



Instructions / Návod **Fiat G.50B Bicomando**

EN

In the 1930s, The Regia Aeronautica preferred manoeuvrable biplane fighter aircraft. Then Italian Ministry of Aviation issued in 1935 specifications R that called for cantilever monoplane fighter with retractable landing gear, preferably powered by Fiat A.74 RC-38 engine. Several companies had entered the competition. One of the competitors was Fiat Company, with its affiliate CMASA from Marine di Pisa. The development was complicated by authorities' vague and all time changing requirements that ranged from light interceptor to fighter bomber. Chief designer G. Gabrielli proposed robust machine with arched dorsal spine that incorporated bubble canopy. On the other hand the bottom of the fuselage was flat with landing gear being retracted towards the fuselage with fixed tail wheel. The armament consisted of two 12.7 mm Breda Safat machineguns. On February 26, 1937 was the first prototype MM334 was test flown by De Briganti. The prototype was handed over for military trial to acceptance centre in Guidonia after slight modifications. Initial order for 45 machines was placed even before the machine was transferred for trials. Compared to its competitors, Fiat G.50 ended up on the second place right behind Macchi C.200 Saeta. Eventually, both types were accepted by military authorities. Fiat G.50 was assigned combat name Freccia (Arrow, same name like Saeta). In February 1939 were 12 machines sent to Spain for combat trials. Nevertheless, they came too late to see some combat. Service experiences revealed issues with transparency and solidity of the Italian canopy material Rodovetro, massive carburettor suction that ruined engine upon emergency landings and faulty landing gear retraction. Newer machines, designated G.50-II (or 2. serie) were equipped with semi opened canopy, new landing gear type and modified tail planes. In 1940 was the production switched to G.50bis version. This version featured final shape of the tail planes, enlarged fuel tanks' capacity and strengthened armoured plates. Due to its common African assignment, was this version often equipped with anti-dust filter. The two-seater version G.50B was also produced as so the naval version G.50bis/AN but in small numbers. Of much greater significance for the Italian air force was the Fiat G.50B Bicomando two-seat trainer. In 1940, the air force faced a difficult task to make sure that besides the novice fighter pilots, also their older colleagues previously used to flying open cockpit biplanes now also get a proper training on a modern monoplane type fitted with a retractable undercarriage. And the Fiat G.50B suited this new task just perfectly. This two-place version came about by placing a new cockpit in the front fuselage where the machine guns were on the standard fighters. A total of 100 Bicomando airframes were built and they made a very welcome addition to the Italian military. A few of them also saw service with the Luftwaffe and the Croatian Zrakoplovstvo. A sole machine also survived the war and kept on flying with the Italian Air Force until 1948.

In the beginning of the war Regia Aeronautica deployed its Fiats to Corsica against France and Malta. G.50-II version together with Fiat CR.42 created the fighter element of Corpo aereo Italiano that quite unsuccessfully participated in the Battle of Britain. Fiats fought over Greece and Africa where the fights were particularly tough. Already in 1943 the G.50bis version started to become obsolete comparing to modern allied fighters and therefore they were used for fighter bomber purposes. Fiats were equipped with two bomb racks for this type of missions. Except other aircraft, even 67 Fiat G.50bis aircraft was defending Sicily when the landing has occurred. When the armistice was signed, Italian Allied Air Force took over 48 machines. Finland placed order for Fiat G.50 in October 1938. Fiat G.50 was highly successful in Finland, during the winter War was the victory vs. loss ratio 11/2 and during the Continuation War even 88/4. In small numbers Fiat G.50s served in Croatian Air Force and in Luftwaffe.

Wingspan: 10.98 m, Length: 7.80 m, Max. Speed: 483 kph at 4,500m, Range: 670 km, Service Ceiling: 10 700 m

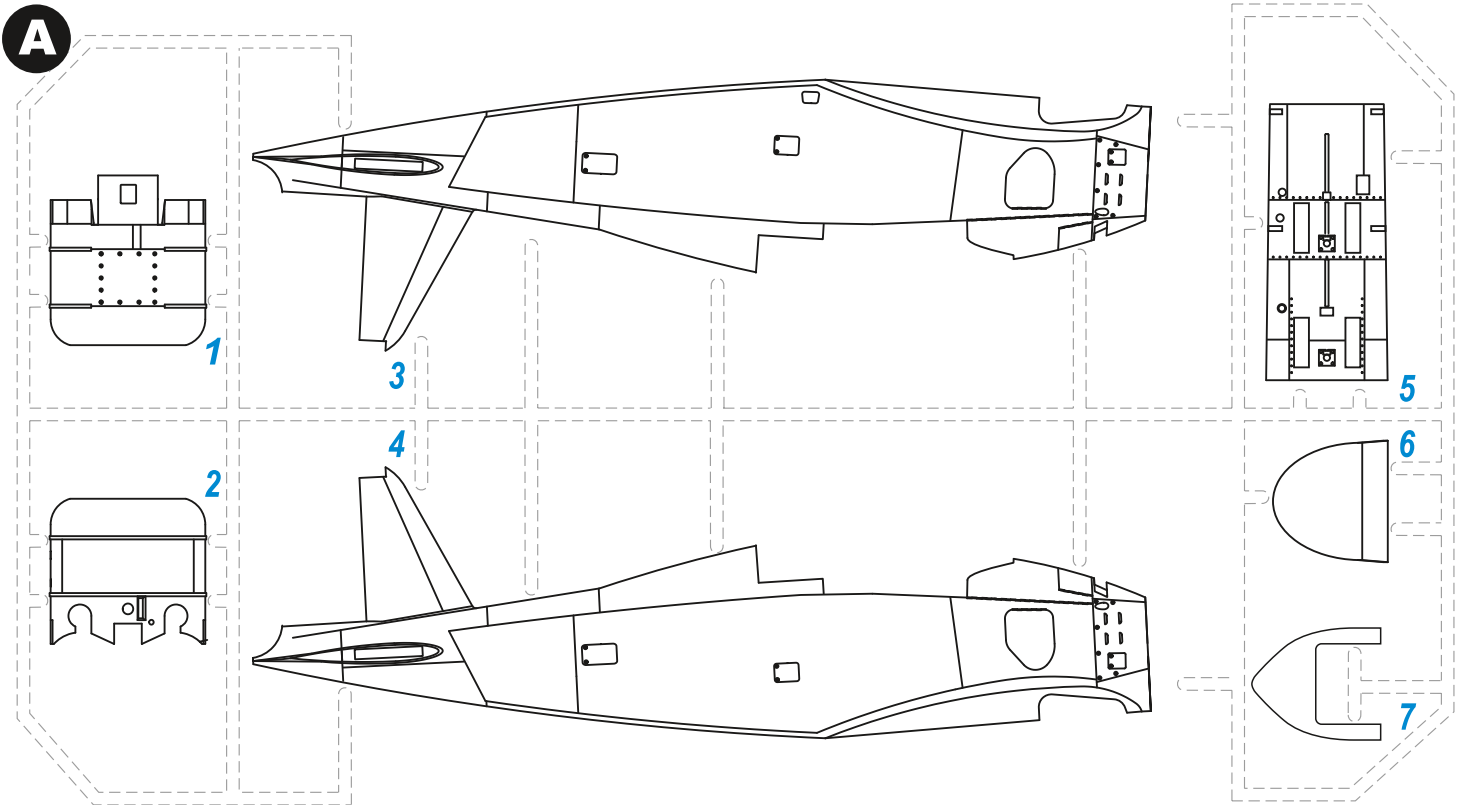
CZ

Ve třicátých letech minulého století Regia Aeronautica preferovala obratné stíhací dvouplošníky. Až specifikace R italského ministerstva letectví vypsáné v roce 1935 požadovaly samonosný stíhací jednoplošník se zatahovacím podvozkem, poháněný přednostně motorem Fiat A.74 RC-38. Soutěže se zúčastnilo několik firem. Jednou z nich byla továrna Fiat, respektive její pobočka CMASA v Marine di Pisa. Vývoj komplikovaly nejasné a měnící se požadavky zadavatele sahající od lehkého přepadového stroje až po stíhací bombardér. Hlavní konstruktér G. Gabrielli navrhl robustní stroj s vyklenutým hřbetem trupu, na kterém seděla kapkovitá kabina. Spodek trupu byl naopak plochý, klasický podvozek se zatahoval směrem k trupu, ostruha byla pevná. Výzbroj tvořila dvojice kulometů Breda Safat 12,7 mm. První prototyp MM334 byl zalétán pilotem De Brigantim 26. února 1937. Po malých úpravách byl předán k vojenským testům v přijímacím centru v Guidonii. Již před tím bylo objednáno 45 kusů. V porovnání s konkurenčními stroji skončil Fiat G.50 na druhém místě za Macchi C.200 Saeta. Ale do výzbroje byly přijaty oba typy. Fiat G.50 dostal bojové jméno Freccia (v překladu Šíp, stejně jako Saeta). Dvanáct kusů bylo v únoru 1939 posláno k vyzkoušení do Španělska. Do bojů již ale nestačily zasáhnout. Ve službě se objevily problémy s číroostí a pevností italského průhledného materiálu kabin Rodovetro, masivním sání karburátoru, které při nouzových přistáních ničilo motor a poruchovým zatahováním podvozku. Další stroje, označované G.50-II (nebo 2. serie) dostaly tedy polootevřenou kabinu, nový typ zatahování podvozku a upravené ocasní plochy. V roce 1940 výroba přešla na verzi G.50bis. Ta měla ocasní plochy definitivního tvaru, zvětšené nádrže a zesílené pancéřování. Tato verze měla také vzhledem ke službě v Africe často montován protiprachový filtr. V malém množství byla vyrobena námořní verze G.50bis/AN. Mnohem větší význam měly pro Italské letectvo dvoumístné cvičné letouny Fiat G.50B Bicomando. V roce 1940 stálo před náročným úkolem. Kromě výcviku nových pilotů bylo nutné přecvičit velké množství pilotů uvyklých na dvouplošníky v létání na moderních jednoplošnicích se zatahovacím podvozkem. Fiat G.50B se k výcviku hodil výborně. Dvoumístná varianta vznikla umístěním dalšího pilotního sedadla do prostoru, kdy byly původně trupové zbraně. Vyrobených 100 ks se stalo vítanou posilou Regia Aeronautica, několik strojů používaly Luftwaffe a Chorvatsko. Jeden stroj přežil válku a létal v rámci italského letectva do roku 1948.

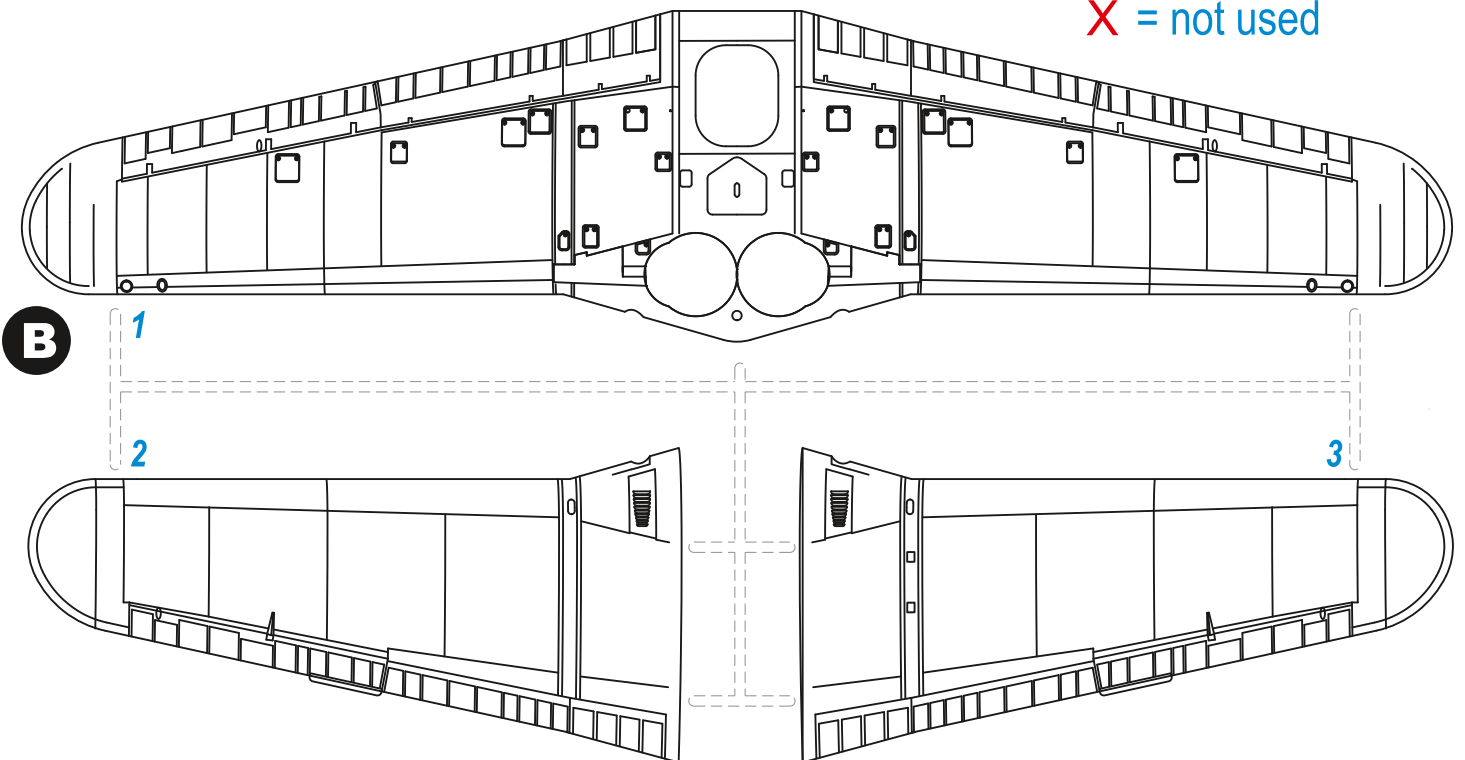
Fiaty nasadila Regia Aeronautica na začátku války proti Francii, na Korsikou, v bojích proti Maltě. Verze G.50-II společně s Fiaty CR.42 tvořila stíhací složku Corpo Aereo Italiano. To bylo dosti neúspěšně nasazeno do Bitvy o Británii. Fiaty bojovaly v Řecku i v Africe. Zejména boje v Africe byly velmi tvrdé. V roce 1943 již G.50bis přestávaly stačit na modernější stíhačky spojenců a tak byly používány k stíhacím-bombardovacím akcím. Pro tyto akce nosily dva pumové závěsníky. Sicílii bránilo proti spojeneckému vylodění mimo jiných strojů ještě 67 kusů G.50bis. Po uzavření příměří Italské spojenecké letectvo převzalo 48 kusů. Již v říjnu 1939 objednalo Fiaty G.50 Finsko. Ve Finsku byly Fiaty G.50 velmi úspěšné, v Zimní válce byl poměr vítězství ku ztrátám 11/2 a v Pokračovací válce dokonce 88/4. G.50 se dostaly v malých počtech do služby také v Chorvatském letectvu a Luftwaffe.

rozpětí: 10,98 m, délka: 7,80 m, max. rychlost: 483 km ve 4500m, dolet: 670 km, dostup: 10 700 m

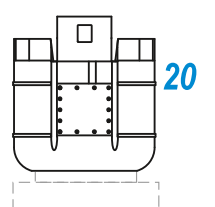
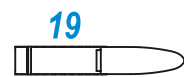
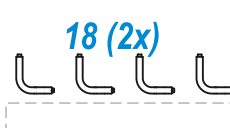
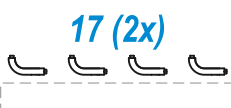
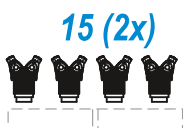
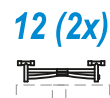
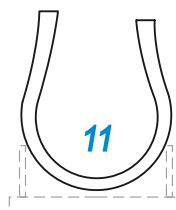
Parts List

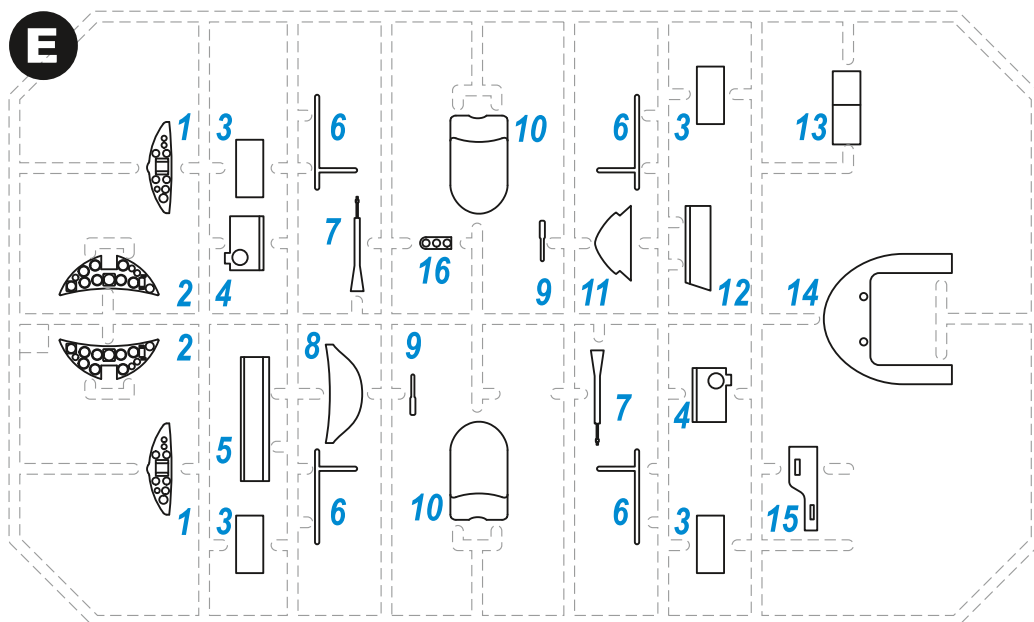
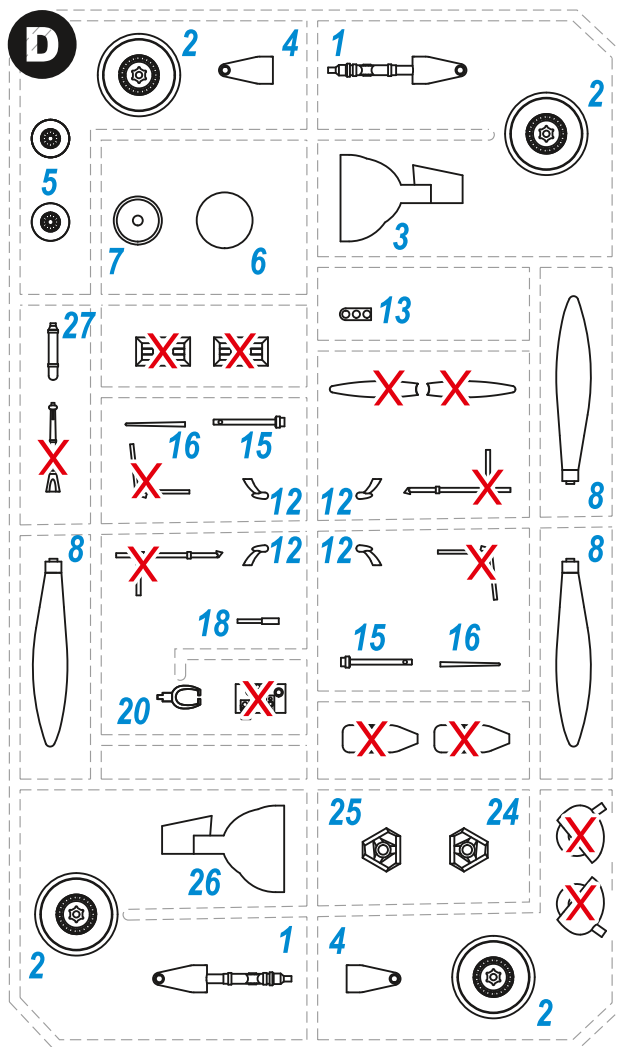
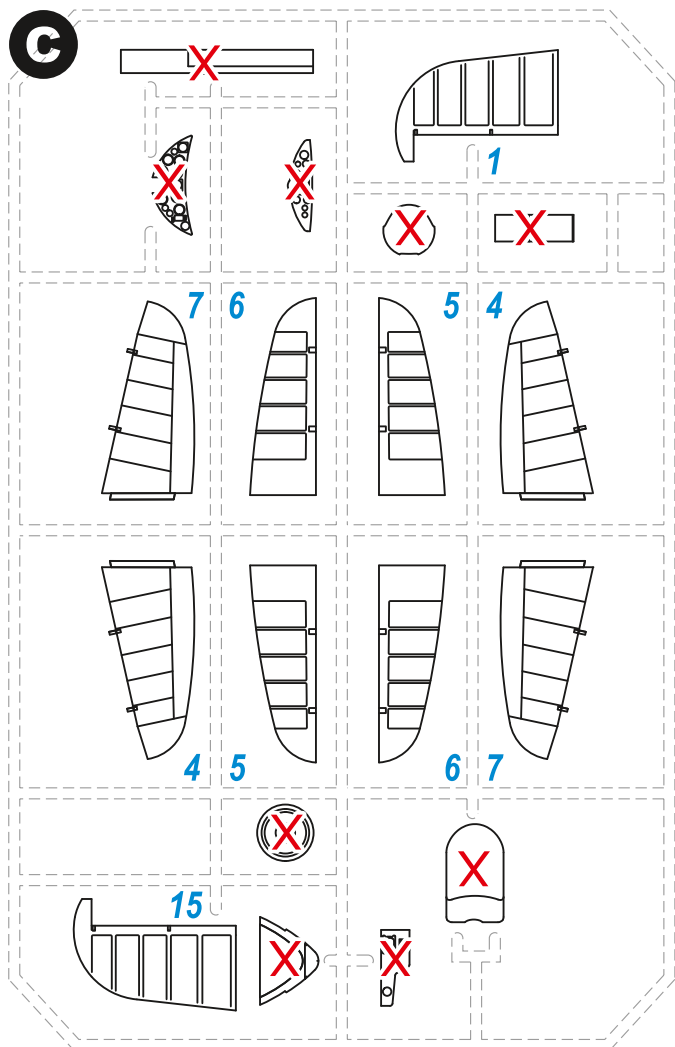


X = not used



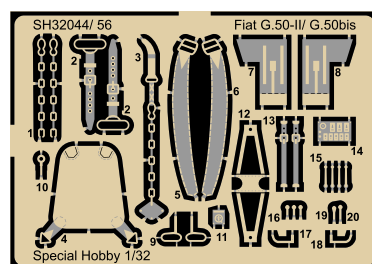
**PUR Parts
(PUR)**



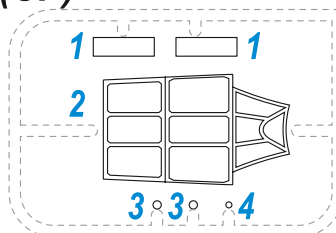


X = not used

2x Photo-etched Parts (L1-L20)



Clear Parts (CP)



SYMBOLS



OPTIONAL
MOŽNOST VOĽBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLATKLEBER
ADHÉSIF CYANOACRYLAT



BEND
OHNOUT
BIEGEN
COURBER



SCRATCH BUILD
ZHOTOVIŤ NOVÉ
FERTIGSTELLEN
ACHEVER

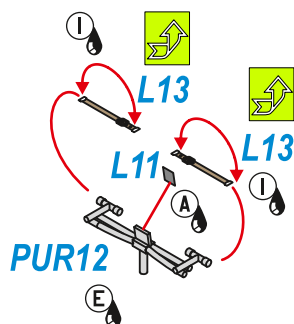


CUT OFF/DRILL
REZATÍ/VRTAT
ENTFERNEN
DETACHER



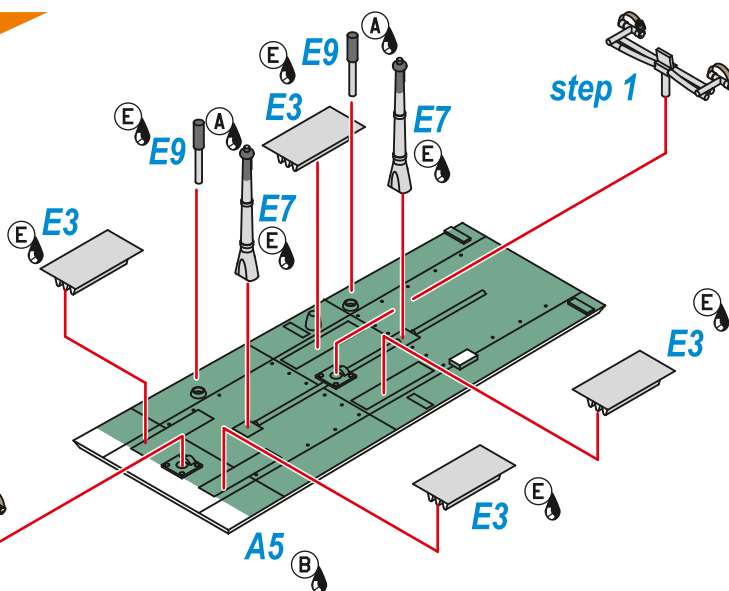
COLOUR
NÁTRIT
FARBEN
PEINDRE

1
make 2



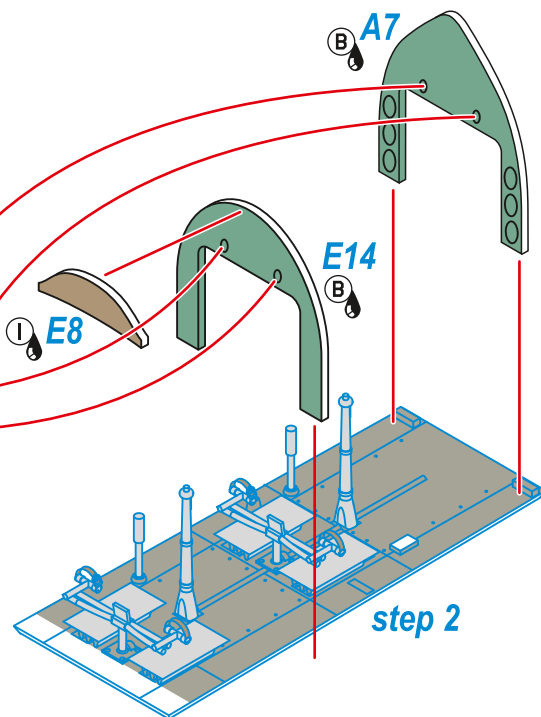
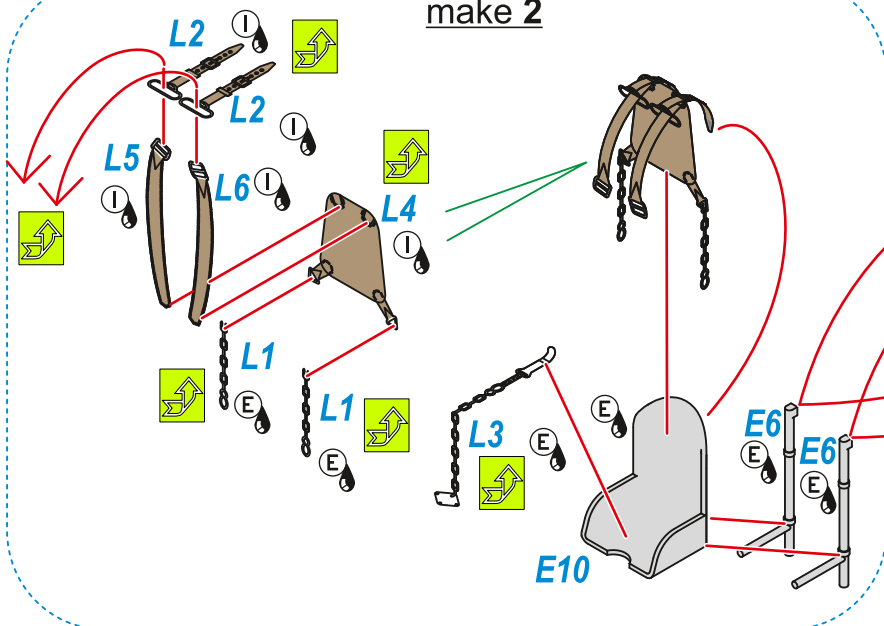
2

step 1



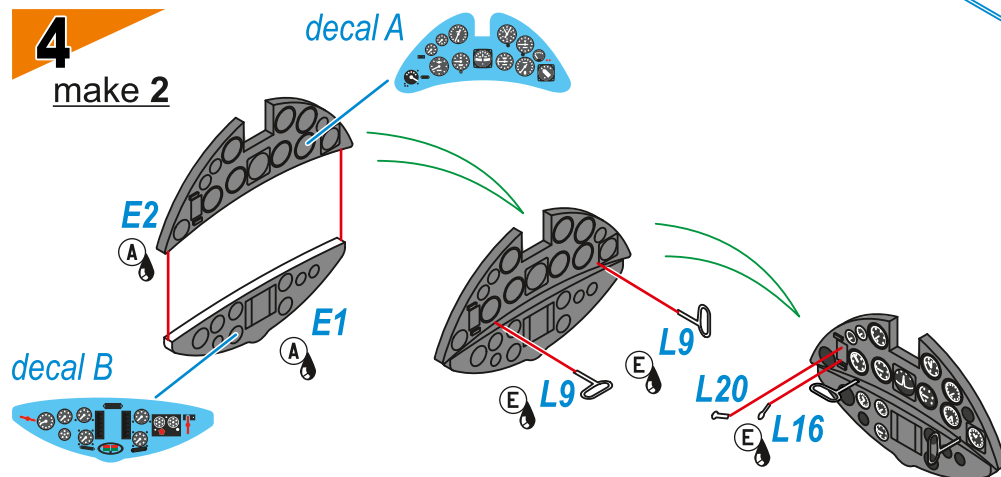
3

make 2

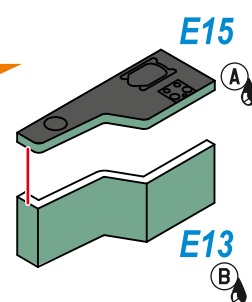


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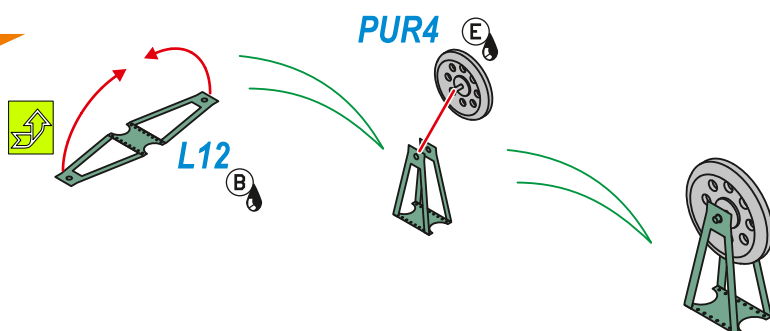
make 2



5



6



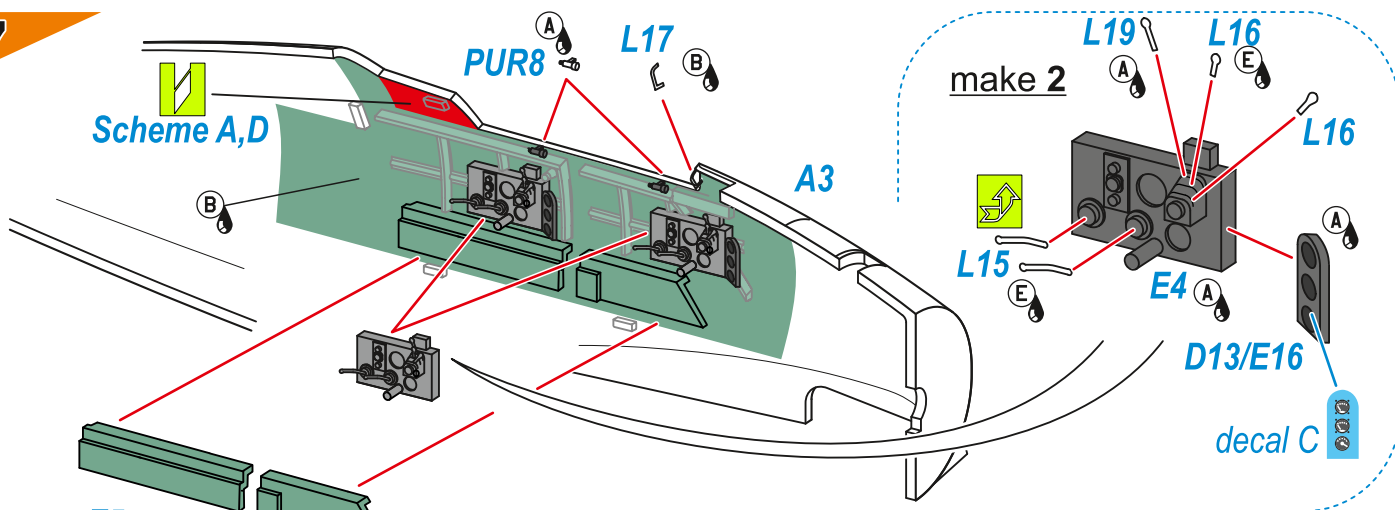
Barvy GUNZE/ GUNZE Colour No.

A	Černá/ BLACK	H12/C33
B	Základová barva/ PRIMER	H312/C312
C	Pneu. šedá/ TIRE BLACK	H77/C137
D	Tmavý kov/ DARK IRON	MC214
E	Hliník/ ALUMINIUM	MC218
F	Ocel. šedá/ STEEL GREY	H75/C25
G	Plátno/ TAN	H27/C44
H	Opálený kov/ BURNT IRON	H76/C61
I	Kůže/ LEATHER	H17/C29
J	Modrá/ BLUE	H5/C5

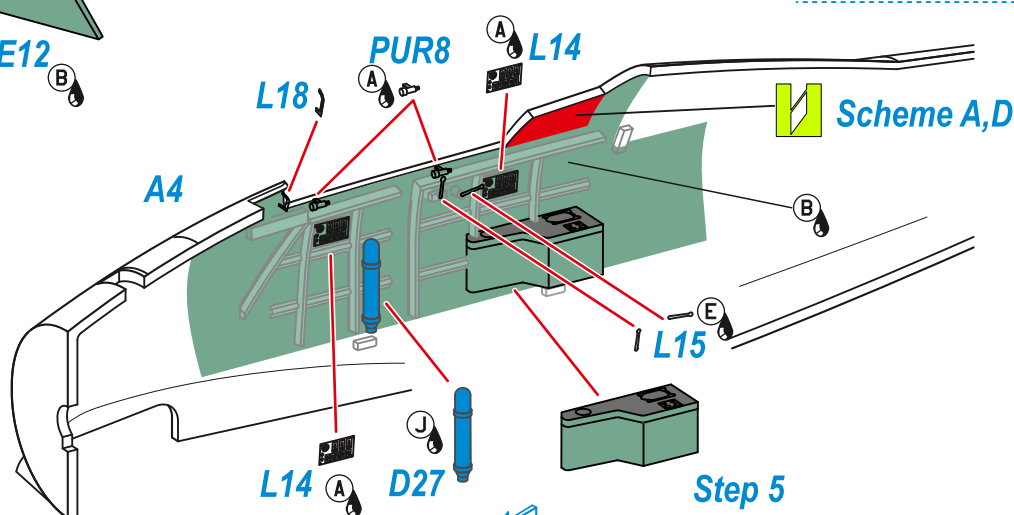
4

SH32083 Fiat G.50B

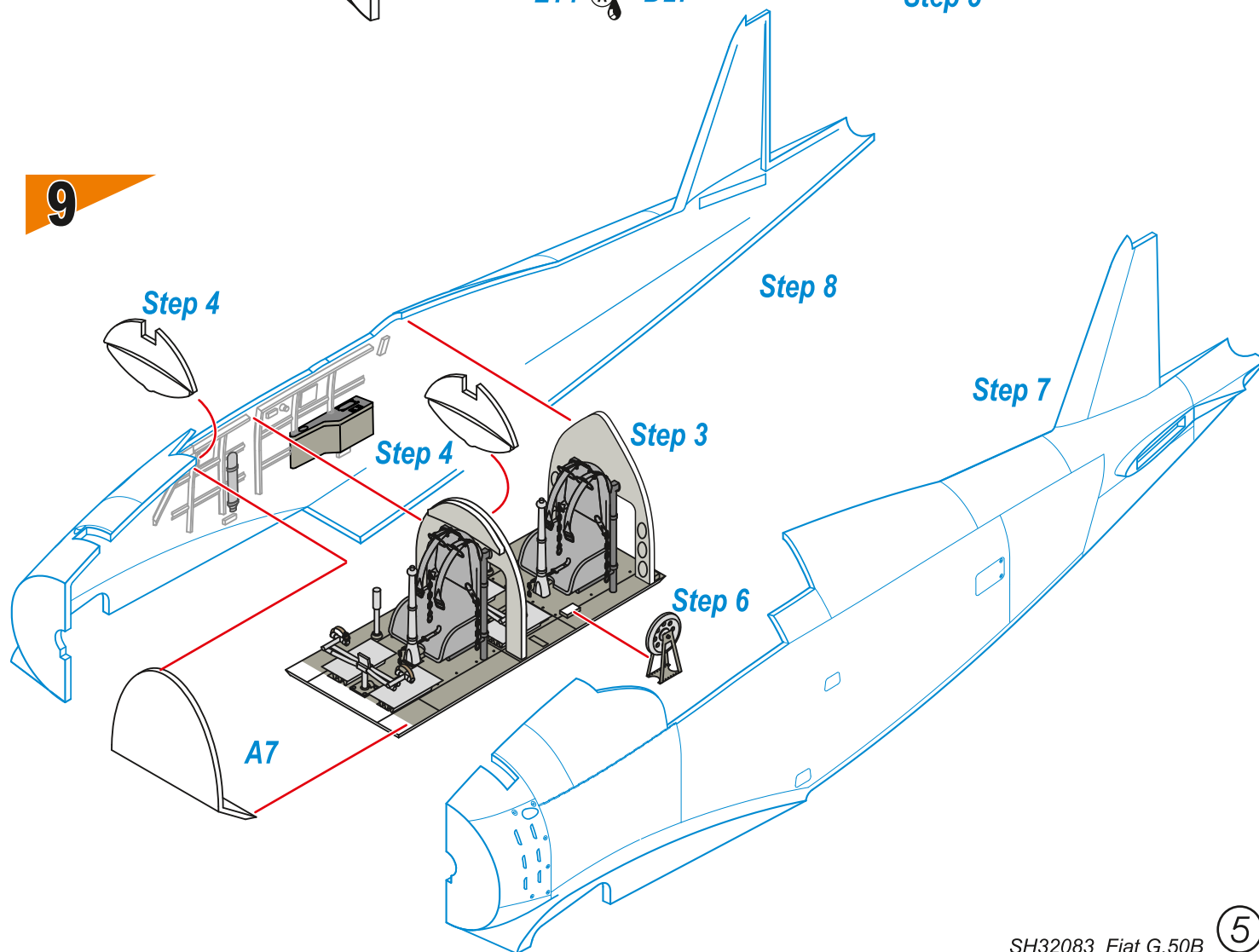
7



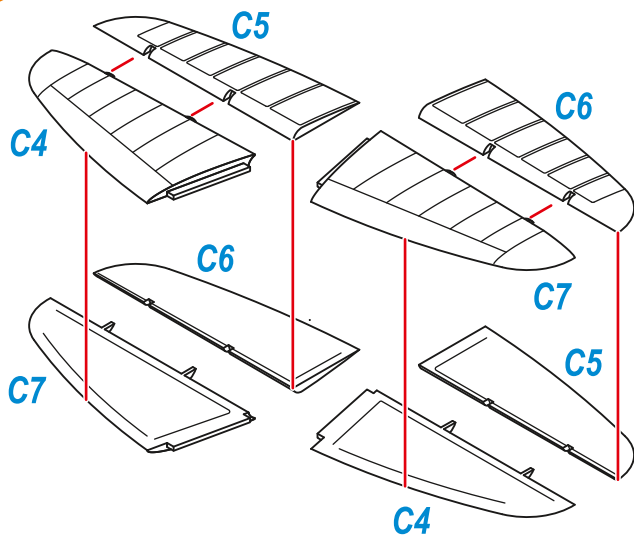
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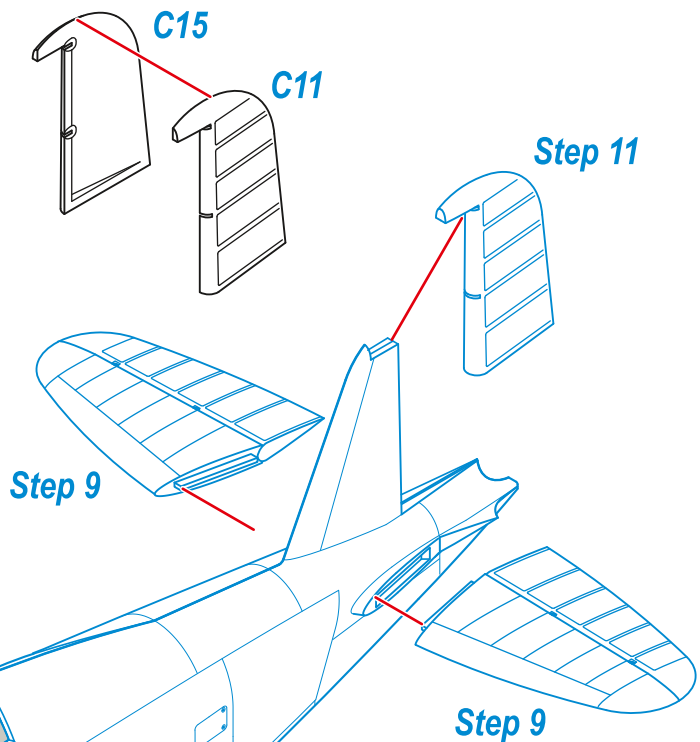
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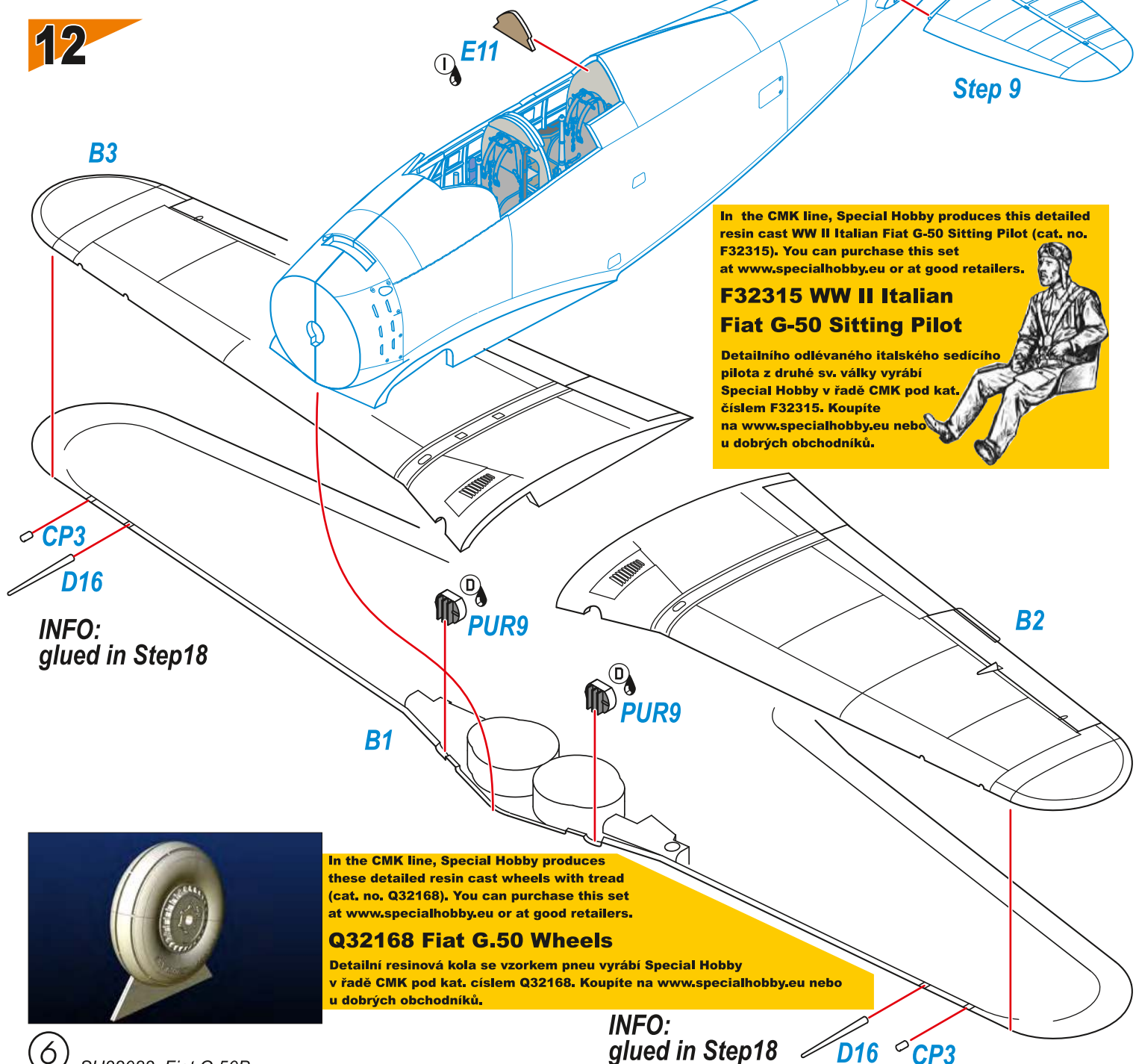
10



11



12



In the CMK line, Special Hobby produces this detailed resin cast WW II Italian Fiat G-50 Sitting Pilot (cat. no. F32315). You can purchase this set at www.specialhobby.eu or at good retailers.

F32315 WW II Italian Fiat G-50 Sitting Pilot

Detailního odlévaného italského sedícího pilota z druhé sv. války vyrábí Special Hobby v řadě CMK pod kat. číslem F32315. Koupíte na www.specialhobby.eu nebo u dobrých obchodníků.



In the CMK line, Special Hobby produces these detailed resin cast wheels with tread (cat. no. Q32168). You can purchase this set at www.specialhobby.eu or at good retailers.

Q32168 Fiat G.50 Wheels

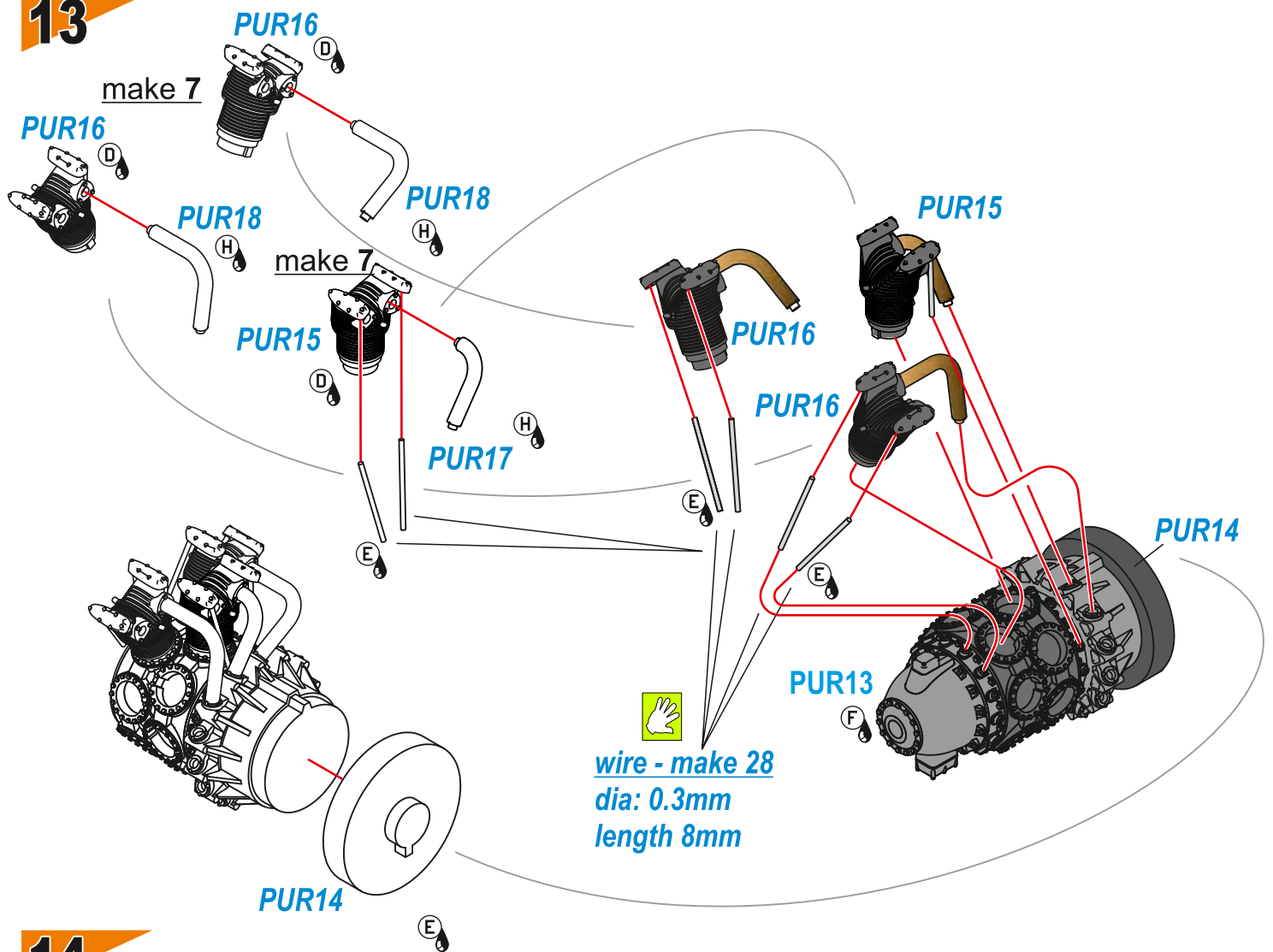
Detailní resinová kola se vzorkem pneu vyrábí Special Hobby v řadě CMK pod kat. číslem Q32168. Koupíte na www.specialhobby.eu nebo u dobrých obchodníků.



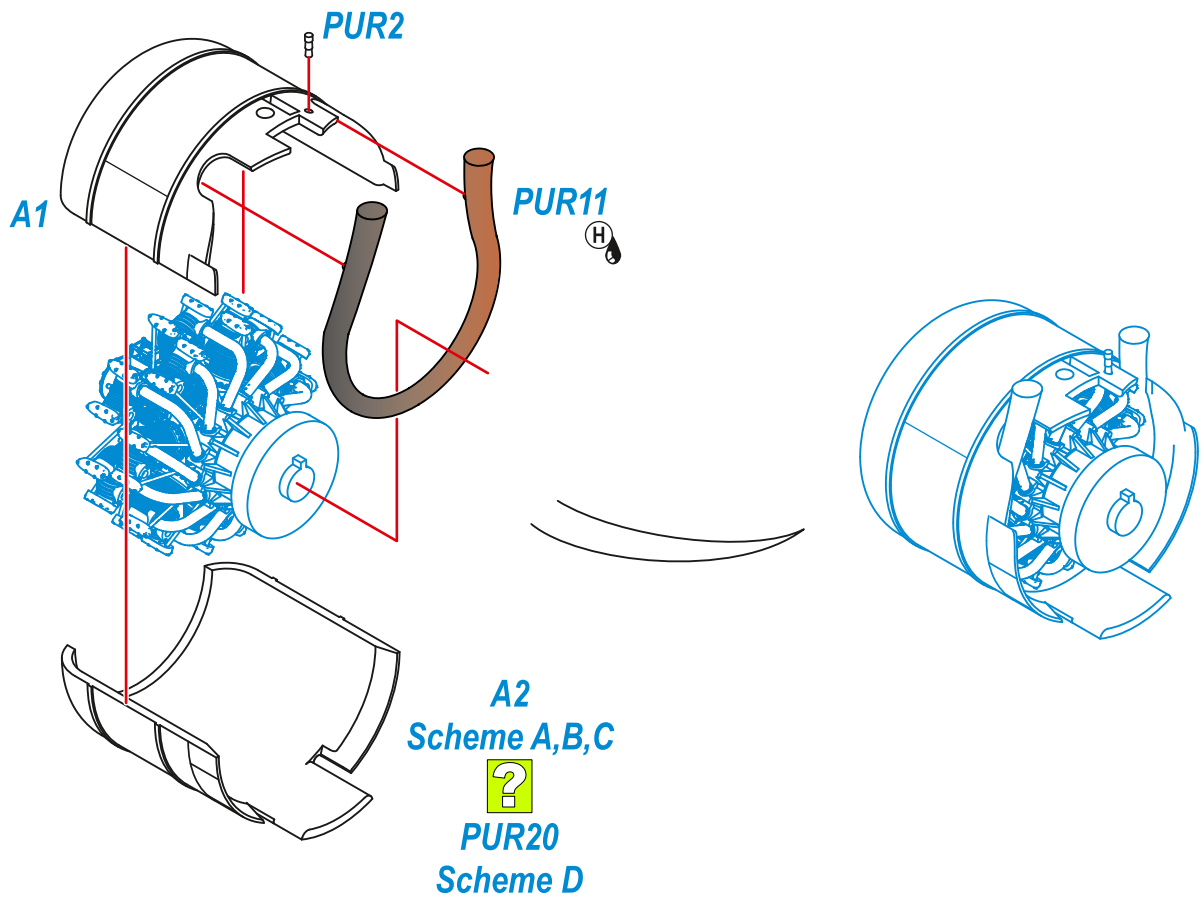
⑥ SH32083 Fiat G.50B

INFO:
glued in Step18

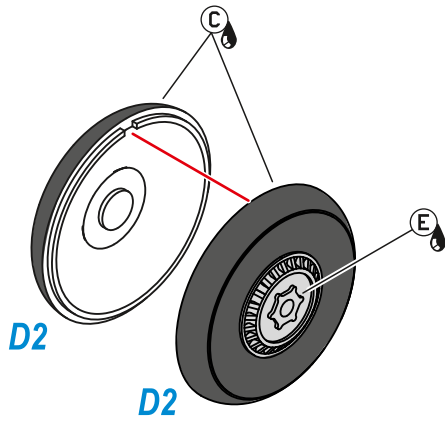
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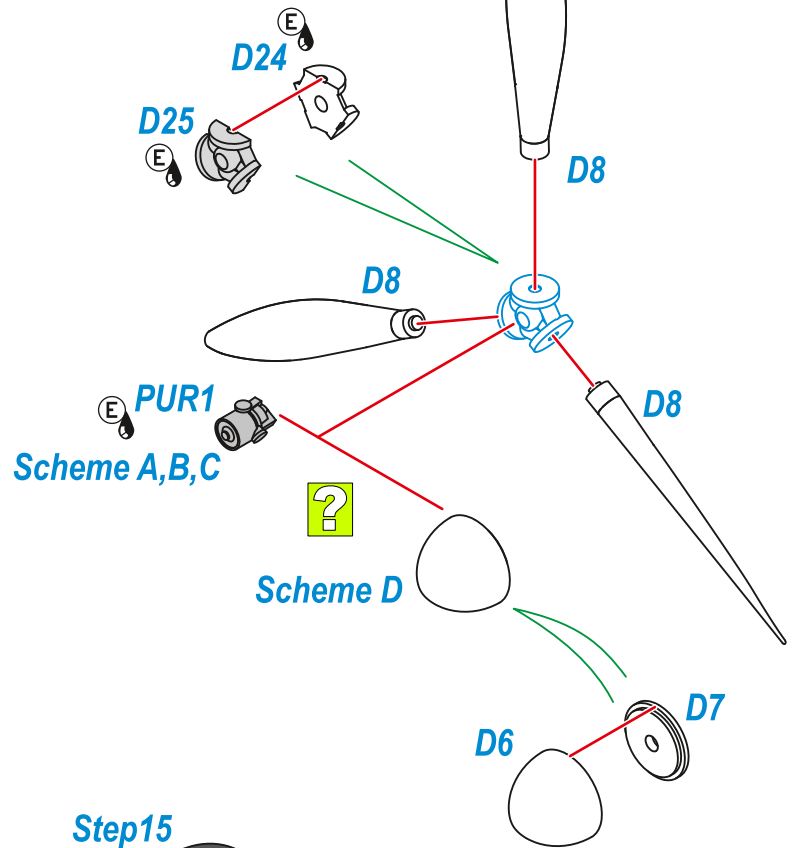
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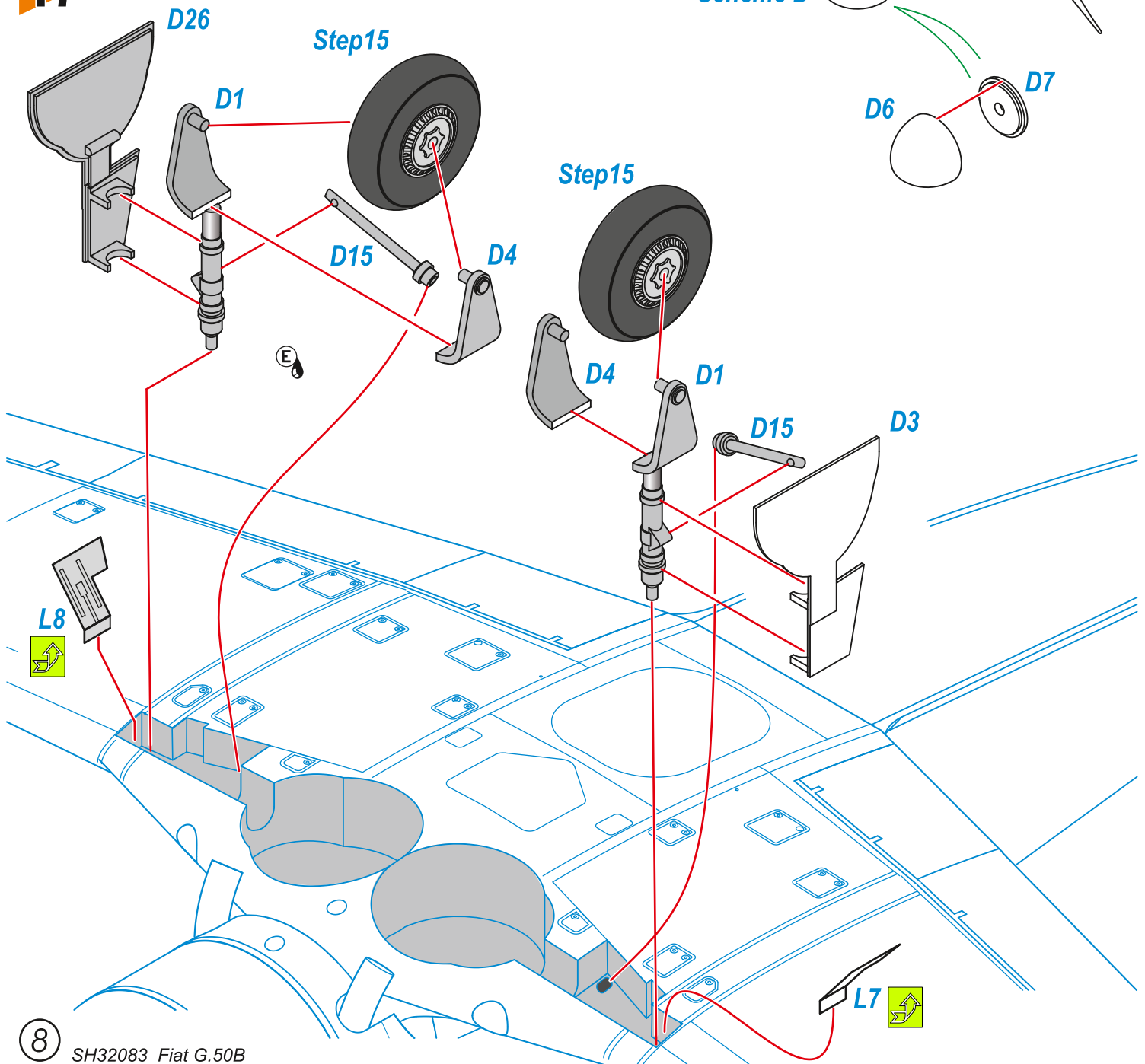
15
make 2



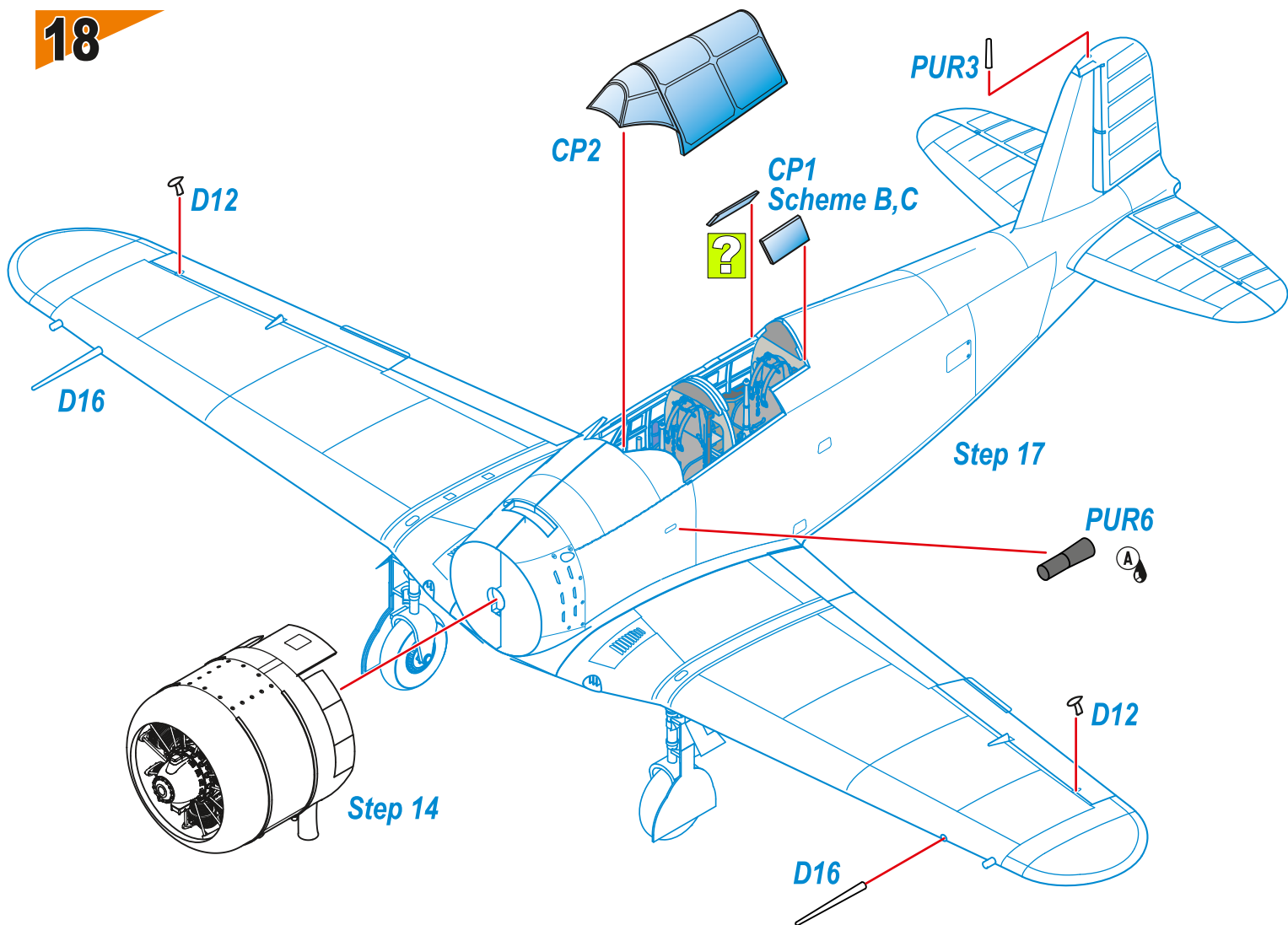
16



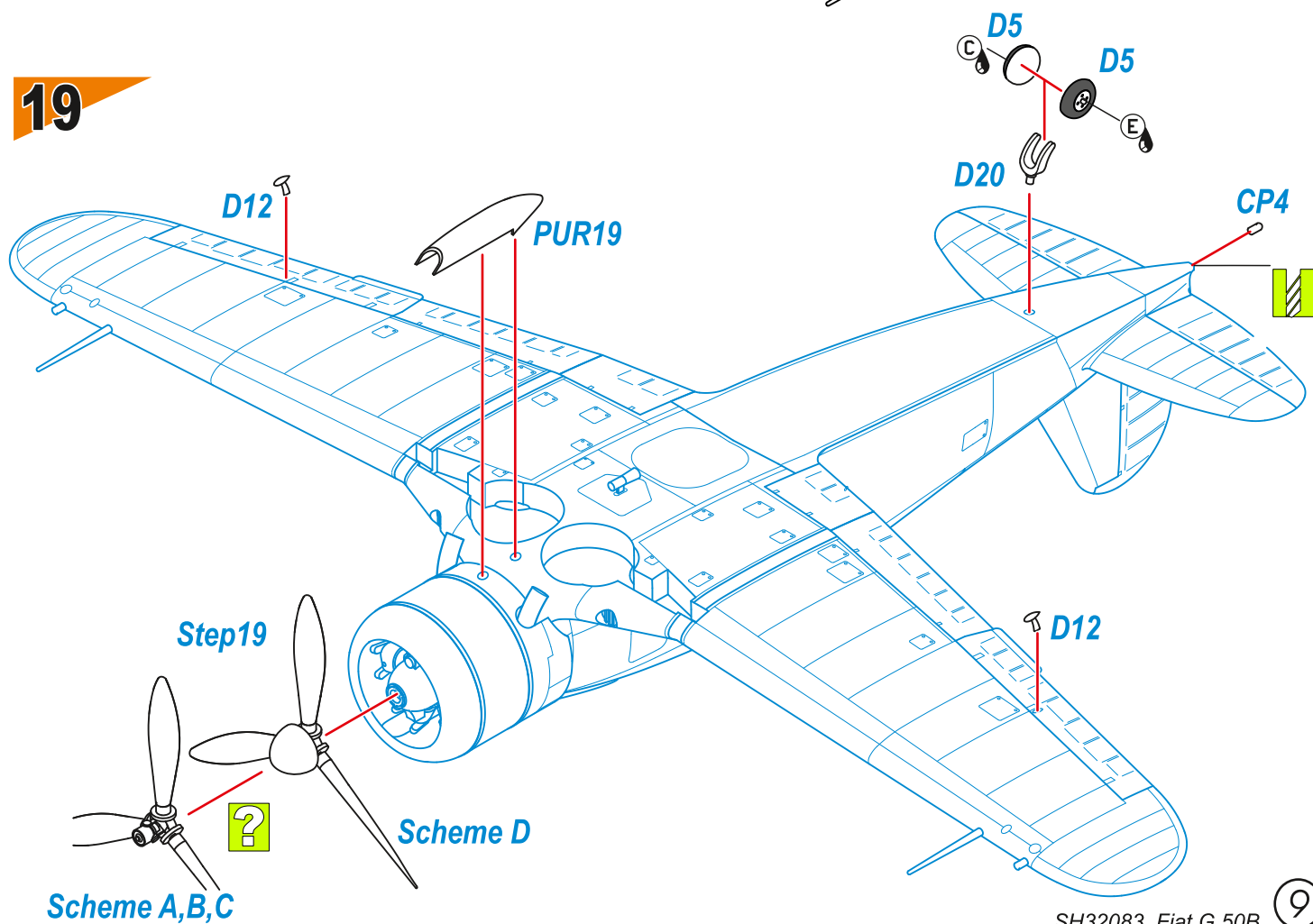
17



18



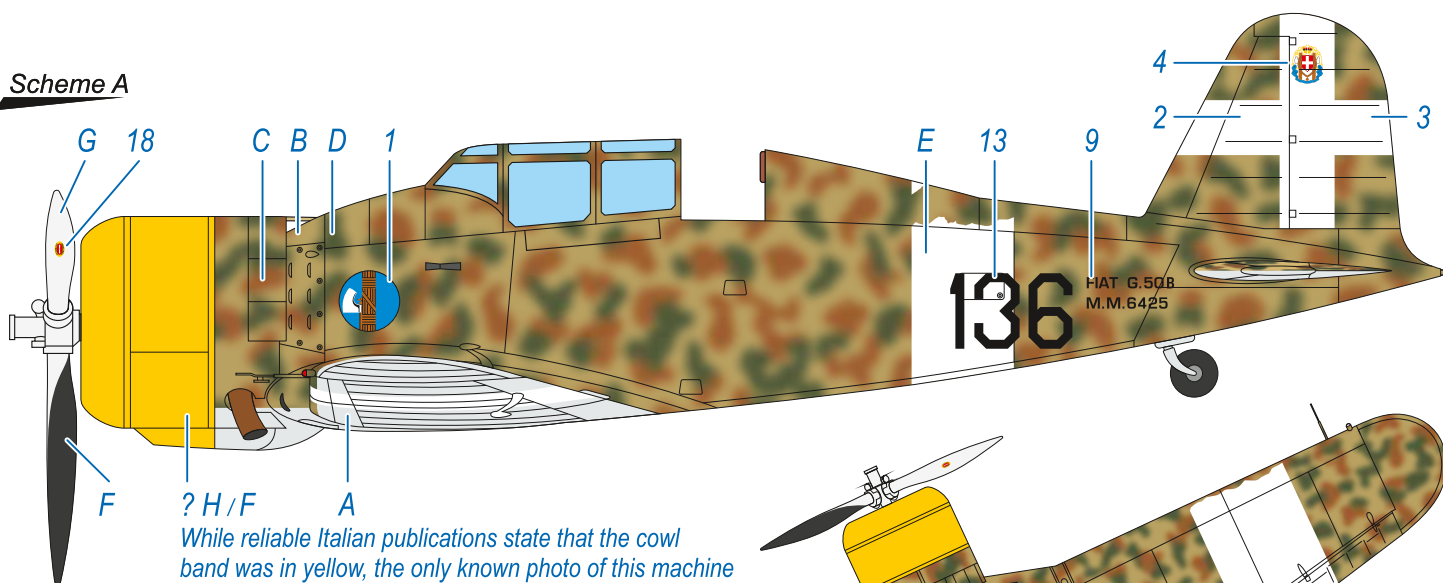
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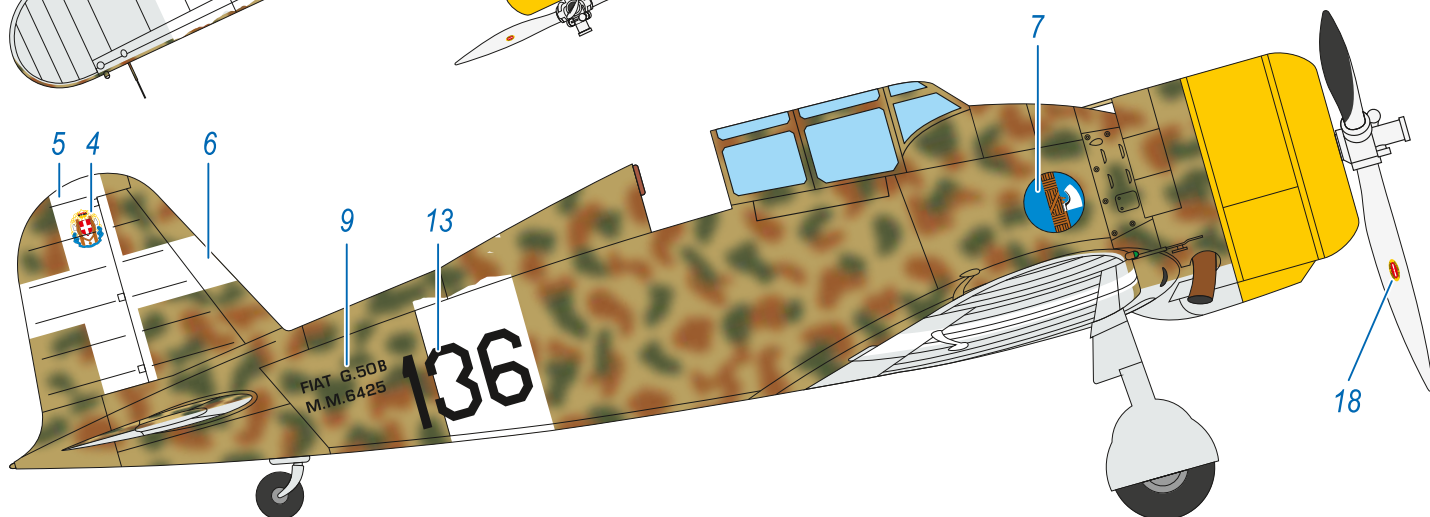
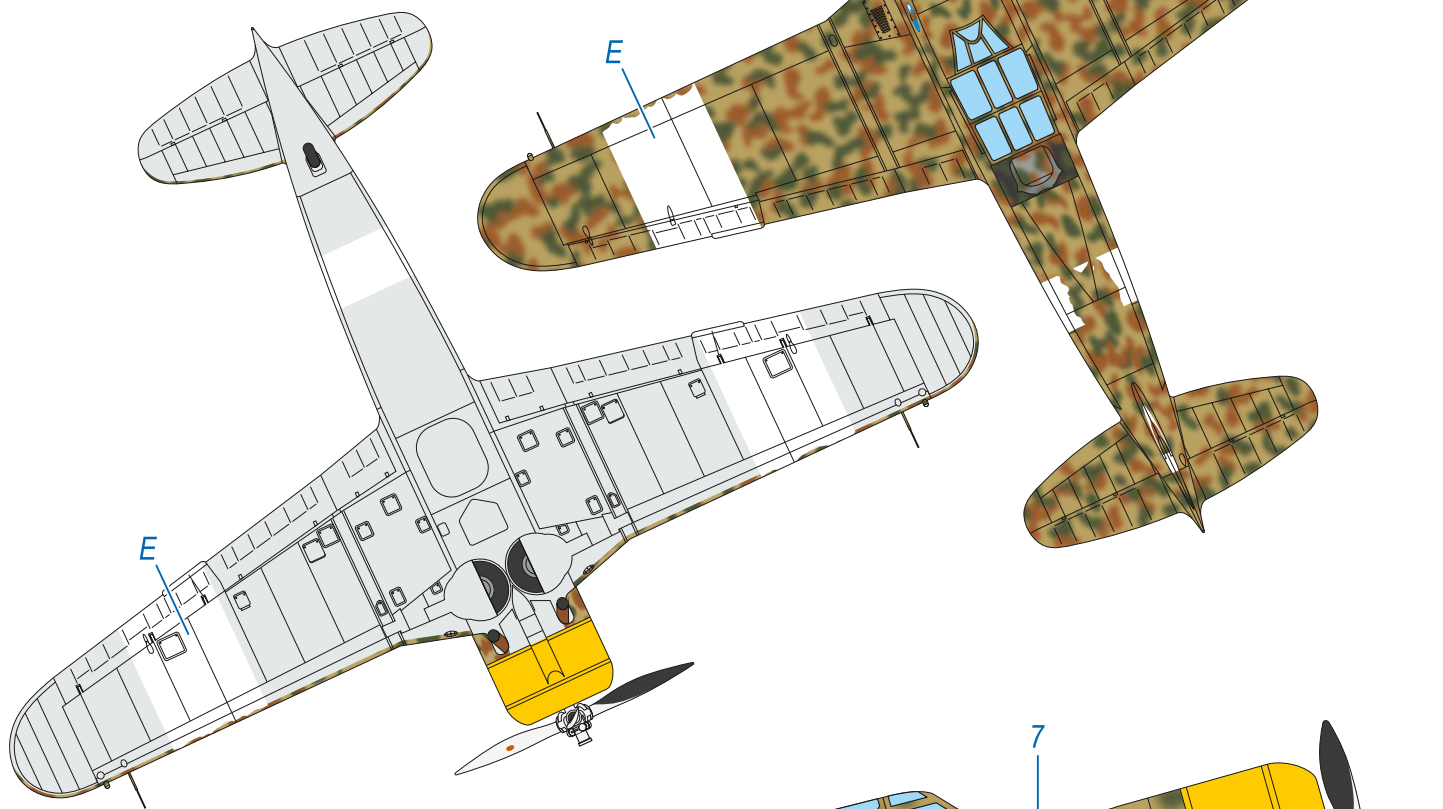
Fiat G.50 B, black 136, M.M.6425, Advanced Flying School,
Regia Aeronautica, Italy, 1941.

Fiat G.50 B, černá 136, M.M.6425, pokračovací letecká škola,
Regia Aeronautica, Itálie 1941.

Scheme A



While reliable Italian publications state that the cowl
band was in yellow, the only known photo of this machine
shows rather very dark colour instead.
The choice is yours.

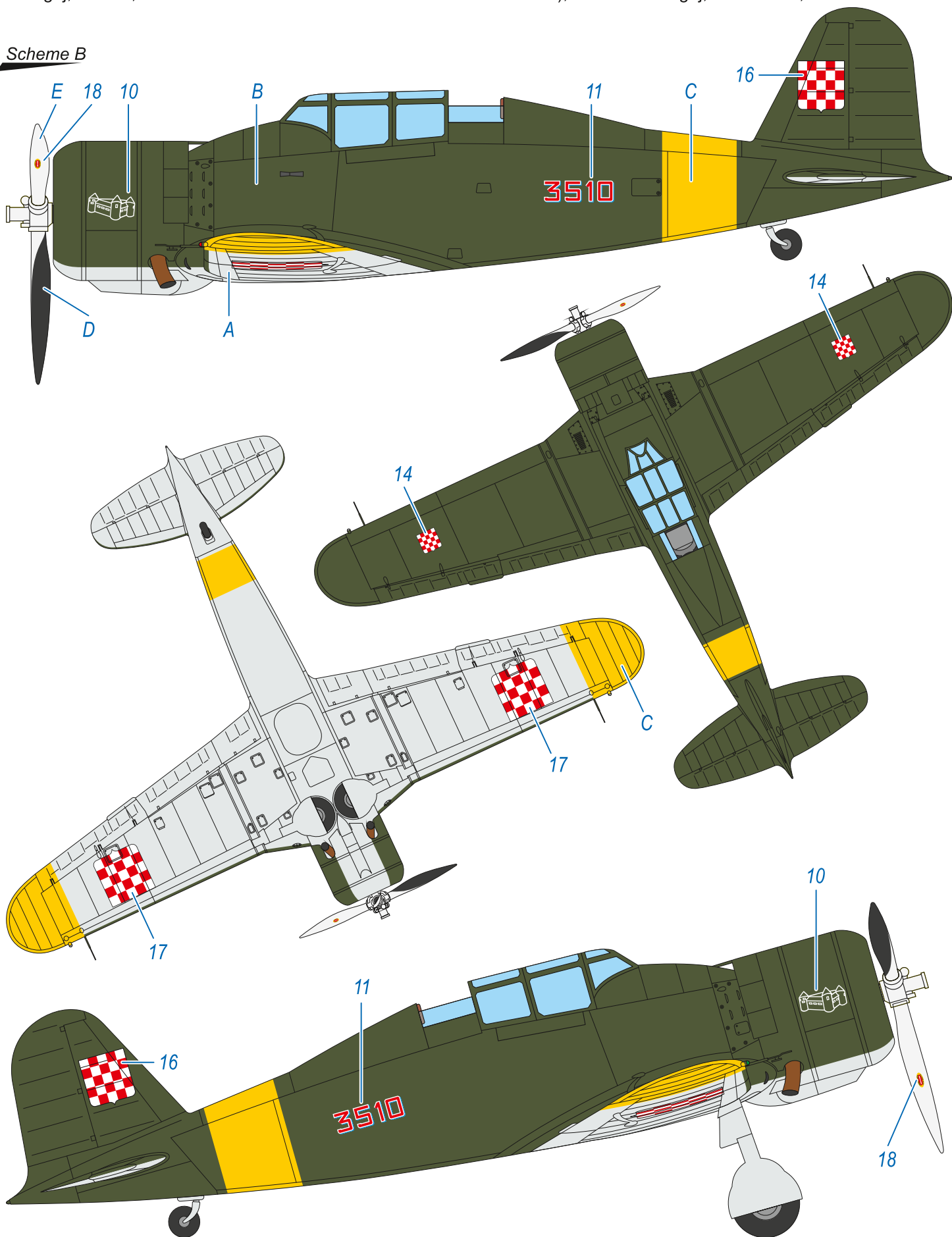


A	Grigio Mim. sv.Sedá H67/C115	B	Giallo Mim. písková H79/C39	C	Marrone Mim.2 hnědočervená H47/C41	D	Verde Mim.3 tm.zelená H302/C302	E	White bílá H/C01	F	Black černá H12/C33	G	Aluminium hliník H/C08	H	Yellow žlutá H/C329
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Fiat G.50 B, no. 3510, M.M.6477, 1.Jato, 1.Skupina, 1.Zrakoplovna Luka (1 Sqn, 1 Group, Air Base No.1), Hrvatsko Vojno Zrakoplovstvo (Croatian Air Force), Zagreb-Borongaj, Croatia, June 1942.

Fiat G.50 B, no. 3510, M.M.6477, 1.Jato, 1.Skupina, 1.Zrakoplovna Luka (1.peruč, 1.skupina, základna č.1), Hrvatsko Vojno Zrakoplovstvo (chorvatské vojenské letectvo), Záhřeb-Borongaj, Chorvatsko, červen 1942.

Scheme B

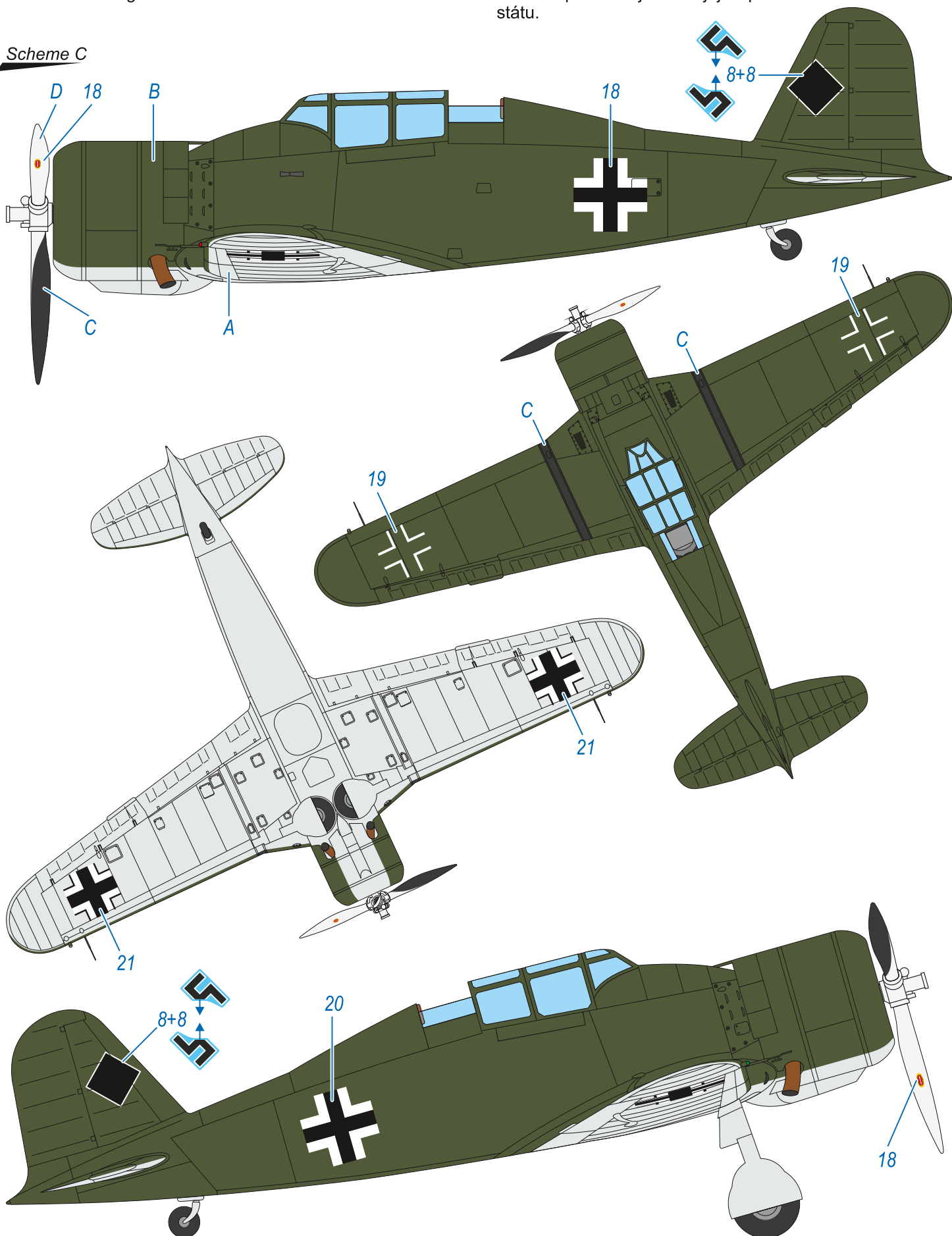


- | | | | | | | | | | |
|----------|--|----------|--|----------|--------------------------|----------|---------------------------|----------|------------------------------|
| A | Grigio Azzuro Chiaro 1
sv.šedomodrá
H/C317 80%
H/C1 20% | B | Verde Oliva Scuro 2
olivově zelená
H80/C54 | C | Yellow
žlutá
H/C04 | D | Black
černá
H12/C33 | E | Aluminium
hliník
H/C08 |
|----------|--|----------|--|----------|--------------------------|----------|---------------------------|----------|------------------------------|

Fiat G.50 B, M.M.unknown, Luftwaffe, the Italian Social Republic, mid 1943-early 1944. After the armistice, the Germans seized a dozen of two-seater trainers and operated them until handing over some of them to the ANR.

Fiat G.50 B, M.M. neznámé, Luftwaffe, Italská sociální republika, pol.roku 1943-počátek r.1944. Poté, co Itálie podepsala příměří se Spojenci, Němci zabavili tučt Fiatů G.50B a používali je až do jejich předání letectvu loutkového státu.

Scheme C

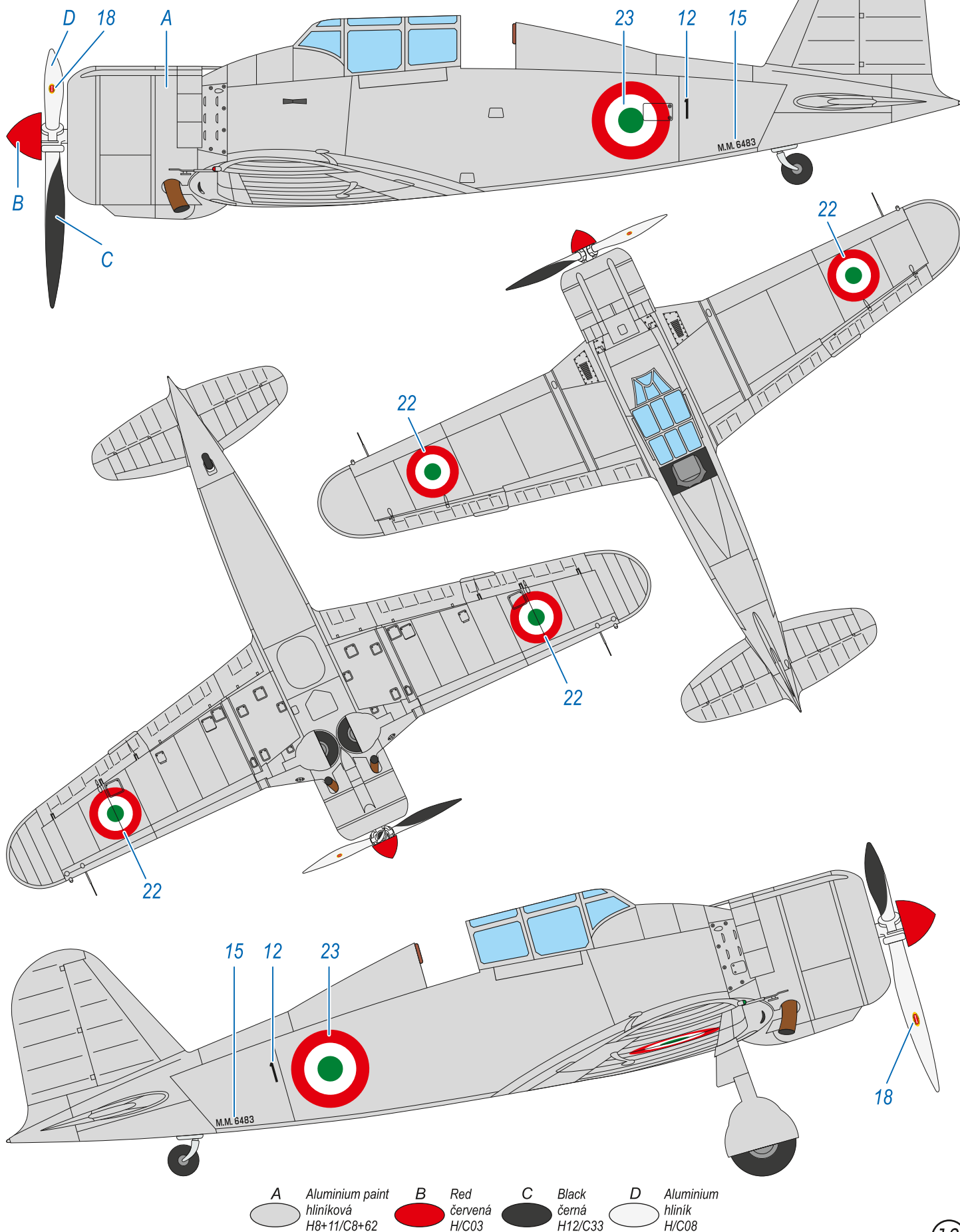


- | | | | | | | | |
|----------|--|----------|--|----------|---------------------------|----------|------------------------------|
| A | Grigio Azzuro Chiaro 1
sv.šedomodrá
H/C317 80%
H/C1 20% | B | Verde Oliva Scuro 2
olivově zelená
H80/C54 | C | Black
černá
H12/C33 | D | Aluminium
hliník
H/C08 |
|----------|--|----------|--|----------|---------------------------|----------|------------------------------|

Fiat G.50 B, black 1, M.M.6843, 3^a Squadriglia, 2^o Gruppo Scuola Volo (Advanced Flying School), Aeronautica Militare, Brindisi, Italy, 1946. The only two-seater G.50 taken over by the air force along with five fighters after the war.

Fiat G.50 B, černá 1, M.M.6843, 3^a Squadriglia, 2^o Gruppo Scuola Volo (3. letka, 2. skupina letecké školy), Aeronautica Militare (italské vojenské letectvo), Brindisi, Italy, 1946. Do poválečného italského letectva se dostalo pět stíhacích Fiatů G.50 a pouze jeden ve cvičné verzi G.50 B.

Scheme D



1/32
SH32082



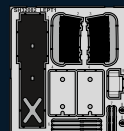
PUR parts



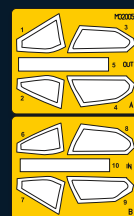
3D-printed parts



Photo-etched parts



Masks



AH-1G COBRA 'Early Tails over Nam' Hi-Tech Kit

1/32
SH32086



AH-1G Cobra 'Marines/US Navy'

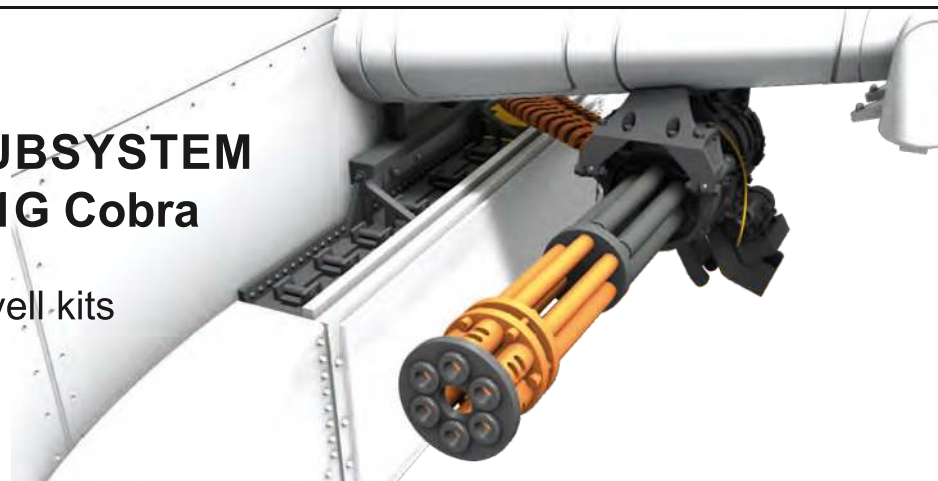
Hi-Tech Kit

ATTRACTIVE 1/32 SCALE SET FOR COBRA!

5144

**M35 ARMAMENT SUBSYSTEM
Upgrade Set for AH-1G Cobra**

CMK sets for ICM and Revell kits



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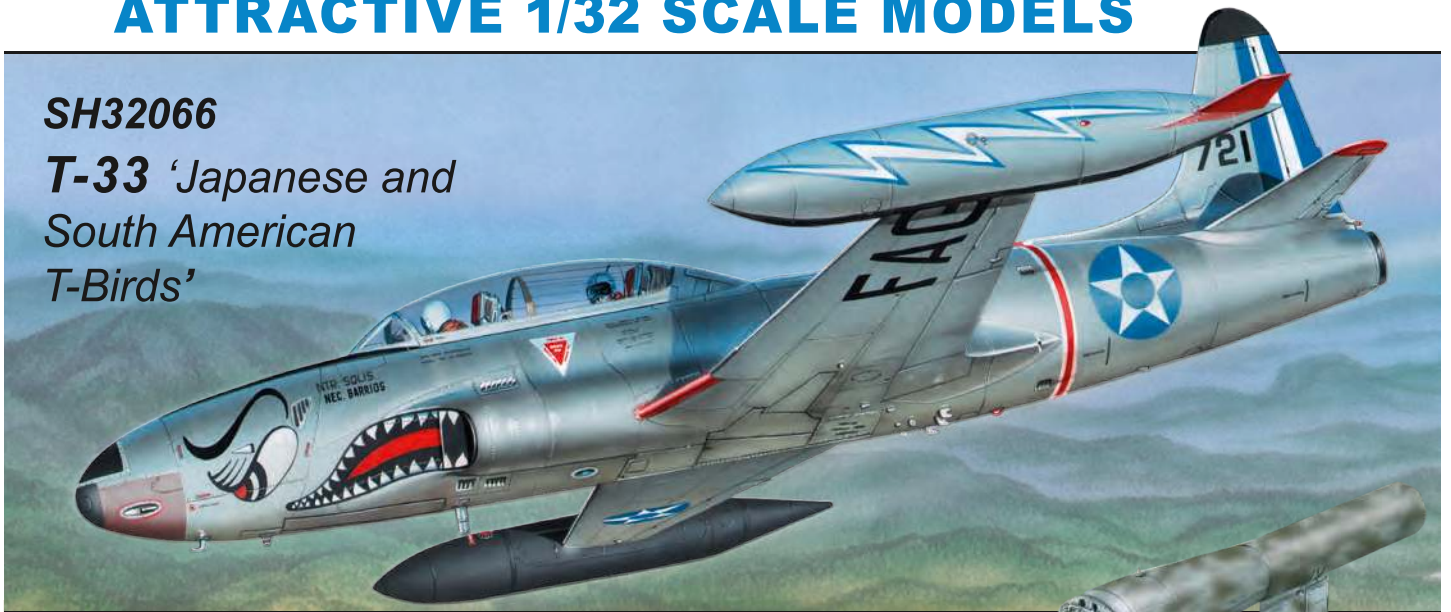
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CMK
CZECH
MASTER'S KITS

ATTRACTIVE 1/32 SCALE MODELS

SH32066

T-33 'Japanese and South American T-Birds'



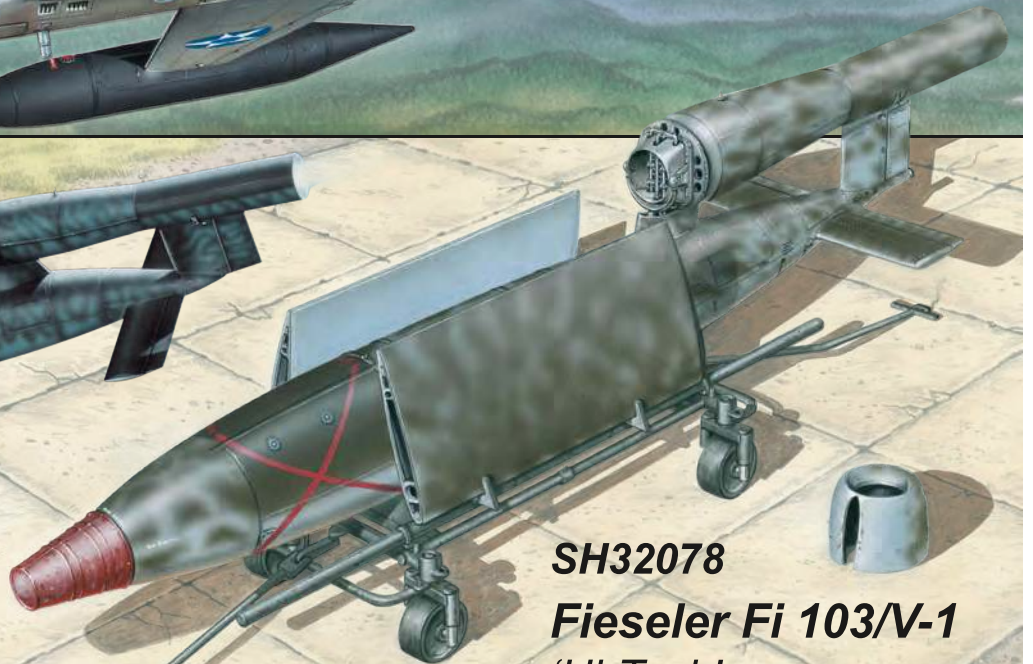
SH32074

Fi 103A-1/Re 4
Reichenberg



SH32078

Fieseler Fi 103/V-1
'Hi-Tech'



Excellent
CMK
RESIN
SETS



5114

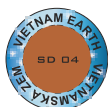
MA-1A USAF Start Cart

5130

MD-3 Ground Power Unit



Star Dust
weathering pigments



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H1020 Razor Saw Profi Set



A new type handle for our razor saws.
Also contains H1018 and H1019 spare saws.

H1018
Triangle Razor Saw (1pc)



H1019
Multi-Shift Razor Saw (1pc)



1/32 DH.82 Tiger Moth

CMK sets for ICM kit



5137
Luggage Box



5138
Correction
Propeller



5139
Mainwheels and
Tailkid



5140
Instrument Panels with
Compasses and Coaming,
Correction Set



H1011
CMK sanding
stick four
different grit
of sanding
papers
on one
sanding
stick.



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.

H1000 Ultra smooth and extra smooth saw (2 sides – 70 teeth / 42 teeth) 1 pc

H1001 Ultra smooth saw (both sides – 70 teeth / 70 teeth) 1 pc

H1002 Very smooth saw (both sides – 42 teeth / 42 teeth) 1 pc

H1003 Smooth saw (both sides – 31 teeth / 31 teeth) 1 pc

H1004 Ultra smooth and extra smooth saw (2 sides – 70 teeth / 42 teeth) 5 pcs

H1005 Ultra smooth saw (both sides – 70 teeth / 70 teeth) 5 pcs

H1006 Very smooth saw (both sides – 42 teeth / 42 teeth) 5 pcs

H1007 Smooth saw (both sides – 31 teeth / 31 teeth) 5 pcs

H1010 Razor Saw with Handle

F32316

British Tempest pilot, sitting



F32317

British Tempest pilot, climbing out of cockpit



F32340 British WWII Tempest mechanic



Figures for 1/32 Tempest

(for Special Hobby kits)

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