

**1: Messerschmitt Bf in action. - Page 2 - Axis History Forum**

*Overall "Messerschmitt Bf Zerstorers in Action" is a good book on the early technical development and operational career of this German fighter, but serious aviation enthusiasts will need to look elsewhere to find the information on its later service and development.*

In the days following, the Bf s were regularly in action, with varying degrees of success. As the Polish campaign ground to its inevitable conclusion with German forces advancing inexorably through Poland, the role of the Zerstorers units changed. From bomber escort, their duties moved to that of ground support. Seeking out and attacking elements of Polish ground forces in their headlong retreat, this type of action was not universally liked by the Bf pilots, who at that time saw their task as air-to-air combat and protection of their flying comrades in other units rather than in ground-attack missions. Hammes had had a somewhat chequered life. Born in March , he enlisted at the outbreak of the First World War and served initially as an artillery officer. Obtaining a transfer to the air force, he flew initially with a reconnaissance unit before transferring to Jasta . With that unit he claimed four aerial victories before being badly wounded in combat on 9 September . By this time he had attained the rank of Oberfeldwebel. His wounds were so severe that he undertook no further front line flying before the end of the war. His life then took a completely new course, as he embarked upon a career as an opera singer. The lure of the Luftwaffe proved too much, however, and he enlisted again in June . By the outbreak of war in September he held the rank of Major and led I. So it was that while leading I. Although effecting a relatively good belly-landing, Major Hammes died of his wounds. His Bordfunker, Oberfeldwebel Ofw. Walter Steffen, was wounded and taken into captivity, returning to Germany when the Polish campaign was concluded. Thus ended the colourful life of Major Karl Hammes, opera singer and fighter pilot. Martin Lutz, who would feature prominently during the Battle of Britain with Erprobungsgruppe Erpr. One known victory, his 1st, a Hawke near Merzig, 30 September, His 2nd, a Spitfire W of Bournemouth on 15 August, His 3rd, a Spitfire at Warmwell on 26 August, In he was chosen as the reserve coxswain for the Oxford rowing crew in the annual University Boat Race. Although Percy appeared small and slight, he was also considered to be funny and adopted the traditional student tobacco pipe, which he had started after entering Oxford. While there, Burton also joined the University Air Squadron and learned to fly. And so it Begins: He soon qualified as a pilot and flew Hurricanes with No. Then just before the outbreak of the Battle of Britain, Burton was posted to No. After making several uneventful patrols, on the evening of August 26, , Burton had to make a forced landing in Hurricane P at Tangmere in Sussex because of a damaged tail wheel. Fortunately, he was not injured in the emergency landing and after his aircraft was repaired it was sent back into service. On Monday, September 2, , things began to get more serious for Burton and his comrades of No. During the early morning, he was one of ten Hurricanes scrambled from their base to intercept an oncoming flight of Luftwaffe bombers. Once airborne the squadron was ordered to turn towards Rochester in Kent and patrol at 15, feet. Then at hours some Dornier Do 17 bombers were sighted flying towards their target. On this occasion Burton was flying as "Yellow Two" at the rear of the formation, and his combat report for this sortie is shown below: I then spotted a straggler. I got on his tail and fired at his port engine from yards, giving him several short bursts. He turned sharply to port and I then aimed at his cockpit, using deflection shooting, and I could see my ammunition hitting him. I then broke off as I was being attacked by some Bf s from behind and above. I evaded them and fired at one, which had overshot me, but without any visible result. I returned to the attack on the Dornier, aiming again at his port engine from astern at a distance of around yards with two four-second bursts. Thick, black smoke came from his port engine and he started going down slowly-by this time he was well out of formation. I do not think he could have gotten back home. During the whole engagement I experienced intense return fire from the Dornier, coming apparently from four machine-guns firing simultaneously from the top rear of the cockpit. I was hit and glycol fumes filled the cockpit, followed by glycol fluid. As a result my engine cut out at 10, feet and I had to force-land at Meopham in Kent, in a field with my undercarriage up. I do not think my aircraft was very seriously damaged. Flying Officer Beazley was leading the section when he spotted the enemy aircraft below flying about three miles ahead of their position,

travelling south towards the coast to cross the English Channel back to France. Beazley delivered a quarter attack, which developed into a rear attack, from the starboard side of the bomber. He fired a five-second burst and was immediately followed by Burton and Palliser who also opened fire. I allowed the enemy aircraft to fly into my fire and saw hits scored. Palliser also scored hits, firing two long bursts at the bomber. The results of the action have remained inconclusive although the Dornier Do 17 was claimed as "badly damaged. After making a rendezvous with aircraft of No. Under pressure from the Hurricanes, which dove underneath the Bf formation and then climbed up to attack the undersides of the Messerschmitts, the Germans had to break up and fly south toward the Channel. Down to the Tree Tops Although he was unaware of it at the time, Percy was engaged in a duel to the death with none other than the Gruppen Kommandeur of V. As they passed over Mayfield in Sussex, locals marvelled at the brilliant airmanship of the two pilots as they lifted their aircraft up just enough to clear the roofs of houses and trees. They were flying so low that trees could be seen swaying in the slipstream of the passing aircraft with empty cartridge cases clattering through the branches and pinging off the tarmac roads. Diving into valleys and jinking around hills and obstacles, Liensberger kept on course for home, passing the smoking remains of other aircraft from V. During the whole engagement Burton had vigorously continued to pursue the Bf over a distance of about 40 miles, during which time witnesses on the ground watched in awe of their skill, as both pilots continued to lift their aircraft to clear houses and slide through valleys and dodge around hills and homes at rooftop height. All the while they exchanged gunfire and continued to discharge empty cartridge cases that rained upon the on-lookers. People in the town saw the two fighters pass over the rooftops, skim the gas works and pass each side of St. At that moment Burton was flying slightly above and behind the Bf, when he suddenly banked then dived into what appeared to be an attack. His Hurricane collided with the rear of the, slicing off the tail unit, which spun away. Both aircraft then lurched for a moment, hanging at feet, then the Messerschmitt went down and hit the ground like a stone. Both airmen in the Bf were killed instantly upon impact. The impact threw Burton clear, but as he was already seriously wounded by the gunfire he was killed instantly. He had fought a duel to the death and had made the ultimate sacrifice. Eye-witness reports strongly indicated that Burton had deliberately rammed the Bf, in his final act of valor and that his body was said to be riddled with bullets. I was close enough to see his letters squadron markings, as other pilots must have been who also confirmed the incident, which in itself caused me to realize that my young life and its future, if any, had jumped into another dimension. Although two of our most gallant comrades were lost, today was a glorious day in the history of the Squadron. He rammed it cutting off its tail causing both aircraft to crash. The RAF claims for that day were Luftwaffe aircraft destroyed. German records indicated losses to all causes ran between 42 and Today, the shattered oak tree still remains and marks the spot where Percy died, and the site of where the main German Bf wreckage fell is now a housing estate, which includes a road named Burton Walk in honor of the brave RAF pilot. One has to wonder how many who travel that road realize the price paid for it. Asisbiz database list of 4 aerial victories for Horst Liensberger Date.

## 2: Small Wonder - Books on the Messerschmitt BF

*To ask other readers questions about Messerschmitt Bf Zerstörer in action - Aircraft No. 30, please sign up. Be the first to ask a question about Messerschmitt Bf Zerstörer in action - Aircraft No.*

Genesis and competition[ edit ] Bf s in France in Throughout the s, the air forces of the major military powers were engaged in a transition from biplane to monoplane designs. Most concentrated on the single-engine fighter aircraft , but the problem of range arose. The request called for a twin-engine, three-seat, all-metal monoplane that was armed with cannon as well as a bomb bay. Of the original seven companies, only Bayerische Flugzeugwerke Messerschmitt , Focke-Wulf and Henschel responded to the request. The Fw 57 V1 flew in but its performance was poor and the machine crashed. The armament consisted of a single rearward-firing 7. The Bf was far superior to its rivals in providing the speed, range and firepower to meet its role requirements. The design was also fitted with Handley-Page wing slots [6] actually, leading-edge slats. Early variants[ edit ] Bf s in flight above Budapest. Even with the temperamental DB engines, the RLM found the Bf , while not as maneuverable as desired, was rather faster than its original request specified, as well as faster than the then-current front line fighter, the Bf B Thus the order for four pre-production A-0 units was placed. The first of these were delivered on January During this testing, both the Focke-Wulf Fw and Henschel Hs competitors were rejected and the Bf was ordered into full production. The armament of the A-0 units was also limited to four nose-mounted 7. Even without delivery of the DB engines, Bayerische Flugzeugwerke began assembly of the Bf in mid Three distinct versions of the Bf B were built, the B-1, which featured four 7. The B-2 reconnaissance version, which had a camera in place of the cannons , and the B-3 which was used as a trainer , with the cannons replaced by extra radio equipment. Only 45 Bf Bs were built before the Jumo G engine production line ended. The major identifier of the -A and -B-series Bf s was the very large "mouth" bath radiators located under each engine. In late , the DB B-1 engines became available. The initial D-series version, the Bf D-0 was designed to add a large, streamlined 1, litre U. Later D-2 and D-3 versions retained the twin underwing litre drop tank capability, using multipurpose ordnance racks capable of holding either drop tanks or carrying bombs. The production of the Bf was put on a low priority in in expectation of its replacement by the Me During this time, two versions of the Bf were developed, the E and F models. A total of Bf E models were built between August and January Most pilots of the Bf E considered the aircraft slow and unresponsive, one former Bf pilot commenting the E was "rigged and a total dog. Three common versions of the F model existed. Pilots typically felt the Bf F to be the best of the line, being fully aerobatic and in some respects smoother to fly than the Bf , though not as fast. Eventually Bf F models were completed between December and December , when production gave way to the Bf G. Although the Me entered service in mid, it was plagued with problems and was withdrawn from service for further development. In the wake of the failure of the Me , the Bf G was designed. The Bf G also had upgraded nose armament, and underwent some changes which improved the aerodynamics of the aircraft. The initial batch of six pre-series production G-0 aircraft built in June were followed by G-2, G-3 and 2, of the night fighter-dedicated, three-seater G-4 models; built between December and April Early versions had four 7. The defensive armament initially consisted of a single, flexibly mounted 7. Late F-series and prototype G-series were upgraded to a 7. A single hit from this weapon was usually enough to destroy any Allied bomber.

**3: Jerry L. Campbell (Author of Messerschmitt Bf Zerst rer in action - Aircraft No. 30)**

*Covers Bf involvement in Poland, the Battle of Heligoland Bight, Operation Weserubung, operations in France and the Low Countries, the Battle of Britain, operations in the Balkans, Greece, and Africa, Barbarossa, and the final defense of the Reich. photos, 56 detail drawings, 13 full-color drawings. 50 pages.*

The Messerschmitt Bf was an aircraft of very mixed fortunes. It has often been criticized for its failure during the Battle of Britain, while its successes in other fields have been largely ignored. Yet, this aircraft that did not match up to Luftwaffe expectations, managed to serve Germany throughout the Second World War in long-range escort fighter, fighter-bomber, reconnaissance, ground attack and night fighter roles. The long-range multi-seat escort fighter is possibly the most difficult of combat aircraft to design. Certainly no entirely successful machine in this category emerged from the Second World War, and when Professor Willy Messerschmitt began design studies for such a warplane towards the end of , at the Bayerische Flugzeugwerke at Augsburg, his problems would have seemed insurmountable had he possessed a full knowledge of interceptor fighter development trends abroad. Such a machine as was required by Marshal Goering, to equip the elite zerstorer formations, that he envisaged had to be capable of penetrating deep into enemy territory, possessing sufficient range to accompany bomber formations. The fuel tankage necessary presented a serious weight penalty, and called for the use of two engines if the zerstorer was to achieve a performance approaching that of the lighter interceptor fighter by which it would be opposed. Messerschmitt possessed no previous experience with twin-engined military aircraft when he began work on the Bf. Indeed, his first warplane, the single-seat Bf , had been conceived only the previous summer. At the time, the most powerful aero engine of national design available was the hp Junkers Jumo A. It was obvious from the outset that a pair of such engines would be inadequate to provide the power needed for the relatively large and heavy fighter envisaged. However, the Daimler-Benz Aktiengesellschaft was actively engaged in developing a new twelve-cylinder liquid-cooled inverted-vee engine, the DB , which held promise of 1, hp, and on the premise that such engines would be available for his prototypesâ€”Messerschmitt began the design of the Bf. Designed to a requirement for a long range escort fighter, the first prototype Bf made its initial flight on May 12, . A key factor in the design was the use of two Daimler-Benz DB enginesâ€”subsequent difficulty in obtaining enough of these to power development aircraft meant that the Bf could not be tested during the Spanish Civil War. Nevertheless, one aircraft was tested at the Rechlin evaluation center in , and proved to be very fast, although not as maneuverable as hoped. Despite obvious shortcomings, the Bf entered service in as the Bf Câ€”powered by two hp DB A engines. Production was set up on a massive scale, and by the end of the year, some Bf s were flying operationally. The Bf was no match for the Thunderbolts escorting American B and B bombers over Berlin, and were transferred to the Russian front. By the time Germany invaded Poland on September 1, , ten Luftwaffe Gruppen were equipped with the heavy fighter. Owing to the limited aerial opposition, the Bf C was largely employed in the ground-support role, and after the fall of Poland, little was heard of this much-vaunted machine until, on December 14, , it was encountered by a formation of twelve Wellingtons over the Heligoland Bight. But it was not until it was to come up against RAF fighters in , that the Bf C was to receive its first real trial in combat and to be found wanting. As a long-range escort fighter, the Bf C received a disastrous mauling at the hands of the more nimble Hurricane and Spitfire during the Battle of Britain. Rather than protecting the bombers under escort, the Bf C formations usually found that they were hard pressed to defend themselves. The complete failure of the Bf C in the role for which it had been conceived led to its eventual withdrawal from the Channel coast but did not result in any reduction in its production priority. While every publication on the Messerschmitt Bf boasts about its mauling during the Battle of Britain, the fact that the "escorts needed to be escorted" is just not true according to British author John Vasco. He has authored eight books on the Messerschmitt Bf and has conducted dozens of interviews with German pilots during the s and 90s. According to German pilots who were there, the Bf was no more successful than the Bf. He ran several political economic programs, but he was certainly not a strategist. About air warfare, he was mistaken. The majority of their missions were flying as pure escort units more often than

not. Flying at around mph or less, with the slow, lumbering, bombers, they were bounced often by RAF fighters flying considerably faster, up towards mph and above, they were often at a great disadvantage, hence the level of their losses. Although the Bf s had failed in their primary task, production continued at a high rate, and by no fewer than 6, had been built, ranging from Bf As to Gs. Both the C- and D-models had almost disappeared from the European theatre by the summer of , although they were being used extensively on the Russian front and in the Middle East. Production during had risen to 1, machines, but with the impending introduction of the Me , only machines were produced in the following year. To fill the gap, an improved version of the Bf was introduced, the G-series with the DB engine which provided 1, hp for take-off and 1, hp at 18, feet. The pre-production Bf G-0 fighter-bomber was delivered for service evaluation late in , and from early in , G-series machines were encountered in increasing numbers. Apart from its engines the first production model, the Bf G-1, was similar to earlier fighter-bomber variants, and the G-2 differed principally in the armament installed: MG cannon and four 7. MG 17 in the nose plus two 7. MG 81 in the rear cockpit. The Bf G, was intended for use originally as a fighter-bomber but, it was employed mostly as a night fighter. Shown above is a Bf G The Bf Es were capable of carrying a respectable bomb load of 4, lb 2, kg as fighter-bombers, while straight fighter and reconnaissance versions were also built. These, and later versions, were operated with a fair degree of success in many war zones. The Bf F was basically similar to the E, but two new variants were produced—the F-2 carrying rocket projectiles, and the F-4 with two 30 mm cannon, and an extra crew member for night fighting. The last version, the Bf G, was intended for use originally as a fighter-bomber but, in view of the success of the F-4, and the increasingly heavy attacks on Germany by Allied bombers, was employed mostly as a night fighter. From time to time, Bf G night fighters were used on day operations. They were first employed as close escort to the Scharnhorst, and the Gneisenau off the Dutch coast and Heligoland Bight, and in the summer of , they fought American day-bomber formations, whenever the latter flew unescorted. The Bf G groups sustained heavy losses during these actions owing to their pilots, trained in night-fighting tactics, going in close before attacking and being met by the heavy defensive fire of the bombers. From time to time Bf G night fighters were used on day operations. They fought American day-bomber formations whenever the Americans flew unescorted. When compared to other twin-engine aircraft such as the Bristol Beaufighter , de Havilland Mosquito , Petlyakov Pe-2 and Lockheed P , the biggest mistake was that the Bf was built to fulfill too many roles.

**4: MESSERSCHMITT BF AERO MAGAZINE FROM | eBay**

*"Messerschmitt Bf Zerstorers in Action" by Jerry L. Campbell discusses the developmental history of Bf fighter, from prototypes and Bf A pre-production version through the early mass-produced Bf C and D models to the later E, F, and G models.*

Osprey Modelling "Modelling the ISBN 1 2 Published in However the copy I got via EBay in August is a very small paper-back little bigger than the average novel! I would always recommend the bigger hardback version if such a thing exists. The Bf version appears to be a string of Magazine-style articles. This offers value for money if you wish to get all your Bf articles in one hit! It is certainly a more useful reference this way but I think some may question its actual value for money in terms of content to price ratio. However, this does boasts a useful colour reference chart at the back. Recommended for the modeller, but get some good references on the aircraft too! This copy dates from and was written by Jerry L. Campbell and illustrated by Don Greer. They were a reliable mainstay and it seemed that every High Street Model Shop had a stack of these in the corner. How times have changed. The hobby has moved from the High Street to the internet and this format of book is now looking oddly dated. I picked this up of EBay in August It came at an excellent price as it was packaged with an old Profile Publications "Messerschmitt Bf Night Fighters" nbr and a reprint of an article on the Messerschmitt Bf from Aero Modeller - this is before I was born nbr which features scale plans. It left me feeling quite smug. The book itself is 50 pages long and of archetypal format - there are 2 pages of colour profiles in the middle. It deals with each variant with good sketches of the major external changes. There are even small but reasonable scale plans. There are certainly much better and more expensive references out now but I still recommend this book for the modeller because it is neat and simple. Published in and written by Ron MacKay. However, times move on and the model-maker became more demanding. I picked this up off EBay in early The remainder are black and white shots. Hence the book is trying to be all things to all people. Hopeful they will settle on a format with greater clarity in the near future. Wydawnictwo Militaria "Bf " vol. I am mystified as to why this is called "vol. The book is in Polish but all the photo captions are also in English. The text seems to describe each variant in detail. Past page 25 the contents turn into page after page of line sketches of various aircraft systems. From page 39 there is page after page of scale drawings of every possible variant culminating in two large fold-out sheets of scale drawings. After you have feasted your eyes on that little lot there are still 4 pages of coloured sketches at the back of various features such engines, cockpits and Unit Markings. A beautiful and remarkable reference book that I picked up cheaply on EBay in August Get a copy now. This originates from Gdansk and is entirely in the Polish Language. I obtained my slightly battered copy from EBay in early This is a fine Monograph considering it is now over 13 years old. If you own any similar Monographs "Monografie Lotnicze" then you will know what you are getting here. See another example on the He page here. You get 60 pages if you include both front and back covers that include full colour artworks and a lovely cutaway. Inside you get another four pages of colour artwork and then there are a further 18 pages of scale plans and line-drawn illustrations. Many photographs are close ups of various airframe features such as armament and undercarriage. A very worthy but dull effort as there are no scale plans, no colour pictures, no colour profiles, no line drawings and no engineering sketches of any kind. This is pretty much the sort of material that filled all aircraft text books in the post war period. Although presented in a modern style this unexciting content makes this one of the worst Crowood Aviation Series books I have had the misfortune to review. Thankfully the Crowood series can be snapped up really cheaply on EBay these days for one fifth of its cover price - which makes it good value for money. But this is essentially thrill-free. Written by John Weal and published in This is the same book jointly published with delPrado in with some minor changes to the covering artwork. DelPrado published the same books in a joint venture to be collected by subscribers weekly through their local Newsagent. Yet they appear side by side on EBay with slightly different numbers. This can be confusing. Do not accidentally buy both off of EBay like I did! This is of partial use to the modeller but this is not designed to be a monograph for the modeller. Instead it is an easily digestible, bite-sized, book covering the exploits of various Bf aces. The text appears lively,

interesting and authoritative rather than a dull retelling of battles by statistics. Probably an enjoyable read as background material if you are researching a specific topic.

**5: Messerschmitt Bf in action. - Page 3 - Axis History Forum**

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Gordon Gollob , future General der Jagdflieger. Escorting German bomber formations on attacks against Warsaw , the unit claimed 30 kills on the first day. JGr 2 also claimed 28 aerial and 50 ground victories. One of the Bf units assigned to air defence in this sector was Lehrgeschwader 1. Despite help from Bf units, it was the Bf which excelled in the bomber destroyer role. By the end of the fighting, the Germans had claimed 38 RAF bombers. One Danish Fokker C. V did manage to get airborne but was immediately shot down. Dressed in flying gear, he was given a lift into the town centre by a milkman to find suitable quarters for I. The Germans were engaged by several Gloster Gladiators and machine guns manned by troops on the ground; in the ensuing battle, both sides lost two aircraft. Landing their cargoes, many transports were destroyed. During these battles, a future kill Luftwaffe ace, Helmut Lent , scored his fifth and sixth victories against Norwegian opposition. Lent ran out of fuel and force landed at Oslo Fornebu airfield on 9 April The enormous Dackelbauch ventral tank, owing to cold weather and limited knowledge of fuel vapours, sometimes exploded, leading to unexplained losses during the North Sea patrols. As a result, the aircrews came to dislike this version. The handling characteristics were also affected; the Bf was not manoeuvrable to begin with and the added weight made it worse. On 13 June , a squadron of Skua dive bombers was intercepted trying to reach and bomb the German battleship Scharnhorst. The s shot down eight in as many minutes; among the victors was Herbert Schob , who survived the war as one of the most successful Bf pilots. Total losses during this campaign amounted to little more than The Bf bested the Bf time and again. Afterward, Horten said, Gentlemen, be very careful if you should ever come up against the English. Their fighters are all single-engined. And once they get to know the Bf s weaknesses, you could be in for a very nasty surprise. About five Bf s were shot down by Swiss Bf s. No further losses of the type occurred for the remainder of the campaign. It performed well against the Belgian, Dutch and French Air Forces, suffering relatively light losses, but was quickly outclassed by increasing numbers of Hurricanes and Spitfires , especially when forced into a tactical role it was never intended for - close range bomber escort - where it was unable to take advantage of its superior altitude performance and speed, and was forced to wait for the enemy to attack rather than roaming about finding and destroying enemy aircraft, as the original Zerstorer concept had intended. A relatively large aircraft, it lacked the agility of the Hurricane and Spitfire and was easily seen. The World War I -era Bristol Fighter had done well with a rear gunner firing a rifle-caliber machine gun, but by World War II, this was insufficient to deter the eight-gun fighters facing the Bf Its size and weight meant that it had high wing loading , which limited its maneuverability. Furthermore, although it had a higher top speed than contemporary RAF Hurricanes, it had poor acceleration. However, it was better suited as a long-range bomber escort than most other aircraft of the time, and did not have the problems of restricted range that hampered the Bf E. Although outclassed, it was still formidable as a high escort for bombers using the tactic of diving upon an enemy, delivering a long-range burst from its powerful forward-facing armament, then breaking contact to run for it. This limitation of tactical flexibility greatly hampered the ability of the Bf to counter enemy single-engine fighters on a level of parity. He was killed in action on 11 July , when his Bf was shot down by Hurricanes of No. His aircraft crashed into Portland Harbour. Between 16â€”17 August, 23 more were lost. Their seeming absence has often been equated with the simultaneous disappearance from the Battle of the Ju But whereas the Ju 87 had to be withdrawn because it simply could not survive in the hostile environment over southern England in the late summer of , the reason for the decrease in Bf activity was much more mundane. Replacements were not keeping pace with losses. ZG 26 claimed 13 RAF fighters shot down, which "was not far off the mark", for three losses and five damaged. However, on 4 and 27 September, 15 Bf s were lost on each day. Once again, the Bf encountered foreign flown Messerschmitt Bf s, this time belonging to the Yugoslav Air Force. On the first day, 6 April, Bf s of I. This engagement saw the death of victory ace Marmaduke Pattle of No 33 Squadron. Oberleutnant Baagoe was killed on 14 May while on a strafing mission

during the Battle of Crete. The British defences and a Gloster Gladiator pilot claimed credit. Around 12 Bf s were lost over Crete. The German machines reached Iraq in the first week of May. The campaign in the desert would last for ten days. However, by the 26 May, no Bf s were left serviceable and German personnel were evacuated. Based in Cairo, Egypt, it was to be deployed to South Africa as part of a program to train pilots on enemy equipment, but it did not make it, crashing in the Sudan. A number of Bf aces were lost in aerial combat during this period, and other losses were considerable. Oberleutnant Alfred Wehmeyer scored three nocturnal kills against Allied bombers in the space of a week. The Bf had demonstrated its capability in a role it was to excel in over Europe. The Bf rendered valuable support to the German Army by carrying out strike missions in the face of very heavy anti-aircraft artillery defences. A huge number of ground kills were achieved by Bf pilots in the east. Oberleutnant Johannes Kiel was credited with 62 aircraft destroyed on the ground, plus nine tanks and 20 artillery pieces. He was later credited with a submarine sunk and three motor torpedo boats sunk. Most units that operated the did so for reconnaissance. Most machines were withdrawn to Nazi Germany for the Defense of the Reich operations. Defence of the Reich[ edit ] Eventually withdrawn from daylight fighting, the Bf enjoyed later success as a night fighter, where its range and firepower stood it in good stead for the remainder of the war. The airframe allowed for a dedicated radar operator, and the open nose had space for radar antennae, unlike the single-engine fighters. Later on, there were dedicated ground attack versions which proved reasonably successful. The Bf served the Luftwaffe extensively in various roles, though no longer in its intended role as a heavy fighter. Another role the Bf took on was as a potent bomber-destroyer. Without encountering an Allied escort, it was capable of wreaking immense destruction. In late and early Bf formations were frequently devastated by the roving Allied fighters. Luftwaffe night fighter ace Heinz-Wolfgang Schnauffer was the highest scorer in the Defence of the Reich campaign and ended the war with aerial victories, virtually all of them achieved while flying examples of the Bf. Other aircraft, such as the Junkers Ju 88 and the Dornier Do , also played a big role, but none more so than the Bf. Beyond the range of fighter escort, Bomber Command discouraged the idea, but the Eighth believed their aircraft would be able to fight their way through to the target. The initial raid was against Wilhelmshaven. The first attack on 27 January was conducted with 60 Bs , and was met by resistance from JG. The Bs brushed the defenses aside and delivered their loads on Wilhelmshaven, while suffering the loss of 3 aircraft. The second raid 4 February was mounted against the marshaling yards at Hamm. JG 1 again responded, but this time they were joined by 8 Bf s of Nachtjagdgeschwader 1. Neither German fighter unit possessed the techniques of attack developed in northern France by JG 2 and JG 26 , and had a difficult time engaging the bombers. Official Luftwaffe doctrine was to attack bombers from the rear and above. Against the heavily gunned Bs, crews knew such attacks were suicidal. Getting into the formation both made head on attacks and were each credited with the destruction of a B. Overall 5 Bs were lost on the mission, one due to a mid-air collision with a Fw , but of the 8 Bf aircraft put up, all 8 suffered significant damage. We flew these missions at no greater than Schwarm strength, and were ourselves never escorted. It was wasteful to use highly trained night fighter crews in this role, and it was given up when the US escorts appeared. However, the Bf s were called away to the Eastern and North African fronts "rapidly" and "often" to perform strike, reconnaissance and even dive-bombing missions, leading to inevitable losses. When these units returned to the Reich, they were depleted and required reforming, retraining and re-equipping. The wastage and woeful deployment of the type prevented any lasting success. Along with the Me , it formed the newly rebuilt ZG 26, equipped with three Gruppen two Bf and one Me , based near Hannover. The targets around Frankfurt and the Saar region were hit. The Bf s flew alone against this formation and destroyed four Bs, before having the misfortune of running into 56th Fighter Group P Thunderbolts. The Bf s lost nine machines, with 11 killed and seven wounded. It is not clear if they managed to shoot down any of their attackers. The unit worked up over January and February to operational ready status. Six minutes later three more took off to join the first group. When they arrived at the designated contact point there was nothing left to meet. American fighters had jumped the 13 Bf s from the sun and shot down. Meanwhile two enemy fighters strafed the airfield and damaged nine more aircraft. However, after the Me suffered equally high casualty rates, the conversion was delayed. The Bf was considered to be obsolete and phased out of production accordingly. However, while crews found the Me faster in "raw speed", they

found it even less agile than the Bf and very difficult to bail out of. The only other replacement type was the Dornier Do , which existed in the form of only a few airworthy prototypes at the time, still undergoing test flight programs.

**6: PDF Messerschmitt Bf Zerstorers in action - Aircraft No. 30 EBook - Video Dailymotion**

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**7: Messerschmitt Bf - Wikipedia**

*MESSERSCHMITT BF ZERSTORER IN ACTION - AIRCRAFT NO. 30 By Jerry L. NEW. \$ Messerschmitt Bf Zerstorers in action by Jerry Campbell & Don Greer*

**8: www.enganchecubano.com: Customer reviews: Messerschmitt Bf Zerstorers in action - Aircraft No. 30**

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