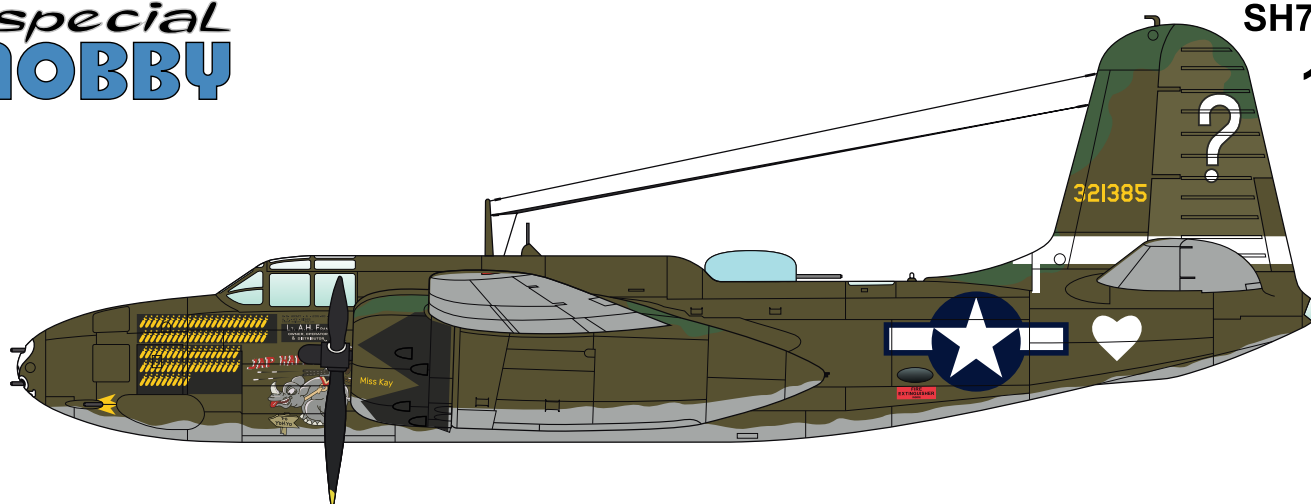




A-20G Havoc 'Over Europe and Pacific'

EN

A-20G was the Havoc's first mass produced version for the USAAF. Compared to earlier versions the crew was reduced to only two members and the solid nose contained boosted armament. The early production blocks from A-20G-1 to G-15 were equipped with four 20 mm M1 cannons and two 12.7mm machine guns and early enclosed dorsal gunner's station with flexible mounted machine guns. Thanks to the weight increase and the M1 cannons jamming the USAAF was not satisfied with the early aircraft performances. 250 aircraft of the early batch were eventually given to the USSR under Lend-Lease. The rest of the already produced aircraft armament changed from cannon to machine guns. From A-20G-20 the aircraft were delivered with six nose mounted 12.7 mm machine guns and electrically driven Martin turret with two 12.7 mm machine guns mounted into widened dorsal position. The subsequent production blocks were the same.

Bomber version A-20J intended for European Theatre was based on A-20G. This version received the glazed nose section for navigator-bombardier. These aircraft were also used as A-20G formation leaders.

Since the Havocs' weight increased constantly the last produced versions in Santa Monica received more powerful R-2600-29 engines. Engines were the only difference from A-20G. The ground attack version with R-2600-29 engines was designated A-20H and bomber version A-20K.

USAAF deployed A-20Gs to both European and Pacific theaters. Gunships A-20G in Pacific participated in fights over New Guinea, Philippines, Palau Islands, Thai-Wan and Okinawa. In Europe, the late versions of US Havocs participated in fights over Sicily and Italy but were mainly deployed over Western Europe from their bases in Great Britain. Except USAAF were A-20J and K Havocs used by RAF that deployed them under its own designation Boston Mk.IV (A-20J) and Boston Mk.V (A-20K) mainly over Italy. Havocs were also operated by Free French 342nd Squadron Lorraine under RAF. USSR received A-20Gs of early as so the later production blocks and assigned them to both air force units and navy units. RAAF received twenty nine A-20Gs. The Gs completed the early version of Havocs / Bostons in RAAF 22 Squadron. Several machines were destroyed during heavy Japanese air raid on November 23, 1944. The remaining A-20Gs were returned to USAAF and RAAF 22 Squadron was re-equipped with Beaufighters. Under Lend-Lease, 31 A-20K were delivered to Brazil where served up to the 1950s.

Technical Data: wing span: 18.69 m, length: 14.81 m, max. Speed: 490 km/h at sea level / 510 km/h at 3050 m, service Ceiling: 7230 m, range: 1610 km with 900 kg bomb load.

CZ

A-20G byla první opravdu masově vyráběnou verzí Havocu pro letectvo US Army. Oproti starším verzím byla redukována osádka na dva členy, předtím byla zaplechována a byla do ní soustředěna zesílená hlavní výzbroj. První výrobní bloky A-20G-1 až G-15 dostaly výzbroj čtyř kanonů M1 a dvou kulometů ráže 12,7 mm a měly ještě původní provedení nekrytého stříliště. Protože došlo k nárůstu hmotnosti, a kanony M1 se při delších dávkách zasekávaly, nebylo s výkony prvních A-20G letectvo US Army spokojeno. Dvěstěpadesát kusů této verze dostal Sovětský svaz. U ostatních strojů byly kanony nahrazeny kulomety. Nejpozději od výrobního bloku A-20G-20 byly dodávány Havocy standardně s šesti kulomety ráže 12,7 mm v přídě a s do rozšířeného trupu instalovanou střeleckou věží Martin se dvěma kulomety ráže 12,7 mm. Další bloky byly shodné.

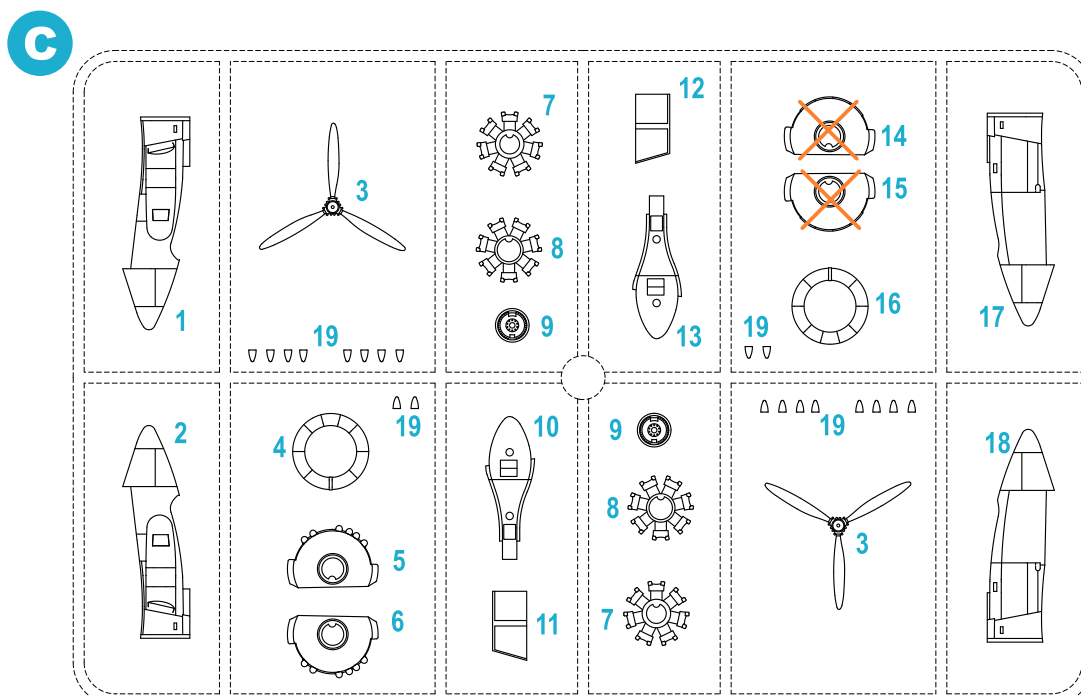
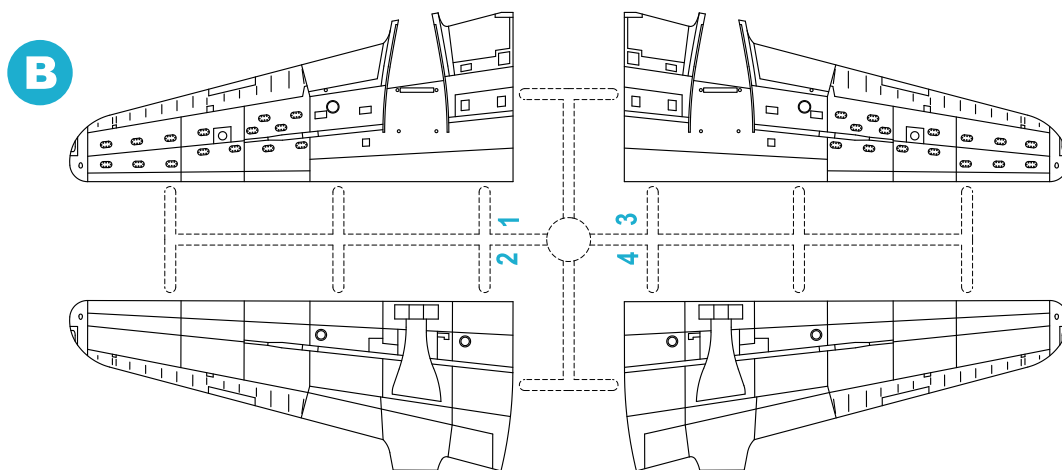
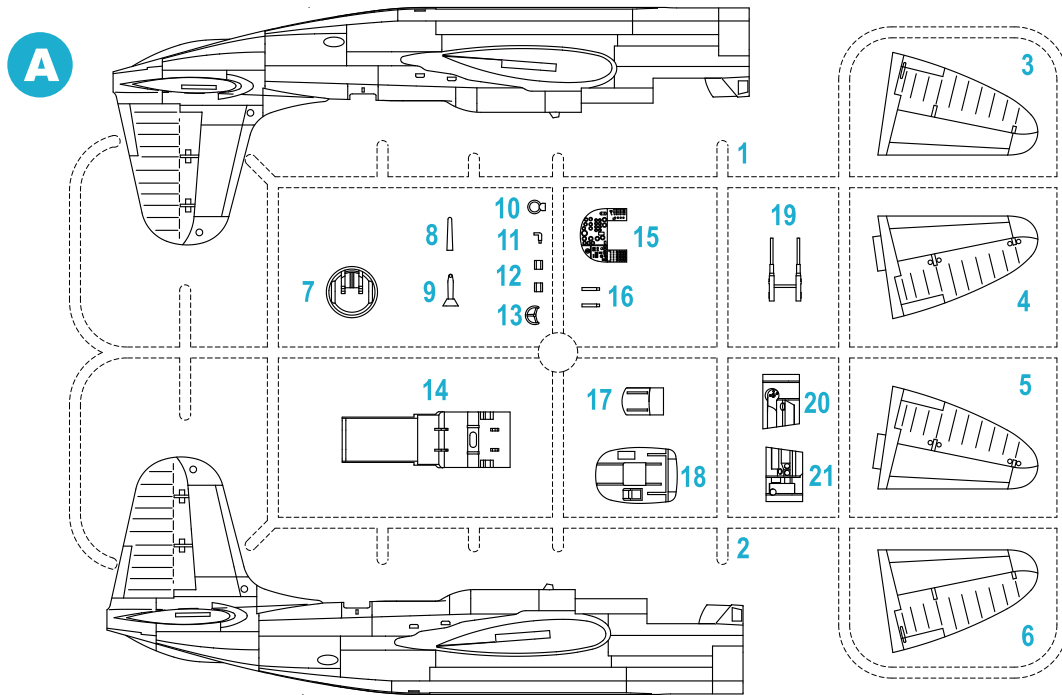
Na základě bitevní verze A-20G byla pro evropské bojiště vyráběna bombardovací verze A-20J. Ta se vrátila k prosklené přídě s pracovištěm navigátora-bombometčíka. Tyto letouny byly používány i jako vedoucí stroje pro formace A-20G.

Protože hmotnost Havoců neustále rostla, poslední verze vyráběné závodem v Santa Monice dostaly silnější variantu motorů R-2600-29. Kromě motorů se od A-20G a A-20J neodlišovaly. Bitevní verze s motory R-2600-29 dostala označení A-20H, bombardovací pak A-20K.

A-20G nasadilo letectvo US Army jak na evropském, tak pacifickém bojišti. V Pacifiku gunshipy A-20G zúčastnily bojů na N. Guineji, Filipínách, Palauských ostrovech, Tchaj-wanu a Okinavě. V Evropě se americké A-20 posledních verzí dostaly do bojů na Sicílii a Itálii, ale zejména byly masově nasazeny nad západní Evropou ze základen ve Velké Británii. Mimo letectvo US Army používalo Havocy verze A-20J a K RAF. To je nasadilo pod označením Boston Mk.IV (A-20J) a Boston Mk.V (A-20K) hlavně v Itálii. S Havocy také operovala 342. peruť Svobodných Francouzů Lorraine bojující v rámci RAF. Sovětský svaz dostal Havocy A-20G jak prvních tak i pozdějších výrobních bloků a intenzivně je nasadil v rámci sovětského letectva i leteckých jednotek sovětského námořnictva. RAAF převzalo dvacet devět strojů A-20G. A-20G doplnily starší stroje Havoc/Boston u 22. sq. RAAF. Při těžkém japonském náletu 23. 11. 1944 byla část strojů zničena. Zbýlé A-20G byly vráceny US Army a 22. sq. RAAF byla přezbrojena na Beaufightery. Brazílie dostala v rámci zákona Lend-Lease třicet jedna kusů A-20K, které sloužily až do poloviny padesátých let.

Rozpětí: 18,69 m, délka: 14,81 m, max. rychlost: 490 km/h u země/ 510 ve výšce 3 050 m, dostup: 7 230 m, dolet 1 610 km s 900 kg pum.

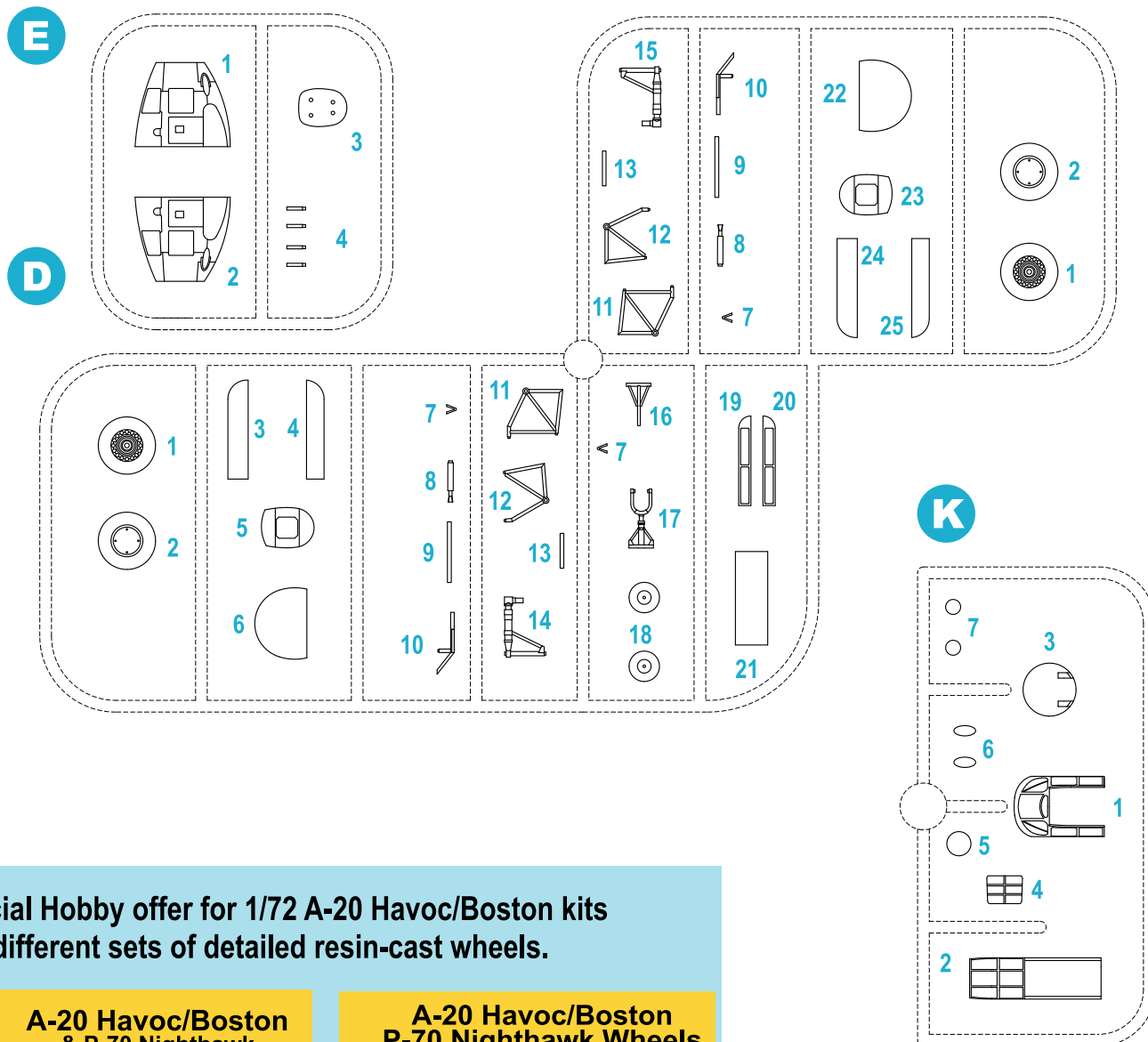
PARTS LIST 1/2



not to be used



PARTS LIST 2/2



Special Hobby offer for 1/72 A-20 Havoc/Boston kits
two different sets of detailed resin-cast wheels.



Barvy GUNZE/ GUNZE Colour No.

A	Flat Black / černá matná	H12/C33
B	Aluminium / hliník	H8/C8
C	Interior Green / zelená interiér.	H57/C27
D	Burnt Metal / opálený kov	H61/C76
E	Tire Black / barva pneu	H77/C137
F	Dark Iron / tmavý kov	MC214
G	Grayish Blue / modrošedá	H337/C337
H	Clear Red / červená čirá	H90/C47
I	Clear Green / zelená čirá	H94/C138

Note/ Pozn.

All four A-20s offered in this kit had wheels hubs with covers.
Všechny čtyři A-20 v tomto kitu měly kola s kryty disků.

SYMBOLS



OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLATKLEBER
ADHÉSIF CYANOACRYLAT



BEND
OHNOUT
BIEGEN
COURBER



SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER

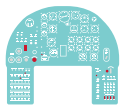


CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER

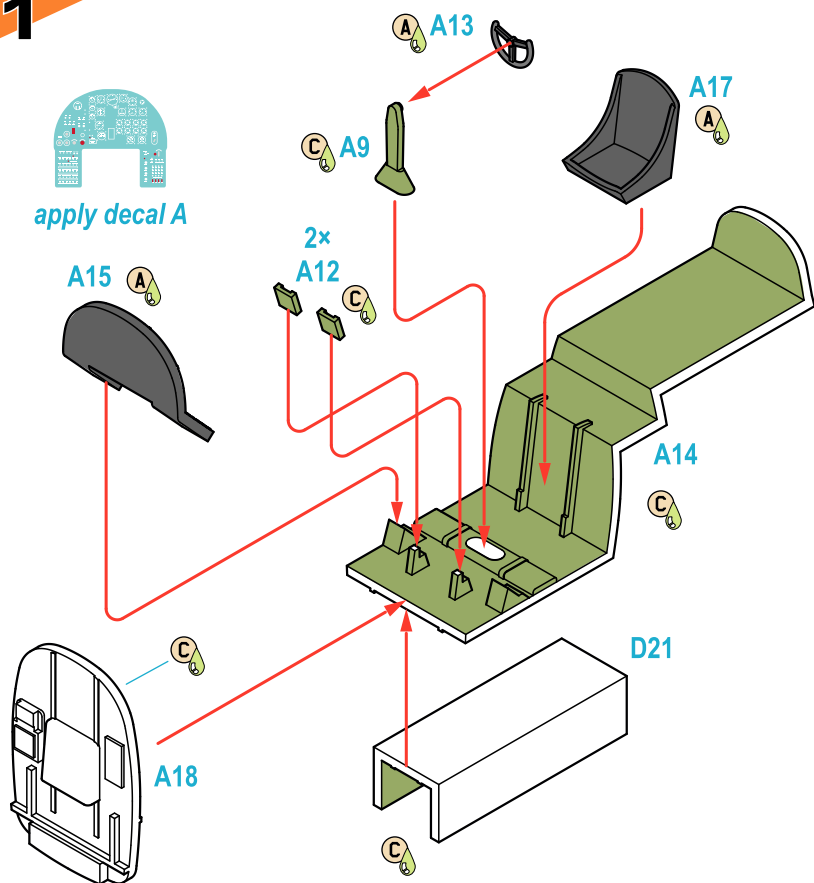


COLOUR
NATŘÍT
FARBEN
PEINDRE

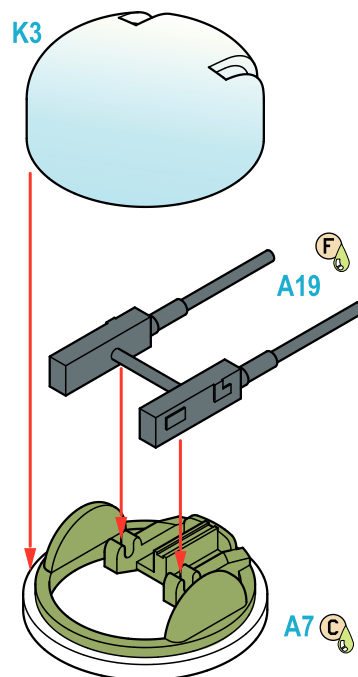
1



apply decal A

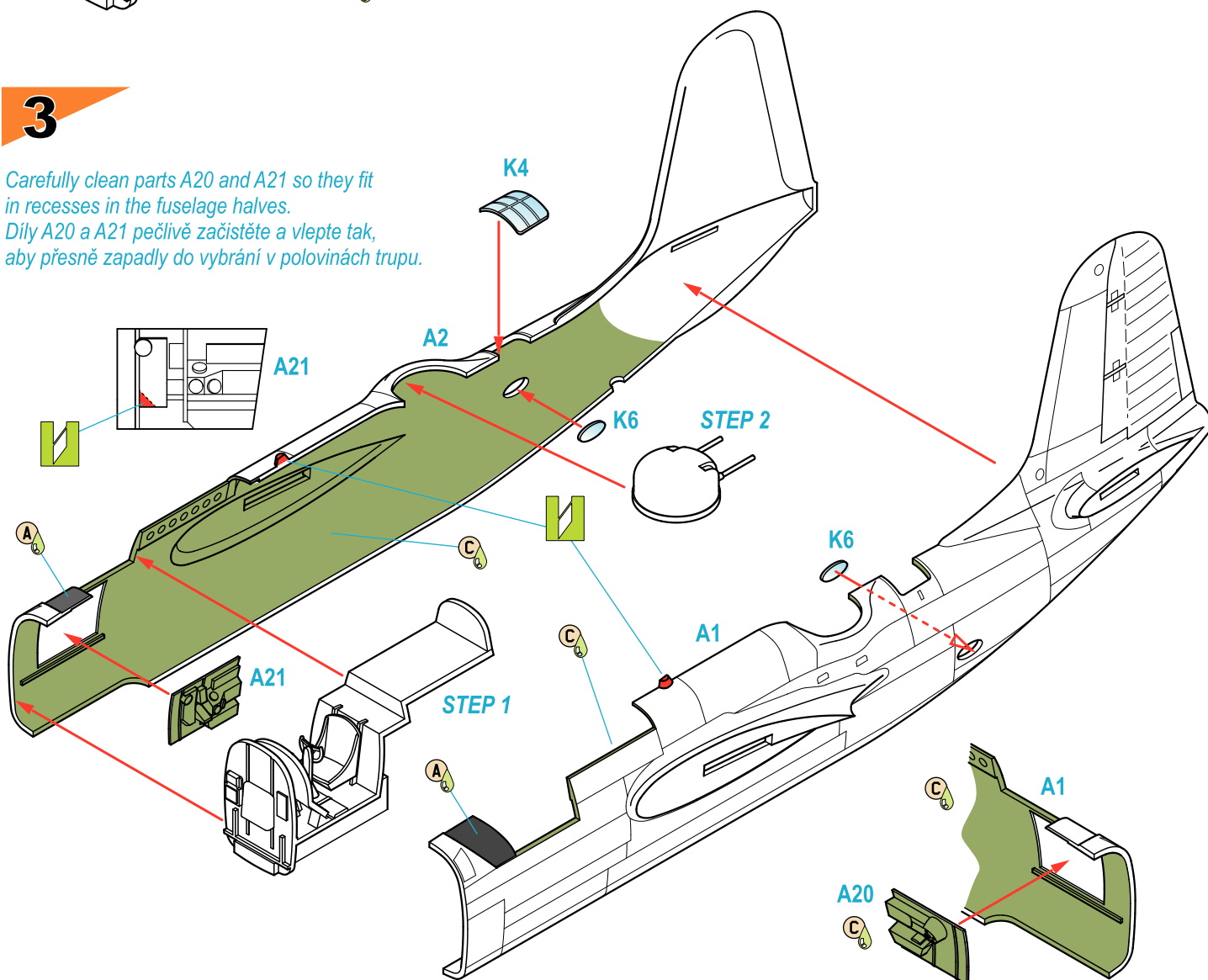


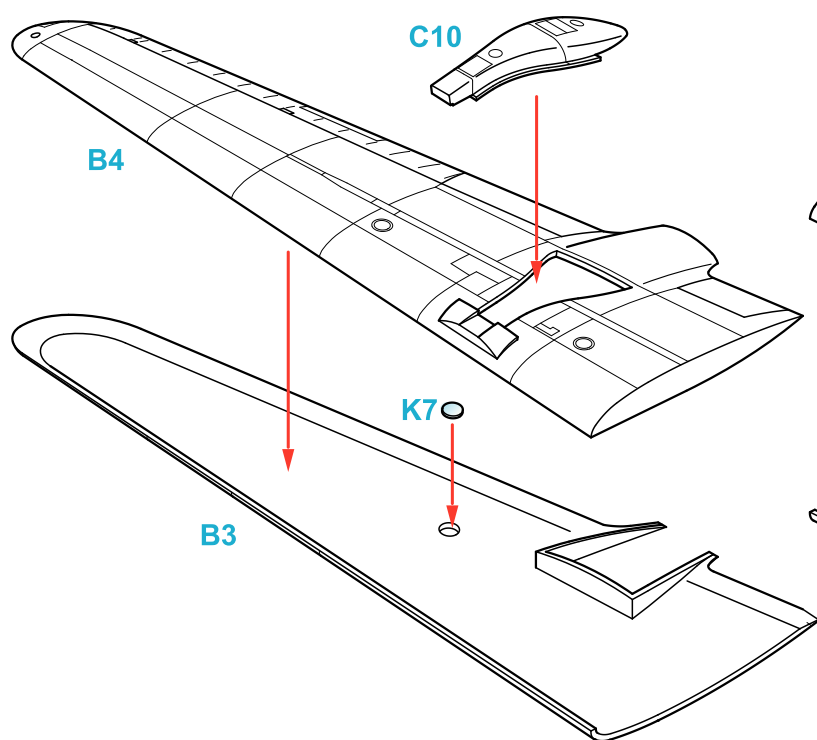
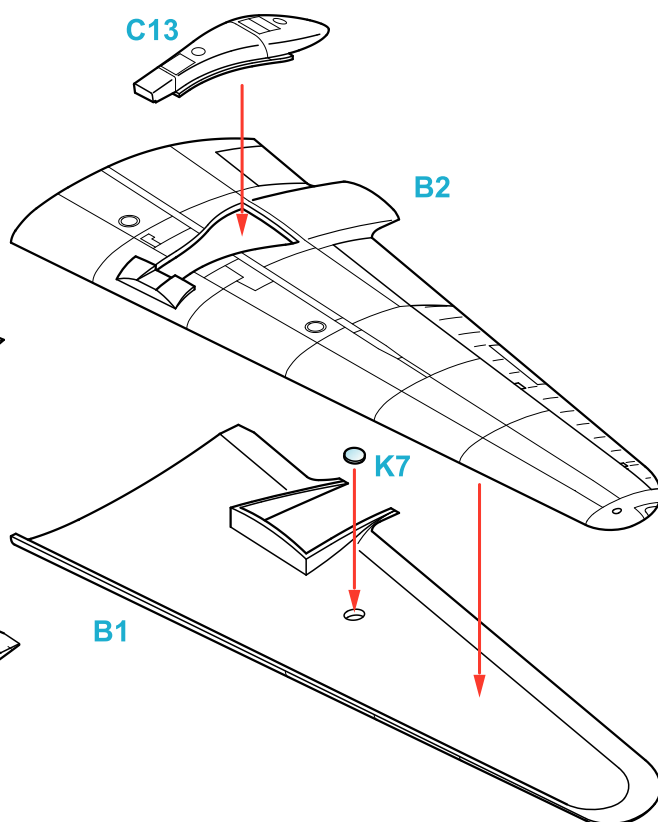
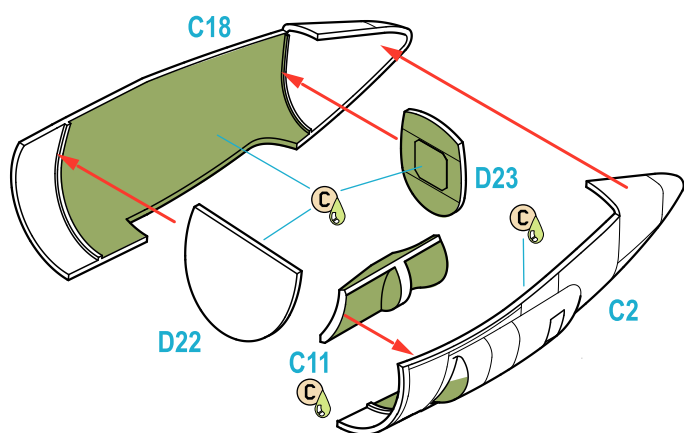
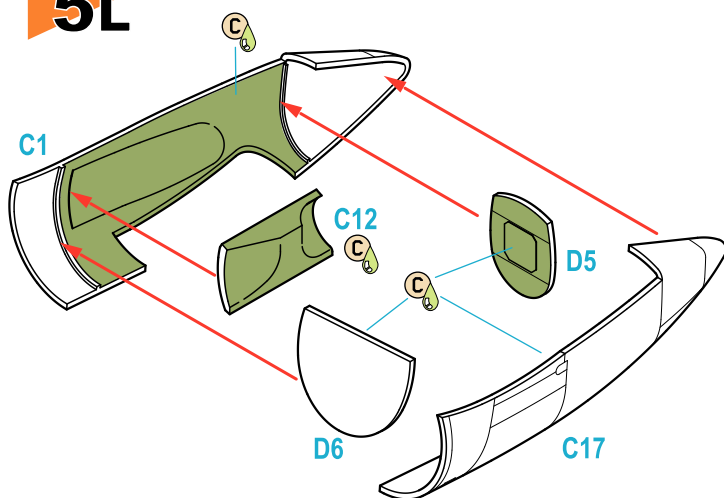
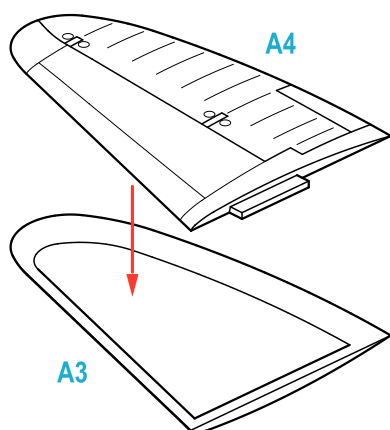
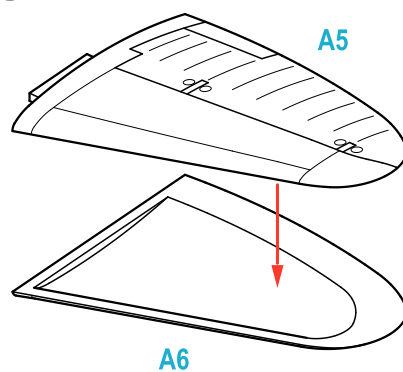
2

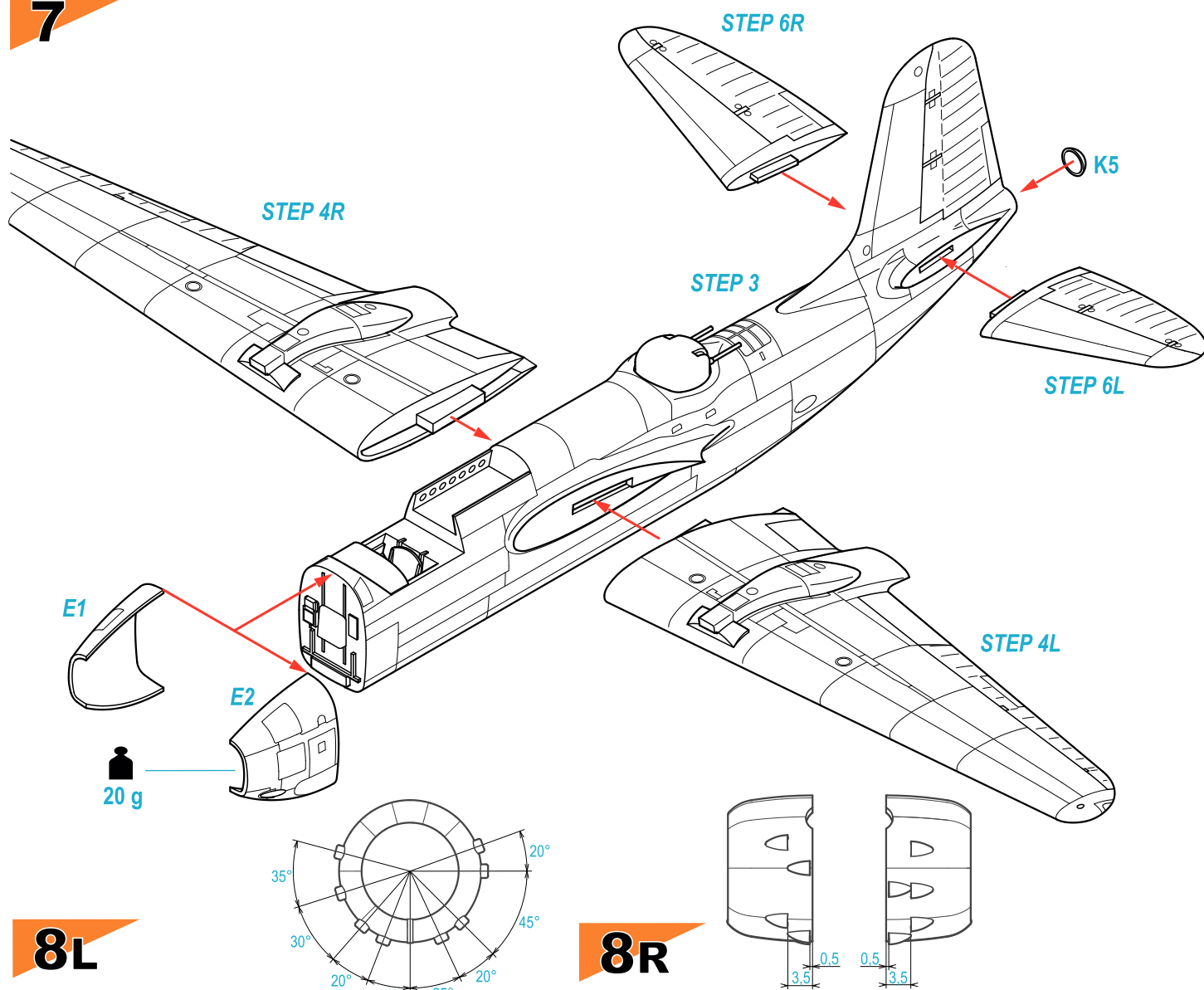


3

Carefully clean parts A20 and A21 so they fit in recesses in the fuselage halves.
Díly A20 a A21 pečlivě začistěte a vlepte tak, aby přesně zapadly do vybrání v polovinách trupu.

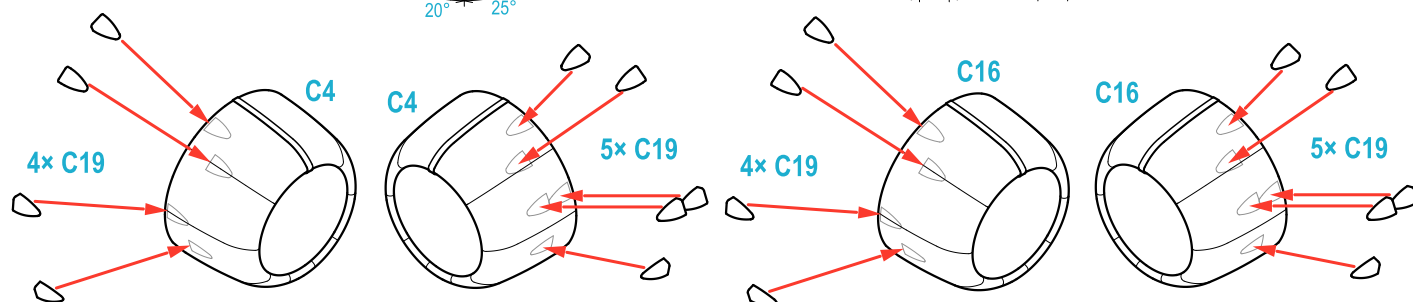


4R**4L****5R****5L****6R****6L**



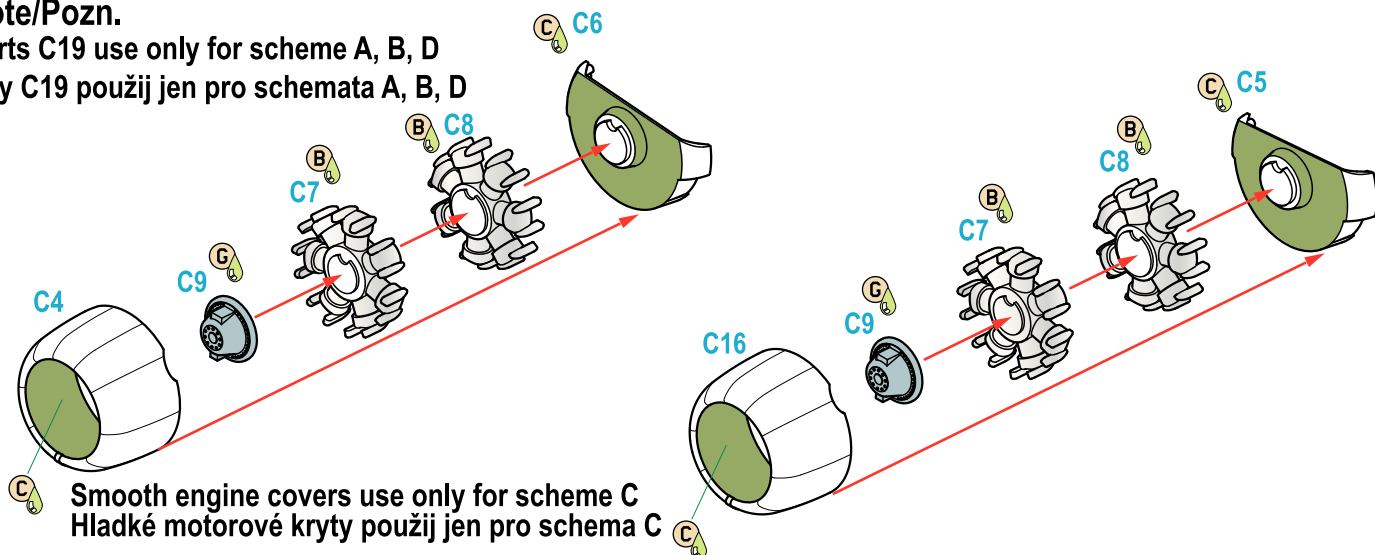
8L

8R

**Note/Pozn.**

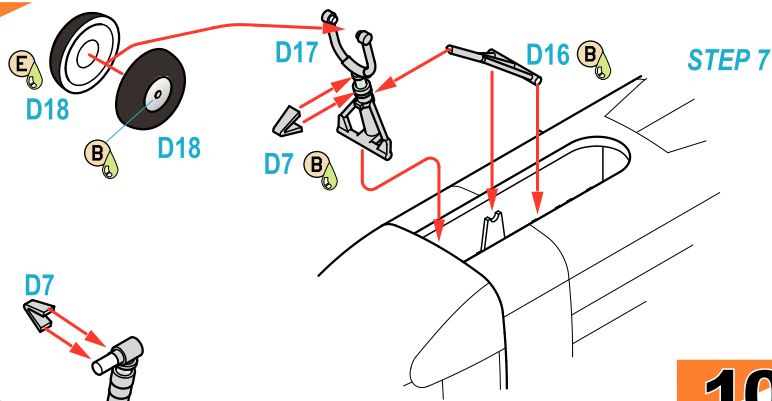
Parts C19 use only for scheme A, B, D

Díly C19 použij jen pro schemata A, B, D

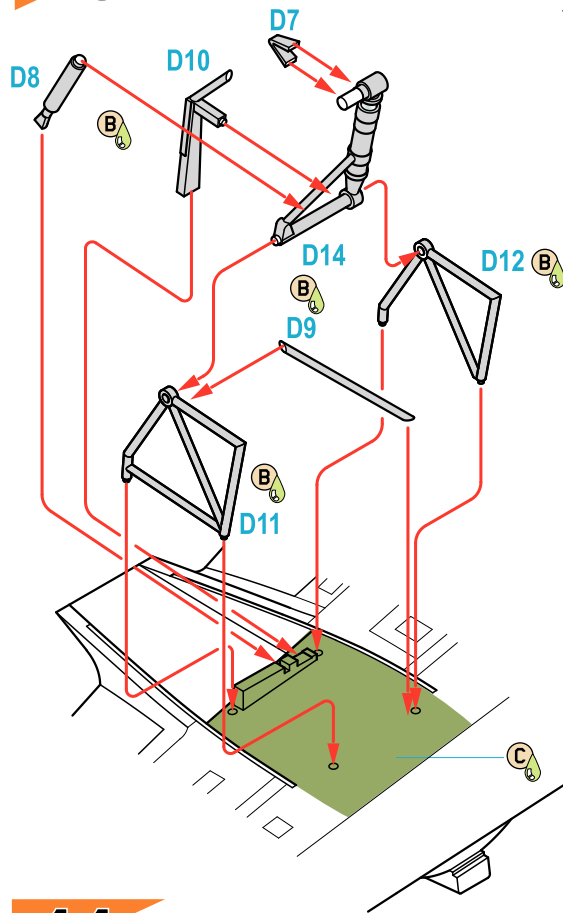


Smooth engine covers use only for scheme C
Hladké motorové kryty použij jen pro schema C

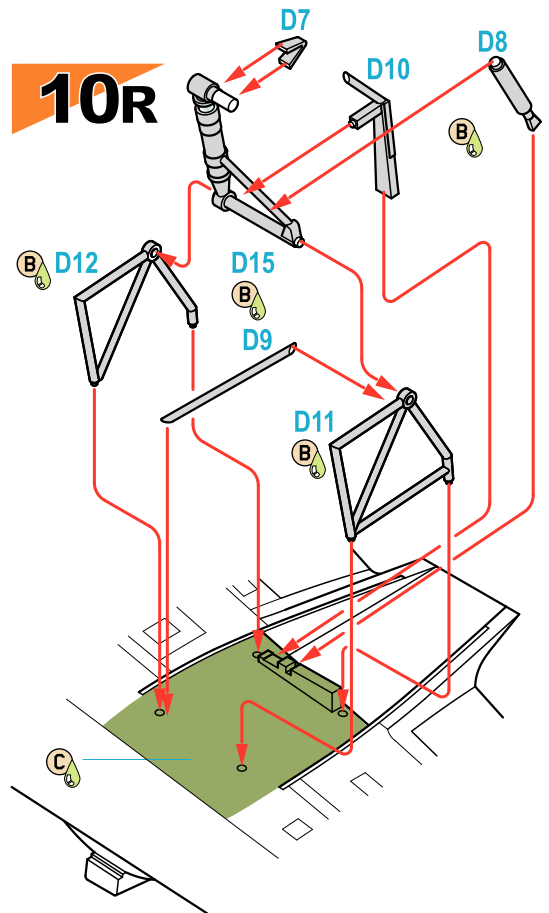
9



10L



10R



11

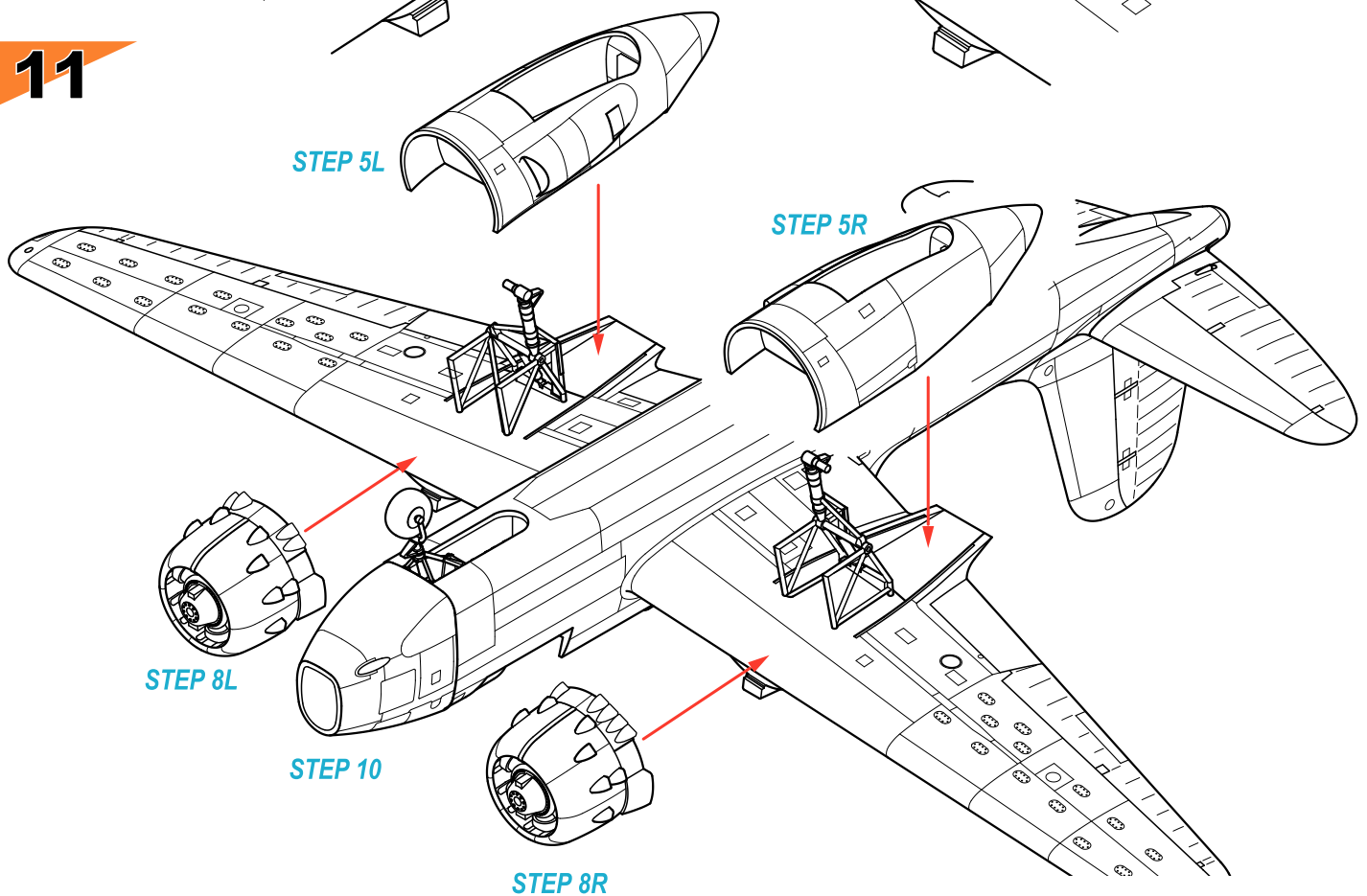
STEP 5L

STEP 5R

STEP 8L

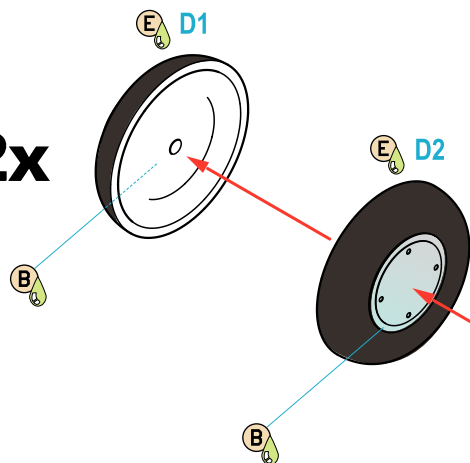
STEP 10

STEP 8R



12

2x

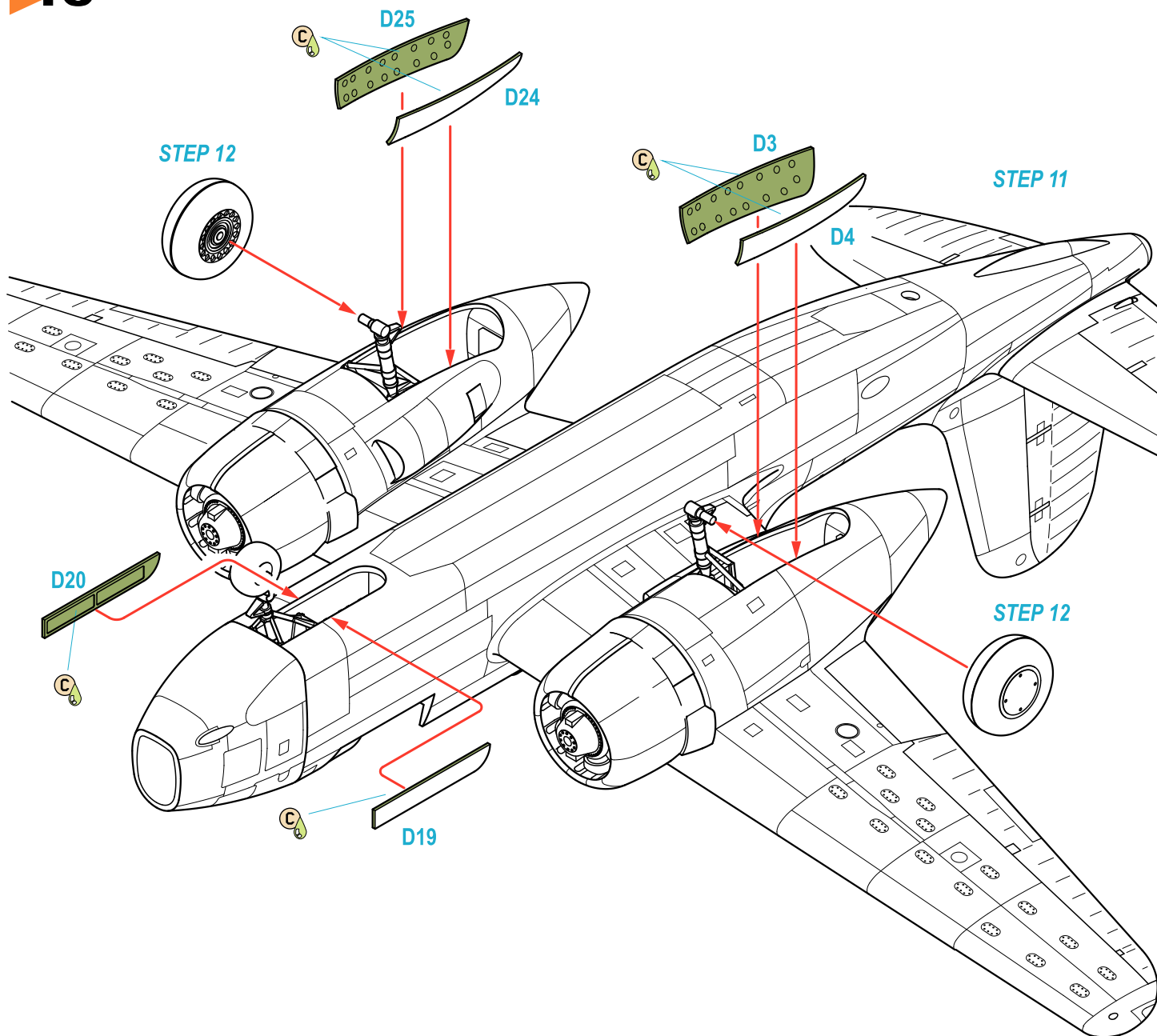


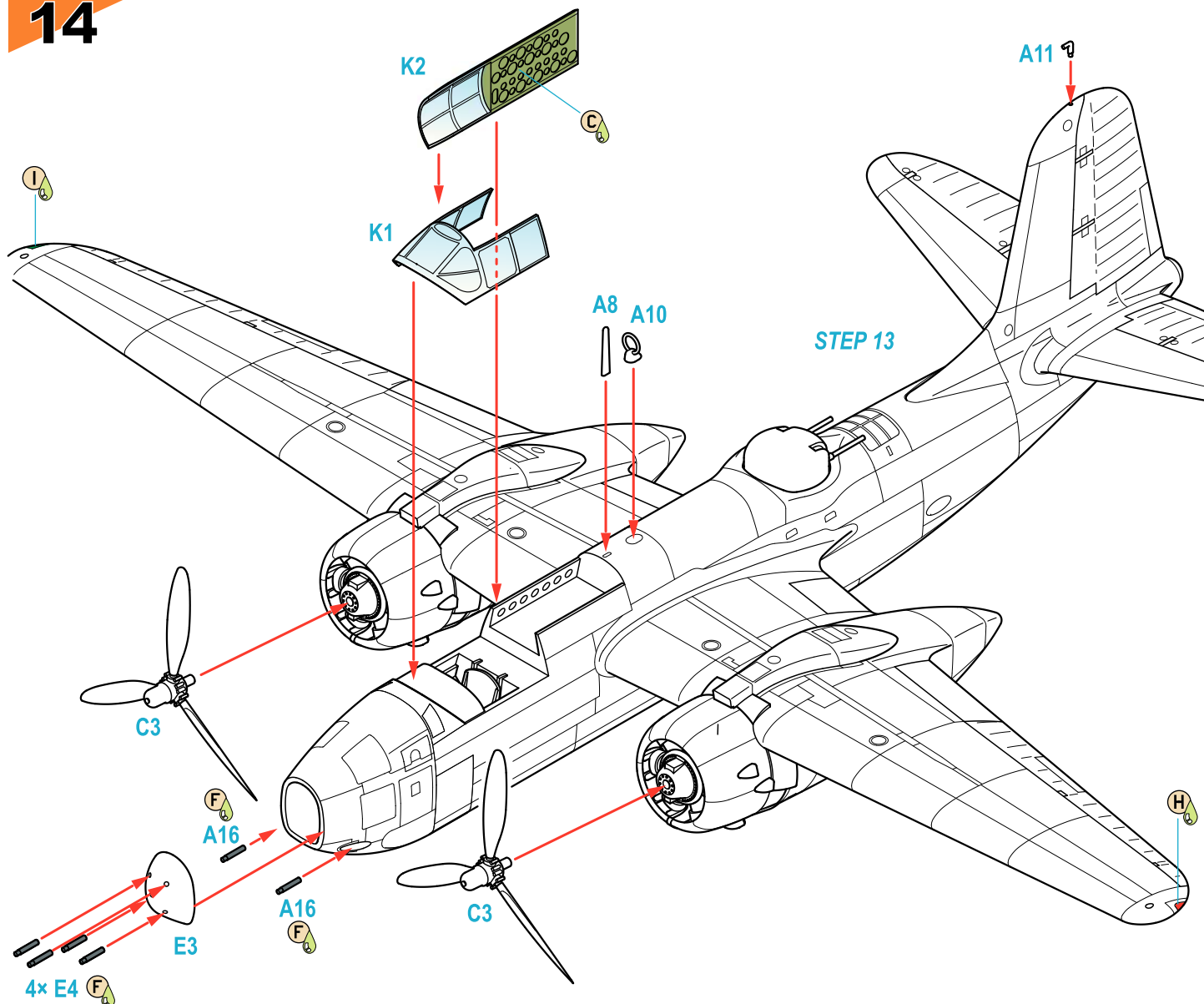
Scheme A, B only
apply decal,
Scheme C, D disc cover color
see camouflage instructions



Aplikuj obtisk,
pro schémata A, B
Schema C, D viz
příslušné kamufláže

13





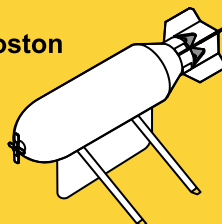
We also offer sets, figures and masks



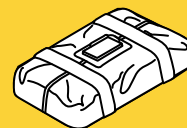
F72221
USAAF WWII
pilot,
gunner
and
mechanic
(3 fig)



Q72359
A-20 Havoc/Boston
Wing Racks
and Bombs



Q72376
A-20 Havoc/Boston
Dinghy



F72374
A-20/DB-7C Boston RAAF Crew



7426 A-20G/H/K/J
Havoc/Boston Mk.IV/V cockpit

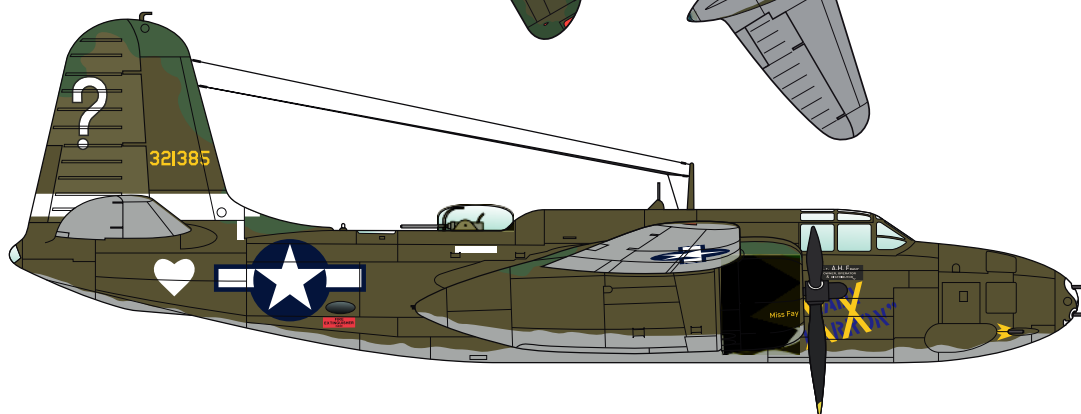
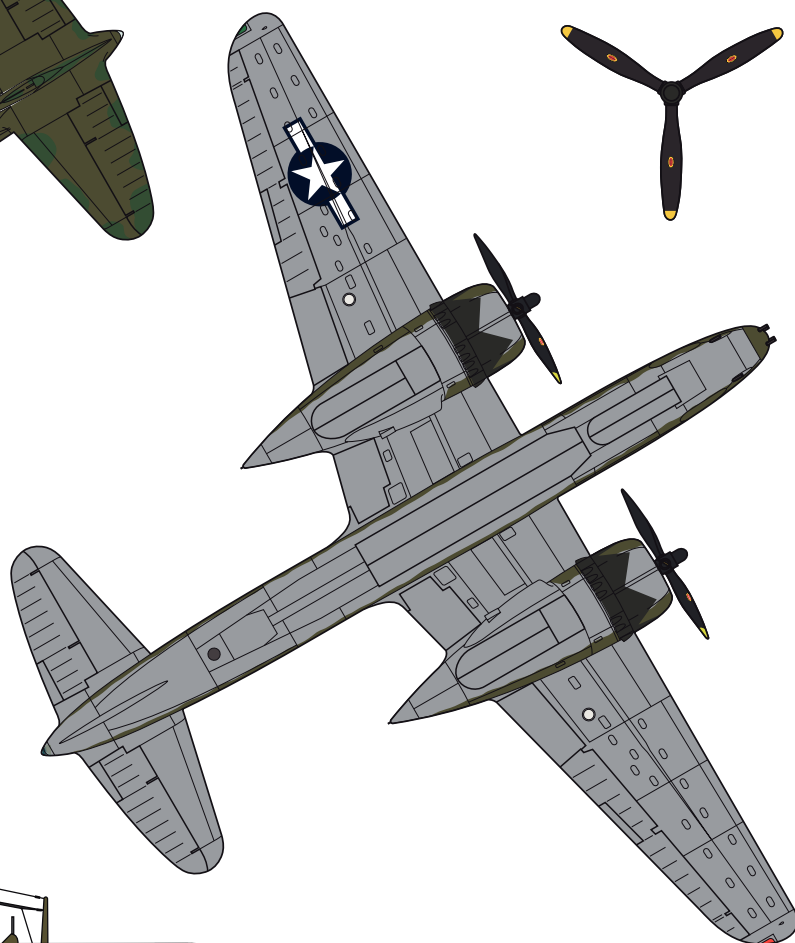
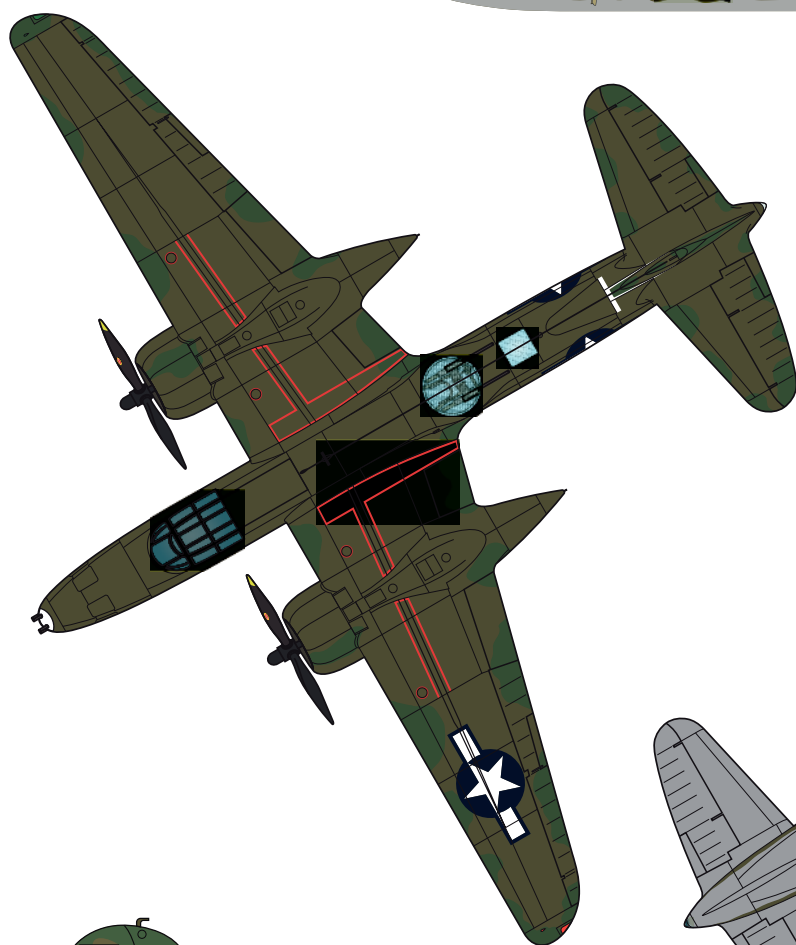
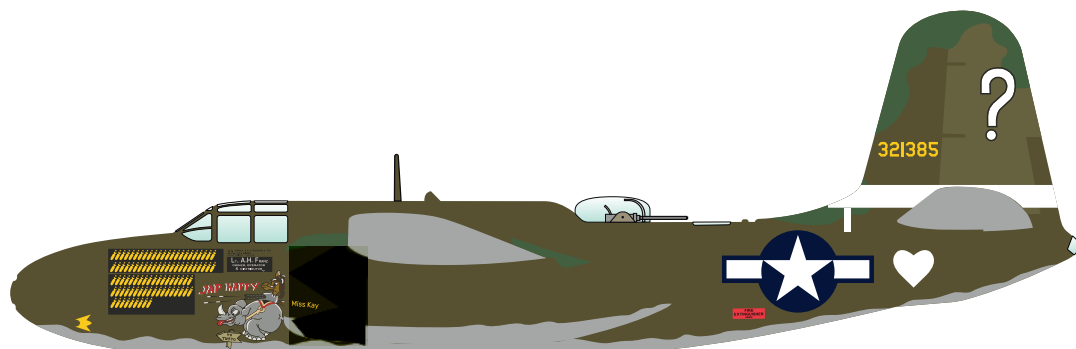


7427 A-20G/H/K/J
Havoc/Boston Mk.IV/V Gun turret

M72021 A-20G/K Havoc/Boston MASK

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special
MASK



A Neutral Gray
Neutrální šedá
H53/C13

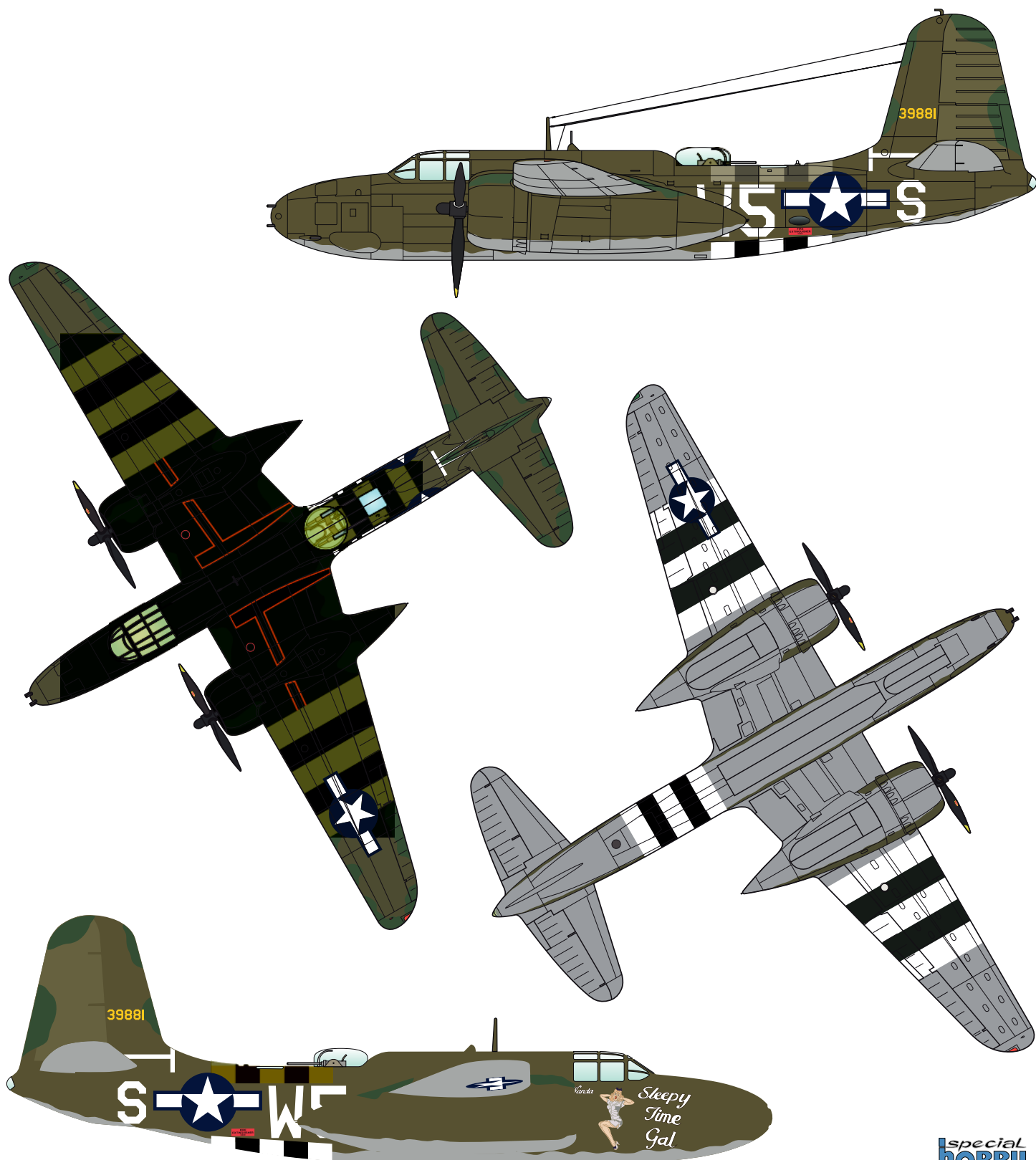
B Olive Drab
Nevýrazná olivová
H52/C12

C Medium Green 42
Střední zelená
H/C302

D Black
Černá
H12/C33

E Yellow
Žlutá
H/C329

F Black Gloss
Černá lesklá
H/C2



special
HOBBY

GUNZE
SANGYO

A	Neutral Gray Neutrální šedá H53/C13	B	Olive Drab Nevýrazná olivová H52/C12	C	Medium Green 42 Střední zelená H/C302	D	Black Černá H12/C33	E	Yellow Žlutá H/C329	F	Black Gloss Černá lesklá H/C2	G	White Bílá H/C1
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A-20G Havoc, 42-86768 / P, named "Barry's Baby I.N.S.", pilot Lt. Harold Price, 90th BS, 3rd BG, 5th AF USAAF, base Nadzab, New Guinea, 1944. The aircraft was named after Barry Faris, editor-in-chief of the International News Service, whom members of the 3rd BG met during his journalistic visit to 5th AF bases in New Guinea. The shark mouth marking identified aircraft of the 3rd BG, while the white-painted top of the vertical stabilizer denoted the 90th BS.

A-20G Havoc, 42-86768 / P, pojmenovaný Barry's Baby I.N.S., pilot Lt. Harold Price, 90. BS, 3. BG, 5. AF USAAF, základna Nadzab, Nová Guinea, 1944. Stroj byl pojmenovaný pro Barrym Farisovi, šéfredaktoru International News Service, kterého příslušníci 3. BG poznali při jeho novinářské cestě po základnách 5. AF na Nové Guinei. Tlma byla označením strojů 3. BG, vrchol SOP v bílé barvě pak označoval 90. BS.

Scheme C

Main Wheels
hlavní kola podvozku

White / bílá



A Neutral Gray
Neutrální šedá
H53/C13

B Olive Drab
Nevýrazná olivová
H52/C12

C Medium Green 42
Střední zelená
H/C302

D Black
Černá
H12/C33

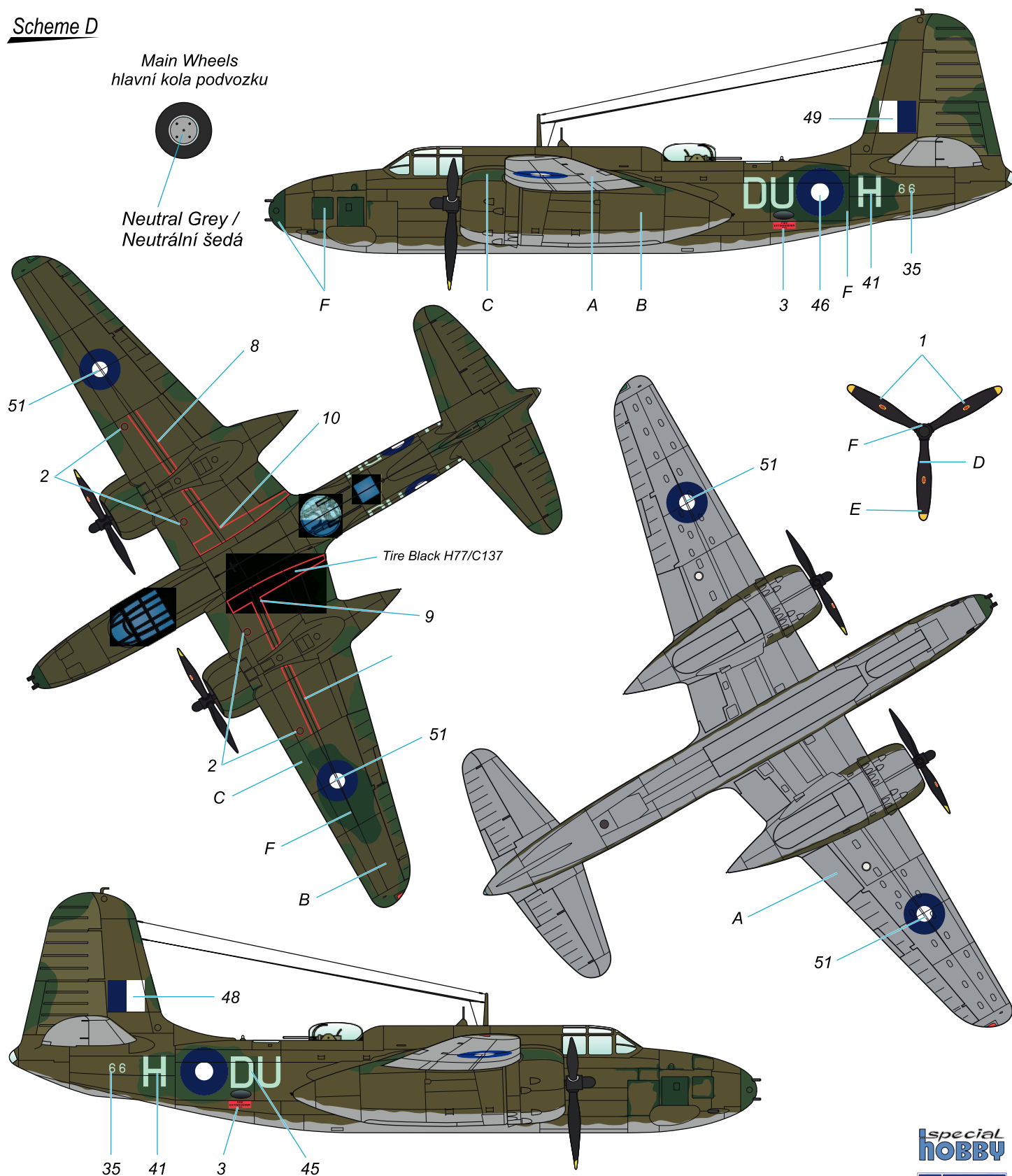
E Yellow
Žlutá
H/C329

F Black Gloss
Černá lesklá
H/C2

A-20G Havoc A28-66 / DU-H (ex 43-21976), No. 22 Squadron, No. 1 Tactical Air Force RAAF, base Morotai, Moluccas, September 1944. The aircraft was transferred from the USAAF to the RAAF on 24 August 1944. It served operationally with No. 22 Sqn until 22 November 1944. That night, Japanese aircraft carried out a night raid on Morotai, destroying thirteen of No. 22 Sqn's Havocs. A28-66 was not hit. It was no longer used in combat afterward and was employed for transport and liaison duties. It was returned to the USAAF on 20 January 1945. No. 22 Sqn was re-equipped with Beaufighters due to the lack of available Havocs and the RAAF's effort to standardize its armament.

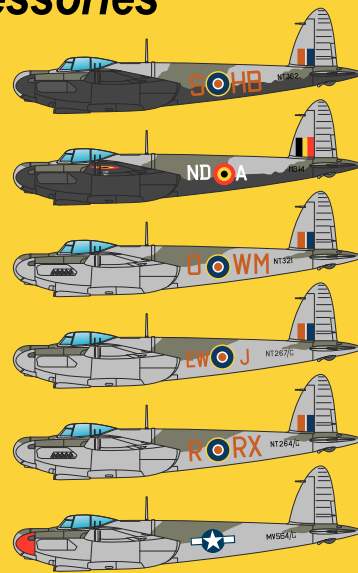
A-20G Havoc A28-66 / DU-H (ex 43-21976), No.22 squadron, No 1 Tactical Air Force RAAF, základna Morotai, Moluky, září 1944. Stroj převzalo RAAF od USAAF 24. srpna 1944. Bojově operoval u No.22 sqn. do 22. listopadu 1944. V noci tohoto dne podniklo japonské letectvo noční nálet na základnu Morotai a mimo jiné zničilo 13 Havoců No. 22 sqn. A28-66 nebyl zasažen. Nebyl pak používán bojově, byl používán k transportním a spojovacím letům. Byl vrácen USAAF 20. ledna 1945. No.22 sqn. byla pro nedostupnost Havoců a z důvodu sjednocení výzbroje RAAF přezbrojena na Beaufightery.

Scheme D



- | | | | | | |
|--|---|--|------------------------------------|------------------------------------|---|
| A Neutral Gray
Neutrální šedá
H53/C13 | B Olive Drab
Nevýrazná olivová
H52/C12 | C Medium Green 42 (faded)
Střední zelená (vybledlá)
95 % H/C302 | D Black
Černá
H12/C33 | E Yellow
Žlutá
H/C329 | F RAAF Foliage Green
Listová zelená
H/C302 |
|--|---|--|------------------------------------|------------------------------------|---|

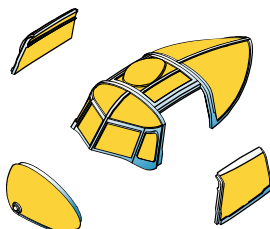
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**Mosquito
PR & Bomber
Version Canopy
Mask**



**F72378
1/72**

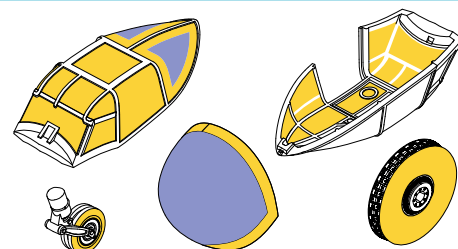
Sculpted by M. Antfeist

**Mosquito Pilot
and Navigator**



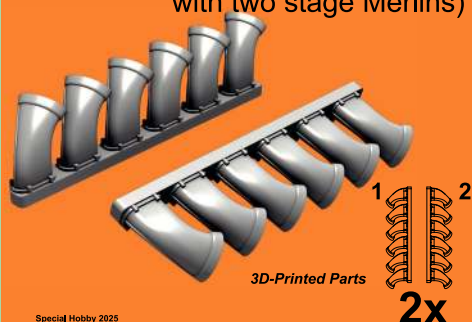
**special
MASK**
M72062

**Mosquito
NF Fighter
Version Canopy
Mask**



**P72042
1/72**

**Mosquito Exhausts
(PR and Bombers
with two stage Merlins)**



**P72041
1/72**

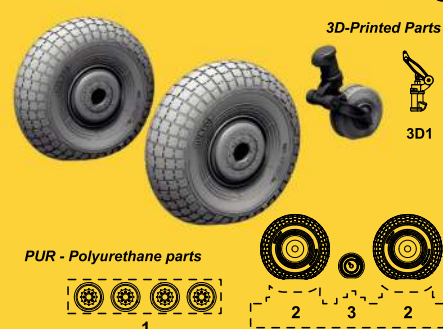
**Mosquito
Dinghy Box**

3D-Printed Parts



**7523
1/72**

**Mosquito Mainwheels
and Tailwheel w/Leg**



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Special Hobby 2025

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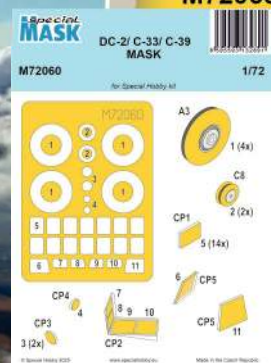
M72016



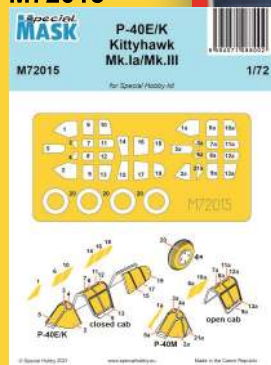
M72065



M72060



M72015

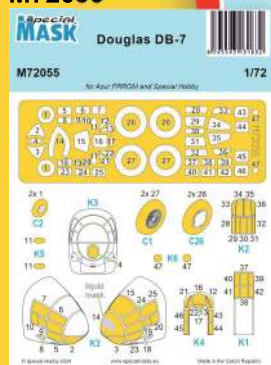


M72009



The kit contains 3D printed bomb, rack and instrument panel for Bf 109E-4B

M72055



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