



HI-TECH

(EN)

AH-1G Cobra 'US.Marines/Navy'

Soon after its engagement in the Vietnam War the US Air Force started to use helicopters as offensive weapons platforms. Even during 1962-63 period field modified UH-1A helicopters supported the troops' landing with machineguns, cannons and rockets. The success of such equipped helicopters showed the need of a new, single purpose attack machine of the smallest possible dimensions, equipped with effective firepower and high damage resistance. Bell Company started to develop of specified helicopter on their expenses since the US Army had immense interest in such machine. The first project based on type Bell 47 was not successful. Its main downfall was a weak piston engine. The new project designated D-262 grew into the late appearance designated as model 209. The model 209 took over some of the structural solutions from UH-1C helicopter (undercarriage skis, main rotor, tail boom, etc.) but featured new fuselage that housed cockpit for crew of two and stub wings for carrying external armament. When in 1965 the US Army issued a specification calling for new attack helicopter, Bell model 209 was a clear winner. The very next year the US Army ordered, initially two pre-production machines and then 110 production helicopters under army designation AH-1G Cobra. Additional orders followed the original one. To speed up the Cobra deployment into Vietnam a NETT (New Equipment Training Team) training centre was founded in Vung Tau in South Vietnam. The first unit that flew the new machines in combat was the 334th platoon based at Bien Hoa. Other units were rapidly equipped with Cobras. The knowledge and pilots' requirements during the fights in Vietnam were incorporated into the production of the helicopters. The first helicopters featured the tail rotor on the left side, later relocated to the right side, strengthened undercarriage skis were adopted, the original nose mounted TAT-102 turret with Minigun was replaced by M-28 turret equipped with Minigun and grenade launcher (most often). The stub wings were capable of carrying variety of weapons; from various rocket blocks, Minigun pods to M-35 pod (Vulcan cannon with ammunition boxes). All depended on the mission purpose and pilot's preferences. As a reaction to the heat seeking missiles used by the Vietnamese Army and the Viet Cong starting in 1972 the helicopters were equipped with exhaust gas deflectors. Cobras indisputable prove to be effective in Vietnam. They were used not only by US Army helicopter units but also by the US Marines that were also satisfied with AH-1G but for the shipboard and over sea operations which required a helicopter with two engines. This requirement led to the development of twin-engined version AH-1J. AH-1Gs were exported only to Spain and Israel. Cobras were used by the Spanish Navy. Israeli Cobras faced troubles with hot and dusty environment. Israel needed tank buster helicopters and therefore subsequent orders were placed for the anti-tank version AH-1Q/S. Plenty of the US AH-1Gs were modified to this version, including the machines withdrawn from Vietnam. The conception of AH-1G Cobra became a standard for attack helicopters. Subsequent versions of this helicopter are still in use not only in the USA but also in many other armies.

TTD: main rotor diameter: 13.4 m, fuselage length: 13.5 m, tail rotor diameter: 2.6 m, Max. speed: 276 kmh, service ceiling: 3,871 m, Range: 580 km.

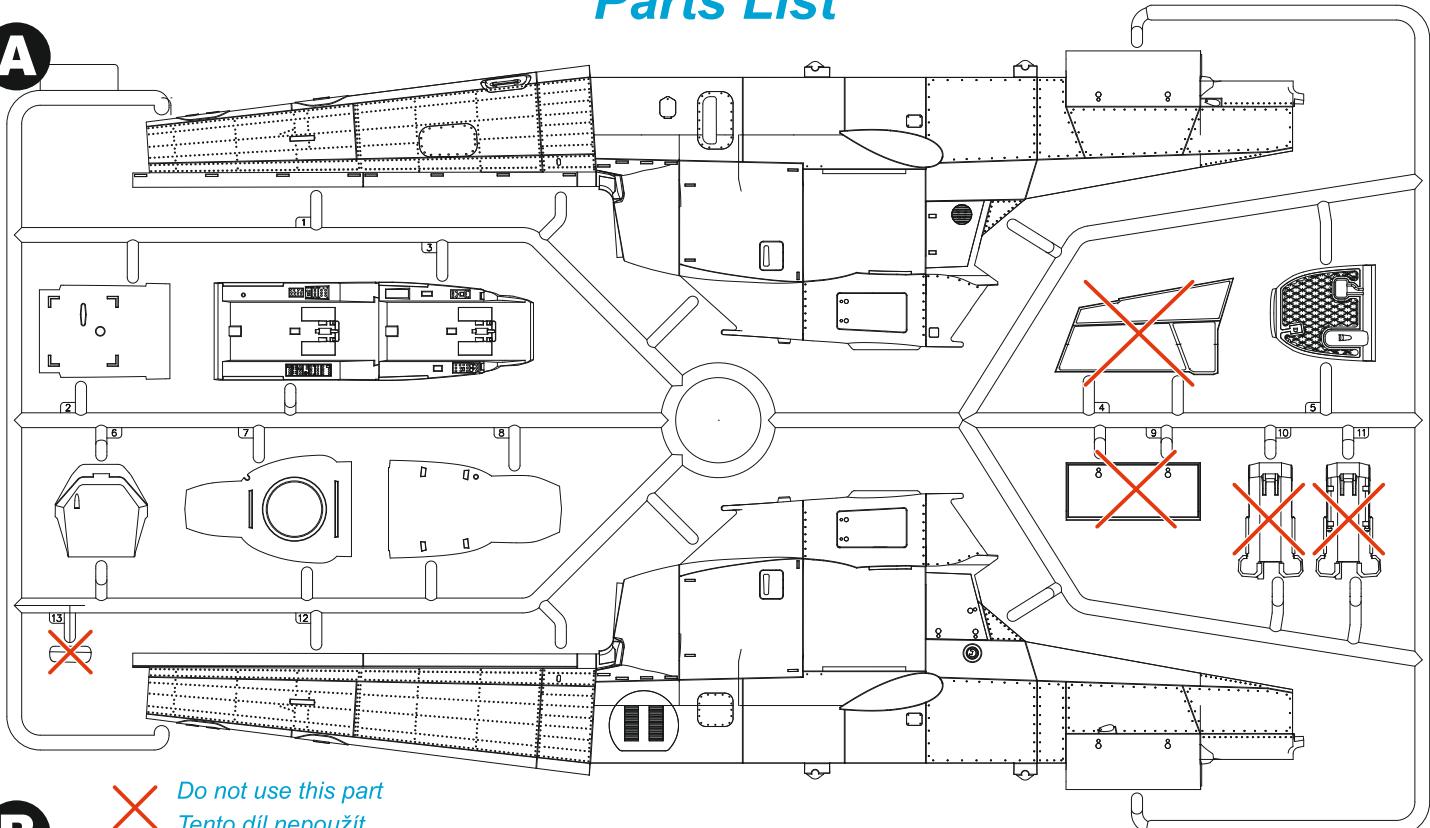
(CZ)

Americké letectvo začalo záhy po zapojení se do války ve Vietnamu používat vrtulníky jako nosiče ofenzivní výzbroje. Již v letech 1962–63 podporovaly vrtulníkové výsadky palbou z kulometů, kanonů či raketometů v polních podmínkách vyzbrojené vrtulníky UH-1A. Úspěšné použití takto vyzbrojených vrtulníků ukázalo potřebu nového jednoúčelového útočného stroje s účinnou výzbrojí, co nejmenšími rozměry a velkou odolností proti poškození. Protože americká armáda měla o takový stroj enormní zájem, firma Bell zahájila vývoj takového stroje ve své režii. První projekt na základě typu Bell 47 nebyl úspěšný. Handicapoval ho zejména slabý pístový motor. Nový projekt firmy, označený D-262 postupně vyzrál do podoby označené model 209. Model 209 přebral část konstrukčních řešení z vrtulníku UH-1C (ližiny podvozku, rotor, nosník ocasního rotoru apod.), měl však nový trup s kabinou pro dva členy osádky a s pylony pro podvěsenou výzbroj. Když armáda USA vypsala v roce 1965 soutěž na nový bitevní vrtulník, Bell model 209 ji s přehledem vyhrál. Hned v následujícím roce armáda objednala nejprve dva předsériové a pak stodeset sériových vrtulníků s armádním označením AH-1G Cobra. Další objednávky následovaly. Pro co nejrychlejší nasazení Cobry ve Vietnamu vzniklo přeškolovací středisko NETT (New Equipment Training Team) v jihovietnamském Vung Tau. První jednotkou nasazenou do boje na nových strojích byla 334. rota operující z Bien Hoa. Urychlěně byly vyzbrojovány další jednotky. V průběhu bojů ve Vietnamu byly postupně zapracovány na vyráběných vrtulnících poznatky a požadavky letců. První vrtulníky měly vyrovnávací rotor vlevo, později vpravo, byly montovány zesílené ližiny podvozku, přídovou věž TAT-102 s jedním rotačním kulometem Minigun nahradila věž M-28 s Minigunem a granátometem (nejčastěji). Na závěsníky byla zavěšována pestrá výzbroj od různých raketových bloků, přes pouzdra s kulometry Minigun až po komplet M-35 (kanon Vulcan s nábojovými schránkami). Záleželo na úkolu, který měl vrtulník plnit a také na tom, jakou výzbroj pilot preferoval. V roce 1972 se na vrtulnících objevily deflektory výtokových plynů jako reakce na tepelně naváděné střely ve výzbroji komunistické vietnamské armády a Vietkongu. Ve Vietnamu se Cobry nesporně osvědčily. Používaly je nejen vrtulníkové jednotky armády, ale i jednotky US MARINES. US MARINES bylo také s AH-1G spokojeno, ale pro provoz nad mořem a lodích požadovalo dva motory, což vedlo k vývoji dvoumotorových verzí, první z nich byla AH-1J. AH-1G Cobra byly exportovány jen do Španělska a Izraele. Ve Španělsku je používalo námořnictvo, v Izraeli měly AH-1G problémy s prašným a horkým podnebím. Izrael potřeboval vrtulníky pro boj s tanky a proto další objednávky byly směrovány na protitankové verze AH-1Q/S. Na tyto verze bylo také přestavěno mnoho amerických AH-1G, včetně strojů stažených z Vietnamu. Koncepce AH-1G Cobra se stal etalonem pro bitevní vrtulník. Další verze tohoto vrtulníku létají dodnes jak v USA, tak ve výzbroji mnoha jiných armád.

TTD: průměr hl. rotoru: 13,4 m, délka trupu: 13,5 m, průměr vyrovnávacího rotoru: 2,6 m, max. rychlosť: 276 km/h, dostup: 3871 m, dolet: 580 km.

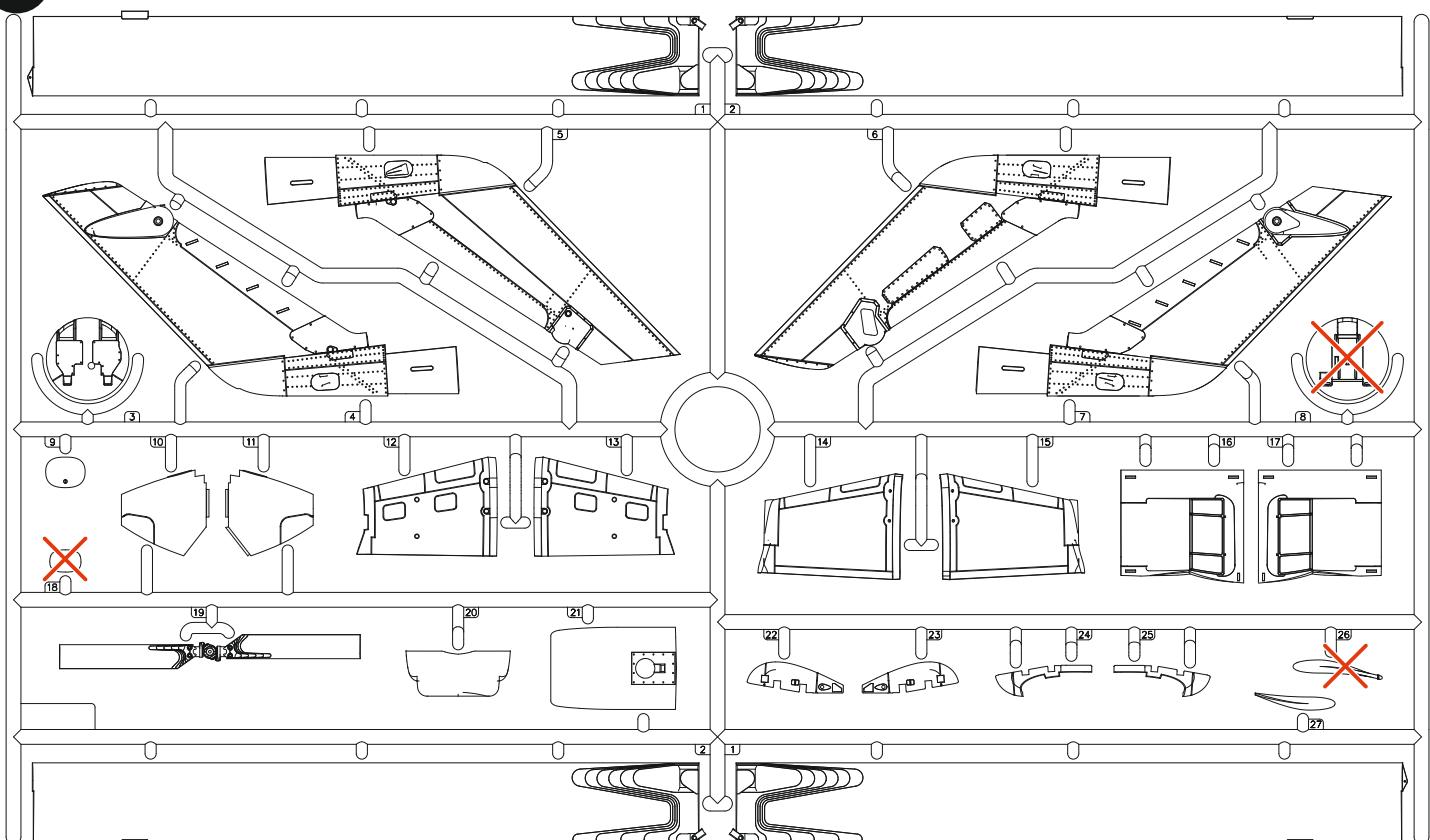
Parts List

A



Do not use this part
Tento díl nepoužít

B



	Black / černá	H12/C33
	Dk. Gull Gray / tm. racci šedá	H/C317
	Olive Green / olivově zelená	H52/C12
	Light Green / světle zelená	H26/C66
	Aluminium / hliník	H/C8
	Steel / ocelová	H18/C28

Barvy GUNZE/ GUNZE Colour No.

	Gunmetal / dělovina	H28/C78		Lt. Gray / světle šedá	H21/C69
	Dk. Brass / tmavá mosaz	MC219		Red / červená	H/C3
	Burnt Metal / opálený kov	H76/C61		Zinc Chromate / zelená zákl.	C351
	Tire Black / barva pneu	H77/C137		White / bílá	H/C1
				Clear Red / červená čirá	H90/C47
				Clear Blue / modrá čirá	H93/C50

SYMBOLS



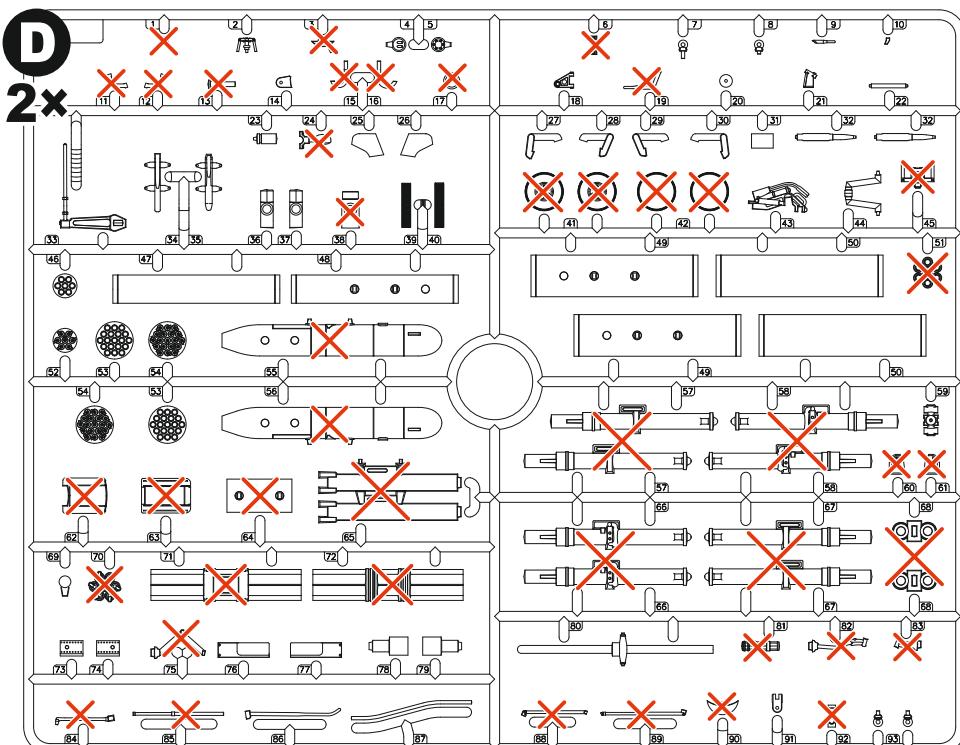
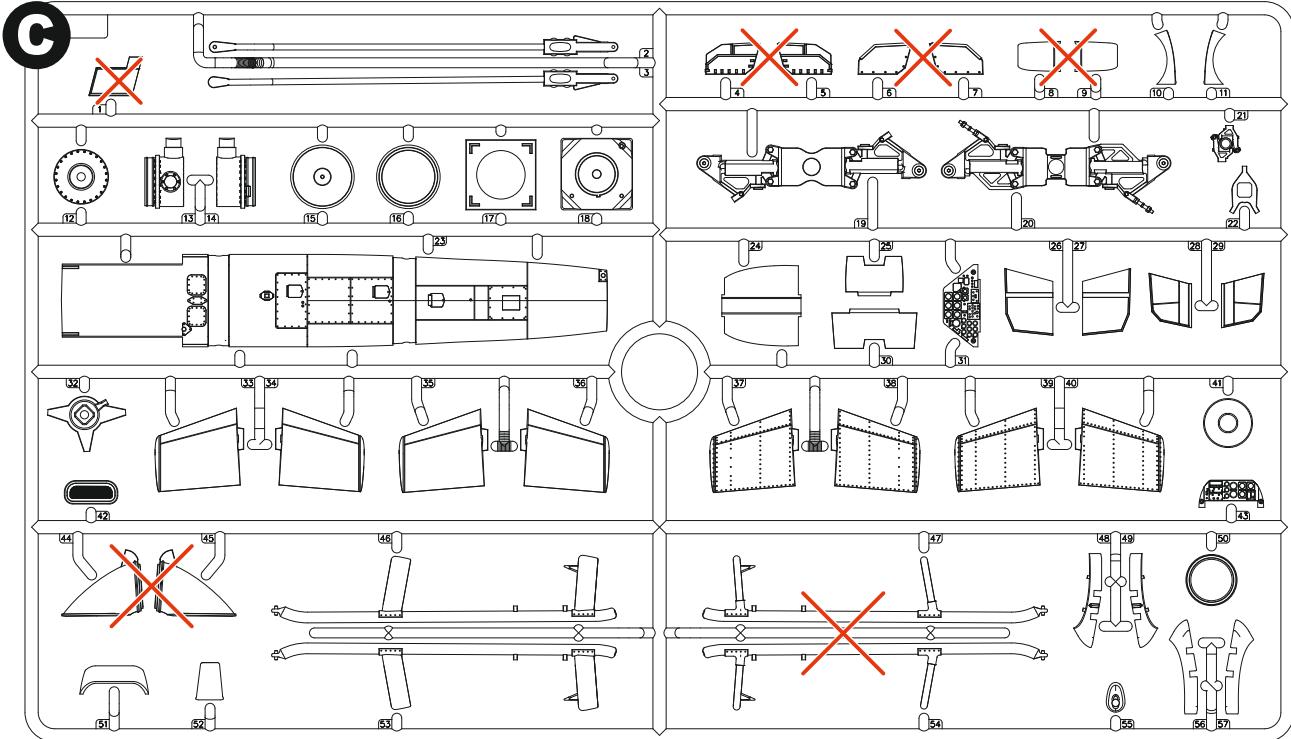
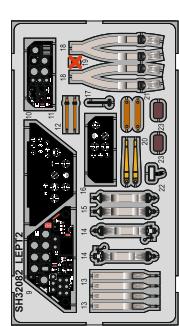
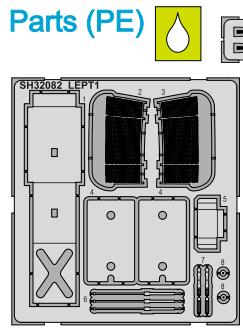
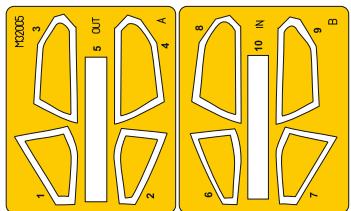


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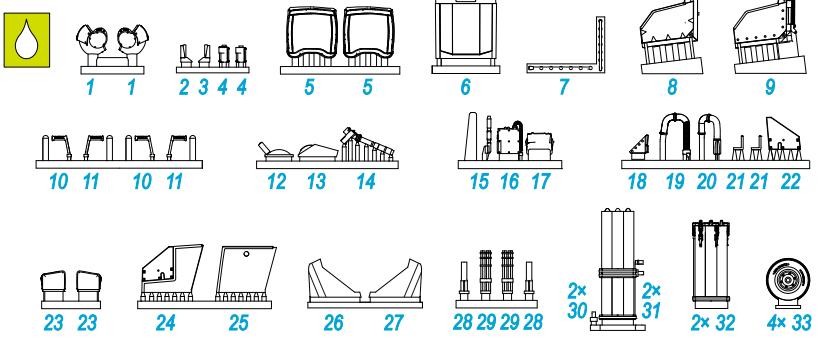
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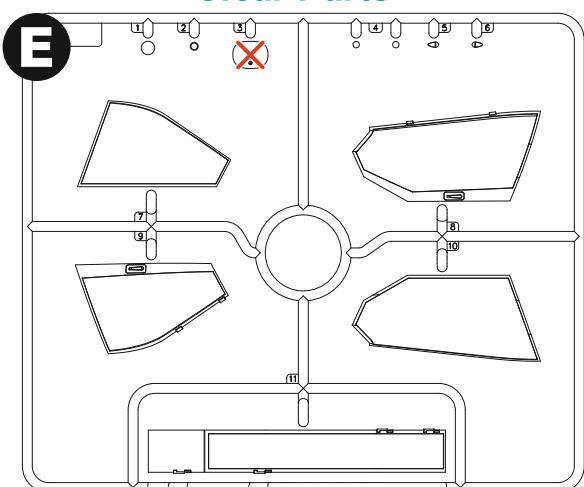
Film



Resin Parts (PUR)

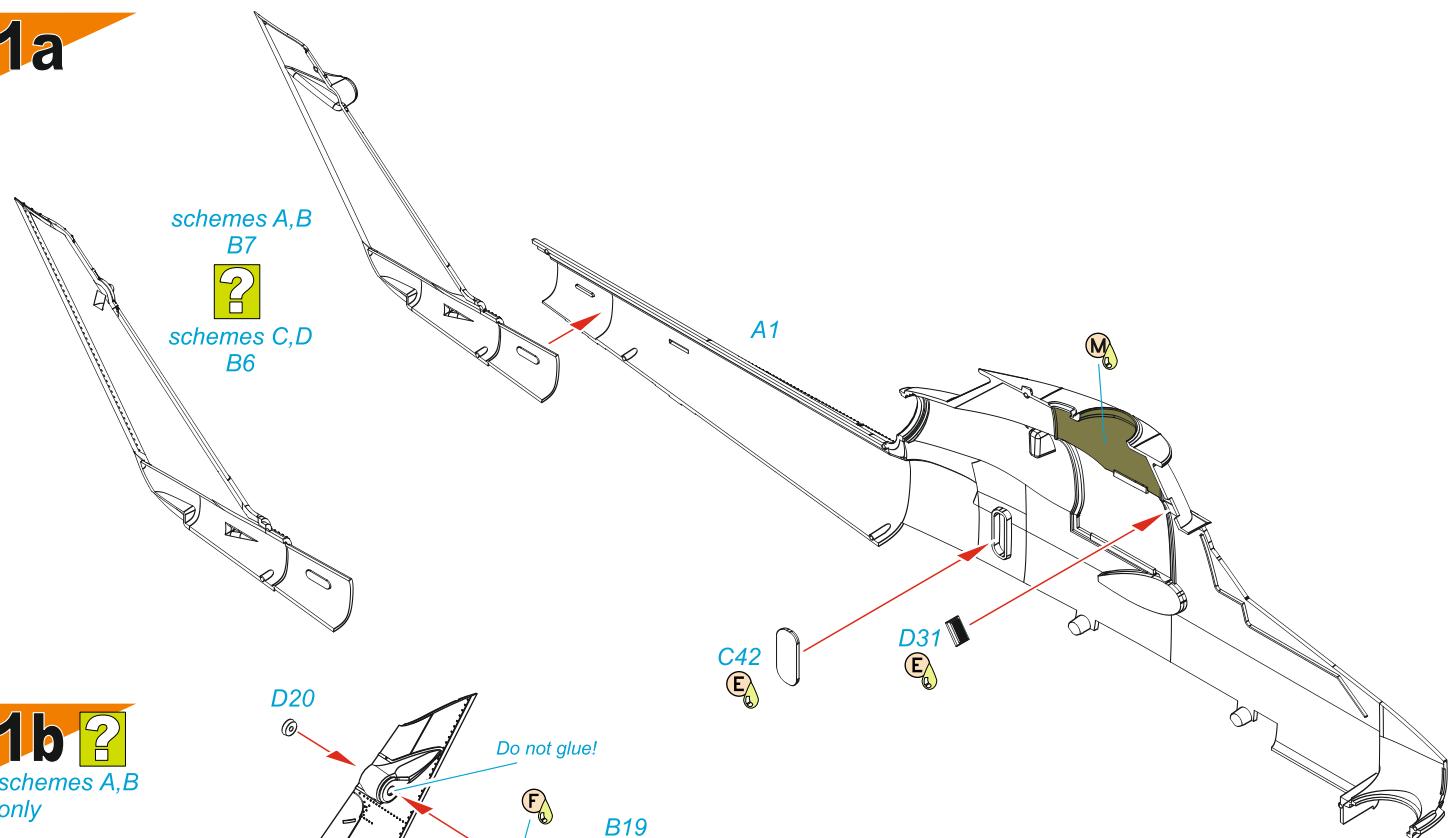


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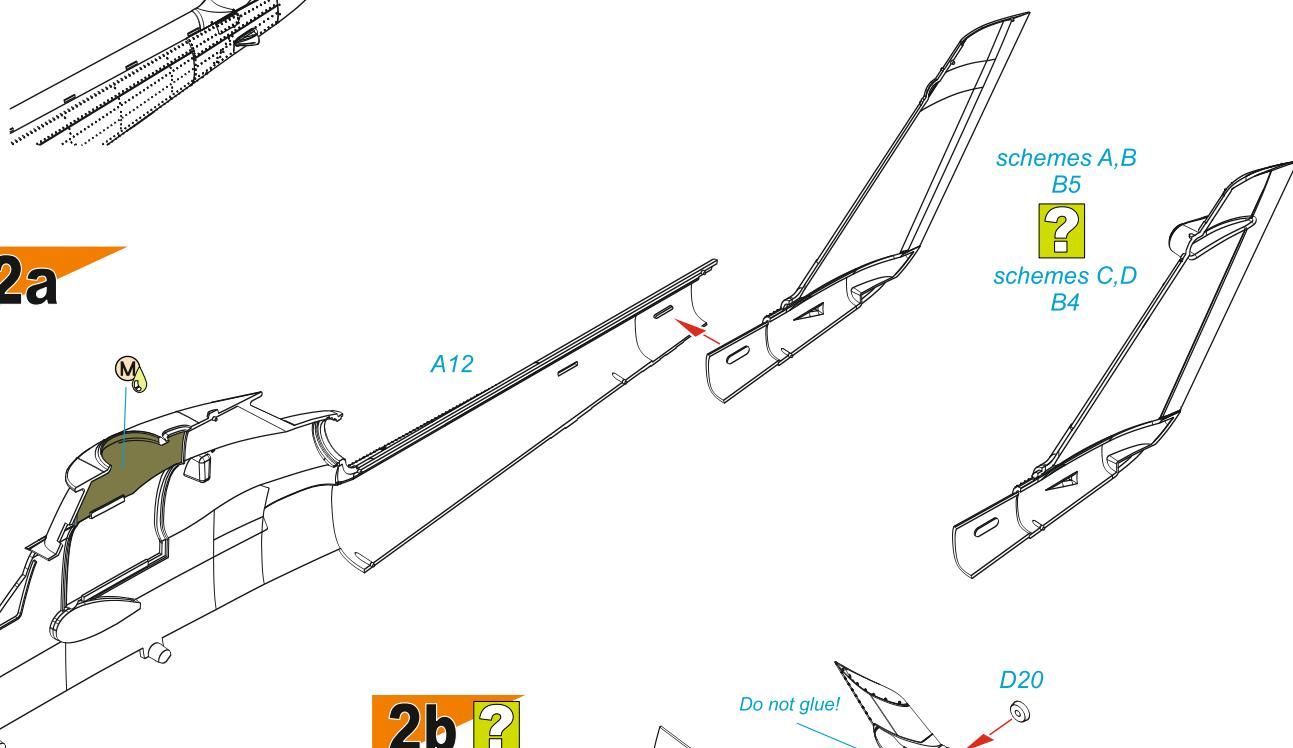
Clear Parts

1a

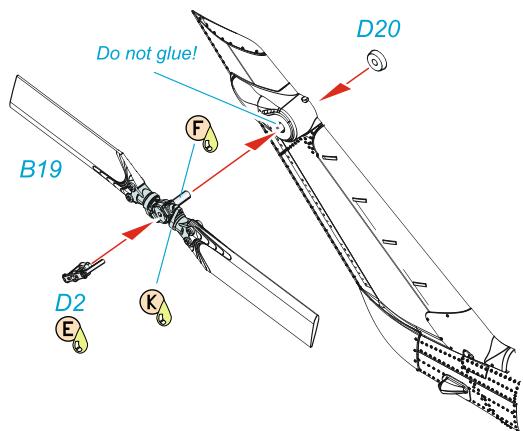


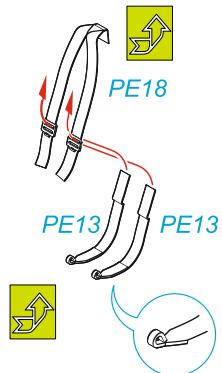
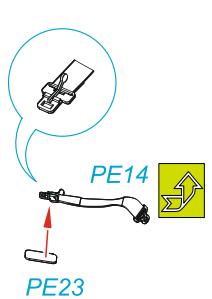
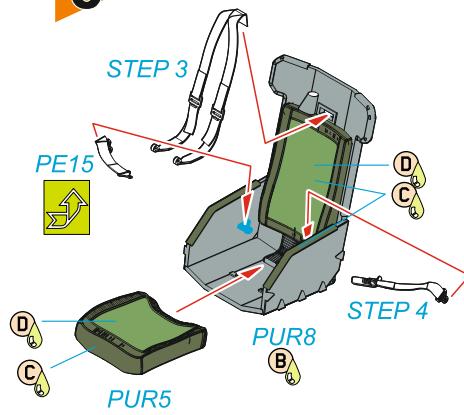
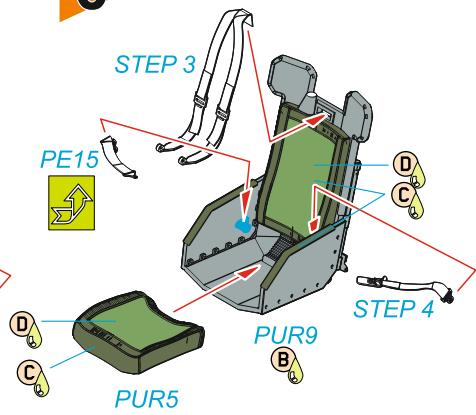
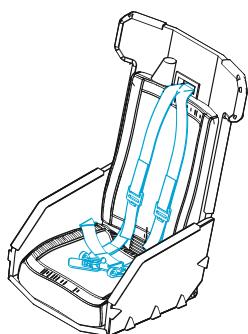
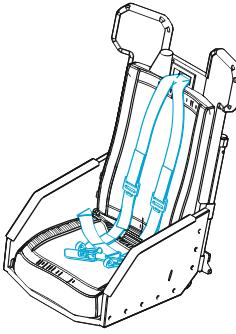
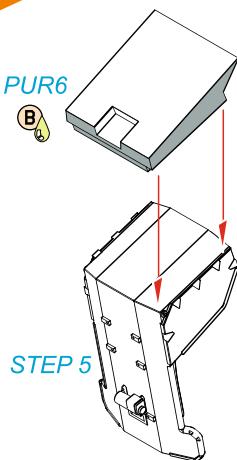
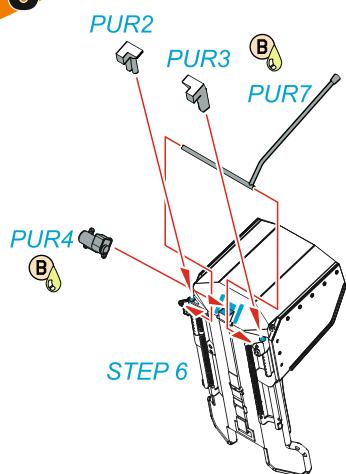
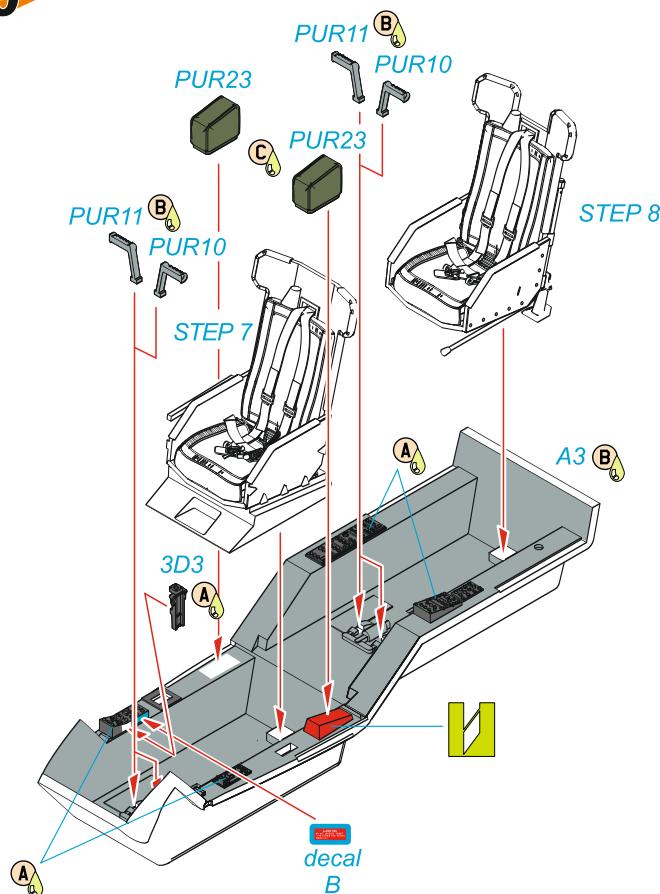
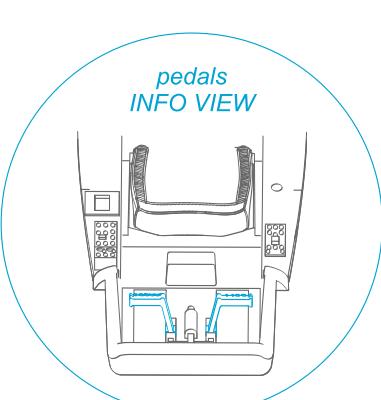
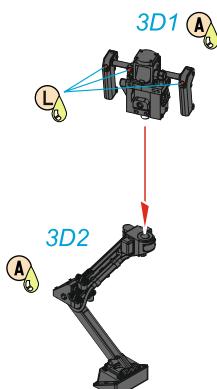
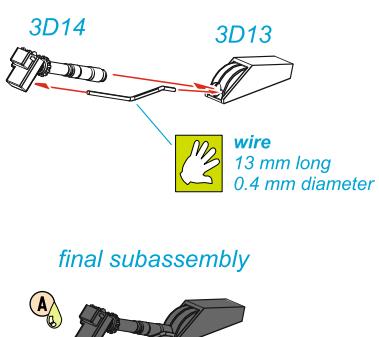
1b 2

schemes A,B
only

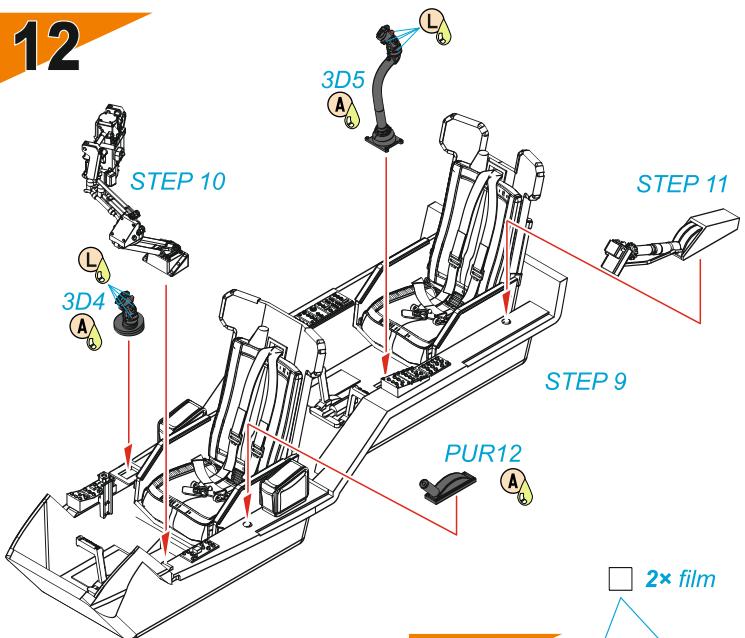
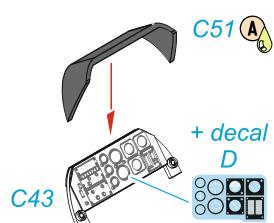
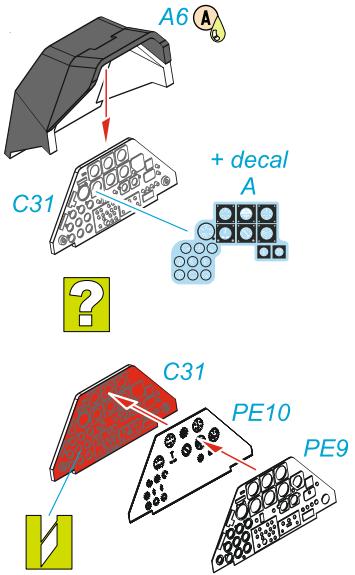
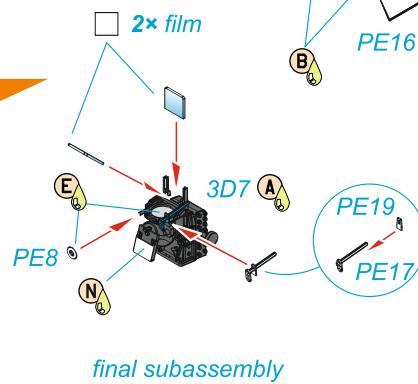
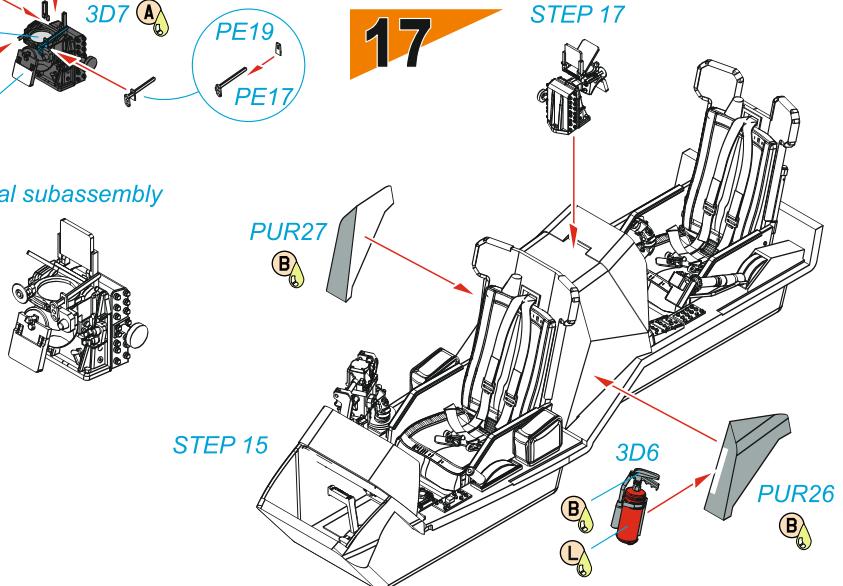
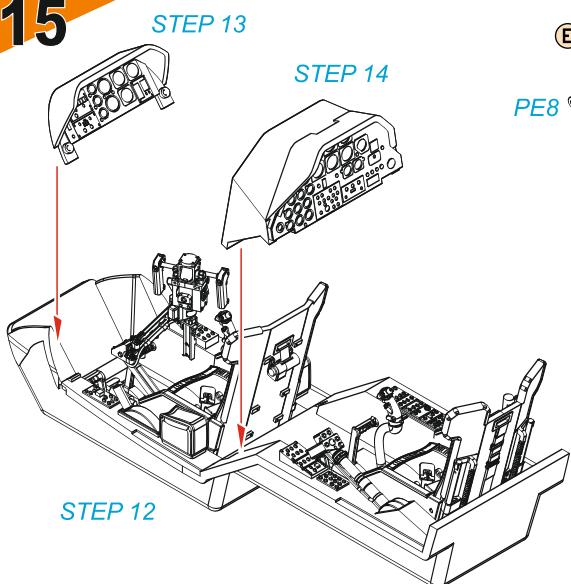
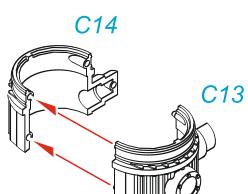
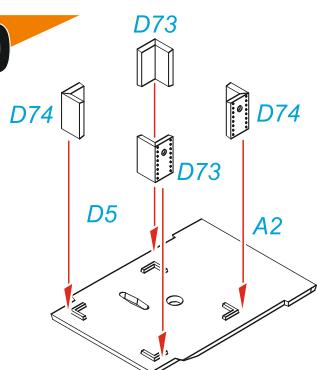
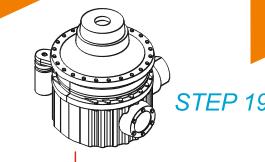
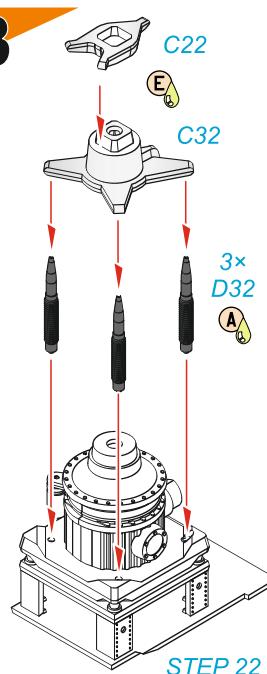
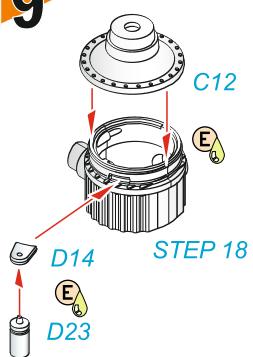
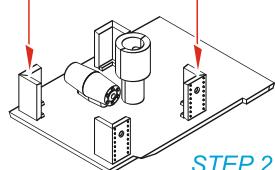
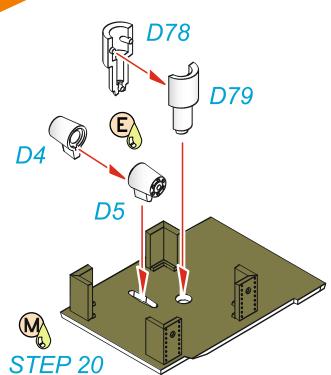


2b ?
schemes C,D
only



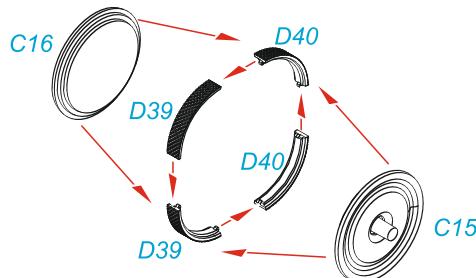
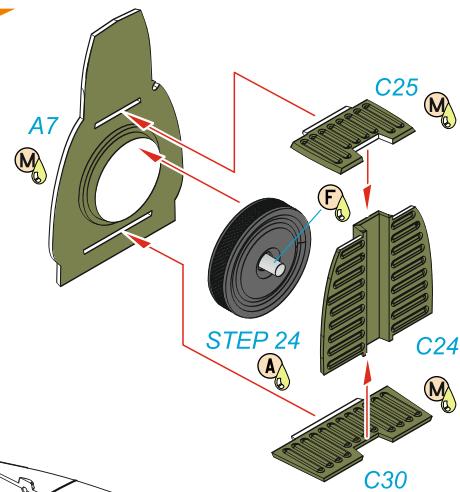
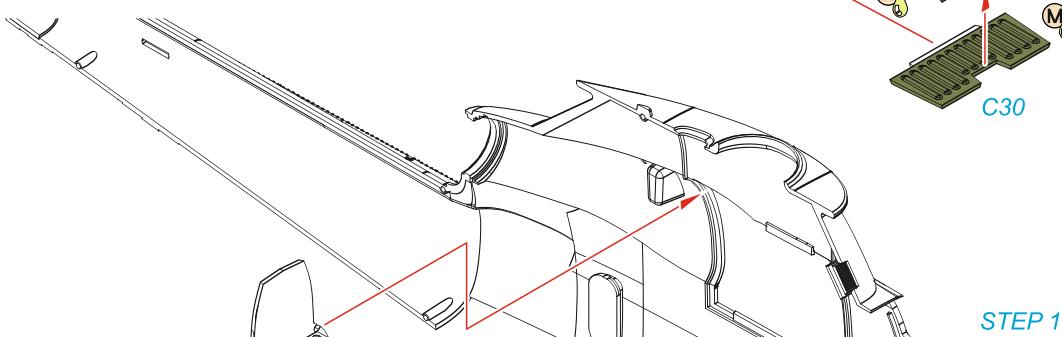
3 2x**4** 2x**5****6**STEP 5
final subassemblySTEP 6
final subassembly**7****8****9**pedals
INFO VIEW**10****11**

final subassembly

12**13****14****16****17****15****18****20****22****23****19****21**

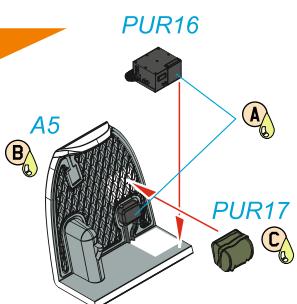
STEP 21

STEP 22

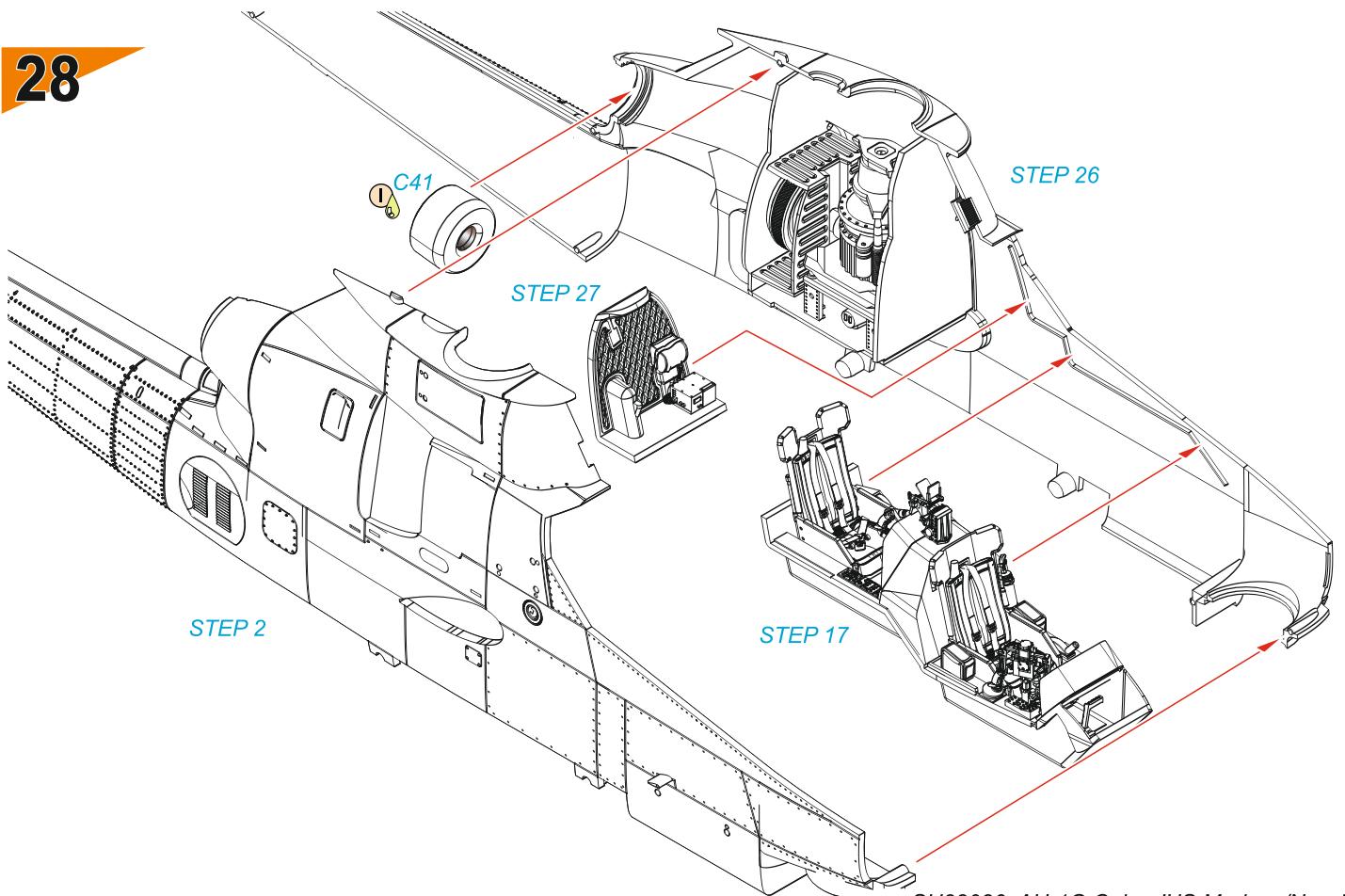
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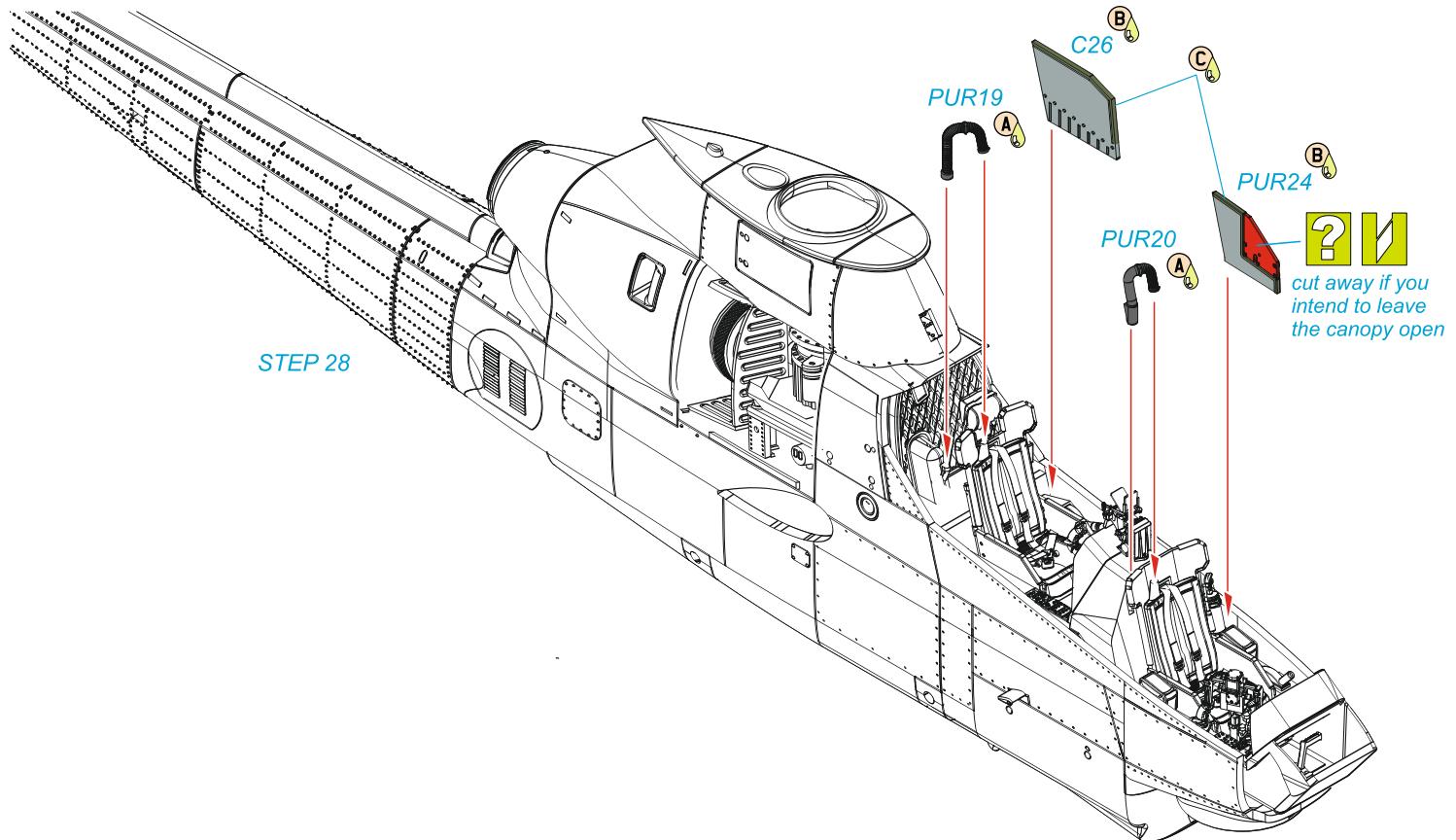
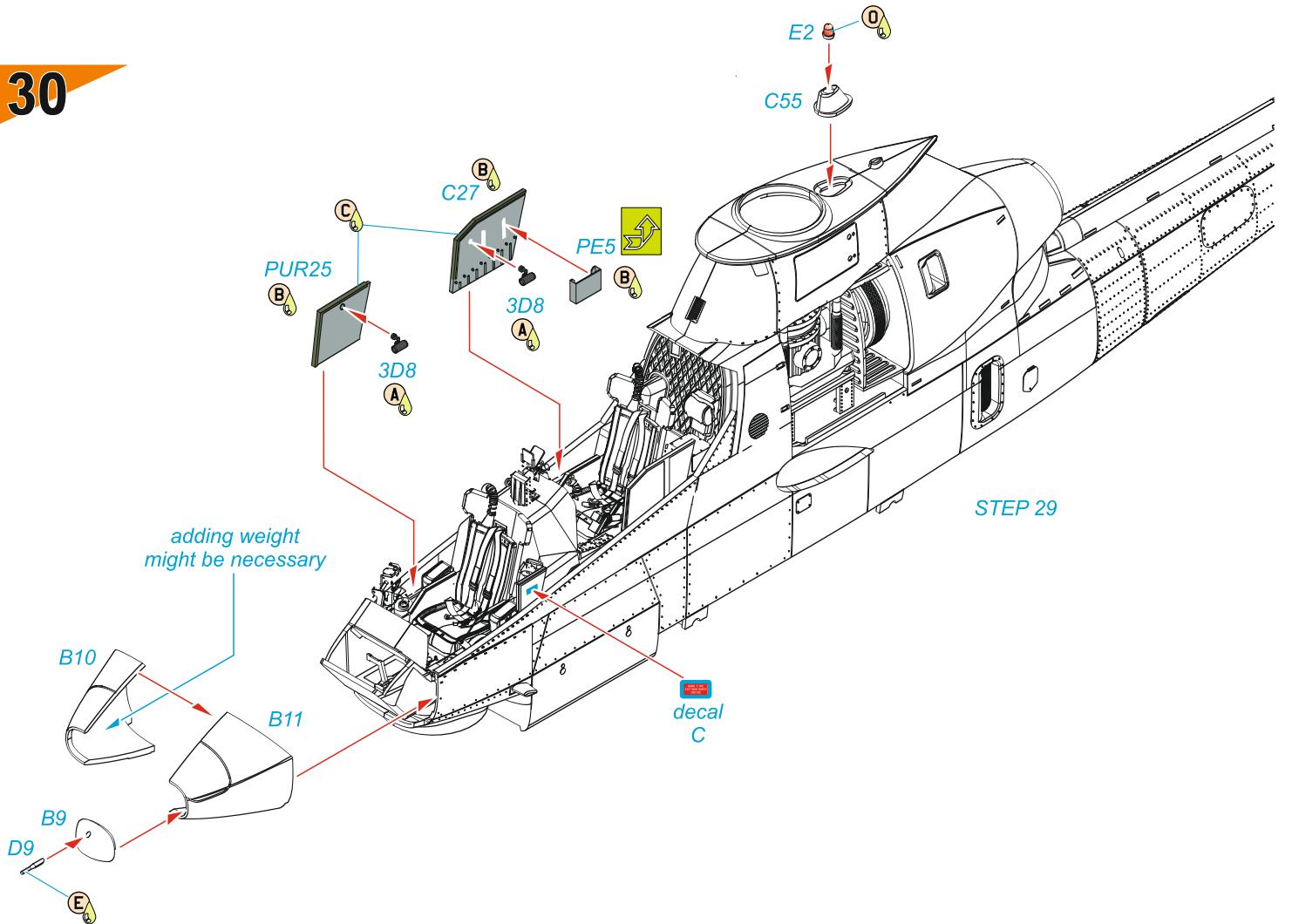
STEP 25

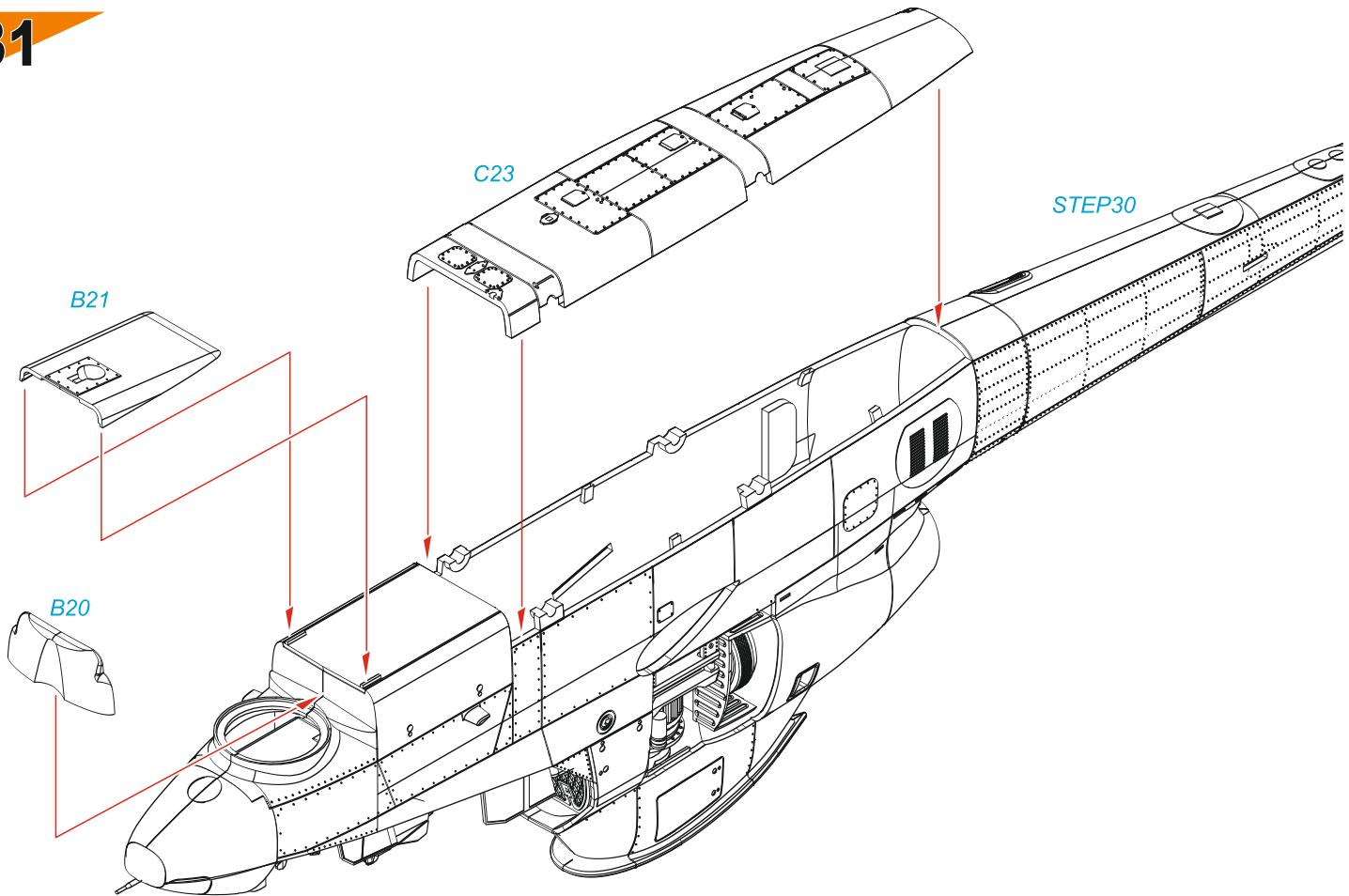
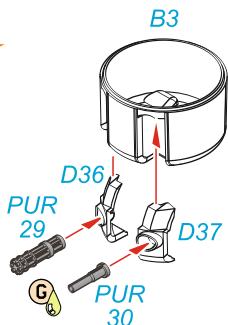
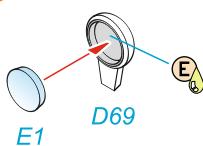
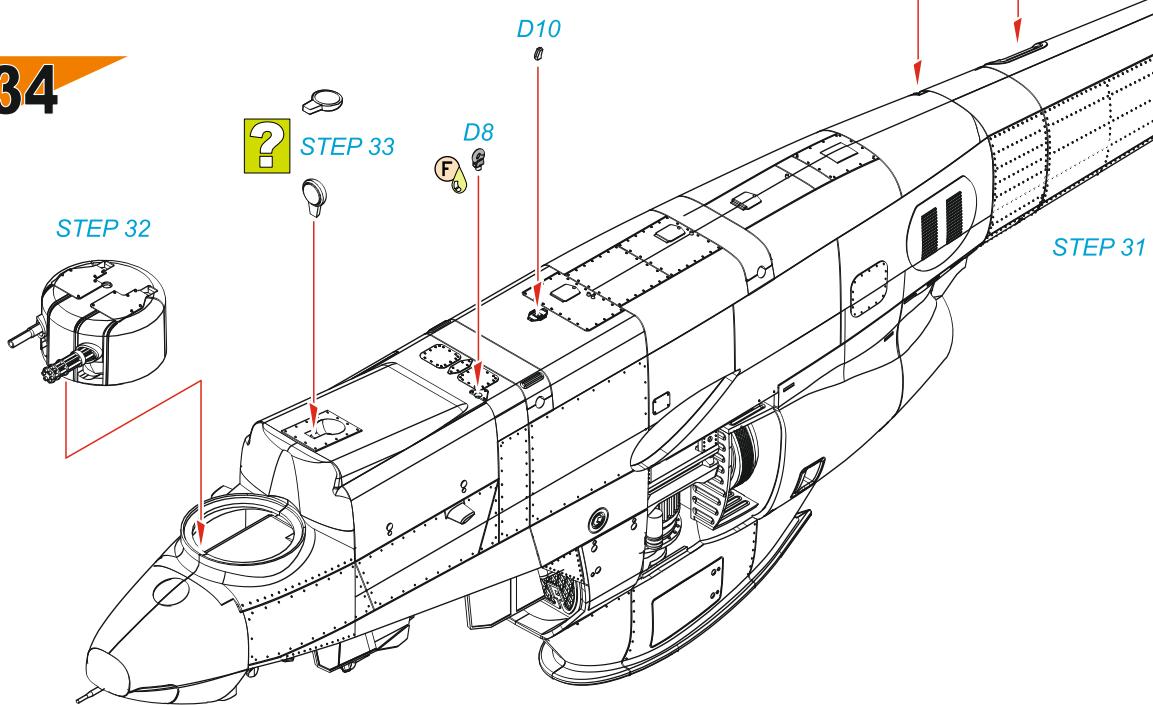
STEP 23

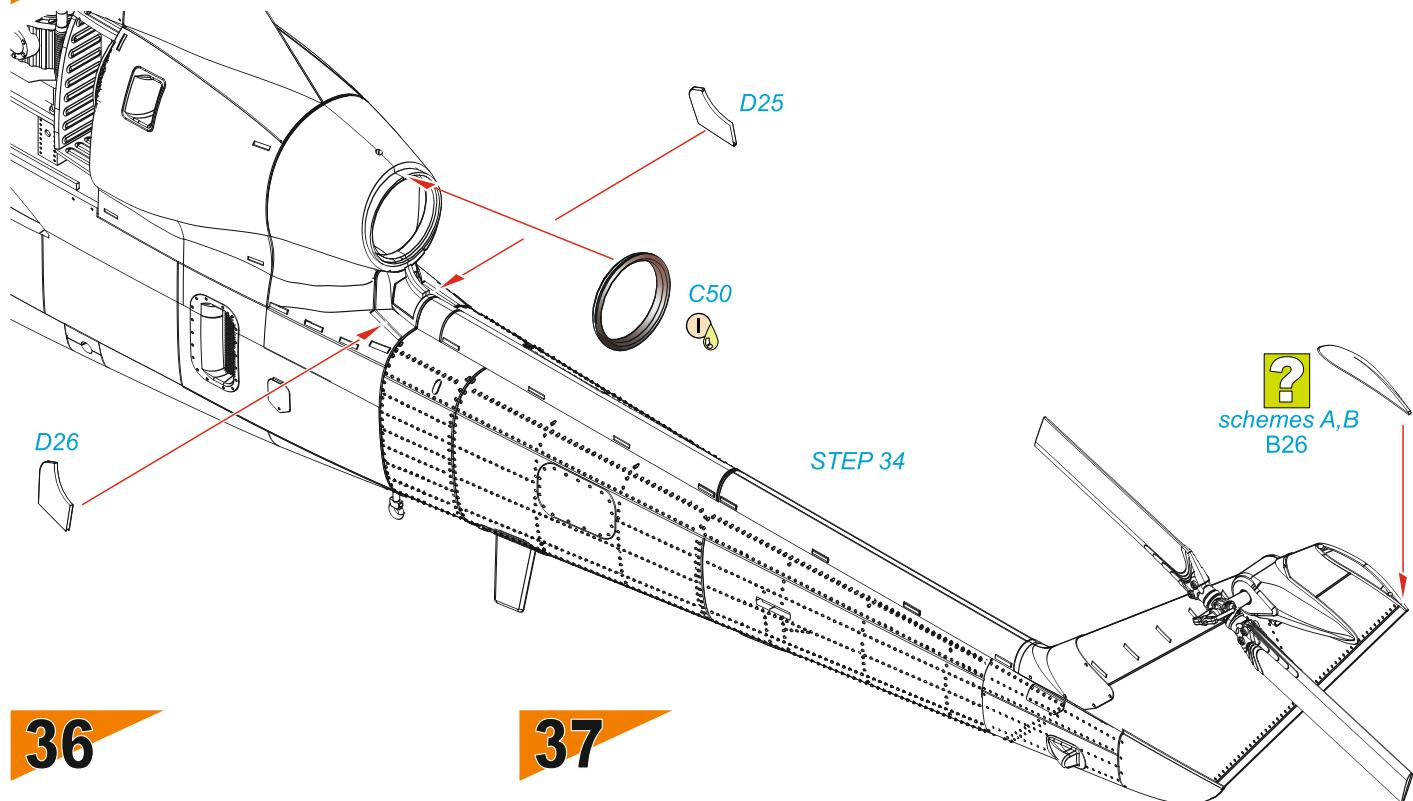
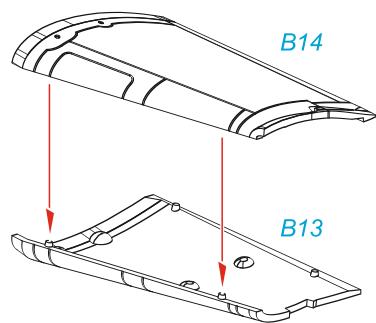
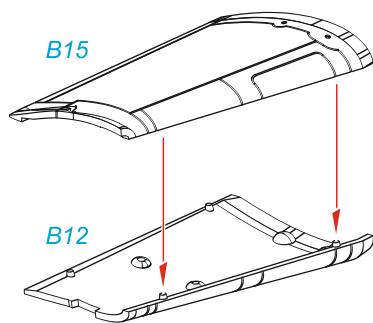
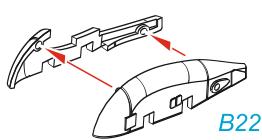
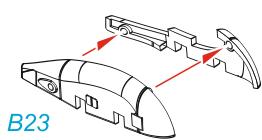
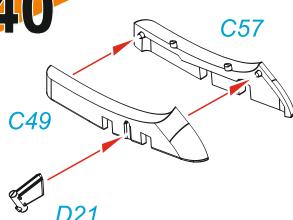
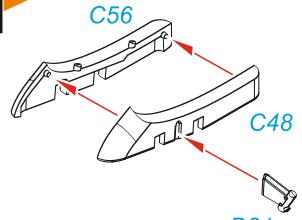
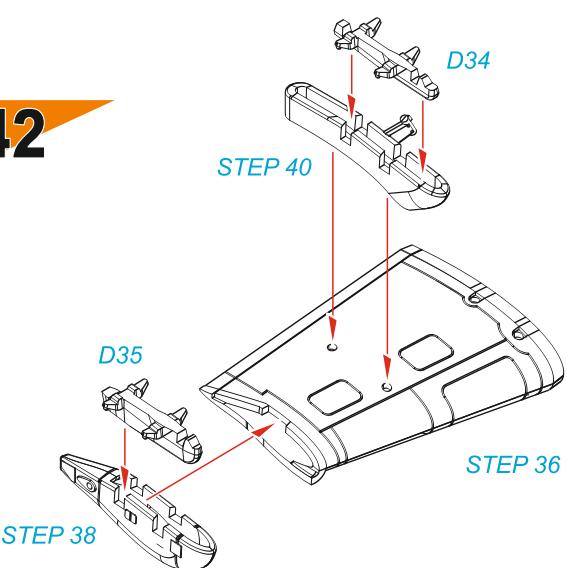
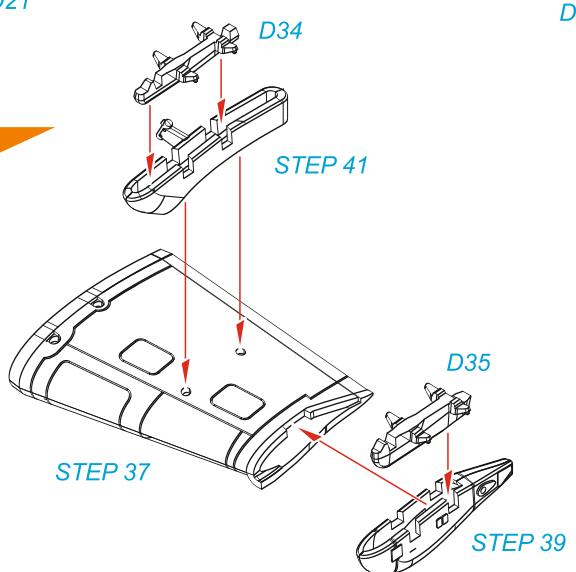
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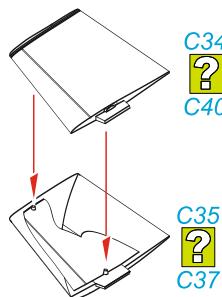
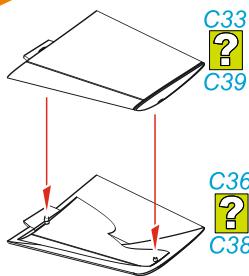
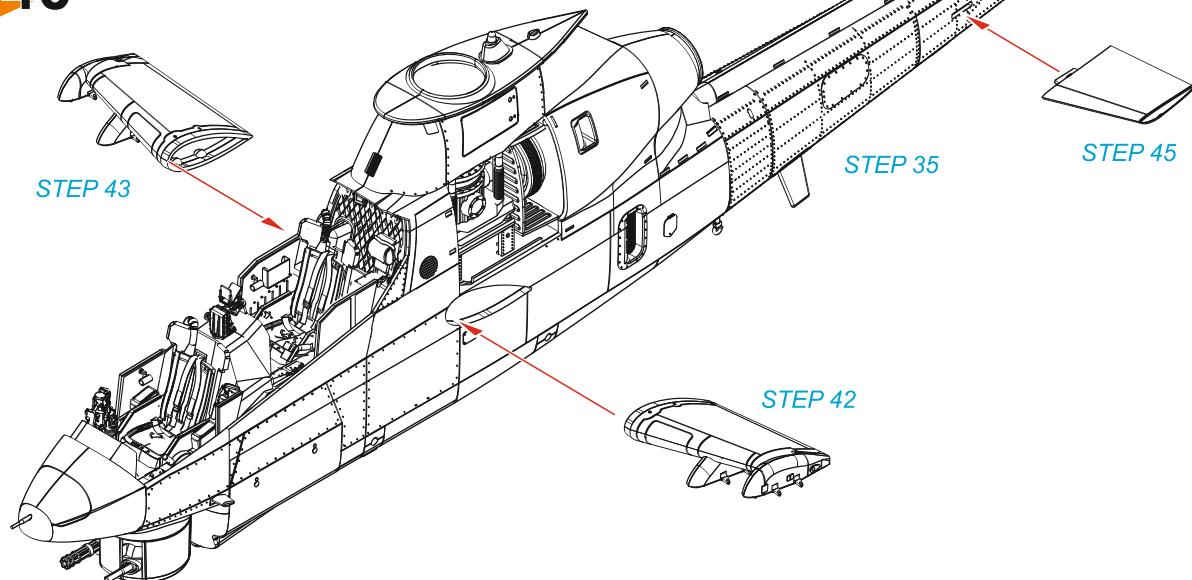
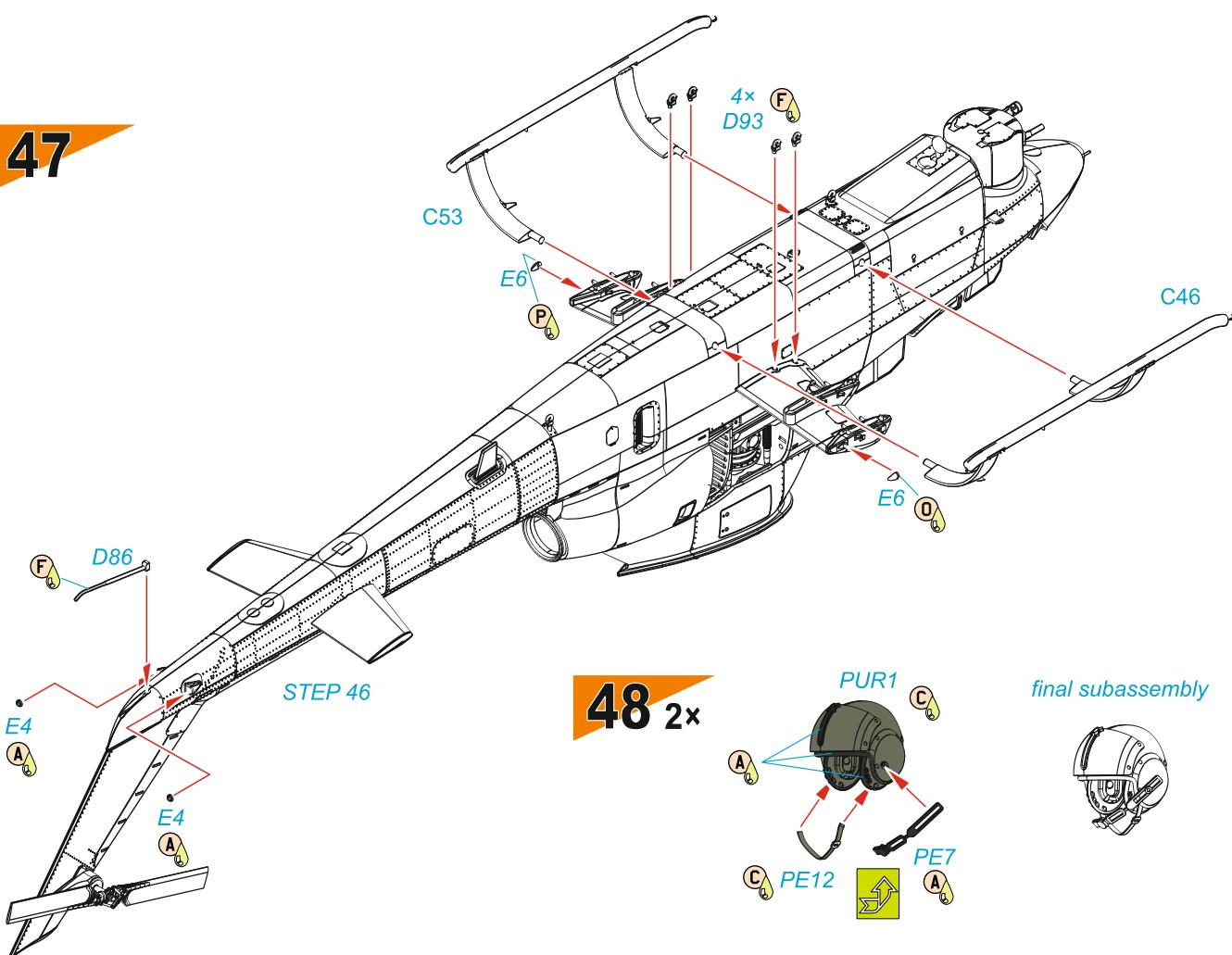
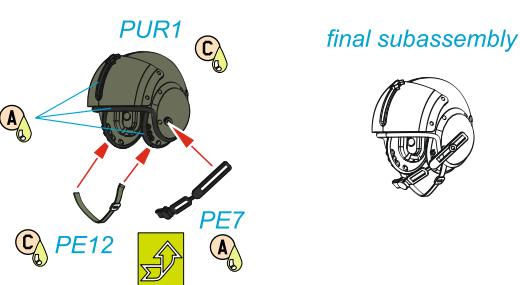
STEP 1

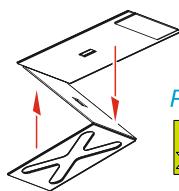
28

29**30**

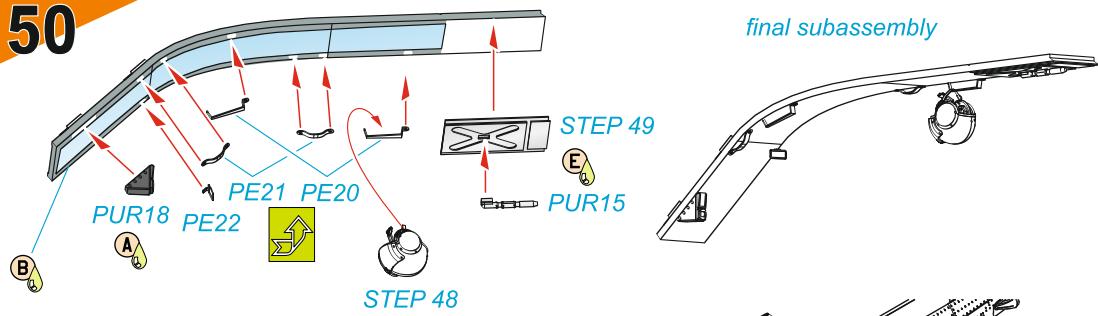
31**32****33****34**

35**36****37****38****39****40****41****42****43**

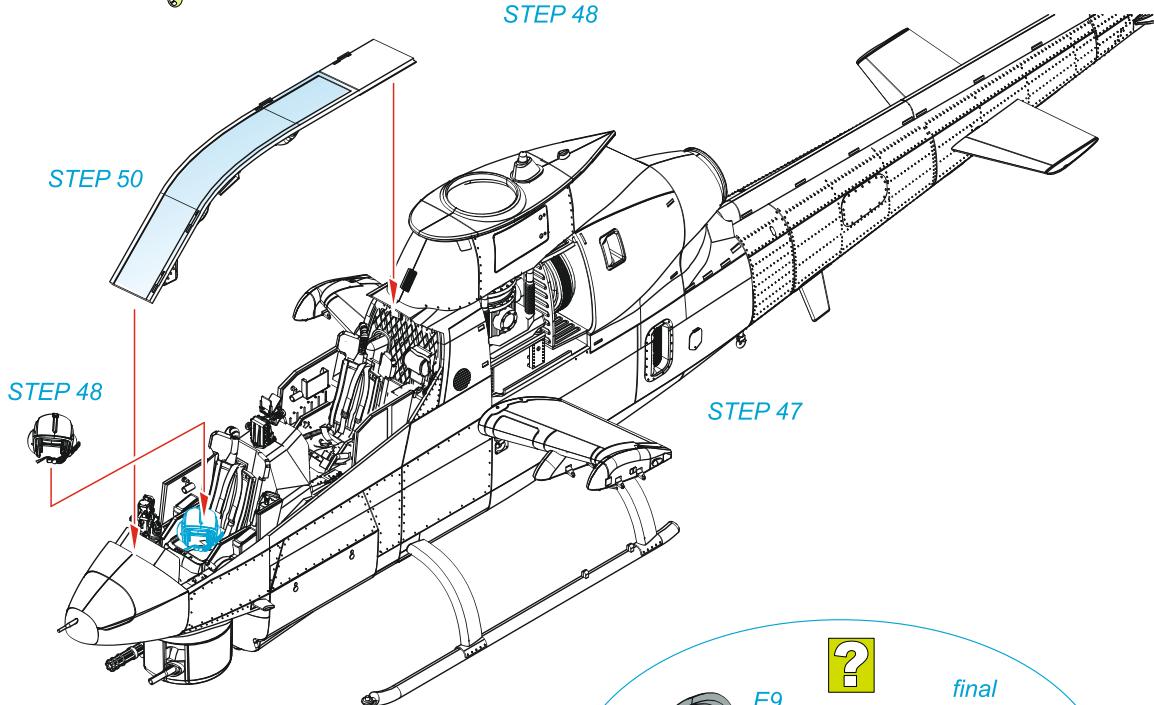
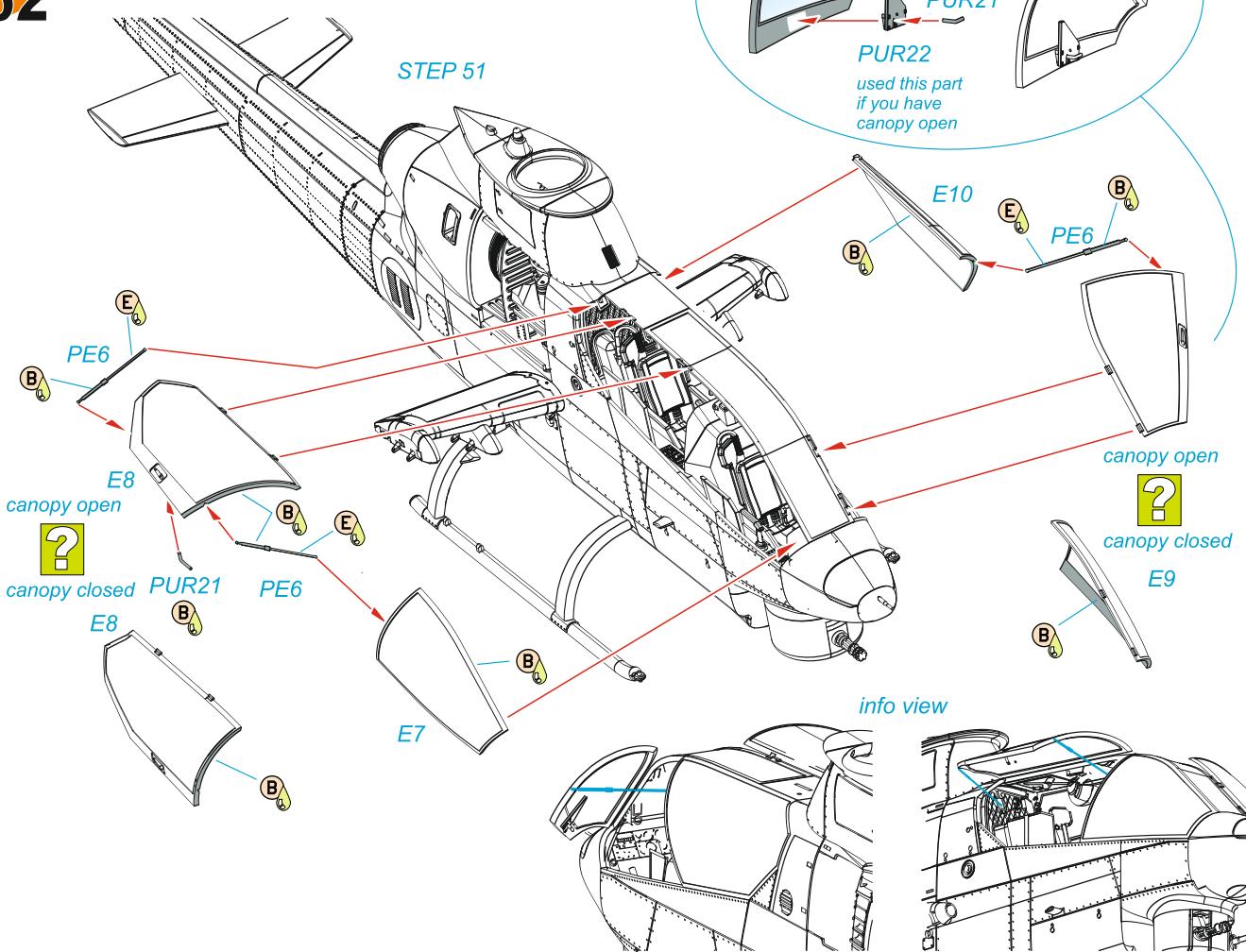
44**45****46****47****48 2x**

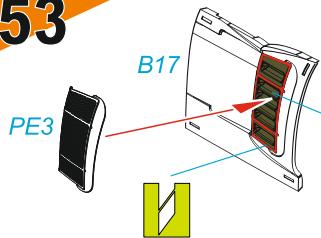
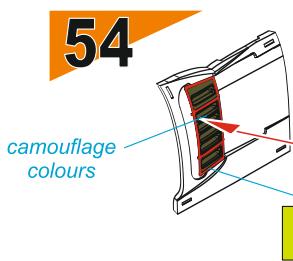
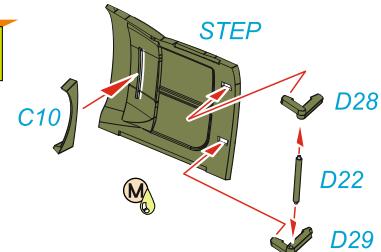
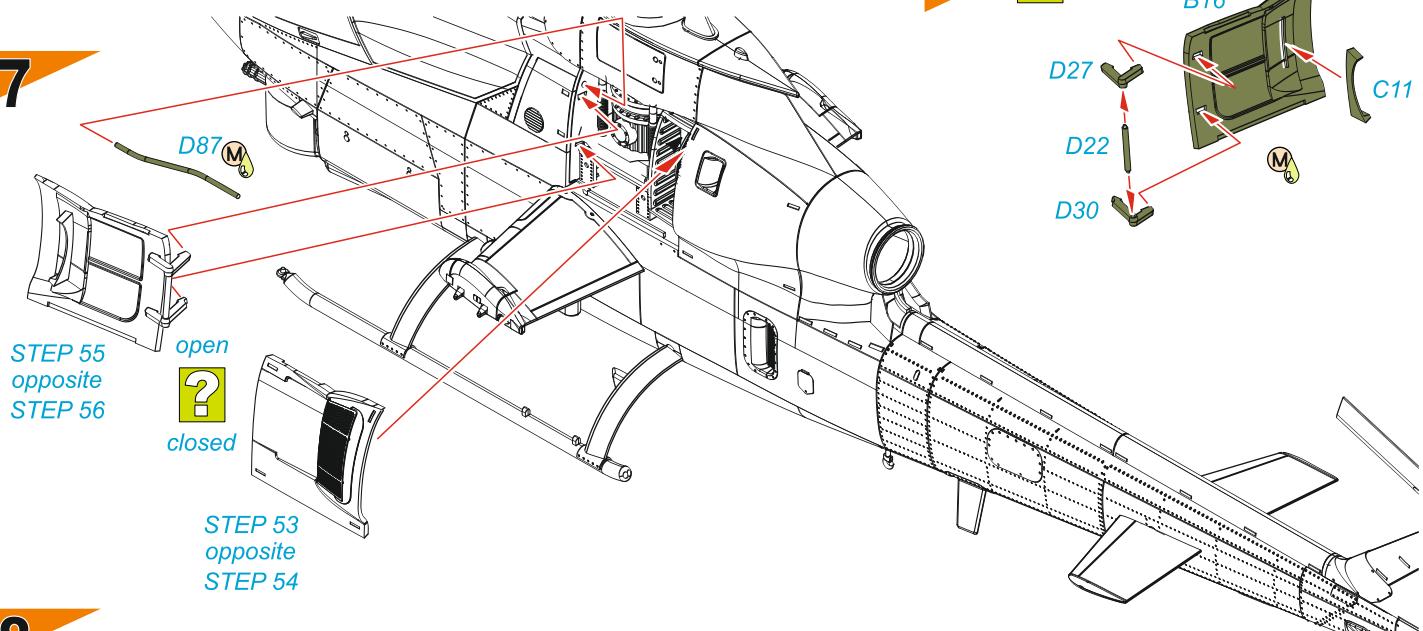
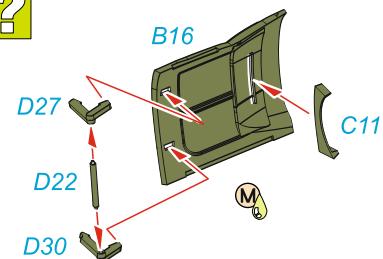
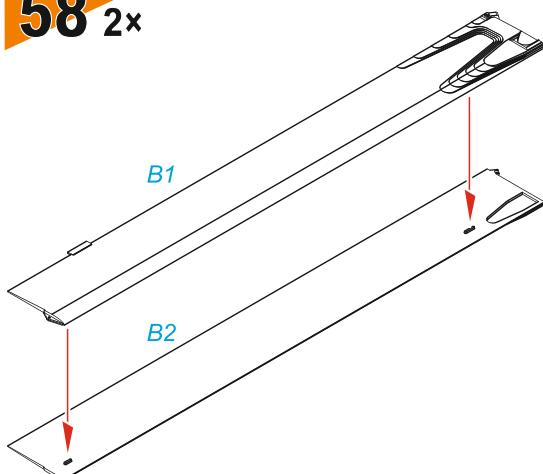
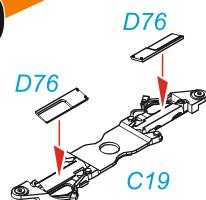
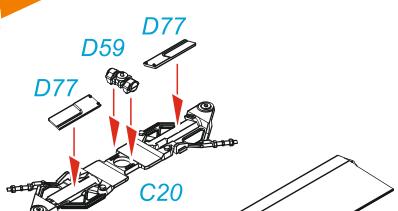
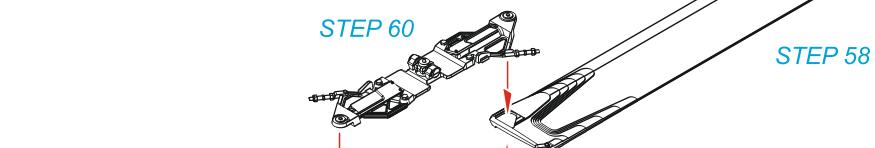
49

PE23

**50**

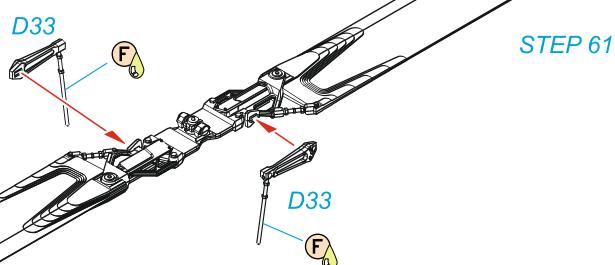
final subassembly

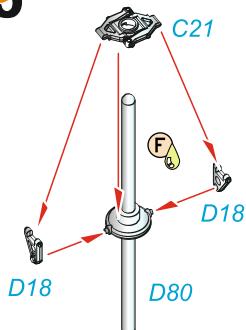
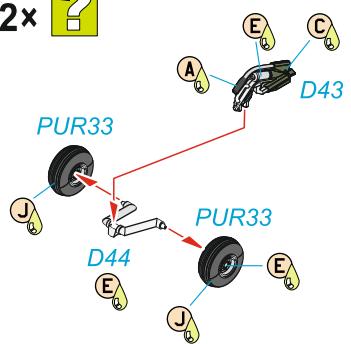
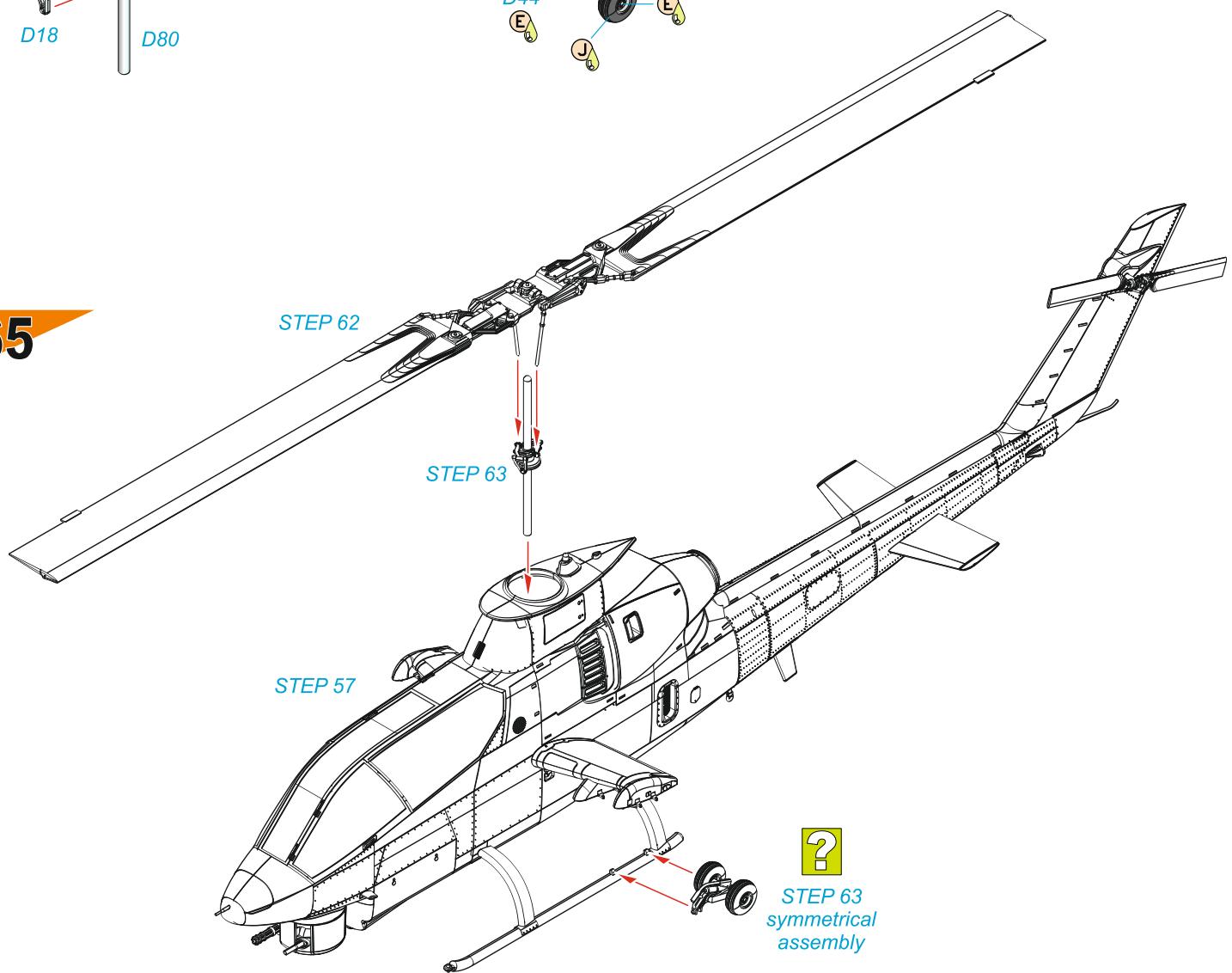
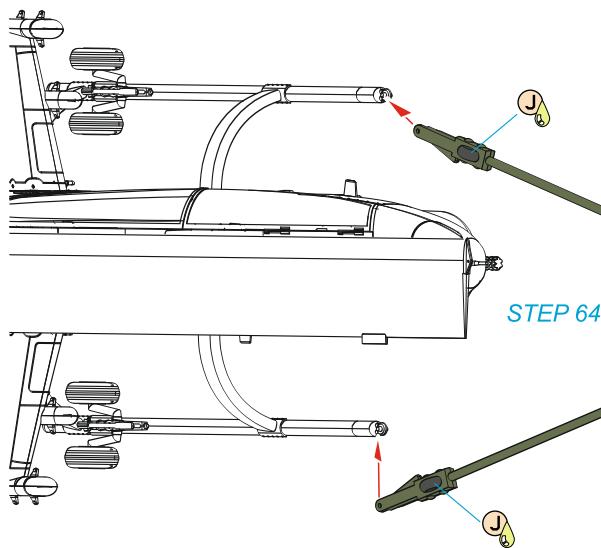
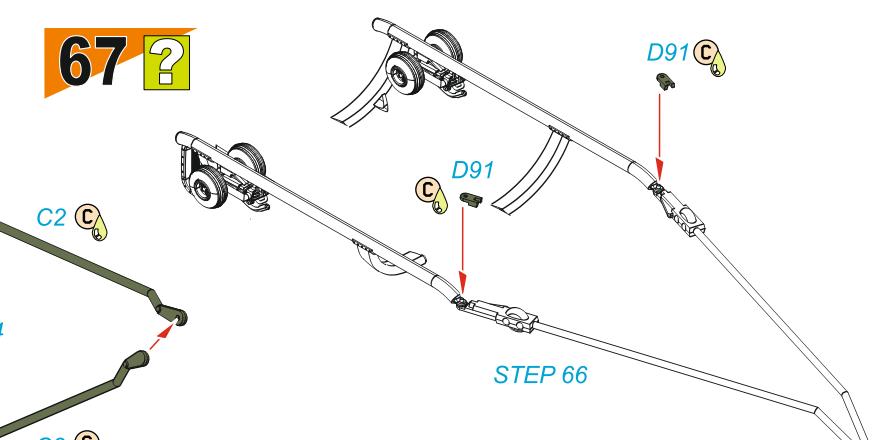
51**52**

53**54****55?****57****56?****58 2x****59****60****61**

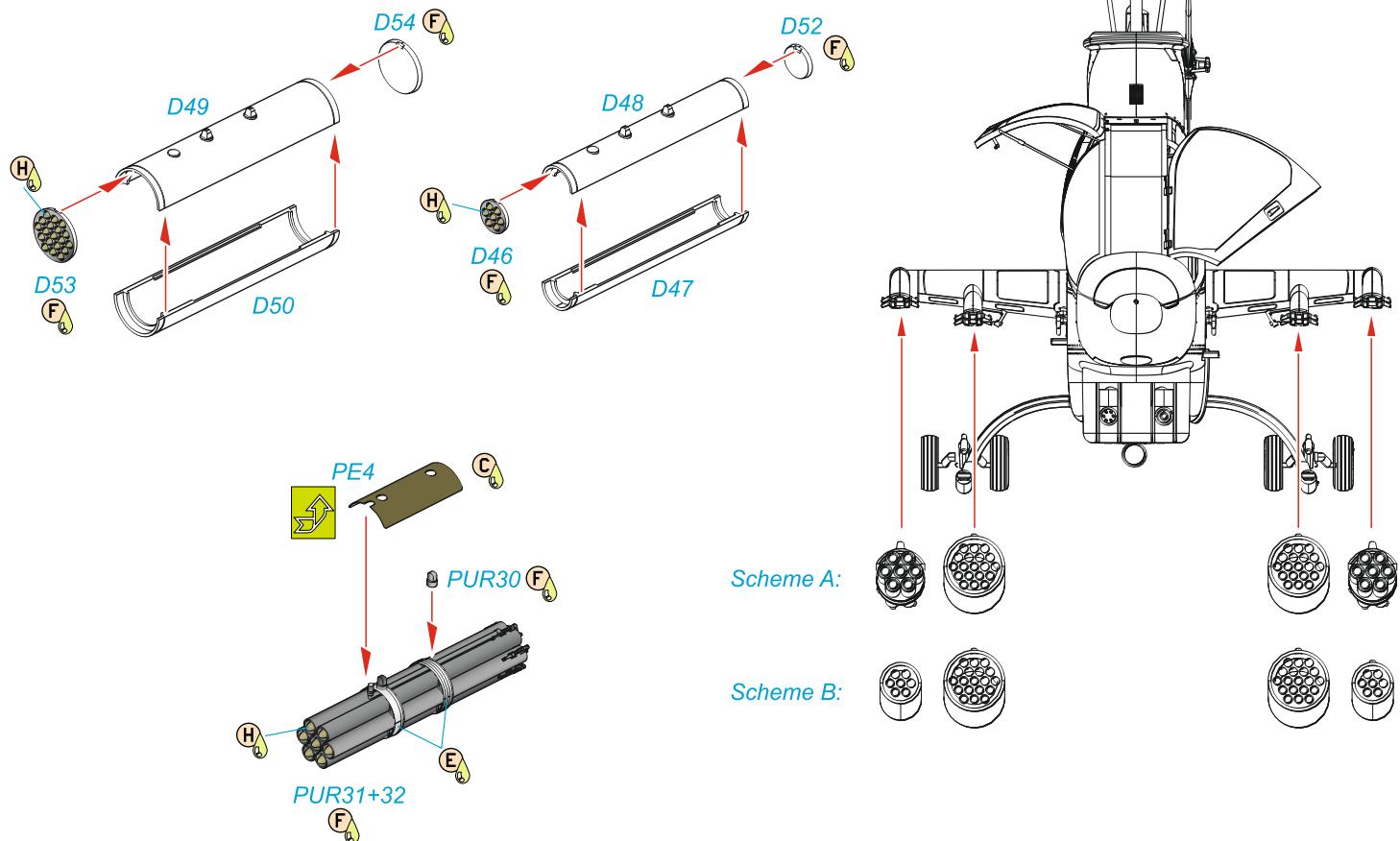
STEP 58

STEP 59

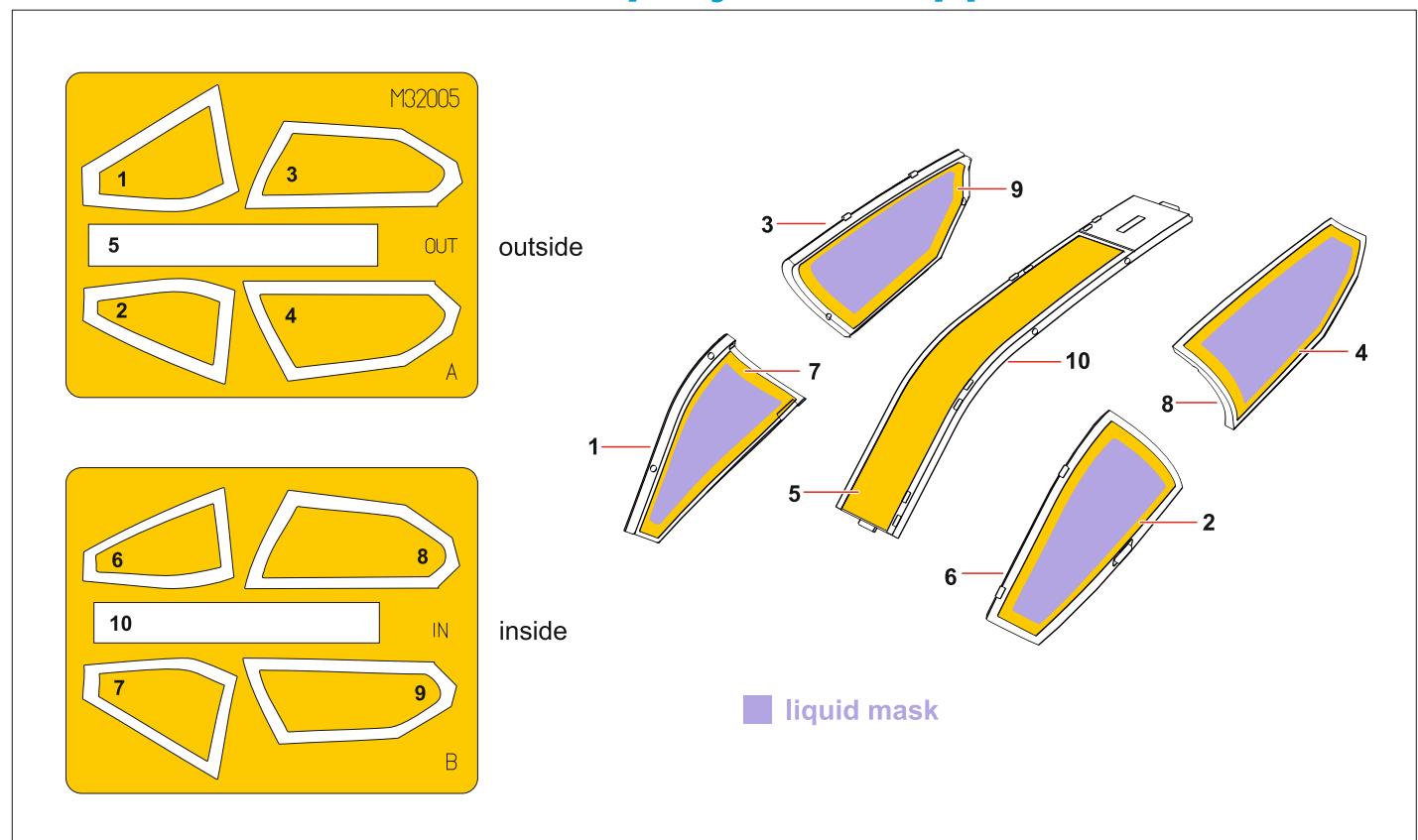
62

63**64 2x ?****65****66 ?****67 ?**

STEP 66



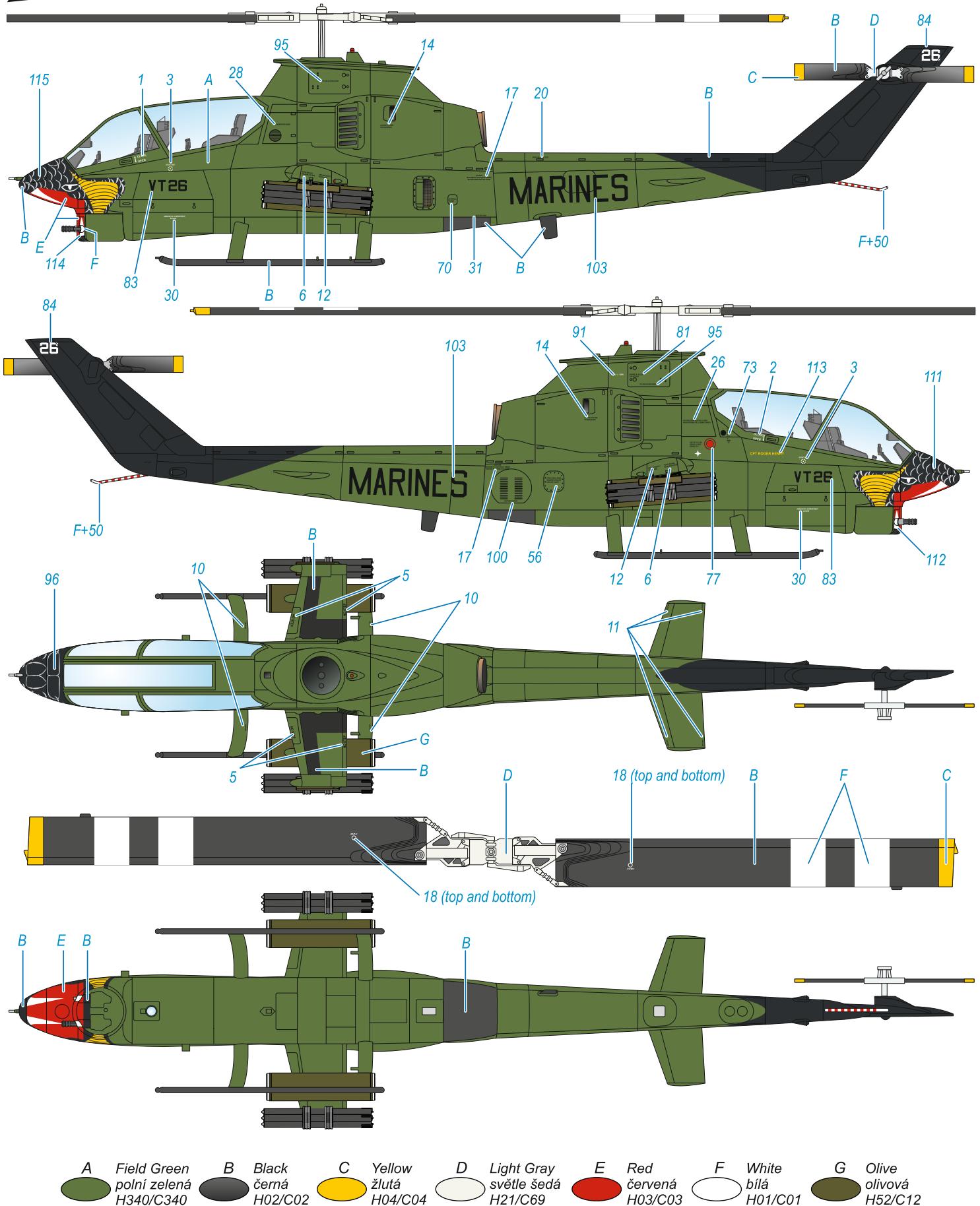
Pre-cut inside/outside spray mask application scheme



AH-1G, s/n 68-17108, VT-26, HMA-367 Scarface, US Marine Corps, Vietnam 1969-70. On 28 December 1969 when the weather was so bad that the H-46 Medevac helicopter could not reach the landing zone, a crew of Cpt Roger Henry and Lt Dave Cummings saved a Marine from a peak of the Que Son Mountains.

AH-1G, sér.č.: 68-17108, VT-26, HMA-367 Scarface, US Marine Corps, Vietnam 1969-70. 28. prosince 1969 ve velmi špatném počasí, které neumožňovalo let medevac vrtulníku H-46, zachránila posádka Cpt Roger Henryho a Lt Dave Cummingse zraněného a umírajícího vojáka Marines z vrcholu pohoří Que Son.

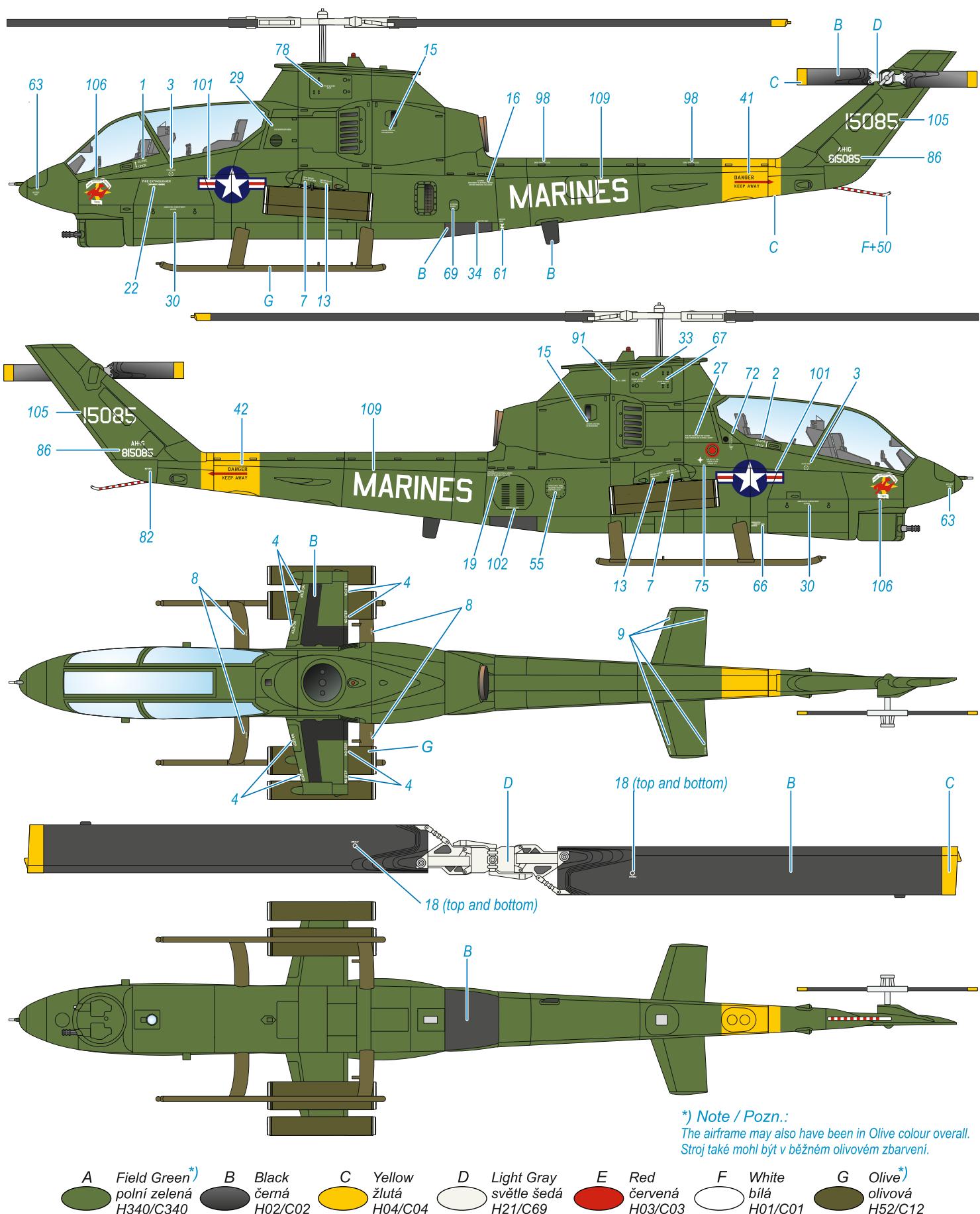
Scheme A



AH-1G, s/n 68-15085, Marine Observation Squadron VMO-2, Vietnam, 1969-70.

AH-1G, sér.č.: 68-15085, Marine Observation Squadron VMO-2, Vietnam, 1969-70.

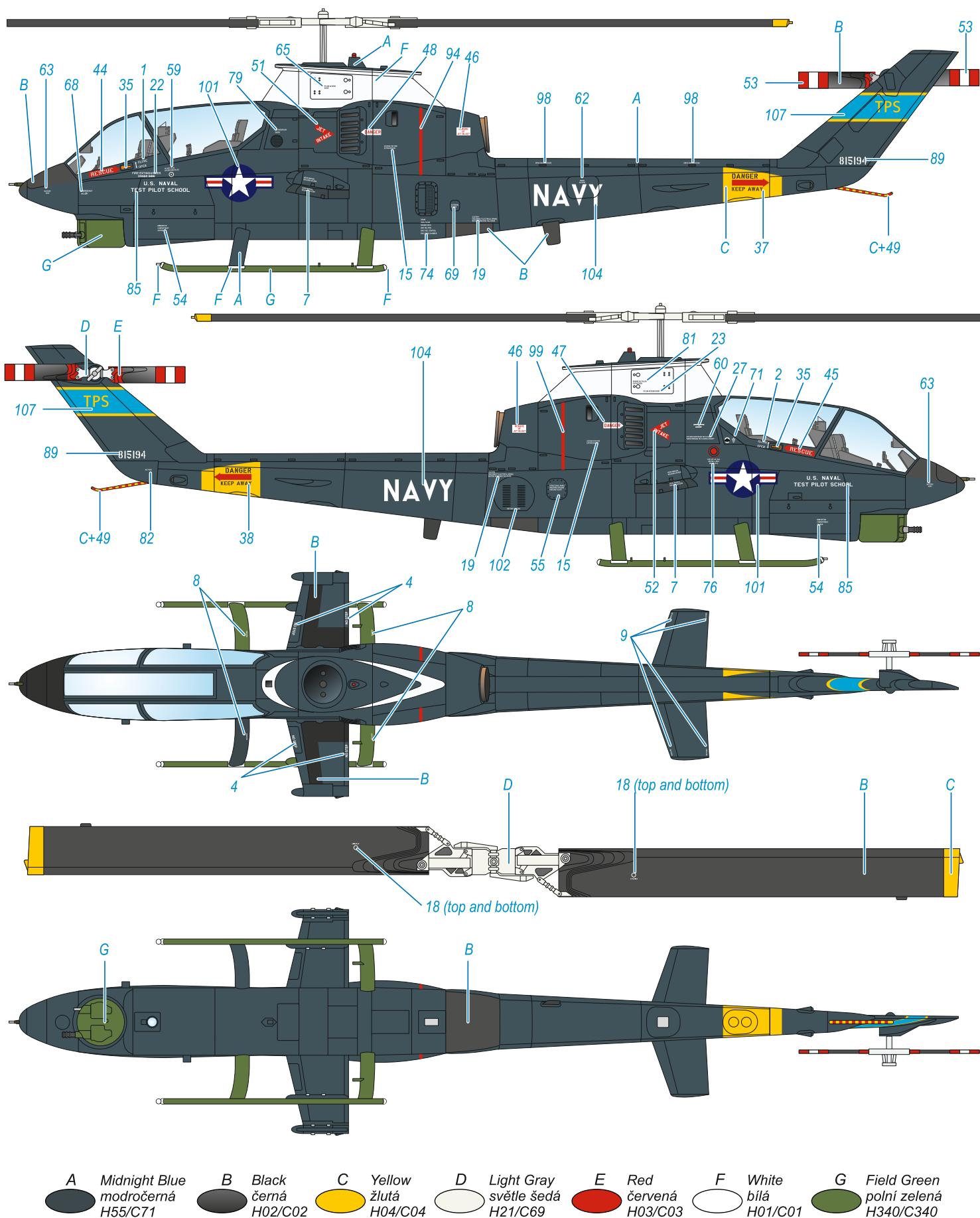
Scheme B



AH-1G, s/n 68-15194, US Navy Test Pilot School,
NAS Jacksonville, 1974.

AH-1G, sér.č.: 68-15194, US Navy Test Pilot
School, Naval Air Station Jacksonville, 1974.

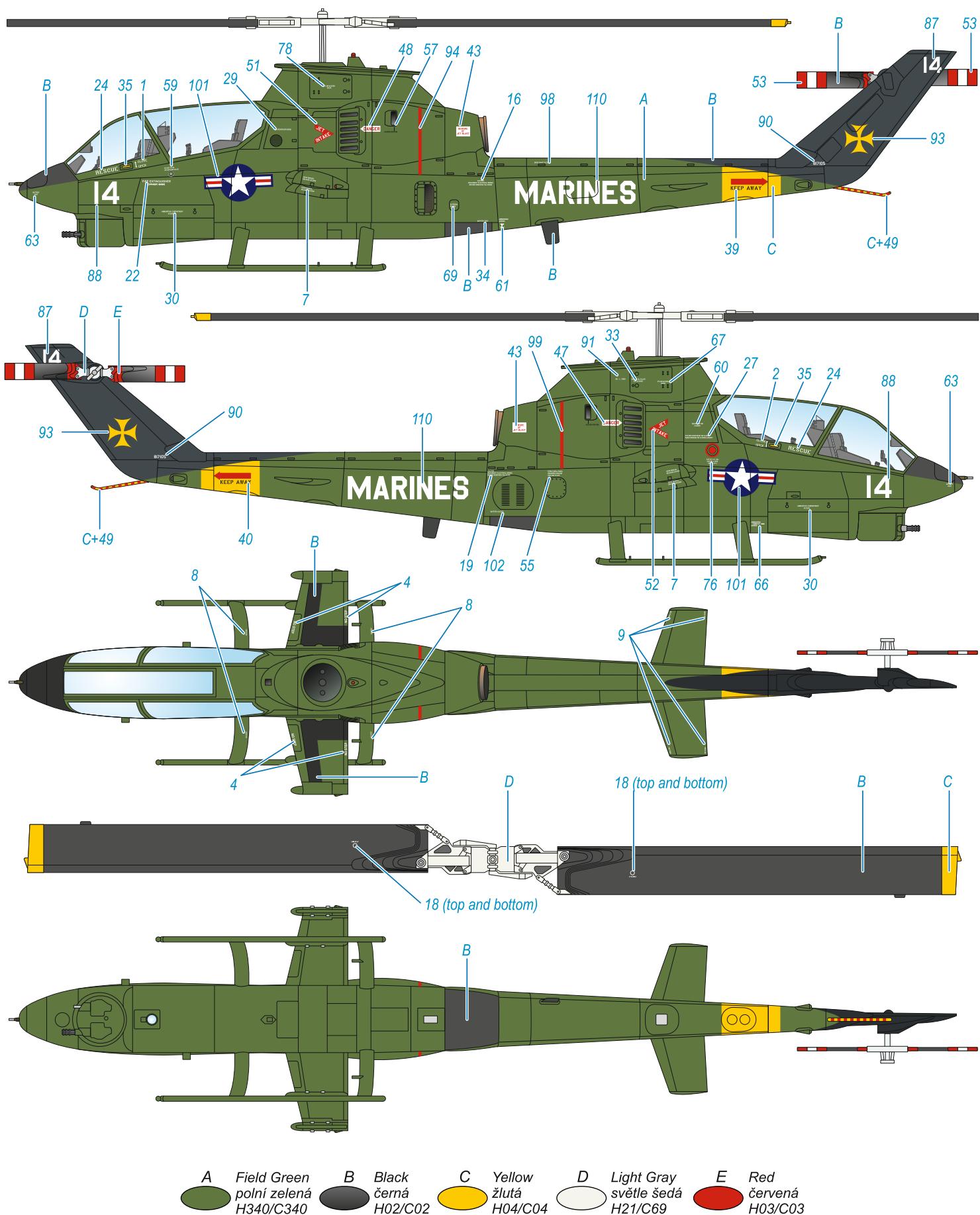
Scheme C



AH-1G, s/n 68-17105, HMA-169 (VMO-2), USMC, Camp Pendelton, California, 1972.

AH-1G, sér.č.: 68-17105, HMA-169 (VMO-2), US Marine Corps, Camp Pendelton, Kalifornie, 1972.

Scheme D



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