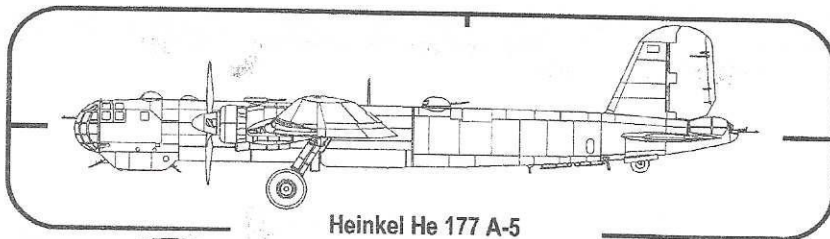




**Production**

**Kit No. 48058**



Heinkel He 177 A-5

PLASTIKOVÝ MODEL LETOUNU  
PLASTIC AIRCRAFT KIT

1/48

PLASTIK FLUGZEUG MODELLBAUSATZ  
MAQUETTE RÉDUITE EN PLASTIQUE

**CZ** Německá Luftwaffe dokázala za druhé světové války nasadit pouze jediný typ těžkého bombardéru, kterým byl Heinkel He 177A. Jeho vývoj byl ale velmi obtížný a dlouhý. Zahájen byl již v roce 1936, kdy firma Heinkel obdržela od RML specifikace těžkého bombardéru pod šifrou Bomber A. Požadavky byly velmi náročné. Splnit se je pokusil konstruktér Siegfried Günter. Konstrukce Heinkel He 177 byla řešena neortodoxně. Velké komplikace přineslo řešení motorů. Letoun byl čtyřmotorový, ale vždy dva motory poháněly jednu čtyřlístou vrtuli. Původně byly sdruženy motory DB 601 a tento komplet měl označení DB606. První prototyp vzletl 19. listopadu 1939. Již při prvním letu se objevily potíže s motory. Ty provázely typ po celou dobu služby. Také se objevily problémy s třepáním křidélek a pevností stroje. Luftwaffe totiž požadovala, aby byl He 177 schopen střemhlavých letů. Přes množství prototypů se vývoj dopracoval k před sérii He 177A-0 a první sériové verzi He 177A-1. Ani ta nebyla schopna bojového nasazení. Toho se dočkala znovu přepracovaná verze He 177A-3. Tato verze byla také první, která mohla nosit dálkově řízené pumy HS 293. Nejrozšířenější byla verze He 177A-5. Odlišovala se použitím výkonnějších a spolehlivějších motorů DB610, které vznikly spojením motorů DB 605. Vývoj pokračoval dále a v maiých sériích nebo jednotlivých kusech byly do konce války vyrobeny varianty A-6, A-7. Stejně tak byly jednotlivé kusy různých variant použity k nejrůznějším experimentům s výzbrojí a vybavením.

První bojovou jednotkou, která nasadila He 177 byla IV./KG 40 na letišti Bordeaux-Mérignac. Další He 177 byly z nouze nasazeny k zásobování Stalingradského kotle a k bombardování sovětských vojsk. Zde na východní frontě sloužily He 177 od jara 1944 u jednotky KG 1 k taktickému bombardování. Nejrozsáhlejší nasazení proběhlo nad Atlantikem. He 177 se snažily napadat spojeneckou loďní dopravu, ovšem za cenu značných ztrát. Zúčastnily se také posledních náletů na Anglii v roce 1944. V Anglii byly tyto nálety posměšně nazývány Baby blitz. Po válce byly He 177 testovány Francií, Británií a USA. Po vylodění spojenců ve Francii byl dokonce jeden He 177 ukořistěn francouzským hnutím odporu a přelétnut do Británie.

#### Technická data He 177A-5:

Rozpětí: 31,44 m, délka: 19,40 m, výška: 6,40 m, max. rychlost: 488 km/h ve výšce 6100 m, praktický dostup: 8000 m, max. dolet s výzbrojí 2x HS 293: 5500 km, výzbroj: lišila se dle variant

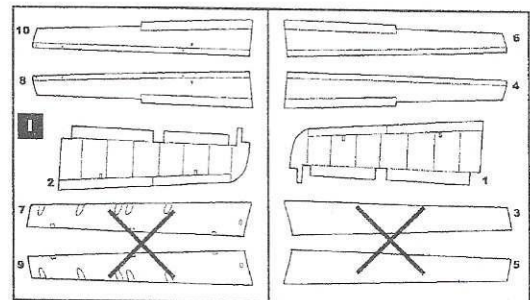
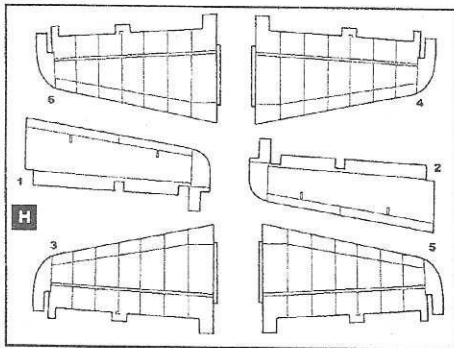
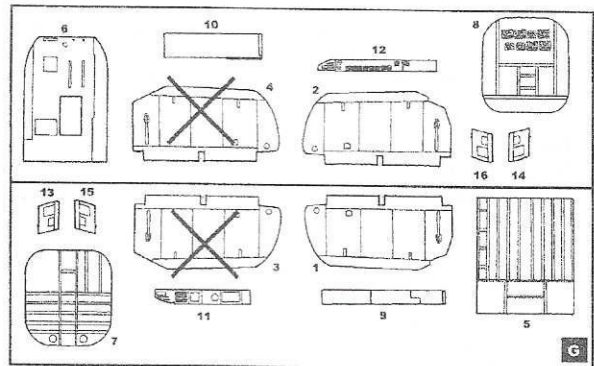
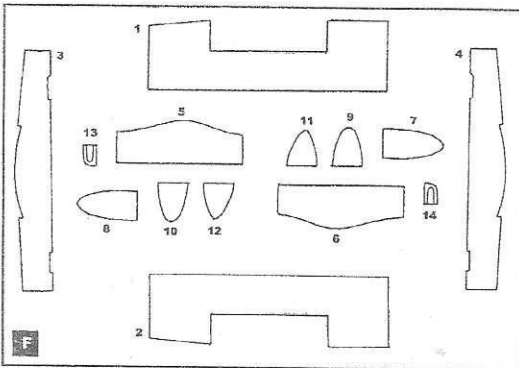
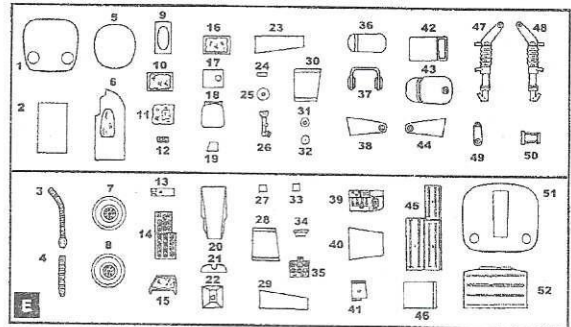
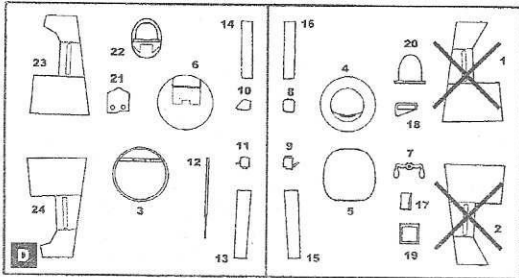
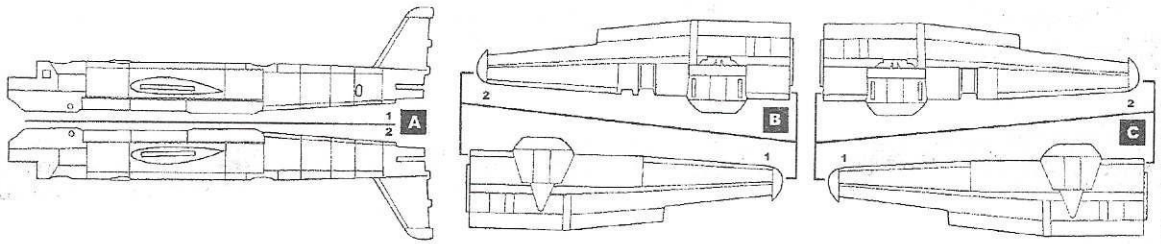
**GB** Only one type of heavy bomber aircraft was developed by German Luftwaffe during the Second World War and this was Heinkel He 177A. The development of this aircraft begun in 1936 when Heinkel company had received, under cipher "Bomber A" specifications for a heavy bomber aircraft. The requirements were very fastidious and development was somewhat prolonged and very difficult. Designer Siegfried Günter was chosen to fulfil the requirements. The design of Heinkel He 177 was solved really unorthodoxly. The real complications were the power plants. The aircraft was of four-engine type but with two engines being paired driving one four bladed propeller. Originally the DB 601 engines were coupled and these units got designation DB 606. The maiden flight of the first prototype occurred on 19<sup>th</sup> November 1939. The engine troubles appeared already during this first flight and persisted during the whole active service. Later, further problems with ailerons' fluttering and airframe rigidity appeared. This was due to Luftwaffe's unrealistic requirement for a dive-bombing capability. Through many prototypes the design finally reached pre-production series designated He-177A-0 and first production version He-177A-1. Not even this version was capable for service acceptance. The first version to be accepted into service was the redesigned He 177A-3. It was also the first version capable of carrying Hs 293 guided bombs. The most spread was the He 177A-5 version. It differed by more powerful and reliable DB 610 engines that originated in coupling DB 605 engines. The aircraft development continued and until the war's end versions A-6 and A-7 were produced in small series or single pieces. Further particular aircraft of various versions were used for armament and equipment trials.

The first combat unit to deploy He 177 was IV/ KG 40 based at Bordeaux-Merignac airbase. Other He 177 aircraft were shifted to provide supply for the Stalingrad's battlefield and to pound the Soviet's forces. There at the Eastern Front the He 177 served from spring 1944 within tactical bomber unit KG 1. The most extensive deployment saw He 177 aircraft over the Atlantic Ocean where they attacked allied shipping though at the cost of high losses. In 1944 the He 177s also participated in last attacks on England. These were in England satirically described as Baby Blitz raids. When the war had been over He 177 aircraft were tested in France, Great Britain and USA. Even after the allied landing in Normandy the French Resistance captured one He 177 and flew it into Great Britain.

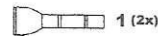
#### Technical Specifications of He 177A-5:

Wing Span: 31,44 m, Length: 19,40 m, Height: 6,40 m, Max. Speed: 488 km/h at 6100 m, Ceiling: 8000 m, Maximum Range with 2 Hs 293 guided bombs: 5500 km, Armament: differed according to particular version.





POLYURETHAN PARTS PUR



1 (2x)



2 (2x)



POUŽIT LEPIDLO NA KOV  
INSTANT GLUE FOR METAL  
METALLKLEBER  
COLLE A METAL



MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION



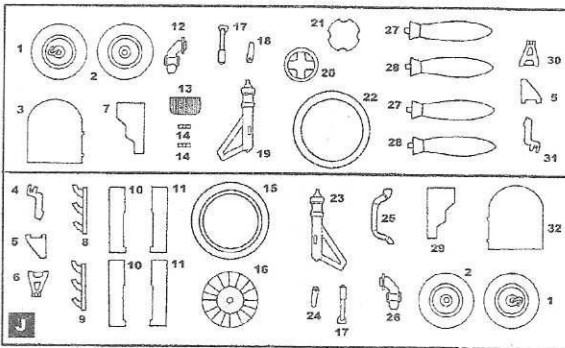
VYŘÍZNOUT  
REMOVE  
ENTFERNEN  
DETACHER



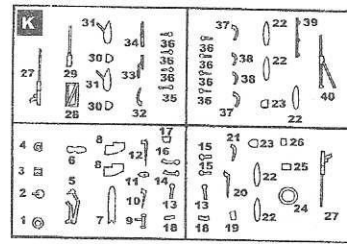
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SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER



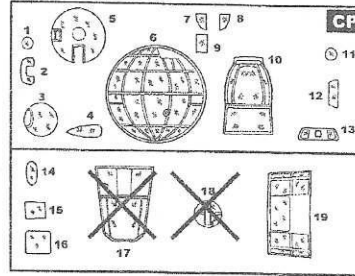
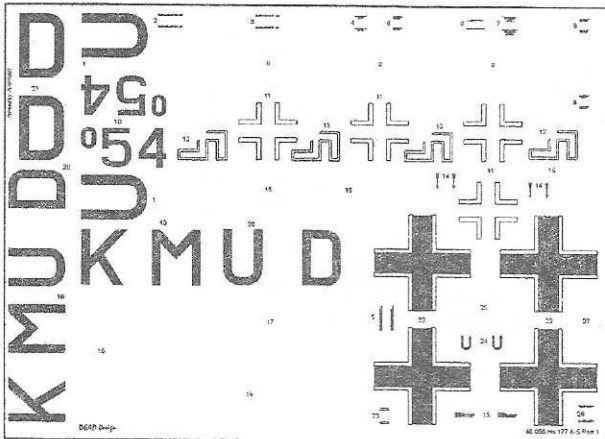
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BEND  
BIEGEN  
COURBER



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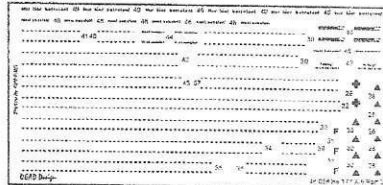


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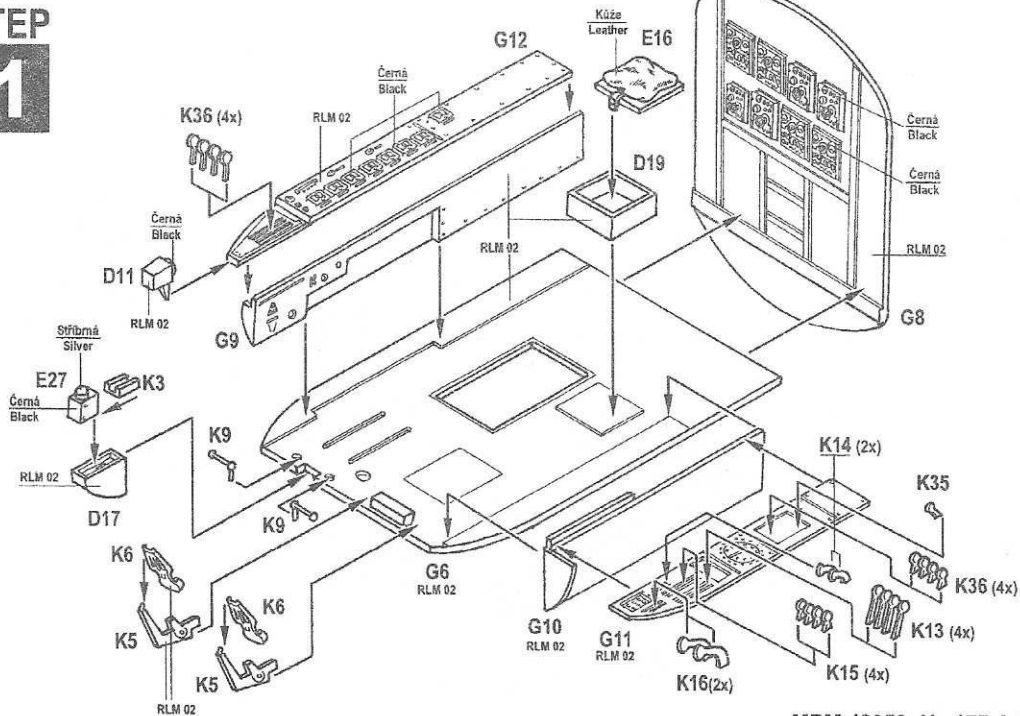
CLEAR PARTS (CP)

DECALS



STEP

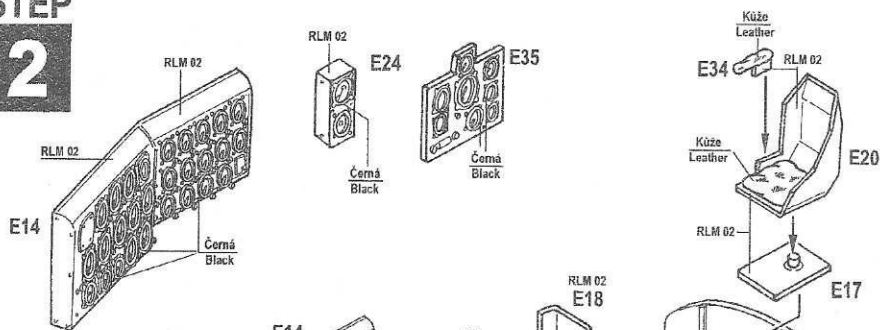
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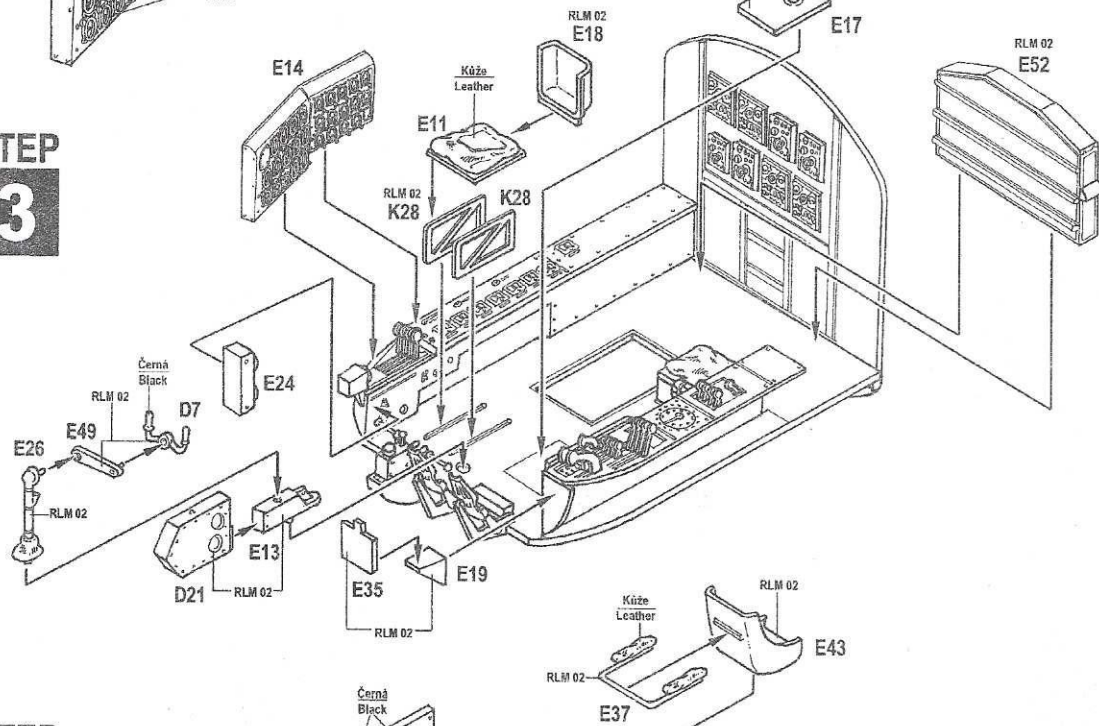
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2



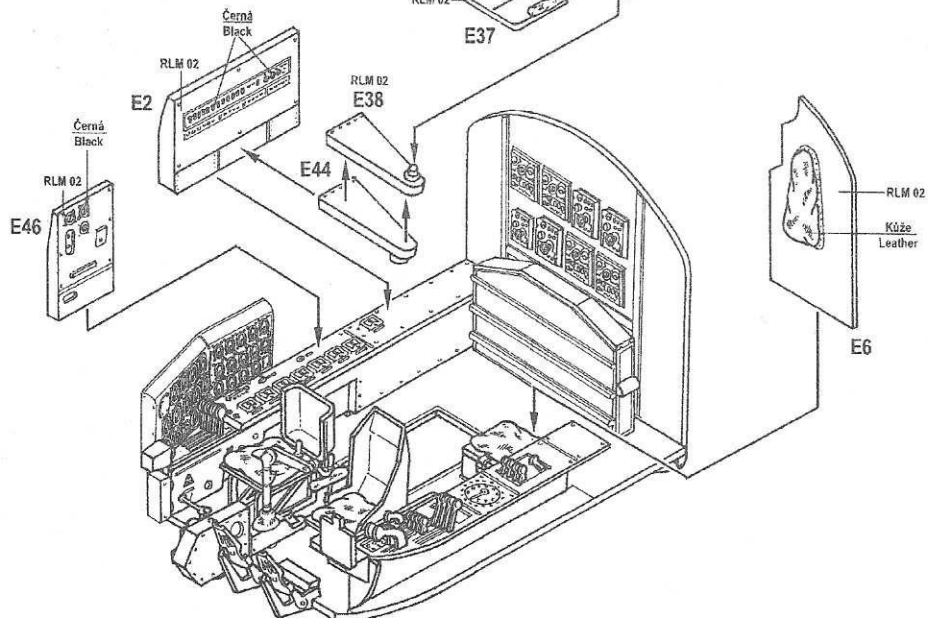
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3

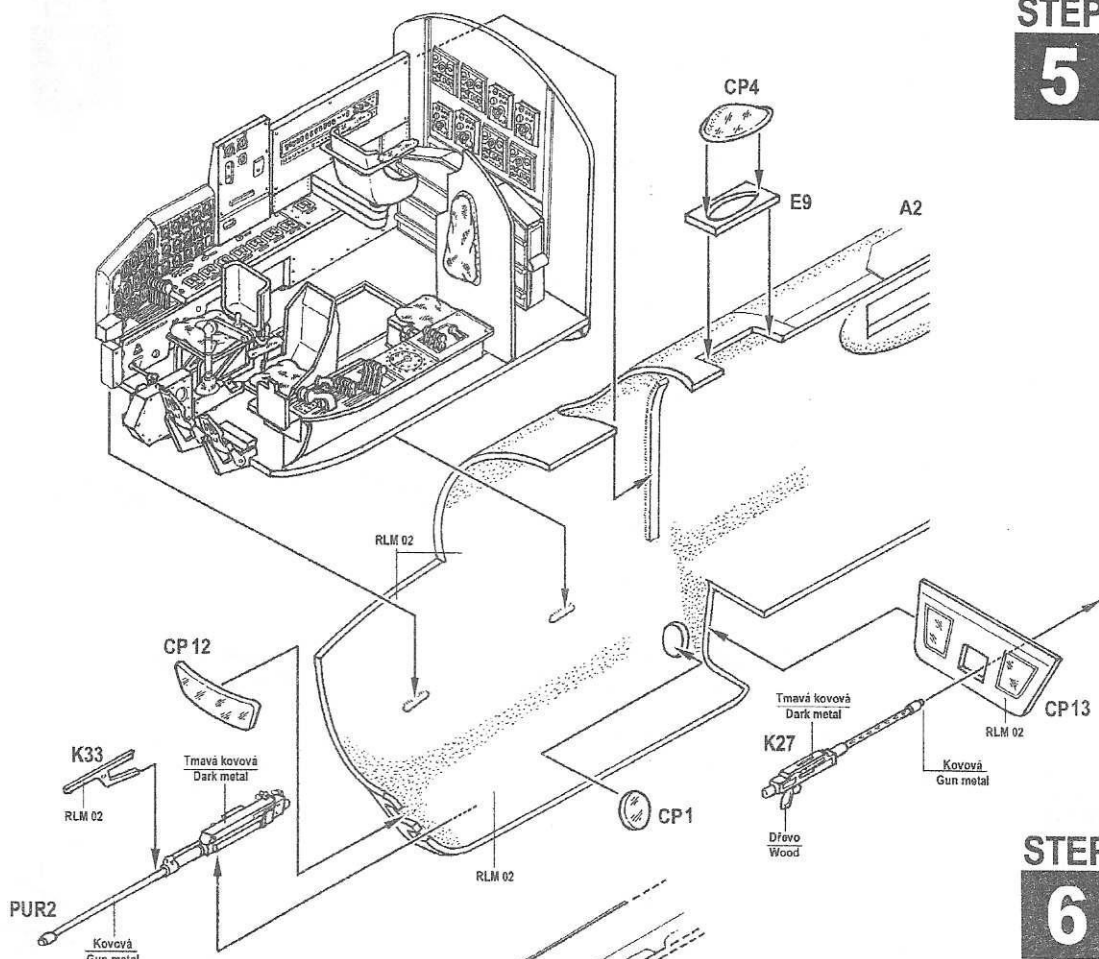


STEP

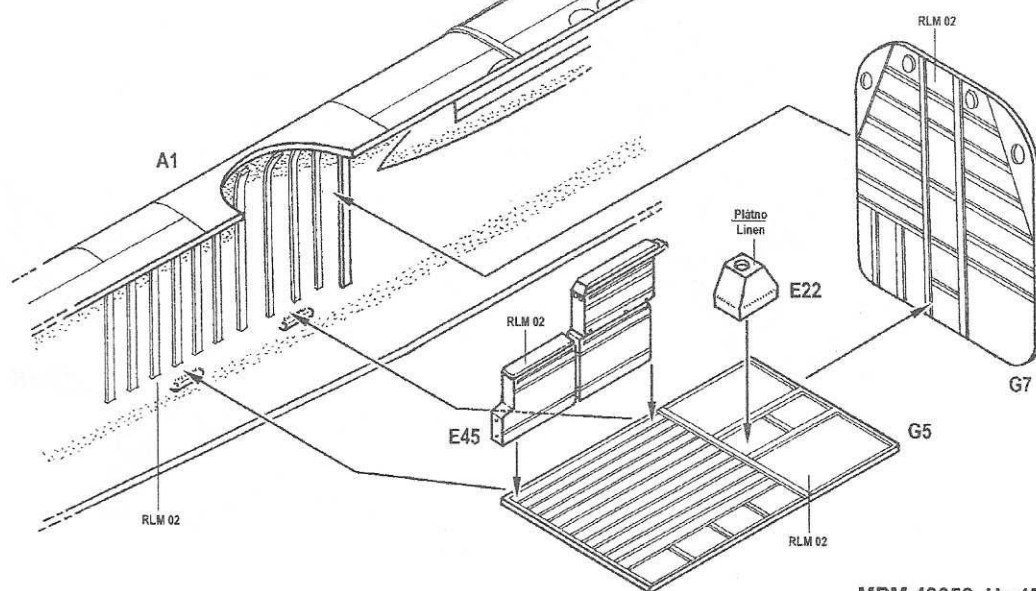
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STEP  
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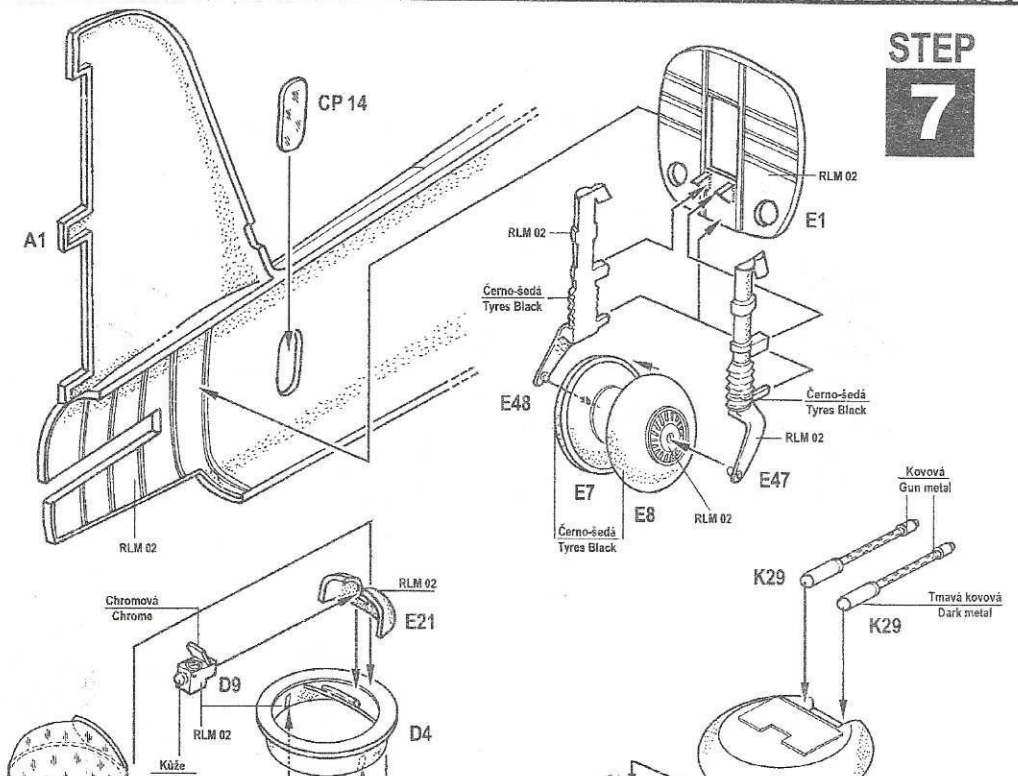


STEP  
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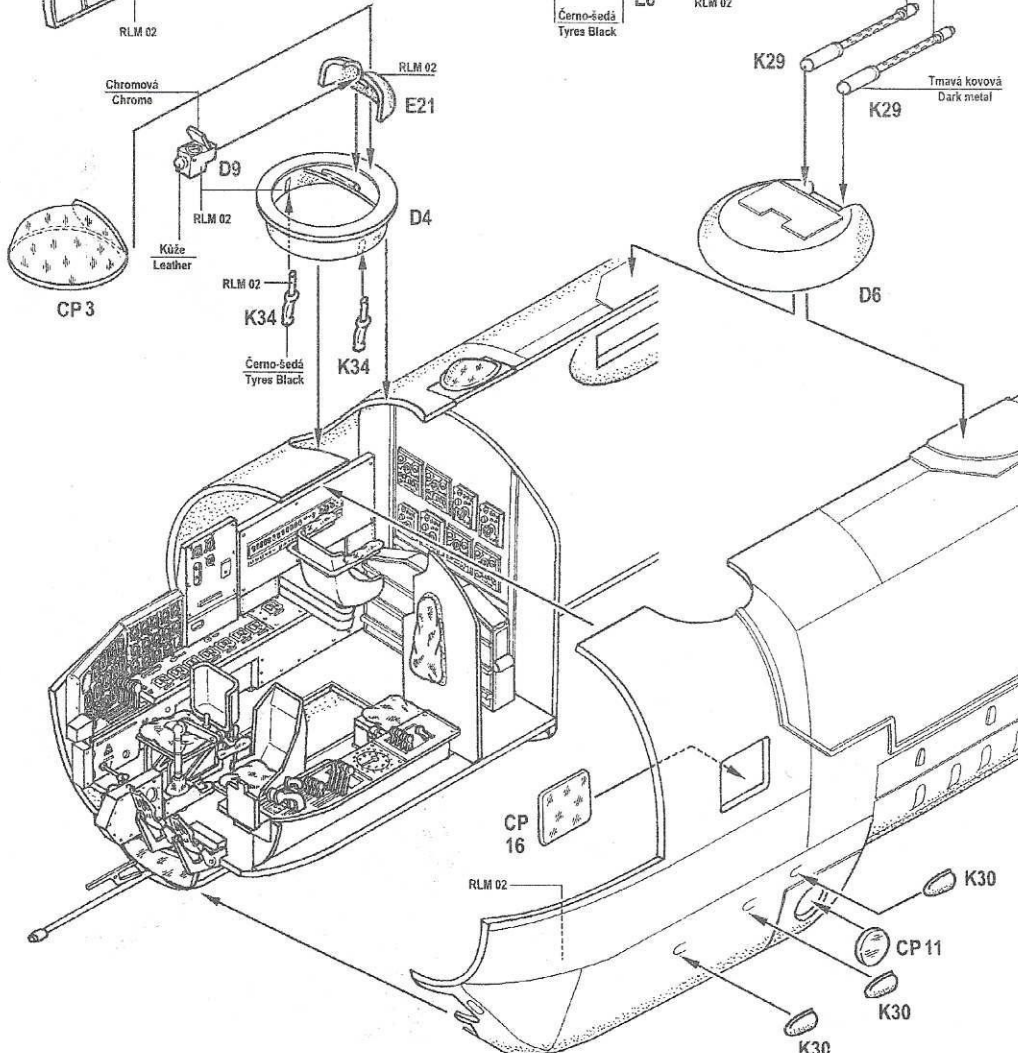




STEP  
7

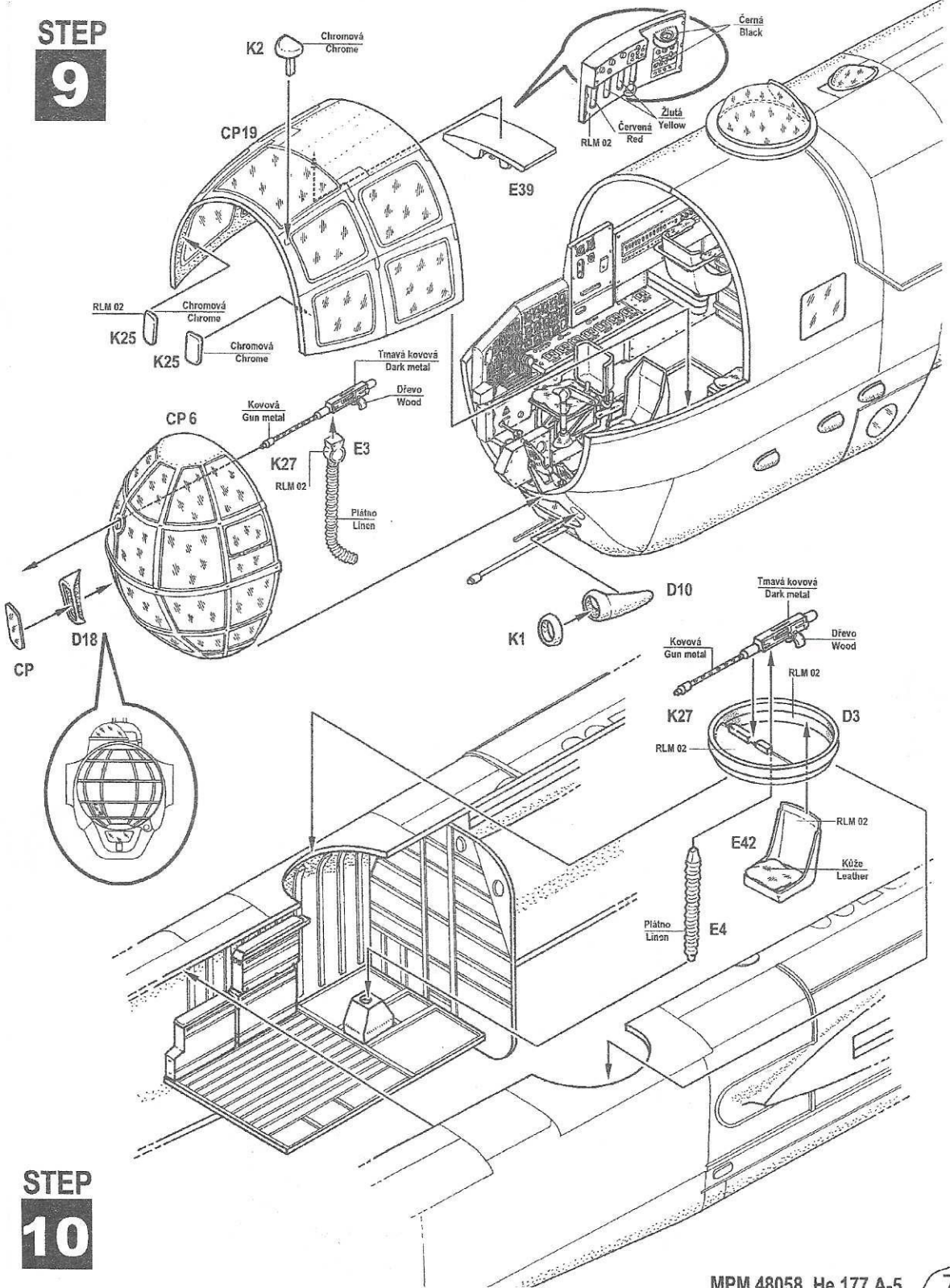


STEP  
8



STEP

9

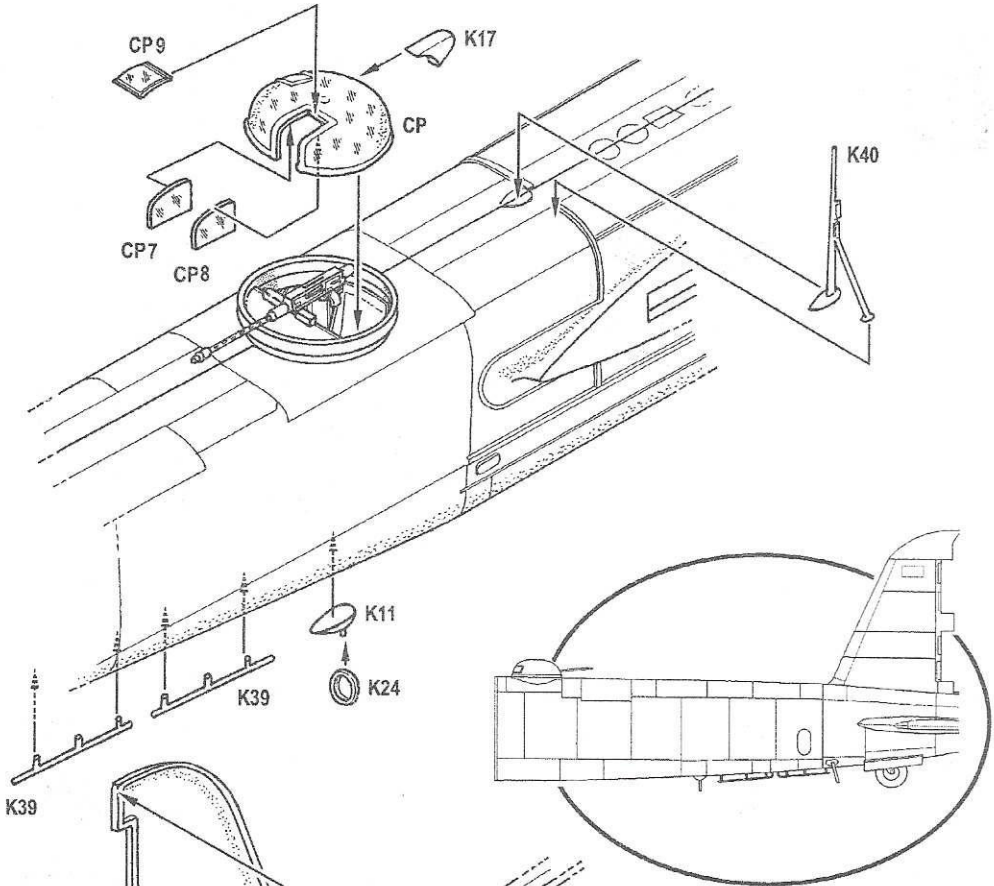


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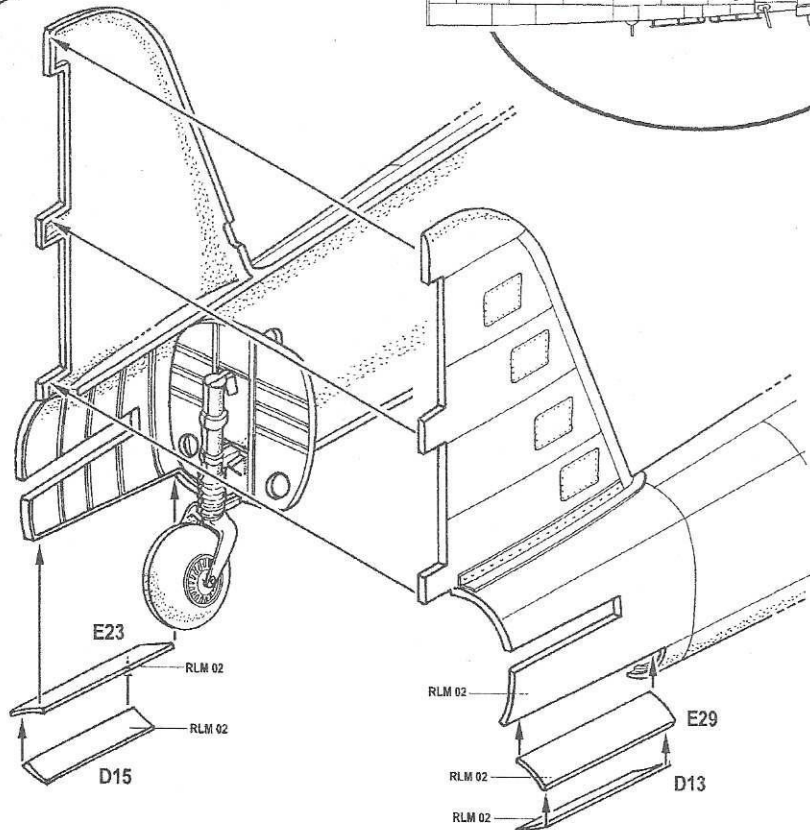
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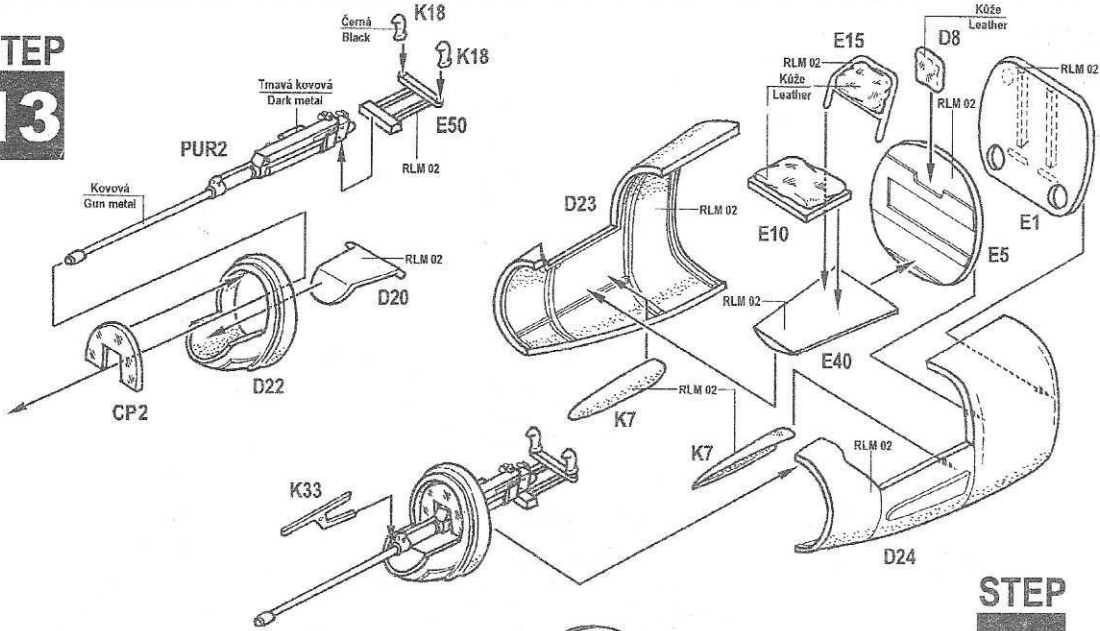


STEP  
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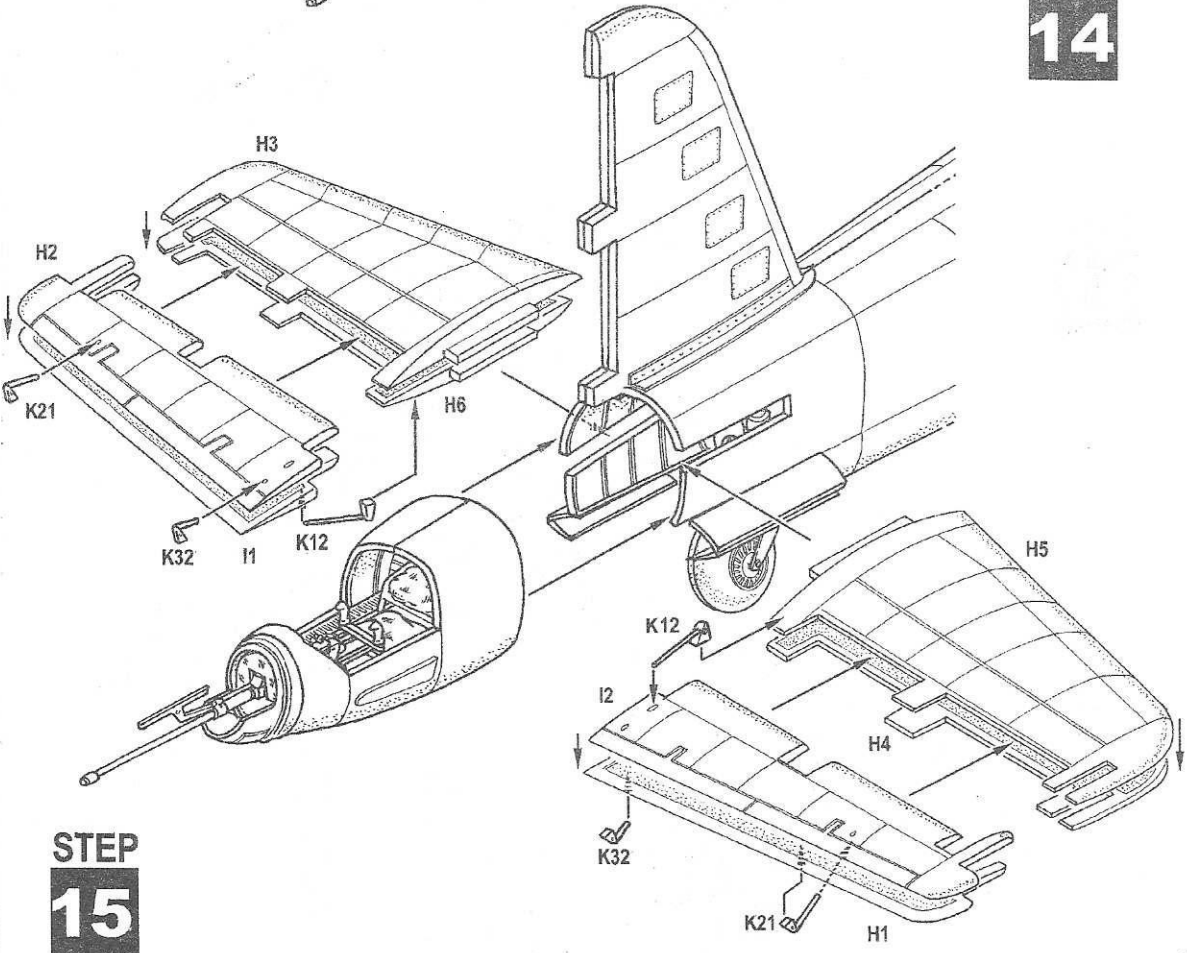




**STEP  
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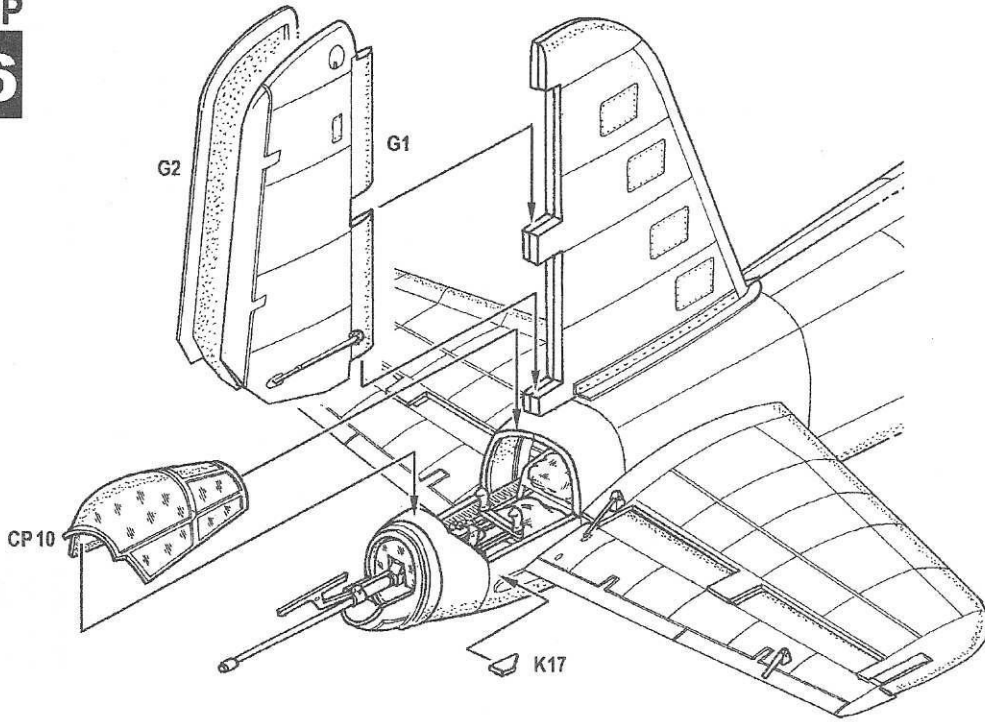


**STEP  
14**

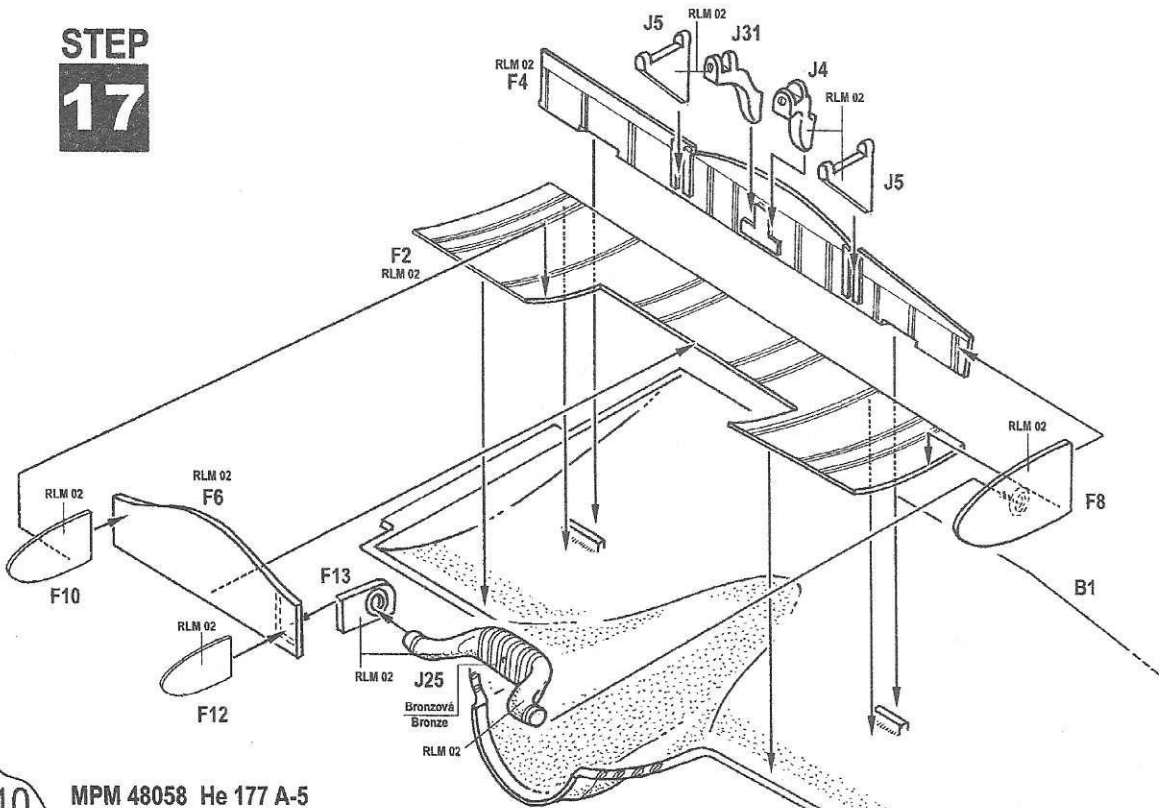


**STEP  
15**

**STEP**  
**16**

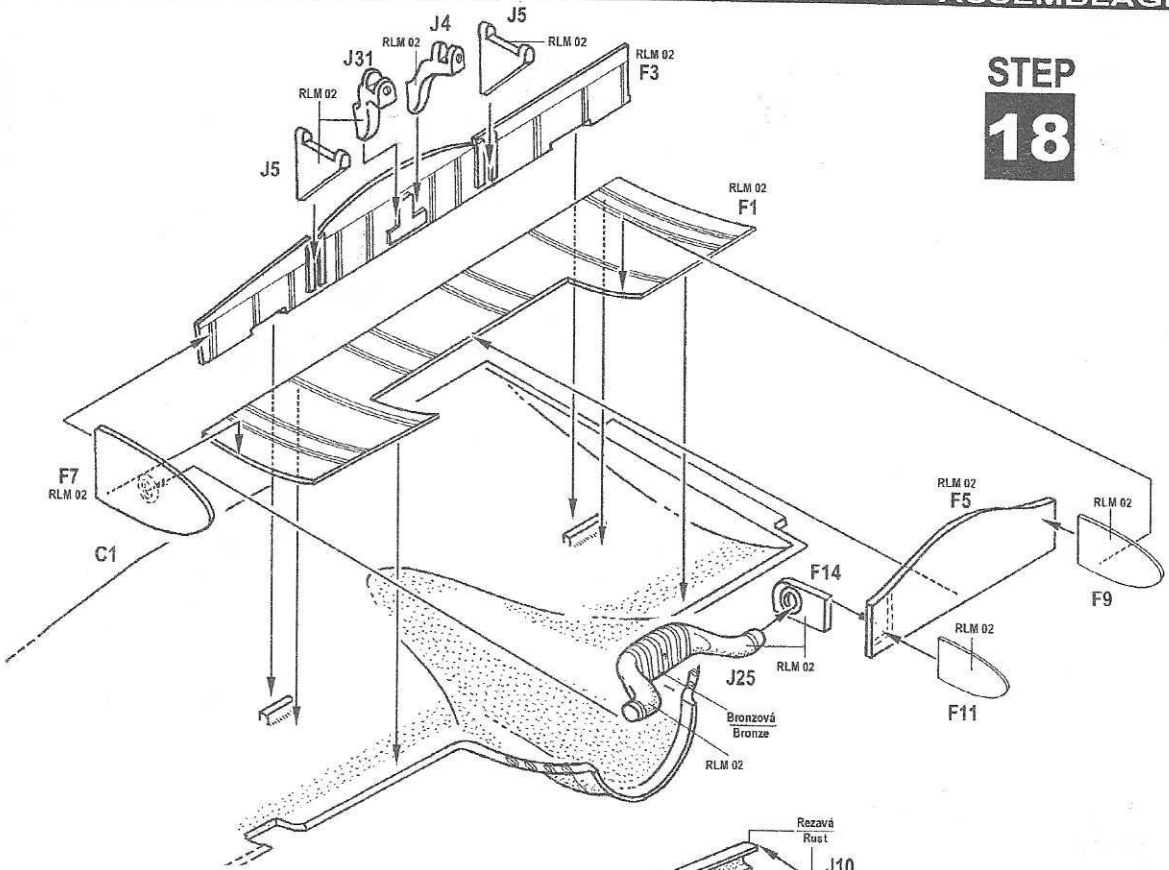


**STEP**  
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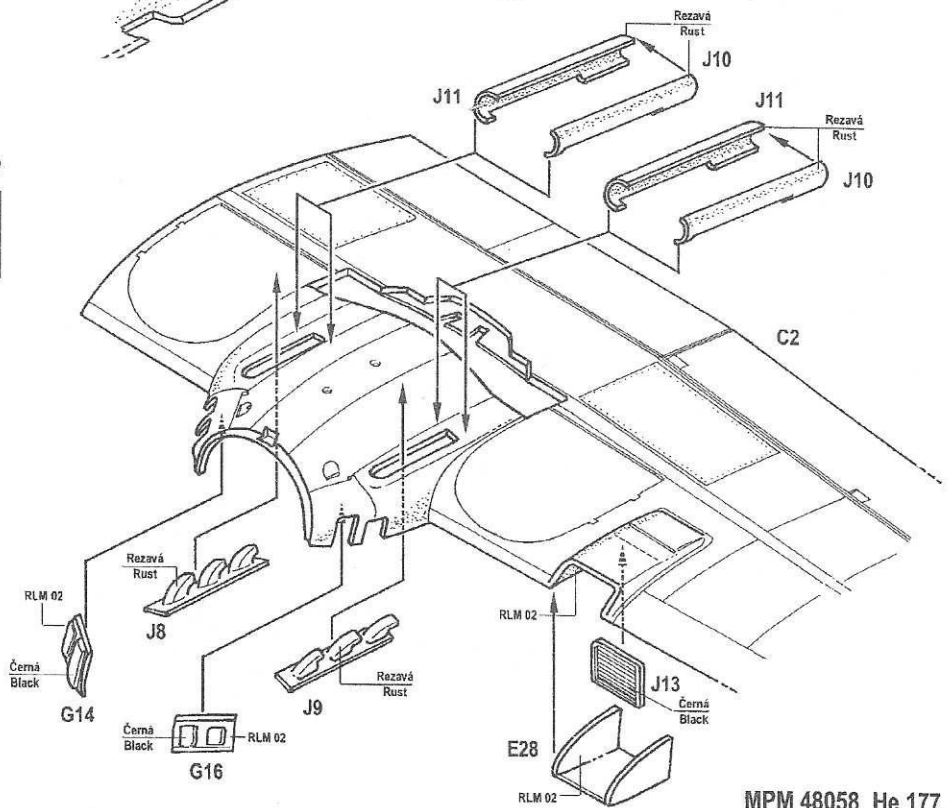




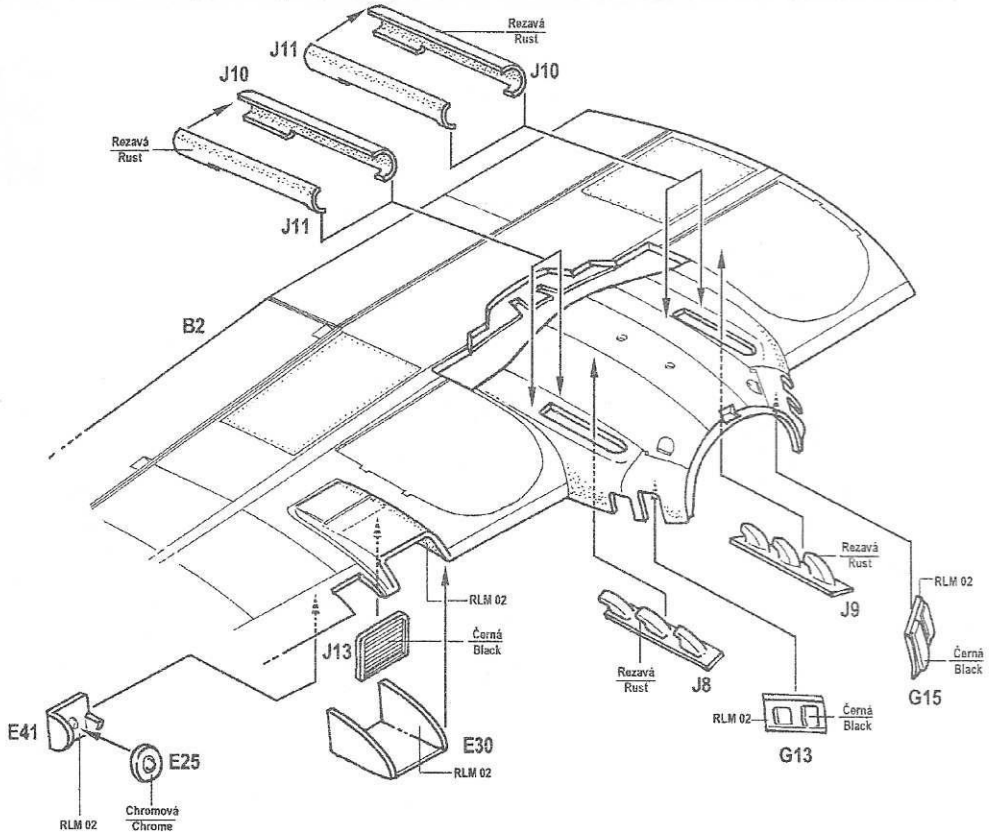
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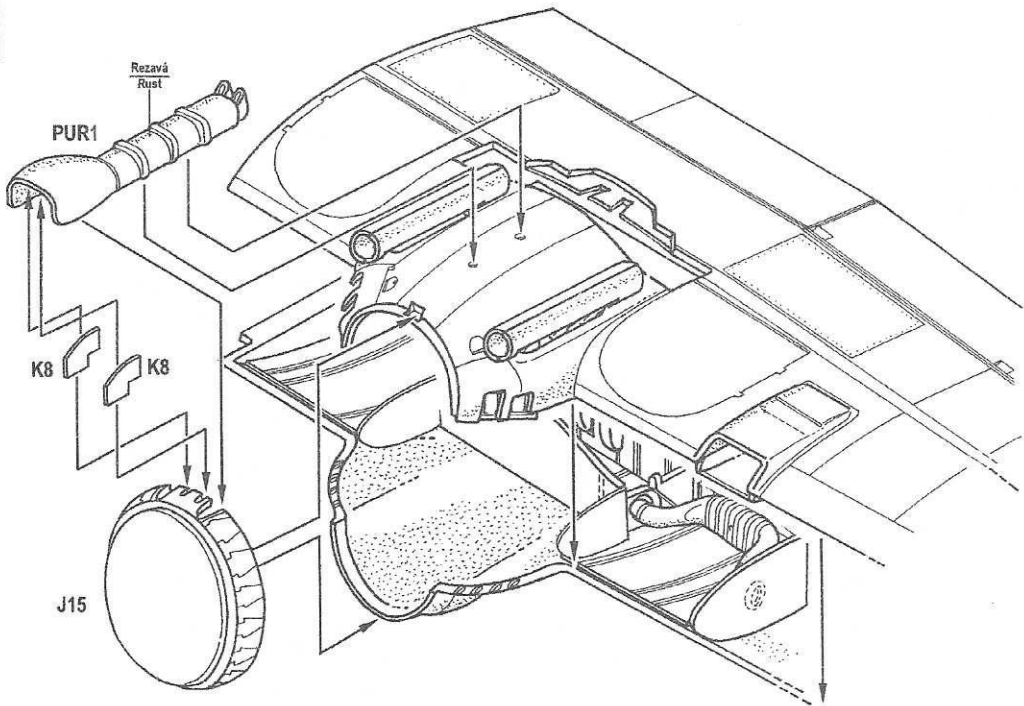
STEP  
**19**



**STEP**  
**20**

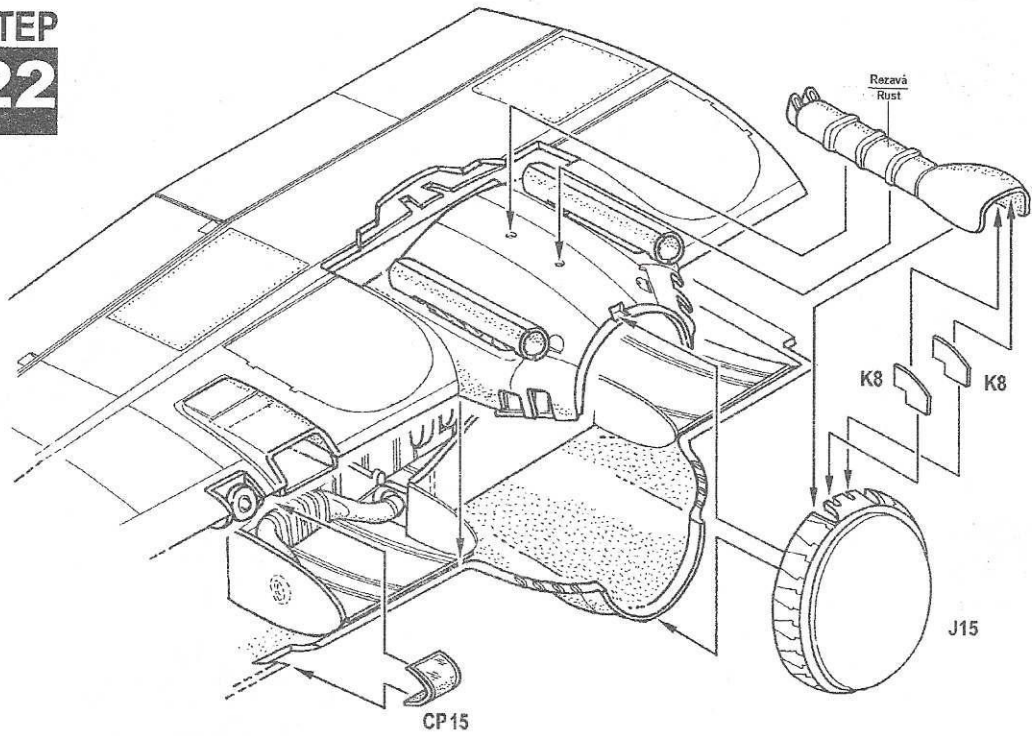


**STEP**  
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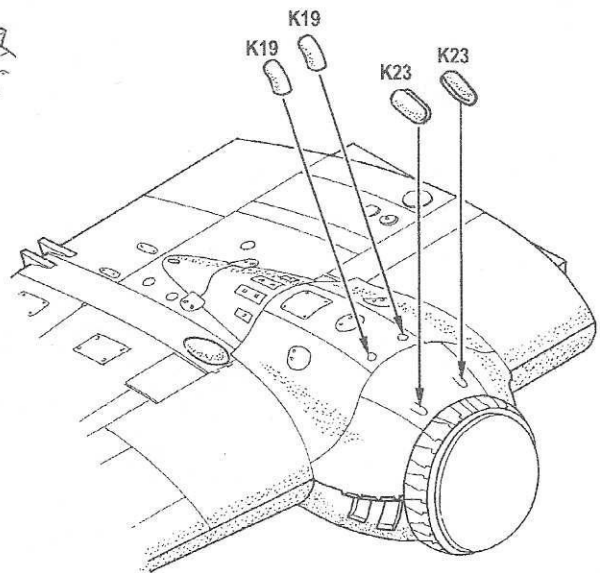
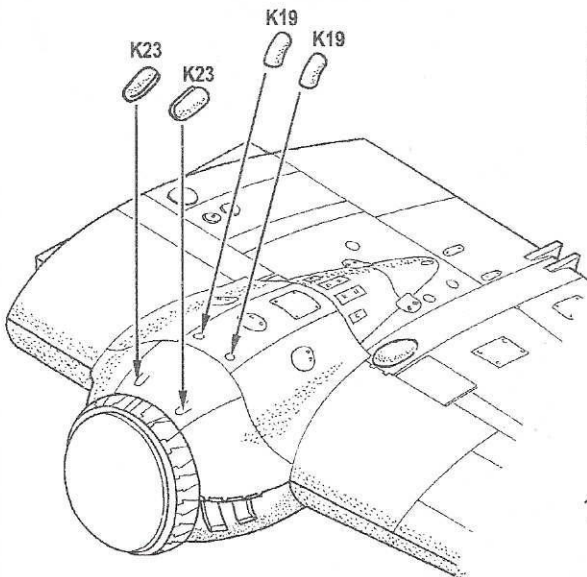




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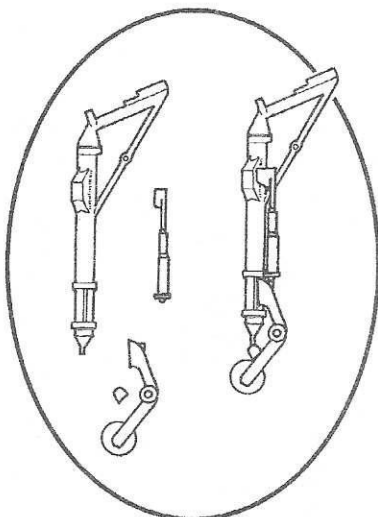
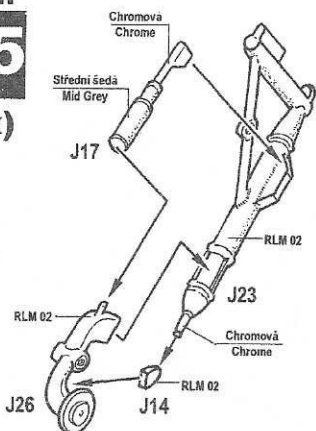


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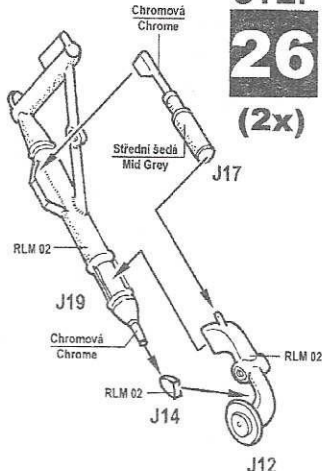


**STEP**  
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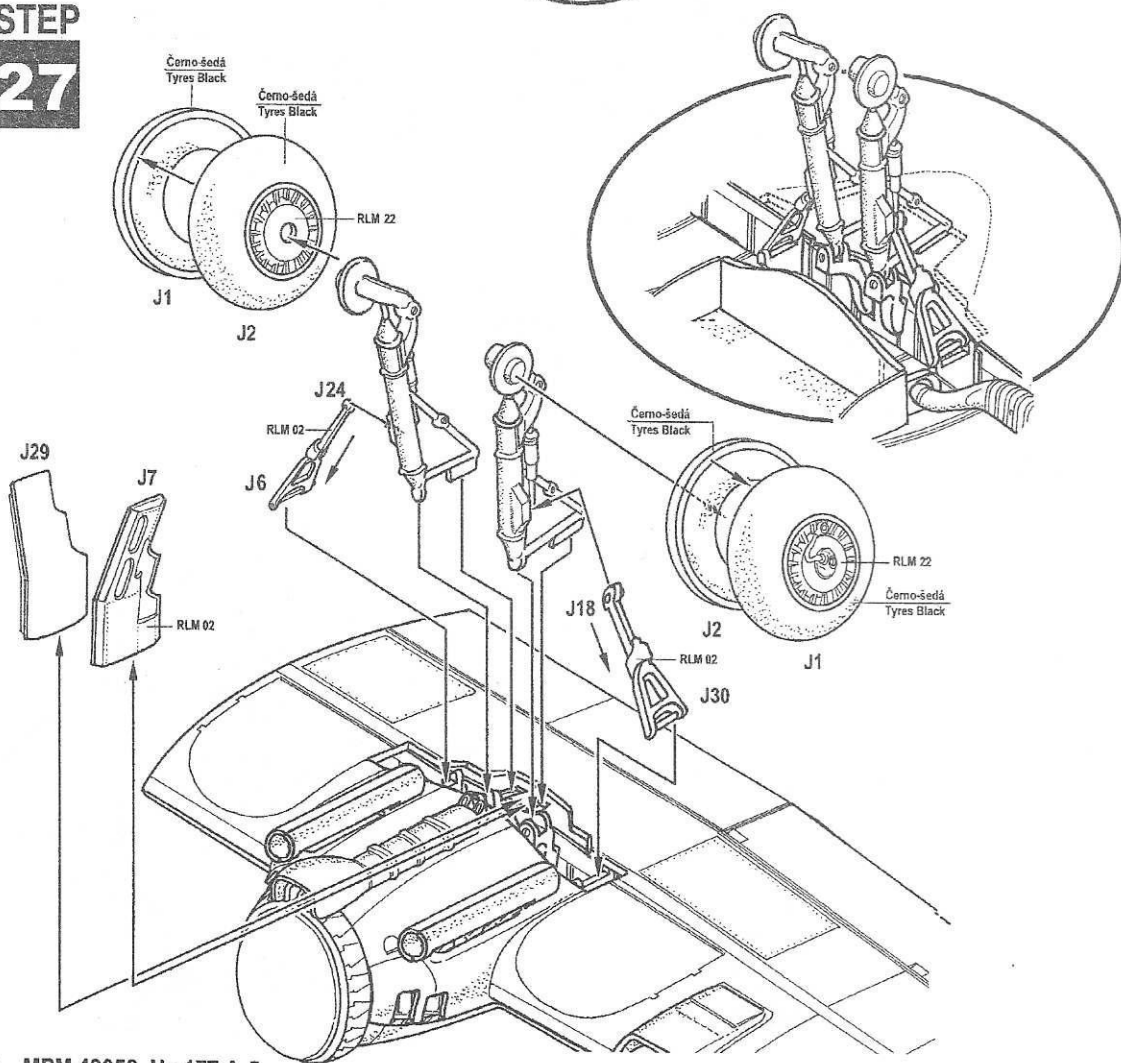
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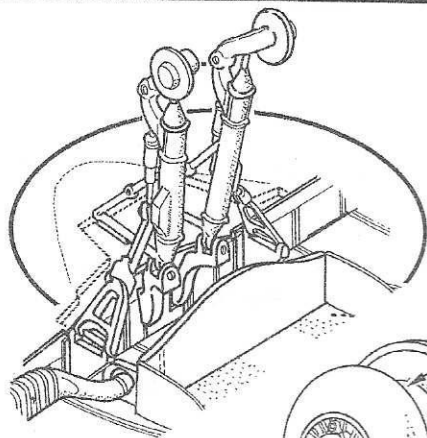
**STEP**  
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**(2x)**



**STEP**  
**27**







Černo-šedá Tyres Black  
RLM 22

J1

J2

J18

RLM 02

J30

J29

J7

RLM 02

Černo-šedá Tyres Black

RLM 22

Černo-šedá Tyres Black

J1

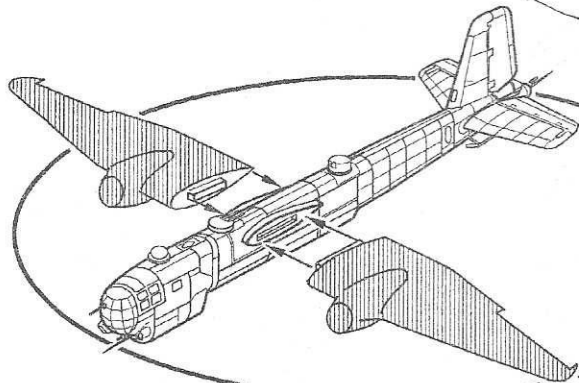
J2

J24

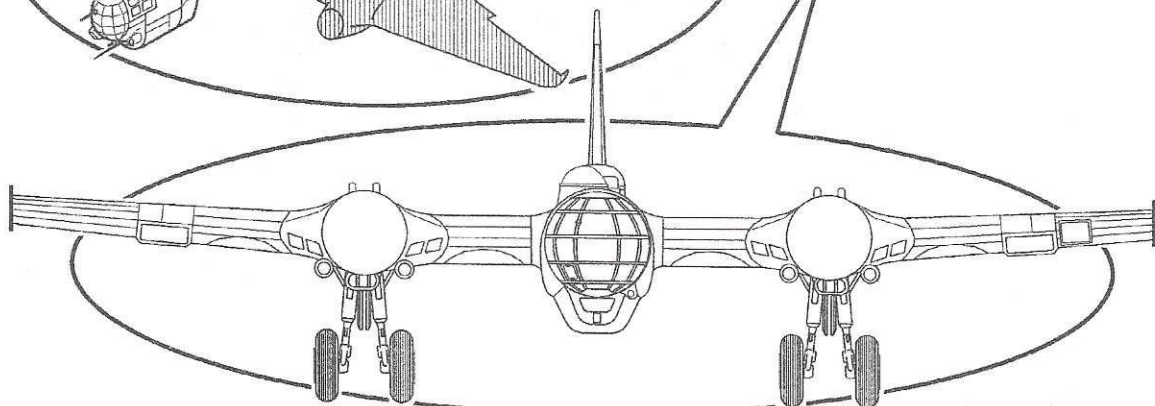
J6

RLM 02

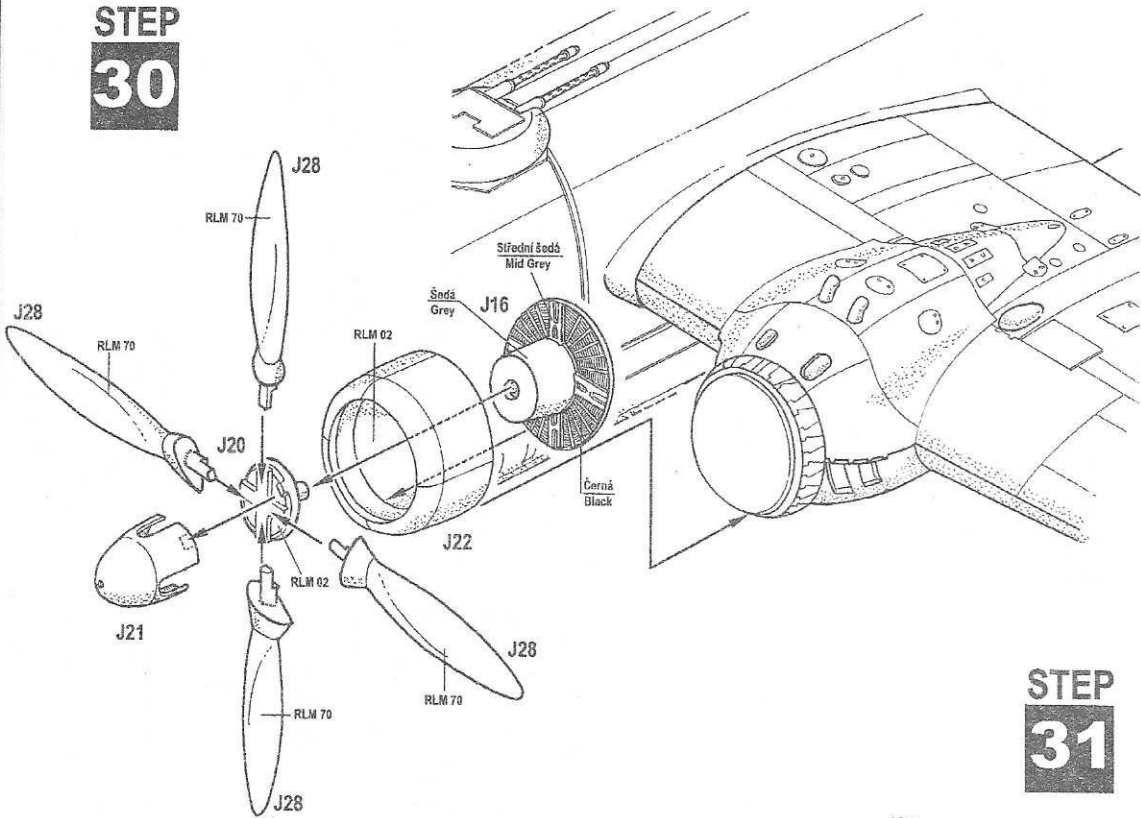
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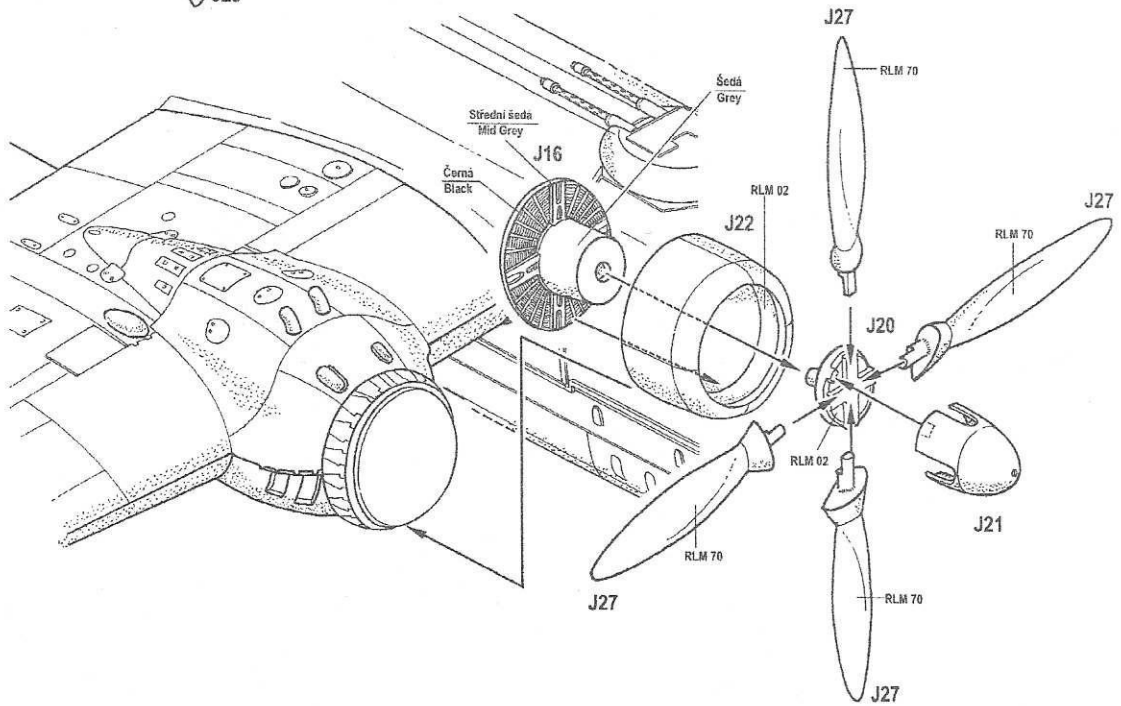
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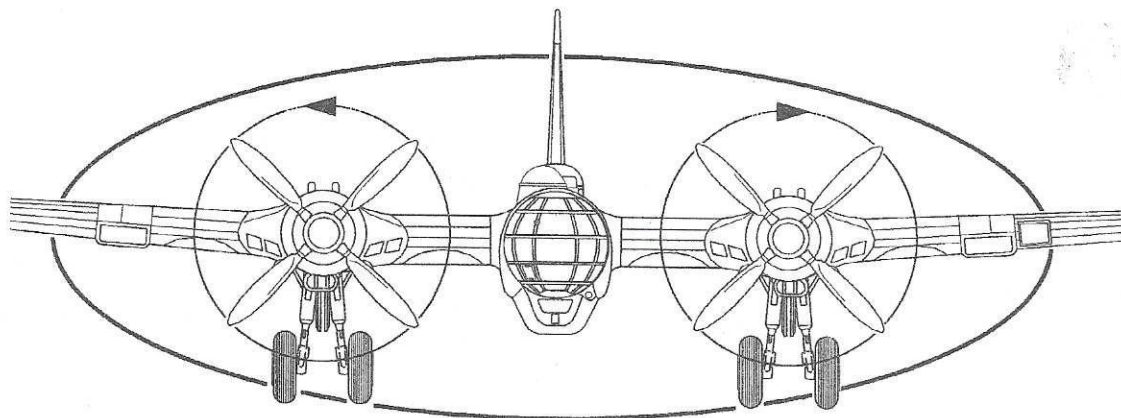
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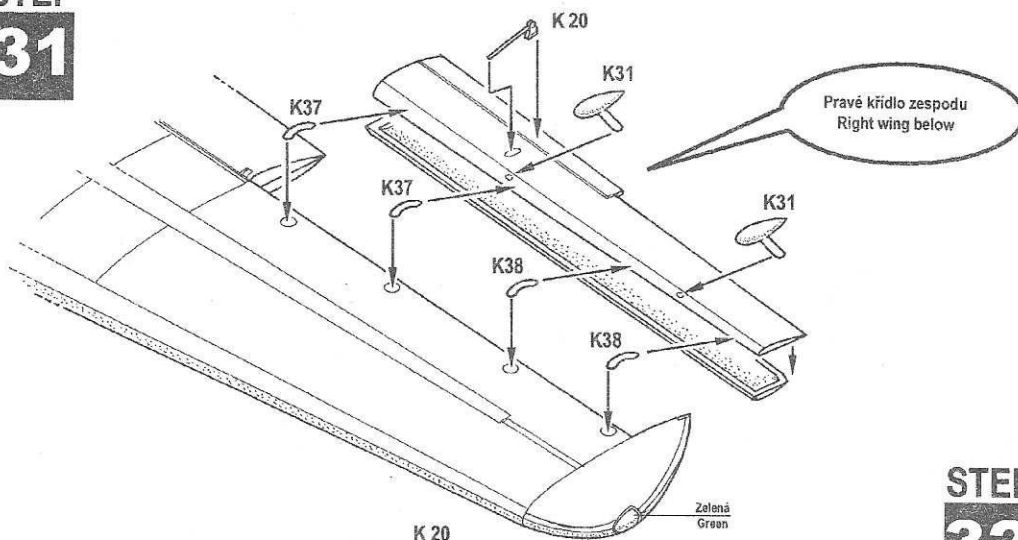
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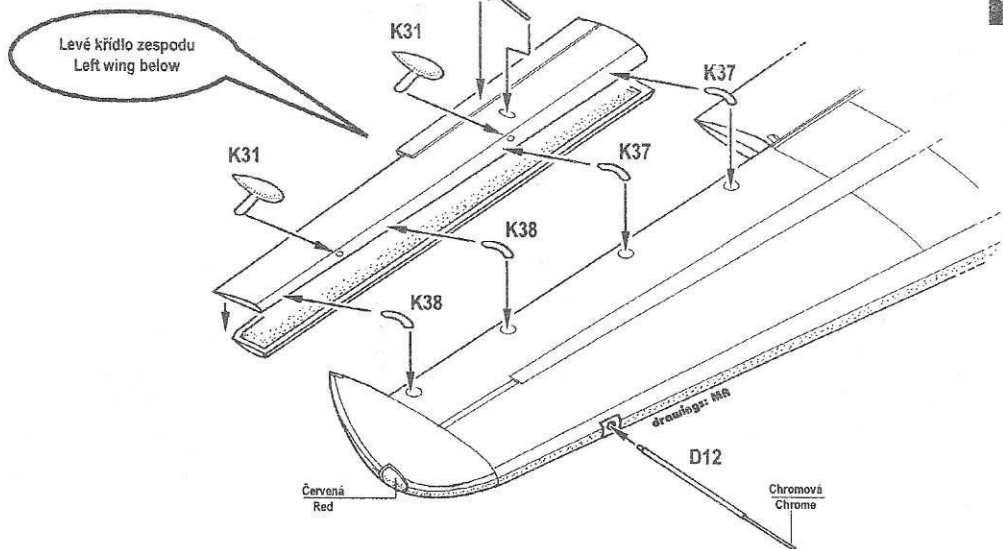




**STEP**  
**31**



**STEP**  
**32**



STEP

D

DECAL

