

Letov Š.328



1:48
PLT 146

Letov Š 328 byl vyvíjen na základě objednávky finského letectva. To požadovalo víceúčelový dvoumístný typ pro průzkum a denní i noční bombardování. Projevilo vážný zájem o typ Letov Š-228, ale požadovalo zabudování silnějšího motoru. Vybrán byl Bristol Pegasus II-M2, licenčně vyráběný jako Walter Pegas. Na základě podkladů továrny Letov byla objednána stavba prototypu, označeného Š-328F, jedenácti sériových strojů a licence na výrobu třiceti pěti strojů ve Finsku. Finská objednávka byla ale odřeknuta. Letov Š 328 byl nakonec objednan Ministerstvem Národní Obrany pro Československé letectvo. Požadované změny vybavení vedly k problémům se stabilitou a tak se „československé“ Š 328M lišily od Š-328F tvarem ocasních ploch a trupu. Vyráběny byly v několika sériích lišících se vybavením i výzbrojí. Poslední série byly dodávány již Luftwaffe. Tři kusy létaly s plováky a byla také postavena malá série Š-528 s motorem Walter K14.

V Československu byly Š 328 používány jako víceúčelové letouny k průzkumu, těžkému a nočnímu stíhání, bombardování. Dostaly se do několika potyček na hranicích s Německem i Maďarskem. Po obsazení Československa byly stroje z Českých zemí používány Luftwaffe jako cvičné a stroje dislokované na Slovensku případně novému Slovenskému státu, vazalu Německa. Slovenské Š 328 bojovaly v krátkém konfliktu s Maďarskem a pak po boku Luftwaffe se zúčastnily útoku na Polsko a Sovětský svaz. Po vypuknutí Slovenského národního povstání bojovaly proti Wehrmachtu. Posledním uživatelem se stalo Bulharsko, které koupilo Š-328 od Luftwaffe. Bulharské Š-328 sloužily jako hlídkové nad Černým mořem, po převratu bojovaly proti Němcům po boku Rudé armády.

Technická data:

rozpětí: 13,71 m; délka: 10,36 m; výška: 3,45 m; max. rychlost: 328 km/h; dolet: 1 280 km; dostup: 7 200 m

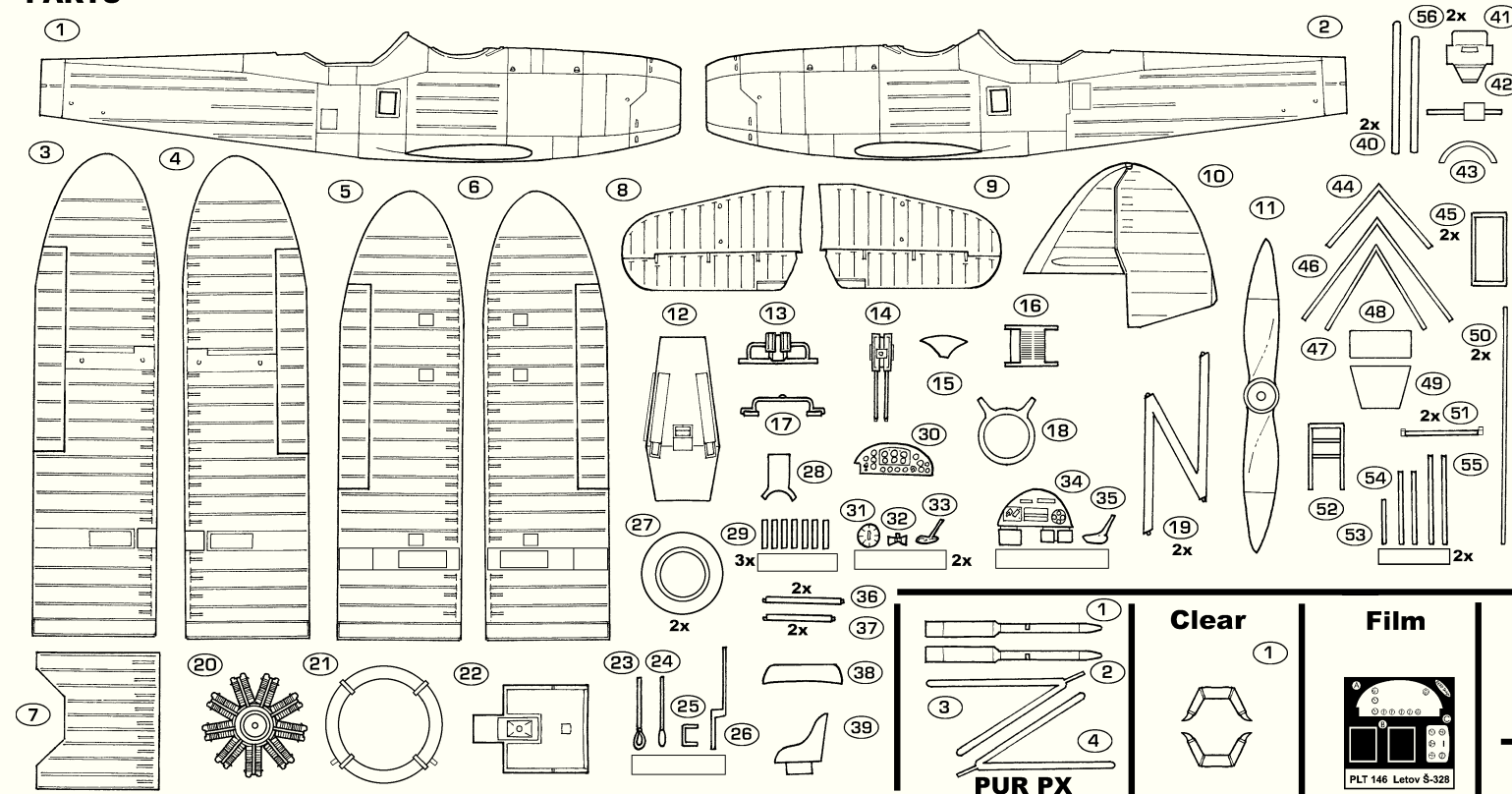
The development of Letov Š-328 was based on the Finnish Air Force contract. The proposal called for multipurpose double seater aircraft capable of reconnaissance and day and night bombing. The Finnish Air Force expressed interest in Letov Š-228 with requirement of more powerful engine substitution. Selected was Bristol Pegasus II-M2 engine, which was license built as Walter Pegas. Based on the Letov co. documentation the manufacture the prototype designed Š-328F, eleven production machines and license for production of 35 aircraft in Finland was ordered. Later this Finnish order was rejected and finally Letov Š-328 was ordered by the Ministerium of National Defence for Czechoslovakian Air Force. The requested changes led to the stability problems and so the "Czechoslovakian" Š-328M differed from Š-328F in tail planes and fuselage shapes. The production comprised several series differing in equipment and armament. The last production series were delivered directly to Luftwaffe. Further three aircraft were equipped with floats and small series of Š-528 powered by Walter K14 engine was produced.

Czechoslovakian Air Force used Š-328s as multipurpose reconnaissance aircraft, heavy fighters and bombers. They participated in several skirmishes on German and Hungarian borders. When the Czechoslovakia was occupied the aircraft from Czech territory were used for training flights by Luftwaffe, the machines dislocated in Slovakia fell to German feudatory the new Slovak State. Slovak Š-328s fought in short conflict with Hungary and later side by side with Germany took part in attacks on Poland and Soviet Union. When the Slovak National Revolt broke out these Š-328s fought against Wehrmacht. The last user was Bulgaria, which bought Š-328s from Luftwaffe. Bulgarian Š-328s served as Black Sea patrol aircraft and later fought against Germany side by side with Red Army after putsch.

Technical data:

span: 13,71 m, length: 10,36 m, height: 3,45 m, max. speed 328 km/h, range: 1 280 km, ceiling: 7 200 m

PARTS



Decals 1 - 25

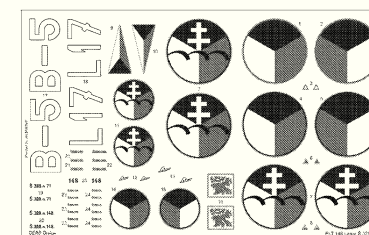
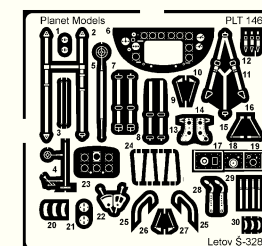


Photo-etched parts



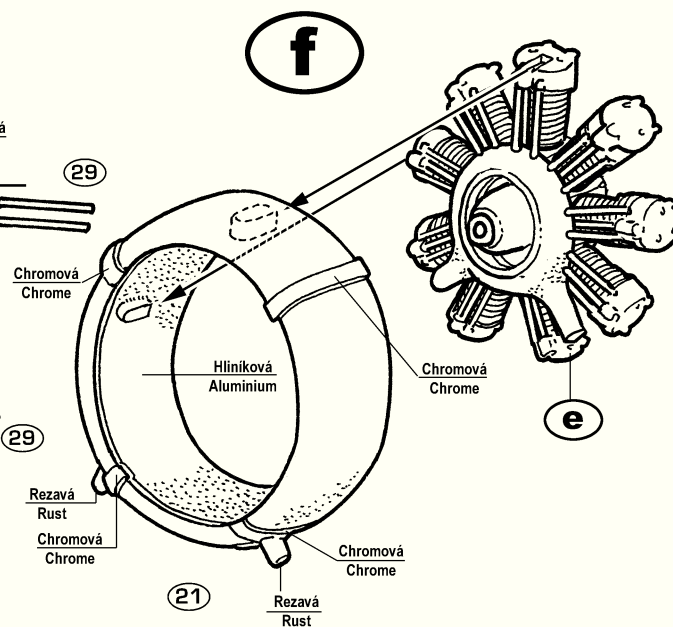
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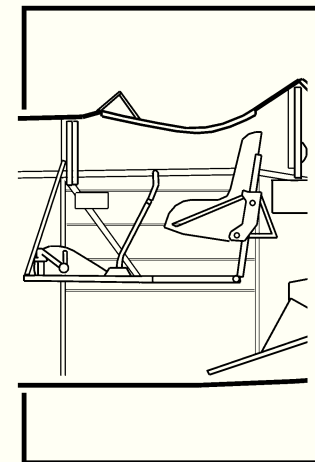
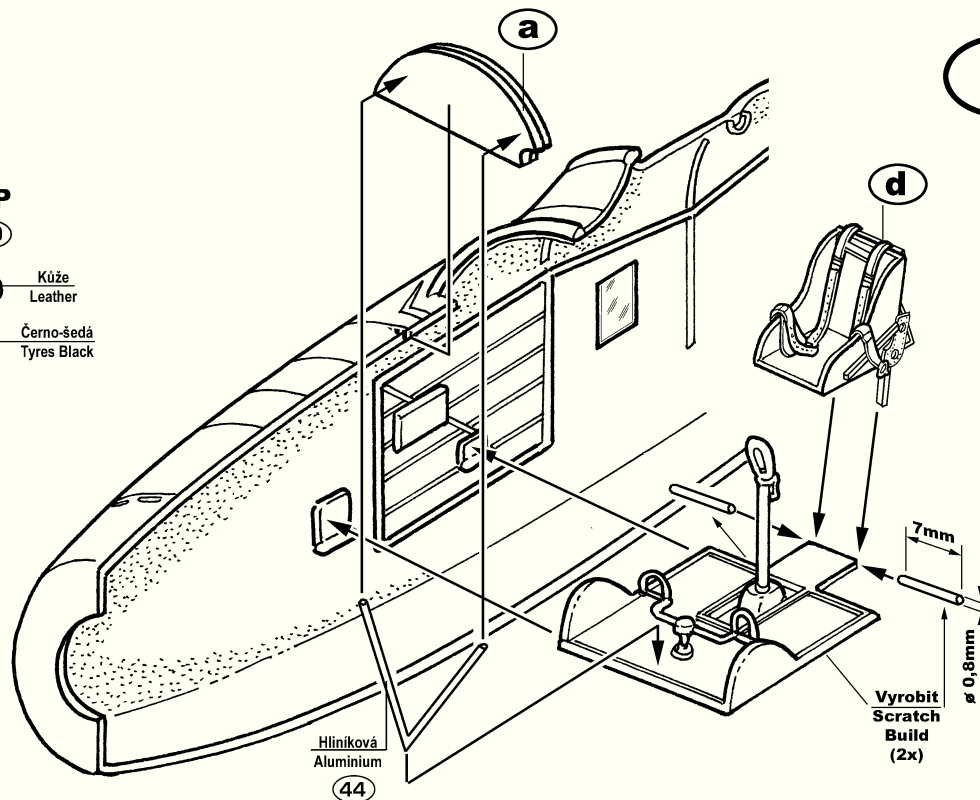
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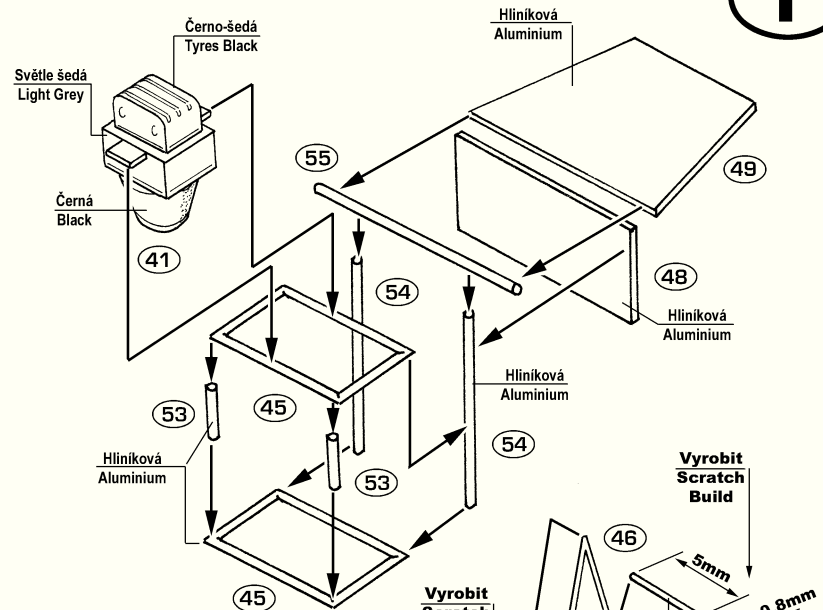
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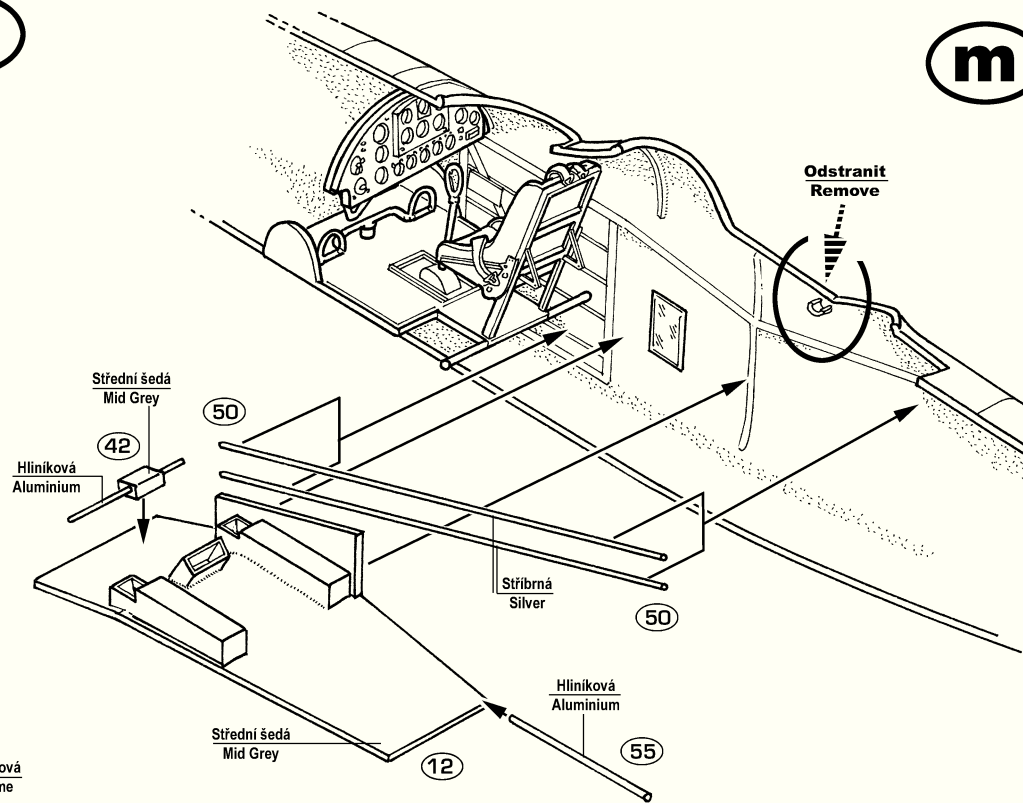




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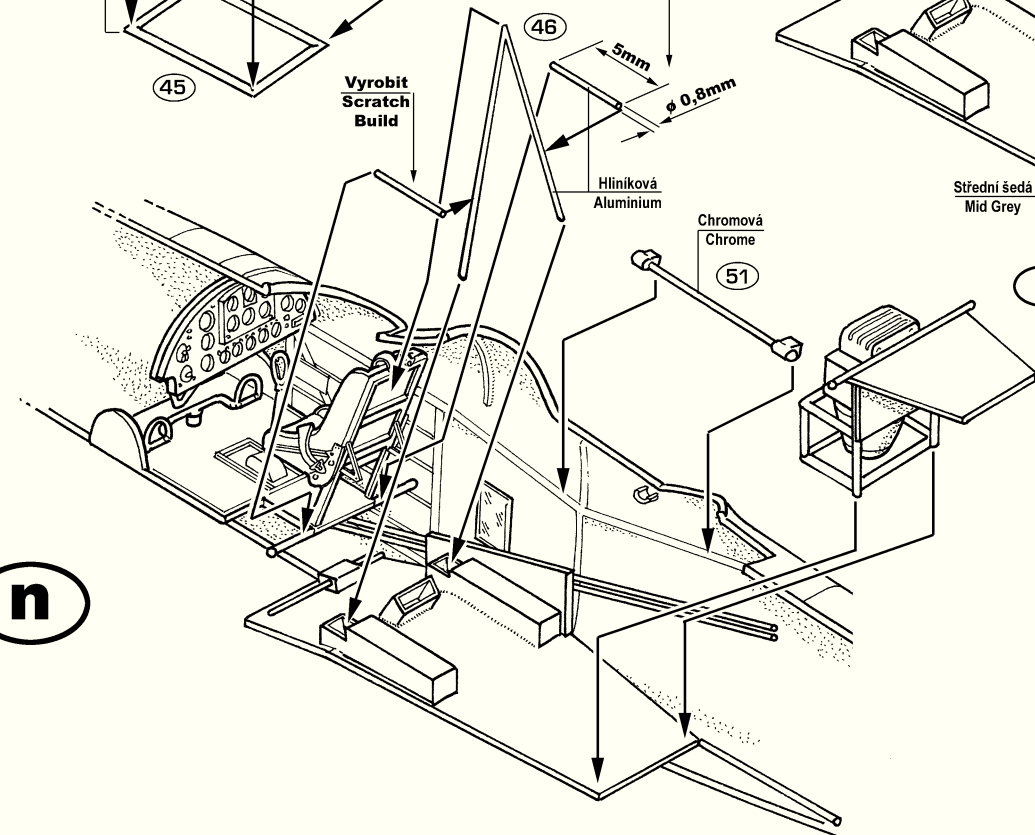


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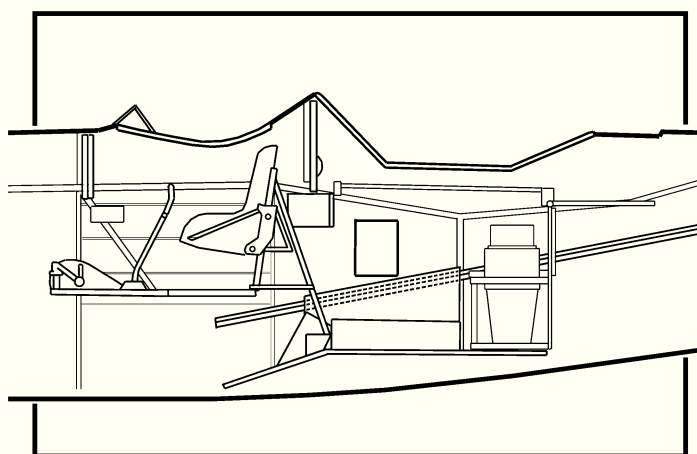


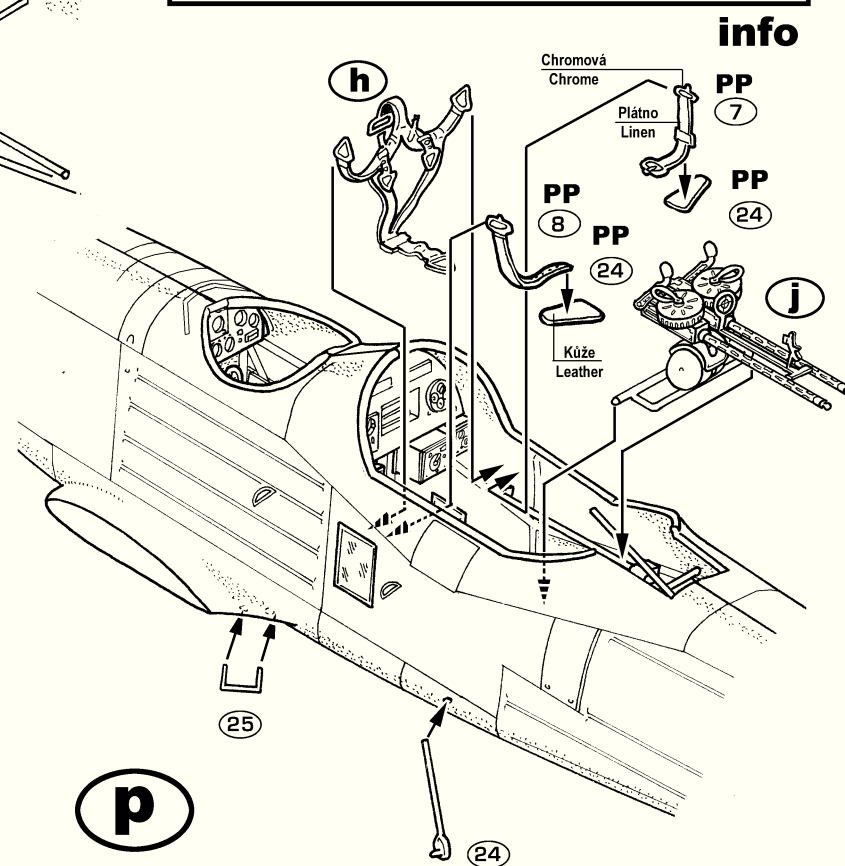
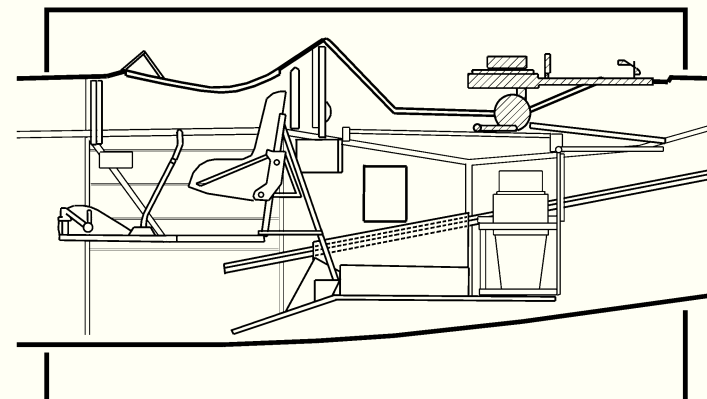
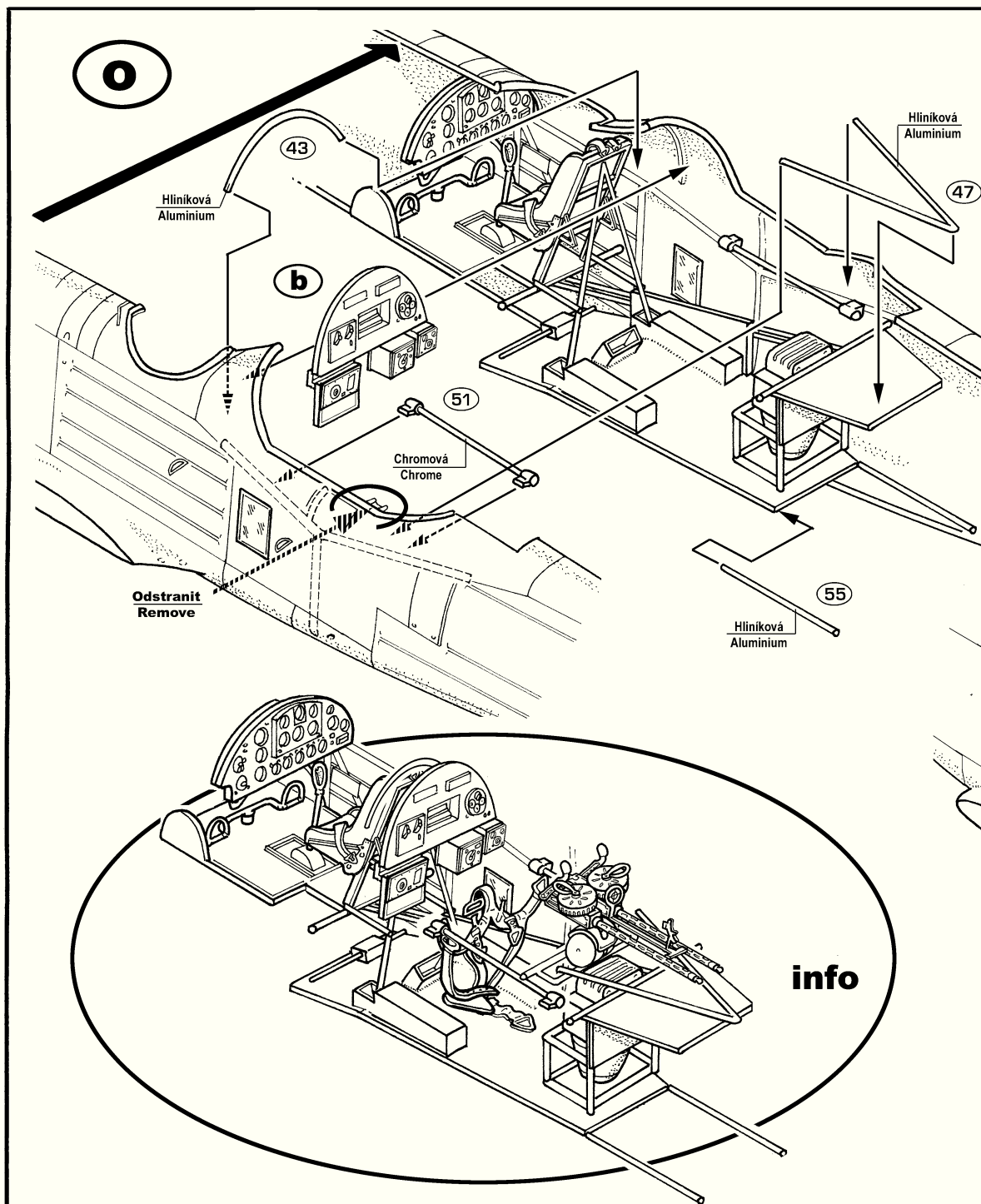
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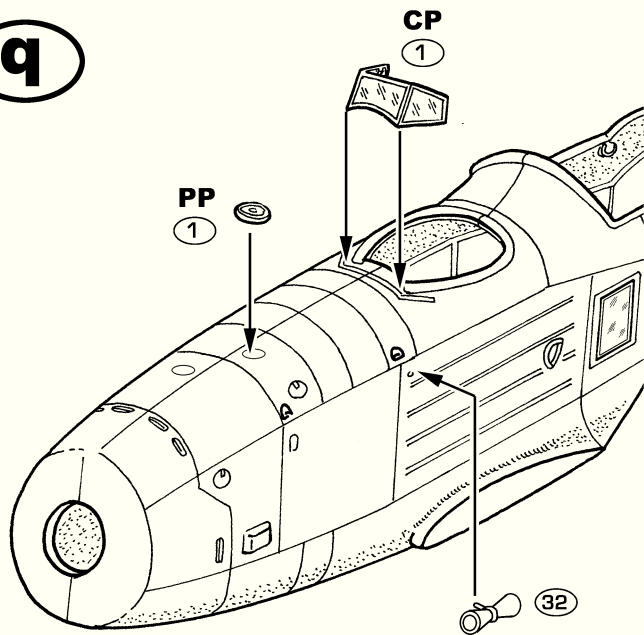


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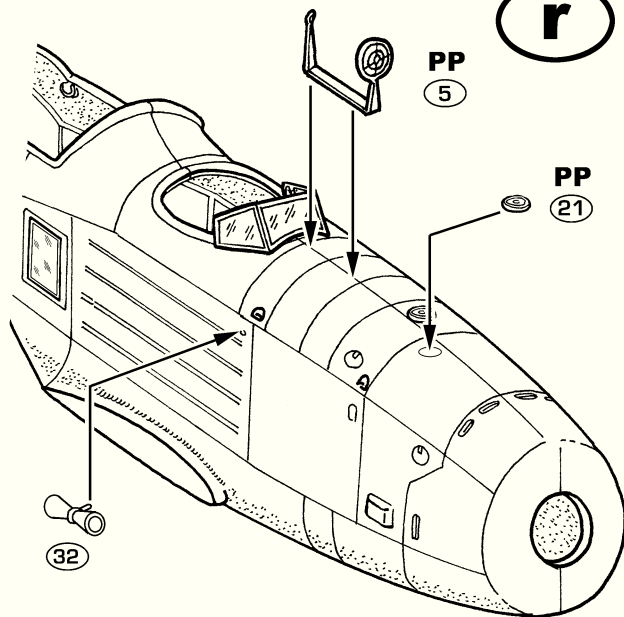




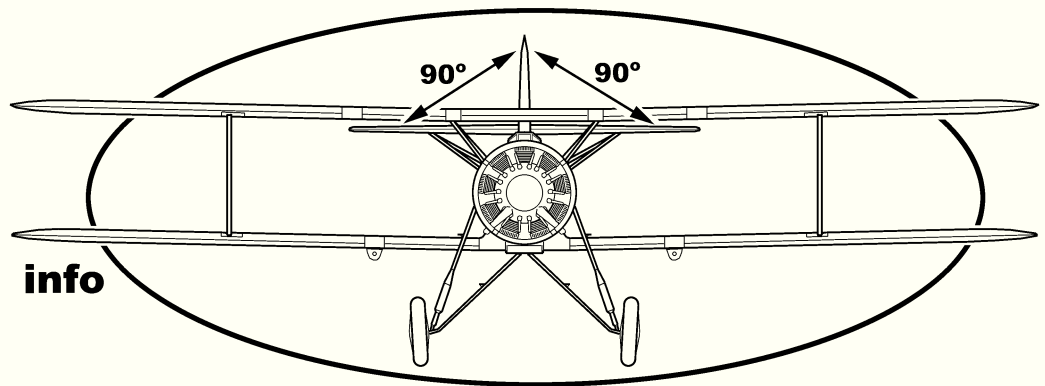
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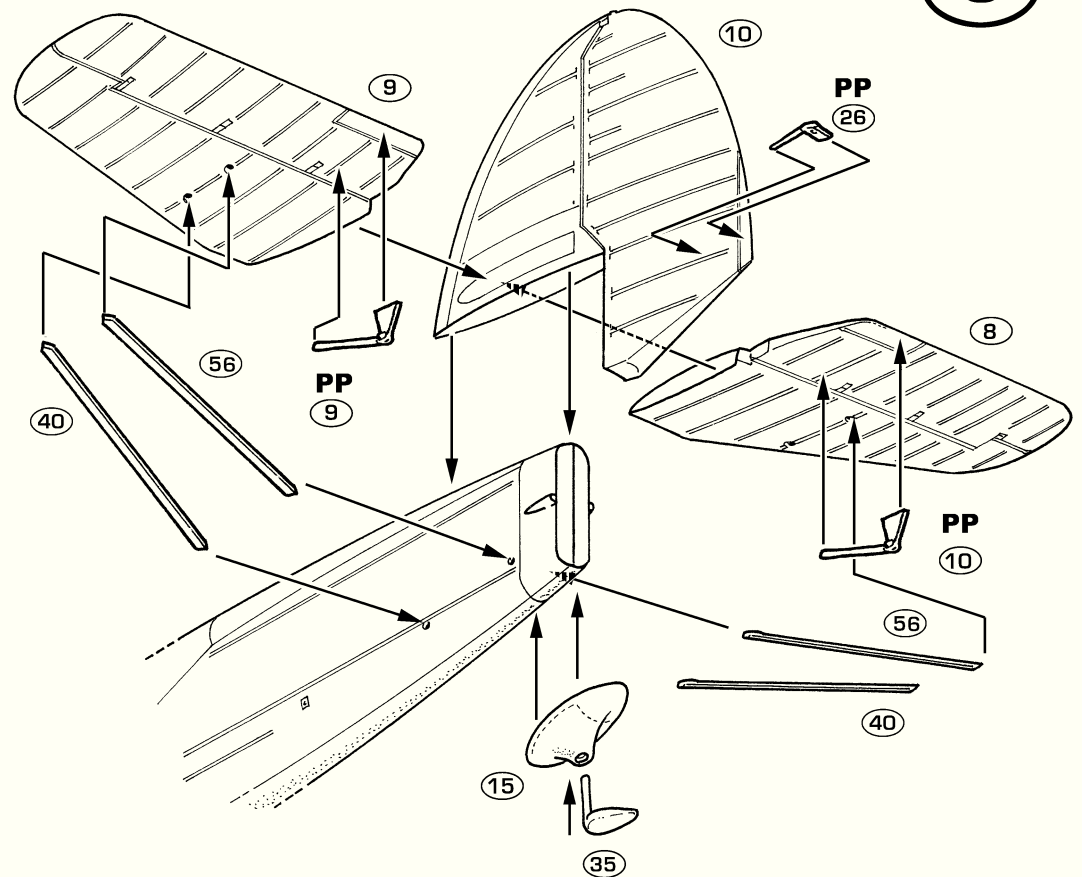
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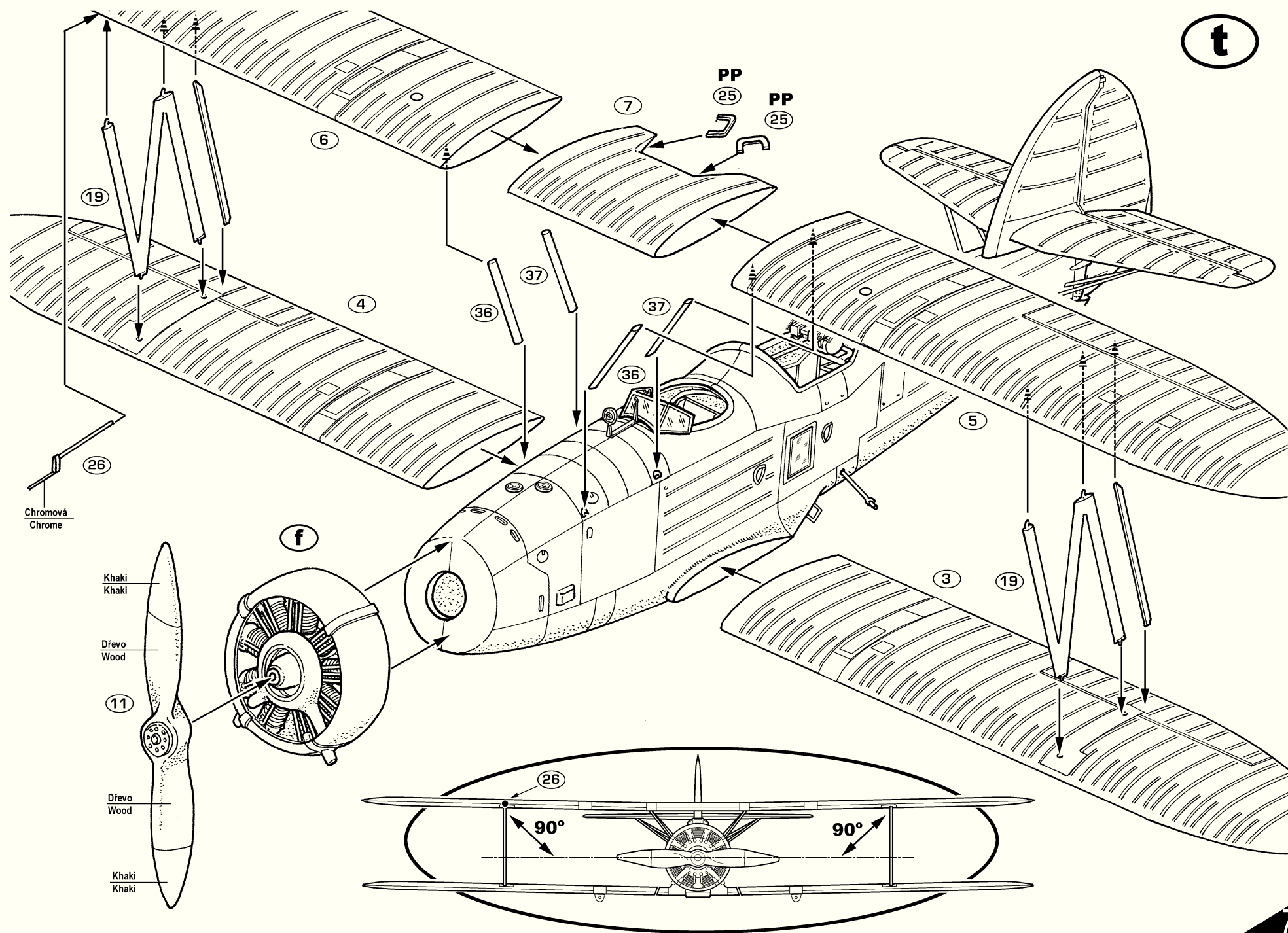
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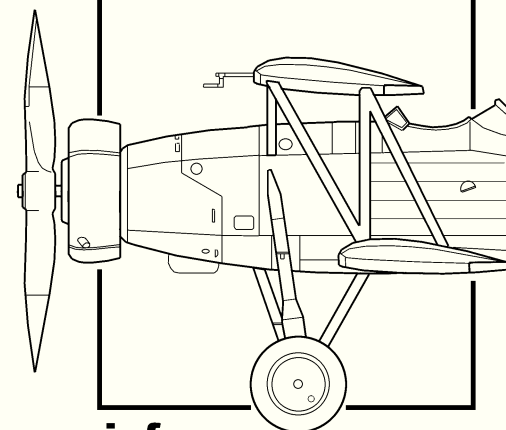
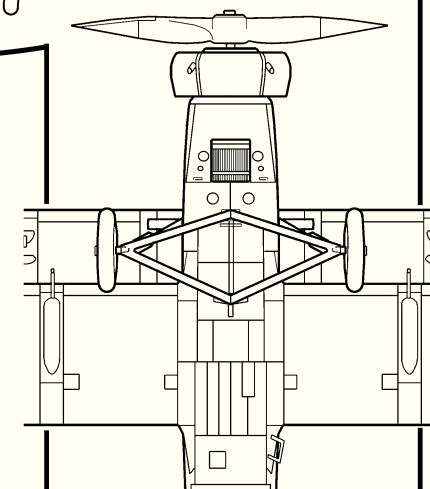
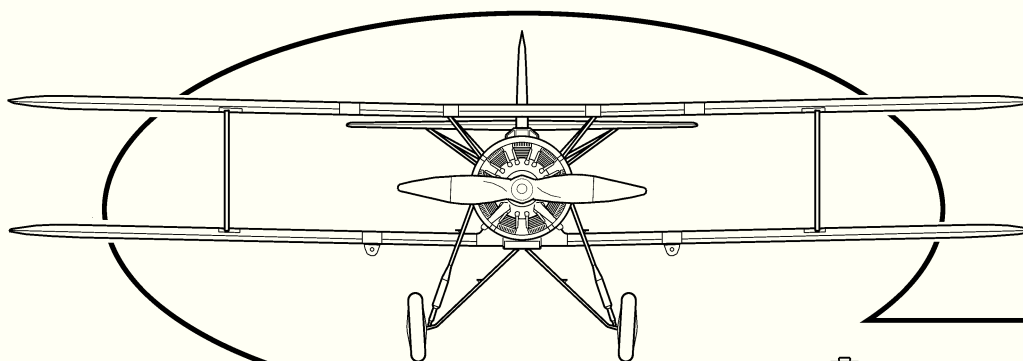
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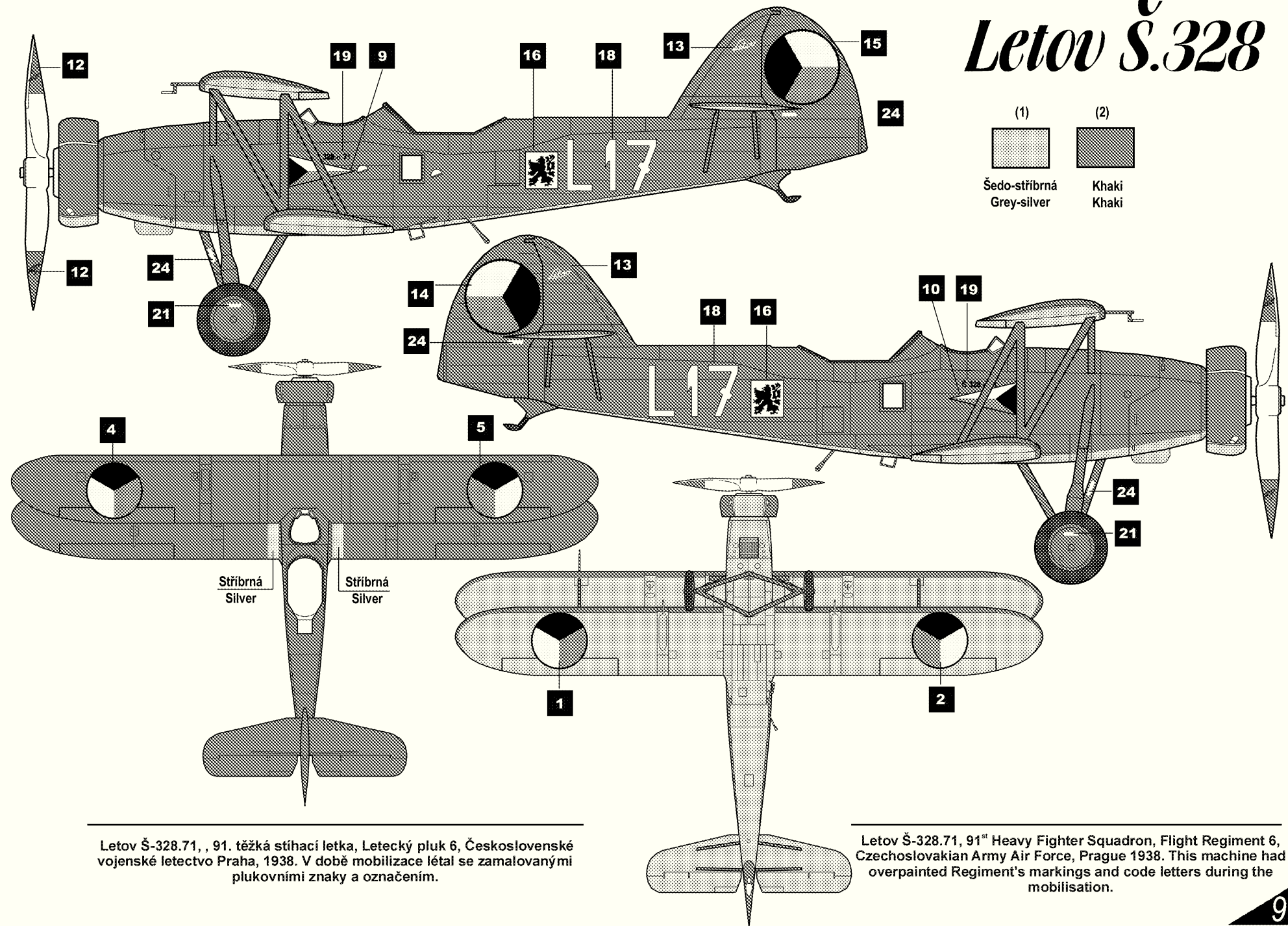


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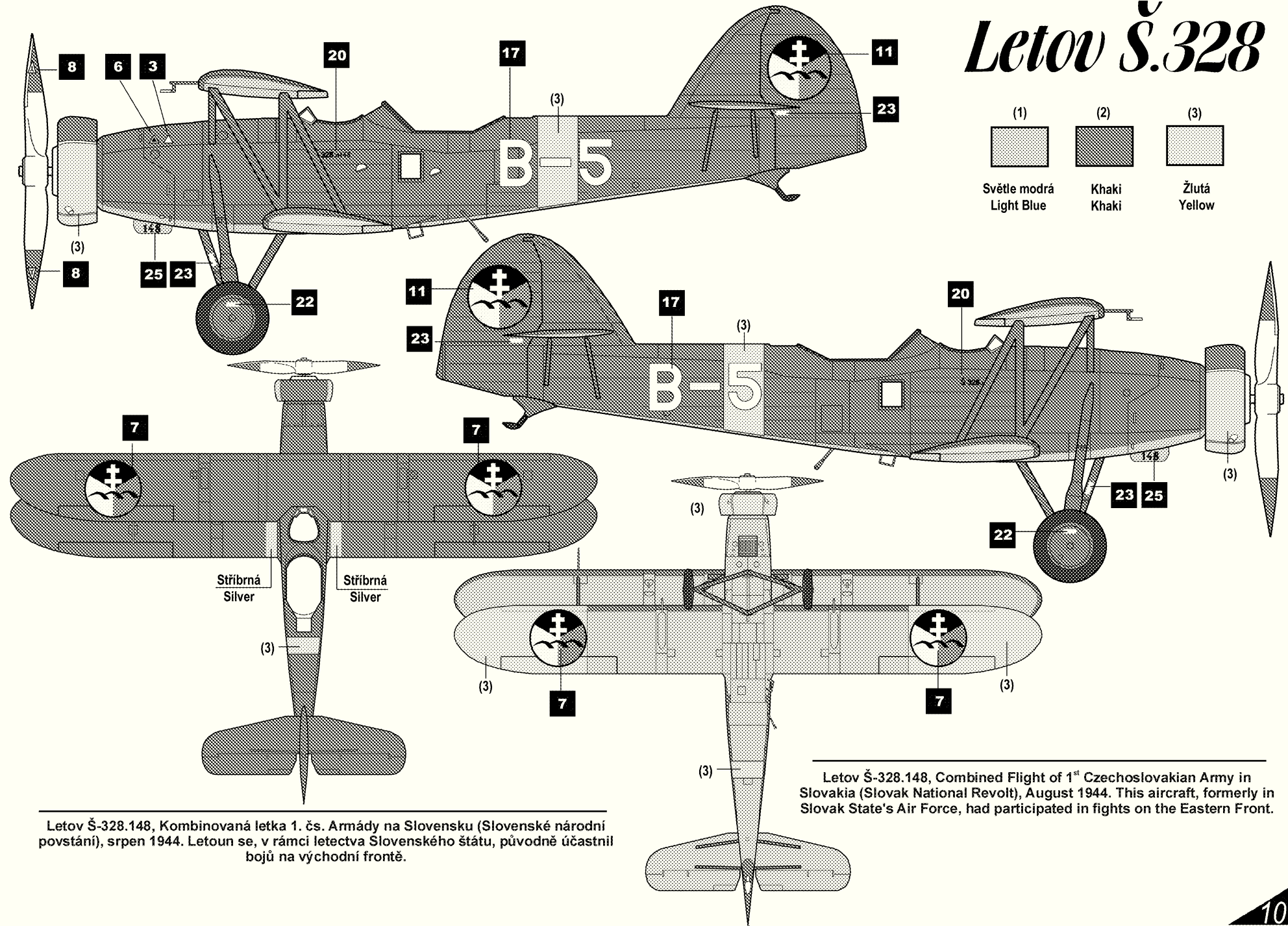
Letov Š.328



Letov Š-328.71, , 91. těžká stíhací letka, Letecký pluk 6, Československé vojenské letectvo Praha, 1938. V době mobilizace létal se zamalovanými plukovními znaky a označením.

Letov Š-328.71, 91st Heavy Fighter Squadron, Flight Regiment 6, Czechoslovakian Army Air Force, Prague 1938. This machine had overpainted Regiment's markings and code letters during the mobilisation.

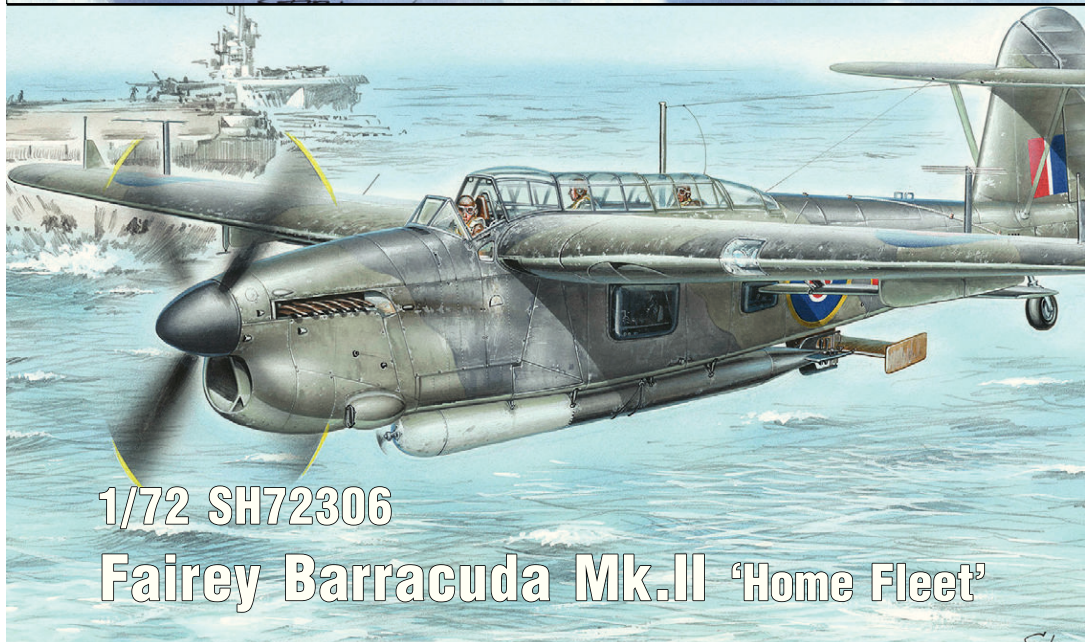
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1/72 SH72524

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