



HEINKEL HE III H-20

The first modern medium bomber to be employed by the Luftwaffe, the Heinkel He III was the mainstay of the German offensive against Great Britain during the "Battle of Britain". It was produced in far larger quantities than the Do. 17 series and remained a standard combat type throughout the war. At first a highly successful offensive weapon the Heinkel He III was really obsolete before the end of the war, but the failure of new types necessitated its staying in production until 1944.

The Heinkel He III was first displayed in January 1936, not as a bomber, but in the guise of civil airline transport. In fact the first prototype He III, a bomber, had flown a year before, and the bomber version was already on the assembly lines at Rostock.

In 1937 the civil disguise of the He III was abandoned; the bomber type was demonstrated in public and He III B-1's were sent to the Condor Legion fighting in the Spanish Civil War. In Spain the Heinkels were used for unescorted daylight raids and proved fast enough to evade the opposing fighters.

The success of the He 111 in Spain played a large part in shaping German bombing policy, this policy was later proved wrong when the lightly armed bombers suffered heavy losses over Britain when opposed by modern and determined fighters.

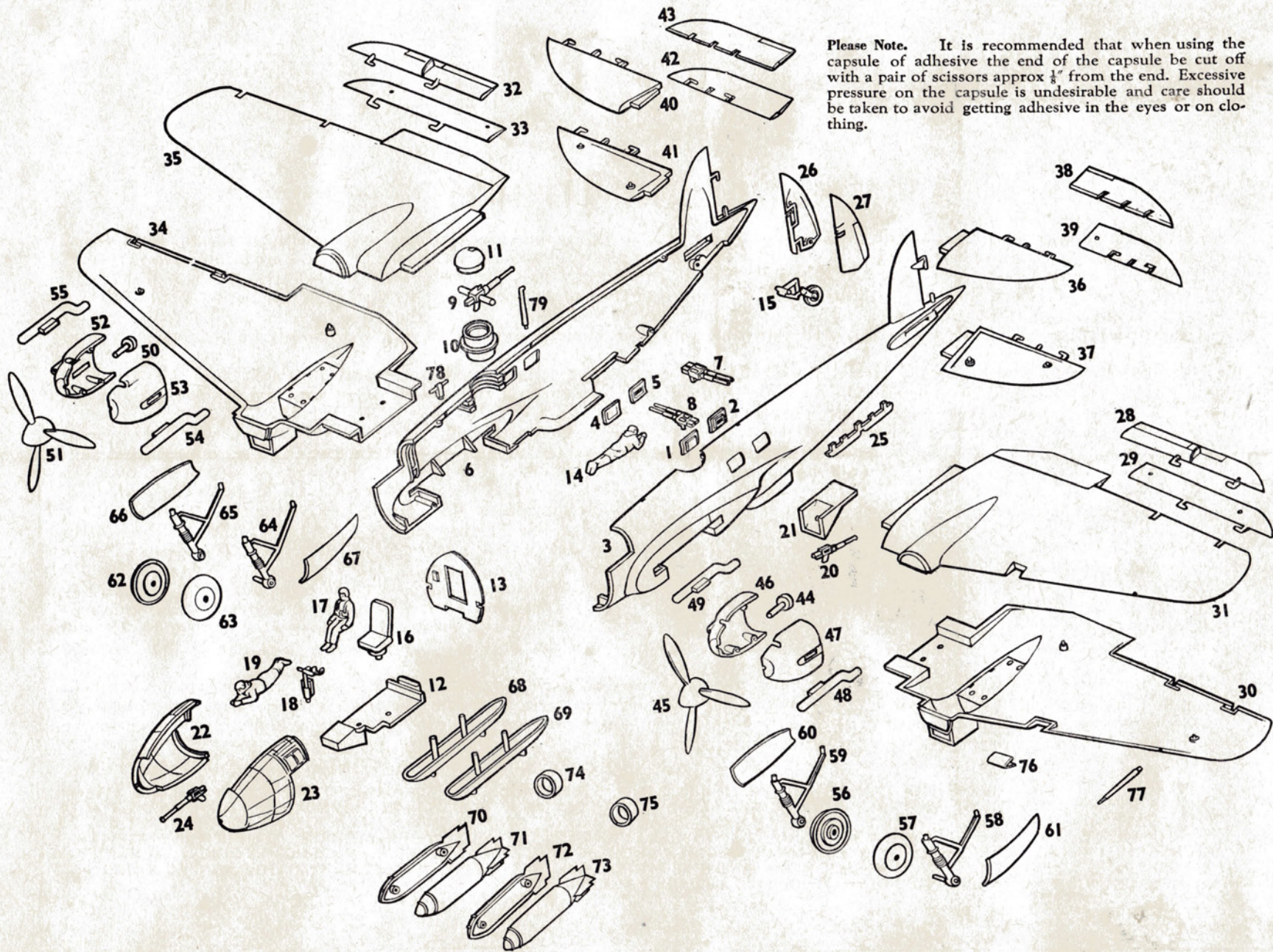
The He III H series was by far the most important variant of the bomber, it had just appeared in service at the outbreak of war in 1939 and was still operational at the end of the war in 1945. As the war progressed the III H series was developed, and new versions featuring heavier armament and improved engines were introduced. The He III H-20, the subject of this model, began to leave the production lines in 1944 when the failure of the larger He 177 became obvious. Used mainly on the Russian front the H-20 was the first variant to carry a dorsal gun turret and improved armament together with a re-designed nose section and more powerful engines.

When Heinkel He III production terminated over 6,000 had been produced, and as well as being employed as both day and night bomber it had been used for torpedo dropping, parachute dropping and for the launching of flying bombs. One particular variant, the He III Z was used as a glider tug. This particular aircraft was created by taking two complete He III H-6 airframes and joining them with a new central wing section carrying an extra engine. The resultant machine had five engines, two tailplanes and two fuselages, the port one being occupied by the pilot.

The Heinkel He III H-20 was powered by two Junkers Jumo 213 engines, each of 1,750 h.p., giving a maximum speed of 295 m.p.h. and a service ceiling of 32,800 feet, External bomb load was carried beneath the fuselage up to a maximum of 8,000 lbs, and defensive armament consisted of three MG 131 13 mm. machine guns and twin 7.9 mm. machine guns in each of the two beam positions.

Wing span was 74 ft. 1½ ins. and length 54 ft. 5½ ins.

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Please Note. It is recommended that when using the capsule of adhesive the end of the capsule be cut off with a pair of scissors approx $\frac{1}{8}$ " from the end. Excessive pressure on the capsule is undesirable and care should be taken to avoid getting adhesive in the eyes or on clothing.

INSTRUCTIONS

It is recommended that the instructions and exploded view are studied before commencing assembly. If it is wished to paint internal details such as crew, turret and cockpit interiors and guns, this should be done before assembly.

1. Locate and cement one of each type of cabin window in place in port fuselage half, ensuring that the rear window has a slot in its centre. Note that the port and starboard windows are not interchangeable. Apply cement only to the window surround projecting within the fuselage. (1, 2 & 3).
2. Repeat this procedure for the two port windows, once again ensuring the slotted window is to the rear. (4, 5 & 6).
3. Cement one pair of machine guns into the slots in each rear cabin window, using only a minimum of cement. (7 & 8).
4. Place pivot rod of upper machine gun in locating cut-outs of transparent turret, and cement turret base onto transparency. **ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING MACHINE GUN** (9, 10 & 11).
5. Engage cockpit floor ribs in bottom cut-out of forward bulkhead and cement, then locate and cement bulkhead in place within locating ribs in nose of starboard fuselage half (12 & 13).
6. Cement one prone gunner into bottom of starboard fuselage half, within bulged gondola beneath cabin windows. The gunner should be positioned well forward, so as not to overhang opening at rear of gondola (14).
7. Place axle pin of tailwheel into bush within rear of starboard fuselage half, do not cement; place turret within locating ribs in port fuselage half. (15).
8. Cement port fuselage half onto starboard. **ENSURE NO CEMENT COMES INTO CONTACT WITH THE TAILWHEEL OR ROTATING GUN TURRET.**
9. Cement pilot's seat into rear hole in cockpit floor, then cement pilot onto seat (16 & 17).
10. Locate and cement control column into forward hole in cockpit floor, ensuring the control wheel comes in front of pilot (18).
11. Cement second prone figure onto pad on starboard half of cockpit floor, his elbows projecting over front of floor (19).
12. Locate and cement one single machine gun into slot in lower transparency, and carefully cement transparency in place below fuselage (20 & 21).
13. Carefully apply cement to edge only of starboard half of nose transparency, then assemble port half to starboard (22 & 23).
14. Once again using only a minimum of cement, locate and cement remaining machine gun into hole in nose transparency (24).
15. Locate and cement transparency in place in front of fuselage.
16. Locate and cement tabs of dipole aerial into slots beneath fuselage, aft of gun position (25).
17. Place starboard rudder half in place on fin of assembled fuselage, then carefully cement port rudder half to starboard. **ENSURE NO CEMENT COMES INTO CONTACT WITH OPERATING HINGES** (26 & 27).
18. Cement together one pair of aileron halves and allow to dry (28 & 29).
19. Place assembled aileron in port lower wing locations, and cement upper wing half in place. **ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING AILERON** (30 & 31).
20. Repeat the above procedure for starboard wings and aileron and when both wings are dry cement into fuselage locations, ensuring wings are pressed fully home; set aside to dry (32-35).
21. Cement together one pair of tailplane halves (36 & 37).
22. Place one upper elevator half onto tailplane hinges, then carefully cement lower elevator half to upper. **ENSURE NO CEMENT COMES INTO CONTACT WITH OPERATING HINGES** (38 & 39).
23. Similarly assemble starboard tailplane and elevator, and when both assemblies have set, cement into locating slots in rear fuselage (40-43).
24. Cement one propeller pin into rear of propeller, using only a drop of cement applied to front end of pin (44 & 45).
25. Place propeller assembly in one nacelle half, then cement second nacelle half to first; note that nacelle halves are non-interchangeable. **ENSURE NO CEMENT COMES INTO CONTACT WITH ROTATING PROPELLER PIN** (46 & 47).
26. Locate and cement assembled nacelle onto port wing engine fairing, then cement tabs of one pair of exhausts into slots in nacelle side (48 & 49).
27. Repeat the above procedure for starboard engine assembly (50-55).
28. The desired undercarriage position must now be selected. For a model with retracted undercarriage the legs and wheels are omitted and the wheel doors cemented in place flush with underside of nacelles.
29. For a model with lowered undercarriage, cement together male and female halves of one wheel, place wheel over projecting axle pin of male undercarriage leg and cement end of axle pin into female leg. **ENSURE NO CEMENT COMES INTO CONTACT WITH WHEEL.** (56-59).
30. Cement pins on top of undercarriage leg into holes beneath port engine nacelle.
31. Locate and cement wheel doors in place in nacelle locations, the doors hanging vertically down (60 & 61).
32. Similarly assemble starboard undercarriage unit and cement in place (62-67).
33. Locate and cement bomb carriers to holes in underside of wing centre section (68 & 69).
34. Cement together male and female halves of both bombs (70-73).
35. Cement tail rings of bombs onto steps on rear of bomb fins, then cement bombs onto bomb carriers, after first painting if required (74 & 75).
36. Carefully cement landing light transparency into cut-out in leading edge of port wing, ensuring it is flush with leading edge (76).
37. Locate and cement pitot tube into hole in leading edge of port wing near wing tip (77).
38. Cement forward 'T' shaped antenna into hole in fuselage top, just forward of gun turret, and cement longer rear antenna into hole behind turret (78 & 79).

NOTE. If it is wished to paint the model it should be done at this stage, using the camouflage scheme overleaf and the painting notes below for smaller details. Before painting it is recommended that the model is cleaned by wiping over with a cloth dampened with AIRFIX Thinners.

39. Apply transfers. First cut the sheet into seven separate subjects. Then dip each in warm water for a few minutes, slide off backing into position shown on illustration. The large black cross with the letter 'A' is applied beneath the starboard wing, that with the letter 'D' beneath the port. The two white crosses are applied above the wings. The black cross followed by the letter 'AD' is applied to the port fuselage side, that preceded by the letters to the starboard. The aircraft name is applied to the transparent base.
40. Cement together both parts of stand.
41. Cement arm of stand into slot provided in fuselage.

DETAILS — SUGGESTED COLOURS

Matt Black M.6:	Tyres, exhausts, bombs, gun barrels and propeller blades.
Silver G.8:	Undercarriage legs and wheel hubs.
Red G.1:	Propeller spinners.

N.B.—For painting use "AIRFIX" Paints. For fixing use "AIRFIX" Polystyrene Cement.

CAMOUFLAGE SCHEME

