

Aero C-3A

'Czechoslovakian Transport and Trainer Plane'

(EN)

In 1934 in the German city of Halle, Hanns Klemm, an aircraft designer and manufacturer, set up a branch of his aircraft factory. The new plant was to produce multi-engined, all-metal aircraft, in contrast to the original factory where wood was still being used for building the aeroplanes. In 1937, the Halle plant was taken over by the famous German aviator Friedrich Siebel who also gave it his name. The plant mainly focused on licence-built designs, but had a couple of their own aircraft designs too. The first type to be produced by this new plant was the Fh 104 Hallore, a design in fact originating in the Klemm works.

In 1938, Germany's flag carrier Deutsche Luft Hansa in cooperation with the RLM announced tender for a fast, twin-engined transport aircraft. Before the winning design could be found, the war had broken out which meant the new type would be used just (or mainly) by the German military. The prototype Si 204A first flew on 23 May 1941, being of an all-metal construction and powered by a pair of Argus As 411 engines and differed from all later versions by having a stepped pilots' canopy. Its production was commenced at the Halle plant at first but as their workers were busy with producing Ju 88 bombers, the production was later transferred to the French Société Nationale de Constructions Aéronautiques du Nord (SNCAN). The third prototype machine was finished as the new Si 204D version which had completely glazed pilots' office similar to that of the He 111H/P and Ju 88A bomber aeroplanes and in this new configuration, the type perfectly suited to the trainer role. The Si 204D was produced not just by the French plant, but in the Protectorate of Bohemia and Moravia (former Czechoslovakia) by Aero, Letov and CKD factories too. The final variety to be developed during the war time was the Si 204E which featured a gun turret and bomb bay in the central section of the fuselage, enabling the type to take part in the bomber crew training or it was even used as a makeshift night fighter. The German Luftwaffe operated the Siebel mainly in so-called B- and C- night training schools and as a liaison aircraft. The machines which were fitted with radar equipment were used for night fighter training and a handful of the Si 204 was also operated by the Deutsche Luft Hansa during the war.

The end of the Second World War did not bring the career of the type to its end, the Siebel proved to possess marvelous flying capabilities, was reliable and also quite efficient. Several of the Si 204 was taken over by the victorious Allies and were test flown by or even put to regular service with the British RAF, USAAF, Soviet air force, Aeroflot (Soviet Airlines), Czechoslovak air force, ČSA (Czechoslovak Airlines) and French Armée de l'Air and Aéronavale. The post war production went on at both the French SNCAC and Czechoslovak plants. The French machines were known as the NC700 to NC702 and dubbed the Martinet and were also exported to Sweden and Poland. In Czechoslovakia, the various indigenously built versions of the Siebel were put to service as the C-3A/B, C-103 or D-44 respectively. At first, they were to serve for training purposes only, but the 1948 communist coup and various other reasons too meant that no other and more advanced types would be available to replace them eventually, so they went on to serve with the bomber units of the ČSLA (Czechoslovak Air Force) well until the mid 1950s when they were replaced by the Il-28 jets.

Si 204D characteristics and performance:

Wingspan 21.28 m, length 11.95 m, max. speed 364 km/h at 3,000 m, service ceiling 7,500 m, range 1,800 km.

(CZ)

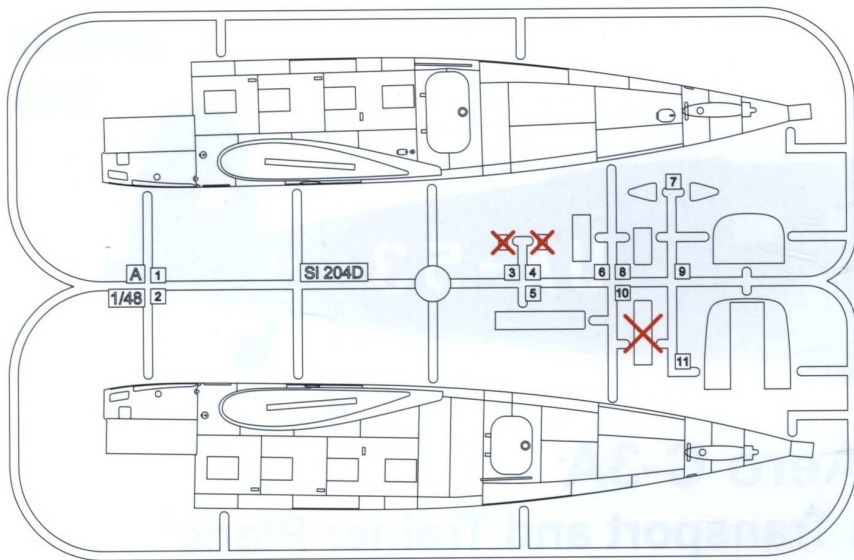
V roce 1934 založil Hanns Klemm v Halle pobočku své firmy. Ta měla vyrábět, na rozdíl od mateřské továrny, vyrábějící celodřevěné letouny, vícemotorové letouny celokovově konstrukce. V roce 1937 převzal továrnu v Halle známý německý letec Friedrich Siebel a přenesl na ni své jméno. Továrna se zabývala hlavně licenční výrobou, ale konstruovala i vlastní typy. První konstrukcí nové továrny se stal Fh 104 Hallore, který vznikl ještě jako projekt v továrně Klemm.

V roce 1938 vypsala dopravní společnost Lufthansa ve spolupráci s RLM soutěž na rychlý dvumotorový dopravní letoun. Než byla soutěž ukončena, vypukla válka. O letoun ale jevila stále zájem Luftwaffe. Prototyp letounu označeného Si 204A vzlétl poprvé 23. 5. 1941. Tento dvumotorový celokovový letoun byl poháněn dvojicí motorů Argus As 411 a od všech pozdějších verzí se odlišoval tím, že měl stupňovou příď. Byl zaveden do výroby, ale protože továrna v Halle byla vytížena výrobou Ju 88, byla výroba přenesena do Société Nationale de Constructions Aéronautiques du Nord (SNCAN) ve Francii. Třetí prototyp byl vyroben jako nová verze Si 204D. Odlišoval se celoprosklenou příďí, podobnou jakou byly vybaveny bombardovací letouny He 111 H/P nebo Ju 88A. Hodil se tak skvěle k výcviku. I jeho výroby byla předána do SNCAN ve Francii a také do továren Aero, Letov a ČKD v Protektorátu Čechy a Morava. Poslední verzí vyvinutou za války byla Si 204E, vybavená stílečkou věží a pumovnicí v centroplánu. Ta byla určena k bombardovacímu výcviku. Nouzově mohla být použita i jako noční bombardér. Luftwaffe používala Si 204 hlavně v tzv. B a C školách a jako spojovací. Stroje vybavené radarem sloužily k výcviku nočního stíhání. Několik kusů používala během války i Lufthansa.

Konec války ale neznamenal konec historie Si 204. Siebel Si 204 měl skvělé letové vlastnosti, byl spolehlivý a výkonný. Dost letounů zabavili vítězové. Ukořistěné Si 204 tak testovaly nebo používaly britská RAF, USAAF, sovětské letectvo i Aeroflot, Československé letectvo i ČSA a francouzské Armée de l'Air i Aéronavale. Výroba ve Francii u SNCAC pokračovala i po válce, stejně jako v Československu. Ve Francii vyráběný Si 204 v několika verzích byl označen NC 700 až 702 pojmenován Martinet. Byl dokonce exportován do Švédska a Polska. Československé Si 204 byly označovány podle verze C-3A/B, C-103 a D-44. Jejich výroba pro nově budované československé letectvo i státní aerolinie ČSA se rozeběhla hned po válce. Měly být používány jen k výcviku. Díky komunistickému převratu a nemožnosti je nahradit z různých důvodů jinými typy tvořily ale výzbroj bombardovacích jednotek ČSLA až do jejich náhrady proudovými Il-28 v polovině padesátých let.

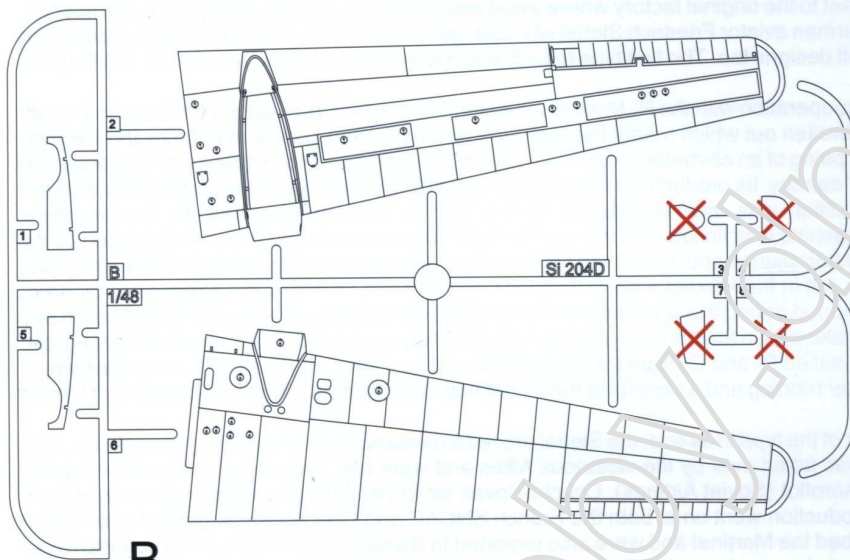
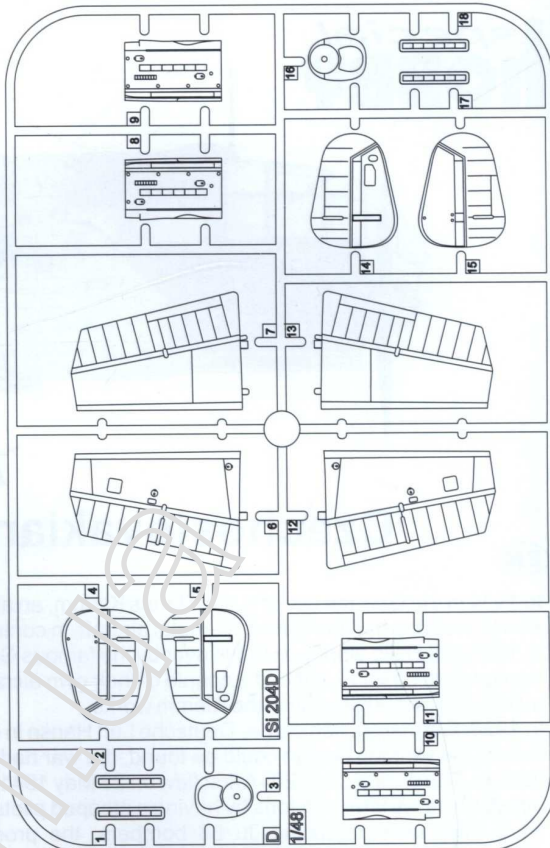
Si 204D TTD

Rozpětí 21,28 m, délka 11,95 m, max. rychlost 364 km/h ve výšce 3 000 m, praktický dostup 7 500 m, dolet 1 800 km.



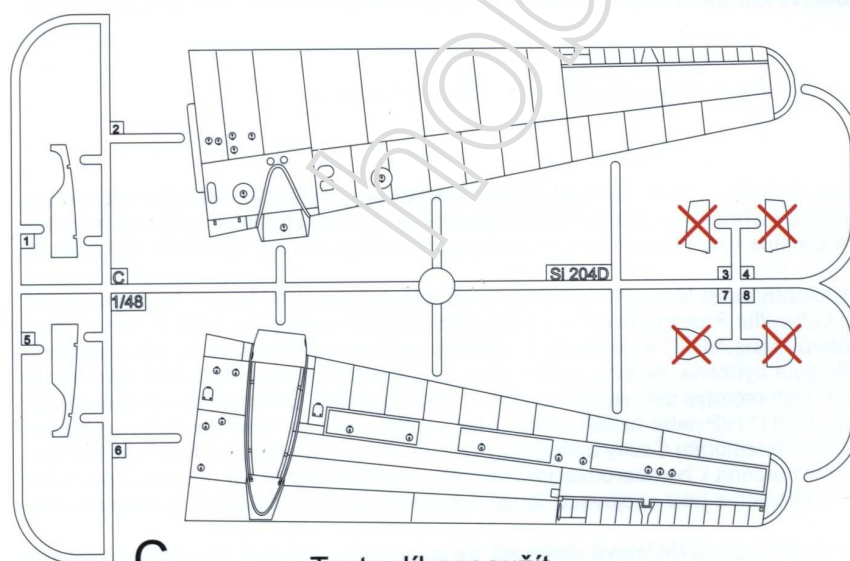
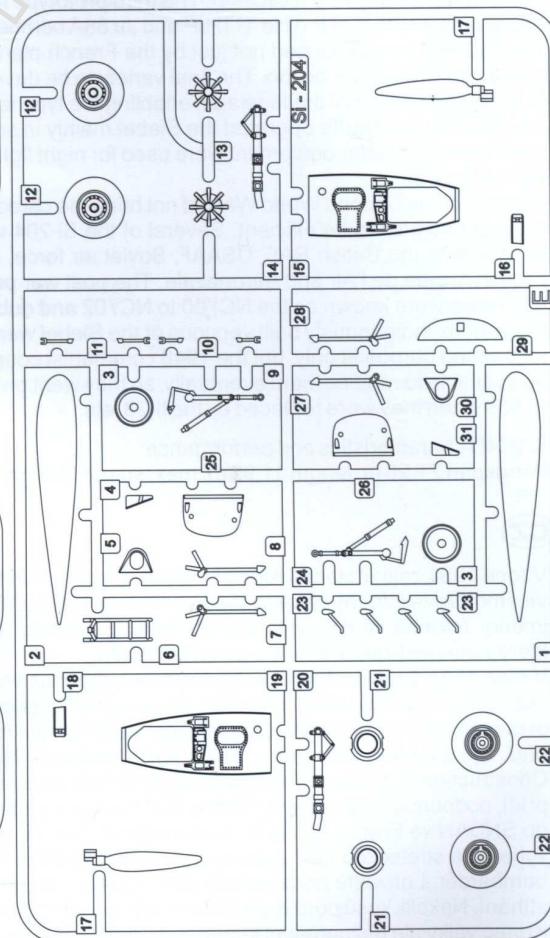
A

D



B

E

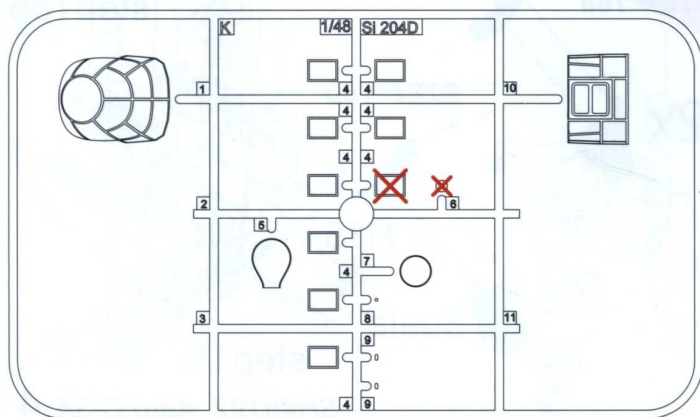


C

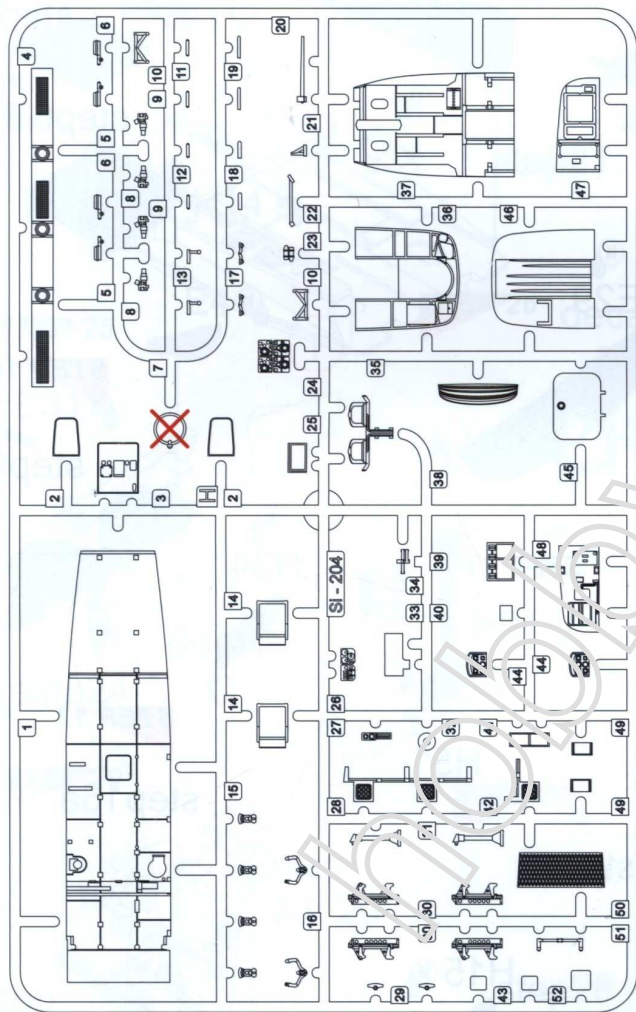
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SYMBOLS

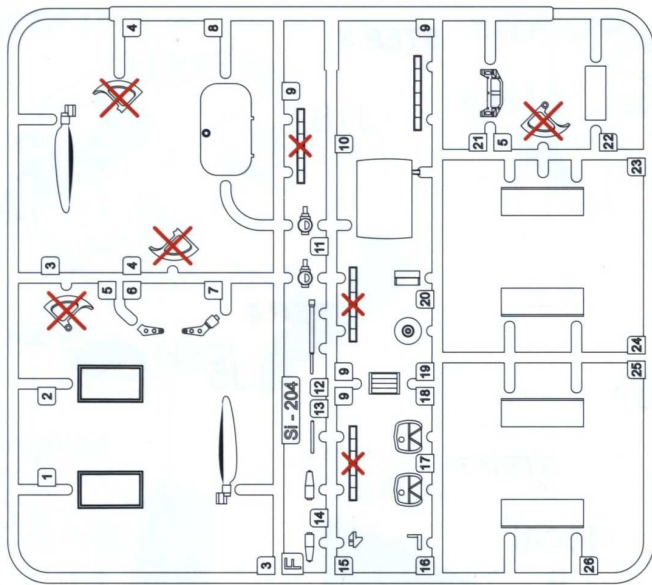
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|---|---|--|---|--|---|
| <p>? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION</p> | <p> POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT</p> | <p> OHNOUT
BEND
BIEGEN
COURBER</p> | <p> ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER</p> | <p> ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER</p> | <p> GSI NATŘÍT
COLOUR
FARBEN
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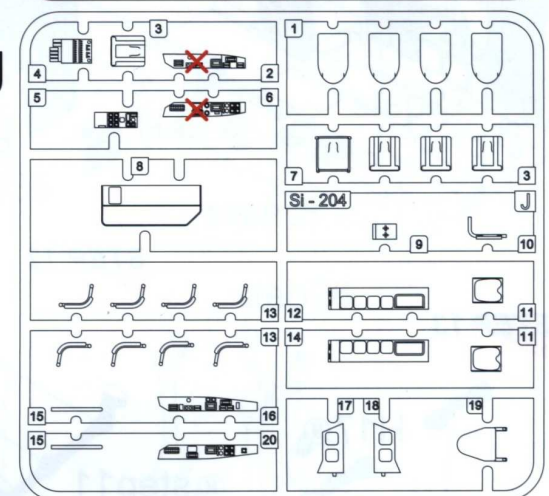
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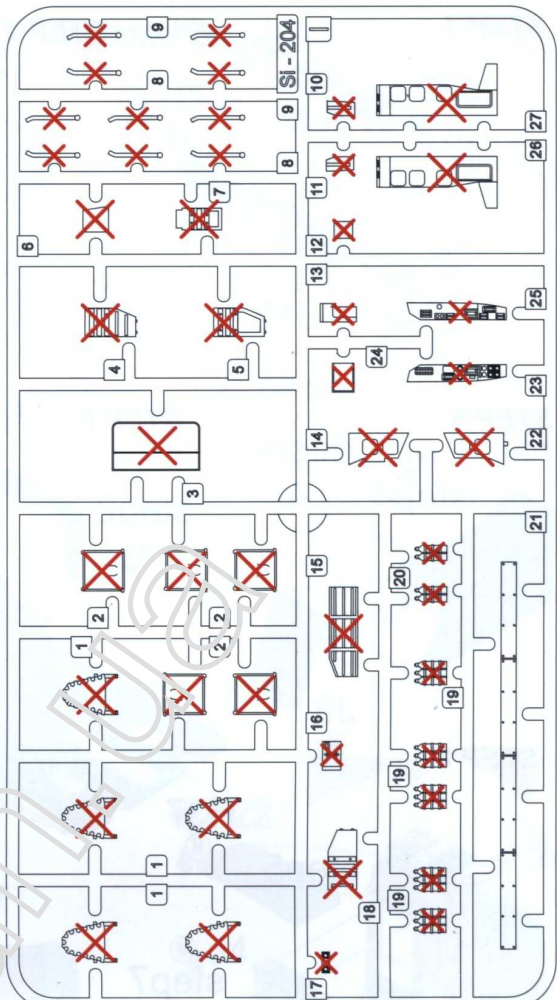
H



F



J



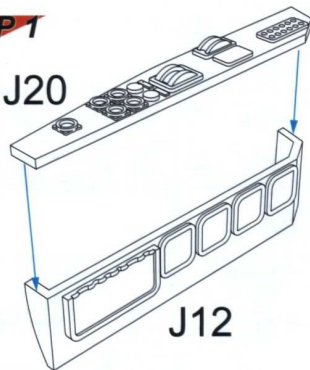
I

Barvy GUNZE / GUNZE Colour No.

A	Černá/ Black	H12/ C33
B	Barva pneu/ Tire Black	H77/ C137
C	Tmavý kov/ Gun Metal	H28/ C78
D	Černošedá 66/ Black Grey 66	C116
E	Šedá 02/ Grey 02	H70/ C60
F	Opálený kov/ Burnt Iron	H76/ C61
G	Barva kůže/ Leather	H17/ C29
H	Pískově žlutá/ Sand Yellow	H66/ C119
I	Hliníková/ Aluminium	H8/ C8
J	Mosaz/ Brass	MC219
K	Barva dřeva/ Wood	H37/ C43
L	Červená/ Red	H3/ C3
M	Středně šedá/ Middle Grey	H57/ C332

STEP 1

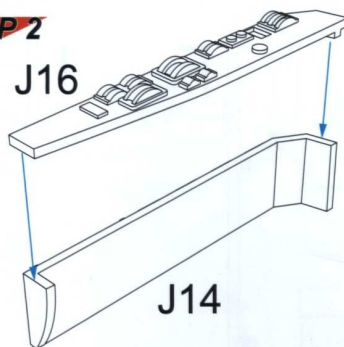
J20



J12

STEP 2

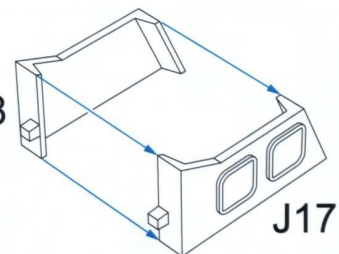
J16



J14

STEP 3

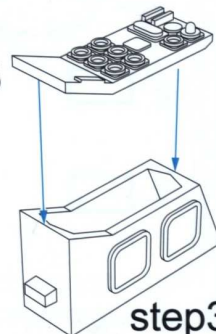
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J17

STEP 4

J5



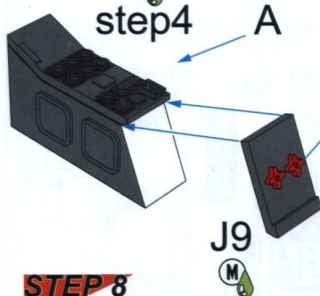
step3

STEP 5

decals

step4

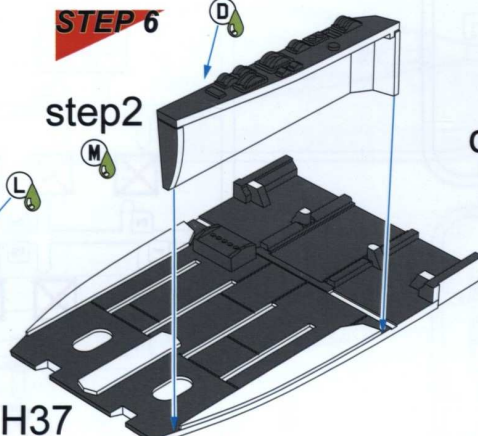
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STEP 6

step2

H37

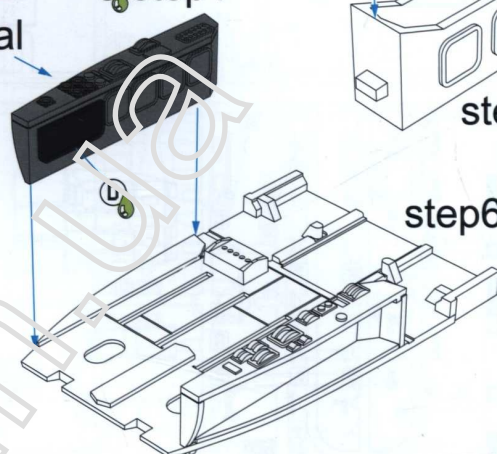


STEP 7

decals

step1

F29

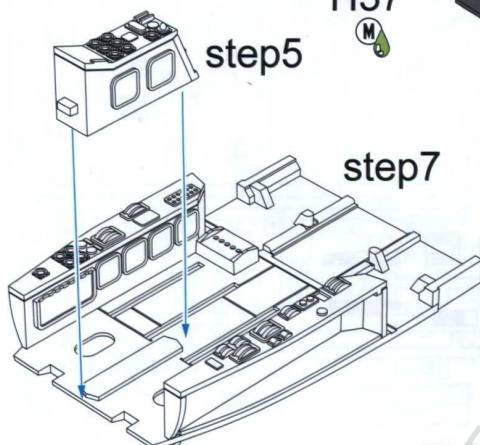


step6

STEP 8

step5

step7



STEP 9

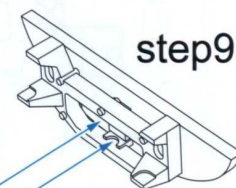
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STEP 10

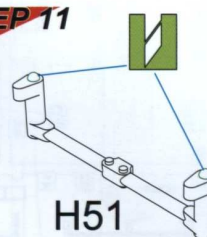
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H34



STEP 11

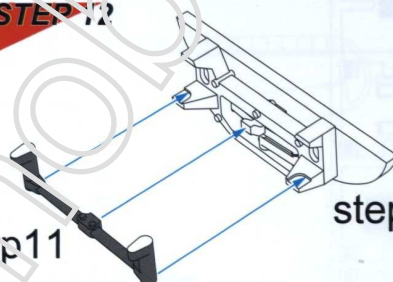
H51



STEP 12

step10

step11



STEP 13

H17

step12



STEP 14

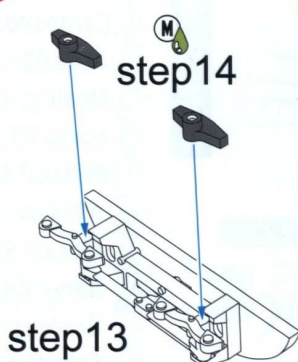
2x

H29



STEP 15

step14

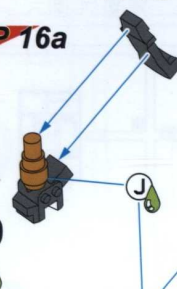


STEP 16a

2x

H9

H15



STEP 16b

2x

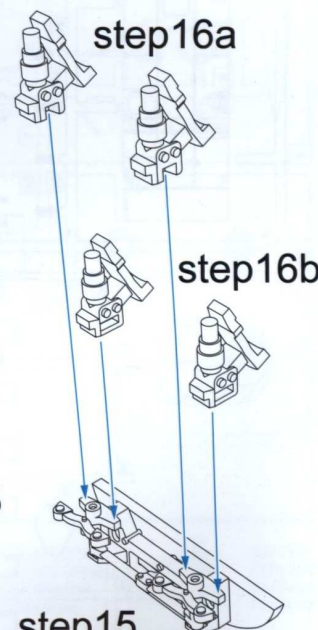
H8

H15



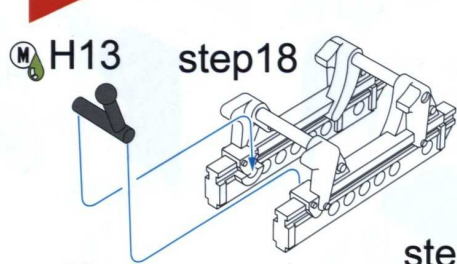
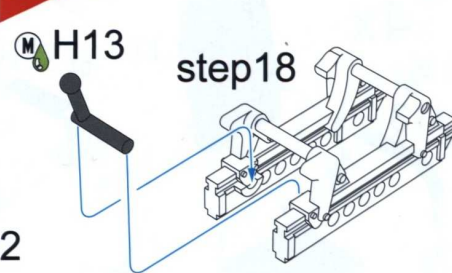
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step16b

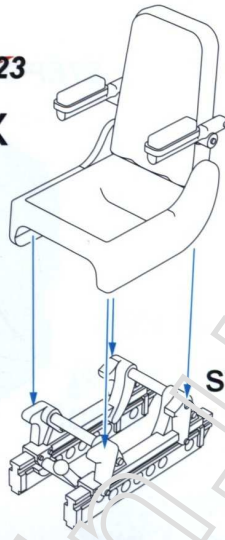
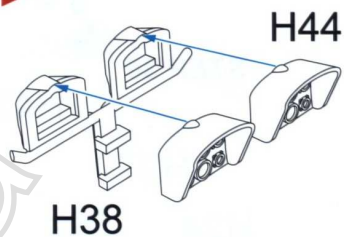
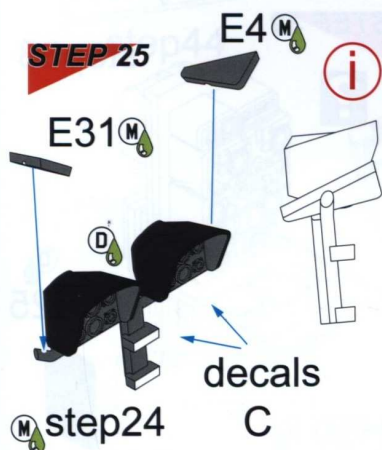
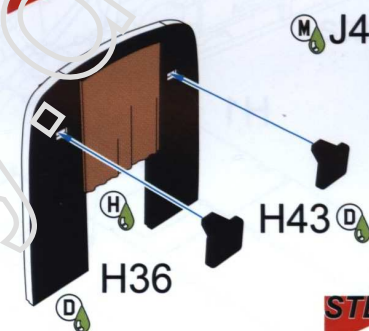
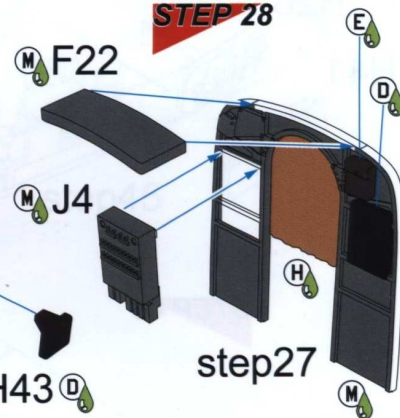
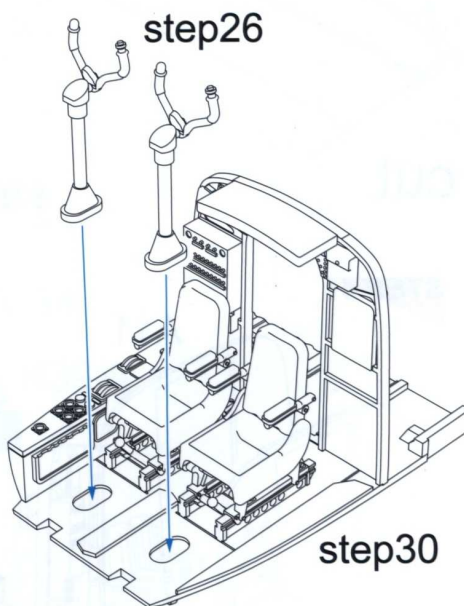
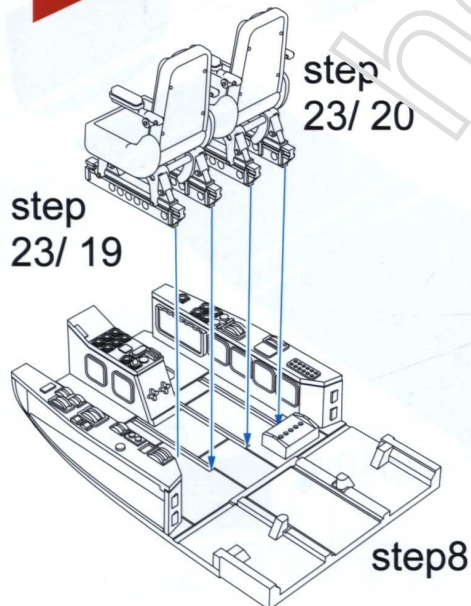
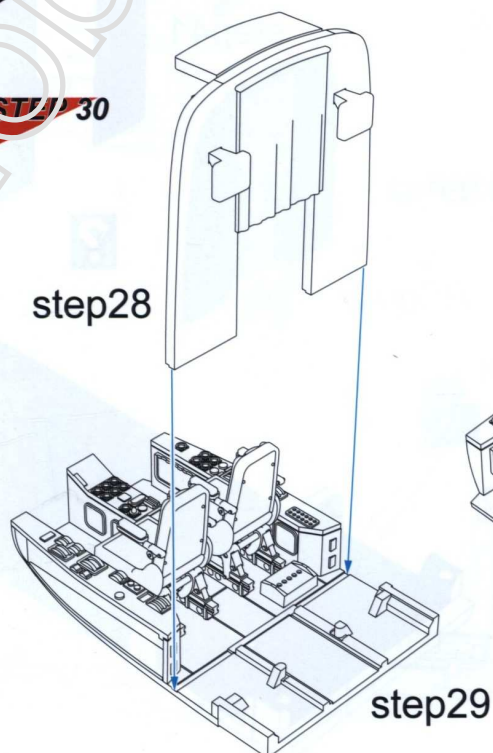


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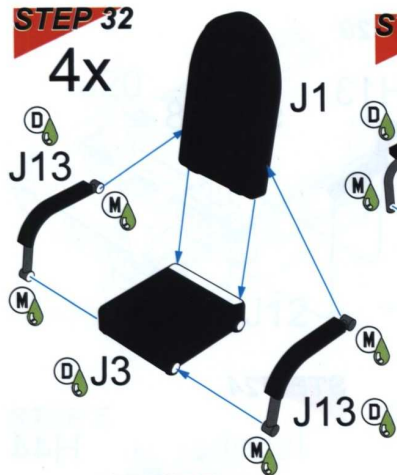
SH48197 Aero C-3A 4

STEP 18**STEP 19****STEP 20****STEP 21****STEP 22****STEP 23**

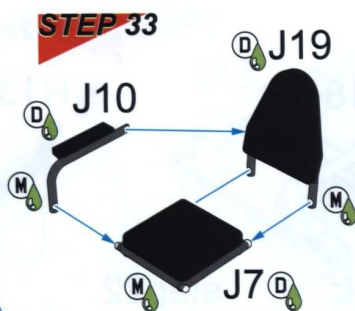
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**STEP 24****STEP 25****STEP 26****STEP 27****STEP 28****STEP 31****STEP 29****STEP 30**

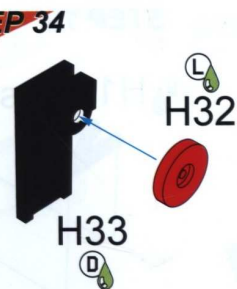
STEP 32



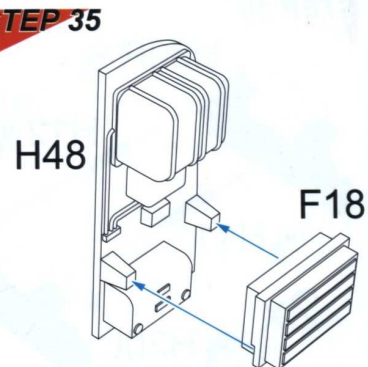
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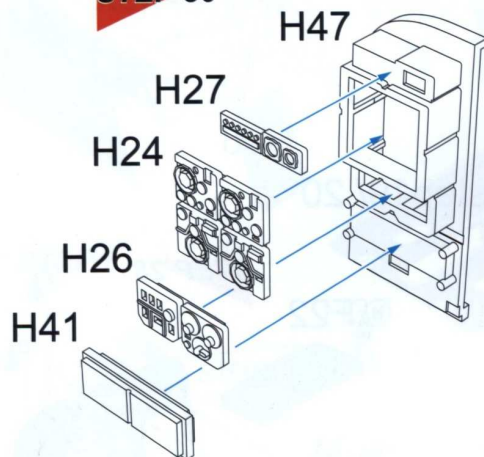
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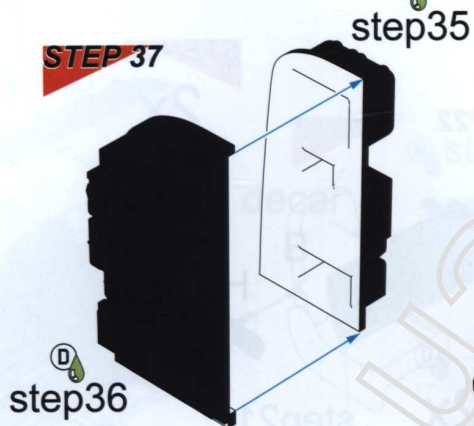
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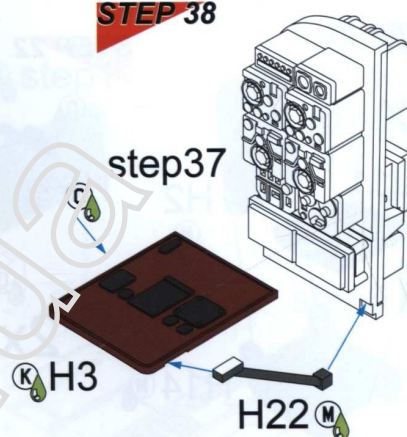
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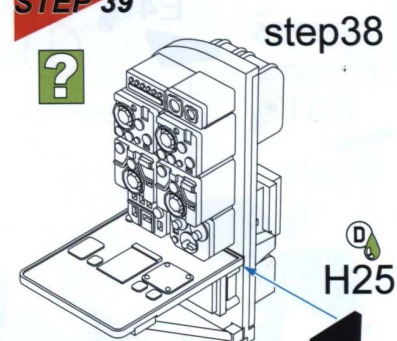
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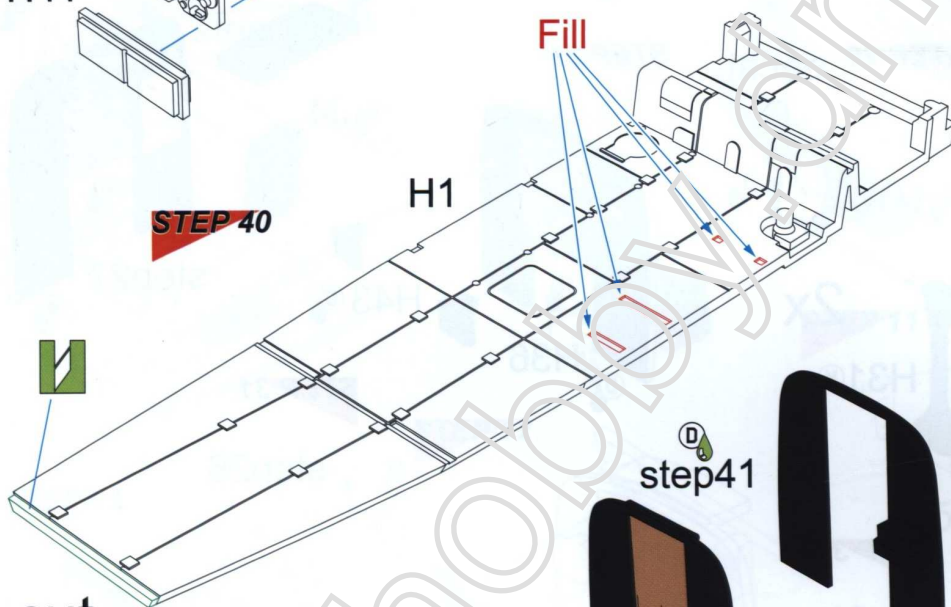
STEP 38



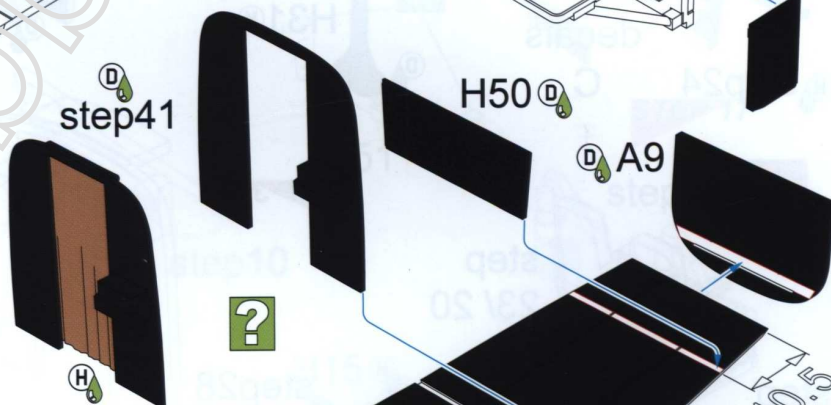
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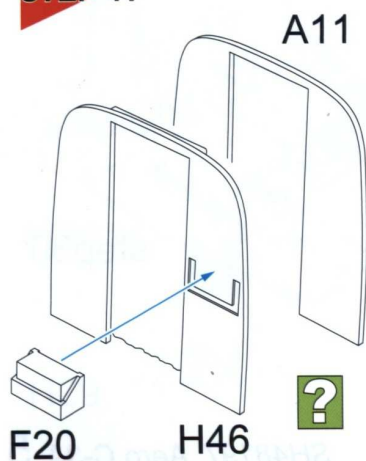
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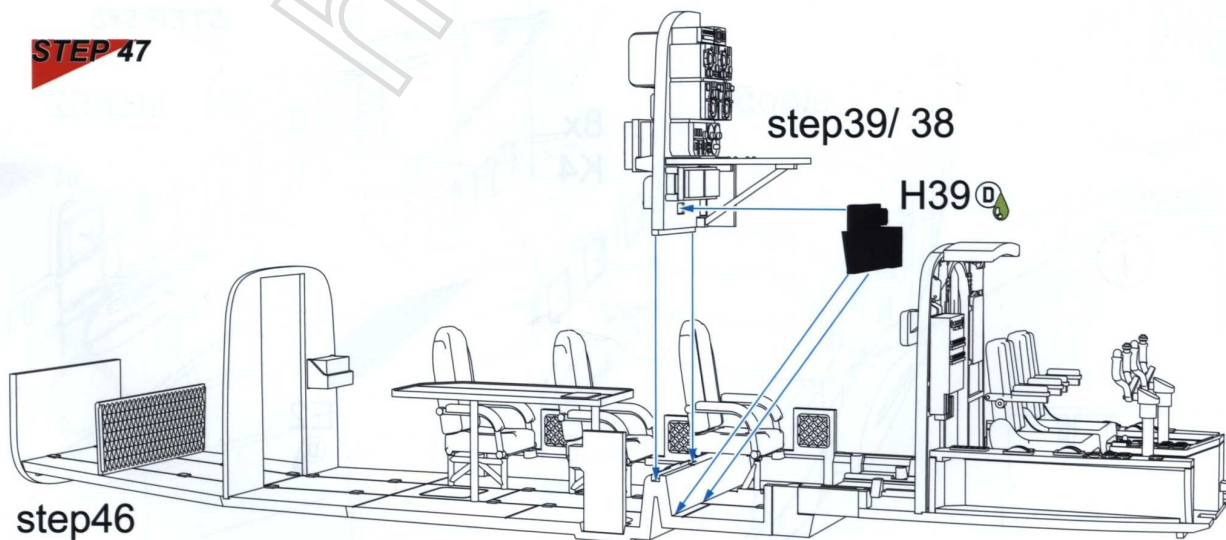
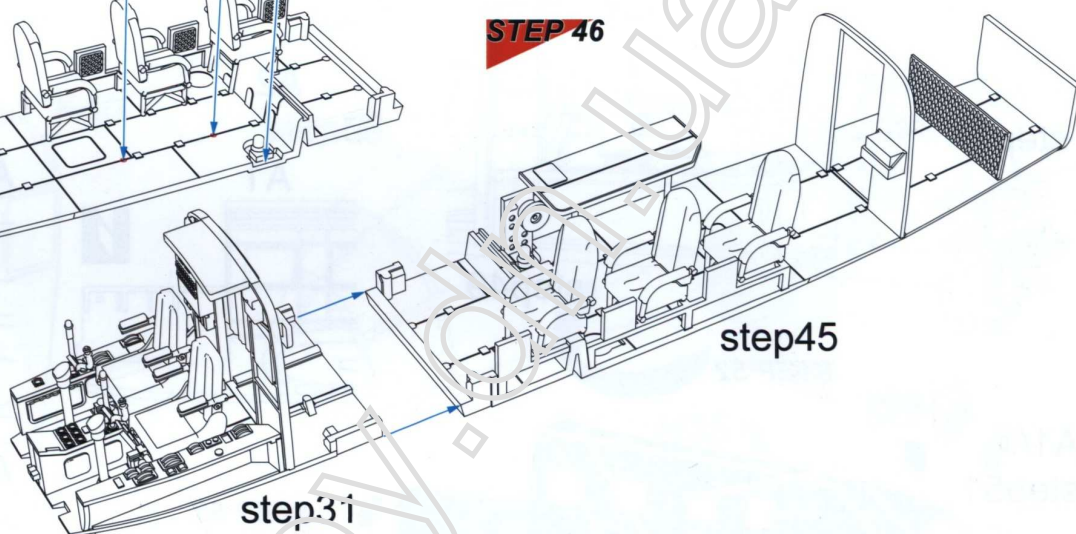
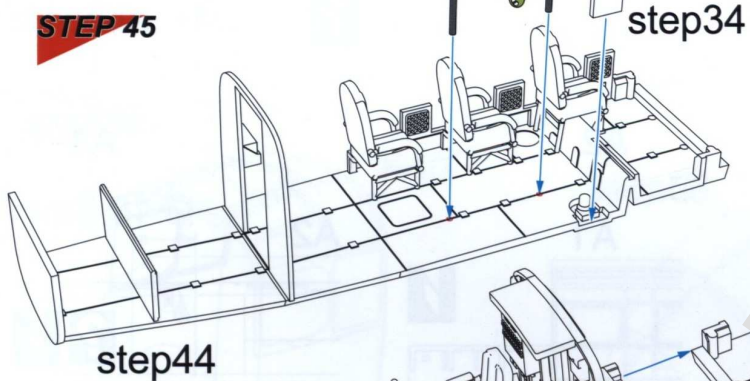
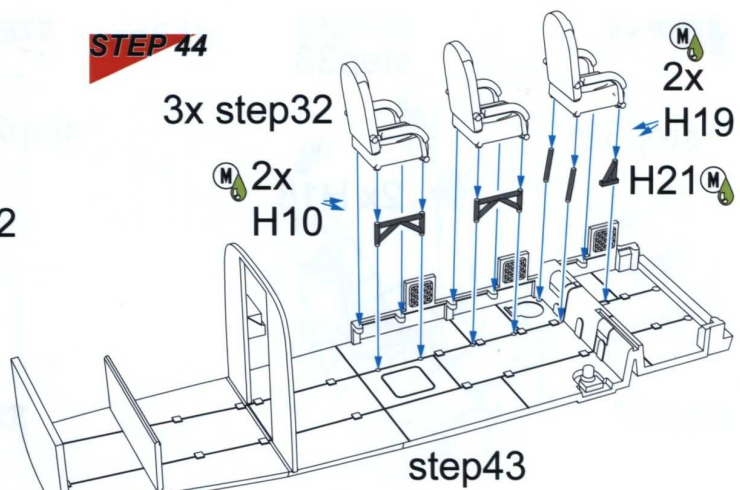
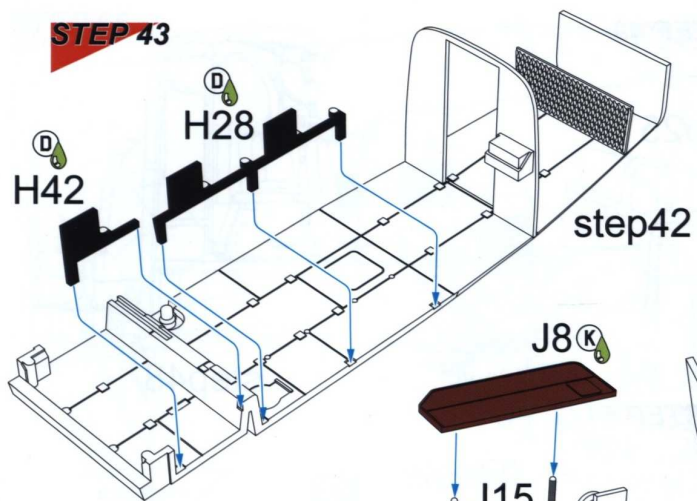


STEP 42

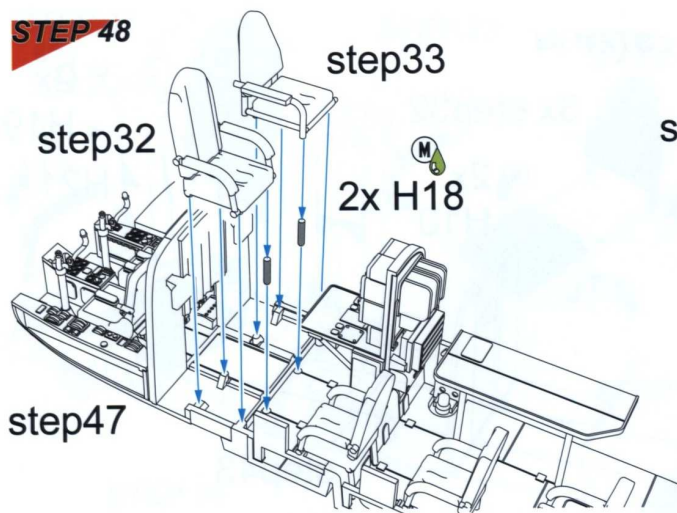


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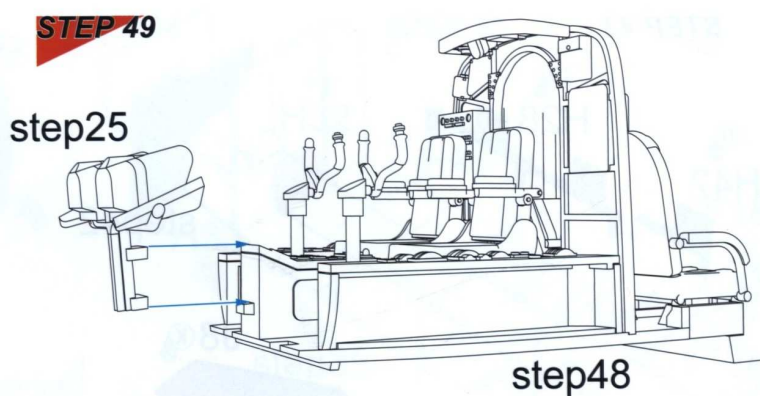




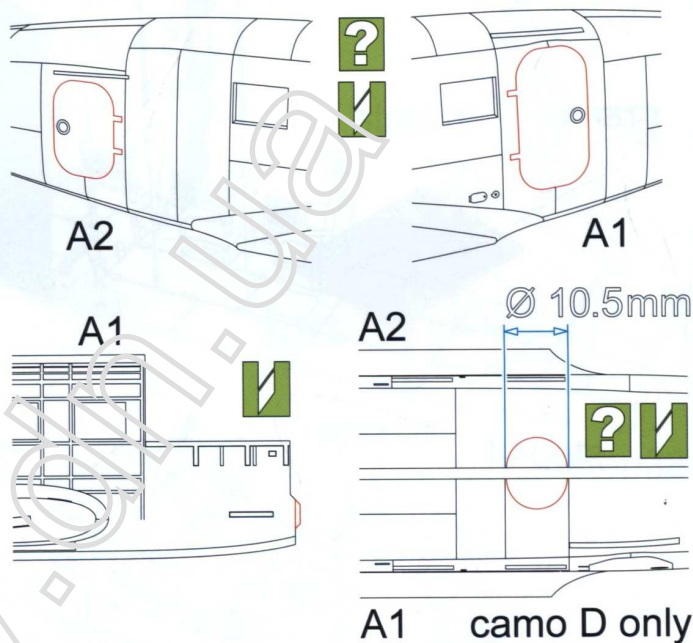
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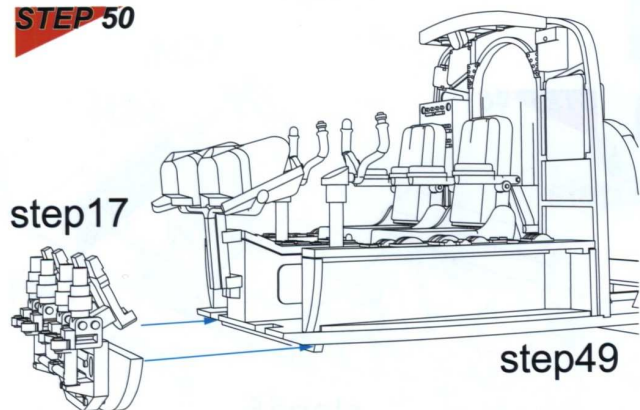
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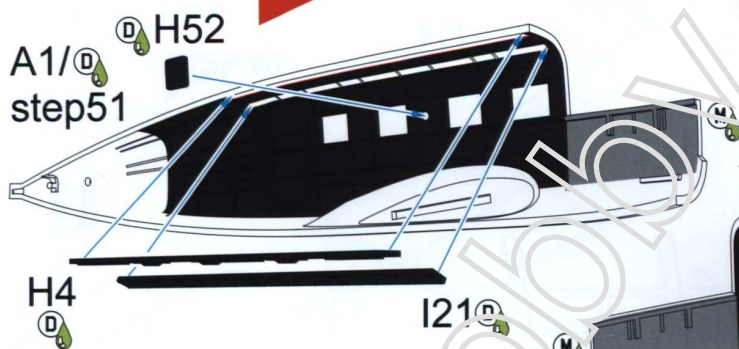
STEP 51



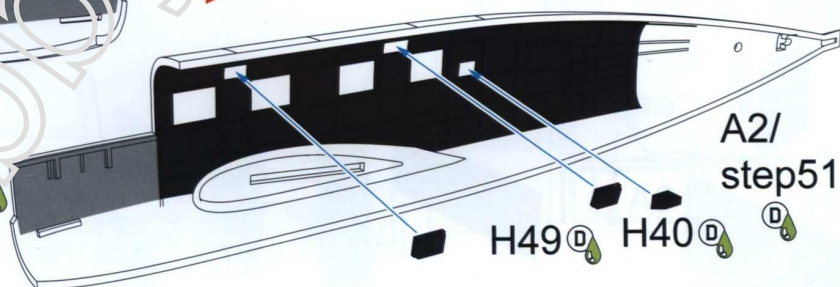
STEP 50



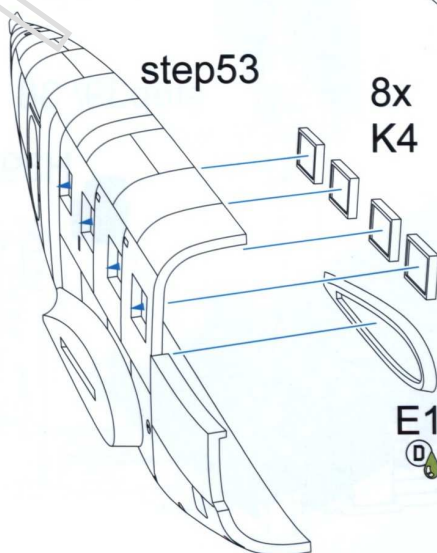
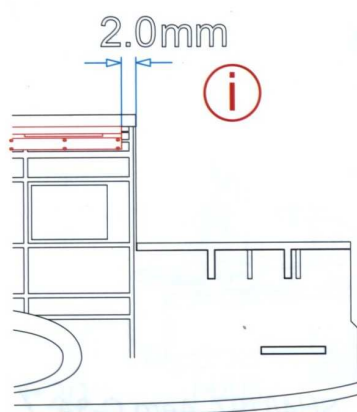
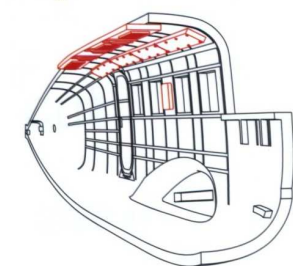
STEP 52



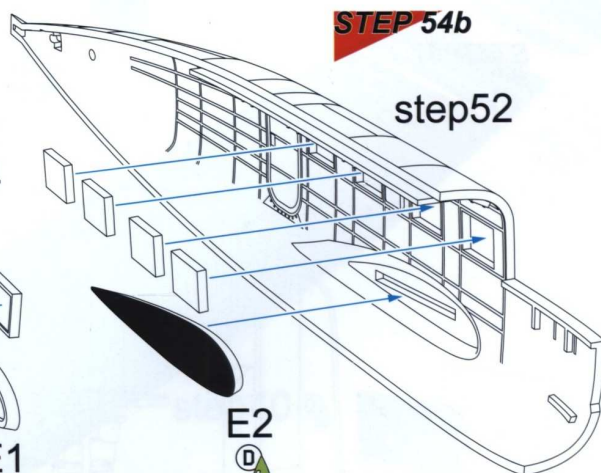
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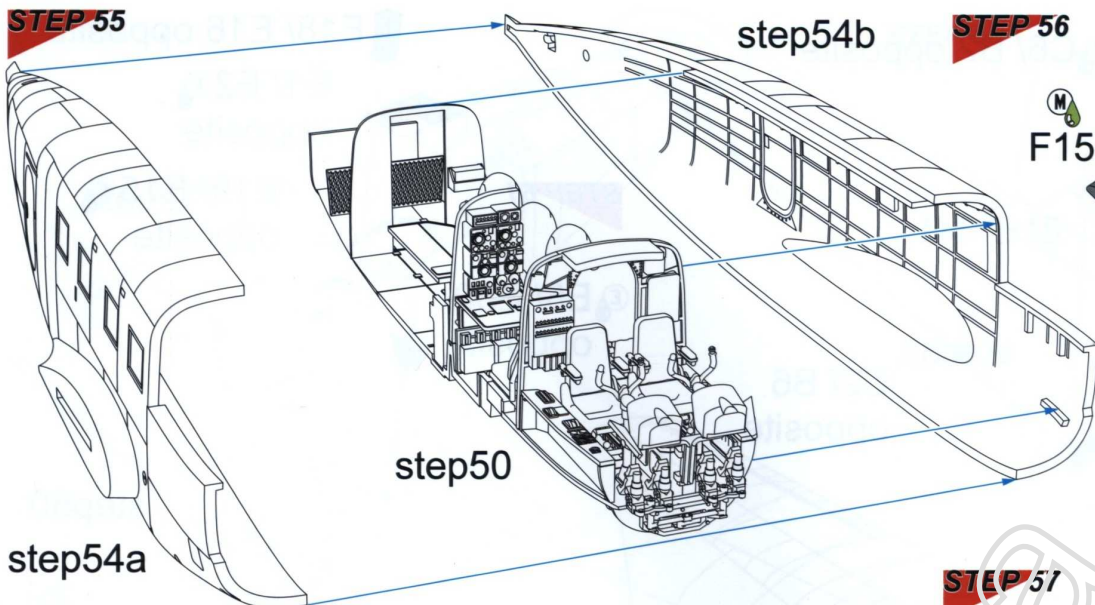
STEP 54a



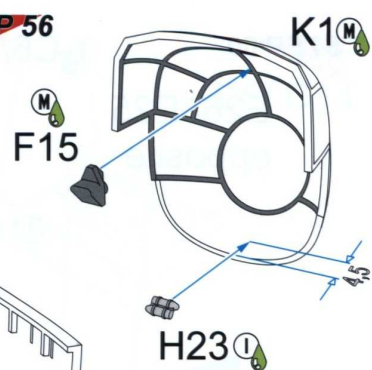
STEP 54b



STEP 55

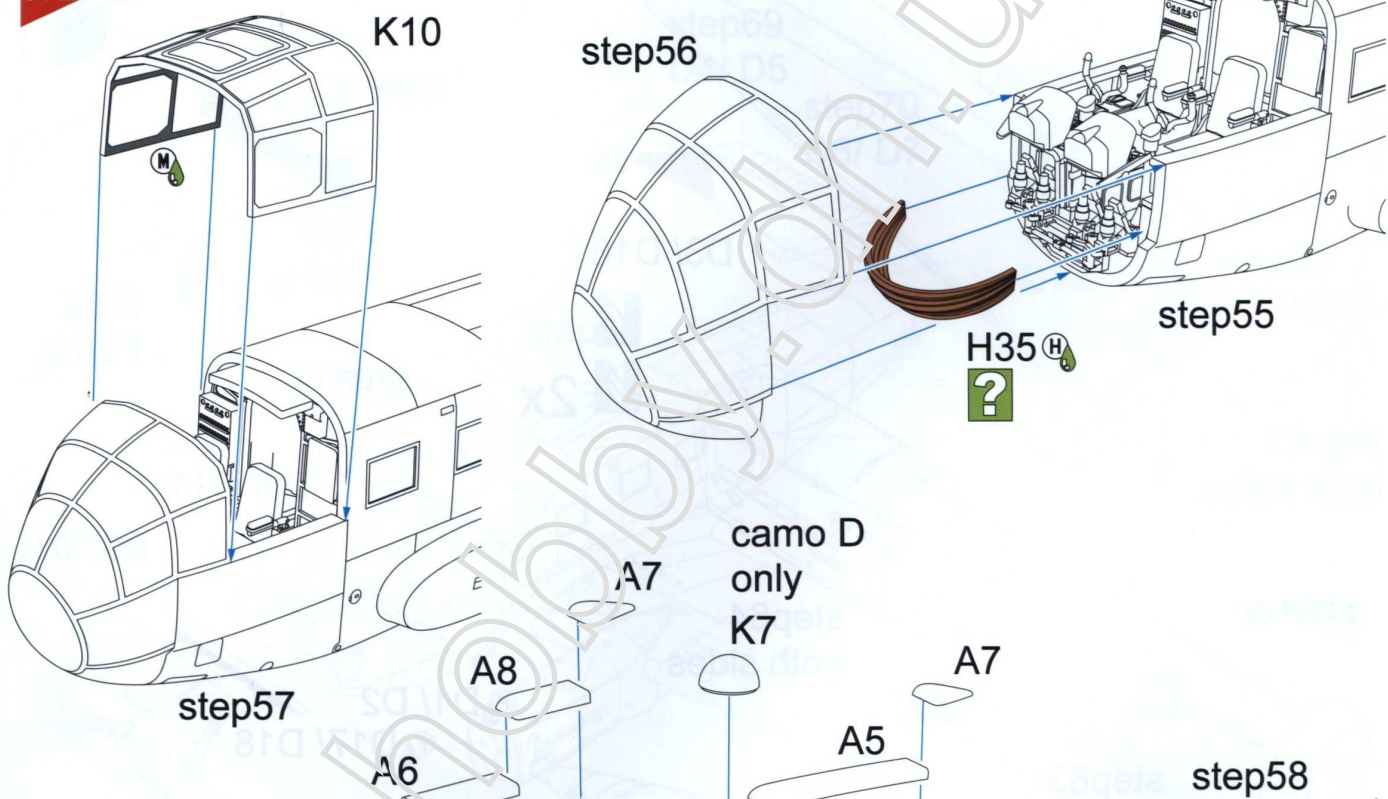


STEP 56

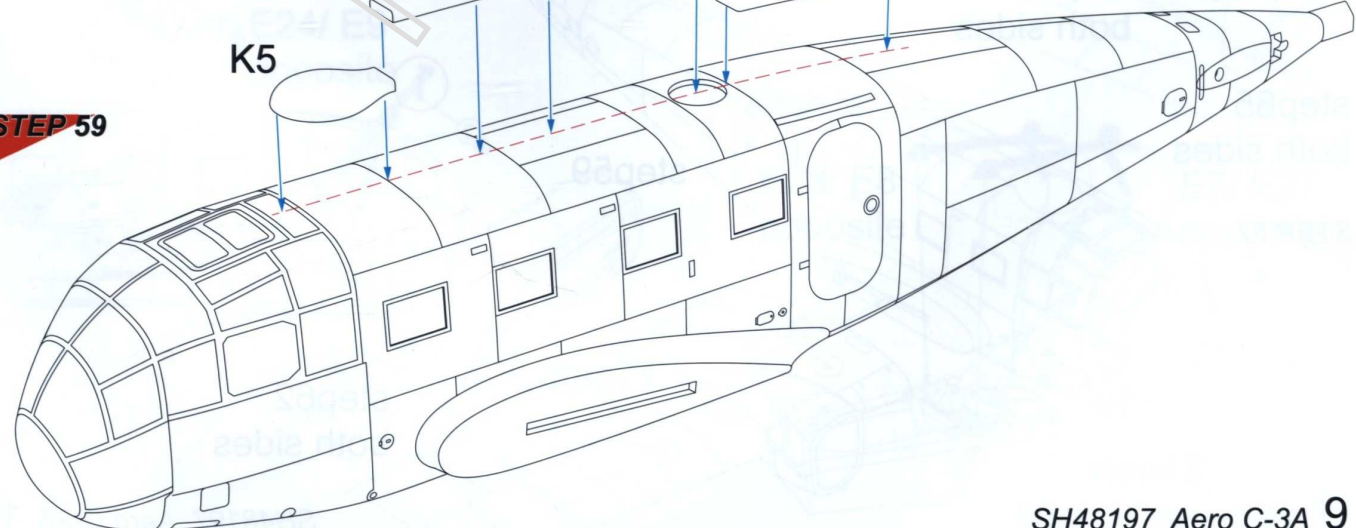


STEP 57

STEP 58



STEP 59



STEP 60

E C6/ B2 opposite

E26/ E25
opposite

Dry fit first

C2/ B6
opposite

STEP 61

E18/ E16 opposite E

E1/ E2 E
opposite

E19/ E15 E
opposite

E E5/ E30
opposite

step60

E F17

STEP 62

STEP 63

F23/
F24 C

F25/
F26 C

STEP 65

D3/ D16



2x

STEP 64

D8/ D11

D9/ D10

F D1/ D2

F D17/ D18

step61
both sides

step64
both sides

STEP 66

2x

step63
both sides

step65
both sides

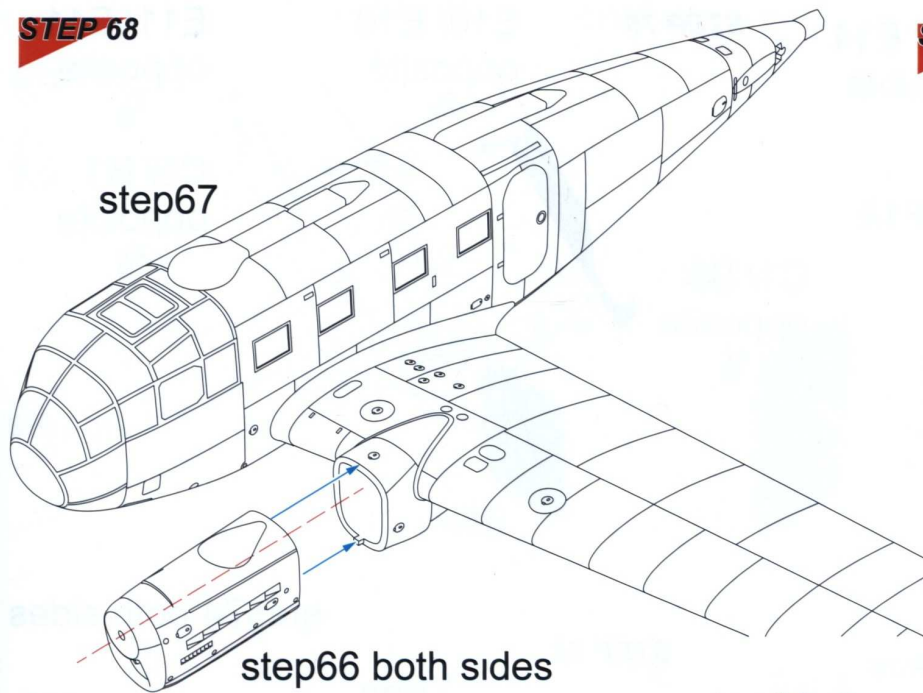
step59

STEP 67



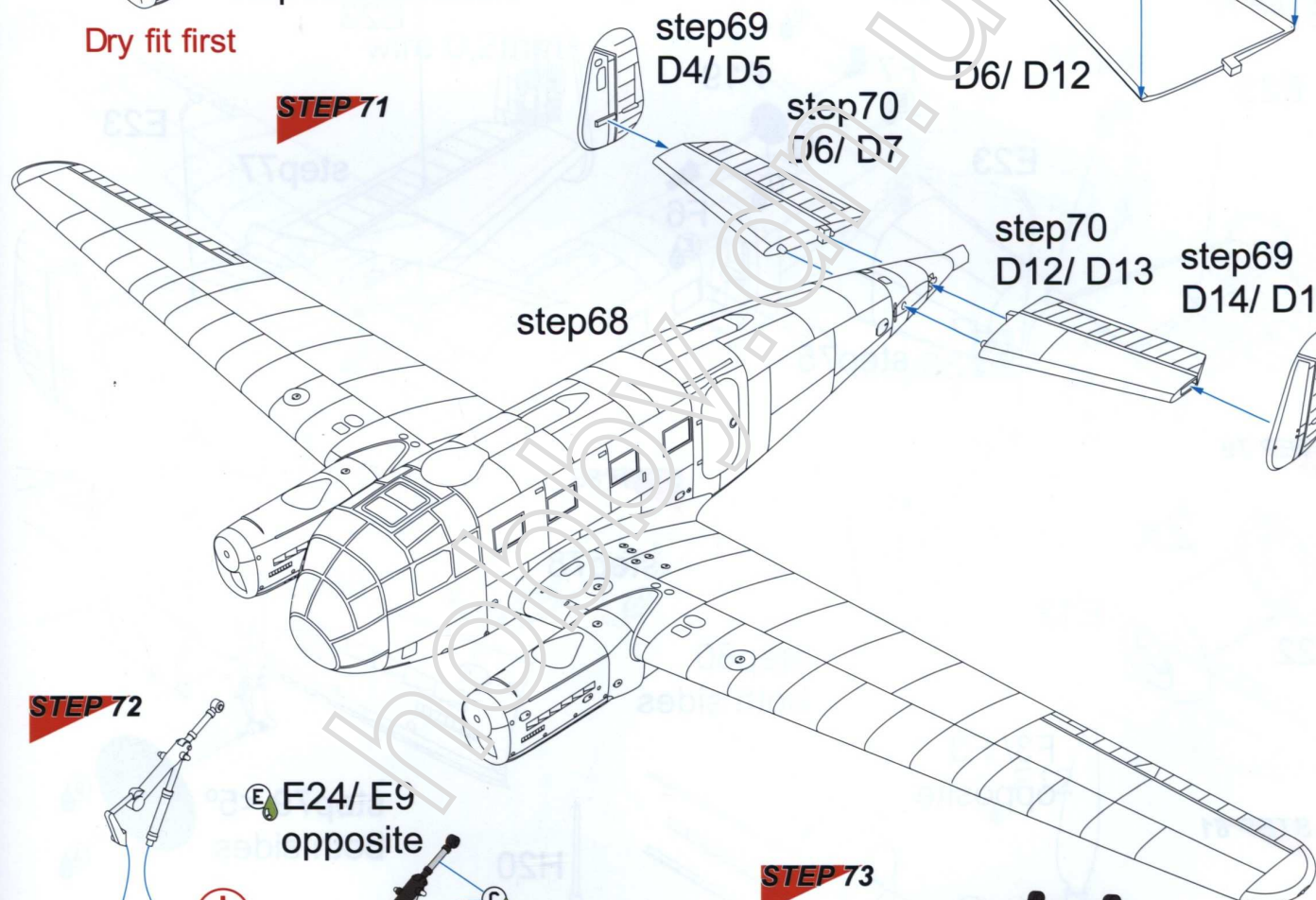
step62
both sides

STEP 68

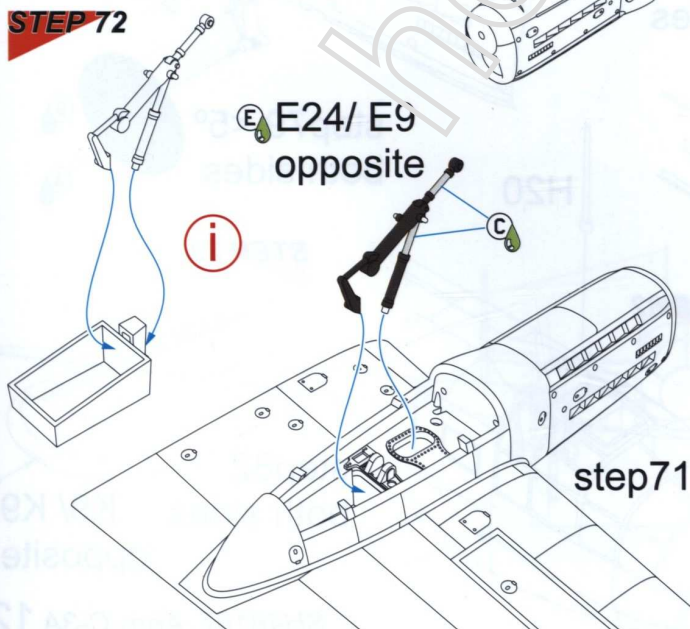


Dry fit first

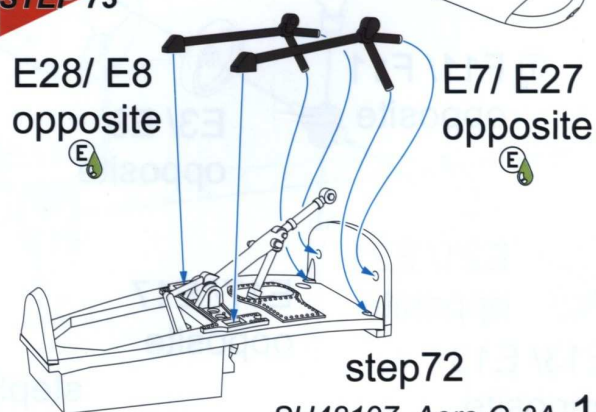
STEP 71

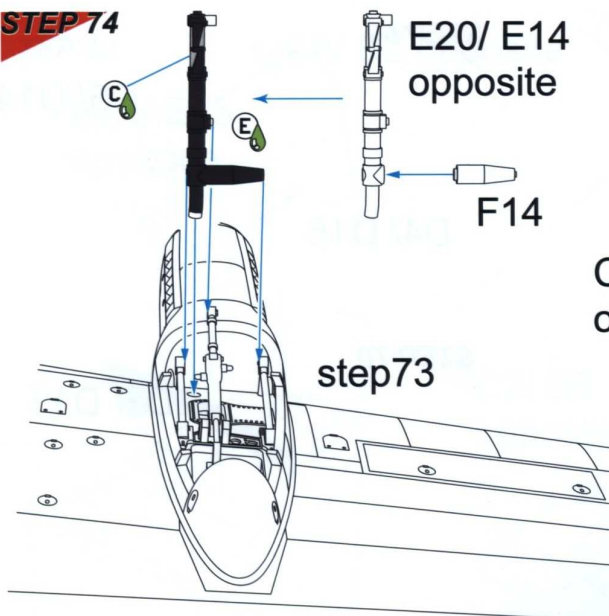
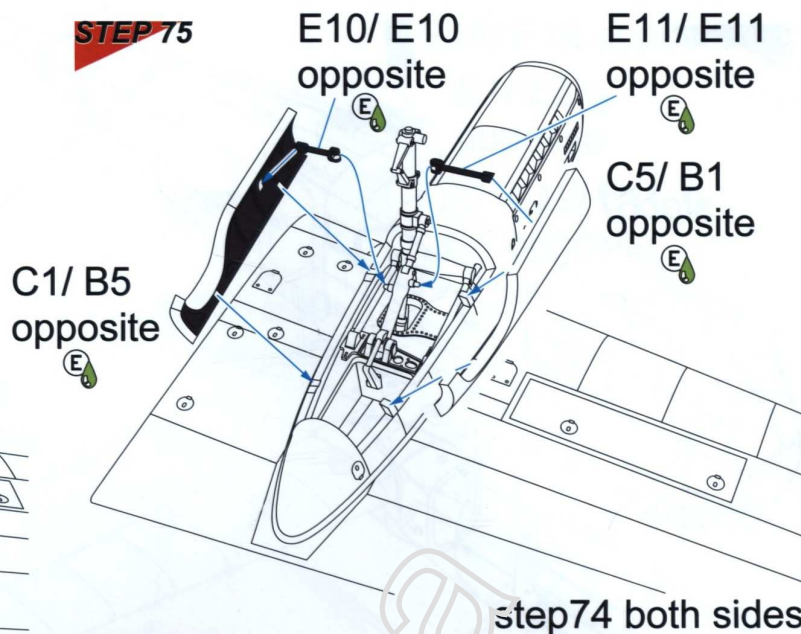
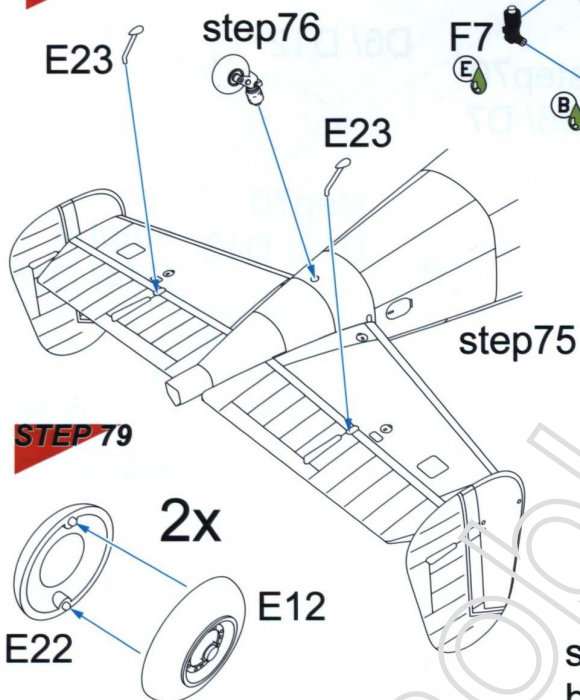
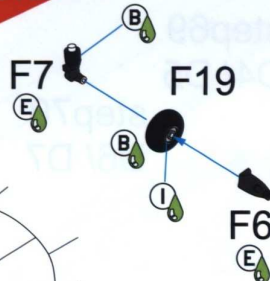
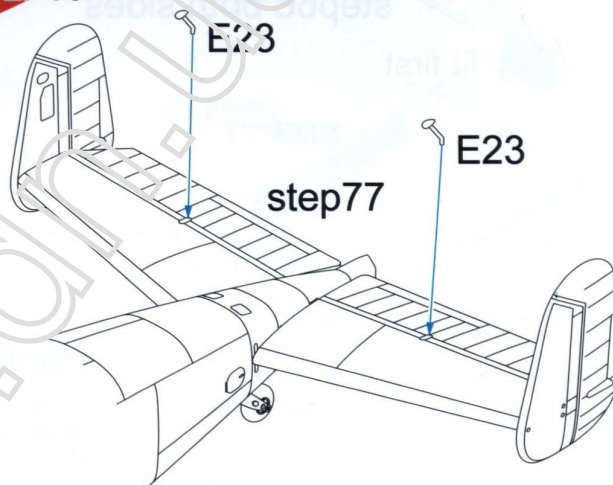
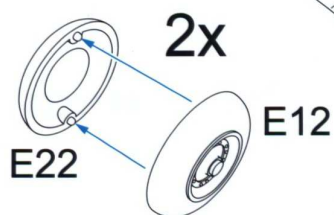


STEP 72

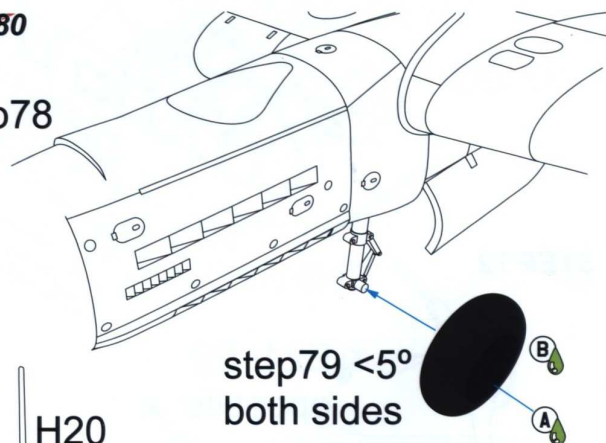
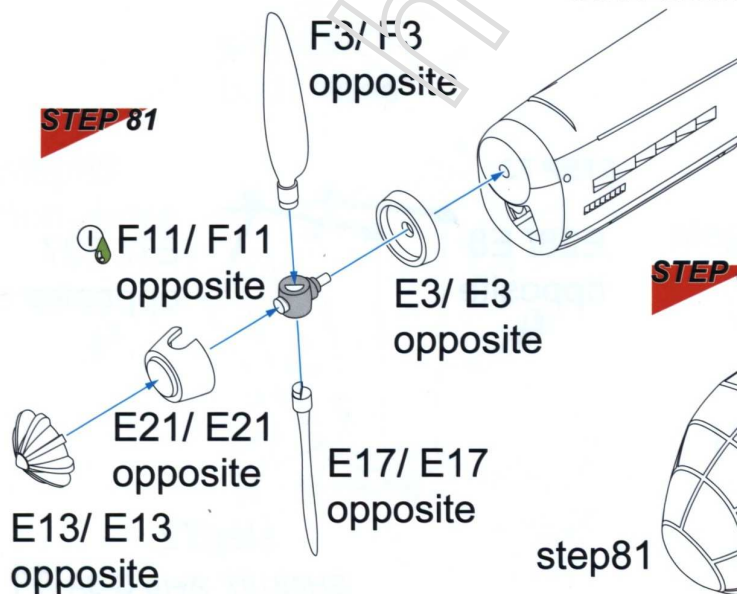
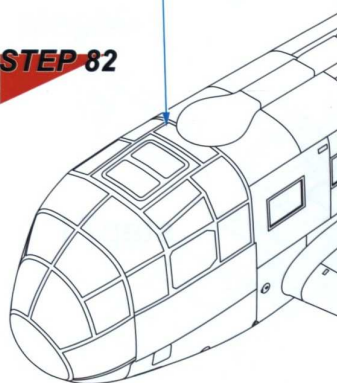


STEP 73



STEP 74**STEP 75****STEP 77****STEP 76****STEP 78****STEP 79****STEP 80**

step78

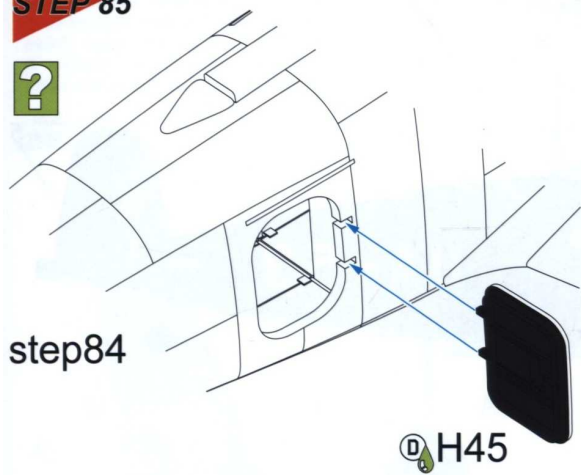
**STEP 81****STEP 82****STEP 83**

STEP 84

STEP 85



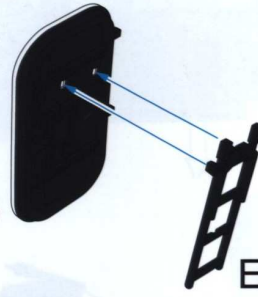
step84



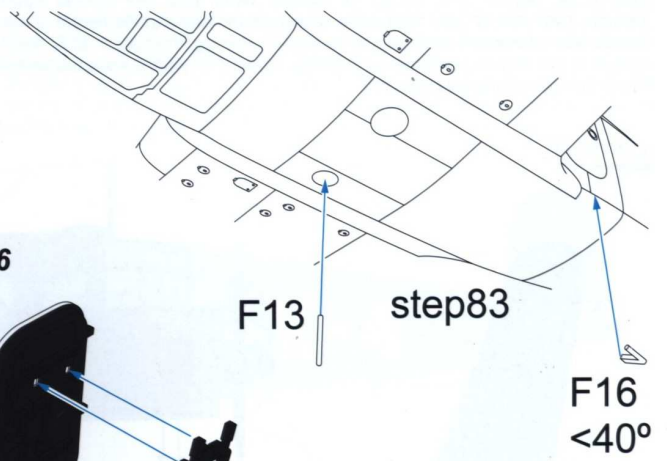
H45

STEP 86

F8



E6



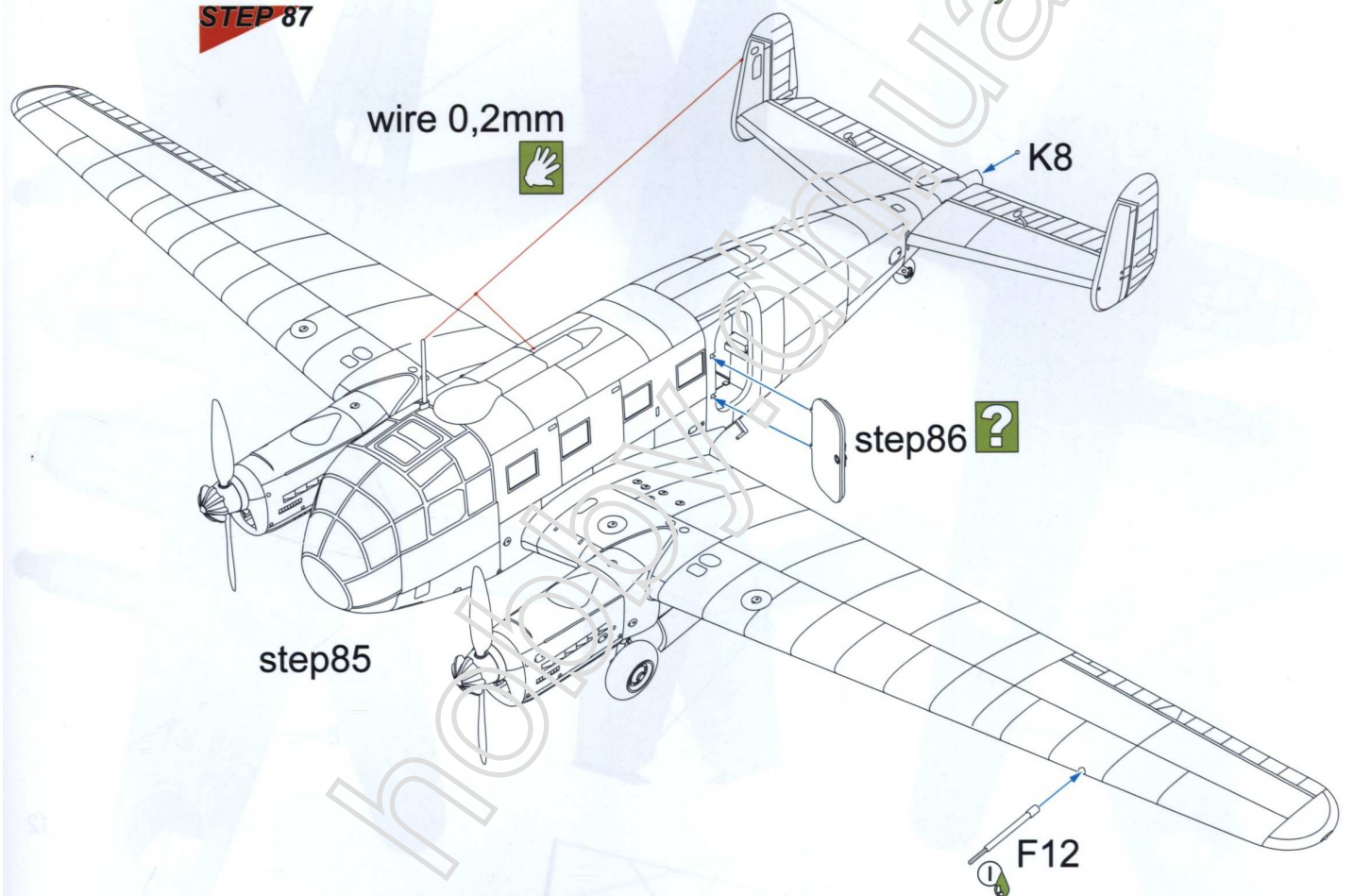
F13

step83

F16
<40°

STEP 87

wire 0,2mm



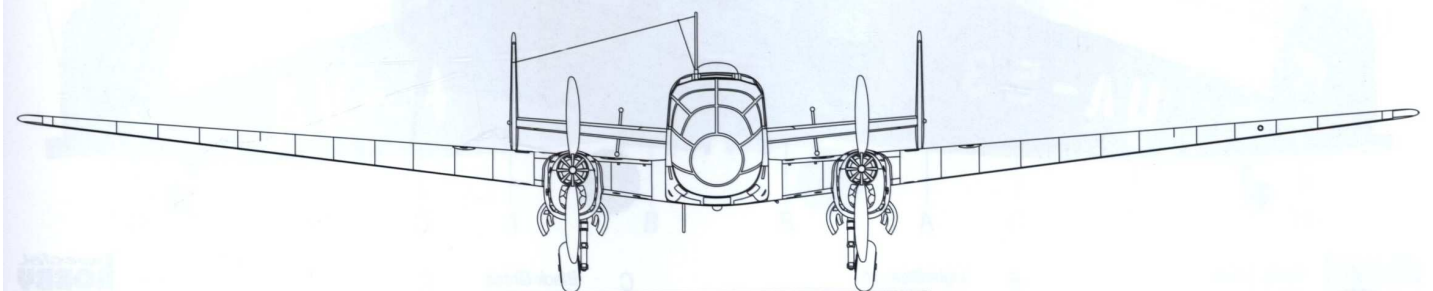
K8

step86



step85

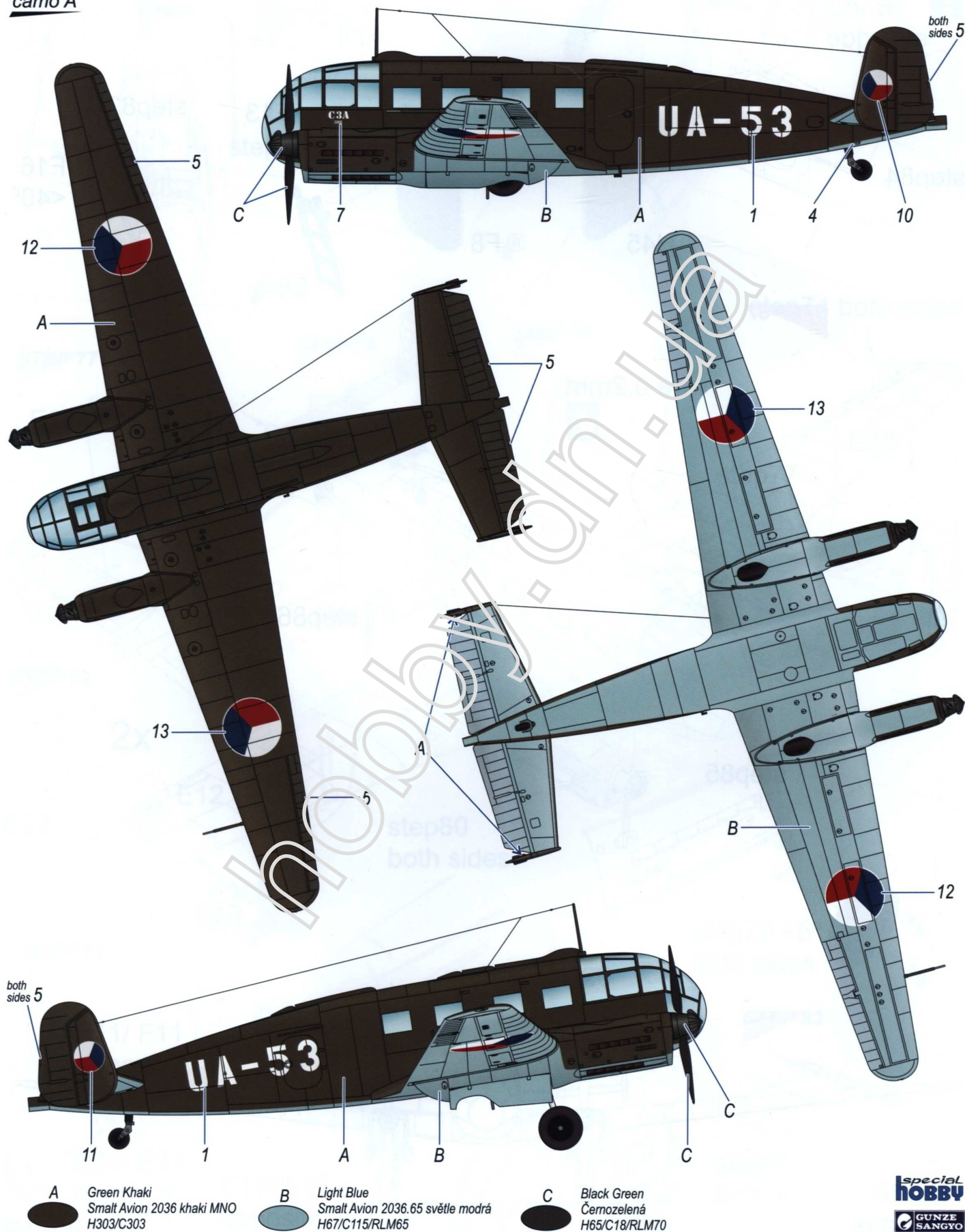
F12



Aero C.3A, reg.no. 388, UA-53, 3. letecký školní pluk (Air School Regiment), Trenčín, 1951. On 27 July 1951 while taking off and being at the height of mere two metres the starboard side engine stopped working. Instructor Lt.M.Reich was injured in the ensuing emergency landing, student V. Votava escaped without any injury. The aeroplane was repaired.

Aero C.3A, ev.č. 388, UA-53, 3. letecký školní pluk, Trenčín, 1951. Při startu 27. 7. 1951 vysadil tomuto letounu pravý motor ve výšce 2 m. Instruktor por. M. Reich byl při nouzovém přistání zraněn, žák V. Votava nebyl zraněn. Letoun byl opraven.

camo A



Aero C.3A, reg. no. 384, AK-4, instrukční pluk – vyšší škola důstojníků letectva (Instructional Regiment – Air Force Officers College), Hradec Králové, 1954. On 18 March 1954 during a night flight, one of the engines malfunctioned due to incorrectly installed sparking plugs and the crew failed to bring the aeroplane safely back. Instructor 1st Lt. R. Palatický, a WW2 Slovak Air Force ace (5 victories on the Eastern front) was killed, along with 1st Lt. F. Štarha and 1st Lt. A. Burian (navigator). Radio operator V. Paták survived with injuries.

Aero C.3A, ev. č. 384, AK-4, instrukční pluk – vyšší škola důstojníků letectva, Hradec Králové, 1954. V tomto letounu 18. 3. 1954 zahynul instruktor npor. R. Palatický, eso Slovenských Vzdušných Zbraní (5 sestřelů na Východní frontě) spolu s npor. F. Štarhou a npor. A. Burianem (navigátor). Radiotelegrafista V. Paták přežil se zraněním. Při nočním létání vysadil motor s neodborně namontovanými svíčkami a osádka nouzové přistání nezvládla.

camo B



Special
HOBBY
GUNZE
SANGYO

Aero C.3A reg.no. 363, S-14, letecká spojovací škola (Air Force Signals School) Chrudim, 1948. At the night of 25-26 June 1948, the crew of Maj.J.Muroň, Capt. A.Zábrž and Staff Capt.S.Janáček (all ex-RAF WW2 airmen, facing imprisonment in the communist-controlled Czechoslovakia for political reason) successfully used this airframe to flee to safety. On the board there were also their wives and the son of S.Janáček. They landed with the wheels down on a beach near Amiens, France. As the aeroplane stood on the beach for several days and was partly flooded by the tide, it was considered damaged beyond repair when it was returned back to Czechoslovakia and was eventually written off.

Aero C.3A e.č. 363, S-14, letecká spojovací škola Chrudim, 1948. Letoun S-14 byl použit k úspěšnému úletu z komunistického Československa. K úletu ho použili mjr. J. Muroň, kpt. A. Zábrž a škpt. S. Janáček v noci z 25. na 26. 6. 1948 (všichni tři bojovali za války v RAF a v komunisty ovládaném Československu jim hrozilo vězení z politických důvodů). Na palubě byly také manželky letců a syn S. Janáčka. S-14 přistál na podvozek na pláži u francouzského Amiensu. Vzhledem k tomu, že stroj stál na pláži několik dní a částečně ho zaplavoval příliv, byl po odvozu zpět do Československa zrušen jako neopravitelný.

camo C



Aero C.3A reg.no.uknkown, Letecký výzkumný ústav (Aviation Research Centre), Letňany, summer 1951. The vast majority of Czechoslovak 'Siebels', both in the military and in the research centre flew wearing the regulations camouflage scheme of Khaki Green on the upper surfaces and Light Blue below. This airframe is an exception, painted in a trial scheme consisting of brown and grey on the upper surfaces.

Aero C.3A neznámého ev. čísla, Letecký výzkumný ústav, Letňany, léto 1951. Naprostá většina "Siebelů" létala v československém letectvu a ve VLÚ v barvách dle předpisu - zelená khaki na horních a bočních plochách a světle modrá na spodních. Výjimku tvoří tento stroj v pokusné kamufláži tvořené shora poli hnědé a šedé barvy.

camo D

