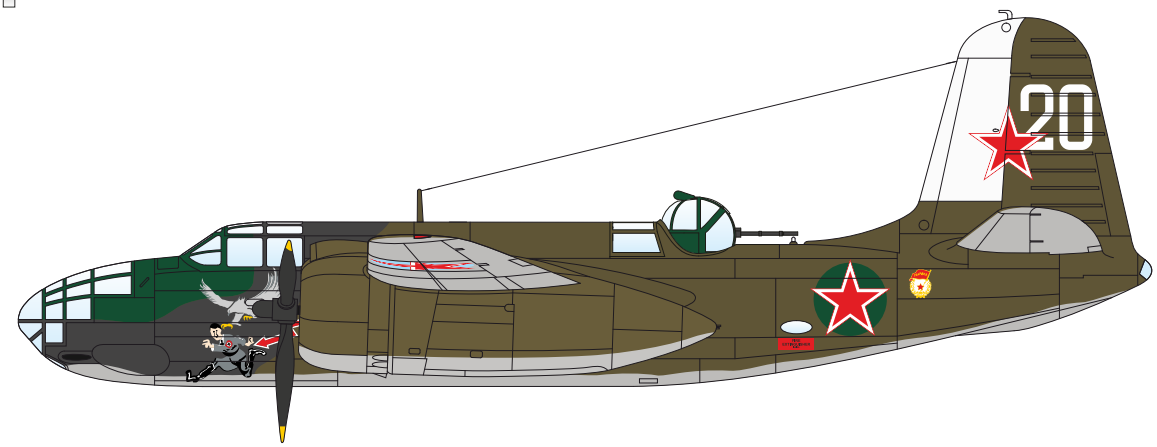


NÁVOD / INSTRUCTION

A-20B/C Boston with UTK-1 Turret 1/72

Historie

Americké letectvo usoudilo v roce 1937, že jednomotorové letouny kategorie Attack přestávají výkonově stačit. Vypsalo proto soutěž na nový dvoumotorový stroj této kategorie.Firma Douglas se stala vítězem této soutěže se svým návrhem model 7B. Původní návrh by postupně upravován, částečně také podle francouzských požadavků. Francie a další evropské země objednaly stroje označované DB-7A. Všechny tyto stroje byly poháněny motory R-1830. Po kapitulaci Francie převzalo další objednávky RAF. RAF tyto stroje pojmenovalo Havoc Mk.I. USAF a RAF požadovaly větší výkony a tak firma Douglas navrhla model DB-7B se silnějšími motory R-2600. Americké letectvo dostalo nejprve malou sérii A-20A Havoc s motory vybavenými turbokompresory a pak velké série verzí A-20B a A-20C. Ty se lišily zejména tvarem prosklení přídě. A-20B měla prosklení stupněné, A-20C šikmé. Tyto stroje odebíralo i RAF, které přidělilo verzi A-20B jméno Havoc Mk.III a verzi A-20C Havoc Mk.IIIA. Dále se tyto stroje dostaly do výzbroje SAAF, RAAF (ex holandské stroje pro Holandskou východní Indii) a Brazílie. V rámci Lend-Lease je dostal i Sovětský svaz. V Sovětském Svazu byly A-20B a C často upravovány montáží domácích věží UTK-1 a jiné výzbroje a výstroje podle podmínek a potřeb východní fronty.
Na základě těchto strojů byly postaveny i noční stíhací verze, americká P-70 a britská Havoc NF Mk.II. Část britských strojů byla přestavěna na variantu Havoc Turbinlite se světlometem v přídi a neúspěšně použita k nočnímu stíhání.
A-20B/C se jako lehké bombardéry a bitevníky velmi osvědčily. USAF je nasadilo hlavně v Africe a Itálii, Britské RAF s Havocy zahájilo tzv. Non-stop ofenzívu, používalo je jako denní bombardéry i k nočním útokům na nepřátelská letiště a jiné cíle (Intrudery). Část strojů nasadilo také v Africe a Itálii. Australské RAAF upravilo své Havocy montáží pevných zbraní do přídí a nasadilo je s velkými úspěchy k bitevním útokům z malých výšek. Dalším vývojem vznikly verze A-20G/H/J/K vyzbrojené střeleckou věží místo hřbetního střeliště. Ty sloužily až do konce druhé světové války.

Rozpětí: 18,69 m, délka: 14,27 m, max. Rychlost: 560 km/h, dolet: 1740 km, dostup: 8800 m., nosnost pum: 940 kg, obranná výzbroj se lišila dle provedení pro USAF nebo RAF.

History

In 1937 US Air Force HQ found out that performance single engined Attack aircraft of were not sufficient. Therefore a competition was issued calling for new twin engined aircraft of this category. Douglas Co. won the competition with its Model 7B design. The original design was subsequently modified, partly according to French requirements, too. France and other European countries ordered these machines under designation DB7A. All these machines were powered by R-1830 engines. When France capitulated the rest orders were taken over by the RAF that designated these machines as the Havoc Mk.I. Both RAF and USAAF demanded better performance so Douglas Co. designed Model DB-7B powered by R-2600 engines with increased output. At first the USAAF received small batch of A-20A Havocs powered by engines with superchargers and then bigger series of A-20Bs and A-20Cs. These versions differed from each other mainly by the nose glazing shape. The A-20B had step like glazing but the A-20C featured diagonal edge of the glazing. Both versions were also ordered by the RAF that designated them the Havoc Mk.III and Mk.IIIA respectively. Moreover, these machines were also used by the SAAF, RAAF (ex-Dutch machines for the Dutch East Indies) and Brazil. As a part of the Lend-Lease treaty, also the Soviet Union received these machines. In the USSR, the A-20B/C were often adapted by fitting locally produced UTK-1 gun turrets or another type of armament and equipment to be able to comply with the needs of the Eastern front.
Based on these versions the night fighter version, US P-70 and British Havoc NF Mk.II were built. Several British machines were modified into Havoc Turbinlite equipped with a searchlight in the nose for night fighter missions but did not enjoy much success. The A-20B/C proved efficient as light bombers and attack planes. The USAAF deployed them mainly to Africa and Italy, while the RAF started with Havocs the so-called Non-Stop offensive; they were used as day bombers and for night intruder missions against enemy airbases and other targets. Several machines were also deployed to Africa and Italy.
The RAAF modified their Havocs by addition of fixed machine guns into the nose and successfully used them as ground attack planes. Further development brought A-20G/H/J/K versions equipped with dorsal turret in place of the original dorsal gunner's position. These versions served until the end of World War 2.

Wingspan: 18.69 m, length: 14.27 m, Max. Speed: 560 kmh, Range: 1,740 km, Service Ceiling: 8,800 m., Bomb load: 940 Kg; Both USAF and RAF versions differed by defensive armament.

KIT PARTS

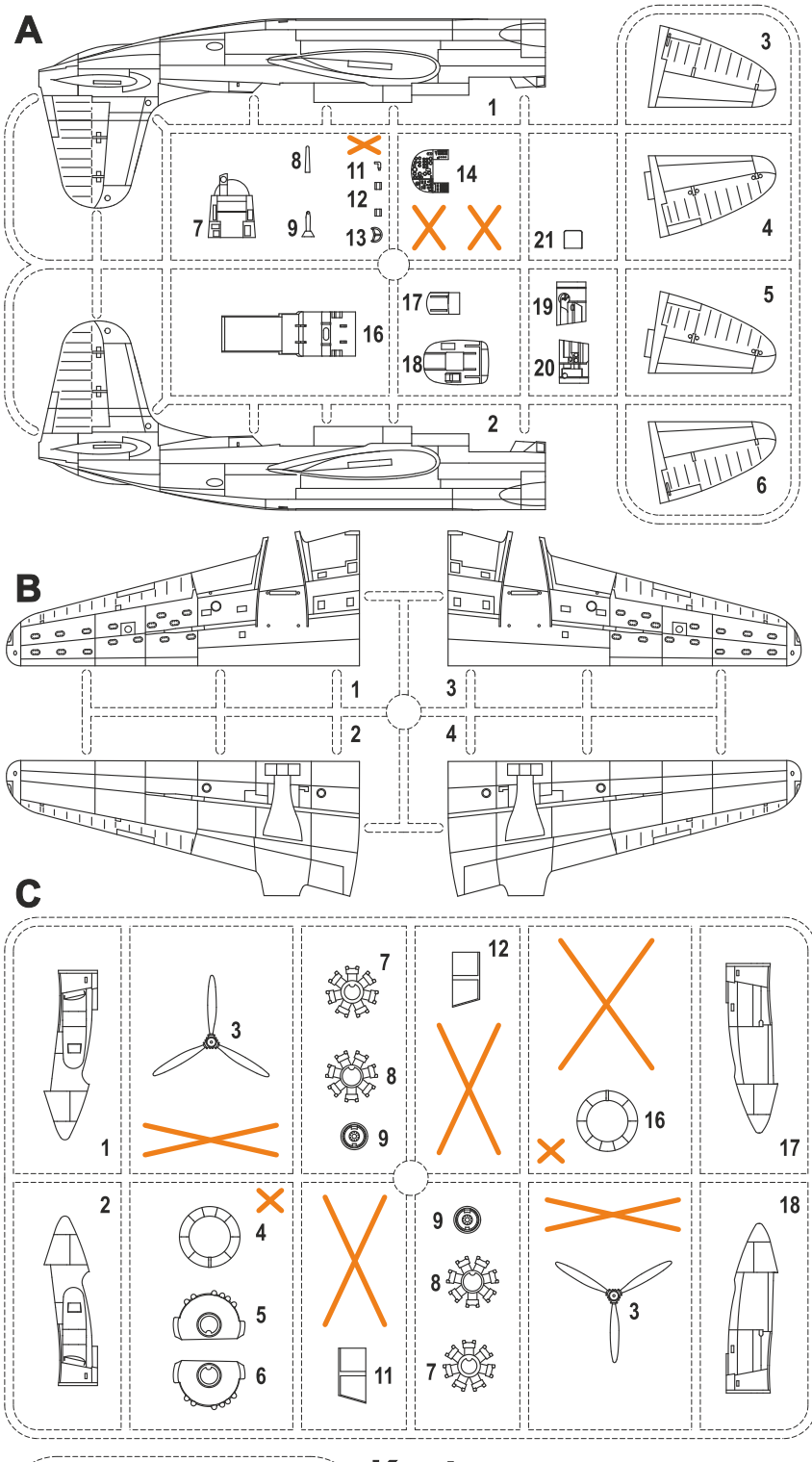
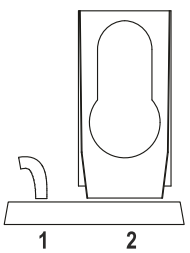


PHOTO-ETCHED PARTS PP

RESIN PARTS PUR



Tento díl nepoužít ✕ *Do not use this part*

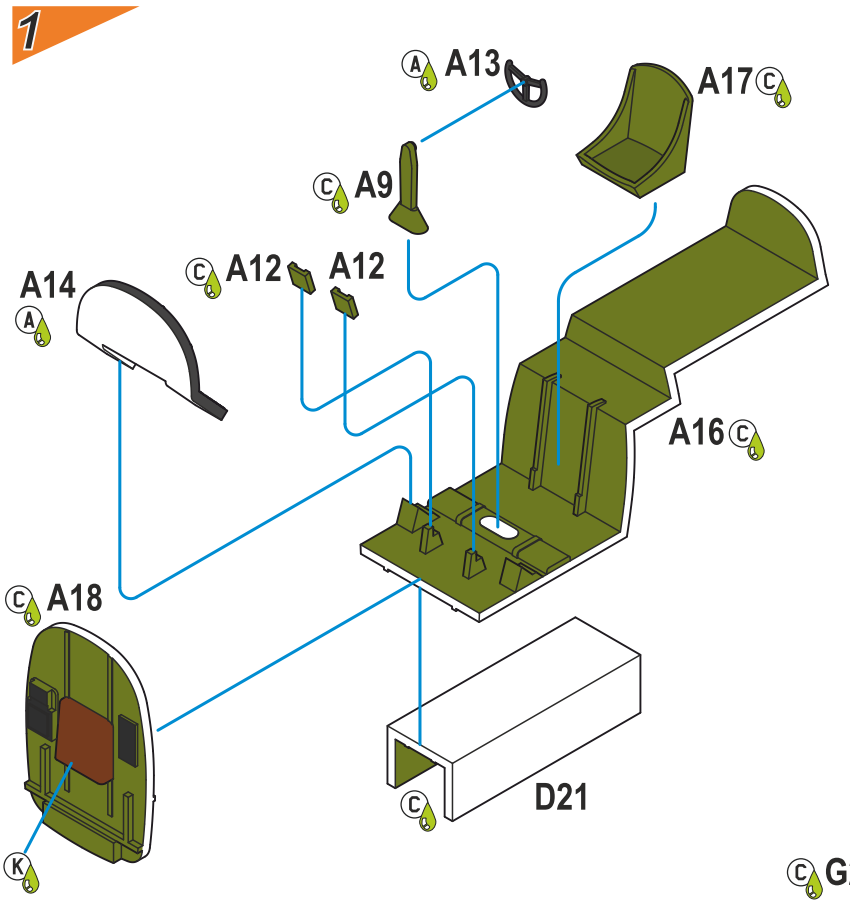
SYMBOLS

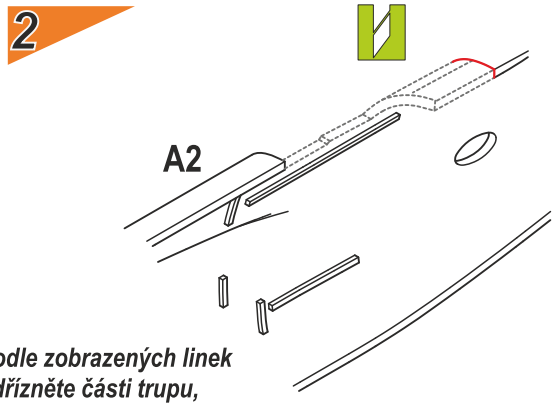
- MOŽNOST VOLBY / OPTIONAL / NACH BELIEBEN / OPTION
- POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO / INSTANT CYANOACRYLATE GLUE / ZYANOAKRYLATKLEBER / COLLE CYANOACRYLAT
- OHNOUT / BEND / BIEGEN / COURBER
- ZHOTOVIT NOVĚ / SCRATCH BUILD / FERTIGSTELLEN / ACHEVER
- ŘEZAT/VRTAT / CUT OFF/DRILL / ENTFERNEN / DETACHER
- GSI colours code
- NATŘÍT / COLOUR / FARBEN / PEINDRE

Barvy GUNZE/ GUNZE Colour No.

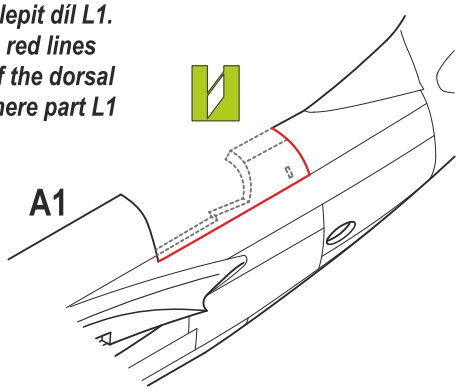
A Matná černá/ Matt Black	H12/ C33	H Černý kov/ Metal Black	H28/ C78
B Barva pneu/ Tire Black	H77/ C137	I Hliník/ Aluminium	H8/ C8
C Interier. zelená/ Interior Green	H58/ C27	J Opálený kov/ Burnt Iron	H76/ C61
D Letecká šedá/ Aircraft Gray	H57/ C73	K Barva kůže/ Red Brown	H47/ C41
E Žlutá/ Yellow	H4/ C4	L Kovová šedá A-14/ Steel Gray A-14	H22/C13
F Ruská zelená AMT-4/ Russian Green AMT-4	H303/ C303	M Mosaz/ Brass	MC219
G Tan /Barva Plátna	H27/ C44		

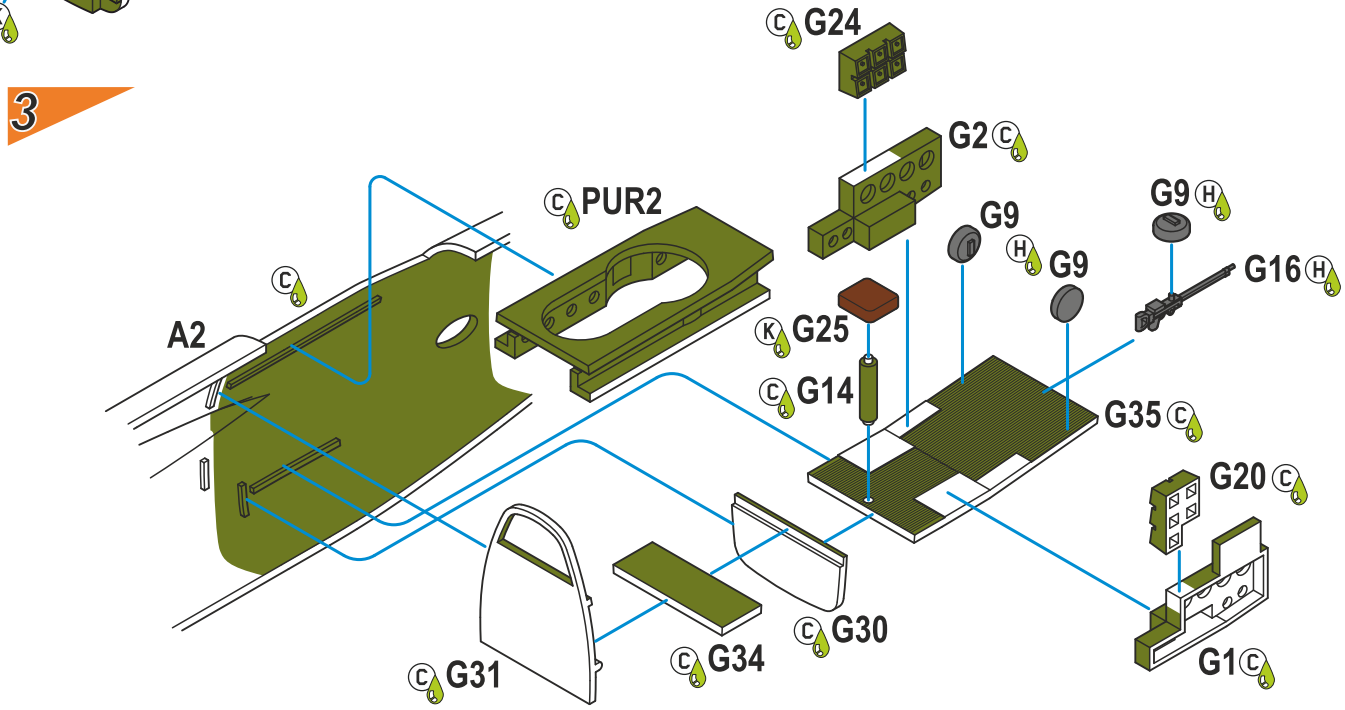
ASSEMBLY





Podle zobrazených linek odřízněte části trupu, tak aby jste na trup mohli později nalepit díl L1.
Follow the red lines and cut off the dorsal section where part L1 should fit.

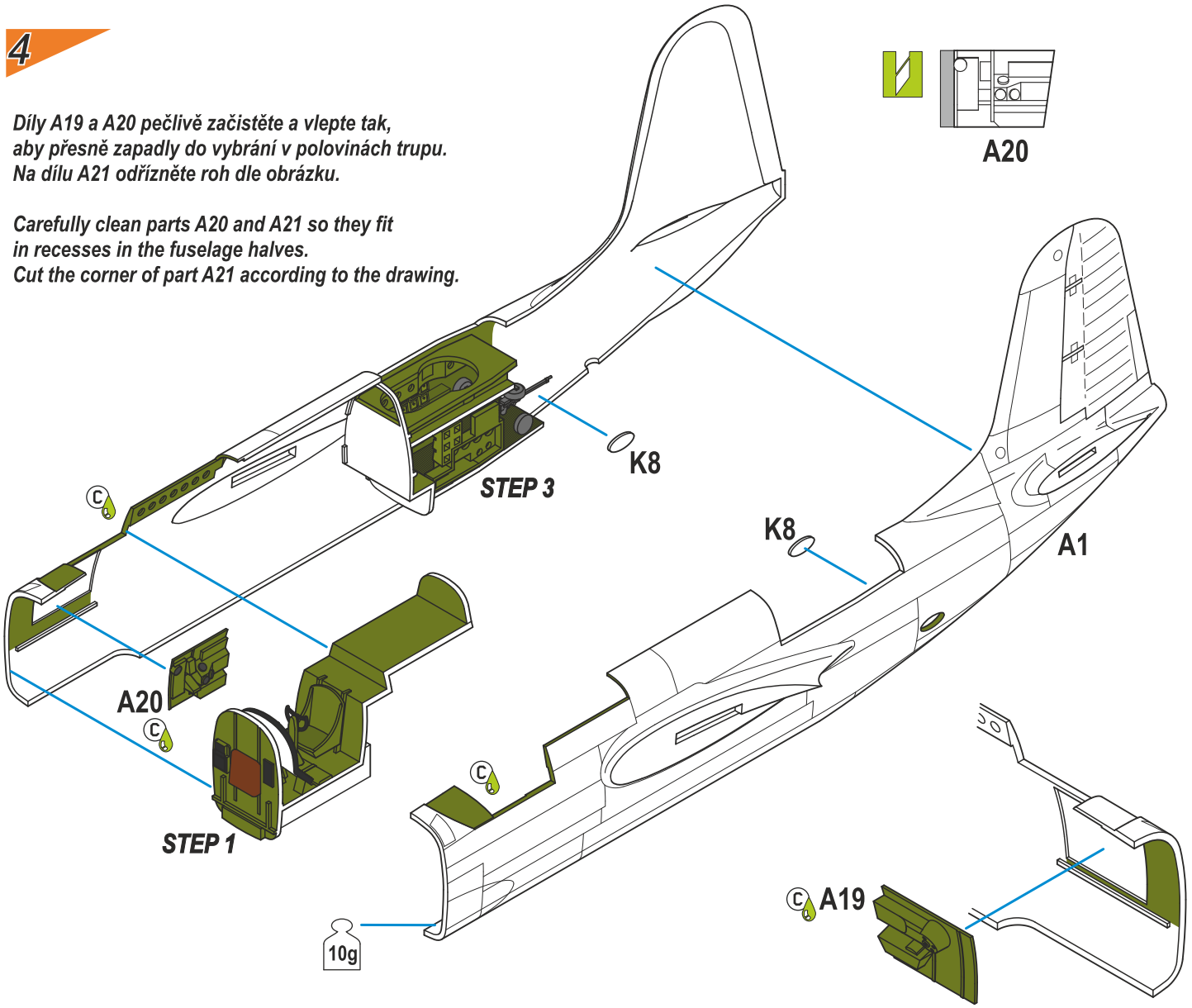




4

Díly A19 a A20 pečlivě začistěte a vlepte tak, aby přesně zapadly do vybrání v polovinách trupu. Na dílu A21 odřízněte roh dle obrázku.

Carefully clean parts A20 and A21 so they fit in recesses in the fuselage halves. Cut the corner of part A21 according to the drawing.



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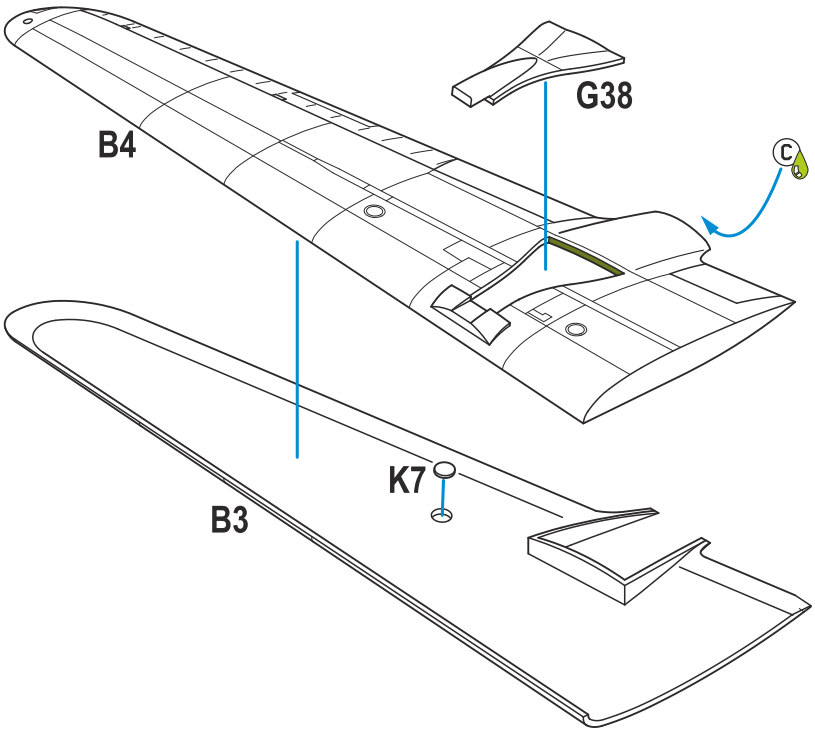

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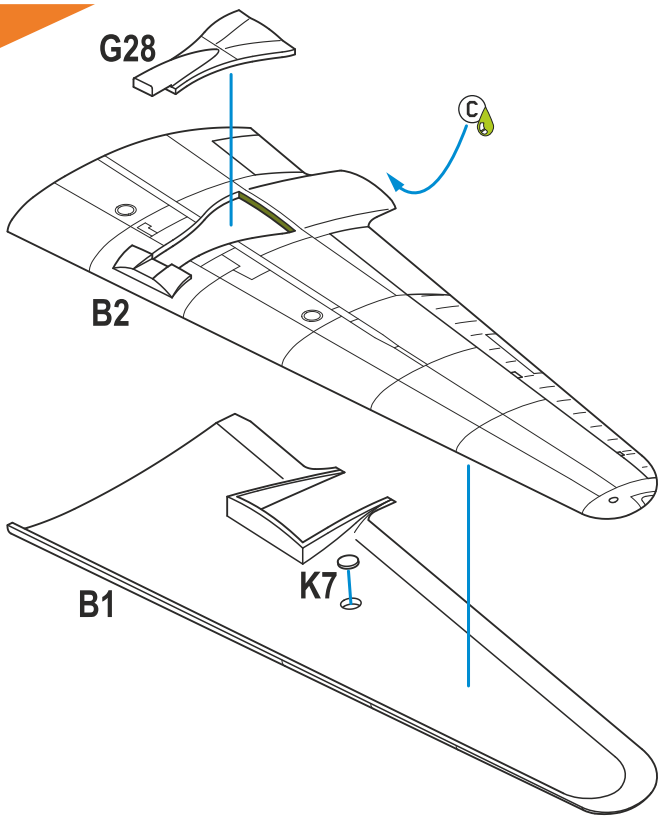
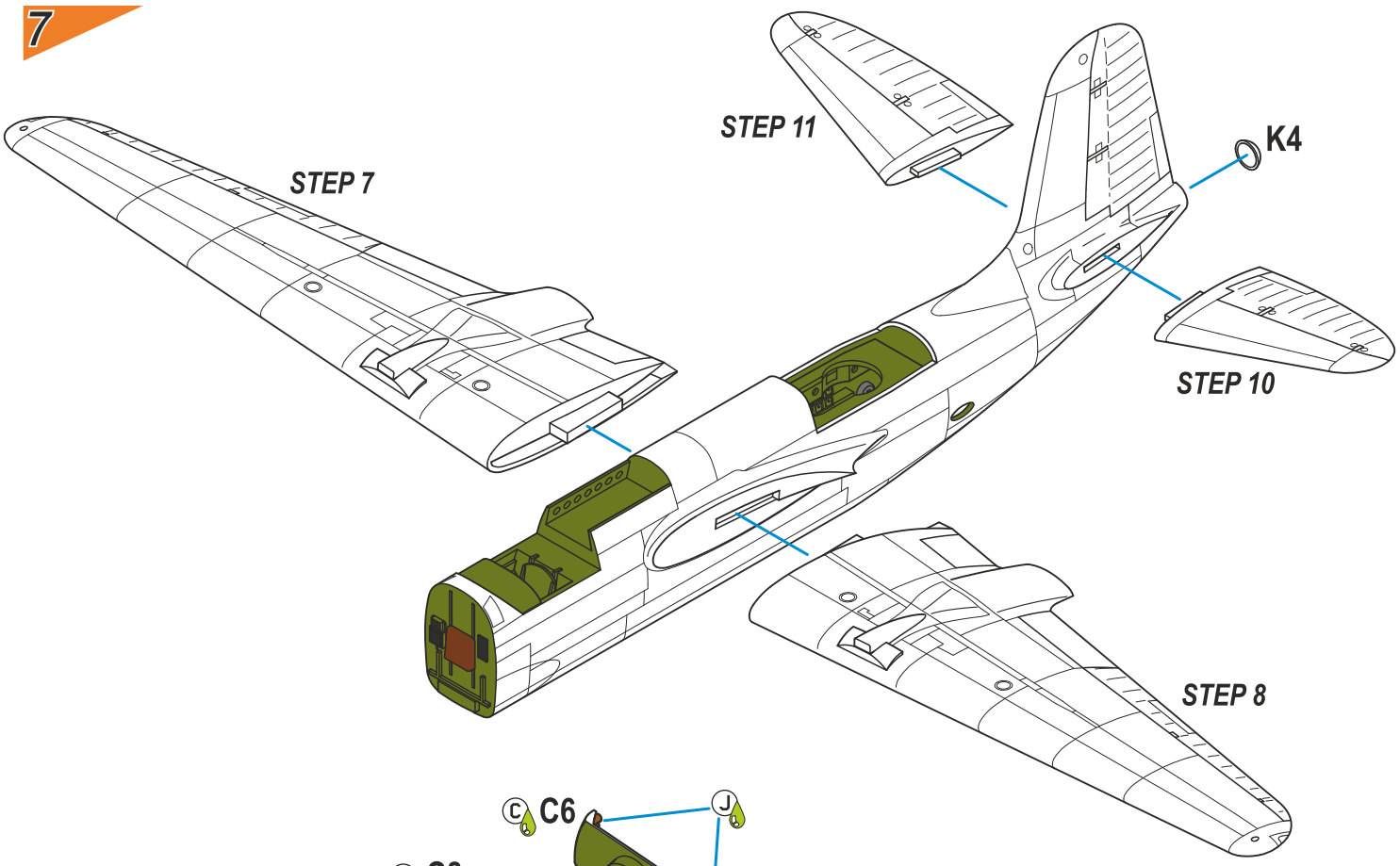
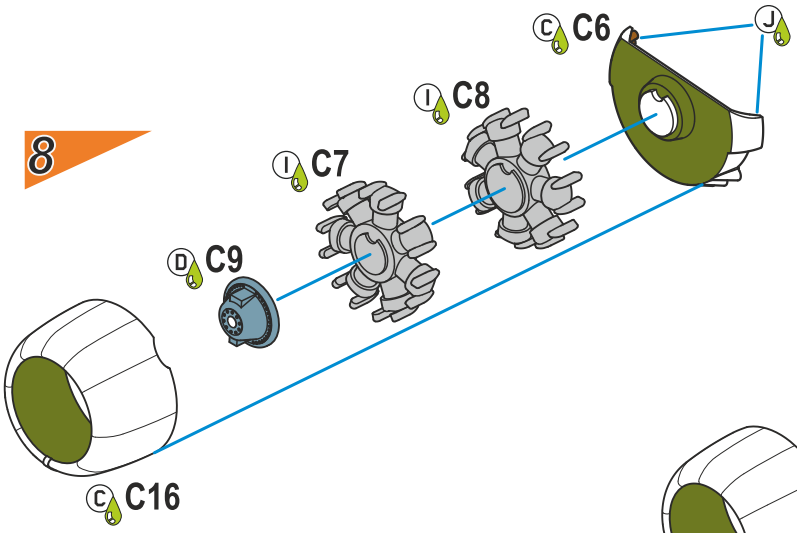
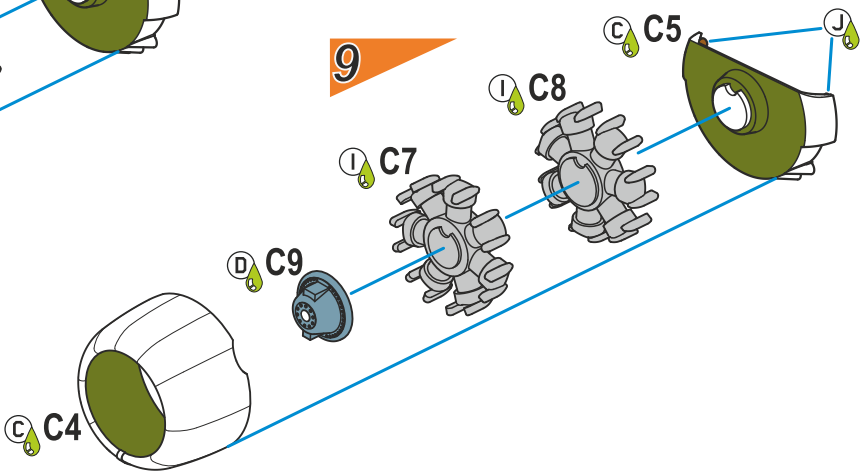
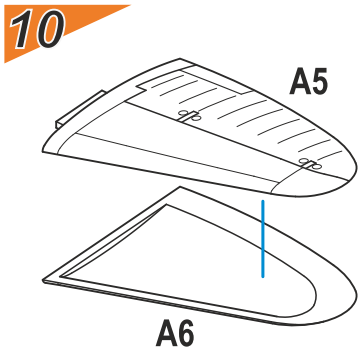



7
STEP 7
STEP 11
K4
STEP 10
STEP 8


8
C6
J
C8
C7
C9
C16


9
C5
J
C8
C7
C9
C4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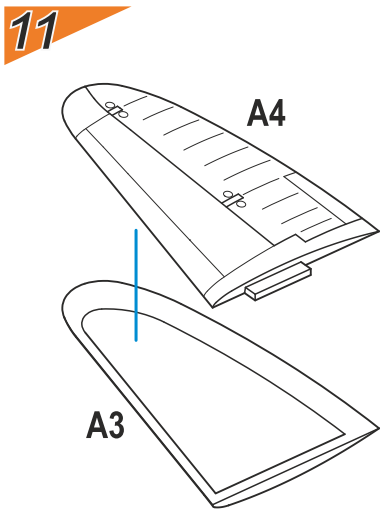
A5
A6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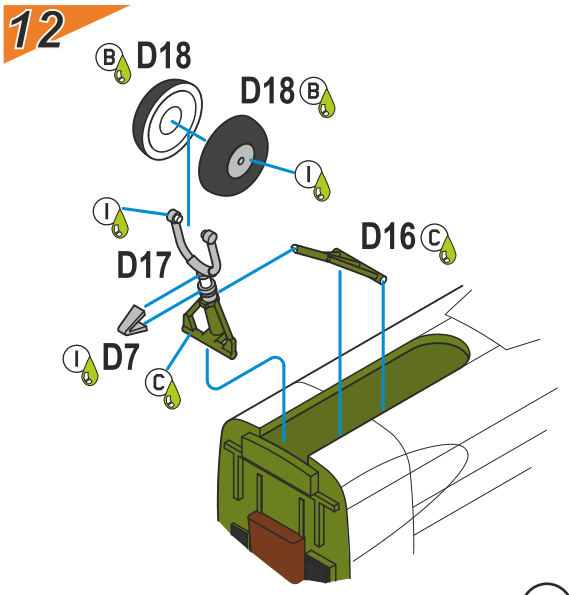
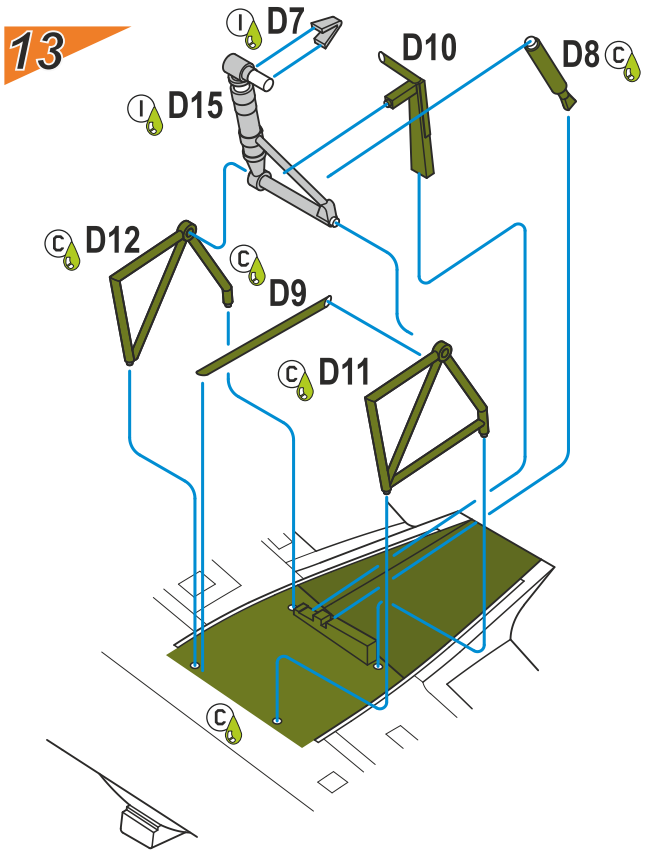
A4
A3


12
D18
D18
D17
D16
D7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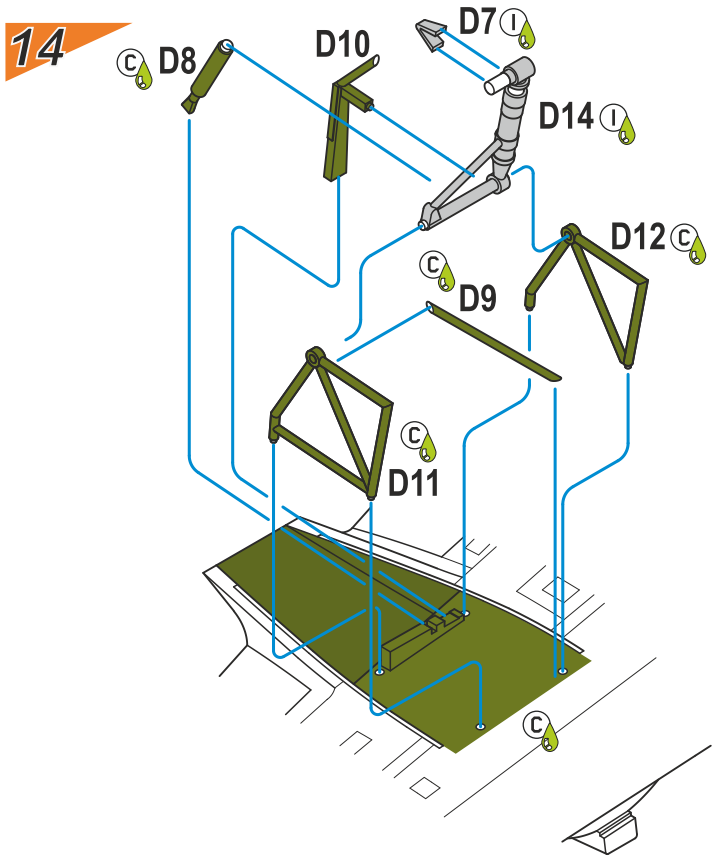
D7
D10
D8
D15
D12
D9
D11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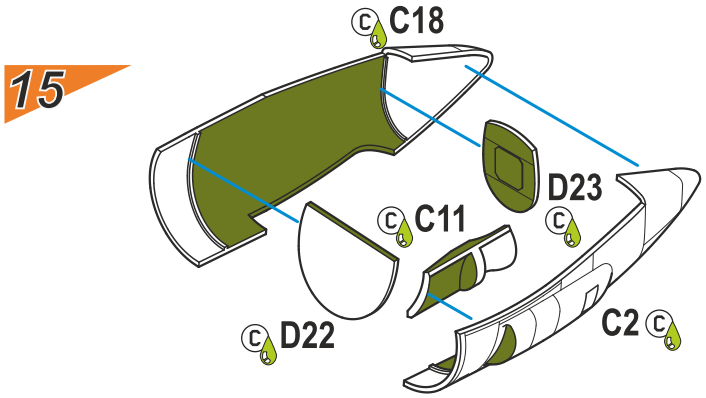
D8
D10
D7
D14
D12
D9
D11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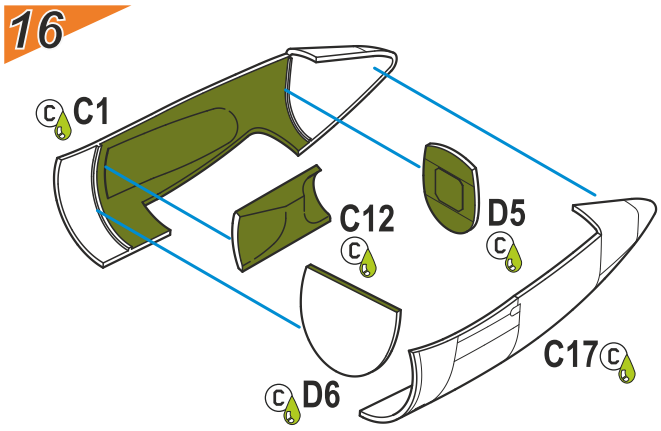
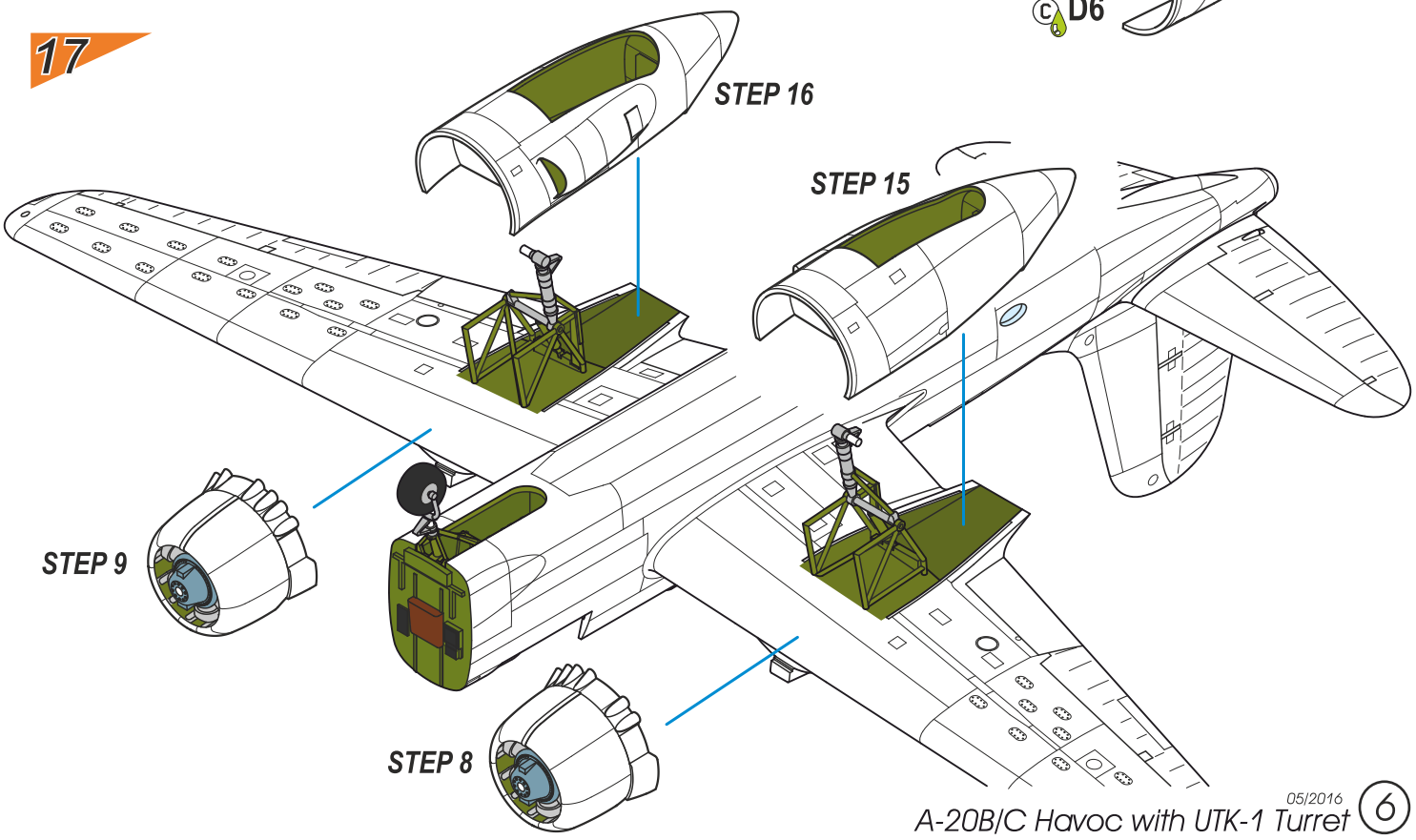
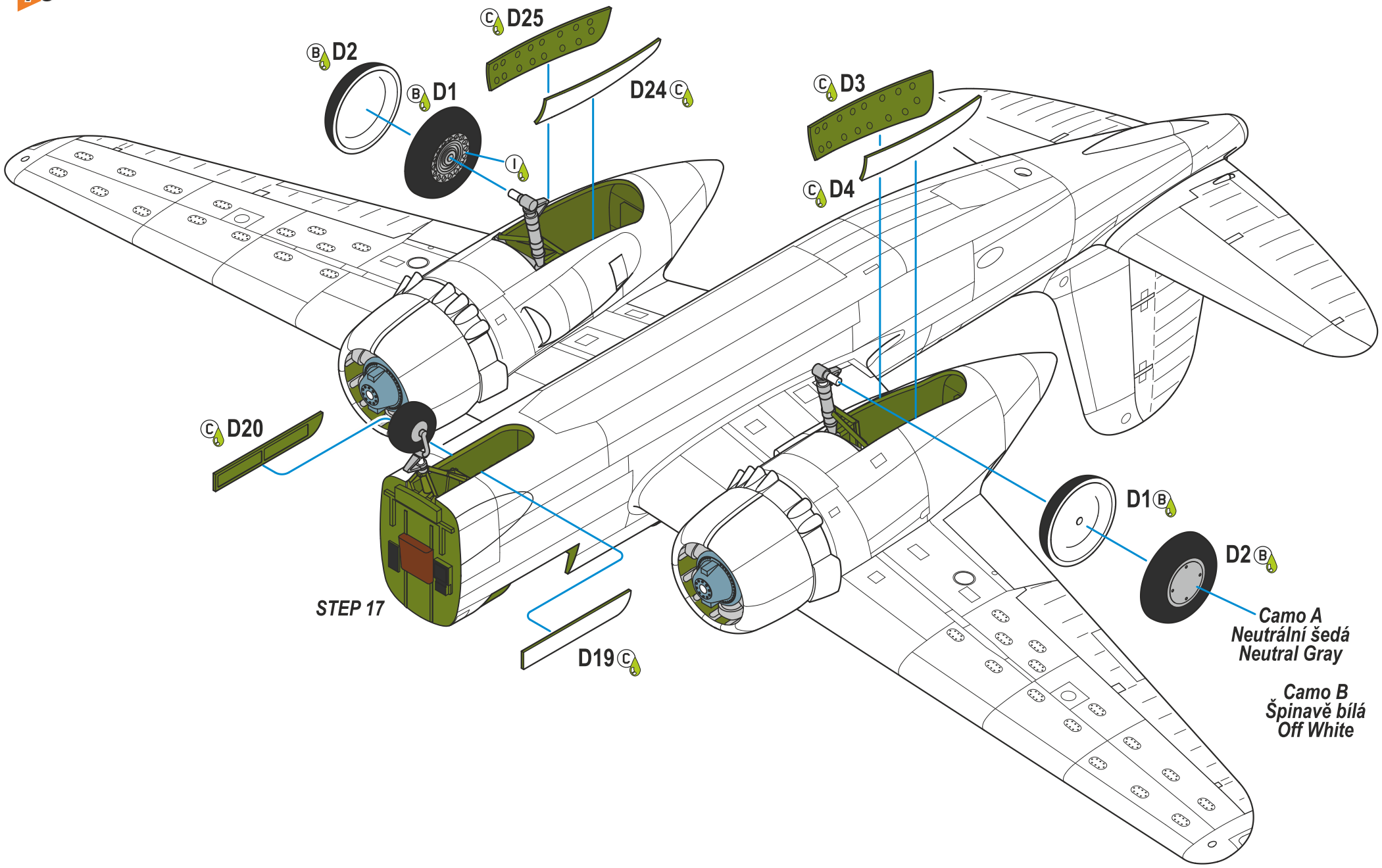
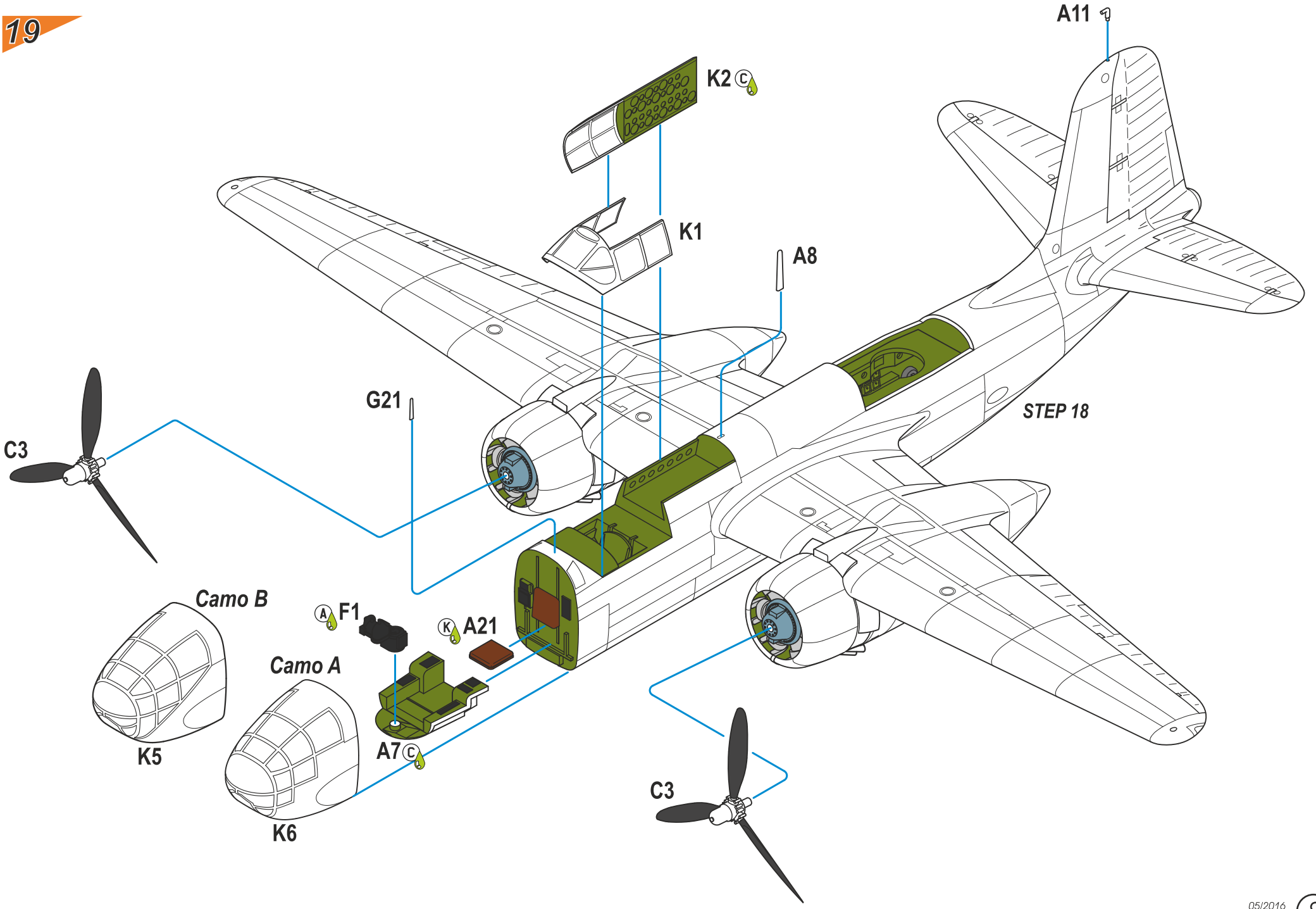
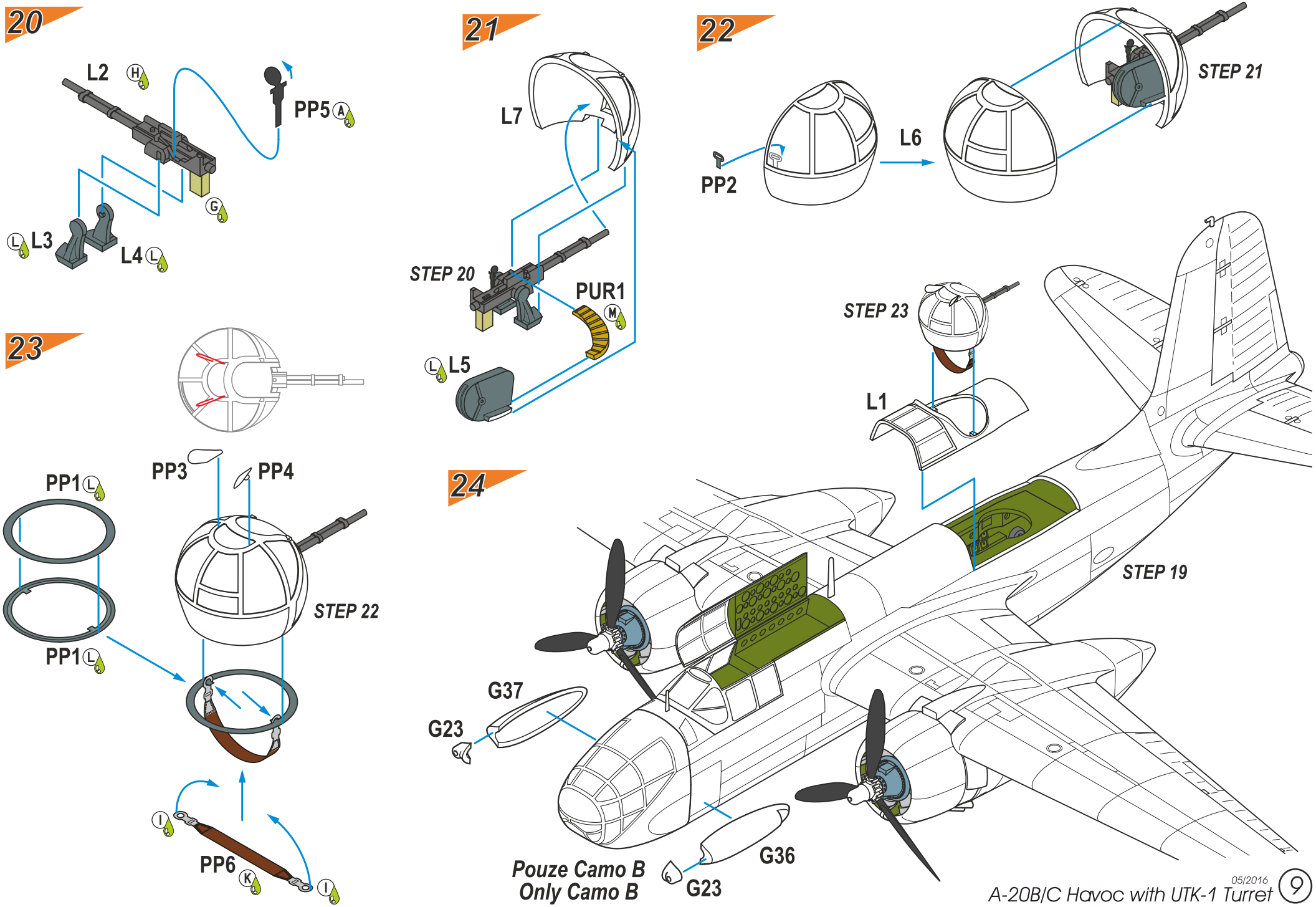
C18
D23
C11
D22
C2


16
C1
C12
D5
C17
D6


17
STEP 16
STEP 15
STEP 9
STEP 8

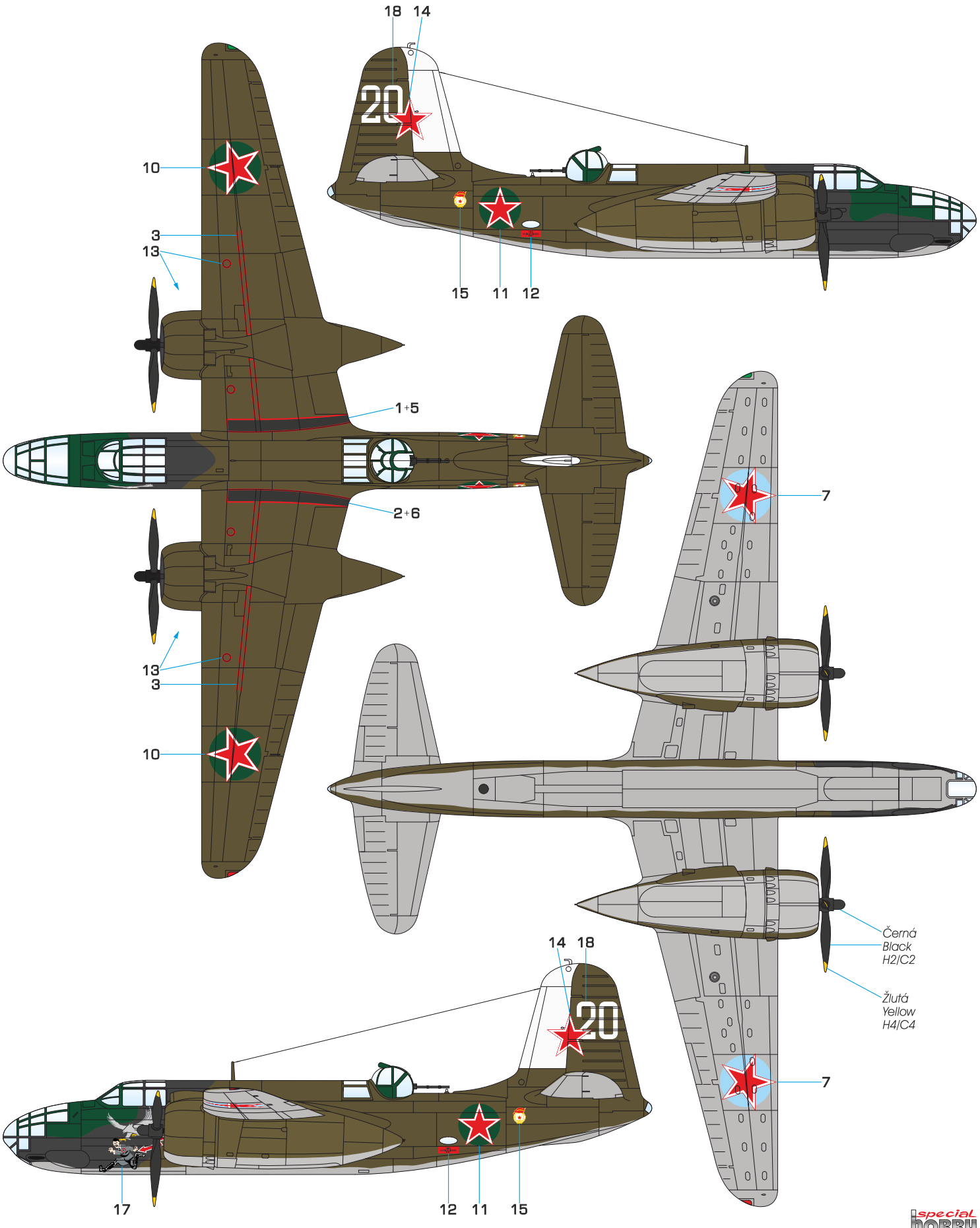

C D25
B D2
B D1
D24 C
C D3
C D4
I
C D20
STEP 17
D19 C
D1 B
D2 B
Camo A
Neutrální šedá
Neutral Gray
Camo B
Špinavě bílá
Off White


A11
K2 C
K1
A8
G21
C3
STEP 18
Camo B
F1 A
A21 K
Camo A
K5
A7 C
K6
C3


20
L2
H
PP5
A
G
L
L3
L4
L
21
L7
STEP 20
PUR1
M
L
L5
22
PP2
L6
STEP 21
23
PP1
L
PP3
PP4
STEP 22
PP1
L
I
PP6
K
I
24
STEP 23
L1
STEP 19
G37
G23
G36
G23
Pouze Camo B
Only Camo B

A-20B Havoc, bílá 20, létal s karikaturou Hitlera u 8.GBAP (Gardový bombardovací letecký pluk), 221. BAD (Bombardovací letecká divize), 1944-45.

A-20B Havoc, white 20, embellished with a caricature of Adolf Hitler, operated by 8th GBAP (Guards Bomber Aviation Regiment), 221st BAD (Bomber Aviation Division), 1944-45.



Olivová
Olive Drab
H52/ C12

Neutrální šedá
Neutral Gray
H53/ C13

Zelená AMT-4
Green AMT-4
H303/ C303

Černá AMT-6
Black AMT-6
H401

Špinavě bílá
Off White
H21/ C69

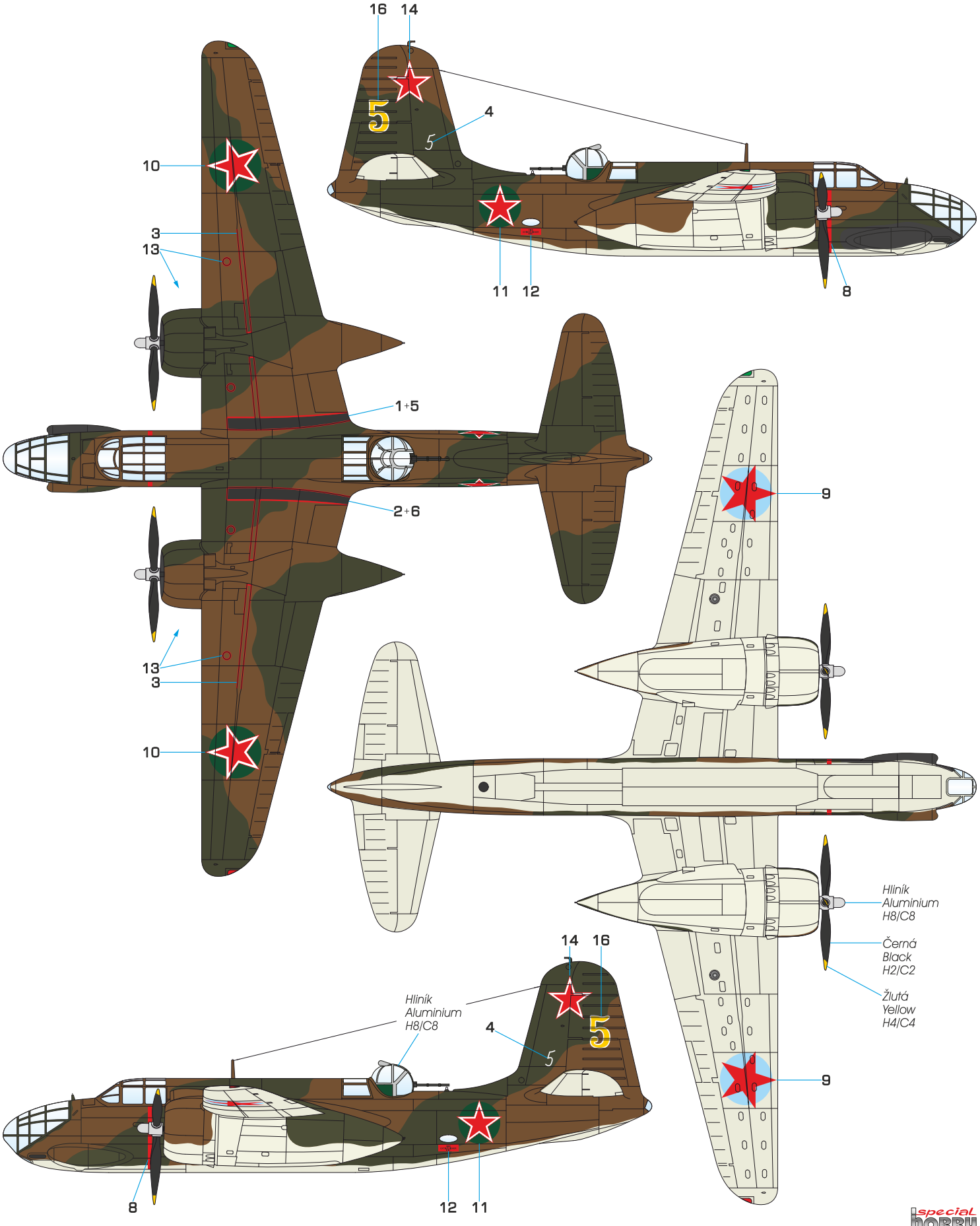
special HOBBY

GUNZE SANGYO

05/2016

SH72337 Boston A-20B/C with UTK-1 Turret

Boston Mk.III (A-20C), žlutá 5, neznámá jednotka VVS, 1942. *Boston Mk.III (A-20C), yellow 5, unknown unit, VVS, 1942.*



Tmavá zelená
Dark Green
H73/C23

Hnědá zemitá
Earth Brown
H72/C22

Nebeská modrá
Sky
H74/C26

Zelená AMT-4
Green AMT-4
H303/ C303

Černá AMT-6
Black AMT-6
H401

05/2016

SH72337 Boston A-20B/C with UTK-1 Turret

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