

CASA C-212-100/300 "France"

FR Historique:

Au cours des années 60, suite à une demande du Ministère de l'Air espagnol, la firme CASA étudie le projet d'un avion de transport destiné à remplacer les DC3, DC4 et CASA C-207 AZOR (et les JU 52) alors utilisés par l'armée espagnole. L'étude est menée sous la direction de Ricardo Valle Benitez. L'appareil devait pouvoir être construit en version civile et militaire et être utilisé pour un grand nombre de tâches.

En 1968, deux prototypes sont commandés, la fabrication des outillages commence en novembre 1968. Le premier vol du prototype XT.12-1 a lieu le 26 mars 1971 sur l'aérodrome de Getafe, et une commande de 8 appareils de présérie est passée en mars 1971. L'appareil est présenté au Salon du Bourget cette même année.

En 1972, le Ministère de l'Air passe commande de 32 appareils supplémentaires. Le -100, première version construite, est équipé de deux turbopropulseurs Garrett TPE-351-10-251C. De février à mai 1976, le CASA C-212 est présenté dans différents Etats d'Amérique du Sud et Centrale et aux Etats Unis.

Une licence de fabrication est concédée à l'Indonésie, et en août 1976, le premier C-212 sort de cette chaîne de montage. L'armée indonésienne est un important utilisateur de l'appareil, de même que la société MERPATI (120 commandes).

La version -100 est remplacée sur les chaînes de montage par la version -200 (changement de moteur) puis par la version -300 (turbopropulseur Garrett plus puissant et envergure accrue). Le CASA C-212, dans toutes ses versions, est exporté dans de nombreux pays (aux Etats Unis, il est connu sous dénomination C41-A), et a été adapté à de nombreuses missions militaires (transport, parachutisme, photographie, évacuation sanitaire, surveillance maritime, douane, guerre électronique, etc.) ou civiles (transport de passagers ou de fret). Suite à l'intégration de CASA dans Airbus, cette dernière société a repris la fabrication des C-212, le dernier C-212 (version -400) est sorti des chaînes espagnoles en décembre 2012.

Les principaux utilisateurs sont bien évidemment les pays constructeurs, Espagne et Indonésie, mais cet appareil simple et adaptable a été très largement exporté, et on peut le voir aux couleurs de nombreuses forces aériennes. Il a été construit en 478 exemplaires en Espagne et plus de 100 en Indonésie.

En France, quatre appareils de la version -300 sont achetés et mis en service au Centre d'Essais en Vol. Ils sont immatriculés F-ZVMx puis F-ZAEy (le n°377, F-ZVMO, devient F-ZAEA, par exemple). Le C-212 F-ZVMR est revendu à Dolphin Air Express qui le cède à la CAE. Cet avion, sous code F-HBMP, vole sous une livrée très spectaculaire en deux tons de gris. Un autre appareil a volé sous immatriculation F-GOGN.

Spécifications (-300): bimoteur de transport à aile haute et train fixe, deux pilotes. Moteurs: deux turbopropulseurs Garrett TPE-331-10R-513C de 900 cv. Envergure 20,28 m, longueur 16,15 m, surface alaire 41 m². Plafond 7 925 m, charge 2 950 kg, distance franchissable 1 960 km.

EN History:

In the 1960s, following a request from the Spanish Air Ministry, CASA projected a transport plane to replace the DC3, DC4, C-207 AZOR, and JU 52 aircraft used by the Spanish air force. The project, headed by Ricardo Valle Benitez, was to develop a versatile and simple aircraft in civil and military versions.

Two prototypes were ordered in 1968, with their manufacture starting in November that year. The first flight of the prototype (XT.12-1) took place at Getafe on March 26, 1971, and an order for eight pre-production aircraft was made the same month. The prototype was also displayed at the Paris Air Show that same year.

In 1972, the Spanish Air Ministry ordered 32 of the first version, the Series 100, which was powered by TPE-351-10-251C turboprops. From February to May 1976, the C-212 was demonstrated in various South and Central American states, as well as the USA.

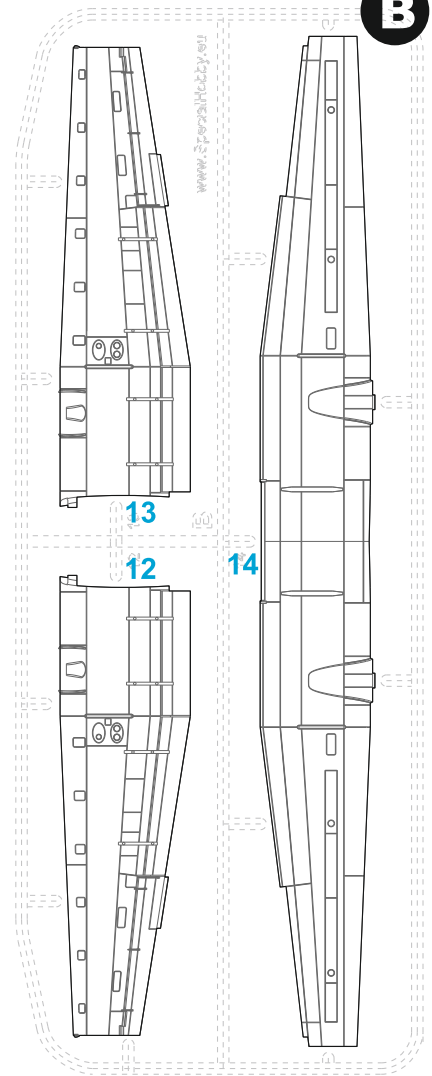
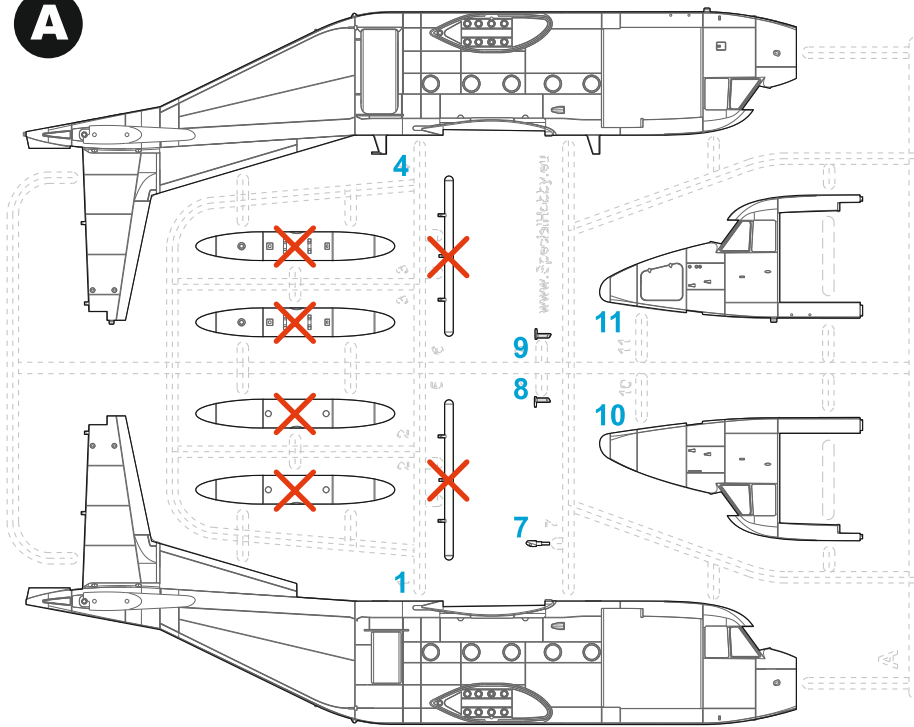
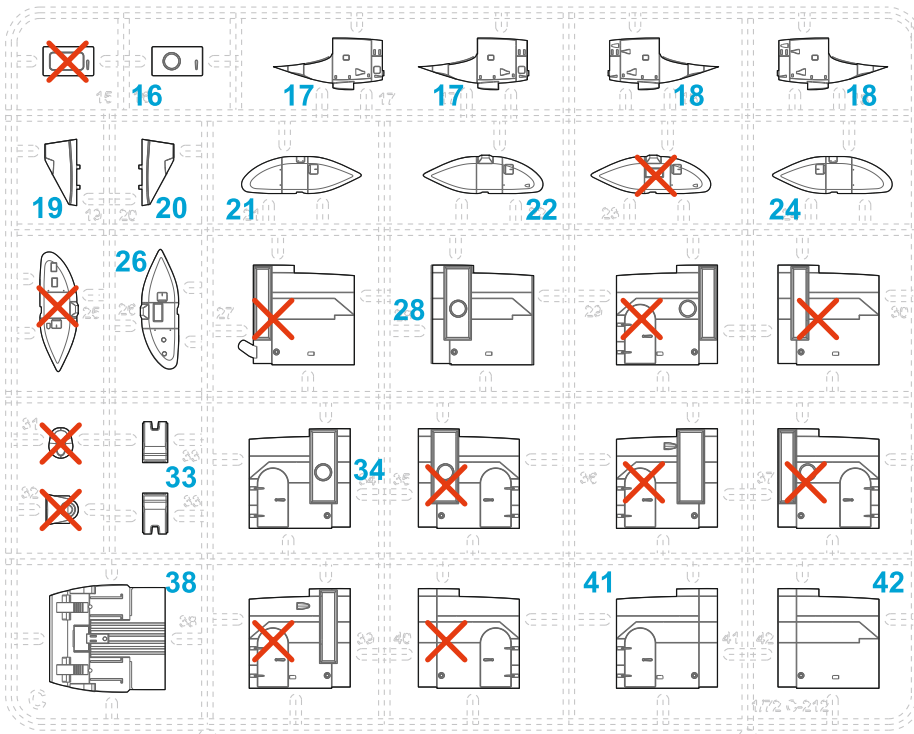
Licensed manufacture was granted to Indonesia, and in August 1976 the first C-212 came off their assembly line. The Indonesian army is a major user of the aircraft, as is the MERPATI airline.

The 100 Series was replaced on the assembly line by the 200 Series (change of engine), and then by the 300 Series version with more powerful Garrett turboprops and increased wingspan.

The biggest C-212 users are from the countries where it was built, Spain (478 units) and Indonesia (100+). This simple and adaptable aircraft has been widely exported and adapted to many military missions including transport, parachuting, photography, medical evacuation, maritime surveillance, customs, electronic warfare, and US Special Operations Forces use where it is designated C-41A. It is also widely used for civil passenger and freight transport. Following the integration of CASA into Airbus Industries, the latter company took over the manufacture of the C-212, with Series 400 coming off Spanish assembly lines in December 2012.

In France, four Series 300 aircraft were purchased for service with the Centre d'Essais en Vol (Flight Test Center). One of these aircraft, registration F-ZVMR, was sold to Dolphin Air Express, which then transferred it to the CAE Aviation under registration F-HBMP. This aircraft sports a very spectacular livery in two shades of gray. Another aircraft transferred to Boogie Performance as F-GOGN was used in the James Bond movie "The World Is Not Enough".

Specifications (Series 300): twin-engine, high wing and fixed gear, two pilots. Engines: two turboprops Garrett TPE-331-10R-513C of 900 hp. Wingspan 20.28 m, length 16.15 m, wing area 41 m². Ceiling 7,925 m, load 2,950 kg, range 1,960 km.

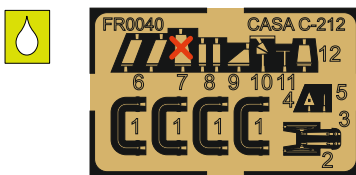
A**B****C**

X Ne pas utiliser
Do not use this part

Barvy GUNZE/ GUNZE Colour No.

A	Noir / Black	H12/C33
B	Gris Clair / Lt. Gull Gray	H51/C11
C	Olive / Olive	H78/C38
D	Noir De Pneu / Tire Black	H77/C137
E	Alu / Aluminium	H8/C8
F	Métal Carbonisé / Burnt Iron	H76/C61
G	Rouge Transparent / Clear Red	H90/C47
H	Vert Transparent / Clear Green	H94/C138
I	Blanc / White	H1/C1
J	Cuir / Leather	H47/C41
K	Rouge / Red	H3/C3
L	Acier / Steel	H18/C28

Photo Etched Parts – PP



SYMBOLS

? OPTION
OPTIONAL
NACH BELIEBEN

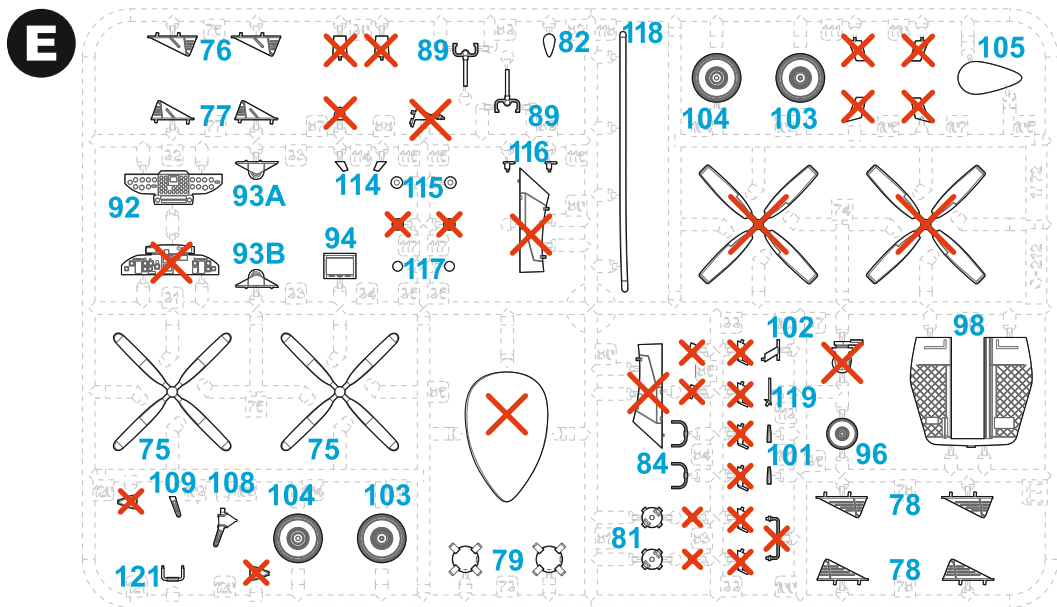
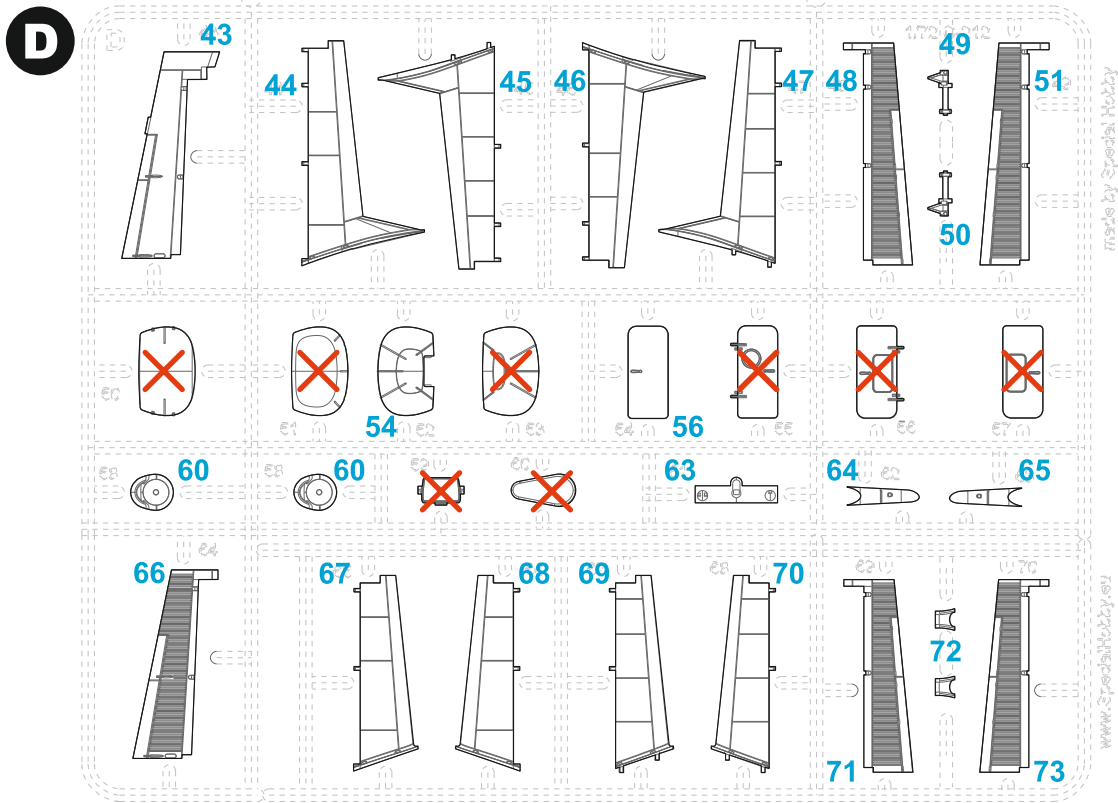
👉 COLLE CYANOACRYLATE
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER

↪ COURBER
BEND
BIEGEN

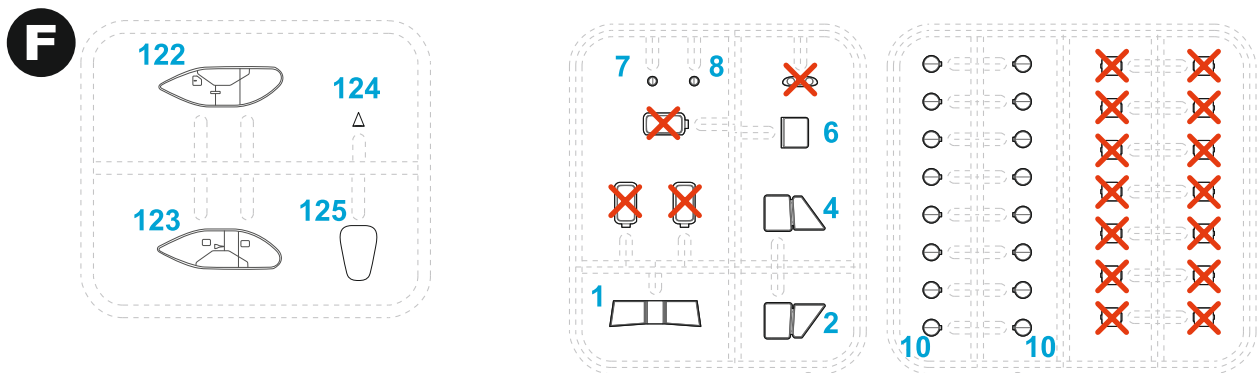
👉 ACHEVER
SCRATCH BUILD
FERTIGSTELLEN

👉 COUPER/PERCER
CUT OFF/DRILL
ENTFERNEN

A GSI
colours code
PEINDRE
COLOUR
FARBEN



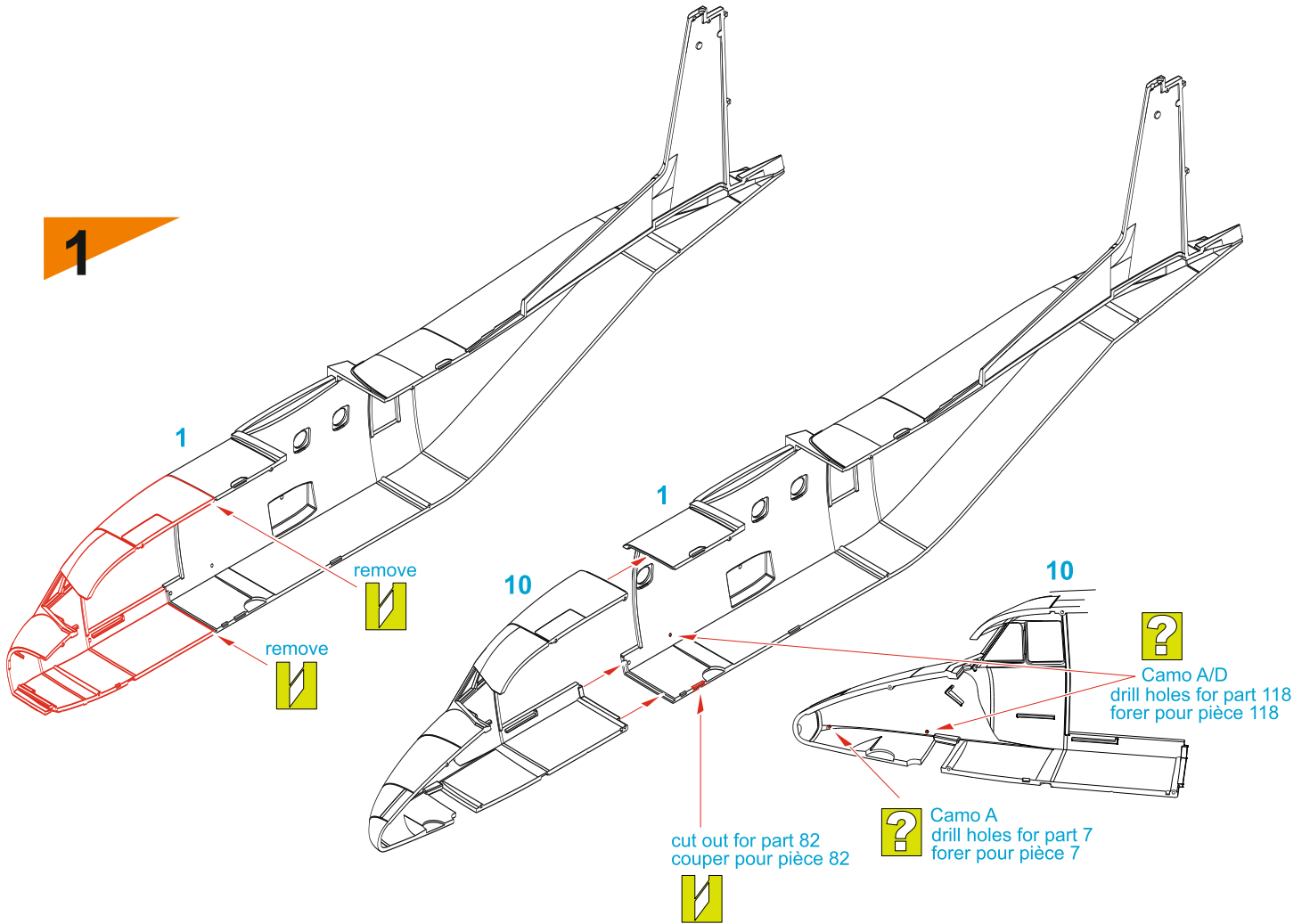
CLEAR Parts – CP



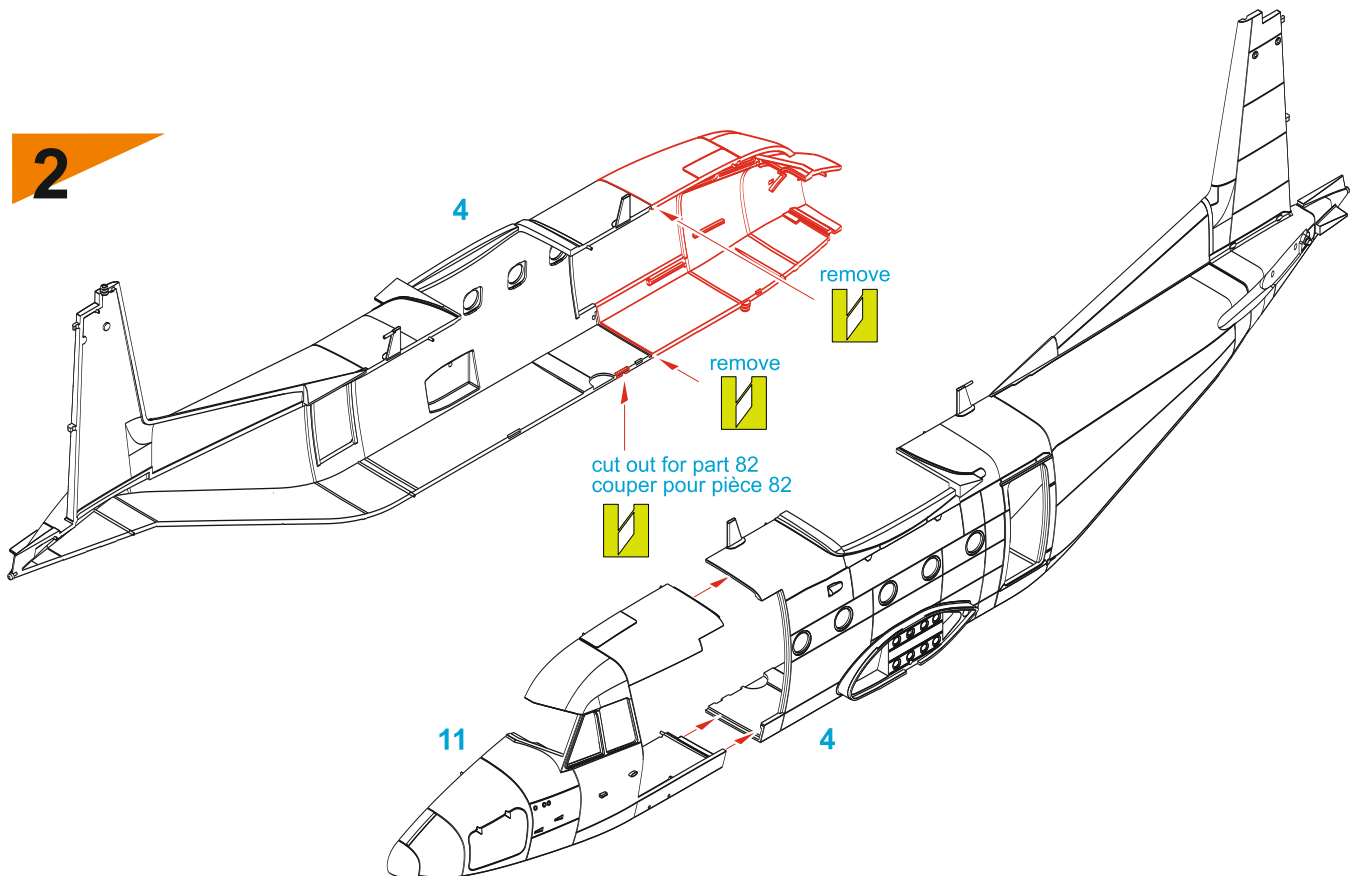
Ne pas utiliser
 Do not use this part

CAMO A/C/D INSTRUCTIONS

1

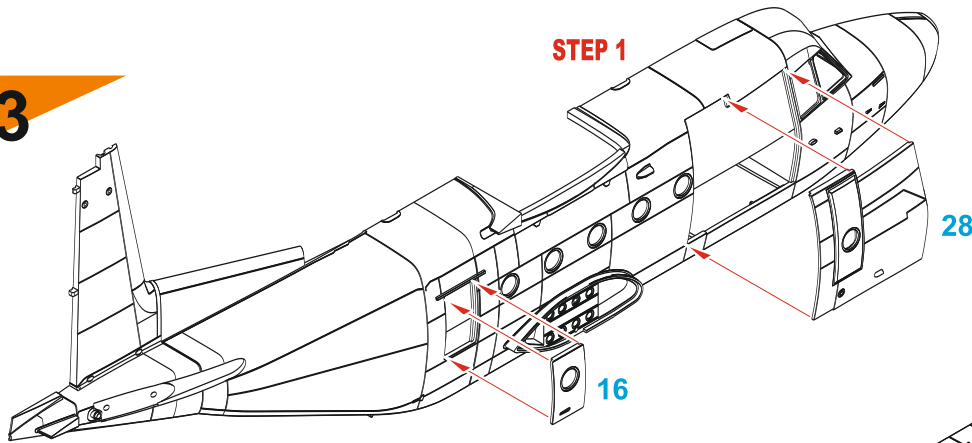


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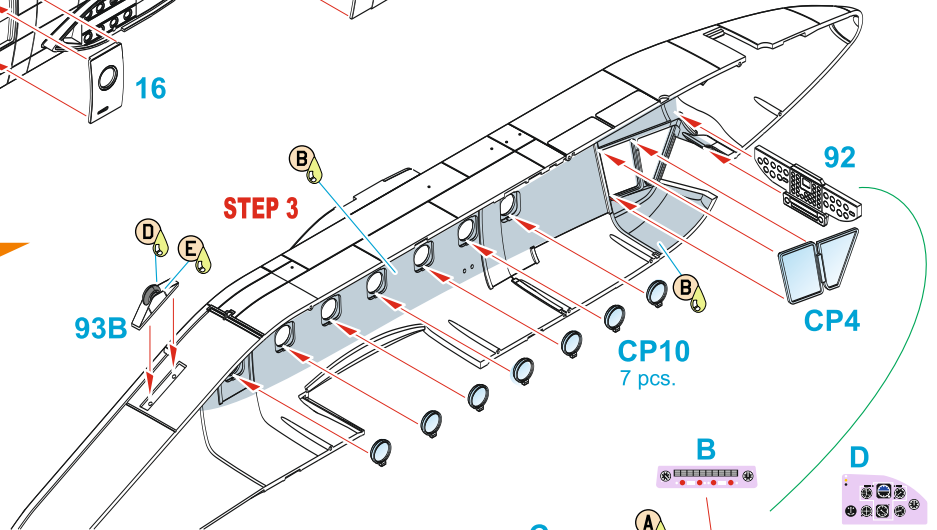


CAMO A/C/D INSTRUCTIONS

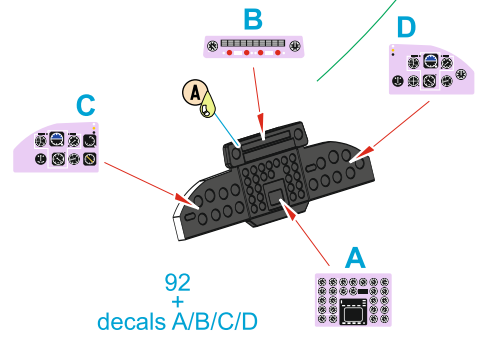
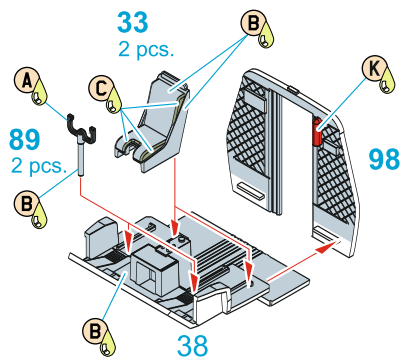
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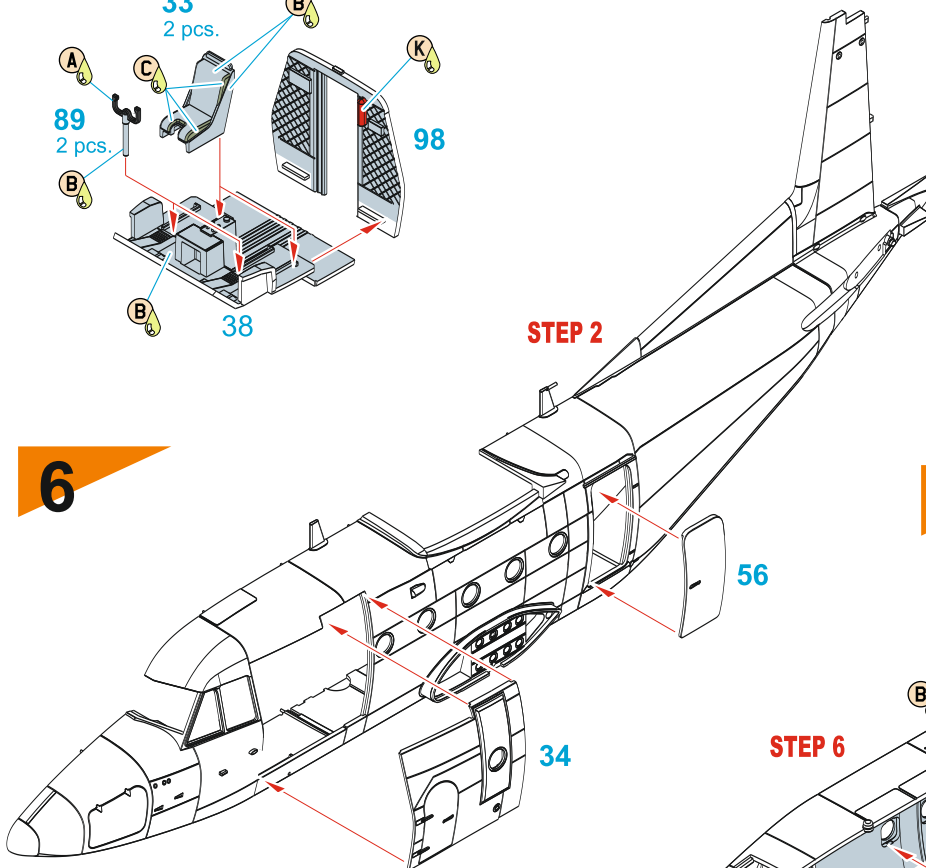


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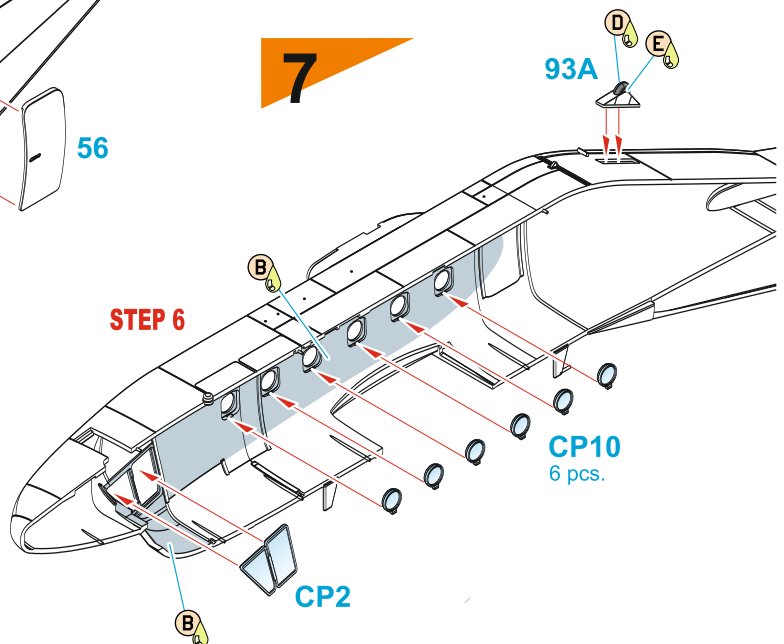


STEP 2

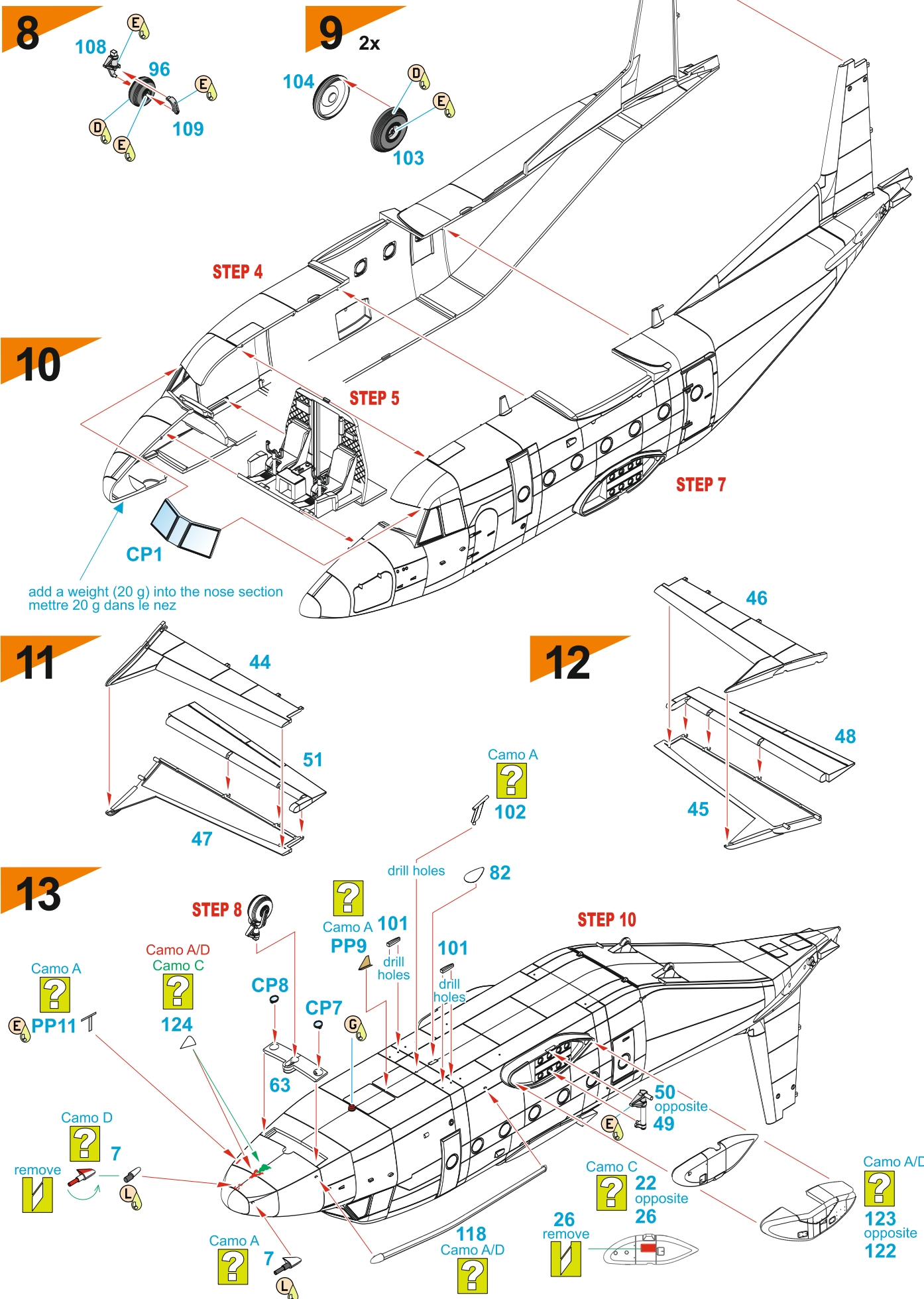
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7

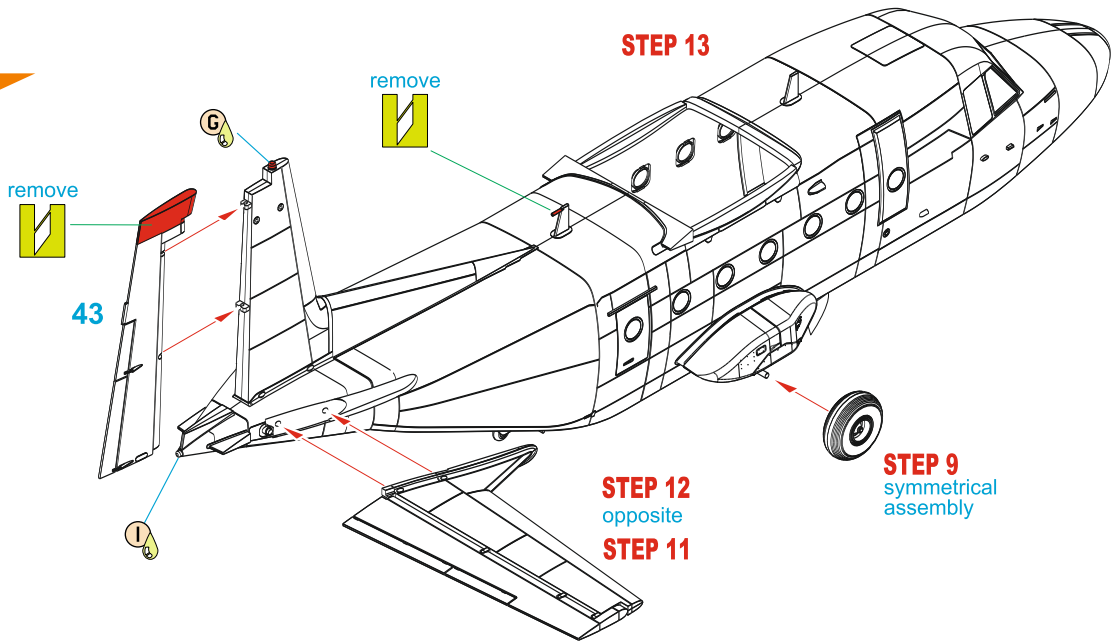


CAMO A/C/D INSTRUCTIONS



CAMO A/C/D INSTRUCTIONS

14

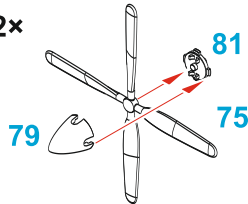


STEP 13

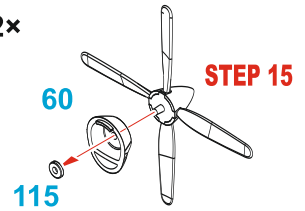
STEP 9
symmetrical
assembly

STEP 12
opposite
STEP 11

15 2x



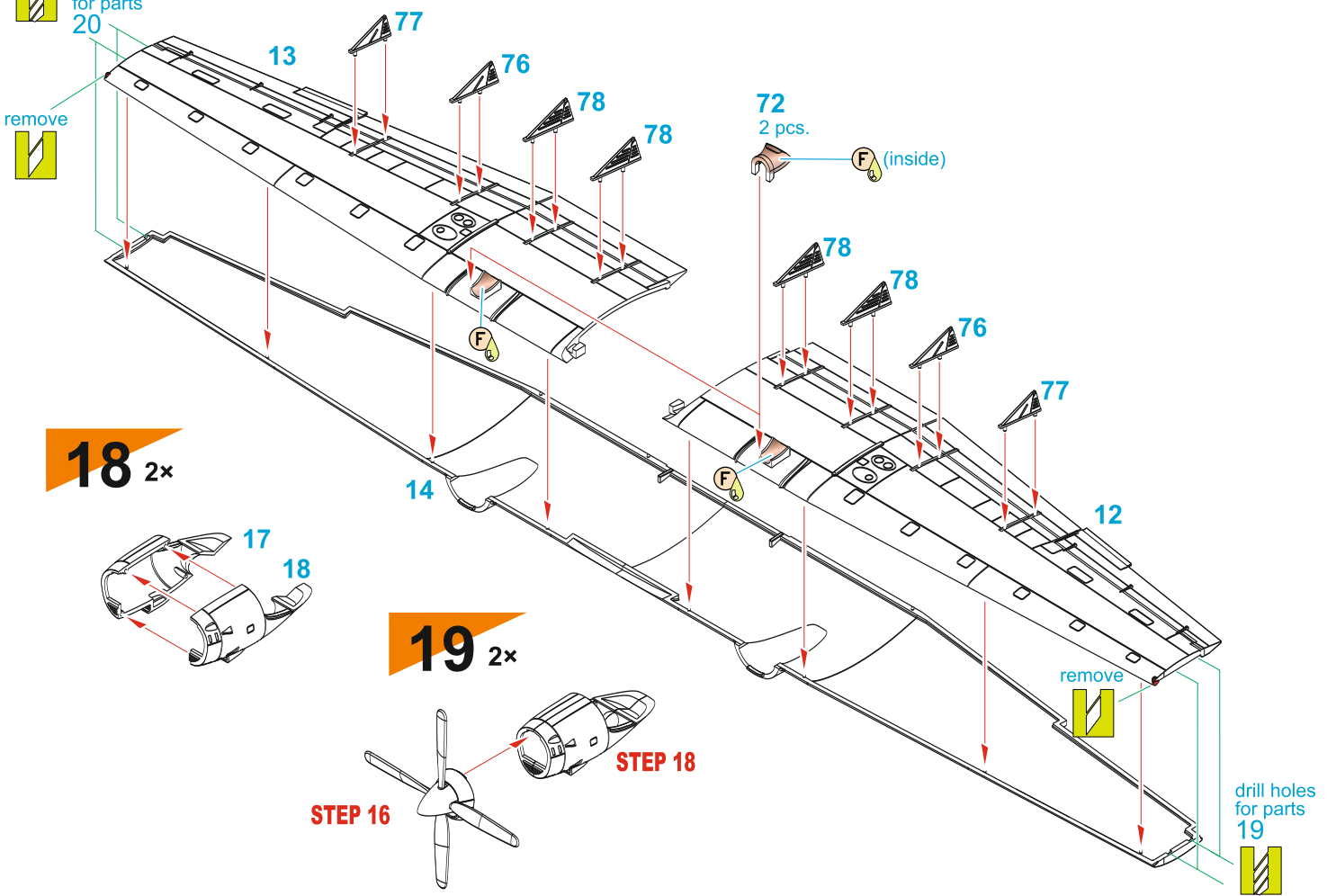
16 2x



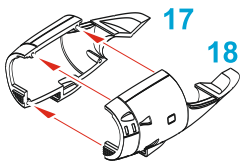
17

drill holes
for parts
20

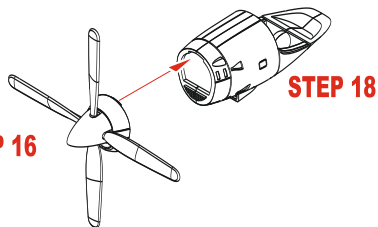
remove



18 2x



19 2x



STEP 16

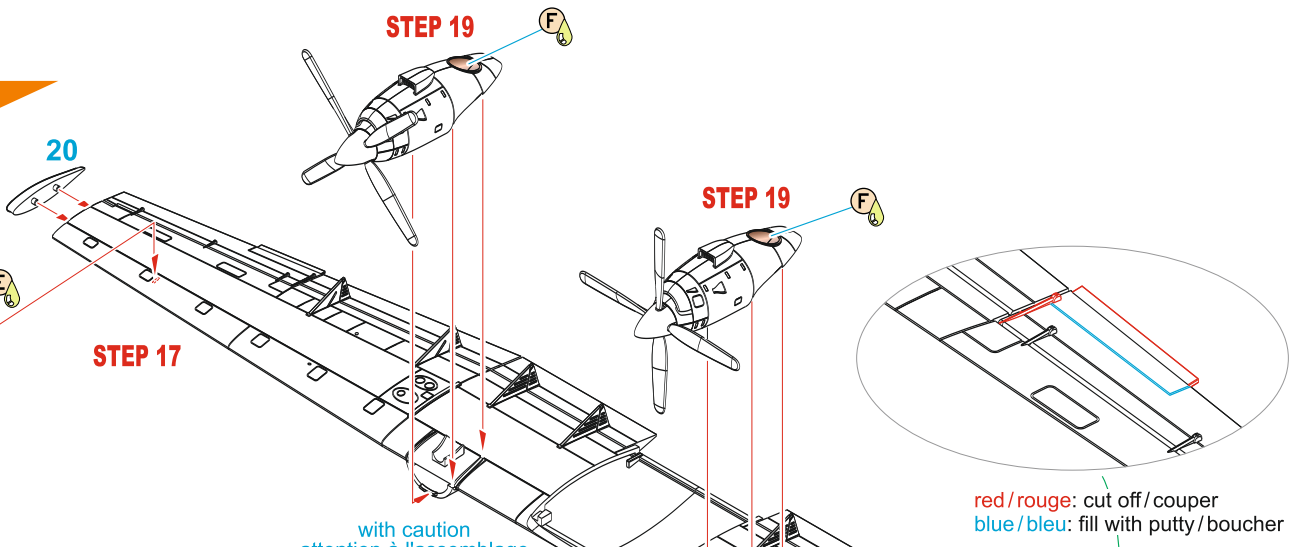
STEP 18

CAMO A/C/D INSTRUCTIONS

20



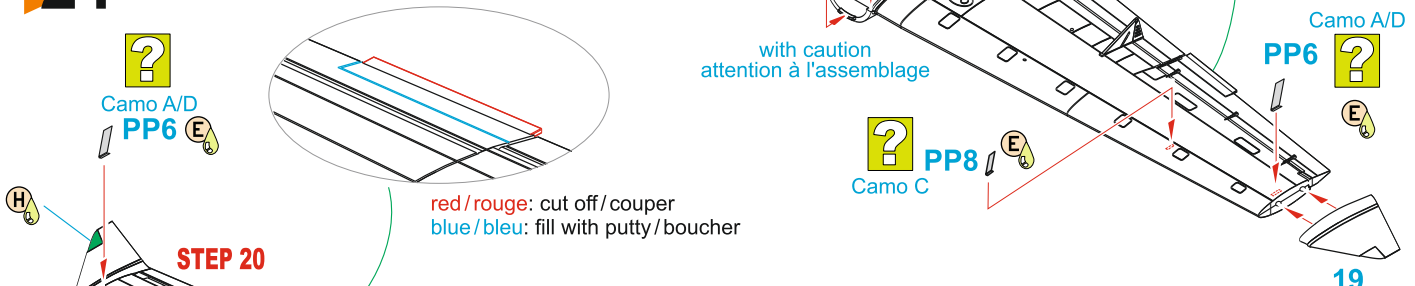
Camo C
PP8



21



Camo A/D
PP6



note: 2 parts 84 to be used
after decal application
2 pièces 84, après pose
des décals

Camo B/C



symmetrical
assembly

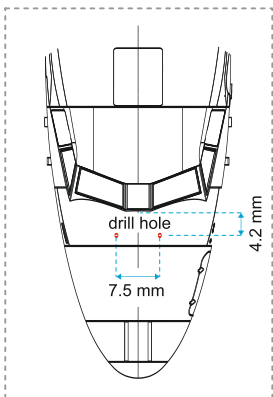
84

Camo A/D



symmetrical
assembly

PP1



PP3 PP2

STEP 14

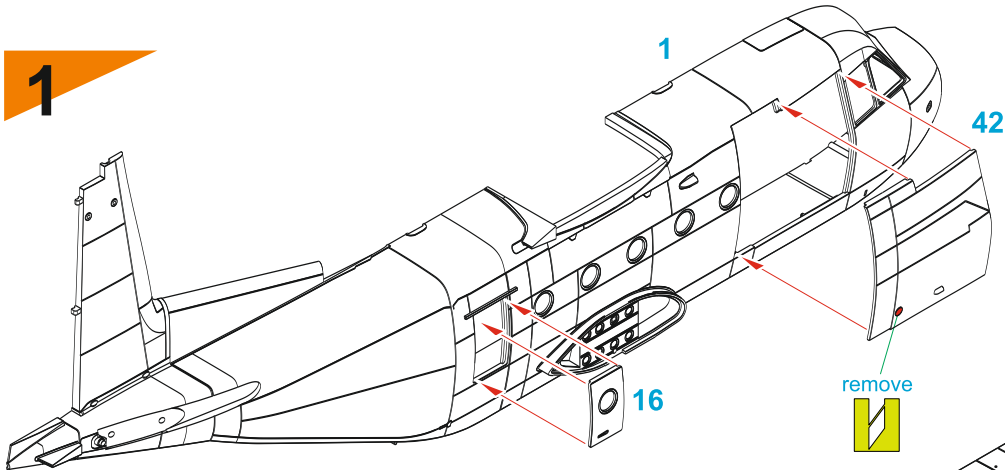
PP2,3

bend 90deg. + rotate
plier 90° et tourner

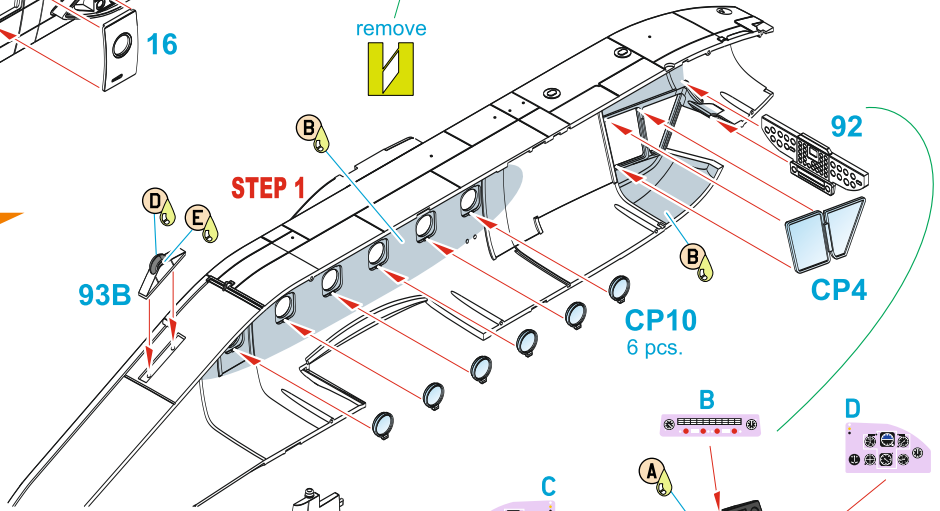
bend backwards
plier en arrière

CAMO B INSTRUCTIONS

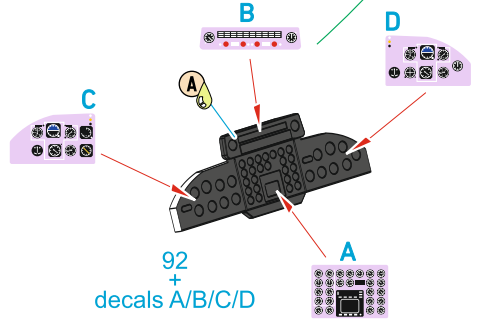
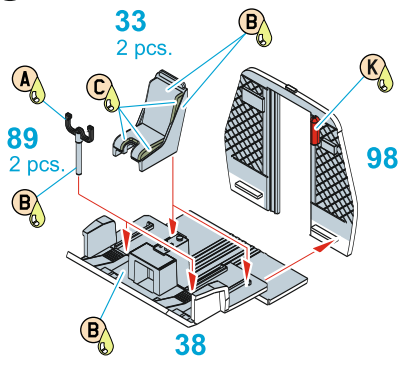
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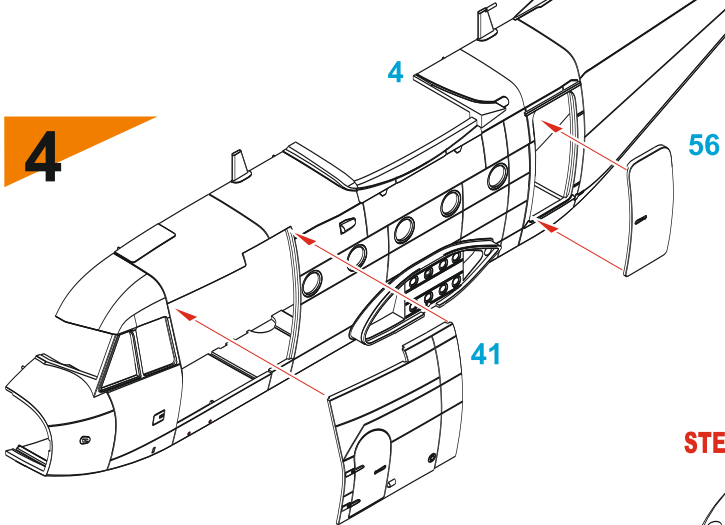
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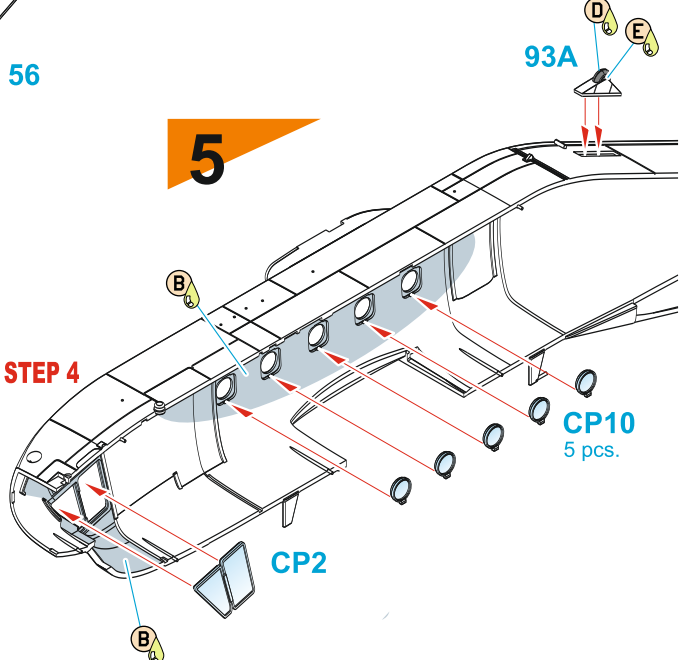
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4

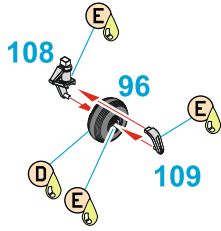


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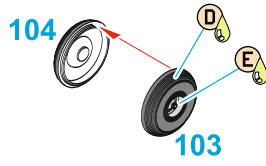


CAMO B INSTRUCTIONS

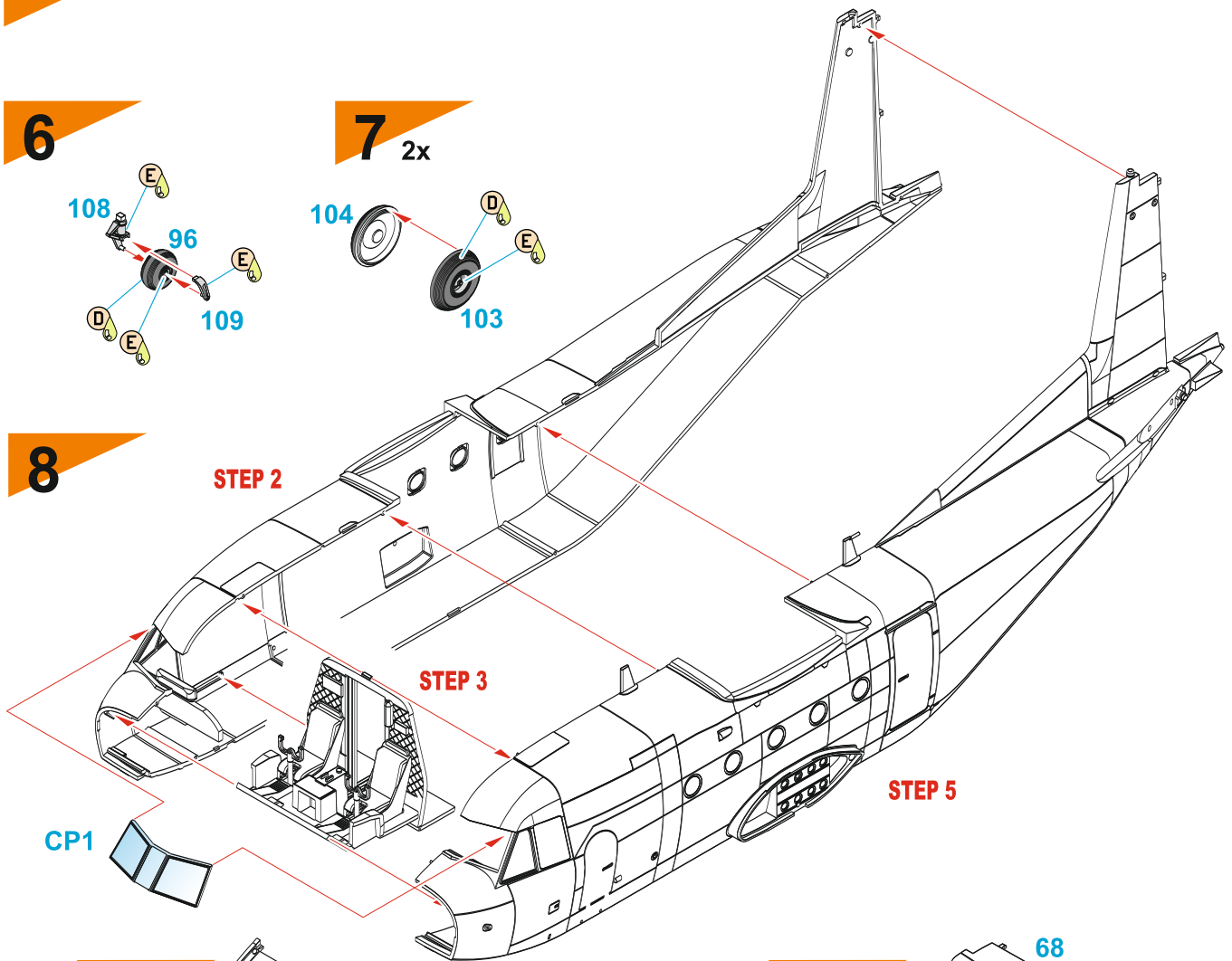
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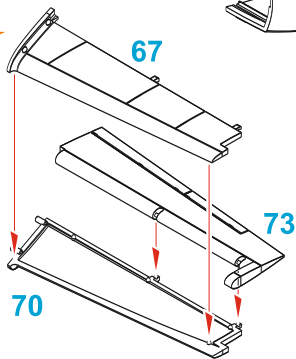
7 2x



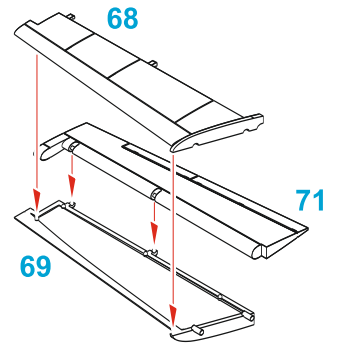
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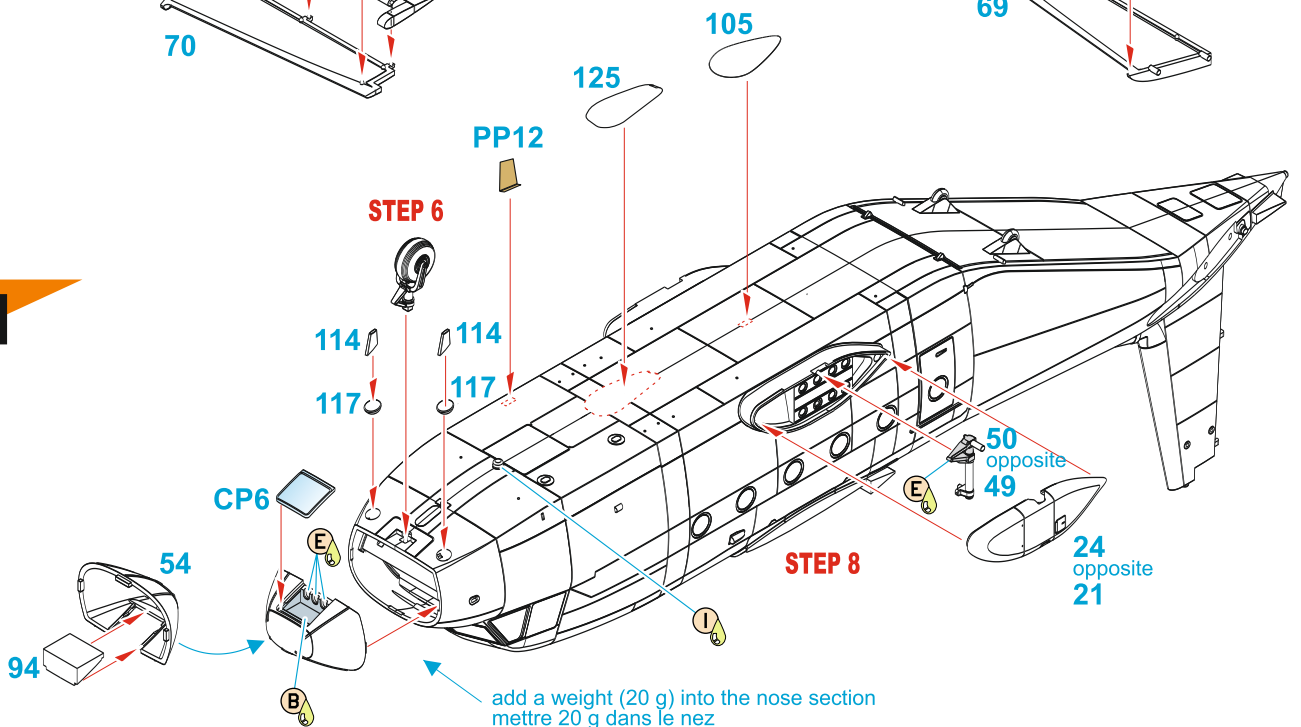
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10

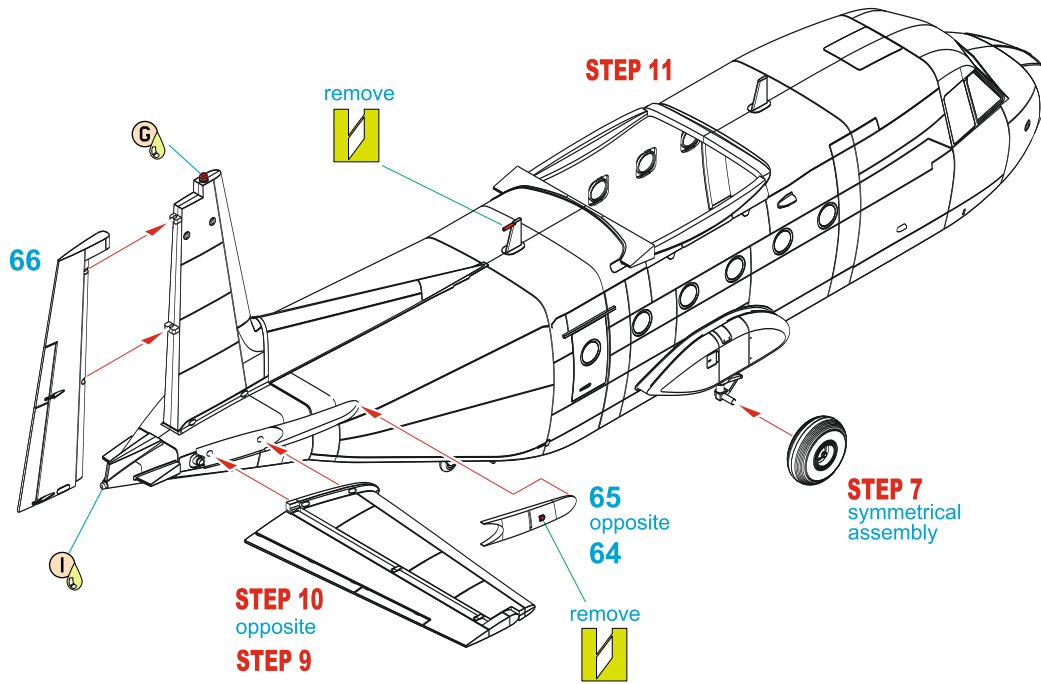


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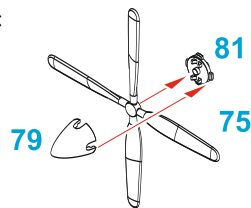


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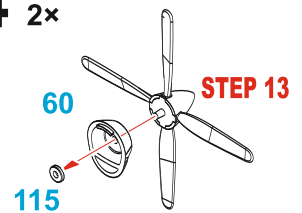
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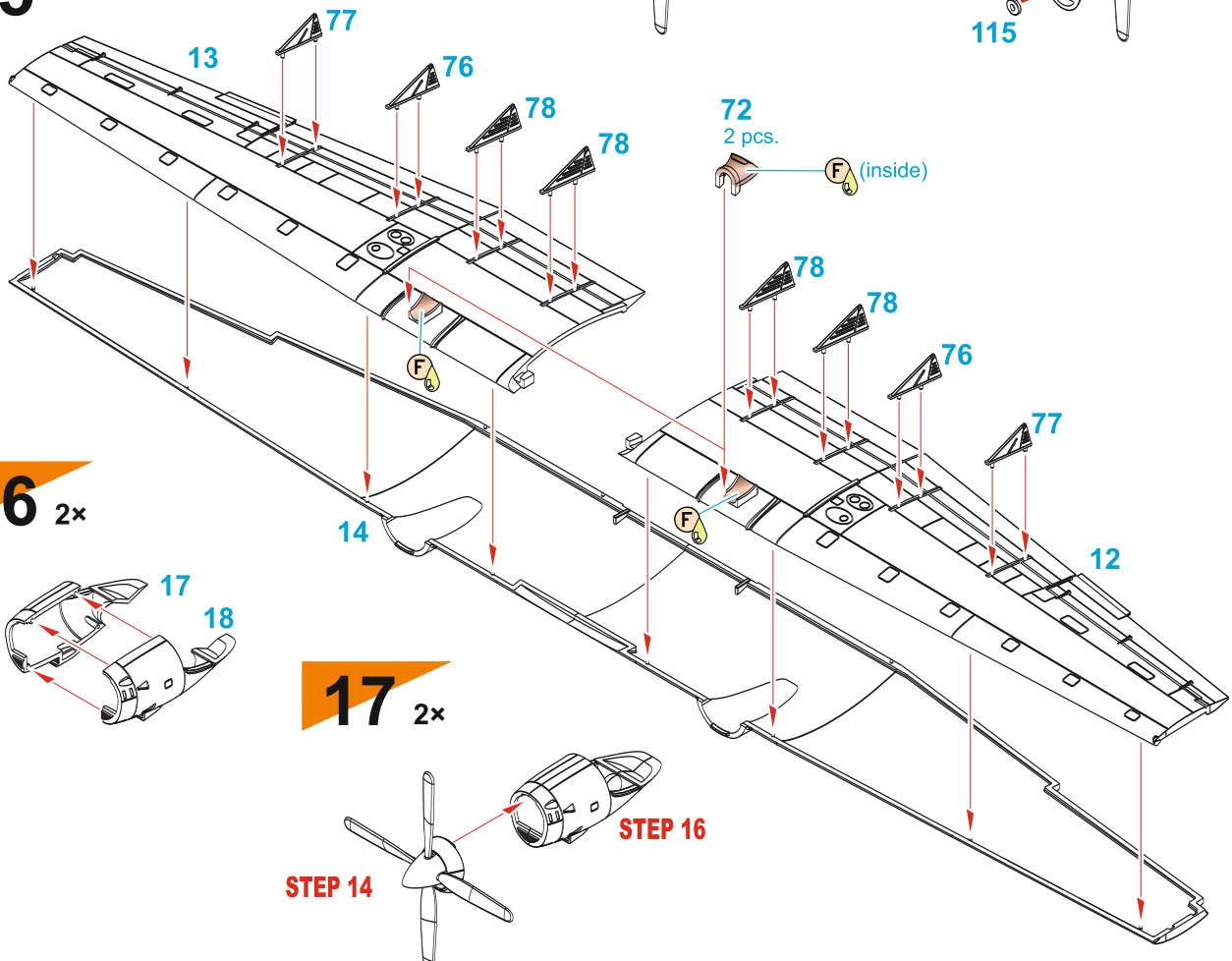
13 2x



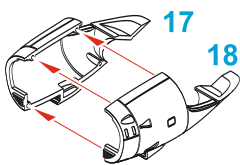
14 2x



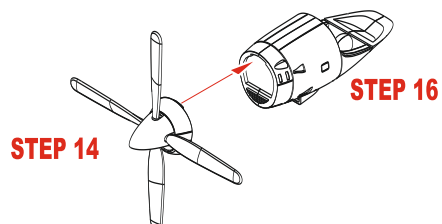
15



16 2x

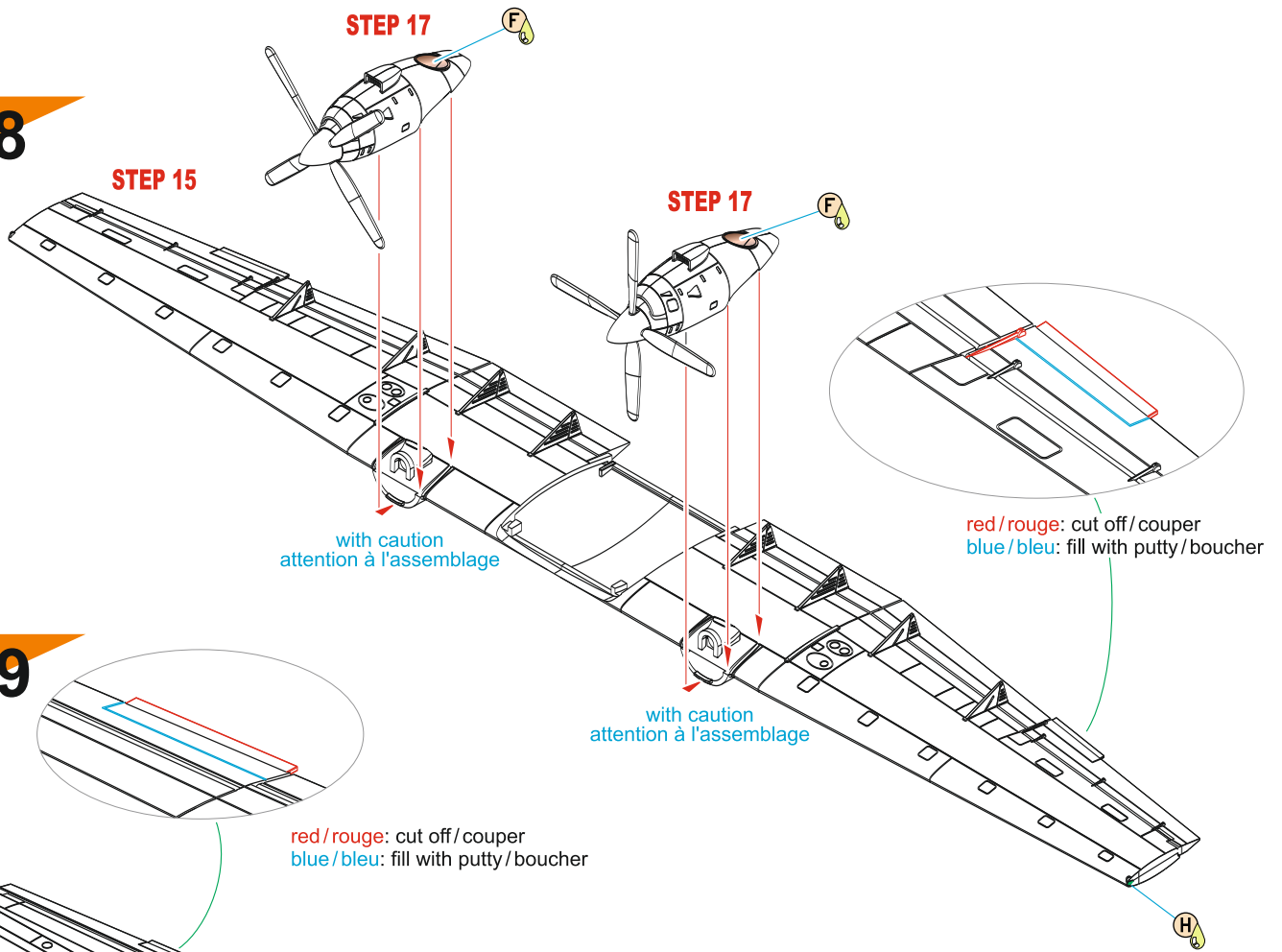


17 2x

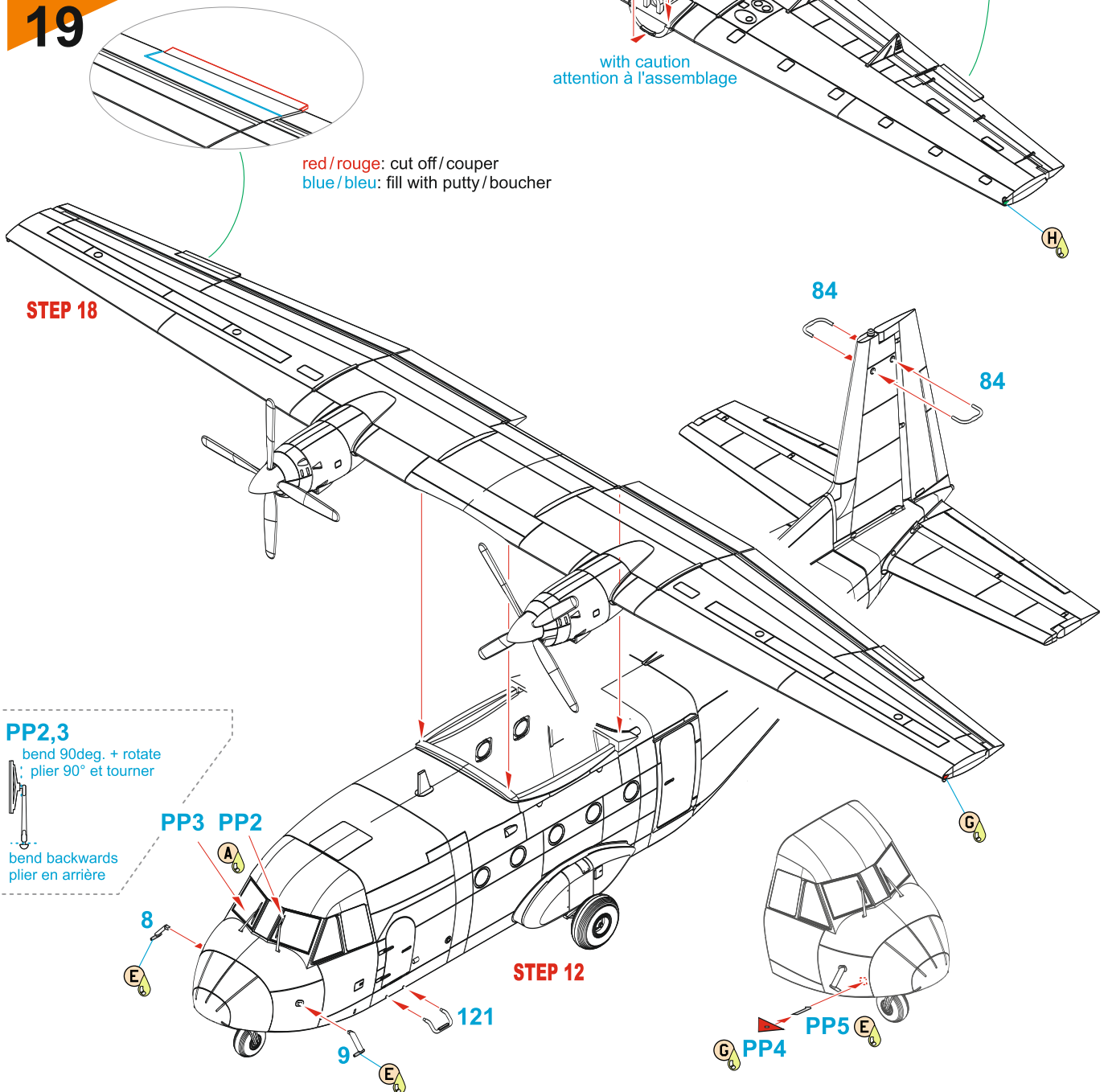


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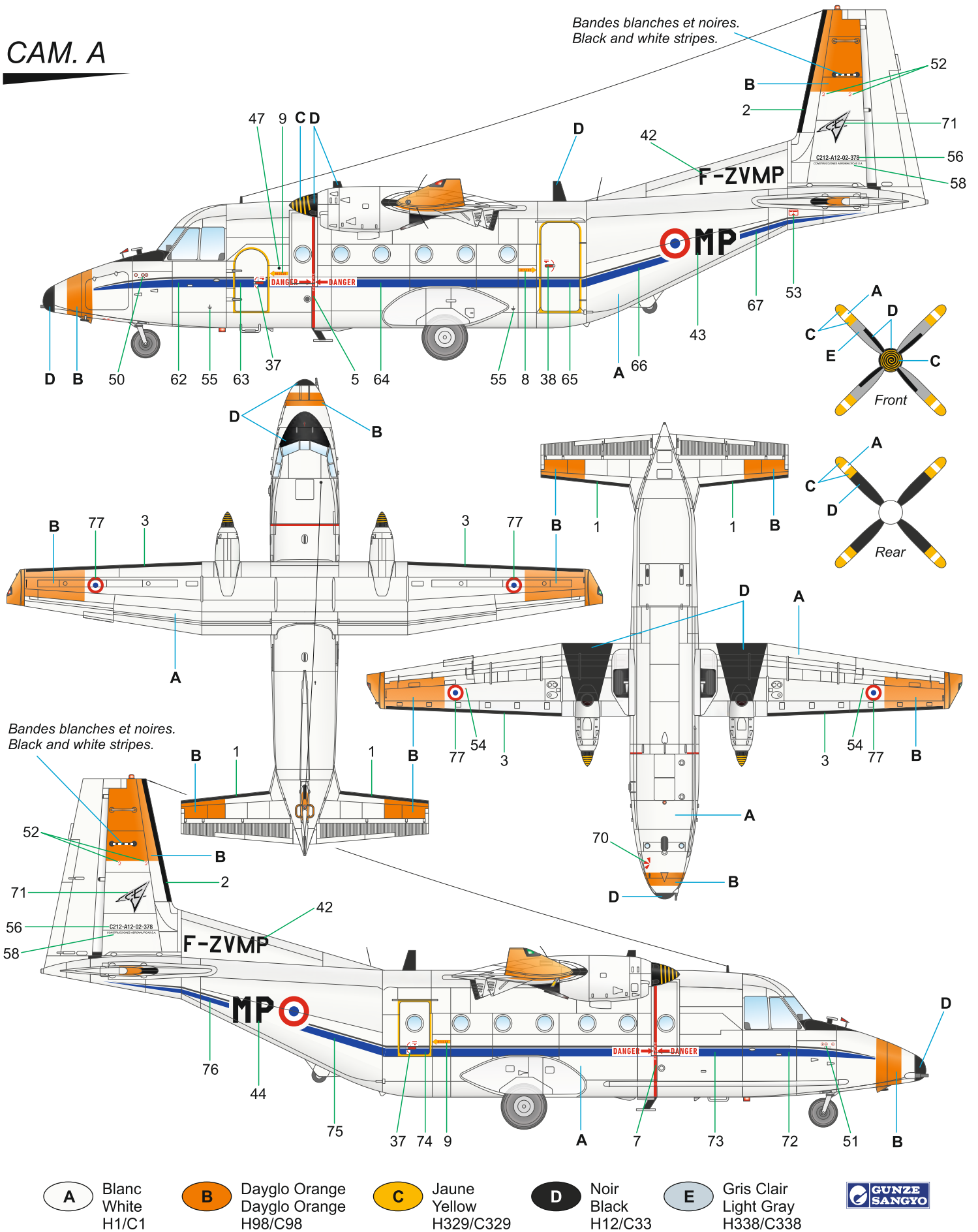
18



19



CAM. A

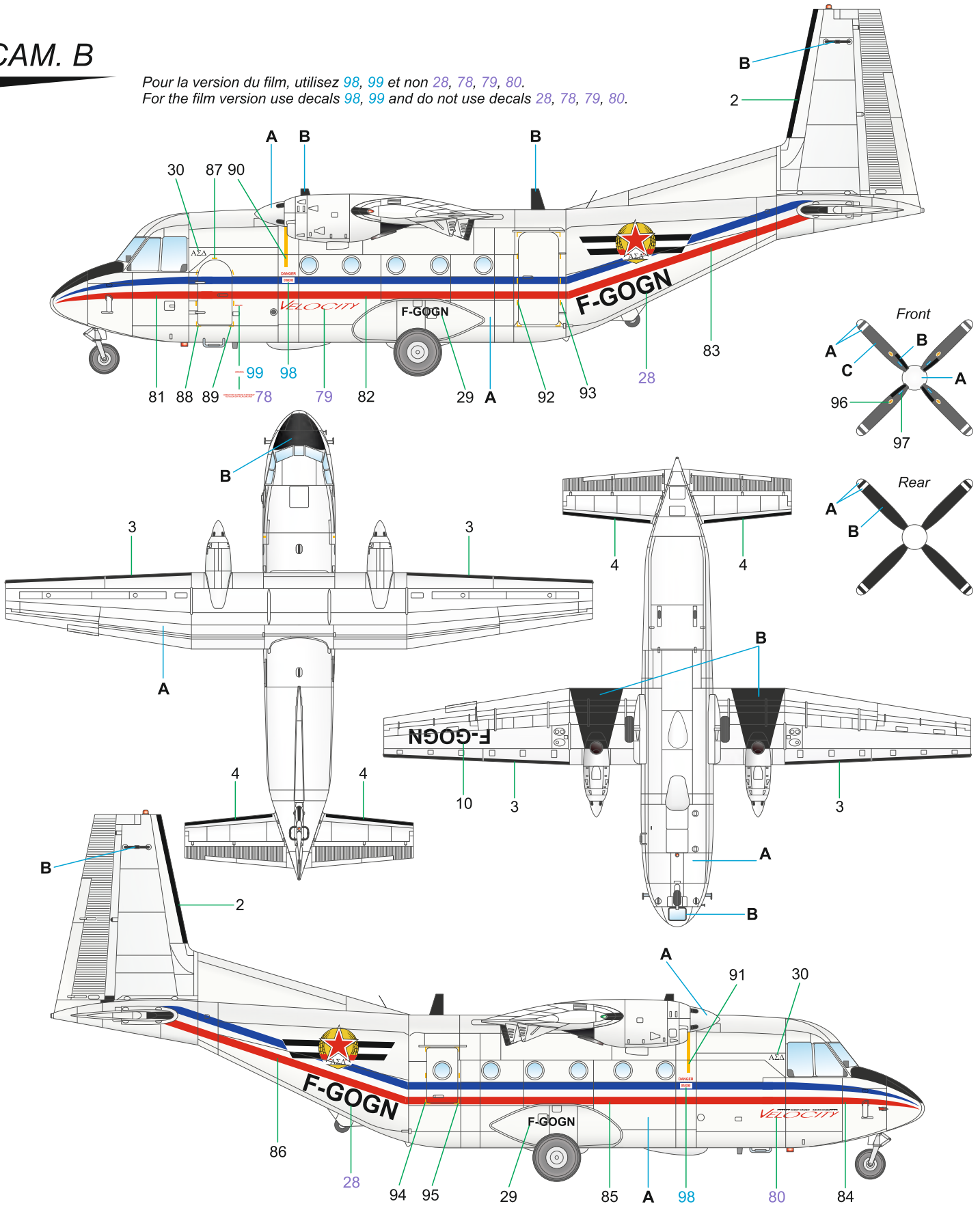


CASA C-212-100 F-GOGN, utilisé par Boogie Performance, Agen-La Garenne, accidenté le 15/11/2009. A été utilisé dans un film.

CASA C-212-100 F-GOGN, operated by Boogie Performance, Agen-La Garenne, France. Damaged on the 15th of November 2009. Appeared in a film.

CAM. B

Pour la version du film, utilisez 98, 99 et non 28, 78, 79, 80.
For the film version use decals 98, 99 and do not use decals 28, 78, 79, 80.



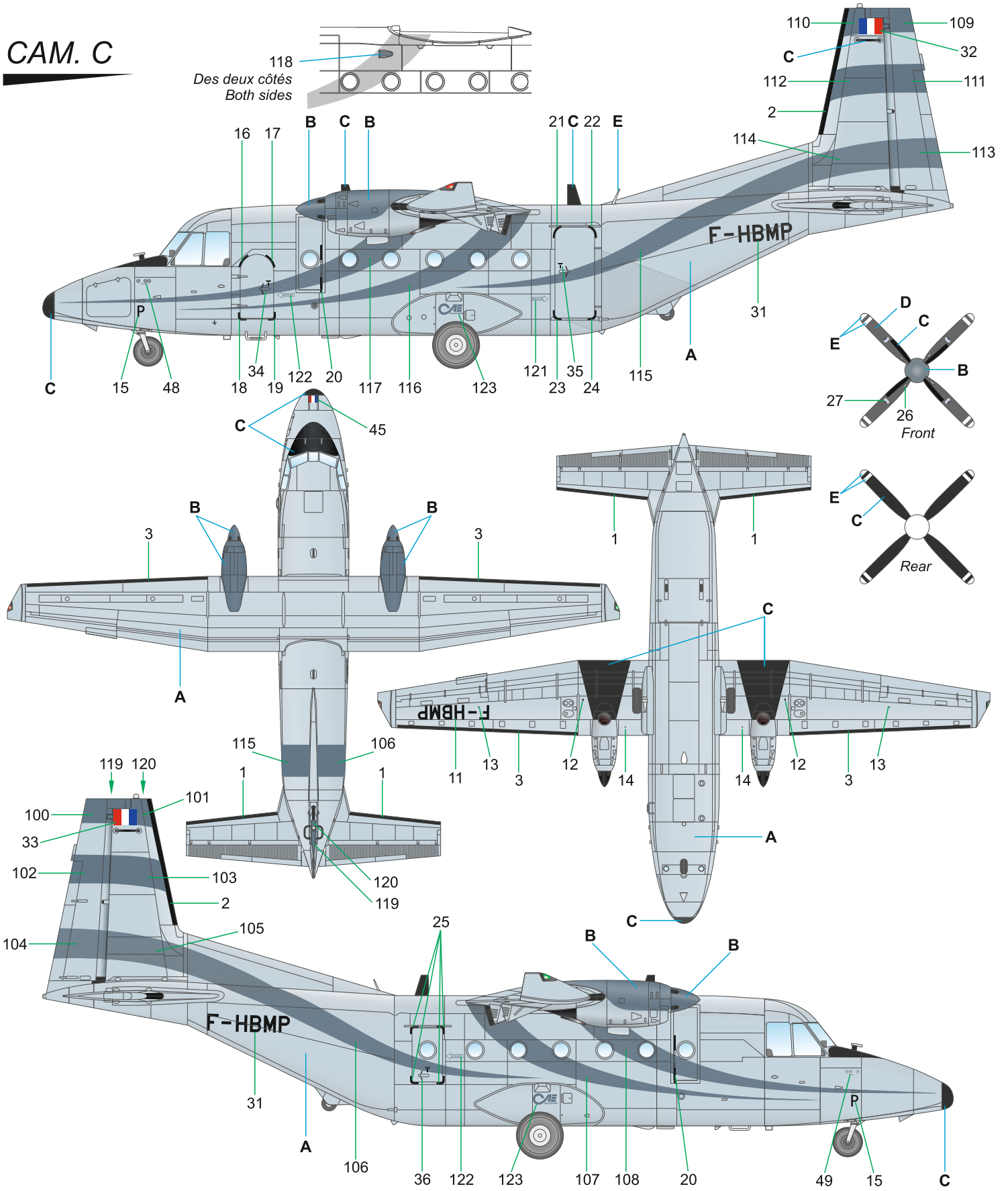
- A** Blanc
White
H1/C1
- B** Noir
Black
H12/C33
- C** Gris
Gray
H317/C317



CASA C-212-300 Aviocar F-HBMP, ex F-ZVMR (1988)
 n/c 387, CAE Aviation. France, 2009/2014.

CASA C-212-300 Aviocar F-HBMP, ex F-ZVMR (1988),
 c/n 387, CAE Aviation. France, 2009/2014.

CAM. C



A Gris Clair
 Light Gray
 H338/C338

B Bleu Gris
 Grayish Blue
 H337/C337
 FS 35237

C Noir
 Black
 H12/C33

D Gris
 Gray
 H317/C317

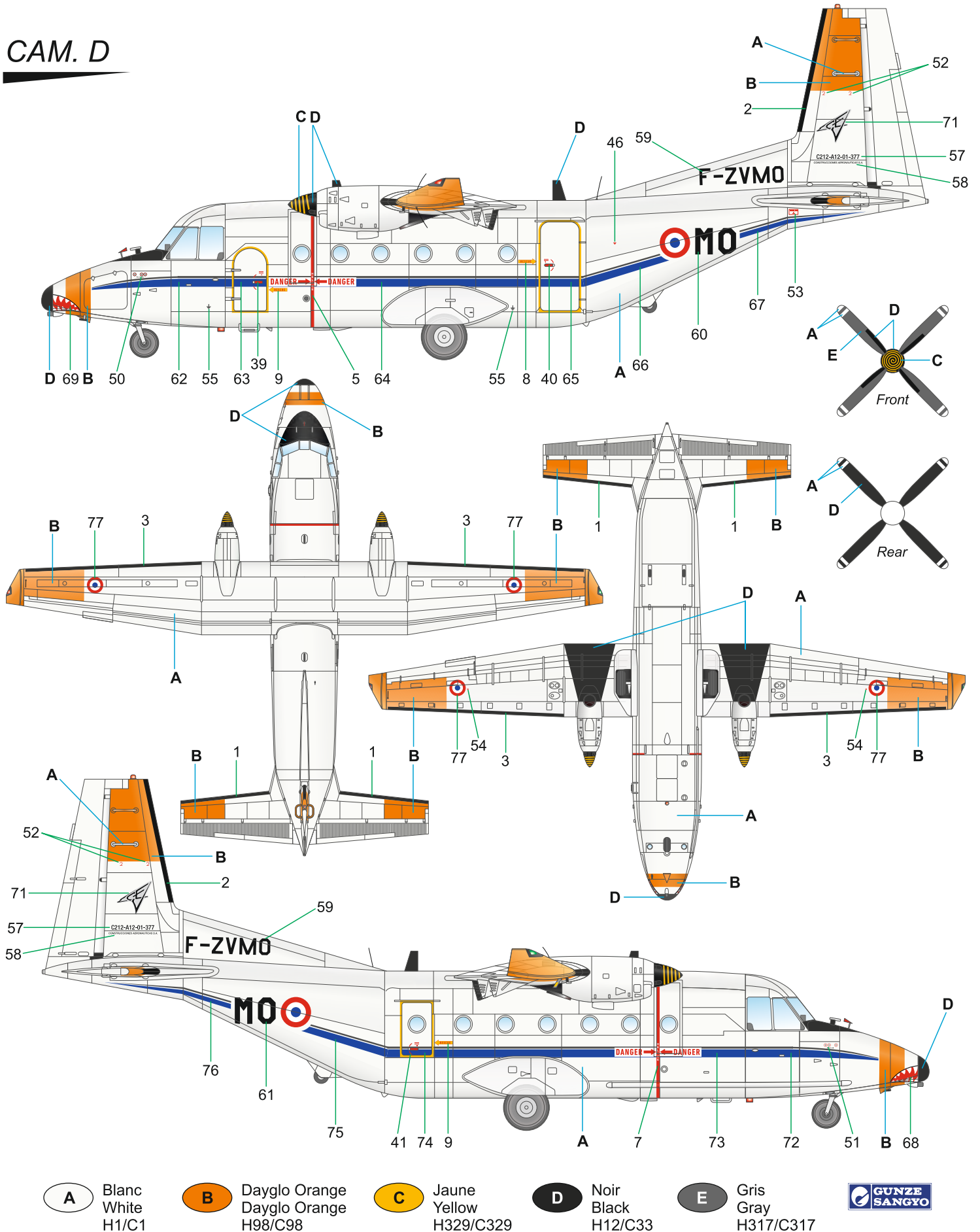
E Blanc
 White
 H1/C1



CASA C-212-300 Aviocar, F-ZVMO, n/c 377, DGA
Essais en Vol, Istres 2009/2011. Immatriculé F-ZAEA
en 2015.

CASA C-212-300 Aviocar, F-ZVMO, c/n 377, Test
Flight Center, Istres, France, 2009/2011. Appeared as
F-ZAEA in 2015.

CAM. D



A Blanc
White
H1/C1

B Dayglo Orange
Dayglo Orange
H98/C98

C Jaune
Yellow
H329/C329

D Noir
Black
H12/C33

E Gris
Gray
H317/C317

