

**SCALE
CRAFT
MODELS**



MADE IN ITALY

KIT N. 4029 1/48th Scale

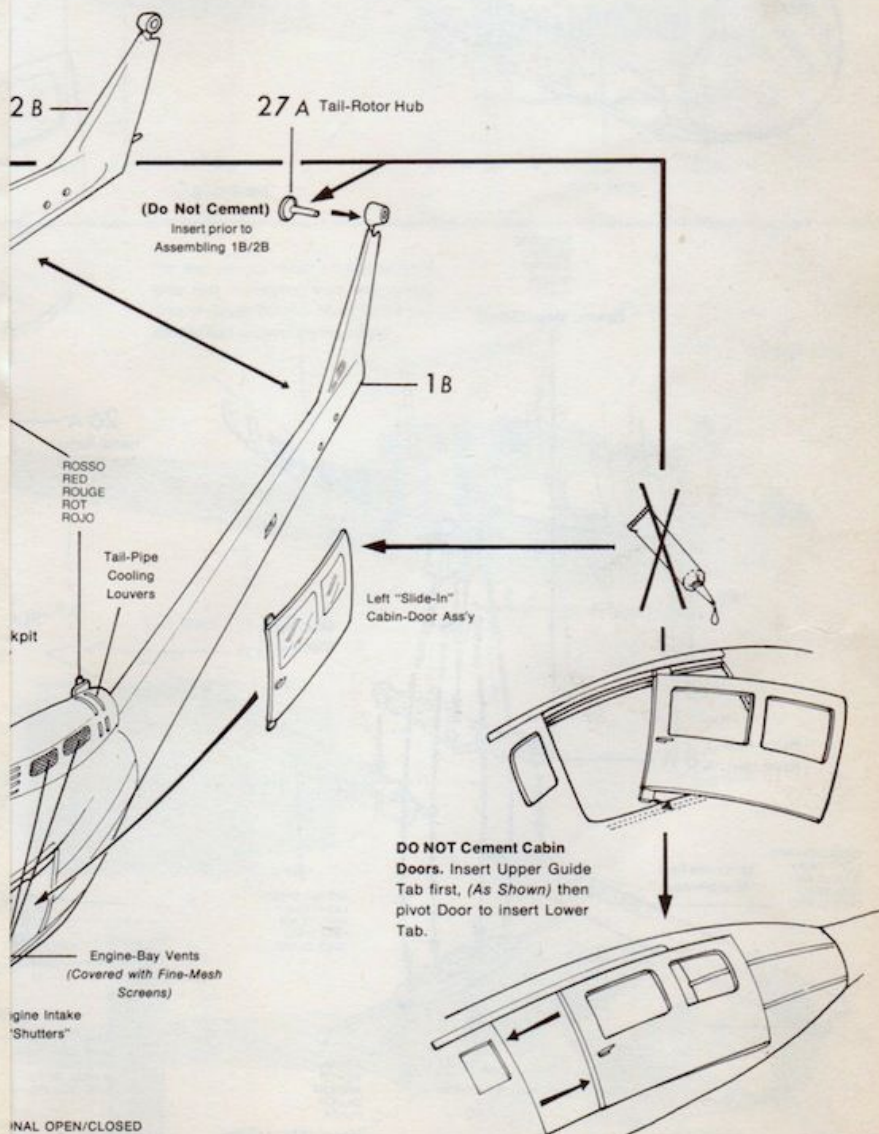
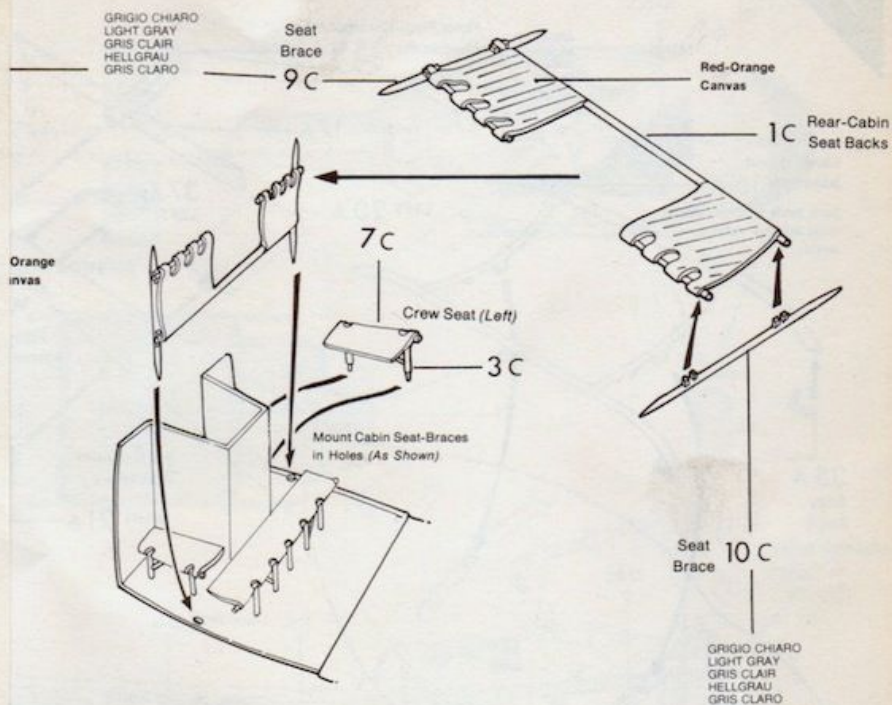
AGUSTA-BELL AB.205



In peace and war the helicopter has always proved to be one of the most useful machines to man. Among the best known and most widely used are the Bell Models 204 and 205. The Bell 204, from which the 205 was developed, was designed in 1954, in answer to a specification from the U.S. Army for a general purpose helicopter. In October 1956 the first prototype took to the air, followed soon after by two more. The U.S. Army began to receive this versatile craft in 1959 and it was known as UH 1A (Utility Helicopter). After a period of intensive testing in hot and cold climates, also using the "Huey" as it was nicknamed as a flying platform for antitank missiles and machine guns. These helicopters were first used in active combat in Vietnam in October 1962, as an escort for planes transporting troops. The armament usually included four 7.62 mm Cadillac Gage/Emerson machine guns and 70 mm rocket launchers, but often other armament systems were fitted depending on the various type of missions.

Towards 1960 Bell began to work on a larger version of the UH-1 which was able to transport a team of 12 fully equipped soldiers; known as Model 205 the UH-1D had the new 1115 HP Lycoming T-53 L1 engine. Deliveries to the US Army began in 1963 and the UH-1D became the standard tactical helicopter of the U.S. forces and was immediately used in Vietnam to transport troops.

It was a great success and was built on licence in several countries. Particularly the versions manufactured in Italy by Agusta (with the initials AB 205) were very popular and were sold to the armies of several countries (including Israel), apart from being used to equip the Light Aviation of the Army and the Italian Carabinieri. The Italian Army experimented installation on the 205 several different kinds of armament, following the example of the U.S. Hueys.



In its long years of service, the Bell 205 has always proved to be reliable and safe and it has in fact handled the very difficult conditions under which it has been used, from the forests of Vietnam to the deserts of the Middle East, very well indeed.

En paz y en guerra, el helicóptero se ha demostrado siempre una de las máquinas más útiles para el hombre. Sin duda, entre los más conocidos y difundidos, hay los Bell Model 204 y 205. El Bell 204, del que se ha llegado luego al 205, fue proyectado en 1954, respondiendo a una especificación del US Army para un helicóptero de empleo general. En el Octubre de 1956 voló el primer prototipo, seguido, poco después por otros dos.

El ejército americano empezó, en 1959, a recibir el medio versátil, que fue llamado UH1A (Utility Helicopter). Siguió un periodo de intensas pruebas de valoración en climas fríos y cálidos, que incluían también el empleo del "Huey" como había sido apodado, desempeñando el papel de plataforma voladora para misiles antitanque, y ametralladoras. Los helicópteros, armados de esta forma, tuvieron el bautizo del fuego en Vietnam, en el Octubre de 1962, como escolta de otros aeromóviles para el transporte de las tropas. De costumbre, el armamento incluía cuatro ametralladoras Cadillac Gage/Emerson M-60 de 7,62 mm y lanza-cohetes de 70 mm, pero a menudo se montaban otros sistemas de arma, según los distintos tipos de misión.

Hacia 1960 se dio comienzo, por parte de Bell, a un estudio para una variante aumentada del UH-1 capaz de transportar un conjunto de 12 soldados completamente equipados; con la denominación Model 205 nació entonces el UH-1D, que montaba la nueva turbina Lycoming T-53 L 11 de 1115 hp. Las entregas al US Army empezaron en 1963, y el UH-1D, que se había vuelto el helicóptero táctico standard de las fuerzas armadas estadounidenses, halló inmediatamente su empleo en Vietnam al transporte de las tropas.

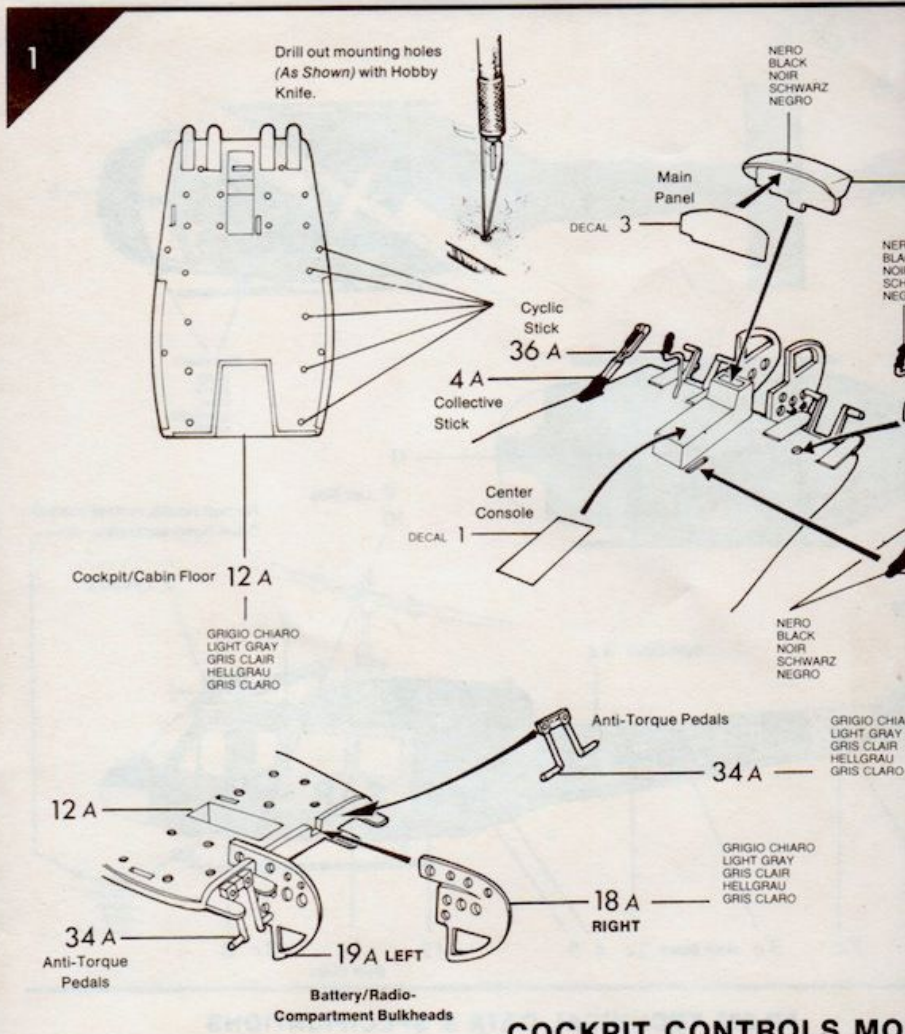
Tuvo notable éxito y se empezó su construcción sobre licencia en distintos países. Particular suerte han encontrado los ejemplares producidos en Italia por Agusta (con la sigla AB 205), que han sido vendidos a las fuerzas armadas de numerosos países (entre los que Israel), además de haber equipado la Aviación liviana del Ejército y los Carabineros italianos. El Ejército italiano ha experimentado la instalación sobre el 202 de varios armamentos, siguiendo el ejemplo de los Huey americanos. En su largo servicio, el Bell 205 se ha demostrado siempre un medio seguro y de confianza y prueba de esto es el hecho de que siempre ha soportado muy bien las durísimas condiciones en las que ha sido empleado, desde las selvas de Vietnam hasta los desiertos del Oriente Medio.

En temps de paix et de guerre l'hélicoptère s'est toujours montré un des appareils les plus utiles à l'homme. Sans doute, parmi les plus connus et diffusés il y a les Bell Model 204 et 205. Le Bell 204, duquel dérive le 205, fut projeté en 1954, en réponse à une note détaillée de l'US Army pour un hélicoptère d'emploi général. En octobre 1956 vola le premier prototype, suivi peu après par deux autres. L'armée américaine commença à recevoir en 1959 le moyen versatile, qui fut dénommé UH 1A (Utility Helicopter). Une période d'intenses essais d'évaluation en climats froids et chauds suivit, comprenant aussi l'emploi du "Huey", comme il avait été surnommé, dans le rôle de plate-forme volante pour missiles antichar, et mitrailleuses. Les hélicoptères armés de la sorte eurent leur baptême du feu au Vietnam, en automne 1962, comme escorte à d'autres avions pour transport troupes. D'habitude l'armement comprenait quatre mitrailleuses Cadillac Gage / Emerson M-60 de 7,62 mm et lance-roquettes de 70 mm, mais souvent on montait d'autres systèmes d'arme, selon les différents types de mission.

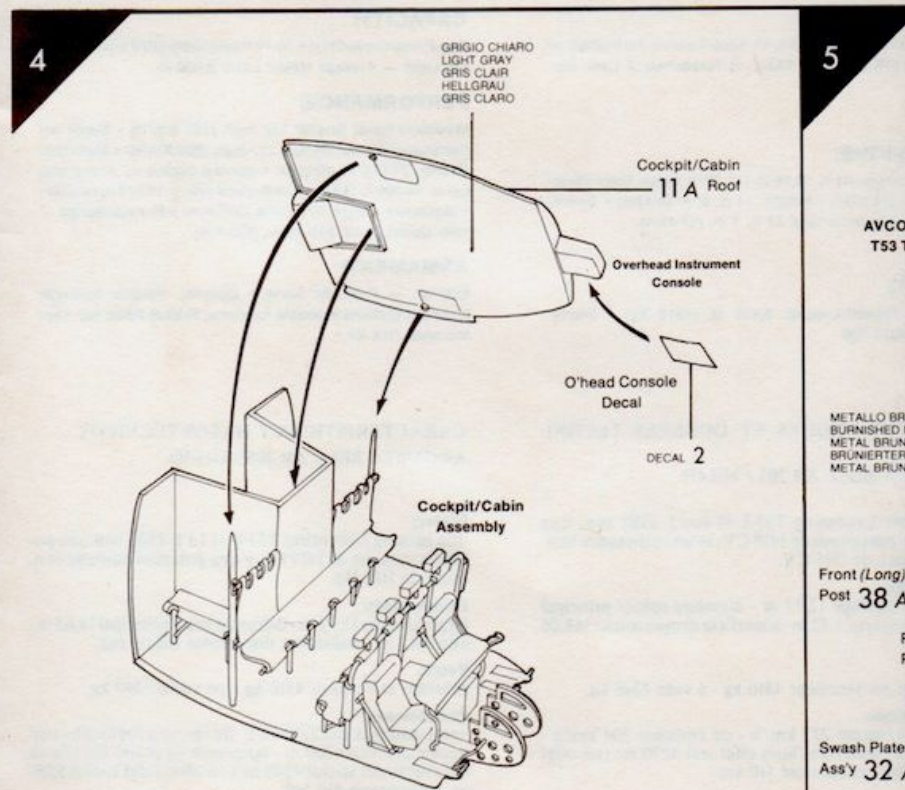
Vers 1960, la Bell entreprit l'étude pour une version agrandie du UH-1, pouvant transporter une escouade de 12 soldats complètement équipés; avec la dénomination Model 205 naquit ainsi le UH-1D, qui montait la nouvelle turbine Lycoming T-53 L 11 de 1115 CV. Les livraisons à l'US Army commencèrent en 1963 et le UH-1D, devenu hélicoptère tactique standard les forces armées américaines, trouva un emploi immédiat au Vietnam comme transport troupes.

Il eut un remarquable succès et on commença la construction sur licence dans différents pays. Les exemplaires produits en Italie par l'Agusta (avec le sigle AB 205), qui ont été vendus aux forces armées de nombreux pays (parmi lesquels Israël), ont eu une chance particulière, outre à équiper l'Aviation légère de l'Armée et le Carabiniers italiens. L'Armée italienne a expérimenté l'installation sur le 205 de différents armements, sur l'exemple des Huey américains.

Dans son long service, le Bell 205 s'est toujours révélé un moyen sûr et fiable et le fait qu'il a très bien supporté les très dures conditions dans lesquelles il a été employé, des forêts vietnamiennes aux déserts du Moyen Orient, le prouve.



COCKPIT CONTROLS MO



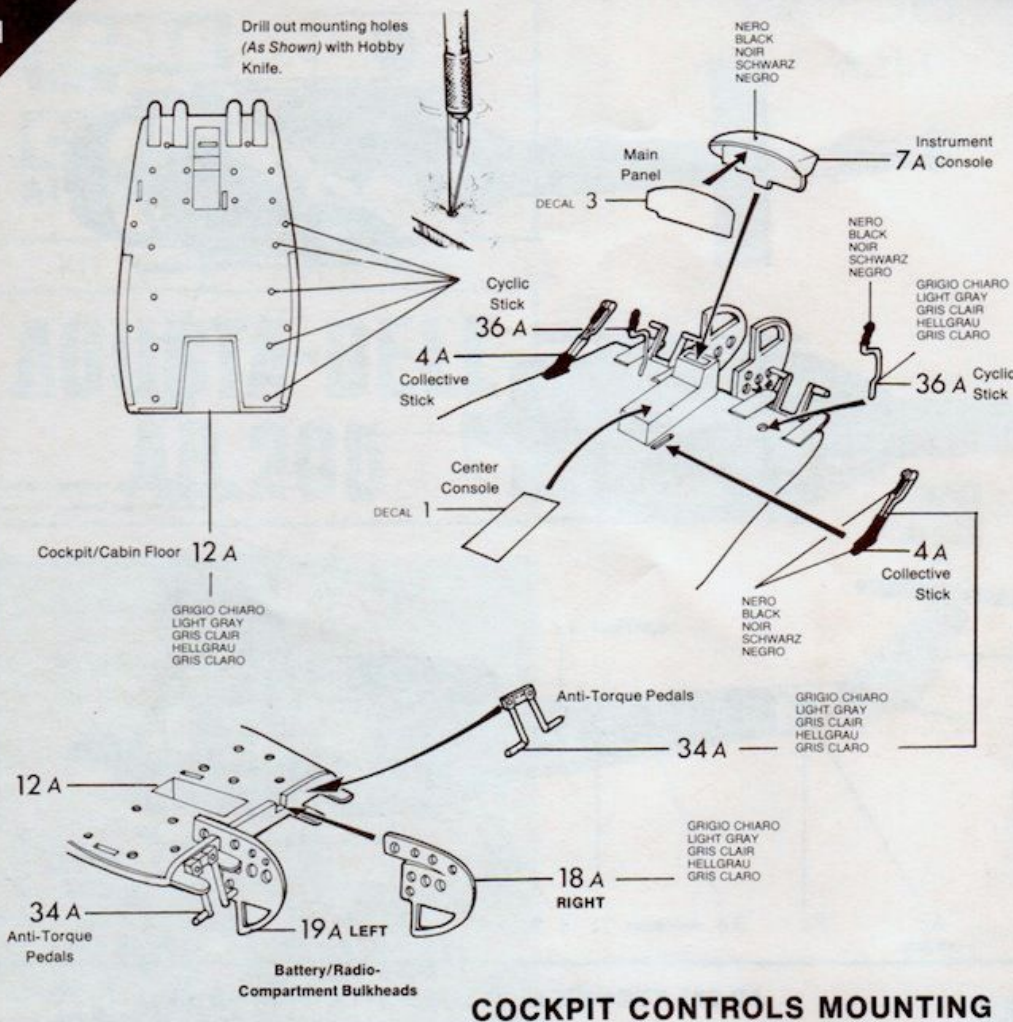
CABIN ROOF MOUNTING

Swash Plate Assy 32

METALLO BRUNO BRUNISHED METAL BRUN METAL BRUNIERTE METAL BRUN

1

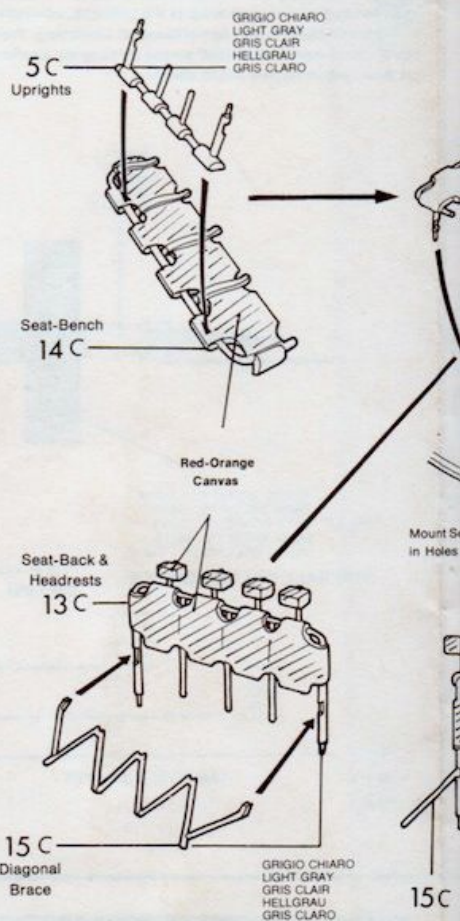
Drill out mounting holes
(As Shown) with Hobby
Knife.



COCKPIT CONTROLS MOUNTING

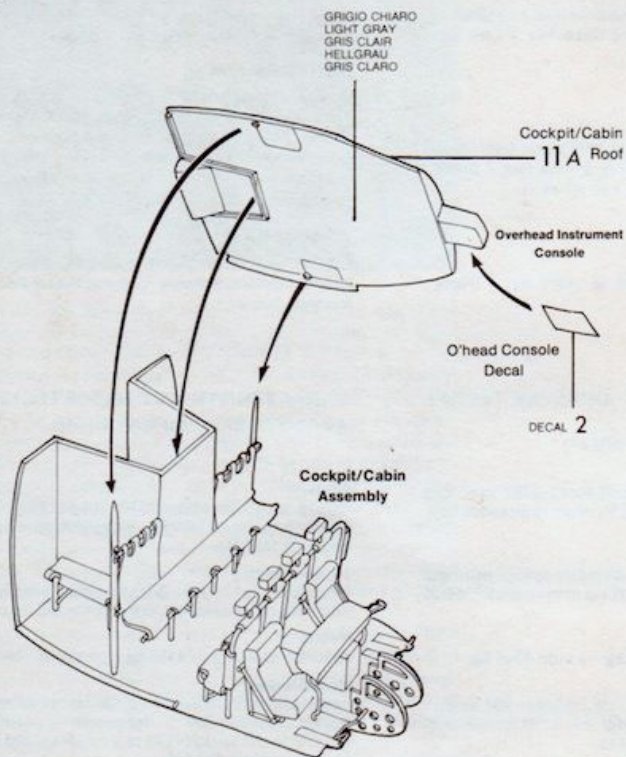
2

COCKPIT/FORWARD CABIN



4

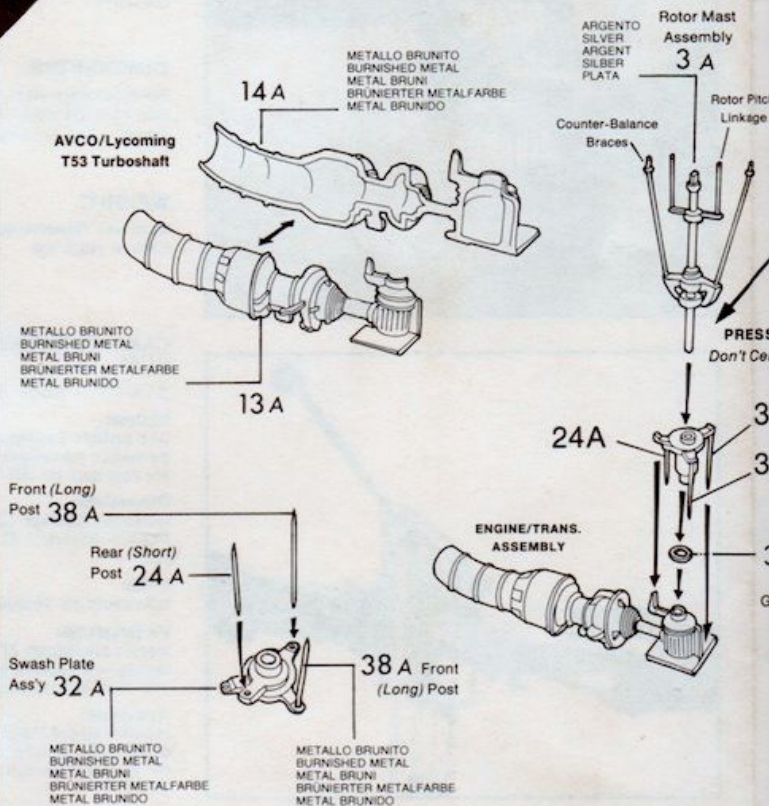
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
GRIS CLARO



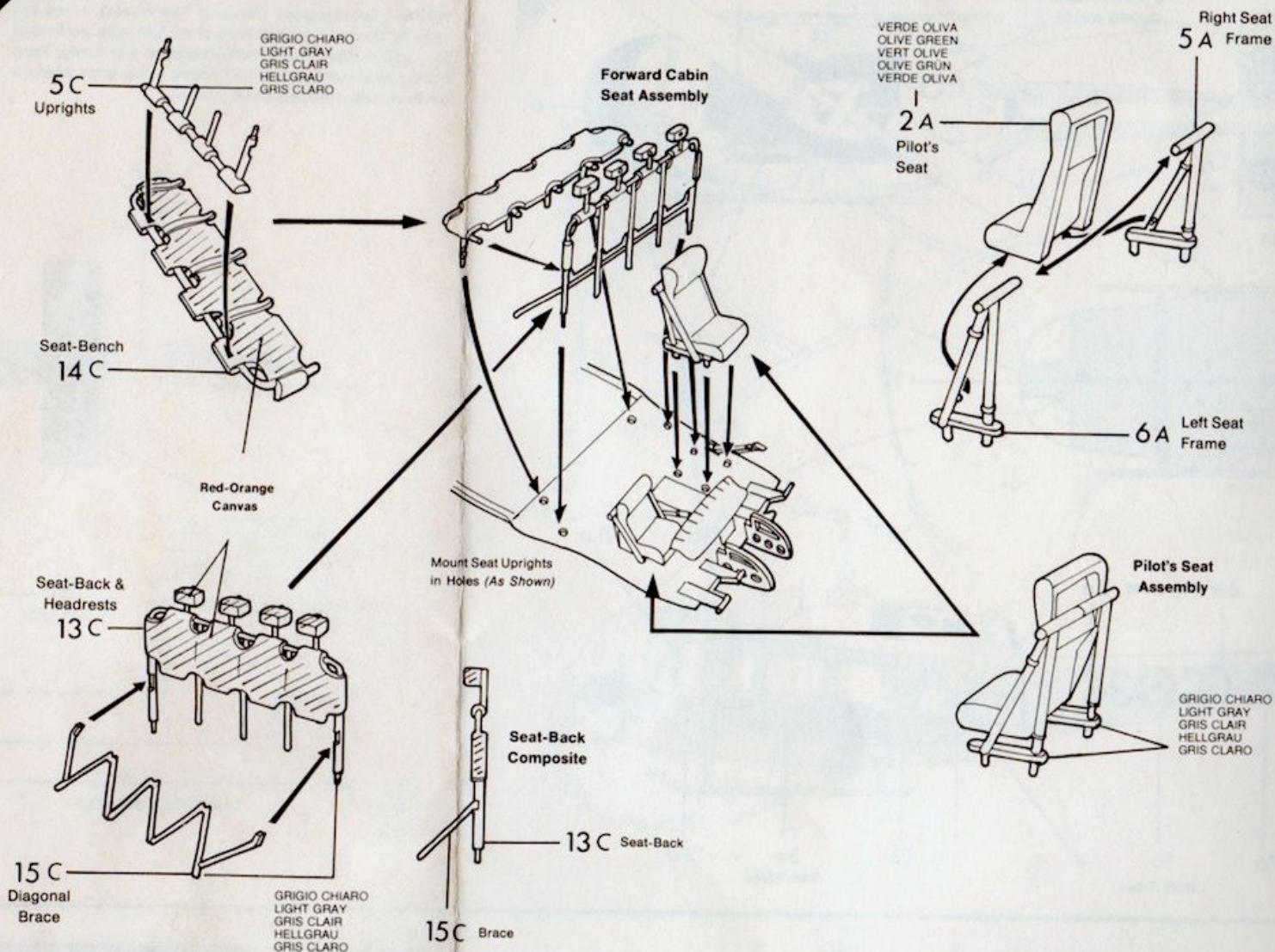
CABIN ROOF MOUNTING

5

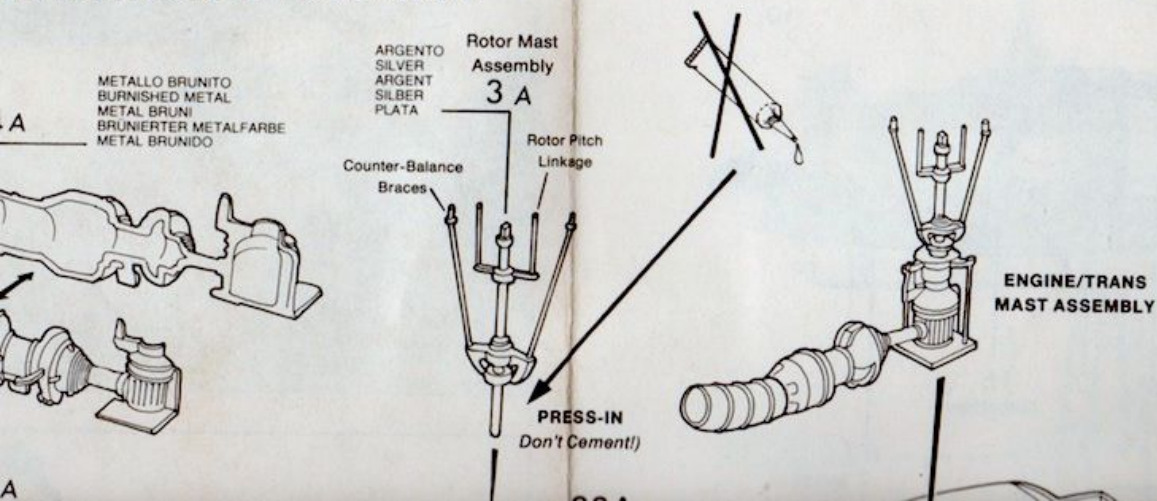
ENGINE/TRANSMISSION ASSEMBLY



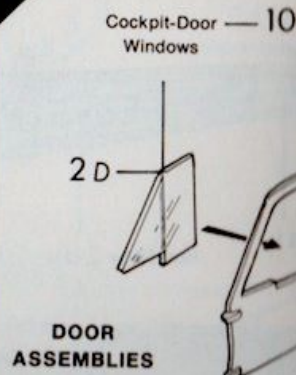
COCKPIT/FORWARD CABIN SEATS



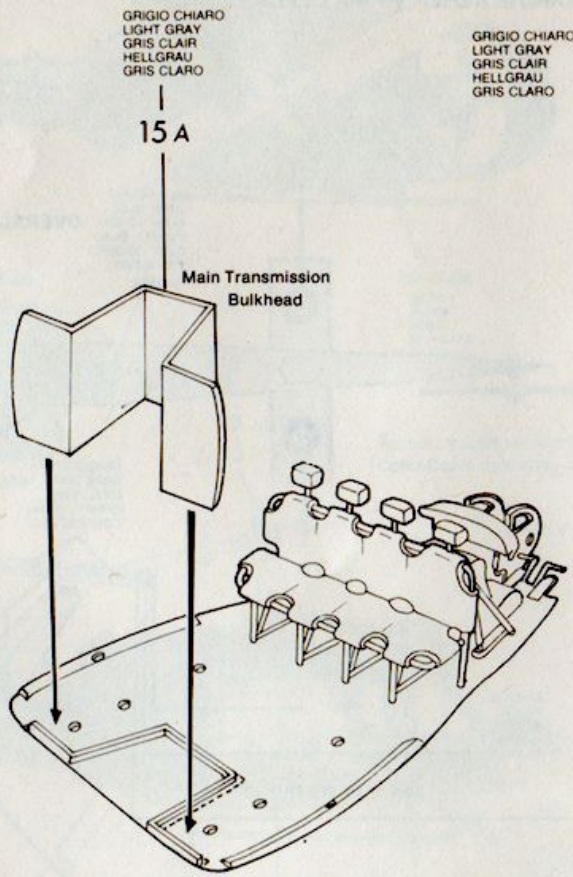
TRANSMISSION ASSEMBLY



FUSELAG

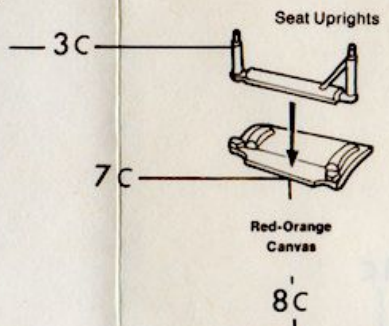


REAR SEATS/BULKHEAD MOUNTING

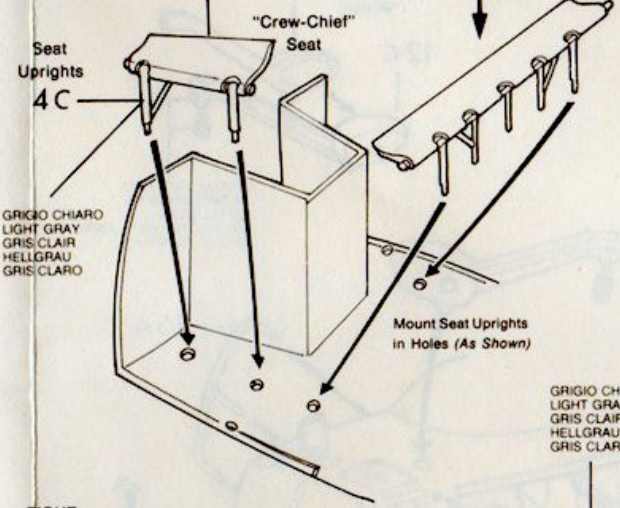


NOTE: Majority of Helicopter Interior Surfaces are painted Flat Light Gray — as shown, though "Traffic" areas are known to "wear-through" to natural metal within an undetermined period. Main Instrument Console, however, is Semi-Gloss Black.

GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
GRIS CLARO



GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
GRIS CLARO



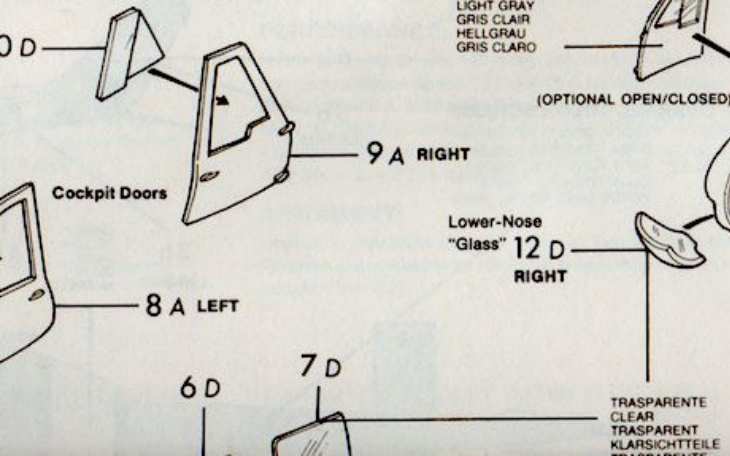
Seat Uprights
6 C

Red-Orange Canvas
2 C

Rear-Cabin Bench Seat

2 B

WING/DOOR ASSEMBLY



GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
GRIS CLARO

(OPTIONAL OPEN/CLOSED)

RIGHT Upper Cockpit "Glass" 4 D

Forward Cabin "Glass" 3 D

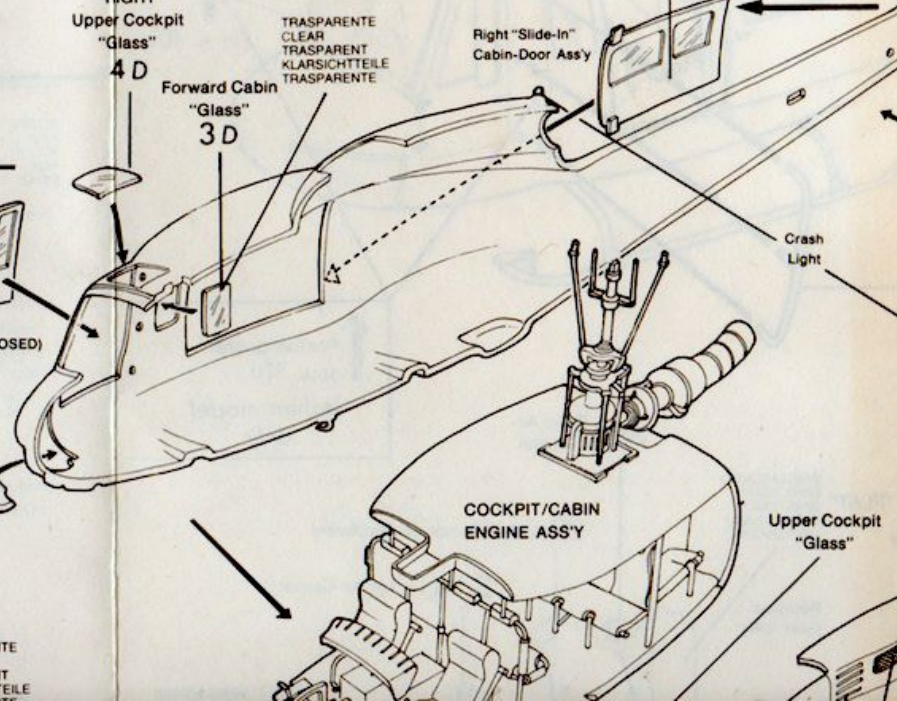
TRASPARENTE CLEAR
TRASPARENT
KLARSICHTTEILE
TRASPARENTE

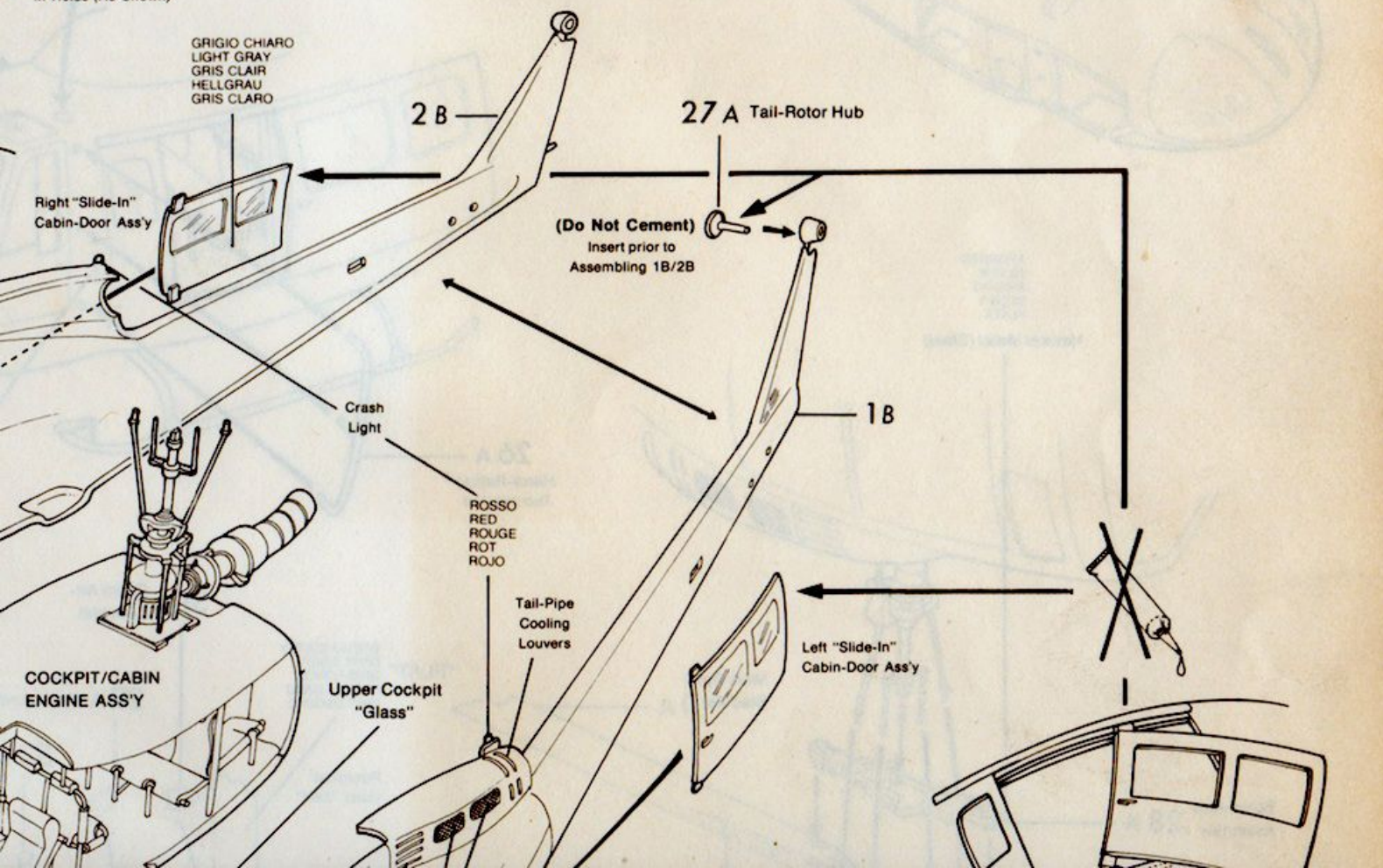
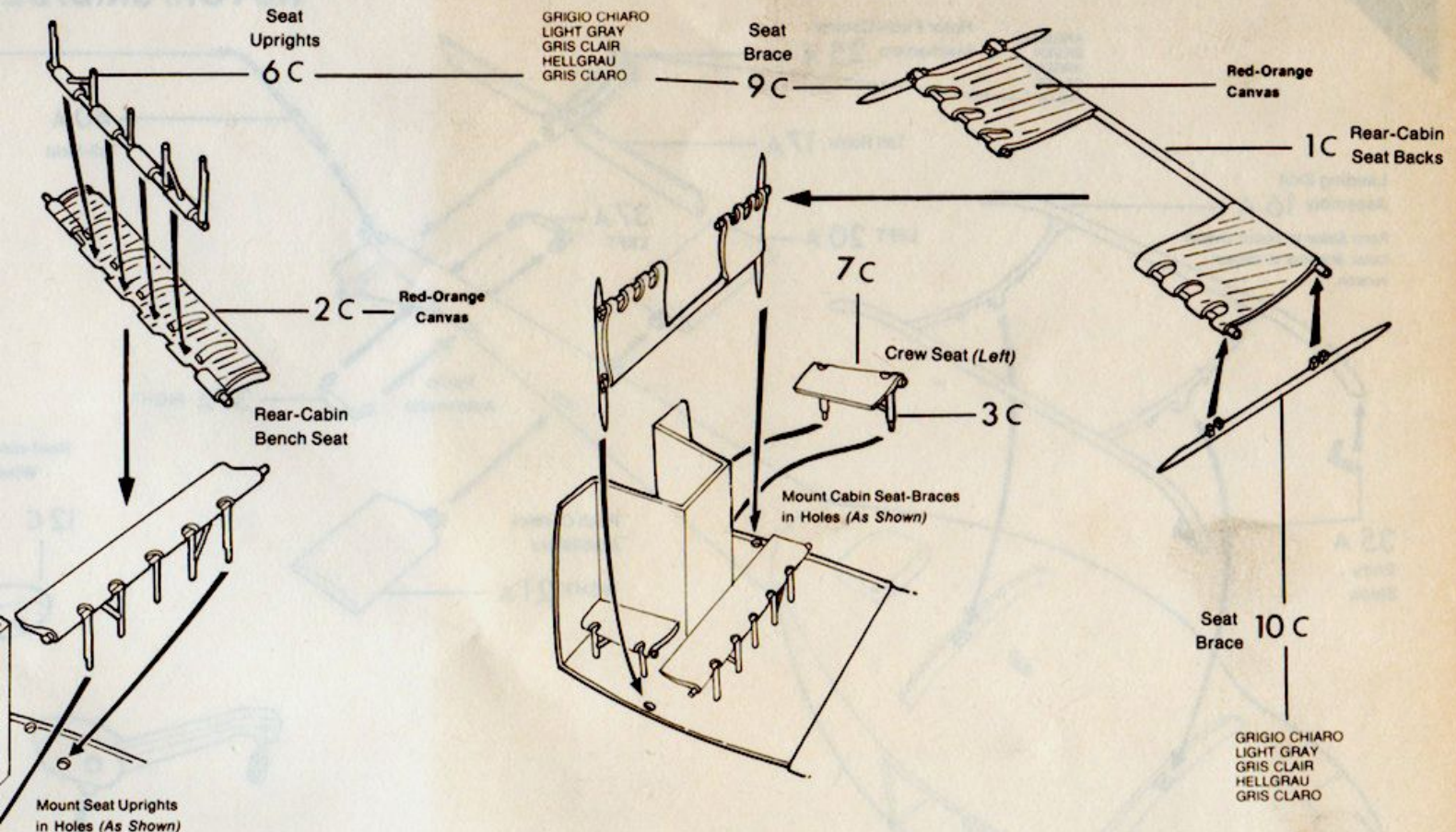
Right "Slide-In" Cabin-Door Assy

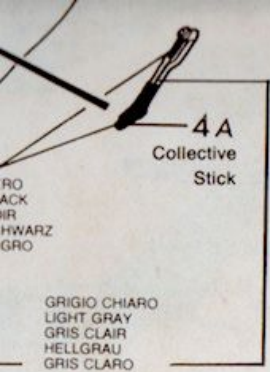
Crash Light

COCKPIT/CABIN ENGINE ASS'Y

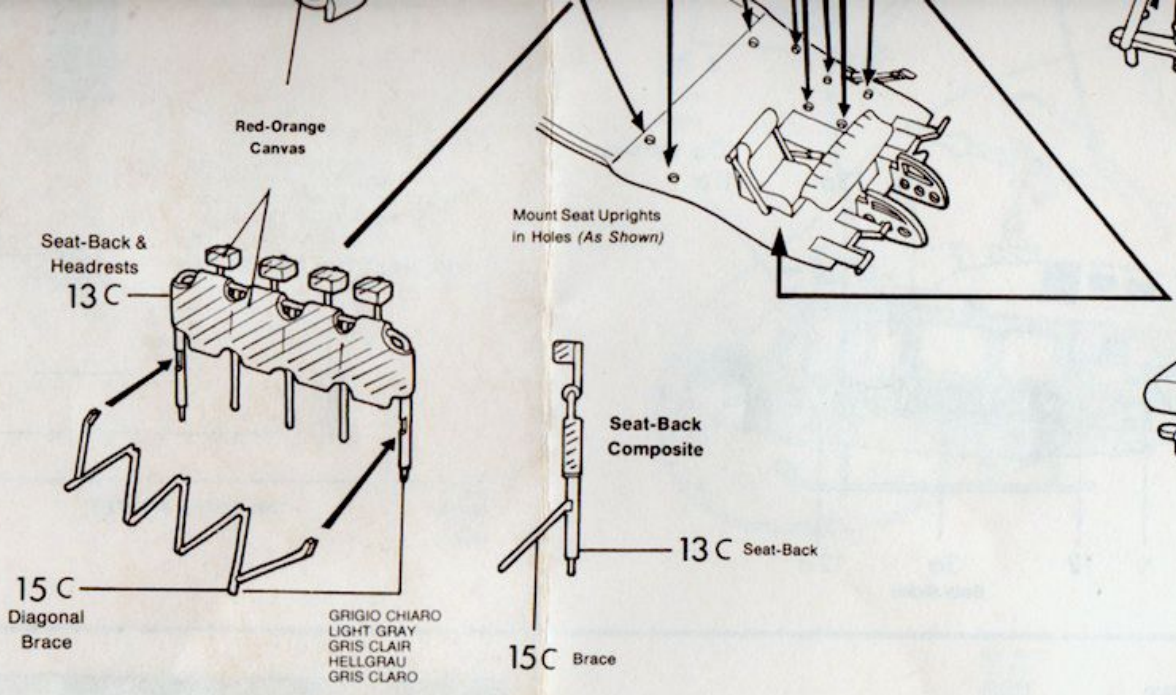
Upper Cockpit "Glass"



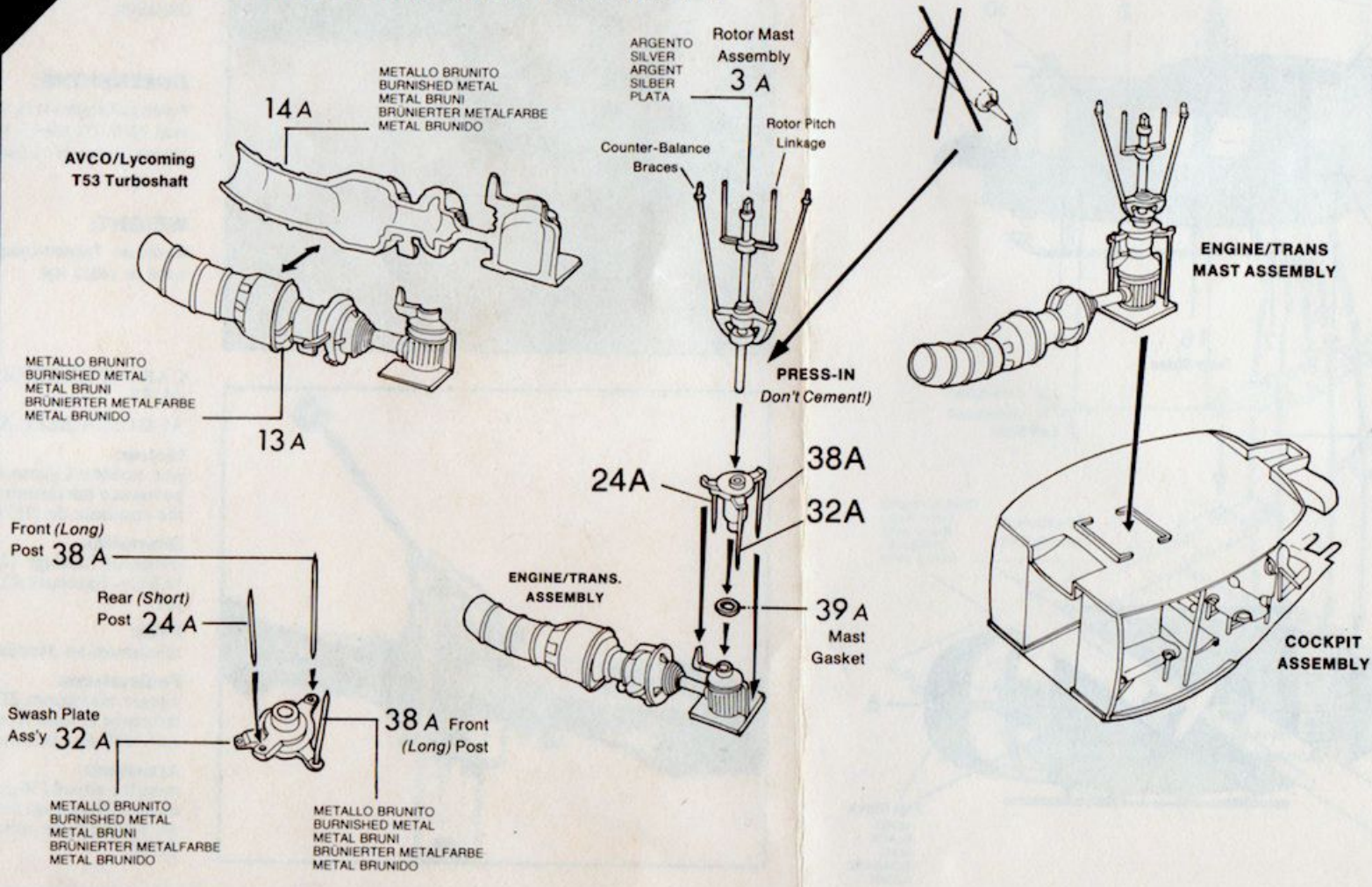




LS MOUNTING



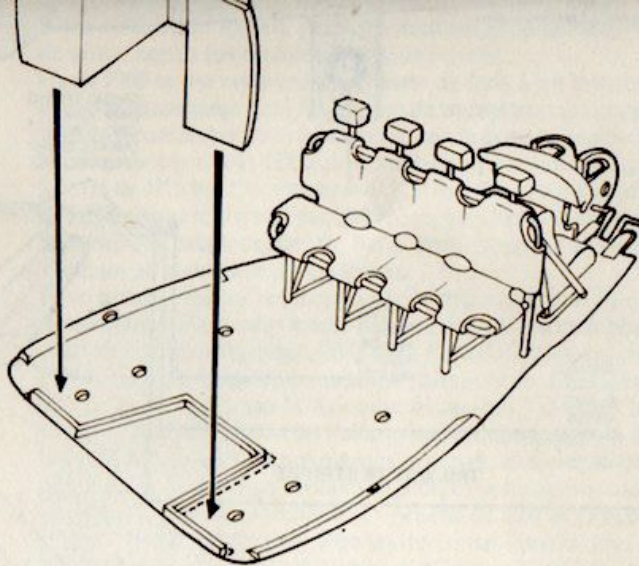
5 ENGINE/TRANSMISSION ASSEMBLY



6A Left Seat Frame

Pilot's Seat Assembly

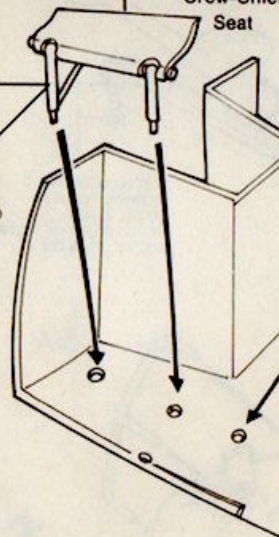
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
GRIS CLARO



GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
GRIS CLARO

Seat Uprights 4C

"Crew-Chief" Seat



NOTE: Majority of Helicopter Interior Surfaces are painted Flat Light Gray — as shown, though "Traffic" areas are known to "wear-through" to natural metal within an undetermined period. Main Instrument Console, however, is Semi-Gloss Black.

RIGHT Upper Cockpit "Glass" 4D

TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTTEILE
TRASPARENTE

Forward Cabin "Glass" 3D

6 FUSELAGE/DOOR ASSEMBLY

Cockpit-Door Windows 10D

GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
GRIS CLARO

(OPTIONAL OPEN/CLOSED)

2D

Cockpit Doors

9A RIGHT

Lower-Nose "Glass" 12D RIGHT

DOOR ASSEMBLIES

8A LEFT

TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTTEILE
TRASPARENTE

Cabin-Door Windows

6D

7D

22A RIGHT

9D

8D

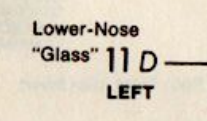
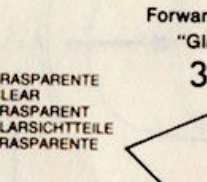
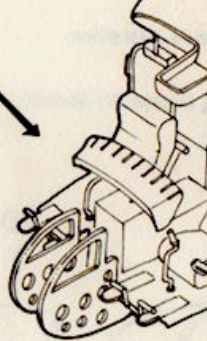
Cabin Doors

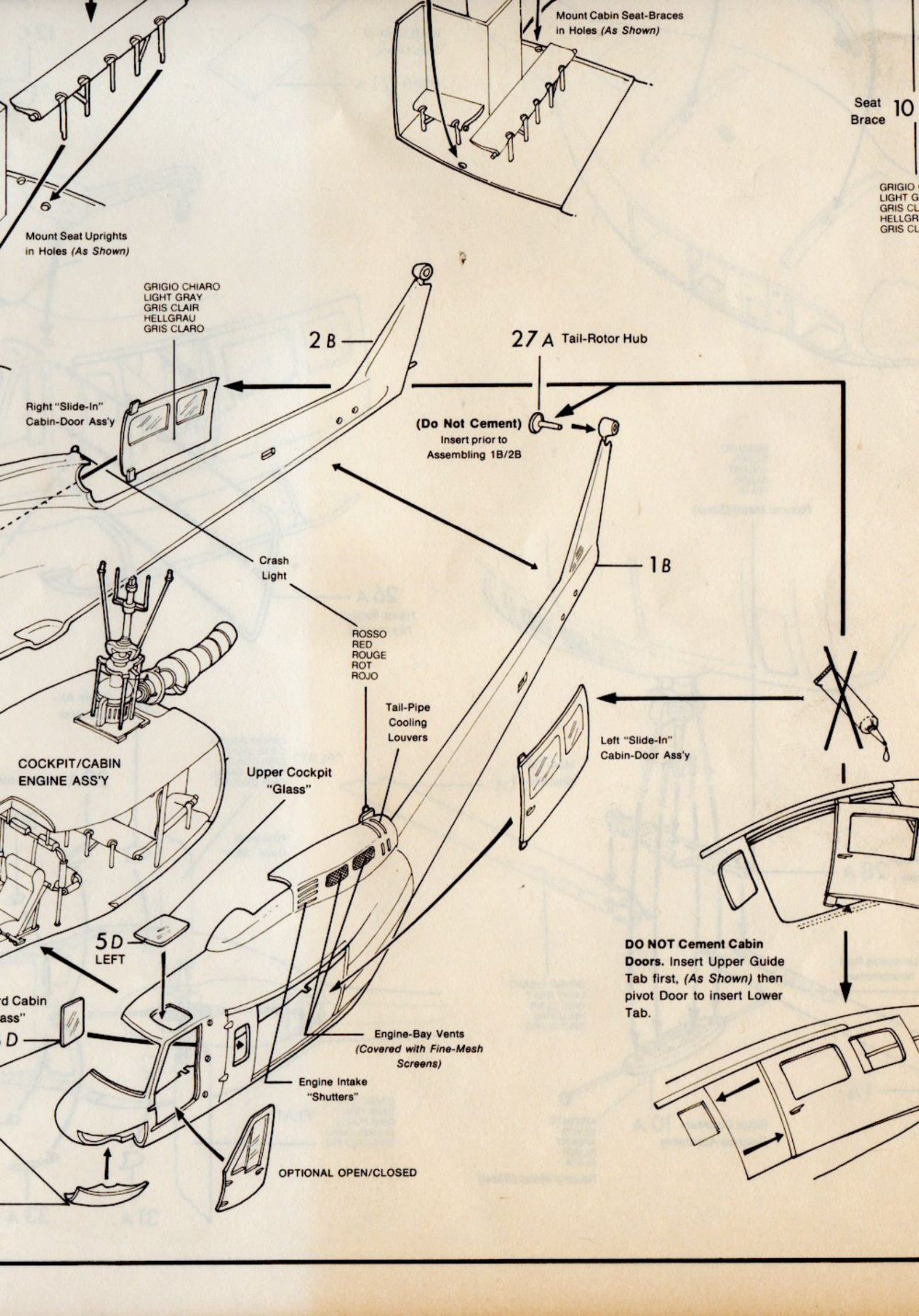
23A LEFT

TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTTEILE
TRASPARENTE

Lower-Nose "Glass" 11D LEFT

Forward "Glass" 3D





Mount Seat Uprights
in Holes (As Shown)

Mount Cabin Seat-Braces
in Holes (As Shown)

Seat 10
Brace

GRIGIO
LIGHT G
GRIS CL
HELLGRAU
GRIS CL

GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
GRIS CLARO

2 B

27 A Tail-Rotor Hub

Right "Slide-In"
Cabin-Door Ass'y

(Do Not Cement)
Insert prior to
Assembling 1B/2B

Crash
Light

ROSSO
RED
ROUGE
ROT
ROJO

Tail-Pipe
Cooling
Louvers

Left "Slide-In"
Cabin-Door Ass'y

COCKPIT/CABIN
ENGINE ASS'Y

Upper Cockpit
"Glass"

Engine-Bay Vents
(Covered with Fine-Mesh
Screens)

Engine Intake
"Shutters"

**DO NOT Cement Cabin
Doors.** Insert Upper Guide
Tab first, (As Shown) then
pivot Door to insert Lower
Tab.

5 D
LEFT

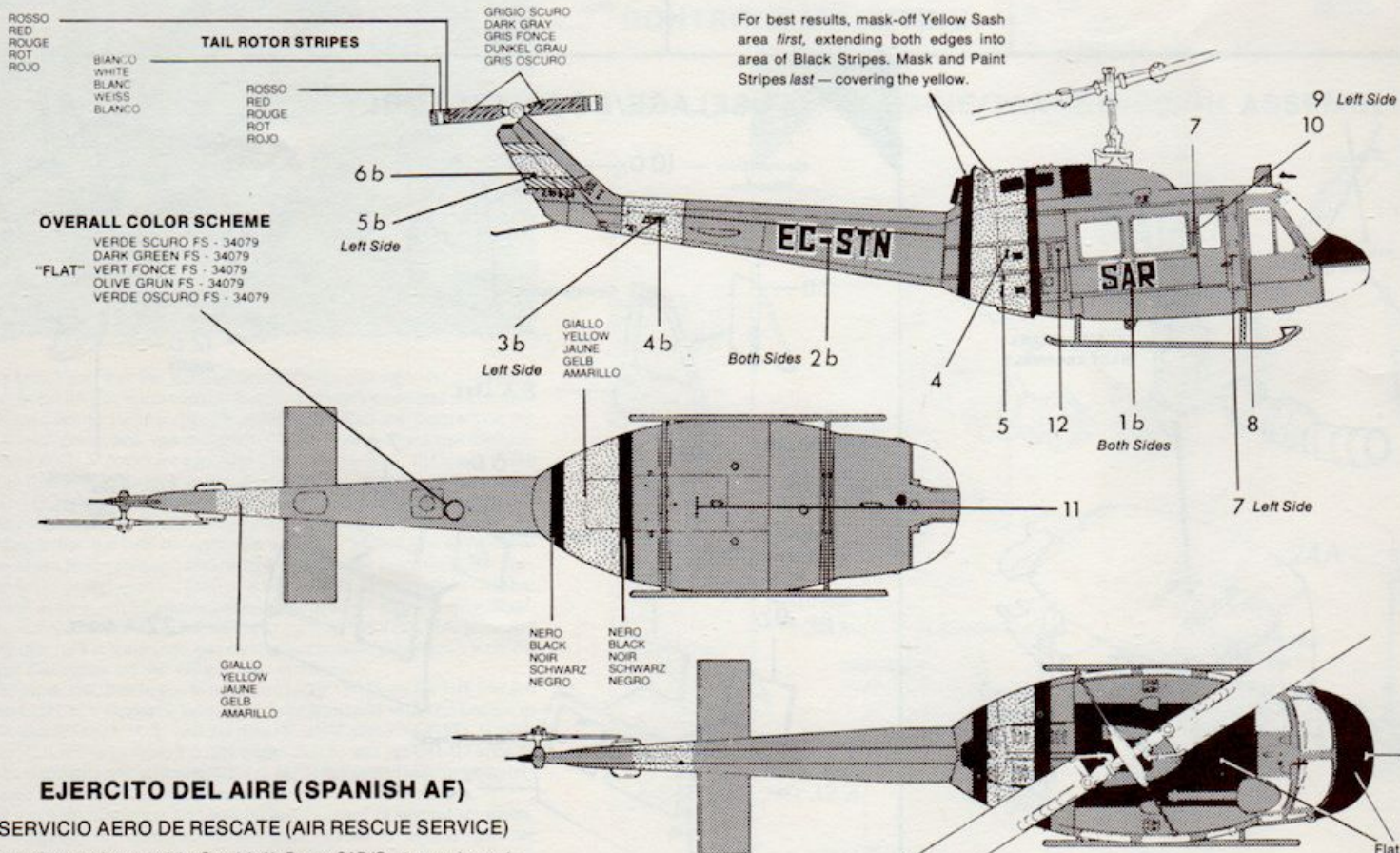
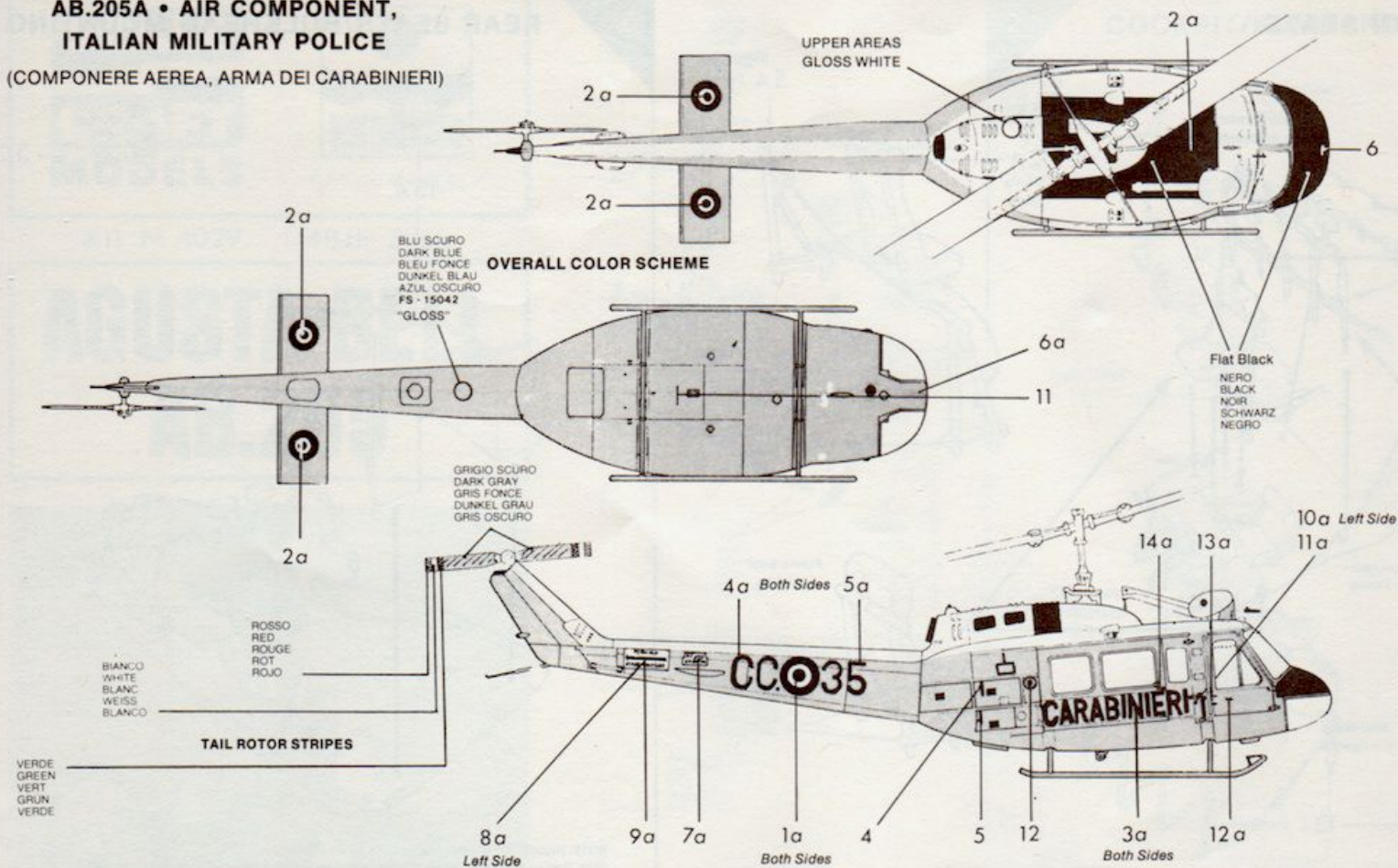
Right Cabin
"Glass"
Ass'y

5 D

OPTIONAL OPEN/CLOSED

**AB.205A • AIR COMPONENT,
ITALIAN MILITARY POLICE**

(COMPONERE AEREA, ARMA DEI CARABINIERI)



EJERCITO DEL AIRE (SPANISH AF)

SERVICIO AERO DE RESCATE (AIR RESCUE SERVICE)

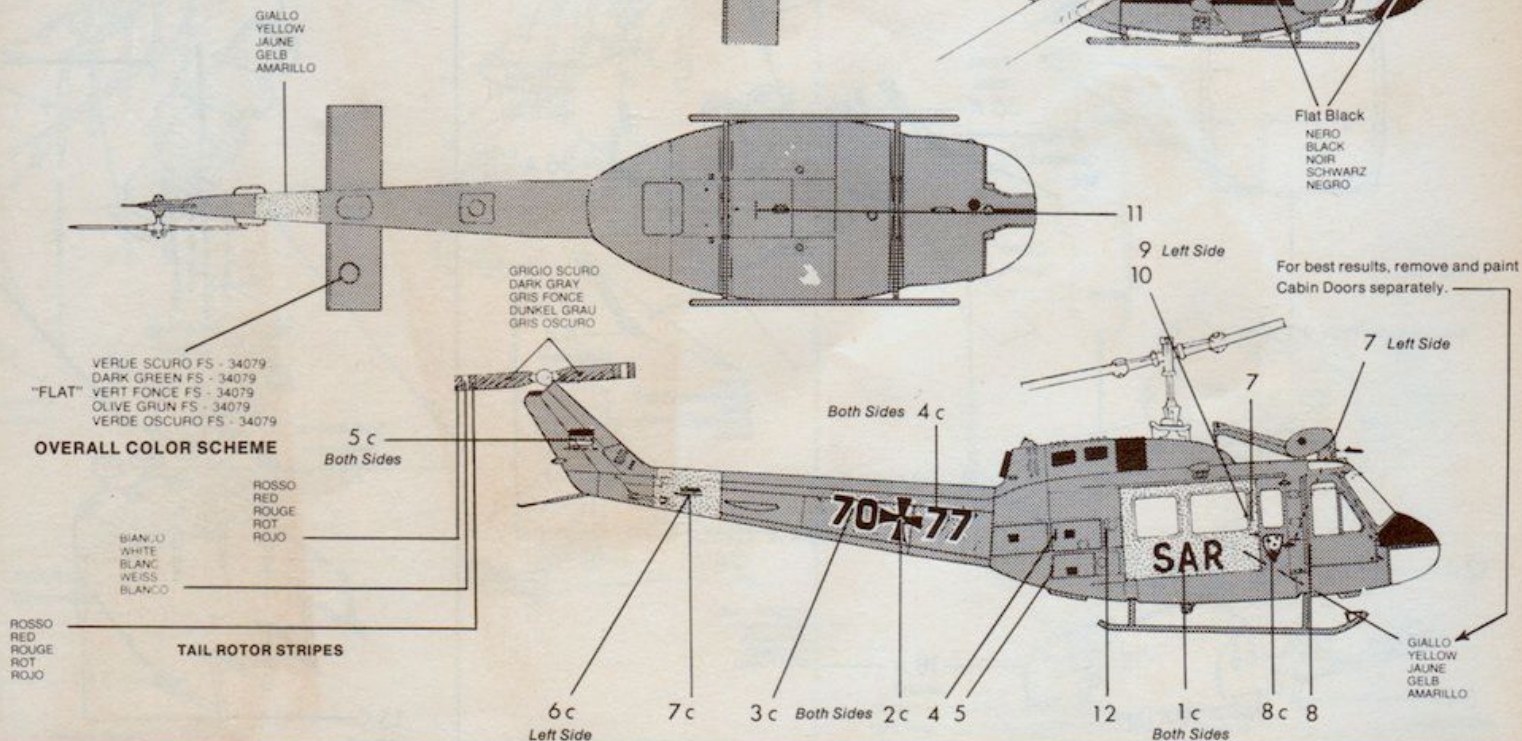
In actuality, a major part of the Spanish Air Forces SAR 'Copter requirements are provided by the *Servicio Nacional de Helicopteros*, with an assortment of AB.47J's, 205's, and 206's — civil registered (as shown here) — but flown by Air Force crews.

Flat Black
NERO
BLACK
NOIR
SCHWARZ
NEGRO

WEST GERMAN LUFTWAFFE

DORNIER-BUILT AB.205 OF HTG-64

HTG-64 (*Hubschrauber Transport Geschwader*), is the primary Helicopter Transport Wing of the Luftwaffe, composed of 4 *Staffeln* (Squadrons) home-based at Landsberg. From there, detachments are divided among six separate locations for Search-And-Rescue (SAR) duties.



AB.205 TECHNICAL DATA & SPECIFICATIONS

ENGINE:

One AVCO-Lycoming T53-L-11 Free-Turbine Turboshaft of 1,100 shp. (AB.205A) OR T53-L-13 Turboshaft of 1,400 shp. (AB.205B)

DIMENSIONS:

Fuselage Length: 41 ft. 10.36 in. (12.77m) • Main Rotor Diameter: 48 ft. (14.63m) • Height: 14 ft. 6 in. (4.42m) • Overall Length — Rotors Turning: 57 ft. 1 in. (17.42m)

WEIGHT:

Maximum Takeoff-Loaded: 9,482 lb. (4310 Kg) • Empty: 4,935 lb. (4310 Kg)

CAPACITY:

Two Pilots/Crew-Chief • 10-14 Passengers OR 6 Litter cases • Lift Limit — Average Useful Load: 3,000 lb.

PERFORMANCE:

Maximum Level Speed: 138 mph (222 Km/H) • Maximum Continuous/Cruise Speed: 127 mph (205 Km/H) • Maximum Ceiling: 21,976 ft. (6700m) • Service Ceiling — Above Sea Level: 14,000 ft. (4270m); In Ground Effect: 18,204 ft. (5550m) • Maximum Range: 317 miles (510 Km) • Normal Range — With Useful Load: 248 miles (400 Km)

ARMAMENT:

Internal — Typically: None • External: Various Sponson Mounted systems available for Guns, Rocket Pods, etc. (Not Included This Kit)

CARACTERISTIQUES ET DONNEES TECHNIQUES

AUGUSTA BELL AB 205 / UH-ID

Moteur:

une turbine Lycoming T53-L-11 (ou L-13B) avec une puissance maximum de 1419 CV, et une puissance limitée continue de 1115 CV.

Dimensions:

longueur fuselage 12,77 m - diamètre rotor principal 14,63 m - hauteur 4,42 m - superficie disque rotor 168,06 m².

Poids:

maximum au décollage 4310 kg - à vide 2240 kg.

Performances:

vitesse maximum 222 km/h - de croisière 204 km/h - tangence à point fixe (hors effet sol) 4270 m; (en effet sol) 5550 m - autonomie 510 km.

Armement:

missiles air-sol (36 de 70 mm) et 2 ou 4 mitrailleuses M 60 de 7,62 mm; ou bien différents systèmes d'arme, parmi lesquels les missiles antichar Hughes BGM-71A TOW.

CARACTERÍSTICAS Y DATOS TÉCNICOS

AUGUSTA BELL AB 205 / UH-ID

Motor:

una turbina Lycoming T53-L-11 (ó L-13B) con una potencia máxima de 1419 Hp, y una potencia limitada continua de 1115 Hp.

Dimensiones:

largo fuselaje 12,77 m - diámetro rotor principal 14,63 m - alto 4,42 m - superficie disco rotor 168,06 m².

Pesos:

máximo al despegue 4310 kg - en vacío 2240 kg.

Prestaciones:

velocidad máxima 222 km/h - de crucero 204 km/h - tangencia práctica 6700 m - tangencia de punto fijo (fuera del efecto del suelo) 4270 m; (en efecto del suelo) 5550 m - autonomía 510 km.

Armamento:

cohetes aire-suelo (36 de 70 mm) y 2 ó 4 ametralladoras M 60 de 7,62 mm; o bien varios sistemas de arma, entre los que los misiles antitanque Hughes BGM-71A TOW.

