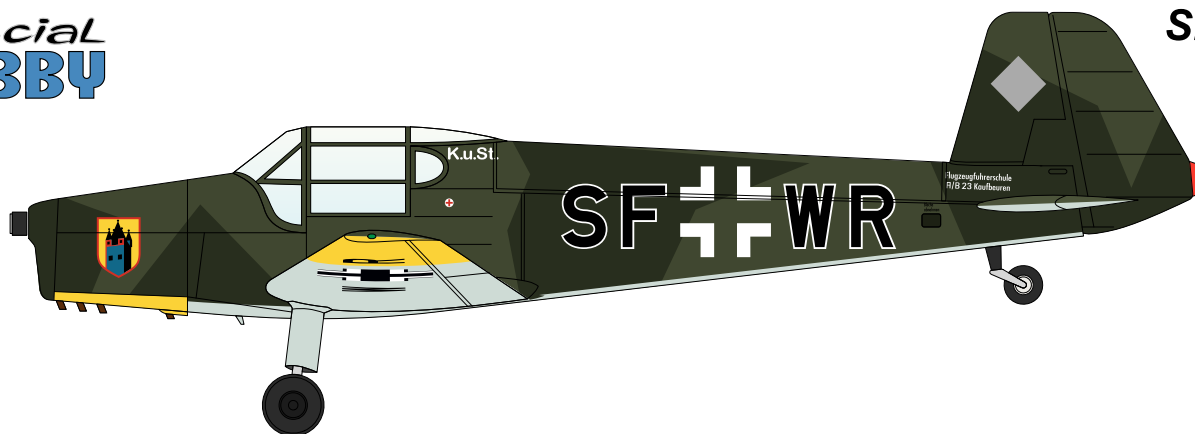




Bücker Bü 181B / Sk 25 Bestmann 'WWII Trainer'



The Bücker Bü 181 was of similar design and construction to its predecessors, the famous and successful German sporting and training aircraft the Bucker Bu 131 and 133 but that was where the similarity ended as the new type was a monoplane with an enclosed cockpit canopy protecting the crew of two who sat side by side. The low mounted wing was of wooden construction with plywood and fabric skinning while the fuselage mid section consisted of tubular steel framework covered with fabric and the rear fuselage was a wooden shell.

The prototype bore the German civil registration D-ERBV and was taken aloft for the first time during February 1939 with Arthur Benitz at the controls. The flying qualities of the new machine were found to be excellent and, following thorough flight testing by the German Ministry of Aviation (Reichsluftfahrtministerium) it was introduced into service with the Luftwaffe as their standard training aircraft with official name 'Bestmann'. Production commenced in 1940 and there were two main versions, the B and C which differed due to their powerplant being either a Hirth HM 500 A or B. The need for training aircraft grew as the war progressed so the type was not only produced by the parent Bücker company in Rangsdorf, but Fokker in the Netherlands and Zlin in the then Protectorate of Bohemia and Moravia also set up production lines too. After the end of the war, the Bucker Bestmann continued to be produced in liberated Czechoslovakia for the military and also civil aviation markets, with several different powerplants installed. During the war licence production of the Bestmann was also carried out in Sweden as the Sk 25 and in 1950 Egypt's Heliopolis Aircraft Works obtained licence rights from Czechoslovakia to produce its own version known as the Z-381 Gomhouria (or "Republic") powered by a Walter Minor 4-III engine.

Although it was primarily a trainer the Bü 181 Bestmann was also used for light liaison duties but towards the end of the war as things proved more desperate for the Germans it was even pressed into action as a ground attack aircraft armed with either four anti-tank grenade launchers or Panzerfausts, with two mounted on each wing, or even three 50kg bombs carried in a special rack. A large number of Bestmanns were pressed into service with the British Air Forces of Occupation (BAFO) immediately after the war as light liaison aircraft and were later passed on to the French. Those machines of Swedish, Czechoslovak and Egyptian origin flew until the 1960s and some of them can be seen in the sky even today.



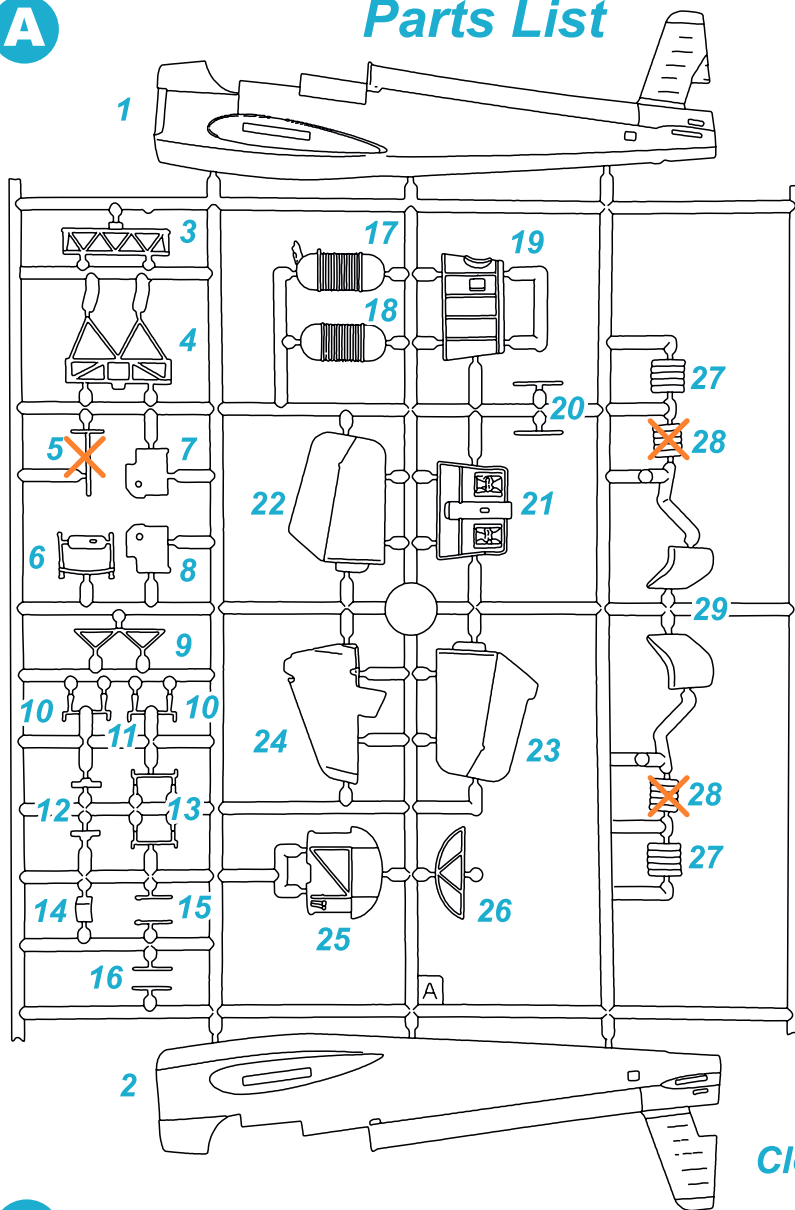
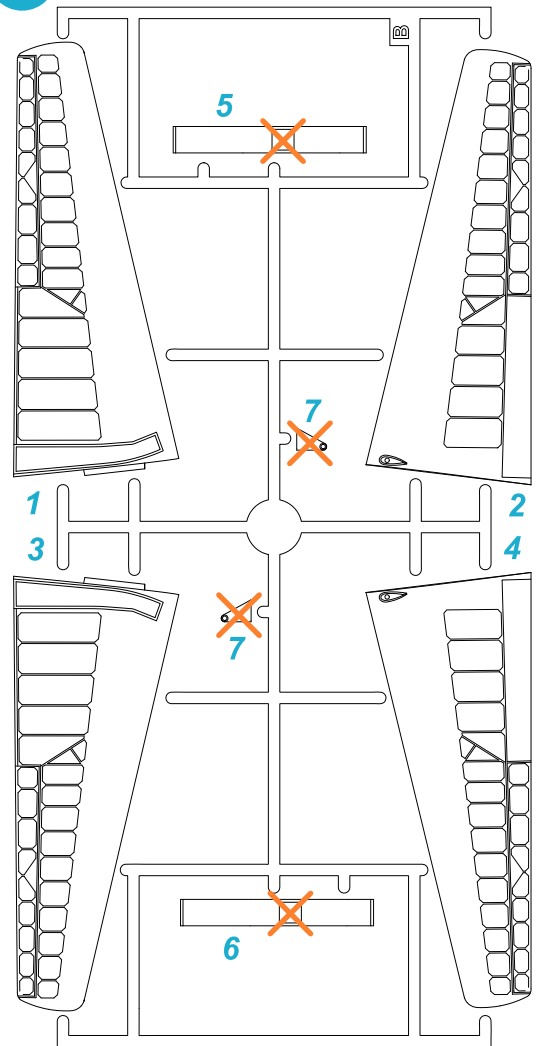
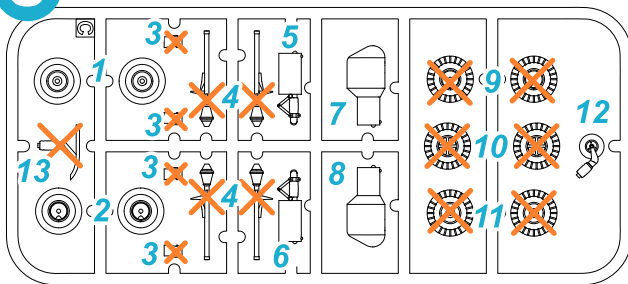
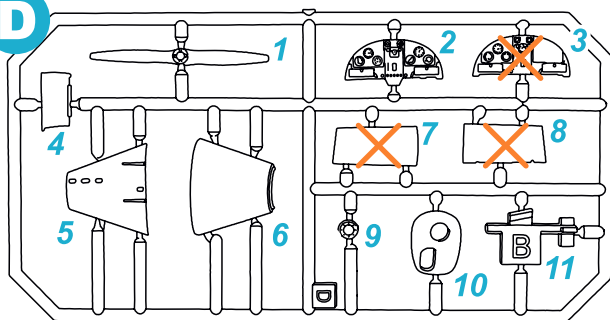
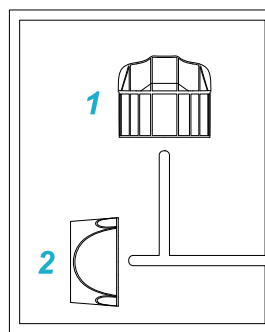
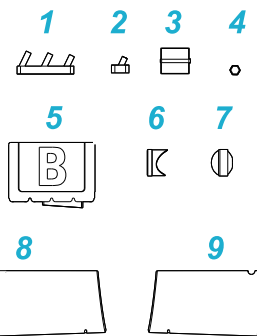
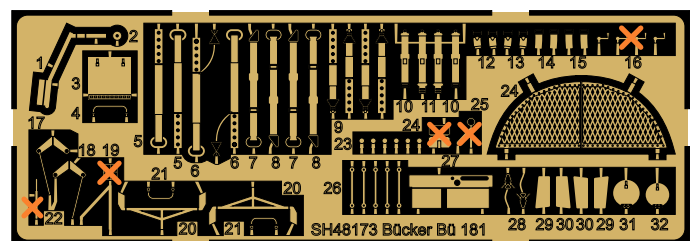
Bücker Bü 181 navázal konstrukčně na úspěšné sportovní a cvičné dvouplošné Bücker Bü 131 a Bü 133. Na rozdíl od nich byl ale Bü 181 dolnoplošník s pevným podvozkem a zakrytou kabinou. Konstrukce křídla a ocasních ploch byla dřevěná, částečně potažená překližkou, zbylé části plátnem. Přední část trupu byla tvořena trubkovou konstrukcí s plátěným potahem a zadní dřevěnou skořepinou s překližkovým potahem. Dvoučlenná osádka seděla vedle sebe. Prototyp s označením D-ERBV zalétal v únoru 1939 Arthur Benitz. Vlastnosti nového stroje byly vynikající a důkladných testech Říšského ministerstva letectví byl Bü 181 vybrán jako standardní cvičný letoun Luftwaffe. Dostal oficiální pojmenování Bestmann. Sériová výroba Bü 181 byla zahájena v roce 1940 a vyráběny byla verze B a C, lišící se variantami motoru Hirth HM 500 A a B. Vzhledem k potřebě cvičných letounů se během války Bü 181 vyráběly v továrně Bücker v Rangsdorfu, ale i v holandské továrně Fokker a ve Zlíně v tehdejším Protektorátu Böhmen und Mähren. Ve Zlíně pokračovala výroba i po válce pro československé letectvo i civilní sektor v několika verzích s různými typy motorů. Během války byly vyráběny Bü 181 v licenci ve Švédsku jako Sk 25. V roce 1950 koupil Egypt československou licenci Z-381 (Bücker Bü 181 s motorem Walter Minor 4-III). Firma Heliopolis je vyráběla jako typ Gomhouria.

Během války byly stroje Luftwaffe užívány jako cvičné, ale na konci války se zapojily obranných bojů nad stále zmenšujícím se územím Říše. Do bojů byly nasazeny stroje vybavené čtyřmi panzerfausty nebo závěsníkem pro pumu o váze 50 kg. Během války bylo několik strojů ukořistěno všemi hlavními členy spojenecké koalice. Švédské, československé a egyptské stroje létaly do šedesátých let, několik strojů létá dodnes.

Rozpětí: 10,60 m, délka: 7,85 m, max. rychlost: 215 km/h, dolet: 800 km, dostup: 5 000 m

A

Parts List

**B****C****D****Clear Parts (CP)****3D Printed (3D)****X Not used****Photo-Etched Parts (PE)**

OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLATKLEBER
ADHESIF CYANOACRYLAT

SYMBOLS

BEND
OHNOUT
BIEGEN
COURBER



SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER

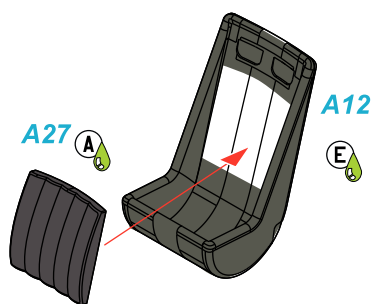


CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER

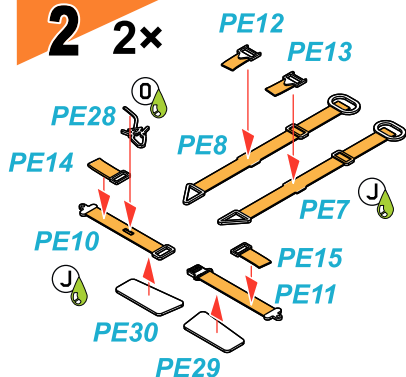
GSI **A**
colours code

COLOUR
NÁTRIT
FARBEN
PEINDRE

1 2x



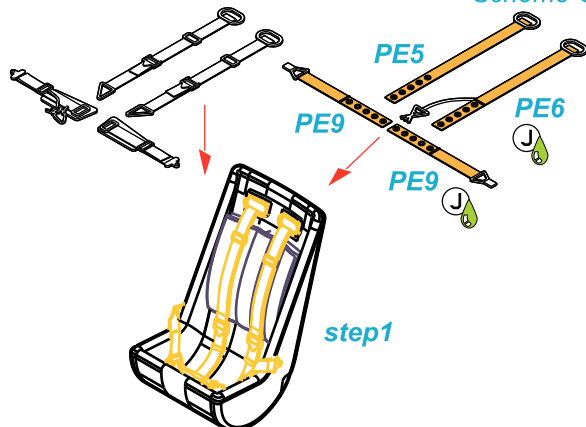
2 2x



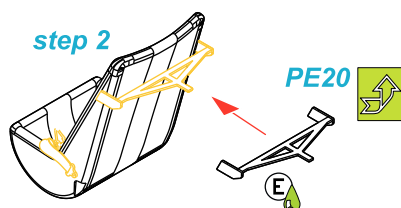
Scheme A/B



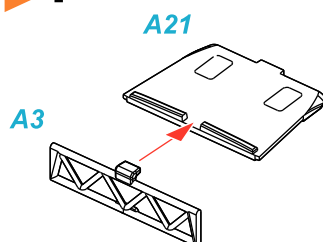
Scheme C



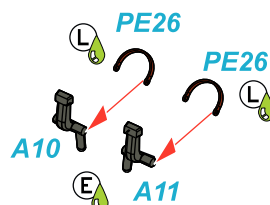
3 2x



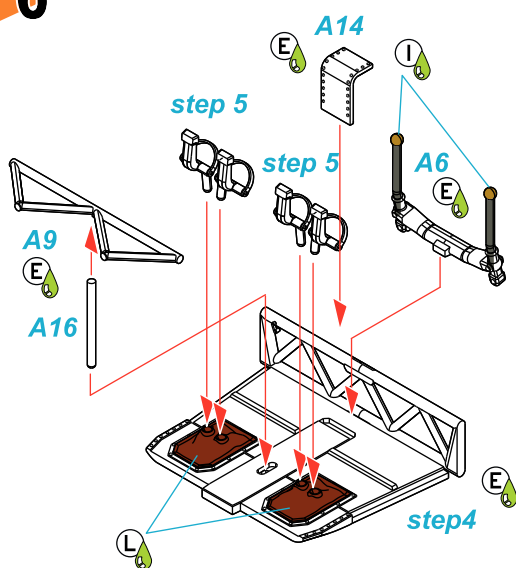
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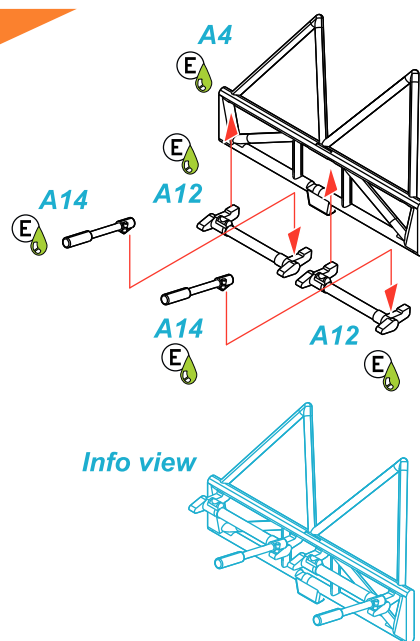
5 2x



6



7



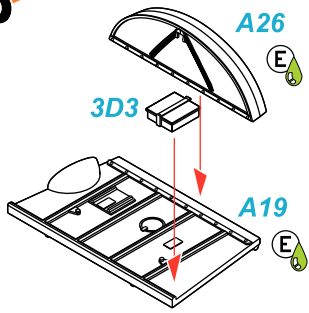
Info view

Info view

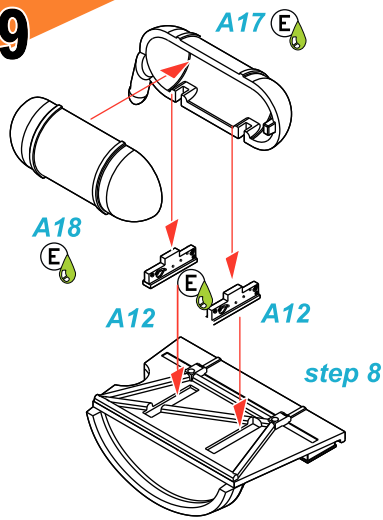
Barvy GUNZE/ GUNZE Colour No.

(A) Černá / Black	H2 / C2	(H) Švýc. Khaki zelená / Swiss Khaki Green	H81 / C55 90% + H312 / C312 10%
(B) Barva pneu / Tire Black	H77 / C137	(I) Dřevo / Wood	H37 / C43
(C) Bílá / White	H1 / C1	(J) Barva plátna / Tan	H27 / C44
(D) RLM 65 Světlá modrá / RLM 65 Light Blue	H67 / C115	(K) Červená / Red	H3 / C3
(E) RLM 66 Tm. šedá / RLM 66 Drk. Grey	H416 / C116	(L) Barva kůže / Red Brown	H17 / C29
(F) RLM 70 Čer. zelená / RLM 70 Blk. Green	H65 / C18	(M) Žlutá / Yellow	H4 / C4
(G) RLM 71 Tm. zelená / RLM 71 Drk. Green	H64 / C17	(O) Hliník / Aluminium	H8 / C8

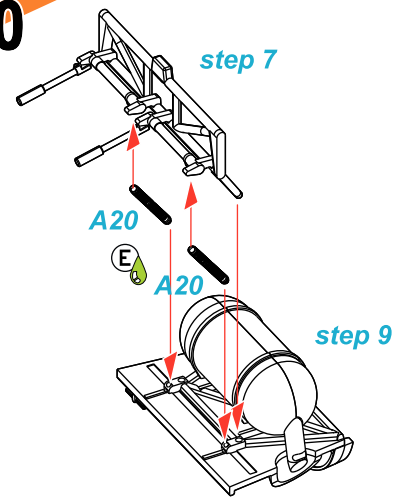
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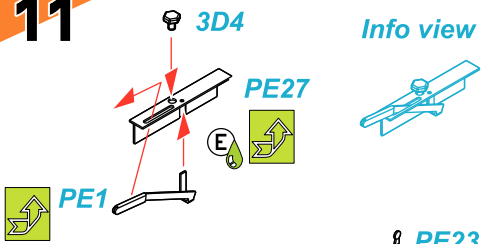
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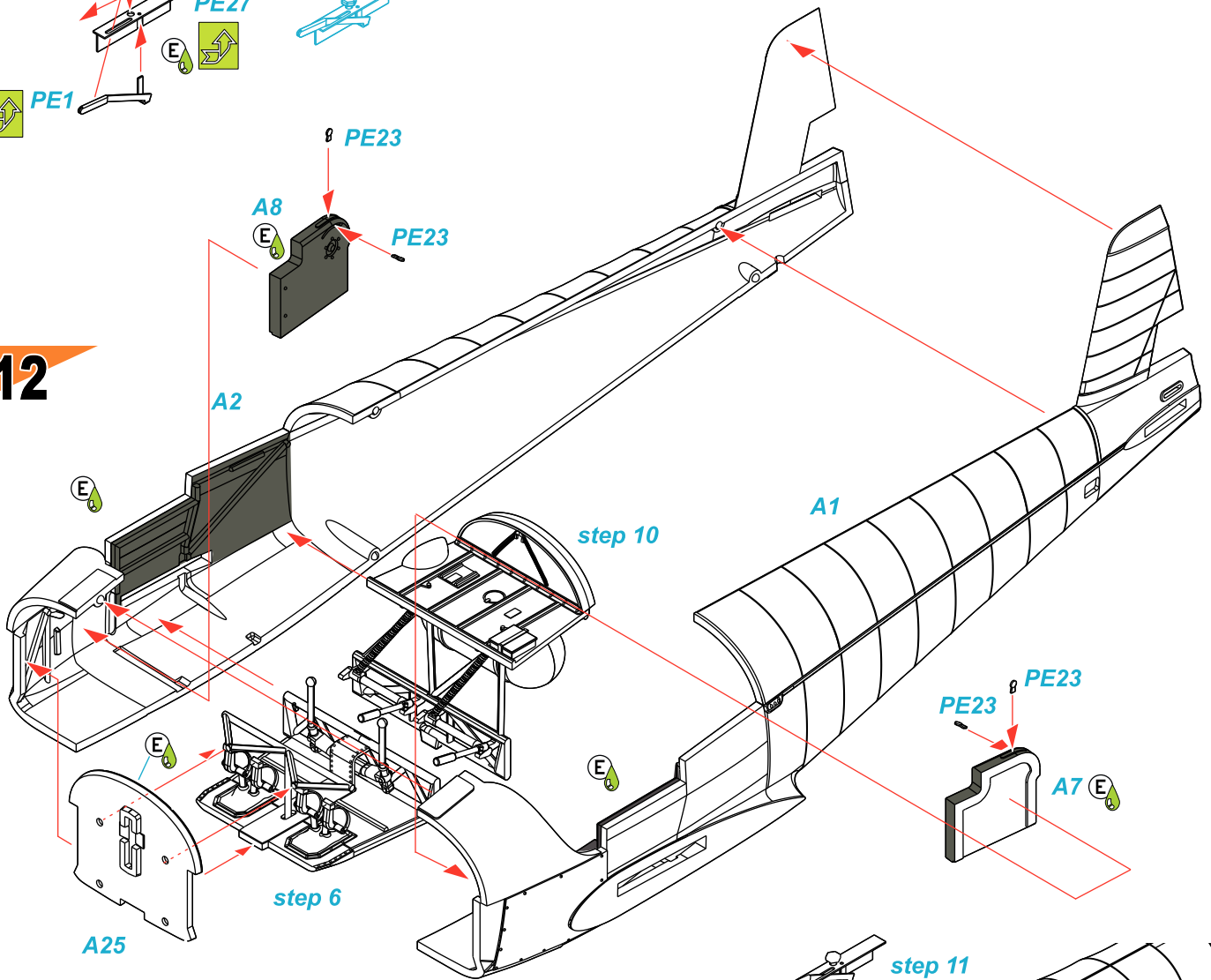
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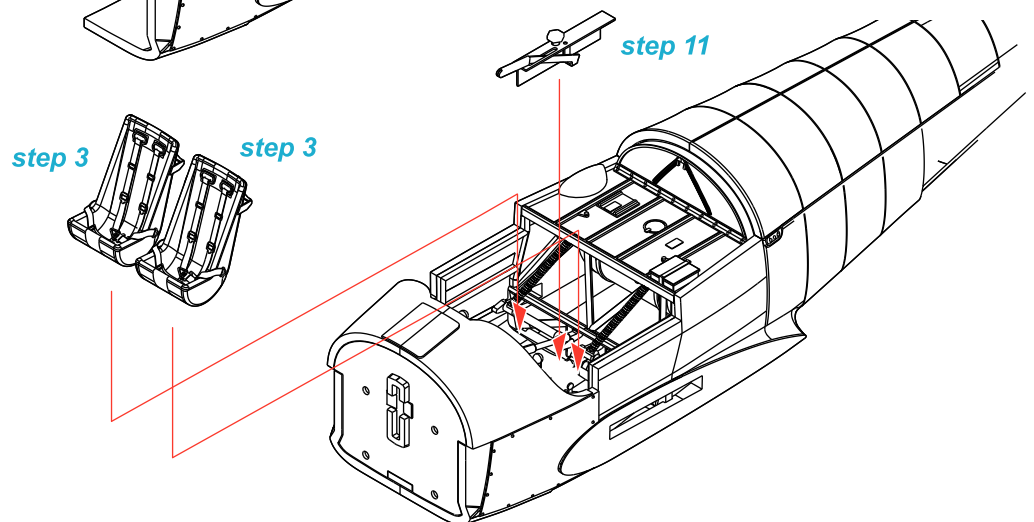
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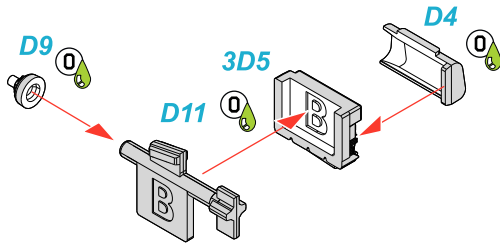
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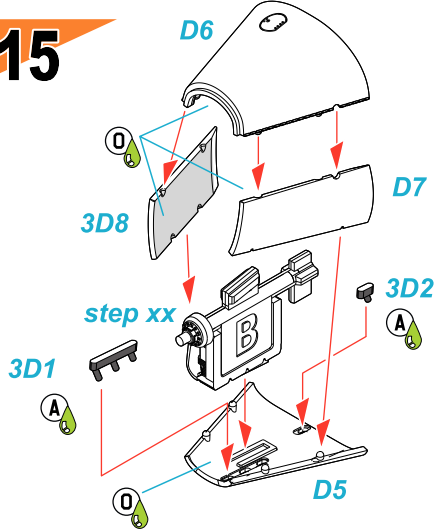
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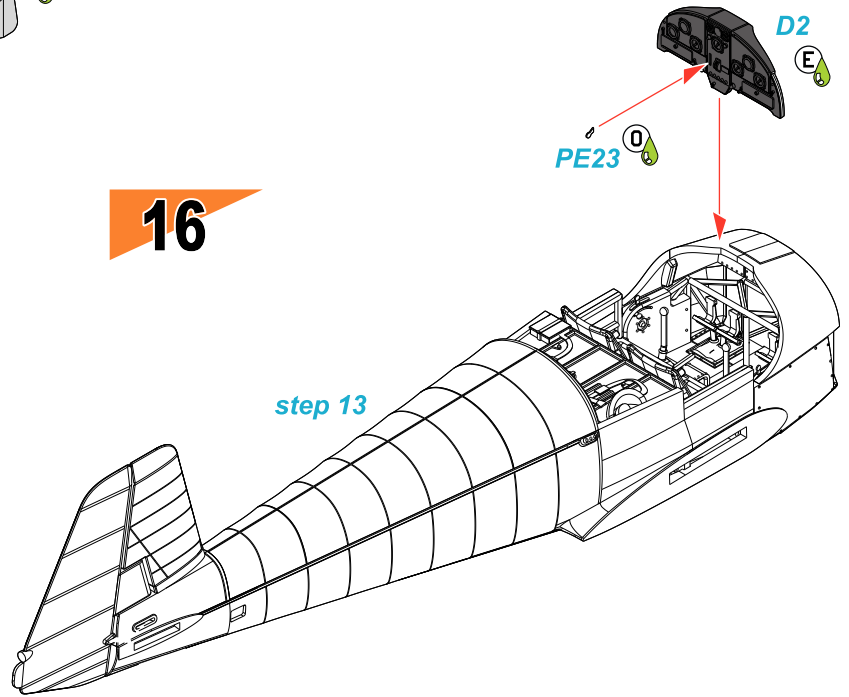
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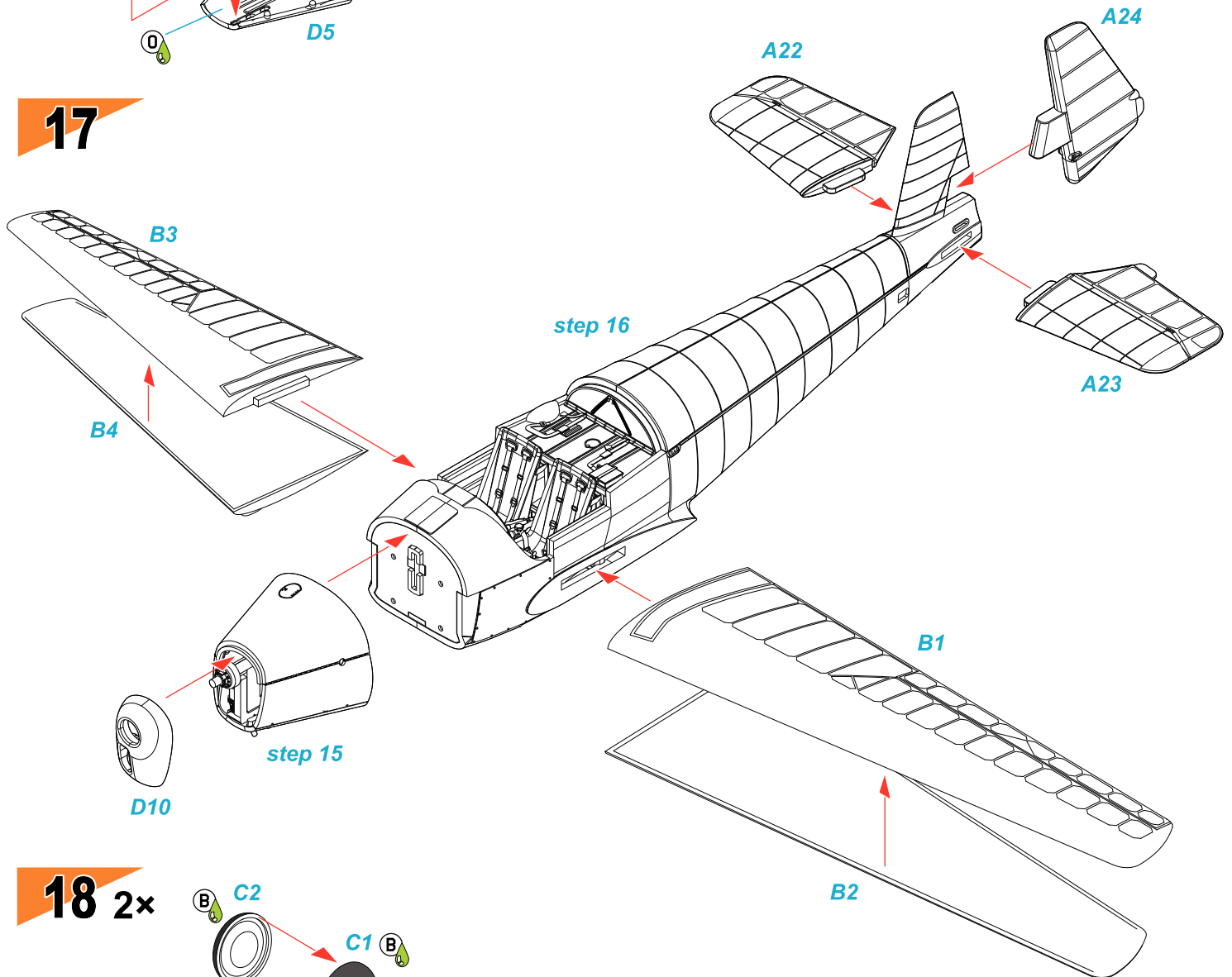
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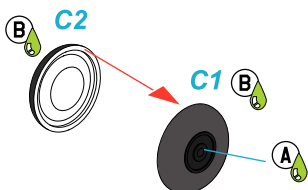
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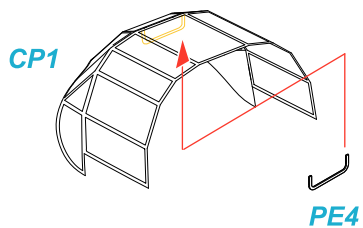
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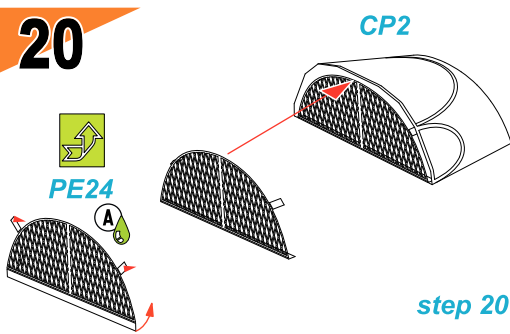
18 2x



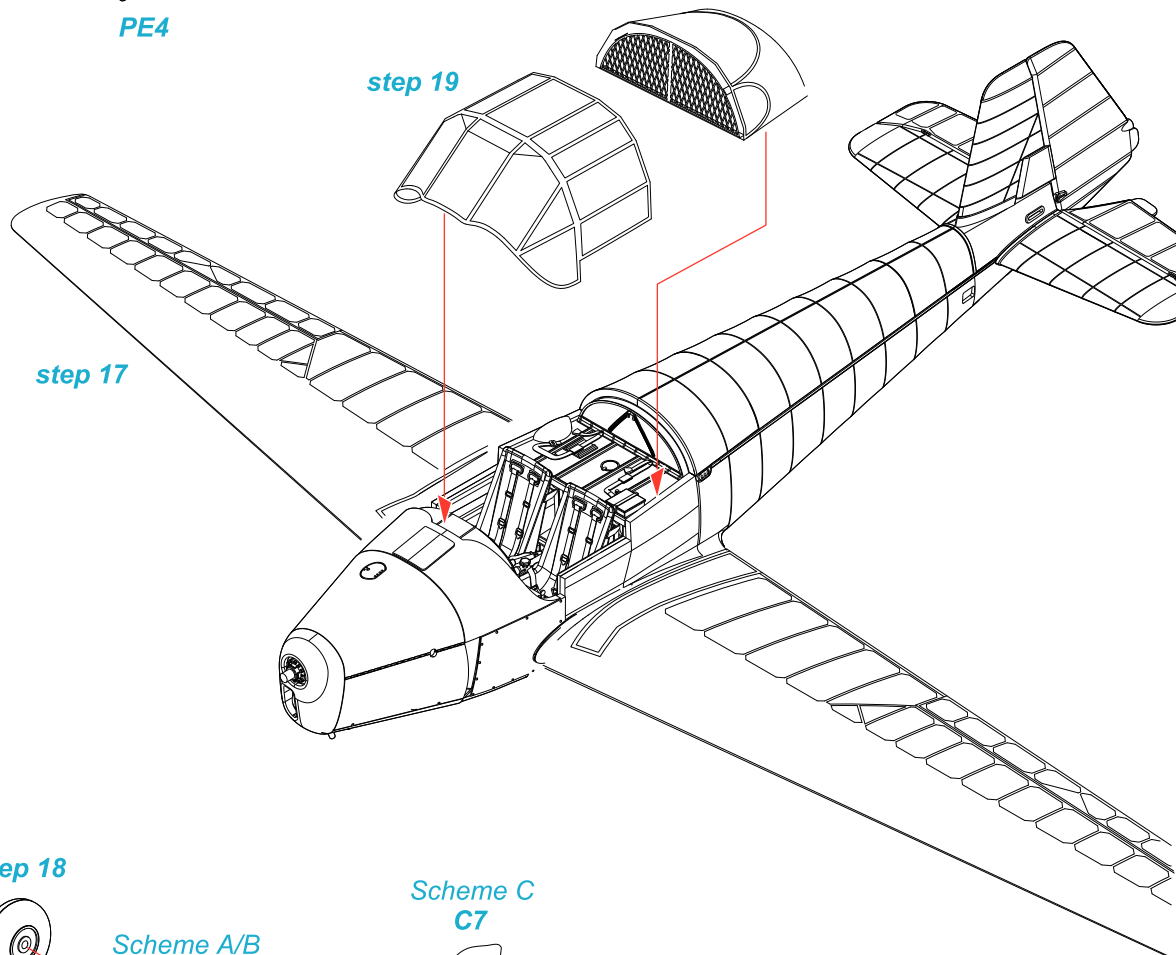
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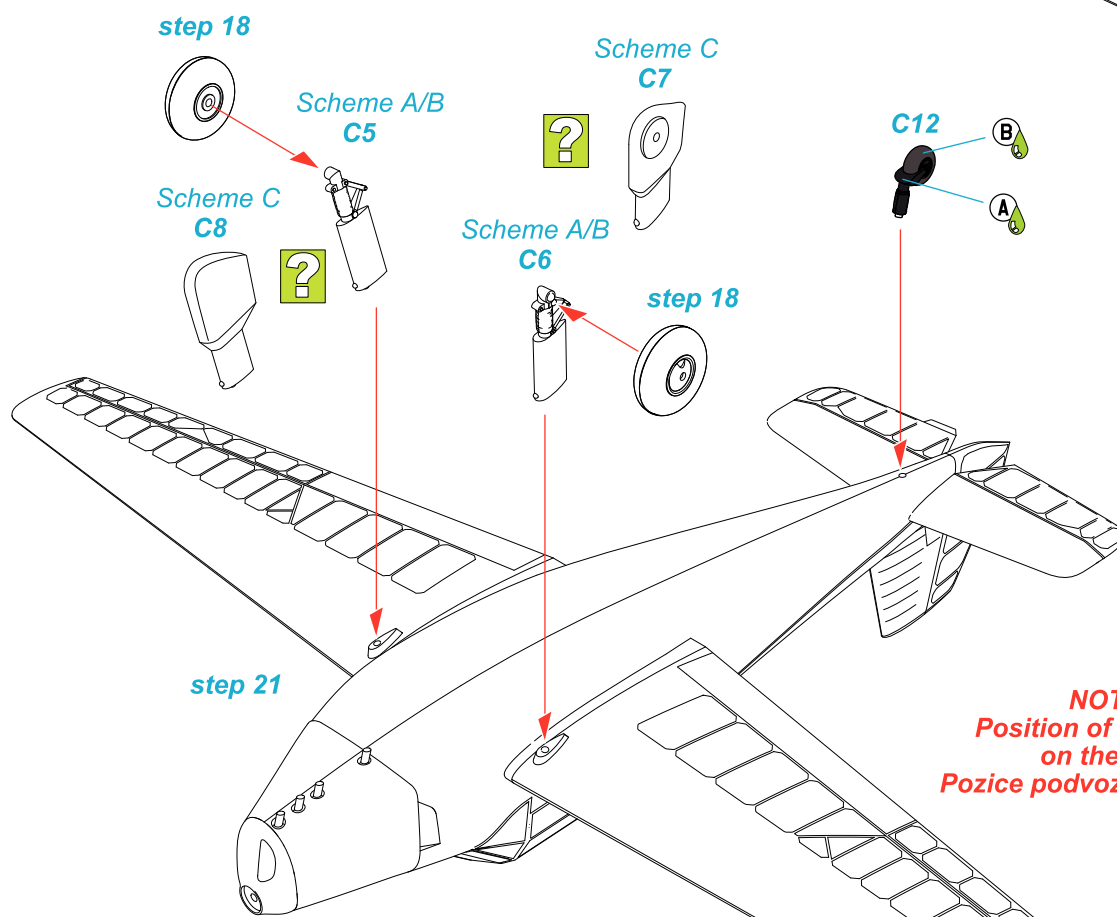
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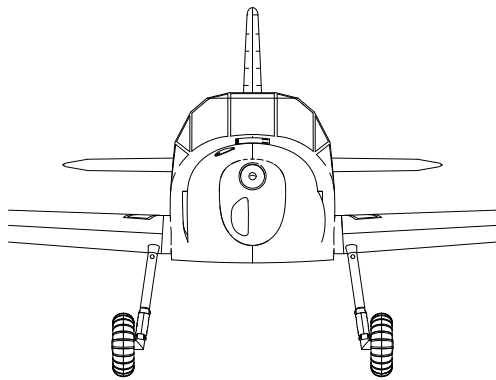
21



22



NOTE/Pozn.:
Position of the landing gear
on the next page.
Pozice podvozku viz další strana.



A few Tips and Tricks for easier assembly

For your 1/48 Bucker Bü 181 kit you can also get the excellent resin set **Q48404 Bucker Bü 181/Zlin Z-181 Main Wheels**, sold separately

Pro 1/48 stavebnici Bucker Bü 181 také nabízíme excelentní resinový set **Q48404 Bucker Bü 181/Zlin Z-181 Main Wheels**, prodávány samostatně

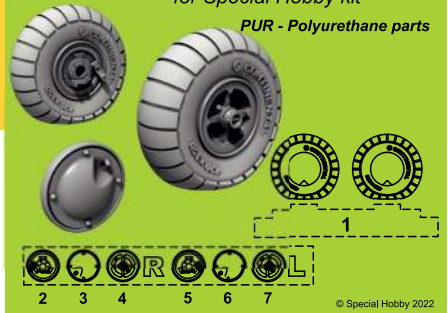
info at www.specialhobby.eu

Q48404
1/48

Bucker Bü 181/Zlin Z-181 Main Wheels

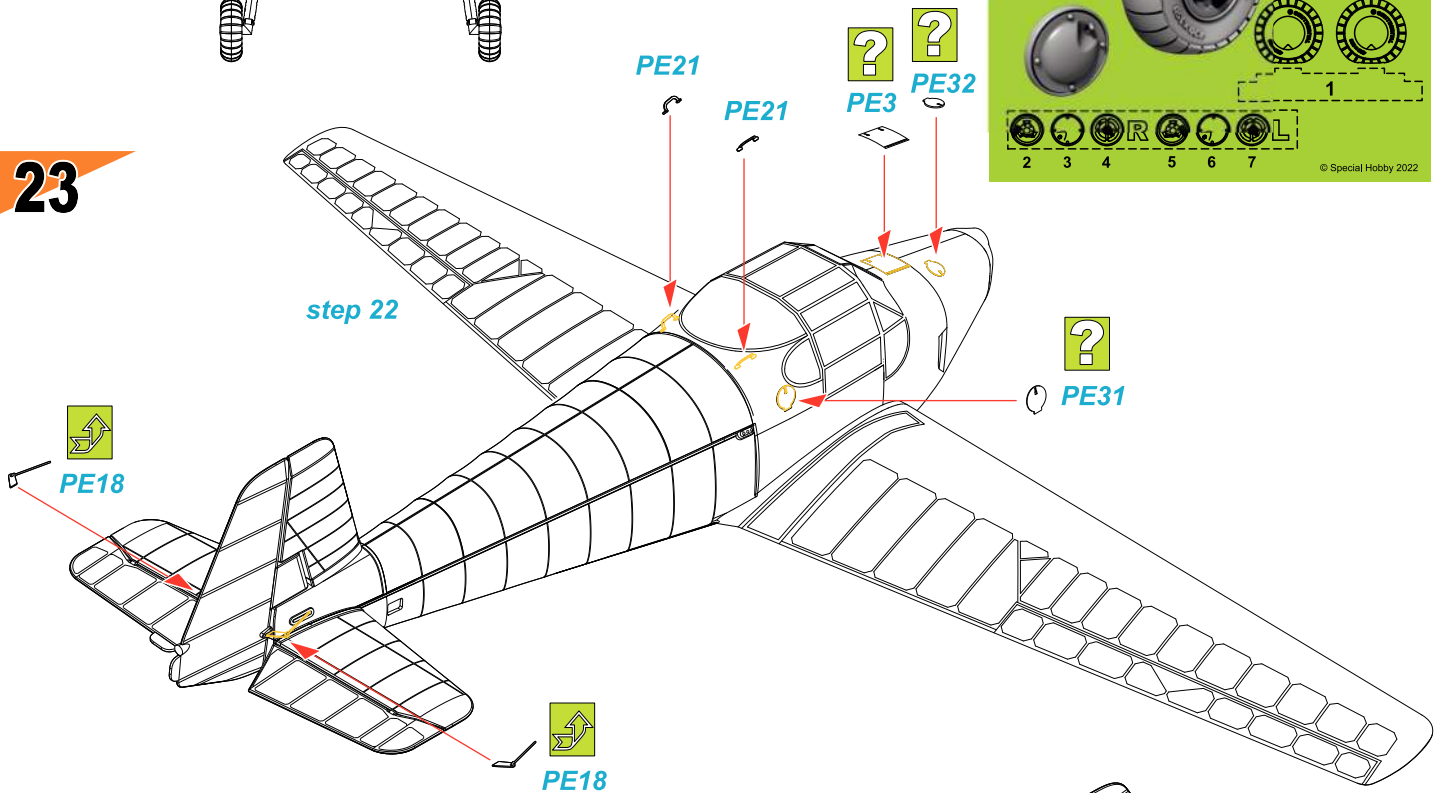
for Special Hobby kit

PUR - Polyurethane parts



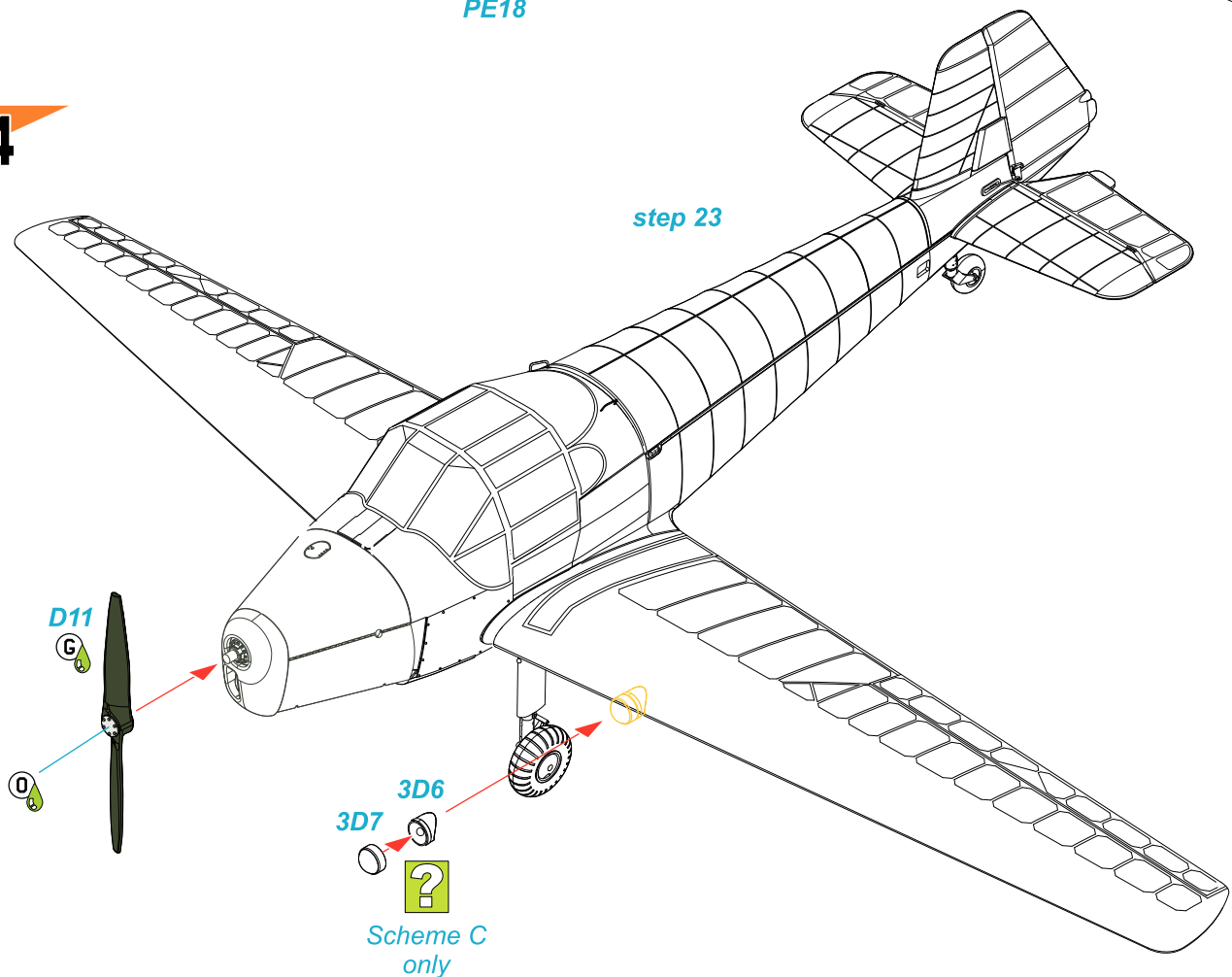
23

step 22



24

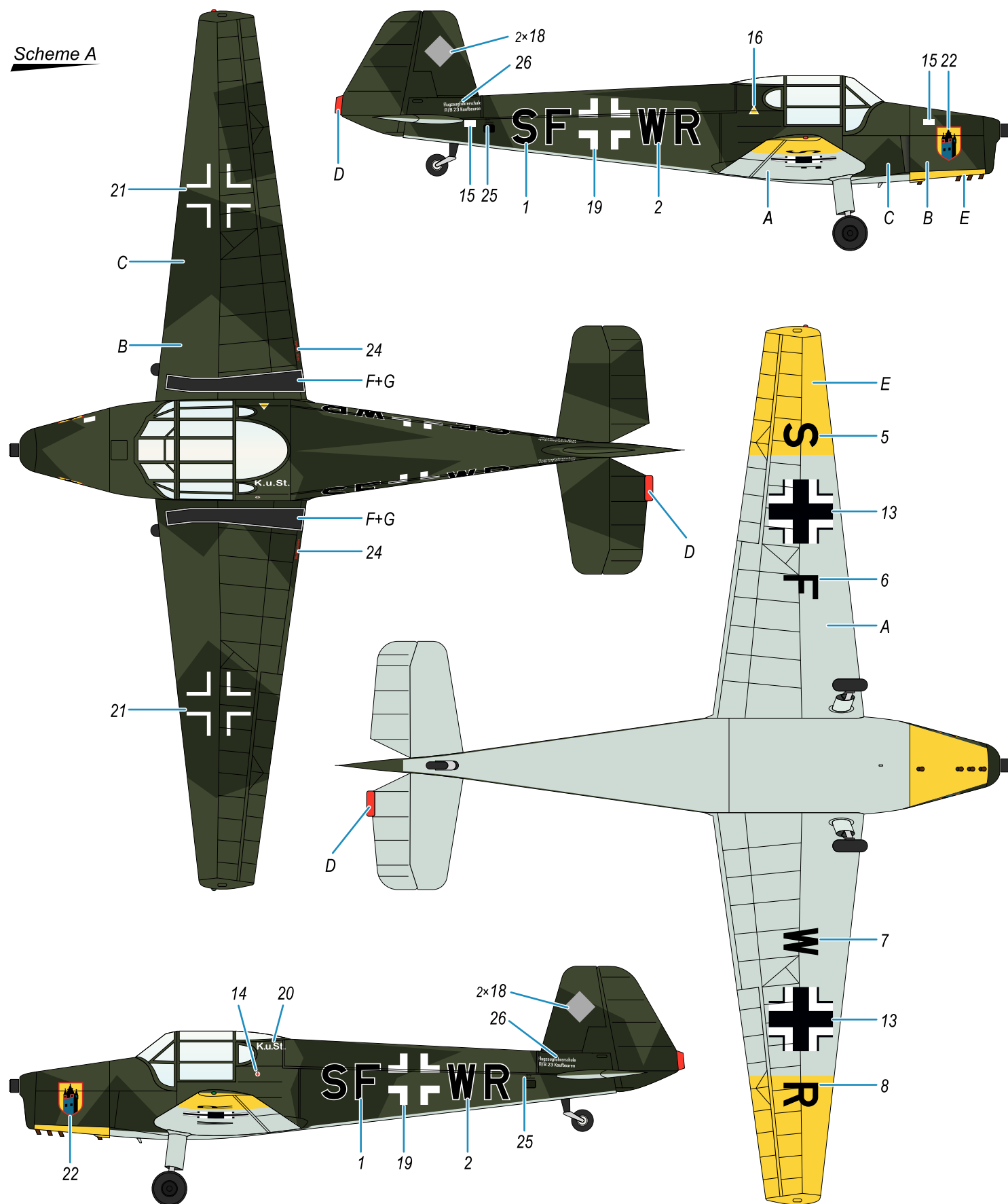
step 23



Bücker Bü 181, SF+WR, Flugzeugführerschule (Pilot Training School) FFSA/B 23, Kaufbeuren, Germany, Summer 1943. Painted in RLM 70/71 on top surfaces and RLM 65 below, the machine wore the FFS unit badge on its engine cowling (it was the town of Kaufbeuren tower called "Fünfknopfturm").

Bücker Bü 181, SF+WR, letecká škola FFS A/B 23, základna Kaufbeuren, Německo, léto 1943. Stroj, v barvách RLM 70/71 shora a RLM65 zespoda, nesl na motorovém krytu znaky školy (kaufbeurenskou městskou věž zvanou Fünfknopfturm).

Scheme A

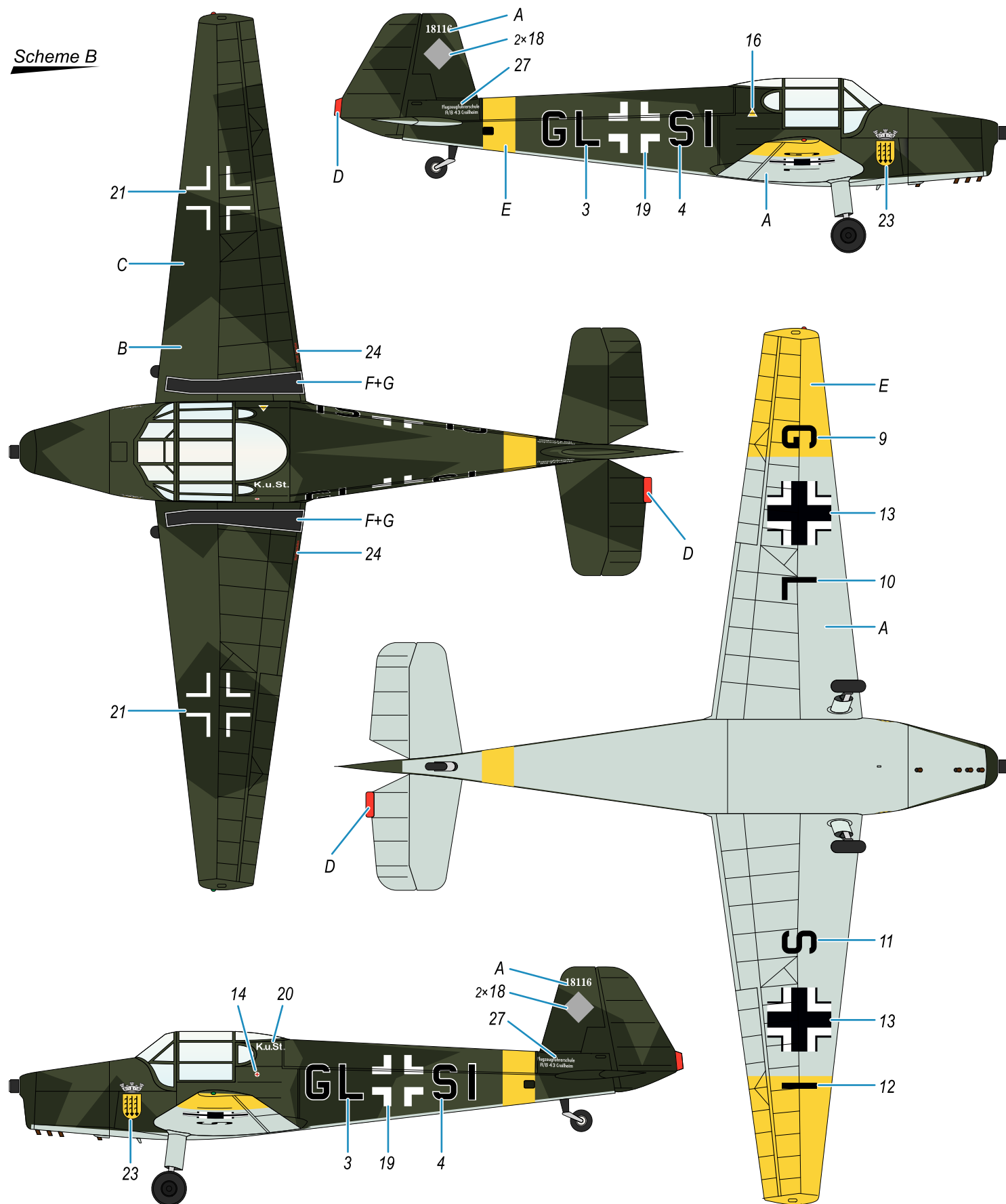


A	Light Blue sv. modrá RLM65 H67/C115	B	Dark Green tm. zelená RLM71 H64/C17	C	Black Green černozelená RLM70 H65/C18	D	Red červená H/C3	E	Yellow žlutá H413/C113	F	Tire Black barva pneu H77/C137	G	Aluminium hliník H/C8
----------	--	----------	--	----------	--	----------	------------------------	----------	------------------------------	----------	--------------------------------------	----------	-----------------------------

Bücker Bü 181, GL+SI, Flugzeugführerschule FFS A/B 43, Crailsheim, Baden-Württemberg, Germany, September 1943. Camouflaged in a standard Luftwaffe camouflage scheme of RLM 71/71 on top of RLM 65, with the badge of the school unit (which was, in fact, a coat of arm of Crailsheim).

Bücker Bü 181, GL+SI, letecká škola FFS A/B 43, základna Crailsheim, Bádensko-Württembersko, Německo, září 1943. Stroj, v barvách RLM 70/71 shora a RLM65 zespoda, nesl na motorovém krytu znaky školy (erb města Crailsheimu).

Scheme B

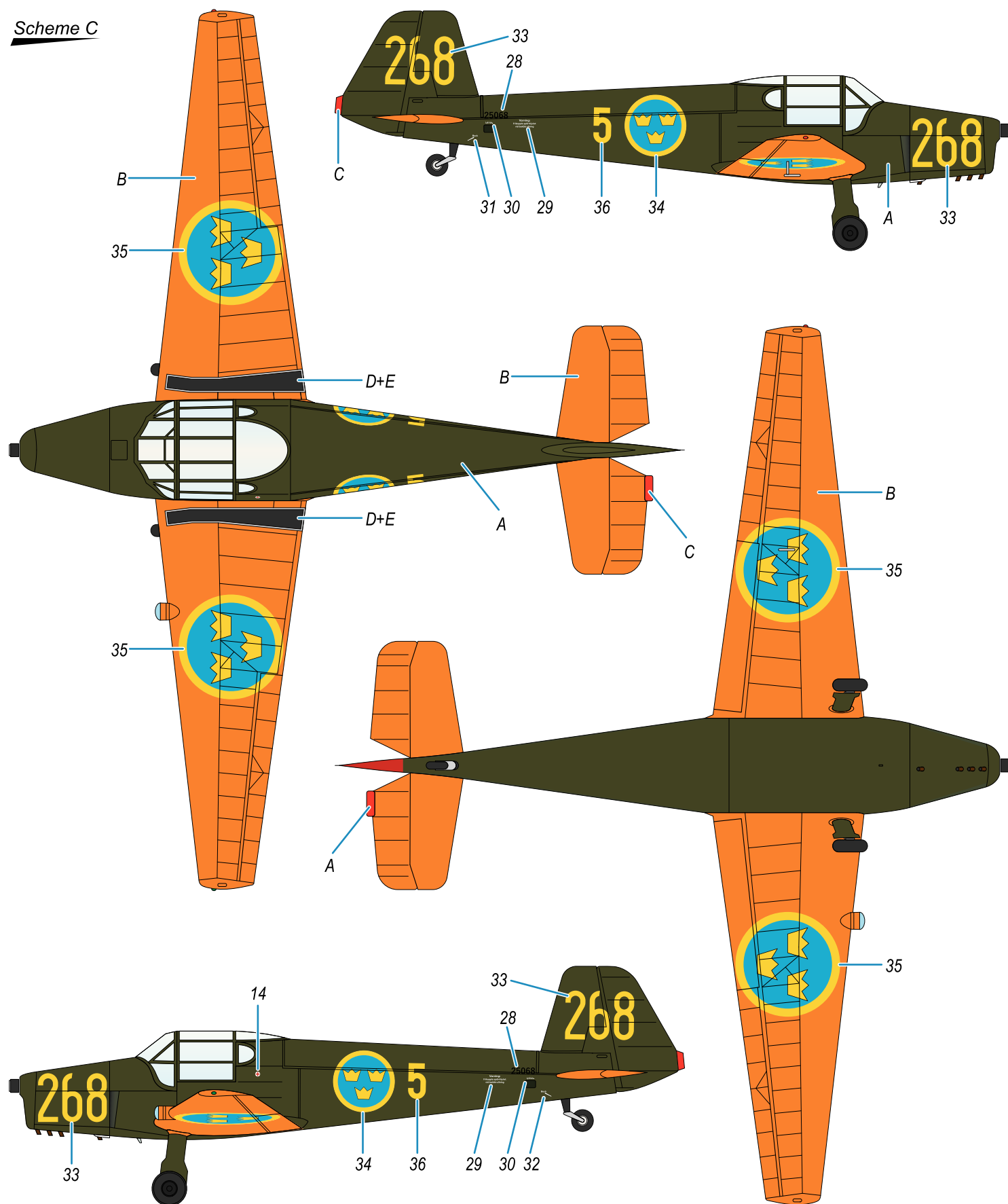


A	Light Blue sv. modrá RLM65 H67/C115	B	Dark Green tm. zelená RLM71 H64/C17	C	Black Green černozelená RLM70 H65/C18	D	Red červená H/C3	E	Yellow žlutá H413/C113	F	Tire Black barva pneu H77/C137	G	Aluminium hliník H/C8
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Sk-25 (licensed Bücker Bü 181), No.268/5, Swedish Air Force Flying School (Krigsflygskolan) / F5 wing, Ljungbyhed air base, Sweden, 1945.

Sk-25 (licenční Bücker Bü 181), No.268/5, letecká škola švédského letectva (Krigsflygskolan) / křídlo F5, základna Ljungbyhed, Švédsko, 1945.

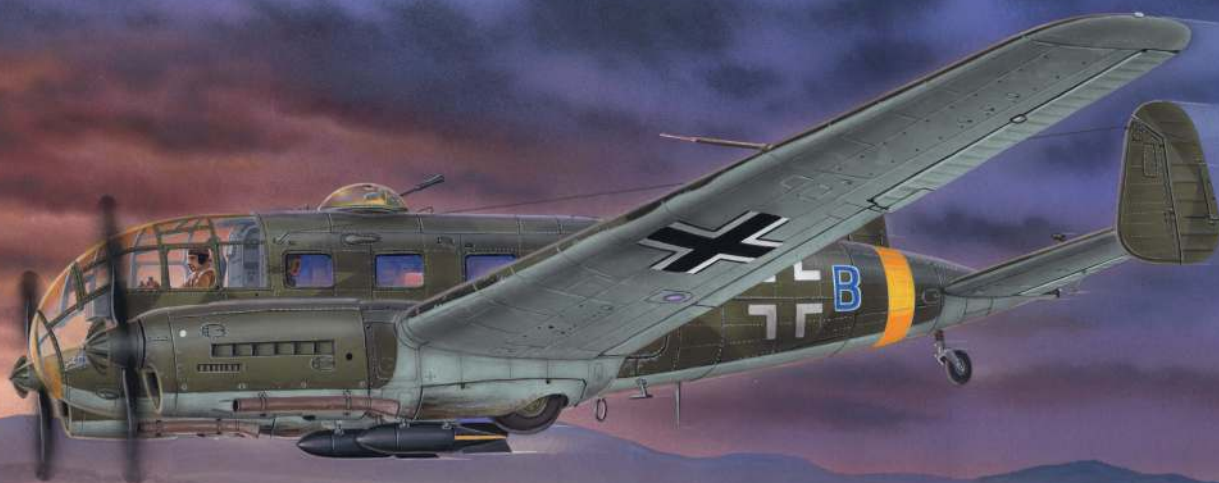
Scheme C



- | | | | | | | | | | |
|----------|---|----------|--|----------|------------------------|----------|--------------------------------------|----------|-----------------------------|
| A | Olive Green W25
olivově zelená W25
H309 70% + H52 30%
C309 70% + C12 30% | B | Orange
oranžová
H14 95% + H3 5%
C58 95% + C3 5% | C | Red
červená
H/C3 | D | Tire Black
barva pneu
H77/C137 | E | Aluminium
hliník
H/C8 |
|----------|---|----------|--|----------|------------------------|----------|--------------------------------------|----------|-----------------------------|

SH48212

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'German Night Bomber & Trainer'

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1/48

M48008
Siebel Si 204E
/Aero C-3B Bomber MASK

1/48 sets for Siebel Si 204/Aero C-3



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Mechanic
(Engine Repair)



F48358
Airman (Cleaning
Canopy Glazing)



F48359
Rigger (Prop
Maintenance)



F48367
Luftwaffe WW2 /
CS Post-War
Aircraft Mechanic



Q48352
Wheels



Q48353
Pilots' Seats



4386
Engine



Q48354
Prop Spinners



4415
German WWII Aircraft
Maintenance Toolbox

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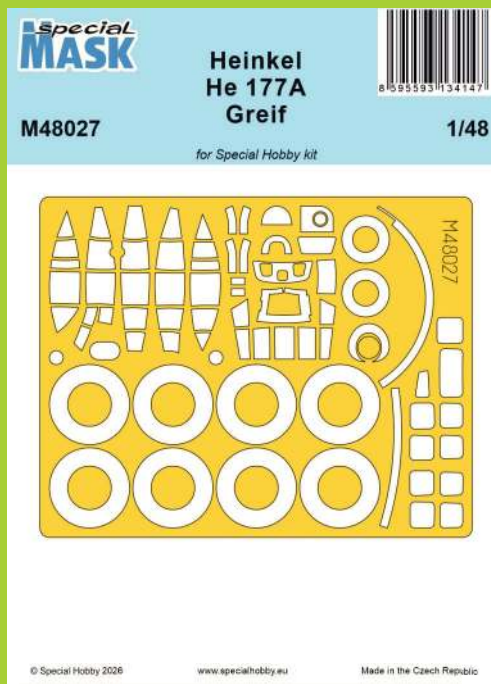
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