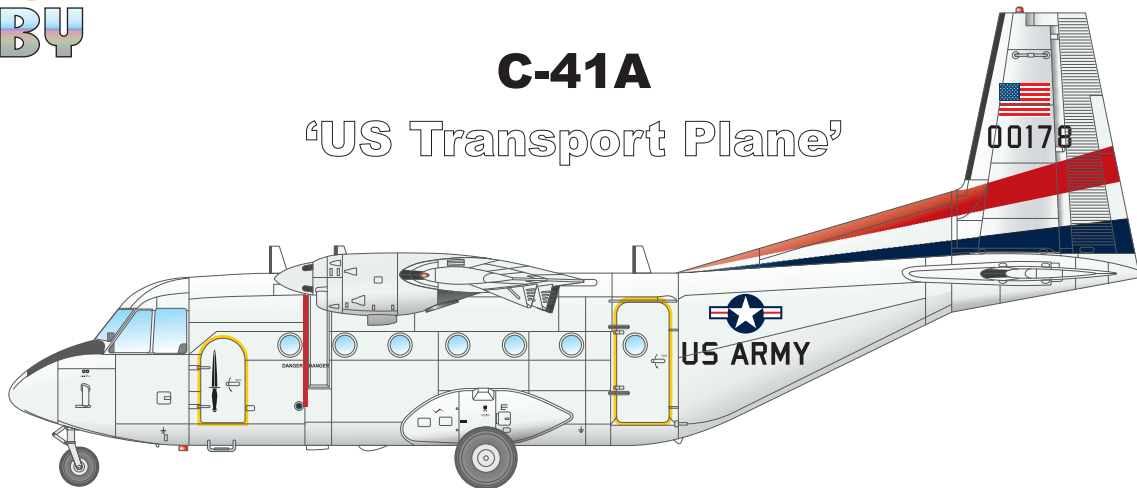


C-41A

'US Transport Plane'



Na konci šedesátých let hledalo španělské letectvo náhradu za dosud používané transportní letouny, z nichž nejstarší byly třímotorové Ju-52 z třicátých let. Připravilo požadavky na nový transportní víceúčelový letoun. Firma CASA zareagovala návrhem dvoumotorového turbopropového hornoplošníku s pevným podvozkem a vlastnostmi STOL. Navržený celokovový letoun dostal vysoko posazené ocasní plochy před kterými jsou v šikmé zádi vyklápěcí vrata, pro nájezd lehkých vozidel, nákladku rozměrných nákladů a výskok parašutistů. Projekt s označením CASA C.212 Aviocar byl přijat a v roce 1971 postupně vzlétly dva prototypy. Vhodnost nového typu si španělské letectvo ověřilo na zkušební sérii osmi kusů. Aviocar dostal ve Španělsku vojenské označení T.12. Na základě objednávek z celého světa se rozeběhla sériová výroba, včetně licenční v Indonézii. Postupně byly vyráběny verze C.212-100 s motory TPE331-5-251C, C.212-200 s výkonnějšími motory TPE331-10-501C, C.212-300 s prodlouženou přídílí, křídlem s winglety, motory TPE331-10R-513C opět o zvýšeném výkonu a jinými vrtulemi. O roku 1998 je vyráběna verze C.212-400 s motory TPE331-12JR-701C s modernizovanou avionikou a zvýšeným užitečným zatížením.

Velký počet zákazníků a různorodost jejich požadavků vedla ke vzniku mnoha verzí, lišících se vybavením, umístěním vstupních dveří. Samo španělské letectvo, vedle předsériových strojů, přestavěných později na fotogrammetrické, objednalo letouny Aviocar v několika verzích, od VIP transportních (C.212 AV/T.12C), přes transportní T.12B až po námořní hlídkové s rozměrnými radary a čidly na přídi a nad ocasní plochou (T.12D). Ale o letounu C.212 lze říci, že létá na všech kontinentech. Vyjmenovávat civilní uživatele ani nelze. V rámci vojenských letectev létají C.212 Severní Americe v USA (C-41), v Mexiku, ve Střední a Jižní Americe například v Panamě, Chile, Ekvádoru, Kolumbii či Argentině. Uživatelé v Evropě byly nebo jsou Švédsko, Španělsko, Portugalsko, Francie a Malta. V Africe létají C.212 od severu, až po úplný jih, uživatelé jsou nebo byli Čad, Jižní Afrika, Botswana, Zimbabwe a další státy. Austrálie používá své C.212 doma pro výcvik červených baretů a v rámci The Australian Antarctic Division ministerstva životního prostředí operují C.212 v Antarktidě. V Asii létají C.212 samozřejmě v Indonézii, ale uživatelů je víc, namátkou Thajsko, Vietnam či Filipíny.

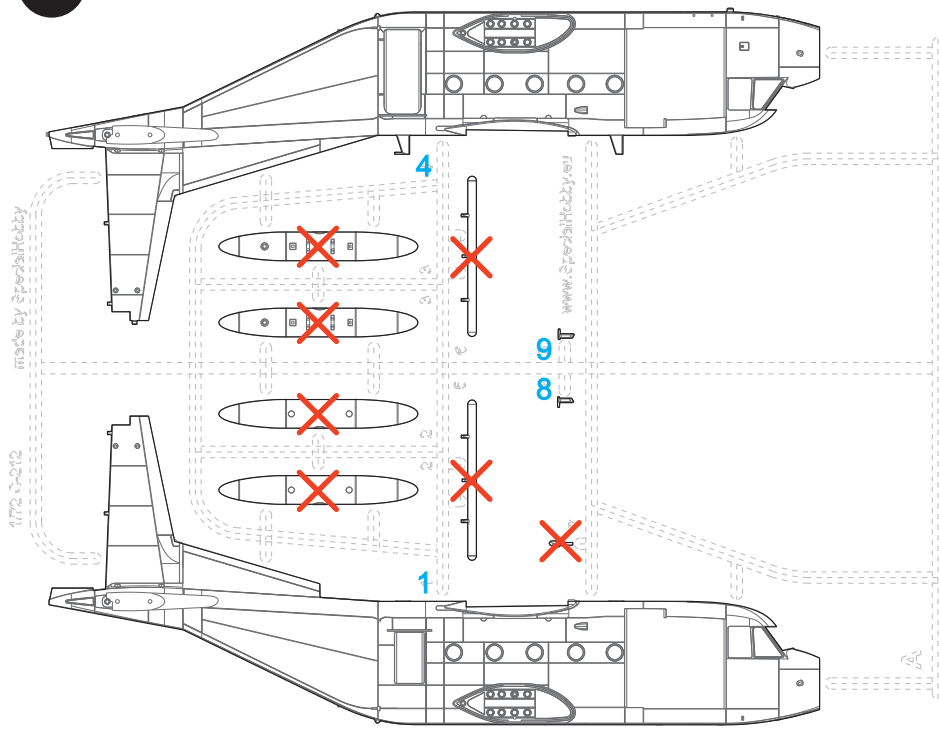
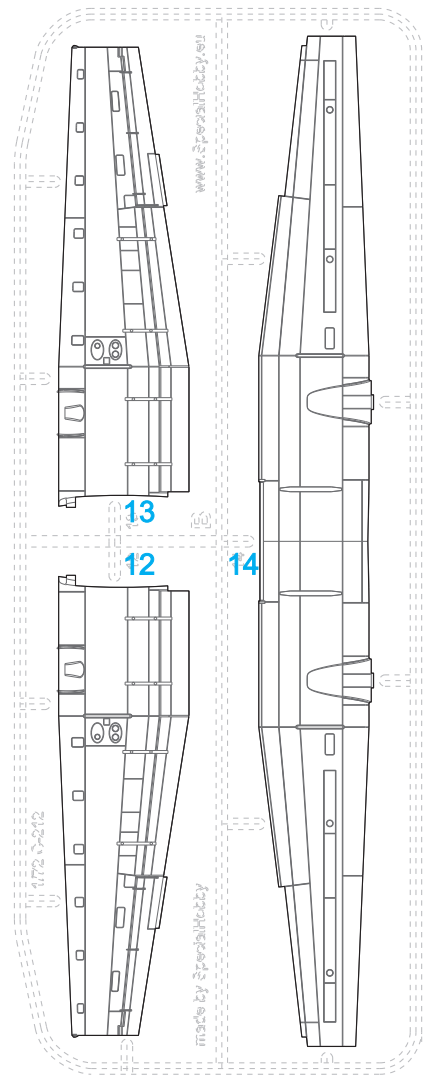
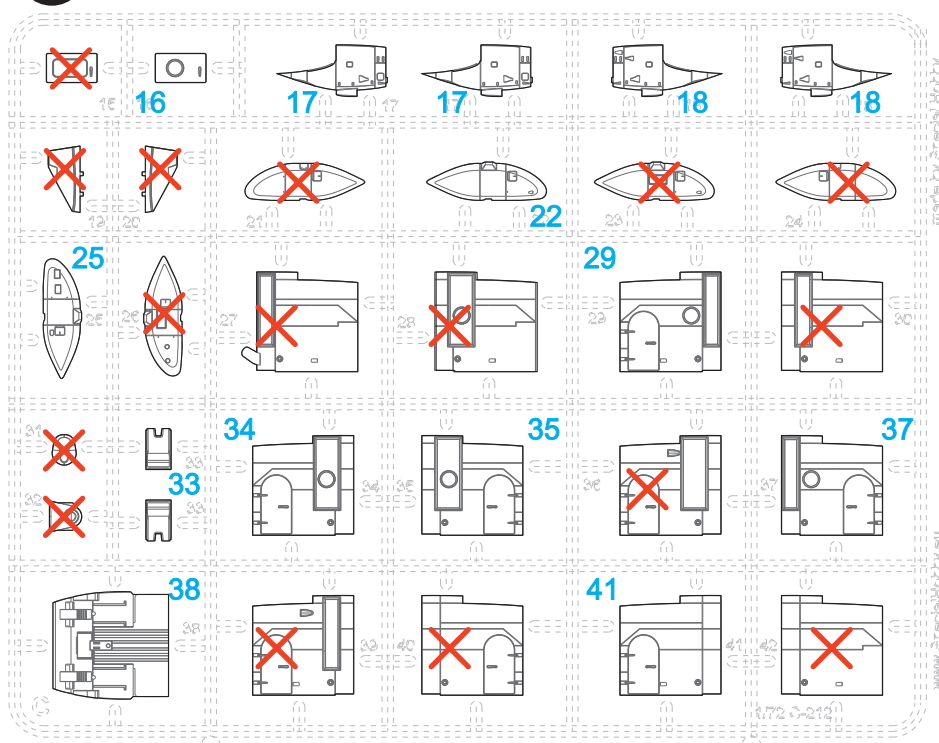
rozpětí: 19,0 m, délka: 15,16 m, max. rychlost: 374 km/h, dostup: 8535 m, dolet: 1760 km



In the late 1960s, the Spanish Air Force, or Ejército del Aire, was seeking a new transport aircraft type which was to replace outdated types such as the three-engined Ju-52, which had been used since the 1930s, so specifications for the new transport and multi-purpose aircraft were issued. In order to meet the air force's needs, Spanish company CASA (Construcciones Aeronáuticas SA) proposed a twin-engined, turboprop-powered, high-wing, non-retractable undercarriage cargo aircraft with STOL capabilities. The all-metal construction airframe had the empennage rather high behind the inclined rear fuselage section with hinged tailgate ramp enabling either light military vehicles to be embarked on the board, loading of large-sized cargo or paratroopers to jump out of the plane. The project known as the CASA C-212 Aviocar was eventually accepted and a pair of prototype machines took off for the first time in 1971. The Spanish Military assessed the suitability of the C-212 while using a small pre-production batch of eight aircraft. The type received military designation the T.12. Large scale production was commenced based on huge number of orders from almost all around the world and the type was also licence-built in Indonesia. Several consequent versions were also designed and built, differing by the type of engines used, elongated front fuselage section, larger tailplanes or added winglets. The original C-212-100 was equipped with TPE331-5-251C engines, the follow-up subversions were the C-212-200 with more powerful TPE331-10-501C power units, the C-212-300 with longer nose, winglets and fitted with even more powerful TPE331-10R-513C units and different style of propellers. Since 1984, the C-212-400 has been produced, having TPE331-12JR-701C powerplants, modernised avionic systems and increased payload.

The great number of customers and the wide variety of their requirements was the story behind why so many versions have been in production so far, which differ not only by the powerplants as described above, but more visibly by having many different styles of side fuselage sections and entrance doors. The Ejército del Aire alone, besides the pre-production batch T-12B airframes which would be later converted for photo-reconnaissance missions and known as the TR-12A, saw service of several other C-212 versions, ranging from the VIP transport type C-212 AV/T.12C through to maritime patrol airframes with large radomes and /or sensors in the front fuselage and on top of the tail fin (T.12D). It is obvious that the C-212 has been in service throughout the world and over all continents and the number of all civil sector users seems to be indefinite. In North America, the C-212 was used with the military of the United States (C-41 type), in Central and South America, air forces of Mexico, Panama, Chile, Ecuador, Colombia and Argentina. The Casa is also flying still in Europa, with air forces of Sweden, Spain, Portugal, France and Malta. In Africa, the Casa can be seen from the very north down to the southernmost territories, the users were or still are for instance Chad, South Africa, Botswana, Zimbabwe and others. Down under, the Australian Army use their C-212s in training of the Red Beret Parachute Display Team, and the Australian Department of the Environment use their C-212s as a part of the Australian Antarctic Division over Antarctica. In Asia, the type is operated of course by Indonesia, but among other users there might be mentioned also Thailand, Vietnam or the Philippines.

Wingspan: 19,0 m, Length: 15,16 m, Max. Speed: 374 km/h, Ceiling: 8535 m, Range: 1760 km

A**B****C**

X = Tento díl nepoužít
Do not use this part

Barvy GUNZE/ GUNZE Colour No.

A	Černá / BLACK	H12/C33
B	Sv. šedomodrá / LT. GULL GRAY	H51/C11
C	Olivová / OLIVE	H78/C38
D	Barva pneu / TIRE BLACK	H77/C137
E	Hliník / ALUMINIUM	H8/C8
F	Opálený kov / BURNT IRON	H76/C61
G	Červená čirá / CLEAR RED	H90/C47
H	Zelená čirá / CLEAR GREEN	H94/C138
J	Lesklá bílá / WHITE	H1/C1
J	Hnědočervená / LEATHER	H47/C41
K	Červená / RED	H3/C3

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
ADHÉSIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



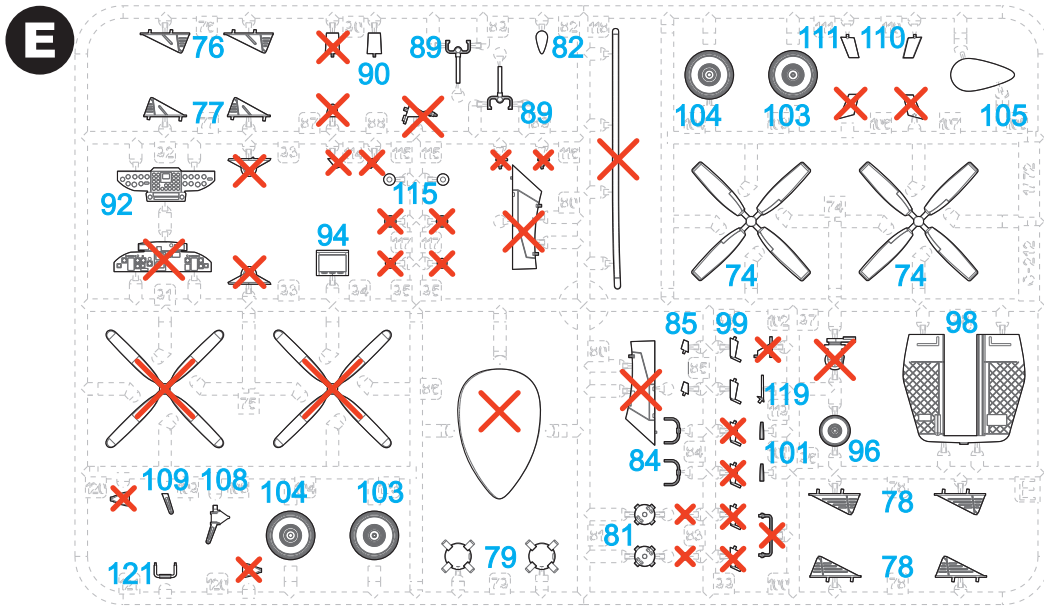
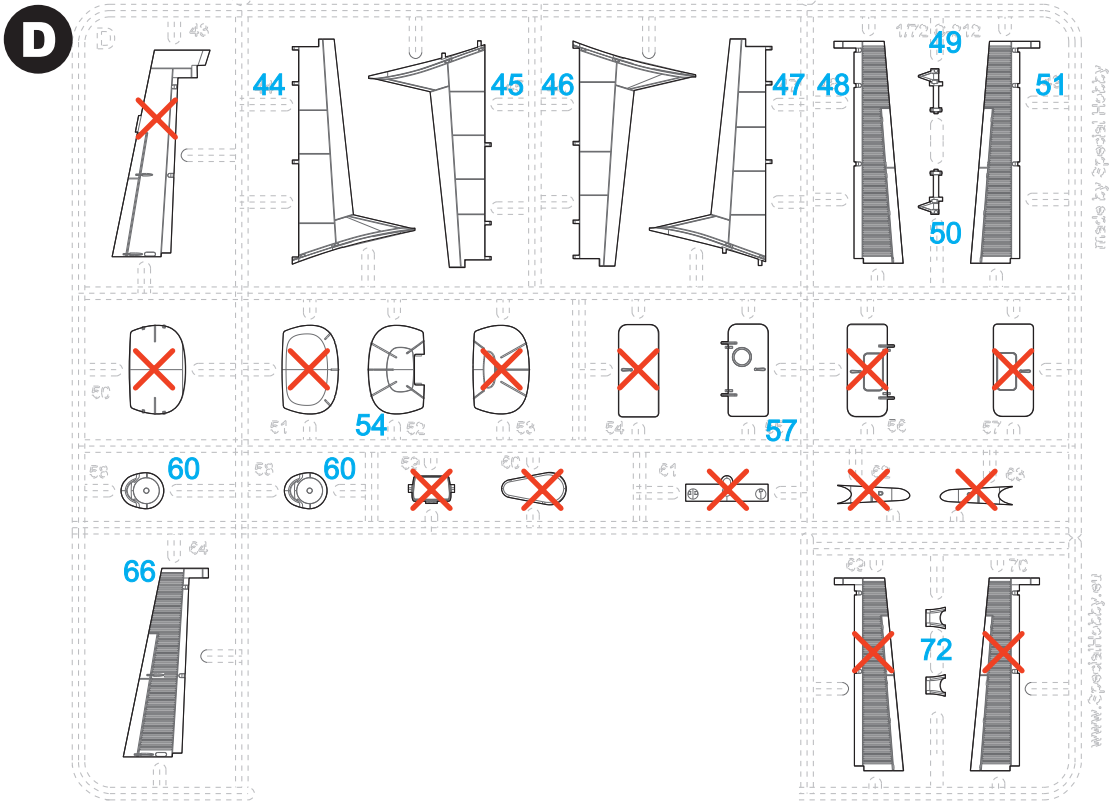
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



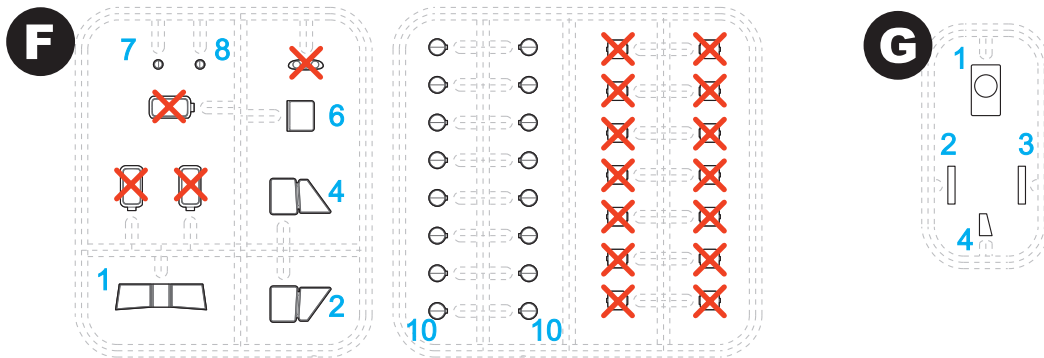
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



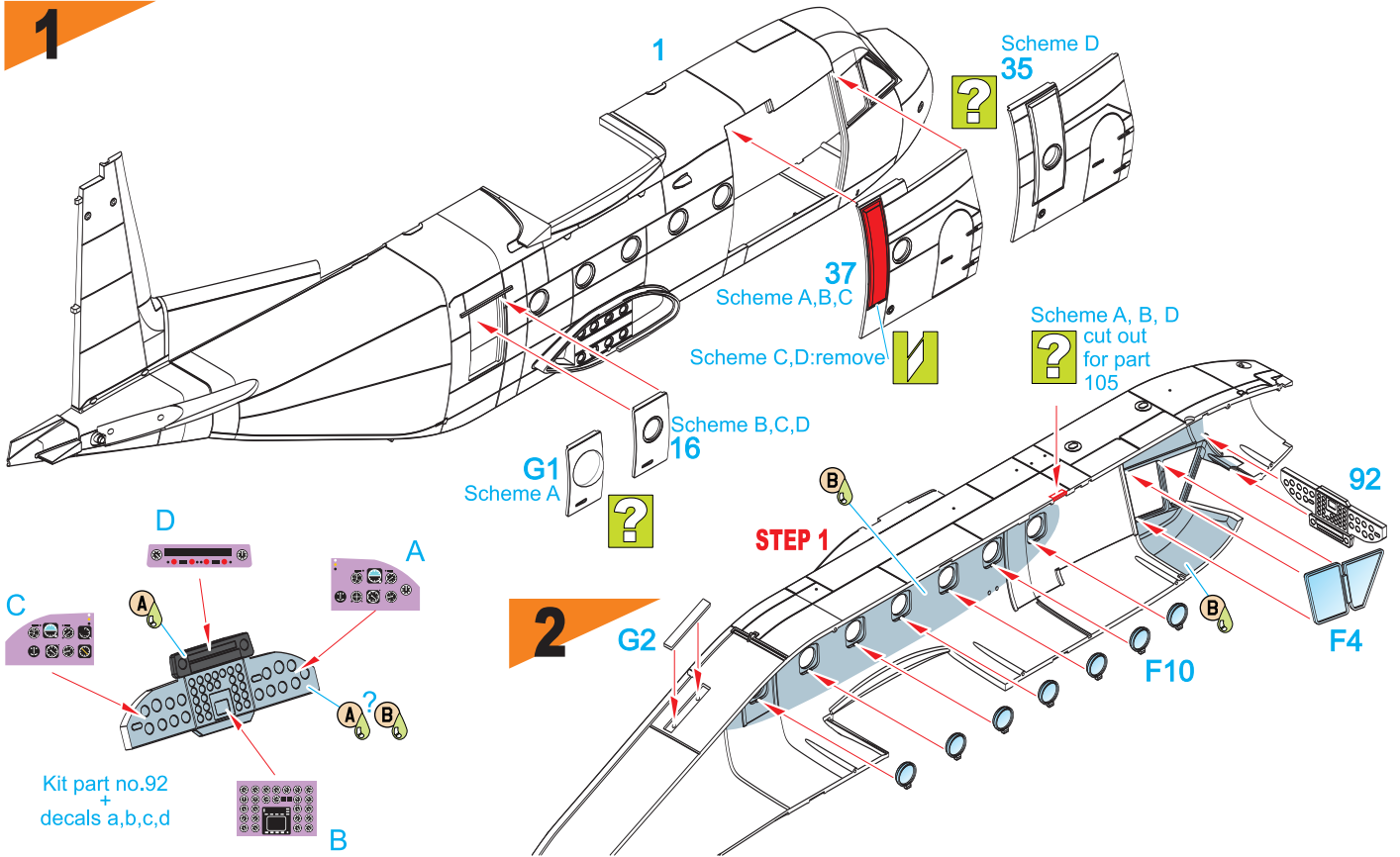
NATRÍT
COLOUR
FARBEN
PEINDREN



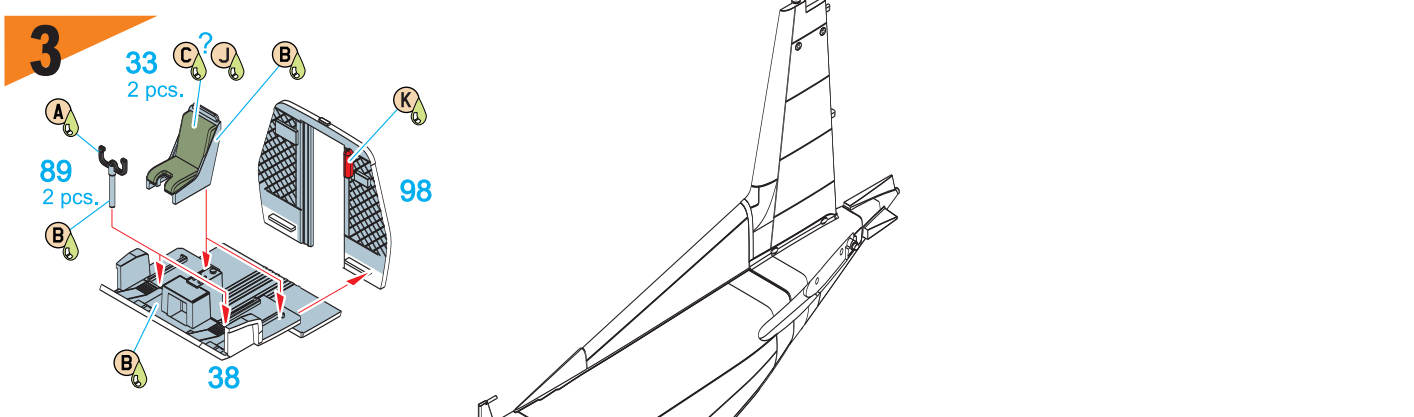
CLEAR Parts



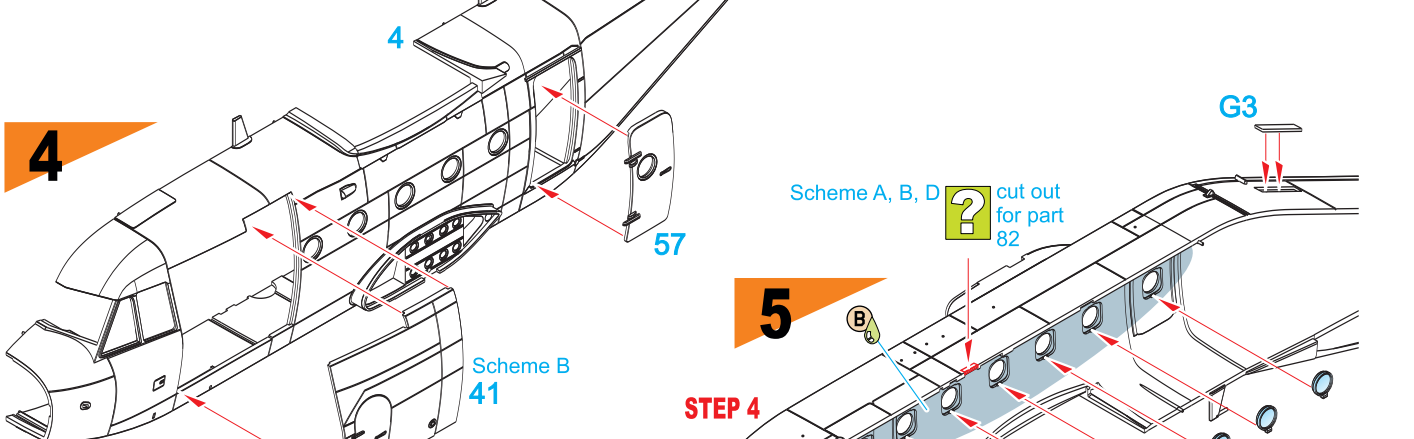
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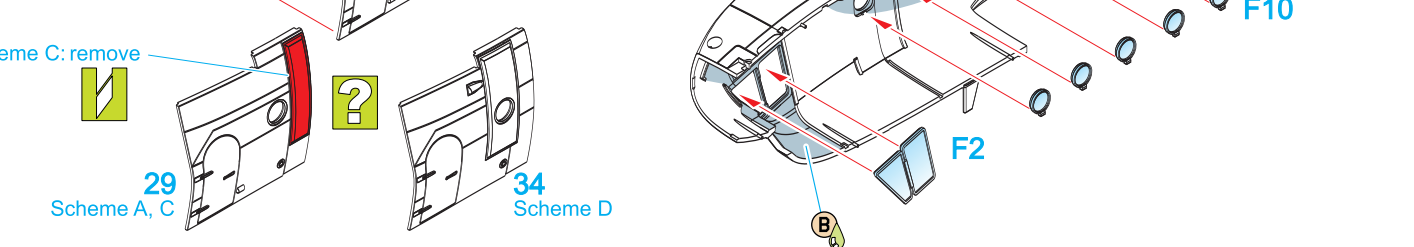
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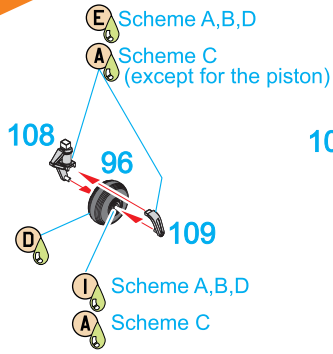
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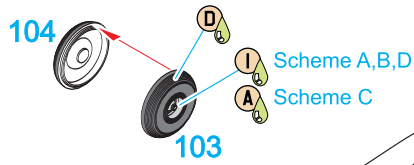
4



6



7 2x



8

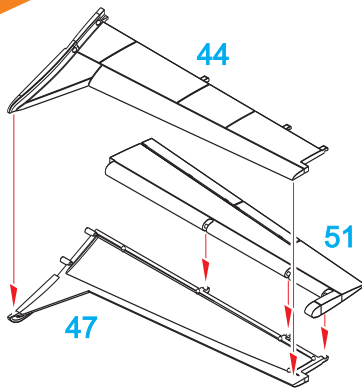
STEP 2

STEP 3

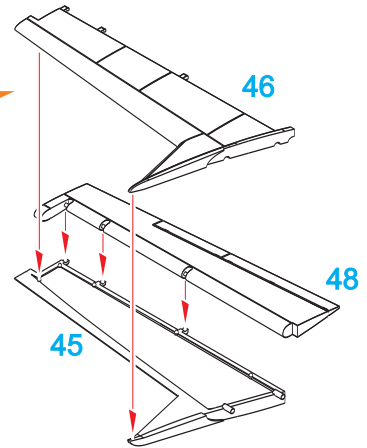
STEP 5

F1

9

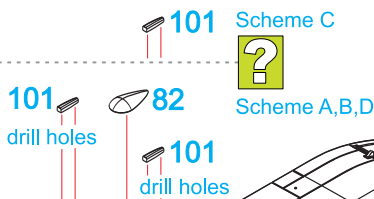


10



11

? Scheme A: 2x85



note: parts F7, F8 to be painted over with camo colour

STEP 6

F8

F7

F6

54

94

STEP 8

50 opposite 49

22 opposite 25

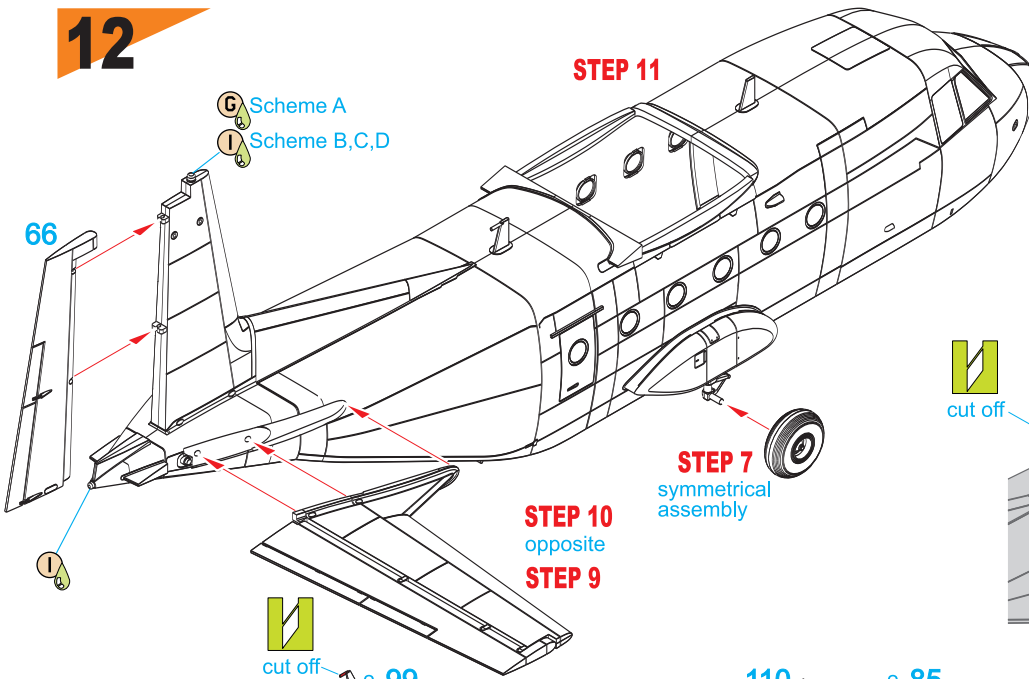
Scheme A,B,D
Scheme C (except for the piston)

Scheme A
Scheme B,C,D

add a weight into the nose section

12

STEP 11



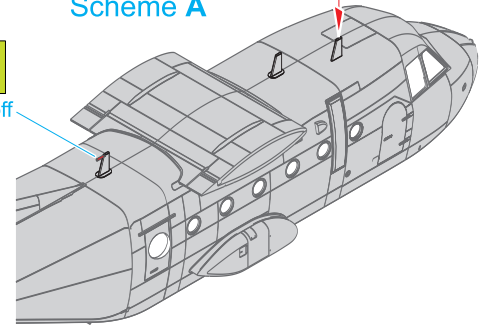
Dorsal antennae layout:

Scheme A



cut off

G4



STEP 7
symmetrical
assembly

STEP 10
opposite
STEP 9



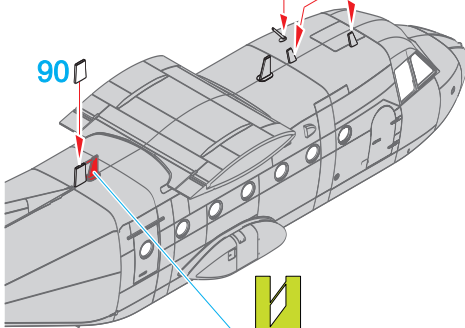
cut off

Scheme B

119

2x99

90



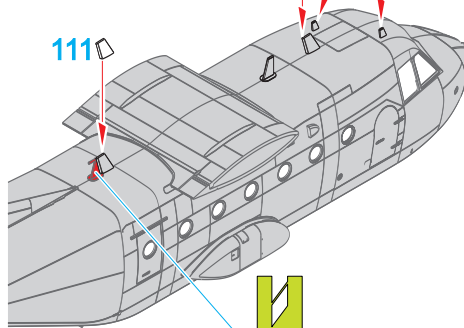
cut off

Scheme C

110

2x85

111



cut off

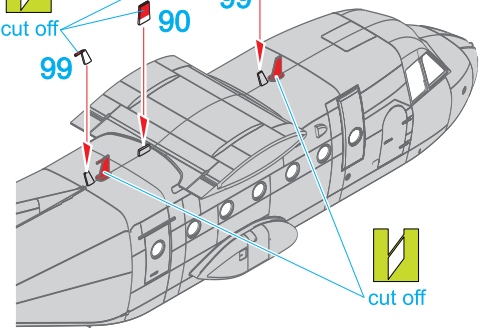


cut off

Scheme D

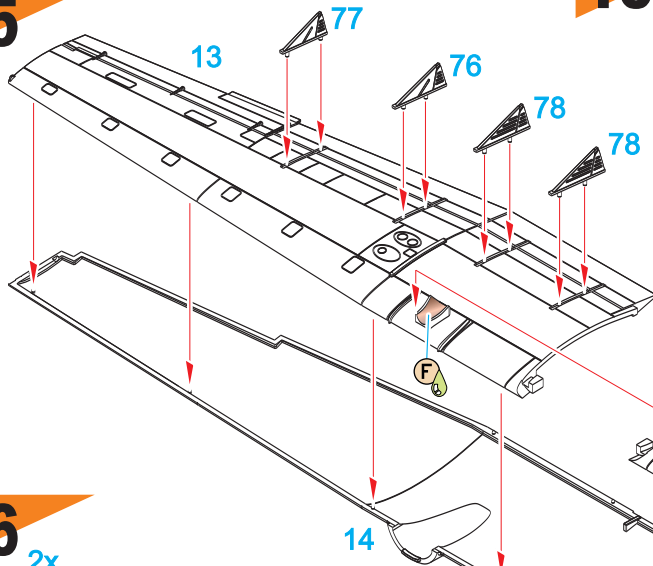
90

99



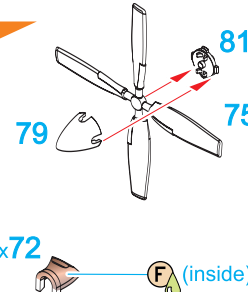
cut off

15



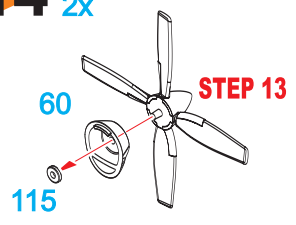
13

2x



14

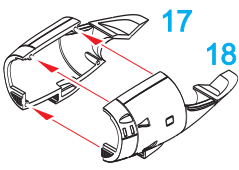
2x



STEP 13

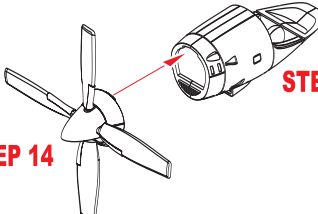
16

2x



17

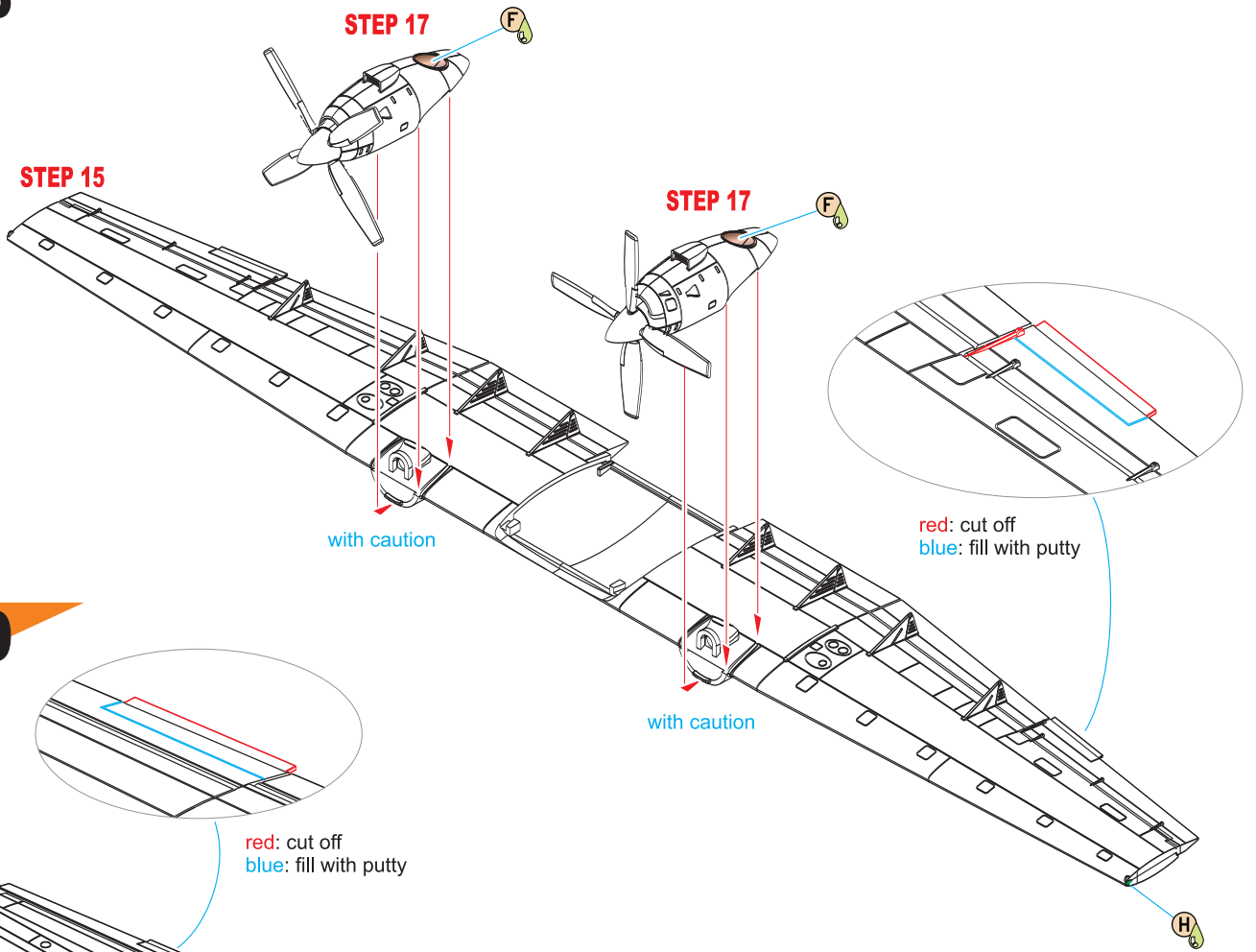
2x



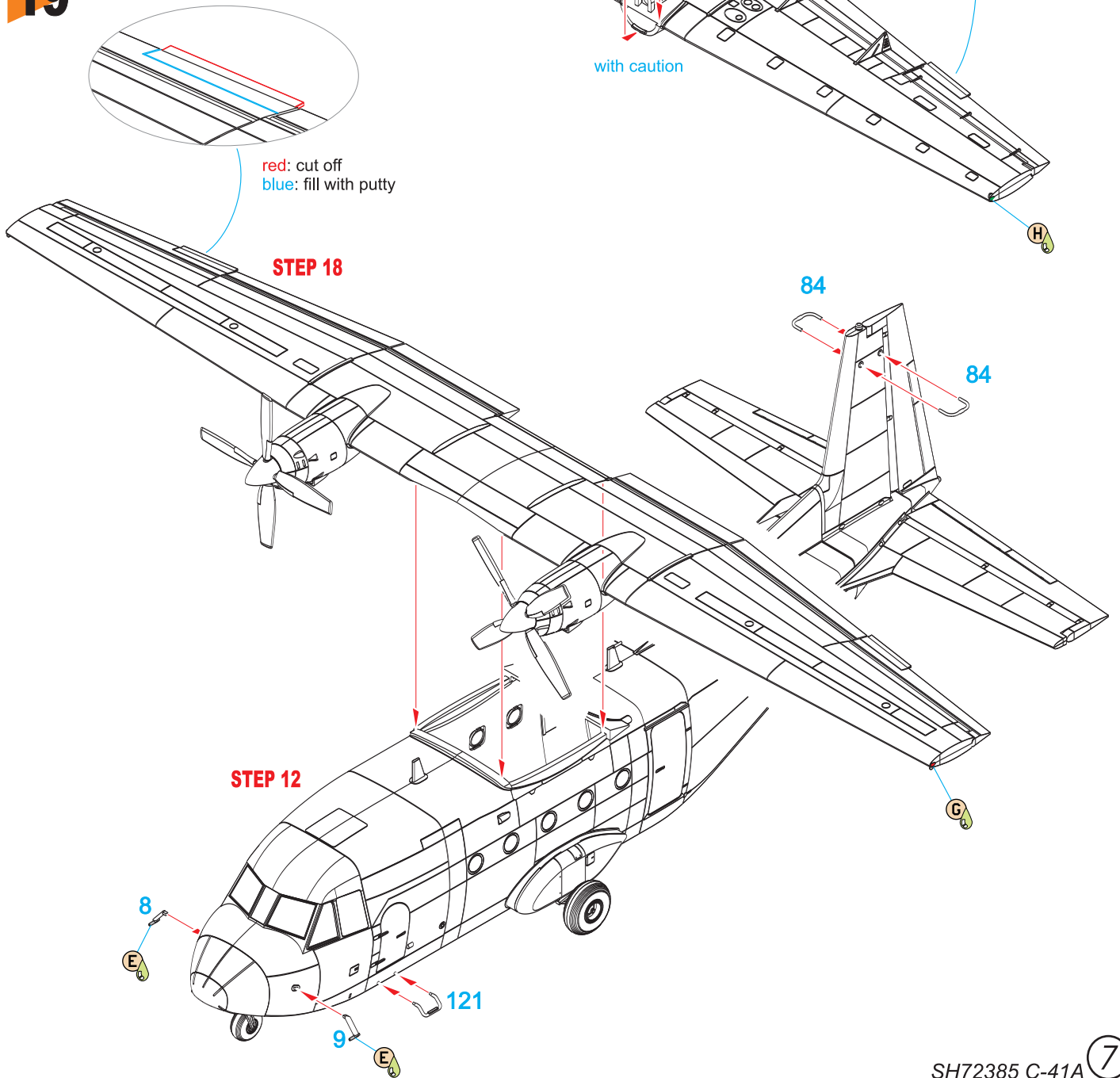
STEP 16

STEP 14

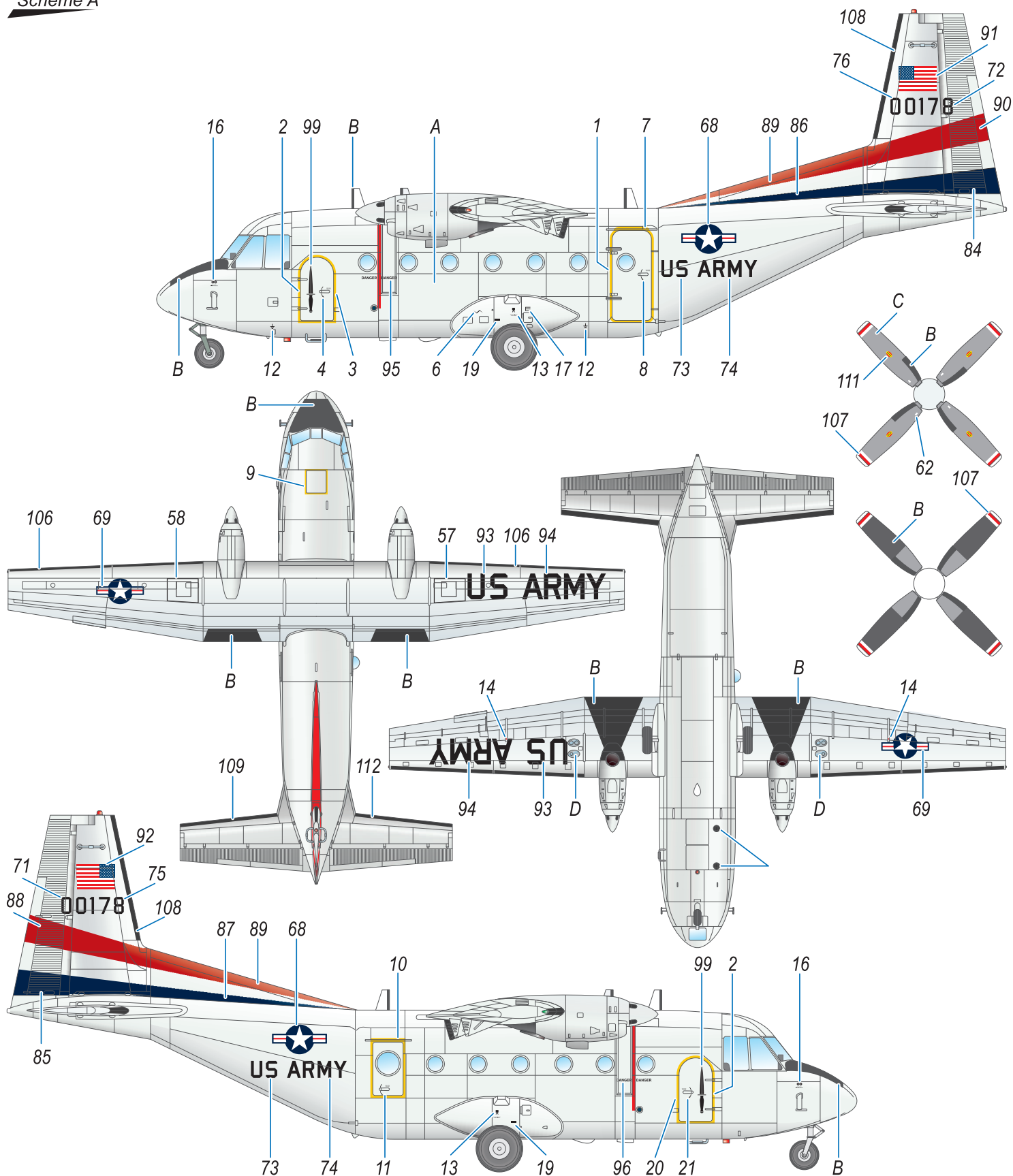
18



19



Scheme A

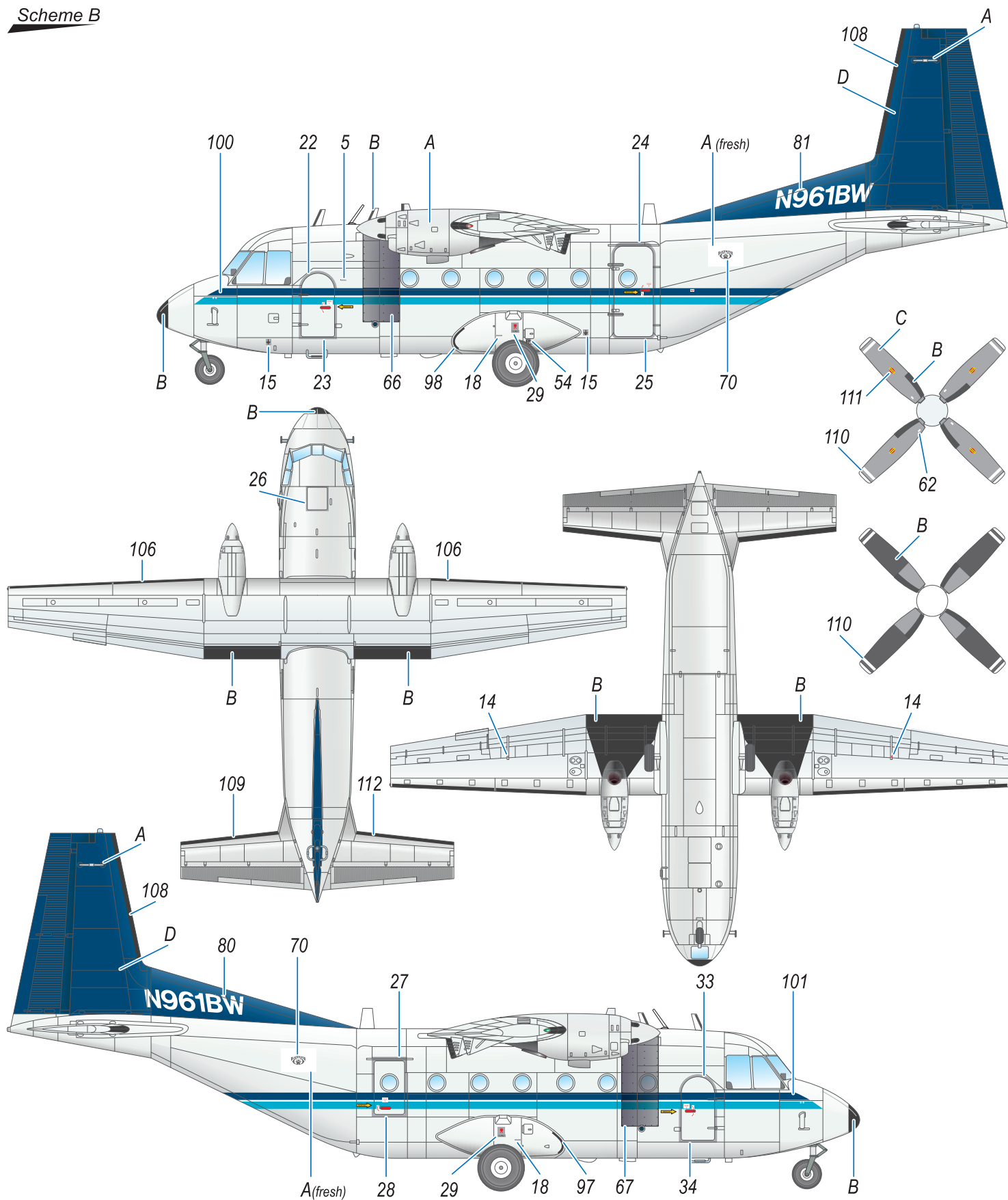


- | | | | | | | | |
|----------|--------------------------|----------|---------------------------|----------|------------------------|----------|-------------------------------------|
| A | bílá
White
H11/C62 | B | černá
Black
H12/C33 | C | šedá
Grey
H/C315 | D | barva kovu
Natural Metal
H/C8 |
|----------|--------------------------|----------|---------------------------|----------|------------------------|----------|-------------------------------------|

C-41A / CASA 212-200, c/n 248, N961BW
 Aviation Worldwide Services (formerly Blackwater
 Av.), Afghanistan, 2000s.

C-41A / CASA 212-200, c/n 248, N961BW
 Aviation Worldwide Services (původně
 Blackwater Av.), Afghanistan, 2000-2010.

Scheme B



- | | | | | | | | |
|----------|---------|----------|---------|----------|--------|----------|---------|
| A | bílá | B | černá | C | šedá | D | modrá |
| ○ | White | ● | Black | ○ | Grey | ● | Blue |
| | H11/C62 | | H12/C33 | | H/C315 | | H15/C65 |

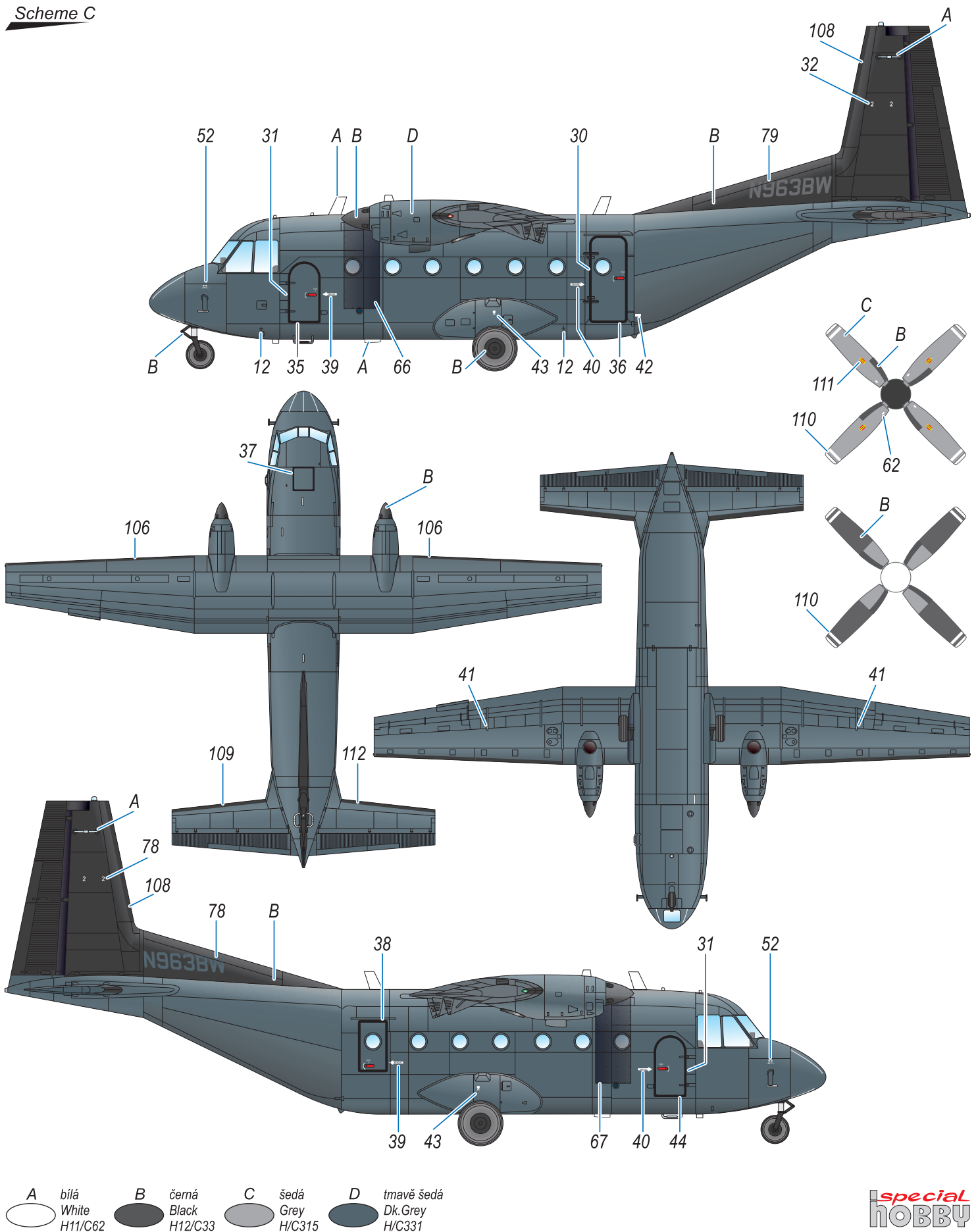
special
HOBBY

SH72385 C-41A

C-41A / CASA 212-200, c/n 320, N963BW
Xe Services (formerly Blackwater Av.), 2000s.

C-41A / CASA 212-200, výr.č. 320, N963BW
Xe Services (původně Blackwater Av.), 2000-2010.

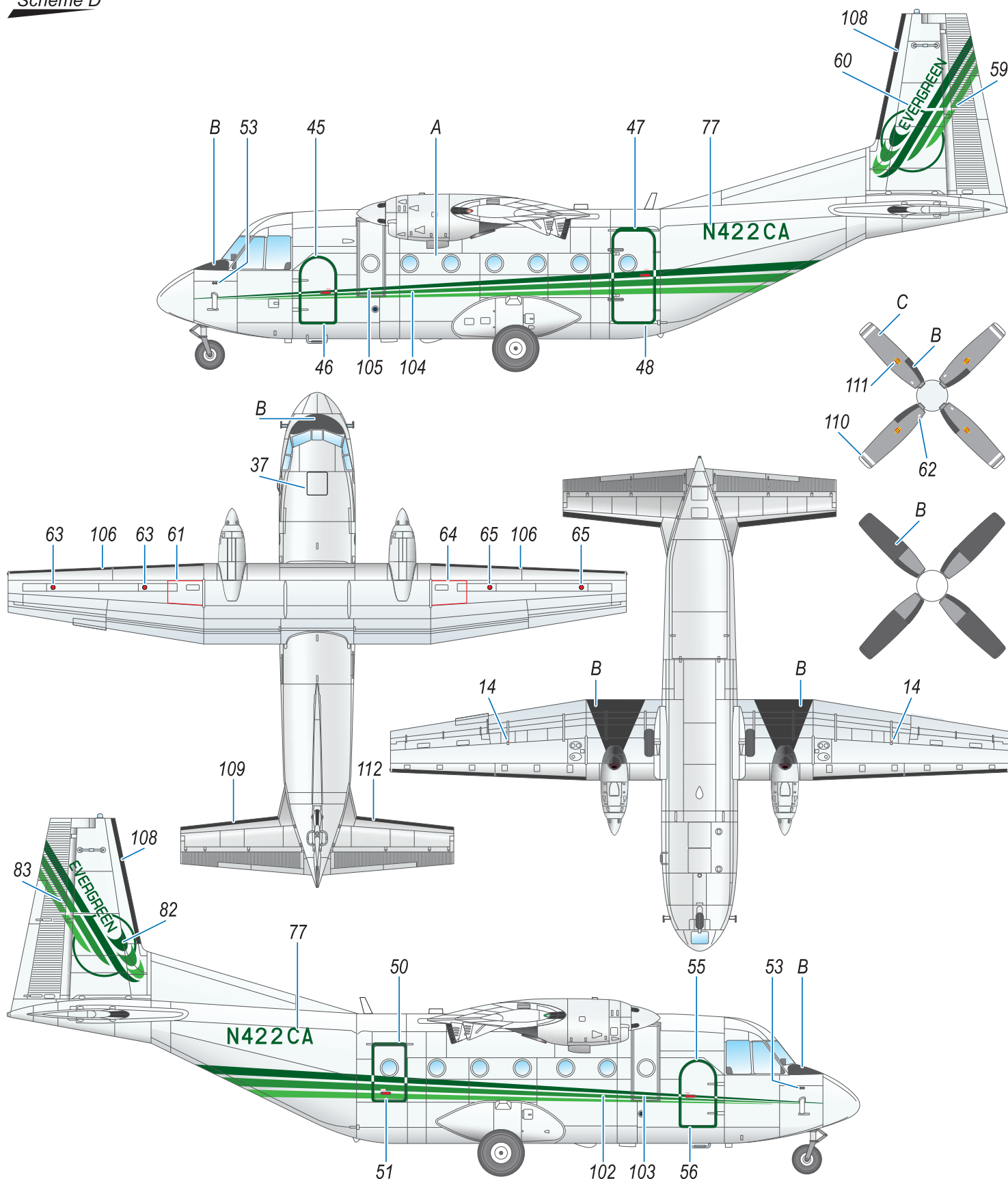
Scheme C



C-41A / CASA 212-200, c/n 238, N422CA
 Evergreen Intl. Airlines, operated by CIA, 2000s.

C-41A / CASA 212-200, výr.č. 238, N422CA
 Evergreen Intl. Airlines, provozovaná CIA, 2000-2010.

Scheme D



A	bílá	B	černá	C	šedá
○	White	●	Black	○	Grey
	H11/C62		H12/C33		H/C315

special
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SH72385 C-41A



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