

HIGH PLANES MODELS



Messerschmitt Me 110G-4 Kit No 72 - 011

The Messerschmitt Me 110G was the final development of the Me 110 series of heavy fighters, utilising more powerful DB 605 engines in refined engine cowlings with smooth, rounded spinners in place of the earlier flat fronted types. Construction of the first batch of test example Me 110G-0s commenced before May 1942, and the initial production version, the Me 110G-2 Zerstorer, was under way by the end of the year. These aircraft were used on both ground attack missions and as bomber interceptors, but in the latter role they proved vulnerable to escorting allied fighters, even though they could pack a very heavy punch against the large bomber formations.

Due to the nature of the nocturnal air battles over Germany, it was in this area that the Me 110 found its niche. The machine was large enough to carry airborne radars so necessary to the detection of targets at night, and a wide assortment of antennae types were seen on the Me 110G-4 versions. After production got underway in January 1943, the type was committed to battle until the very end of the war, with about 1,850 examples being produced.

CONSTRUCTION

The initial stage with all parts is to carefully remove them from the sprues with either a razor saw or modellers clippers. Give all parts a good wash in warm soapy water to remove any release agent. Joining surfaces should be cleaned up as required to ensure all parts mate properly. Trailing edges of wings can be reduced on the inner surfaces to achieve very fine finished components. It will be beneficial for a top class model to invest in either the Eduard or Airwaves brass sets, and use as you see fit. The Italeri "Me 110G" can be purchased for a few parts (Rear seat, rear cockpit bulkhead, drop tank supports, and radars, virtually all else is junk with little potential for a serious replica.)

FUSELAGE - Refer to sketch. Start by installing the cockpit separation piece at the rear of the side consoles and with the rear end open. The six pack radio assembly is mounted onto this piece, with the upper side aligned just below the top of the fuselage sills, and the individual circular instrument to the right top position. Install the pilots seat into position and then the white metal control column. The instrument panel can be then be glued onto the forward part of the side consoles. Attach the oblong seat with the rear end touching the spar: it will be necessary to fabricate forward supports to the floor. Glue the two ammunition containers each side of the floor as indicated by the marks. The box with the cut-out is placed on the right side, cut-out to the rear. The squarish gunners seat is installed at the rear of the cockpit area, once again make up a lower support. Colour of the leather straps is probably a brown or green. Seat belts can be added and any additional improvements incorporated before or after the cockpit assembly is installed in the fuselage halves and the two sides joined.

Clean up the join line, and add the top fuselage coaming. The radar scope is joined to the top of the coaming, the rear face in line with the radio sets. Install the white metal roll over cage behind the pilot's seat, noting that it slopes back on the same angle as the seat.

Before joining the two nose halves, drill out the radar support holes and experiment a little with how they are going to mount. Once happy with your plan of action, glue top and bottom together, and attach the part to the forward fuselage.

WINGS - Start by thinning down the trailing edges, cutting out the radiator inlets as required, opening and/or cleaning up the wheel well area, and cleaning up the front faces where the engine nacelles join. For best results it is advised that radiator blocks be added into the radiator baths, and the wing area inside these be built up to avoid a massive hole. Unfortunately, an encounter with a Lancaster resulted in battle damage below the port wing and aileron, so you will need to flatten these small bumps out and restore the scribing. Once ready, join tops to bottoms and clean up as appropriate.

ENGINES - Glue left and right halves together, simple hey. Clean up the radiator baths, opening up the front and rear holes. Some work may be required to achieve a snug fit to the nacelles. Before these are glued in place it is suggested that radiator faces be added. Drill suitable sized holes in the spinner back plates so they will mount on the front faces of the nacelles. Glue individual prop blades to spinner backing plates, and install spinners, setting assemblies aside to dry out with the right amount of pitch.

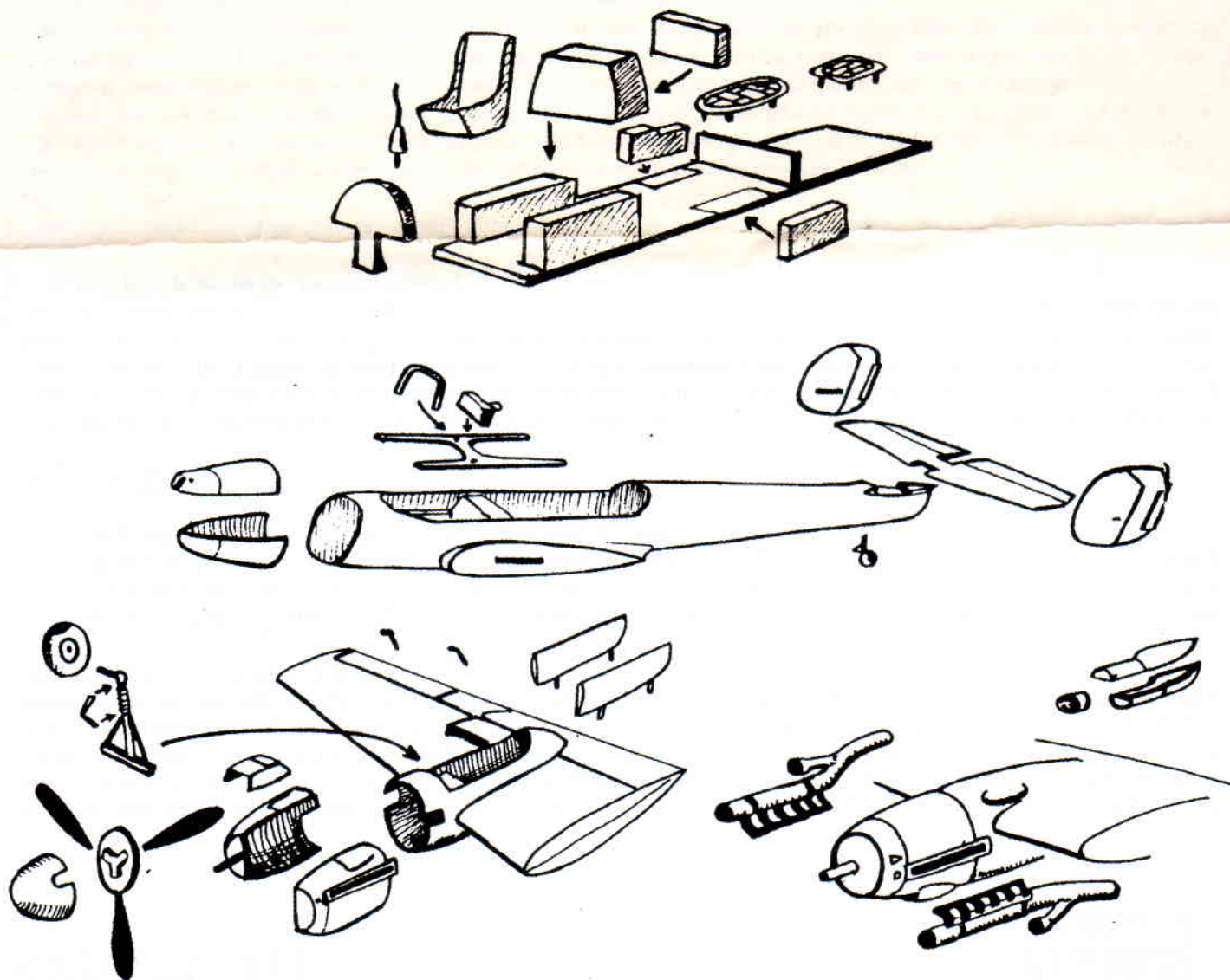
THE REST - Glue the wings onto the fuselage, the engine nacelles onto the wings, the tailplane to the fuselage, and the fin units to the tailplanes. Looking good? Little bits now - glue wheel halves together, ditto the top and bottom of the air intake, which also has a long extension to the front, with the longest length to the top. This whole assembly can be added to the inner starboard nacelle. The under fuselage gun/ammo bulge can be added. Final plastic parts to be installed are the main undercarriage doors, but these should be done at the same time as the legs are installed.

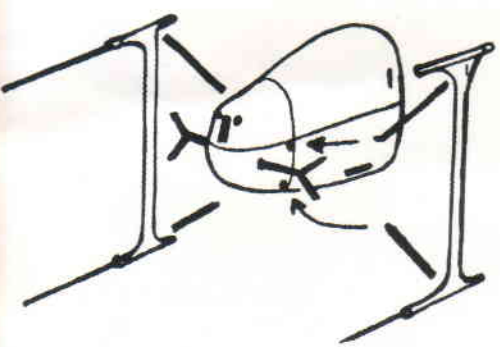
WHITE METAL - Main undercarriage legs are mounted onto the small shelves inside the nacelle. The modeller will need to add the rear support strut and it deemed necessary the lower A frame pieces also. It is suggested that the main wheels be added at this time, along with the tail wheel and the whole lot then set on a flat surface to check that everything looks OK.

We've looked at the radar mounts previously. I suggest that the two Y pieces be added right through the nose and glued firm. The upright antennae supports can then be tacked into position (perhaps with white glue), and then the angled supports added. Once the whole thing is happily aligned, Super Glue or Araldite may be used for a permanent bond. The central radar array was not used on this machine, but will be useful for other options presented by PD Decals or other after market decals. Once again it is up to the individual to add the radar dipoles out of whatever thin material you like, length of each main one being 16 mm.

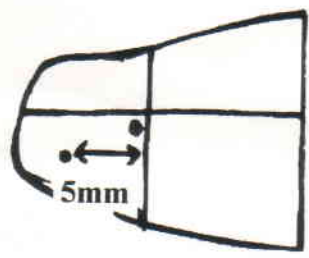
The last white metal bit is the twin rear machine guns, which can be added before or after the canopy. If MG-FF/M Schrage Musik are desired, these can be obtained in the Aeroclub range as item Number G008.

COLOURS AND MARKINGS. Decals are provided for an Me 110G-4, B4 + KA, assigned to Stab/NachtJagddivision, although the B4 code has also been stated as belonging to Night Fighter Squadron Finland. The aircraft itself seems to be finished in the standard RLM 76 lower and side surfaces, with upper surfaces finished overall in RLM 75, (or perhaps 74/75 splinter scheme) and a light scribble and splotching of the latter on the fins/rudders and part way down the fuselage sides. Underside of the starboard wing and engine nacelle was painted black as a recognition aid. Additional markings for aces Me 110Gs can be found on the two PD Decal releases, with another sheet promised from Tally Ho in Canada.

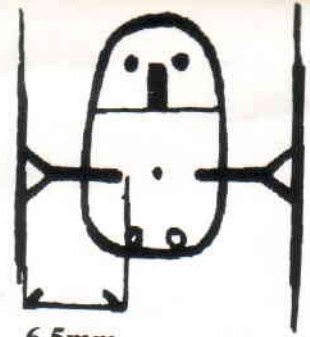




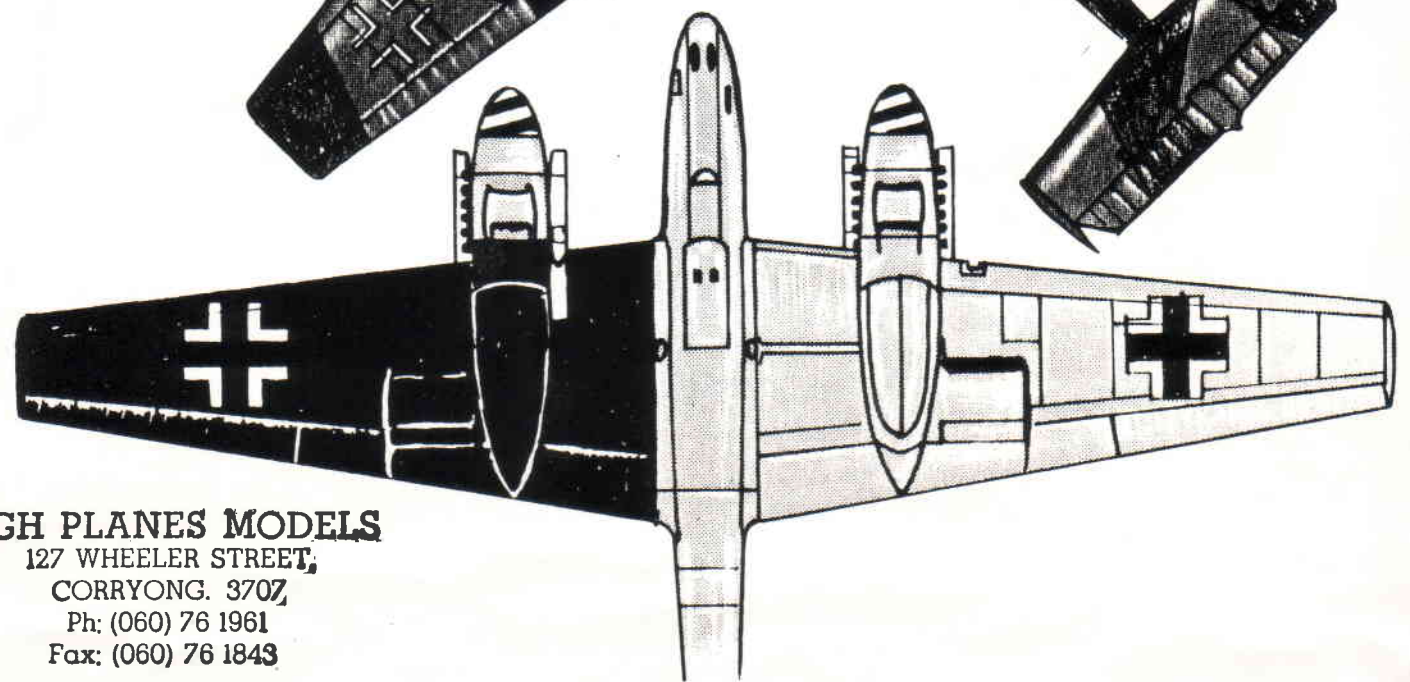
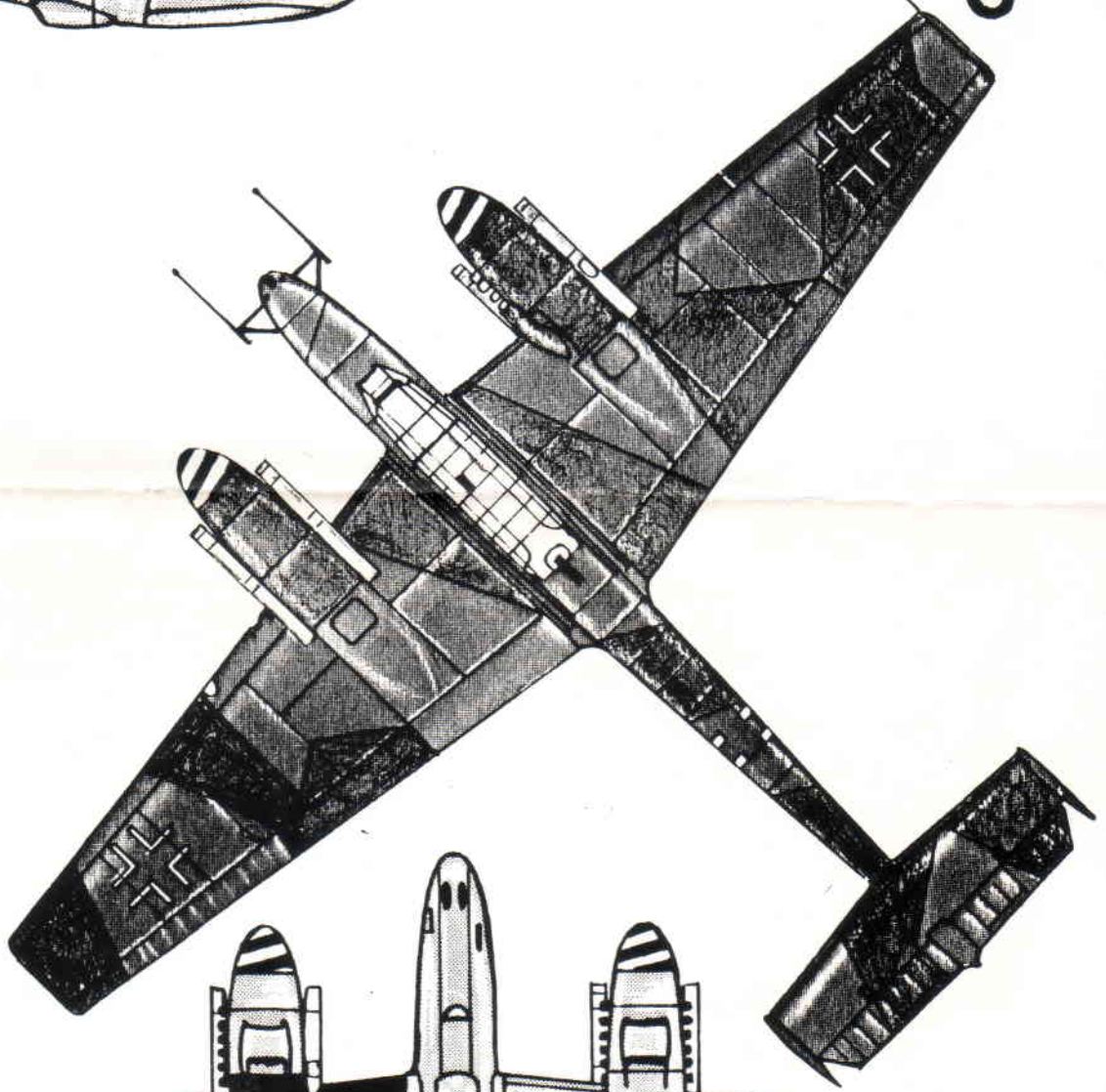
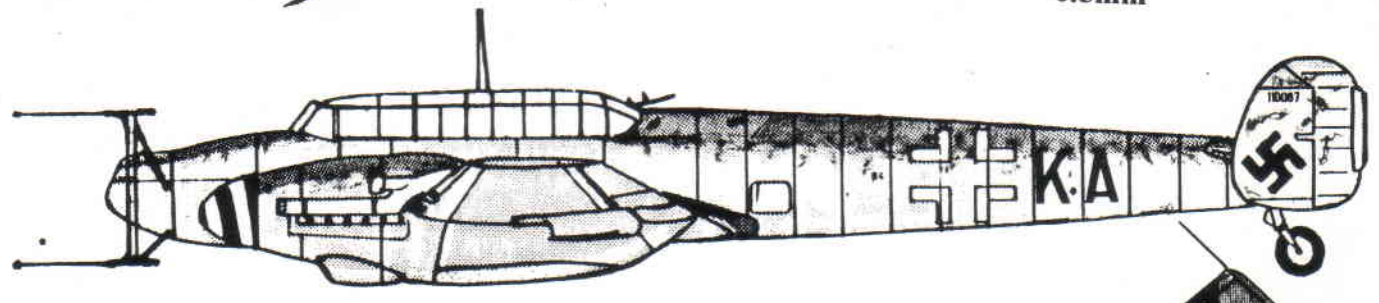
2.75mm



5mm



6.5mm



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