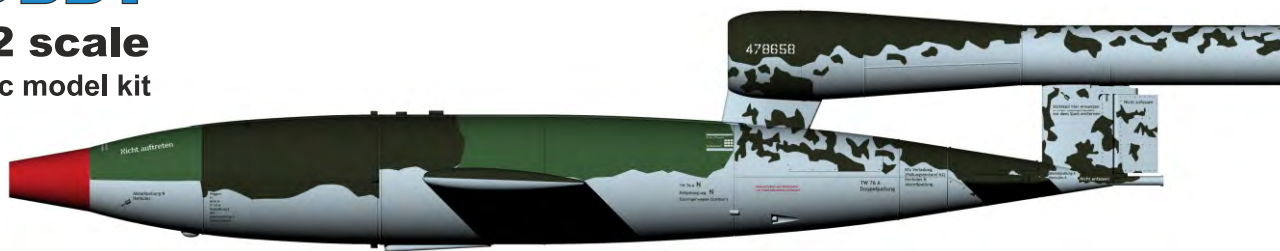


**1/32 scale
plastic model kit**



Fieseler Fi 103 (FZG 76) / V-1 'HI-TECH'

CZ

Malý bezpilotní letoun Fieseler Fi 103 se stal první hitlerovou "odvetnou zbraní" a díky tomu je mnohem známější pod zkratkou V-1. Vývoj byl zahájen na základě objednávky velení Luftwaffe z 5.6.1942 na letounovou střelu s doletem 250 km a nosností 800-1000 kg výbušnin. První prototyp vzletl již 24.12.1942. Protože šlo o jednorázový prostředek byla konstrukce jednoduchá. Štíhlý doutníkový trup nesl v přední magnetický kompas a nálož, za ní pak byly řazeny nádrže paliva, stlačeného vzduchu, baterie a řídicí systém. Křídlo s trubkovým nosníkem mělo obdélníkový tvar, stejně jako ocasní plochy. Nad trupem byl montován pulzační motor Argus As 109-014, vetknutý do vrcholu svislé ocasní plochy. Hlavním konstrukčním materiálem byla ocel. Střela musela být vypálena z katapultu rychlostí kolem 370 km/h, aby se rozeběhl náporový motor. Nastavená délka letu byla měřena otáčkami vrtulky v předí. Po uletění určené vzdálenosti se vrtulka zastavila, došlo k přerušení přívodu paliva, kormidla se přestavila do polohy, aby došlo k pádu a střela se zřítila na cíl. Přesnost byla ale nevalná. Střely byly poměrně dlouho chystány k bojovému nasazení, nakonec k němu došlo až po spojeneckém vylovení do Francie. 155. protiletadlový dělostřelecký pluk pod vedením plk. Wachtela zahájil palbu na Londýn. Vzhledem k tomu, že střely měly poměrně omezený dolet a spojenci postupovali Francií, tak byly posleze střelami V-1 odstřelovány města Antverpy, Lutych a Brusel. Spojenci museli nasadit poměrně velké letecké síly k eliminaci střel V-1. Ať už šlo o bombardéry, které útočily na startovací katapulty, tak stíhačky sestřelující střely ve vzduchu. Mimo střelby byla používána i taktika převrácení střely koncem křídla. Velkou výchylku střely nedokázaly gyroskopy srovnat a střela se tak zřítila předčasně. Proti střelám byly masivně nasazeny i jednotky protivzdušné obrany. Po obsazení francouzského území a ztrátě katapultovacích základen byly střely V-1 odpalovány z letadel. Jako nosiče sloužily Heinkely He 111 jednotky KG 53.

Fi 103 byl vyráběn v několika verzích A, B-1, B-2, C, E a F. Střely se lišily vnitřním vybavením, hmotností a druhem nesené nálože či doletem. Vnějšíkově byly prakticky stejné. Vyjimku tvořily pilotované varianty Fi 103A-1/Re-3 (dvoumístná cvičná) a Fi 103/Re-4 (jednomístná bojová). Vývoj pilotovaných střel byl zhájen na začátku roku 1944. V září 1944 byl z dobrovolníků sestavena jednotka 5./KG 200 (Leonidas Staffel). Ti měli, po odpalu střely z He 111 navést střelu na cíl a pak opustit kabinu na padáku. V podstatě se ale jednalo o sebevražedný letoun. V říjnu 1944 byla ale 5./KG 200 rozpuštěna a k nasazení Fi 103/Re-4 nedošlo.

rozpětí: 5,33 m, délka: 7,90 mk, max. rychlost: 650 Km/h, max. dolet 240 až 270 km, bojová hlavice 850 kg výbušnin

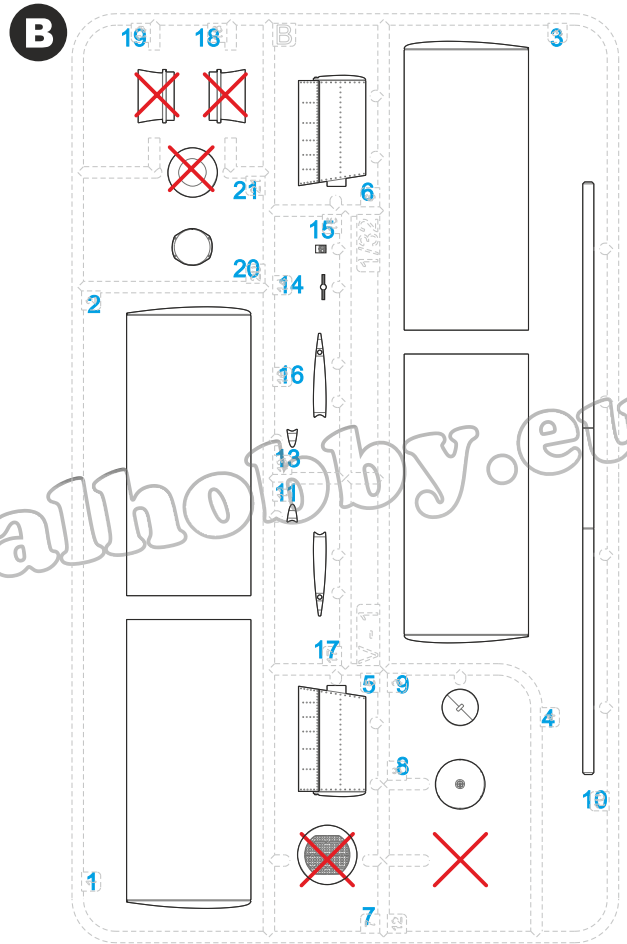
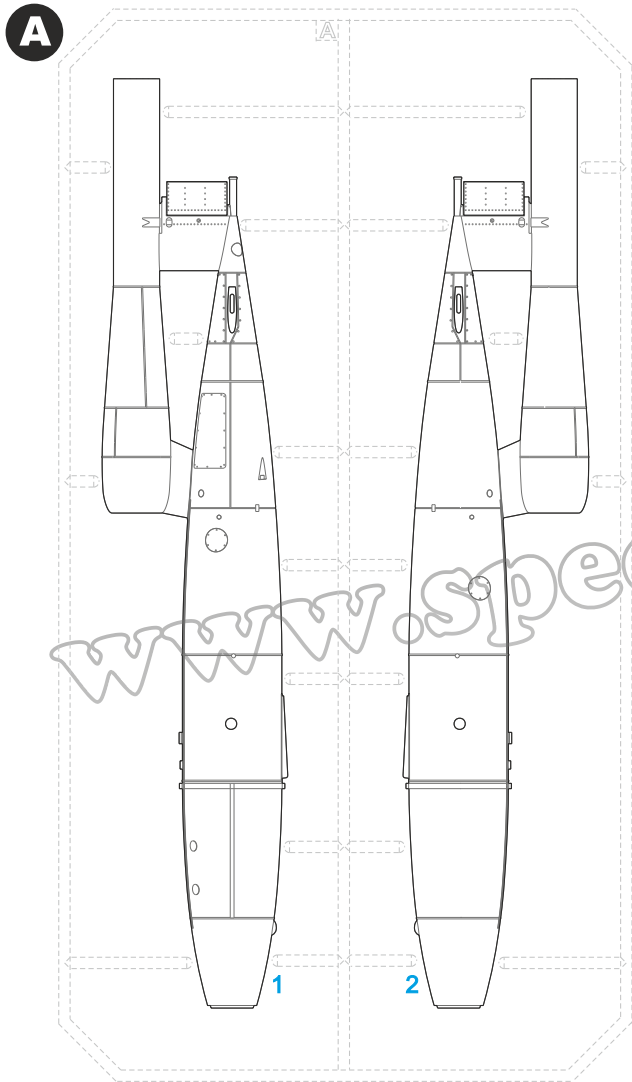
EN

The Fieseler Fi 103 small unmanned aerial vehicle was the first of Hitler's so-called Vengeance Weapons, or Vergeltungswaffe and so is commonly known as the V-1. Its development dates back to 5 June 1942 when the German Luftwaffe placed an order calling for an aircraft-type missile with capability to carry an 800-1000kg warhead to a distance of 250km. The prototype first took off on 24 December 1942. As the Fi-103 was meant to be a one-off device, its construction was kept as simple as only possible. The slim cigar-shaped fuselage carried a gyrocompass and a warhead in its nose compartments while the mid and aft fuselage sections were fitted with fuel tanks, compressed air tanks, electric batteries and a guidance system. The plywood, rectangular-shaped wings had a tubular steel main spar, the empennage was also very simple and rectangular shaped. Above the fuselage, directly on top of the vertical fin, the aeroplane's Argus As 109-014 pulse jet power plant was located. Except for the wooden planes, the entire missile was constructed using steel. A land-based ramps were to be used for getting the missiles airborne because of insufficient static thrust of the engine and high stall speed of the small wings. Once the engine was started up on the ramp, it could operate even at zero air-speed because of the system of air intake shutters and acoustically tuned resonant combustion chamber. The missile would left the ramp at about 370kmh, the length of the flight was measured and controlled using a small, air driven propeller at the nose which after a certain number of revs shut off the supply of fuel to the ramjet and also the control surfaces were deployed so that the missile fall onto the target. The accuracy with which the missiles hit their targets was rather poor. It took quite long time before the Fi 103/V-1 became combat ready, they were first used just after the Allied landing in France when no.155 Anti-aircraft Artillery regiment, commanded by Oberst (col.) Wachtel targeted the capital of the UK, London. As the range of V-1s was rather restricted and the Allies advanced successfully through France, it became necessary to chose a different target, located within the missile's range. In the end, such cities as Antwerp, Liège and Brussels were made the targets for the V-1s' terror bombing. The Allies were forced to deploy substantial amount of their aerial might to try and stop those attacks, either by bombing the launch sites or using fighter aircraft to shot the airborne missiles down. Not only would the fighters use their guns in a standard way, they also used rather rare approach as they got near the V-1, placed their wing tip beneath that of the missile and simply toppled it. The guidance system gyroscopes were not able to keep the missile on course and level and it effected in a premature crash of the missile in uninhabited areas. Allied anti-aircraft defence units were also used, and in quite large numbers, to stop the attacking missiles. When the territory of France was completely liberated by the Allies and the Germans lost all their launching sites, they began using He-111 bomber aircraft of KG53 unit to launch the missiles while flying in the air.

The Fi 103 unmanned aerial vehicles were produced in several slightly differing versions, the Fi 103A, B-1, B-2, C, E and F. What made them different was the internal equipment, the type of their warhead and its weight and the range. Externally, all these versions were almost indistinguishable from each other, just with the exception of the Fi 103/Re4 and Fi 103A-1/Re-3, which were piloted versions of the V-1, the earlier being standard attack version and the later was supposed to carry a crew of two, an instructor pilot and a trainee. The development of the piloted versions commenced in early 1944 and in September 1944 a unit of volunteers was formed, known as 5./KG200 (Leonidas Staffel). The idea was that following the missile being launched from a He 111, the pilot would guide the bomb to the vicinity of the intended target and then bail out of the cockpit. Needless to say, although it sounded feasibly, such a flight would be nothing else than a suicide. In October 1944, 5./KG 200 was disbanded before any Fi 103/Re-4 could do any harm.

Span: 5.33m, length: 7.90m, top speed: 650 kmh, max. range 240 to 270km, warhead: 850kg of explosives

PARTS LIST



X not to be used

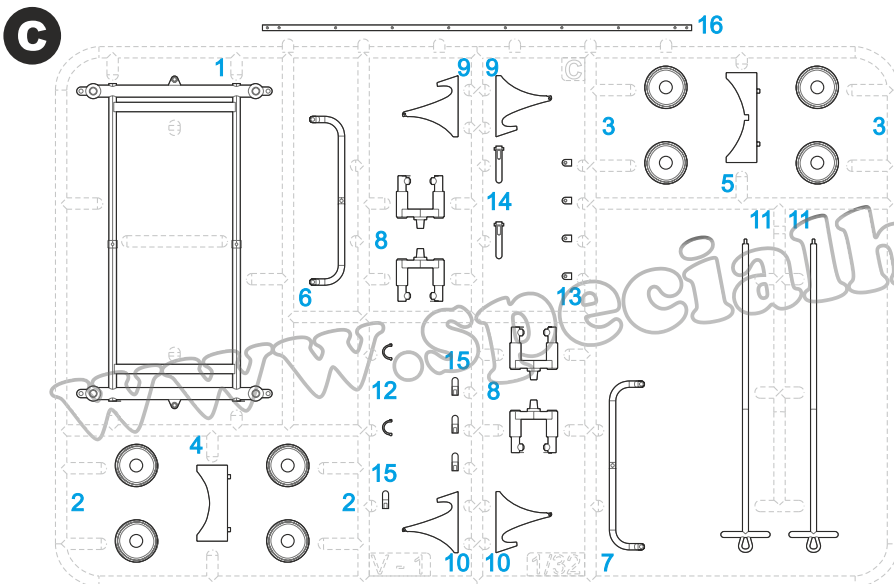


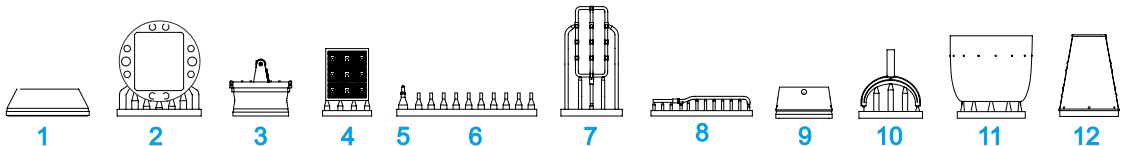
Photo Etched Parts (PE)



Barvy GUNZE/ GUNZE Colour No.

A	Aluminium / hliník	H8/C8
B	Red Primer / červená základová	H414/C114
C	Flat Black / černá matná	H12/C33
D	Yellow / žlutá	H4/C4
E	Steel / ocel	H18/C28
F	Field Gray / polní šedá	H32/C40

Polyurethan Parts (PUR)



SYMBOLS



OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLATKLEBER
ADHÉSIF CYANOACRYLAT



BEND
OHNOUT
BIEGEN
COURBER



SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER

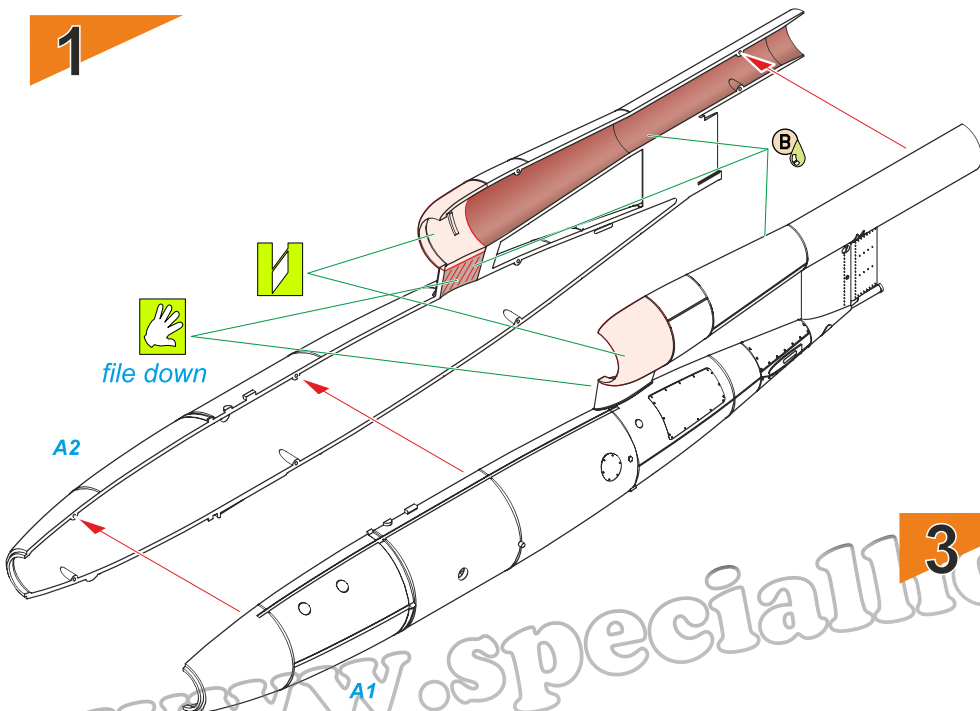


CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER

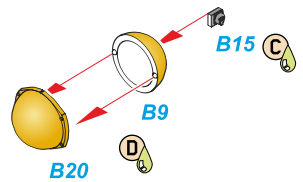


GSI **A** COLOUR
NATRÍT
FARBEN
PEINDRE
colours code

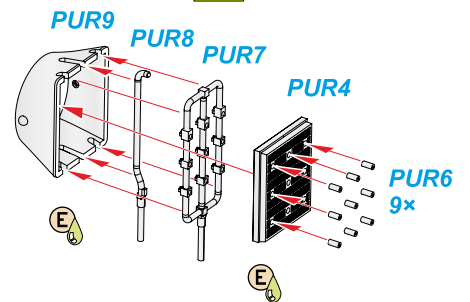
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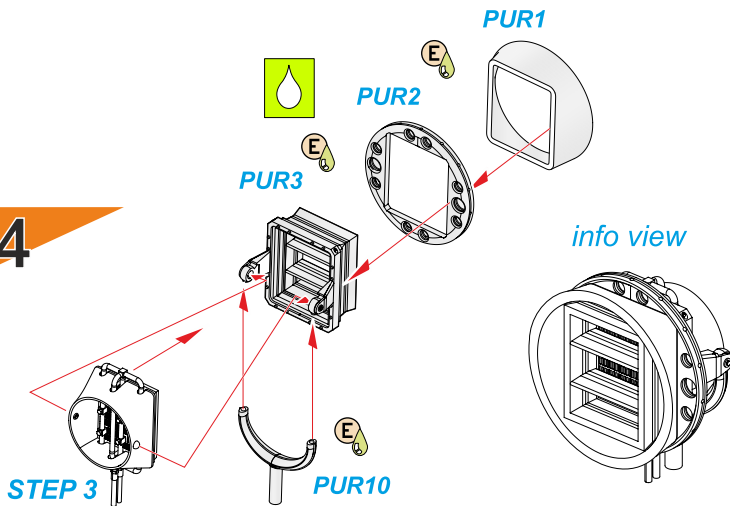
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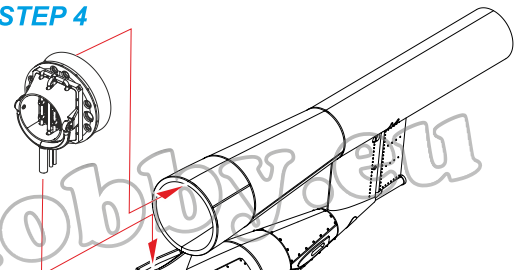
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4



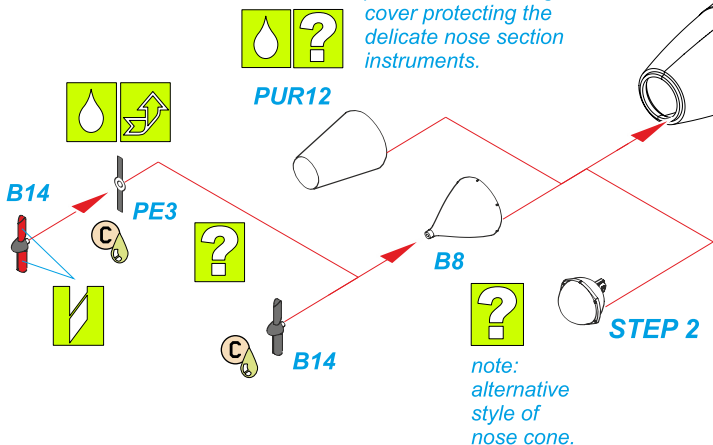
STEP 4



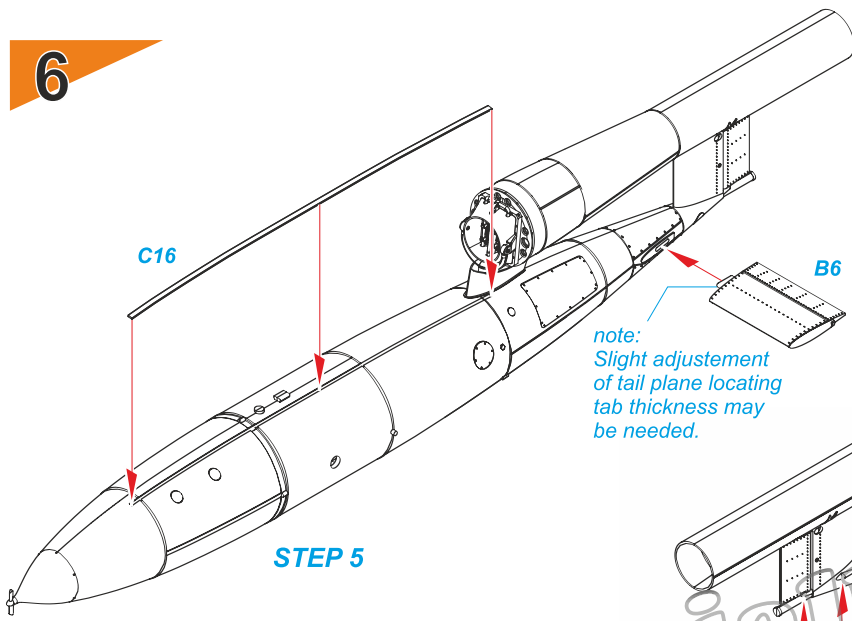
5

STEP 1

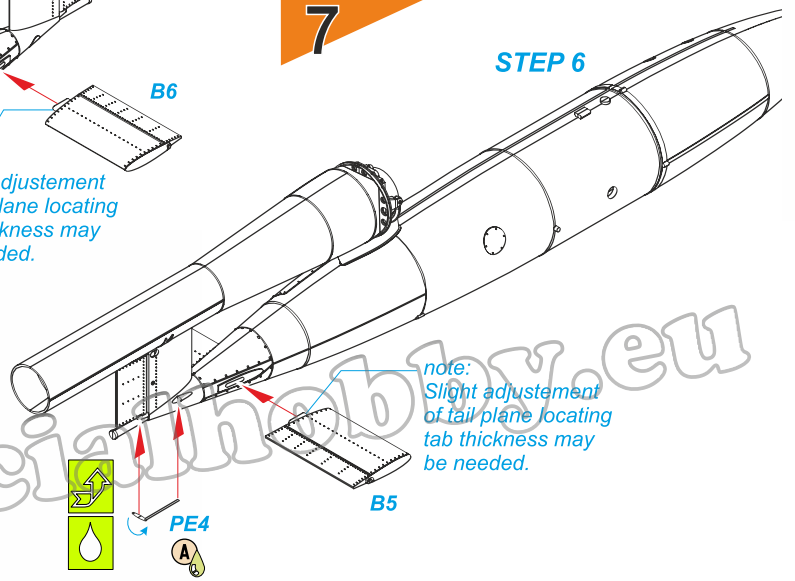
note:
part PUR12 was a ground
cover protecting the
delicate nose section
instruments.



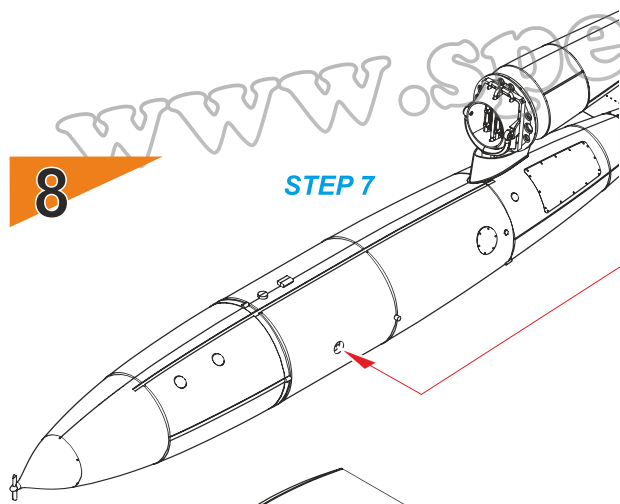
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7



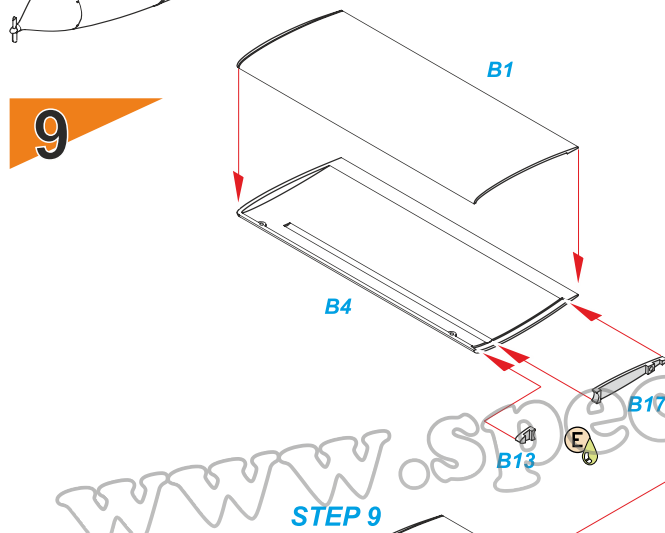
8



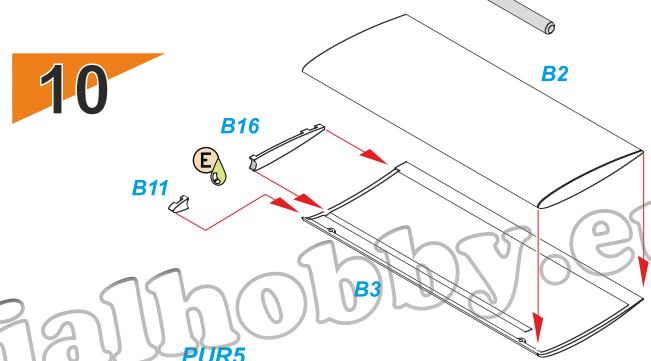
note: Push the tubular wing main spar through the fuselage halves so that these marks show equally on either side

B10

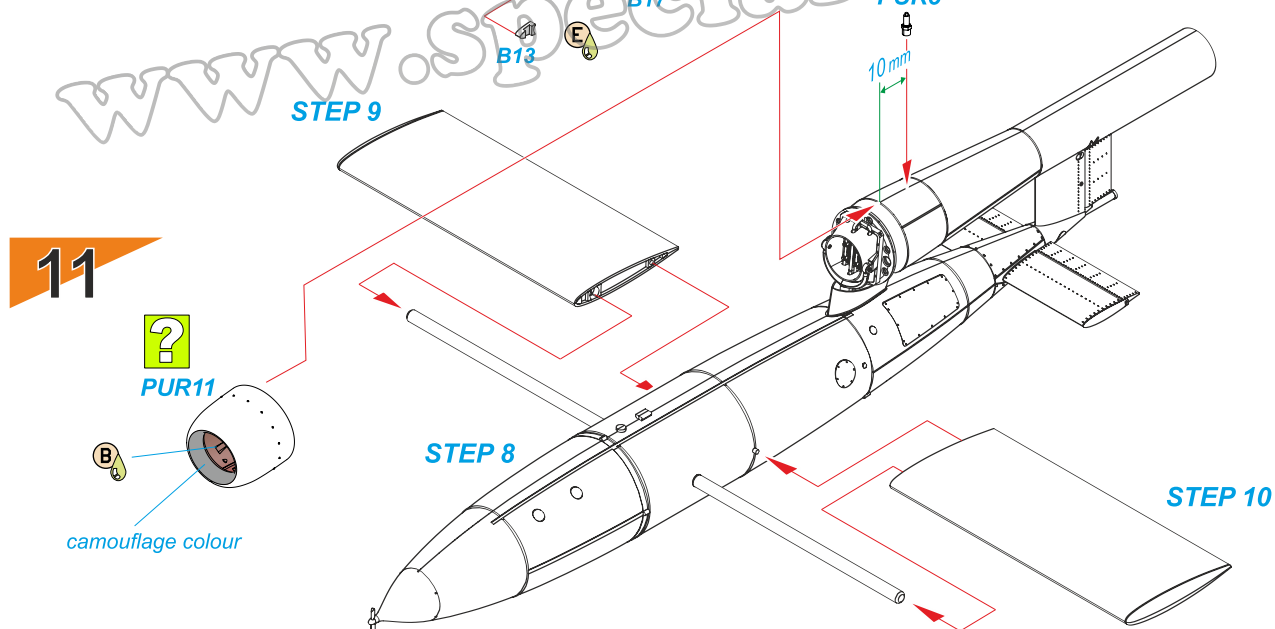
9



10

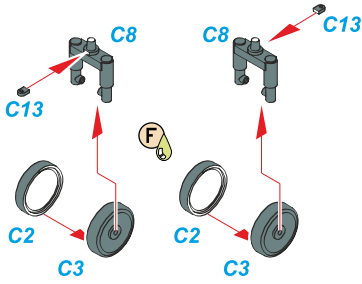


11



12

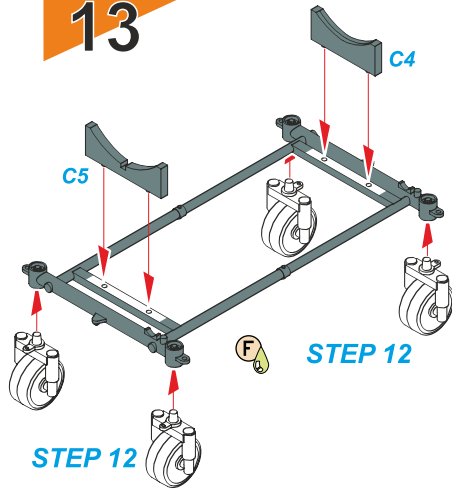
make 4 sets



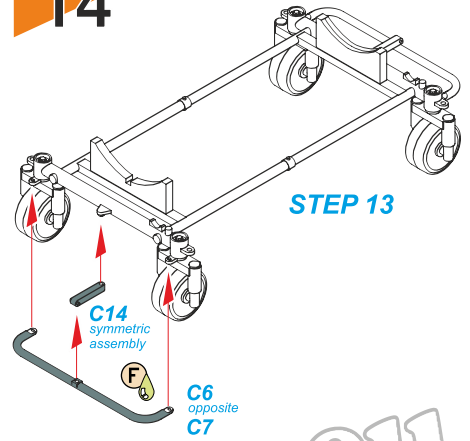
note:
Check the correct position of wheel halves C2 and C3 before you glue them together. Rotate if necessary so that they are aligned properly.

The complete TW-76 trolley is thought to have been painted in German Panzergrau grey.

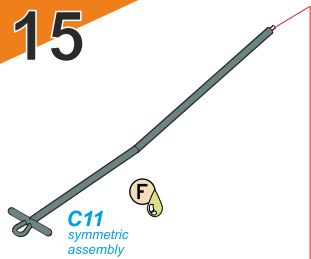
13



14



15



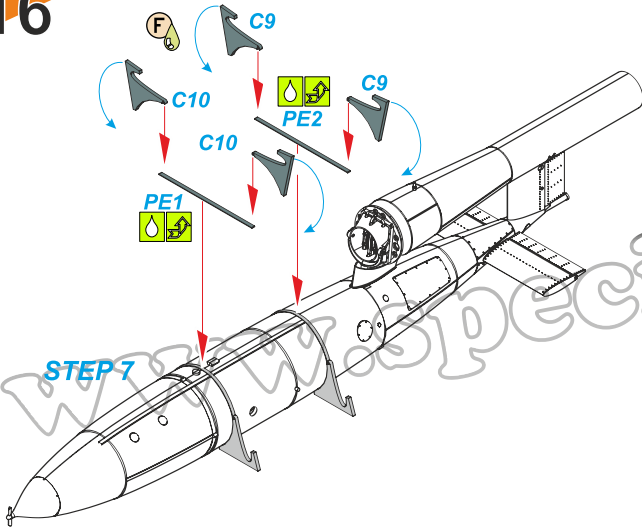
B10

STEP 14

C15 symmetric assembly

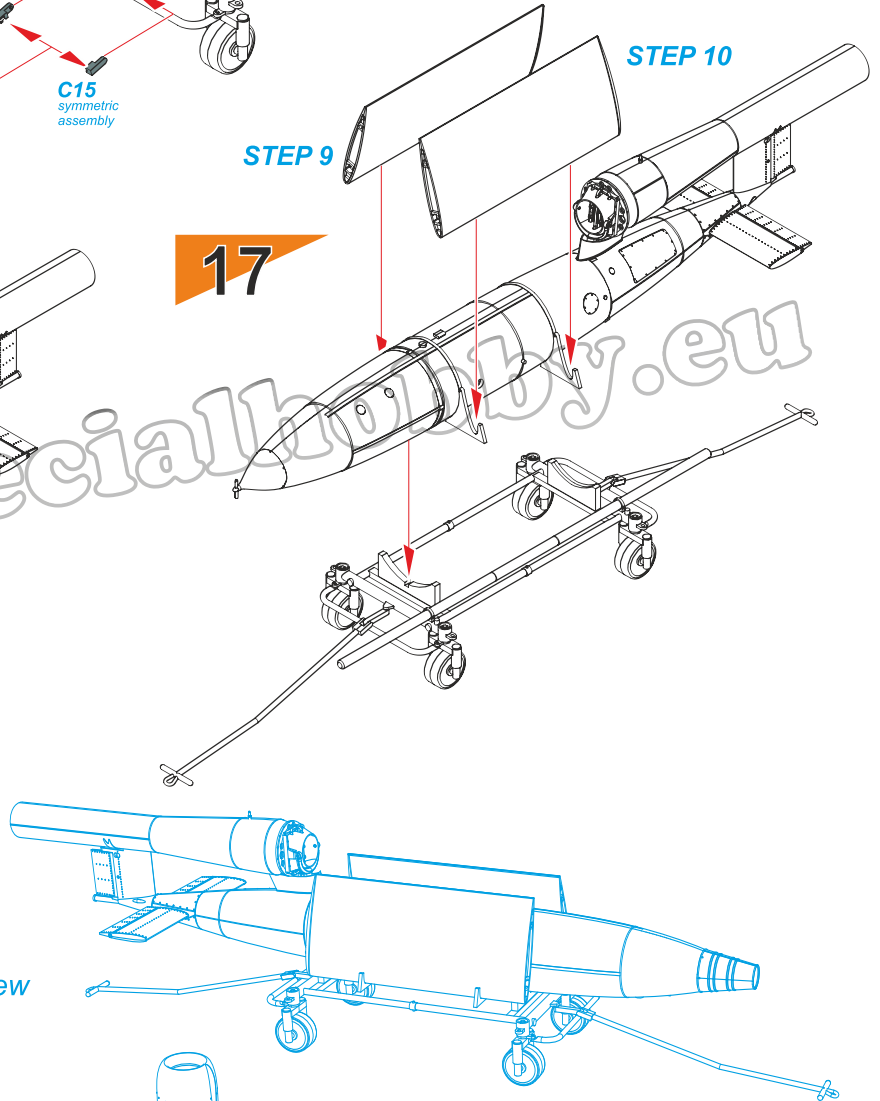
C15 symmetric assembly

16



STEP 7

17



STEP 9

STEP 10

info view

Fi 103A-1 ve standardní kamufláži tvořené barvami RLM 76 zespoda a RLM 82 a 83 shora. Jednotlivé segmenty trupu byly vyráběny a barveny samostatně. Při celkové montáži na sebe často barevné pole nenavazovaly.

Fi 103A-1 in a standard scheme of RLM76 below and RLM82 and 83 on the upper surfaces. The fuselage sections were manufactured and painted at different plants and following the final assembly, the demarcation on the components often did not match each other.

CAM. A



A Light Blue
Světle modrá
Graublau RLM76
H417/C117



B Light Green
Světle zelená
Grün RLM82
H422/C122



C Dark Green
Tmavě zelená
Dunkelgrün RLM83
H423/C123



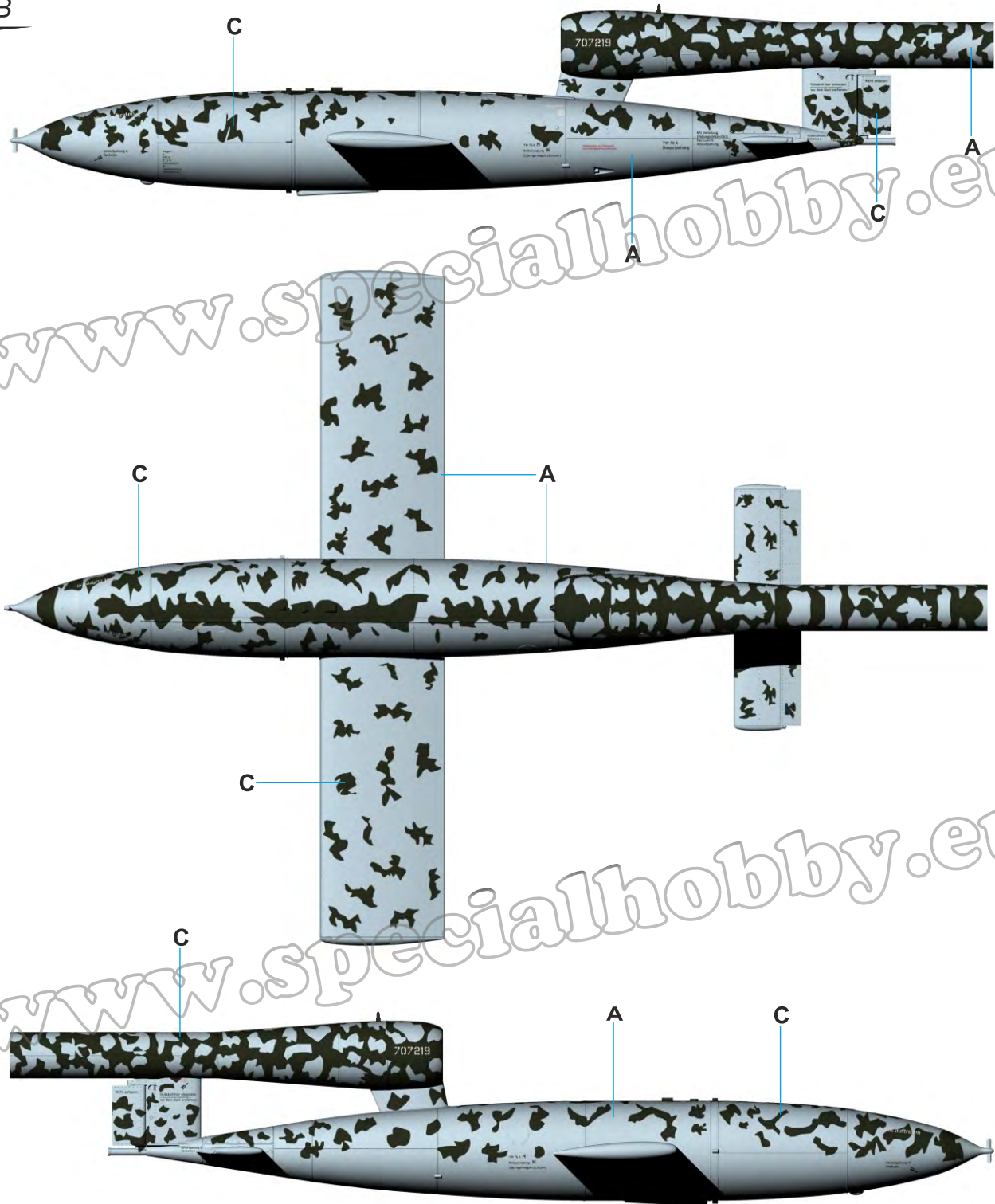
D Red
Červená
RLM23
H423/C123



Fi 103A-1 (Wr.N. 707219), letiště Luftwaffe, Francie 1944. Střela 707219 nese kamufláž používanou u střel odpalovaných z letadel. Zajímavé je, že na trup a křídlo byly stříkány skvrny RLM 82 na světlou RLM 76, ale u krytu pulzačního motoru tomu bylo obráceně, na tmavý povrch byly stříkány světlé skvrny.

Fi 103A-1 (W.Nr. 707219) at a Luftwaffe airfield in France, 1944. This missile wore the colour scheme usually used on V1 launched in the air from flying aeroplanes. It might be of interest that on the fuselage and wings, patches of RLM82 were sprayed onto light RLM76 colour while on the engine cover it was the other way round, i.e. dark colour first and then mottles of the lighter colour.

CAM. B



A Light Blue
Světle modrá
Graublau RLM76
H417/C117



B Light Green
Světle zelená
Grün RLM82
H422/C122



C Dark Green
Tmavě zelená
Dunkelgrün RLM83
H423/C123



D Red
Červená
RLM23
H423/C123



Fi 103B-2, Flakregiment 155/W, Francie, léto 1944.
Verze B-2 byla vzhledově shodná s verzí A-1, ale nesla v přídí účinnější výbušninu Trialen 105 nebo 106. Pro snadné rozlišení této verze byly používány červené proužky na trupu.

Fi 103B-2, Flakregiment 155/W, France, summer 1944. The B-2 variety was visually identical with the A-1, just that it was fitted with more powerful explosive in the nose, this being Trialen 105 or 106. Red coloured bands were applied on the fuselage so that these versions could be easily and quickly distinguished.

CAM. C



A Light Blue
Světle modrá
Graublau RLM76
H417/C117

B Light Green
Světle zelená
Grün RLM82
H422/C122

C Dark Green
Tmavě zelená
Dunkelgrün RLM83
H423/C123

D Red
Červená
RLM23
H423/C123

special
HOBBY
GUNZE
SANGYO

