

L-4 Grasshopper 'From Africa to Central Europe'

1/48

CZ

Piper J-3 Cub neboli L-4 Grasshopper je jednou z legend amerického i světového letectví. Jeho vznik je spojen s firmou Taylor Aircraft Company a jejím majitelem G. C. Taylorem. Ten zkonstruoval v roce 1930 malý hornoplošník Taylor E-2 Cub trubkové konstrukce, potažený plátnem a s otevřenou kabinou. Jedním z investorů firmy byl William T. Piper. Ten odkoupil Taylorův podíl, firmu přejmenoval na Piper Aircraft a do firmy přivedl konstruktéra Waltera Jamouneaua. W. Jamouneau letoun E-2 upravil do podoby se zakrytou kabinou. Letoun dostal označení J-2 a začal se vyrábět sériově. Převzal i pojmenování Cub. Ve výrobě ho později nahradila mírně vylepšená verze J-3. Ta, vyráběná s alternativními motory Continental, Franklin, Lycoming či Lenape, představovala létající alternativu Fordovy plechové Lízy (Ford T). Blížící se válka zapojila Cuby i do výcviku pilotů v rámci Civilian Pilot Training Program. J-3 se stal standardním letounem tohoto programu. Udává se, že 80% amerických pilotů vycvičených během druhé světové války zahájilo výcvik v kabině J-3/L-4 Cub. Ještě před zapojením USA do války USAAF a US Army otestovalo civilní J-3 (společně s konkurenčními letouny Taylorcraft a Aeronanca), během několika vojenských cvičení v roce 1941. Vzhledem k tomu, že velké a těžké stroje kategorie Observer jako O-47 nedokázaly plnit dobře úlohy na ně kladené, jako byly spojovací lety spojené s přistáním na neupravených plochách a řízení dělostřelecké palby, objednalo USAAF vývoj a výrobu typu O-49 Vigilant. Vývoj tohoto letounu se ale opožďoval. US Army, proti vůli USAAF, prosadilo zařazení všech tří typů do výzbroje jako Taylorcraft O-57, Aeronanca O-58 a Piper O-59. Později byly tyto letouny převedeny do kategorie Liaison. Pipery dostal nové označení L-4 a 'bojové' jméno Grasshopper. Dle vojenských požadavků byly upraveny montáže radiostanice a dalšího vybavení. Prosklení kabiny bylo protaženo dozadu, aby se zlepšil výhled ze zadní sedačky. L-4 zcela zastínil své konkurenty. Vyráběn byl postupně ve mnoha verzích, nejmasovější byly L-4B, L-4H a L-4J. Bojovou premiéru si typ L-4 odbyl při angloamerickém vylodění v Africe, kde řídil dělostřeleckou palbu těžkých lodí. Od té doby byl na evropském bojišti intenzivně používán k plnění různých úkolů, od řízení dělostřelecké palby, spojovacích letů, průzkumu až po úspěšné útoky na tanky amatérsky podvěšenými Bazookami. L-4 přitom prošly i vyloděním v Itálii a Normandii a kromě USAAF a US Army je na evropském bojišti používali Svobodní Francouzi a Brazílský expediční sbor. Podobně úspěšně byly L-4 nasazeny v Pacifiku, nejen v rámci USAAF, ale i US NAVY a Marines. Vzhledem k přírodním podmínkám byly zejména v Pacifiku L-4 vybavovány 'Brodie' hákem. Ten umožňoval start a přistání na natažené lano bez toho, aby se letoun dotkl země. Několik kusů L-4 použilo v Pacifiku RAAF a letectvo Holandské Východní Indie. Ve výzbroji USAAF vydržely L-4 až do války v Koreji, kdy je nahradily letouny O-19. Po skončení druhé světové války byla obnovena výroba pro civilní zákazníky, zároveň se Pipery z válečných přebytků rozšířily do mnoha vojenských letectev a k civilním uživatelům po celém světě. Mnohé létají dosud.

rozpětí: 10,73 m, délka: 6,78 m, max. rychlost: 140 km/h, cestovní rychlost: 120 km/h, operační dostup: 3505 m, dolet: 418 km

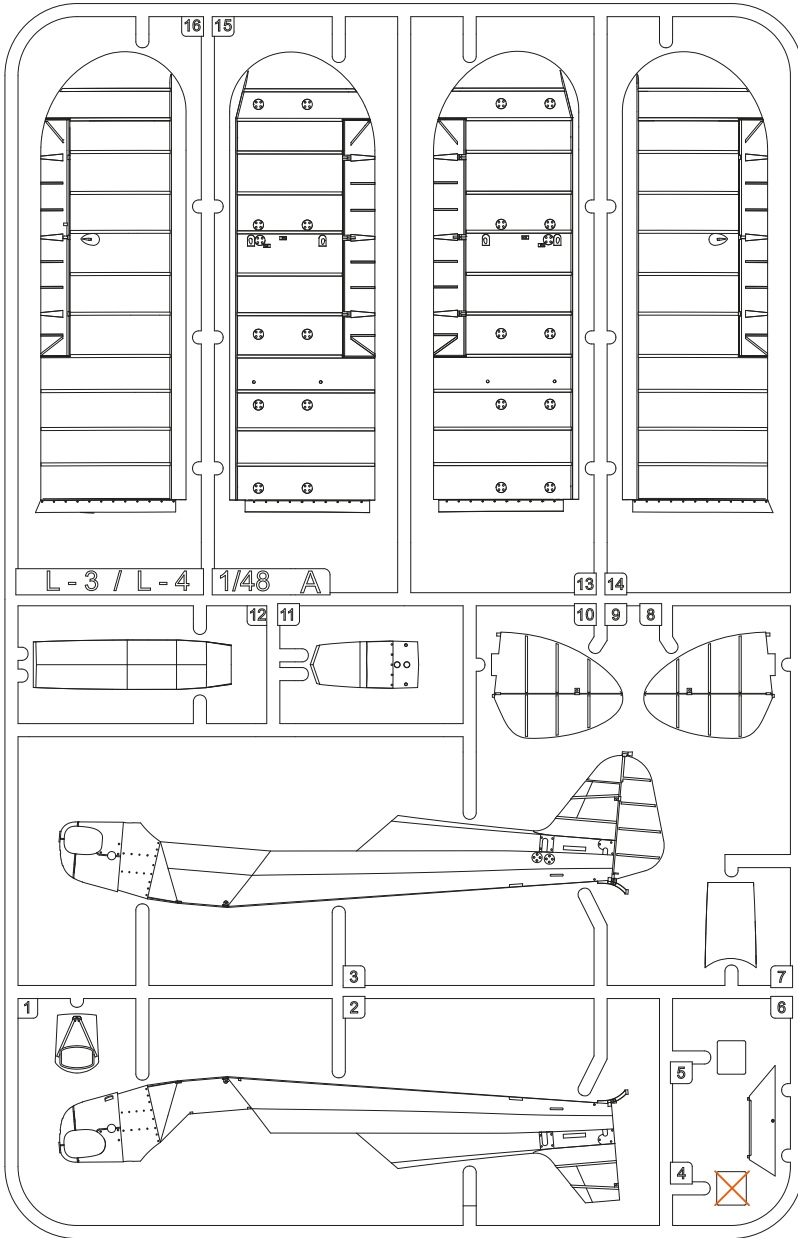
EN

The Piper J-3 Cub also known as the L-4 Grasshopper is one of the iconic aircraft of US and world aviation. Its story is unmistakably connected with the Taylor Aircraft Company owned by G.C. Taylor, who in 1930 built a small high wing monoplane with tubular airframe covered with fabric and open cockpit which was known as the Taylor E-2 Cub. One of the company's investors was also William T. Piper who eventually purchased Taylor's share and renamed the company to Piper Aircraft. The company's new designer Walter Jamouneau took the E-2 design and made a few changes resulting in an airframe now with an enclosed cockpit. The new type begun to be series produced as the J-2 and was also known under the old name Cub. Later, a slightly improved version J-3 emerged and was produced with various power plants such as Continental, Franklin, Lycoming or Lenape and became a flying counterpart of Ford's Tin Lizzie (the Ford T). The coming war made the Cubs join in pilot training under the Civilian Pilot Training Program, the J-3 type becoming the standard type of the programme and reportedly about 80% of US aviators who got their training during the war years started their flying career in the cockpit of a J-3 or L-4 Cub. In 1941, still before the USA entered the war, both the USAAF and US Army tested the J-3 along with rival types from Taylorcraft and Aeronca in a series of military exercises. It soon showed that rather large and heavy Observer category types as the O-47 were not able to meet the requirements, they failed mainly in take offs and landings on unpaved airfields as well as in directing the artillery fire, so the USAAF ordered a new O-49 Vigilant type to be developed and produced. The development of the type was getting behind though. The US Army, against the will of the USAAF, demanded that all three types were introduced into service as the Taylorcraft O-57, Aeronca O-58 and the Piper O-59. The aircraft later joined the Liaison category and were renamed with the L letter, the Pipers then becoming the L-4 with 'combat' name Grasshopper and by the request from the military, they were also adapted to carry a wireless set and a few more equipment. The canopy glazing was elongated and stretched more rearwards to improve the view from the rear seat. The resulting L-4 type completely surpassed all its competitors and was subsequently produced in many various versions of which the most mass-produced were the L-4B, L-4H and L-4J. The L-4 type saw its combat premiere during the Anglo-American landing in Africa directing the artillery fire from Allied heavy warships. And since then, the L-4 went on to being massively used by the Allies over Europe in many roles, from directing the artillery fire, liaison tasks, reconnaissance or even to successfully attacking the enemy's armoured vehicles with bazookas launched from makeshift-made racks. The L-4 saw the landings in Italy and Normandy, and besides by the USAAF and US Army they were also operated in Europe by the Free French and Brazilian Expeditionary Force. And the type saw equally successful deployment in the Pacific, too - not only by the USAAF, they were also used by the US Navy and Marines. Due to the natural conditions, the L-4s were mainly in the Pacific fitted with a Brodie-type hook which enabled them to take to the air and land on a wire stretched between a couple of posts, without touching the ground. Several L-4s were also operated by the Dutch East Indies Air Force and the RAAF. The L-4 had remained in active service until the Korea War when they were replaced by the O-19. After the end of WW2, the production of the Piper aircraft for the civilian market was renewed, but surplus ex-military machines were also available both for the military and civil operators around the world. And many of them continue to fly even in the present days.

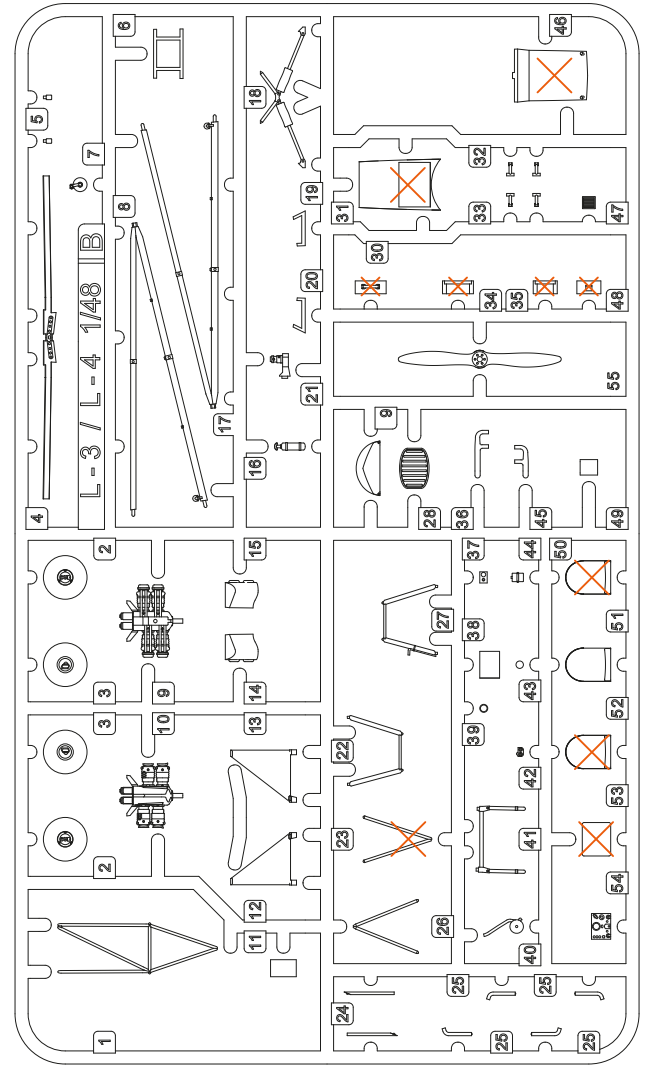
Span: 10.73 m, length: 6.78 m, max. speed: 140 km/h, cruise speed: 120 km/h, operation ceiling: 3,505 m, range: 418 km

Plastic Parts

A



B



Barvy GUNZE/ GUNZE Colour No.

A	Černá / Black	H2 / C2
B	Barva pneu / Tire Black	H77 / C137
C	Hliník / Aluminium	H8 / C8
D	Opálený kov / Burnt Iron	H76 / C61
E	Mosaz / Brass	MC219
F	Barva plátna / Tan	H27 / C44
G	Olivová / Olive Drab	H52 / C12
H	Červená / Red	H3 / C3
	Neutrální šedá / Neutral Grey	H53 / C13
	Ocelová / Steel	H18 / C28
	Dřevo / Wood	H37 / C43

Printed Part (PRP)



Clear Parts

D

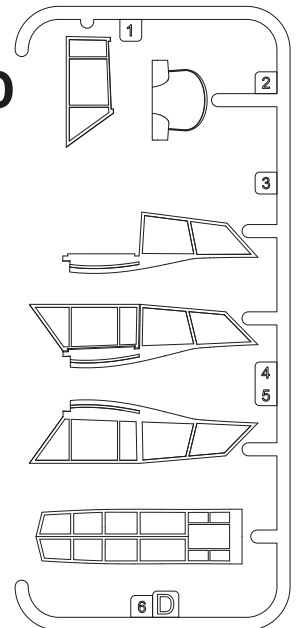
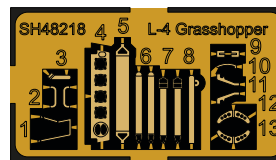


Photo-Etched Parts (PP)



Film



X Tento díl nepoužít
Do not use this part

SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

👉 POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT

↶ OHNOUT
BEND
BIEGEN
COURBER

👋 ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

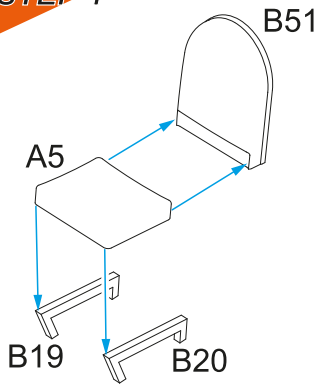


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

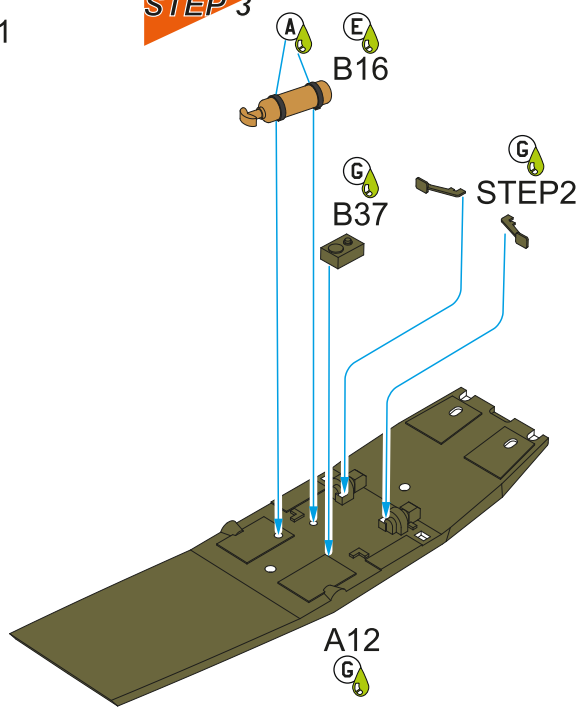
A
GSI
colour code

NATRÍT
COLOUR
FARBEN
PEINDRE

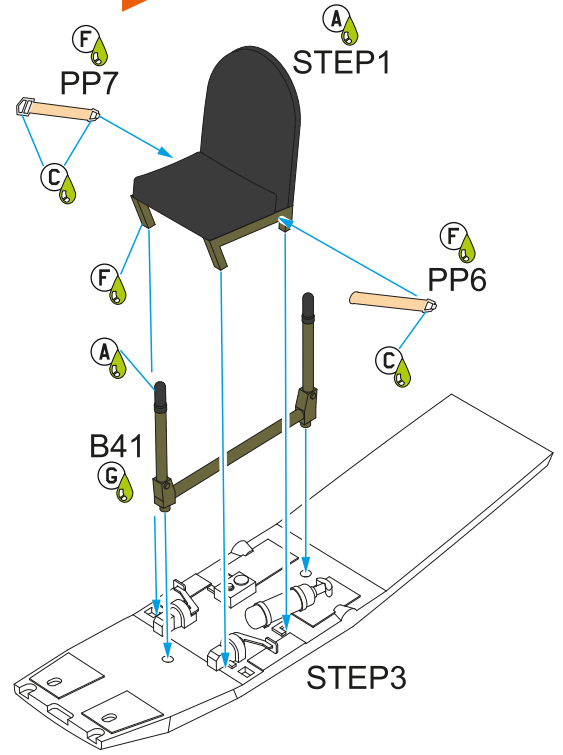
STEP 1



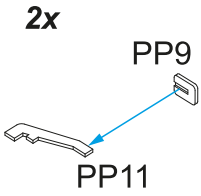
STEP 3



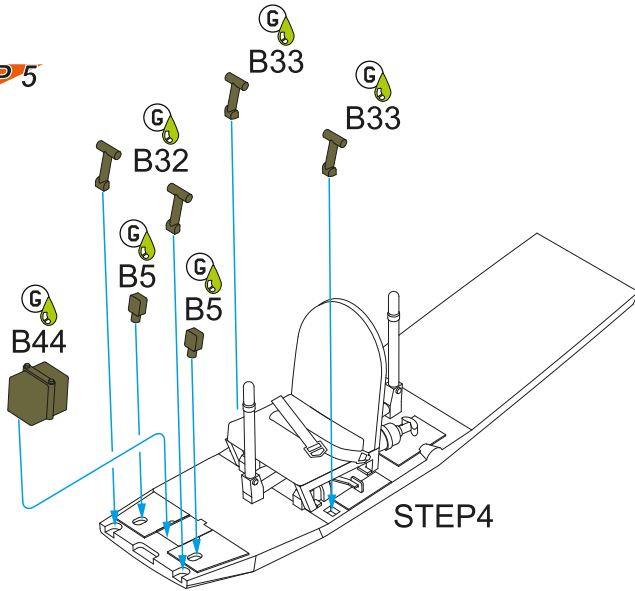
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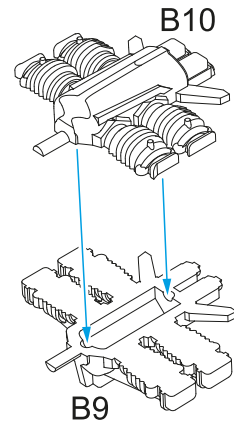
STEP 2



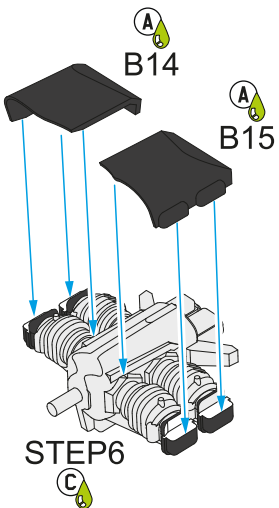
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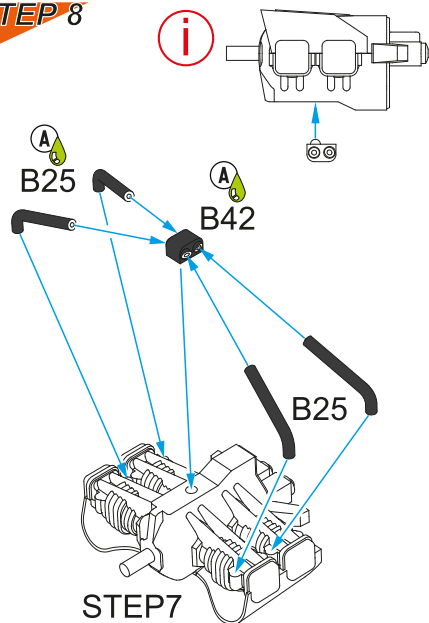
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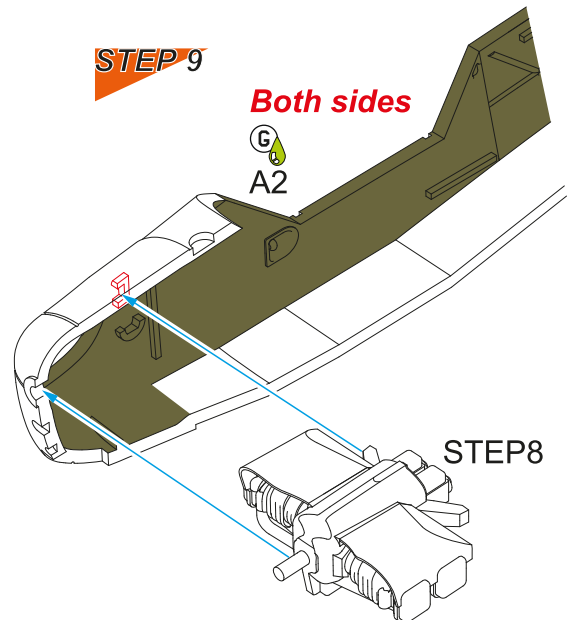
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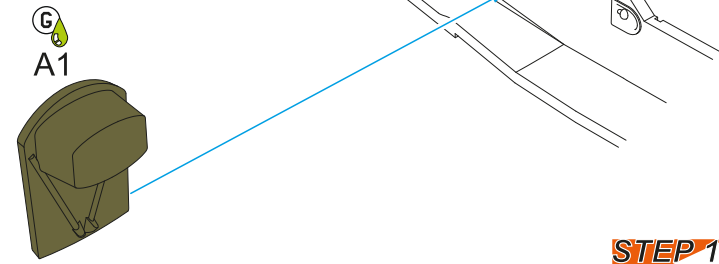
STEP 8



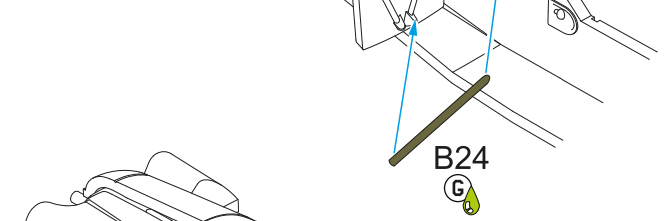
STEP 9



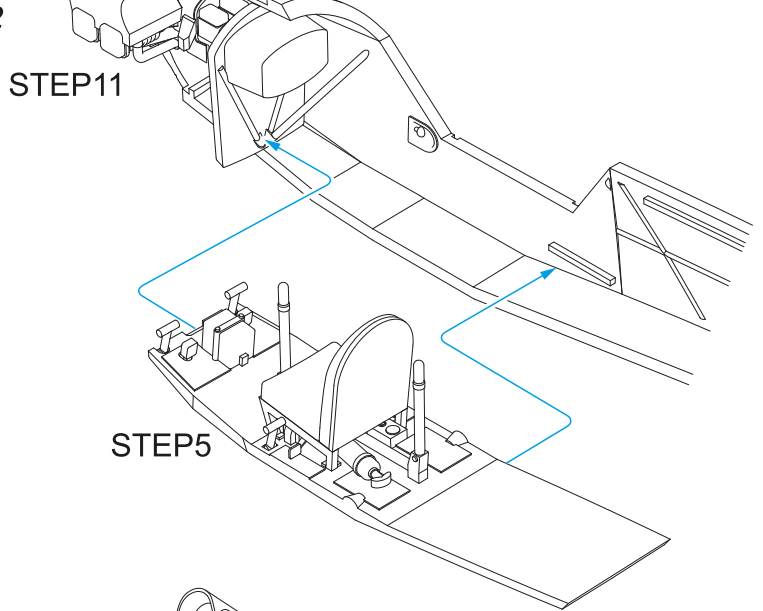
STEP 10



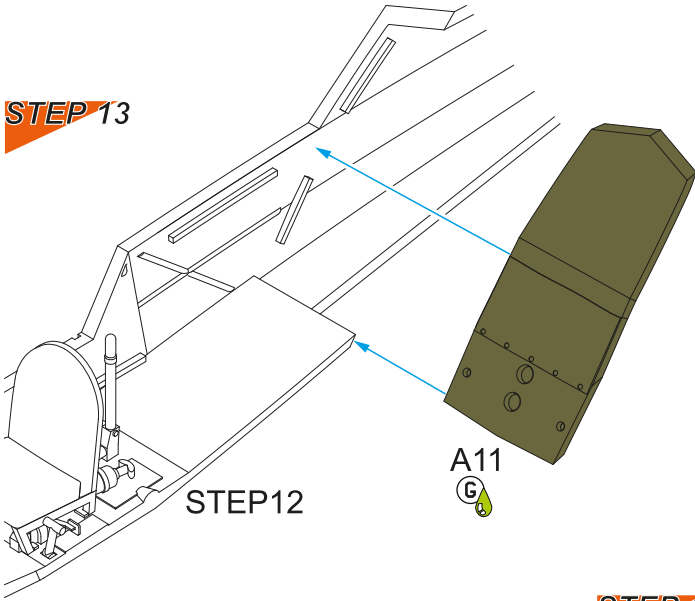
STEP 11



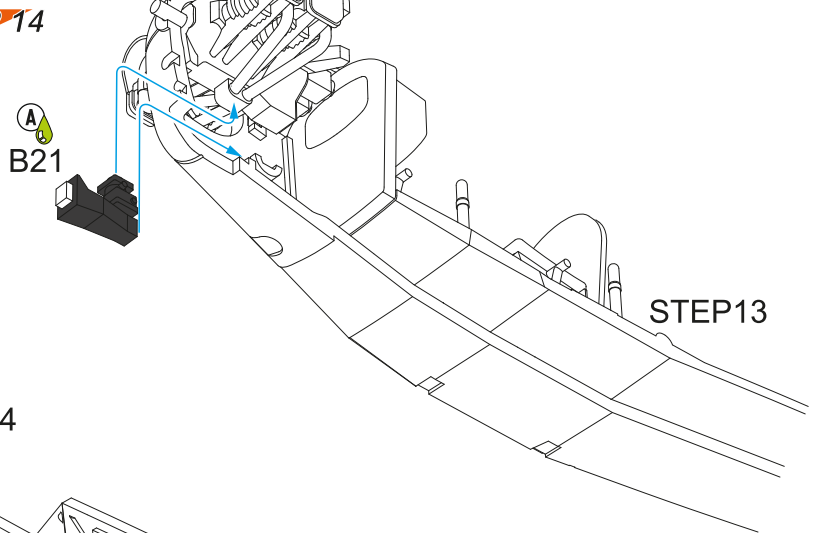
STEP 12



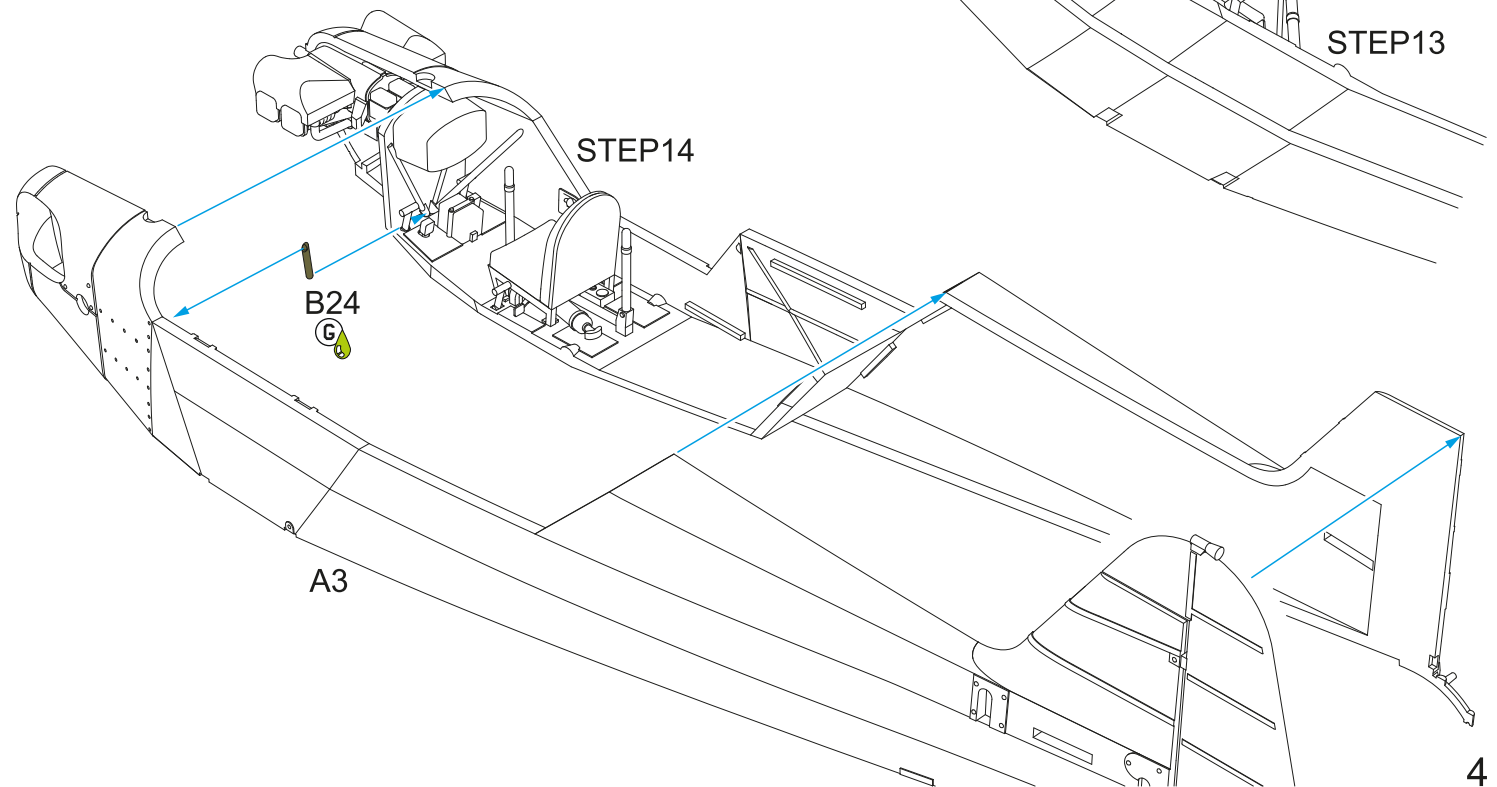
STEP 13



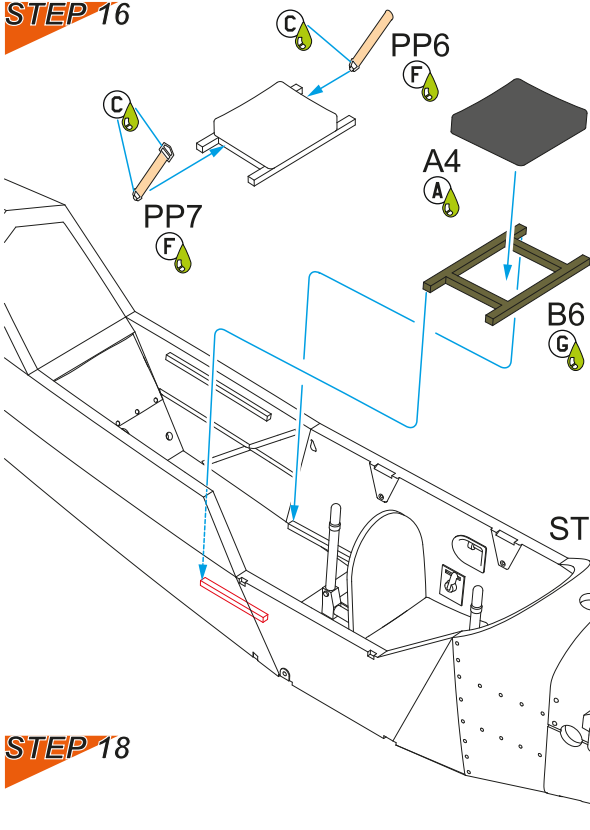
STEP 14



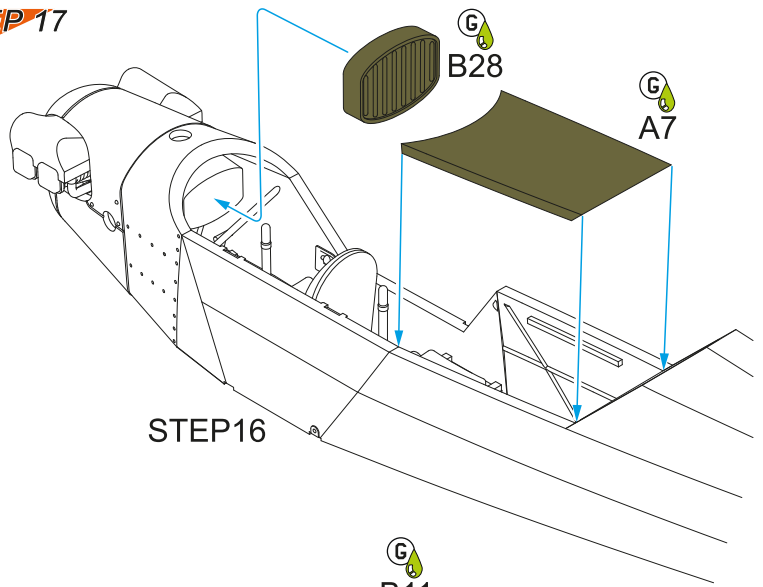
STEP 15



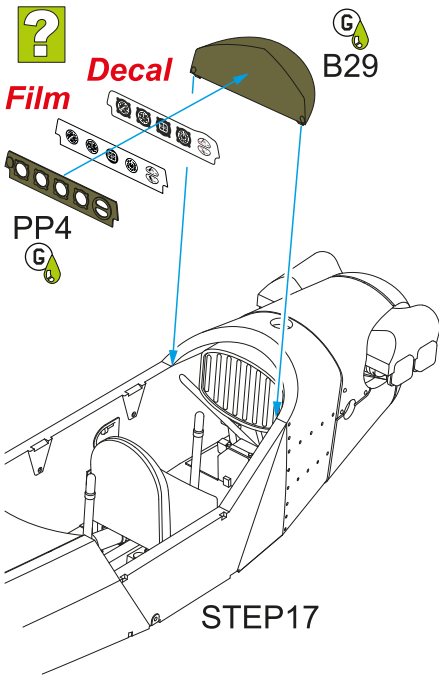
STEP 16



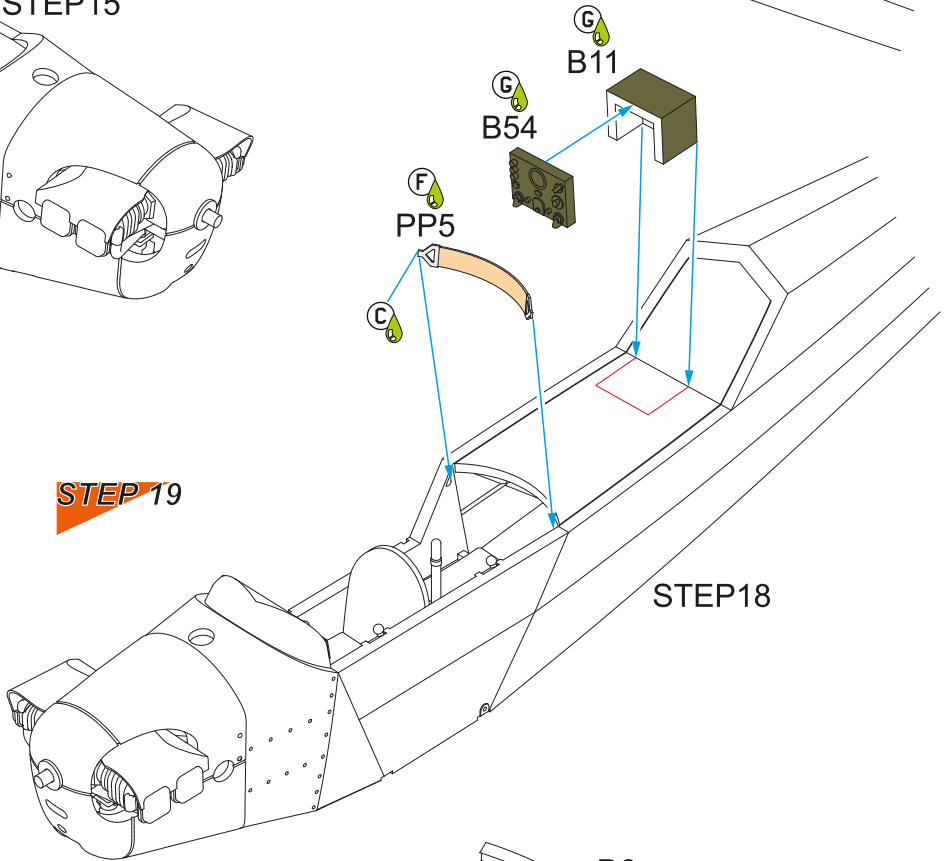
STEP 17



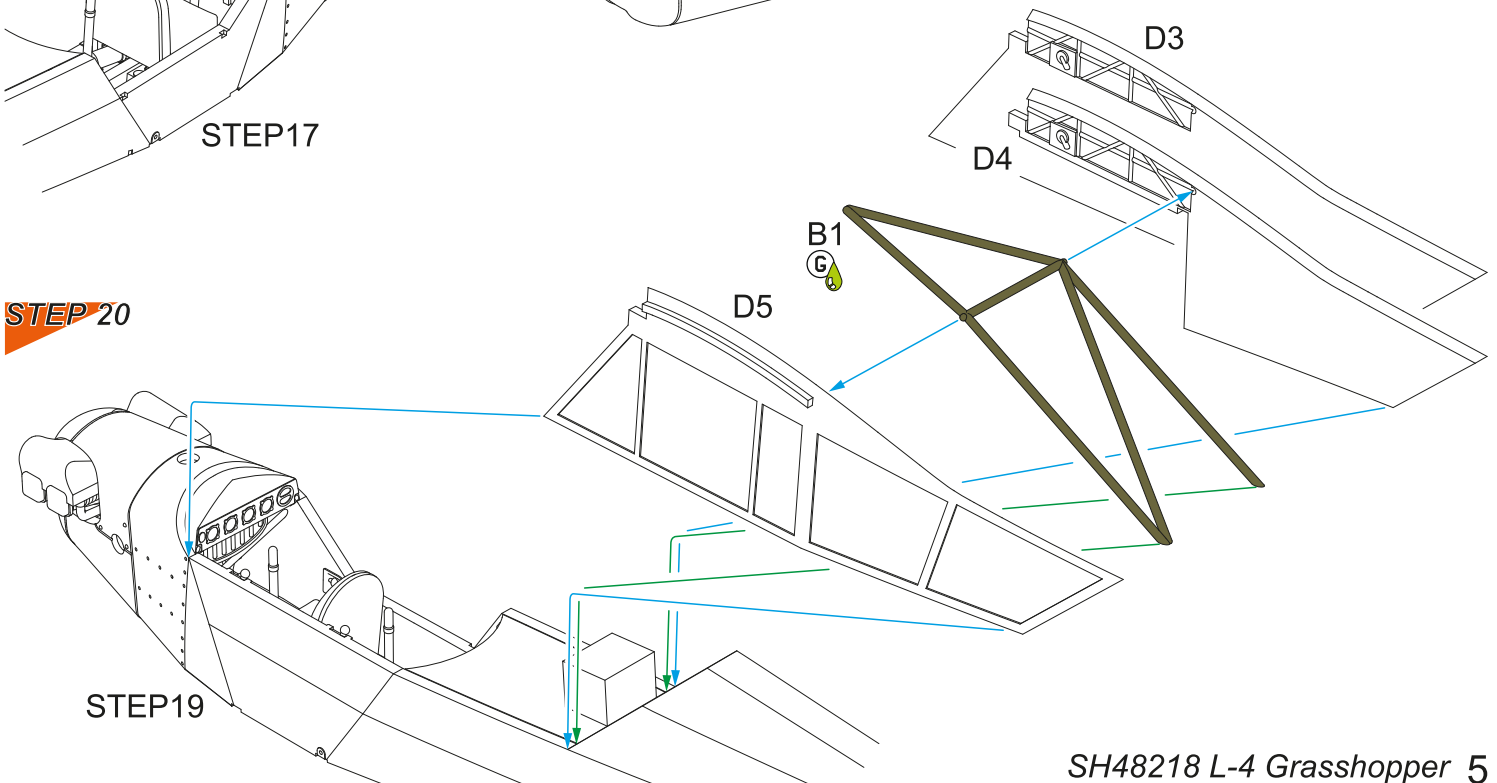
STEP 18

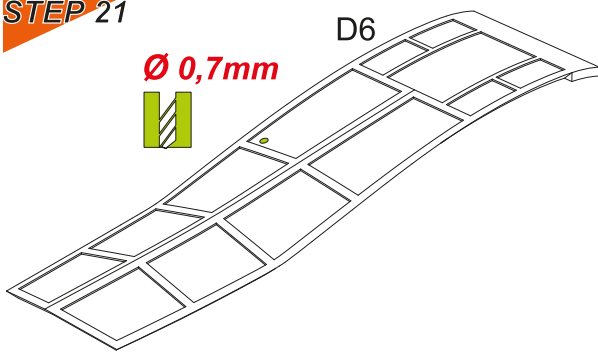
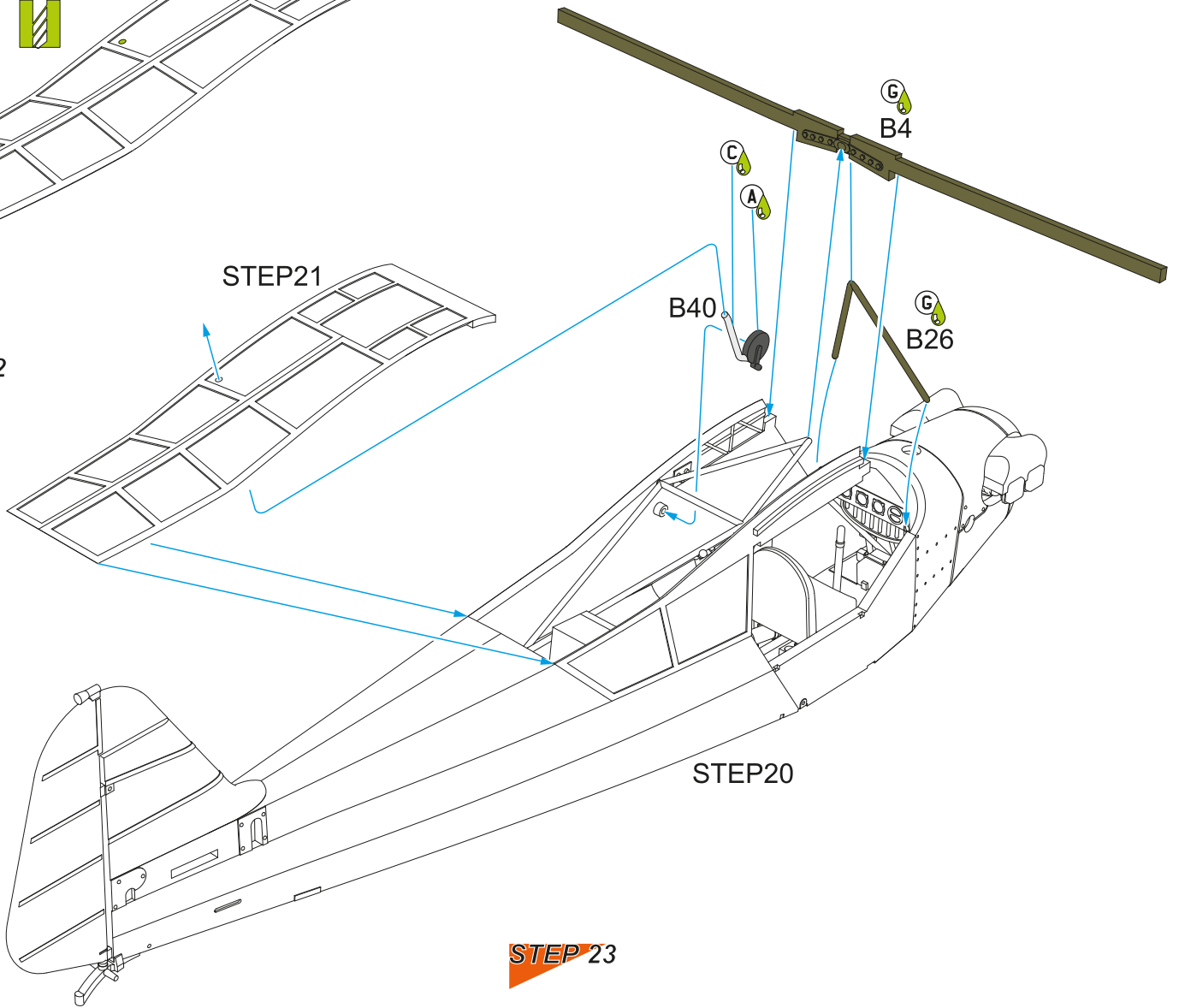
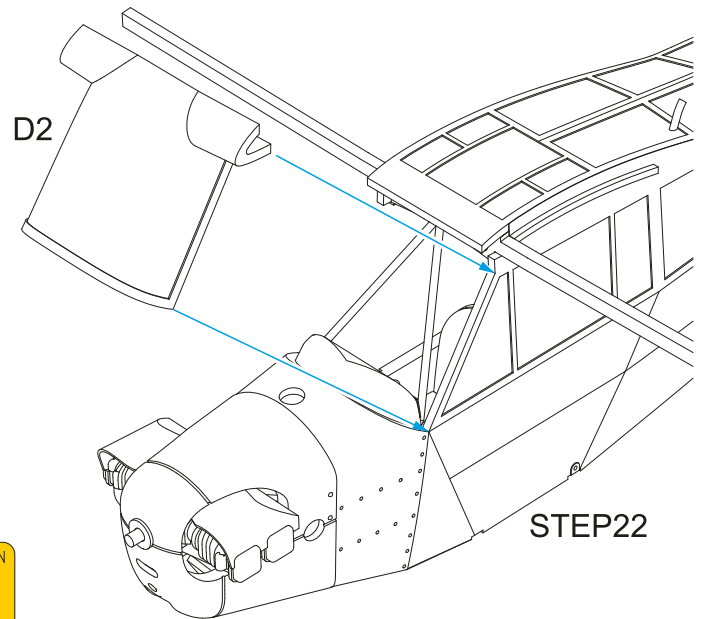


STEP 19



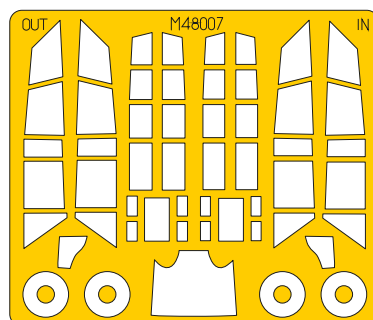
STEP 20



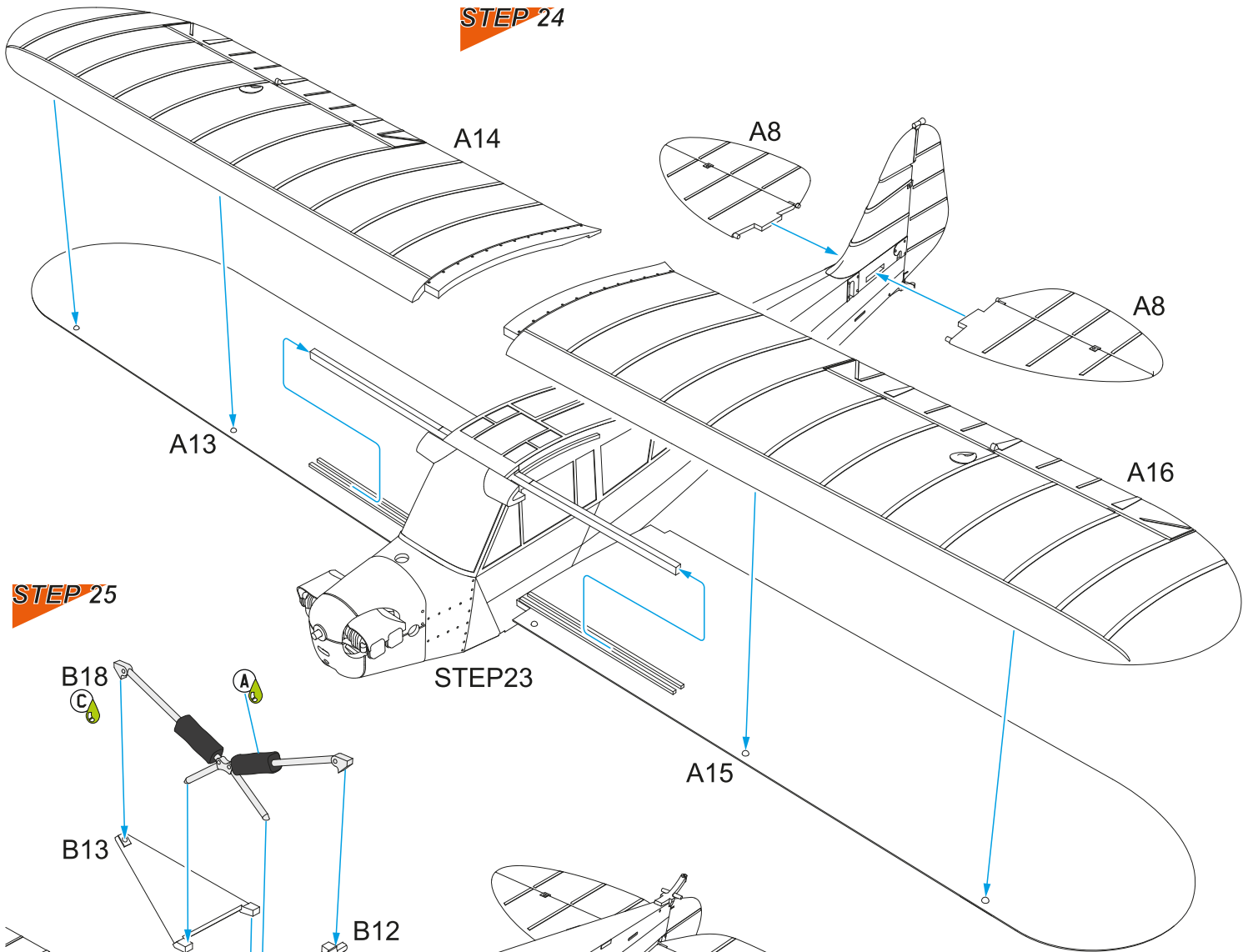
STEP 21**STEP 22****STEP 23**

Pro zjednodušení stavby a vylepšení modelu L-4 Grasshopper nabízíme samostatně prodávané předřezané masky M48007 L-4 Grasshopper Inside/Outside MASK a resinová kola CMK 4452 L-4 Grasshopper Main Wheels 1/48.

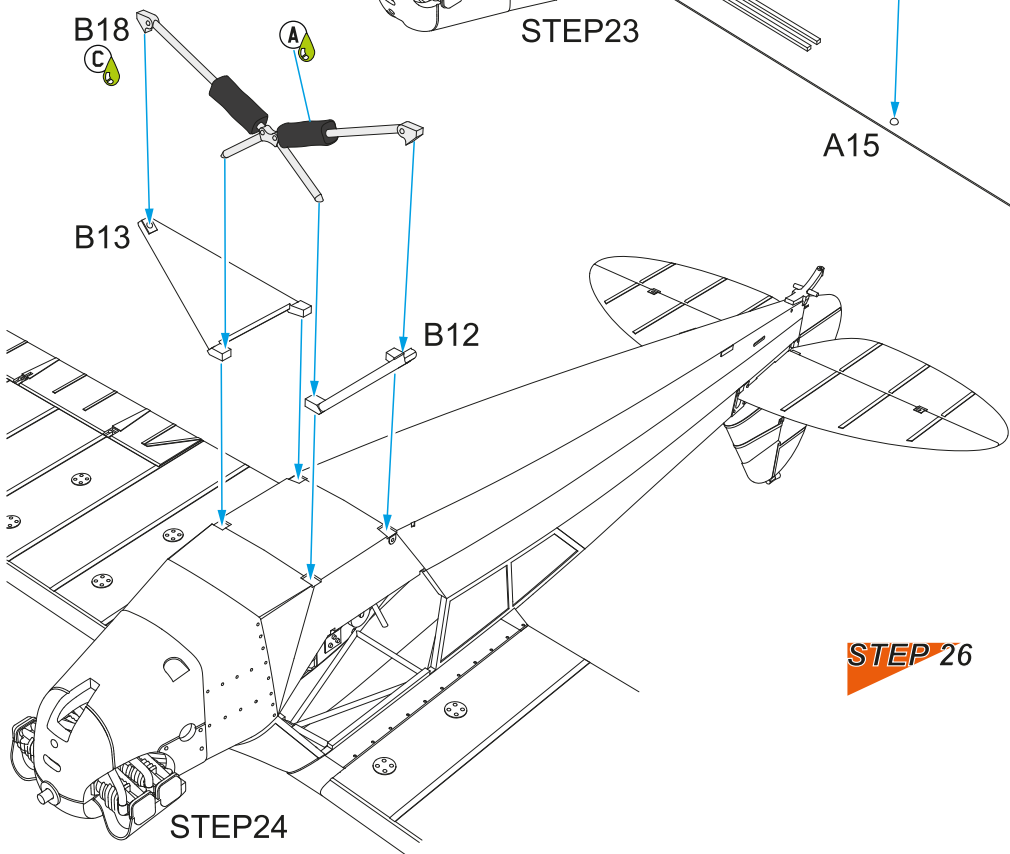
If you want to make the build easier and spruce up your L-4 Grasshopper we also offer the pre-cut M48007L-4 Grasshopper Inside/Outside MASK and the CMK 4452 L-4 Grasshopper Main Wheels 1/48 in resin.



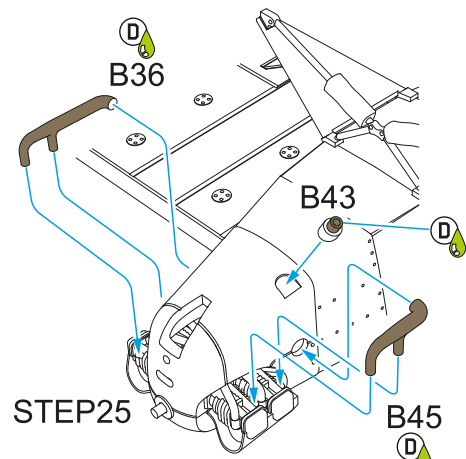
STEP 24



STEP 25

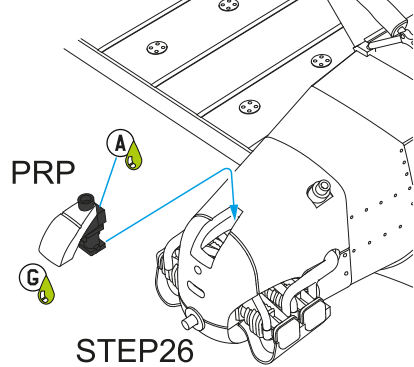


STEP 26



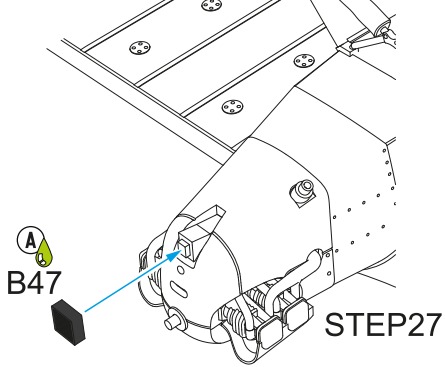
STEP 27

Scheme A, B

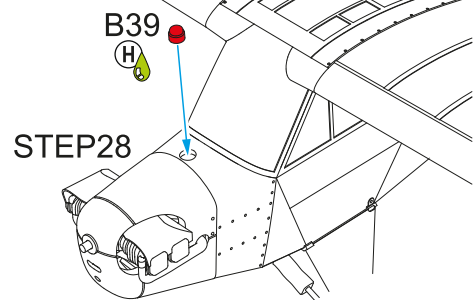


STEP 28

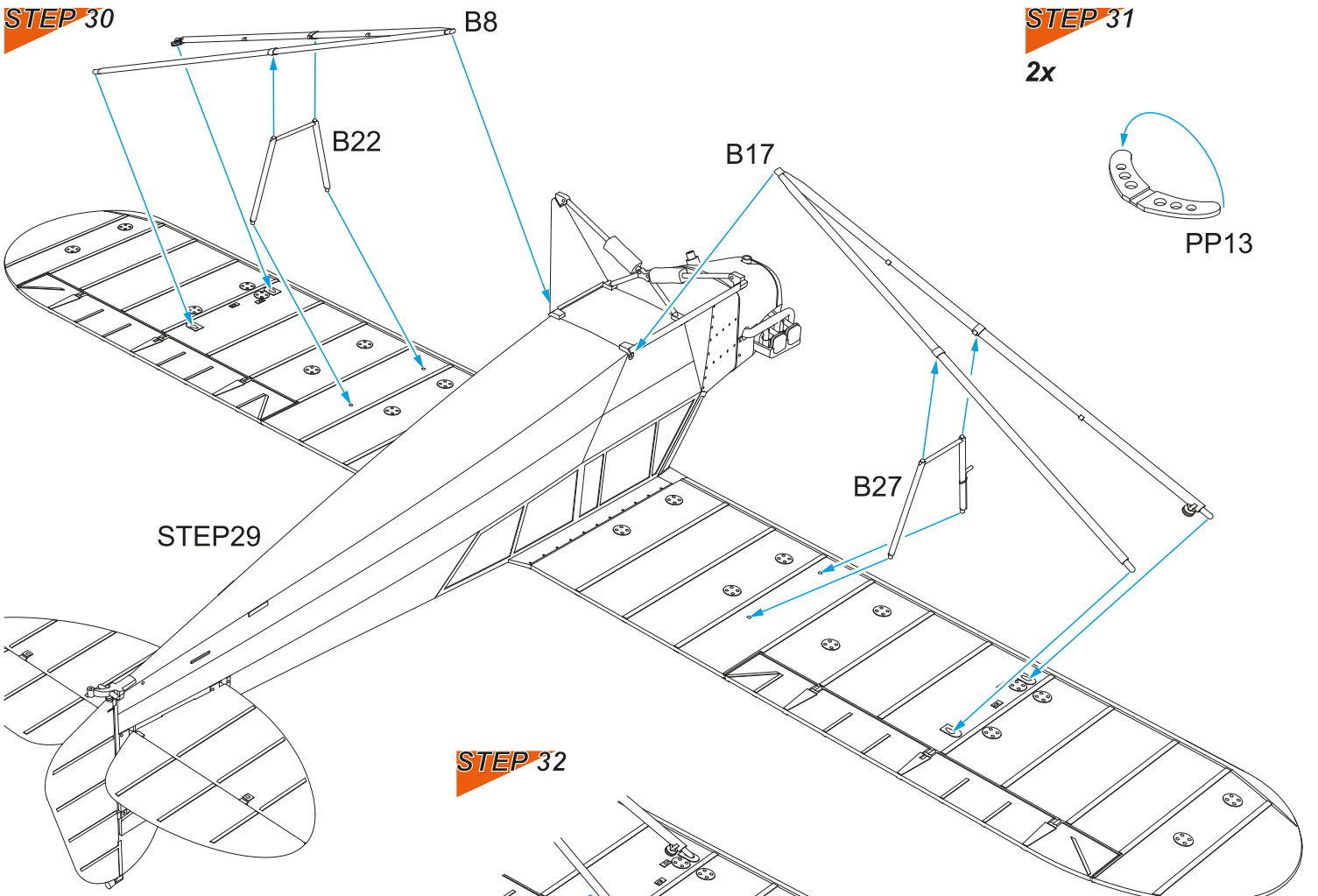
Scheme C, D



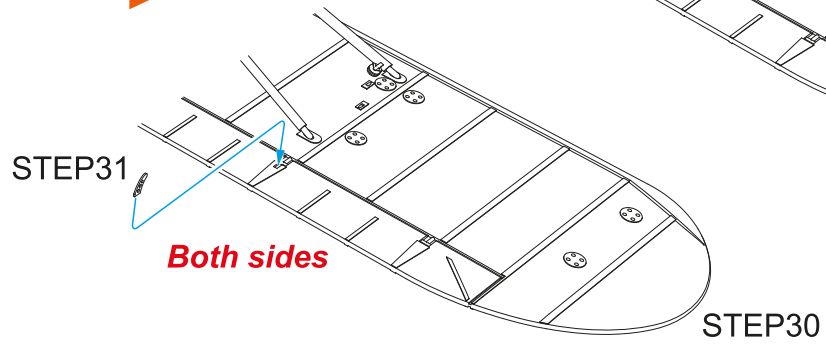
STEP 29



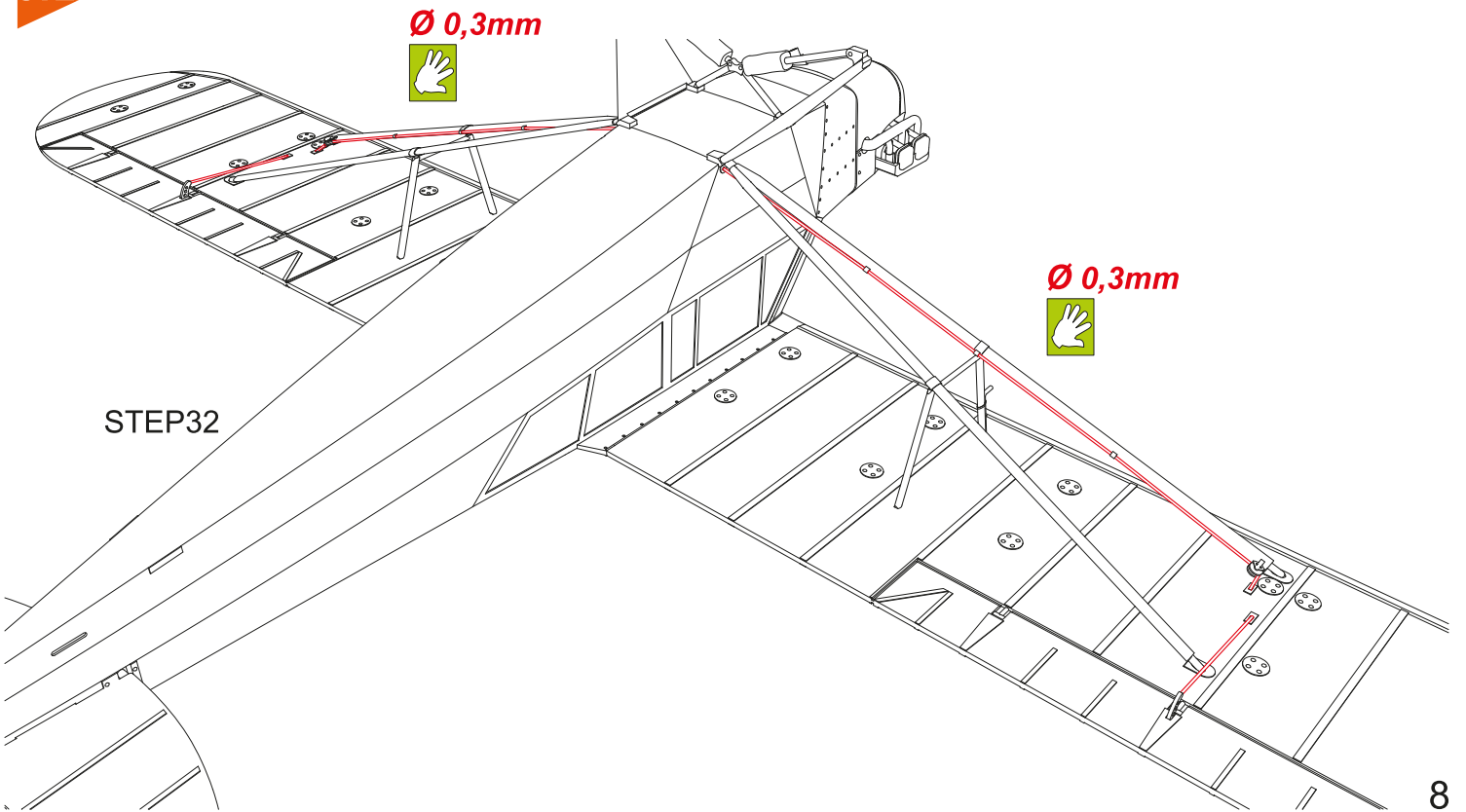
STEP 30



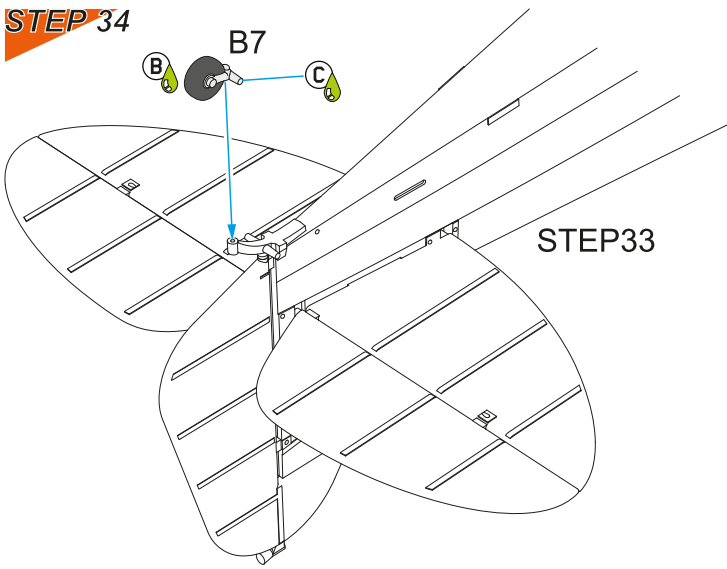
STEP 32



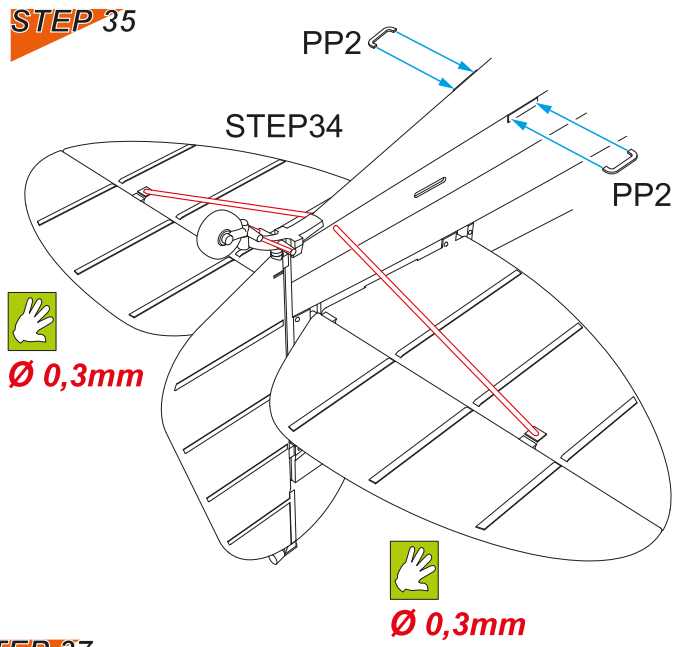
STEP 33



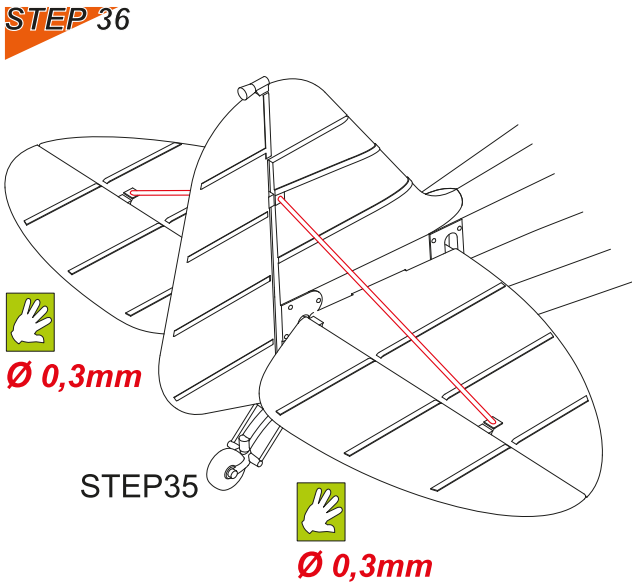
STEP 34



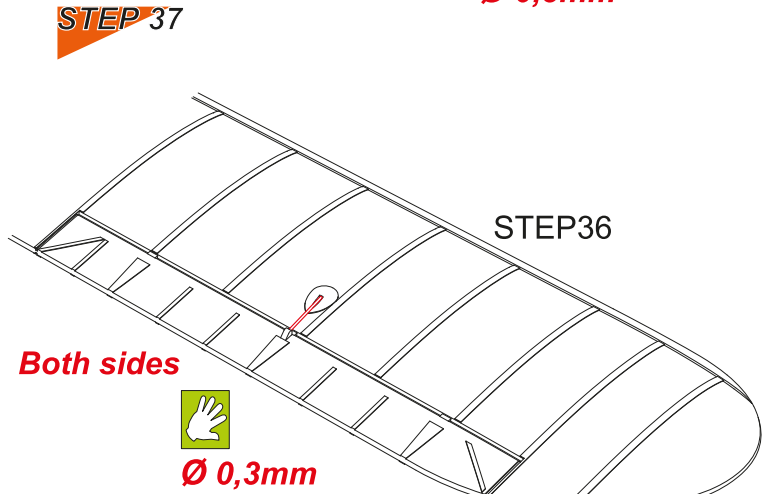
STEP 35



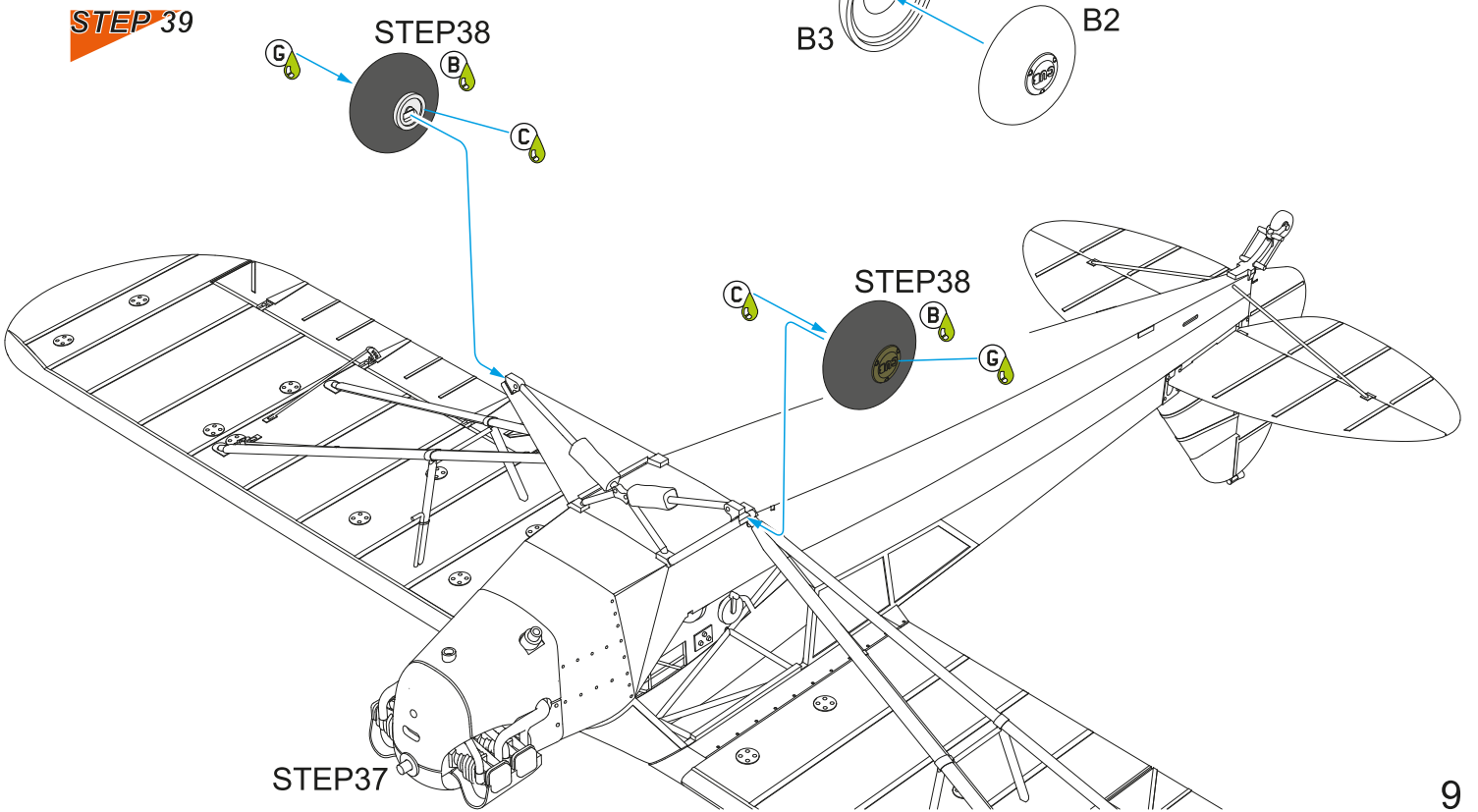
STEP 36



STEP 37

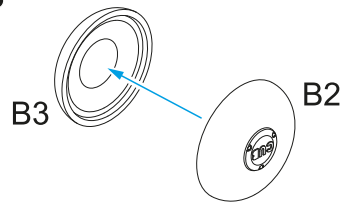


STEP 39

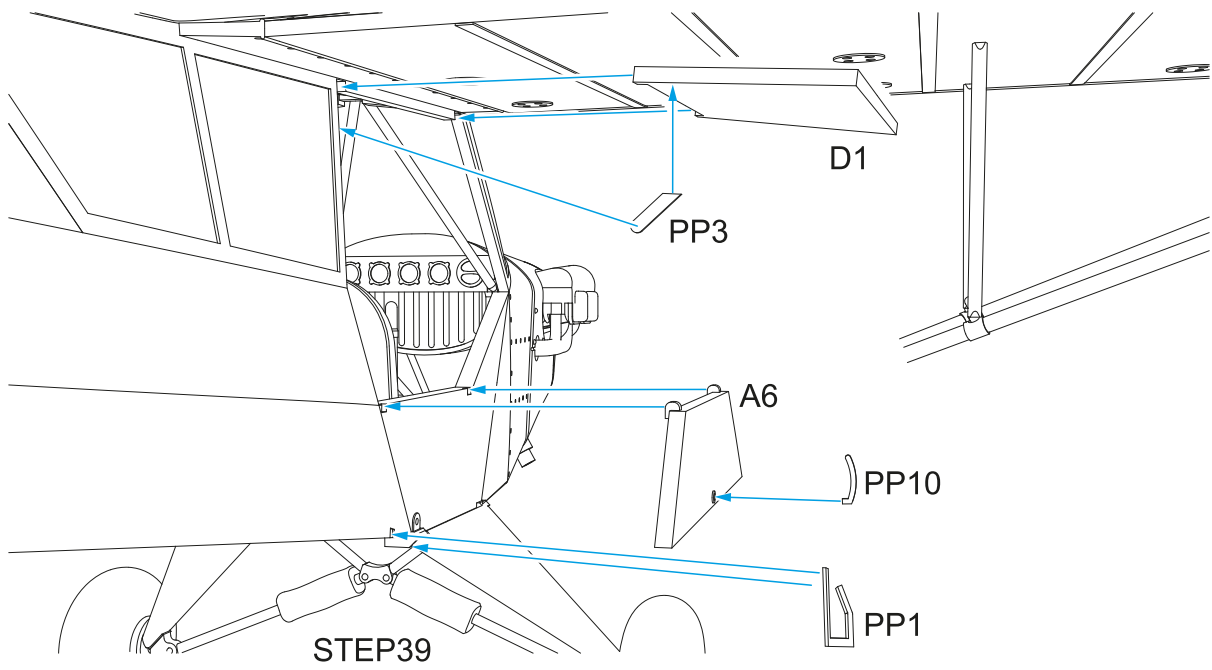


STEP 38

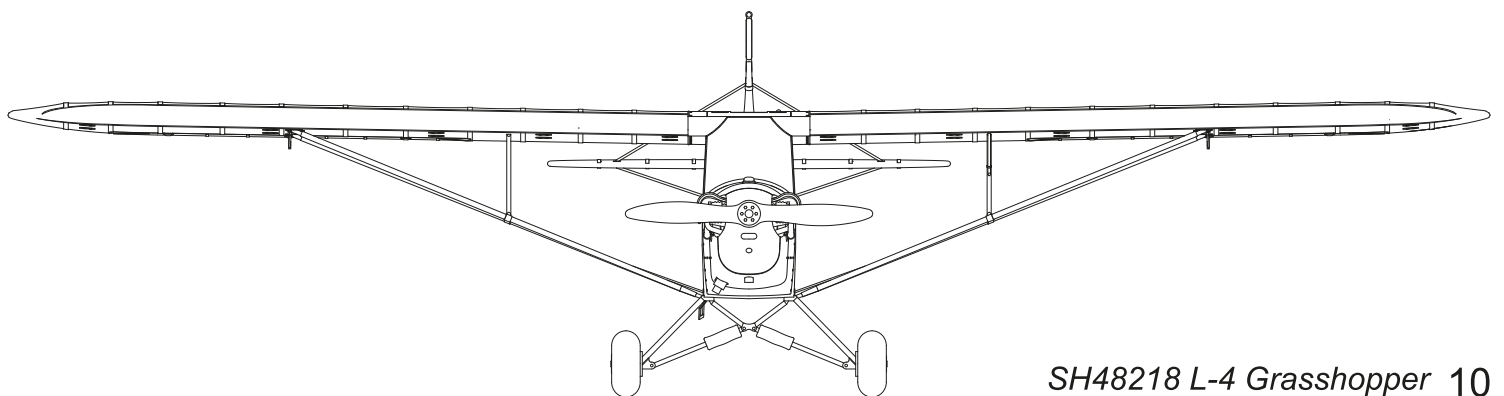
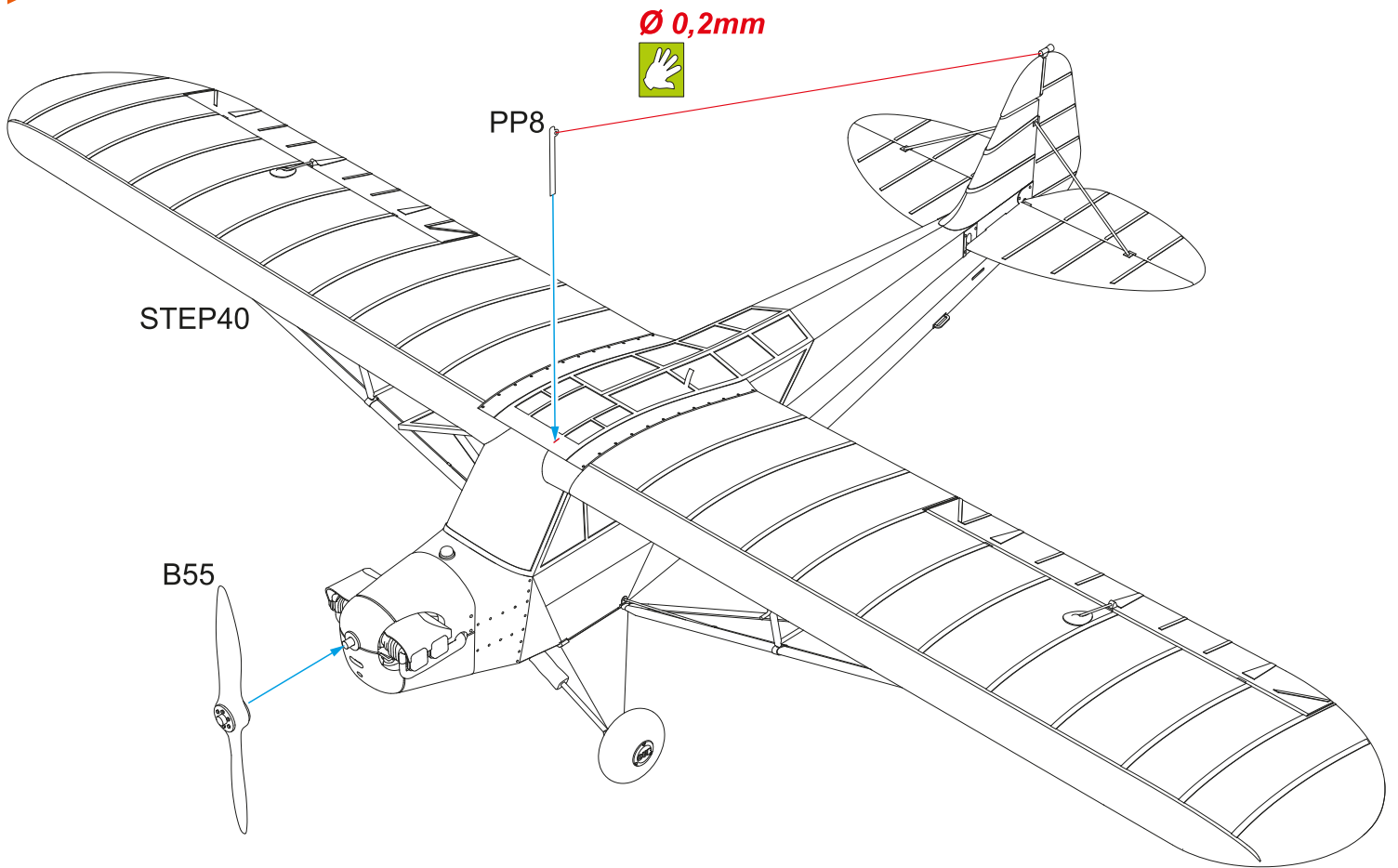
2x



STEP 40



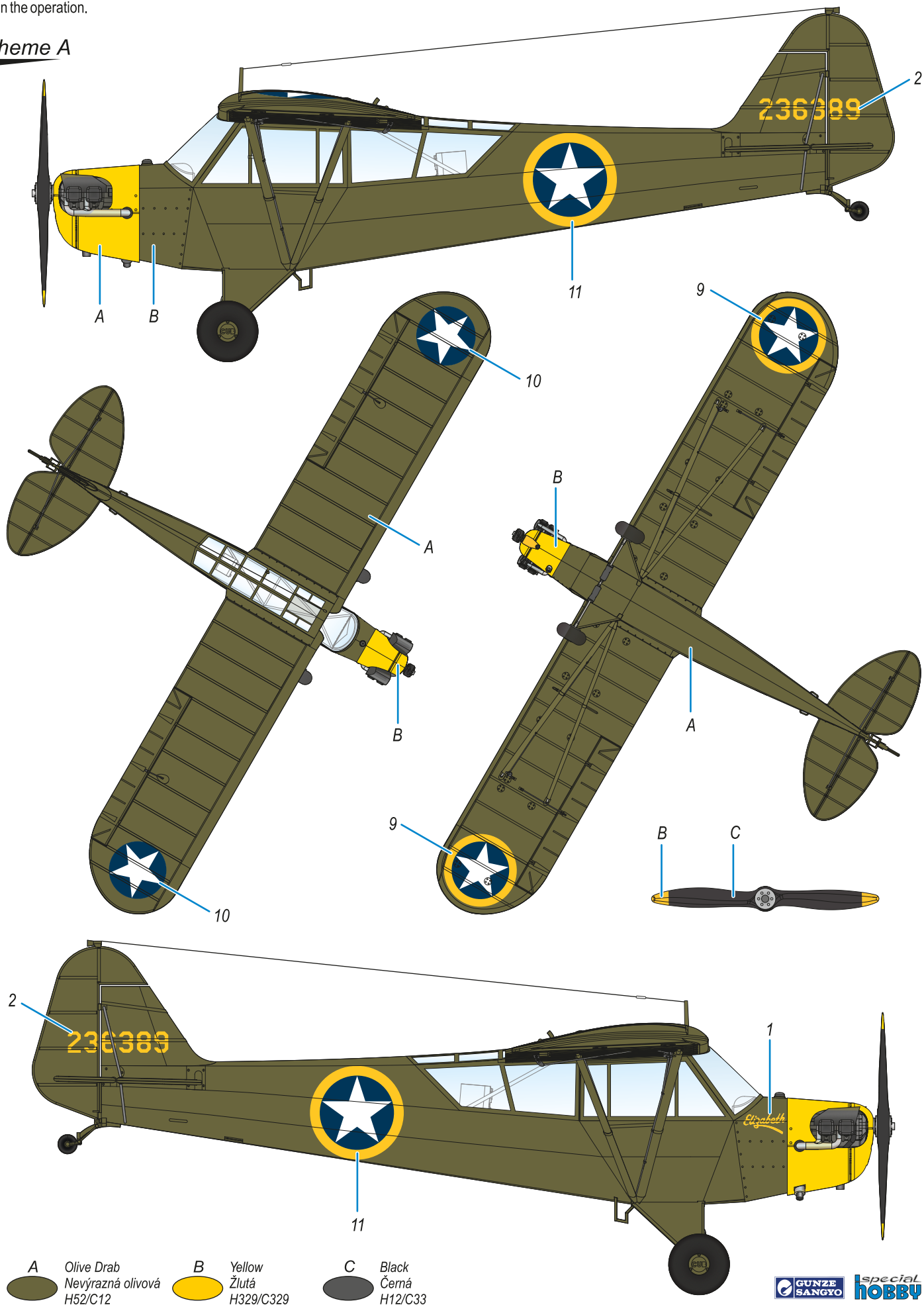
STEP 41



Piper L-4A-P, 42-36389, named Elizabeth, North Africa, Autumn 1942. The machine with the crew of pilot Lt. William Butler and observer Capt. Brenton Devol took off from USS Ranger (CV-4) aircraft carrier for a reconnaissance flight during the Operation Torch – the Allied invasion of North Africa. The yellow borders to the national insignias and the yellow nose were identification markings of aircraft taking part in the operation.

Piper L-4A-P, 42-36389, pojmenovaný Elizabeth, severní Afrika podzim 1942. Stroj s osádkou pilot Lt. William Butler a pozorovatel Capt. Brenton Devol odstartovali z letadlové lodě USS Ranger (CV-4) k průzkumnému letu během operace Torch, spojeneckém vylodění v severní Africe. Žluté lemy znaků a žlutá příď byly součástí označení letounů účastnících se této invaze.

Scheme A

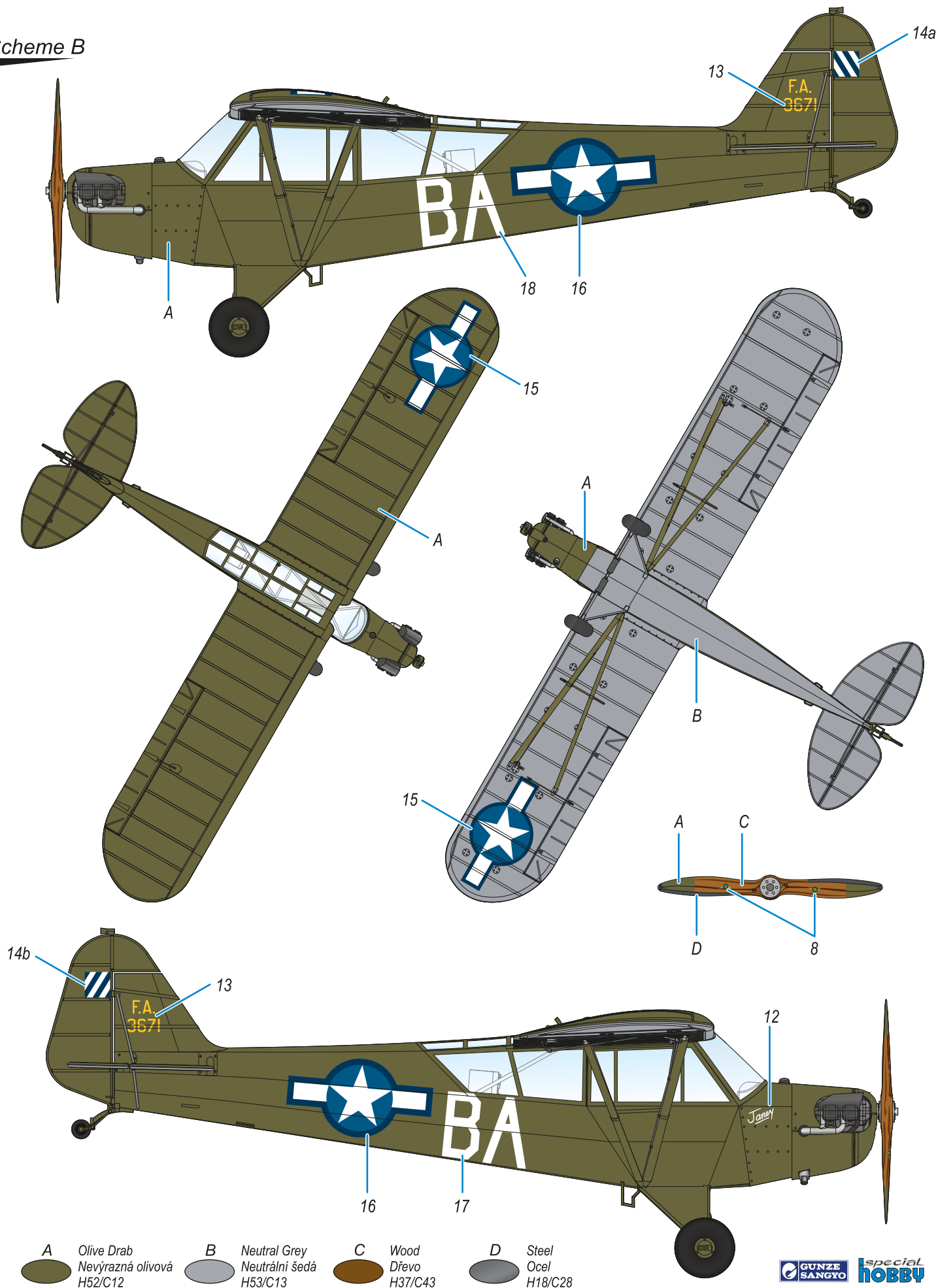


- | | | | | | |
|----------|--------------------------------------------|----------|------------------------------|----------|---------------------------|
| A | Olive Drab
Nevýrazná olivová
H52/C12 | B | Yellow
Žlutá
H329/C329 | C | Black
Černá
H12/C33 |
|----------|--------------------------------------------|----------|------------------------------|----------|---------------------------|

Piper L-4B, FA3671 (43-671)/BA, dubbed Janey, Italy, December 1943. This airframe was operated in Italy since the Anzio landing, when the machine had taken off from a LST vessel, and until the Cassino actions in December 1943. It was usually flown by Lt. Alfred W. 'Dutch' Schulz of the 3rd Infantry Division of the US Army.

Piper L-4B, FA3671 (43-671)/BA, pojmenovaný Janey, Itálie, prosinec 1943. Stroj operoval v Itálii od vylodění u Anzia, kde stroj odstartoval z LST lodě až do akcí u Cassina v prosinci 1943. Se strojem létal Lt. Alfred W. „Dutch“ Schulz, 3. Infantry Division US Army.

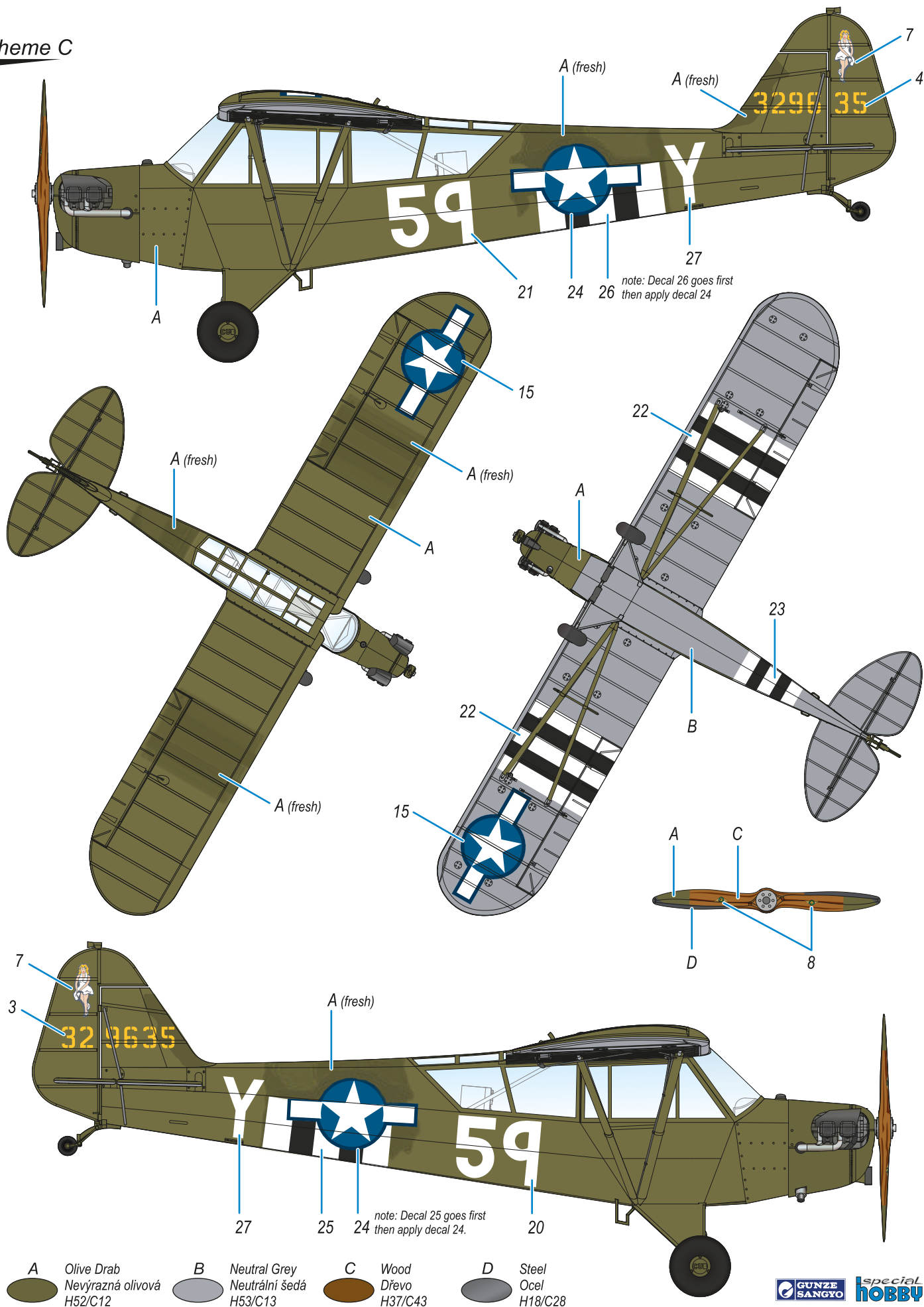
Scheme B



Piper L-4H, 43-29635/59-Y, one of the four machines that on 25 August 1944 landed near the Victory Arch in recently liberated Paris. 59-Y was allocated to the 196th Field Artillery Battalion and took part in actions against the enemy since the US landing in France. The crew stayed in liberated Paris for a few days with their aircraft parked in front of the Marinelli hotel in Avenue de la Grande Armée.

Piper L-4H, 43-29635/59-Y, jeden ze čtyř strojů, které přistály 25. srpna 1944 u vítězného oblouku v čerstvě osvobozené Paříži. 59-Y byl přidělen k 196. Field Artillery Battalion a nasazen v boji od vylodění ve Francii. Osádka zůstala v osvobozené Paříži několik dní a jejich stroje po tu dobu parkovaly před jejich hotelem Marinelli na Avenue de la Grande Armée.

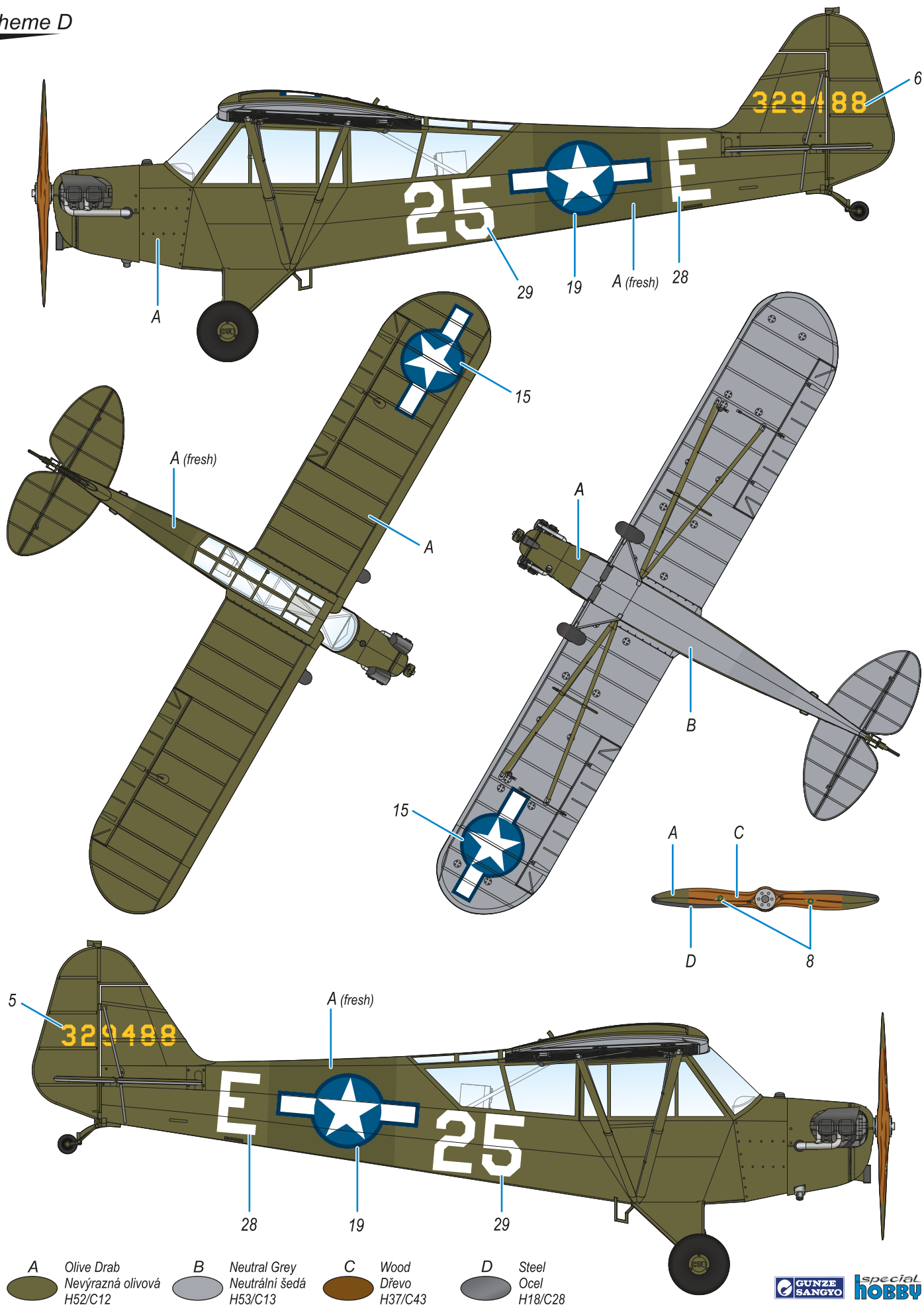
Scheme C



Piper L-4H 43-29488 / E-25, US airfield Katovice near the town of Strakonice, US Army-liberated area of Czechoslovakia, May 1945. E-25 still carried partially visible overpainted invasion stripes on the fuselage and wings.

Piper L-4H 43-29488 / E-25, americké polní letiště Katovice u Strakonice, území Československa, osvobozené vojsky US Army, květen 1945. E-25 nesl stále stopy zatření invazních pruhů na trupu a křídle.

Scheme D



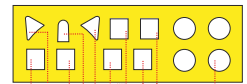
- | | | | | | | | |
|----------|--------------------------------------------|----------|-------------------------------------------|----------|--------------------------|----------|--------------------------|
| A | Olive Drab
Nevýrazná olivová
H52/C12 | B | Neutral Grey
Neutrální šedá
H53/C13 | C | Wood
Dřevo
H37/C43 | D | Steel
Ocel
H18/C28 |
|----------|--------------------------------------------|----------|-------------------------------------------|----------|--------------------------|----------|--------------------------|

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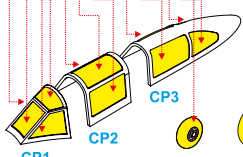
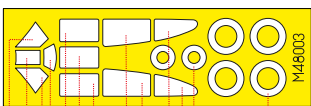
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