

**ITALAEREI****MADE
IN
ITALY****1:35 SCALE****KIT N.218**

Pz. Kpfw. IV Ausf. (H)



Nel gennaio del 1943 la produzione del carro armato tipo IV stava per essere abbandonata a vantaggio dei carri TIGRE e PANTERA ma, grazie all'intervento di Guderian, che si oppose energicamente, il progetto venne ben presto accantonato: d'altra parte, a quel tempo, il TIGRE venne prodotto in non più di 25 esemplari al mese ed il PANTERA non era ancora entrato in combattimento. Piuttosto, il padre dell'arma corazzata tedesca propose alcune modifiche allo scafo base in modo che il Panzer IV potesse competere con successo con i più recenti veicoli nemici. Si pensò quindi di sostituire il cannone fino allora adottato con uno più potente designato L 48 inoltre tutto intorno allo scafo e alla torretta furono montate, con un semplice traliccio distanziatore, degli scudi addizionali (SCHÜRZEN). Questa ulteriore protezione che era spessa 5 mm. ai lati dello scafo e che arrivava agli 8 mm. intorno alla torretta era considerata ampiamente sufficiente a resistere ai pezzi anticarro nemici che si avvalevano delle cariche cave. La presenza dello scudo addizionale assorbiva la micidiale vampa iniziale della carica e permetteva alle parti vitali del carro di resistere alla seconda esplosione che avveniva nell'intercapedine tra lo scudo e lo scafo vero e proprio. Un'altra proposta, formulata verso l'ottobre del 1943 sembrò per un certo tempo segnare il tramonto definitivo del modello IV. Alcuni responsabili dell'organizzazione TODT, alle prese con gli immensi problemi di fortificazione del Vallo Occidentale, avevano intravisto l'opportunità di sfruttare le torrette dei carri che, una volta interrati avrebbero costituito degli eccellenti fortili in miniatura. Fortunatamente anche questo progetto non ebbe alcun seguito pratico e la Germania non venne privata di uno dei suoi veicoli più prestigiosi. Nel marzo del 1944 il modello IV conobbe la sua ultima versione: la versione J. Le novità palesi erano i tubi di scappamento verticali, o la corazzatura addizionale ai fianchi che era costituita da una pesante rete metallica e, cosa importante, era prevista anche l'adozione di cingoli a maglia più larga che permettevano una più ampia possibilità di manovra su terreni particolarmente difficili. Prima di concludere è necessario ricordare che la versione H, immediatamente dopo la sua apparizione al fronte, fu dotata di un pesante rivestimento in pasta denominato ZIMMERIT, applicata dagli stessi equipaggi in zona d'operazione. Lo scopo di questo ritocco era di minimizzare l'efficacia delle cariche magnetiche: queste usate soprattutto dai cacciatori di carri, erano vere e proprie mine dall'applicazione semplicissima in quanto l'involucro era magnetizzato in modo da sfruttare, come calamite, le grandi masse metalliche dei carri. La produzione del modello IV proseguì fino alla fine del conflitto nelle sue ultime versioni H e J delle quali furono prodotti più di 6000 esemplari dalle fabbriche Nibelungen Werk in Austria e Krupp - Gruson di Magdeburgo in Germania. **Caratteristiche:** Denominazione: Pz. Kpfw. IV Sd. Kfz. 161/2 (H) - Equipaggio: 5 uomini Peso in combattimento: 25000 Kg - Lunghezza max.: 7,02 m - Larghezza max.: 3,29 m - Altezza max.: 2,68 m - Armamento: 1 pezzo da 75 mm L 48 (KwK40) in torre girevole con 87 colpi Elevazione: +20°-10° e 2 oppure 3 MG da 7,92 - Corazzatura: max. 80 mm. - Velocità su strada max. 38 Km/h su terreno vario 16 Km/h - Autonomia: 200/130 Km.

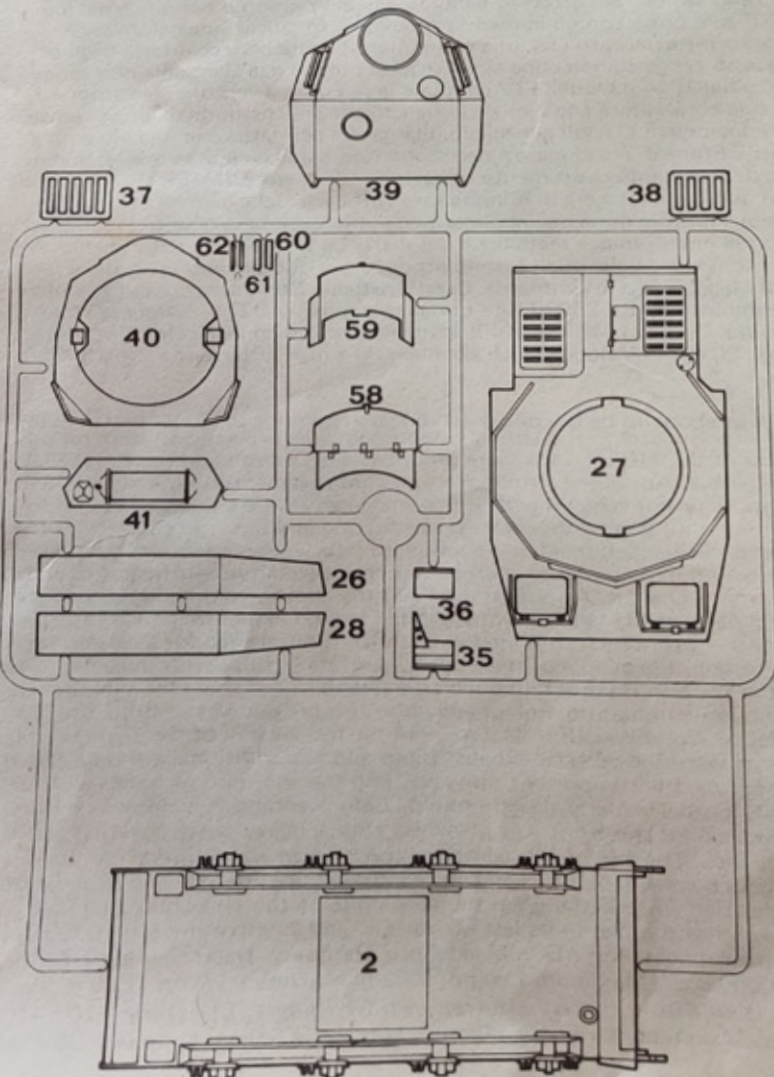
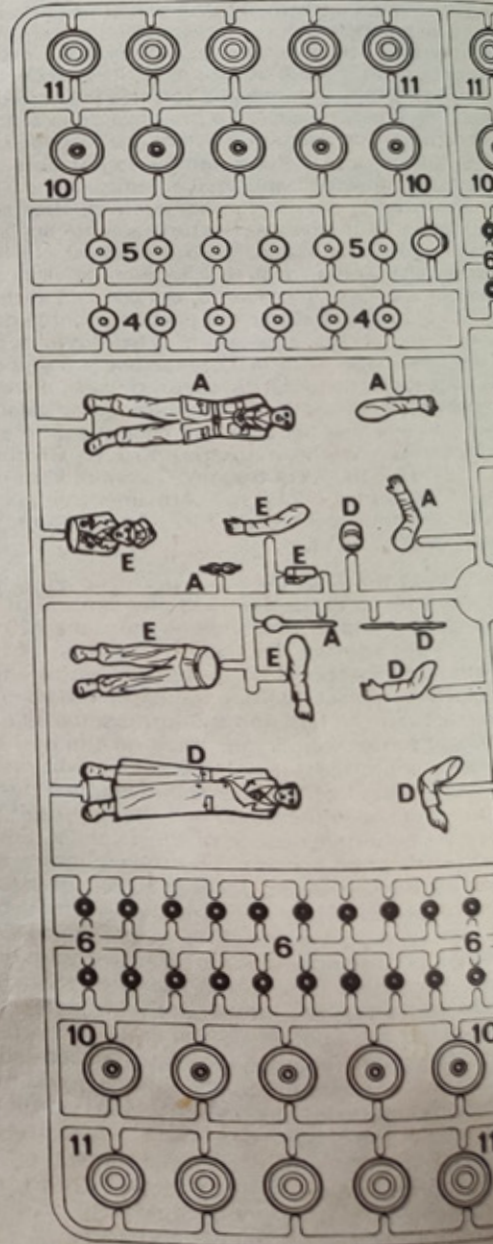
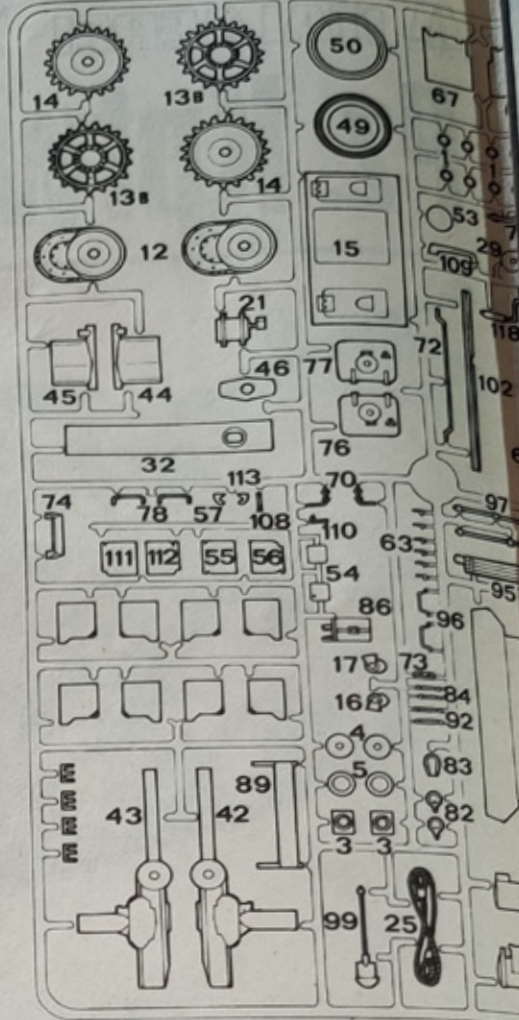
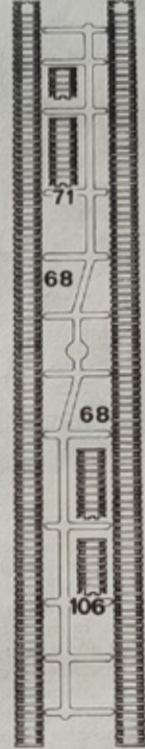
In January 1943 the production of the Tank Type IV was about to be discontinued to leave room for the Tiger and Panther Tanks, but thanks to the determined intervention of General Guderian, who strongly opposed it, the project was, soon set aside; on the other hand at that time no more than 25 units of the TIGER Tank were produced each month and the PANZER Type had not yet entered the fight. The Father of the German Armoured Arm made some improvements on the main hull in order to enable the PANZER IV to face successfully the more recent vehicles with which the enemy were equipped. Therefore, it was decided to replace the gun which had been mounted until then with a more powerful one and the type chosen was the 48 L. Also, around the hull and the turret some additional shields (Schürzen) were mounted with a simple frame-work spacer. This additional protection, 5 mm thick on the hull side and 8 mm around the turret, was considered quite sufficient to withstand the anti-tank projectiles of the enemy who used empty charges. As a matter of fact the additional shield absorbed the initial murderous flash of the charge and enabled the vital parts of the tank to withstand the second explosion which took place in the space between the shield and the hull itself. Another proposal formulated in October 1943 seemed for a certain time to determine the definitive decline of the Type IV. Some responsible people of the Todt Organization, busy with the enormous problems of fortification presented by the equipping of the Western Rampart, had seen the possibility of using the tank turrets which, once earthed up would form an excellent block-house in miniature. Fortunately also this project was stopped and Germany was not deprived of one of its most powerful vehicles of World War II. In March 1944 the last version of the Type IV was produced: namely the J version. The visible improvements were the vertical exhaust pipes and the additional armour-plate on the sides which was now made of a heavy wire netting. Another important thing was also the adoption of tracks with larger links which enabled it to perform more satisfactorily on particularly rough ground. Before ending it is necessary to remember that the H version, immediately after its appearance on the front was provided with a heavy paste covering called ZIMMERIT, which was applied by the crew in the battle area. The aim of this additional protection was to minimize the efficiency of the magnetic charges, which were used especially by anti tank units and were in fact limpet mines. The application of these mines was very simple as the covering was magnetized so that the great metallic mass of the tanks could be used as magnets. The production of the Type IV went on till the end of the War in its last versions, H and J with more than 6000 units being produced in the Nibelungen Werk in Austria and Krupp-Gruson AG in Magdeburg, Germany. **Data:** Name: Pz. Kpfw. IV Sd. Kfz. 161/2 (H) - Crew: 5 men Weight in action: 25,000 kgs. - Maximum Length: 7,02 m Maximum Width: 3,29 m Maximum Height: 2,68 m - Armament: 1 75 mm Gun L 48 (KwK40) in revolving turret with 87 rounds - Elevation: +20°-10° Secondary Armament: 2 or 3 x 7,92 mm MGs - Armour: Maximum thickness, 80 mm - Maximum Speed: On road - 38 Km/h On Rough Ground - 16 km/h - Range: 200/130 kms.

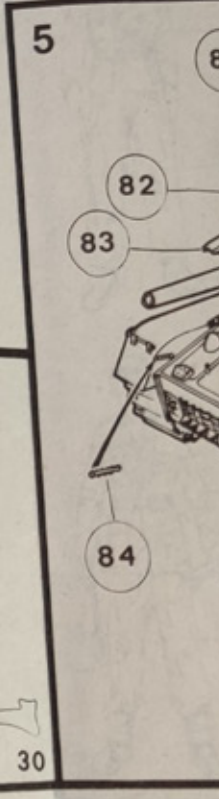
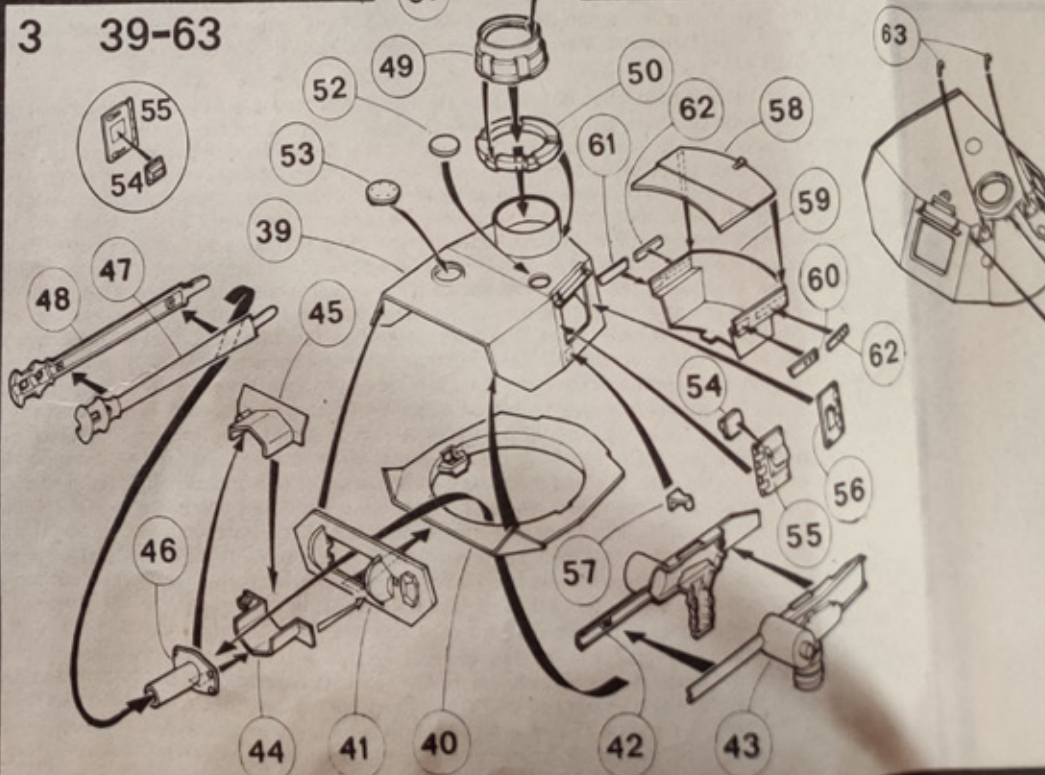
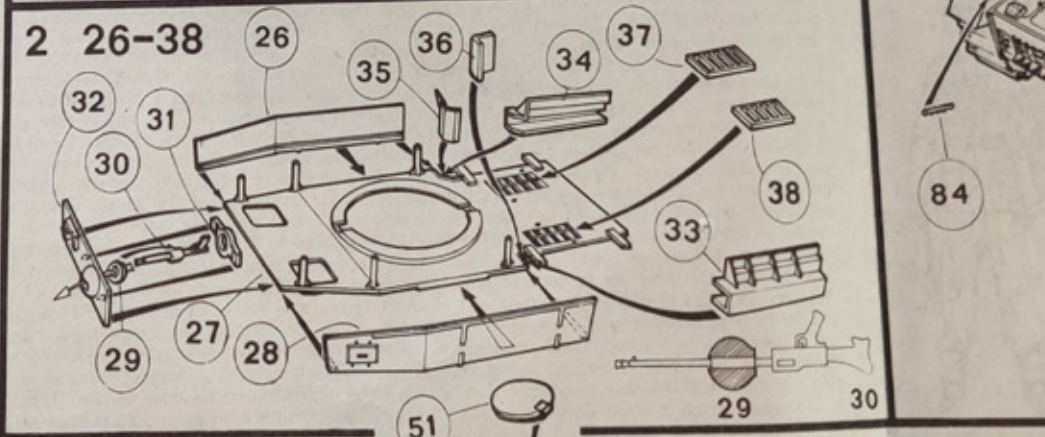
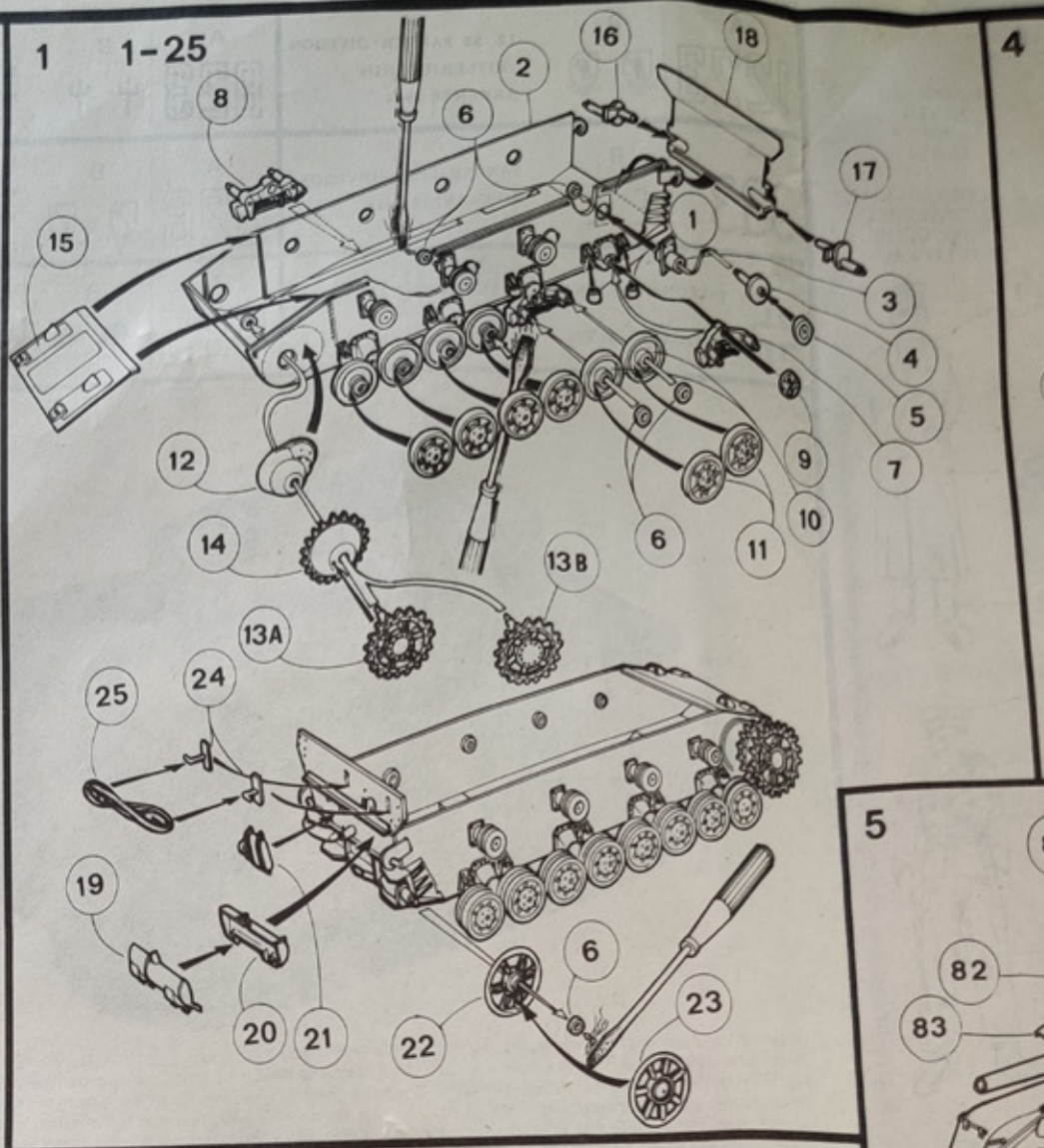
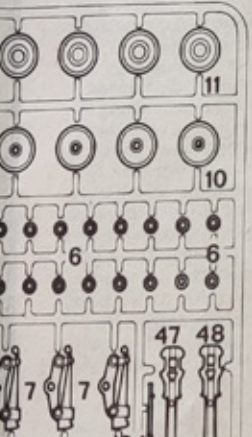
Prima di iniziare il montaggio studiare attentamente il disegno. Montare i pezzi seguendo l'ordine della numerazione, si consiglia di sottolineare ogni volta il numero del pezzo montato. Le frecce nere indicano i pezzi da incollare, le frecce bianche indicano i pezzi da montare senza colla. Usare solo colla per polistirolo.

Before starting assembly carefully study the exploded drawings. Assemble parts following the number sequence and cross off each part number of the drawing as it is fitted. Black arrows indicate parts to be glued together, white arrows indicate parts to be fitted without gluing. Use only glue suitable for polystyrene.

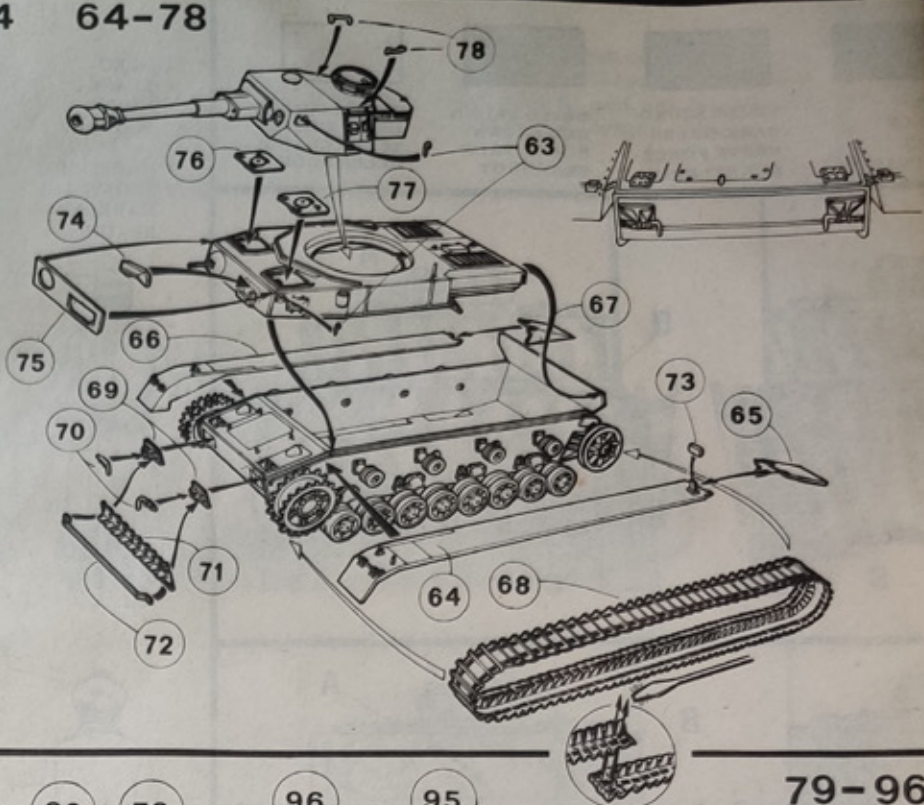
Avant de commencer l'assemblage étudier attentivement la vue éclatée. Assembler les pièces selon l'ordre prescrit et biffer au fur et à mesure sur la table le numéro de la pièce montée. Les flèches noires indiquent les parties à coller, les flèches blanches les parties à ne pas coller. Employer exclusivement de la colle à polystyrène.

Vor dem Zusammenbau Übersichtszeichnung sorgfältig prüfen. Die Teile sind nach der angegebenen Zahlenfolge zu montieren. Es wird empfohlen die Nummer des montierten Teils jedesmal durchzustreichen. Schwarze Pfeile zeigen Teile die zu kleben sind, weiße Pfeile zeigen Teile die ohne Klebstoff montiert werden. Bitte nur Polystyrol-Klebstoff verwenden.



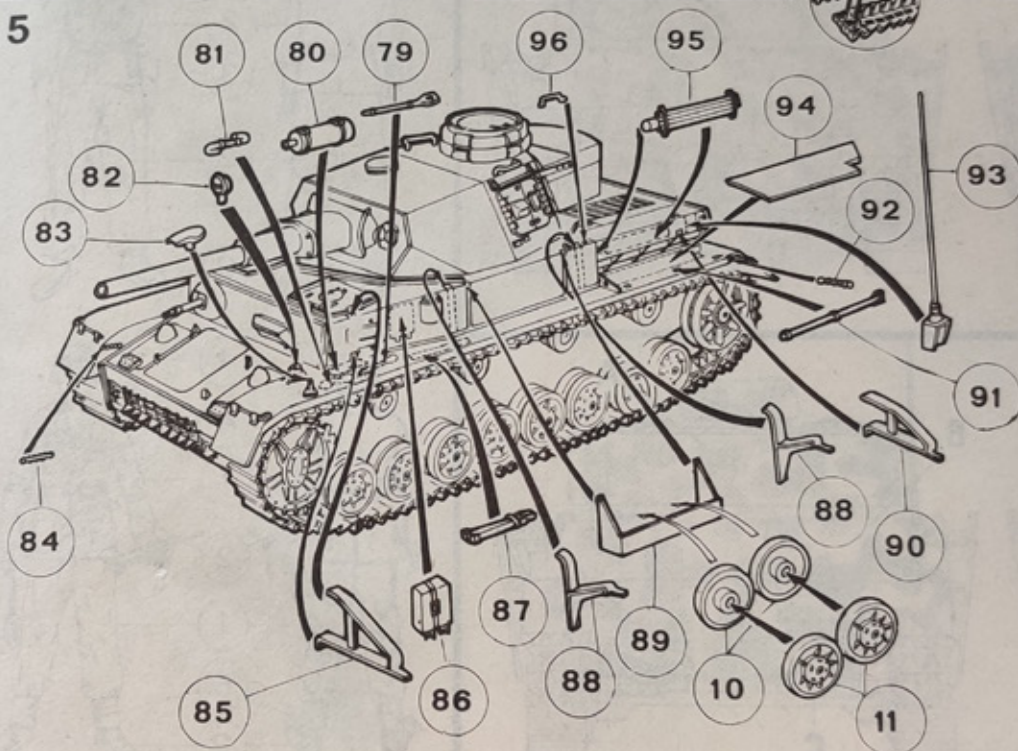


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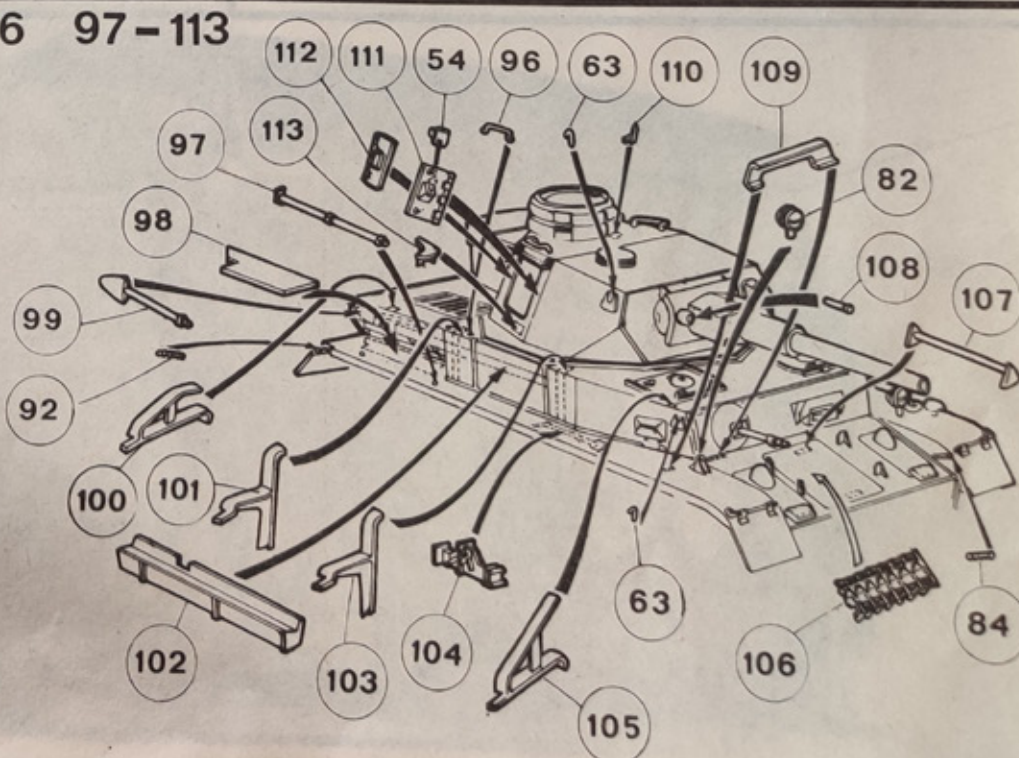
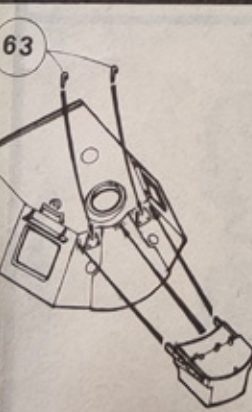


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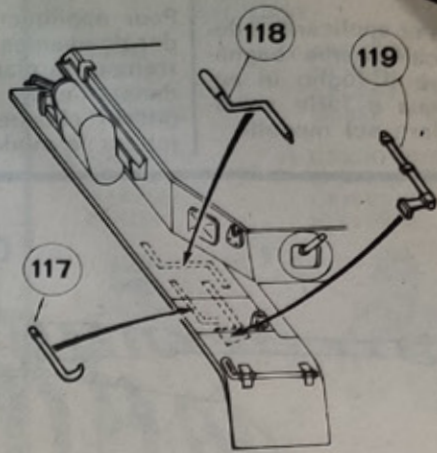
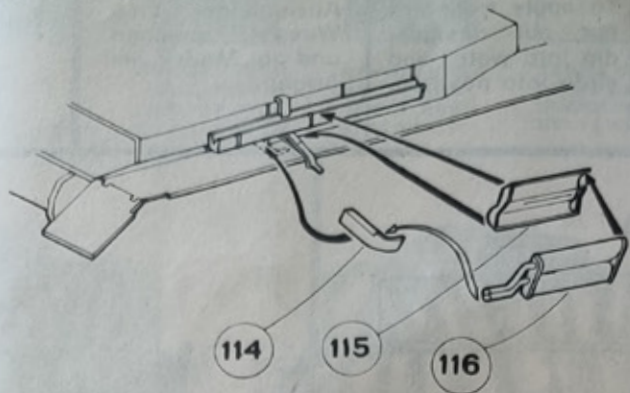
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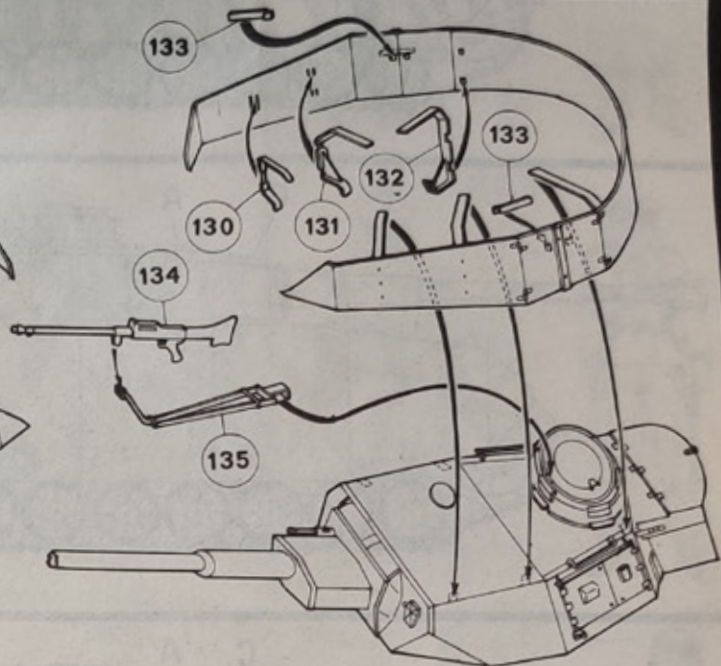
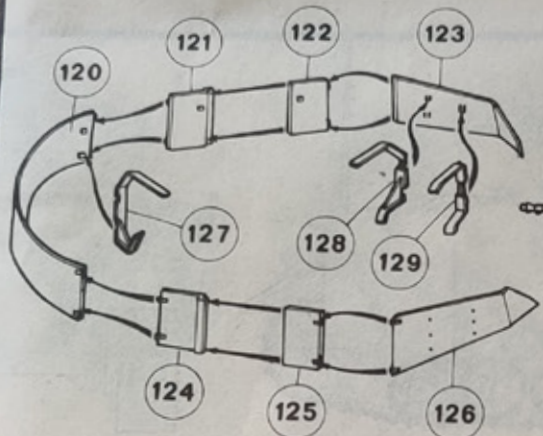
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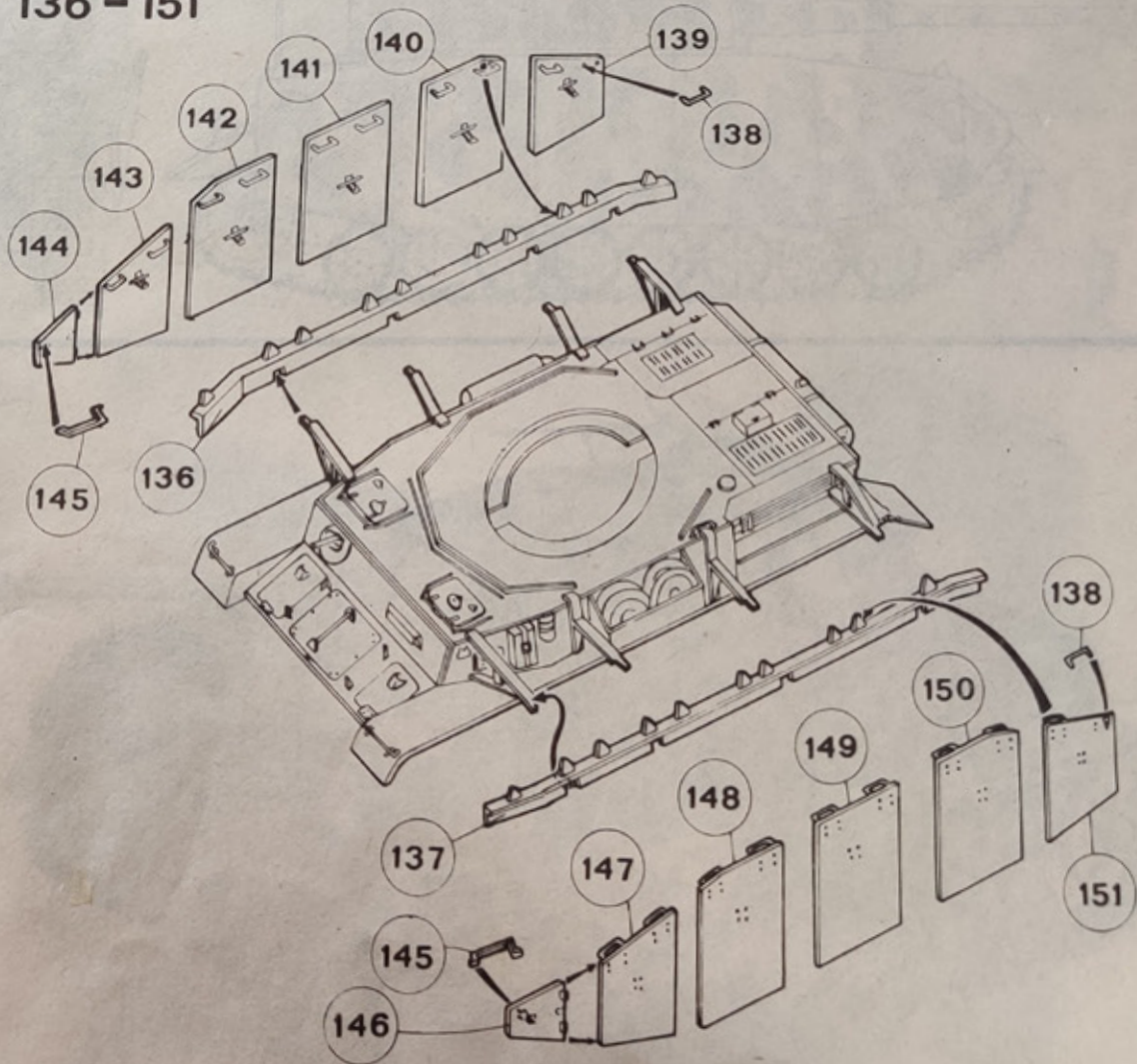
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9 136 - 151



Per applicare le decalcomanie bagnare il foglio in acqua e farle scivolare sul modello.

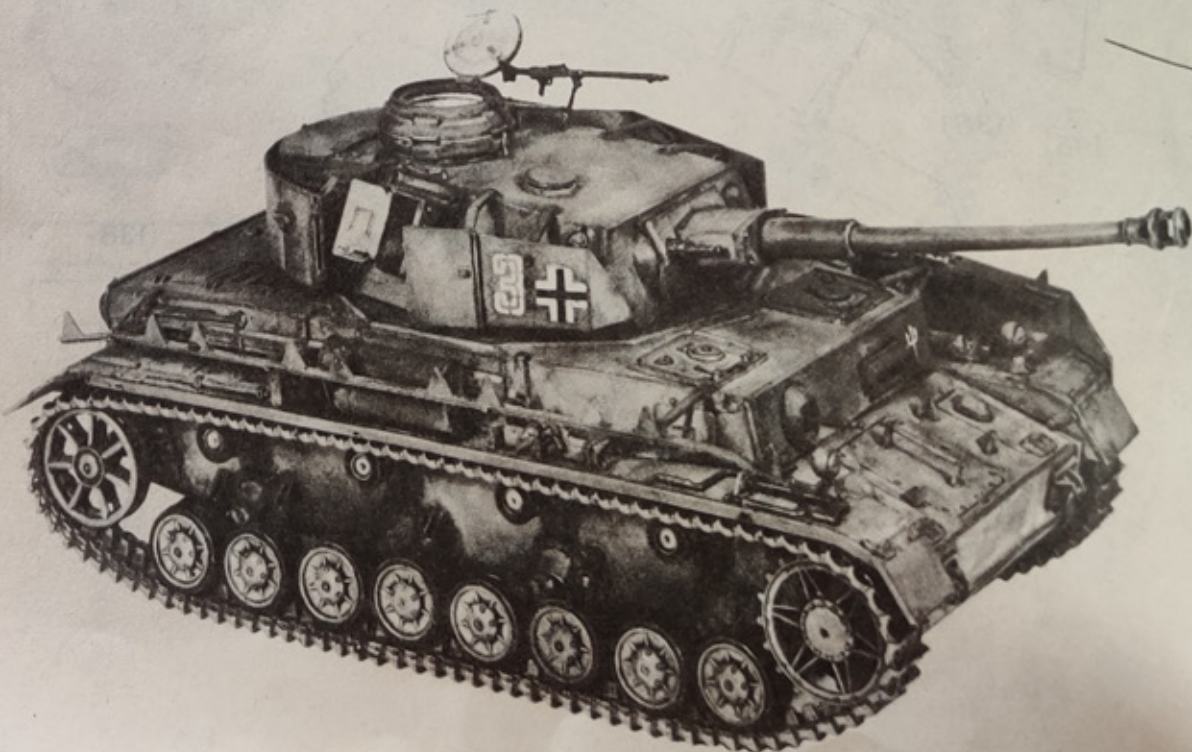
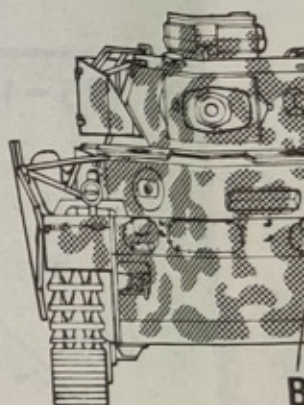
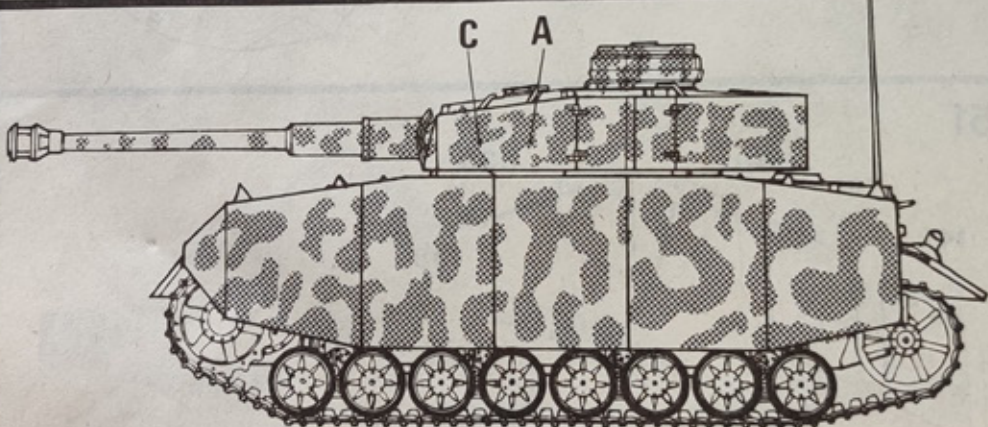
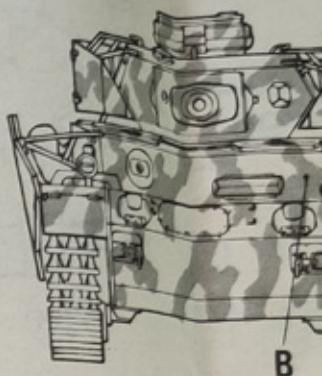
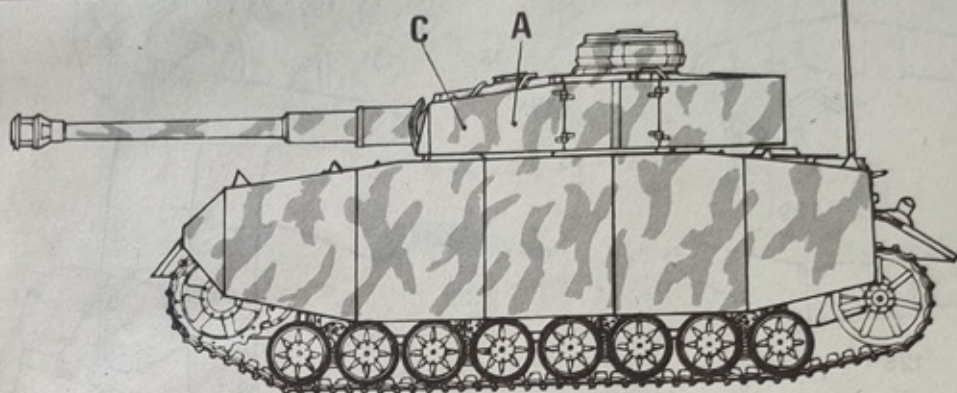
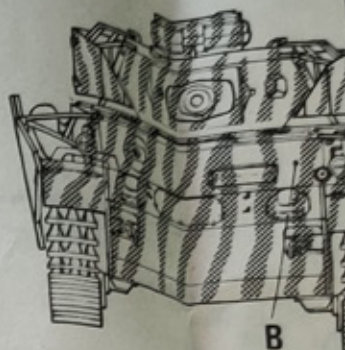
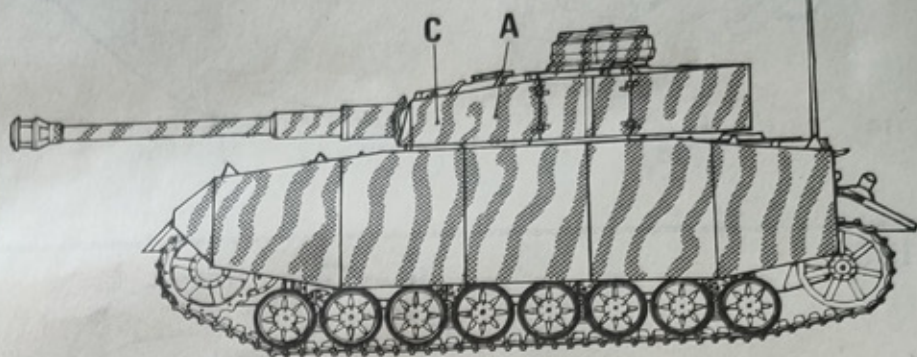
Pour appliquer les décalcomanies tremper la planche dans l'eau puis glisser chaque sujet sur le modèle.

To apply transfers cut out designs, dip into water and slide into position.

Abziehbilder ins Wasser tauchen und am Modell anbringen.

NERO
BLACK
NOIR
SCHWARZ

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NERO
BLACK
NOIR
SCHWARZ

VERDE SCURO
DARK GREEN
VERTE FONCE
DUNKELGRÜN

ROSSO BRUNO
RED BROWN
ROUGE BRUN
BRAUNROT

TERRA CHIARO
LIGHT EARTH
TERRE CLAIRE
HELLE ERDE

1 FELDGRAU
FIELDGREY

2 NERO
BLACK
NOIR
SCHWARZ

4 ARGENTO
SILVER
ARGENT
SILBER

3 MARRONE
BROWN
MARRON
BRAUN

5 GRIGIO CHIARO
LIGHT GREY
GRIS CLAIR
HELLGRAU

