

IMAM (Romeo) Ro.43 "Red-Striped"

Historie

CZ

Když italská Regia Marina projevila na začátku třicátých let zájem o plovákový průzkumný letoun schopný startu z katapultů válečných lodí, konstruktér Giovanni Galasso pracující pro firmu IMAM(Romeo) měl výborný nápad. Pro námořní službu upravil svoji předchozí a do té doby neúspěšnější konstrukci Ro.37bis. Díky tomu bylo možné již 19. 11. 1934 v neapolském přístavu zalétat prototyp MM244 nového plovákového průzkumného letounu Ro.43. Prototyp se mírně lišil od sériových strojů. Výroba se rozeběhla vzápětí, sériové stroje dostaly silnější verzi motoru Piaggio P-IX s hladkým větším krytem, třílistou vrtuli a upravené ocasní plochy. Ty se změnily i v průběhu výroby, pozdější výrobní série dostala větší SOP. Stroje byly vyzbrojeny jedním pevným a jedním pohyblivým kulometem Breda Safat 7,7 mm. V říjnu roku 1936 vzlétl prototyp jednomístné stíhací verze Ro.44. Stíhací Ro.44 měly upravené hřbety trupu a silnější výzbroj dvou pevných kulometů Breda Safat 12,7 mm.

Sériové stroje Ro.43 se v roce 1937 dostaly do výzbroje cvičných jednotek, krátce sloužily jako vodní stíhací (do příchodu Ro.44), ale hlavně byly postupně umísťovány na paluby italských křižníků a bitevních lodí. Prvního bojového nasazení se dočkaly v dubnu 1939 při obsazování Albánie. Po zapojení Itálie do války po boku Německa se palubní Ro.43 zúčastnily všech větších střetů s loďstvem Royal Navy, jako byly bitvy u Punta Stilo, mysu Matapan či útoků na Alexandrii či Gibraltar. Zajímavé je, že ve většině střetnutí měla navrch Royal Navy, díky použití radaru a také díky výkonům palubních letounů Walrus. Vzhledem k zastaralosti Ro.43 se uvažovalo o jejich výměně na katapultovací Re.2000. Italská kapitulace těmto plánům ale zabránila. Část letounů Ro.43 při kapitulaci Itálie odlétla na španělské Baleárské ostrovy, kde byla internována. Několik Ro.43 díky tomu používalo španělské námořnictvo do padesátých let minulého století.

Stíhací Ro.44 sloužily jak u cvičných jednotek, tak u bojových útvarů 88°Gruppo A. da C. , squadriglií 161., 162., 164. a 166. Operovaly zejména v Egejském moři, kde zasahovaly proti řeckým loďm a snažily se zasahovat ve dne i v noci proti britským bombardérům a průzkumným letounům. Svou službu zakončily jako školní letouny.

Rozpětí: 11,57 m, délka: 9,71 m, max. rychlost Ro.43/44: 303 km/h / 316 km/h, dostup: 7200 m, dolet Ro.43/Ro.44: 1092 km / 1200 km,

History

GB

In the early 1930s the Italian Navy, or Regia Marina, became interested in a concept of a reconnaissance floatplane capable of being catapult-launched from its war ships. Giovanni Galasso, a designer who was working for IMAM (Romeo) company, came up with an excellent idea to re-design for naval service his earlier and by then most successful project known as the Ro.37bis and as early as on 19 November, 1943, a new prototype of a maritime reconnaissance floatplane took off for the first time from the port of Naples. This aeroplane carried Italian military number MM244 and was designated the Ro.43. The production was commenced in virtually no time and the mass-produced machines differed slightly from the prototype by having a more powerful Piaggio P-IX engine enclosed in a larger and streamlined cowling, three-bladed propeller and re-designed empennage. The machines were equipped with one fixed and one flexible Breda Safat 7.7mm machine gun. A single seat fighter prototype known as the Ro.44 took off for the first time in October 1936 and sported slightly different upper fuselage and also more efficient armament of two Breda Safat 12.7mm machine guns.

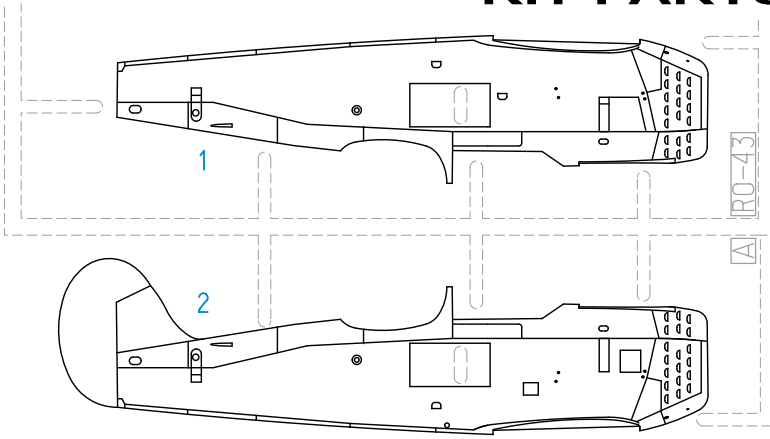
In 1937, the Ro.43 production machines began their service with training units, served for a while (until the dedicated fighters Ro.44 came) as naval fighter planes and most importantly, were being allocated to Italian cruisers and battleships. During the Italian invasion of Albania in April 1939, they received their baptism of fire and from the time Italy stood by the German side in the war, the warship-based Ro.43s took part in all major clashes with the British Royal Navy, namely during the Battle of Calabria (to the Italian known as the Battle of Punta Stilo), Battle of Cape Matapan or the attacks against Gibraltar and Alexandria. It is of interest that the Royal Navy had the upper hand during most of these operations, mainly due to the use of a radar and a significant role played also the performance and characteristics of the warship-based Walrus flying boats. As the Ro.43 were becoming more and more obsolete during the course of the war, the Italians were about to replace them with a catapult-launched version of the Re.2000 fighter, but the capitulation of Italy came sooner and marred these plans. Certain number of Ro.43 floatplanes defected after the capitulation and were interned in Spanish Balearic Islands, some of the machines being later used by the Spanish Navy until the 1950s.

The Ro.44 fighters were used with training as well as combat units as for example were the 88°Gruppo A. da C. and no. 161, 162, 164 and 166 Squadriglias, mainly in the Aegean Sea against Greek shipping and operated also during the day and night against British bomber and reconnaissance aircraft. Their final fate met the Ro.44 fighters in a training aircraft role.

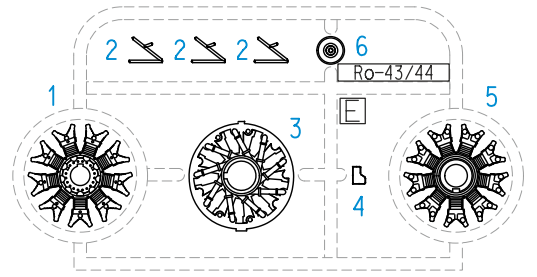
Wingspan: 11.57m, Length: 9.71m, Max. Speed Ro.43/Ro.44: 303 / 316 km/h, Ceiling: 7,200m, Range Ro.43/Ro.44: 1,092 / 1,200km

KIT PARTS

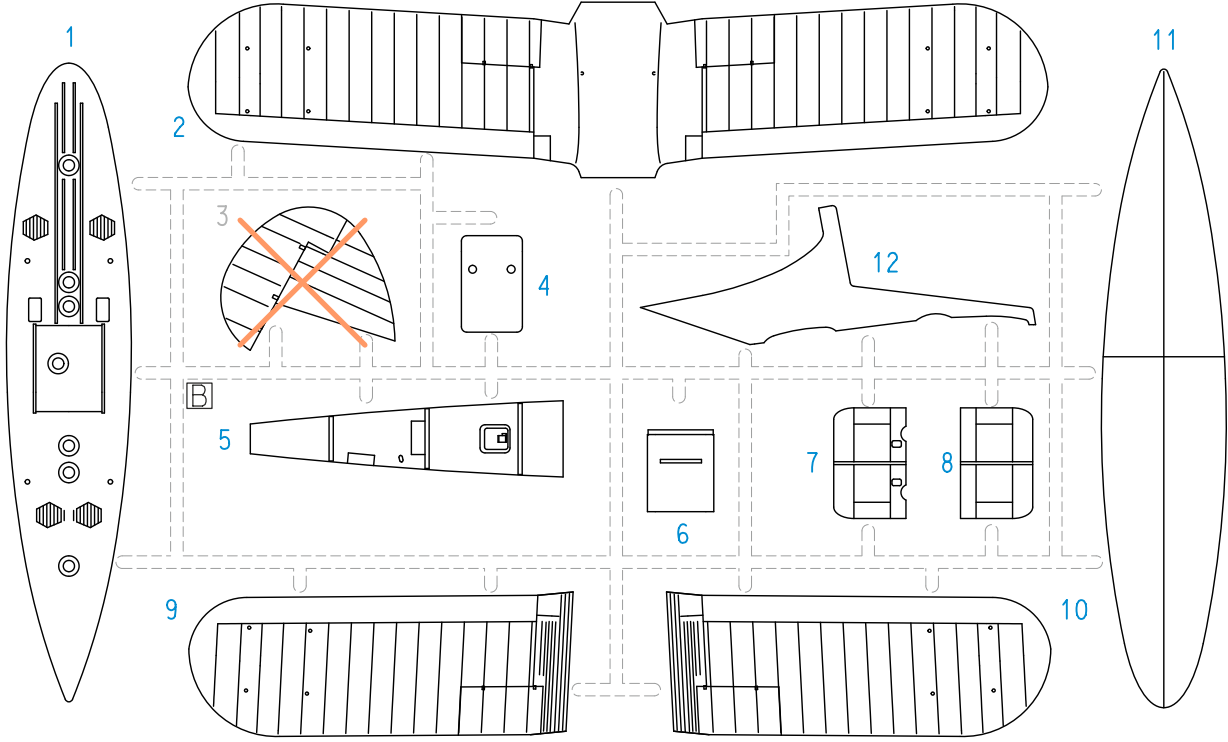
A



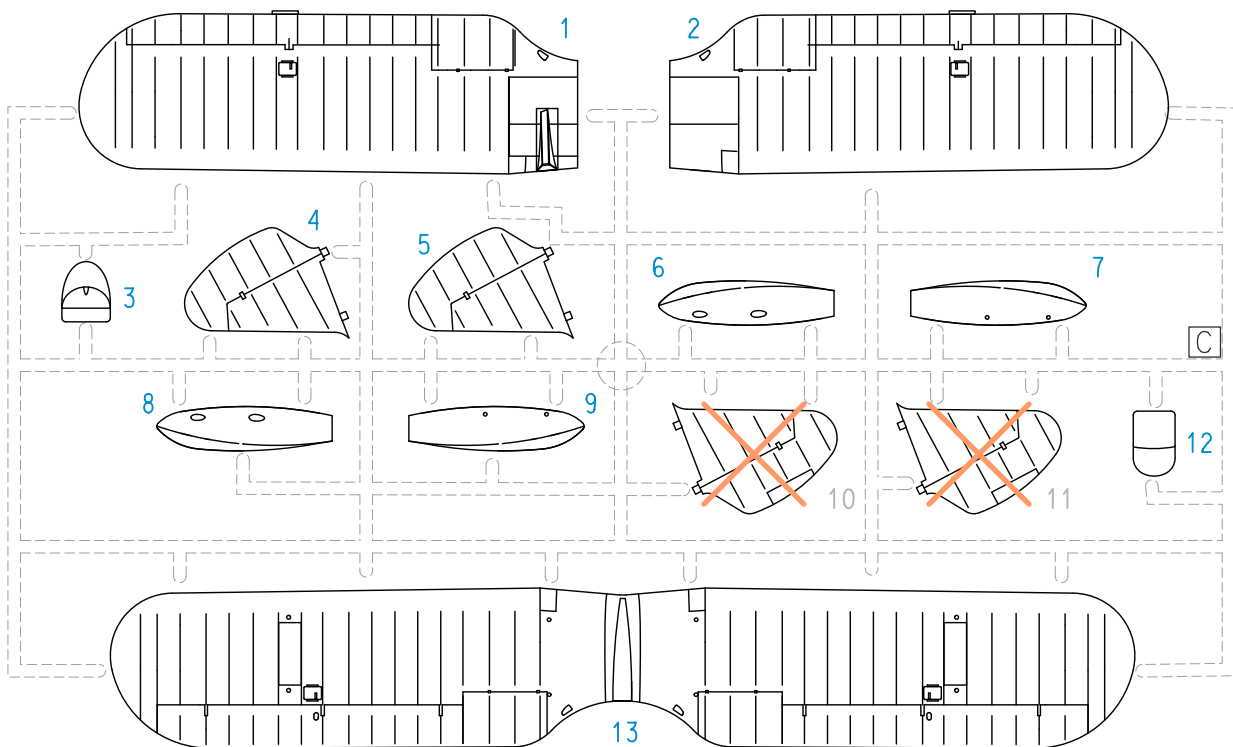
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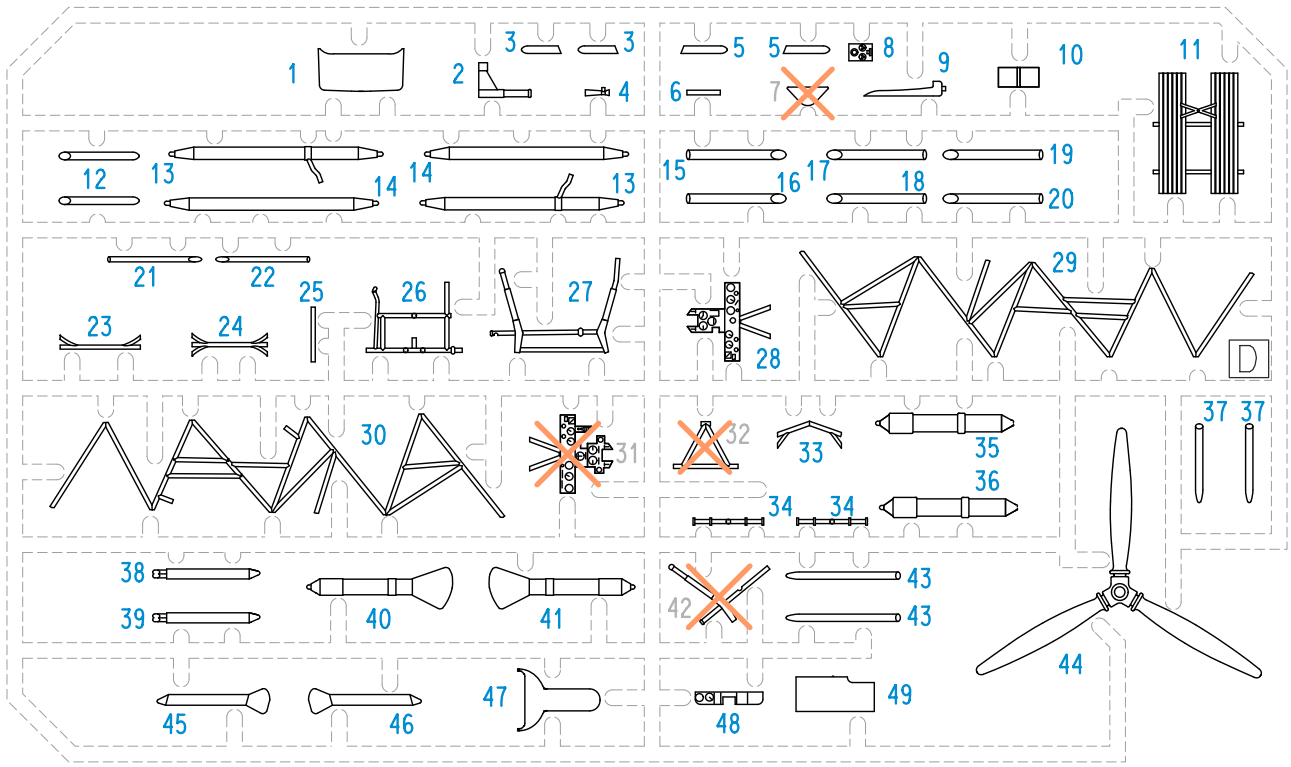


B



C



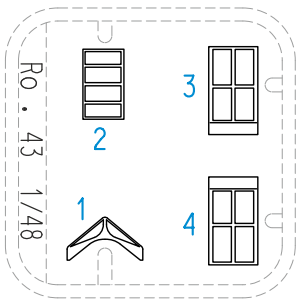
D

Tento díl nepoužít
Do not use this part



CLEAR Parts

CP1-CP4



PUR Parts

PUR1-PUR18

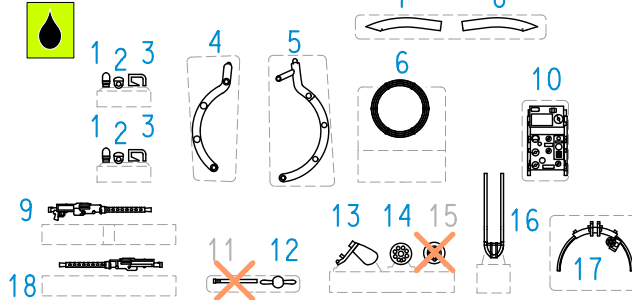
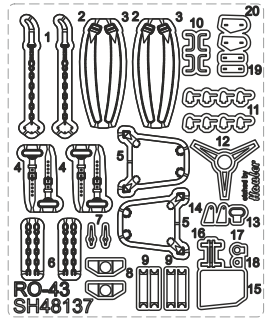


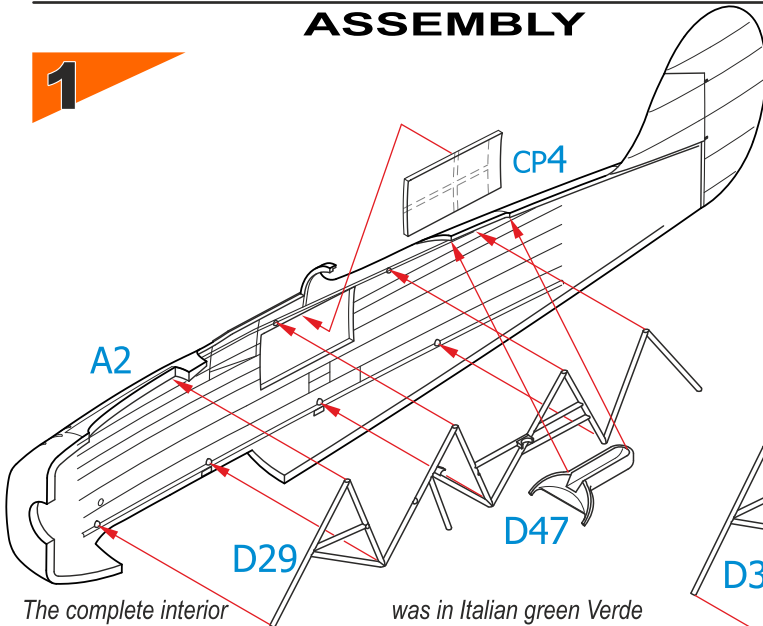
Photo-Etched Parts

L1-L20



ASSEMBLY

1

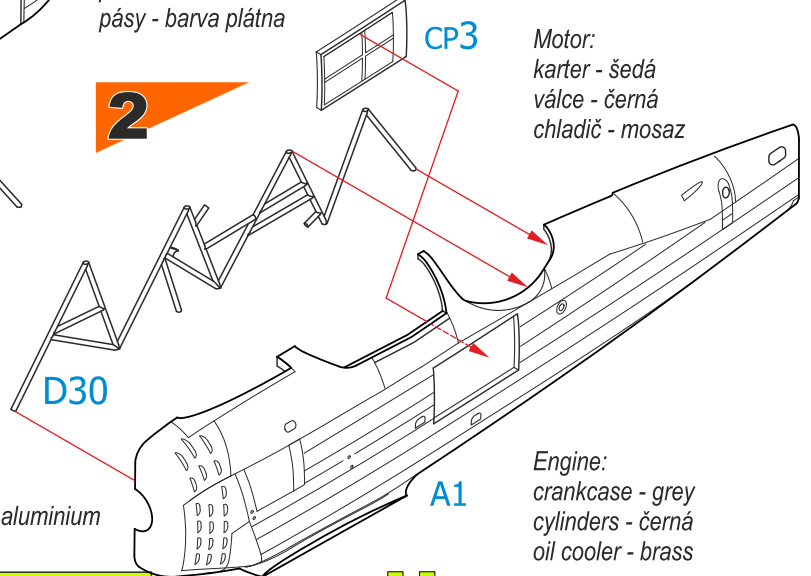


The complete interior was in Italian green Verde Anticorrosione interior colour with these exceptions:
weapons-gun metal / instrument panel and instruments - black
control column, cockpit floor (corrugated) and seat harness chains - aluminium
seat padding - dark grey / seat harness - tan

Celý interiér byl nastříkán italskou zelenou interiérovou barvou Verde Anticorrosione s těmito výjimkami:

zbraně-gun metal
palubní desky a přístroje - černá
kniplý, podlaha pilotního prostoru (vlnitý plech) a řetízky pásů - hliník
polsktrování sedaček-tmavá šedá
pásky - barva plátna

2



Motor:
karter - šedá
válece - černá
chladič - mosaz

Engine:
crankcase - grey
cylinders - černá
oil cooler - brass

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

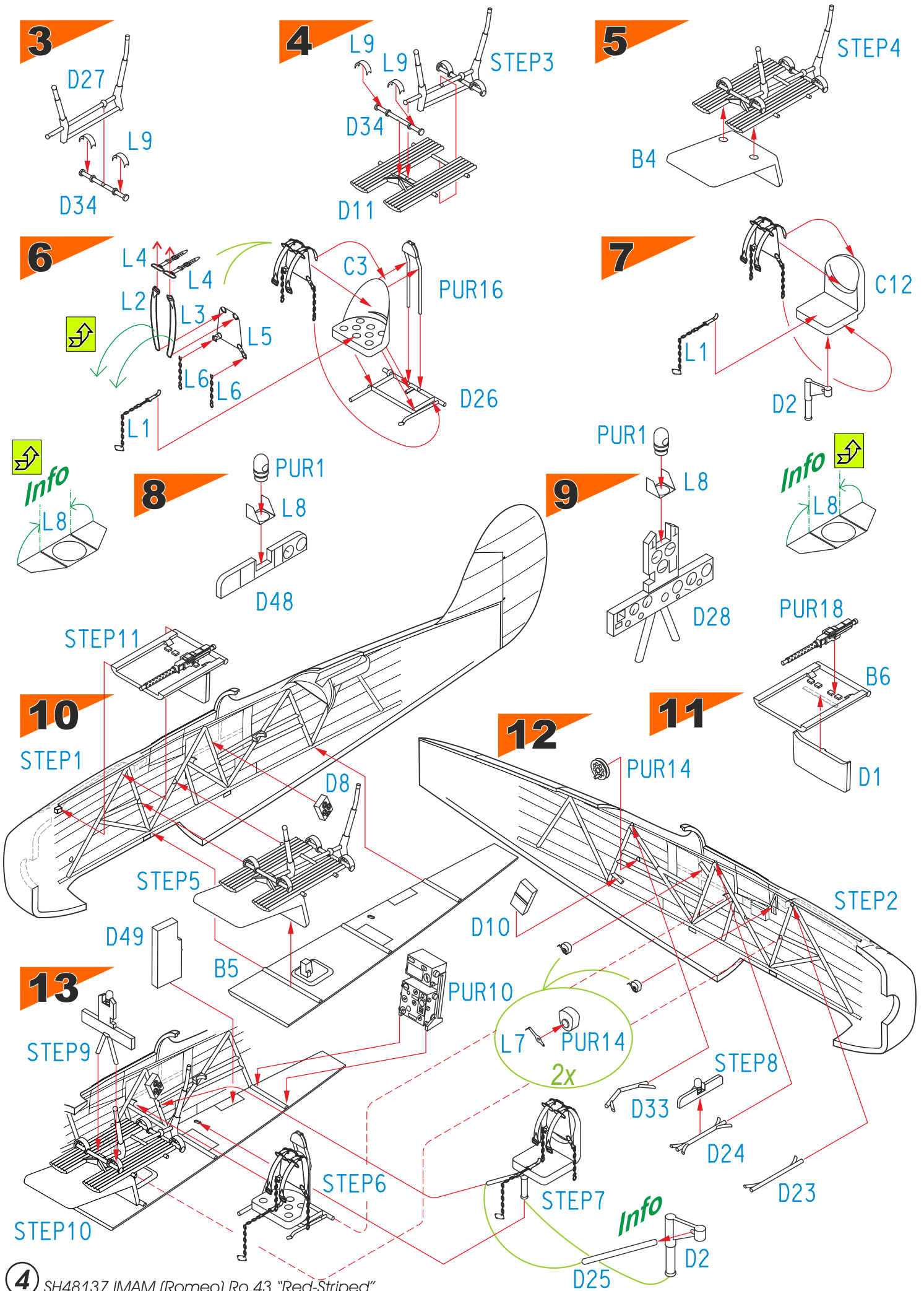


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

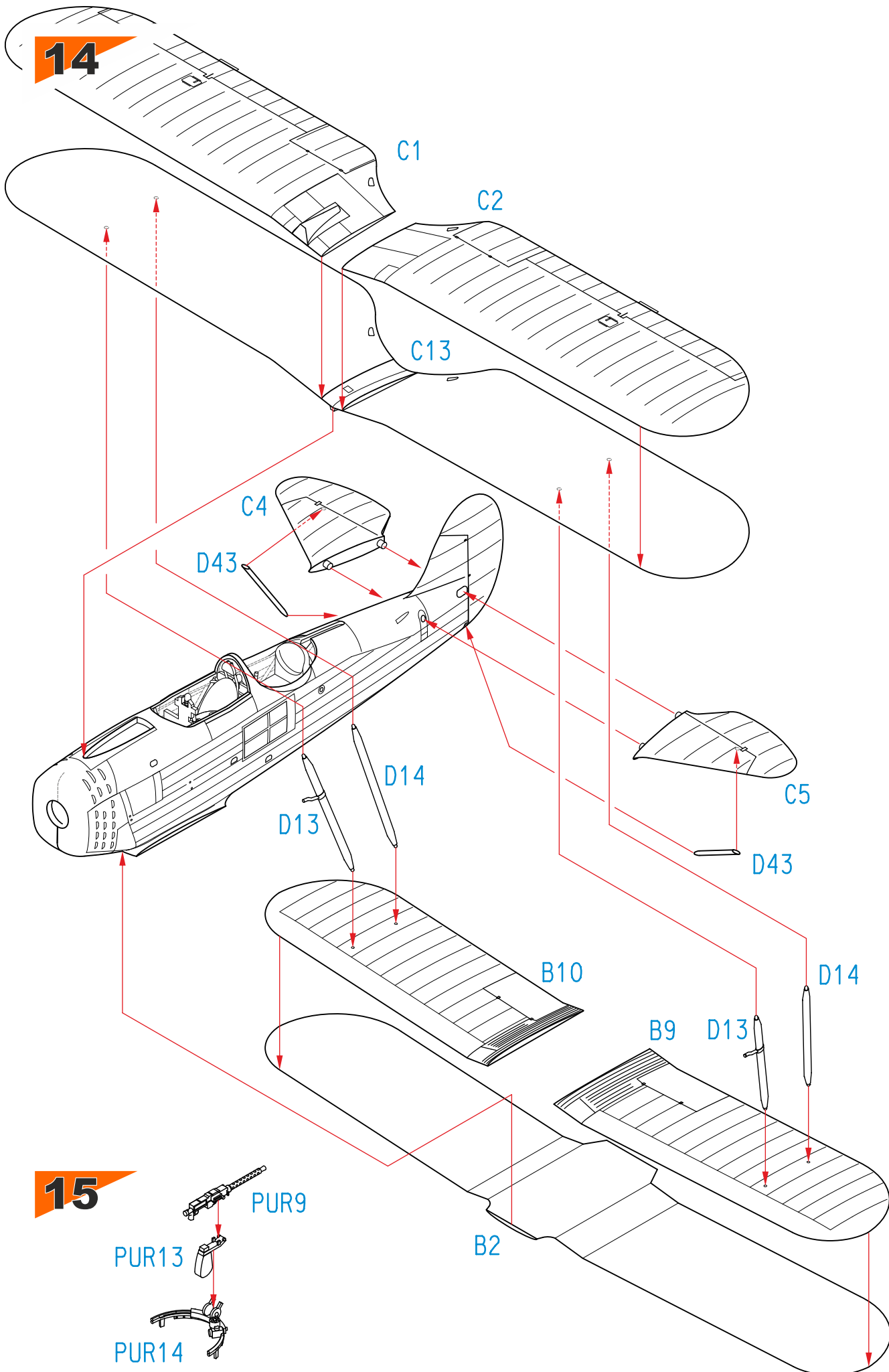


colours code

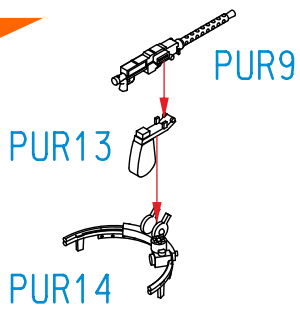
NATŘÍT
COLOUR
FARBEN
PEINDRE



14

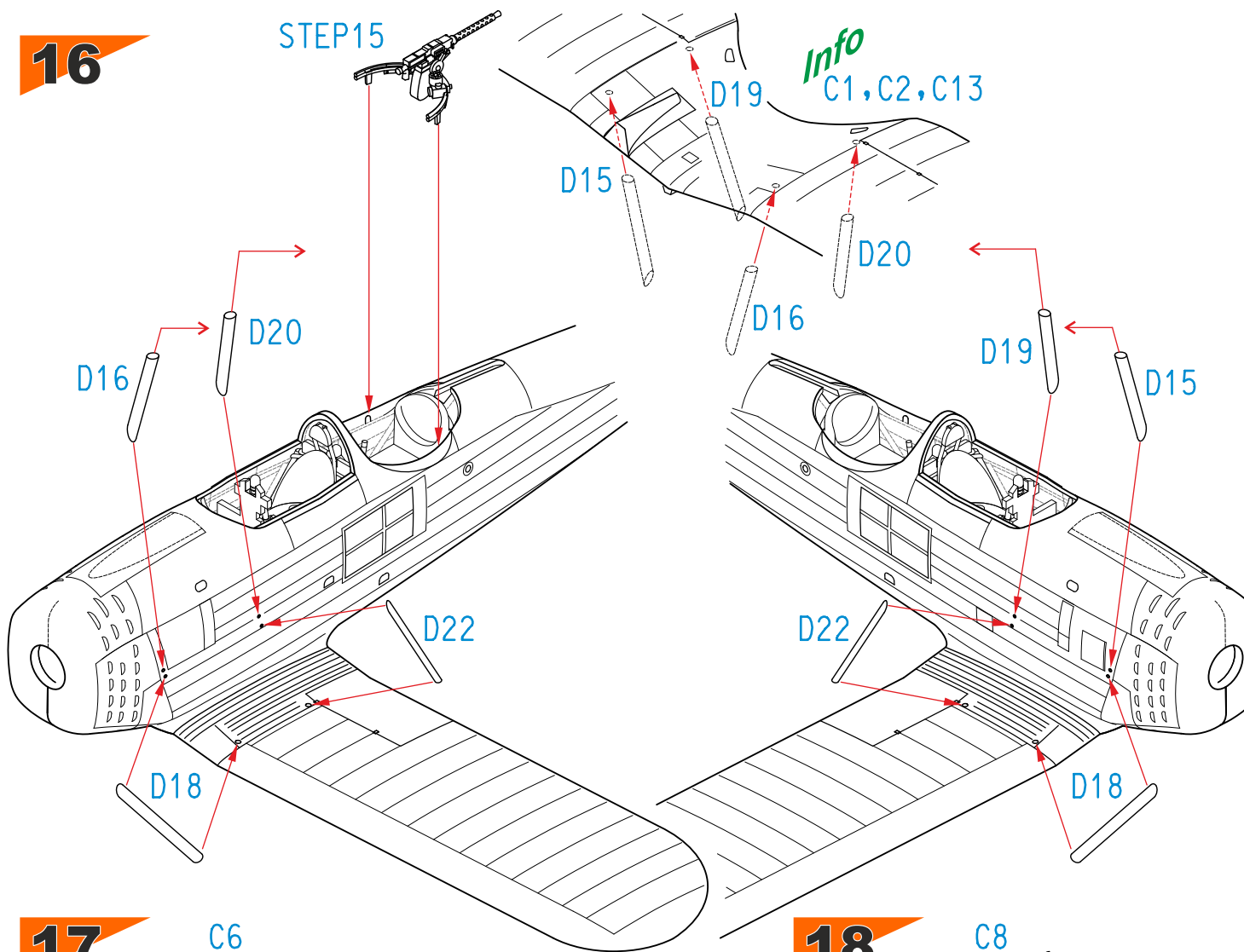


15

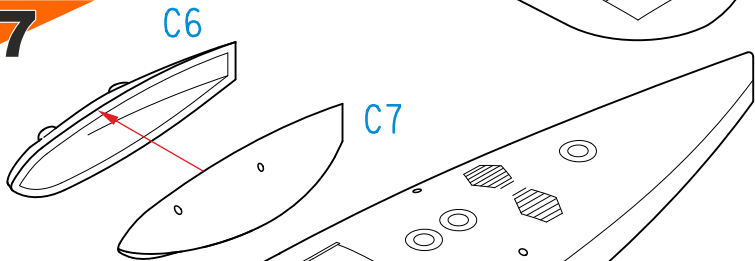


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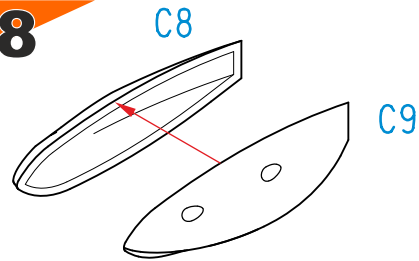
STEP 15



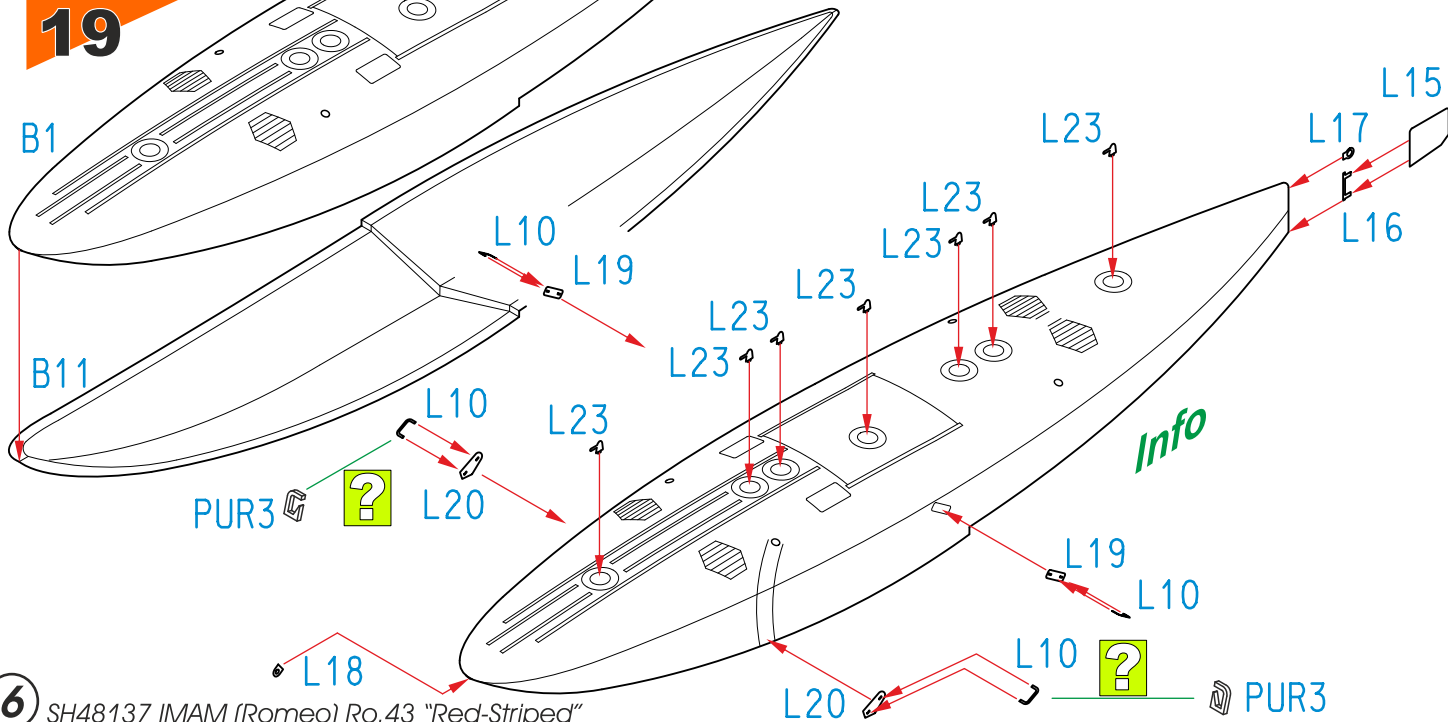
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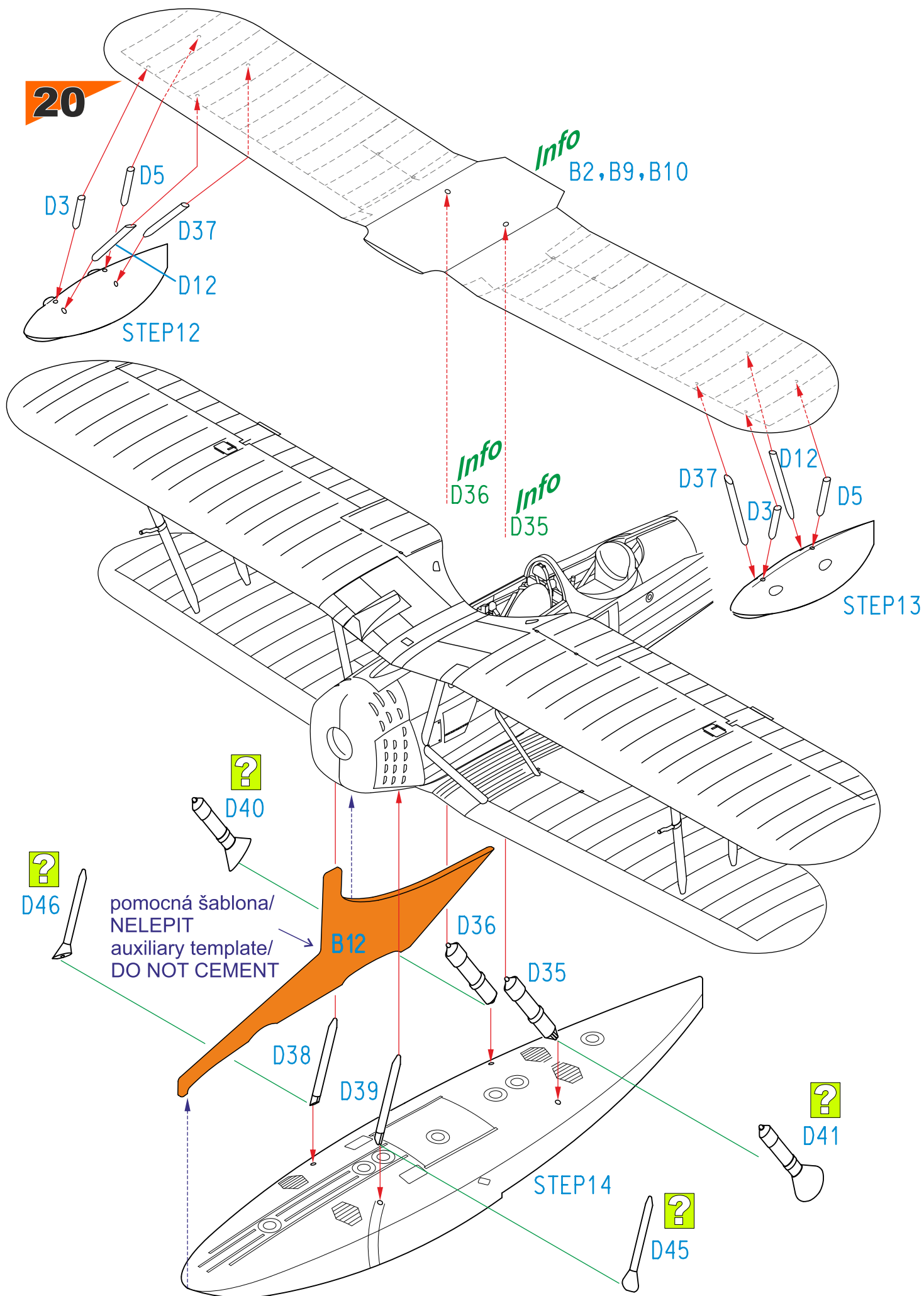
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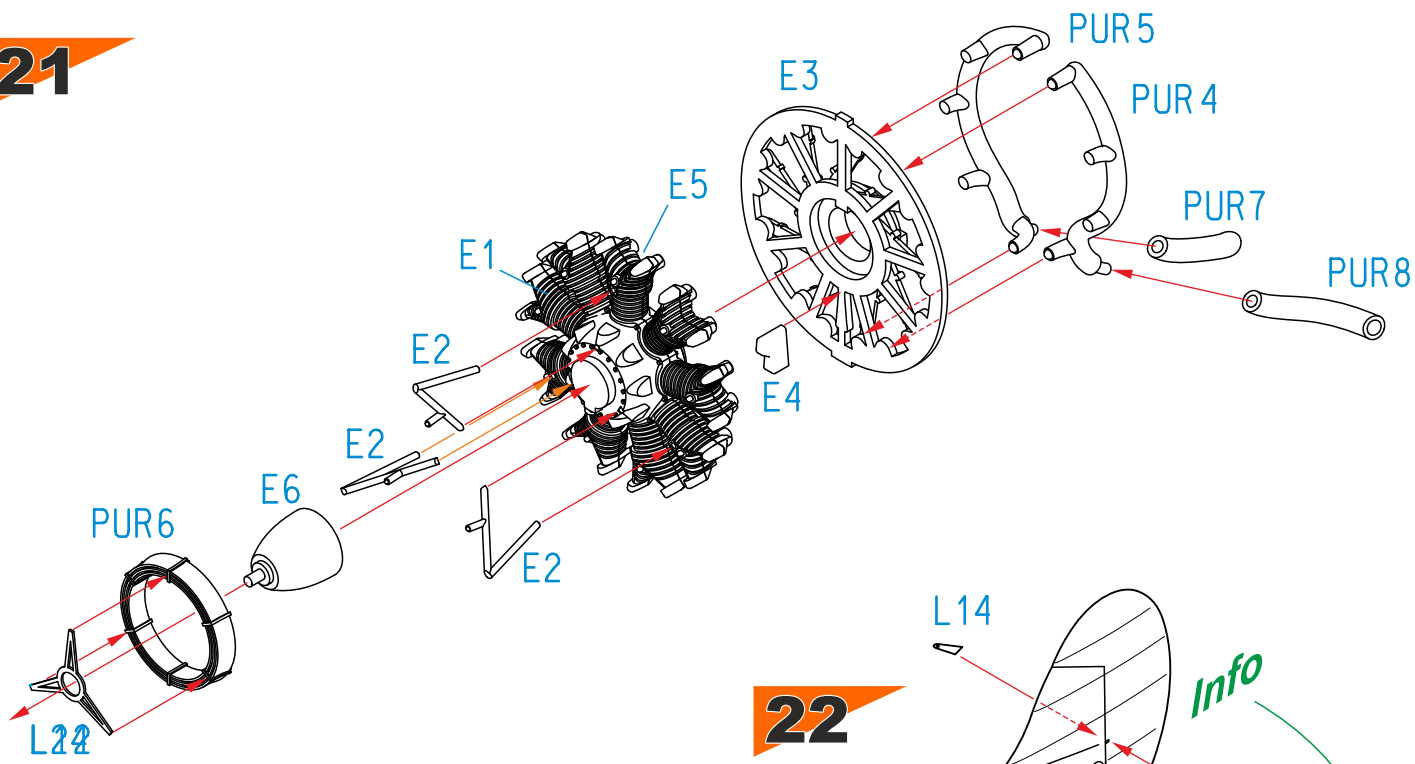
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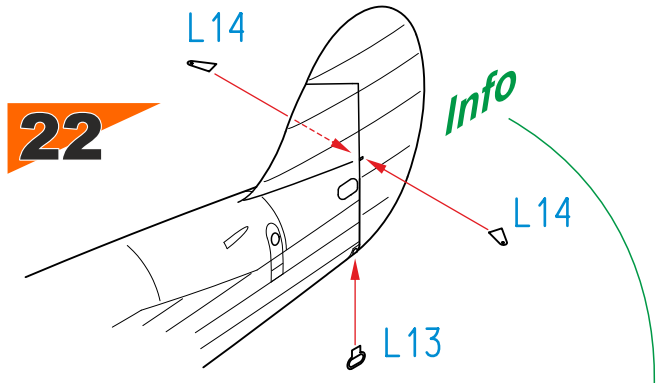
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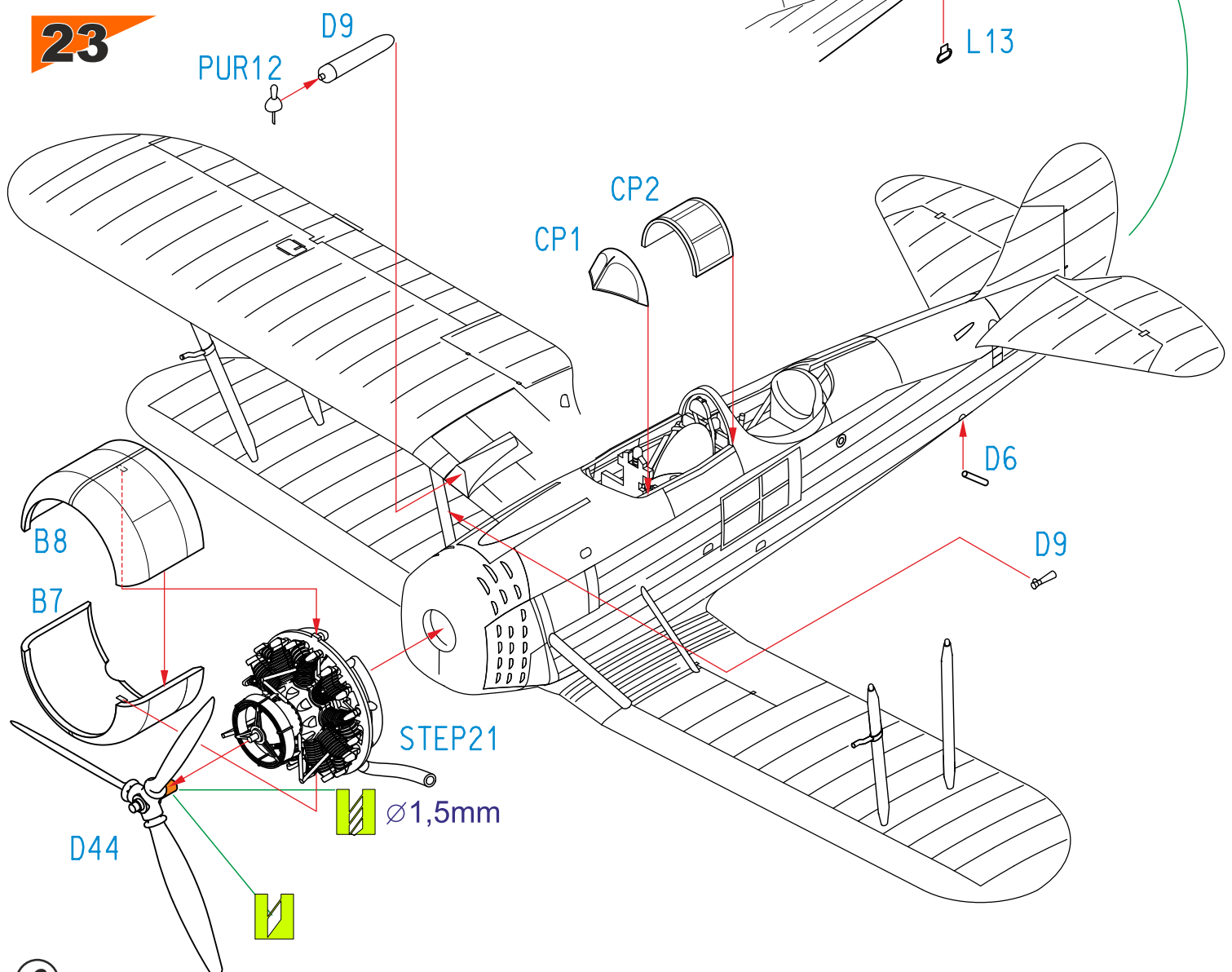
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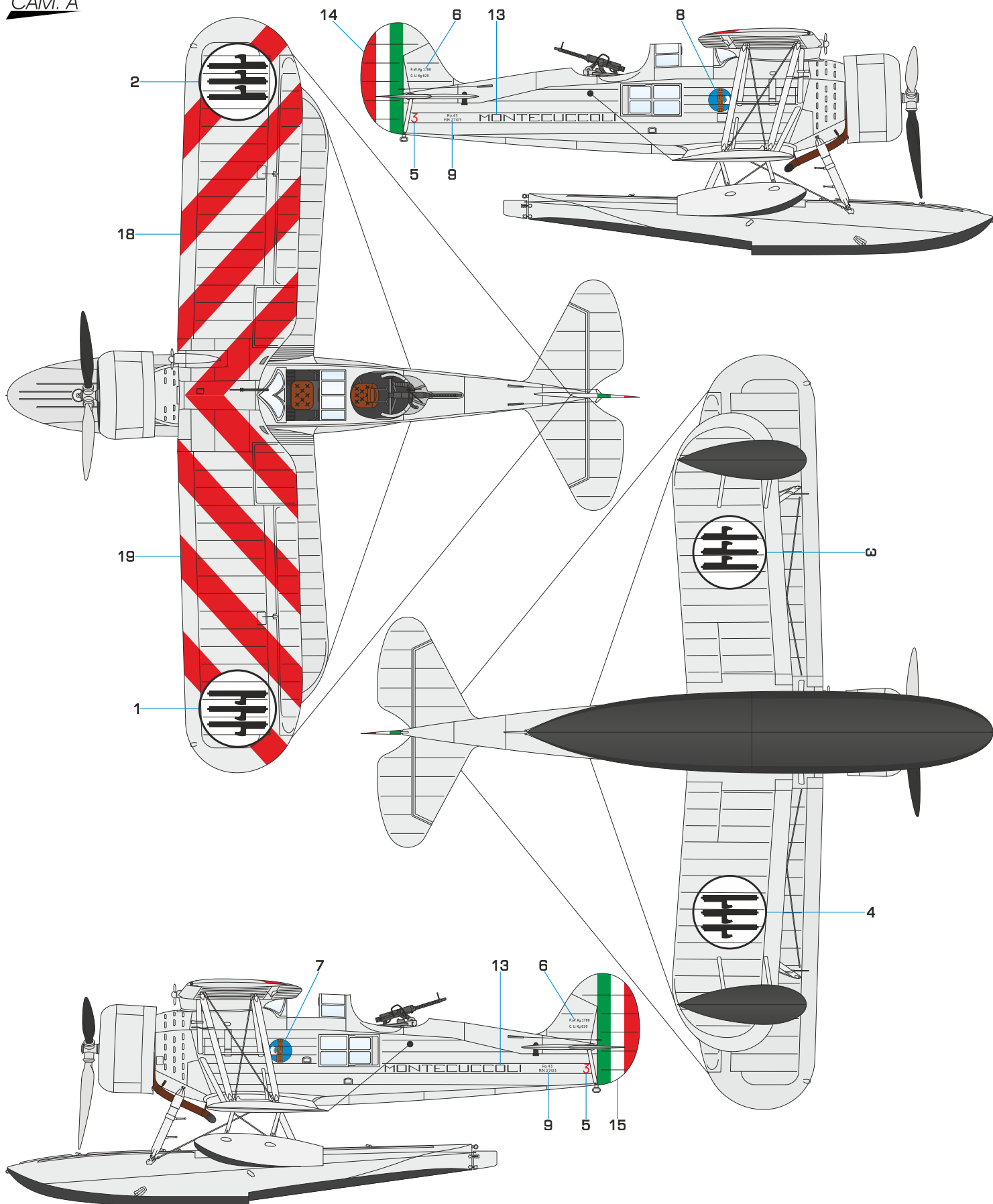
23



IMAM (Romeo)Ro.43, MM27163, červená 3, letoun přidělený na katapult lehkého křižníku Montecuccoli, 1937-39. Straj létal v předválečném zbarvení průzkumných letounů s výraznými červenými pruhy na vrchní ploše horního křídla.

IMAM (Romeo)Ro.43, MM27163, Red 3, as launched from the catapult of Italian light cruiser Montecuccoli, 1937-39. The aeroplane sported a typical pre-war livery used on reconnaissance machines with distinctive red stripes on the upper wing top surface.

CAM. A



○ Stříbrná
Silver
H8/C8

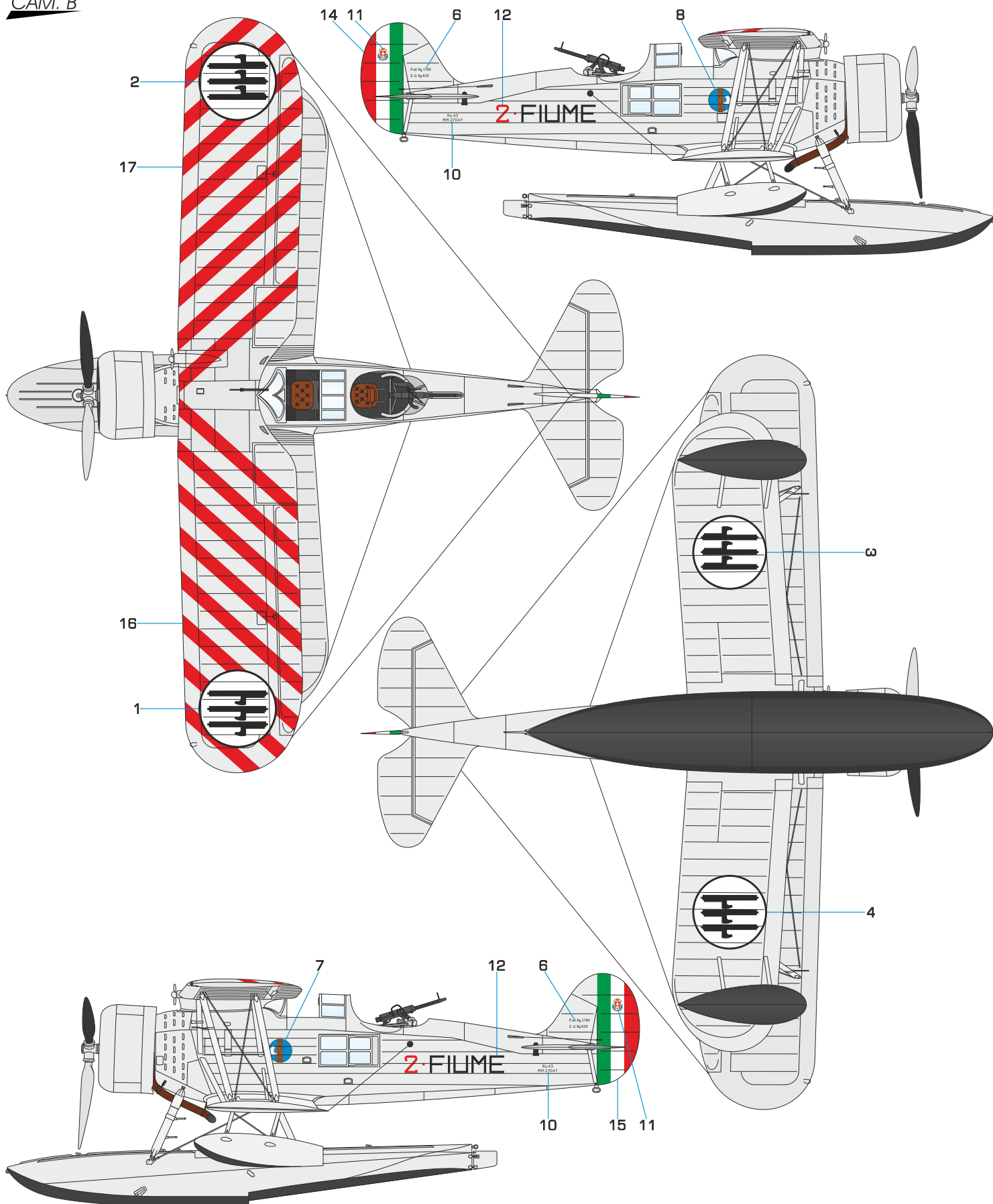
● Černá
Black
H2/C2



IMAM (Romeo)Ro.43, MM27047, červená 2, letoun přidělený na katapult křižníku Fiume, 1940. Dle některých pramenů tento letoun nebyl na palubě Fiume během pro tento křižník osudové bitvy (bitva u Matapanu 27.-29. března 1941) a byl použit k úletu italských letců na španělské Baleárské ostrovy roce 1943. Několik strojů Ro.43 a Ro.44 které se tak dostalo do španělských rukou bylo španělským námořnictvem používáno do roku 1957.

IMAM (Romeo)Ro.43, MM27047, Red 2, assigned to heavy cruiser Fiume, 1940. According to some sources, this Ro.43 was not aboard Fiume during the Battle of Cape Matapan (27 - 29 March, 1941) which was fatal for the cruiser, but the aeroplane was reportedly used in 1943 by Italian aviators trying to make their escape to Spanish Balearic Islands. Several other Ro.43 and Ro.44 machines also defected to Spain and they were used by the Spanish Navy until 1957.

CAM. B



○ Stříbrná
Silver
H8/C8

● Černá
Black
H2/C2



1/48 RESIN MODELS OF ITALIAN AIRCRAFT IN PLANET MODELS RANGE

SIAI-Marchetti SF-260M



Resinový model obsahující barevné fotolepty a vyztužené podvozkové nohy.
Resin kit contains coloured photo-etched parts and strengthened undercarriage legs.

Made in Czech Republic

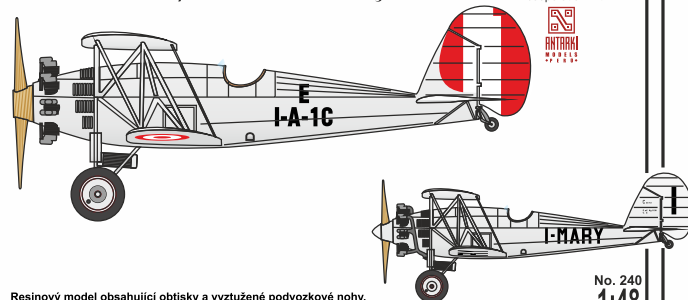


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in cooperation with



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No. 240
1:48

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Resin kit contains white metal undercarriage legs.

Made in Czech Republic

Caproni Ca.114

"Peruvian Air Force Fighter"



in cooperation with



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No. 242
1:48

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SH48018



Nardi FN.305 "Italian Trainer"

A detailed illustration of a Nardi FN.305 Italian Trainer aircraft in flight. The aircraft is a high-wing biplane with a radial engine and a bubble canopy. It features a brown and white camouflage pattern and the number '11' on the fuselage. The tail has the Italian tricolor.

SH48033



**"Bubble Canopy"
Aermacchi C.200 I. Serie**

A detailed illustration of an Aermacchi C.200 I. Serie aircraft in flight. It is a high-wing biplane with a radial engine and a bubble canopy. The aircraft is painted in a green and brown camouflage pattern with the number '1' on the fuselage. The tail has the Italian tricolor.

SH48053



Breda Ba 65

A detailed illustration of a Breda Ba 65 aircraft in flight. It is a high-wing biplane with a radial engine. The aircraft is painted in a brown and tan camouflage pattern. The number '150' is visible on the fuselage. The background shows a cloudy sky and a ground view.

SH48066



**"Sottoserie 0"
Fiat G.55 Centauro**

A detailed illustration of a Fiat G.55 Centauro aircraft in flight. It is a high-wing biplane with a radial engine. The aircraft is painted in a dark green and black camouflage pattern with the number '353' on the fuselage. The tail has the Italian tricolor.

SH48068



Fiat BR.20 Cicogna

A detailed illustration of a Fiat BR.20 Cicogna aircraft in flight. It is a high-wing biplane with a radial engine. The aircraft is painted in a brown and tan camouflage pattern. The number '97' is visible on the fuselage. The background shows a cloudy sky and a ground view.

SH48075



IMAM (Romeo) Ro-57bis

A detailed illustration of an IMAM (Romeo) Ro-57bis aircraft in flight. It is a high-wing biplane with a radial engine. The aircraft is painted in a dark green and black camouflage pattern with the number '9' on the fuselage. The tail has the Italian tricolor.

SH48087



Fiat G.55A "Post War Service"

A detailed illustration of a Fiat G.55A aircraft in flight. It is a high-wing biplane with a radial engine. The aircraft is painted in a brown and tan camouflage pattern with the number '17' on the fuselage. The tail has the Italian tricolor.

SH48111



Breda Ba.65 "Two Seater"

A detailed illustration of a Breda Ba.65 Two Seater aircraft in flight. It is a high-wing biplane with a radial engine. The aircraft is painted in a light blue and white camouflage pattern with the number '17' on the fuselage. The tail has the Italian tricolor.