

Bloch MB 210 Early

1/72

FR

La construction du prototype du Bloch 210 commence en 1933, il s'agit alors d'un appareil monté sur flotteurs, à moteur en étoile Gnome & Rhône, pour satisfaire à une demande de l'Aéronautique navale. Le premier vol a lieu le 23 novembre 1934.

L'appareil est accepté par l'Armée de l'Air avec quelques modifications, dont l'adoption du train rentrant. Deux commandes, en 1934 et 1935, portent sur 130 unités en version Bn4 (Bombardier de nuit 4 personnes), avec moteurs Gnome & Rhône 14 Kirs / jrs de 900 ch. L'appareil tête de série effectue son premier vol le 12 décembre 1935.

Des commandes supplémentaires sont passées ultérieurement, pour un total de 257 MB 210 produits pour l'Armée de l'Air. Dix appareils sont exportés en Roumanie en 1937, d'autres sont envoyés en Espagne républicaine.

Les premiers appareils français sont affectés aux GB I/12 et II/12 de Reims et II/19 et II/21 de Bordeaux. Toutefois, une série d'accidents pousse l'État-major à interdire de vol les MB 210 entre septembre 1937 et mars 1938. Ces accidents proviennent de deux causes principales : d'une part, les moteurs G&R 14 K sont trop peu puissants, et d'autre part les innovations techniques dont bénéficient les Bloch MB 210 (train rentrant et hélices à pas variable) peuvent surprendre des équipages habitués aux appareils plus anciens. L'amélioration de la formation et le remplacement des moteurs par des G&R 14 N légèrement plus puissants (910 ch au décollage) permettent de reprendre les conversions des groupes de bombardement.

À la déclaration de la guerre, le MB 210 est le bombardier le plus répandu dans l'Armée de l'Air, on décompte 180 avions, répartis dans 12 groupes de bombardement. L'État-major est bien conscient que l'appareil est dépassé et entreprend la conversion des groupes encore équipés de Bloch 210 sur des types plus modernes (LeO 450, Amiot 350, DB-7) mais la production insuffisante de l'industrie française ne permet pas de mener ce programme à bien.

En juillet 1940, le Bloch MB 210 est retiré de la première ligne. Toutefois, lors de l'invasion de la Zone libre, les Allemands en récupèrent 37, qui sont utilisés dans les écoles ou comme appareils de transport.

Spécifications : bombardier bimoteur de nuit à quatre (Bn4) ou cinq (Bn5) membres d'équipage, moteurs Gnome & Rhône GR 14 N10/11 de 14 cylindres en double étoile, 910 ch au décollage et 950 à 3 500 m. Vitesse 320 km/h à 3 500 m, plafond 9 900 m, envergure 22,81 m, longueur 18,9 m. Armement offensif : 1 600 kg de charges, armement défensif : une mitrailleuse MAC 34 de 7,5 mm dans chaque tourelle.

EN

The Bloch 210 was initially developed as a floatplane with two Gnome & Rhône radial engines in response to an Aéronautique Navale requirement. Construction of the prototype began in 1933 and first flew on November 23, 1934. Fitting retractable landing gear and a few other modifications resulted in the 4-man night bomber version for the Armée De l'Air. This was designated BN4 and powered by 900 ch Gnome & Rhône 14 Kirs/jrs engines.

In 1934 and 1935, two orders were placed for 130 units. The first production aircraft's maiden flight was on December 12, 1935. The second and all subsequent aircraft had increased wing dihedral, whilst the third onwards had a shorter vertical tail. A total of 257 MB 210s were produced for the Armée de l'Air. Ten aircraft were exported to Romania in 1937, while others were sent to Republican Spain.

The first French aircraft were assigned to GB I/12 and II/12 at Reims, and II/19 and II/21 at Bordeaux. However, a series of accidents prompted the General Staff to ground the MB 210s between September 1937 and March 1938. The main reasons for these accidents were insufficient power from the G&R 14 K engines, and pilot unfamiliarity with the aircraft's technical innovations like retractable landing gear and variable-pitch propellers. Improved training and the replacement of engines by slightly more powerful G&R 14 Ns (910 cv at take-off) enabled bomber groups to resume conversion to the MB 210.

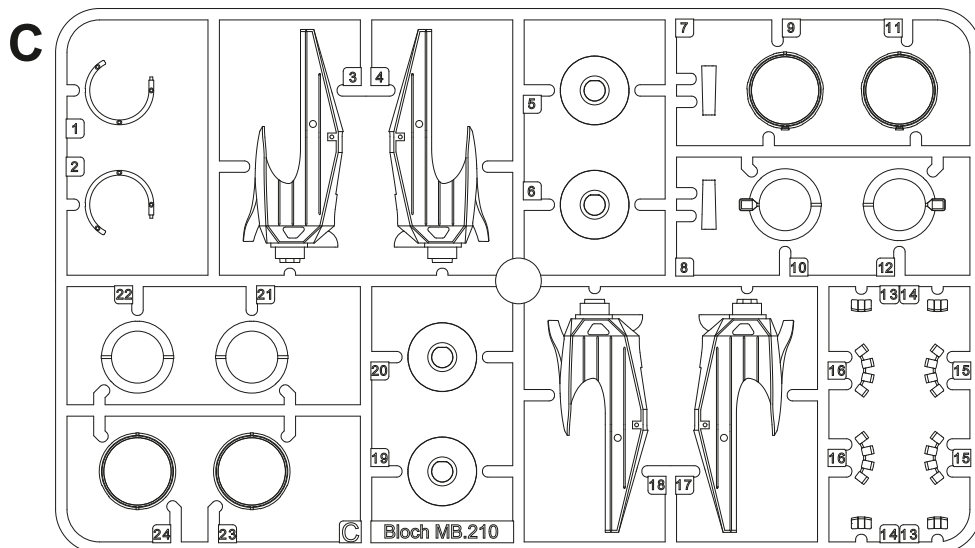
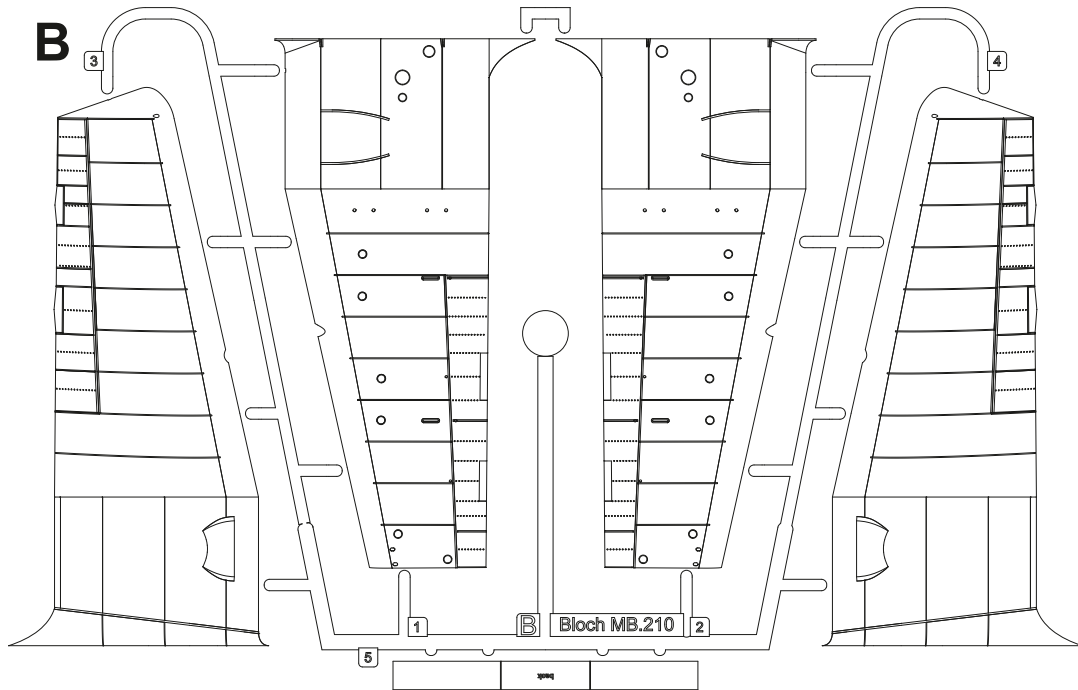
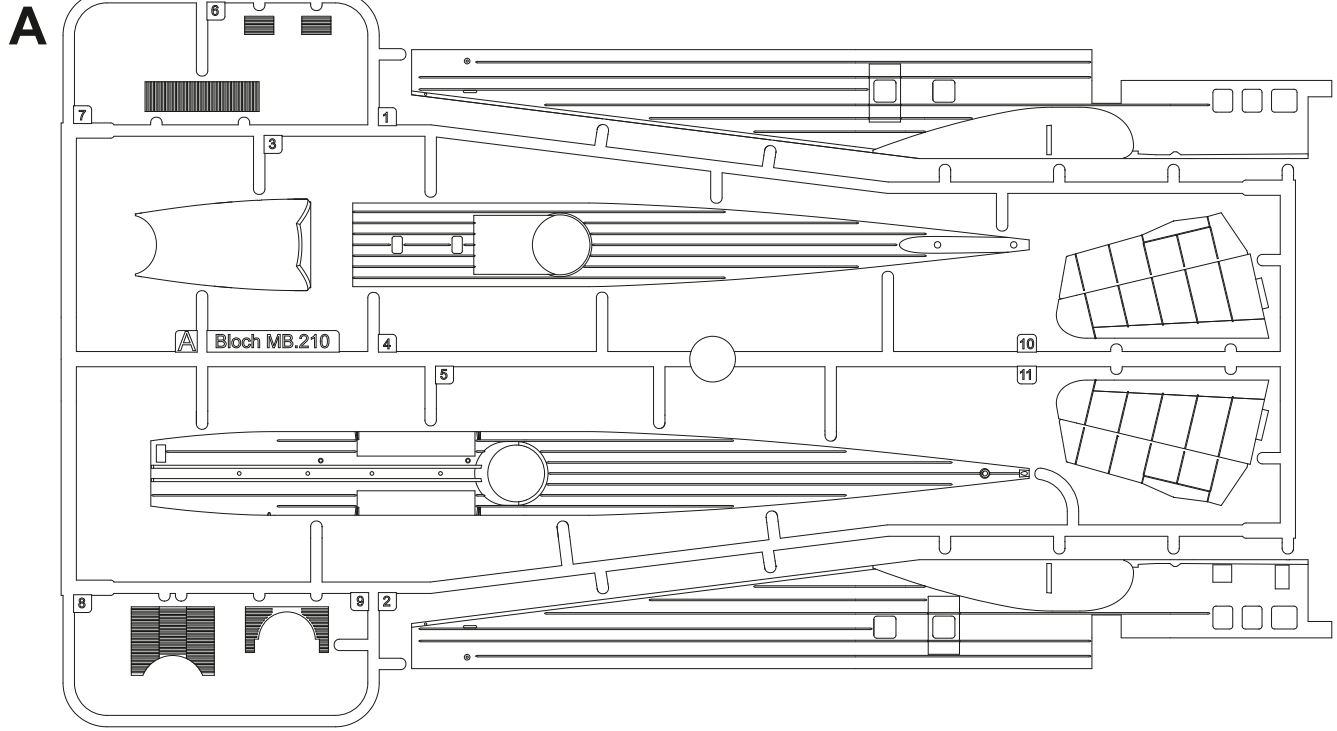
The MB 210 was the most widespread bomber in the Armée De l'Air at the outbreak of war, with 180 aircraft divided into 12 Groupes de Bombardement.

The General Staff was well aware that the aircraft was outdated and undertook the conversion of the groups still equipped with MB 210s to more modern types (LeO 450, Amiot 350, DB-7). However, insufficient production by the French aircraft industry meant this program could not be completed successfully.

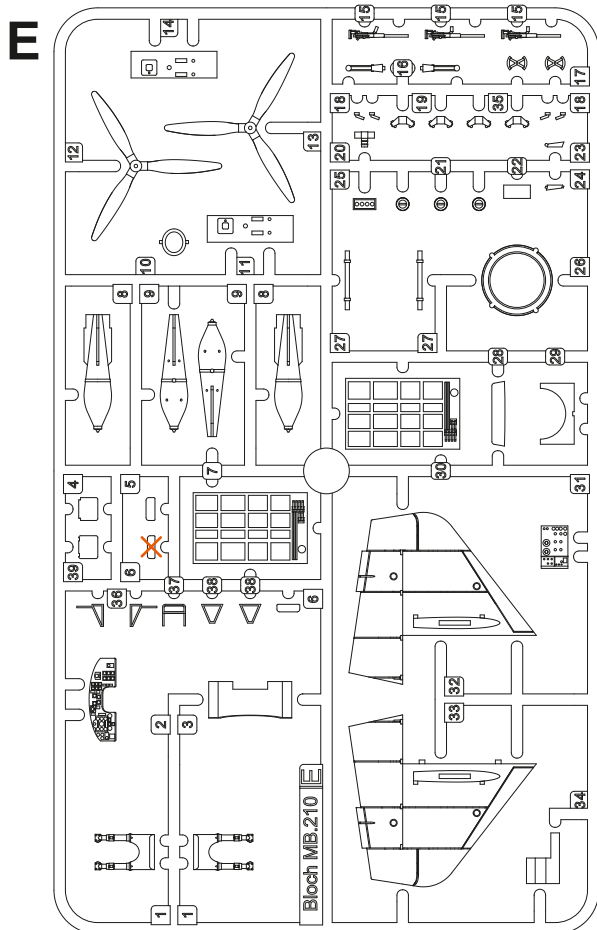
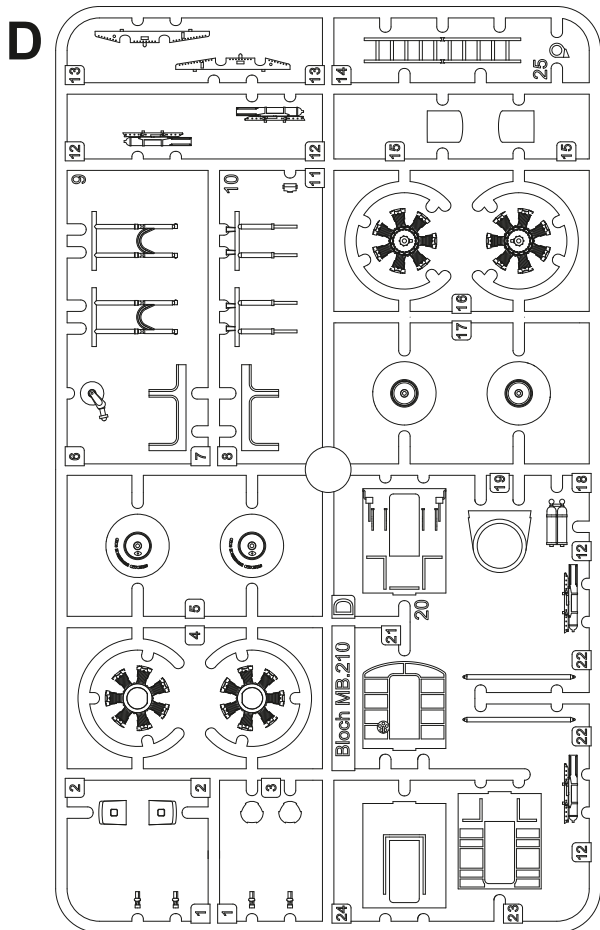
In July 1940, the MB 210 was withdrawn from the front line. However, during the invasion of the Free Zone, the Germans recovered 37 MB 210s, which were used in schools or as transport aircraft.

Specifications: twin-engine night bomber with four (Bn4) or five (Bn5) crew members, Gnome & Rhône GR 14 N10/11 14-cylinder radial engines, 910 ch at take-off and 950 at 3,500 m. Speed 320 km/h at 3,500 m, ceiling 9,900 m, wingspan 22.81 m, length 18.9 m. Offensive armament: 1,600 kg of bombs, defensive armament: a MAC 34 7.5 mm machine gun in each turret.

Plastic Parts



Plastic Parts



Clear Parts

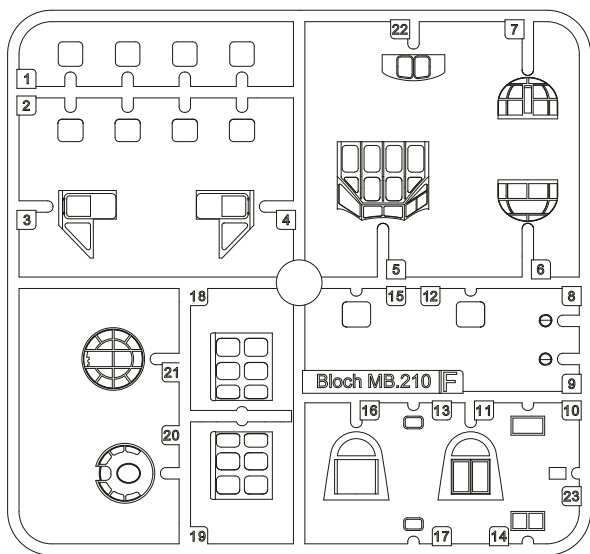
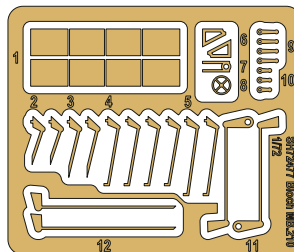
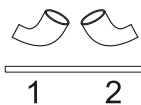


Photo-Etched Parts (PP)



X
 Ne pas utiliser
 Do not use this part

Printed Part (P)



Barvy GUNZE/ GUNZE Colour No.

A Noir / Black	H2 / C2	G Kaki / Khaki	H81 / C55
B Pneu Noir / Tire Black	H77 / C137	H Vert Foncé / Dark Green	H73 / C23
C Aluminium / Aluminium	H8 / C8	I Bleu / Blue	H5 / C5
D Métal Carbonisé / Burnt Iron	H76 / C61	J Rouge Brun / Red Brown	H47 / C41
E Métal Noir / Metal Black	H28 / C78	K Bleu Gris / Blue Grey	H42 / C367
F Toile / Tan	H27 / C44	L Bois / Wood	H37 / C43

SYMBOLS

? MOŽNOST VOLBY
 OPTIONAL
 NACH BELIEBEN
 OPTION

🔴 POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
 INSTANT CYANOACRYLATE GLUE
 ZYANOAKRYLÄTKLEBER
 COLLE CYANOACRYLAT

↶ OHNOUT
 BEND
 BIEGEN
 COURBER

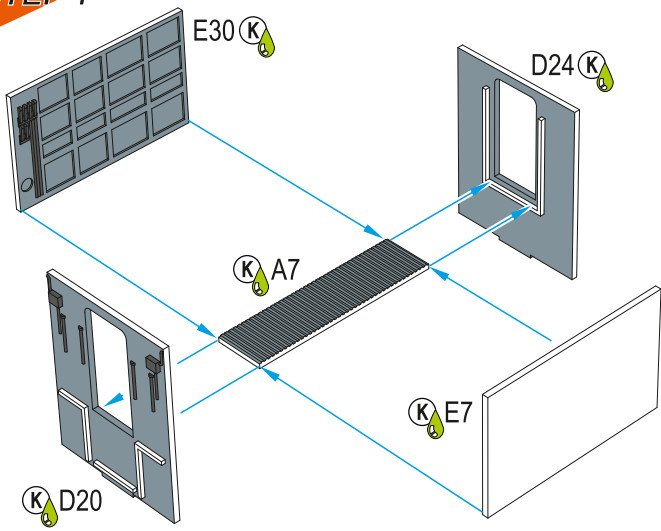
👉 ZHOVIŠT NOVÉ
 SCRATCH BUILD
 FERTIGSTELLEN
 ACHEVER

🔪 ŘEZAT/VRTAT
 CUT OFF/DRILL
 ENTFERNEN
 DETACHER

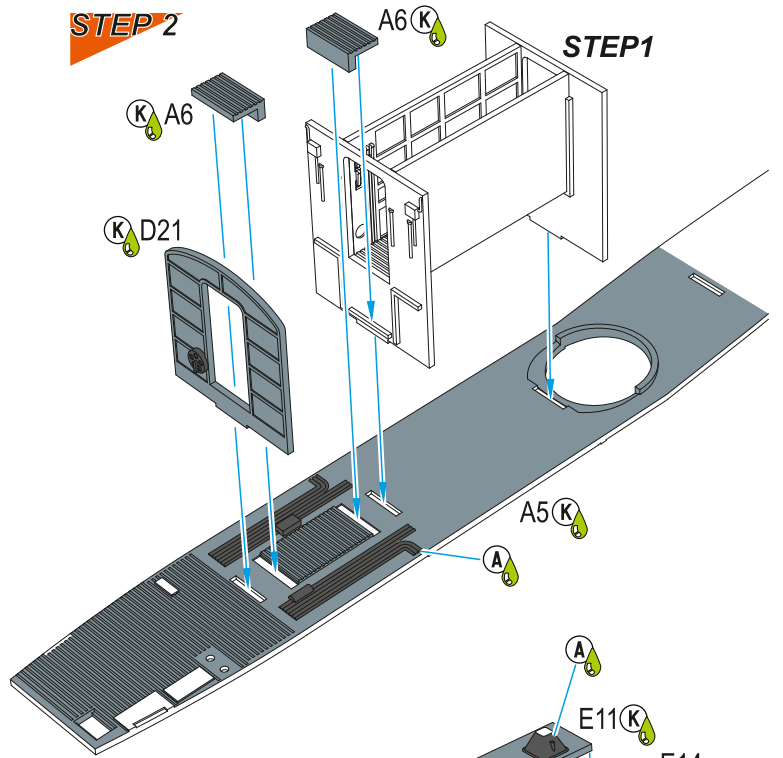
A
 GSI
 colour code

🎨 NATŘÍT
 COLOUR
 FARBEN
 PEINDRE

STEP 1

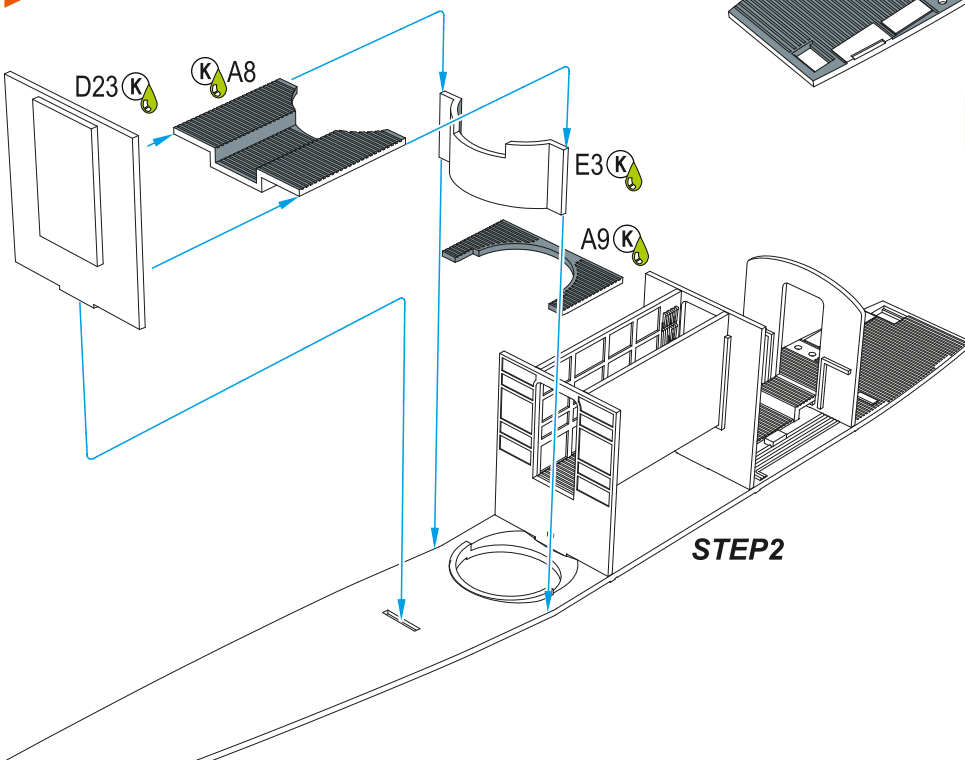


STEP 2

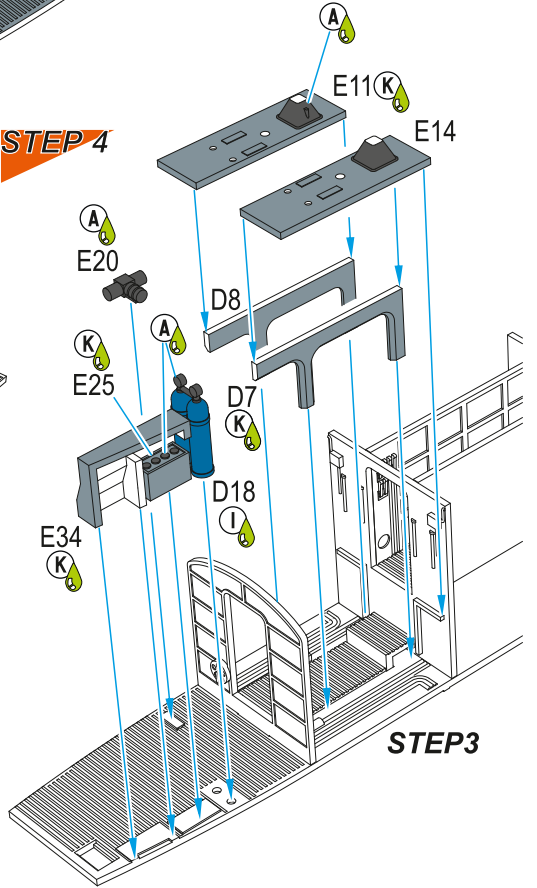


STEP 1

STEP 3

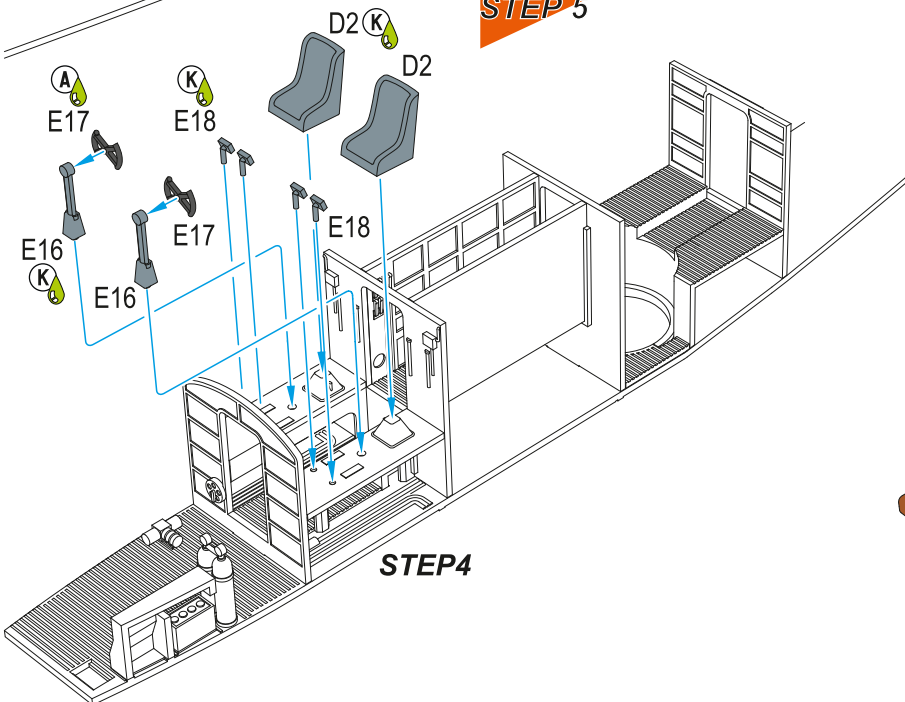


STEP 4



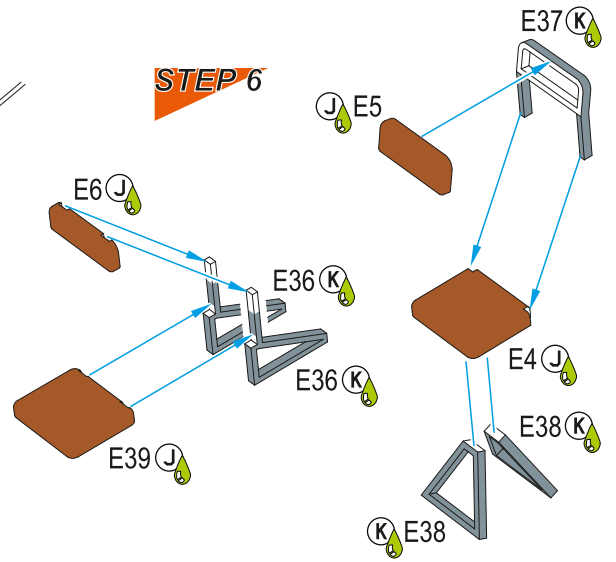
STEP 3

STEP 5

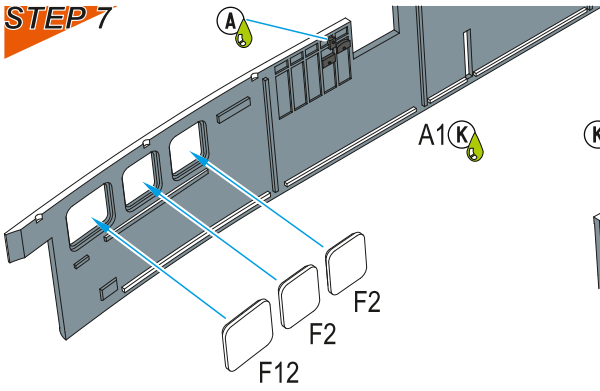


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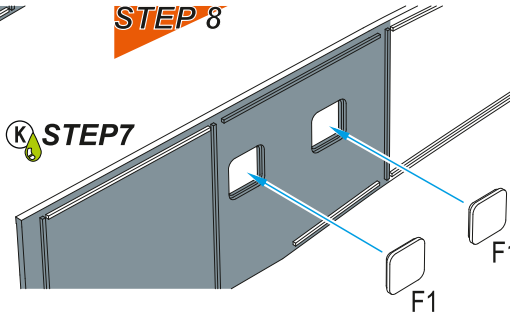
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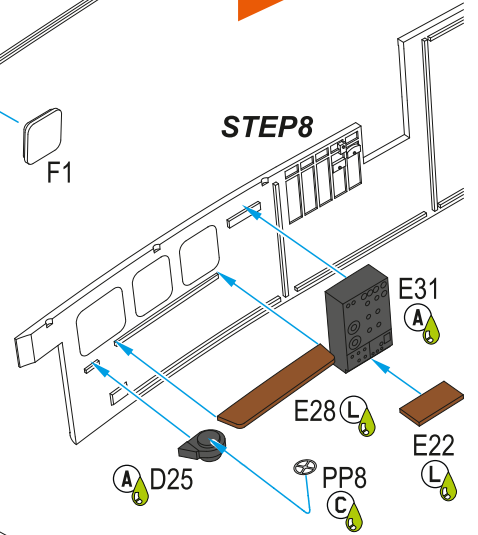
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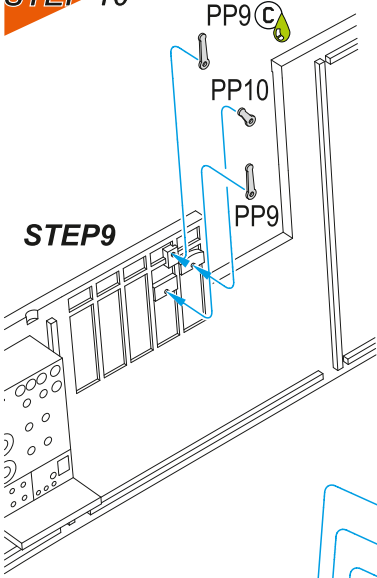
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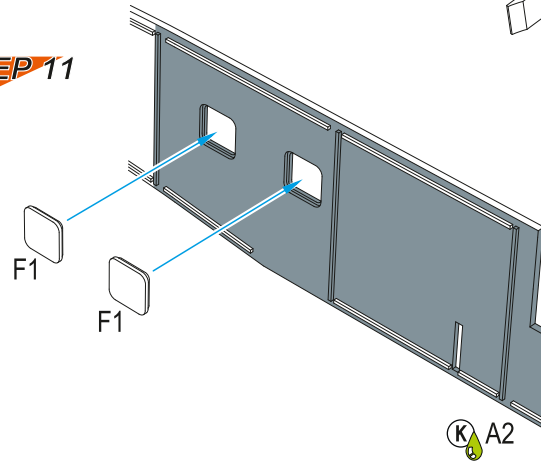
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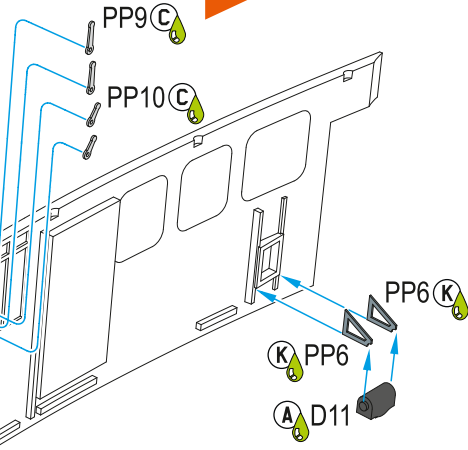
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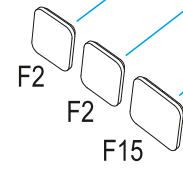
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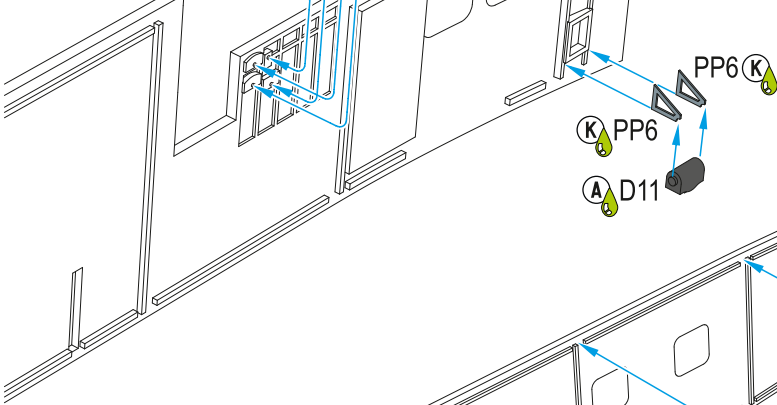
STEP 12



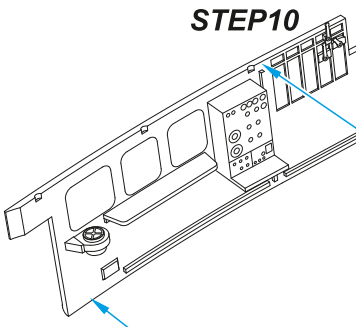
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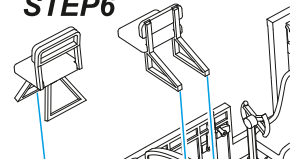
STEP 11



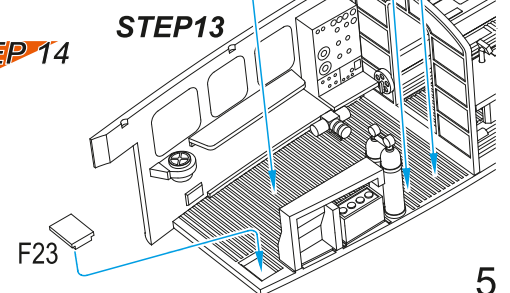
STEP 10



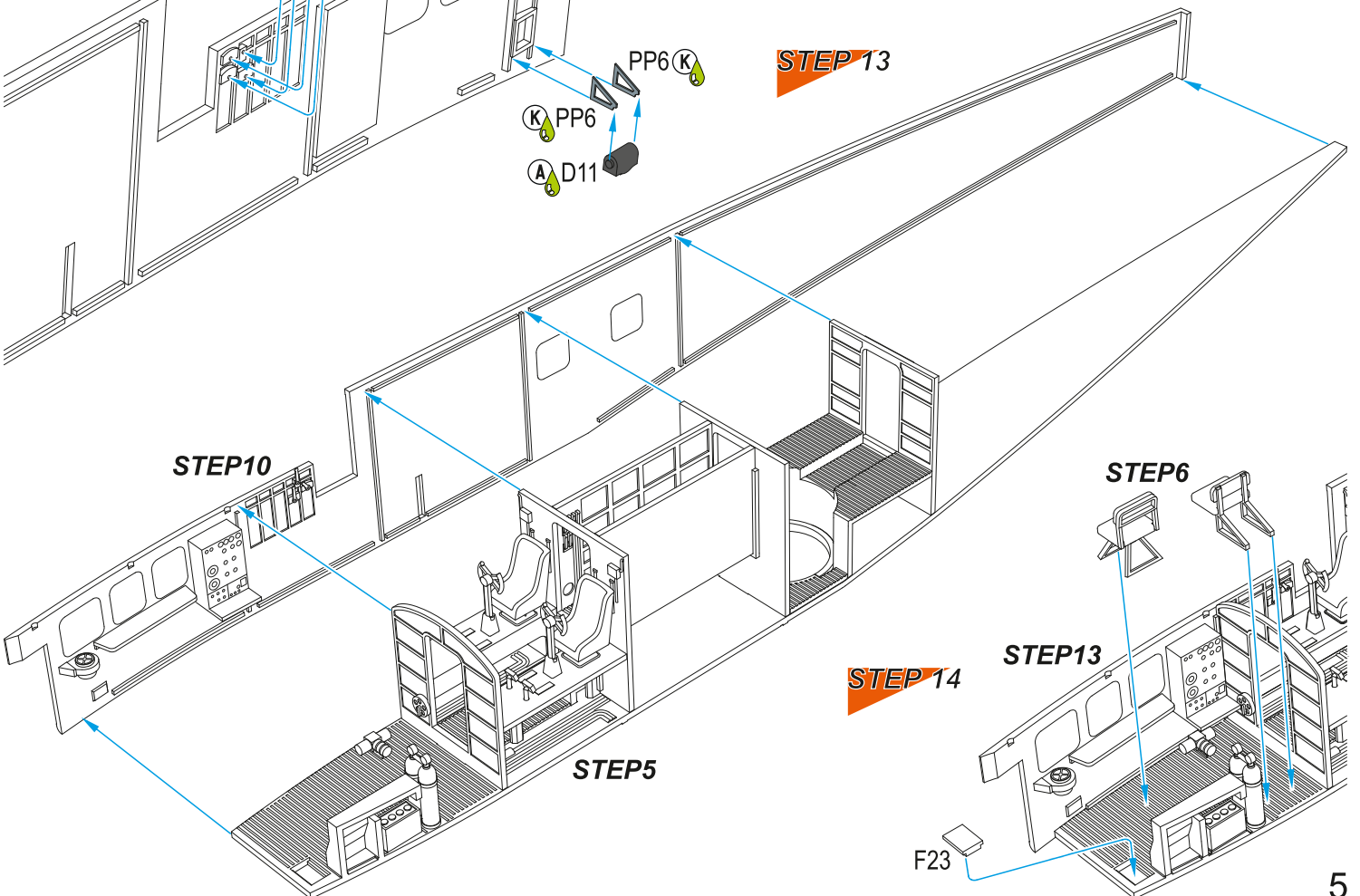
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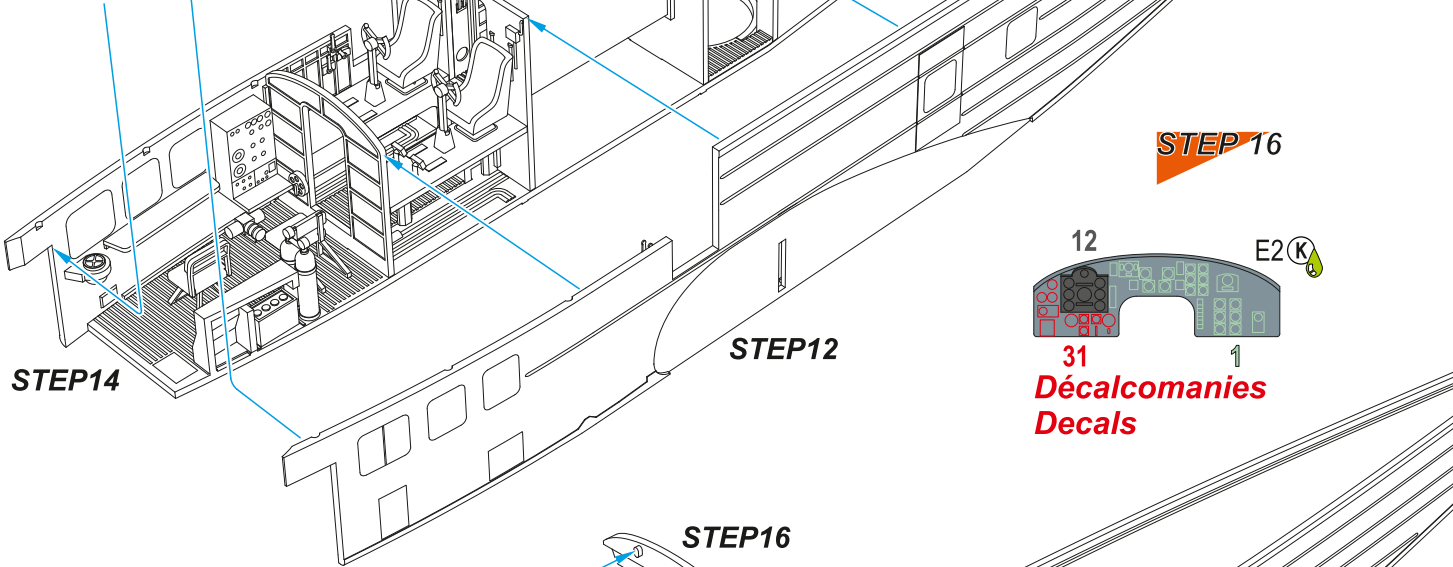
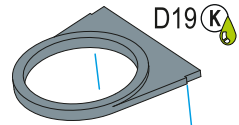
STEP 14



STEP 5



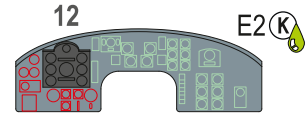
STEP 15



STEP14

STEP12

STEP 16



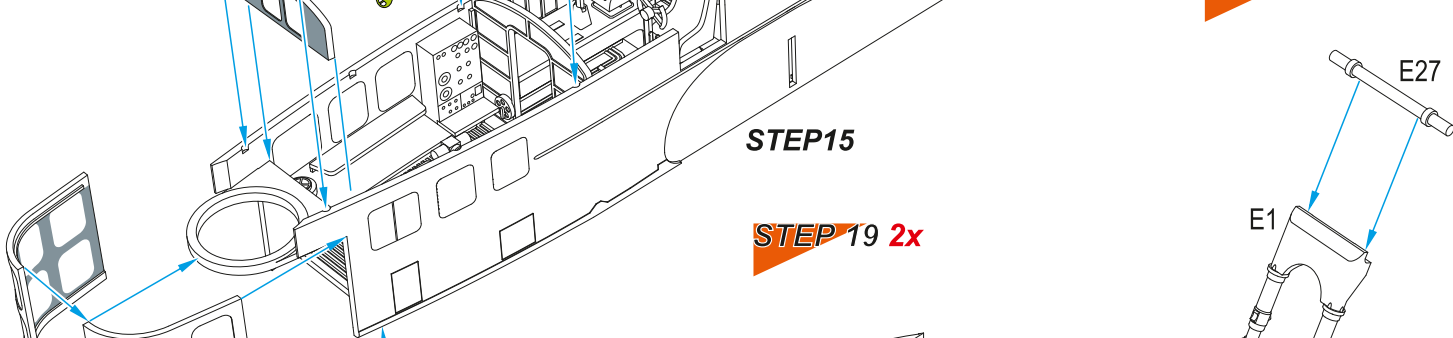
**31
Décalcomanies
Decals**

STEP16

STEP 17

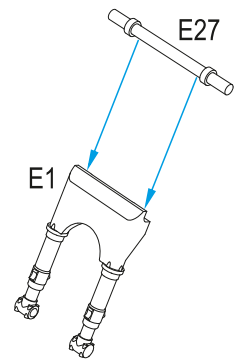
(K) A3

F22 (K)

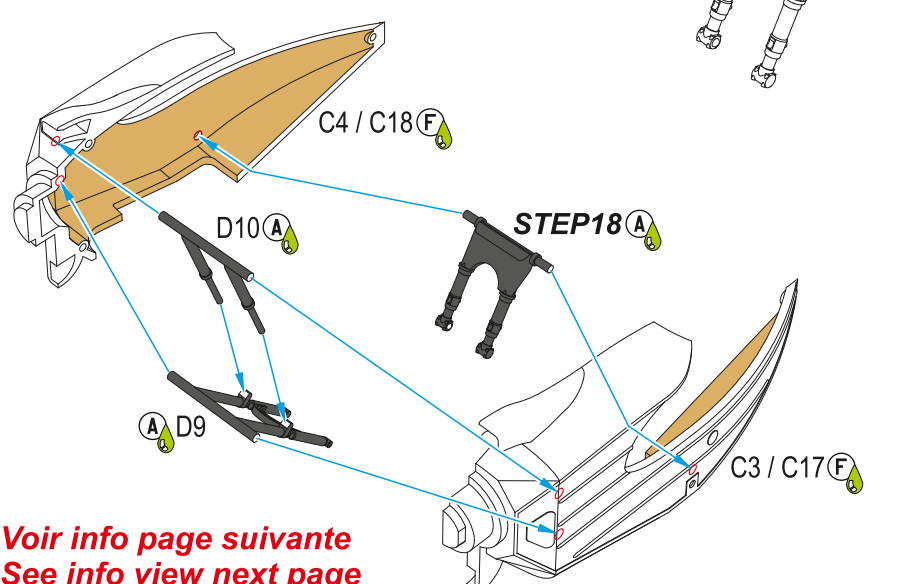
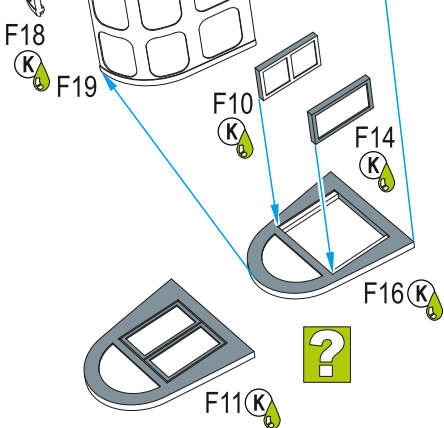


STEP15

STEP 18 2x

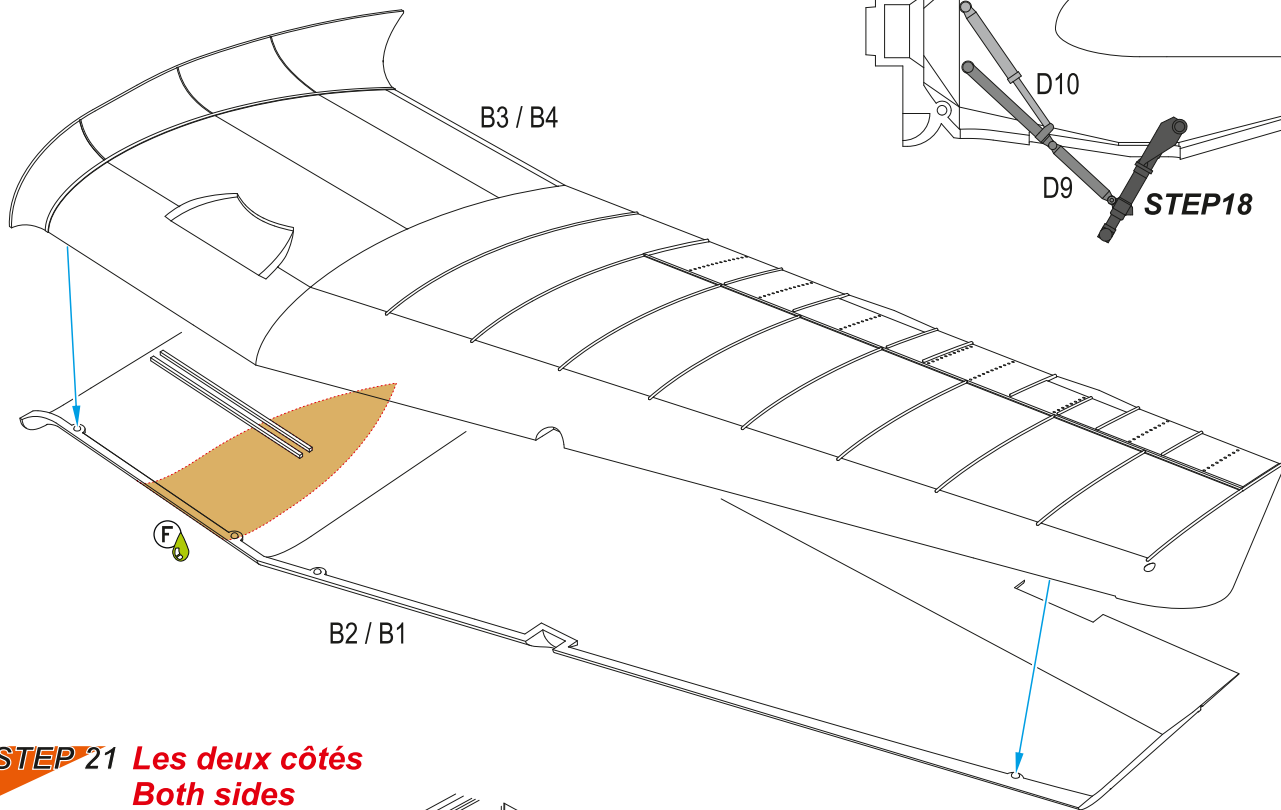
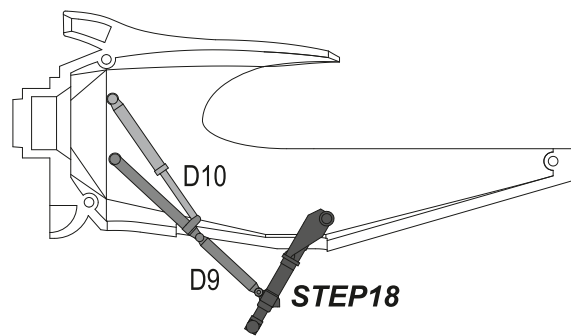


STEP 19 2x

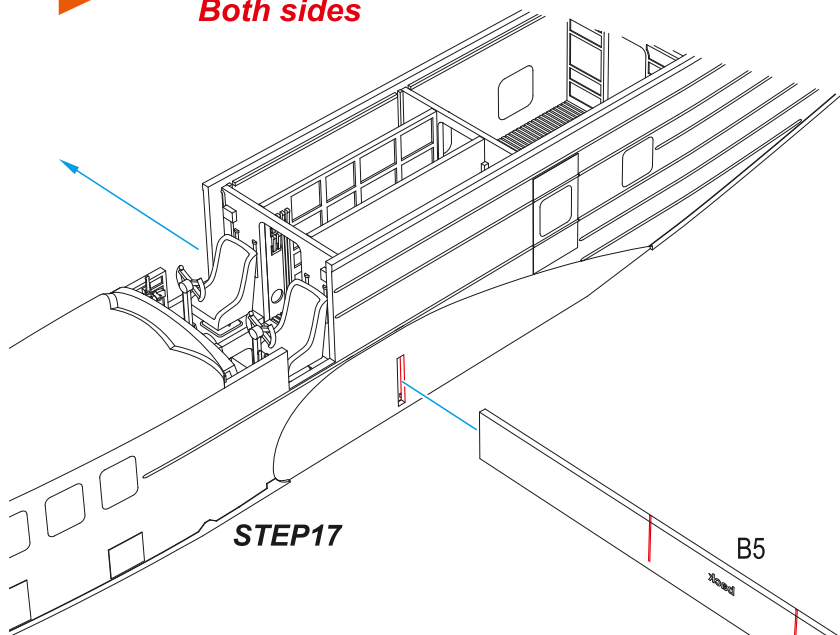


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See info view next page**

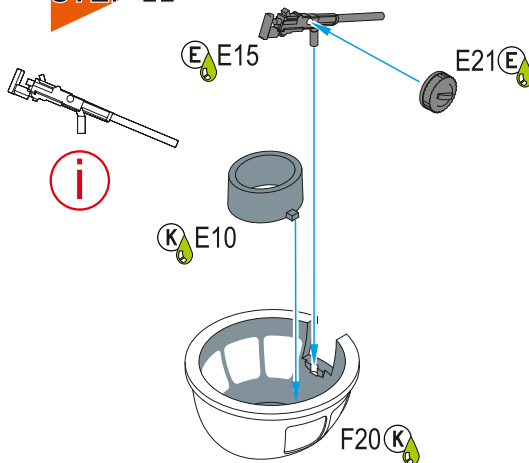
STEP 20 *Les deux côtés*
Both sides



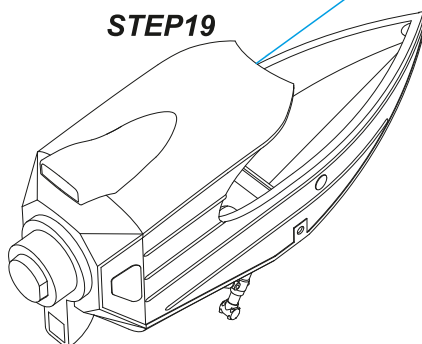
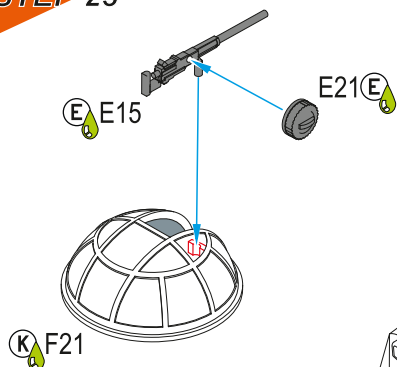
STEP 21 *Les deux côtés*
Both sides



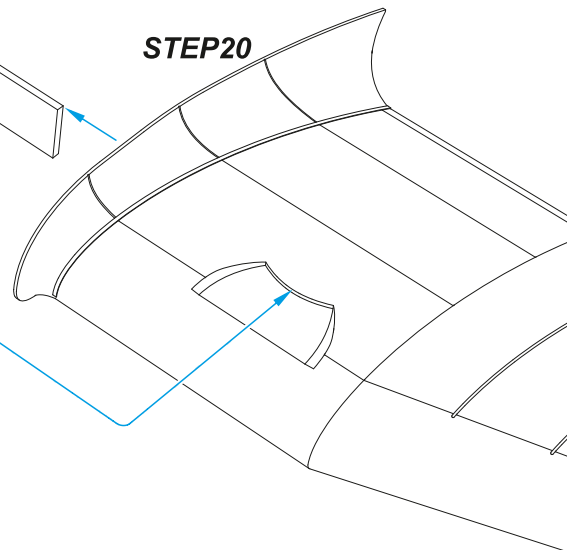
STEP 22



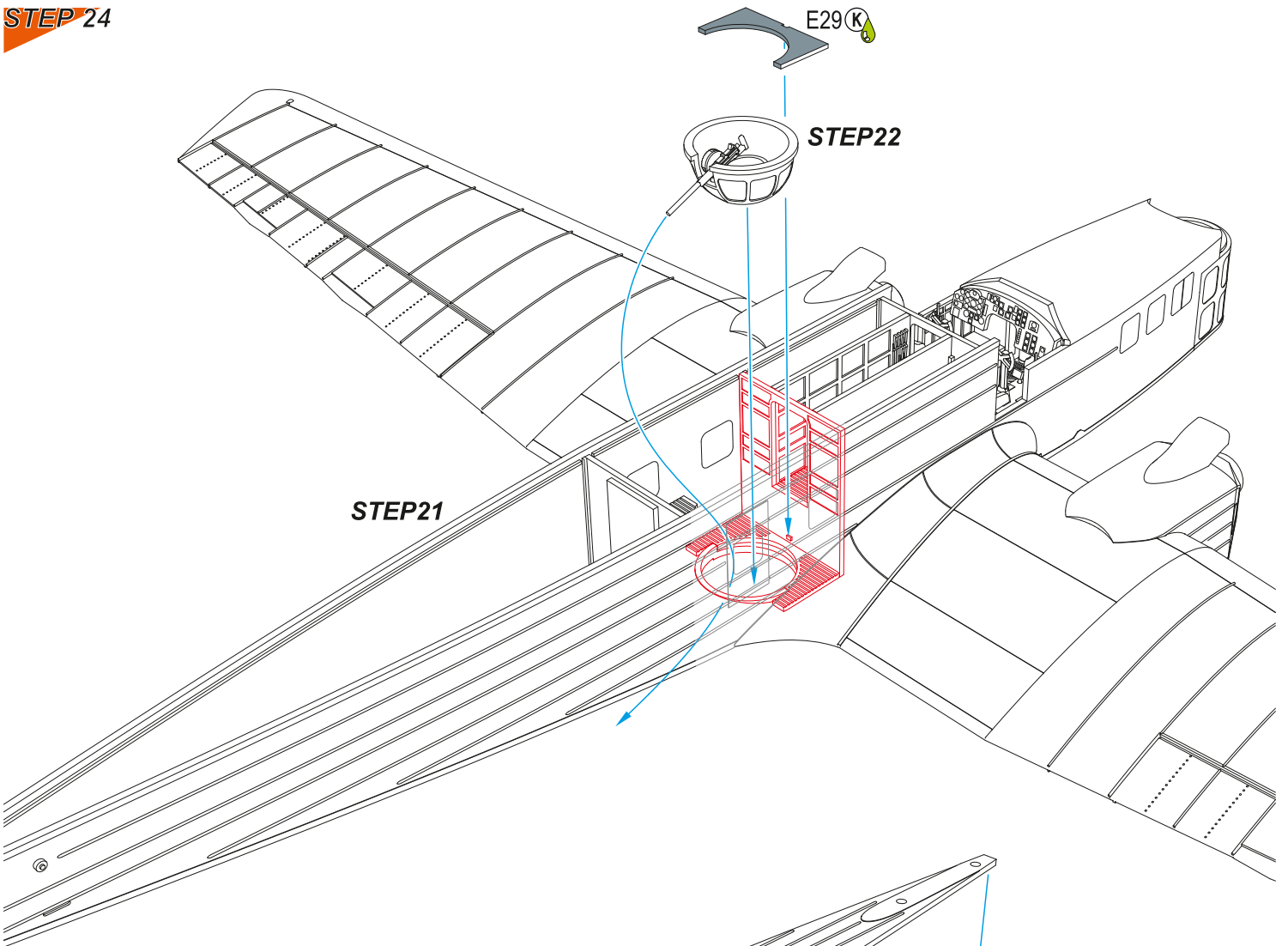
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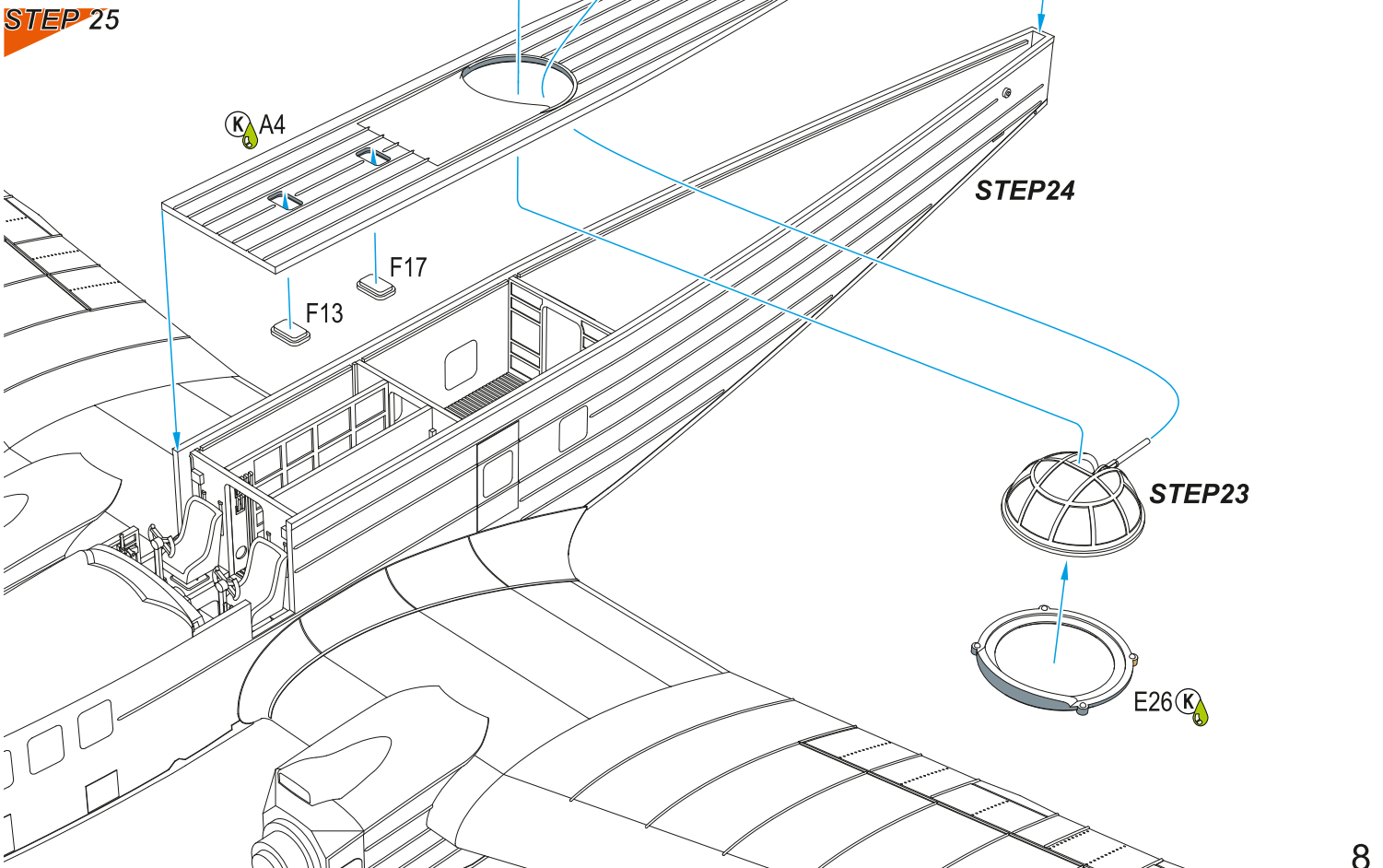
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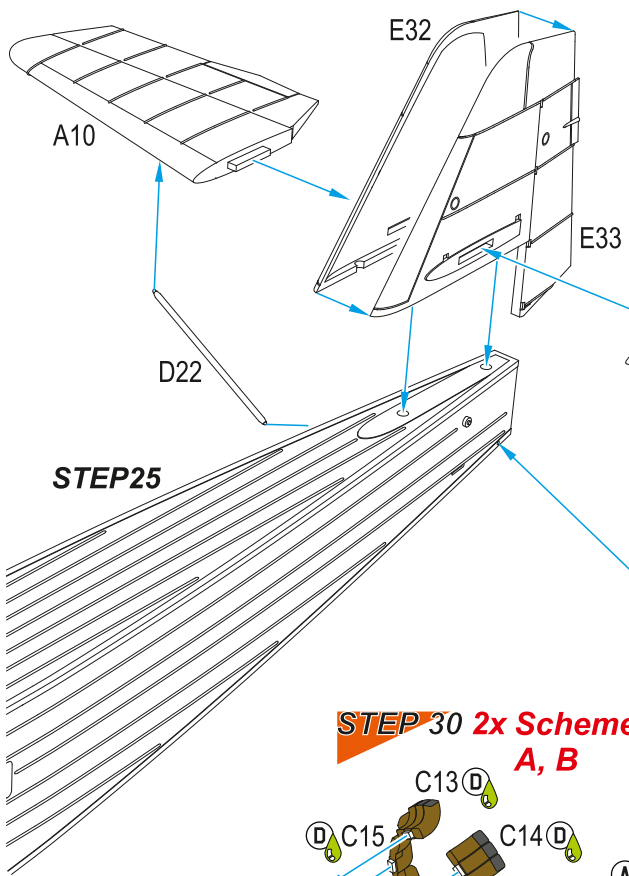
STEP 24



STEP 25

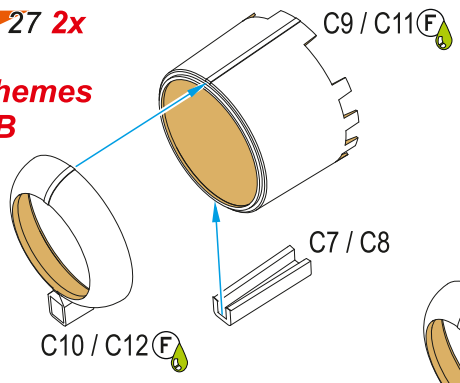


STEP 26



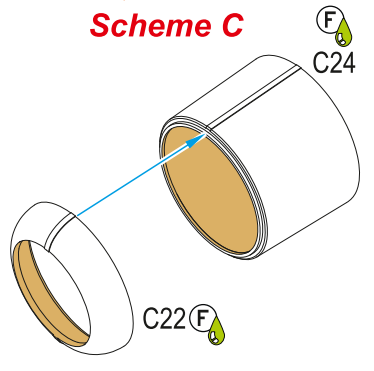
STEP 27 2x

Schemes A, B



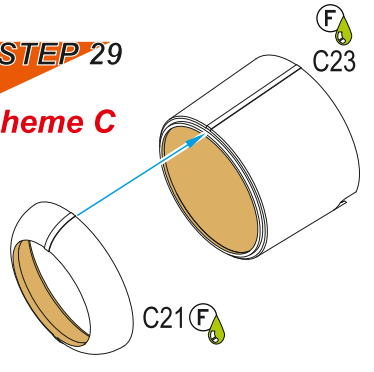
STEP 28

Scheme C

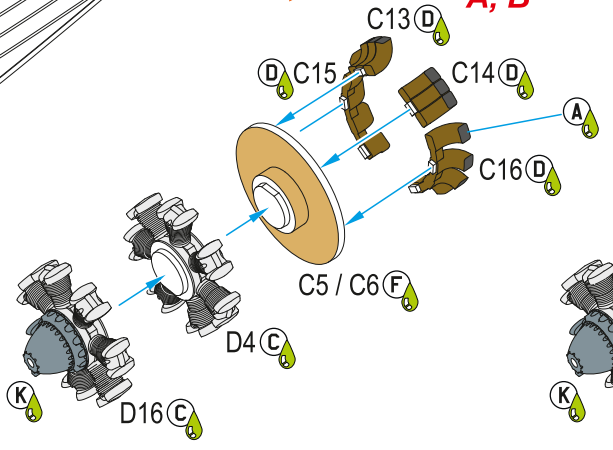


STEP 29

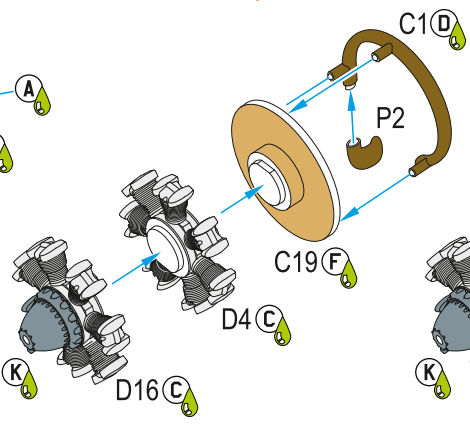
Scheme C



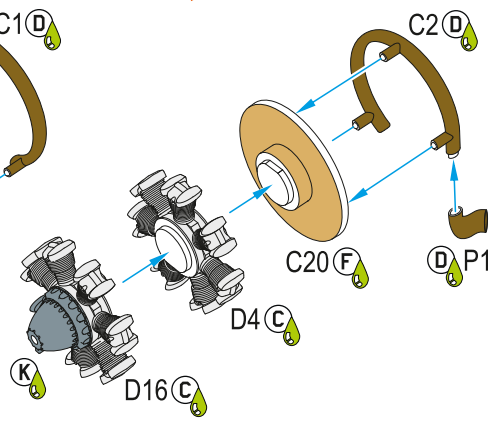
STEP 30 2x Schemes A, B



STEP 31 Scheme C

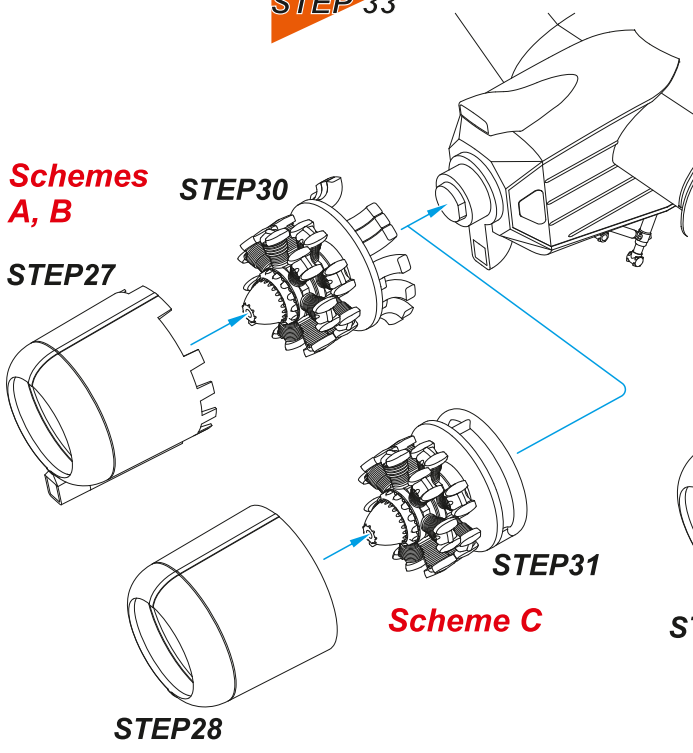


STEP 32 Scheme C



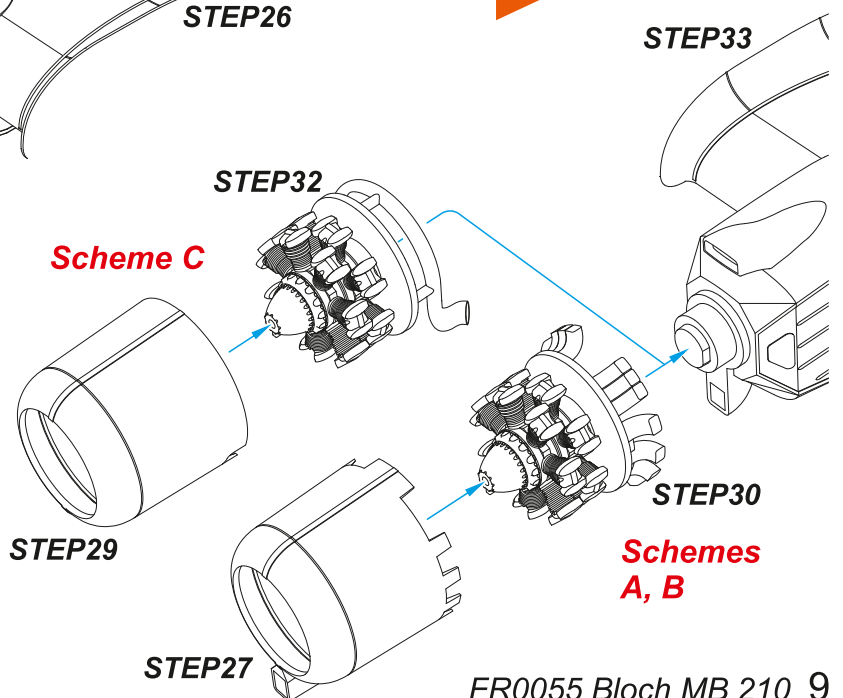
STEP 33

Schemes A, B

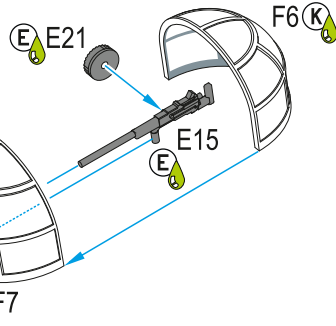


STEP 34

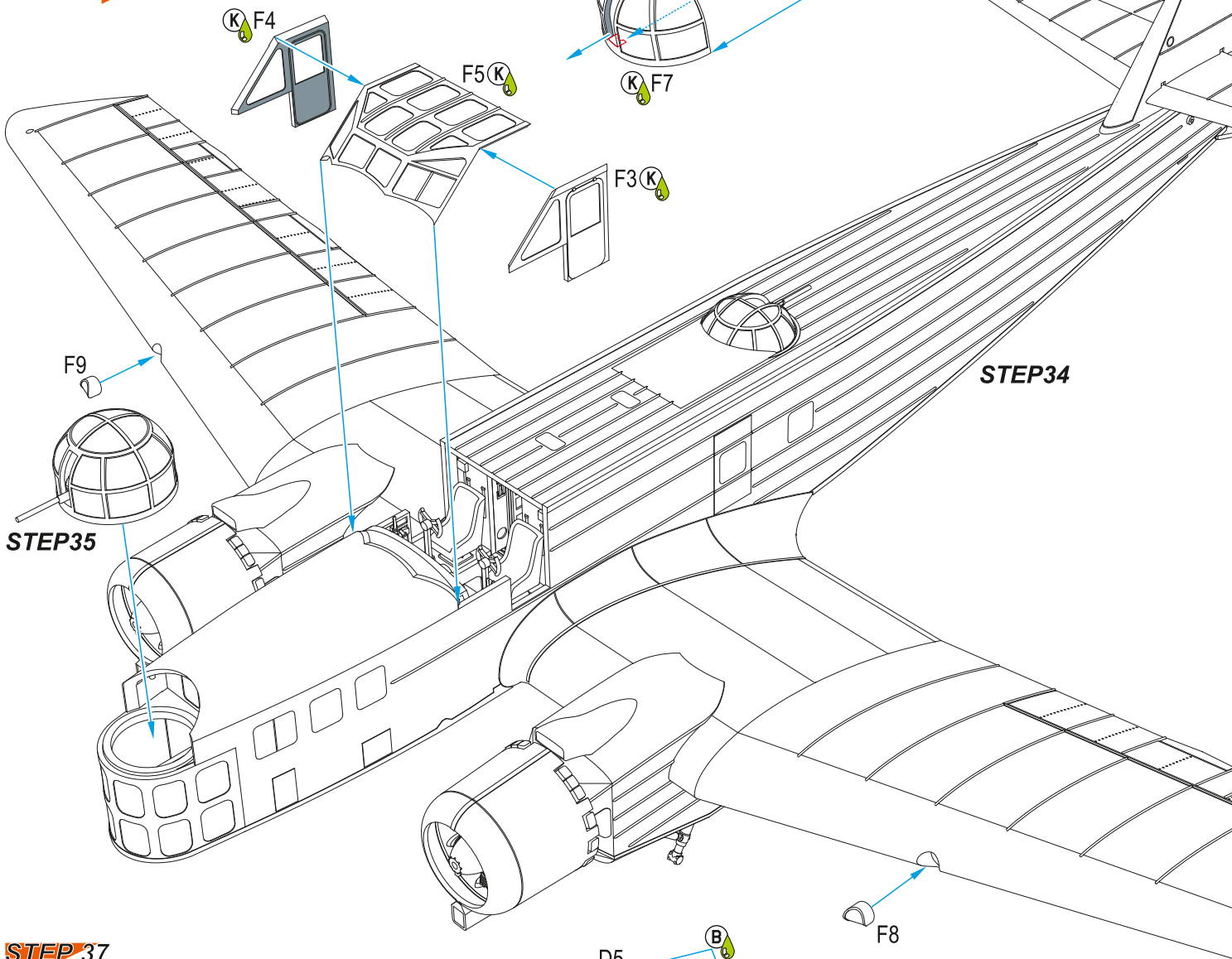
Scheme C



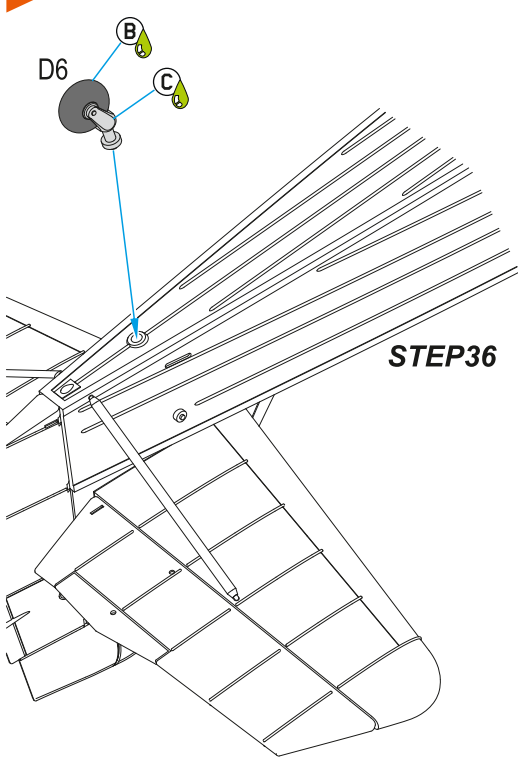
STEP 35



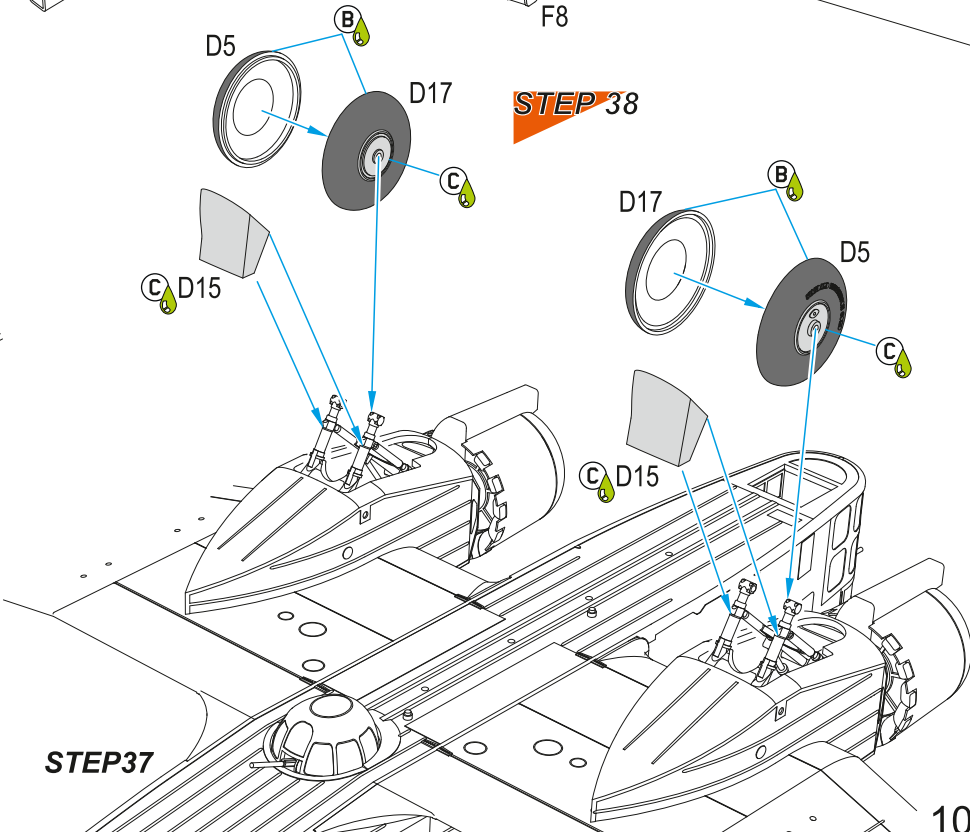
STEP 36



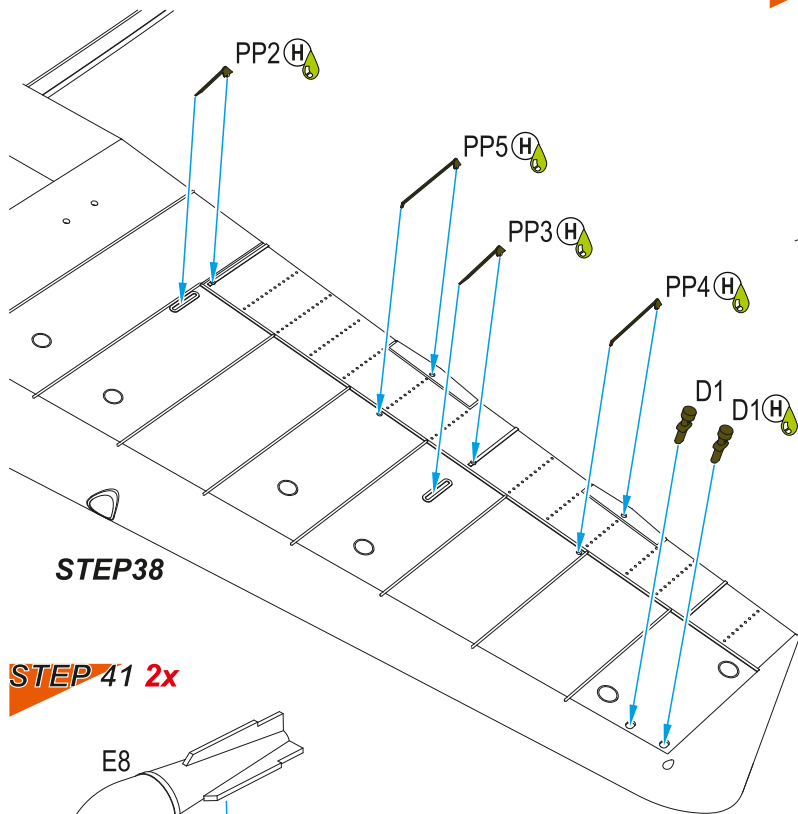
STEP 37



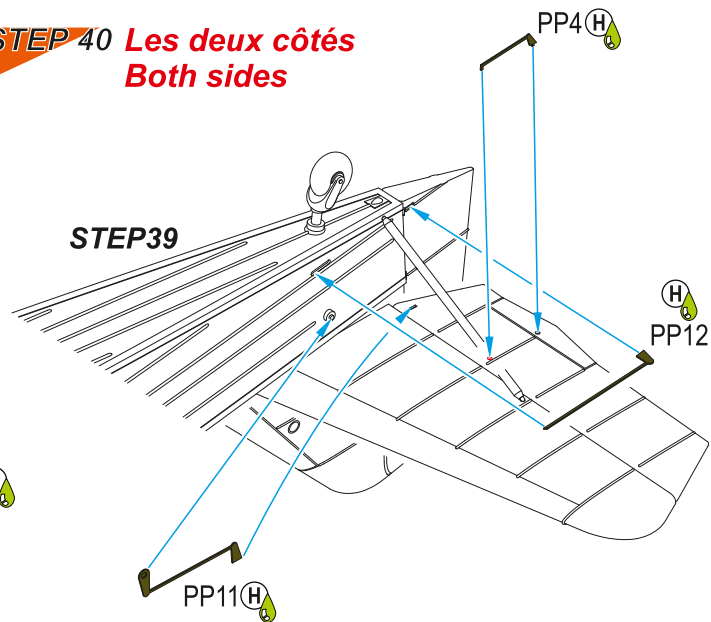
STEP 38



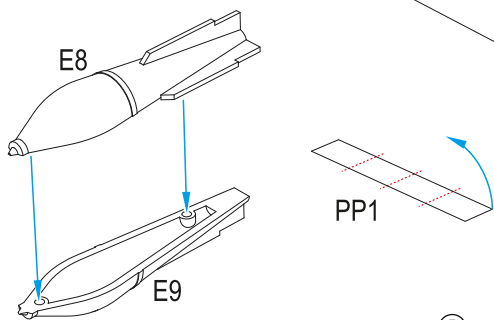
STEP 39 *Les deux côtés*
Both sides



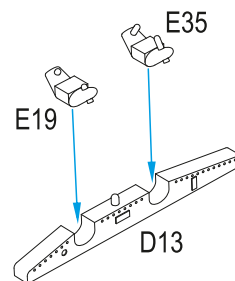
STEP 40 *Les deux côtés*
Both sides



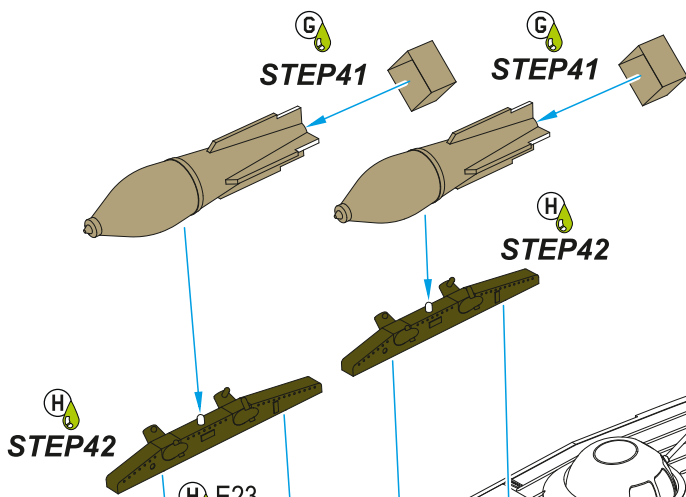
STEP 41 2x



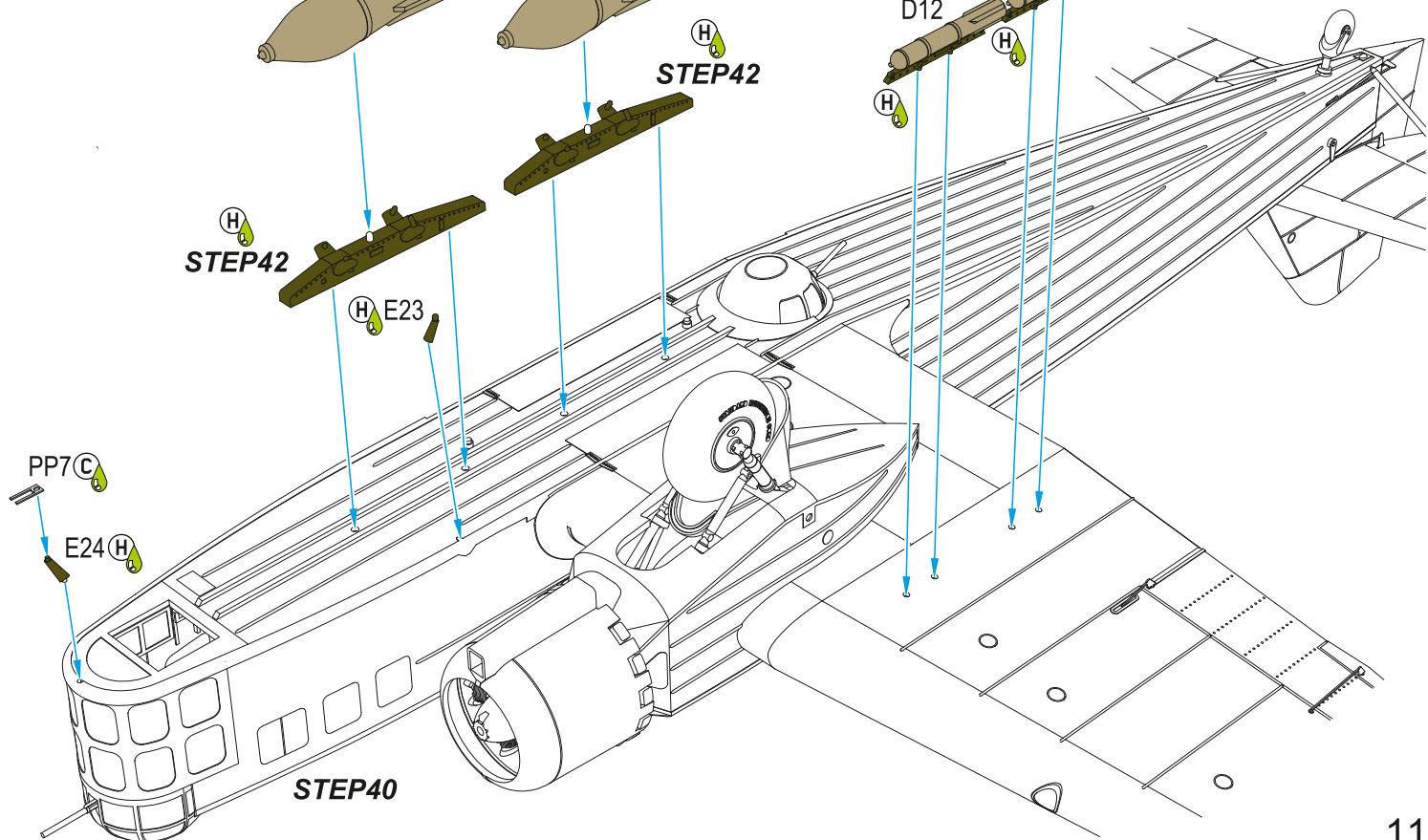
STEP 42 2x



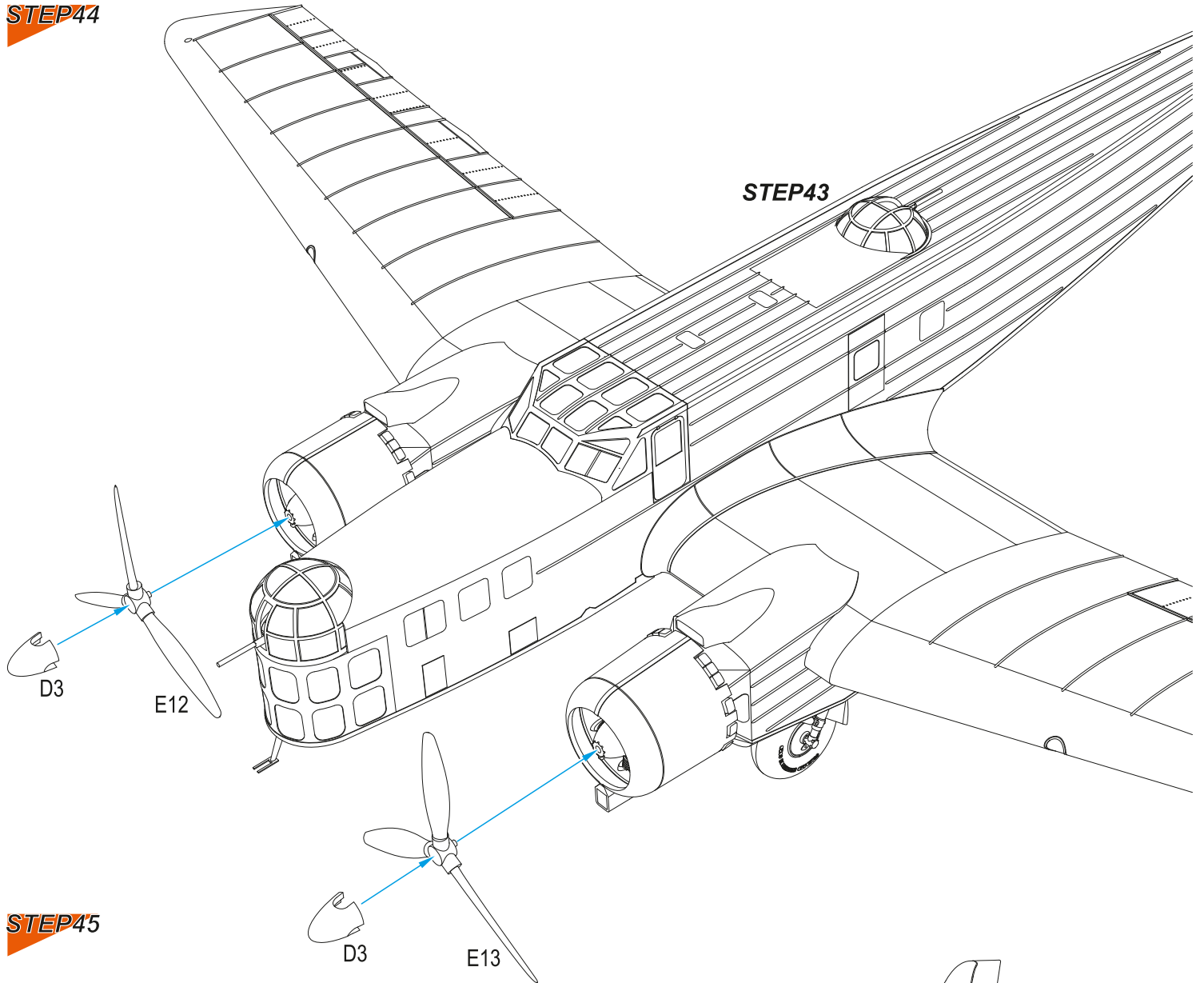
STEP 43



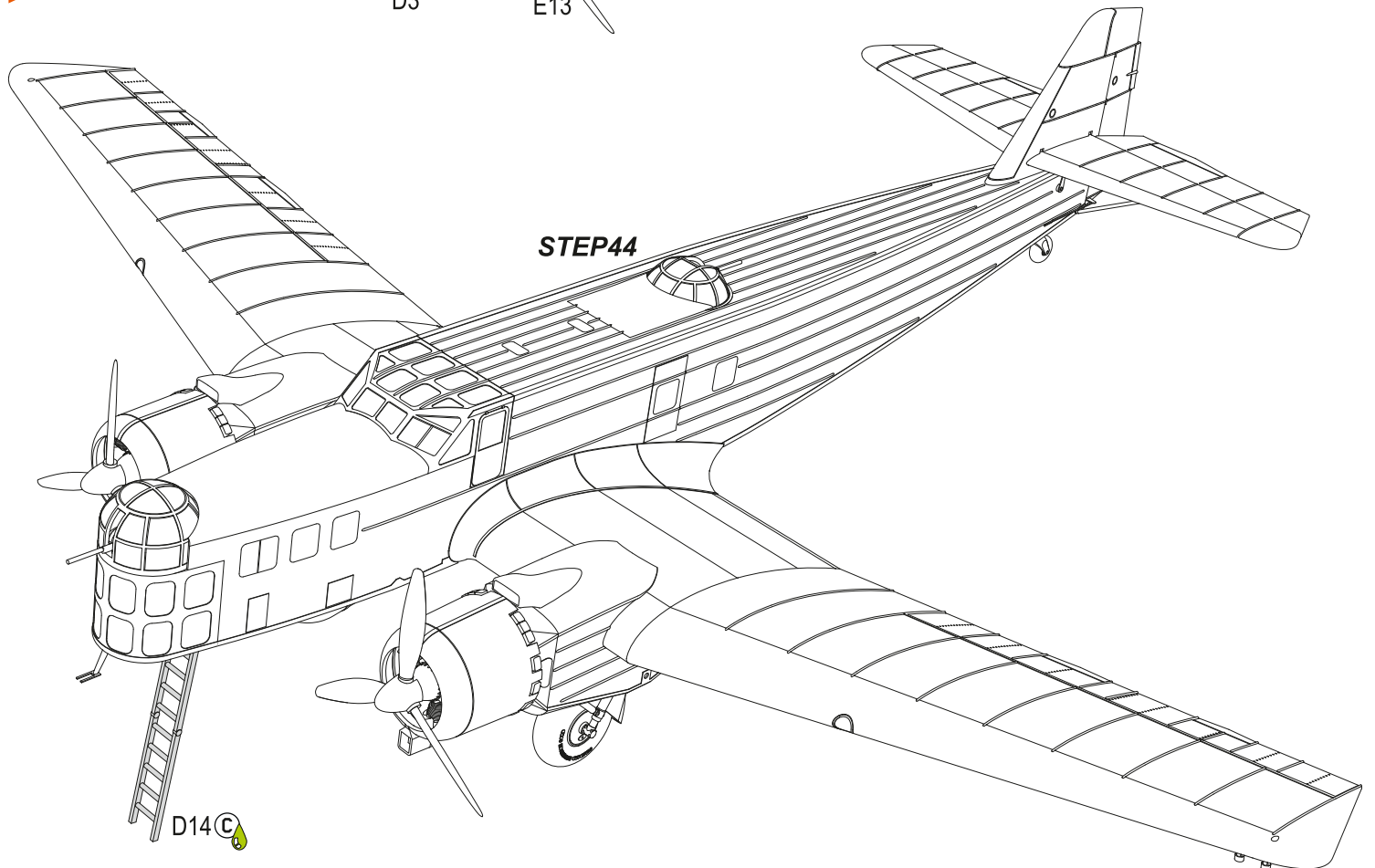
Les deux côtés
Both sides

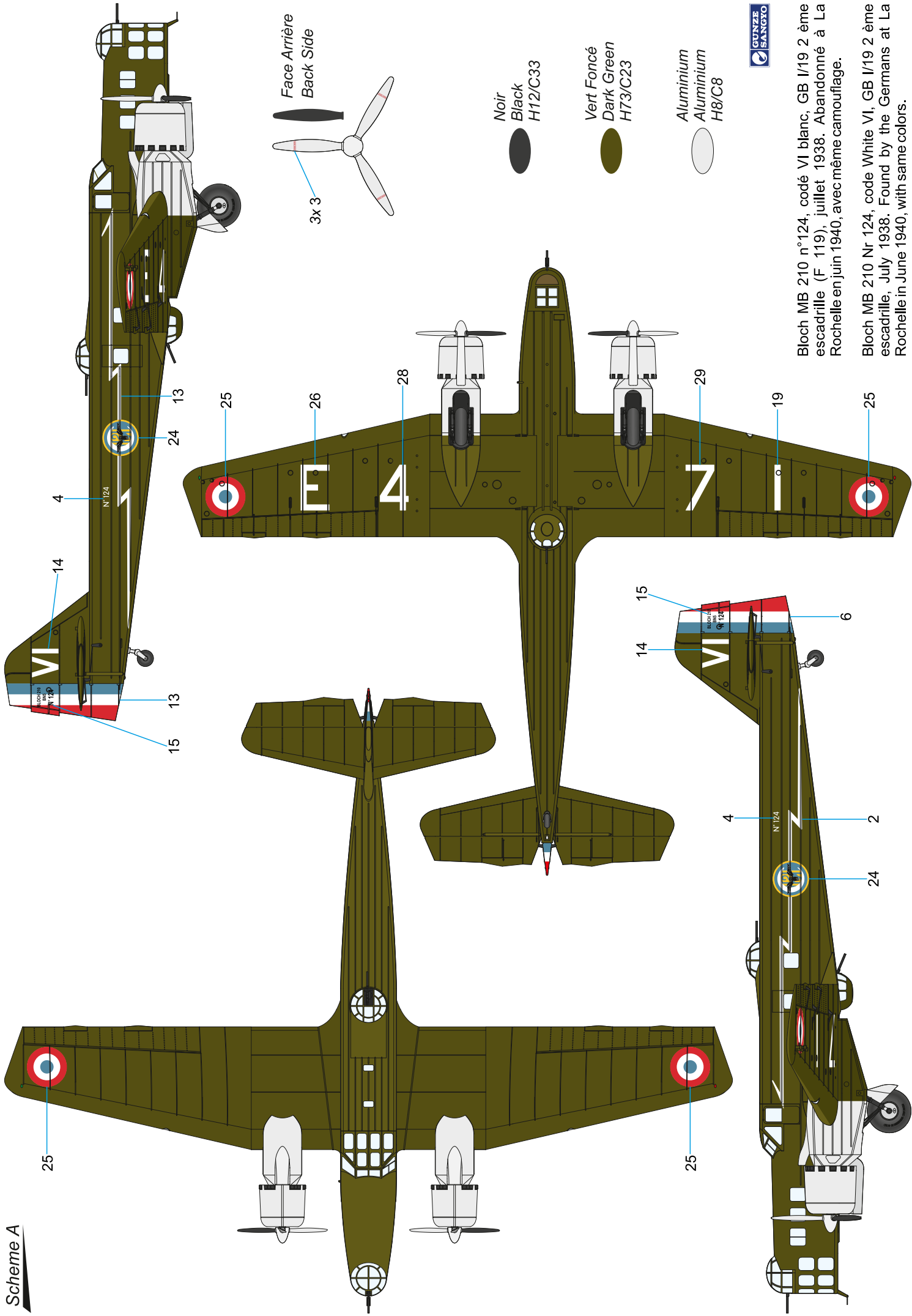


STEP44



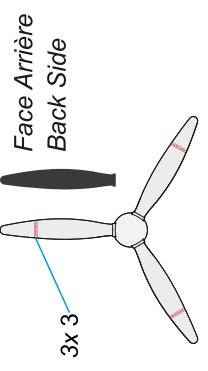
STEP45





Bloch MB 210 n°124, codé VI blanc, GB I/19 2 ème escadrille (F 119), juillet 1938. Abandonné à La Rochelle en juin 1940, avec même camouflage.

Bloch MB 210 Nr 124, code White VI, GB I/19 2 ème escadrille, July 1938. Found by the Germans at La Rochelle in June 1940, with same colors.

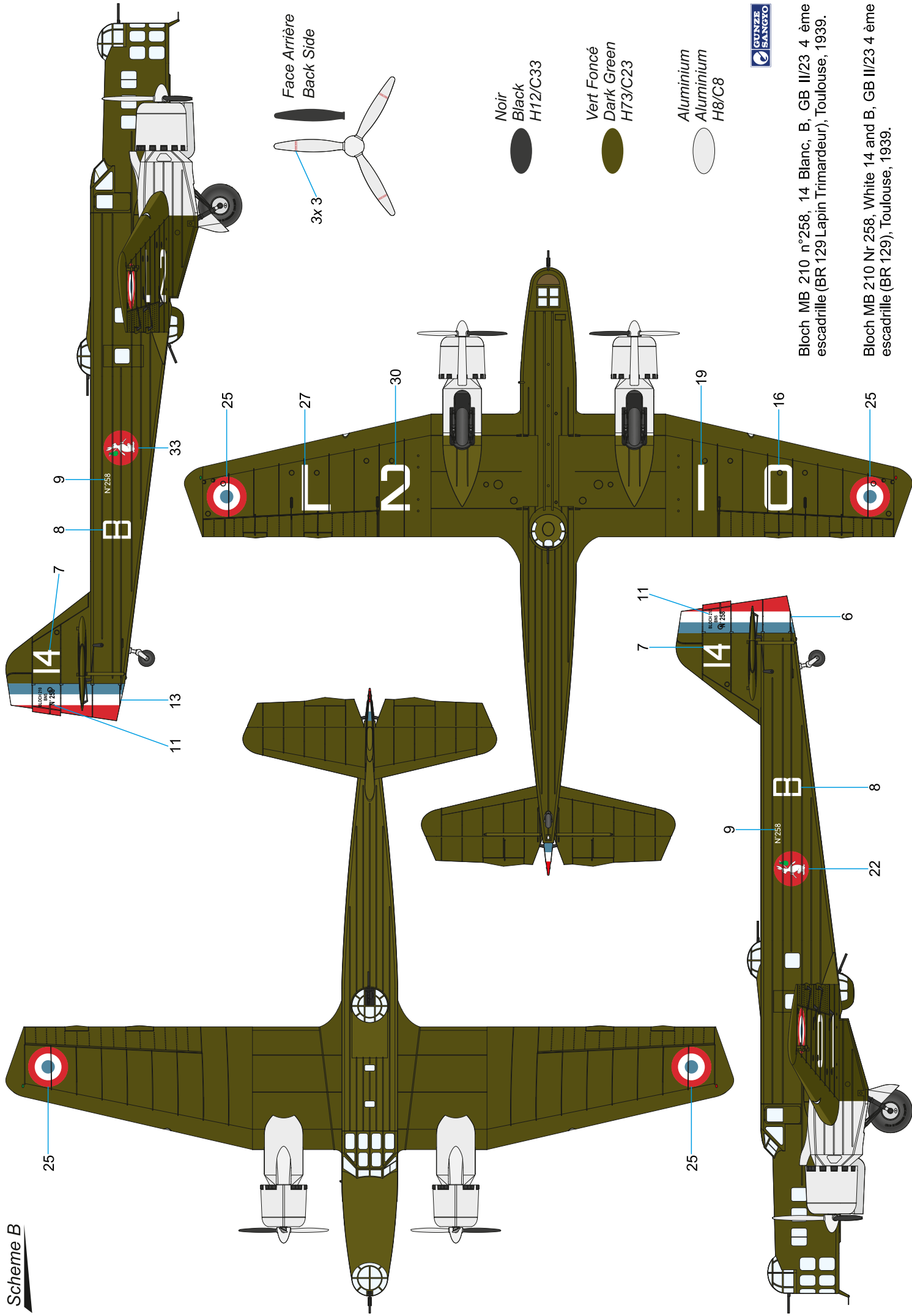


Noir
Black
H12/C33

Vert Foncé
Dark Green
H73/C23

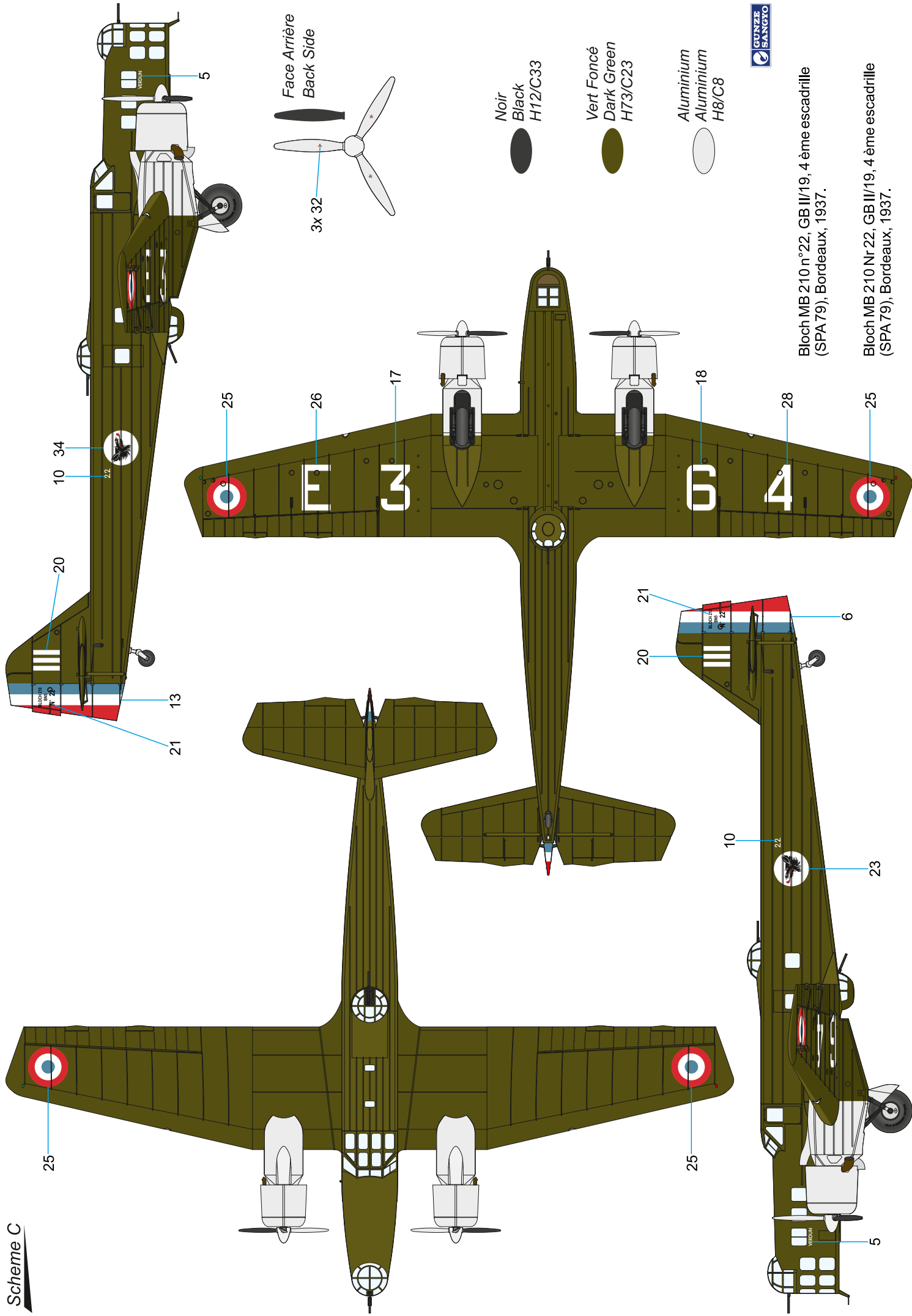
Aluminium
Aluminium
H8/C8

Scheme B



Bloch MB 210 n°258, 14 Blanc, B, GB II/23 4 ème escadrille (BR 129Lapin Trimardeur), Toulouse, 1939.

Bloch MB 210 Nr 258, White 14 and B, GB II/23 4 ème escadrille (BR 129), Toulouse, 1939.



ATTRACTIVE 1/72 SCALE KITS

FR0041



SNCASE S.E.535 Mistral

FR0043



B-10B Export WC/WAN

FR0046



Fairey Battle in Belgium

FR0047



Fairey Battle Poles in UK

FR0048



Fairey Battle AASF

FR0049



SPAD 510 (7ème Escadre)

FR0050



SPAD 510 at war

FR0052



DB-7 in French Service