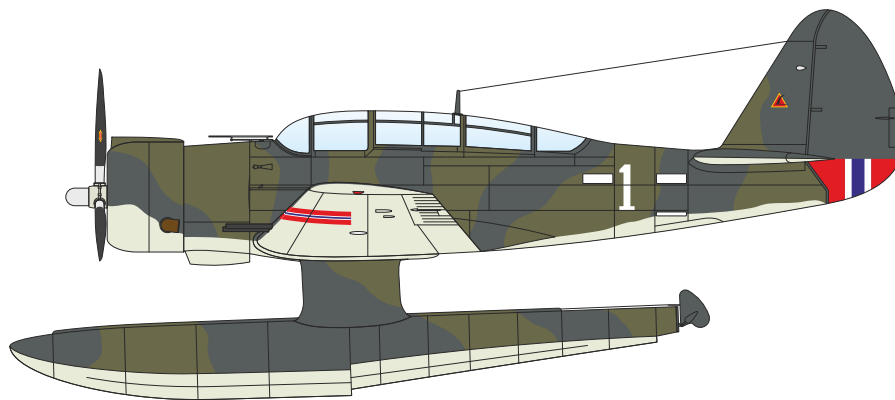




NÁVOD / INSTRUCTION

Northrop N-3PB

1/72

CZ - Historie

Norsko, obnovené jako samostatný stát v roce 1905 proklamovalo ihned při svém vzniku neutralitu. Zatímco první světové válce se díky neutralitě vyhlo, během druhé světové války bylo napadeno a posléze obsazeno fašistickým Německem. Hrozby útoku na Norsko si byli norští odpovědní činitelé vědomi a v předvečer vypuknutí války se rozhodli posílit své velmi zastaralé letectvo. V USA norská nákupní mise objednala stíhačky Curtiss 75A-8 Hawk, jednomotorové bombardéry Douglas DB8A-5 (model v měřítku 1/72 vyrábíme pod kat. č. MPM 72536) a také plovákové torpédové a protiponorkové letouny N-3PB firmy Northrop. Všechny tyto letouny spojovala pohonná jednotka, Norové si zvolili jako standardní motor typ R-1820 firmy Wright. Typy DB-8 a N-3PB ale navíc spojovala osobnost konstruktéra. Oba typy zkonstruoval John Northrop. (konstrukci DB-8 prodal Douglasovi se svou dřívější továrnou, kde byla vyráběna pod označením A-17/A-17A. Do Norska před jeho napadením byly dodány jen stíhačky Hawk. Dvacetčtyři vyrobených N-3PB bylo dodáno až v březnu 1941 exilovému norskému letectvu. Nejprve byly používány k výcviku v Kanadě, na území, které poskytla kanadská vláda Norům k výcviku. tato oblast byla nazývána Little Norway. Osmnáct strojů bylo předáno No.330 (Norway) sqn. RAF. Ta na těchto letounech operovala v povětrnostně velmi nehostinných podmínkách ze základny Patricia Bay. Později byla squadrona přezbrojena na letouny Catalina a N-3PB byly používány k výcviku, transportním a spojovacím letům.

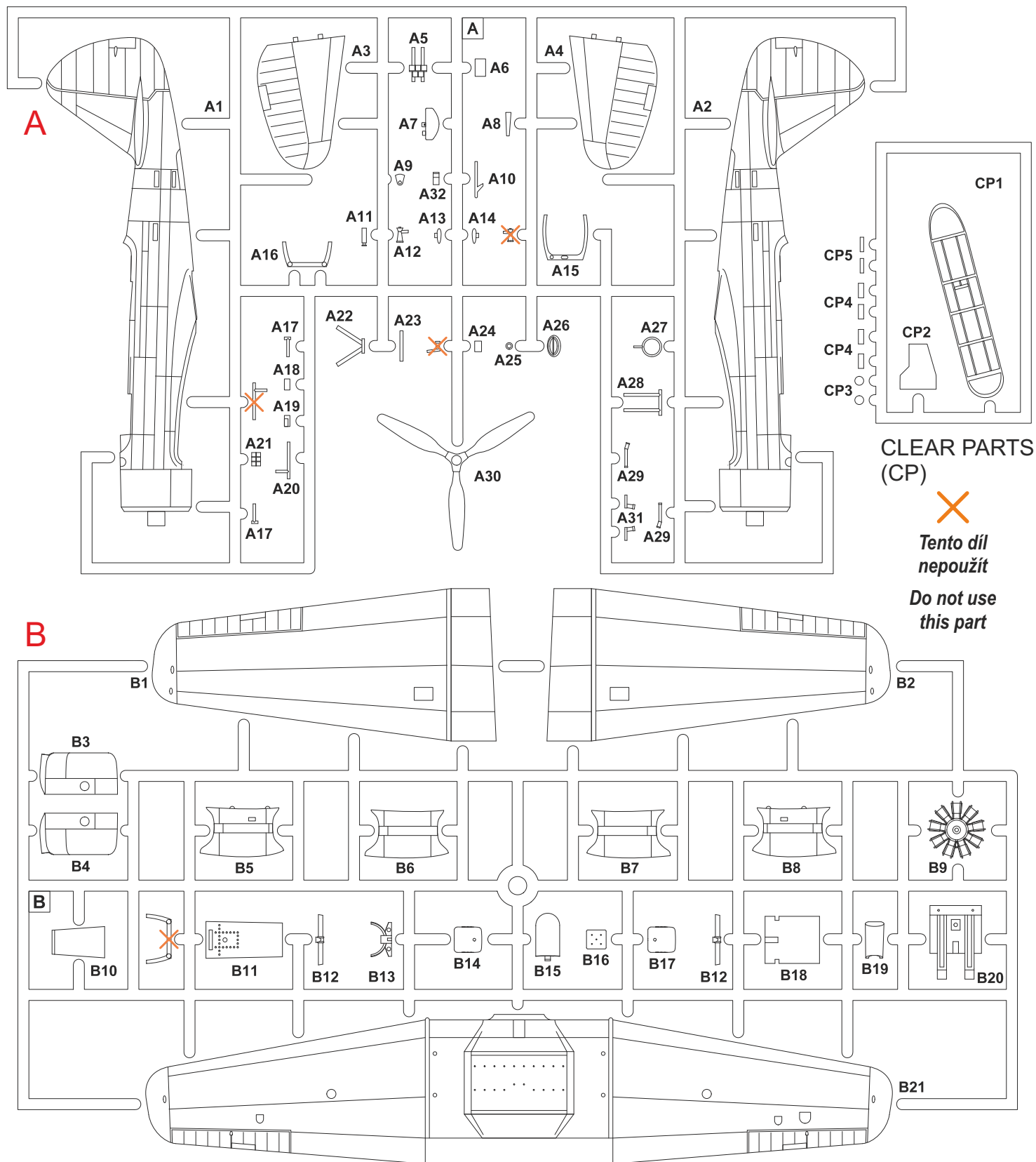
délka: 10,98 m, rozpětí: 14,91 m, max. rychlost: 414 km/h v úrovni moře, dolet: 1610 km, dostup: 7320 m, výzbroj: 4x pevný kulomet v křídle (12,7 mm), 2x kulomet (7,76 mm), 1x 900 kg torpeda nebo váhový ekvivalent bomb či hlubinných bomb.

EN - History

Norway, re-established as an independent country in 1905, declared its neutrality right after its inception. The neutrality helped Norway to avoid being dragged into World War 1, but during WW2, Norway was attacked and occupied by Nazi Germany. Norwegian politicians were fully aware of possible German threat and on the eve of the German attack, they decided to re-equip and strengthen the Norway's obsolete air force. The Norwegian purchasing commission made an order in the USA for Curtiss 75A-8 Hawk fighter planes, single-engined Douglas DB8A-5 bombers (already produced in 1/72 scale by MPM under cat.no 72536) and also for Northrop N-3PB floatplanes capable of carrying torpedos and suitable for anti-sub missions. All those aircraft used the same power-plant chosen by the Norwegians and it was a R-1820 radial engine produced by Wright company. What is more, the DB-8 and N-3PB types had been designed by the same designer, John Northrop. (He sold the DB-8 design to Douglas along with his factory where the type had been produced under A-17/A-17A name). By the time of the German invasion to Norway, only the Hawk fighters had been delivered. Twenty-four of the already built N-3PB aircraft were delivered later, during March 1941 to the Norwegian air force in exile. Initially, the planes were used for training purposes in the so-called Little Norway which was an area provided by the Canadian government to the Norwegians. In total 18 planes were handed over to No.330 (Norway) sqn RAF that operated them under very inhospitable weather conditions from Patricia Bay RCAF station, Vancouver Island in Canada and also from Island Harbour base in Toronto. The squadron was later re-equipped with Catalina flying boats and the Northtop floatplanes were used only for training, transport and communication flights.

Length: 10,98 m, wingspan: 14,91 m, max. speed: 414 km/h at sea level, range: 1610 km, service ceiling: 7320 m, armament: 4x fixed machine gun in the wings (12,7 mm), 2x machine gun (7,76 mm), 1x 2000 lb torpedo or equivalent weight of bombs or depth charges.

KIT PARTS

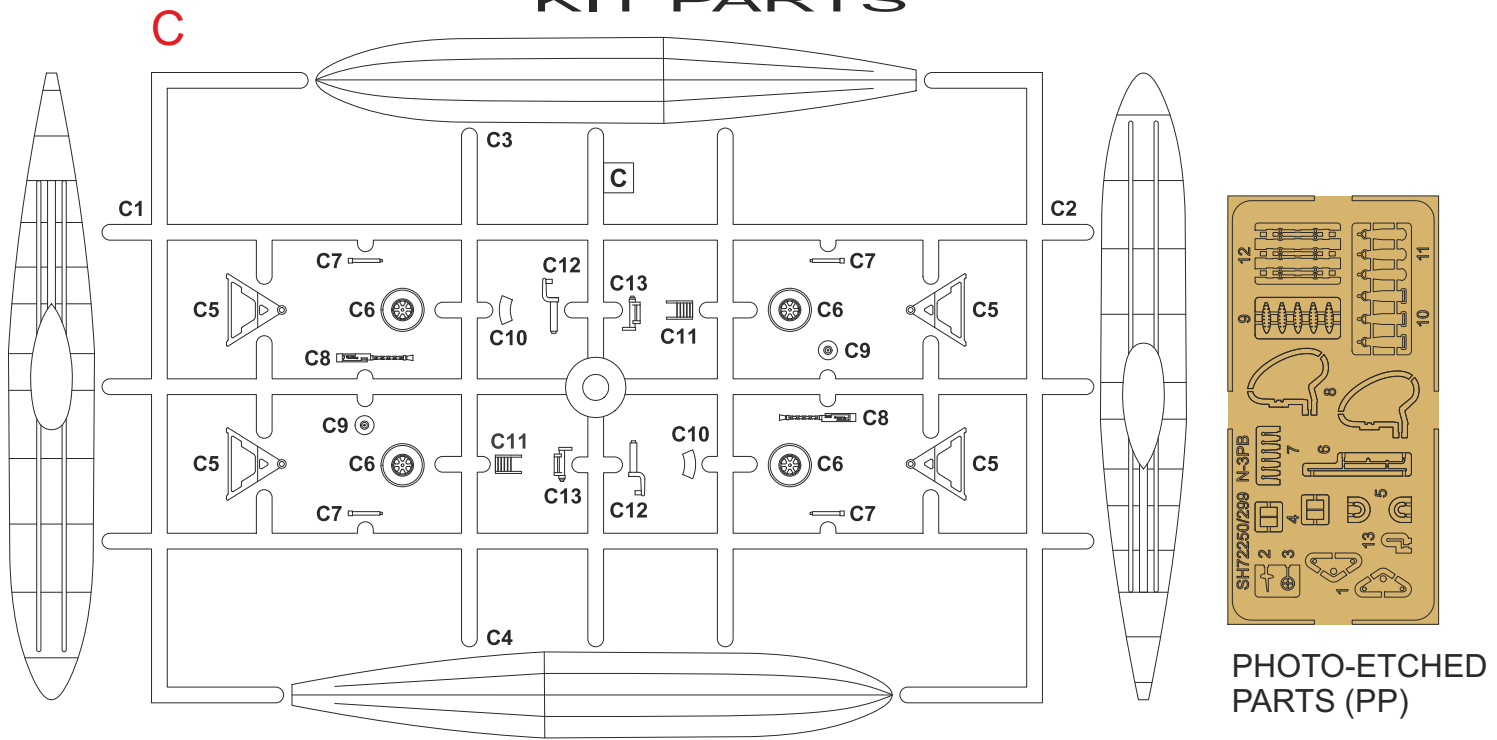


A Black/černá	H12 / C33	Barvy GUNZE/ GUNZE Colour No.	E Sail/plátno	H85 / C45
B Aluminium/hliník	H8 / C8	I Sky/nebeská modrá	F Tire Black/barva pneumatik	H77 / C137
C Metal Black/kovově černá	H28 / C78	J Light Grey/šedá	G Burnt Iron/opálený kov	H76/ C61
D Interior Green/inter. zelená	H58 / C27	J Light Grey/šedá	H Leather/kůže	M47/C41+H92/C49 (80%+20%)

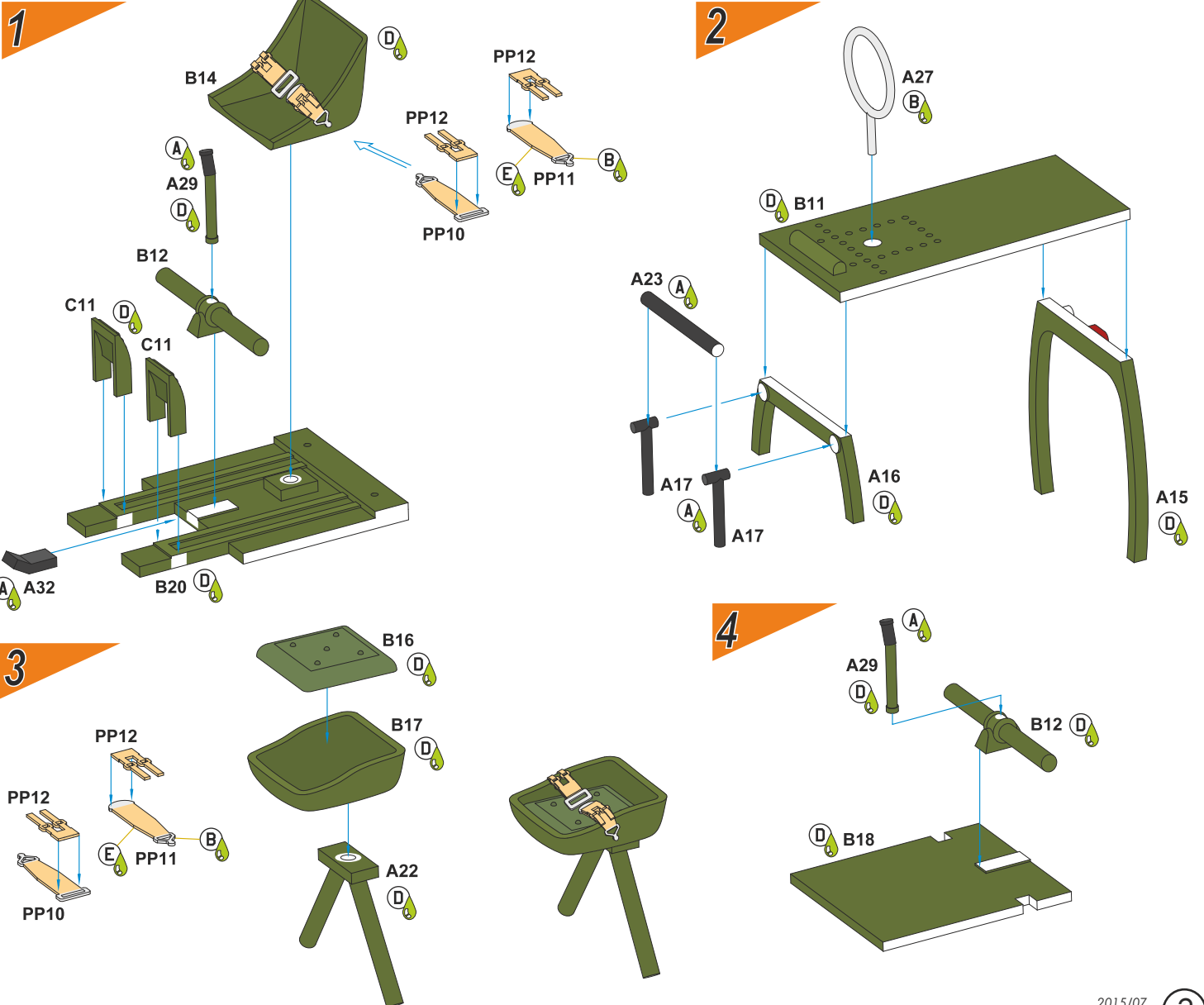
SYMBOLS

? MOŽNOST VOLBY OPTIONAL NACH BELIEBEN OPTION	POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO INSTANT CYANOACRYLATE GLUE ZYANOAKRYLATKLEBER COLLE CYANOACRYLAT	OHNOUT BEND BIEGEN COURBER	ZHOTOVIT NOVÉ SCRATCH BUILD FERTIGSTELLEN ACHEVER	ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER	GSI A colours code	NATŘÍT COLOUR FARBEN PEINDRE
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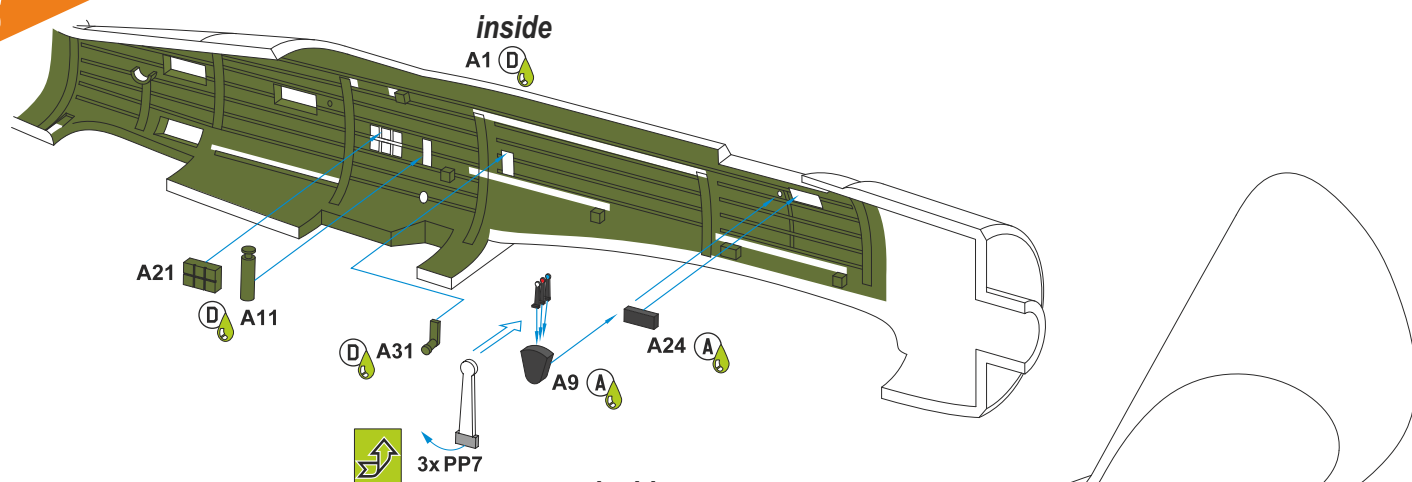
KIT PARTS



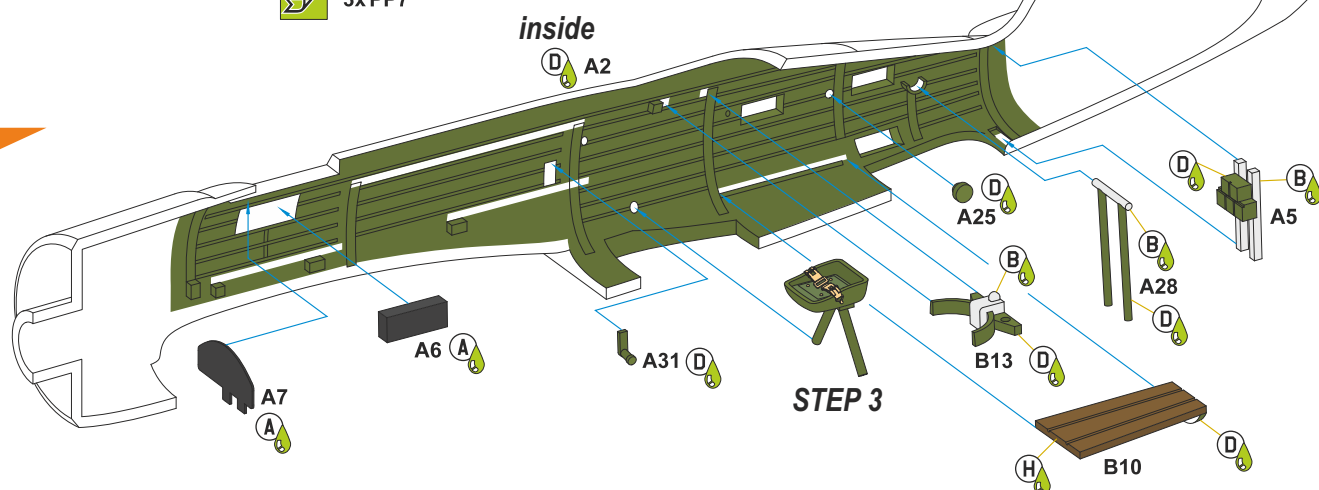
SESTAVA - ASSEMBLY



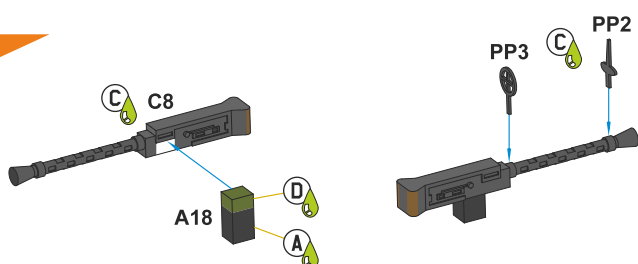
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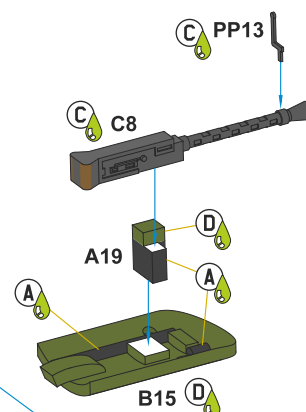
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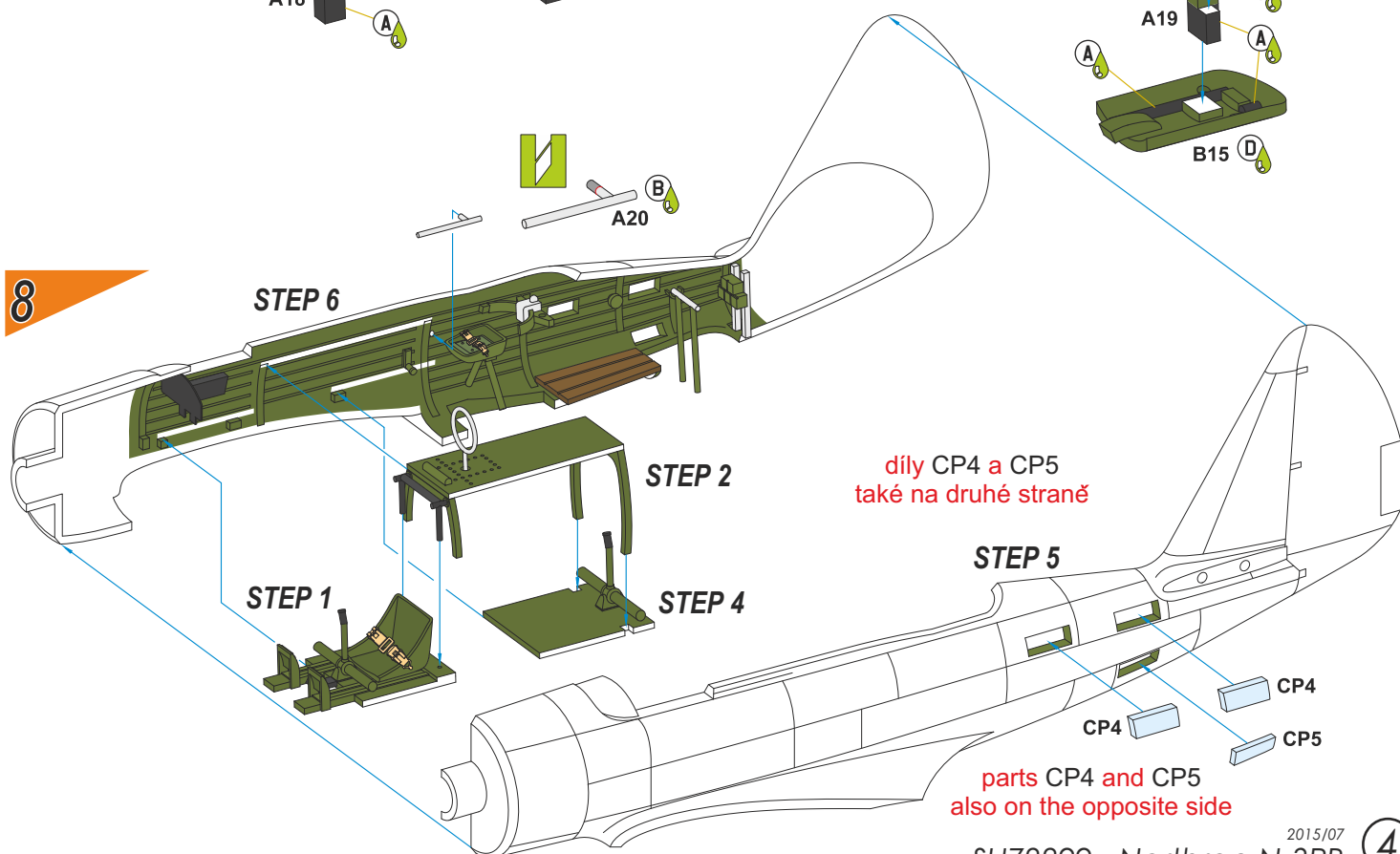
7a



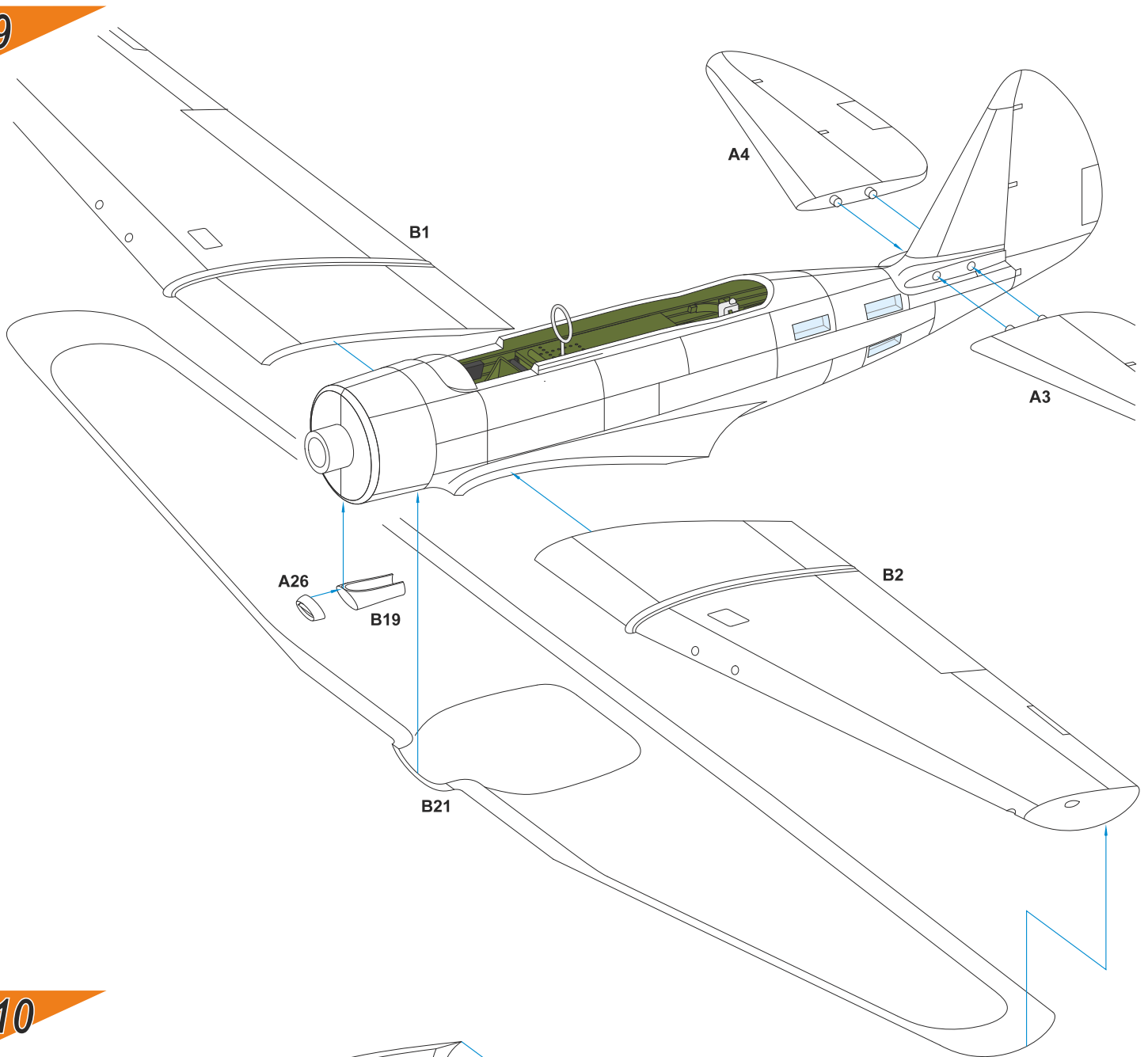
7b



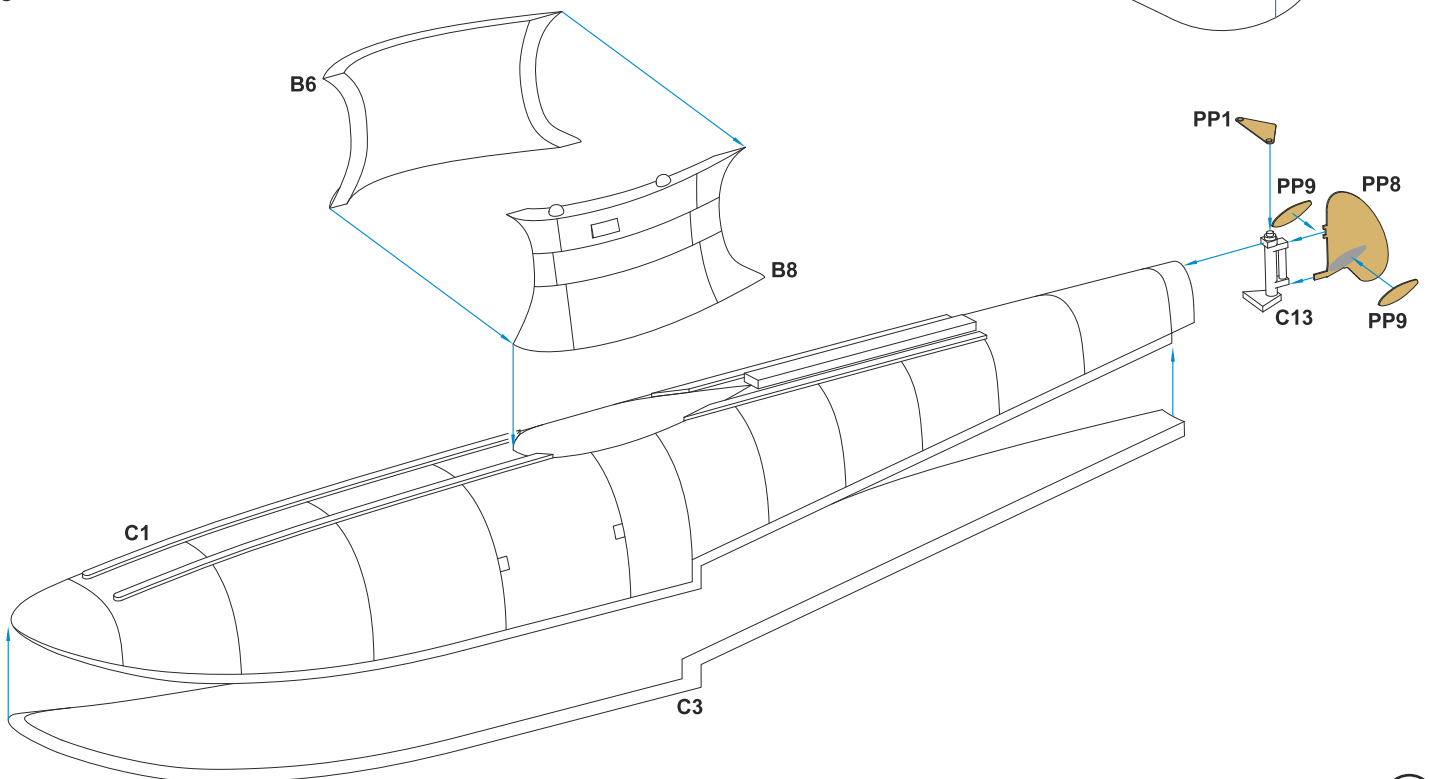
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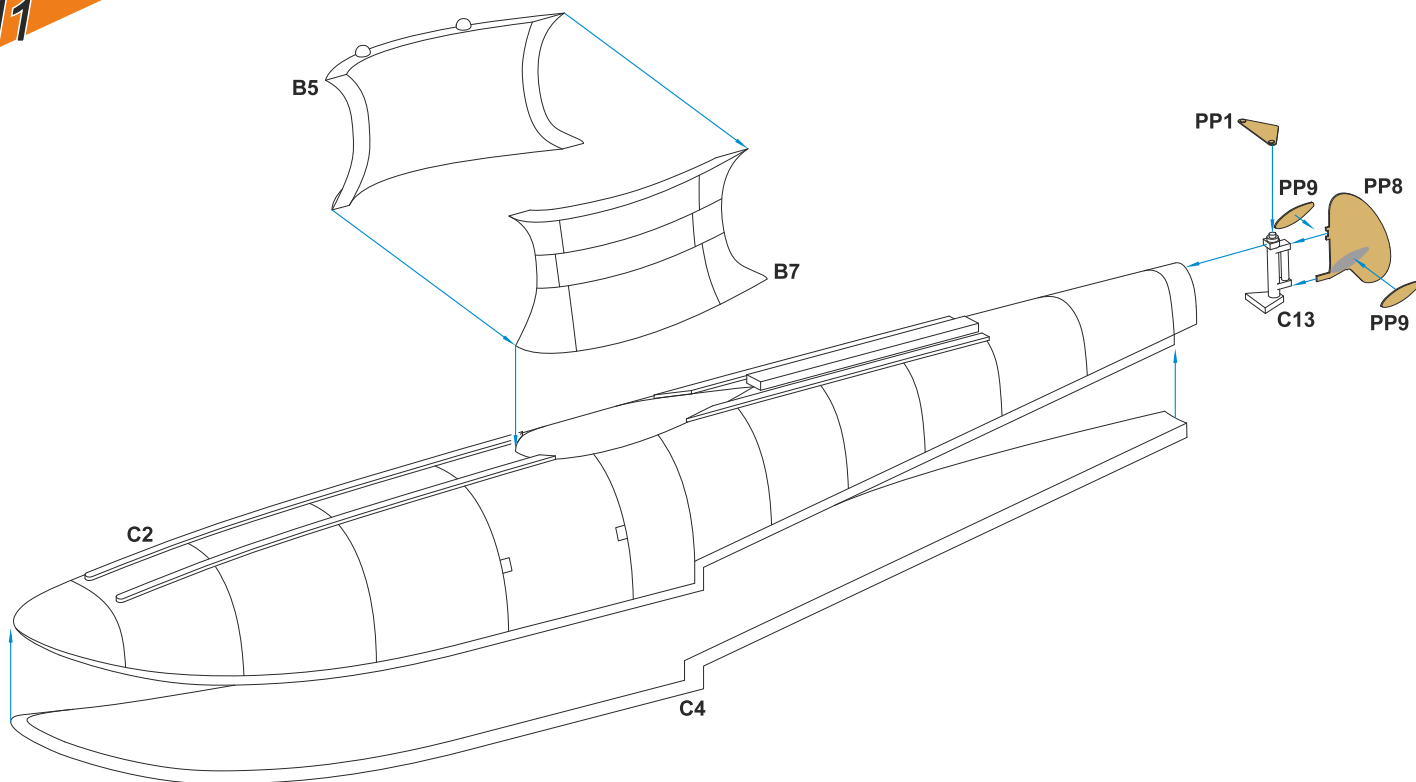
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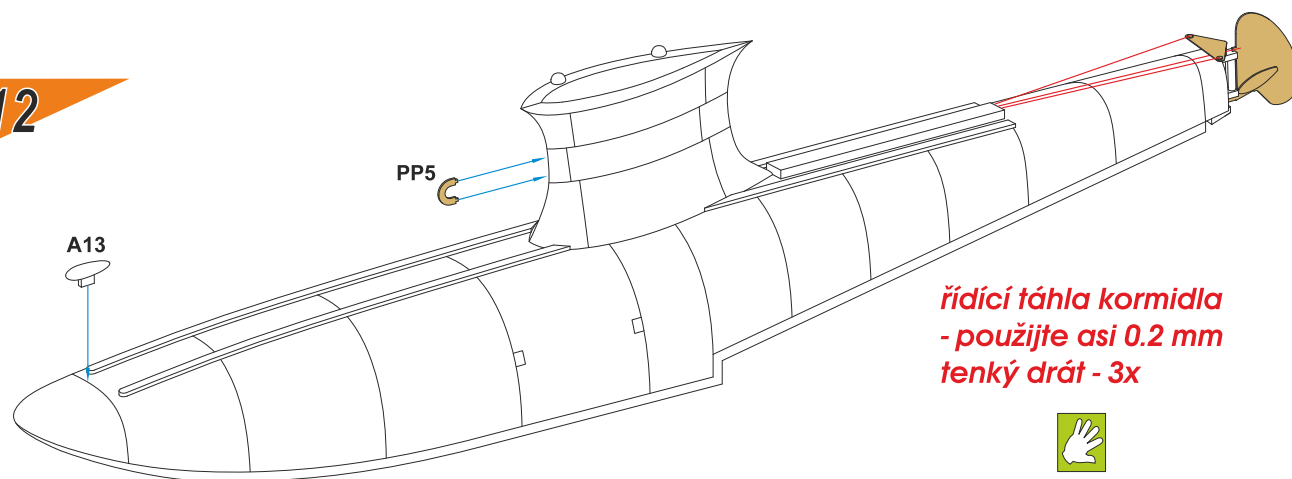
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11



12

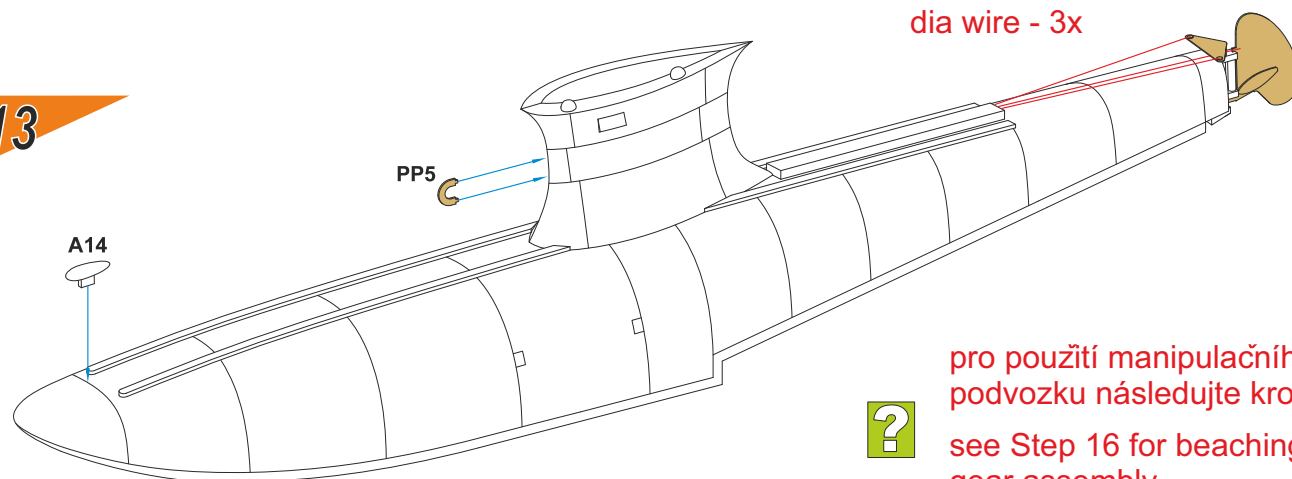


řídící táhla kormidla
- použijte asi 0.2 mm
tenký drát - 3x



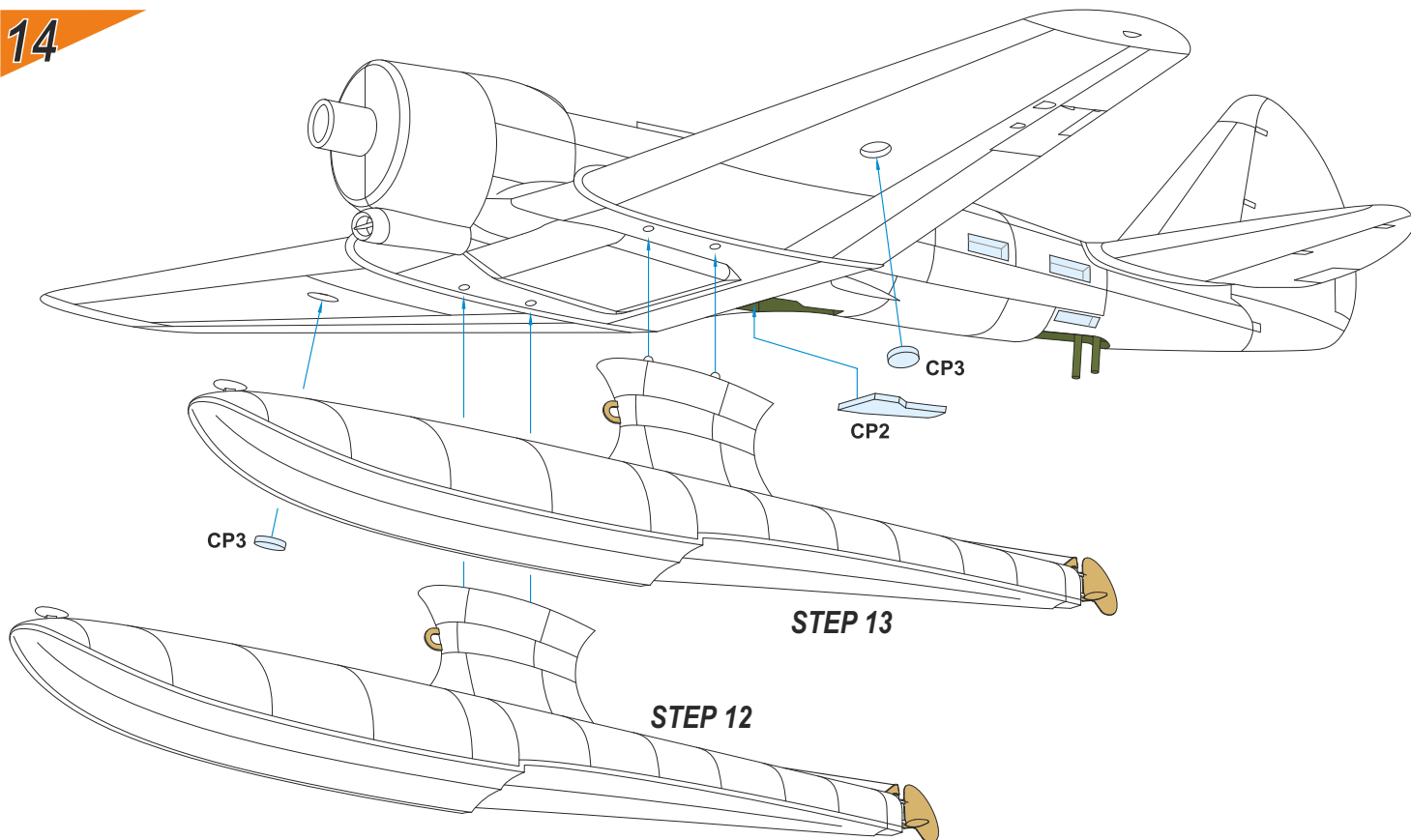
water rudder control cables
- use ca 0.2 mm
dia wire - 3x

13

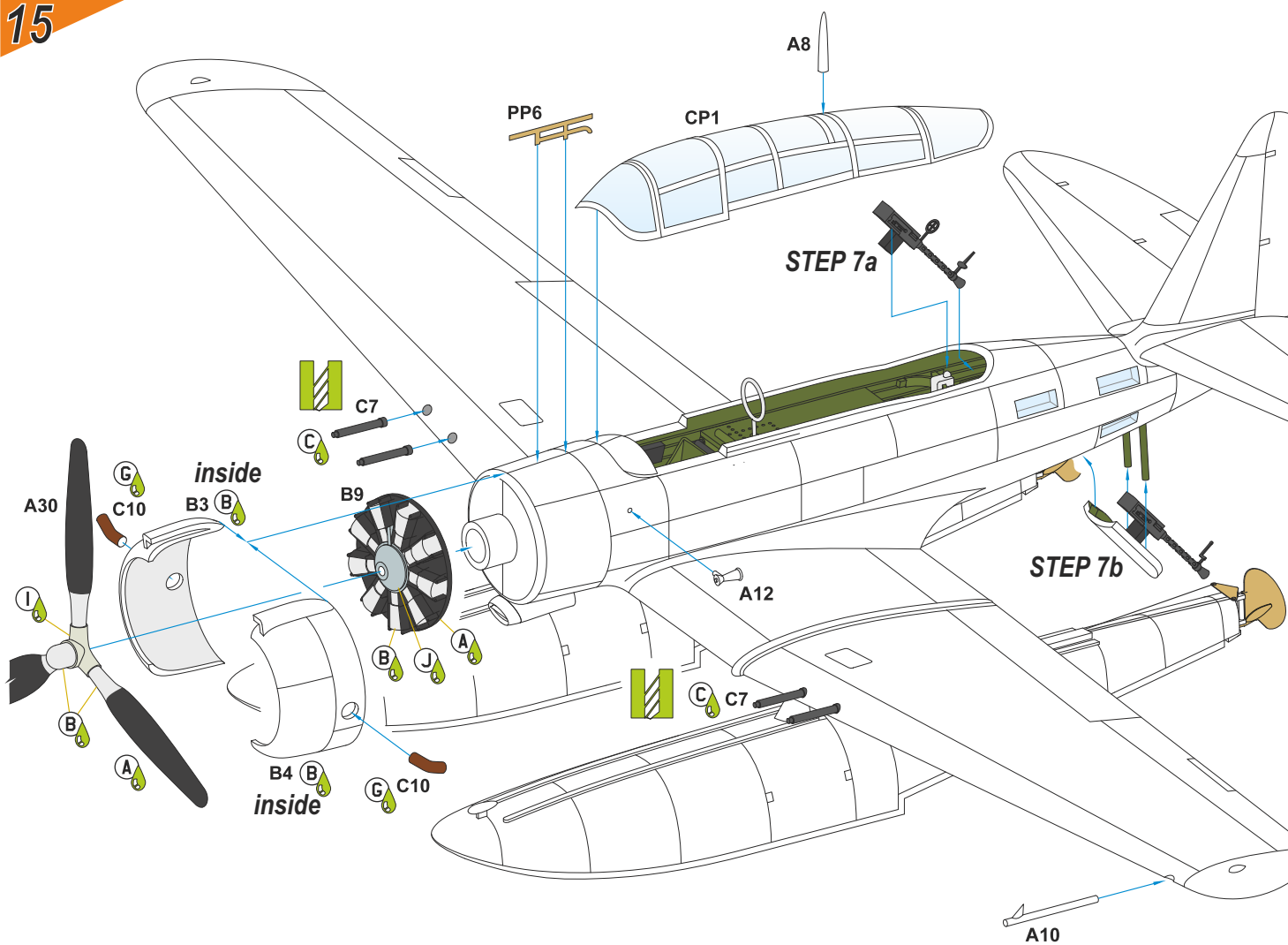


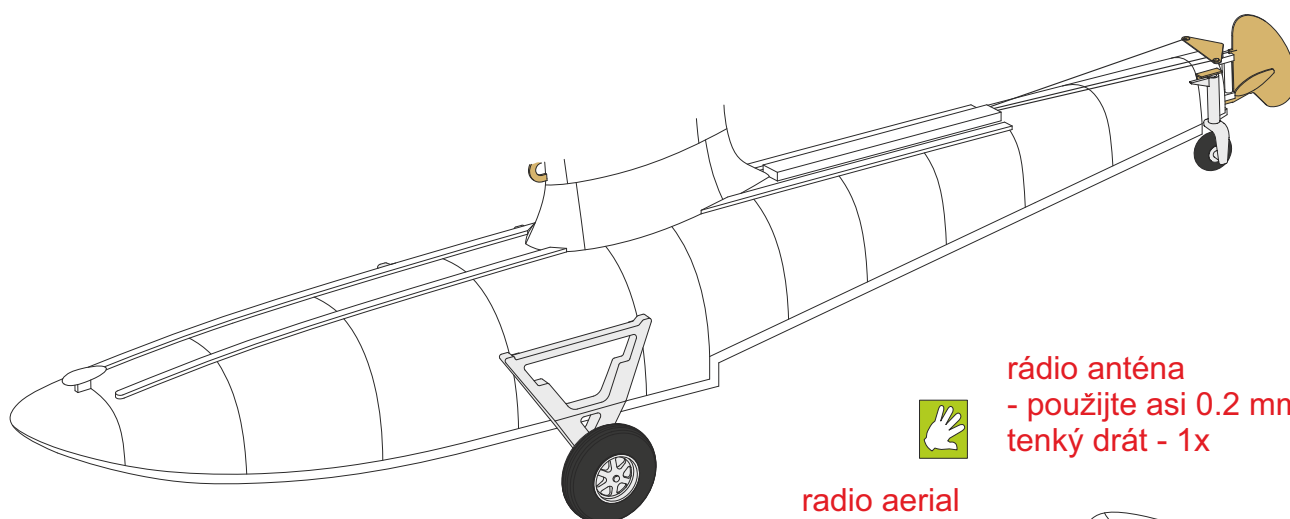
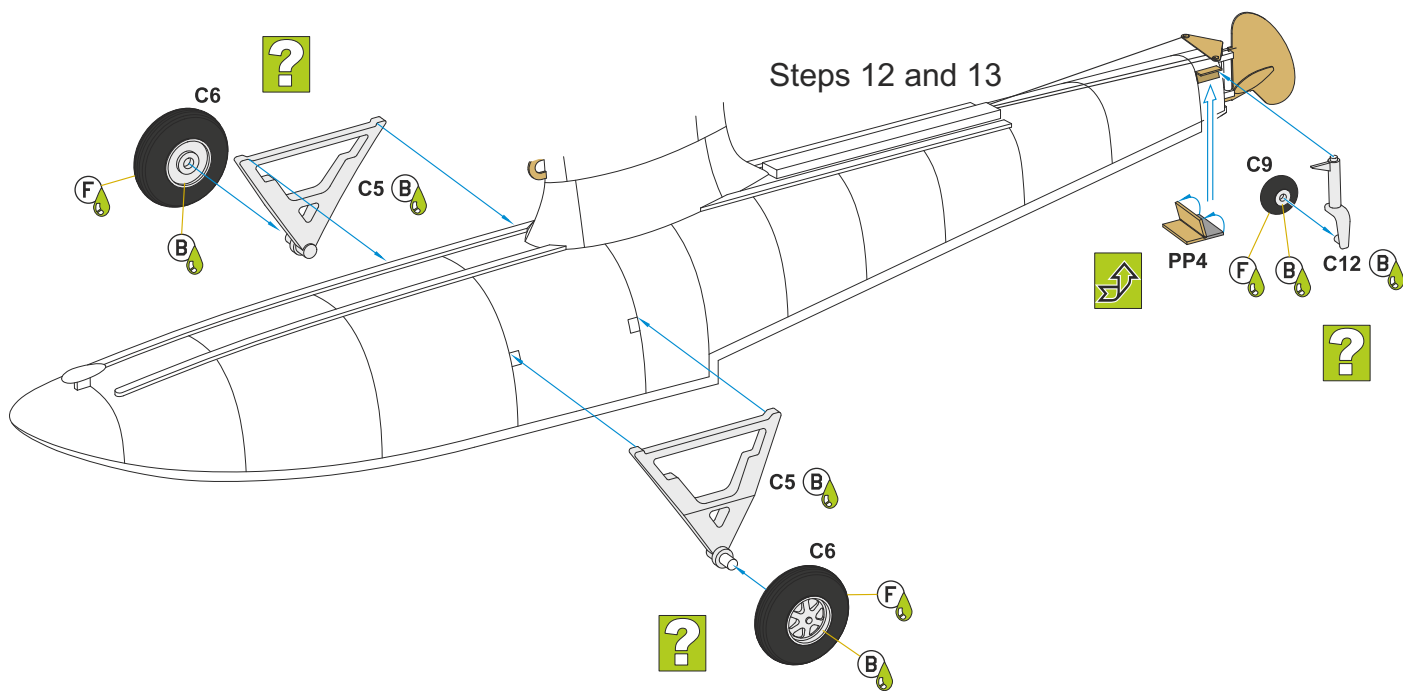
**pro použití manipulačního
podvozku následujte krok 16**
**see Step 16 for beaching
gear assembly**

14



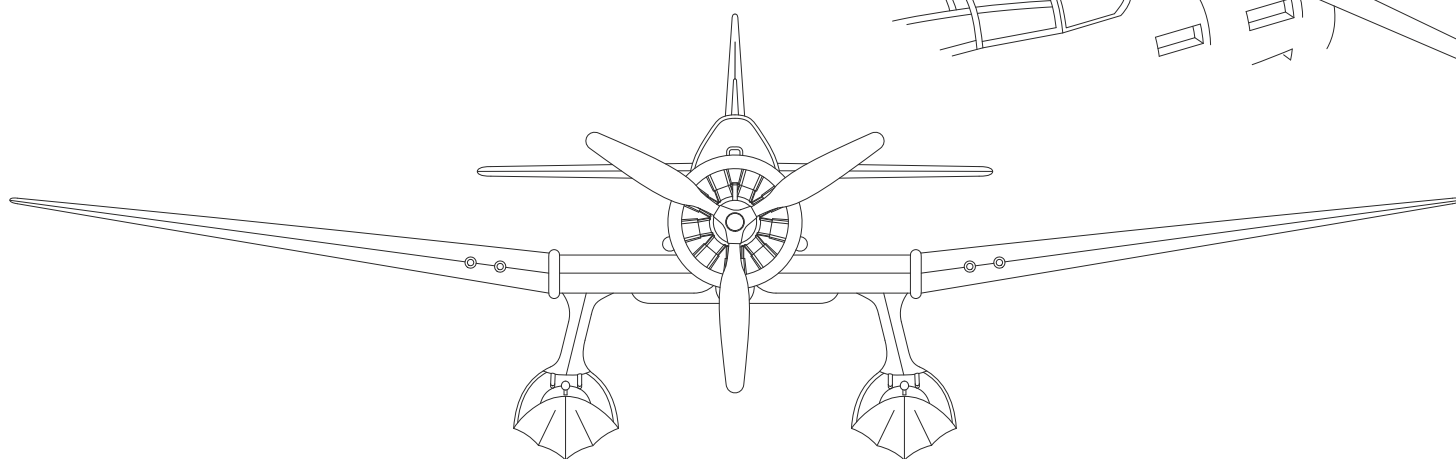
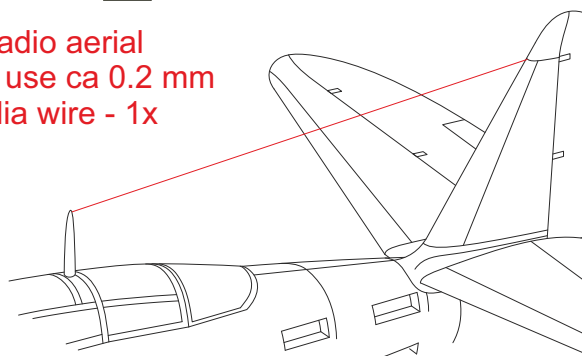
15





rádio anténa
- použijte asi 0.2 mm
tenký drát - 1x

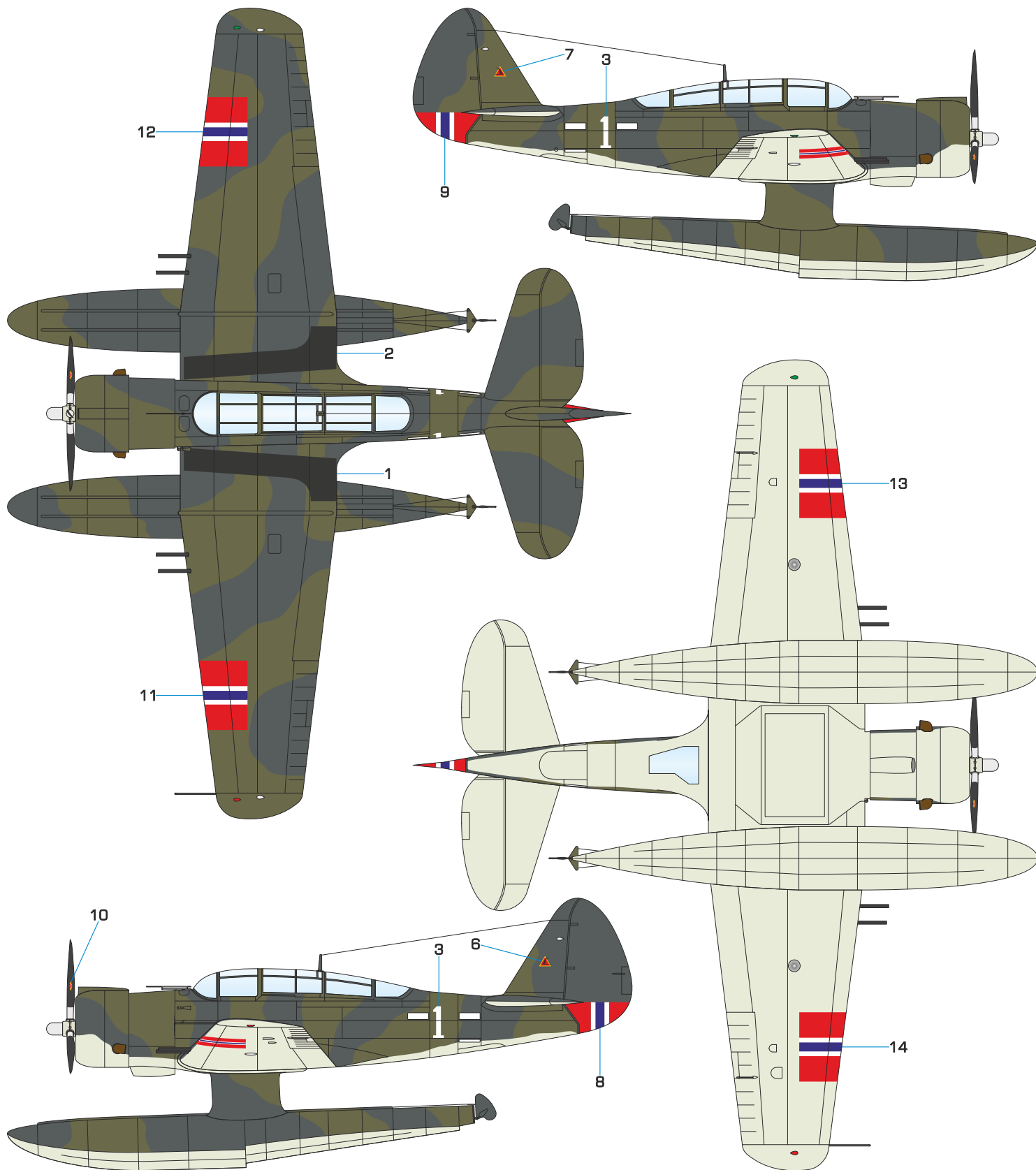
radio aerial
- use ca 0.2 mm
dia wire - 1x



N-3PB, bílá 1 (c/n 301), zalétávací pilot firmy Northrop Vance Breese, první vyrobený kus, testovaný na kalifornském jezeře Elsinore, USA, 1940. Po zkouškách byl přesunut do Little Norway a v roce 1941 na Island. Během služby u No.330 sqn. RAF dostal označení GS-M. 25. dubna 1942 se nevrátil z bojového letu s osádkou H. A. Bugge, F. G. Whist a S. H. Pedersen.

N-3PB, white 1 (c/n 301), the first N-3PB airframe to be built, was flown by Northrop's test pilot Vance Breese from Californian Lake Elsinore, USA, 1940. Following the tests, it was transferred to Little Norway and finally (in 1941) to Iceland. During its service with No.330 sqn RAF it wore GS-M codes and on 25 April, 1942 it failed to return from a mission, crew of H. A. Bugge, F. G. Whist and S. H. Pedersen perished.

CAM. A



Tmavá mořská šedá
Extra Dark Sea grey
H333/C333

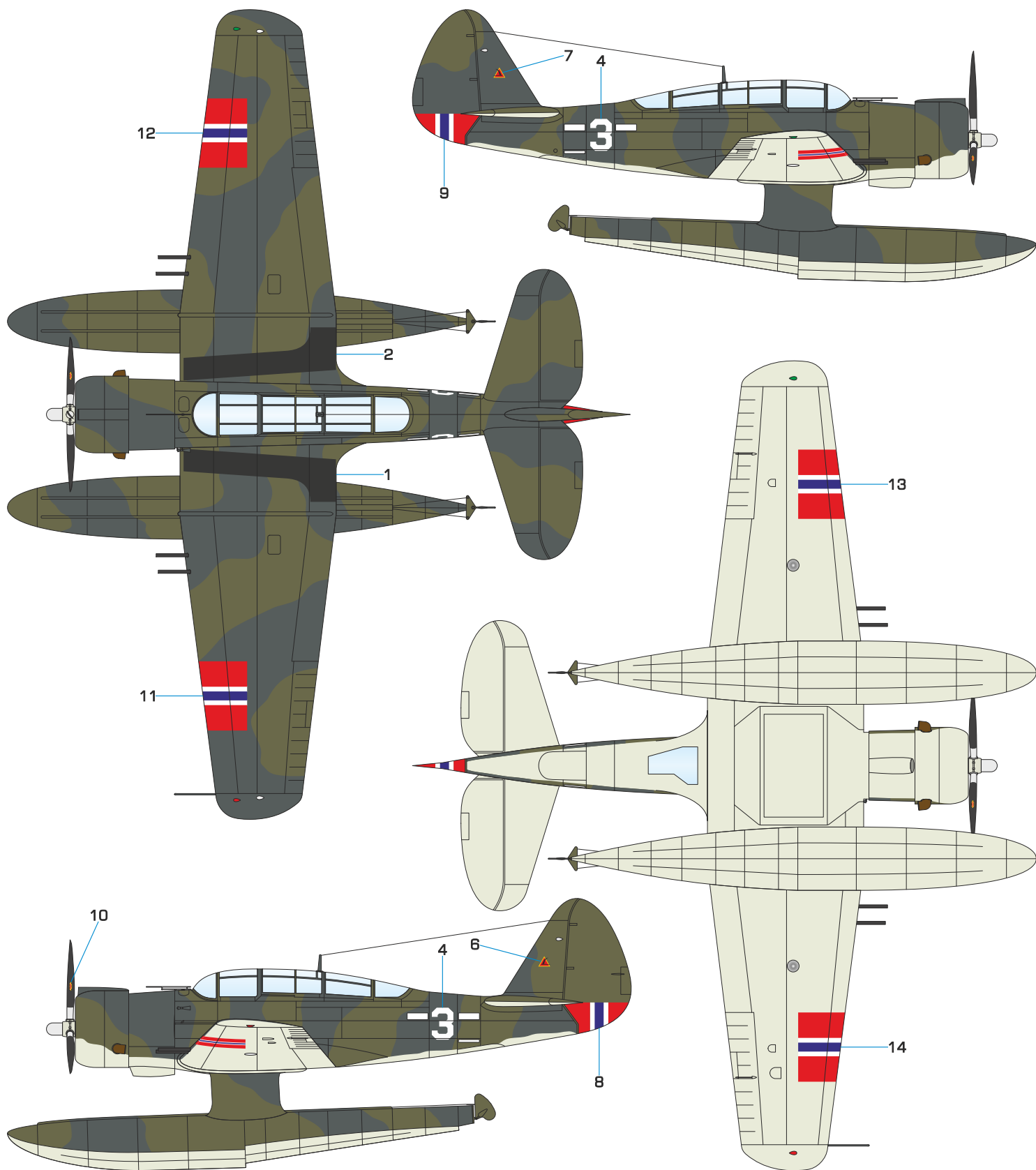
Tmavá břidlicově šedá
Dark Slate Grey
H78/C38 50%
H32/C40 50%

Nebeská modrá
Sky
H74/C26

N-3PB, bílá 3, RCAF station Jerico Beach, Little Norway, Canada, 1941. 21. února 1941 stroj havaroval a dvoučlenná osádka zahynula.

N-3PB, white 3, RCAF station Jerico Beach, Little Norway, Canada, 1941. On 21 February, 1941, the plane crashed and its crew of two died.

CAM. B



Tmavá mořská šedá
Extra Dark Sea grey
H333/C333

Tmavá břidlicově šedá
Dark Slate Grey
H78/C38 50%
H32/C40 50%

Nebeská modrá
Sky
H74/C26

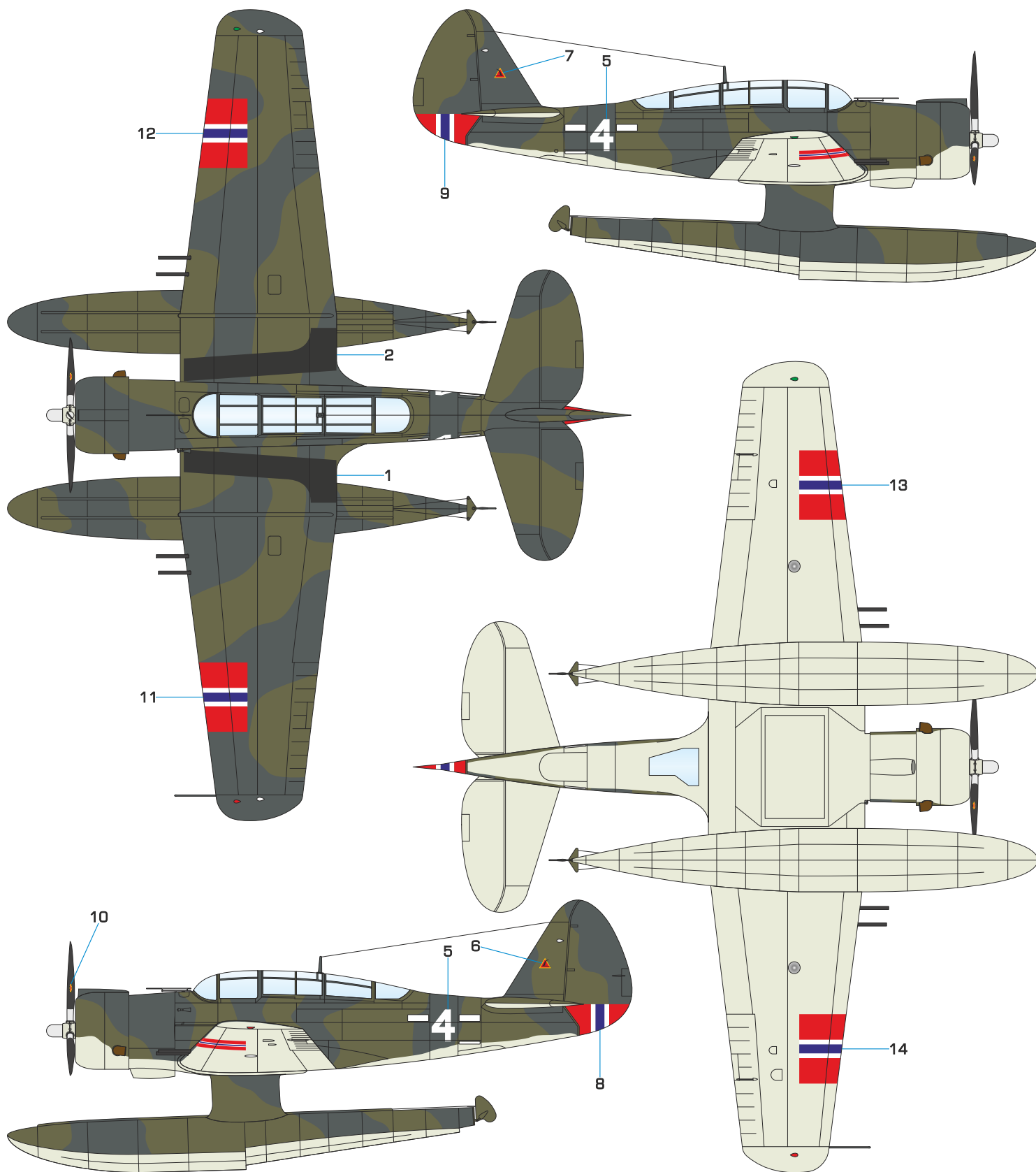
MPM
Production
GUNZE
SANGYO

2015/02
SH72299 N-3PB

N-3PB, bílá 4 (c/n 304), stroj je doložen na RCAF station Jerico Beach, Vancouver a později na Island Harbour v Toronto, Little Norway, Kanada, 1941. Během služby u No.330 sqn. RAF dostal označení GS-V. 24. listopadu 1942 havaroval při startu z islandské základny Akureyri. Osádka tři mužů v čele s L. K. Solbergem havárii přežila.

N-3PB, white 4 (c/n 304), as seen at RCAF station Jerico Beach, Vancouver and later at Island Harbour in Toronto, Little Norway, Canada, 1941. During its RAF service with No.330sqn it wore GS-V fuselage code letters. The plane crashed while taking off from Akureyri base, Iceland, its pilot L.K.Solberg and other two crew-members survived.

CAM. C



Tmavá mořská šedá
Extra Dark Sea grey
H333/C333

Tmavá břidlicově šedá
Dark Slate Grey
H78/C38 50%
H32/C40 50%

Nebeská modrá
Sky
H74/C26