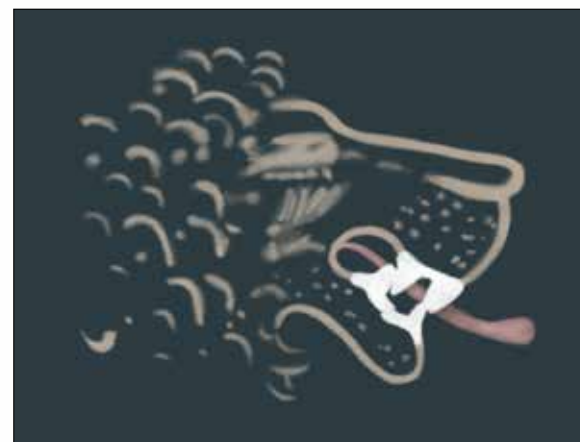


This page and following page, *Bf 110 C-1, 2N+LL*, of 3./ZG 1. The third character 'L' of the fuselage code is in the *Staffel* colour of yellow. Note the spinners painted in the *Staffel* colour of yellow.

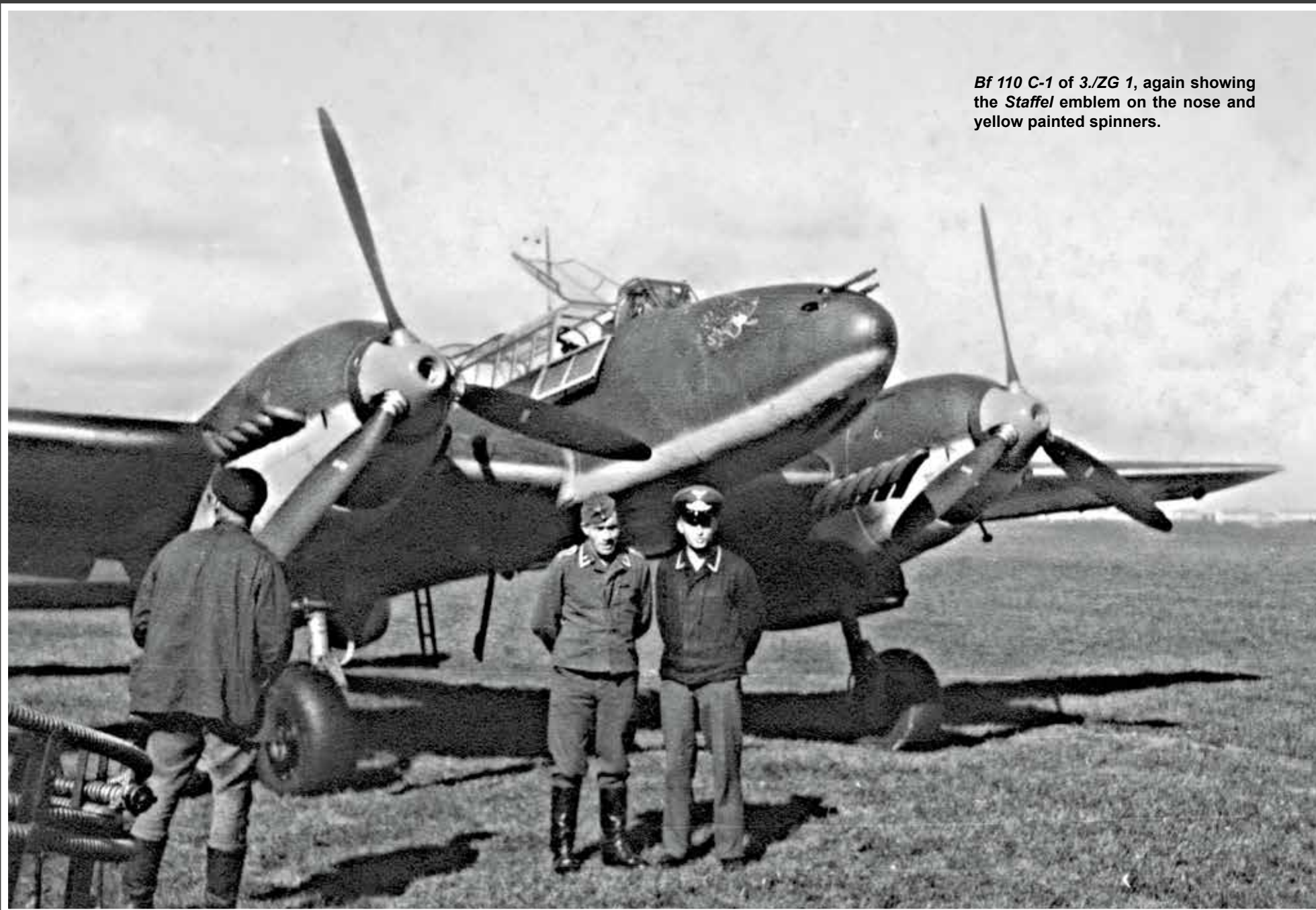


Messerschmitt Bf 110 C-1, 2N + LL of 3./ZG 1



Close-up of the lion's head emblem of 3./ZG 1.



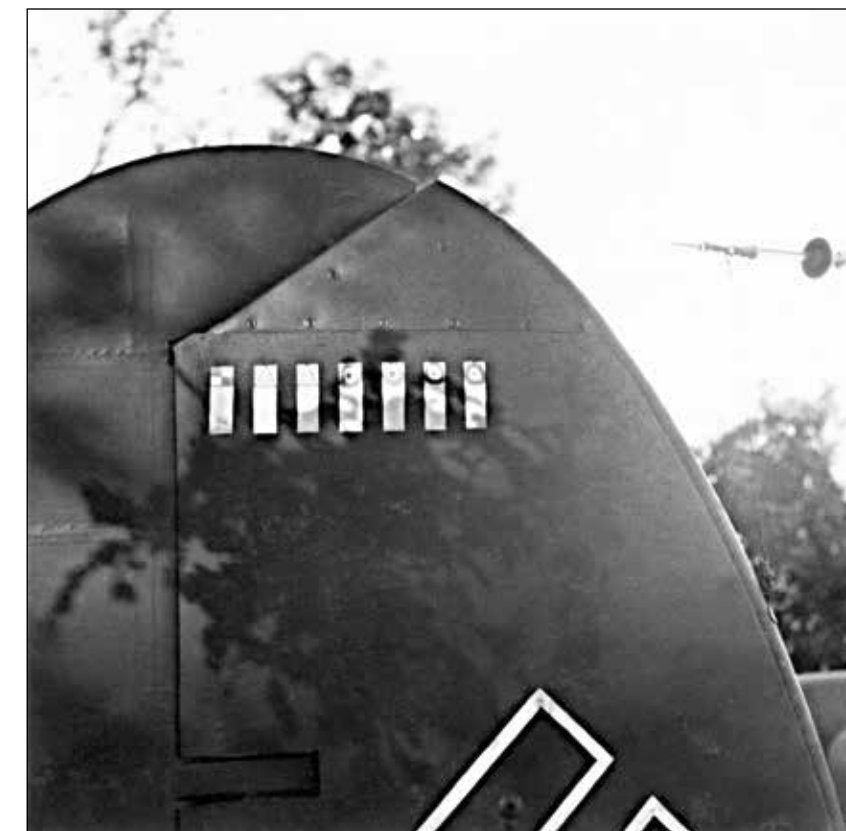


Bf 110 C-1 of 3./ZG 1, again showing the Staffel emblem on the nose and yellow painted spinners.

- The origins of the Bf 110 operating in the night-fighter role can be traced to when Hauptmann Wolfgang Falck and other pilots sought to intercept RAF bombers on their return from bombing missions over mainland Europe in the Spring of 1940.*
- Falck wrote a report to senior Luftwaffe officers of his experiences, and following a meeting with Hermann Göring in late June 1940, Falck was appointed Geschwaderkommodore of Nachtjagdgeschwader 1 (NJG 1).*
- From 1st July 1940 NJG 1 had three full Gruppen.*
- Before the end of 1940 a second Geschwader, Nachtjagdgeschwader 2, was formed. The history of the German night fighter force would show continual expansion throughout the war years.*

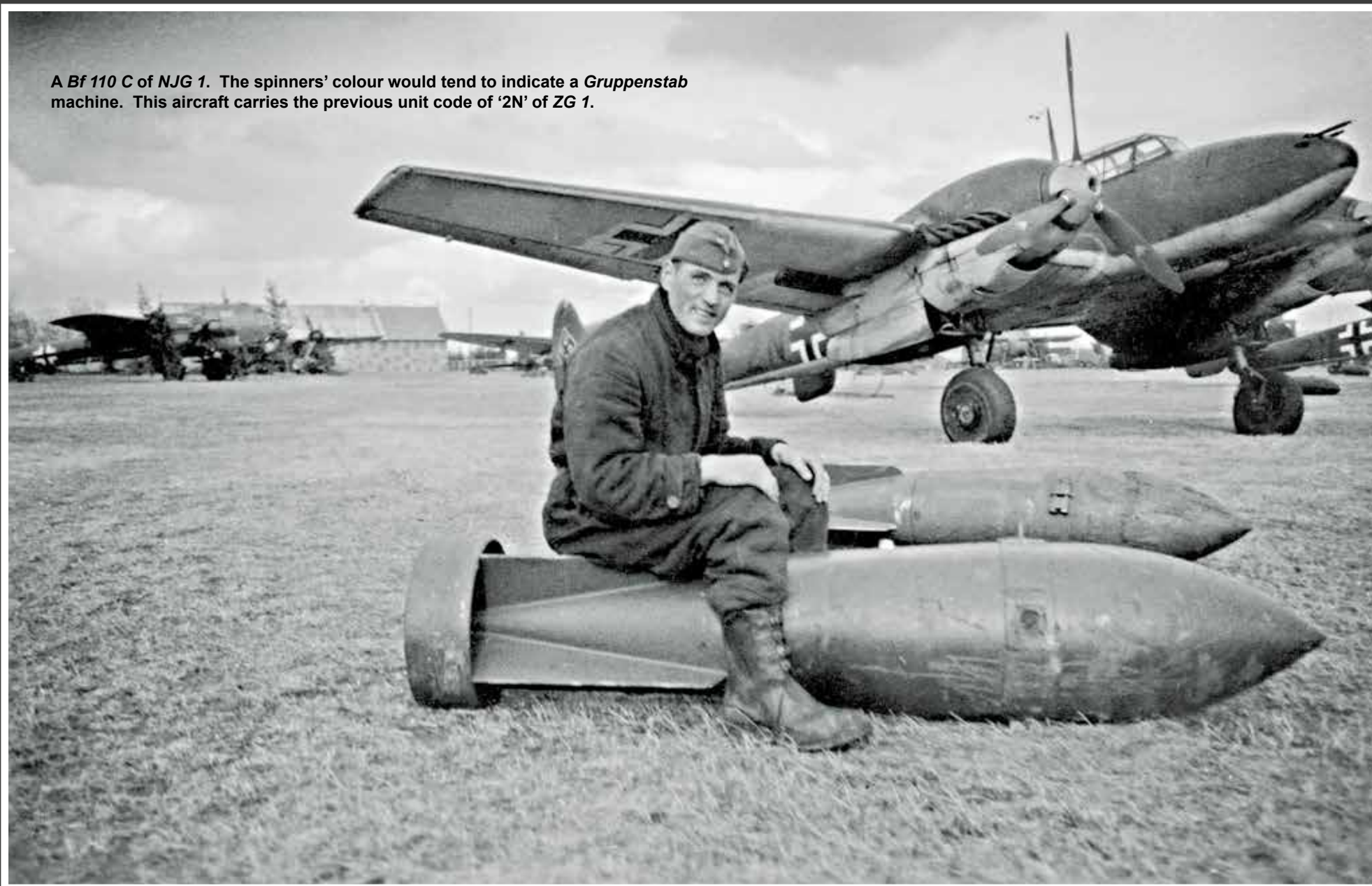
This page and following page: Bf 110 C, G9+GT, of 9. Staffel, Nachtjagdgeschwader 1 (9./NJG1). Note the white/blue/white spinners of its former unit, 1./ZG 1, are retained. The fuselage code is in grey, with the individual aircraft letter 'G' outlined with white.





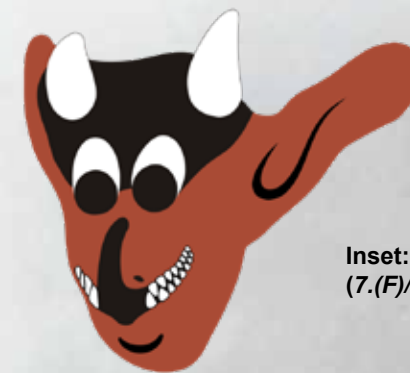
Seven victory bars are shown on the starboard fin, and that photograph shows how the aerial wire from the cockpit mast not only attached to the top of the fin, but also has a small wire connected to the leading edge of the fin lower down. It is likely that the seven victories relate to those of Victor Mölders, and that this aircraft, previously flown by Mölders, has been transferred to the recently formed III./NJG 1.





A Bf 110 C of NJG 1. The spinners' colour would tend to indicate a *Gruppenstab* machine. This aircraft carries the previous unit code of '2N' of ZG 1.

- *There were few reconnaissance Staffeln during the Battle of Britain, and consequently very few photographs of reconnaissance Bf 110 C-5s during the Battle exist.*
- *Their role was perhaps the most hazardous of all. With the two 20 mm. cannon removed to accommodate the Rb 50/30 camera in the cockpit, it was more lightly-armed than the standard fighter.*
- *Reconnaissance Bf 110s during the Battle usually operated alone, a hazardous operation in the skies of southern England in 1940.*

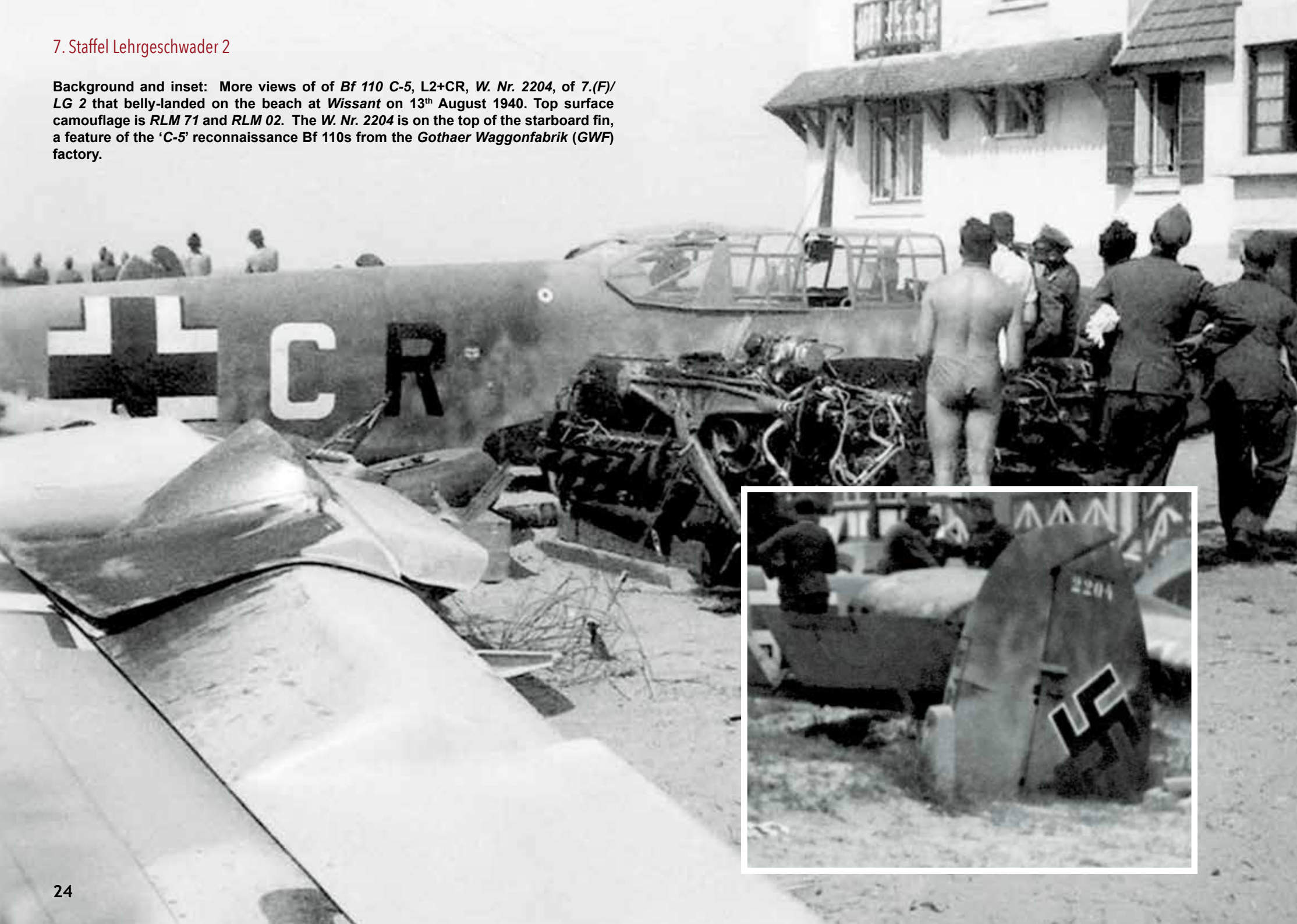


Inset: Detail of 7. Staffel, *Lehrgeschwader 2* (7.(F)/LG 2) emblem.



Bf 110 C-5, L2+CR, W. Nr. 2204, of 7.(F)/LG 2 that belly-landed on the beach at *Wissant* on 13th August 1940 following engine failure on return from a mission against England.

Background and inset: More views of of *Bf 110 C-5*, L2+CR, W. Nr. 2204, of 7.(F)/LG 2 that belly-landed on the beach at *Wissant* on 13th August 1940. Top surface camouflage is *RLM 71* and *RLM 02*. The W. Nr. 2204 is on the top of the starboard fin, a feature of the 'C-5' reconnaissance *Bf 110*s from the *Gothaer Waggonfabrik (GWF)* factory.



Excellent view of *Bf 110 C-5*s L2+KR and L2+GR, of 7.(F)/LG 2, again showing the distinctive mottle upper surface camouflage of this *Staffel*.

