

**Modellismo - Aereo disegno - Messerschmitt Bf. 110 - Aircraft described n.  
175**

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AIRCRAFT  
DESCRIBED  
NUMBER 175  
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## Messerschmitt Bf 110

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Described by J. Richard Smith  
Drawn by Ian R. Stair

ALTHOUGH proving a humiliating failure during the Battle of Britain, the Messerschmitt Bf 110 was to provide the backbone of the *Luftwaffe's* night fighter force until late in 1944. The aircraft was conceived in 1934 as a long-range bomber destroyer with the ability to meet single-engined fighters on equal terms.

The first prototype, the Bf 110 V1, flew on 12 May 1936 piloted by Rudolf Opitz. It, like the second two prototypes, was powered by two 960 h.p. Daimler Benz DB 600A engines and was almost as fast as the contemporary Hawker Hurricane fighter. The first production model, the Bf 110A-O, was powered by two 610 h.p. Junkers Jumo 210 engines and was followed by the generally similar B-O. Two B-Os were later re-engined with the DB 600A as forerunners of the B-1 fighter & B-3 trainer.

The first major production model was the Bf 110C which featured 1,100 h.p. DB 601A engines with direct fuel injection. Several variations on the basic design were produced including the C-4B and C-7 fighter-bomber and the C-5 reconnaissance fighter. The Bf 110D series were fitted with a variety of long-range fuel tanks and the Bf 110E was a specialised fighter-bomber. Of these perhaps the most potent was the Bf 110E-1/R2 which could carry two 2,200 lb. bombs beneath the fuselage. The Bf 110F series were similar to the E model, but were fitted with 1,300 h.p. DB 601F engines. The F-2 was equipped with two 210 mm. WGr 21 rocket tubes.

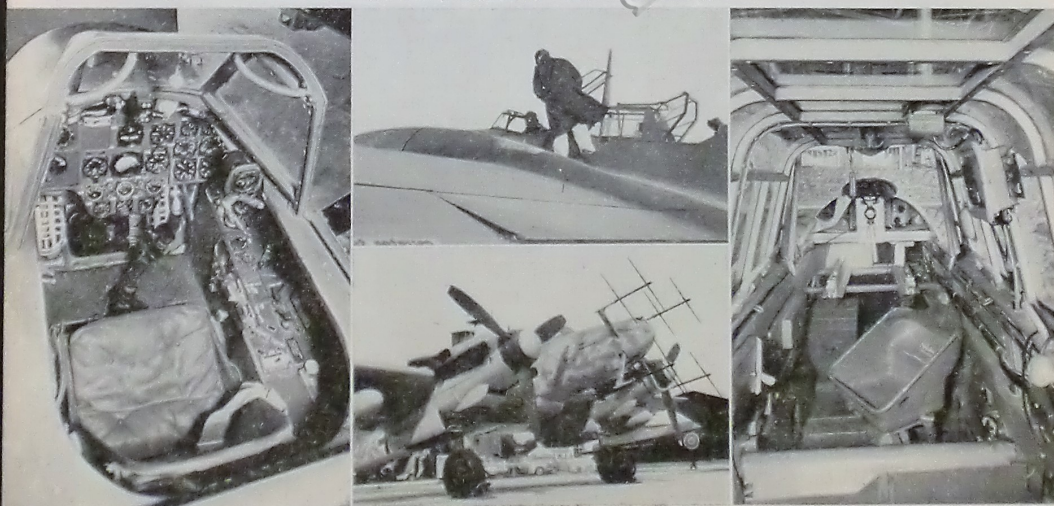
By far the most important production variant of the Bf 110 was the G series which appeared late in 1942. The aircraft differed in being powered by two 1,475 h.p. DB 605B engines and could carry an armament of four 7.9 mm. machine guns and four 20 mm. cannon. The Bf 110G-2 was a fighter-bomber, the G-3 was a high-speed reconnaissance aircraft and the G-4, which was produced in parallel with the F-4, was a night fighter. A multitude of sub-variants were produced from the basic G-4 design featuring such refinements as different radar equipment, GM-1 power boosting equipment, additional armament etc.

Late in 1938, Goring established the first of the *Zerstorergruppen*; elite fighter units to be equipped with the Bf 110. The aircraft first entered service with I.(Z)/LG 1 and when war was declared in September 1939, the *Luftwaffe* possessed nine *Zerstorergruppen*, although only three of these, I.(Z)/LG 1, I./ZG 1 and I./ZG 76 were equipped with the Bf 110C-1. All three units took part in the Polish campaign, the Bf 110 proving more than a match for the ancient fighters of the opposing air force.

In December 1939, Bf 110s from I./ZG 76 in company with Bf 109s intercepted 22 R.A.F. Wellingtons over the Heligoland Bight with the result that only eight bombers returned intact. Not for another three years did a large Allied bomber formation violate German airspace in daylight. I./ZG 1 and I./ZG 76 took part in the invasion

Below left, the controls and instruments of a Bf 110 C-4 showing the right fuselage side console and a direct reading compass mounted separately at sill level. Note fretted rudder pedals which have stirrups and twin handgrips for access. At right, a view aft shows the observer's seat. In later aircraft, this and another for a gunner were of wicker basket type. These photographs by

'Aeroplane'. Centre top is the same C-4 on test at Farnborough with the canopy opening and nacelle fairing detail evident. Small vertical rod is red, indicates U/C position (I.W.M. photo E. MoS 131). Centre below, is the Bf 110 G now at Biggin Hill, with radar antenna, exhaust mufflers, underwing tanks and different nacelle shape to the earlier types.





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## Descrizione

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Dim: 36,5x24,5