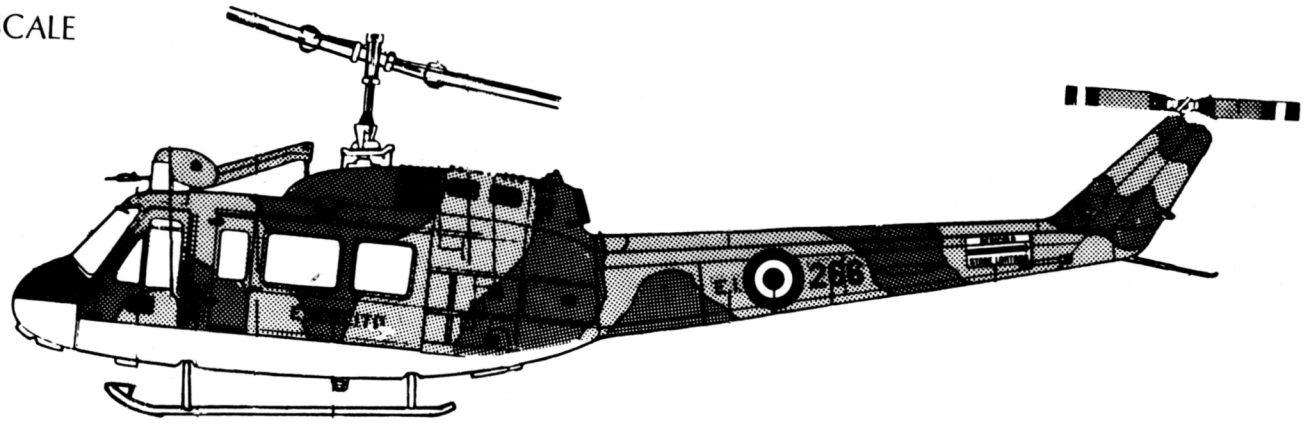
ERTL® ESCI

No. 8242

AGUSTA-BELL A-B205 TP

1/72 SCALE



History

In peace and war the helicopter has always proved to be one of the most useful machines to man. Among the best known and most widely used are the Bell Models 204 and 205. The Bell 204, from which the 205 was developed, was designed in 1954, in answer to a specification from the U.S. Army for a general purpose helicopter. In October 1956 the first prototype took to the air, followed soon after by two more. The U.S. Army began to receive this versatile craft in 1959 and it was known as UH 1A (Utility Helicopter) After a period of intensive testing in hot and cold climates, also using the "Huey" as it was nicknamed as a flying platform for antitank missiles and machine guns. These helicopters were first used in active combat in Vietnam in October 1962, as an escort for planes transporting troops. The armament usually included four 7.62 mm Cadillac Gage/Emerson machine guns and 70 mm rocket launchers, but often other armament systems were fitted depending on the various type of missions.
Towards 1960 Bell began to work on a larger version of the UH-1 which was able to transport a team of 12 fully equipped soldiers; known as Model 205 the UH-1D had the new 1115 HP Lycoming T-53 L 11 engine. Deliveries to the US Army began in 1963 and the UH-1D became the standard tactical helicopter of the U.S. forces and was immediately used in Vietnam to transport troops.
It was a great success and was built on licence in several countries. Particularly the versions manufactured in Italy by Agusta (with the initials AB 205) were very popular and were sold to the armies of several countries (including Israel), apart from being used to equip the Light Aviation of the Army and the Italian Carabinieri. The Italian Army experimented installation on the 205 several different kinds of armament, following the example of the U.S. Hueys.
In its long years of service, the Bell 205 has always proved to be reliable and safe and it has in fact handled the very difficult conditions under which it has been used, from the forests of Vietnam to the deserts of the Middle East, very well indeed.

Histoire

En temps de paix et de guerre l'hélicoptère s'est toujours montré un des appareils les plus utiles à l'homme. Sans doute, parmi les plus connus et diffusés il y a les Bell Model 204 et 205. Le Bell 204, duquel dérive le 205, fut projeté en 1954, en réponse à une note détaillée de l'US Army pour un hélicoptère d'emploi général. En octobre 1956 vola le premier prototype, suivi peu après par deux autres. L'armée américaine commença à recevoir en 1959 le moyen versatile, qui fut dénominé UH 1A (Utility Helicopter). Une période d'intenses essais d'évaluation en climats froids et chauds suivit, comprenant aussi l'emploi du "Huey", comme il avait été surnommé, dans le rôle de plate-forme volante pour missiles antichar, et mitrailleuses. Les hélicoptères armés de la sorte eurent leur baptême du feu au Vietnam, en automne 1962, comme escorte à d'autres avions pour transport troupes. D'habitude l'armement comprenait quatre mitrailleuses Cadillac Gage / Emerson M-60 de 7,62 mm et lance-roquettes de 70 mm, mais souvent on montait d'autres systèmes d'arme, selon les différents types de mission.
Vers 1960, la Bell entreprit l'étude pour une version agrandie du UH-1, pouvant transporter une escouade de 12 soldats complètement équipés; avec la dénomination Model 205 naquit ainsi le UH-1D, qui montait la nouvelle turbine Lyoming T-53 L 11 de 1115 CV. Les livraisons à l'US Army commencèrent en 1963 et le UH-1D, devenu hélicoptère tactique standard les forces armées américaines, trouva un emlpoi immédiat au Vietnam comme transport troupes.
Il eut un remarquable succès et on commença la construction sur licence dans différents pays. Les exemplaires produits en Italie par l'Agusta (avec le sigle AB 205), qui ont été vendus aux forces armées de nombreux pays (parmi lesquels Israël), ont eu une chance particulière, outre à équiper l'Aviation légère de l'Armée et le Carabiniers italiens. L'Armée italienne a expérimenté l'installation sur le 205 de différents armements, sur l'exemple des Huey américains.
Dans son long service, le Bell 205 s'est toujours révélé un moyen sûr et fiable et le fait qu'il a très bien supporté les très dures conditions dans lesquelles il a été emlpoyé, des forêts vietnamiennes aux déserts du Moyen Orient, le prouve.

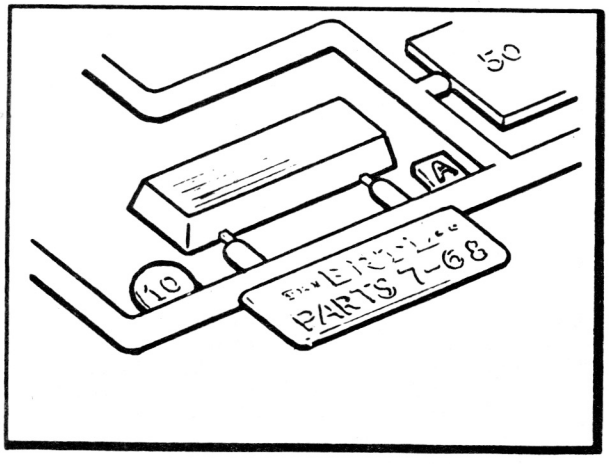
PLEASE READ THIS PAGE BEFORE STARTING

You are about to build a highly detailed Ertl-ESCI airplane kit.

You are advised to study the construction sequence before starting to build your kit. There are options which you may wish to incorporate in your model such as up or down landing gear, etc. which you should plan for. Also included are several different paint and decal schemes to represent different versions of the plane. It is best to choose one before you start.

Also be sure to add weight to the nose of your plane so it does not sit on its tail when assembled. Small lead fishing weights can be used for this. Note, do not use styrene cement for the lead weights, an instant type cement works best for this.

Your model can be built without painting but for the best results painting is recommended. Paint the cockpit before assembly to the fuselage. Assemble the entire airplane (except for the landing gear and underwing stores) before painting. Carefully file and sand all cement joints being sure not to remove the engraving detail. (The advanced modeler may wish to use a body putty to fill in any small remaining gaps and joints — available at better hobby shops). If you are spray-painting or using an airbrush, be sure to cover the canopy with tape or masking material first.



Parts are arranged on separate trees. The trees are labeled "A" "B" etc. The parts are numbered on the trees. Thus when part 37A is called for, it is part 37 on tree "A". Remove the parts only as you need them, not before.

When assembling clear parts and very small parts, we recommend the use of liquid cement applied with a brush. (The advanced modeler may use an "instant" cement for this. Be sure to read the label before using, it glues skin together as well as plastic.)

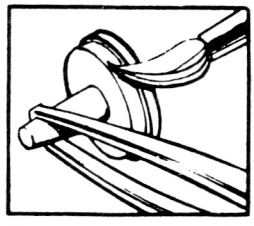
Most military aircraft are painted with flat or matte colors. You can find flat colors at better hobby shops and departments to duplicate the real thing. Be sure to use paint specified for styrene plastic. The same holds true for cement. Be sure to read all directions and warnings on the labels before using.

Be sure to scrape the paint away from all cement joints for the strongest bond.

Before final assembly of parts, be sure to test-fit first. File, trim and fit as necessary. All molded parts have parting lines, draft angles and the gates where they are attached to the runners. These should be trimmed, filed and fitted for the best results. Good planning and patience will result in a well finished model.

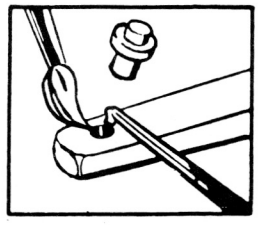
We recommend the following tools. A small sharp hobby knife, tweezers, a small flat and round file, Spring type clothespins (for clamps), fine sandpaper, small brushes (for liquid cement and paint.)

TWEEZERS



Tweezers are handy for holding very tiny parts when you glue them in place or when you are painting them.

CEMENT

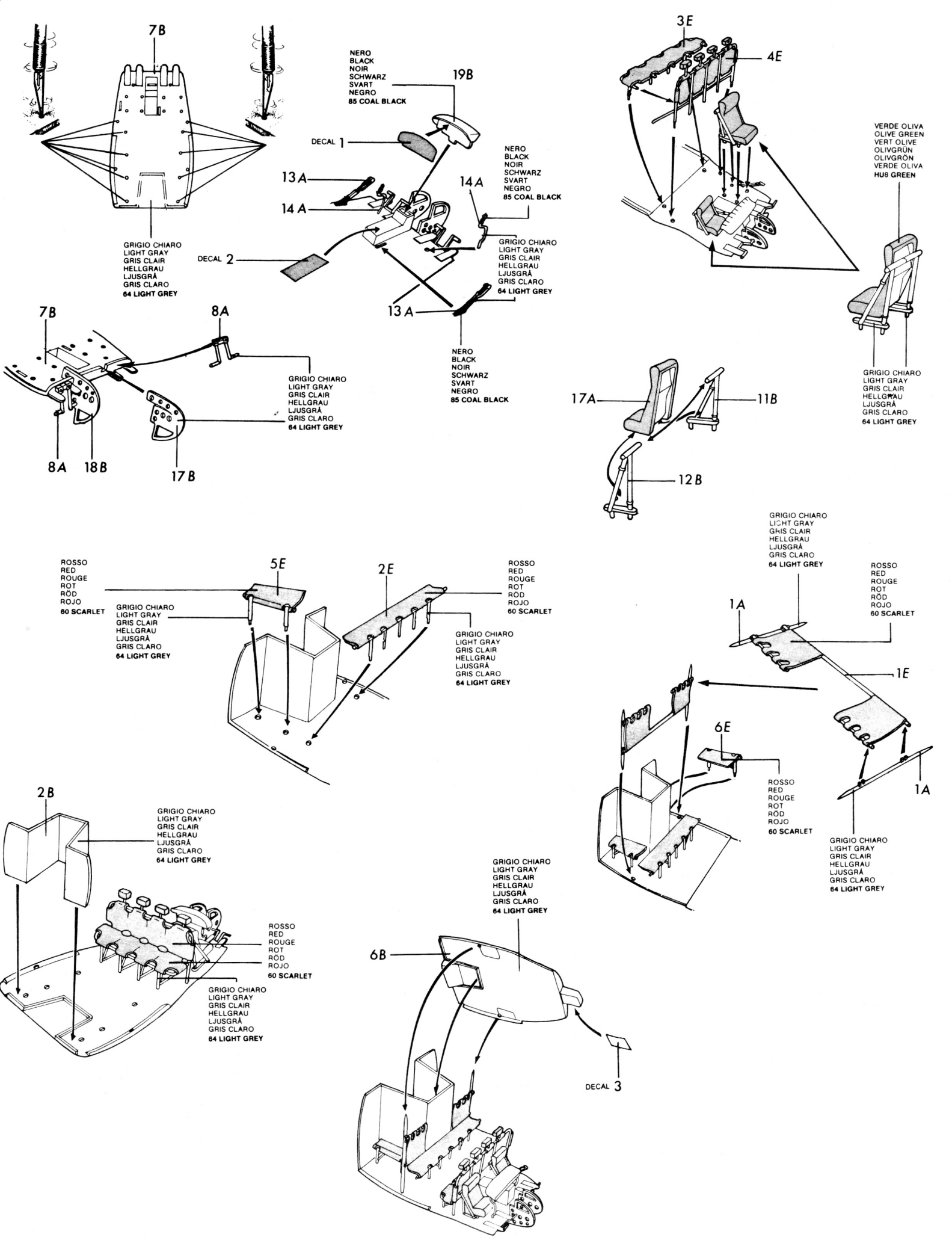


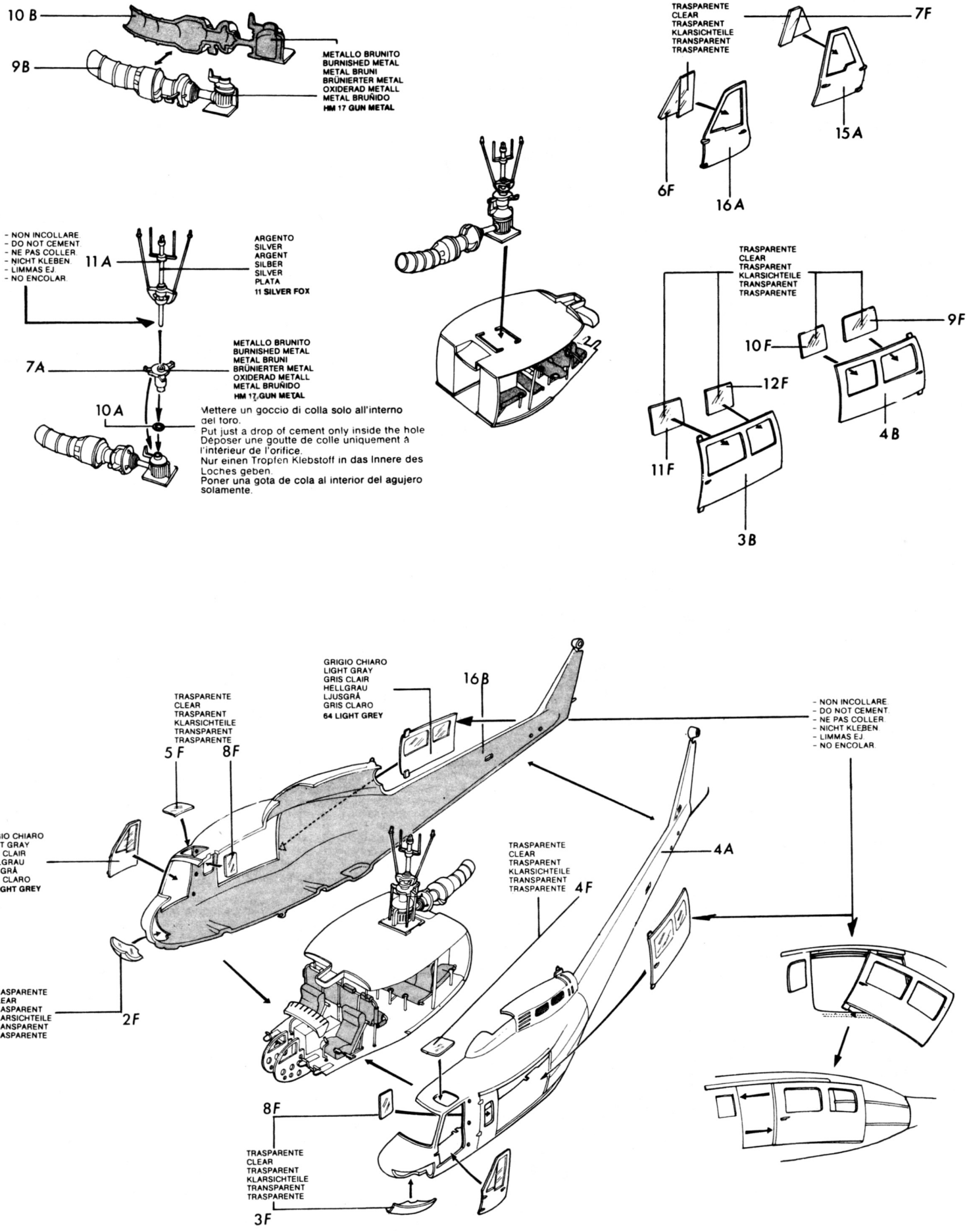
We recommend the use of liquid poly styrene cement. Apply with a fine brush and toothpick.

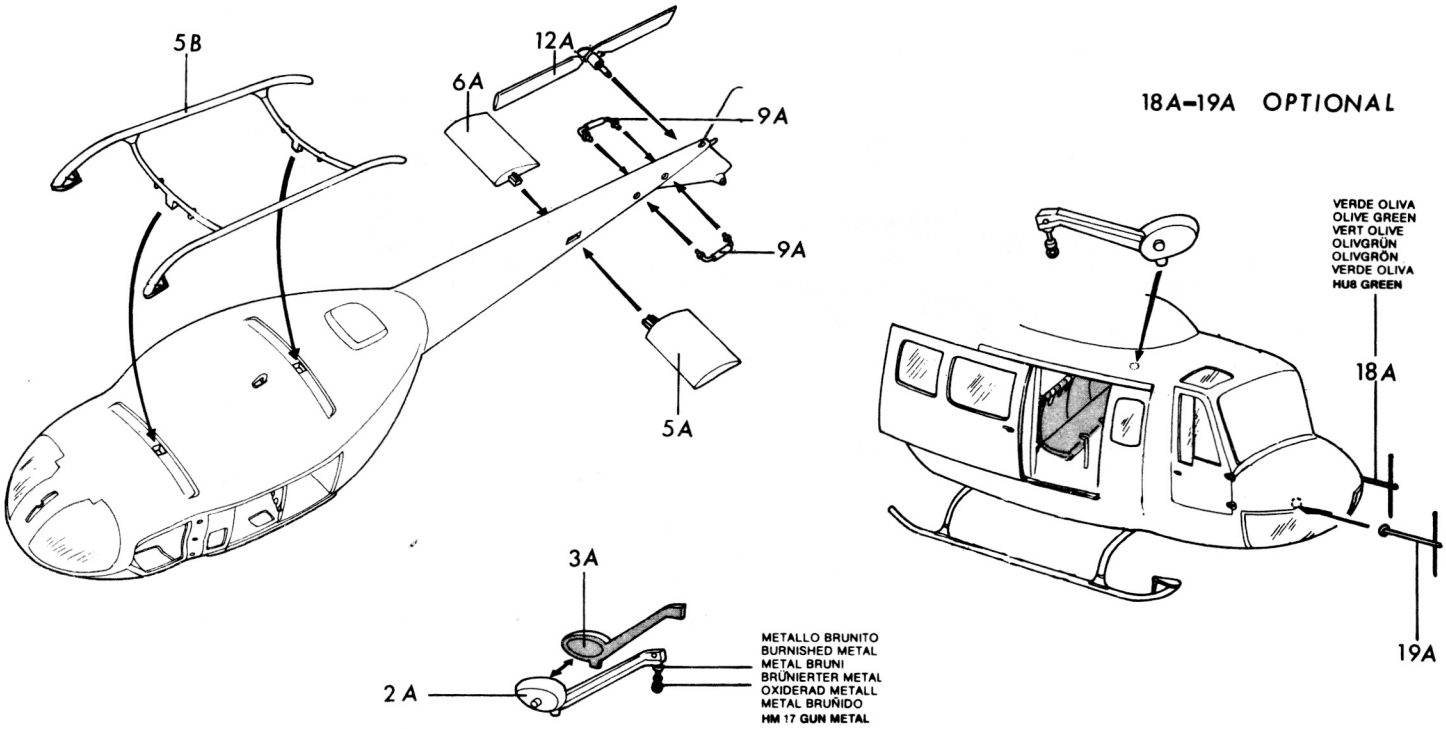
SPECIAL MODELING TIPS

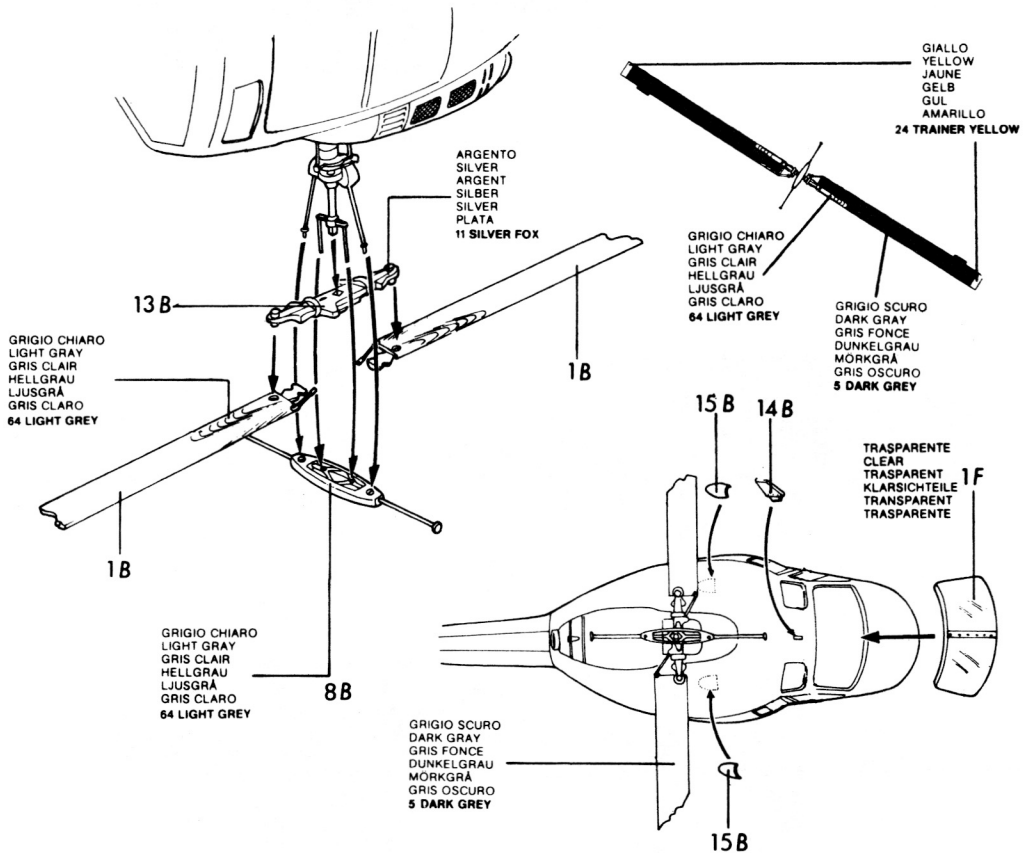
Always allow cement to dry before handleing assembled parts. Use as little cement as possible for quicker drying. The cement is a solvent which actually melts the plastic to weld the joint together. Too much will deform the plastic. Use a good sharp hobby knife for trimming parts off of the runners, cutting decals out of the sheet and smoothing out parting lines. (Scrape the plastic by holding the blade at right angles to the surface of the part.)

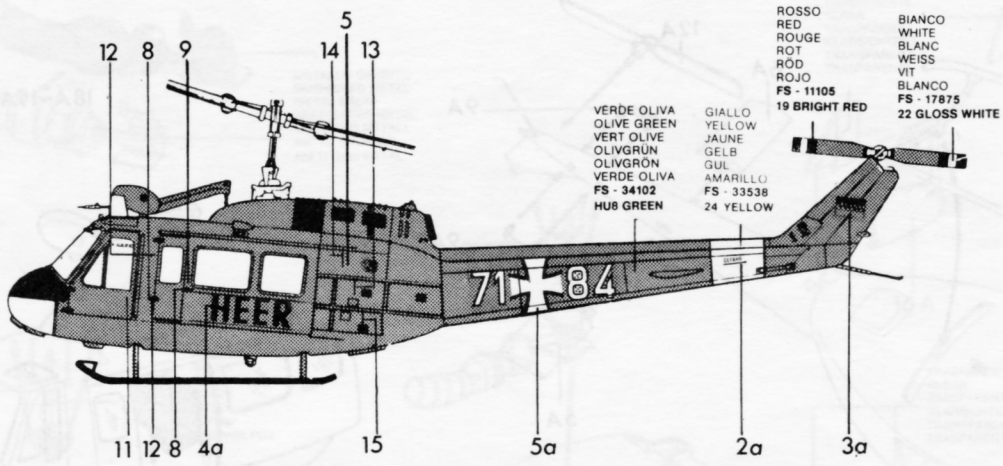
Examine books and magazines pertaining to the airplane you are building to gain a better idea of what the actual plane looks like. You may even attend an air show to examine the real thing — be sure to take a camera. As you gain experience you may wish to add "weathering" and special modifications to your ERTL-ESCI airplane kits. There are several magazines which cover this sort of advanced modeling — see your hobby shop or magazine store.


7B
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
NERO
BLACK
NOIR
SCHWARZ
SVART
NEGRO
85 COAL BLACK
19B
DECAL 1
13A
14A
14A
NERO
BLACK
NOIR
SCHWARZ
SVART
NEGRO
85 COAL BLACK
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
DECAL 2
13A
NERO
BLACK
NOIR
SCHWARZ
SVART
NEGRO
85 COAL BLACK
3E
4E
VERDE OLIVA
OLIVE GREEN
VERT OLIVE
OLIVGRÜN
OLIVGRÖN
VERDE OLIVA
HU8 GREEN
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
7B
8A
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
8A
18B
17B
17A
11B
12B
ROSSO
RED
ROUGE
ROT
RÖD
ROJO
60 SCARLET
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
5E
2E
ROSSO
RED
ROUGE
ROT
RÖD
ROJO
60 SCARLET
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
ROSSO
RED
ROUGE
ROT
RÖD
ROJO
60 SCARLET
1A
1E
6E
ROSSO
RED
ROUGE
ROT
RÖD
ROJO
60 SCARLET
1A
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
2B
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
ROSSO
RED
ROUGE
ROT
RÖD
ROJO
60 SCARLET
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
6B
DECAL 3

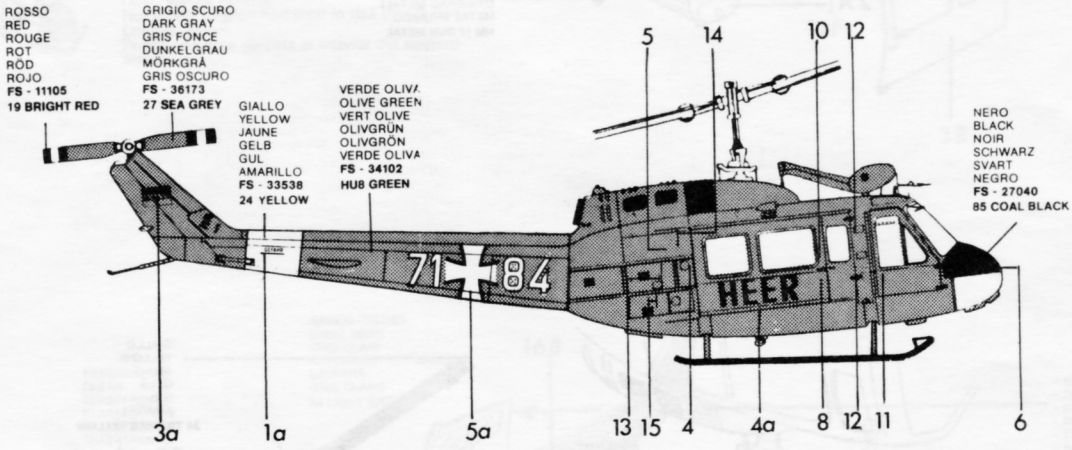

10 B
9B
METALLO BRUNITO
BURNISHED METAL
METAL BRUNI
BRÜNIERTER METAL
OXIDERAD METALL
METAL BRUÑIDO
HM 17 GUN METAL
TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTEILE
TRANSPARENT
TRASPARENTE
7F
15A
6F
16A
- NON INCOLLARE
- DO NOT CEMENT
- NE PAS COLLER
- NICHT KLEBEN
- LIMMAS EJ
- NO ENCOLAR
11 A
ARGENTO
SILVER
ARGENT
SILBER
SILVER
PLATA
11 SILVER FOX
7A
METALLO BRUNITO
BURNISHED METAL
METAL BRUNI
BRÜNIERTER METAL
OXIDERAD METALL
METAL BRUÑIDO
HM 17 GUN METAL
10 A
Mettere un goccio di colla solo all'interno del foro.
Put just a drop of cement only inside the hole
Déposer une goutte de colle uniquement à l'intérieur de l'orifice.
Nur einen Tropfen Klebstoff in das Innere des Loches geben.
Poner una gota de cola al interior del agujero solamente.
TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTEILE
TRANSPARENT
TRASPARENTE
9F
10F
12F
4B
11F
3B
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
16B
TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTEILE
TRANSPARENT
TRASPARENTE
5 F
8F
- NON INCOLLARE
- DO NOT CEMENT
- NE PAS COLLER
- NICHT KLEBEN
- LIMMAS EJ
- NO ENCOLAR
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
4A
TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTEILE
TRANSPARENT
TRASPARENTE
4F
TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTEILE
TRANSPARENT
TRASPARENTE
2F
8F
TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTEILE
TRANSPARENT
TRASPARENTE
3F

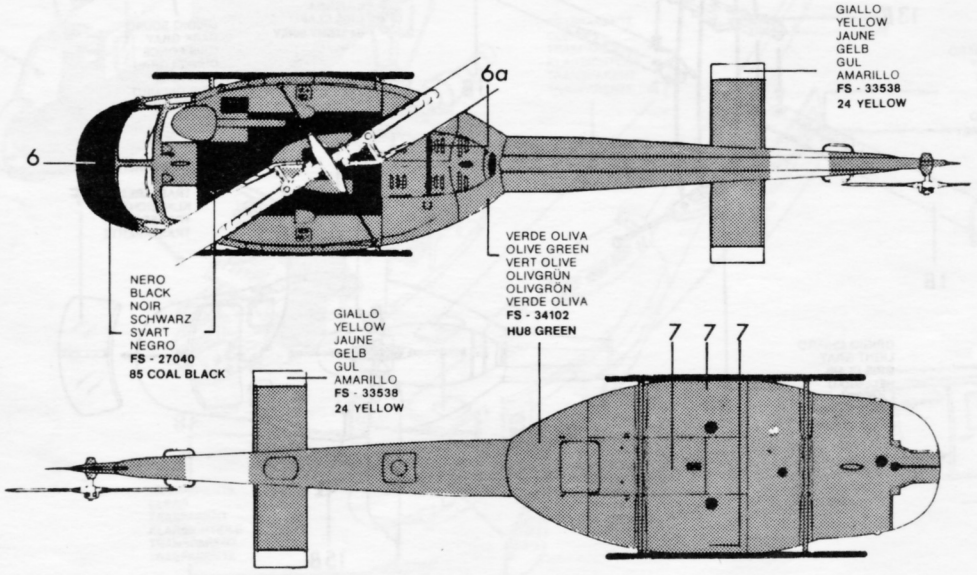

5B
12A
6A
9A
9A
5A
18A–19A OPTIONAL
VERDE OLIVA
OLIVE GREEN
VERT OLIVE
OLIVGRÜN
OLIVGRÖN
VERDE OLIVA
HU8 GREEN
18A
19A
3A
2A
METALLO BRUNITO
BURNISHED METAL
METAL BRUNI
BRÜNIERTER METAL
OXIDERAD METALL
METAL BRUÑIDO
HM 17 GUN METAL

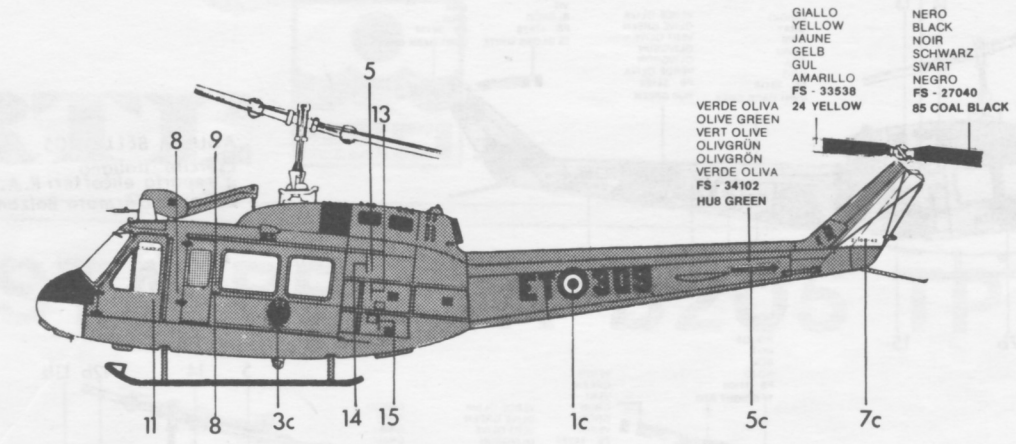

ARGENTO
SILVER
ARGENT
SILBER
SILVER
PLATA
11 SILVER FOX
13B
1B
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
1B
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
8B
GIALLO
YELLOW
JAUNE
GELB
GUL
AMARILLO
24 TRAINER YELLOW
GRIGIO CHIARO
LIGHT GRAY
GRIS CLAIR
HELLGRAU
LJUSGRÅ
GRIS CLARO
64 LIGHT GREY
GRIGIO SCURO
DARK GRAY
GRIS FONCE
DUNKELGRAU
MÖRKGRÅ
GRIS OSCURO
5 DARK GREY
15B
14B
TRASPARENTE
CLEAR
TRASPARENT
KLARSICHTEILE
TRANSPARENT
TRASPARENTE
1F
GRIGIO SCURO
DARK GRAY
GRIS FONCE
DUNKELGRAU
MÖRKGRÅ
GRIS OSCURO
5 DARK GREY
15B



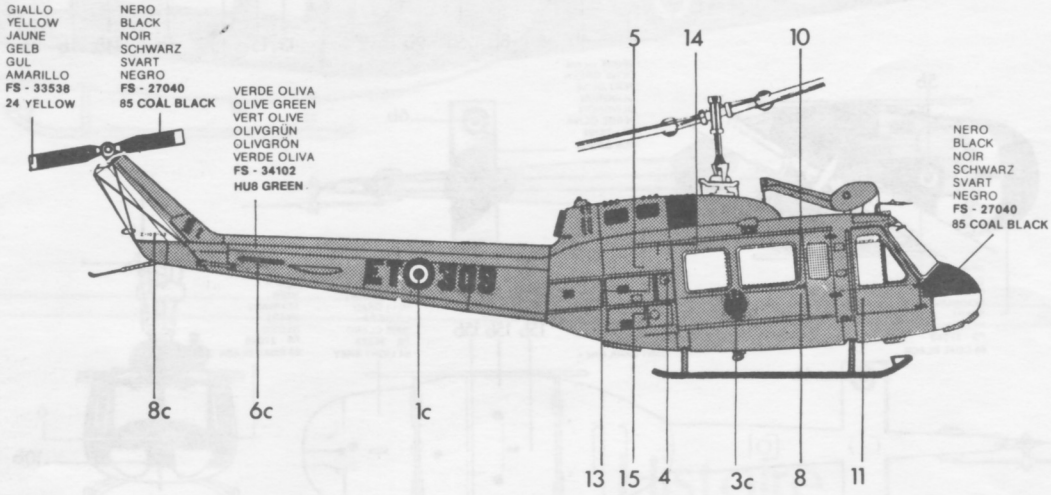
BELL UH 1D
Heeresflieger HFWS
Bulkeburg 1976 w Germany

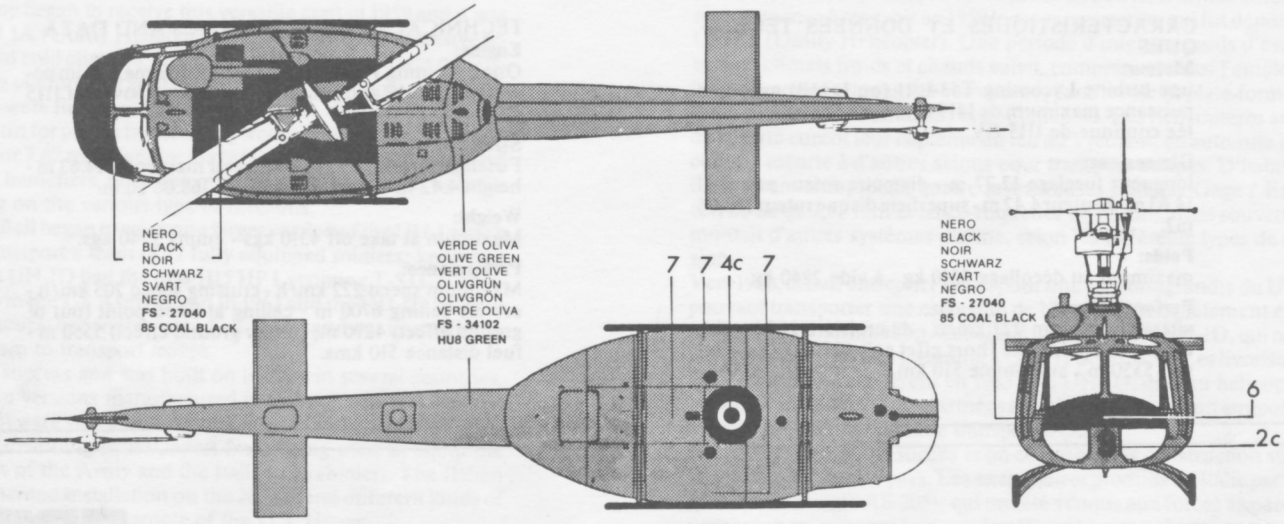


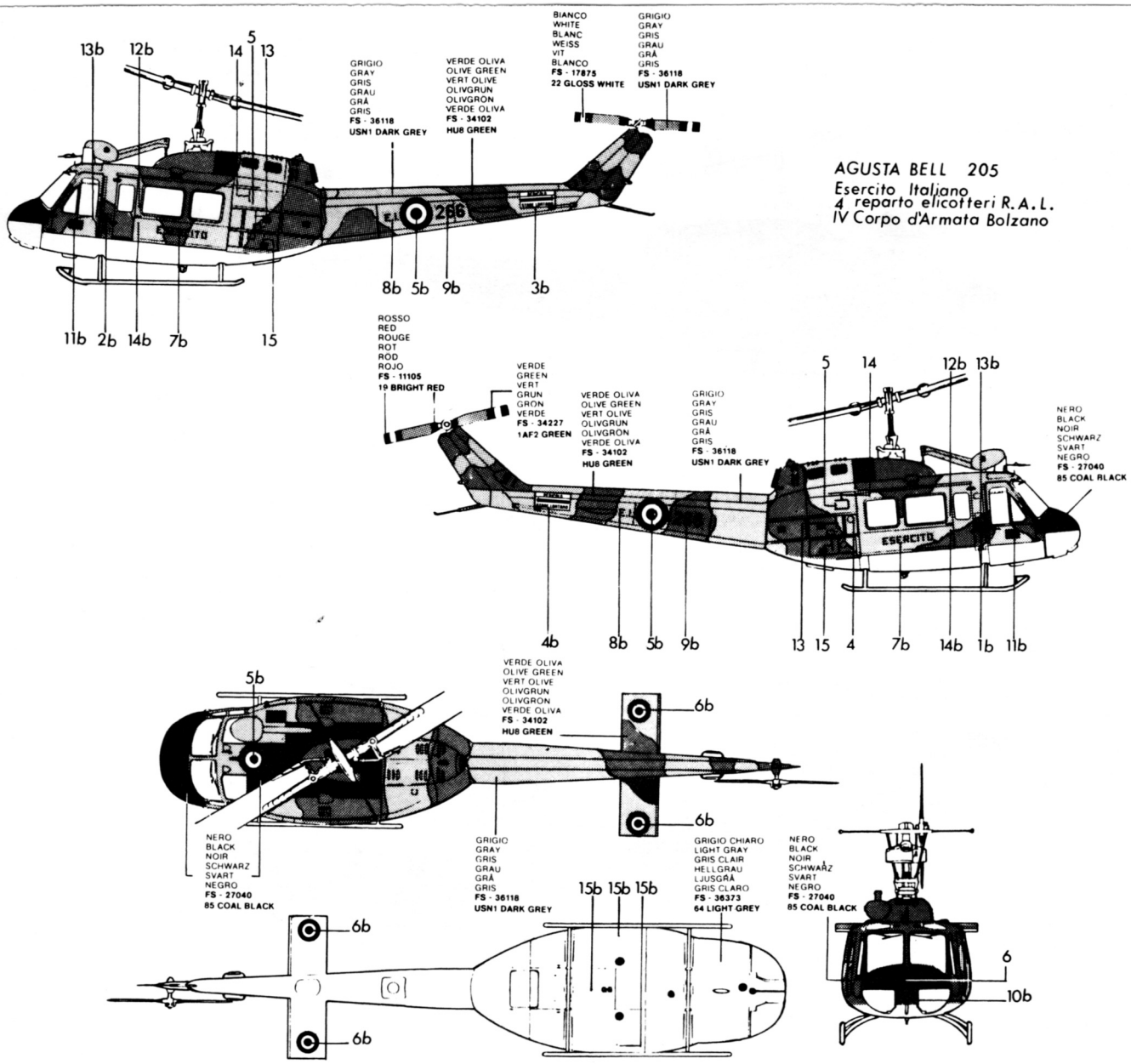




BELL UH 1H
Ejercito de Tierra
Z 10 B 42







CARACTERISTIQUES ET DONNEES TECHNIQUES

Moteur:
une turbine Lycoming T53-L-11 (ou L-13B) avec une puissance maximum de 1419 CV, et une puissance limitée continue de 1115 CV.

Dimensions:
longueur fuselage 12,77 m - diamètre roteur principal 14,63 m - hauteur 4,42 m - superficie disque roteur 168,06 m2.

Poids:
maximum au décollage 4310 kg - à vide 2240 kg.

Performances:
vitesse maximum 222 km/h - de croisière 204 km/h - tangence à point fixe (hors effet sol) 4270 m; (en effet sol) 5550 m - autonomie 510 km.

TECHNICAL CHARACTERISTICS AND DATA

Engine:
One Lycoming T53-L-11 (or L-13B) with a maximum power of 1419 HP and a limited continuous power of 1115 HP.

Size:
Fuselage length 12.77 m - diameter main rotor 14.63 m - height 4.42 m - rotor disc surface 168.06 sq.m.

Weight:
Maximum at take off 4310 kgs - empty 2240 kgs.

Performance:
Maximum speed 222 km/h - cruising speed 205 km/h - service ceiling 6700 m - ceiling at fixed point (out of ground effect) 4270 m; (under ground effect) 5550 m - fuel distance 510 kms.

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Printed in the U. S. A.

Form No 099-0137

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