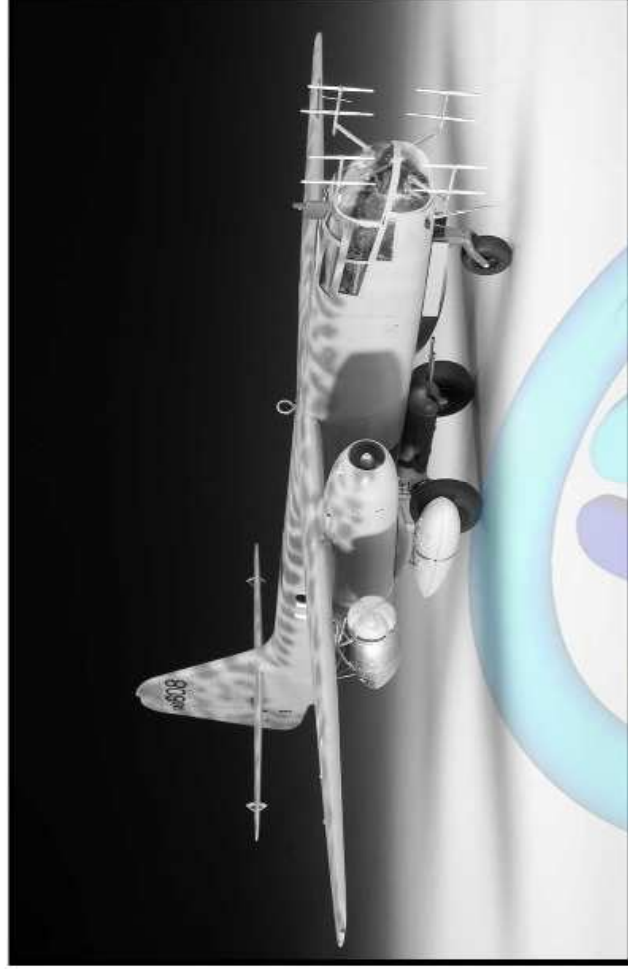




ARADO Ar 234 B-2/N

Die Entscheidung, aus dem Strahlbomber Ar 234 B-2 eine Nachtjagdversion Ar 234 B-2/N abzuleiten, fiel im Sommer 1944. Die Planungen für diese Notlösung unter dem Codewort „Nachtgale“ sahen vor, im Arado-Werk in Alt-Lönniewitz im November und Dezember 1944 insgesamt 30 Maschinen für die Nachtjagd umzurüsten. Am 2. Oktober erging der Befehl des Führungsstabes der Luftwaffe für die Umrüstung. Der erste Umbau sollte am 25. Oktober in Sagan-Küpper zur Abnahme bereitstehen. Dort waren die Voraussetzungen für einen schnellen Umbau jedoch so unzureichend, daß die Arbeiten in die Erprobungsstätte für Funkgeräte und die Werkstätten der Luftflotte 1 von Siemens in Werneuchen verlagert wurden. Am 20. September 1944 traf dort die erste Ar 234 B-2 ein. Nach nordöstlich Berlins verlegt werden mußten. Am 20. September 1944 traf dort die erste Ar 234 B-2 ein. Nach Ausbaualler Geräte und Einrichtungen für den Bombenabwurf wurde eine Radaranlage, FUG 218 „Neptun“, von Siemens mit Antennenanordnung am Bug, das FUG 120 „Bernhardiner“, ein FUG 350 „Naxos“, ein FUG 16 ZY mit Stabantenne unter dem Bug und das Blindlandegerät FUG 2 eingebaut. In der für eine große Bombe vorgesehenen Vertiefung auf der Rumpfunterseite wurde eine modifizierte „Magirusbombe“ mit zwei in Flugrichtung aufgerichteten MG 151/200 montiert. Trotzdem die benötigten Radar-, Funkmeß- und Blindlandegeräte in Werneuchen vorhanden waren, verzögerten Bug, verzieht und standessen ein entgegen der Flugrichtung ausgerichteter Arbeitsplatz für den Treibstofftank geschaffen. Der Einstieg entstand durch Einbau einer Passagierkabine auf dem Rumpfrücken oberhalb des Beobachtensitzes. Für den Erprobungsbetrieb mit der Ar 234 B-2/N war die Sort- und Unterbau in Werneuchen zu kurz. Am 8. November startete die Werksnummer 140145, SM-HF zum Überflugsflug nach Orlanienburg. Bis zum 02.12.1944 gelang es, die erste Maschine mit vollständiger Nachtjagdausrüstung flugklar zu machen und am 10.12.1944 erfolgte der erste Flug über 25 Minuten. Folgend konnte bei einem Höhenflug eine maximale Flughöhe von 12,4 km erreicht werden. In Orlanienburg wurden zum 12.12.1944 zwei Nachtjagderprobungscommandos parallel aufgestellt. Während das „Sonderkommando Weiter“ die Nachtjagdausführung der Me 262 erproben sollte, erhielt das „Sonderkommando Bispin“ diesen ersten Umbau Ar 234 B-2/N zugeteilt. Hauptmann Josef Bispin unternahm mit Hauptmann Albert Vogl als Meßunker mehrere erfolgreiche Einsätze. Beim Nachtstart am 13. Februar 1945 wurde die Startbahnbeleuchtung versehentlich ausgeschaltet und Hptm. Bispin zog die Maschine zu steil nach oben. Die Besatzung verunglückte beim darauf folgenden Absturz tödlich. Mit dem zweiten fertiggestellten Ar 234 Umbau, der Werksnummer 140146, SM-HF, setzte Hauptmann Kurt Bonow die Erprobungsarbeiten ab 1. März 1945 fort. Sein Meßunker war Oberfeldwebel Beppo Marchetti. Nachfolgend sollte es noch zur Lieferung weiterer Ar 234 B-2/N gekommen sein. Anfang April übernahm die Besatzung Oberleutnant Joachim Pützkuhl eine weitere Ar 234 B-2, die Werksnummer 140608 zur Nachtjagd-Erprobung. Nach einem schweren Bombardierung Orlanienburgs am 10. April 1945 endete der Erprobungsbetrieb der mittleren Ar 234 B-2/N, umbenannten Einheit. Im Ergebnis der Erprobung erwies sich die vollverbaute Kanzeausführung der Ar 234 mit Blindfluggeräten, Richtungen und der Gefährdung des Piloten bei der Bekämpfung eines vorausfliegenden Feindflugzeuges durch weitfliegende Trümmerteile als wenig geeignet. Eine geplante Panzerung der Kanze wurde nicht mehr realisiert. Bedingt durch die Antennenanlage am Bug verminderte sich die Höchstgeschwindigkeit und die verhältnismäßig kurze Einsatzdauer machte sich ebenfalls negativ bemerkbar. Hauptmann Bonow sollte weiterhin fest, daß eine erfolgreiche Bekämpfung schneller Kolbenmotorengleber Jäger und hochfliegender Schnellbomber (Mosquito) insbesondere im Nachtleinsatz mit Strahljägern wenig erfolgversprechend sei.

Technische Daten:

Besatzung:	2	12,64 m (ohne Antennen)
Länge:	14,41 m	
Spannweite:	26,4 qm	
Flügelhöhe:	4,3 m	
Höhe:	4,77 m	
Leergewicht:	9,14 t	
Startgewicht max.:	3790 t	In 2 selbstständigen Behältern, extern 2 x 300 (Zusatzbehälter)
Treibstoff (Gasol):	2 x 20 l	In den Treibwerksgondeln
Antriebsstoff:	2 x 20 l	In den Treibwerksgondeln
Treibwerk/Startleistung:	2 x RI 202 b-Geräte (je 500 kp Schub für 30 s)	
Startsracken:	1300 m	
Rollstrecke:	700 m	
Höchstgeschwindigkeit:	8,33 m/s	
Steiggeschwindigkeit:	18 min	
Steigzeit auf 8 km:	145 km/h	
Landegeschwindigkeit:	1400 km	
Reichweite max.:	12 km	
Gefüßhöhe:	2	
Besatzung:	WB 151/20 „Magirusbombe“ mit 2 MG 151-20 (je 200 Schuß)	
Bewaffnung:		

ARADO Ar 234 B-2/N

In summer 1944, the decision was made to derive a night fighter version - the Ar 234 B-2/N - from the already existing jet-powered bomber Ar 234 B-2. The intention of this rather makeshift solution under the code-word „Nachtgale“ („Nightgale“) was to convert 30 aircraft into night fighter versions at the Arado works at Alt-Lönniewitz in November and December 1944. On 2 October, the Luftwaffe command made the decision for the conversions to be started, with the first converted aircraft to be completed for acceptance at Sagan-Küppers by 25 October 1944. However, as the conditions there were found to be insufficient for the necessary work on the aircraft to be carried out, the conversions had to be transferred to the agency for evaluation of radio equipment and to the Luftflotte 1 and Siemens works at Werneuchen, north-east of Berlin. On 20 September 1944, the first Ar 234 B-2 arrived there. After the removal of all equipment related to the release of bombs, a Siemens FUG 218 „Neptun“ radar with antennae fixed at the nose was installed, along with the FUG 120 „Bernhardiner“, a FUG 350 „Naxos“, a FUG 16 ZY with flagpole antenna under the nose and a FUG 2 instrument and system. The semi-recessed space at the bottom part of the fuselage which had before been designed to carry one large bomb was fitted with a modified „Magirus“ bomb and two forward-fed MG 151/200 cannons. Although all the necessary equipment such as radar, radio equipment and instrument landing gear were available at Werneuchen, delivery problems inevitably caused delays in the production. As a consequence, the idea of fitting the nose with a two-seater cabin was dropped in favour of a backward-facing work station for the radar operator, fitted into the very space behind the second fuselage tank which had previously been scheduled to house a camera for the reconnaissance version. The crew entered the aircraft from the top of the fuselage through a plastic hatch above the observation officer's seat. The Werneuchen runway proved to be too short for operational testing of the Ar 234 B-2/N, so, on 8 November the serial no. 140145 SM-HF aircraft took off to its transfer flight to Orlanienburg. By 2 December 1944 the first completed night fighter aircraft was ready for take-off. On 10 December 1944 it took off to its first flight which lasted 25 minutes. On a high altitude flight soon after, a maximum altitude of 12,4 km could be reached. By 12 December 1944, two experimental night fighter units were set up at the same time: Sonderkommando „Weiter“ (special command „Weiter“) was to evaluate the night fighter version of the Me 262, Sonderkommando „Bispin“ was to test the first converted Ar 234 B-2/N. Hauptmann Josef Bispin and his radar operator Hauptmann Albert Vogl had a couple of unsuccessful flights. On taking off in the night of 13 February 1945, the runway lights were switched off by mistake. Bispin put his aircraft into a stall and the aircraft crashed to the ground, killing its crew in the accident. The evaluation process was continued by Hauptmann Kurt Bonow with the second converted Ar 234, serial no. 140146 SM-HF from 1 March 1945. His radio operator was Oberfeldwebel Beppo Marchetti. It is reported that a few more Ar 234 B-2/N aircraft were delivered. In early April 1945, Oberleutnant Joachim Pützkuhl's crew received another Ar 234 B-2, serial no. 140608, for operational evaluation. After the heavy bombardments of Orlanienburg on 10 April 1945, the experimental phase ended for the unit which had meanwhile been re-designated „Kommando Bonow Ar 234“. The tests showed that the full view gas canopy caused reflection phenomena which dazzled the pilots, and that it put them in danger if, during battles, debris of enemy aircraft hit their Ar 234 B-2/N aircraft from in front. Plans to armour-plate the canopy were not carried out anymore. Also, the antenna set on the nose reduced the maximum speed and the comparatively low endurance was another problem. Hauptmann Bonow came to the conclusion that the pursuit of fast piston-engined fighters and high-speed bombers on high altitudes (such as the Mosquito) by jet-powered fighters, particularly in the night, was not going to prove effective.

Specification:

Length:	12.64 m (without antennae)
Span:	14.41 m
Wing area:	26.4 m
Height:	4.3 m
Weight, empty:	4.77 tons
Take-off weight, max.:	9.14 tons
Fuel (12 gal oil):	3,790 litres in 2 self-sealing fuel tanks plus 2 x 300 l externally in auxiliary tanks
Take-off fuel:	2 x 20 l in the engine nacelles
Power and take-off thrust:	2 x Juno 004 B2 (900 kp thrust each)
Rockets to assist take-off:	2 x RI 202-b (giving 500 kp thrust each for 30 seconds)
Take-off distance:	1,300 m
Take-off distance with NATO:	690 m
Maximum speed:	700 km/h at 6 km altitude
Rate of Climb:	8.33 m/s
Climb to 8 km:	18 min
Landing speed:	145 km/h
Max. range:	1,400 km
Max. altitude:	12 km
Crew:	2
Armament:	WB 151/20 „Magirus“ bomb and 2 MG 151-20 cannons with 200 rounds each

Die Achtung jedes Teil in unserer (1). Einbeziehung der Biogenese, biochem. Biophys. Wichtigste Messung und Feld zu Erhalten und Empfinden der Teil (2) Gesundheit, Gleichgewicht und Wirtschaftlichkeit der gesamten Biogenese (3). Praktische in einer solchen Wundheilung rühmt und in der Luft freisetzen, durch die Fortschritt und die Abstrahlung besser helfen. Vor allem können gewisse Teil passen, Eukaryoten spazieren durch Gittern und Faser in der Abstrahlung aufbauen. Jedes Teil antworten, bevor sie von Eukaryoten entfernt werden (4) (5). Führen gut durchdrachte Kassen, erst dann das Zusammenbauen fortsetzen. Jedes Molekül-Molekül gerade verschwinden und auf 20 Sekunden in warmen Wasser tauchen. Das Hölzer in der hochdrucklosen Stufe von Polymer durchdringen und auf 100 Sekunden antworten.

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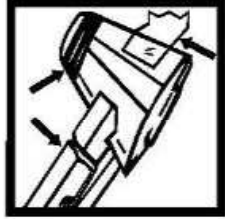
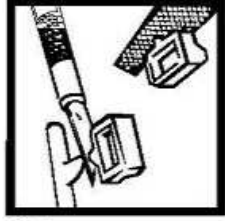
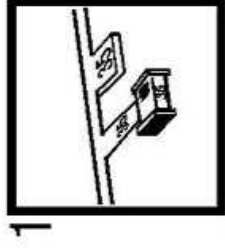
CAUTION: Read the instructions thoroughly prior to assembly. Each component is numbered (1) where a specified sequence of assembly. Beets required: bolts and the for removal of components from frame (2); rubber bands, adhesive tape and allow for clamping components together after applying adhesives (3). Clean plastic components in a mild detergent solution and allow to dry on a flat surface and transfer them to the car. Prior to applying adhesives, check to see whether the components fit together; apply adhesive sparingly. Remove frame and paint from the contact surfaces. Paint small components before removing them from the frame (4) (5). Allow paint to dry well, and only then continue to assemble. Car set each transfer individually and measure in seven parts for approx. 20 seconds. Sides transfer off center and into designated position, then press on with both hands.

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L'ATTENZIONE: Prima dell'assemblaggio leggere attentamente le istruzioni di montaggio. Ogni pezzo è numerato (1). Tenere presente la numerazione della foto di assemblaggio. Controllare la numerazione dei pezzi (2) per evitare la diversità dei materiali e adottare il pezzo per una migliore riuscita. I pezzi sono disposti dopo averli installati (3). Analizzare particolari in plastica con un detergente delicato e lucidare delicatamente con un panno inuglierato. Pulire i pezzi con un panno in cotone. Prima di installare, verificare che i pezzi si adattino bene tra loro; copliante il collante con un pennellino. Tolligare come a cedere alle superfici dei moduli. Installare i pezzi accessori (4) subito prima di fissare il coperchio (5). Per collocare bene la ventina prima di proseguire con l'assemblaggio. Utilizzare singolarmente ogni figura ad innervigiarla in un'acqua tiepida per 20 secondi circa. Applicare l'adesivo nella la protuberanza superiore e l'unguento con cura e a ogni livello.

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DE FEMERE: Indes sammensætningens begrebet, skal begrepsdelingen *indes* og *gæmme*. Hver af de to sammensætninger (1). Rækkefølgen af memberne i disse to sammensætninger er: *indes* (2); *gæmme* (3); *type* og *indes* (4); *type* og *indes* (5); *type* og *indes* (6); *type* og *indes* (7); *type* og *indes* (8); *type* og *indes* (9); *type* og *indes* (10); *type* og *indes* (11); *type* og *indes* (12); *type* og *indes* (13); *type* og *indes* (14); *type* og *indes* (15); *type* og *indes* (16); *type* og *indes* (17); *type* og *indes* (18); *type* og *indes* (19); *type* og *indes* (20); *type* og *indes* (21); *type* og *indes* (22); *type* og *indes* (23); *type* og *indes* (24); *type* og *indes* (25); *type* og *indes* (26); *type* og *indes* (27); *type* og *indes* (28); *type* og *indes* (29); *type* og *indes* (30); *type* og *indes* (31); *type* og *indes* (32); *type* og *indes* (33); *type* og *indes* (34); *type* og *indes* (35); *type* og *indes* (36); *type* og *indes* (37); *type* og *indes* (38); *type* og *indes* (39); *type* og *indes* (40); *type* og *indes* (41); *type* og *indes* (42); *type* og *indes* (43); *type* og *indes* (44); *type* og *indes* (45); *type* og *indes* (46); *type* og *indes* (47); *type* og *indes* (48); *type* og *indes* (49); *type* og *indes* (50); *type* og *indes* (51); *type* og *indes* (52); *type* og *indes* (53); *type* og *indes* (54); *type* og *indes* (55); *type* og *indes* (56); *type* og *indes* (57); *type* og *indes* (58); *type* og *indes* (59); *type* og *indes* (60); *type* og *indes* (61); *type* og *indes* (62); *type* og *indes* (63); *type* og *indes* (64); *type* og *indes* (65); *type* og *indes* (66); *type* og *indes* (67); *type* og *indes* (68); *type* og *indes* (69); *type* og *indes* (70); *type* og *indes* (71); *type* og *indes* (72); *type* og *indes* (73); *type* og *indes* (74); *type* og *indes* (75); *type* og *indes* (76); *type* og *indes* (77); *type* og *indes* (78); *type* og *indes* (79); *type* og *indes* (80); *type* og *indes* (81); *type* og *indes* (82); *type* og *indes* (83); *type* og *indes* (84); *type* og *indes* (85); *type* og *indes* (86); *type* og *indes* (87); *type* og *indes* (88); *type* og *indes* (89); *type* og *indes* (90); *type* og *indes* (91); *type* og *indes* (92); *type* og *indes* (93); *type* og *indes* (94); *type* og *indes* (95); *type* og *indes* (96); *type* og *indes* (97); *type* og *indes* (98); *type* og *indes* (99); *type* og *indes* (100); *type* og *indes* (101); *type* og *indes* (102); *type* og *indes* (103); *type* og *indes* (104); *type* og *indes* (105); *type* og *indes* (106); *type* og *indes* (107); *type* og *indes* (108); *type* og *indes* (109); *type* og *indes* (110); *type* og *indes* (111); *type* og *indes* (112); *type* og *indes* (113); *type* og *indes* (114); *type* og *indes* (115); *type* og *indes* (116); *type* og *indes* (117); *type* og *indes* (118); *type* og *indes* (119); *type* og *indes* (120); *type* og *indes* (121); *type* og *indes* (122); *type* og *indes* (123); *type* og *indes* (124); *type* og *indes* (125); *type* og *indes* (126); *type* og *indes* (127); *type* og *indes* (128); *type* og *indes* (129); *type* og *indes* (130); *type* og *indes* (131); *type* og *indes* (132); *type* og *indes* (133); *type* og *indes* (134); *type* og *indes* (135); *type* og *indes* (136); *type* og *indes* (137); *type* og *indes* (138); *type* og *indes* (139); *type* og *indes* (140); *type* og *indes* (141); *type* og *indes* (142); *type* og *indes* (143); *type* og *indes* (144); *type* og *indes* (145); *type* og *indes* (146); *type* og *indes* (147); *type* og *indes* (148); *type* og *indes* (149); *type* og *indes* (150); *type* og *indes* (151); *type* og *indes* (152); *type* og *indes* (153); *type* og *indes* (154); *type* og *indes* (155); *type* og *indes* (156); *type* og *indes* (157); *type* og *indes* (158); *type* og *indes* (159); *type* og *indes* (160); *type* og *indes* (161); *type* og *indes* (162); *type* og *indes* (163); *type* og *indes* (164); *type* og *indes* (165); *type* og *indes* (166); *type* og *indes* (167); *type* og *indes* (168); *type* og *indes* (169); *type* og *indes* (170); *type* og *indes* (171); *type* og *indes* (172); *type* og *indes* (173); *type* og *indes* (174); *type* og *indes* (175); *type* og *indes* (176); *type* og *indes* (177); *type* og *indes* (178); *type* og *indes* (179); *type* og *indes* (180); *type* og *indes* (181); *type* og *indes* (182); *type* og *indes* (183); *type* og *indes* (184); *type* og *indes* (185); *type* og *indes* (186); *type* og *indes* (187); *type* og *indes* (188); *type* og *indes* (189); *type* og *indes* (190); *type* og *indes* (191); *type* og *indes* (192); *type* og *indes* (193); *type* og *indes* (194); *type* og *indes* (195); *type* og *indes* (196); *type* og *indes* (197); *type* og *indes* (198); *type* og

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Read before you start!

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GZ: POZORE! Před setkáním mrtvolští vědci dávají příkazy. Každý má si odčíst (7). Dbejte na pořadí mrtvolářských knihů. Počítání nároje. Nůž a přehrák k odstranění výrůžků na dých (2); přívod železa, lipoid paliva a ledový na prado pro přitvoření lepených jednotných dít (3). Úpř z planárních směsí vylučat v rozložu jemnější proachtořnou a nectv vřovout na vřovout, za obělem najít ležící přitvoření barveného nářadí a obědků. Před neselepním zbrotovout, zásti dít lícit; lepidlo zneškodit špatně. Chřem a barvi na lepených plátních přitvoření. Měsí dít nřítit před jich odstranění v římě (4). Barvi nectv dole leprachout, tapre potom polabřovat v sestavení. Každý mrtví obědku jednotlivě vřivout a ponorit do lepidla vody na dobu přibližně 20 sekund. Mrtví na označeném místě z papíru odeurout a přitvářet pomocí střešnicovačů.

7. FÜGGELÉK: Az érzékelési élettől az értelemig történő átmenet minden alkatrésze szellemi, azaz: a tudás és az értelem szférájába tartozik. A tudás és az értelem szférájában az érzékelési élettől az értelemig történő átmenet minden alkatrésze szellemi, azaz: a tudás és az értelem szférájába tartozik. A tudás és az értelem szférájában az érzékelési élettől az értelemig történő átmenet minden alkatrésze szellemi, azaz: a tudás és az értelem szférájába tartozik.

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	75%	J	25%	L	M	P	N	20%
eisen, metallic 91	eisen, metallic 91	eisen, metallic 91	eisen, metallic 91	eisen, metallic 91	eisen, metallic 91	eisen, metallic 91	eisen, metallic 91	eisen, metallic 91
steel, metallic	steel, metallic	steel, metallic	steel, metallic	steel, metallic	steel, metallic	steel, metallic	steel, metallic	steel, metallic
colours fer, metallic	colours fer, metallic	colours fer, metallic	colours fer, metallic	colours fer, metallic	colours fer, metallic	colours fer, metallic	colours fer, metallic	colours fer, metallic
zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic
ferroso, metallizado	ferroso, metallizado	ferroso, metallizado	ferroso, metallizado	ferroso, metallizado	ferroso, metallizado	ferroso, metallizado	ferroso, metallizado	ferroso, metallizado
ferro, metallico	ferro, metallico	ferro, metallico	ferro, metallico	ferro, metallico	ferro, metallico	ferro, metallico	ferro, metallico	ferro, metallico
argento, metallico	argento, metallico	argento, metallico	argento, metallico	argento, metallico	argento, metallico	argento, metallico	argento, metallico	argento, metallico
zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic
kurpa, metallkillo	kurpa, metallkillo	kurpa, metallkillo	kurpa, metallkillo	kurpa, metallkillo	kurpa, metallkillo	kurpa, metallkillo	kurpa, metallkillo	kurpa, metallkillo
sav, metallak	sav, metallak	sav, metallak	sav, metallak	sav, metallak	sav, metallak	sav, metallak	sav, metallak	sav, metallak
sav, metallic	sav, metallic	sav, metallic	sav, metallic	sav, metallic	sav, metallic	sav, metallic	sav, metallic	sav, metallic
серый, metallic	серый, metallic	серый, metallic	серый, metallic	серый, metallic	серый, metallic	серый, metallic	серый, metallic	серый, metallic
seib, metallic 90	seib, metallic 90	seib, metallic 90	seib, metallic 90	seib, metallic 90	seib, metallic 90	seib, metallic 90	seib, metallic 90	seib, metallic 90
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argent, metallic	argent, metallic	argent, metallic	argent, metallic	argent, metallic	argent, metallic	argent, metallic	argent, metallic	argent, metallic
zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic	zilver, metallic
plata, metallizado	plata, metallizado	plata, metallizado	plata, metallizado	plata, metallizado	plata, metallizado	plata, metallizado	plata, metallizado	plata, metallizado
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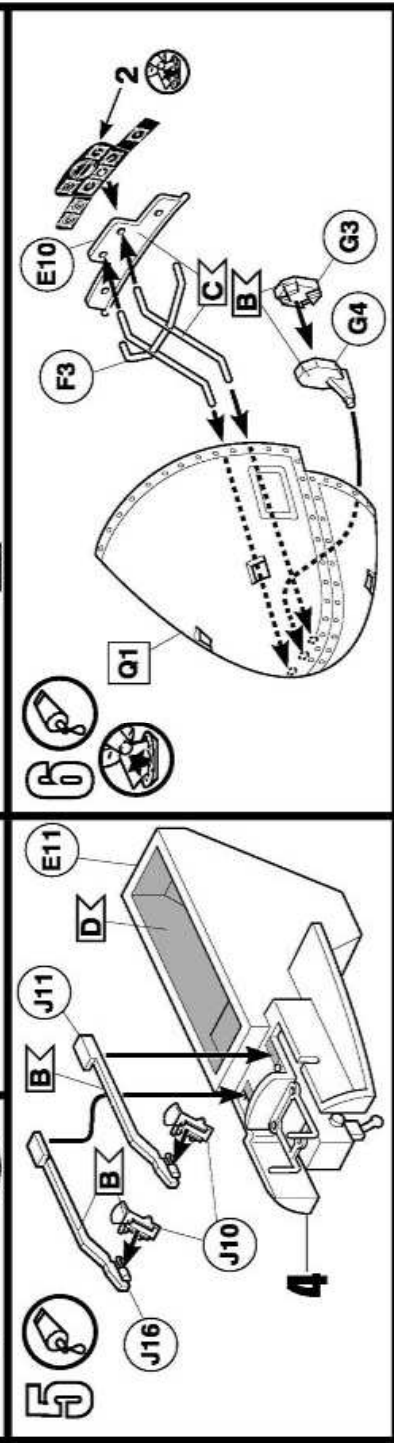
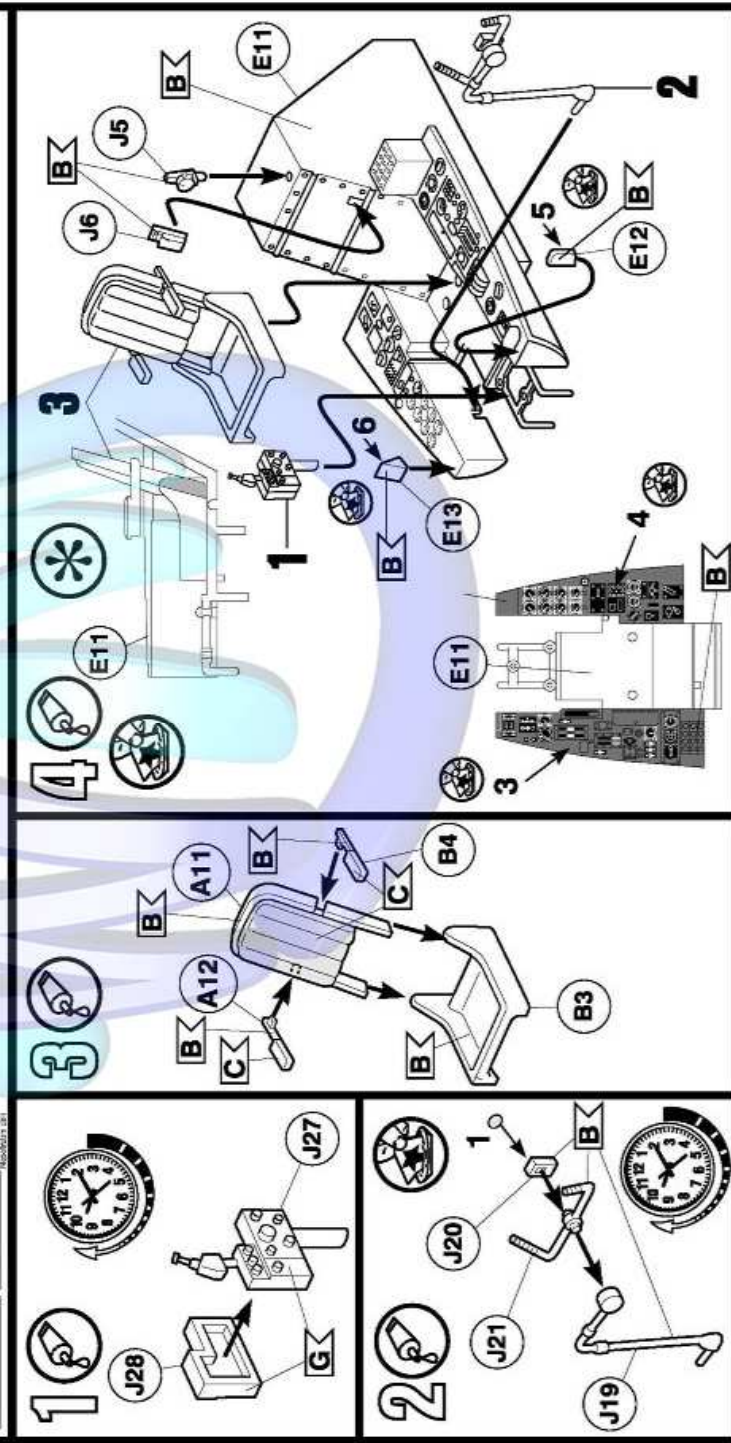
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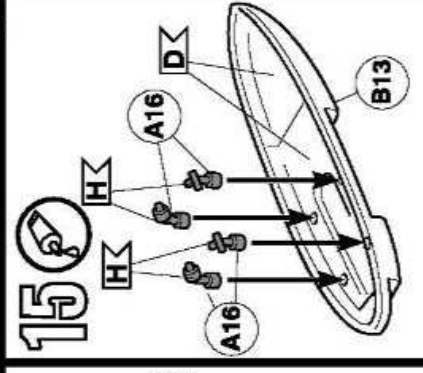
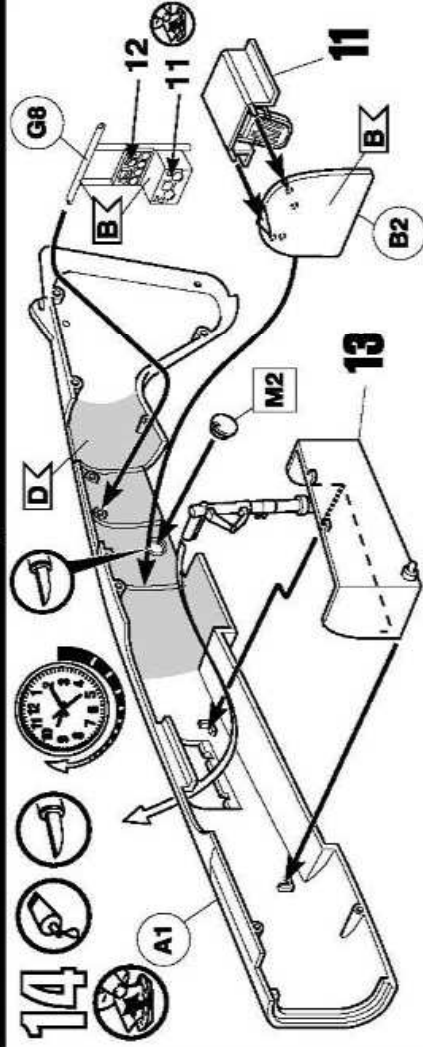
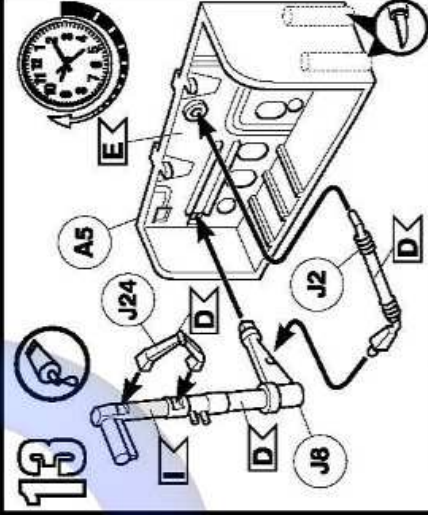
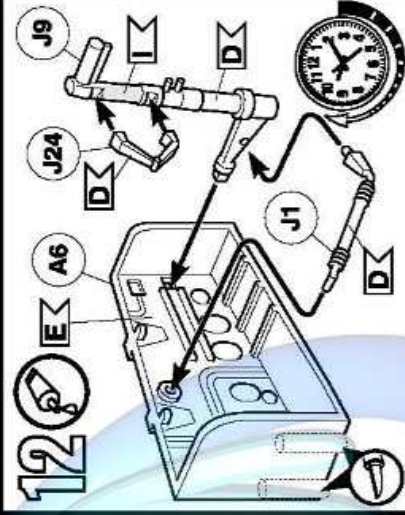
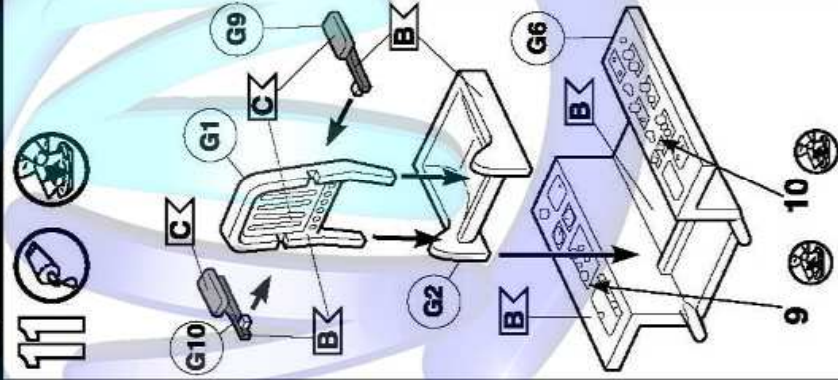
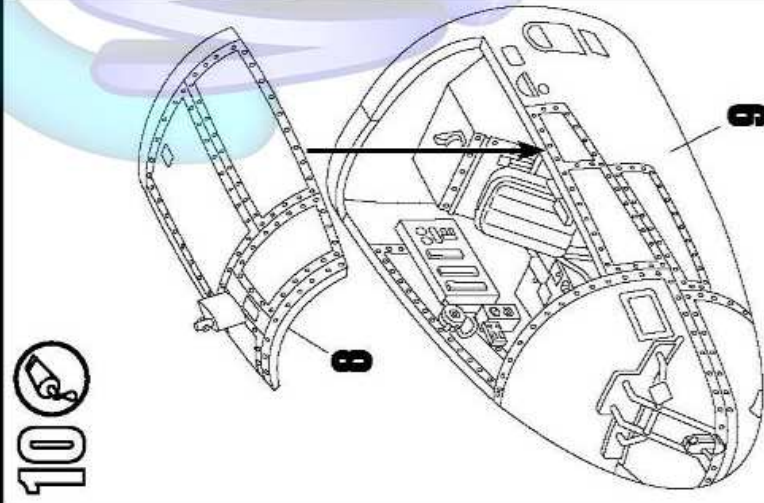
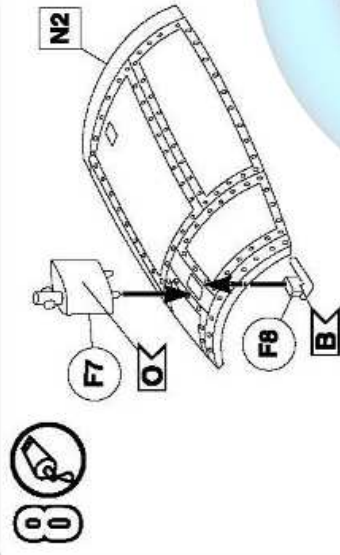
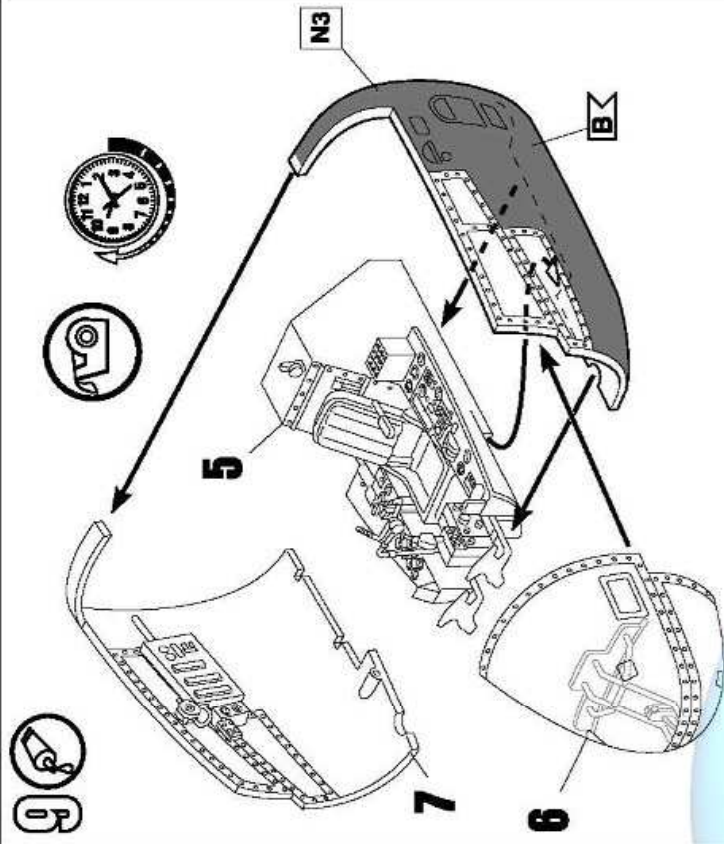
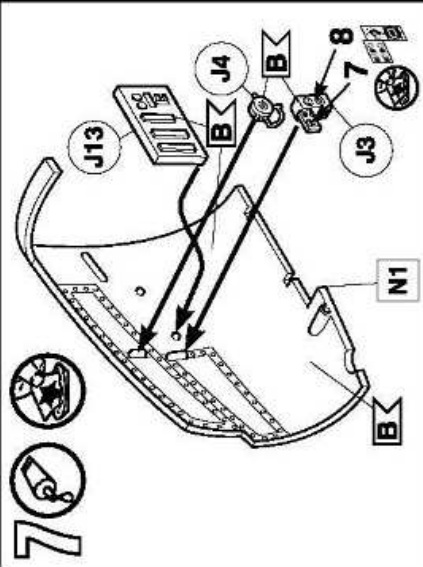
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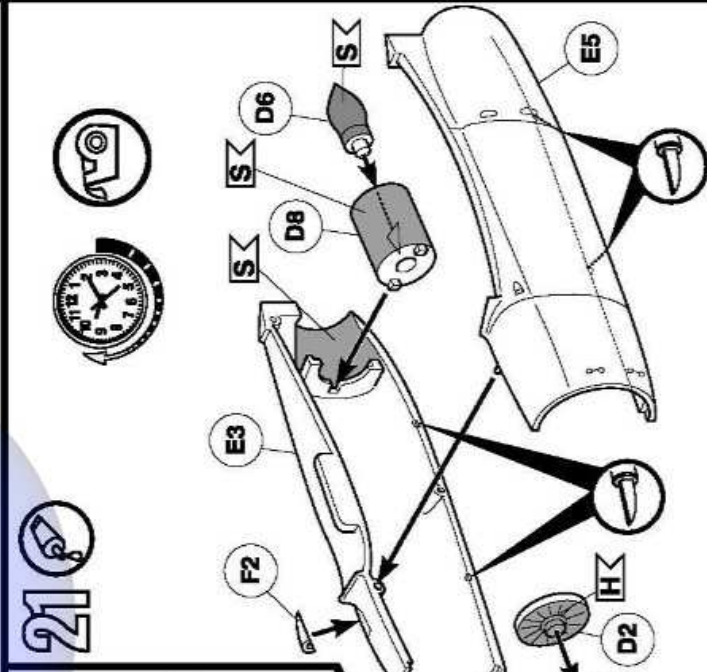
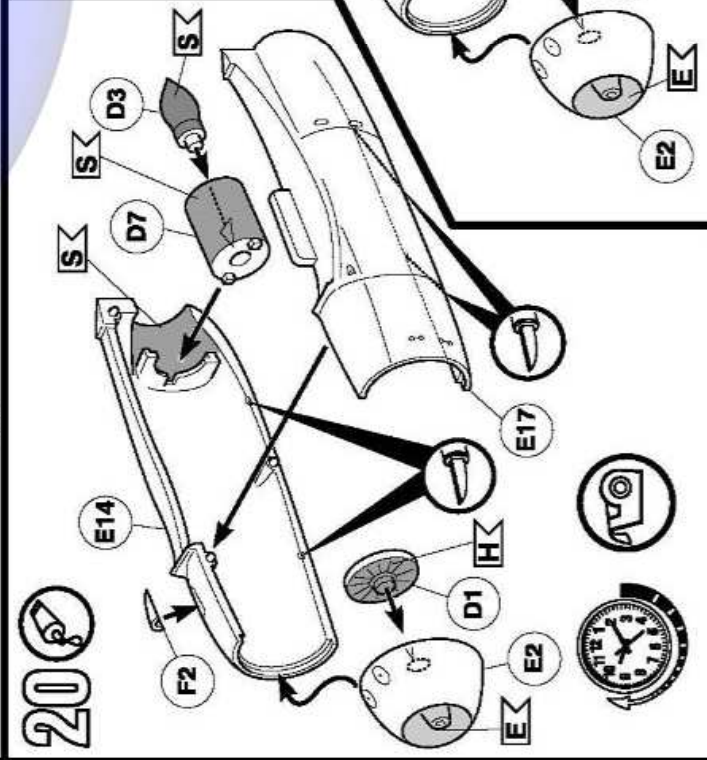
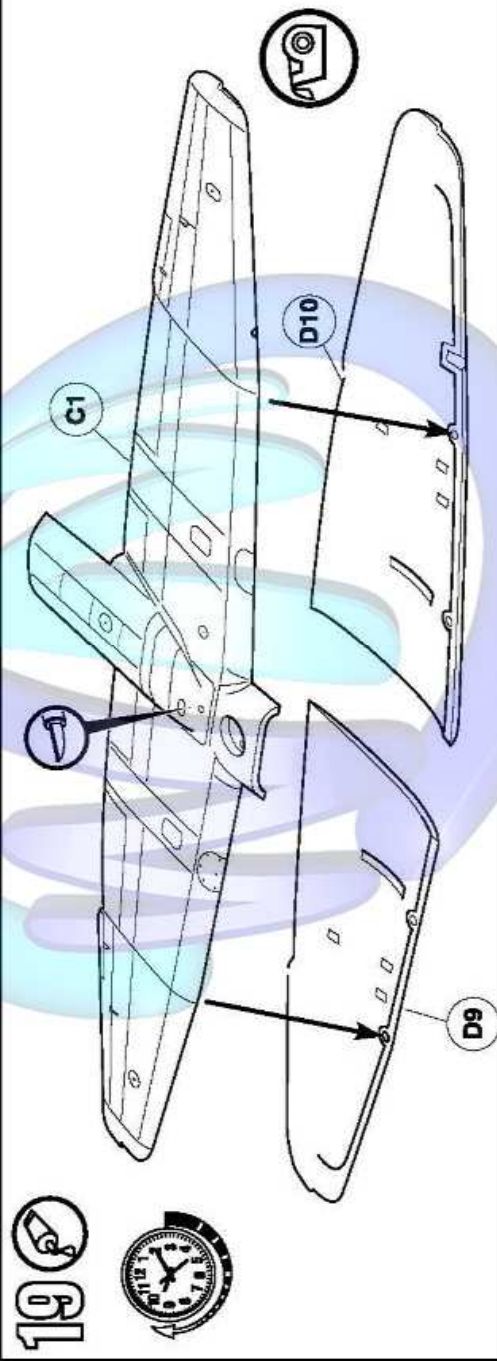
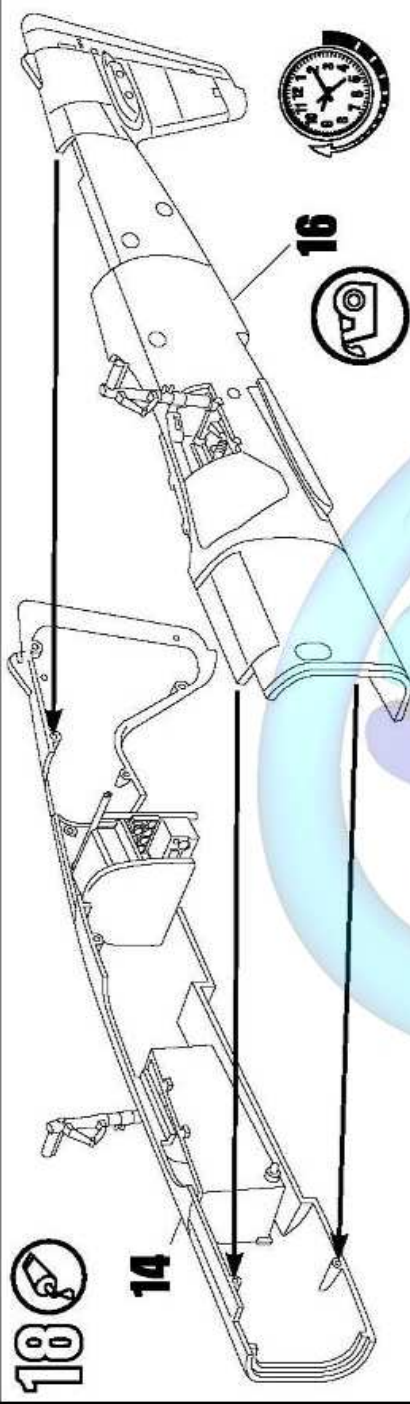
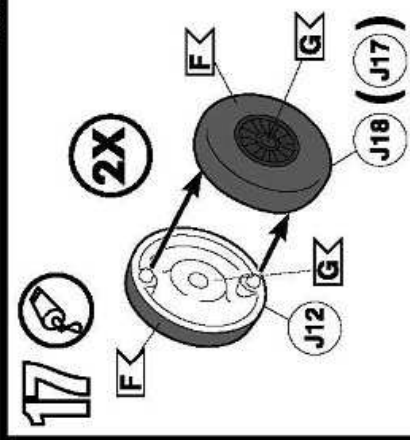
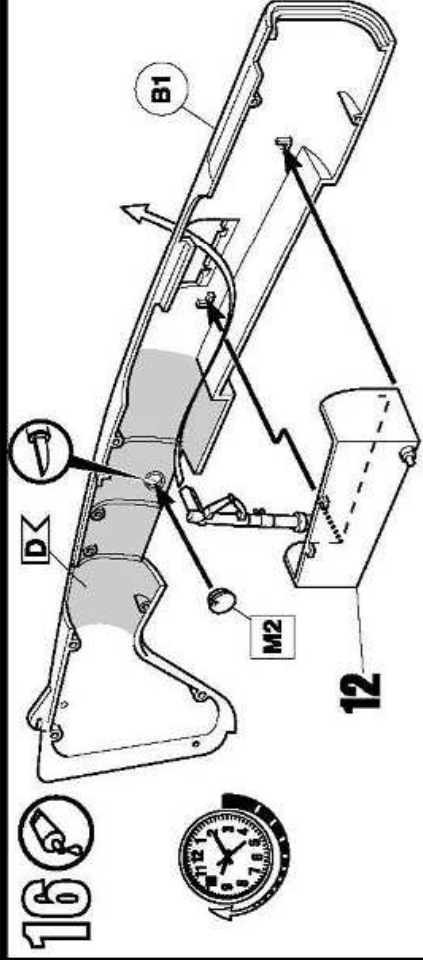
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Deze bouwdoos werd verscheidene malen volledig gecontroleerd op kwaliteit en gewicht. Klanten kunnen zich in behandeling worden genomen indien de bouwhandleiding, de uit de doos geknipte EAM - strepselcode en de kasbaan zijn meegedragen. Wij vragen om u begrip dat wij alleen garantie kunnen geven voor huidige artikelen die binnen een periode van de laatste 24 maanden zijn gekocht. Onvolledig ingezonden klachten kunnen niet in behandeling worden genomen. Onderdelen voor ombouw kunnen tegen vooruitbetaling gekocht worden.

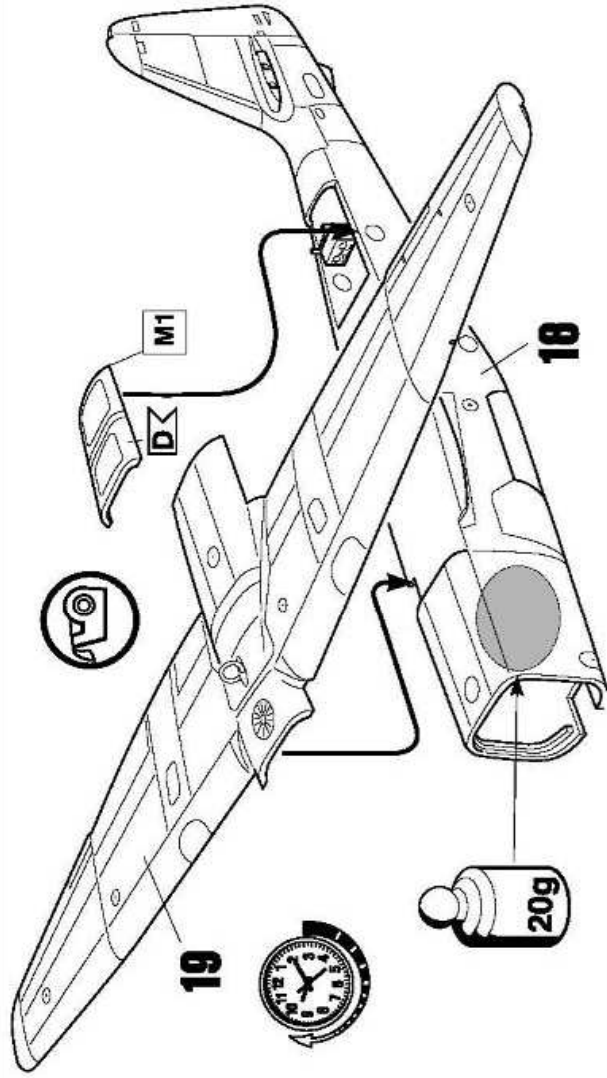
Ons adres is: Revell GmbH & Co. KG, Afdeling X, Henschelstrasse 20-30, 32257 Bünde, Duitsland. Deze directe service geldt alleen voor de volgende landen: Duitsland, Benelux, Oostenrijk, Frankrijk, Groot Britannië. Klanten afkomstig uit overige landen worden via de eventuele lokale vertegenwoordigers van Revell afgewinkeld. Wij verzoeken U contact op te nemen met uw winkel.



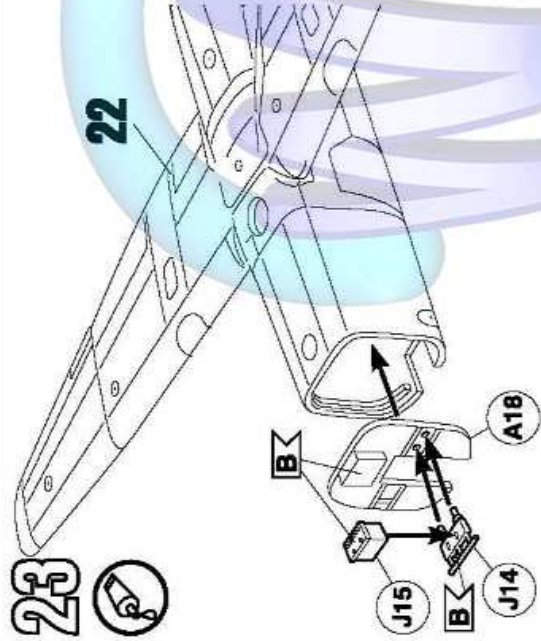




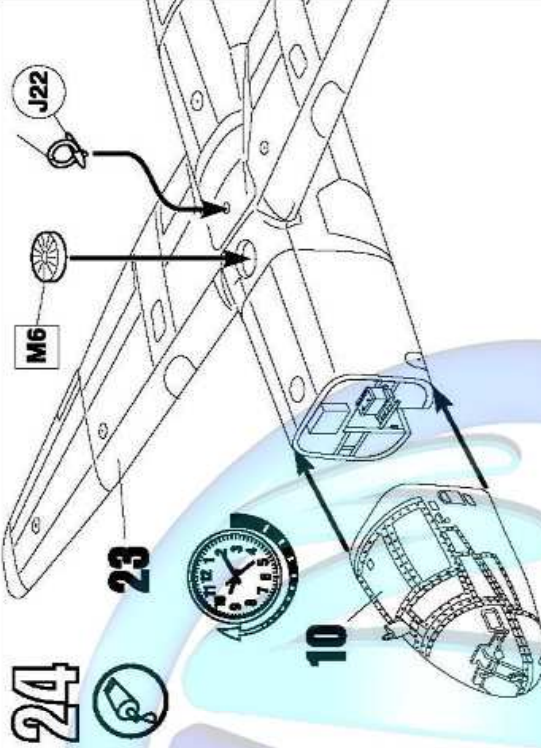
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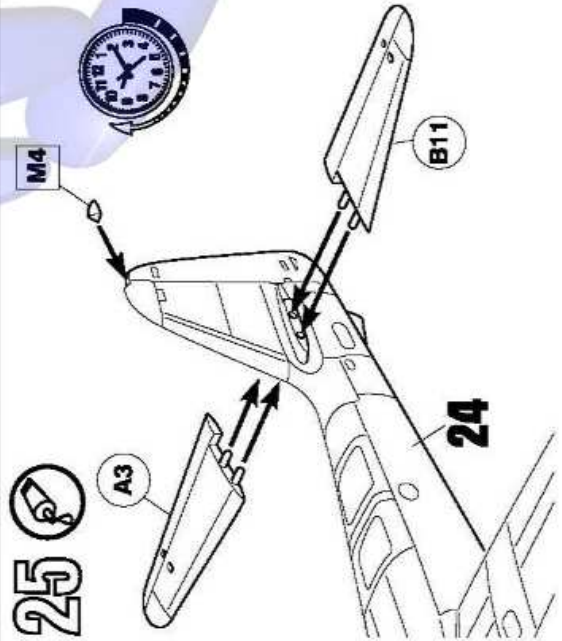
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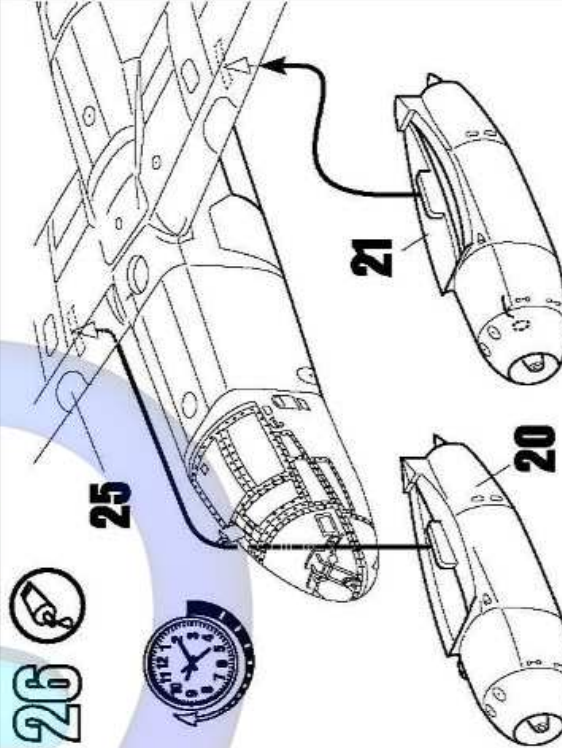
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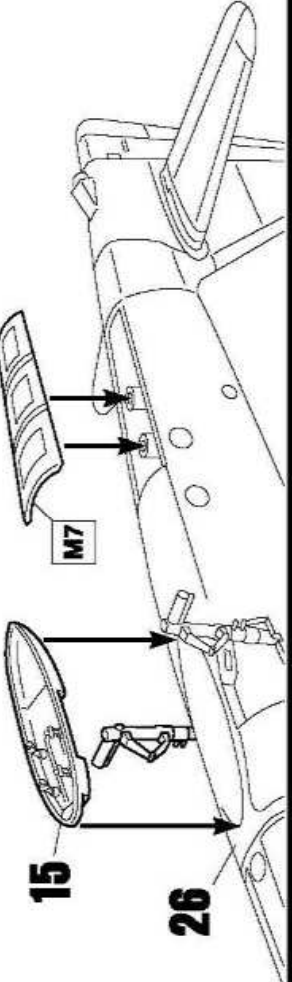
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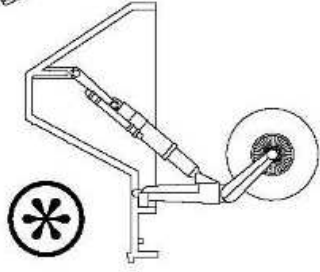
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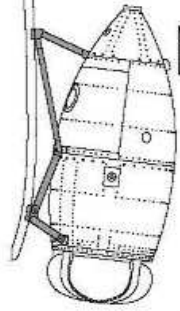
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36

35

35



J25

P

B5

H

J26

A



29

38

B12

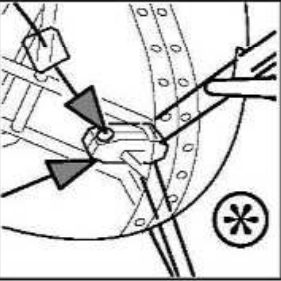
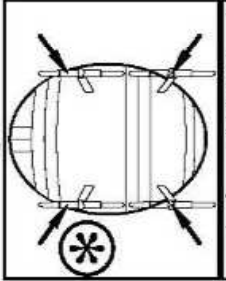
A4

A4

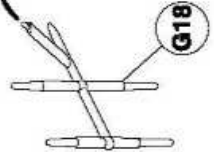
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A4

39



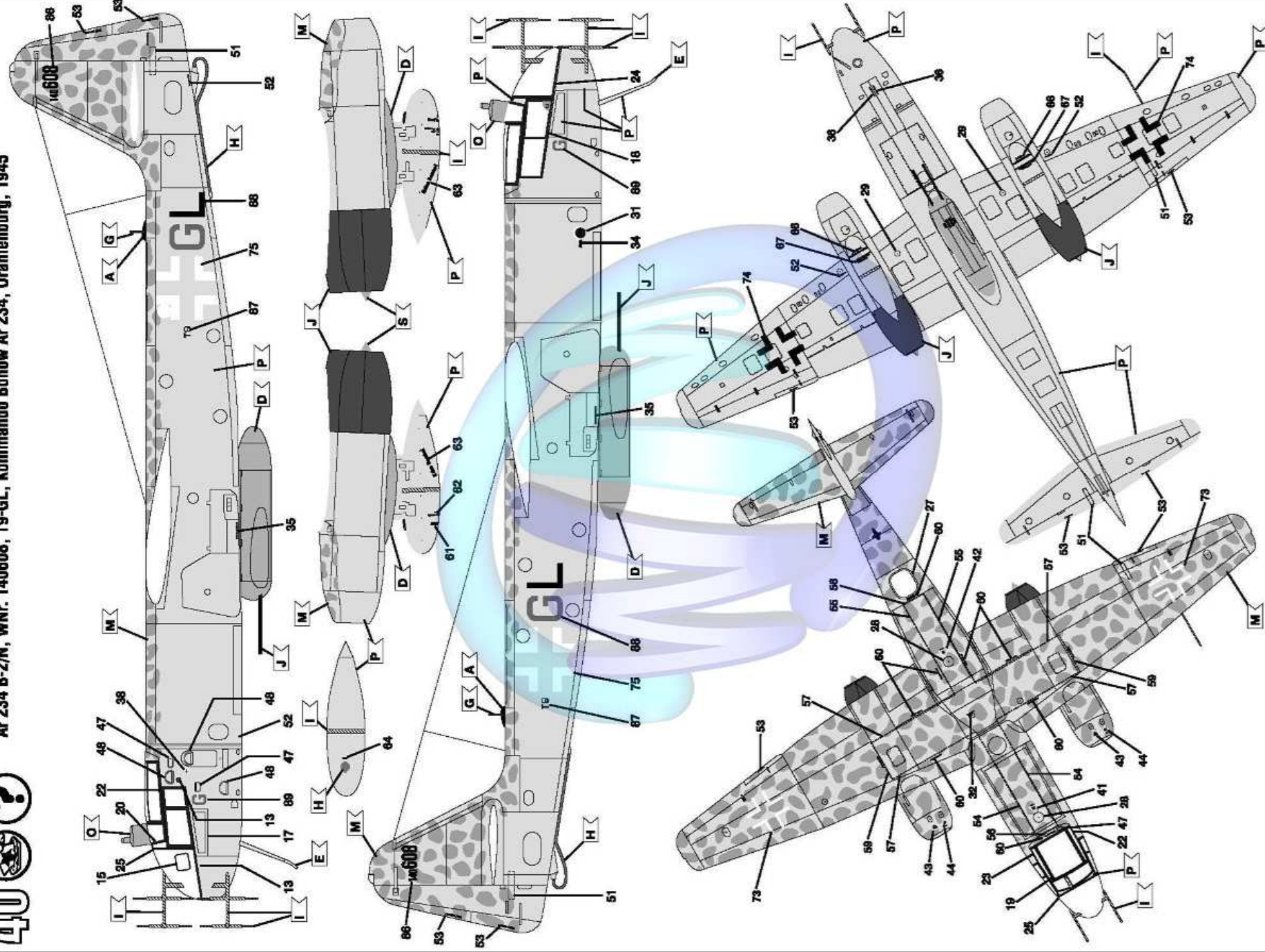
G14



G17

G18

G13



RLM 02



D



E



H



I



J



M



P



S

RLM 75 RLM 76

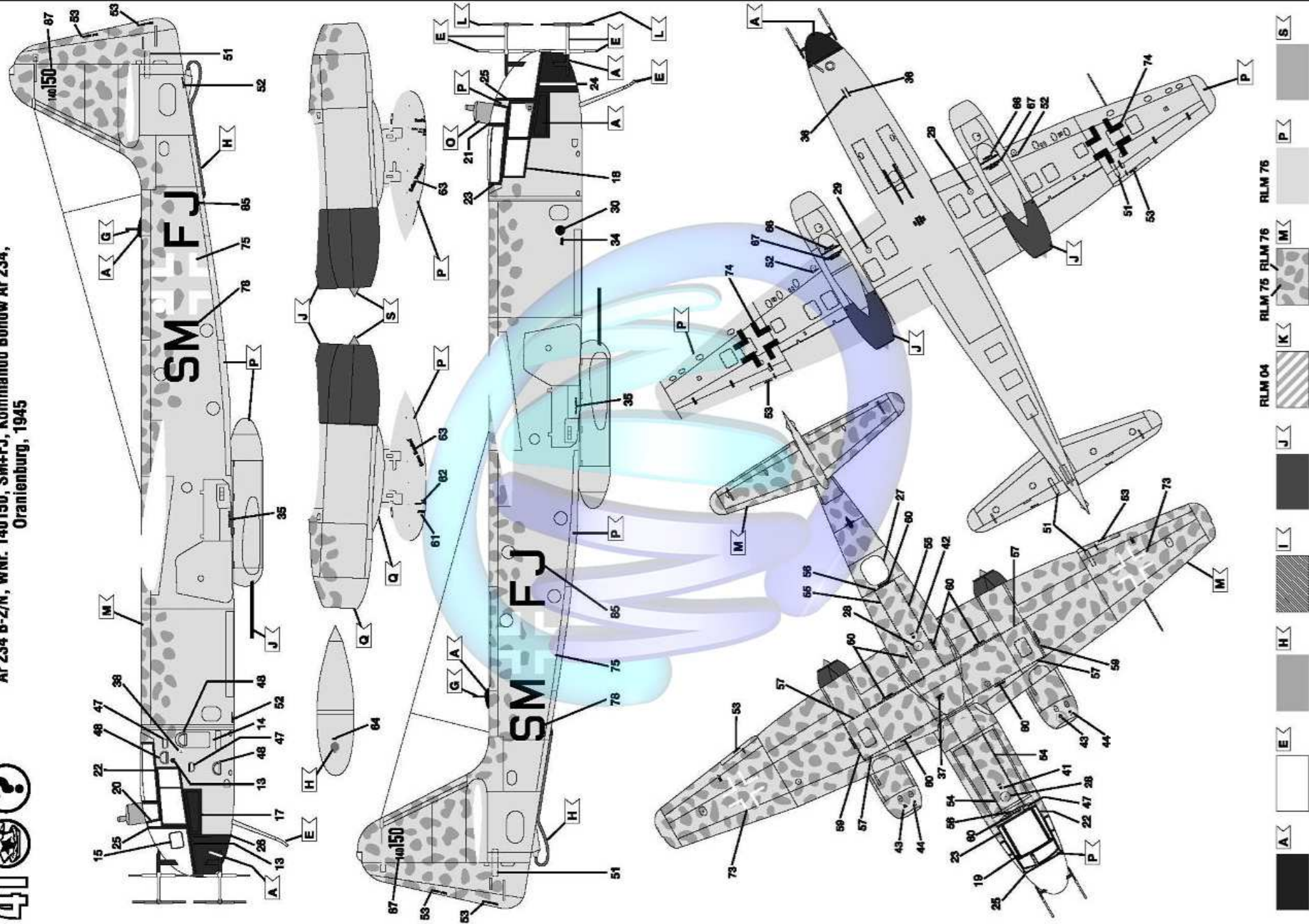


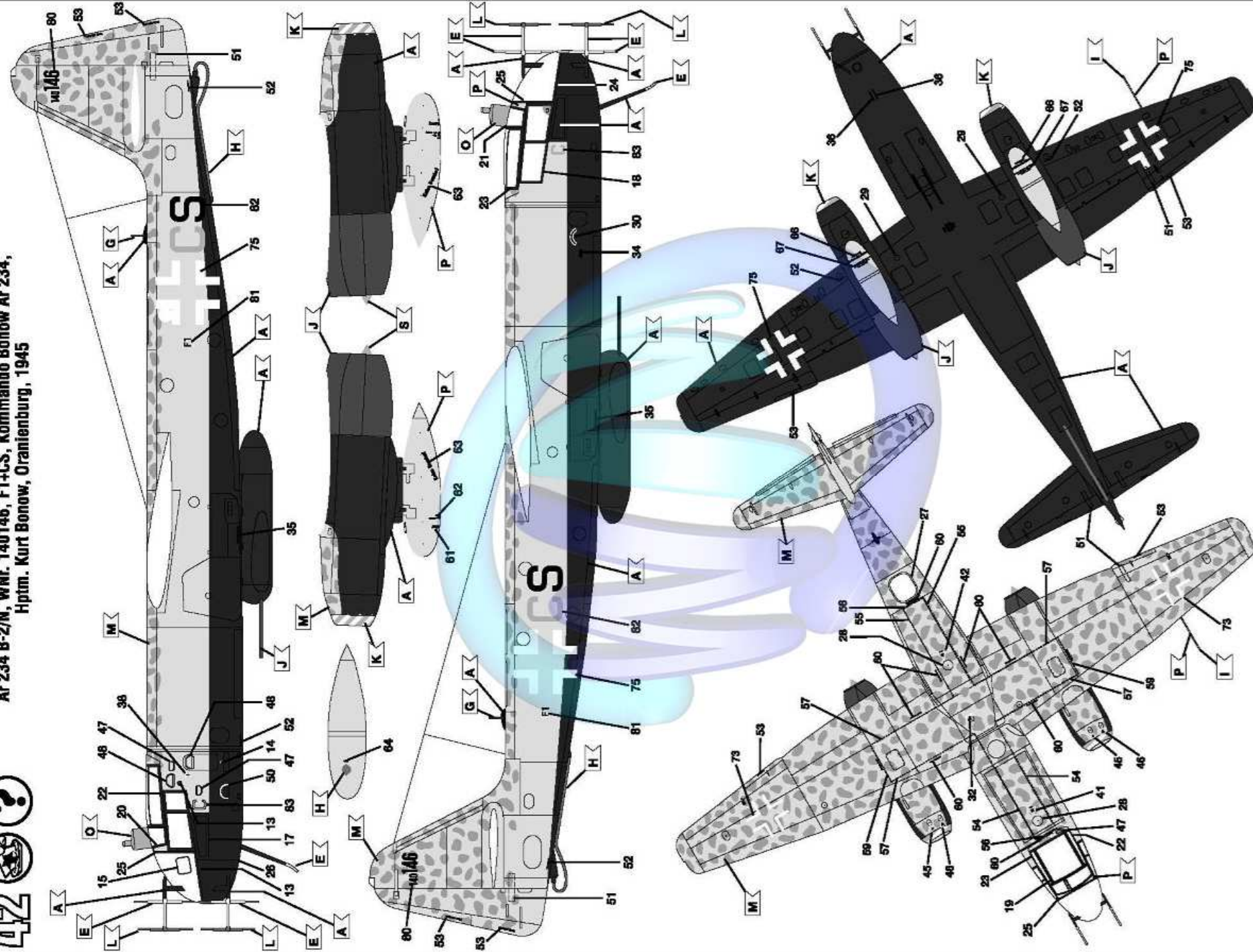
M

RLM 76



P





**Ar 234 B-2/N, WNr. 140145, SM+FE, Sonderkommando Bisping,
Hptm. Josef Bisping, Oranienburg, 1945**

