

NÁVOD / INSTRUCTION

Bücker Bü 181 Bestmann "Panzerjagdstaffeln"

1/48

CZ - Historie

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

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

Rozpětí: 10,60 m, délka: 7,85 m, max. rychlosť: 215 km/h, dolet: 800 km, dostup: 5000 m

EN - History

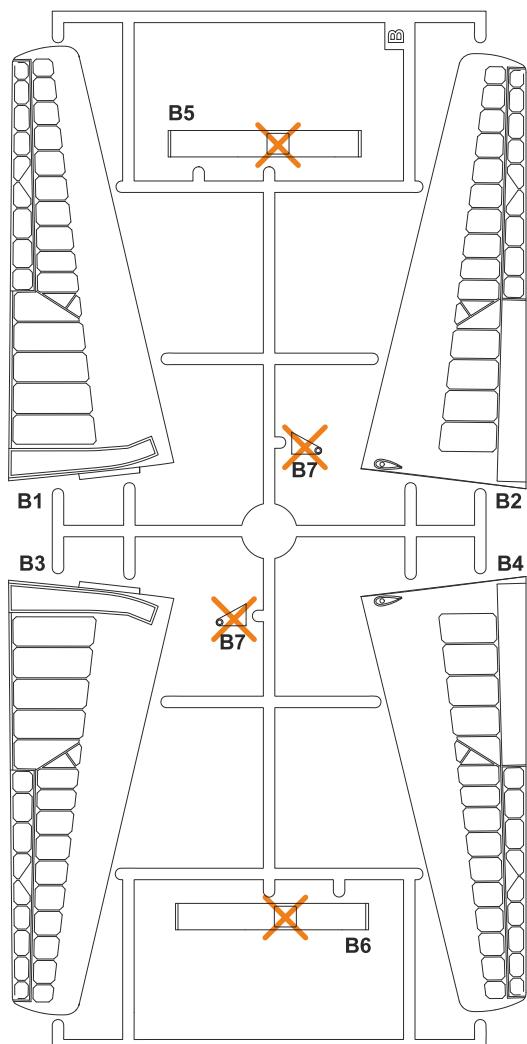
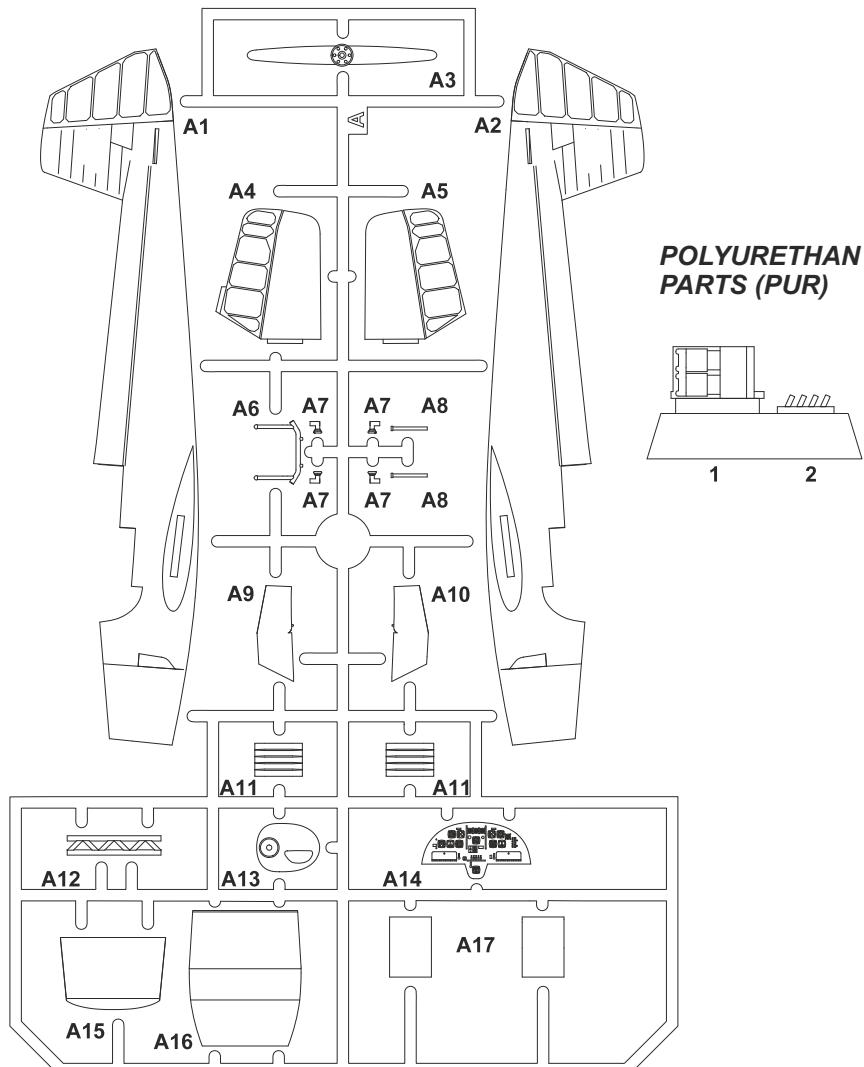
The Bücker Bü 181 was of similar design and construction to its predecessors, the famous and successful German sporting and training aircraft the Bucker Bu 131 and 133 but that was where the similarity ended as the new type was a monoplane with an enclosed cockpit canopy protecting the crew of two who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

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

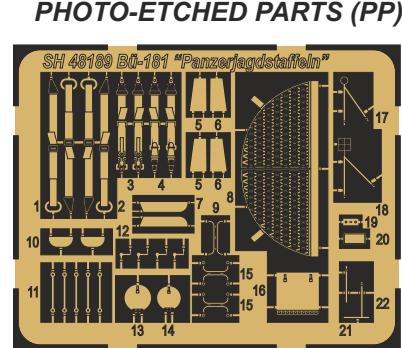
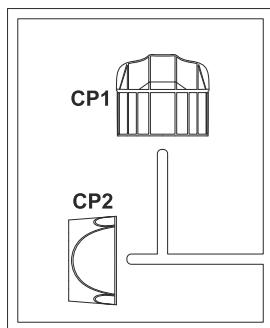
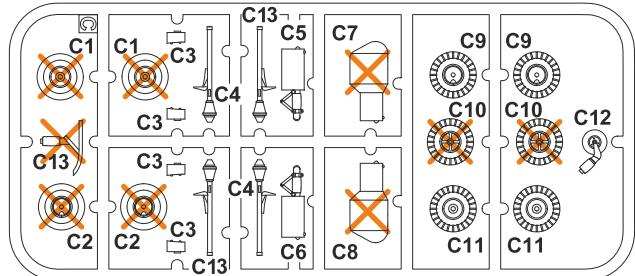
Although it was primarily a trainer the Bü 181 Bestmann was also used for light liaison duties but towards the end of the war as things proved more desperate for the Germans it was even pressed into action as a ground attack aircraft armed with either four anti-tank grenade launchers or Panzerfausts,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

Wingspan: 10,60 m, Length: 7,85 m, Top Speed: 215 km/h, Range: 800 km, Ceiling: 5000 m

PLASTIC PARTS



CLEAR PARTS (CP)



Tento díl
nepoužít



Do not use
this part

(A) Černá / Black

(B) Barva pneu / Tire Black

(C) Bílá / White

(D) RLM 65 Světlá modrá / RLM 65 Light Blue

(E) RLM 66 Tm. šedá / RLM 66 Drk. Grey

(F) RLM 70 Čer. zelená / RLM 70 Blk. Green

(G) RLM 71 Tm. zelená / RLM 71 Drk. Green

H2 / C2

H77 / C137

H1 / C1

H67 / C115

H416 / C116

H65 / C18

H64 / C17

(H) Švýc. Khaki zelená / Swiss Khaki Green

+ H312 / C312 10%

(I) Dřevo / Wood

H37 / C43

(J) Barva plátna / Tan

H27 / C44

(K) Červená / Red

H3 / C3

(L) Barva kůže / Red Brown

H17 / C29

(M) Žlutá / Yellow

H4 / C4

(O) Hliník / Aluminium

H8 / C8

SYMBOLS

MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

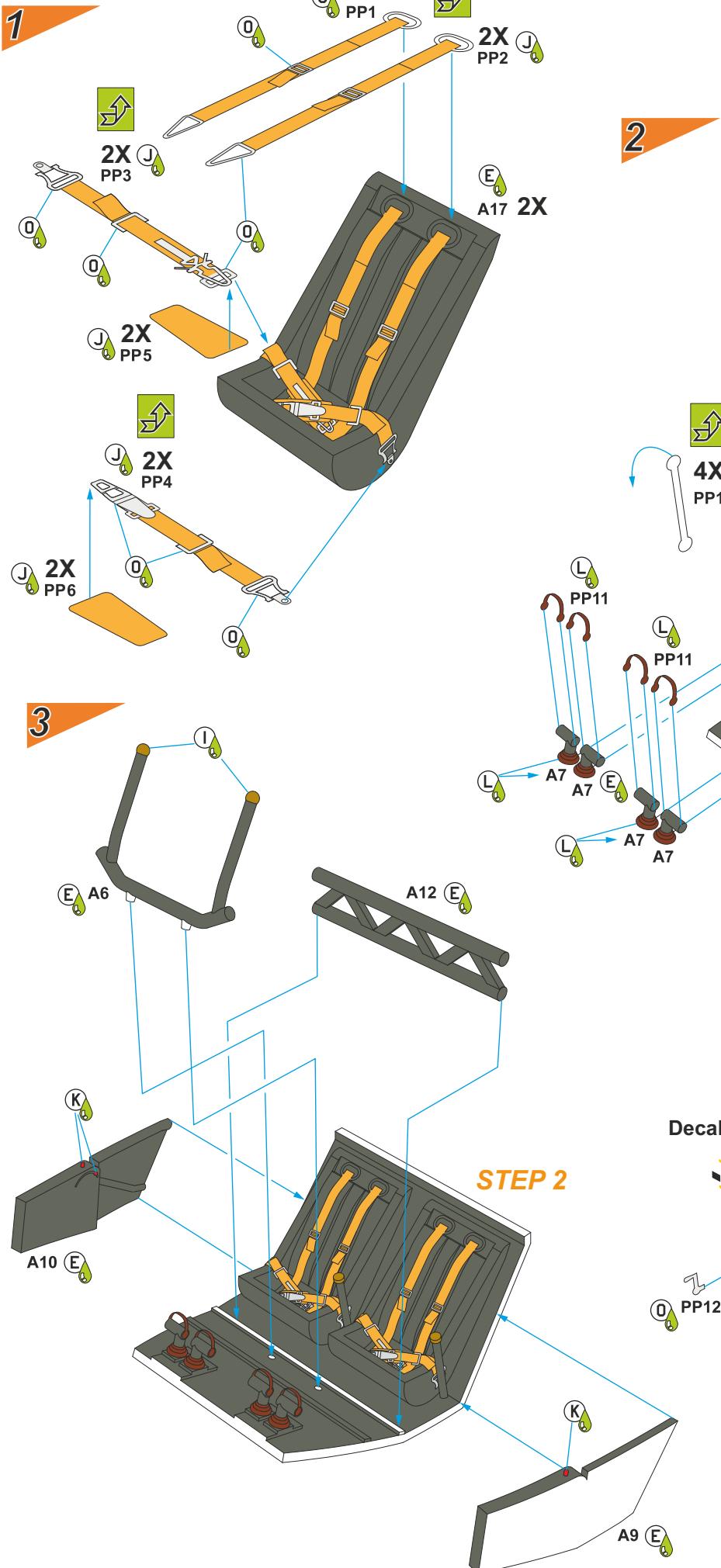
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT

OHNOT
BEND
BIEGEN
COURBER

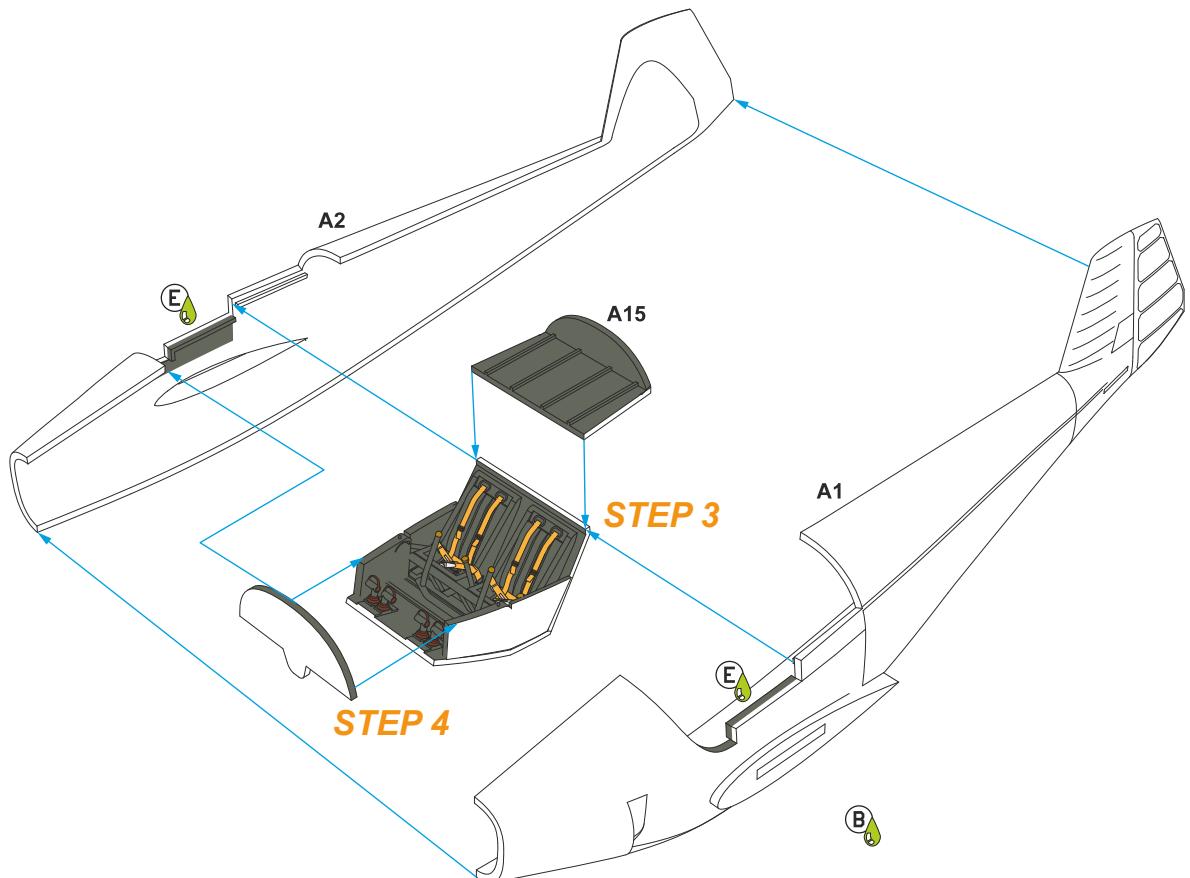
ZHOTOVIT NOVĚ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

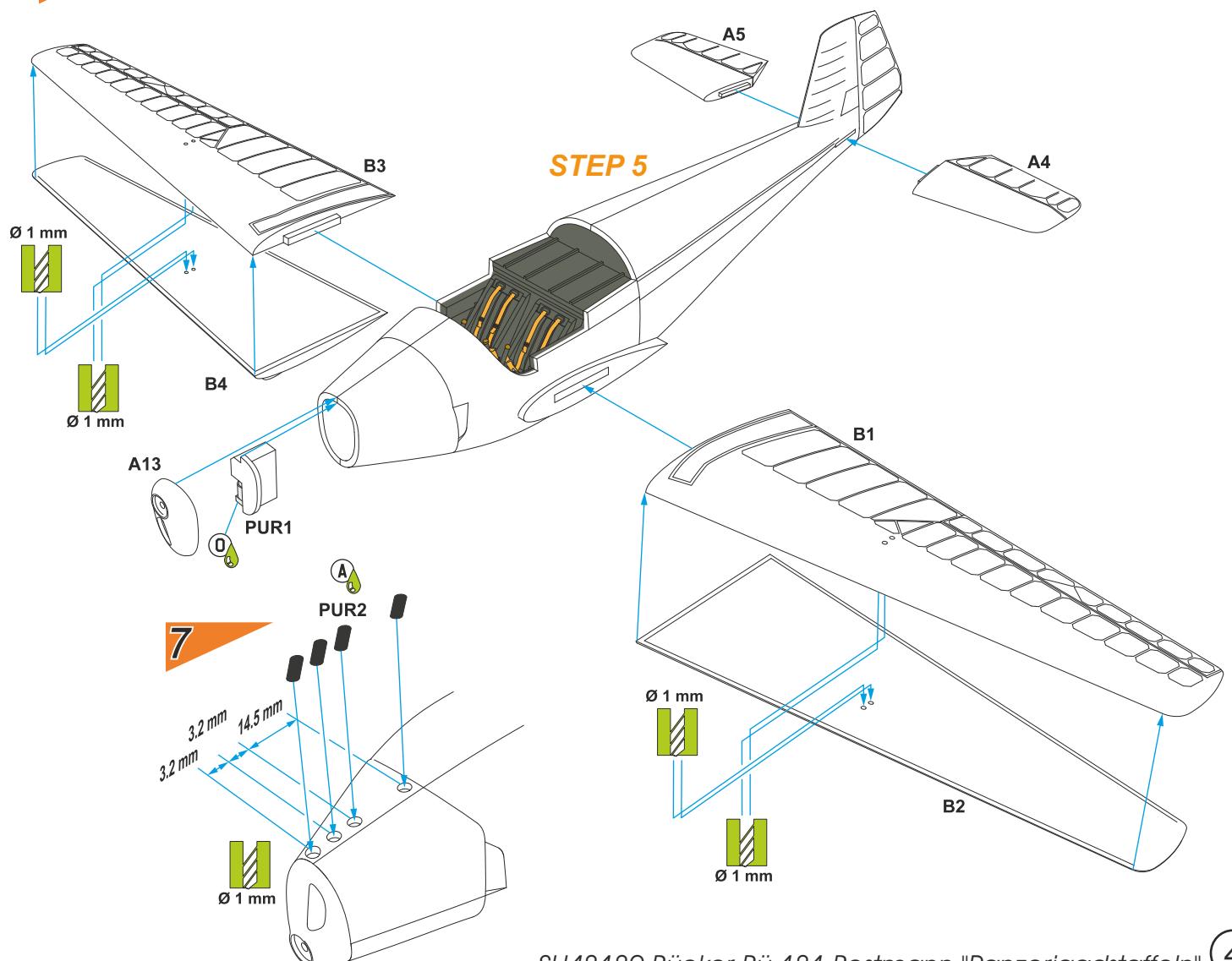
GSI
colours code
A
NATRÍT
COLOUR
FARBEN
PEINDRE



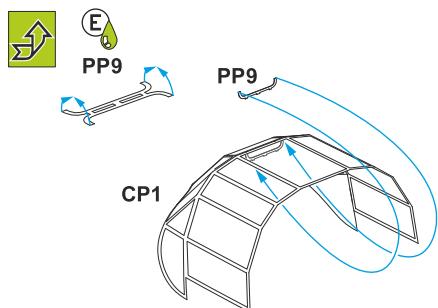
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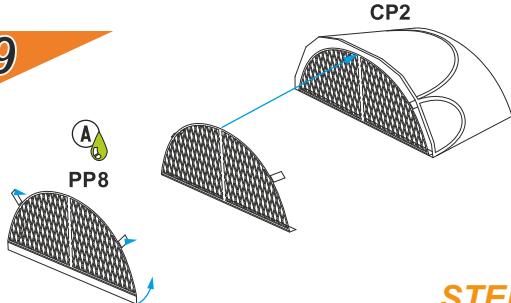
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8



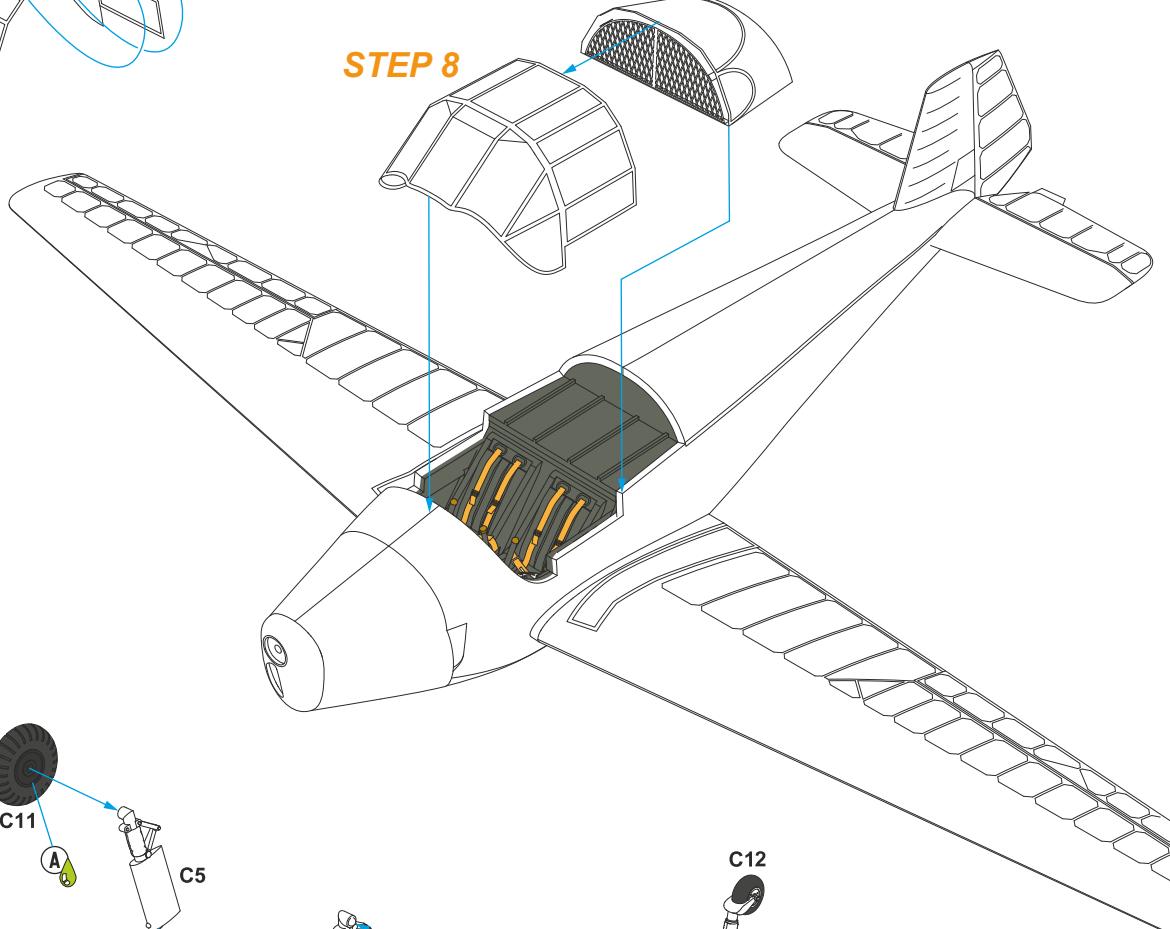
9



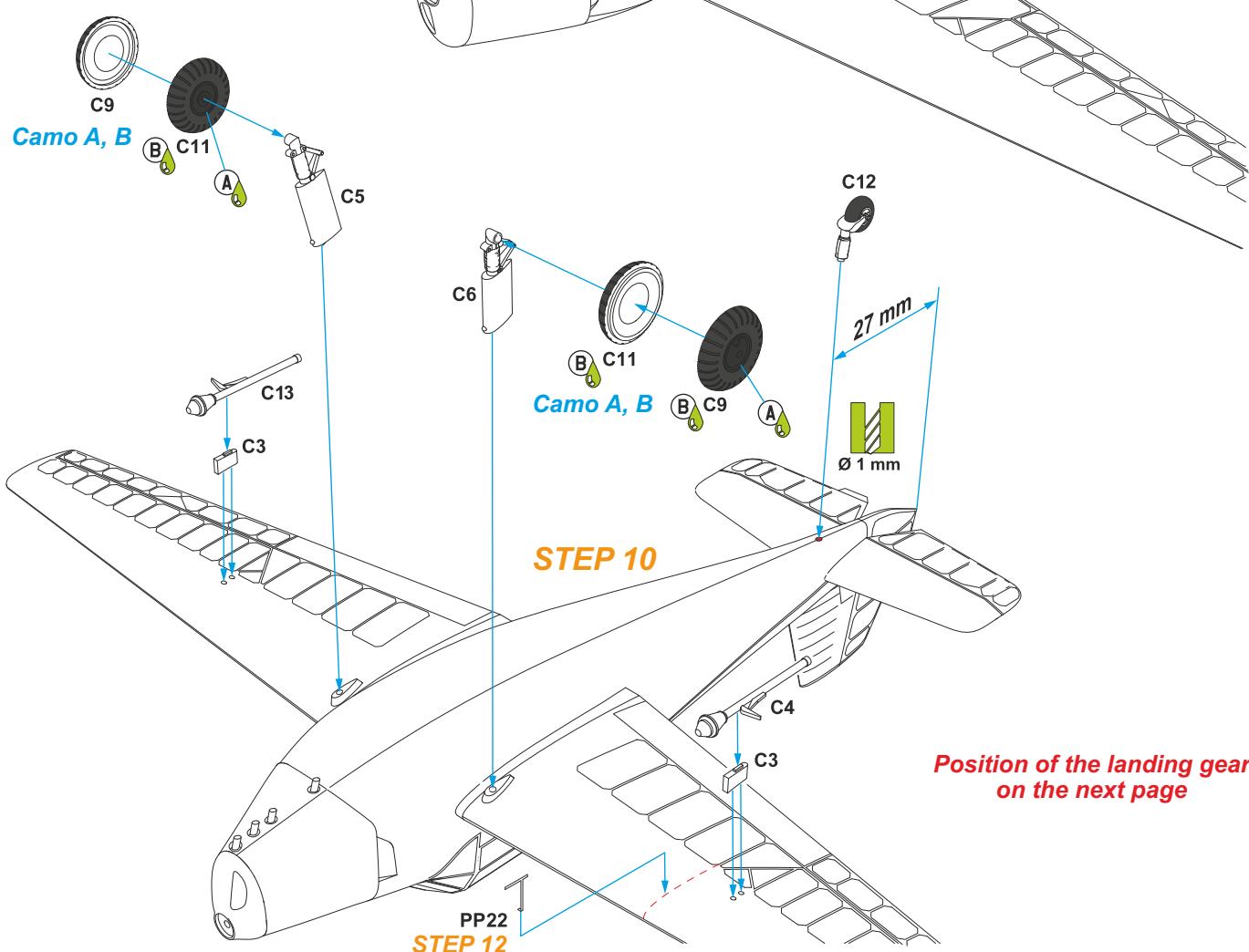
STEP 9

STEP 8

10



11

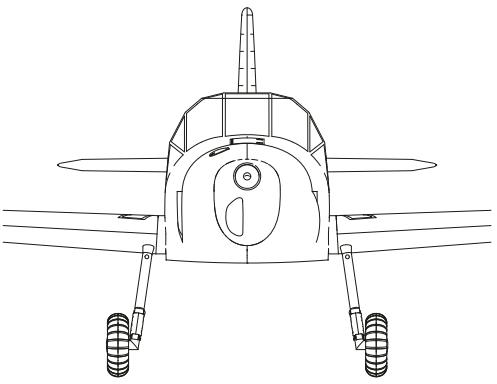


STEP 10

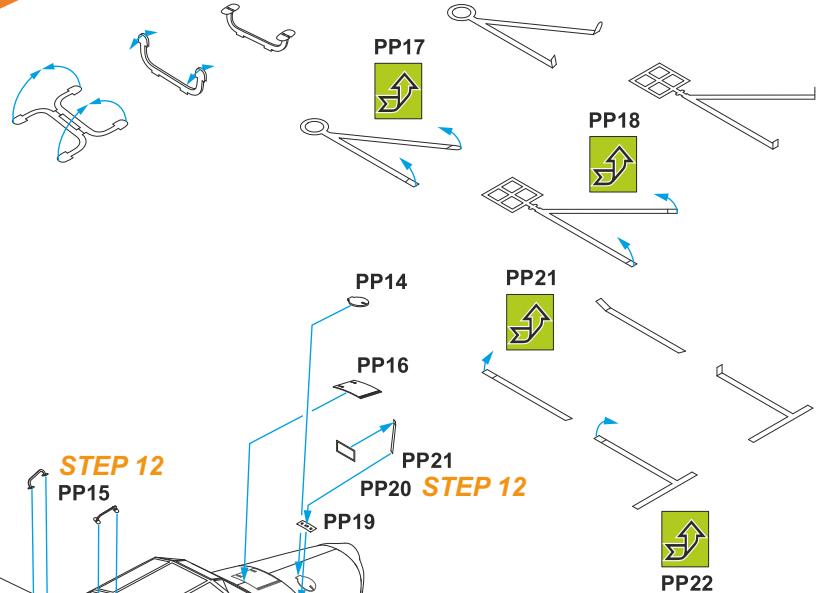
*Position of the landing gear
on the next page*

PP22
STEP 12

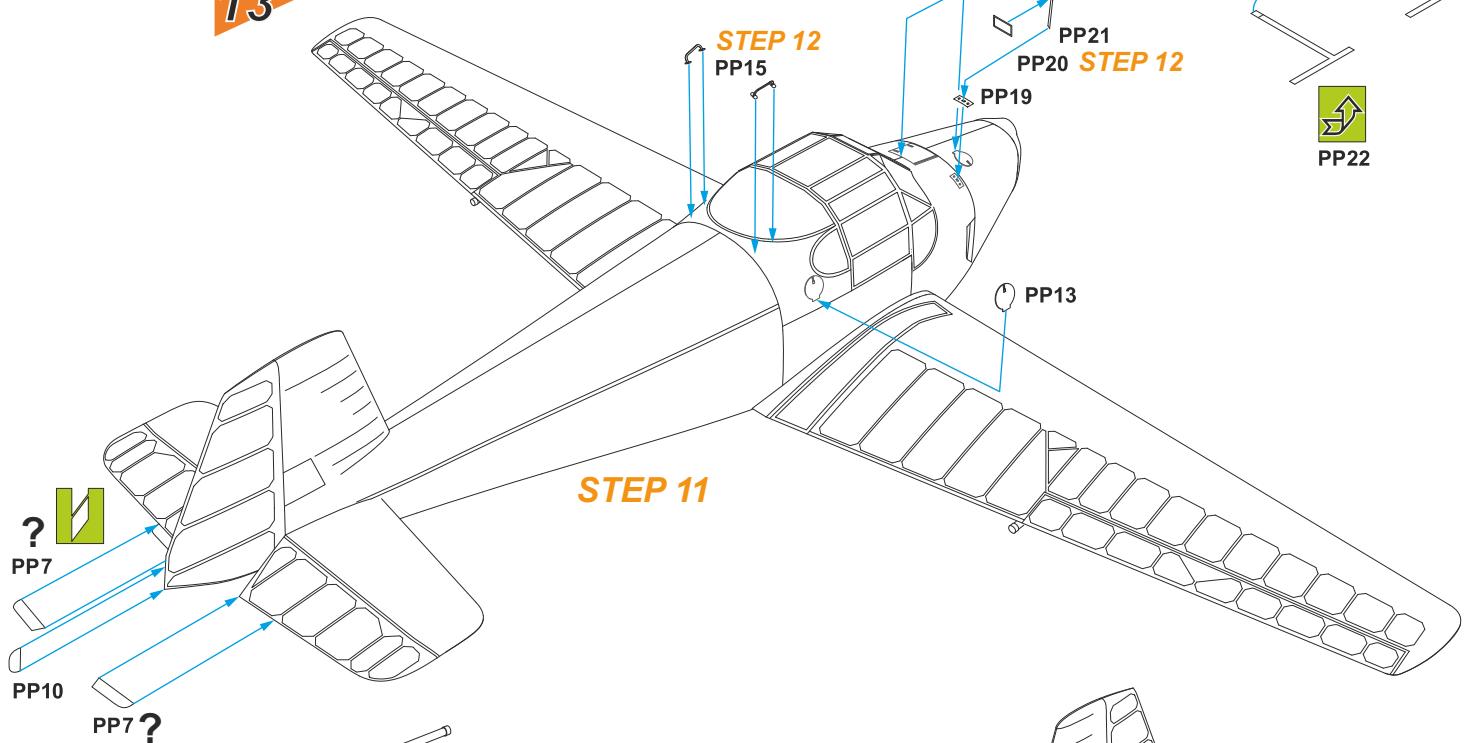
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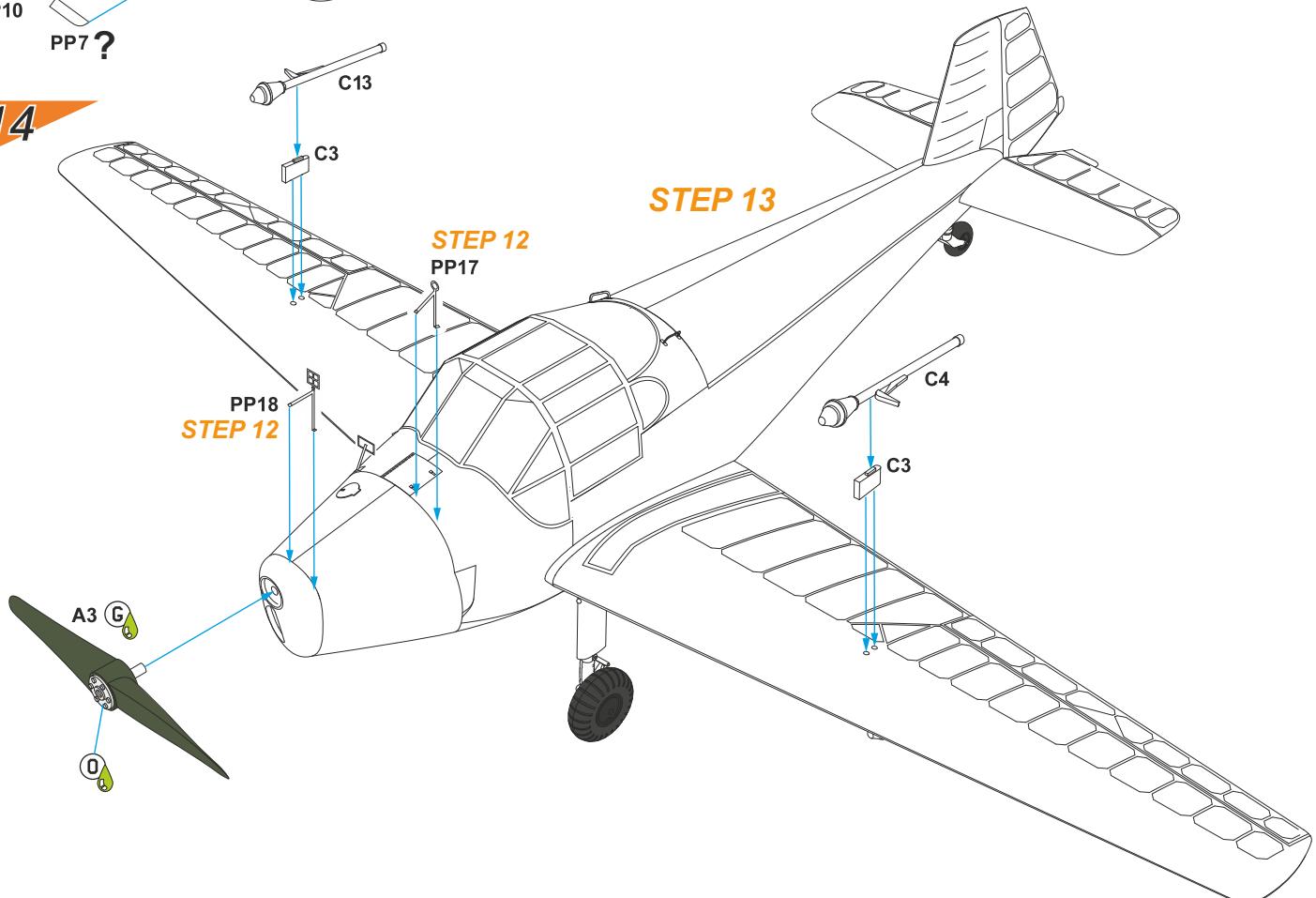
2X
PP15



13



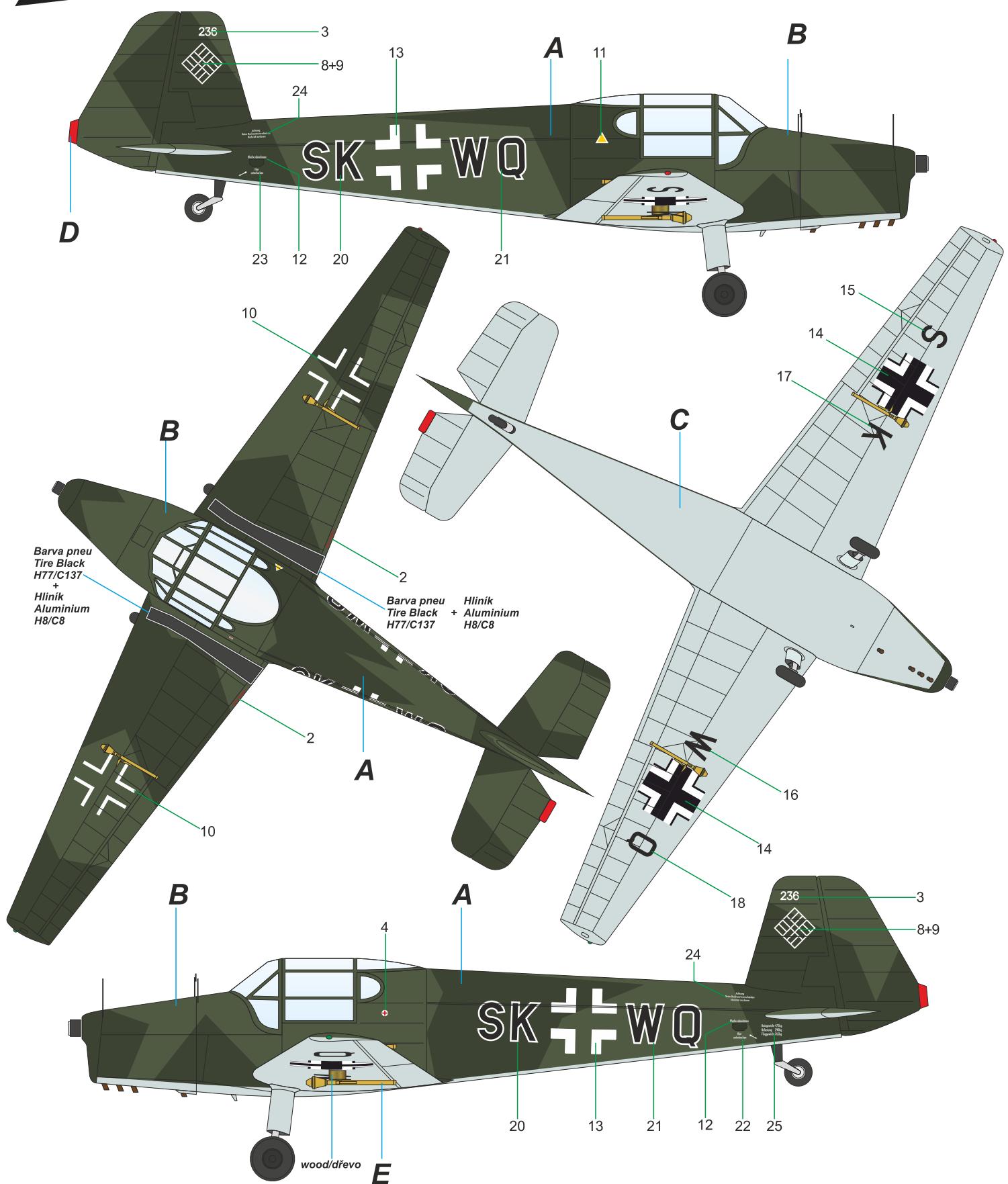
14



Bücker Bü 181, W. Nr. 201236, SK+WQ, pilot Ofw. Alfred Buchsteiner, druhý pilot Fw. Diebl, 3. Panzerjagdstaffel, letiště Kaufbeuren, duben 1945.

Bücker Bü 181, W. Nr. 201236, SK+WQ, pilot Ofw. Alfred Buchsteiner, second pilot Fw. Diebl, 3. Panzerjagdstaffel, Kaubeuren airfield, April 1945.

CAM. A



A

Černozelená
Black Green
H65/C18
RJM 70 Schwarzgrün

B

Tmavá zelená
Dark Green
H64/C17
RIM 71 Dunkelgrün

C

Světlá modrá
Light Blue
H67/C115
RIM 65 Lichtblau

D

Červená
Red
H3/C3

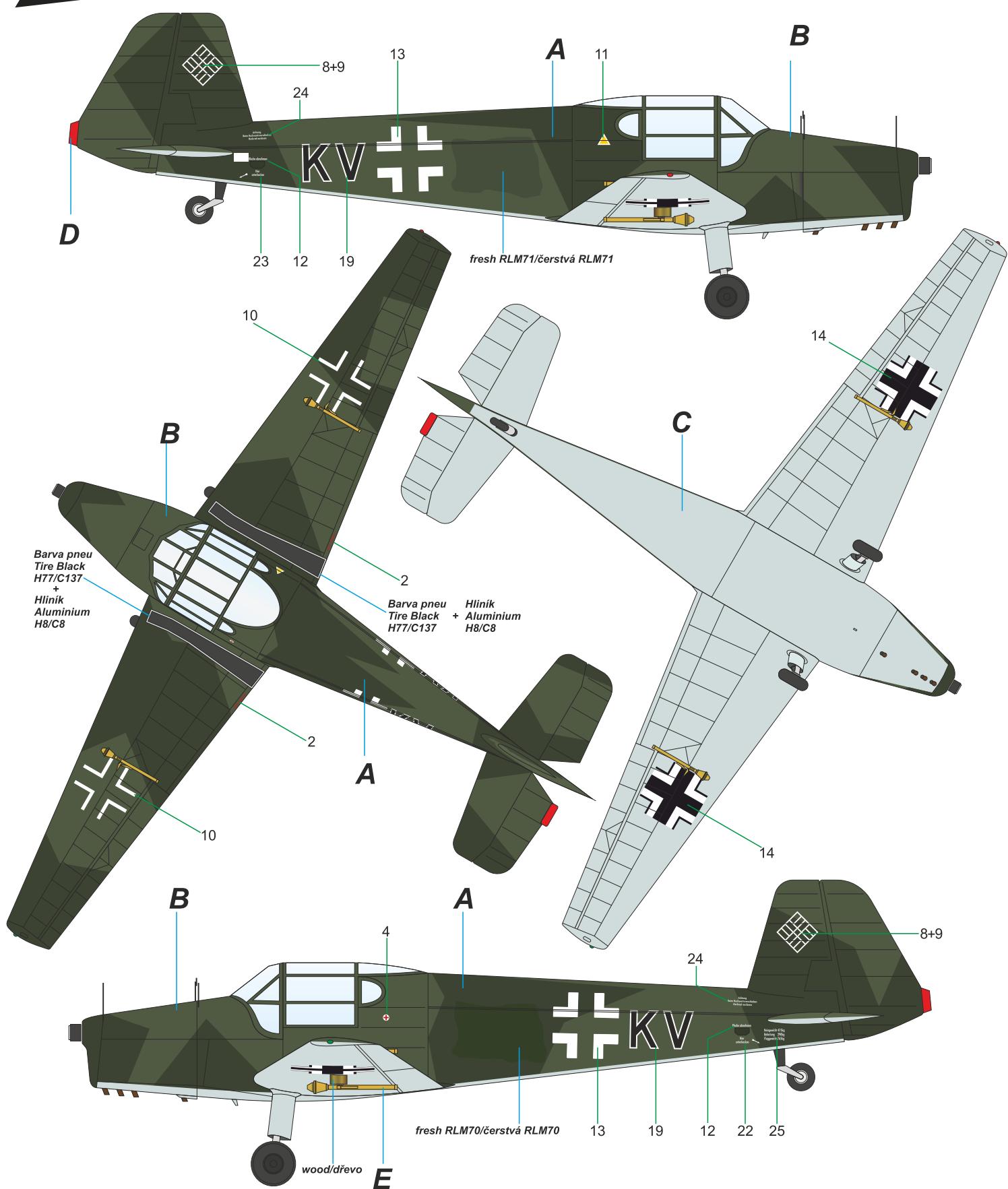
E

Písková
Sand
H403/C403

Bücker Bü 181, pilot Dietrich Lösener, +KV,
1.Panzerjagdstaffel Bü 181-Ost, letiště Finow, květen 1945.

Bücker Bü 181, pilot Dietrich Lösener, +KV,
1.Panzerjagdstaffel Bü 181-Ost, letiště Finow, květen 1945.

CAM. B



A

Černozelená
Black Green
H65/C18
RIM 70 Schwarzgrün

B

Tmavá zelená
Dark Green
H64/C17
RLM 71 Dunkelgrün

C

Světlá modrá
Light Blue
H67/C115
RIM 65 Lichtblau

D

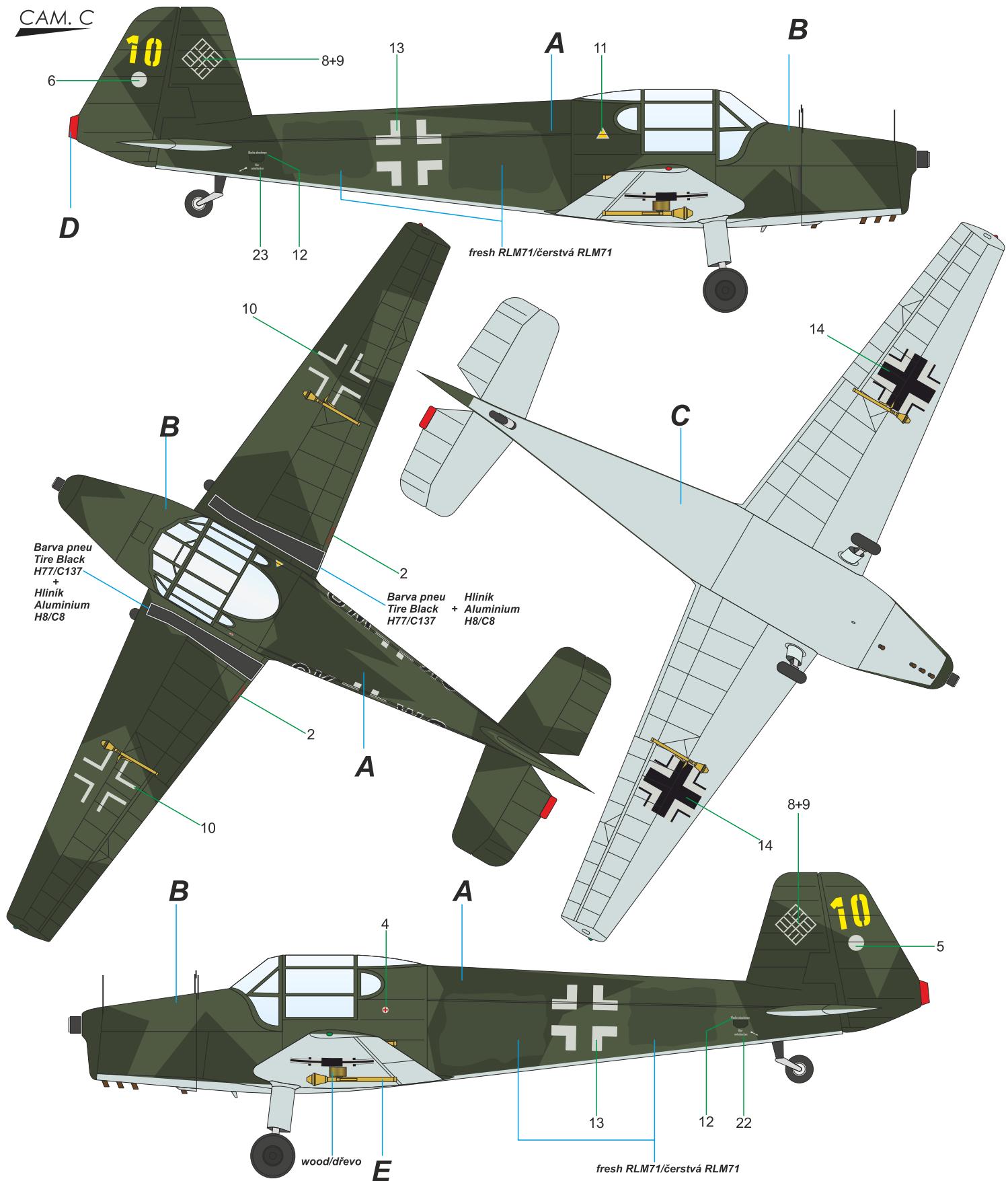
Červená
Red
H3/C3

E

Písková
Sand
H403/C403

Bücker Bü 181, W. Nr.502167, žlutá 10, pilot Uffz. Hans Ficker, druhý pilot Uffz. Werner Diermayer, 3. Panzerjagdstaffel-West. Tato osádka 18. dubna 1945 dezertovala do Švýcarska. Letoun pak sloužil ve švýcarském letectvu pod označením A-254 do roku 1956.

Bücker Bü 181, W. Nr.502167, yellow 10, pilot Uffz. Hans Ficker, second pilot Uffz. Werner Diermayer, 3. Panzerjagdstaffel-West. On 18 April 1945, its crew defected to Switzerland and the aircraft was operated there until 1956 with fuselage code A-254.



A Černozelená
Black Green
H65/C18
RLM 70 Schwarzgrün

B Tmavá zelená
Dark Green
H64/C17
RLM 71 Dunkelgrün

C Světlá modrá
Light Blue
H67/C115
RLM 65 Lichtblau

D
Červená
Red
H3/C3

E
Písková
Sand
H403/C403

SH748089**Heinkel He 51B-2***"Float Fighter"***SH48110****Heinkel He 115****SH48114****model 167F****SH48116****"Far East Service"
Seafire F Mk.XV****SH48117****CAC-13 Boomerang****SH48121****V-173 Flying Pancake****SH48129***"Camouflaged Trainer"***T-2 Buckeye****SH48131****Fairey Firefly Mk.I**
"Pacific Fleet"

SH48137



**"Red Striped"
IMAM (Romeo) Ro.43**

SH48138



**"Aéronavale & Irish Air Corps"
Supermarine Seafire Mk.III**

SH48140



**"Italian Float Fighter"
IMAM (Romeo) Ro.44**

SH48145



**"The Initial British Mission Over Korea"
Fairey Firefly Mk.I**

SH48146



**"Scandinavian Service "
Heinkel He 115**

SH48151



**"Foreign Post War Service"
Fairey Firefly Mk.I**

SH48188



**"Royal Navy"
Airspeed Oxford Mk. I/II**

SH48157



**Hi-Tech kit
Fairey Fulmar Mk.I/II**

SH48159



"Foreign Service"

Airspeed Oxford Mk.I/II

SH48166



"Drone version"

Fairey Firefly U.8

SH48171



"NATO Trainer"

L-39C Albatros

SH48176



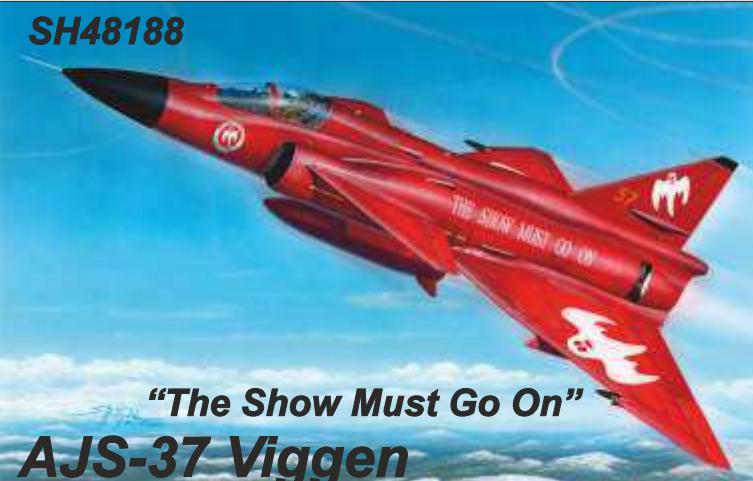
Pfalz E.I

SH48177



Junkers Ju 88C-4

SH48188



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