

## CASA C-212-100 'Portuguese Tail Art'

Na konci šedesátých let hledalo španělské letectvo náhradu za dosud používané transportní letouny, z nichž nejstarší byly třímotorové Ju-52 z třicátých let. Připravilo požadavky na nový transportní víceúčelový letoun. Firma CASA zareagovala návrhem dvoumotorového turbopropového hornoplošníku s pevným podvozkem a vlastnostmi STOL. Navržený celokovový letoun dostal vysoko posazené ocasní plochy před kterými jsou v šikmé zádi vyklápěcí vrata, pro nájezd lehkých vozidel, nákladku rozměrných nákladů a výskok parašutistů. Projekt s označením CASA C.212 Aviocar byl přijat a v roce 1971 postupně vzlétly dva prototypy. Vhodnost nového typu si španělské letectvo ověřilo na zkušební sérii osmi kusů. Aviocar dostal ve Španělsku vojenské označení T.12. Na základě objednávek z celého světa se rozeběhla sériová výroba, včetně licenční v Indonézii. Postupně byly vyráběny verze C.212-100 s motory TPE331-5-251C, C.212-200 s výkonnějšími motory TPE331-10-501C, C.212-300 s prodlouženou přídí, křídlem s winglety, motory TPE331-10R-513C opět o zvýšeném výkonu a jinými vrtulemi. O roku 1998 je vyráběna verze C.212-400 s motory TPE331-12JR-701C s modernizovanou avionikou a zvýšeným užitečným zatížením.

Velký počet zákazníků a různorodost jejich požadavků vedla ke vzniku mnoha verzí, lišících se vybavením, umístěním vstupních dveří. Samo španělské letectvo, vedle předseriových strojů, přestavěných později na fotogrammetrické, objednalo letouny Aviocar v několika verzích, od VIP transportních (C.212 AV/T.12C), přes transportní T.12B až po námořní hlídkové s rozměrnými radary a čidly na přídi a nad ocasní plochou (T.12D). Ale o letounu C.212 lze říci, že létá na všech kontinentech. Vyjmenovávat civilní uživatele ani nelze. V rámci vojenských letectev létají C.212 Severní Americe v USA (C-41), v Mexiku, ve Střední a Jižní Americe například v Panamě, Chile, Ekvádoru, Kolumbii či Argentině. Uživatelé v Evropě byly nebo jsou Švédsko, Španělsko, Portugalsko, Francie a Malta. V Africe létají C.212 od severu, až po úplný jih, uživatelé jsou nebo byl Čad, Jižní Afrika, Botswana, Zimbabwe a další státy. Austrálie používá své C.212 doma pro výcvik červených baretů a v rámci The Australian Antarctic Division ministerstva životního prostředí operují C.212 v Antarktidě. V Asii létají C.212 samozřejmě v Indonézii, ale uživatelů je víc, námatkou Thajsko, Vietnam či Filipíny.

rozpětí: 19,0 m, délka: 15,16 m, max. rychlost: 374 km/h, dostup: 8535 m, dolet: 1760 km

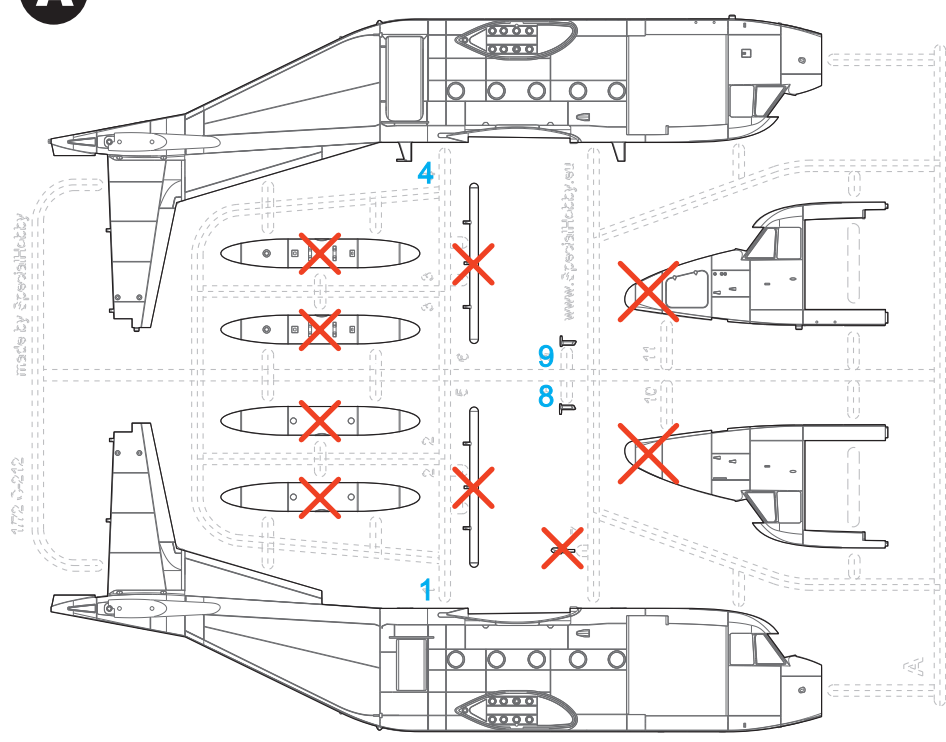


In the late 1960s, the Spanish Air Force, or Ejército del Aire, was seeking a new transport aircraft type which was to replace outdated types such as the three-engined Ju-52, which had been used since the 1930s, so specifications for the new transport and multi-purpose aircraft were issued. In order to meet the air force's needs, Spanish company CASA (Construcciones Aeronáuticas SA) proposed a twin-engined, turboprop-powered, high-wing, non-retractable undercarriage cargo aircraft with STOL capabilities. The all-metal construction airframe had the empennage rather high behind the inclined rear fuselage section with hinged tailgate ramp enabling either light military vehicles to be embarked on the board, loading of large-sized cargo or paratroopers to jump out of the plane. The project known as the CASA C-212 Aviocar was eventually accepted and a pair of prototype machines took off for the first time in 1971. The Spanish Military assessed the suitability of the C-212 while using a small pre-production batch of eight aircraft. The type received military designation the T.12. Large scale production was commenced based on huge number of orders from almost all around the world and the type was also licence-built in Indonesia. Several consequent versions were also designed and built, differing by the type of engines used, elongated front fuselage section, larger tailplanes or added winglets. The original C-212-100 was equipped with TPE331-5-251C engines, the follow-up subversions were the C-212-200 with more powerful TPE331-10-501C power units, the C-212-300 with longer nose, winglets and fitted with even more powerful TPE331-10R-513C units and different style of propellers. Since 1984, the C-212-400 has been produced, having TPE331-12JR-701C powerplants, modernised avionic systems and increased payload.

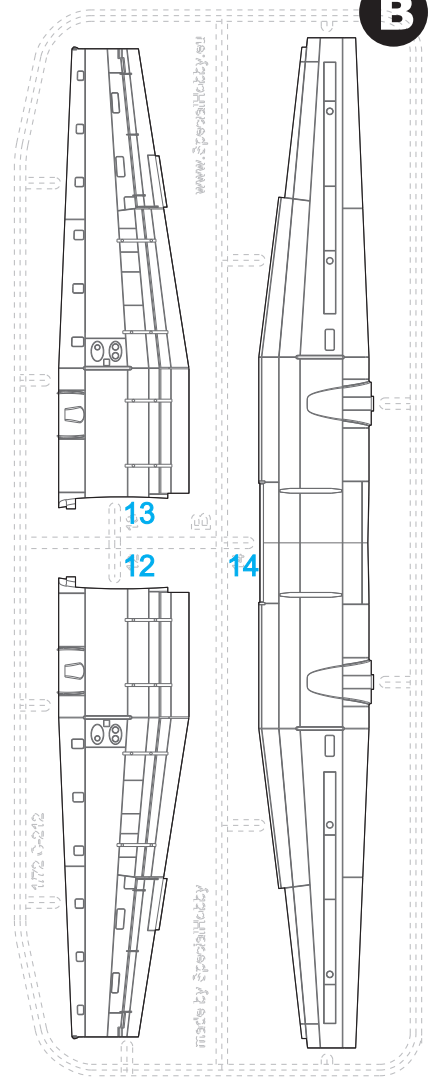
The great number of customers and the wide variety of their requirements was the story behind why so many versions have been in production so far, which differ not only by the powerplants as described above, but more visibly by having many different styles of side fuselage sections and entrance doors. The Ejército del Aire alone, besides the pre-production batch T-12B airframes which would be later converted for photo-reconnaissance missions and known as the TR-12A, saw service of several other C-212 versions, ranging from the VIP transport type C-212 AV/T.12C through to maritime patrol airframes with large radomes and /or sensors in the front fuselage and on top of the tail fin (T.12D). It is obvious that the C-212 has been in service throughout the world and over all continents and the number of all civil sector users seems to be undefinite. In North America, the C-212 was used with the military of the United States (C-41 type), in Central and South America, air forces of Mexico, Panama, Chile, Ecuador, Colombia and Argentina. The Casa is also flying still in Europa, with air forces of Sweden, Spain, Portugal, France and Malta. In Africa, the Casa can be seen from the very north down to the southernmost territories, the users were or still are for instance Chad, South Africa, Botswana, Zimbabwe and others. Down under, the Australian Army use their C-212s in training of the Red Beret Parachute Display Team, and the Australian Department of the Environment use their C-212s as a part of the Australian Antarctic Division over Antarctica. In Asia, the type is operated of course by Indonesia, but among other users there might be mentioned also Thailand, Vietnam or the Philippines.

Wingspan: 19,0 m, length: 15,16 m, max. speed: 374 km/h, ceiling: 8535 m, range: 1760 km.

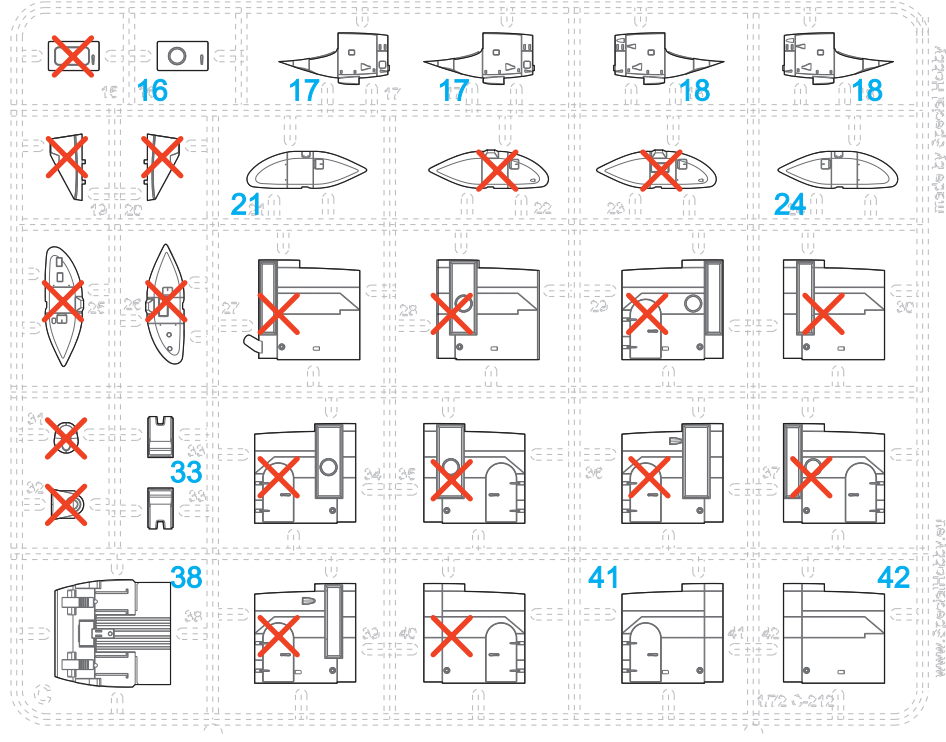
**A**



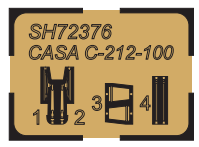
**B**



**C**



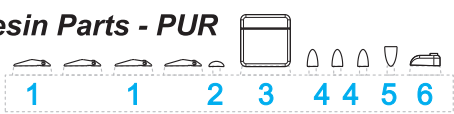
**Photo Etched Parts - PE**



**Barvy GUNZE/ GUNZE Colour No.**

<b>A</b>	Černá / BLACK	H12/C33
<b>B</b>	Sv. šedomodrá / LT. GULL GRAY	H51/C11
<b>C</b>	Olivová / OLIVE	H78/C38
<b>D</b>	Barva pneu / TIRE BLACK	H77/C137
<b>E</b>	Hliník / ALUMINIUM	H8/C8
<b>F</b>	Opálený kov / BURNT IRON	H76/C61
<b>G</b>	Červená čirá / CLEAR RED	H90/C47
<b>H</b>	Zelená čirá / CLEAR GREEN	H94/C138
<b>J</b>	Lesklá bílá / WHITE	H1/C1
<b>K</b>	Hnědočervená / LEATHER	H47/C41
	Červená / RED	H3/C3

**Resin Parts - PUR**

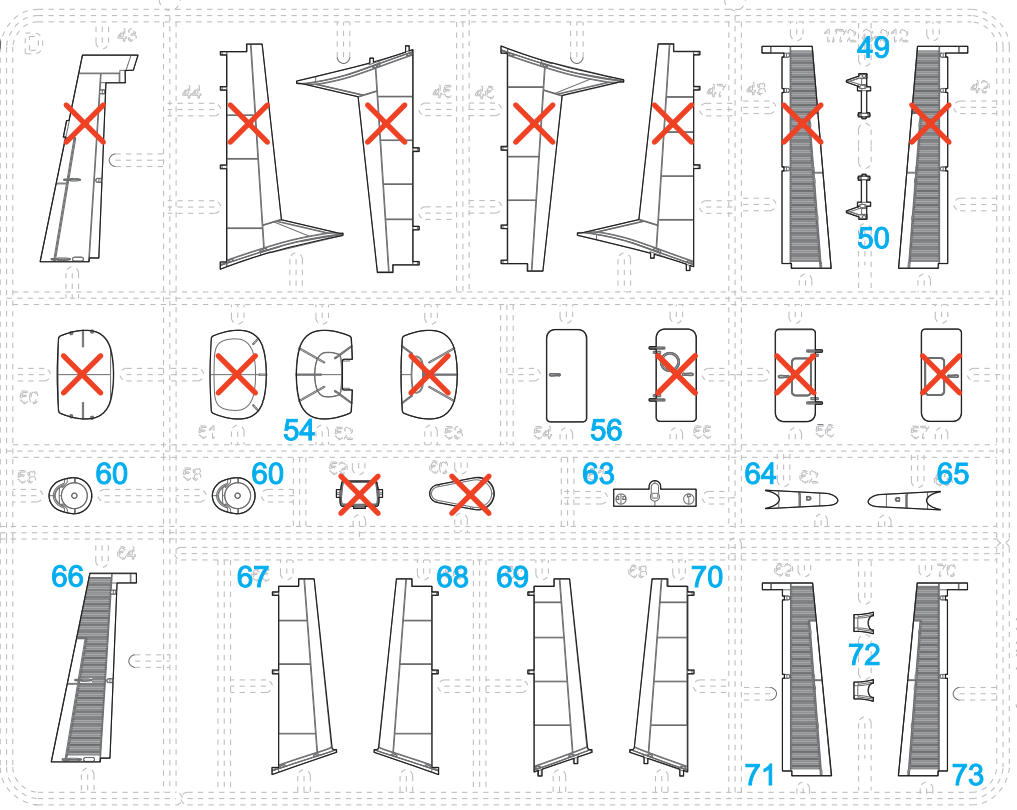


**X** = Tento díl nepoužít  
Do not use this part

**SYMBOLS**

- MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION
- POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO  
INSTANT CYANOACRYLATE GLUE  
ZYANOAKRYLATKLEBER  
ADHÉSIF CYANOACRYLAT
- OHNOUT  
BEND  
BIEGEN  
COURBER
- ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER
- ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER
- GSI **A**  
colours code NATŘÍT  
COLOUR  
FARBEN  
PEINDREN

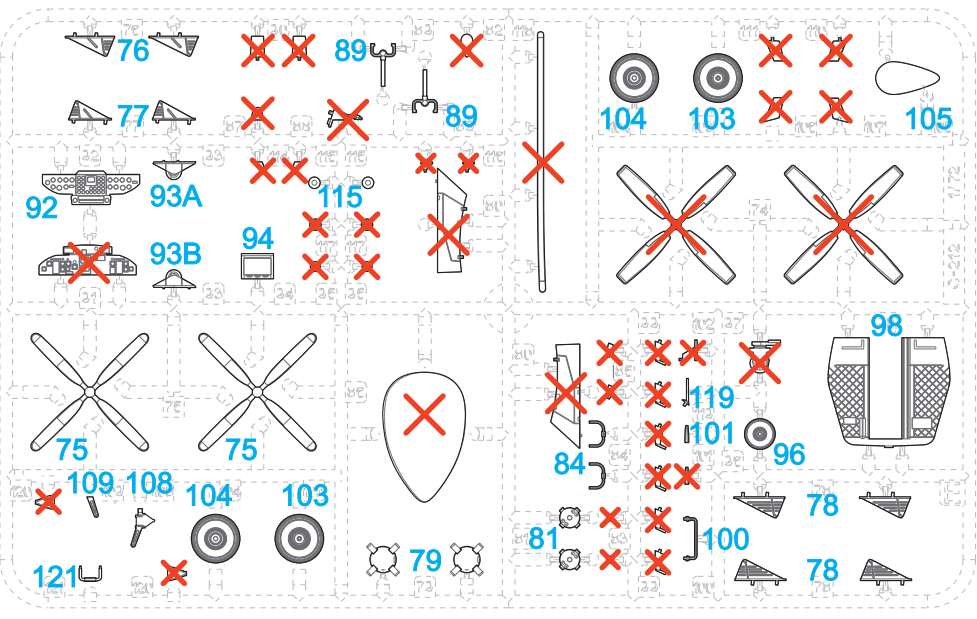
**D**



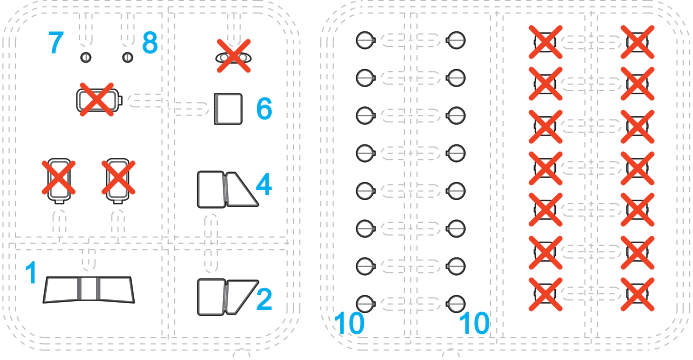
made by Special Hobby

www.SpecialHobby.net

**E**

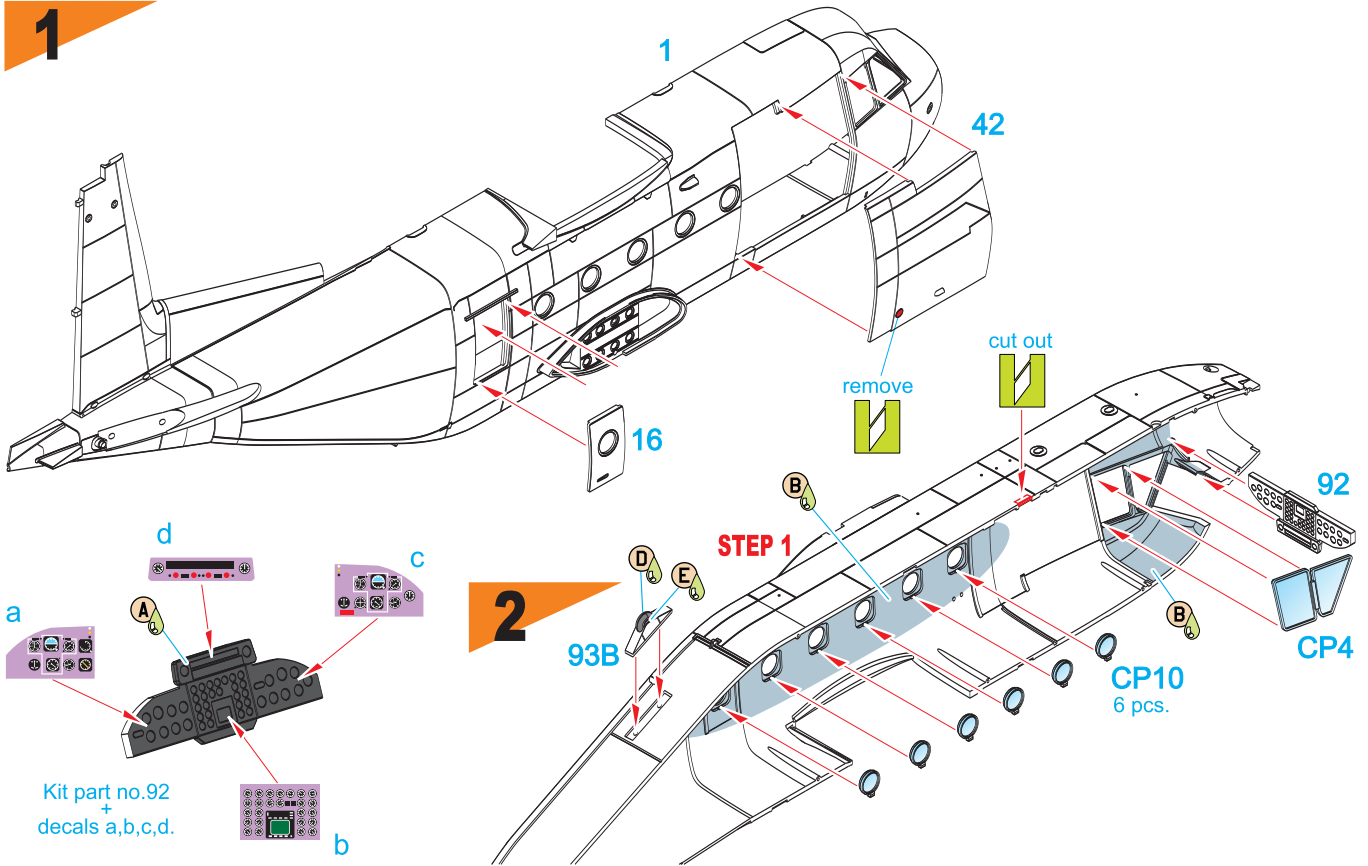


**CLEAR Parts - CP**

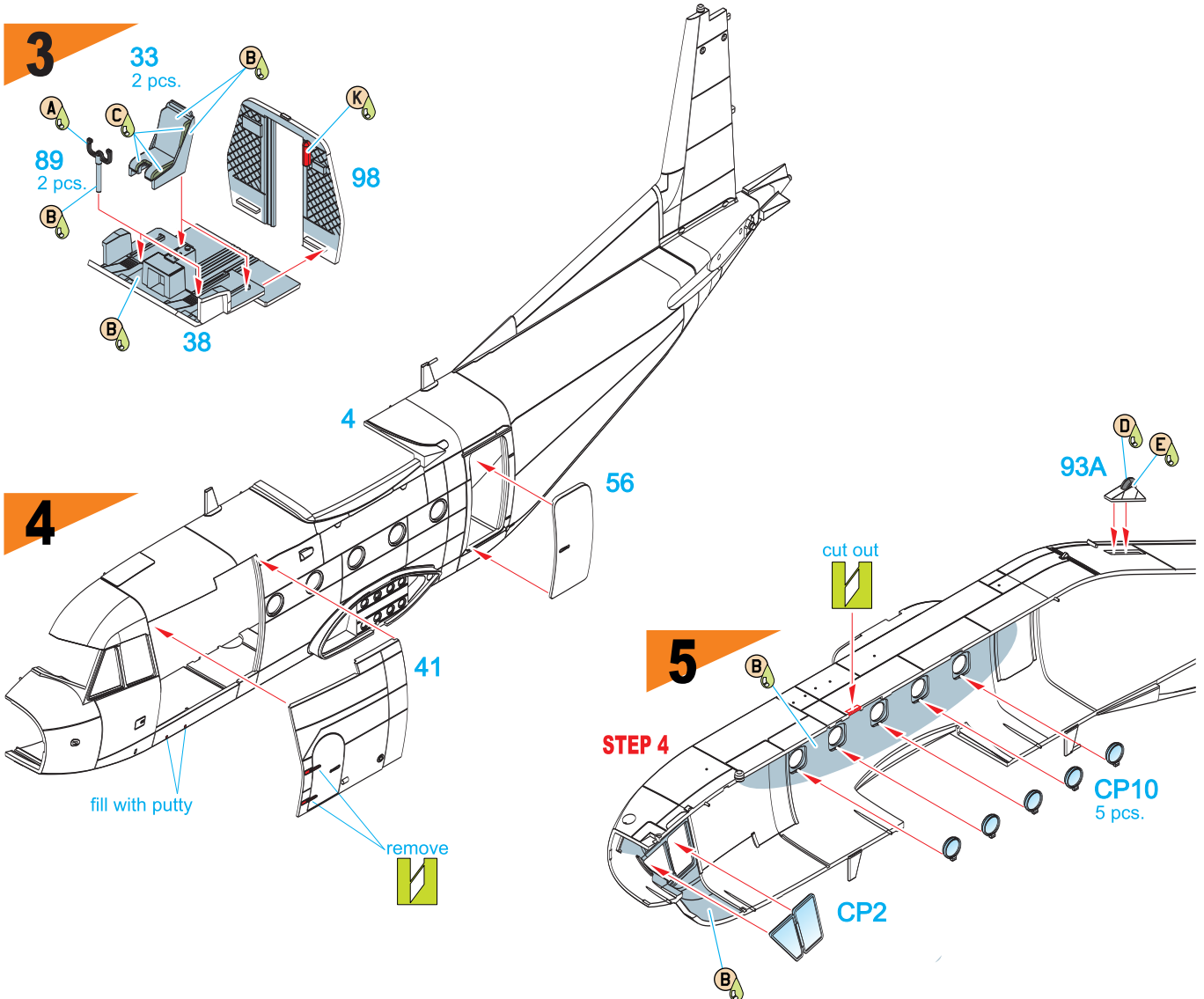


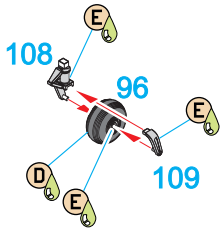
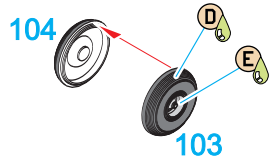
**X** = Tento díl nepoužít  
Do not use this part

1



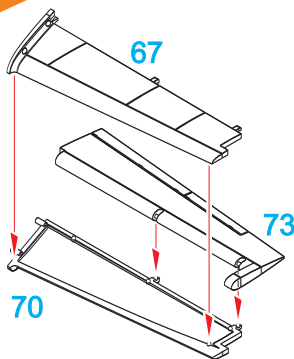
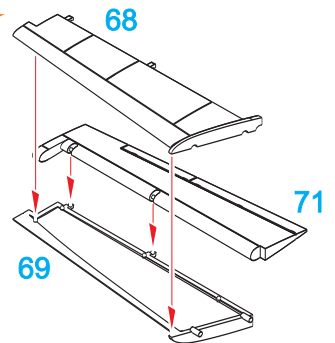
2



**6****7** 2x**8****STEP 2****STEP 3****STEP 5**

CP1

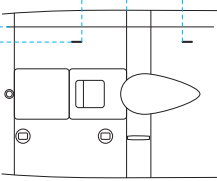
2xPUR1

**9****10**

2xPE3 position

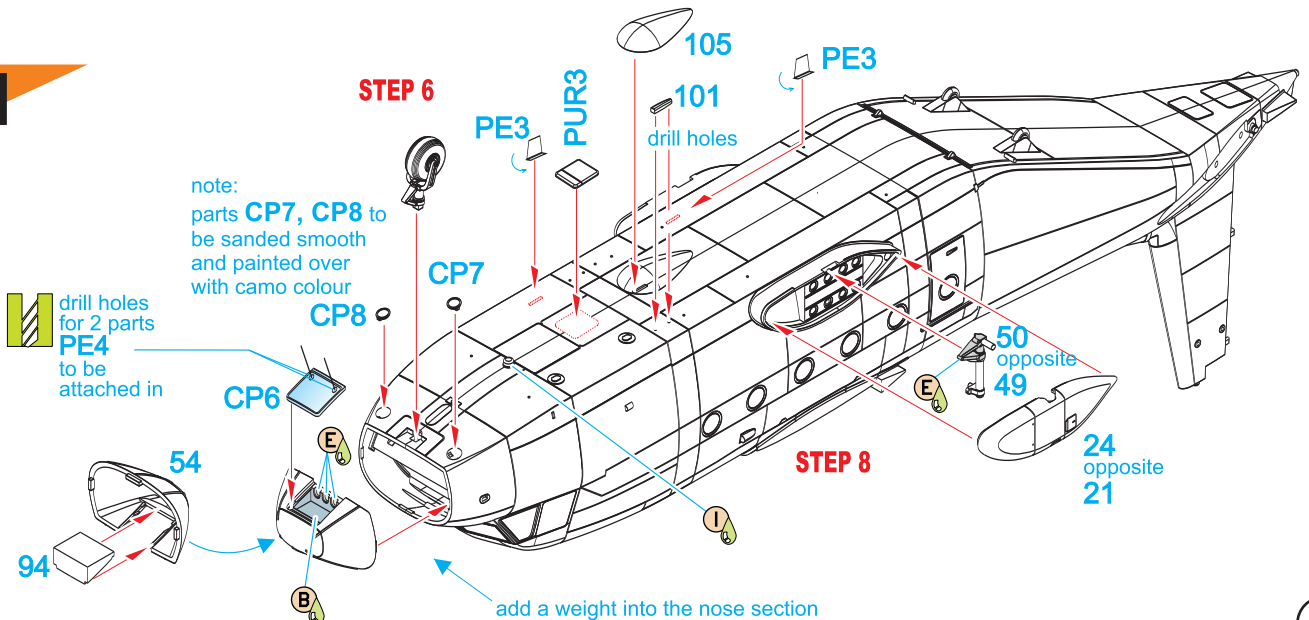
8,7mm / 11mm

3mm

**11****STEP 6****STEP 8**

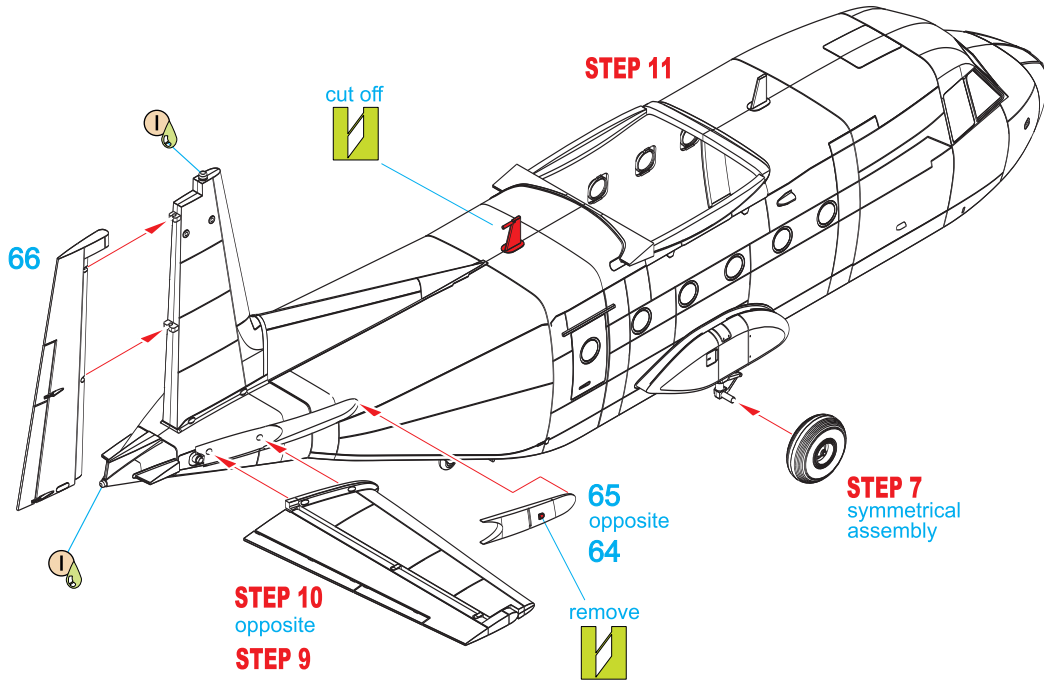
note:  
parts CP7, CP8 to  
be sanded smooth  
and painted over  
with camo colour

drill holes  
for 2 parts  
PE4  
to be  
attached in

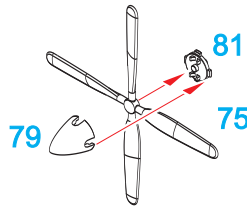


add a weight into the nose section

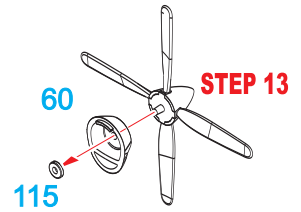
# 12



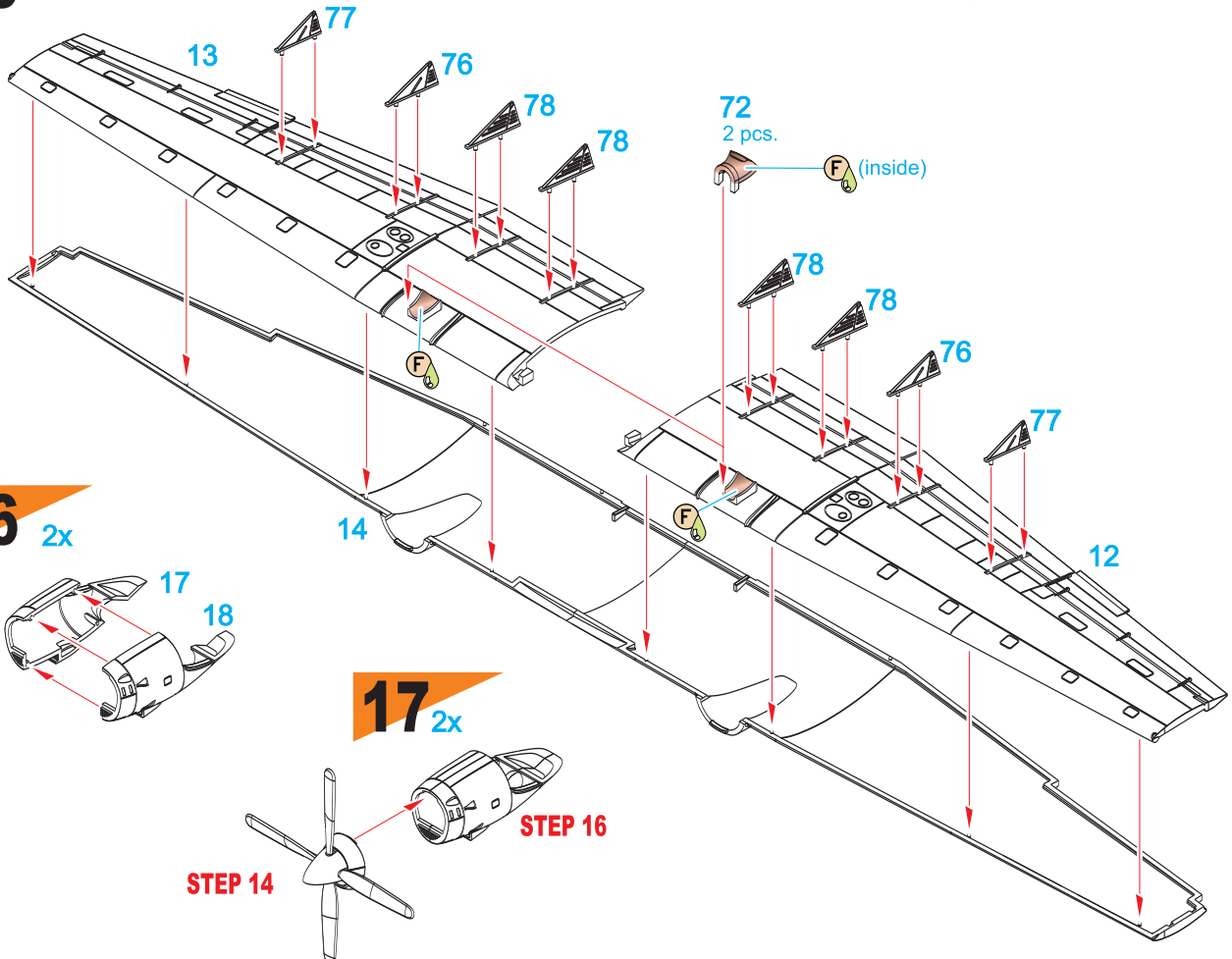
# 13 2x



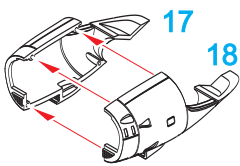
# 14 2x



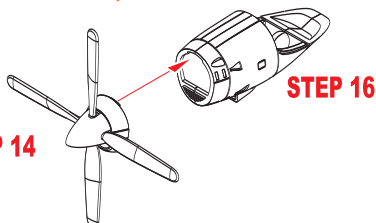
# 15



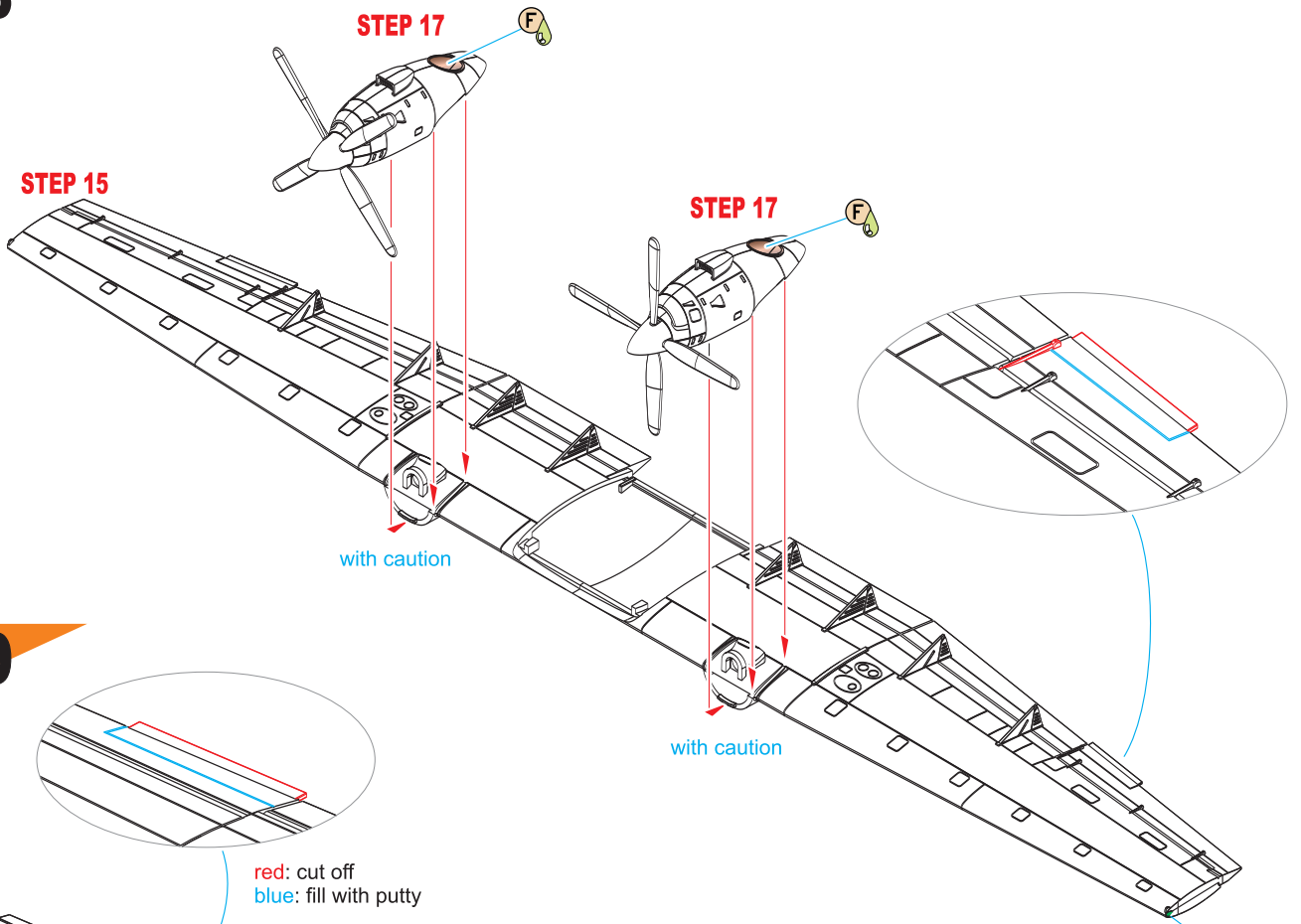
# 16 2x



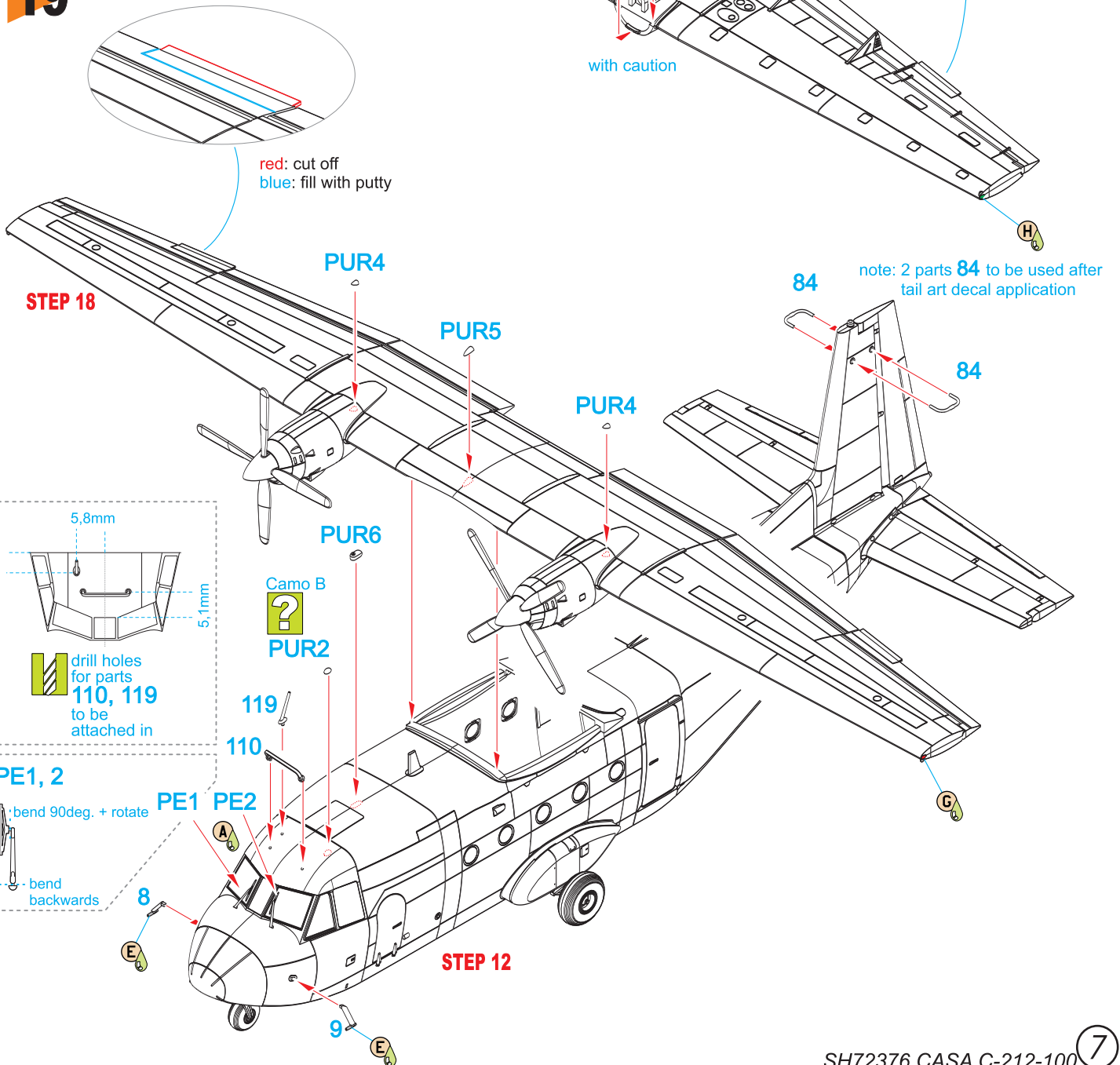
# 17 2x



# 18



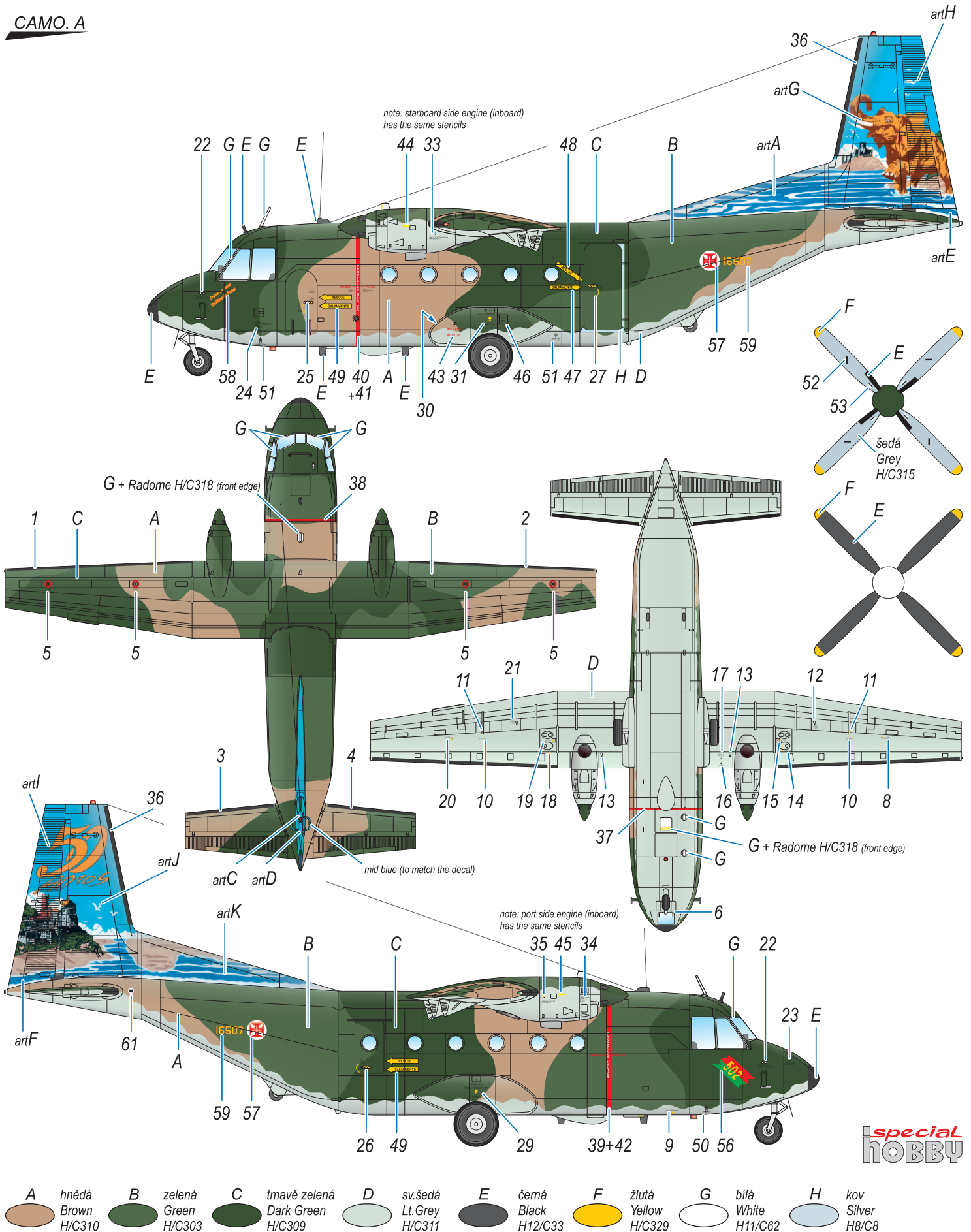
# 19






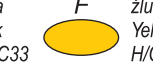

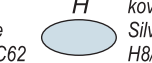


CASA C-212-100, 16507, c/n 28, Escuadra 502 Elefantes, Força Aérea Portuguesa (Portuguese Air Force), Sintra AB, 2005. In March, this machine received a special scheme to commemorate the 50th anniversary of the squadron.

CASA C-212-100, 16507, výr.č. 28, Escuadra 502 Elefantes, portugalské vojenské letectvo, základna Sintra, 2005. Při příležitosti 50.výročí jednotky v květnu 2005 dostala tato Casa velmi speciální zbarvení svislé ocasní plochy.

CAMO. A



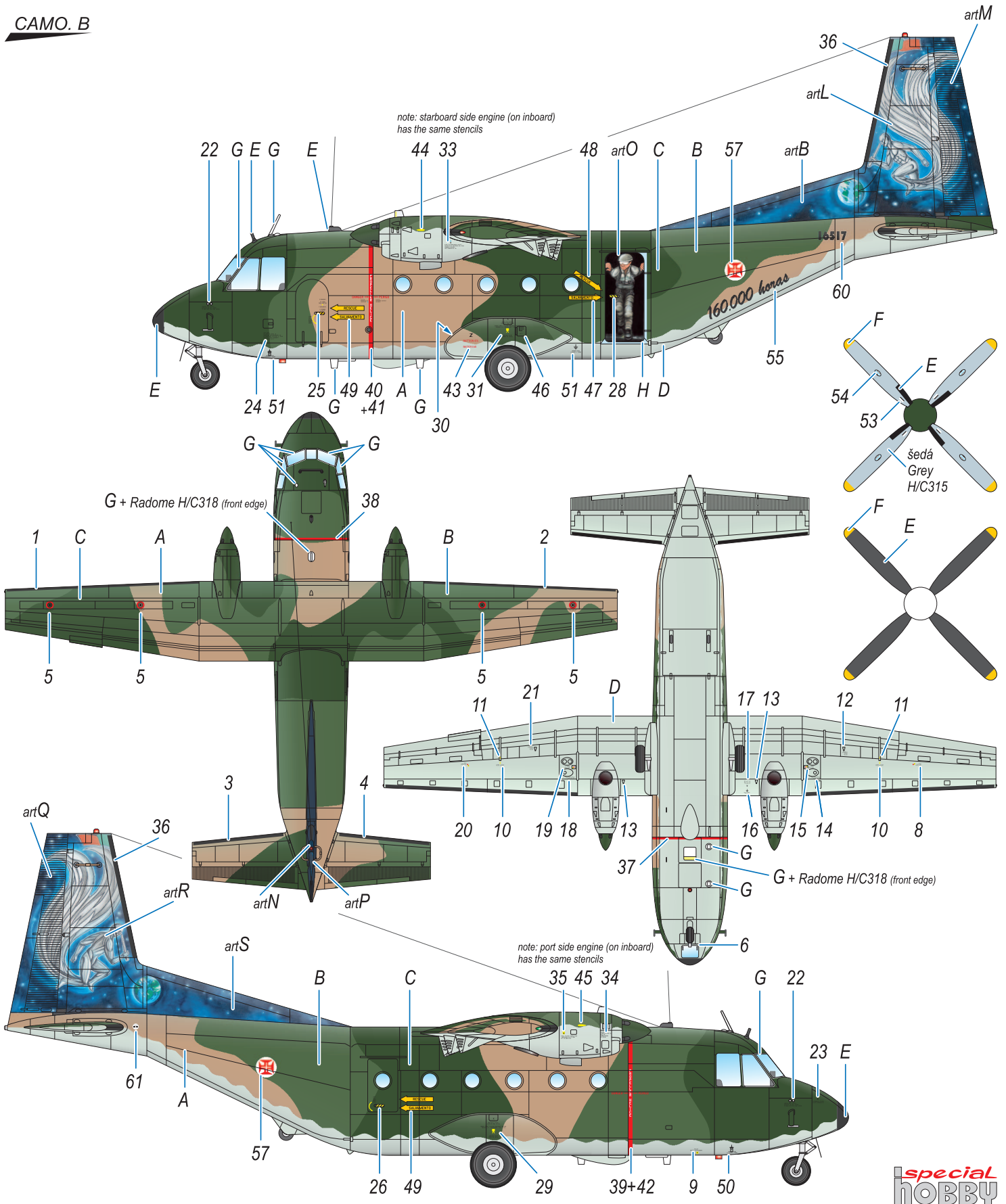
- |  |  |   |  |  |   |   |   |
|--|--|---|--|--|---|---|---|
| <b>A</b>  hnědá<br>Brown<br>H/C310 | <b>B</b>  zelená<br>Green<br>H/C303 | <b>C</b>  tmavě zelená<br>Dark Green<br>H/C309 | <b>D</b>  sv.šedá<br>Lt. Grey<br>H/C311 | <b>E</b>  černá<br>Black<br>H12/C33 | <b>F</b>  žlutá<br>Yellow<br>H/C329 | <b>G</b>  bílá<br>White<br>H11/C62 | <b>H</b>  kov<br>Silver<br>H8/C8 |
|--|--|---|--|--|---|---|---|



CASA C-212-100, 16517, c/n 49, Escuadra 502 Elefantes, Força Aérea Portuguesa (Portuguese Air Force), Montijo AB, 2009. The tail wears a special paint scheme celebrating 160.000 flight hours and 35 years of service of the type in the PAF.

CASA C-212-100, 16517, výr.č. 49, Escuadra 502 Elefantes, portugalské vojenské letectvo, základna Montijo, 2009. Speciální zbarvení tohoto stroje připomíná 160 tisíc letových hodin a 35 let služby typu Casa 212 v Portugalsku.

**CAMO. B**



- |  |  |   |  |  |   |   |   |
|--|--|---|--|--|---|---|---|
| <b>A</b>  hnědá<br>Brown<br>H/C310 | <b>B</b>  zelená<br>Green<br>H/C303 | <b>C</b>  tmavě zelená<br>Dark Green<br>H/C309 | <b>D</b>  sv.šedá<br>Lt. Grey<br>H/C311 | <b>E</b>  černá<br>Black<br>H12/C33 | <b>F</b>  žlutá<br>Yellow<br>H/C329 | <b>G</b>  bílá<br>White<br>H11/C62 | <b>H</b>  kov<br>Silver<br>H8/C8 |
|--|--|---|--|--|---|---|---|



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SH72317



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SH72361



**"World Speed Record"  
Gloster Meteor Mk.4**

SH72347



**Mirage F.1CR**

SH72322



**"British Single Seaters"  
Folland Gnat F Mk.1**

SH72370



**"Indian Light Fighter"  
Ajeet Mk.1**

SH72373



**"Finnish, German and Austrian"  
Fougas CM.170 Magister**

SH72291



**Mirage F.1B**

**Special Special Special Special Special**  
**HOBBY HOBBY HOBBY HOBBY HOBBY**



SH72242

**"Warsaw Pact"**  
**Yakovlev Yak-23**



SH72283

**"US Army & Turkey"**  
**AH-10/S Cobra**



SH72277

**"IDF against Terrorists"**  
**AH-1S Cobra**



SH72278

**"Over the USA and Europe"**  
**AH-1G Cobra**



SH72207

**SAAB J-21R**



SH72206

**TT-1 Pinto**

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