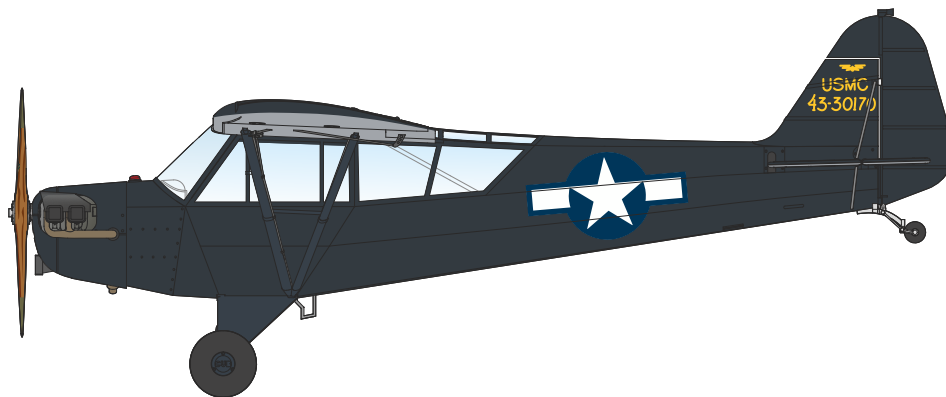




L-4/NE-1 Grasshopper 'Pacific Warriors'

1/48

CZ

Piper J-3 Cub neboli L-4 Grasshopper je jednou z legend amerického i světového letectví. Jeho vznik je spojen s firmou Taylor Aircraft Company a jejím majitelem G. C. Taylorem. Ten zkonstruoval v roce 1930 malý hornoplošník Taylor E-2 Cub trubkové konstrukce, potažený plátnem a s otevřenou kabinou. Jedním z investorů firmy byl William T. Piper. Ten odkoupil Taylorův podíl, firmu přejmenoval na Piper Aircraft a do firmy přivedl konstruktéra Waltera Jamouneaua. W. Jamouneau letoun E-2 upravitel do podoby se zakrytou kabinou. Letoun dostal označení J-2 a začal se vyrábět sériově. Převzal i pojmenování Cub. Ve výrobě ho později nahradila mírně vylepšená verze J-3. Ta, vyráběná s alternativními motory Continental, Franklin, Lycoming či Lenape, představovala létající alternativu Fordovy plechové Lízy (Ford T). Blížící se válka zapojila Cuby i do výcviku pilotů v rámci Civilian Pilot Training Program. J-3 se stal standardním letounem tohoto programu. Udává se, že 80% amerických pilotů vycvičených během druhé světové války zahájilo výcvik v kabině J-3/L-4 Cub. Ještě před zapojením USA do války USAAF a US Army otestovalo civilní J-3 (společně s konkurenčními letouny Taylorcraft a Aeronanca), během několika vojenských cvičení v roce 1941. Vzhledem k tomu, že velké a těžké stroje kategorie Observer jako O-47 nedokázaly plnit dobře úlohy na ně kladené, jako byly spojovací lety spojené s přistáním na neupravených plochách a řízení dělostřelecké palby, objednalo USAAF vývoj a výrobu typu O-49 Vigilant. Vývoj tohoto letounu se ale opožďoval. US Army, proti vůli USAAF, prosadilo zařazení všech tří typů do výzbroje jako Taylorcraft O-57, Aeronanca O-58 a Piper O-59. Později byly tyto letouny převedeny do kategorie Liaison. Pipery dostal nové označení L-4 a 'bojové' jméno Grasshopper. Dle vojenských požadavků byly upraveny montáže radiostanice a dalšího vybavení. Prosklení kabiny bylo protaženo dozadu, aby se zlepšil výhled ze zadní sedačky. L-4 zcela zastínil své konkurenty. Vyráběn byl postupně ve mnoha verzích, nejmasovější byly L-4B, L-4H a L-4J. Bojovou premiéru si typ L-4 odbyl při angloamerickém vylodění v Africe, kde řídil dělostřeleckou palbu těžkých lodí. Od té doby byl na evropském bojišti intenzivně používán k plnění různých úkolů, od řízení dělostřelecké palby, spojovacích letů, průzkumu až po úspěšné útoky na tanky amatérsky podvěšenými Bazookami. L-4 přitom prošly i vyloděním v Itálii a Normandii a kromě USAAF a US Army je na evropském bojišti používali Svobodní Francouzi a Brazílský expediční sbor. Podobně úspěšně byly L-4 nasazeny v Pacifiku, nejen v rámci USAAF, ale i US NAVY a Marines. Vzhledem k přírodním podmínkám byly zejména v Pacifiku L-4 vybavovány 'Brodie' hákem. Ten umožňoval start a přistání na natažené lano bez toho, aby se letoun dotkl země. Několik kusů L-4 použilo v Pacifiku RAAF a letectvo Holandské Východní Indie. Ve výzbroji USAAF vydržely L-4 až do války v Koreji, kdy je nahradily letouny O-19. Po skončení druhé světové války byla obnovena výroba pro civilní zákazníky, zároveň se Pipery z válečných přebytků rozšířily do mnoha vojenských letectev a k civilním uživatelům po celém světě. Mnohé létají dosud.

rozpětí: 10,73 m, délka: 6,78 m, max. rychlost: 140 km/h, cestovní rychlost: 120 km/h, operační dostup: 3505 m, dolet: 418 km

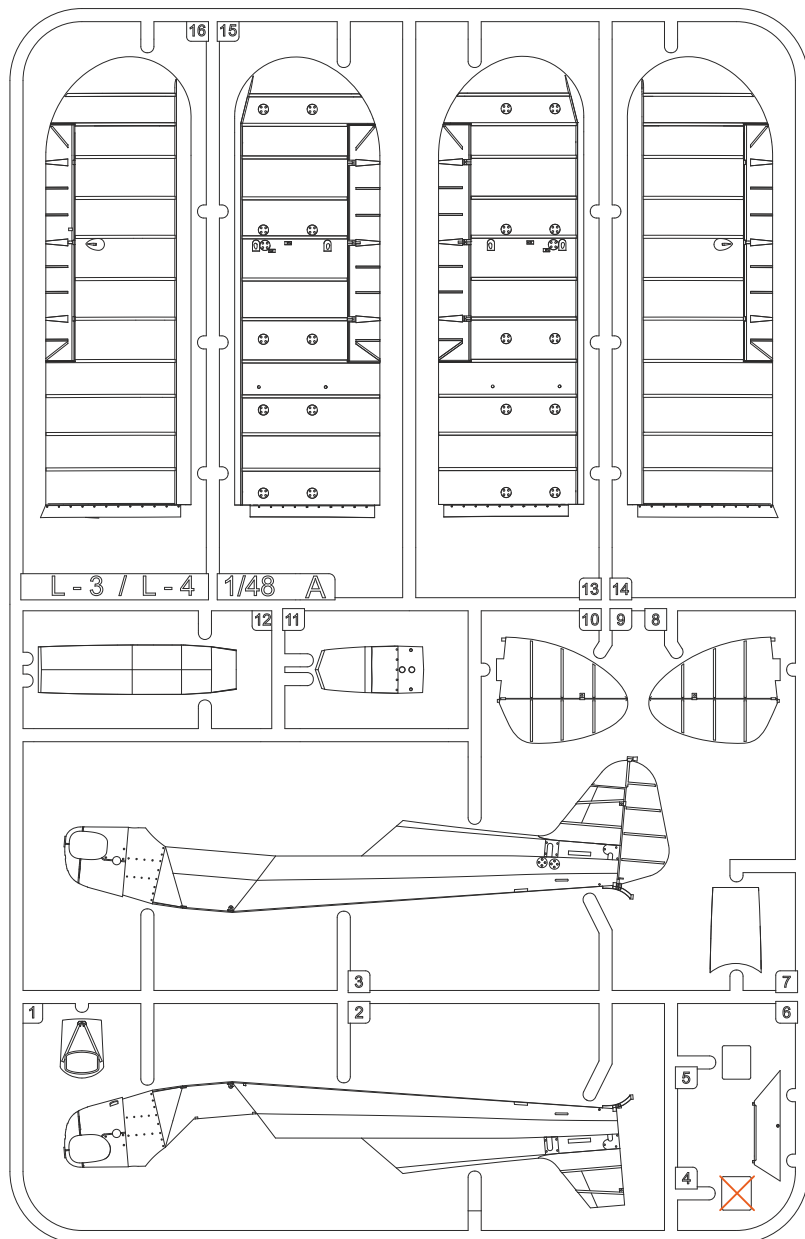
EN

The Piper J-3 Cub also known as the L-4 Grasshopper is one of the iconic aircraft of US and world aviation. Its story is unmistakably connected with the Taylor Aircraft Company owned by G.C. Taylor, who in 1930 built a small high wing monoplane with tubular airframe covered with fabric and open cockpit which was known as the Taylor E-2 Cub. One of the company's investors was also William T. Piper who eventually purchased Taylor's share and renamed the company to Piper Aircraft. The company's new designer Walter Jamouneau took the E-2 design and made a few changes resulting in an airframe now with an enclosed cockpit. The new type begun to be series produced as the J-2 and was also known under the old name Cub. Later, a slightly improved version J-3 emerged and was produced with various power plants such as Continental, Franklin, Lycoming or Lenape and became a flying counterpart of Ford's Tin Lizzie (the Ford T). The coming war made the Cubs join in pilot training under the Civilian Pilot Training Program, the J-3 type becoming the standard type of the programme and reportedly about 80% of US aviators who got their training during the war years started their flying career in the cockpit of a J-3 or L-4 Cub. In 1941, still before the USA entered the war, both the USAAF and US Army tested the J-3 along with rival types from Taylorcraft and Aeronca in a series of military exercises. It soon showed that rather large and heavy Observer category types as the O-47 were not able to meet the requirements, they failed mainly in take offs and landings on unpaved airfields as well as in directing the artillery fire, so the USAAF ordered a new O-49 Vigilant type to be developed and produced. The development of the type was getting behind though. The US Army, against the will of the USAAF, demanded that all three types were introduced into service as the Taylorcraft O-57, Aeronca O-58 and the Piper O-59. The aircraft later joined the Liaison category and were renamed with the L letter, the Pipers then becoming the L-4 with 'combat' name Grasshopper and by the request from the military, they were also adapted to carry a wireless set and a few more equipment. The canopy glazing was elongated and stretched more rearwards to improve the view from the rear seat. The resulting L-4 type completely surpassed all its competitors and was subsequently produced in many various versions of which the most mass-produced were the L-4B, L-4H and L-4J. The L-4 type saw its combat premiere during the Anglo-American landing in Africa directing the artillery fire from Allied heavy warships. And since then, the L-4 went on to being massively used by the Allies over Europe in many roles, from directing the artillery fire, liaison tasks, reconnaissance or even to successfully attacking the enemy's armoured vehicles with bazookas launched from makeshift-made racks. The L-4 saw the landings in Italy and Normandy, and besides by the USAAF and US Army they were also operated in Europe by the Free French and Brazilian Expeditionary Force. And the type saw equally successful deployment in the Pacific, too - not only by the USAAF, they were also used by the US Navy and Marines. Due to the natural conditions, the L-4s were mainly in the Pacific fitted with a Brodie-type hook which enabled them to take to the air and land on a wire stretched between a couple of posts, without touching the ground. Several L-4s were also operated by the Dutch East Indies Air Force and the RAAF. The L-4 had remained in active service until the Korea War when they were replaced by the O-19. After the end of WW2, the production of the Piper aircraft for the civilian market was renewed, but surplus ex-military machines were also available both for the military and civil operators around the world. And many of them continue to fly even in the present days.

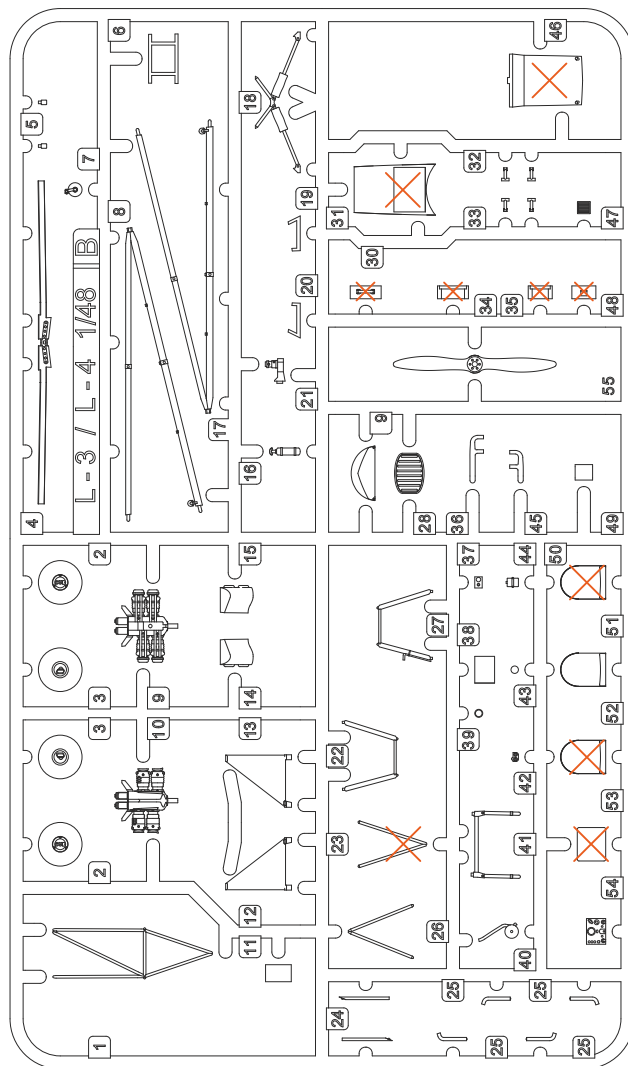
Span: 10.73 m, length: 6.78 m, max. speed: 140 km/h, cruise speed: 120 km/h, operation ceiling: 3,505 m, range: 418 km

Plastic Parts

A



B



Barvy GUNZE/ GUNZE Colour No.

A	Černá / Black	H2 / C2
B	Barva pneu / Tire Black	H77 / C137
C	Hliník / Aluminium	H8 / C8
D	Opálený kov / Burnt Iron	H76 / C61
E	Mosaz / Brass	MC219
F	Barva plátna / Tan	H27 / C44
G	Olivová / Olive Drab	H52 / C12
H	Červená / Red	H3 / C3

✗ Tento díl nepoužít
Do not use this part

Printed Part (PRP)

Clear Parts



D

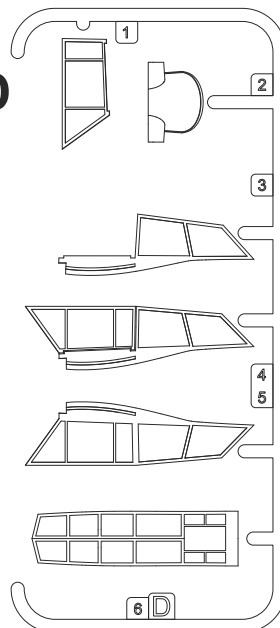
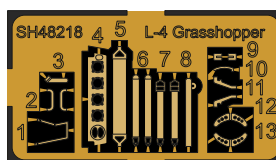


Photo-Etched
Parts (PP)



Film



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



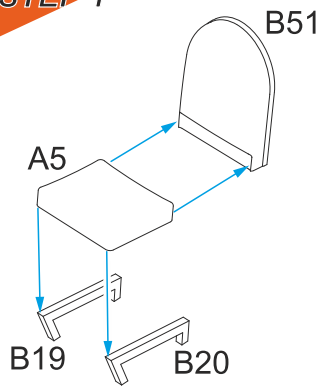
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



GSI
colour code

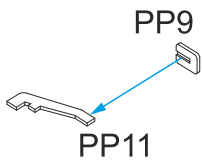
NATRÍT
COLOUR
FARBEN
PEINDRE

STEP 1

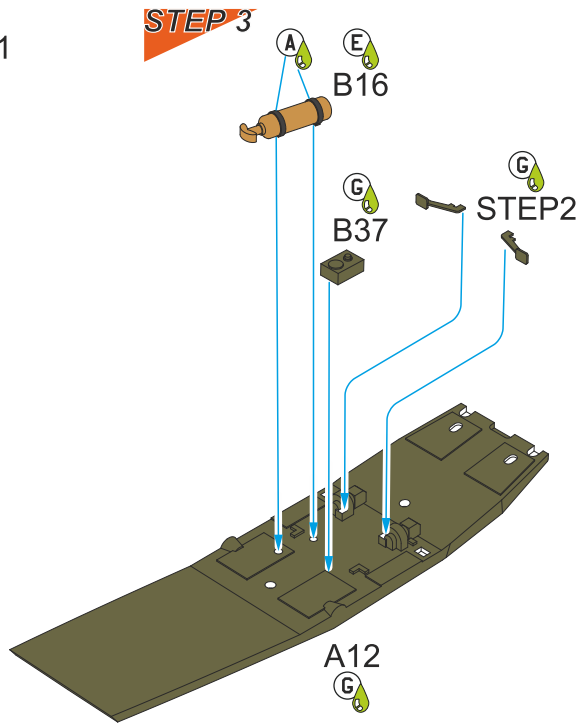


STEP 2

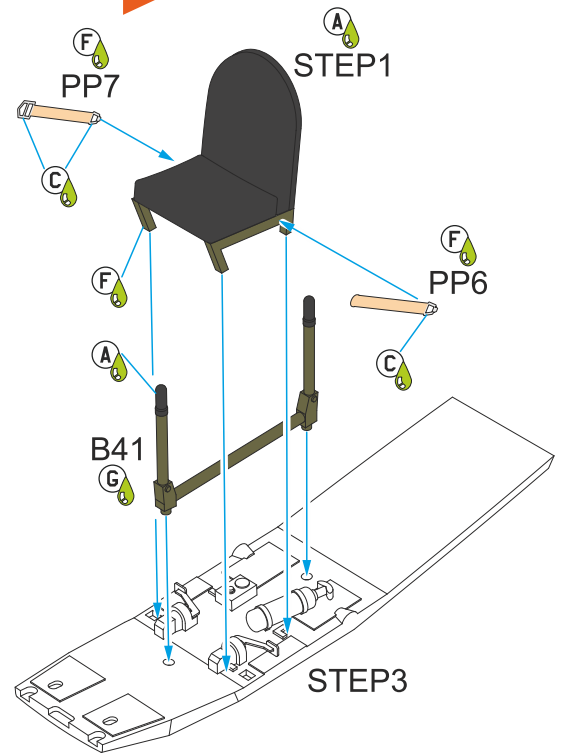
2x



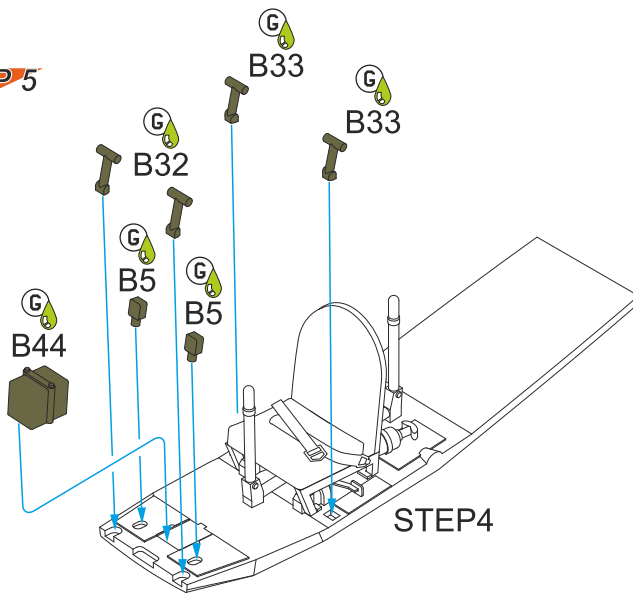
STEP 3



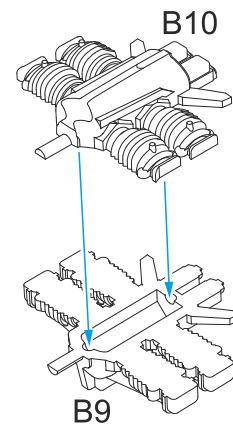
STEP 4



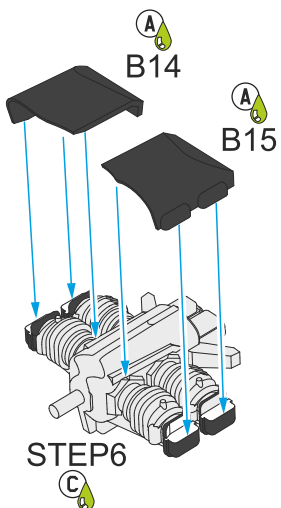
STEP 5



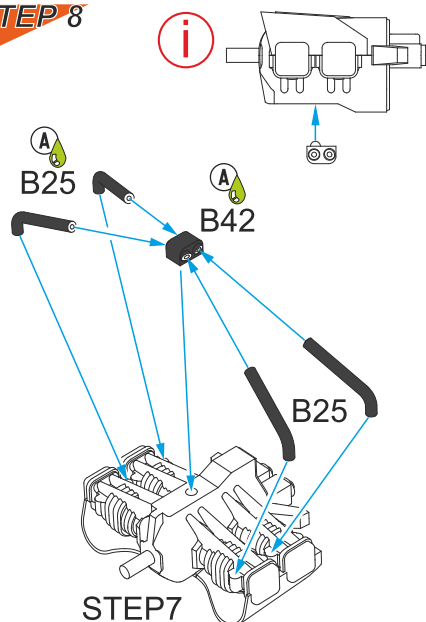
STEP 6



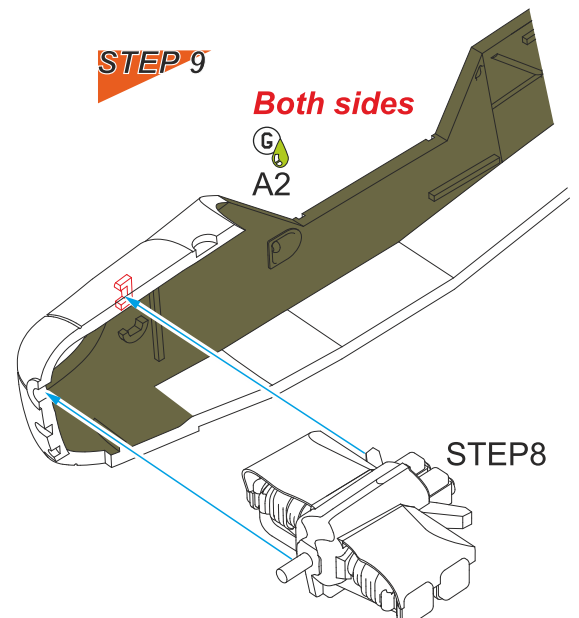
STEP 7



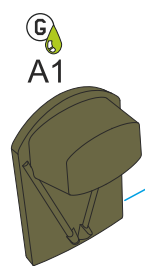
STEP 8



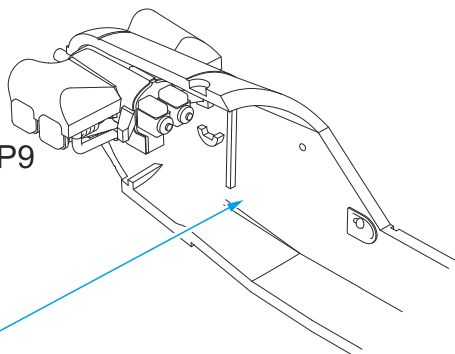
STEP 9



STEP 10

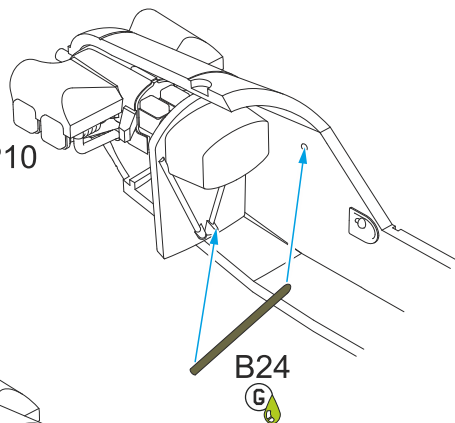


STEP9



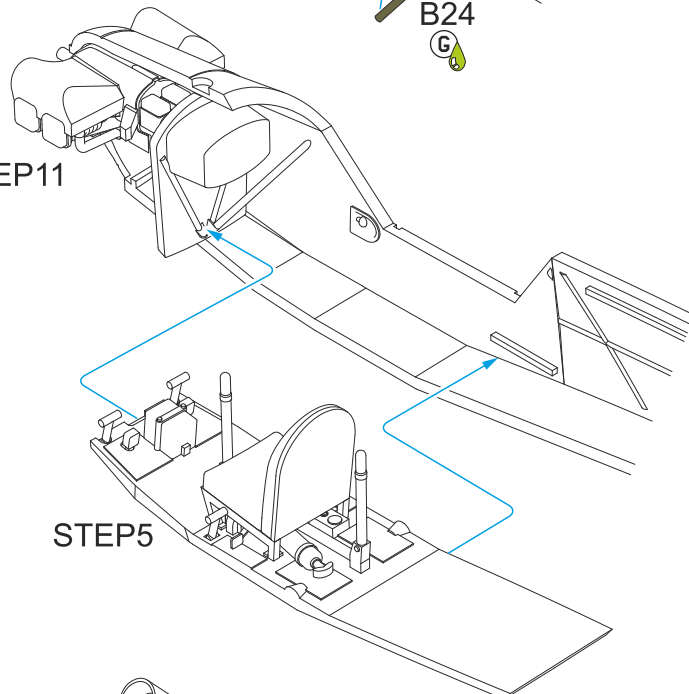
STEP 11

STEP10

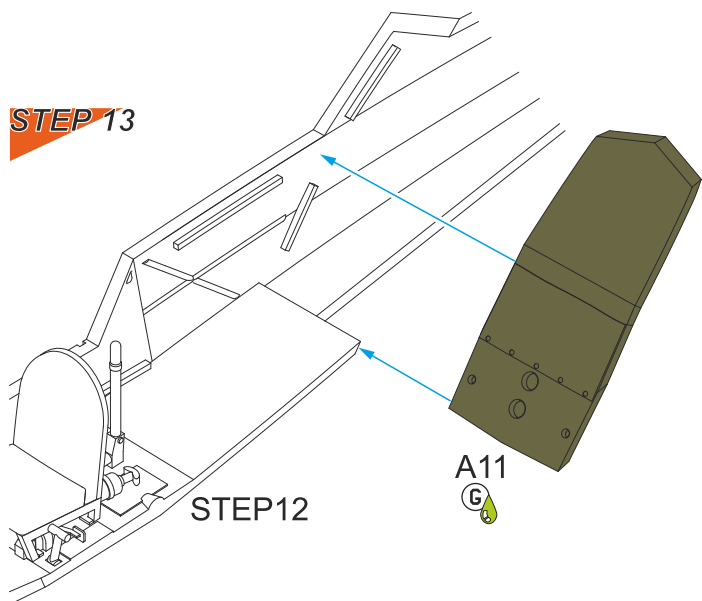


STEP 12

STEP11



STEP 13



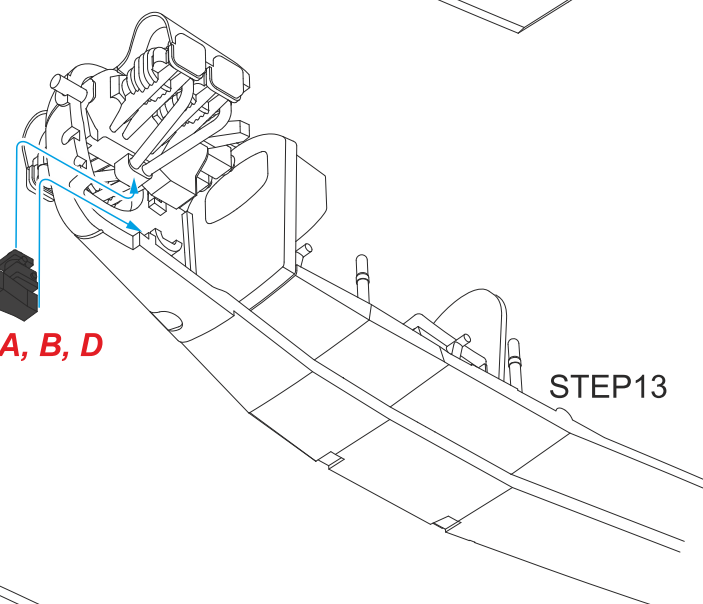
STEP12

A11
G

STEP 14

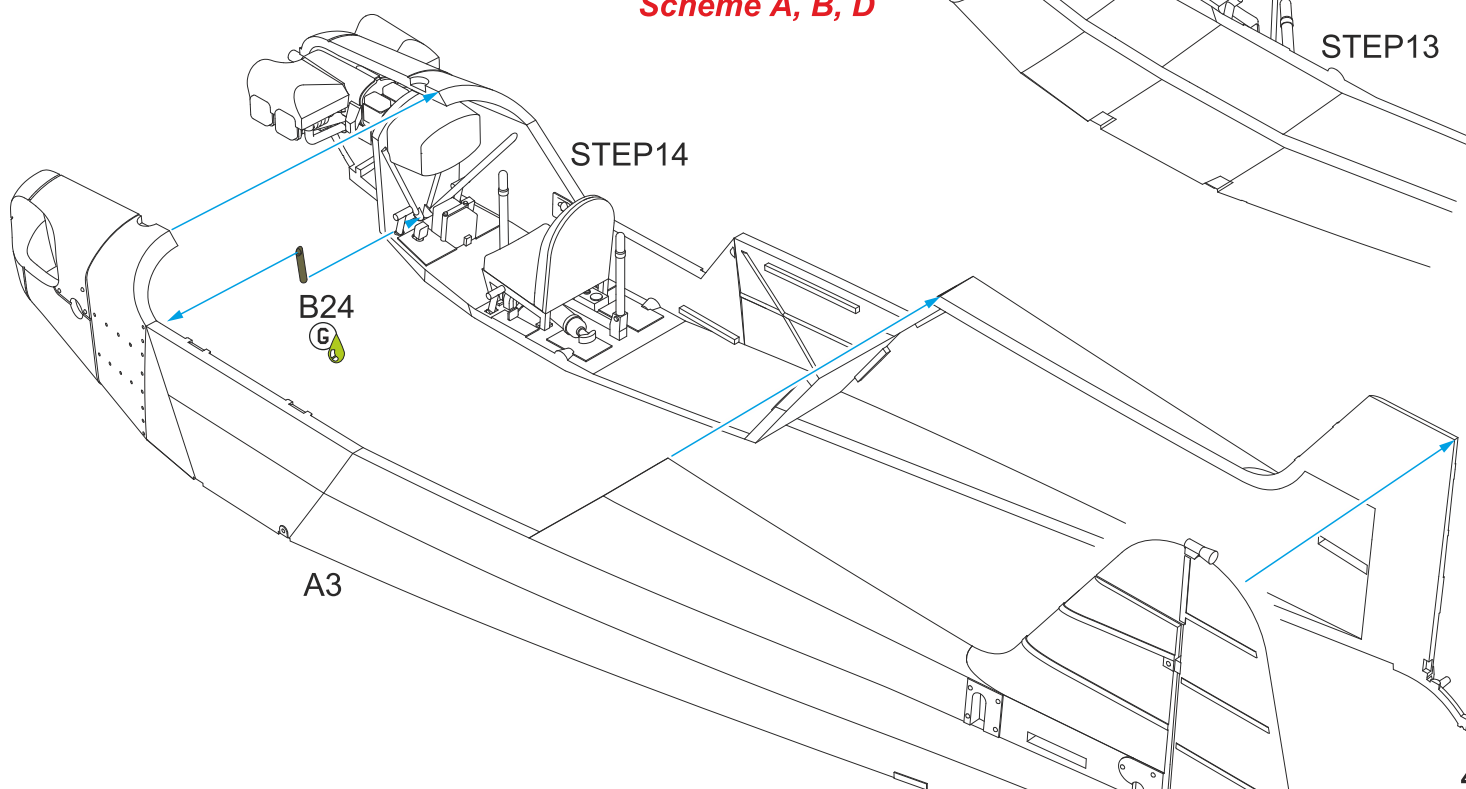
A
B21

Scheme A, B, D



STEP13

STEP 15

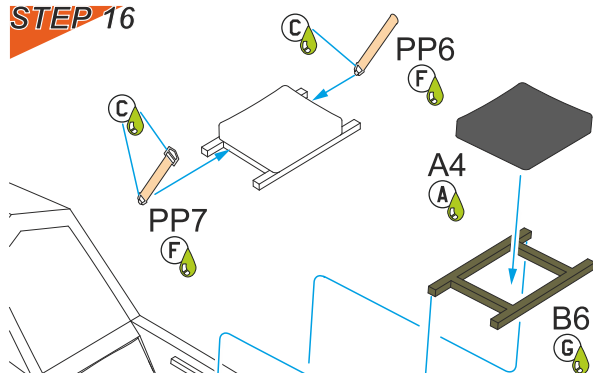


STEP14

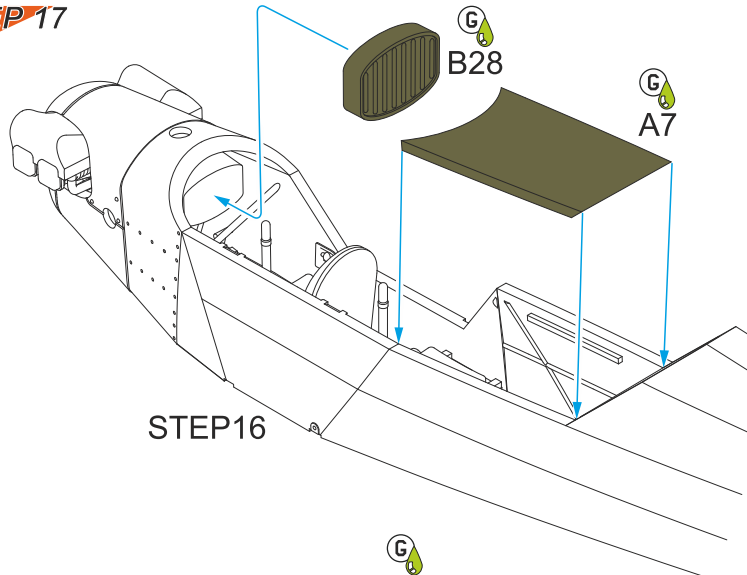
B24
G

A3

STEP 16

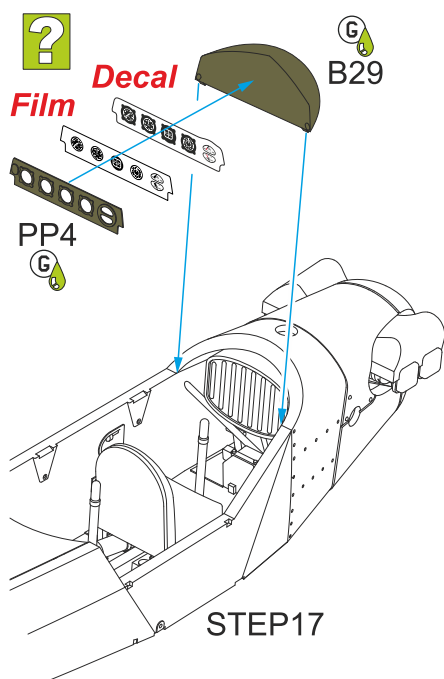


STEP 17

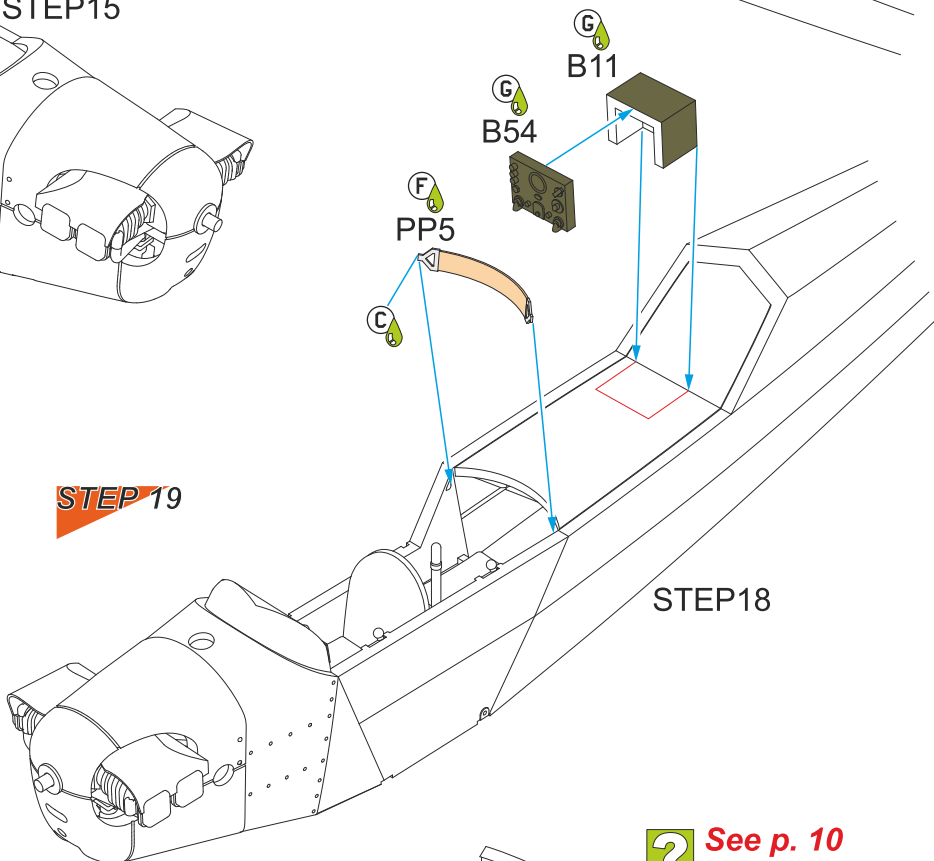


STEP 15

STEP 18

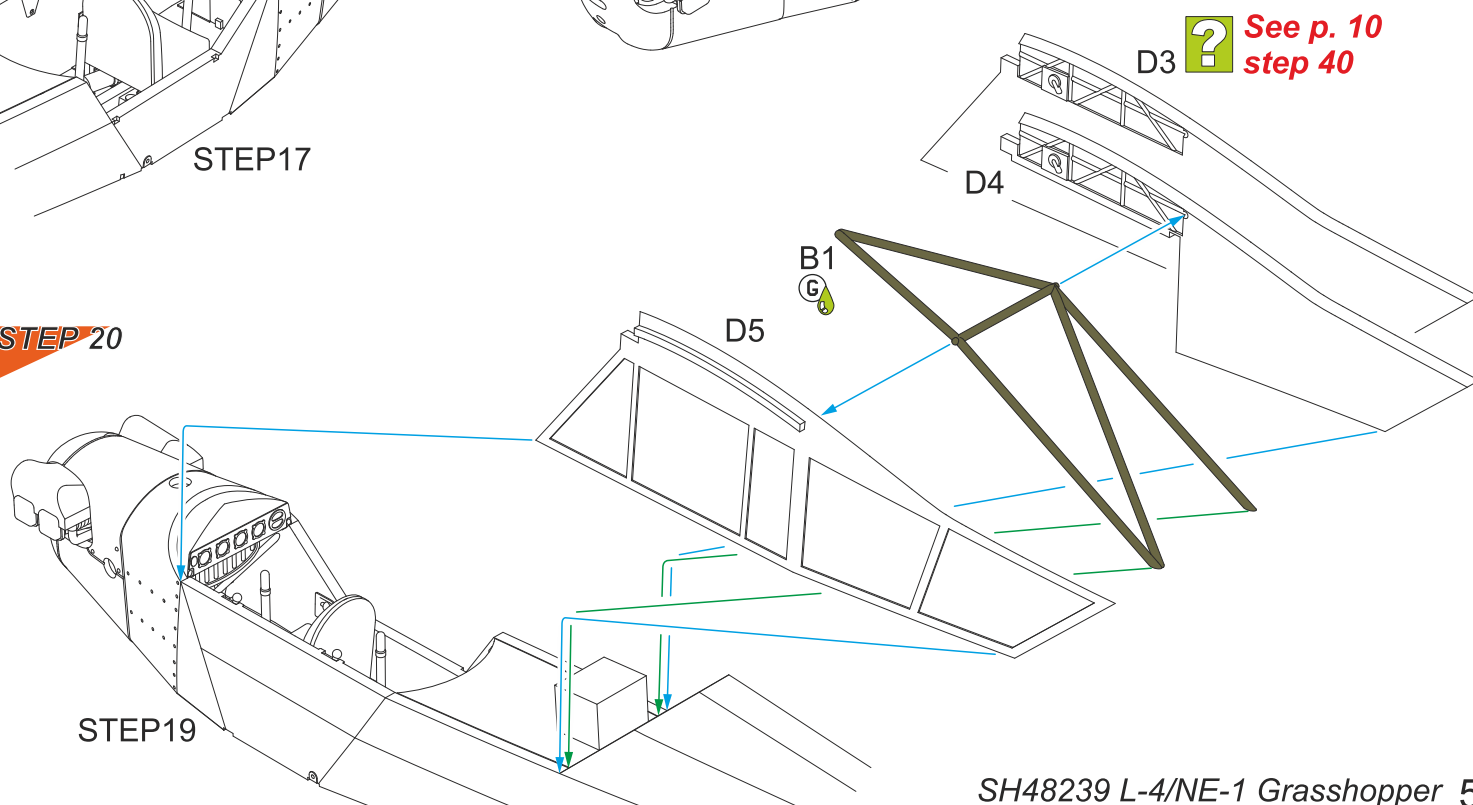


STEP 19



STEP 18

STEP 20



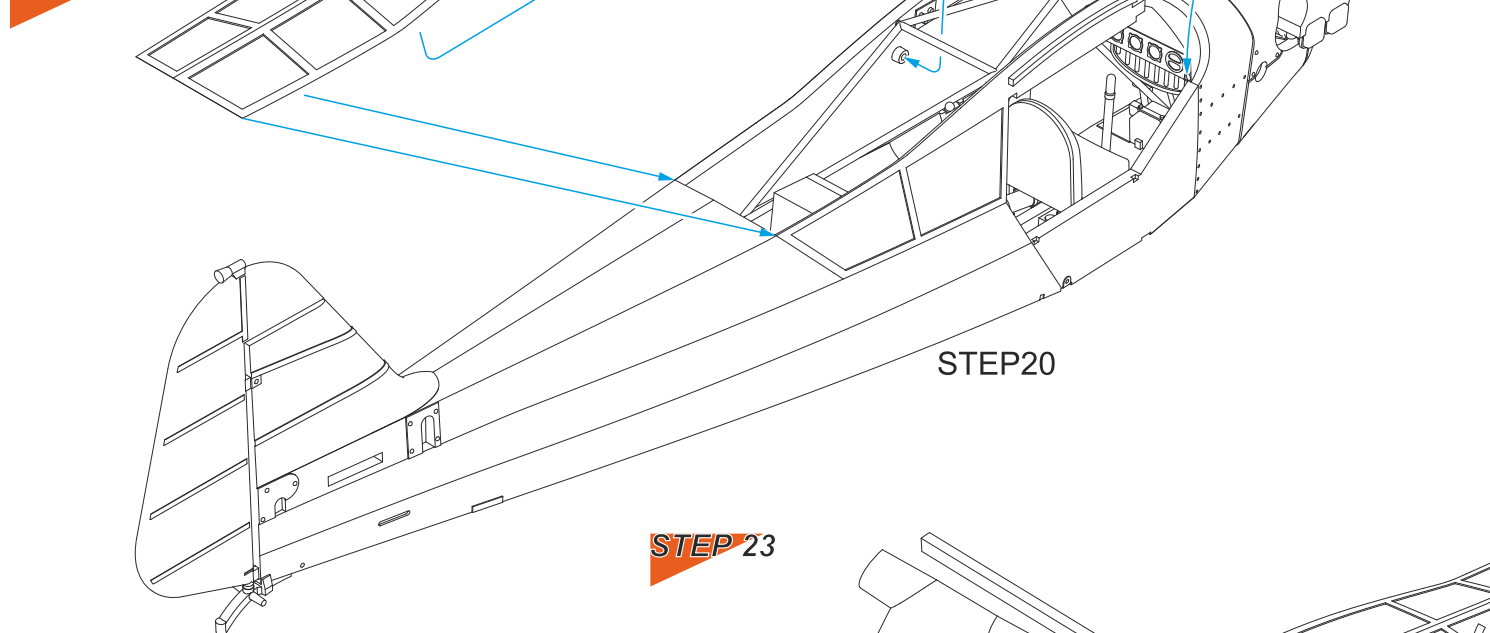
STEP 21

D6

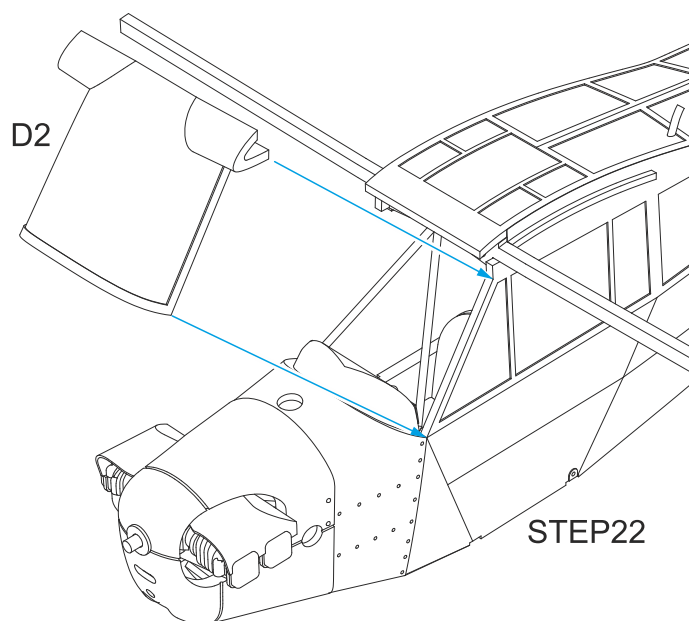
Ø 0,7mm



STEP21

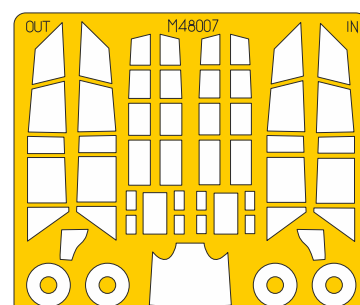
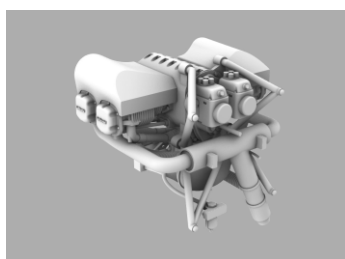
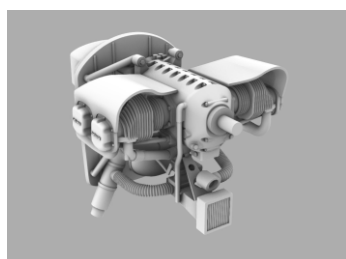
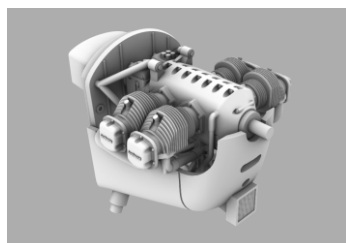
STEP 22**STEP 23**

D2

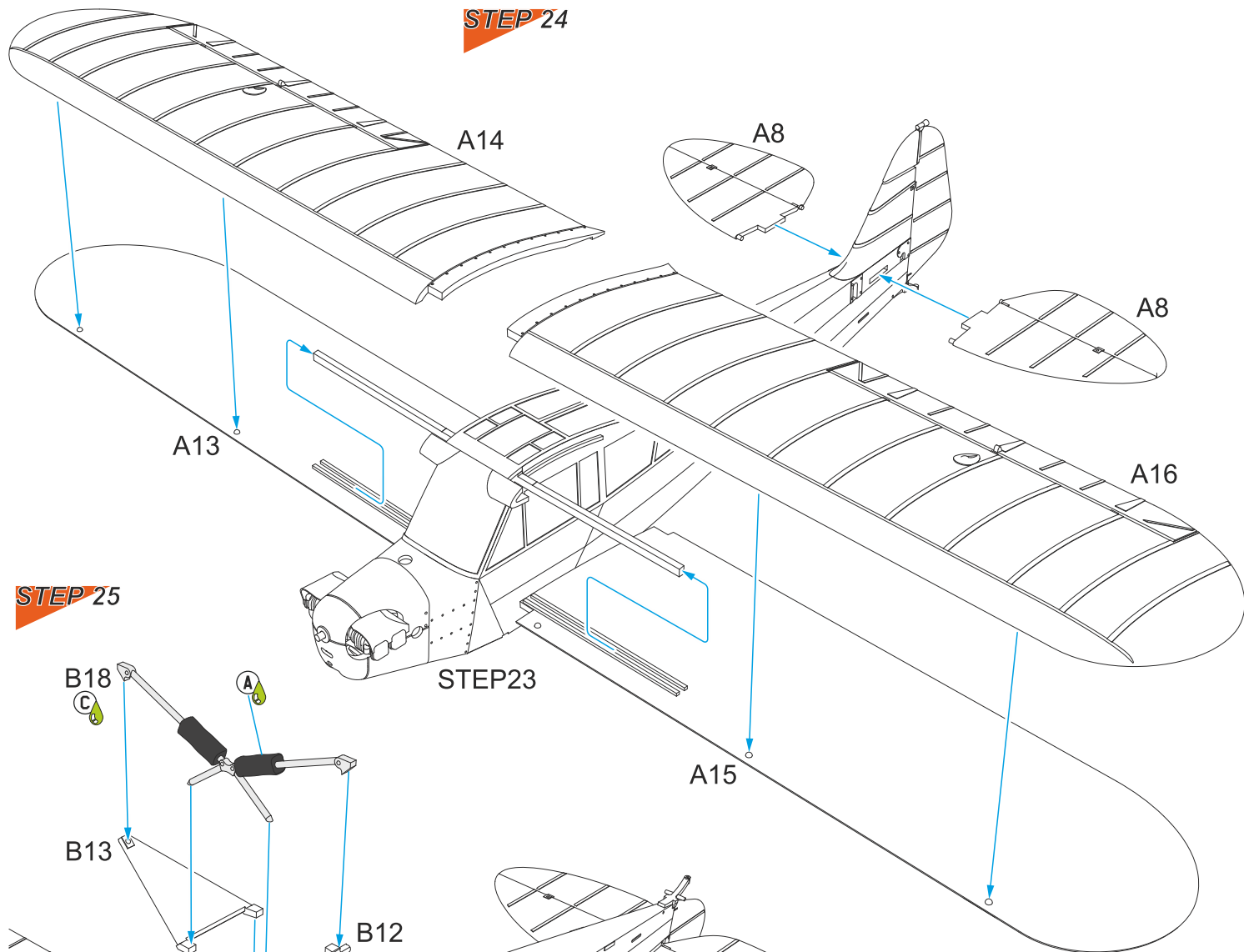


Pro zjednodušení stavby a vylepšení modelu L-4 Grasshopper nabízíme samostatně prodávané předřezané vnější i vnitřní masky M48007, 3D tištěný motor Continental O-170-3 P48002 a resinová kola CMK 4452.

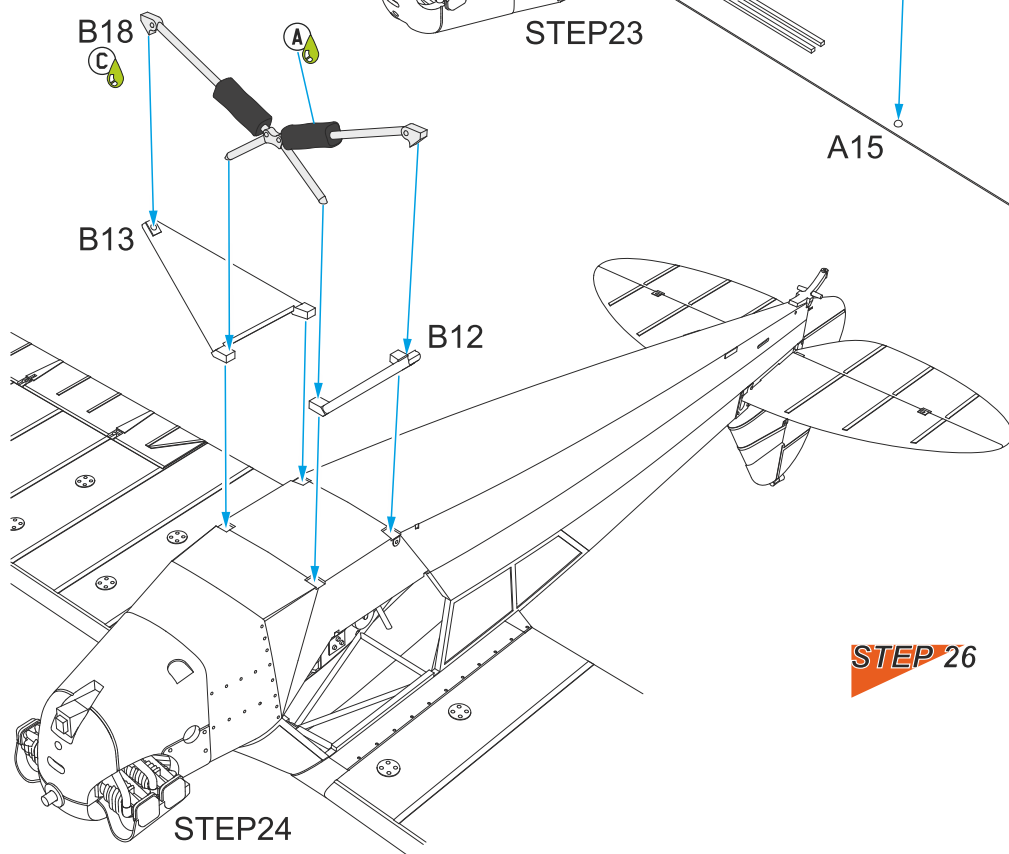
If you want to make the build easier and spruce up your L-4 Grasshopper we also offer the pre-cut Inside/Outside mask M48007, 3D printed engine Continental O-170-3 P48002 and the main wheels CMK 4452 in resin.



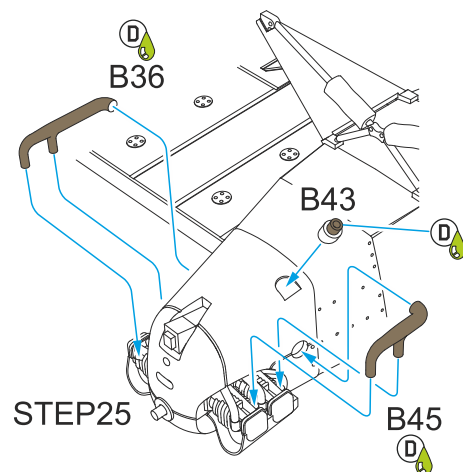
STEP 24



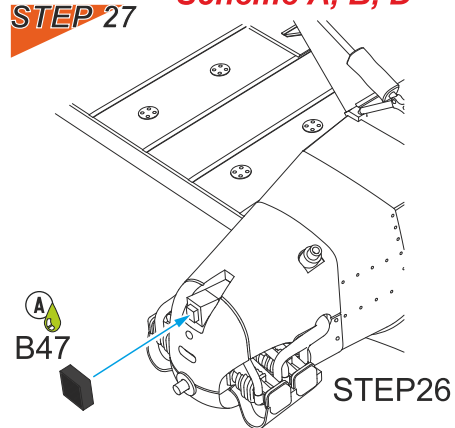
STEP 25



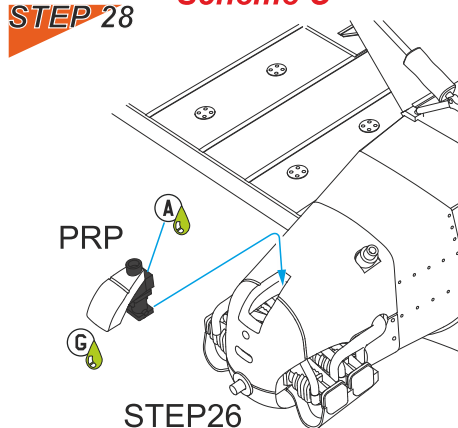
STEP 26



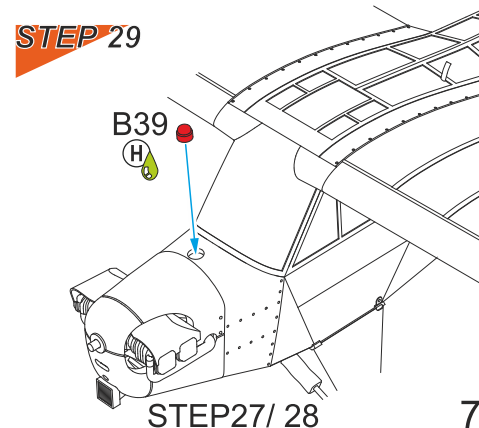
STEP 27 Scheme A, B, D



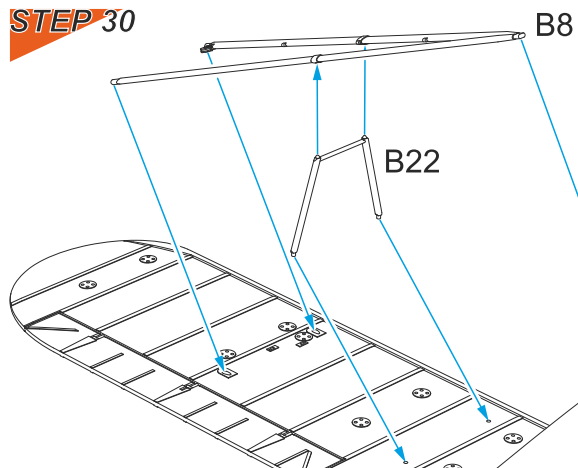
STEP 28 Scheme C



STEP 29

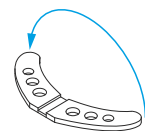


STEP 30



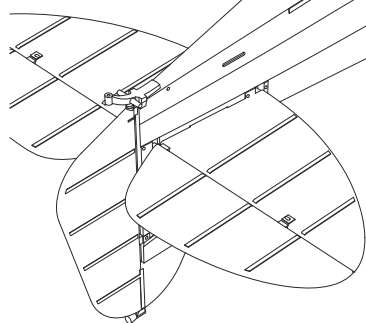
STEP 31

2x



PP13

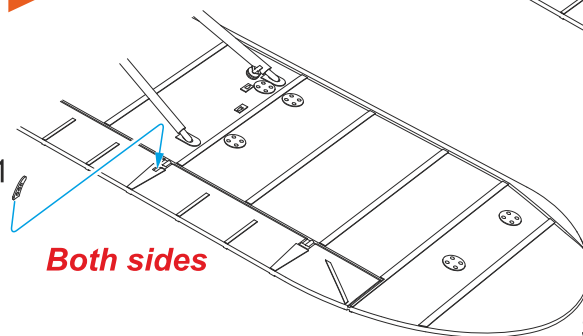
STEP29



STEP 32

STEP31

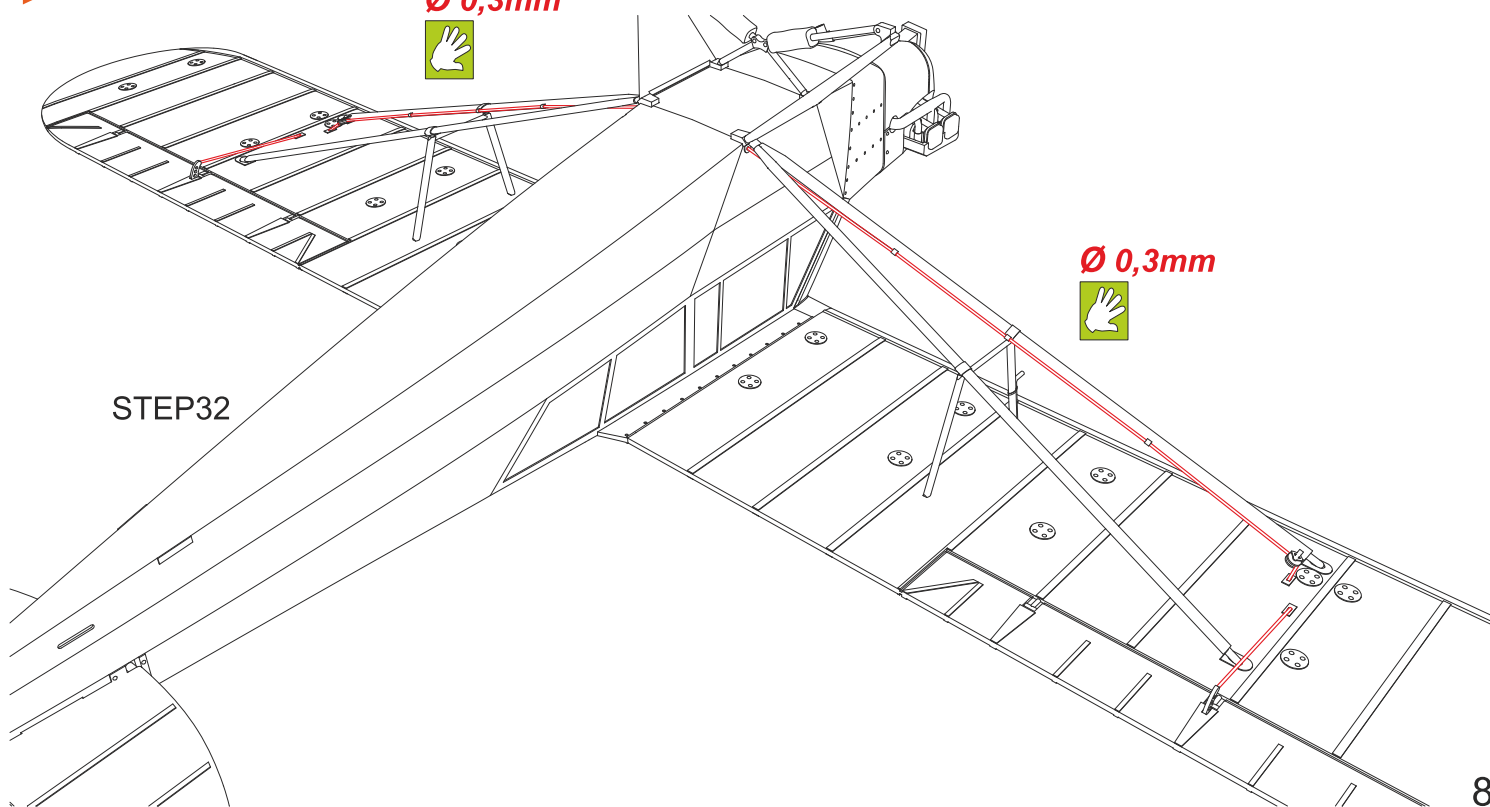
Both sides



STEP30

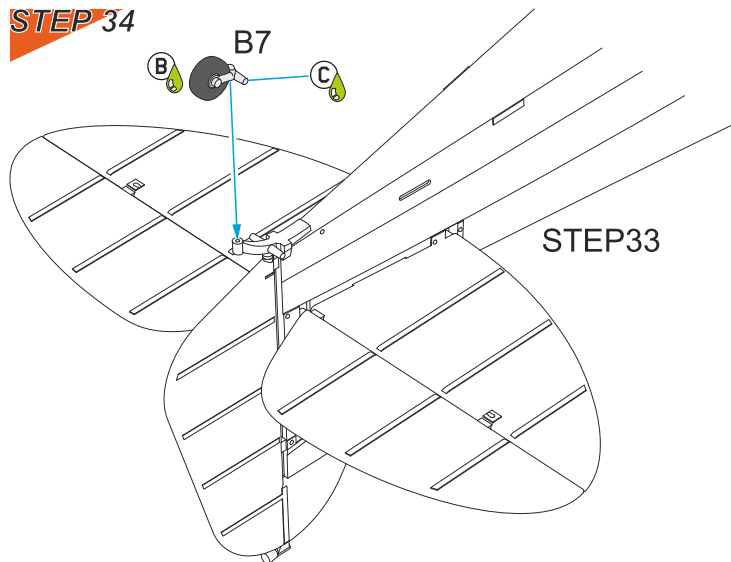
STEP 33

Ø 0,3mm

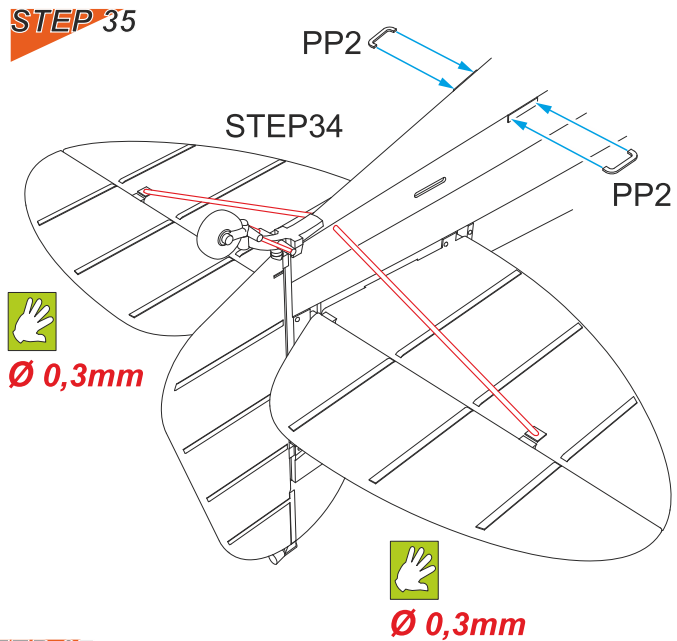


STEP32

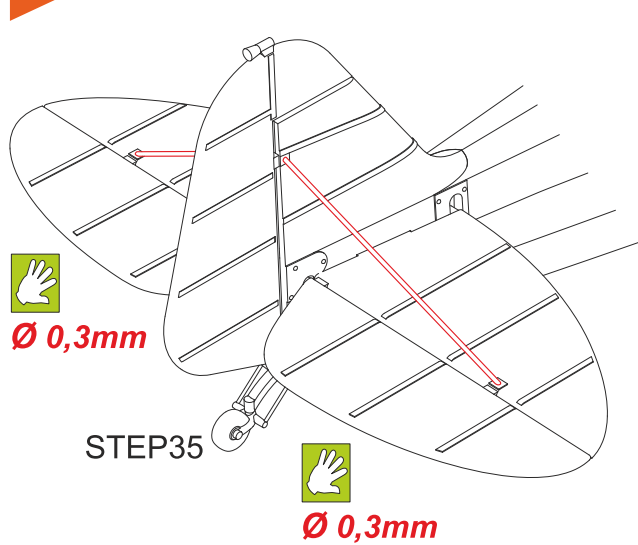
STEP 34



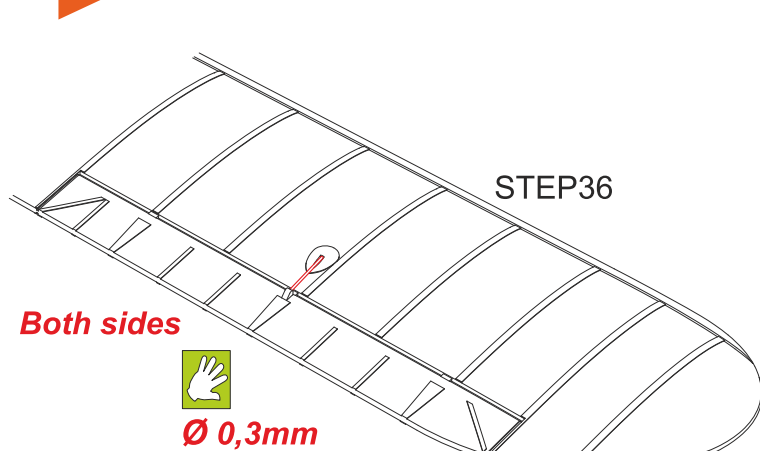
STEP 35



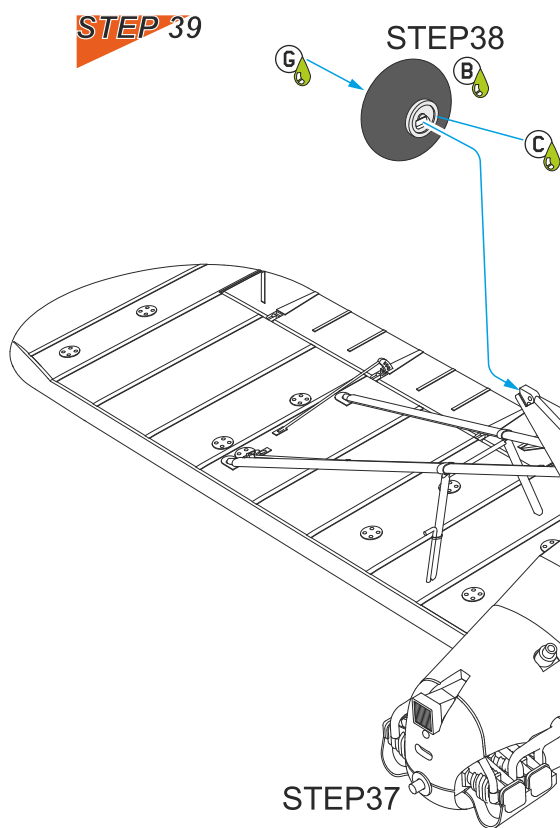
STEP 36



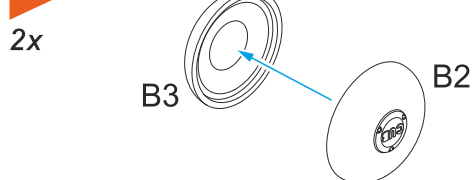
STEP 37



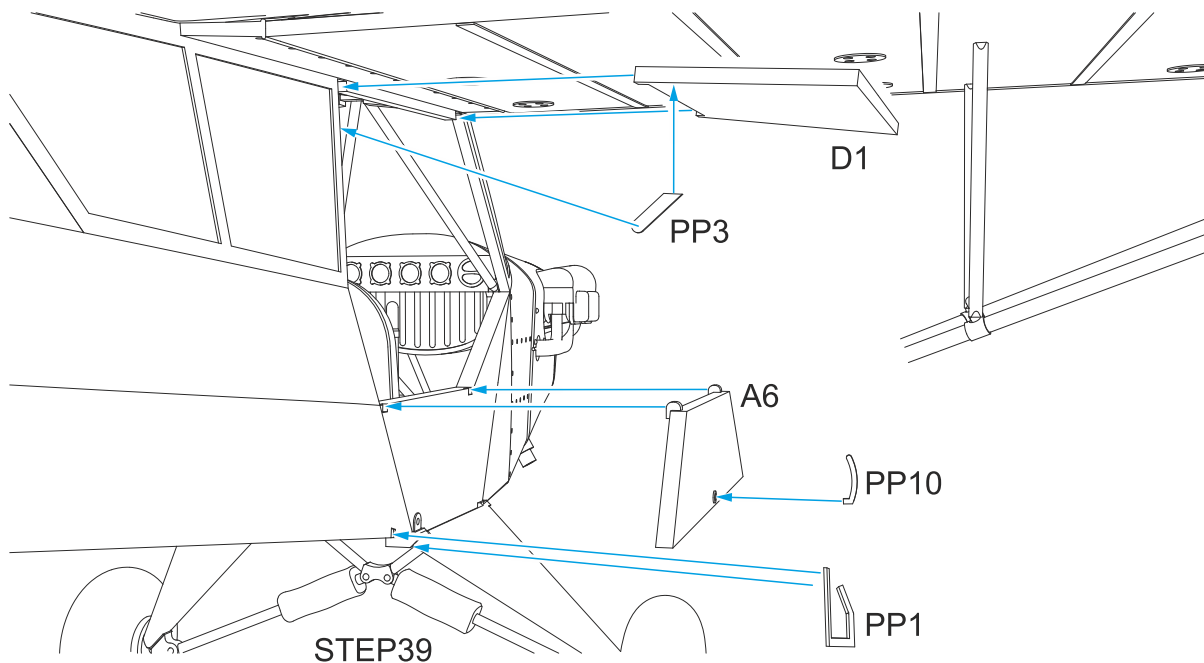
STEP 39



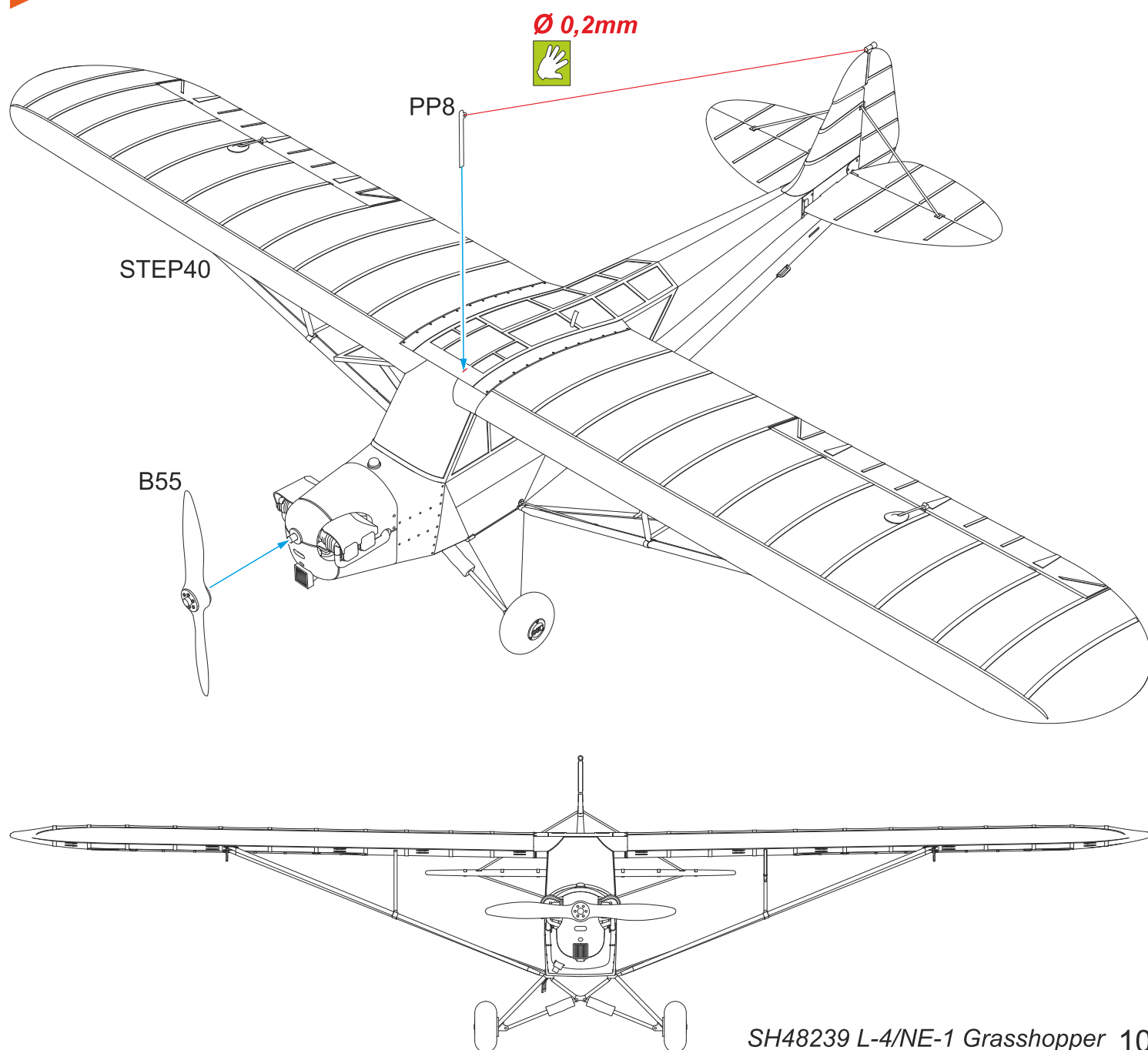
STEP 38



STEP 40



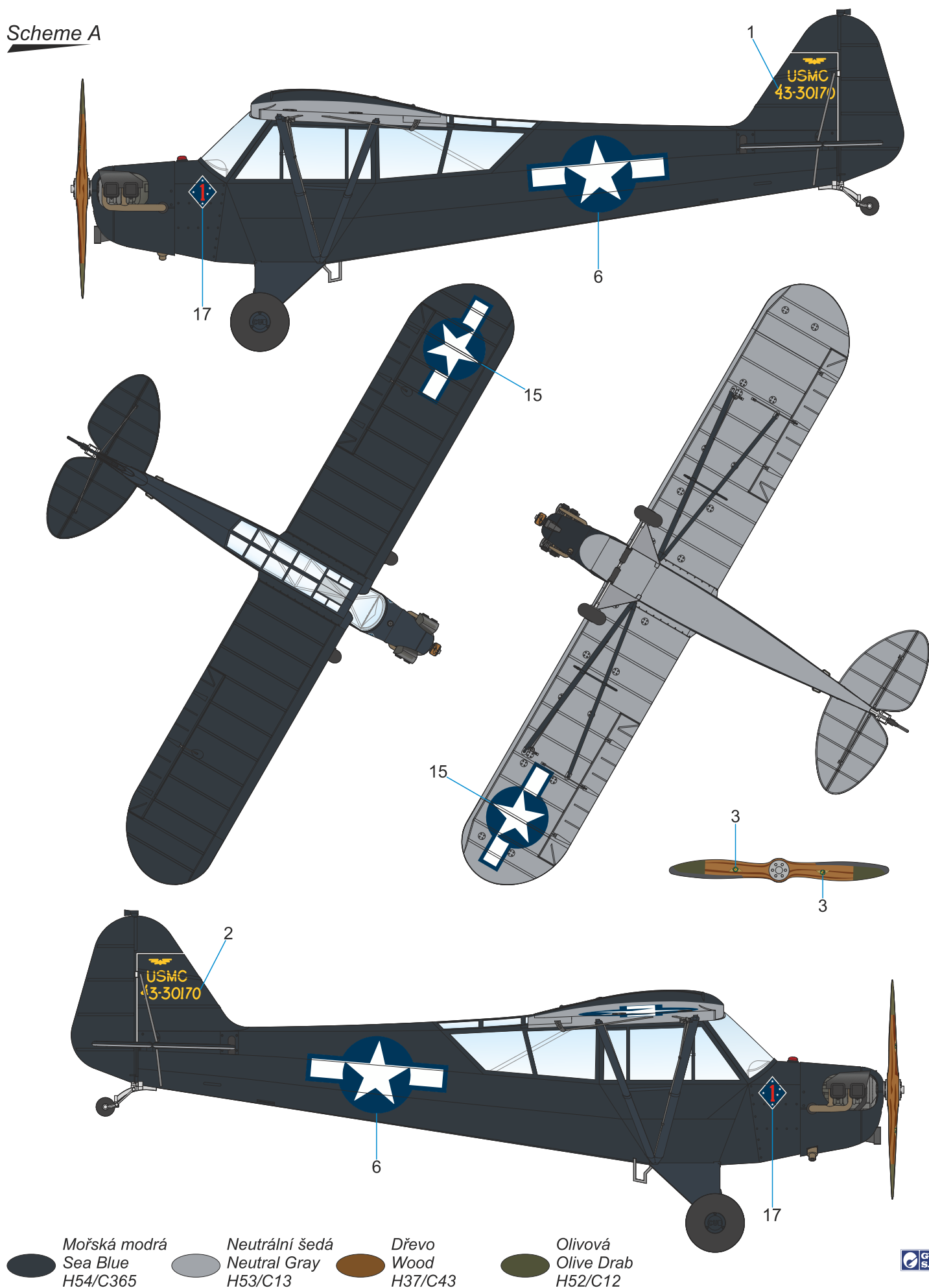
STEP 41



NE-1 Grasshopper, 43-30170, 1st Provisional Observation Group, US Marines, základna na ostrově Pavuvu, Russelovo souostroví, srpen 1944.

NE-1 Grasshopper, 43-30170, 1st Provisional Observation Group, US Marines, based at Pavuvu Island, the Russell Islands, August 1944.

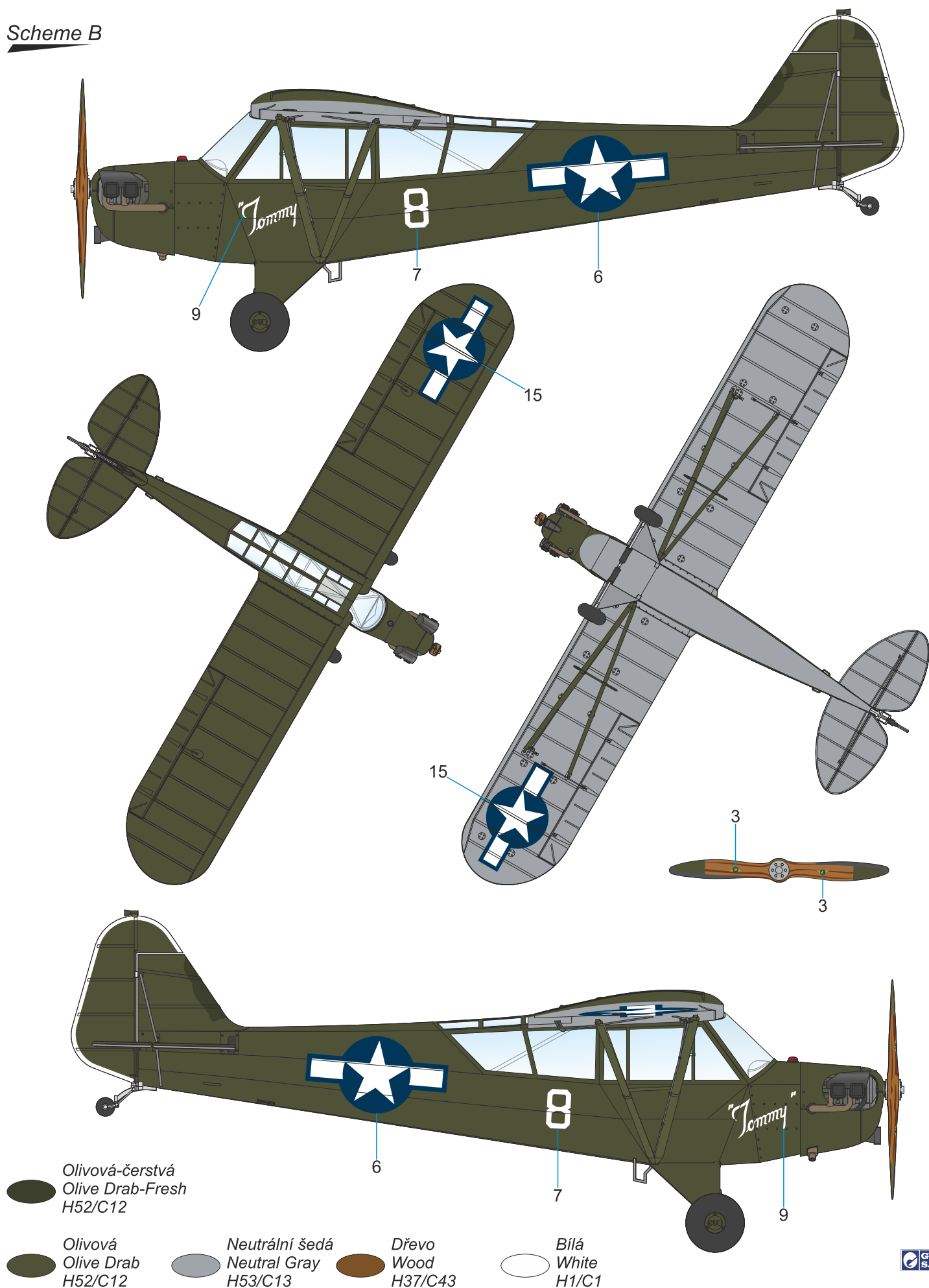
Scheme A



L-4 Grasshopper, bílá 8, pojmenovaný Tommy, neznámá jednotka US Army, ostrov Bougainville, Šalomounovy ostrovy, 1944.

L-4 Grasshopper, White 8, named Tommy, unknown US Army unit, Bougainville Island, the Solomon Islands, 1944.

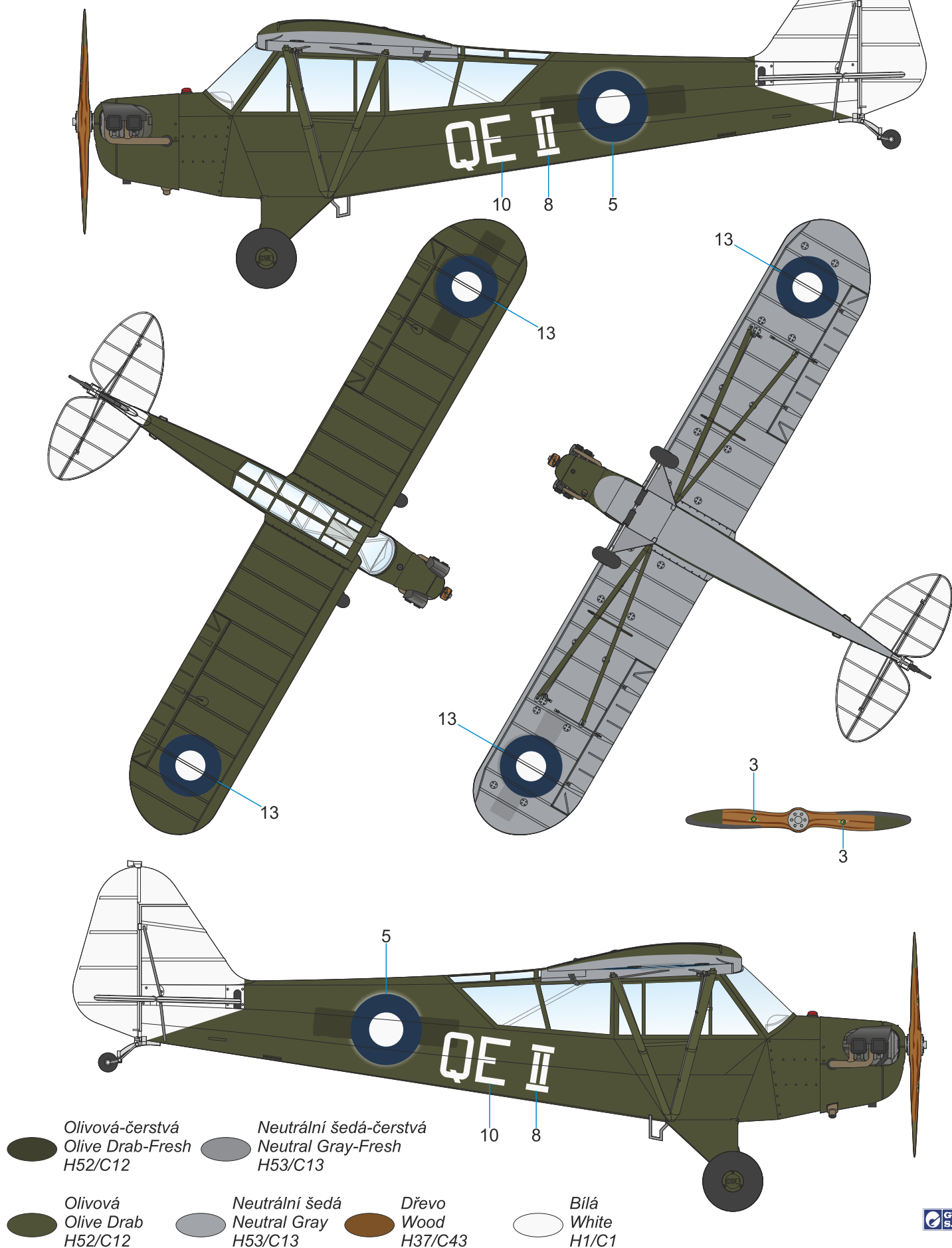
Scheme B



L-4 Grasshopper, QE-II, No.4 Sqn. RAAF, Nová Guinea, 1944. RAAF oficiálně letoun L-4 nepoužívalo. Šest L-4 bylo ale darováno 5th US Air Force díky iniciativě australského styčného důstojníka a zařazeno do stavu No.4 Sqn. RAAF. L-4 podporovaly postup 7. Australské divize. QE-II byl dvakrát zasažen japonským ostřelovačem (ostřelovač byl vždy zlikvidován) a jednou střepinami bomb svržených z amerického B-25 Mitchell, jehož osádka přehlédla L-4 kroužící v malé výšce.

L-4 Grasshopper, QE-II, No.4 Sqn. RAAF, New Guinea, 1944. The RAAF did not officially operated the L-4 type, six of them were, however, presented to the 5th US Air Force thanks to the Australian liaison officer initiative and the machines were integrated to No.4 Sqn. RAAF. The L-4s supported the advance of the 7th Australian division. QE-II was hit twice by Japanese snipers (who were eliminated in both cases) and even once hit by fragments of bombs dropped from a US B-25 Mitchell whose crew had failed to notice the tiny L-4 circling at low level.

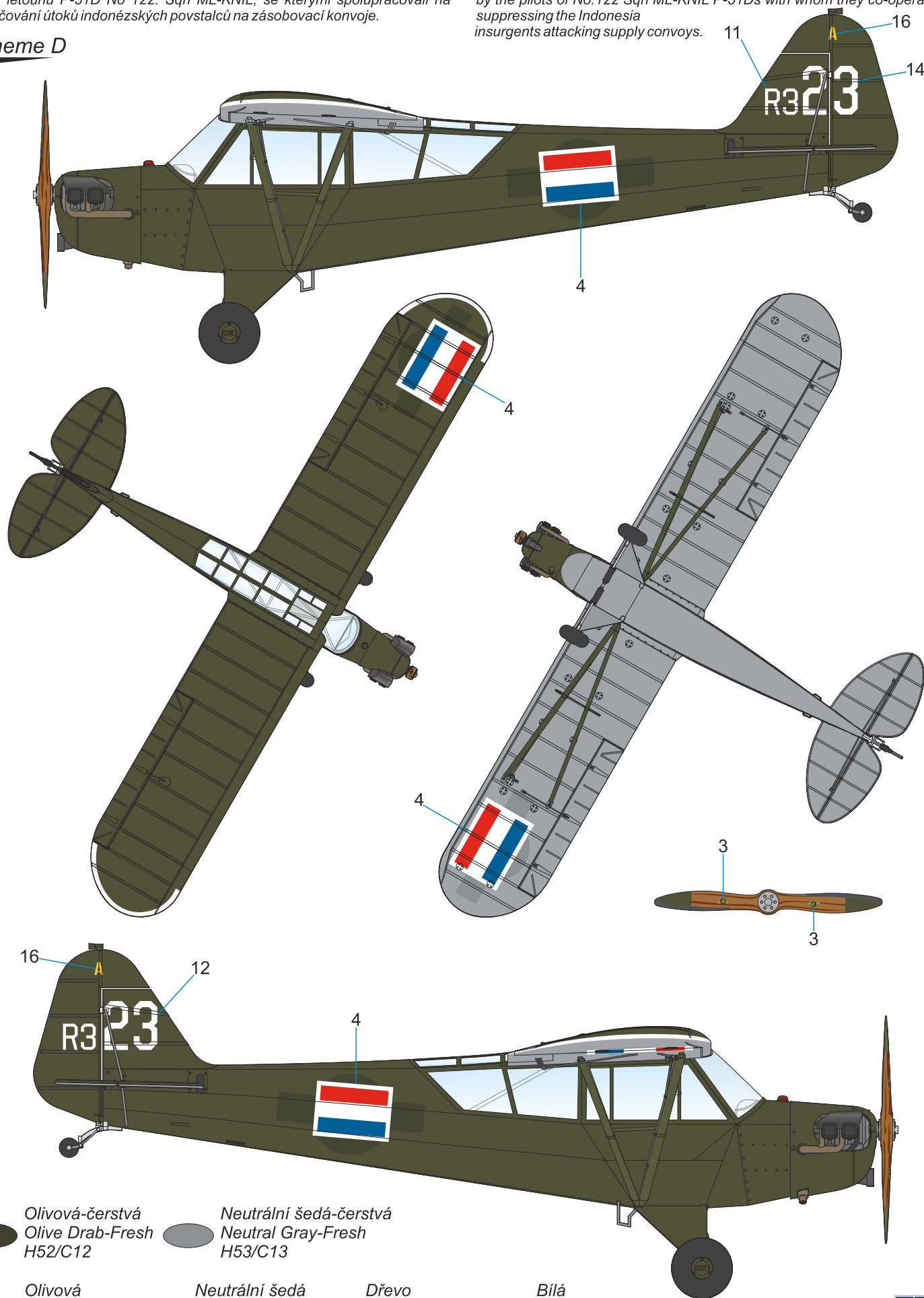
Scheme C



L-4 Grasshopper, R323/A, A-patrouille, 17.VARWA (Verkenning en Artillerie Waarnemings Afdeling- Oddíl průzkumu a řízení dělostřelecké palby), Militaire Luchtvaart van het Koninklijk Nederlands-Indisch Leger, ML-KNIL, 1947. Letouny 17 VARWA dostaly bílé pruhy na koncové oblouky křídel (později byly bílou natřeny celé koncové oblouky). L-4 tak byly snáze rozpoznatelné pro piloty letounů P-51D No 122. Sqn ML-KNIL, se kterými spolupracovali na potlačování útoků indonézkých povstalců na zásobovací konvoje.

L-4 Grasshopper, R323/A, A-patrouille, 17.VARWA (Verkenning en Artillerie Waarnemings Afdeling- Reconnaissance and Artillery Observation Division), Militaire Luchtvaart van het Koninklijk Nederlands-Indisch Leger, ML-KNIL, 1947. The 17 VARWA aircraft got white bands painted on the wing tips (later the whole wing tips were painted white) so that the L-4s could be easily recognised by the pilots of No.122 Sqn ML-KNIL P-51Ds with whom they co-operated on suppressing the Indonesia insurgents attacking supply convoys.

Scheme D



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F48358
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Rigger (Prop
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F48367
Luftwaffe WW2 /
CS Post-War
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Q48352
Wheels



Q48353
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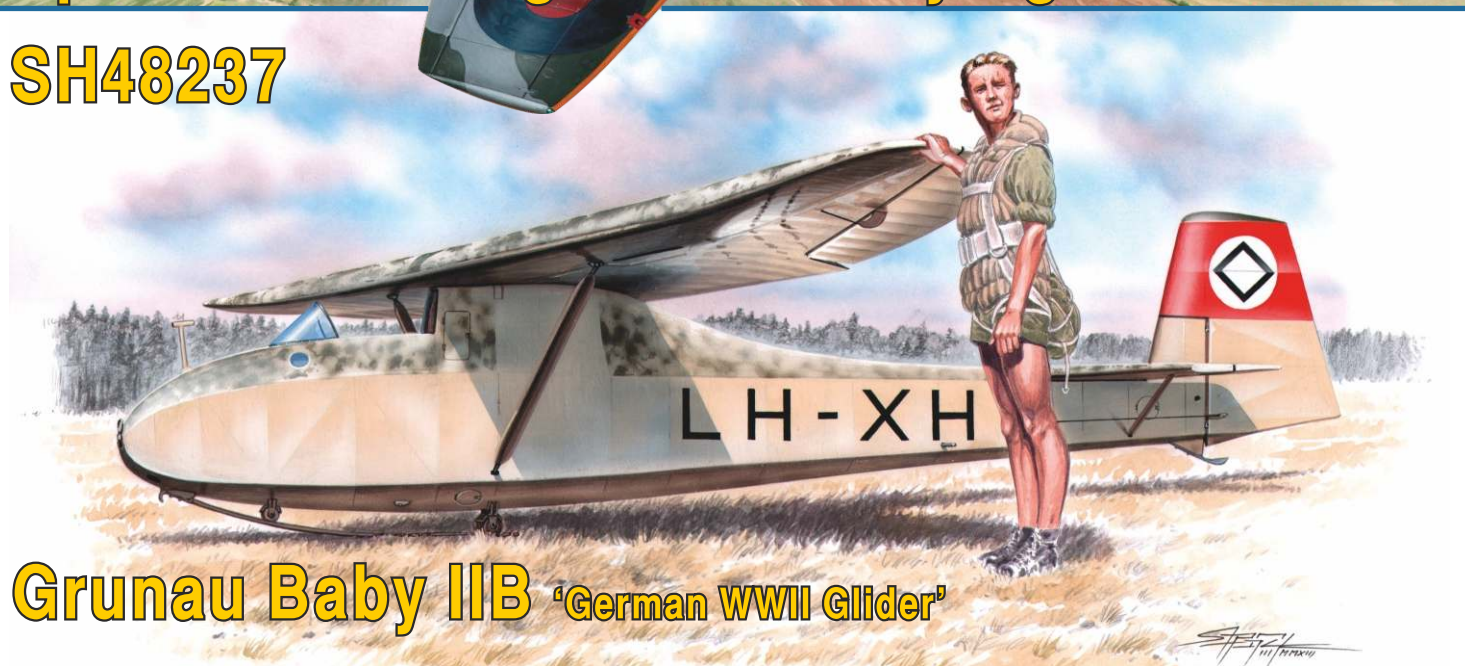
IMAM (Romeo) Ro.44 'Italian Float Fighter'

SH48192



Spitfire Mk.XII against V-1 Flying Bomb

SH48237



Grunau Baby IIB 'German WWII Glider'

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