

72057 H.P.54 Harrow 1/72



Stručná historie Handley Page Harrow

V roce 1935 vyhlásilo britské ministerstvo letectví modernizační program letectva. V rámci tohoto programu měly být modernizovány i transportní letouny jednoplošné koncepce s vyššími výkony. Firma Handley Page se zúčastnila zadání C.26/31 prototypem HP 51. Konkurenční firma Bristol vyvíjela letoun podobné konstrukce Bristol 130 Bombay (firma VALOM vydala tento model v roce 2015). V srpnu 1935 však ministerstvo letectví vydalo změněné požadavky B.29/35, které rozšiřovaly specifikaci kromě transportu i na uplatnění letounů jako bombardér. Firma Handley Page pružně zareagovala typem HP 54, který později dodávala RAF pod názvem Harrow. První vyrobený kus se sériovým číslem K6933 Harrow Mk.I byl zalétán 10. října 1936.

HP 54 Harrow byl hornoplošník s dvojitými svislými ocasními plochami a objemným trupem. Kostra trupu byla celokovová a potažena plátnem. Jako bombardér měl letoun pětičlennou osádku. Ochranu proti nepříteli tvořily dvě pevné střelecké věže vyrobené firmou Frasher Nash. V přední věži byl umístěn jeden kulomet Lewis 7,7 mm. V zadní věži byly dva stejné kulometry a čtvrtý kulomet byl umístěn na výsuvné lafetě na hřbetě trupu. V pumovnici mohl nést až 1362 kg pum. Pohonnou jednotkou byly u verze Mk.I dva hvězdicové motory Bristol Pegasus X o výkonu 623kW, verzi Mk.II pak poháněly motory Bristol Pegasus XX o výkonu 694 kW.

Přezbrojení prvními Harrowy začalo 3.1.1937 u 214 Squadron, které nahradily zastaralé Vickers Virginia Mk.X. Další jednotky Bomber Command 37., 75., 115., a 215. byly přezbrojeny do září 1937. Ovšem kariéra Harrowů jako bombardérů nebyla nijak oslnivá ani dlouhá. Již v roce 1939 byly koncepčně zastaralé a tak v roce 1940 se mění jejich role na transportní úlohy.

Přestavba se dotkla zejména obou pevných střelišť, která byla aerodynamicky překryta plátněným potahem. Do trupu bylo nainstalováno 20 sedadel. V případě potřeby byla sedadla nahrazena lůžky pro převoz zraněných. V trupu přibyla okna. Takto upravené stroje byly součástí 271. dopravní peruti a nazývaly se Sparrow. Ty se vyznamenaly zejména při invazi v Normandii v roce 1944, kdy na zbudovaná polní letiště ve Francii dovážely zásoby a zpět převážely zraněné vojáky. Na trupu tyto stroje nesly invazní pruhy.

Celkem bylo vyrobeno 100 letounů z toho 38 ve verzi Mk.I a 62 ve verzi Mk.II.

Je paradoxní, že letoun byl před válkou navržen jako dopravní, ale stal se z něho bombardér. Po vypuknutí války však již nemohl bombardovat a z bombardéru se stal zase dopravní letoun.

Technická data:

Rozpětí (m)	26,96
Délka (m)	25,05
Výška (m)	5,92
Max. rychlost (km/hod)	300
Dolet (km)	1260
Dostup (m)	6950



A brief history of the Handley Page Harrow

In 1935, the British Air Ministry announced that its aviation programme would be updated. As part of this programme, more powerful transport monoplanes were also to be modernised. The Handley Page Company first offered the HP 51 prototype to the C.26/31 specification. Meanwhile, competitor Bristol developed an aircraft of similar structure, the Bristol 130 Bombay

(VALOM brought out this model in 2015). In August 1935, however, the Air Ministry issued modified specification B.29/35, which broadened the specification of the aircraft as a transport to include operation as a bomber. Handley Page responded flexibly with the HP 54, which it later supplied to the RAF as the Harrow. The first craft, serial number K6933 Harrow Mk.I, was test-flown on 10th October 1936.

The HP 54 Harrow was a high-wing monoplane with vertical stabilisers and a sizeable fuselage. The fuselage frame was made entirely of metal and cased with canvas. As a bomber, the aircraft had a crew of five. Two fixed gun turrets made by Frasher Nash offered defence against the enemy. The nose turret was fitted with one Lewis 7.7 mm machine gun. The tail turret had two of the same machine guns, while a fourth machine gun was fitted on an extendable gun carriage on the top of the fuselage. The bomb bay was able to hold up to 1,362 kg of bombs. The model Mk.I was powered by two 623 kW Bristol Pegasus X engines, the model Mk.II by 694 kW Bristol Pegasus XX engines.

The first Harrows were delivered to No. 214 Squadron RAF on 3.1.1937 to replace the outdated Vickers Virginia Mk.X. Further Bomber Command units, 37., 75., 115. and 215. were refitted by September 1937. However, the Harrow's career as a bomber was neither brilliant nor long. It had become conceptually outdated by 1939 and its role was modified to that of a transport craft in 1940.

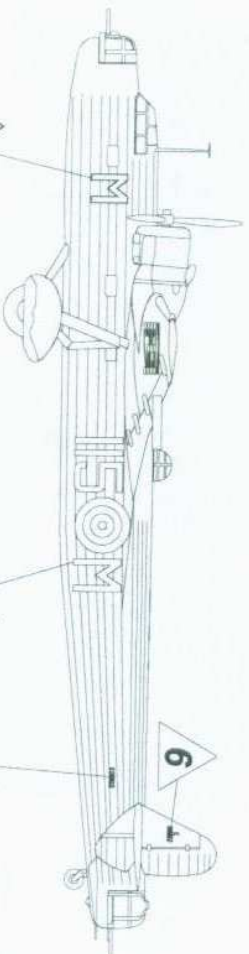
Reconstruction mainly affected both fixed gun turrets, which were aerodynamically covered with a canvas fairing. Twenty seats were then installed in the fuselage. If required, the seats could be replaced by beds to transport the wounded. Windows were also added to the fuselage. These modified aircraft were nicknamed "Sparrows" and were part of the 271 Squadron. These mainly made a name for themselves during the invasion of Normandy in 1944, when they transported supplies to the airfield built in France and returned with wounded soldiers. The fuselage of these aircraft bore invasion stripes.

One hundred aircraft were made in total, 38 Mk.I and 62 Mk.II. It is a paradox that the aircraft was designed as a transport before the War, but became a bomber. Then, after the War broke out, it could no longer be used as a bomber and was converted back to a transport.

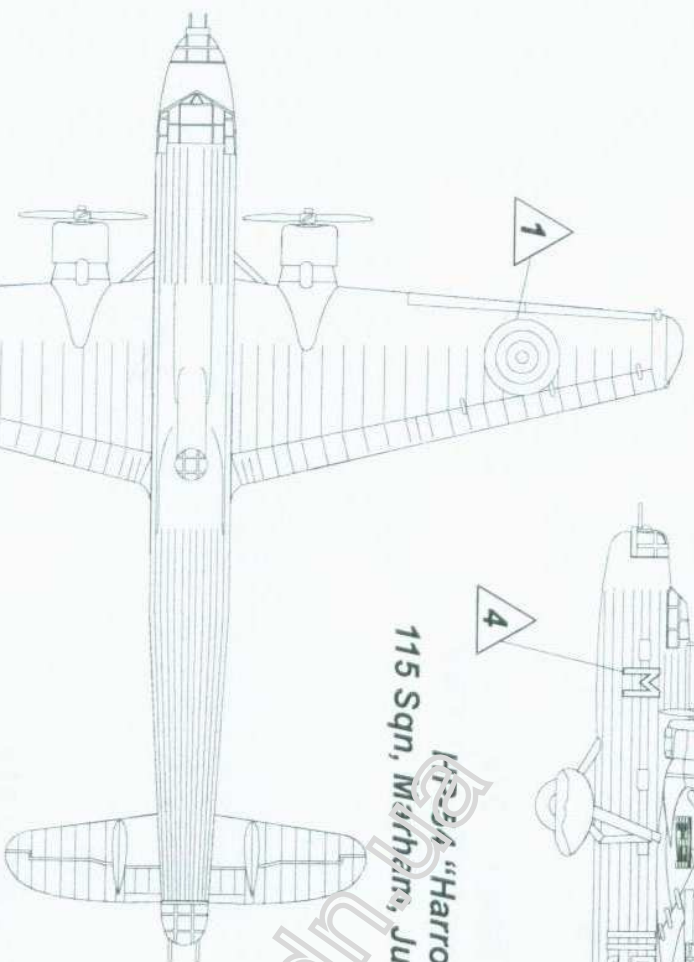
Technical Data:

Span (ft)	88,42
Length (ft)	82,17
Height (ft)	19,42
Top speed (mph)	200
Range (mils)	1260

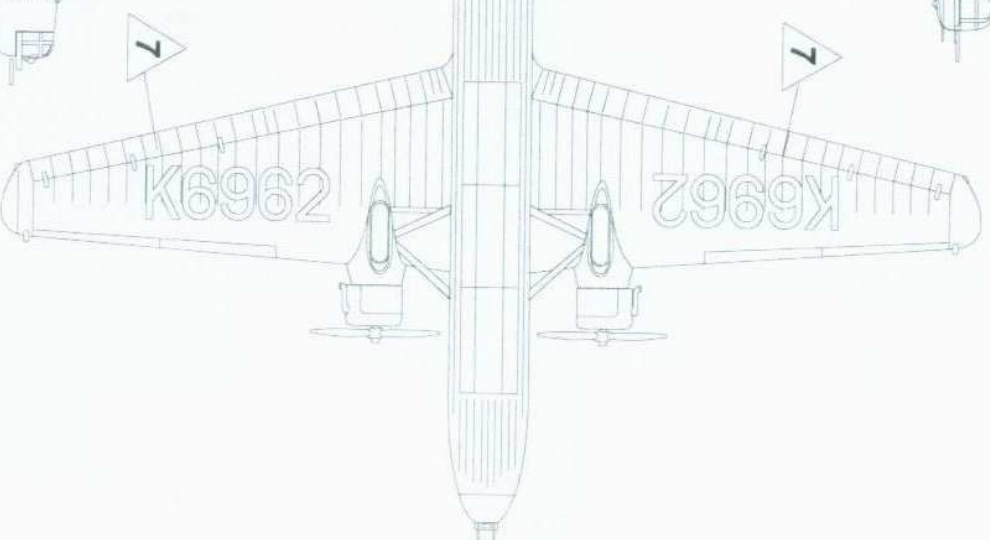
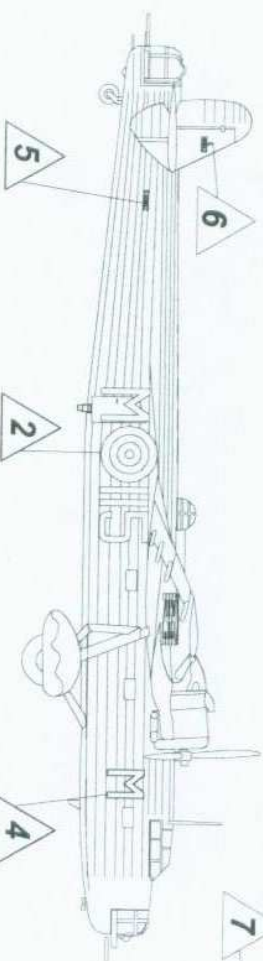
Opravný list obtisků 72057
Correction sheet of numbering decals 72057

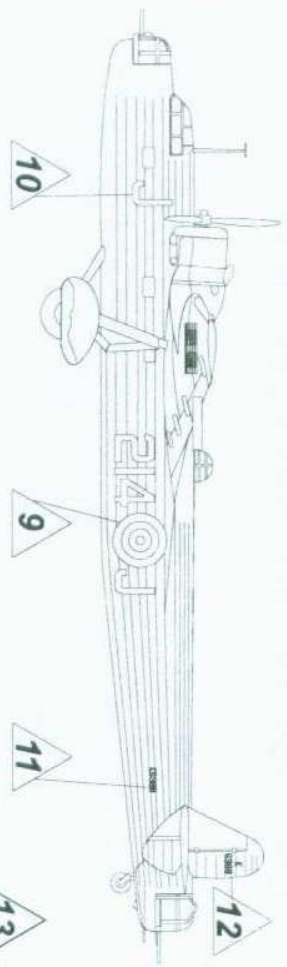


HP-54 "Harrow" K6962 M 115,
115 Sqn, Marham, June 1937-April 1939

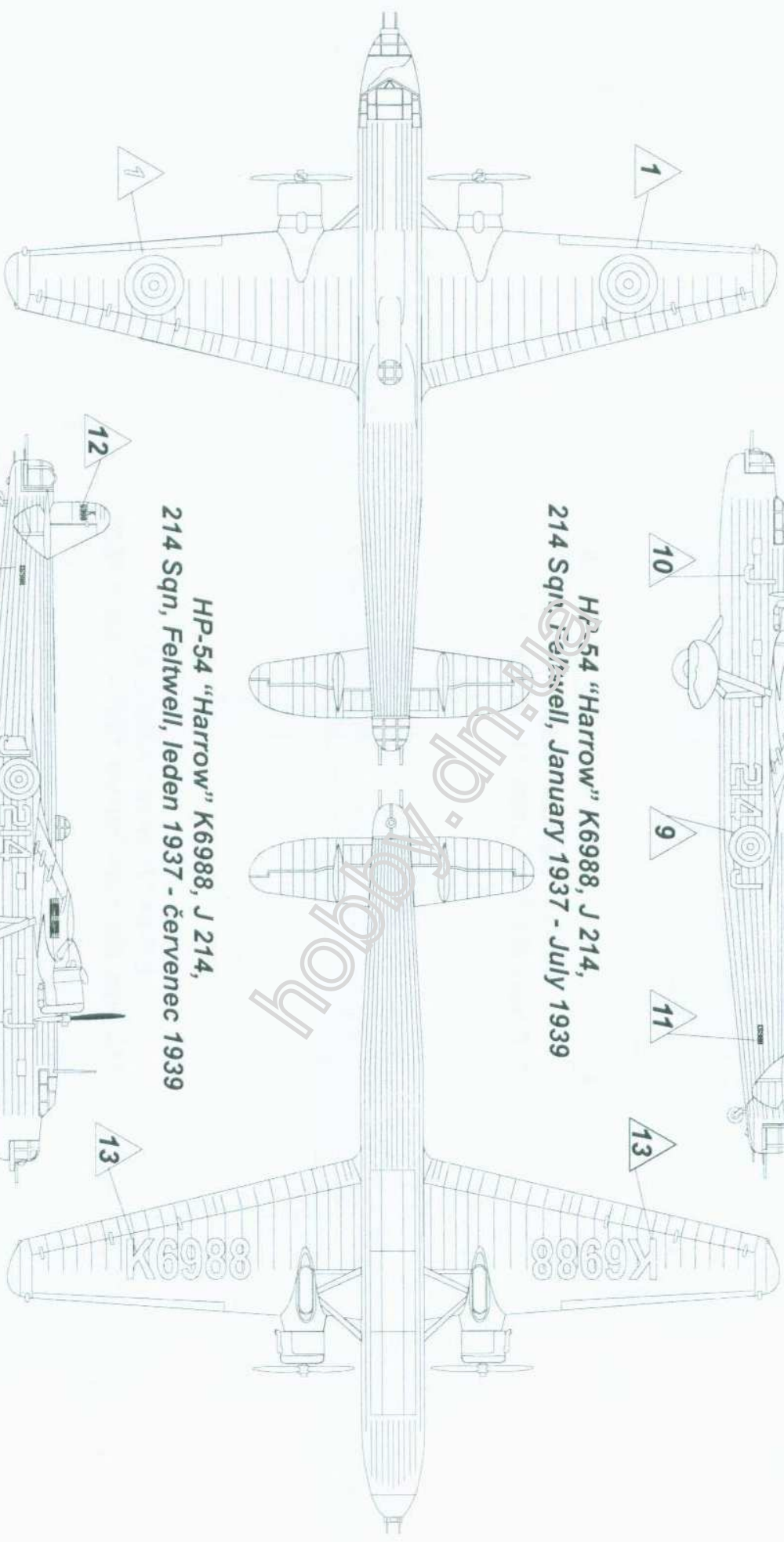


HP-54 "Harrow" K6962. M 115,
115 Sqn, Marham červen 1937 - duben 1939

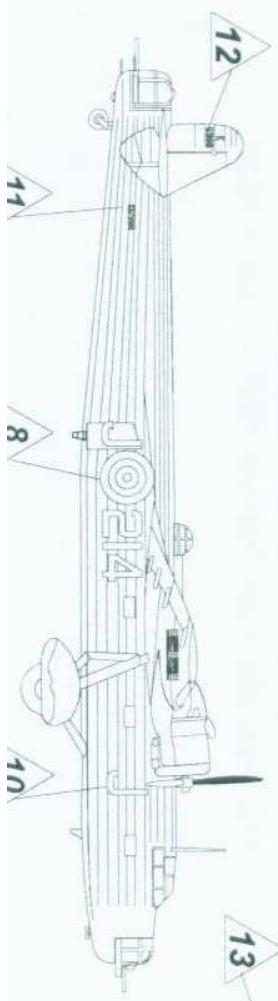




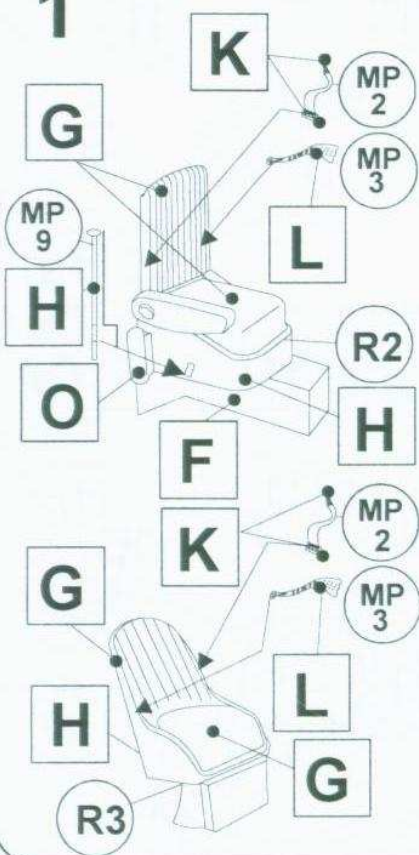
HP-54 "Harrow" K6988, J 214,
214 Sqdn, Feltwell, January 1937 - July 1939



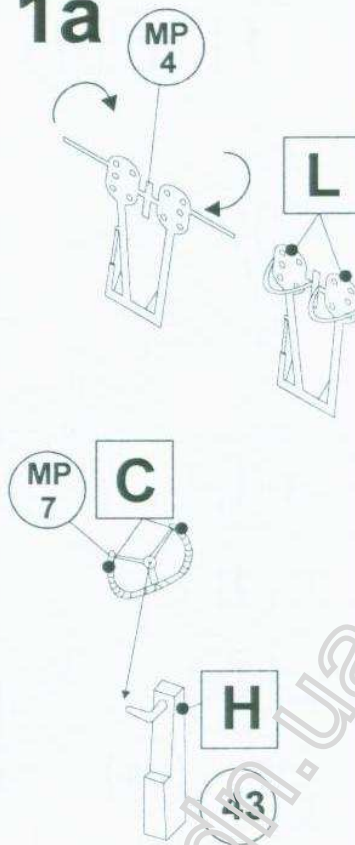
HP-54 "Harrow" K6988, J 214,
214 Sqdn, Feltwell, leden 1937 - červenec 1939



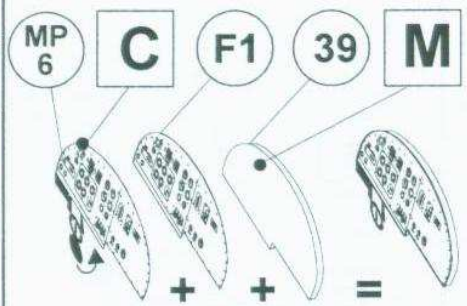
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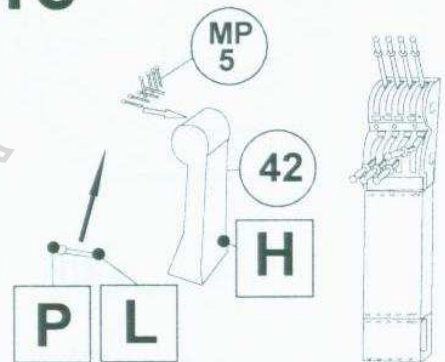
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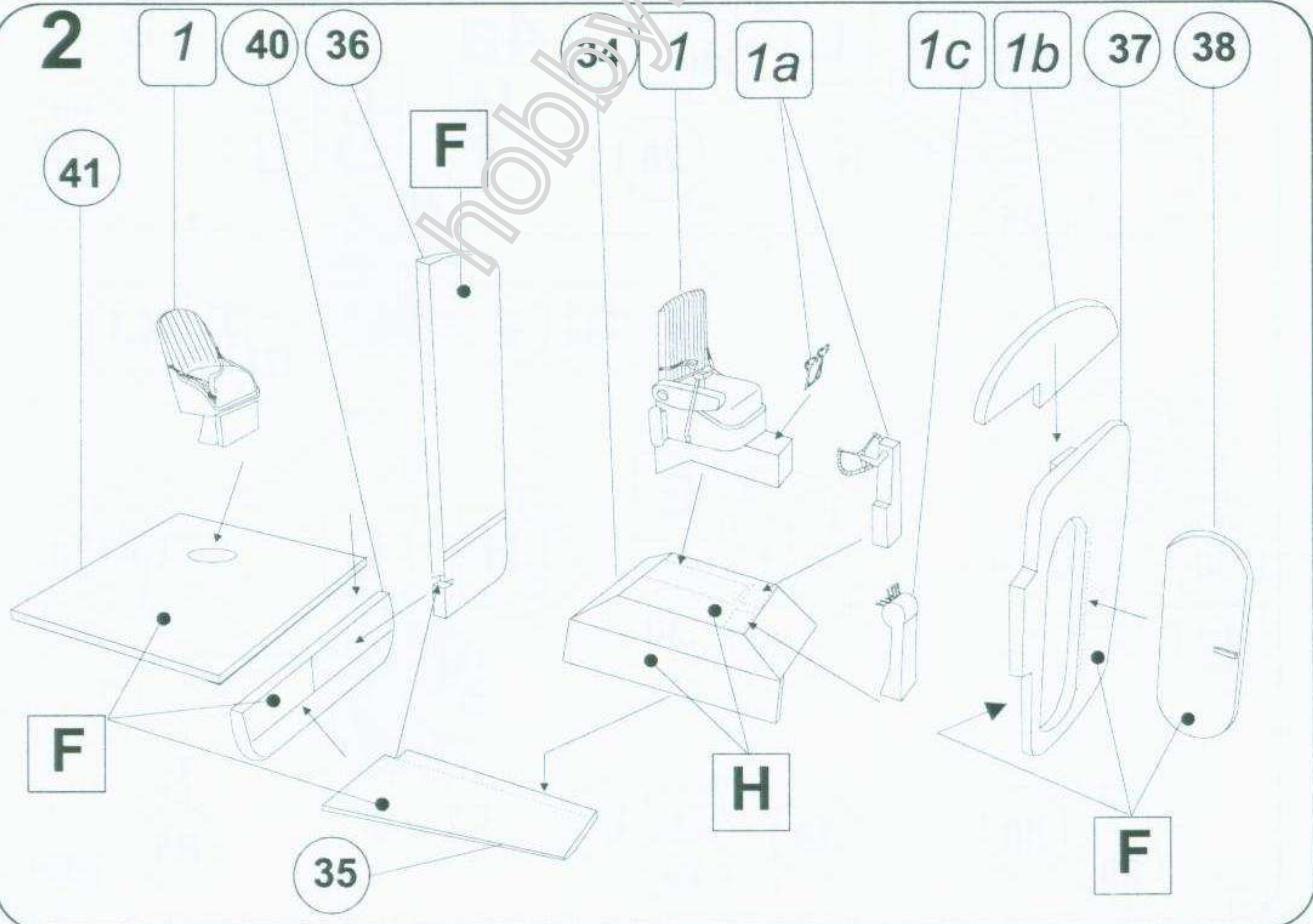
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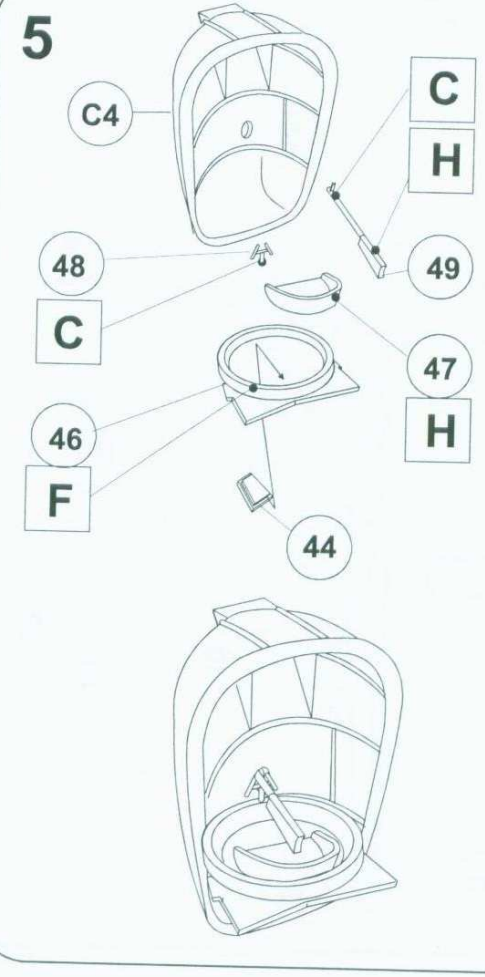
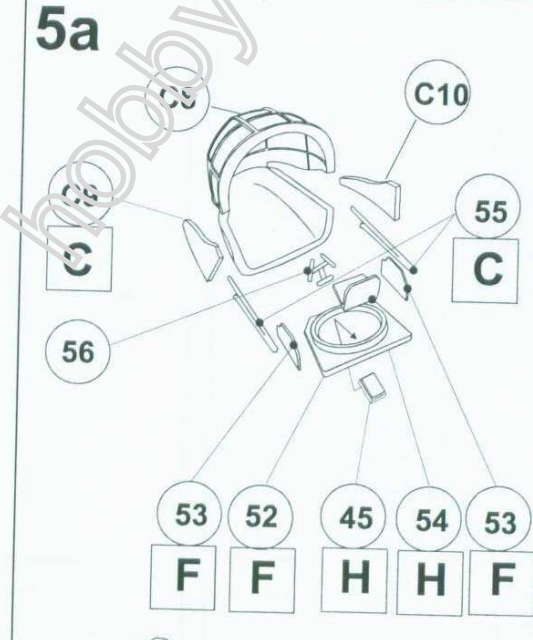
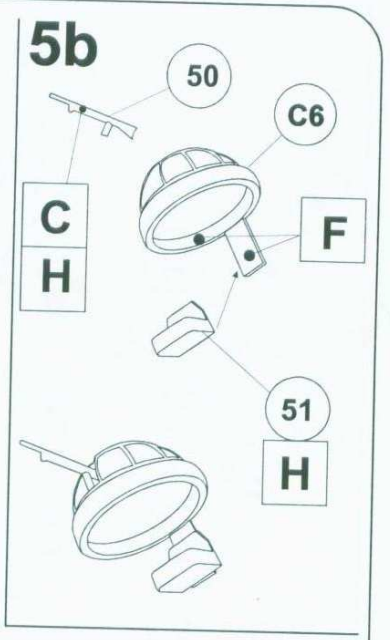
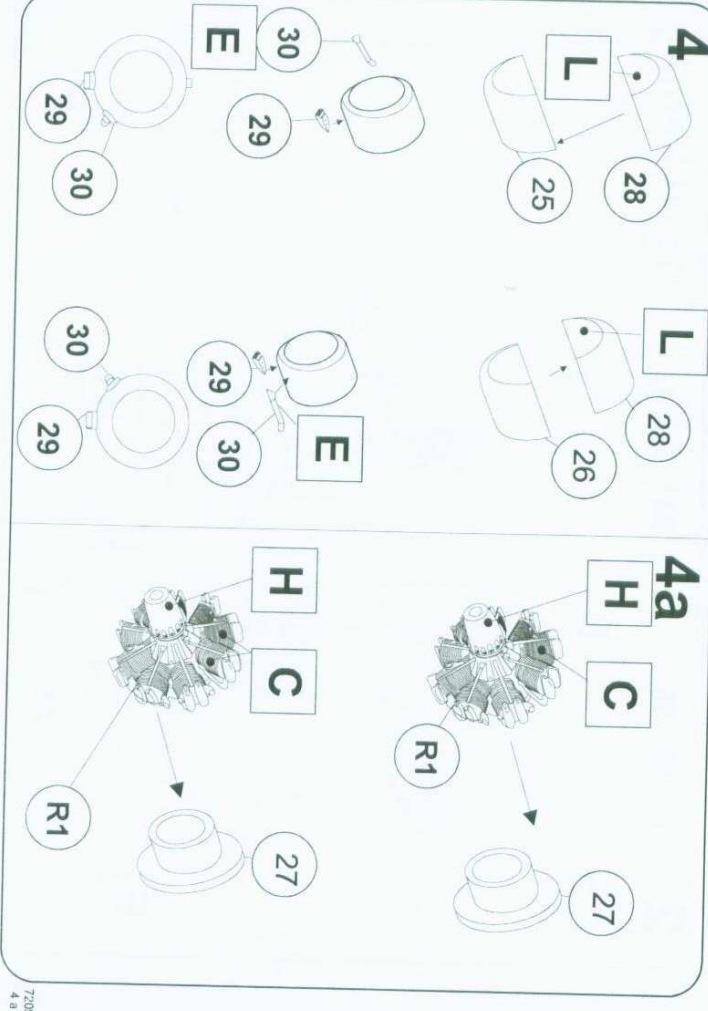
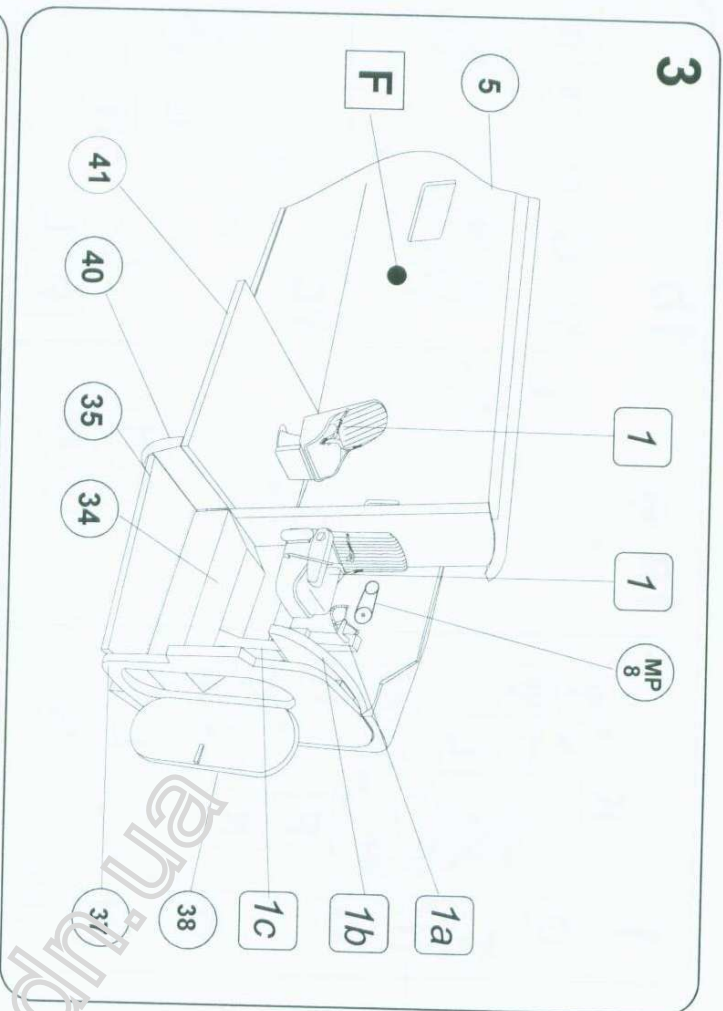


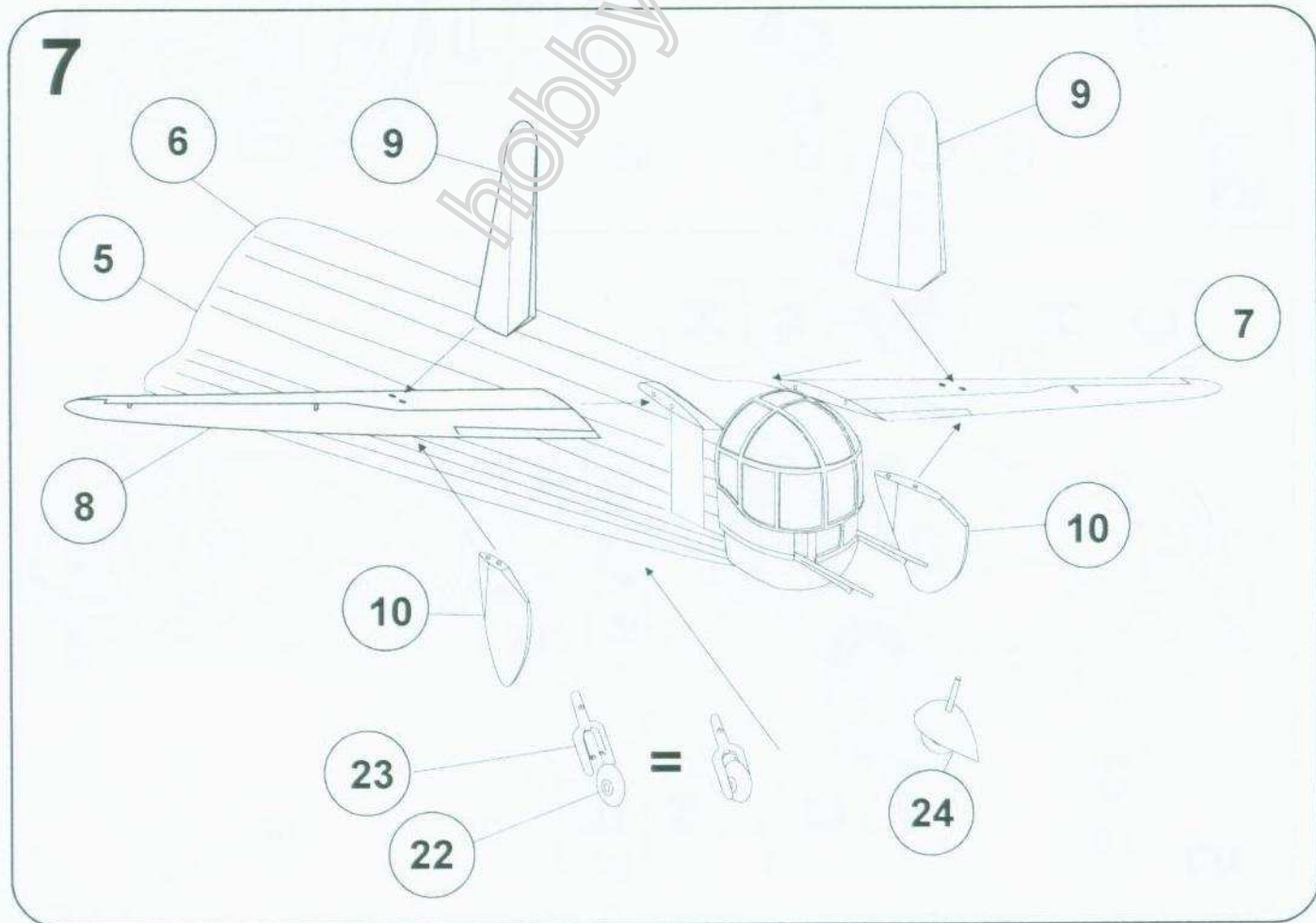
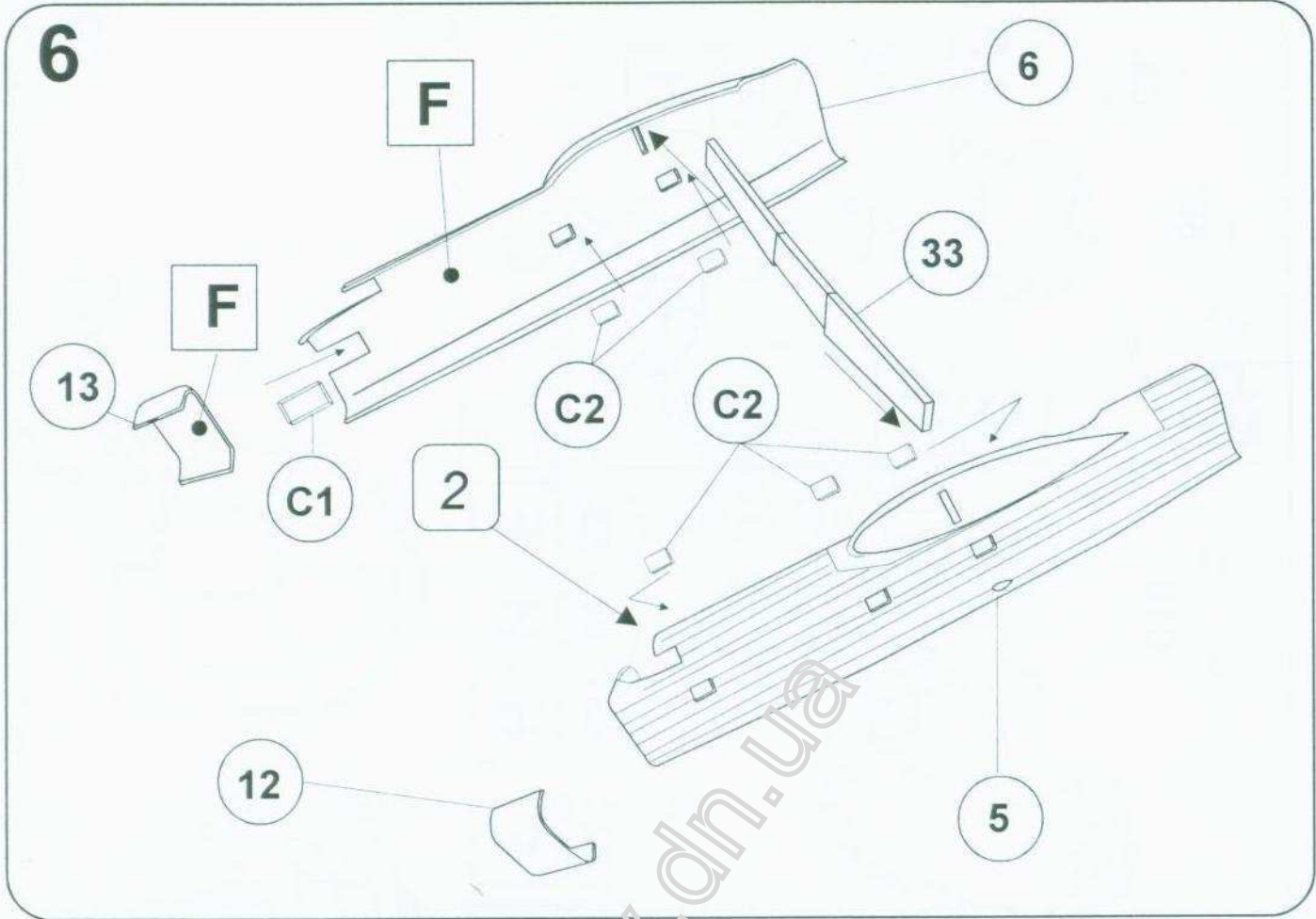
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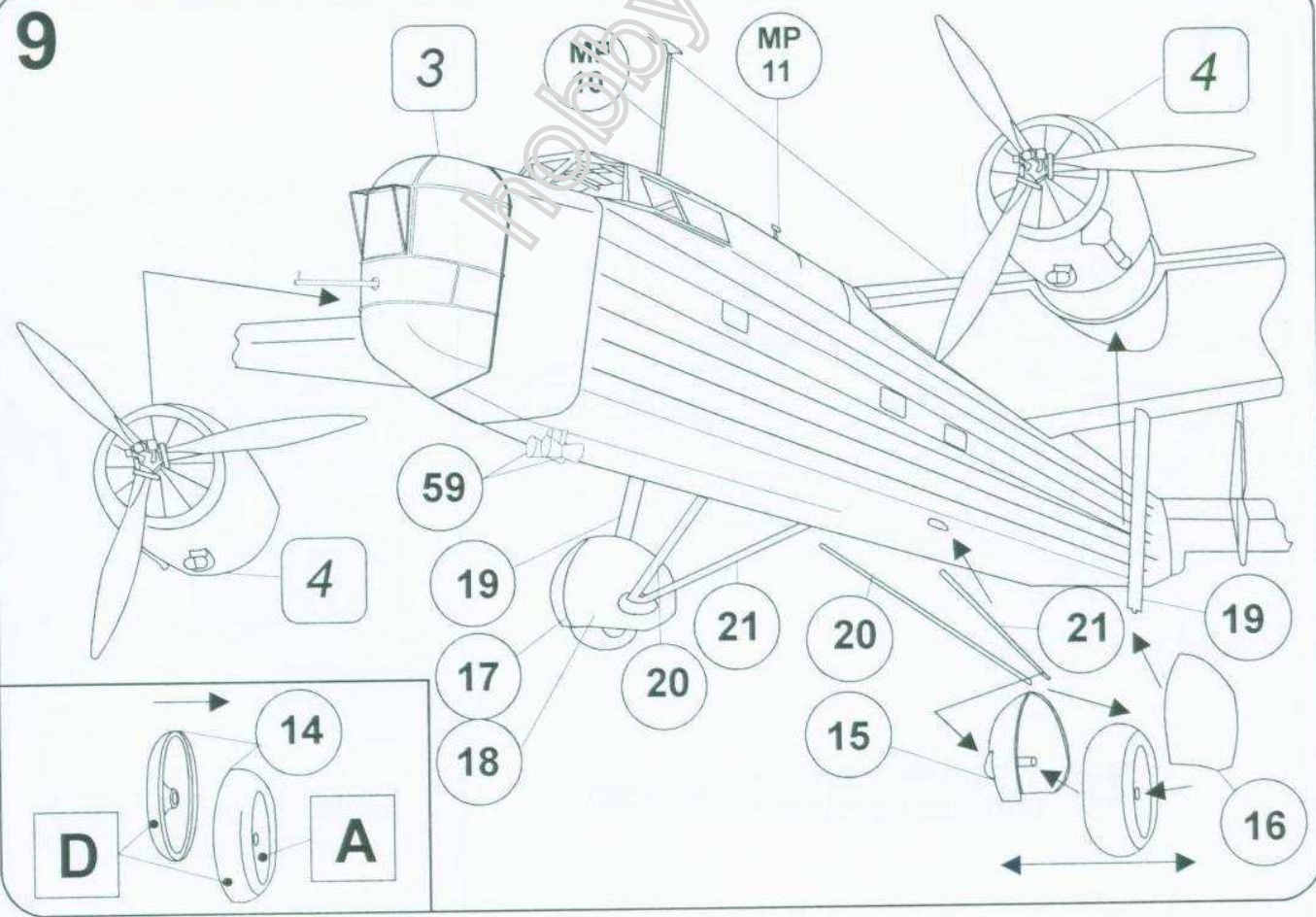
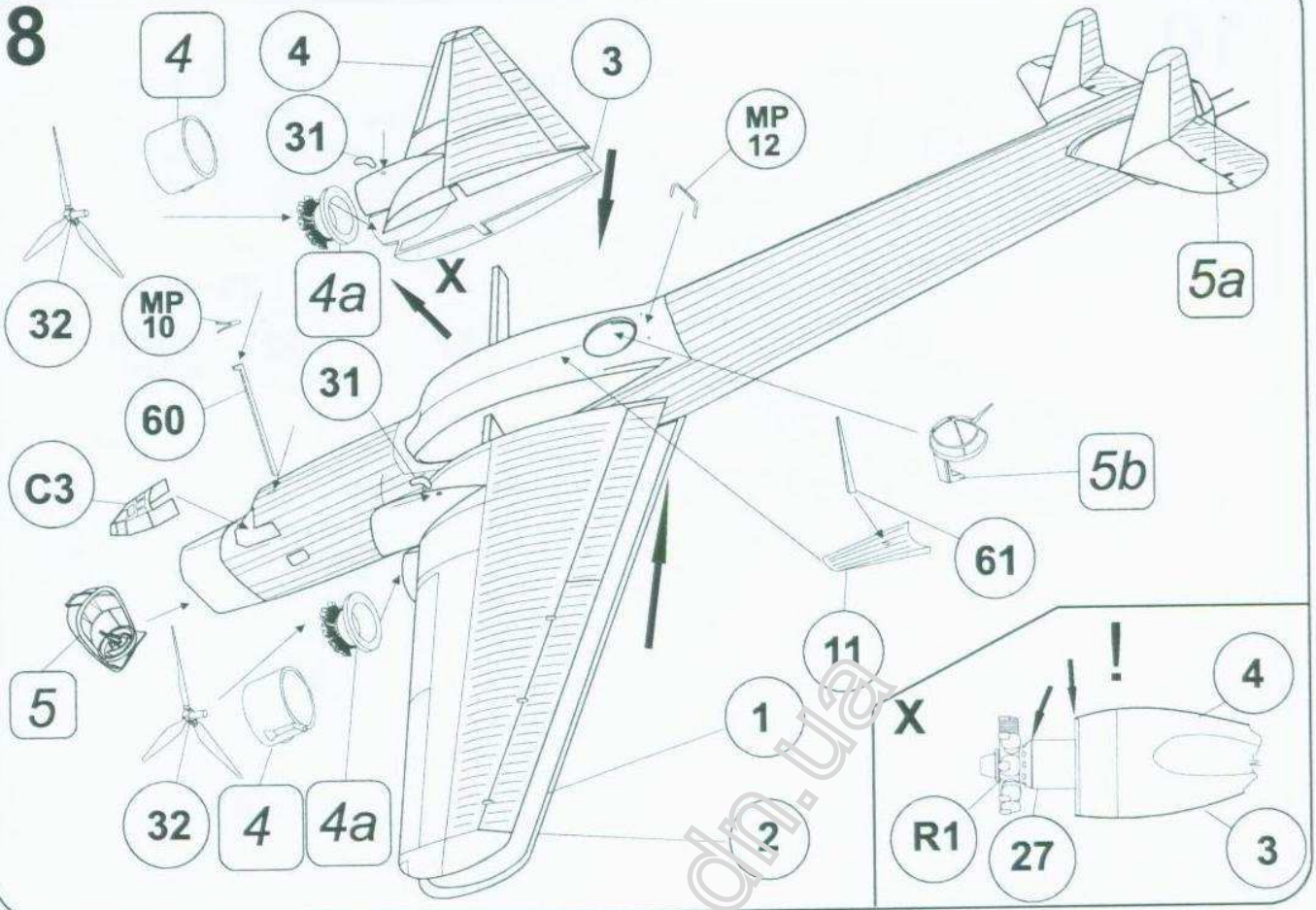


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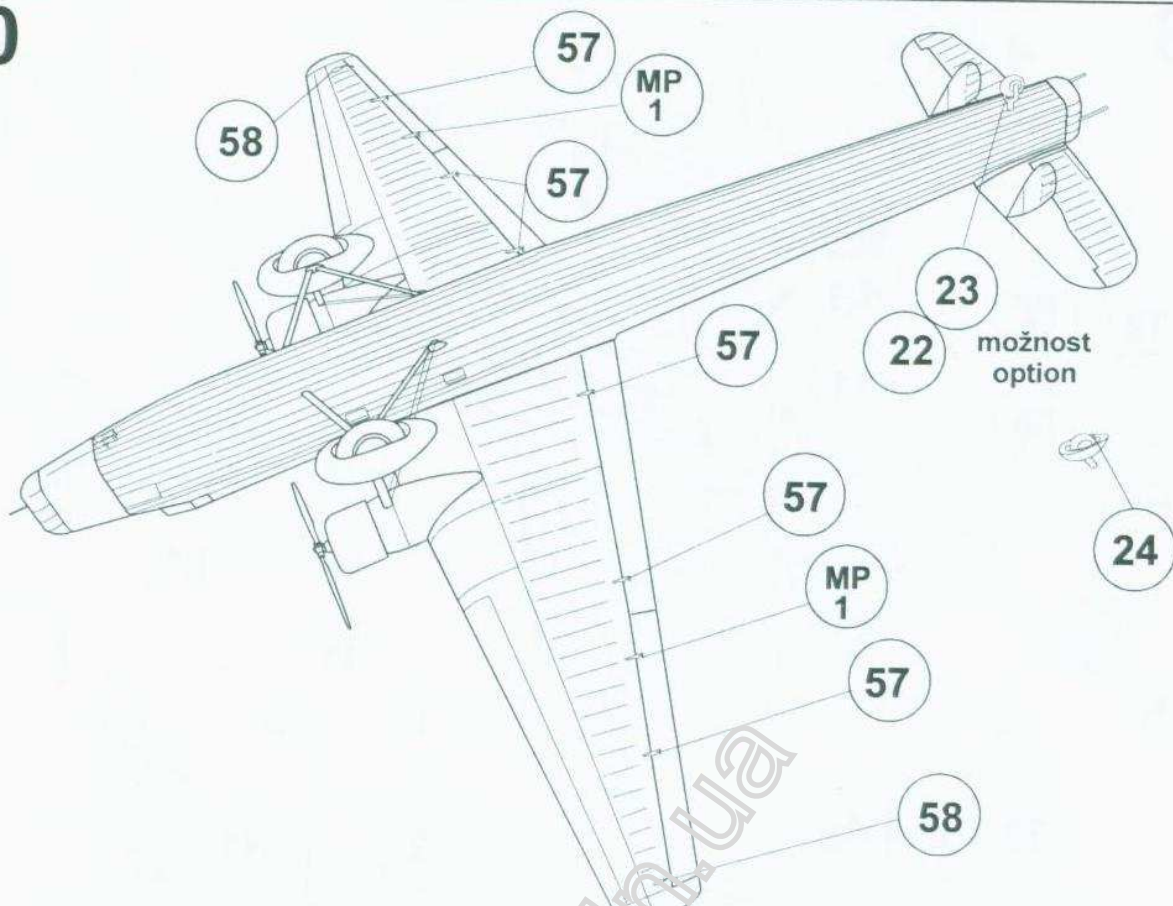




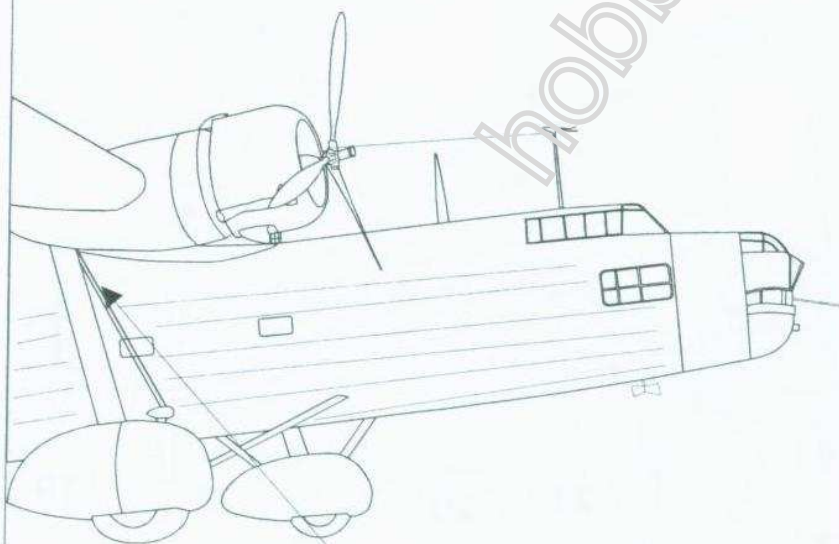




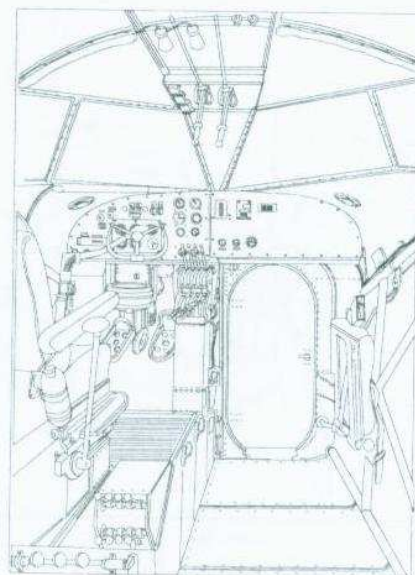
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11



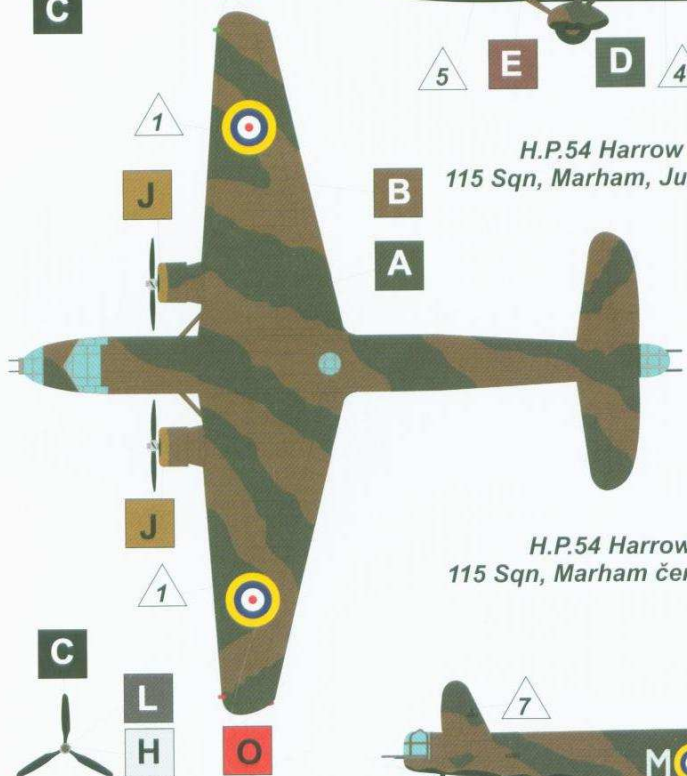
2x výztužné dráty
reinforcing wires \varnothing 0,3 mm



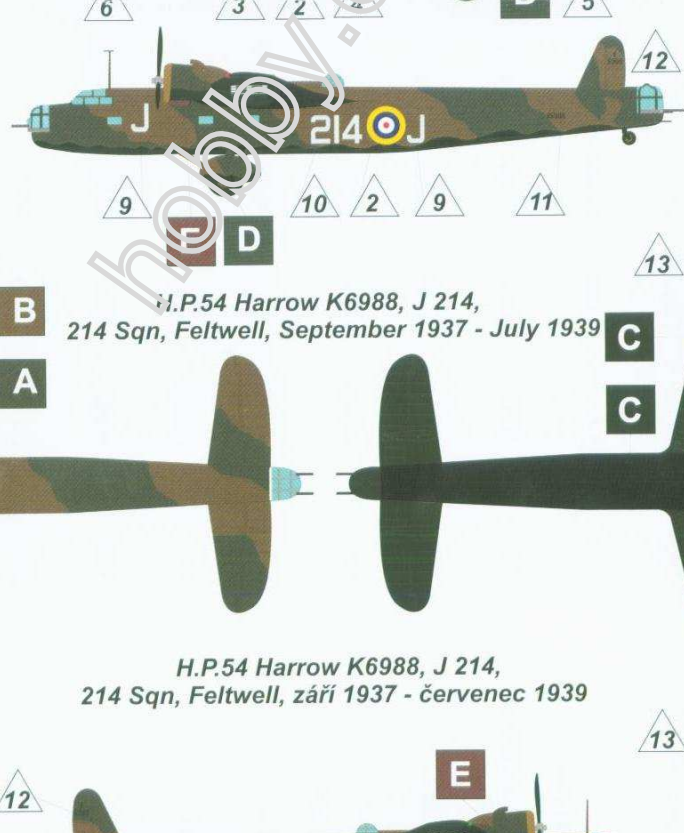
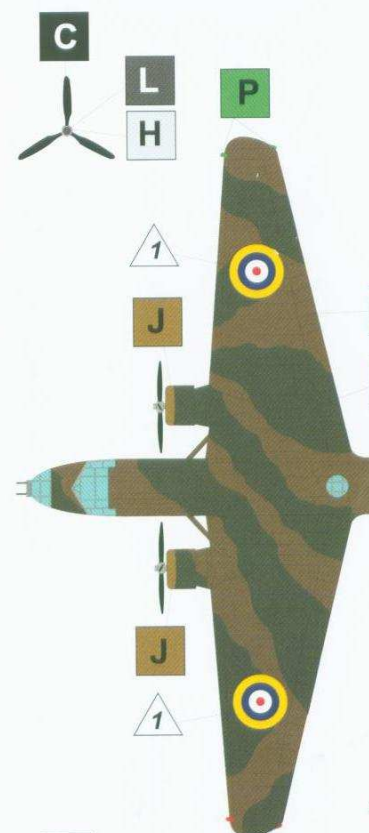
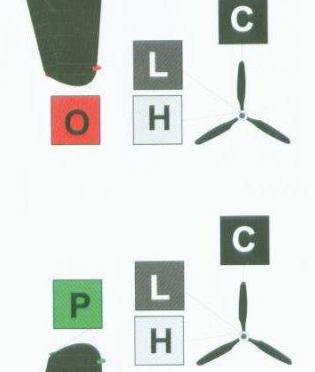
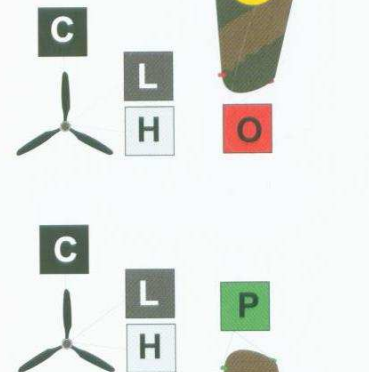
pohled do pilotní kabiny
view to the cockpit



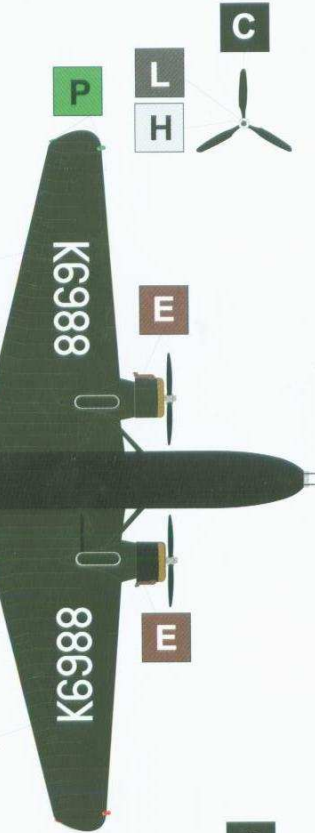
H.P.54 Harrow K6962 M 115,
115 Sqn, Marham, June 1937-April 1939



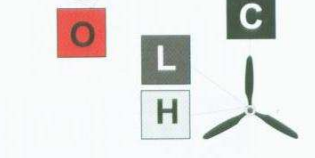
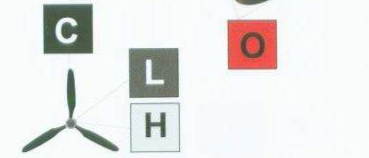
H.P.54 Harrow K6962 M 115,
115 Sqn, Marham červen 1937 - duben 1939



H.P.54 Harrow K6988, J 214,
214 Sqn, Feltwell, September 1937 - July 1939



H.P.54 Harrow K6988, J 214,
214 Sqn, Feltwell, září 1937 - červenec 1939



		Humbrol	Agama	Model Master	Gunze Sangyo	F.S.595b
A	tmavá zelená Dark Green	30	B1	2080	H73	34096
B	zemitá hnědá Dark Earth	29	B2	2054	H72	30118
C	černá Black	33	07	1749	H72	37038
D	Barva pneumatik Tyre	182	36	1592	H77	35030
E	výfuky Exhaust tubs	113	54	1406	H344	30111
F	interierová zelená Interior Green	78	B10	2062	H58	34151
G	barva kůže Leather	62	30	1736	H85	30215
H	hliník Aluminium	56	48Me	1781	H339	17178
J	mosaz Brass	54	45Me	1782	H42	17043
K	stříbrná Silver	11	08Me	1790	H8	17178
L	šedá Gray	129	A31	1930	H325	36440
M	bílá White	34	01	1768	H11	37875
N	signální žlutá Signal Yellow	164	02	1708	H329	33538
O	signální červená Signal Red	174	N30	2724	H414	11310
P	signální zelená Signal Green	208	19	1524	H94	38091



obtisky
Decals

Handley Page H.P.54 Harrow