

B-10 Export WH-2 / WAA ***Instructions***

FR

Le prototype, qui vole pour la première fois le 16 février 1932, bénéficie d'importantes innovations techniques : appareil entièrement métallique à train d'atterrissage rétractable, équipé d'une tourelle pivotante, avec soute à bombes interne, il est alors plus rapide que les chasseurs en service. Cet appareil véritablement révolutionnaire marque son époque. Ce bombardier est d'abord livré sous désignation YB-10 pour 14 exemplaires de présérie en novembre 1933, puis la version de production principale, le B-10B, équipée de moteurs plus puissants Wright R-1820-19 de 675 hp est mise en service par l'USAAC (103 exemplaires).

Le B-10 est autorisé à l'export en juillet 1936 (Model 139) avec moteurs Wright. Il est vendu en Chine (9 exemplaires, Wright China ou WC), en Argentine (WAA, Armée et WAN, Marine), à la Turquie (20), au Siam, mais surtout à l'Aviation des Indes Néerlandaises, la MN-KNIL (WH-1, WH-2), en Union Soviétique (un) et au Japon (un). Le premier lot de 13 Model 139 WH-1 est immatriculé M501 à M513, le second lot WH-2 est codé de M514 à M539. Initialement, ils sont peints au standard US de l'époque, ailes jaunes et fuselage bleu, avec cocardes néerlandaises. Les cocardes sont remplacées fin 1939 par de grands triangles orange, puis les appareils sont camouflés en deux tons de vert dessus, gris clair dessous (août 1940). Ces bombardiers sont employés à la défense des Indes Néerlandaises, des appareils du 2-VI.G.III combattent à Singapour en décembre 1941. Le WH-3A M585 passe en Australie le 8 mars 1942.

En 1936, l'Armée argentine commande 22 B-10 Export WAA équipés de moteurs Wright Cyclone R-1820-G3 et 3 Focke-Wulf 58B Weihe pour l'entraînement (voir maquette FR010). Ces appareils sont immatriculés 501 à 522 et affectés à la BAM El Palomar, à partir d'avril 1938, puis au Regimiento Aéreo I, sur la BAM Coronel Pringles. Les 502, 509, 510 et 522 effectuent un raid jusqu'à Rio Grande, en Terre de Feu, entre fin avril et le 11 mai 1943. Les 508, 518 et 522 rejoignent Santiago du Chili pour participer aux fêtes de l'Indépendance en 1943. A livraison, les bombardiers sont métal naturel, avec cocardes et matricules sur et sous les ailes et sur le fuselage, et avec grand drapeau de dérive, et matricule repris au bord d'attaque des ailes. A partir d'octobre 1943, ils sont camouflés en vert dessus et bleu dessous, et, en janvier 1944, la lettre B est ajoutée devant le matricule. Le B-511 et le B-510, endommagés, reçoivent une nouvelle partie avant. Le dernier vol d'un Model 139 WAA a lieu le 12 juillet 1954 (B-512).

Spécifications (WH-2):

bombardier bimoteur monoplan à train rentrant, de construction métallique, 3 membres d'équipage. Moteurs : deux Wright Cyclone R-1820-G3 de 840 hp. Envergure 21,49 m, longueur 13,63 m, surface alaire 63 m². Altitude maximale de travail, 5 182 m. Armement : 1 029 kg de bombes, 3 mitrailleuses.

EN

The prototype first flew on February 16, 1932. The B-10 combined several innovations including an all-metal airframe, fully cowled engines, retractable landing gear, enclosed gun-turret, and internal bomb-bay, which made it faster than fighters then in service. Although built in relatively small numbers, the B-10 was revolutionary, and was the USAAC's first all-metal monoplane bomber. In January 1933, 14 pre-production YB-10s were ordered, then USAAC received 103 of the main production version, the B-10B, equipped with more powerful 675 hp Wright Cyclone R-1820-19 engines.

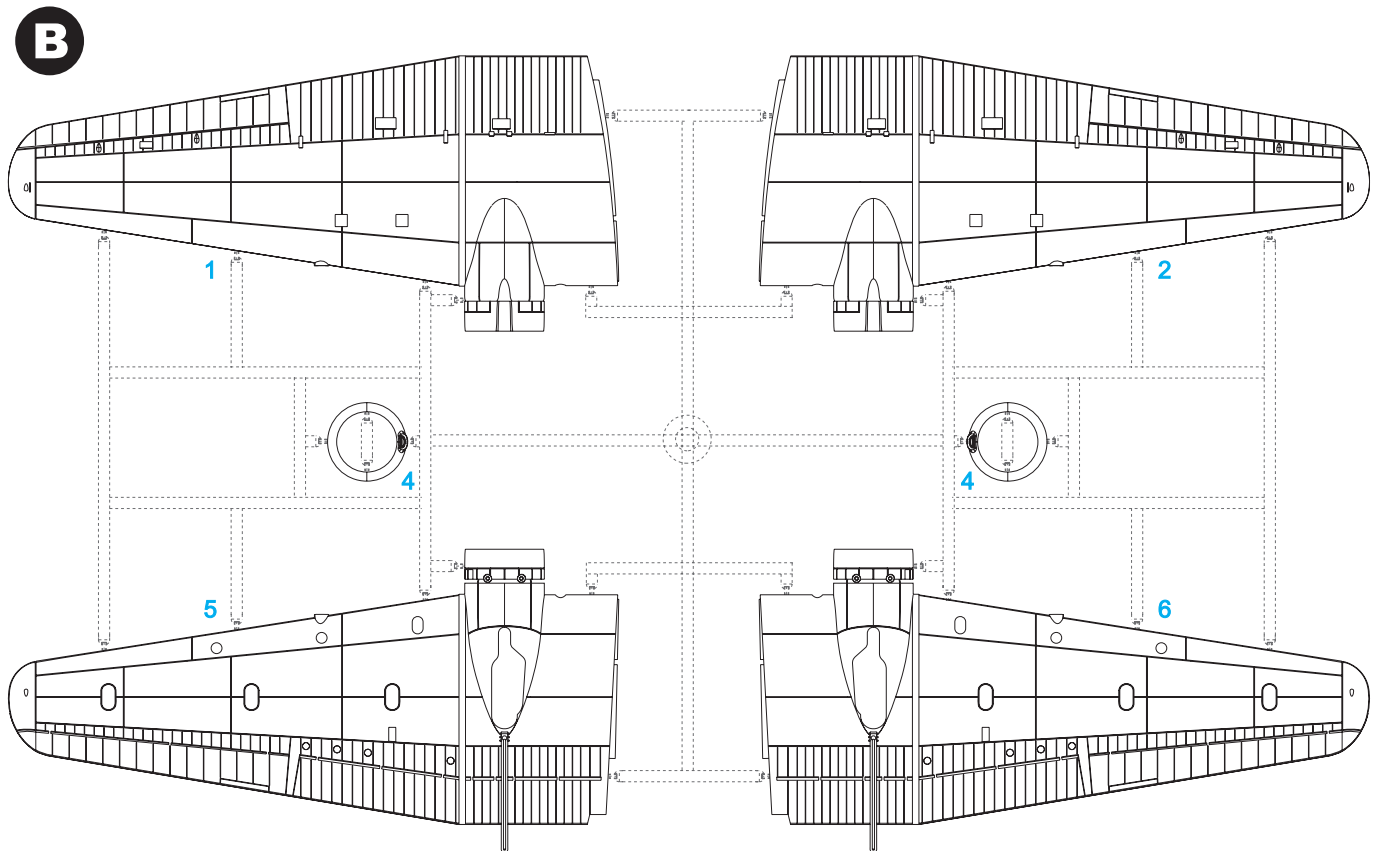
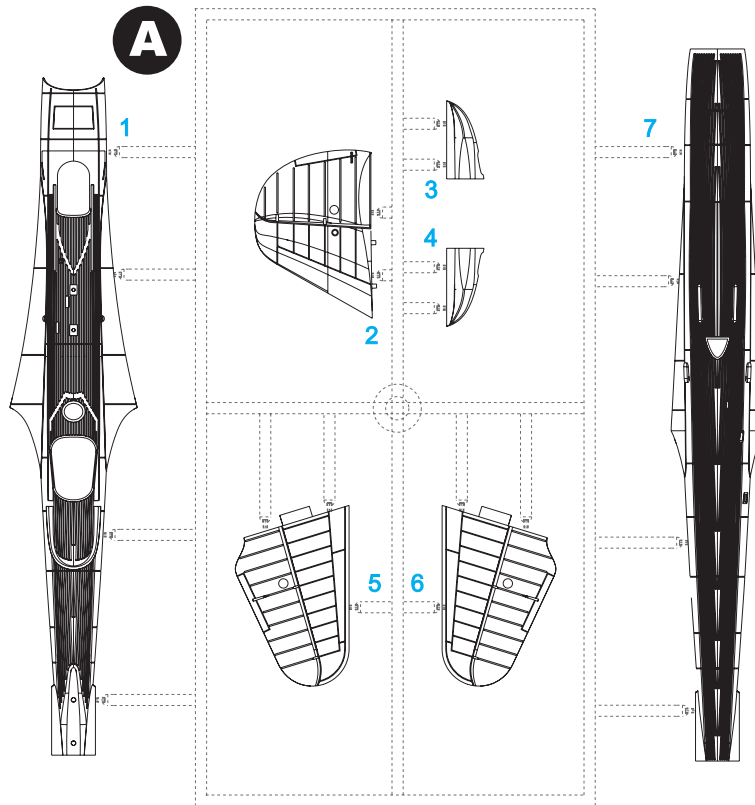
The B-10 was cleared for export in July 1936 as the Model 139 with Wright engines. Customers included China (nine 139 WC), Argentina (22 139 WAA and 12 139 WAN), Turkey (20 139 WT), Siam (six 139 WSM), and the Dutch East Indies which was the biggest user (13 139 WH-1, 26 139 WH-2, and WH-3, largely modified), the Soviet Union (one 139 WR) and Japan (one 139 WJ). A first batch of 13 Model 139 WH-1, registered M501 to M513, was followed by 26 WH-2s, numbered M514 to M539. All aircraft were delivered to the ML-KNIL in the standard American colours of the time, with yellow wings, blue fuselage, and marked with Dutch roundels. At the end of 1939, the roundels were replaced by large orange triangles. The aircraft were then camouflaged in two shades of green on top, light grey underneath from 16 August 1940. These bombers were used to defend the Dutch East Indies, some aircraft of 2-VI.G.III were sent to Singapore in December 1941 during two months.

In 1936, the Argentinean Army ordered 22 Model 139 WAA, equipped with Wright Cyclone R-1820-G3, and three Focke-Wulf Fw 58B Weihe for training (see kit #FR010). The bombers were registered 501 to 522 and assigned to El Palomar, from April 1938, then to the Regimiento Aéreo I, on the BAM Coronel Pringles. Aircraft 502, 509, 510, and 522 flew to Rio Grande, Tierra del Fuego, between the end of April and May 11, 1943. Aircraft 508, 518, and 522 flew to Santiago de Chile in September 1943 to take part in the Independence Day celebrations. The bombers served in natural metal marked with roundels and codes on and under the wings and on the fuselage, a large fin flag, and the code on the leading edge of the wings. From October 1943 they were camouflaged in green above and pale blue below, with a small fin flag. In January 1944, the letter B for Bombardero was added before the code. Aircraft B-511 and B-510 were damaged and received new nose sections. The last flight of a 139 WAA took place on July 12, 1954 (B-512).

Specifications (139 WH-2):

twin-engined monoplane bomber with retractable landing gear, metal construction, 3 crew members. Engines: two 840 hp Wright Cyclone R-1820-G3. Wingspan 21.49 m, length 13.63 m, wing area 63 m². Maximum altitude, 5,182 m. Armament: 1,029 kg of bombs, 3 machine guns.

PARTS LIST



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
COLLE CYANOACRYLATE



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

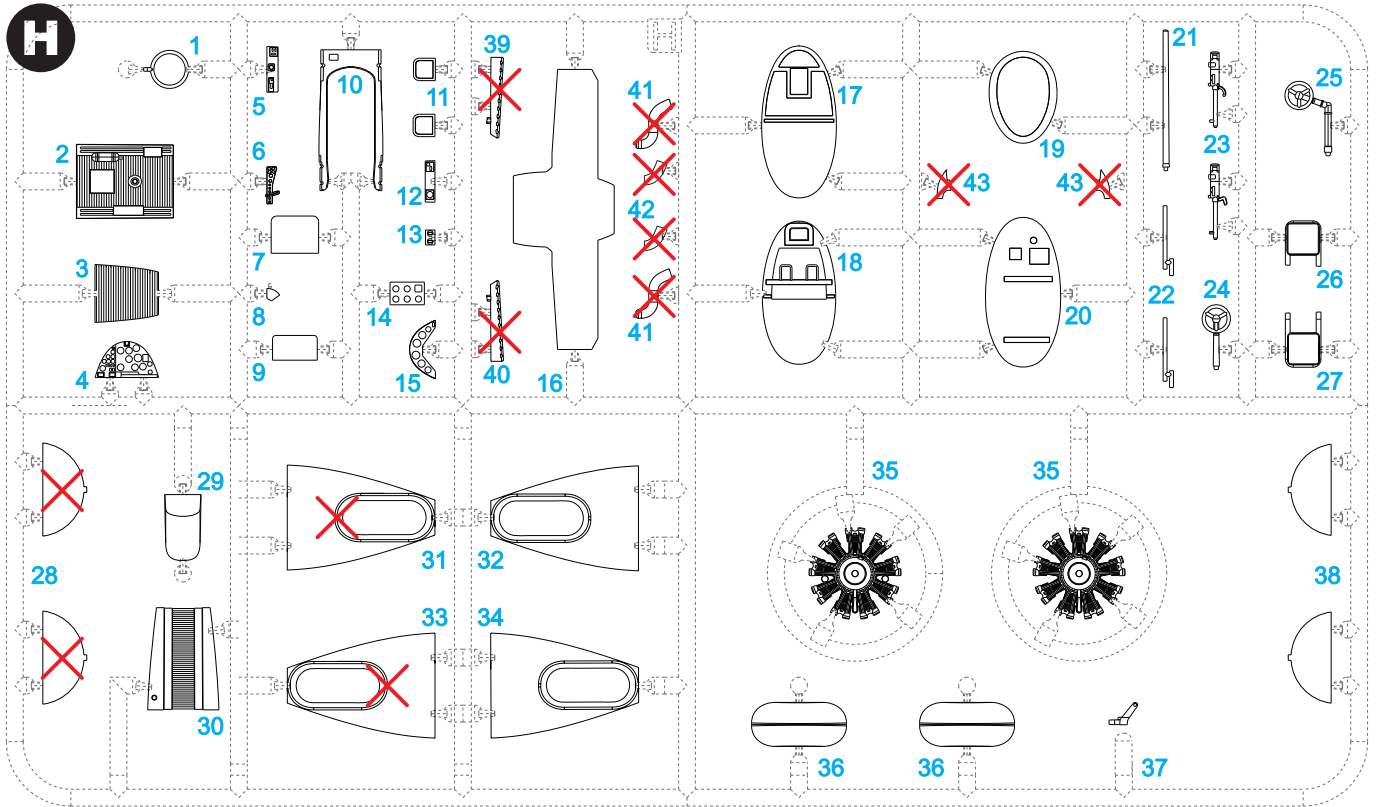


NATŘÍT
COLOUR
FARBEN
PEINDRE

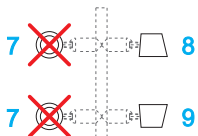
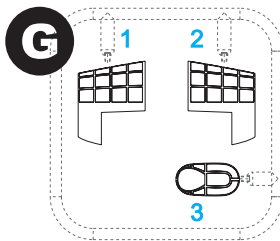
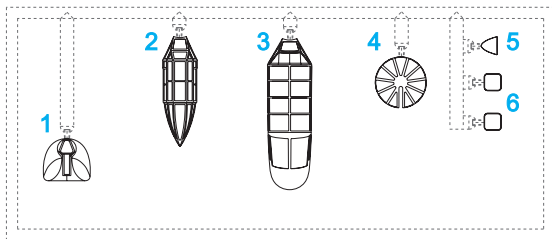
2

FR0042 B-10 Export WH-2 / WAA

PARTS LIST



Clear Parts (CP)



X = parts not to be used

Barvy GUNZE/ GUNZE Colour No.

A	Noir / Black	H12/C33
B	Aluminium / Aluminium	H/C8
C	Vert Bronze / Bronze Green	H/C340
D	Métal Carbonisé / Burnt Metal	H76/C61
E	Métal Noir / Gun Metal	H28/C78
F	Rouge Clair / Clear Red	H90/C47
G	Vert Clair / Clear Green	H94/C138
H	Pneu Noir / Tire Black	H77/C137
I	Gris / Aircraft Gray	H57/C73
J	Toile / Sail	H85/C45

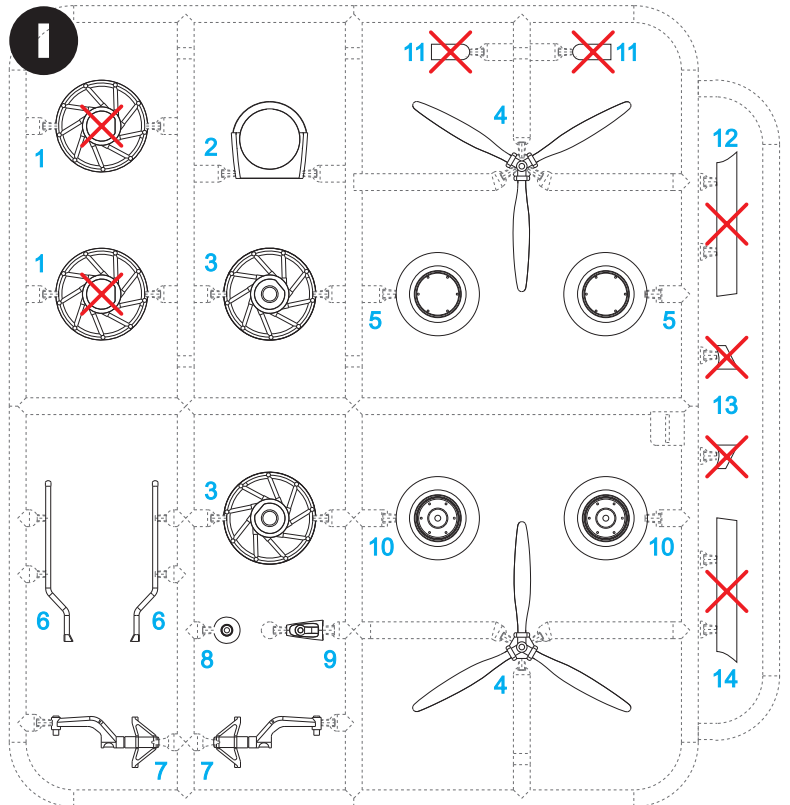
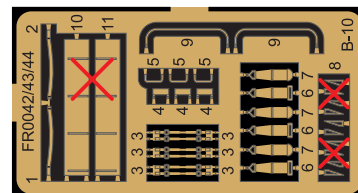
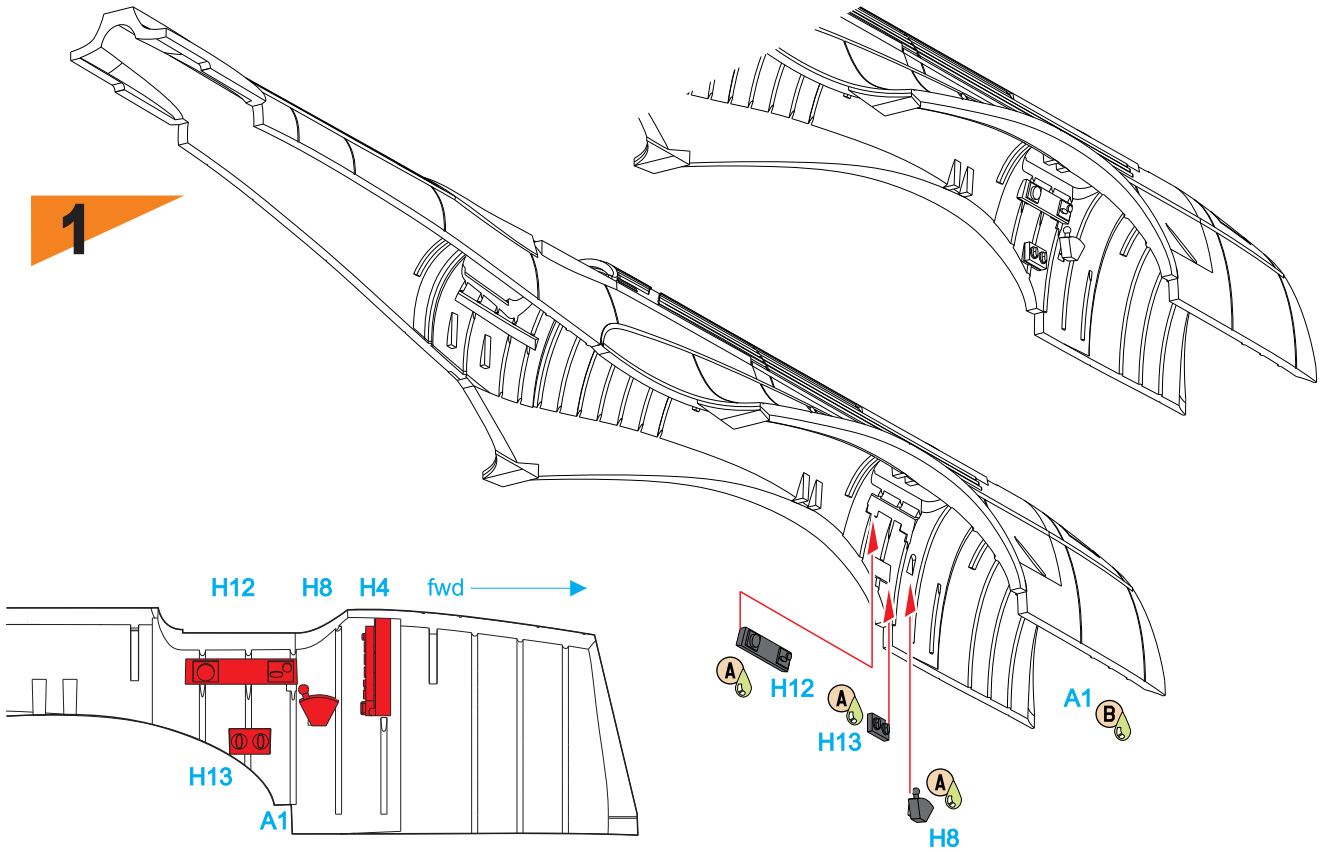


Photo-Etched Parts (PE)



1



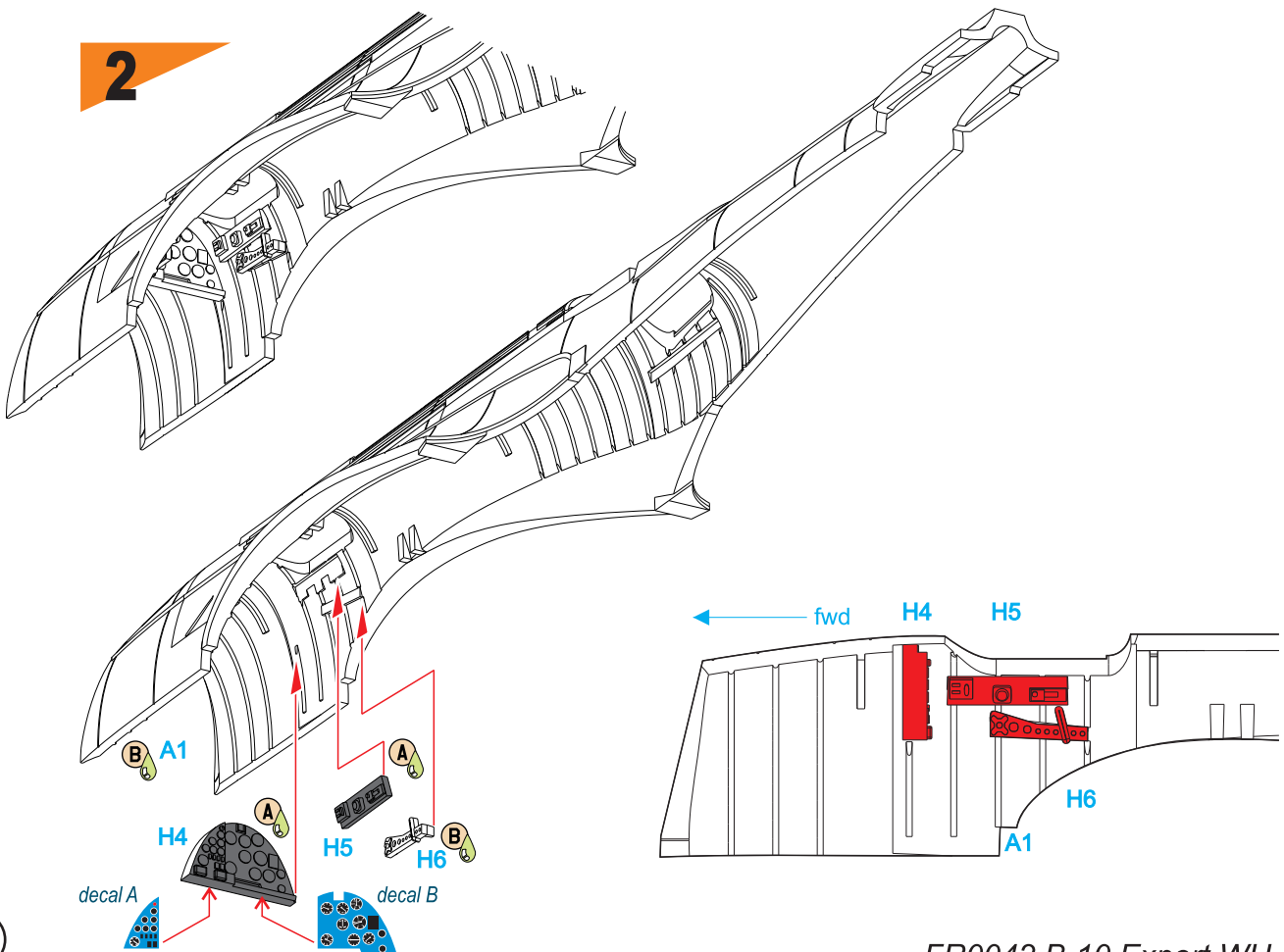
Note on the interior colours

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.

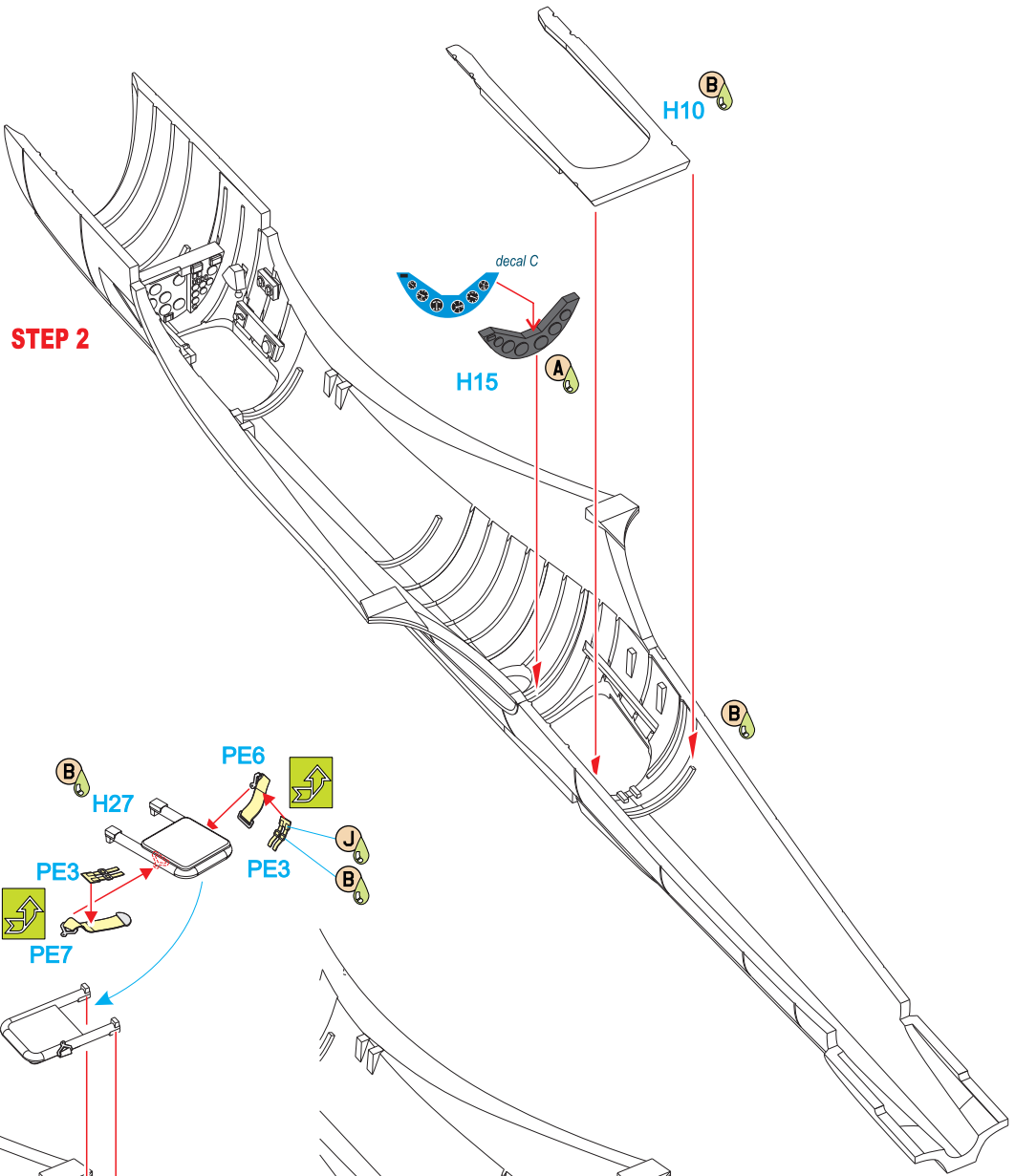
The exceptions were the instrument panels and a few other items which were either in Black, Bronze Green or Zinch Chromate Green as indicated throughout the build steps.

2

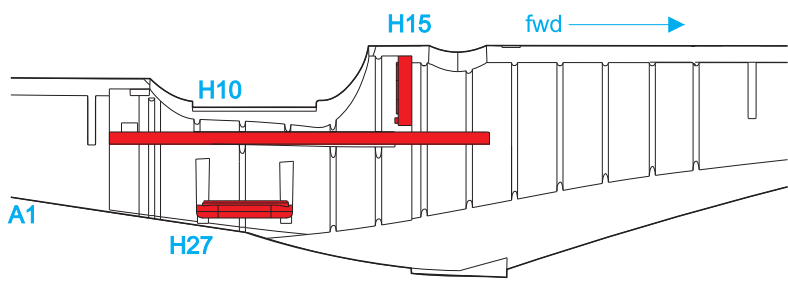
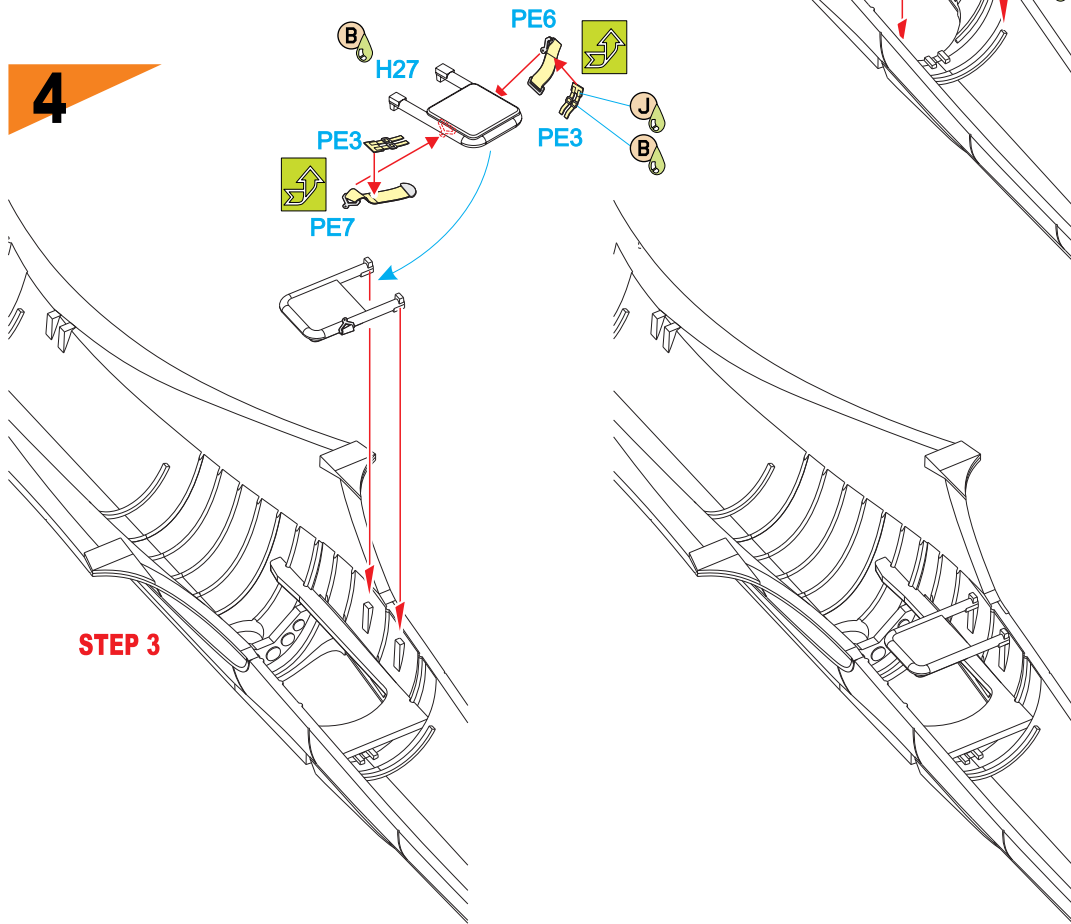


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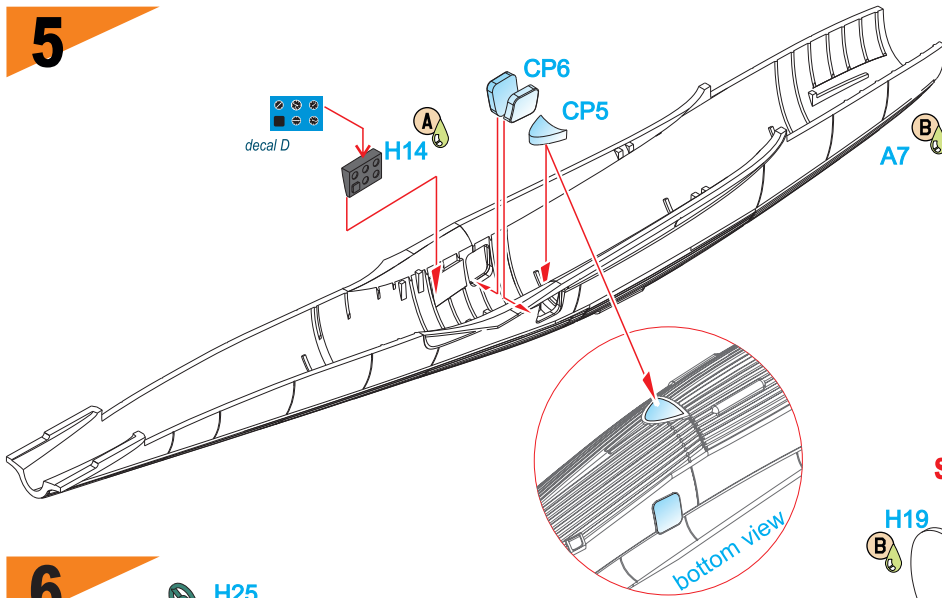
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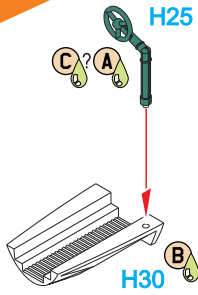
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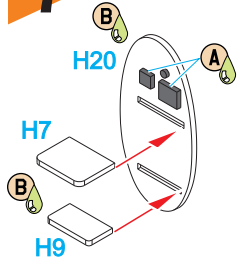
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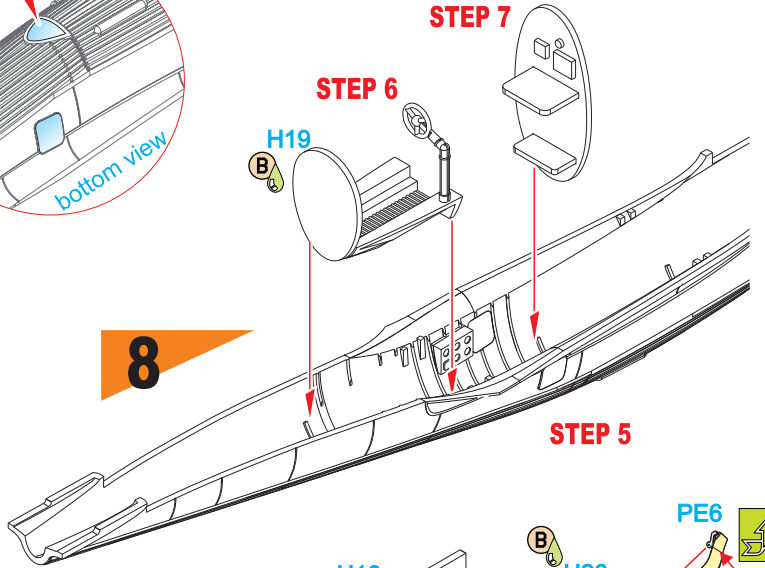
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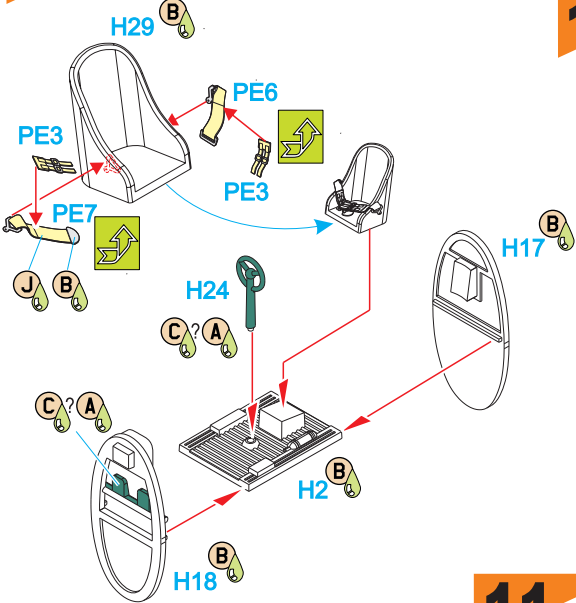
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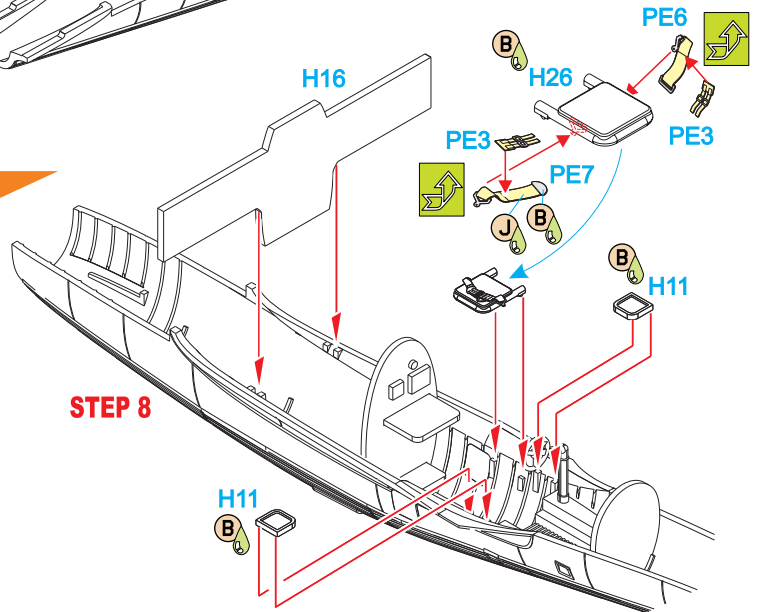
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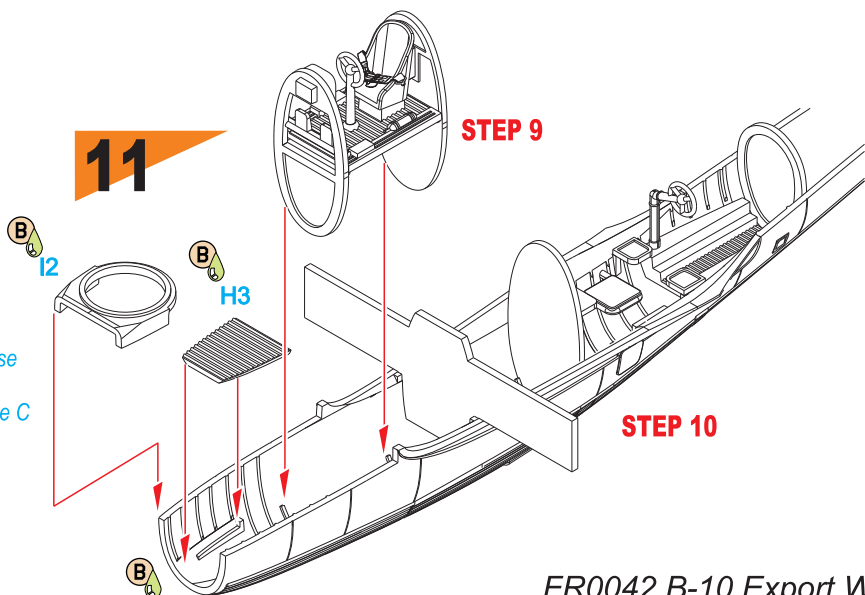


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11

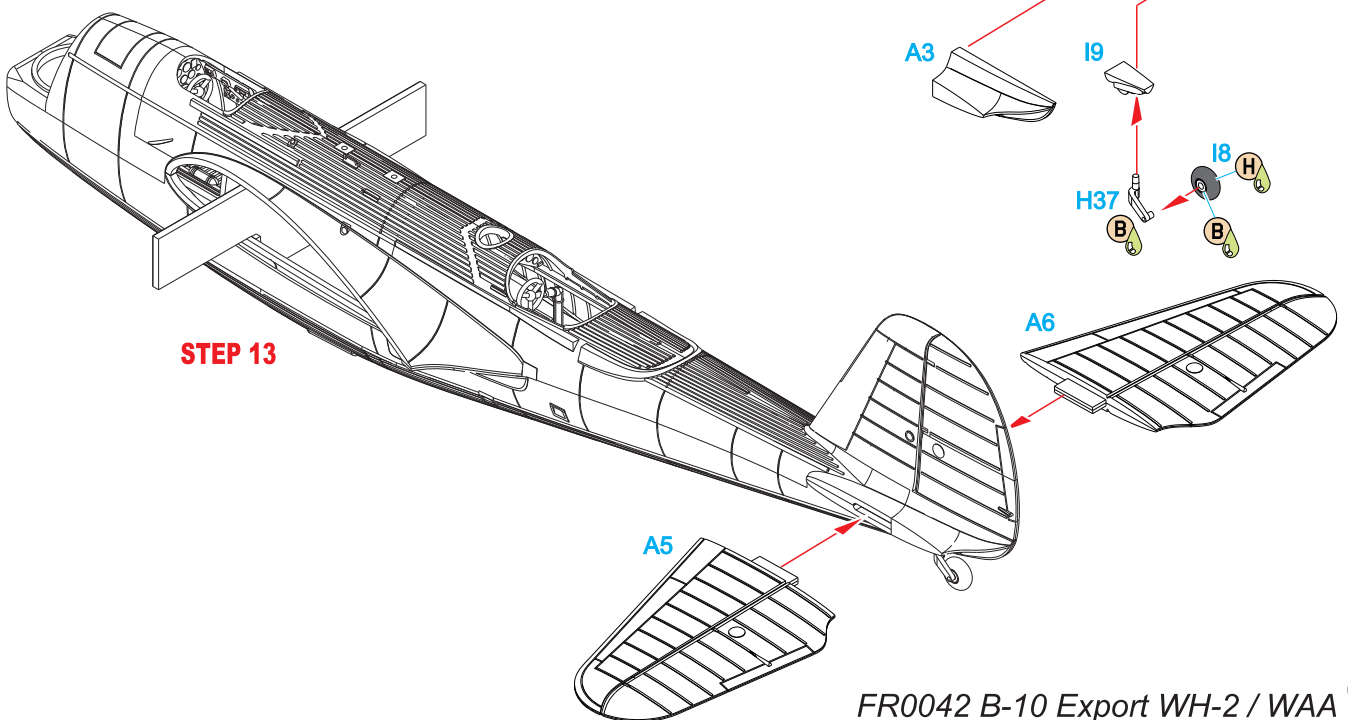
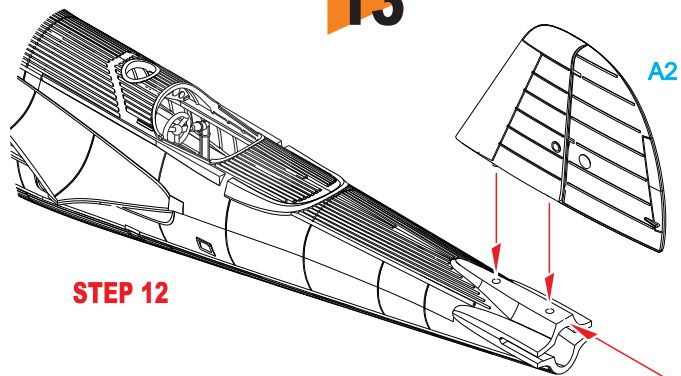
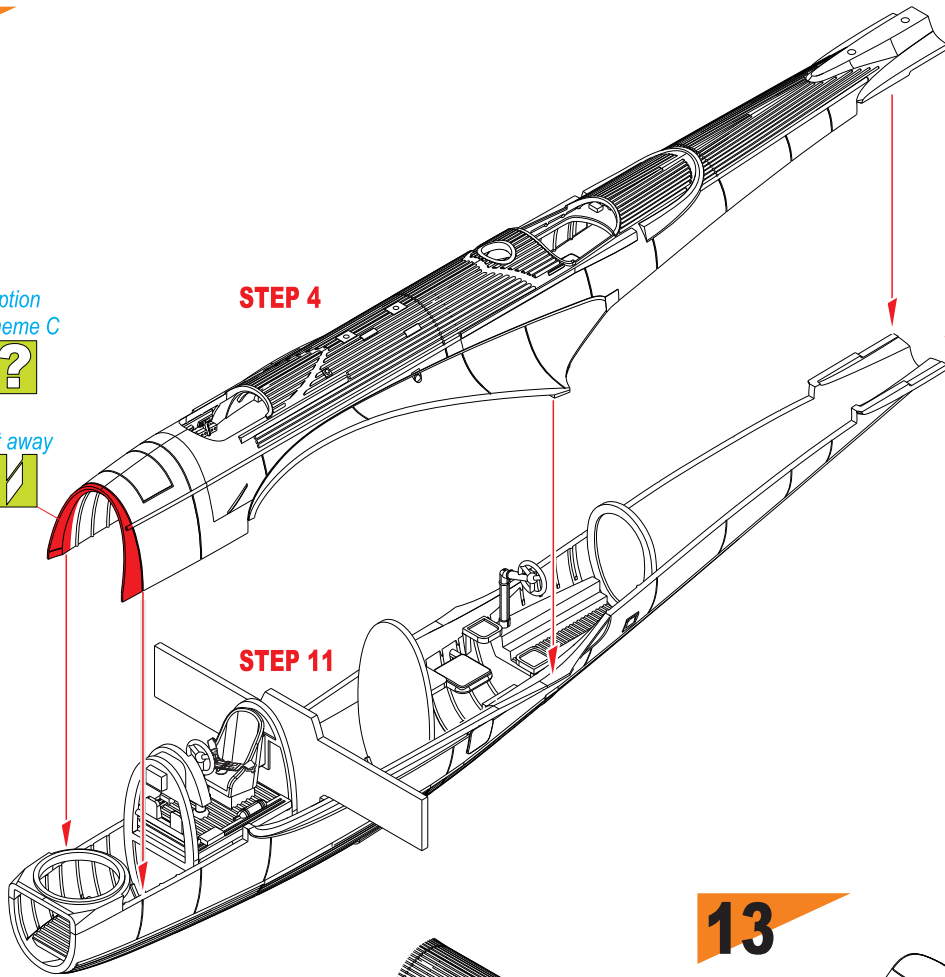
option:
?
Do not use
part 12
for Scheme C



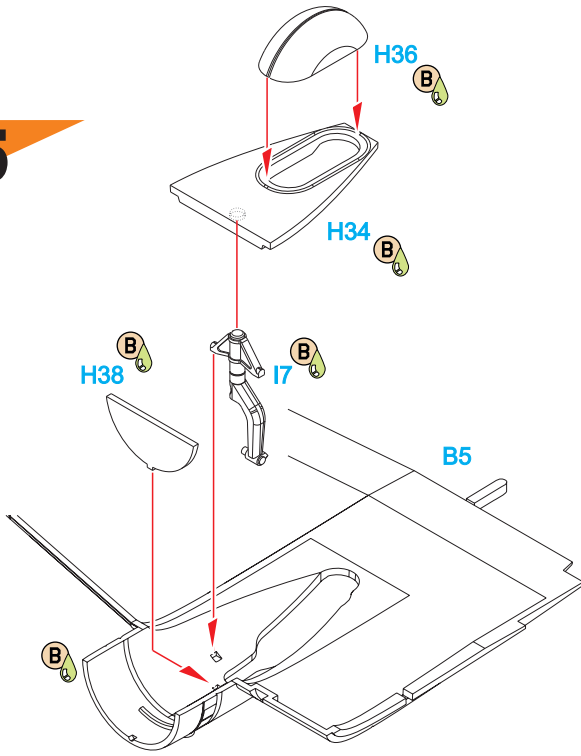
option
Scheme C



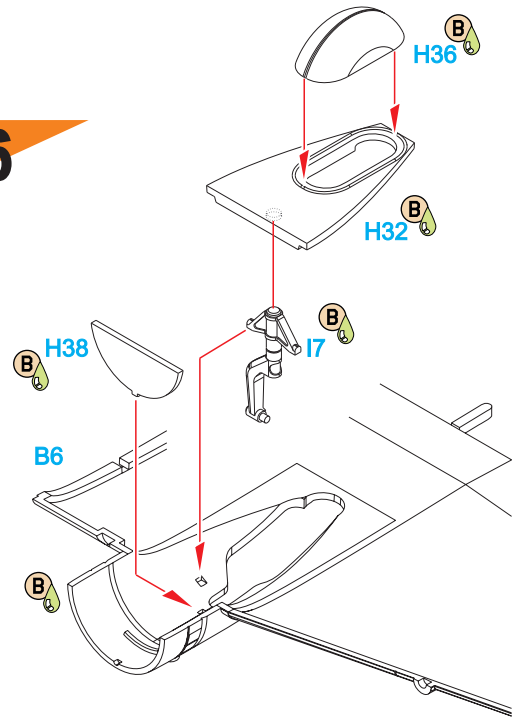
cut away



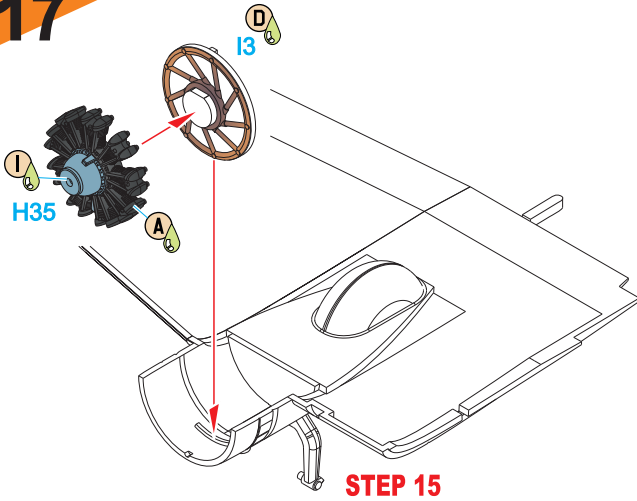
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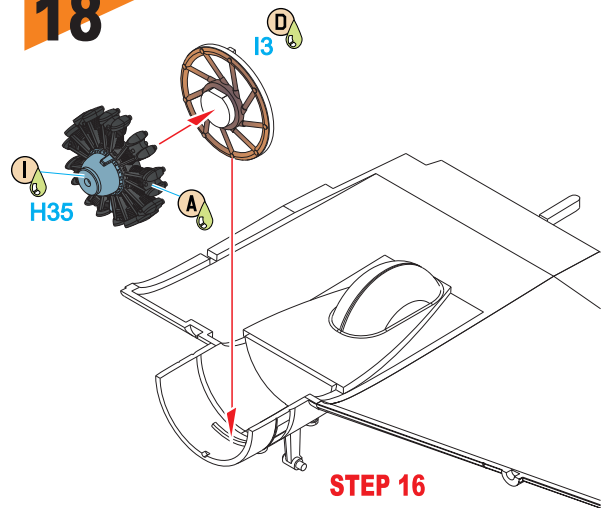
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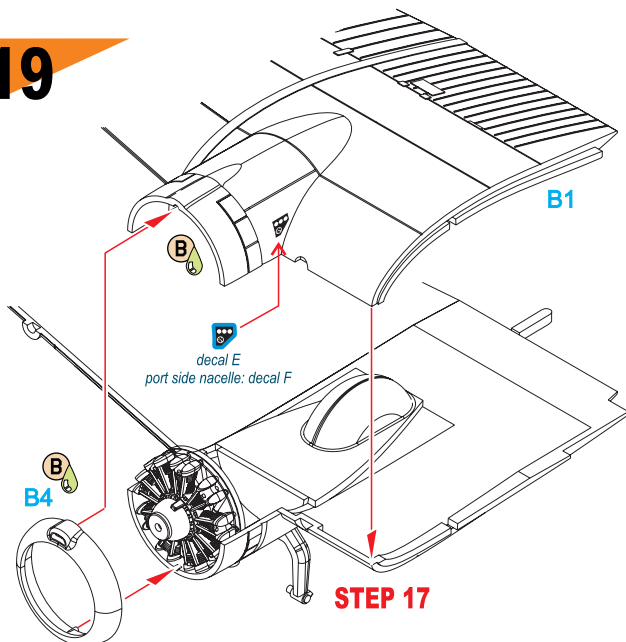
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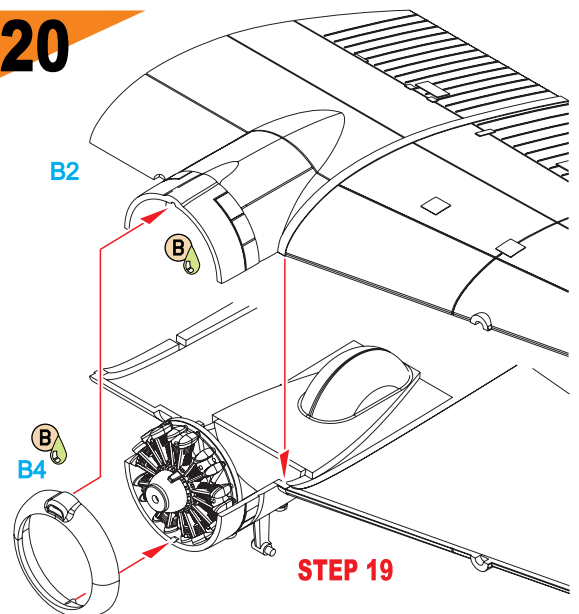
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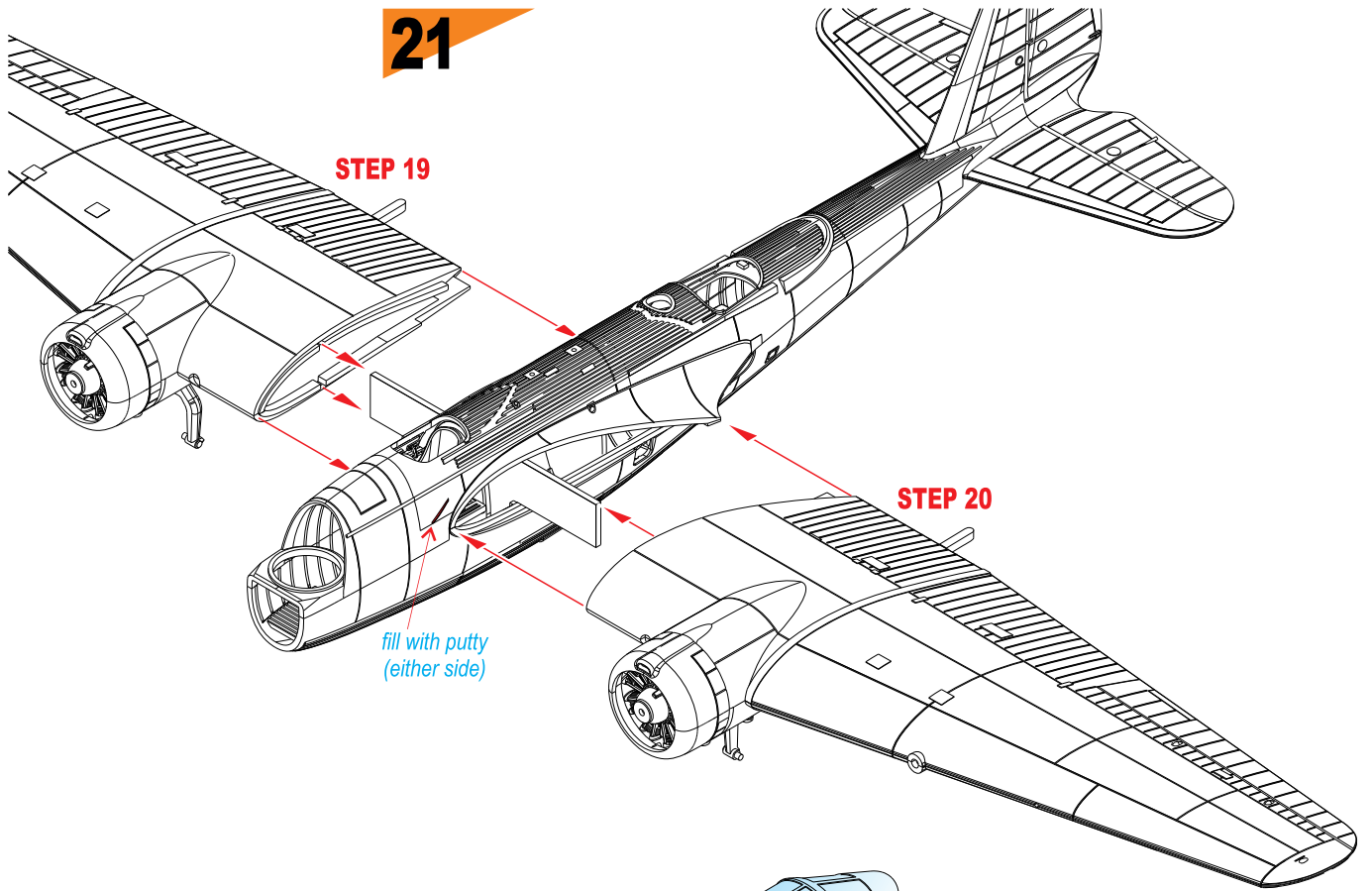
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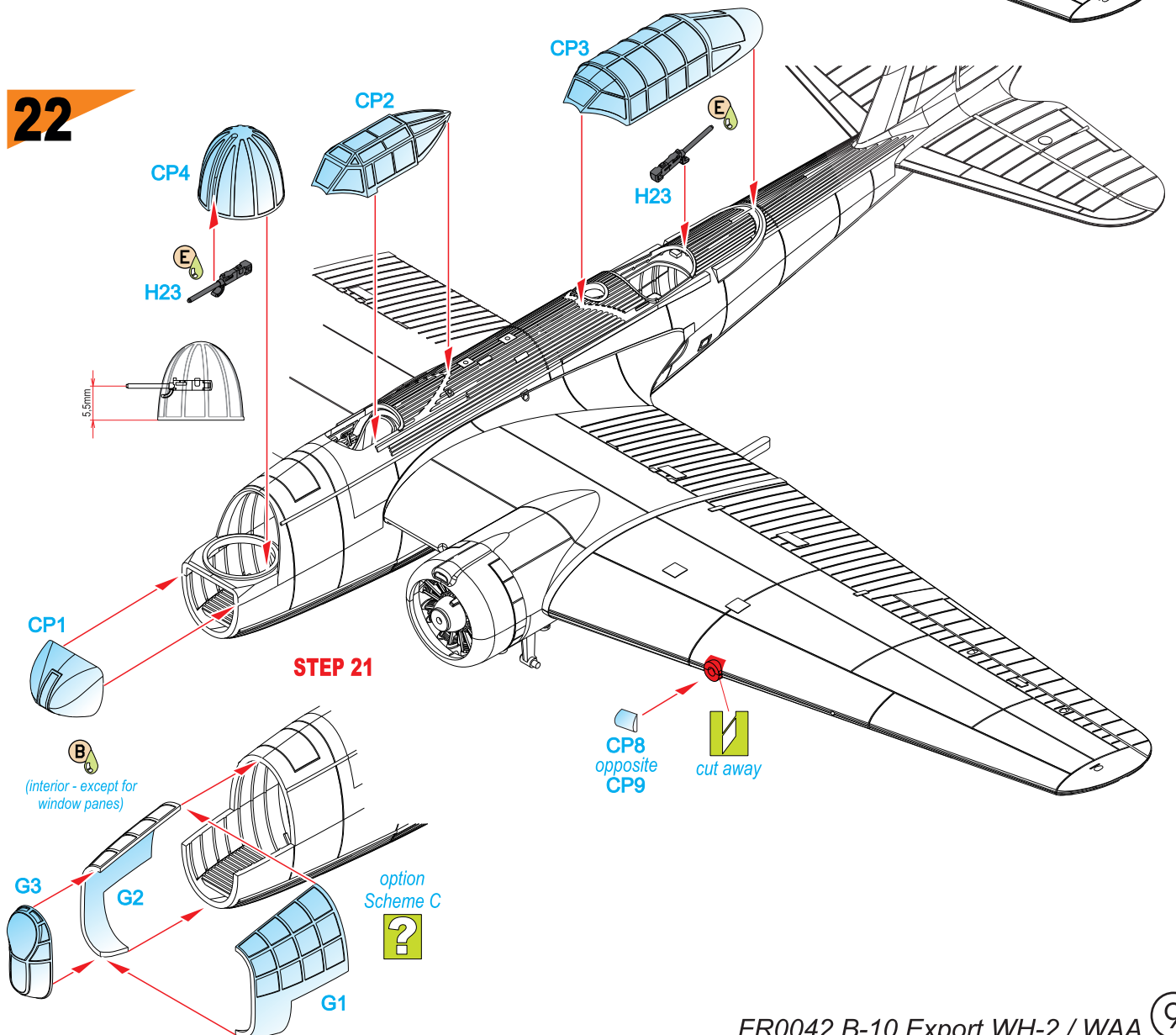
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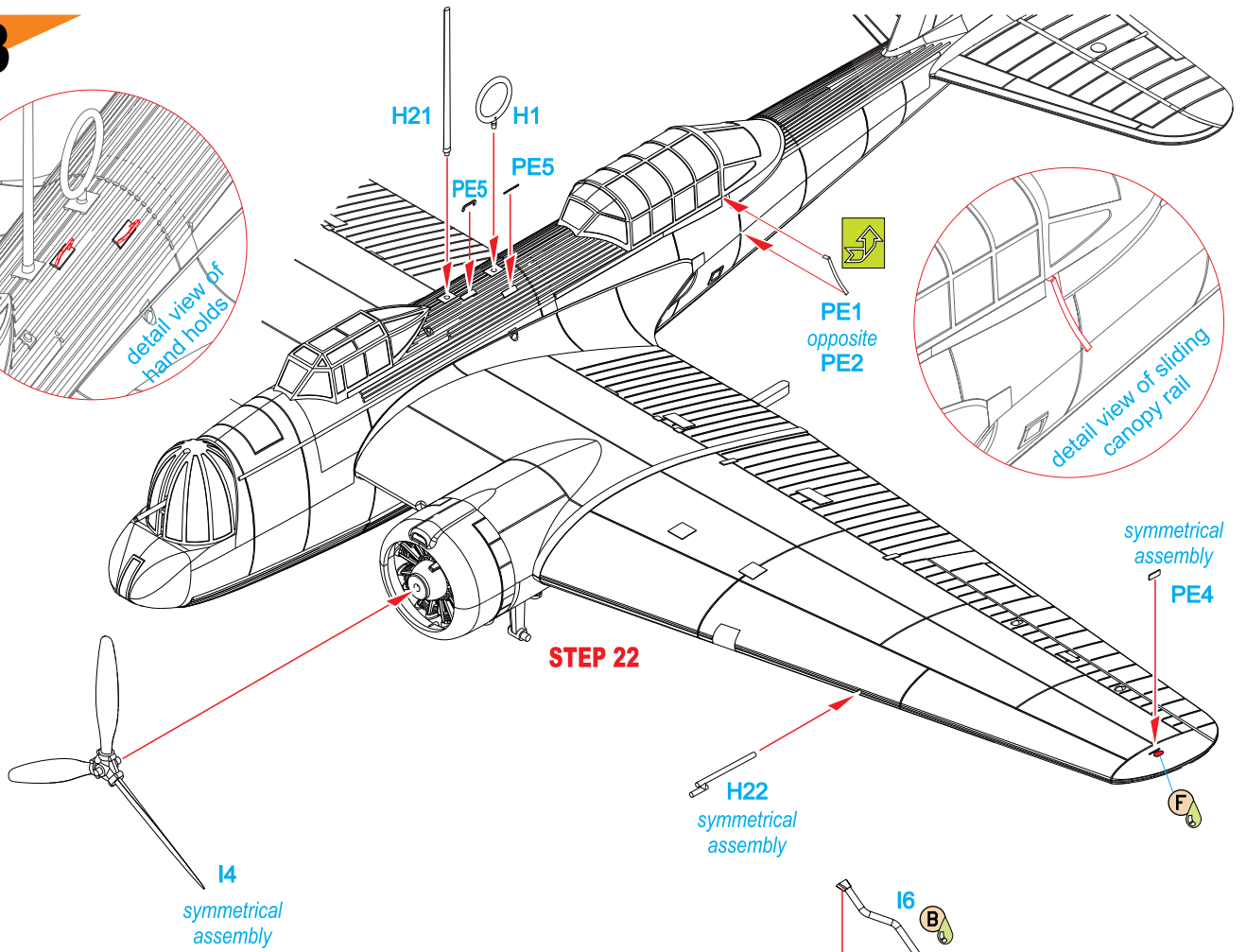
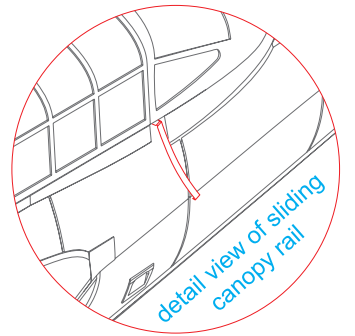
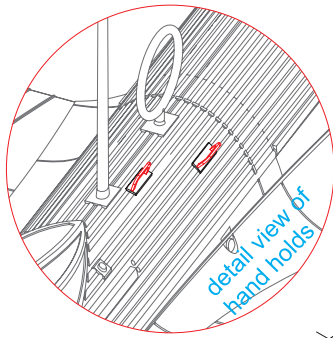
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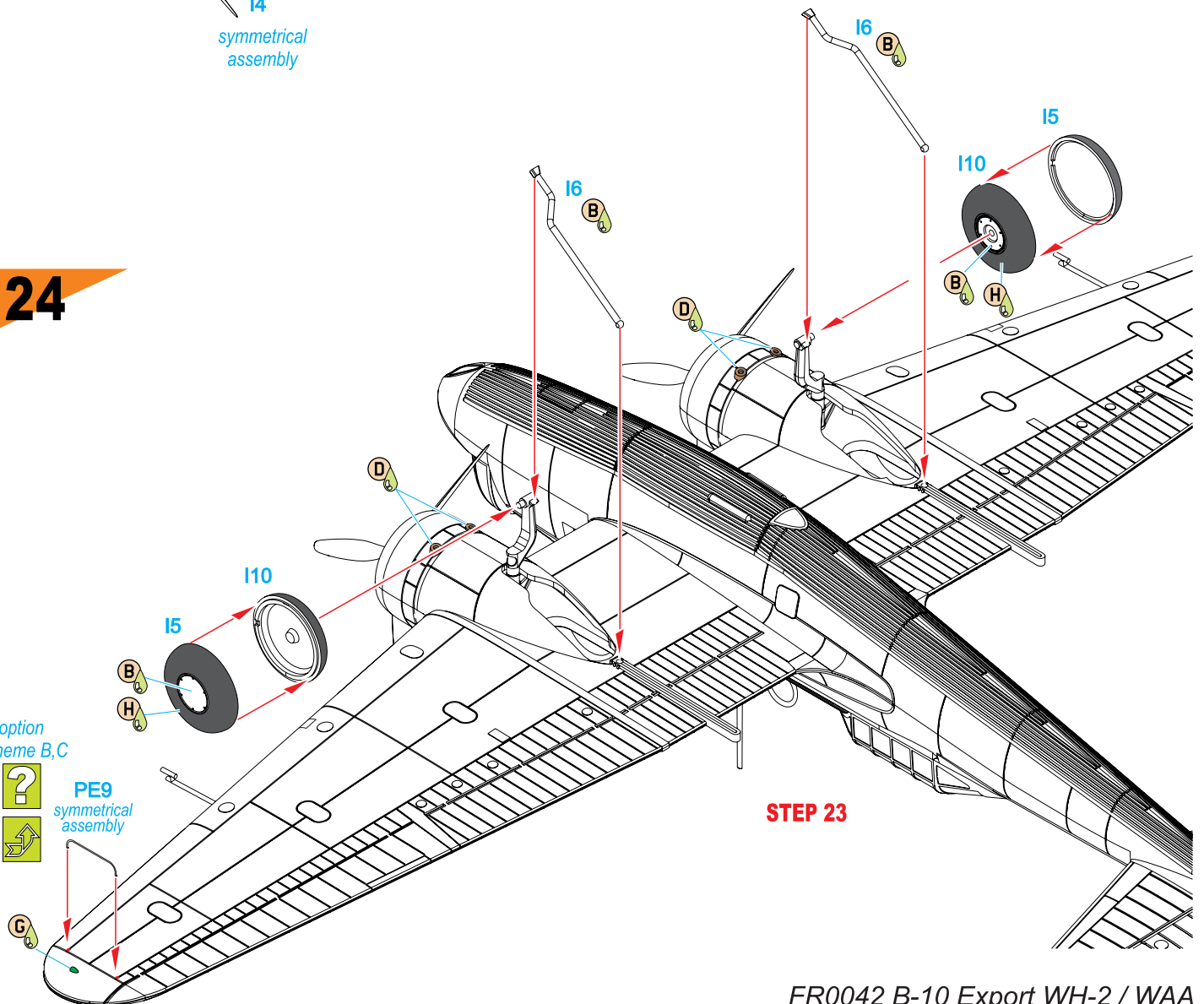
24

option Scheme B,C



PE9 symmetrical assembly

10



Model 139 WH-2, M515, 2 VIG III de l'Aviation militaire des Indes Neerlandaises (ML-KNIL), basé avec le 2 VIG III à Singapour, Décembre 1941.

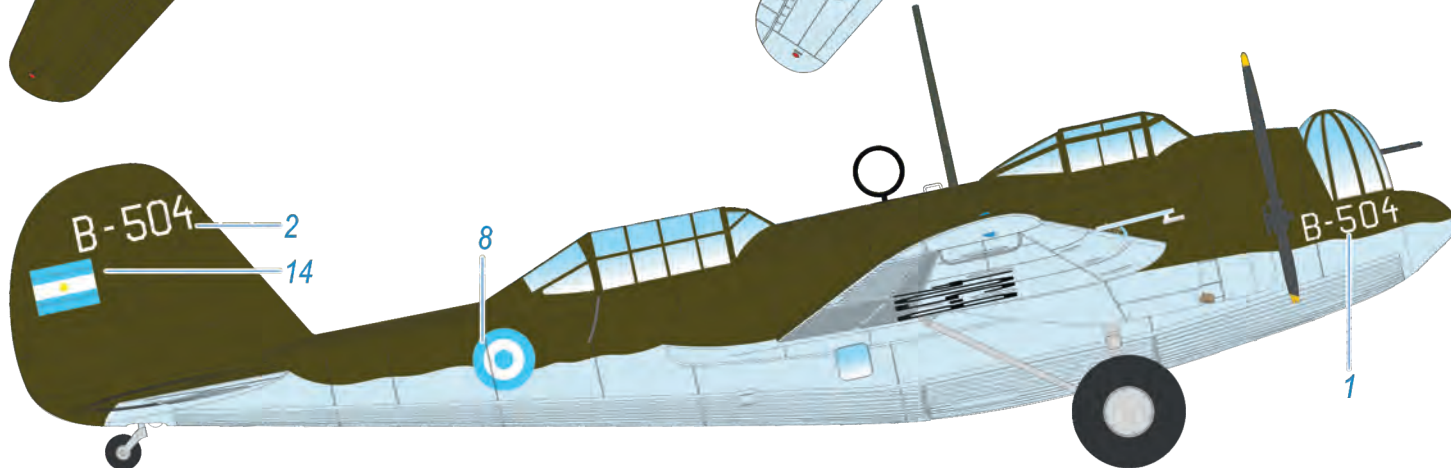
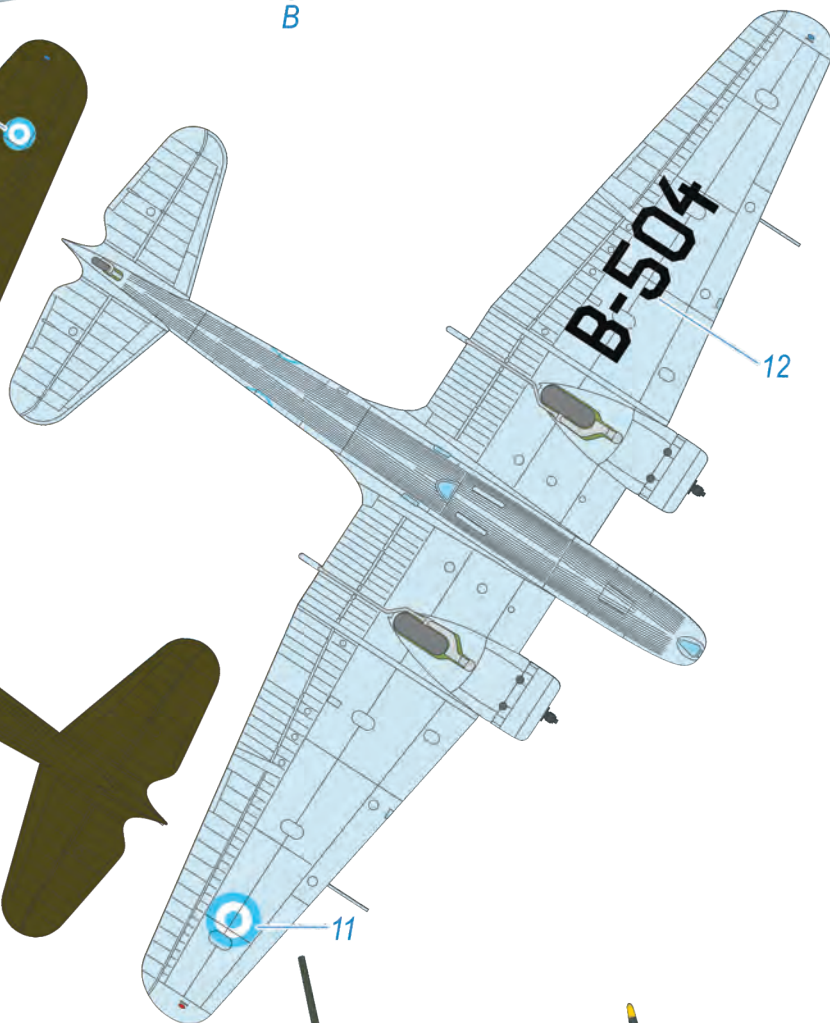
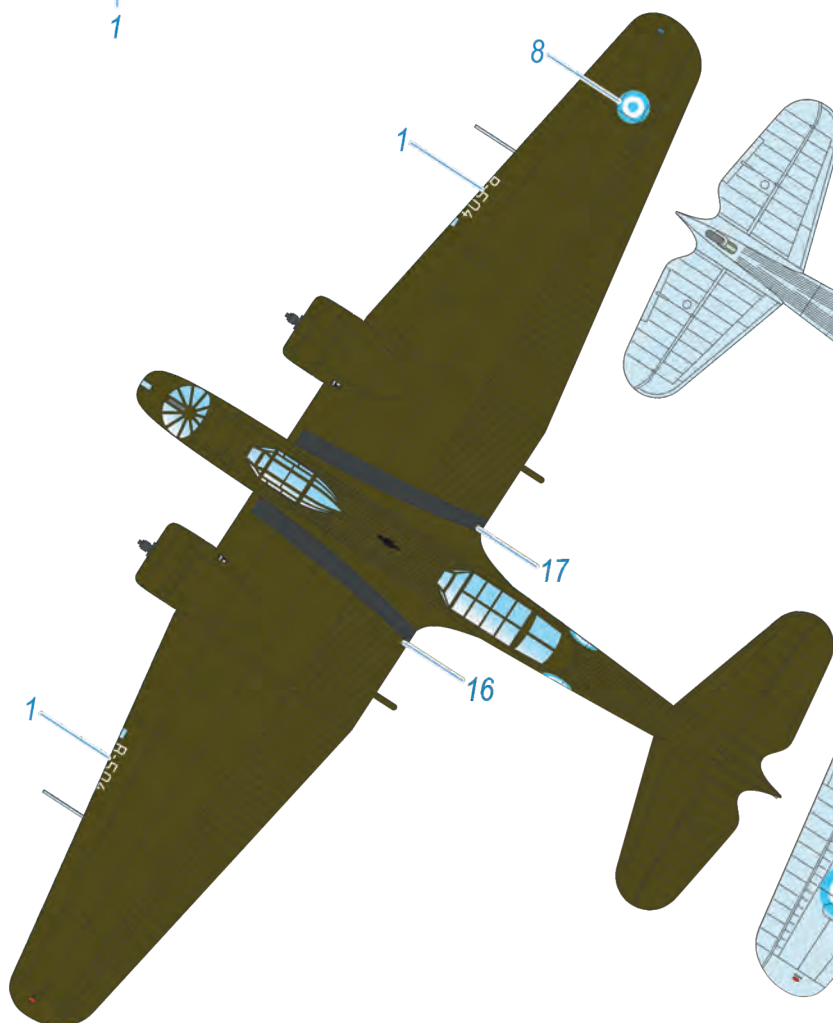
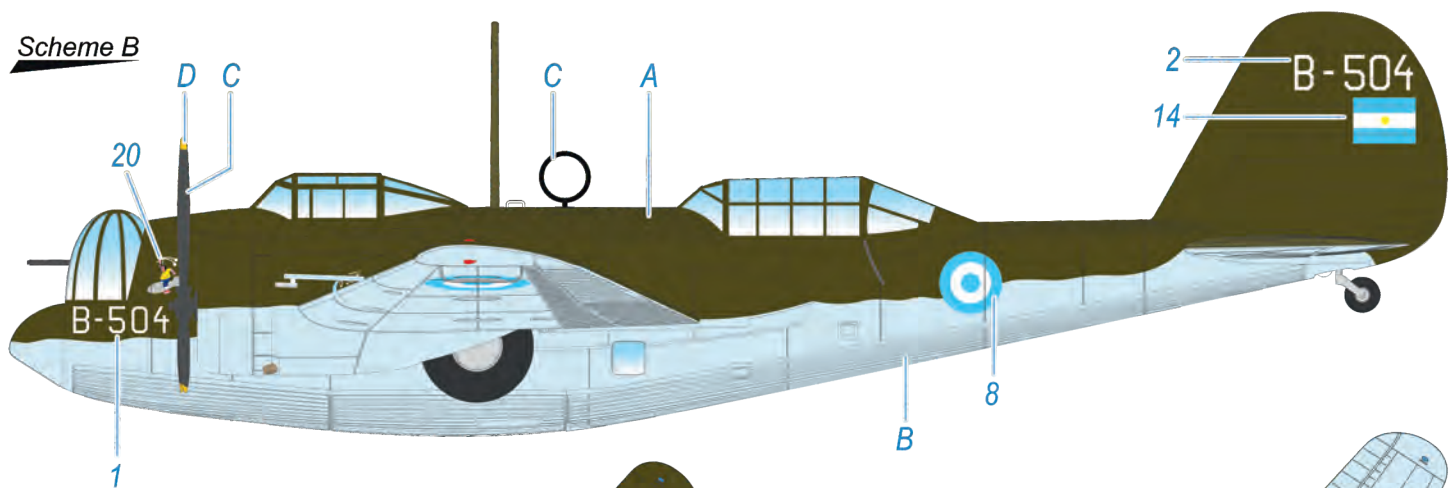
Model 139 WH-2, M515, 2 VIG III of ML-KNIL (Netherland East Indies), sent with 2 VIG III to Singapore, December 1941.

Scheme A



- | | | | | |
|--|--|--|--|-----------------------------------|
| A Vert Foncé
Dark Green
H64/C17 | B Vert Noir
Black Green
H65/C18 | C Gris Clair
Light Grey
H51/C11 | D Métal Naturel
Natural Metal
H/C08 | E Noir
Black
H12/C33 |
|--|--|--|--|-----------------------------------|

Scheme B



- | | | | | | | | |
|----------|--------------------------------------|----------|----------------------------------|----------|--------------------------|----------|---------------------------|
| A | Vert Olive
Olive Green
H12/C52 | B | Bleu Pâle
Pale Blue
H/C314 | C | Noir
Black
H12/C33 | D | Jaune
Yellow
H/C329 |
|----------|--------------------------------------|----------|----------------------------------|----------|--------------------------|----------|---------------------------|

Model 139 WAA, B-511, Regimiento 1 de Bombardeo, BAM El Palomar, Fuerza Aérea Argentina, 1946, 1947. Accidenté en 1942, la partie avant a été reconstruite.

Model 139 WAA, B-511, Regimiento 1 de Bombardeo, BAM El Palomar, Fuerza Aérea Argentina, 1946 to 1947. After an accident in 1942, a new forward part was built.

Scheme C

