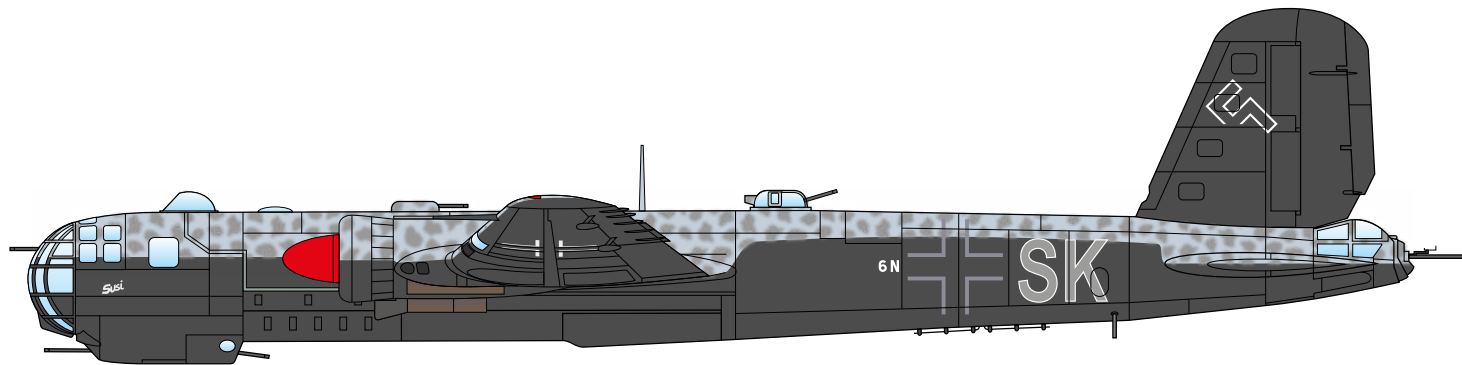




Heinkel He 177A-3 Greif 'Baby Blitz Bomber'

1/48

EN

The only heavy bomber aircraft that was developed by German Luftwaffe during the Second World War 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 19th 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-Mérignac 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-3:

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.

CZ

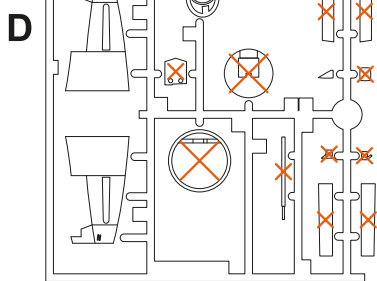
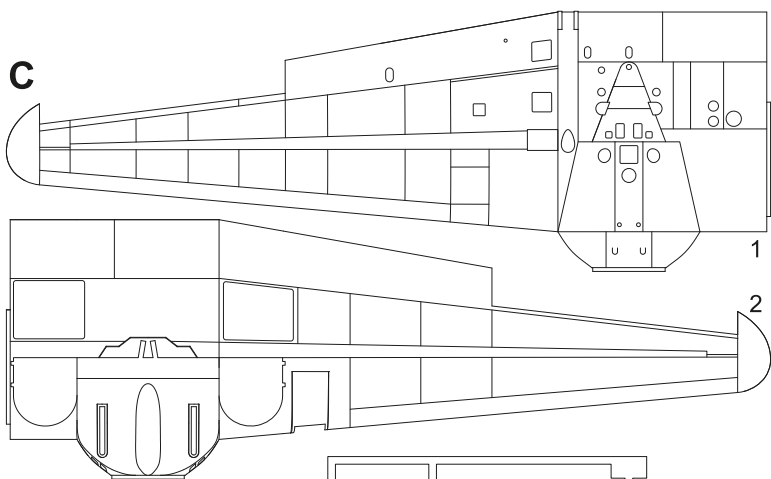
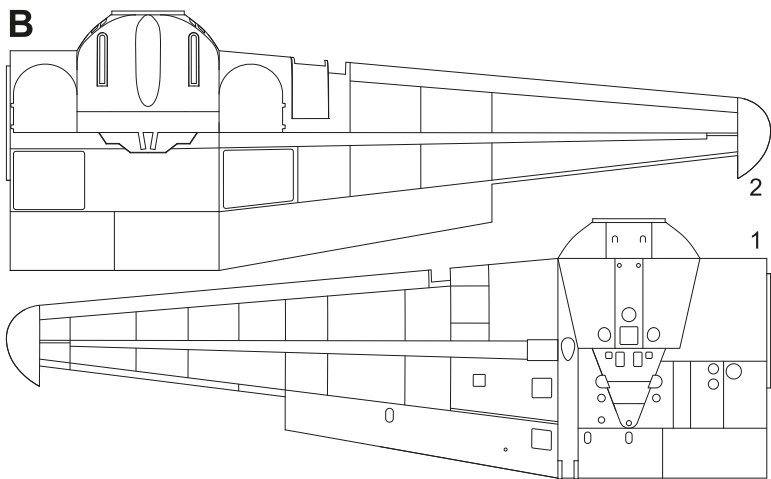
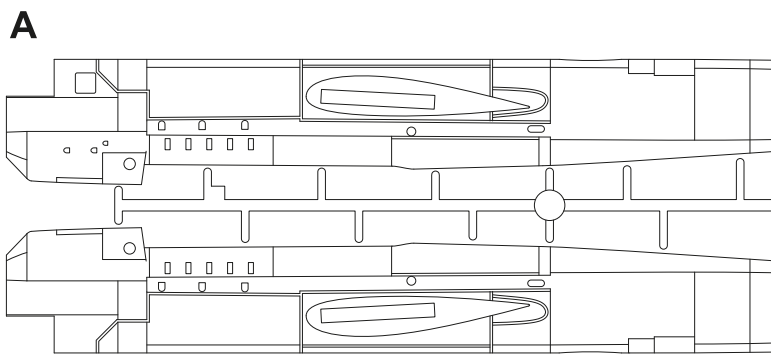
Německá Luftwaffe dokázala za druhé světové války nasadit pouze jediný typ těžkého bombardéru, kterým byl Heinkel He 177A. Jeho vývoj byl ale velmi obtížný a dlouhý. Zahájen byl již v roce 1936, kdy firma Heinkel obdržela od RML specifikace těžkého bombardéru pod šifrou Bomber A. Požadavky byly velmi 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 601a tento komplet měl označení DB606. První prototyp vzlétl 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 křídel a pevností stroje. Luftwaffe totiž požadovala, aby byl He 177 schopen střemhlavých letů. Přes množství prototypů se vývoj dopracoval k předserii 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 malých sériích nebo jednotlivých kusech byly do konce války vyrobeny varianty A-6, A-7. Stejně tak byly jednotlivé kusy různých variant použity k nejrozličnějším 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.

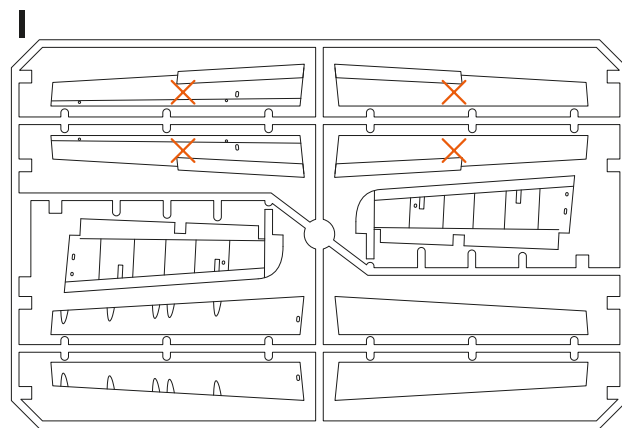
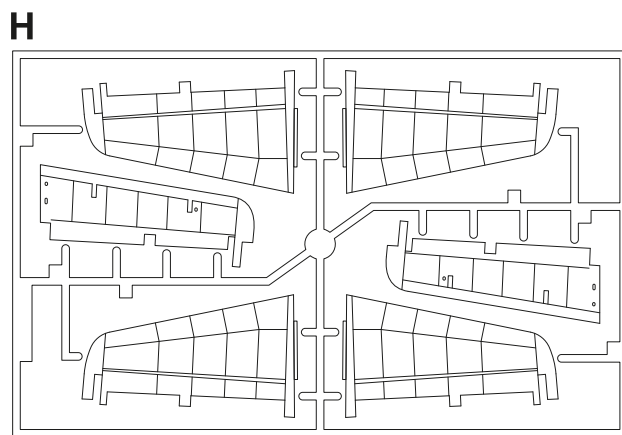
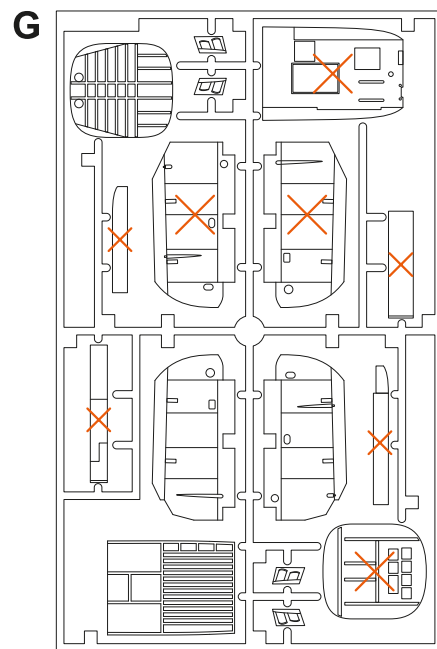
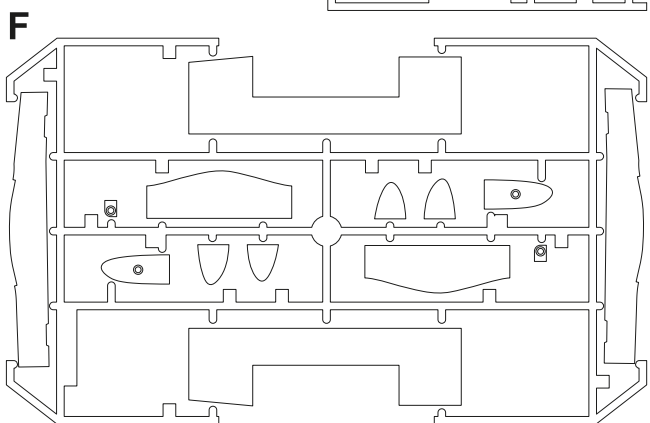
Technická data He 177A-3:

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.

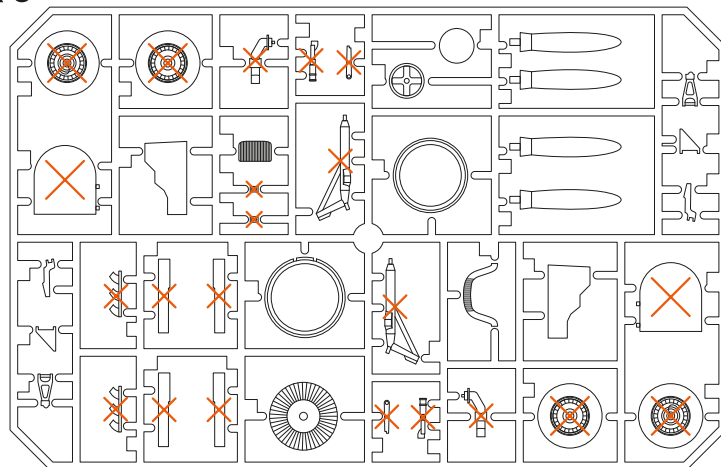
Plastic Parts

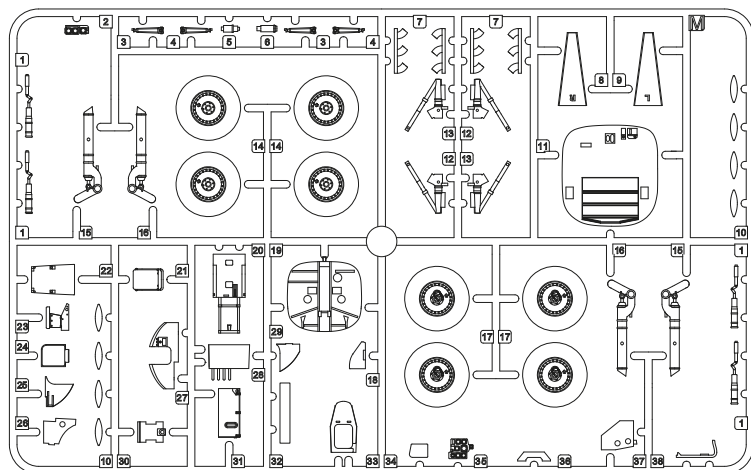


Tento díl nepoužít
Do not use this part



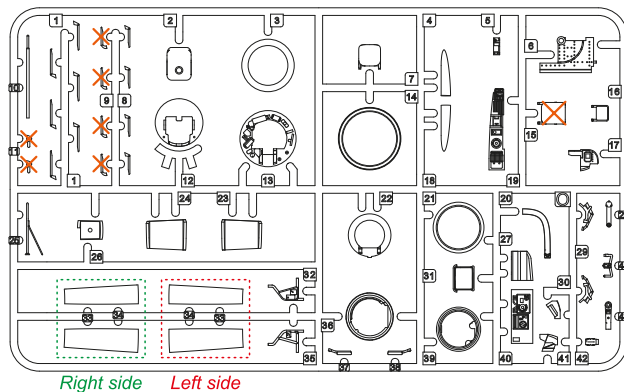
2x J





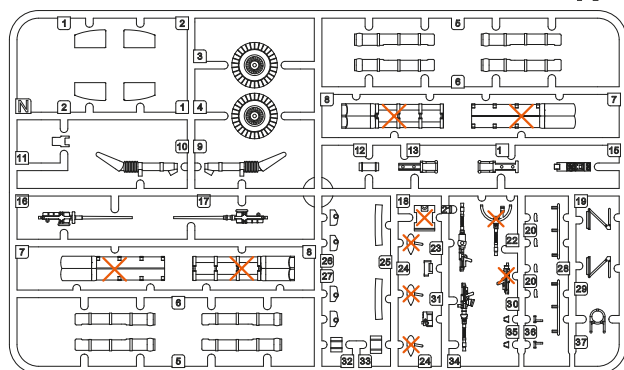
M

O

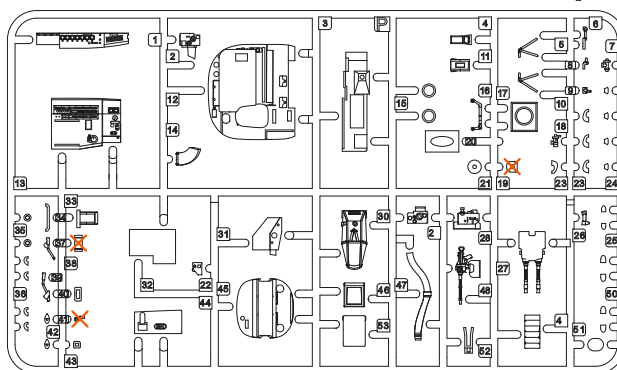


Right side Left side

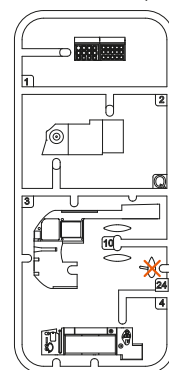
N



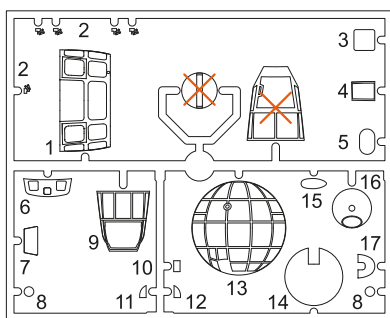
P



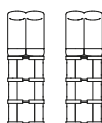
Q



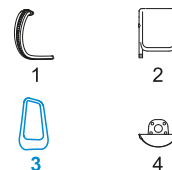
Clear Parts (CP)



Polyuretan Parts (PUR)



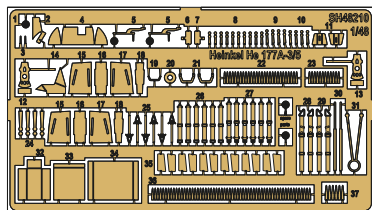
Printed Parts (PRP)



Separate the clear part (3) carefully from the supports and paint frame. Polish the transparent part and coat it with a glossy varnish. Attach the piece according to the kit instruction manual.

Opatrně oddělte čirý (3) díl od podpor, nabarvěte rám, průhlednou část vyleštěte a zalakujte lesklým lakem. Do modelu instalujte dle návodu ze stavebnice.

Photo Etched Parts (PE)



Bent 3D printed parts or PUR parts: put them into hot water, straighten them and cool them in cold water. For best result use cyanoacrylate glue! Ungreasing contact areas is recommended before gluing.

Ohnuté 3D tisky nebo PUR díly narovnejte ponořením do horké vody, srovnejte je a zchladte studenou vodou. K lepení použít kyanoakrylátové lepidlo! Kontaktní plochy doporučujeme před lepením odmastit.

Barvy GUNZE/ GUNZE Colour No.

A Černá/ BLACK	H12/C33	G Tmavý kov/ DARK IRON	MC214
B Pneu. šedá/ TYRE BLACK	H77/C137	H Mosaz/ BRASS	MC219
C Černošedá/ BLACK GREY RLM 66	H416/C116	J Pískově hnědá/ SANDY BROWN	H66/C19
D Šedá/ GREY RLM 02	H70/C60	I Kakaově hnědá/ COCOA BROWN	H17/C29
E Žlutá/ YELLOW RLM 04	H413/C113	K Opálená kov/ BURNT IRON	H76/C61
F Červená/ RED RLM 23	H414/C114	L Chromově stříbrná/ CHROM SILVER	MC211

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

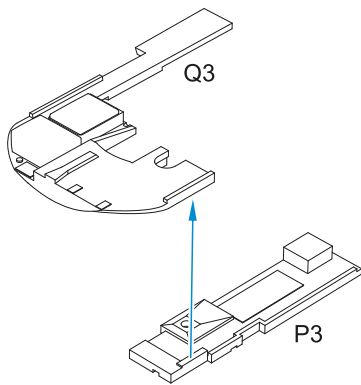


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

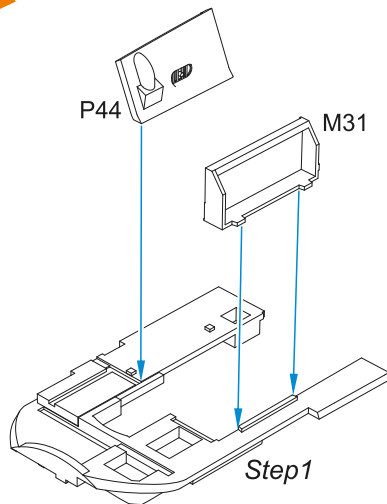
GSI
colour code

NATRÍT
COLOUR
FARBEN
PEINDRE

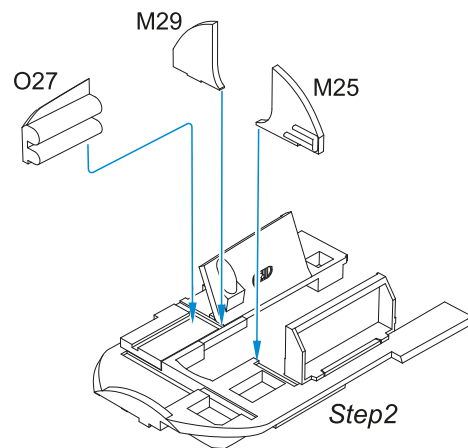
Step 1



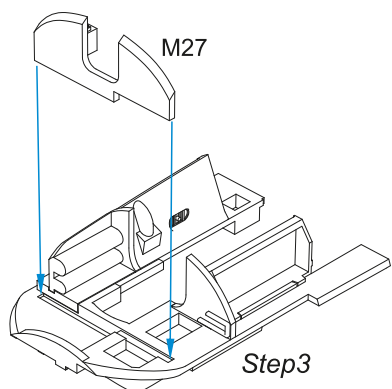
Step 2



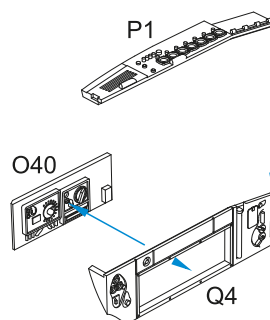
Step 3



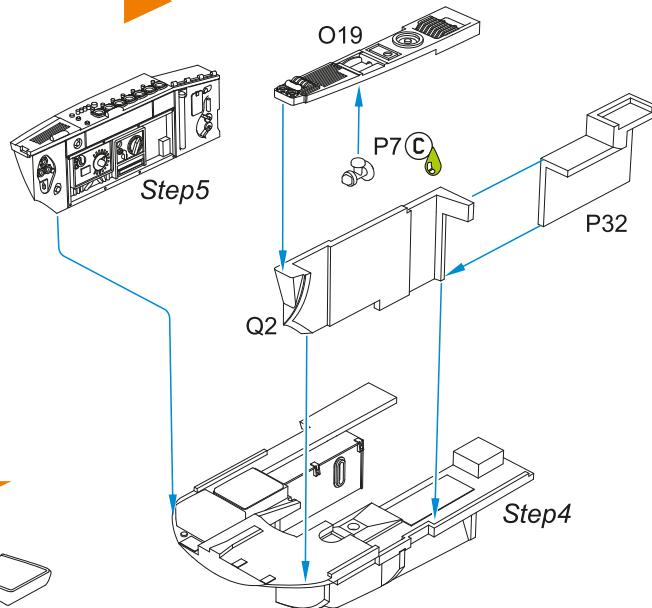
Step 4



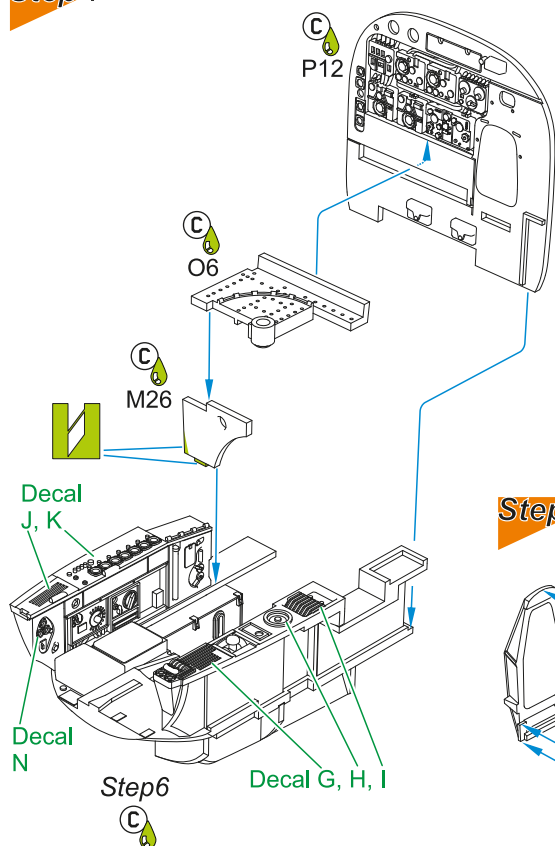
Step 5



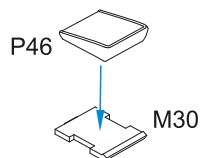
Step 6



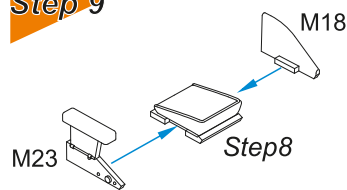
Step 7



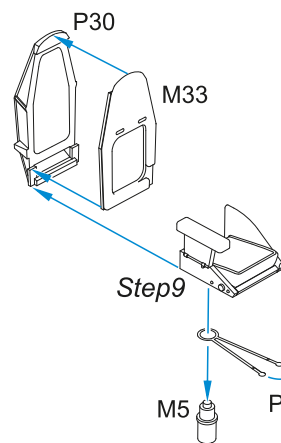
Step 8



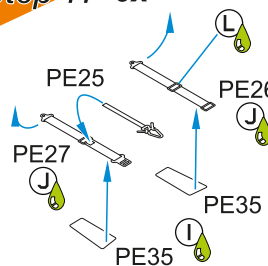
Step 9



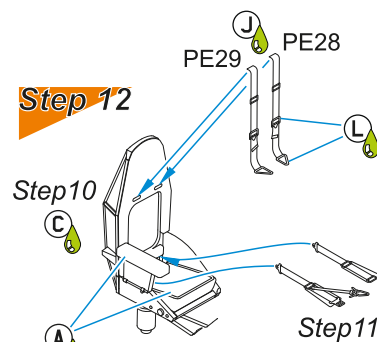
Step 10



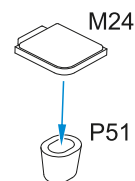
Step 11 6x



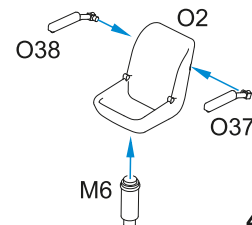
Step 12



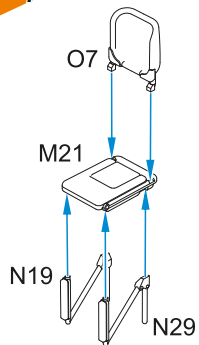
Step 13



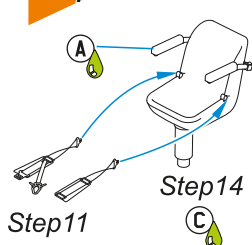
Step 14



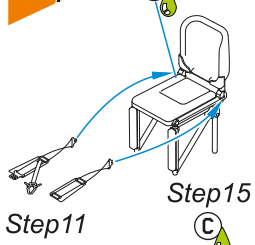
Step 15



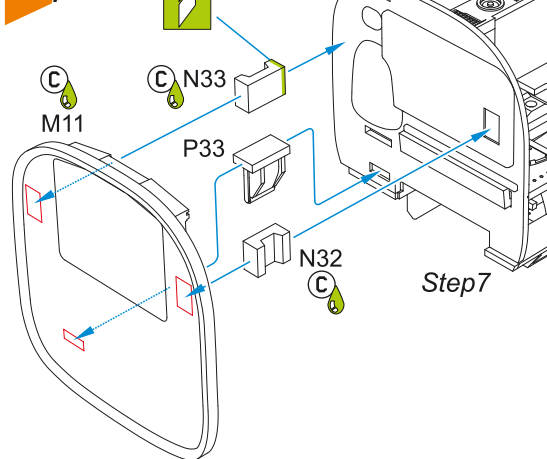
Step 16



Step 17



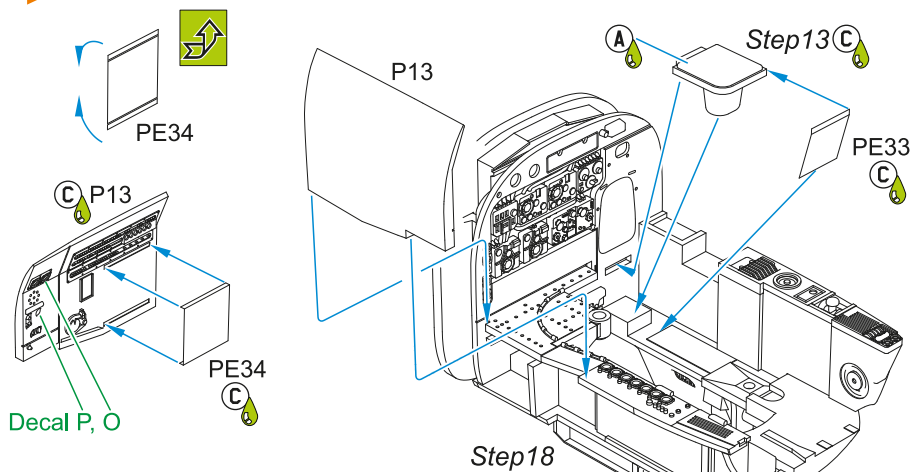
Step 18



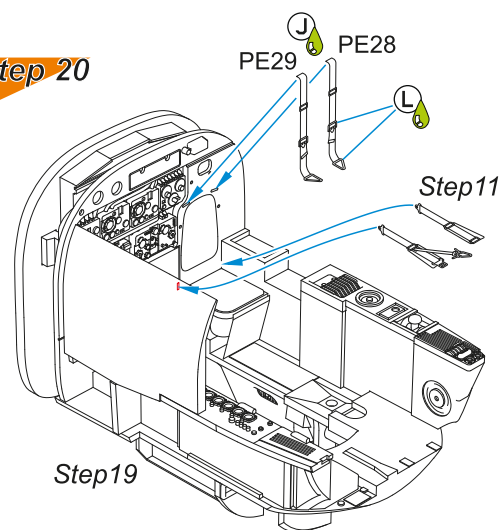
Before installing the seat and the small parts, dry fit the cockpit into the fuselage as test for step 30.

Před aplikací sedadel a drobných dílů kokpitu, napasujte kokpit do trupu jako test, pro krok 30.

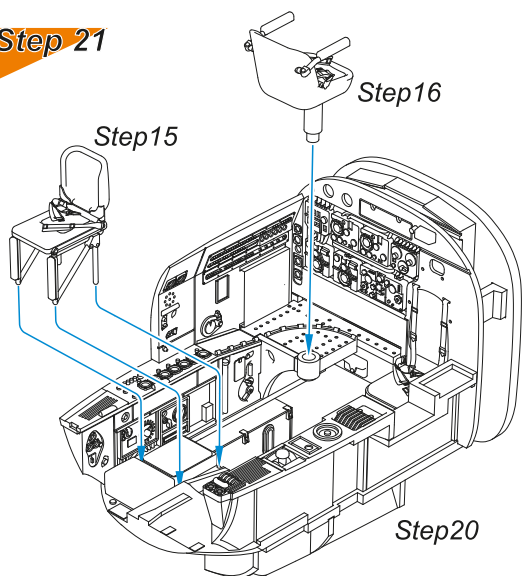
Step 19



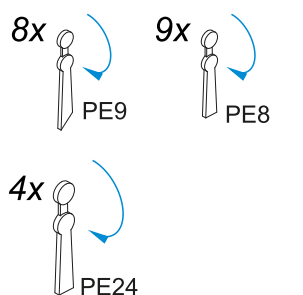
Step 20



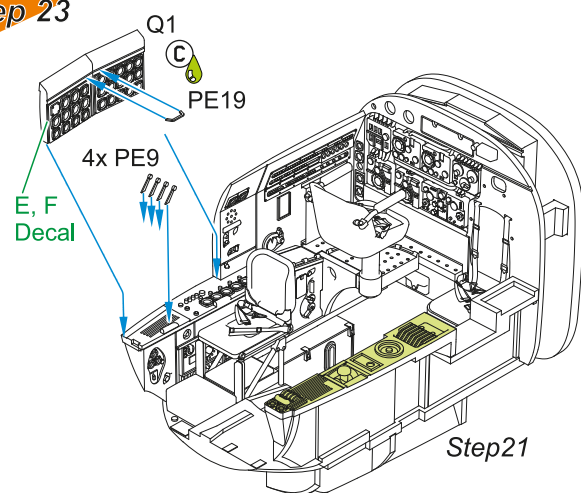
Step 21



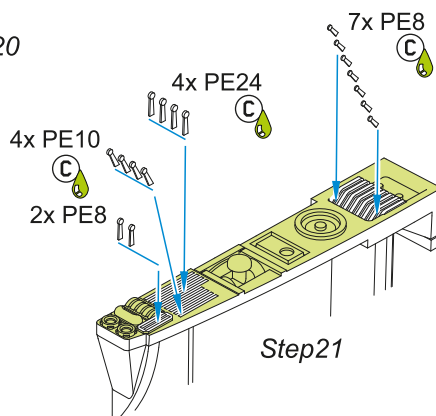
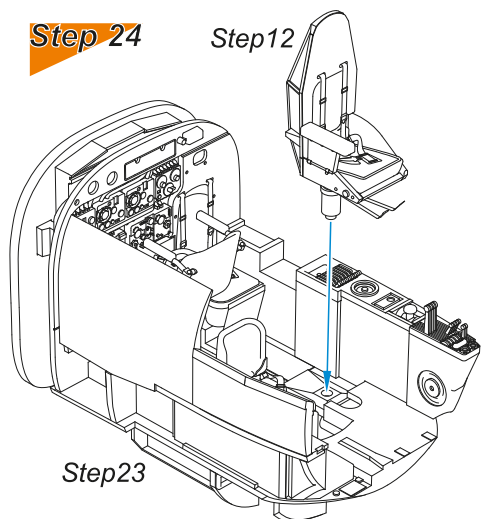
Step 22



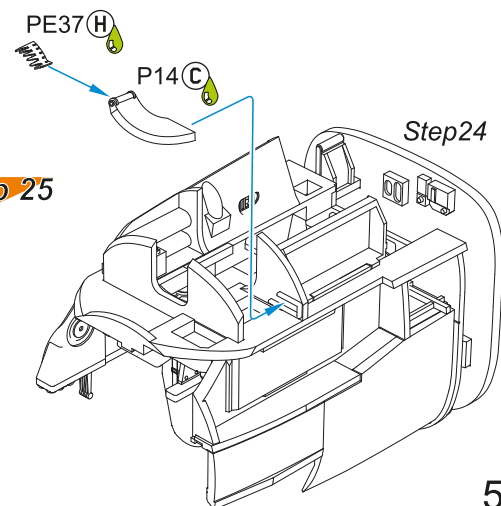
Step 23



Step 24



Step 25



Step 26

Both sides



A2

P20

CP8

Both sides



Step 27

Step 26

Step 28

A1

N12

CP3

CP8

C

G7
C

Step 27

P49 A

Step 30

Step 25

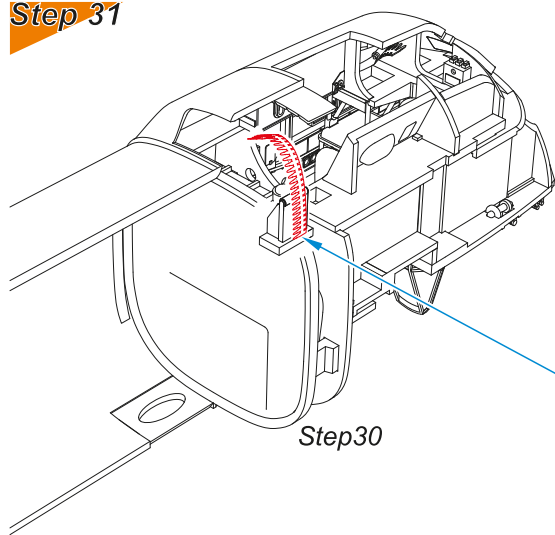
Step 28

CP7

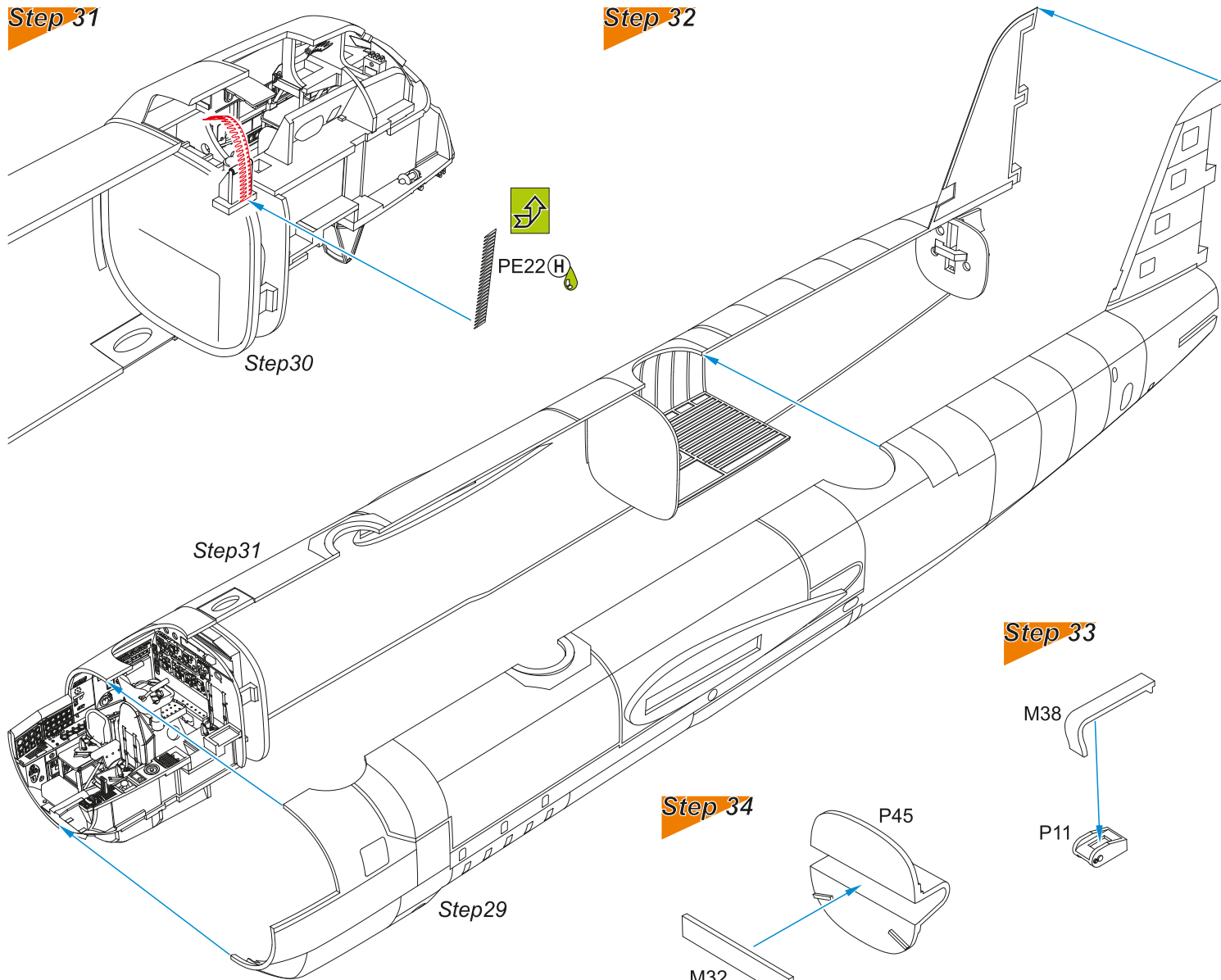
CP5

C

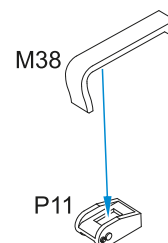
Step 31



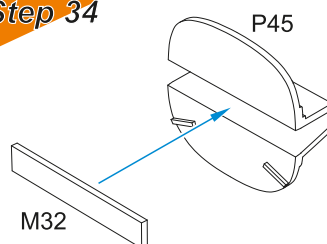
Step 32



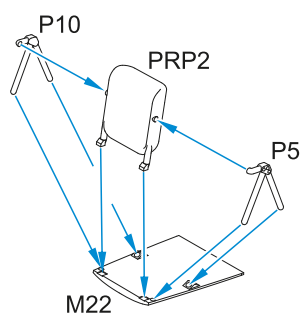
Step 33



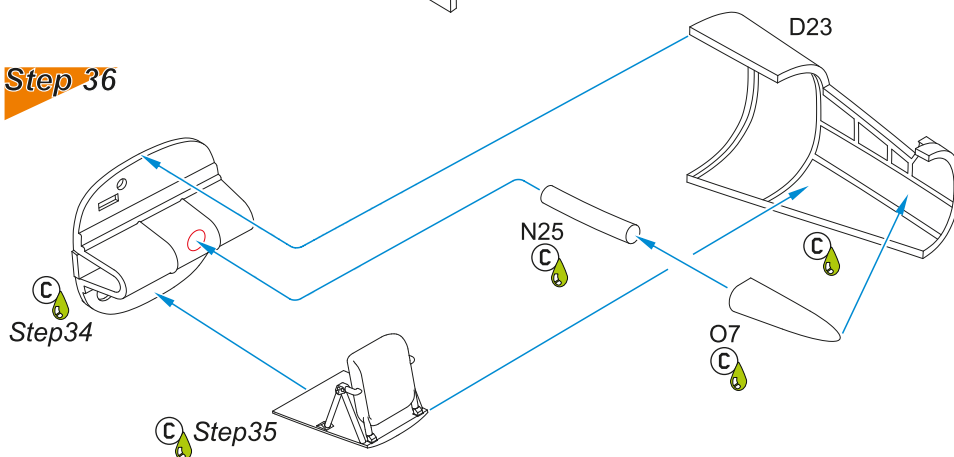
Step 34



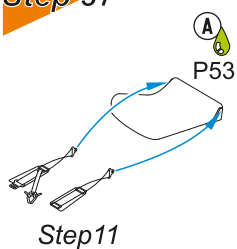
Step 35



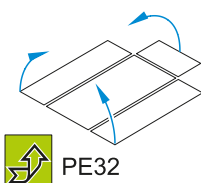
Step 36



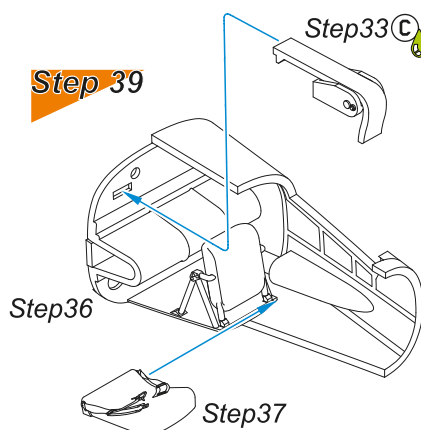
Step 37



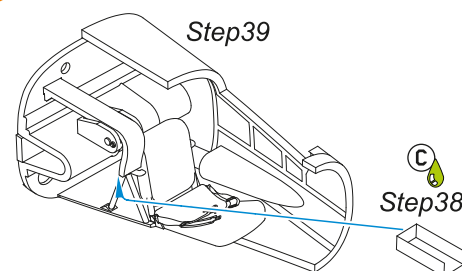
Step 38



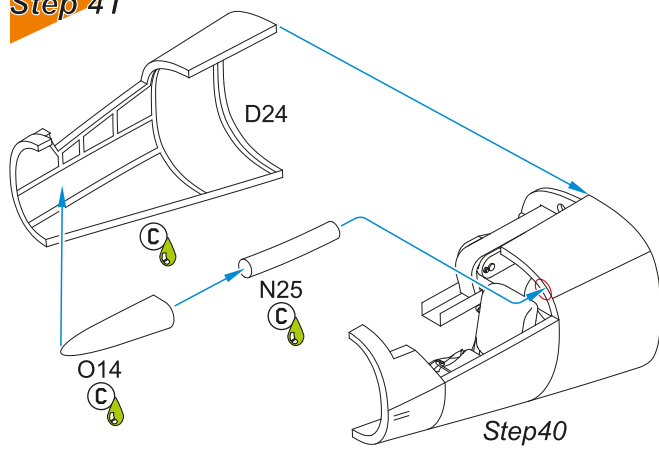
Step 39



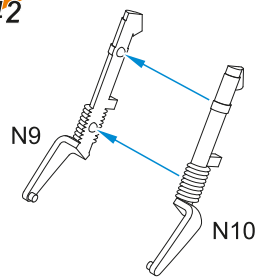
Step 40



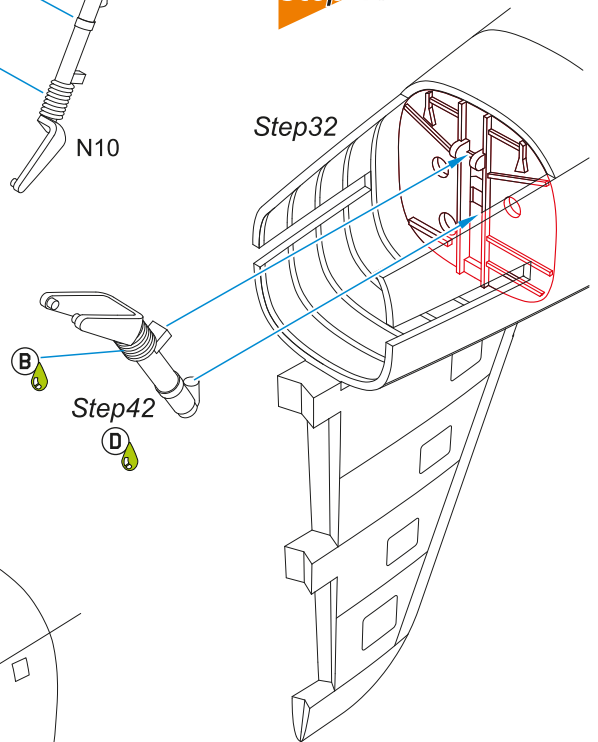
Step 41



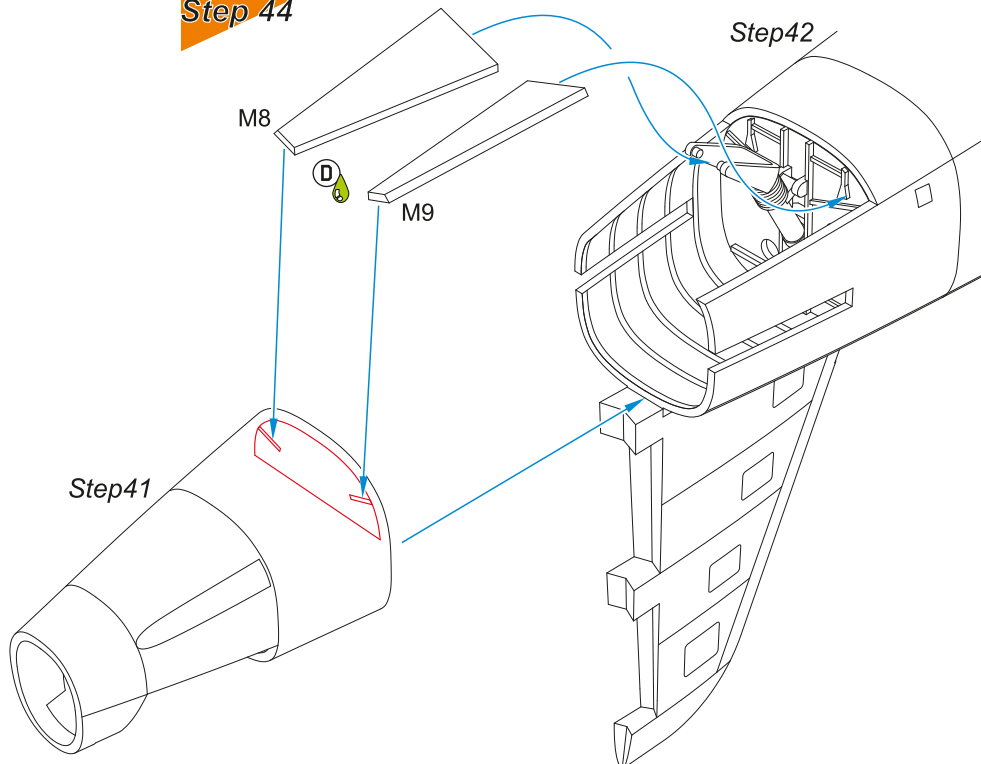
Step 42



Step 43

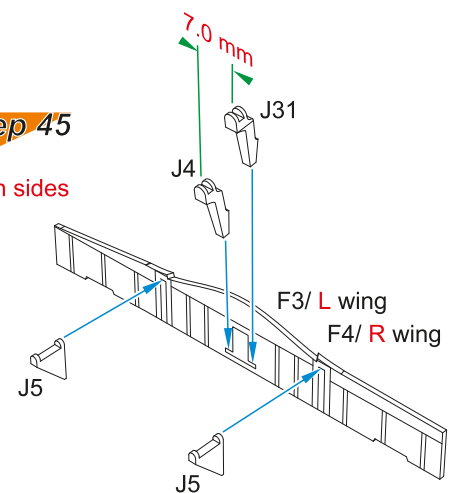


Step 44

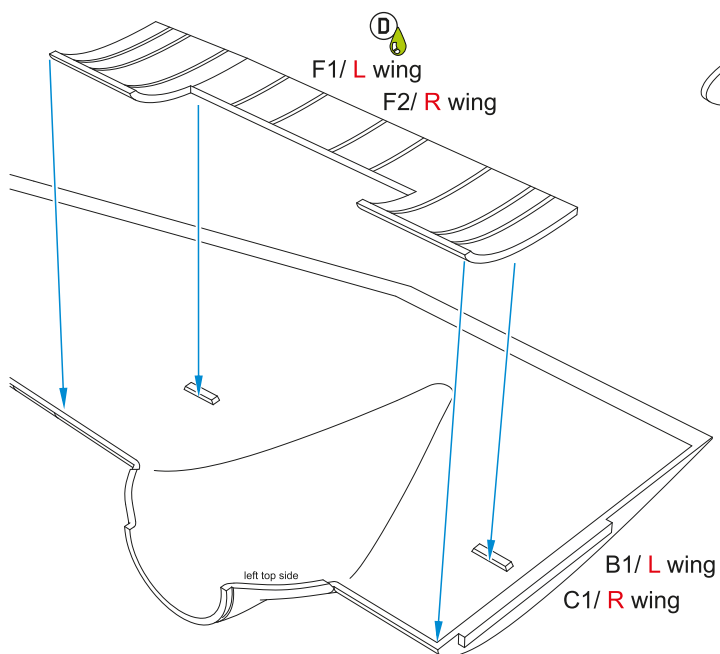


Step 45

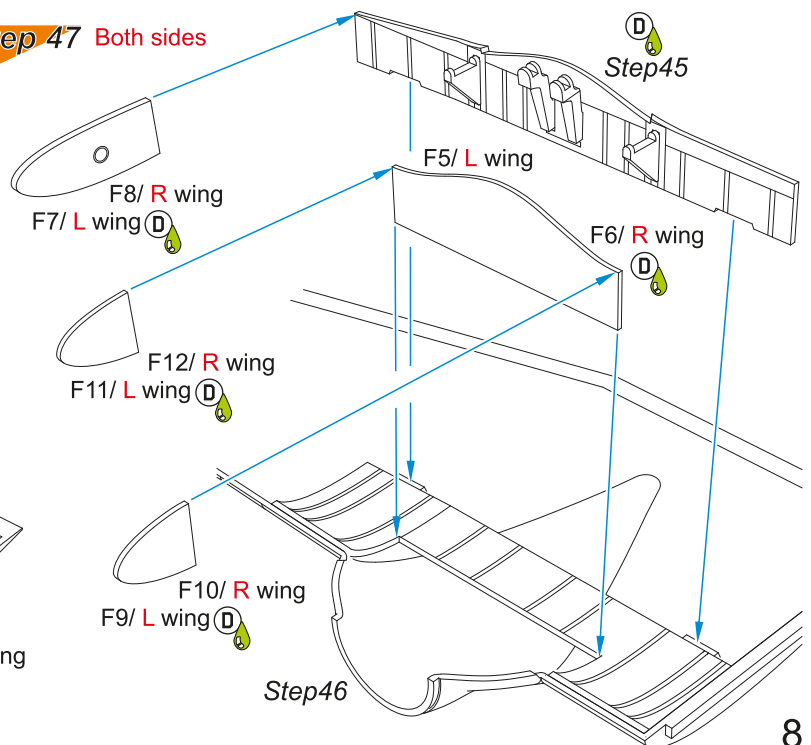
Both sides



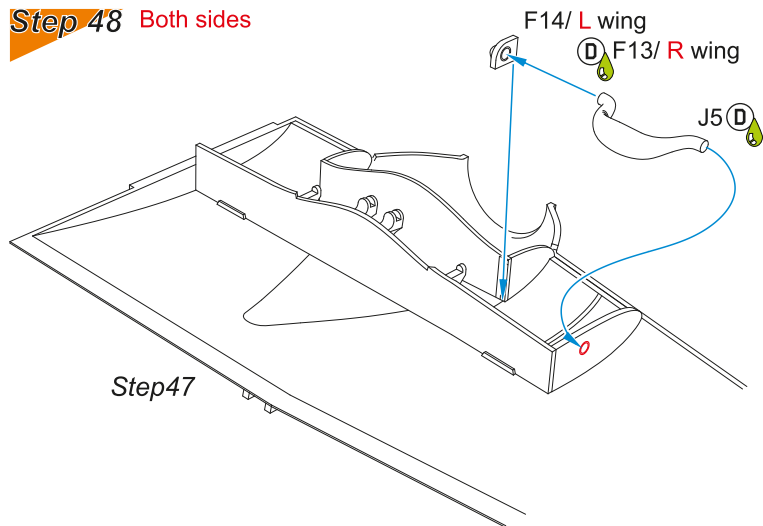
Step 46 Both sides



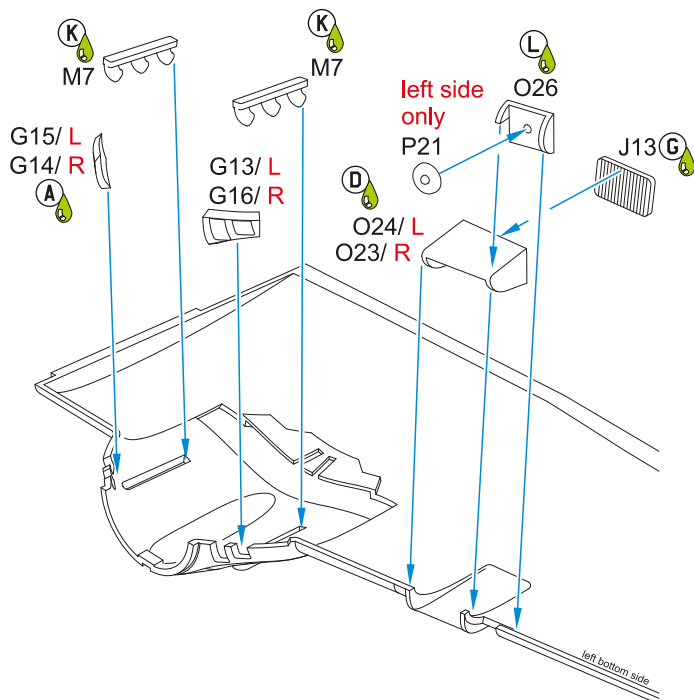
Step 47 Both sides



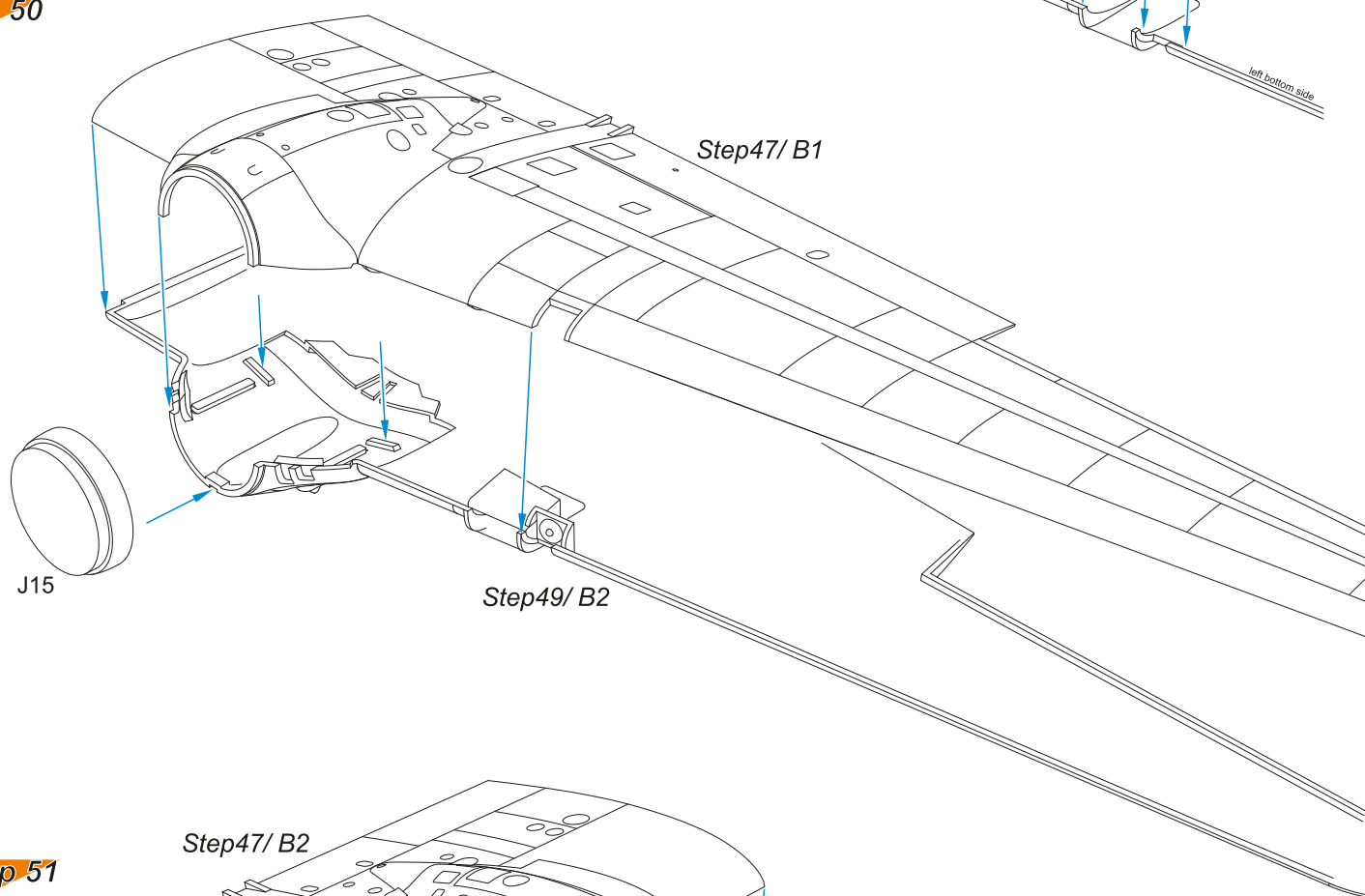
Step 48 Both sides



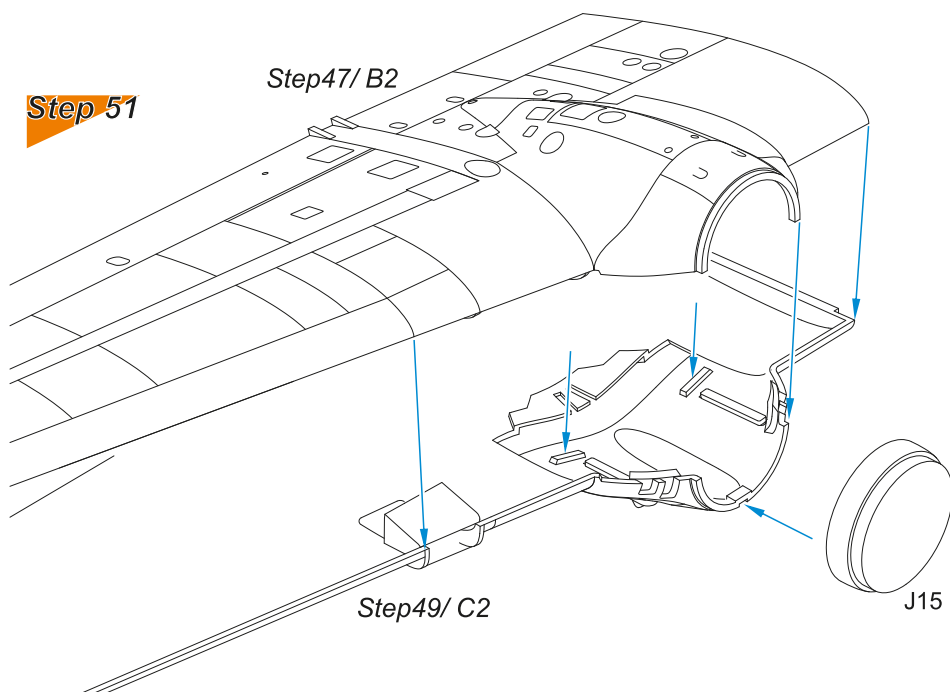
Step 49 Both sides



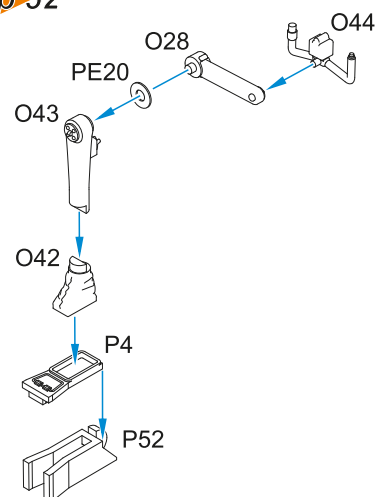
Step 50



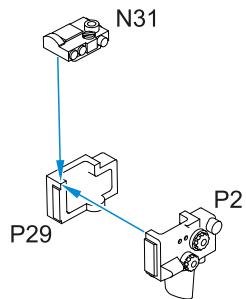
Step 51



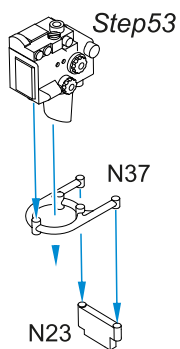
Step 52



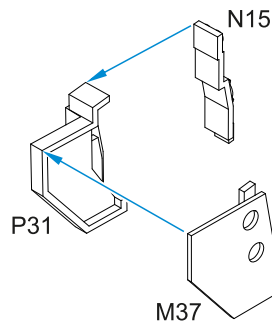
Step 53



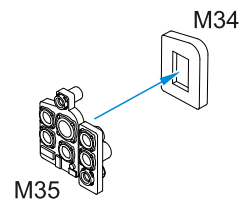
Step 54



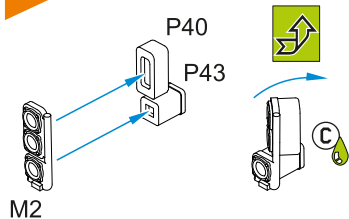
Step 55



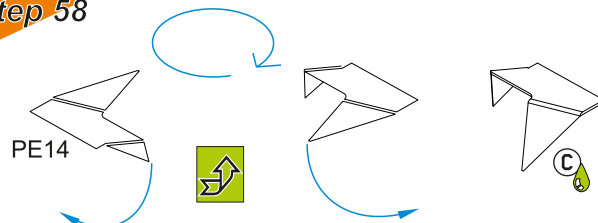
Step 56



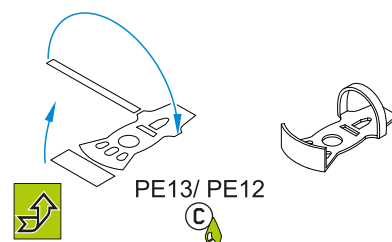
Step 57



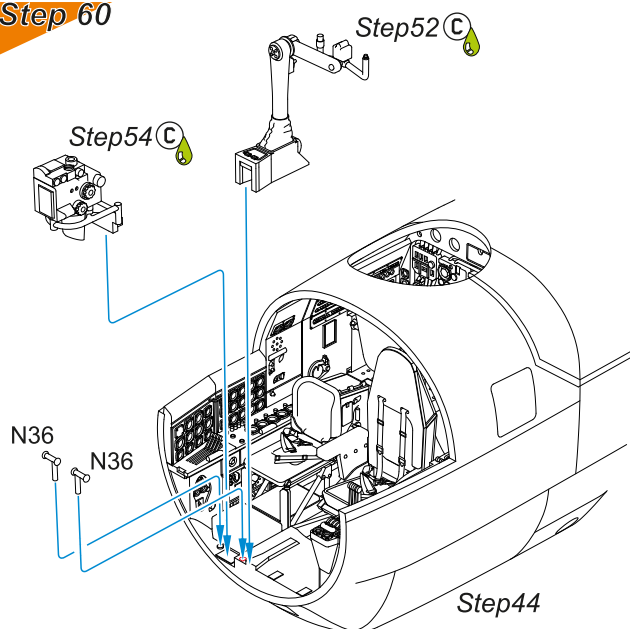
Step 58



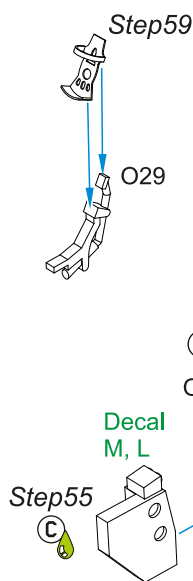
Step 59



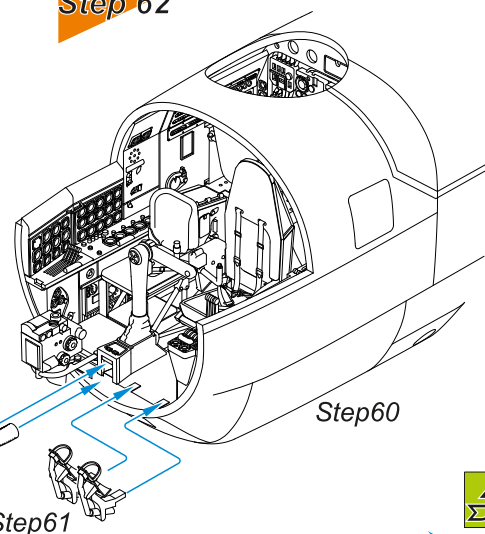
Step 60



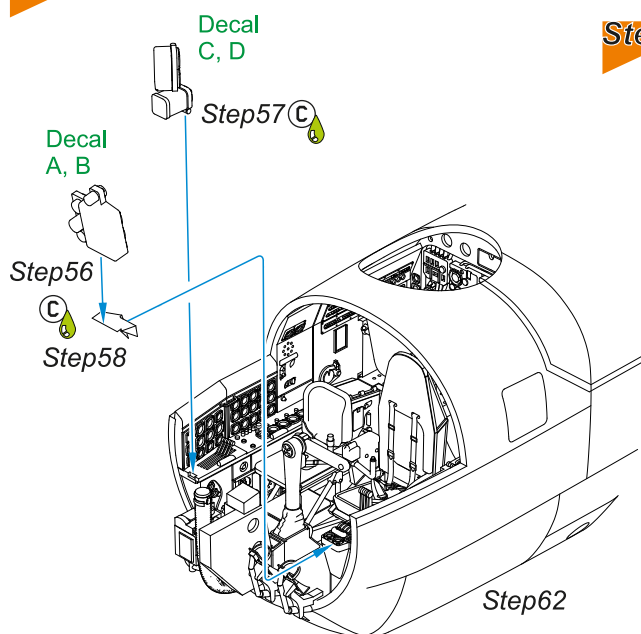
Step 61 2x



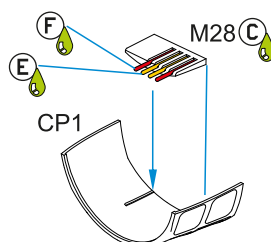
Step 62



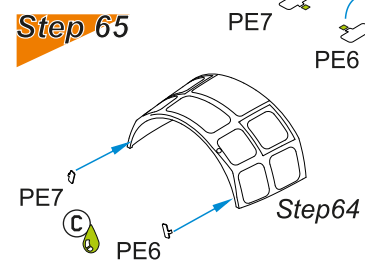
Step 63



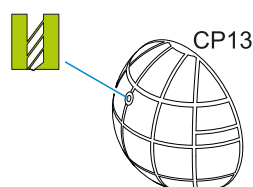
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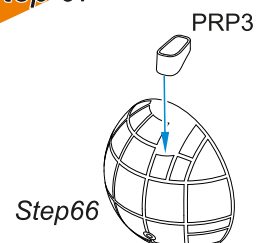
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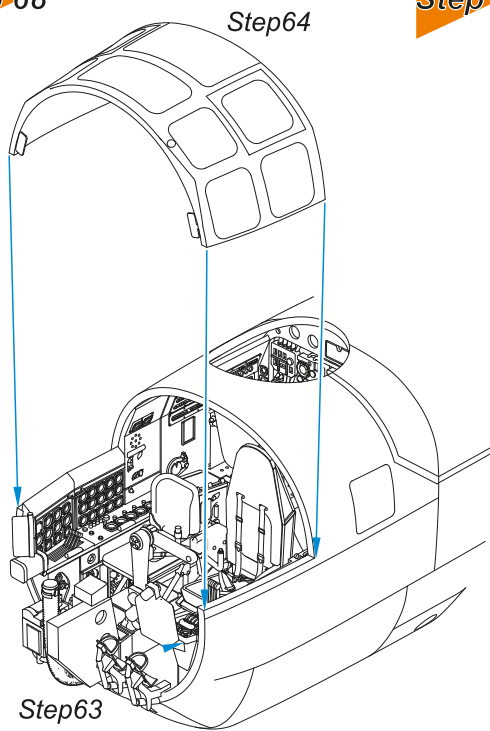
Step 66



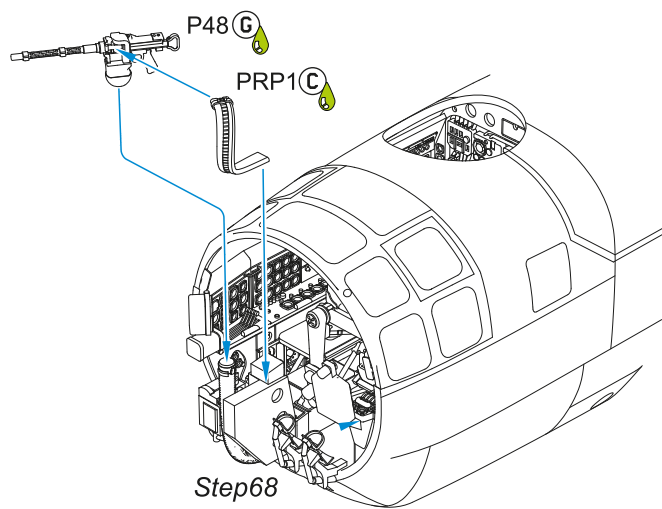
Step 67



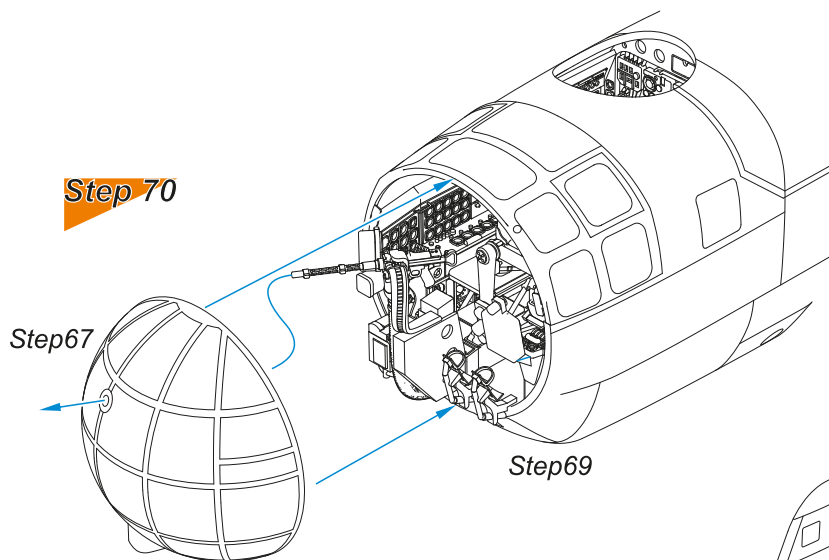
Step 68



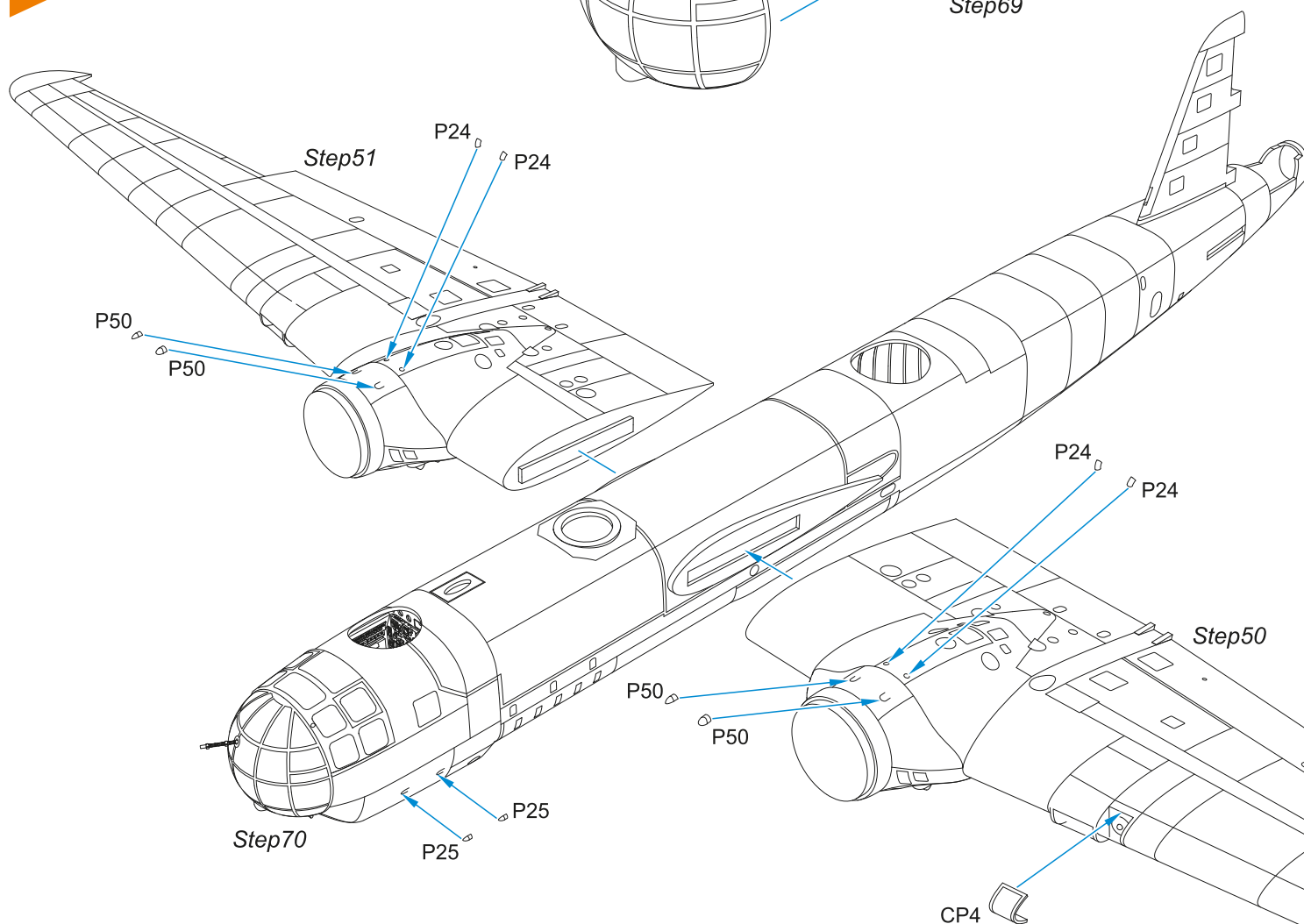
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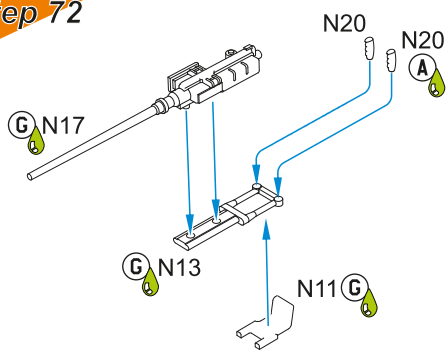
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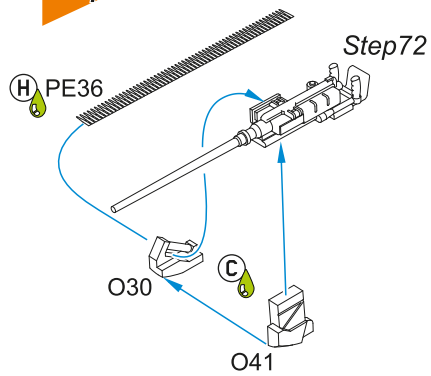
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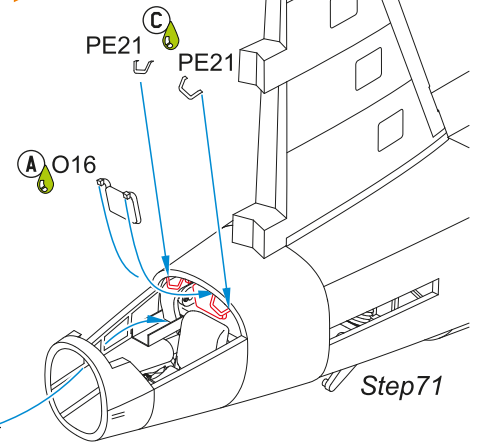
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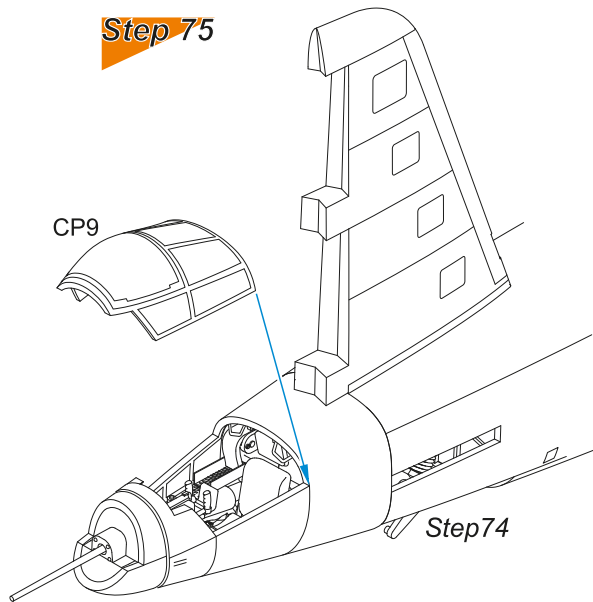
Step 73



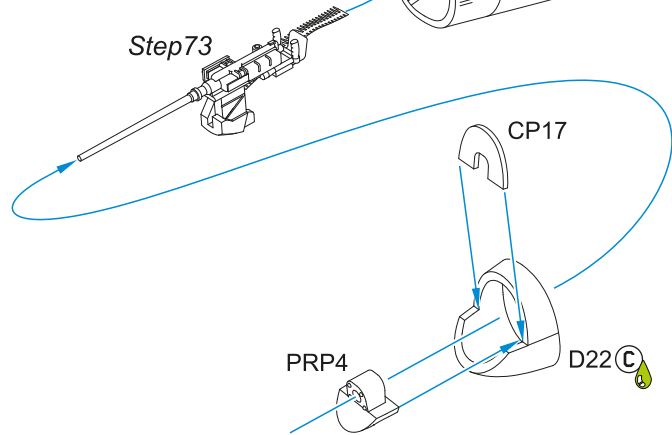
Step 74



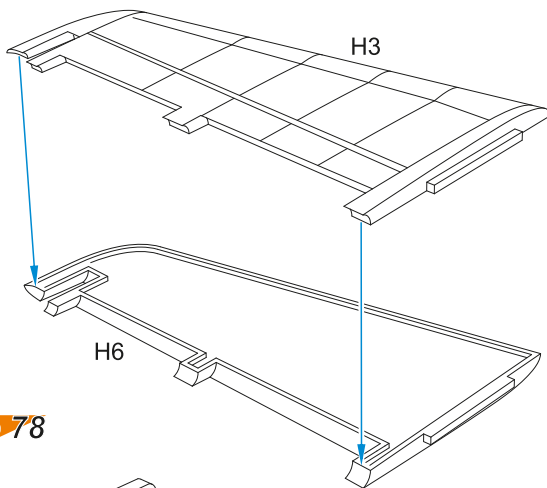
Step 75



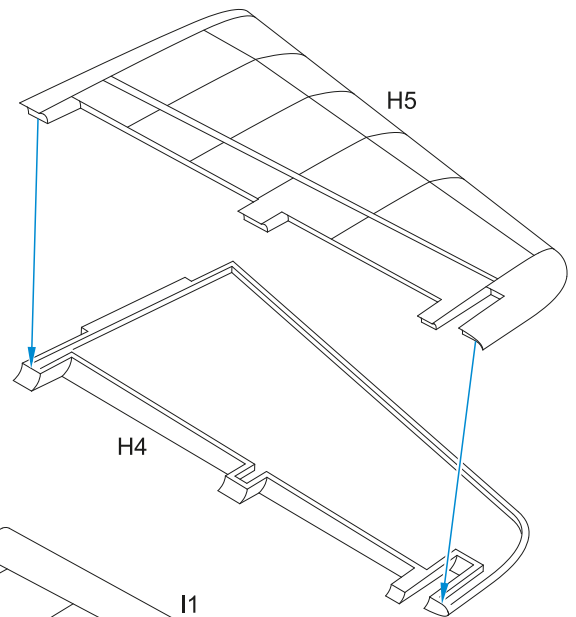
Step 73



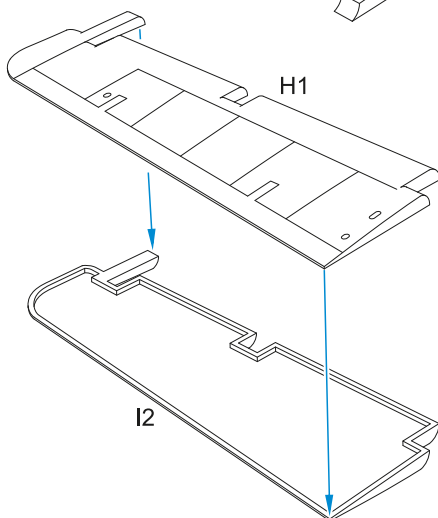
Step 76



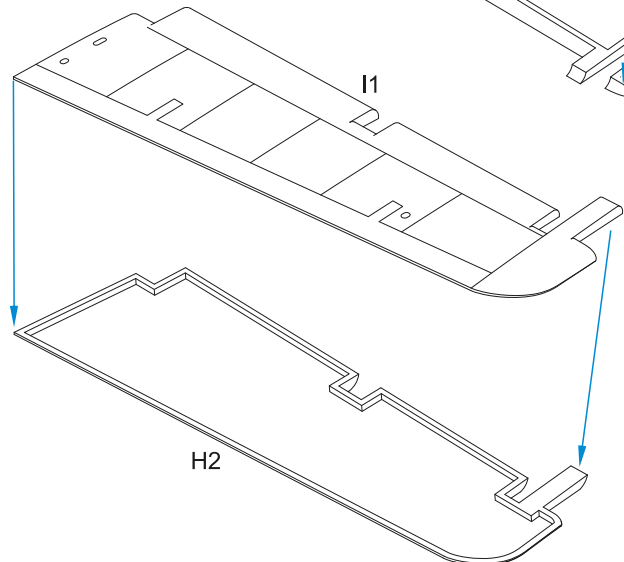
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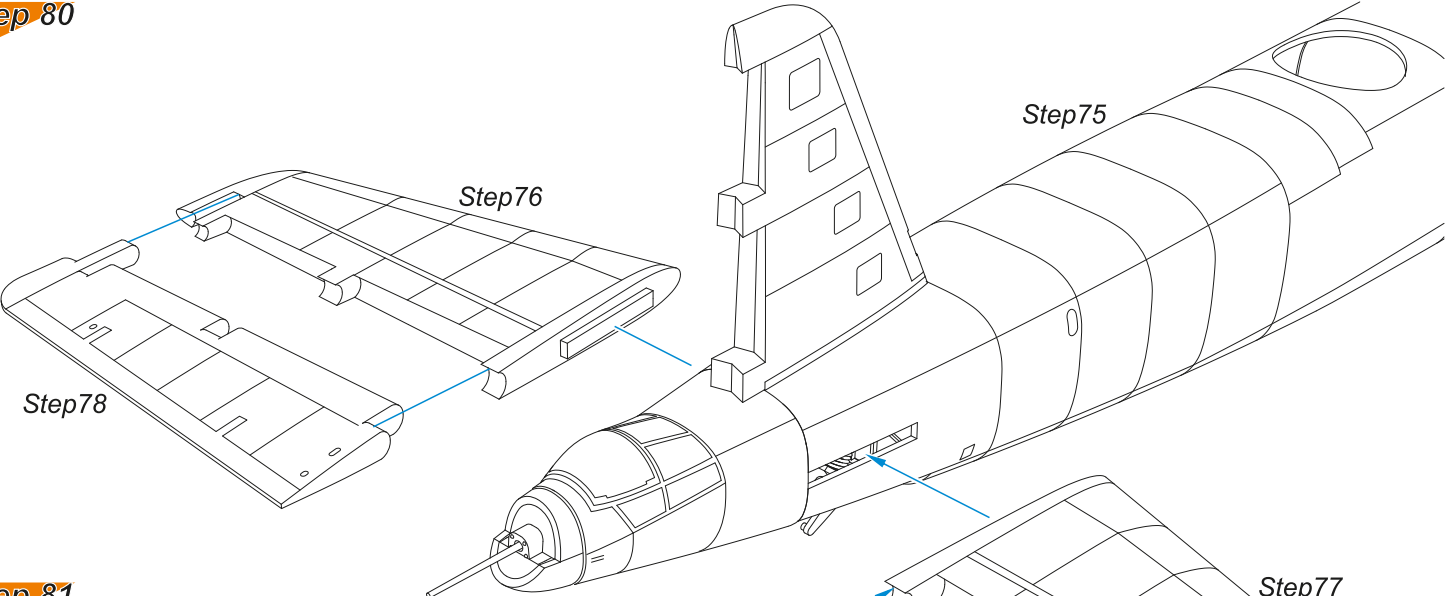
Step 78



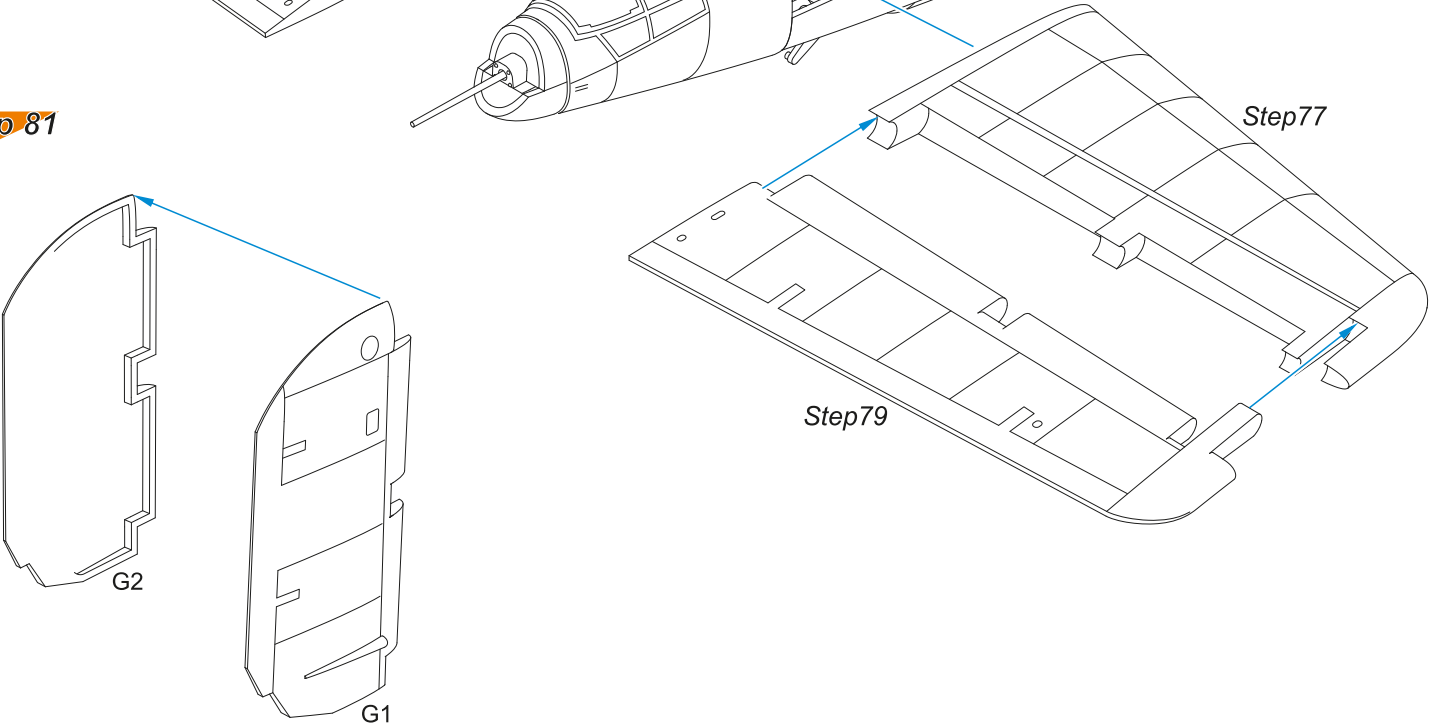
Step 79



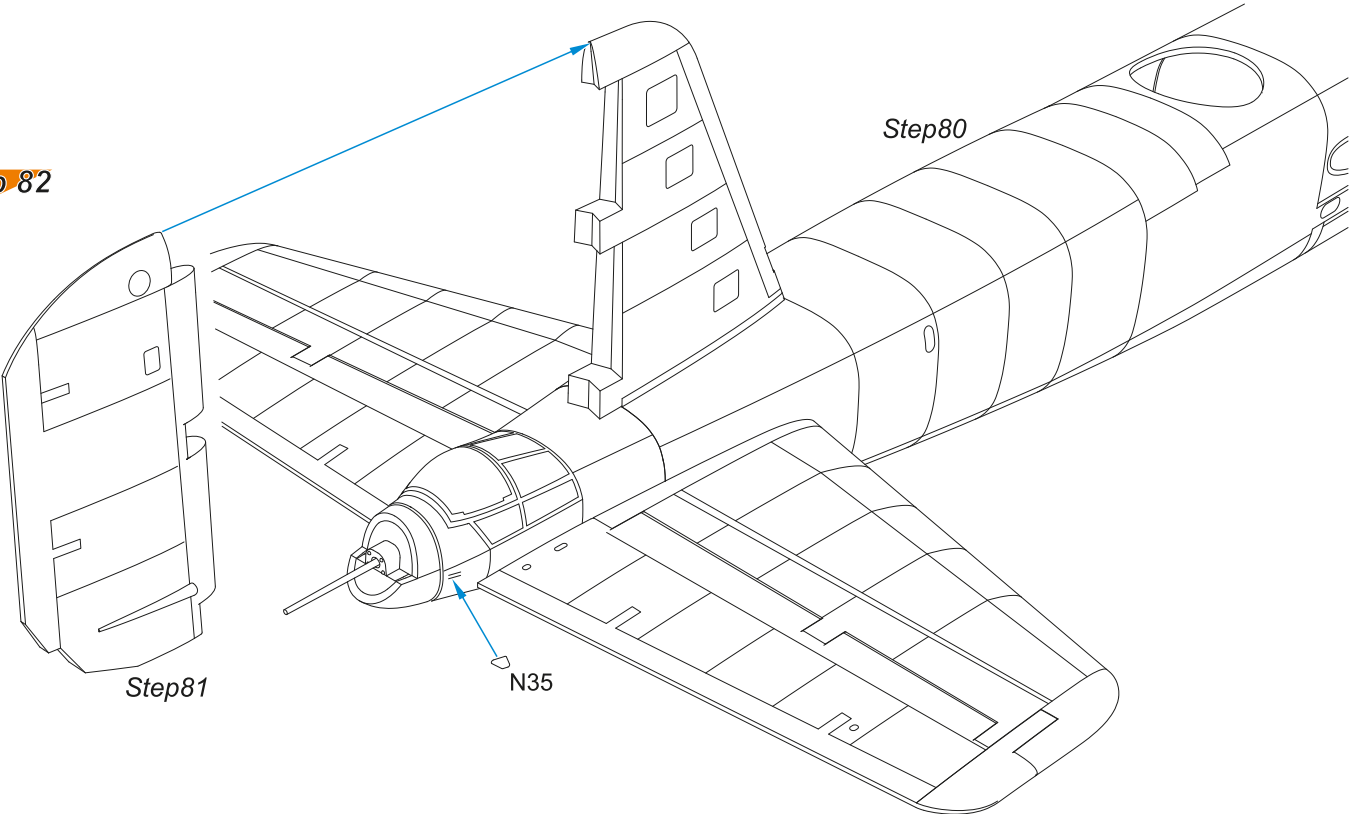
Step 80



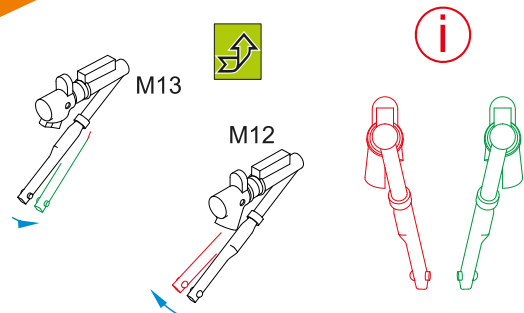
Step 81



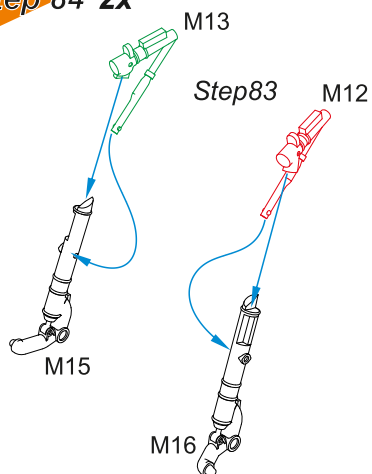
Step 82



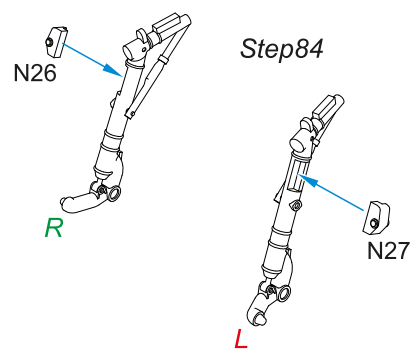
Step 83 2x



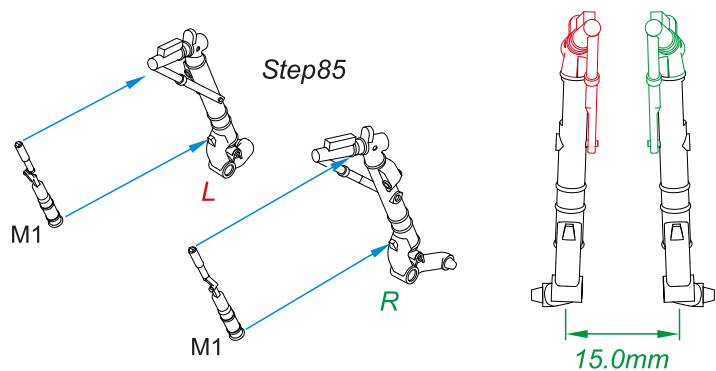
Step 84 2x



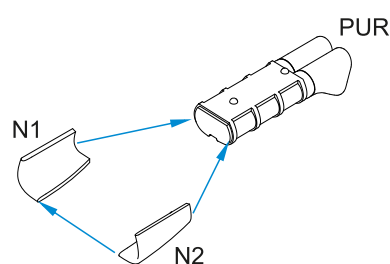
Step 85 2x



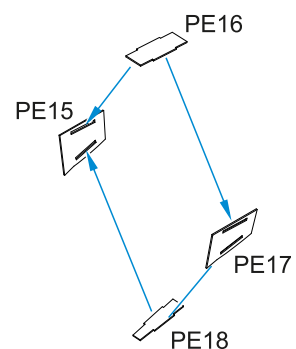
Step 86 2x



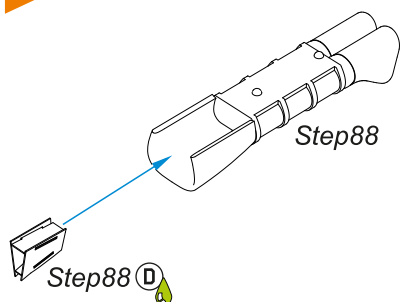
Step 87 2x



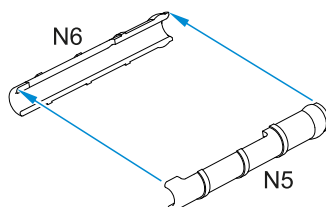
Step 88 2x



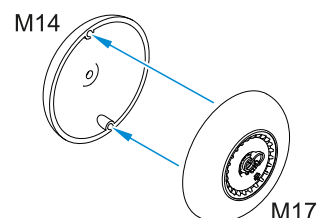
Step 89 2x



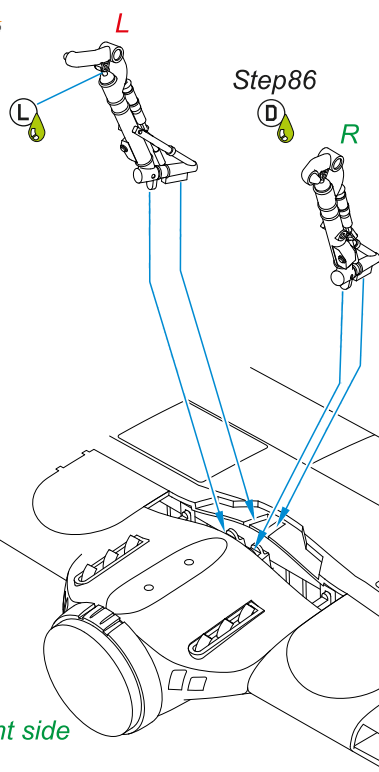
Step 90 4x



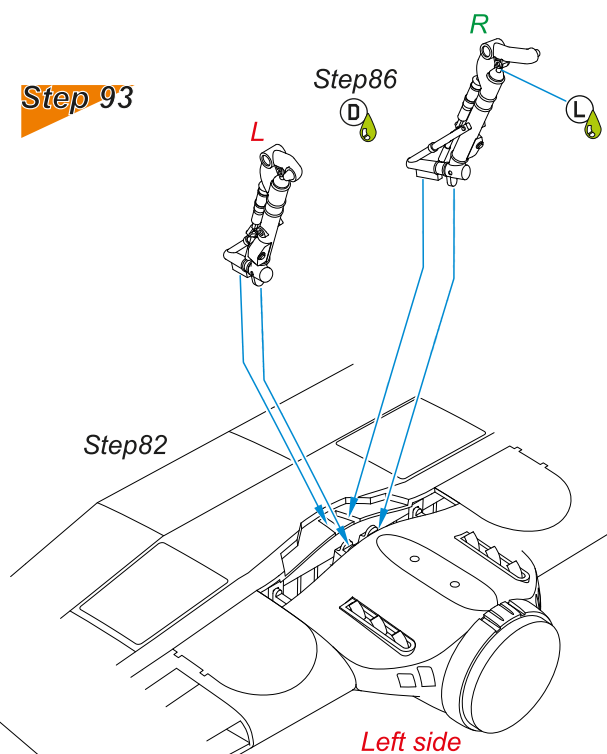
Step 91 4x



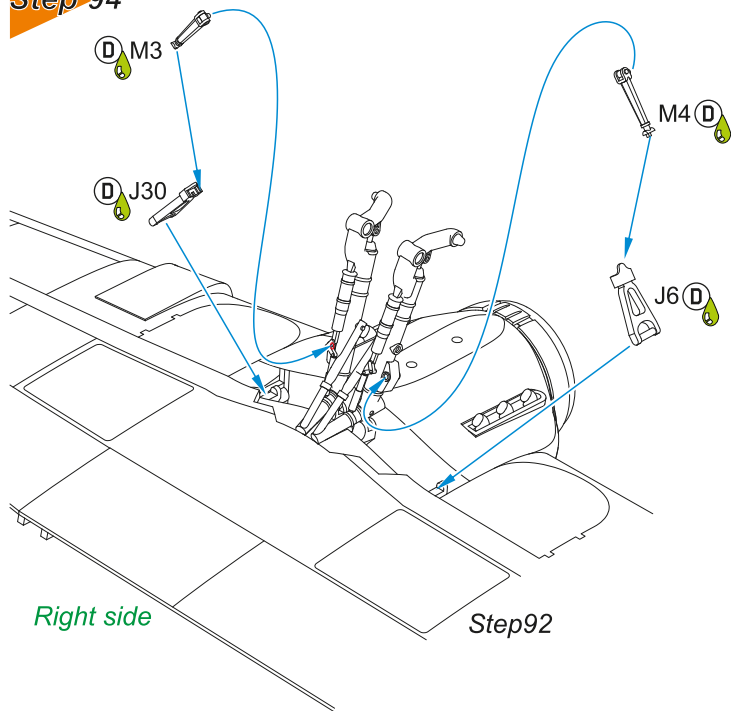
Step 92



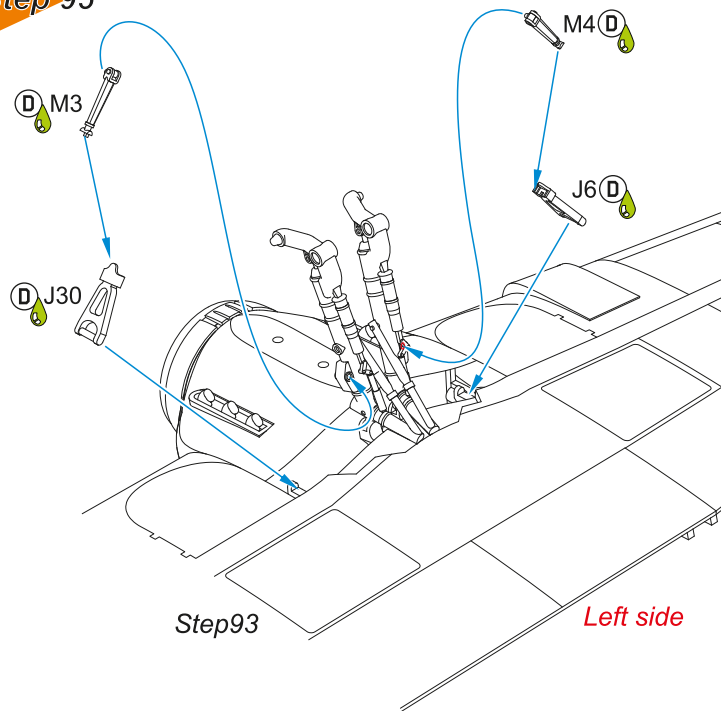
Step 93



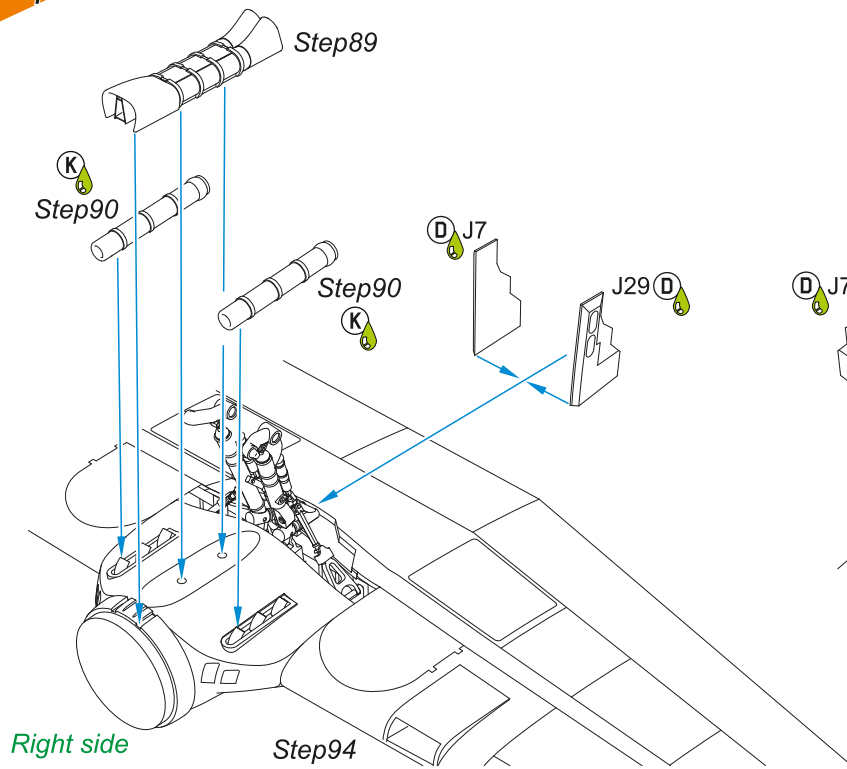
Step 94



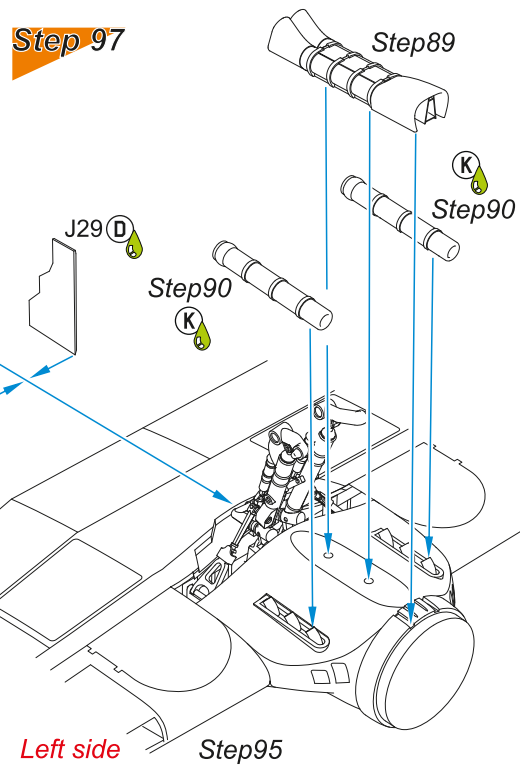
Step 95



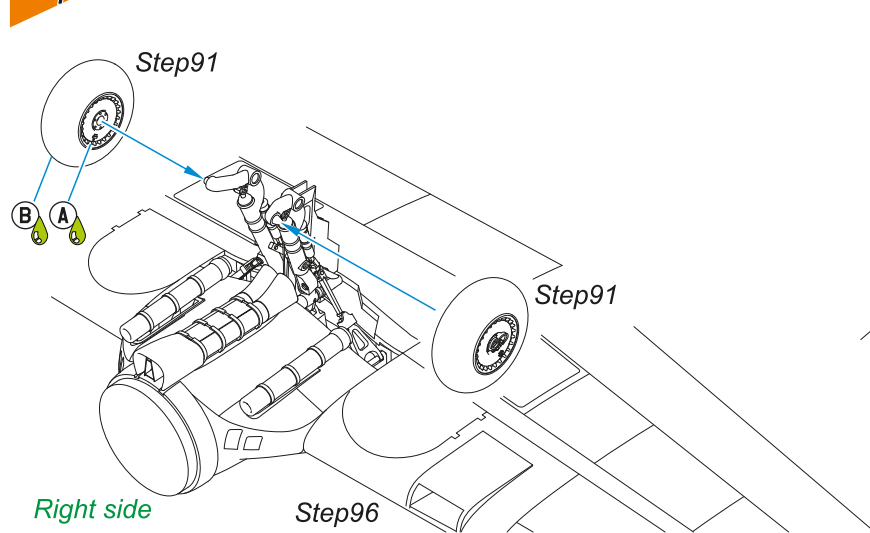
Step 96



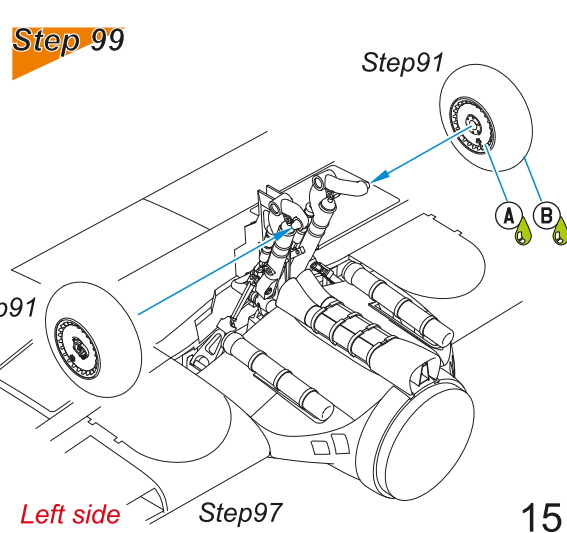
Step 97



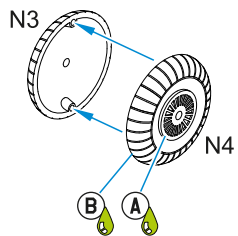
Step 98



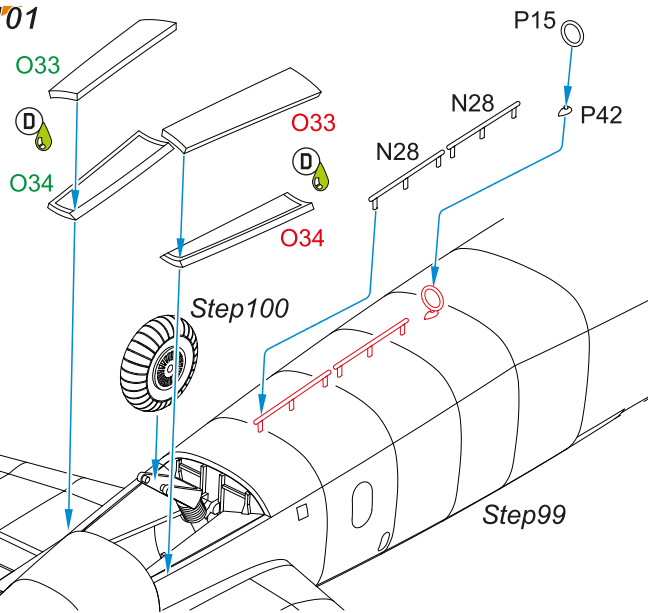
Step 99



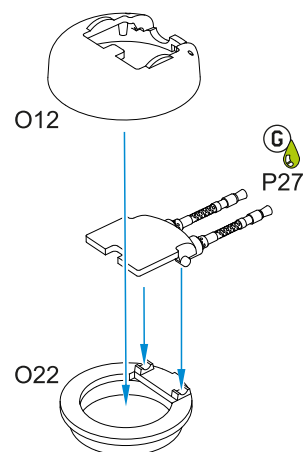
Step 100



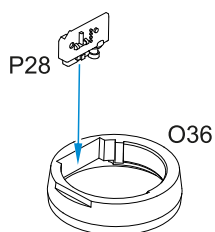
Step 101



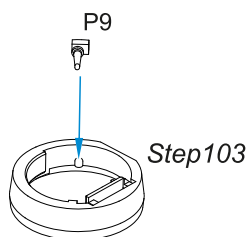
Step 102



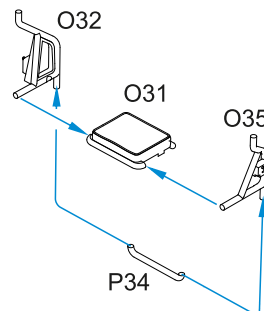
Step 103



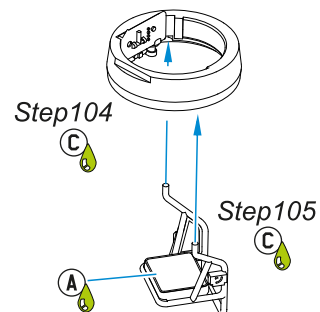
Step 104



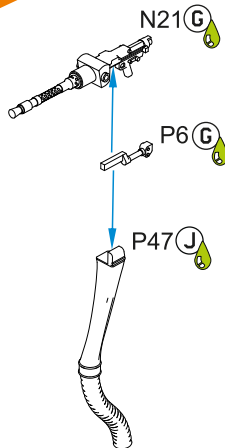
Step 105



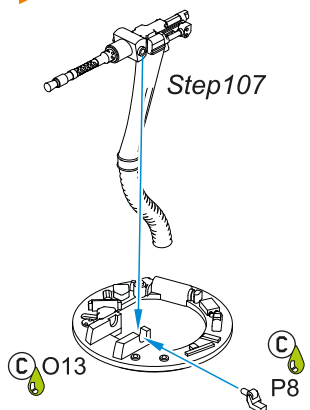
Step 106



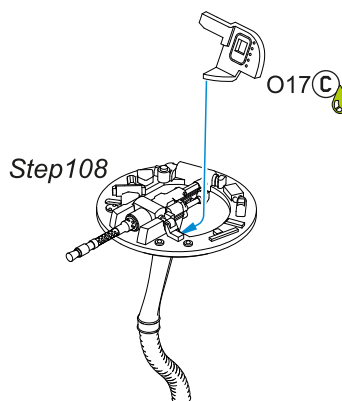
Step 107



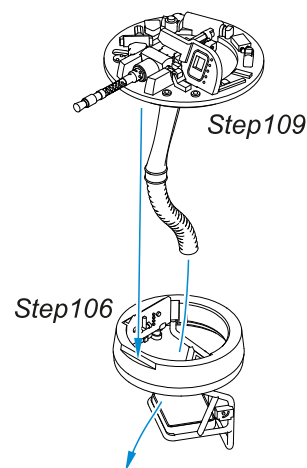
Step 108



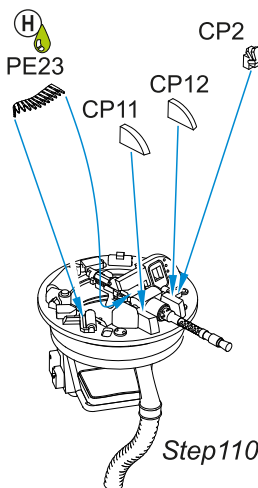
Step 109



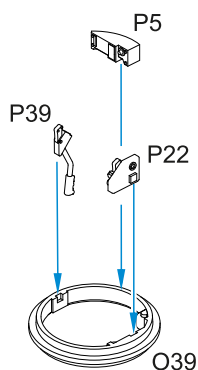
Step 110



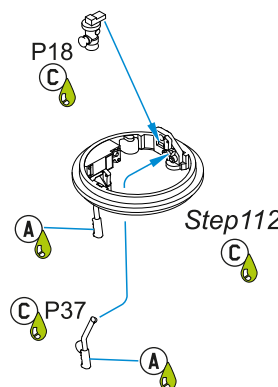
Step 111



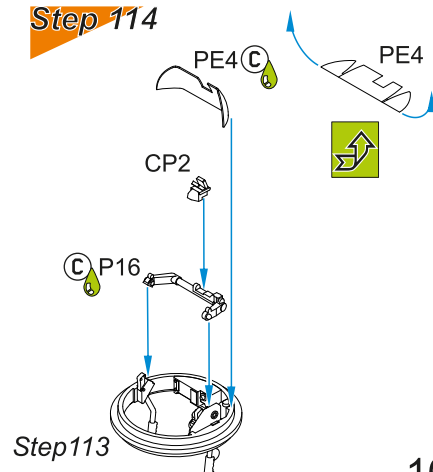
Step 112



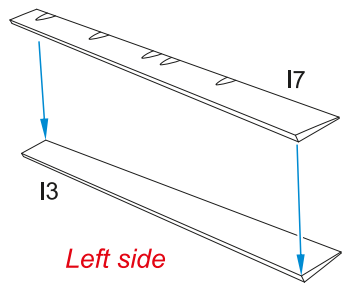
Step 113



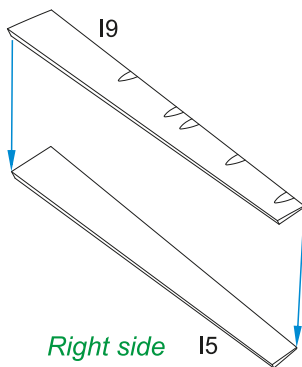
Step 114



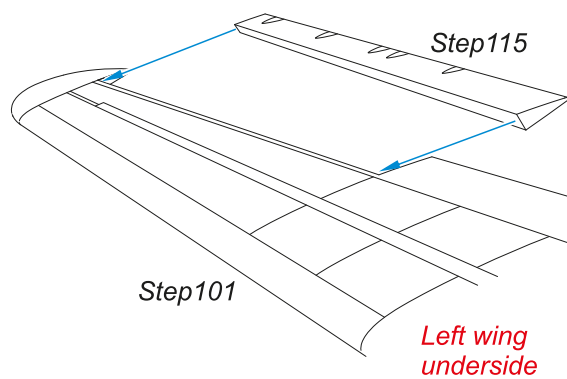
Step 115



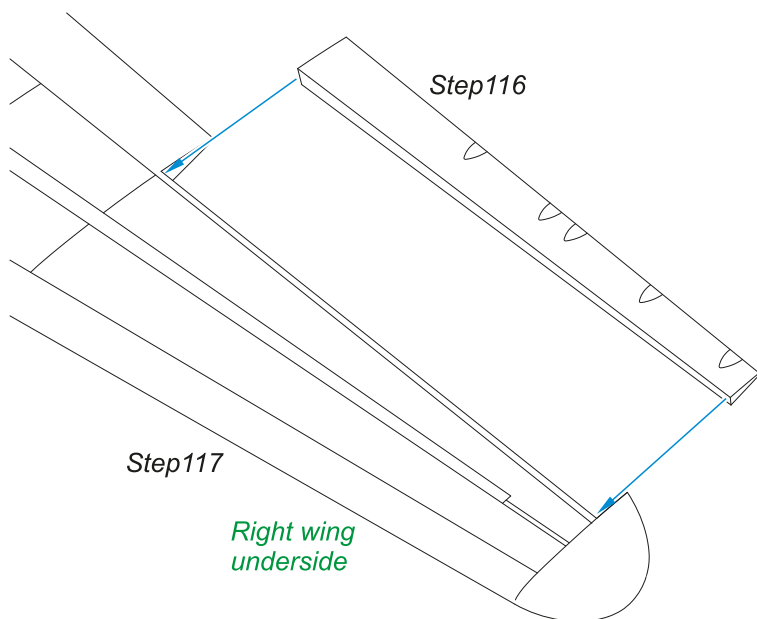
Step 116



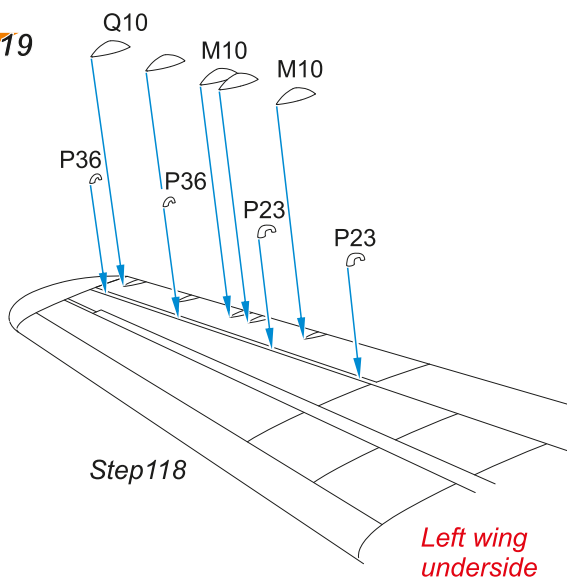
Step 117



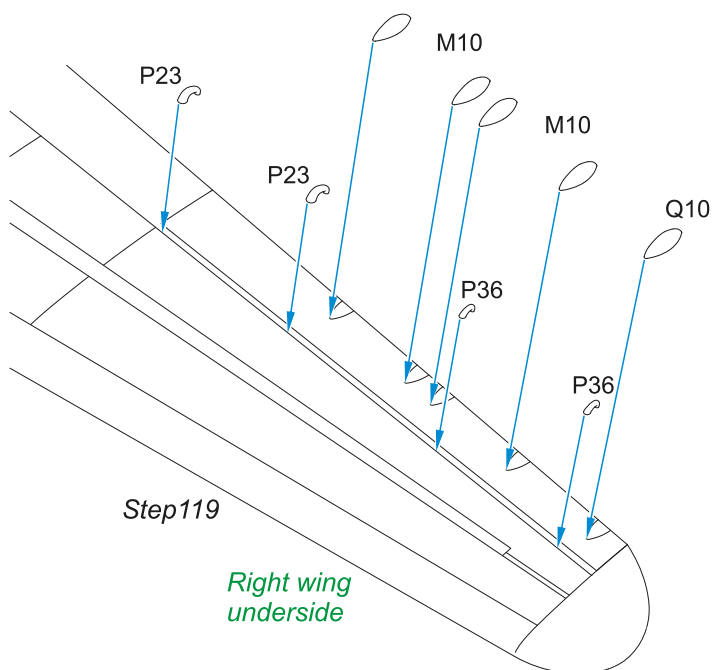
Step 118



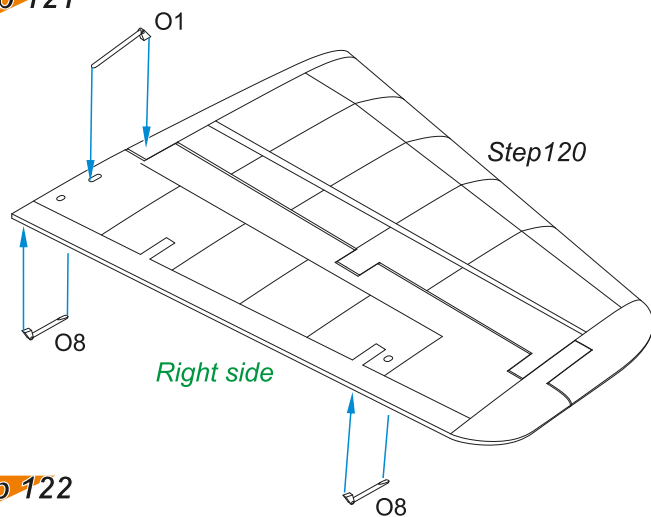
Step 119



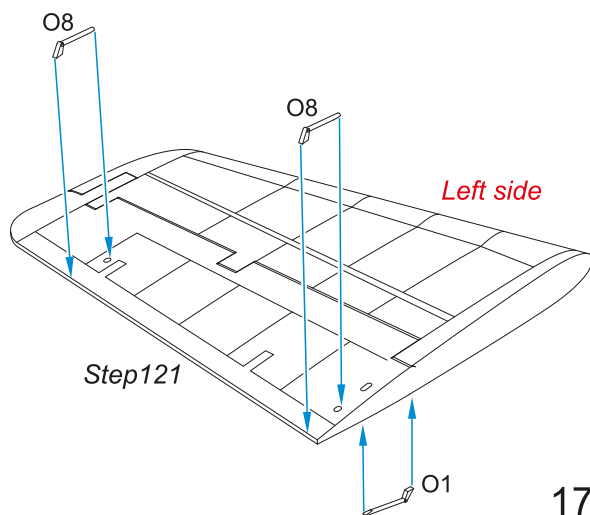
Step 120



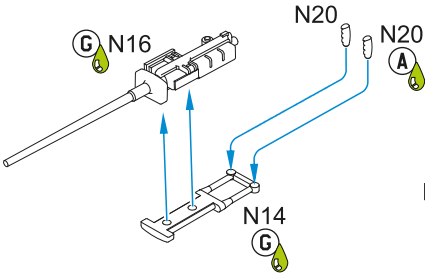
Step 121



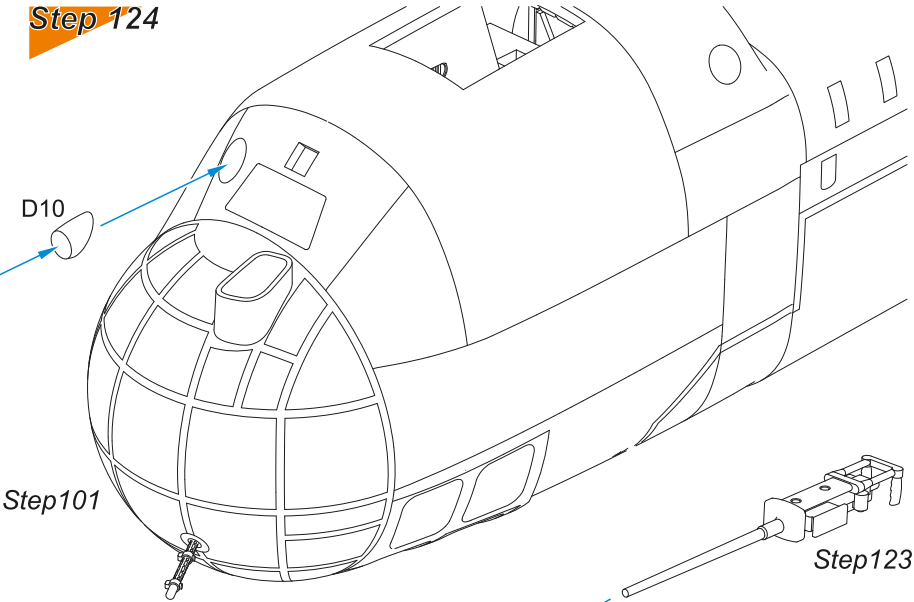
Step 122



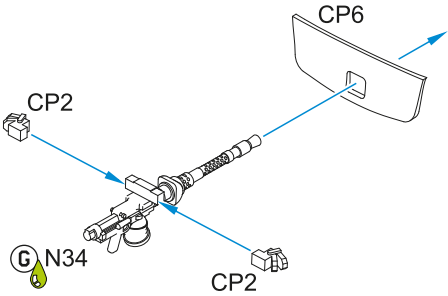
Step 123



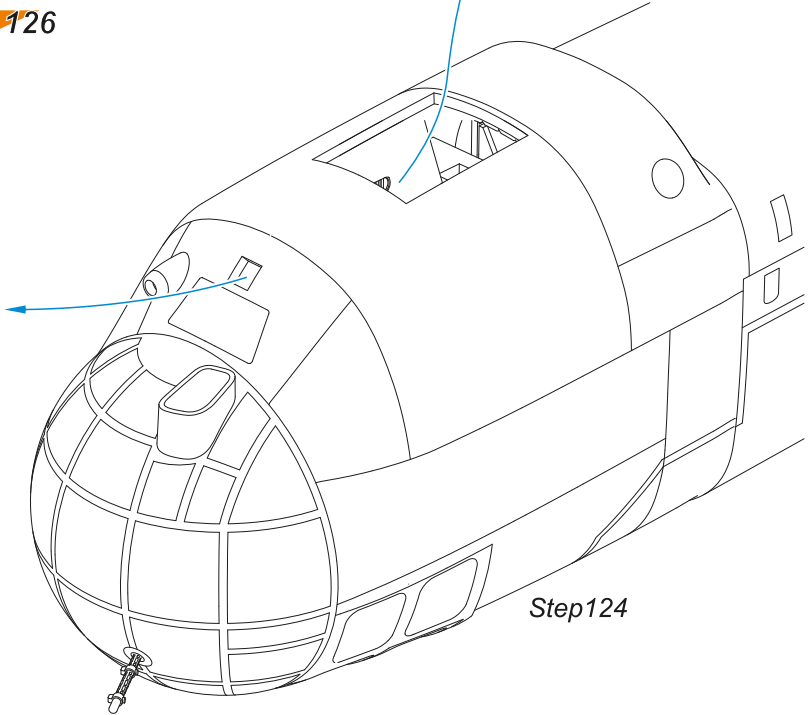
Step 124



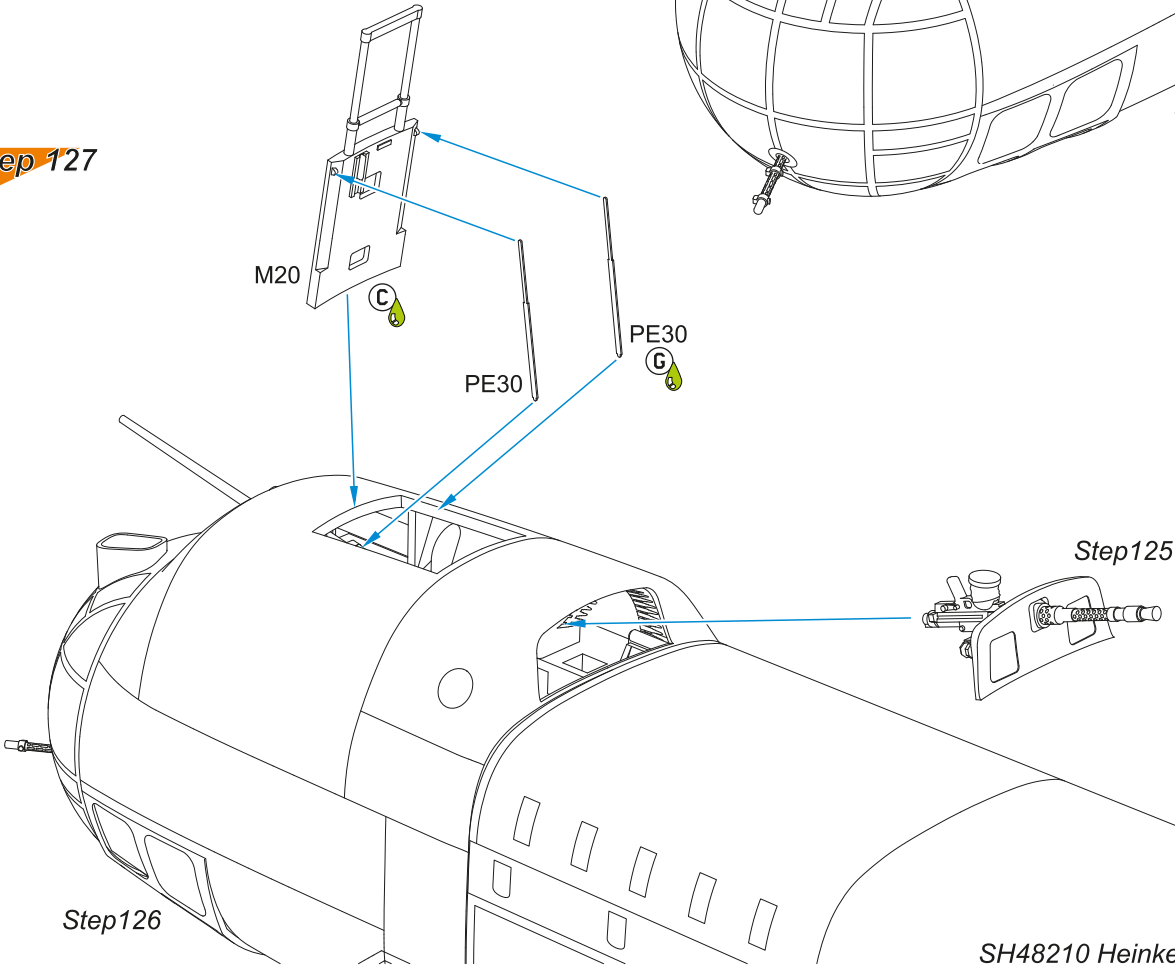
Step 125



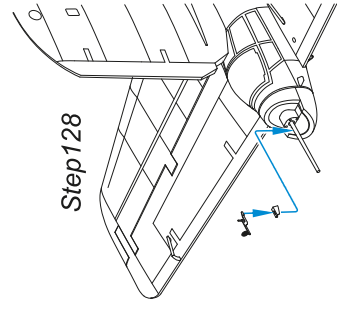
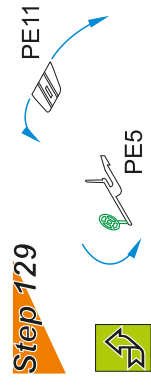
Step 126



Step 127



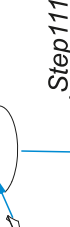
Step 129



Step 128



1.3mm



CP10



CP10



CP10



CP10



CP10



CP10



CP10



CP10



CP10



CP10



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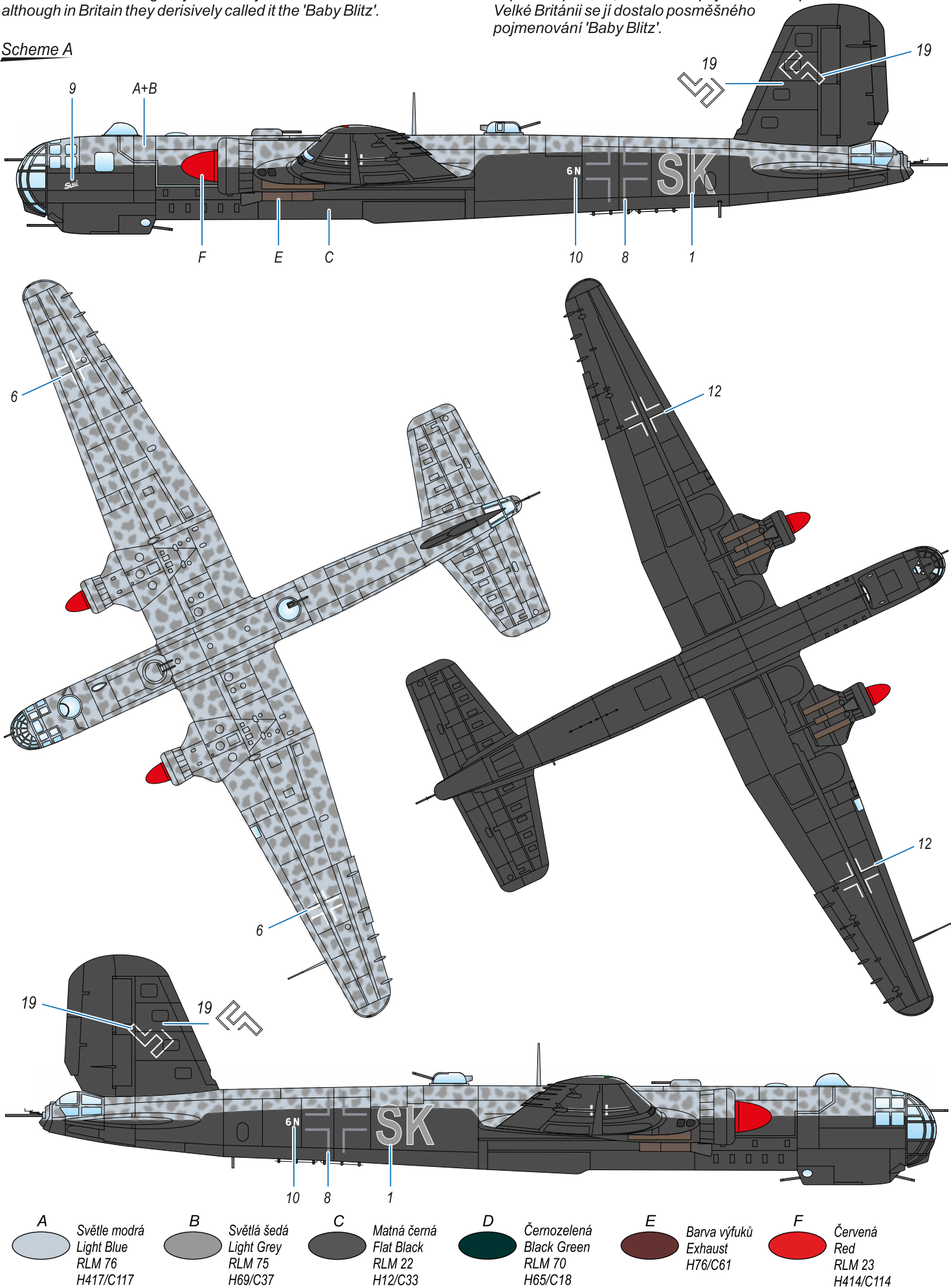


CP10</

Heinkel He 177 A-3, W. Nr. unknown, 6N+SK, named Susi, 2./KG 100, based at Rheine, Germany, Spring 1944. 6N+SK took part in air raids against the UK in the Spring of 1944. This rather unsuccessful series of raids was originally named by the Luftwaffe the 'Steinbock' although in Britain they derisively called it the 'Baby Blitz'.

Scheme A

Heinkel He 177 A-3, W. Nr. neznámý, 6N+SK, pojmenovaný Susi, 2./KG 100, základna Rheine, Německo, jaro 1944. 6N+SK se zúčastnil náletů na Velkou Británii na jaře 1944. Luftwaffe tuto, nepříliš úspěšnou, sérii náletů pojmenovala operace 'Steinbock'. Ve Velké Británii se jí dostalo posměšného pojmenování 'Baby Blitz'.

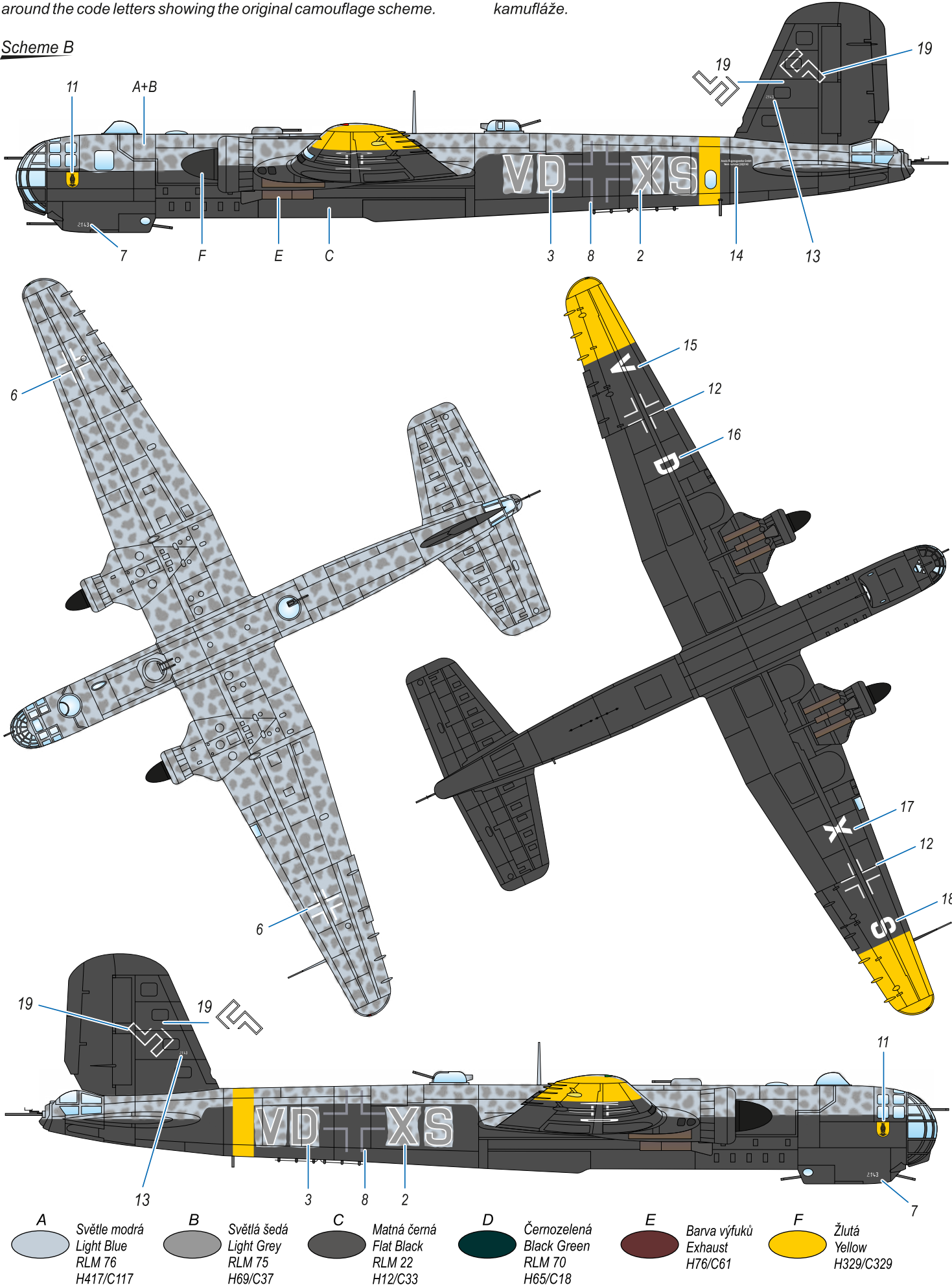


SH48210 Heinkel He 177A-3 Greif 'Baby Blitz Bomber'

Heinkel He 177 A-3, W. Nr. 2143, VD+XS, FFS(B)16, based at Burg bei Magdeburg, Germany, March 1944. This aircraft was manufactured in the Arado factory. The black paint on the undersurfaces was applied later and there were irregular patches left around the code letters showing the original camouflage scheme.

Heinkel He 177 A-3, W. Nr. 2143, VD+XS, FFS(B)16, základna Burg bei Magdeburg, Německo, březen 1944. Stroj byl vyroben továrnou Arado. Černý nátěr spodních ploch byl aplikován dodatečně a okolo písmen kódu zůstaly nepravidelné obdélníkové plochy původní kamufláže.

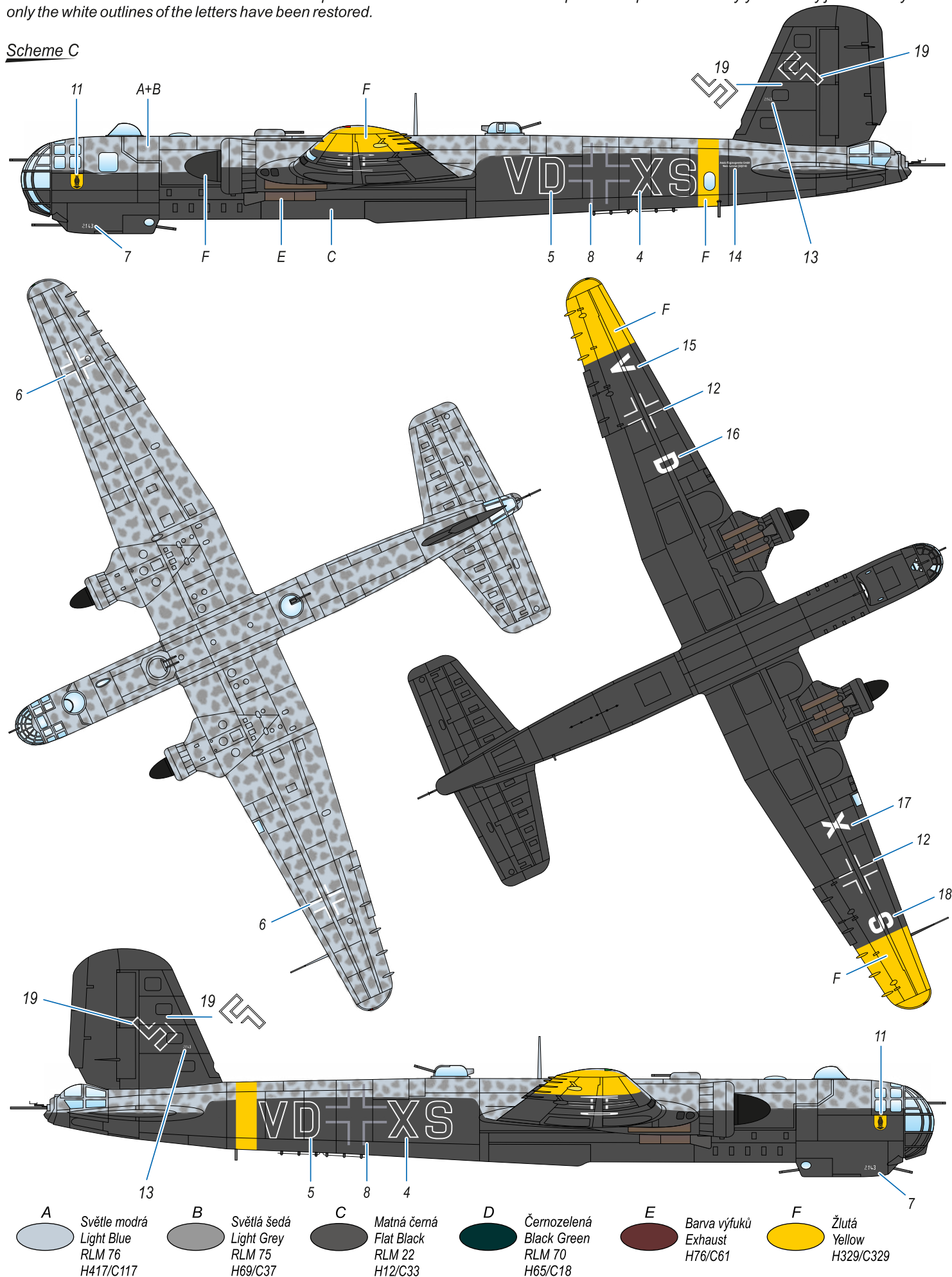
Scheme B

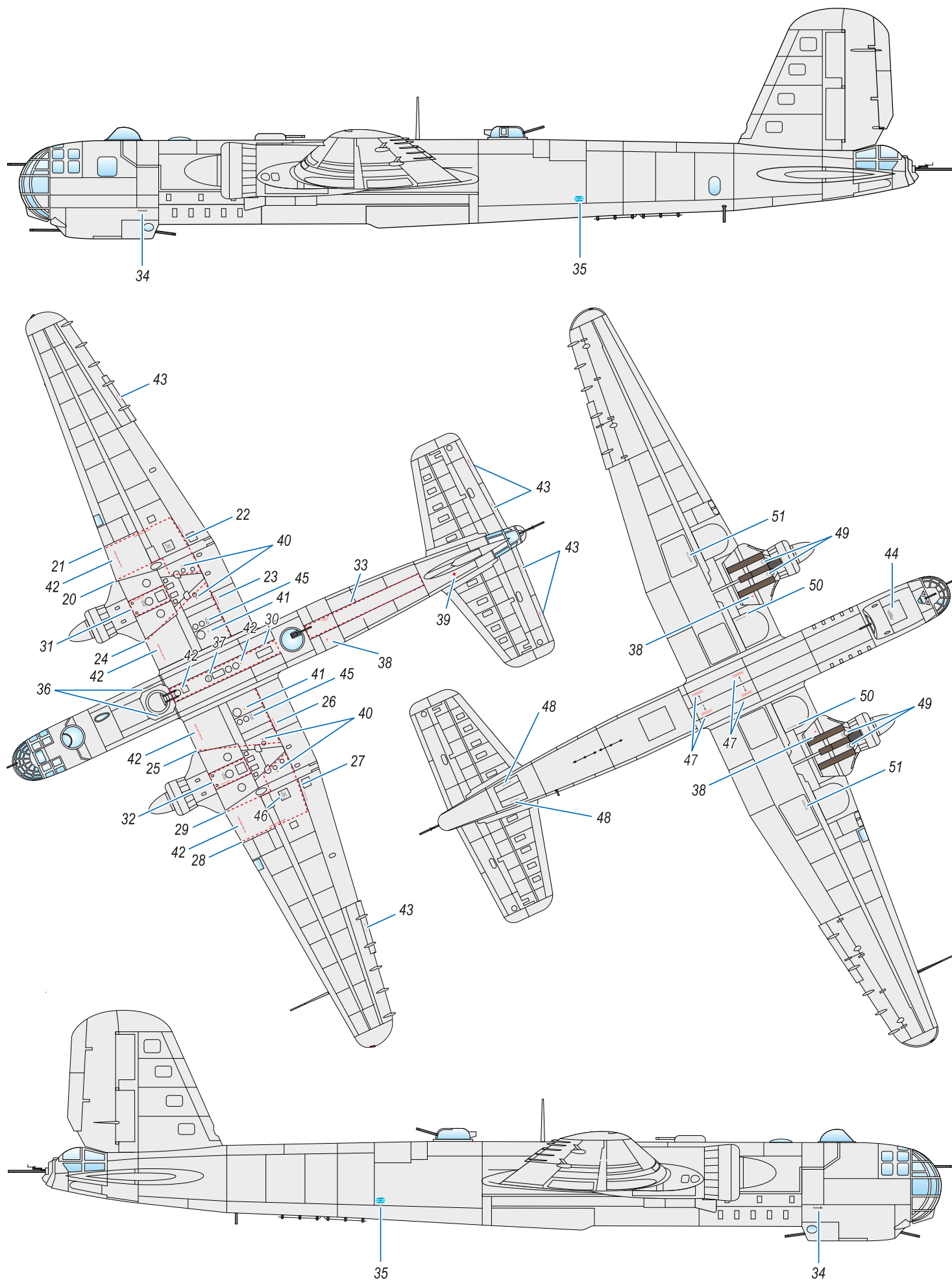


Heinkel He 177 A-3, W. Nr. 2143, VD+XS, FFS(B)16, based at Burg bei Magdeburg, Germany, April 1944. This is the same machine as shown in scheme B, just a month later. The patches of original paint scheme around the code letters are now also painted in black and only the white outlines of the letters have been restored.

Heinkel He 177 A-3, W. Nr. 2143, VD+XS, FFS(B)16, základna Burg bei Magdeburg, Německo, duben 1944. Stejný stroj jako schema B, ale o měsíc později. Plochy pod písmeny byly také přetřeny černou barvou a z písmen trupového kódu byly obnoveny jen bílé lemy.

Scheme C

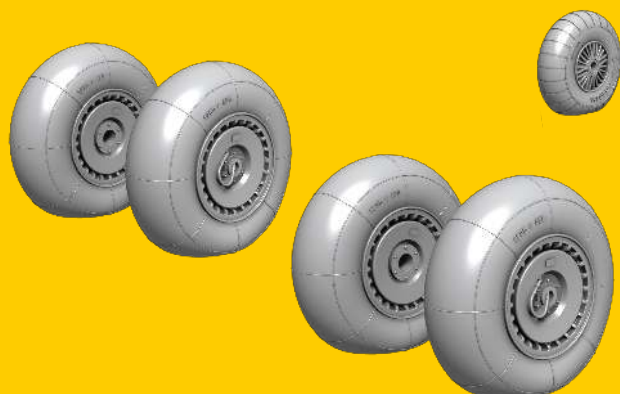




Special Hobby offer for 1/48 Heinkel He 177A kit as well:

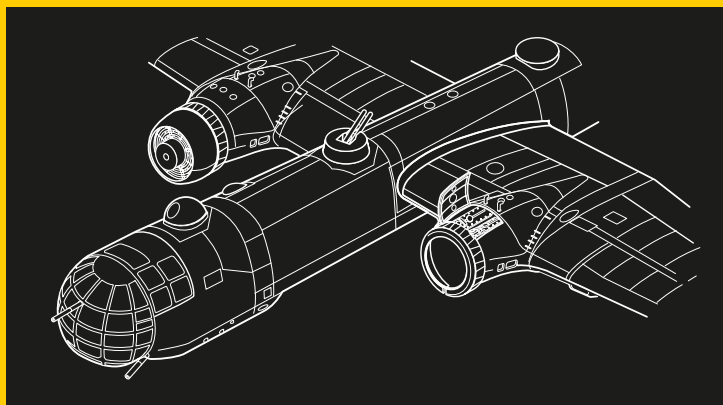
4515

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4520

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