

SWS No.17 - 1/32 Henschel Hs 129 B-2/RIII

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● Henschel Hs 129 B-2/RⅢ 実機性能諸元 / Actual Aircraft Dimensions, Performance and Characteristics ·

・用途: 双発地上攻撃機 ・乗員: 1名
・全幅: 14.20 m ・全長: 9.75 m
・全高(地上高): 3.25 m
・動力: ノーム・ローン.14M 空冷14気筒 700 hp × 2

・最高速度: 382 km/h・航続距離: 735 km・実用上昇限度: 9,000 m

·武装: MG 17 / 7.92mm 機銃 × 2 MG 151/20 / 20mm 機銃 × 2 MK 101 / 30mm 機関砲 × 1 ETC50 爆弾(50kg) × 2 •Role: Twin Engined Ground Attack Aircraft •Crew: 1

•Wingspan: 14.2m •Length: 9.75m

•Height (From Ground): 3.25m

•Power: Gnôme-Rhône 14M

14-cylinder air-cooled two-row radial engine developing 700hp × 2 •Maximum speed: 382km/h •Range: 735km •Service ceiling: 9,000m

•Armament: 7.92mm MG 17 machine gun × 2

20mm MG 151/20 machine gun $\,\times\,2$

30mm MK 101 cannon \times 1 ETC50 bomb (50kg) \times 2

Teil 1 Flugzeugspezifikationen 1. 実機 諸元 / Actual Aircraft Specifications

ドイツ空軍 ヘンシェル Hs 129 B-2 / RIII

Luftwaffe Henschel Hs 129 B-2 / RIII

ペンシェル「Hs 129」は第二次大戦期のドイツ空軍双発地上攻撃機で、強力な対地攻撃兵器で押し寄せるソ連軍戦車を撃破した「タンクバスター」である。1937年頃、ドイツ空軍省より提示された「増加装甲・重武装の小型双発攻撃機」という設計要件に対し、ハンブルガー、フォッケウルフ、ゴータ、ペンシェルの4社が競合した結果、フォッケウルフとペンシェルが勝ち残った。1939年頃、それぞれの試作原型機が完成。フォッケウルフ「Fw 189 C」は既存の傑作偵察機「Fw 189」に装甲を施したのみだったのに対し、ペンシェル「Hs 129」はこの計画のために新たに設計されたものだった。両者は同じエンジンながら、増加装甲および重武装専用設計の「Hs 129」と、従来機の改修にすぎない「Fw 189 C」では全く勝負にならず、比較審査の結果、「Hs 129」が採用された。1940年秋頃には初期型「Hs 129 A-0」数機が配備されたが、出力不足の問題等が残り、12機の発祥にとどまった。

「Hs 129」のエンジンは、当初、離昇出力459hpのアルグス「As 410 A」空冷倒立V型エンジンだったが、総重量5トンの機体に対して双発とはいえ非力だった。すでに第二次大戦が始まり、高性能なエンジンは戦闘機や爆撃機優先だったが、占領下のフランスで、ノーム・ローン「14 M」14気筒複列星型空冷エンジンの生産に目処が立ち、急遽、このエンジン搭載の「Hs 129 B」が量産される事となった。「14 M」は離昇出力700hpで、まだ出力不足ではあったが、直径950mm、重量400kgとコンパクトながらも、「As 410 A」と比べると格段の性能向上を示した。

固定武装としては、胴体内にMG 151/20mm機銃を、主翼付け根にはMG 17/7.92mm機銃を各2概標進搭載. 胴体下面にはパレット方式で MK 101/30mm 機関砲やMK 103/30mm機関砲、BK 7.5/75mm対戦車砲などの大口径砲の搭載や 各種爆装が可能である。また、地上からの標的になりにくいようコンパクトに設計され た機体は、全長9.75mと「Ta 152 H」よりも1m短く、全幅も14.2mとわずかに短い。特 にB型以降は台形断面の胴体に直線翼という実に質実剛健の見本のようなデザインと なっており、短い間隔で配置されたエンジンナセル、カウリングと相まって、小型双発機 の機能美を存分に堪能出来る。また、小型機の割には大きな主翼面積を持っているの で、非力なエンジンでも運動性能はさほど悪くはなく、対地攻撃に的を絞り、整備性の 良さなどからも、扱いやすい機体として信頼を高めた。コックピットは台形断面の躯体 故か極端に幅が狭く、地上の対空砲火からパイロットを守るためバスタブ型の装甲板 で囲まれ、ウインドシールド直後には72mm厚の多層防弾ガラスを持つ。計器盤には必 要最低限の計器のみで、照準器はコックピット外の機首上に配置。一部の計器はエンジ ンナセル内側に取り付けられた。本キットでは、砲上部に30発入りのドラム式マガジン を搭載したMK 101/30mm機関砲装備の「Hs 129 B-2/RⅢ」を再現可能。その豊富 な武装と小型双発機の機能美を、「本物の縮尺模型」であるスケールモデルとしてどこ まで再現できるかの限界に挑戦。共通の武装や計器類の他、搭載兵器によってわずか に異なる差異をSWSキットならではの徹底再現で、「タンクバスター」の神髄に迫ります。 the thorough replication from SWS kits.

The Henschel Hs 129 was a twin engine ground-attack aircraft used by the German Luftwaffe during World War II. It was also known as a "Tank Buster" for its powerful counterattacks against the advancing Soviet tanks. Around 1937, the German Ministry of Aviation issued a specification for a heavily-armed small twin engine fighter with increased armor. The manufacturers Hamburger Flugzeugbau, Focke-Wulf, Gotha, and Henschel were in competition for the commission, with Focke-Wulf and Henschel proposals chosen as contenders. They each completed their prototype aircraft frames around 1939.

While the Focke-Wulf prototype "Fw 189 C" simply added armor to the existing and well-renowned reconnaissance aircraft Fw 189, the Henschel "Hs 129" was a completely new design engineered specifically for the commission. While both used the same engine, the Fw 189 C did not stand a chance in comparison to the Hs 129 which was specially designed to have additional armor and to be heavily armed. The Hs 129 was selected for production and the first Hs 129 A-0 aircraft were produced in autumn of 1940. However, the A-0 production was halted at only 12 aircraft due to issues including insufficient power.

The original engines powering the Hs 129 were air-cooled inverted-V type Argus As 410 engines with a take-off power of 459 hp. However, they were simply insufficient to power a five-ton aircraft, even with two engines. World War II had already begun and the top priority for high-powered engines was for fighters and bombers. However, once the production in occupied France of the Gnôme-Rhône 14M 14-cylinder two-row air-cooled radial engine became a possibility, it was quickly decided that the Hs 129 B was to be produced powered by those engines instead. The 14M engine had a take-off power of 700 hp, which was still insufficient, but despite its compact size (a 950 mm diameter and only 400kg) its performance was a remarkable improvement over the As 410 A engine.

The standard armament consisted of two 20 mm MG 151 machine guns inside of the fuselage and two 7.92 mm MG 17 machine guns mounted in the wing roots on both sides. The underside of the fuselage could be equipped with various types of explosives or heavy-caliber weapons such as the 30 mm MK 101 cannon, 30 mm MK 103 cannon, and 75 mm BK 7,5 anti-tank cannon. At 9.75 m long, the Hs 129 was one meter shorter than the Ta 152 H and had a slightly smaller wingspan of 14.2 m. This compact size made it difficult to target from the ground. The Hs 129 B and later versions in particular had a trapezoidal fuselage with straight wings making it a fine example of simplistic sturdy design. With its closely-situated engine nacelles and cowlings, once can truly appreciate its functional beauty as a small twin-engine aircraft.

The Hs 129 had a relatively large wing area for a small aircraft, enabling it to have acceptable performance despite insufficient engine power. It gained its trusted reputation from its focus on ground attacks, and ease of maintenance and use. The trapezoidal cockpit was extremely cramped and encased with an armored "bathtub" to protect the pilot from anti-aircraft gunning from the ground. The windscreen was crafted out of multi-layer 72 mm-thick bullet-proof glass. The instrument panel was reduced to only the most vital elements and the gun sight was mounted externally on the nose. Some of the instruments were mounted to the inboard faces of the engine nacelles.

This kit enables the replication of the Hs 129 B-2/RII version equipped with a 30 mm MK 101 machine cannon fed by its 30-round drum magazine above. With these abundant weapons and the functional beauty of a small twin-engine aircraft, this kit aims to challenge the very boundaries of how far a scale model can go to be a "miniature model of the actual aircraft." From the standard armament and instrument panel to the mounted weapons, find the true essence of this "Tank Buster" with the minute differences that only can be seen in the thorough replication from SWS kits.

●エンジン / Engine ノーム・ローン「14 M」

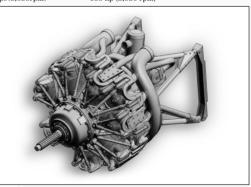
 ・14気筒複列星型空冷エンジン
 ・排気量:約19L
 ・離昇出力:700ps(3,030rpm)
 ※高度4000mにおける最大出力 660ps(3,030rpm)

Gnôme-Rhône 14M

·14-cylinder two-row air-cooled radial engine
·Displacement: Approx. 19 L

·Take-Off Power Output: 700 hp (3,030 rpm)

*Maximum output at a 4,000 m altitude is



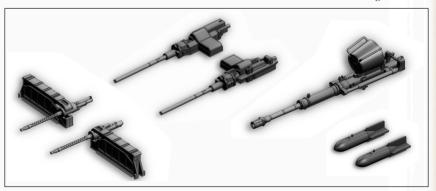
660 hp (3.030 rpm)

当初、非力なアルグス「As 410 A」空冷倒立V型エンジン(離昇出力459hp)だったが、占領下のフランスで、ノーム・ローン「14 M」14気筒複列星型空冷エンジン(離昇出力700hp)の生産に目処が立ったため、急遽、このエンジンを搭載した「Hs 129 B」が量産される事となった。まだ出力不足ではあったものの、アルグス「As 410 A」と比べると、直径950mm、重量400kgというコンパクトながらも格段の性能向上を示した。

Originally, Hs 129 was powered by air-cooled inverted-V type Argus As 410 engines (459 hp take-off) which were not powerful enough. Once the production in occupied France of the Gnôme-Rhône 14M 14-cylinder two-row air-cooled radial engine became a possibility, it was quickly decided that the Hs 129 B was to be produced powered by those engines instead. The 14M engine was still not sufficient, but despite its compact size (a 950 mm diameter and only 400kg) its performance was remarkable improvement over the As 410 A engine.

●武装/ Armament

- ·MG 17 / 7.92mm機銃×2挺 / Two 7.92mm MG 17 Machine Guns
- •MG 151 / 20mm機銃×2挺 / Two 20mm MG 151 Machine Guns
- ·MK 101 / 30mm機関砲 / One 30mm MK 101 Machine Cannon
- •最大爆弾搭載量:300kg / Maximum Bomb Load: 300 kg



固定武装として主翼の付け根にMG 17/7.92mm機銃×2挺と、胴体側面にMG 151/20mm機銃×2挺を持つ。 その他、主翼および胴体下面には最大300kgの爆装も可能で、胴体下面には様々な兵装オプションが想定された。本機搭載のMK 101/30mm機関砲は、第二次世界大戦中のドイツ軍機に使用された30mmの航空機関砲である。砲弾は砲上部に搭載された30発のドラムマガジンで供給され、300mの距離から75mmの装甲板を貫通する能力を持つ。正確な射撃と強力な破壊力、高い砲口速度を備えていたため、1941年後半頃に「Hs 129」の胴体下面オプション兵装として採用されたが、発射速度の遅さやその重量のため大量生産はされなかった。

The standard armament for the Hs 129 consisted of two 7.92 mm MG 17 machine guns mounted in the wing roots on both sides and two 20 mm MG 151 machine guns on the sides of the fuselage. In addition, the wings and undercarriage were capable of carrying up to 300 kg in explosives. The underside of the fuselage was designed to allow for a wide variety of armament options. The MK 101 cannon mounted on the Hs129 was a 30 mm caliber weapon used in German aircraft during World War II. Fed by its 30-round drum magazine mounted above the cannon, it could penetrate 75 mm thick armor from 300 m away. Known for its accuracy, powerful destructive ability, and high muzzle velocity, it was selected as the optional undercarriage weapon for the Hs 129 in late 1941. However, due to its low rate of fire and heaviness, it was not produced in mass quantities.