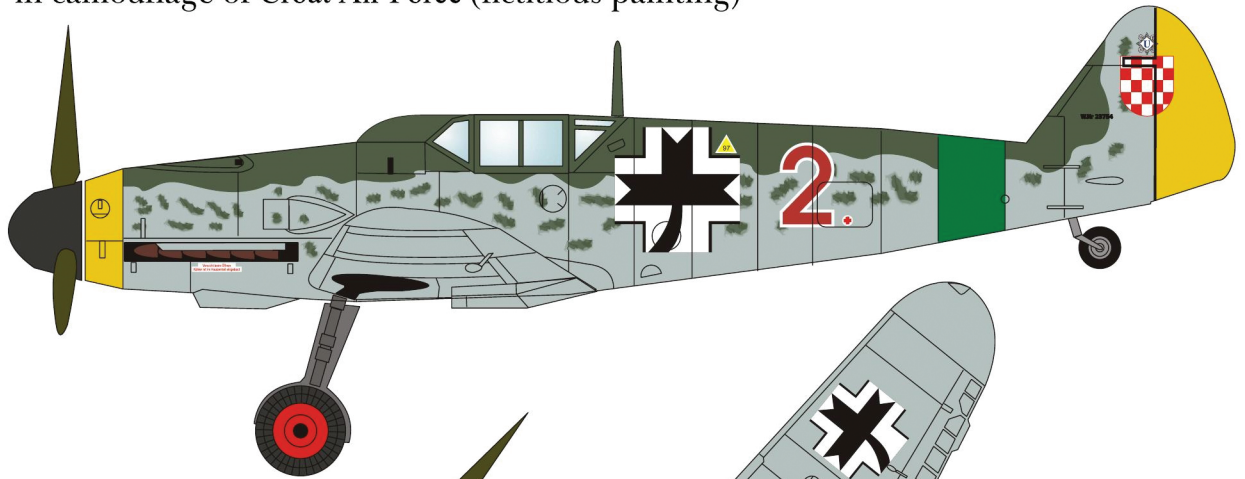


CARDBOARD MODEL

SCALE 1:33

MODELS BY MAREK

Messerschmitt Me-109Z „Zwelling”
in camouflage of Croat Air Force (fictitious painting)



Messerschmitt
Me-109Z

8

Messerschmit Bf-109Z „Zwilling”

While the Bf-109K series was the last Bf-109 to see production, it was not the last to see development to prototype status. Perhaps the most intriguing variant of the basic Bf-109 actually built was the Zwilling, or "Siamese Twin" version.

The Zwilling concept originated with Generaloberst Ernst Udet, who - in 1940 - proposed the marriage of two He-111 airframes to create an aircraft capable of towing the Me-321 Gigant assault/transport glider. The success of this development led to a study by Messerschmitt of the possibility of mating two Bf-109 airframes to create a heavy Zerstörer, while avoiding the disruption of production lines that would inevitably result from the introduction of an entirely new airframe.

The Technischen Amt expressed interest in the proposal, since it appeared to offer a considerable advance in performance over any other current or planned Zerstörer, while conforming to RLM policy restricting production to a small number of basic types.

Two Bf-109F airframes were allocated for the conversion, with the project commencing late in 1942. The two airframes were virtually unchanged, apart from the introduction of a keel in each airframe to carry the

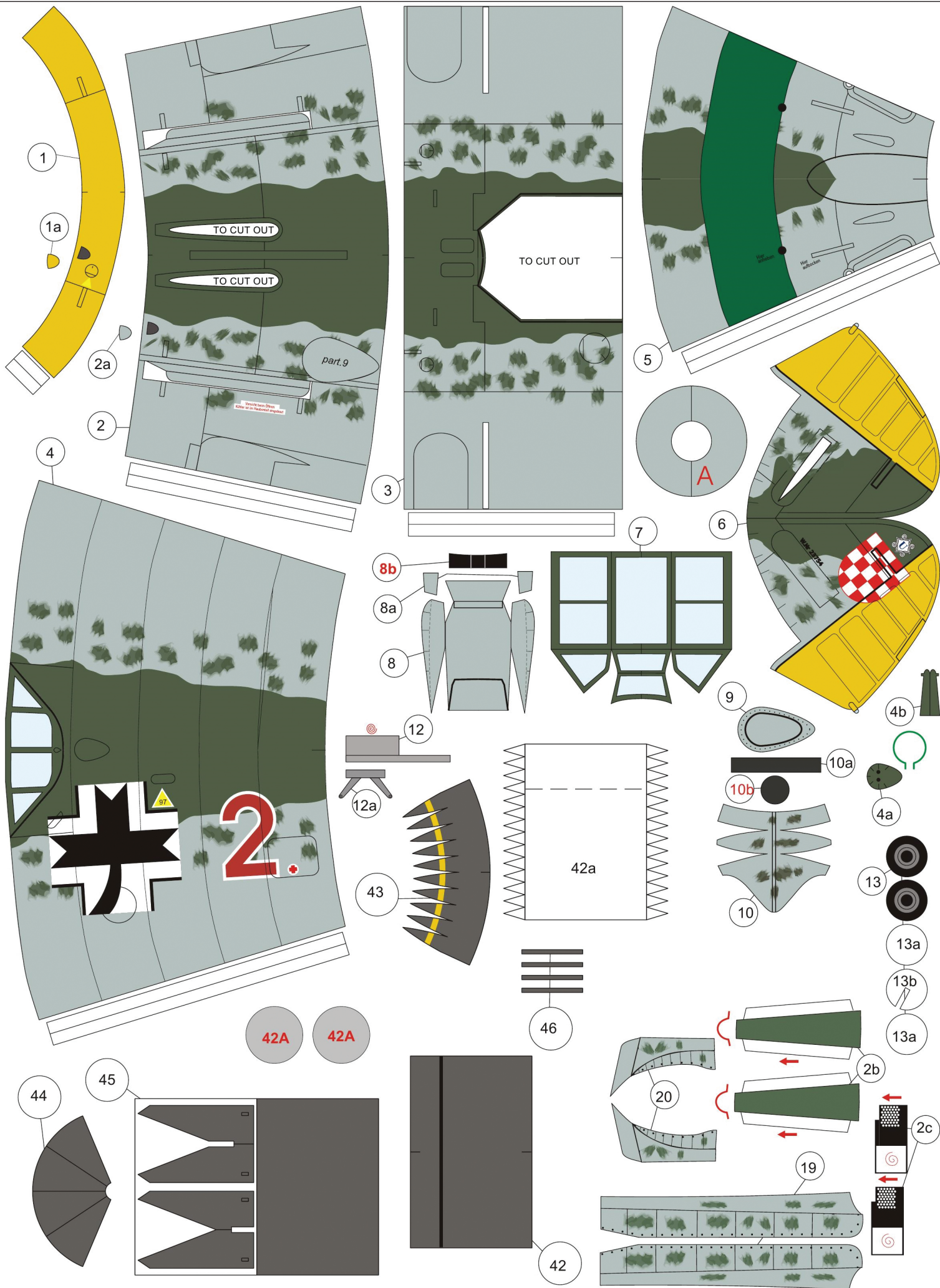
landing gear, which would be moved to operate from the centerline of each fuselage. The components were married by means of a parallel-chord center section carrying two radiators and gear wells, with a central strong point capable of carrying a 1,102-pound bomb, and a parallel horizontal stabilizer. The starboard fuselage had the cockpit removed and replaced by a fuel tank with a metal fairing over the position.

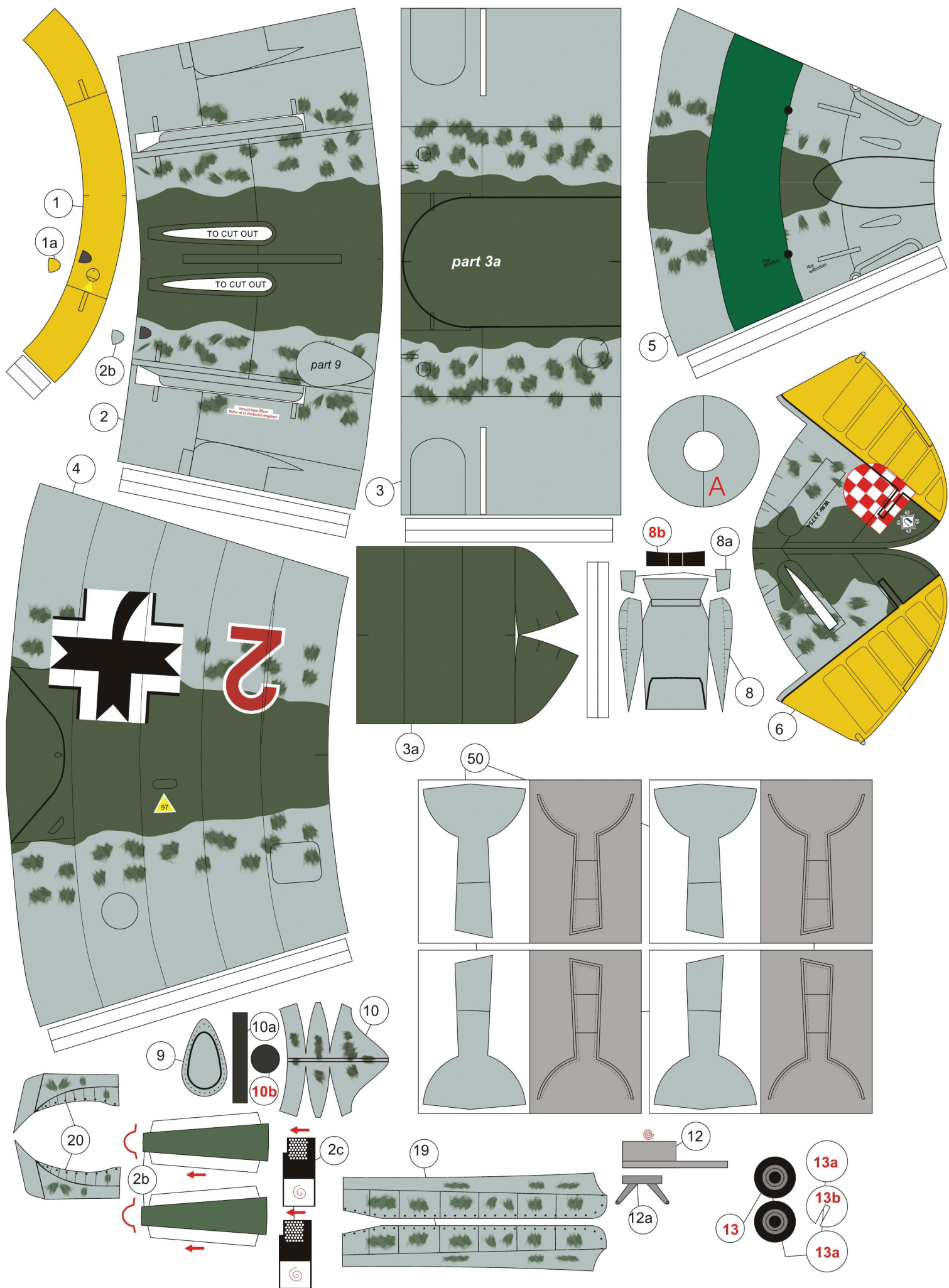
While work proceeded, Messerschmitt continued planning, basing the production design on the Bf-109G, with either the DB605A or Jumo 213E engine for power. Armament was projected as two engine-mounted 30mm MK108s, two similar weapons in gondolas under the outer wings, with a single MK103 slightly to starboard of the centerline inside the center wing section. For the fast bomber role, a single 1,102-pound bomb would be carried on the centerline, with a 551-pound bomb under each fuselage.

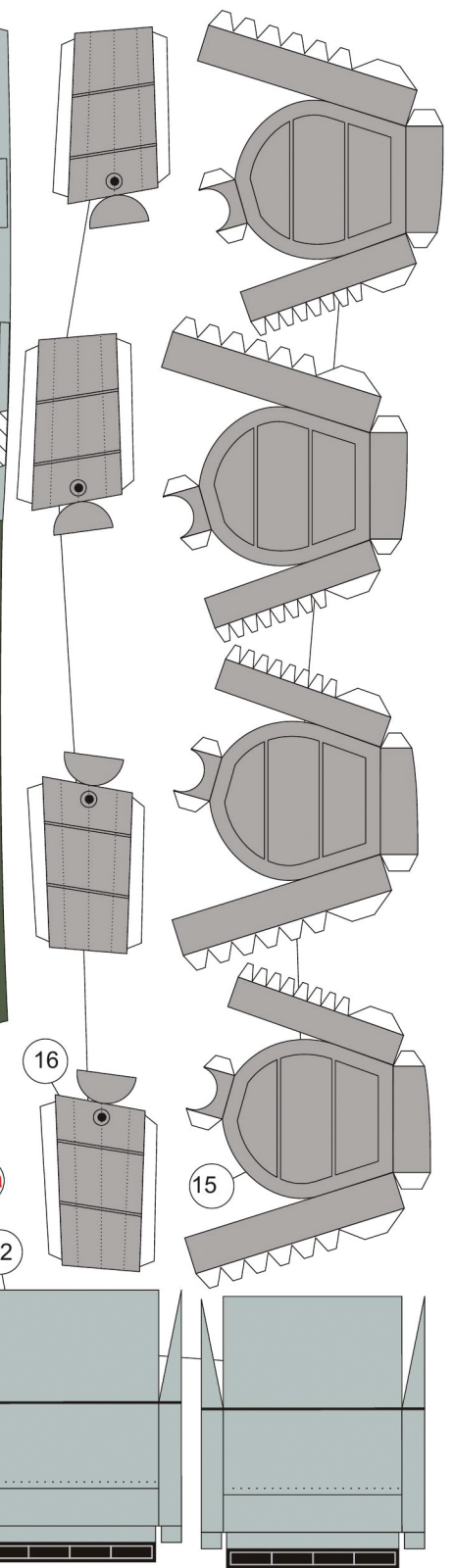
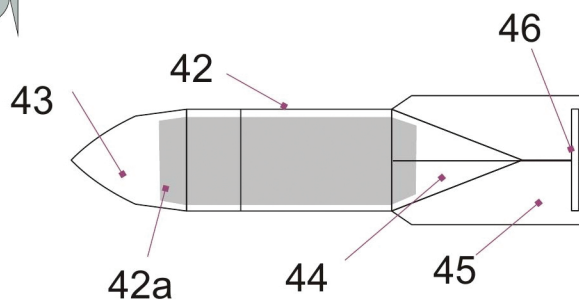
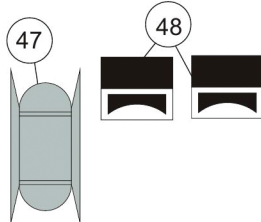
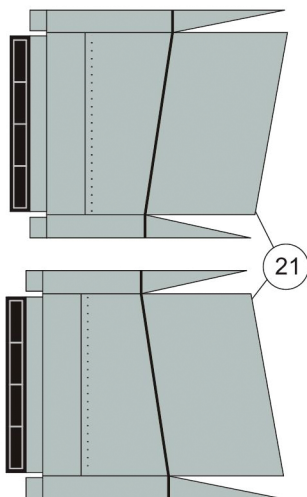
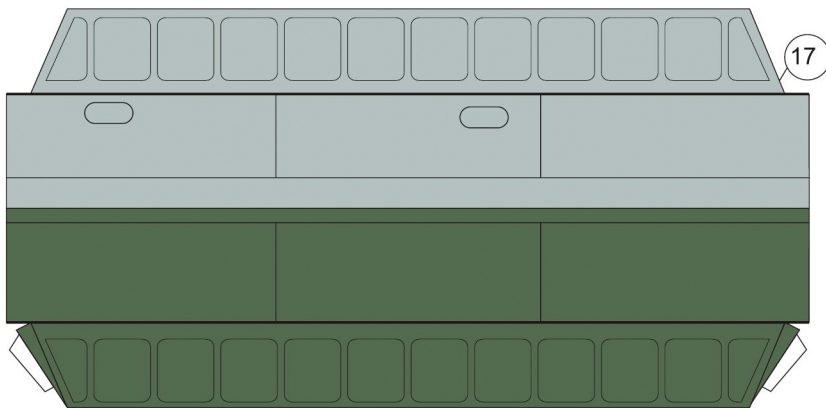
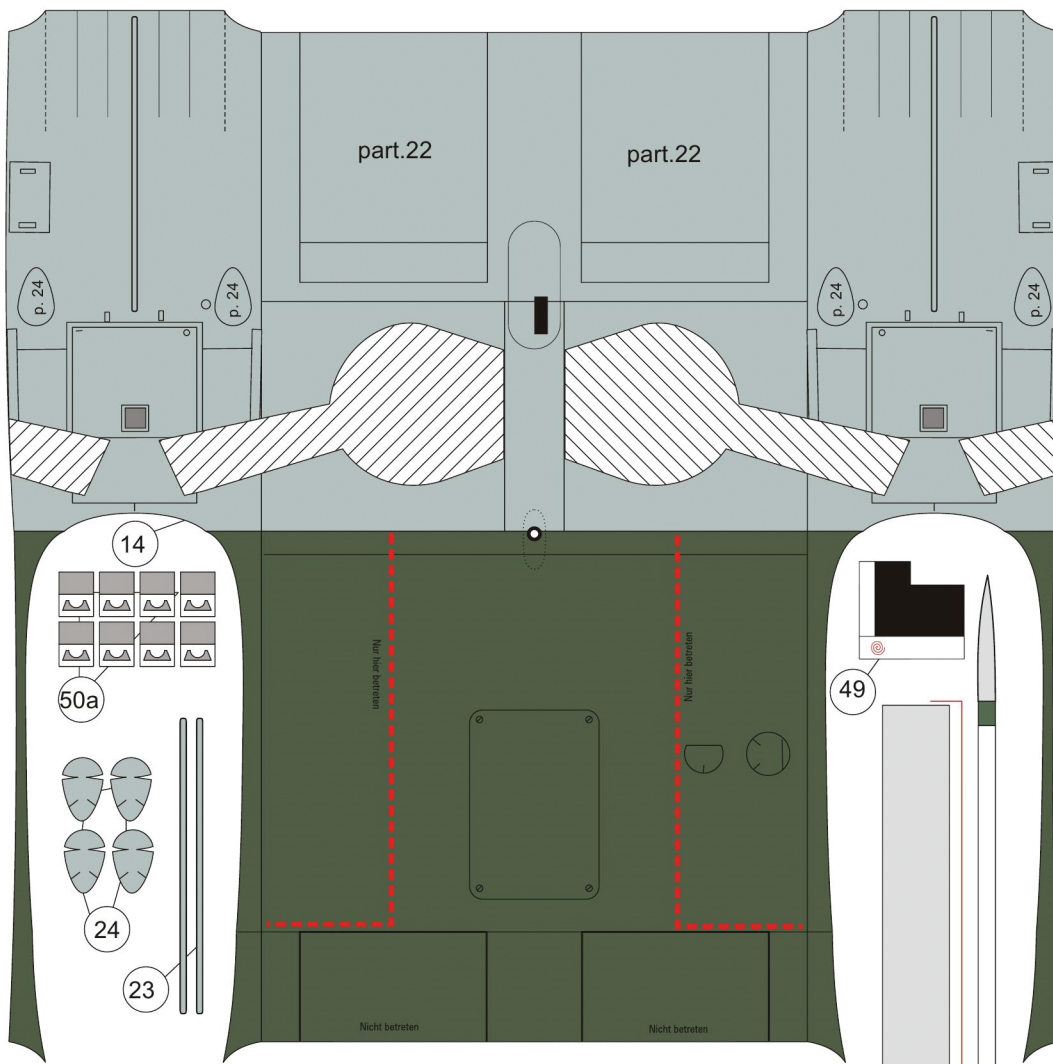
The prototype was completed in 1943. Preparation for flight trials was proceeding when the prototype was severely damaged during a bombing raid on the factory. The program was abandoned in 1944. The only fighter based on this concept that would ever fly operationally was the North American F-82 Twin Mustang.

Messerschmitt Me 109Z

Span.....	13.27 m (43' 6")
Length	9.048 m (29' 8")
Height.....	2.69 m (8' 10")
Empty Weight.....	6000 kg (13224 lbs)
Loaded Weight	7280 kg (16050 lbs)
Max. Speed	743 km/h - 8000 m /462 mph - 26250'
Cruising Speed	570 km/h - 3000 m /354 mph - 9840'
Service Ceiling	11700 m (38385')







Części z drutu 0,5 mm

