

Heinkel He 119V-5



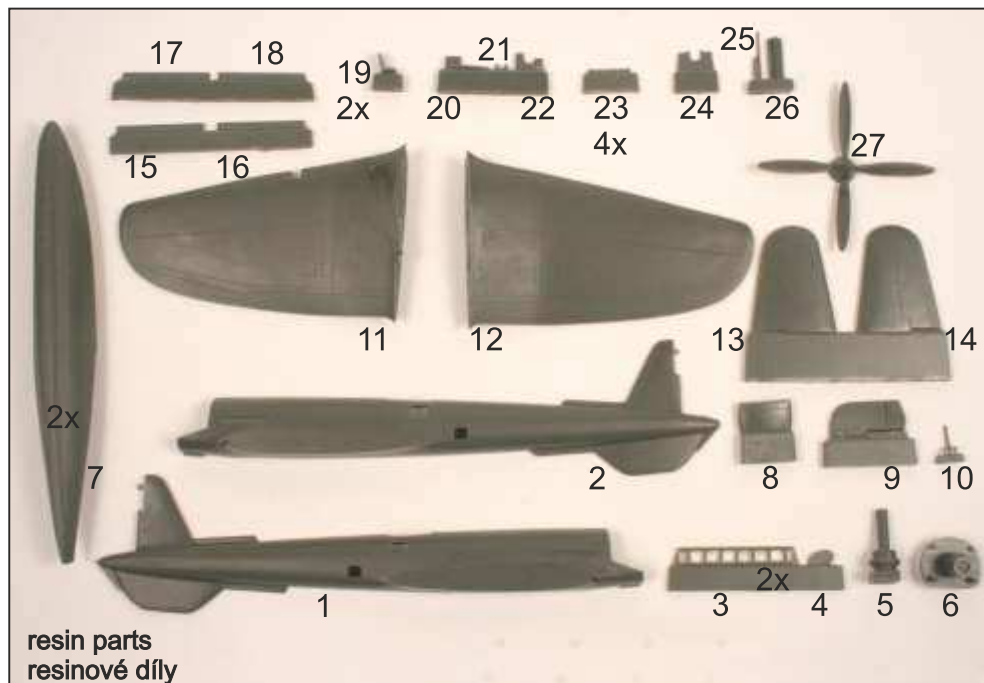
1:72
PLT 218

Dle požadavku velení Luftwaffe začal vznikat u firmy Heinkel projekt rychlého bombardovacího a průzkumného stroje P 1055. Stroj byl postaven jako He 119V-1. Stroj vytříbených aerodynamických tvarů byl poháněn motorem DB 606. Tato pohonná jednotka byla sestavena ze dvou motorů DB601 pohánějících společnou hřídel. He 119V-1 měl ještě pevný chladič. Další prototypy byly vybaveny zatažitelným pomocným chladičem pro start a přistání, jinak používaly povrchové chlazení pod povrchem křídla. Prototyp He 119V-3 dostal nové křídlo. Prototyp He 119V-4 byl použit jako rychlostní a rekordní speciál. Jinak se dále počítalo s bojovým nasazením typu. Zkoušky prototypů byly provázány potížemi, zejména s motorem. Povrchové chlazení také dle mínění důstojníků Luftwaffe nebylo v polních podmínkách bezpečné. Navíc při rekordním letu prototyp V-4 havaroval pro nedostatek paliva. Zejména E. Udet se ale zasazoval o pokračování vývoje. Prototyp He 119V-5 dostal dvojici mohutných plováků. Použití plováků přineslo snížení stability, což kompenzovala mohutná kýlovka pod trupem. Pro zkoušky dostal civilní imatrikulaci D-ADPQ. Zkoušky v Travemünde provázely potíže s motorem a s vysokou přistávací rychlostí. Uvažovaná vojenská verze s torpédem pod trupem se neuskutečnila. Dva prototypy byly poslány ke zkouškám do Japonska na palubě italské válečné lodi. I když Japonsko nikdy nepoužilo výrobní licenci, princip konstrukce tohoto letounu pomohl z vývojem prototypu japonského námořního průzkumného letounu Yokosuka R2Y-1 Keiun.

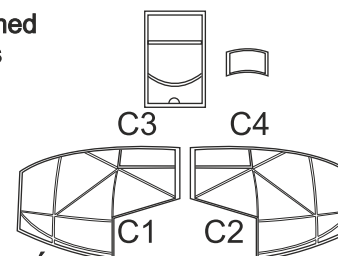
According to the Luftwaffe Company designed fast bomber and project P 1055. The machine was V-1. The aircraft featured sleek aerodynamic shape and was powered by DB 606 engine. This powerplant was created by coupled pair of DB 601 engines driving extension shaft. He 119 V-1 also featured only fixed radiator. Subsequent prototypes were equipped with retractable auxiliary radiator for take off and landing but during flight they used the surface evaporation cooling system installed in the wing. He 119V-3 prototype received new wing. He 119V-4 was a world speed record special. Further development for military use was still in order. The prototype's tests went along with many troubles, mainly with the powerplant. According to the Luftwaffe officers the surface evaporation cooling system was not reliable in combat use. Moreover, during the record flight the V-4 prototype crashed due to the lack of fuel. Nevertheless, Ernst Udet advocated for the development continuation. He 119V-5 prototype received a pair of huge floats that reduced the aircraft stability and therefore it was compensated by huge ventral fin. For test purposes it received civil registration D-ADPQ. The trials at Travemünde were hampered by engine troubles and high landing speed. The projected military version equipped with bomb racks was never built. Two prototypes were sent to Japan onboard of Italian warship for evaluation. Though Japan never used the production license this aircraft helped with construction principle of the Japanese Navy high speed Yokosuka R2Y-1 Keiun prototype.

TTD:
Rozpětí: 15,90 m, délka: 15,52 m, max. rychlost v 4500 m: 540 km/h, dolet: 2 430 km, dostup: 8 000 m

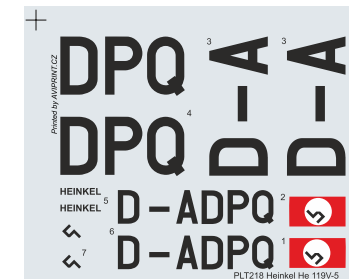
Technical data:
Wingspan: 15.90 m, Length: 15.52 m, Max. Speed at 4,500 m: 540 kmh, Range: 2,430 km, Service Ceiling: 8,000 m.



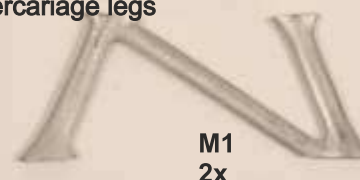
Vacuformed canopies



vakuformové kabiny



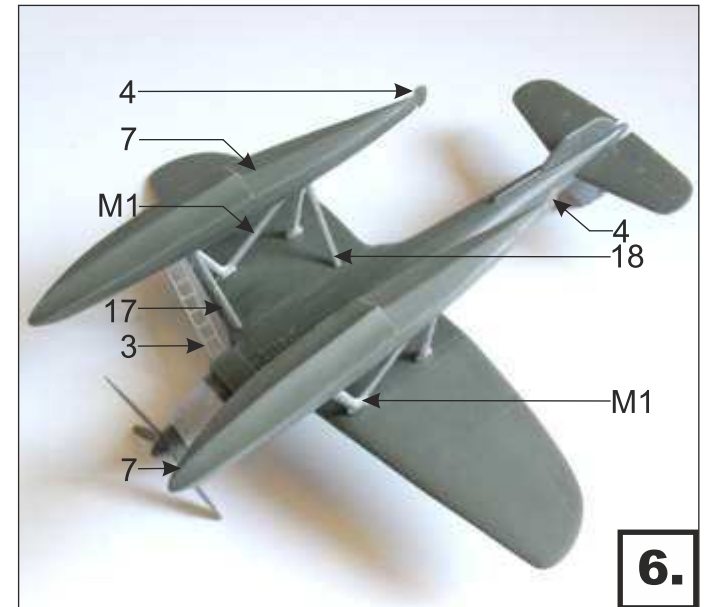
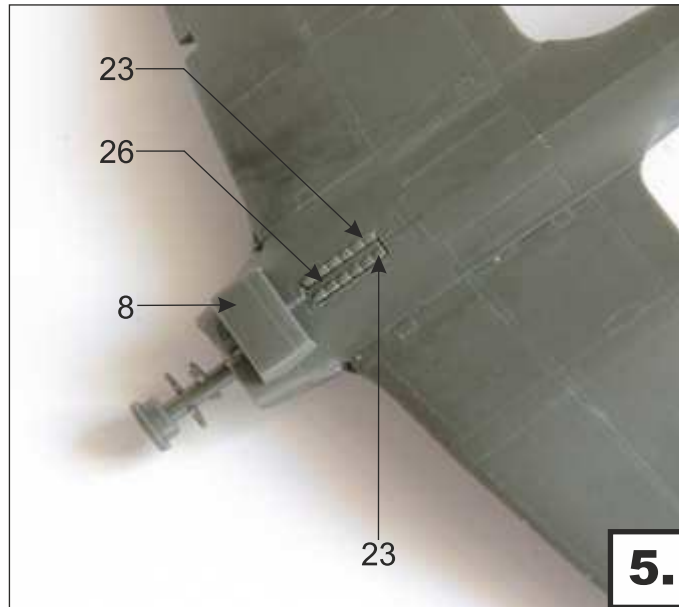
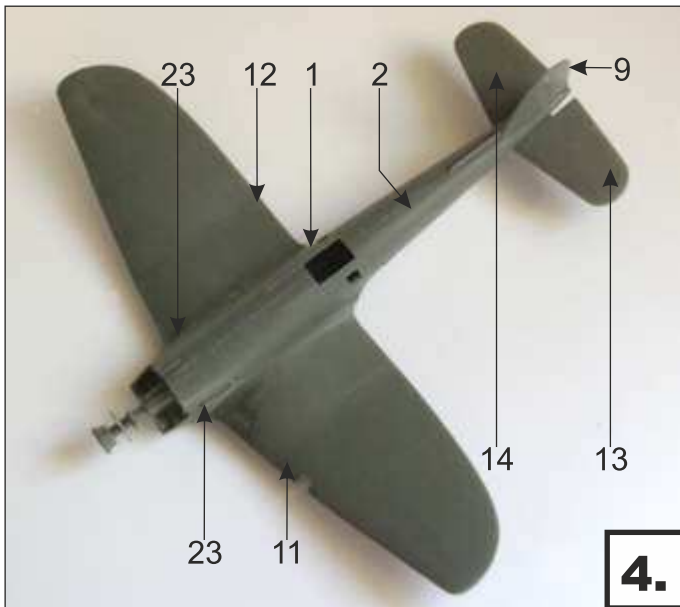
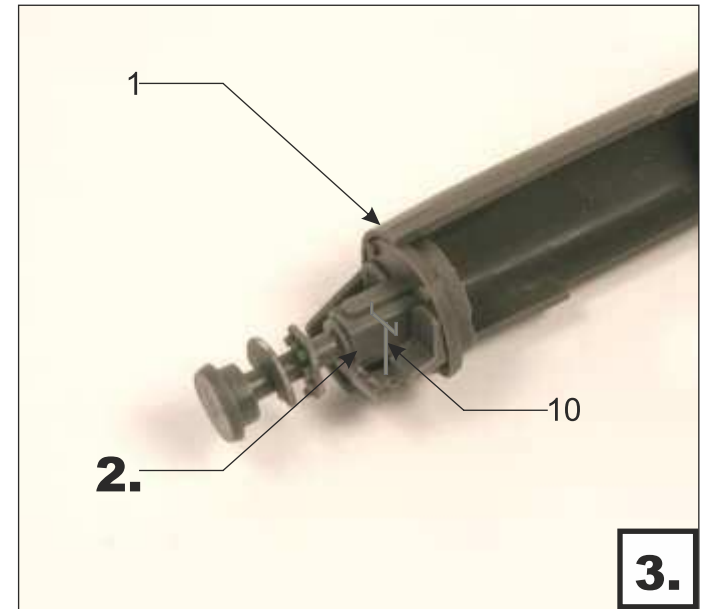
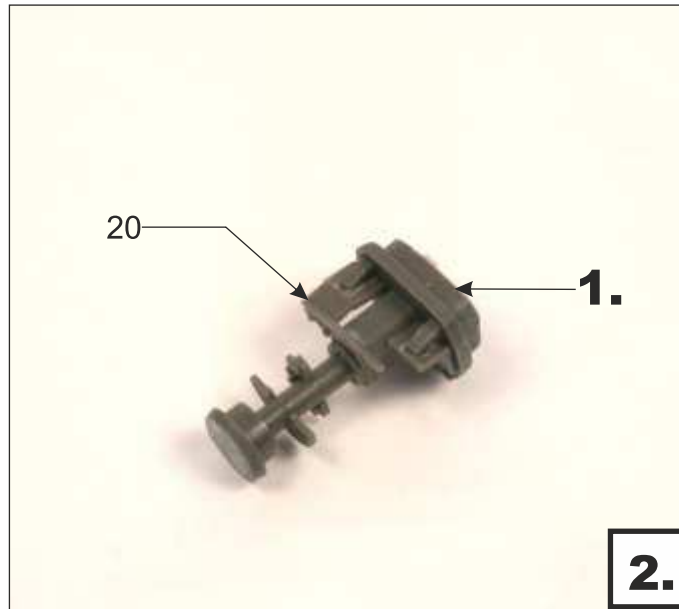
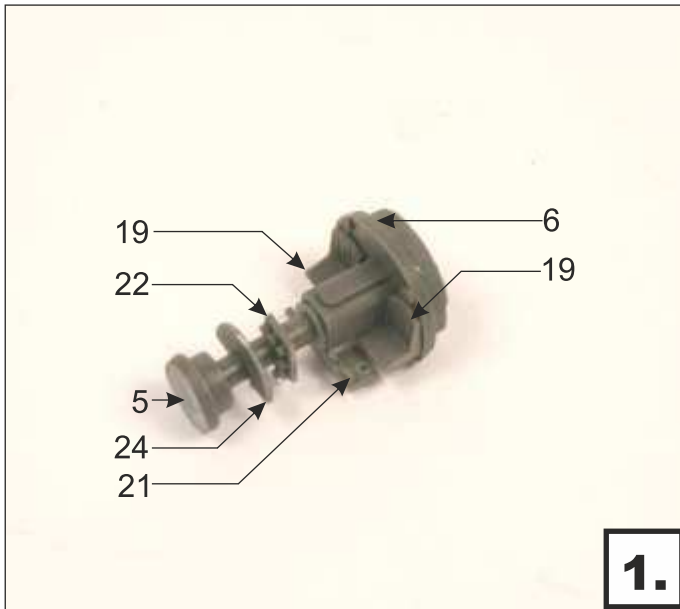
white metal
undercarriage legs



podvozkové nohy
z bílého kovu

K lepení použijte kyanoakrylátové lepidlo! Díly ohnuté, popř. pokroucené vlivem teplotních změn a stárnutí materiálu mohou být narovnány do požadovaného tvaru pomocí proudu teplé vody nebo vzduchu (fén na vlasy). Kontaktní plochy doporučujeme před lepením odmastit.

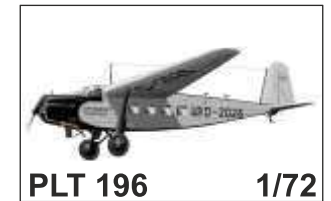
For best glueing results use cyanoacrylate glue! Parts slightly distorted and bended owing to temperature changes or due to material ageing can be straightened to requested shape by hot water or hot air jet. This process can be repeated till result is entirely satisfactory. Before glueing degreasing is recommended.

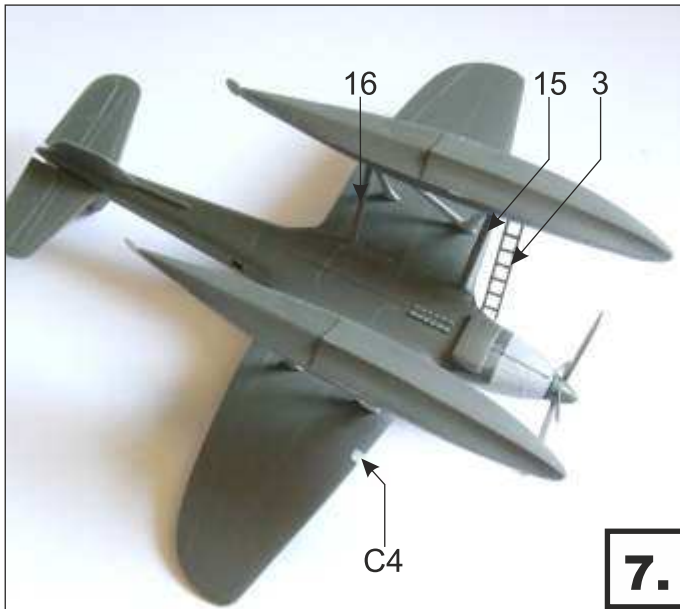


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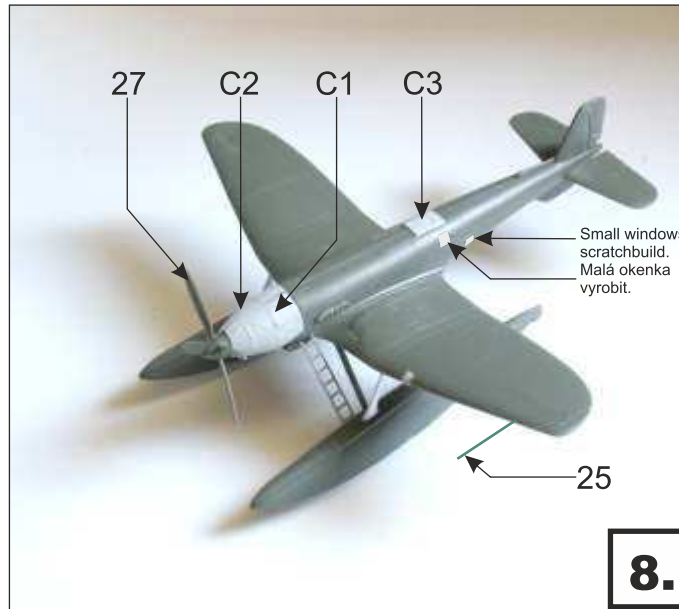
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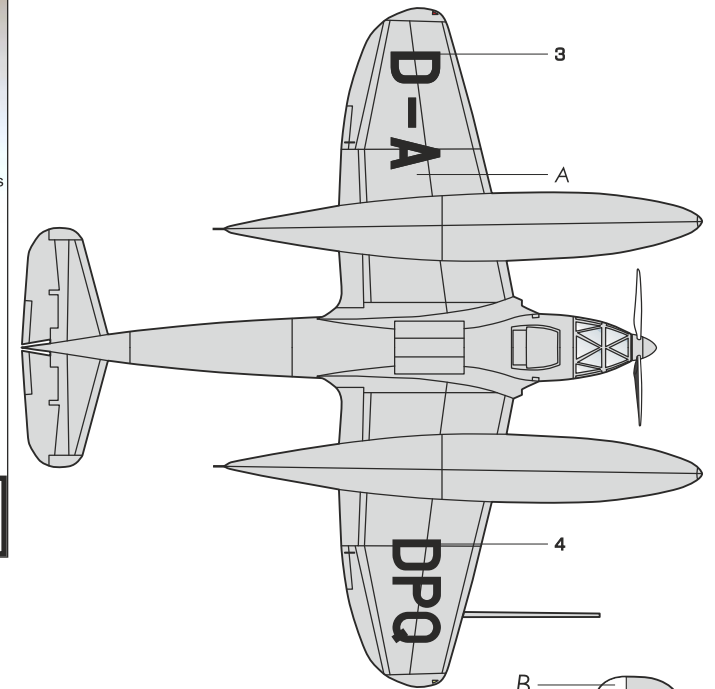




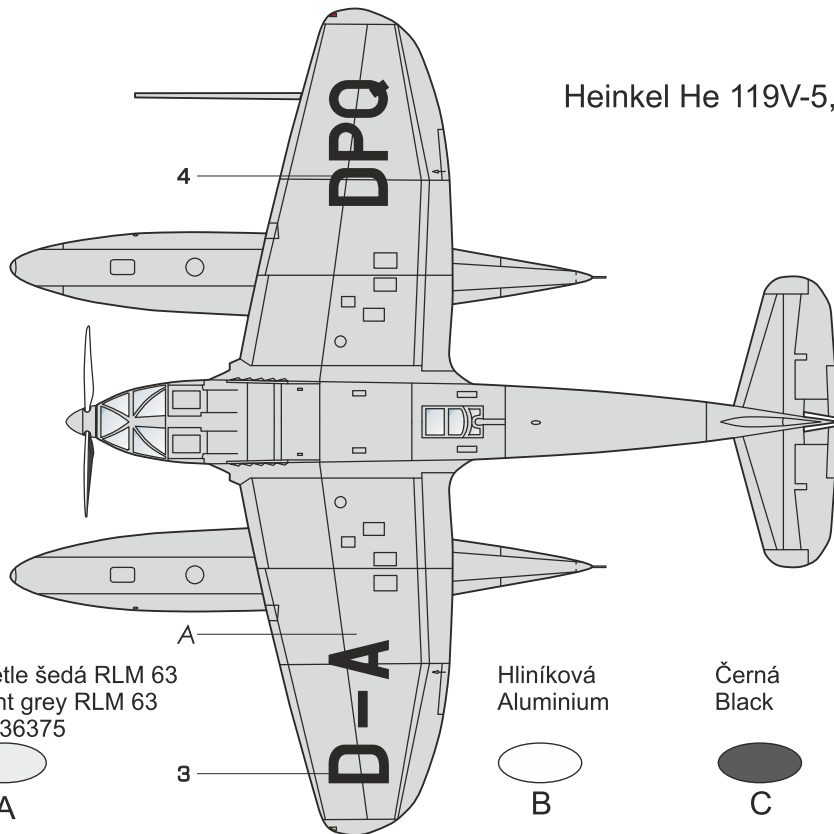
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8.



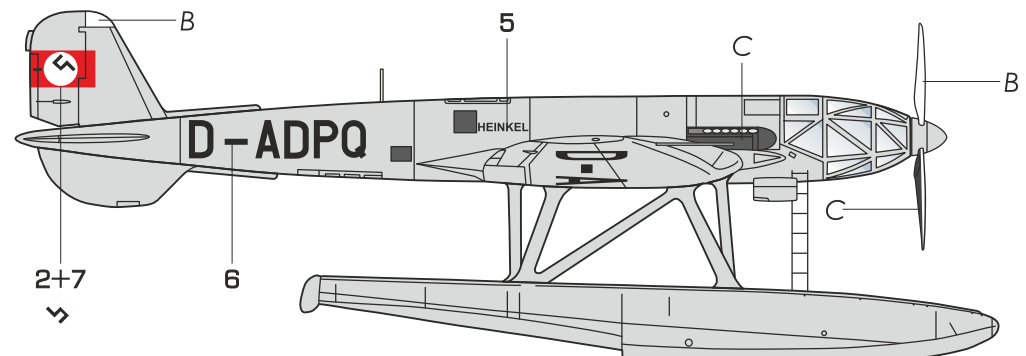
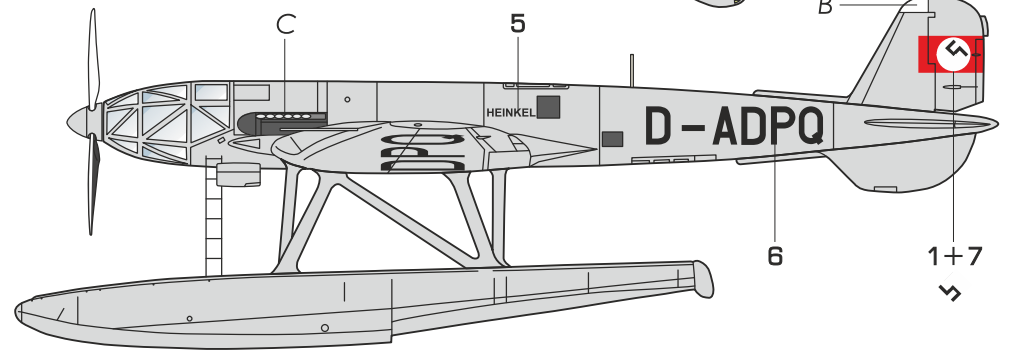
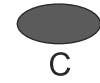
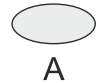
Heinkel He 119V-5, Travemunde, 1939



Světle šedá RLM 63
Light grey RLM 63
FS 36375

Hliníková
Aluminium

Černá
Black



H1010

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CMK

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Star Dust Pigments Colours Natural

- SD 01 DARK RUST
- SD 02 LIGHT RUST
- SD 03 SANDY DUST
- SD 04 VIETNAM EARTH
- SD 05 DARK EARTH
- SD 06 DARK DUST
- SD 07 LIGHT DUST
- SD 08 LIGHT EARTH
- SD 09 BRICK DUST
- SD 10 BLACK SMUT
- SD 11 WHITE
- SD 12 BLACK
- SD 13 DIRTY WHITE

Star Dust Pigments Colours Metallic

- MD 51 BRONZE
- MD 52 COPPER
- MD 53 GOLD
- MD 54 ALUMINIUM
- MD 55 BRASS



Help yourself set

H1011
CMK Sanding Stick

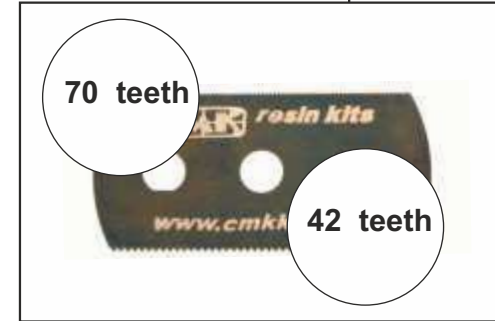


H1012
Debonder



Cyanoacrylate
Glue Remover
Intended for
plastic
materials
Not corrosive
to most plastic
Softens even
cured Glue

H1000 Ultra smooth and
extra smooth saw 1pcs



H1001
Ultra smooth saw (both sides)1pcs



H1002
Very smooth saw (both sides)1pcs



H1003
Smooth saw (both sides)1pcs

