P-70 NIGHTFIGHTER



H-232-380

Among the combat roles for aircraft unforeseen or given scant attention in the U.S. at the beginning of World War II was that of the night-fighter. The German Luftwaffe had been stopped by Churchill's "Few" and bombing raids on England by day were too costly to continue. The night raids then undertaken by the Germans were proving hard to cope with and would have been nearly impossible to counter without the use of radar-equipped nightfighters such as the Blenheim, Beaufighter, and Havoc.

Since the British had already used the Douglas Boston bomber in the nightfighter role both with and without radar (calling it the "Havoc") it was only natural that the U.S. Army Air Corps should decide to modify their version of the airplane, the A-20C, into a nightfighter.

The Massachusetts Institute of Technology had their first experimental radar sets ready in September of 1941 and the first set was installed in an A-20 soon afterwards; the new combination was called the P-70.

The first sixty P-70s came from a batch of aircraft originally intended to be high-altitude bombers, to be equipped with improved supercharged engines — but the engines were never installed and P-70s always suffered from poor medium-to-high-altitude performance. The Japanese bombers they were supposed to intercept usually came over at 25,000 feet, an altitude difficult for the P-70 to reach.

The P-70 had a large pod protruding from the bomb bay which contained four 20mm cannons and 240 rounds per gun. The radar was mounted in the nose of the aircraft, which was merely the Plexiglas bomber nose painted black to match the rest of the aircraft.

Rushed into production, hampered by poor performance at the altitudes at which it was supposed to operate, the P-70 was a stopgap machine, the first and only U.S. radar-equipped nightfighter available when the Japanese attack on Pearl Harbor compelled the United States to join the Allies in World War II.

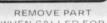
DOUGLAS P-70 SPECIFICATIONS

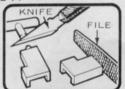
SPAN:
LENGTH:
HEIGHT:
POWER: Two Wright Cyclone R-2600-11 twin row radial engines.
ARMAMENT: Four 20mm cannons
WEIGHT: Empty, 16,031 lb; loaded, 21,264 lb.
PERFORMANCE: Top speed, 329 mph at 14,000 feet.
Service ceiling, 28,250 feet.
Range, 1,060 miles – 1,460 miles maximum.

Range, 1,060 miles – 1,460 miles maximum. Time to 12,000 feet, 8 minutes.

GET YOUR TOOLS READY:







TO REMOVE AND

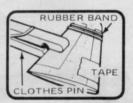


BEFORE YOU BEGIN

TO HOLD



TO APPLY



TO HOLD PARTS AFTER CEMENTING

HELPFUL MODELING HINTS.

- 1. Fit parts together before cementing.
- 2. Trim away excess plastic.
- 3. Use cement sparingly, too much will damage your model.

Suggested painting colors are indicated by flags

 Paint small parts before detaching from runner.

TO OBTAIN A GOOD BOND, REMOVE PAINT WHERE PARTS ARE TO BE CEMENTED.

IF YOU WISH TO STOP AT ANY POINT DURING THE CONSTRUCTION OF YOUR MODEL,
DO SO ONLY AT THE END OF AN ASSEMBLY STEP.

