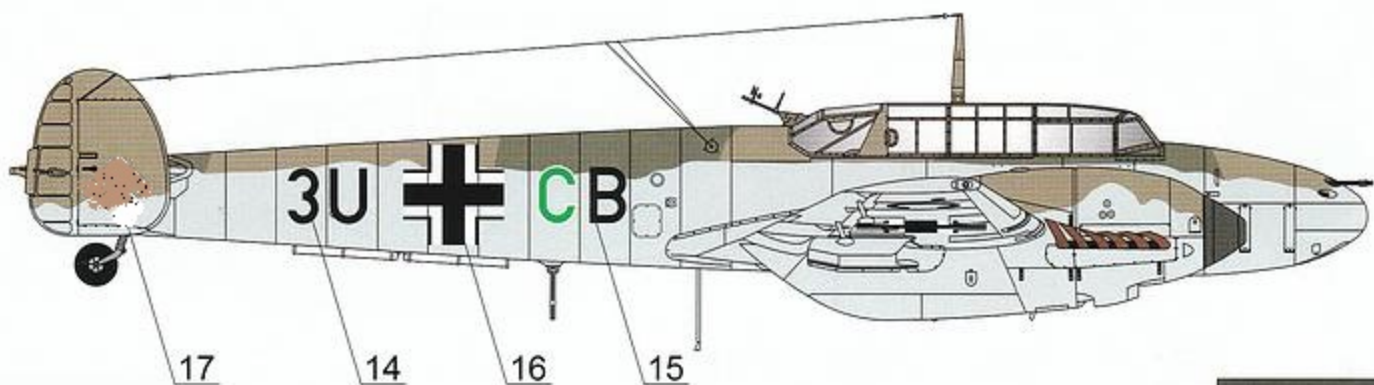
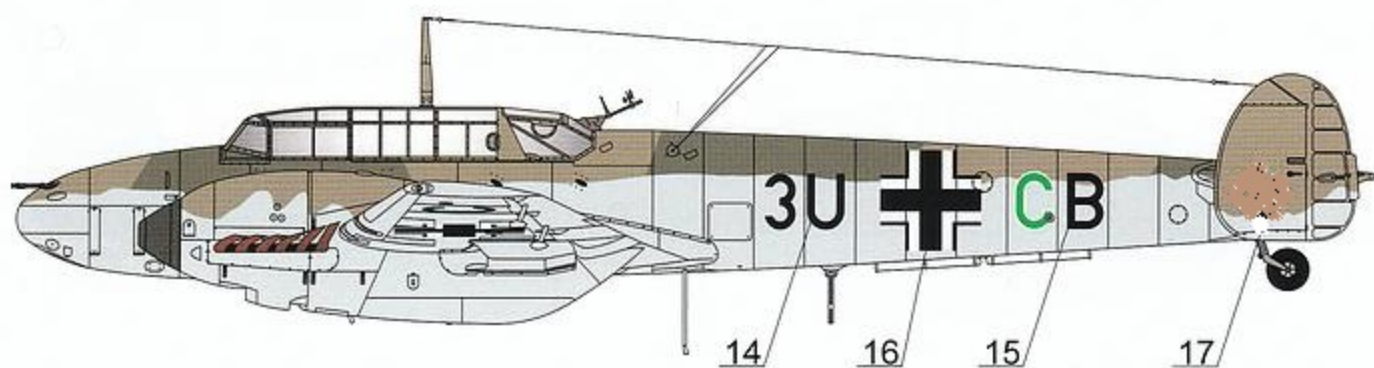


| |
|-----------------|
| Dark Brown |
| Ochre Yellow |
| Dark Green |
| Light Blue Grey |



Me 110 Razarać
Kraljevo Airport, 7 April 1941



Messerschmitt Bf 110C-4

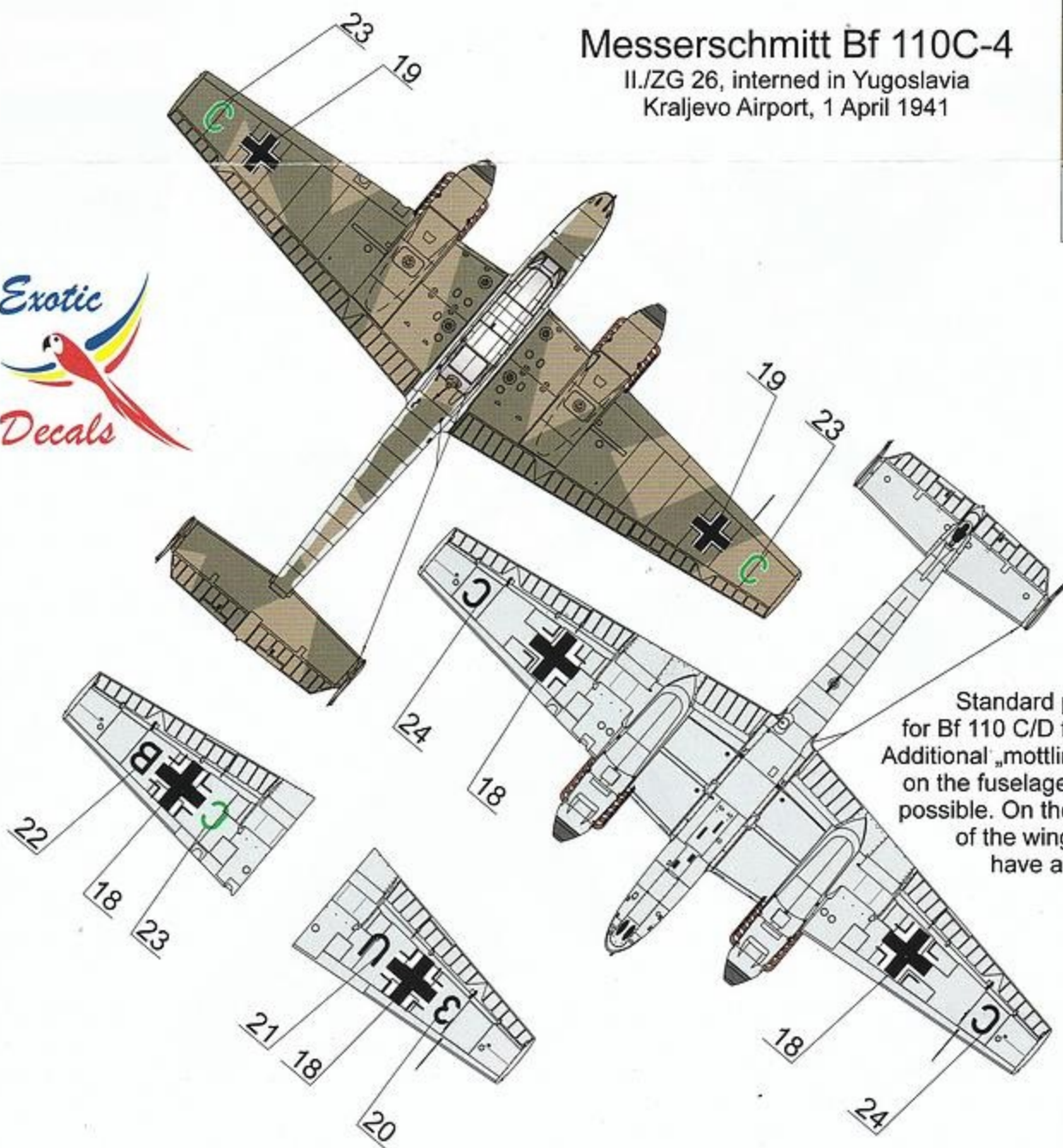
II./ZG 26, interned in Yugoslavia
Kraljevo Airport, 1 April 1941

RLM 70

RLM 71

RLM 02

RLM 65



Standard painting scheme for Bf 110 C/D from 1940/1941. Additional „mottling” (RLM 70/02) on the fuselage and vertical tail possible. On the lower surfaces of the wings, aircraft could have a full or simplified military code.

Me 110 in Yugoslav service

At the beginning of 1939, the negotiations took place between the Kingdom of Yugoslavia and Germany concerning the acquisition of modern weapons.

Intending to equip two aviation groups, Royal Yugoslav Air Force delegation formally request that German delivers the Me 110. Since all hope was lost that France would deliver their Potez 63, and domestic industry struggled to produce a viable twin engine aircraft, purchasing such fighters from Germany was the only solution for VV.

Unfortunately, Germans duly refused the sale citing that „Ju-88 and Bf 110 are not intended for sale”. They even refused to release basic technical characteristic which VV HQ Technical Dept. could study to evaluate the viability of such machines for its service.

On 1 April 1941 (six days before war) at 18:30 one Bf 110C-4 with crew of three landed by mistake at Kraljevo Airport. During questioning the crew admitted to have taken off at 15:00 from Vienna towards Turnu Severin in Romania and they lost orientation due to poor weather. As a result traveling over Belgrade they arrived to Kosovska Mitrovica and then turned back towards Kraljevo. In fact the twin-engine plane was somewhat "forced" to land by the kapetan I klasse S. Nikolić, who piloted prototype plane LVT-1, in fact a Hawker Hurricane fitted with a DB601 engine. This prototype was part of the Flight Test Group, based in Kraljevo.

German plane piloted by Lt.Hans Diether, (crew - Fw. Wilhelm Pries, Flg. Eugen Schaufelle) belonged to II./ZG 26. German airmen had been interned, and Royal Yugoslav Air Force had the unique opportunity to inspect the Bf 110. Following the orders from HQ, the aircraft was transferred to the hangar and was partially disassembled to take photos of sub-assemblies, instruments and radio navigation equipment.

On 7 April 1941 Yugoslav personnel painted the machine in standard VV three tone camo and applied VV insignia. Camouflage patches were similar to those on Do-17K bombers. The number assigned to this unique Me 110 is not certain. The most probable seems to be 2073, after two Potez 63 (2071 to 2072) but 2081 is also possible.

The order was issued to transfer Me 110 Razarać (Destroyer or Kampfzerstörer) from Kraljevo to Veliki Radinci auxiliary war airfield and to enter service with 51.VG which already had two twin engine Potez 63 on strength. The crew consisting of pilot poručnik (rezervni) Zlatko Dimčović (aviation engineer and civilian pilot who previously served in Lufthansa) and machine gunner Gustav Ajdić took off on 8 April at 11:00 from Kraljevo towards Beograd and in spite of poor weather, low clouds, unfamiliarity with the aircraft managed to land the aircraft successfully. After landing at Beograd Airport Dimčović conducted a solo flight in mid day to Veliki Radinci. According to his account of this flight, he flew over the airfield at low altitude and speed with lowered landing gear, signaling that he wishes to land. He turned around and attempted to lower his flaps which were inoperable. As a result, his landing speed was greater than desired and in spite of going in for an early landing, the tail wheel touched the ground mid runway. He began to brake but the brakes were inoperable as well. The aircraft rolled the entire remainder of the runway and came to stop 20m from the edge of the airfield. He left the aircraft and decided to come back tomorrow and inspect why the brakes failed.

The next day, the pilot found out that his brakes were not faulty, but the plane received a 12.7mm bullet from a Italian Breda-Safat machine gun. This bullet hit the hydraulics, and without brakes nad flaps, Dimčović couldn't do more than get stuck in the field.

The aircraft would never flew again. On 12 April, it was torched along with the Me 109s, IK-3s, Hurricanes and sole IK-2 to prevent capture by advancing German troops.

info based on Ognjan Petrović & Djordje Nikolić book „Yugoslav Fighter Colours 1918-1941” published by MMP Books and on Šime Ostrić book „Les Messerschmitt Yougoslaves” published by AVIONS HS.26



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