

## GERMAN WWII HEAVY FIGHTER 1:72 SCALE PLASTIC KIT

**ProfIPACK**

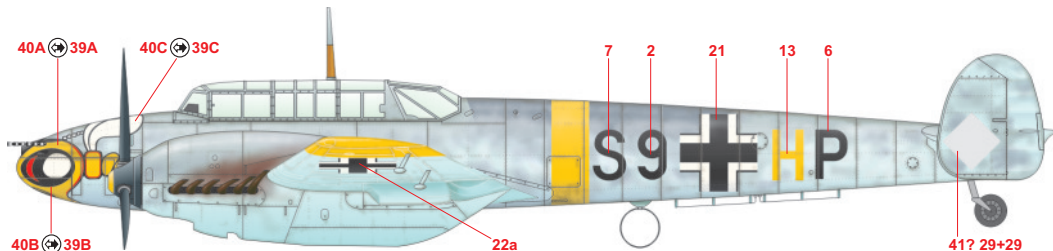


eduard

### 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 engine 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 15s. 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.



The wasp emblem ("Wespe") was designed in the autumn of 1939 by Lt. Richard Malchfelder, a technical officer of one of the Zerstörergruppe (II./ZG 1). It was originally composed of three small wasps, and was utilized by the same Gruppe of heavy fighters that went through several designation changes (including II./SKG 210), and finally, in early 1942, ended up as II./ZG 1. Soon, other Gruppe of Zerstörergeschwader 1 came to use the wasp emblem, and their Geschwader carried the operational name of "Wespen". This aircraft wears the RLM 74/75/76 camouflage pattern.

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  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽNOTCH  
ZÁŘEZREMOVE  
ODRŮZNOTAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARDS MASK  
NABARVIT

PARTS



DÍLY



TEILE

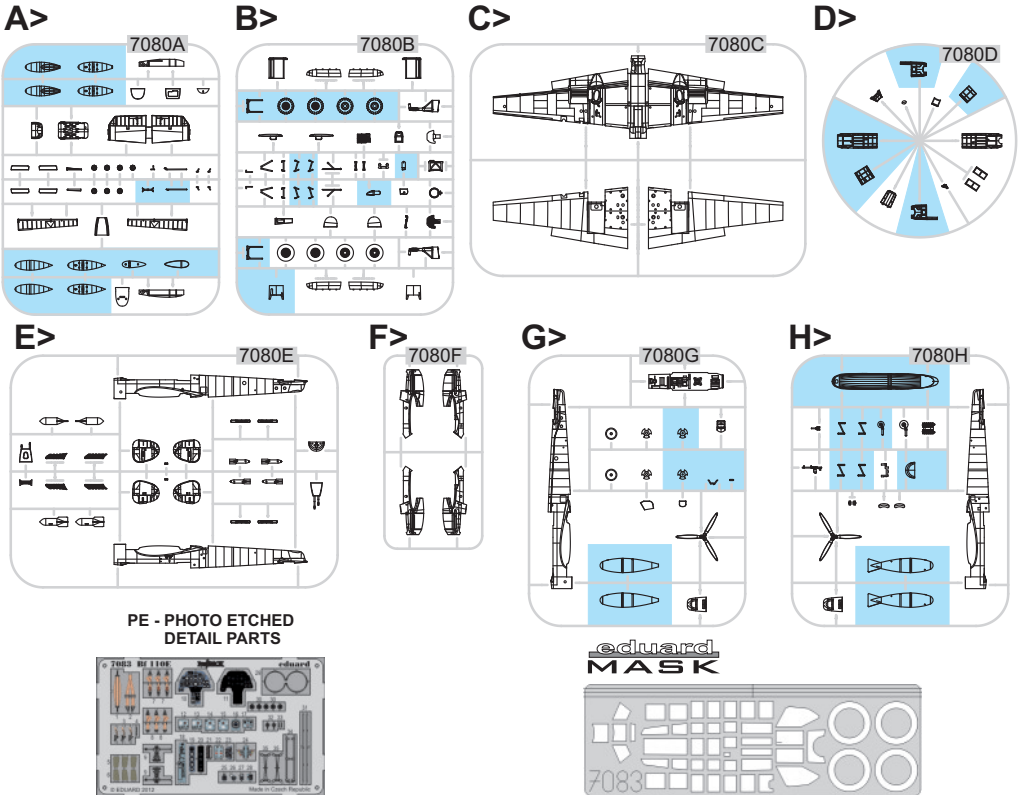


PIĚCES



部品

## PLASTIC 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



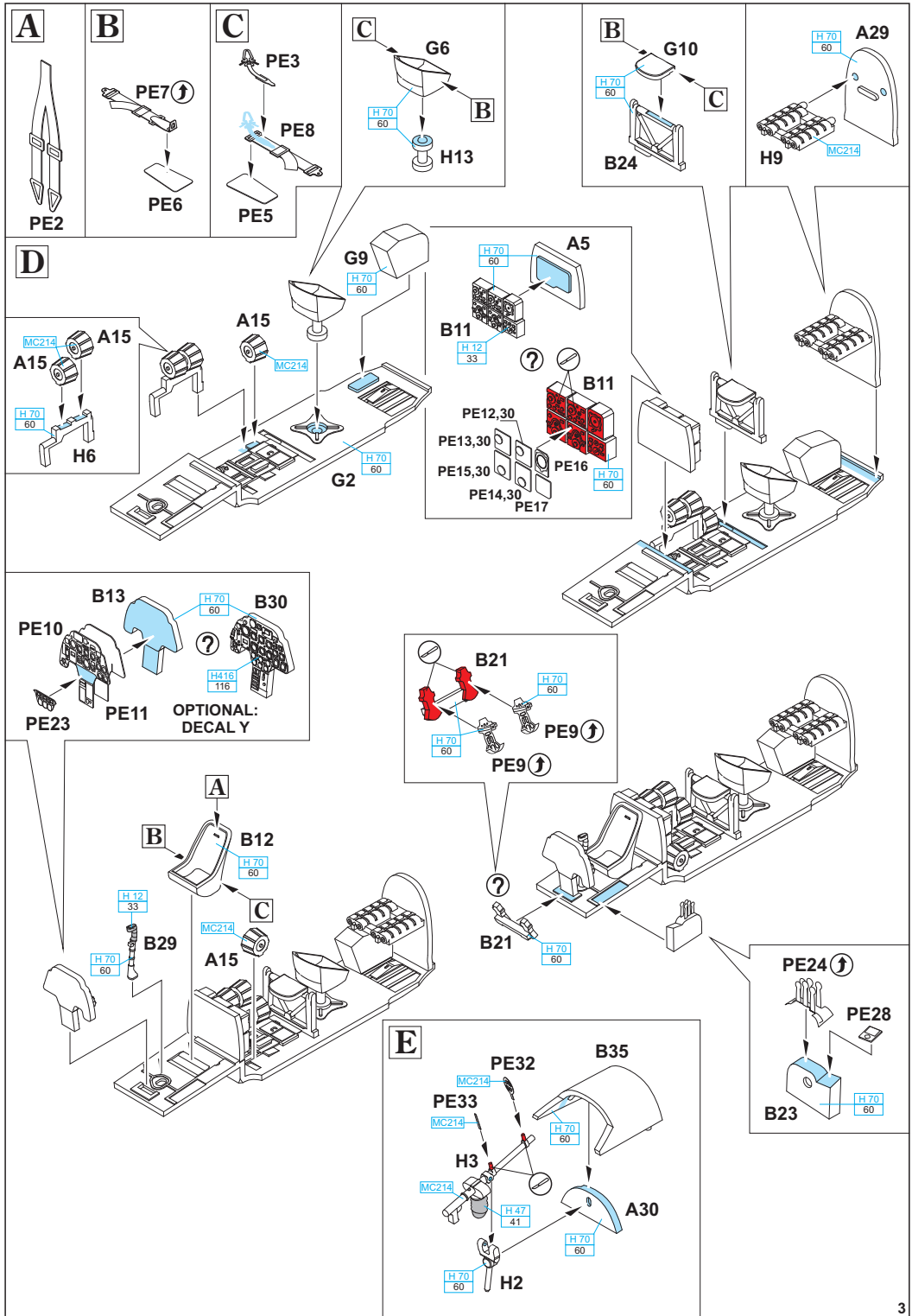
PEINTURE

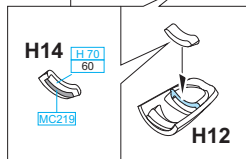
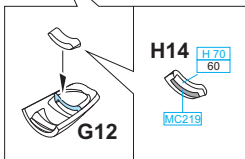
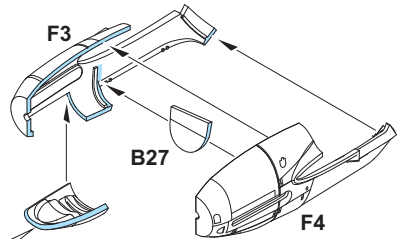
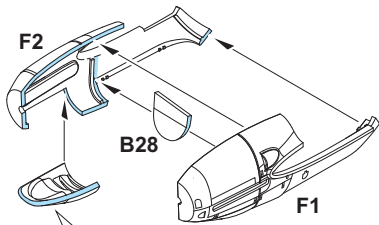
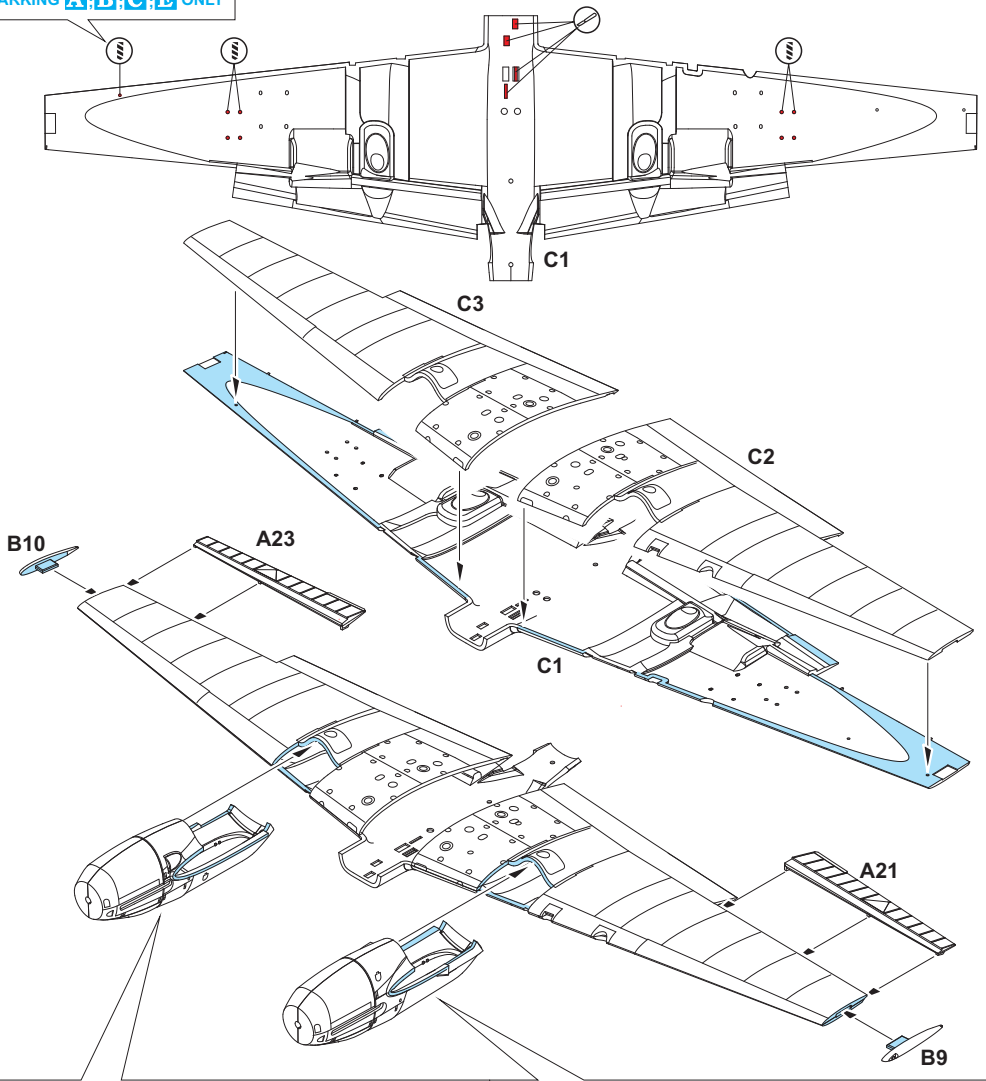


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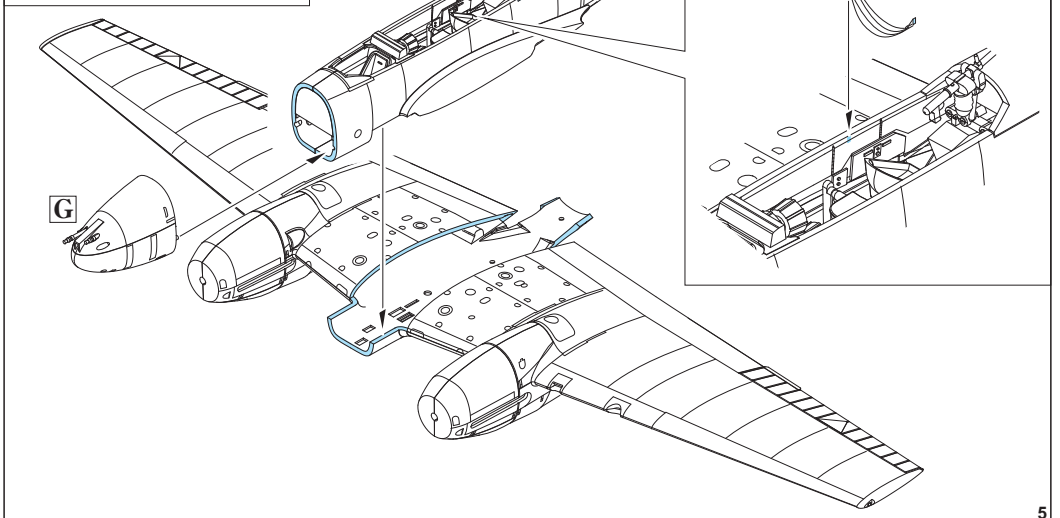
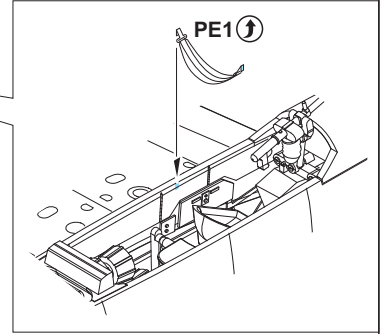
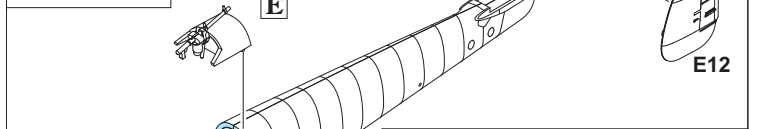
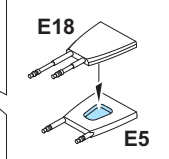
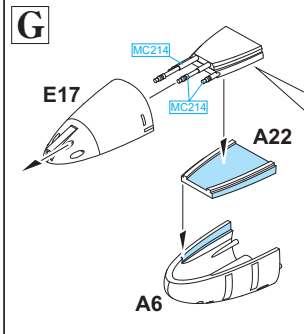
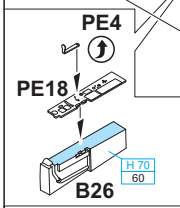
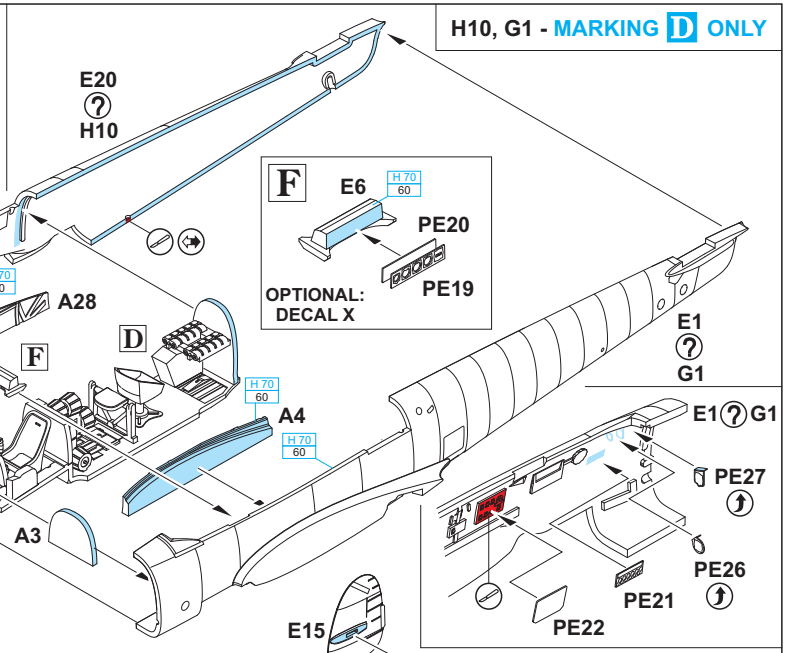
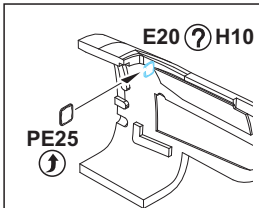
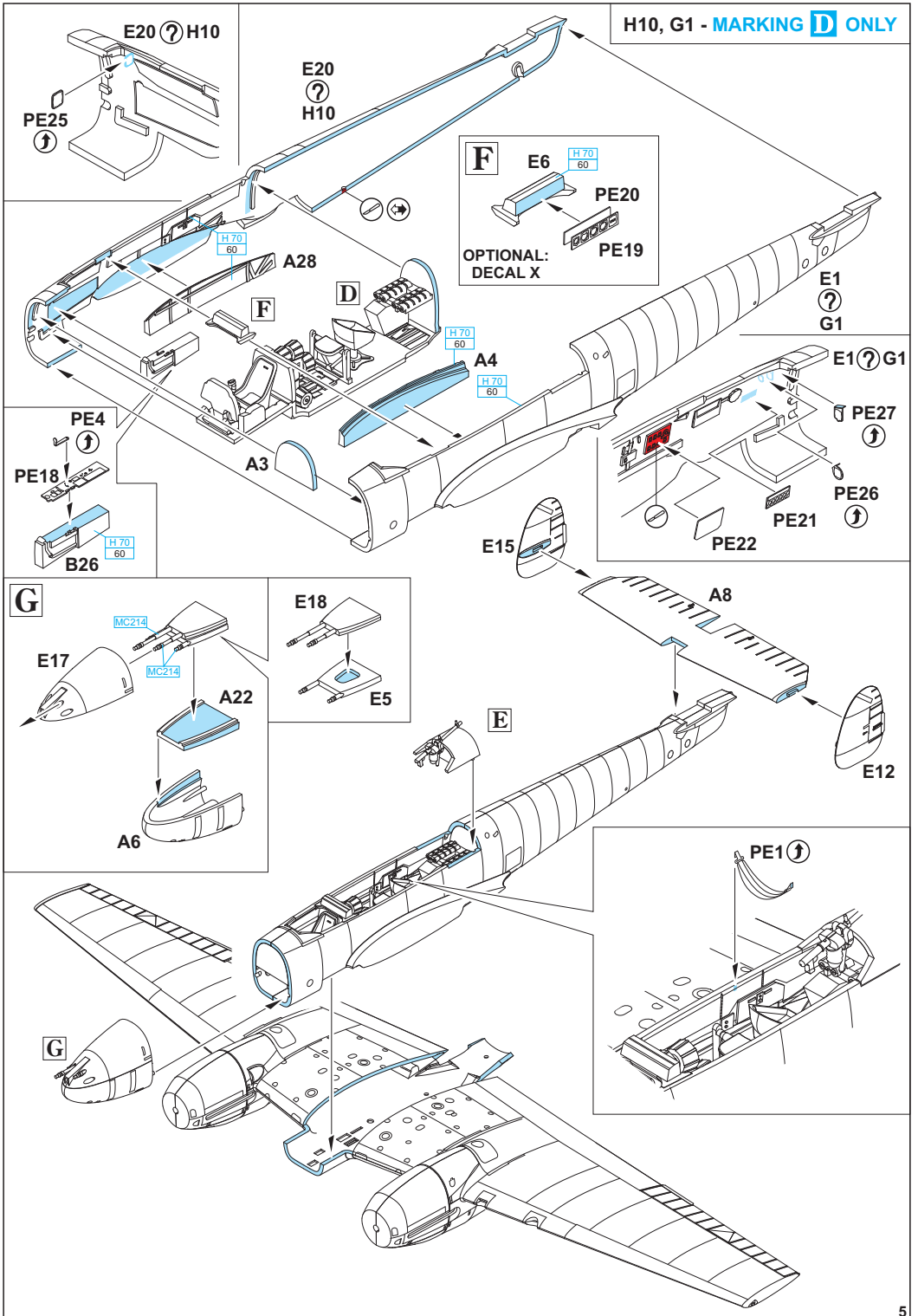
GSI Colors (GUNZE)			
AQUEOUS	Mr.COLOR		
[H 4]	C4	YELLOW	
[H 11]	C61	FLAT WHITE	
[H 12]	C33	FLAT BLACK	
[H 37]	C43	WOOD BROWN	
[H 47]	C41	RED BROWN	
[H 64]	C17	DARK GREEN	RLM71
[H 65]	C18	BLACK GREEN	RLM70
[H 67]	C115	LIGHT BLUE	RLM65
[H 69]	C37	GRAY	RLM75
[H 70]	C60	GRAY	RLM02

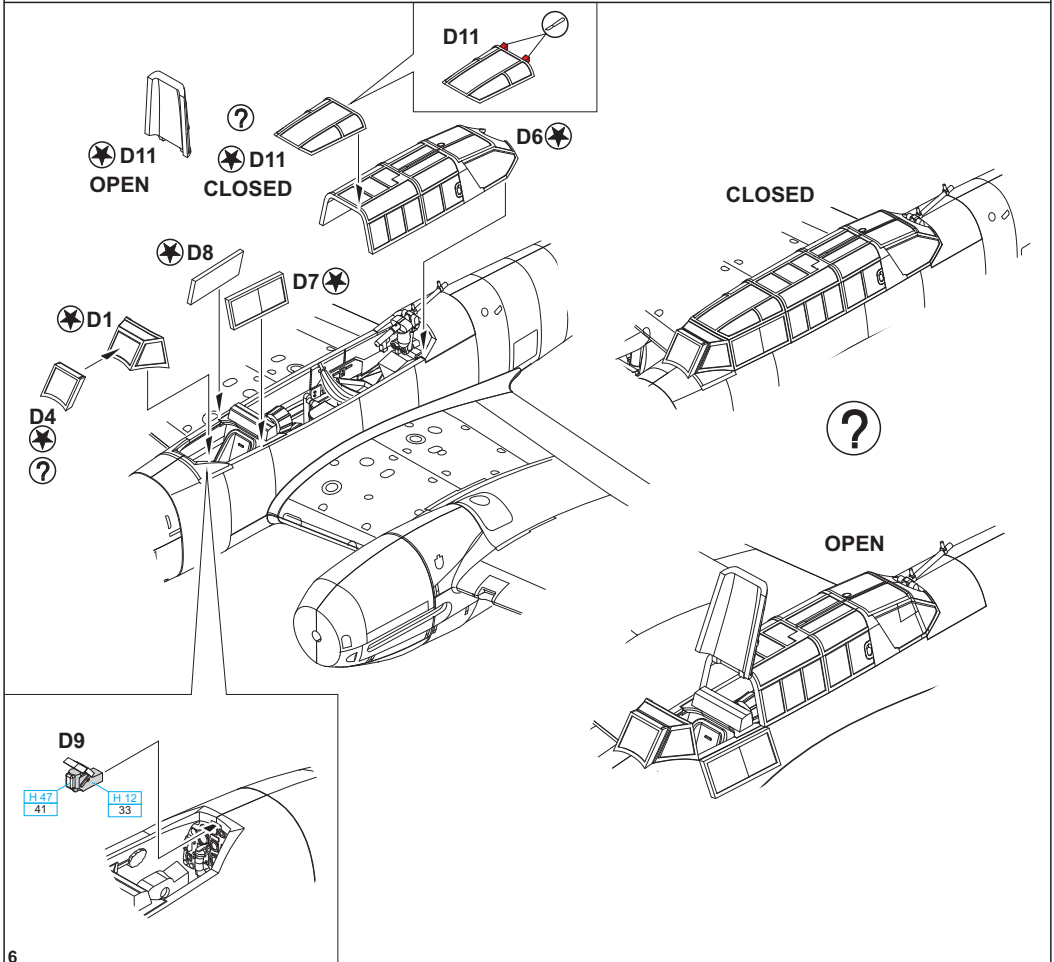
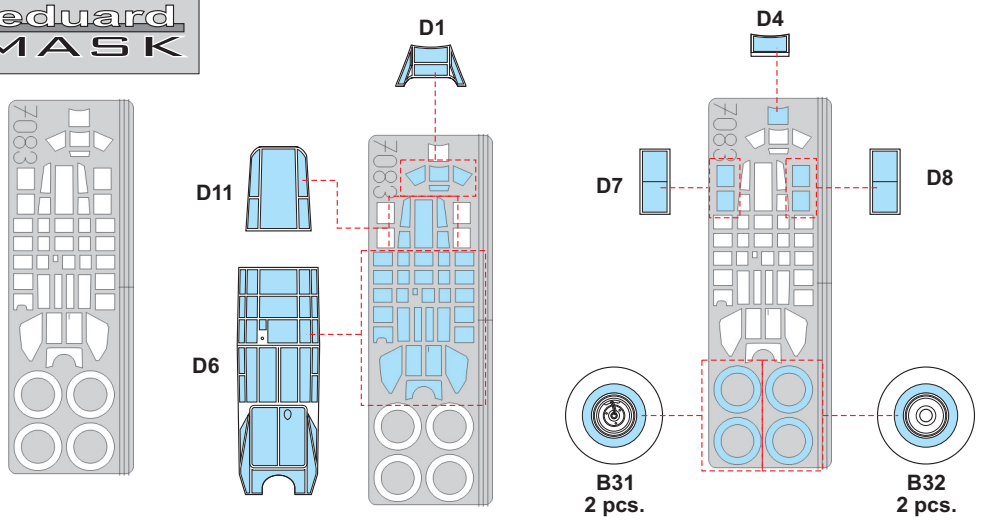
AQUEOUS	Mr.COLOR		
[H 77]	C137	TIRE BLACK	
[H 80]	C54	KHAKI GREEN	
[H 304]	C304	GRAY	RLM74
[H 320]	C320	DARK GREEN	RLM72
[H 344]		RUST	
[H 418]	C116	BLACK GRAY	RLM66
[H 417]	C117	GRAY	RLM76
Mr.METAL COLOR			
[MC214]		DARK IRON	
[MC216]		ALUMINIUM	
[MC219]		BRASS	

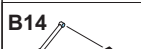
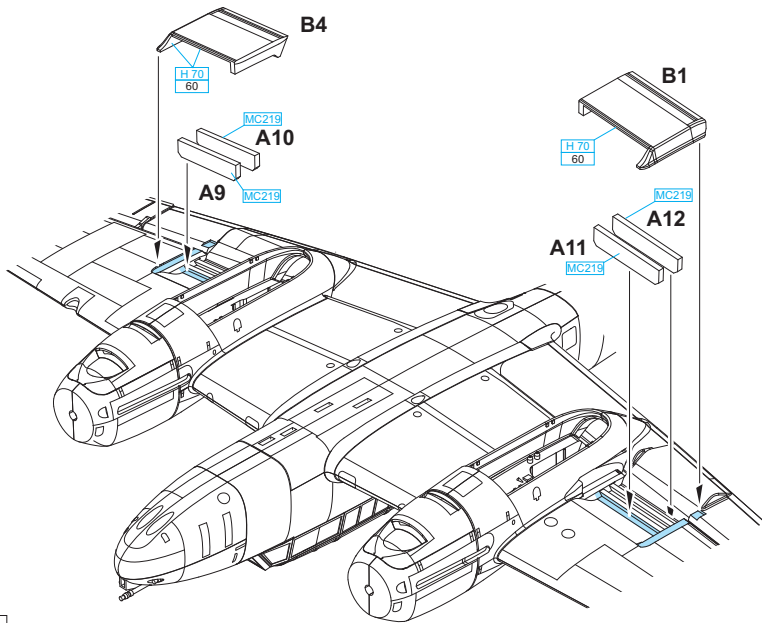




H10, G1 - MARKING **D** ONLY







B19

B8

H 47  
41

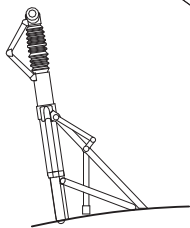
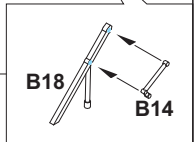
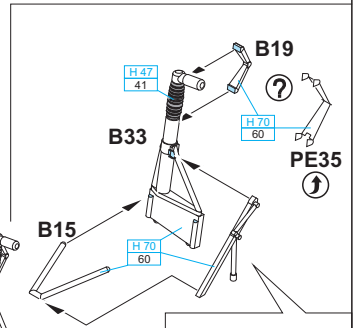
H 70  
60

H 70  
60

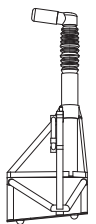
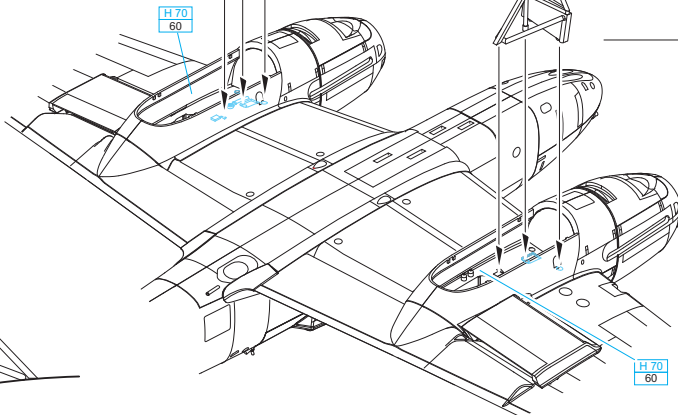
PE35



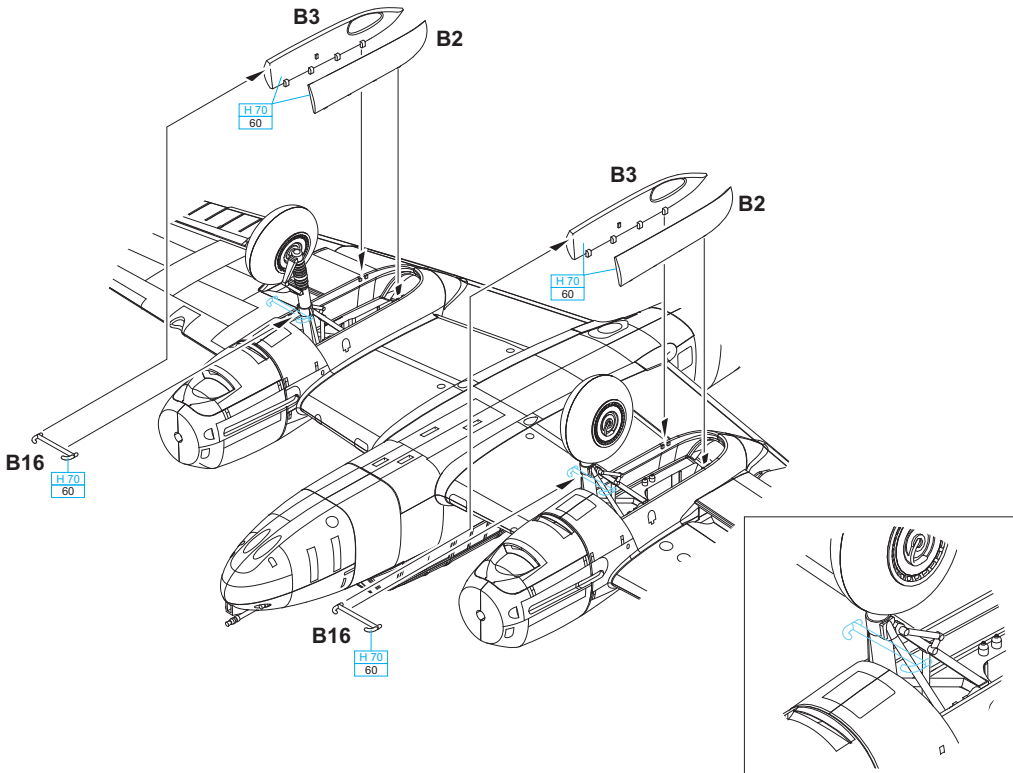
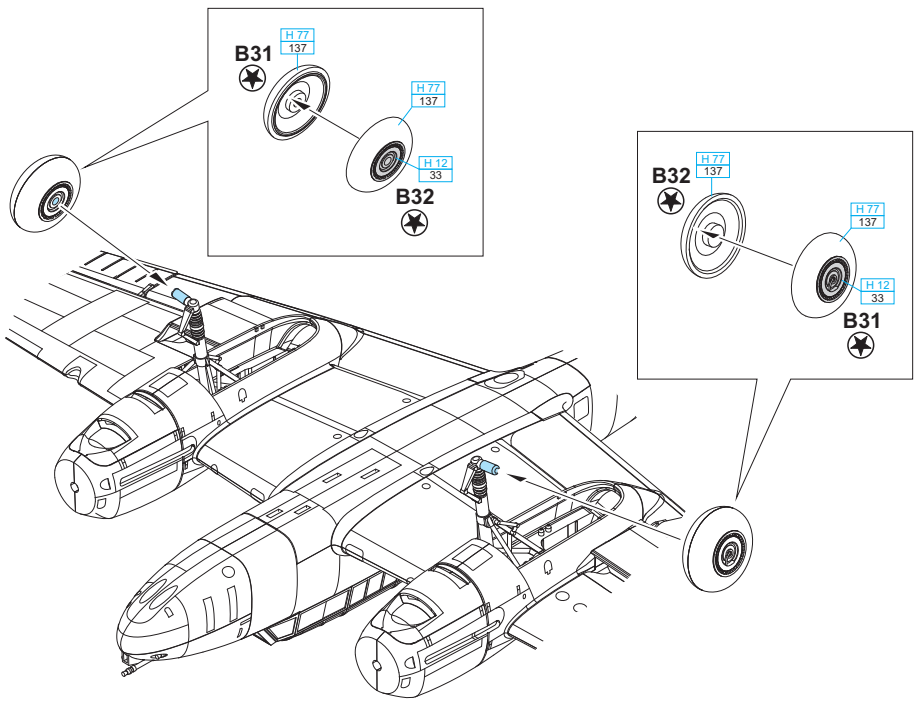
B15



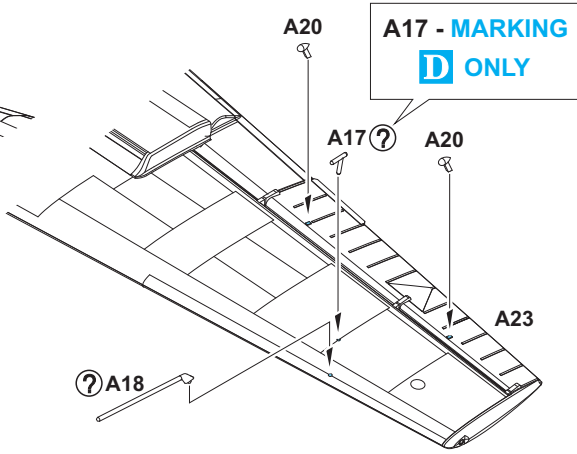
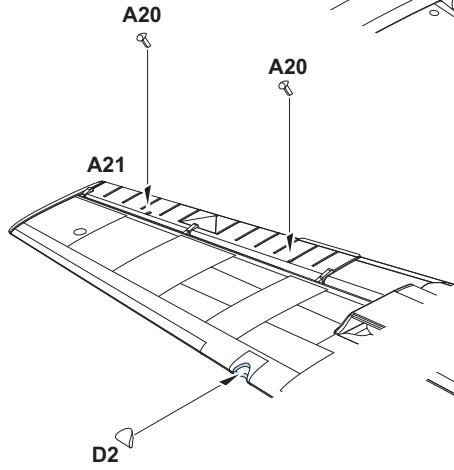
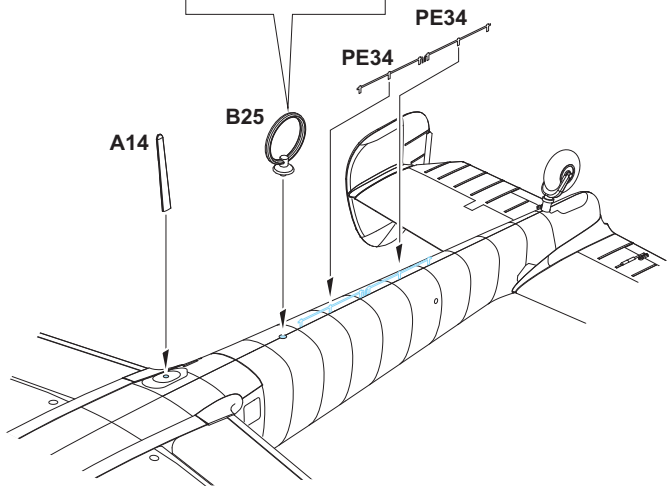
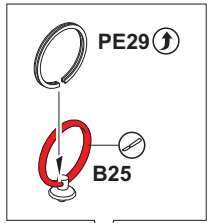
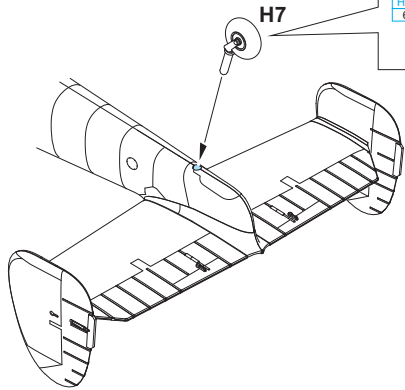
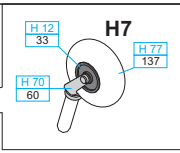
SIDE VIEW

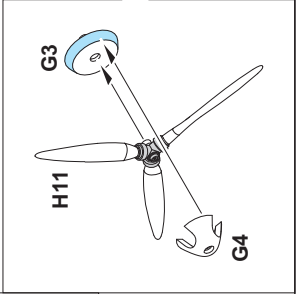
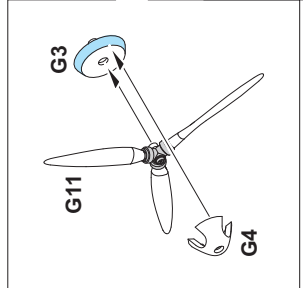
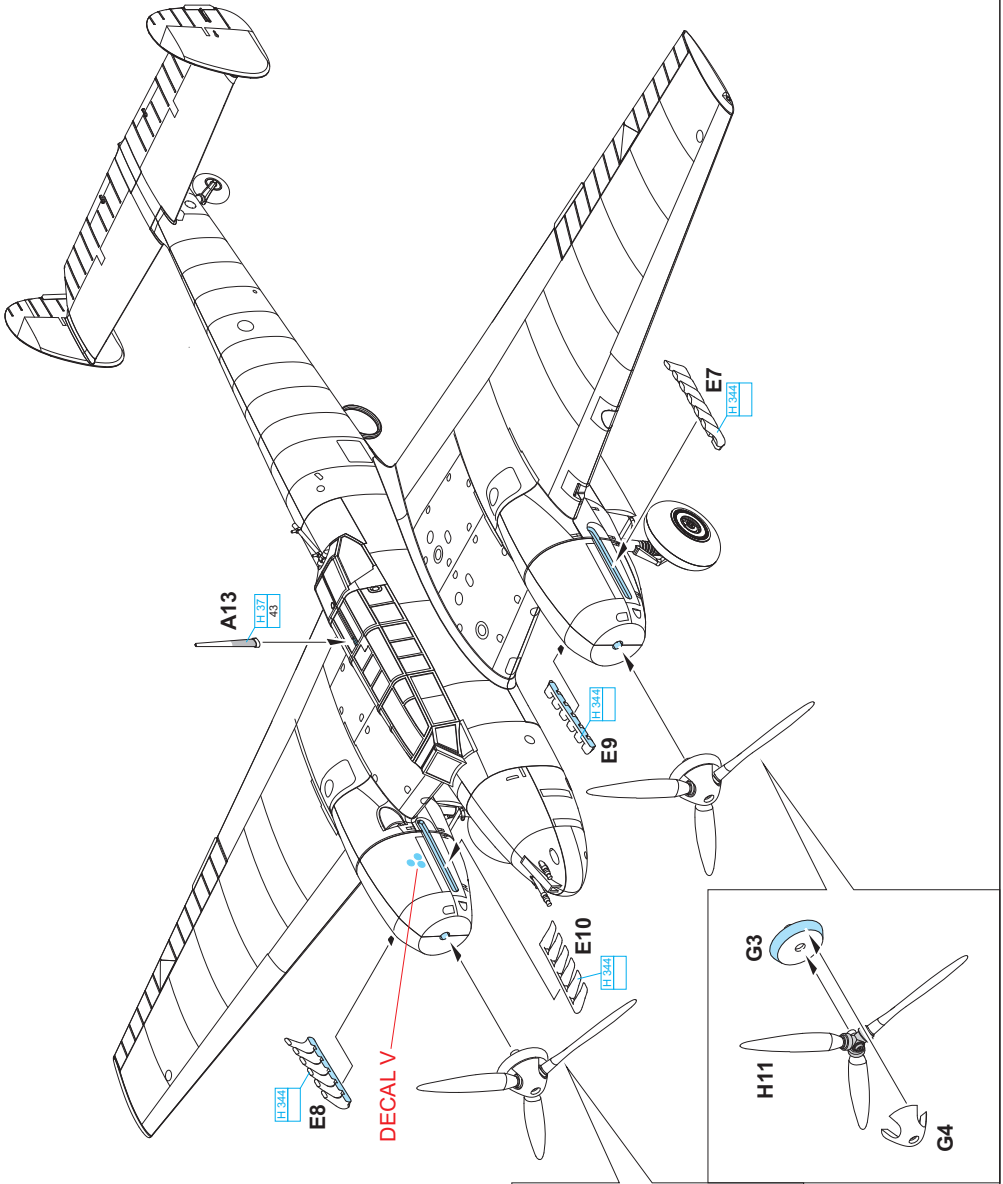


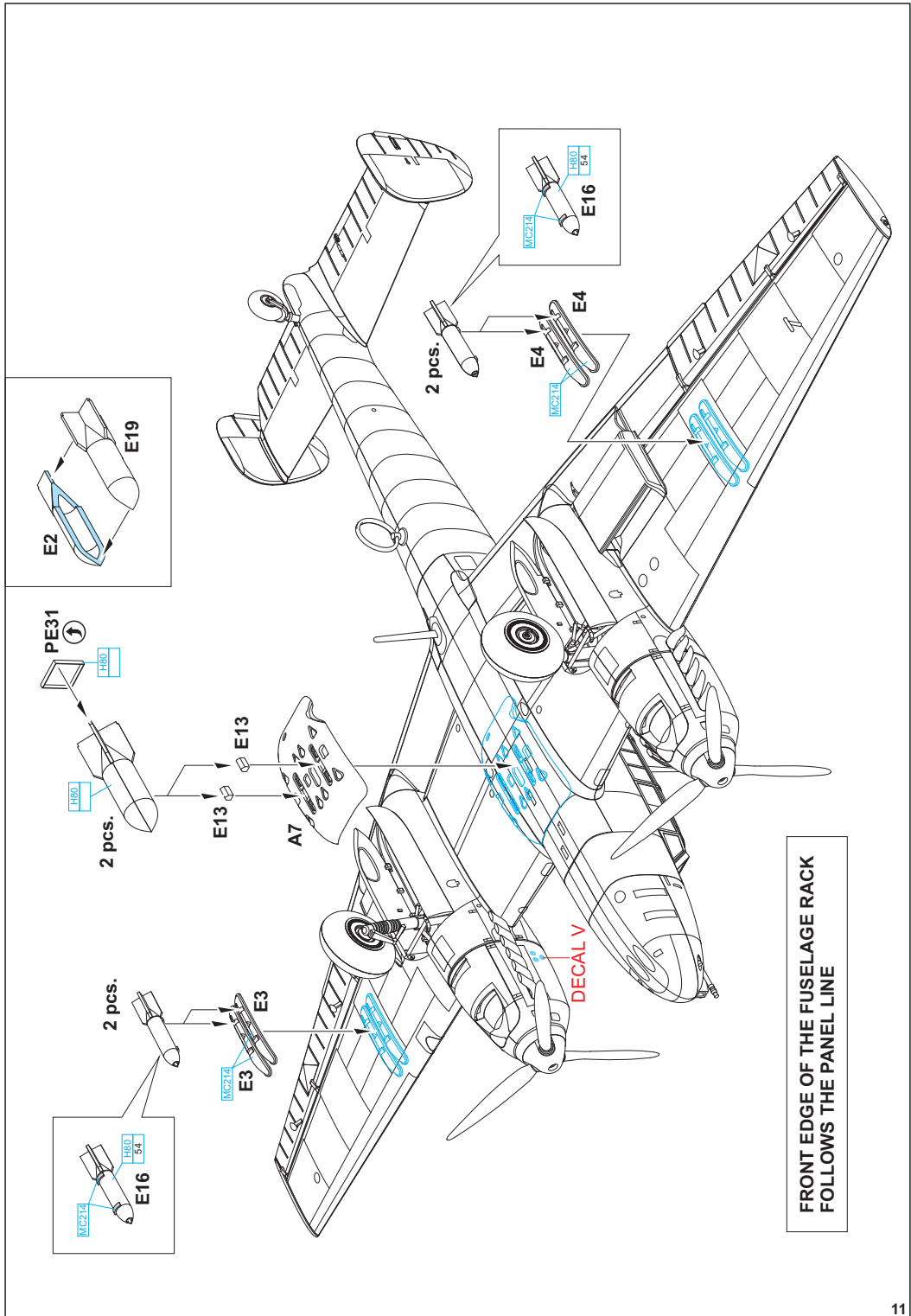
REAR VIEW









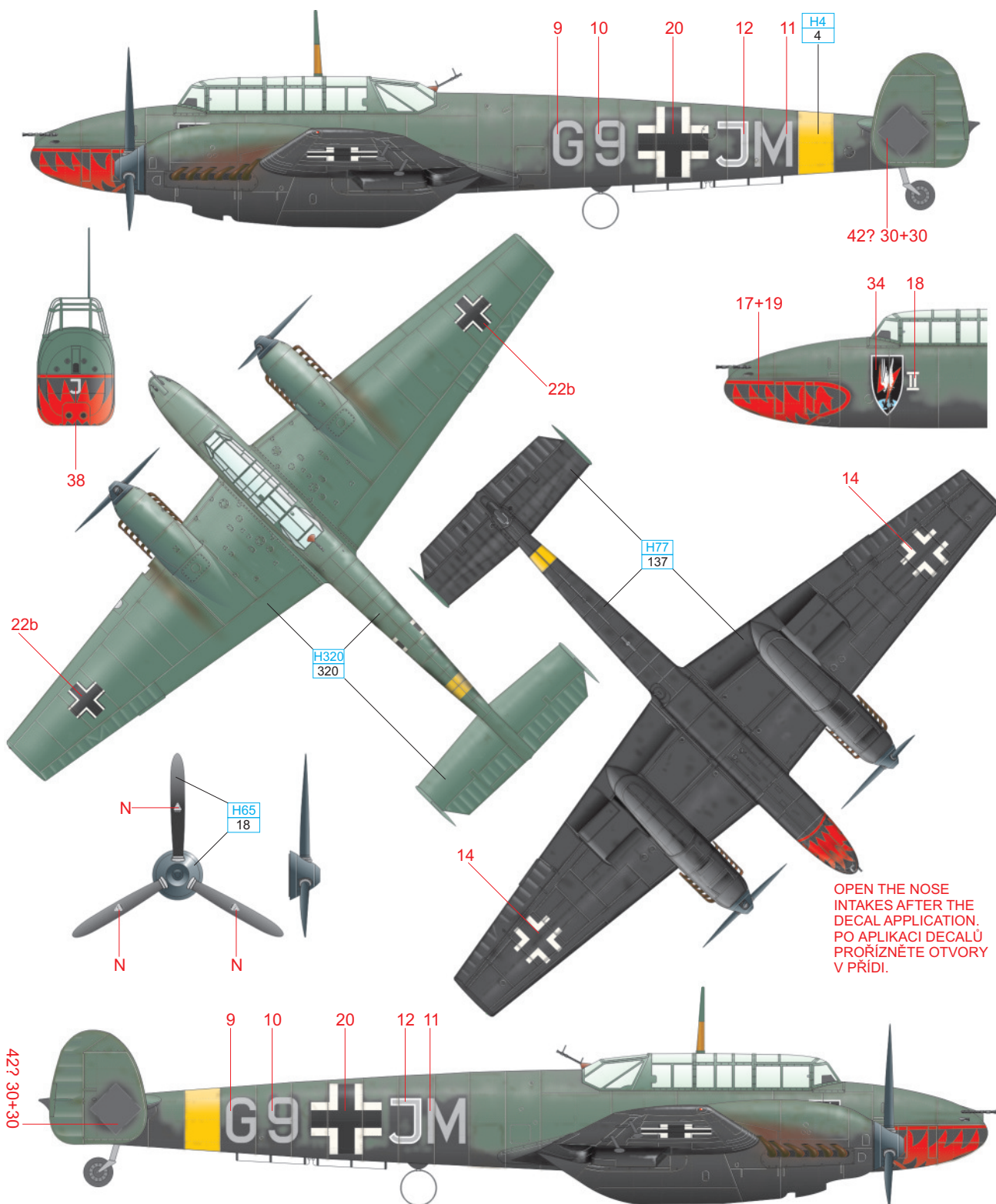


FRONT EDGE OF THE FUSELAGE RACK  
FOLLOWS THE PANEL LINE

# A G9+JM, 4./NJG 1, St. Trond, France, February 1942

NJG 1 was the oldest night fighter unit in the Luftwaffe, and was founded by the legendary Oberst Wolfgang Falck. At the beginning of 1942, the unit's II. Gruppe was led by Major Walter Ehle, within which he served over three years. In 1942, the well known night fighter Wilhelm Herget, as an example, also served within the ranks of 4. Staffel II./NJG 1. This "G9+JM" is interesting not only for the sharkmouth marking, but also for the temporary application of a "naval" RLM 72 green on the upper surfaces, consistent with the fact that this plane took part in patrol flights for Operation Donnerkeil. A quick identification mark came in the form of a yellow fuselage band. During the operation, the Germans managed to navigate the battle cruisers Scharnhorst and Gneisenau, and the cruiser Prinz Eugen, through the English Channel from Brest (Bretagne, France) to northern Germany. The Luftwaffe, between the 11th and 13th of February, 1942, ensured uninterrupted patrols over the formation. II./NJG 1 and II./NJG 3 were tasked with cover duty in twilight and overnight hours. On the second day of operations, elements of both night fighter units relocated to Lister airbase in Norway, from which the last segment of the fleet's cruise was covered. The unit's detachment lasted in Norway through to the end of February. All air to air victories during Operation Donnerkeil were achieved by day fighters of the Luftwaffe

NJG 1 byla nejstarší noční stíhací jednotkou Luftwaffe a jejím zakladatelem byl legendární Oberst Wolfgang Falck. Na počátku roku 1942 její II. Gruppe vedl Major Walter Ehle a v jejím čele setrval po dobu více než tři let. V roce 1942 v rámci 4. Staffel II./NJG 1 sloužil například známý noční stíhač Wilhelm Herget. Stroj „G9+JM“ je zajímavý jak žraločí příďí, tak i dočasným nátěrem „námořní“ zelenou barvou RLM 72 na horních plochách, což souviselo s tím, že se jeho osádka podílela na hlídkových letech během operace Donnerkeil. Prvkem rychlé identifikace během této akce je žlutý pruh na trupu. Během ní se Němcům podařilo proplout s bitevními křižníky Scharnhorst a Gneisenau a s křižníkem Prinz Eugen Kanálem La Manche z francouzského Brestu na sever Německa. Luftwaffe od 11. do 13. února 1942 zajistila nepřetržitě hlídkování nad svazem. II./NJG 1 a II./NJG 3 byly pověřeny krytím během soumraku a nočních hodin. Druhý den operace se části obou nočních stíhacích jednotek přesunuly na norskou základnu Lister, odkud kryly závěrečnou část plavby svazu. V Norsku tento detašmán setrval až do konce února. Všechny vzdušných vítězství během operace Donnerkeil dosáhly denní stíhací útvary Luftwaffe.



OPEN THE NOSE INTAKES AFTER THE DECAL APPLICATION.  
PO APLIKACI DECALŮ PRORÍZŇTE OTVORY V PŘÍDÍ.

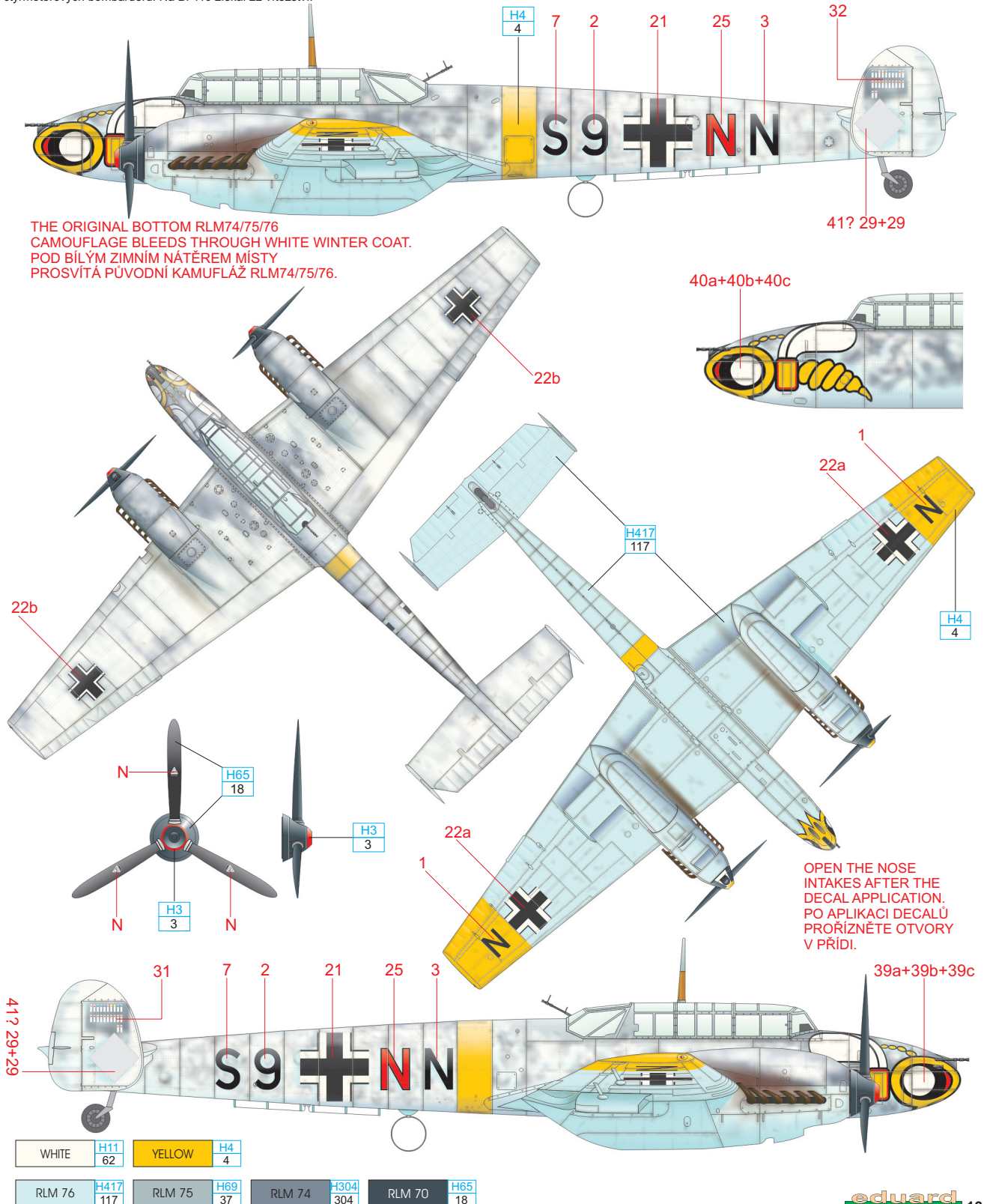
YELLOW	H4 4	RLM 72	H320 320	RLM 70	H65 18	RLM 22	H77 137
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# B S9+NN, 5./ZG "Wespen", Lt. Herbert Kutscha, Russia, 1942

Herbert Kutscha (1917-2003) served with II./JG 77 at the beginning of the war, but he was soon transferred to 5./ZG 1 equipped with Messerschmitt Bf 110s. During the Battle of France, he shot down a number of aircraft, including a Bf 109 of the air force of neutral Switzerland. Later, he also gained much success on the Eastern Front as a ground attack pilot, partially due to his II./ZG 1 evolving into II.SKG 210. Kutscha's II.Gruppe/SKG 210, under the command of Hptm. Rolf Kaldrack, was specialized in ground attack operations, specifically low level bombing. The Bf 110 was able to move at a faster speed over unfriendly territory than other bombers. Here is where the term "fast bombardment wing" (SKG = Schnellkampfgeschwader)\* was coined. Kutscha was awarded the Knight's Cross after his 22nd victory. At that time there were 41 aircraft destroyed on the ground, 41 tanks, 15 locomotives, 11 anti-aircraft guns, and 157 transport vehicles added to his tally. In June, 1943, he received command of 15. Staffel IV./JG 3 "Udet", utilizing single engine fighters. In the summer of 1944, he took control of II./JG 3 in Normandy, and of II./JG 27 by the end of the year. From February, 1945, he commanded III./JG 1 on the Eastern Front. All in all, he flew over 900 sorties, gained 47 kills, six of which were four engine heavies, and 22 of his kills were with the Bf 110.

\* German Geschwader (squadron) was much bigger unit than RAF or USAF squadron, it was corresponding to USAF wing. Gruppe was equal to USAF Group, Staffel was similar unit as the USAF squadron.

Herbert Kutscha (\*1917 + 2003) na začátku války sloužil u II./JG 77, ale brzy byl převelen k 5./ZG 1 vyzbrojené Messerschmitty Bf 110. Během francouzského tažení sestřelil několik strojů včetně jednoho Bf 109 leteckých sil neutrálního Švýcarska. Později na východní frontě, kde se z jeho jednotky II./ZG 1 stala II./SKG 210, dosáhl velkých úspěchů i jako bitevní letec. Kutschova II. Gruppe SKG 210 pod velením Hptm. Rolfa Kaldracka se specializovala na bitevní útoky, respektive bombardovací útoky z malých výšek. Nad nepřátelským územím se přitom Bf 110 pohybovaly vyšší rychlostí než jiné bombardéry. Odtud také pocházel název tohoto útvaru – „rychlá bombardovací eskadra“ (SKG = Schnellkampfgeschwader). Kutscha byl po dosažení 22 vítězství vyznamenán Rytířským křížem. V té době bylo na jeho kontě navíc 41 letadel zničených na zemi, 41 tanků, 15 lokomotiv, 11 protiletadlových kanónů a 157 nákladních vozů. V červnu 1943 se stal velitelem 15. Staffel IV./JG 3 „Udet“ používající jednomotorové stíhačky. V létě 1944 převzal velení II./JG 3 v Normandii a v závěru roku velel II./JG 27. Od února 1945 vedl III./JG 1 na východní frontě. Celkem absolvoval přes 900 bojových letů, docílil 47 sestřelů, z toho 6 čtyřmotorových bombardérů. Na Bf 110 získal 22 vítězství.



# C LN+LR, 1.(Z)/JG 77, Lt. Felix-Maria Brandis, Malmi, Finland, 1942

One of the aircraft of 1.(Z)/JG 77 commander, Lt. Felix-Maria Brandis, while stationed on the Eastern Front. His credit count tallied 14 victories, of which five were British (including a pair of Fairey Albacores) and nine Soviet aircraft. Lt. Brandis died on February 2, 1942 flying Bf 110E-2 (W.Nr.2546) LN+AR at Olang, when he crashed on the return leg of a combat sortie during bad weather. By that time, his unit had been re-designated 6.(Z)/JG 5 (January 25, 1942). The designation of the unit progressively changed from 1.(Z)/JG 77 to 6.(Z)/JG 5, 10.(Z)/JG 5 and 13.(Z)/JG 5. On the nose of the aircraft, there was the emblem of a dachshund with a Rata (Polikarpov I-16) in its mouth. For this unit, this was a characteristic marking, because a number of these dogs were mascots of the "Dackelstaffel" over the length of its existence, irrespective of the unit designation carried at any particular time. Some sources even say each crew had their own dog. The wiener dogs even occasionally flew on combat missions with the crew. The unit opposed British aircraft, as well as Soviet, in northern Europe. This aircraft, along with Lt. Harry Kripphal, fell on June 18, 1942, a victim of anti-aircraft fire 30 km west of Murmansk.

Jeden ze strojů velitele 1.(Z)/JG 77, poručíka Felixe-Maria Brandise, během jeho působení na východní frontě. Na jeho kontě bylo celkem 14 vítězství, z toho 5 britských (včetně 2 Fairey Albacore) a 9 sovětských letounů. Lt. Brandis zahynul 2. února 1942 se strojem Bf 110 E-2 (W.Nr. 2546) LN + AR u Olangy, když jeho letoun při návratu z bojového letu ve špatném počasí narazil do terénu. V tu dobu už byla jeho jednotka přejmenována na 6.(Z)/JG 5. Označení jednotky se postupně měnilo z 1.(Z)/JG 77 na 6.(Z)/JG 5, 10.(Z)/JG 5 a 13.(Z)/JG 5. Na přední letounu byl znak jezevčička s Rátou (Polikarpov I-16) v tlamě. Pro tuto jednotku je emblém jezevčičky charakteristický. Dva jezevčičci byli maskoty "Dackelstaffel" po celou dobu její existence, bez ohledu na označení, které právě nesla. Jezevčičci někdy dokonce s osádkami absolvovali i bojové lety. Jednotka byla na severu Evropy nasazena jak proti britským, tak i proti sovětským letounům. Tento stroj, i s osádkou Lt. Harry Kripphala, padl dne 18.06.1942 za obět protiletadlové palbě 30 km západně od Murmansku.

