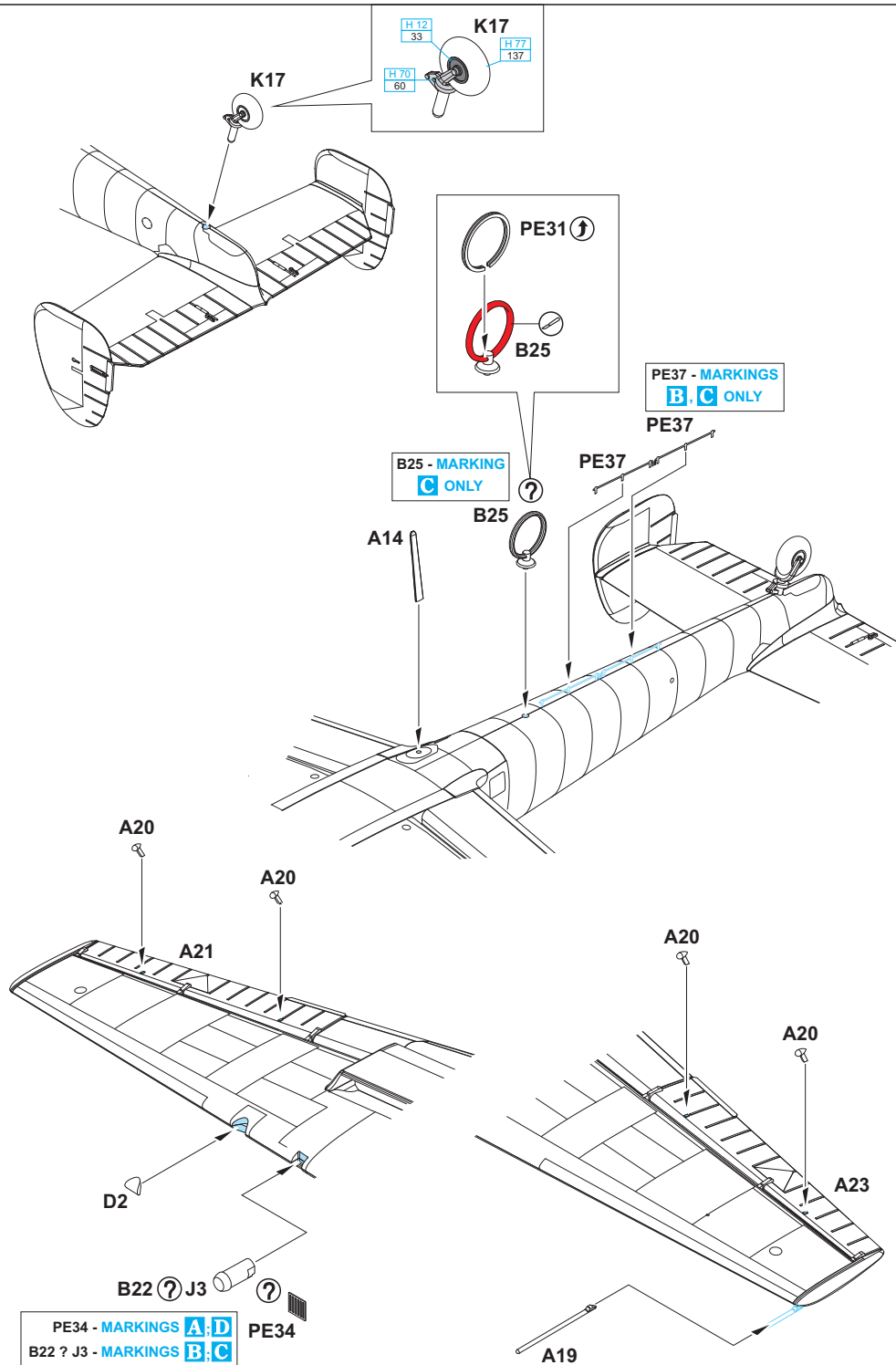


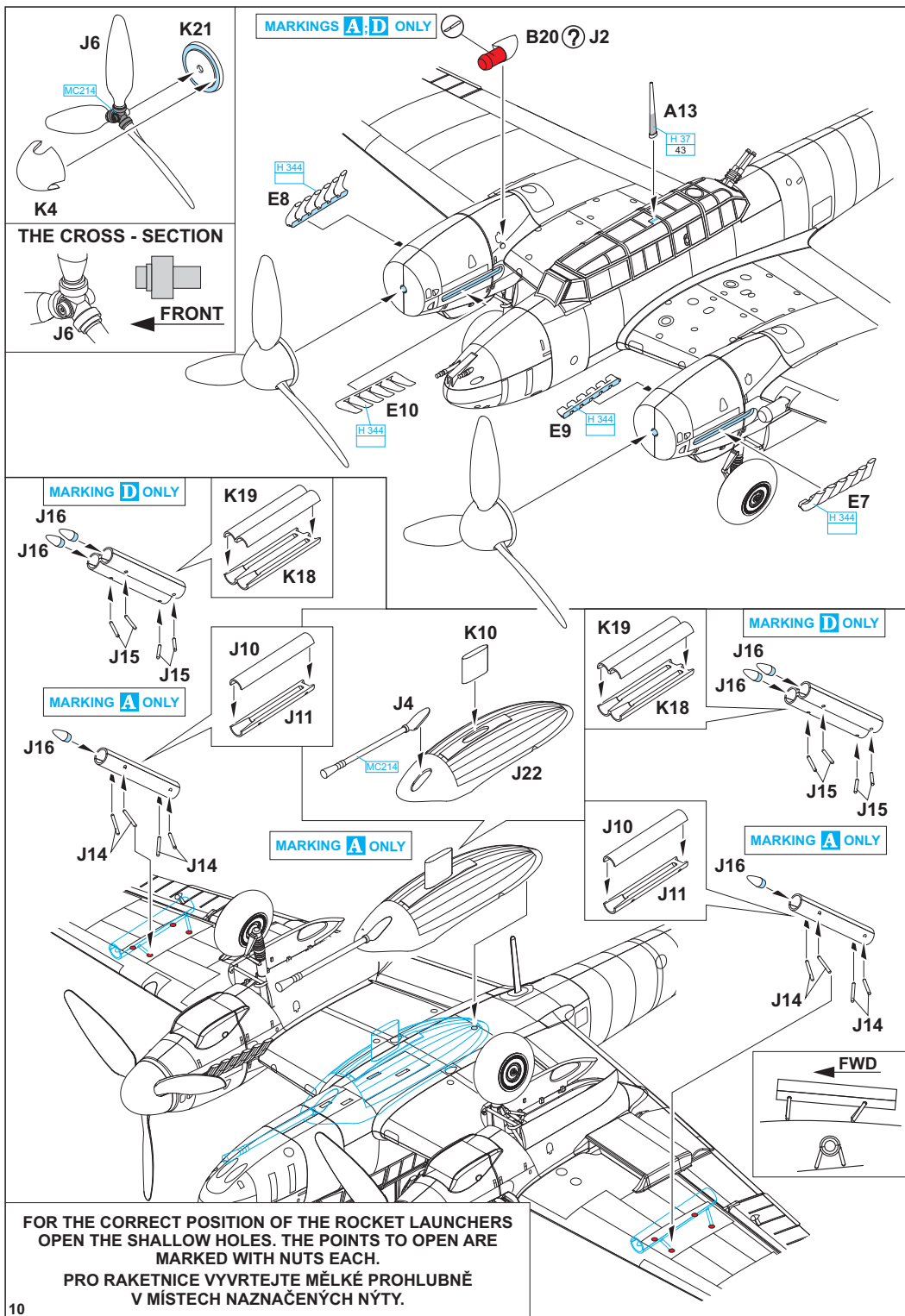


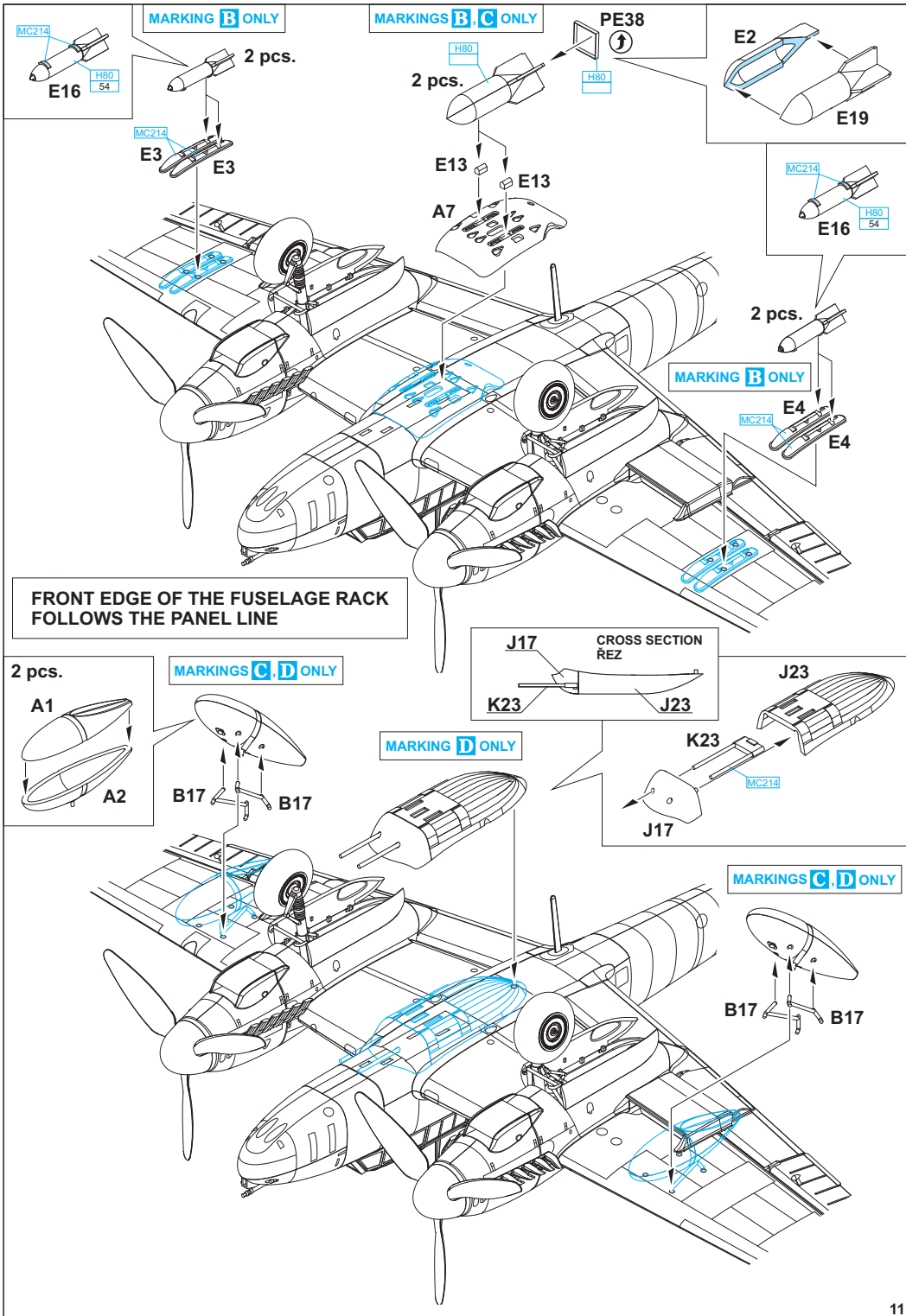
SIDE VIEW

REAR VIEW





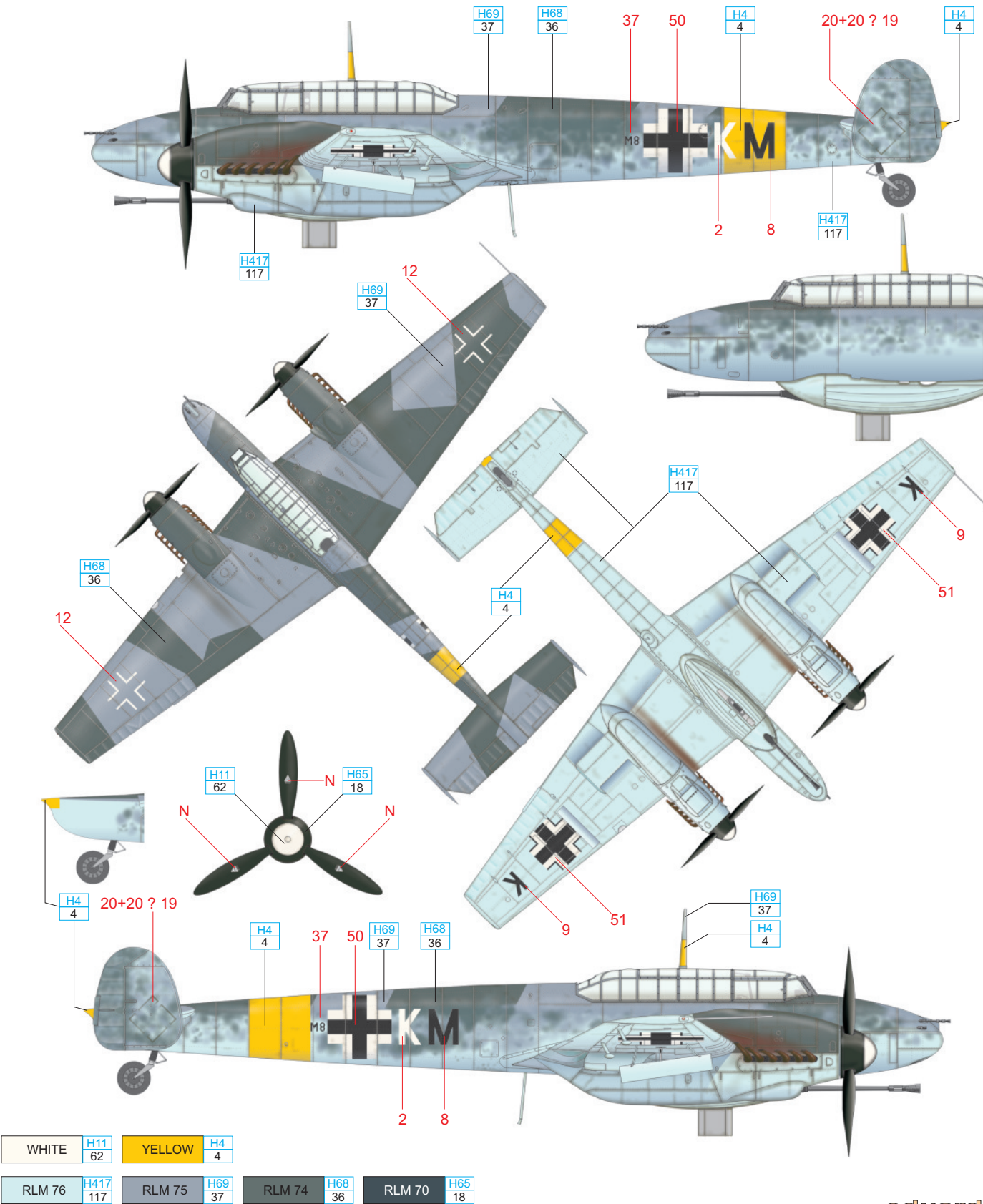




A 4./ZG 76, Prague, Czechoslovakia - Spring, 1944

Bf 110G-2/R1 with underslung 37 mm cannon were operated by ZG 76 within the 'Defense of the Reich' system from Kbely and Ruzyn airfields (Gbell and Rusin). This armament variation could have been devastating to the USAAF, but for the fact that its combat use rather complicated. Besides the national markings, fuselage codes, yellow fuselage band, and white-tipped spinners, the aircraft carries other identifying features. The fuselage cross has a wider white segment at the expense of the black centre. The individual aircraft letter 'K' is repeated under the wing. Atypically, yellow can be found on the rear fuselage in the vicinity of the tail surfaces. Aircraft of ZG 76 with this armament configuration engaged allied formations on May 12, 1944, when the USAAF attacked Germany's largest refineries at STW Brux in Czechoslovakia, and thus initiated what became known as the 'Battle for Fuel'.

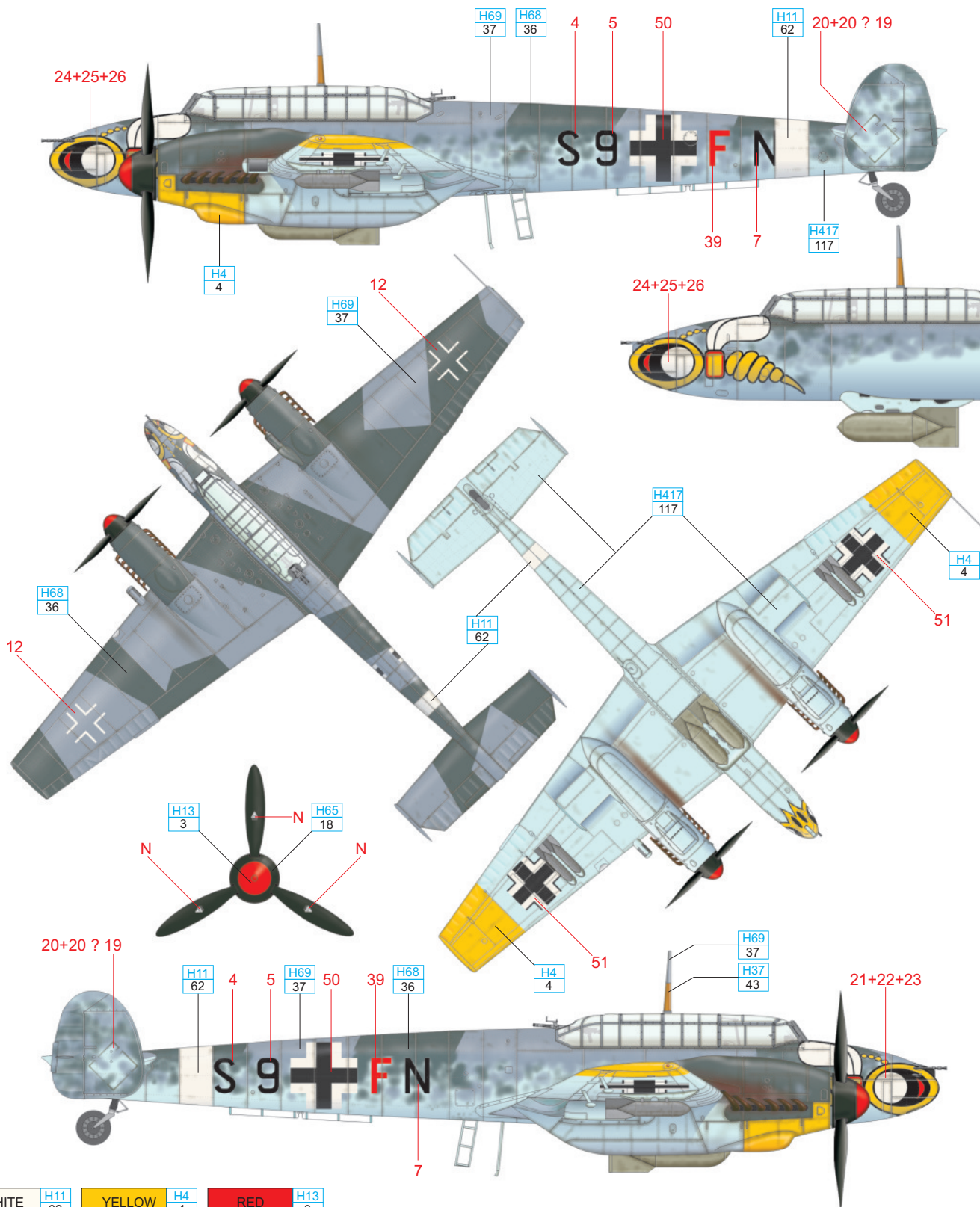
Bf 110 ve variantě G-2/R1 se 37 mm kanónem v podtrupové gondole operovaly u ZG 76 v rámci systému obrany Říše také z pražských letišť Kbely a Ruzyně (Gbell a Rusin). Takto silná výzbroj mohla být pro bombardéry USAAF zničující, ovšem její použití v boji bylo značně komplikované. Kromě výstředného označení, kódového znaku, žlutého pruhu na trupu a bílých špiček vrtulových kuželů stroj nenese jiné rozpoznávací prvky. Trupový kříž má silnější bílá ramena na úkor černého středu. Individuální písmeno „K“ je zopakováno na spodní ploše křídla. Žlutá se neobvykle objevuje i na špičce trupu v oblasti ocasních ploch. Letouny ZG 76 s touto výzbrojí zasáhly proti spojeneckým formacím takz. 12. května 1944, kdy USAAF podnikla první velký útok proti největším německým rafineriím STW Brúx na území Československa a zahájila tak tzv. „válku o benzin“.



B 5./ZG 1, Monte Covino, Italy, Summer, 1943

One of the units to be withdrawn from the eastern front and activated in Italy in the spring of 1943 was ZG 1. Here, it operated first and foremost as a Jabo (fighter-bomber) unit. For this reason, the aircraft is pictured with bomb racks and dust filters. The yellow theatre markings from the eastern front were supplemented with a white MTO fuselage band that partially obscures the codes. Over the course of 1943, the unit's aircraft also acquired the very distinctive hornet emblem on the nose, associated with the Geschwader's name, 'Hornissen'.

Jednou z jednotek stažených z východní fronty a nasazených na jaře 1943 v Itálii byla i ZG 1. Ta zde působila zejména v roli Jabo (stíhací-bombardovací). Zobrazený letoun proto nese pumové závěsníky a má namontovány pískové filtry. Ke žlutým identifikačním prvkům východní fronty v Itálii přibyl bílý pruh identifikující středomořské bojiště na trupu, který z části zakrývá kódové označení. V průběhu roku 1943 byl na strojích ZG 1 ještě používán působivý emblém vosy (resp. sršně) na přídě, spojený se jménem geschwaderu „Hornissen“.



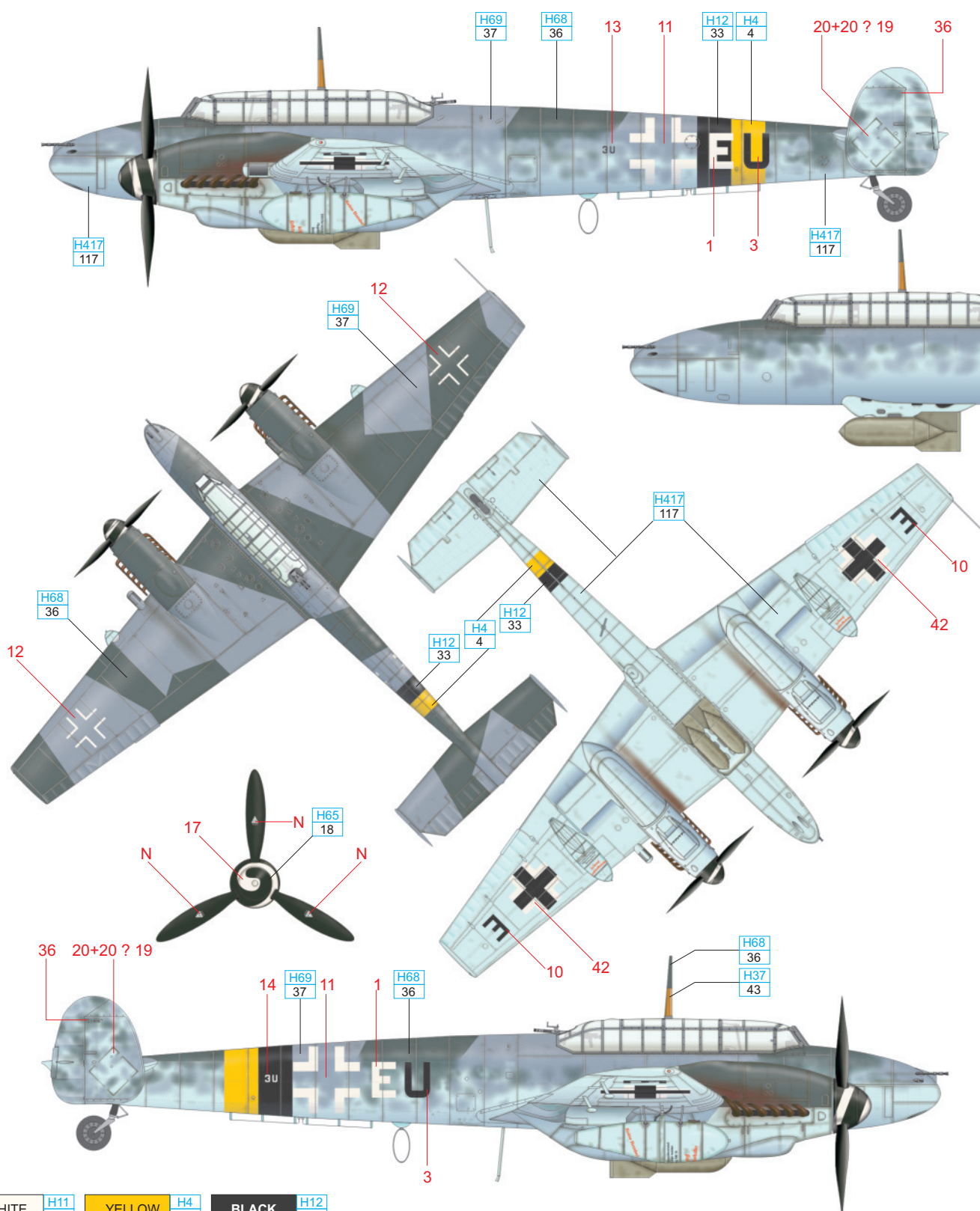
WHITE	H11 62	YELLOW	H4 4	RED	H13 3
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RLM 76	H417 117	RLM 75	H69 37	RLM 74	H68 36	RLM 70	H65 18	WOOD	H37 43
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C W.Nr. 210087, 10./ZG 26 (III./JG 5), Gossen, Norway, Spring, 1945

A combination of predominantly light colors RLM 76 and 75 make up the camouflage scheme of this aircraft belonging to III./JG 5, later ZG 26. Coming off the classic fighter role of JG 5 from northern Europe, these Bf110G-2s operated as fighter-bombers during the closing months of the war. Although JG 5 was not integrated into the 'Defense of the Reich' system, it did employ the fuselage bands associated with it. Black and yellow colors assigned to JG 5 appeared also on the pictured aircraft. Fuselage Balkenkreuz appear in their later guise, made up of only the white segments. The individual aircraft letter 'E' is repeated on the lower surfaces of the wing.

Poměrně světle, s převahou barev RLM 76 a 75 na bocích trupu, vyznává kamufláž zobrazeného stroje od III./JG 5, později ZG 26. U klasické stíhací JG 5 ze severu Evropy působily Bf 110G-2 v závěru války v úloze Jabo (stíhací-bombardovací). Ačkoli JG 5 nebyla řádnou součástí systému obrany Říše, používala trupové pruhy vycházející z tohoto systému. Černá a žlutá barva určená pro JG 5 se objevuje také na zobrazeném stroji. Trupové kříže jsou pozdního stylu, tvořené pouze bílými rameny. Individuální písmeno „E“ je zopakováno zespod křídla.

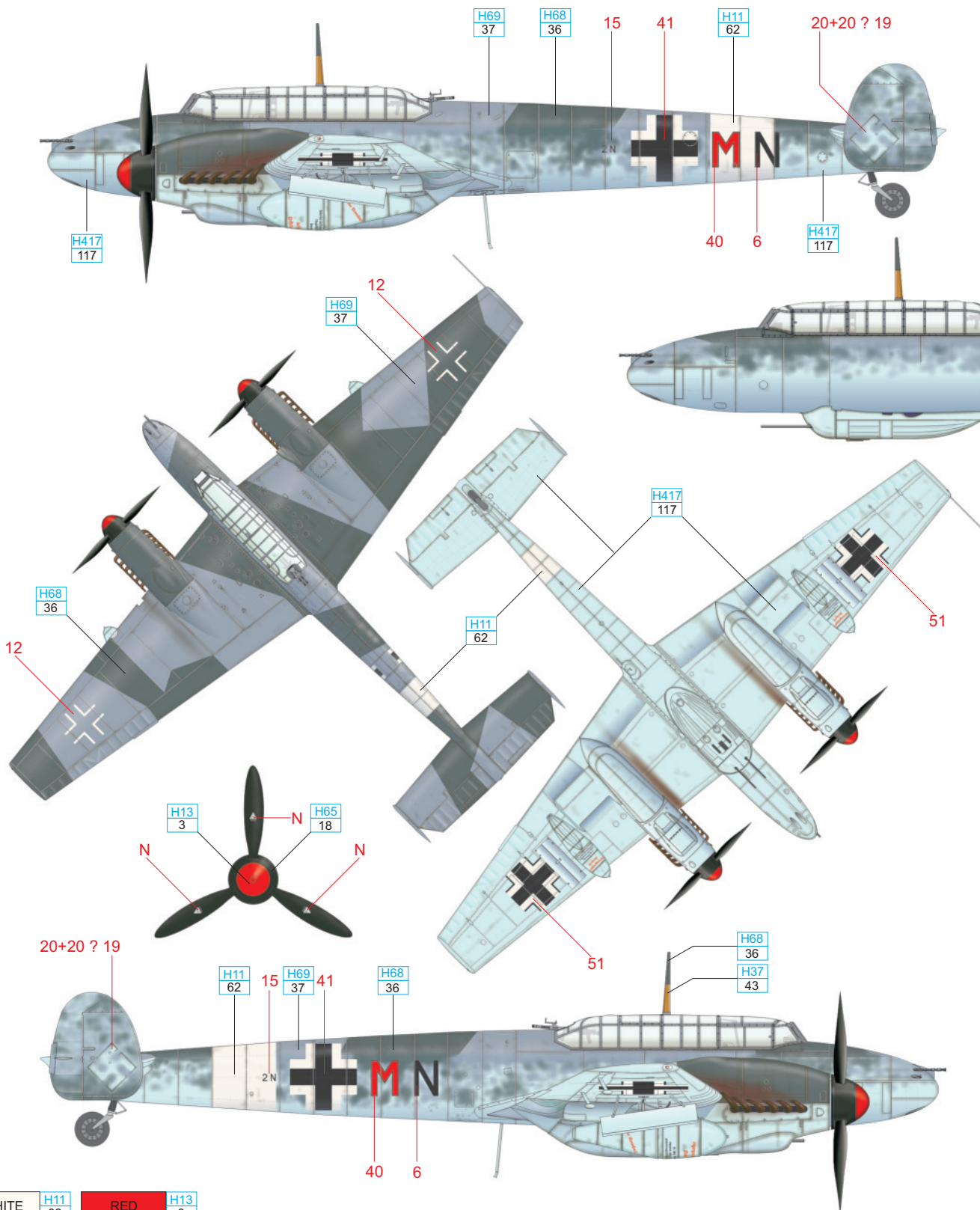


WHITE	H11 62	YELLOW	H4 4	BLACK	H12 33
RLM 76	H417 117	RLM 75	H69 37	RLM 74	H68 36
				RLM 70	H65 18
				WOOD	H37 43

D 5./ZG 1, Wells, Austria, Winter, 1943-44

This rocket and tub-mounted 20 mm cannon armed Bf 110G-2 of Zerstörergeschwader 1 carries a standard camouflage composed of RLM 74/75/76. Notable is the quick recognition marking consisting of the wide white band, a relic of combat operations over the Mediterranean. The red individual aircraft letter 'M', as the spinner tips, place this aircraft within the services of 5. Staffel of II. Gruppe. Atypically, the fuselage crosses lack black borders. ZG 1, operating from airfields in Austria and Germany, took part in many engagements with American aircraft. These usually were from the 8th USAAF from England and from the 15th USAAF from Italy, and included the first major engagements between the USAAF and the Luftwaffe over Czech territory on February 22, 1944, in what became known as 'The Big Week'.

Tento Bf 110G-2 vyzbrojený raketami a podvěšenou vanou s 20 mm kanony od Zerstörergeschwader 1 nese standardní kamufláž sestávající z RLM barev 74/75/76. Výrazným doplňkem je široký bílý pruh rychlé identifikace, pozůstatek z působení jednotky na středomořském bojišti. Červená barva individuálního písmene stroje „M“, stejně jako špičky vrtulových kuželů, řadí letoun k 5. Staffel od II. Gruppe. Trupové kříže postrádají černé lemování. ZG 1 působící z letišť v Rakousku a Německu se v tomto období účastnila mnoha velkých střetů s Američany, a to jak s 8th USAAF z Anglie, tak s 15th USAAF z Itálie, včetně prvního velkého boje mezi USAAF a Luftwaffe nad českým územím 22. února 1944 v rámci tzv. „Big Week“.



WHITE	H11 62	RED	H13 3
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RLM 76	H417 117	RLM 75	H69 37	RLM 74	H68 36	RLM 70	H65 18	WOOD	H37 43
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