

SH 72065

Piaggio P.108A Artigliere

1172

GB

In late thirties Piaggio company begun the development of heavy four engined bomber aircraft. The design team led by G.P. Casiraghi designed P.108 project. Even though it fell short in Reggia Aeronautica's competition in 1938, the company carried on its development on its own expenses. The modified P.108 project finally won the next competition held in October 1939.

The first prototype P.108B serial no MM 22001 took off for the first time on 24th November 1939. The test flights, even after minor accident, had been successful and P.108 was accepted for Reggia Aeronautica's service. The first seven aircraft corresponded to the modified P.108 prototype and were designated P.108B/I. The following production aircraft lacked the nose turret, which was fared over, and were designated P.108B/II. Only 16 aircraft were produced. Amongst the some systems unreliability its reputation was hurt by the fact that Bruno Mussolini (son of the Duce) died during accident of MM 22003 aircraft. The bomber P.108B aircraft mainly attacked Gibraltar but with insignificant successes.

In the spring of 1943 were P.108Bs tested for torpedo attacks. Thanks to the unsuccessful test results the idea of mounting more effective and accurate anti-ship weapon, the naval 102mm caliber cannon, was being forth. P.108B serial no MM21138 was chosen for conversion to P.108A Artigliere (artillery). Hand loaded cannon including its recoil mechanism was mounted into shortened nose. Box with 50 ammunition rounds was stored in the bomb bay. The aircraft was tested in naval fire range at Viareggio and subsequently at Furbae. Tests proven that the cannon fire has no influence on the flight characteristic of the aircraft. The problem was the aiming of the cannon. The final gun sight wasn't mounted at all. When Italy surrendered the aircraft was confiscated by Germans and eventually flown to Rechlin airbase for further tests. There at Rechlin all traces of P.108A ends. Further in April 1943 the decision was made to produce additional five P.108A and convert six P.108B to P.108A. Also, thanks to the surrender this never happened.

Technical specification:

Wing Span 104 ft 11 in (32.00 m)
 Length 75 ft 2 in (22.92 m)
 Max. Speed 267 mph at 13780 ft (430 km/h at 4200 m)
 Service ceiling 27660 ft (8498 m)
 Max. Range 2464 miles (3998 km)

CZ

Firma Piaggio začala na konci třicátých let vyvíjet těžký čtyřmotorový bombardér. Pod vedením šéfkonstruktéra G.P. Casiraghiho vznikl projekt P.108. Sice neuspěl v soutěži vybrané Regia Aeronautica v roce 1938, ale firma pokračovala ve vývoji na vlastní náklady. Další kolo soutěže v říjnu 1939 díky tomu upravený projekt P.108 vyhrál.

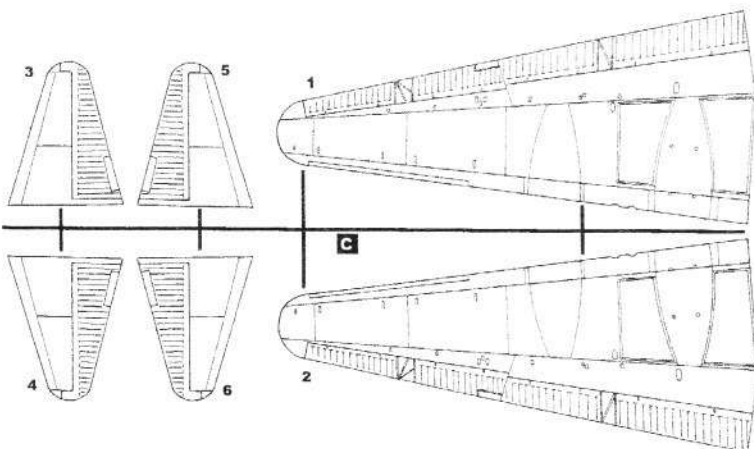
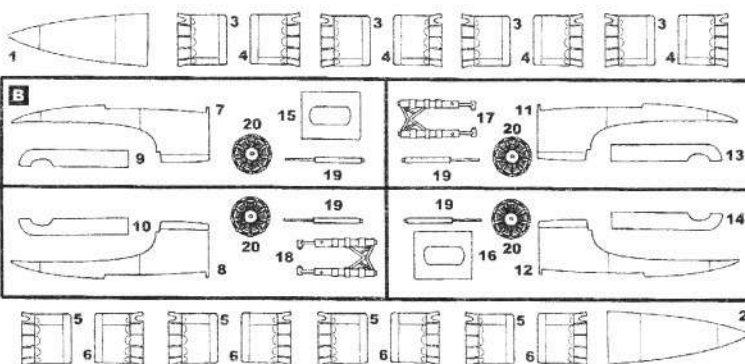
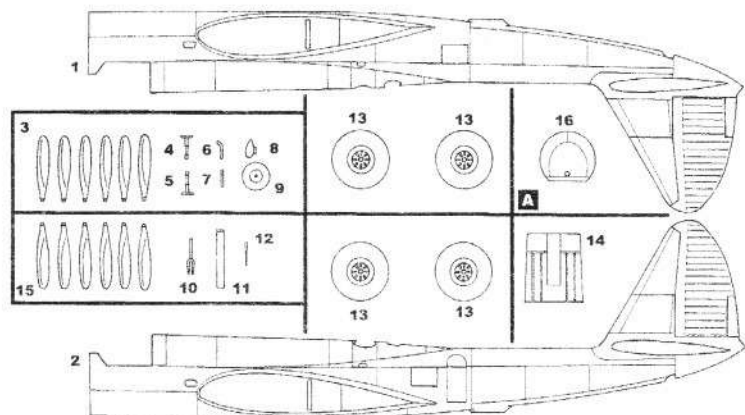
První prototyp P.108B MM22001 vzletl 24. 11. 1939. I přes lehkou havárii byly zkoušky úspěšné a P.108 byl přijat do výzbroje Regia Aeronautica. Prvních sedm kusů odpovídalo upravenému prvnímu prototypu a bylo označeno P.108B/I. Další vyráběné bombardéry neměly přídové střílečské a byly označovány P.108B/II. Bylo jich vyrobeno jen šestnáct kusů. Kromě nespolehlivosti některých systémů pověst typu poškodila havárie stroje MM22003, při které se zabil syn Duceho, Bruno Mussolini. Bombardovací P.108B účočily hlavně na Gibraltar, ale moc úspěšné nebyly.

Na jaře 1943 byly P.108B testovány k nošení torpéd. Na základě nepříliš úspěšných výsledků testu se zrodila myšlenka použít proti lodím účinnější a přesnější zbraň, loďní kanón ráže 102 mm. K přestavbě na verzi P.108A Artigliere (Dělostřeleck) byl vybrán stroj MM21318. Kanon, včetně základového zařízení byl zastavěn do zkrácené přídě. V místě pumovnice byla schránka na 50 nábojů. Kanon byl nabíjen ručně. Letoun byl testován na námořní střelnici Viareggio a posléze ve Furbae. Při testech se ukázalo, že výstřely kanonu nemají vliv na letové vlastnosti. Problém byl se zaměřováním zbraně. K montáži definitivního zaměřovače již nedošlo. Po italské kapitulaci byl letoun zabaven Němci a přeletnut na německou zkušební základnu Rechlin. Tam po něm stopy mizí.

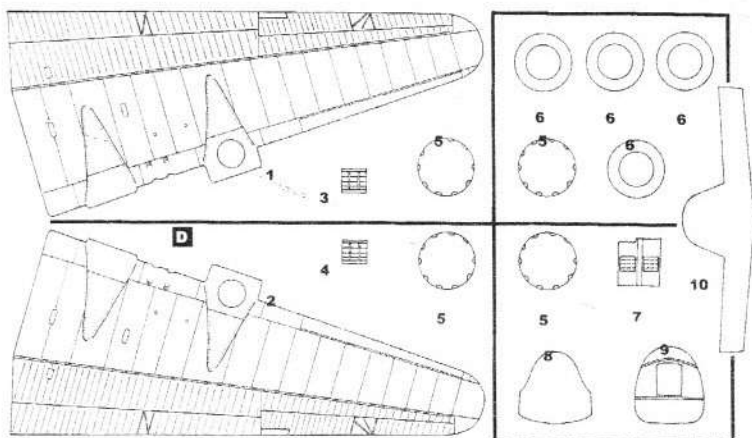
V dubnu 1943 bylo rozhodnuto o výrobě dalších pěti P.108A a přestavbě šesti P.108B na P.108A. K tomu, díky italské kapitulaci, také nedošlo.

Technické údaje:

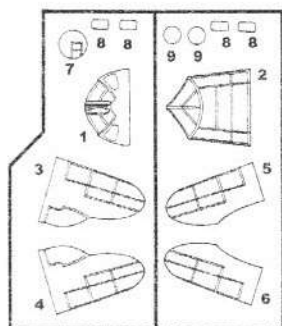
Rozpětí 32.00 m
 Délka 22.92 m
 Max. rychlost 430 km/h ve výšce 4200 m
 Operační dostup 8498 m
 Max. dotek 3998 km



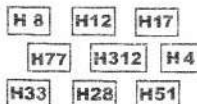
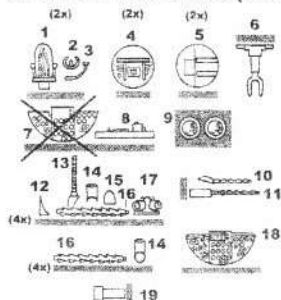
DÍLY - PARTS - TEILE - PIÈCES



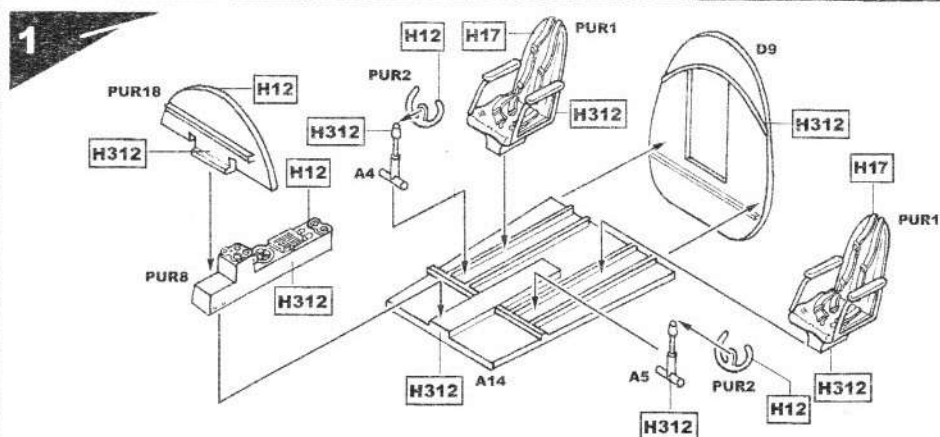
CLEAR PARTS (CP)



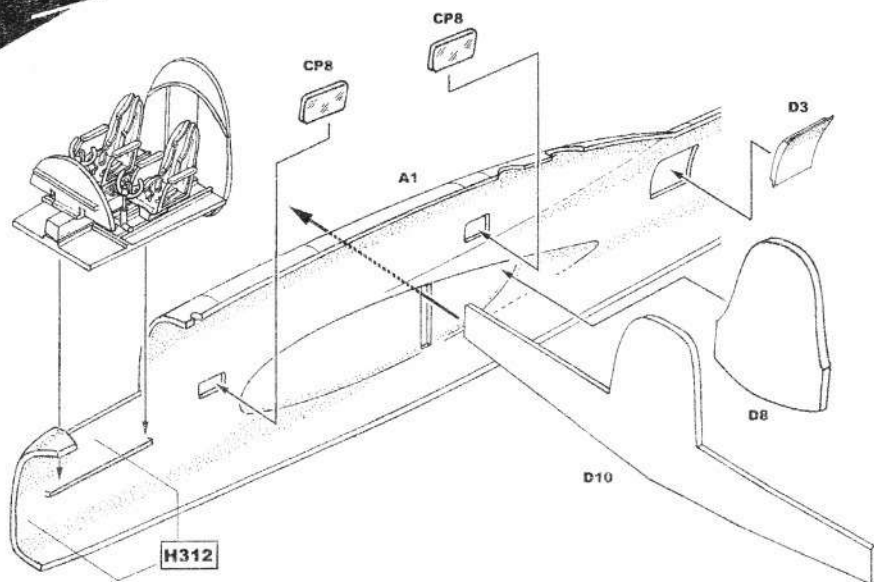
POLYURETHAN PARTS (PUR)



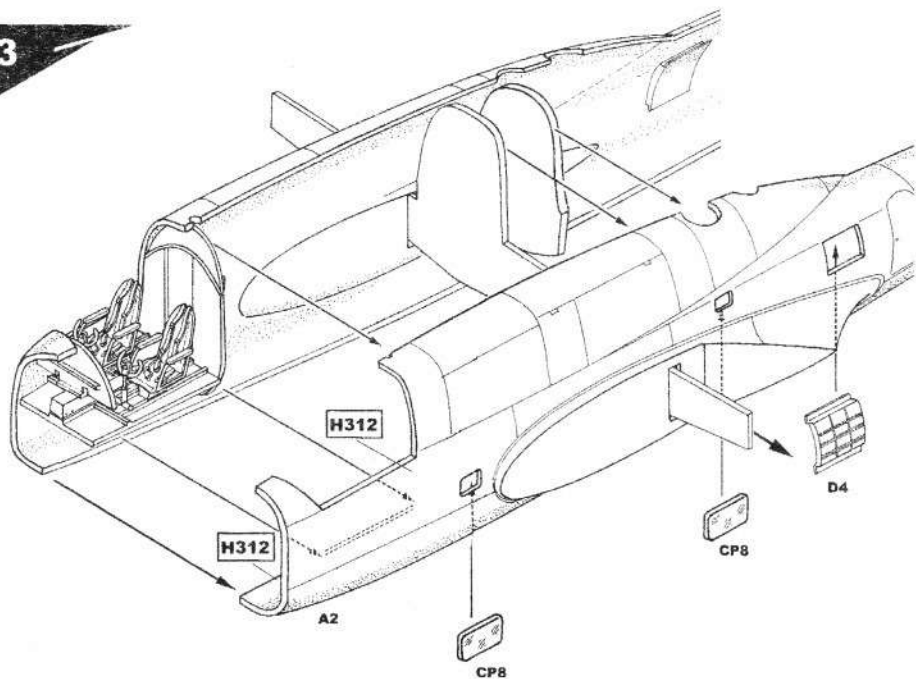
SESTAVA - ASSEMBLY - BAUANLEITUNG - ASSEMBLAGE



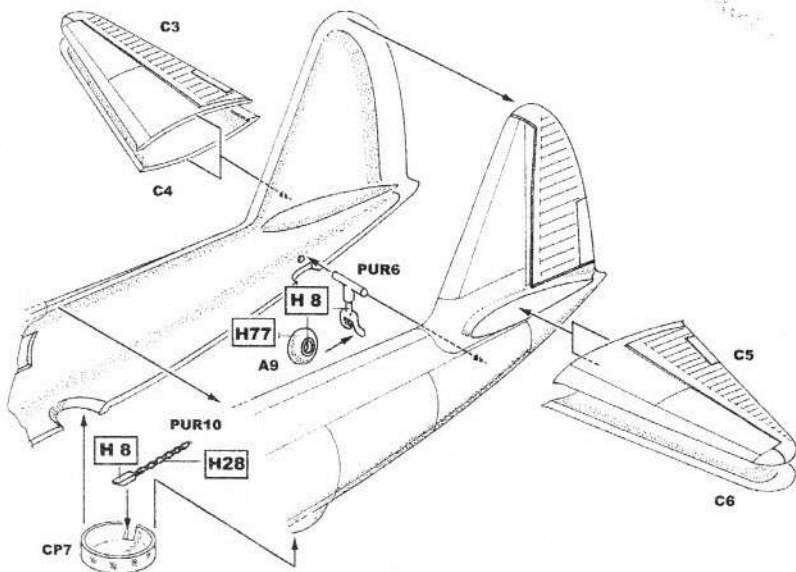
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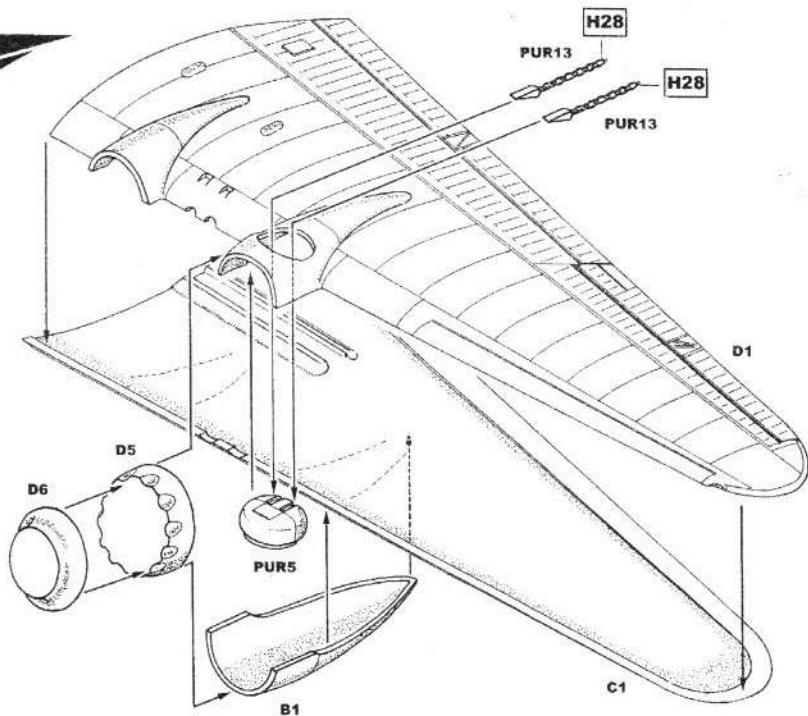
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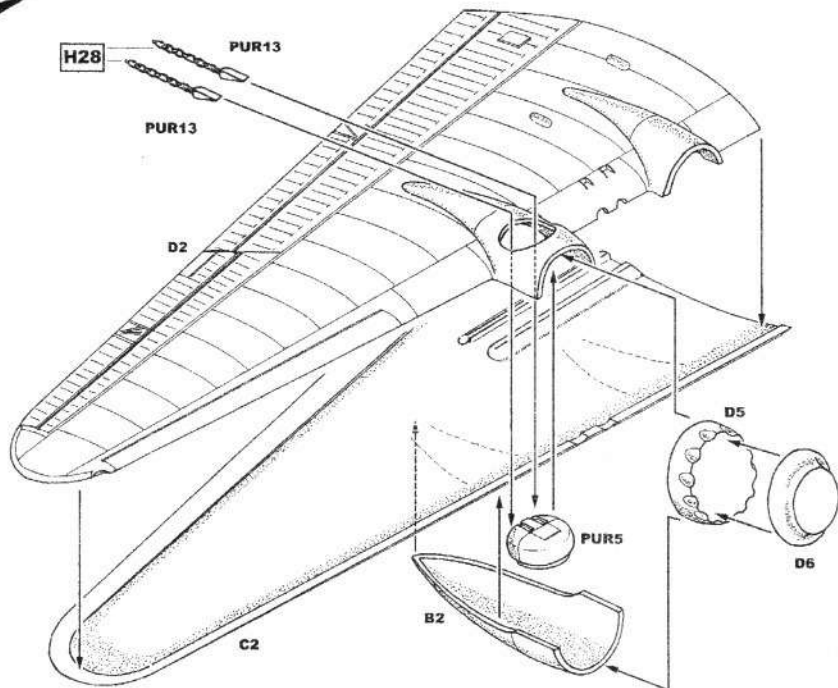
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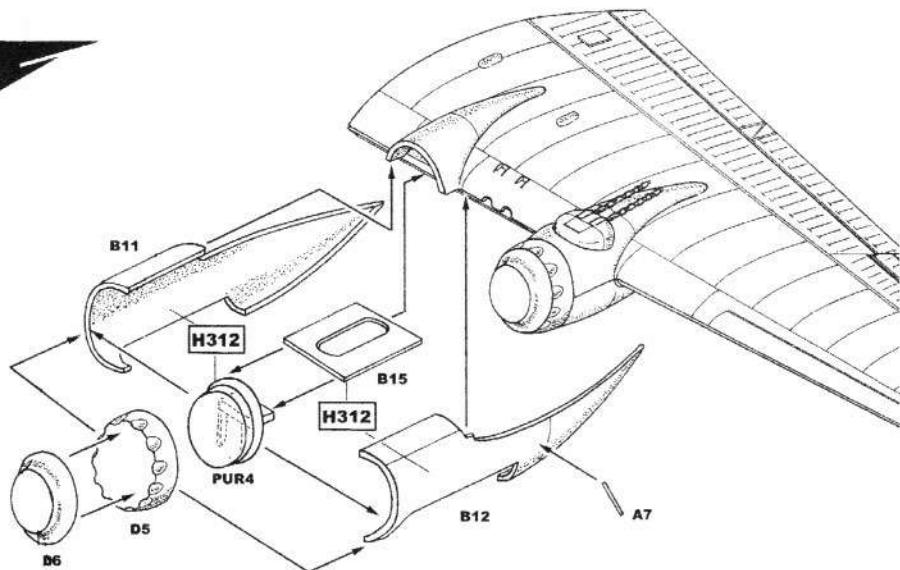
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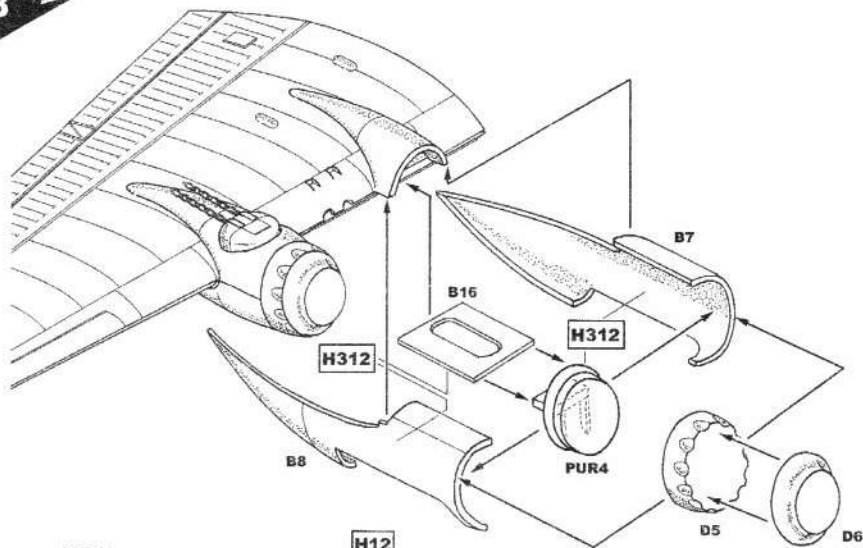
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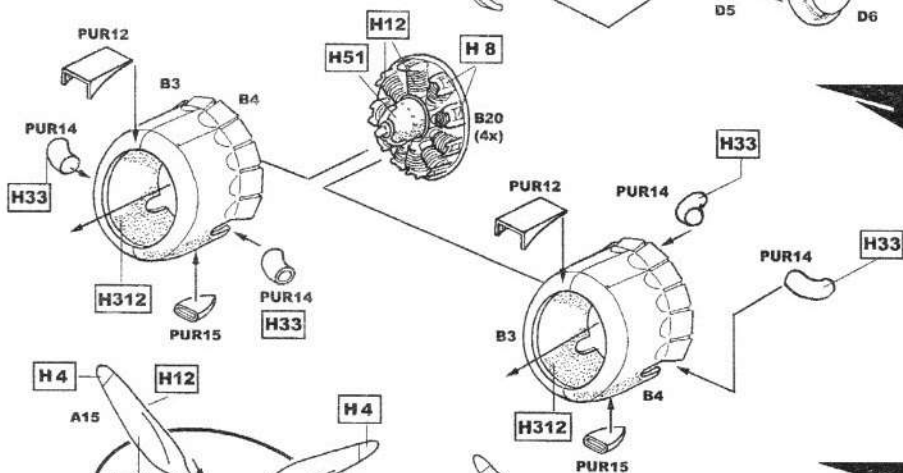
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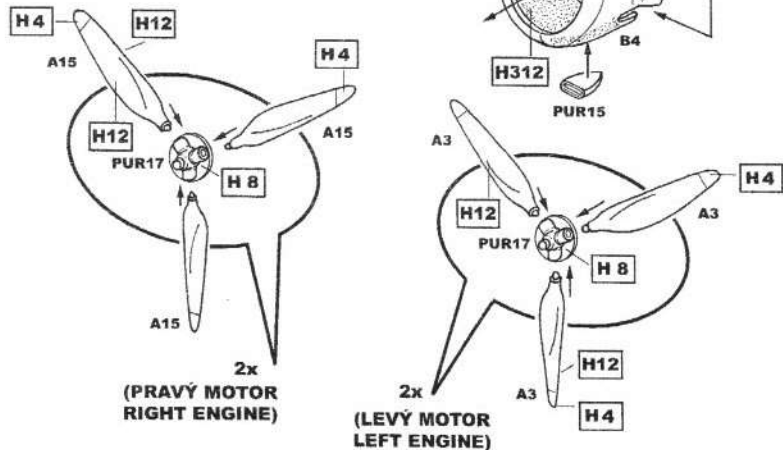
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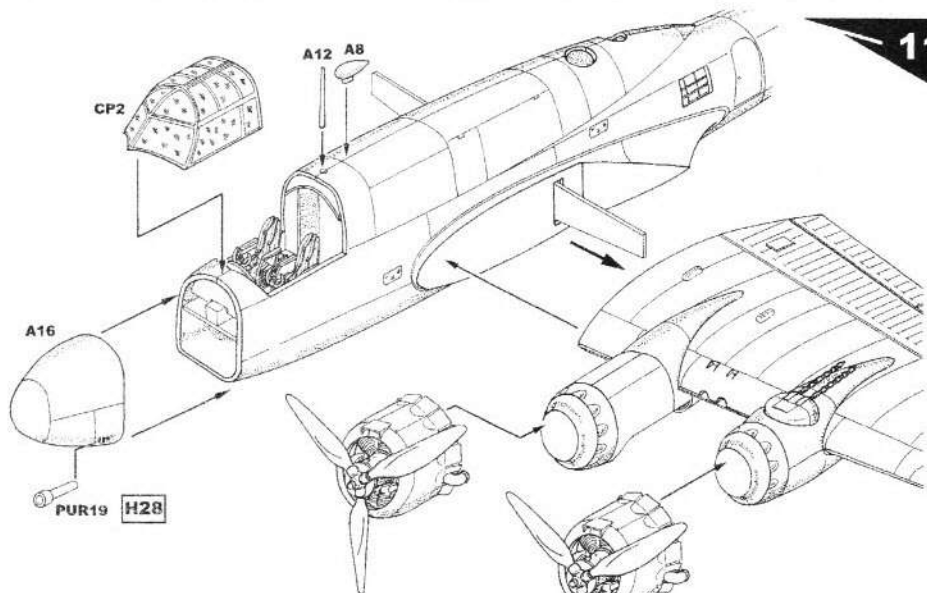
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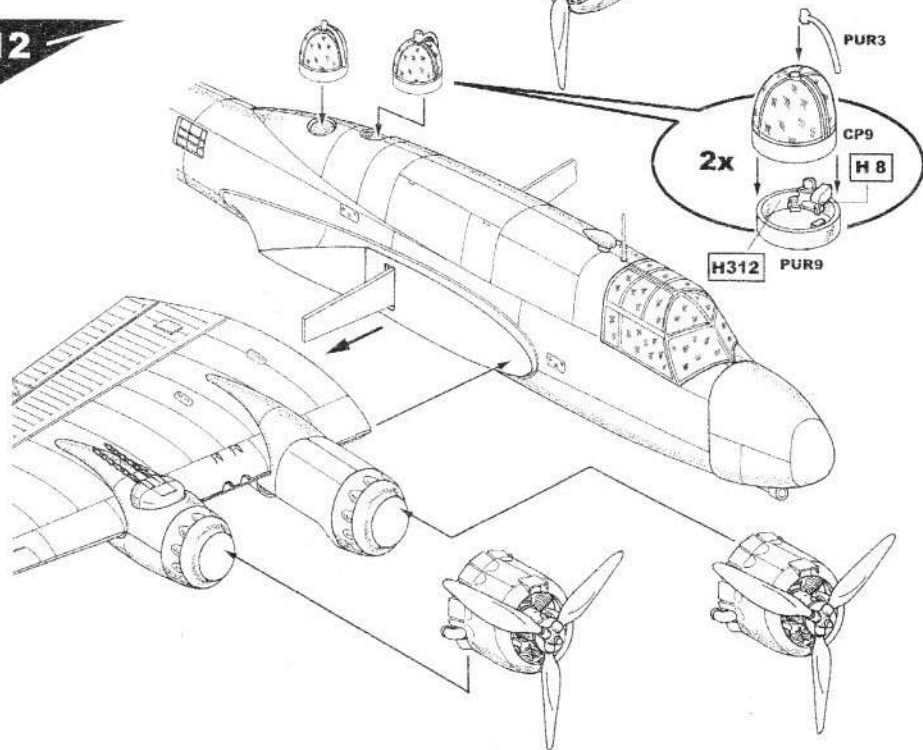
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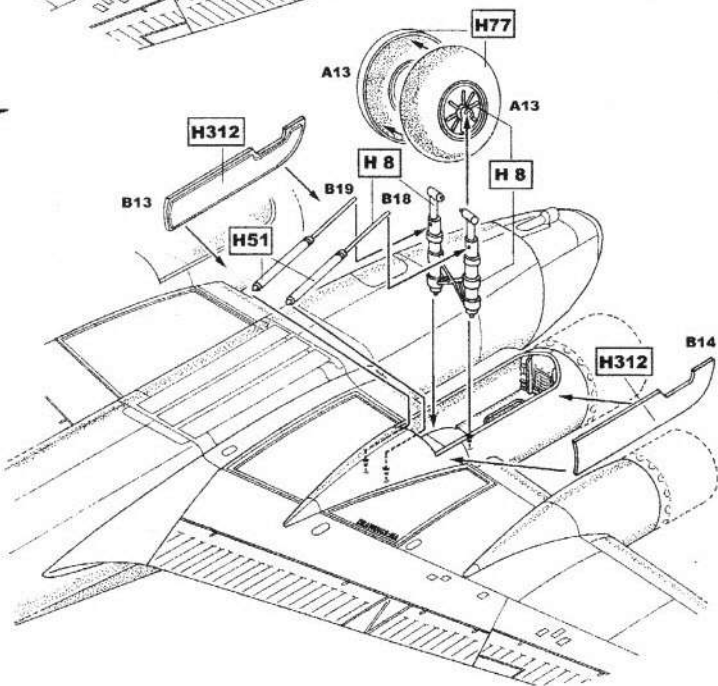
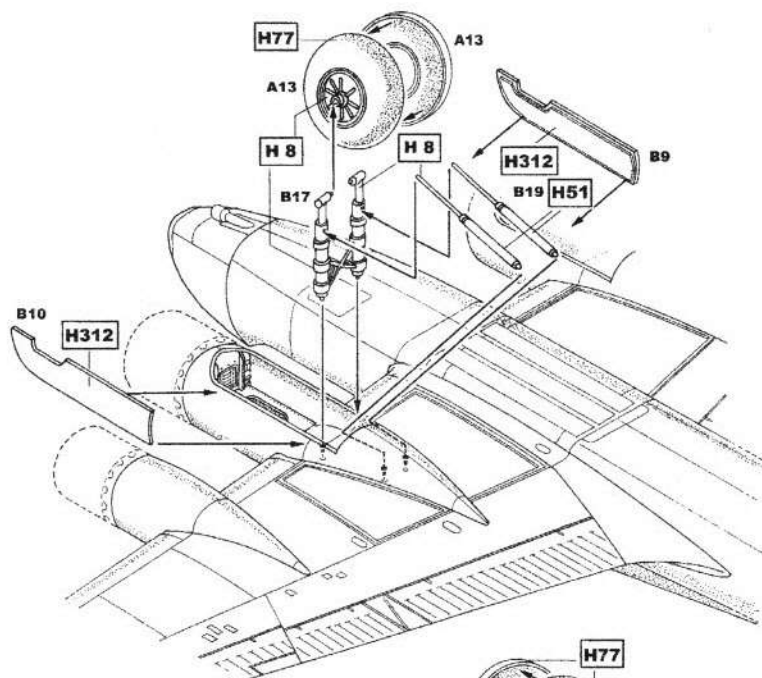


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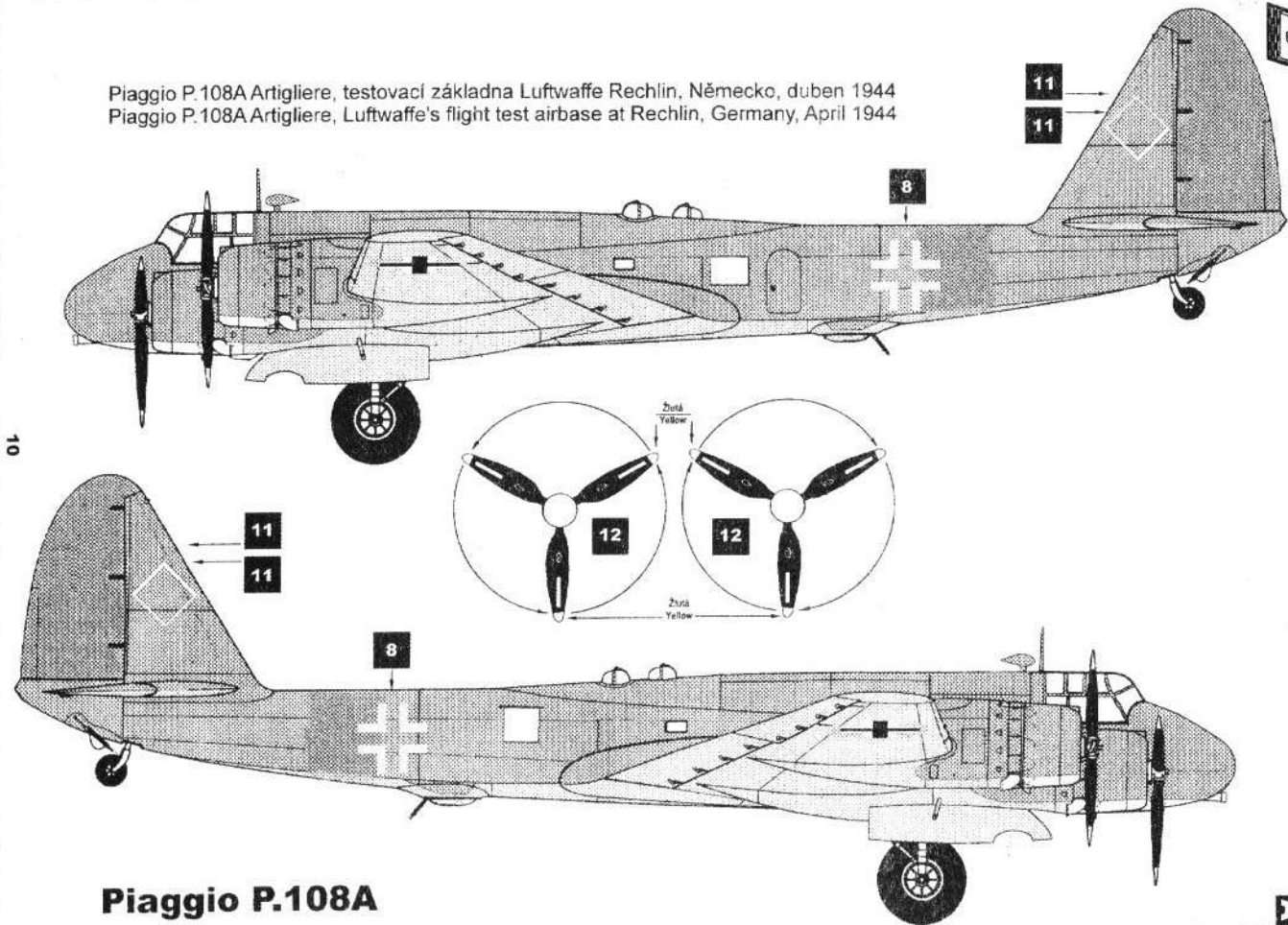


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Piaggio P.108A Artigliere, testovací základna Luftwaffe Rechlin, Německo, duben 1944
 Piaggio P.108A Artigliere, Luftwaffe's flight test airbase at Rechlin, Germany, April 1944



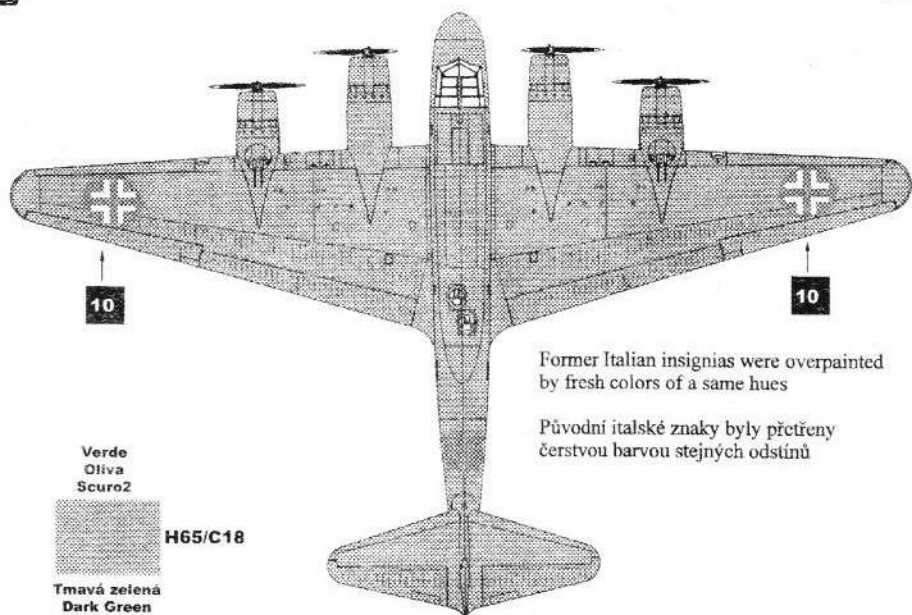
Piaggio P.108A

ZBARVENÍ a OZNAČOVÁNÍ

CAMOUFLAGE and MARKING - TARNUNG und KENNUNG - CAMOUFLAGE et DESIGNATION



A



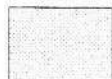
Verde
Oliiva
Scuro2



H65/C18

Tmavá zelená
Dark Green

GRIGIO
MIMETICO

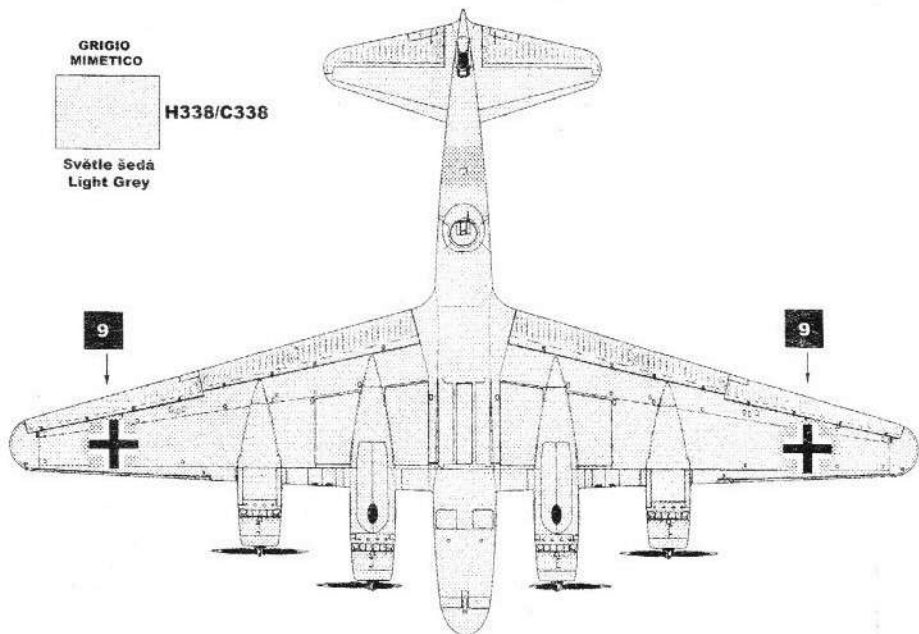


H338/C338

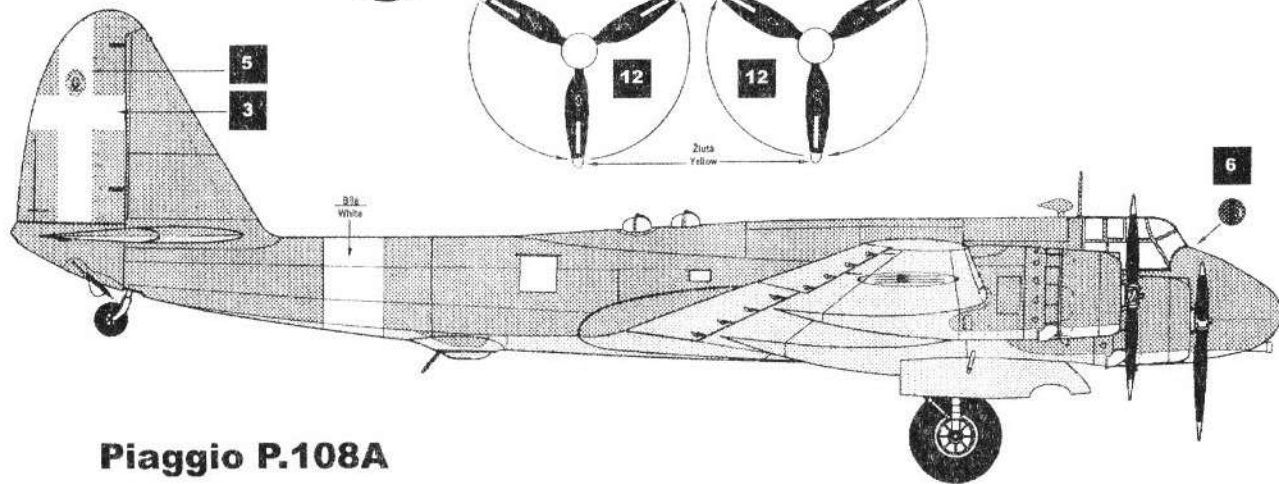
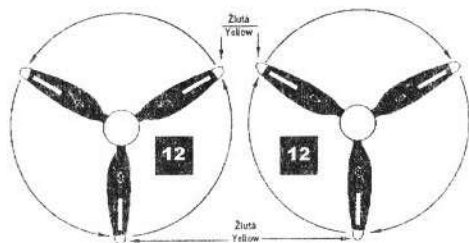
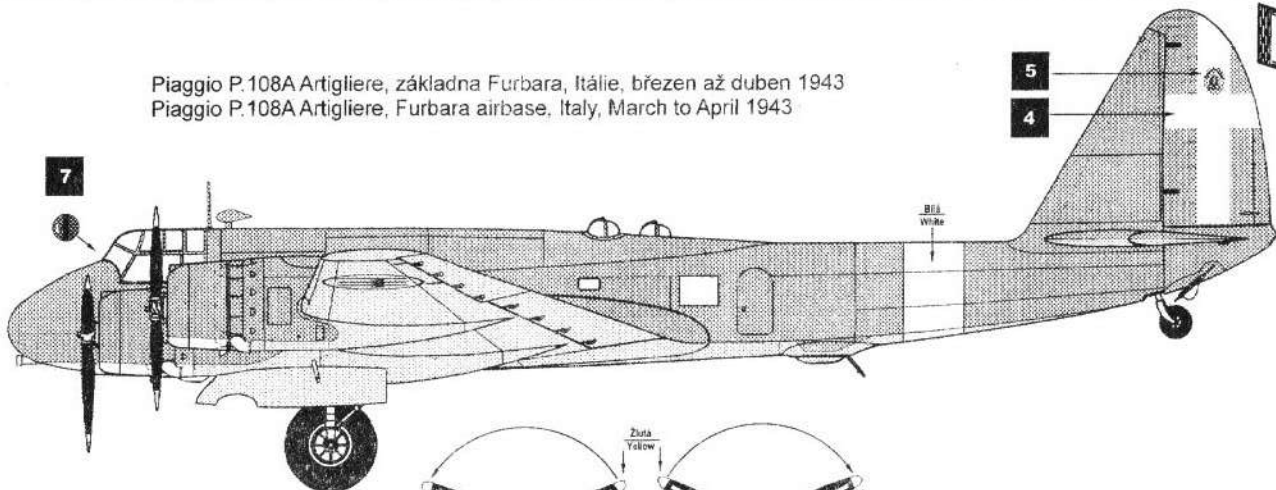
Světle šedá
Light Grey

Former Italian insignias were overpainted
by fresh colors of a same hues

Původní italské znaky byly přetřeny
čerstvou barvou stejných odstínů



Piaggio P.108A Artigliere, základna Furbara, Itálie, březen až duben 1943
Piaggio P.108A Artigliere, Furbara airbase, Italy, March to April 1943



Piaggio P.108A

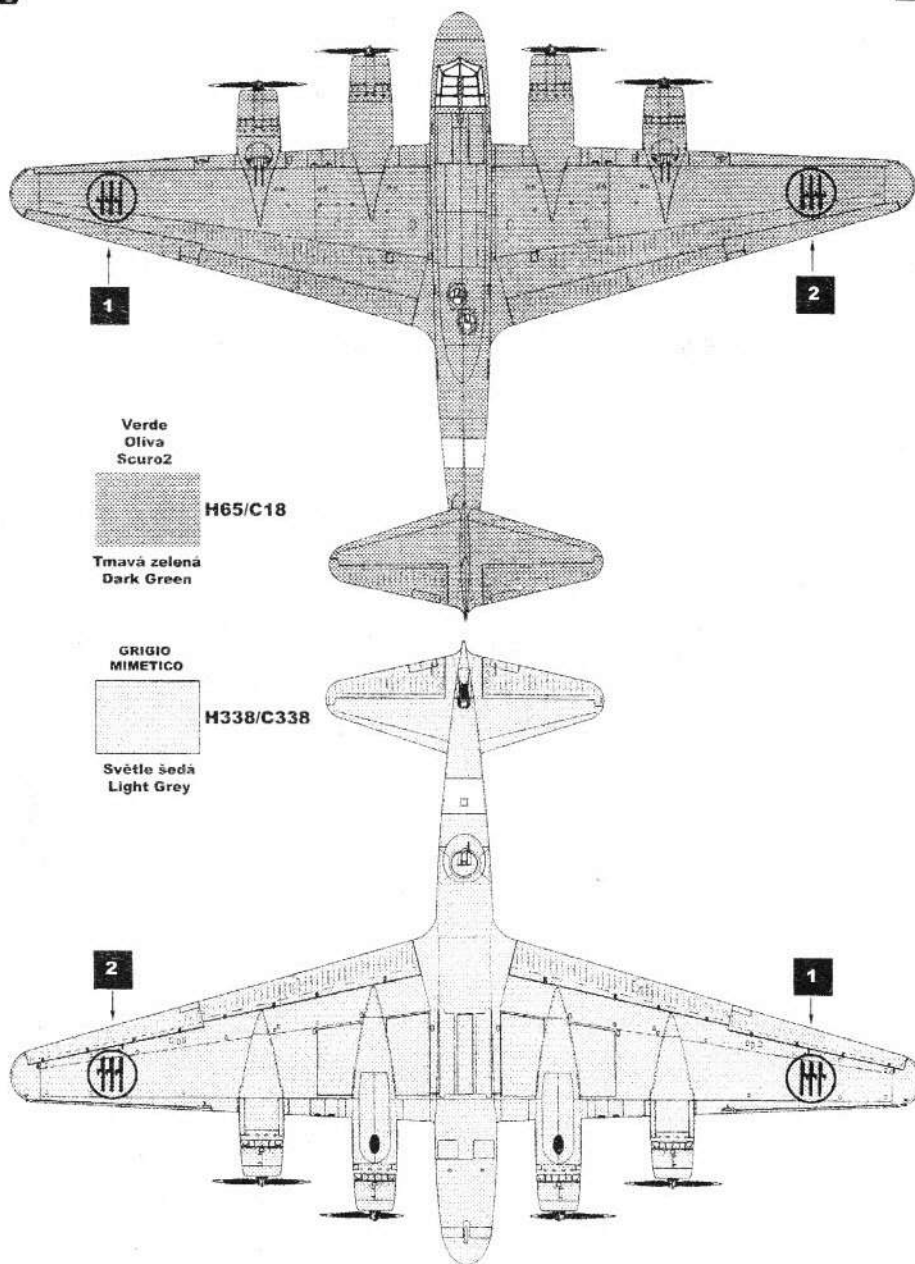
B

ZBARVENÍ a OZNAČOVÁNÍ

CAMOUFLAGE and MARKING - TARNUNG und KENNUNG - CAMOUFLAGE et DESIGNATION



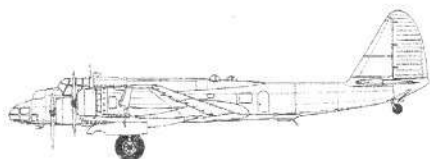
B



Special HOBBY limited run plastic kits

High quality injected plastic kits - short run/ Vstřikované modely - limitovaná série

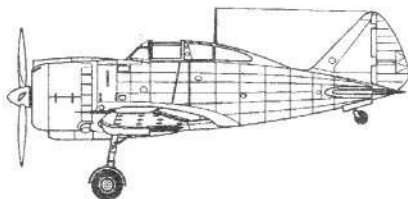
Plastic molding with PUR



1/72 scale

SH72035 Piaggio P. 108B serie II.

Plastic molding with PUR

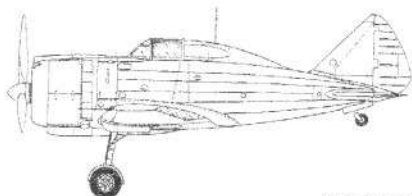


1/72 scale

and Photo - etched parts

SH72079 Reggiane Pe 2000 serie I.

Plastic molding with PUR

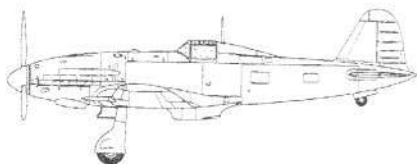


1/72 scale

and Photo - etched parts

SH72098 Reggiane Pe 2000 serie III.

Plastic molding with PUR

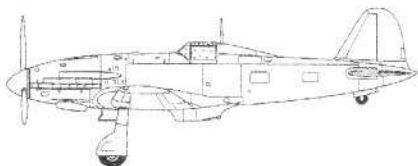


1/72 scale

and Photo - etched parts

SH72087 Fiat G.55 serie I.

Plastic molding with PUR

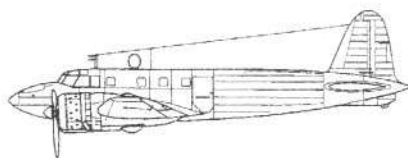


1/72 scale

and Photo - etched parts

SH72110 Fiat G.55 Sotoserie D

Plastic molding with PUR



1/72 scale

SH72089 Fiat CR 25 "VIP Transport Version"

ITALSKÉ LETOUNY OD Special HOBBY

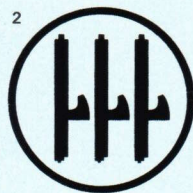
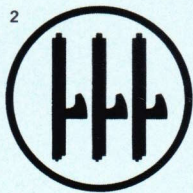
Special HOBBY ITALIAN AIRCRAFT

oficiální stránky MPM Production / MPM Production official website

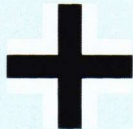
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www.cmkkits.com

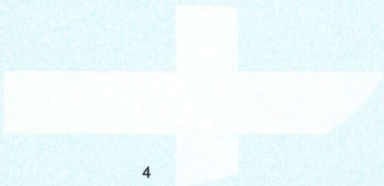
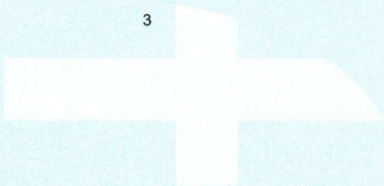


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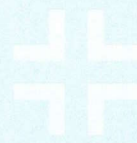
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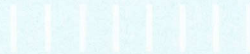
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6



7

