



Arado Ar196 B

Die Ar 196 ist als das Katapult-Bordflugzeug der deutschen Großkampfschiffe und bedeutendste Schwimmflugzeug Deutschlands im Zweiten Weltkrieg bekannt geworden. Anfänglich überwiegend als Bordflugzeug zur Aufklärung verwendet, wurde es bis zum Kriegsende auf allen europäischen Kriegsschiffen auch zur Beladung kleinerer Schiffe und als U-Bootflieger eingesetzt. 1936 wurden nach den Vorgaben des Reichsluftfahrtministeriums und des Oberkommandos der Kriegsmarine von Focke Wulf der Entwurf des Doppeldeckers Fw 62 und von Arado die Ar 196 vorgestellt. Der Erstflug der Ar 196 V1 erfolgte am 1. Juni 1937. Die Fw 62 startete am 23. Oktober 1937. Für die Erprobung wurden sowohl Maschinen mit zwei Hauptschwimmern als auch mit Zentralschwimmer und Stützschwimmern an den Tragflächen gebaut. Obwohl die Flugleistungen der Fw 62 etwas besser ausfielen, entschied man sich schließlich für die robustere und einfacher zu fertigende Ar 196. Die Ar 196 V4 mit der Kennung D-OVMB und der Werknummer 2592 wurde ab Februar 1938 als Vollerprobungsflieger mit den Maschinengewehren MG FF und Bombenträgern unter dem Flügel als bewaffneter Küstenaufklärer mit erhöhtem Abfluggewicht in der Lübecker Bucht und später in Travemünde erprobt. Das Flugzeug war mit einem Zentralschwimmer, in dem sich der Treibstofftank, zwei Nebelgeräte sowie Notproviand und zusätzliche Munition befand, ausgestattet. Am 8. Dezember 1938 brach die V4 nach einem missglückten Startversuch bei hohem Seegang aus. Ab Ende 1938 wurden die ersten Ar 196 A für die Kriegsmarine in Dienst gestellt. Die robuste Maschine mit dem luftgekühlten 9-Zylinder-Sternmotor mit Bodenlader von BMW bewährte sich ganz hervorragend. Der Flugzeugführer war Pilot der Luftwaffe, der Beobachter meist Angehöriger der Kriegsmarine und fungierte als Navigator und Bordschütze. Im September 1939 gab es acht Ar 196 A in der 1. Bordfliegerstaffel 196 in Wilhelmshaven. Die Version Ar 196 B mit einem Zentralschwimmer und zwei Stützschwimmern unter den Tragflächen wurde zu Testzwecken noch bis 1941 ausgiebig erprobt. Von der Serienausrüstung mit zwei Schwimmkörpern ohne Stützschwimmer wurden bis August 1944 rund 530 Maschinen ausgeliefert. Zu diesem Zeitpunkt war die Stahlrohr-Aluminium-Konstruktion in Gernschbauweise mit teilweise Stoffbespannung von Rumpf und Steuerflächen schon lange veraltet. Die letzten flugfähigen Maschinen sind bis etwa 1950 von den Marine-Stralkraften Ruminiens und der UdSSR verwendet worden.

Technische Daten:

Länge:	10,96 m
Spannweite:	12,44 m
Flügelfläche:	28,5 qm
Höhe:	4,45 m
Zentralschwimmer:	4,535 Liter Volumen
Leergewicht:	2,214 kg
Startgewicht:	3,150 kg
Treibstoff:	2 x 300 Liter
Treibwerk:	BMW 132 J
Startleistung:	815 PS
Reisegeschwindigkeit:	285 km/h in Bodennähe
Dienstflughöhe:	5.500 m
Reichweite:	1.000 km
Bewaffnung:	2 x 20-mm-MG FF, 1 x 7,92-mm-MG 17, 1 x 7,92-mm-MG 15 2 x 50-kg-Bomben

Arado Ar196 B

The Ar 196 gained fame as the onboard catapult launch aircraft of the German Navy's capital ships and therefore the most important German float-planes of World War II. Used initially and in the main as an on-board reconnaissance aircraft, it was also used for submarine hunting and for attacking smaller ships in all European theatres until the end of the War. In 1936 the designs for the Fw 62 biplane and the Arado Ar 196 were put forward by Focke Wulf according to guidelines distributed by the Imperial Air Ministry and the Naval High Command. The Ar 196 V1 undertook its first flight on 1 June 1937. That of the Fw 62 on 23 October 1937. For flight testing both aircraft were built in two configurations. One with two main floats and one with a ventral float and two supporting floats - one under each wing. Although the in-flight performance of the Fw 62 was slightly better, the final choice fell for the more robust and easier to manufacture Ar 196.

In February 1938 an Ar 196 V4 carrying the registration D-OVMB and serial number 2592 was used as a weapons test platform for the MG FF machine gun and under-wing bomb racks. It was to fulfil the role of armed coastal reconnaissance aircraft with a higher take-off weight. It was tested in the Bay of Lübeck and later in Travemünde. The aircraft was fitted with a ventral float in which the fuel tank, two smoke dischargers as well as emergency provisions and additional ammunition was carried. On 8 December 1938 the V4 caught fire after an unsuccessful attempt to take-off in heavy seas. The first Ar 196A's entered service with the Imperial Navy from the end of 1938 onwards. This very robust aircraft with its air-cooled 9-cylinder BMW radial engine and low altitude compressor proved to be quite outstanding. The pilot came from the air force, the observer was usually a member of the Navy and served as navigator and gunner. In September 1939, eight Ar 196A's formed the first ship-borne Squadron in Wilhelmshaven. The Ar 196B model with a ventral float and two under-wing support floats was used extensively for testing until 1941. By August 1944 about 530 aircraft in the standard version with two main floats and no support floats had been delivered. At this time the aluminium steel tube composite construction with partial fabric covering on the fuselage and control surfaces was long outdated. The last airworthy machines were used by the Naval Forces of Romania and the USSR until 1950.

Technical Data:

Length:	10.96 m (35 ft 11 ins)
Wingspan:	12.44 m (40 ft 10 ins)
Wing area:	28.5 qm (5608 sq. ft)
Height:	4.45 m (14 ft 7 ins)
Ventral float volume:	4535 litre
Empty weight:	2214 kg (4881 lbs)
Take-off weight:	3150 kg (6945 lbs)
Fuel Capacity:	2 x 300 litre (66 gals)
Engine:	BMW 132 J
Take-off power:	815 Bhp
Cruising speed:	285 km/h (177 mph) at low level
Service ceiling:	5500 m (18040 ft)
Range:	1000 km (621 miles)
Armament:	2 x 20mm MG FF, 1 x 7,92mm MG 17, 1 x 7,92mm MG 15 2 x 50kg bombs

Forma prezentată în figură este cea a Arado Ar 196 B. Modelul este construit pe baza planurilor originale. Modelul este construit pe baza planurilor originale. Modelul este construit pe baza planurilor originale.

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Read before you start!

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продолжать сборку. Каждую соответствующую переводную картинку отдельно вырезать и приклеить на 2 секунды скотчем в тисковую юбку. На обозначенном месте картинку отделить от бумаги и приложить промокательной бумагой.

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TR. DÜKKAN: Model yapışma bulaşmadan önce uygulamaları dikkatlice okuyunuz. Nöbetde bulunanlar her parçaya bir nümaçla vurulmalıdır. Nemli yüzeyi sıyırarak silinmelidir. Gerekli olduğu takdirde Parçaları baki yüzeylerini perçemenin çıkarmak için maket bulaşıcı ve çapalayan silmek için abut(2). Yapışma sürdükten sonra parçaları yüzeylerini 1 ila 2 cm arada birmaye yanayan paker isabetli, niso toyp ve çimabır manday(3). Boyaların ve çikarınların daha iyi yapışmasını ve kolay çıkmasını için plastik parçaları temizliği süde temizleyici otada kuruyuna bırakınız. Yapışma süresinden önce

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pleska a kolkový na prádlo pro přidržování lepených jednotlivých dílů [20]. Dity z plastické hmoty vydrží v rozstředěném jemném prachu prostředek a nechat vyschnout na vzduchu, za účelem zajištění lepší přilnavosti barevného nátěru a odfoku. Před nalepením zkontrolovat, zda dity lepidla lepidlo nanesl čistě. Ochrán a barvu nátěru lepených ploch udržet čistě. Máté dity natřít před jejich oddělením z rannu [4]. Barvy nanesl dobře předem, teprve potom pokračovat v sestavení. Každý motiv obklopit jednotlivě výtiskem a pomocí do teple vody na dobu přibližně 20 sekund. Motiv na označeném místě z papíru odstranit a přilepit pomocí střešního papíru.

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PILOT OPOZORILO: Pred pričetkom sestavljanja preberi navodila za uporabo. Vsak del je označen (1). Pri sestavljanju upoštevaj navodila po točkah. Potrebne orodje: nožek in pilnica zaletovanje delov (2), elastika, lepilni trak in ključke za petlo za držanje zlepljenih delov (3). Plastična dela očisti z milom (4).

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RO: ATENȚIE! CITIȚII INSTRUCȚIUNILE CU ATENȚIE ÎNAINTE DE A SAMBLARE. FIECĂRENE COMPONENTA ESTE NUMEROTATĂ, ASAMBLAREA ÎN ORDINEA INDICATĂ PE SCHEMA. PIESELE SE PUN ÎN VOIE PROBABIL LA 20 SECUNDE. ÎMPLECÎN UN PRĂȘNIOAN MIESTE MODELUL PRESENTAT. RECOMANDĂM PAPIERUL ALB PENTRU CĂPȘOARĂ ȘI ÎNCALZIREA ÎNTR-UN CALDOR.

PIEBELE CARE SE IMBINA DE GRASIMILURME DE VOPEȘA CU CURATATI CU O SOLUTIE DE DETERGENT. VOPIȘTI PIEȘELE MICI INANTE DE DESPRINDEREA DE PE RAMA. LASATI VOPEȘA SA SE USUCE BINE SI NUMAI APOI CONTINUATI ASAMBLAREA. TATATI FIECARELE VOPEȘA SI TRANSFER INDIVIDUAL SI IMERSATI IN APA CALDA CCA 20 SEC. TRANSFERATI IN POZITIA DORITA POI APOI APASATI CU O HARTIE. FOLOSITI NUMAI ADEZIVI SI VOPEȘLE REVELL.

частот; гумани зентил, небаждател и политик на пърше на да надгледват масово съединението частни след, човешката на. Платформата се съединяват да се почете за из дна реализатор от вода и перпендикуляр, да се измислят и да се оставят да каскади, да се постоит по-добро състояние на блага или нападката. Частните блага върху общините, частни предци да ги, да ги децето от публична. Останете блага да претърпят предци от общините. Предци нависа на денешното кастриране, те блага от общините се спелеват. Преди започване на погребението, тогава са стигли пакосте Калпалито. Частните Малко започна. Избрание по отделни мажи, а дна надгледва и погребението, тогава са стигли пакосте Калпалито. Останете надгледва да от укажното място на картата и в последите мажи с погребението, тогава са стигли пакосте Калпалито. Останете надгледва да от укажното място на картата и в последите мажи с погребението, тогава са стигли пакосте Калпалито.



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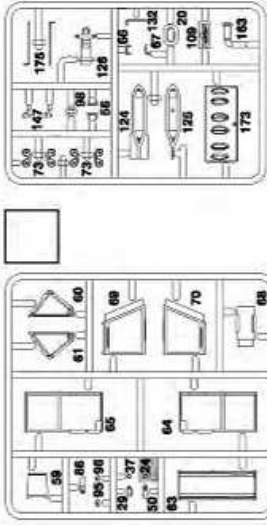
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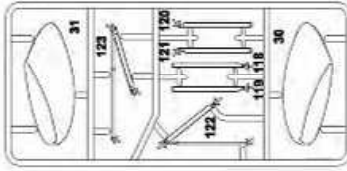
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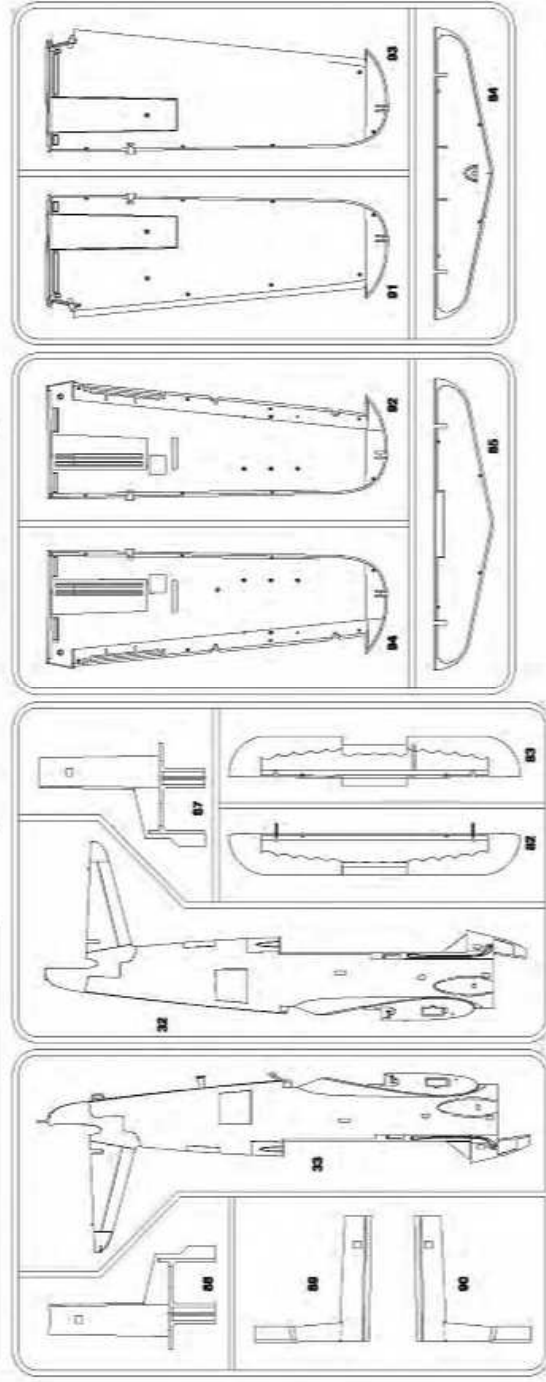
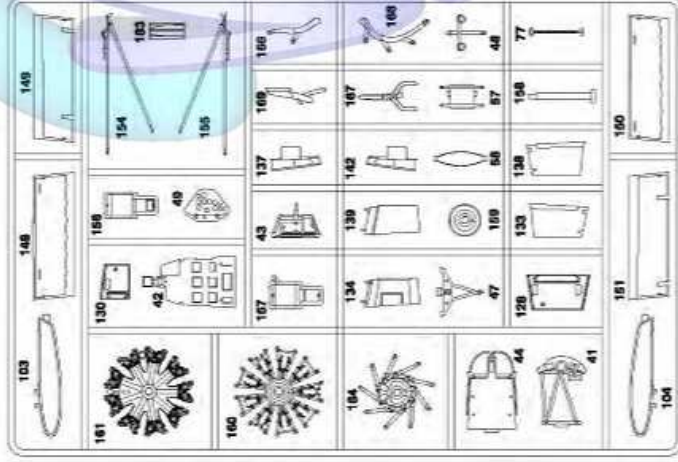
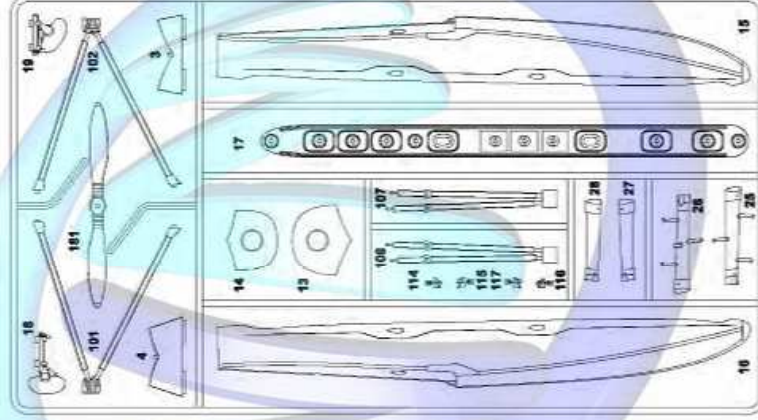
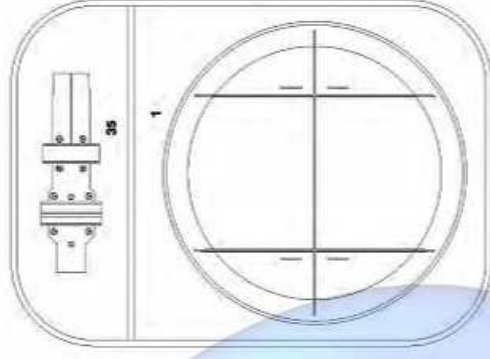
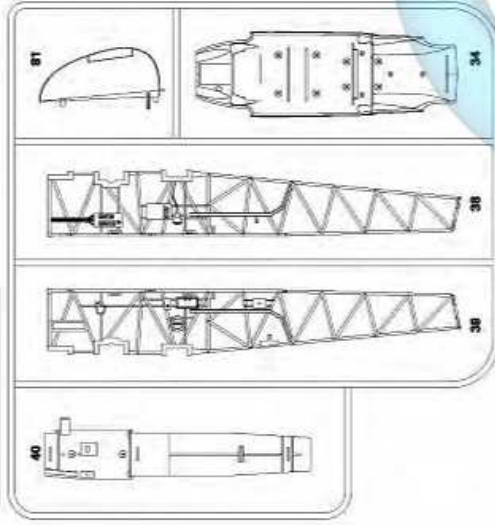
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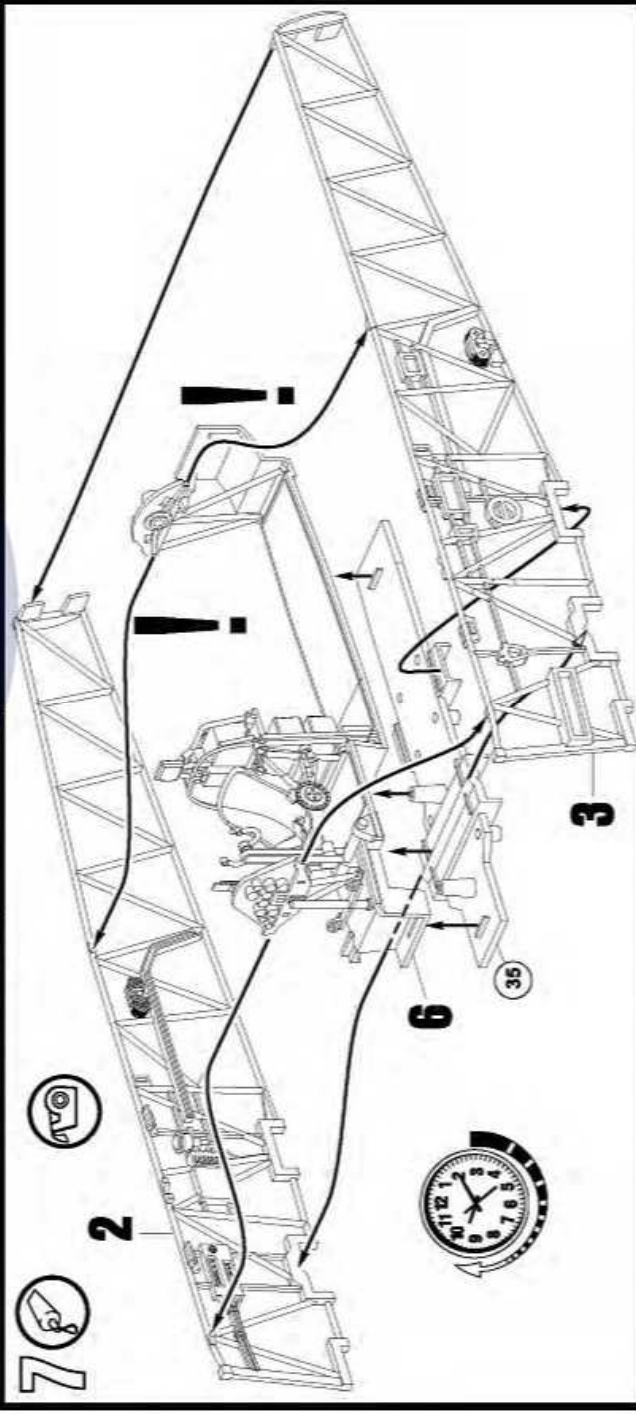
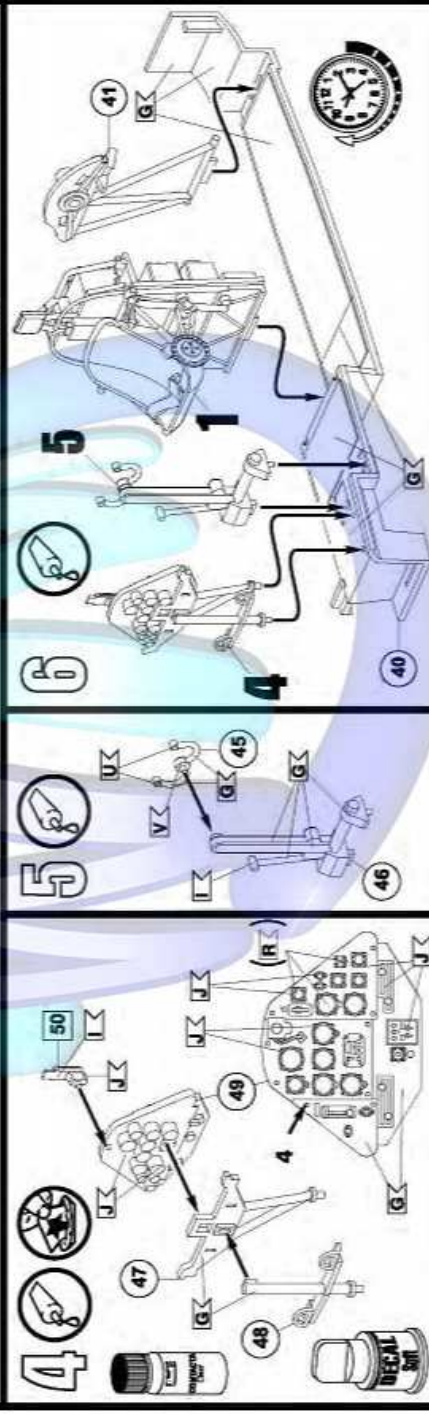
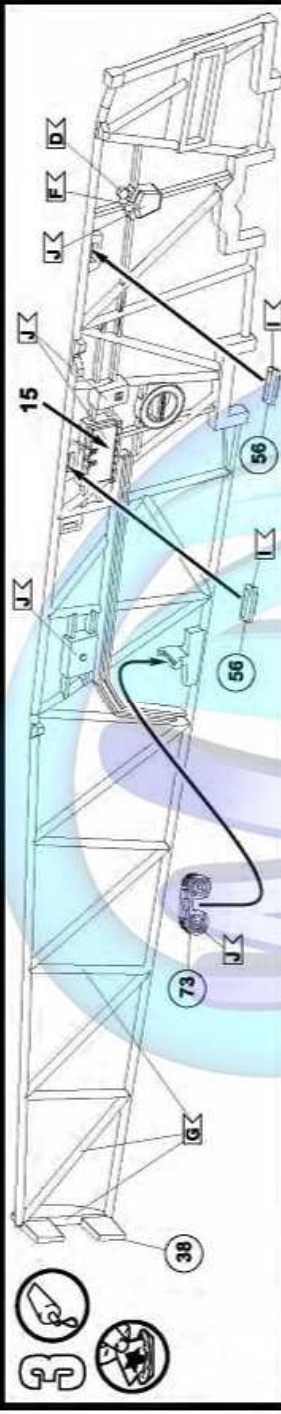
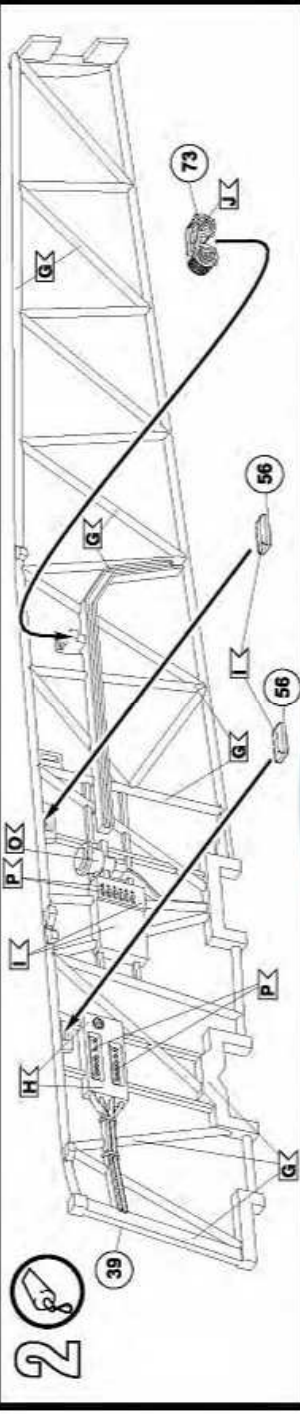
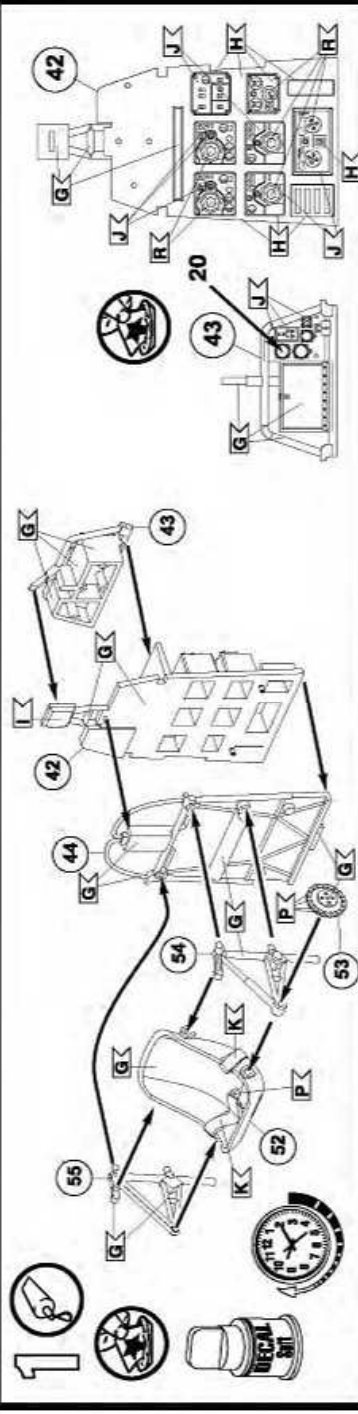


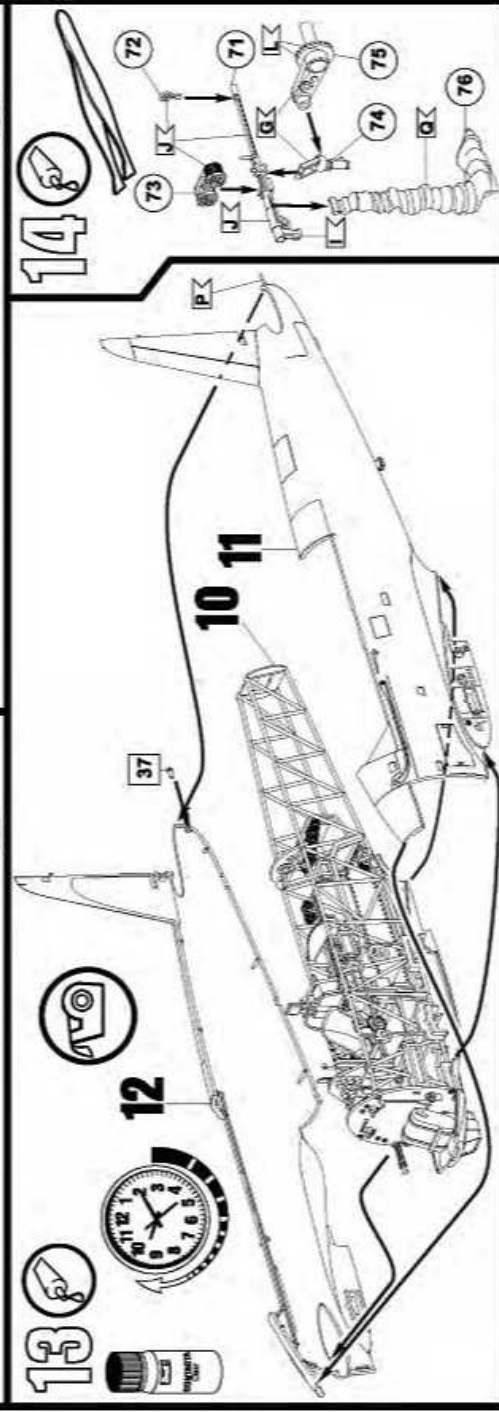
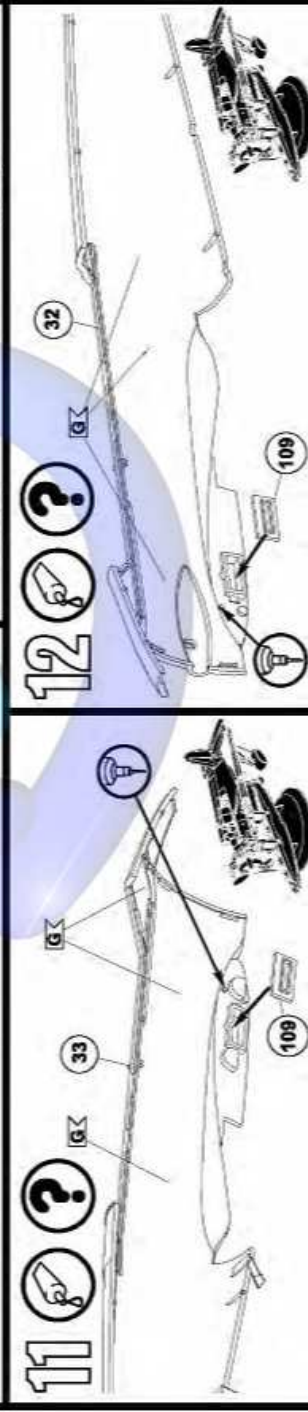
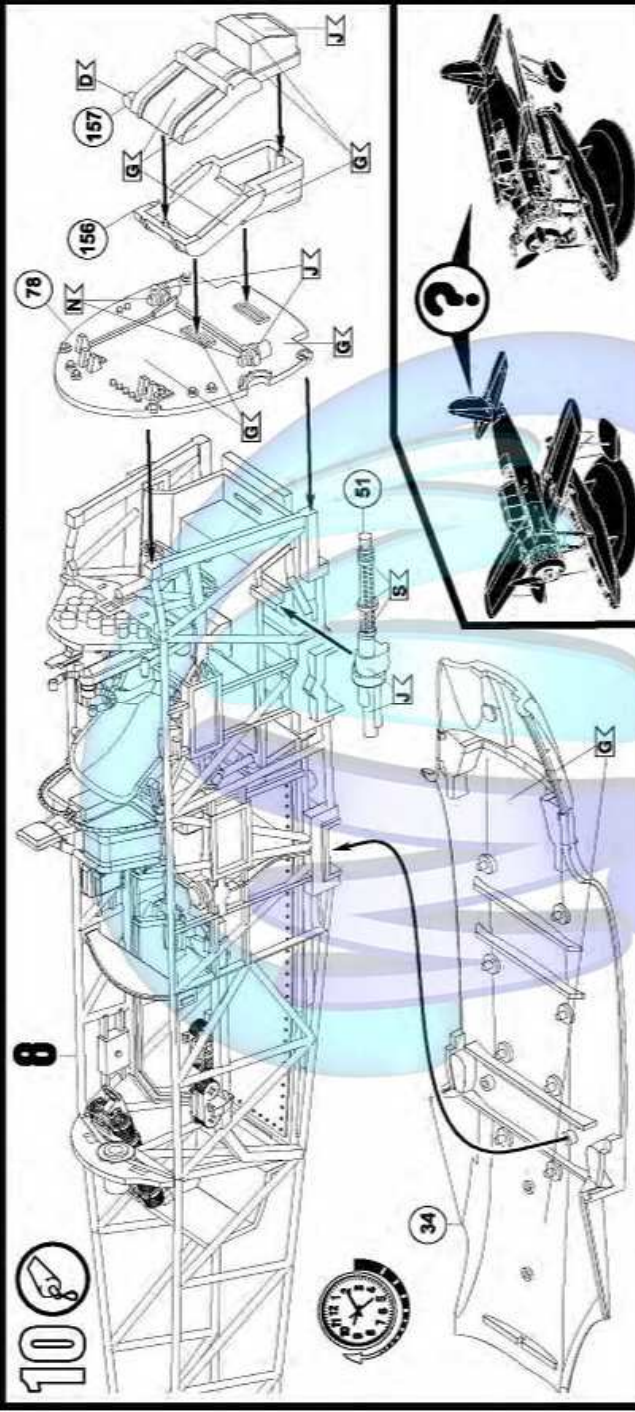
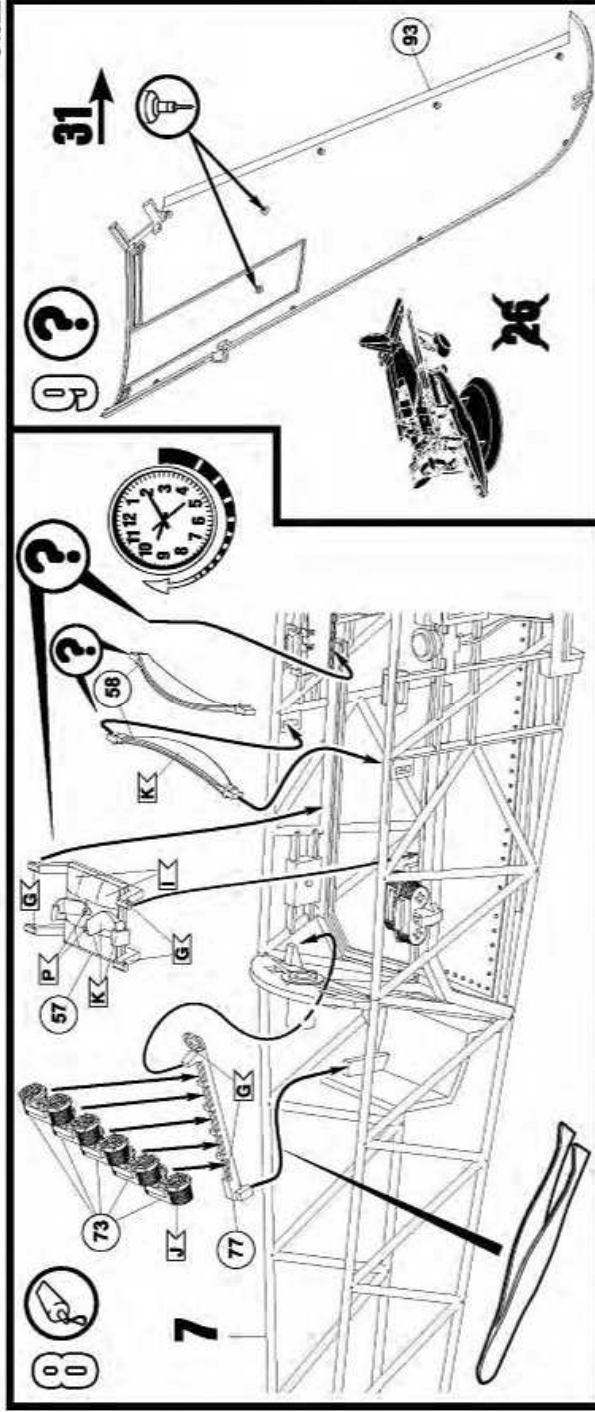
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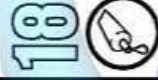
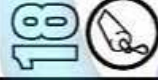
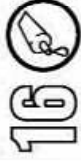


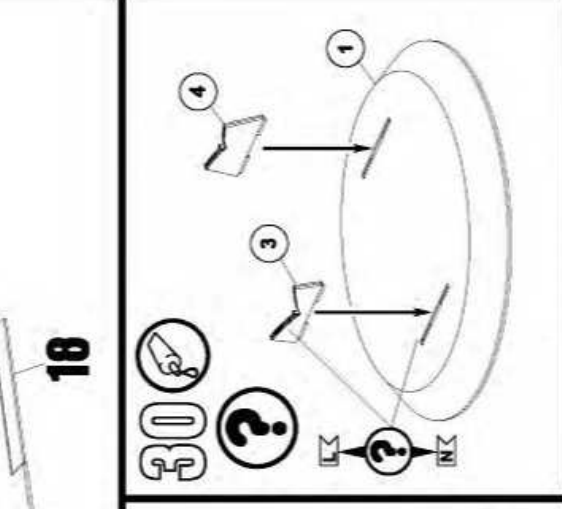
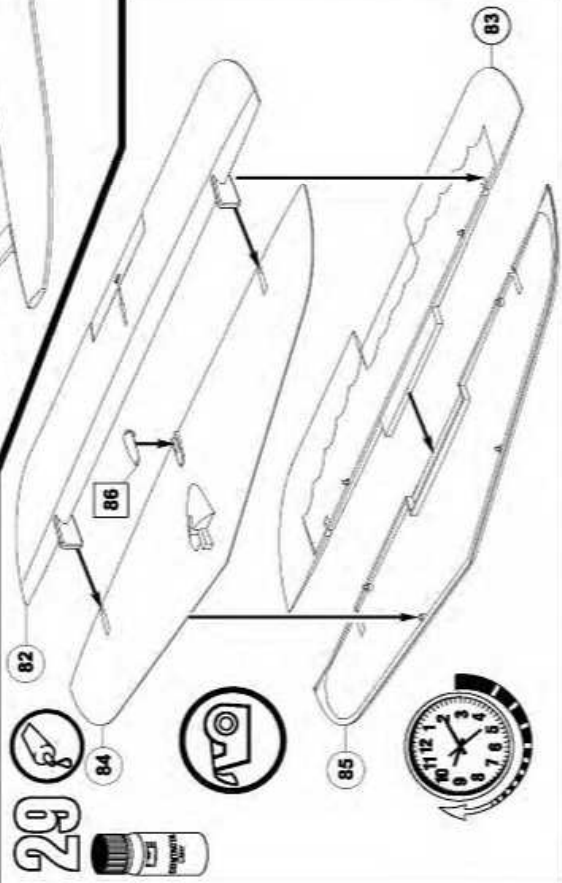
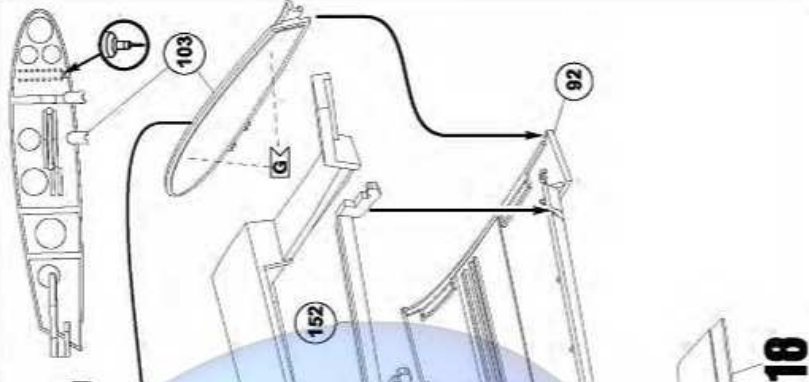
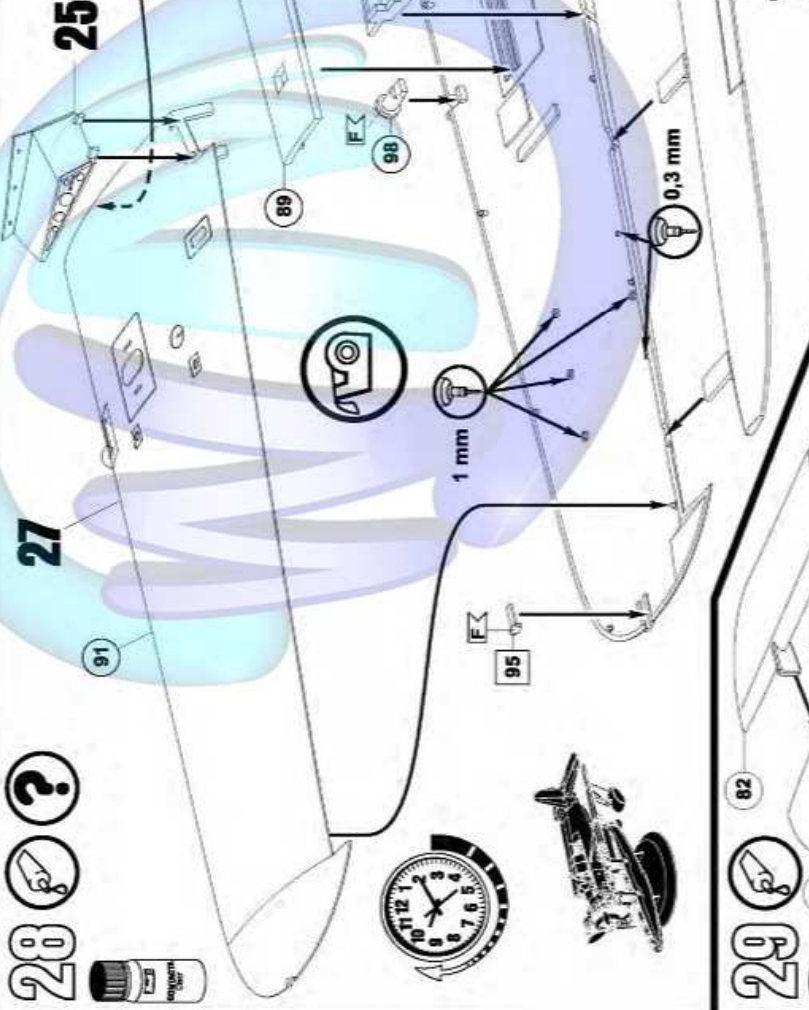
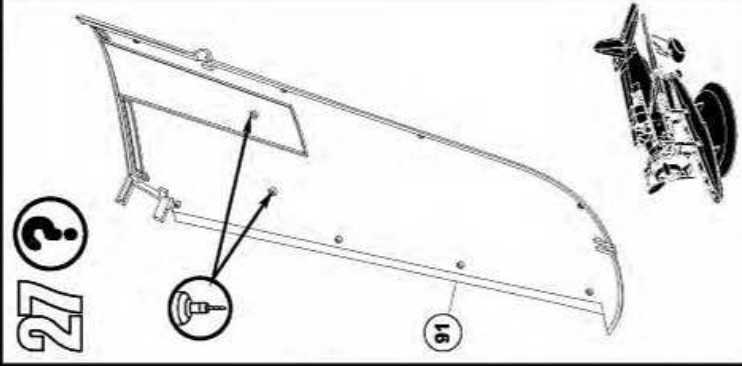
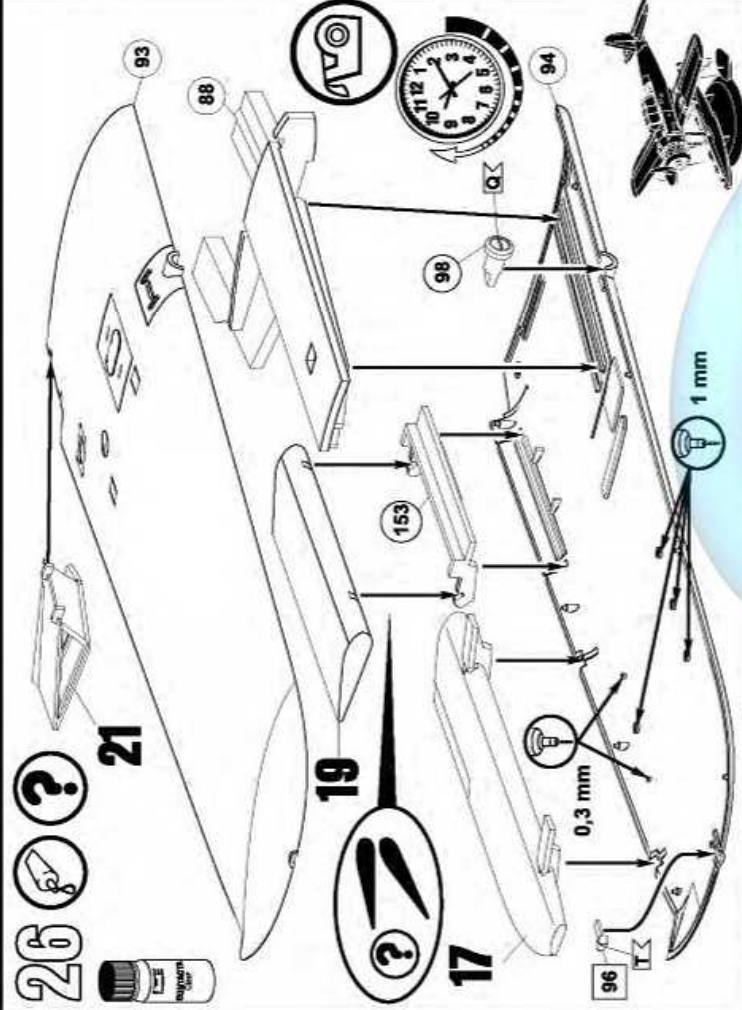
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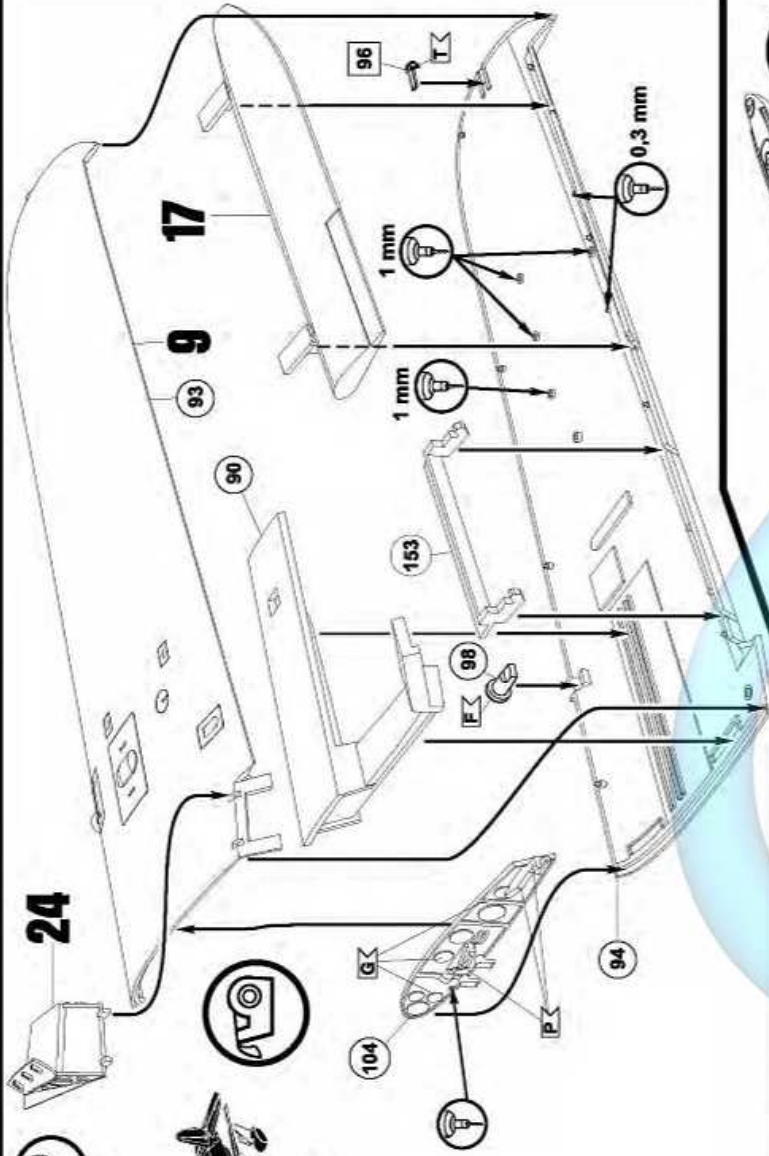




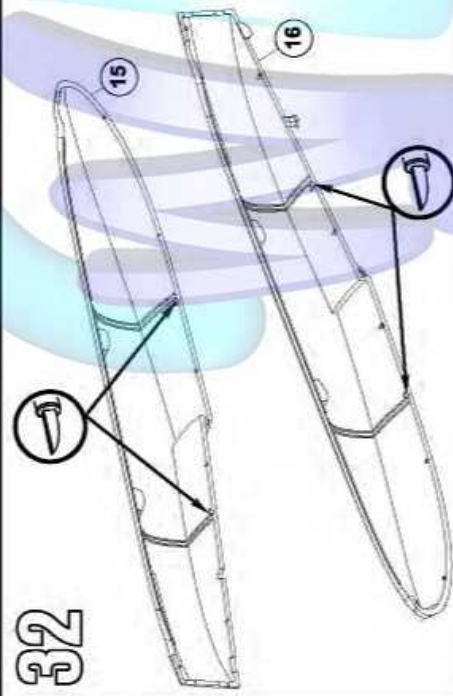




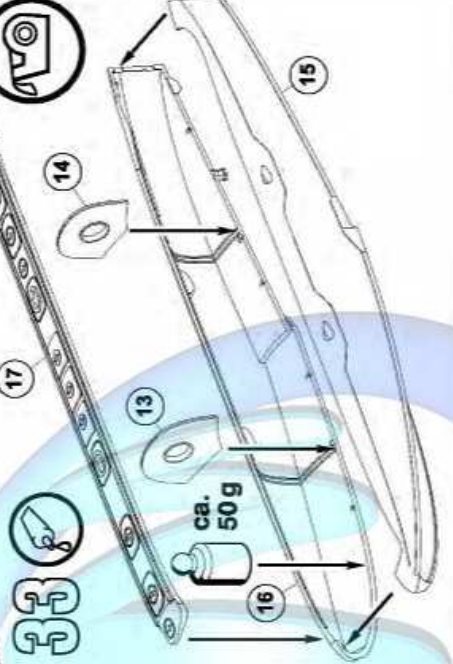
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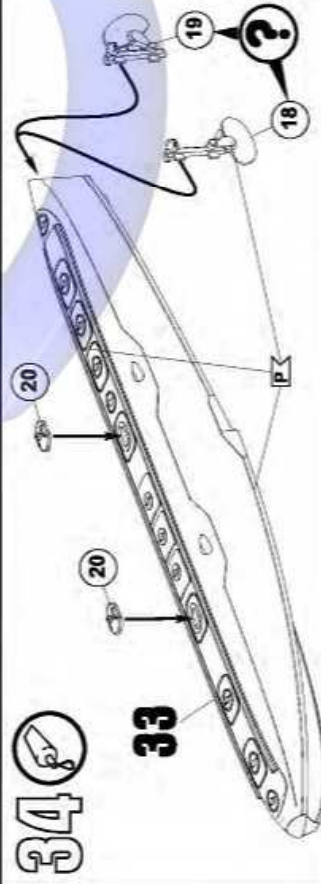
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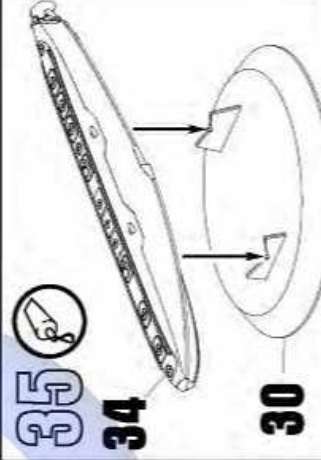
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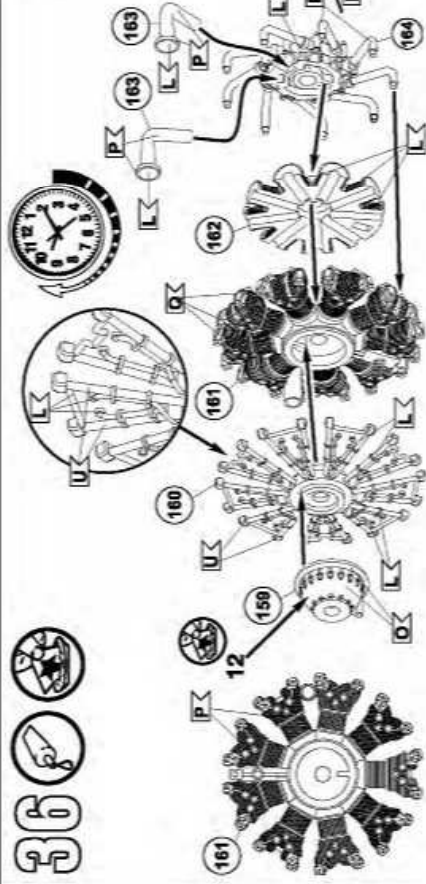
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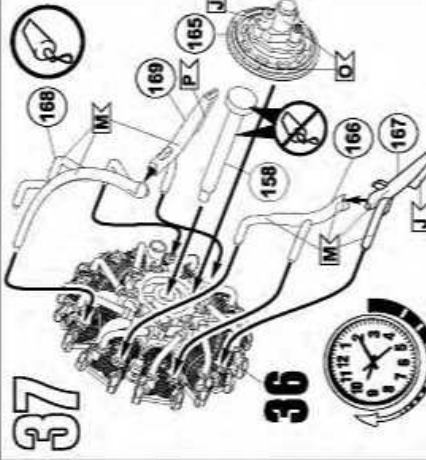
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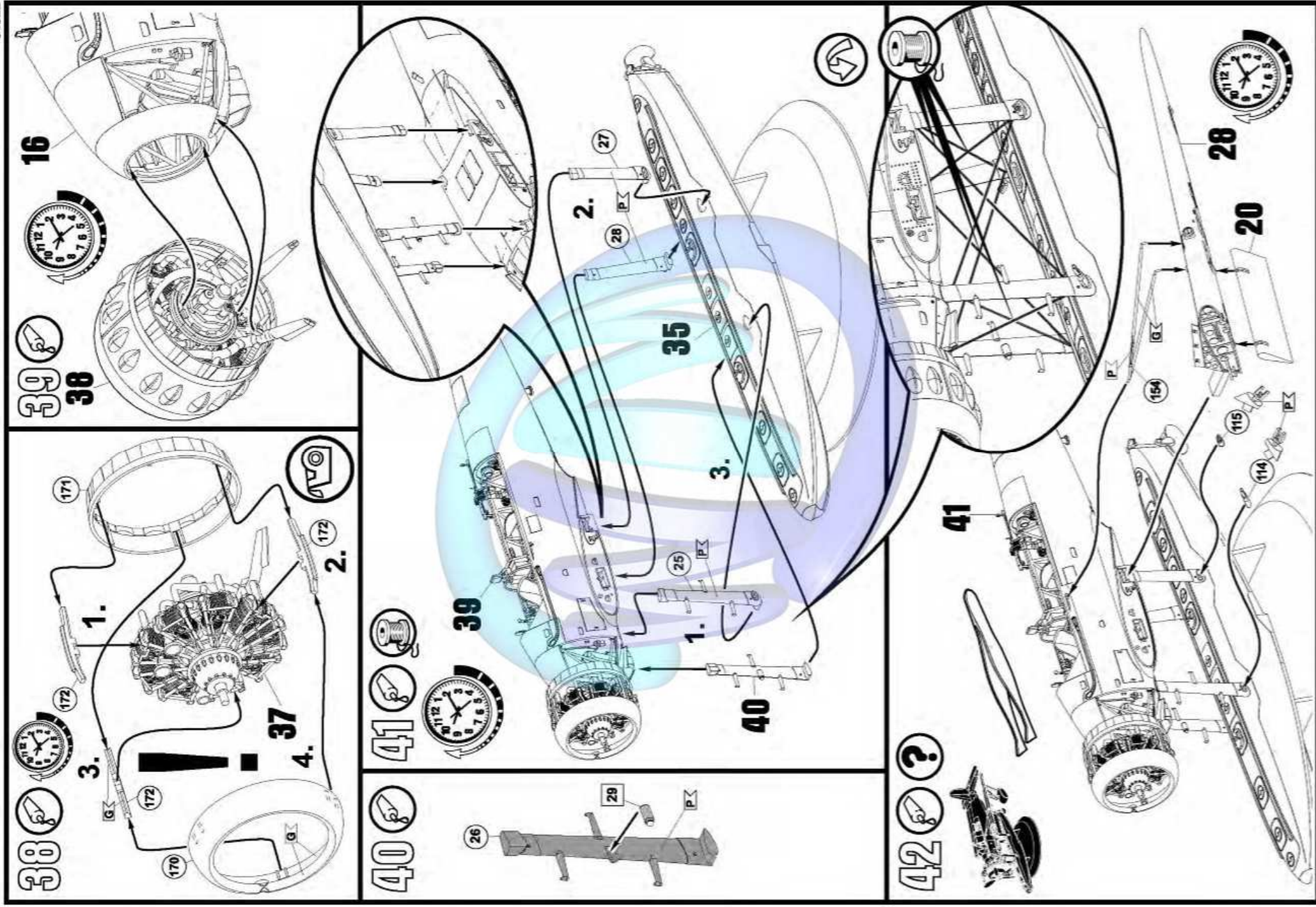


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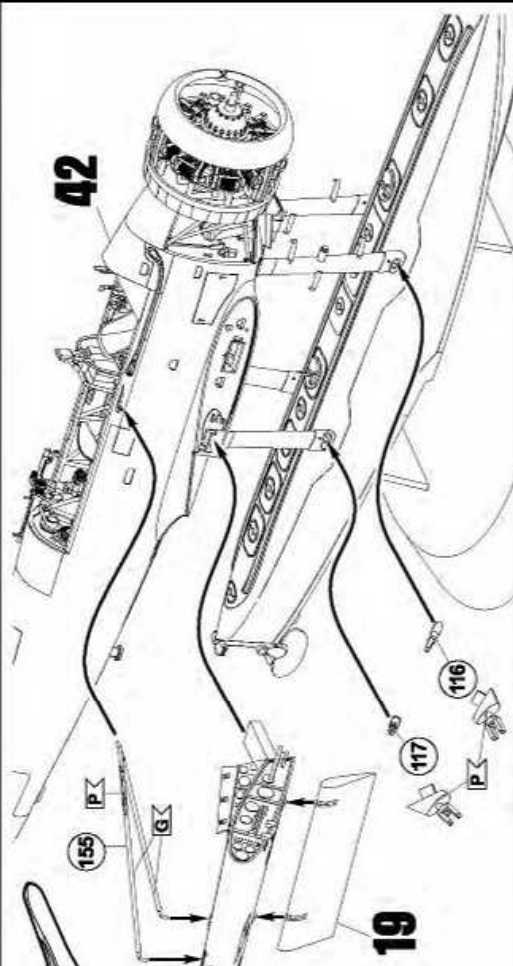


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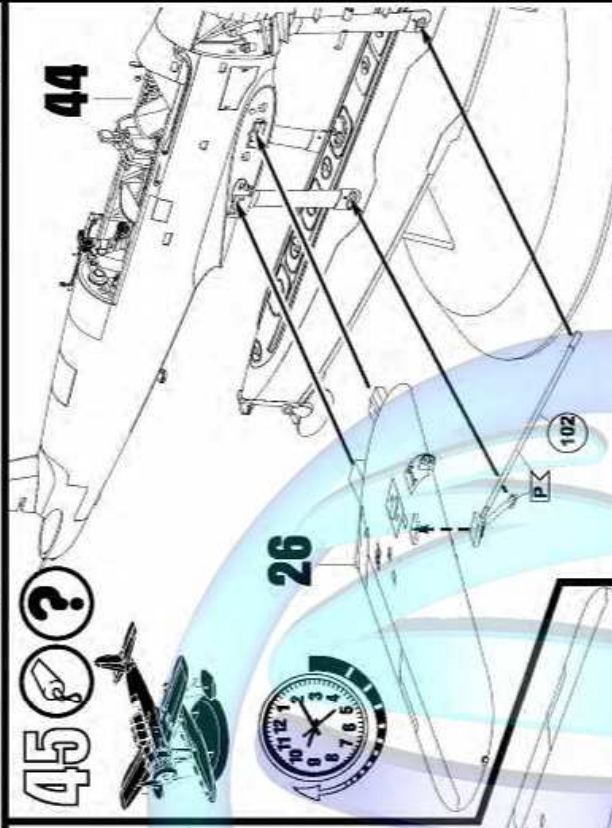
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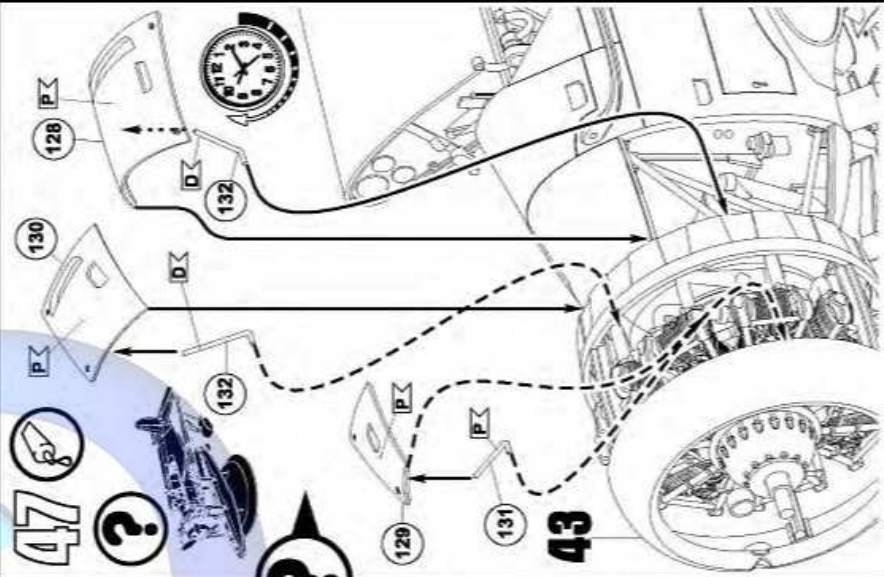
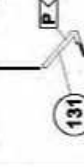


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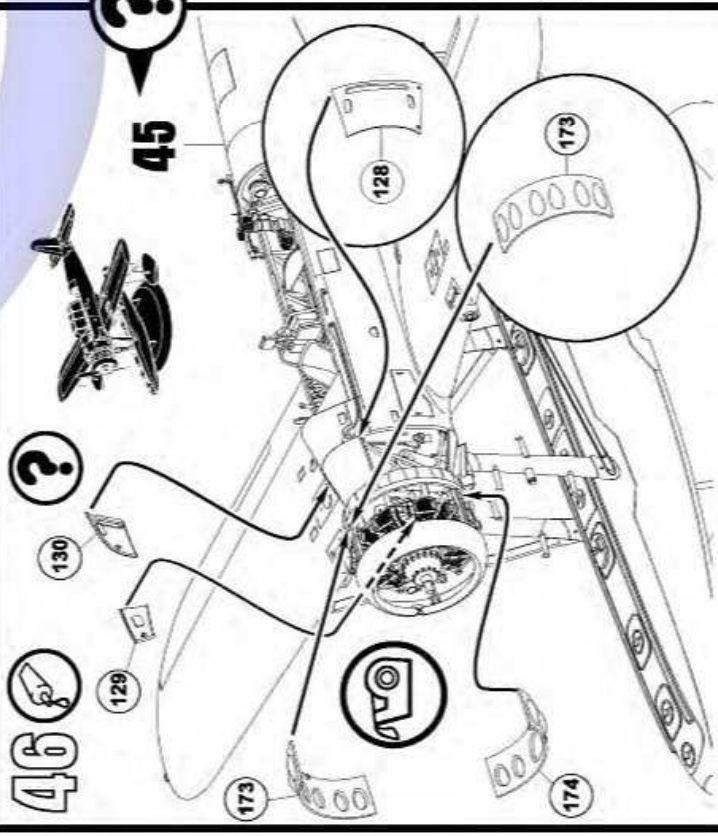


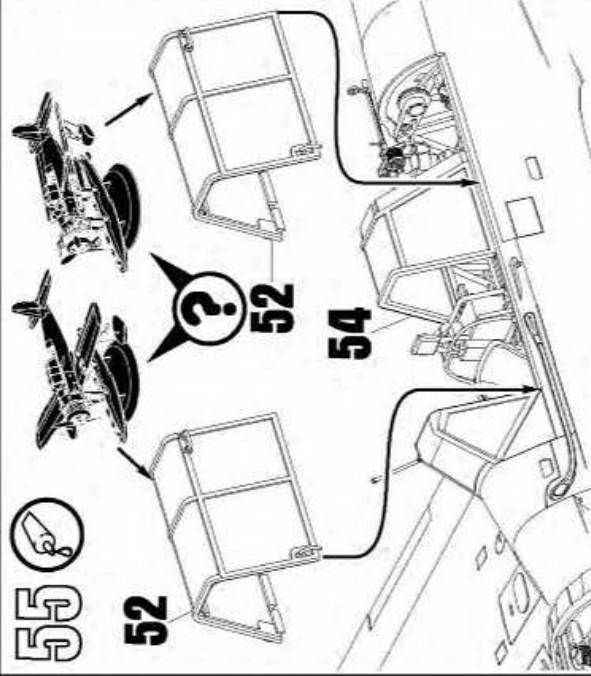
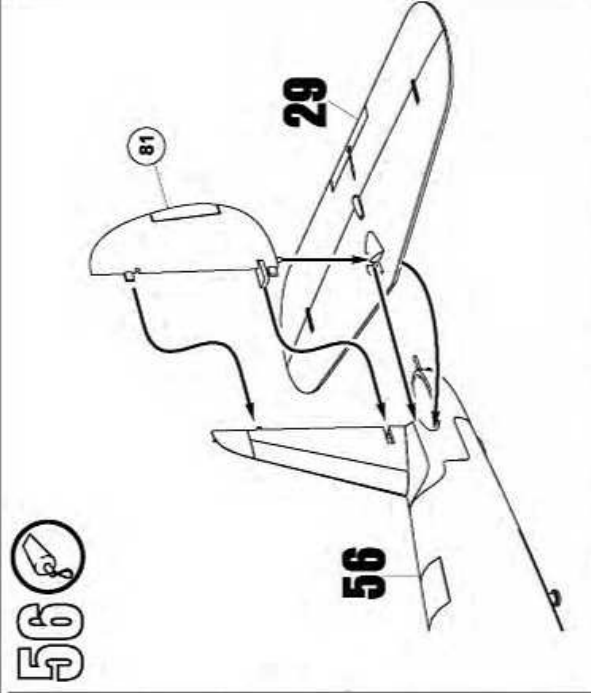
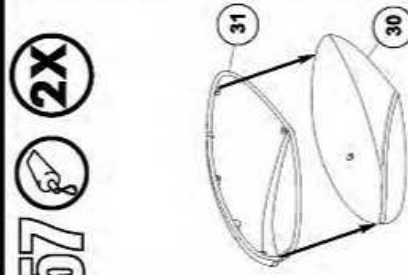
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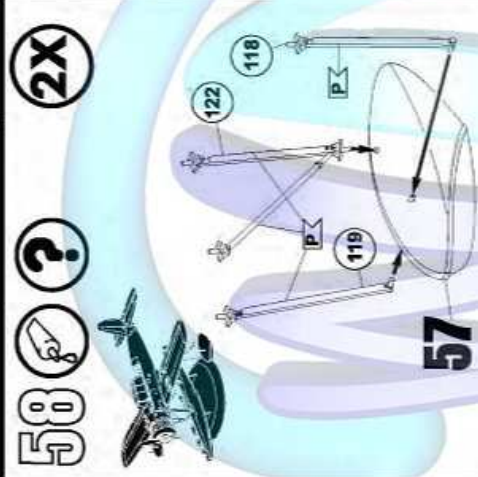


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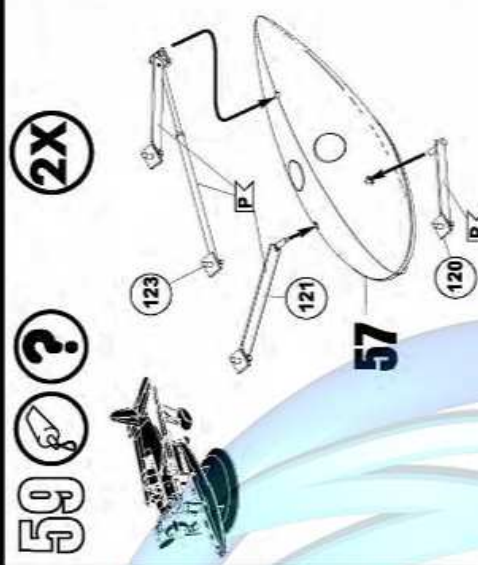


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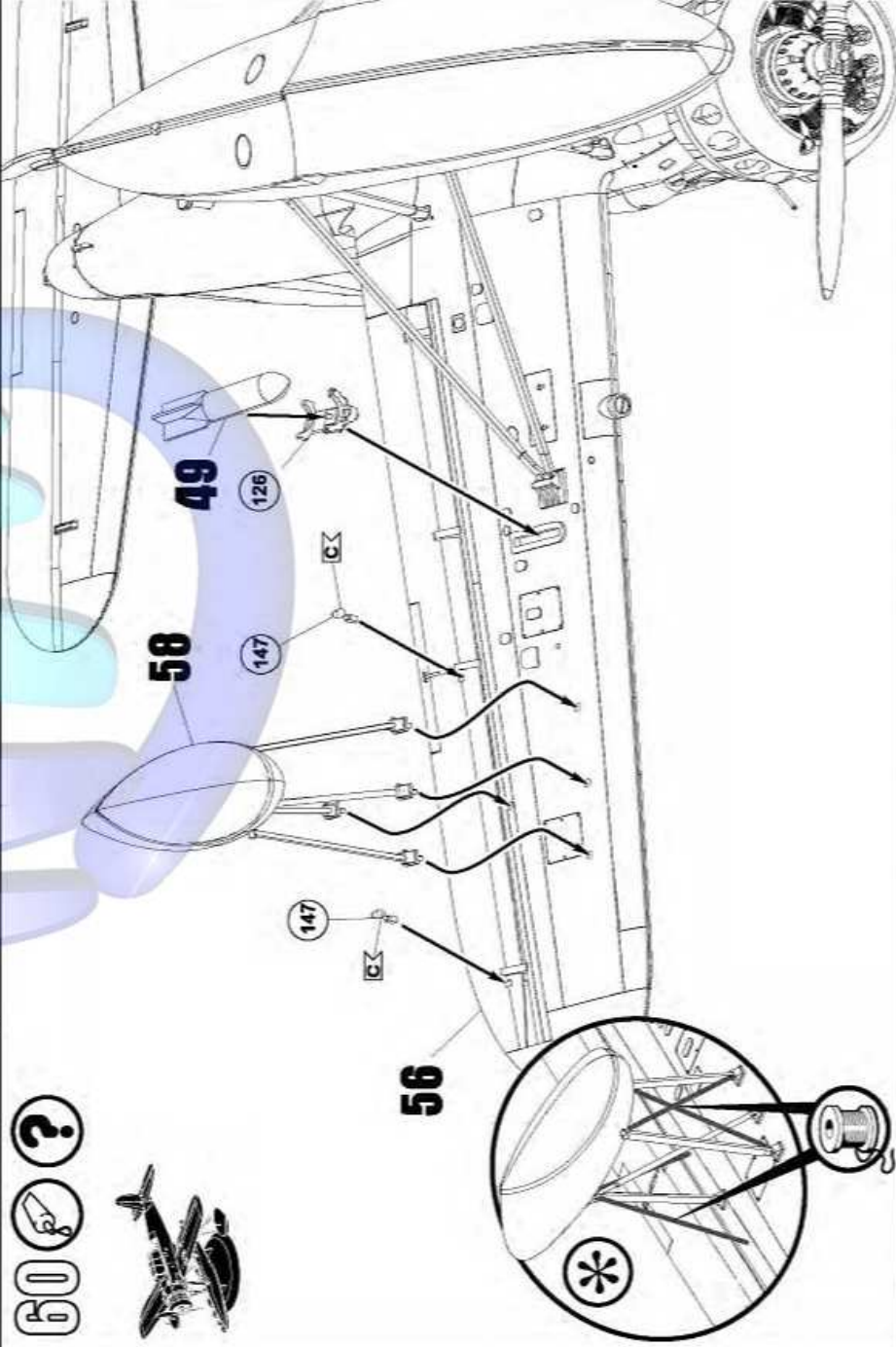
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59 

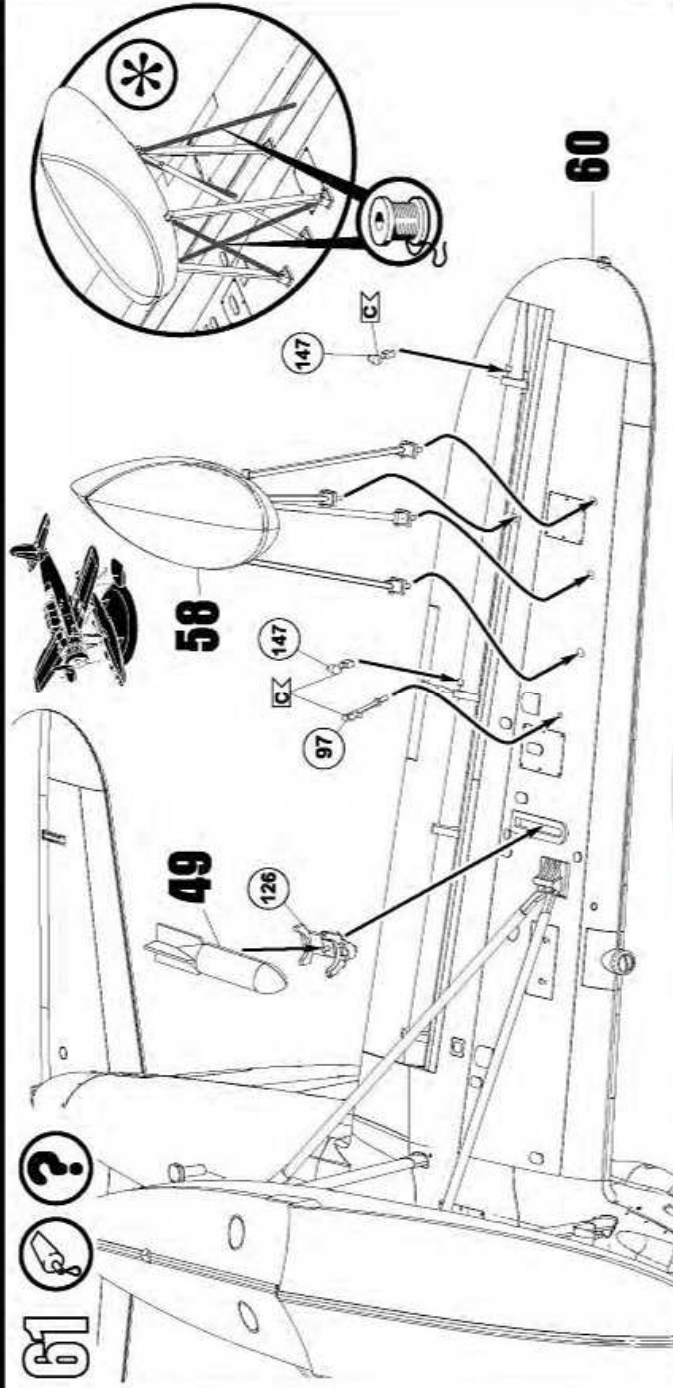
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60 

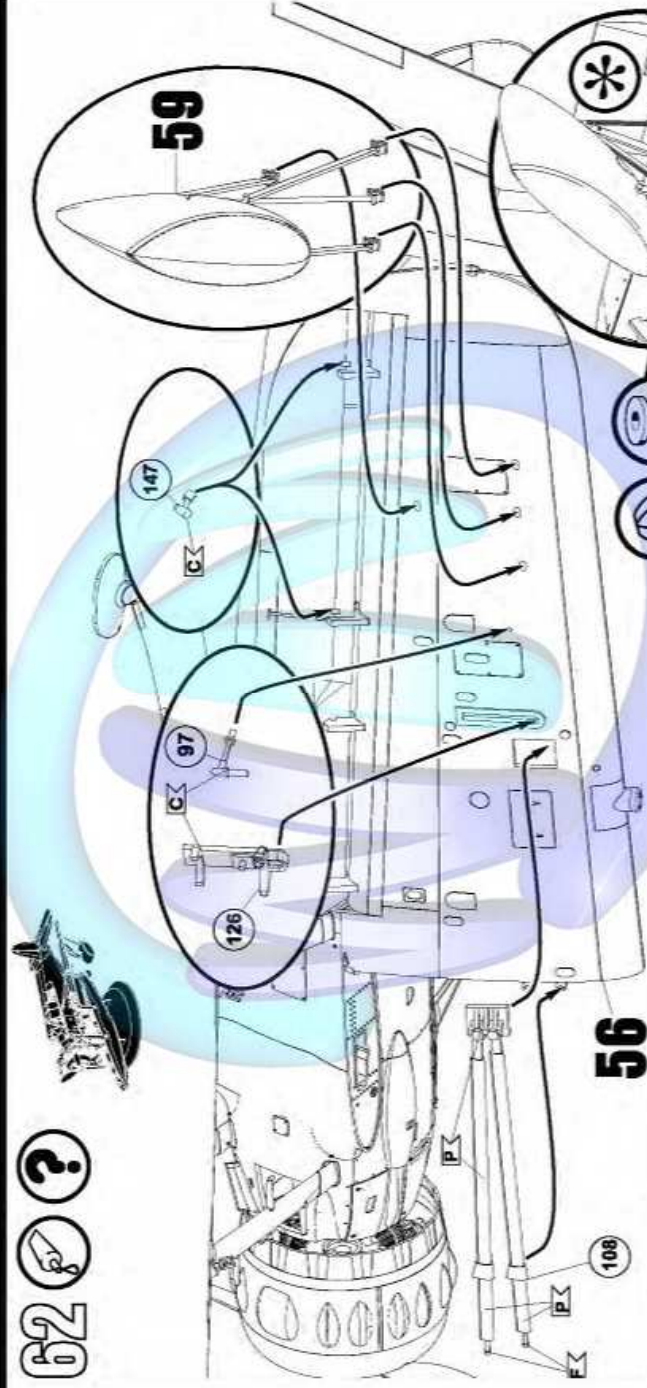
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61 ?



62 ?



63 ?

