

SB2C-5 Helldiver "The Final Version"



V době zavádění tehdy nových střemhlavých palubních bombardovacích a průzkumných letounů SBD Dauntless se vedení US Navy rozhodlo zadat vývoj jeho nástupce. Ze šesti firem, které na základě vydaných propozic předložily své návrhy byly vybrány k realizaci dva typy. Vedle poměrně neúspěšného SB2A Buccaneer firmy Brewster to byl i návrh firmy Curtiss označený XB2C-1.

První prototyp robustního letounu vzletl 18. prosince 1940. Záhy však havaroval. Vzhledem k požadovaným výkonům a zároveň požadovaným rozměrům daným rozměry výtahů letadlových lodí trpěl XSB2C nestabilitou. Výroba první sériové verze SB2C-1 se rozeběhla před ukončením zkoušek dalších prototypů a tak se sériové stroje musely upravovat na další produkční lince. Úpravy obnášely přes 800 různých změn, včetně překonstruování ocasních ploch. Výkony nebyly nijak oslnivé, ale lepší stroje nebyly k dispozici. Nové stroje dostaly bojové jméno Helldiver, ale osádky měly na letoun svůj názor, který se projevil přezdívkami Beast či z vojenského označení vycházející Son of a Bitch the second class. První SB2C-1 a -1C zasáhly do bojů v roce 1943 a byly poměrně úspěšné. Potřeba dalších strojů s vyššími výkony vedla k vývoji a výrobě vylepšených SB2C-3 a -4. Byly vyráběny v USA a licenčně v Pro USAAF byla vyráběna pozemní verze A-25A Shrike.

Poslední sériovou verzí se stala SB2C-5. Ta proti předchozím verzím měla zvětšené zásoby pohonných hmot, vrtuli se širokými listy bez kuželu, zvětšenou pumovnici, odsuvný překryt kabiny pilota se zjednodušeným rámováním a další vylepšení. Standardně byla vybavena setem radaru AN/APS-4. Tato verze v rámci několika jednotek US Navy zasáhla do závěrečných bojů druhé světové války. Po válce se na krátkou dobu stala standardním palubním bombardérem US Navy. Ale do roku 1950 byly tyto stroje vyřazeny z první linie. V rámci vojenské pomoci byly dodány do Itálie, Řecka, Portugalska a Thajska. Italské Helldivery létaly nejdéle, poslední až do roku 1959. Nasazení řeckých Helldiverů výrazně přispělo k porážce komunistických povstalců v občanské válce. Francouzské Helldivery operovaly v domácích vodách, ale hlavně bojovaly proti Viet Minhu v tehdejší Francouzské Indočině. Nejvíce se proslavily v heroické, ale neúspěšné operaci osvobození obleženého Dien Bien Phu v roce 1954.

Rozpětí: 15,17 m, délka: 11,18 m, max. rychlost: 475 km, dolet: 1876 km, dostup: 8870 m



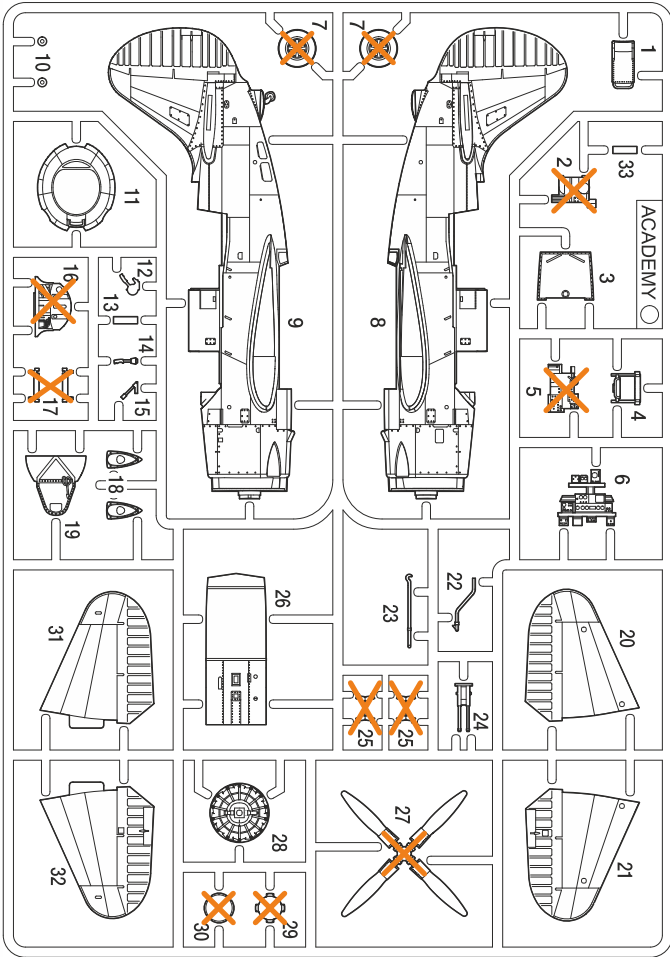
As early as the introduction of the new carrier borne dive bomber and reconnaissance type the SBD Dauntless, the US Navy decided to commission development of its successor. Six companies handed over their designs based on the specifications, and two of the designs were chosen to be taken further. These were the rather unsuccessful Brewster's SB2A Buccaneer and the Curtiss XB2C-1.

The prototype of the latter was taken aloft for the first time on 18 December 1940 but crashed quite soon afterwards. The type suffered from poor performance and difficult handling characteristics due to the necessity of fitting the aircraft onto the standard aircraft carrier elevators. The production of the SB2C-1 version was commenced even before the airworthiness trials of the revised prototypes were finished, and a large number of modifications had to be carried out while the machines were still on the production line. The number of modifications to the design reached as many as 880 including a substantial redesign of the empennage. The performance was far from outstanding, but the US military did not possess any better machine at the time. The new machine was dubbed the Helldiver but soon were nicknamed rather derogatorily by their crews "the Beast" or "Son of a Bitch 2nd Class" (which originated in the type's military designation the SB2C). The first SB2C-1s and SB2C-1Cs saw action in 1943 and were rather successful. The need for more machines with improved performance led to the development and production of improved SB2C-3 and -4 subversions. These were produced not only in the USA but also in two Canadian factories. The USAAF also ordered the type under the designation A-25A Shrike.

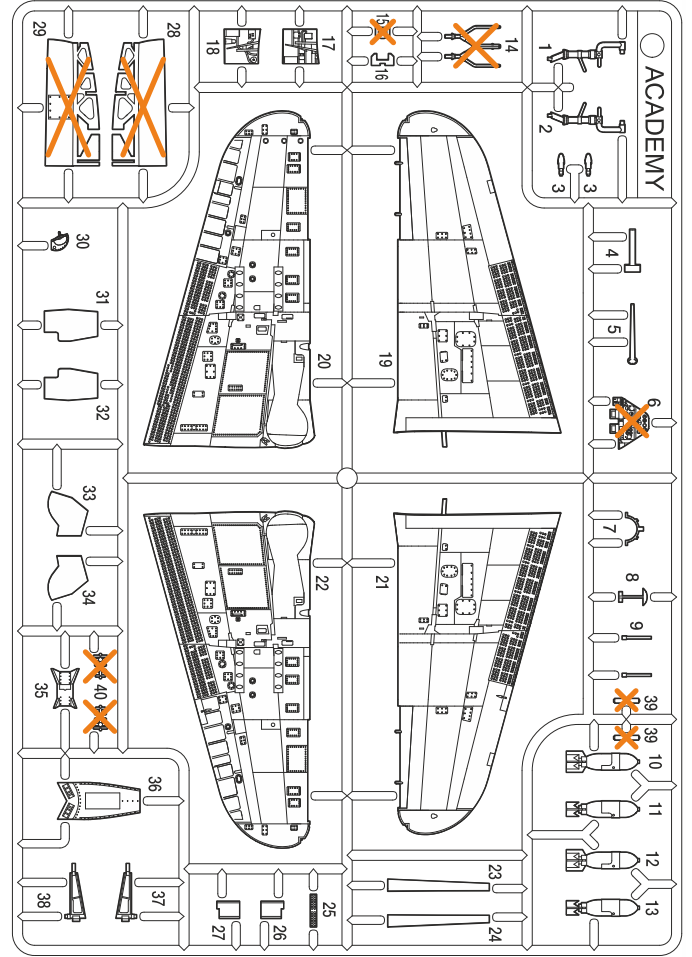
The final production version was the SB2C-5 which carried more fuel, had a broad paddle type propeller with no spinner, a larger bomb bay, sliding cockpit canopy with simplified framing and several other improvements. As standard, the Dash 5 version also carried an AN/APS-4 radar set. A few US Navy units were equipped with the SB2C-5 and saw action before the war's end. After the war, the type went on serving with the Navy as its standard carrier borne bomber aircraft until it was eventually discharged from first line service in 1947, while in Naval Reserve aviation units it flew until 1950. The post-war American aid schemes provided the type to the military of Italy, Greece, Portugal and Thailand. The Italian Helldivers were the very last ones remaining flying, seeing military service until 1959. The combat service of the Hellenic Air Force Helldivers substantially helped in defeating the communist insurgents in the Greek Civil War. The French Helldivers were used in French territorial waters, but mainly fought the Viet Minh forces in the then French Indochina. The Helldivers made them most famous during the heroic, albeit unsuccessful operation for liberation of the besieged base at Dien Bien Phu in 1954.

Wingspan: 15.17m, length: 11.18m, top speed: 475 kmh, range 1876km, ceiling: 8870m.

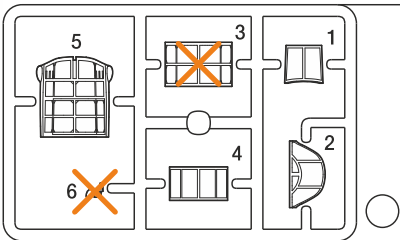
PLASTIC PARTS (A)



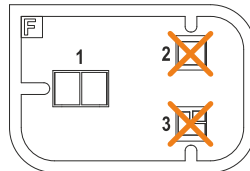
PLASTIC PARTS (B)



CLEAR PARTS (C)

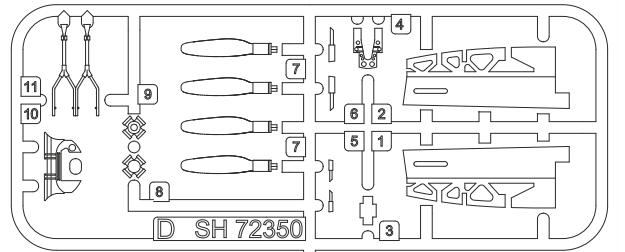


CLEAR PARTS (F)



Tento díl Do not use
nepoužít this part

PLASTIC PARTS (D)



POLYURETHAN PARTS (PUR)

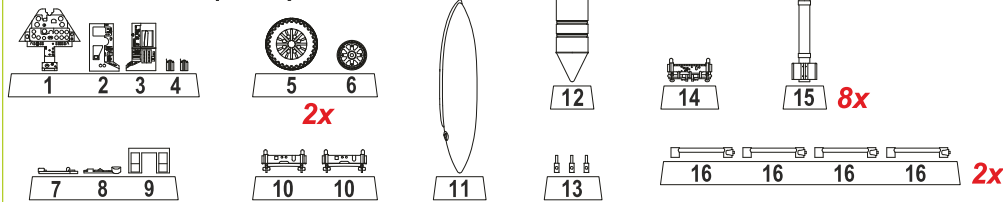
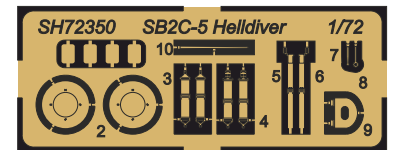


PHOTO-ETCHED PARTS (PP)



Barvy GUNZE/ GUNZE Colour No.

A Černá/ Black	H12/ C33	F Žlutá/ Yellow	H329/ C329	K Hliník/ Aluminium	H8/ C8
B Barva pneu/ Tire Black	H77/ C137	G Matná bílá/ Flat White	H11/ C62	L Barva plátna/ Tan	H27/ C44
C Inter. zelená/ Inter. Green	H58/ C27	H Námořní modrá/ Navy Blue	H54/ C14	M Barva kůže/ Red Brown	H17/ C29
D Olivová zelená/ Olive Drab	H52/ C12	I Červená/ Red	H3/ C3	N Opálený kov/ Burnt Iron	H76/ C61
E Neutrál. šedá/ Neutral Grey	H53/ C13	J Tmavý kov/ Gun Metal	H28/ C78		

SYMBOLS

MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

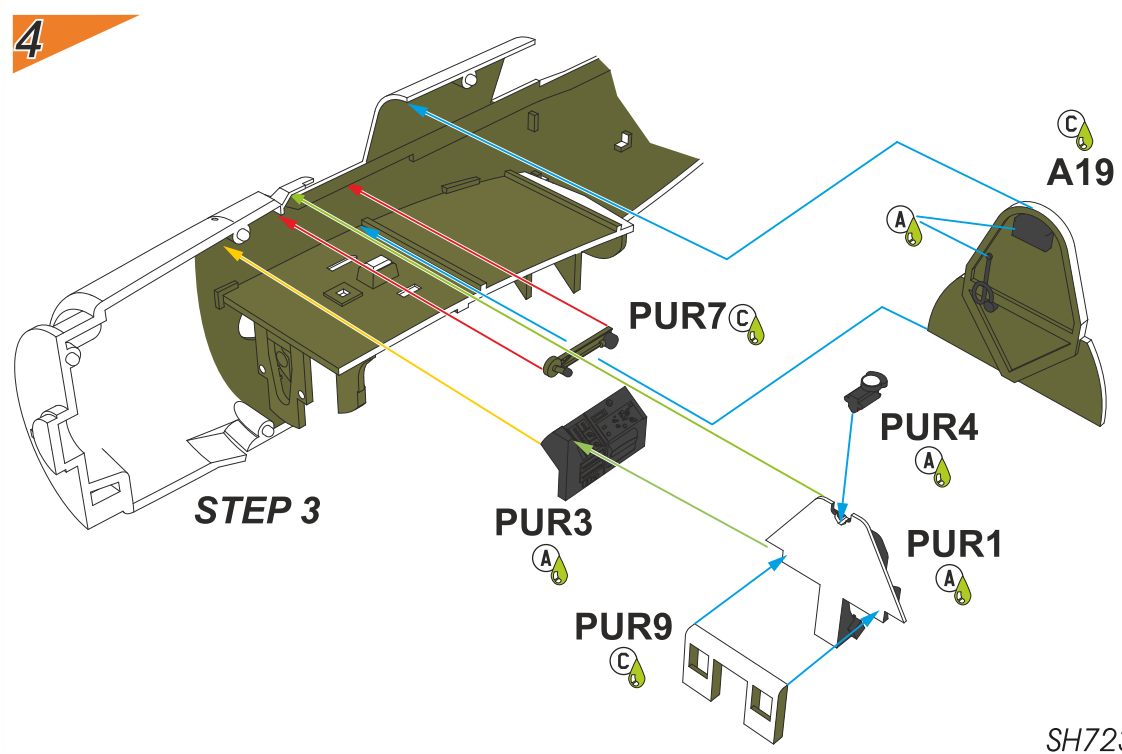
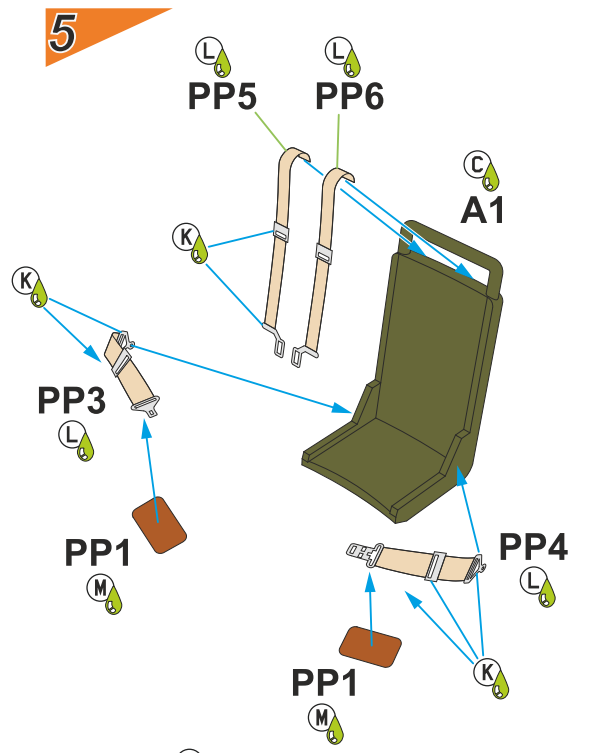
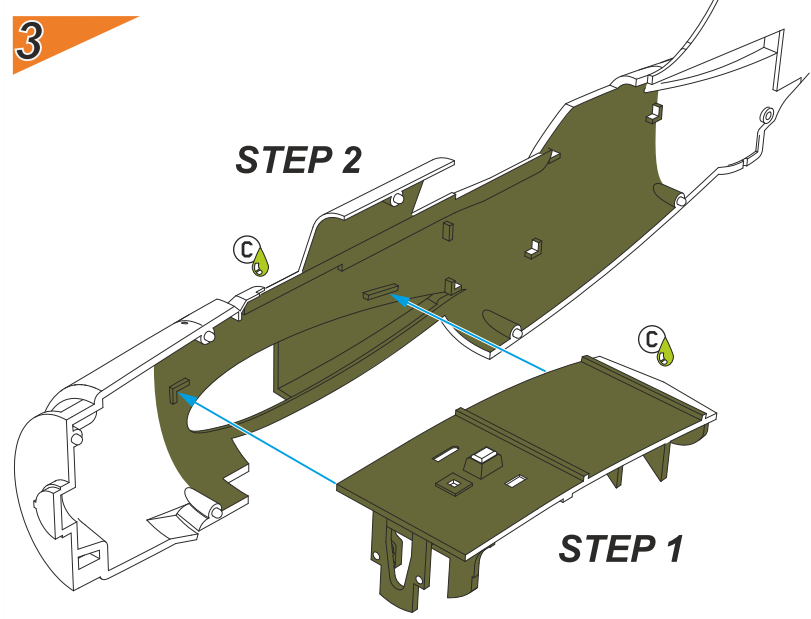
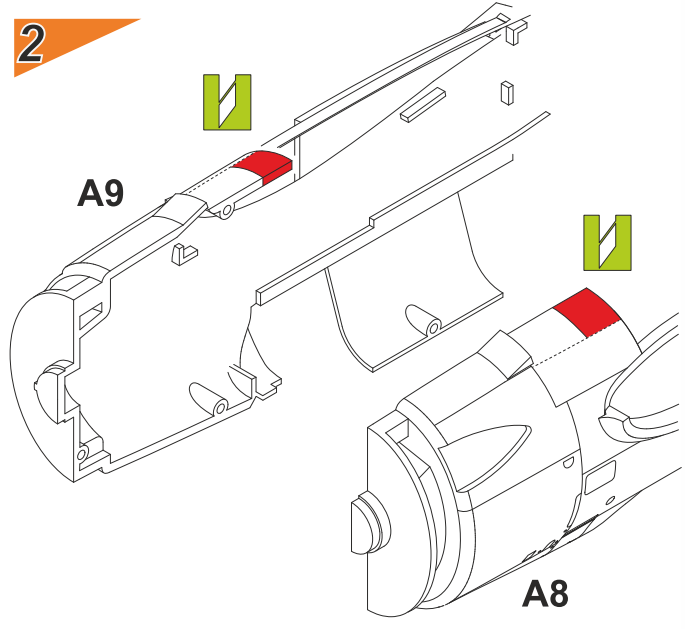
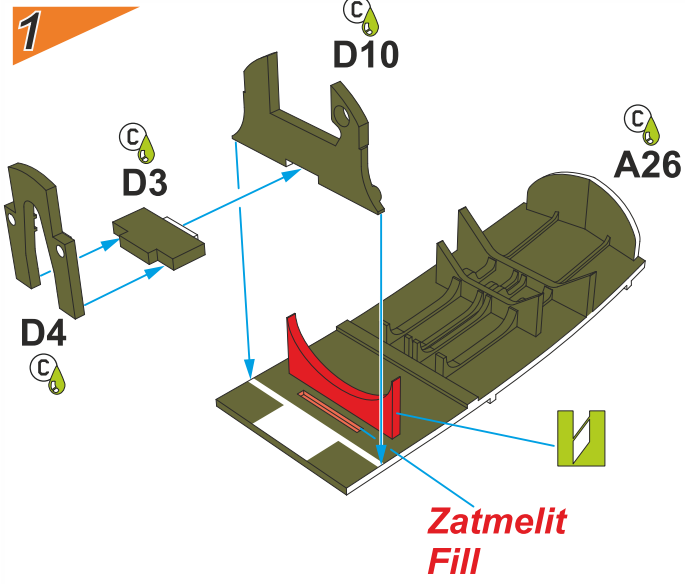
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT

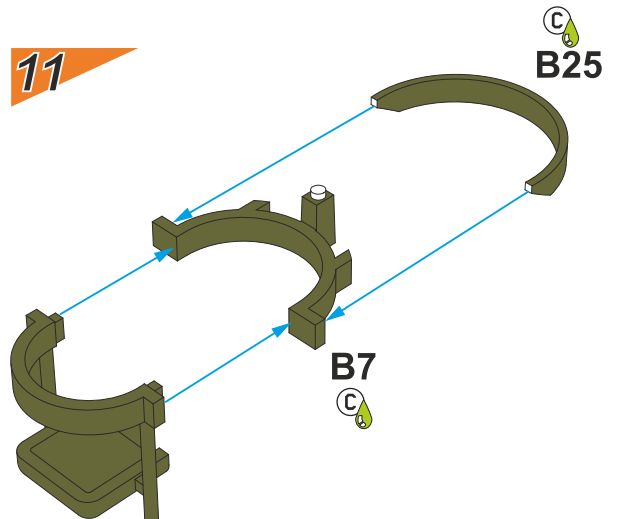
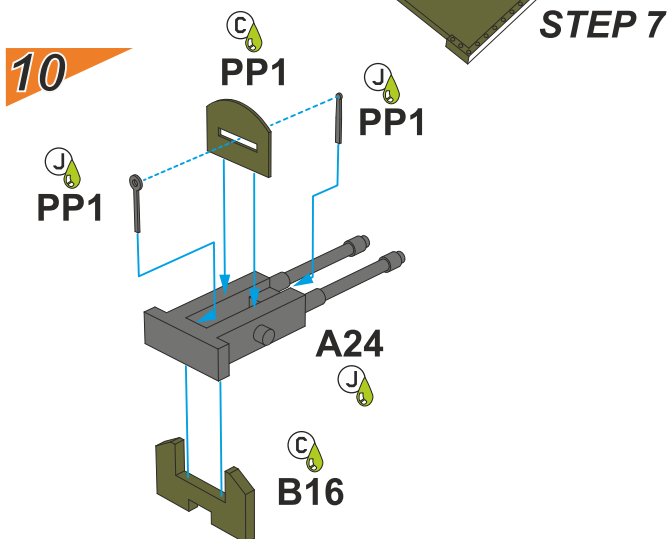
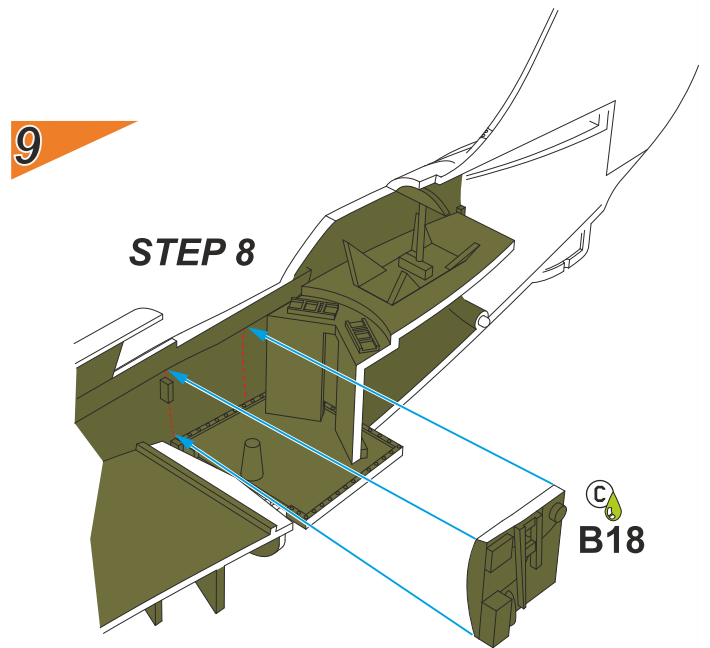
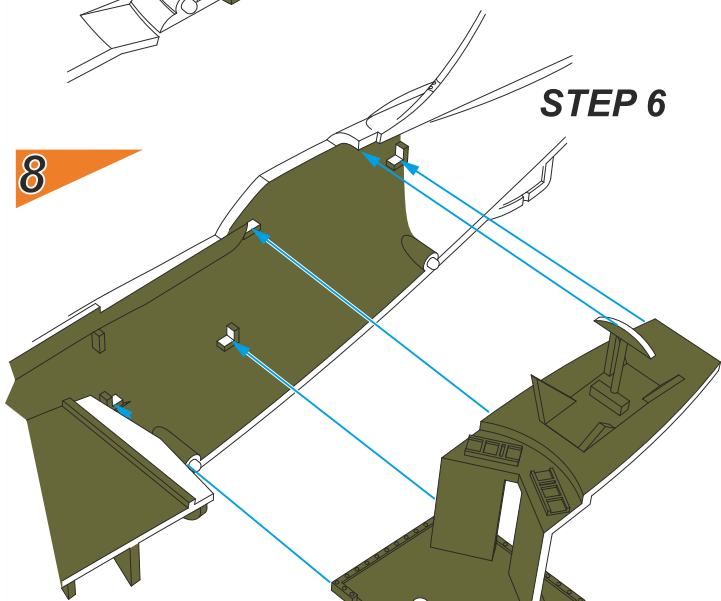
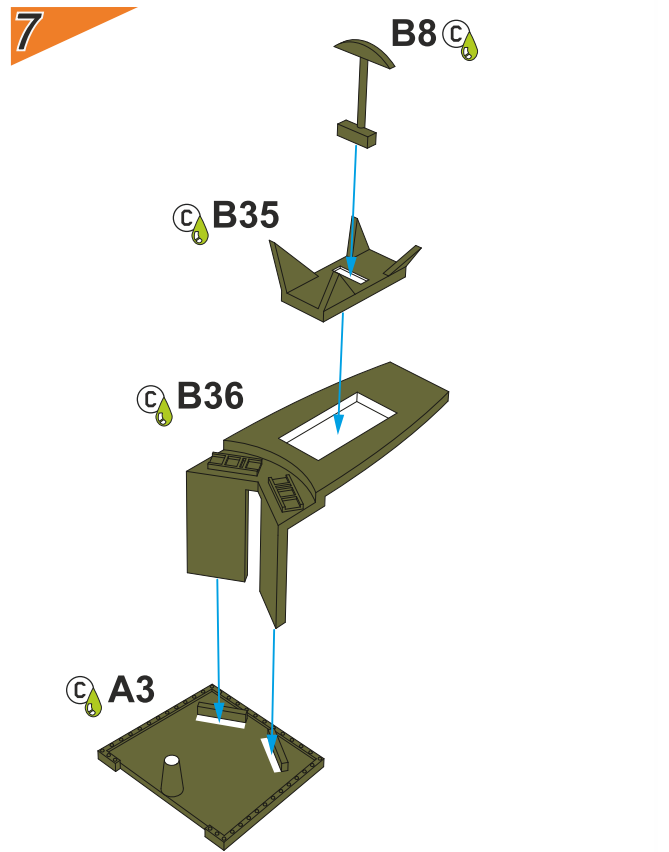
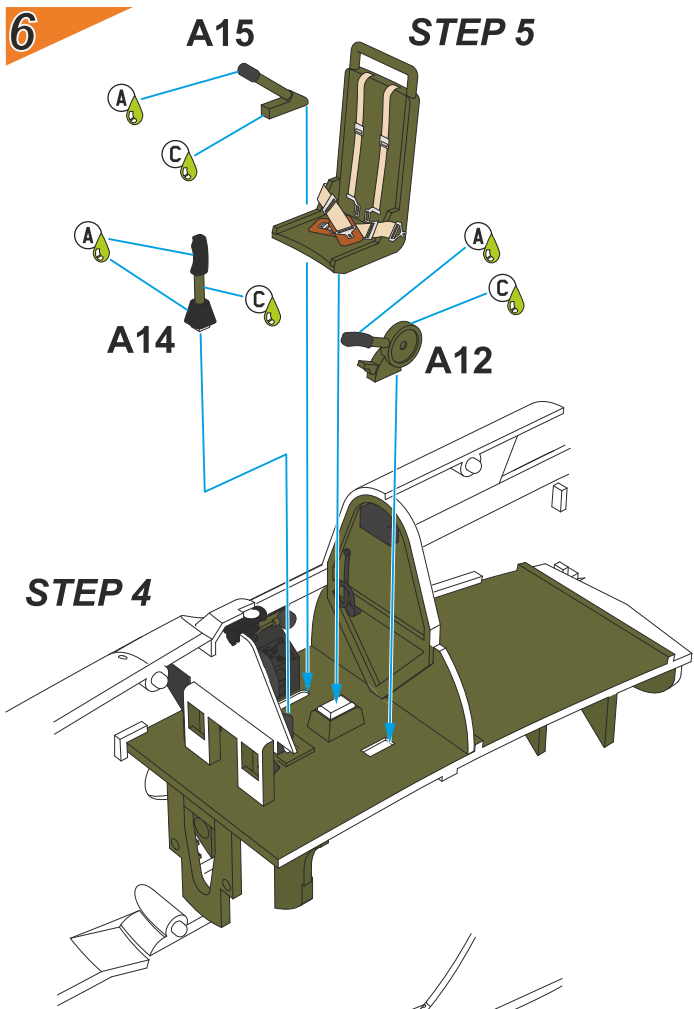
OHNOUT
BEND
BIEGEN
COURBER

ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

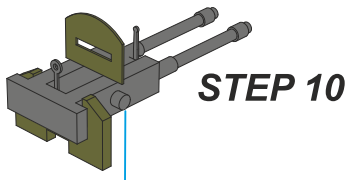
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

GSI NATŘÍT
COLOUR
FARBEN
PEINDRE
colours code



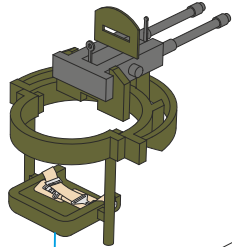


12

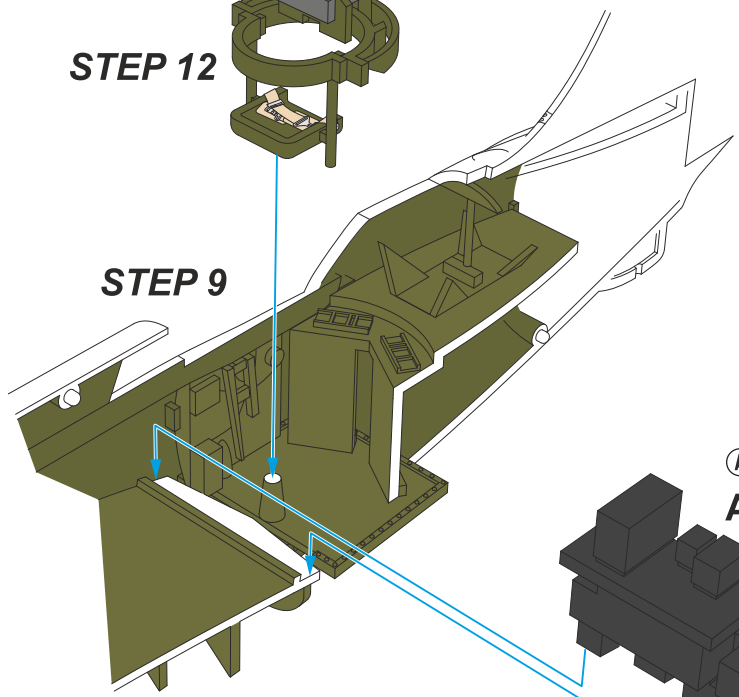


STEP 10

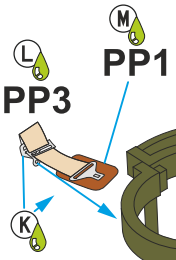
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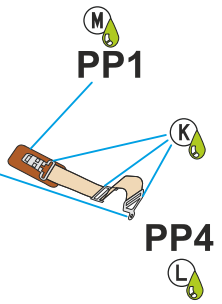
STEP 12



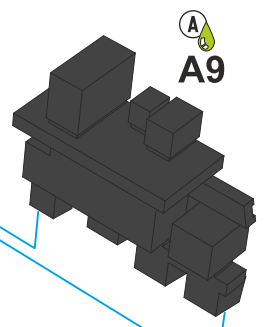
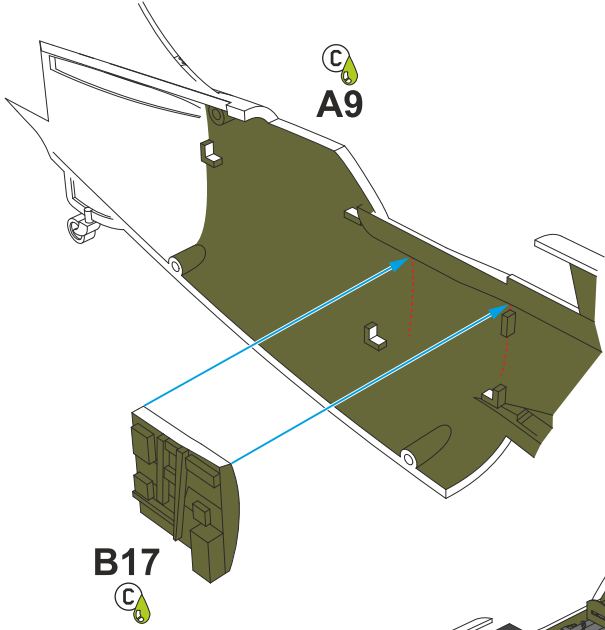
STEP 9



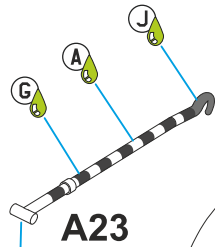
STEP 11



14



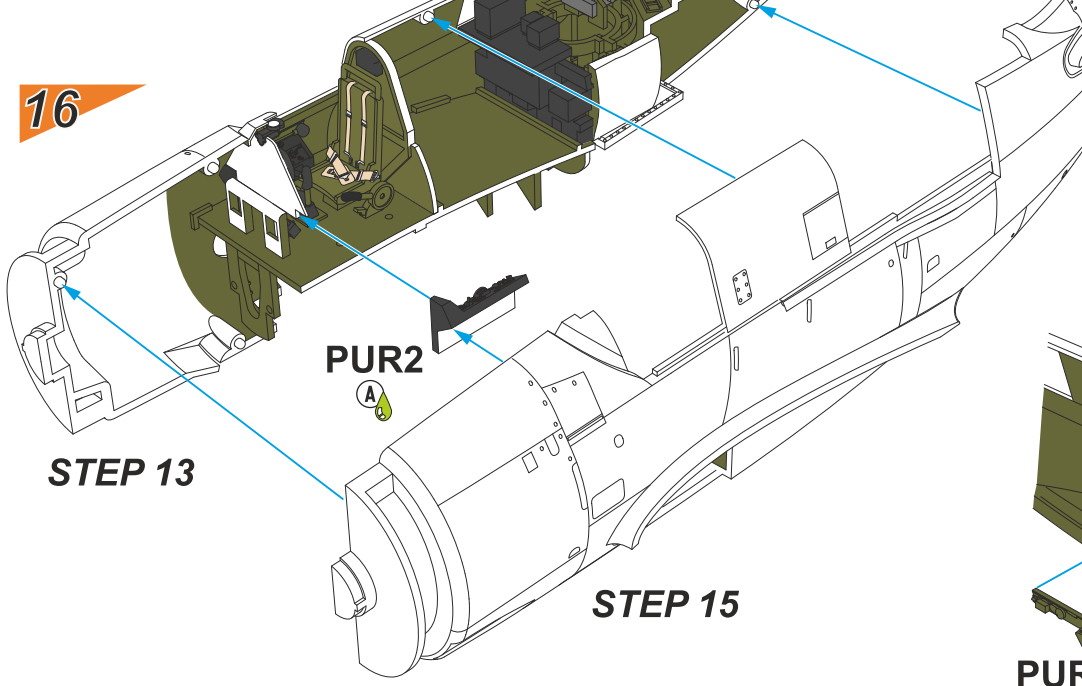
A9



A23

Camo A, B only

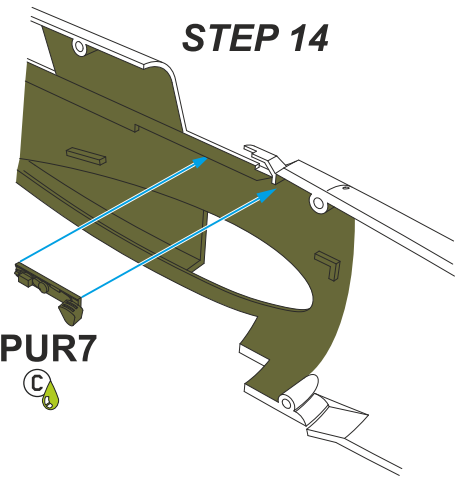
16



STEP 13

STEP 15

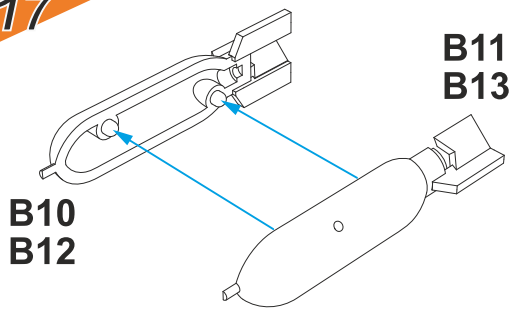
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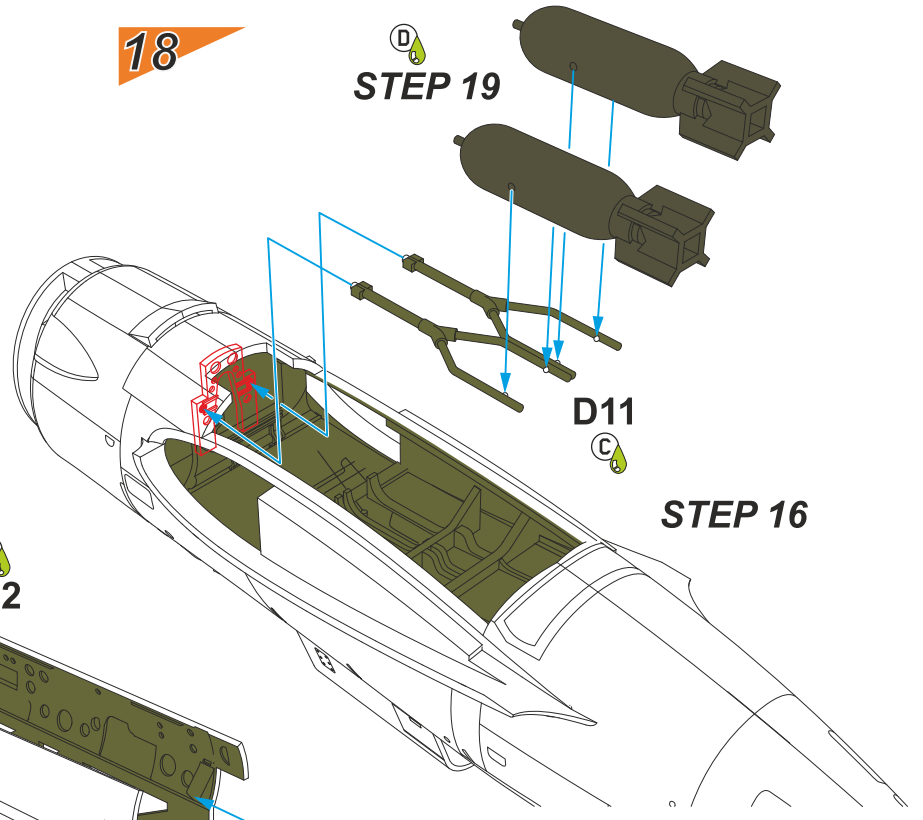
STEP 14

PUR7

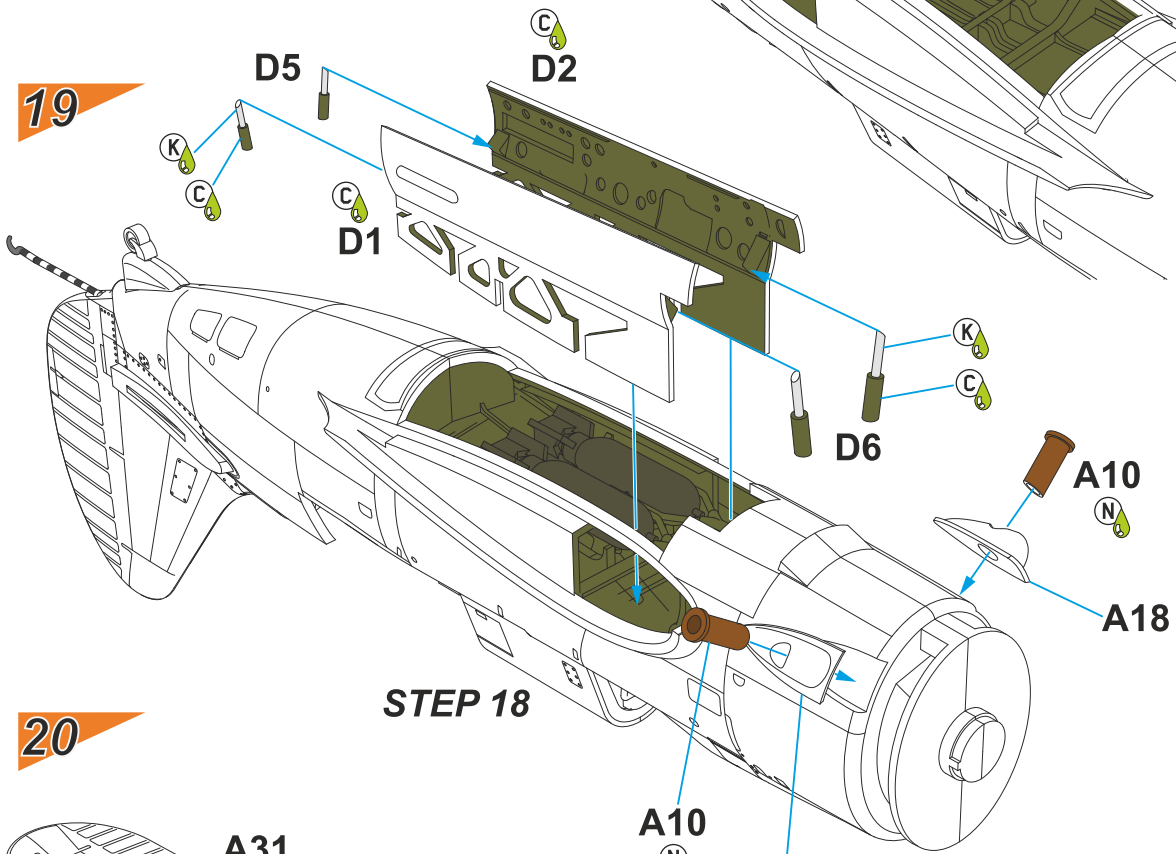
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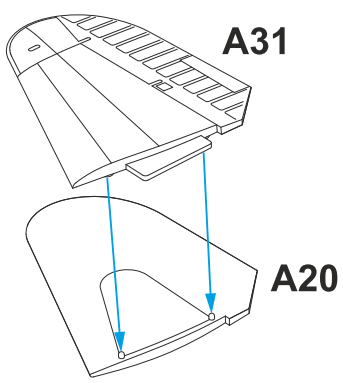
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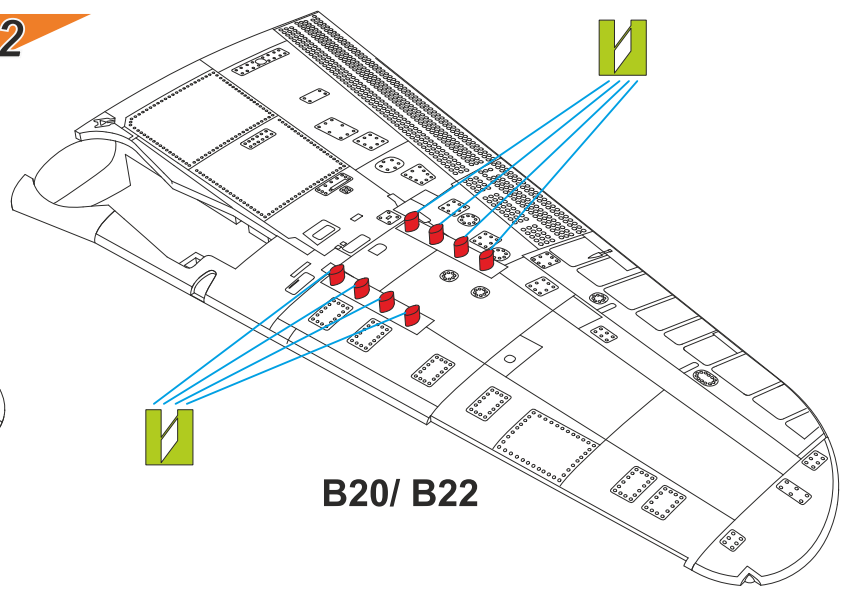
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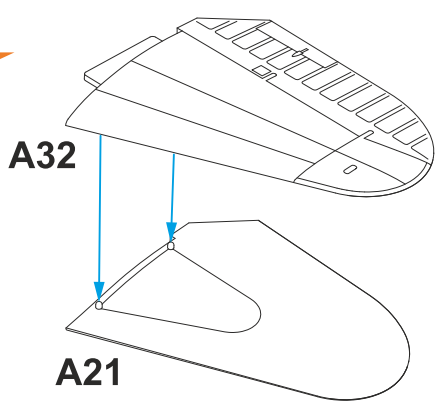
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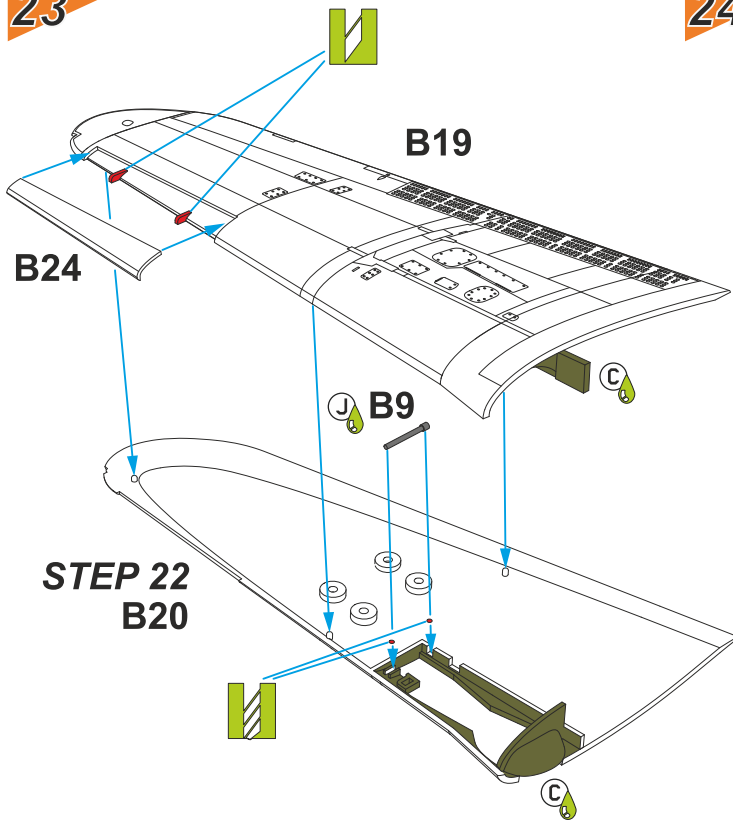
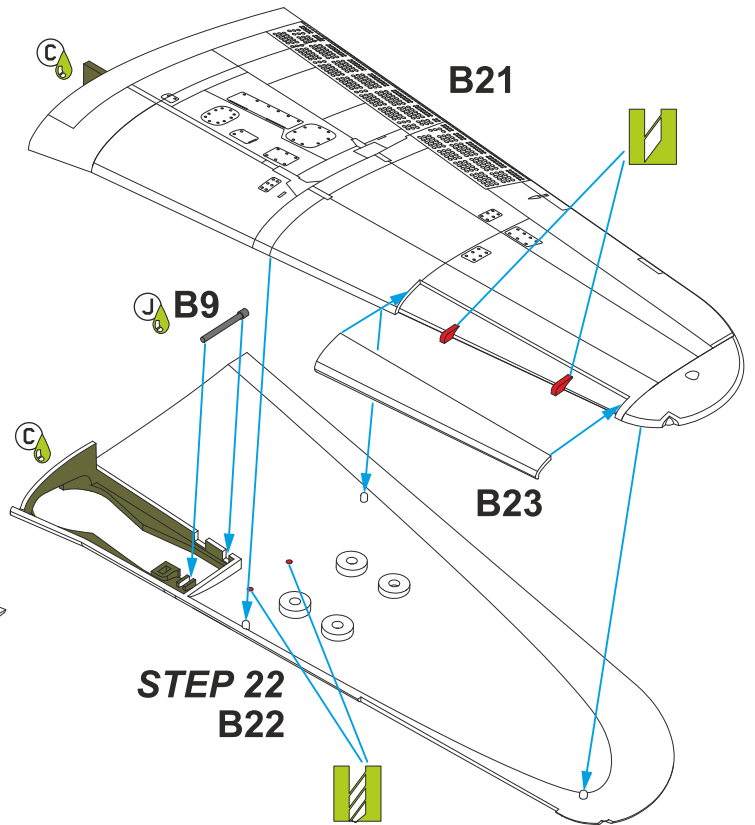


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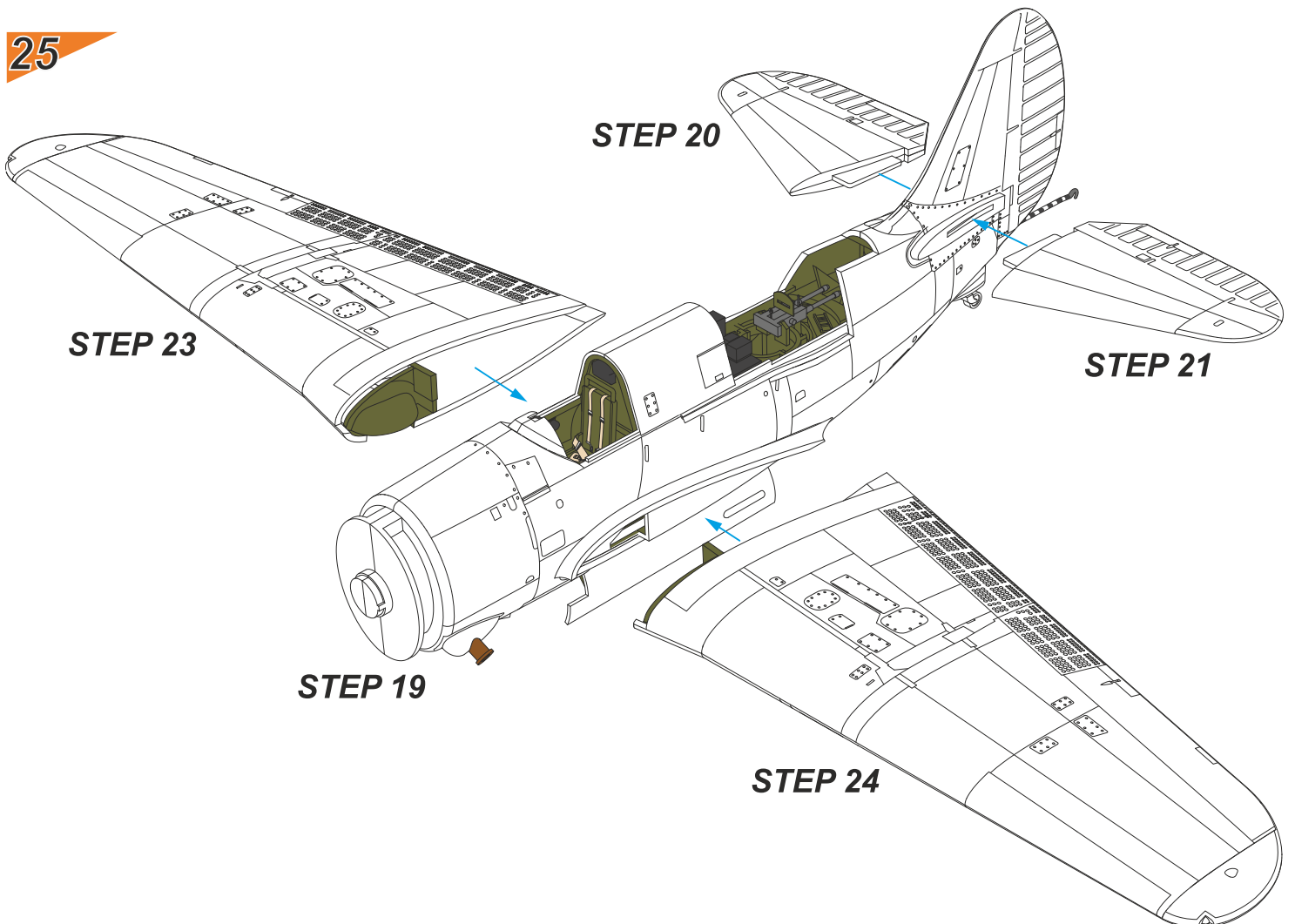
21



23**24**

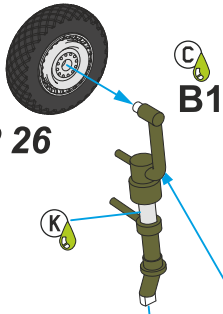
Výstupky odstraňte jen, pokud chcete nalepit sloty (díly B23, 24) v zavřené poloze.

Remove the hinges only if attaching slats (parts B23, 24) in closed position.

25

27

STEP 26



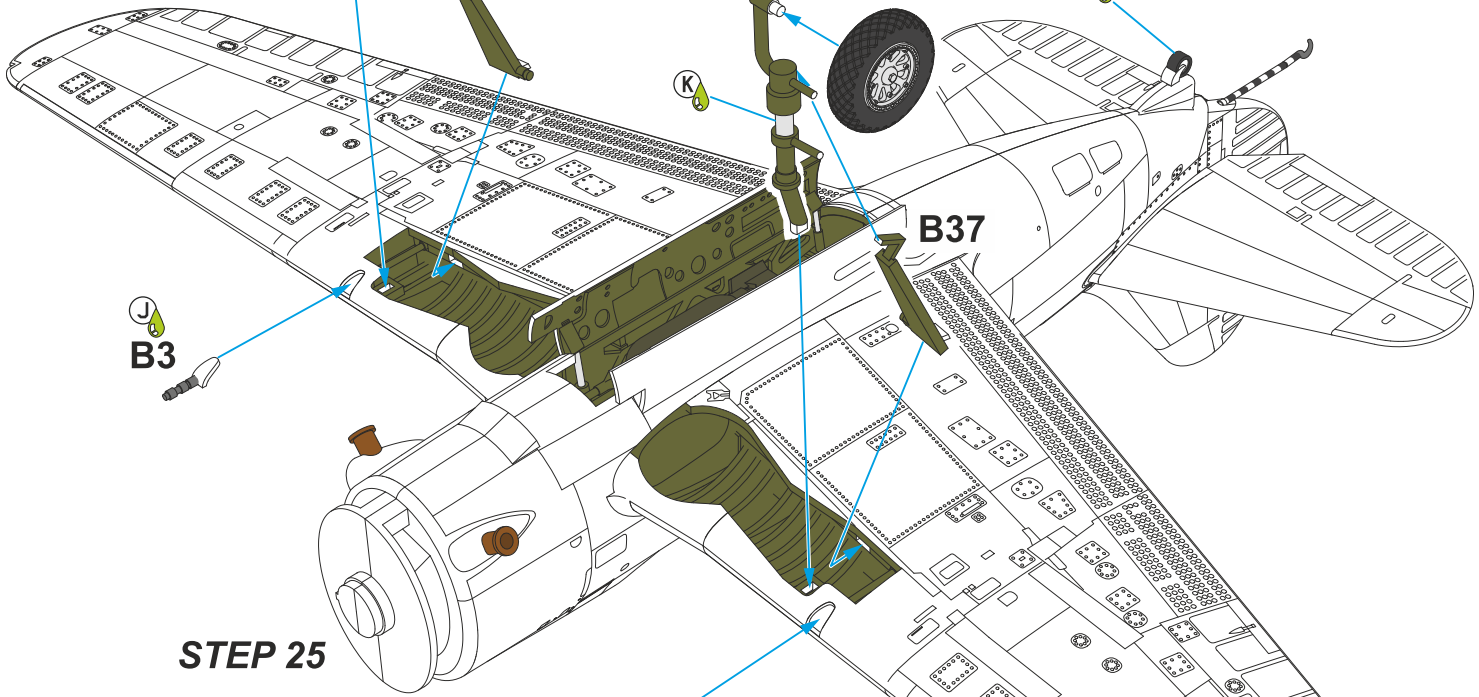
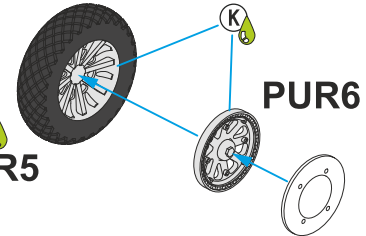
26

2x

PUR5

PUR6

Camo C only PP2



STEP 25

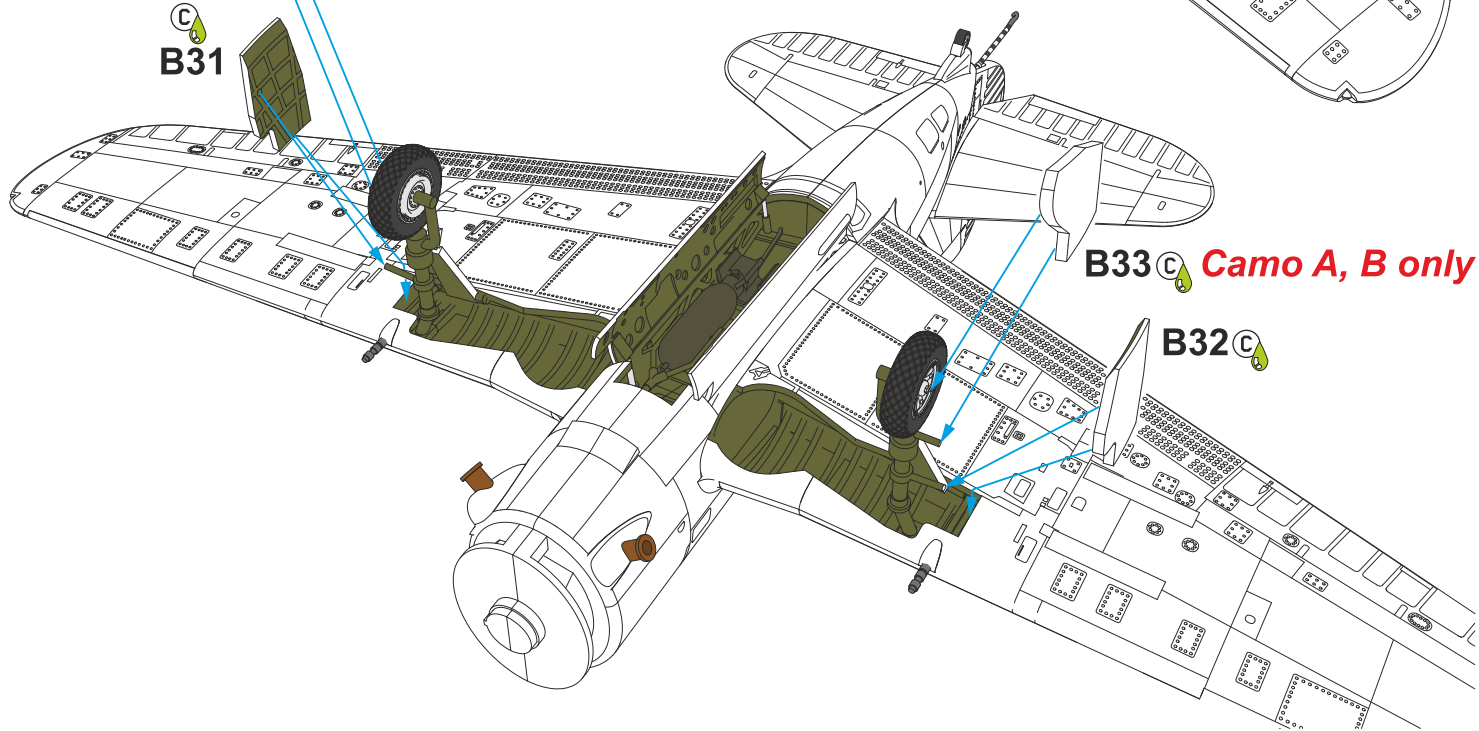
STEP 26

28

B34

Camo A, B only

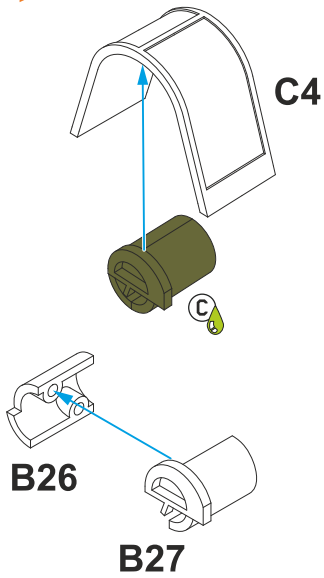
B31



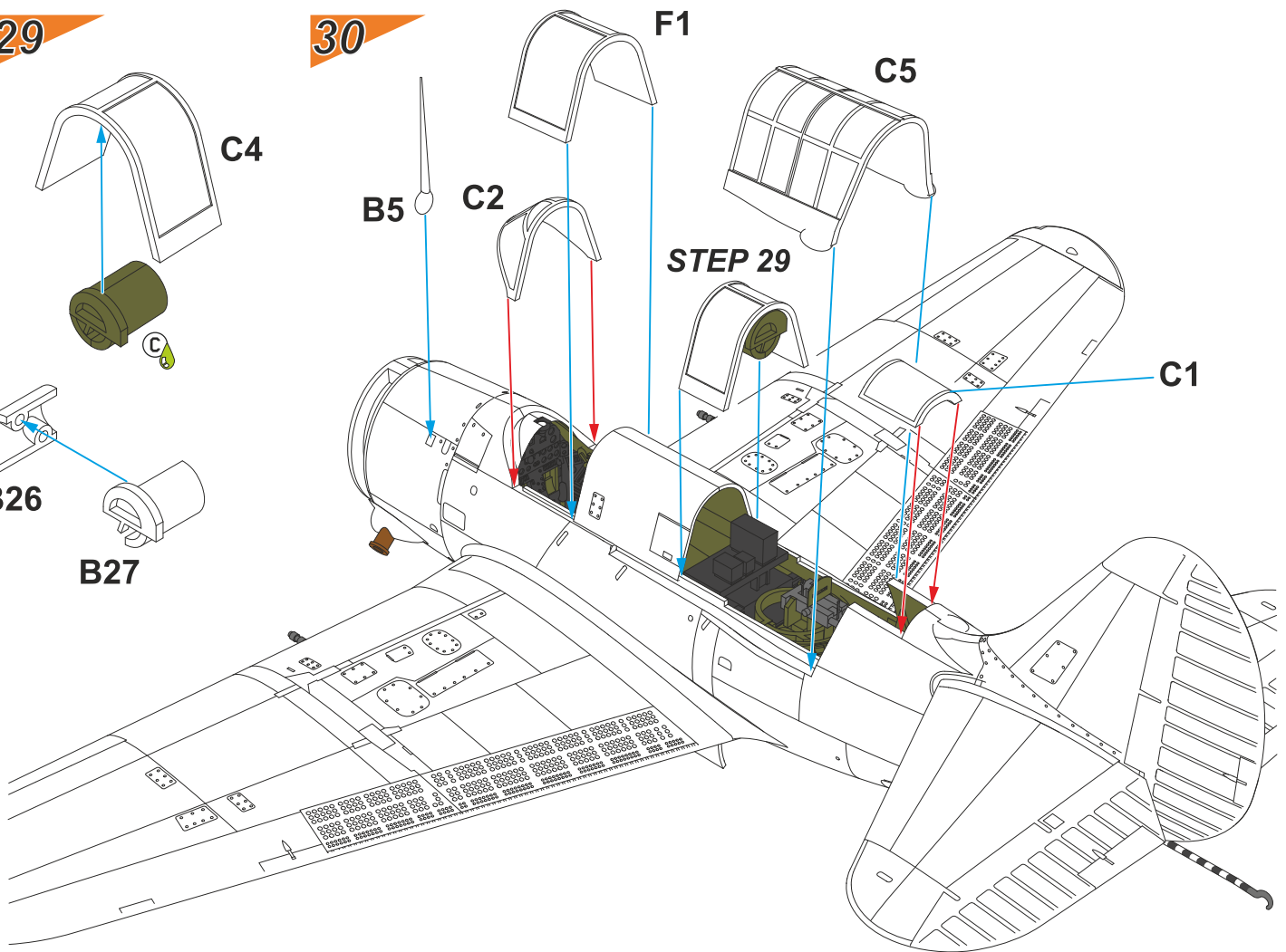
B33C Camo A, B only

B32C

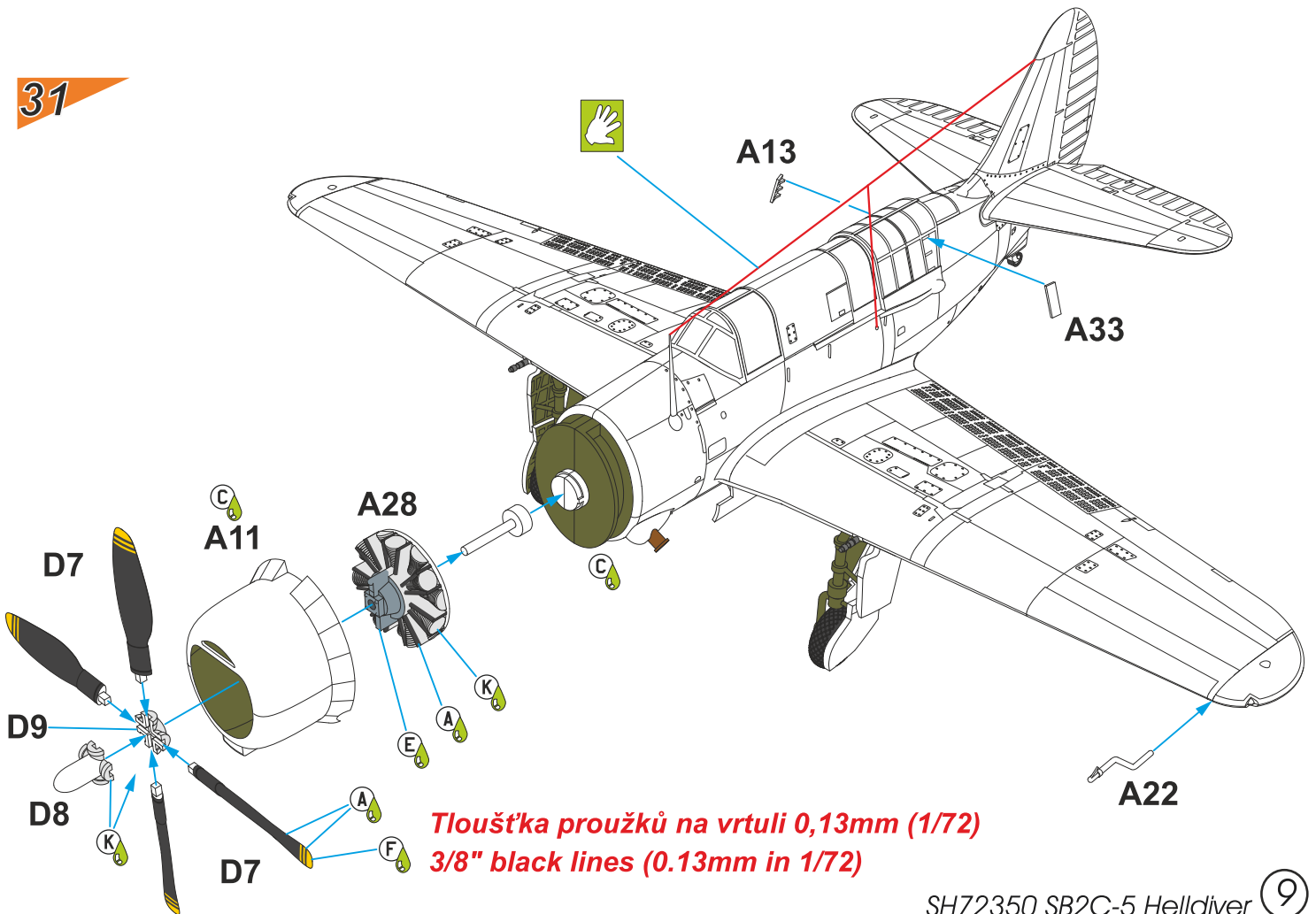
29



30



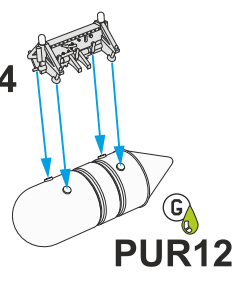
31



Tloušťka proužků na vrtuli 0,13mm (1/72)
3/8" black lines (0.13mm in 1/72)

32

PUR14

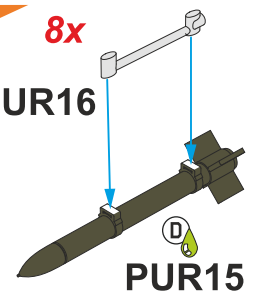


PUR12

33

8x

PUR16



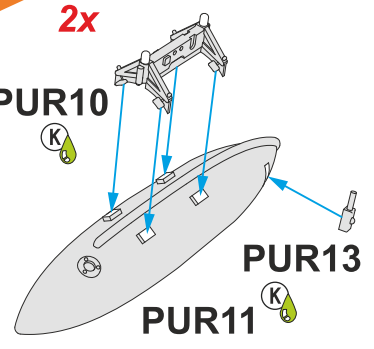
PUR15

34

2x

PUR10

(K)



PUR13

PUR11

35

STEP 34

Pro camo C
použijte jen
díly PUR 10
viz. str.11

For Camo C
use only parts
PUR 10, see
p. 11

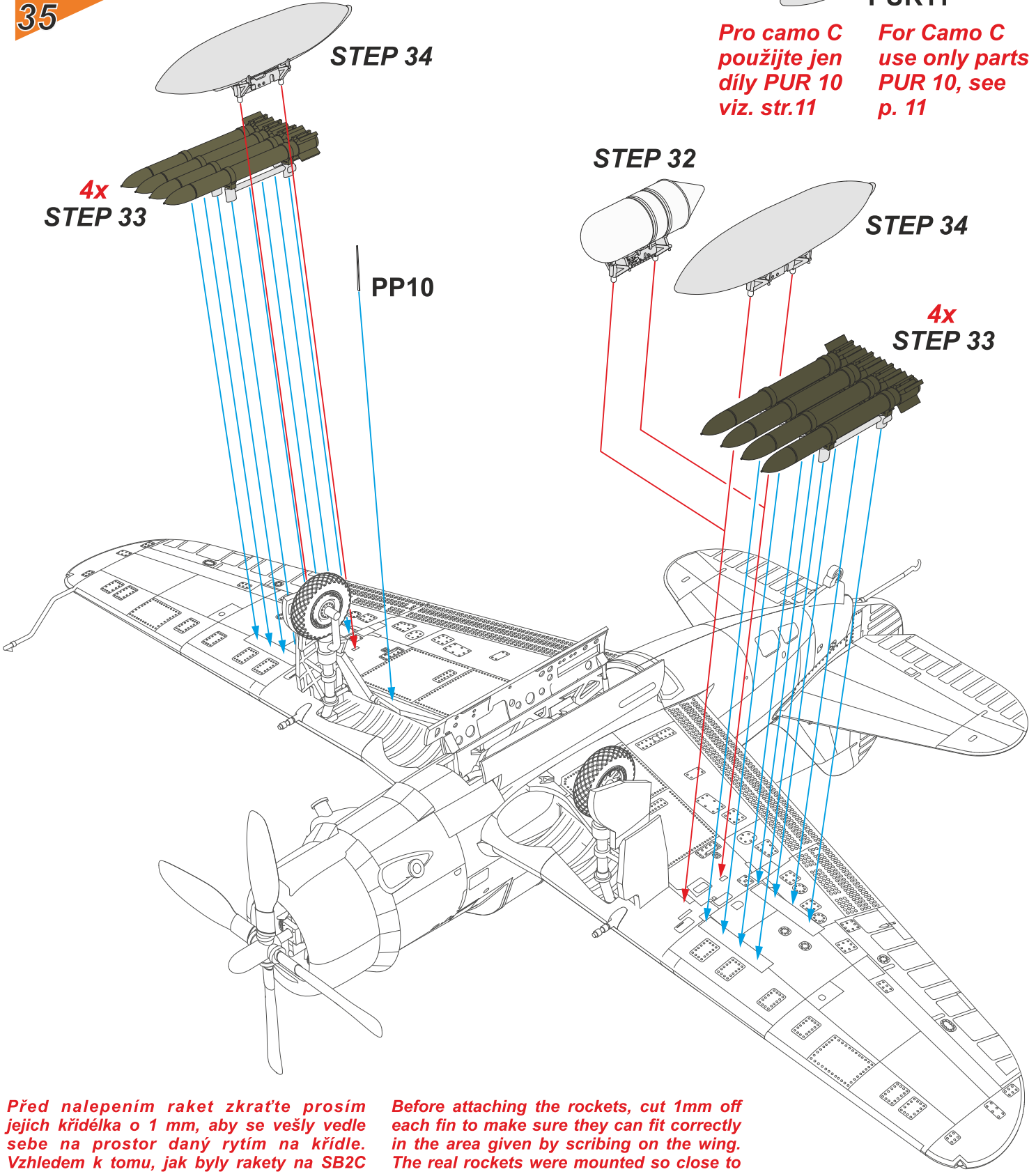
STEP 32

STEP 34

4x
STEP 33

PP10

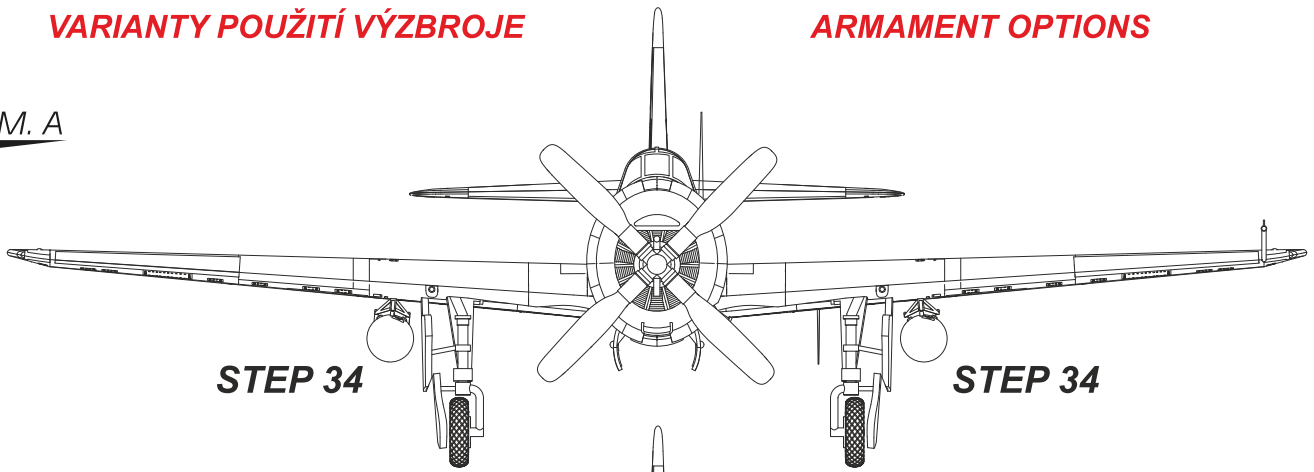
4x
STEP 33



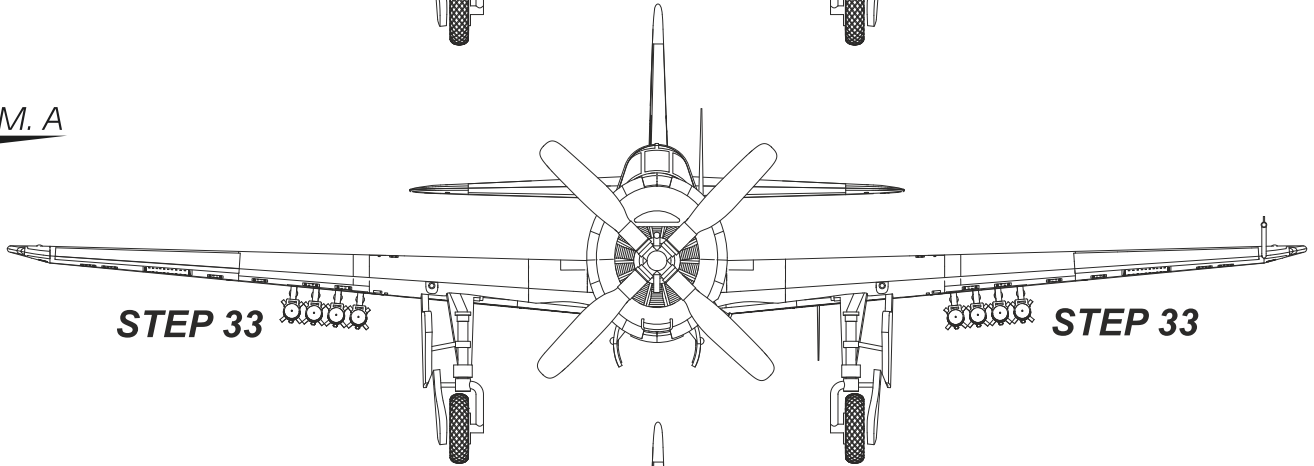
Před nalepením raket zkrátte prosím jejich křídélka o 1 mm, aby se vešly vedle sebe na prostor daný rytím na křídle. Vzhledem k tomu, jak byly rakety na SB2C montovány blízko sebe, tak v měřítkovém zmenšení nemohou mít křídélka raket správné rozměry (s těmito rozměry byly vyrobeny).

Before attaching the rockets, cut 1mm off each fin to make sure they can fit correctly in the area given by scribing on the wing. The real rockets were mounted so close to each other that it is not possible to keep the fin scale dimensions. (although they are produced with the correct span).

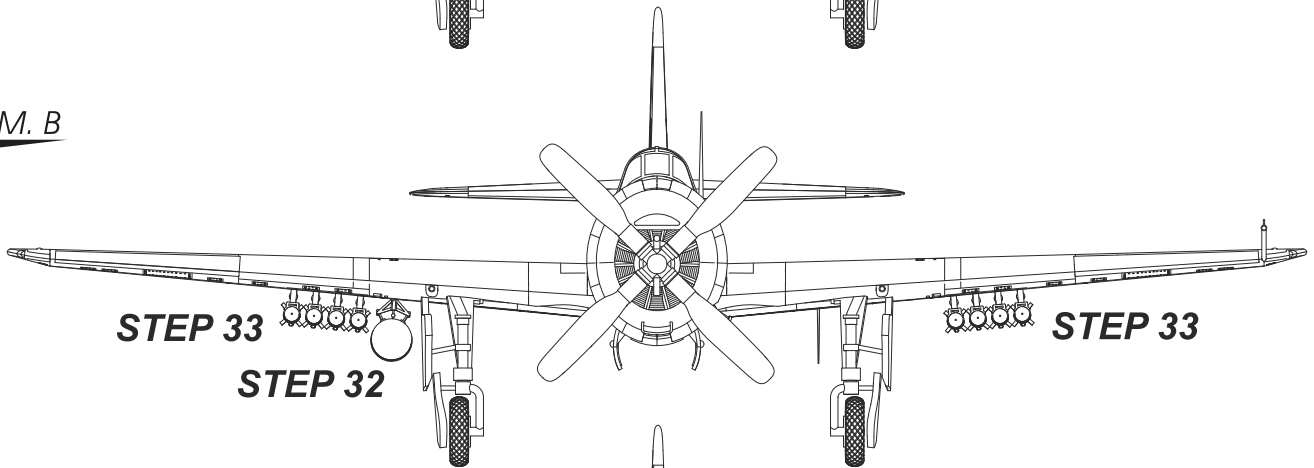
CAM. A



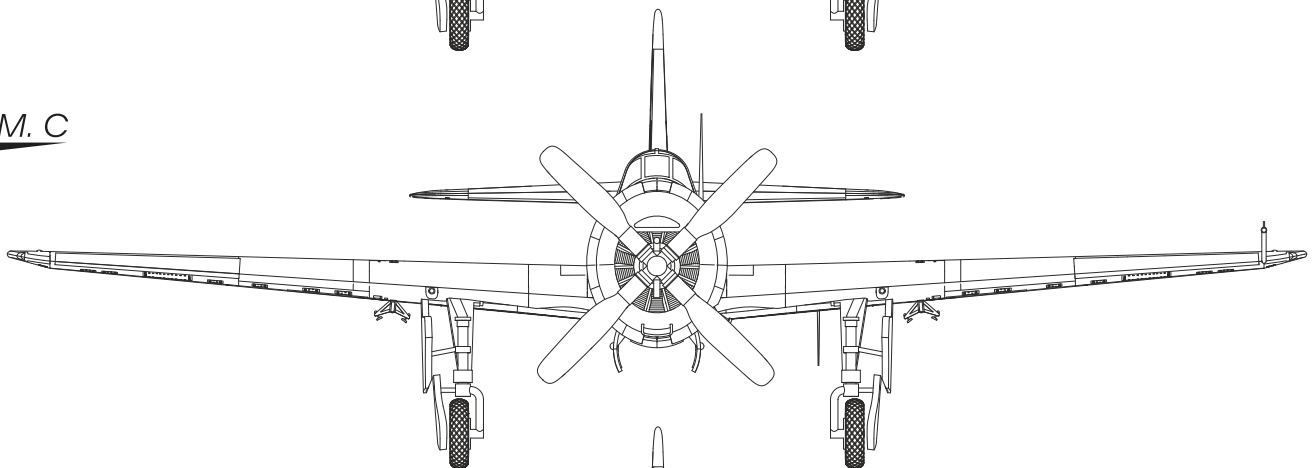
CAM. A



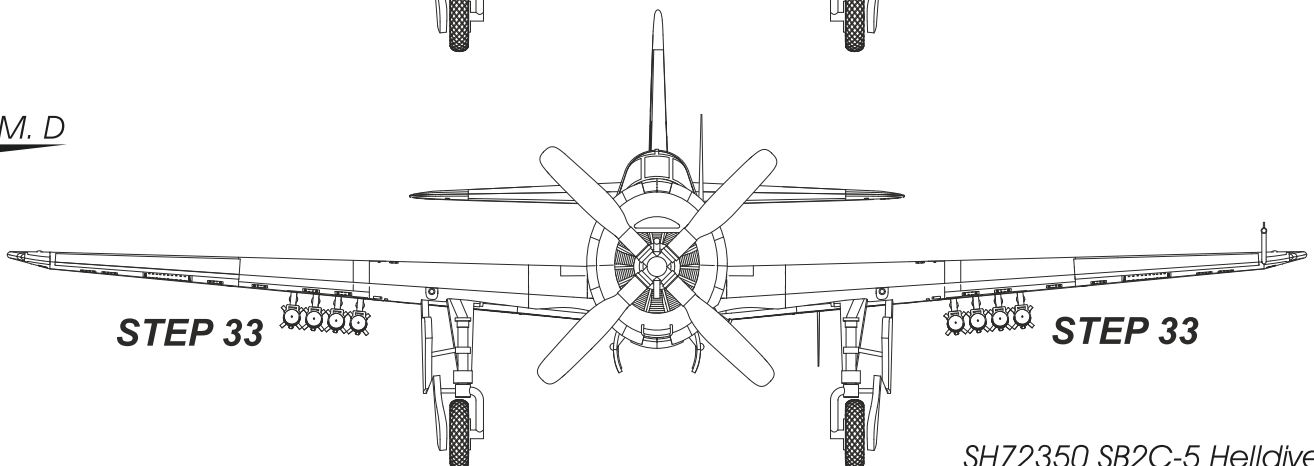
CAM. B



CAM. C



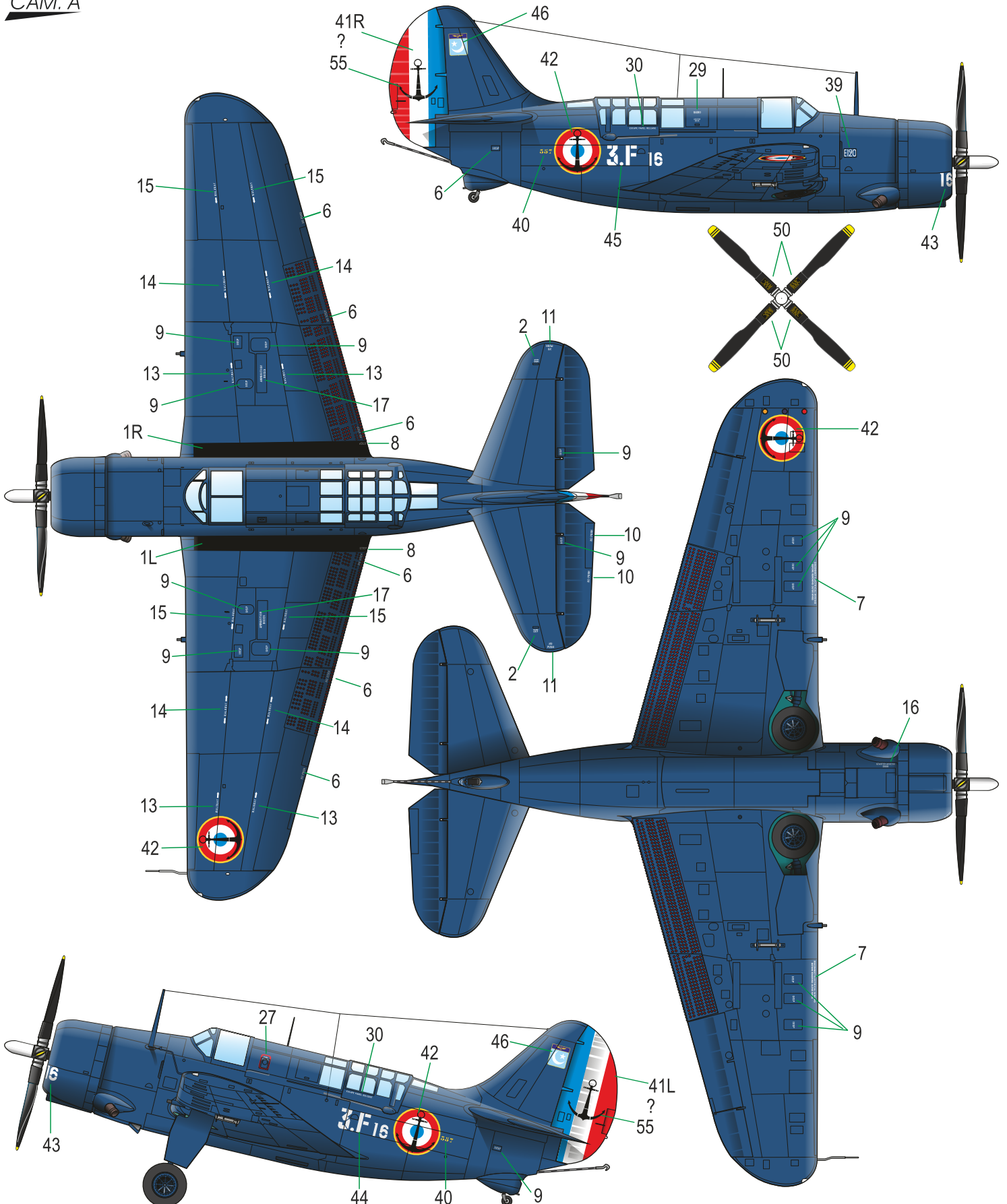
CAM. D



SB2C-5 Helldiver, BuNo 89357, 3.F-16, Flottille 3.F, Aeronavale, Francouzská Indočína, 1954. Stroj operoval jak z letadlové lodi Arromanches, tak z pozemní základny Bach Mai (v období bitvy o Dien Bien Phu). V té době byl nasazován bez střelce a je fotograficky doložen v různých dnech s různou podvěšenou výzbrojí (napalmové nádrže, bomby, rakety). Povrch letounu byl velmi opotřebovaný a uspiněný.

SB2C-5 Helldiver, BuNo 89357, 3.F-16, Flottille 3.F, Aeronavale, French Indochina, 1954. The machine flew from both aircraft carrier Arromanches and land base Bach Mai (during the battle of Dien Bien Phu). At that time, the machine would fly operational missions without its rear gunner and was also seen carrying various armament of napalm tanks, bombs or rockets on various days. The aircraft's finish was quite worn out and dirty.

CAM. A



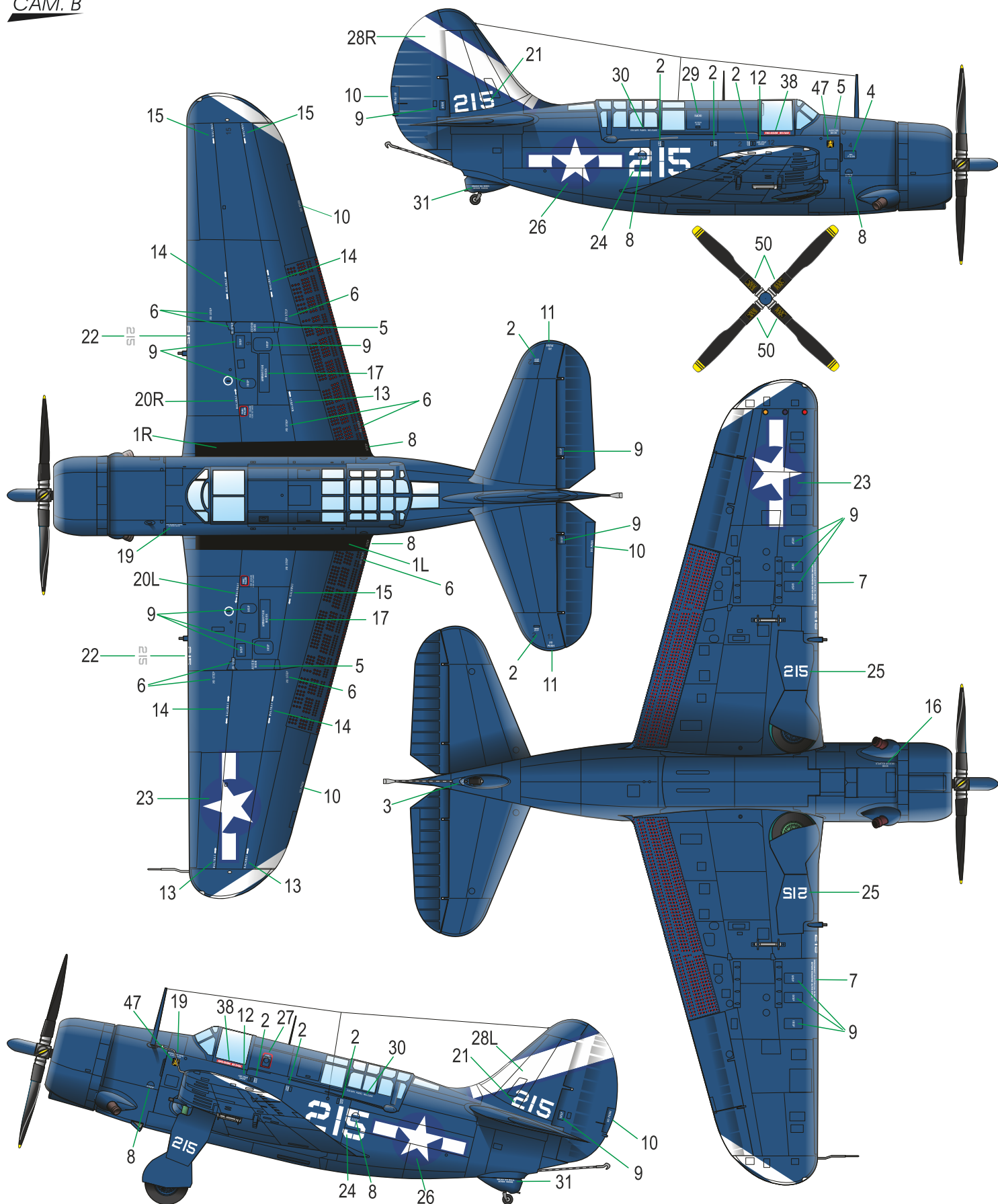
- Námořní modrá
Navy Blue
H54/C14
- Bílá
White
H11/C62



SB2C-5 Helldiver, no 215, VB-9, USS Lexington (CV-16), US Navy, Tichý oceán, srpen až září 1945. USS Lexington se v závěru války zapojil do útoku na Yokosuku, Kure a Tokio. Stroj č. 215 utrpěl poškození při nepovedeném přistání 25. září 1945.

SB2C-5 Helldiver, no 215, VB-9, USS Lexington (CV-16), US Navy, Pacific Ocean, August/September 1945. In the final days of the war in the Pacific, USS Lexington took part in the attacks against Yokosuka, Kure and Tokyo. Machine no.215 was damaged during an unsuccessful landing attempt on 25 September 1945.

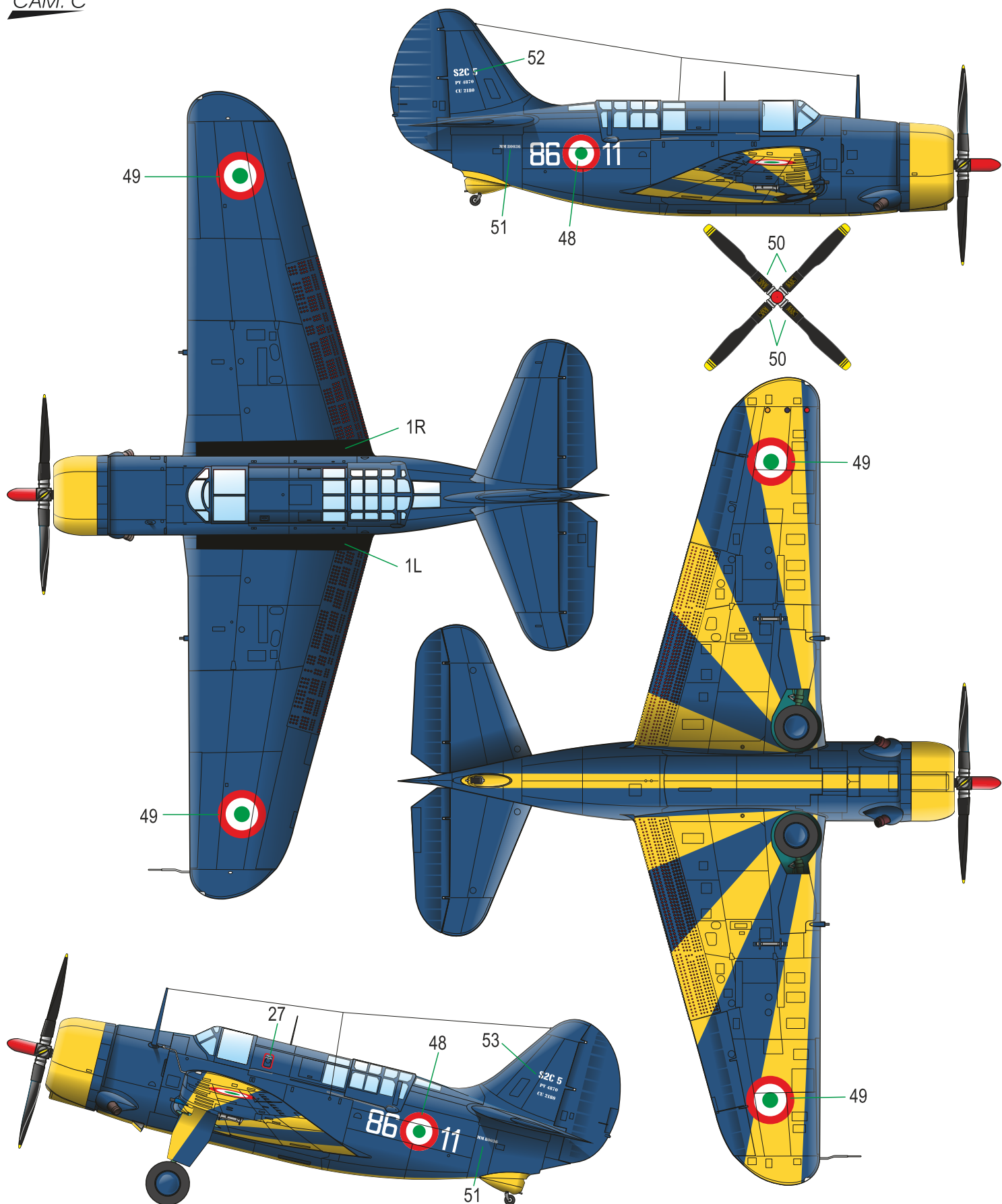
CAM. B



- Námořní modrá
Navy Blue
H54/C14
- Bílá
White
H11/C62



CAM. C

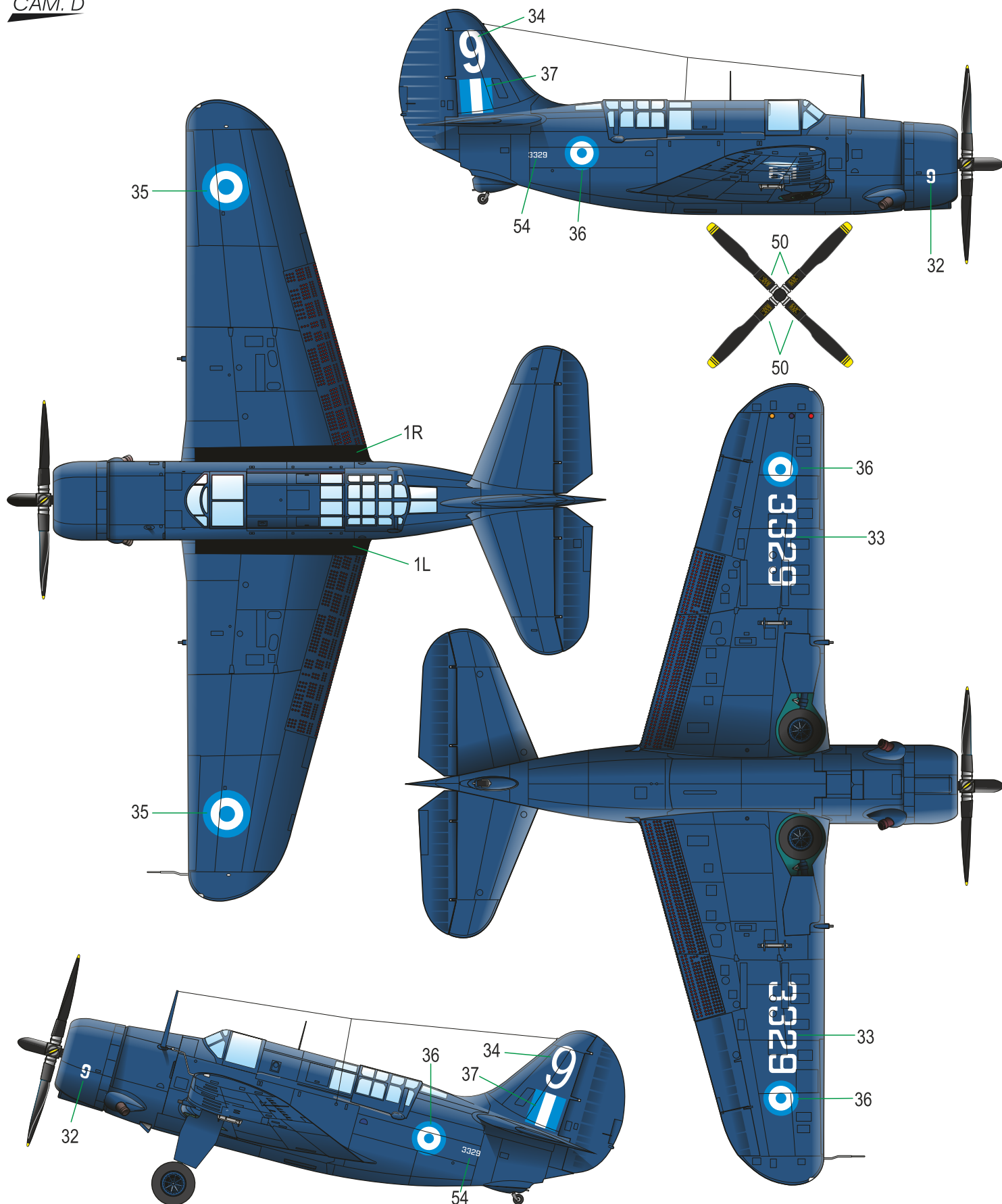


- Námořní modrá
Navy Blue
H54/C14
- Žlutá
Yellow
H4/C4
- Červená
Red
H3/C3

SB2C-5 Helldiver, 9, 3329, No.336 squadrona, základna Larissa, Řecké letectvo, 1949. Stroje No.336 squadrony se velmi úspěšně zúčastnily občanské války a měly velký podíl na potlačení komunistických povstalců.

SB2C-5 Helldiver, 9, 3329, No.336 Squadron, Larissa, Hellenic Air Force, 1949. The 336 Sqn machines successfully participated in the Greek Civil War and played a major role in suppressing communist insurgents.

CAM. D



- Námořní modrá
Navy Blue
H54/C14
- Černá
Black
H12/C33





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