

SH 89 / CASA C.212 'ASW & Maritime Patrol'

EN

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late 1960s, the Spanish Air Force, or Ejército del Aire, was seeking a new transport aircraft type which was to replace outdated types such as the three-engined Ju-52, which had been used since the 1930s, so specifications for the new transport and multi-purpose aircraft were issued.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.

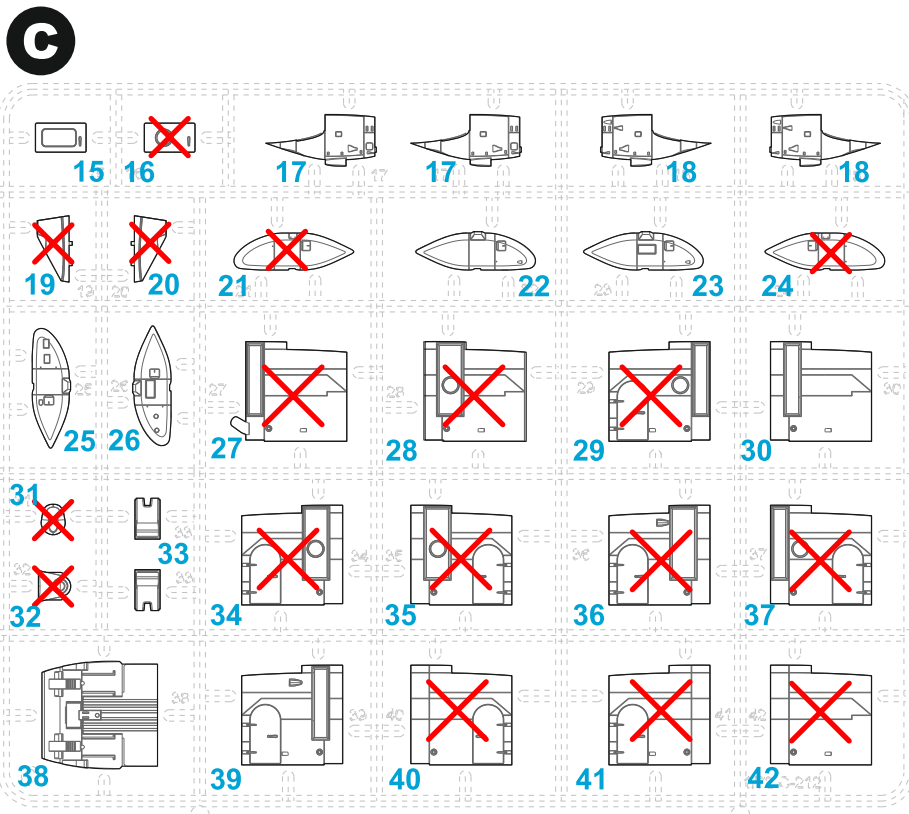
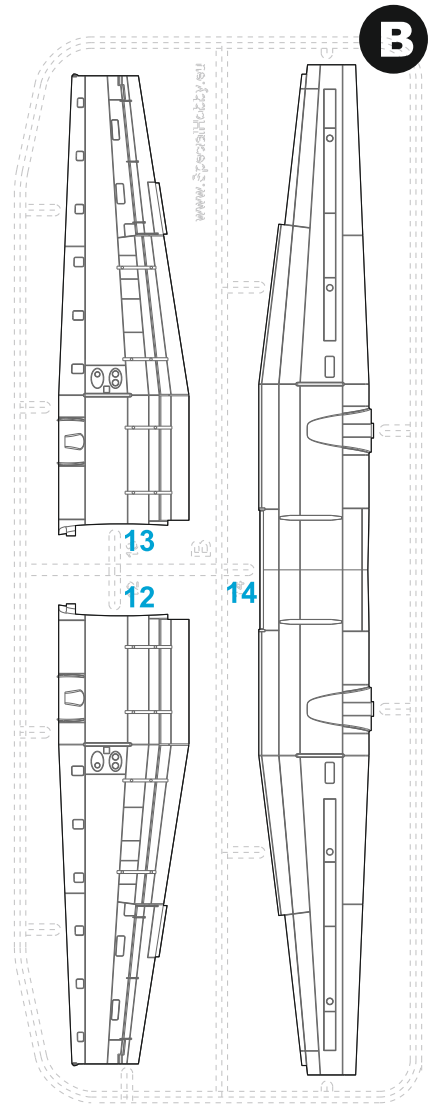
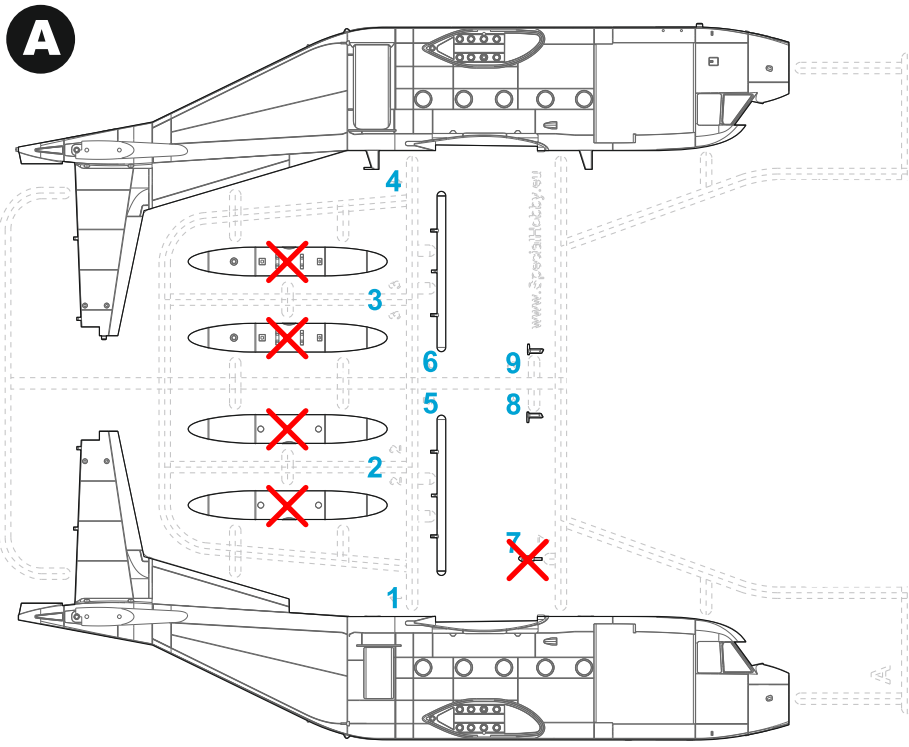
Wingspan: 19.0 m, length: 15.16 m, max. speed: 374 km/h, ceiling: 8,535 m, range: 1,760 km.

CZ

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 turboprotulového 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, nákladů 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 rozbehla sériová výroba, včetně licenční v Indonezii. 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 příďí, 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 před sériových 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 Argentíně. 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 byl 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: 8 535 m, dolet: 1 760 km.

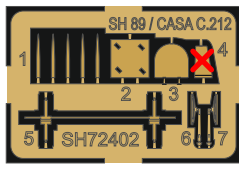


X Do not use this part
Tento díl nepoužít

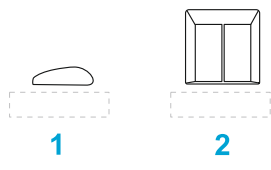
Barvy GUNZE/ GUNZE Colour No.

A	Black / černá	H12/C33
B	Lt. Gull Gray / sv. šedomodrá	H51/C11
C	Olive / olivová	H78/C38
D	Tire Black / barva pneu	H77/C137
E	Aluminium / hliník	H8/C8
F	Burnt Iron / opálený kov	H76/C61
G	Clear Red / červená čirá	H90/C47
H	Clear Green / zelená čirá	H94/C138
I	White / lesklá bílá	H1/C1
J	Leather / hnědočervená	H47/C41
K	Red / červená	H3/C3

Photo-Etched Parts
PP



Resin Parts
PUR



SYMBOLS

? OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION

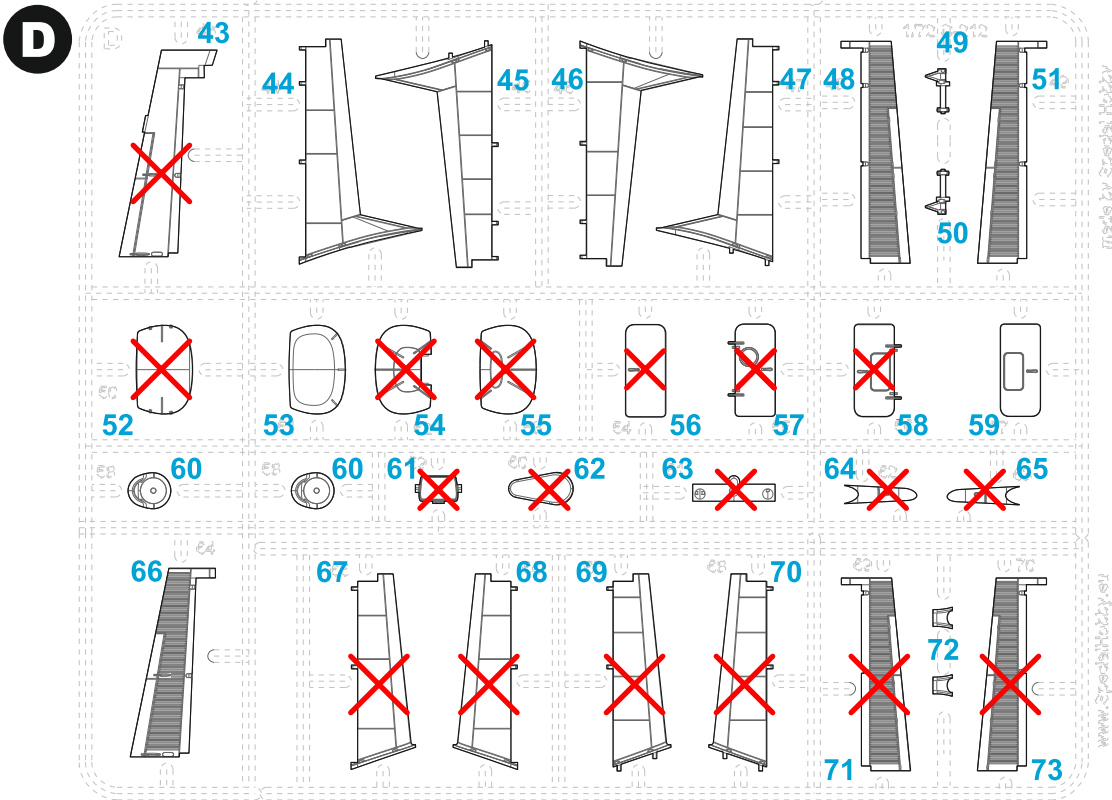
Drop INSTANT CYANOACRYLATE GLUE
POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
ADHESÍF CYANOACRYLAT

Bend BEND
OHNOUT
BIEGEN
COURBER

Hand SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER

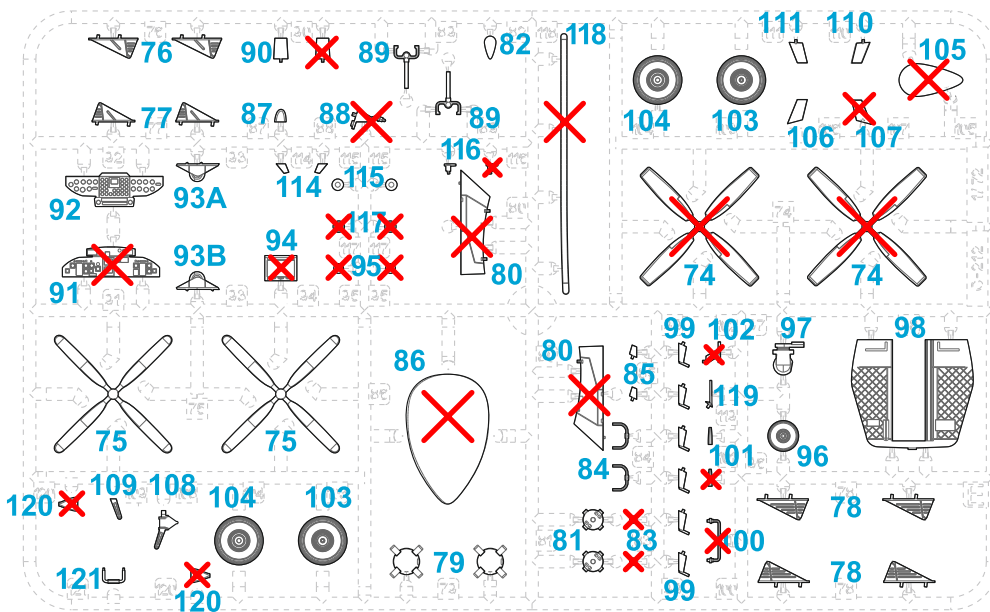
Scissors CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER

GSI A COLOUR
NATŘÍT
FARBEN
PEINDRE
colours code

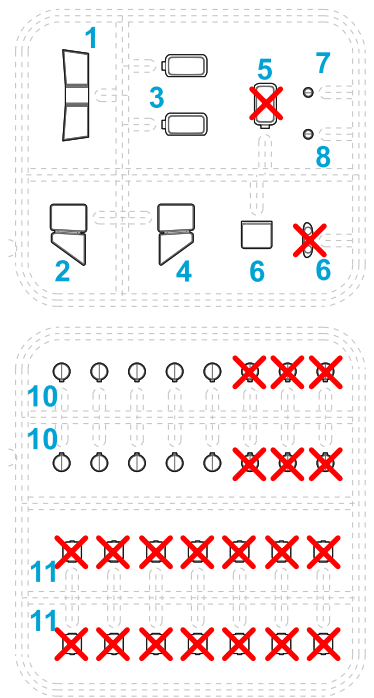


E

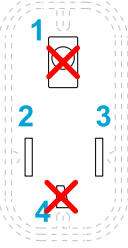
Clear Parts



F



G



X Do not use this part
Tento díl nepoužít

To achieve better painting results we recommend you use our pre-cut mask M72019, sold separately.

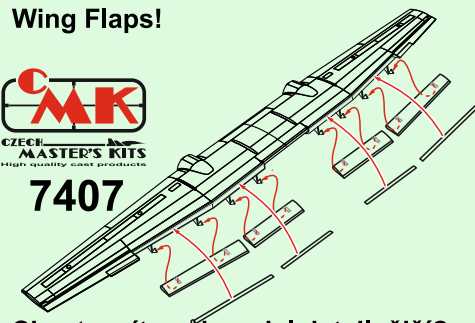


Pro usnadnění barvení modelu doporučujeme použít samostatně prodávané samolepící předřezané masky M72019.

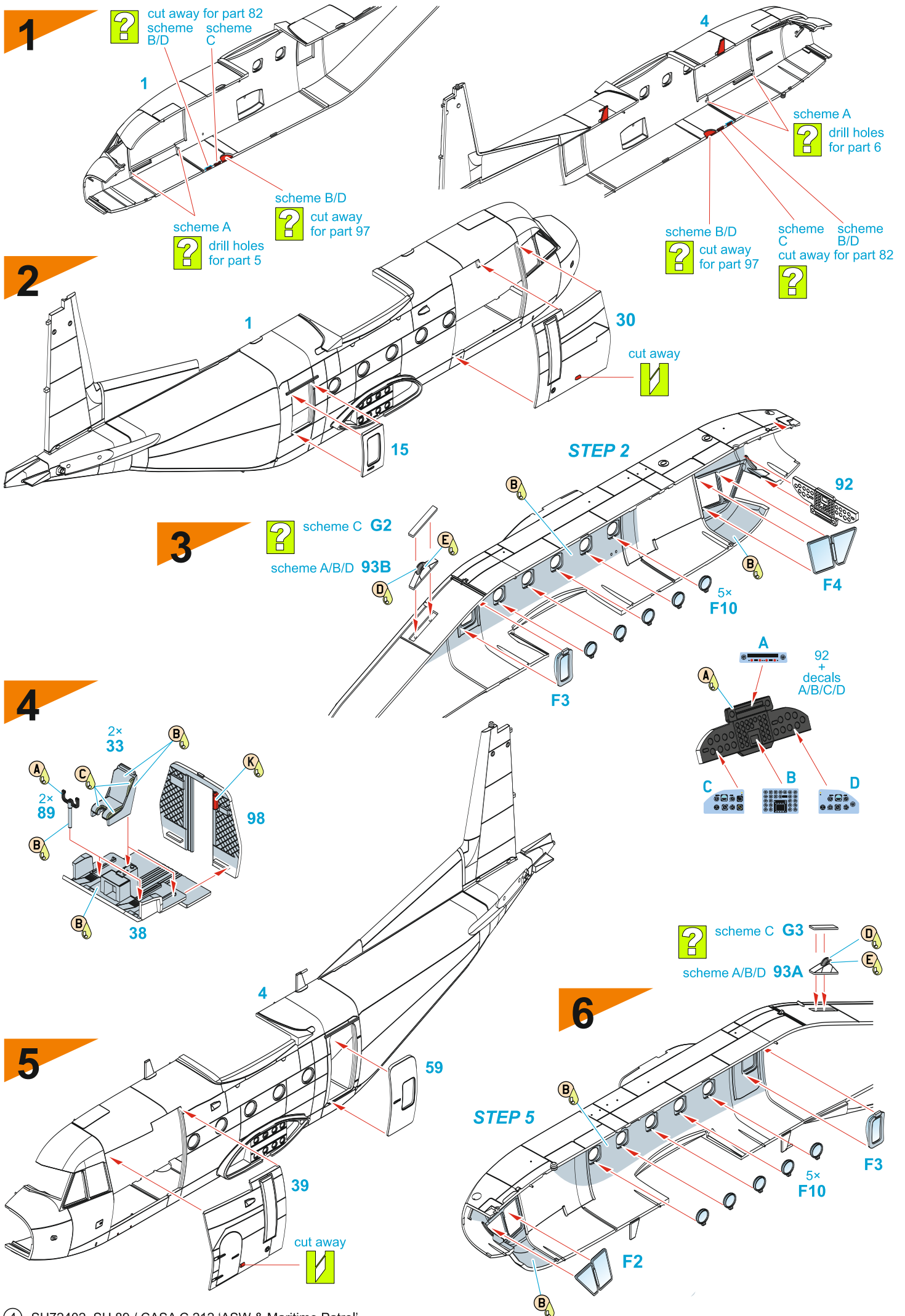
Do you wish to add more details to your model? We recommend you use our resin set 7407 CASA C-212 Wing Flaps!



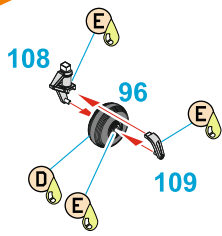
7407



Chcete mít svůj model detailnější? Doporučujeme použít náš resinový set 7407 CASA C-212 Wing Flaps!

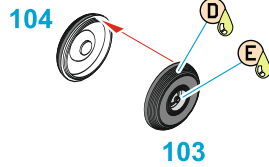


7



8

2x



scheme B/D
97



9

STEP 3

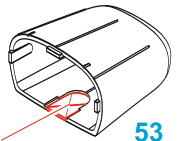
STEP 4

F1

12

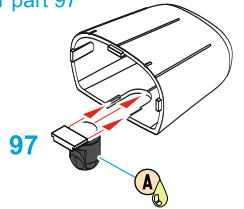


scheme A only



cut away for part 97

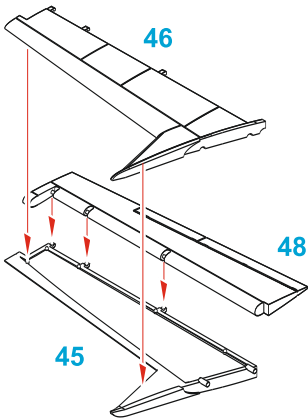
53



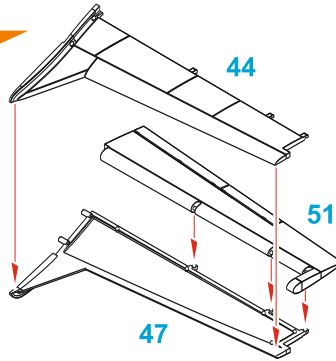
97

A

10



11



PUR2



scheme B/D

13

STEP 7

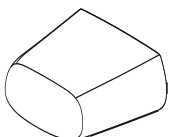
STEP 9

scheme B/C/D
53



scheme A

STEP 12



F8

F7

add a weight into the nose section

scheme A



5 opposite 6

50 opposite 49



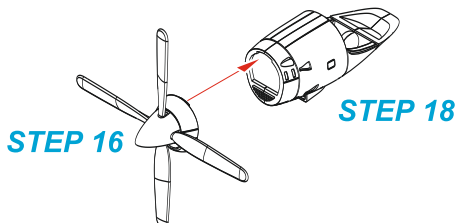
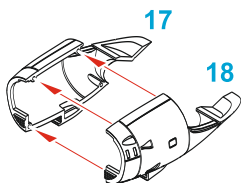
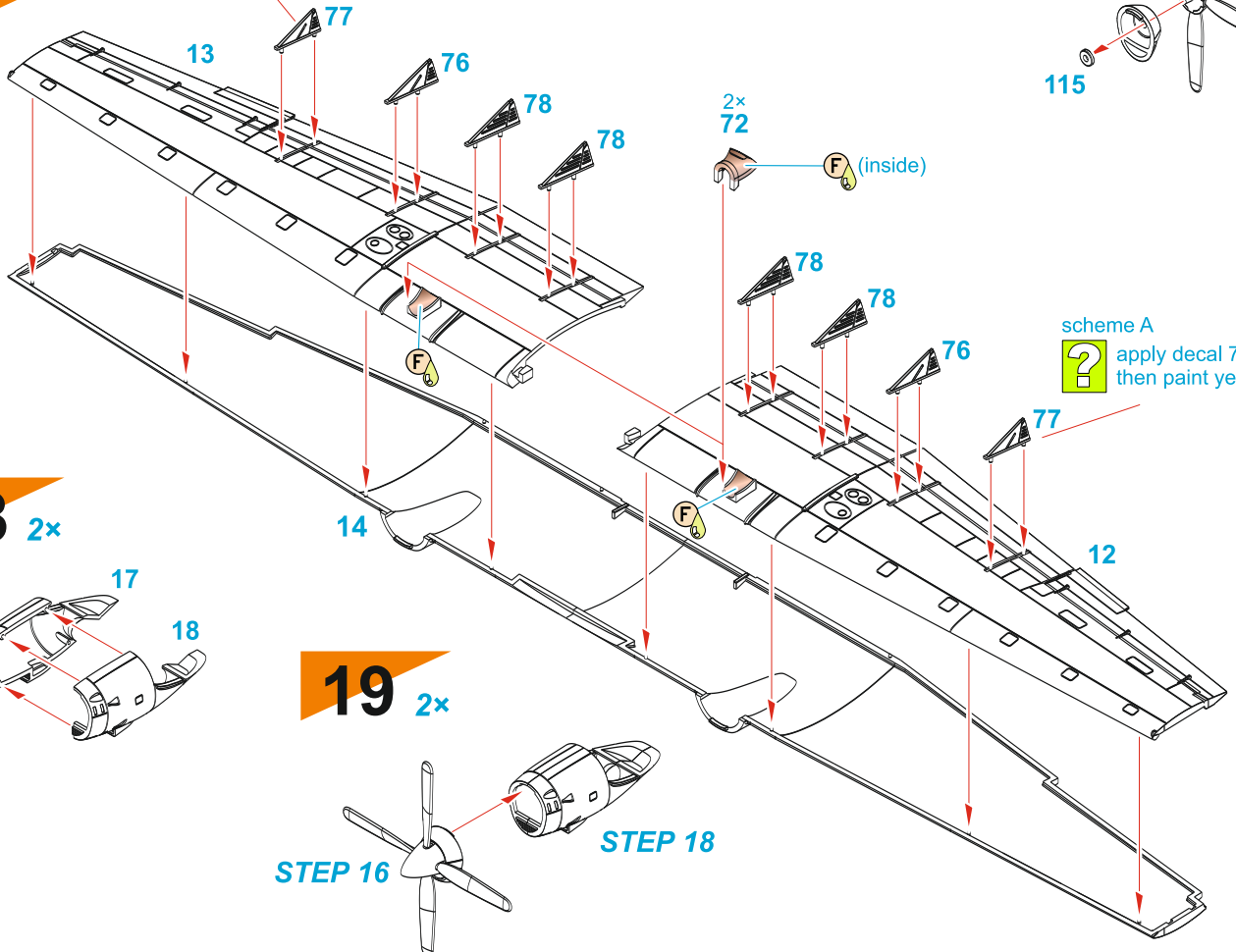
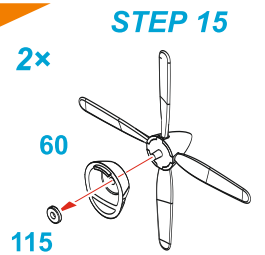
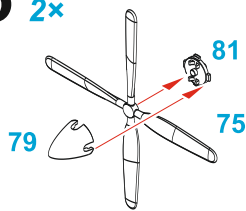
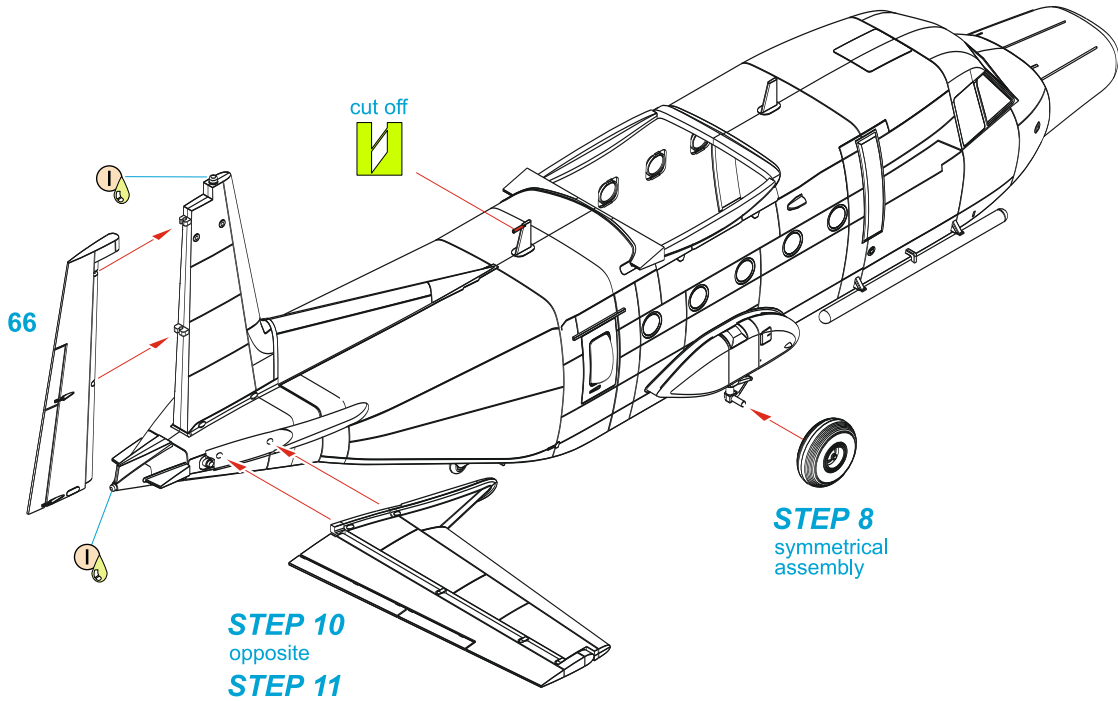
scheme A/C

22 opposite 25

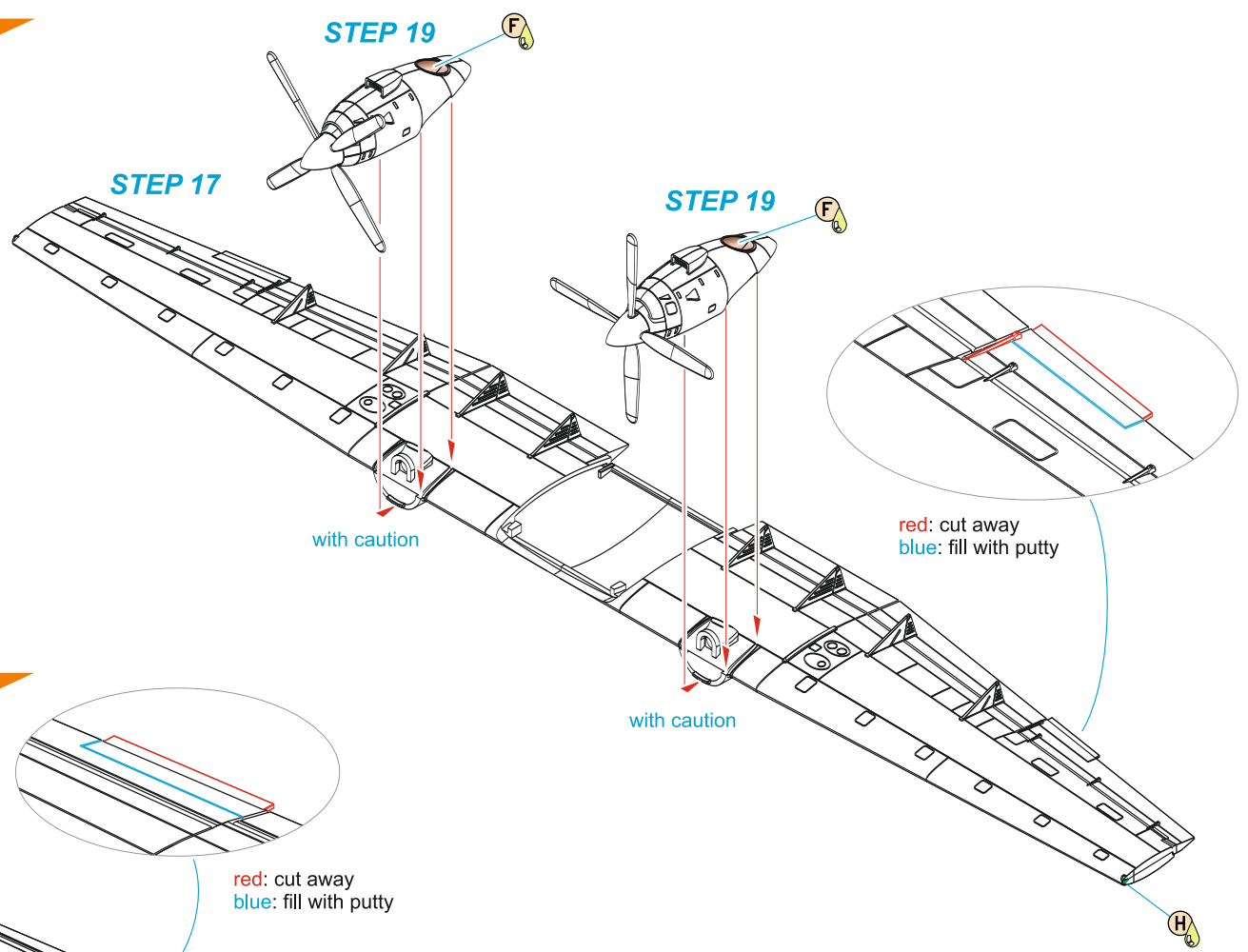


scheme B/D

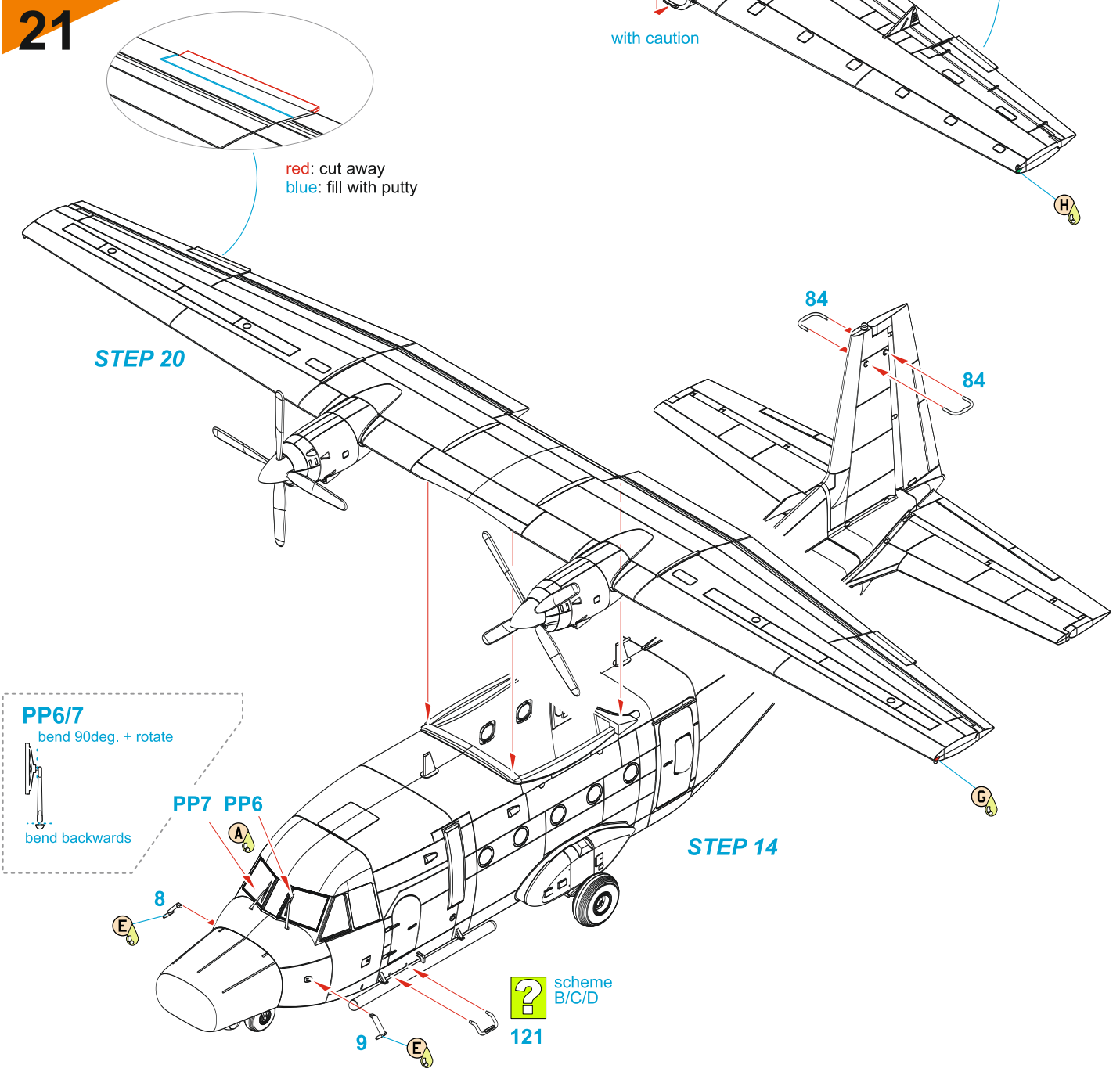
23 opposite 26



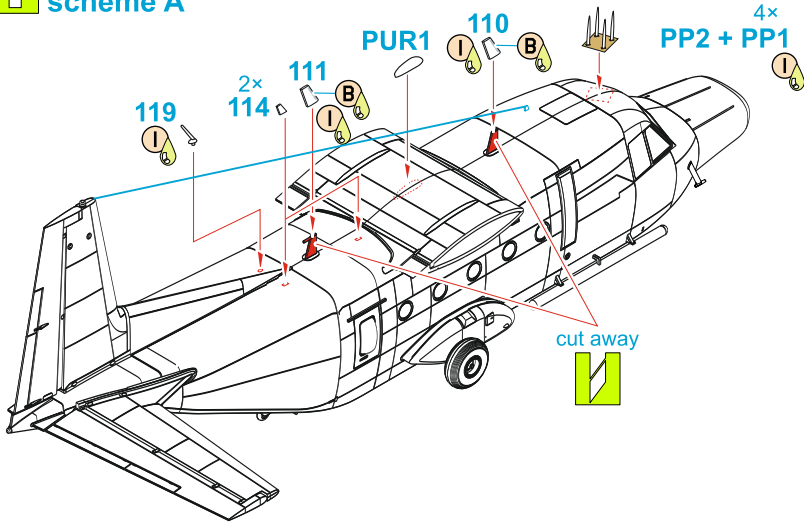
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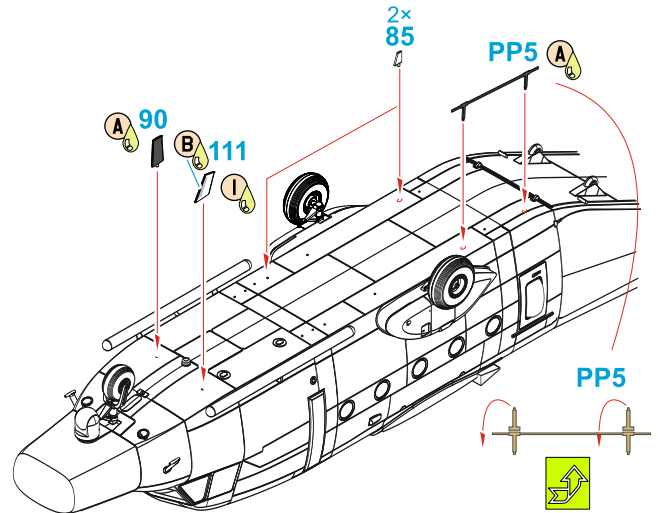
21



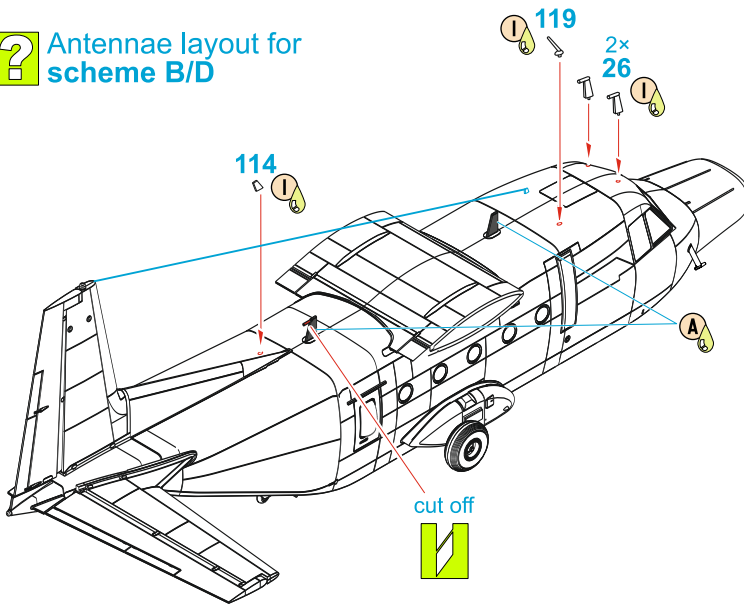
? Antennae layout for scheme A



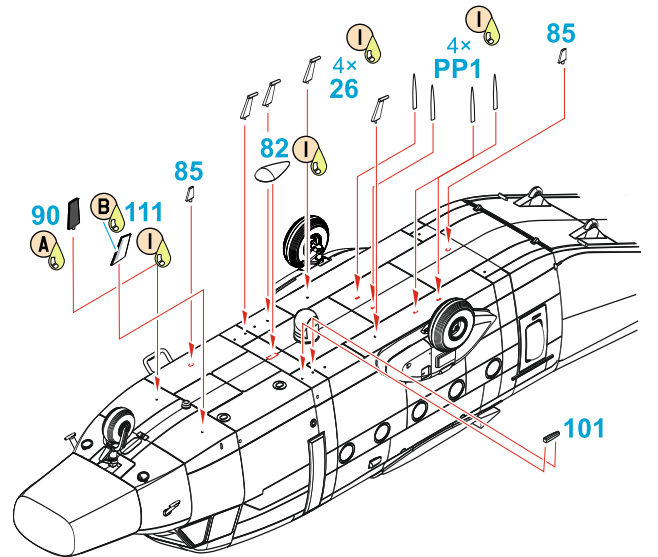
drill holes for parts
119/90/111/101/85/PP5



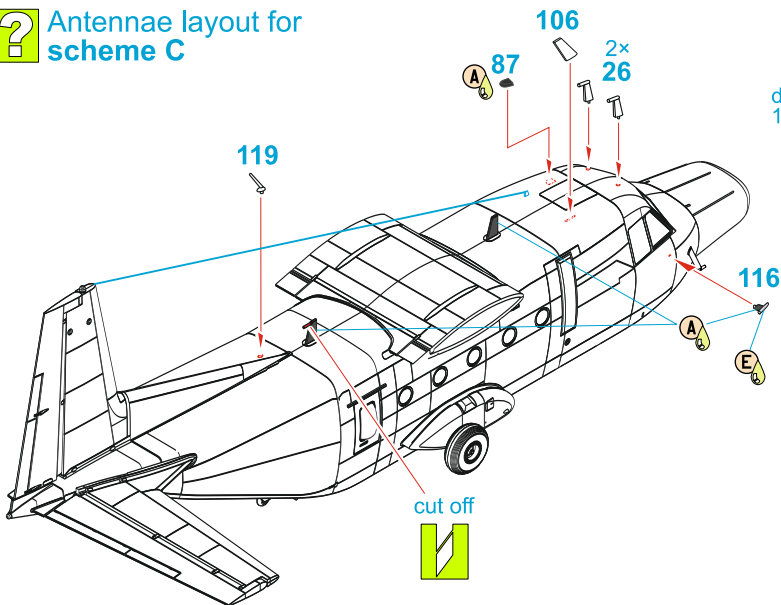
? Antennae layout for scheme B/D



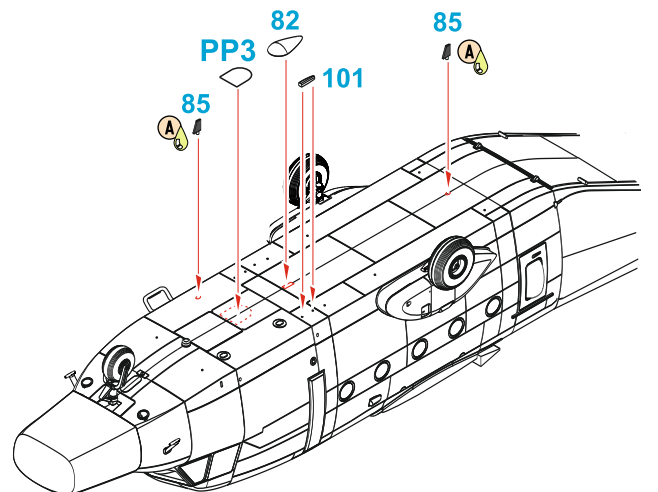
drill holes for parts
119/26/90/111/101/85



? Antennae layout for scheme C



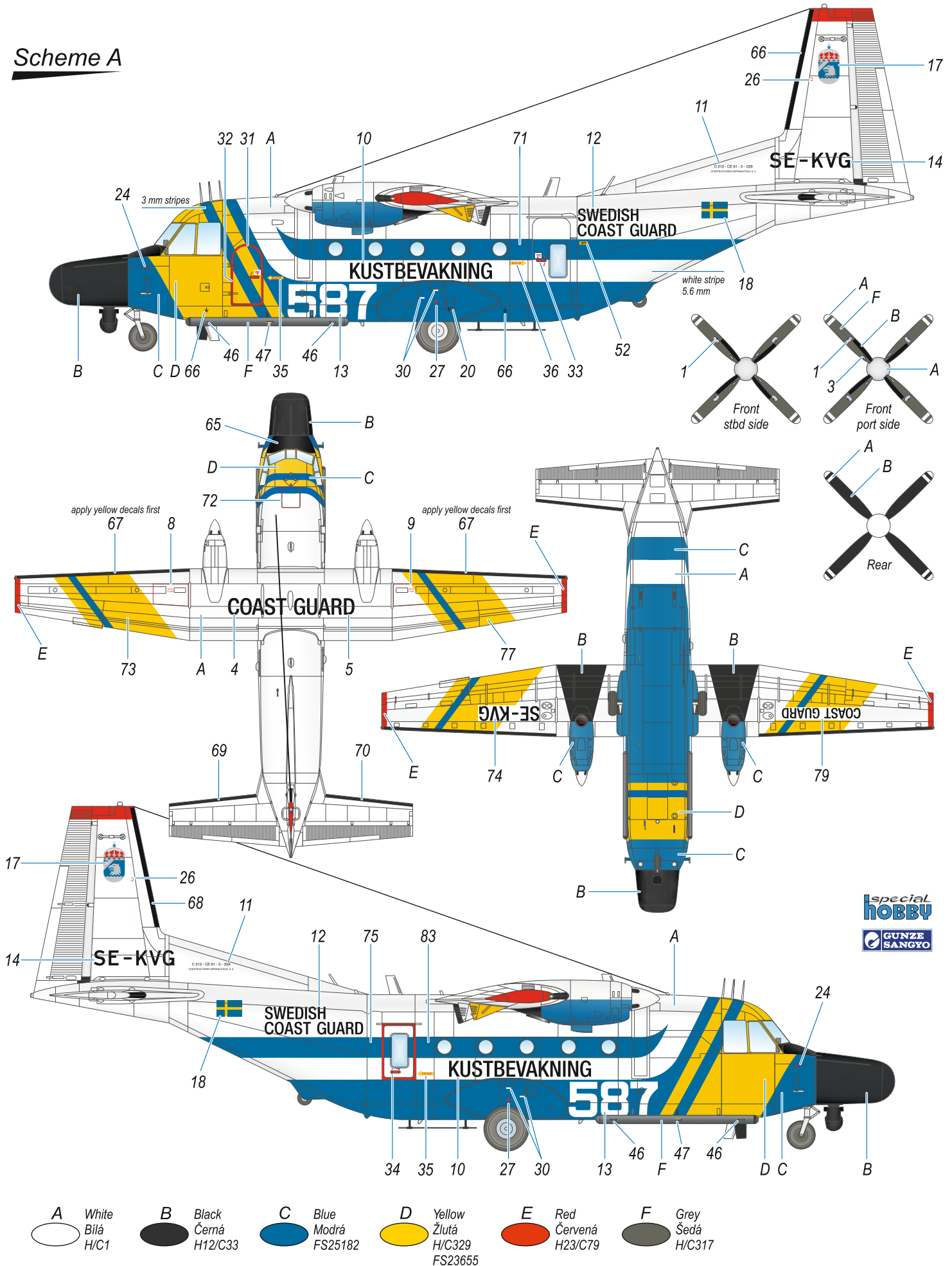
drill holes for parts
119/106/26/116/90/101/85



SH-89 (CASA C-212-300 Aviocar), SE-KVG/587,
Kustbevakningen (Swedish Coast Guard), Nyköping,
1999.

SH-89 (CASA C-212-300 Aviocar), SE-KVG/587,
Kustbevakningen (švédská pobřežní stráž), Nyköping,
1999.

Scheme A

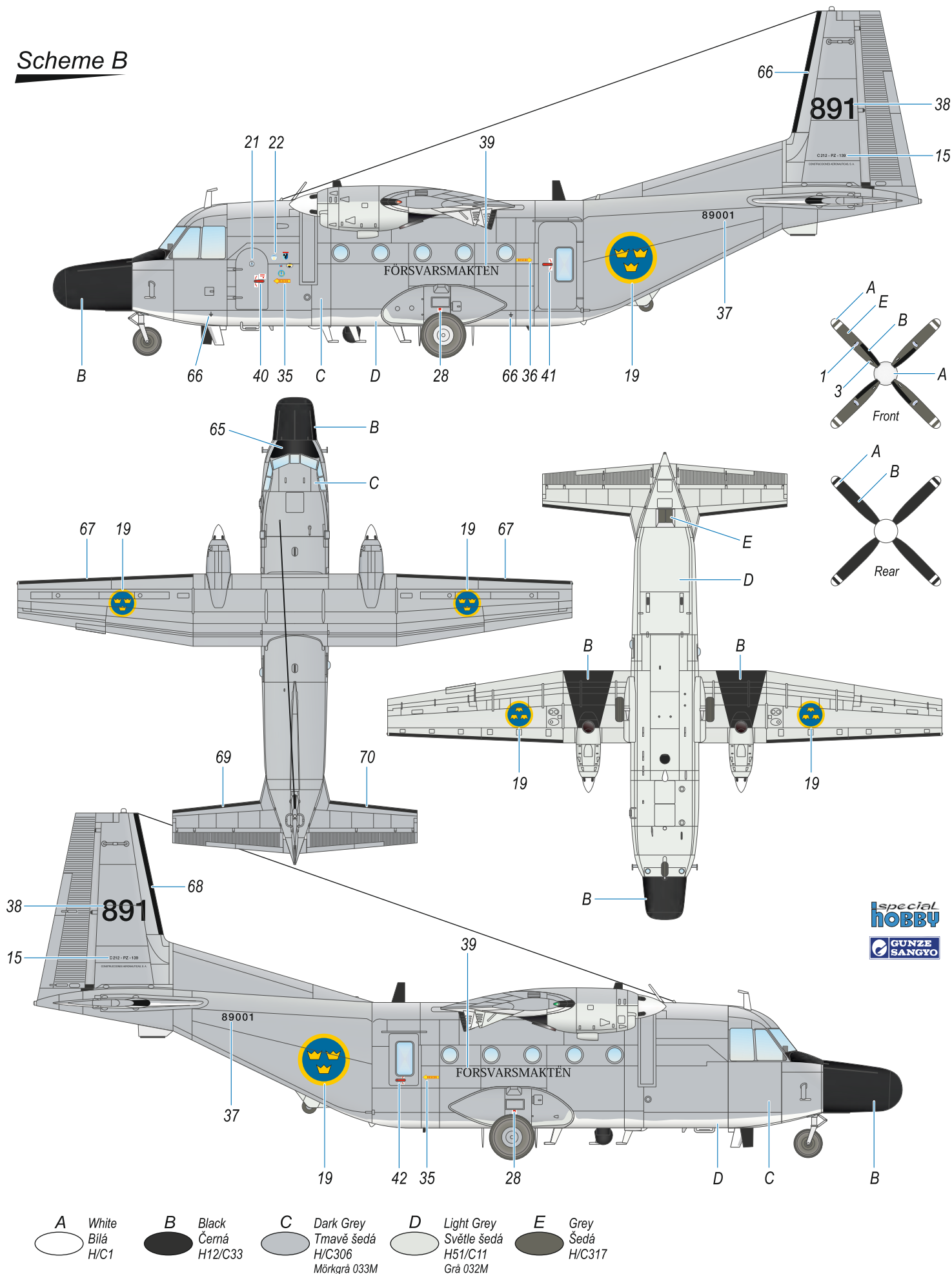


A White Bílá H/C1	B Black Černá H12/C33	C Blue Modrá FS25182	D Yellow Žlutá H/C329 FS23655	E Red Červená H23/C79	F Grey Šedá H/C317
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SH-89 (CASA C-212-200 Aviocar), 89001/891, Försvarmakten/
Marinen (Swedish Navy), operated from Stockholm-Bromma
Airport, Ronneby and other bases, in service between 1986
and its retirement in 2005.

SH-89 (CASA C-212-200 Aviocar), 89001/891, Försvarmakten/
Marinen (švédské námořnictvo), provozovaná z letiště
Stockholm-Bromma, Ronneby a dalších základen mezi
lety 1986 a 2005 kdy byla vyřazena.

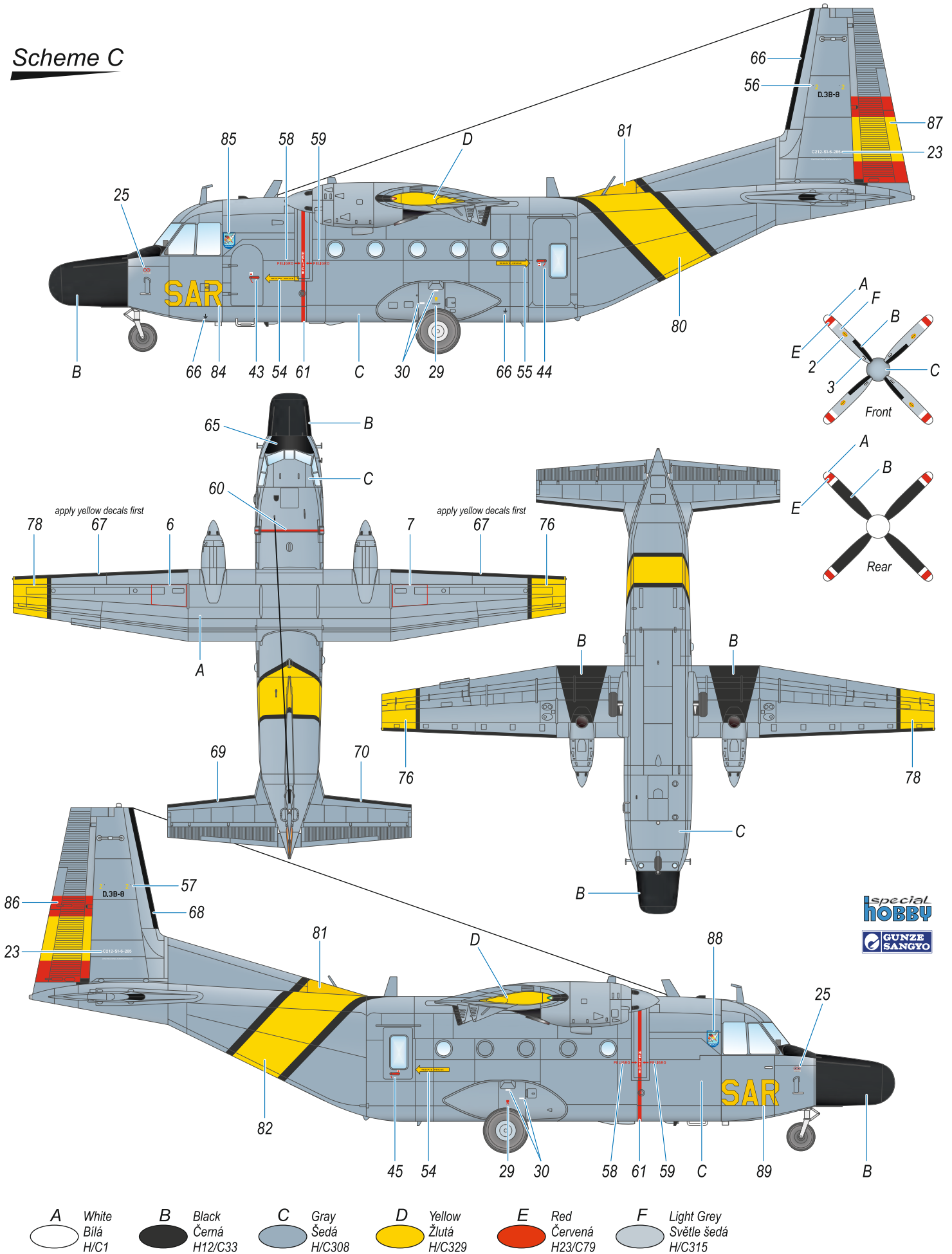
Scheme B



D.3B-8 (CASA C-212-200MP Aviocar), 801 Escuadrón, Ejército del Aire (Spanish Air Force), at Son San Joan Airport, Palma de Mallorca, September 2006.

D.3B-8 (CASA C-212-200MP Aviocar), 801 Escuadrón, Ejército del Aire (španělské letectvo), letiště Son San Joan, Palma de Mallorca, září 2006.

Scheme C

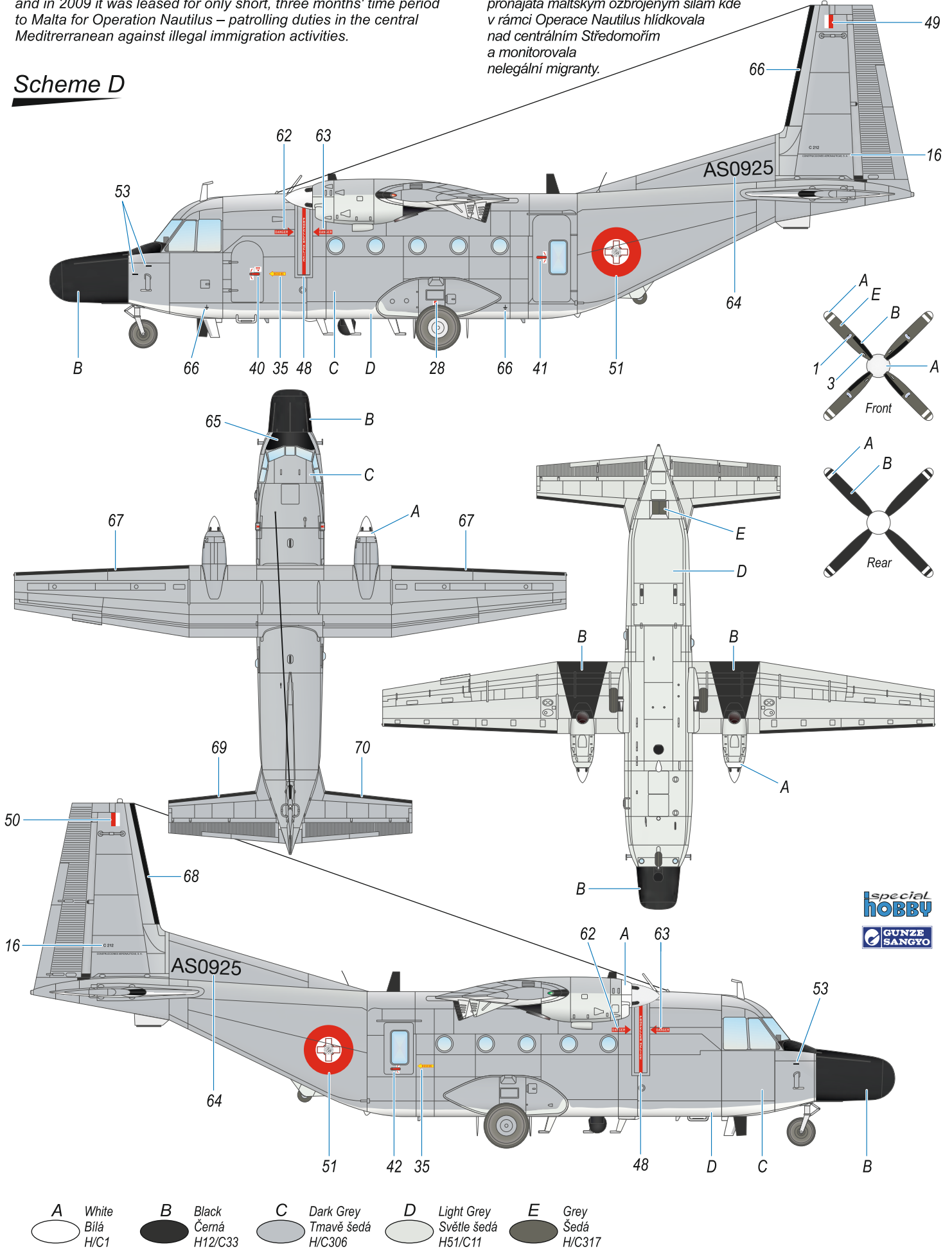


- | | | | | | |
|--------------------------------|------------------------------------|---------------------------------|------------------------------------|------------------------------------|--|
| A White
Bílá
H/C1 | B Black
Černá
H12/C33 | C Gray
Šedá
H/C308 | D Yellow
Žlutá
H/C329 | E Red
Červená
H23/C79 | F Light Grey
Světle šedá
H/C315 |
|--------------------------------|------------------------------------|---------------------------------|------------------------------------|------------------------------------|--|

CASA C-212-200 Aviocar (ex SH-89 no.89001), AS0925, L-Iskwadra tal-Ajru tal-Forzi Armati ta' Malta / Air Wing of the Armed Forces of Malta, based at Luqa International Airport, Malta, 2009. Originally, this machine flew with the Swedish Navy as SH-89/89001 and when retired in 2005, found its new home with CAE Aviation in Luxembourg and in 2009 it was leased for only short, three months' time period to Malta for Operation Nautilus – patrolling duties in the central Mediterranean against illegal immigration activities.

CASA C-212-200 Aviocar (ex SH-89 no.89001), AS0925, L-Iskwadra tal-Ajru tal-Forzi Armati ta' Malta / Air Wing of the Armed Forces of Malta (letecké křídlo ozbrojených sil Malty), mezinárodní letiště Luqa, Malta, 2009. Původně SH-89/89001 švédského námořnictva používaná po svém vyřazení v roce 2005 lucemburskou firmou CAE Aviation a v roce 2009 na tři měsíce pronajata maltským ozbrojeným silám kde v rámci Operace Nautilus hlídkovala nad centrálním Středomořím a monitorovala nelegální migranty.

Scheme D



- | | | | | |
|--------------------------------|------------------------------------|--|---|---------------------------------|
| A White
Bílá
H/C1 | B Black
Černá
H12/C33 | C Dark Grey
Tmavě šedá
H/C306 | D Light Grey
Světle šedá
H51/C11 | E Grey
Šedá
H/C317 |
|--------------------------------|------------------------------------|--|---|---------------------------------|

