

NC.701 Martinet

1/48

EN

In 1934 in the German city of Halle, Hanns Klemm, an aircraft designer and manufacturer, set up a branch of his aircraft factory. The new plant was to produce multi-engined, all-metal aircraft, in contrast to the original factory where wood was still being used for building the aeroplanes. In 1937, the Halle plant was taken over by the famous German aviator Friedrich Siebel who also gave it his name. The plant mainly focused on licence-built designs, but had a couple of their own aircraft designs too. The first type to be produced by this new plant was the Fh 104 Hallore, a design in fact originating in the Klemm works.

In 1938, Germany's flag carrier Deutsche Luft Hansa in cooperation with the RLM announced tender for a fast, twin-engined transport aircraft. Before the winning design could be found, the war had broken out which meant the new type would be used just (or mainly) by the German military. The prototype Si 204A first flew on 23 May 1941, being of an all-metal construction and powered by a pair of Argus As 411 engines and differed from all later versions by having a stepped pilots' canopy. Its production was commenced at the Halle plant at first but as their workers were busy with producing Ju 88 bombers, the production was later transferred to the French Société Nationale de Constructions Aéronautiques du Nord (SNCAN). The third prototype machine was finished as the new Si 204D version which had completely glazed pilots' office similar to that of the He 111H/P and Ju 88A bomber aeroplanes and in this new configuration, the type perfectly suited to the trainer role. The Si 204D was produced not just by the French plant, but in the Protectorate of Bohemia and Moravia (former Czechoslovakia) by Aero, Letov and CKD factories too. The final variety to be developed during the war time was the Si 204E which featured a gun turret and bomb bay in the central section of the fuselage, enabling the type to take part in the bomber crew training or it was even used as a makeshift night fighter. The German Luftwaffe operated the Siebel mainly in so-called B- and C- flight training schools and as a liaison aircraft. The machines which were fitted with radar equipment were used for night fighter training and a handful of the Si 204 was also operated by the Deutsche Luft Hansa during the war.

The end of the Second World War did not bring the career of the type to its end, the Siebel proved to possess marvelous flying capabilities, was reliable and also quite efficient. Several of the Si 204 was taken over by the victorious Allies and were test flown by or even put to regular service with the British RAF, USAAF, Soviet air force, Aeroflot (Soviet Airlines), Czechoslovak air force, ČSA (Czechoslovak Airlines) and French Armée de l'Air and Aéronavale. The post war production went on at both the French SNCAC and Czechoslovak plants. The French machines were known as the NC700 to NC702 and dubbed the Martinet and were also exported to Sweden and Poland. In Czechoslovakia, the various indigenously built versions of the Siebel were put to service as the C-3A/B, C-103 or D-44 respectively. At first, they were to serve for training purposes only, but the 1948 communist coup and various other reasons too meant that no other and more advanced types would be available to replace them eventually, so they went on to serve with the bomber units of the ČSLA (Czechoslovak Air Force) well until the mid 1950s when they were replaced by the Il-28 jets.

Si 204D characteristics and performance:

Wingspan 21.28 m, length 11.95 m, max. speed 364 km/h at 3,000 m, service ceiling 7,500 m, range 1,800 km.

CZ

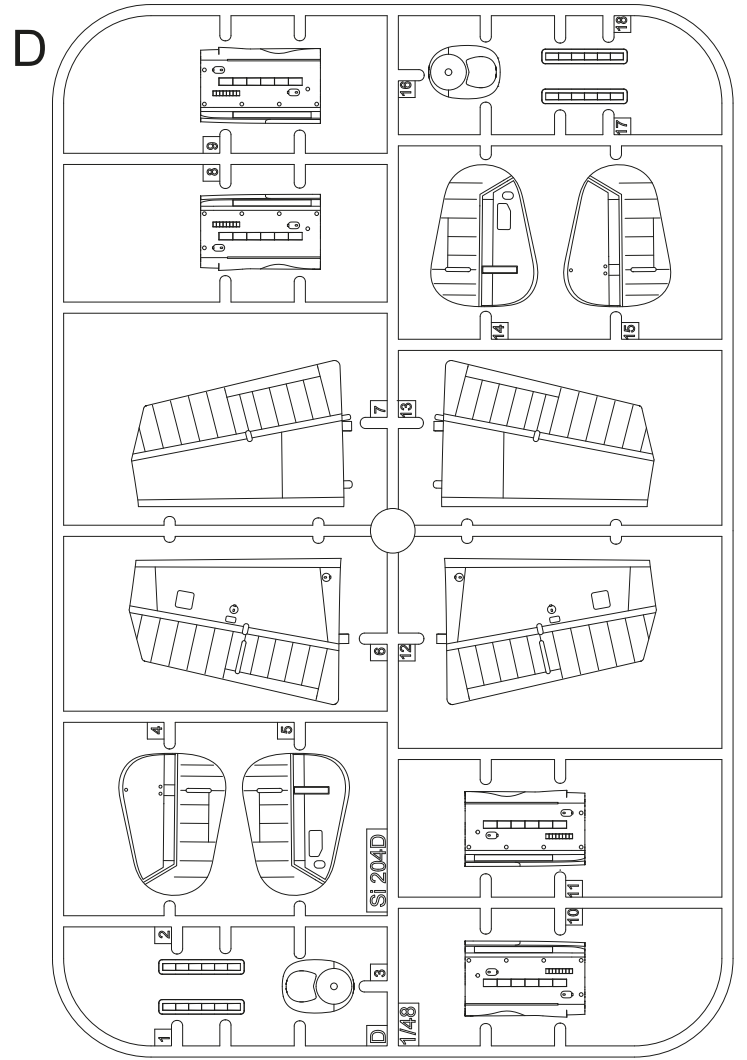
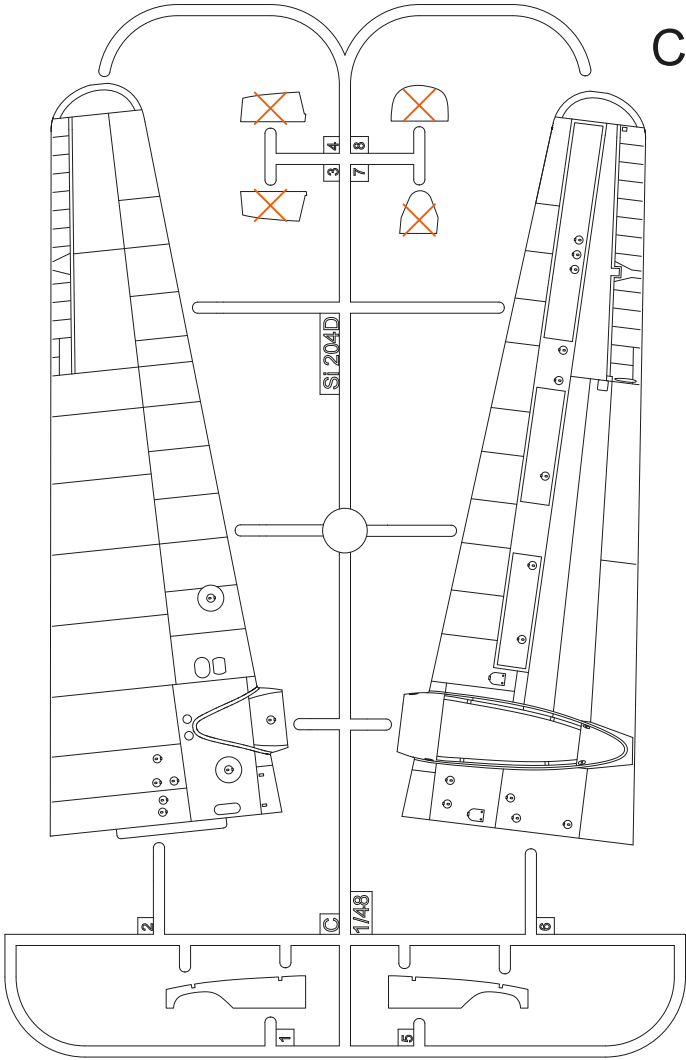
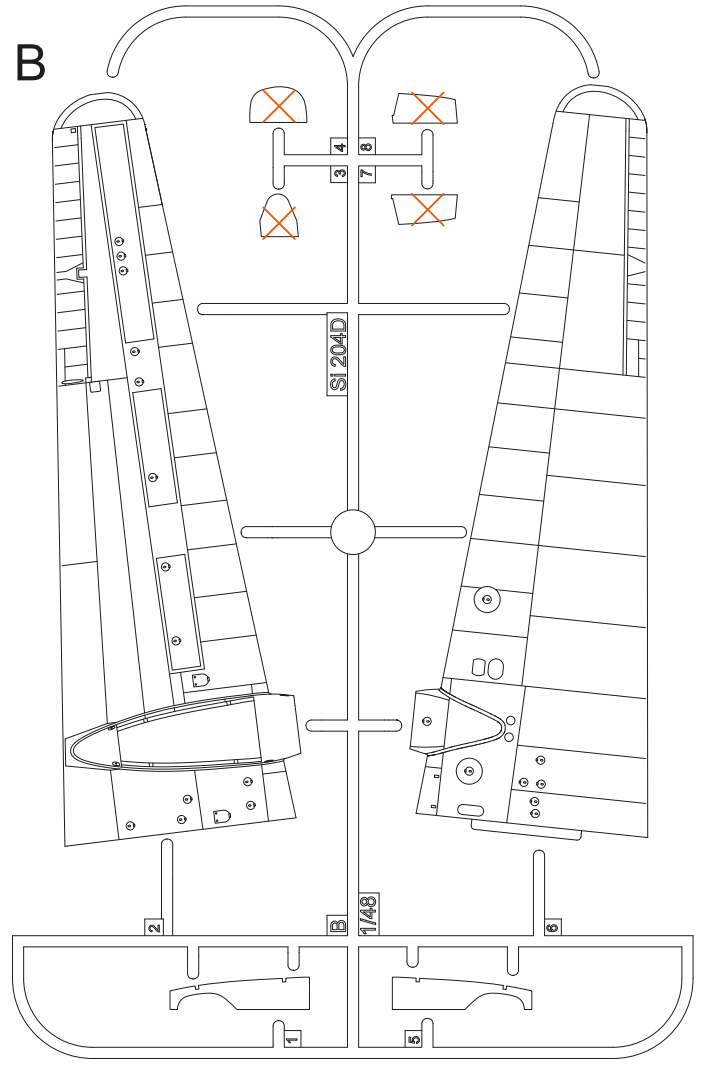
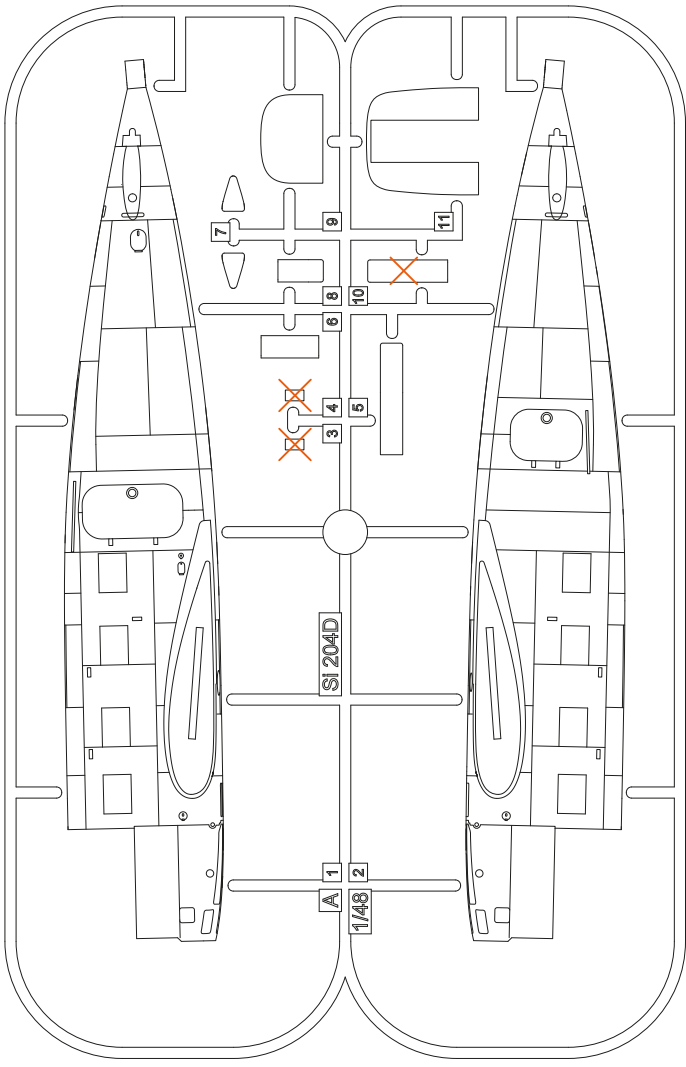
V roce 1934 založil Hanns Klemm v Halle pobočku své firmy. Ta měla vyrábět, na rozdíl od mateřské továrny, vyrábějící celodřevěné letouny, vícemotorové letouny celokovové konstrukce. V roce 1937 převzal továrnu v Halle známý německý letec Friedrich Siebel a přenesl na ni své jméno. Továrna se zabývala hlavně licenční výrobou, ale konstruovala i vlastní typy. První konstrukcí nové továrny se stal Fh 104 Hallore, který vznikl ještě jako projekt v továrně Klemm.

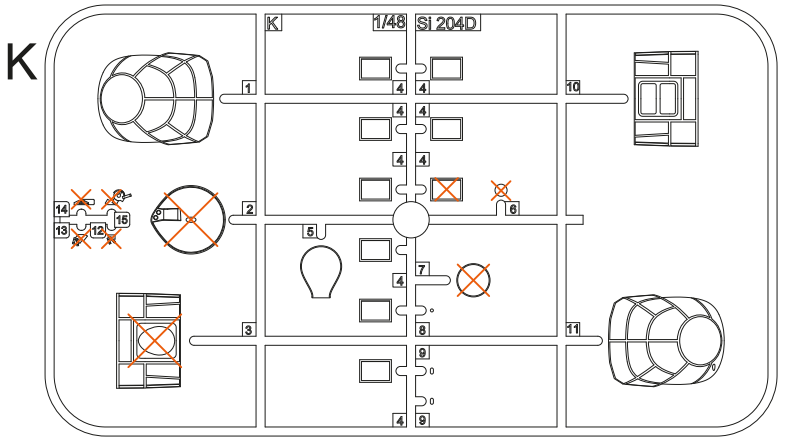
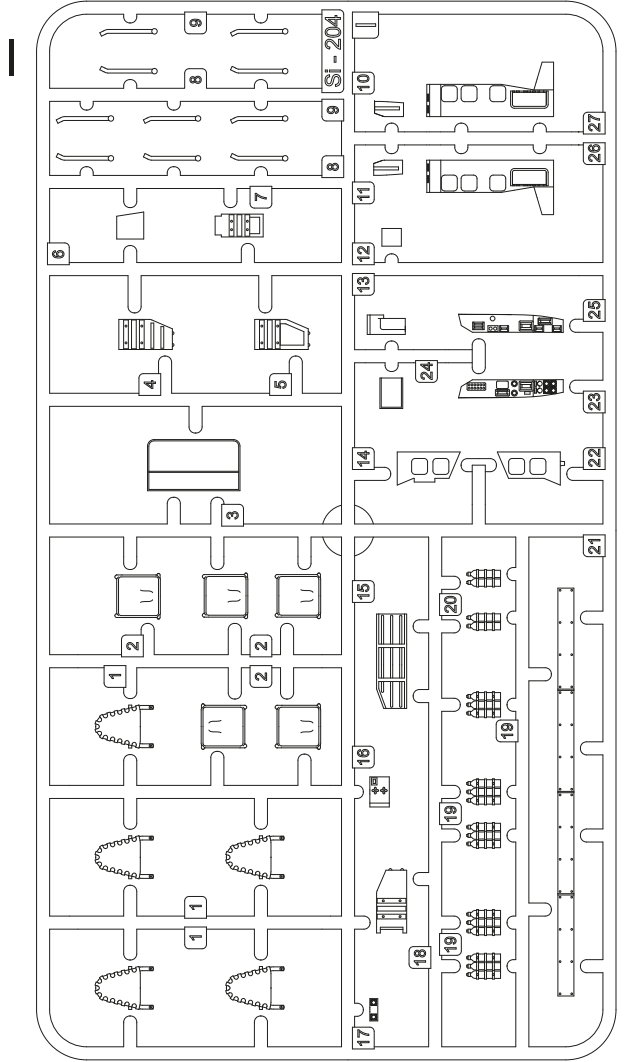
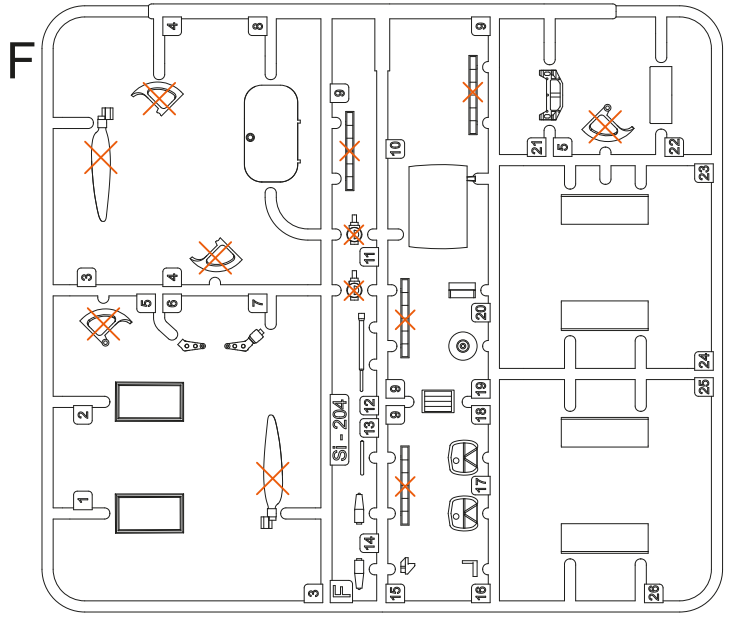
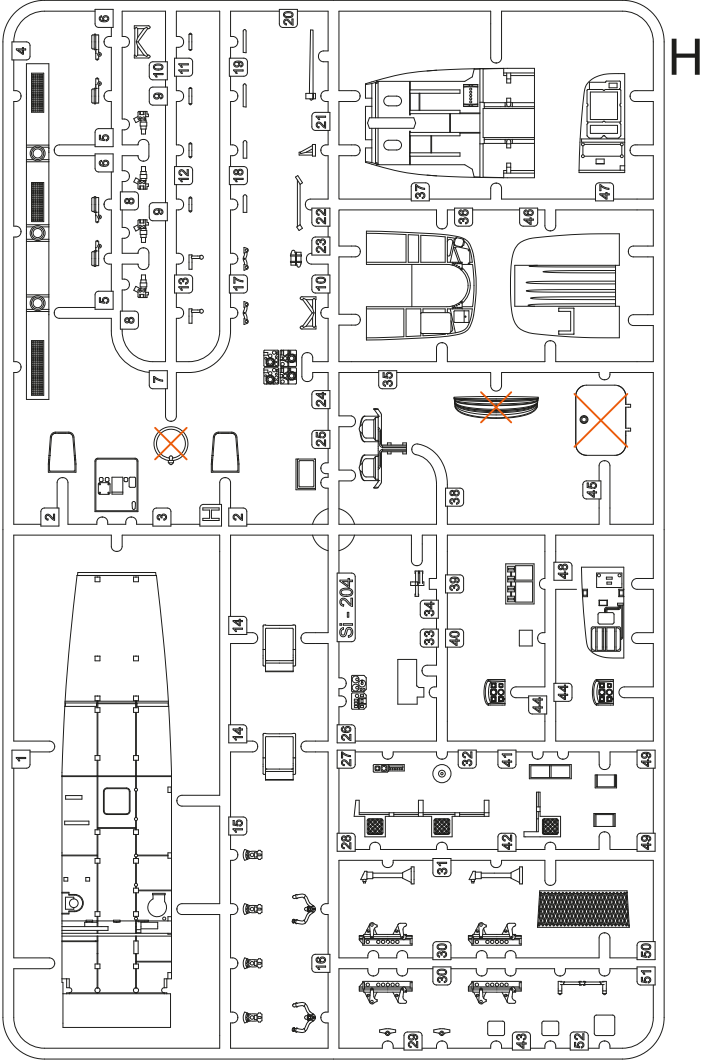
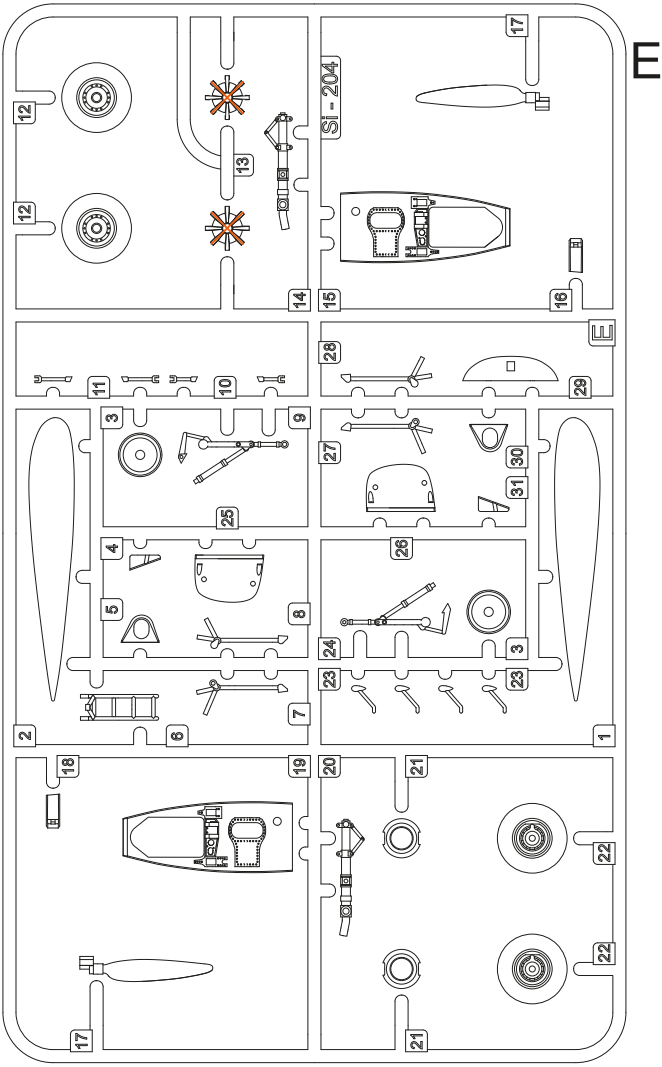
V roce 1938 vypsal dopravní společnost Lufthansa ve spolupráci s RLM soutěž na rychlý dvoumotorový dopravní letoun. Než byla soutěž ukončena, vypukla válka. O letoun ale jevila stále zájem Luftwaffe. Prototyp letounu označeného Si 204A vzletl poprvé 23. 5. 1941. Tento dvoumotorový celokovový letoun byl poháněn dvojicí motorů Argus As 411 a od všech pozdějších verzí se odlišoval tím, že měl stupněnou příď. Byl zaveden do výroby, ale protože továrna v Halle byla vytižena výrobou Ju 88, byla výroba přenesena do Société Nationale de Constructions Aéronautiques du Nord (SNCAN) ve Francii. Třetí prototyp byl vyroben jako nová verze Si 204D. Odlišoval se celoprosklenou příďí, podobnou jakou byly vybaveny bombardovací letouny He 111 H/P nebo Ju 88A. Hodil se tak skvěle k výcviku. I jeho výroby byla předána do SNCAN ve Francii a také do továren Aero, Letov a ČKD v Protektorátu Čechy a Morava. Poslední verzi vyvinutou za války byla Si 204E, vybavená střeleckou věží a pumovnicí v centroplánu. Ta byla určena k bombardovacímu výcviku. Nouzově mohla být použita i jako noční bombardér. Luftwaffe používala Si 204 hlavně v tzv. B a C školách a jako spojovací. Stroje vybavené radarem sloužily k výcviku nočního stíhání. Několik kusů používala během války i Lufthansa.

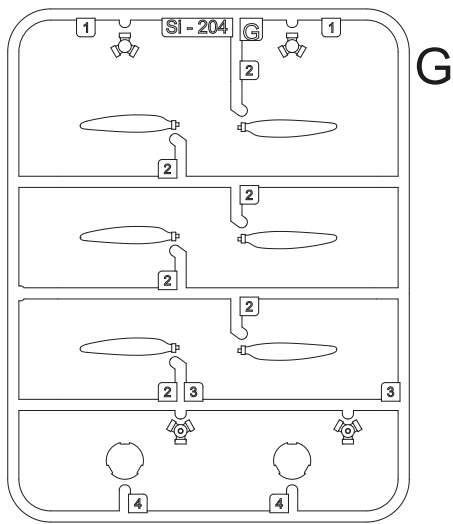
Konec války ale neznamenal konec historie Si 204. Siebel Si 204 měl skvělé letové vlastnosti, byl spolehlivý a výkonný. Dost letounů zabavili vítězové. Ukořistěné Si 204 tak testovaly nebo používaly britská RAF, USAAF, sovětské letectvo i Aeroflot, Československé letectvo i ČSA a francouzské Armée de l'Air i Aéronavale. Výroba ve Francii u SNCAC pokračovala i po válce, stejně jako v Československu. Ve Francii vyráběný Si 204 v několika verzích byl označen NC 700 až 702 pojmenován Martinet. Byl dokonce exportován do Švédska a Polska. Československé Si 204 byly označovány podle verze C-3A/B, C-103 a D-44. Jejich výroba pro nově budované československé letectvo i státní aerolinie ČSA se rozeběhla hned po válce. Měly být používány jen k výcviku. Díky komunistickému převratu a nemožnosti je nahradit z různých důvodů jinými typy tvořily ale výzbroj bombardovacích jednotek ČSLA až do jejich náhrady proudovými Il-28 v polovině padesátých let.

Si 204D TTD

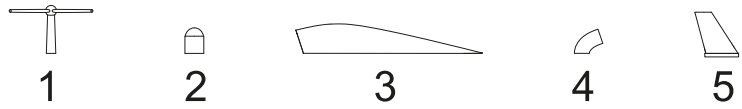
Rozpětí 21,28 m, délka 11,95 m, max. rychlost 364 km/h ve výšce 3 000 m, praktický dostup 7 500 m, dolet 1 800 km.







PRINTED PARTS (PRP)



MASKS

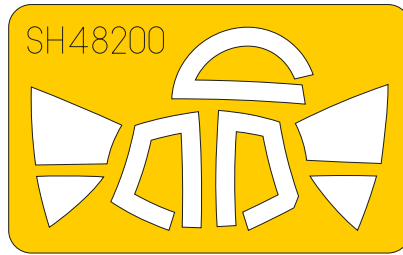
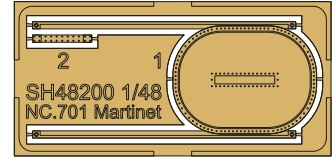


PHOTO-ETCHED PARTS (PP)



Barvy GUNZE/ GUNZE Colour No.

A Černá/ Black	H12/ C33	E Šedá 02/ Grey 02	H70/ C60	I Hliníková/ Aluminium	H8/ C8
B Barva pneu/ Tire Black	H77/ C137	F Opálený kov/ Burnt Iron	H76/ C61	J Mosaz/ Brass	MC219
C Tmavý kov/ Gun Metal	H28/ C78	G Barva kůže/ Leather	H17/ C29	K Barva dřeva/ Wood	H37/ C43
D Černošedá 66/ Black Grey 66	C116	H Pískově žlutá/ Sand Yellow	H66/ C119	L Červená/ Red	H3/ C3

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



NATŘÍT
COLOUR
FARBEN
PEINDRE

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1/48 CMK sets for NC.701 Martinet / Siebel Si 204 / Aero C-3



F48357
Mechanic
(Engine Repair)



F48358
Airman (Cleaning
Canopy Glazing)



F48359
Rigger (Prop
Maintenance)



F48367
Luftwaffe WW2 /
CS Post-War
Aircraft Mechanic



Q48352
Wheels



Q48353
Pilots' Seats



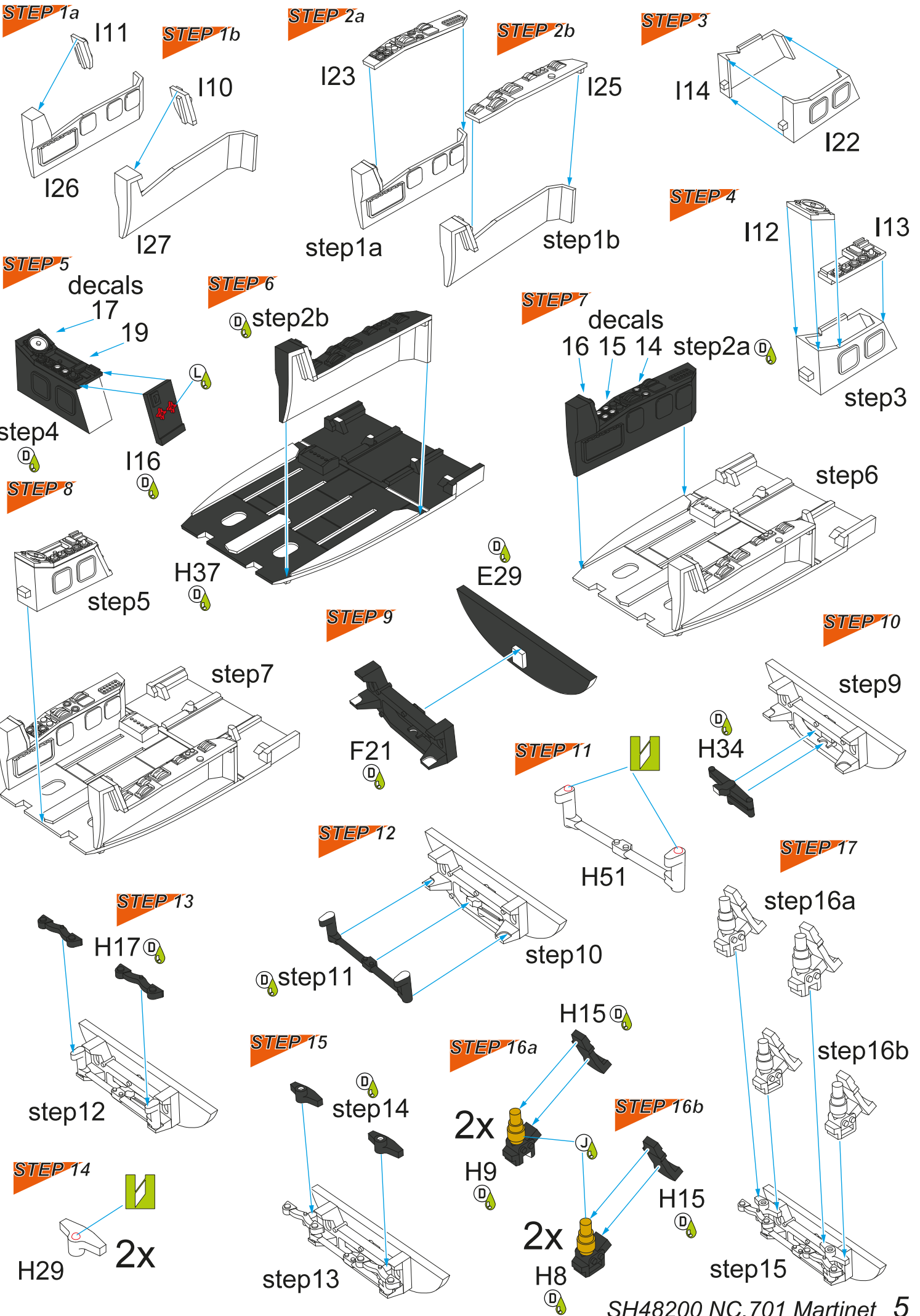
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Engine



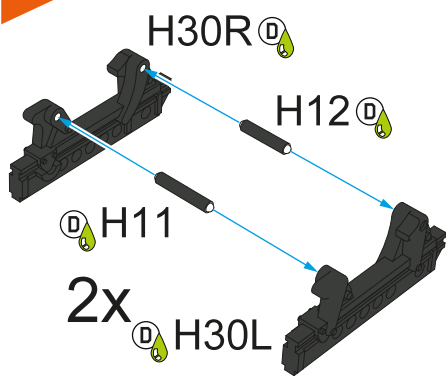
Q48354
Prop Spinners



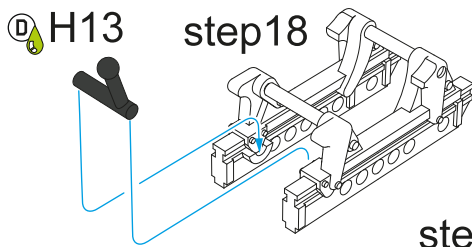
4415
German WWII Aircraft
Maintenance Toolbox



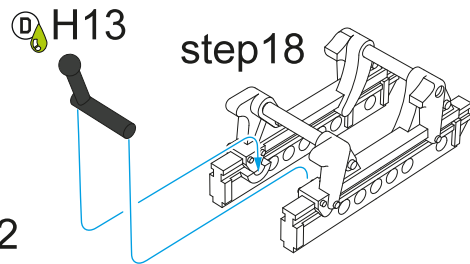
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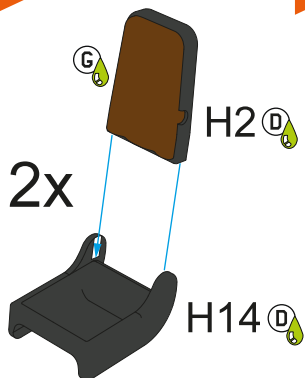
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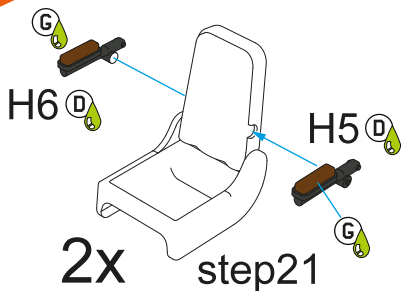
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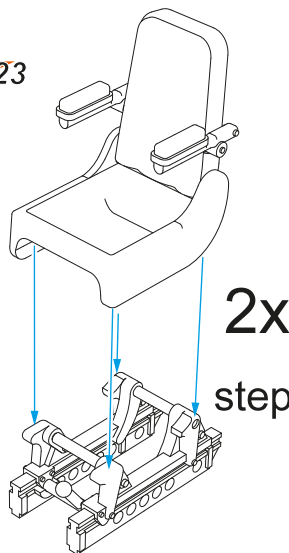
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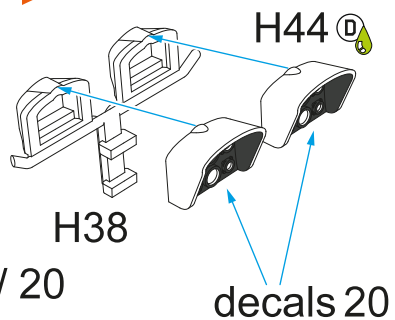
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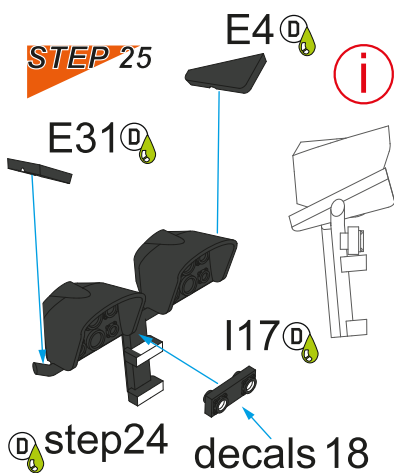
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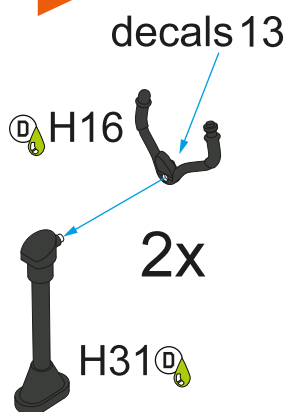
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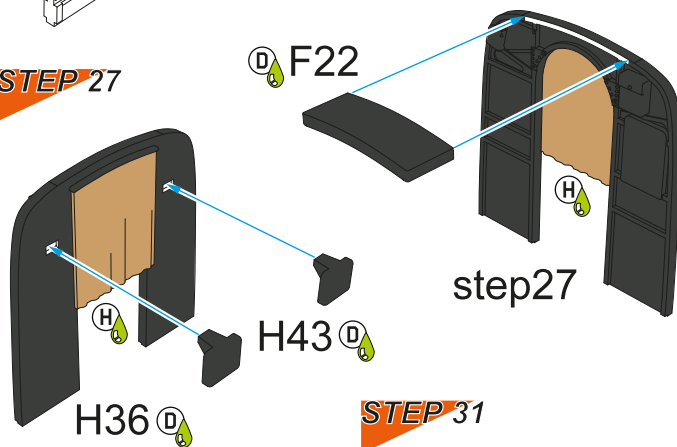
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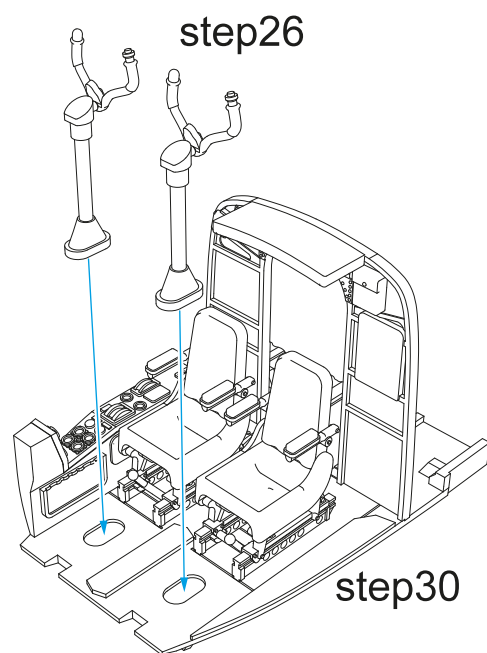
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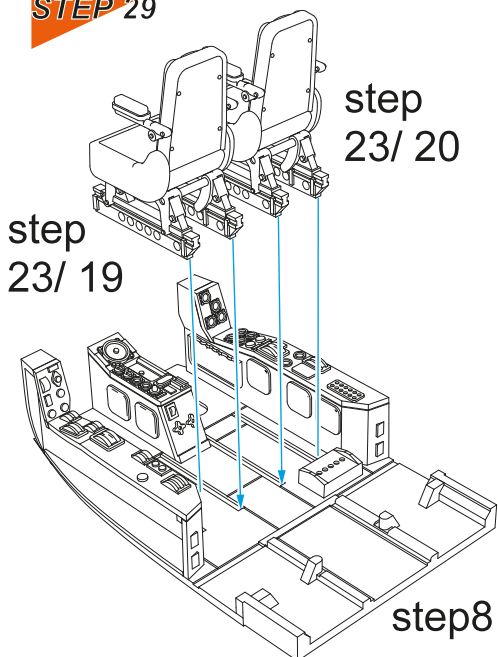
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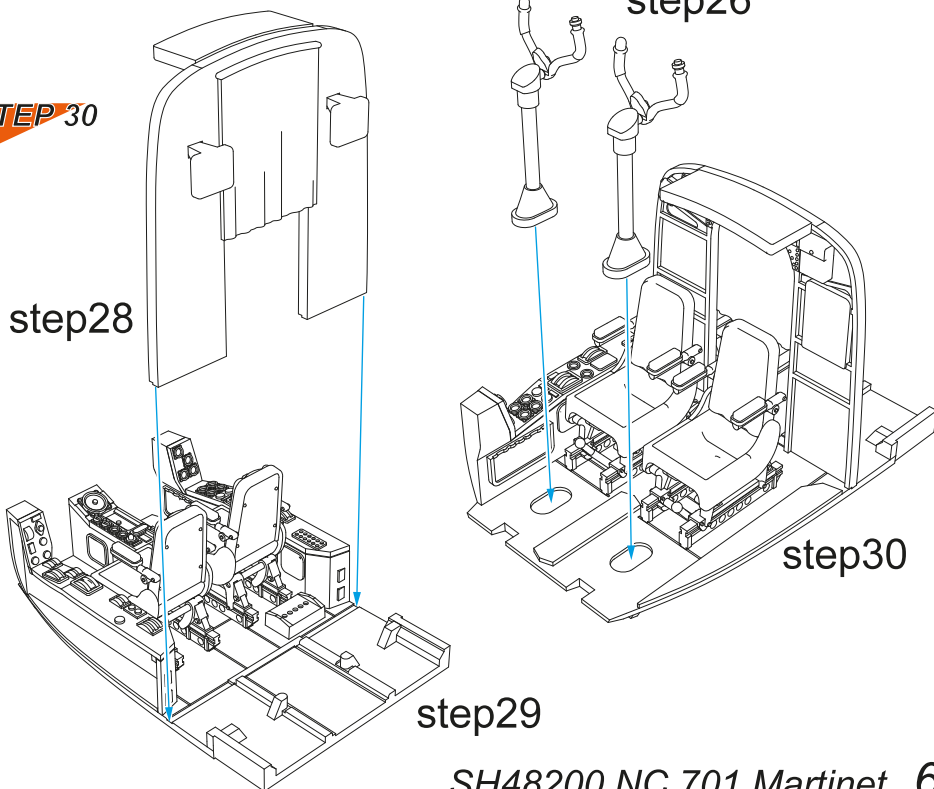
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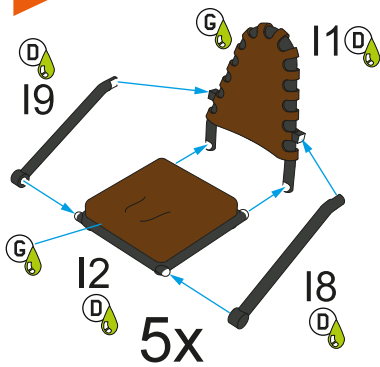
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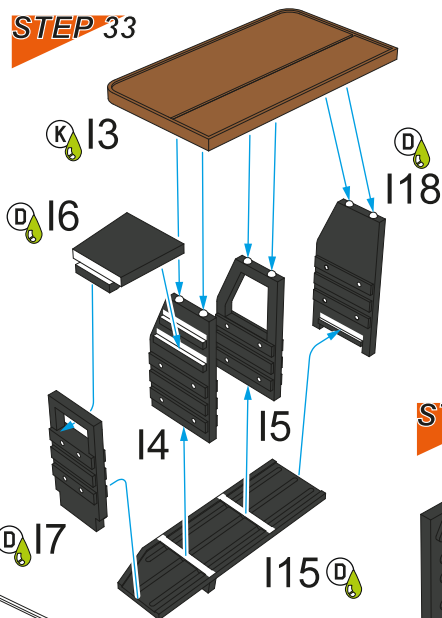
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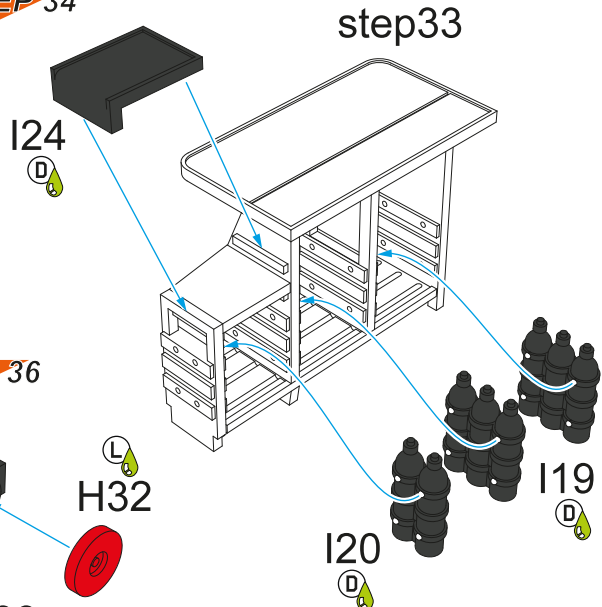
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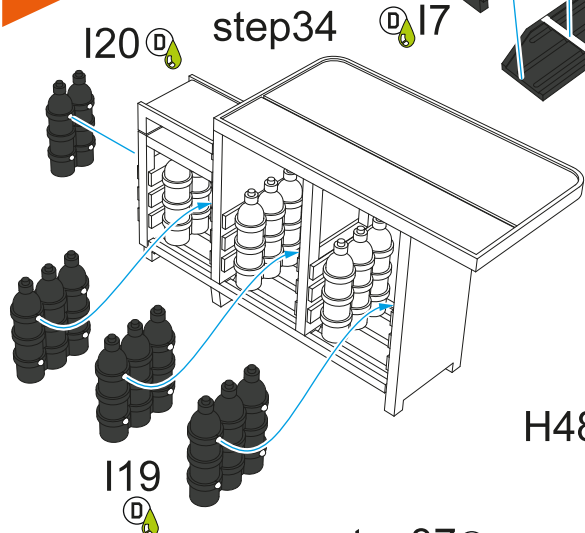
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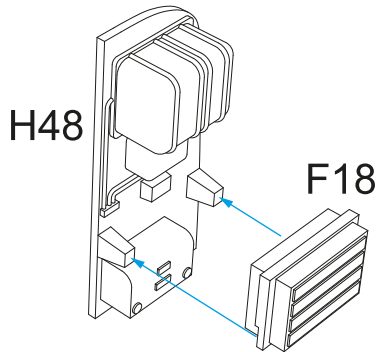
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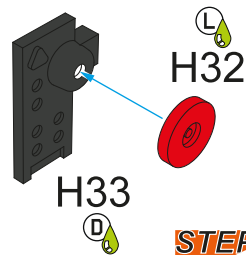
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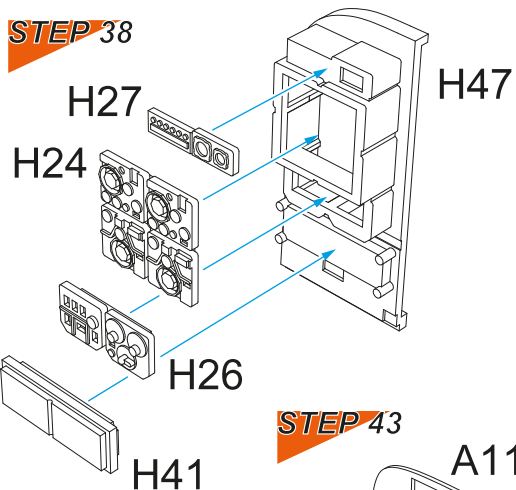
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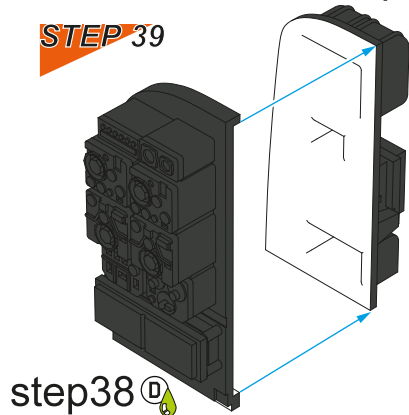
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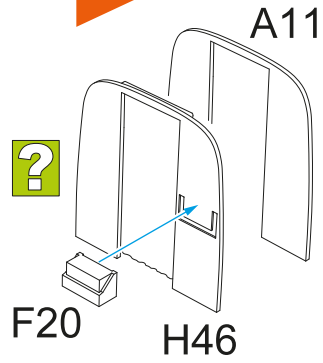
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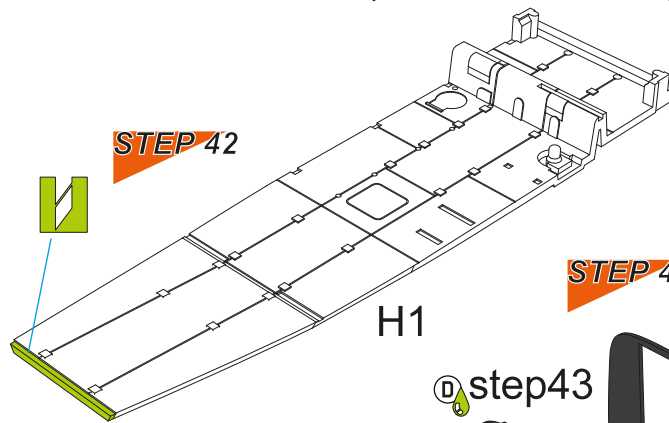
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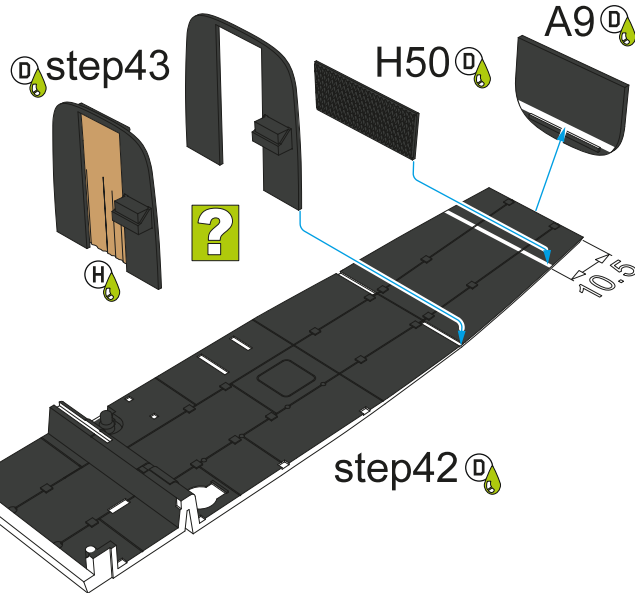
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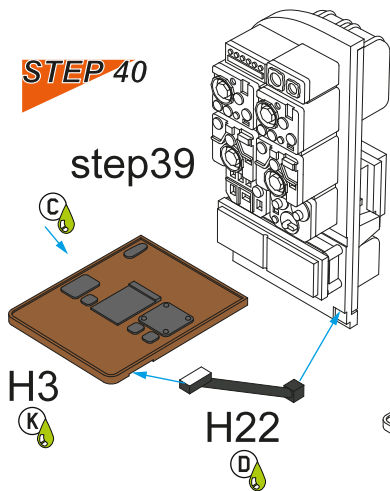
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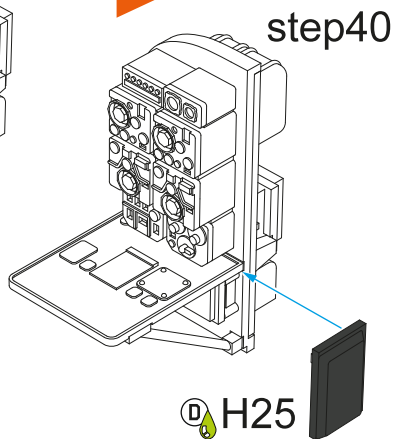
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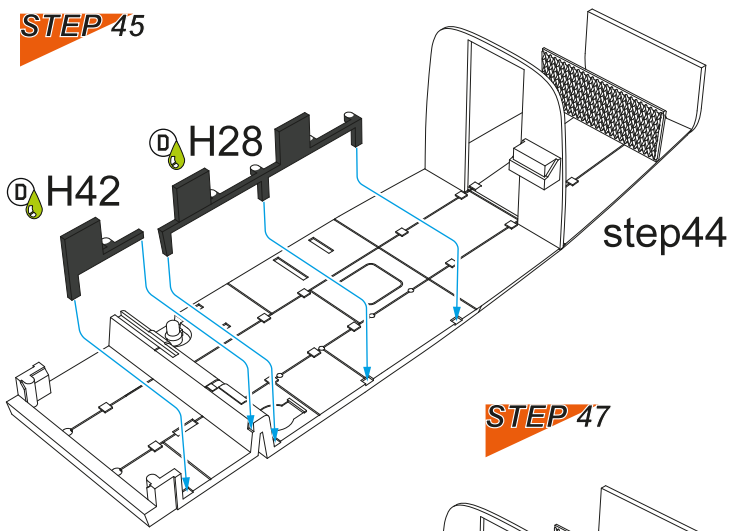
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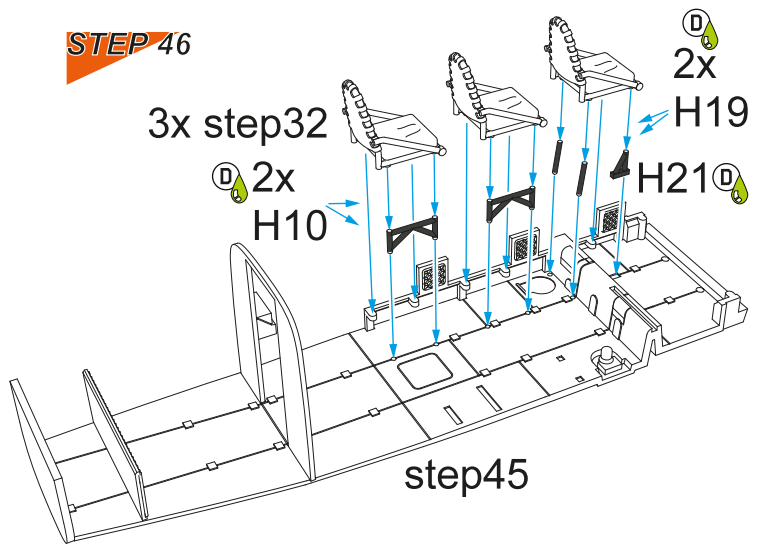
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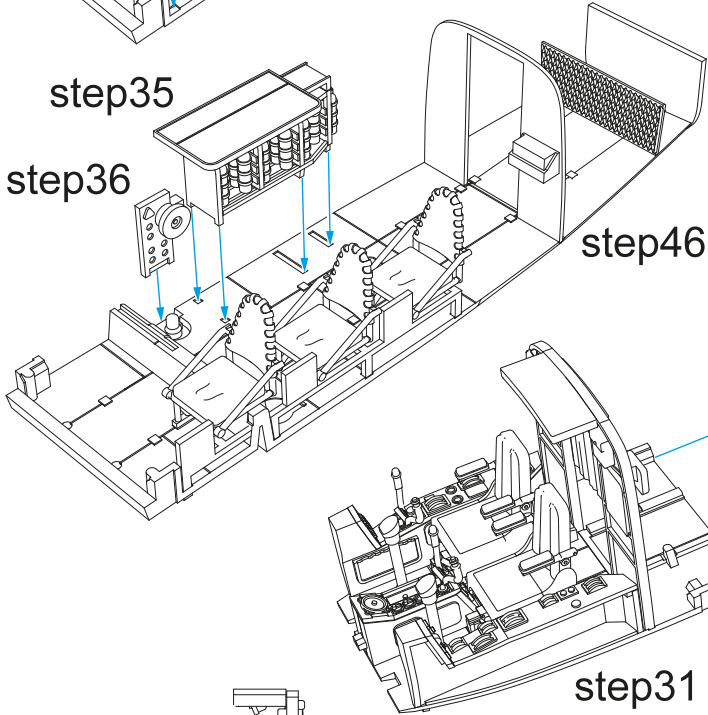
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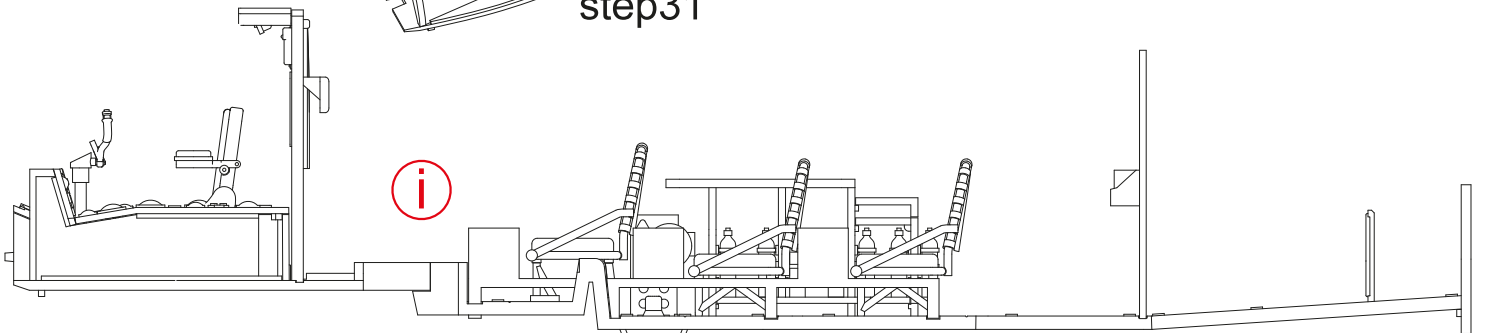
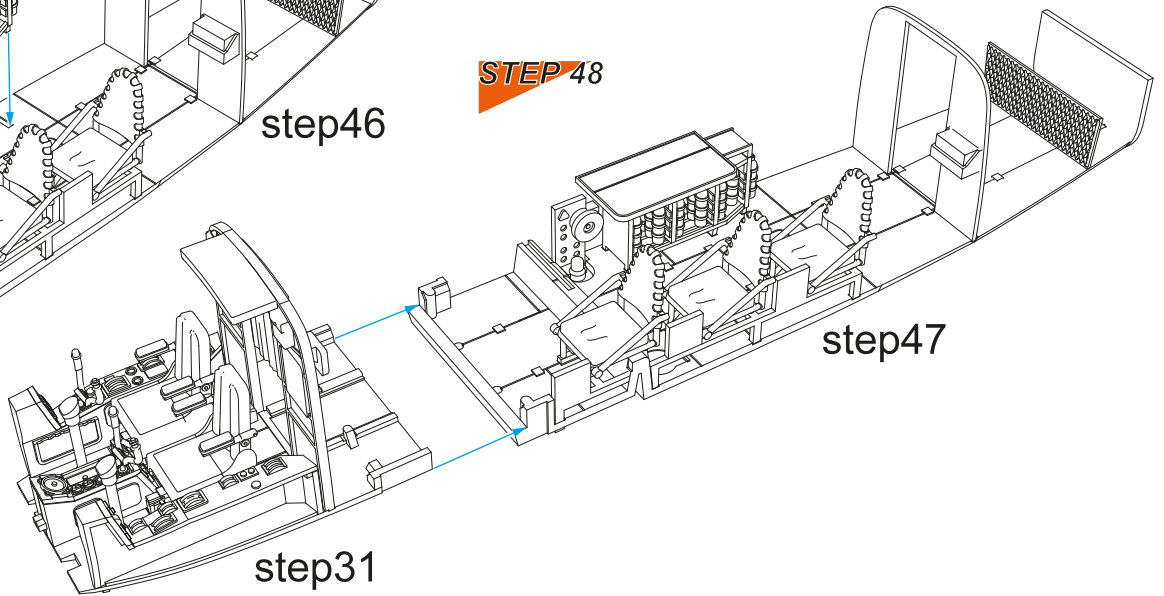
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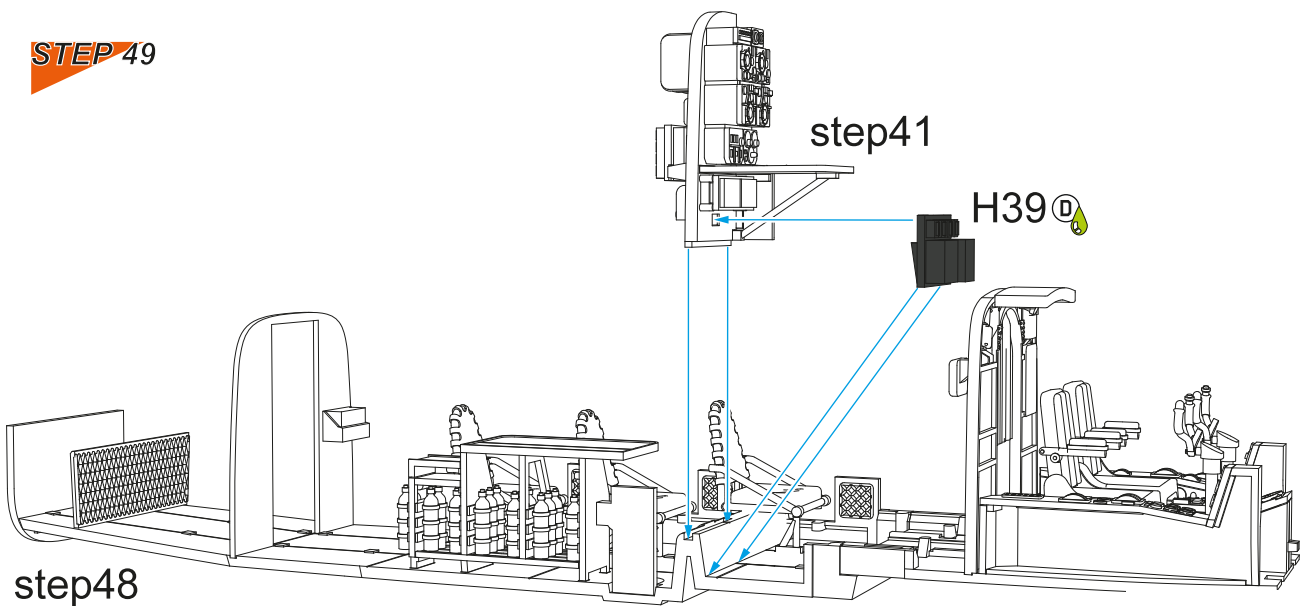
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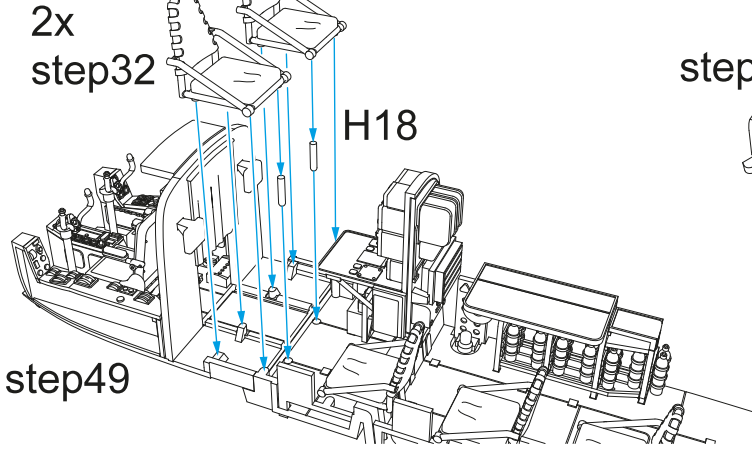
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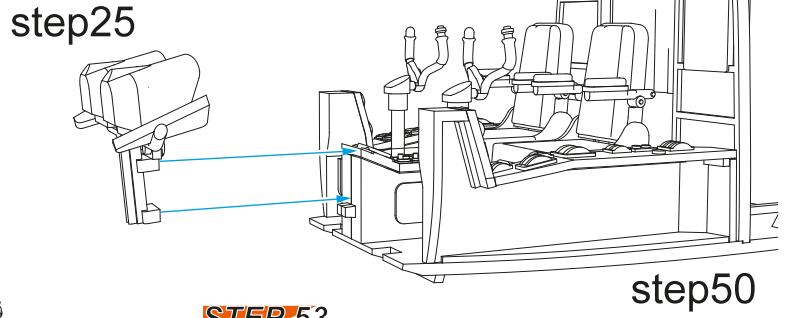
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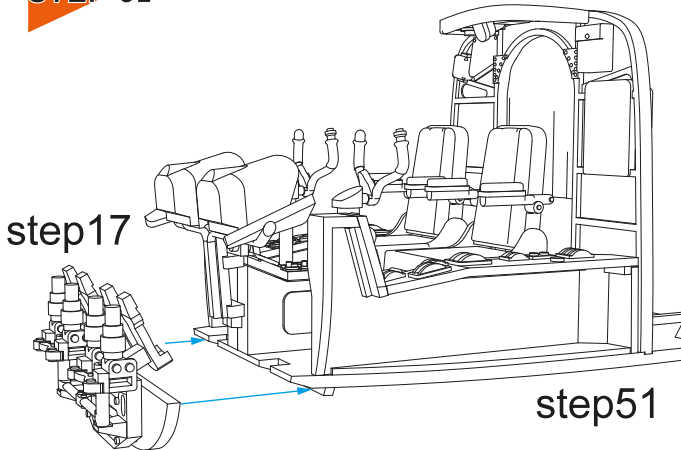
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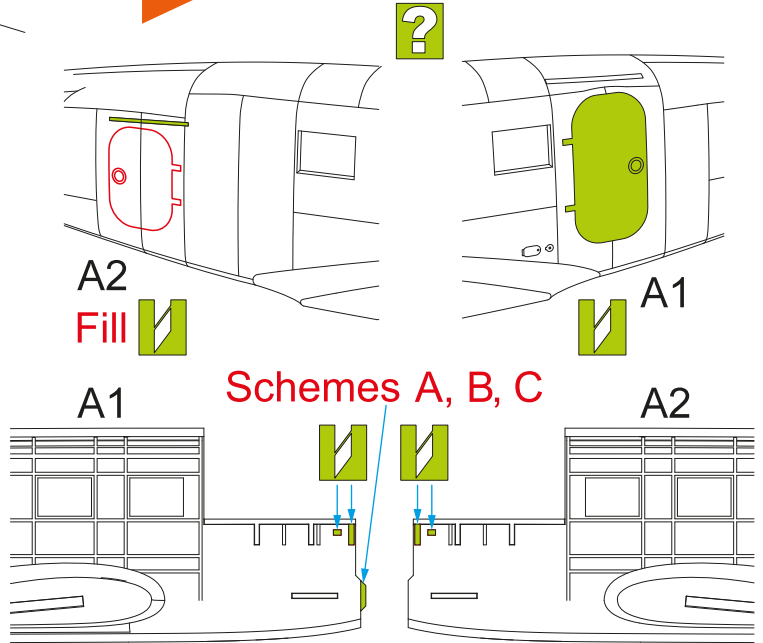
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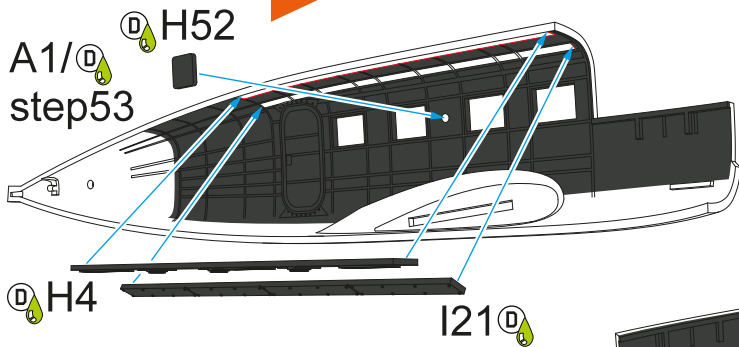
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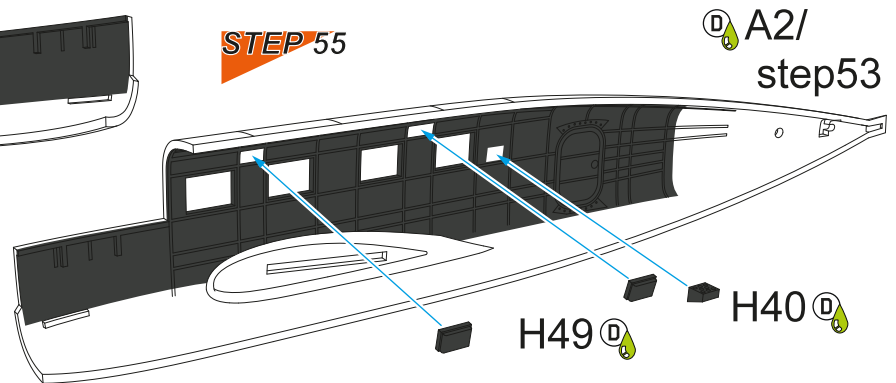
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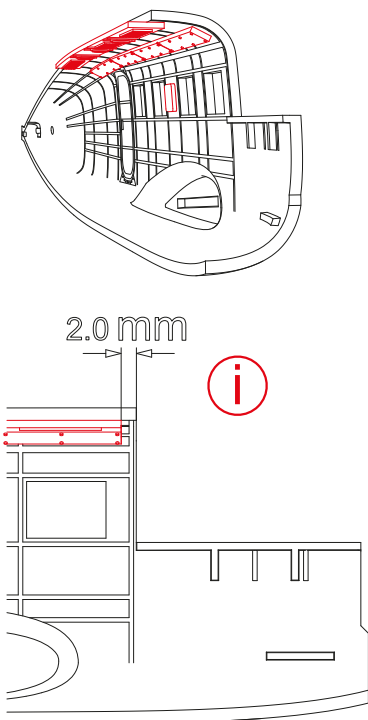
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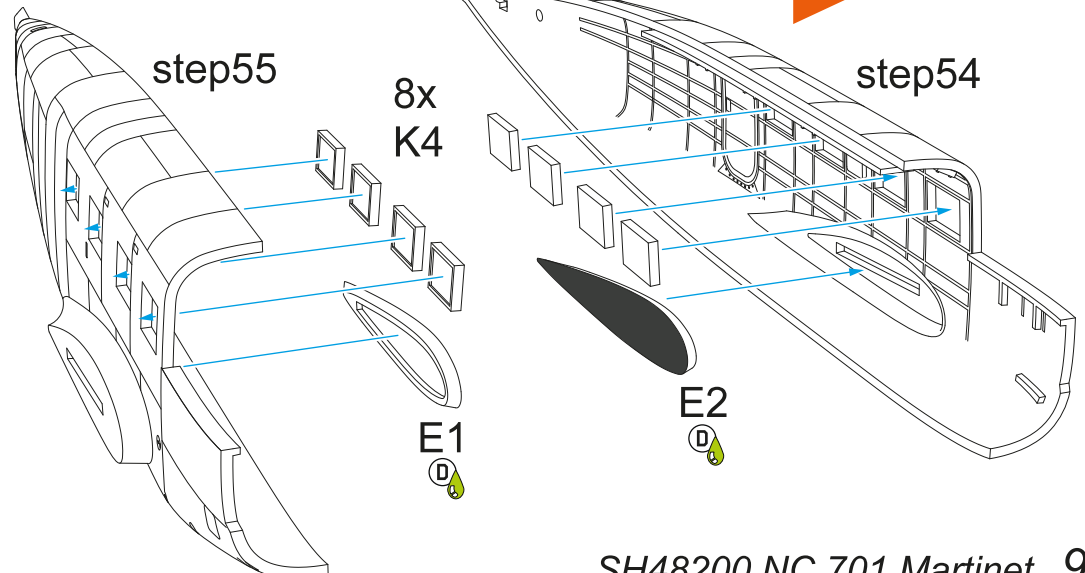
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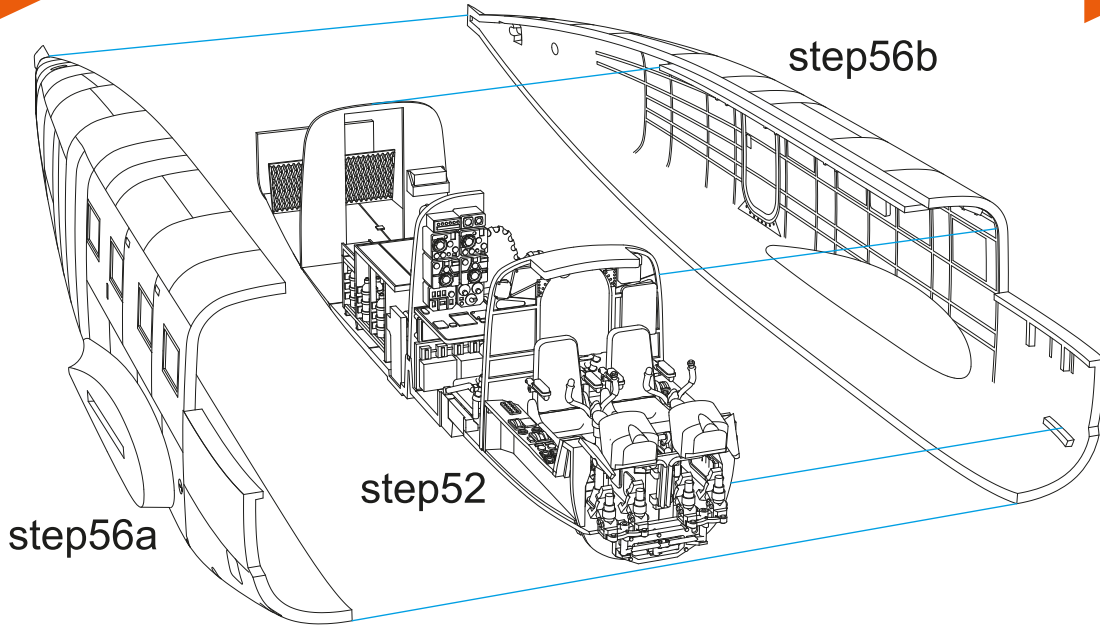
STEP 56a



STEP 56b



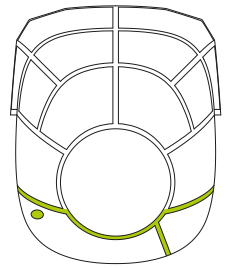
STEP 57



STEP 58a

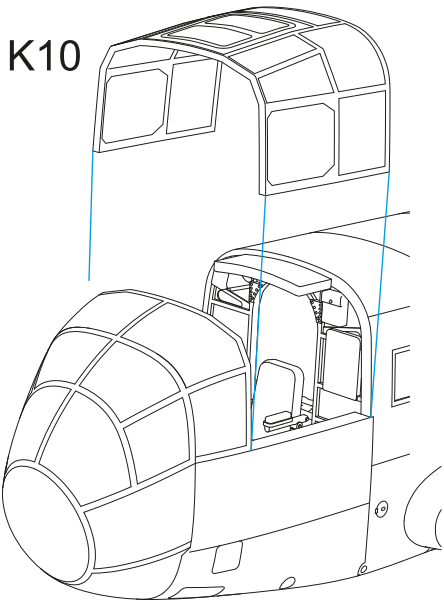
Scheme D

K11



Remove shown framing, polish carefully.

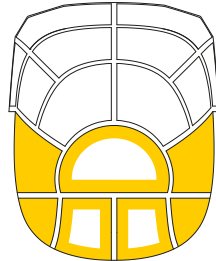
STEP 60



K10

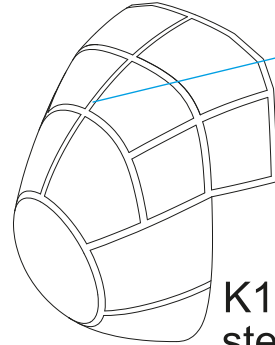
step59

STEP 58b



Make new framing using the attached set of masks.

STEP 59

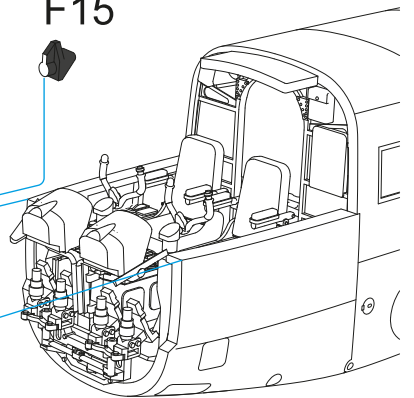


K1
step58b



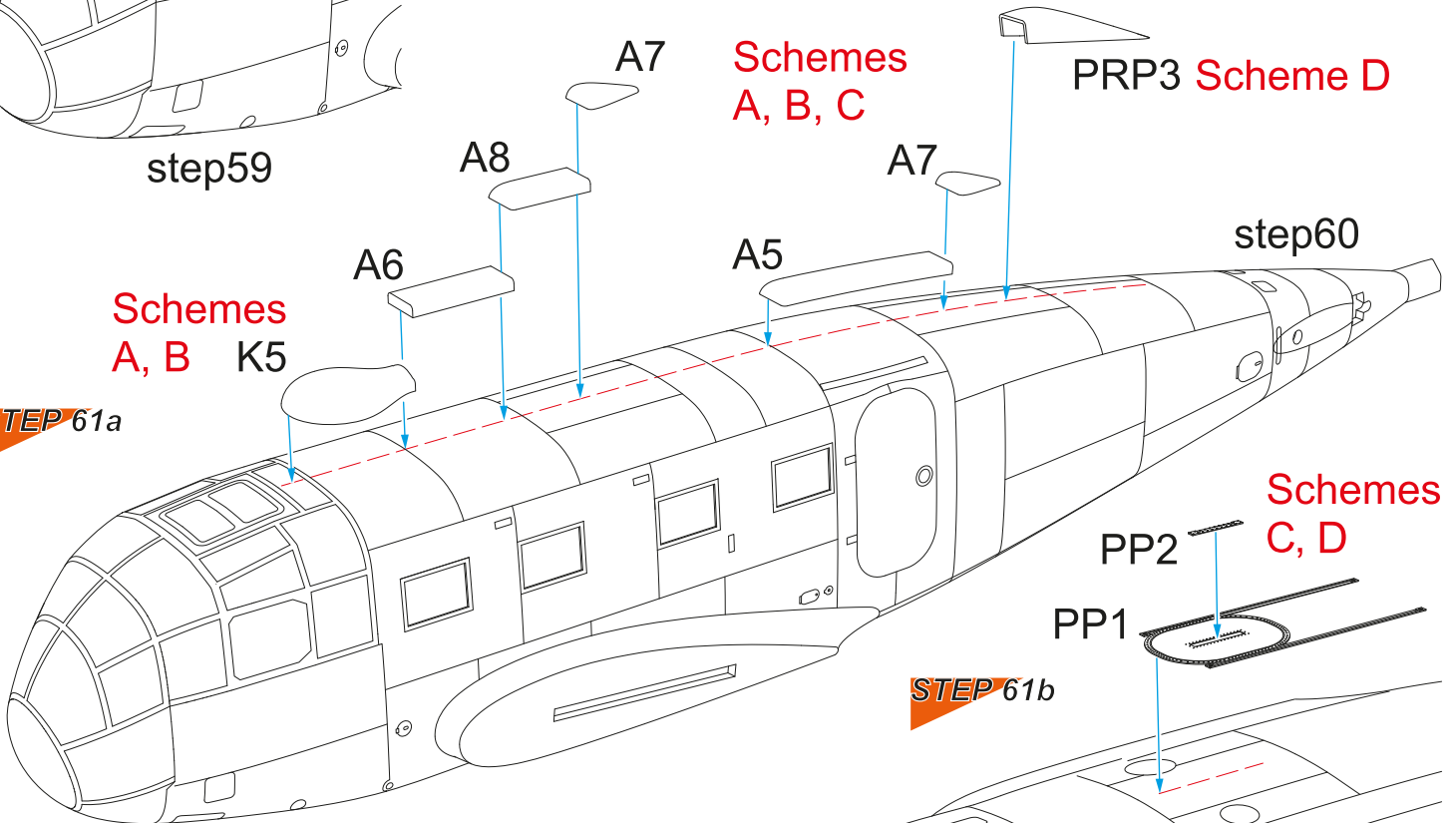
step57

F15



Schemes A, B
K5

STEP 61a



A7

Schemes A, B, C

PRP3 Scheme D

A8

A7

A6

A5

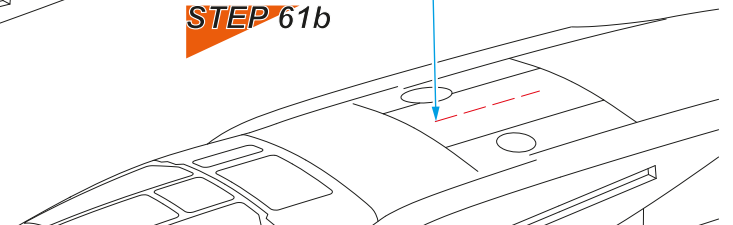
step60

Schemes C, D

PP2

PP1

STEP 61b

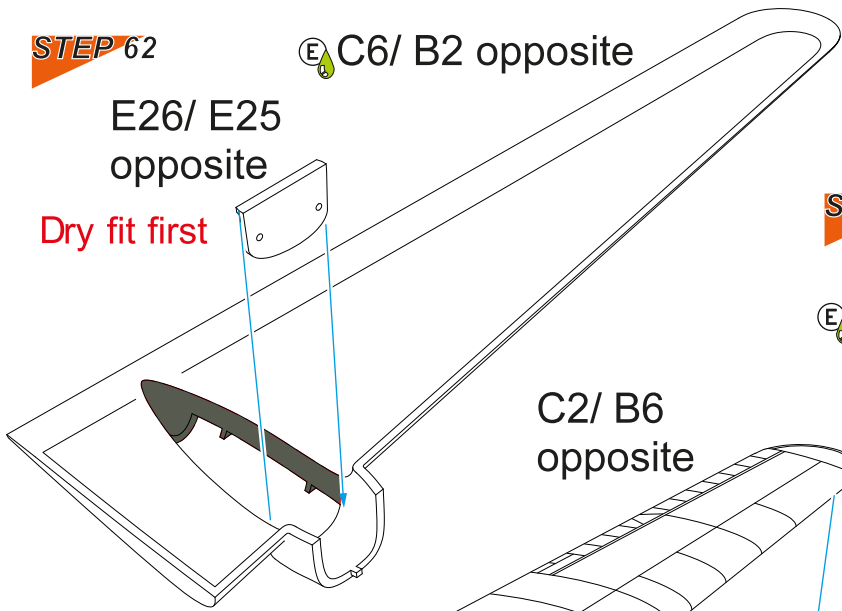


STEP 62

E C6/ B2 opposite

E26/ E25 opposite

Dry fit first



C2/ B6 opposite

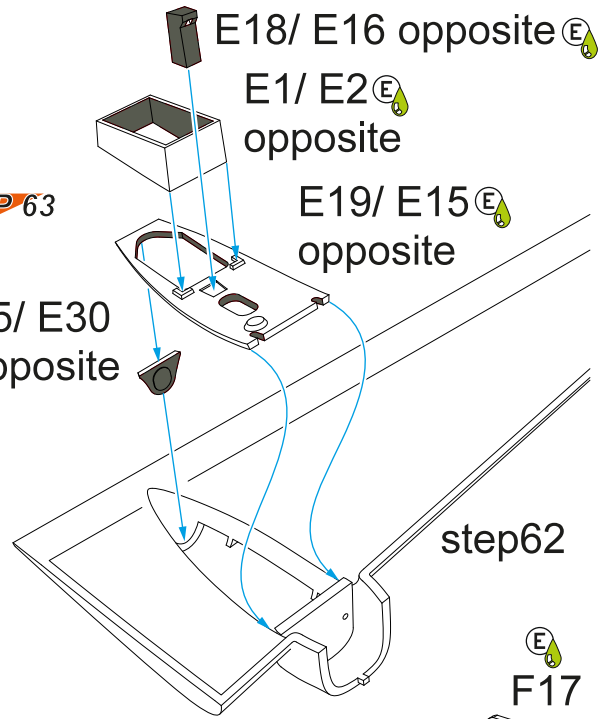
STEP 63

E18/ E16 opposite E

E1/ E2 E opposite

E19/ E15 E opposite

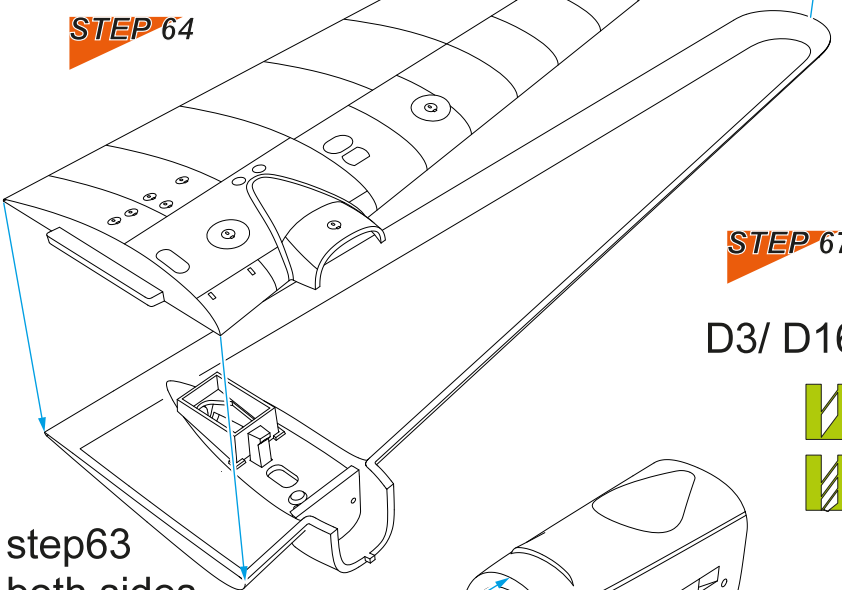
E E5/ E30 opposite



step62

E F17

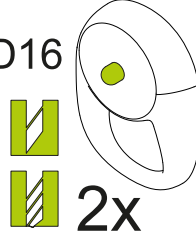
STEP 64



step63 both sides

STEP 67

D3/ D16



2x

STEP 65

F23/ F24 C

2x

F25/ F26 C

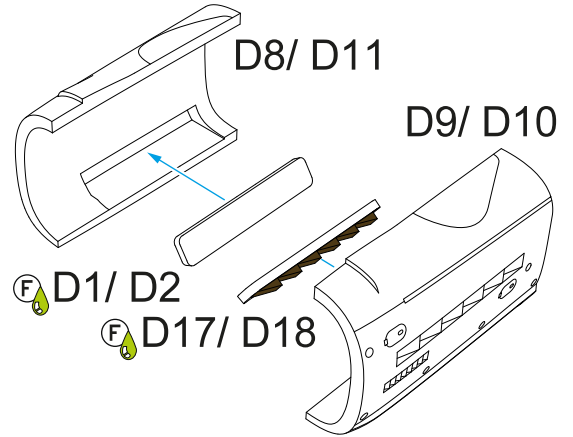
STEP 66

D8/ D11

D9/ D10

F D1/ D2

F D17/ D18



STEP 68

step66 both sides

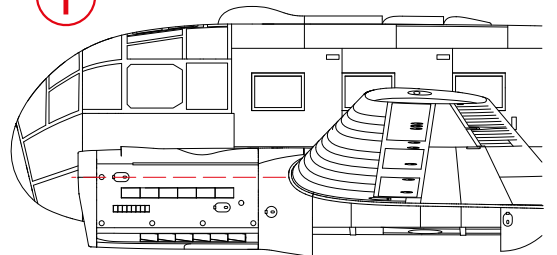
2x

step65 both sides

step67 both sides

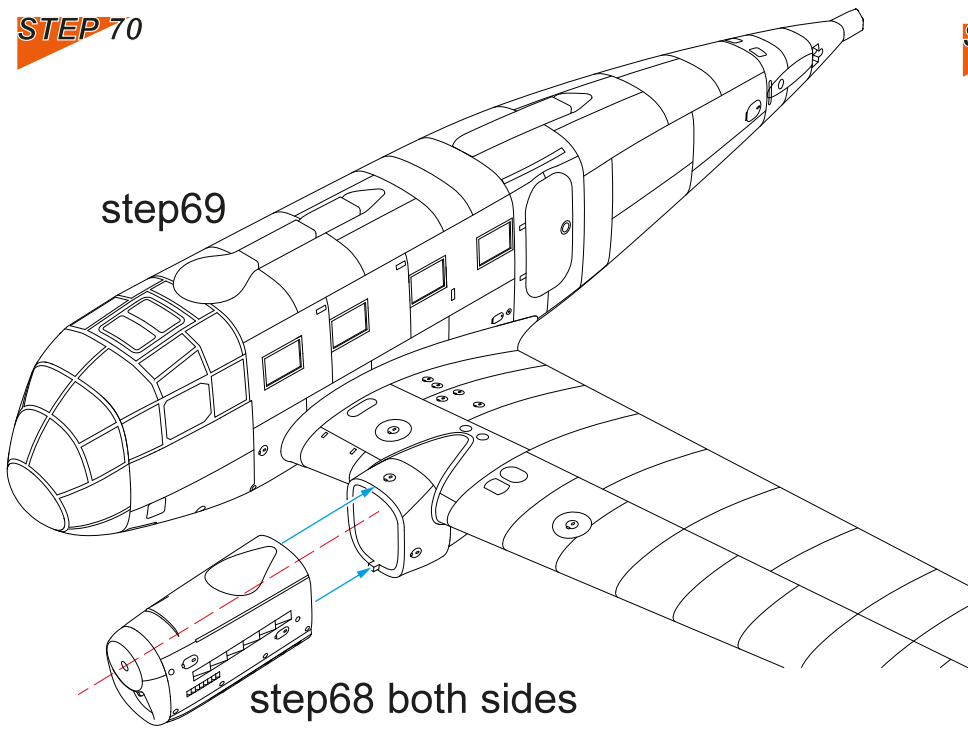
STEP 69

step61



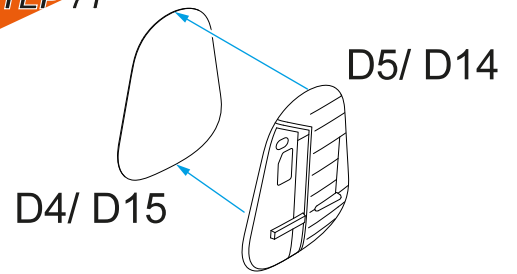
step64 both sides

STEP 70

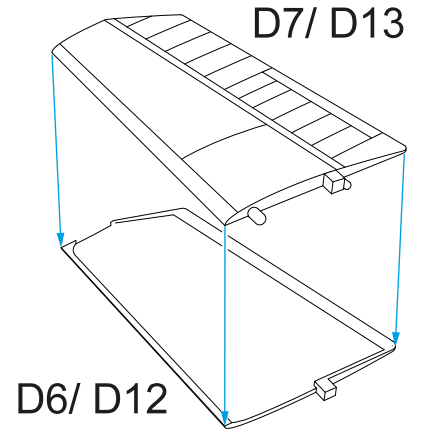


Dry fit first

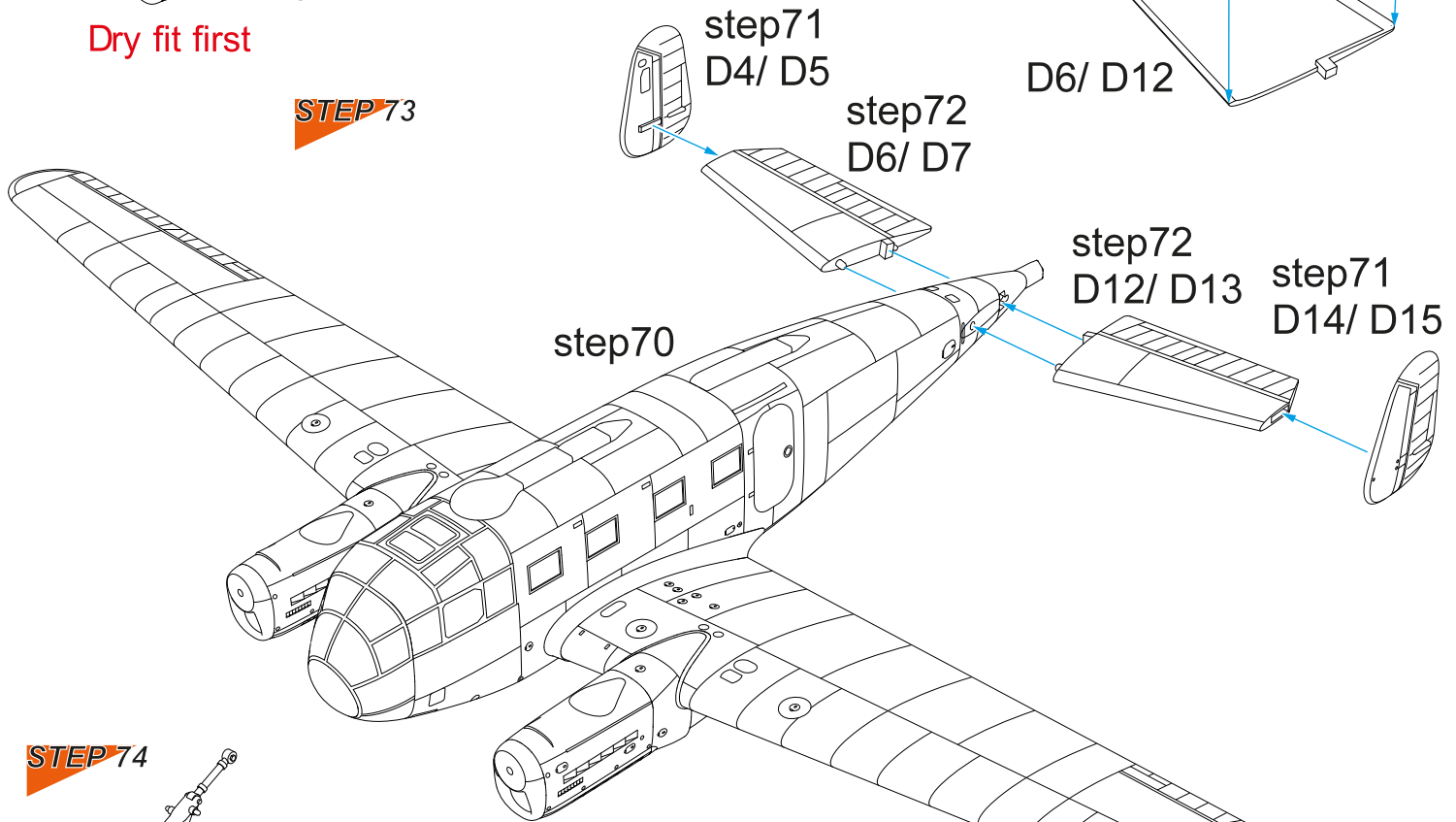
STEP 71



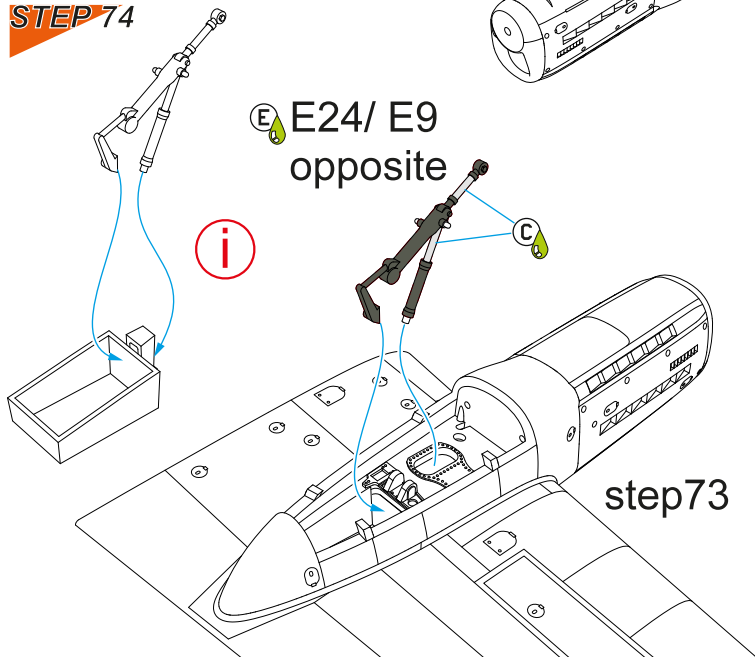
STEP 72



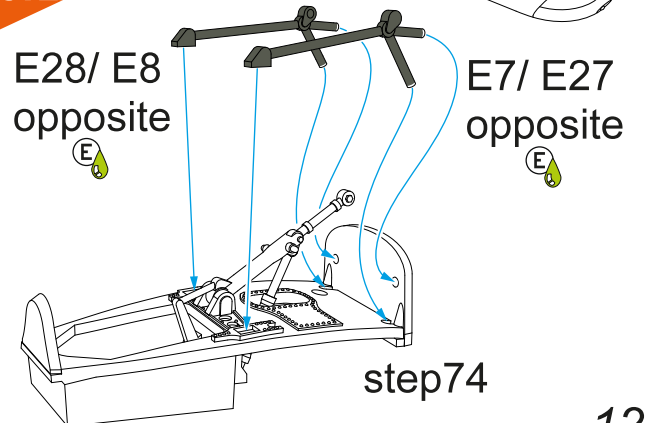
STEP 73



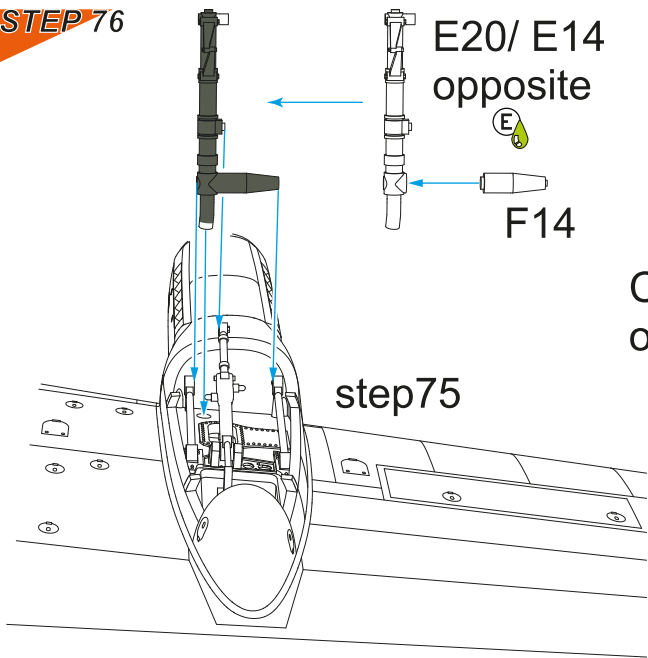
STEP 74



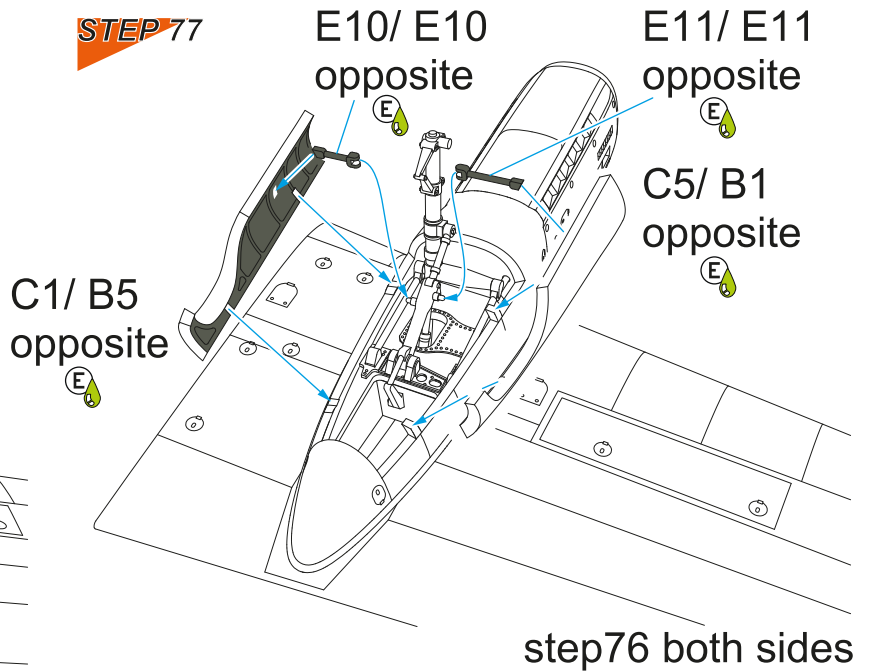
STEP 75



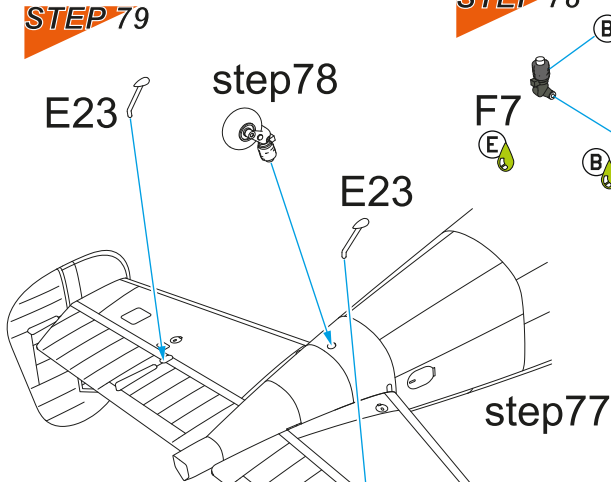
STEP 76



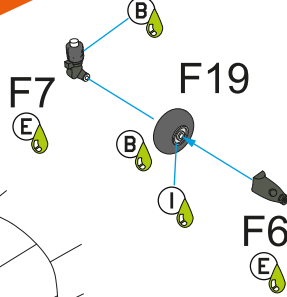
STEP 77



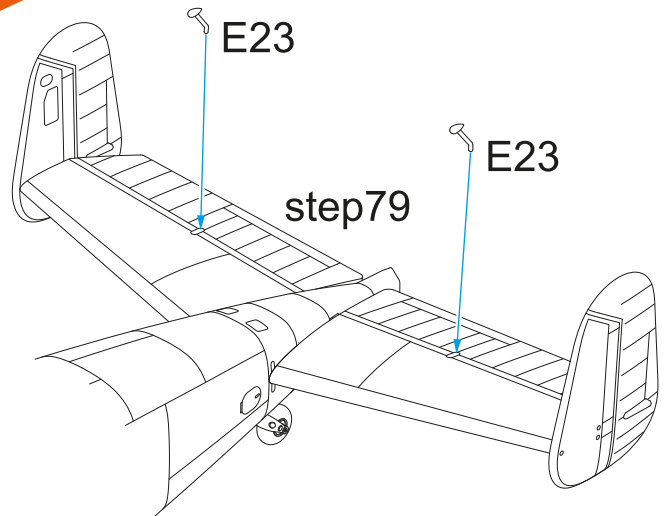
STEP 79



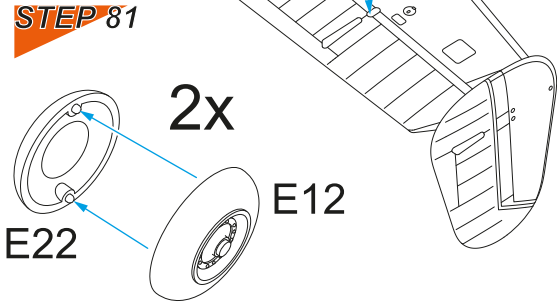
STEP 78



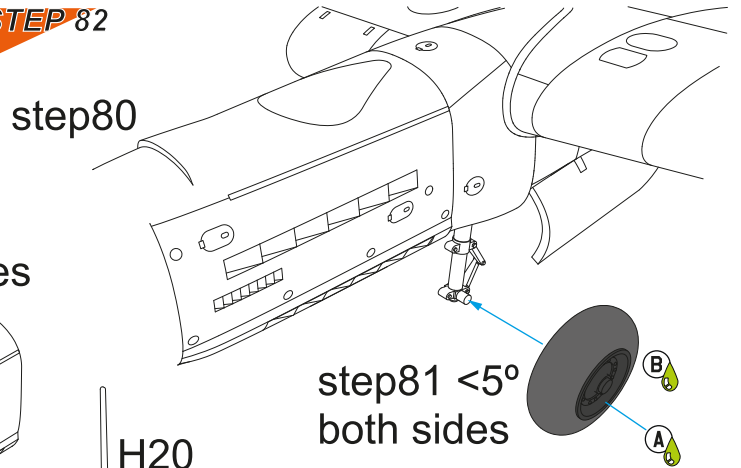
STEP 80



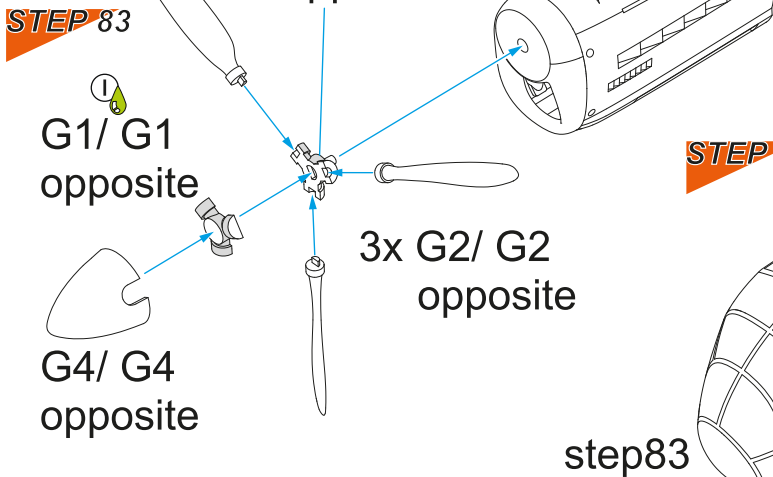
STEP 81



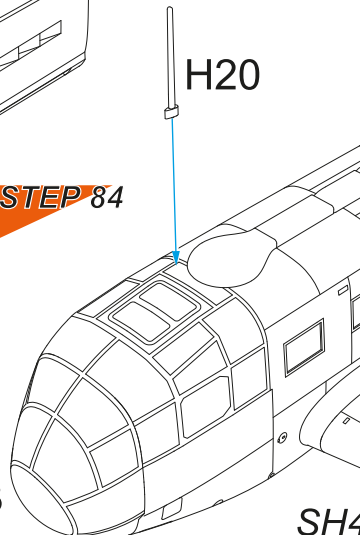
STEP 82



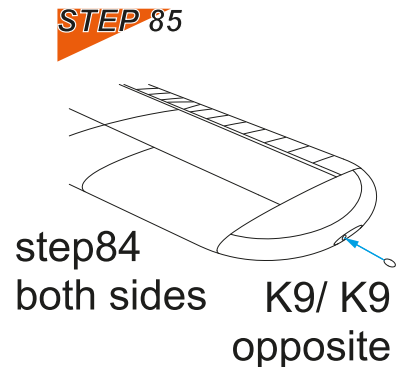
STEP 83



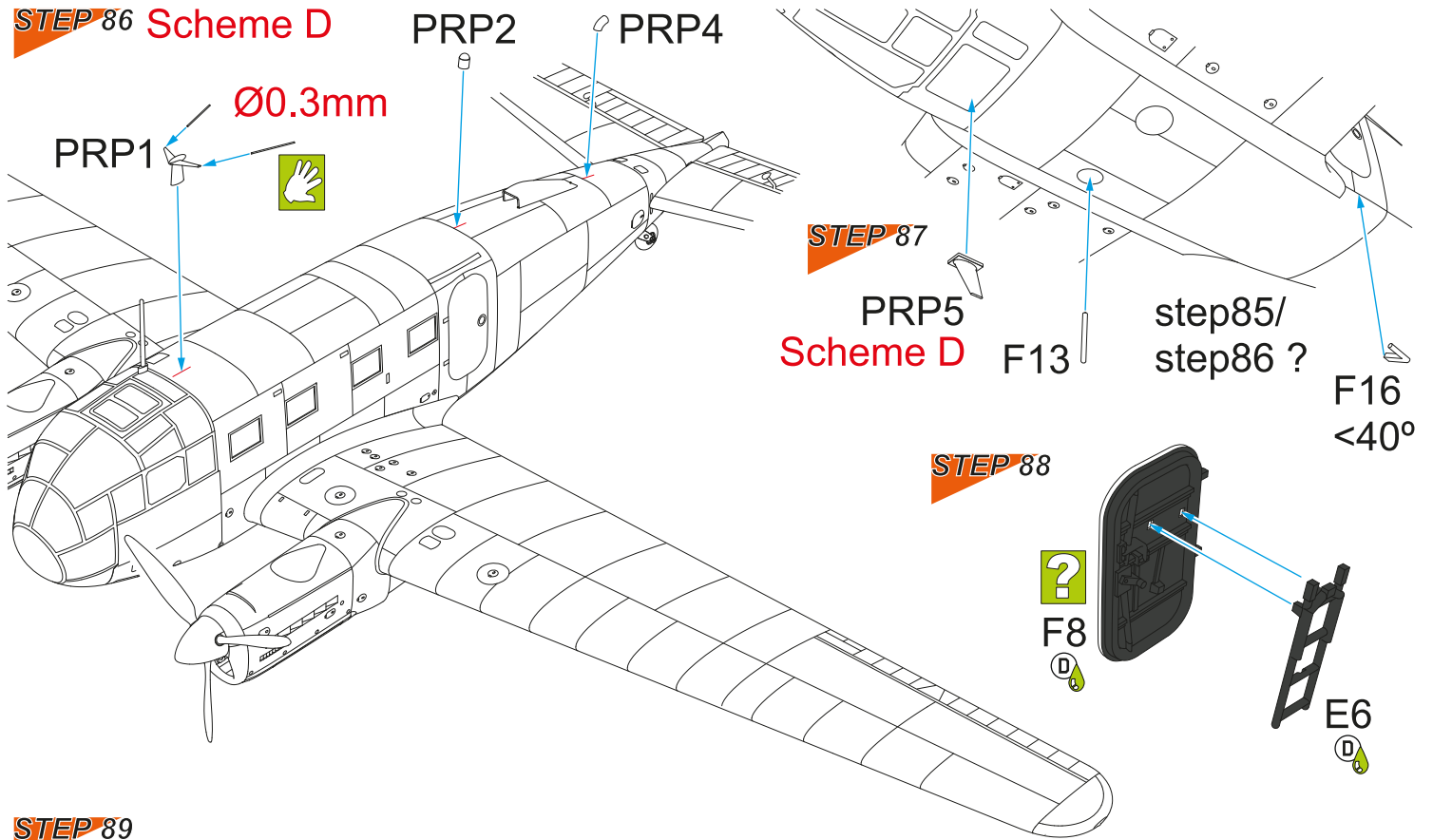
STEP 84



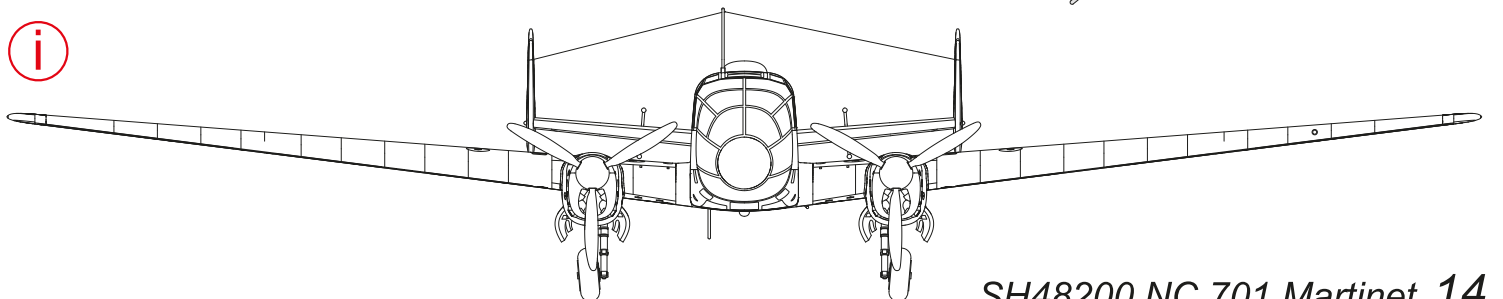
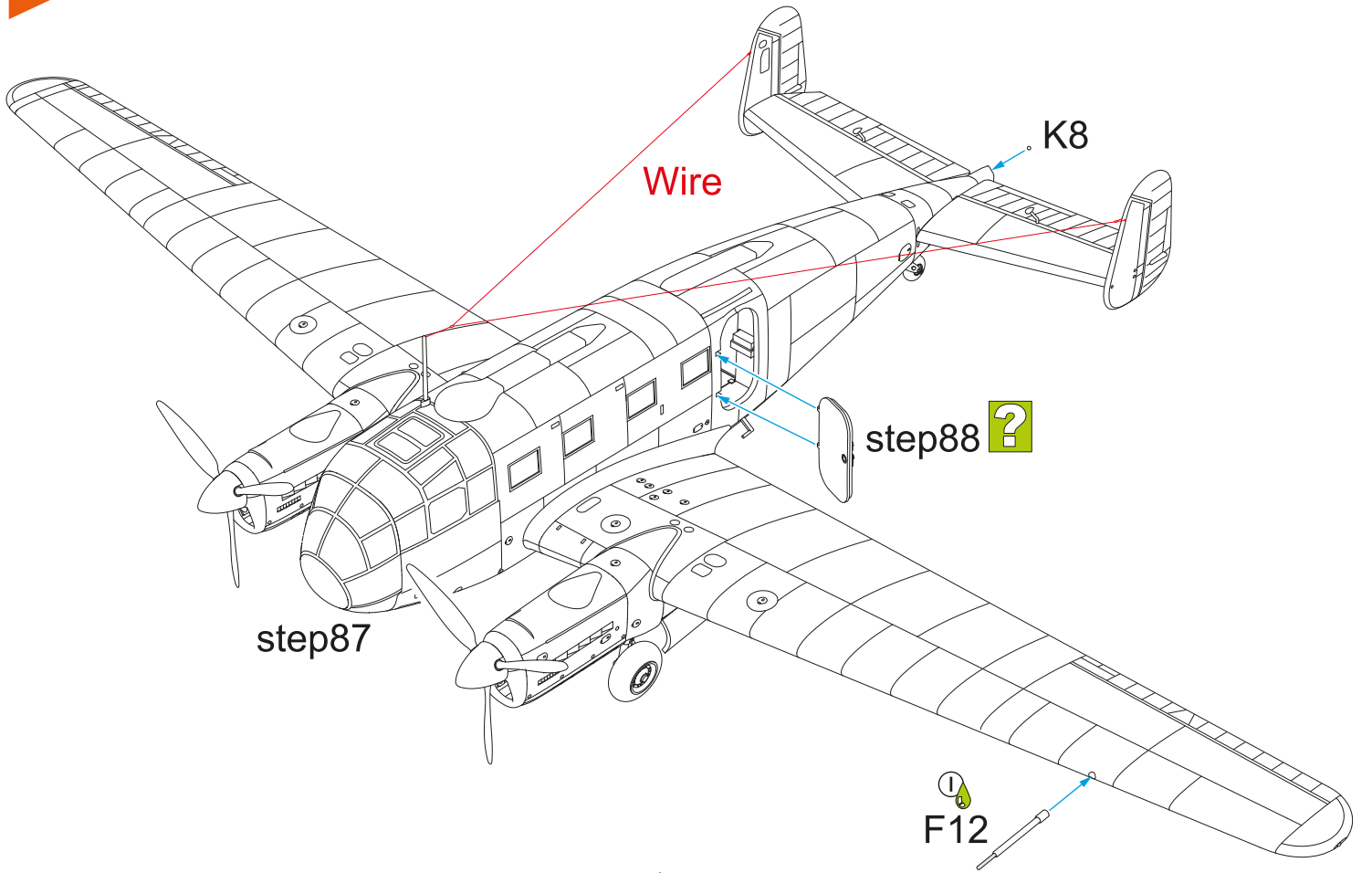
STEP 85



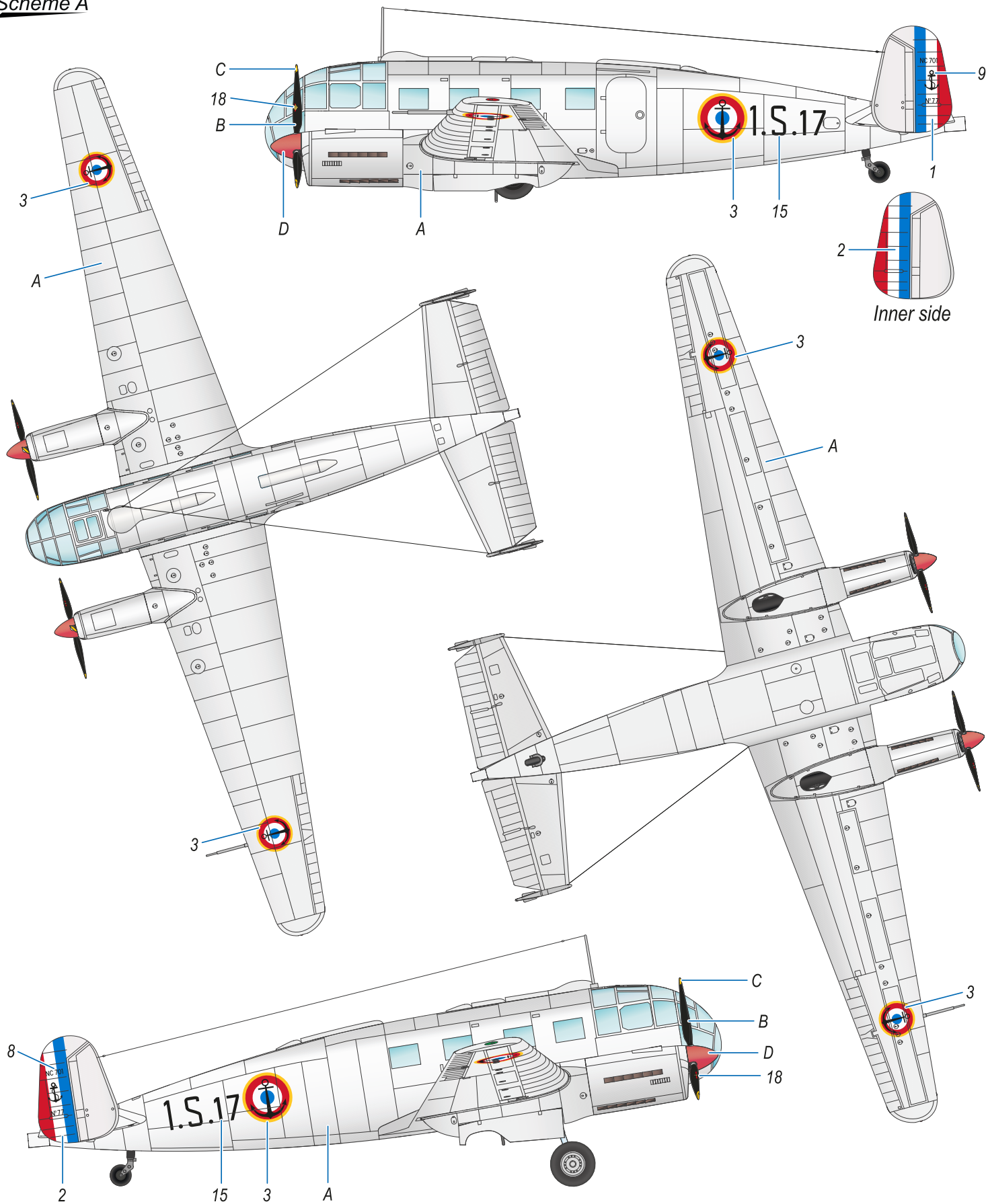
STEP 86 Scheme D



STEP 89

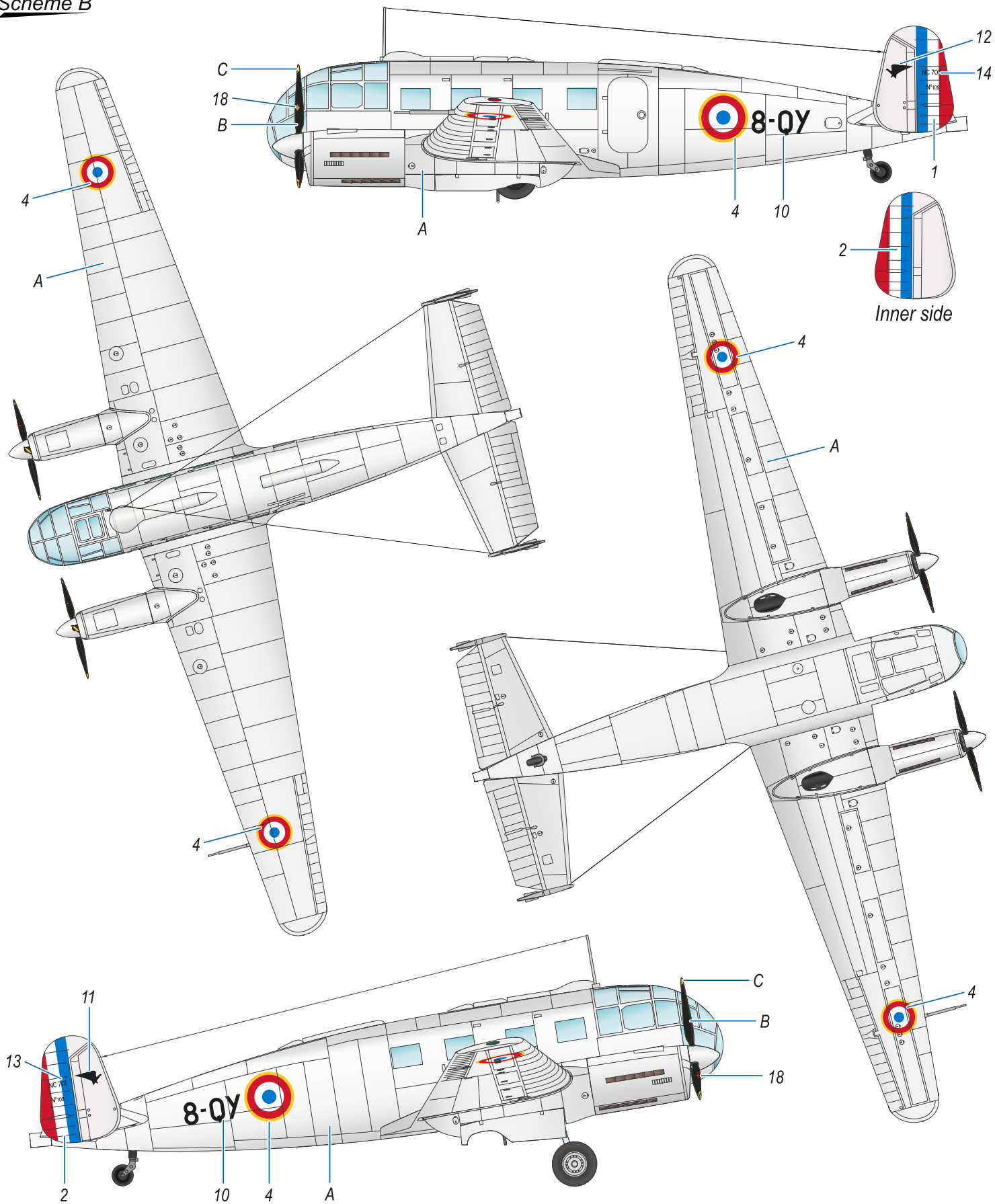





Scheme A



- | | | | |
|--|--------------------------------------|-------------------------------------|------------------------------------|
| A Aluminium
Hliníková
H8 / C8 | B Black
Černá
H12 / C33 | C Yellow
Žlutá
H4 / C4 | D Red
Červená
H3 / C3 |
|--|--------------------------------------|-------------------------------------|------------------------------------|

Scheme B

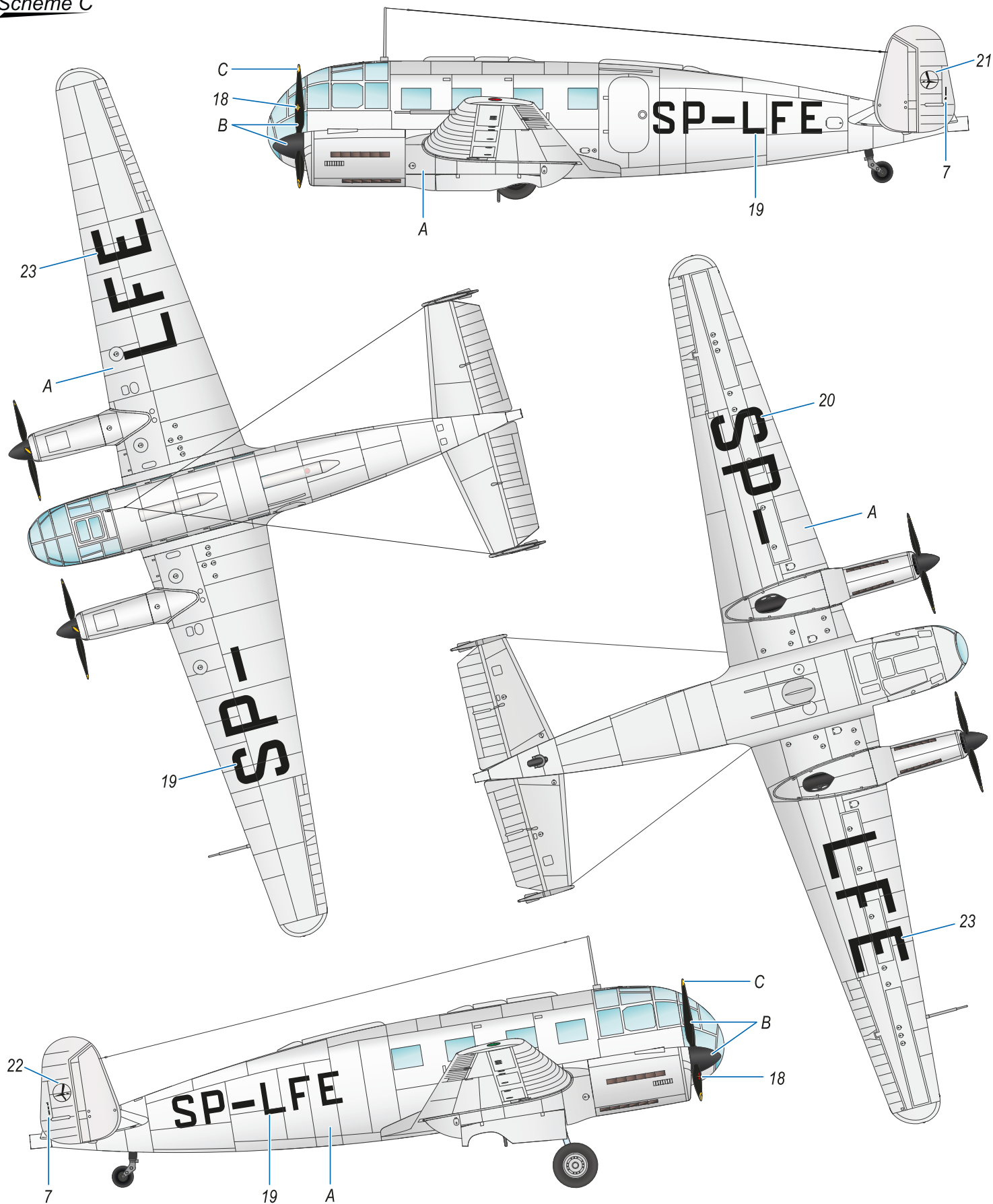


- | | | | | | |
|--|-----------|---|-----------|---|---------|
| A | Aluminium | B | Black | C | Yellow |
|  | Hliníková |  | Černá |  | Žlutá |
| | H8 / C8 | | H12 / C33 | | H4 / C4 |

NC 701 Martinet, SP-LFE, department of aerial photography PLL "Lot", Poland, 1947. One of the six delivered aircraft used for photogrammetry and mapping of Poland.

NC.701 Martinet, SP-LFE, oddělení letecké fotografie PLL „Lot“. Polsko, 1947. Jeden z šesti dodaných strojů, které byly používány k fotogrammetrii a mapování Polska.

Scheme C



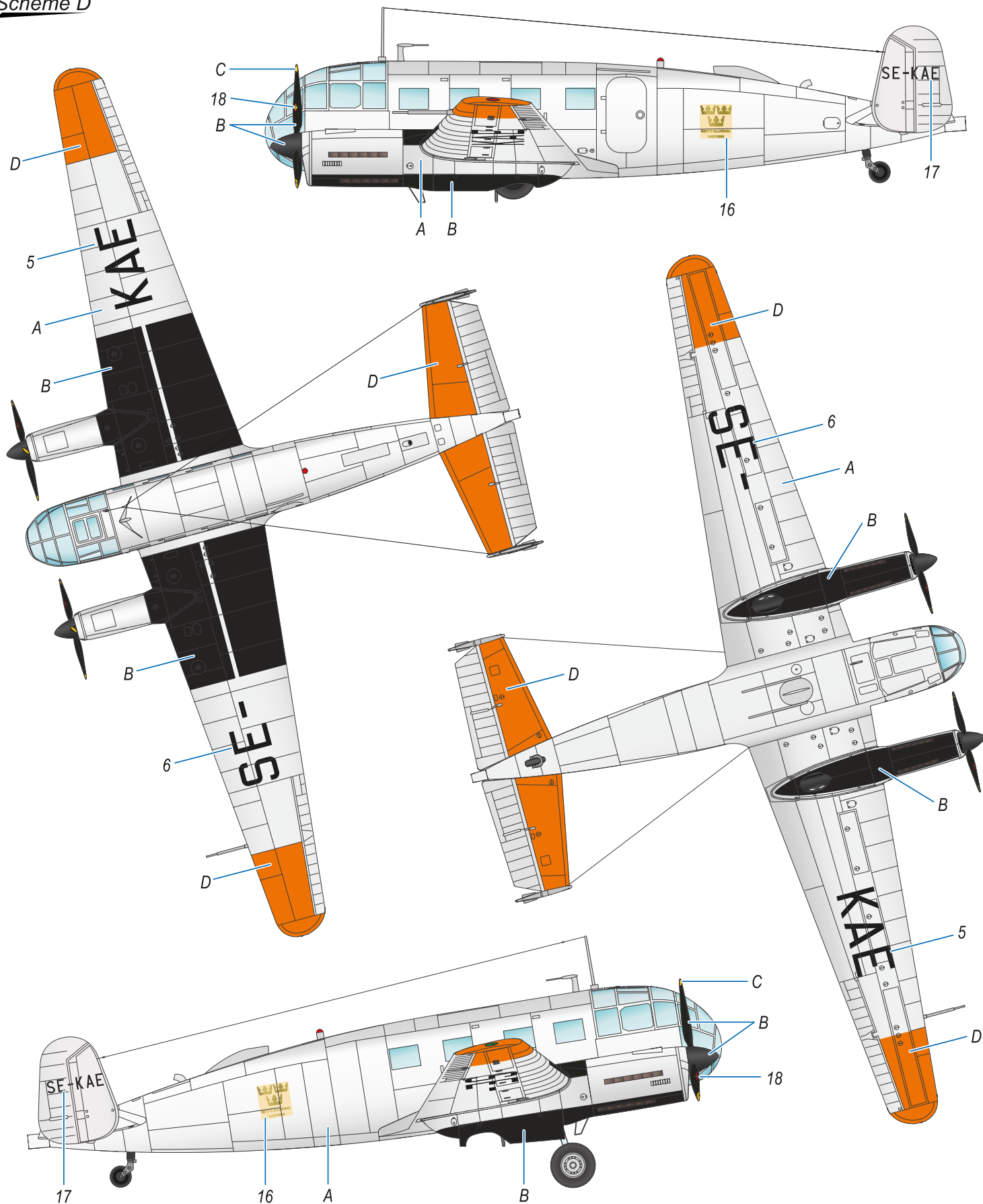
- | | | |
|--------------------|----------------|-----------------|
| A Aluminium | B Black | C Yellow |
| Hliníková | Černá | Žlutá |
| H8 / C8 | H12 / C33 | H4 / C4 |



NC 701 Martinet, SE-KAE, Rikets Allmänna Kartverk (Swedish National Mapping Authority), Sweden, 1950s. Two NC 701 Martinets, and later even five of them, were used for mapping purposes.

NC.701 Martinet, SE-KAE, Rikets Allmänna Kartverk (Národní úřad pro mapování), Švédsko, padesátá léta minulého století. K napování se používaly dva a později celkem pět NC.701.

Scheme D



- | | | | |
|--------------------|----------------|-----------------|------------------------|
| A Aluminium | B Black | C Yellow | D Dayglo Orange |
| Hliníková | Černá | Žlutá | Signální oranžová |
| H8 / C8 | H12 / C33 | H4 / C4 | C173 |



ATTRACTIVE 1/48 SCALE MODELS



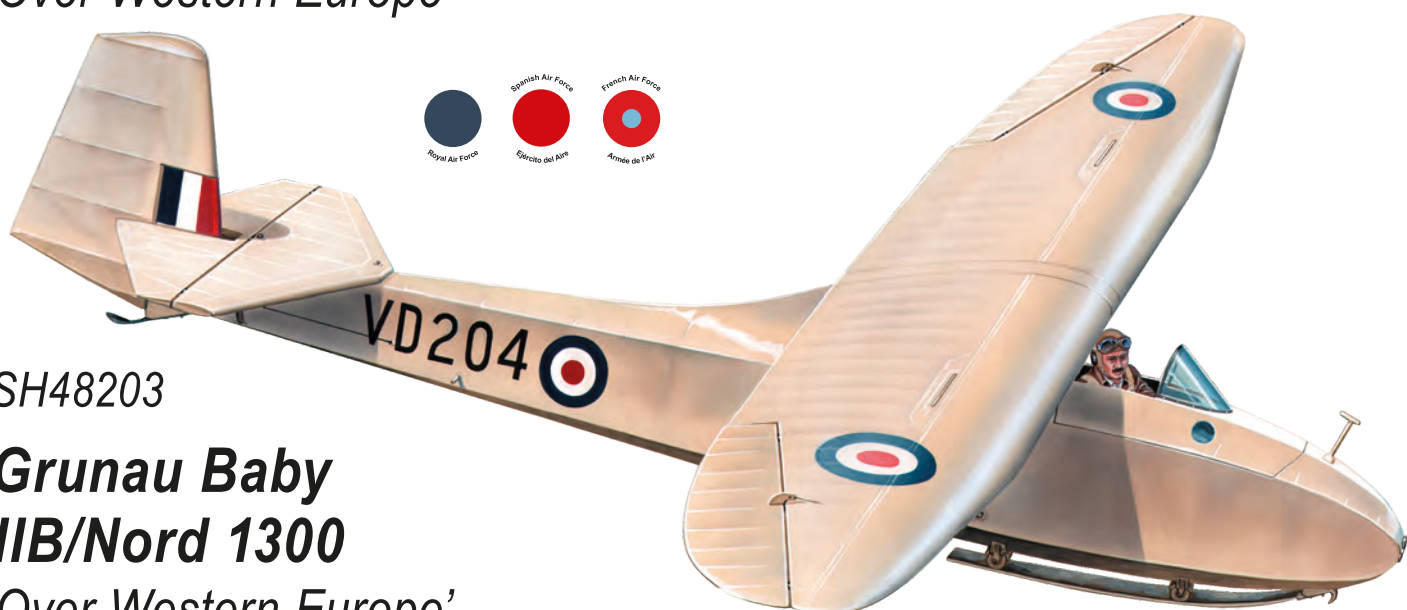
SH48195

**Supermarine
Spitfire Mk.VC**
'Overseas Jockeys'



SH48198

EoN Eton TX.1/SG-38
'Over Western Europe'



SH48203

**Grunau Baby
IIB/Nord 1300**
'Over Western Europe'

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ATTRACTIVE 1/48 SCALE MODELS & CMK SETS



SH48206
Reggiane Re.2005 Sagittario
 'Ultimate Italian WWII Fighter'

Special MASK M48002
 M48002 Reggiane Re. 2005 1/48
 For Special Hobby kit

CP2 C29/30/31/32

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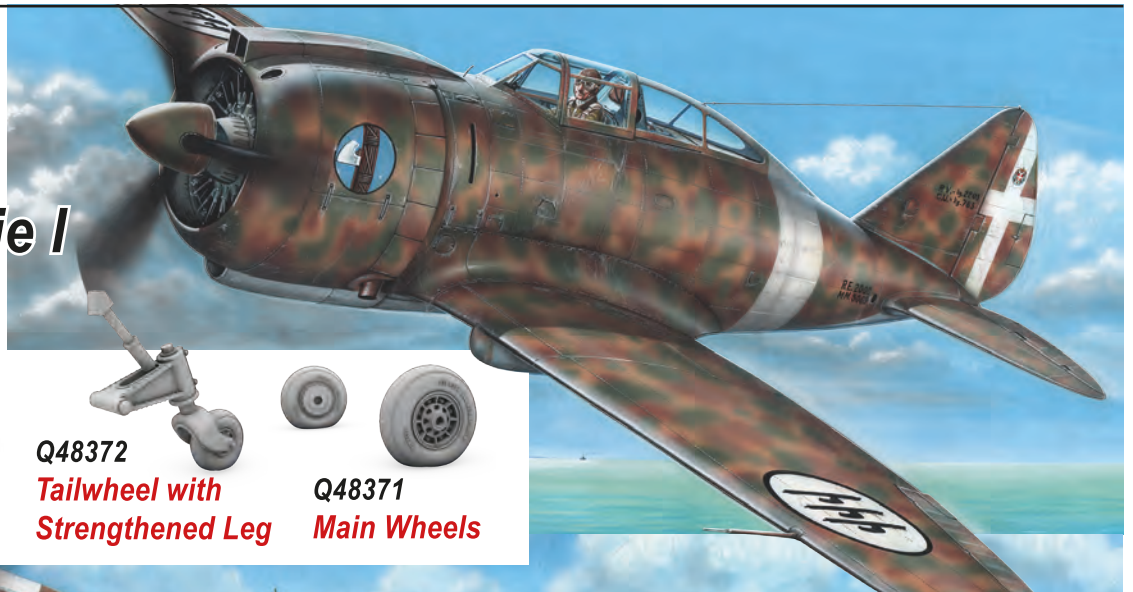
Q48364
Reggiane Re 2005
 Main Wheels

Q48366
Reggiane Re 2005
 Supercharger Air Intake

Q48365
Reggiane Re 2005
 Tailwheel with
 Strengthened Leg

Q48367
Reggiane Re 2005
 Exhausts

SH48204
Reggiane Re 2000 Serie I



Q48374
Headrest

Q48373
Exhausts

Q48372
Tailwheel with
 Strengthened Leg

Q48371
Main Wheels



SH48208
J-20/Héja I 'Re.2000 Export Birds'

Special MASK M48003
 M48003 Reggiane Re.2000 1/48
 For Special Hobby kit

CP1 CP2 CP3 C22 C8/C7

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