

B-10B In US Service 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 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).

Aux États-Unis, le B-10B sert dans de nombreux squadrons de bombardement et d'observation. En 1934, dix YB-10 sous le commandement de Henry Arnold (ultérieurement chef d'État-major de l'USAF) volent de la capitale Washington à Fairbanks en Alaska, et retour (13 340 km), les appareils en question étant peints aux anciennes couleurs pour les avions de combat, ailes jaunes et fuselage vert (et non bleu, qui est utilisé à partir de mai 1934). Les B-10 sont peints aux nouvelles normes de septembre 1938, en aluminium, lors de grandes visites, mais certains restent aux anciennes couleurs bleu et jaune. Des essais de skis et de flotteurs sont également faits sur ces avions. L'évolution rapide de la technique conduit à transférer le B-10 assez vite à la National Guard ou à l'entraînement, il permet aux pilotes de se familiariser avec un appareil moderne.

Les B-10 sont en service (entre autres) au 10th OS à Panama, au 1st OS à Mitchel Field, au 11th BS, au 20th BS, au NASM, à l'ANG de différents états. Trois appareils sont transférés à la Philippines Army Air Force. Lors de l'attaque japonaise, en décembre 1941, il reste quelques B-10 à l'inventaire (dont deux B-12 remorqueurs de cibles à Hawaï).

Spécifications (B-10B):

bombardier bimoteur monoplan à train rentrant, de construction métallique, 3 membres d'équipage. Moteurs : deux Wright Cyclone R-1820-19 de 675 hp. Envergure 21,49 m, longueur 13,63 m, surface alaire 63 m². Altitude maximale de travail, 5 182 m. Armement offensif : 1 029 kg de bombes, armement défensif 3 mitrailleuses.

EN

The prototype first flew on February 16, 1932, with delivery to the US Army Air Corps (USAAC) for testing on March 20. The B-10 combined several innovations including an all-metal airframe, fully cowed engines, retractable landing gear, enclosed gun turret, and internal bomb-bay, which helped make it faster than fighters then in service and all other bombers obsolete. In doing so, it set the pattern that most subsequent bomber designs would emulate until the jet-age.

Although built in relatively small numbers, the B-10 was revolutionary, and was the USAAC's first all-metal monoplane bomber. It defined the transition in eras from fabric-covered biplane to all-metal streamlined monoplane bombers defended by enclosed gun positions. In 1933, 14 pre-production YB-10s were ordered in January and delivered in November. The USAAC received 103 of the main production version, the B-10B, equipped with more powerful 675 hp Wright Cyclone R-1820-19 engines. The bombers equipped with Pratt & Whitney Hornet engines were designated B-12.

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), the Kingdom of Siam (six 139 WSM), and the Dutch East Indies which was the biggest user (13 139 WH-1, 26 139 WH-2, as well as 82 of an improved version, the Model 166 WH-3). One plane was also exported to the Soviet Union (139WR) and another one to Japan (139WJ). The Kingdom of Siam used its 139 WSM against French Indo-China during the Franco-Thai war of January/February 1941.

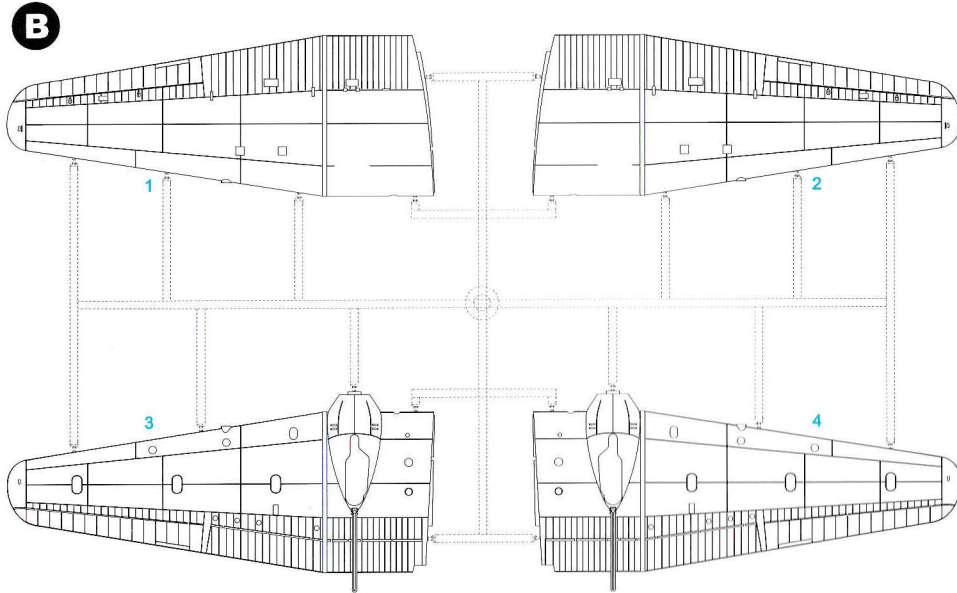
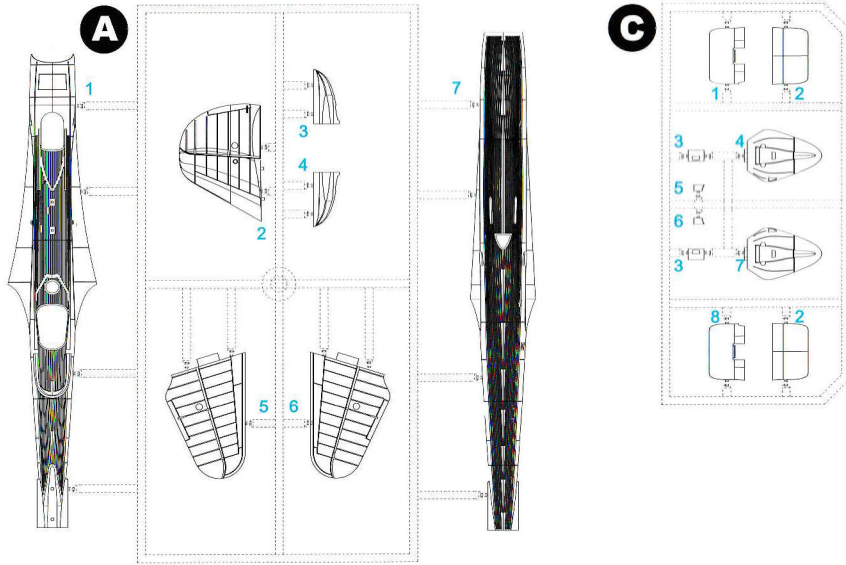
The USAAC employed the B-10B in its bombing and observation squadrons. In 1934, ten YB-10s under the command of Henry Arnold (later Chief of Staff of the USAF) flew a 13,340 km round-trip from the US capital, Washington DC, to Fairbanks in Alaska. These aircraft were painted with yellow wings and green fuselage, rather than blue, which was introduced in May 1934. B-10Bs were later re-finished in aluminium during overhauls according to new rules issued in September 1938, although some aircraft were still to be seen in the blue and yellow scheme for some time after this date. Skis and floats were also tested on the B-10B. The rapid evolution of bomber design in the 1930s led to the rather quick transfer of B-10s to the Air National Guard (ANG) and training units, allowing pilots to become familiar with a modern aircraft.

B-10Bs served with (among others) 10th OS in Panama, 1st OS at Mitchel Field, 11th BS, 20th BS, NASM, and ANG in different states. Three aircraft were transferred to the Philippine Army Air Force. A few remained in the US inventory (including two B-12 target tugs in Hawaii) when the Japanese attacked the USA in December 1941.

Specifications (B-10B):

Twin-engined monoplane bomber with retractable landing gear, metal construction, 3 crew members. Engines: two Wright Cyclone R-1820-19 of 675 hp. Wingspan 21.49 m, length 13.63 m, wing area 63 m². Ceiling 5,182 m. Armament: 1,029 kg of bombs, 3 machine guns.

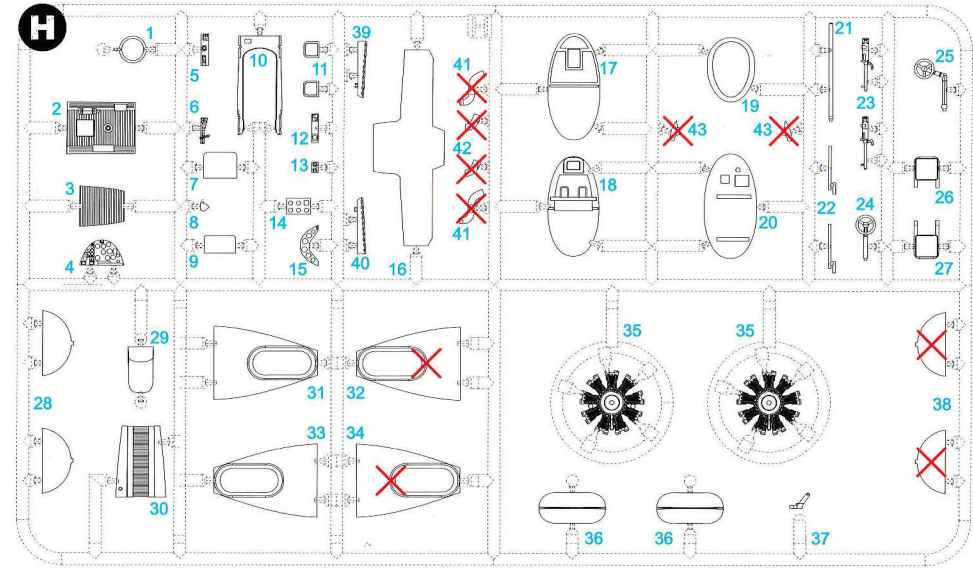
PARTS LIST



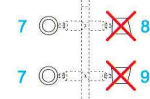
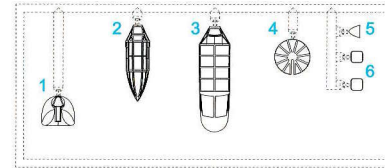
SYMBOLS

- 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
- REZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER
- GSI
colours code
- NATŘÍT
COLOUR
FARBEN
PEINDRE

PARTS LIST



Clear Parts (CP)



✗ = parts not to be used

Barvy GUNZE / GUNZE Colour No.

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

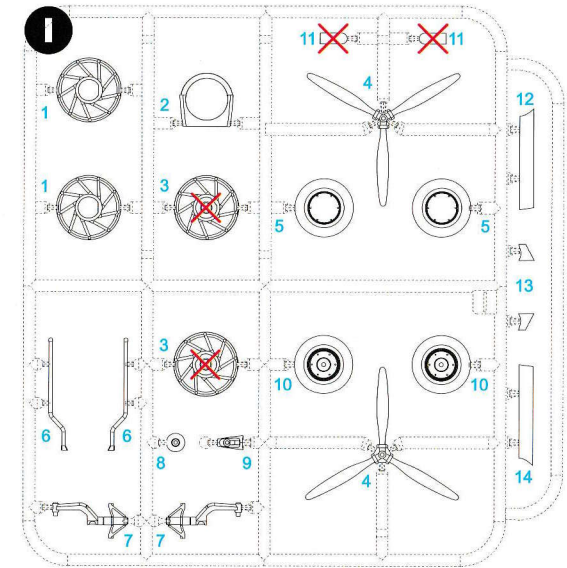
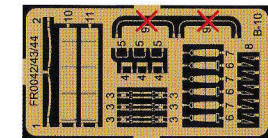
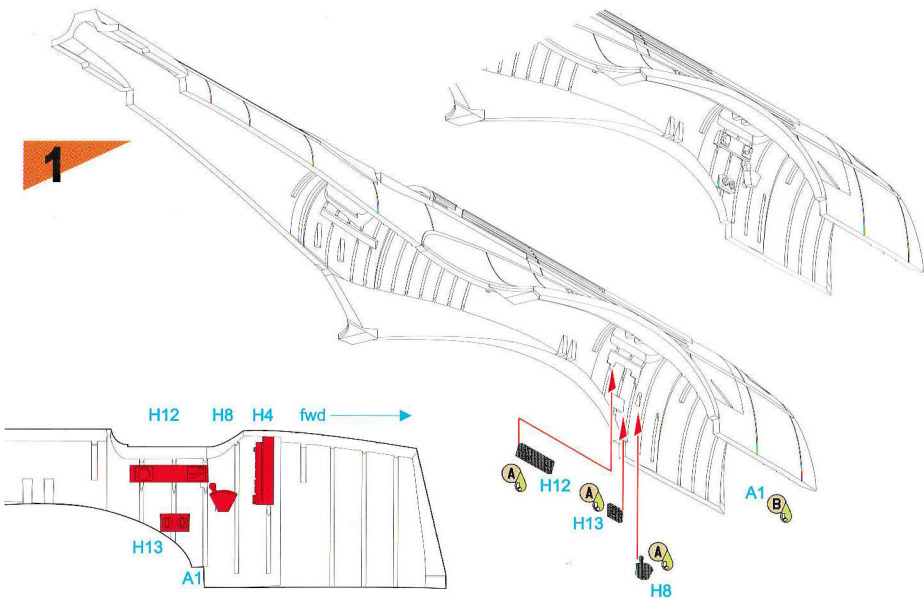


Photo-Etched Parts (PE)

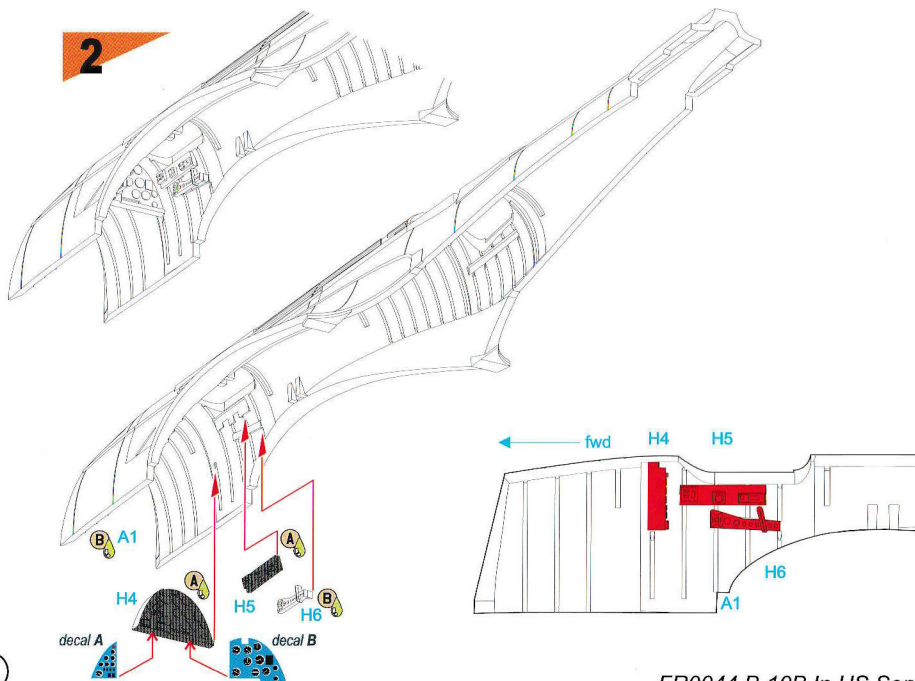




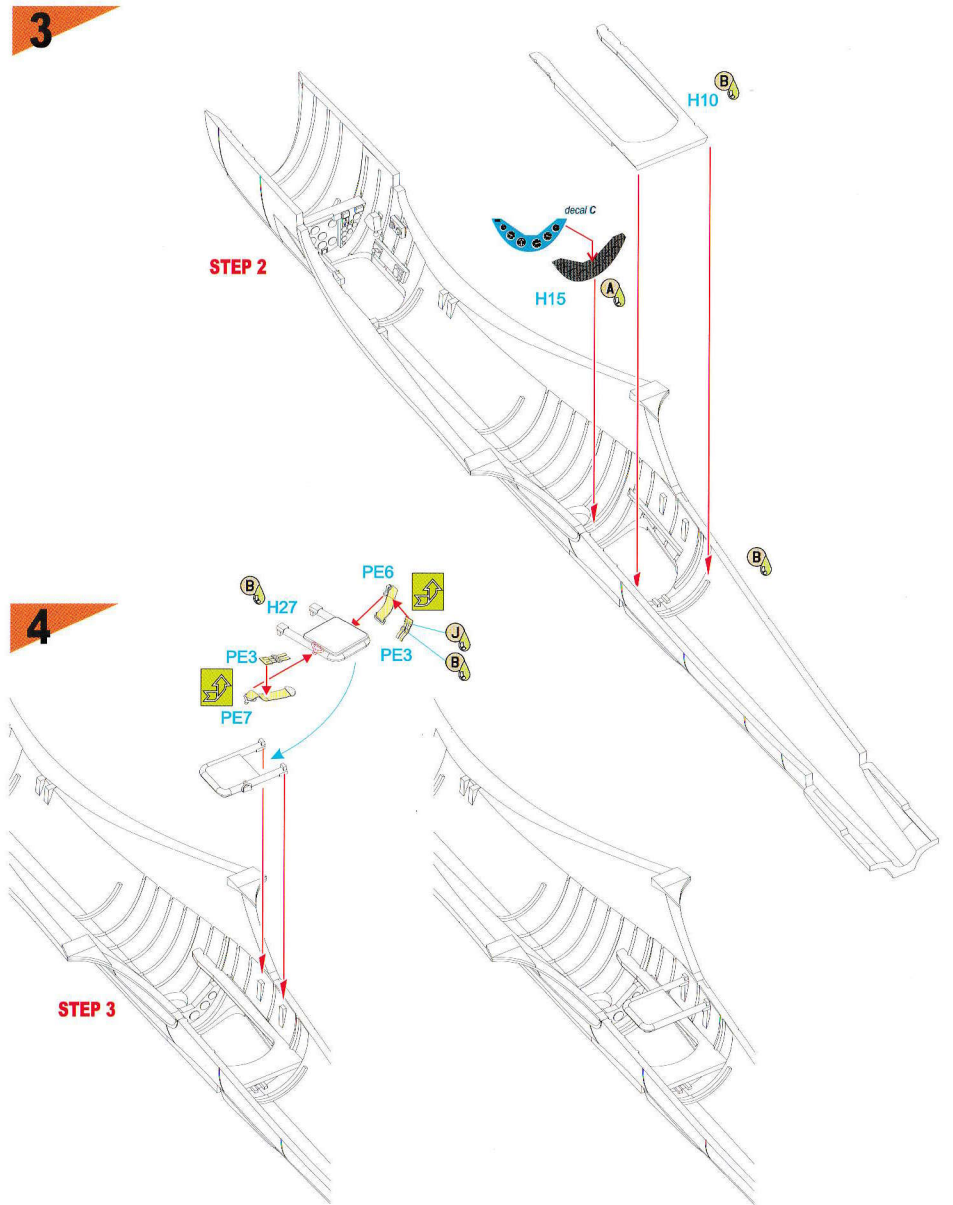
Note on the interior colours

- 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 Zinc Chromate Green as indicated throughout the build steps.

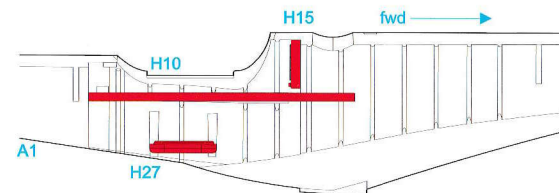


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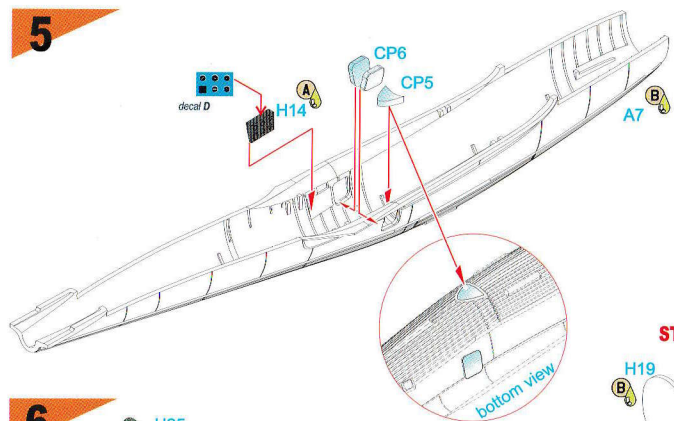


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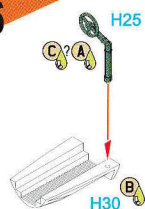
STEP 3



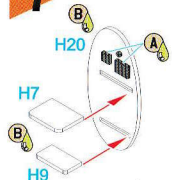
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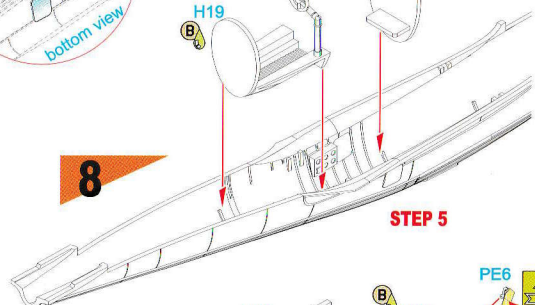
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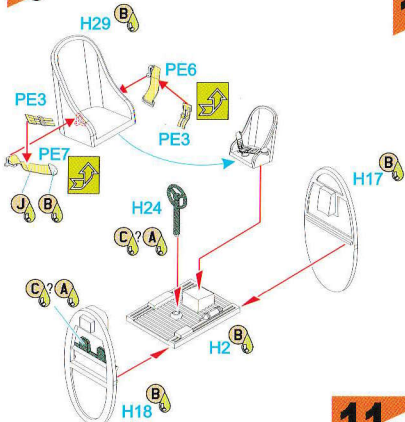
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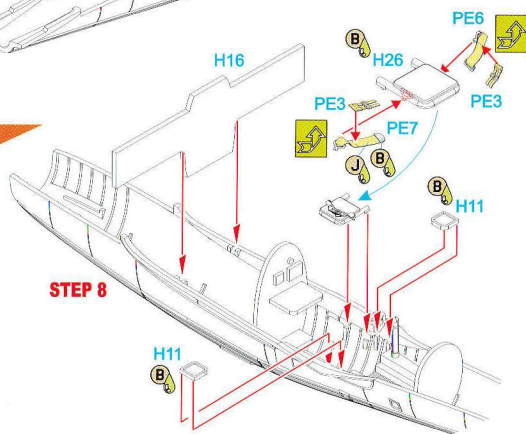
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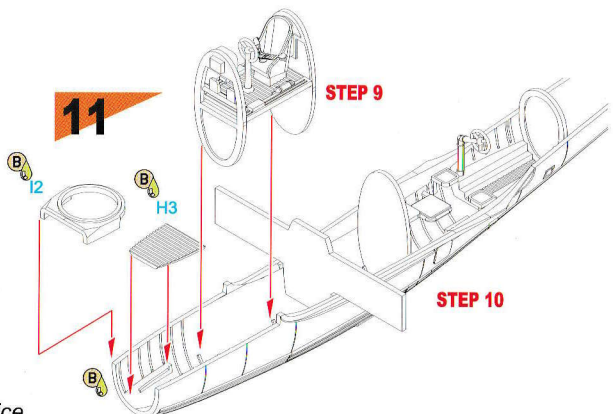
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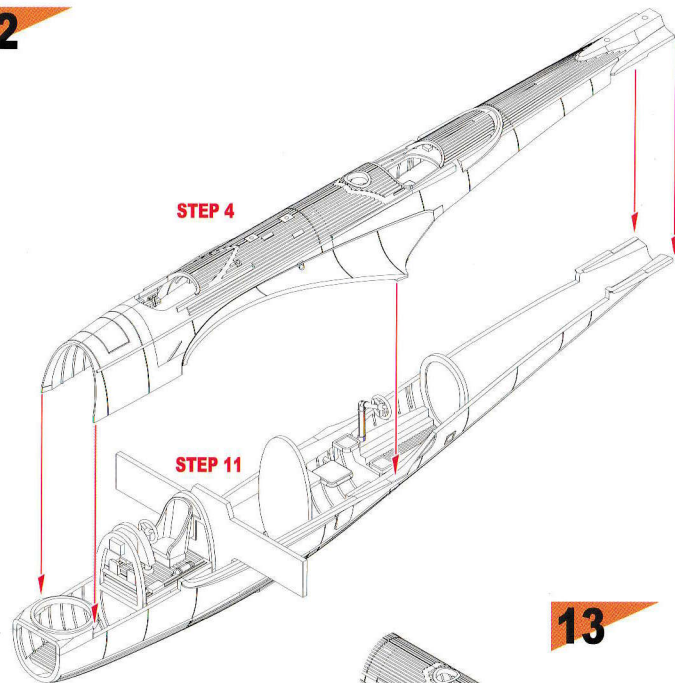
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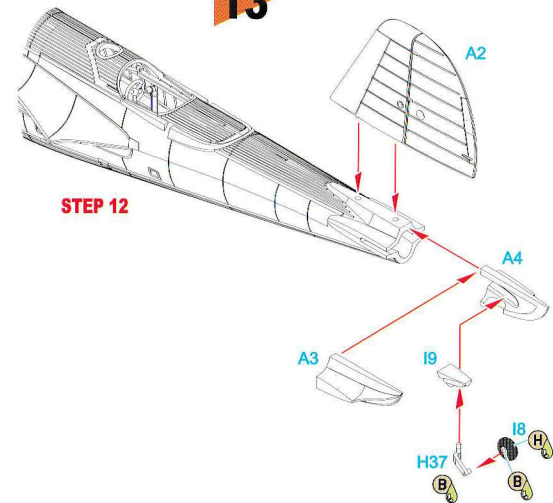
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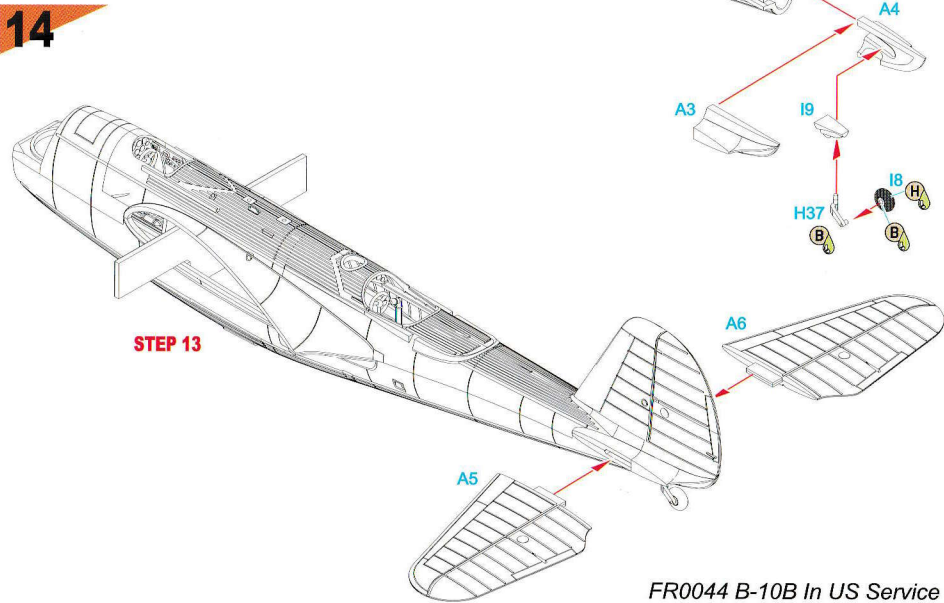
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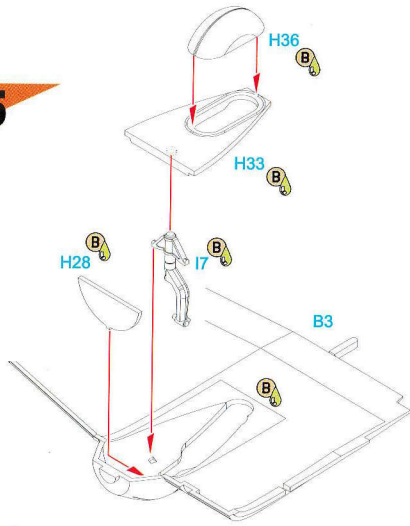
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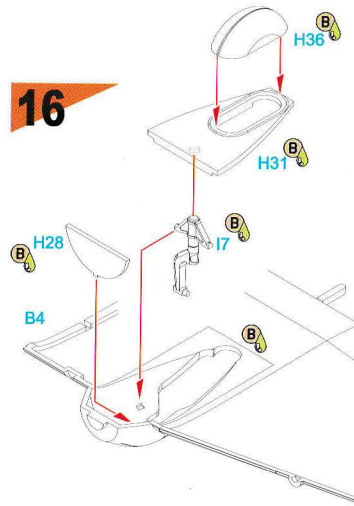
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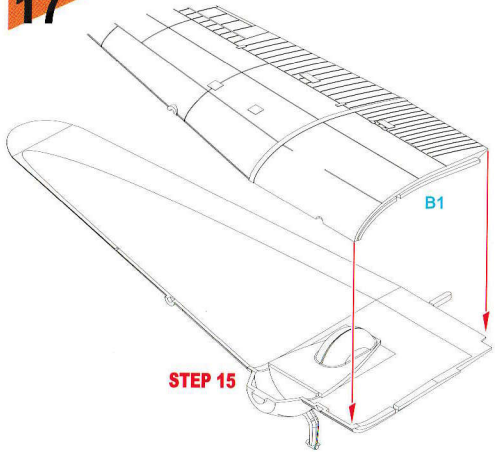
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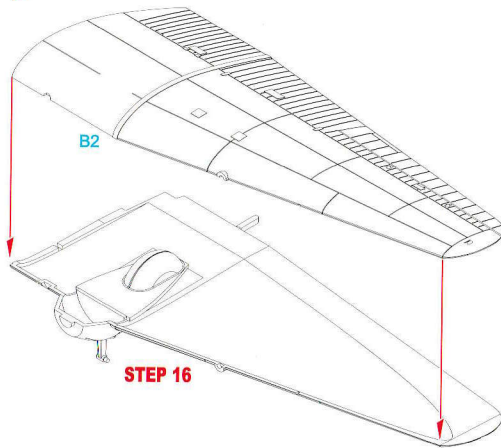
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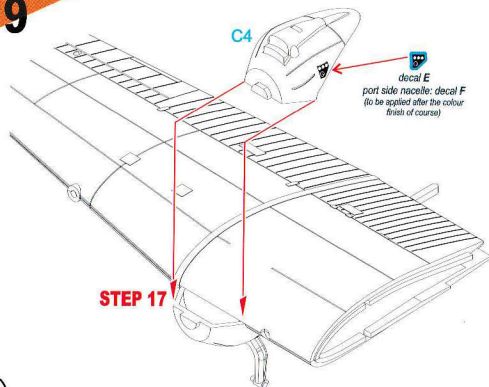
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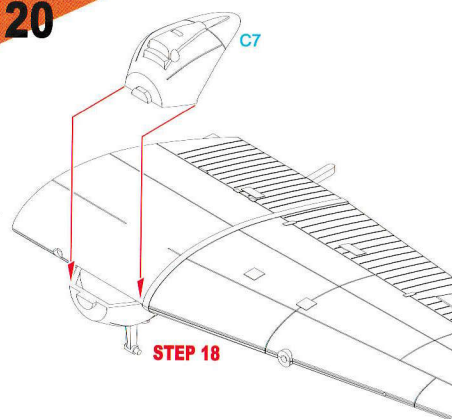
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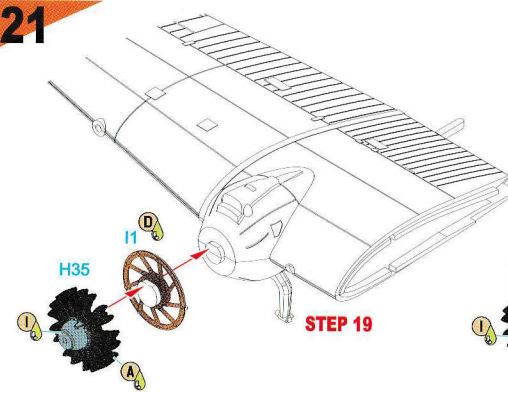
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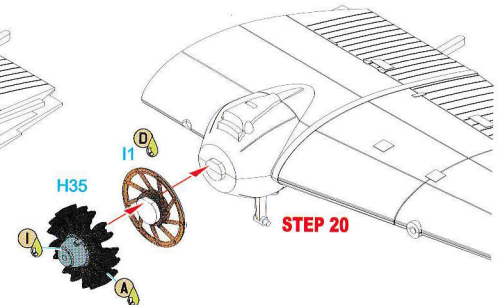
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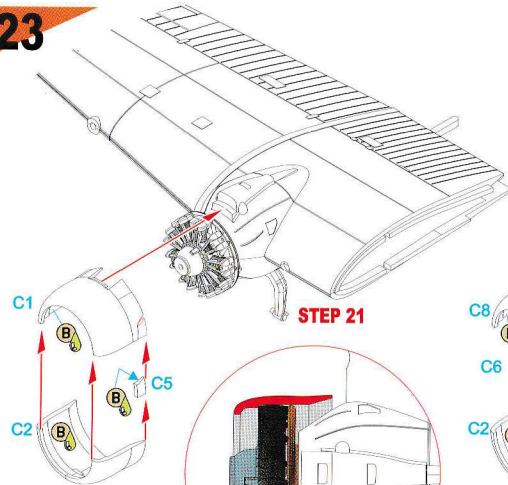
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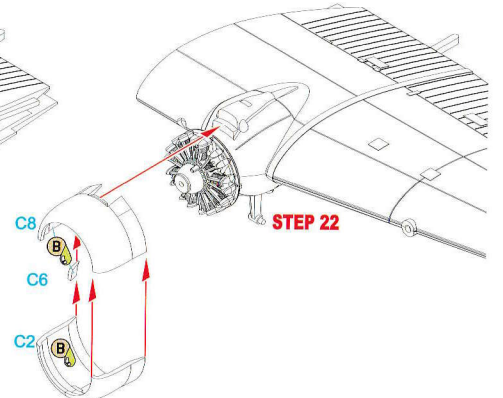
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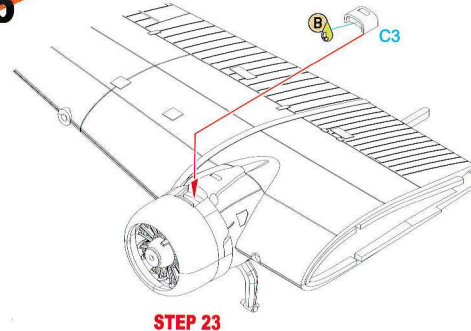
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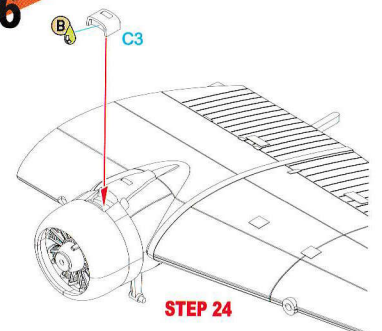
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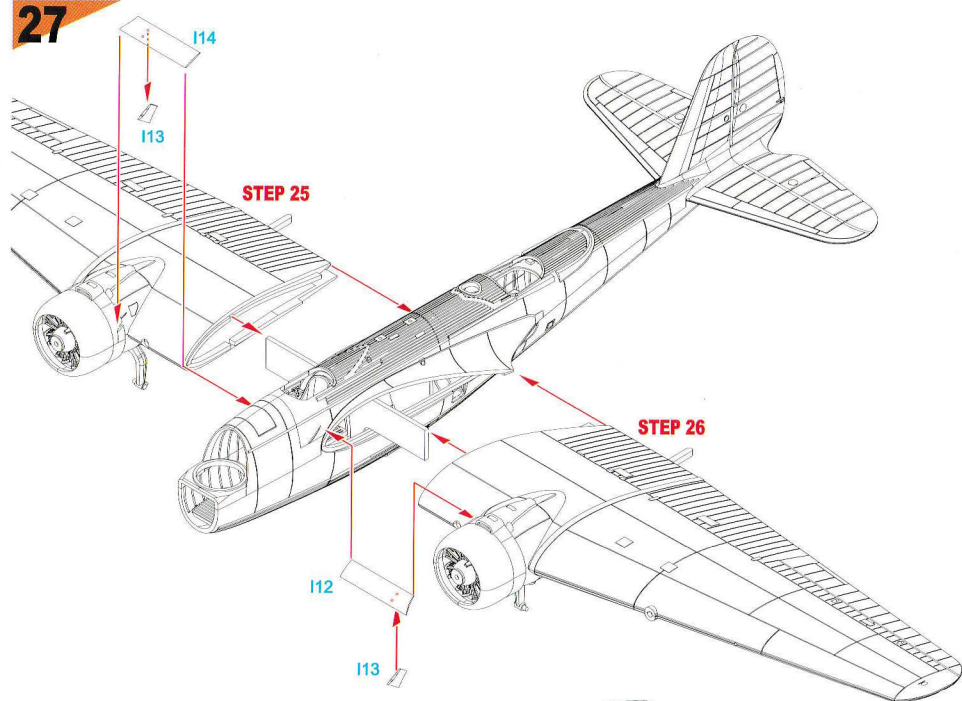
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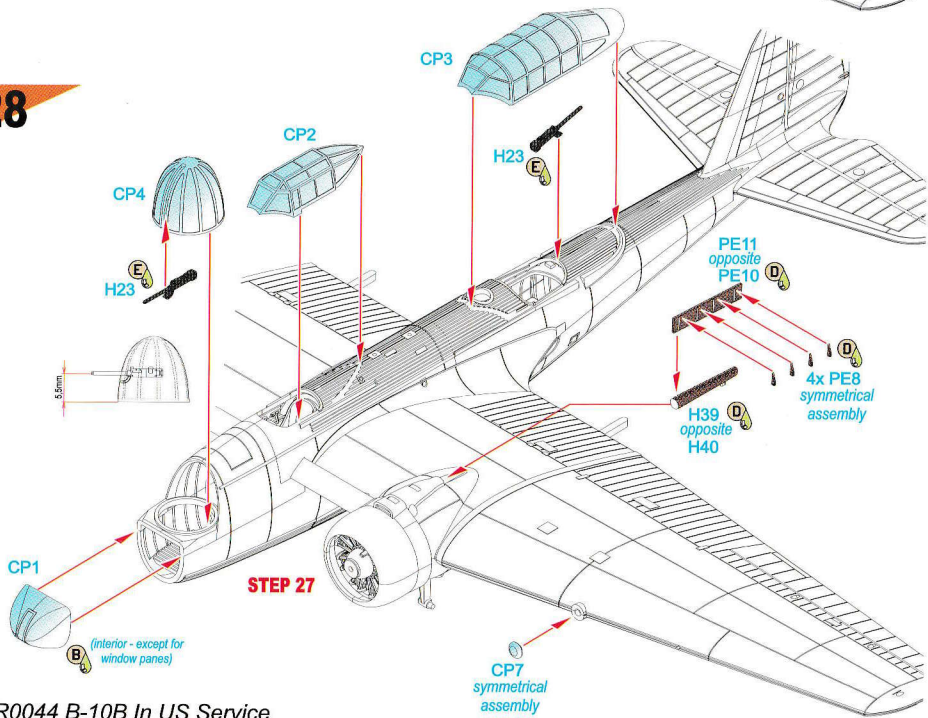
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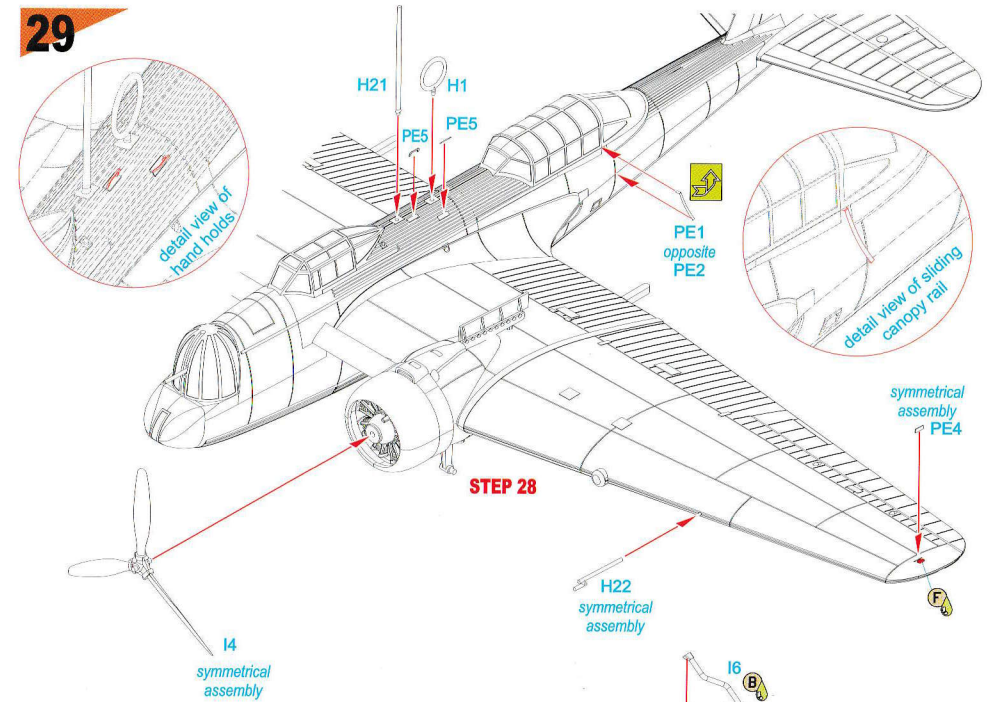
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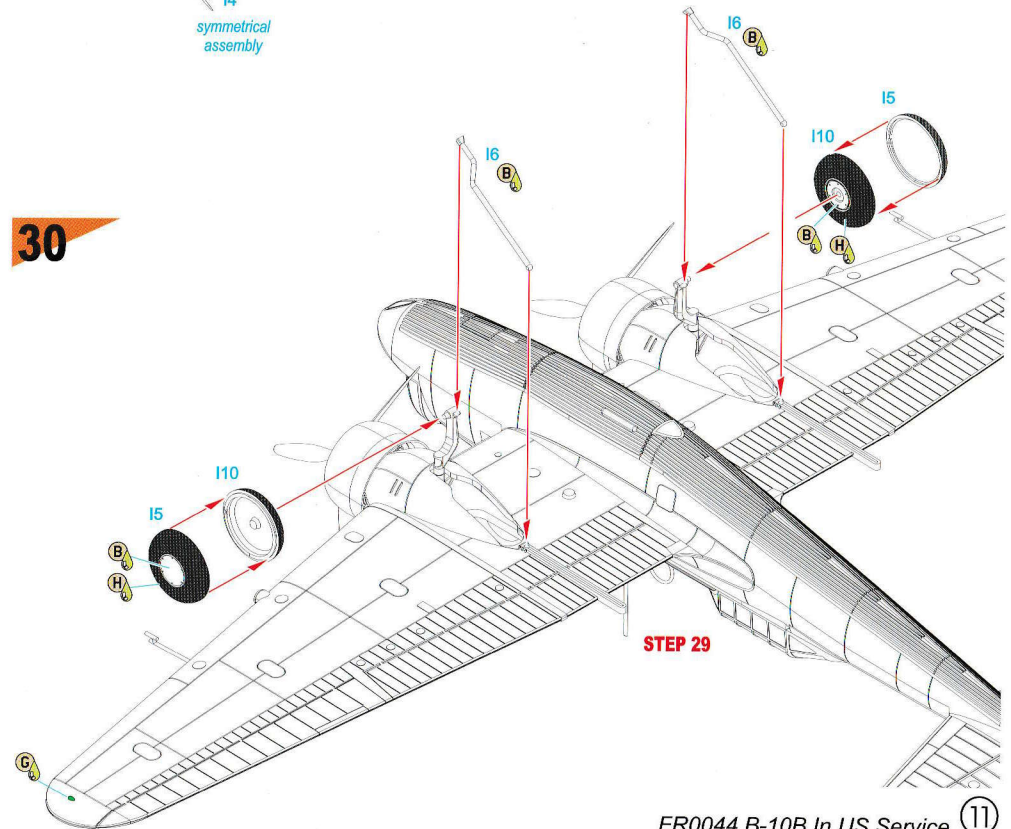
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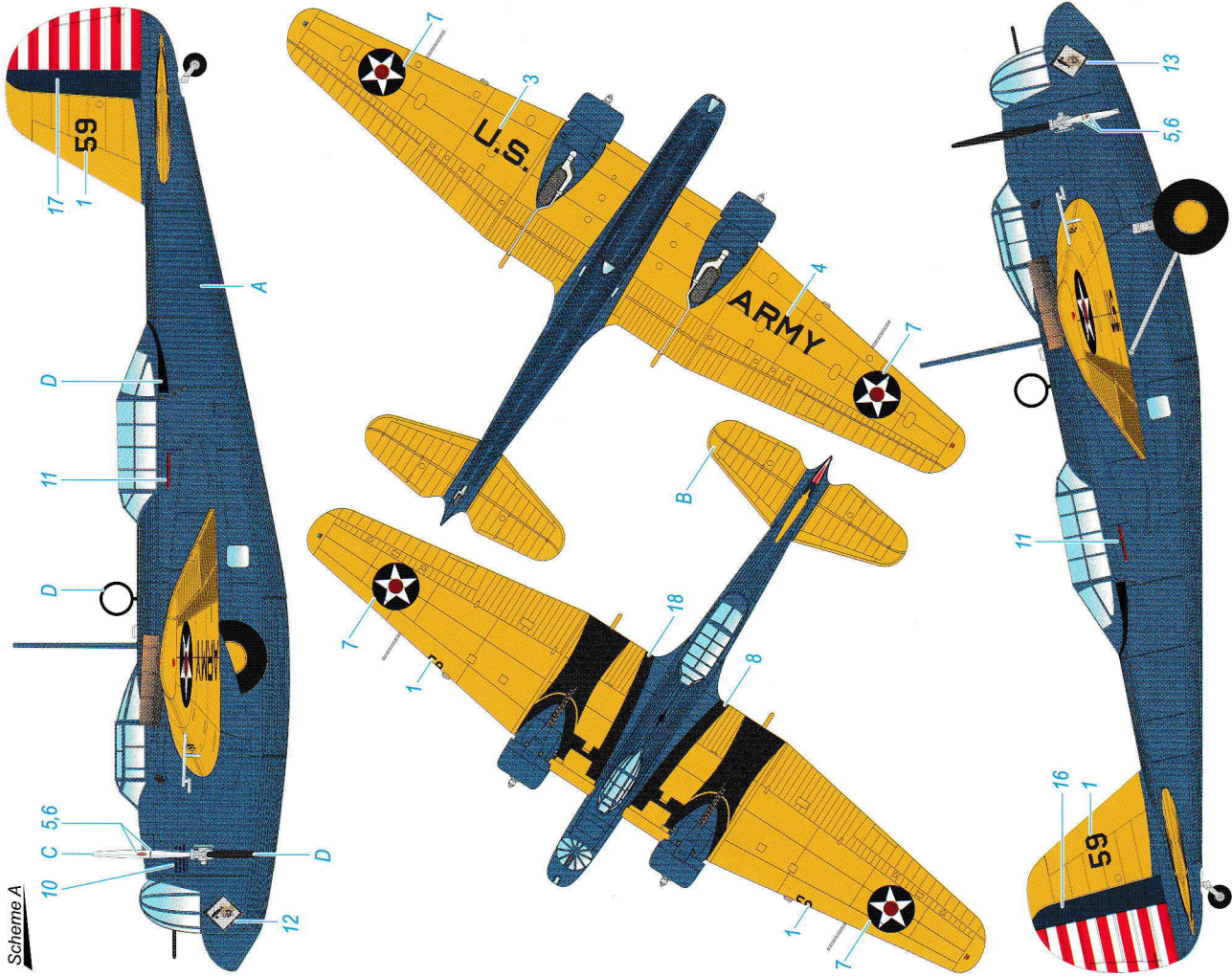


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Martin B-10B, 35-238 codé 59, 28 th Bombardment Sqn, Clark Field, Pampanga, Luzon, Philippines, à partir de juin 1938. Transféré ultérieurement à l'Armée philippine avant l'attaque japonaise.

Scheme A



- A Bleu Clair 23
Light Blue 23
FS35109
- B Jaune 4
Yellow 4
FS13415
- C Métal Naturel
Natural Metal
HC08
- D Noir
Black
H12/C33

FR0044 B-10B In US Service

Martin B-10B, codé 138, appareil de servitude du 17 th Pursuit Sqn, 1st PG, Selfridge, Michigan, Etats-Unis.

Scheme B



- A Bleu Clair 23
Light Blue 23
FS35109
- B Jaune 4
Yellow 4
FS13415
- C Métal Naturel
Natural Metal
HC08
- D Noir
Black
H12/C33
- E Blanc
White
H11/C62

FR0044 B-10B In US Service