



1/72 scale

Detail Set for the Italeri/ESCI UH-1 in German Service

including Resin, White Metal and Vac-formed Plastic
Set # WBA 72033

Introduction

The UH-1 has been in service with both the German Army (HEER) and the Luftwaffe since the early 1960s, and has seen numerous changes in equipment and avionics over the course of the last 40 years.

This detail set is intended for the ESCI (now Italeri) UH-1D or AB205 kit, and provides most of the upgrades and additions, as well as new doors for the rear cabin - the windows in those in the kit are incorrect.

Preparation: general instructions

Remove resin parts carefully from the moulding blocks to which they are attached using a scalpel or razor saw.. Sand lightly to remove any roughness - remember that resin dust can be harmful; we therefore suggest that you use a mask when sanding, and sand wet rather than dry.

Remove any flash from white metal parts, and tidy up any mould lines.

Both resin and white metal items can be attached with cyanoacrylate adhesive.

Paint as desired using any hobby paints.

Section A: the cockpit

The only items supplied to enhance the cockpit are new seats for the aircrew. As you can see from the photograph, the shape of the seats is very different from those in the kit - however, the seat mount is probably acceptable.

Note the seat colour - light grey - and the presence of seatbelts (not supplied - I use painted Micropore tape).

Note also the floor mounted fire extinguisher.



Section B: the rear cabin

As mentioned in the introduction, new cabin doors are provided to replace the items in the kit. These have both window openings the same size.

Note that the doors are handed. They should be attached so that the moulded handle is at the FORWARD end of the door.

In addition, bubble windows are provided (3 are supplied to allow for 'accidents' - cut out carefully with scissors or a scalpel, and attach using PVA glue. German UH-1s usually carried one of these in each door to aid downward visibility, especially in the Search and Rescue role. Sometimes the bubble window was near the forward end of the door, and sometimes at the rear. However, if an internal winch is carried, then the bubble window would be positioned to

avoid the winch mechanism (the windows are easily removed and re-positioned).

Notice that on the aircraft illustrated here, the bubble window is in the forward position on the port door.

Note also the bladder fuel tank (provided) in the 'alcove' on the port side at the rear of the cabin - black, with light olive drab retaining straps and silver pipework. This is carried if the aircraft's mission requires extra range.



This aircraft also carries three stretchers across the cabin in front of the main fuel tank - the normal position if a bladder tank is fitted.

Originally, German Hueys were fitted with an external winch mounted on the cabin roof as provided in the kit. However, at some point this was replaced with an internal winch (manufactured by AEG) as supplied here, fitted inside the rear cabin on the starboard side, usually just behind the small front cabin door. It is possible, however, to fit the internal winch nearer the rear of the cabin, just in front of the starboard 'alcove'.

To use the winch supplied, clean up the three castings as described earlier. Drill holes in the desired position in the cabin floor and roof to accept the vertical shaft - the holes should be vertically in line! Attach the winch head and hook to the upright using cyanoacrylate adhesive using the photograph as a guide. The winch should be installed before the cabin roof is fitted during construction.

The predominant colour is light grey, with natural metal fittings and black pipework.



Section C: flotation gear

If the aircraft is to be operated over water, flotation gear is carried. The flotation bags are attached to the supports for the skid undercarriage, with the inflation bottle above and towards the front on each side.

The colour is usually light grey canvas with black (or very dark grey) rubber caps at each end. The inflation bottle is usually black with silver pipework - see photographs for details.



Notice how the flotation bags are attached at the front and rear.

Note too that this aircraft (in common with all the other German Hueys I have seen) does not have the raised section under the fuselage at the rear of the cabin - remove it with a razor saw from each fuselage half before construction, and fill the resulting gap.



Notice too the small radome under the tail boom, and the small aerial.

Section D: main rotor blades

When the UH-1 was initially introduced into service, it was fitted with the original design of main rotor blade, as supplied in the kit.

These rotor blades were used until the early 1990s, when they were replaced by a new blade design, made from composite materials and featuring a revised shape.

The new-style rotor blades are provided in this Update Set, and are designed as direct replacements for the kit items.

However, due to moulding limitations, it has proved impossible to produce the new blades with the small stabilising strut at the inboard end. The kit blades have them - so simply cut them off, and attach to the new blades in the corresponding place.

Note that not all Hueys were upgraded at the same time, so check photographic references for the precise aircraft you wish to model.



Section E: external detail



NOTE unusual arrangement for flotation gear on the aircraft above - it seems to be supported at the rear by a yellow and black bracket. This would normally only happen to allow manoeuvring wheels to be fitted to the rear of the skids.

NOTE too that both aircraft have a glide slope antenna on the point of the nose (supplied as a white metal item).

Both of these aircraft are fitted with cable cutters above and below the cockpit.

These are provided as white metal items - note that the larger of the two goes above the cabin, with the smaller below. Also note the supporting struts - one each side. Make these from fine plastic rod or stretched sprue.

NOTE: whip aerial on point of tail rotor pylon - almost invisible in this photo



The aircraft above belongs to the German Army (HEER), and as such carries a 'towel rail' antenna on the cabin roof.

Note too that it seems to have the old metal rotor blades rather than the new composite ones.

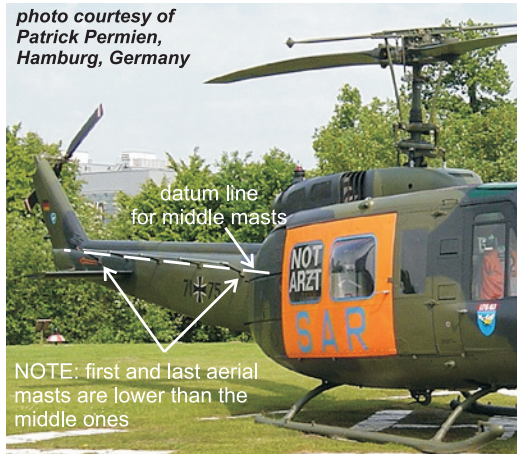
References:

The best references I have found for German Hueys are two volumes from the German F-40 series:

- Bell UH-1D Luftwaffe, F-40 nr.28
- Bell UH-1D Heeresflieger, F-40 nr.33

both by Siegfried Wache

also: **Bell UH-1D Iroquois (Huey) in detail**, Pawel Przymusiata, Wydawnictwo Militaria, Warsaw, 2003



NOTE: first and last aerial masts are lower than the middle ones

71+75 (photographed above in 2004) has a long 'pole' aerial on the starboard side of the tail boom - aerial masts supplied, plus a section of fine rod. To assemble, drill the ends of the masts and thread the rod through. Then attach to the aircraft, making sure that the bottoms of the aerial masts line up as shown on the photograph. **NOTE** that the bottoms of the two end masts are not in line with those in the middle!

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