



Grunau Baby IIB 'German WWII Glider'

CZ

Grunau Baby IIB se stal před druhou světovou válkou a během ní nejrozšířenějším větronem světa. Odhaduje se, že bylo vyrobeno cca 6000 ks tohoto větroně. Zkušení konstruktéři větroňů E. Schneider, W. Hirt a H. Kromer se rozhodli v továrně na výrobu větroňů E. Schneidera ve slezském Grunau (nyní Jeżów Sudecki v Polsku) zkonstruovat nový bezpečný cvičný větroň. Prototyp ESG 31 (Edmund Schneider Grunau, rok záletu 1931) se stal prapředkem nové řady větroňů. Charakterizovala ji celodřevěná konstrukce trupu šestiúhelníkového průřezu a dvounosníkové křídlo potažené částečně překližkou a plátnem, s profilem Gö 535. Upravené sériové stroje byly pojmenovány Grunau Baby. K tomuto pojmenování se brzy začala přidávat jednička. Úspěšné Baby byly předvedeny v USA, při závodech i nad New Yorkem. S křídlem s o 60 cm zvětšeným rozpětím, upravenou přídílí trupu a dalšími úpravami byla v roce 1933 zalétána a zavedena do výroby verze Grunau Baby II. Zkušenosti z provozu se projevovaly v konstrukcích dalších variant. Grunau Baby IIa, verze z roku 1935, dostala brzdící klapky. Nejmasověji vyráběná verze Grunau Baby IIB vznikla v roce 1936. Křídlo dostalo nový typ brzdících klapek systému Schempp-Hirth, vysunovaných nad i pod křídlo. Větroně Baby IIB byly vybrány jako cvičné stroje pro budovanou Luftwaffe. Byly vyráběny masově v německých továrnách, mnoho zemí zakoupilo licenci k výrobě (Nizozemí-Fokker, Francie – Nord, Brazílie, Velká Británie – EoN a Sligsby, Švédsko), vyráběly si je i plachtařské skupiny po celém světě. Během války byla výroba Baby IIB zavedena i na území Čech. Hlavními dodavateli byly továrny Petera ve Vrchlábí a Kochman v Kralupech nad Vltavou. Ve výrobě se pokračovalo i po válce a Baby IIB měly velký podíl na rozvoji československého plachtění. Baby II se vyráběly i po druhé světové válce. Byly různě upravovány, dostávaly překryty kabin a byly různě modifikovány. E. Schneider emigroval do Austrálie, kde vyráběl upravené verze Baby 3 a Baby 4.

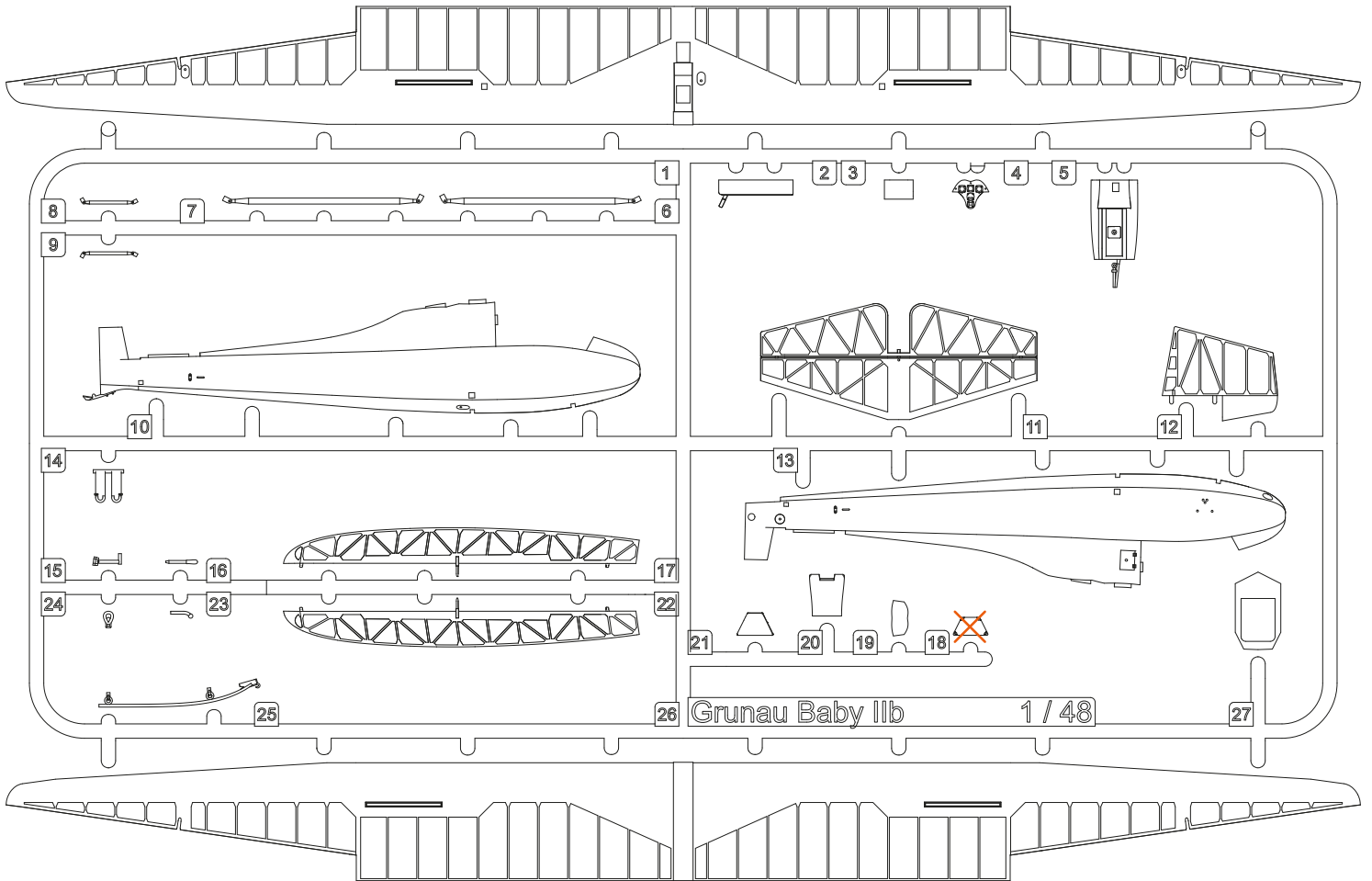
Rozpětí: 13,57 m, délka: 6,09 m, rychlost opadání: 0,85m/s při optimální rychlosti 55 km/h, max. rychlost: 160 km/h

EN

The Grunau Baby IIB became the most popular glider in the world before and during World War II and it is estimated that the production gave a total of about 6000 airframes. Its designers were E. Schneider, W. Hirt a H. Kromer, all of them experienced glider designers who had decided to set about a new, safe and reliable training glider in Schneider's factory in Grunau, Silesia (Jeżów Sudecki in Poland today). The prototype ESG31 (which stood for Edmund Schneider Grunau, first flown in 1931) became the ancestor a whole new type of gliders with a characteristics feature of a hexagonal cross section fuelage and two-spar wing covered with plywood and fabric with Gö535 aerofoil. The improved production airframes were named the Grunau Baby, soon to be followed by number I. Successful Babies were shown in the USA, during races and over New York as well. The Grunau Baby II differed by a wing enlarged by 60cm, adapted nose section and a few other improvements, it was first flown and introduced to production in 1933. Experience gained during operating the gliders was reflected in the construction of further varieties. In 1935, the Grunau Baby IIa sported wing air brakes. The most mass-produced Grunau Baby IIB which emerged in 1936 got a new type of the brakes, of a Schempp-Hirth system which extended both above and below the wing surfaces. The Grunau Baby IIB was also chosen for the fledging Luftwaffe as the main training glider. These machines were mass-built in factories in Germany, while many other countries bought licence rights too (the Netherlands – manufactured by Fokker, France – Nord, Brazil, the UK – EoN and Sligsby, Sweden) and the gliders were built by gliding groups all over the globe as well. During the war times, the production was also introduced in the former Czechoslovakia. The major suppliers were the Petera factory in Vrchlábí and Kochman in Kralupy nad Vltavou. The production went on after the war too and the Baby IIB version played a major part in the development of gliding in Czechoslovakia. The further development of the design brought some new features as the various cockpit canopies with a few more modifications to the airframe. E.Schneider, the father of the project, emigrated to Australia where he started the production of improved Baby 3 and Baby 4 gliders.

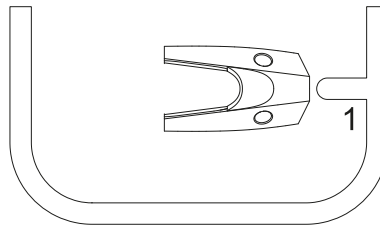
Wingspan: 13.57 m, length: 6.09 m, rate of sink: 0.85m/s at the optimum speed of 55 km/h, max. speed: 160 km/h

Plastic Parts



Clear Part (CP)


Tento díl nepoužít
Do not use this part



Barvy GUNZE / GUNZE Colour No.

A Černá / Black	H12 / C33	E Krémová / RLM 05 Elfenbein	H318 / C318 90%
B Tmavý kov / Dark Iron	H28 / C78		+ H4 / C4 10%
C Dřevo / Wood	H37 / C43	F Modrá / Blue	H5 / C5
D Barva kůže / Red Brown	H17 / C29	G Žlutá / Yellow	H4 / C4

SYMBOLS



MOŽNOST VOLBY
 OPTIONAL
 NACH BELIEBEN
 OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
 INSTANT CYANOACRYLATE GLUE
 ZYANOAKRYLATKLEBER
 COLLE CYANOACRYLAT



OHNOUT
 BEND
 BIEGEN
 COURBER



ZHOTOVIT NOVÉ
 SCRATCH BUILD
 FERTIGSTELLEN
 ACHEVER



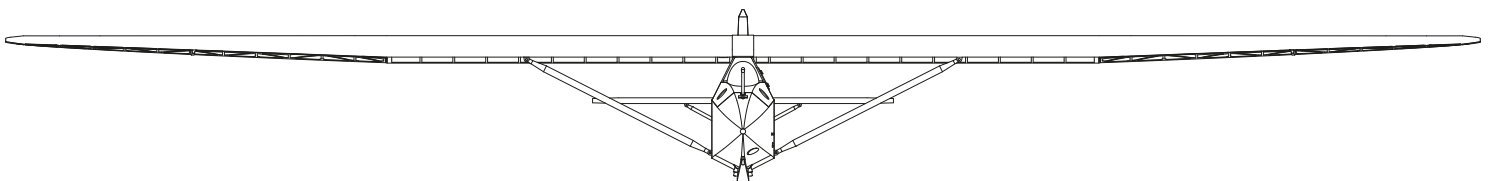
ŘEZAT/VRTAT
 CUT OFF/DRILL
 ENTFERNEN
 DETACHER



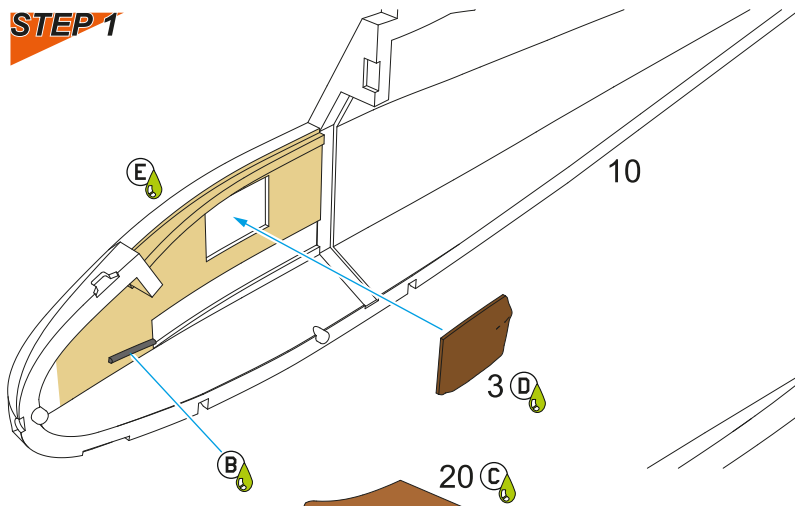
GSI
 colour code



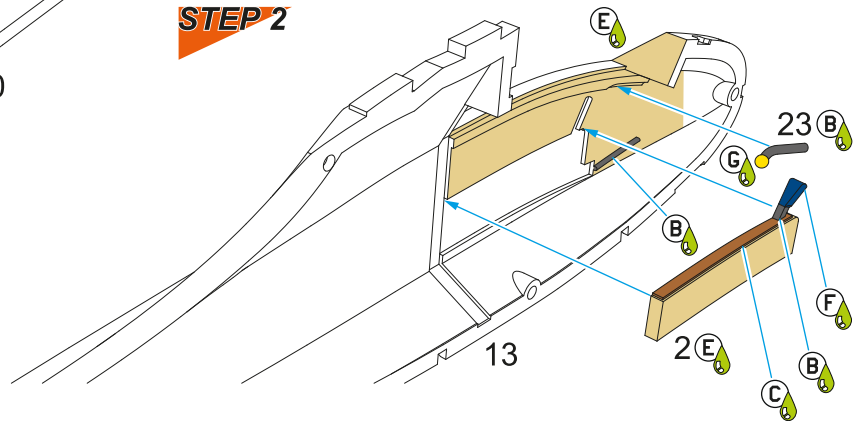
NATRÍT
 COLOUR
 FARBEN
 PEINDRE



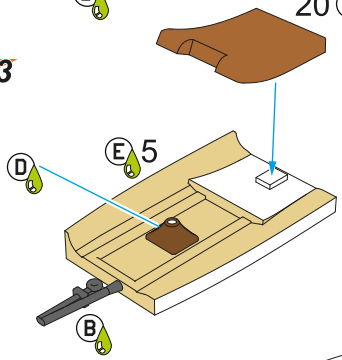
STEP 1



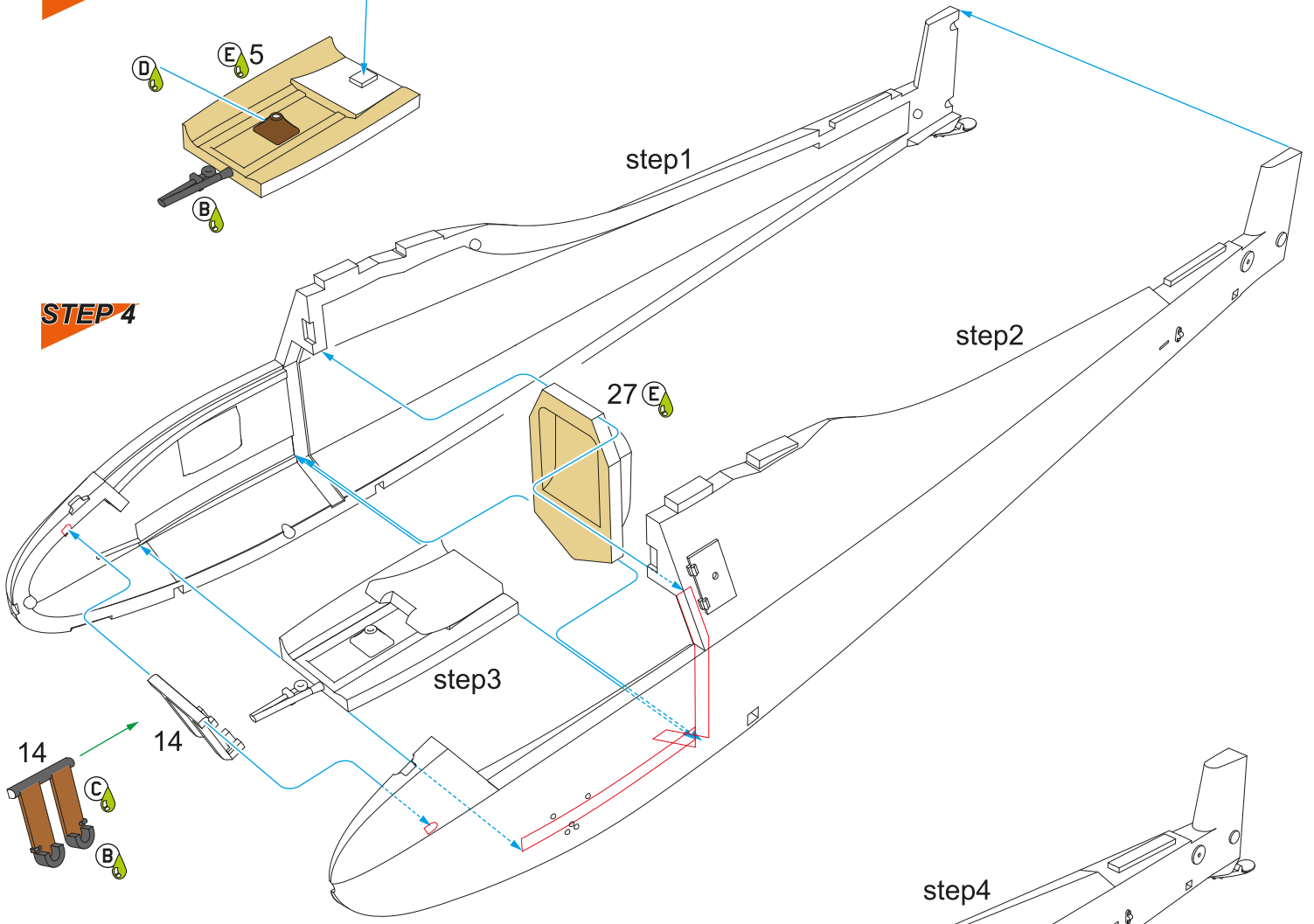
STEP 2



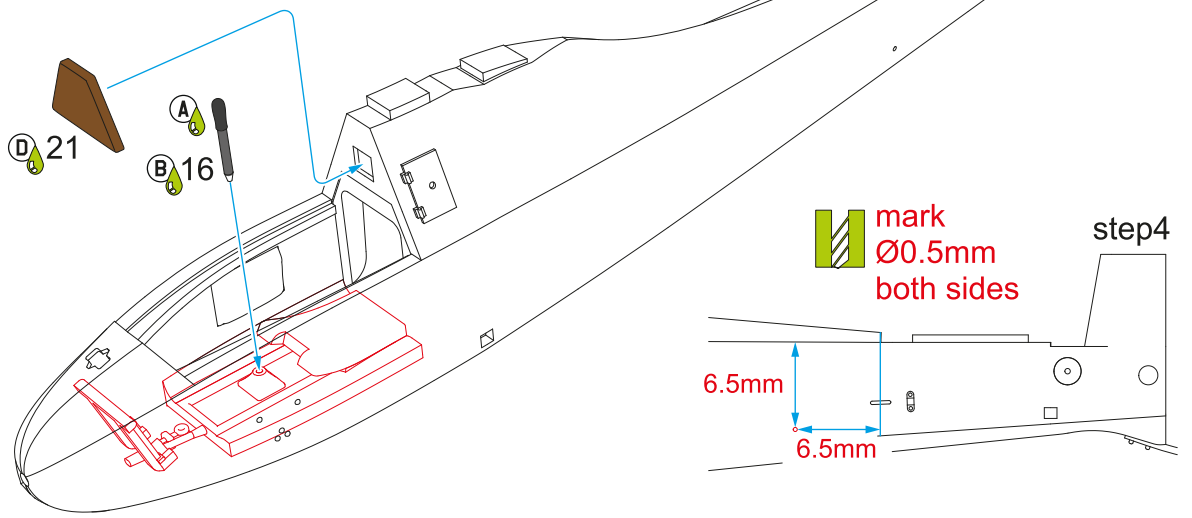
STEP 3



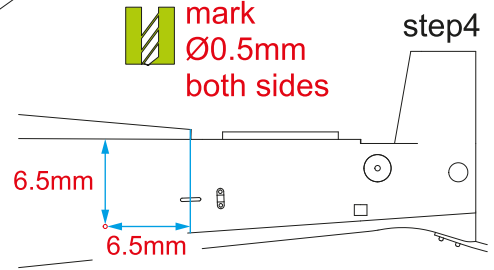
STEP 4



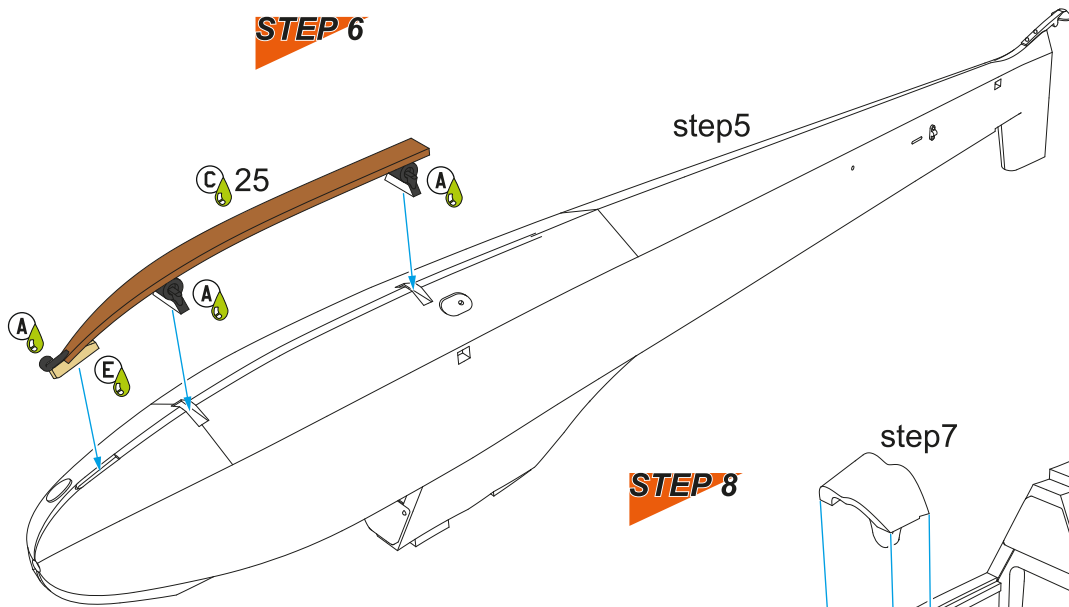
STEP 5



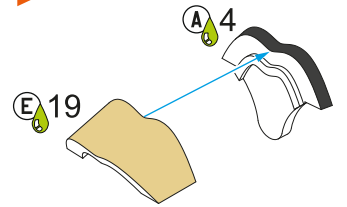
mark
Ø0.5mm
both sides



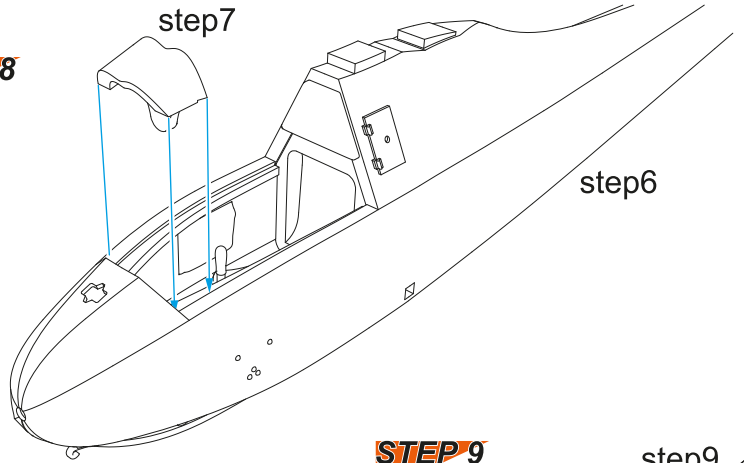
STEP 6



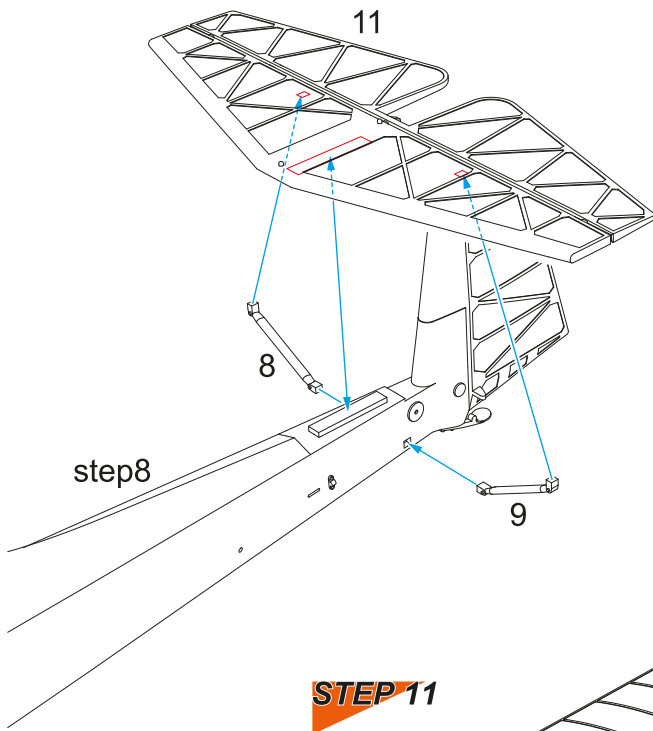
STEP 7



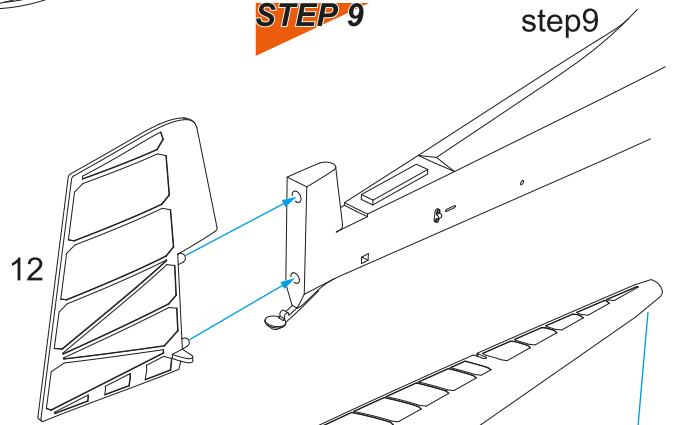
STEP 8



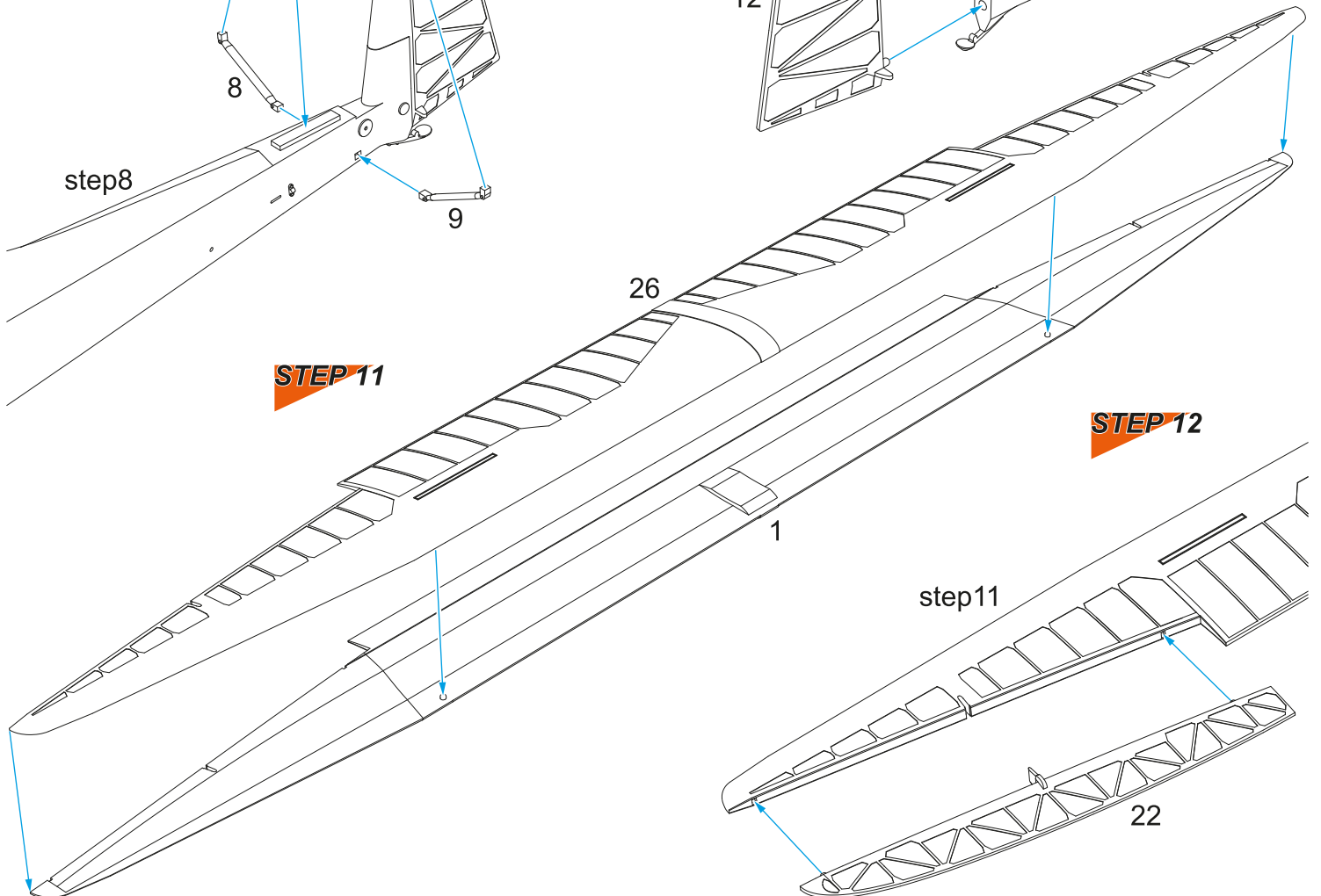
STEP 10



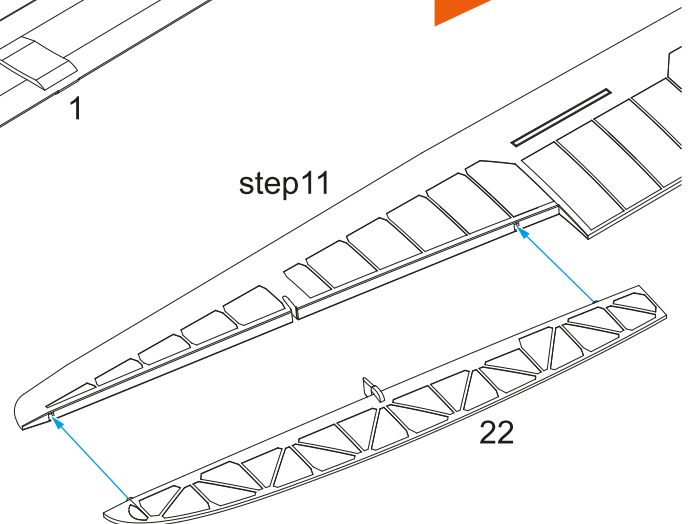
STEP 9



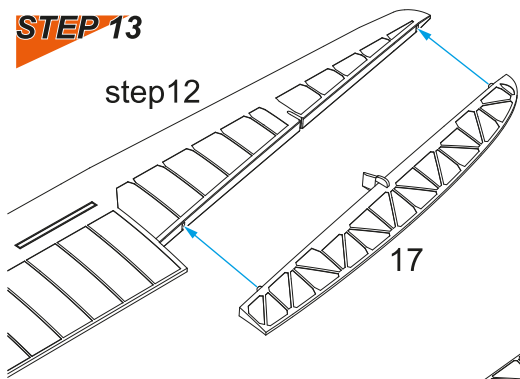
STEP 11



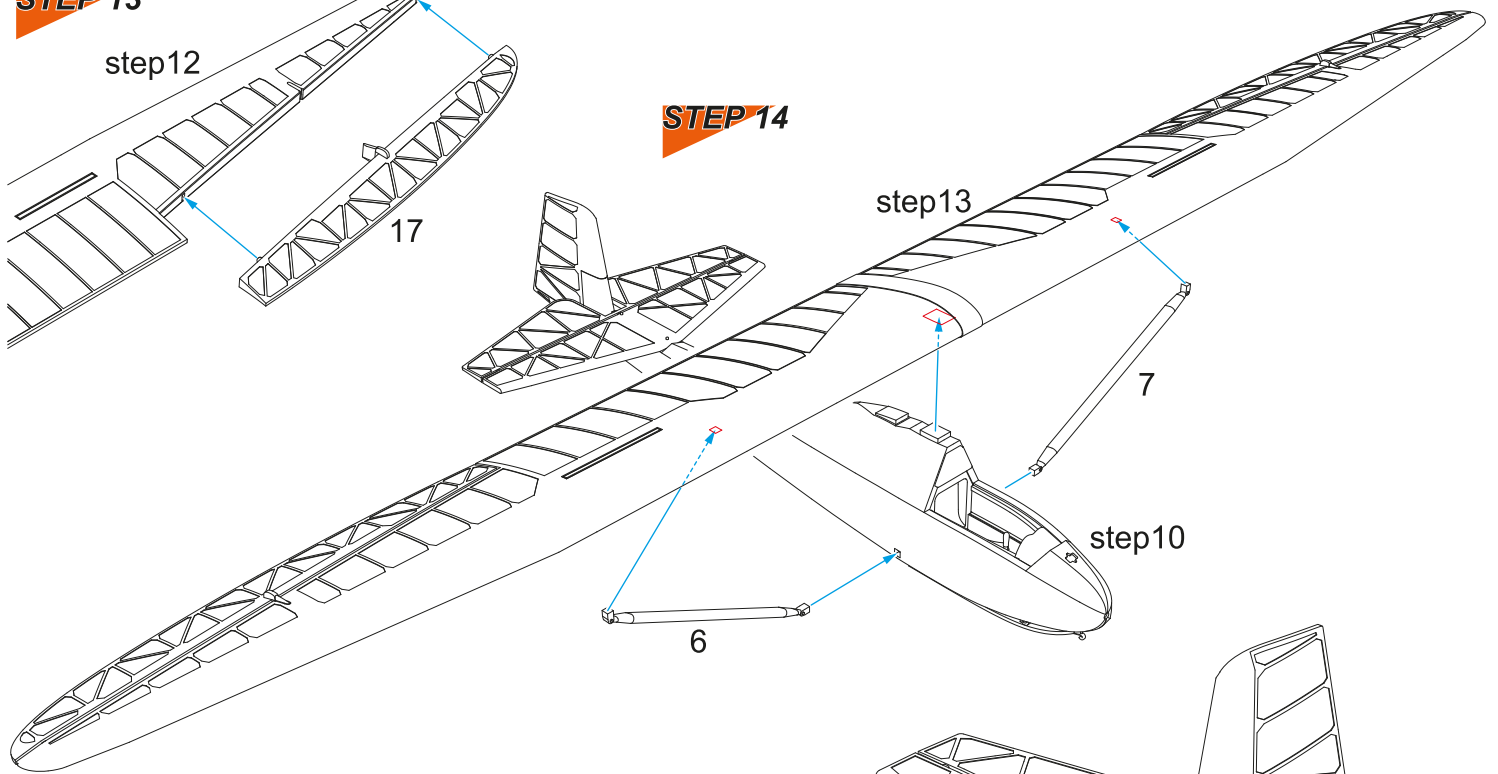
STEP 12



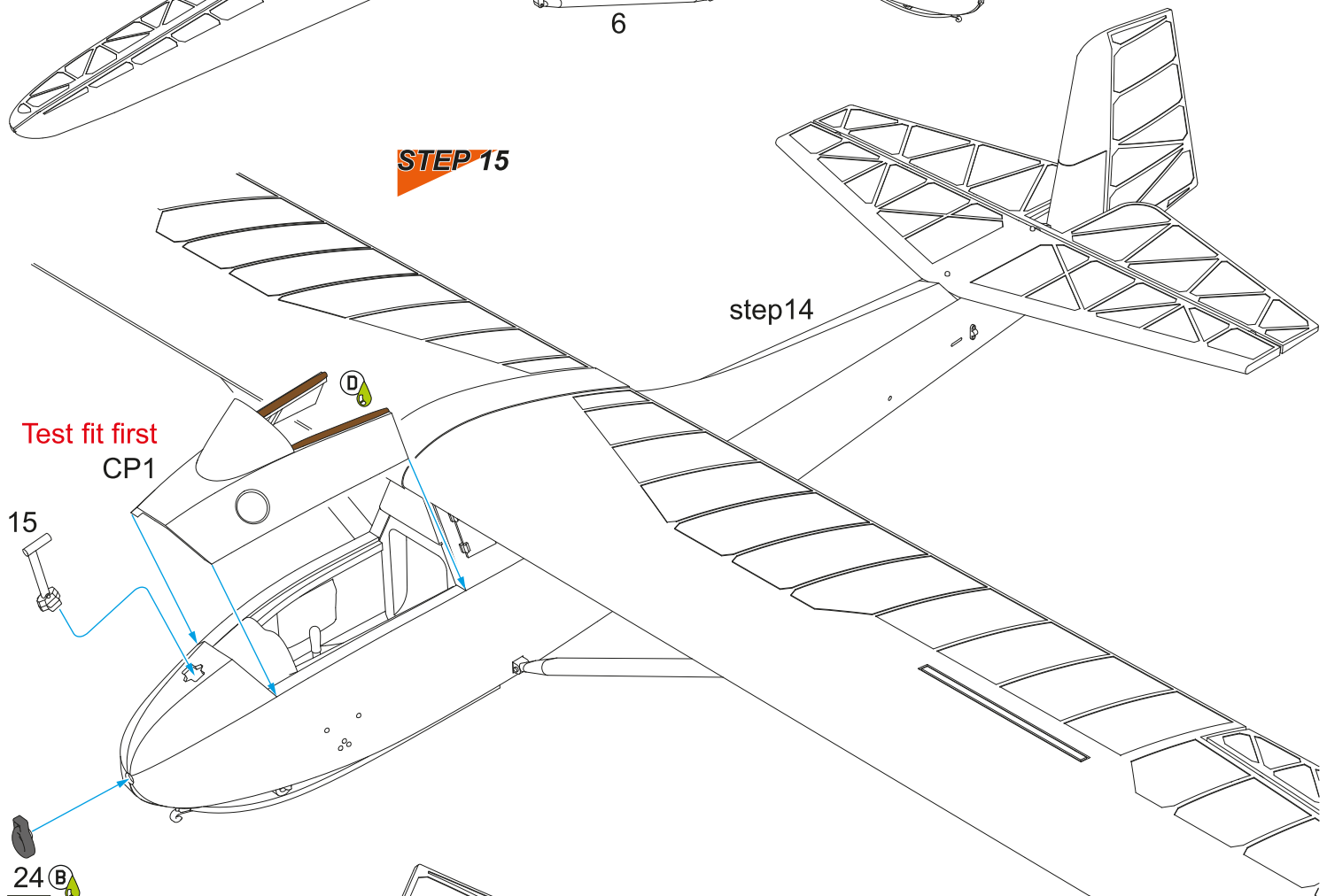
STEP 13



STEP 14



STEP 15



Test fit first

CP1

15

24 B



STEP 16

both sides



wire Ø0.2mm

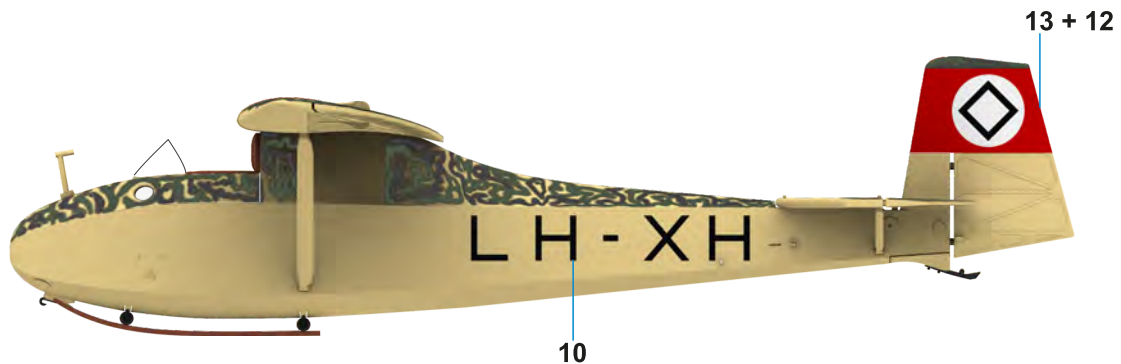
step15

both sides



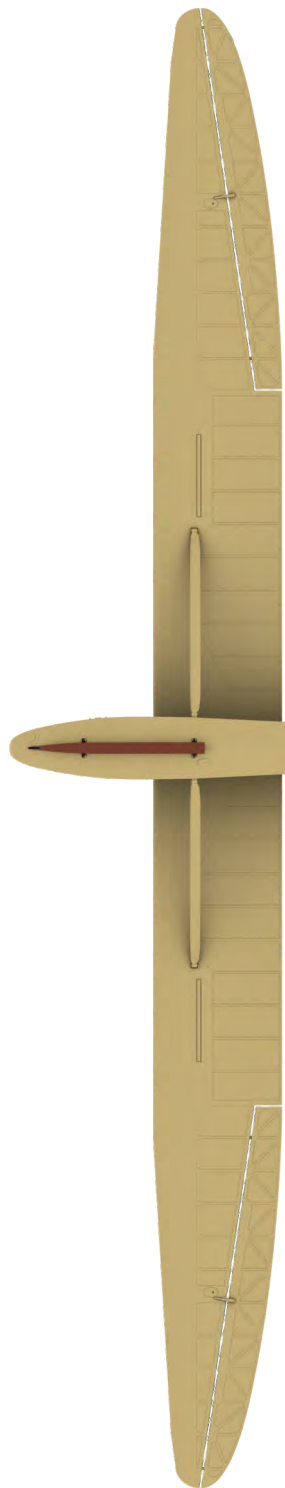
wire Ø0.3mm x 2.2mm


B





Grunau Baby IIB, LH+XH, NSFK Rossitten, Východní Prusko, Německo
1944 (dnes Rybačij, Kaliningradská oblast, Rusko).

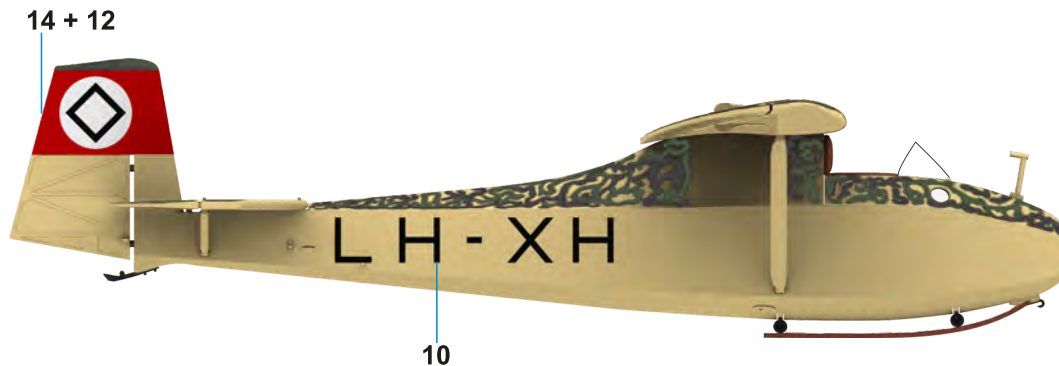
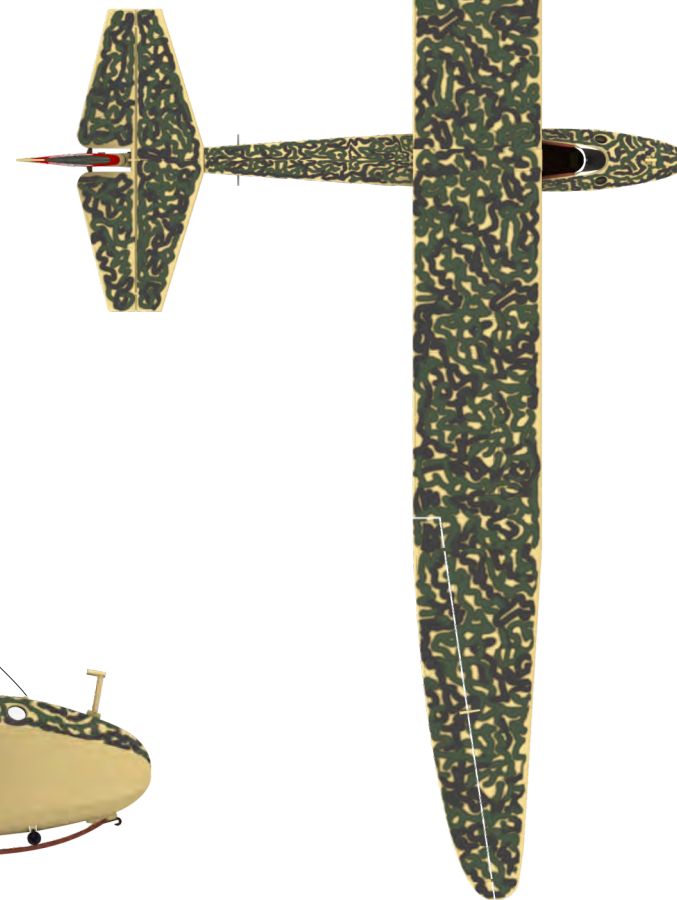
Grunau Baby IIB, LH+XH, NSFK Rossitten, East Prussia, Germany
1944 (now Rybachy, Kaliningrad Oblast, Russia).

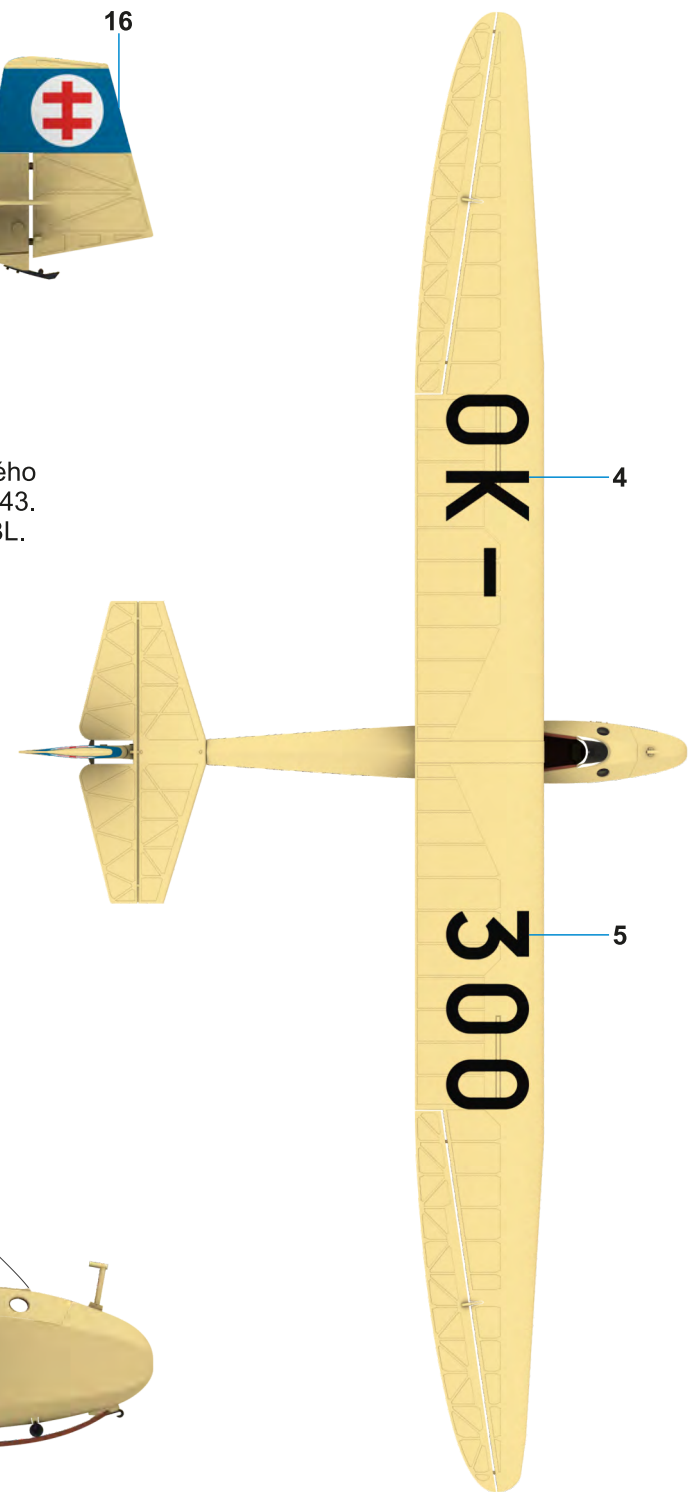
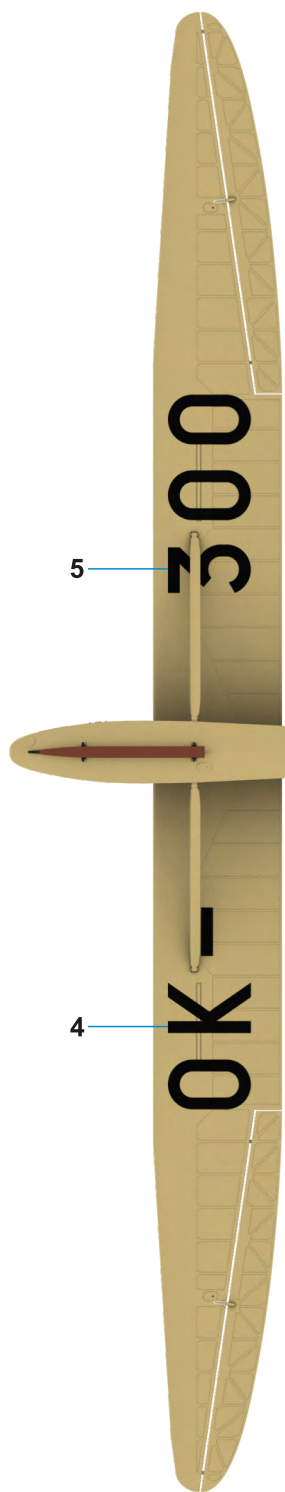
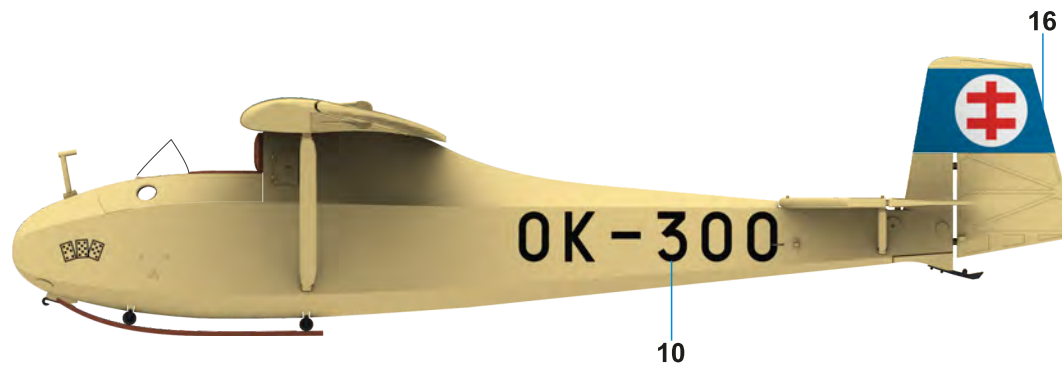


 Krémová
 RLM 05 Elfenbein
 H318 / C318 90%
 + H4 / C4 10%

 Zelená
 RLM 82 Oliv-Grün

 Hnědá
 RLM 81 Dunkelbraun

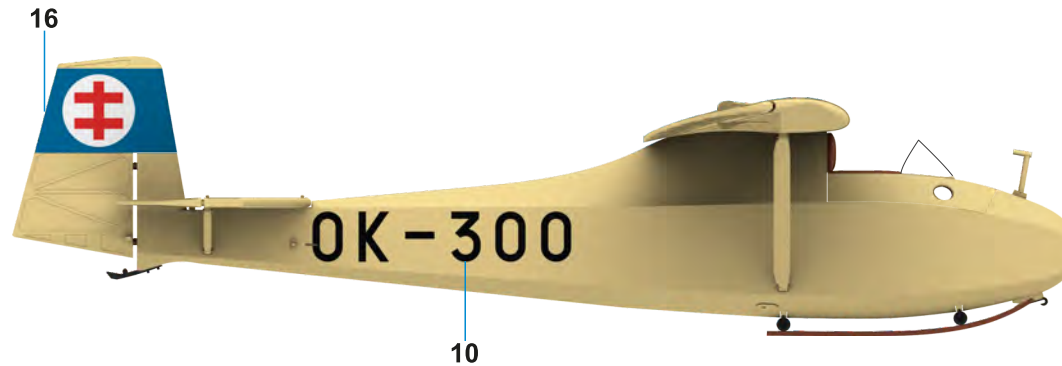


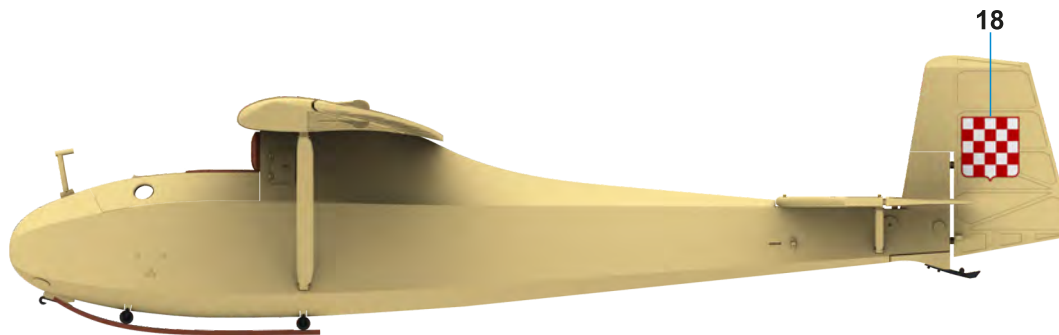


Grunau Baby IIB, OK-300, Ústředná pilotná škola bezmotorového lietania (ÚPŠBL) HLG, svahové letiště na Straníku u Žiliny 1941-43. Kresba kostek domina se na přídí objevila během služby v ÚPŠBL.

Grunau Baby IIB, OK-300, Central Glider Pilot Flying School / Ústředná pilotná škola bezmotorového lietania (ÚPŠBL) HLG, slope airfield, Straník, Žilina, Slovak State, 1941-43. The domino tiles emblem on the nose was painted at the glider school.

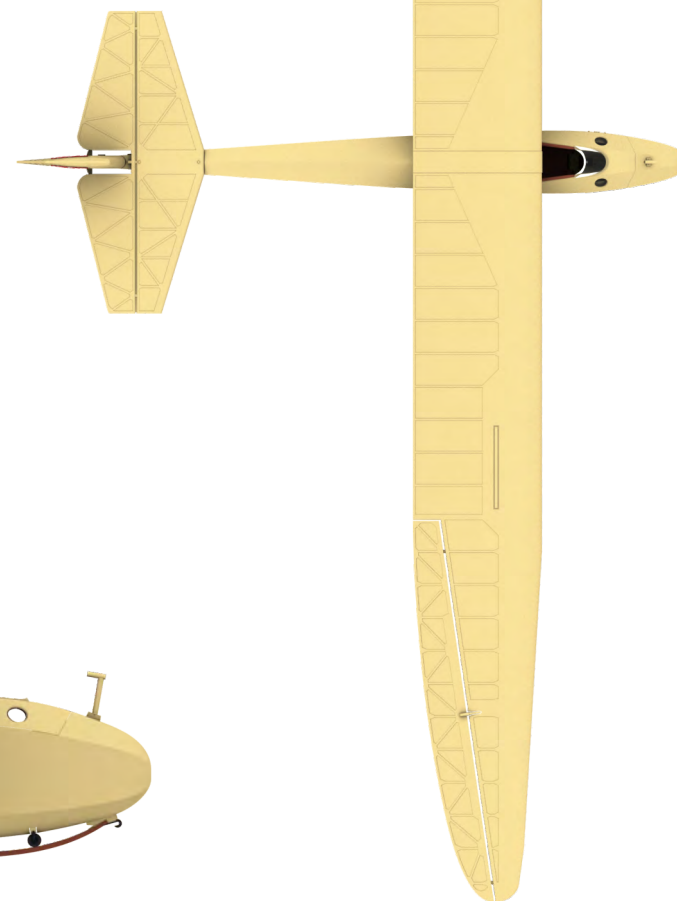
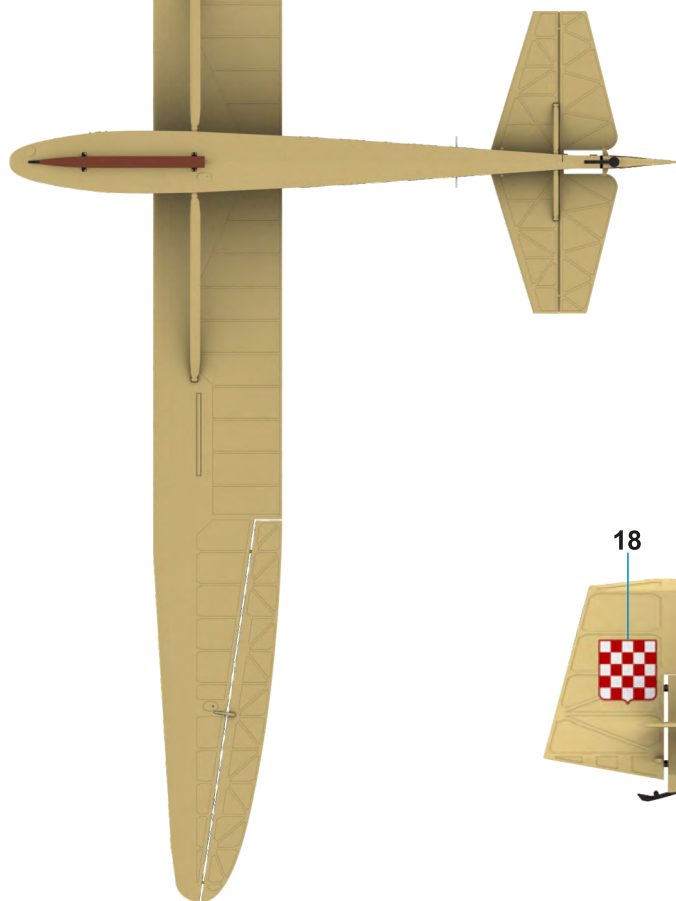
- Krémová
- RLM 05 Elfenbein
- H318 / C318 90%
- + H4 / C4 10%



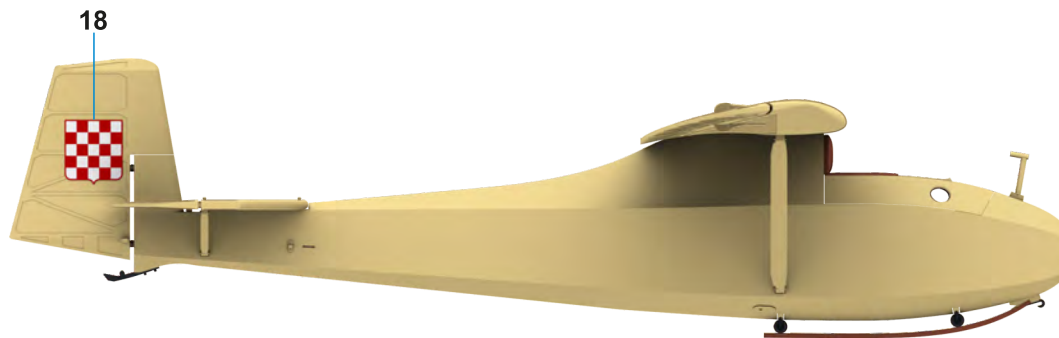


Grunau Baby IIB, Chorvatské vojenské letectvo (Hrvatsko Ratno Zrakoplovstvo), 1942.

Grunau Baby IIB, Croatian Air Force (Hrvatsko Ratno Zrakoplovstvo), 1942.



● Krémová
RLM 05 Elfenbein
H318 / C318 90%
+ H4 / C4 10%

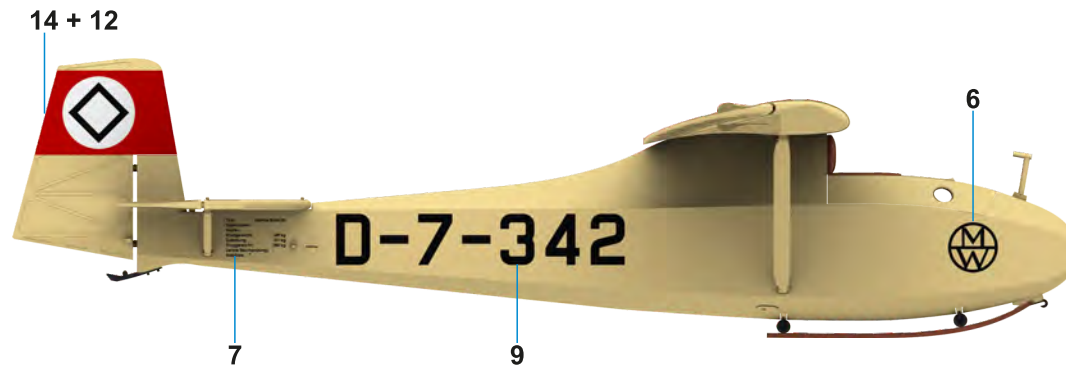
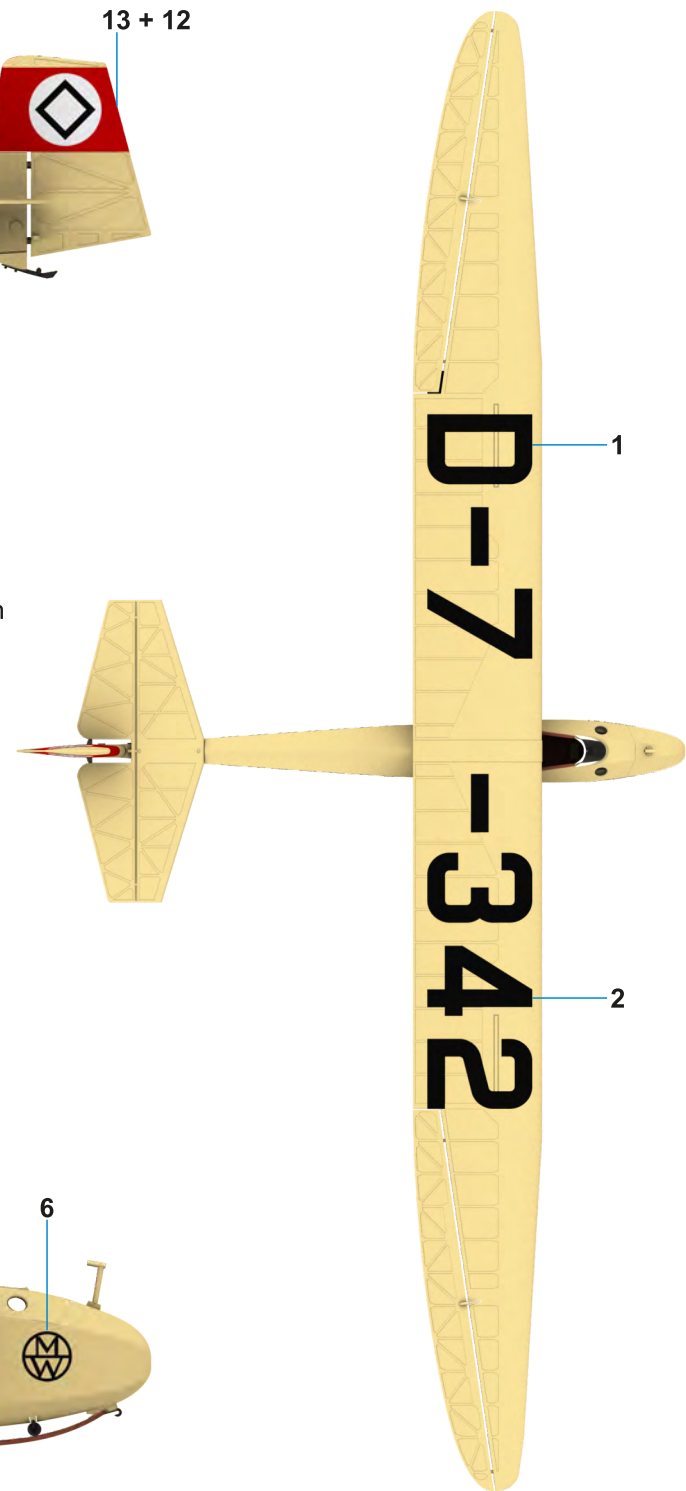




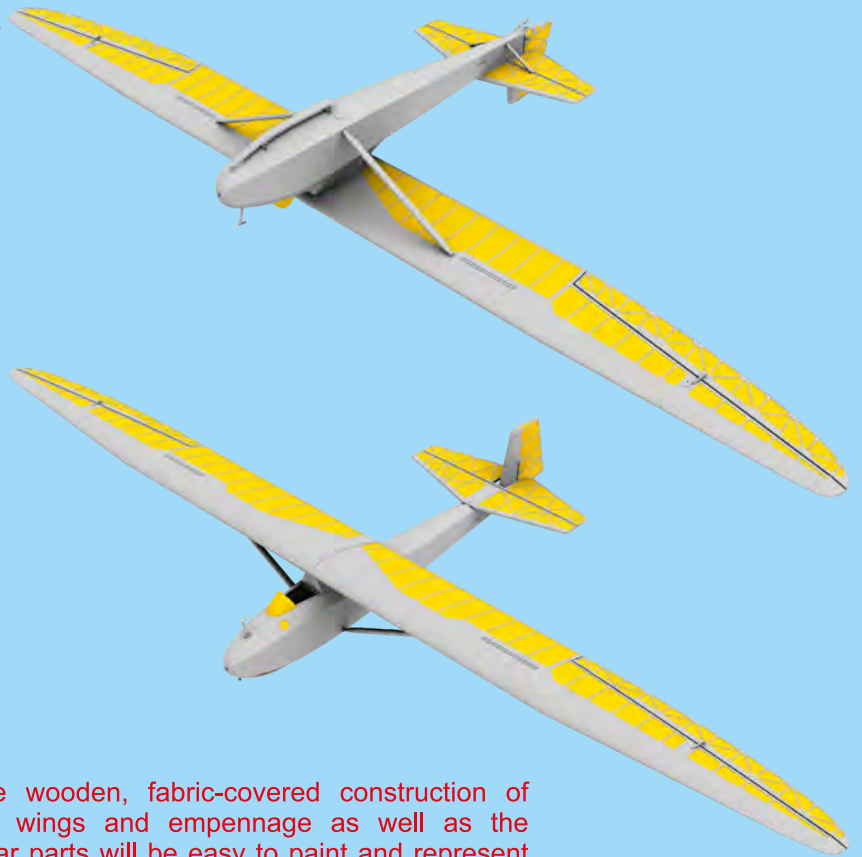
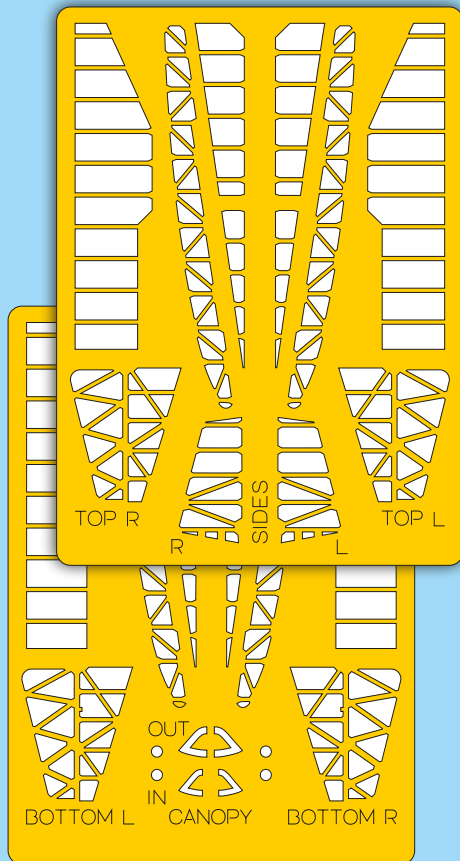
Grunau Baby IIB, D-7-342, NSFK Gruppe 7, Dresden, Německo.
Na přídě kluzáku je znak podporovatele, koncernu Mannesmann Werke.

Grunau Baby IIB, D-7-342, NSFK Gruppe 7, Dresden, Germany.
The forward fuselage wore a logo of a sponsor, the Mannesmann Werke AG group.

● Krémová
RLM 05 Elfenbein
H318 / C318 90%
+ H4 / C4 10%



M48017 Grunau Baby IIB MASK



The wooden, fabric-covered construction of the wings and empennage as well as the clear parts will be easy to paint and represent using our 1/48 M48017 Grunau Baby IIB Mask Canopy, Fabric Flying / Control Surfaces.

1/48 CMK sets for Siebel Si 204/Aero C-3



F48357
Mechanic
(Engine Repair)



F48358
Airman (Cleaning
Canopy Glazing)



F48359
Rigger (Prop
Maintenance)



F48367
Luftwaffe WW2 /
CS Post-War
Aircraft Mechanic



Q48352
Wheels



Q48353
Pilots' Seats



4386
Engine



Q48354
Prop Spinners



4415
German WWII Aircraft
Maintenance Toolbox

H1020 Razor Saw Profi Set



A new type handle for
our razor saws.

Also contains H1018 and H1019 spare saws.

H1018
Triangle Razor Saw (1pc)



H1019
Multi-Shift Razor Saw (1pc)



ATTRACTIVE 1/48 SCALE MODELS



SH48110

Heinkel He 115 B

SH48212



M48008
Siebel Si 204E
/Aero C-3B Bomber MASK **Special MASK**

Siebel Si 204E 'German Night Bomber & Trainer'



SH48201

Focke Achgelis FA 223 Drache 'Captured'

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SH48206 1/48

Reggiane Re.2005 Sagittario 'Ultimate Italian WWII Fighter'



Q48364
Reggiane Re 2005
Main Wheels

Q48365 Reggiane
Re 2005 Tailwheel with
Strengthened Leg



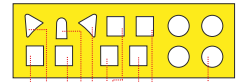
Q48366
Reggiane Re 2005
Supercharger Air Intake



Q48367
Reggiane Re 2005
Exhausts

Special MASK

M48002 Reggiane Re. 2005 1/48
for Special Hobby kit



CP2



C29/30/31/32

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M48002 Reggiane Re.2005 Mask



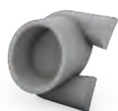
SH48205 1/48

Reggiane Re.2000GA / Serie III.



Q48371
Reggiane Re 2000
Main Wheels

Q48372
Reggiane Re 2000 Tailwheel
with Strengthened Leg



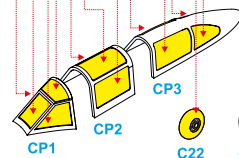
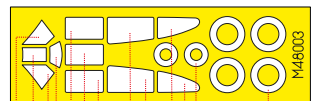
Q48373
Reggiane Re 2000
Exhausts



Q48374
Reggiane Re 2000
Headrest

Special MASK

M48003 Reggiane Re.2000 1/48
for Special Hobby kit



CP1

CP2

CP3

C22

C8/C7

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M48003 Reggiane Re 2000 Mask

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