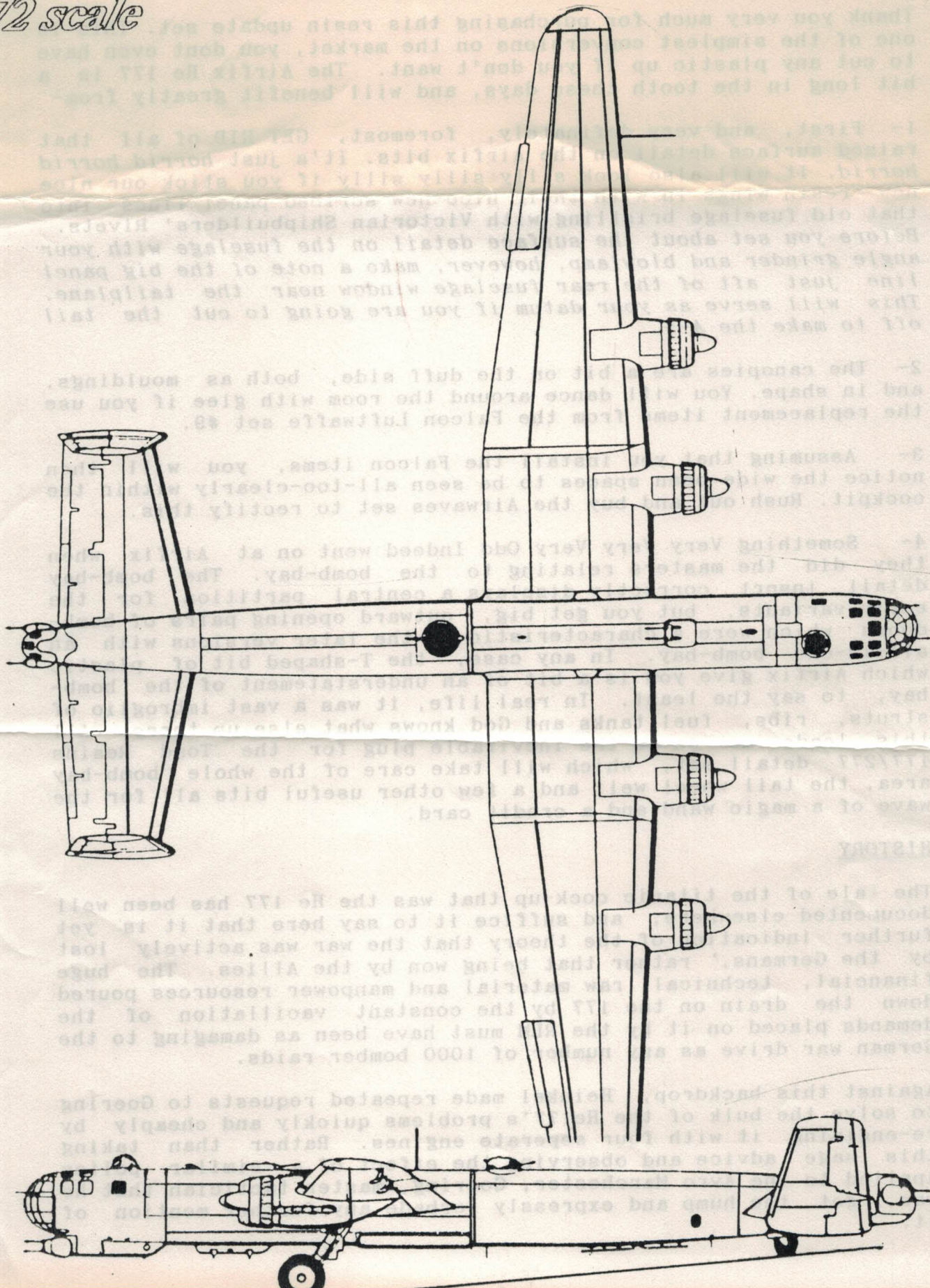


# Heinkel He 277 A-5

Bomber

1:72 scale



## HEINKEL He 277

Thank you very much for purchasing this resin update set. This is one of the simplest conversions on the market, you don't even have to cut any plastic up if you don't want. The Airfix He 177 is a bit long in the tooth these days, and will benefit greatly from-

1- First, and very definitely, foremost, GET RID of all that raised surface detail on the Airfix bits. It's just *horrid horrid horrid*. It will also look silly silly silly if you stick our nice new resin wings in with their nice new scribed panel lines into that old fuselage bristling with Victorian Shipbuilders' Rivets. *Before you set about the surface detail on the fuselage with your angle grinder and blowlamp, however, make a note of the big panel line just aft of the rear fuselage window near the tailplane. This will serve as your datum if you are going to cut the tail off to make the A-5.*

2- The canopies are a bit on the duff side, both as mouldings, and in shape. You will dance around the room with glee if you use the replacement items from the Falcon Luftwaffe set #9.

3- Assuming that you install the Falcon items, you will then notice the wide open spaces to be seen all-too-clearly within the cockpit. Rush out and buy the Airwaves set to rectify this.

4- Something Very Very Very Odd Indeed went on at Airfix when they did the masters relating to the bomb-bay. The bomb-bay detail insert correctly displays a central partition for the early variants, but you get big, outward opening pairs of bomb-doors which were a characteristic of the later versions with an all-in-one bomb-bay. In any case, the T-shaped bit of plastic which Airfix give you is a bit of an understatement of the bomb-bay, to say the least. In real life, it was a vast imbroglgio of struts, ribs, fuel tanks and God knows what else up there. All this leads me on to the inevitable plug for the Toad Resins 177/277 detail set, which will take care of the whole bomb-bay area, the tail wheel well and a few other useful bits all for the wave of a magic wand and a credit card.

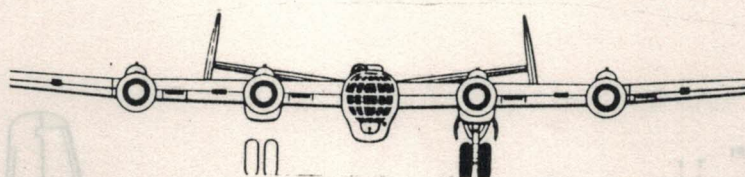
### HISTORY

The tale of the titanic cock-up that was the He 177 has been well documented elsewhere, and suffice it to say here that it is yet further indication of the theory that the war was actively lost by the Germans, rather than being won by the Allies. The huge financial, technical, raw material and manpower resources poured down the drain on the 177 by the constant vacillation of the demands placed on it by the RLM must have been as damaging to the German war drive as any number of 1000 bomber raids.

Against this backdrop, Heinkel made repeated requests to Goering to solve the bulk of the He177's problems quickly and cheaply by re-engining it with four separate engines. Rather than taking this sage advice and observing the effect of a similar policy applied to the Avro Manchester, Goering, master tactician that he was, got the hump and expressly forbade any further mention of it.

## MAKING YOUR MODEL

Very simple, this. Firstly, decide whether you want to make a "real" He 277 V1, or a "fun" He 277 A-5. If you are going for the V1, assemble the whole Airfix kit except for the wings. Stick our new wings in place, add the engines, exhausts and props as per the three-view drawing, and paint. Put on shelf next to your Ju 488 and admire. For the A-5, repeat as above, but cut off the tail on that big panel line mentioned at the beginning in italics and add the new tail bits, including that comfy looking tail turret. The only tricky bit is to get the correct dihedral on the tailplanes. Unfortunately, on the three-view, this is obscured by the thickness of the wings, so here is a front view of the He 274, which shared the twin tail with the 277;



Then cut off the chin section, add the new resin chin, all the necessary new gun barrels from plastic rod, and paint. Put on your shelf next to your Ju 488 and repeat admiration process.

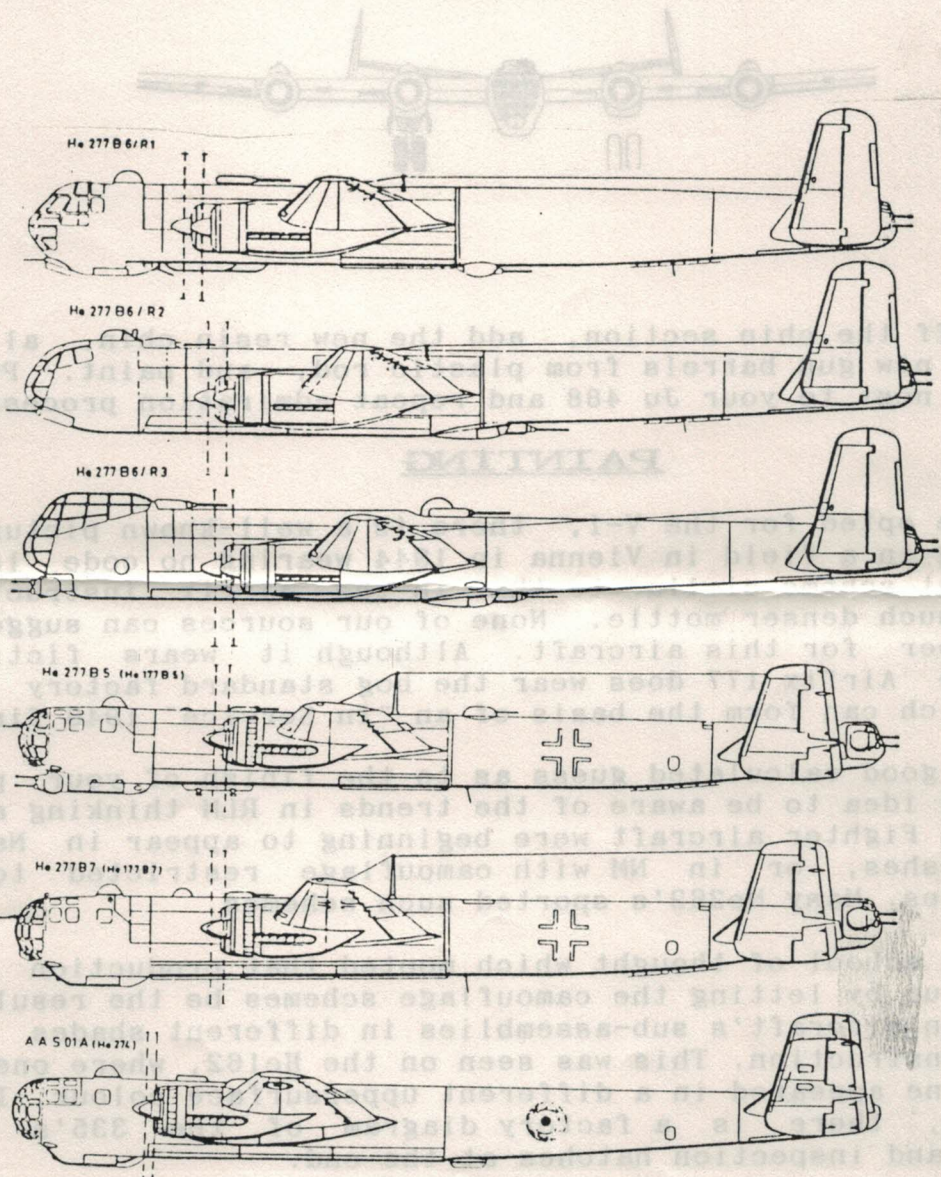
## PAINING

If you have opted for the V-1, there is a well-known picture of it standing in a field in Vienna in 1944 wearing no code letters and a paint scheme similar to that in the Airfix instructions, only with much denser mottle. None of our sources can suggest a Werke number for this aircraft. Although it wears fictitious codes, the Airfix 177 does wear the bog standard factory paint scheme, which can form the basis of an "In Service" 1946 finish.

To make a good calculated guess as to the finish of your plane, it's a good idea to be aware of the trends in RLM thinking at the war's end. Fighter aircraft were beginning to appear in Natural Metal finishes, or in NM with camouflage restricted to the uppersurfaces. Many Me262's sported such schemes.

There was a school of thought which mooted that production could be speeded up by letting the camouflage schemes be the result of painting an aircraft's sub-assemblies in different shades prior to final construction. This was seen on the He162, where one wing and tailplane appeared in a different uppersurface colour. If you fancy this, there is a factory diagram of the 335's major components and inspection hatches at the end.

Naughty old Ernst went ahead anyway, sneakily dubbing the whole project the He 177 B. In May of 1943, he informed the Fuhrer that the He 177 B would fulfill all the demands for the new bomber the Fuhrer was demanding, and was promptly told to build it. The 177 B became legal as the 277. The V1, one of the options presented in this kit, flew in late 1943. Predictably, there followed a vast array of planned variants, sub-variants and field modifications of those, with none actually getting built. We chose the proposed A-5 as the main subject for our kit as it has the new twin tail which the torque from all those new propellers would have demanded from an in-service machine, and an exciting-looking bit of up-gunning around the nose, while still remaining fairly closely linked to the original 177. It seems more likely that a less radical machine would have seen service, as it would have saved greatly on factory re-tooling time. Some of the more radical uglies are illustrated below;



All Luftwaffe aircraft were delivered with their cockpit interiors painted in dark Grey 66, Instrument panels were usually in the same colour or Black-Green 70. The dictum was that other internal areas (wheel wells, engine compartments etc.) should be painted in sickly old RLM grey 02, but examination of photos reveals that many late war aircraft had these left in natural metal. Wheel hubs were glossy black.

#### Colours 84, 85 & 86- A Further can of worms.

Many of the captured aircraft in 1945 displayed peculiar undersurface colours which could not be explained as oxidisations of existing shades, and occurred too frequently to be passed off as "one-off" batches mixed in the field. These were;

Beige- Can be found in the Xtracolour range as X16 RAF Hemp.

Duck Egg Green- A good match here is Xtracolour X607 Russian

Mil-28 Light Grey-Green.

Light Grey- Nearest Xtracolour X134 FS16307 Medium Grey. This last shade was found on the side panels of many Me262's as a background colour for the 81/82 mottle, and is quite distinct from 76.

In addition, there was a green primer paint known as Gelbgrun and designated RLM 99 which was being increasingly used as a camouflage shade. It can be found in the Imperial War Museum adorning their V-1 and V-2. The match here is Xtracolour X114 FS14092 Medium European Green.

I hope that you have fun making your He 277, and that these notes have been of use.

Peter Long,  
1994

P.S- Big Phil from Resi-Tech has designed the masters for this latest Toad creation- what a guy!!

### CONTENTS LIST-

*Check now to avoid disappointment*

1 Resin Rear Fuselage	8 Metal Exhausts
1 Rear Gun Turret	4 Metal Propellers
1 Resin Port Wing	1 Resin Chin Section
1 Resin Starboard Wing	4 Resin Engines
2 Resin Tailplanes	
2 Resin Tailfins	