

Cansa FC.20 "Cannon version"



1:72
PLT 202

V roce 1937 ovládl koncern Fiat malou leteckou firmu CANSA. Ve stejném roce vypsal italské letectvo požadavek na dvoumotorové průzkumné letadlo. V soutěži byl vybrán projekt Caproni Ca.331, ale Fiat si prosadil pokračování vývoje svého projektu. Práce byla přesunuta do firmy CANSA, kde hlavní konstruktér Ing. G. Mossa navrhl typ FC.20. Vyšel z konstrukce Fiatu CR.25, na kterém pracoval pod vedením Ing. Rosateliho. Z CR.25 byla převzata konstrukce křídla, proti CR.25 měla ale kovový potah. Stejně byly také motorové gondoly, motory včetně krytů a podvozek. Trup byl nový, příhradový, kovový potah byl na bocích trupu kombinován s plátnem. Před byla bohatě prosklená, na hřbetu trupu stroj nesl pilotní překryt a střeleckou věž.

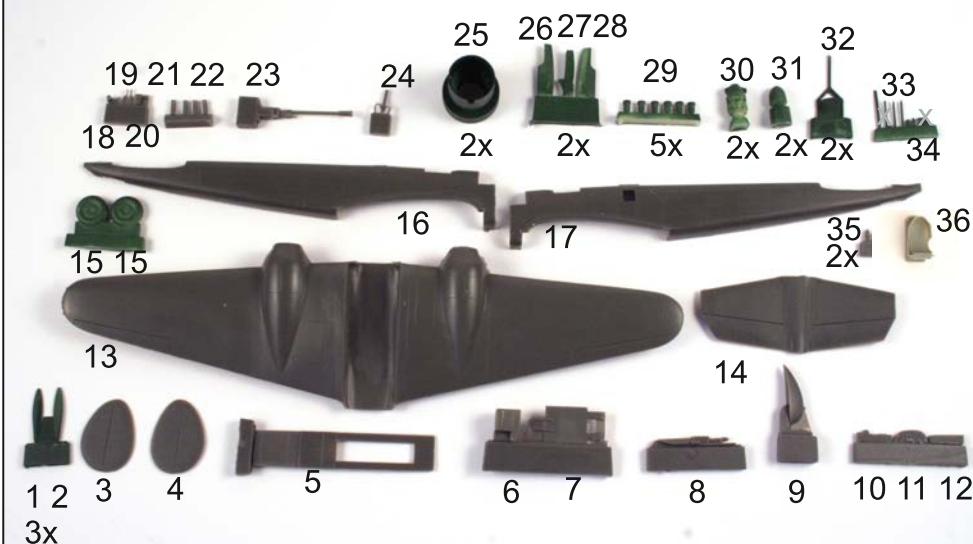
Italské letectvo objednalo dva prototypy. První MM403 byl dokončen ve výše zmíněné podobě. Nejprve byl zkoušen jako průzkumný a bombardovací, posléze byl přepracován na bitevní instalací kanonu ráže 37mm do předě. Ani v jedné podobě se stroj nedostal do sériové výroby. Druhý prototyp byl upraven do podoby těžkého stíhače CANSA FC.20bis a byl vyroben v malé serii 10 kusů.

In 1937 Fiat Company took over CANSA. Italian Air Forces issued double engine reconnaissance The winner of the competition was Fiat asserted its rights to continue with its own project. The design works were moved to CANSA Company and there its chief designer Ing. G. Mossa designed FC.20 project. The design came from Fiat CR.25 design on which he participated under the leadership of Ing. Rosateli. Wings were adopted from CR.25 but unlike CR.25 had metal skin. The same were engine nacelles, engines with cowlings and undercarriage. The fuselage was newly designed. It had metal frame work structure and its skin was both metal and fabric. The nose was fully glazed; the pilot's canopy and gunners' turret were dorsally mounted. Italian Air Forces had ordered manufacture of two prototypes. The first prototype MM403 was complete in above stated conditions. Initially it was tested as reconnaissance and bomber version. Later it was converted into ground attack support plane equipped with nose mounted 37 mm cannon. Neither of the two appearances of this aircraft was put into production. The second prototype was converted into FC.20bis heavy fighter version. 10 aircraft of this version were produced at all.

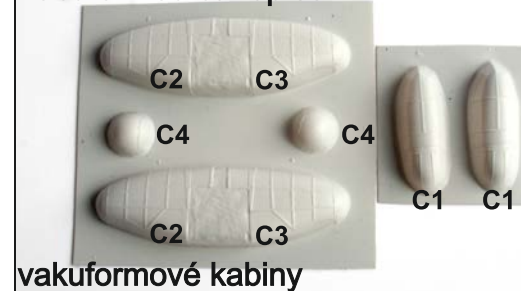
Rozpětí: 16,00 m, délka: 12,18 m, max. rychlost v 4 500 m: 420 km/h, výstup do 6000 m: 19,3 min., dostup: 7 350 m, dolet: 1 150 km

Wingspan: 16.00m, Length: 12.18m, Max. Speed at 4500m: 420 kmh, Climb to 6000m: 19,3 mins., Service ceiling: 7350m, Range: 1150 km

resin parts/resinové díly



Vacuformed canopies



vakuformové kabiny

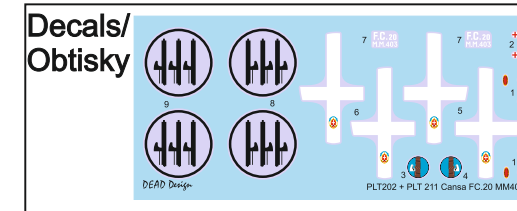
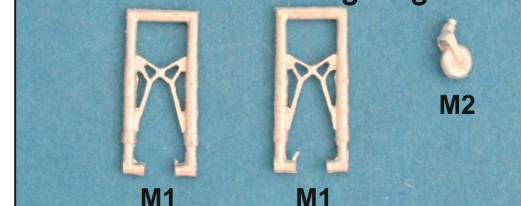


Photo-etched parts/ Fotolepty



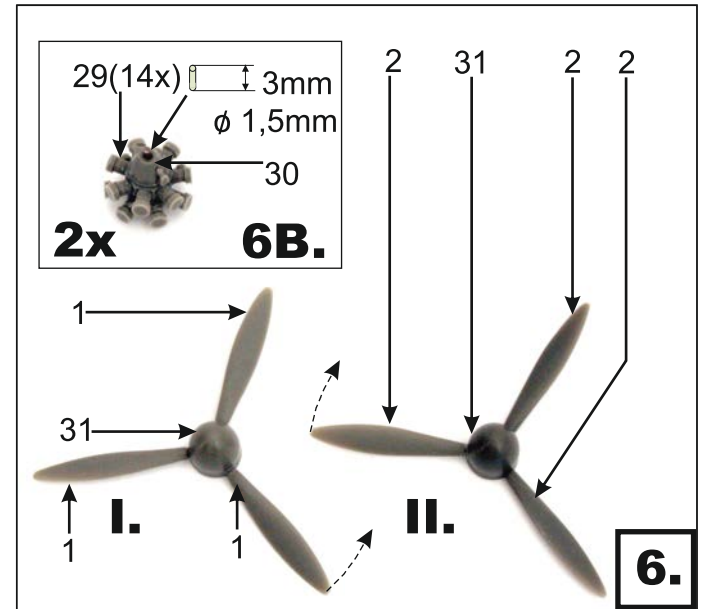
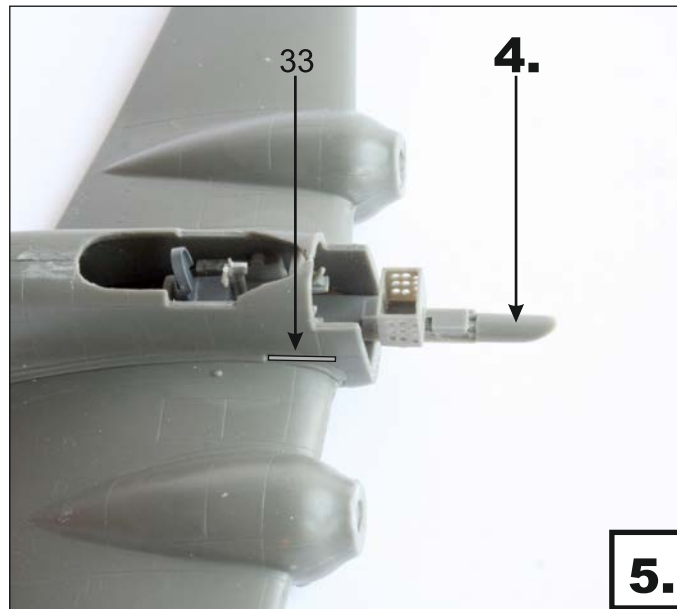
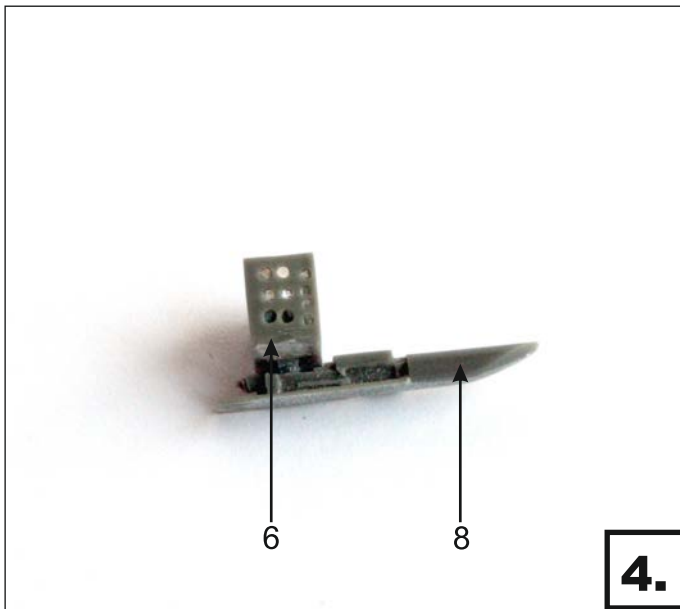
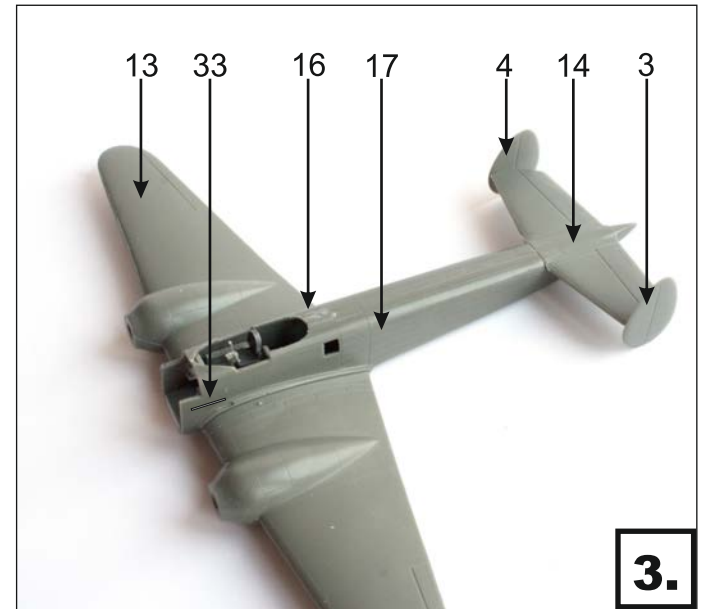
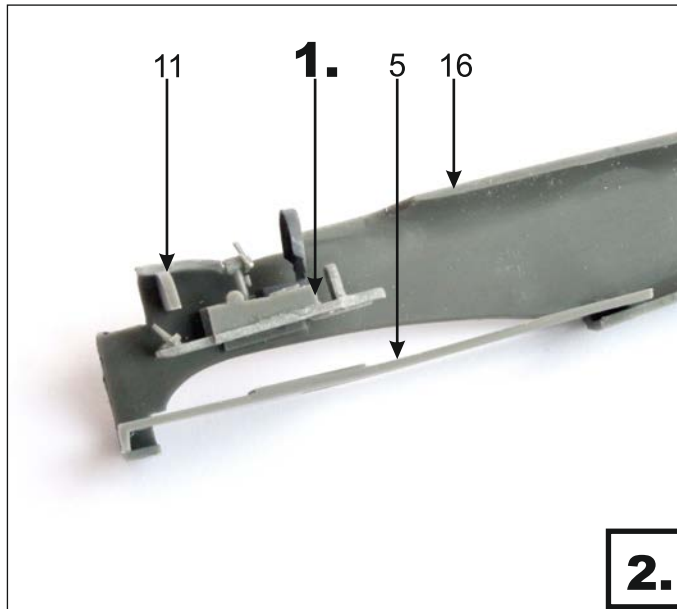
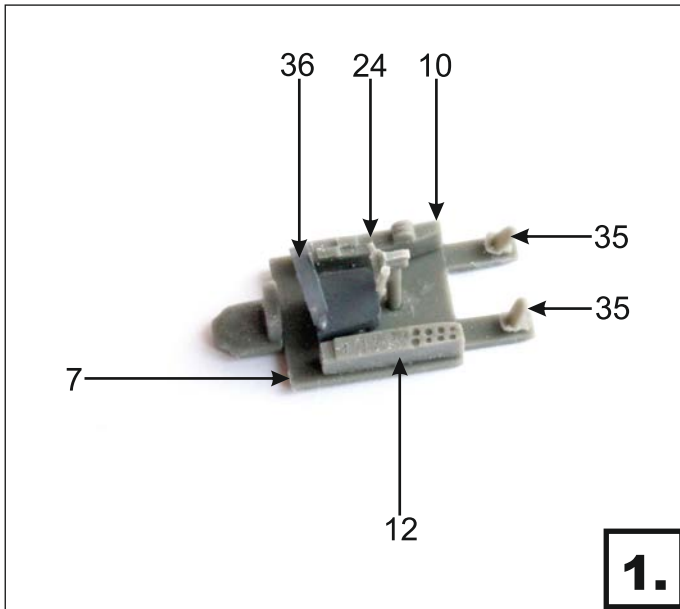
white metal undercarriage legs



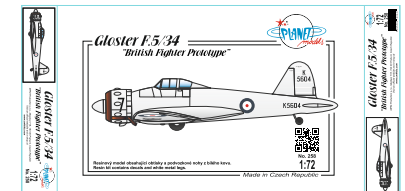
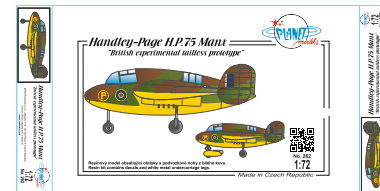
podvozkové nohy z bílého kovu

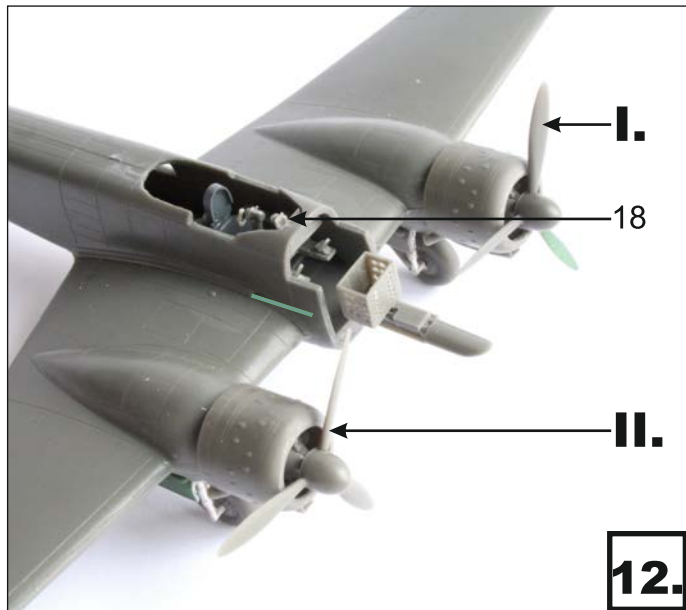
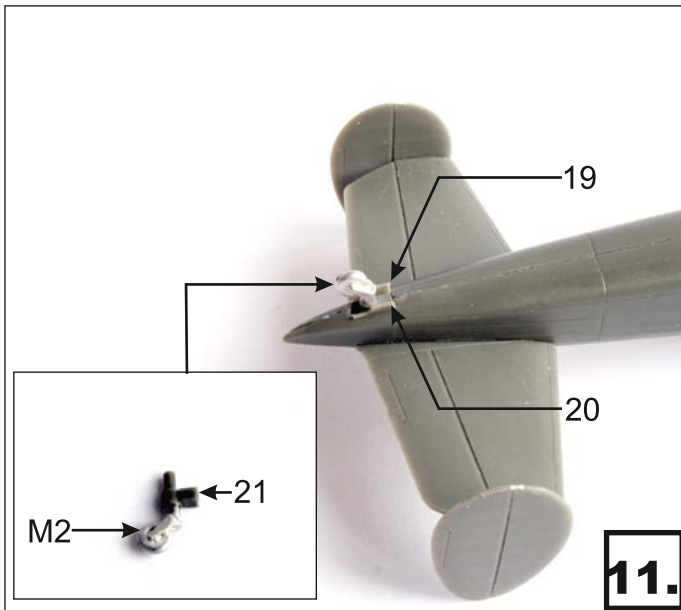
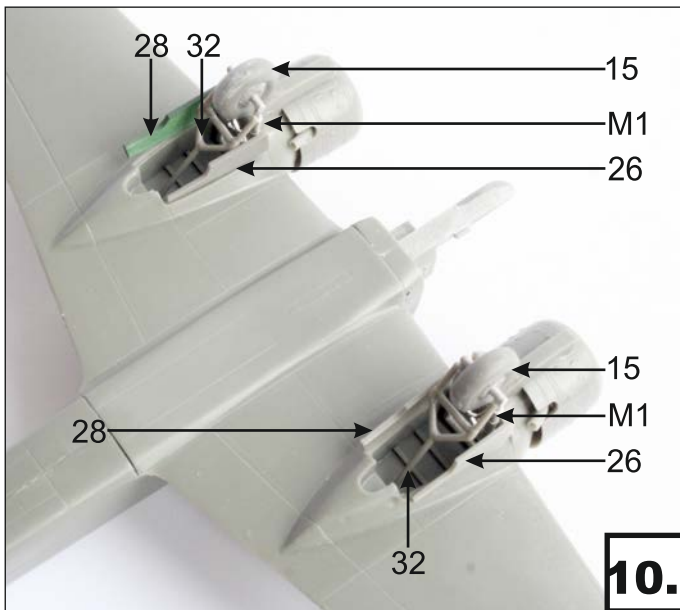
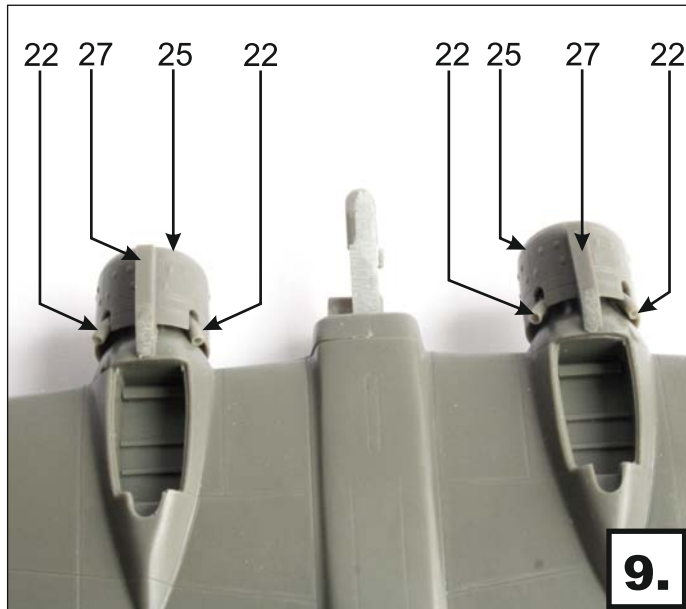
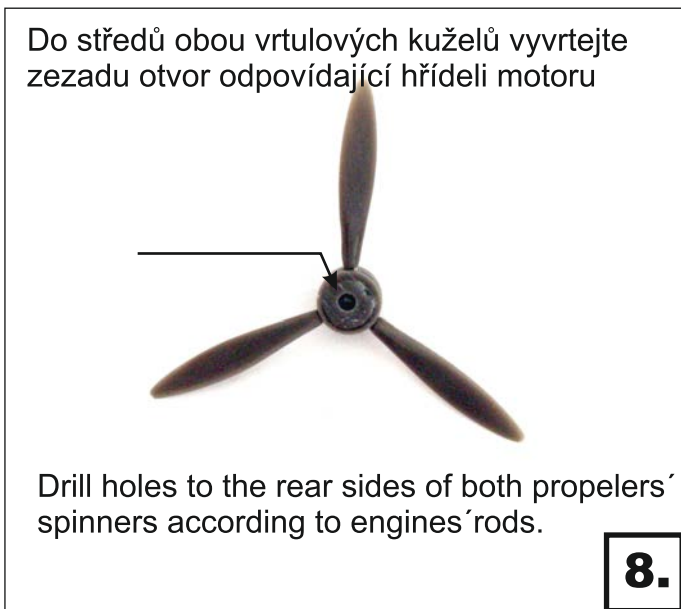
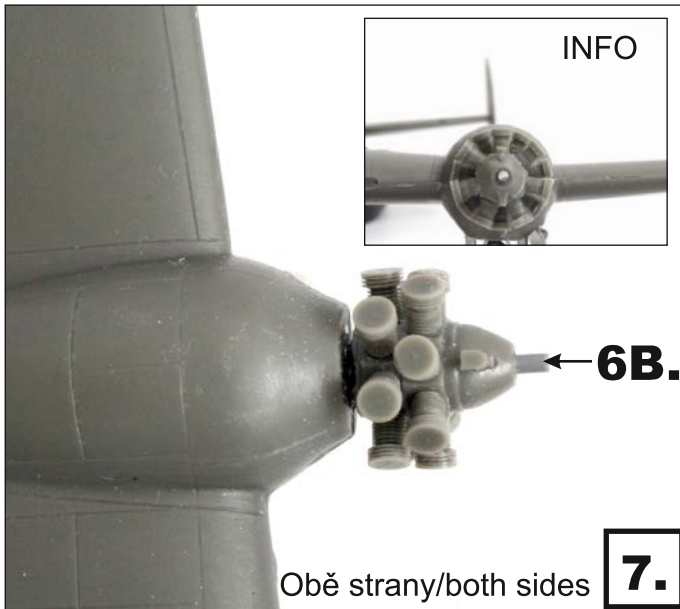
K lepení použijte kyanoakrylátové lepidlo! Díly ohnuté, popř. pokroucené vlivem teplotních změn a stárnutí materiálu mohou být narovnané do požadovaného tvaru pomocí proudu teplé vody nebo vzduchu (fén na vlasy). Kontaktní plochy doporučujeme před lepením odmastit.

For best glueing results use cyanoacrylate glue! Parts slightly distorted and bended owing to temperature changes or due to material ageing can be straightened to requested shape by hot water or hot air jet. This process can be repeated till result is entirely satisfactory. Before glueing degreasing is recommended.



Visit an official website and e-shop at
www.cmkkits.com
 Navštivte naše stránky a e-shop

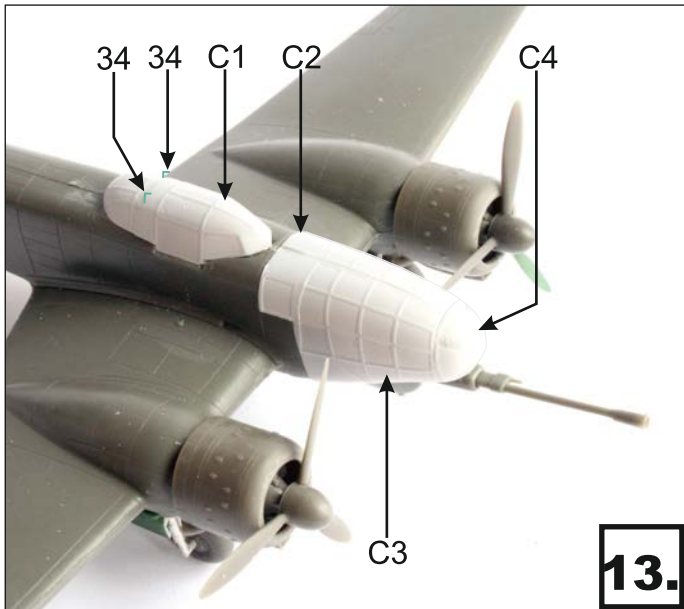




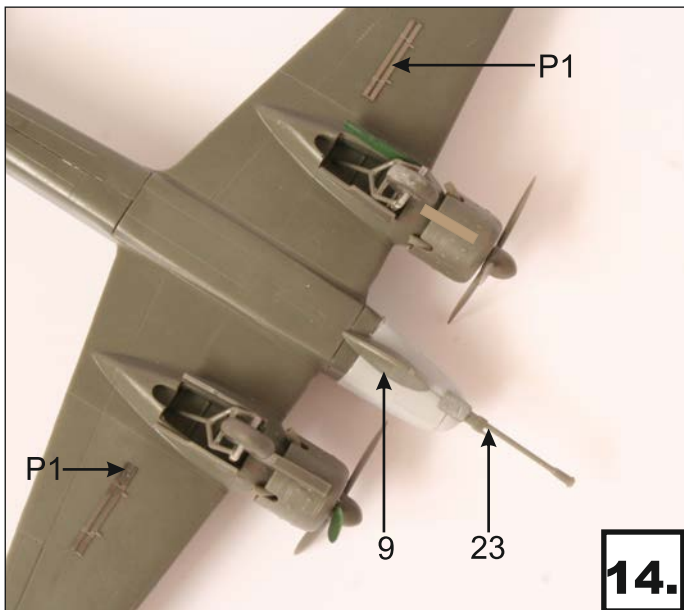
CMK H1010

The Razor Saw with Handle (cat. n. H1010) is a great tool for cutting both plastic and resin. CMK also offers a wide variety of coarse / medium / fine saws.





13.



14.

