



HEINKEL HE 177A-5

Early in 1938 the German Air Ministry issued a specification for a heavy bomber which could also be used for reconnaissance and anti-shipping duties; it had to have the speed of over 335 m.p.h., a range of over 4,000 miles and the ability to attack from a dive. The Heinkel Company was the only manufacturer to whom the specification was issued and the initial design study was completed within a few months; the resultant design incorporated many advanced and untried features but promised to exceed the required performance with a calculated speed of over 340 m.p.h., faster than most fighters then in service.

By the summer of 1939 it had become obvious that Germany would be involved in a war with Britain and it was also obvious that no Luftwaffe bomber in service had the range to operate effectively over the whole of the British Isles. Development was rushed forward and the first prototype flew in November 1939. Test flight showed several alarming features and the second prototype disintegrated in the air after control difficulties. The fourth and fifth prototypes also crashed on test and the next two built for operational trials proved entirely unsatisfactory. Thirty-five He 177 A-O pre production aircraft were built in 1941 and 1942 and used for trials, but the bomber was

still prone to engine over-heating and subsequent fire. Because of the desperate need for an anti-shipping bomber, production was pressed forward although it was clearly unsuitable for combat and 130 He 177 A-1's were built. So much trouble was experienced in service that these were all withdrawn from operations and replaced in, 1943 by the A-3.

As the first A-3's became available they were rushed to the Eastern front and used as transports, flying supplies to the German Army surrounded at Stalingrad. After a few weeks virtually all the aircraft had been destroyed, an average of one aircraft a day having crashed on landing. Development of the A-3 continued and armament was progressively improved, some versions being equipped with a 75mm. cannon for ground attack and others equipped to drop torpedoes. The first use was also made of the Hs 293 radio controlled bomb which was designed for use against shipping and which was to become one of the main weapons of the last main production version, the He 177 A-5, of which over 700 were built.

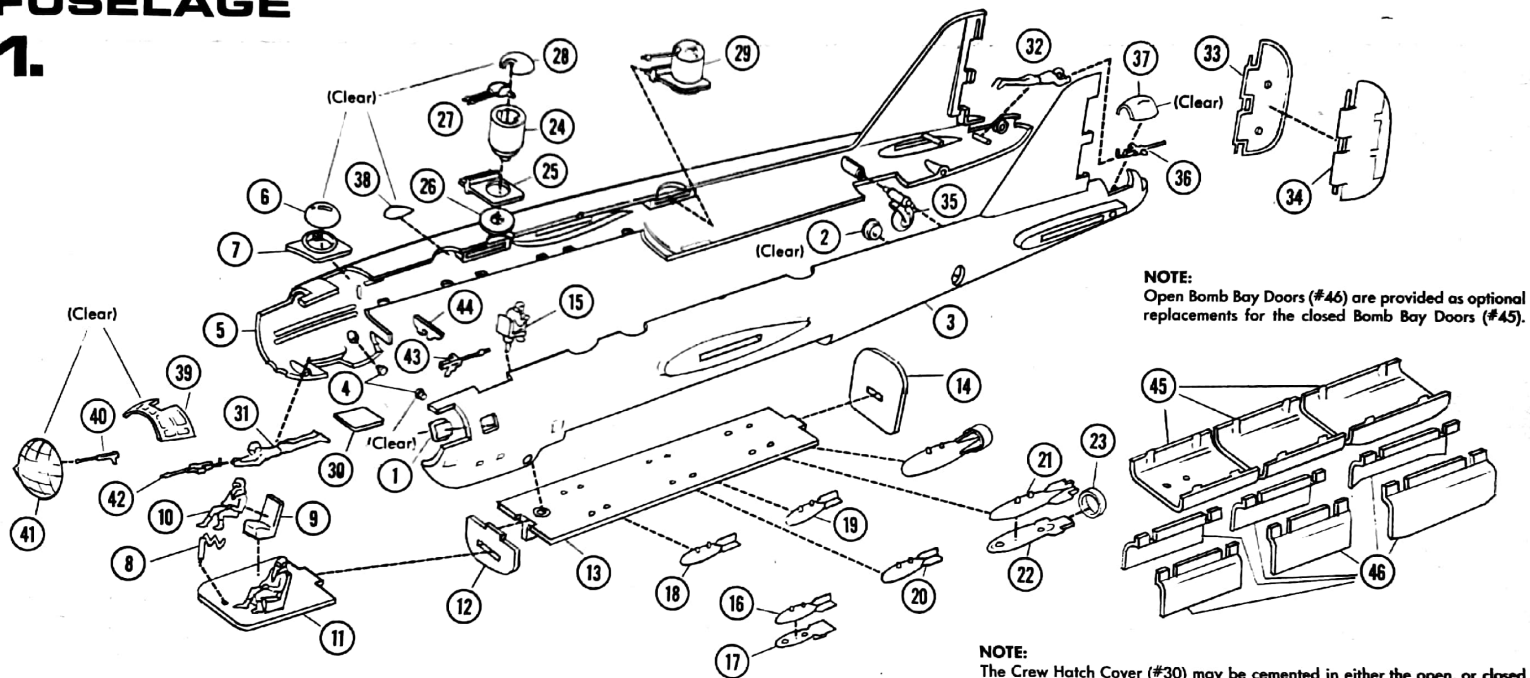
The He 177 A-5 was designed primarily to carry external bomb loads and those which carried the Henschel HS 293 guided missile had the forward bomb bay blanked off. In late 1943 allied convoys were attacked by forces of A-5's which launched missiles but without success, the Hs 293 missile proving

difficult to guide. Once again losses were high among the bombers, both from combat and accident and later attacks were made by night, the Hs 293 being launched at a range of between five and ten miles from the target. In January 1944 the He 177 took part in mass raids against London and although many of the medium bombers which were used were shot down the He 177's were able to make use of their high speed to avoid night fighters and anti-aircraft fire and suffered only light losses. In October of 1944 German aircraft production was concentrated on fighters and bomber development virtually ceased. A few A-6 prototypes were produced and the He 277 was introduced. The He 277 had four separate engines which for the first time overcame the engine fires which had plagued the career of the coupled engines but the war was over before production could begin.

The Heinkel He 177 A-5 was powered by two Daimler-Benz 610 coupled engines of 3000 h.p. giving a maximum speed of 303 m.p.h. and a range of over 3,000 miles. Defensive armament consisted of two 20mm. cannon, three 13mm. machine guns and three 7.9mm. machine guns. Bomb load varied with the mission up to a maximum of 13,000 lbs. Wing span was 103 ft. 2 inches.

FUSELAGE

1.

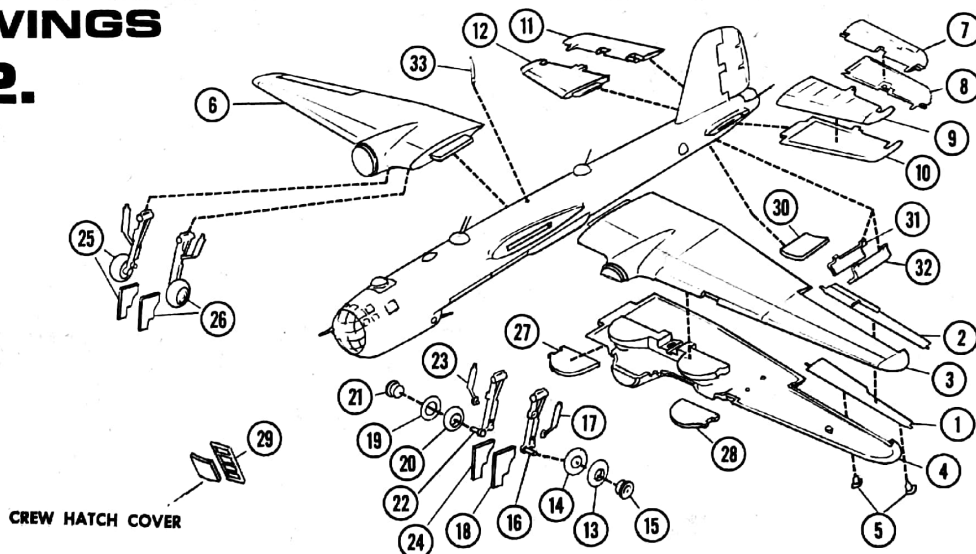


NOTE:
Open Bomb Bay Doors (#46) are provided as optional replacements for the closed Bomb Bay Doors (#45).

NOTE:
The Crew Hatch Cover (#30) may be cemented in either the open, or closed position — see step TWO.

WINGS

2.



NOTE:

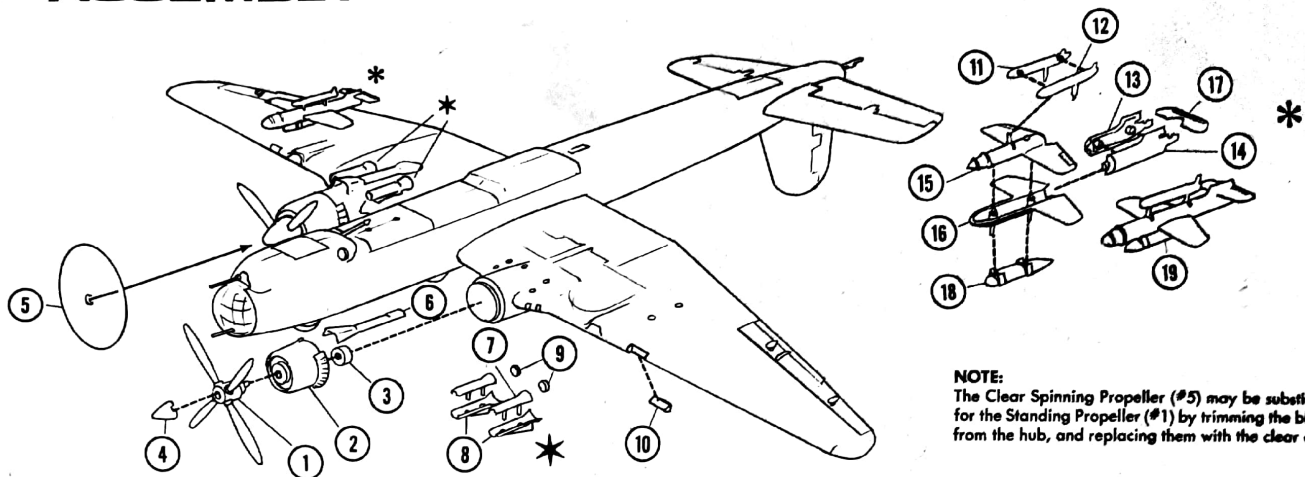
If the model is finished with the landing gear retracted, cement Main Landing Gear Doors (#18-24-27-28) flush with the underside of the wing, repeat the same procedure on the starboard wing, also use the Closed Tailwheel Doors (#30) in place of the Open Doors (#31-32).

NOTE:

Cement Crew Ladder (#29) to the Crew Hatch Cover, if the Hatch Cover is set in the open position.

FINAL ASSEMBLY

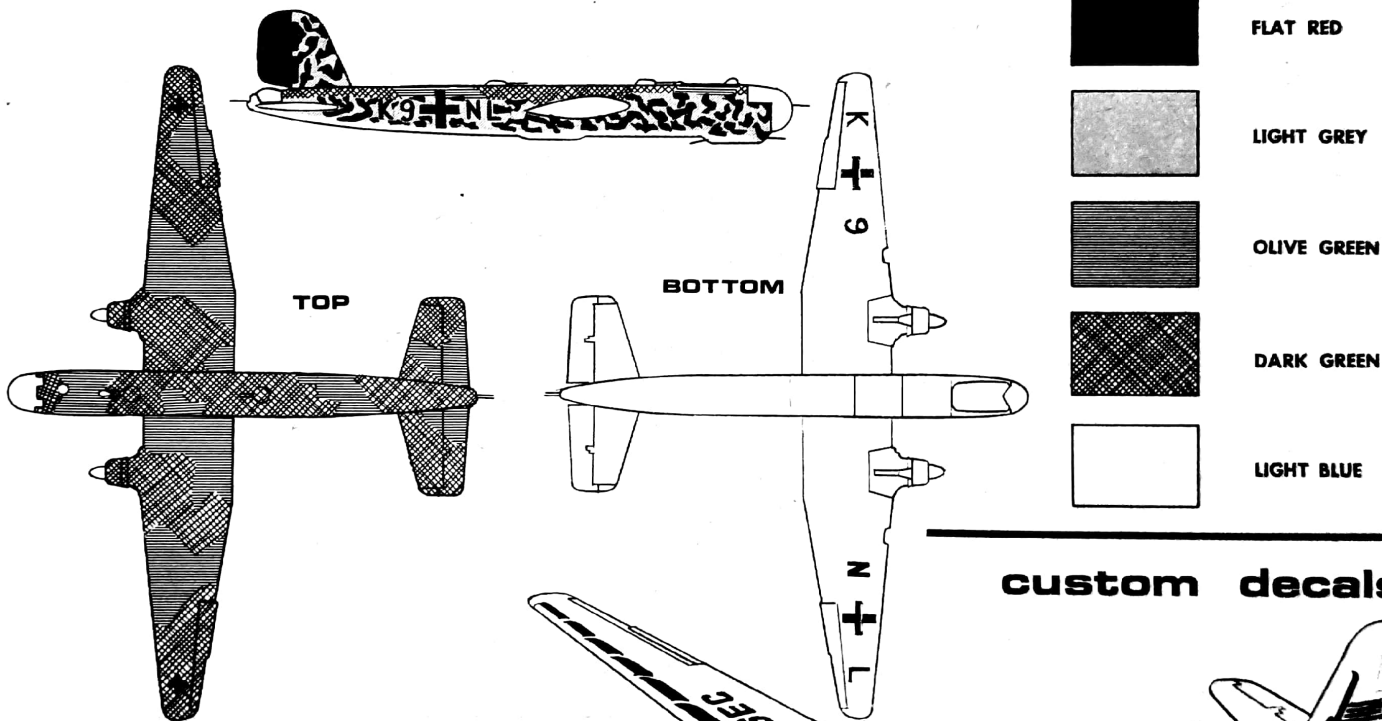
3.



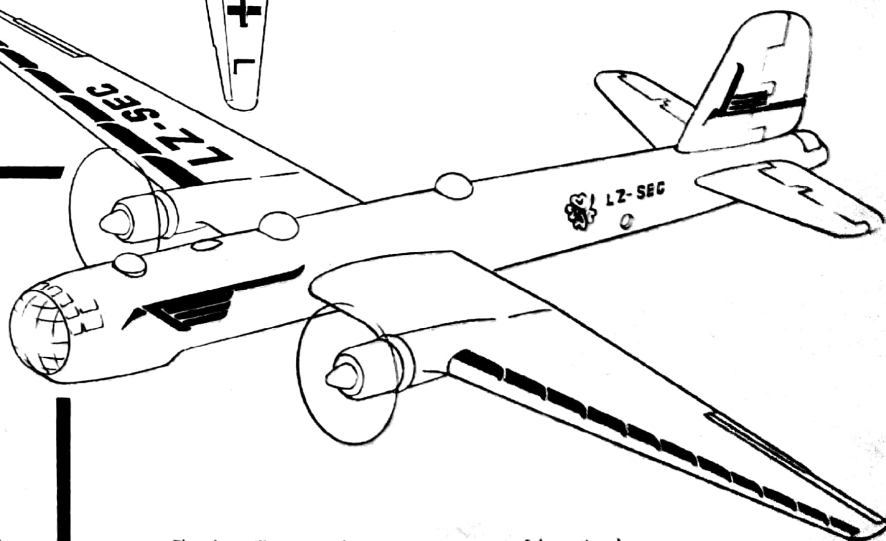
NOTE:
The Clear Spinning Propeller (#5) may be substituted for the Standing Propeller (#1) by trimming the blades from the hub, and replacing them with the clear discs.

COLOR SCHEME

4.



custom decals

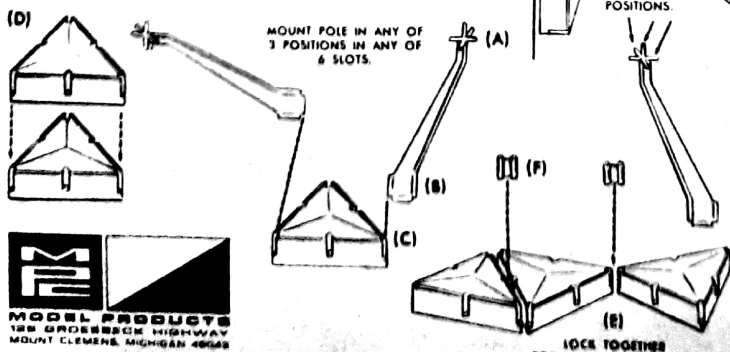


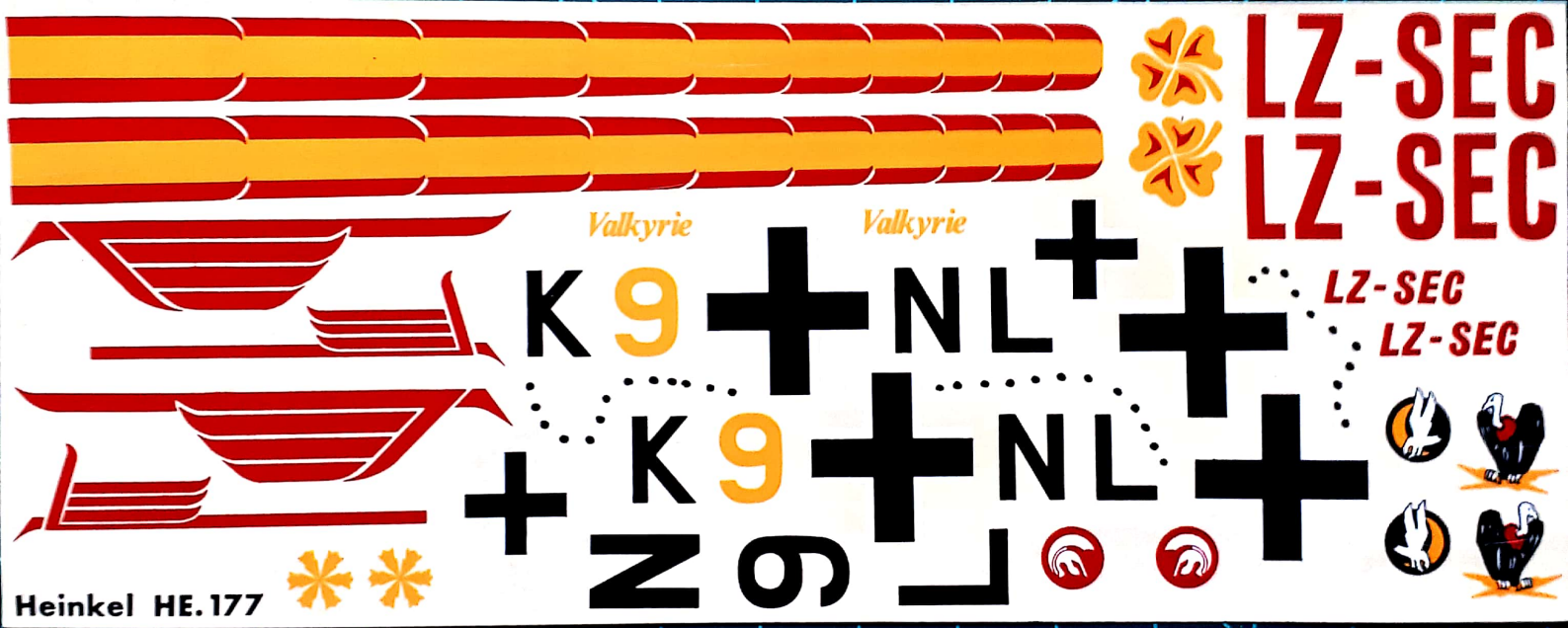
The above illustration shows one arrangement of the optional custom decals. Several others are possible. If you elect to use the custom decals, take a minute to plan their placement.

DISPLAY STAND

5.

Drill 3/32 hole at balance point of model (middle of slot). Position model on one of 5 prongs (A). Slide pole (B) into slot in base (C). There is one stand in every MPC plane kit. Stands may be combined to lock together vertically (D) or horizontally (E) using pinion (F).





Valkyrie

Valkyrie

LZ-SEC
LZ-SEC

K 9

NL

LZ-SEC

K 9

NL

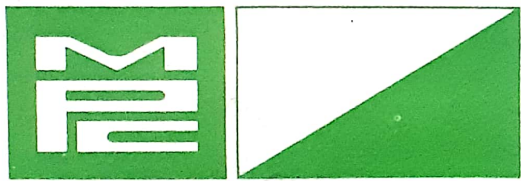
LZ-SEC

LZ-SEC

Heinkel HE.177

APPLICATION INSTRUCTIONS

CUT DECALS APART WITH SCISSORS, CLOSE TO IMAGE. DIP INTO WATER FOR A FEW MOMENTS AND SLIDE OFF PAPER ONTO THE AIRPLANE. BLOT OUT EXCESS WATER AND AIR BUBBLES WITH SOFT CLOTH. ALLOW TIME FOR DECALS TO DRY.



MODEL PRODUCTS

1200-07

8279 6-68 **D**

126 GROESBECK HIGHWAY
MOUNT CLEMENS, MICHIGAN 48043