

## model 139WC / WSM / WT

### Instructions

**EN**

At the beginning of the 1930s, the air was dominated by biplanes. And yet, at the time, Boeing in the USA came with a truly revolutionary-designed XB-9 twin-engine monoplane featuring retractable undercarriage. The USAAF, however, acquired just the prototype airframes and a small batch of pre-production Y1B-9As. The B-9 type had been simply outperformed by bombers produced at Martin, which were bought in large quantity by the US military and designated the B-10, B-10B, B-12 and B-14. Boeing, as well as Martin, developed their respective bomber type projects as private venture. At the time of its first flight, the prototype Martin model 123/XB-907 had still been fitted with Townend style cowlings and the crew sat in old-fashioned open cockpits. After a series of Army test flights, the prototype was sent back to the production plant and some structural changes had been required – giving a birth to a new prototype machine XB-10, factory designation Model 139. This design only very loosely resembled the original XB-907. It was the first US bomber aeroplane to have been fitted with a nose gun turret. Its R-1820 engines were neatly housed inside NACA-type cowlings. And in its final form, the bomber also had all crew cockpits closed. The fuselage incorporated an internal bomb bay. In its days, the type far outperformed any other bomber type flown anywhere else and also became something of a twin engine bomber paragon for aeroplane designers all around the world. The Martin company was quite rightfully awarded the 1932 Collier Trophy for the construction of the type. The US military placed an order for fourteen more pre-production YB-10 airframes and a small production batch of B-10s. Then, a more than 100-pieces batch of B-10Bs was also required. A series of B-12s was also produced, these being powered by R-1690 engines. These new aeroplanes found their way both to units based in the continental USA and to overseas USAAF units in the Panama Canal zone and in the Phillipines. Even though the USAAF issued requirements for a new type to replace the B-10s when these latter were being introduced to service (the type which later would win the competition was the Douglas D-18), the B-10/12s remained in active service even during WW2, then of course in just the training and transport roles, typically assisting the building of military air bases in Alaska.

In 1936, the USAAF cleared the B-10 for export. So, the Martin company was allowed to offer their Model 139 for overseas customers. The export versions could be fitted with various engine types with different cowlings, too. Argentina Navy and Army placed order for Model 139WAA/WAN airframes, China took delivery of a total of nine Model 139WCs, some of which were eventually destroyed during training, remaining airframes taking part in bombing raids against Japanese shipping off Shanghai. Two remaining Model 139WCs became famous for performing the leaflet air raids on the Japanese soil. The Netherlands bought their Model 139s in WH-1 and WH-2 versions, later to be joined by 84 examples of the rather modernized WH-3, differing externally in the fuselage and canopy shape. The manufacturer's designation of the type was Model 166. All of the Dutch machines were pressed to service in the Netherlands East Indies, trying in vain to stop the advance of the Japanese in the early stages of the war. Almost all of them were destroyed in action, remaining being captured by Japanese forces and some of them were later sold to Siam, joining there a group of six Model 139WSM aircraft which had been bought by the Siamese before the war. The Siamese Martins remained in service until the end of the war. However, the record for the longest service may hold the Turkish Model 139WTs, of which a total of twenty flew with the Turkish air force.

Span: 21.5 m, length: 13.6 m, max. speed: 343 kmh, ceiling: 7,380 m, range 1,196 km, armament: 3x Browning 7.62 mm machine gun, 1,000 kg bomb load.

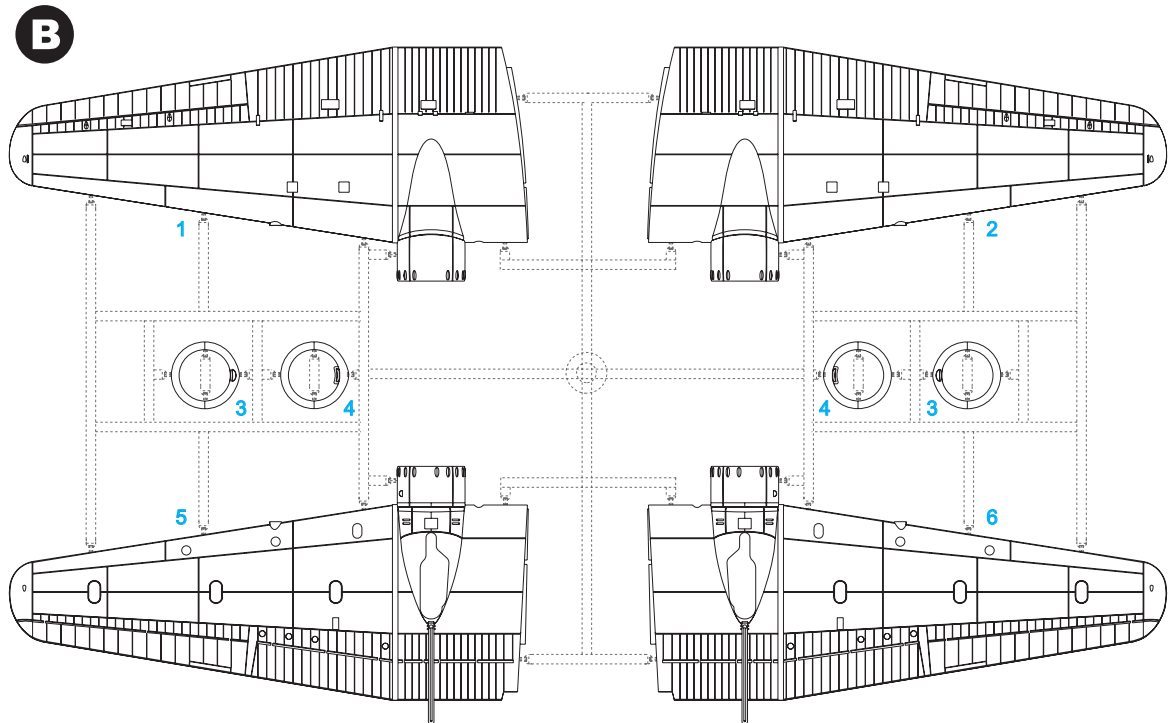
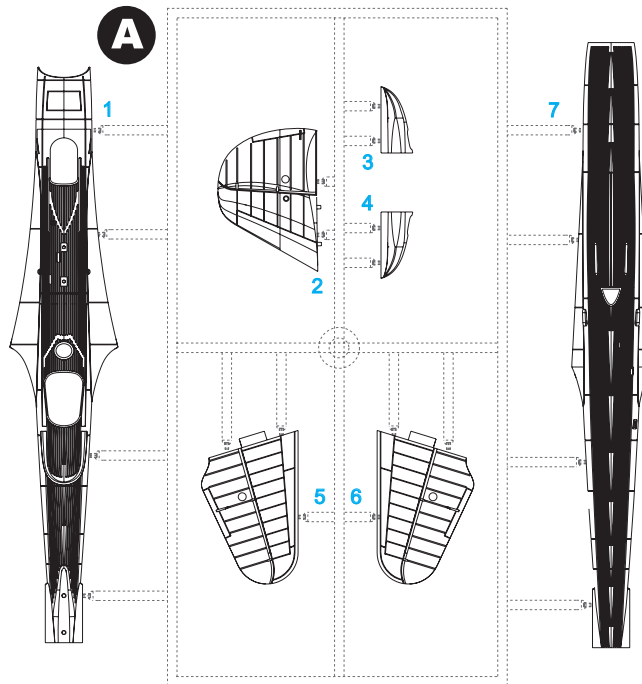
**CZ**

Na začátku třicátých let minulého století vzduchu kralovaly dvouplošníky. Americká firma Boeing představila v té době USAAF prototyp XB-9, revoluční dvoumotorový jednoplošník se zatahovacím podvozkem. Ale USAAF zakoupilo jen prototypy a malou předserii Y1B-9A. Výkony bombardérů B-9 byly překonány výkony bombardérů Martin. Ty USAAF zakoupila ve velkém množství pod označením B-10, B-10B, B-12 a B-14. Stejně jako Boeing i Martin připravil projekt bombardéru jako soukromou iniciativu. Prototyp Martin model 123/XB-907 měl ještě kryty motorů Townend a otevřené prostory osádky. Vzlétl poprvé 16. února 1932. Po armádních testech byl vrácen firmě Martin k přepracování. Tak vznikl prototyp XB-10, továrního označení model 139. Jen vzdáleně připomínal XB-907. Jako první bombardér amerického letectva nesl v přední střeleckou věž. Motory R-1820 měly kryty NACA. Ve finální provedení měl všechny prostory osádky zakryté. V trupu byla umístěna pumovnice. V té době překonával všechny jiné bombardéry světa. Stal se předobrazem moderního dvoumotorového bombardéru a vzorem pro konstruktéry po celém světě. Firma Martin byla za konstrukci tohoto letounu oceněna po zásluze v roce 1932 Collier Trophy. Americké letectvo objednalo čtrnáct předseriových kusů YB-10, malou sérii B-10 a po nich i více než stokusovou sérii verze B-10B. S motory R-1690 byla vyrobena série bombardérů B-12. Nové bombardéry byly zařazeny k jednotkám na území Spojených států, ale dostaly se i do zámoří. Sloužily v jednotkách USAAF v oblasti Panamského průplavu i na Filipínách I když v době zavádění do služby vypsal USAAF soutěž na nový typ bombardéru, který B-10 v budoucnu nahradí (zvíťžil Douglas B-18), používalo typy B-10/12 ještě v době druhé světové války. V té době už samozřejmě k cvičným nebo transportním úkolům, například při budování základen na Aljašce.

V roce 1936 uvolnilo USAAF moratorium na export B-10. Firma tak mohla nabídnout model 139 zahraničním zájemcům. S různými verzemi motorů a jejich krytů objednala modely 139WAA/WAN Argentina, jak pro letectvo, tak námořnictvo. Čína odebrala devět strojů model 139WC. Část byla zničena při výcviku, zbylé bombardovaly několikrát japonské lodě u Šanghaje. Poslední dva stroje provedly letákový nálet na Japonsko. Nizozemí nakoupilo model 139 ve verzích WH-1 a WH-2, k nim přibilo později ještě 84 kusů verze WH-3. Tato verze byla modernizovaná, tvarově značně odlišná. Tovární označení bylo model 166. Všechny holandské stroje sloužily v Holandské Východní Indii. Marně se na začátku války v Pacifiku snažily zastavit postup Japonců. Většina byla zničena v bojích. Zbylé Japonci ukořistili, testovali a posléze část z nich prodaly Siamu. V Siamském letectvu od Japonska zakoupené bombardéry doplnily před válkou zakoupených šest kusů modelu 139WMS. Siamské bombardéry byly používány do konce války. Nejdéle asi používalo bombardéry model 139WT turecké letectvo. Zakoupilo jich dvacet kusů.

rozpět: 21,5 m, délka: 13,6 m, max. rychlost: 343 km/h, dostup: 7380 m, dolet 1196 km, výzbroj: 3x kulomet Browning 7,62 mm, 1000 kg pum

## PARTS LIST



### SYMBOLS



MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION



POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO  
INSTANT CYANOACRYLATE GLUE  
ZYANOAKRYLATKLEBER  
COLLE CYANOACRYLATE



OHNOUT  
BEND  
BIEGEN  
COURBER



ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER



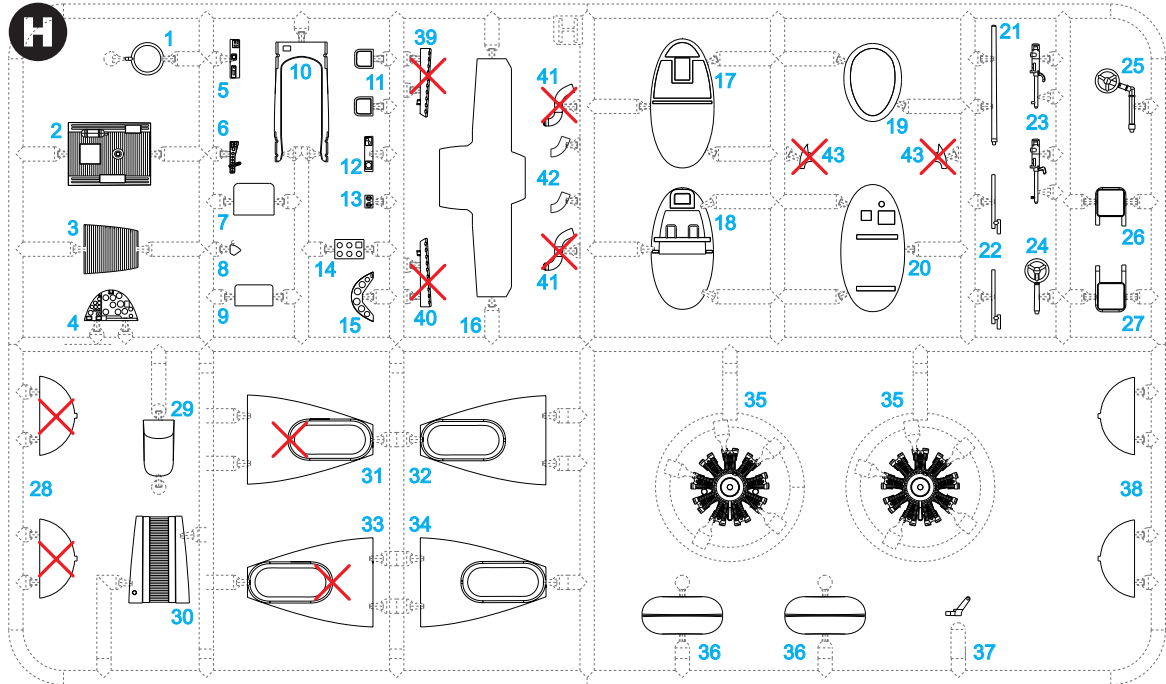
ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER



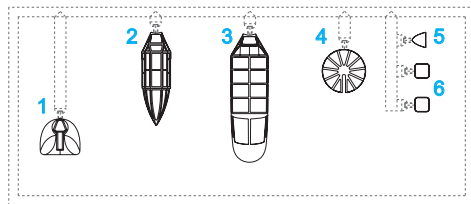
NATRÍT  
COLOUR  
FARBEN  
PEINDRE

② SH72440 model 139WC / WSM / WT

## PARTS LIST



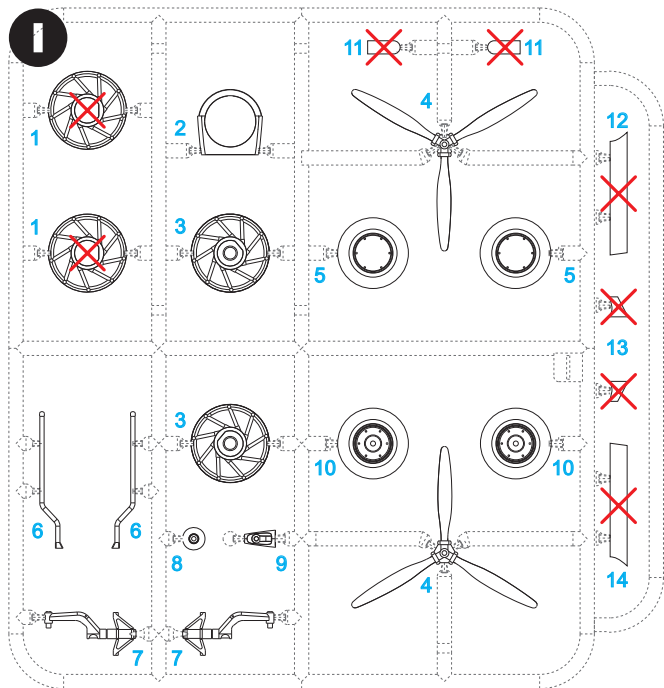
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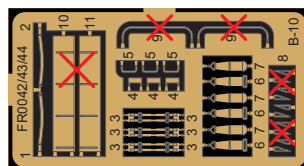
= parts not to be used

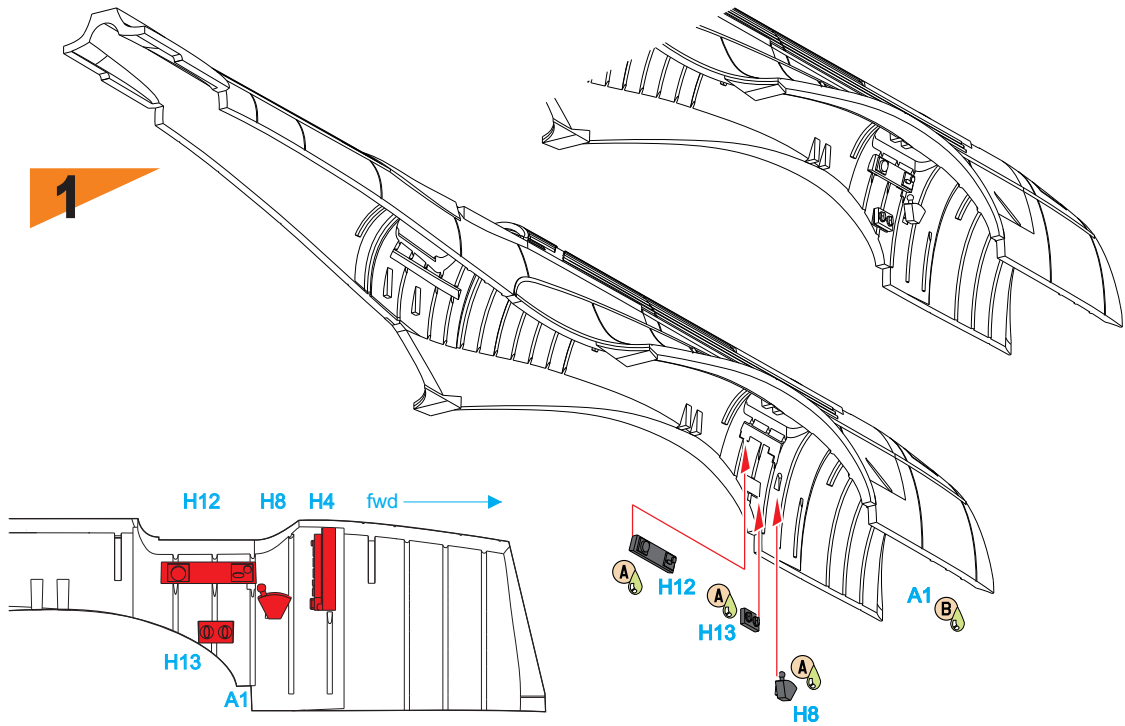
### Barvy GUNZE/ GUNZE Colour No.

<b>A</b>	Black / černá	H12/C33
<b>B</b>	Aluminium lacquer / hliníkový lak	H8+11/C8+62
<b>C</b>	Bronze Green / bronzově zelená	H/C340
<b>D</b>	Burnt Metal / opálený kov	H76/C61
<b>E</b>	Gun Metal / tmavý kov	H28/C78
<b>F</b>	Clear Red/ čirá červená	H90/C47
<b>G</b>	Clear Green / čirá zelená	H94/C138
<b>H</b>	Tire Black / barva pneu	H77/C137
<b>I</b>	Aircraft Gray / šedivá	H57/C73
<b>J</b>	Sail / barva plátna	H85/C45



### Photo-Etched Parts (PE)



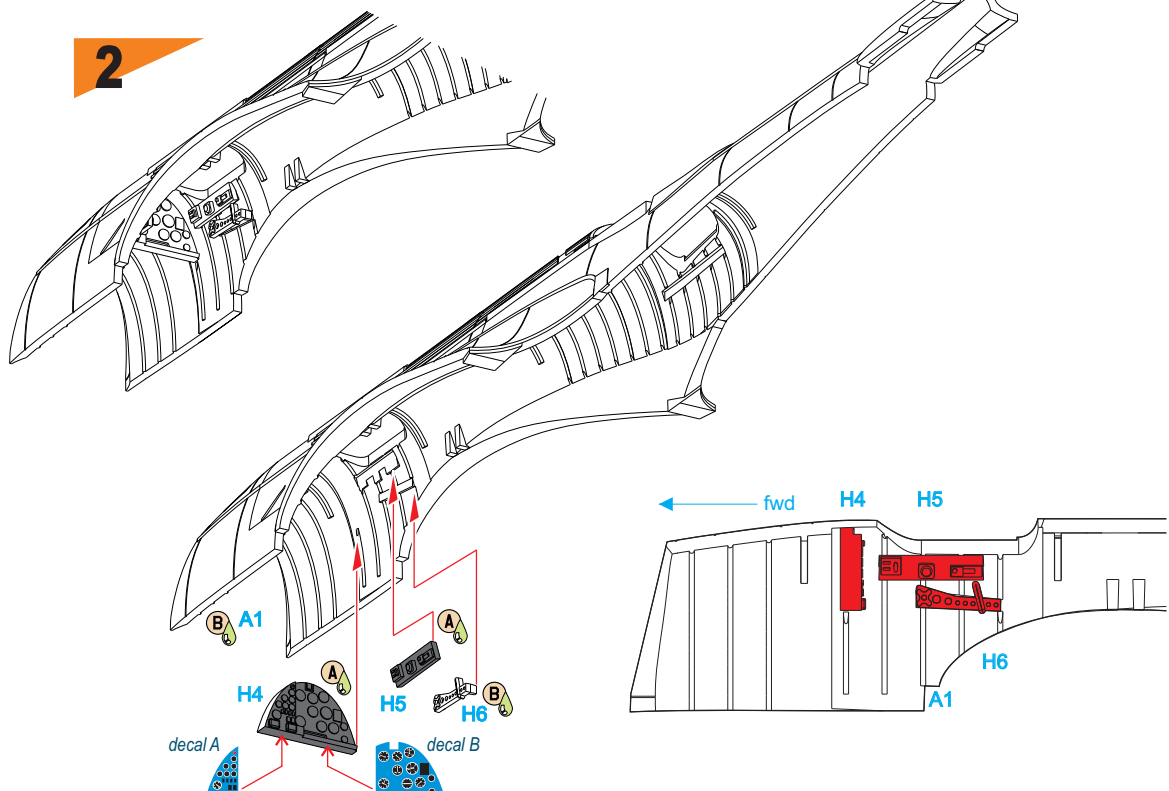


Note on the interior colours

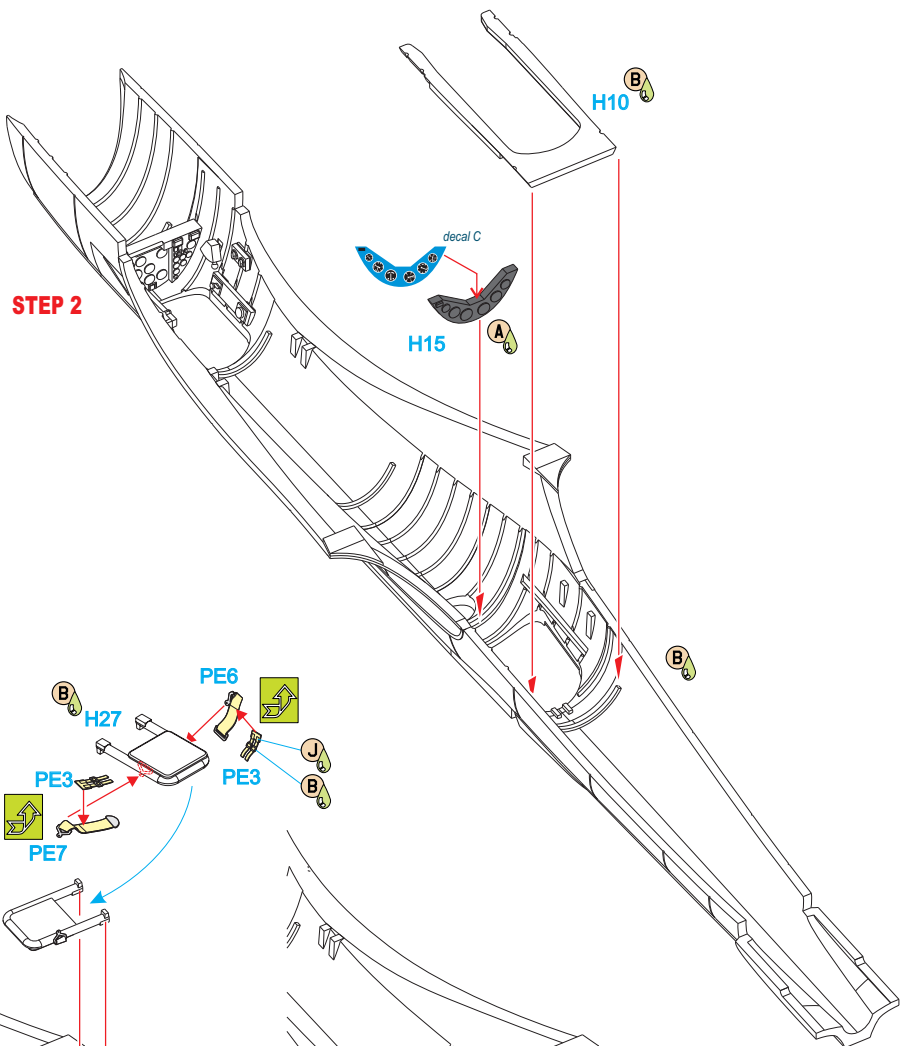
Cockpits and turret area, undercarriage bays, legs, engine cowlings:

- 1) Pre-war B-10/12 airframes - Aluminium Lacquer
- 2) export Model 139s - might already have been in Zinc Chromate Green.

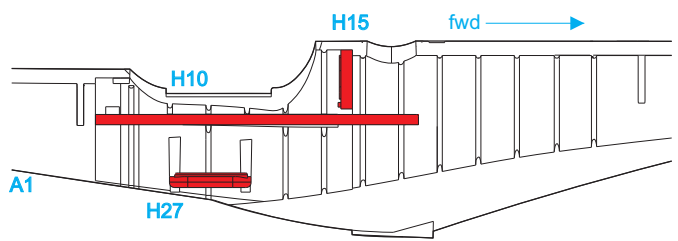
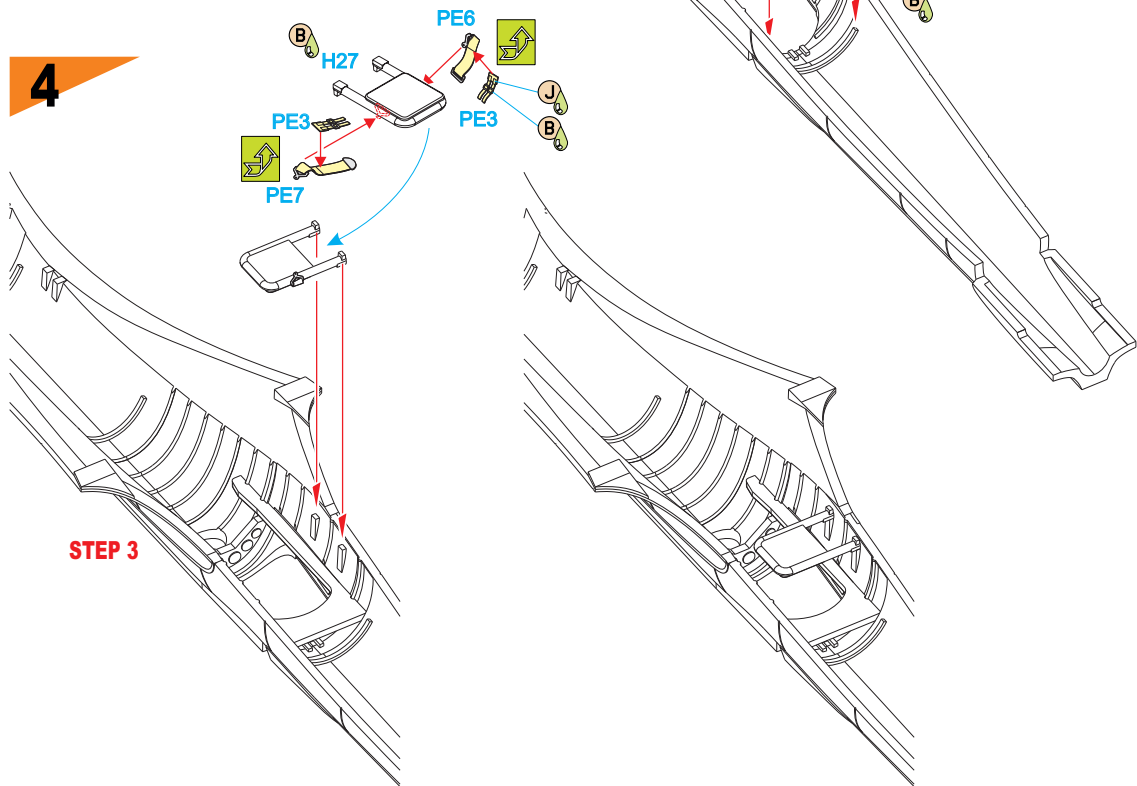
The exceptions were the instrument panels and a few other items which were either in Black, Bronze Green or Zinck Chromate Green as indicated throughout the build steps.



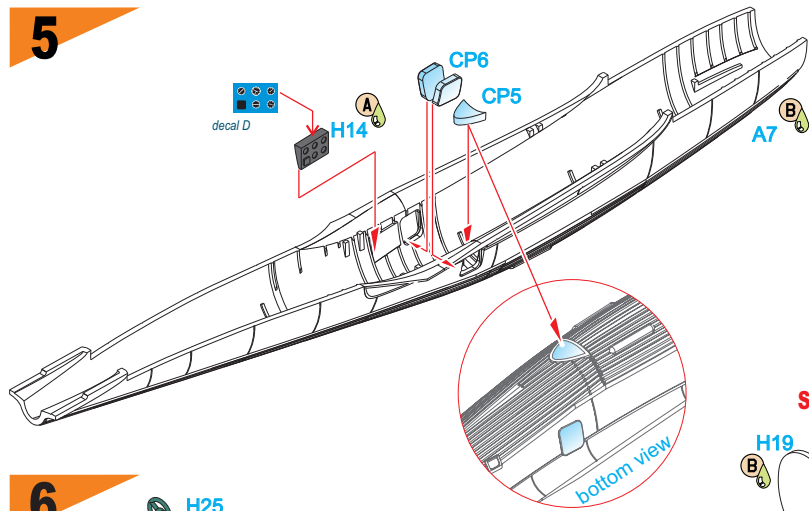
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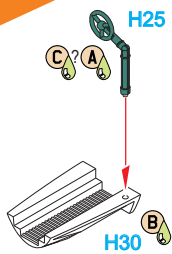
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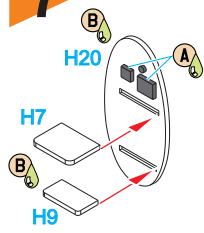
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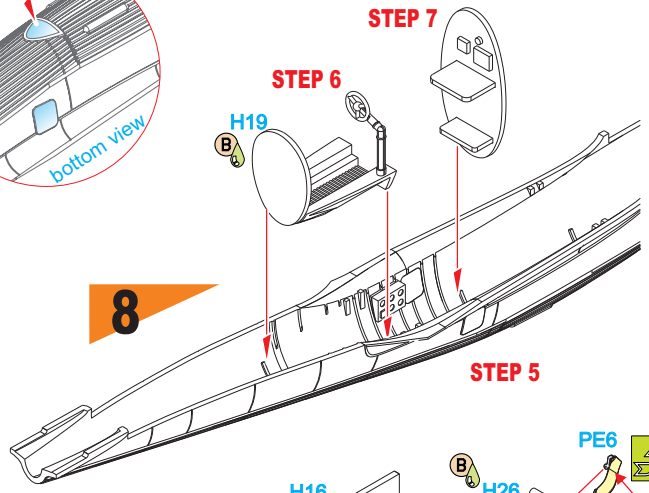
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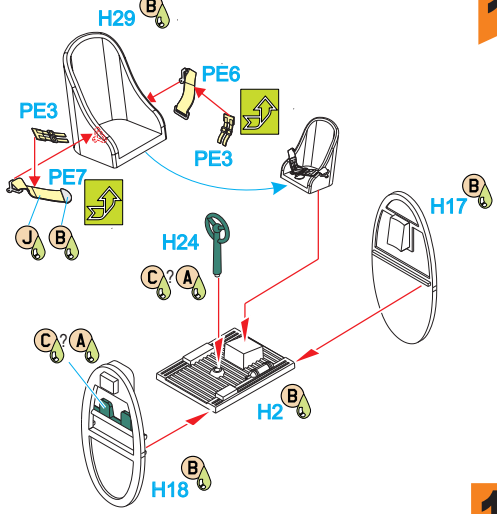
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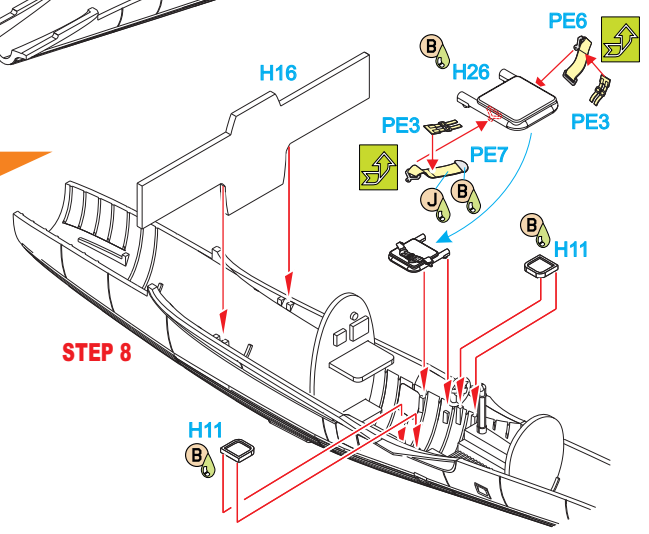
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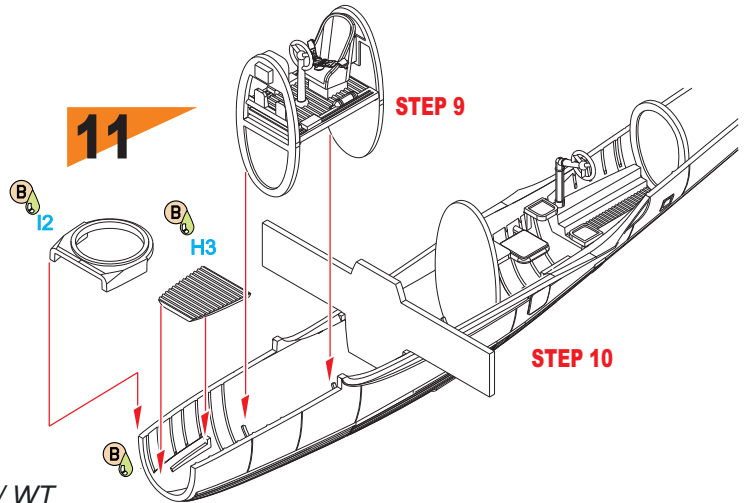
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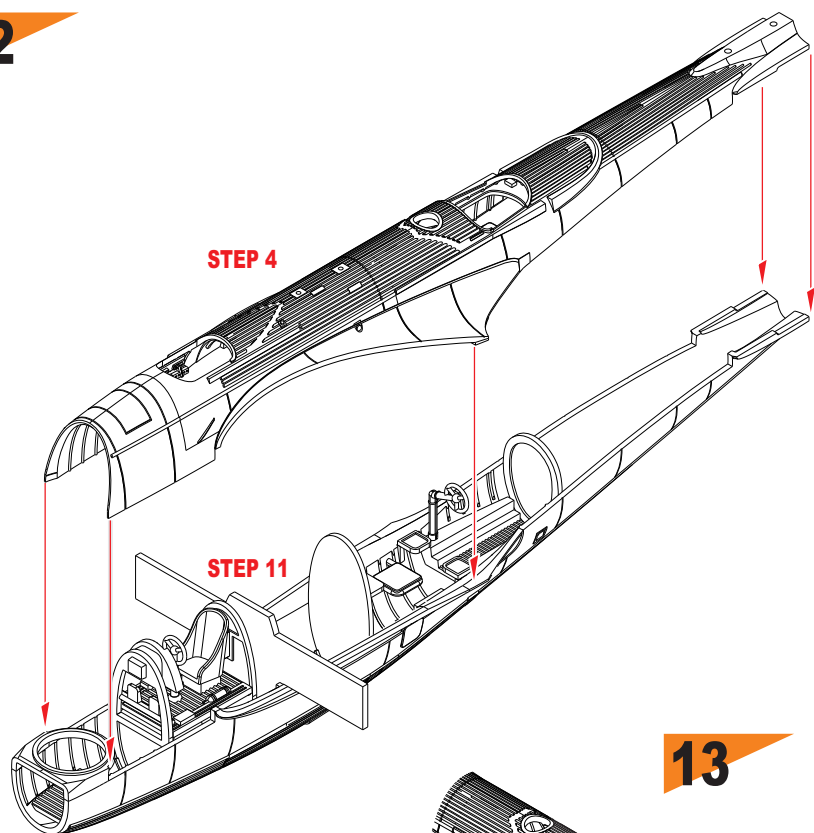
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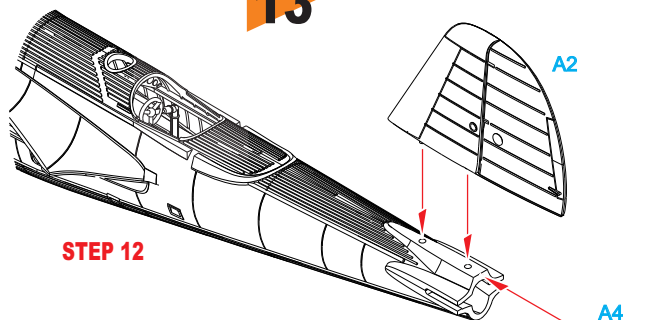
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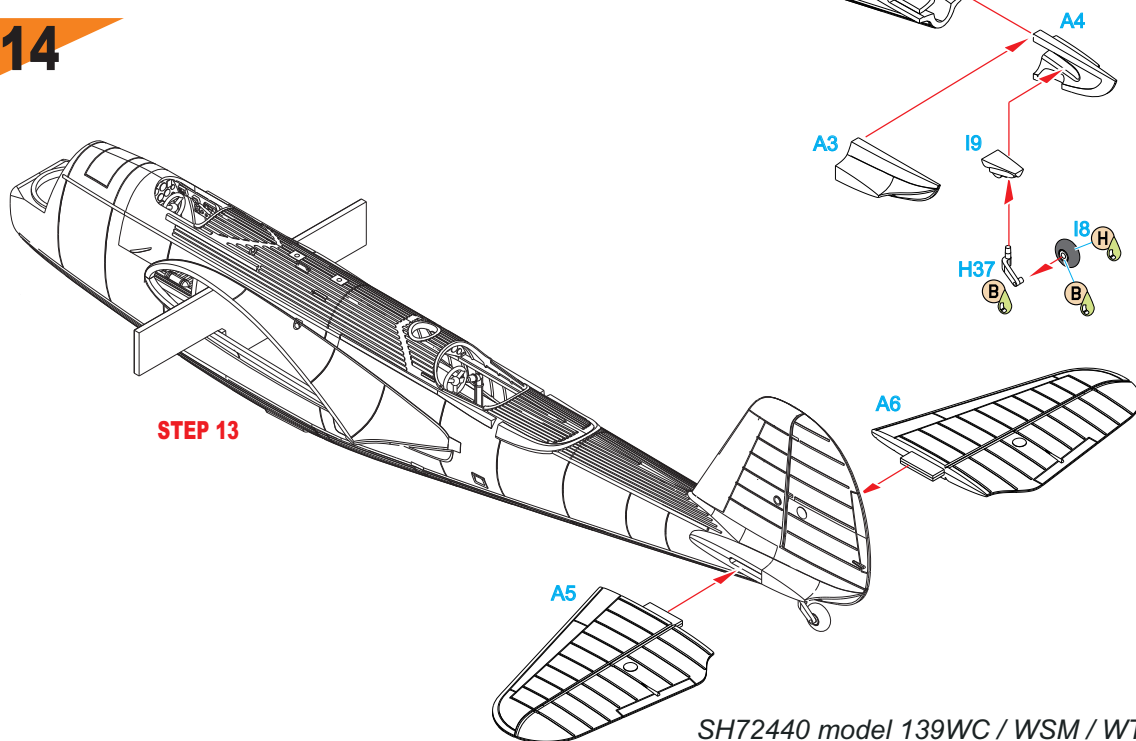
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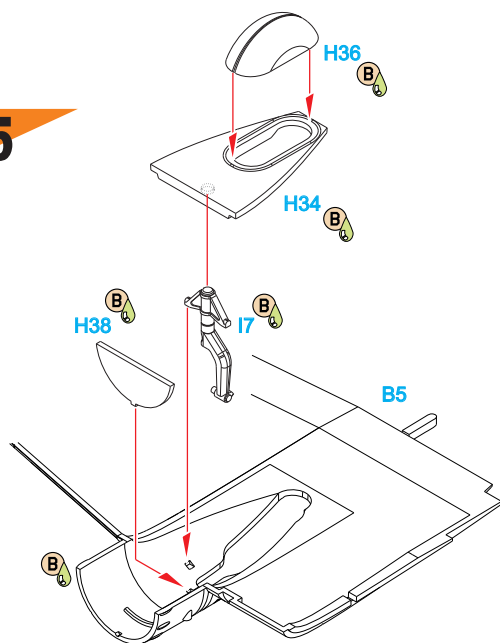
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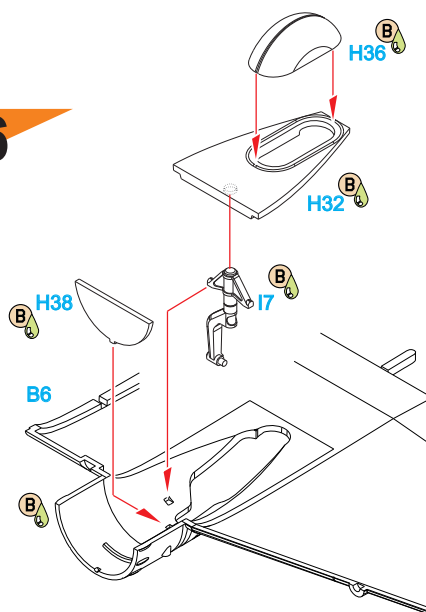
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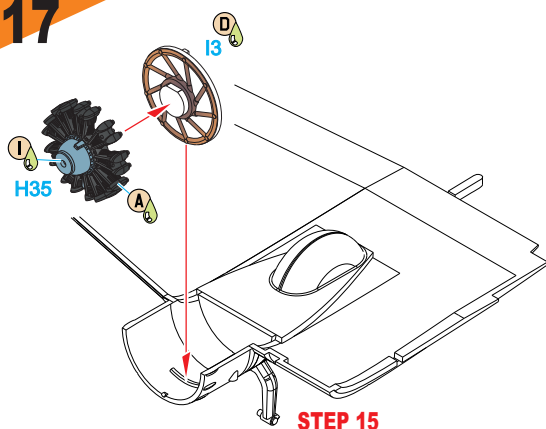
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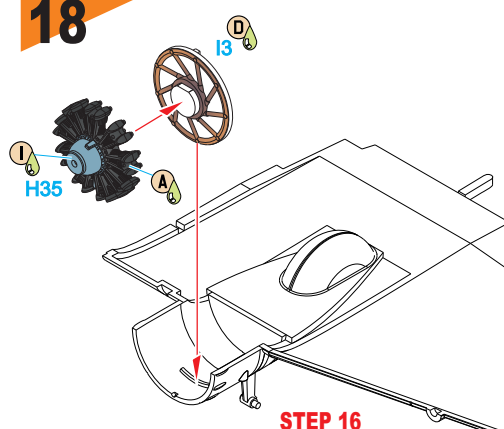
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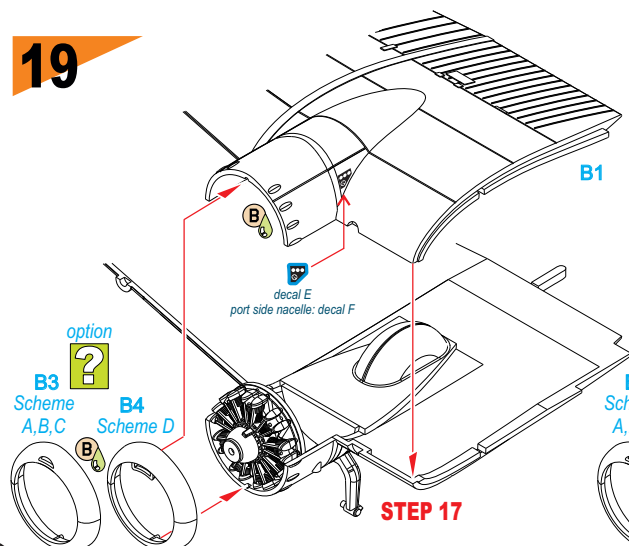
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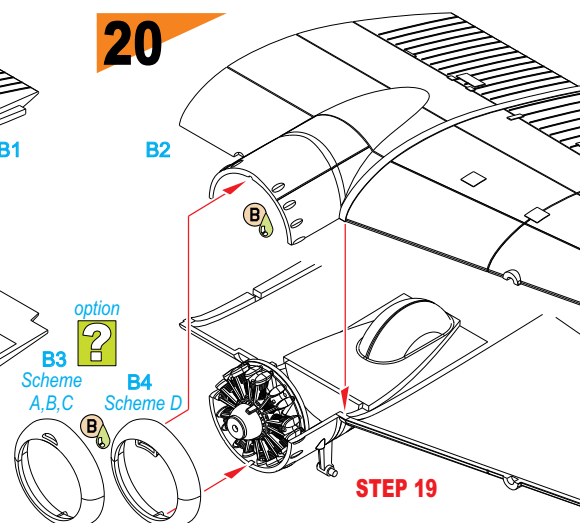
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**19**

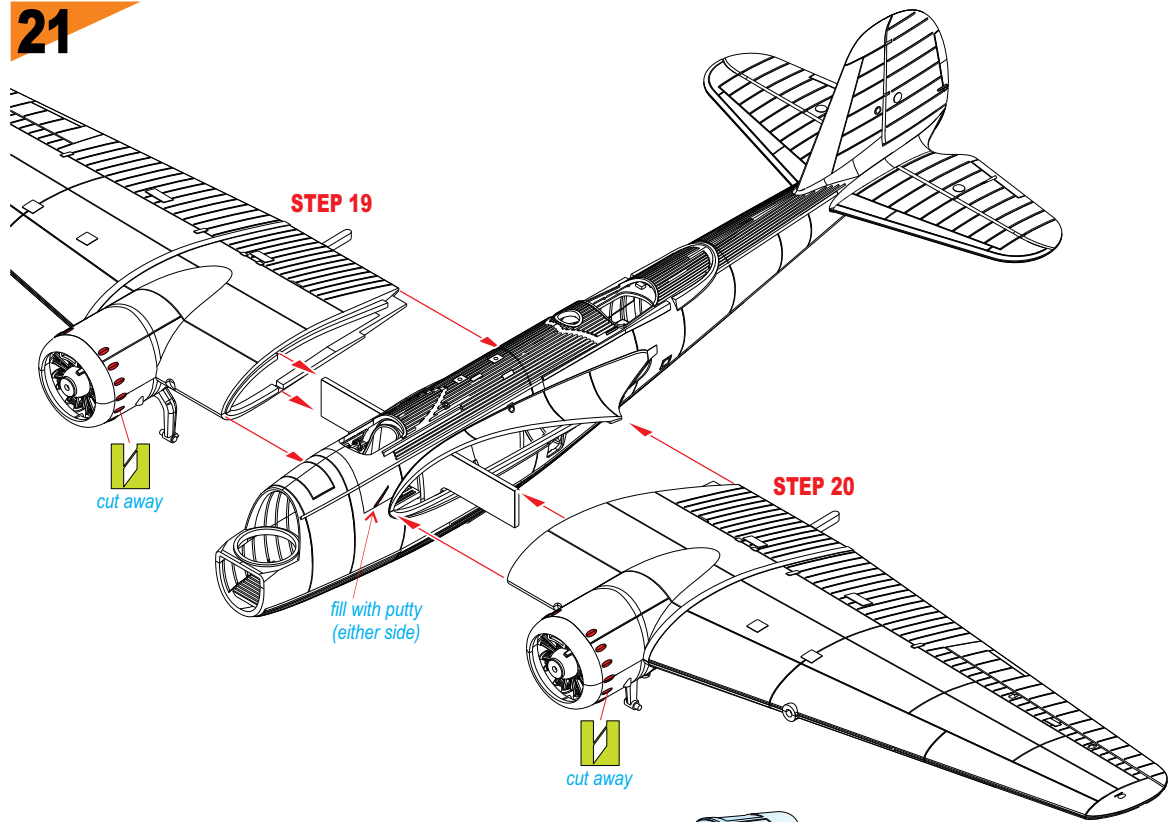


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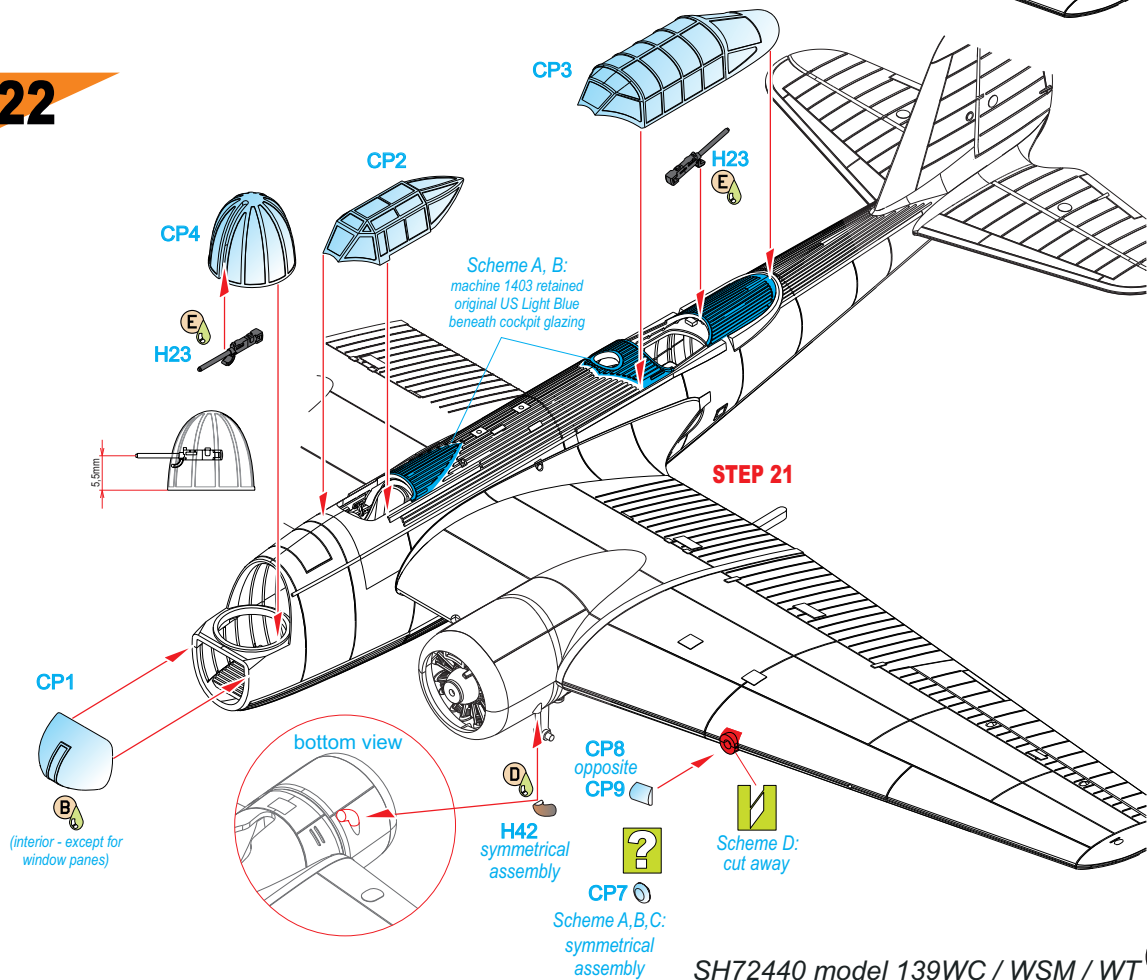




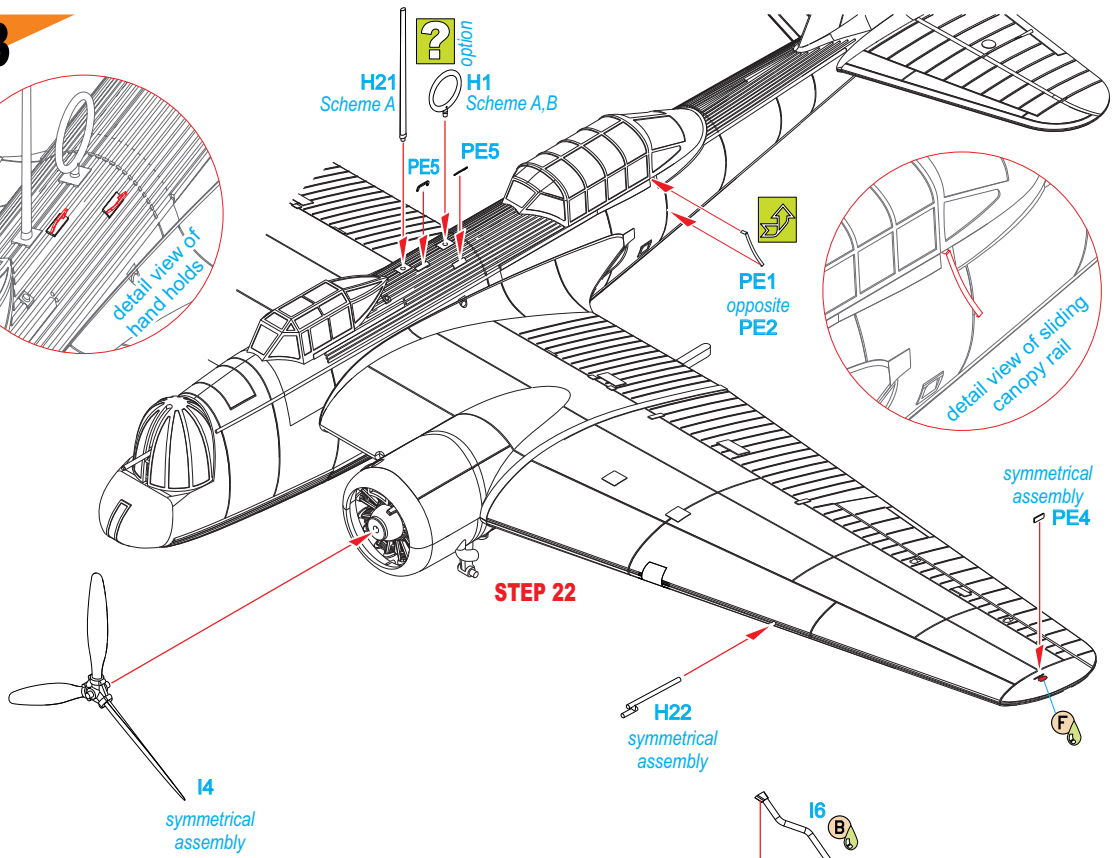
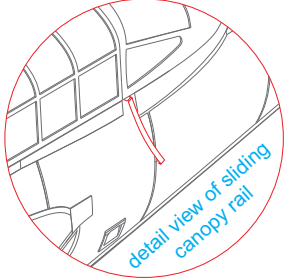
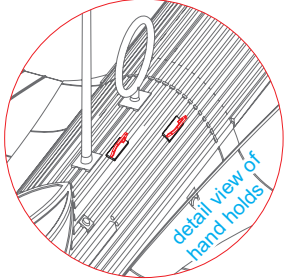
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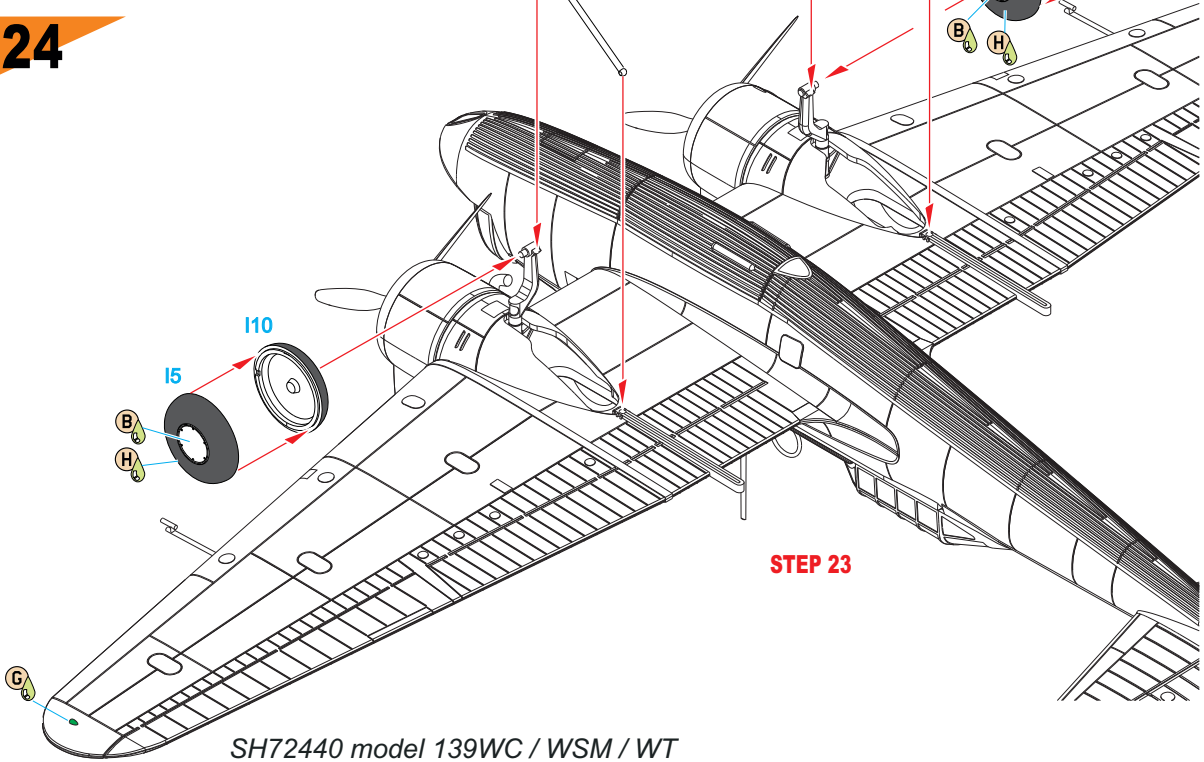
# 22



# 23



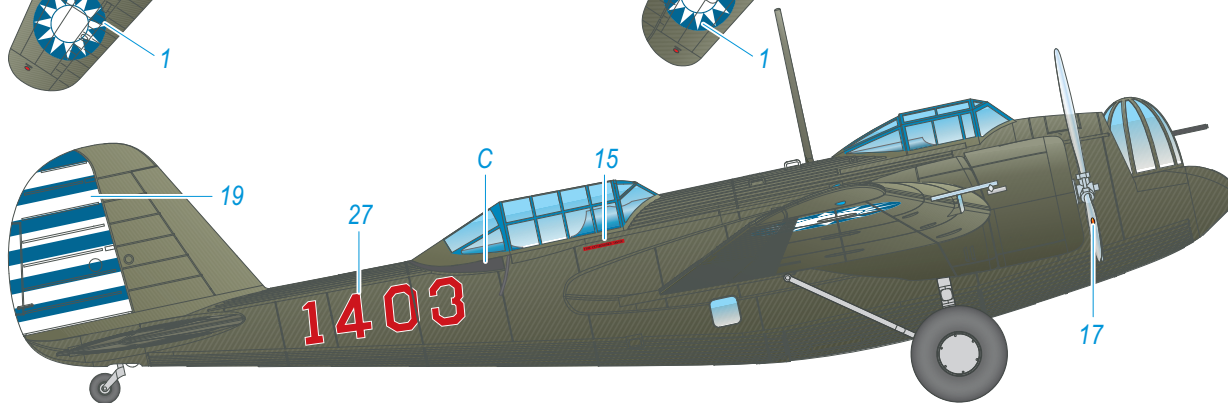
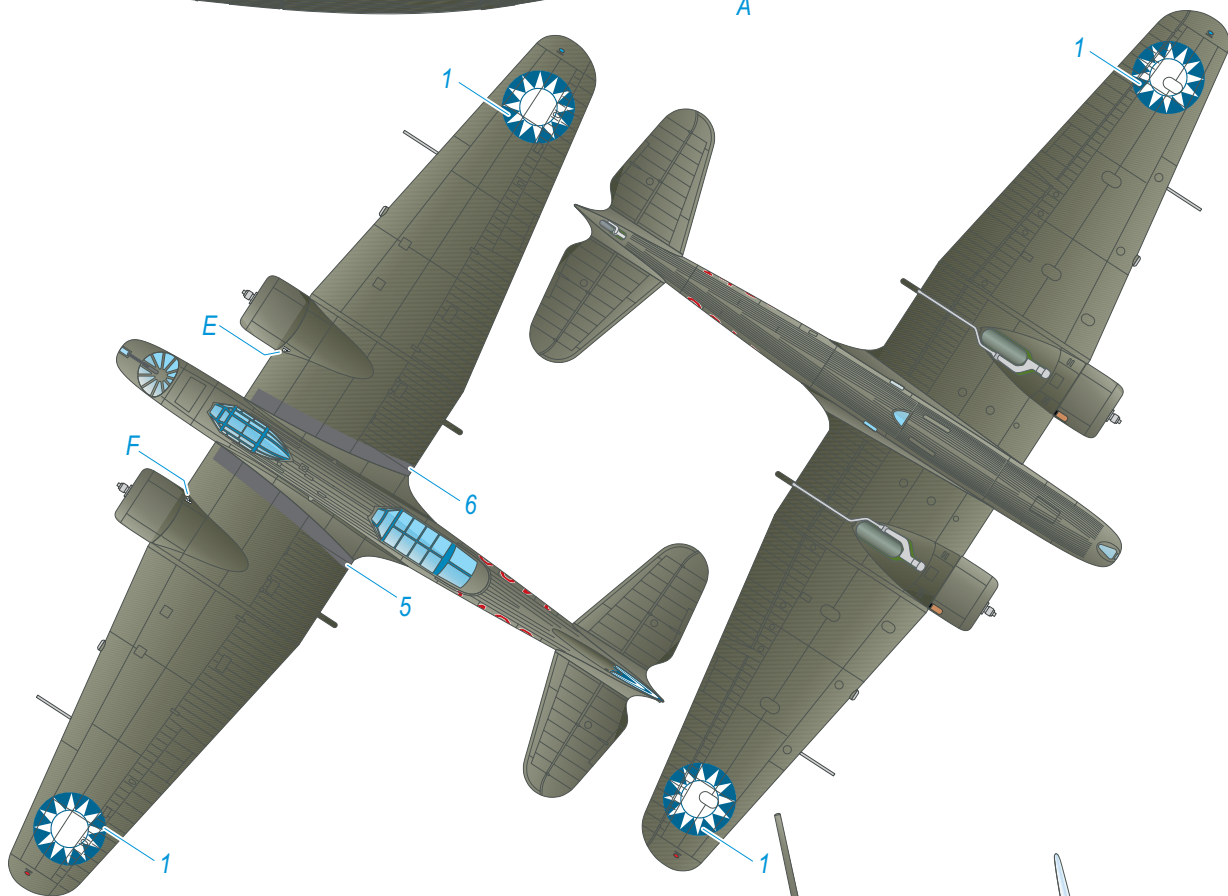
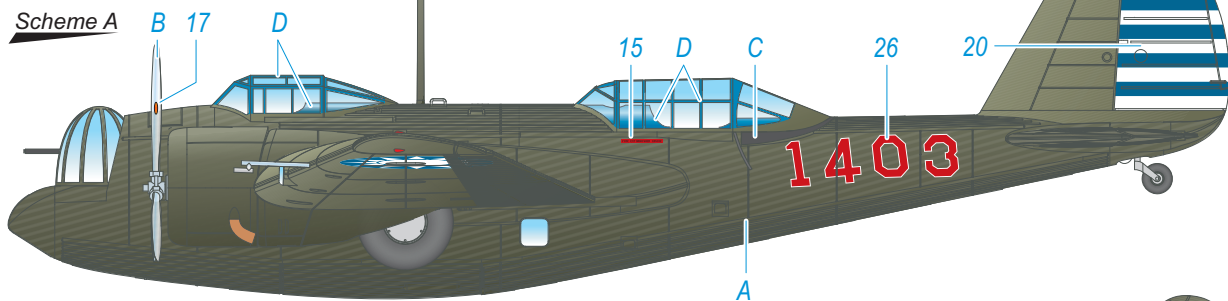
# 24



Model 139 WC, no.1403, 14 International Volunteer Sqn, January to March 1938, later 14 Chungtui, April to July 1938, Hankou, Chinese Nationalist Air Force. At the night of 19-20 May 1938, when on force of 14 Chungtui, machine 1403 along with no. 1404 took part in the famous leaflet air raid on Japan. The final combat mission of 1403 was the bombing of Japanese positions in the Shanghai area. Another leaflet-dropping raid was also planned, which should take place on 7 July 1938, machine no 1403 was, however, destroyed on an attempted landing when the crew was preparing for the raid. At the time, 1403 was the very last example of the type in the Chinese military.

Model 139WC, č.1403, 14. peruť mezinárodních dobrovolníků (leden-březen 1938), později (duben-červenec 1938) 14. Chungtui (peruť), čínské nacionalistické letectvo, základna Chan-kchou, Čína. V rámci 14. Chungtui se tento letoun zúčastnil slavného letákového náletu na Japonsko v noci z 19. na 20. května 1938, společně se strojem č. 1404. Poslední bojovou akcí 1403 bylo bombardování japonských pozic u Šanghaje. Při přípravě na další letákovou akci, která se měla uskutečnit 7. července 1938 byl 1403, jako poslední v Číně létající model 139WC zničen při přistání.

**Scheme A**

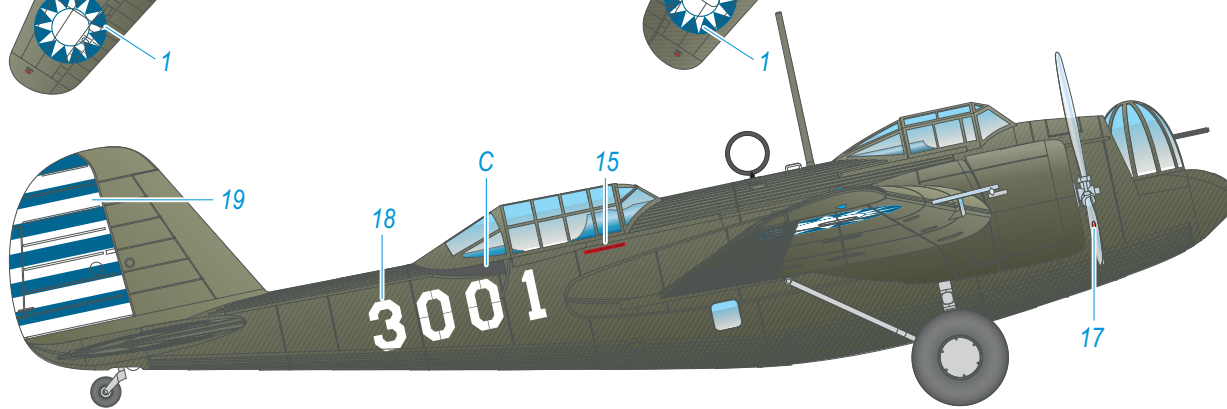
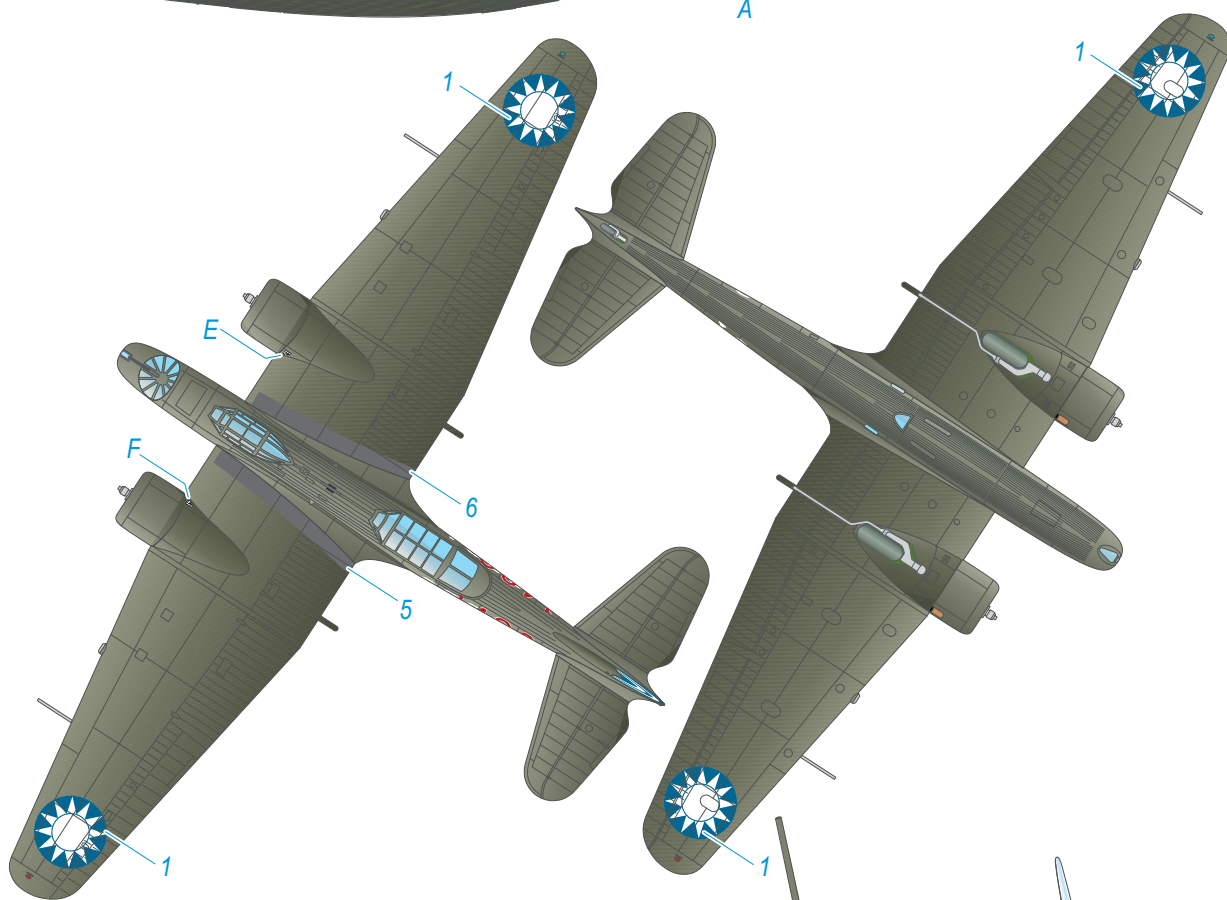
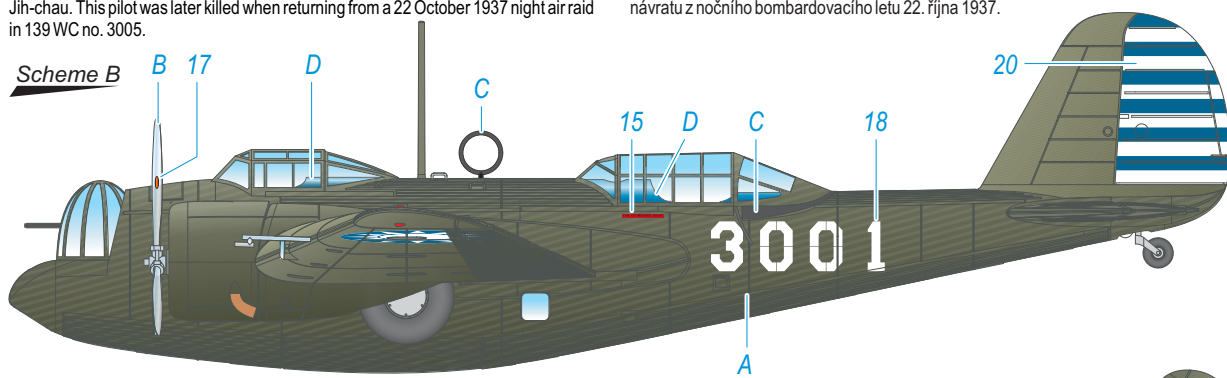


- |                          |   |  |   |
|--------------------------|---|--|---|
| <b>A</b> Green<br>H/C302 | <b>B</b> Natural Metal<br>barva kovu<br>H/C08 | <b>C</b> Black Grey<br>černošedá<br>H77/C137 | <b>D</b> Light Blue 23<br>US. světle modrá č. 23<br>FS35109 |
|--------------------------|---|--|---|

Model 139 WC no.3001, 14 Chungtui (squadron), Chinese Nationalist Air Force, Hankou, 1937. Machine 3001 took part in several air raids against the positions of Japanese navy ships off Shanghai. In the autumn of 1937, no.3001 was damaged during an emergency belly landing when flown by Jang Jih-chau. This pilot was later killed when returning from a 22 October 1937 night air raid in 139WC no. 3005.

Model 139 WC č. 3001, 14. Chungtui (peruť), čínské nacionalistické letectvo, základna Chan-kchou, 1937. Stroj 3001 se zúčastnil několika náletů na pozice japonských lodí u Šanghaje. Na podzim 1937 byl poškozen při nouzovém přisání na břicho pilotem Jang Jih-chau. J. Jih-chau zahynul jako pilot stroje č. 3005 při návratu z nočního bombardovacího letu 22. října 1937.

**Scheme B**



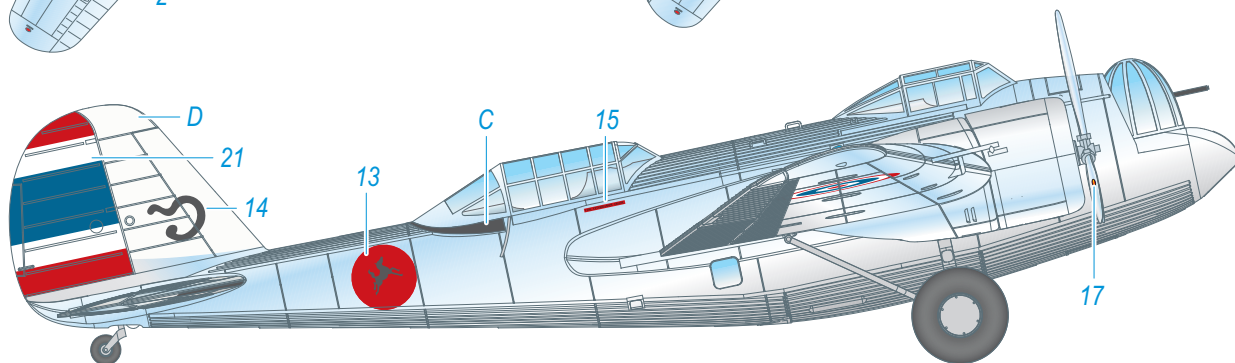
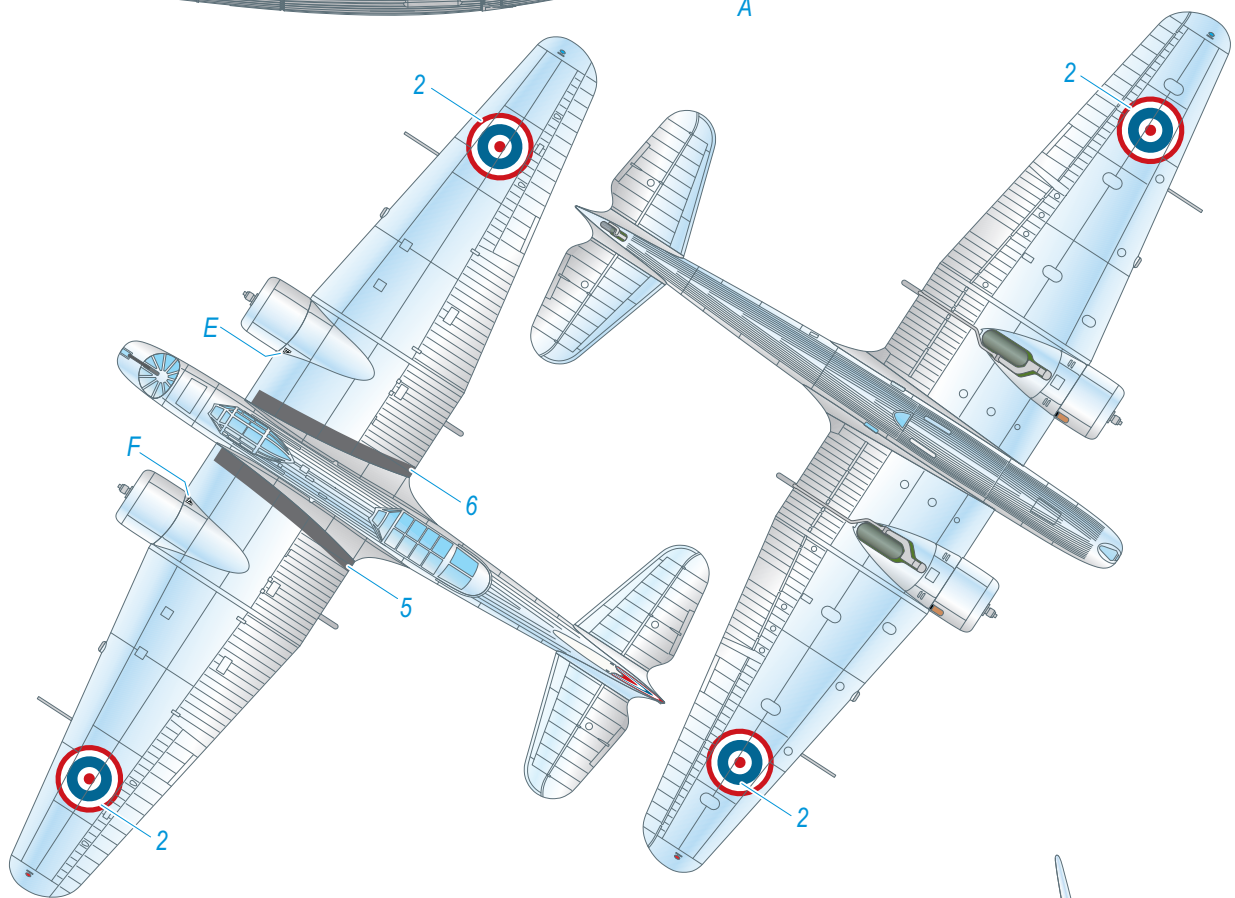
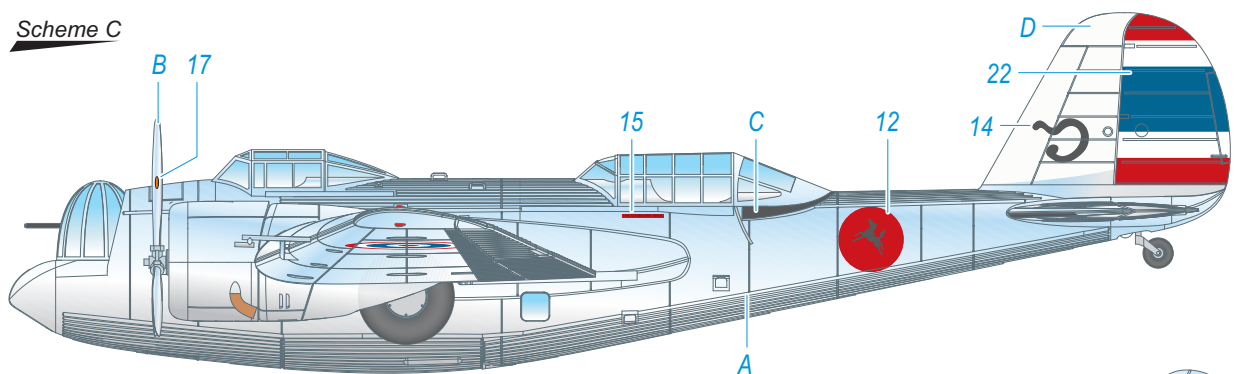
- A** Green  
zelená  
H/C302
- B** Natural Metal  
barva kovu  
H/C08
- C** Black Grey  
černošedá  
H77/C137
- D** Light Blue 23  
US. světle modrá č.23  
FS35109

SH72440 model 139WC / WSM / WT

Model 139 WSM, no.6, 50 Bomber Squadron, Ubon AFB, Royal Thai Air Force, 1940.

Model 139 WS, č.6, 50. bombardovací peruť, thajské královské letecké síly, základna Ubon, 1940.

**Scheme C**

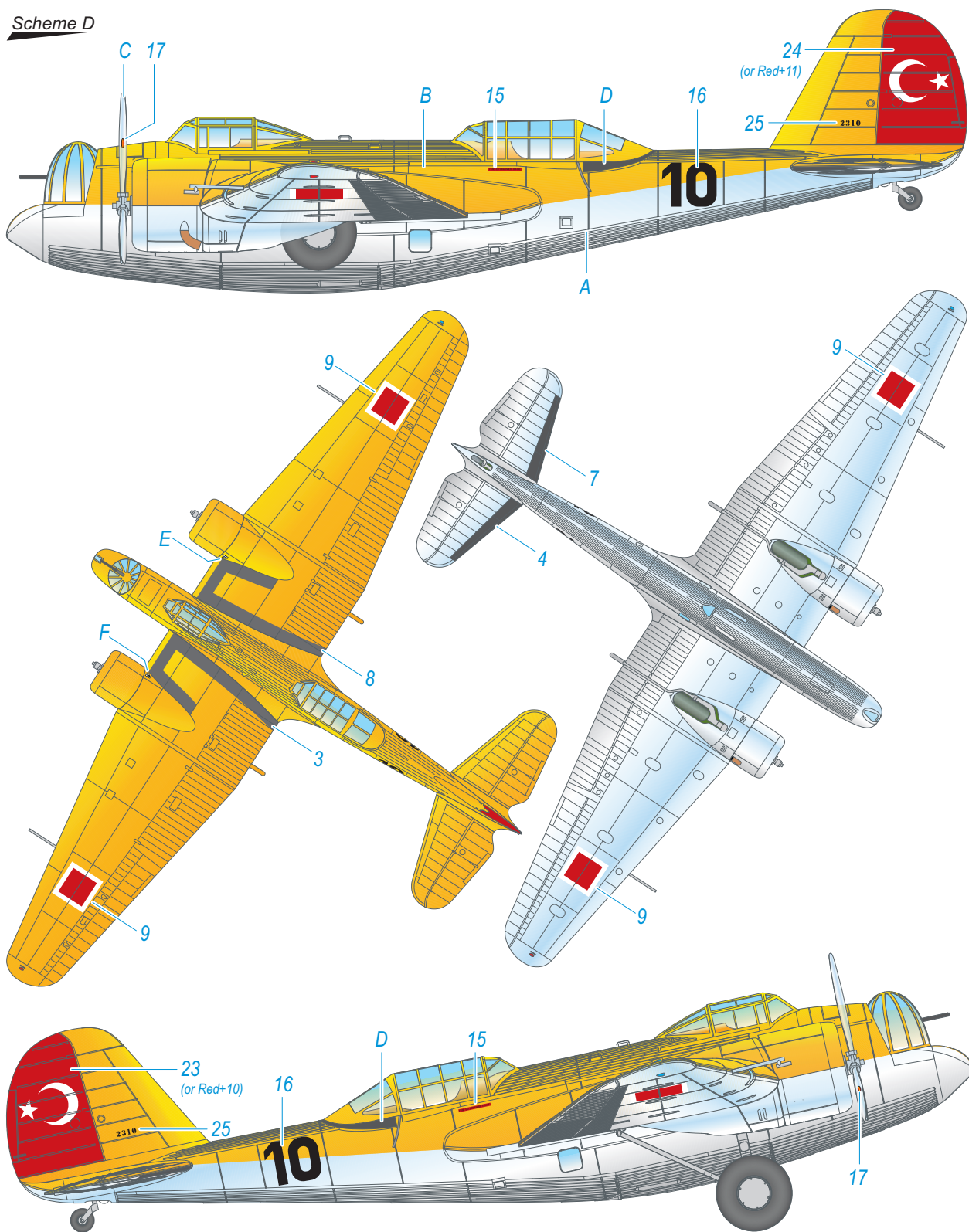






- |  |   |  |                                   |
|--|---|--|-----------------------------------|
| <b>A</b> Aluminium Lacquer<br>hliníkový lak<br>H08+11/C08+62 | <b>B</b> Natural Metal<br>barva kovu<br>H/C08 | <b>C</b> Black Grey<br>černošedá<br>H77/C137 | <b>D</b> White<br>bílá<br>H11/C62 |
|--|---|--|-----------------------------------|

Model 139 WT, no.10/2310, 55 Sqn, Corlu, Turkish Air Force, 1941-42. In that period of WW2, Turkish 139 WTs were flying on patrol missions over the waters of the Black Sea, guarding Turkish neutrality.

Model 139 WT č.10/2310, 55. peruť, turecké vojenské letectvo, základna Corlu, 1941-42. Turecké stroje byly používány během uvedeného období druhé světové války k hlídkovým letům nad vodami Černého moře. Střežily tak tureckou neutralitu.

**Scheme D**



- |  |  |   |  |
|--|--|---|--|
|  <b>A</b> Aluminium Lacquer<br>hliníkový lak<br>H/C08+H / C |  <b>B</b> Glossy Deep Orange<br>lesklá sytá oranžová<br>H14/C59 |  <b>C</b> Natural Metal<br>barva kovu<br>H/C08 |  <b>D</b> Black Grey<br>černošedá<br>H77/C137 |
|--|--|---|--|

# ATTRACTIVE 1/72 SCALE MODELS

SH72374 1/72  
**P-40N Warhawk**

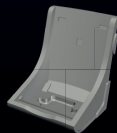
SH72377 1/72  
**Kittyhawk Mk.IA**



## CMK SETS **P-40** WARHAWK KITTYHAWK SPECIAL HOBBY



**Q72293 1/72**  
P-40E/F/K/L/M  
and N-1 Seat



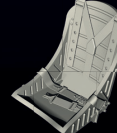
**Q72294 1/72**  
P-40N-5 through  
N-40 Seat



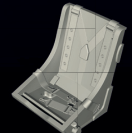
**Q72 299 1/72**  
P-40E, F, K, L, M  
and N-1 Seat with Belts



**Q72300 1/72**  
P-40N-5 through  
N-40 Seat with  
Belts



**Q72 302 1/72**  
Kittyhawk I, Ia, II,  
IIa and III Seat with  
Sutton Harness



**Q72303 1/72**  
Kittyhawk IV Seat  
with Sutton  
Harness



**Q72295 1/72**  
P-40 Wheels  
Diamond Tread



**Q72296 1/72**  
P-40 Wheels Block  
Tread



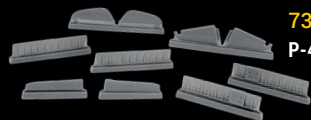
**Q72301 1/72**  
P-40 Cockpit Sidewalls  
and Control Column



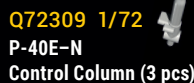
**Q72297 1/72**  
P-40 Wheels  
Cross Tread



**Q72298 1/72**  
P-40 Wheels Diamond  
and Hole Tread



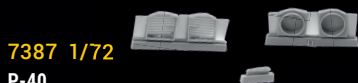
**7386 1/72**  
P-40 Control Surfaces



**Q72309 1/72**  
P-40E-N  
Control Column (3 pcs)



**7389 1/72**  
P-40E/K/M/N Armament Set



**7387 1/72**  
P-40  
Undercarriage Set



**7388 1/72**  
P-40 Engine Set



**7390 1/72**  
P-40N Engine Set



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# ATTRACTIVE 1/72 SCALE MODELS

