

CAT.No.72-025
SCALE 1/72

Martin XB-51

American trijet ground-attack aircraft

Martin XB-51 — американський тримоторний штурмовик. Він був розроблений у 1945 році та здійснив свій перший політ у 1949 році. Спочатку він був розроблений як бомбардувальник для ВПС США за специфікацією V-8237-1 і отримав позначення ХА-45. Наступного року класифікація «А» була скасована, а замість неї було присвоєно позначення ХВ-51. Літак розроблявся як низько висотний бомбардувальник підтримки, який мав замінити Douglas A-26 Invader.

XB-51 програв в конкурсі англійській Electric Canberra. Хоча XB-51 не було обрано для закупівлі, було вирішено, що Martin побудує 250 Canberras за ліцензією під позначенням В-57. Крім того, обертовий бомбовий відсік Мартіна буде включений у серійні варіанти В-57. Було також запропоновано «Супер Канберра», що включає інші особливості ХВ-51, такі як стрілоподібні крила та оперення. Цей літак — хоча він обіцяв набагато кращі швидкість і характеристики, ніж В-57 — не був прийнят на озброєння, головним чином через те, що інноваційні технічні рішення зайняли б надто багато часу для впровадження та випробувань, перш ніж його можна було б запустити у виробництво.

The Martin XB-51 was an American trijet ground-attack aircraft.

This unorthodox design, first flying on 28 October 1949, was fitted with three General Electric J47 engines - an unusual number for a combat aircraft - two underneath the forward fuselage in pods, and one at the extreme tail with the intake at the base of the tailfin. The innovative, variable incidence wings, swept at 35° and with 6° anhedral, were equipped with leading edge slats and full-width flaps. Spoilers gave most of the roll control and undersized ailerons provided feel for the pilot. The combination of variable incidence and slotted flaps gave a shorter takeoff run.[3] Four 954 lb (4.24 kN) thrust Rocket-Assisted Take Off (RATO) bottles with a 14-second burn duration could be fitted to the rear fuselage to improve takeoff performance. Spectacular launches were a feature of later test flights.

The main landing gear consisted of dual wheel sets in tandem in the fuselage, similar to the Boeing B-47 Stratojet, with outrigger wheels at the wingtips (originally proved on a modified Martin B-26 Marauder named "Middle River Stump Jumper"). The XB-51 was a large but aerodynamically "clean" design which incorporated nearly all major systems internally. The aircraft was fitted with a rotating bomb bay, a Martin trademark; bombs could also be carried externally up to a maximum load of 10,400 lb (4,700 kg), although the specified basic mission required only a 4,000 lb (1,814 kg) bombload. Eight 20 mm cannon mounted in the nose would have been installed in production aircraft.

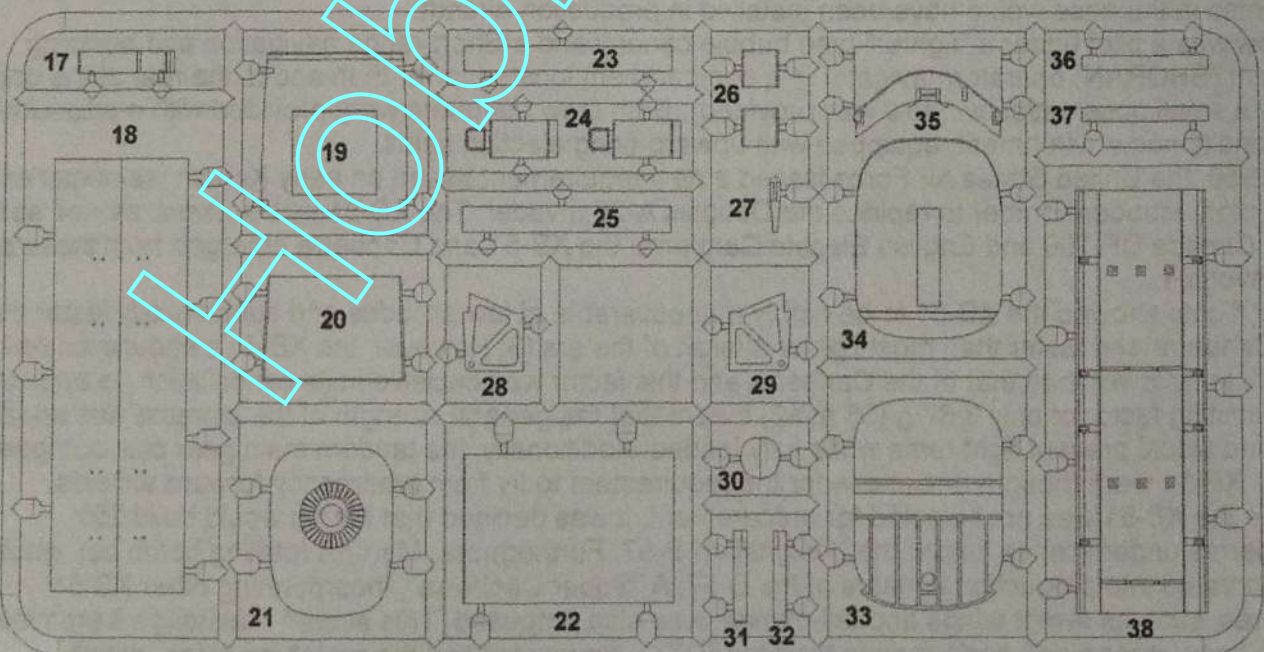
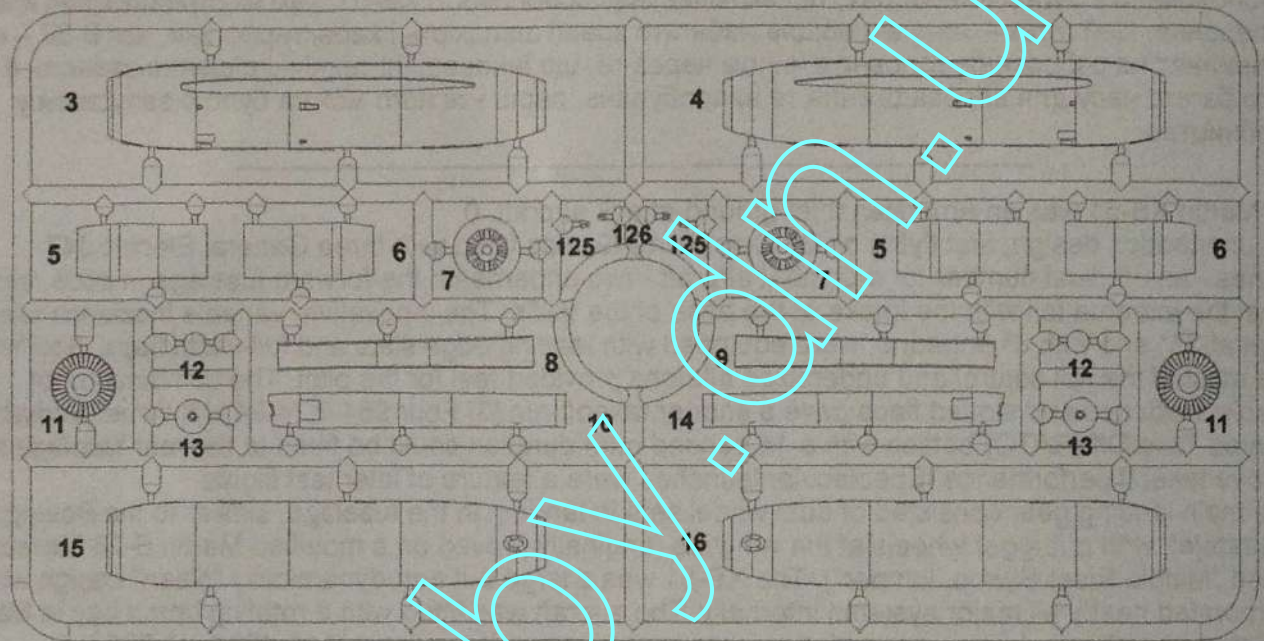
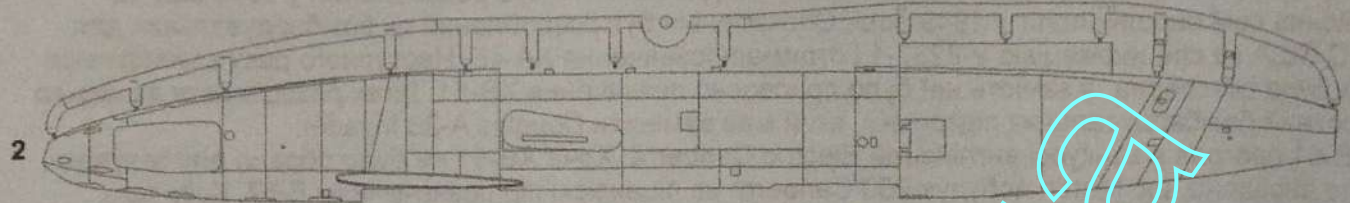
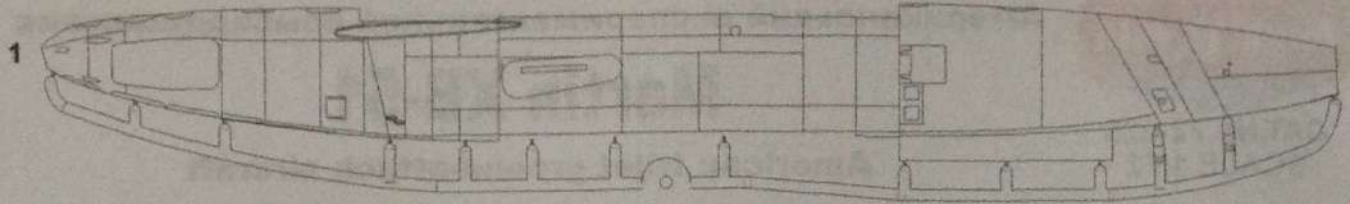
Crew was a pilot under a "fighter"-type bubble canopy and a Short-range navigation and bombing system (SHORAN) operator/navigator in a compartment located lower than and to the rear of the cockpit (only a small observation window was provided). Both crew members were provided with a pressurized, air conditioned environment, equipped with upward-firing ejection seats.

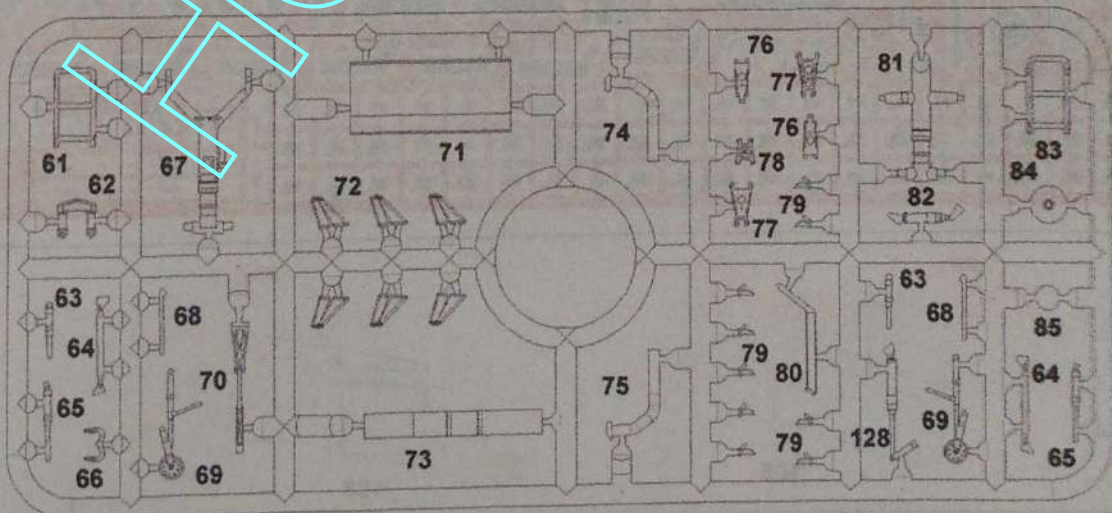
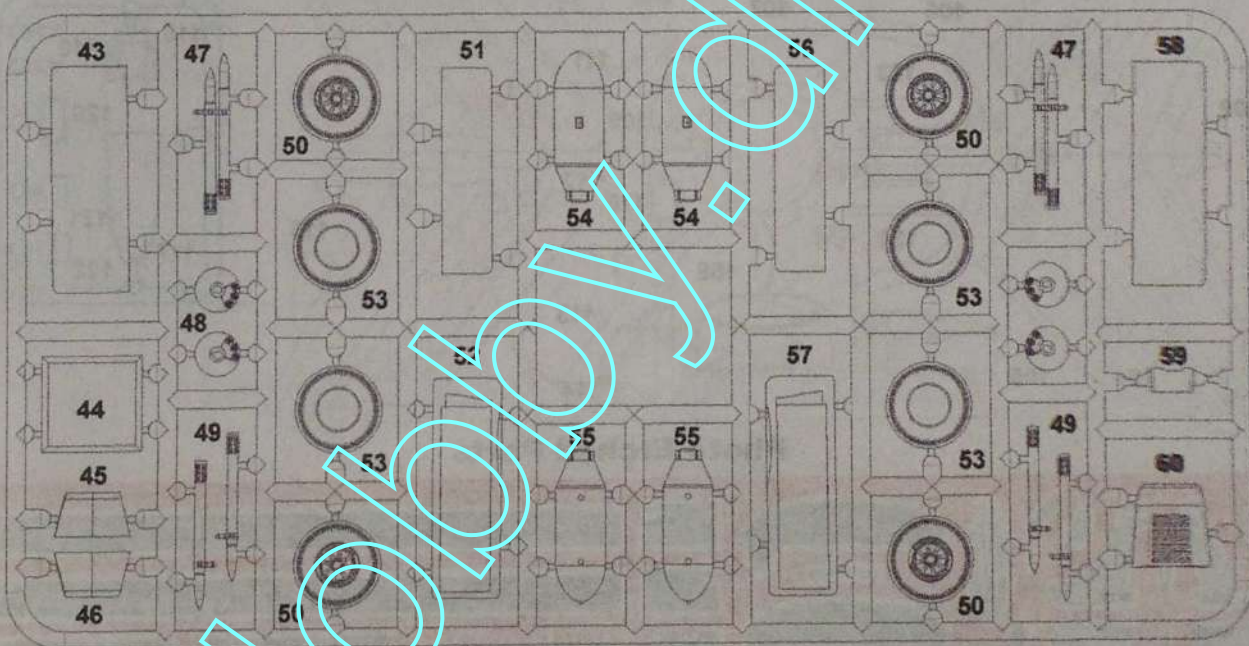
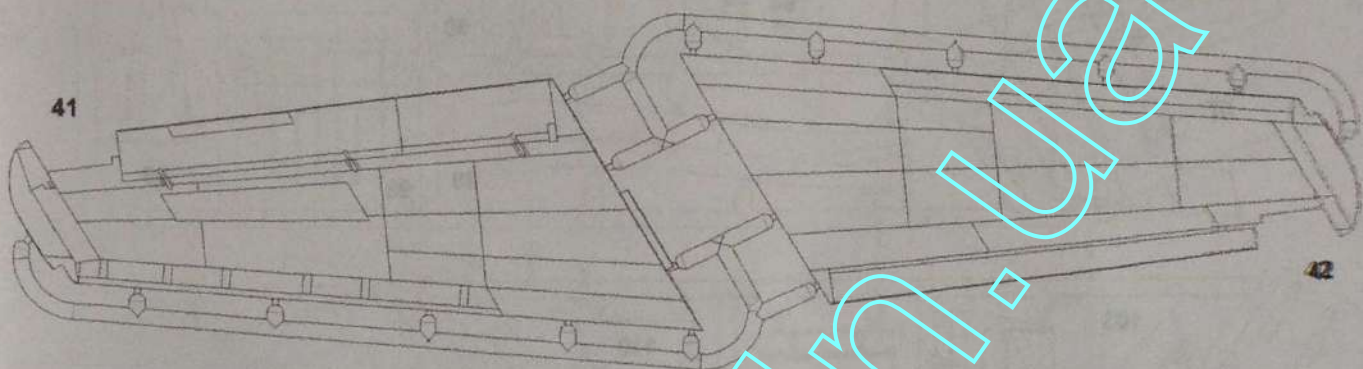
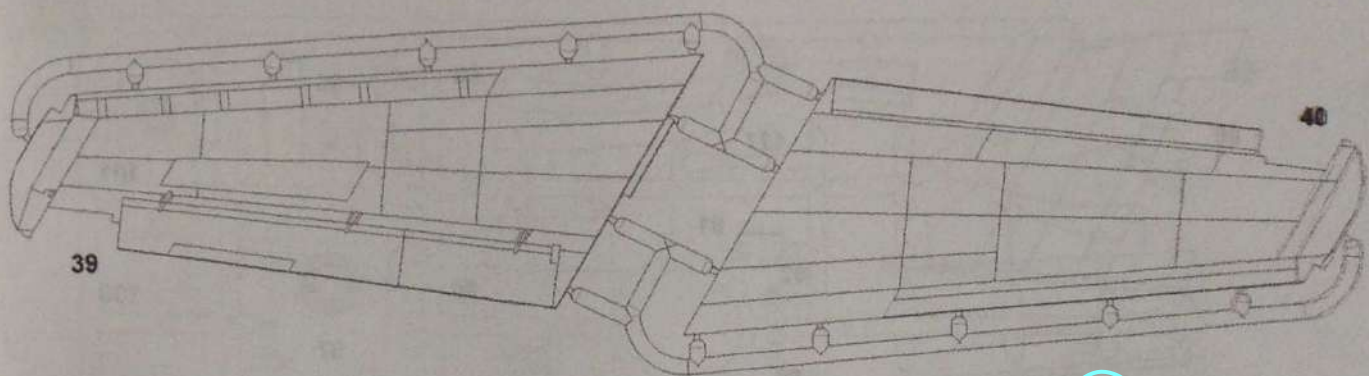
In 1950, the United States Air Force issued a new requirement based on early Korean war experience for a night intruder/bomber to replace the Douglas A-26 Invader. The XB-51 was entered, as well as the Avro Canada CF-100 and English Electric Canberra; the XB-51 and Canberra emerged from these as the favorites.

Test flights showed the XB-51 to be highly maneuverable at low altitudes and substantially faster than the Canberra and faster than most fighter aircraft of the era.[3] However, the XB-51's endurance was significantly lower than that of the Canberra and this factor was decisive in its cancellation. In addition, a load limiting factor of only 2.67 g (36 m/s²) meant that the general strength of the airframe was relatively low and would prevent tight turns while fully loaded. Additionally, the tandem main gear plus outriggers of the XB-51 were thought unsuitable for the requirement to fly from emergency forward airfields.

While the XB-51 was not selected for procurement, it was decided that Martin would build 250 Canberras under license, under the designation B-57. Furthermore, Martin's rotating bomb bay would be incorporated into production variants of the B-57. A "Super Canberra", incorporating other XB-51 features, such as swept wings and tail-planes, was also proposed. This aircraft — although it promised much better speed and performance than the B-57 — never reached the prototype stage, mainly because the many changes would have taken too long to implement and test, before it could be put into production.

Деталі моделі Part of the model





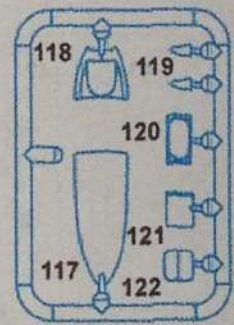
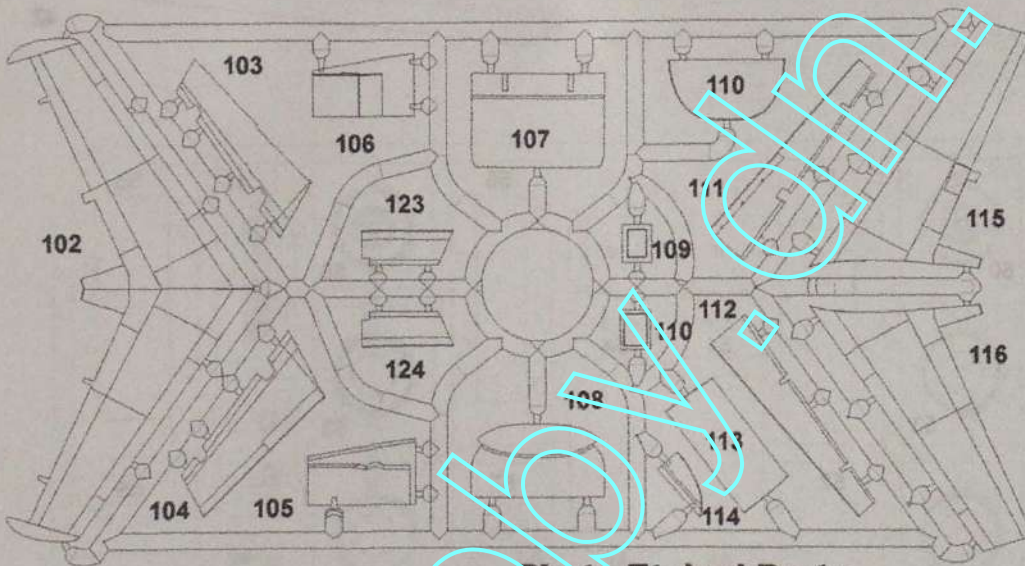
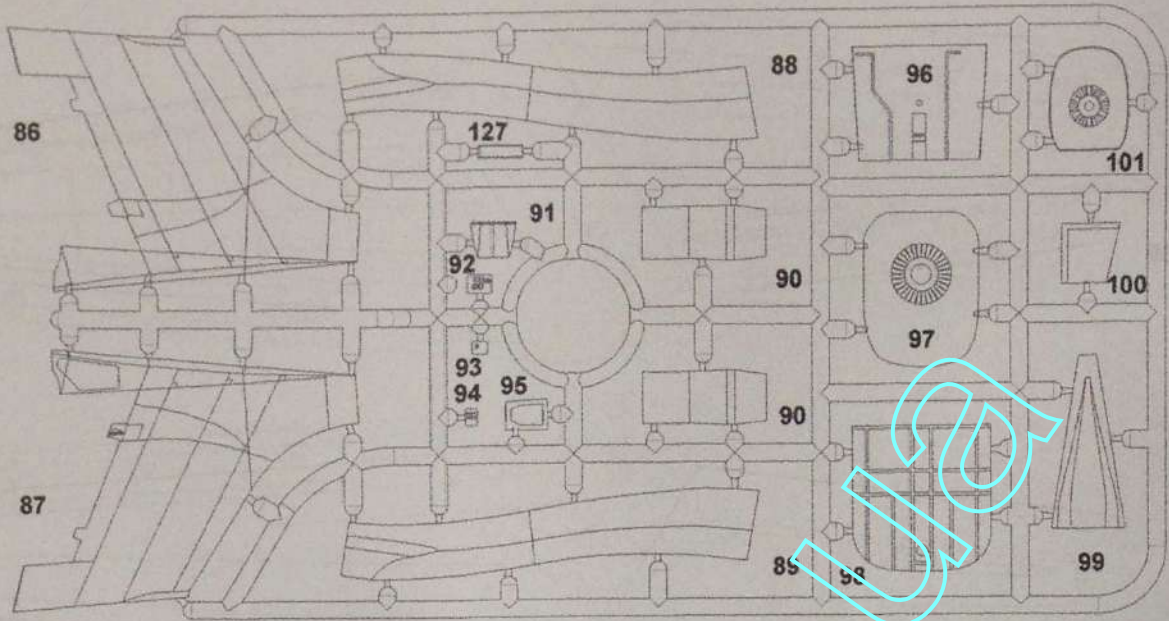
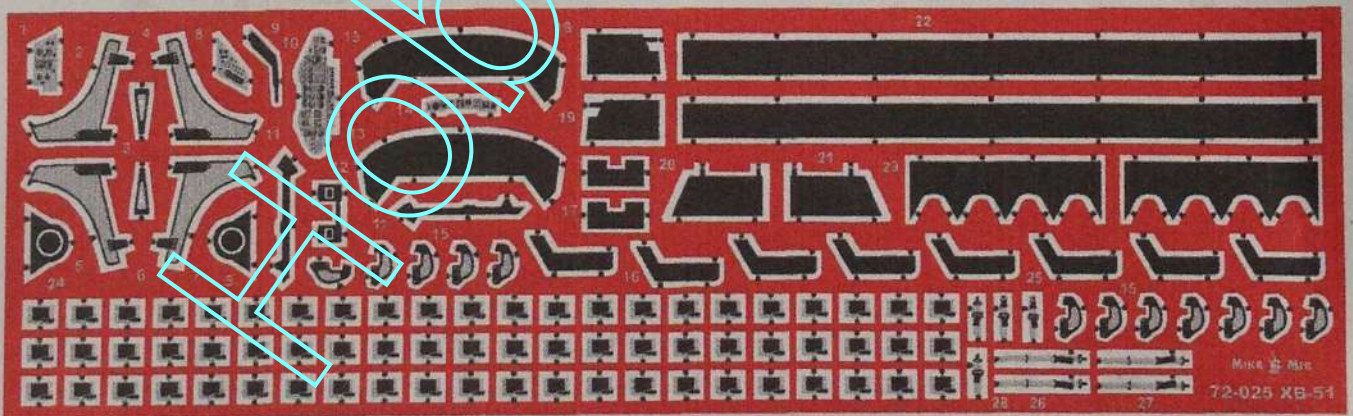
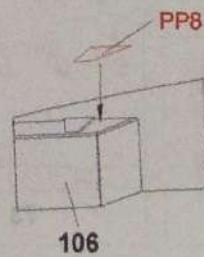
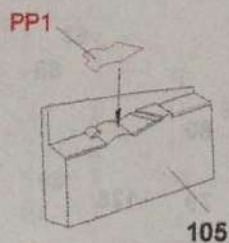


Photo Etched Parts

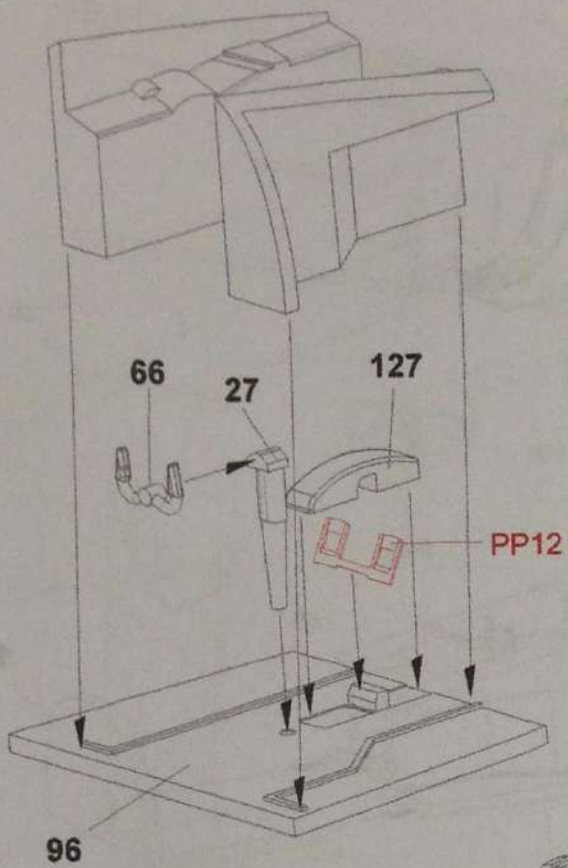


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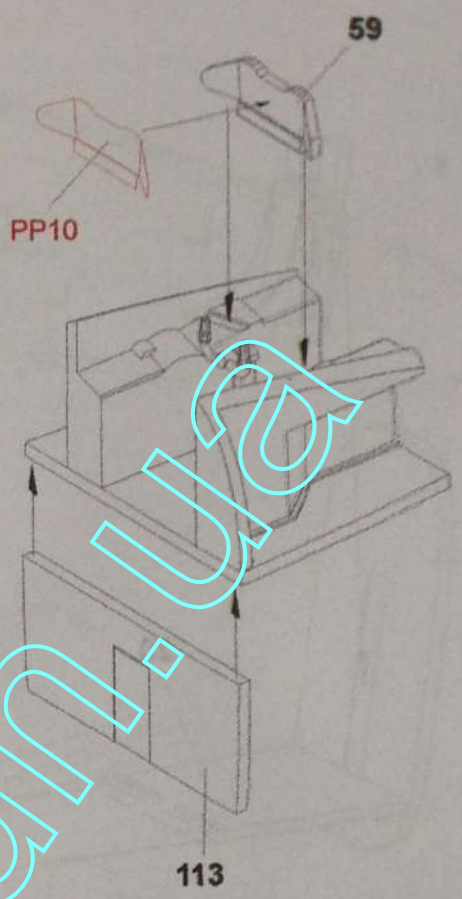


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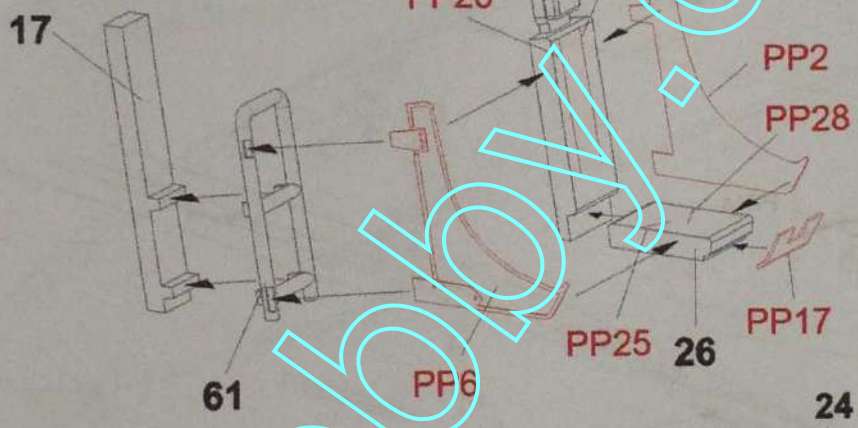
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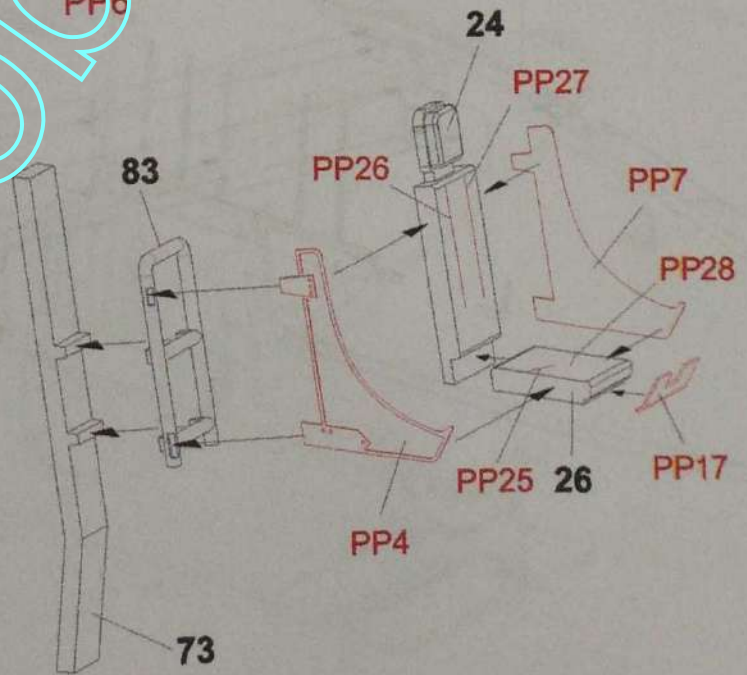
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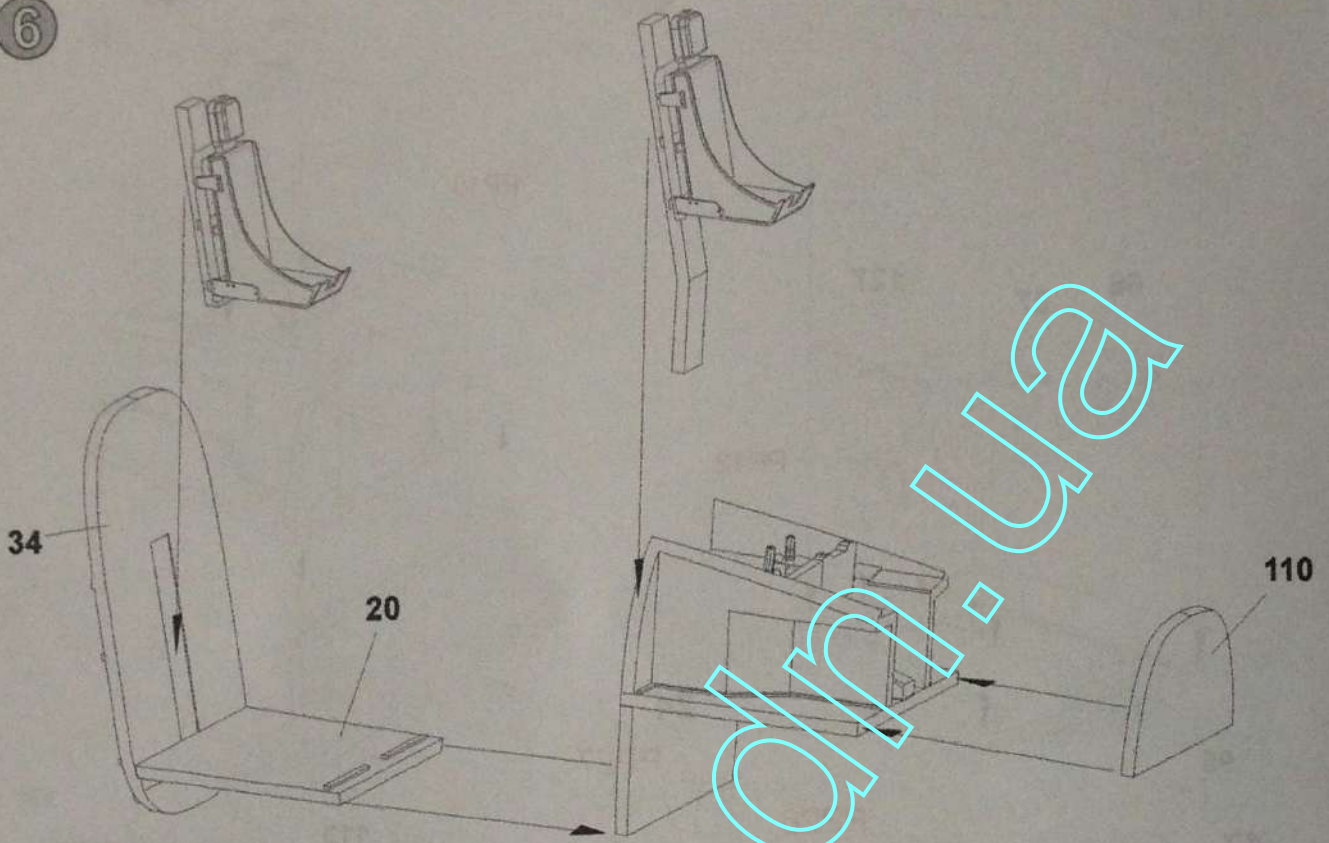


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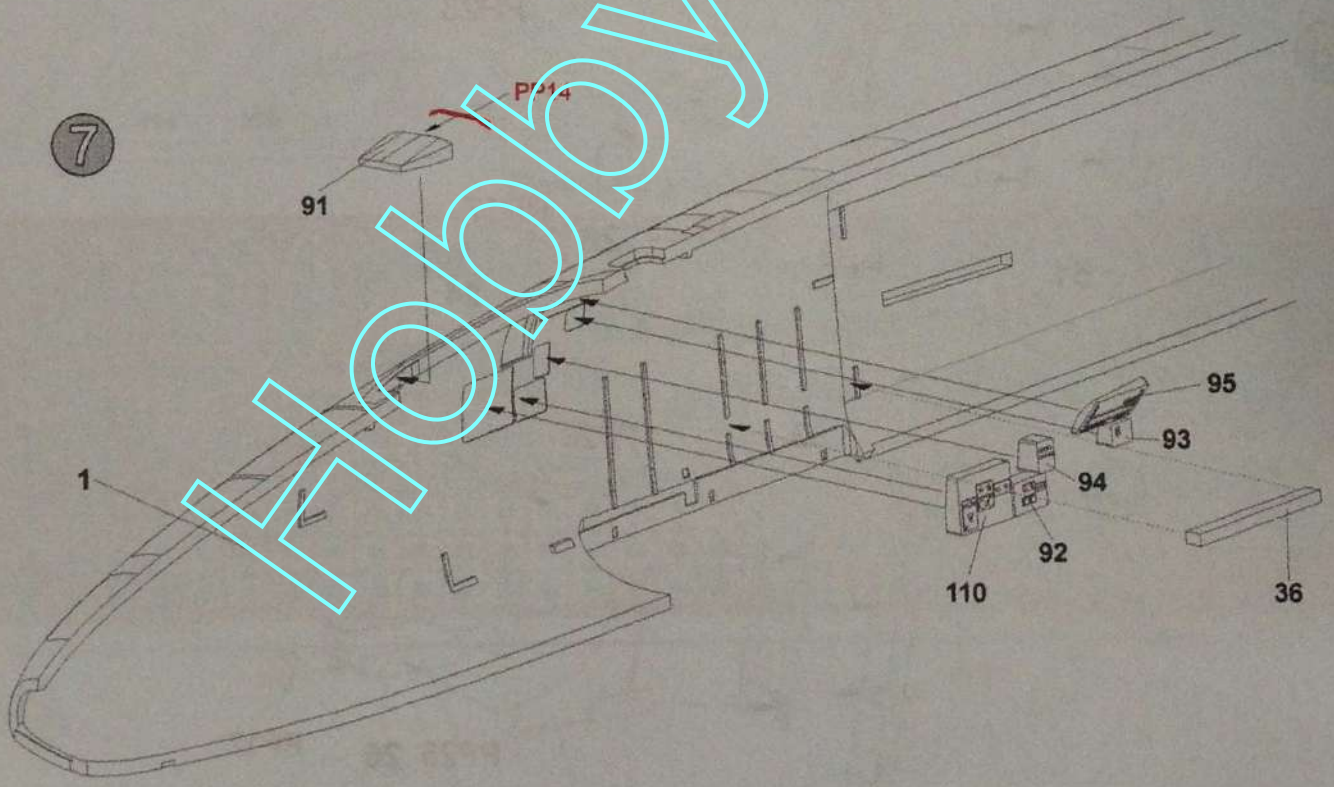


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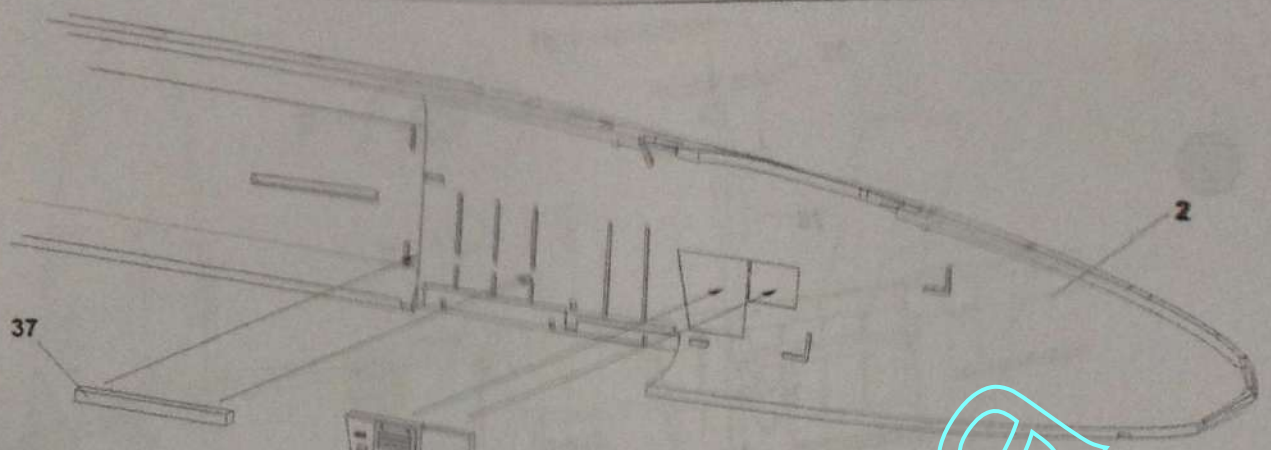


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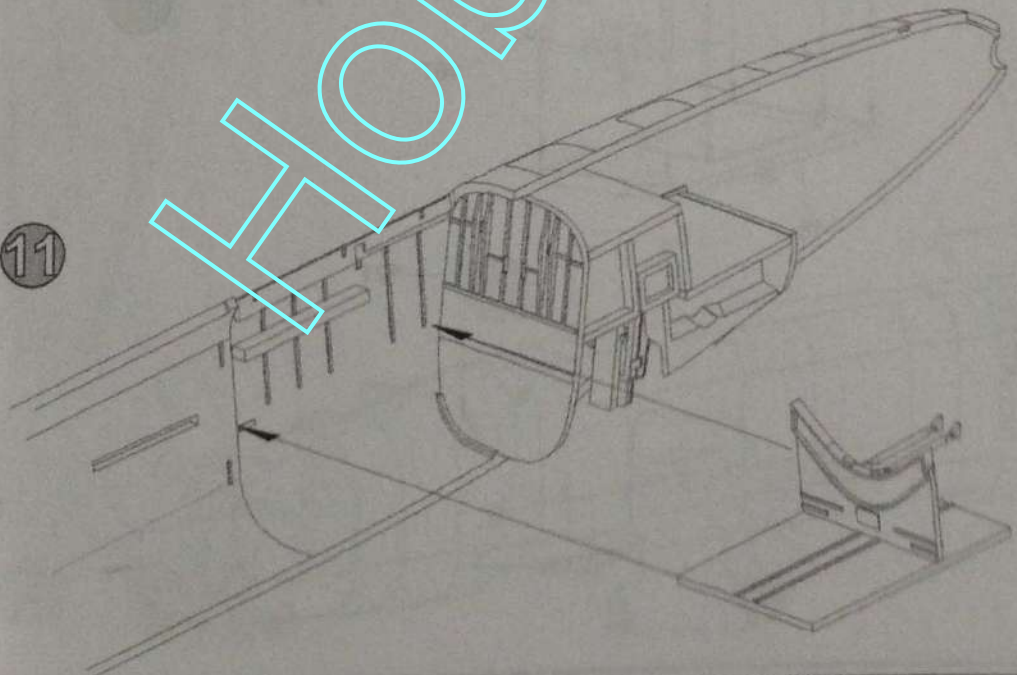
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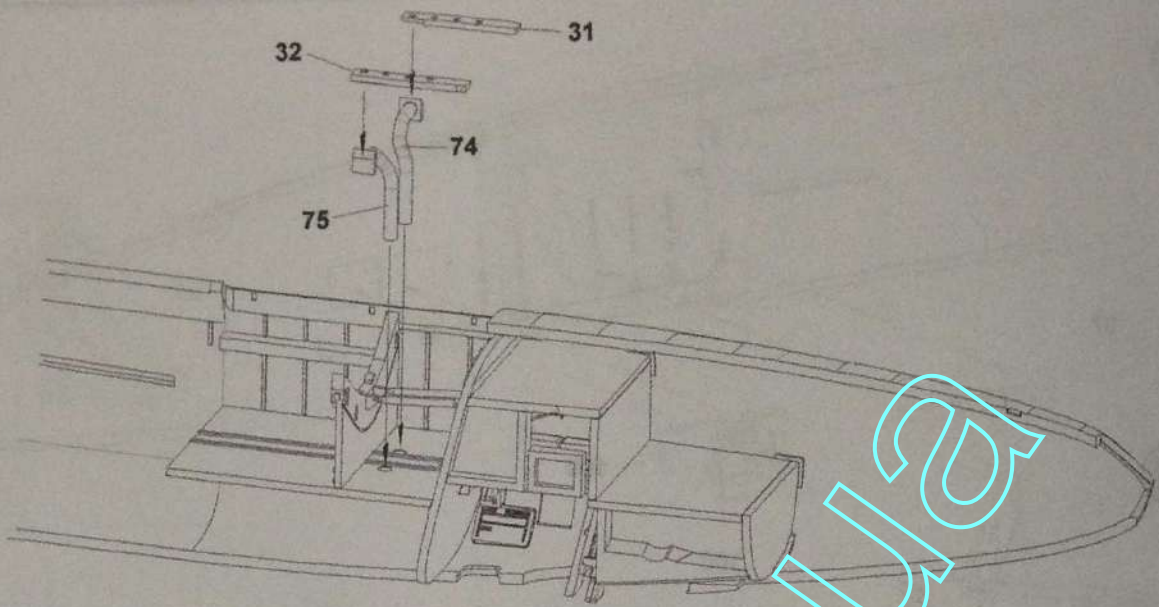


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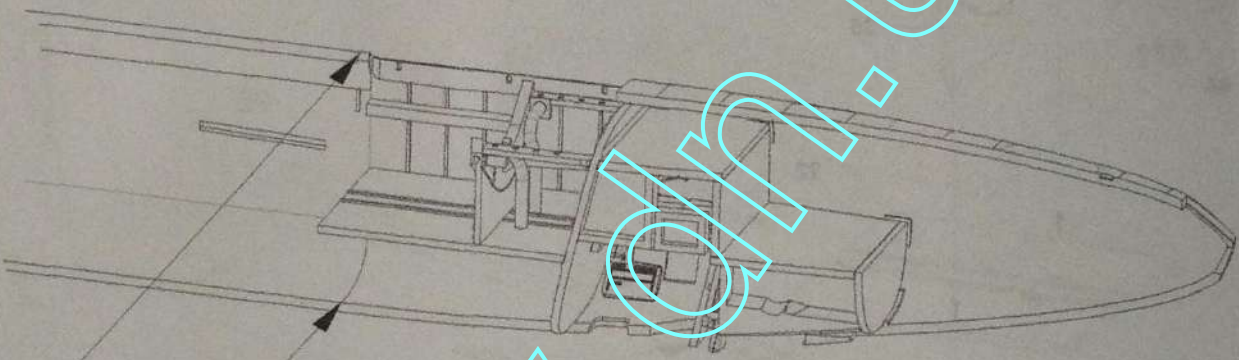


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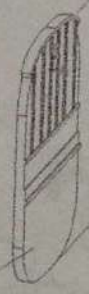
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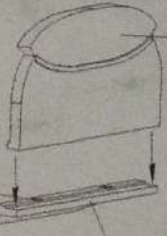


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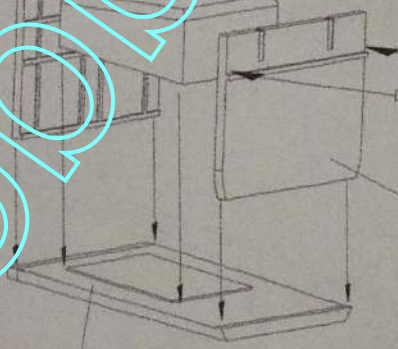
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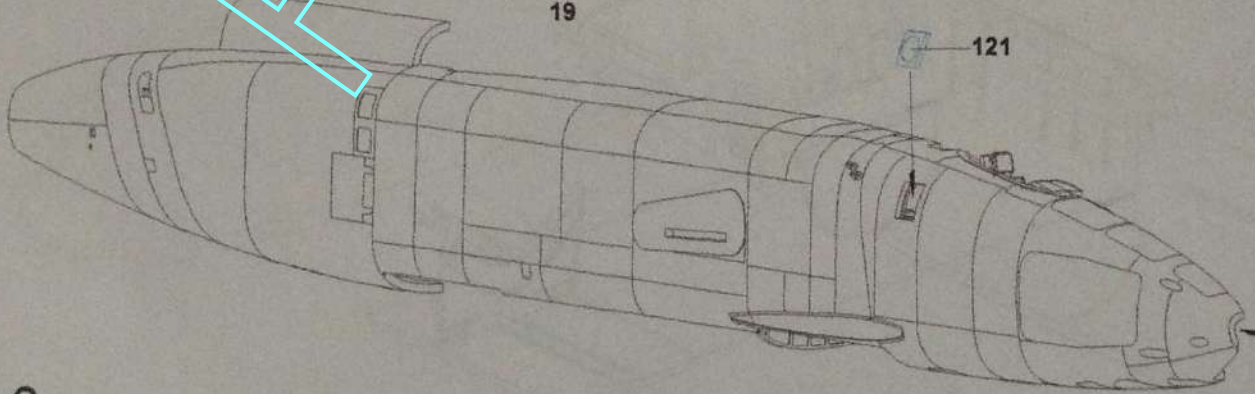
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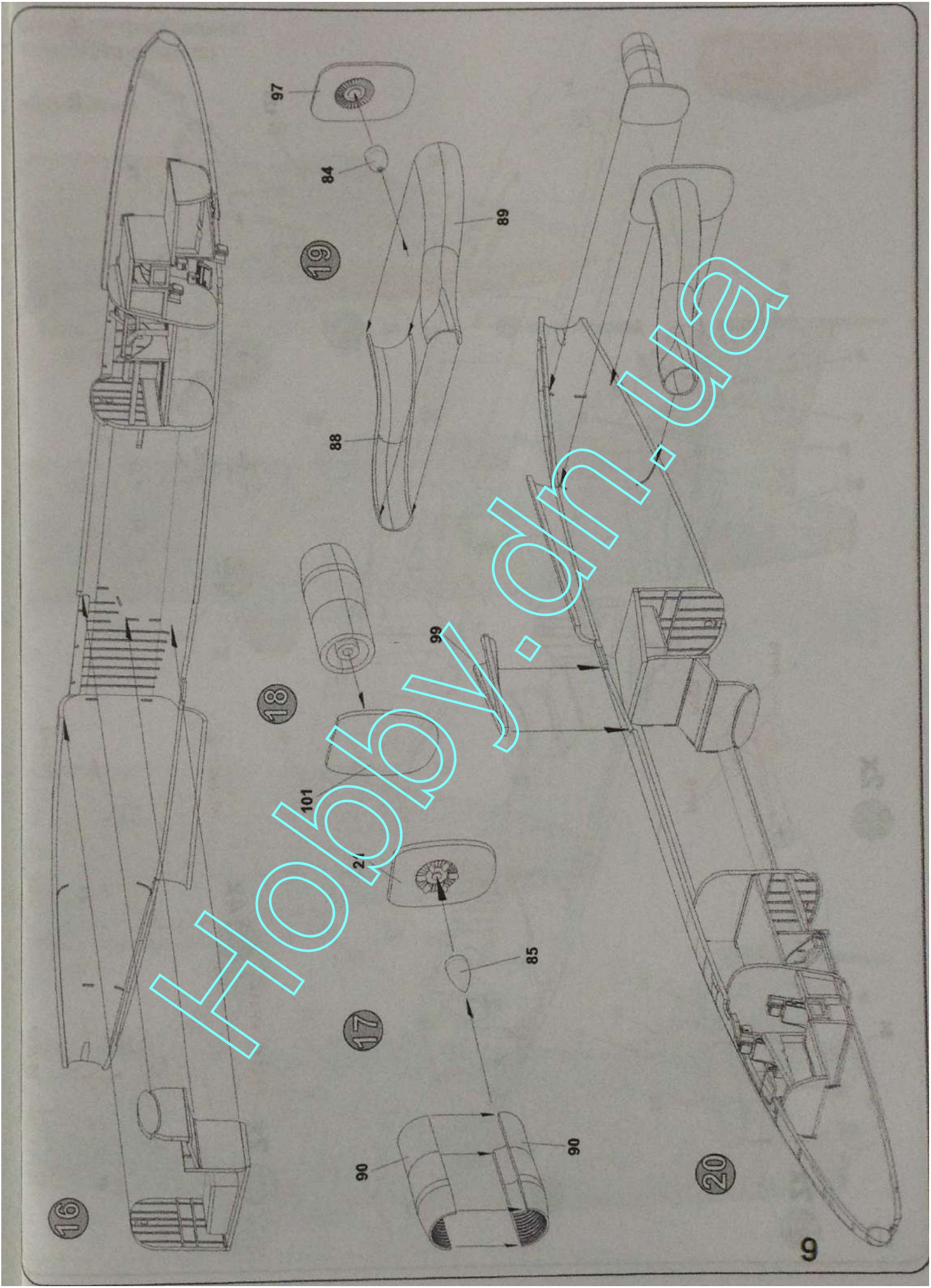
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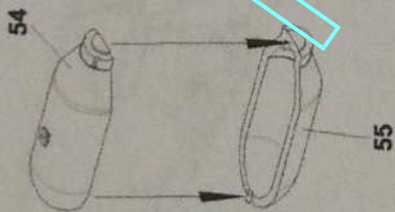
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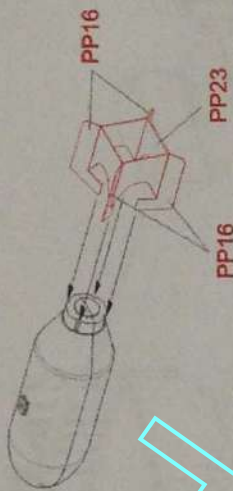
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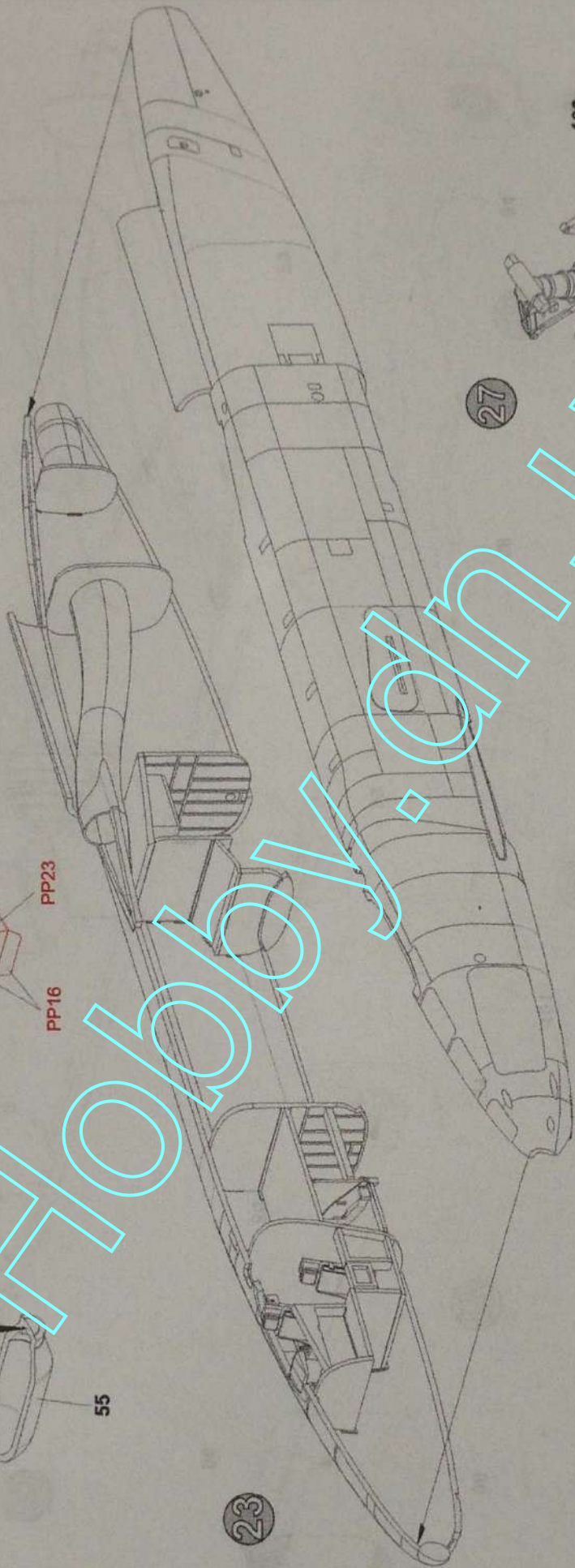
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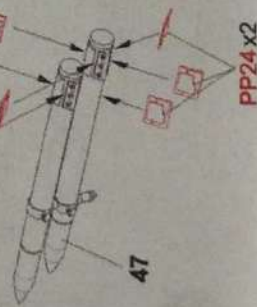


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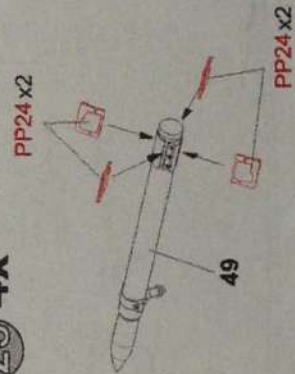


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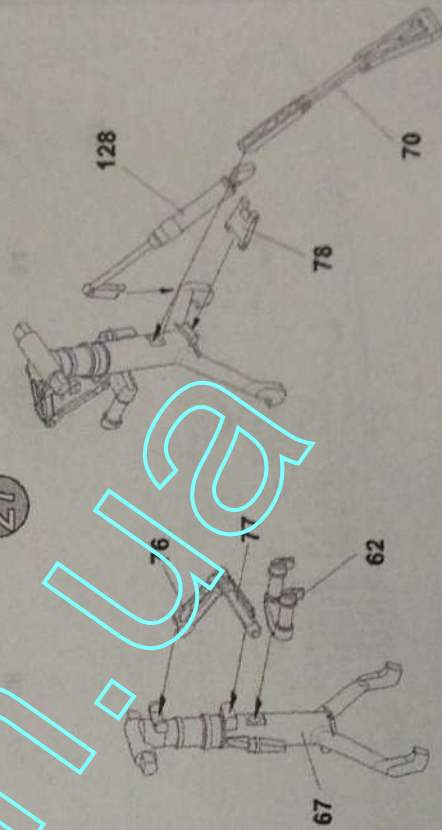


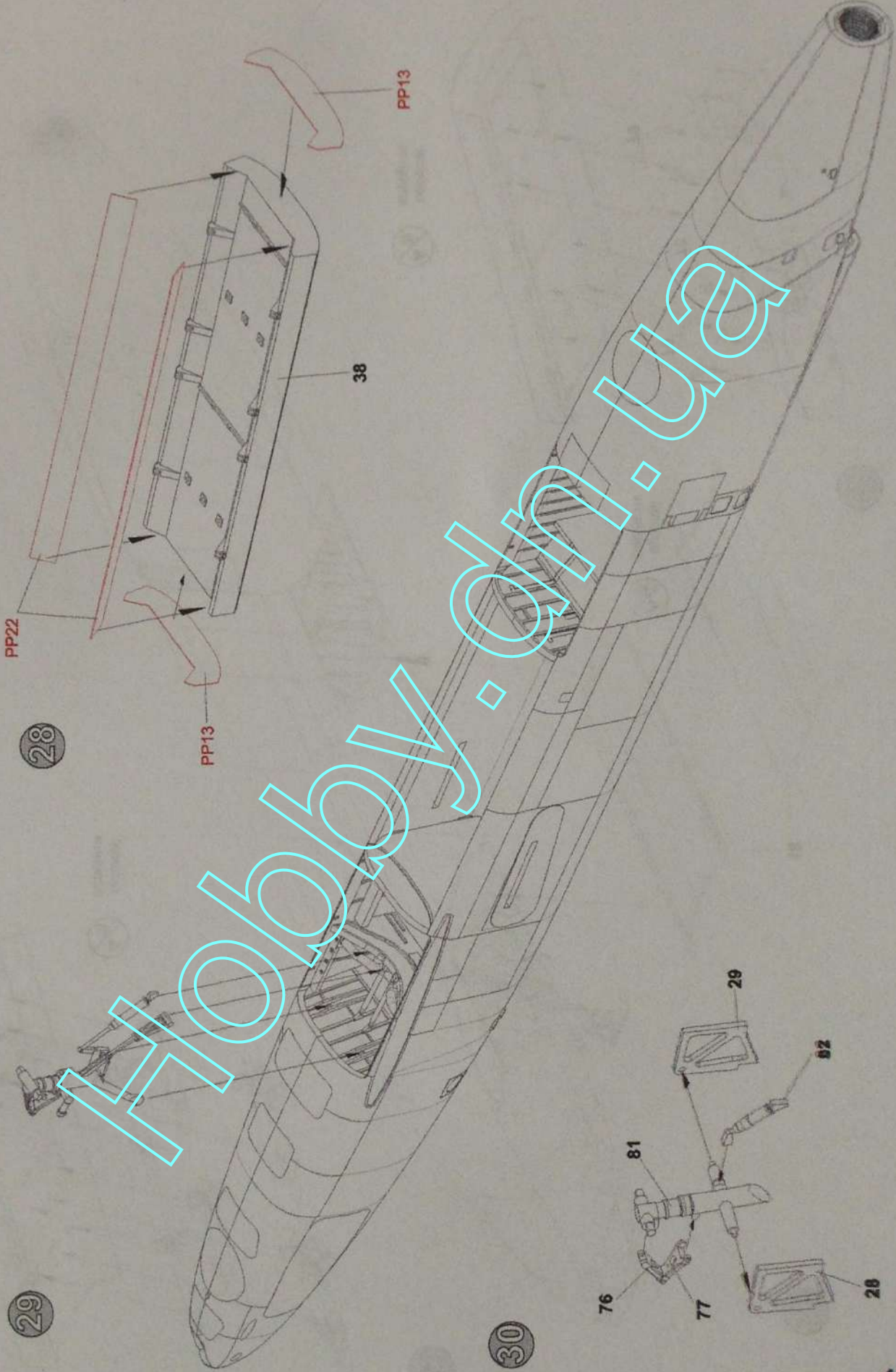
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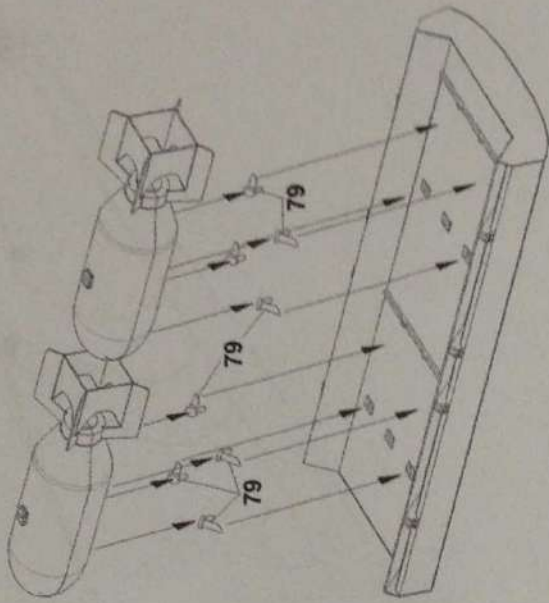
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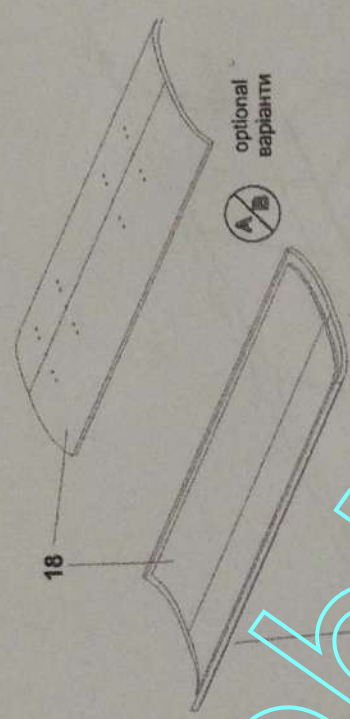
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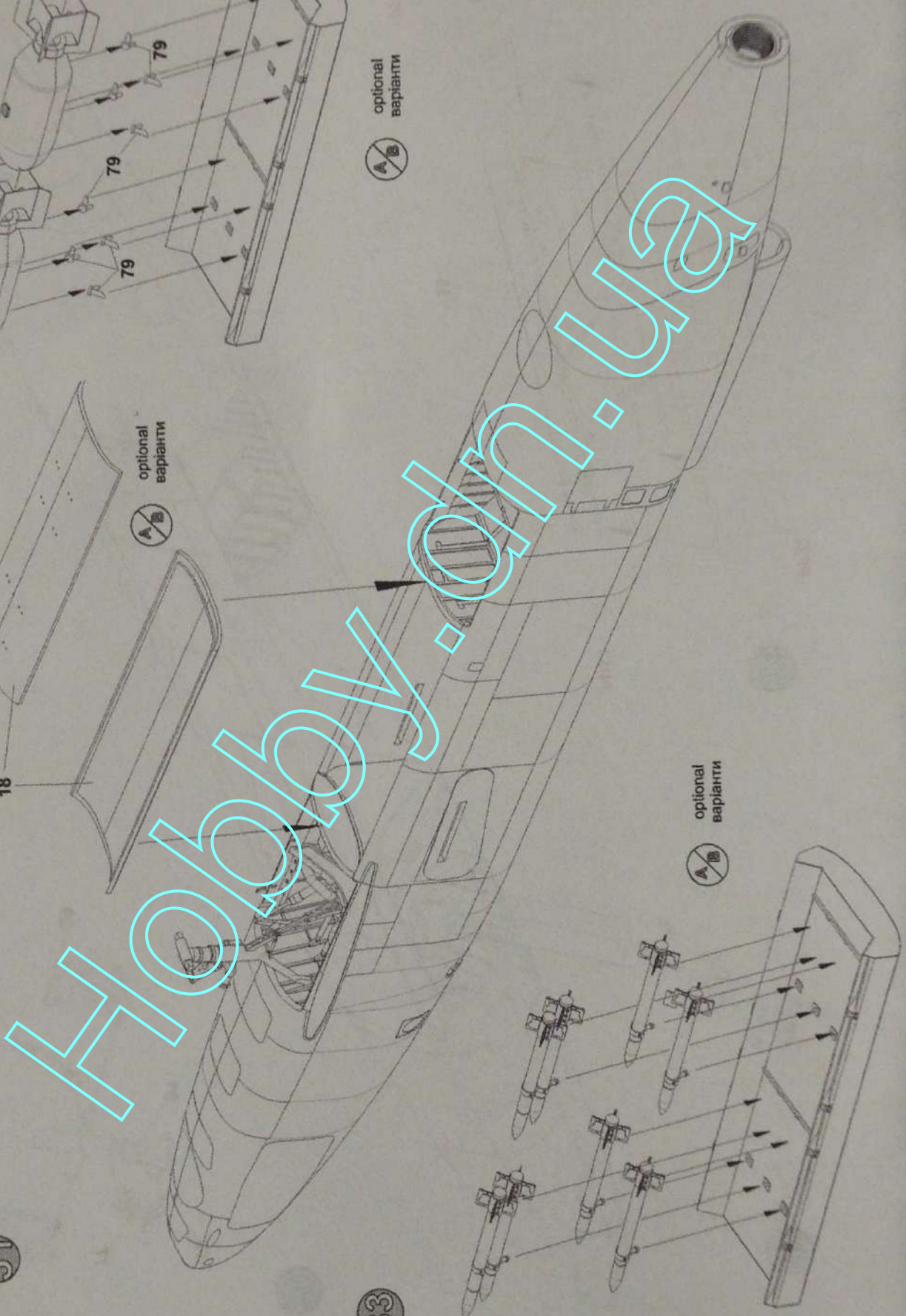
optional variants

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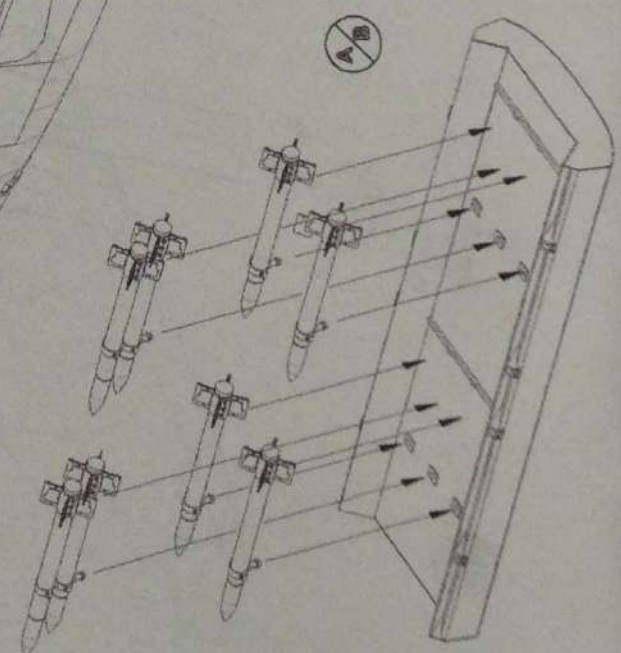
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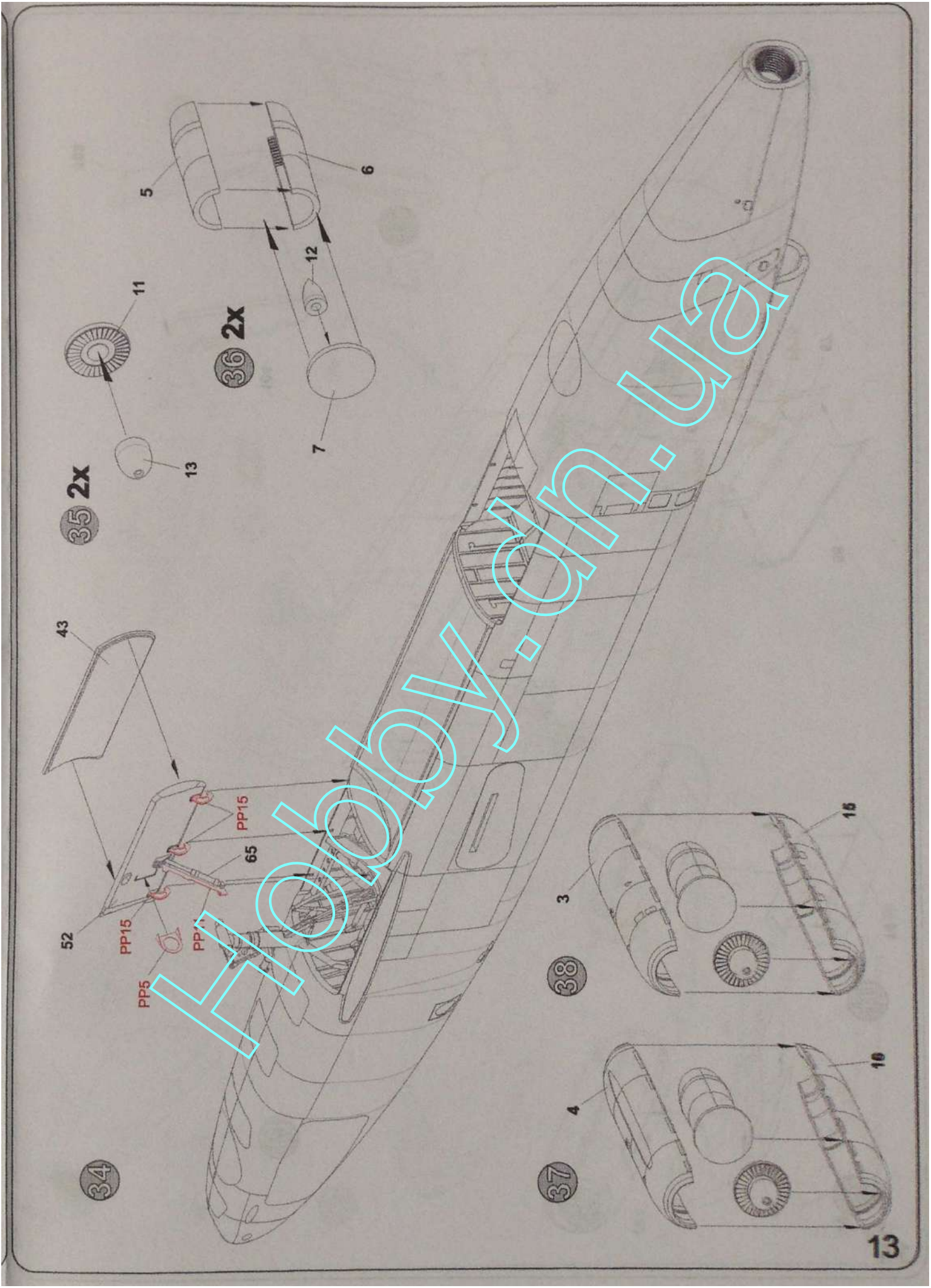


optional variants

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optional variants



35 2x

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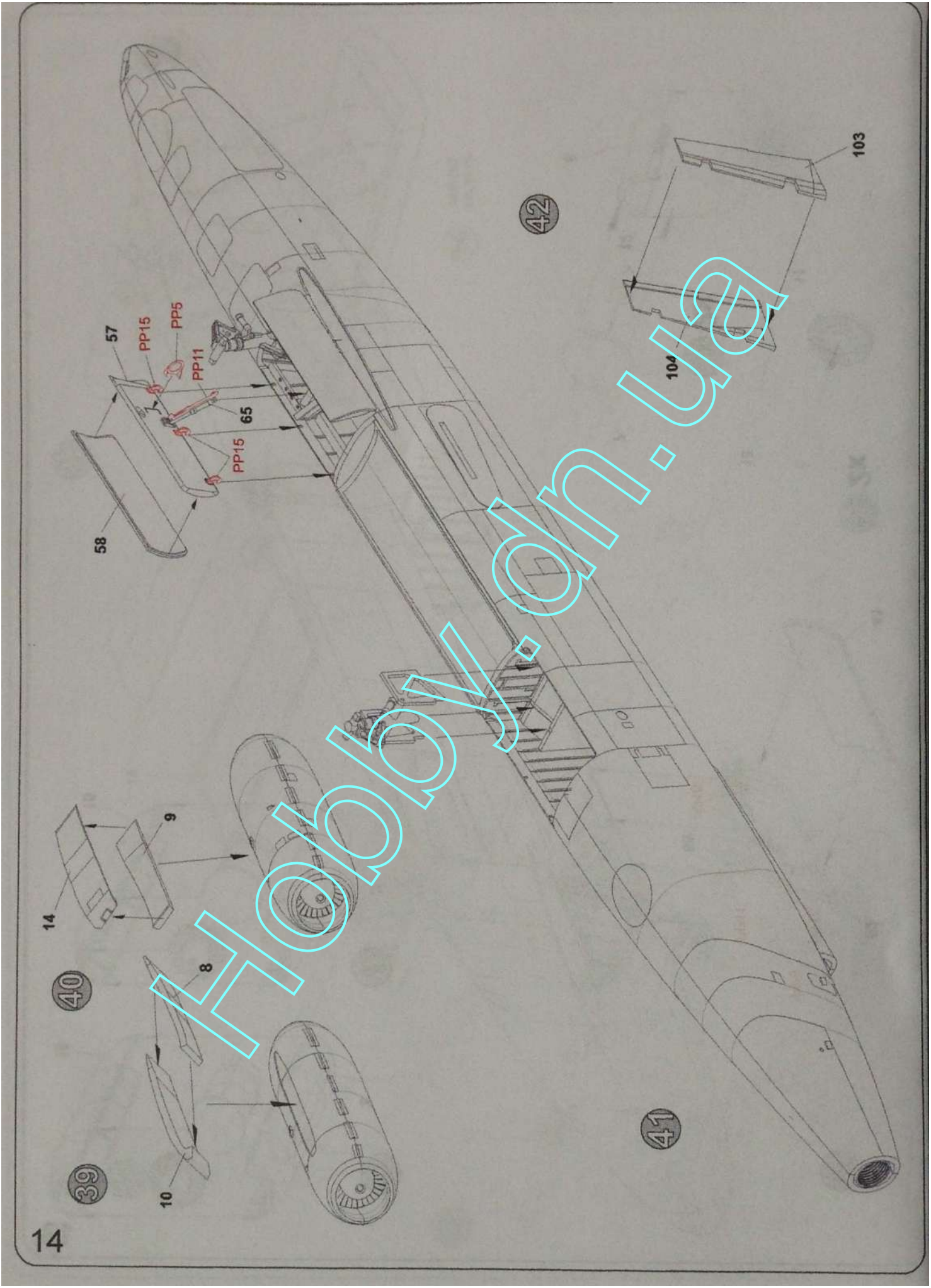
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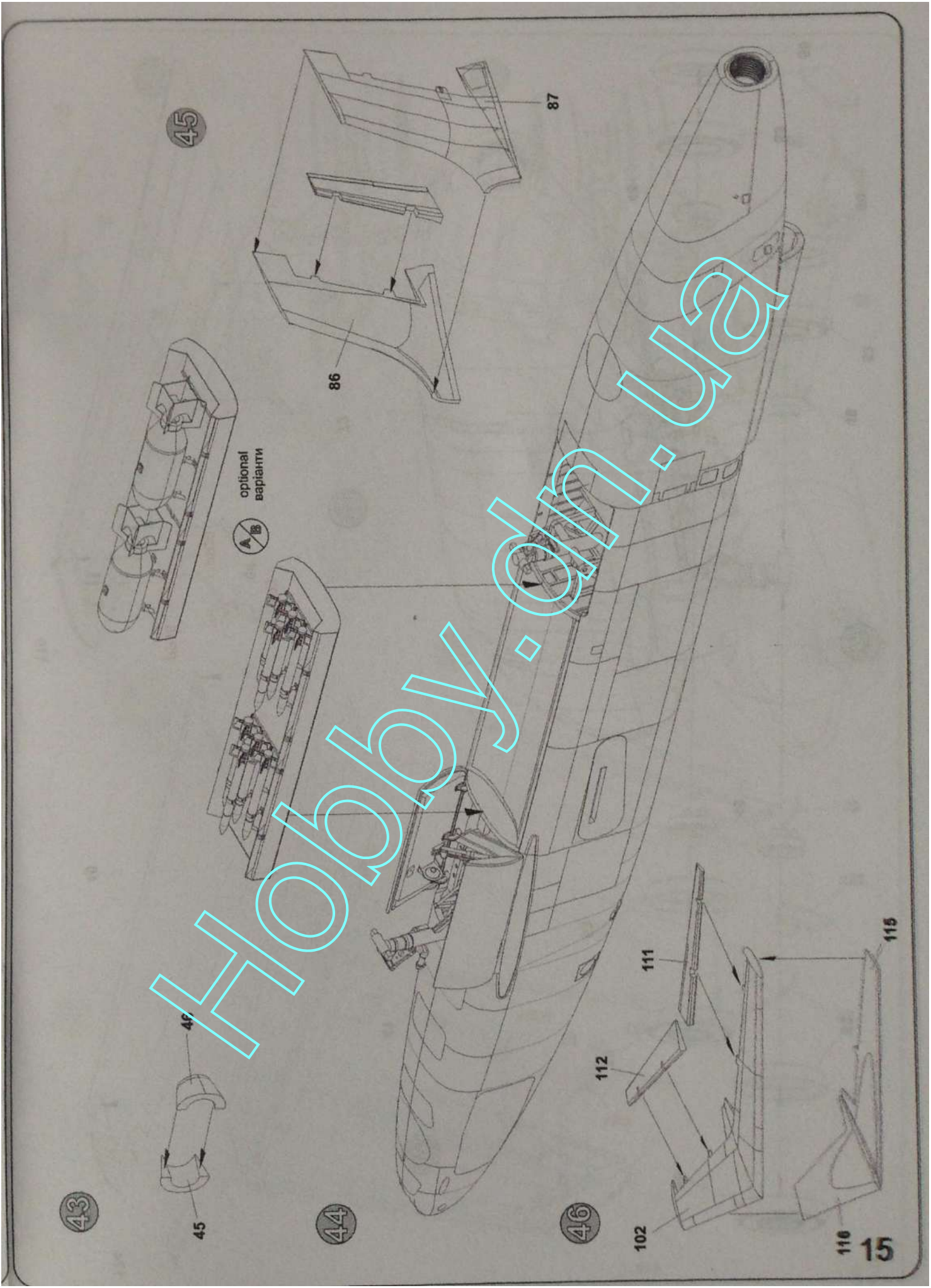
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PP15

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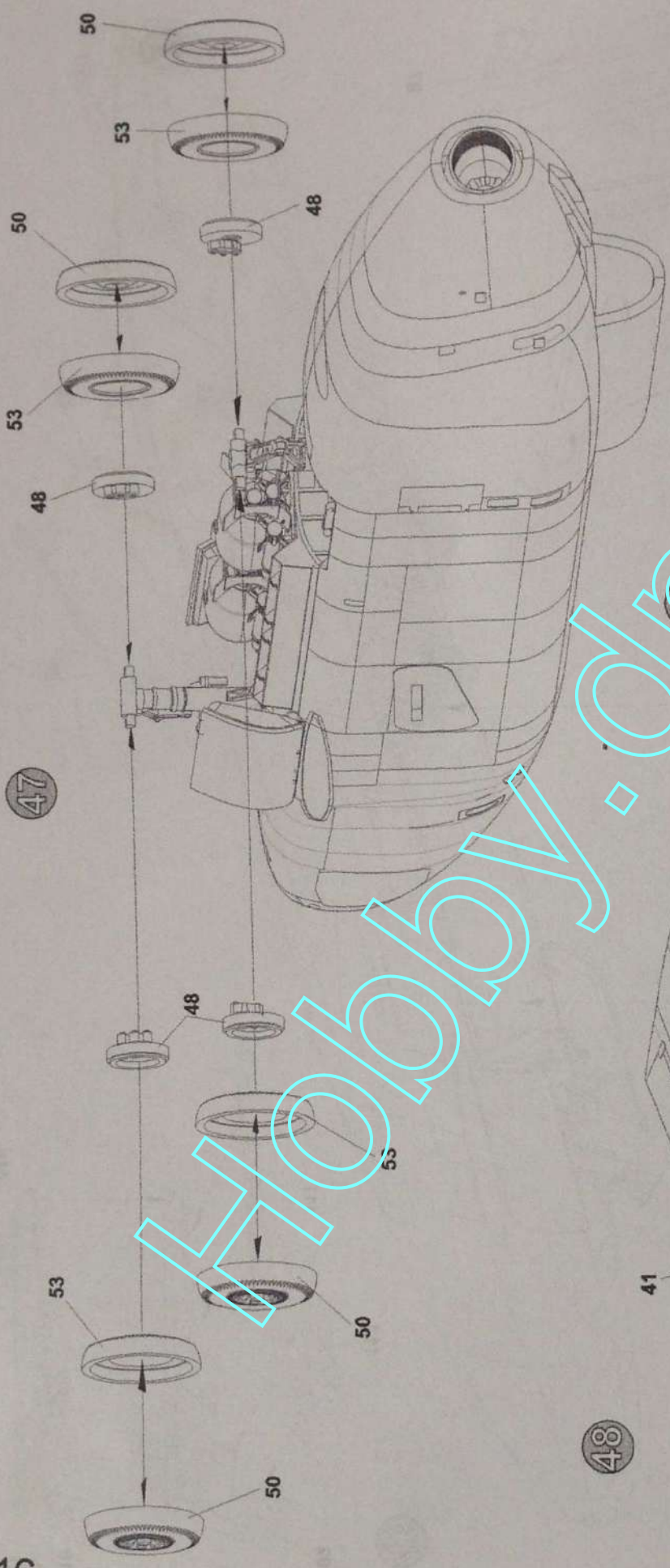
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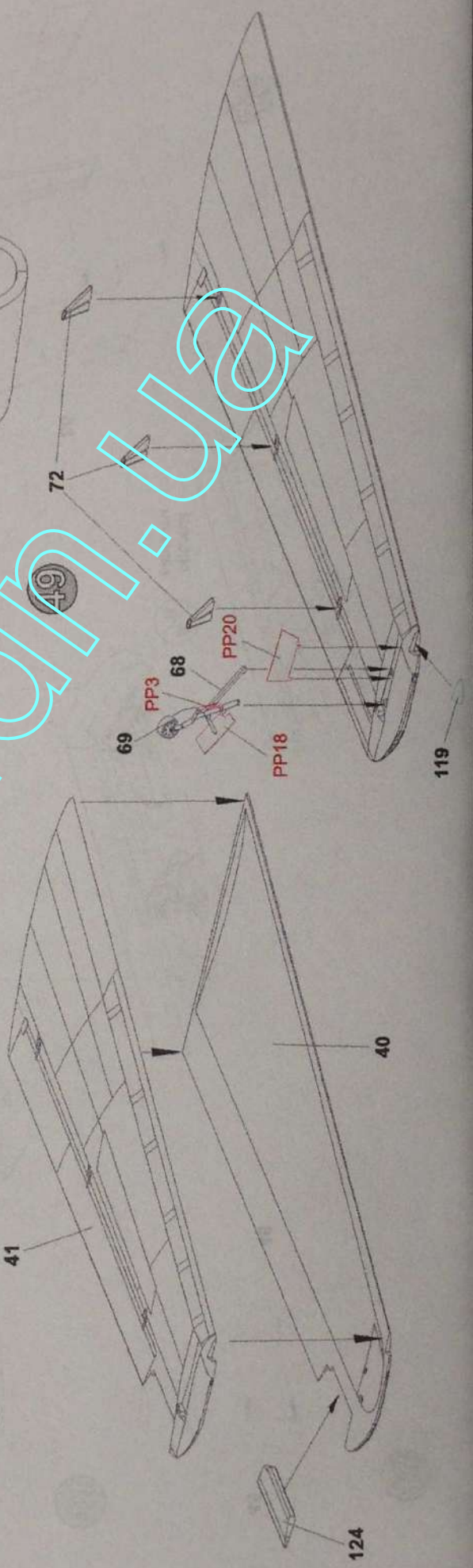
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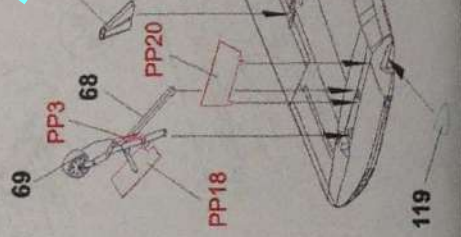
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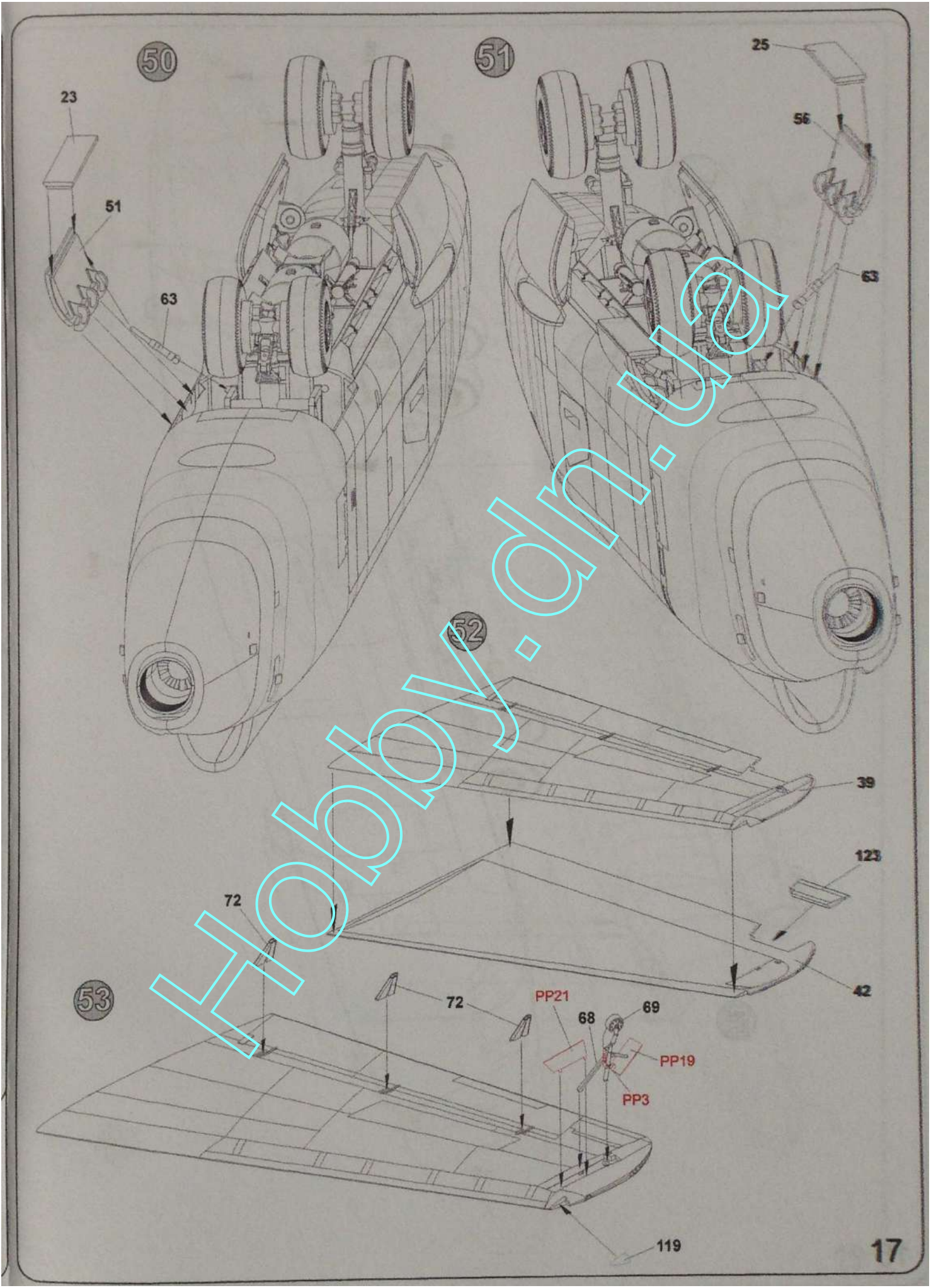
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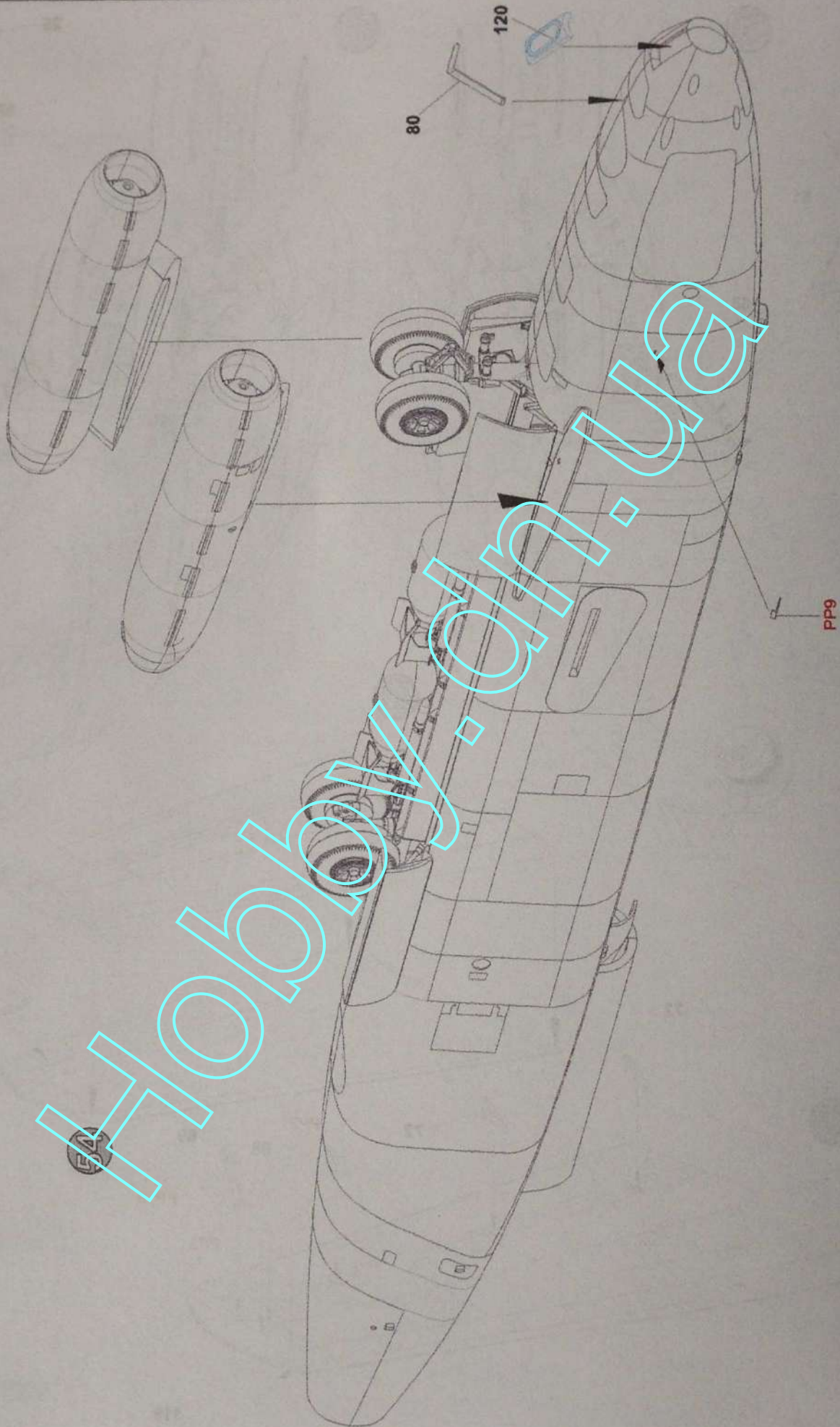


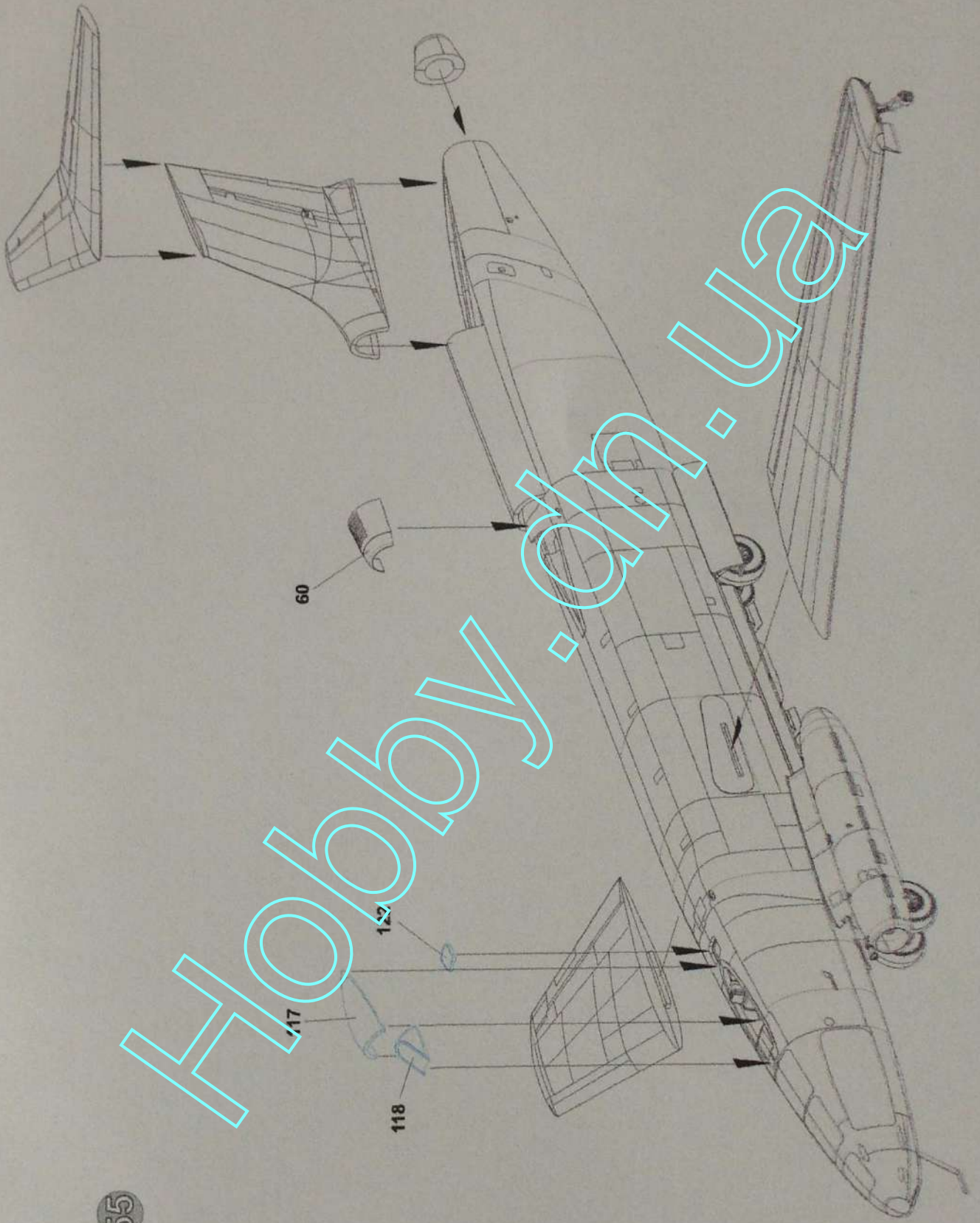
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