

GERMAN WWII EXPERIMENTAL FIGHTER

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#8068



INTRO

Heinkel He 280 was the worlds first jet fighter. It was a single seat, double engined jet fighter, with nose type landing gear and an ejection seat. The first nonpowered flight was on September 22nd, 1940, and the first flight with HeS 8a engines was March 30th, 1941, The He 280 was introduced to RLM officers three days later. The V3 prototype was flown on July 5th, 1942. The V1 prototype was later tested with Argus As 014 engines, also used as the V1 missile engine. During these trials, the pilot had to use the ejection seat to leave an out of control aircraft due to heavy iceing on the aircraft. It was the first ejection in history. The V2 prototype was tested with JUMO 004 engines. V7 and V8 were used as gliders for new tail designs and high speed research. Altogether, 9 prototypes were built, which of them 3 were jet engined powered. The project was stopped in 1942 because the Me 262 had priority.

Wing span	12,00 m	Empty weight	3 215 kg	Max. speed at 6 000 m	770 km/h
Lenght	10,40 m	Fully loaded weight	4 320 kg	Ceiling	11 500 m
Height	3,10 m	Max.speed at sea level	730 km/h		

ÚVODEM

He 280 první proudový letoun na světě, jednomístný dvoumotorový stíhací letoun s předovým podvozkem a pneumaticky vystřelovanou sedačkou pilota. První letové zkoušky prototypu He 280 V1 se uskutečnily bez motorů 22. září 1940, ve vleku za bombardérem He 111. První samostatný let s proudovými motory HeS 8a proběhl 30. března 1941 a po třech dnech byl předveden zástupcům RLM. Prototyp V1 později rovněž sloužil k testování pulsačních motorů Argus As 014. Dne 13. ledna 1942 ztratil pilot nad strojem kontrolu a poprvé v historii letectví použil k jeho opuštění katapultážě. Na jaře 1941 vzletl prototyp V2 (GJ+CA), poháněný motory HeS 8a, který byl následujícího roku zkoušen i s motory Jumo 004A. Vzlet třetího prototypu V3 (GJ+CB), s motory HeS 8a, se uskutečnil 5. července 1942. Průběh zkoušek poznamenaly potíže, při kterých pilot musel dvakrát nouzově přistát, stroj však vyvážl bez vážnějšího poškození. Pravděpodobně vzniklo devět prototypů, z nichž tři prokazatelně létaly s vlastním pohonem. Další letouny V7 a V8 sloužily také jako kluzáky k testování nových ocasních ploch. Do ostatních prototypů, se plánovala instalace nejen motorů HeS 8b, ale i BMW 003A-0 či Jumo 004A. Další vývoj byl zastaven a pro sériovou výrobu upřednostněn Messerschmitt Me 262.

Rozpětí	12,00 m	Hmotnost prázdného letounu	3 215 kg	Max. rychlost v 6 000 m	770 km/h
Délka	10,40 m	Vzletová hmotnost	4 320 kg	Dostup	11 500 m
Výška	3,10 m	Max. rychlost u země	730 km/h		

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS



INSTR. SYMBOLY



INSTRUKTION



SINNBILDEN



SYMBLES



記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRŽNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



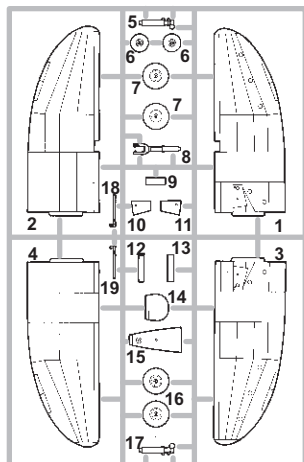
PIÈCES



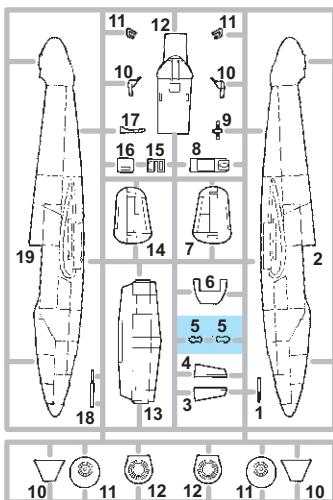
部品

PLASTIC PARTS

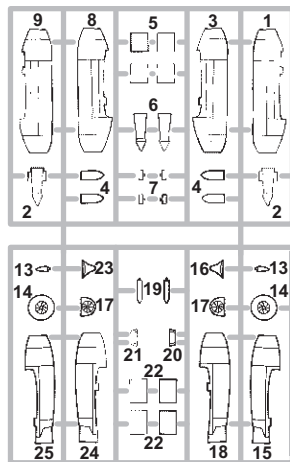
A



B

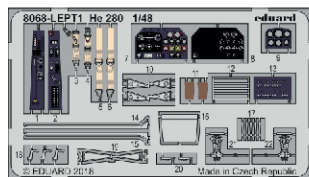
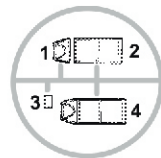
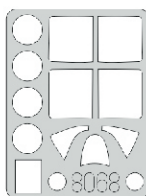


C



D>

PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

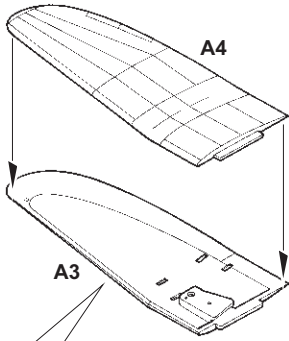


色

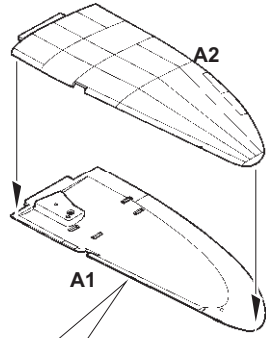
GSI Creos (GUNZE)			
AQUEOUS	Mr.COLOR		
[H2]	[C2]	BLACK	
[H12]	[C33]	FLAT BLACK	
[H70]	[C60]	GRAY	RLM02
[H77]	[C137]	TIRE BLACK	
[H90]	[C47]	CLEAR RED	

AQUEOUS	Mr.COLOR		
[H94]	[C138]	CLEAR GREEN	
[H416]	[C416]	BLACK GRAY	RLM66
Mr.METAL COLOR			
	[MC214]	DARK IRON	
Mr.COLOR SUPER METALLIC			
	[SM01]	SUPER FINE SILVER	

7



8

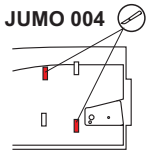


MARKINGS 5;7

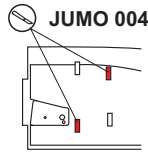
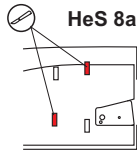
MARKING 6

MARKINGS 5;7

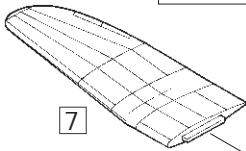
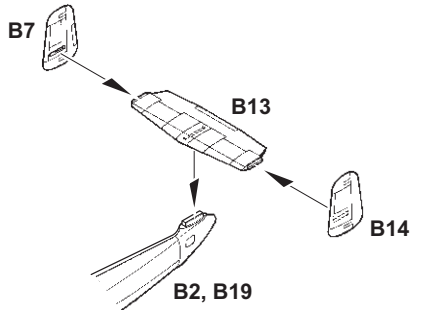
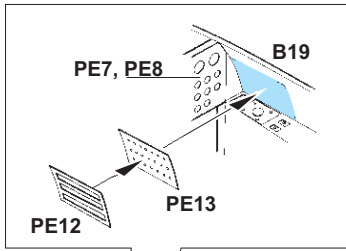
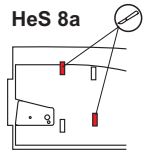
MARKING 6



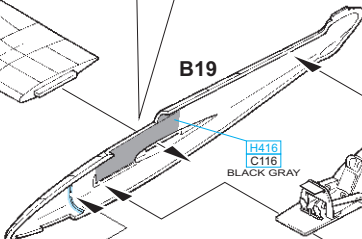
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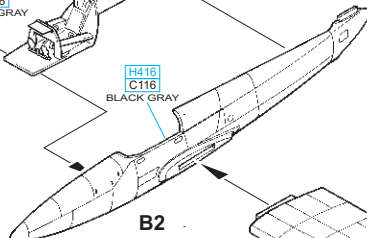
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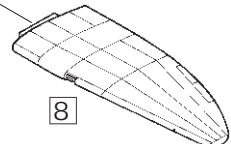
H416
C116
BLACK GRAY

H416
C116
BLACK GRAY

H416
C116
BLACK GRAY



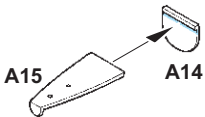
B2



8



Don't forget to add the nose weight balance!





A15

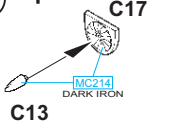
A14

HeS 8a MARKING 6

9  :

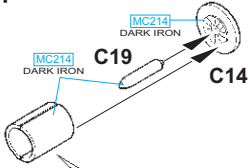
C25 right

C15 left

 2 pcs. C17

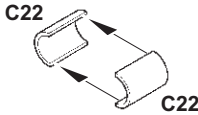


C13


2 pcs.



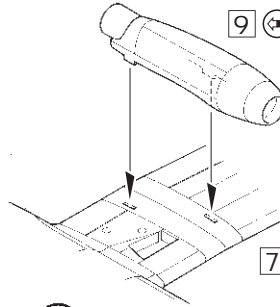
MC214 DARK IRON C19 C14



C22 C22

C24 right

C18 left

9  :



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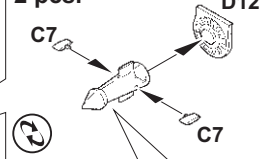
JUMO 004 MARKINGS 5;7

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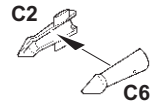
C8 right

C3 left

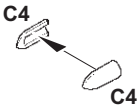
2 pcs. D12



C7 C7

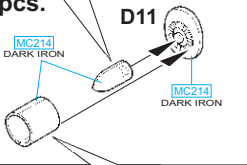


C2 C6

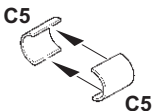


C4 C4

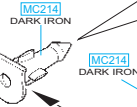
2 pcs.



MC214 DARK IRON D11 MC214 DARK IRON



C5 C5



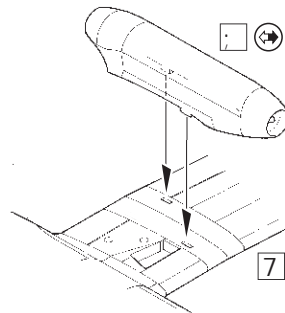
MC214 DARK IRON C9 right C1 left MC214 DARK IRON

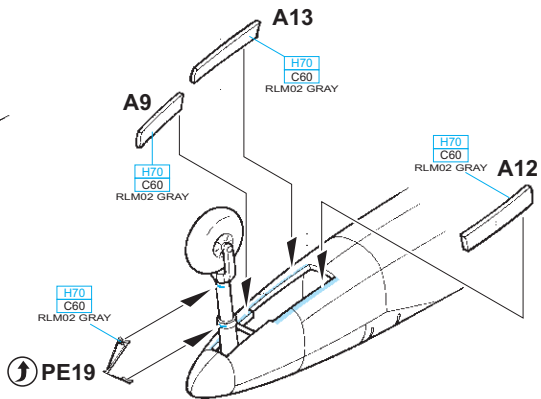
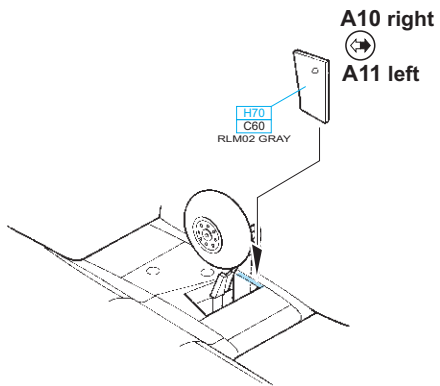
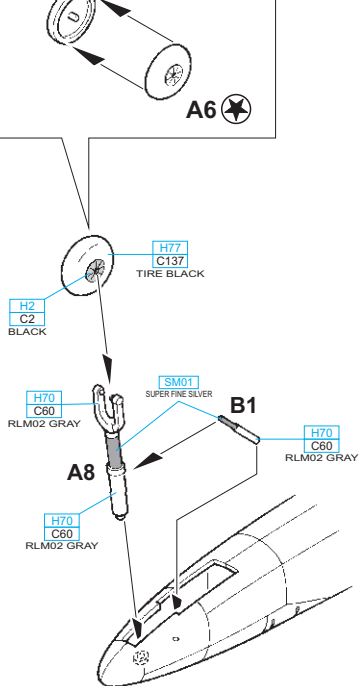
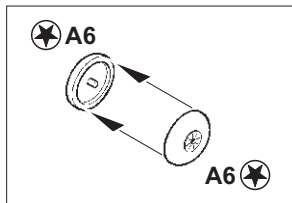
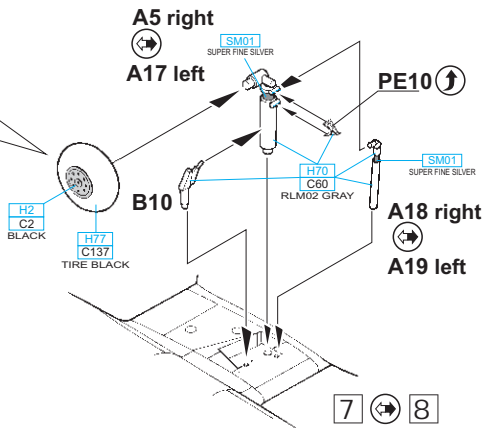
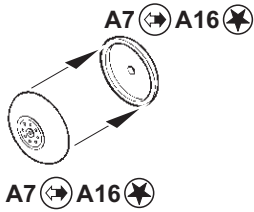
C9 right

C1 left

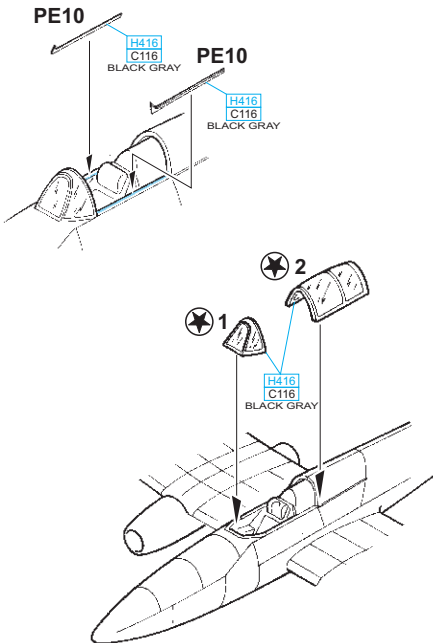
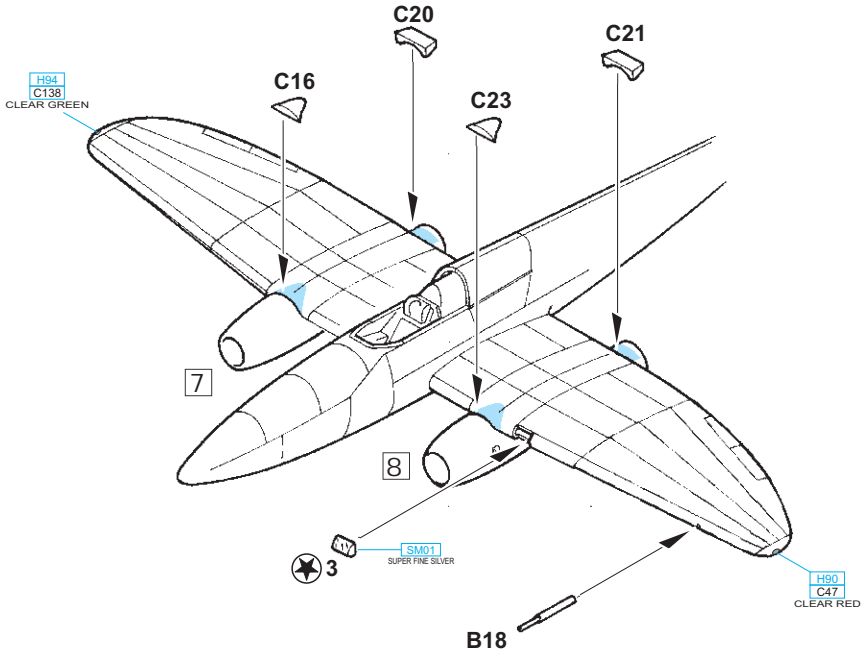
D10

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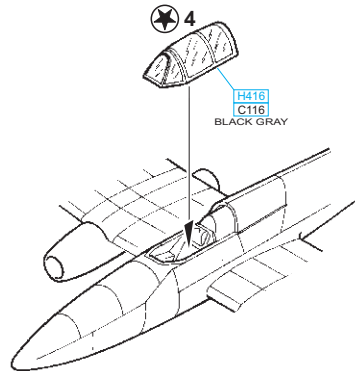




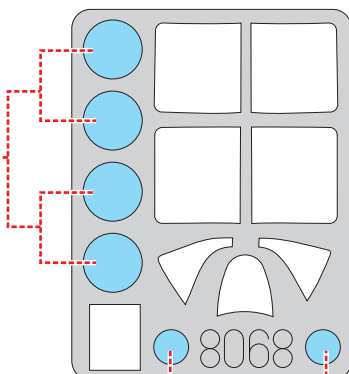
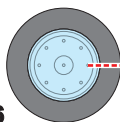
C16, C20, C21, C23 - MARKING 6 ONLY



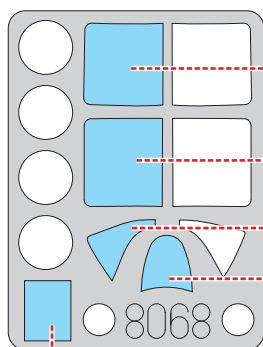
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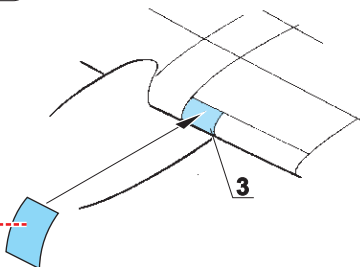
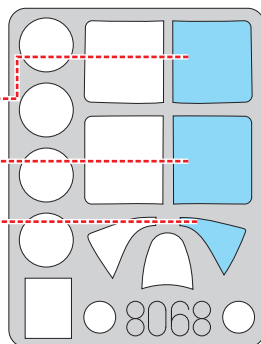
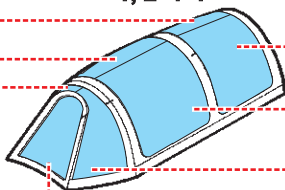
A7, A16



A6

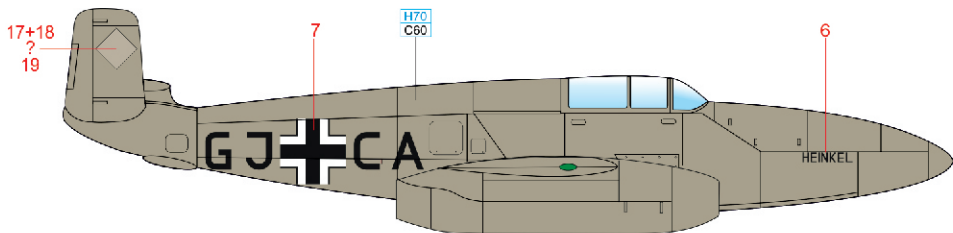


1, 2 ? 4

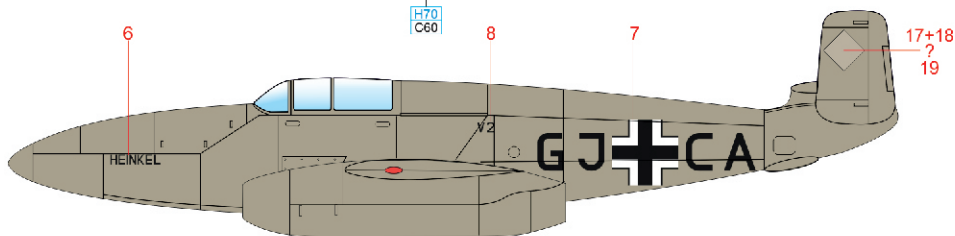
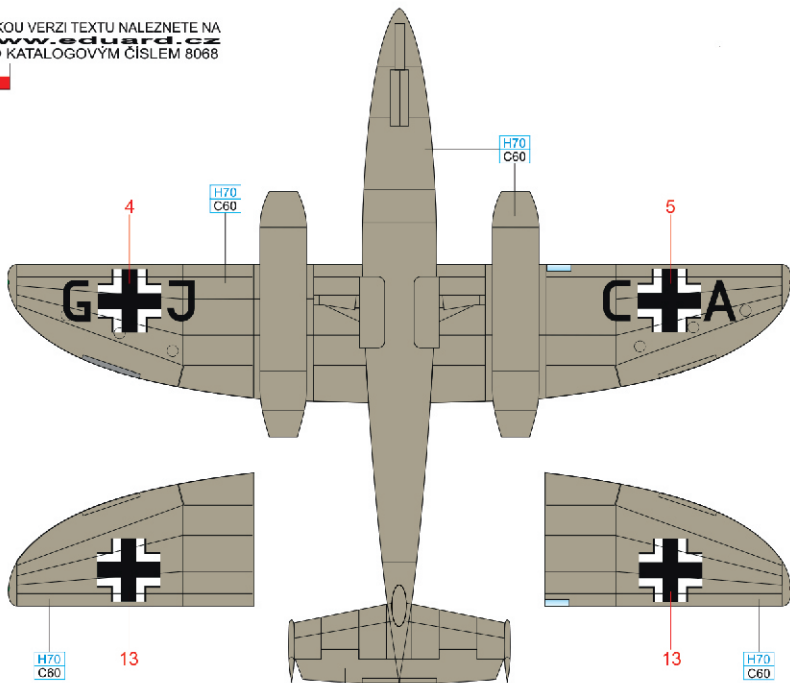


A He 280 V2, GJ+CA, March 1943

On March 30th, 1941, the first flight of the second prototype took place. Heinkel test pilot, Fritz Schäfer, piloted the aircraft. The engines of the aircraft were HeS 8a. It was the first flight of turbojet-powered aircraft designed, from the very beginning, as a fighter plane. At the beginning of 1943, the aircraft was modified; it got Jumo 004 turbojet engines. On March 16th, 1943, the plane conducted its first flight with these engines. The aircraft was painted RLM 02, which was used by Luftwaffe for prototypes, and it bore the crosses on six positions – on the upper sides and undersides of the wings and on the sides of the fuselage. Stammkennzeichen of the aircraft was on the undersides of the wings and on both sides of the fuselage. Marking of the second prototype was on the left side of the fuselage.

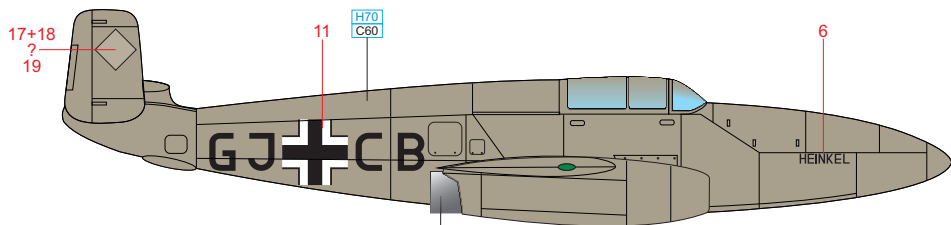


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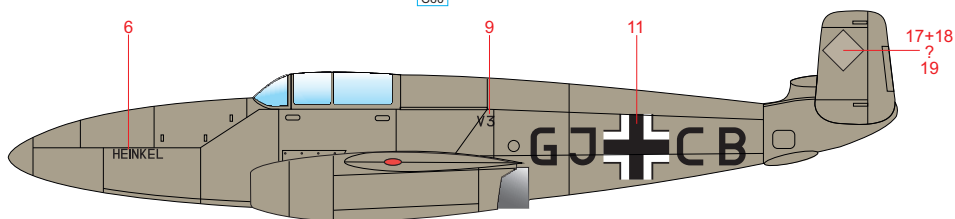
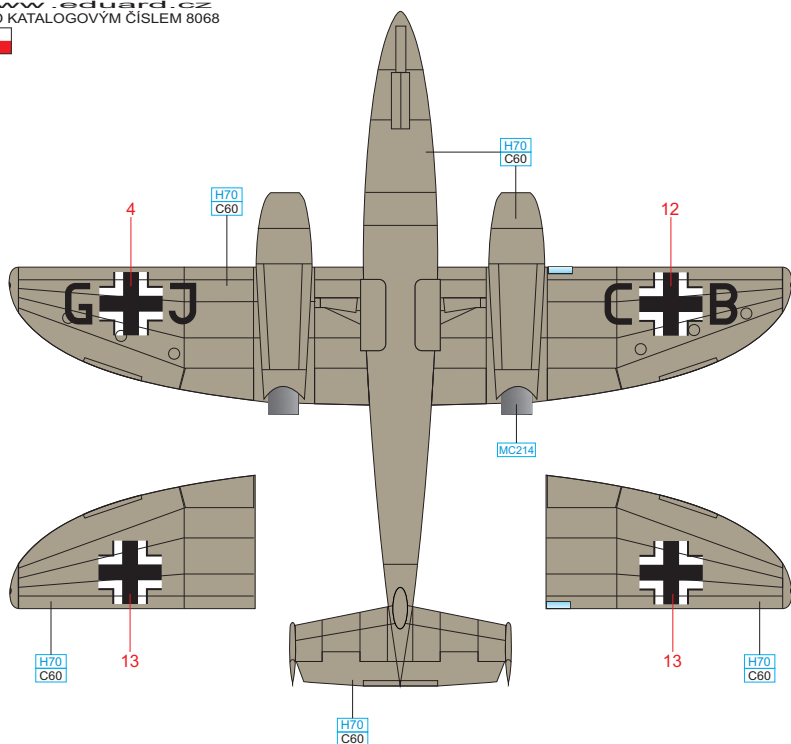


B He 280 V3, GJ+CB, July 1942

On July 5th, 1942, the third He 280 V3 prototype took off; it had the HeS 8a engines. On February 8th, 1943, the right engine failed during the take off and the pilot had to perform an emergency landing into the field. Fortunately, the plane did not suffer any major damage. On the left side of the fuselage there was a marking identifying the third prototype – V3.



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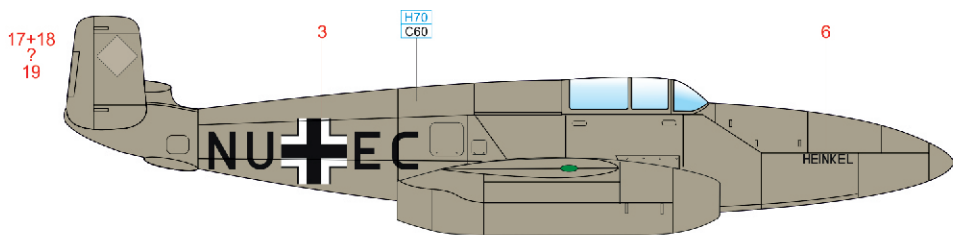
RLM 02 H70 C60

DARK IRON MC214

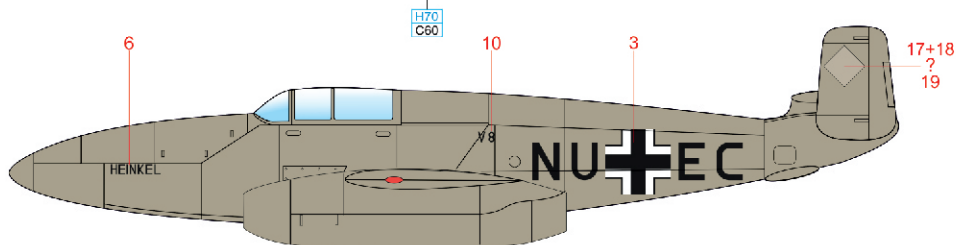
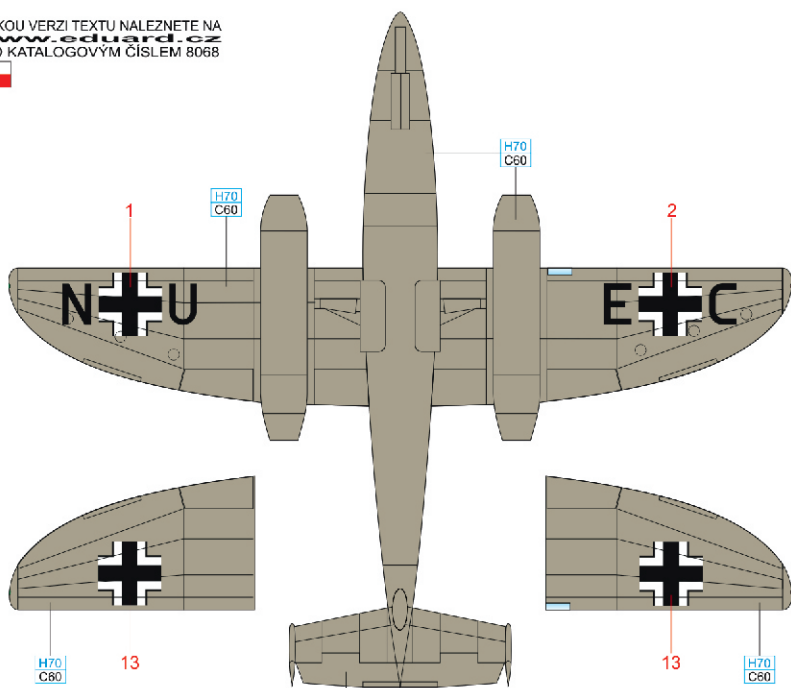
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C He 280 V8, NU+EC, July 1943

The eighth Heinkel He 280 prototype was first test-flown on July 19th, 1943. The plane had Jumo 004 engines. In the meanwhile, the RLM (Reichsluftfahrtministerium – The Ministry of Aviation) had come to a decision to stop further development and tests of He 280. The 280 V8 was transferred to DFS (German Research Institute for Sailplane Flight), which was focused on an aerodynamic research for future designs of fighter planes and other combat aircraft. This colour and marking of the aircraft was no different from established paint of the prototype planes. It had been painted RLM 02 and marked with crosses and Stammkennzeichen on usual positions of the aircraft.



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Fw 190A-5 light fighter

ProfiPACK edition **1/48**

NEW TOOL

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- 48949 Fw 190A-5 1/48 (PE-Set)
- 48950 Fw 190A-5 landing flaps 1/48 (PE-Set)
- 648356 Fw 190A wingroot gun bays 1/48 (Brassin)
- 648366 Fw 190A propeller 1/48 (Brassin)
- 648371 Fw 190A control surfaces early 1/48 (Brassin)
- 648373 Fw 190A Pitot tubes early 1/48 (Brassin)
- 648381 Fw 190A exhaust stacks 1/48 (Brassin)
- 648390 Fw 190A-5 cockpit 1/48 (Brassin)
- 648391 Fw 190A-5 engine 1/48 (Brassin)
- 648392 Fw 190A-5 fuselage guns 1/48 (Brassin)



W. Nr. 538, 6./Schl.G 1, Deblin - Irena, Poland, January 1943



W. Nr. 0152 594, Maj. Hermann Graf, CO of JGr. Ost, Toulouse - Blagnac, France, April 1943



W. Nr. 1501, Oblt. Walter Nowotny, CO of 1./JG 54, Orel, Soviet Union, Summer 1943



W. Nr. 0157 298, Maj. Josef Priller, CO of JG 26, Lille - Vendeville, France, May 1943



Oblt. Rolf Strohal, Stab I/JG 1, Deelen, the Netherlands, April 1943



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