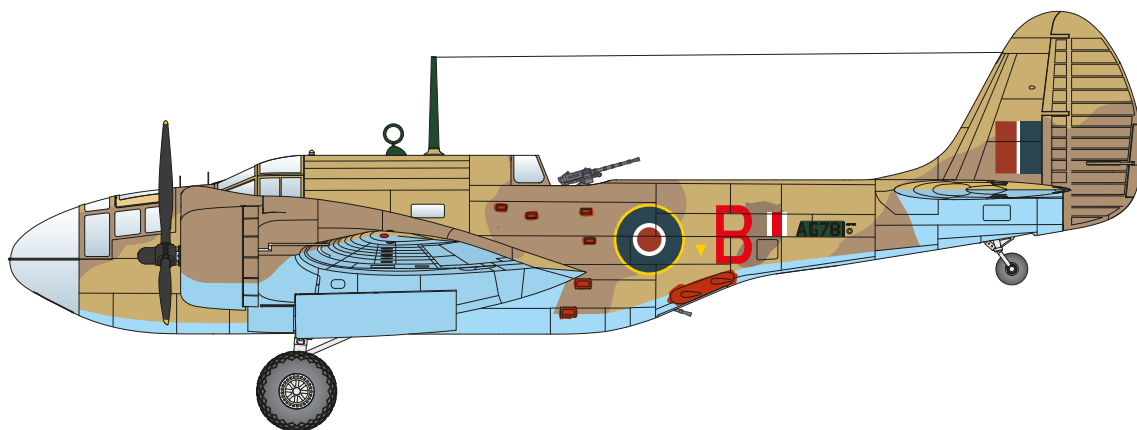




Baltimore Mk.I/II 'First Version in Combat'

1/48

EN

Before the outbreak of World War II, the Martin company took part in a competition announced by the USAAF for a new, up-to-date aircraft of the attack category. Douglas won the competition with its DB-7 (later the A-20 Havoc/Boston) and North American with the NA-40 (which later developed into the B-25 Mitchell). Martin played the role of third in the back. Although the USAAF was not interested in its 167/XA-22 aircraft, France and Great Britain were. France designated these machines as the 167A-3 Glen and Britain as the Maryland Mk.I/II. Based on French and British wartime experience and requirements, Martin developed the more powerful Model 187. The original design included Wright R-3350-11 engines. The USAAF gave the project the military designation XA-23, but showed no interest in it at all. In May 1940, the British purchasing commission ordered the first 400 airframes. The first prototype took to the air on 14 June 1941. Unlike the original project, the prototype was powered by a pair of R-2600 engines. The aircraft accommodated crew of four, could carry up to 1800 kg of bombs and was heavily armed. The RAF named the new bomber the Baltimore, after the city where the Martin factory was located. Baltimores begun to arrive in Great Britain from October 1941. The first 50 aircraft, armed with a single machine gun in the dorsal gunner station, were designated Baltimore Mk.I. Other aircraft were given a twin machine gun in the dorsal gunner station and were designated Baltimore Mk.II. Only a few aircraft remained in Great Britain for trials and tests. The other Baltimores were transferred to North Africa. Baltimores Mk.I and Mk.II were used by the RAF in the North African battlefield as attack bombers and for maritime patrol. They made a significant impact at the Battle of El Alamein.

Another version, the Mk.III, production of which gave 250 airframes, received a motor-controlled Boulton & Paul turret with four 7.7 mm machine guns. Baltimore production smoothly transitioned to the Mk.IIIA version (281 produced) and Mk. IV (294 produced). The Baltimore Mk.III was the first version armed with a Martin dorsal turret with two 12.7 mm machine guns. This turret remained on the Baltimore until the end of production. The last serial version was the Mk. V, 600 of which were produced. Some aircraft of this batch were fitted with a new type of the fin. The final version, the Baltimore GR Mk.VI, was designed for maritime reconnaissance, but only two prototypes were produced.

Baltimore bombers were used only in North Africa and the Mediterranean. The RAF deployed the Baltimore to ten combat and one training squadron. From the Baltimore Mk.III version, it found its way to other operators too. The Royal Navy operated their Baltimores in No. 728 sqn. FAA. This squadron operated the Baltimore from September 1944 to October 1946. Baltimores were also sent to No. 454 sqn. and No. 459 sqn. RAAF. The South African Air Force had their Baltimores in No. 15, 21 and 60 Squadrons. No. 13 sqn. RHAF (Royal Hellenic Air Force) used Baltimores for maritime patrol from October 1943. Baltimore Mk.IV and Mk.V were supplied to the Free French unit GBI/17 Picardie and the Italian Storno Baltimore and 132. Gruppo Co-Belligerent Air Force. While the French unit used the Baltimore mainly not operational duties, the Italians, as part of the Balkan Air Force, deployed their Baltimores over Yugoslavia, where they supplied partisan units and targeted retreating German units. Both the French and Italians used the Baltimore until 1948. In the United States, the Baltimore was used only marginally for training or testing, both during and after the war. A total of 1,575 Baltimore bombers were built. Production ended in May 1944.

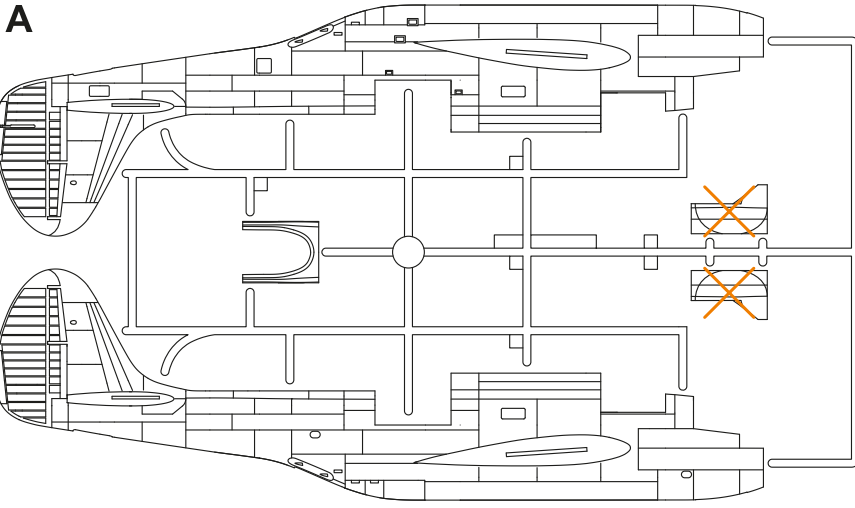
Span: 18.69 m, length: 14.78 m, max. speed at ground level: 452 km/h, at 4000 m: 494 km/h, range: 2860 km, ceiling: 6,797 to 7,620 m / depending on version, fixed armament: 4x 7.7 mm machine gun in wing (Mk.V with 12.7 mm), 4x 7.7 mm machine gun in fuselage, pointing aft at an angle, flexible armament: Mk.I to Mk.IV 2x 7.7 mm machine gun in belly gunner station, Mk.V 1x 12.7 mm machine gun. Mk.I - 1x 7.7 mm machine gun in dorsal gunner station, Mk. II - 2x 7.7 mm machine guns in dorsal gunner station, Mk.III - 4x 7.7 mm machine guns in Boulton & Paul turret, other versions 2x 12.7 mm machine guns in Martin turret, with standard of 908 kg or maximum of 1800 kg of bombs.

CZ

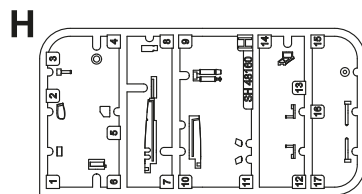
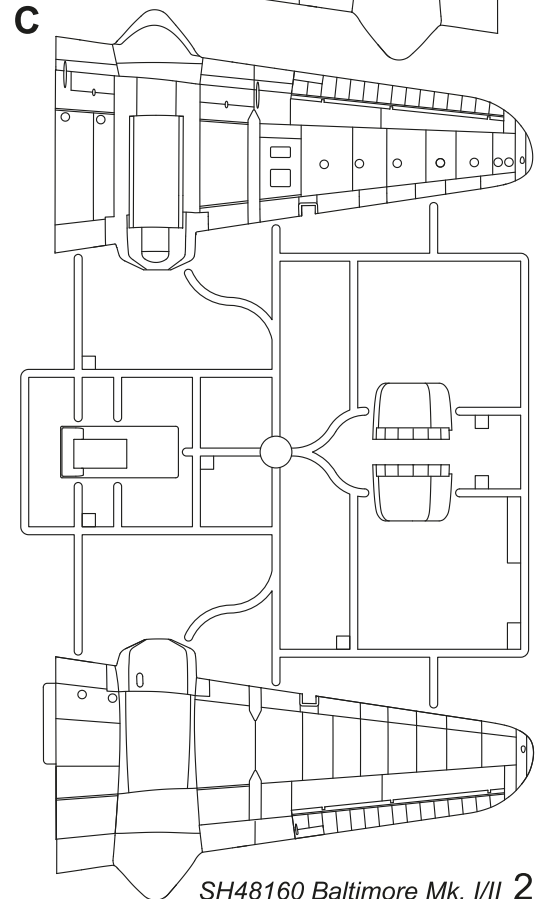
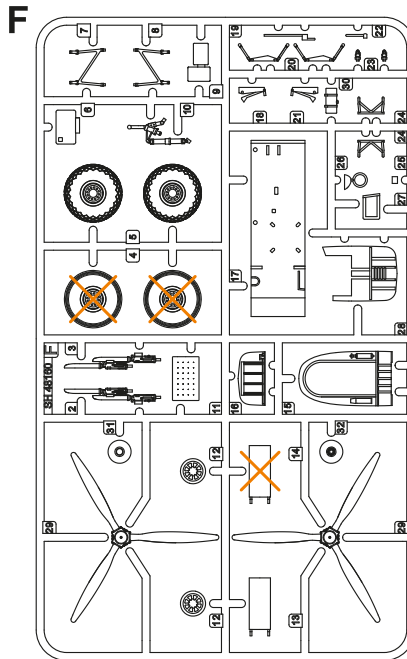
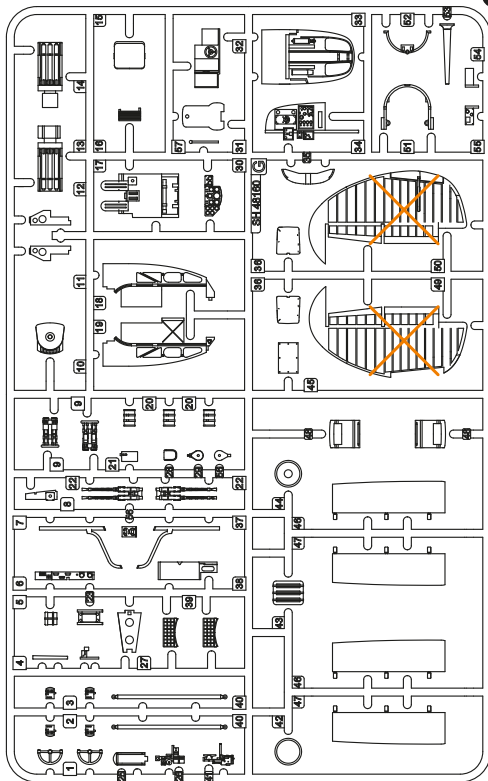
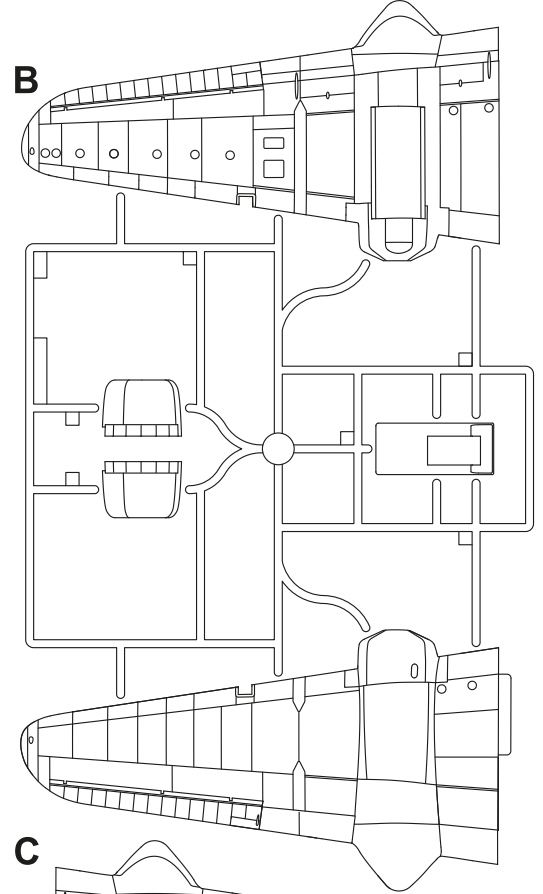
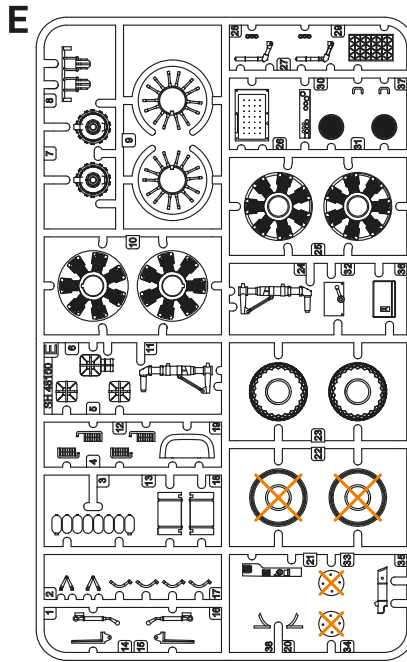
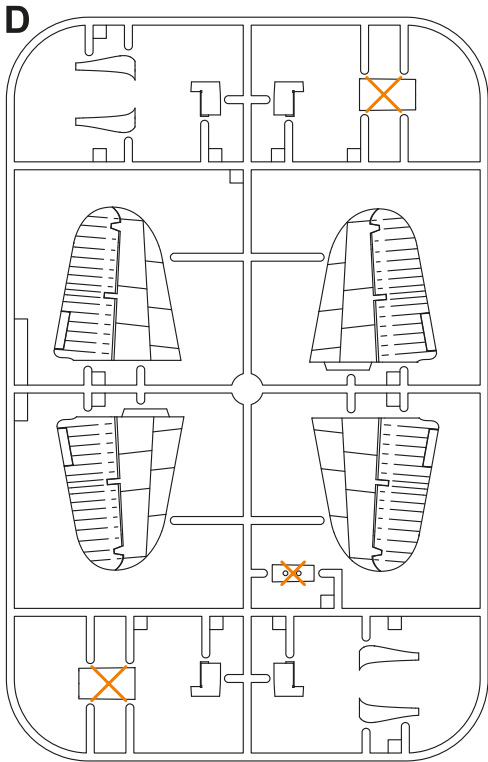
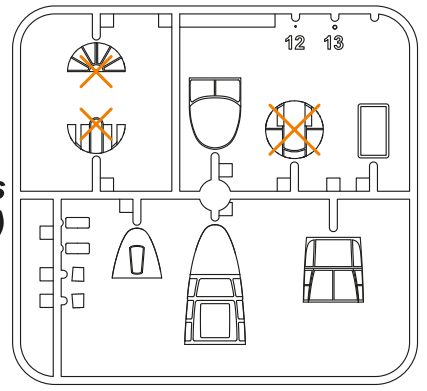
Firma Martin se před vypuknutím druhé světové války zúčastnila soutěže vypsané USAAF o nový moderní letoun kategorie attack. V soutěži uspěla firma Douglas se svým DB-7 (pozdější A-20 Havoc/Boston) a firma North American s modelem NA-40 (vývojem z něj vznikl B-25 Mitchell). Martin sehrál roli třetího vřadu. USAAF sice o jeho letoun model 167/XA-22 nemělo zájem, ale Francie a Velká Británie ano. Francie tyto stroje označovala jako model 167A-3 Glen a Británie jako Maryland Mk.I/II. Podle francouzských a britských válečných zkušeností a požadavků vyvinula firma Martin výkonnější model 187. Původní návrh počítal s motory Wright R-3350-11. USAAF projektu dalo vojenské označení XA-23, ale zájem neprojevoval. Zato britská nákupní komise objednala v květnu 1940 prvních 400 letounů. První prototyp vzletl 14. června 1941. Proti projektu byl poháněn dvojicí motorů R-2600. Byl čtyřmístný, unesl až 1800 kg pum a byl silně vyzbrojený. RAF nový bombardér pojmenovalo Baltimore, podle města, ve kterém stála továrna firmy Martin. Baltimory přicházely do Velké Británie od října 1941. Prvních 50 ks, vyzbrojených v hřbetním střelišti jednoduchým kulometem, neslo označení Baltimore Mk.I. Další stroje dostaly do hřbetního střeliště kulomet zdvojený a označovali je jako Baltimore Mk.II. Ve Velké Británii zůstalo jen několik strojů ke zkouškám a testům. Ostatní Baltimore byly přesunuty do severní Afriky. Baltimory Mk.I a Mk.II byly nasazeny RAF na severoafrickém bojišti jako útočné bombardéry a k námořnímu hlídkování. Významně zasáhly do bitvy u El Alameinu. Další verze Mk.III, vyrobená v 250 kusech, dostala motoricky ovládanou věž Boulton & Paul se čtyřmi kulomety ráže 7,7 mm. Výroba Baltimorů plynule přešla na verzi Mk.IIIA (vyrobena 281 ks) a Mk. IV (vyrobena 294 ks). Baltimore Mk.IIIA byl první verzí vyzbrojenou hřbetní věží Martin se dvěma kulomety ráže 12,7 mm. Tato věž Baltimoru zůstala až do konce výroby. Poslední sériovou verzí se stala Mk.V, vyrobená v 600 ks. Část letounů této verze měla nový typ svislé ocasní plochy. Poslední verze Baltimoru, GR Mk.VI, byla navržena pro námořní průzkum, ale byly vyrobeny jen dva prototypy. Bombardéry Baltimore byly používány pouze v severní Africe a Středomoří. RAF zařadila Baltimore do výzbroje deseti bojových a jedné výcvikové jednotky. Od verze Baltimore Mk.III se dostaly do výzbroje dalších uživatelů. Britské námořnictvo vybavilo Baltimory No. 728 sqn. FAA. Tato jednotka používala Baltimore od září 1944 do října 1946. Baltimore dostaly do výzbroje No. 454 sqn. a No. 459 sqn. RAAF. Jihoafrické letectvo zařadilo Baltimore ke squadronám No. 15, 21 a 60. No. 13 sqn. RHAF (Královské Řecké letectvo) používalo Baltimore k námořnímu hlídkování od října 1943. Baltimore Mk.IV a Mk.V byly vybaveny jednotka Svobodných Francouzů GBI/17 Picardie a italské Storno Baltimore a 132. Gruppo Co-Belligerent Air Force. Zatím co francouzská jednotka používala Baltimore hlavně nebojově, Italové, v rámci Balkan Air Force, nasadili své Baltimore nad Jugoslávií, kde zásobovali partizánské jednotky a bombardovali ustupující německé jednotky. Jak Francouzi, tak Italové používali Baltimore až do roku 1948. V USA byl Baltimore používán jen okrajově k výcviku nebo testům, jak během války, tak po válce. Celkem bylo vyrobeno 1575 kusů bombardéru Baltimore. Výroba byla ukončena v květnu 1944.

rozpětí: 18,69 m, délka: 14,78 m, max. rychlost u země: 452 km/h, ve výšce 4000 m: 494 km/h, dolet: 2860 km, dostup: 6797 až 7620 m / podle verze, pevná výzbroj: 4x kulomet 7,7 mm v křídle (Mk.V ráže 12,7 mm), 4x kulomet 7,7 mm v trupu, střilející šikmo dozadu, pohyblivá výzbroj: Mk.I až Mk.IV 2x kulomet 7,7 mm ve spodním střelišti, Mk.V 1x kulomet 12,7 mm. Mk.I - 1x kulomet 7,7 mm ve hřbetním střelišti, Mk. II - 2x kulomet 7,7 mm ve hřbetním střelišti, Mk.III - 4x kulomet 7,7 mm ve věži Boulton & Paul, další verze 2x kulomet 12,7 mm ve věži Martin, standardně 908 kg, maximálně 1800 kg pum.

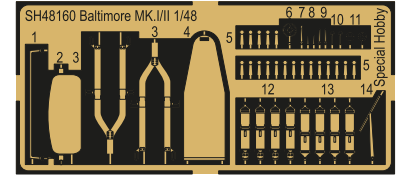
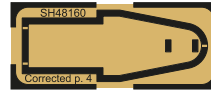
Plastic Parts



**Clear Parts
(CP)**



Tento díl nepoužít
Do not use this part



Barvy GUNZE/ GUNZE Colour No.

A Černá/ BLACK	H12/C33	F Hliník/ ALUMINIUM	H8/C8
B Pneu. šedá/ TYRE BLACK	H77/C137	G Pískově hnědá/ SANDY BROWN	H66/C19
C Interiér. zelená/ INTERIOR GREEN	H57/C27	H Modrošedá/ GRAYISH BLUE	H337/C337
D Tmavý kov/ DARK IRON	MC214	J Červená/ RED	H3/C3
E Hnědá/ BROWN	H37/C43	I Zelená/ GREEN	H6/C6

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

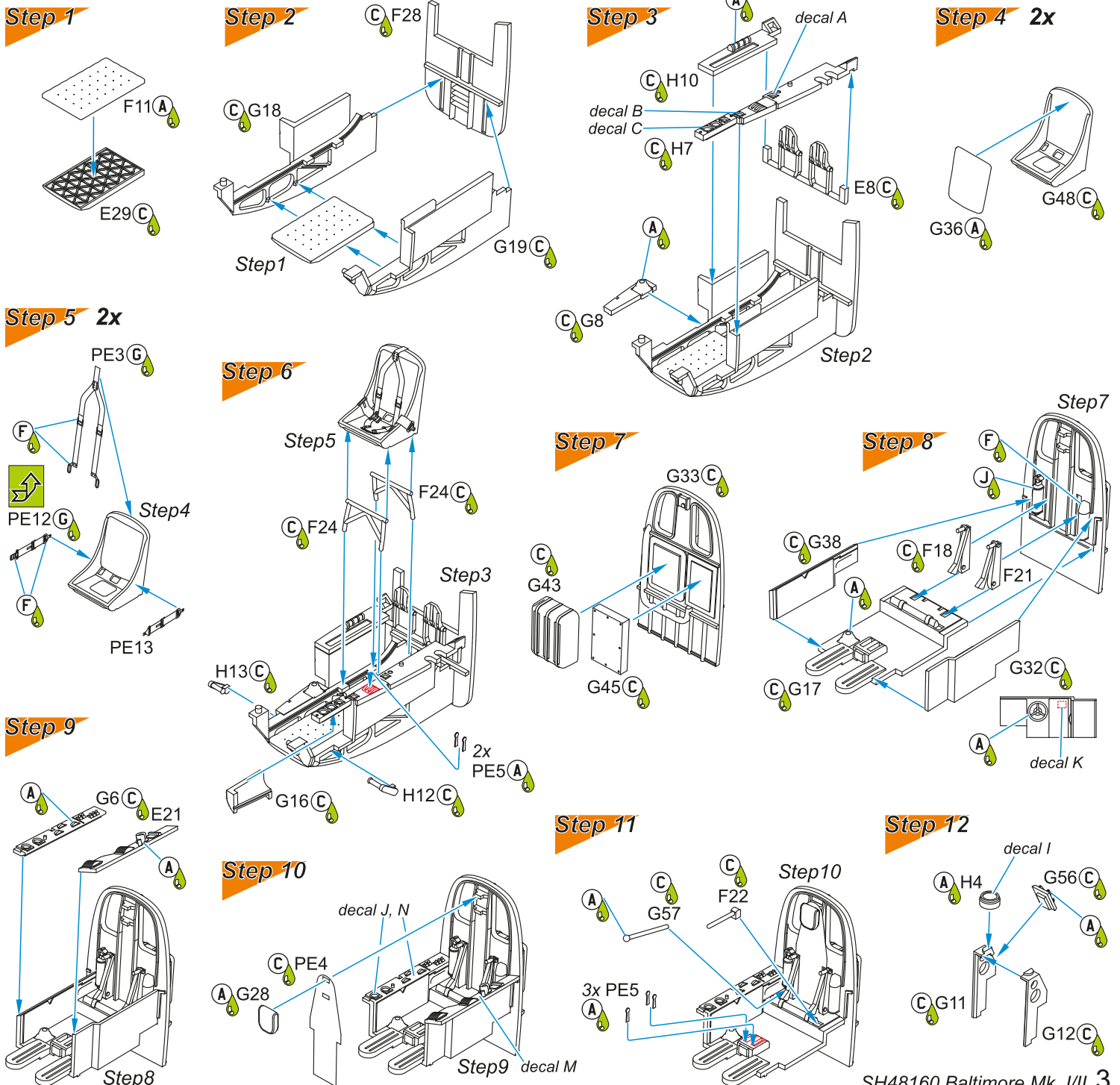


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

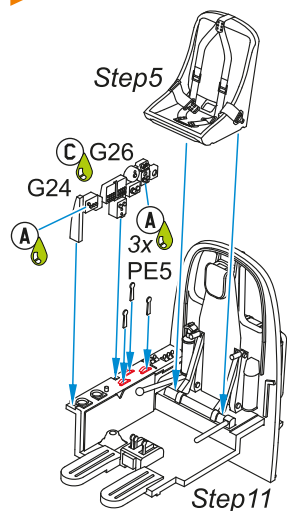


NATŘÍT
COLOUR
FARBEN
PEINDRE

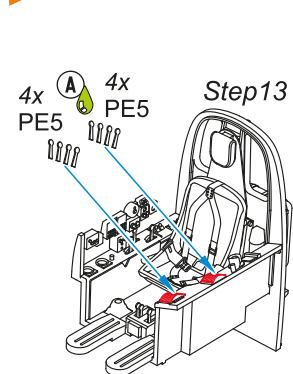
Assembly



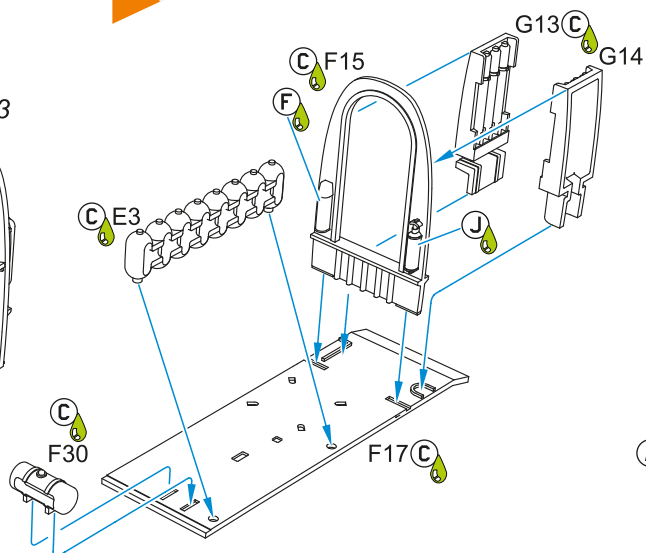
Step 13



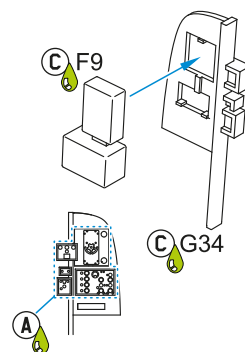
Step 14



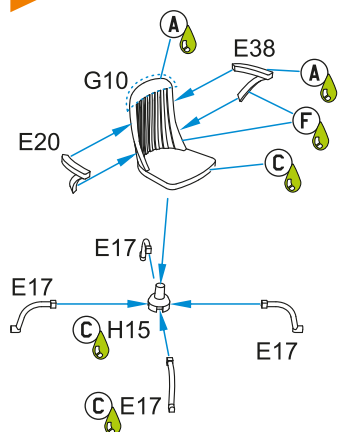
Step 15



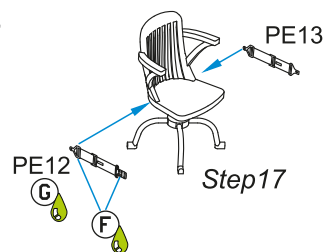
Step 16



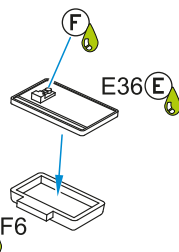
Step 17



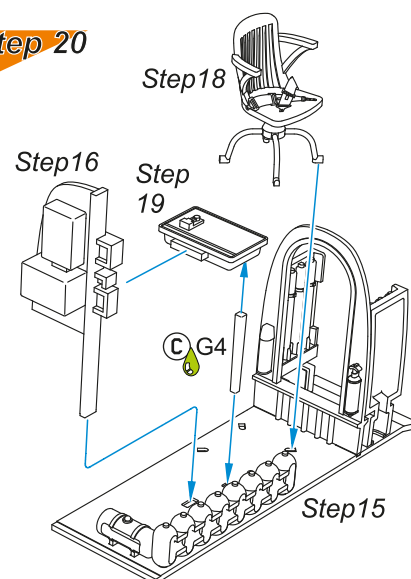
Step 18



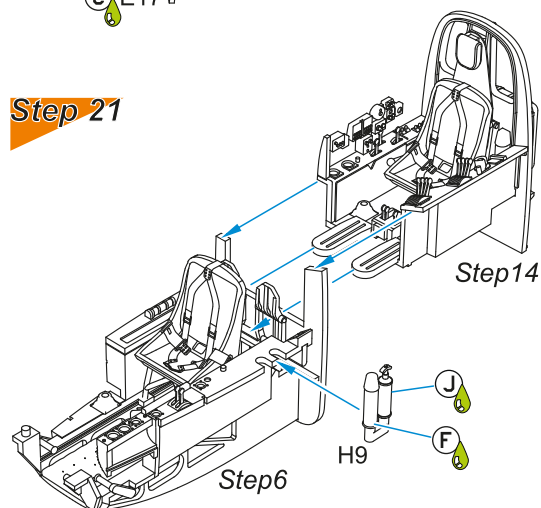
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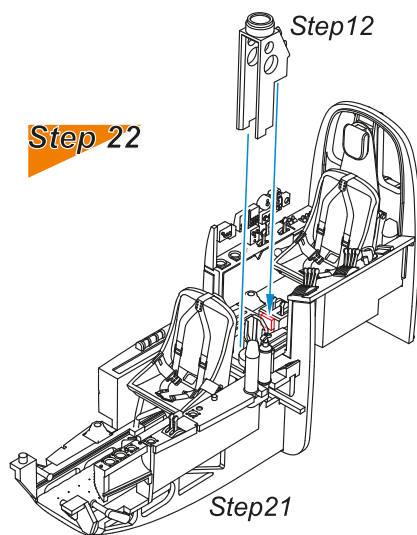
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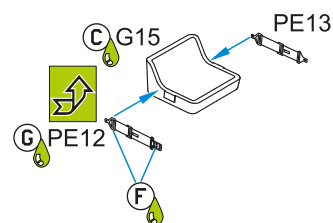
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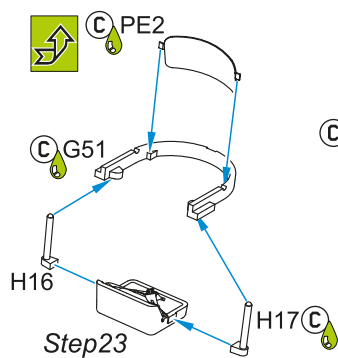
Step 22



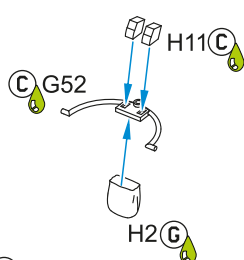
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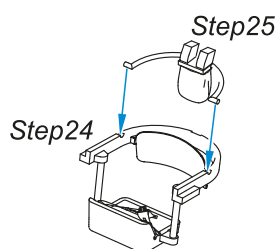
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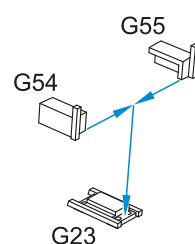
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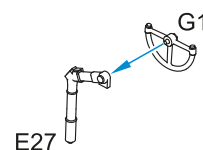
Step 26



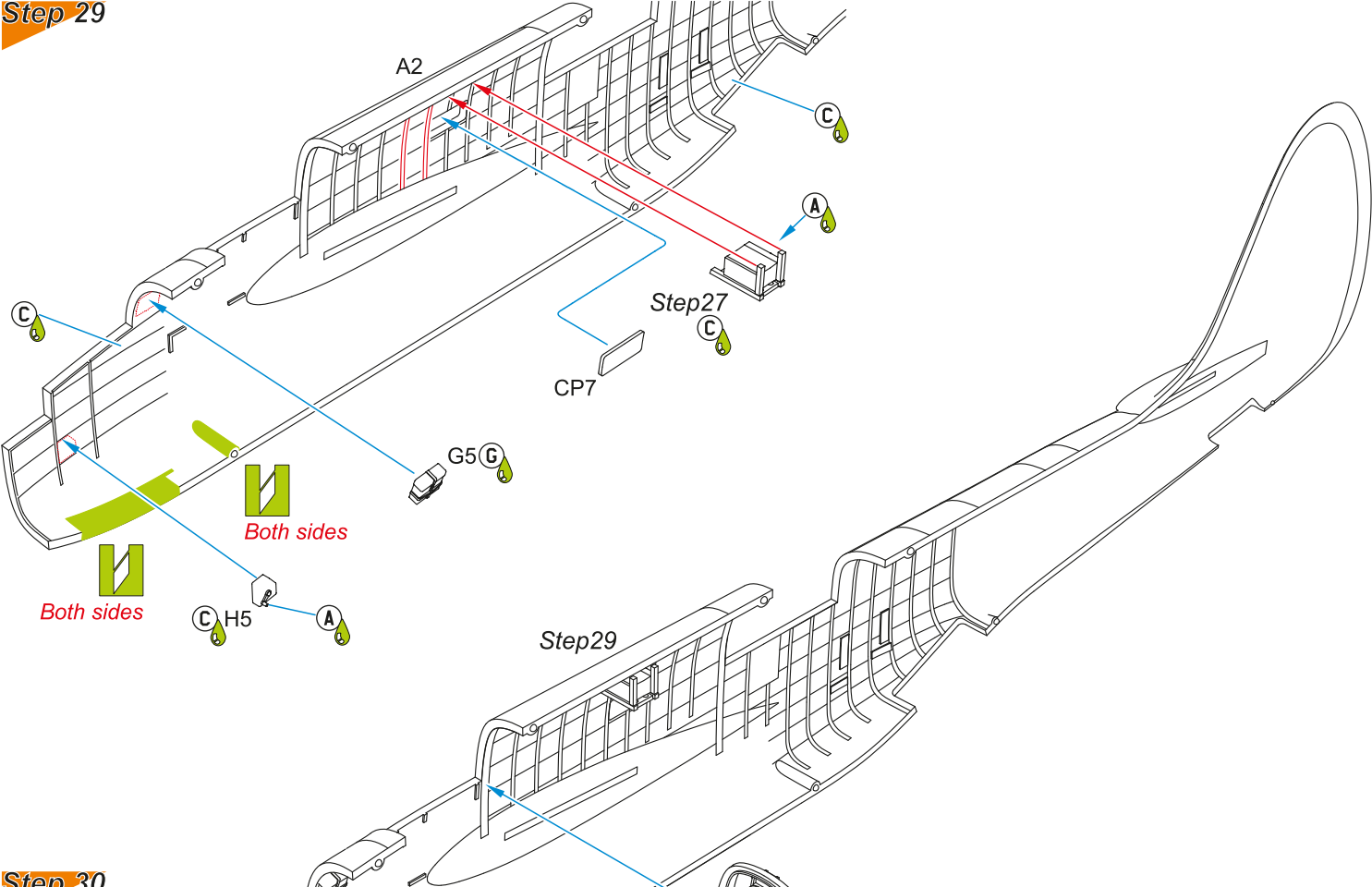
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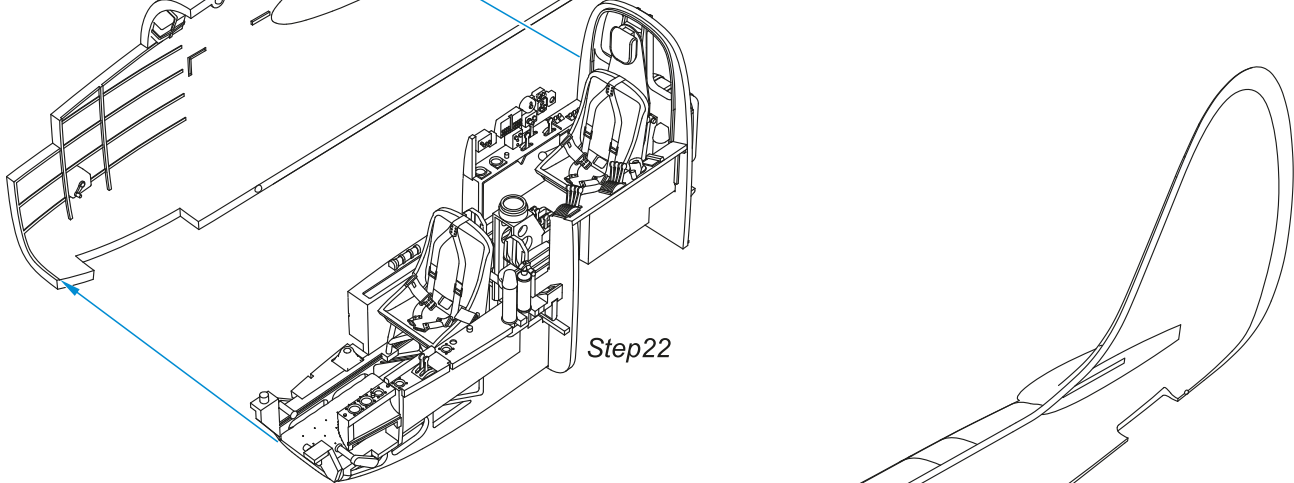
Step 28 2x



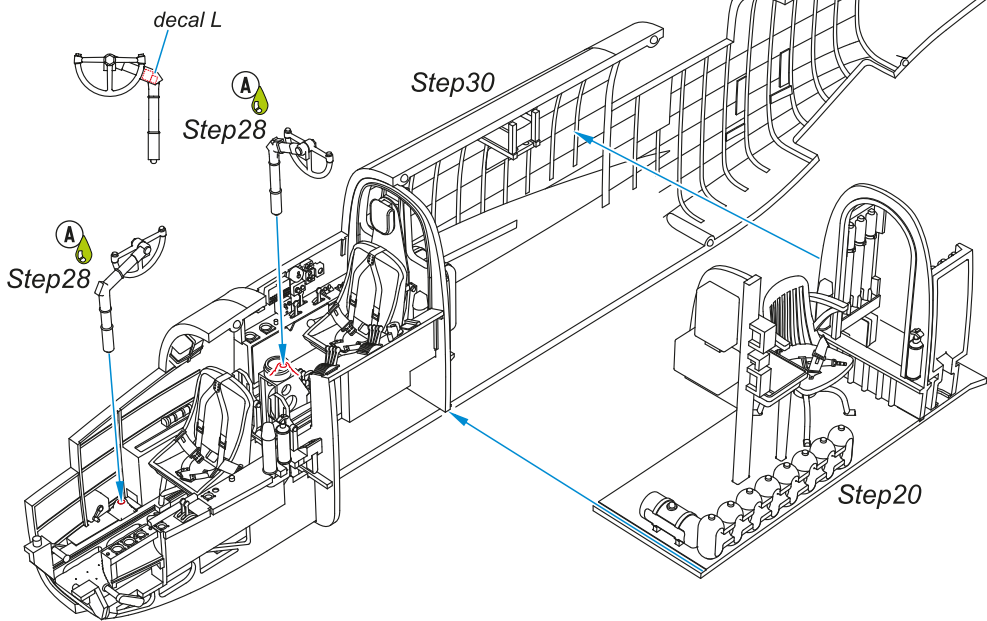
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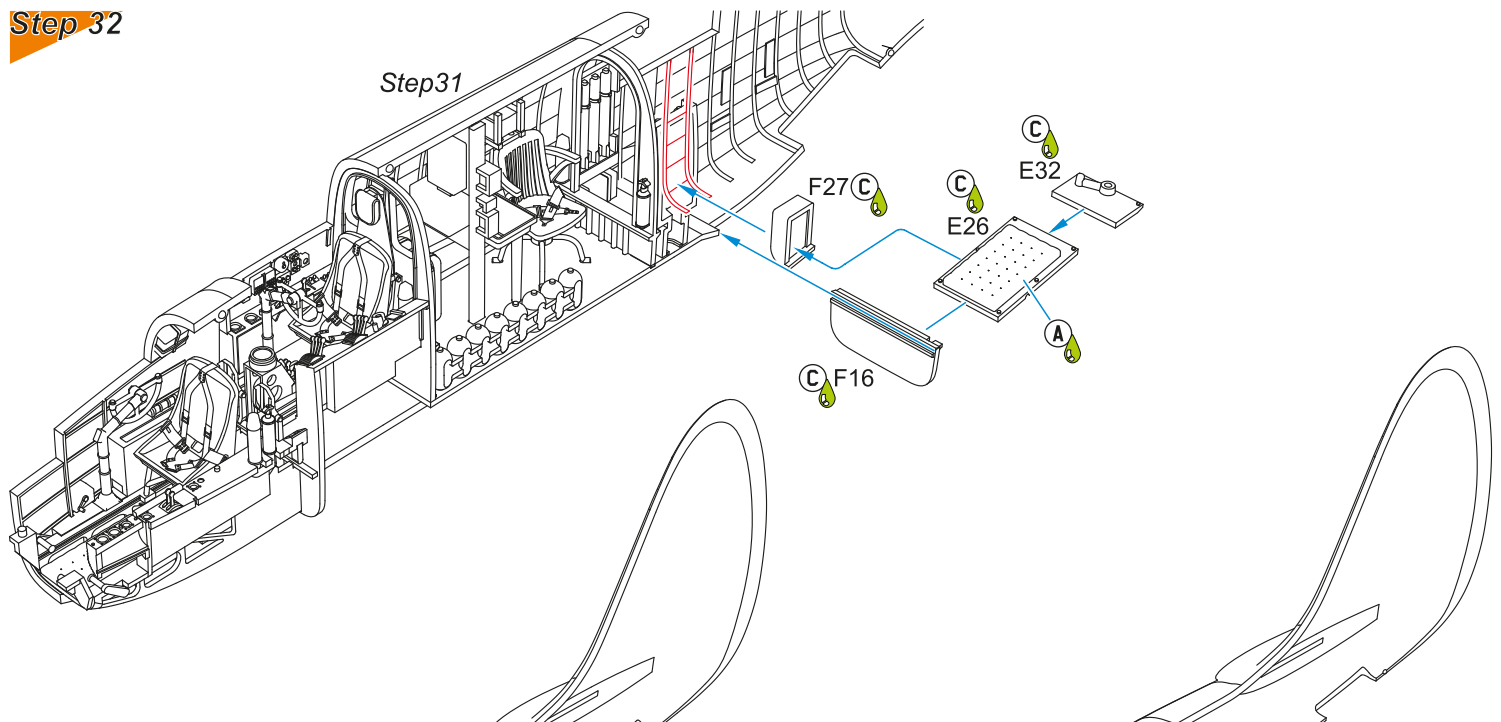
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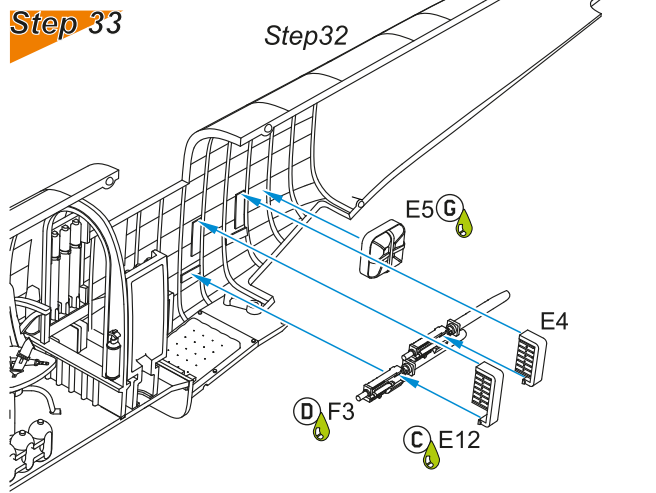
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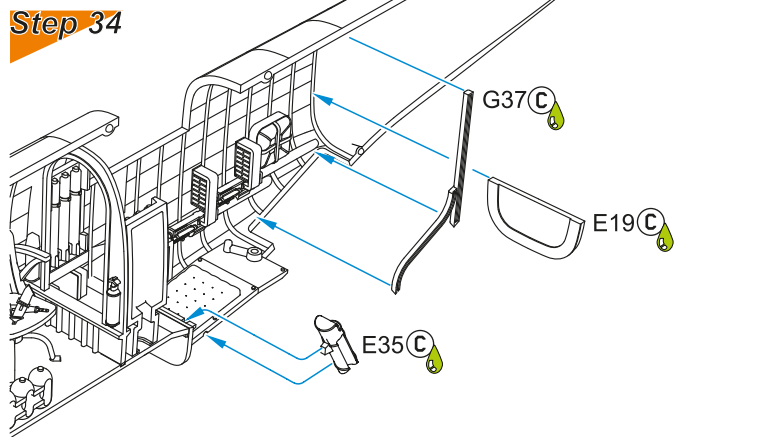
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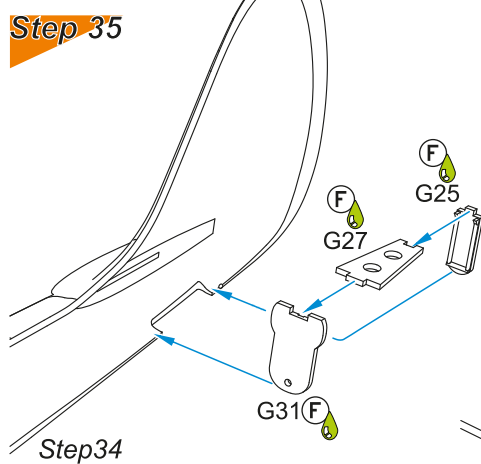
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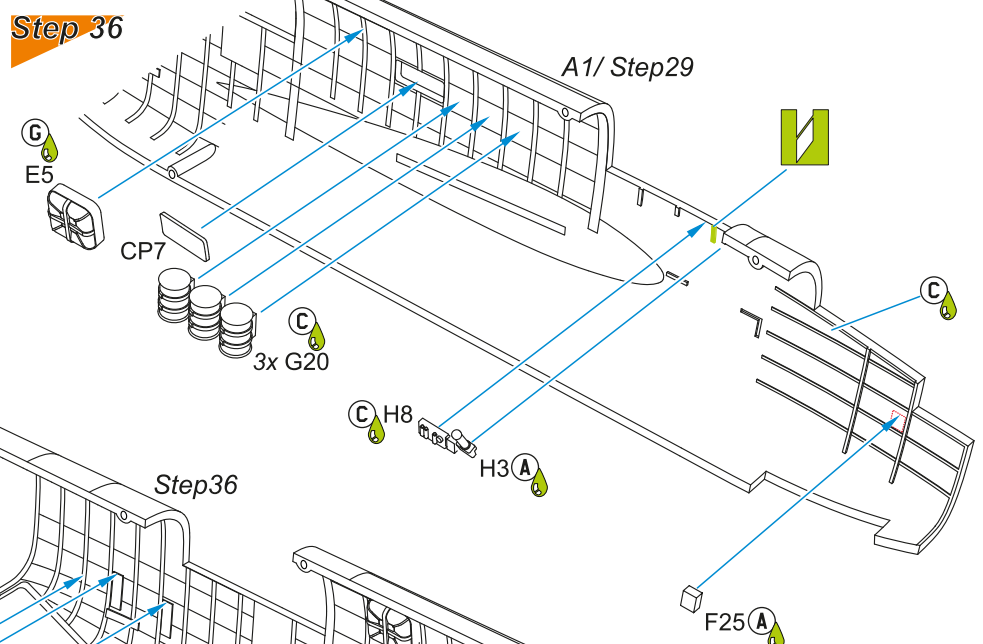
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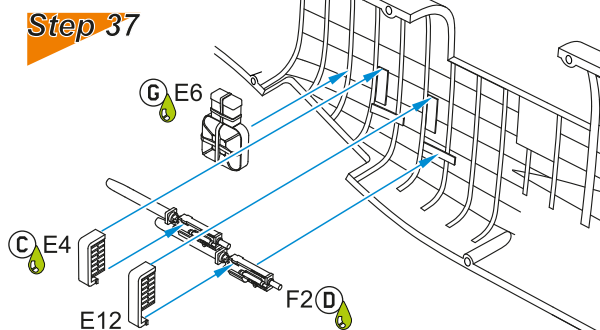
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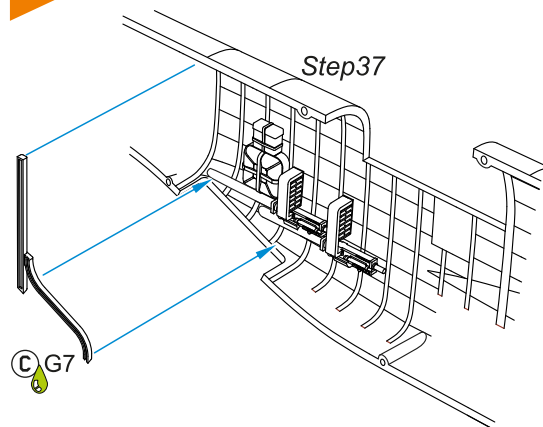
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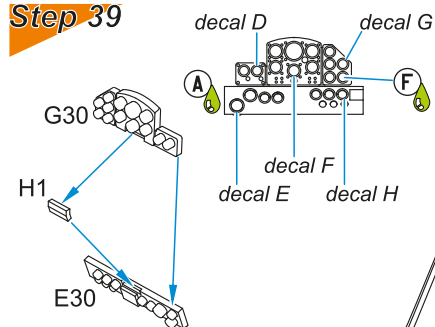
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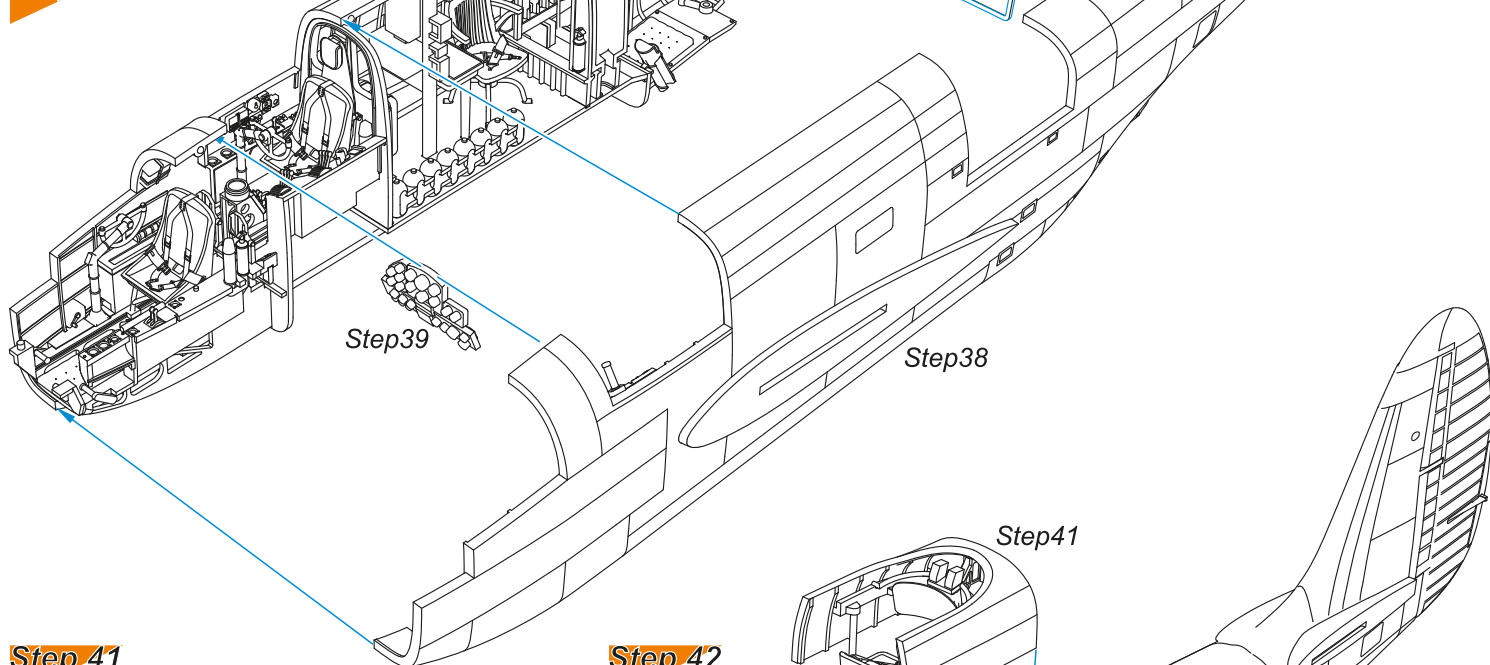
Step 38



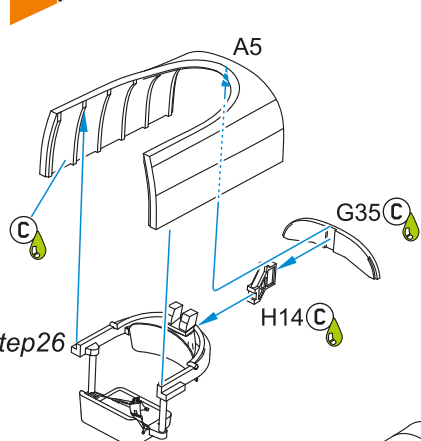
Step 39



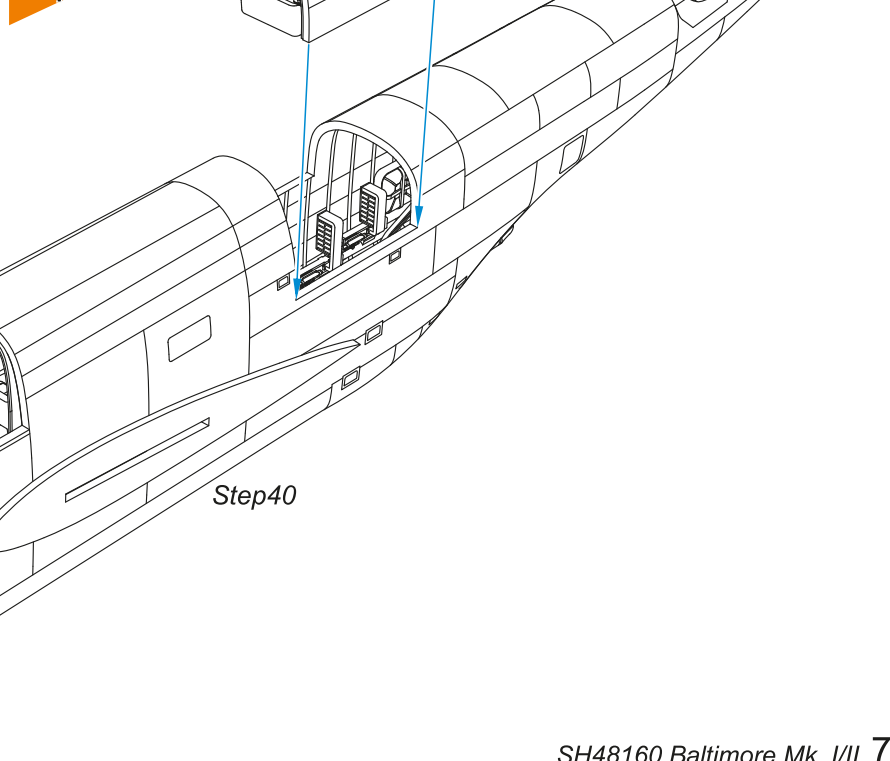
Step 40



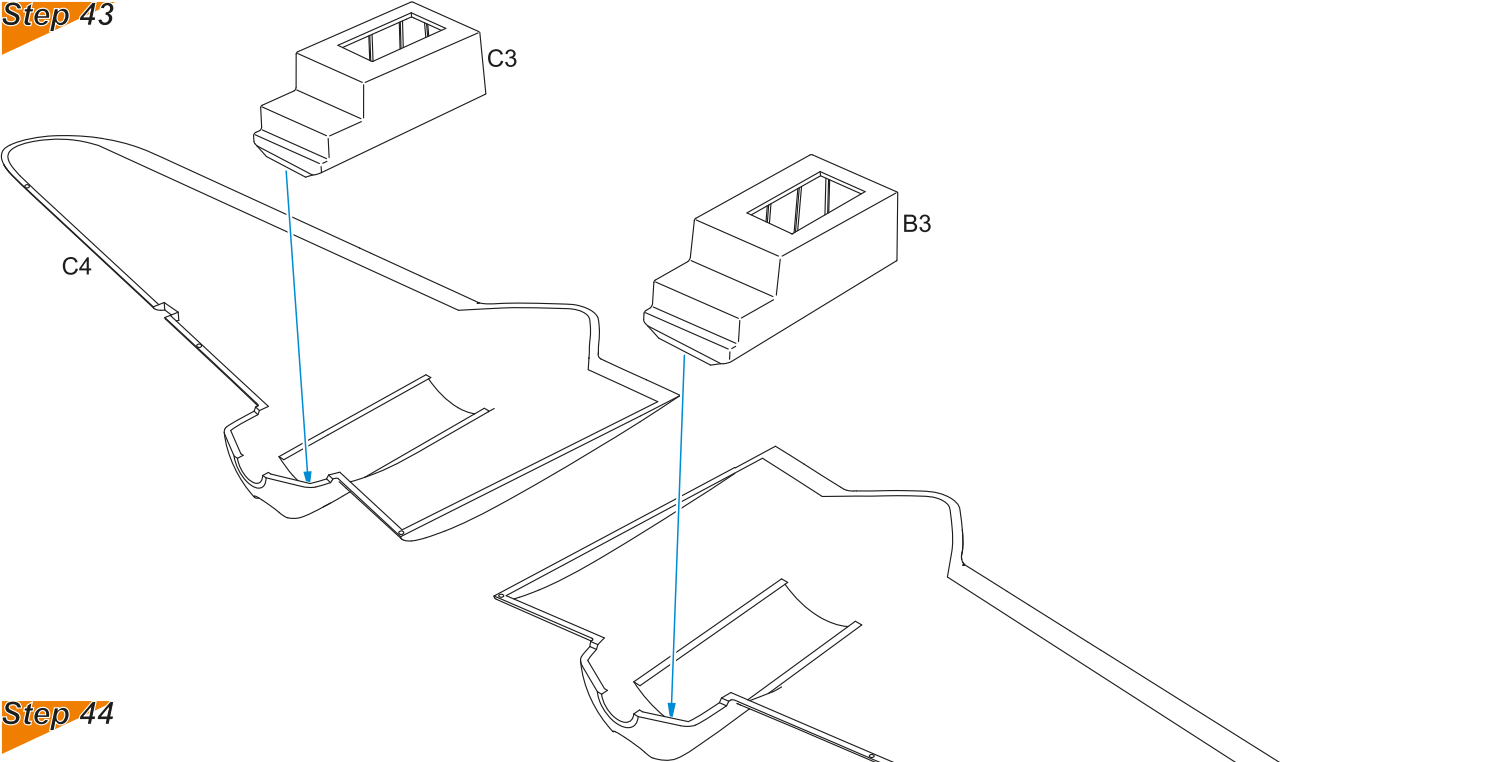
Step 41



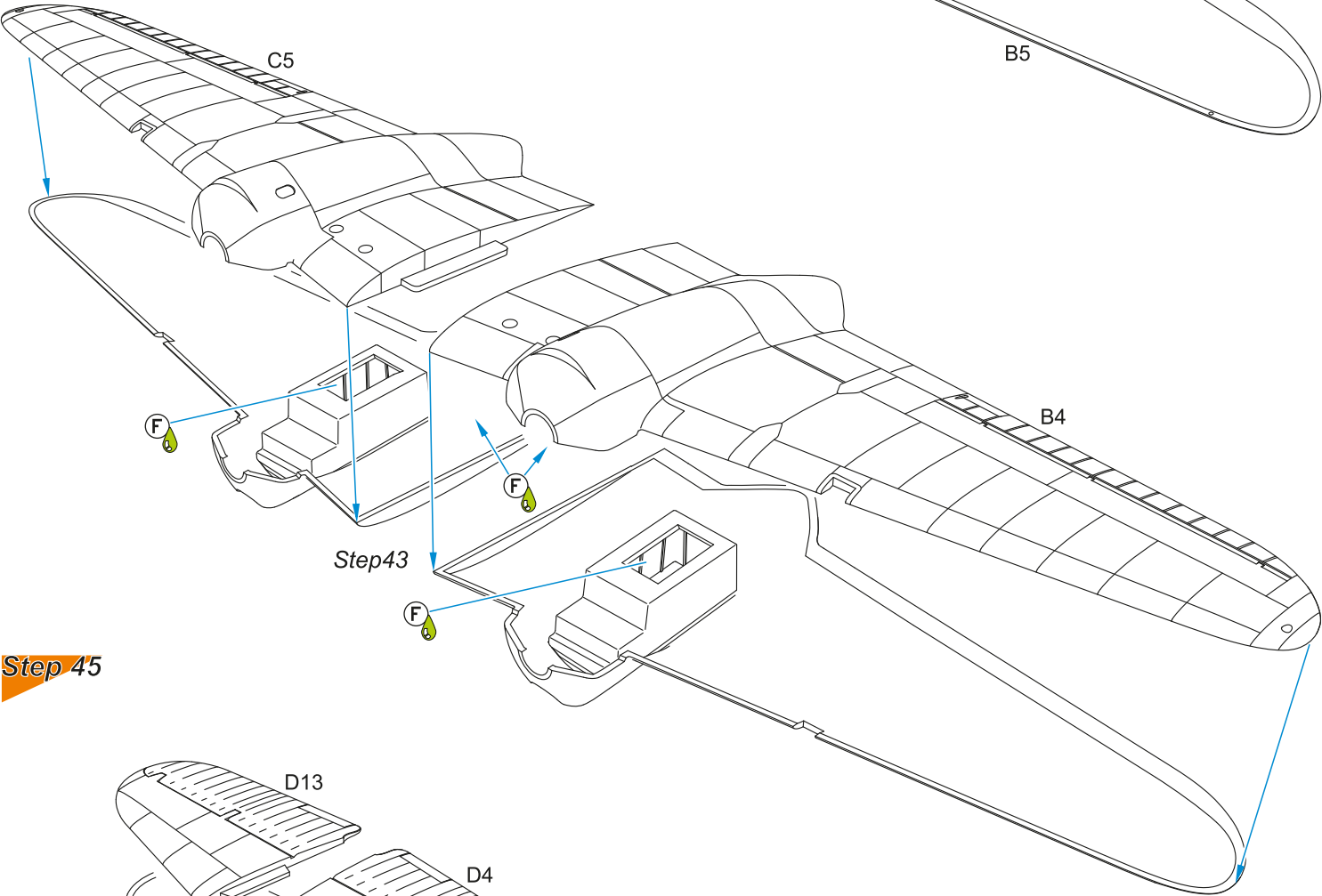
Step 42



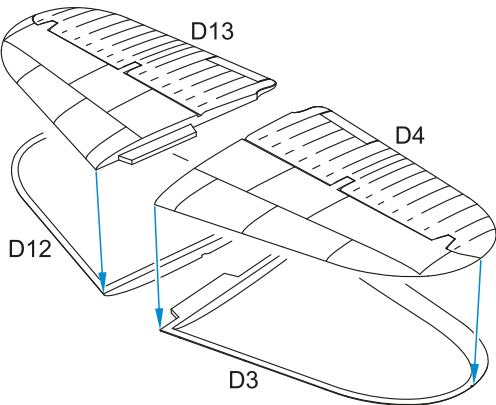
Step 43



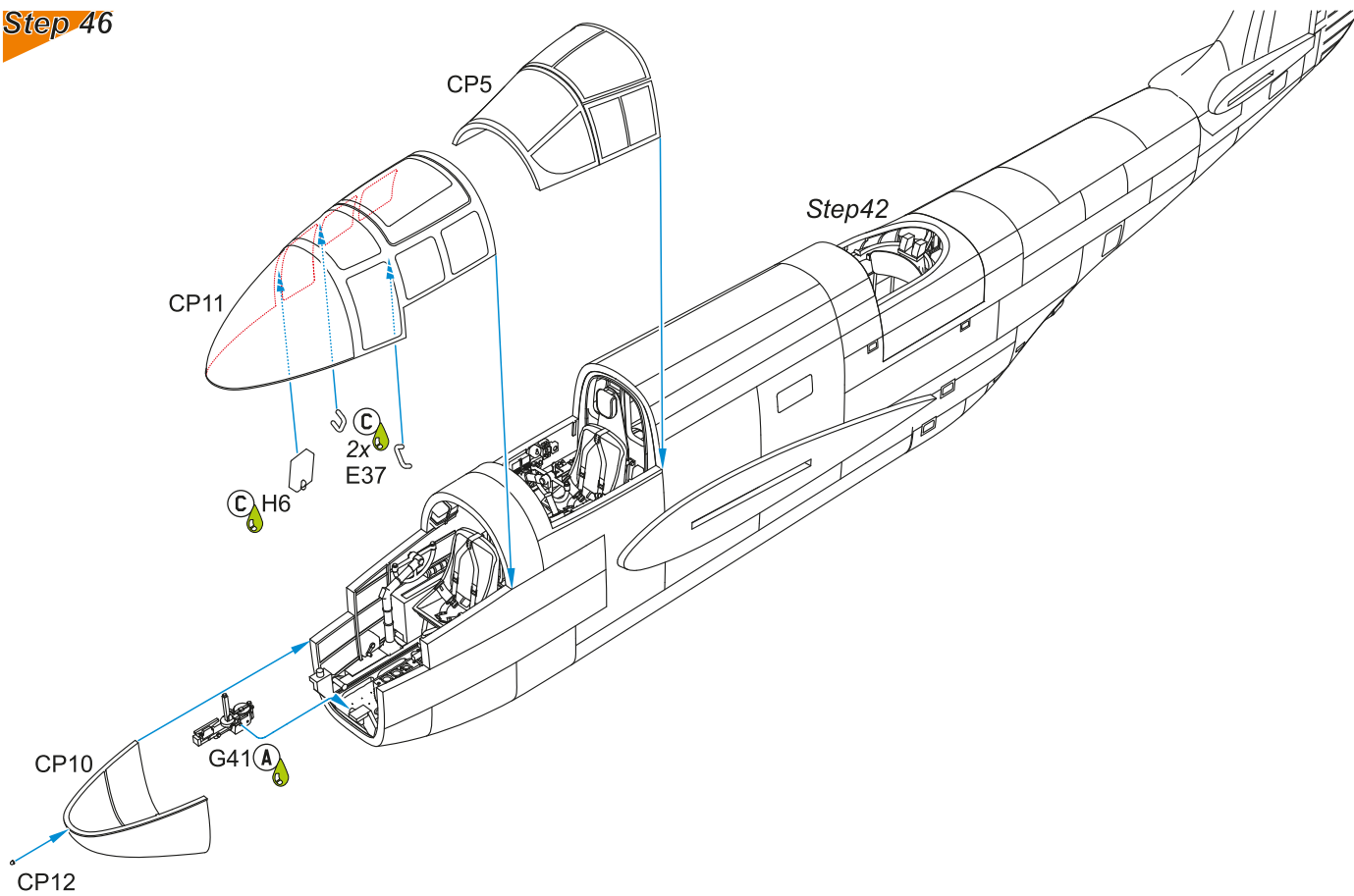
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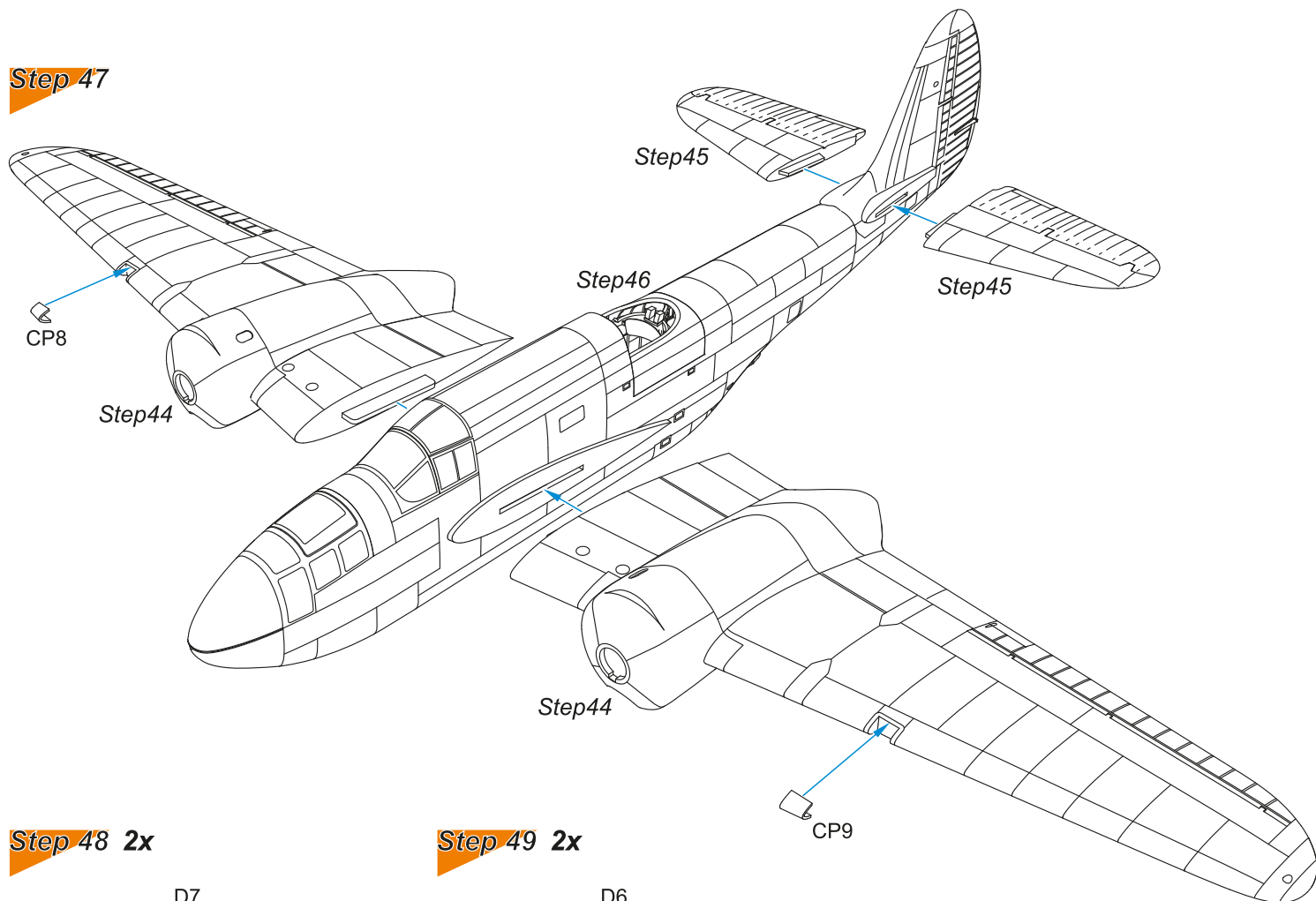
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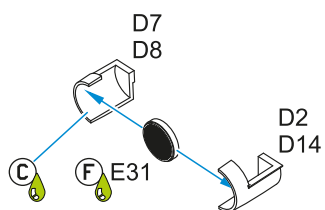
Step 46



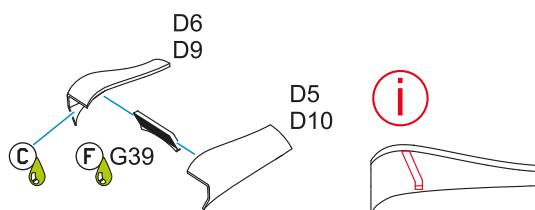
Step 47



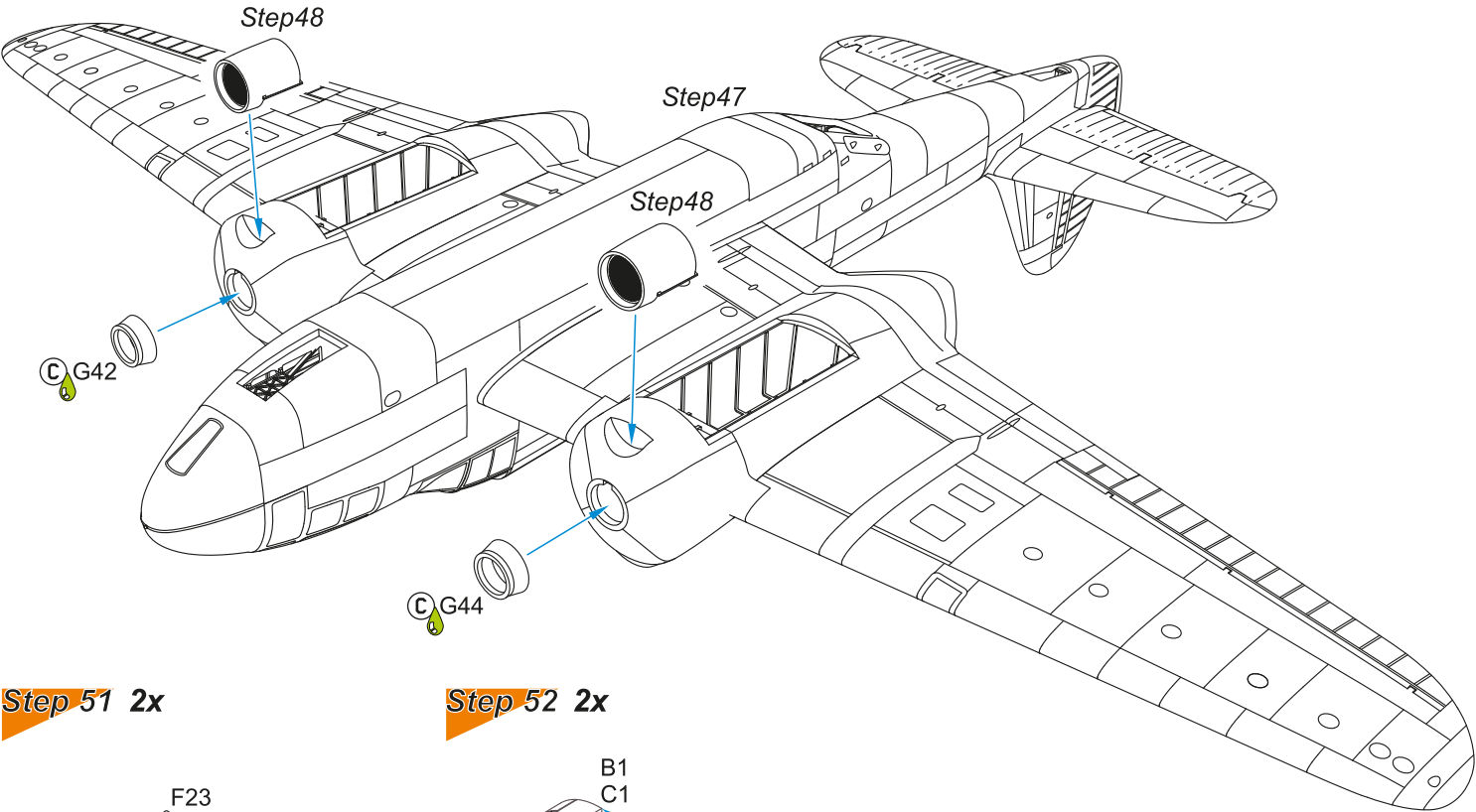
Step 48 2x



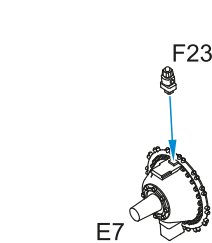
Step 49 2x



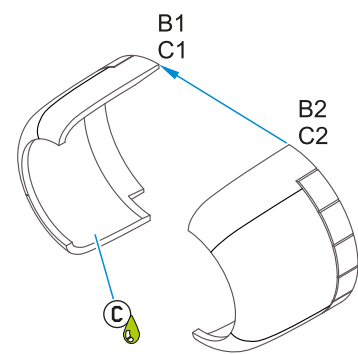
Step 50



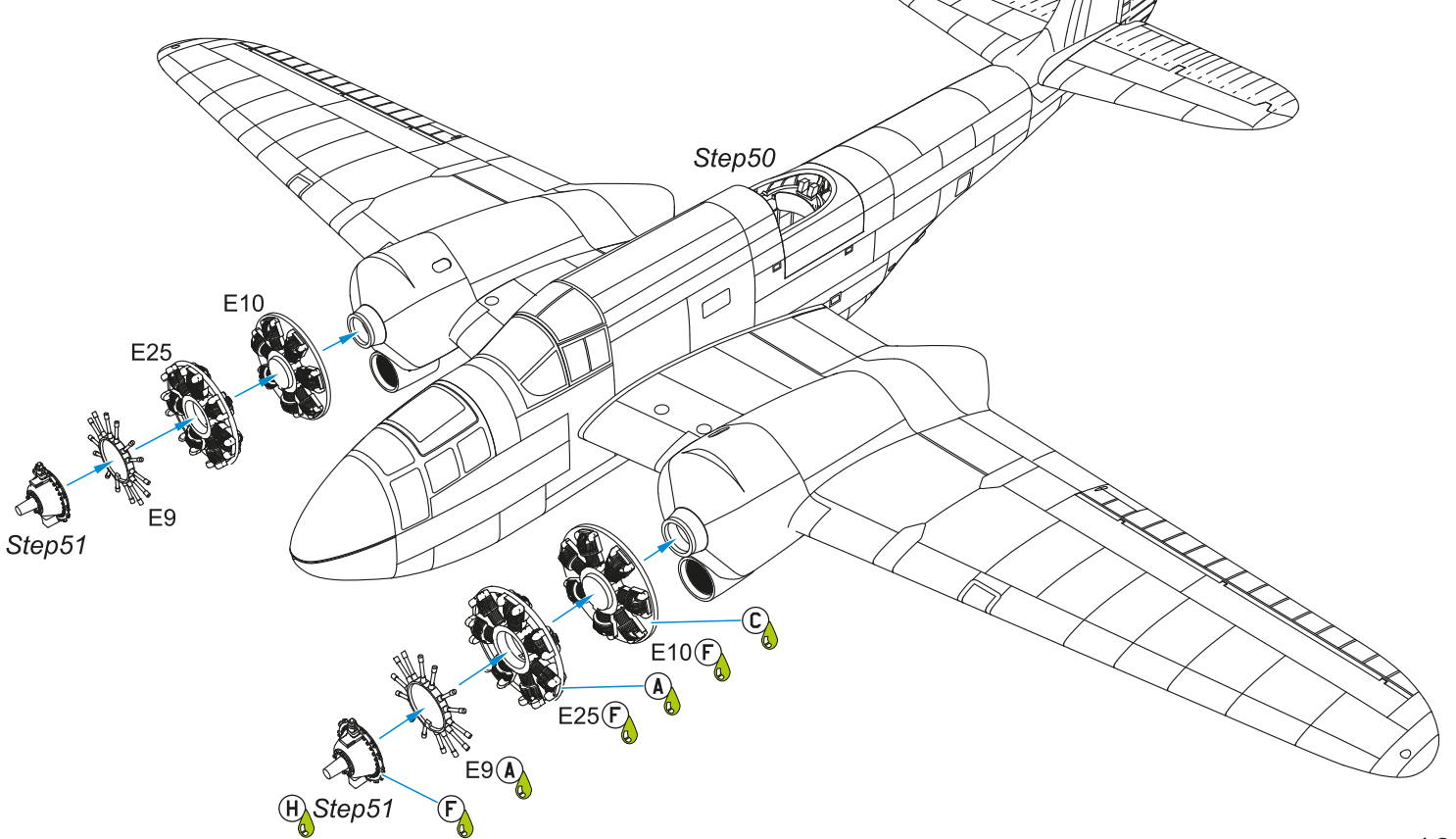
Step 51 2x



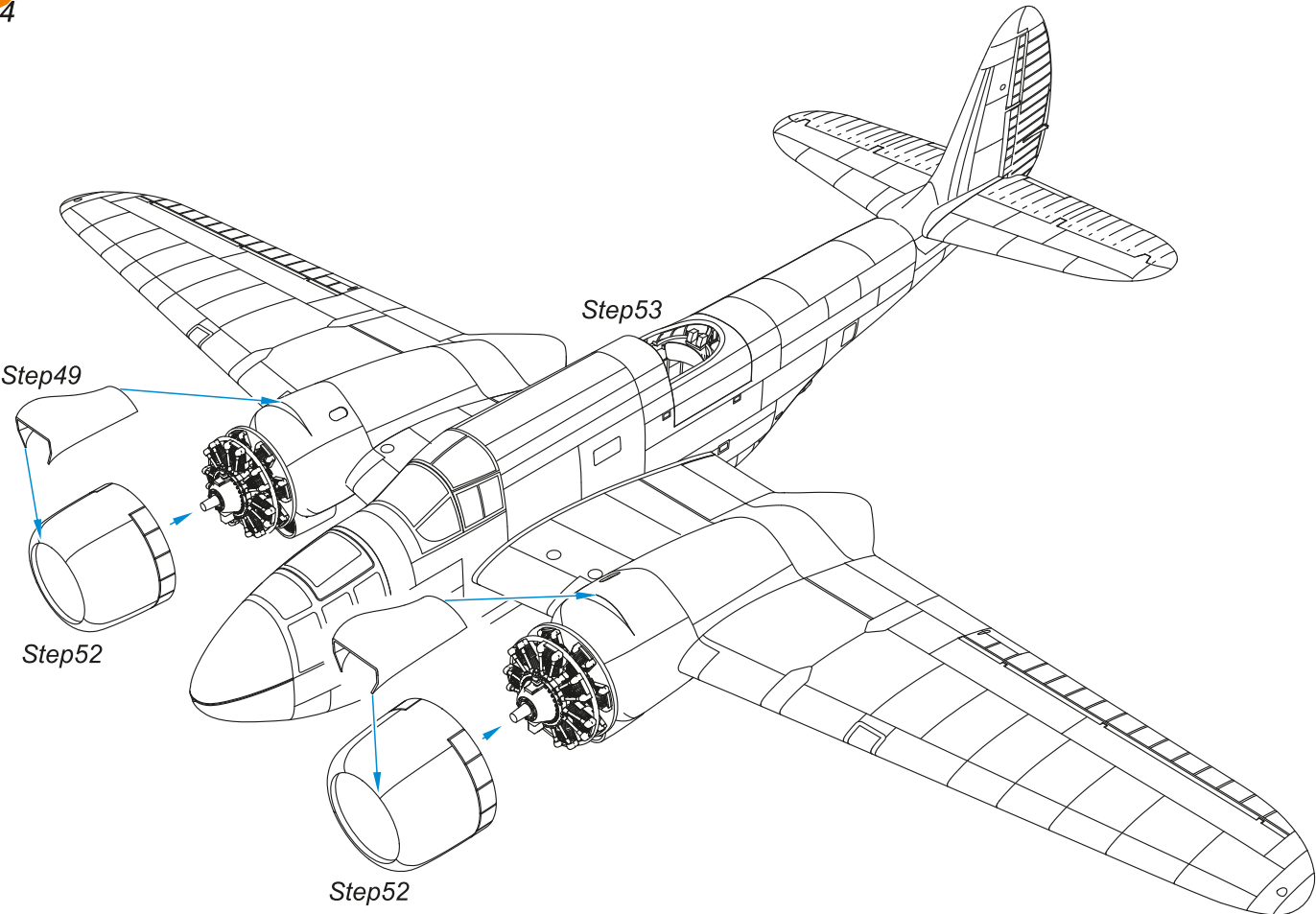
Step 52 2x



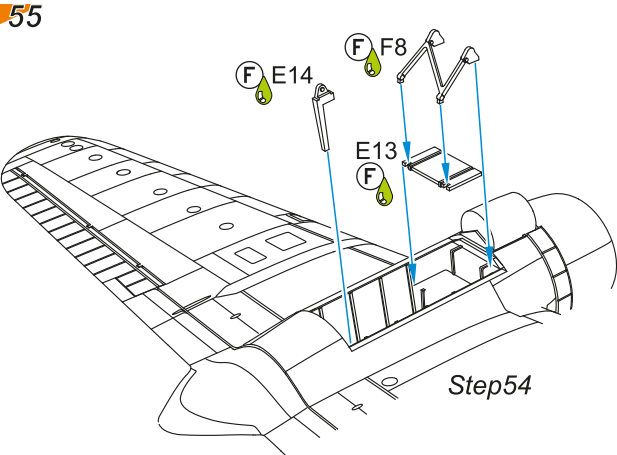
Step 53



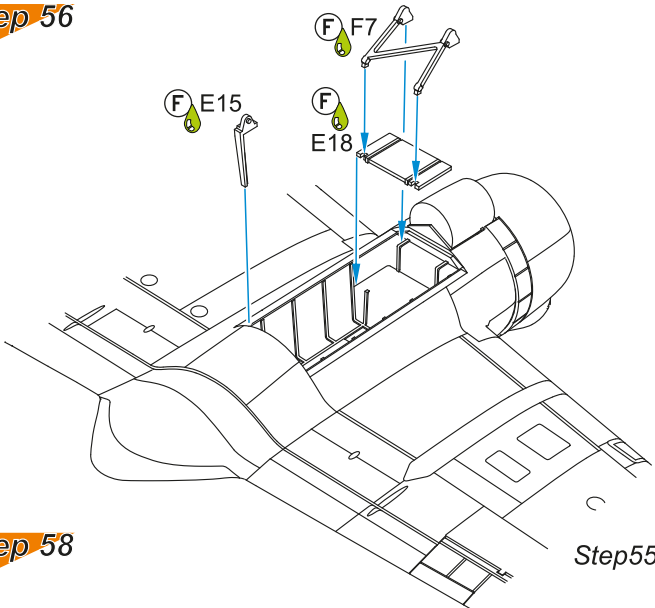
Step 54



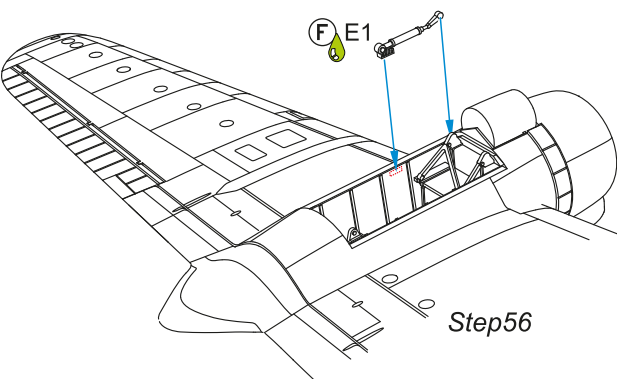
Step 55



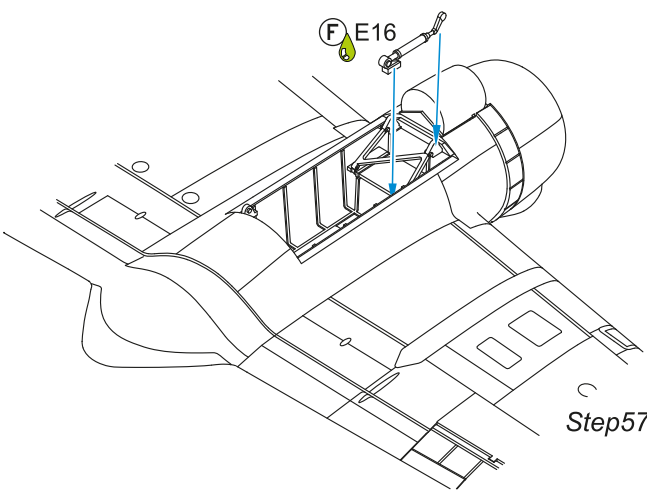
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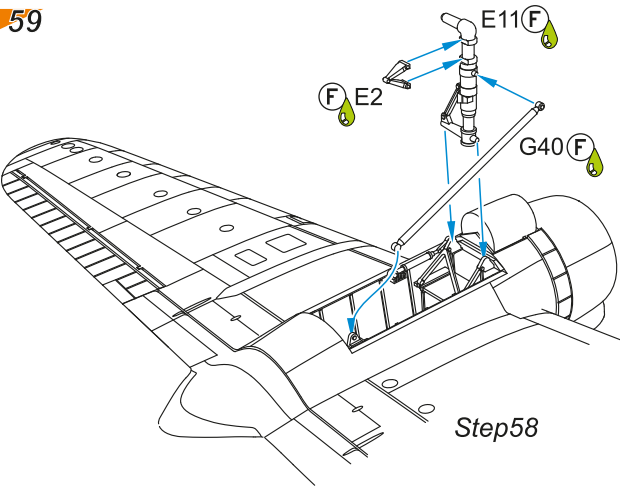
Step 57



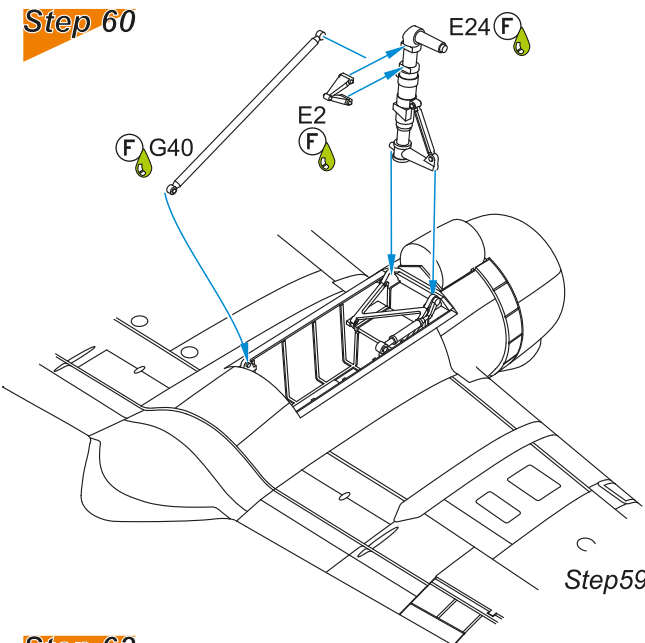
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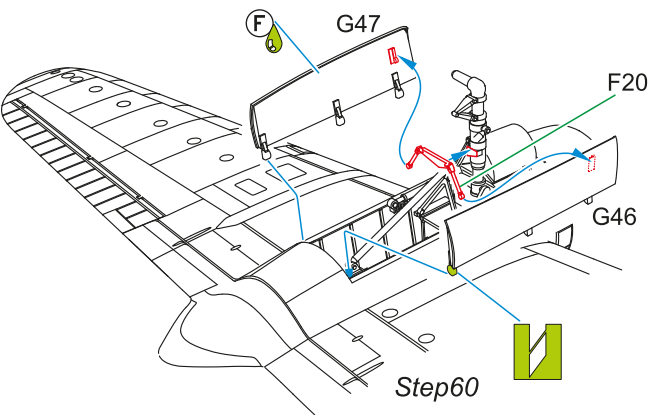
Step 59



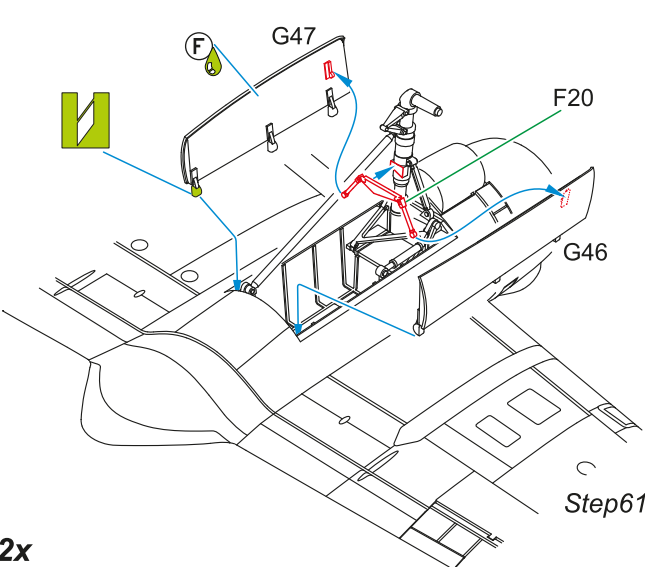
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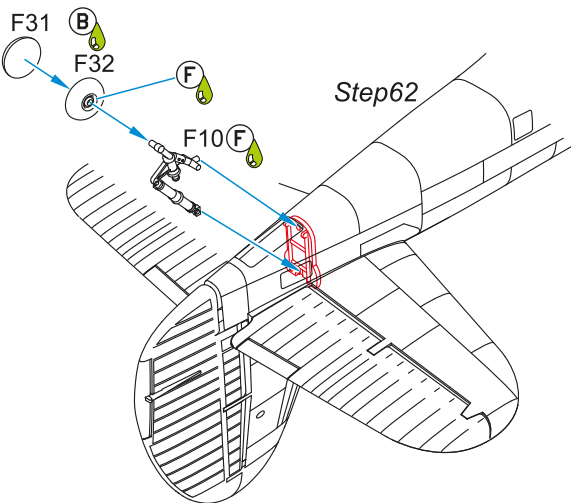
Step 61



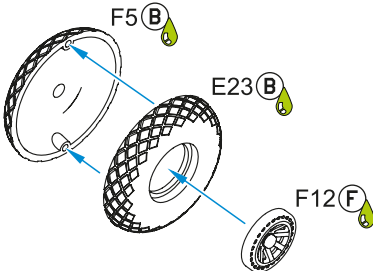
Step 62



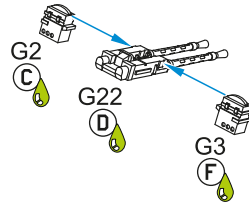
Step 63



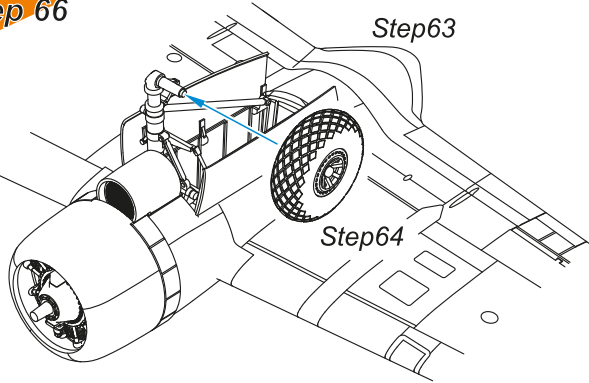
Step 64 2x



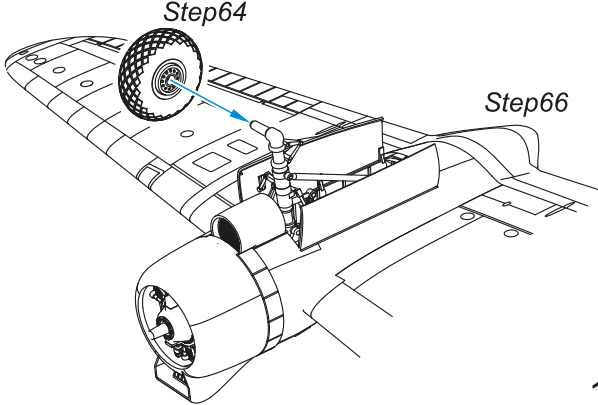
Step 65 2x



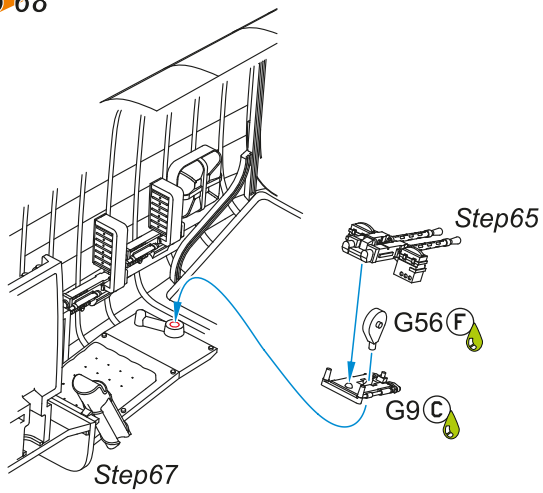
Step 66



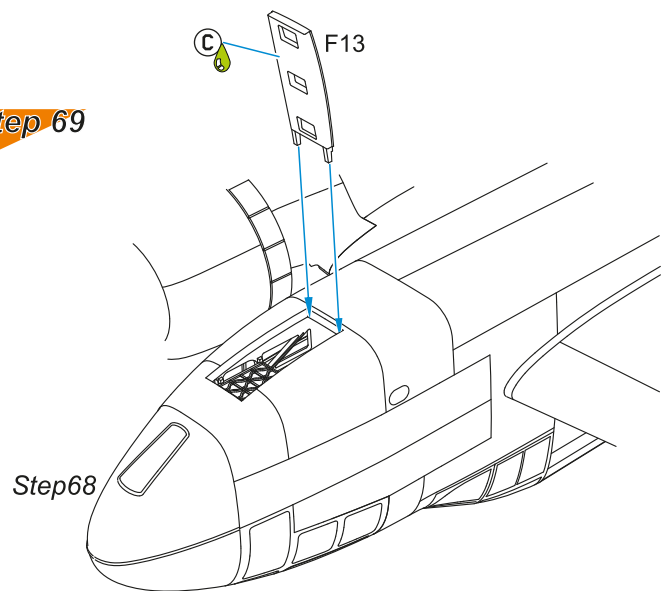
Step 67



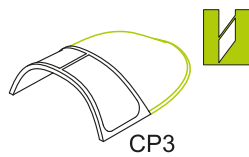
Step 68



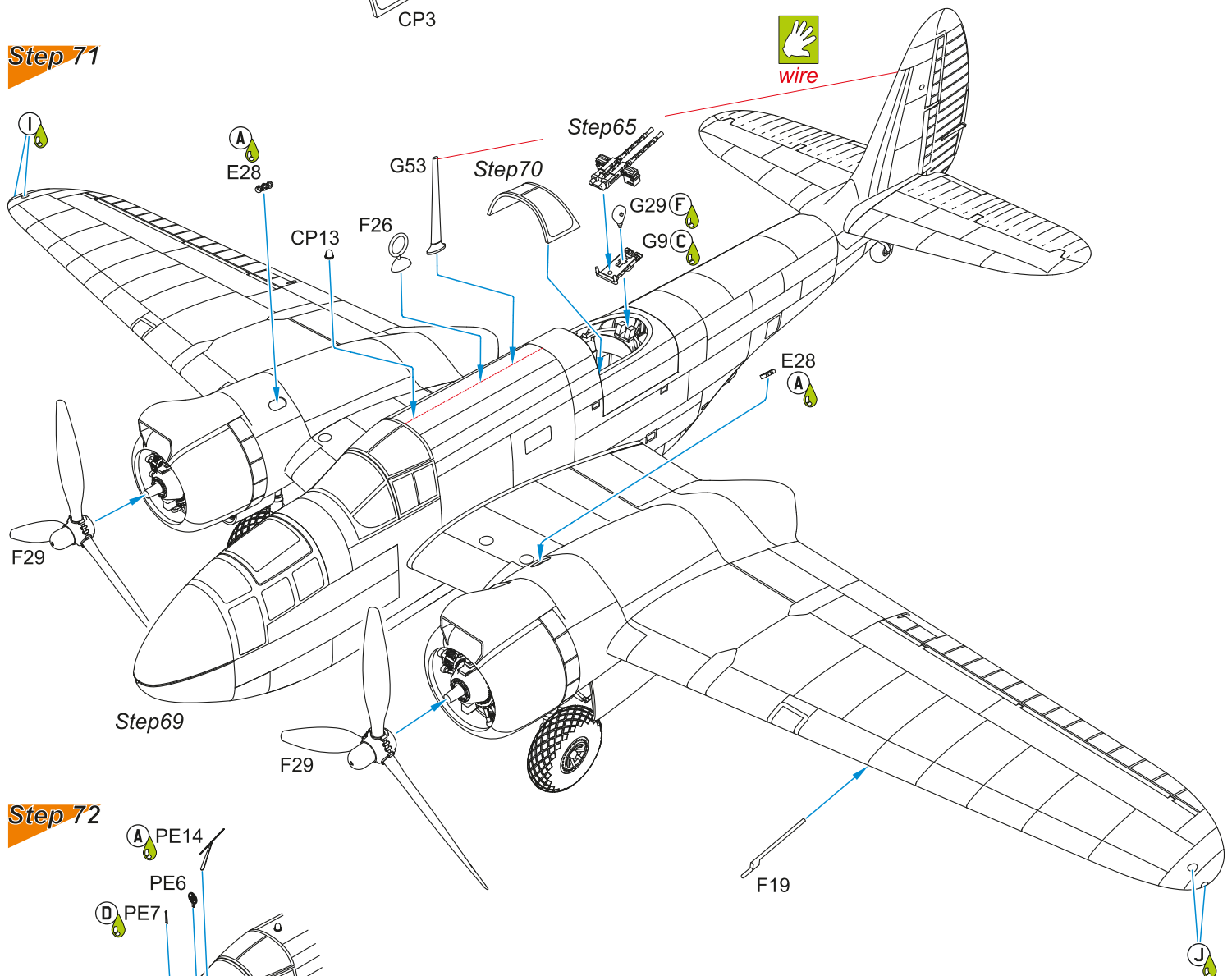
Step 69



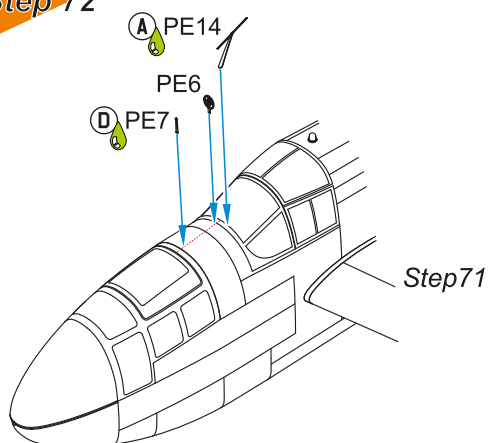
Step 70



Step 71



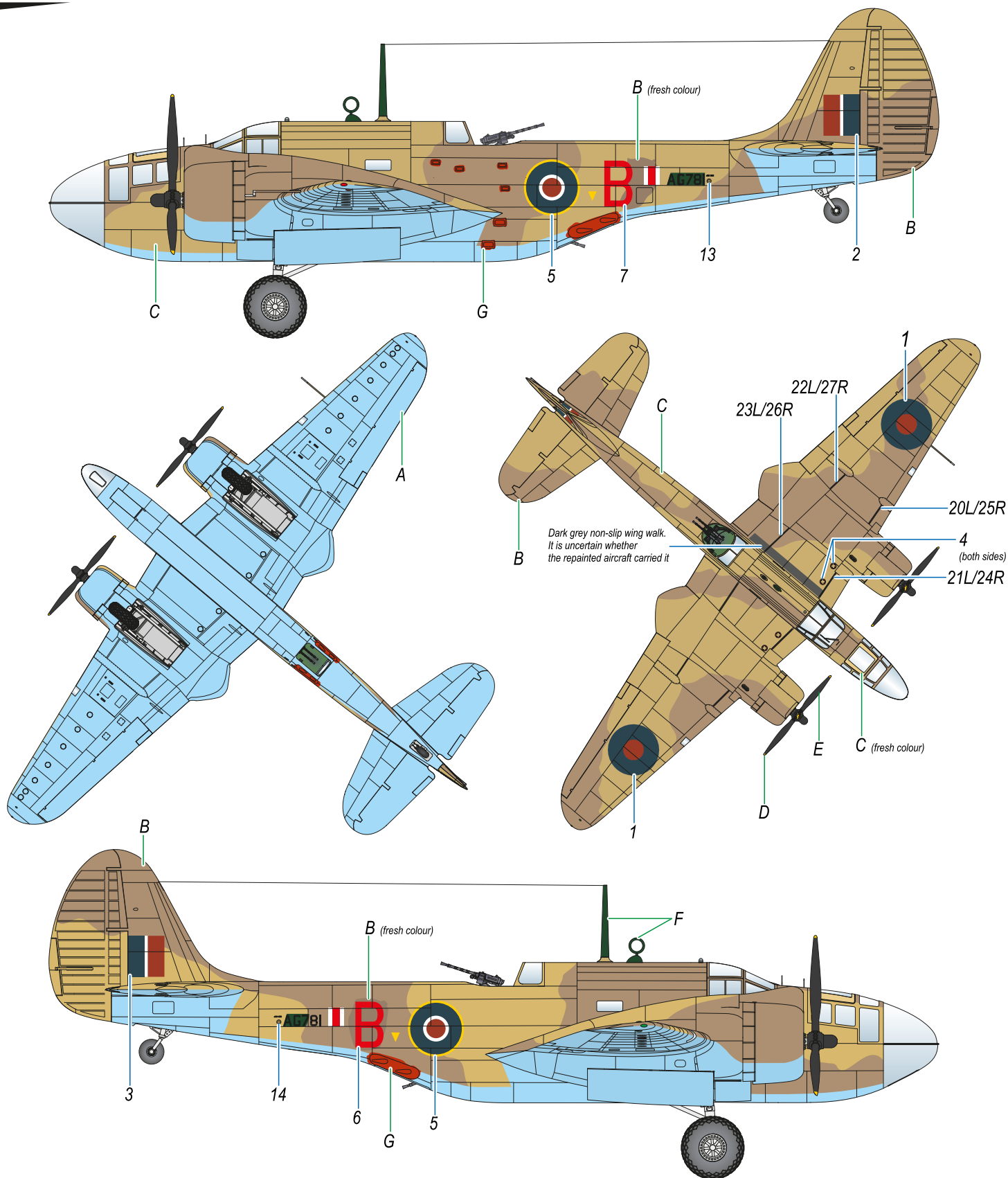
Step 72



Baltimore Mk.II, B / AG781, No. 55 Sqn., RAF, Western Desert, Tunis, Africa, first half of 1943. The Baltimore aircraft were delivered to Africa under the Temperate Land Scheme (Dark Green and Dark Earth on top, and Sky on the underside). Here, the Dark Green was repainted in Mid Stone and the Sky was repainted in Azure Blue.

Baltimore Mk.II, B / AG781, No.55 Sqn. , RAF, Western Desert, Tunis, Afrika, první polovina roku 1943. Baltimore byly do Afriky dodávány v Temperate Land Scheme (Dark Green, Dark Earth shora a Sky zespoda). Zde byly přestříkány barva Dark Green barvou Mid Stone a Sky barvou Azure Blue.

Scheme A

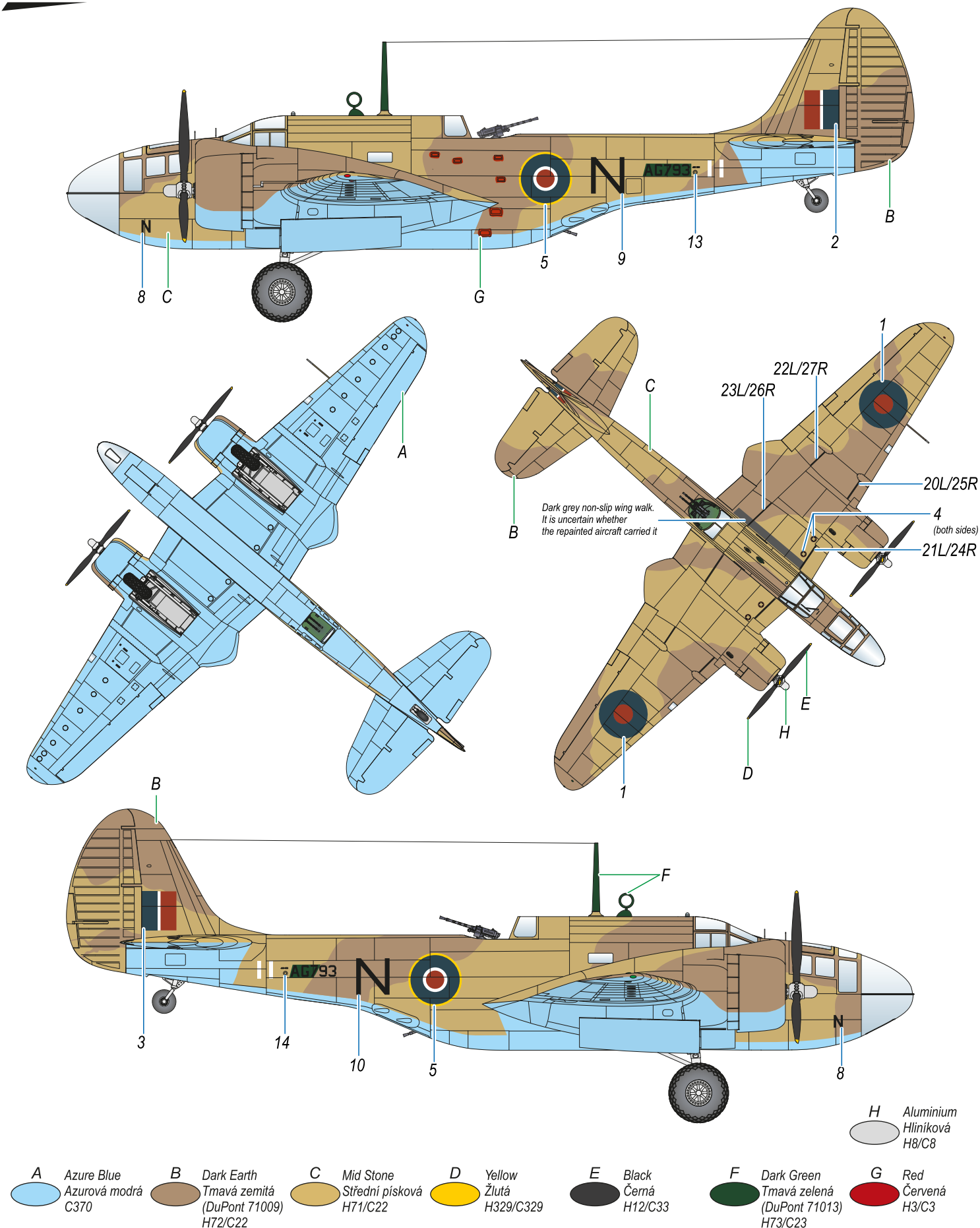


- | | | | | | | |
|--|--|--|---------------------------------------|------------------------------------|--|----------------------------------|
| A Azure Blue
Azurová modrá
C370 | B Dark Earth
Tmavá zemitá
(DuPont 71009)
H72/C22 | C Mid Stone
Střední písková
H71/C22 | D Yellow
Žlutá
H329/C329 | E Black
Černá
H12/C33 | F Dark Green
Tmavá zelená
(DuPont 71013)
H73/C23 | G Red
Červená
H3/C3 |
|--|--|--|---------------------------------------|------------------------------------|--|----------------------------------|

Baltimore Mk.II, N / AG793, No. 55 Sqn., RAF, Western Desert, Tunis, Africa, first half of 1943. The AG793 camo was adjusted, similarly to the AG781 aircraft camo (scheme A).

Baltimore Mk.II, N / AG793, No.55 Sqn. , RAF, Western Desert, Tunis, Afrika, první polovina roku 1943. Kamufláž AG793 byla upravena podobně jako kamufláž letounu AG781 (scheme A)

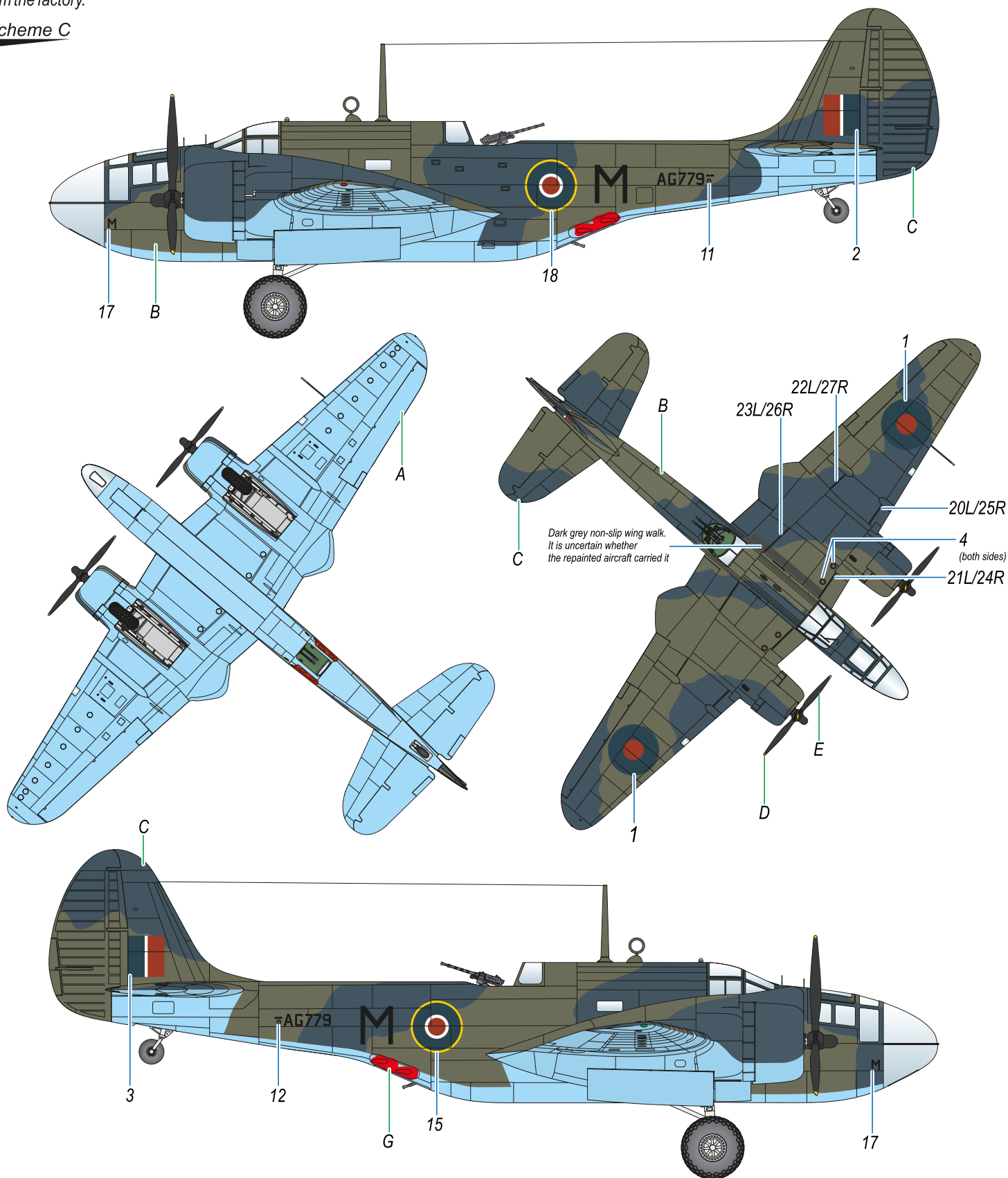
Scheme B



Baltimore Mk.II, M / AG779, No. 39 Sqn., RAF, Malta, April 1943. The damaged AG779 crashed during a landing at Luqa Airfield on April 6, 1943, colliding with the Hudson Mk.VI FK384. Both aircraft were destroyed; one of the Hudson's crew members, Sergeant Paul Stringfellow, was killed, four other members of the Hudson's crew and two from the Baltimore's crew were injured. For operations over the sea, the Baltimores were repainted in 'naval' colours. Some of the aircraft were delivered in naval colours straight from the factory.

Baltimore Mk.II, M / AG779, No.39 Sqn. RAF, Malta, duben 1943. Poškozený AG779 během přistání na letišti Luqa 6.dubna 1943 havaroval a narazil do Hudsonu Mk.VI FK384. Oba letouny byly zničeny, člen osádky Hudsonu Sergeant Paul Stringfellow zahynul, další čtyři členové osádky Hudsonu a dva z osádky Baltimoru byly zraněni. Pro operace nad mořem byly Baltimore přestříkány 'námořními' barvami. Část strojů byla dodána v námořních barvách přímo z výroby.

Scheme C

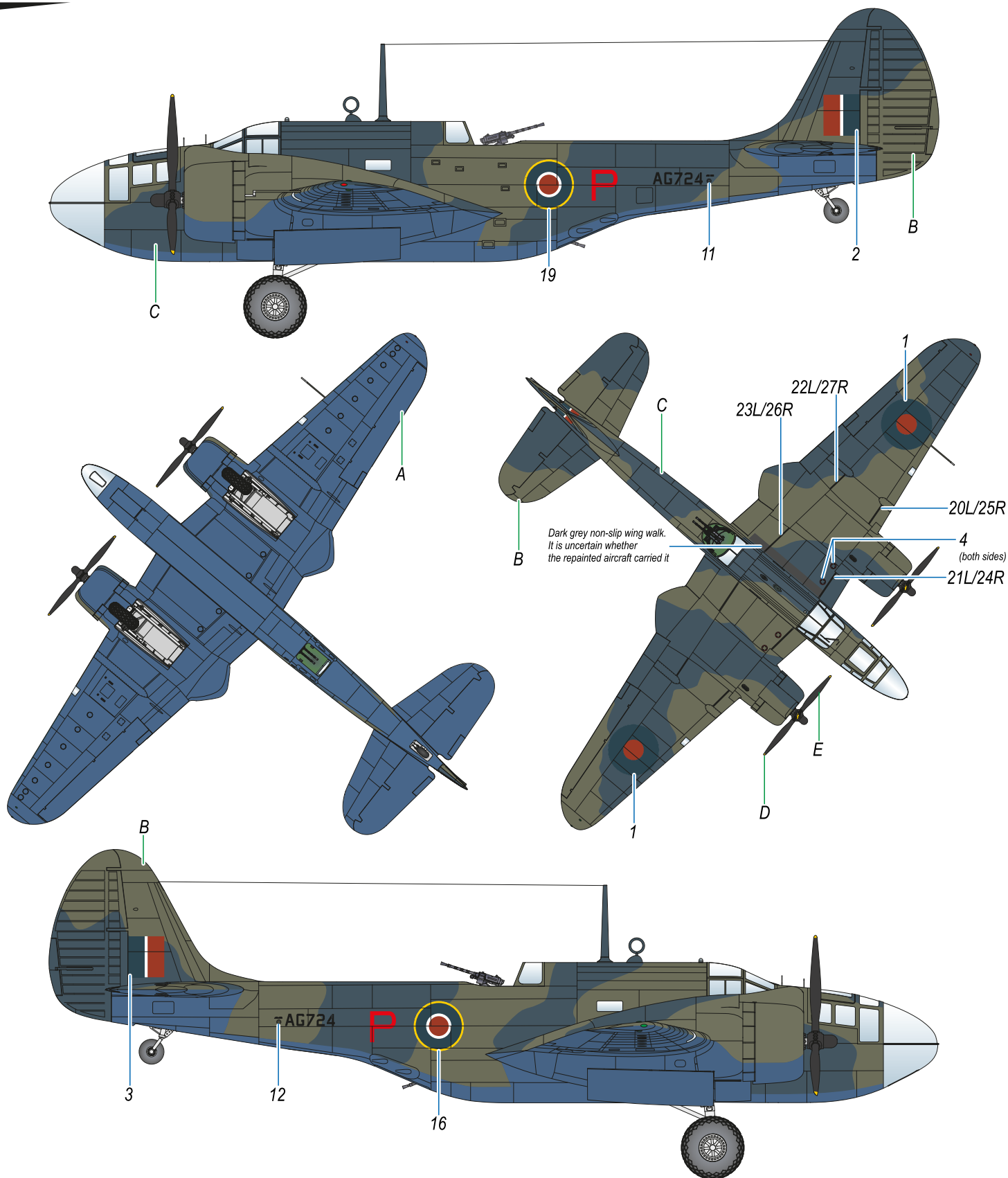


- | | | | | | |
|--|---|--|------------------------------------|------------------------------------|----------------------------------|
| A Azure Blue
Azurová modrá
C370 | B Dark Slate Grey
Tmavá břidlicová šedá
H78/C38 50%
H32/C40 50% | C Extra Dark Sea Grey
Velmi tmavá mořská šedá
H333/C333 | D Yellow
Žlutá
H/C329 | E Black
Černá
H12/C33 | G Red
Červená
H3/C3 |
|--|---|--|------------------------------------|------------------------------------|----------------------------------|

Baltimore Mk.I, P / AG724, No. 223 Sqn., RAF, Western Desert, July 1942. The No. 223 Sqn. fought over northern Africa and was later relocated to Malta. The AG724 was most likely repainted in 'navy' colours for operations over the sea.

Baltimore Mk.I, P / AG724, No.223 Sqn. RAF, Western Desert, červenec 1942. No.223 Sqn. bojovala nad severní Afrikou, později byla umístěna na Maltu. AG724 byl pravděpodobně přestříkán pro operace nad mořem 'námořními' barvami.

Scheme D



- | | | | | |
|---|---|--|---------------------------------------|------------------------------------|
| A Dark Mediterranean Blue
Tmavá středomořská modrá
H328/C328 | B Dark Slate Grey
Tmavá břidlicová šedá
H78/C38 50%
H32/C40 50% | C Extra Dark Sea Grey
Velmi tmavá mořská šedá
H333/C333 | D Yellow
Žlutá
H329/C329 | E Black
Černá
H12/C33 |
|---|---|--|---------------------------------------|------------------------------------|

A few Tips and Tricks for easier assembly

For easier assembly of the Baltimore bomber kit we recommend our pre-cut masks
Baltimore Mk.I-V 1/48 MASK, sold separately. For your Baltimore bomber kit you can also get
the excellent resin and 3D-printed sets:

Pro snazší stavbu modelu Baltimore doporučujeme použít samostatně prodávané předřezané masky Baltimore Mk.I-V 1/48 MASK. Pro model Baltimore také nabízíme excelentní resinové a 3D tištěné sety:

P48055 Baltimore Bomb Sight Mk.IX 1/48

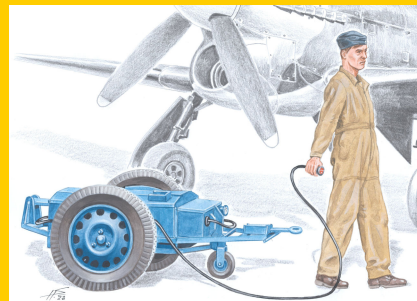
P48056 RAF Type B Bomb Trolley with Armourer 1/48

P48057 Baltimore Mk.II Armament Set 1/48

4522 Baltimore Mk.I-V Wheels 1/48

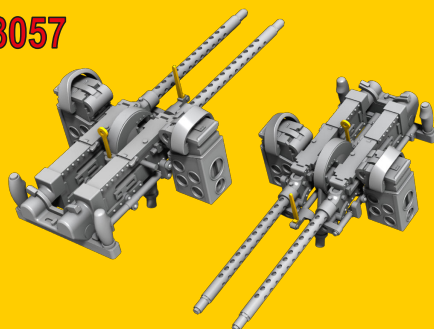
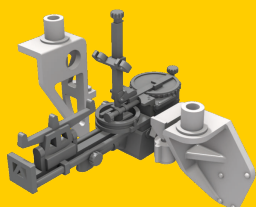
F48405 RAF Mechanic with Accumulator Trolley 1/48

F48405



P48055

P48057



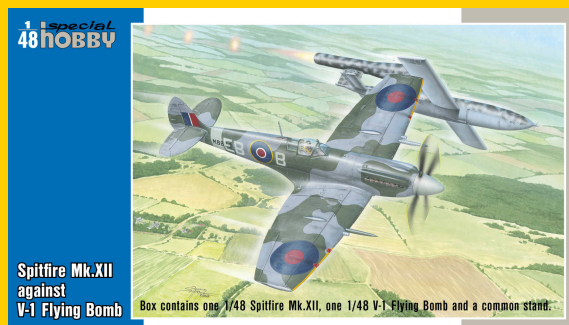
4522



P48056

more at www.specialhobby.eu

and other British planes as SH kits....



1/48 resin kits and resin and 3D printed sets and figures for RAAF lovers produced by Special Hobby

4398 F-4A-1 Recon Lightning Conversion Set
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Decal Options
 RAAF USAAF

Cockpit Parts

4406 Beaufighter Mk.21 Conversion Set
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 SK RAAF (2x)

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 set for Revell and Academy kits

Polyurethane parts - PUR

Photo-etched parts - PE

3D Printed parts - PP

Film - F

Decal - D

4469 PV-1 Ventura Nose and Turret Armament
 for Revell and Academy kits

P48007 B-25D Late/G/H/I/J Mitchell Pilot Seats
 for HK, Acc. Miniatures, Academy and Revell kits

PE - Photo-etched parts

3D-Printed Parts

P48009 B-25B/C/D/G Mitchell Wings Air Intakes Correction Set
 for Acc. Miniatures, Italeri, Revell and Academy kits

3D Printed Parts

F48 278 1/48 RAAF WW II Pilot (Pacific 1944/45)

PUR - Polyurethane parts

Head variations!
 Flying Helmet / RAAF Hat

CAC CA-6 Wackett
 'RAAF Basic Trainer'

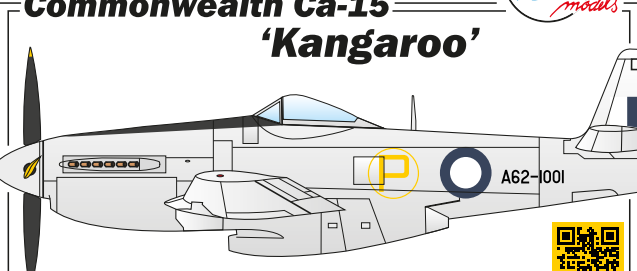


Resinový model
Resin kit

No. 148
1:48

Made in Czech Republic

Commonwealth Ca-15
 'Kangaroo'



Model obsahuje podvozkové nohy odlité z bílého kovu
Kit contains white metal undercarriage legs

No. 232
1:48

Made in Czech Republic

ATTRACTIVE 1/48 SCALE MODELS



SH48229



Fiat Br.20 Cicogna
'Bomber over Two Continents'

SH48240



Romeo Ro 43 'Spanish Service'



SH48239



'Pacific Warriors'
L-4/NE-1 Grasshopper

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