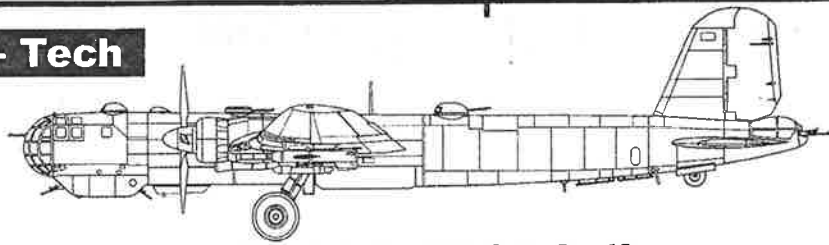


MPM
Production

Hi - Tech



Heinkel He 177 A-5 Greif

Kit No. 48060

**PLASTIKOVÝ MODEL LETOUNU
PLASTIC AIRCRAFT KIT**

1/48

**PLASTIK FLUGZEUG MODELLBAUSATZ
MAQUETTE RÉDUITE EN PLASTIQUE**

CZ Německá Luftwaffe dokázala za druhé světové války nasadit pouze jediný typ těžkého bombardéru, kterým byl Heinkel He 177A. Jeho vývoj byl ale velmi obtížný a dlouhý. Zahájen byl již v roce 1936, kdy firma Heinkel obdržela od RML specifikace těžkého bombardéru pod šifrou Bomber A. Požadavky byly velmi náročné. Splnit se je pokusil konstruktér Siegfried Günter. Konstrukce Heinkel He 177 byla řešena neortodoxně. Velké komplikace přineslo řešení motorů. Letoun byl čtyřmotorový, ale vždy dva motory poháněly jednu čtyřlístou vrtuli. Původně byly sdruženy motory DB 601 a tento komplet měl označení DB606. První prototyp vzletl 19. listopadu 1939. Již při prvním letu se objevily potíže s motory. Ty provázely typ po celou dobu služby. Také se objevily problémy s třepáním křidélek a pevností stroje. Luftwaffe totiž požadovala, aby byl He 177 schopen střemhlavých letů. Přes množství prototypů se vývoj dopracoval k předsérii He 177A-0 a první sériové verzi He 177A-1. Ani ta nebyla schopna bojového nasazení. Toho se dočkala znovu přepracovaná verze He 177A-3. Tato verze byla také první, která mohla nosit dálkově řízené pumy HS 293. Nejrozšířenější byla verze He 177A-5. Odlišovala se použitím výkonnějších a spolehlivějších motorů DB610, které vznikly spojením motorů DB 605. Vývoj pokračoval dále a v malých sériích nebo jednotlivých kusech byly do konce války vyrobeny varianty A-6, A-7. Stejně tak byly jednotlivé kusy různých variant použity k nejrůznějším experimentům s výzbrojí a vybavením.

První bojovou jednotkou, která nasadila He 177 byla IV./KG 40 na letišti Bordeaux-Mérignac. Další He 177 byly z nouze nasazeny k zásobování Stalingradského kotle a k bombardování sovětských vojsk. Zde na východní frontě sloužily He 177 od jara 1944 u jednotky KG 1 k taktickému bombardování. Nejrozsáhlejší nasazení proběhlo nad Atlantikem. He 177 se snažily napadat spojeneckou loďní dopravu, ovšem za cenu značných ztrát. Zúčastnily se také posledních náletů na Anglii v roce 1944. V Anglii byly tyto nálety posměšně nazývány Baby blitz. Po válce byly He 177 testovány Francií, Británií a USA. Po vylodění spojenců ve Francii byl dokonce jeden He 177 ukořistěn francouzským hnutím odporu a přelétnut do Británie.

Technická data He 177A-5:

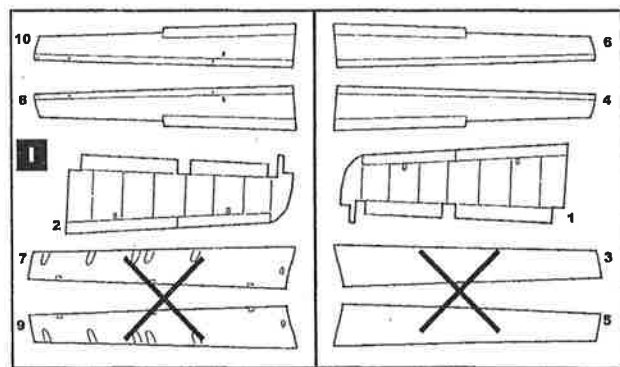
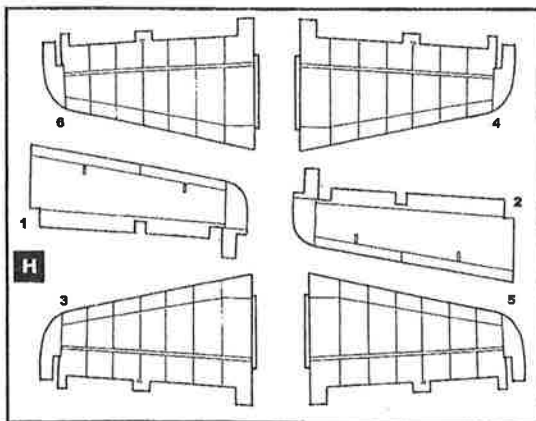
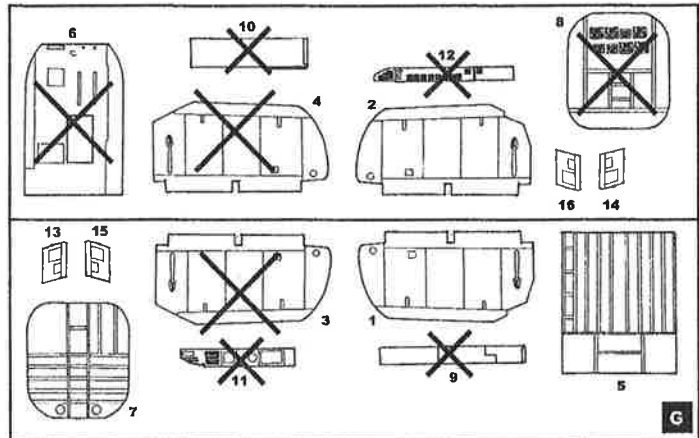
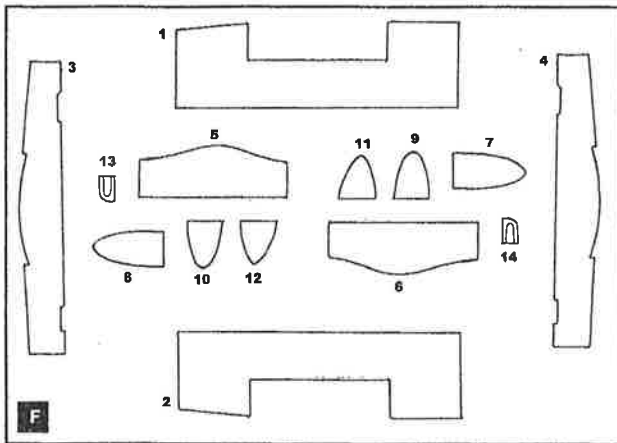
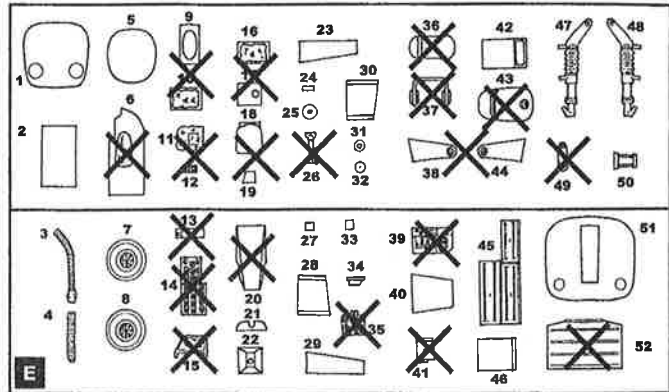
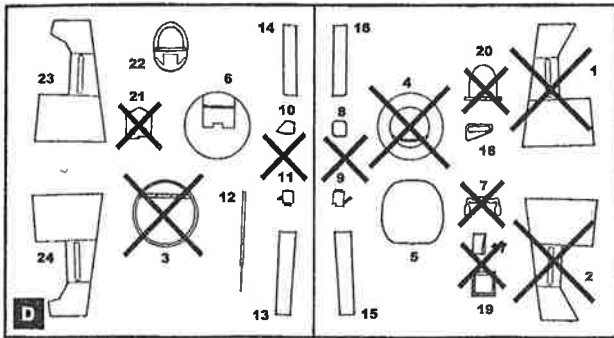
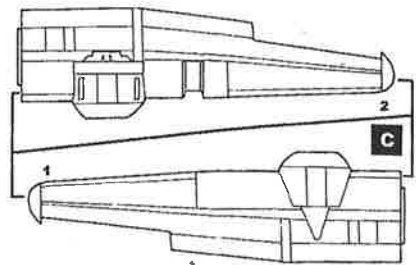
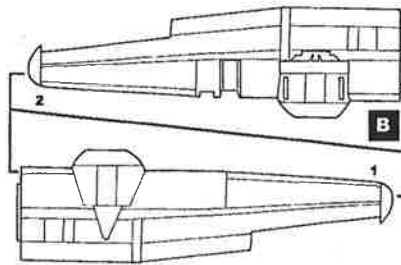
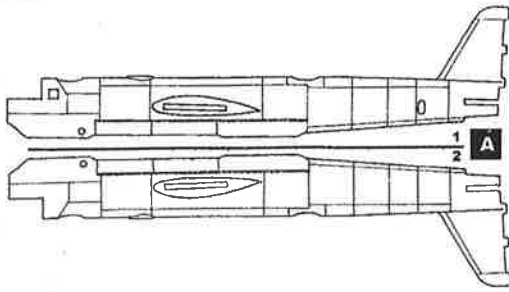
Rozpětí: 31,44 m, délka: 19,40 m, výška: 6,40 m, max. rychlost: 488 km/h ve výšce 6100 m, praktický dostup: 8000 m, max. dolet s výzbrojí 2x HS 293: 5500 km, výzbroj: lišila se dle variant

GB Only one type of heavy bomber aircraft was developed by German Luftwaffe during the Second World War and this was Heinkel He 177A. The development of this aircraft begun in 1936 when Heinkel company had received, under cipher "Bomber A" specifications for a heavy bomber aircraft. The requirements were very fastidious and development was somewhat prolonged and very difficult. Designer Siegfried Günter was chosen to fulfil the requirements. The design of Heinkel He 177 was solved really unorthodoxly. The real complications were the power plants. The aircraft was of four-engine type but with two engines being paired driving one four bladed propeller. Originally the DB 601 engines were coupled and these units got designation DB 606. The maiden flight of the first prototype occurred on 19th November 1939. The engine troubles appeared already during this first flight and persisted during the whole active service. Later, further problems with ailerons' fluttering and airframe rigidity appeared. This was due to Luftwaffe's unrealistic requirement for a dive-bombing capability. Through many prototypes the design finally reached pre-production series designated He-177A-0 and first production version He-177A-1. Not even this version was capable for service acceptance. The first version to be accepted into service was the redesigned He 177A-3. It was also the first version capable of carrying Hs 293 guided bombs. The most spread was the He 177A-5 version. It differed by more powerful and reliable DB 610 engines that originated in coupling DB 605 engines. The aircraft development continued and until the war's end versions A-6 and A-7 were produced in small series or single pieces. Further particular aircraft of various versions were used for armament and equipment trials.

The first combat unit to deploy He 177 was IV/ KG 40 based at Bordeaux-Merignac airbase. Other He 177 aircraft were shifted to provide supply for the Stalingrad's battlefield and to pound the Soviet's forces. There at the Eastern Front the He 177 served from spring 1944 within tactical bomber unit KG 1. The most extensive deployment saw He 177 aircraft over the Atlantic Ocean where they attacked allied shipping though at the cost of high losses. In 1944 the He 177s also participated in last attacks on England. These were in England satirically described as Baby Blitz raids. When the war had been over He 177 aircraft were tested in France, Great Britain and USA. Even after the allied landing in Normandy the French Resistance captured one He 177 and flew it into Great Britain.

Technical Specifications of He 177A-5:

Wing Span: 31,44 m, Length: 19,40 m, Height: 6,40 m, Max. Speed: 488 km/h at 6100 m, Ceiling: 8000 m, Maximum Range with 2 Hs 293 guided bombs: 5500 km, Armament: differed according to particular version.



COLOUR



Šedá/Grey RLM02
Hliník/Aluminium
Tmavá šedá/Dark Grey RLM66
Kůže/Leather
Tmavá kovová/Gun metal
Mosaz/Brass Messign

H70/C60
H8/C8
C116
H37/C43
MC214
MC219

Žlutá/Yellow RLM04
Červená/Red RLM23
Barva pneu/Tyre Black
Tmavá hnědá/Dark Brown
Plátno/Linen
Chrom/Chrome

C113
C114
H77/C137
H17/C29
H318/C318
H211

Černá/Black RLM22
Rezavá/Rust
Šedá/Grey RLM75
Černozelená/Black Green RLM70
Ocel/Steel

H2/C2
H344
H69/C37
H65/C18
MC213



POUŽÍT LEPIDLO NA KOV
INSTANT GLUE FOR METAL
METALLKLEBER
COLLE A METAL



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



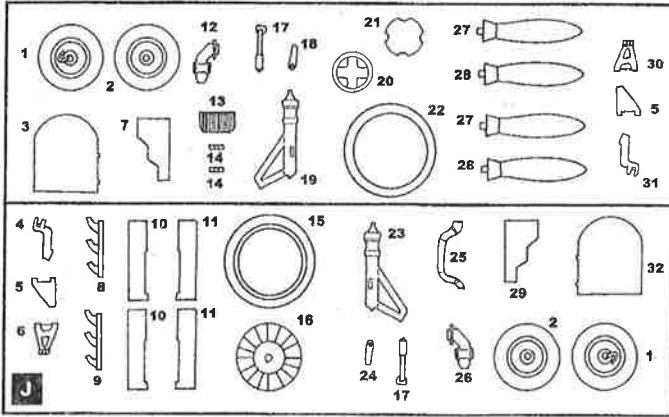
VYŘÍZNOUT
REMOVE
ENTFERNEN
DETACHER



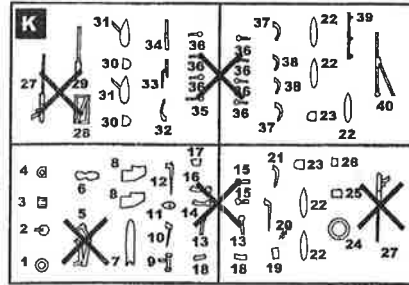
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



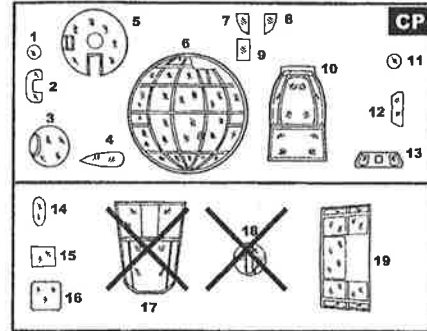
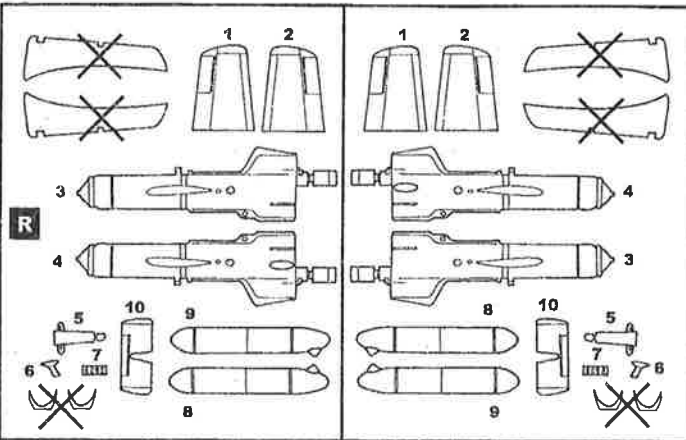
OHNOUT
BEND
BIEGEN
COURBER



(2x)

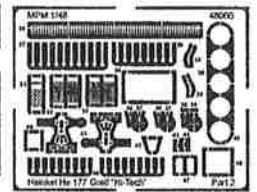
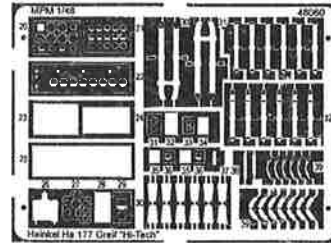


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CLEAR PARTS CP

PHOTO-ETCHED PART PP

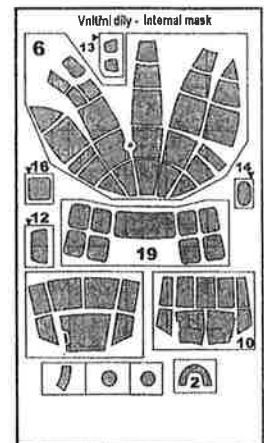
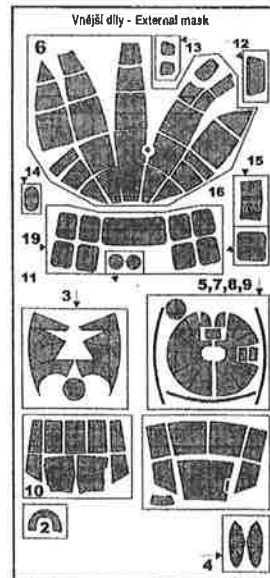
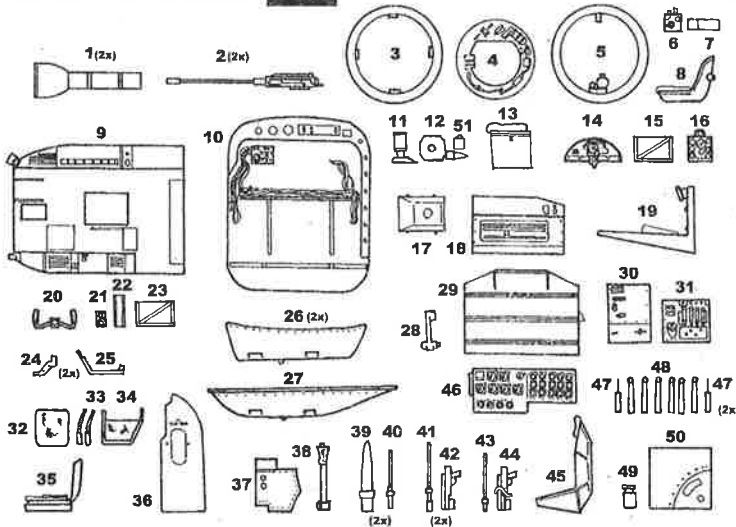


TIPP

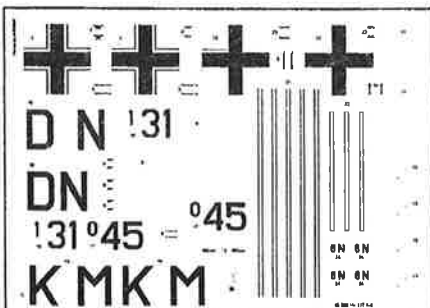
PP



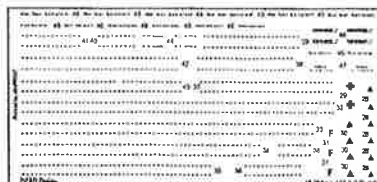
POLYURETHAN PARTS PUR



DECALS



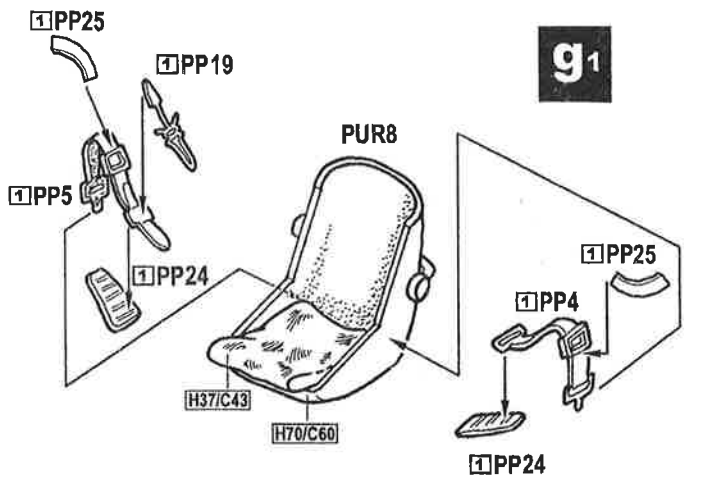
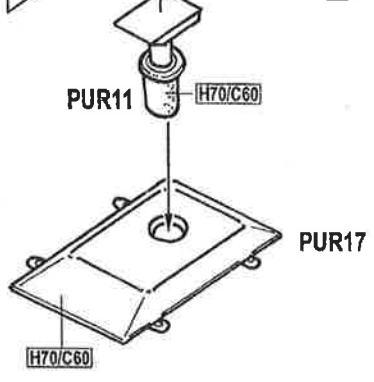
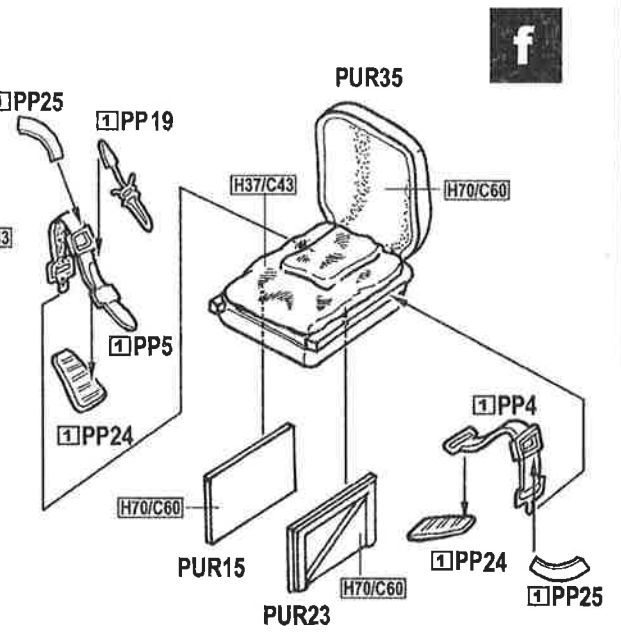
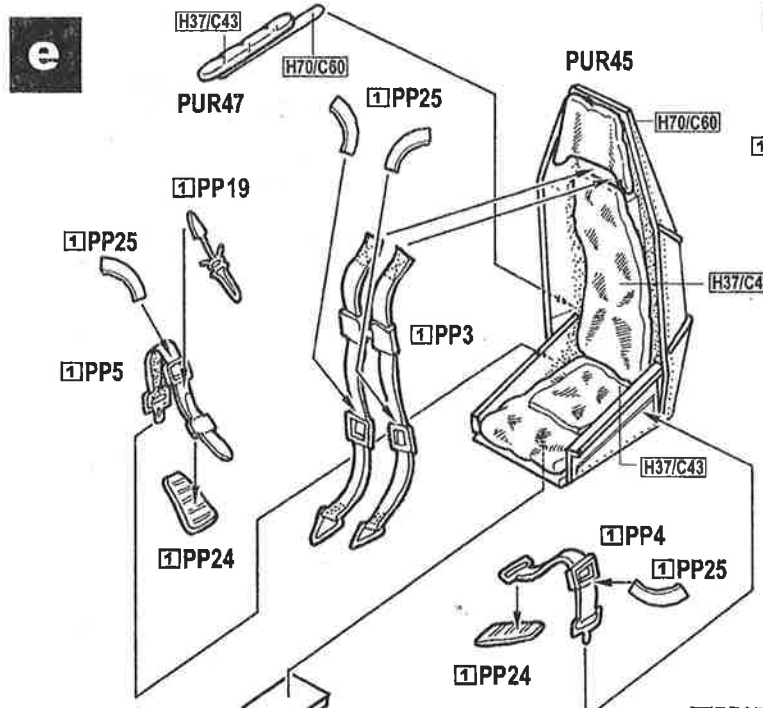
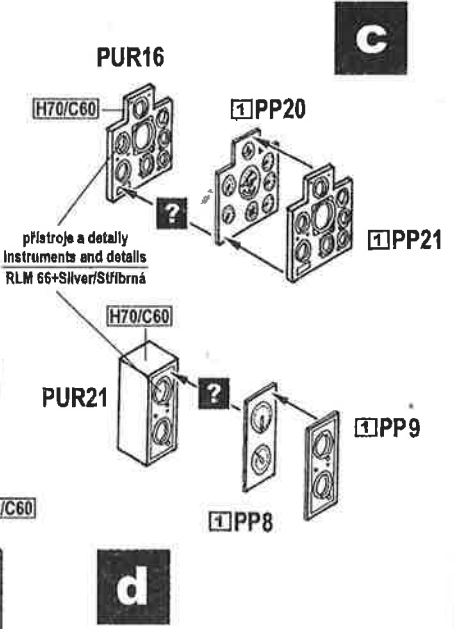
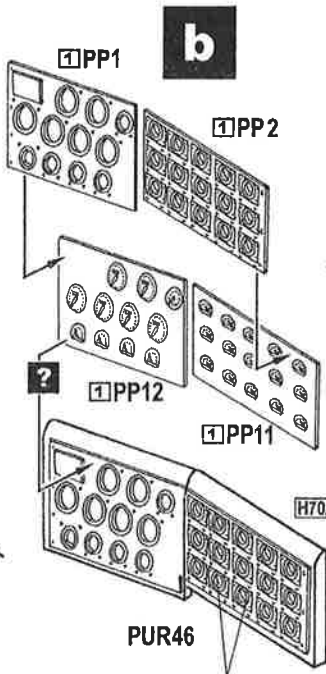
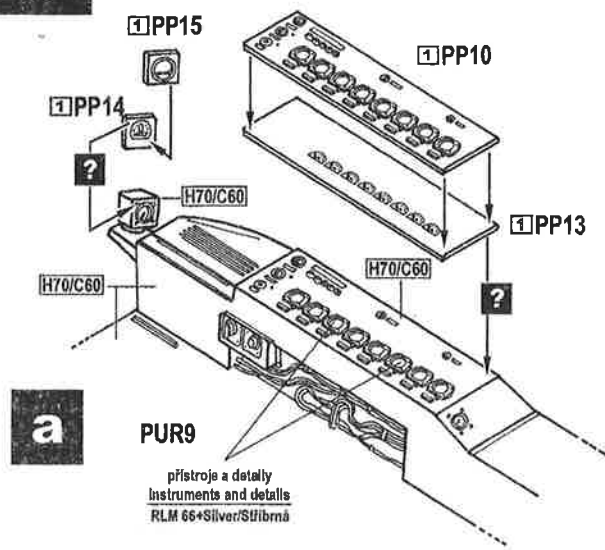
FILM F



COLOUR MASK CM

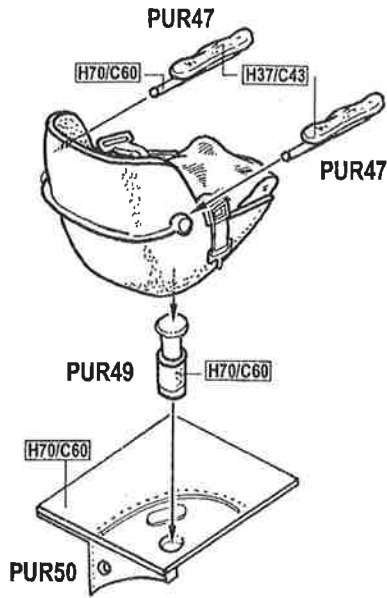
PREPARATORY STEP

0

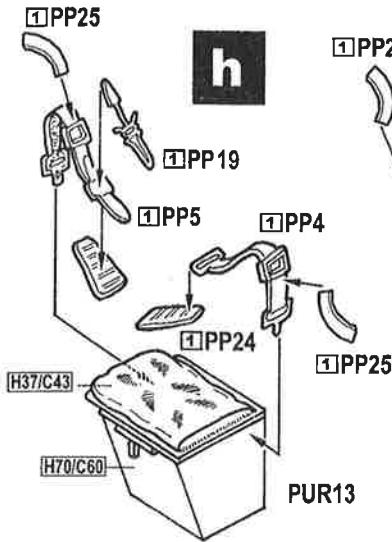


PREPARATORY STEP

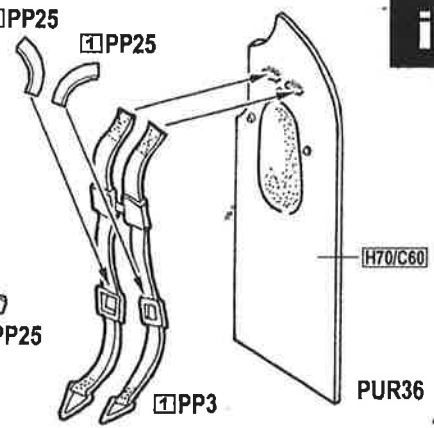
0



g2

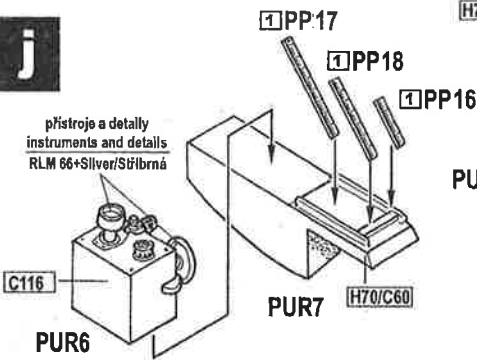


h

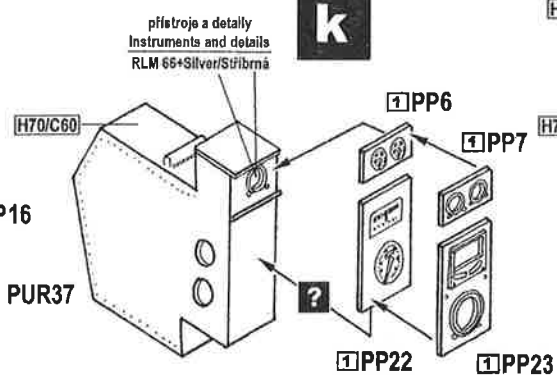


i

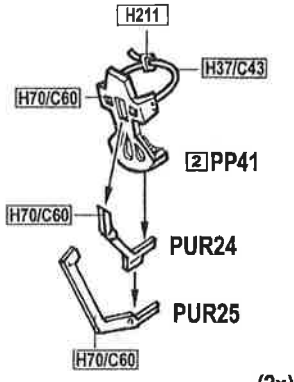
j



přístroje a detaily
instruments and details
RLM 66+Silver/Süßbrnă



k

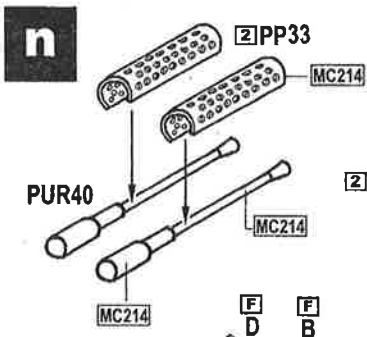
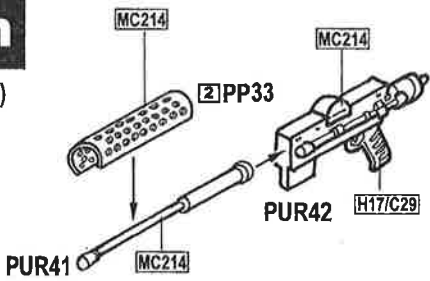


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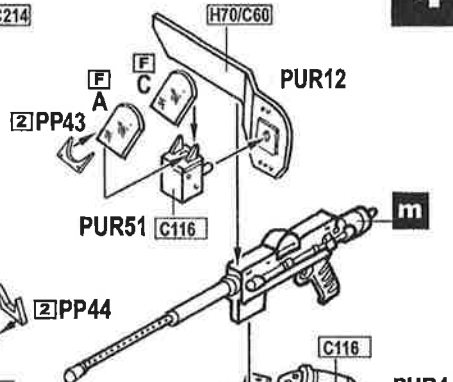
l

m

(2x)

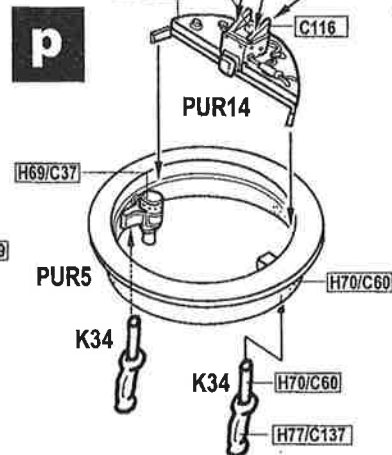
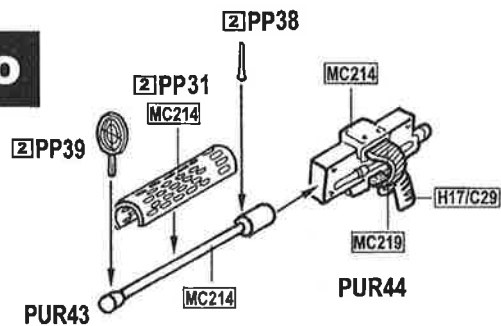


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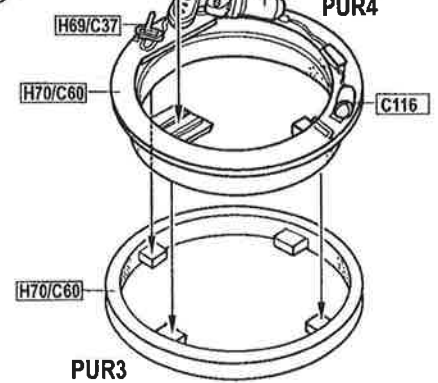


o

o



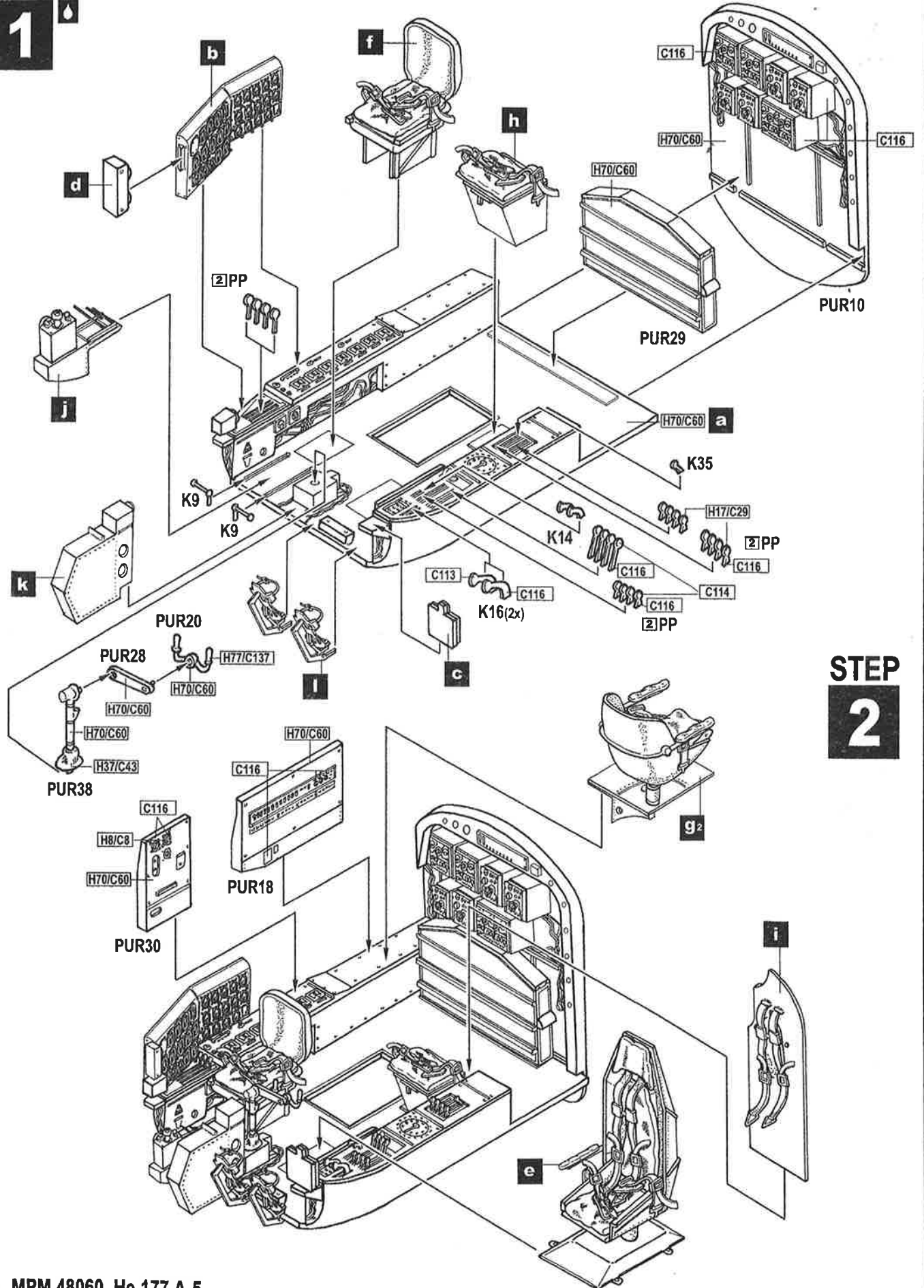
p



q

STEP

1



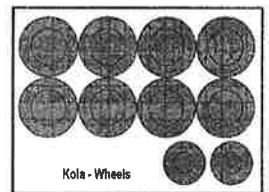
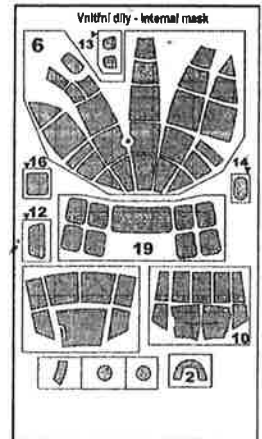
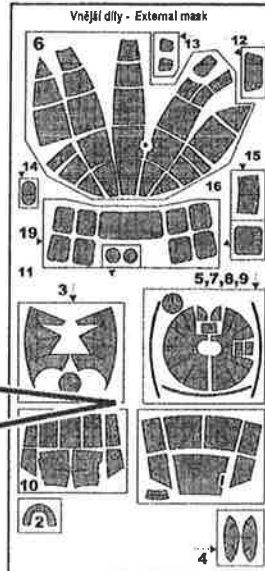
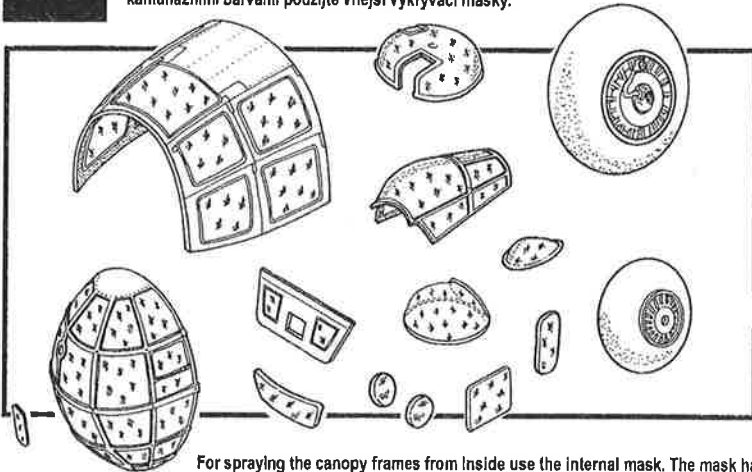
STEP

2

STEP

(?)

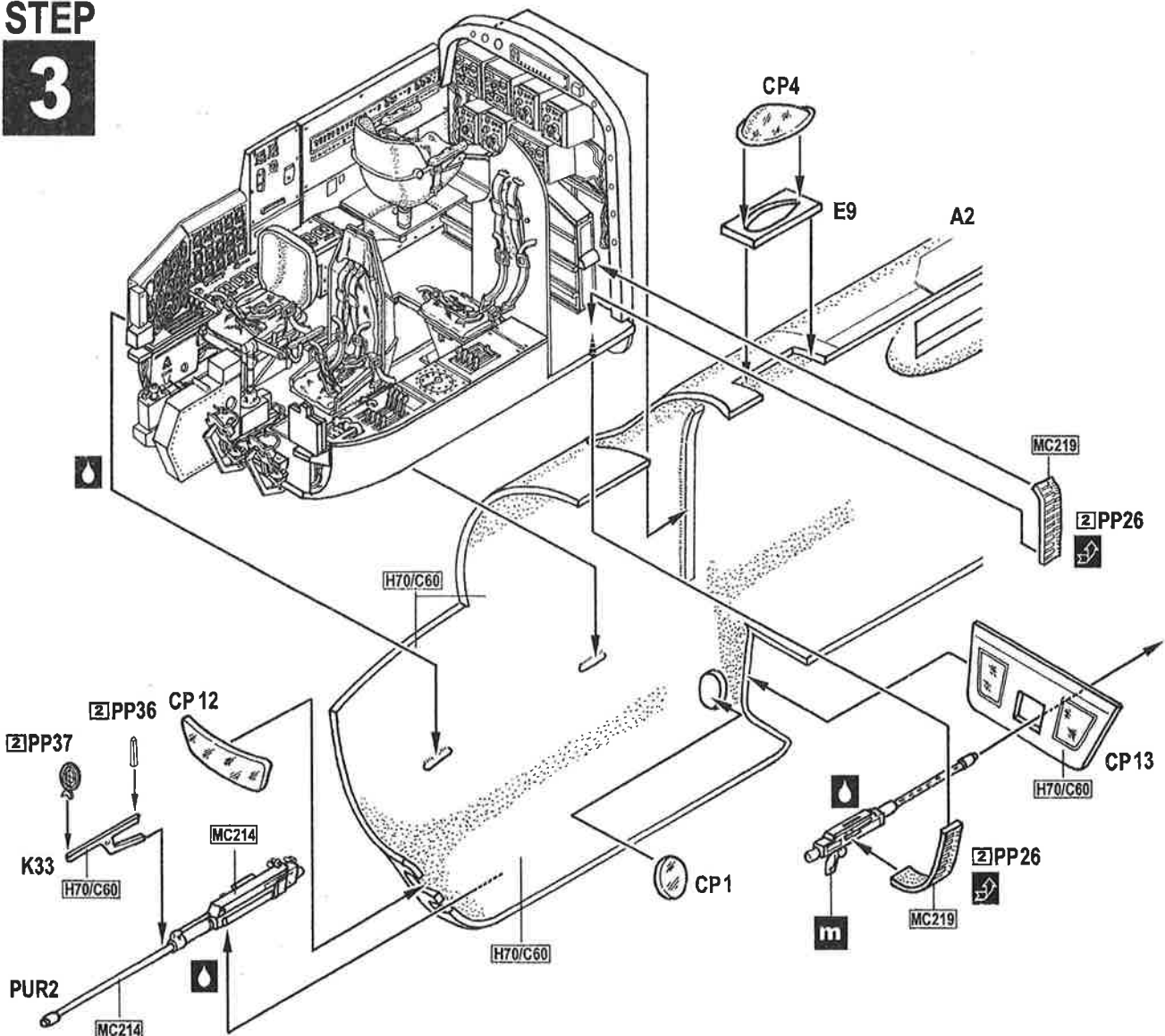
Při barvení rámování čířých dílů interiérovou barvou zevnitř použijte vnitřní vykrývací masky. Masky mají stejná čísla jako díly pro které jsou určeny. Před přilepením čířých dílů na model nezapomeňte masky sejmut! Při barvení kol použijte vykrývací masky na disky kol. Při barvení rámování čířých dílů kamuflážními barvami použijte vnější vykrývací masky.



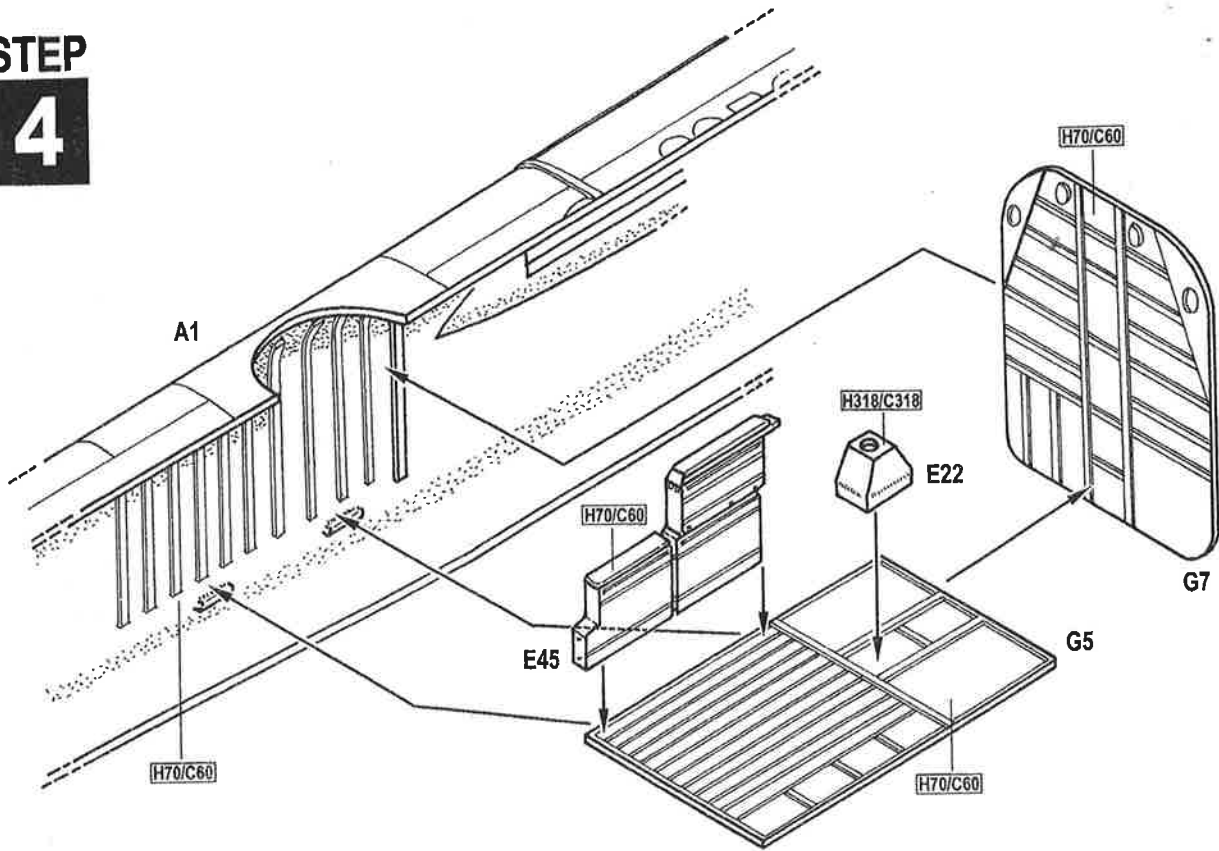
For spraying the canopy frames from inside use the internal mask. The mask have same numbers as the intended parts.
Do not forget to remove the mask prior gluing the clear parts! For spraying the wheels use the wheel mask.
For spraying the canopy frames from outside use the external masks.

STEP

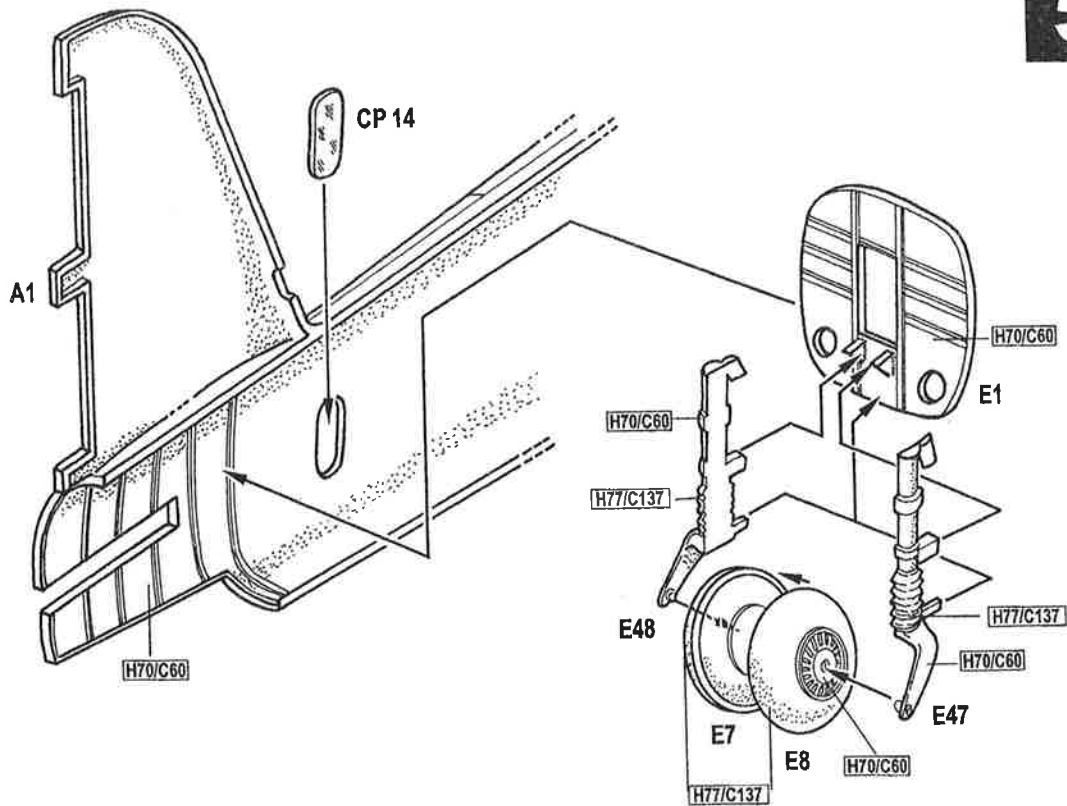
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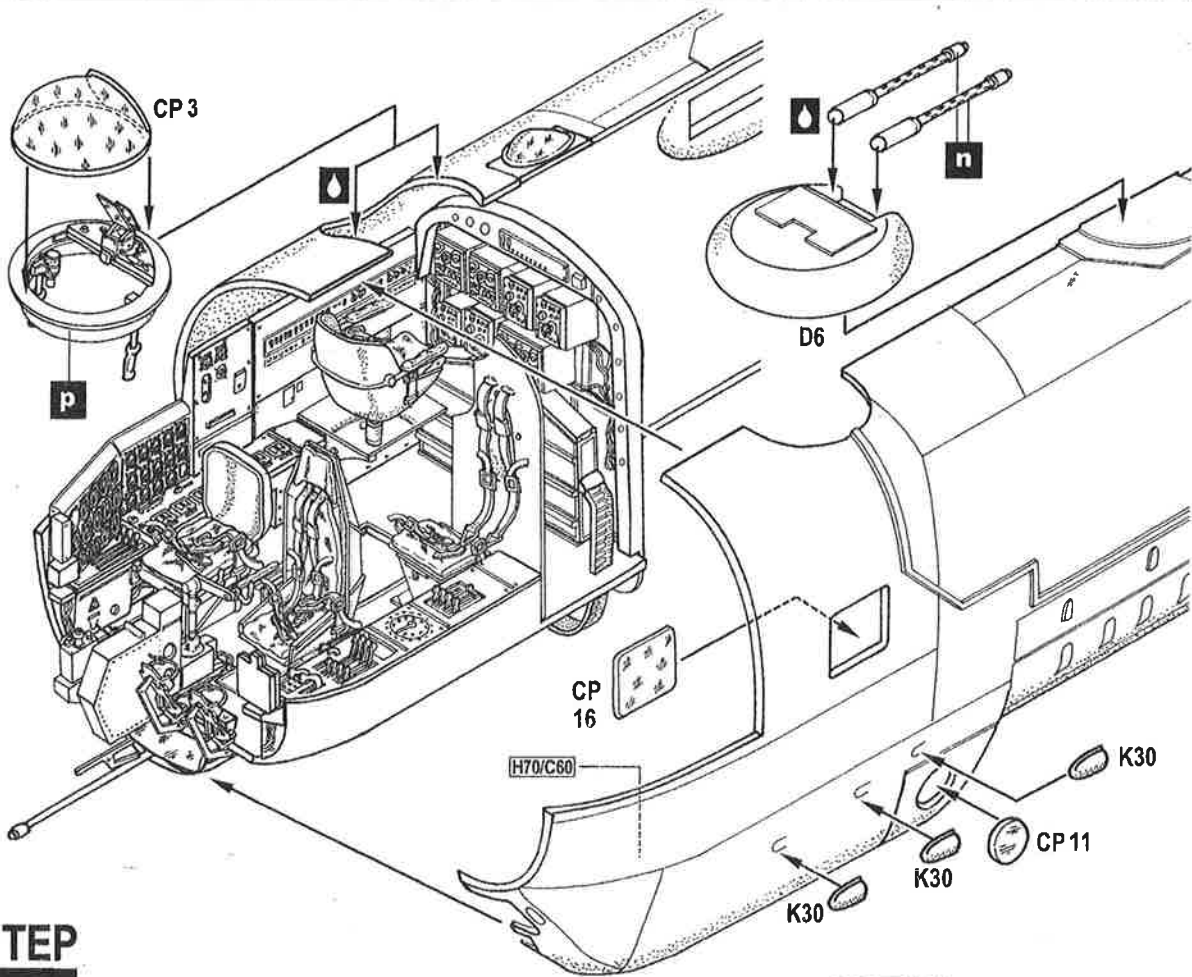
STEP
4



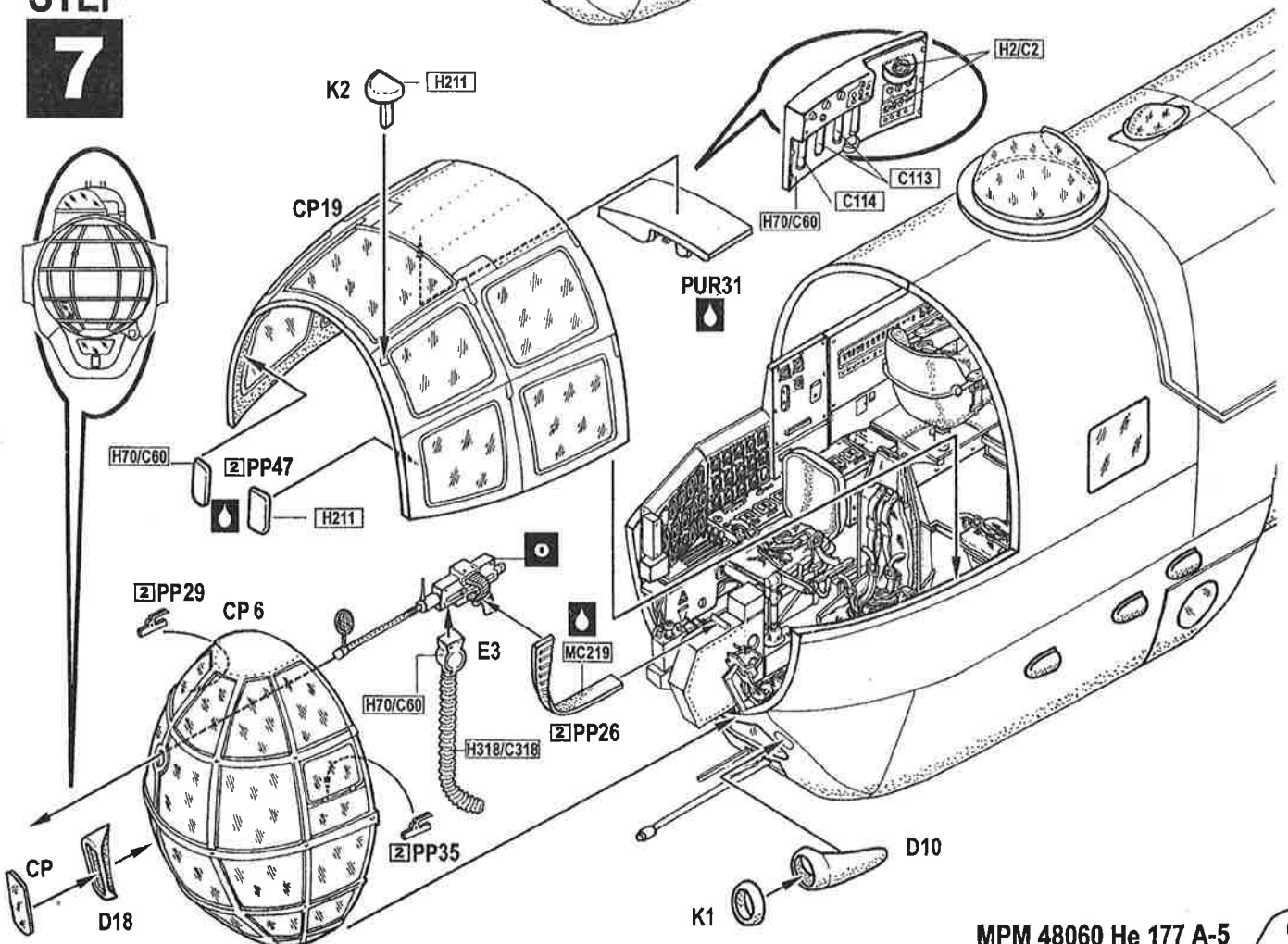
STEP
5



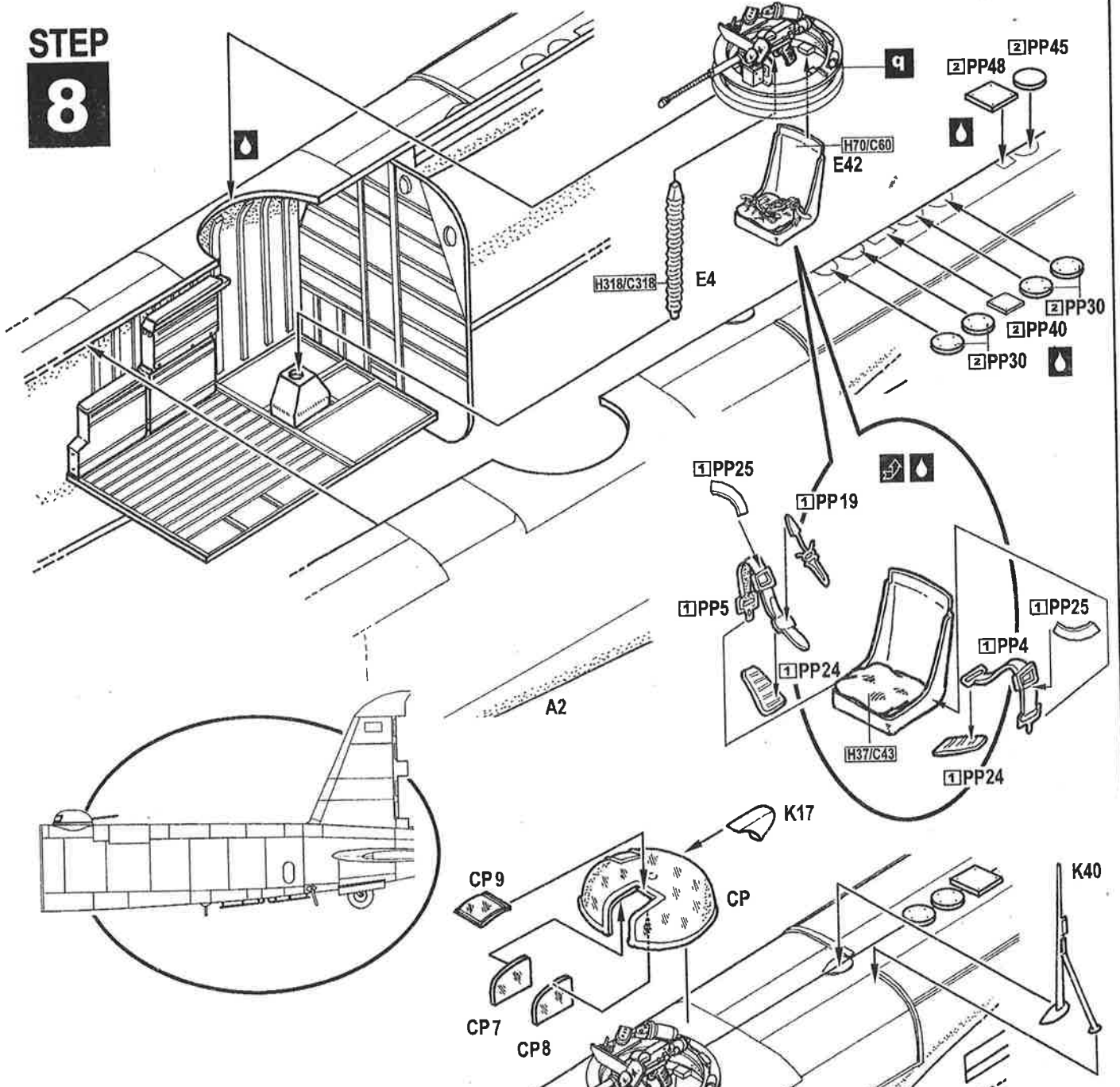
STEP
6



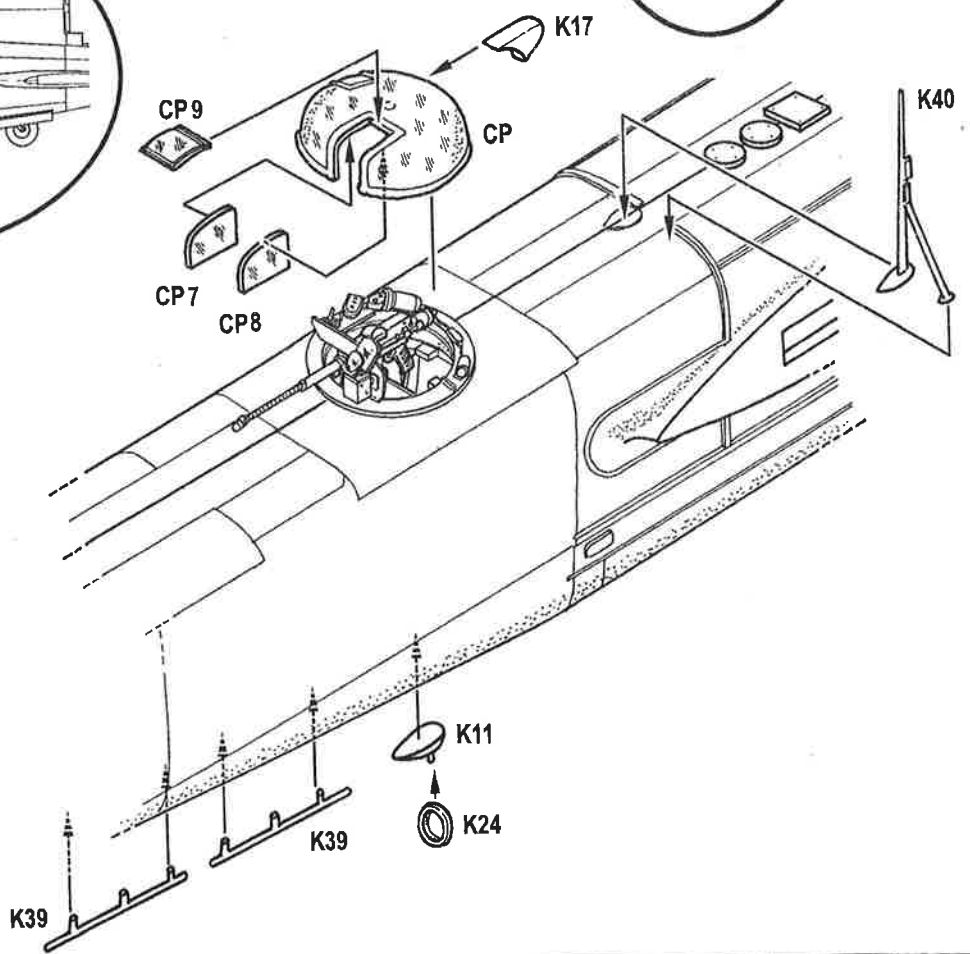
STEP
7



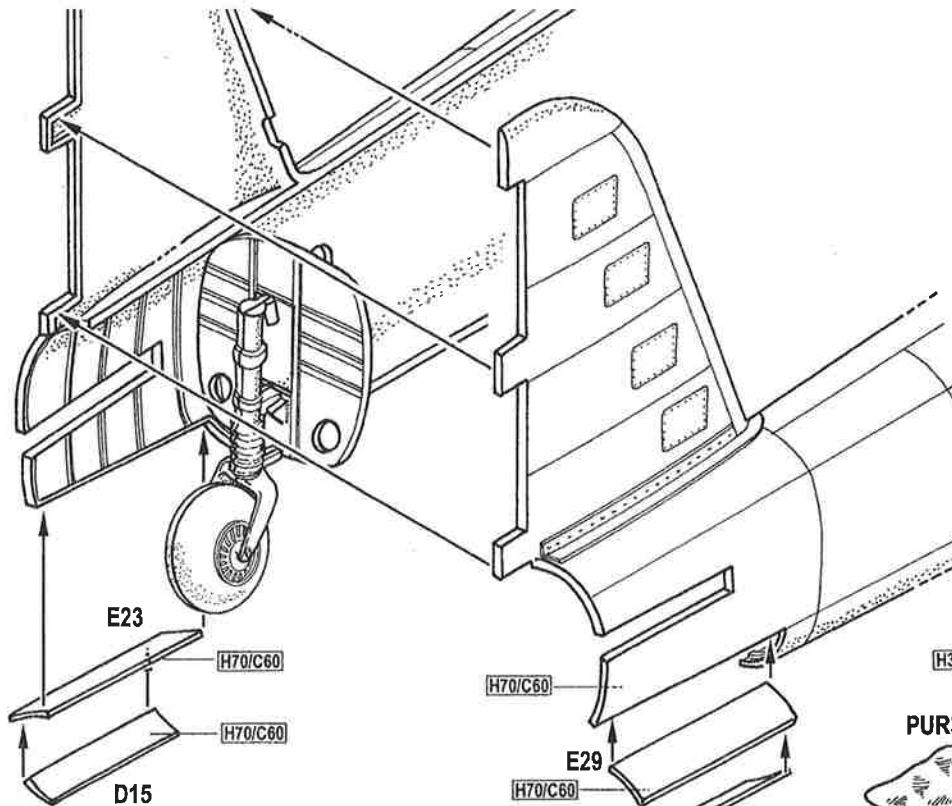
STEP
8



STEP
9

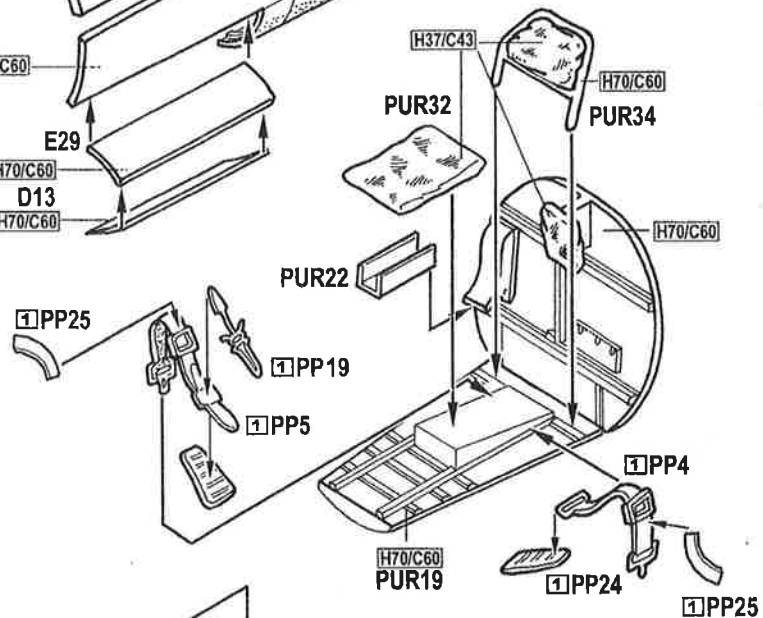
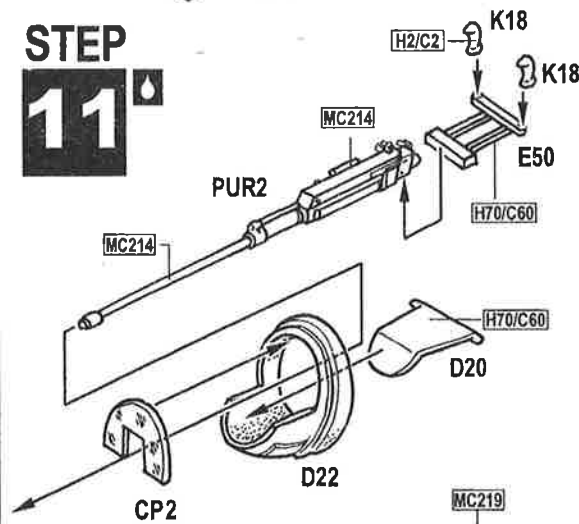


STEP
10

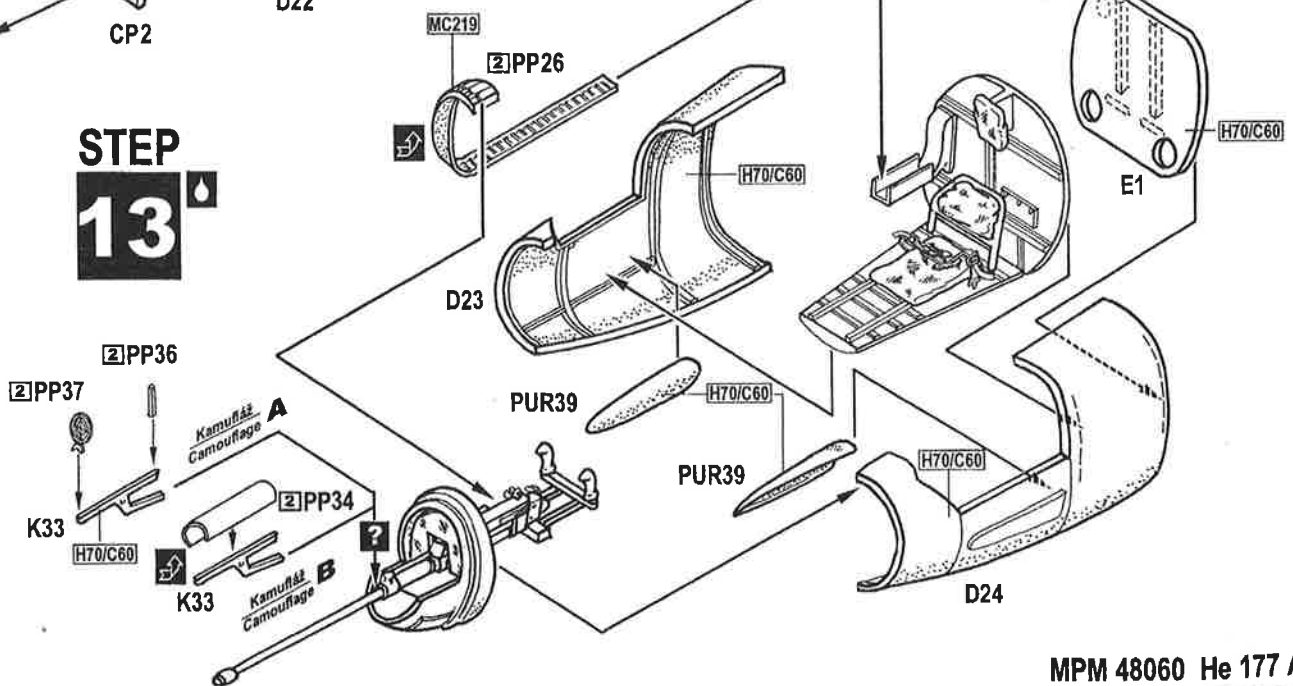


STEP
12

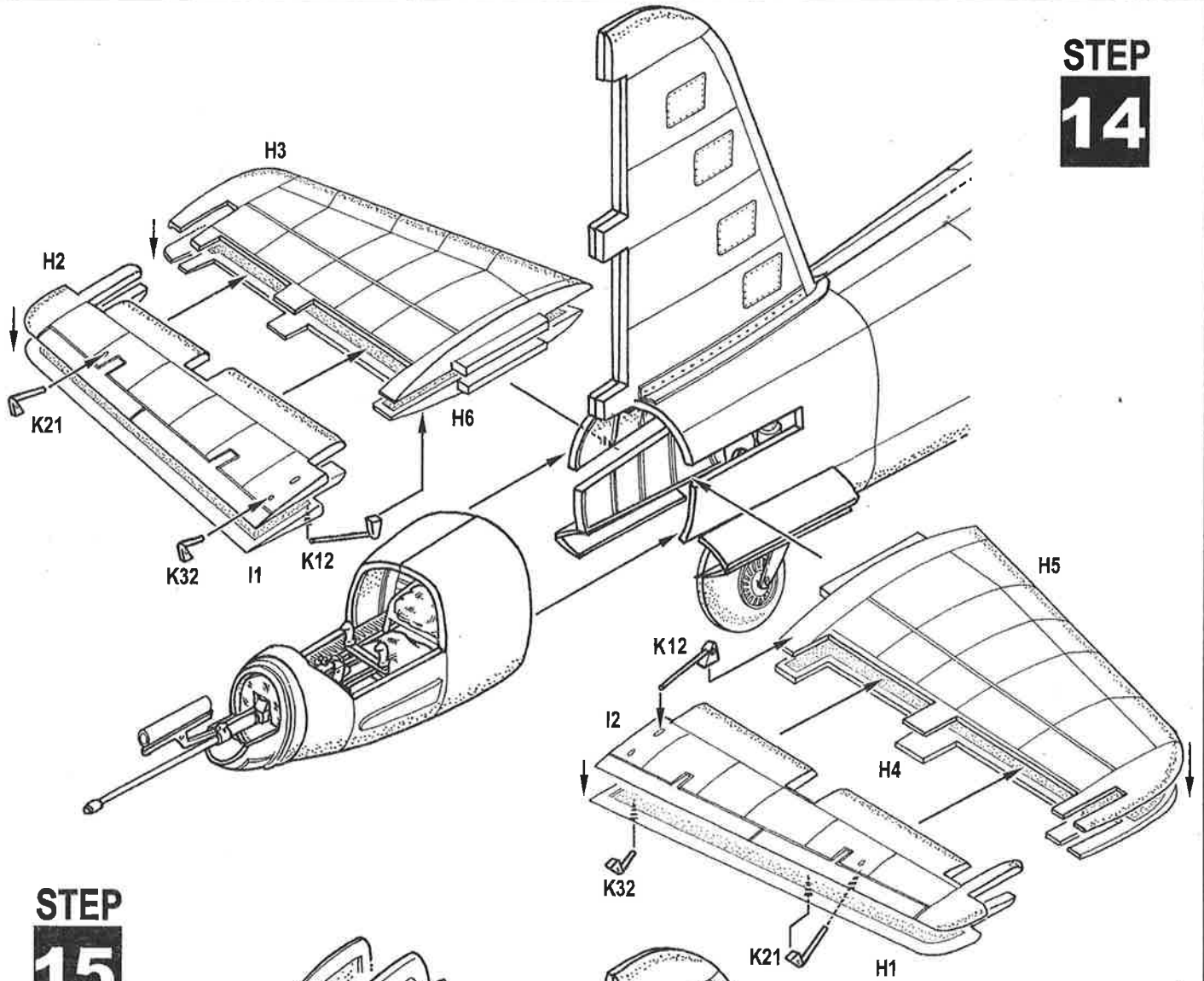
STEP
11



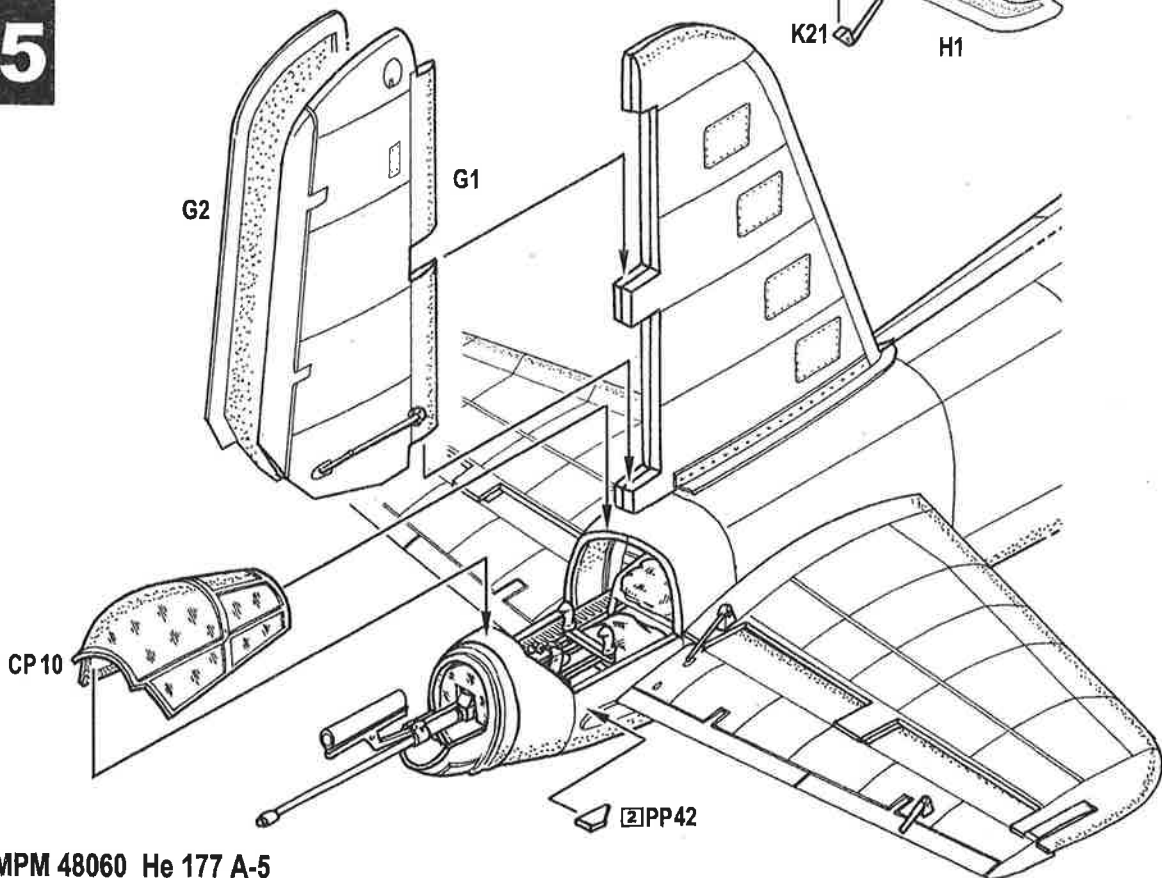
STEP
13



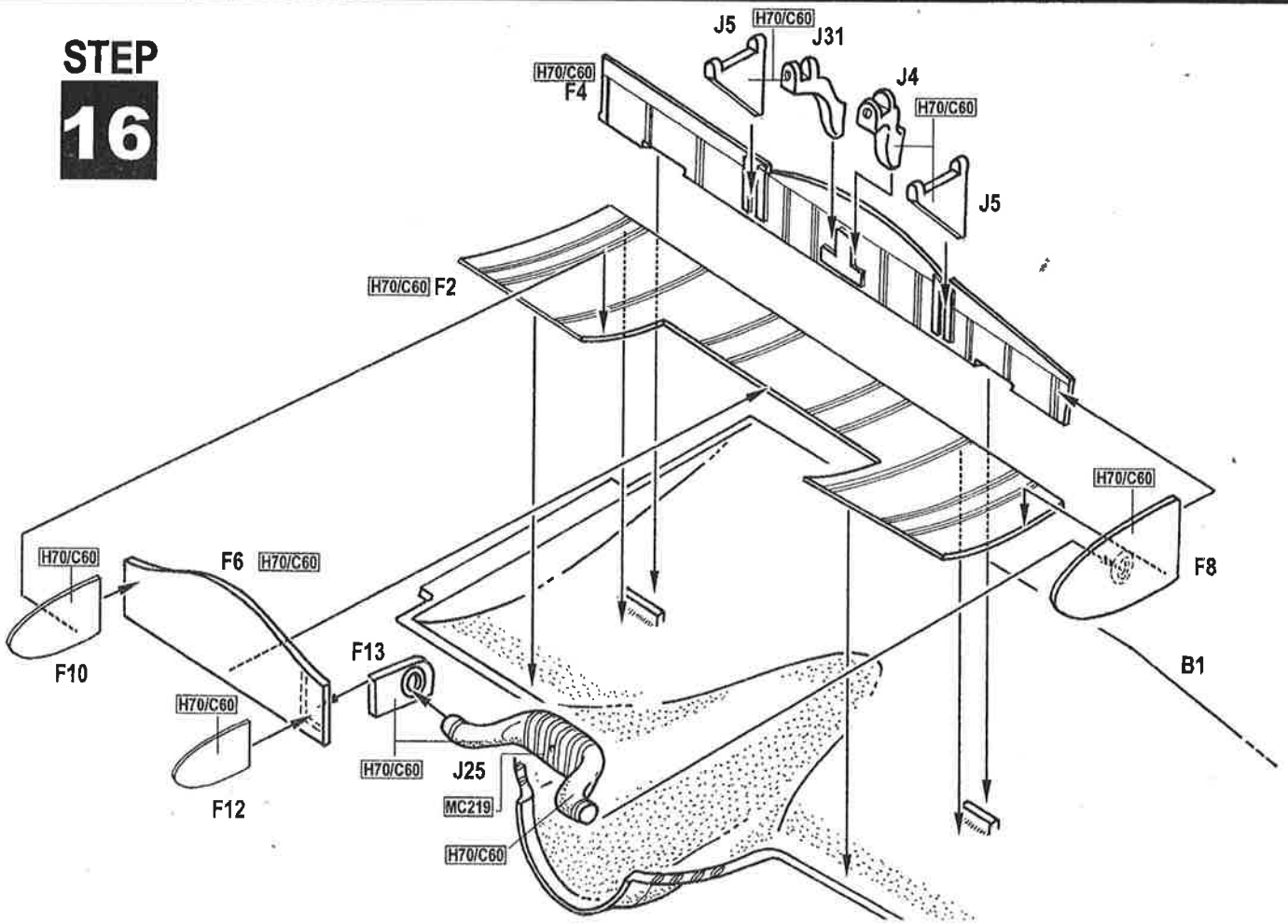
STEP
14



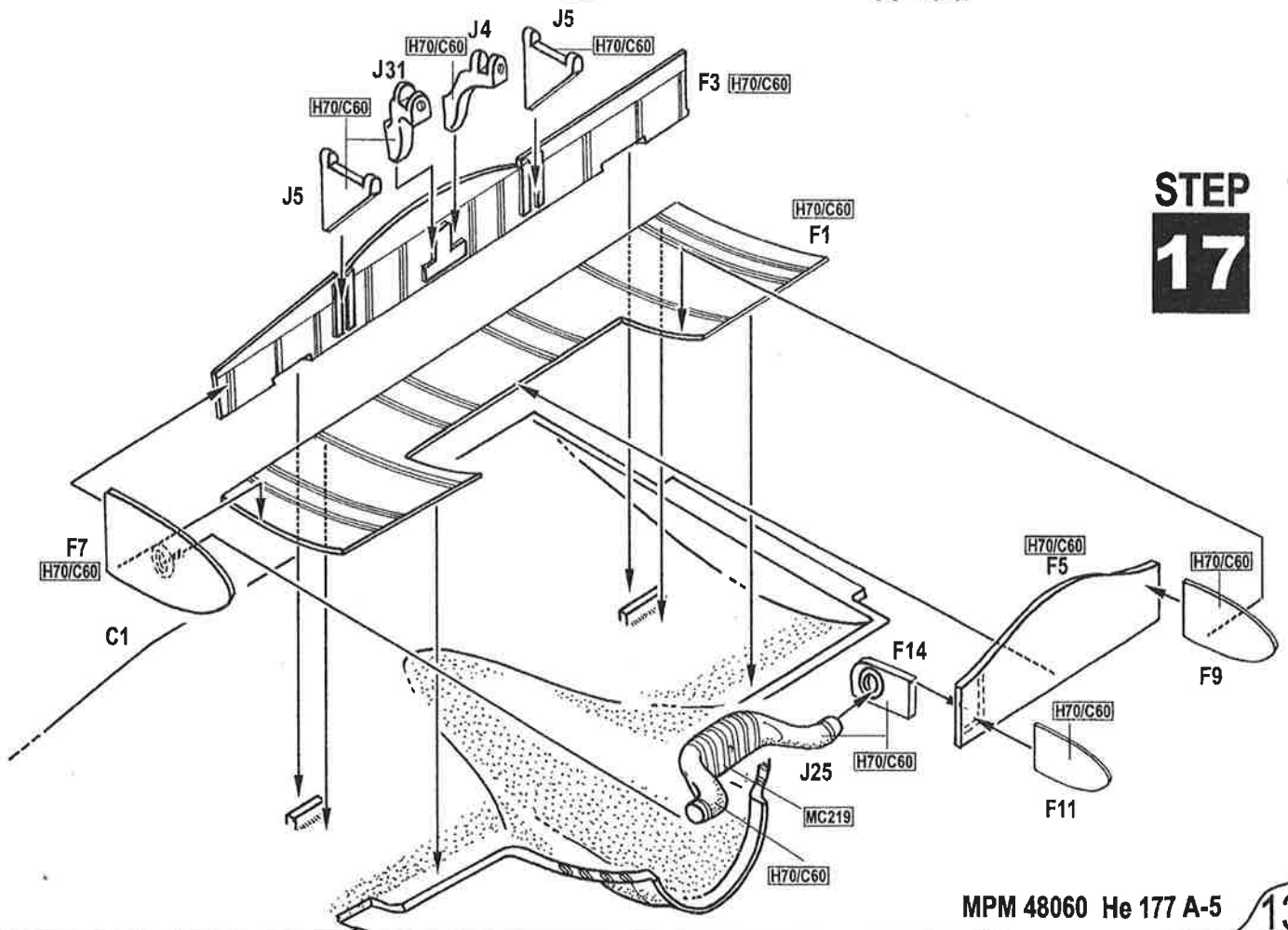
STEP
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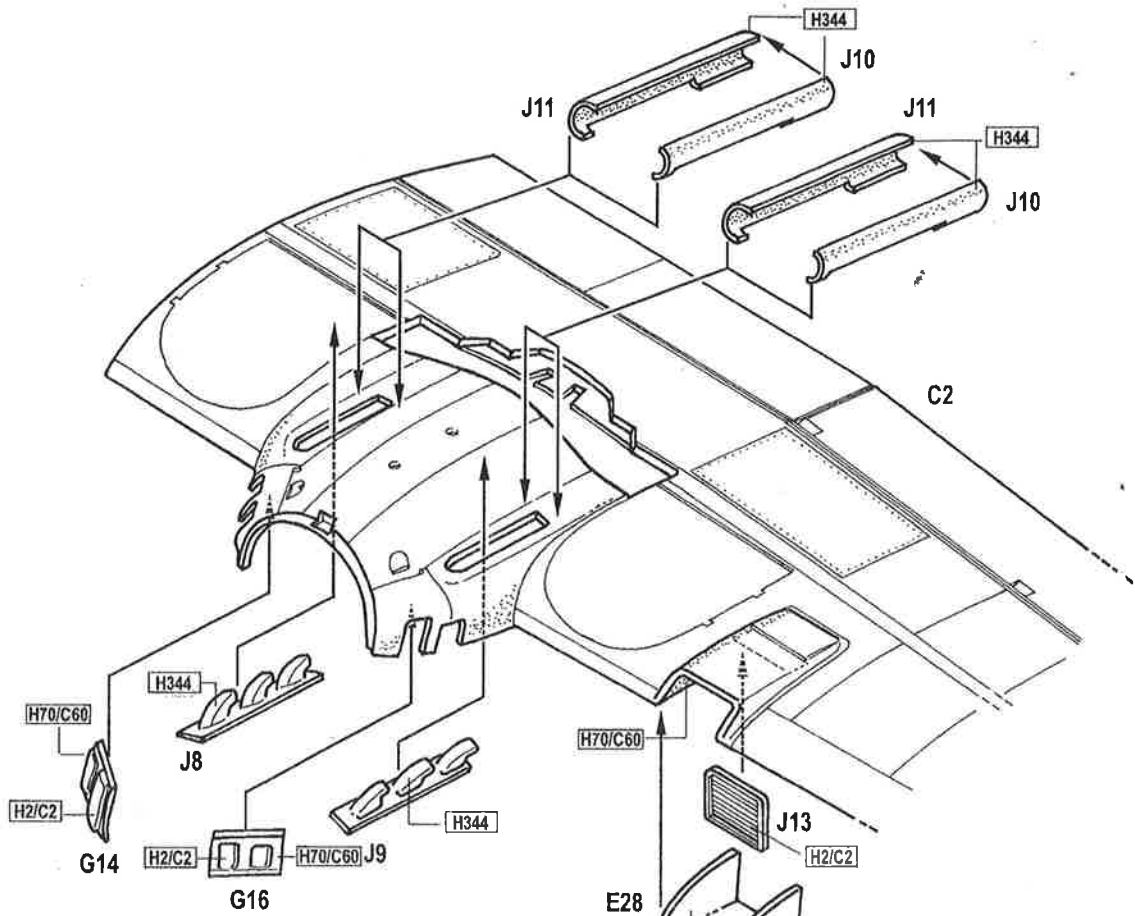
STEP
16



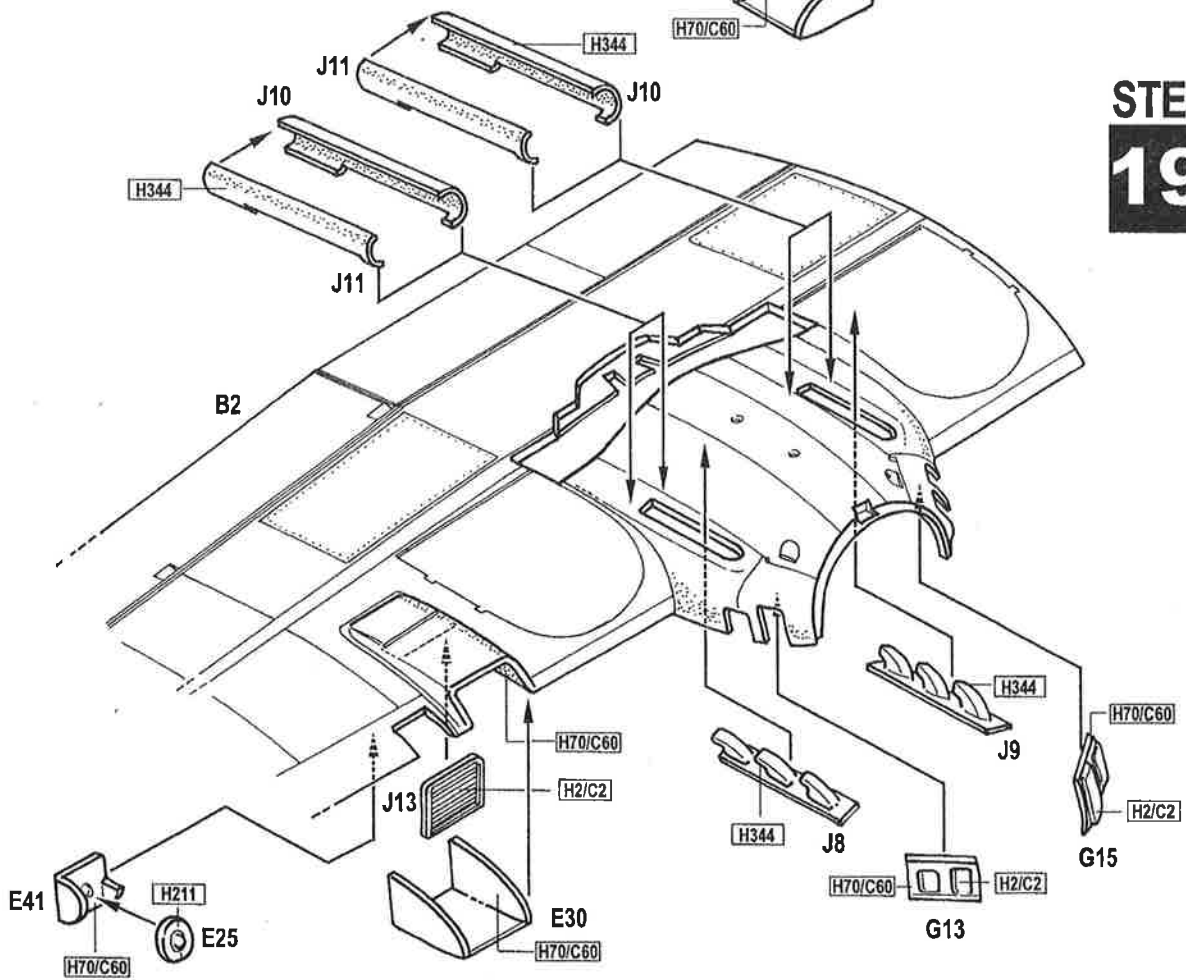
STEP
17



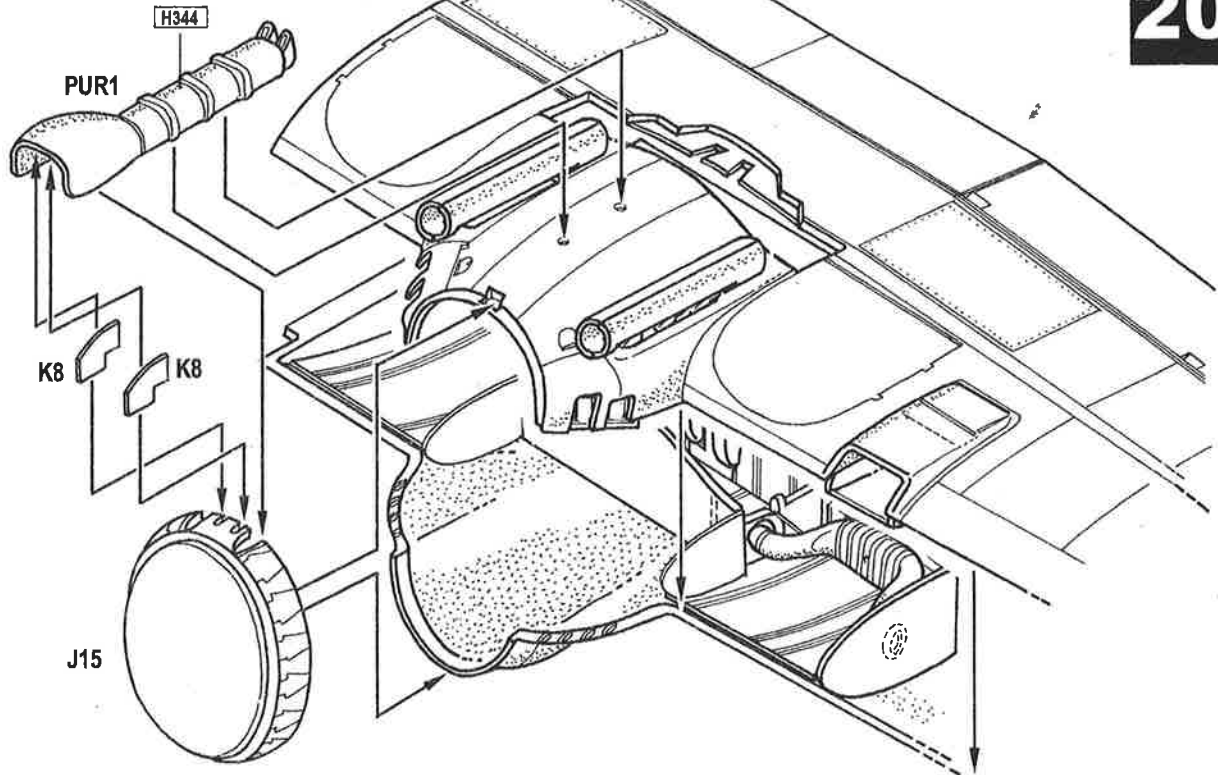
STEP
18



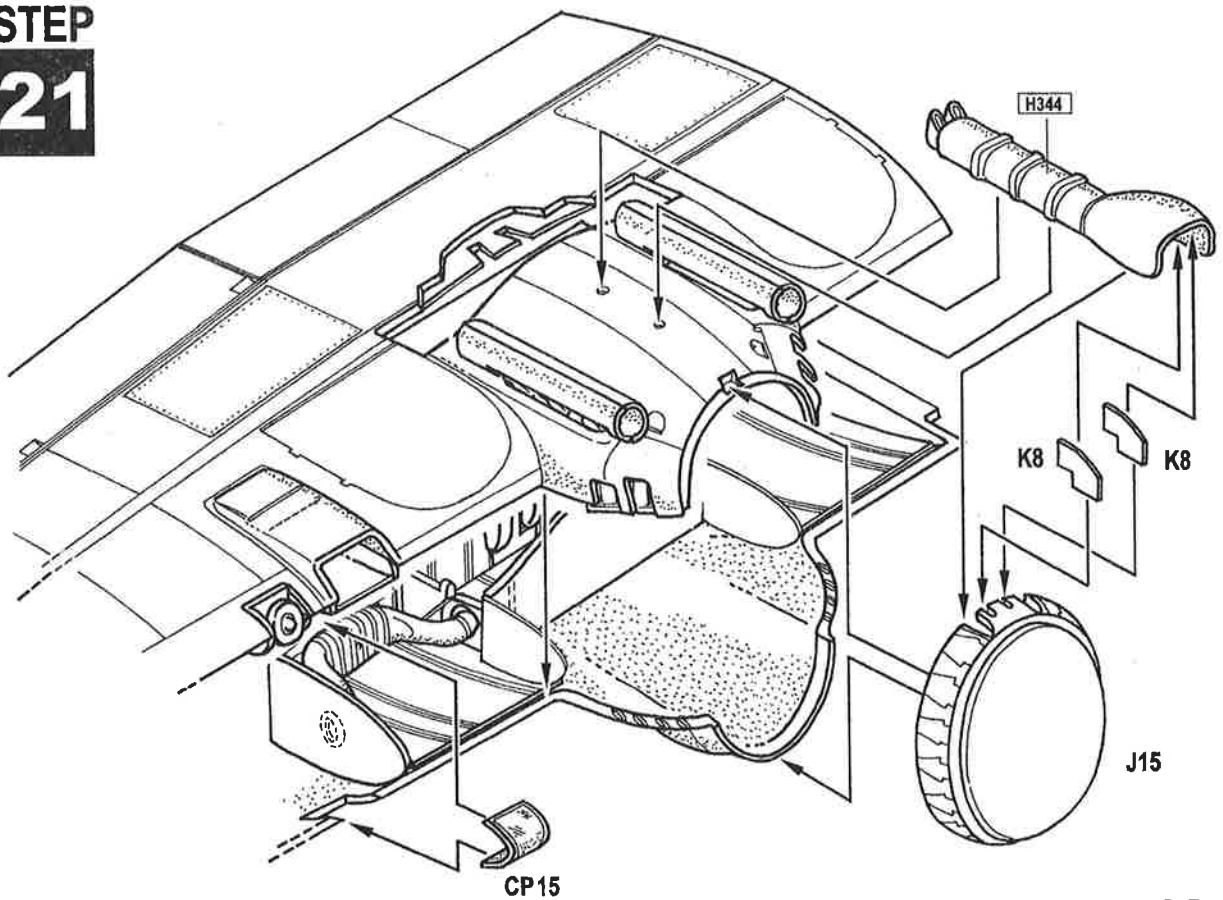
STEP
19

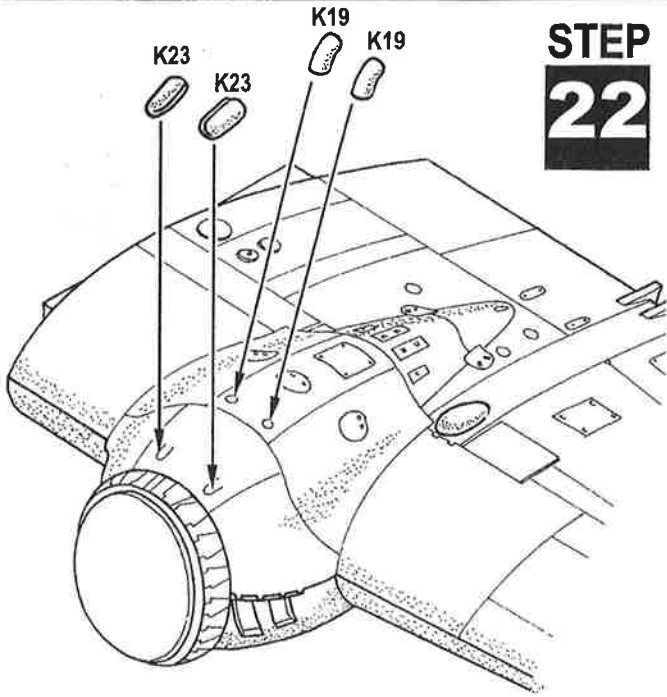


STEP
20

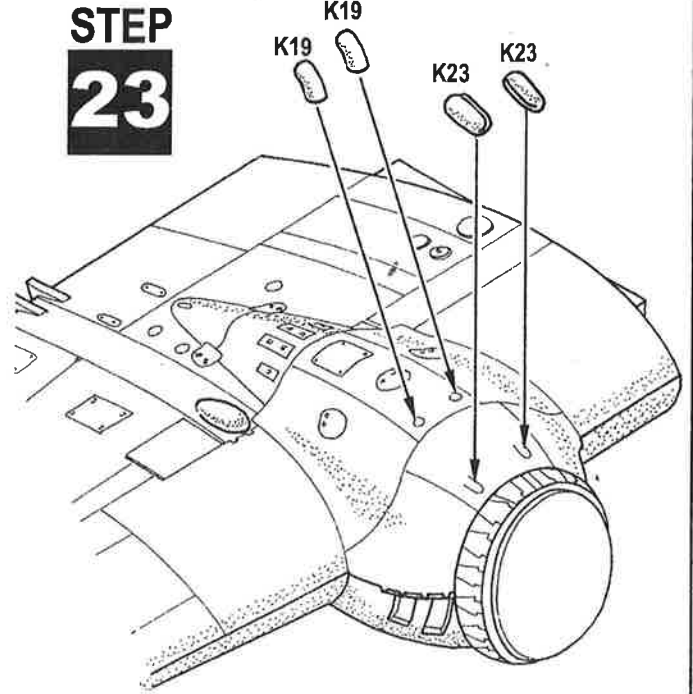


STEP
21





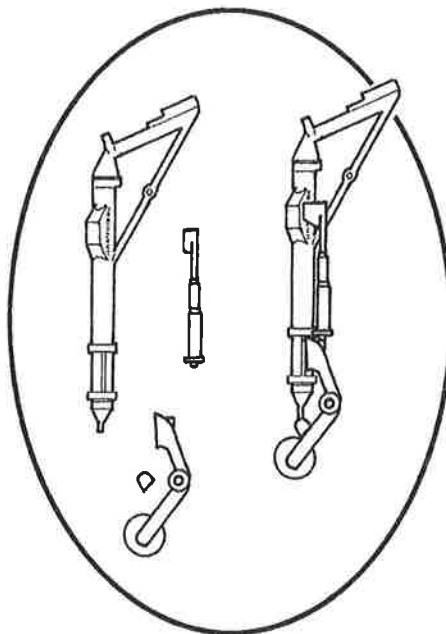
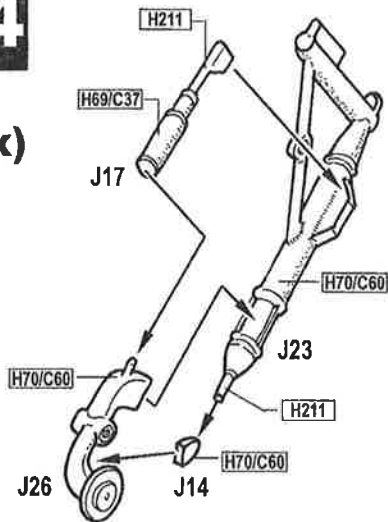
STEP
22



STEP
23

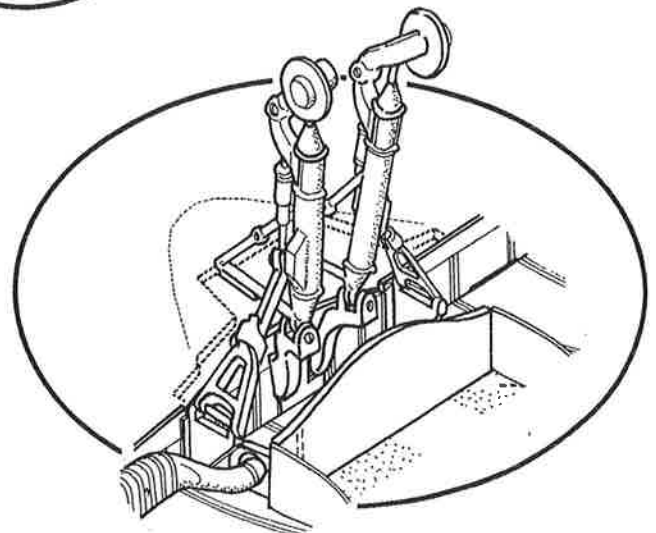
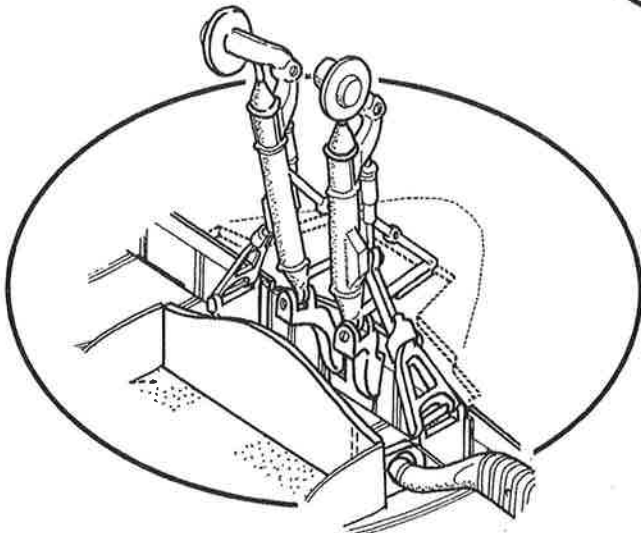
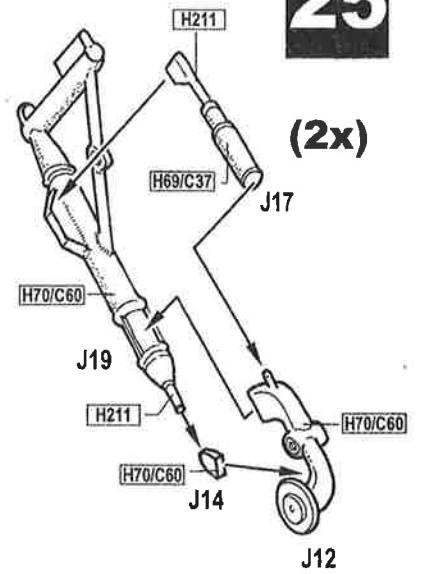
STEP
24

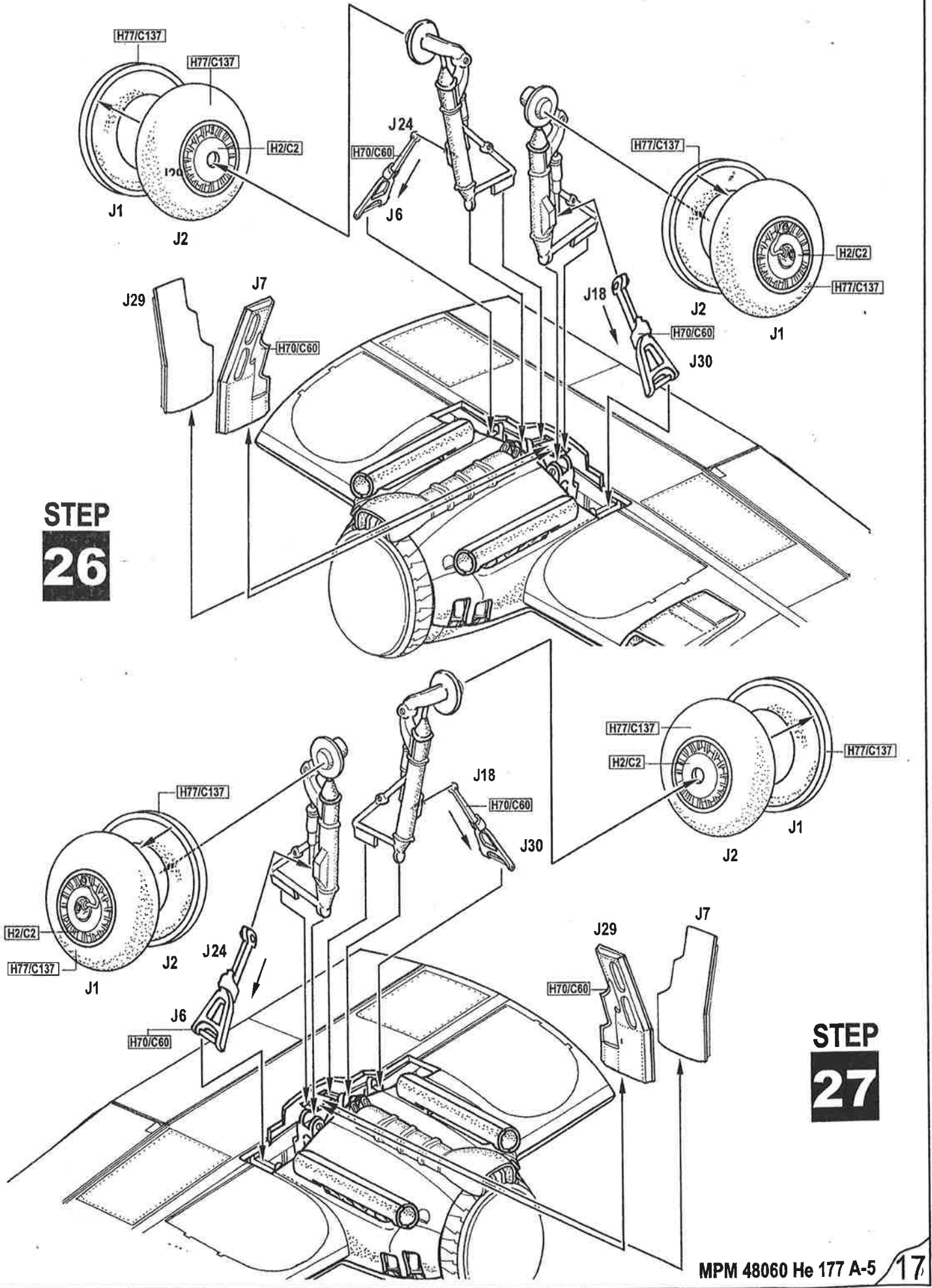
(2x)



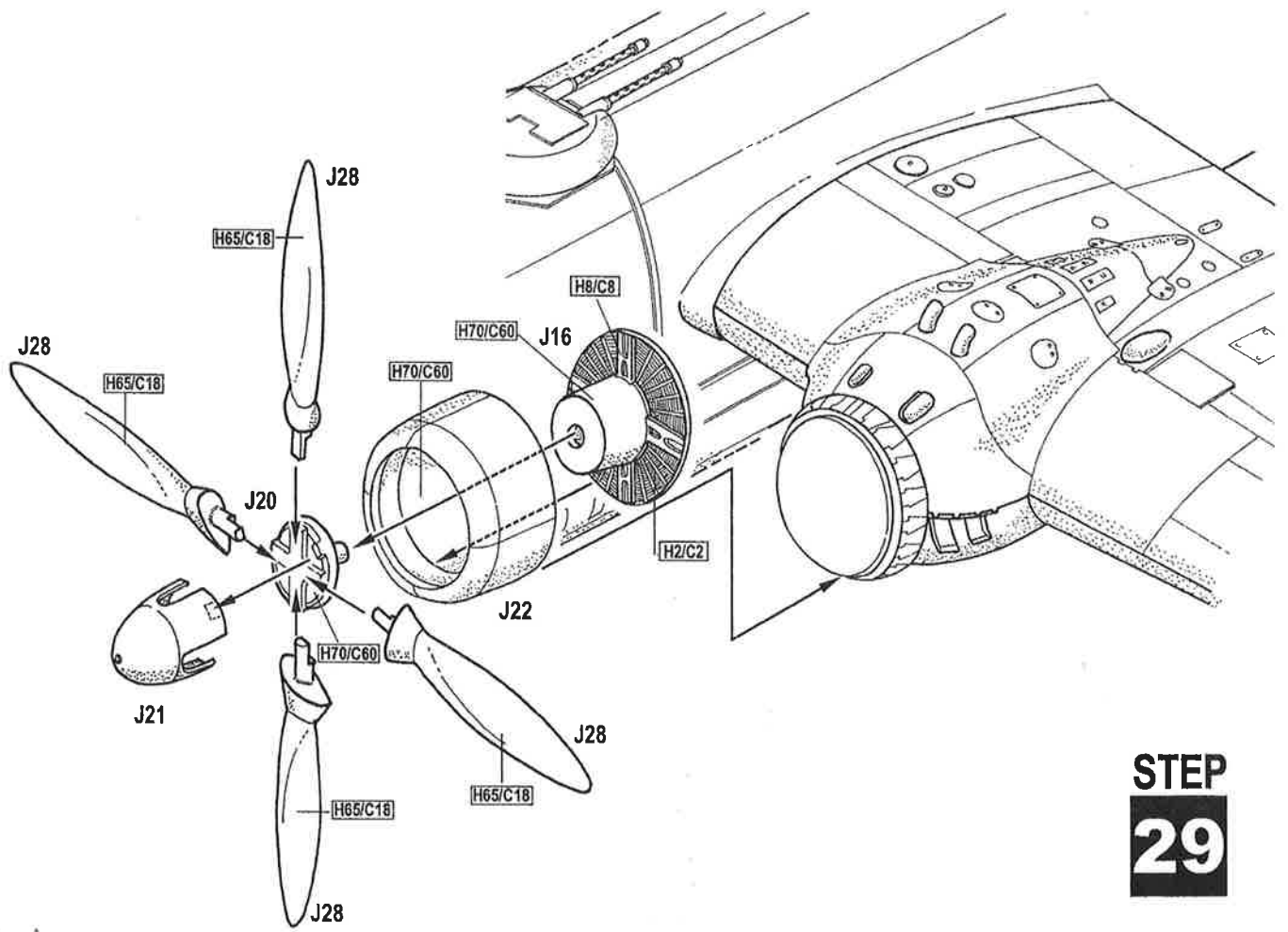
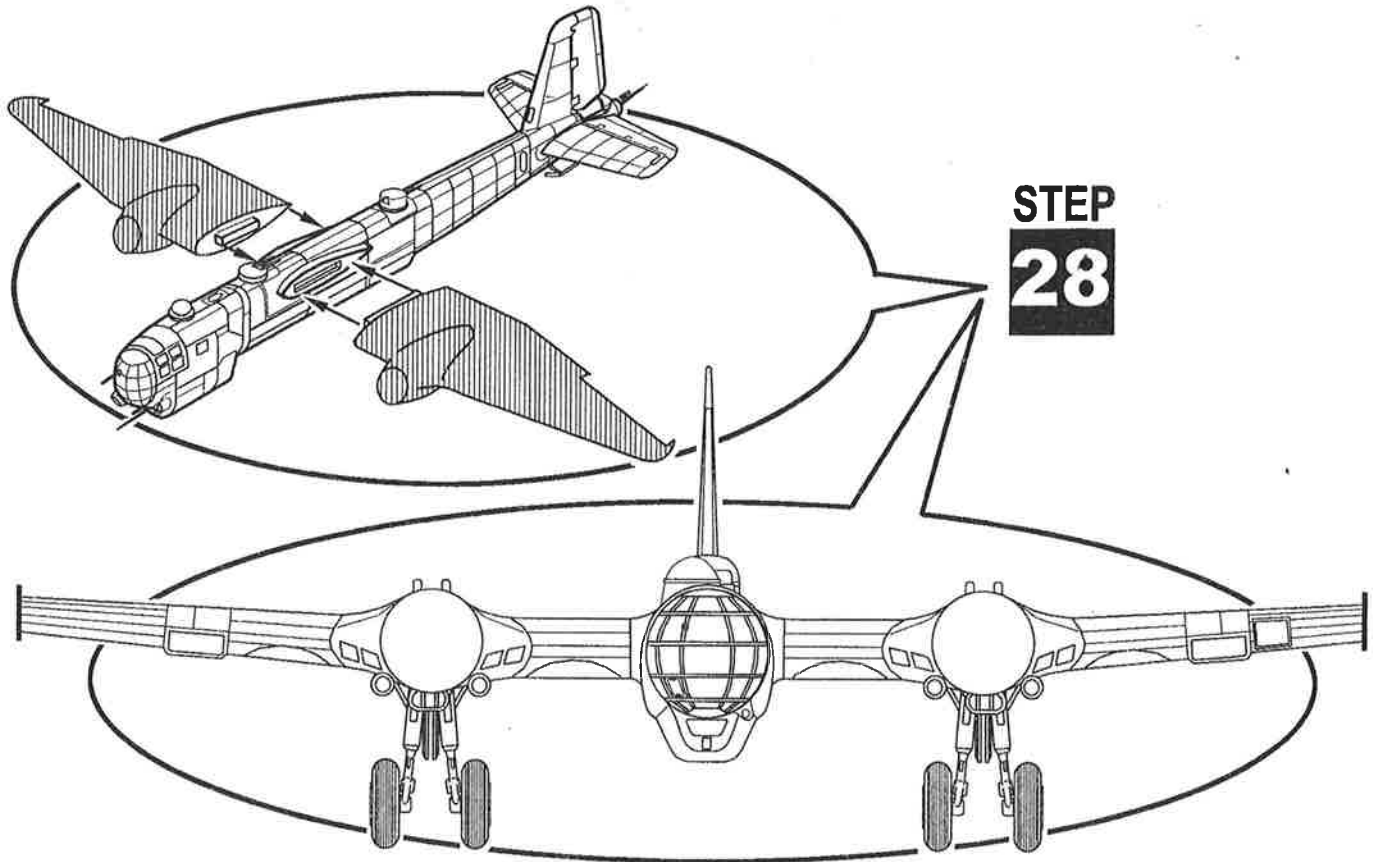
STEP
25

(2x)



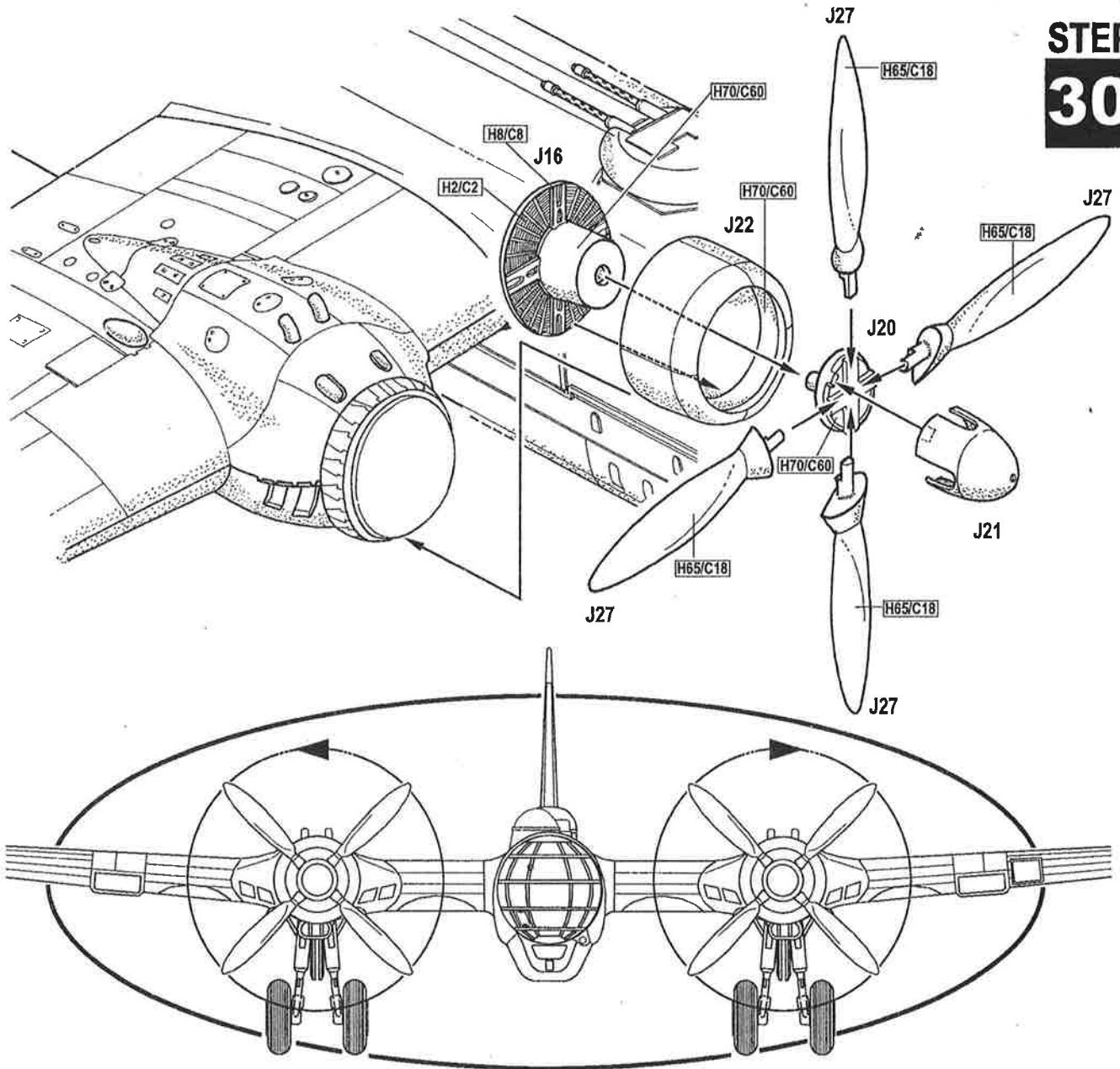


STEP
28

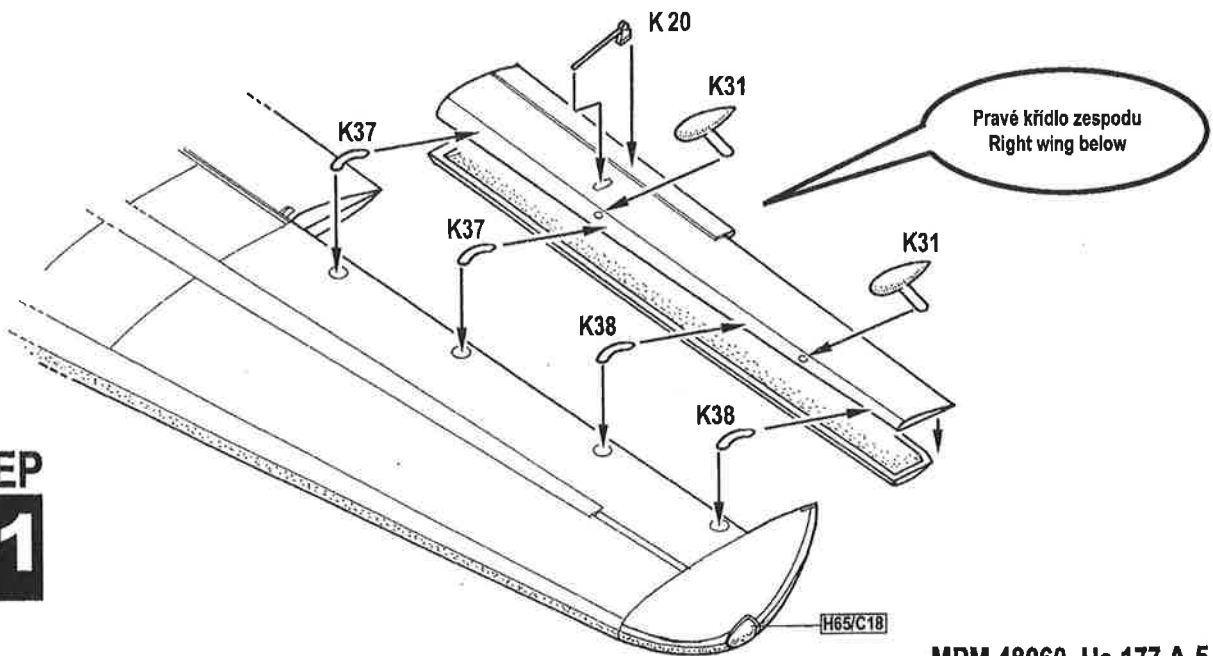


STEP
29

STEP
30

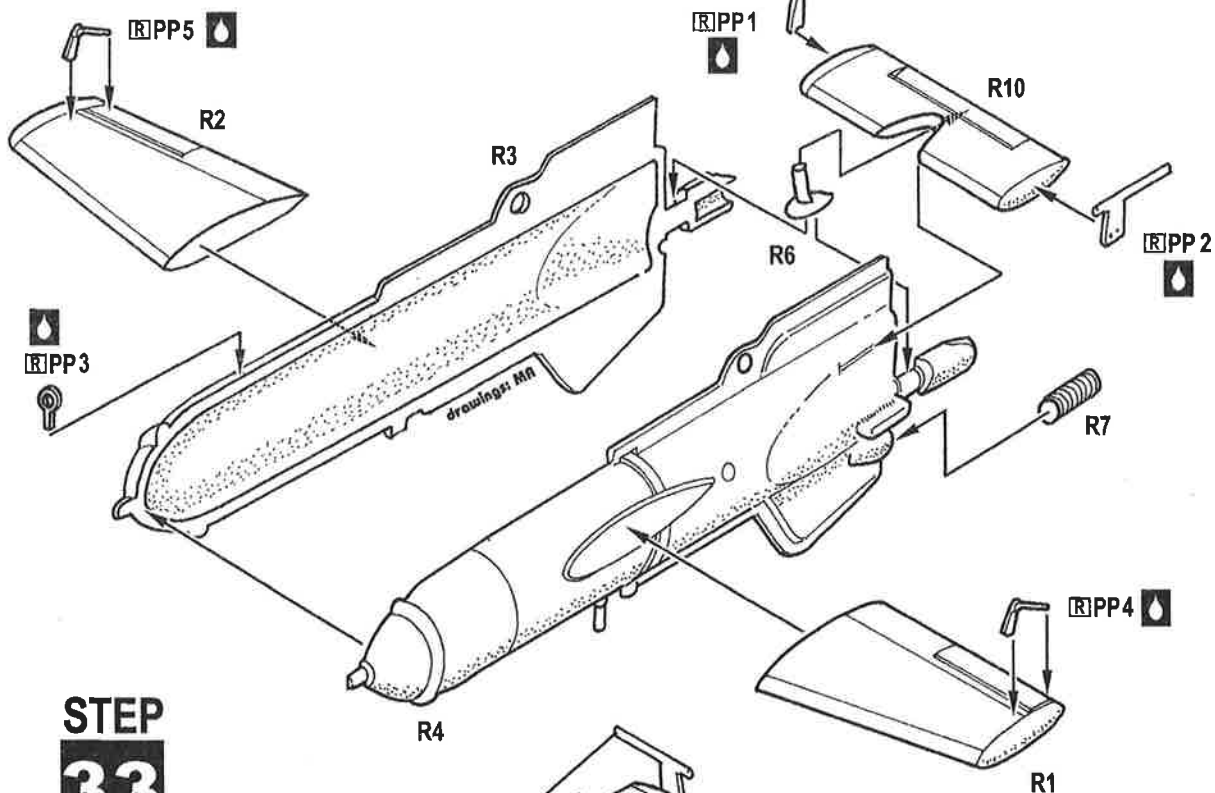
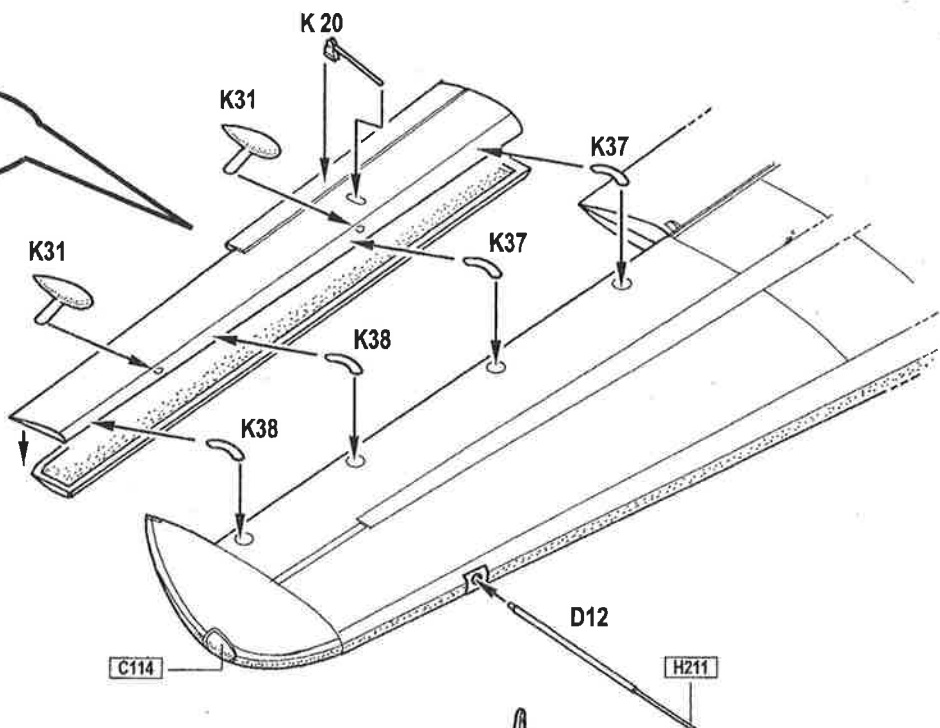


STEP
31

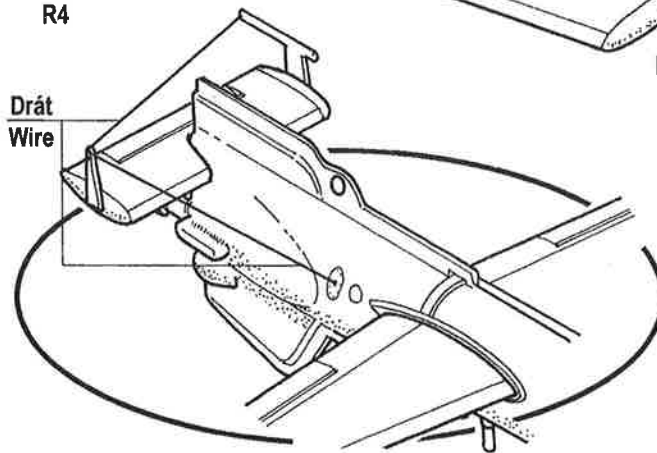


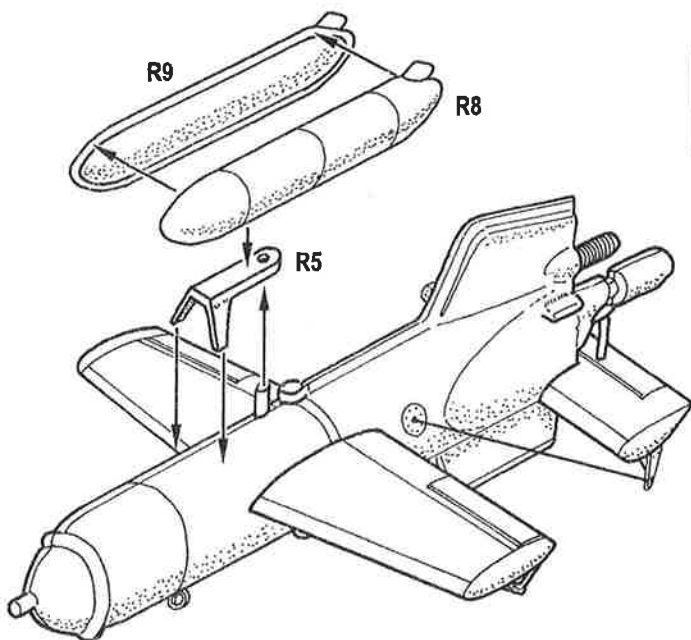
Levé křídlo zespodu
Left wing below

STEP
32



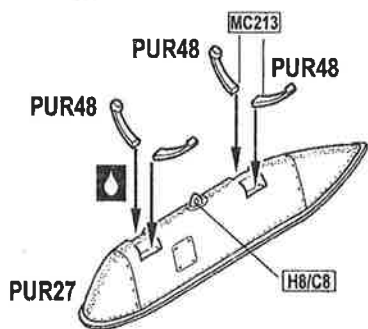
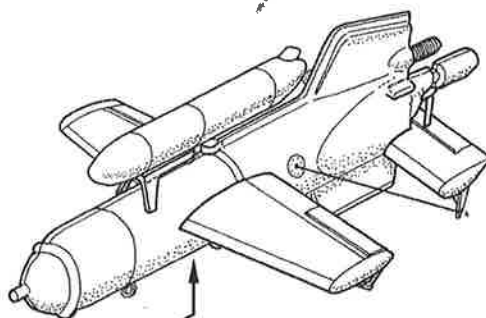
STEP
33
(2x)



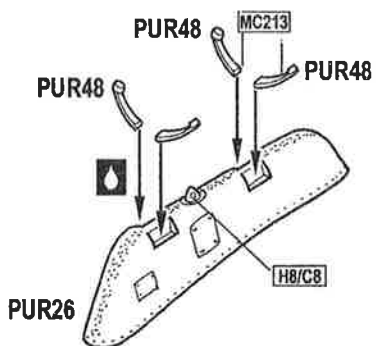


STEP
34
(2x)

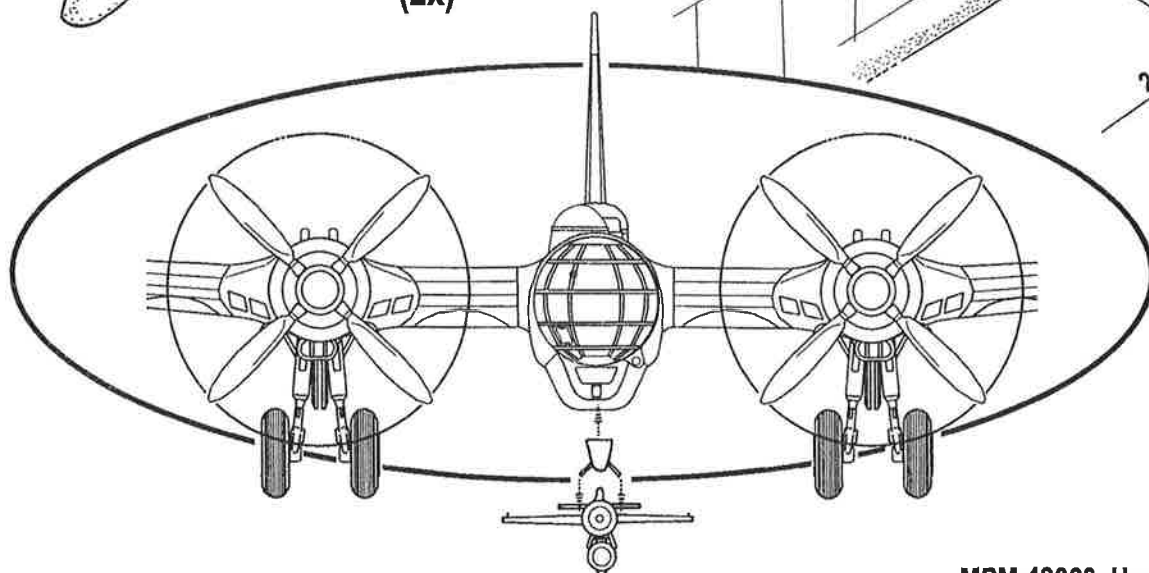
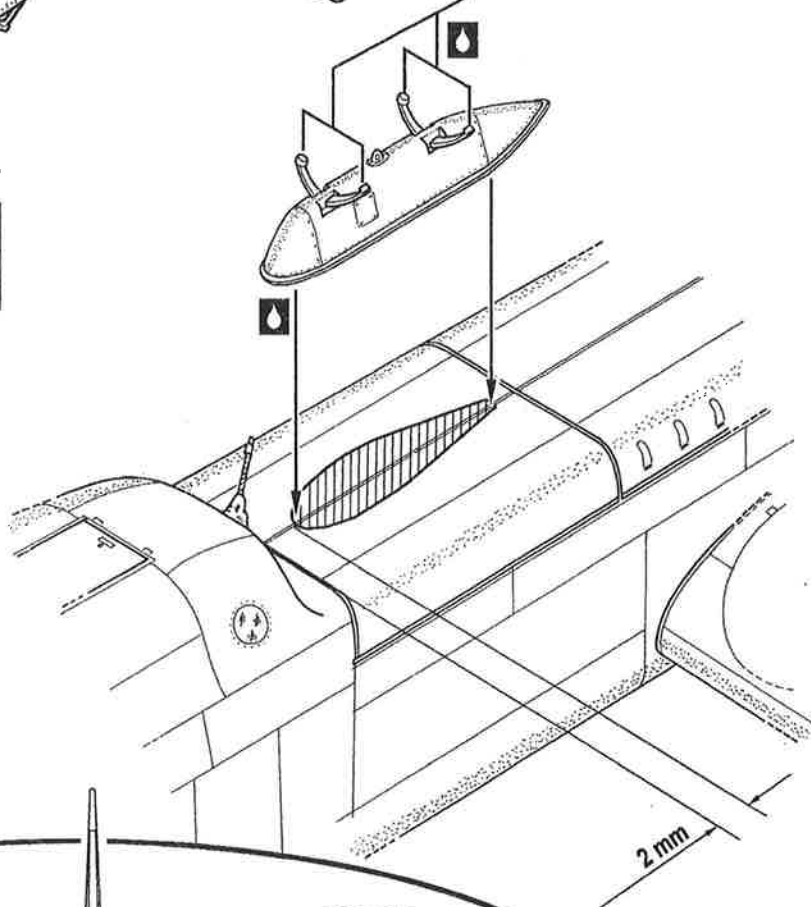
STEP
37
? ALTERNATIVE



STEP
35

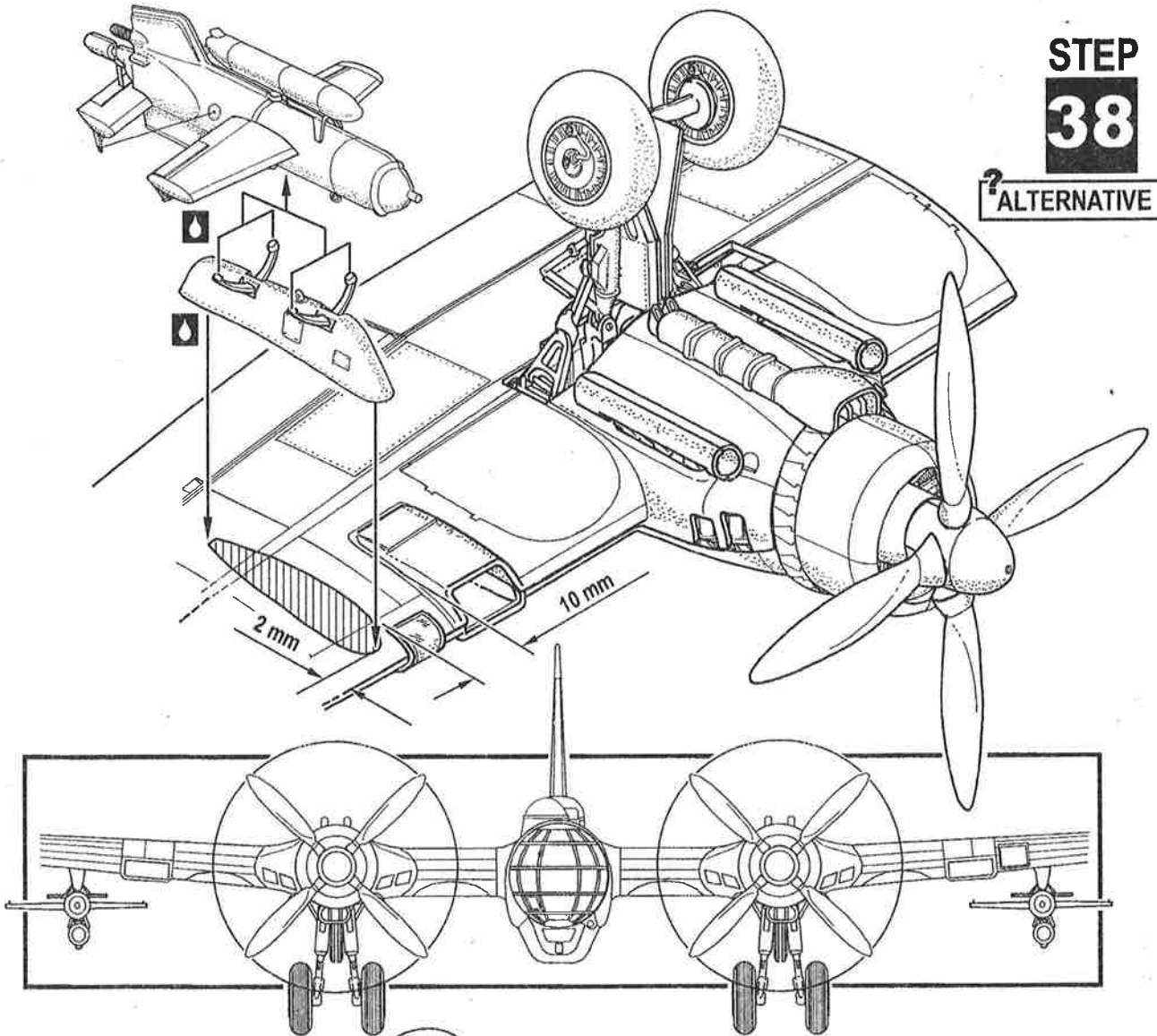


STEP
36
(2x)



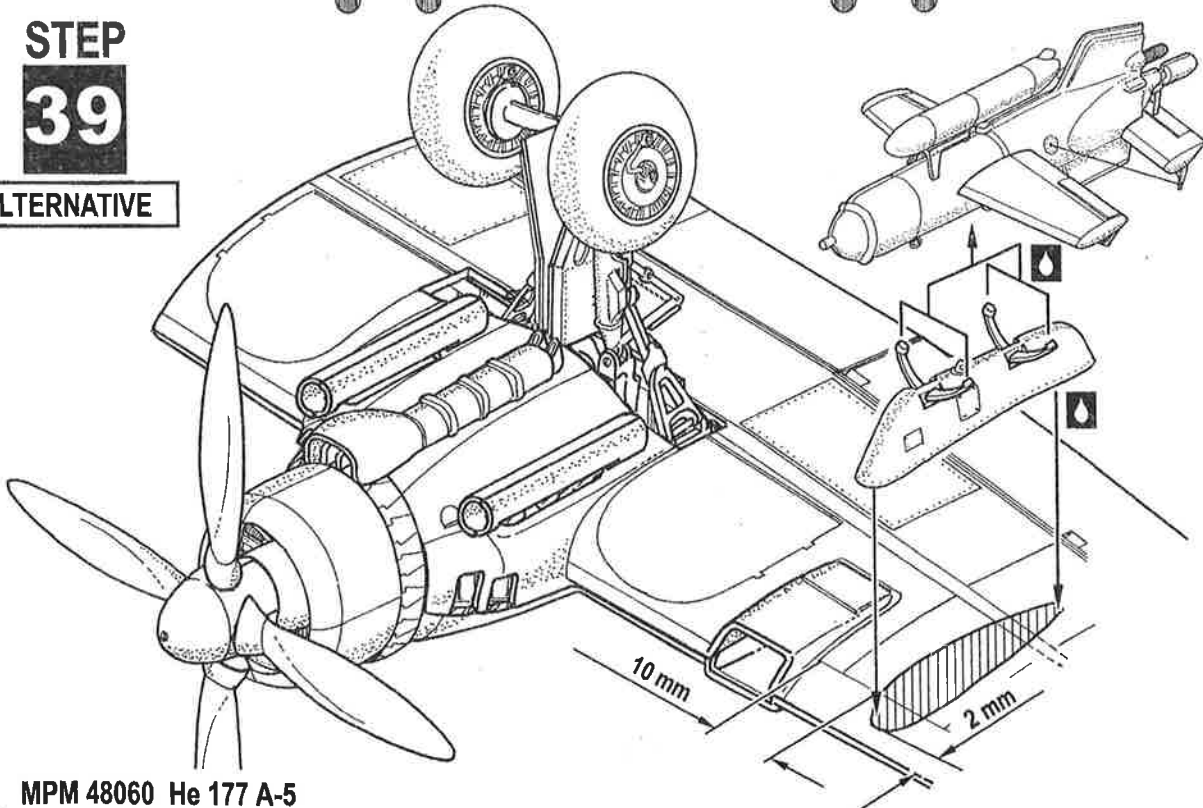
STEP
38

? ALTERNATIVE



STEP
39

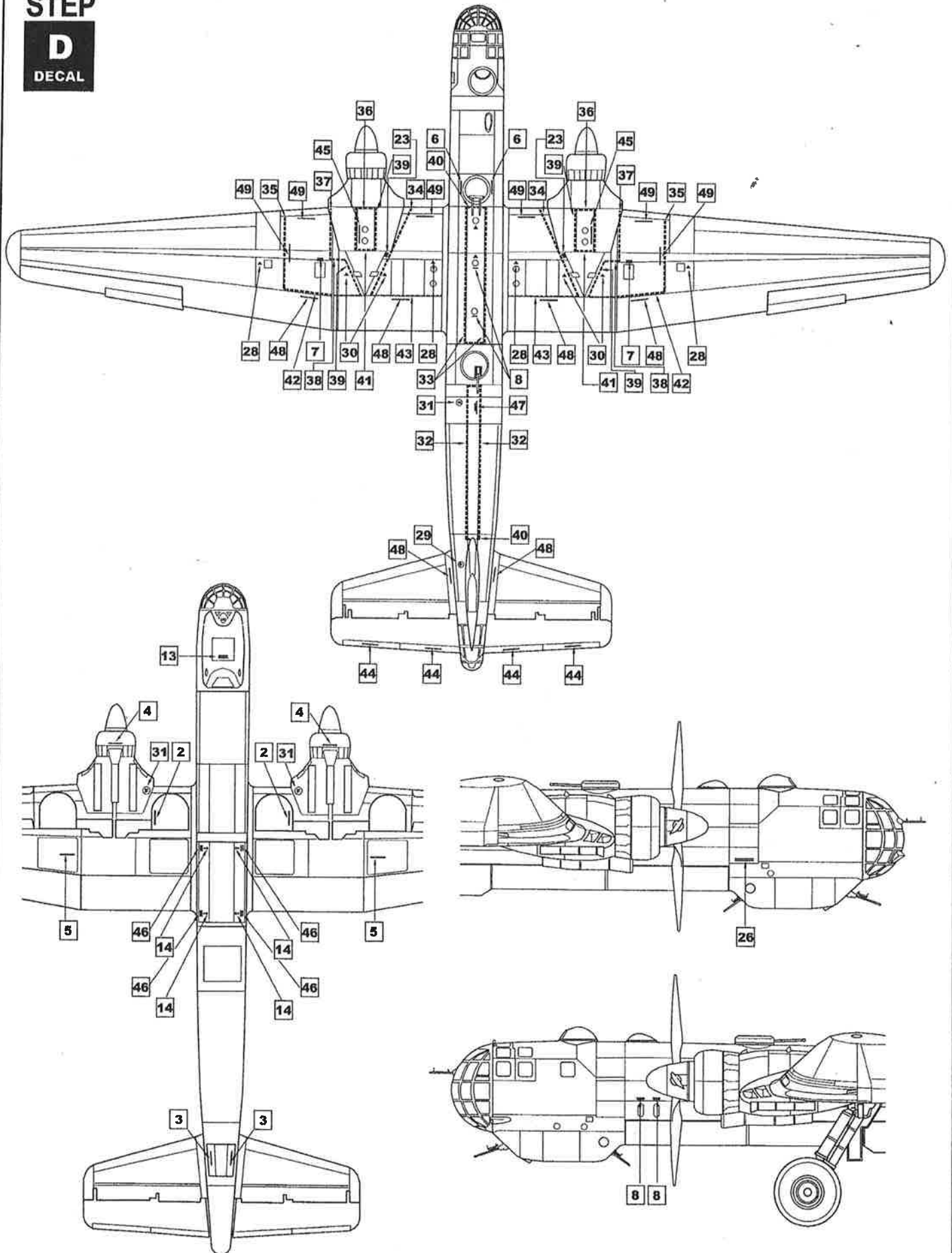
? ALTERNATIVE



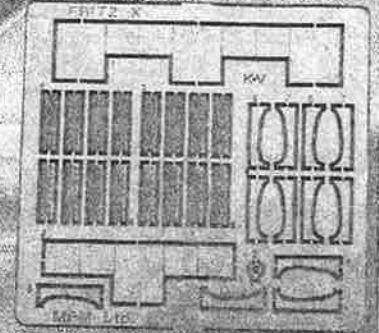
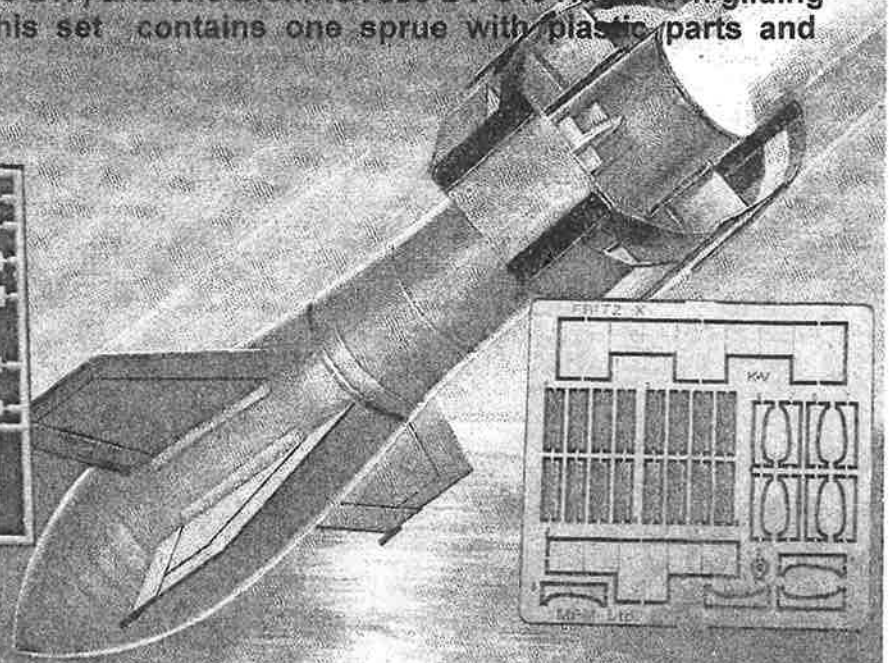
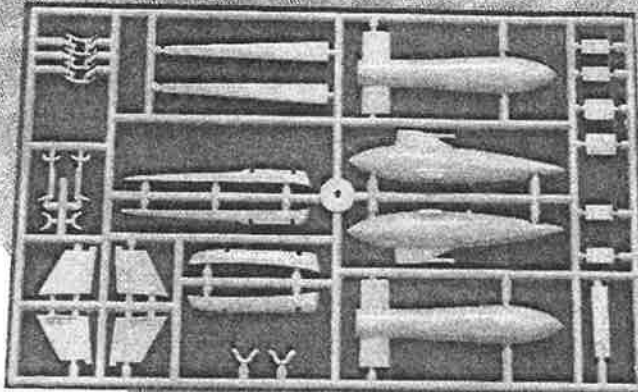
STEP

D

DECAL



Do you want to equip your Heinkel with Kramer PC-1400X „Fritz-X“ guided bombs? Buy 1/48 scale equipment set Condor C48004 German Missile Set 2. It contains two PC-1400X „Fritz-X“ (for He 177 and Do 217) and one Blohm&Voss BV 246 Hakenkorn gliding bomb (for Fw 190G and He 111). This set contains one sprue with plastic parts and photo-etched parts.

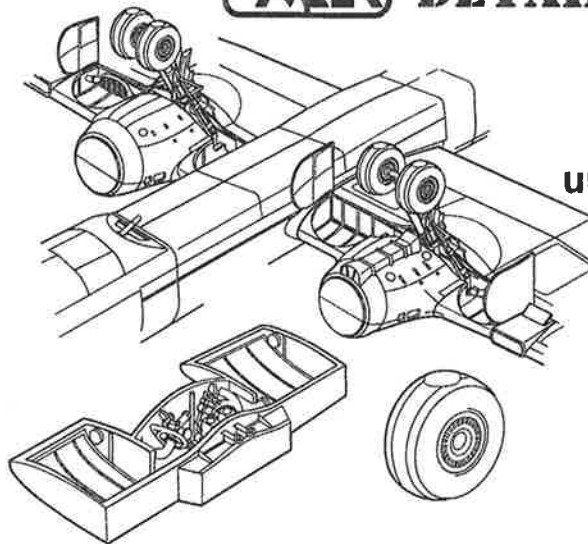


German missiles set No.2

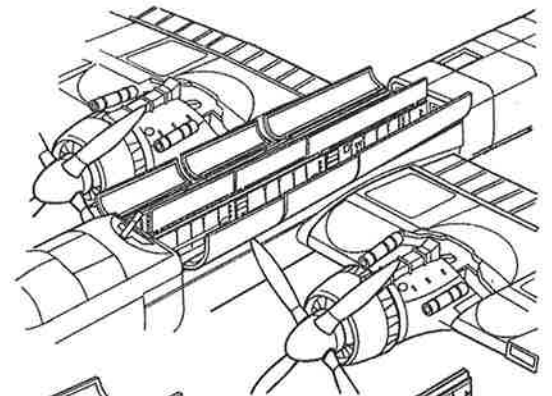
1/48



DETAIL SETS 1/48 - HEINKEL HE 177A

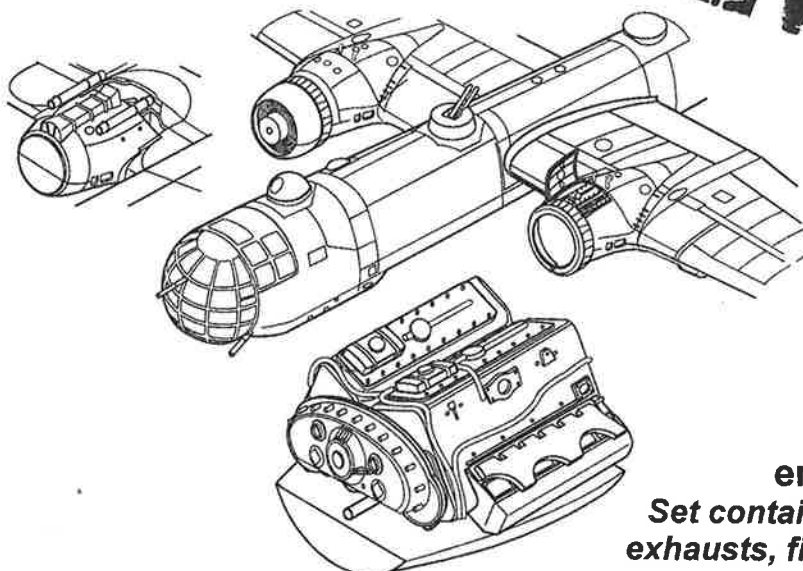


4176
undercarriage set
Set contains
complete new
wheel bay,
wheels, covers



4175
armament set
Set contains
complete new
parts of bomb
bay and covers

NEW!



4174
engine set
Set contains engine DB 610,
exhausts, fire wall, engine bed,
part of nacelles

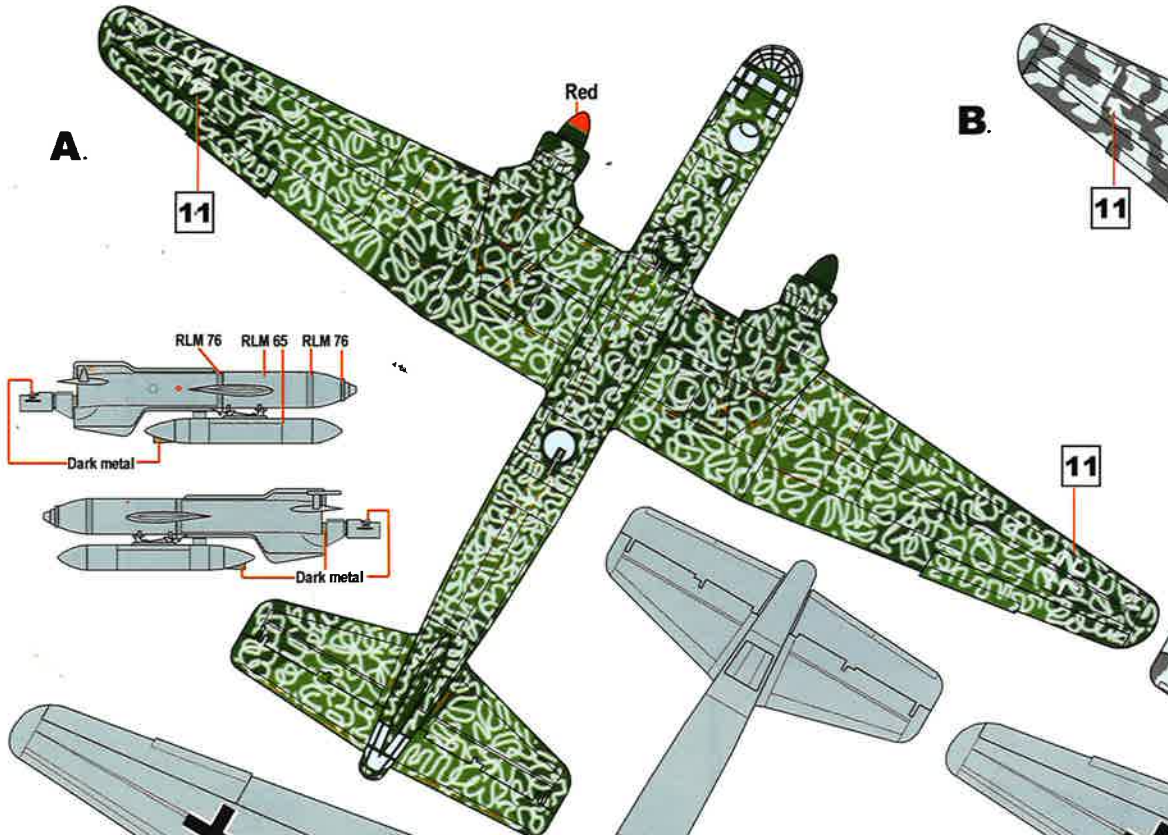


Production

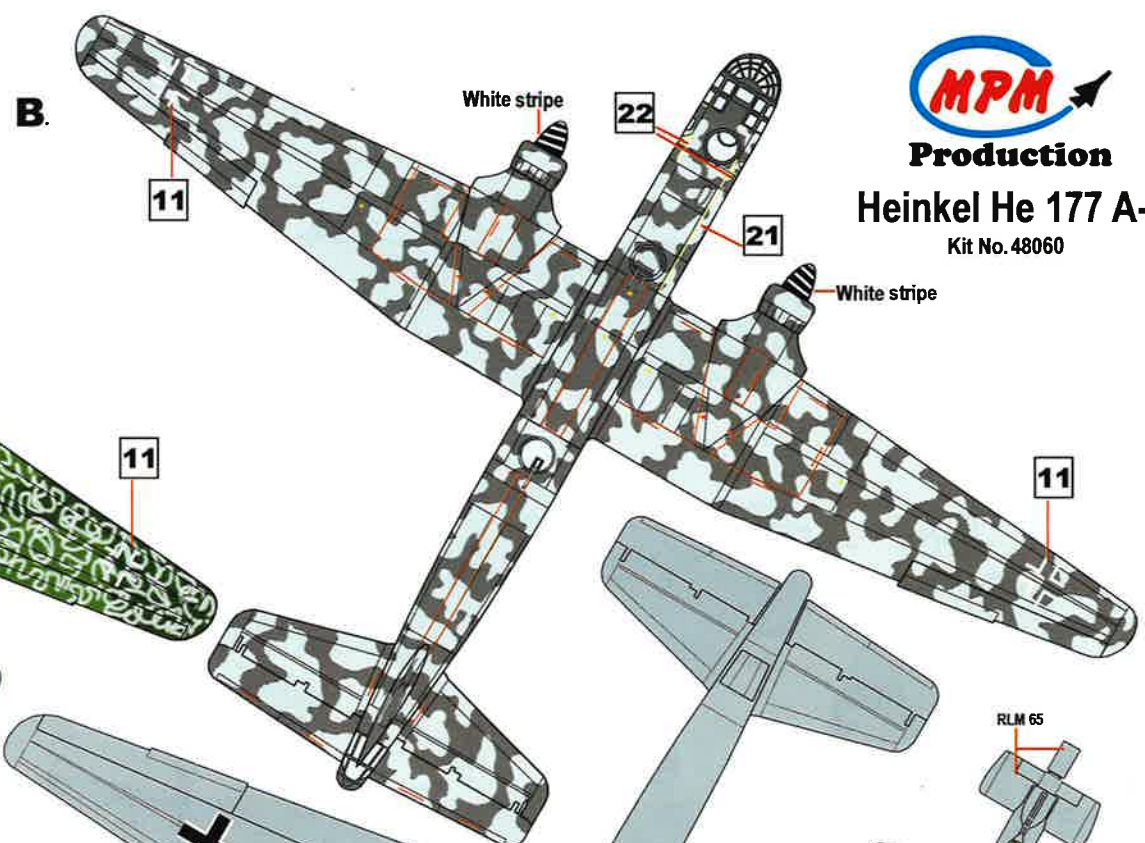
Heinkel He 177 A-5

Kit No. 48060

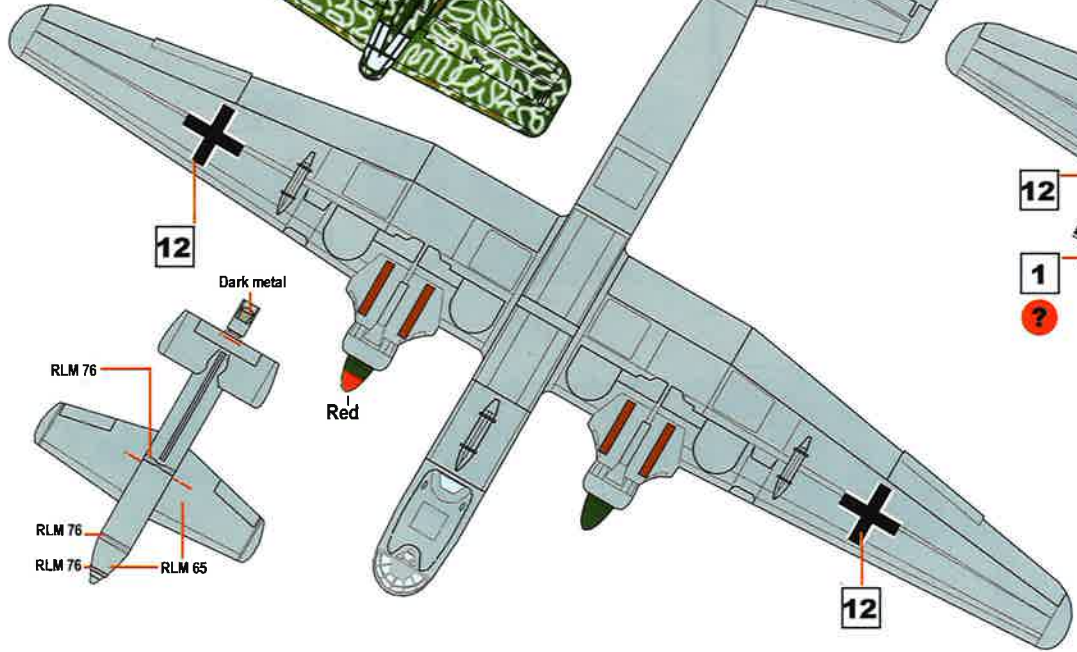
A.



B.



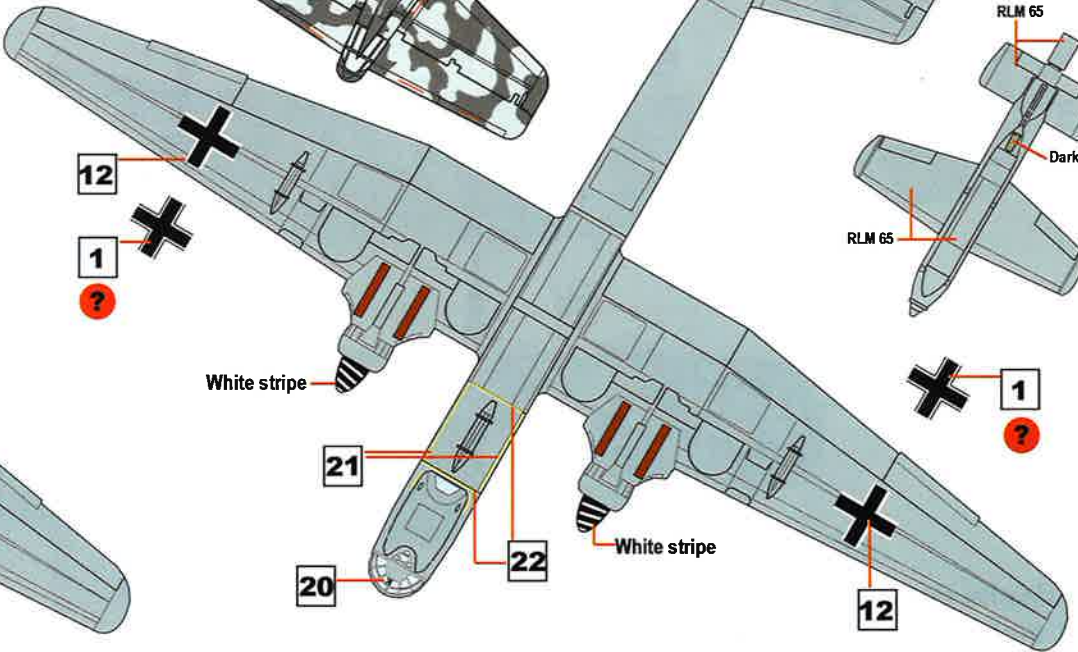
12



12

1

?

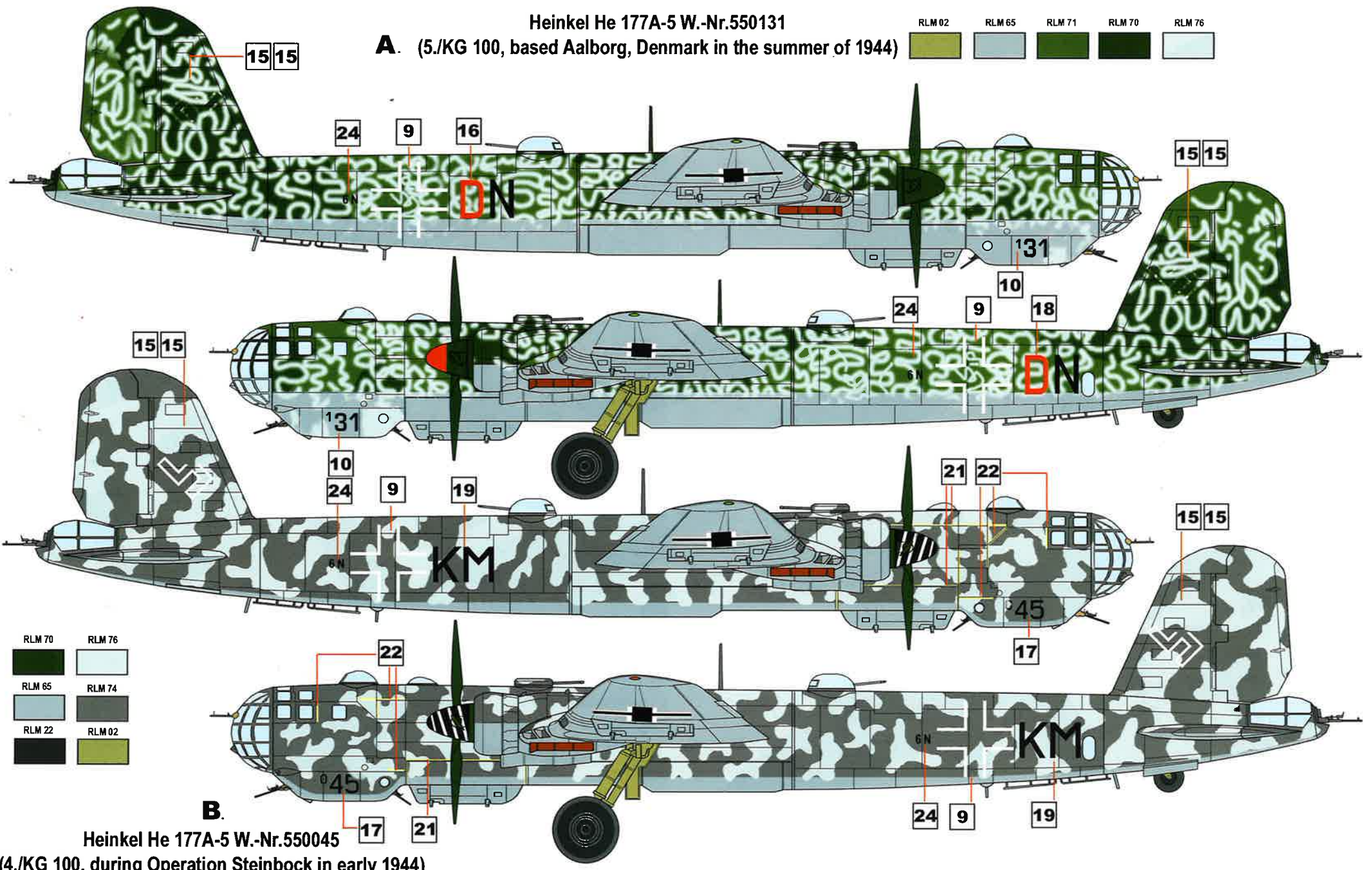


1

?

Heinkel He 177A-5 W.-Nr.550131

A. (5./KG 100, based Aalborg, Denmark in the summer of 1944)



B.

Heinkel He 177A-5 W.-Nr.550045

(4./KG 100, during Operation Steinbock in early 1944)

