

CASA C-212-300/400

Instructions / Návod

EN

In the late 1960s, the Spanish Air Force, or Ejército del Aire, was seeking a new transport aircraft type which was to replace outdated types such as the three-engined Ju-52, which had been used since the 1930s, so specifications for the new transport and multi-purpose aircraft were issued. In order to meet the air force's needs, Spanish company CASA (Construcciones Aeronáuticas SA) proposed a twin-engined, turboprop-powered, high-wing, non-retractable undercarriage cargo aircraft with STOL capabilities. The all-metal construction airframe had the empennage rather high behind the inclined rear fuselage section with hinged tailgate ramp enabling either light military vehicles to be embarked on the board, loading of large-sized cargo or paratroopers to jump out of the plane. The project known as the CASA C-212 Aviocar was eventually accepted and a pair of prototype machines took off for the first time in 1971. The Spanish Military assessed the suitability of the C-212 while using a small pre-production batch of eight aircraft. The type received military designation the T.12. Large scale production was commenced based on huge number of orders from almost all around the world and the type was also licence-built in Indonesia. Several consequent versions were also designed and built, differing by the type of engines used, elongated front fuselage section, larger tailplanes or added winglets. The original C-212-100 was equipped with TPE331-5-251C engines, the follow-up subversions were the C-212-200 with more powerful TPE331-10-501C power units, the C-212-300 with longer nose, winglets and fitted with even more powerful TPE331-10R-513C units and different style of propellers. Since 1984, the C-212-400 has been produced, having TPE331-12JR-701C powerplants, modernised avionic systems and increased payload.

The great number of customers and the wide variety of their requirements was the story behind why so many versions have been in production so far, which differ not only by the powerplants as described above, but more visibly by having many different styles of side fuselage sections and entrance doors. The Ejército del Aire alone, besides the pre-production batch T-12B airframes which would be later converted for photo-reconnaissance missions and known as the TR-12A, saw service of several other C-212 versions, ranging from the VIP transport type C-212 AV/T.12C through to maritime patrol airframes with large radomes and /or sensors in the front fuselage and on top of the tail fin (T.12D). It is obvious that the C-212 has been in service throughout the world and over all continents and the number of all civil sector users seems to be indefinite. In North America, the C-212 was used with the military of the United States (C-41 type), in Central and South America, air forces of Mexico, Panama, Chile, Ecuador, Colombia and Argentina. The Casa is also flying still in Europa, with air forces of Sweden, Spain, Portugal, France and Malta. In Africa, the Casa can be seen from the very north down to the southernmost territories, the users were or still are for instance Chad, South Africa, Botswana, Zimbabwe and others. Down under, the Australian Army use their C-212s in training of the Red Beret Parachute Display Team, and the Australian Department of the Environment use their C-212s as a part of the Australian Antarctic Division over Antarctica. In Asia, the type is operated of course by Indonesia, but among other users there might be mentioned also Thailand, Vietnam or the Philippines.

Wingspan: 19.0 m, Length: 15.16 m, Max. Speed: 374 km/h, Ceiling: 8,535 m, Range: 1,760 km

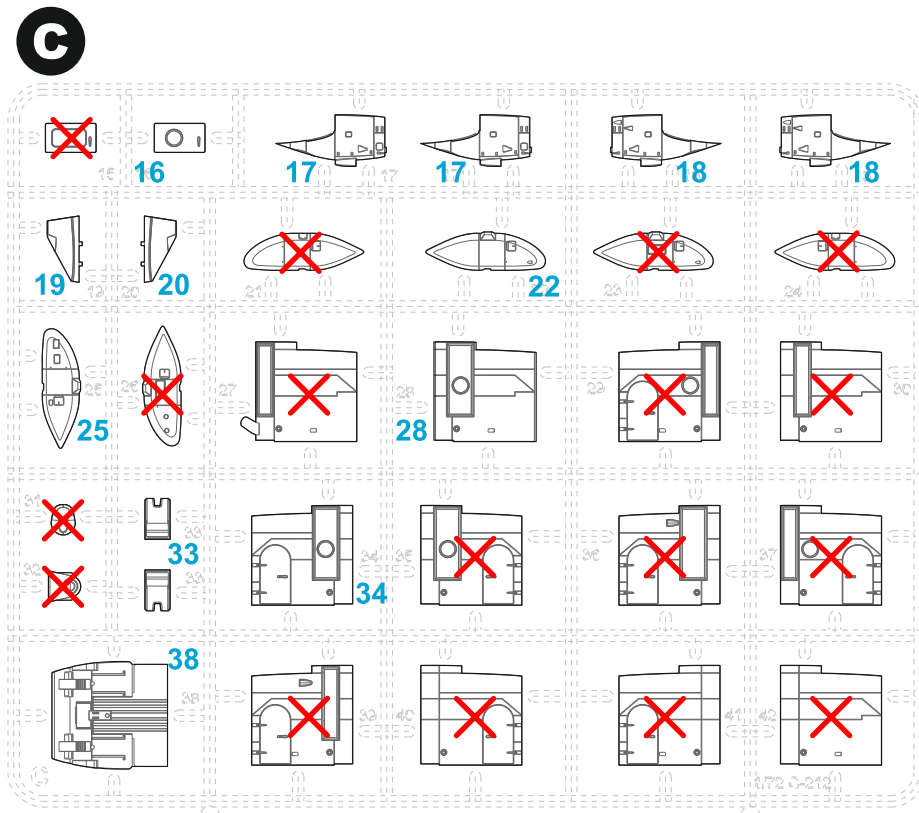
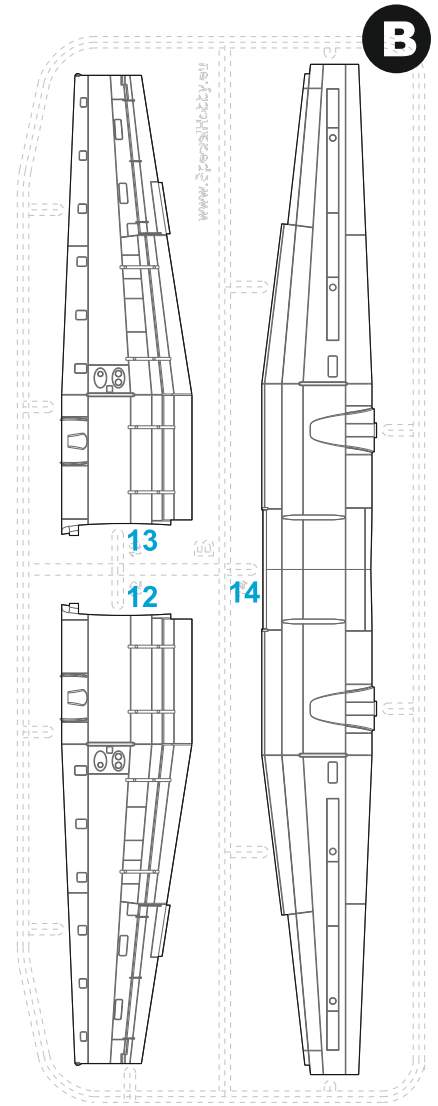
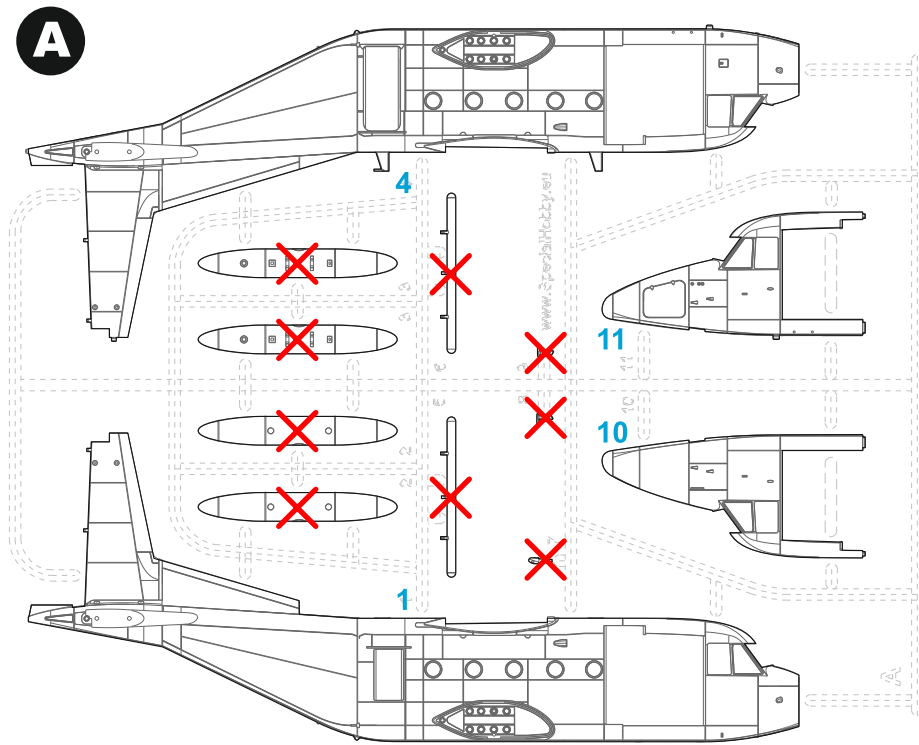
CZ

Na konci šedesátých let hledalo španělské letectvo náhradu za dosud používané transportní letouny, z nichž nejstarší byly třímotorové Ju-52 z třicátých let. Připravilo požadavky na nový transportní víceúčelový letoun. Firma CASA zareagovala návrhem dvoumotorového turbopropového hornoplošníku s pevným podvozkem a vlastnostmi STOL. Navržený celokovový letoun dostal vysoko posazené ocasní plochy před kterými jsou v šikmé zádi vyklápěcí vrata, pro nájezd lehkých vozidel, nákladku rozměrných nákladů a výskok parašutistů. Projekt s označením CASA C.212 Aviocar byl přijat a v roce 1971 postupně vzlétly dva prototypy. Vhodnost nového typu si španělské letectvo ověřilo na zkušební sérii osmi kusů. Aviocar dostal ve Španělsku vojenské označení T.12. Na základě objednávek z celého světa se rozeběhla sériová výroba, včetně licenční v Indonézii. Postupně byly vyráběny verze C.212-100 s motory TPE331-5-251C, C.212-200 s výkonnějšími motory TPE331-10-501C, C.212-300 s prodlouženou přídílí, křídlem s winglety, motory TPE331-10R-513C opět o zvýšeném výkonu a jinými vrtulemi. O roku 1998 je vyráběna verze C.212-400 s motory TPE331-12JR-701C s modernizovanou avionikou a zvýšeným užitečným zatížením.

Velký počet zákazníků a různorodost jejich požadavků vedla ke vzniku mnoha verzí, lišících se vybavením, umístěním vstupních dveří. Samo španělské letectvo, vedle před sériových strojů, přestavěných později na fotogrammetrické, objednalo letouny Aviocar v několika verzích, od VIP transportních (C.212 AV/T.12C), přes transportní T.12B až po námořní hlídkové s rozměrnými radary a čidly na přídi a nad ocasní plochou (T.12D). Ale o letounu C.212 lze říci, že létá na všech kontinentech. Vyjmenovávat civilní uživatele ani nelze. V rámci vojenských letectev létají C.212 Severní Americe v USA (C-41), v Mexiku, ve Střední a Jižní Americe například v Panamě, Chile, Ekvádoru, Kolumbii či Argentině. Uživatelé v Evropě byly nebo jsou Švédsko, Španělsko, Portugalsko, Francie a Malta. V Africe létají C.212 od severu, až po úplný jih, uživatelé jsou nebo byli Čad, Jižní Afrika, Botswana, Zimbabwe a další státy. Austrálie používá své C.212 doma pro výcvik červených baretů a v rámci The Australian Antarctic Division ministerstva životního prostředí operují C.212 v Antarktidě. V Asii létají C.212 samozřejmě v Indonézii, ale uživatelů je víc, namátkou Thajsko, Vietnam či Filipíny.

rozpětí: 19,0 m, délka: 15,16 m, max. rychlost: 374 km/h, dostup: 8535 m, dolet: 1760 km

Parts List



✗ = Not used

Barvy GUNZE/ GUNZE Colour No.

A	Black / černá	H12/C33
B	Lt. Gull Gray / sv. šedomodrá	H51/C11
C	Olive / olivová	H78/C38
D	Tire Black / barva pneu Pneu	H77/C137
E	Aluminium / hliník	H8/C8
F	Burnt Iron / opálený kov	H76/C61
G	Clear Red / červená čirá	H90/C47
H	Clear Green / zelená čirá	H94/C138
I	White / bílá	H1/C1
J	Leather / hnědočervená	H47/C41
K	Red / červená	H3/C3
L	Steel / barva oceli	H18/C28

SYMBOLS



OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN



INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLATKLEBER



BEND
OHNOUT
BIEGEN



SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN



CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN

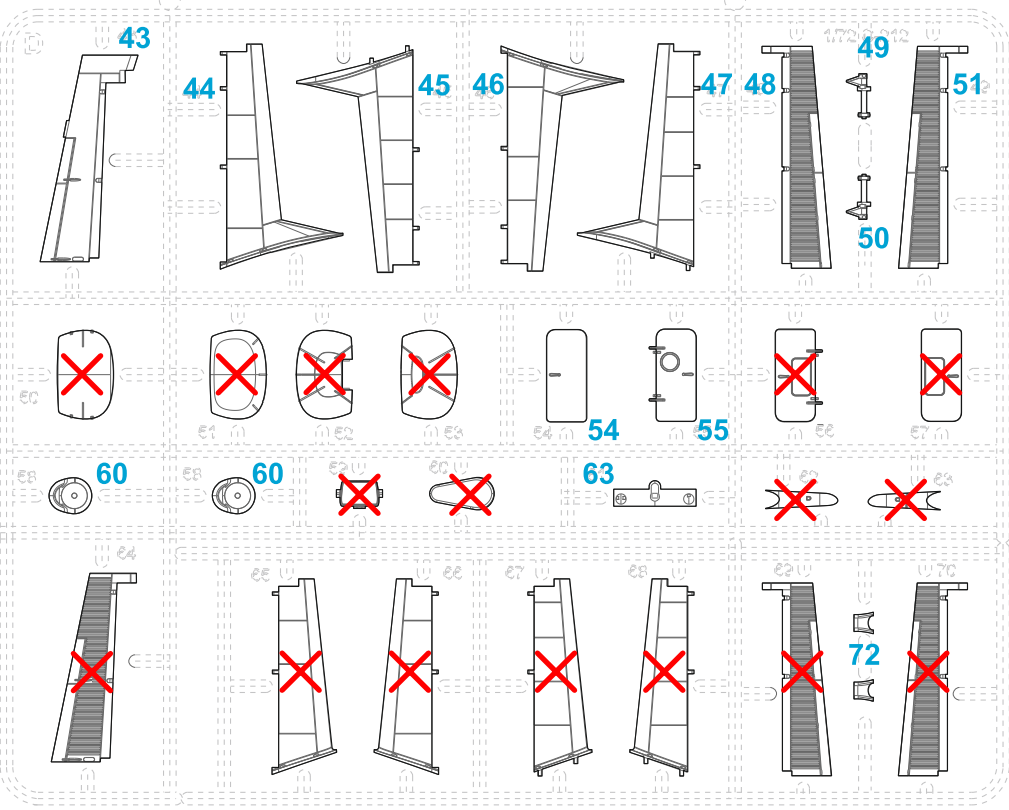


COLOUR
NATRÍT
FARBEN

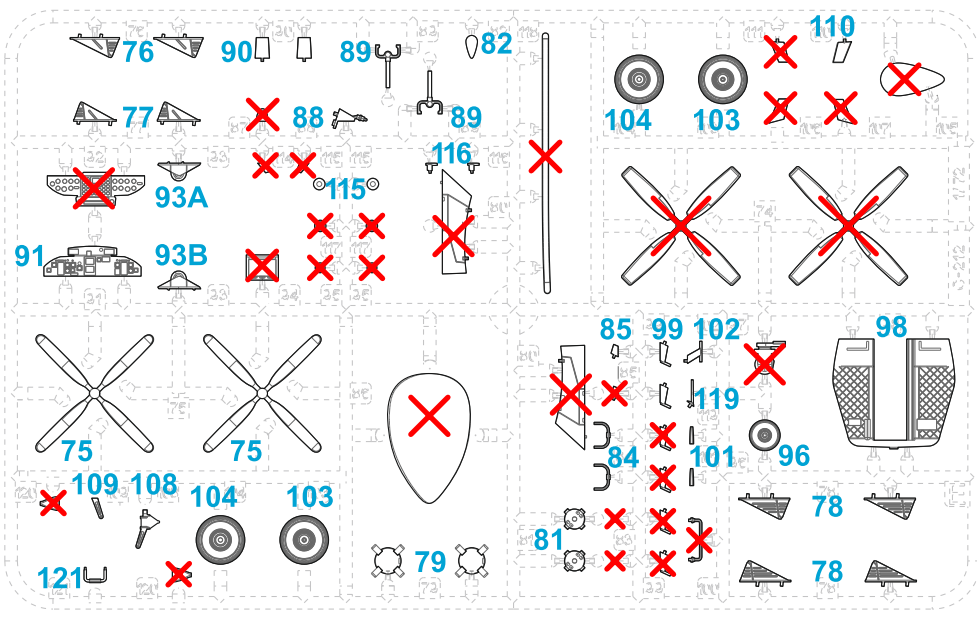
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SH72489 CASA-C212-300/400

D

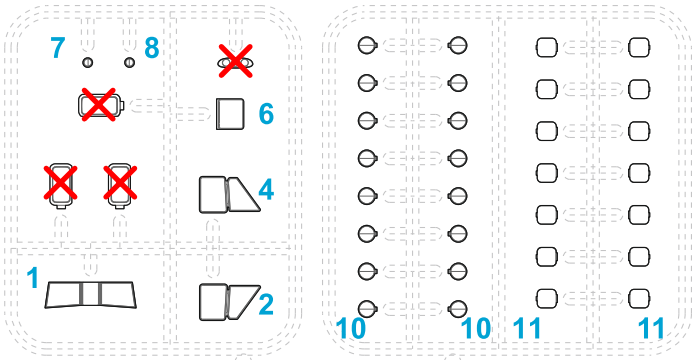


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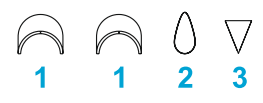


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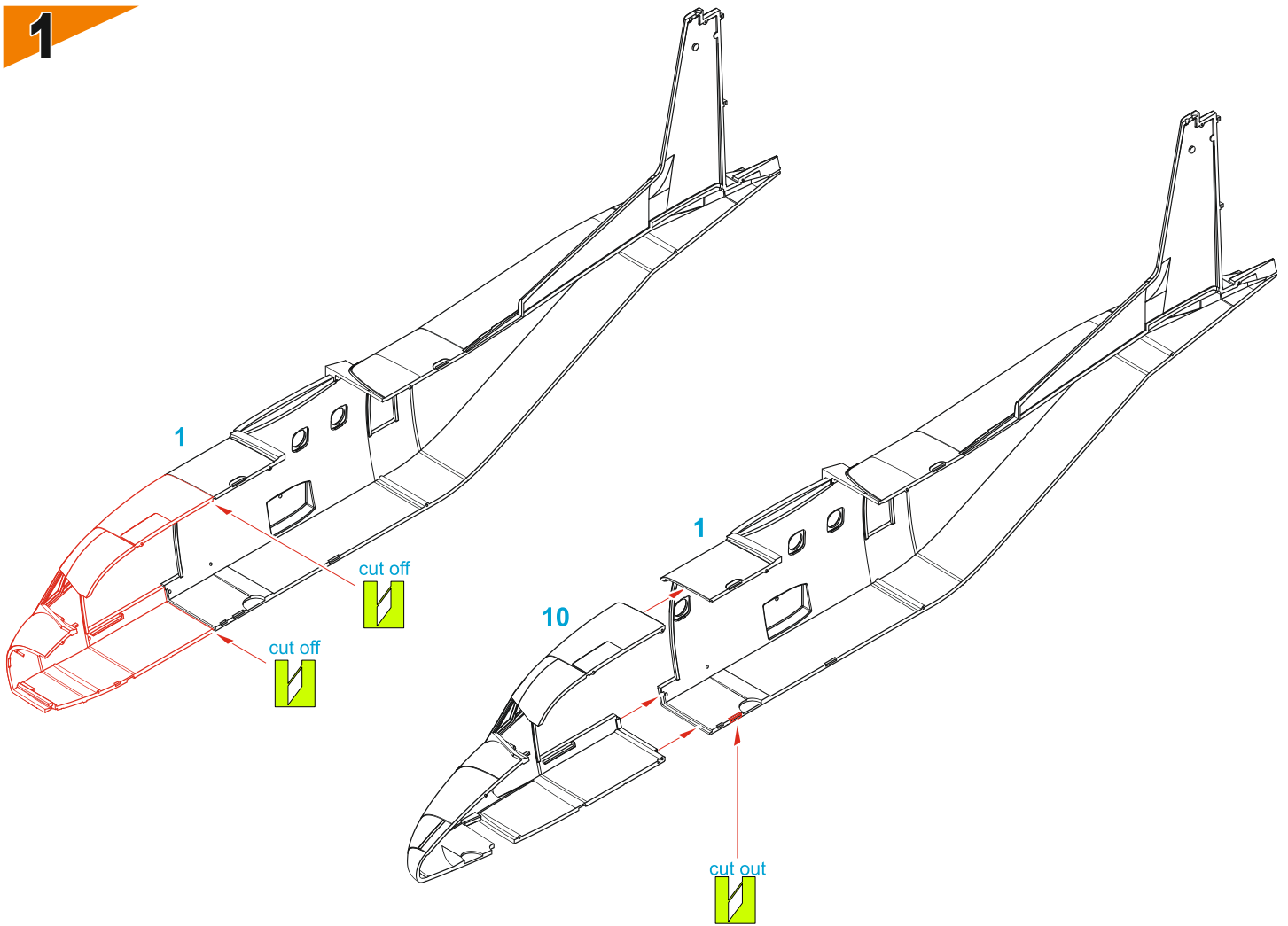
CLEAR Parts – CP



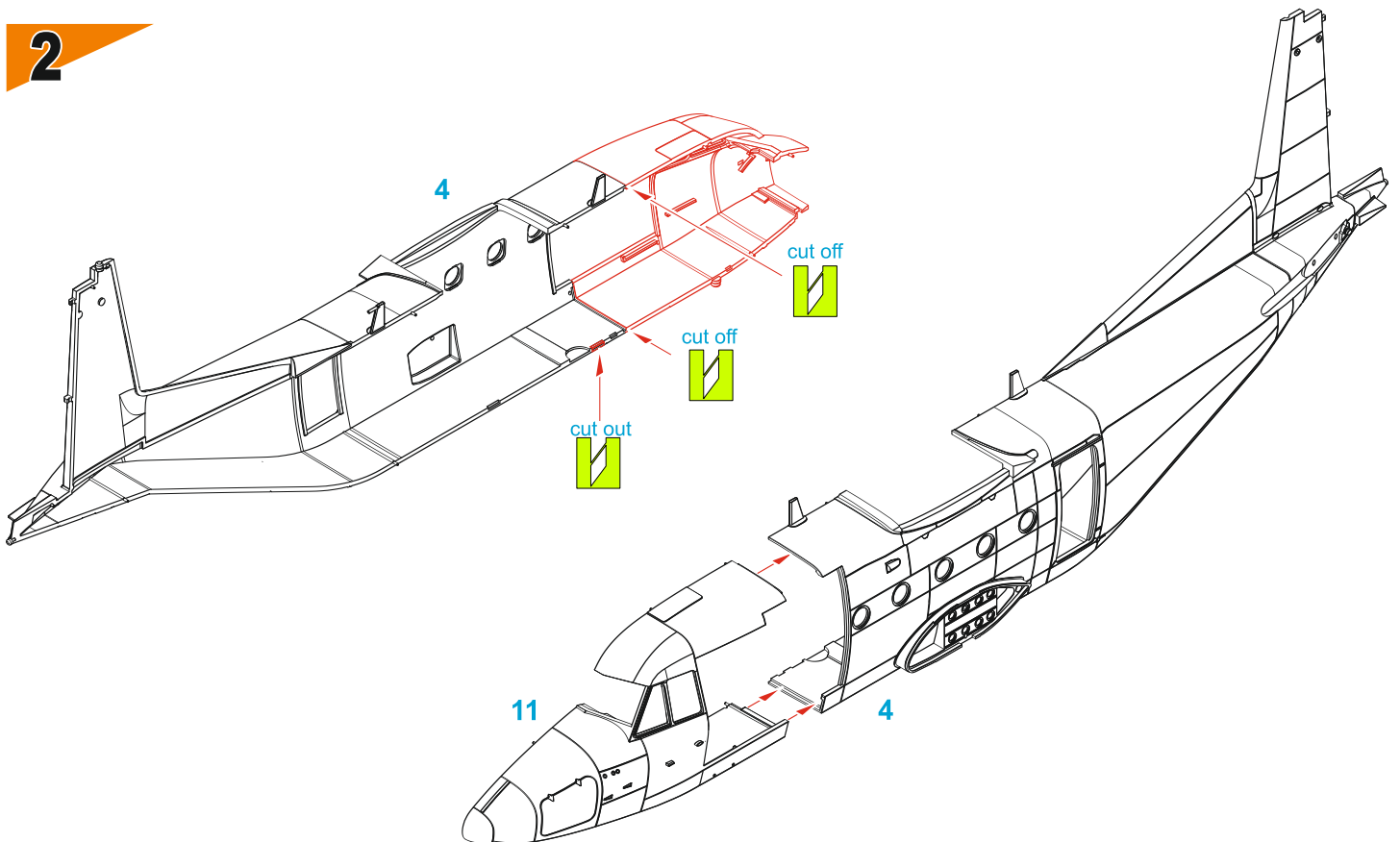
3D-Printed Parts



1

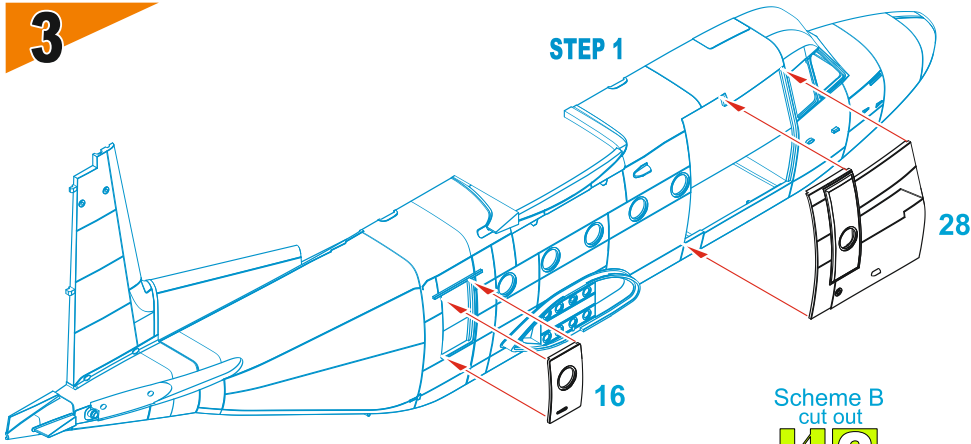


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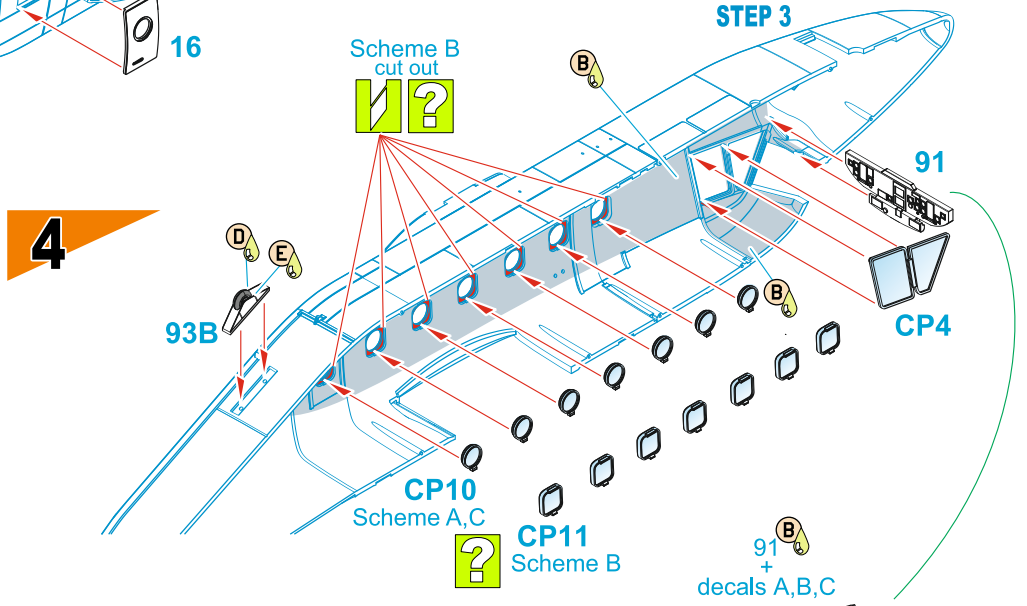


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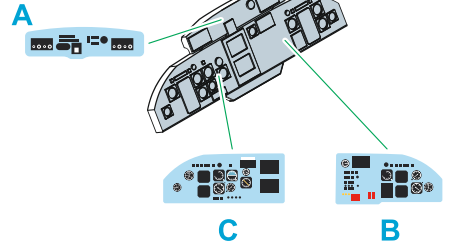
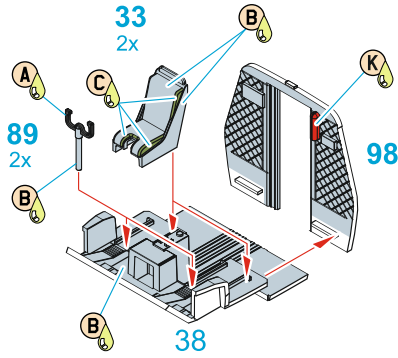
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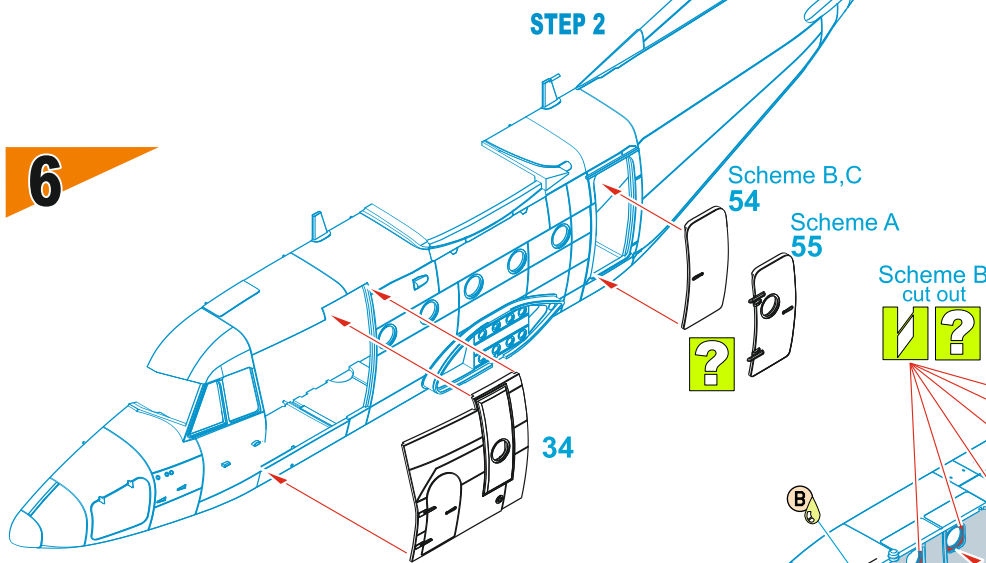
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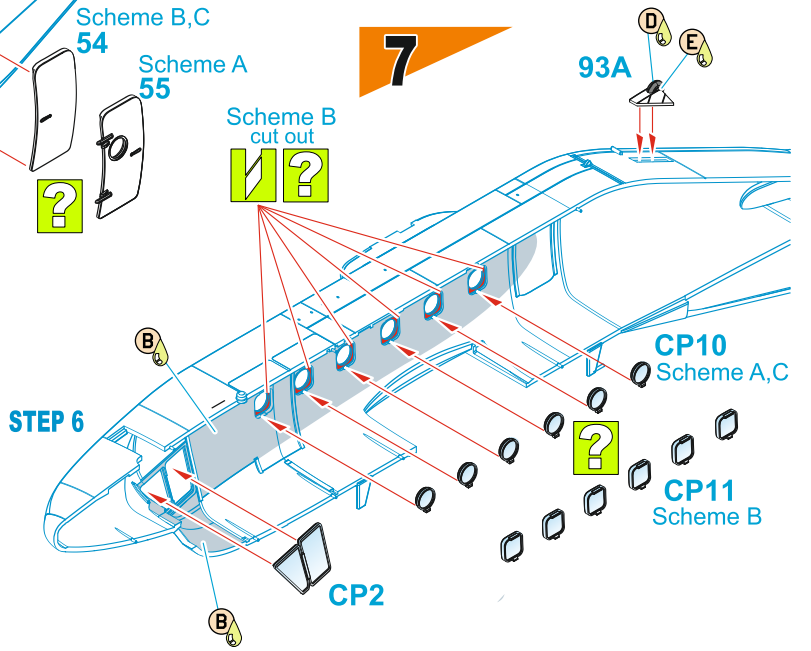
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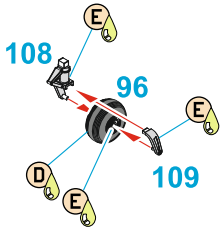
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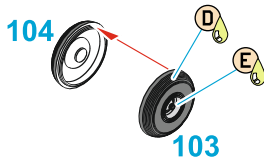
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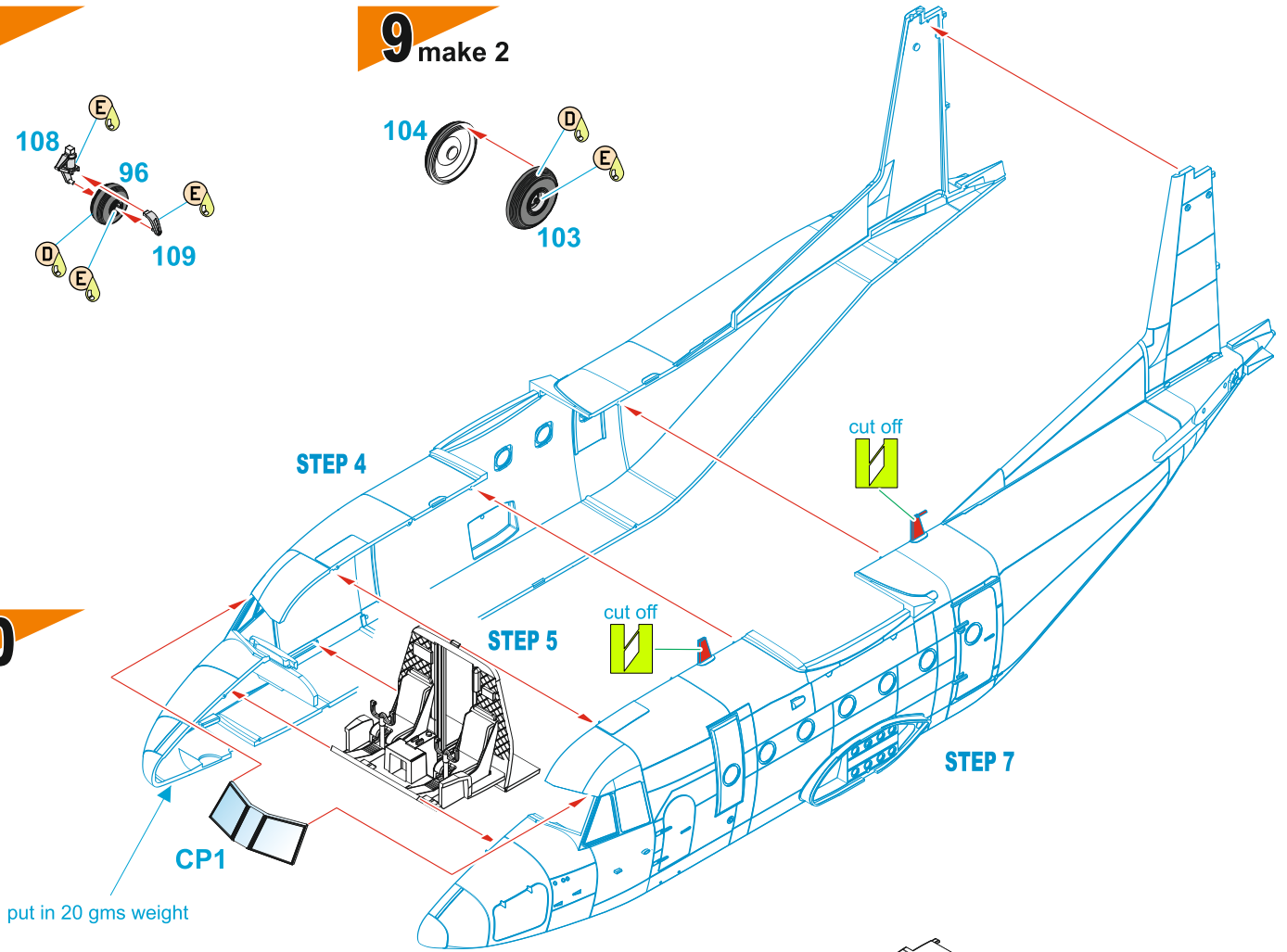
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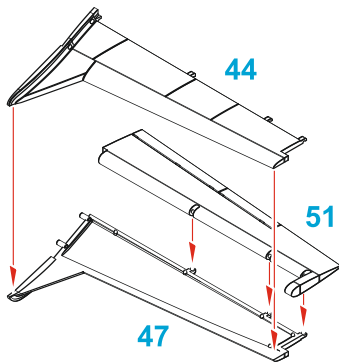
9 make 2



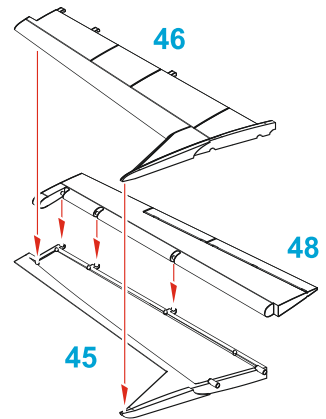
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11

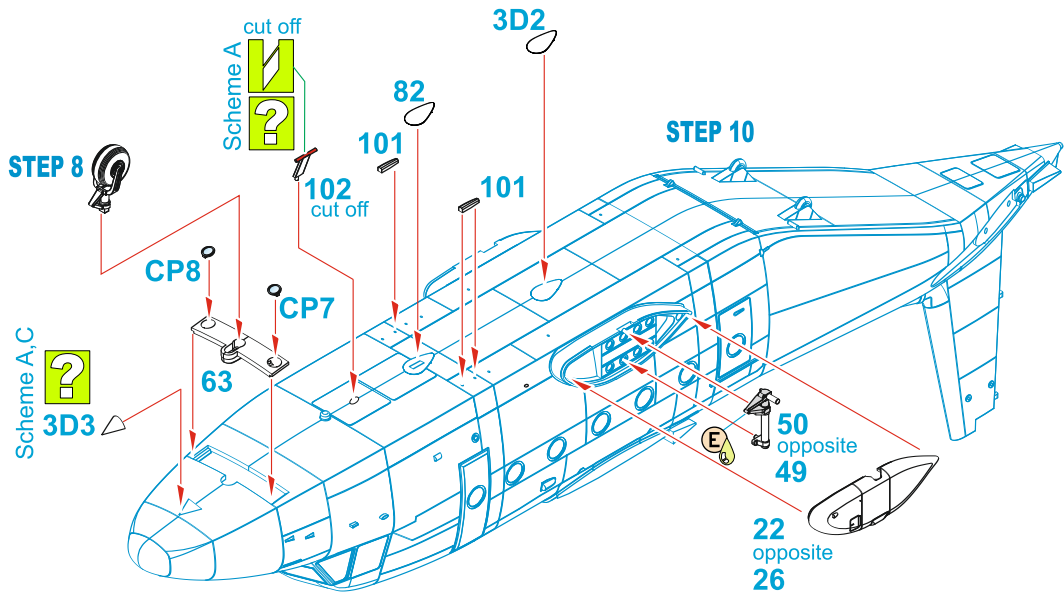


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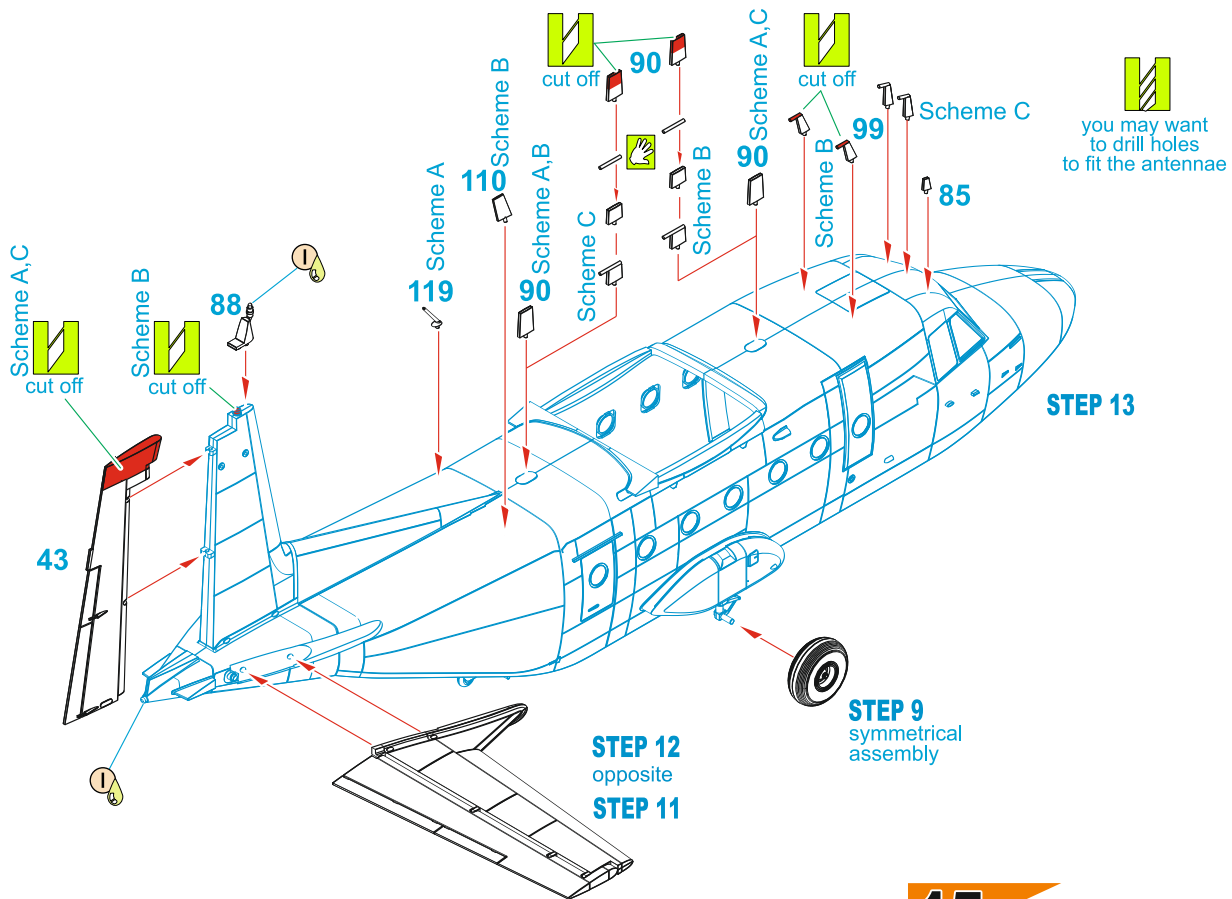


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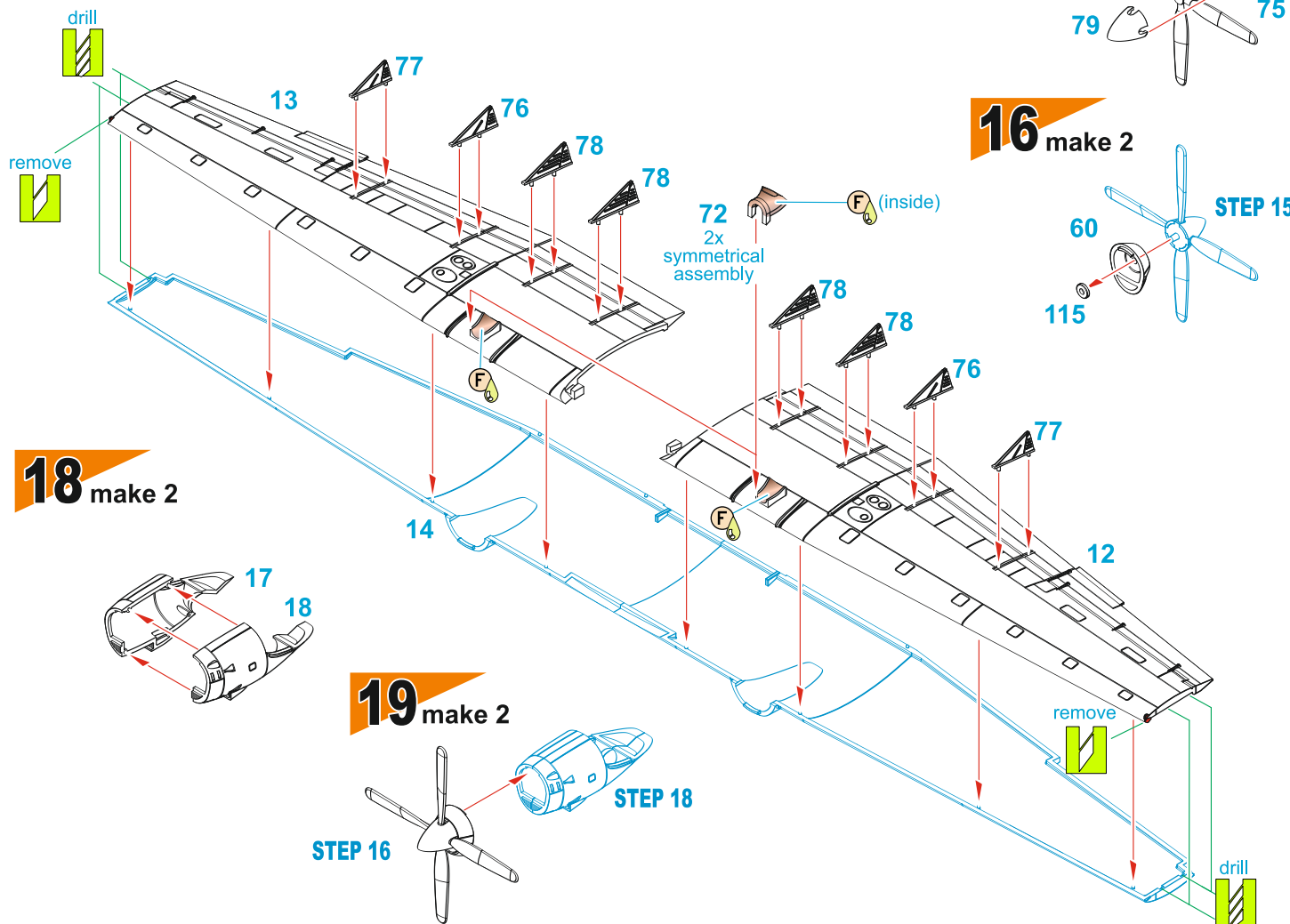
 you may want to drill holes to fit the antennae



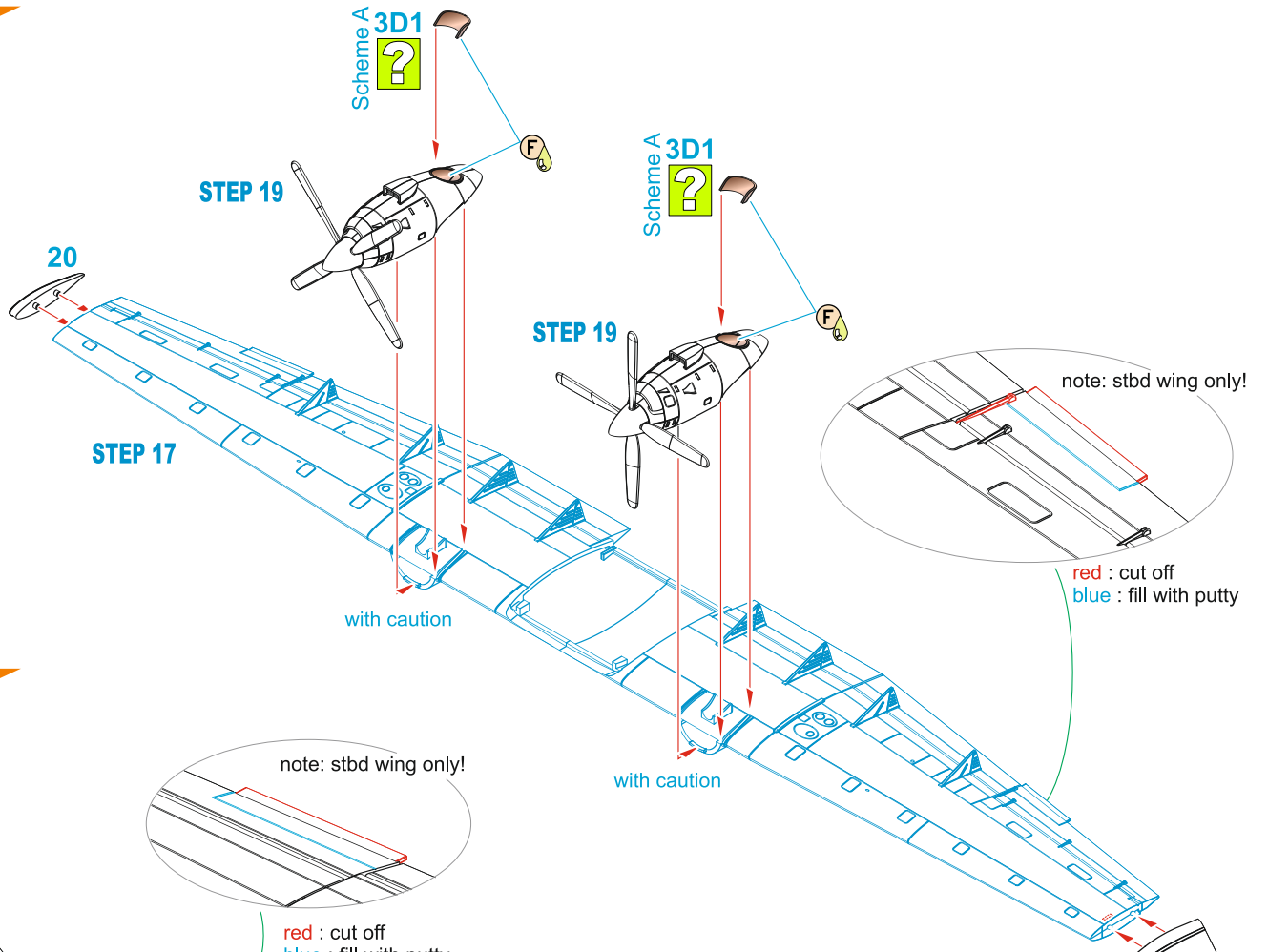
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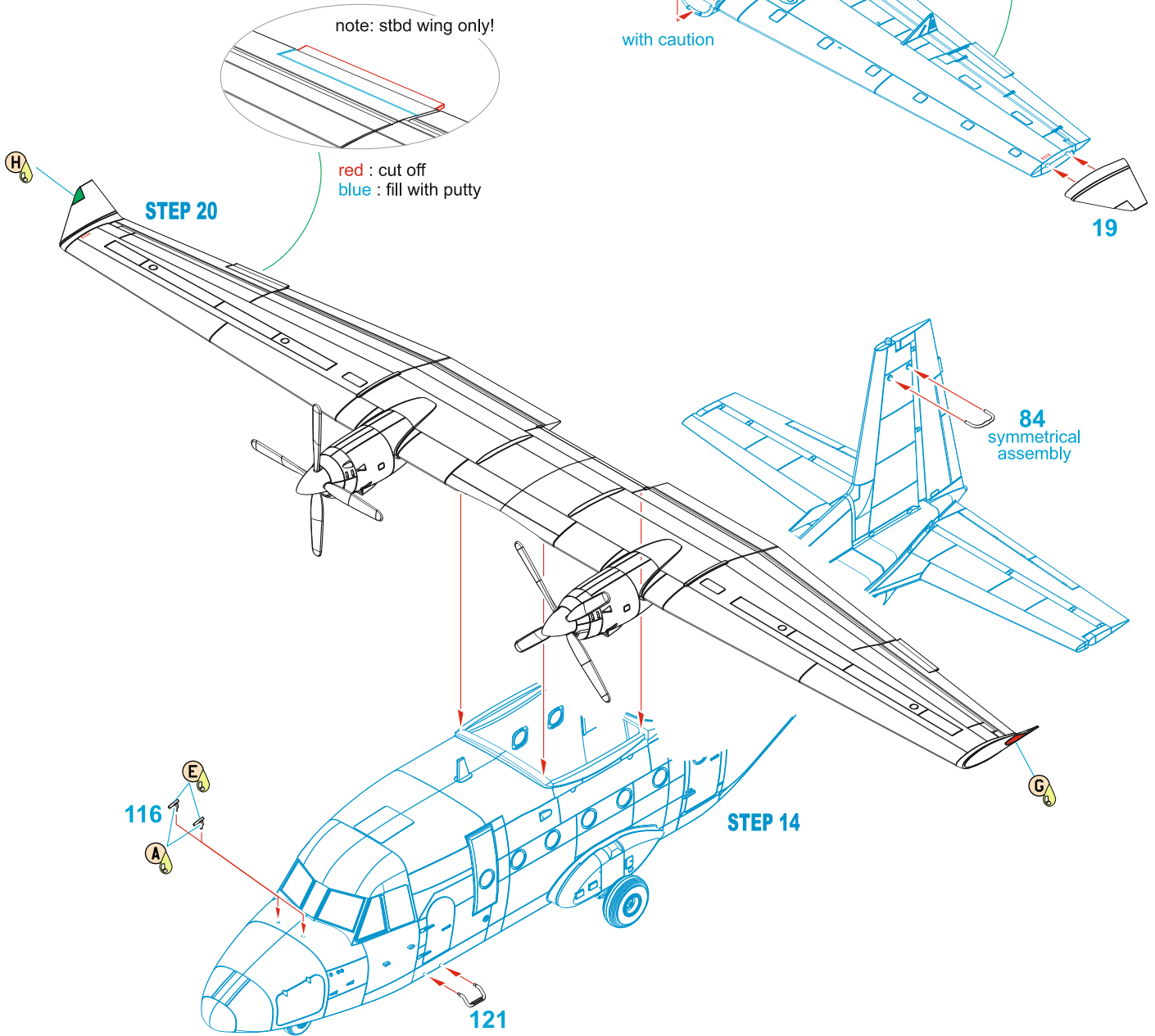
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20



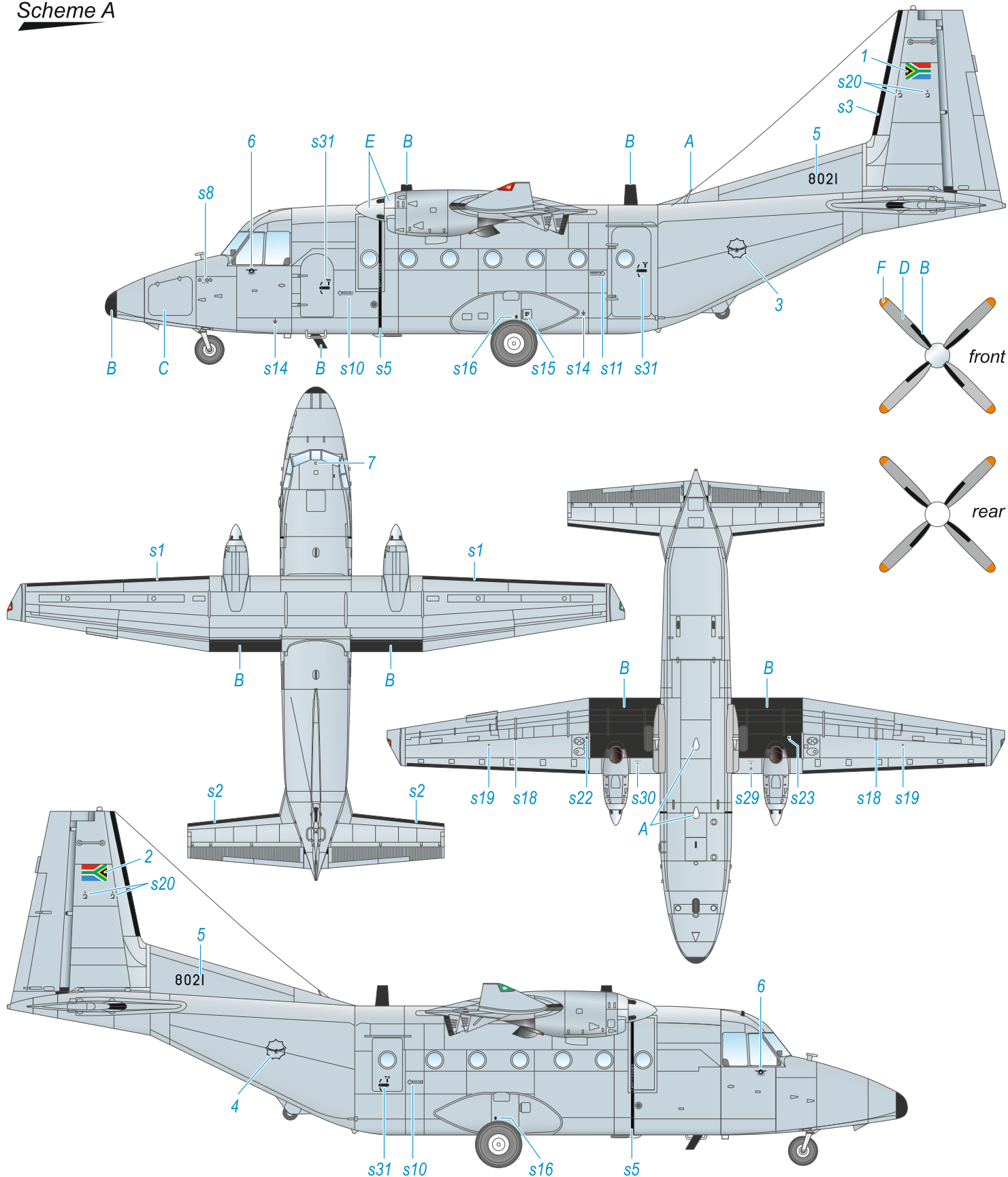
21



CASA C-212-300M, 8021, No.44 Sqn. SAAF, Waterkloof, South Africa, 2008. Earlier in her career, Casa 8021 was operated by No.86 Multi-engine Flying School wearing sand and green camouflage colours.

CASA C-212-300M, číslo 8021, No.44 Sqn. SAAF, základna Waterkloof, Jižní Afrika, 2008. Stroj 8021 původně létal u No.86 Multi-engine Flying School v kamufláži složené z pískové a zelené barvy.

Scheme A

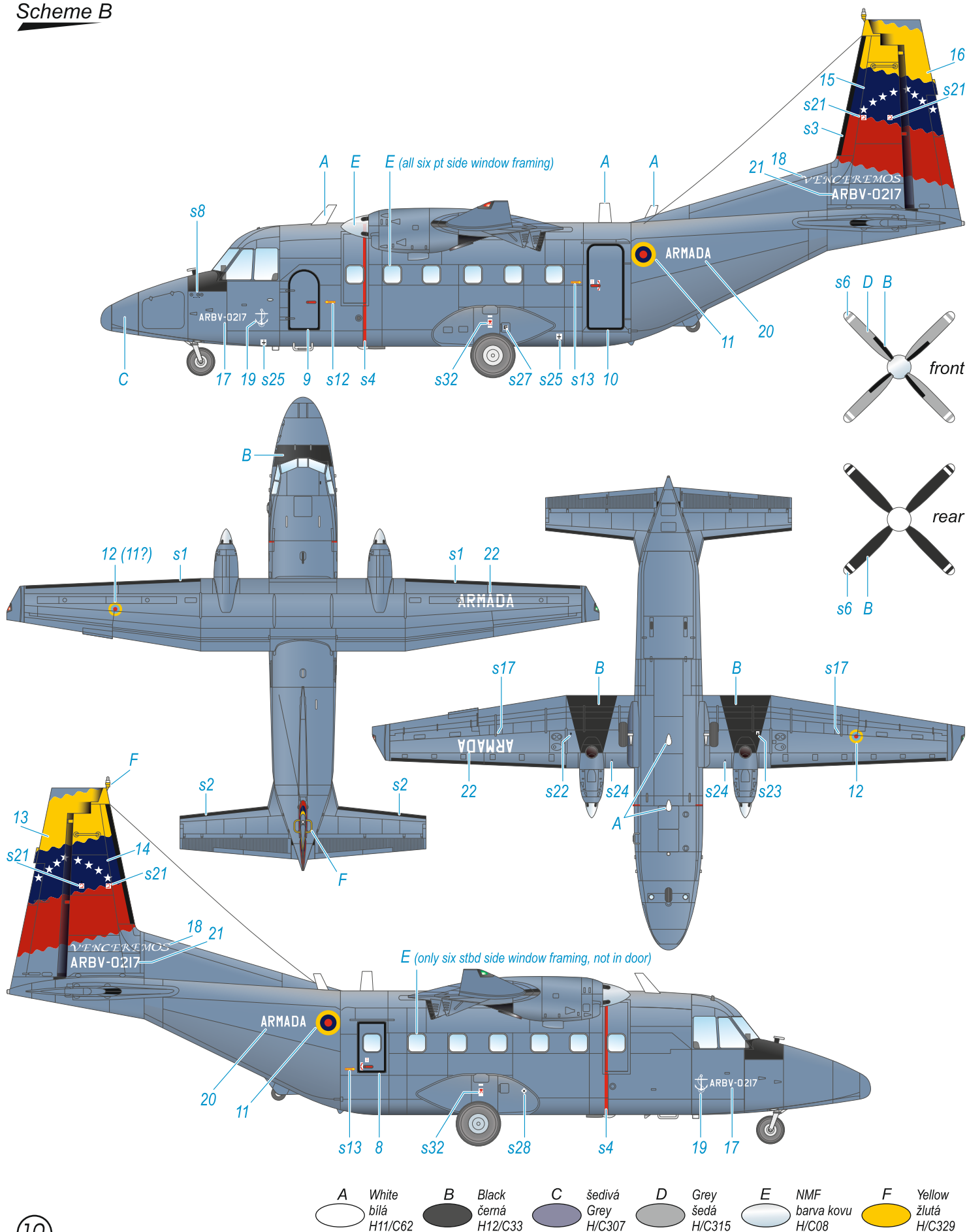


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|-----------------------------------|------------------------------------|---------------------------------------|---------------------------------|-------------------------------------|--|
| A White
bílá
H11/C62 | B Black
černá
H12/C33 | C Lt.Grey
sv.šedá
H/C338 | D Grey
šedá
H/C315 | E NMF
barva kovu
H/C08 | F Orange
oranžová
H24/C58 |
|-----------------------------------|------------------------------------|---------------------------------------|---------------------------------|-------------------------------------|--|

CASA C-212-400, ARBV-0217, Escuadrón Aeronaval de Patrullaje Marítimo, Armada Bolivariana de Venezuela (Bolivarian Navy of Venezuela), 2008.

CASA C-212-400, ARBV-0217, Escuadrón Aeronaval de Patrullaje Marítimo, Armada Bolivariana de Venezuela (Bolívarovo venezuelské námořnictvo), 2008.

Scheme B

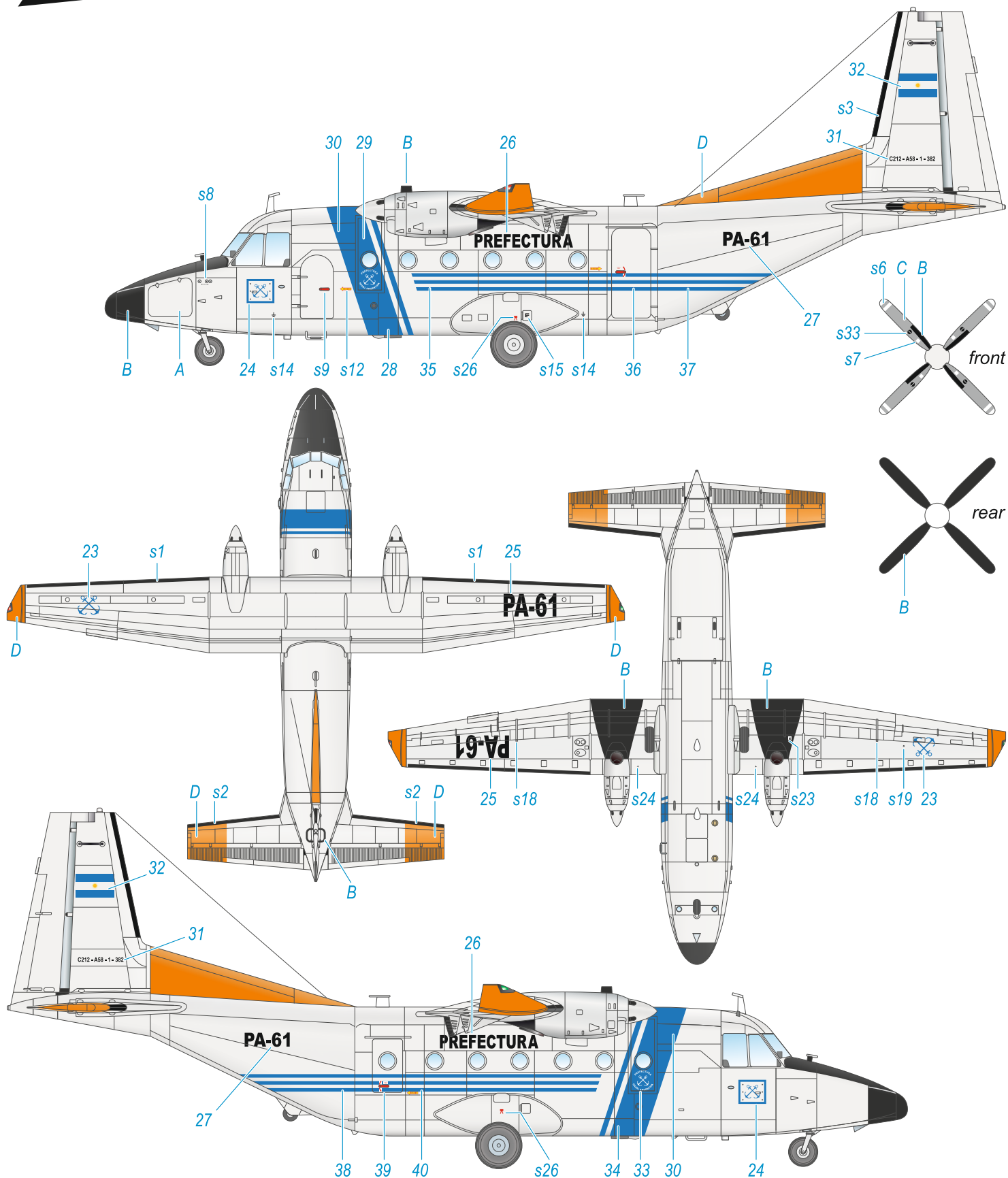


- | | | | | | |
|-----------------------------------|------------------------------------|-----------------------------------|---------------------------------|-------------------------------------|------------------------------------|
| A White
bílá
H11/C62 | B Black
černá
H12/C33 | C šedivá
Grey
H/C307 | D Grey
šedá
H/C315 | E NMF
barva kovu
H/C08 | F Yellow
žlutá
H/C329 |
|-----------------------------------|------------------------------------|-----------------------------------|---------------------------------|-------------------------------------|------------------------------------|

CASA C-212-300, PA-61, Escuadrilla de alas Fijas, Prefectura Naval Argentina (Argentine Naval Prefecture - coast guard), the 1990s.

CASA C-212-300, PA-61, Escuadrilla de alas Fijas, Prefectura Naval Argentina (argentinská pobřežní stráž), devadesátá léta minulého století.

Scheme C

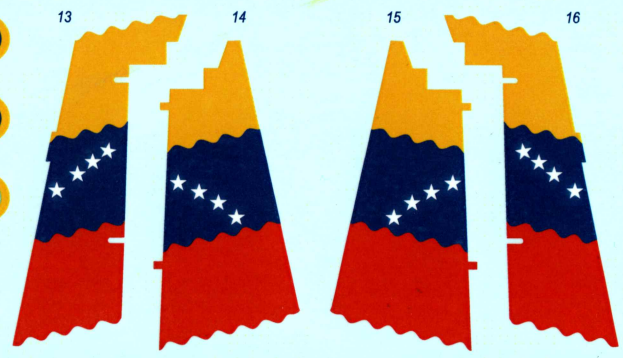
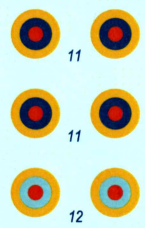


- | | | | |
|-----------------------------------|------------------------------------|---------------------------------|--|
| A White
bílá
H11/C62 | B Black
černá
H12/C33 | C Grey
šedá
H/C315 | D Orange
oranžová
H24/C58 |
|-----------------------------------|------------------------------------|---------------------------------|--|



ARMADA ARBV-0217 VENCEREMOS
17 18
ARMADA ARBV-0217 VENCEREMOS

ARMADA ARBV-0217
20 21
ARMADA ARBV-0217



ARMADA ARMADA
22
PA-61 PA-61
25

PREFECTURA
26
PREFECTURA
PA-61 PA-61
27

