

UH-1B IROQUOIS

■ 미육군 공격헬리콥터 UH-1B 이로코이즈



SCALE 1:35



■ UH-1B 이로코이즈

UH-1B는 광범위한 전투목적 수행할 수 있는 첫번째 무장헬리콥터이었다. 어느곳에서나 그 유용성으로 인하여 베트남전중 지프라는 이름으로 불리웠다. 또한 헬리콥터가 성인이 된 시대에 있어서 가장 기억할만한 헬리콥터가 되었다.

UH-1휴이 (옛 이름은 이로코이즈) 는 어느 현대항공기 중에서도 가장 많이 생산되어 오늘날까지 26000기 이상이 만들어졌다. 베트남전에 있어서 미국을 승리직전까지 가져다 준 점과 공수부대의 발전에 있어서 UH-1은 유일하면서 가장 중요한 운송수단이 되었다. 또한 미국 고속도로상에서의 교통사고때 보다 더욱 신속하게 전투중 부상자들을 병원까지 수송하는 것을 보증하였다. 군대수송, 구급수송, 근접지원 무장임무, 화물수송 및 행정적 수송 등으로 사용되어지면서 그 형태에 있어서 UH-1은 가장 많은 기종들이 만들어졌다.

HU-1A가 처음 발주되었던 1959년6월, 미육군은 휴이를 기본디자인으로 한 더욱 강력한 헬리콥터의 필요성을 인정하여 리커밍 T-53-L-5엔진을 장착한 4기의 시험제작기가 주문되어 1960년4월27일에 첫 비행을 가졌다. B세리즈에 있어서 주목할만한 변화는 로터블레이드크드가 53cm 증가하였으며, 동체는 79cm 길어졌고 8명의 인원 또는 3개의 들것을 수용하도록 승무원실이 커진것이다. 그리고 로터마스트가 33cm 커지고 로터블레이드의 평형추가 로터상단에 위치하였다. UH-1B는 보다 적은 임계의 중량중심을 가졌으며 승객, 화물실의 용적이 거의 50% 증가하여 전비중량이 3855kg으로 증가하였다. 로터블레이드는 알루미늄의 벌집모양으로 구성되어 있는데 이것은 UH-1A에서 사용되었던 약형구조를 대신한 것으로 이러한 변화는 주날개의 중량비 강도를 향상시키는 결과를 제공하였다. UH-1B는 625ℓ 의 연료를 휴대했다. 1964년 5월에 YUH-1B는 357km/h를 비행함으로써 세계 헬리콥터 속도기록을 세웠다. 무장을 보면 XM-6쿼드 M60C기관총의 장착과 2.75인치 로켓들이 준비되었다. 1960년11월에 미육군비행평의회에 의하여 사용자 평가시험이 시작되었다. 1961년3월에 미육군은 발주된 첫 양산기와 함께 총 1010기의 UH-1B를 구입하였다. 1962년11월에 11기의 UH-1B가 UH-1A를중대시키기 위하여 베트남에 도착했다. UH-1B는 결국 나머지 CH-34와 교체하였고 1963년6월 까지 아주 싼뚝한 헬리콥터중대로 변하여 급속하게 미국의 표준 군대수송기와 근접지원무장헬리콥터가 되었다. 하지만 UH-1B는 무장헬리콥터로서 계획된 것이 아니었으므로 무장의 추가는 헬리콥터 자체의 속도 및 기동성을 현저하게 떨어뜨리게 하였다. 한번 무기시스템이 추가되면 UH-1B는 군대수송기로서의 사용이 어려워짐에 따라 더욱 향상된 기종이 강조되었다. 이후의 UH-1B는 생산라인의 변화로서 T-53-L-9와 1000SHP의 T-53-L-11터빈엔진으로 향상되었다.

(제원) 동체길이: 11.7M, 높이: 4.45M, 순중량: 2042kg, 최대중량: 3855kg,
엔진: 리커밍 T-53-L-5, T-53-L-9, T-53-L-11, 최대속도: 222km/H,
지면효과대 상승한계: 3596M, 범위: 463km.

UH-1B IROQUOIS

The UH-1B was the first helicopter gunship to achieve widespread combat use. It has been called the Jeep of the Vietnam War, a name earned through its ubiquity and utility. It has been the most recognizable of helicopters in an age when the helicopter was coming of age. The UH-1 "Huey" (nee Iroquois) has become the most produced of any modern aircraft, with over 26,000

0 having been manufactured to date.

It was the single most important vehicle in the development of airmobility, a concept that brought the United States to the very brink of victory in the Vietnam War. It was also the vehicle that guaranteed that the wounded of that war could reach a hospital faster than they would have after a traffic accident on the highways of America. It has been used as a troop carrier, ambulance, gunship, cargo carrier and executive transport, and is one of the most modified machines of its type ever made.

In June of 1959, the same month that the HU-1A was first delivered, the Army, recognizing the need for a more powerful version of the basic Huey design, contracted for the B model. Four prototypes were ordered powered by a Lycoming T-53-L-5 rated at 960 shp with the first flight being made on 27 April 1960. Other significant changes were made to the B series including a rotor blade chord increase to 21 inches. The fuselage was lengthened by 2 feet 7 inches, enlarging the cabin to accommodate eight troops or three stretchers. The rotor mast was heightened 13 inches and the blade counterweights were positioned above the rotor. The UH-1B had a less critical center of gravity, the cabin cargo capacity was increased by nearly fifty percent, and gross weight was increased to 8,500 pounds. Rotor blades constructed of aluminum honeycomb replaced the spar construction used on the UH-1A—this change offered an improved strength to weight ratio of the main blades. The UH-1B carried 165 gallons of fuel. In May of 1964 one of the YUH-1Bs set the world helicopter speed record by flying 222 mph.

Armament provisions were made for mounting the XM-6 quad M60C machine guns and clusters of 2.75 inch rockets. User evaluation testing by the Army Aviation Board began in November of 1960. The Army procured a total of 1,010 UH-1Bs with the first production machine being delivered in March of 1961. The Army used the Bravo model extensively as a trainer and test platform for the SS-11 missile. In November of 1962 eleven UH-1Bs arrived in Vietnam to augment the UH-1As in use by UTTCO. The UH-1B eventually replaced the remainder of the CH-34s, and by June of 1963 most light helicopter companies had transitioned to the UH-1B which rapidly became the Army's standard troop carrier and gunship.

However, since the UH-1B had not been designed as a gunship the addition of armament considerably reduced speed and maneuverability. Once weapons systems were added, the UH-1B had to be excluded from use as a troop carrier pointing up the need for a further Improved variant. As a production line change late UH-1Bs were upgraded with the T-53-L-9 and L-11 turbines rated at 1,100 shp. Fuselage Length:38feet 5inches, Height:14feet 7inches, Empty Weight:4502pounds, Maximum Weight:8500pounds, Power plant:Lycoming T-53-L-5, T-53-L-9, T-53-L-11, Maximum Speed:138mph, Hover ceiling out of ground affect:11800feet, Range:288 Miles.

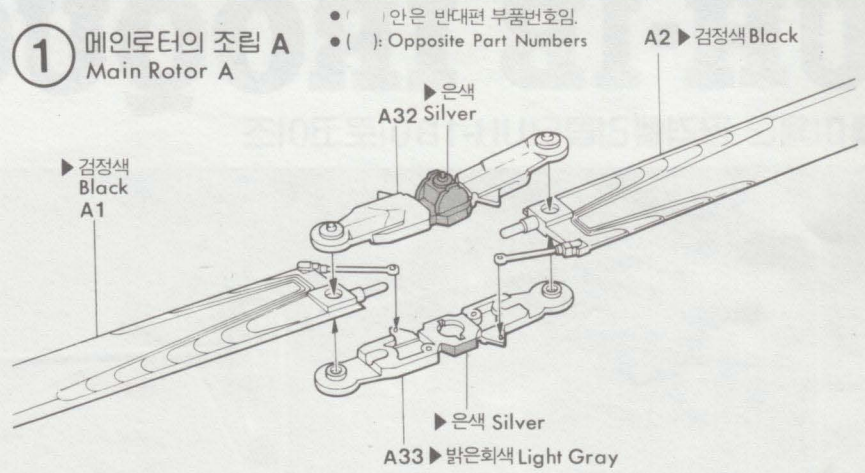
■ 조립하기 전에

- 설명서를 잘 보고 지시에 따라 조립한다.
- 부품을 줄기에서 잘라낼 때에는 반드시 니퍼나 칼을 사용한다.
- 접착제는 조립하는 부품의 양쪽에 조금씩 발라서 접착한다.
- 접착하기 전에 임시로 꾸며 모양을 확인하는 것이 좋다.
- 화기근처에서 접착제나 도료를 사용하지 말것.
- 접착제나 도료를 사용할 때에는 환기를 잘 시켜준다.

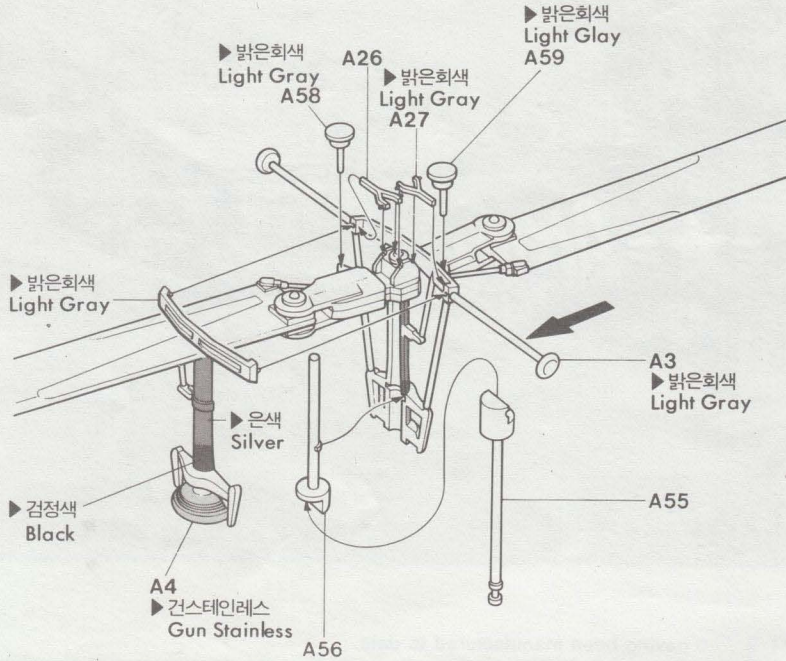
■ Before Assembly

- Follow the instructions carefully.
- Cut off the parts from the stem with a nipper or cutter.
- When using cement, apply it on both parts to be cemented. Please care not to apply too much cement.
- Never use cement or paint near fire.
- Open window time to time for fresh air.

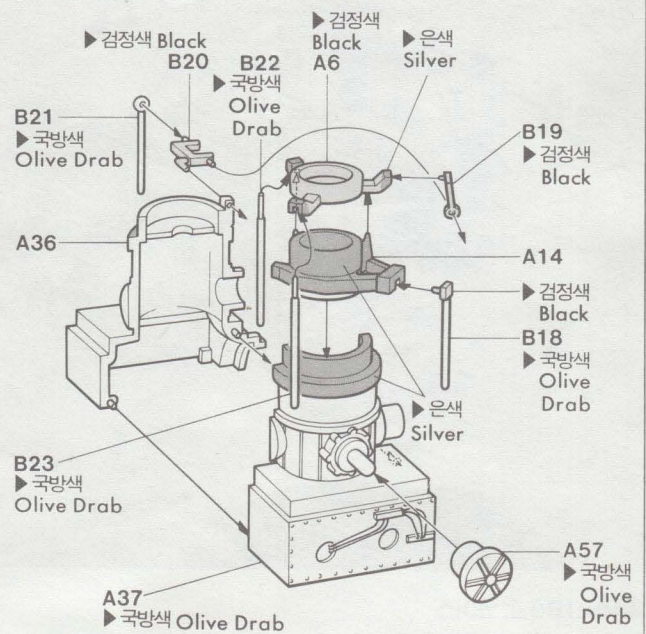
1 메인로터의 조립 A Main Rotor A



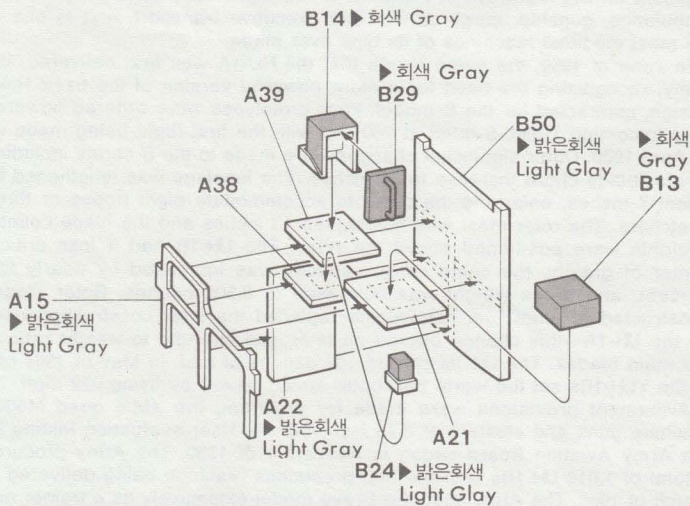
2 메인로터의 조립 B Main Rotor - B



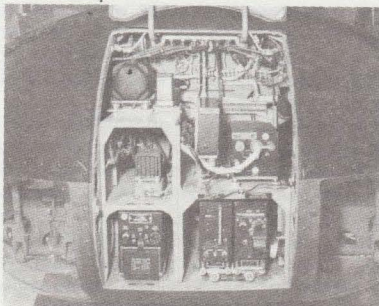
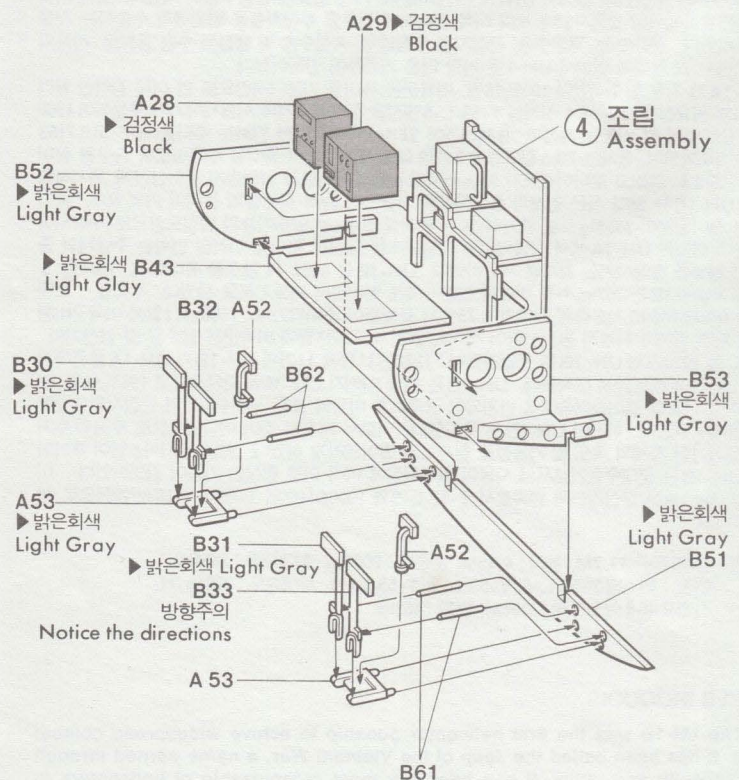
3 트랜스미션의 조립 Transmission



4 라디오랙의 조립 Radio Rack



5 노즈프레임, 콘트롤페달의 조립 Nose Frames & Control Pedals

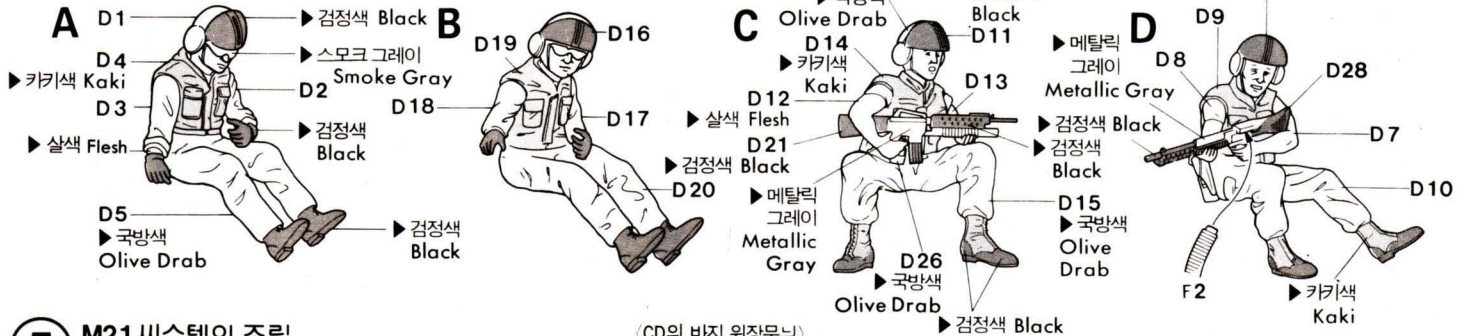


6 승무원의 조립 및 색칠하기

Figures & Painting

★ B는 A와 동일한 색
"B" is same Colour as "A"

★ D는 C와 동일한 색
"D" is same Colour as "C"



7 M21 씨스템의 조립

M21 System

(XM60 조준경)
XM-60
Reflex
Sight

A50 ▶ 검정색 Black

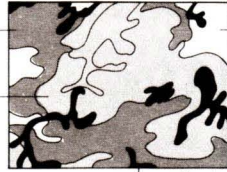
▶ 레드브라운 Red Brown

▶ 녹색 Green

B57 ▶ 검정색 Black

C14 ▶ 투명녹색 Clear Green

(CD의 바지 위장무늬)
CD of trousers camouflage
prfferm figure



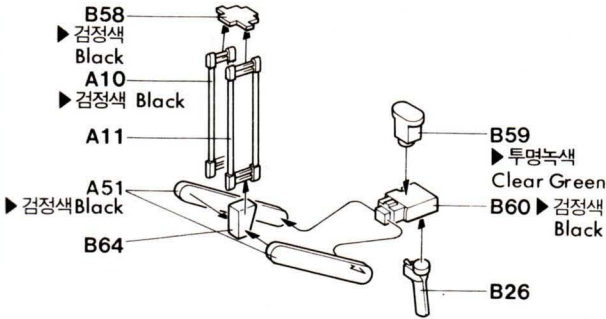
▶ 흰색 3 White 3
▶ 다크옐로우 5 Dark Yellow 5
▶ 필드그레이 2 Field Gray 2

D22 ▶ 국방색 Olive Drab
D24 ▶ 검정색 Black
D27 ▶ 국방색 Olive Drab

D23 ▶ 검정색 Black
D25 ▶ 검정색 Black

★ 인형은 계기판 조립 이전에 케이스사진을 참고로 먼저 조립한다.
★ Doll be assembled prior to control panel referred to photos of case.

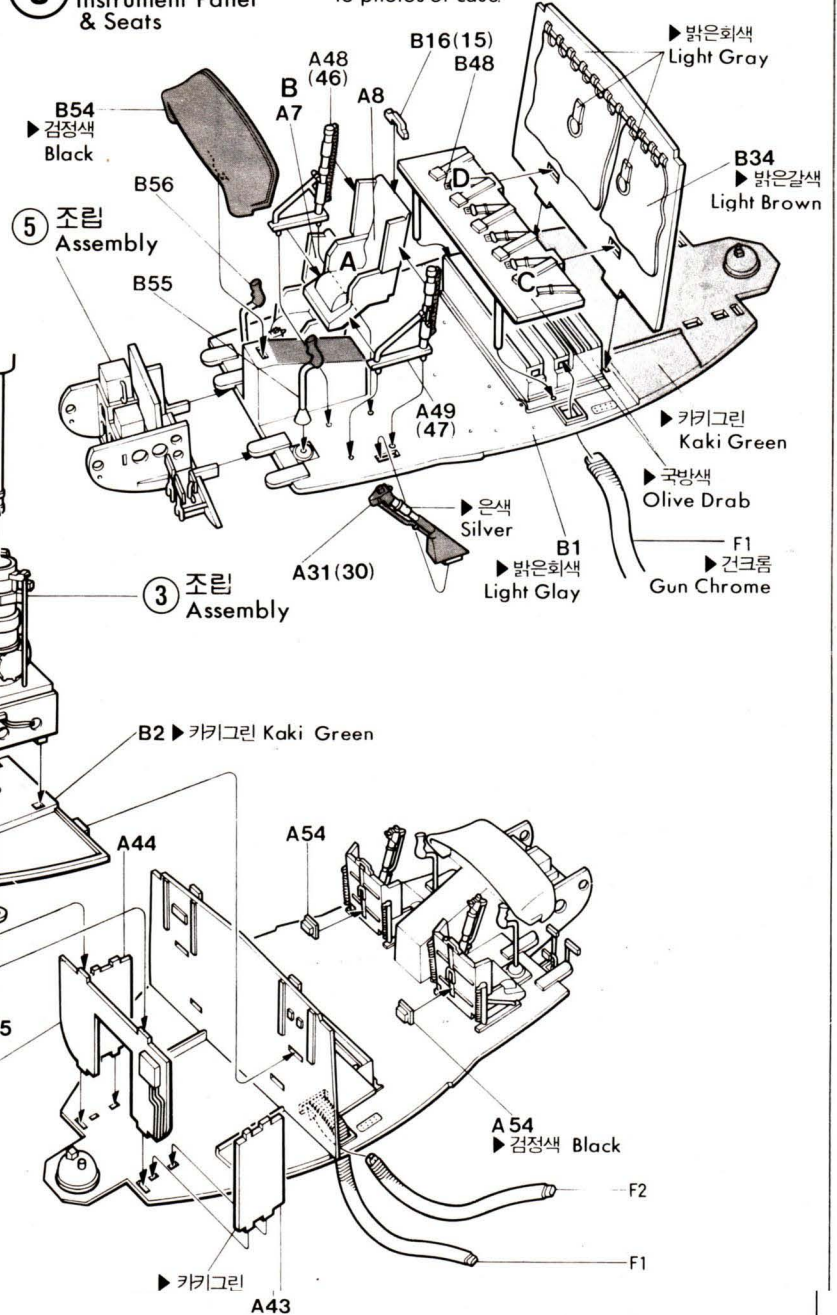
(조준발사기) Sighting & Trigger



8 계기판, 좌석의 조립

Instrument Panel & Seats

5 조립 Assembly



9 엔진의 조립

Engine

접착제주의!
Never be cemented.

2 조립 Assembly

▶ 건메탈 Gun Metal B41

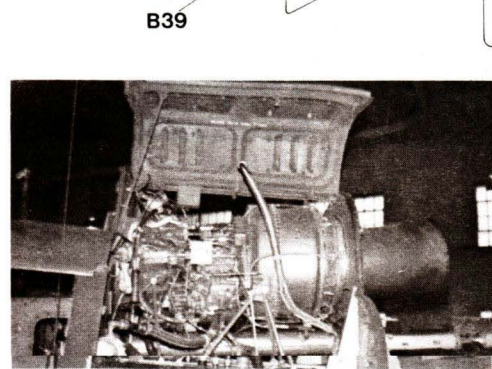
▶ 건크롬 Gun Chrome B4

B40 ▶ 카키그린 Kaki Green

A5 ▶ 건메탈 Gun Metal
B3 ▶ 스틸 Steel

3 조립 Assembly

B2 ▶ 카키그린 Kaki Green



B25

A25

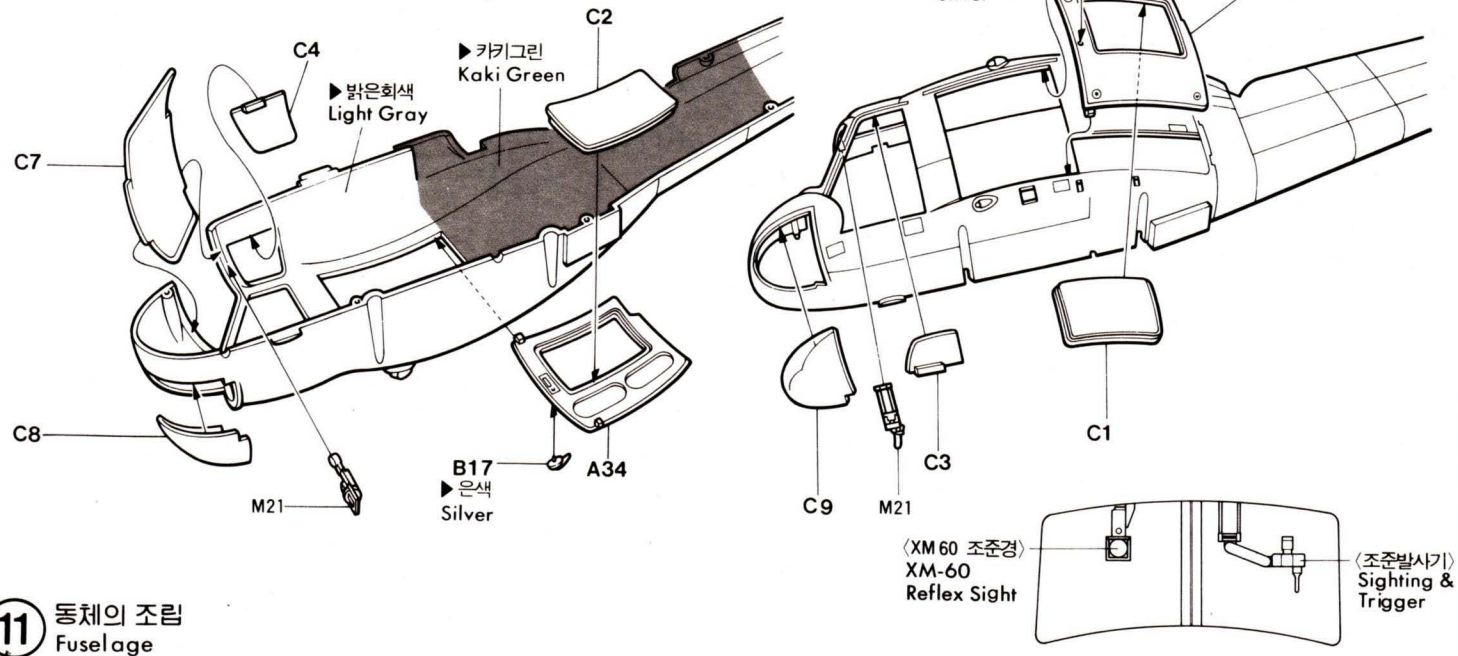
A54 ▶ 검정색 Black

F2

F1

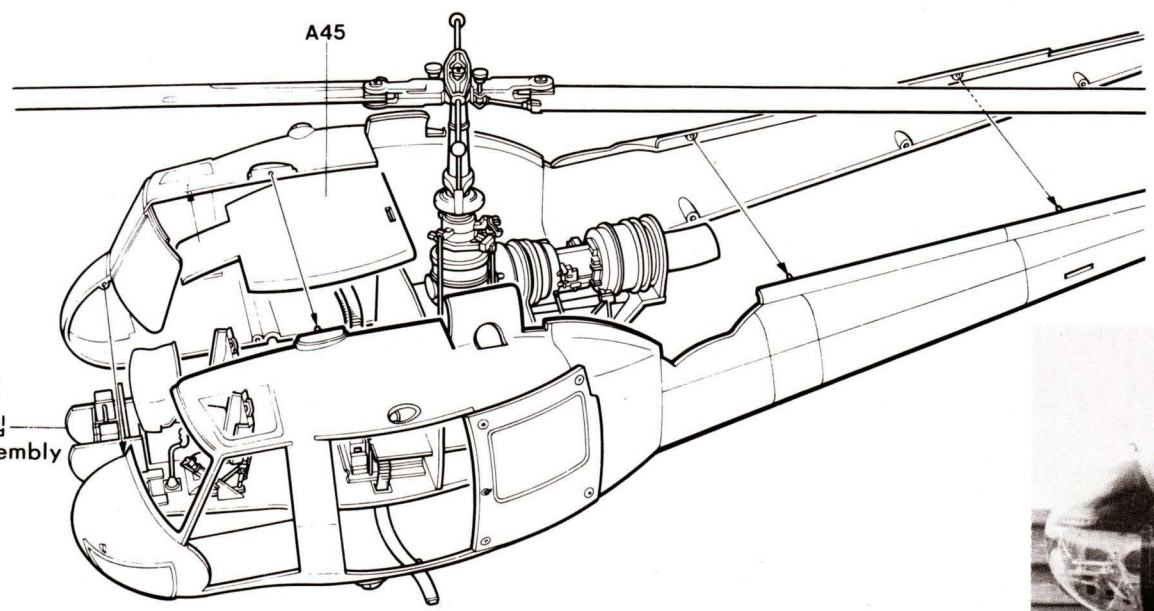
10 도어, 윈도우의 조립
Doors & Windows

★ 뒤문은 열린상태와 닫힌상태중 선택하여 조립한다.
★ Rear door can be selected either opening or closing status.

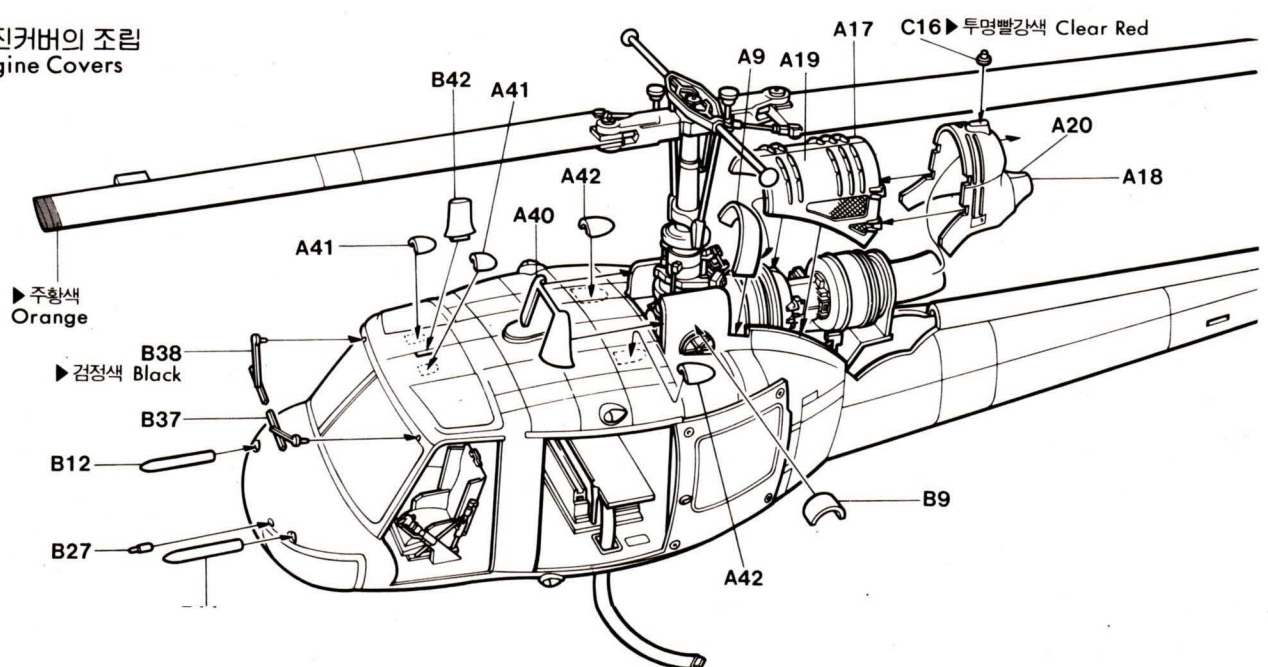


11 동체의 조립
Fuselage

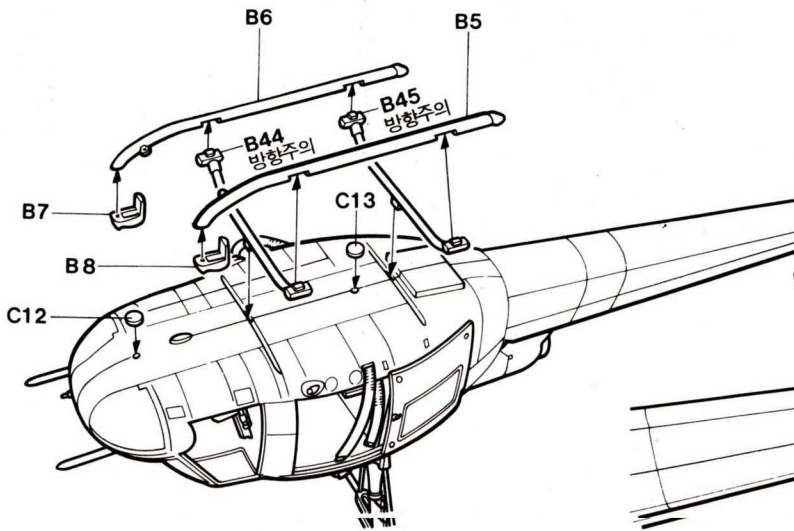
9 조립
Assembly



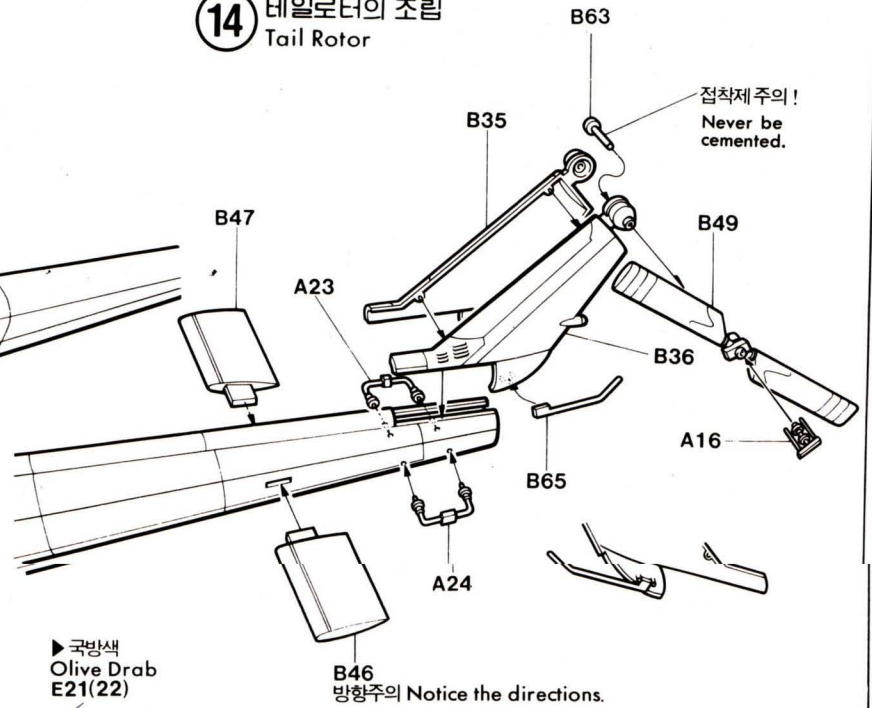
12 엔진커버의 조립
Engine Covers



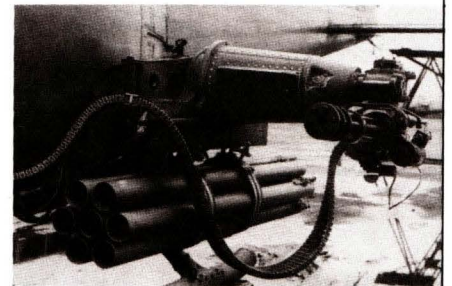
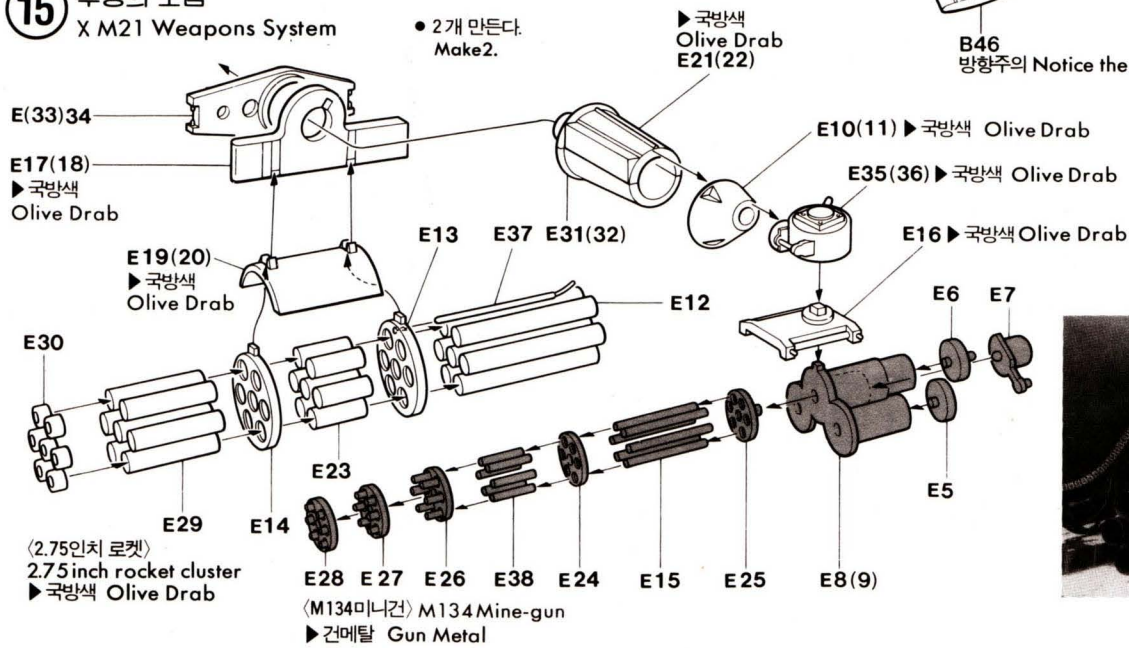
13 스킵드의 조립
Skids



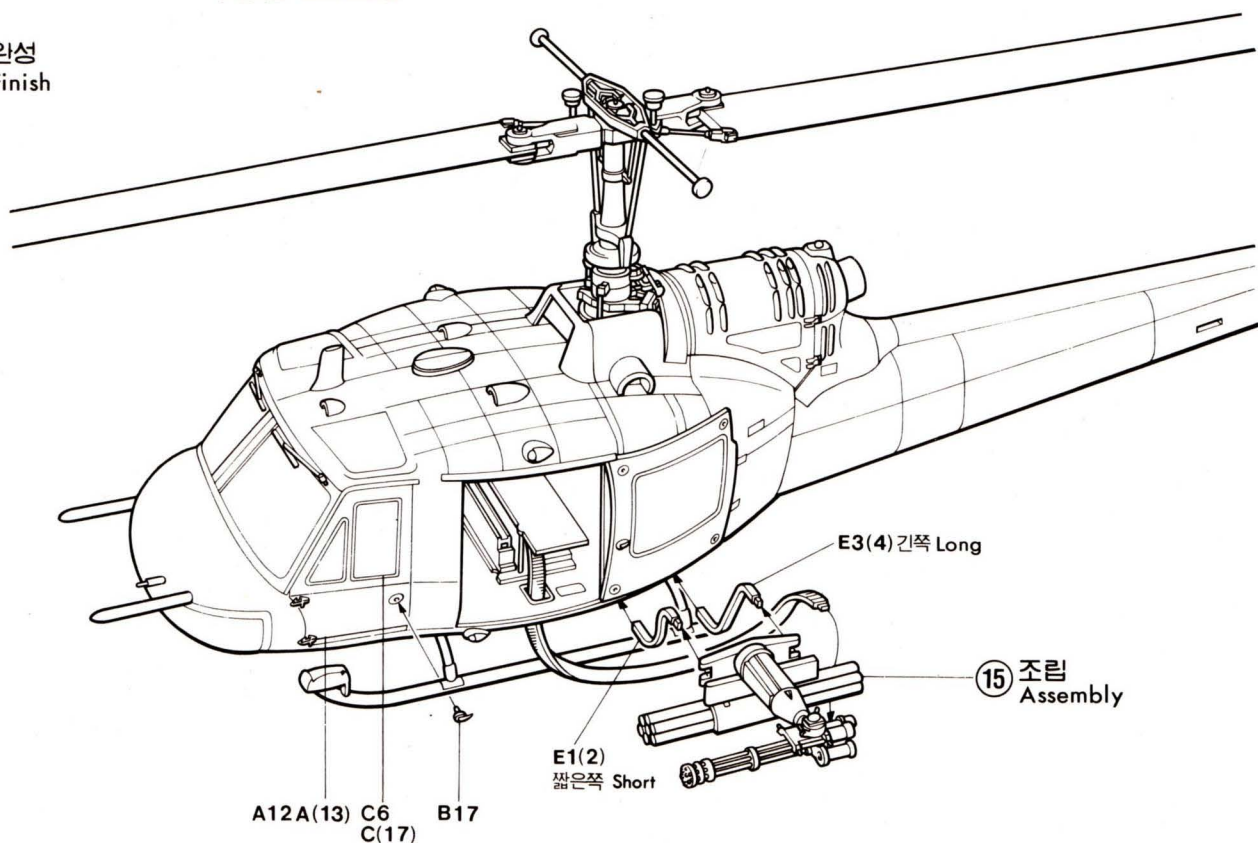
14 테일로터의 조립
Tail Rotor



15 무장의 조립
X M21 Weapons System



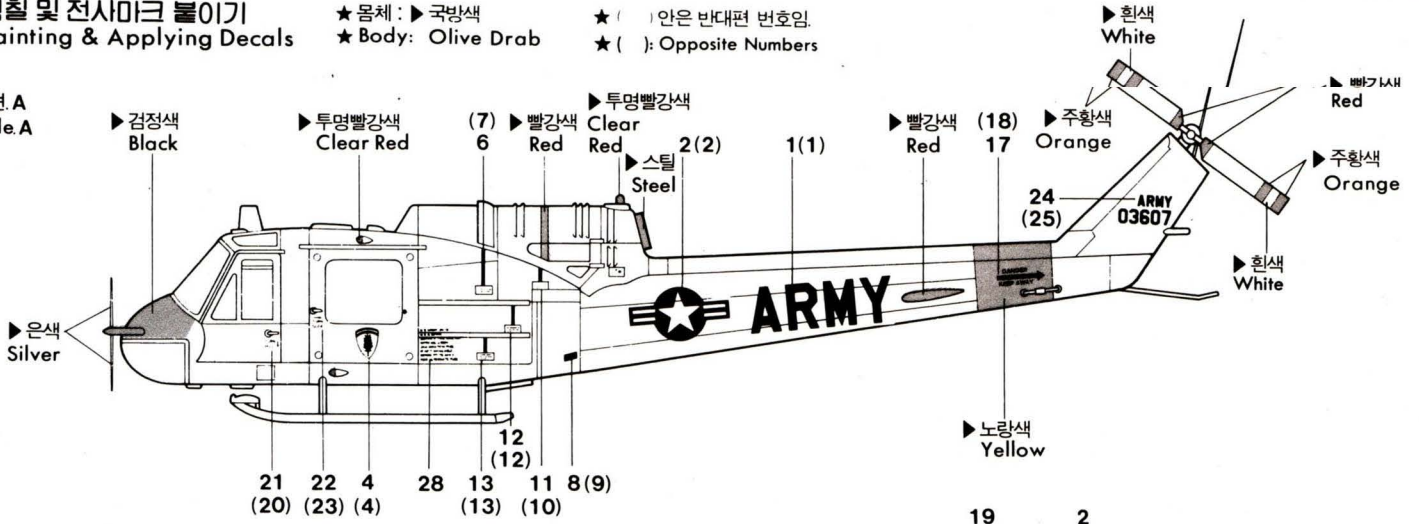
16 완성
Finish



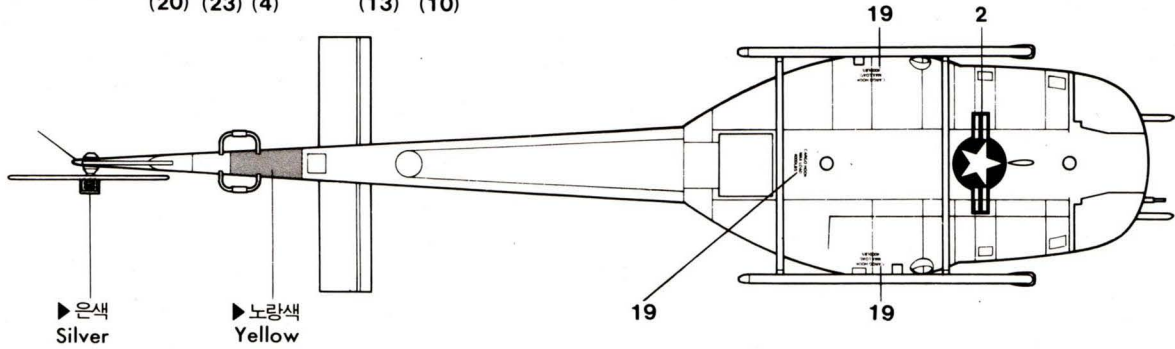
■ 색칠 및 전사마크 붙이기
Painting & Applying Decals

★ 몸체: ▶ 국방색 ★ () 안은 반대편 번호임
★ Body: Olive Drab ★ (): Opposite Numbers

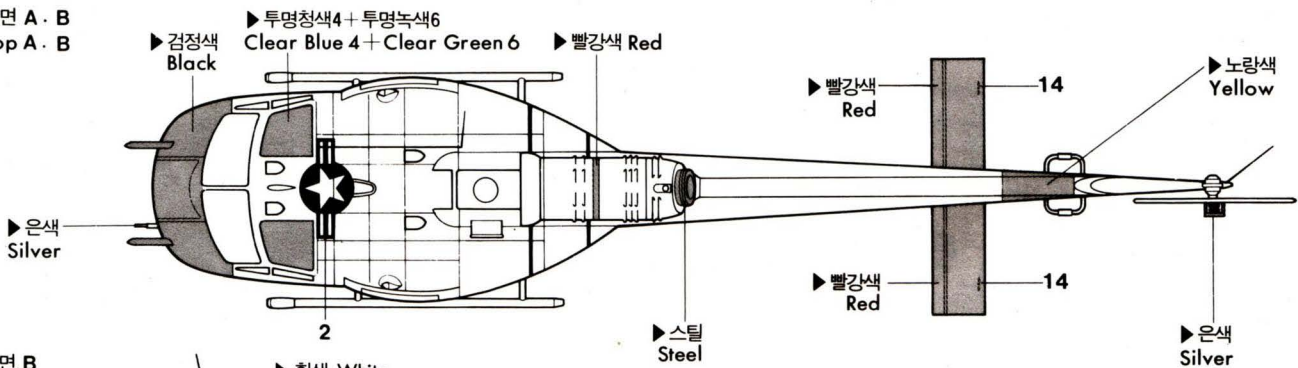
● 측면 A
Side A



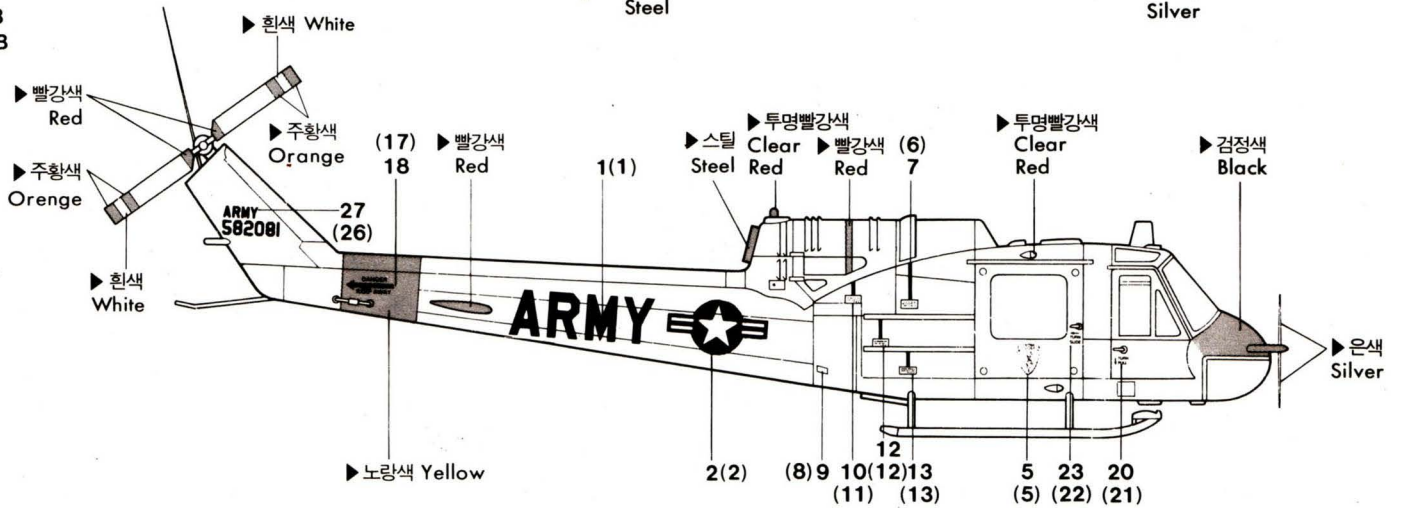
● 하면 A
Bottom A



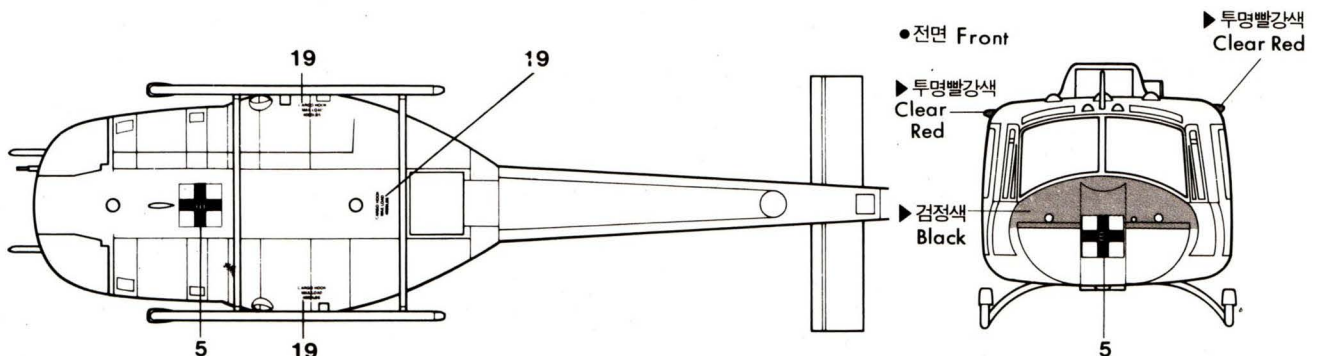
● 상면 A · B
Top A · B



● 측면 B
Side B

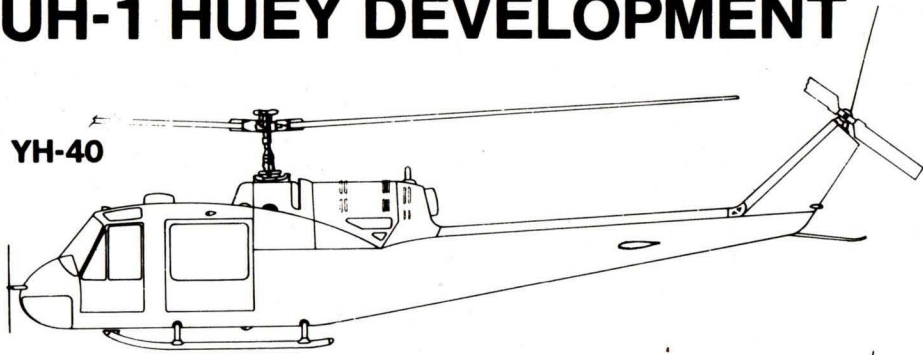


● 하면 B
Bottom B

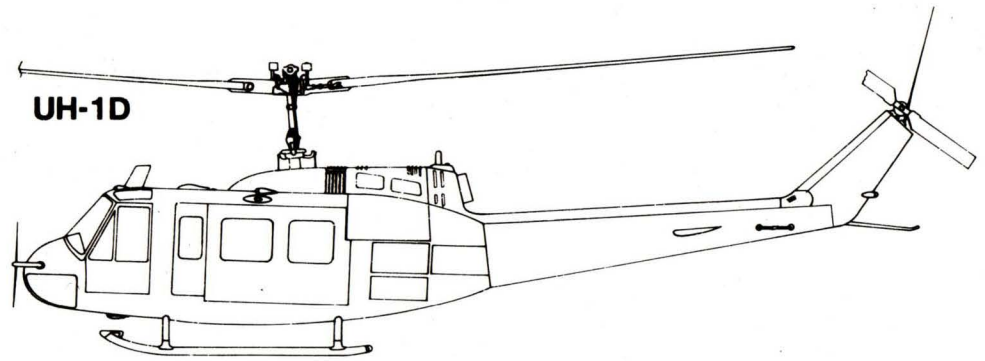


UH-1 HUEY DEVELOPMENT

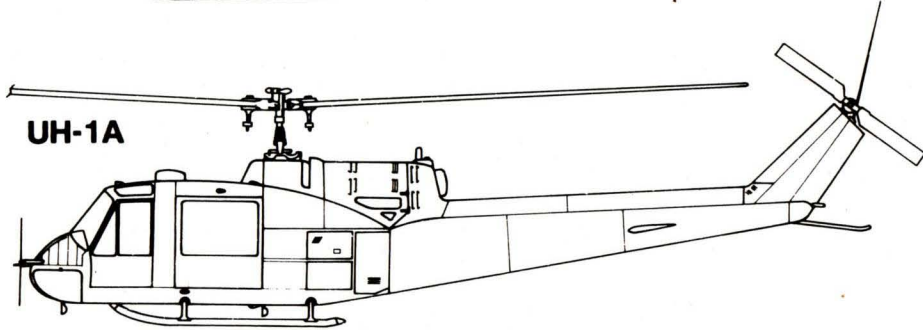
YH-40



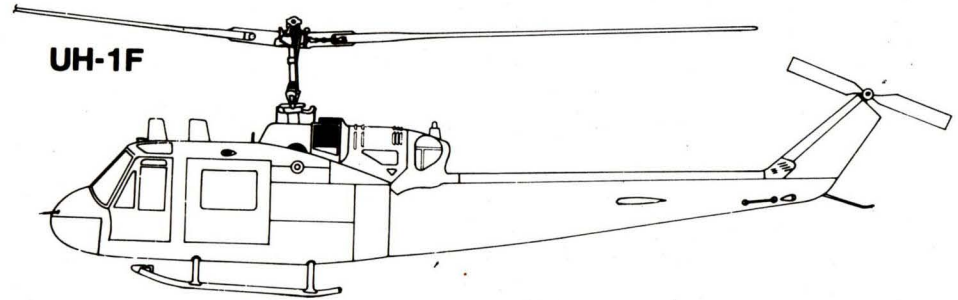
UH-1D



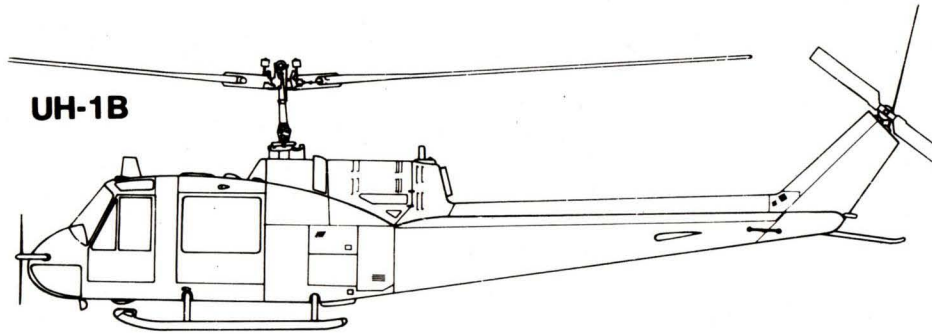
UH-1A



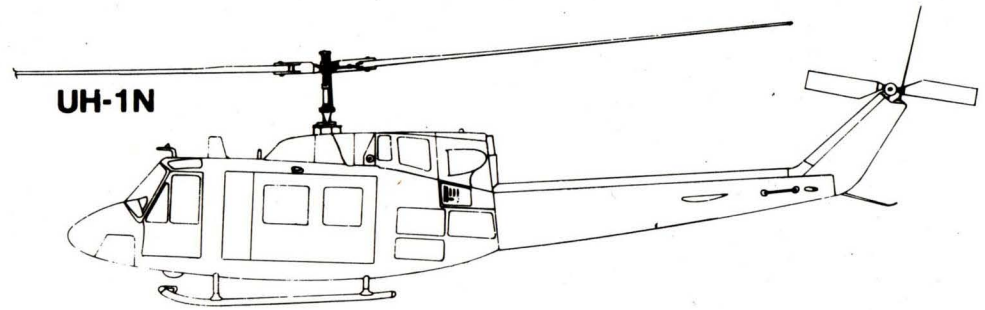
UH-1F



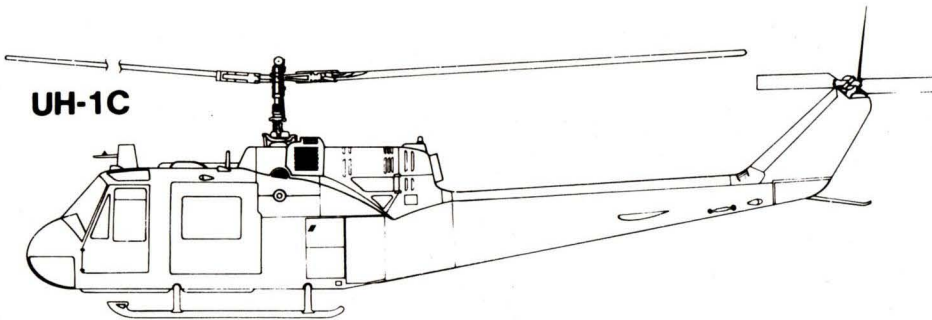
UH-1B



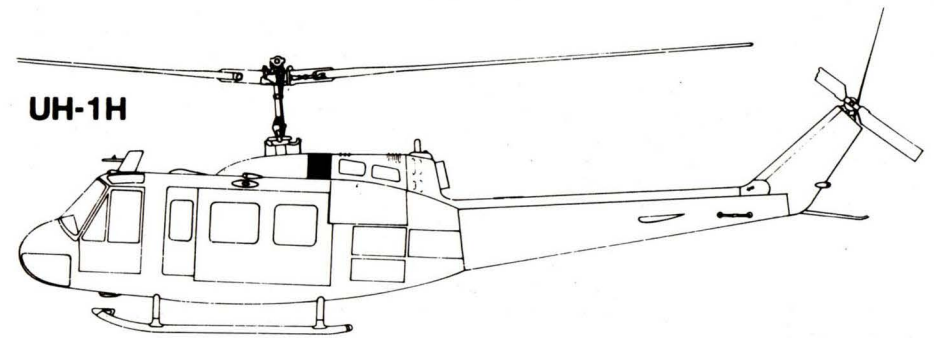
UH-1N

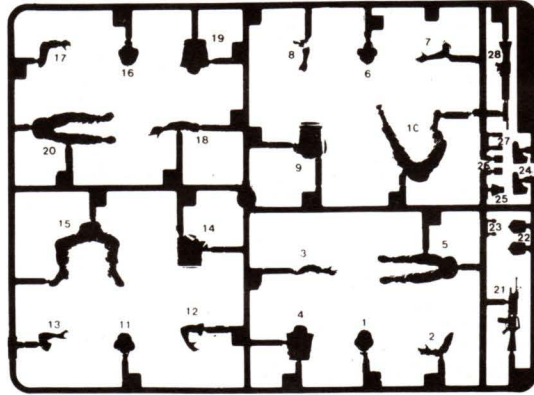
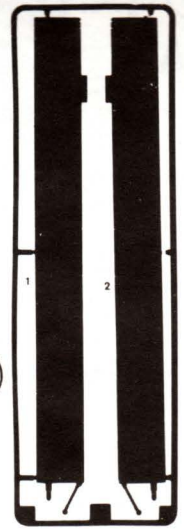
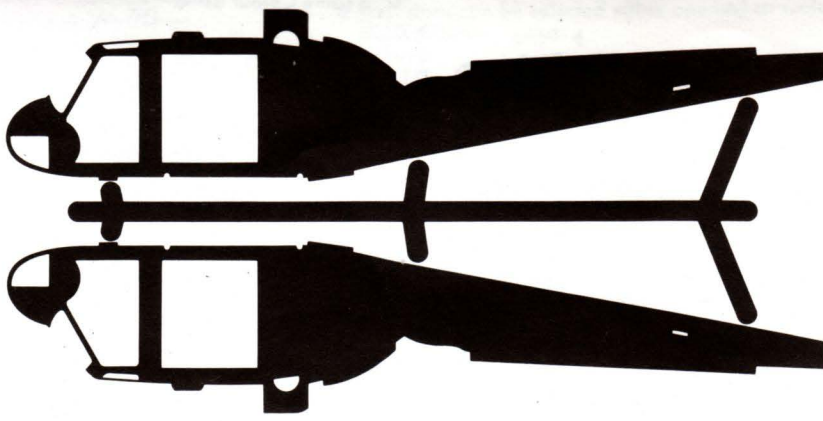


UH-1C

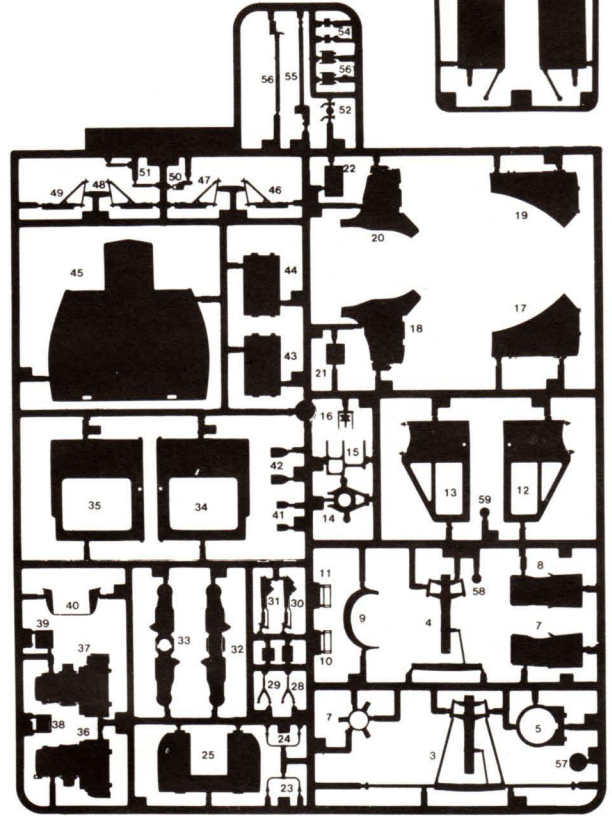


UH-1H

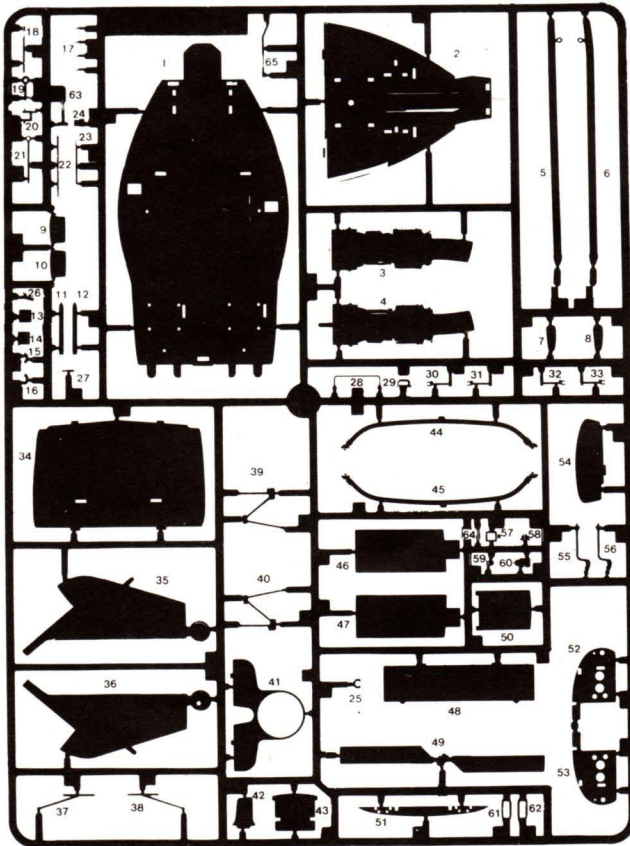




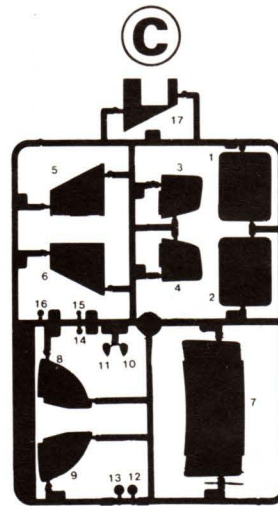
D



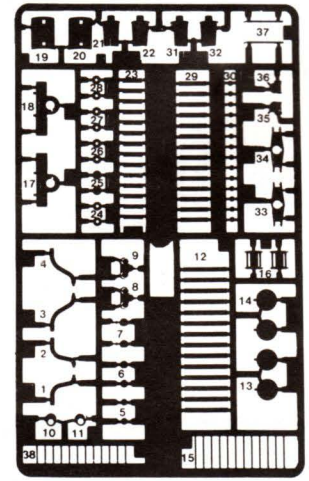
B



E



C



법정품질표시

재 질 : 포리스치렌
 가공방법 : 성형사출
 사용방법 : 조립식지능계발 및 취미생활용
 주의사항 : 화기 및 접촉제사용에 주의
 대상연령 : 13세이상
 상 호 : (주) 세미나과학교재사
 ☎ (0351) 45-2525
 주 소 : 경기도 양주군 광적면 가남리 445-7