

**Breda 65A-80**  
**'Aviazione Legionaria'**

**1/48**

### **CZ - Historie**

V září 1935 zalétal Ing. A. Colombo prototyp letounu Breda Ba.65. Konstruktéři firmy Breda navázali na předchozí konstrukci Ba.64. Na rozdíl od smíšené konstrukce Ba.64 byl nový letoun až na plátěný potah části pohyblivých ploch důsledně celokovový. Stroj poháněl motor Gnome-Rhone K14, vyráběný v Itálii v licenci.

Regia Aeronautica po vyzkoušení jedno i dvoumístné varianty přijala nové stroje do výzbroje. Dle firmy Breda měly Ba.65 zvládat průzkum, horizontální i střemhlavé bombardování, bitevní útoky i stíhání.

Nové stroje Regia Aeronautica vyzkoušela ve Španělské občanské válce. Do bojů nasadila dvanáct strojů, později doplněných o čtyři další stroje s motory K-14 a šest nových verze Ba.65A-80 s motory Fiat A.80.

Tato verze byla vyvinuta částečně na základě zkušeností ze Španělska. Ve Španělsku byly Bredy hodnoceny celkově kladně, s výhradou k náročnosti a složitosti draku. Zbylé stroje včetně šesti Ba.65A-80 převzalo frankistické letectvo a používalo je až do konce čtyřicátých let. Výroba dále pokračovala pouze verzí Ba.65A.80, i když původní motory G-R K14 byly spolehlivější.

Do vypuknutí války Bredy obdrželo několik jednotek Regia Aeronautica (Itálie vstoupila do války až v roce 1940), od některých byly posléze stahovány na základě rozkazů maršála I. Balba kvůli nespolehlivosti motorů. Na začátku války v Africe byla potřeba bitevních strojů tak velká, že stahované Bredy byly vráceny jednotkám a urychleně nasazovány do bojů. S vypětím sil se dařilo udržovat alespoň část strojů letuschopnou a schopnou nasazení. Bredy Ba.65 bojovaly v Africe až do ledna 1941, kdy při Wavelově ofenzivě byly všechny Bredy Ba.65 v Africe zničeny. Zbylé stroje byly v Itálii, po montáži brzdících štítů, používány k výcviku střemhlavého bombardování.

Bredy Ba.65 byly i exportovány, zakoupilo je Chile, Irák a Portugalsko odebraly dvoumístné stroje.

Rozpětí: 11,90 m, délka: 9,99 m, max. rychlost: 420 km/h, dostup: 7900 m, dolet: 544 km

### **EN - History**

The prototype of Breda Ba.65 was test flown in September 1935 by Ing A. Colombo. Breda Co. designers followed up with Ba.64 design. New Ba.65 was unlike the mixed structure of Ba.64 fully metal covered except the fabric covering of control surfaces. It was powered by Gnome-Rhone K14 engine license produced in Italy.

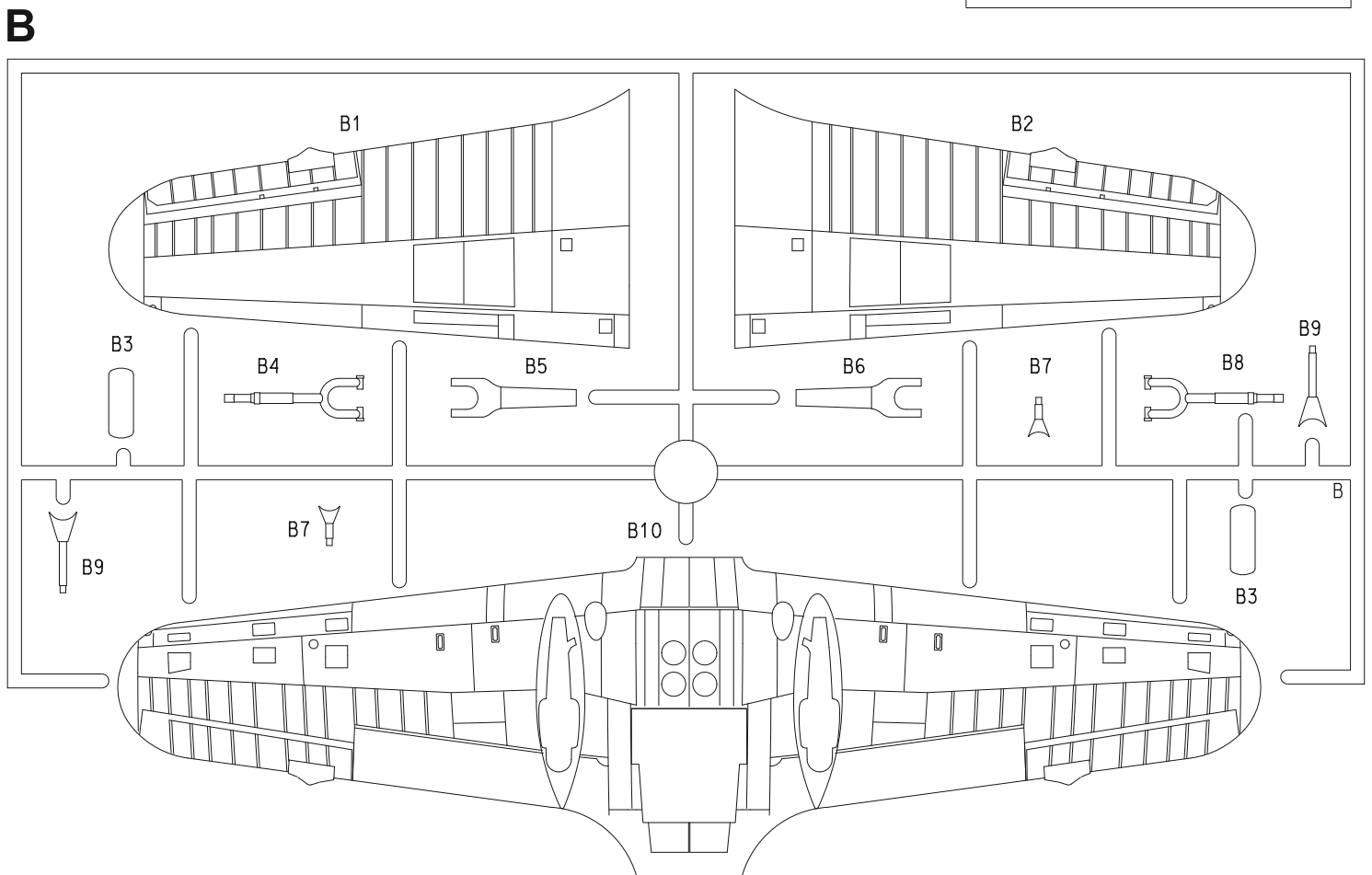
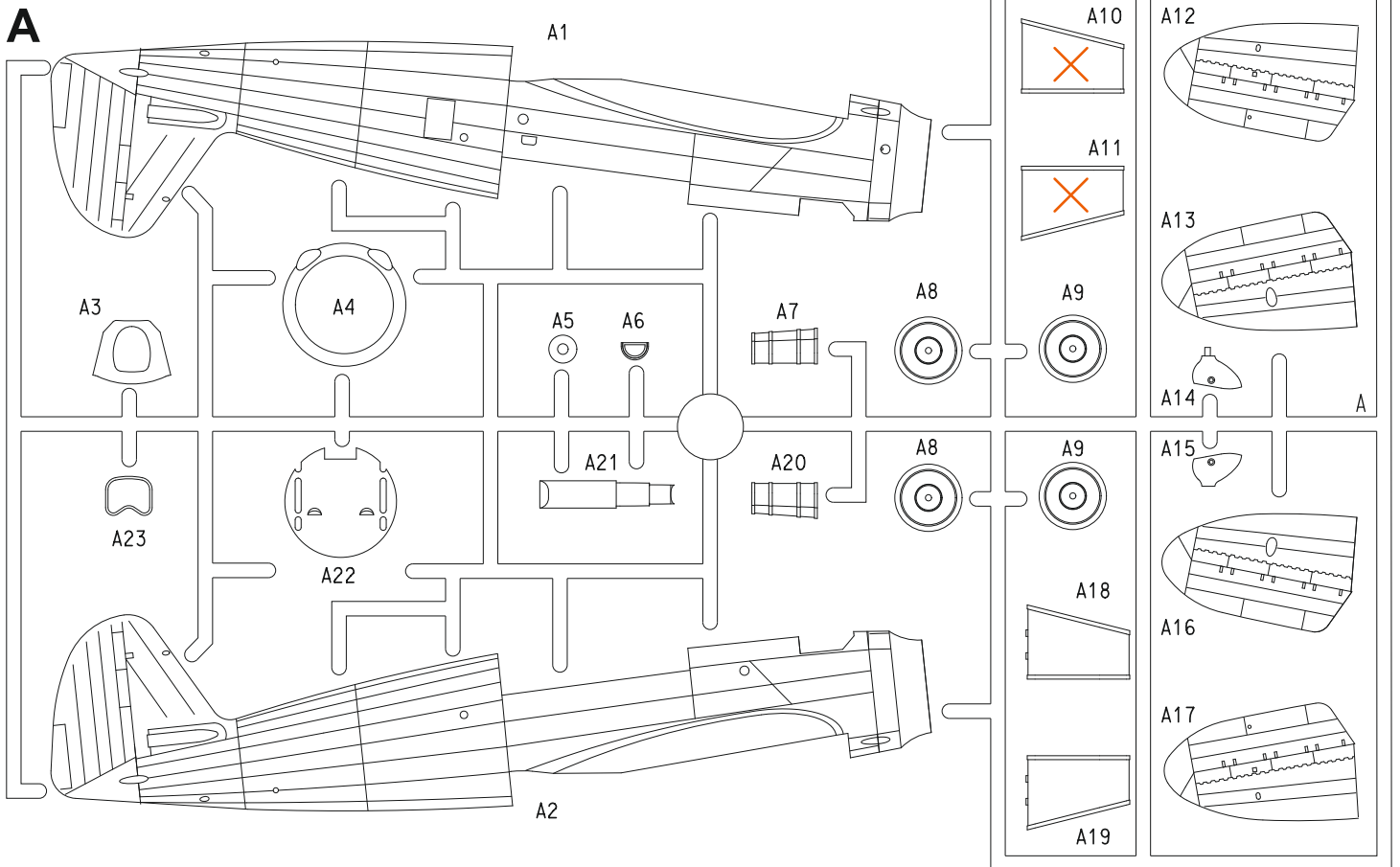
The aircraft was accepted by Regia Aeronautica after successful trials of both single and double seater versions. According to Breda Co. specifications, the aircraft should be capable of reconnaissance, horizontal and dive bombing, ground attacks and fighter roles.

New Regia Aeronautica's machines were tested during Spanish Civil War. Twelve machines were deployed to combat, later completed by another four machines of K-14 version and six new Ba.65 A-80 machines powered by Fiat A.80 engines. The latter version was developed past the Spanish experience. Bredas global evaluation after the Spanish experience was positive with only reserve of complex and challenging airframe. The remaining machines including six Ba.85 A-80s had been taken over by Frankist AF and were used until late 1940s. Nevertheless Gnome-Rhone K14 engine were more reliable, the production continued with Ba.85 A-80 version only.

Several Regia Aeronautica's units were equipped with Bredas before the outbreak of World War 2 (Italy entered the war in 1940). According to the order of Marshal I. Balbo Bredas were withdrawn from several units due to the engine unreliability. The need of ground attack plane was so high at the beginning of War in Africa that the already withdrawn Bredas were quickly returned to their units and deployed to combat zones. With exhausting efforts even part of the machines was in flyable conditions and ready for combat missions. Breda Ba.65s fought in Africa until January 1941 when they were all destroyed during Wavel Offensive. The remaining machines in Italy were modified by adding the dive brakes and used as dive bomber trainers.

Breda Ba.65s were also exported. They were purchased by Chile; Iraq and Portugal purchased double seaters.

Wingspan: 11.90 m, Length: 9.99 m, Max. Speed: 420 kmh, Service Ceiling: 7,900 m, Range: 544 km



**SYMBOLS**



MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO  
INSTANT CYANOACRYLATE GLUE  
ZYANOAKRYLÁTKLEBER  
COLLE CYANOACRYLAT



OHNOUT  
BEND  
BIEGEN  
COURBER



ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER



ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER



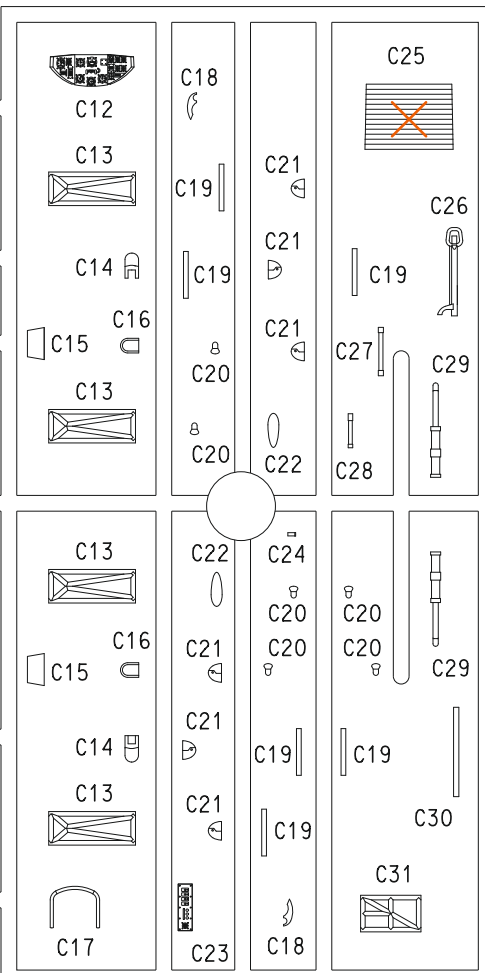
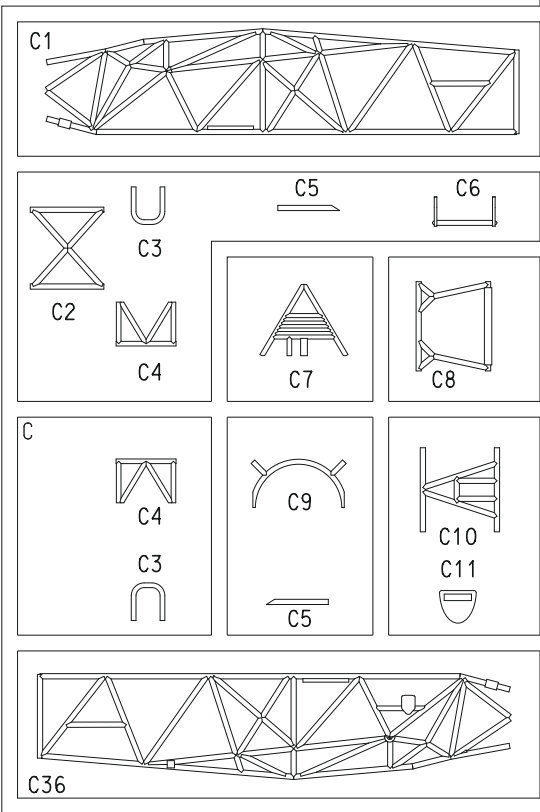
GSI  
colour code



NATŘÍT  
COLOUR  
FARBEN  
PEINDRE

✗ **Tento díl nepoužít**  
**Do not use this part**

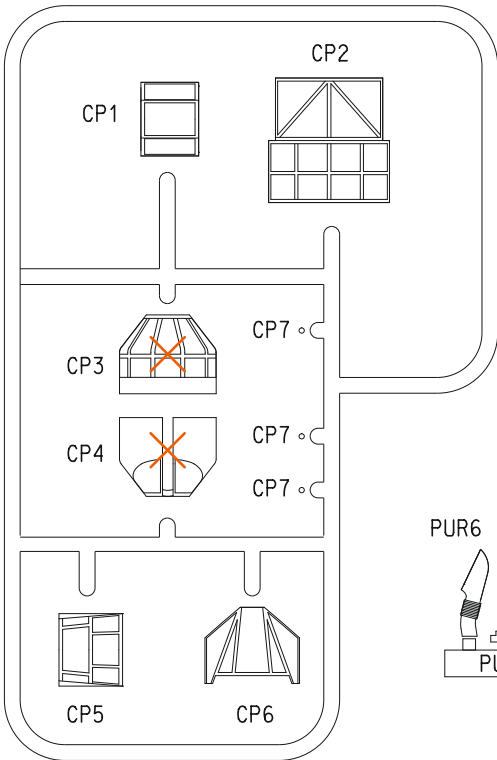
**C**



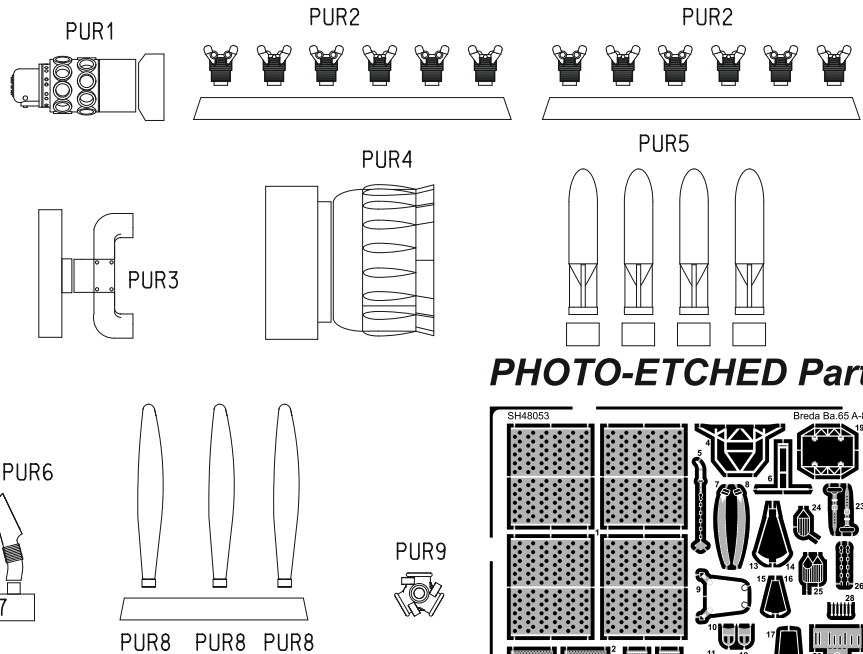
**Tips and Tricks**  
**for easier assembly**

We recommend you use the separately sold M48012 masks for clear parts and wheels. The masks will help you paint the complicated clear parts.

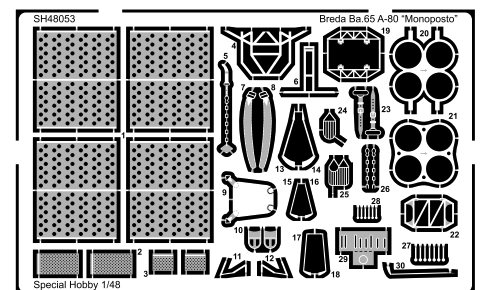
**CLEAR Parts (CP)**



**PUR Parts**



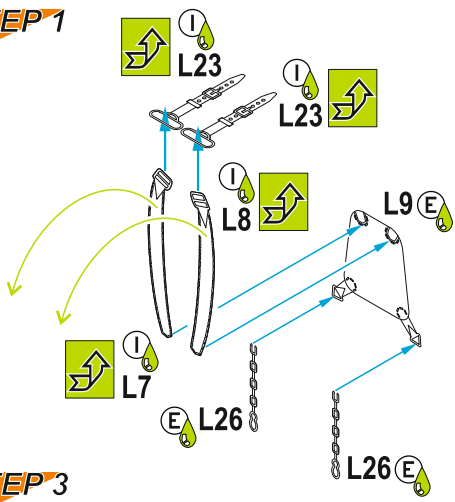
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**Barvy GUNZE/ GUNZE Colour No.**

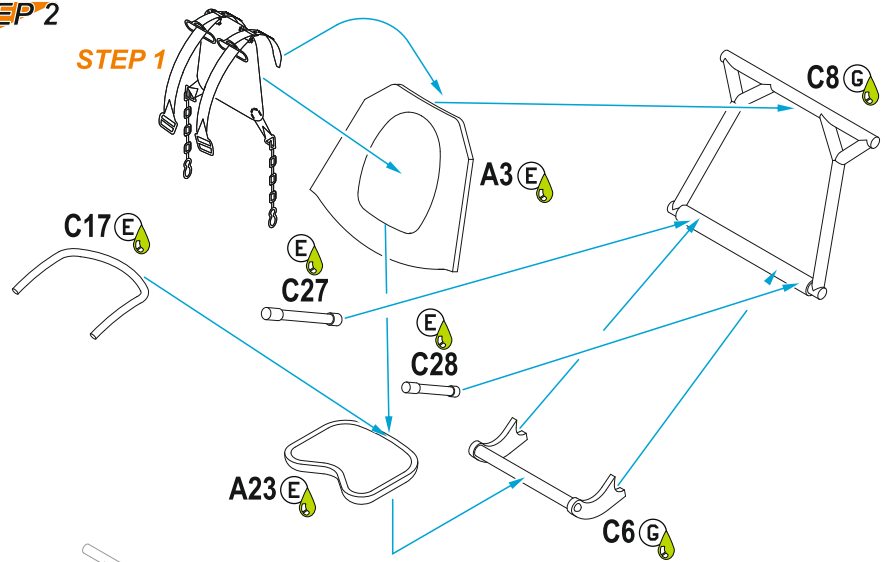
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|----------------------------------|-------------------|--|------------------|
| <b>A</b> Černá / Black           | <b>H12 / C33</b>  | <b>F</b> Ocelová šedá / Steel Grey           | <b>H75 / C25</b> |
| <b>B</b> Tmavě šedá / Dark Grey  | <b>H83 / C32</b>  | <b>G</b> Interiérová zelená / Interior Green | <b>H16 / C64</b> |
| <b>C</b> Barva pneu / Tire Black | <b>H77 / C137</b> | <b>H</b> Opálený kov / Burnt Iron            | <b>H76 / C61</b> |
| <b>D</b> Tmavý kov / Dark Iron   | <b>MC214</b>      | <b>I</b> Barva kůže / Leather                | <b>H17 / C29</b> |
| <b>E</b> Hliník / Aluminium      | <b>H8 / C8</b>    |  |                  |

**STEP 1**

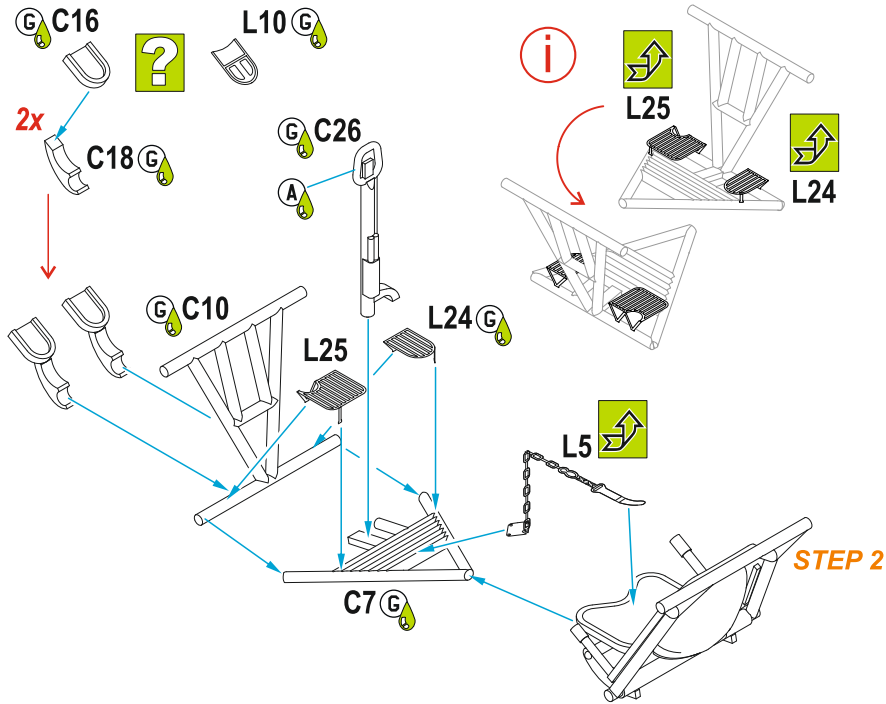


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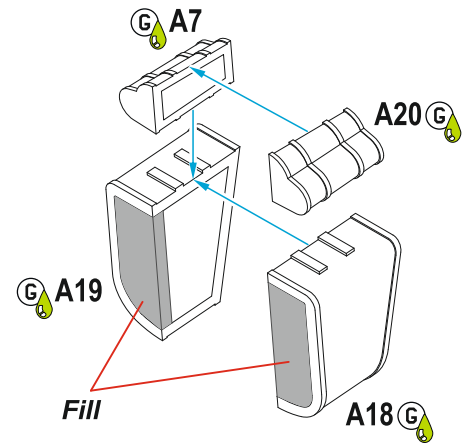
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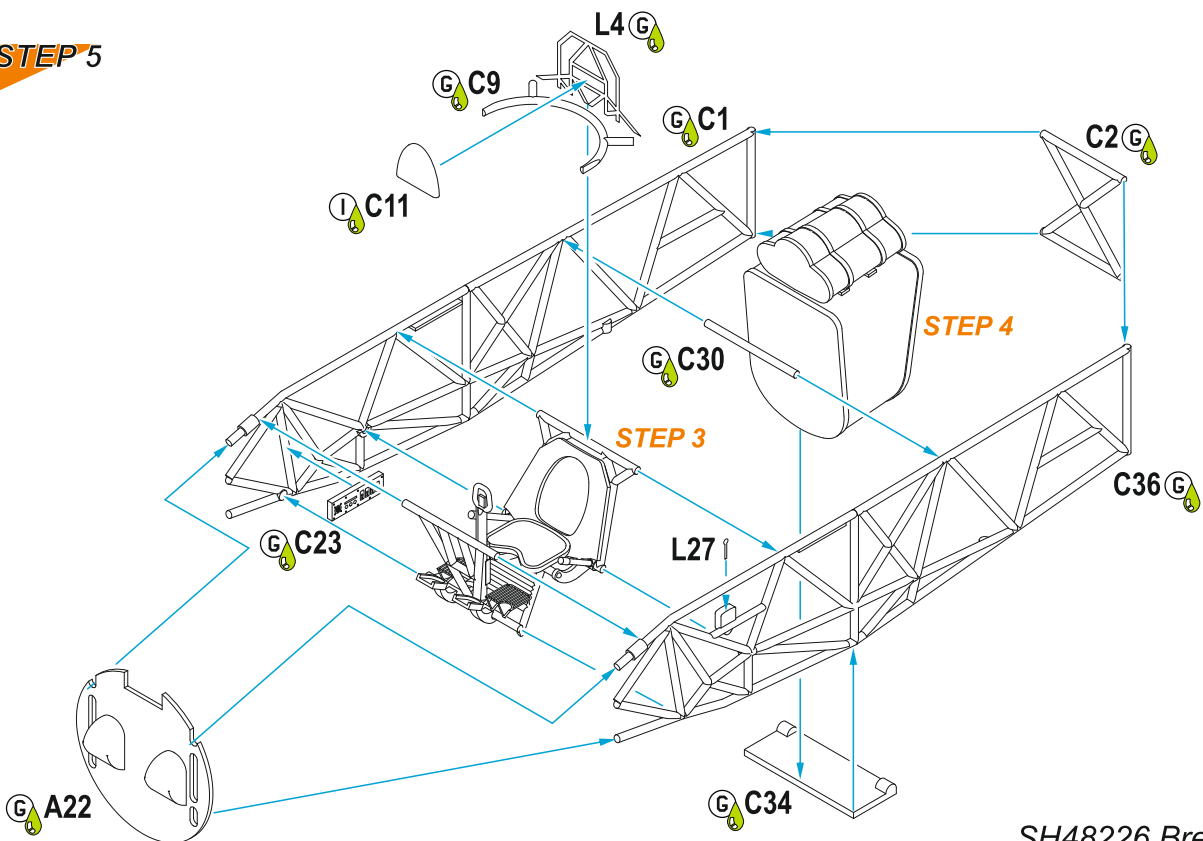
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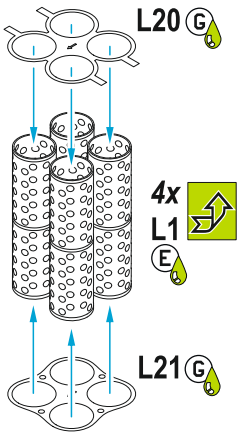
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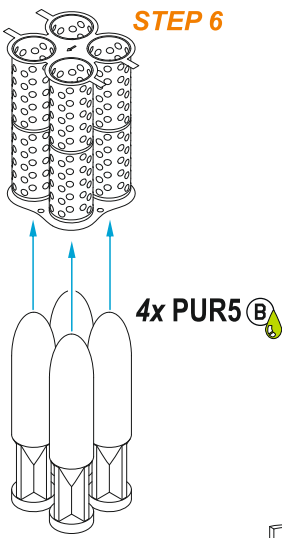
**STEP 5**



**STEP 6**

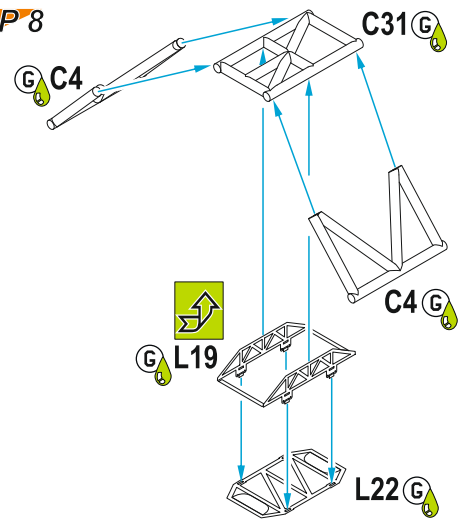


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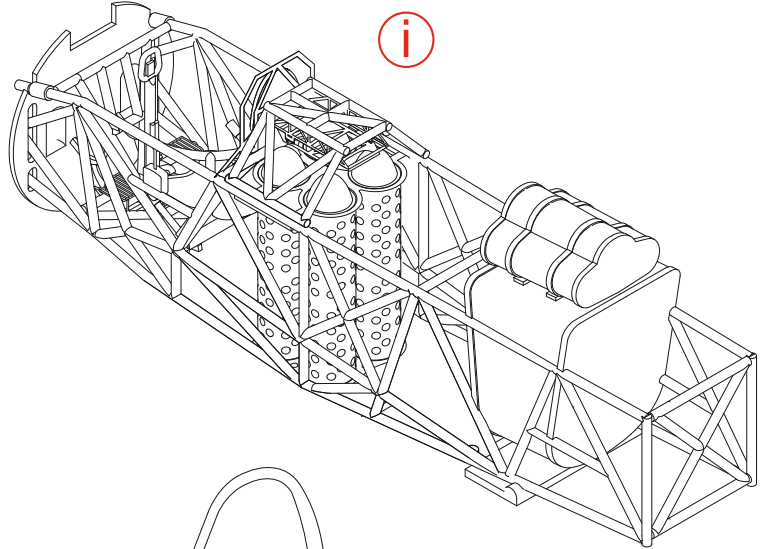
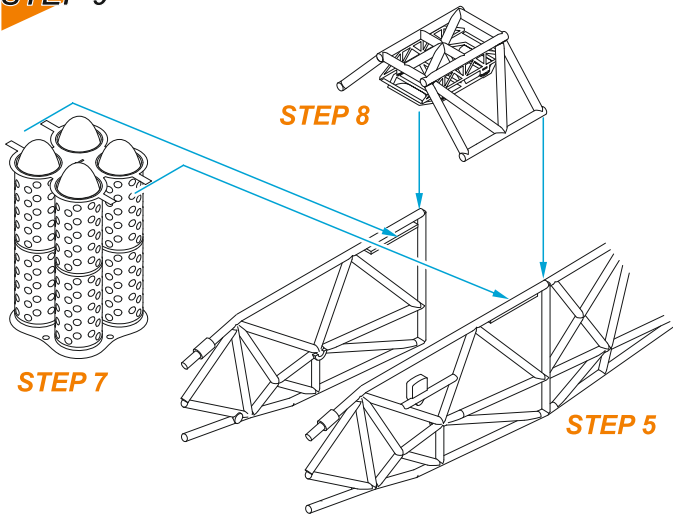


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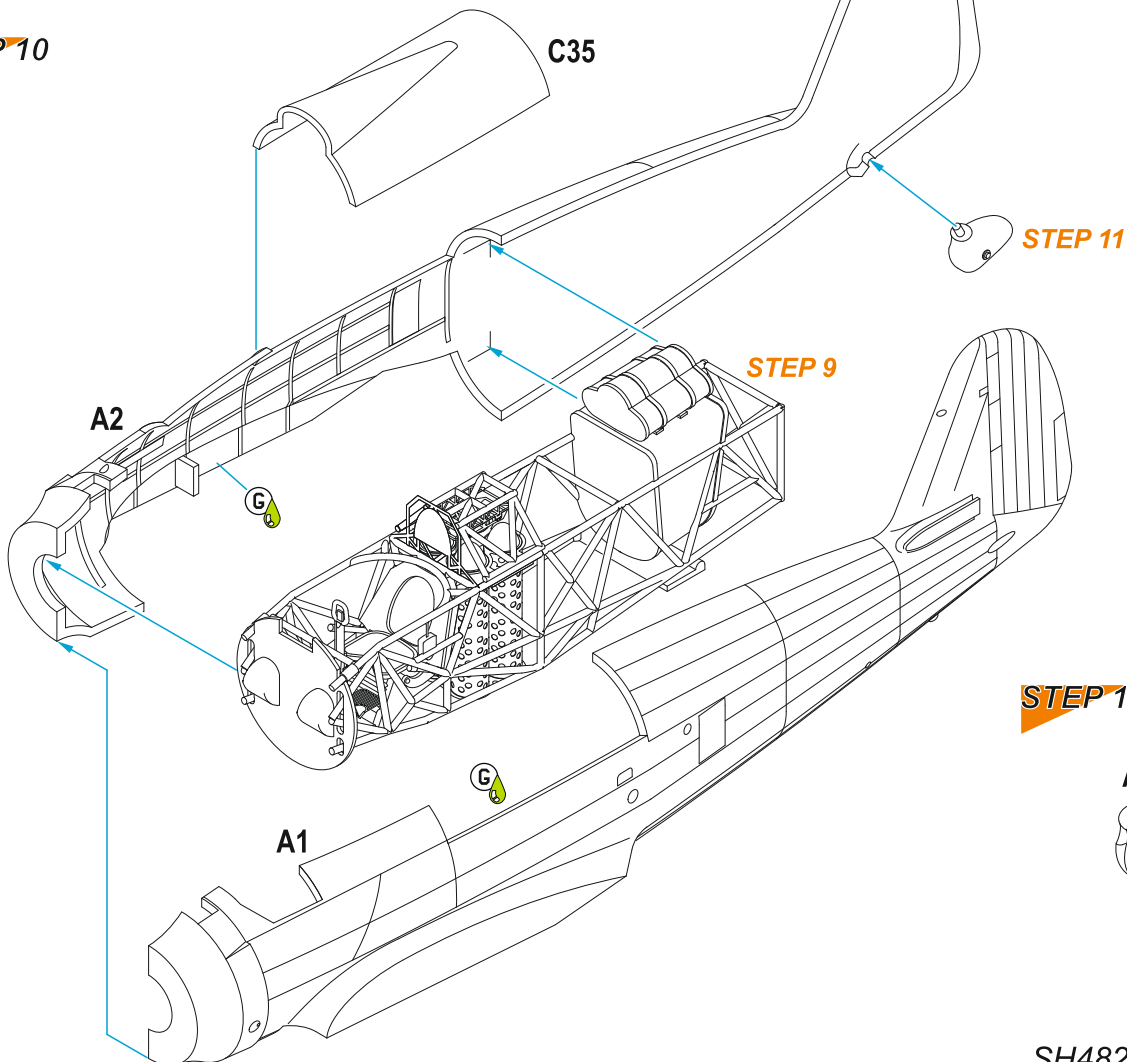
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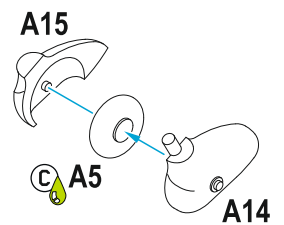
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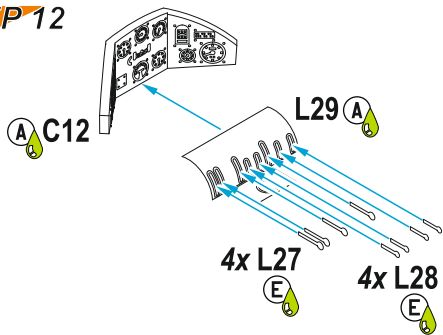
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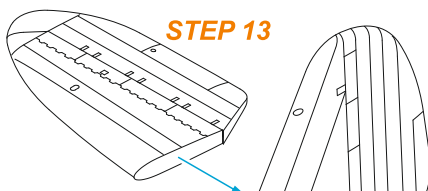
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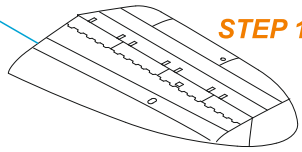
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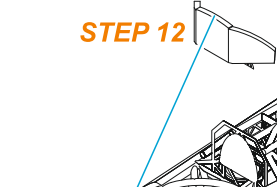
**STEP 13**



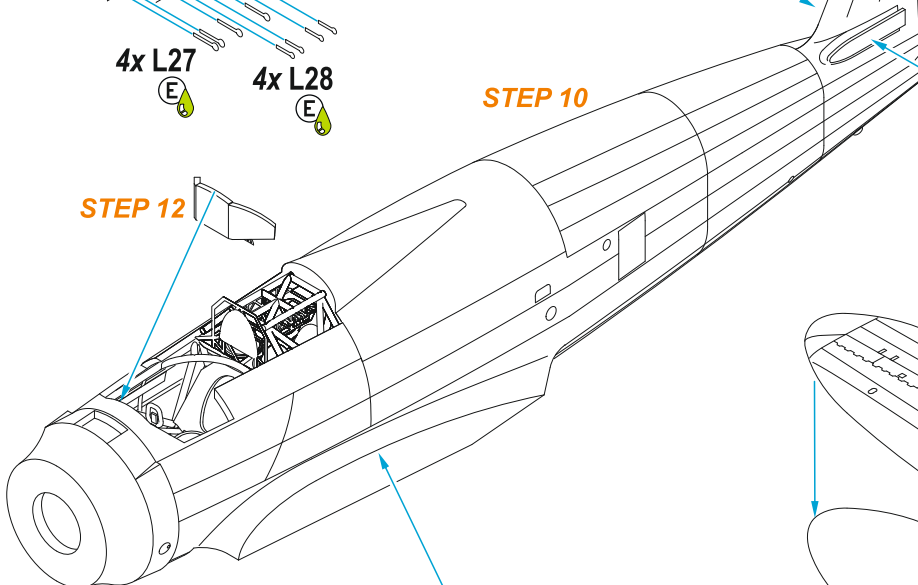
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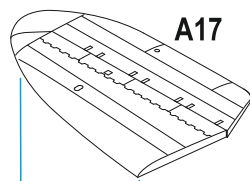
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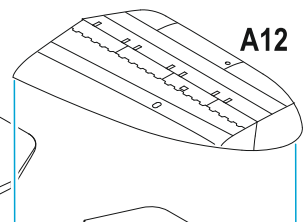
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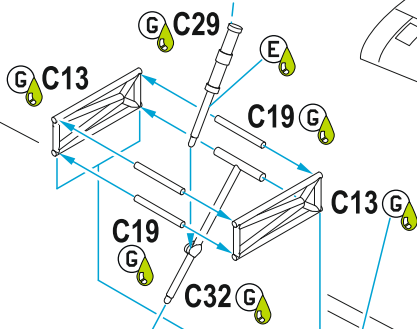
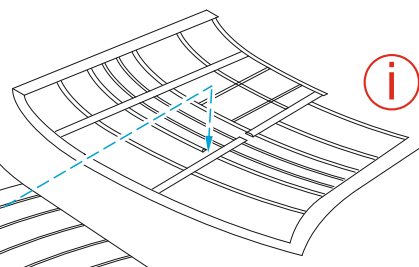
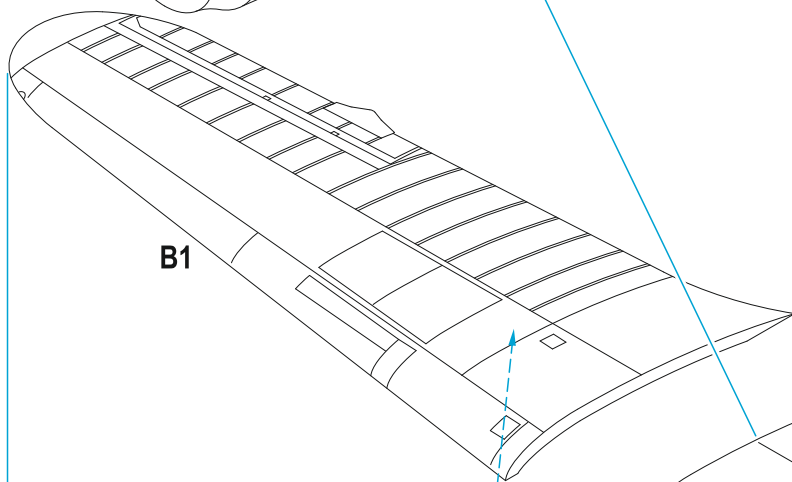
**STEP 13**



**STEP 13**



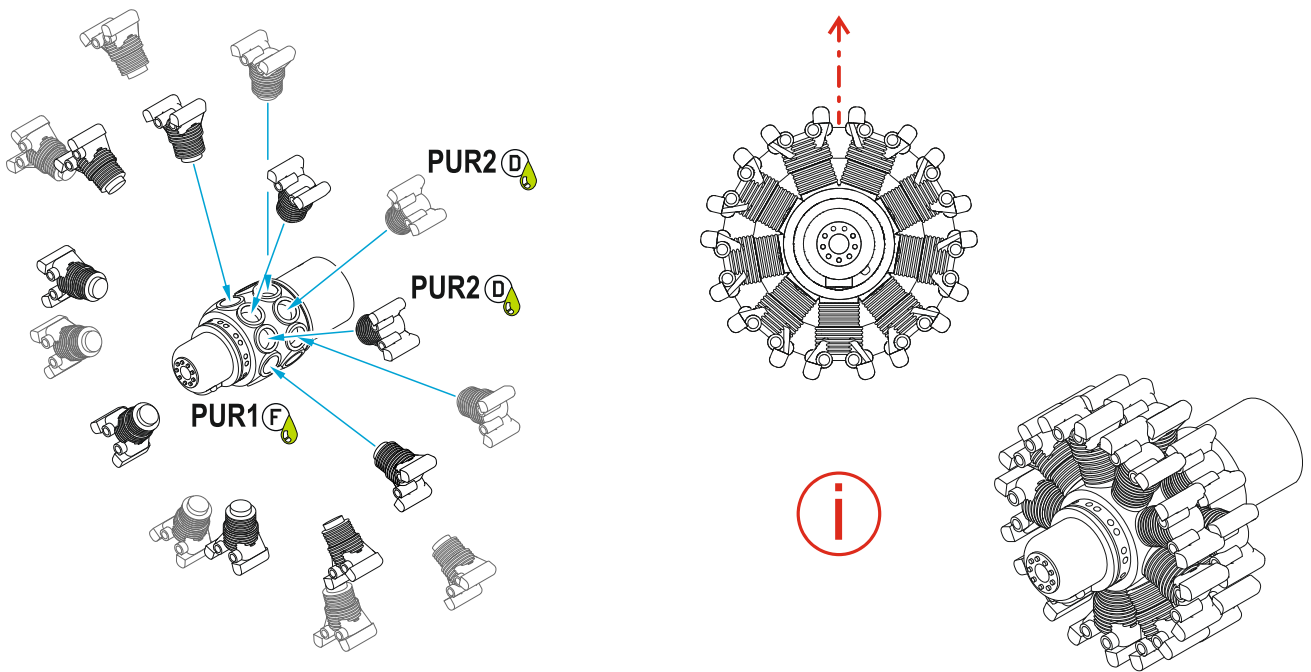
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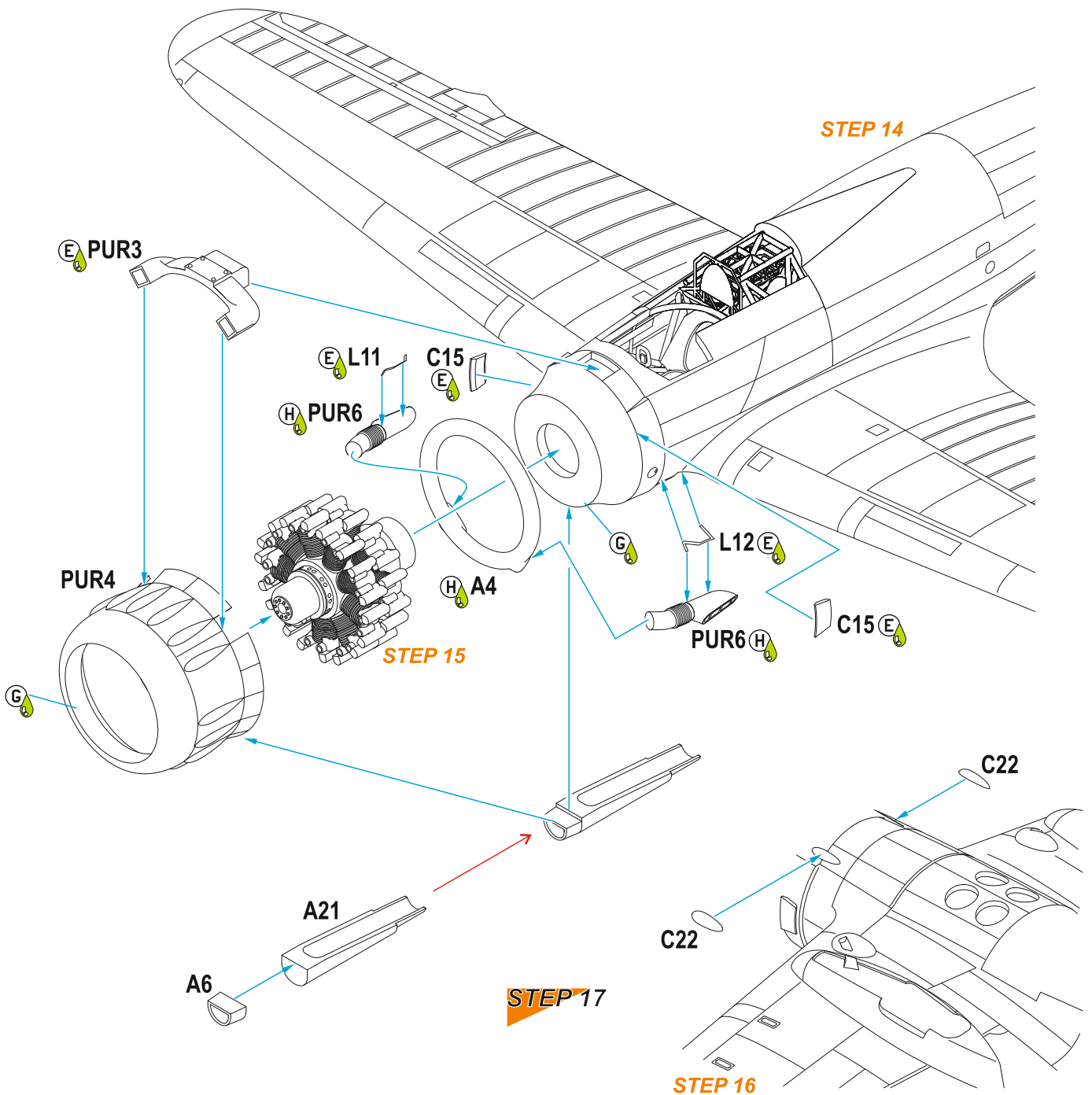
B10



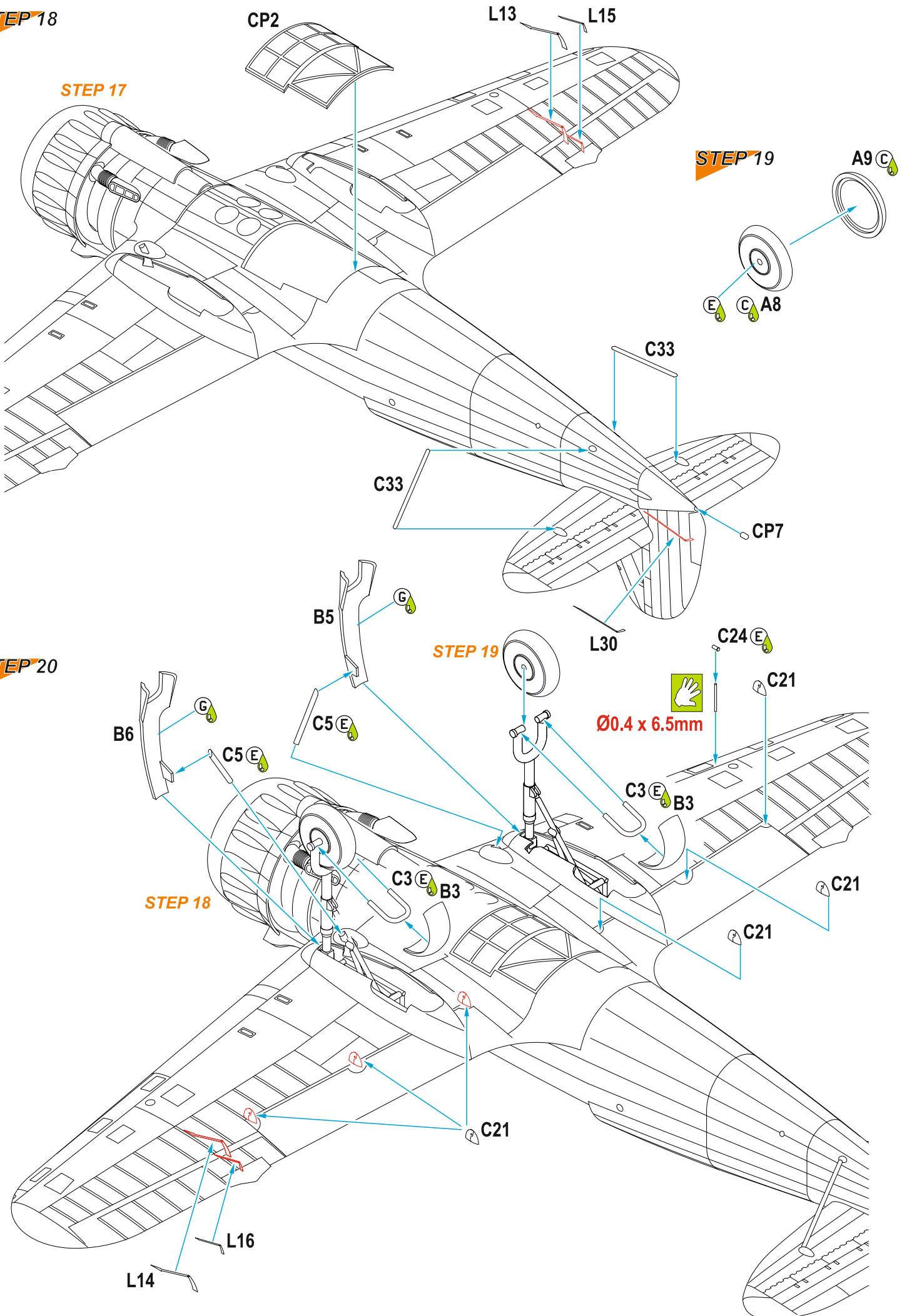
**STEP 15**



**STEP 16**



**STEP 18**



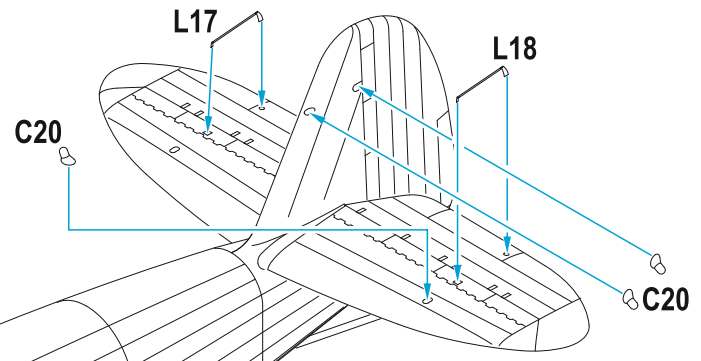


**STEP 21**

**Clear plate**

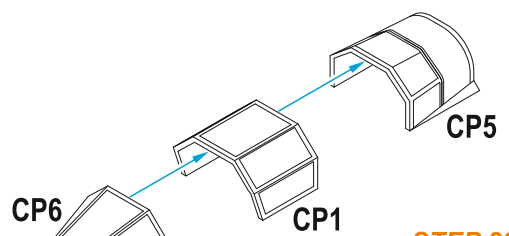
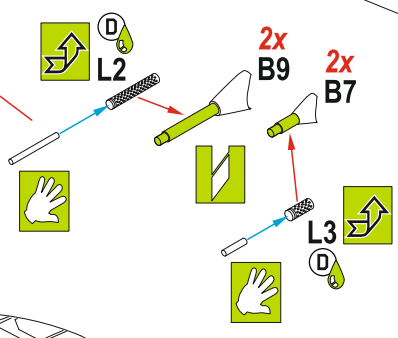
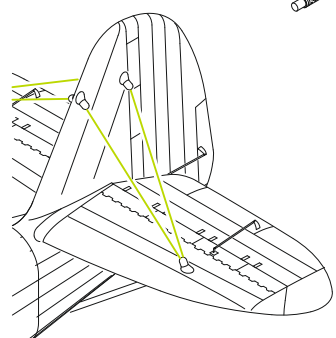
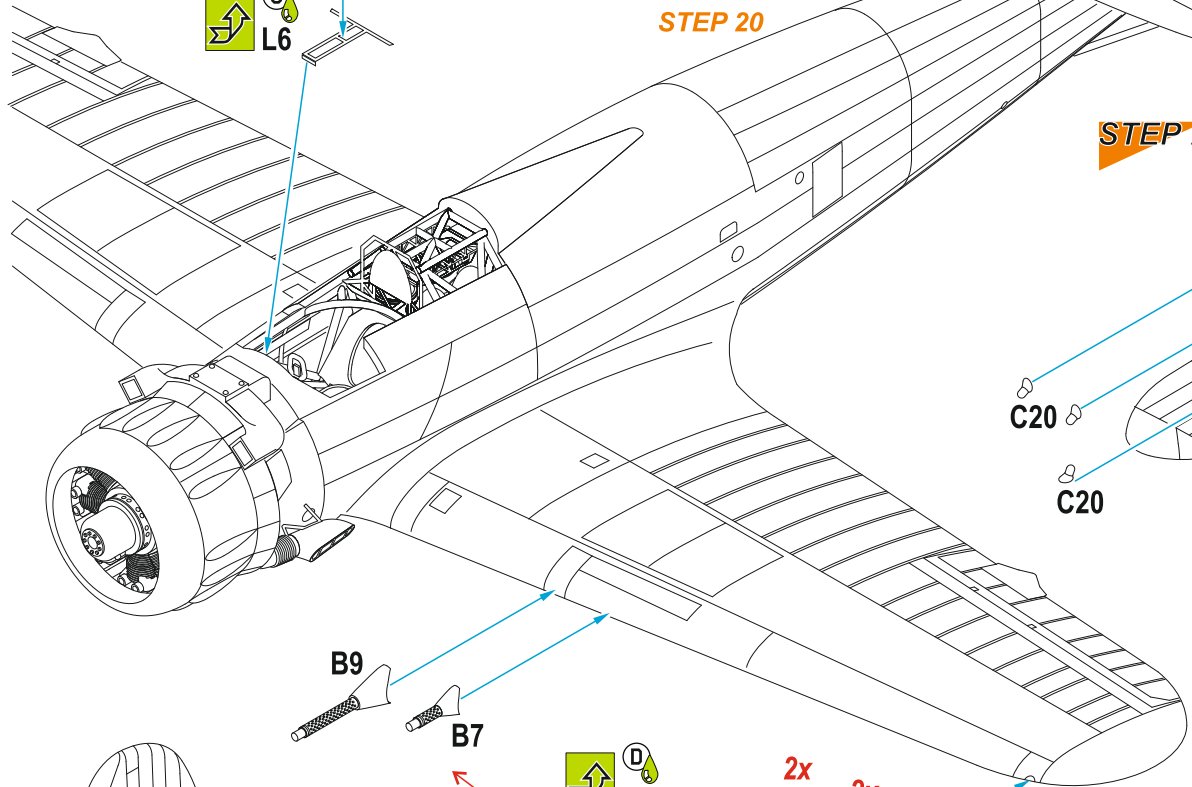
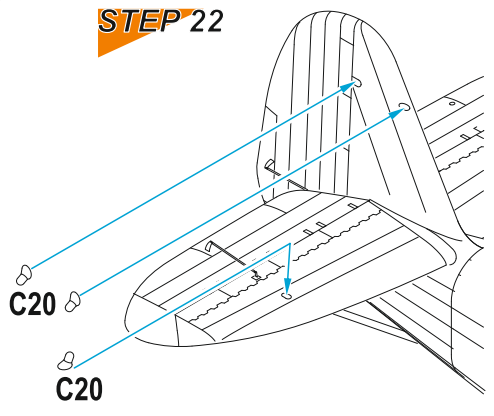
**A** PUR7

**G** L6



**STEP 20**

**STEP 22**



**STEP 22**

**STEP 23**

**E** PUR8

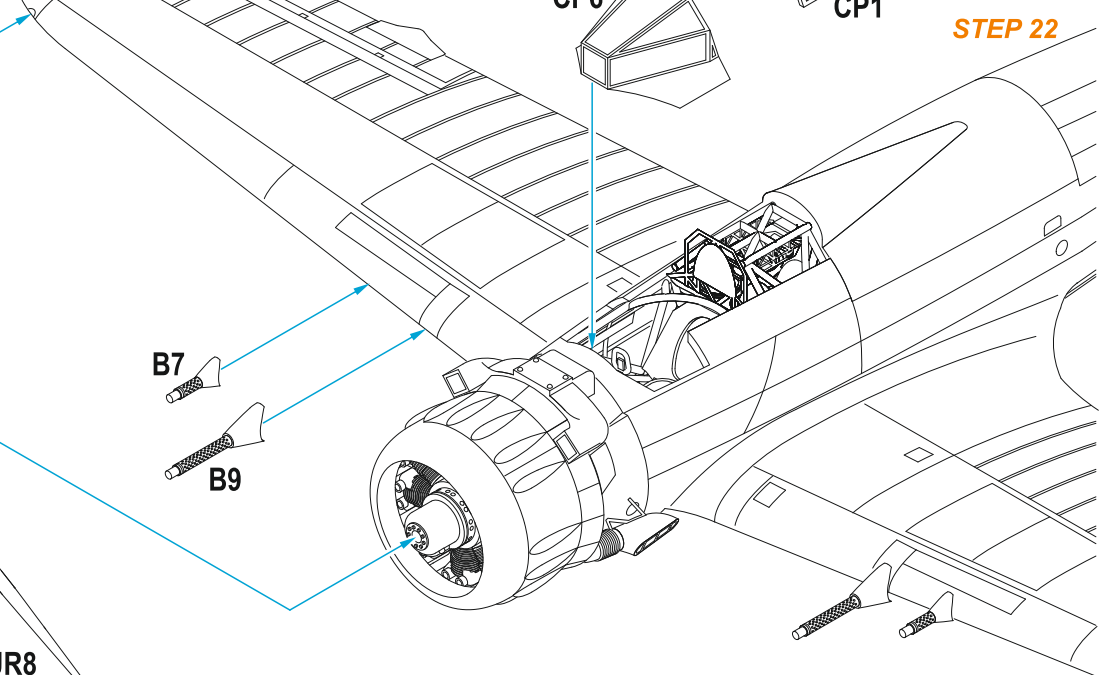
**E** PUR9

**E** PUR8

**E** PUR8

B7

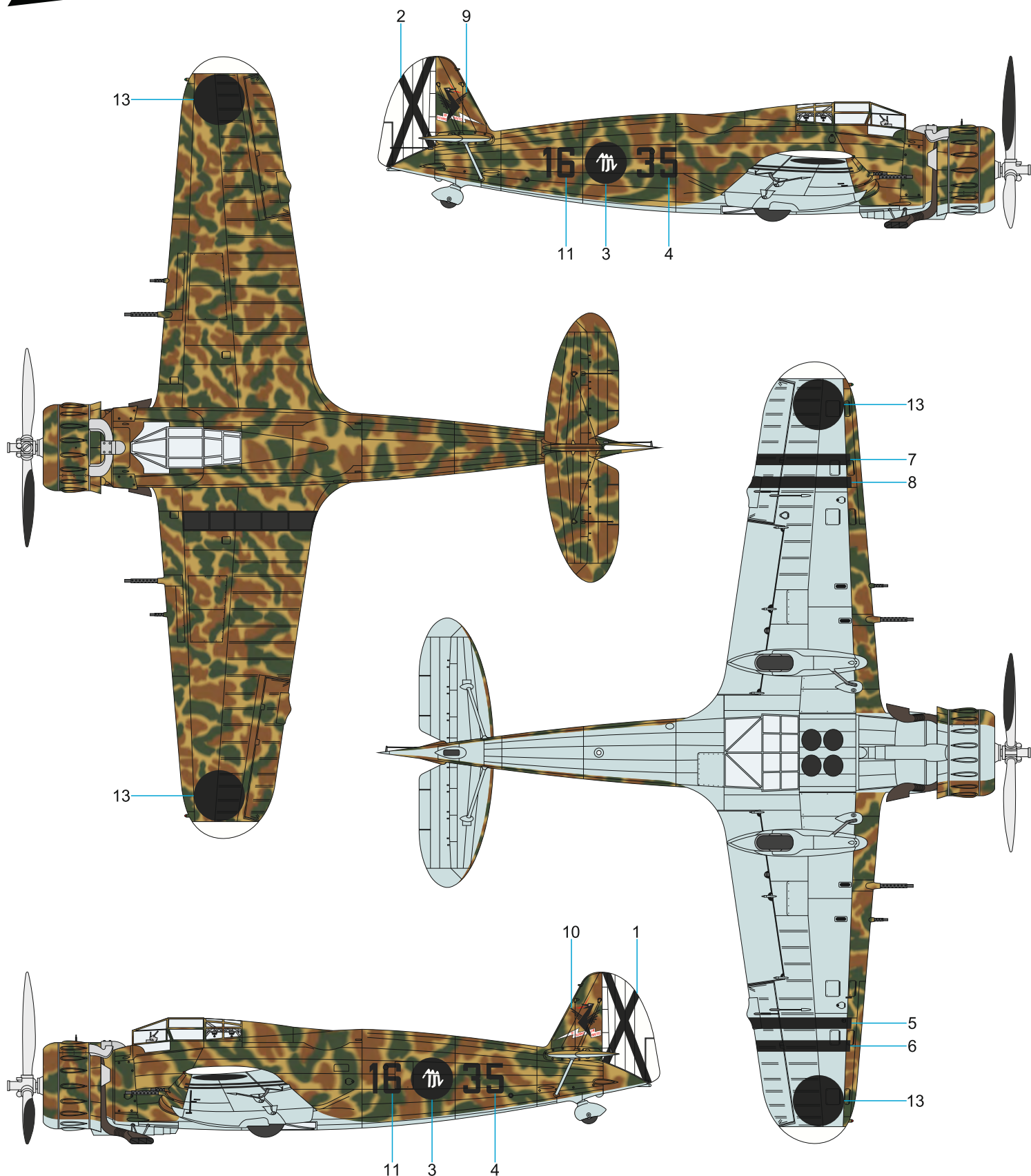
B9



Breda 65A-80, 16-35, 65a Squadriglia Assalto, Aviazione Legionaria, základna Puig Moreno, Španělsko, zima 1938. Šest kusů Ba 65A-80 bylo dodáno jako náhrada ztrát původně do Španělska dodaných Ba 65K-14. Stroje se aktivně zúčastnily bitvy o Elbro.

Breda 65A-80, 16-35, 65a Squadriglia Assalto, Aviazione Legionaria, based at Puig Moreno, Spain, Winter 1938. Six Ba 65A-80 aircraft were delivered to replace the lost Ba 65K-14 machines that had been sent to Spain earlier. These A-80s took an active part in the Battle of the Ebro.

CAM. A

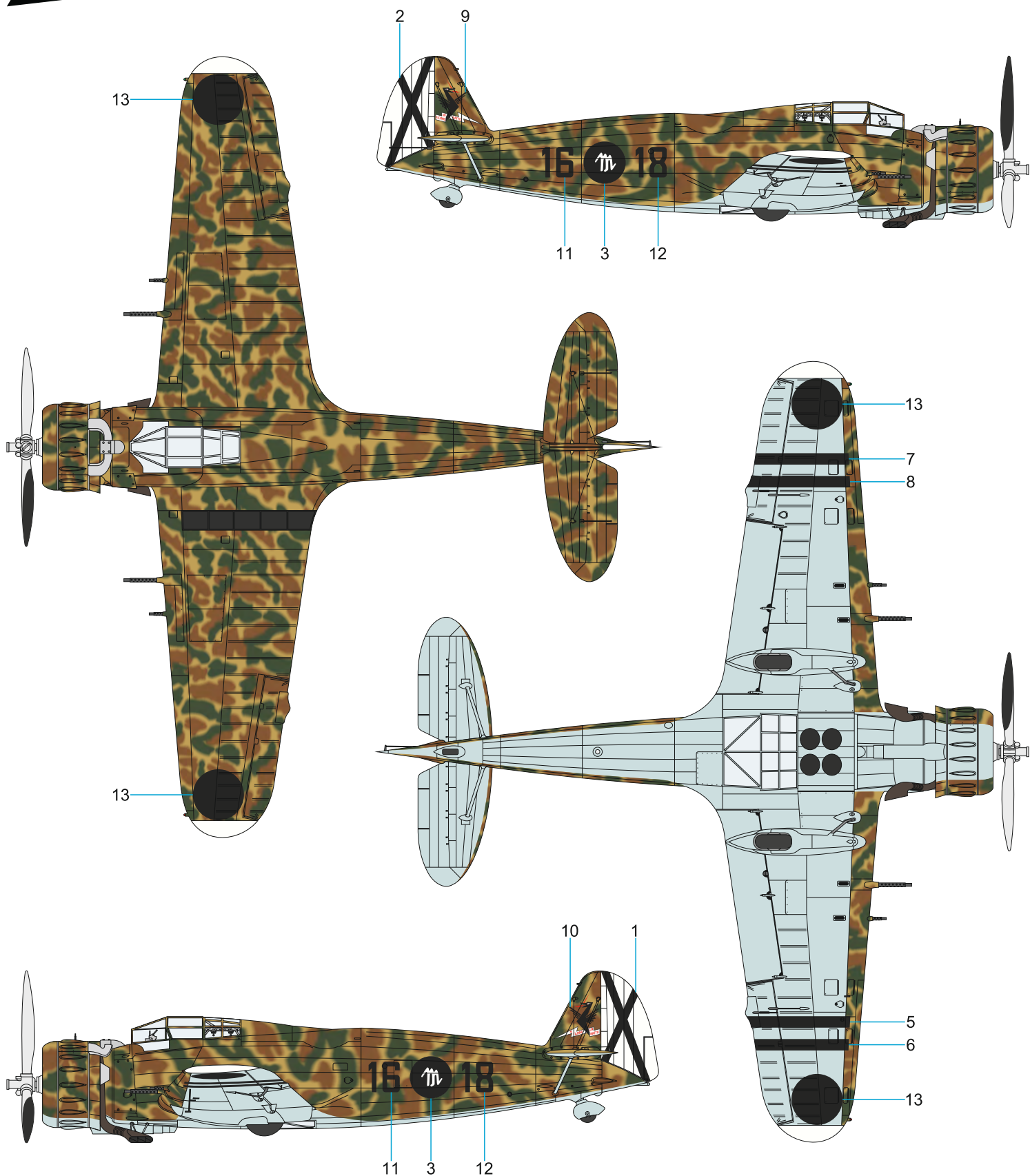


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|--|---|---|---|---|--|--|---|---|--|
|  | <i>Písková</i><br>Giallo Mimetico 4<br>H79 /C39 |  | <i>Tmavá zelená</i><br>Verde Mimetico 3<br>H302/ C302 |  | <i>Hnědá</i><br>Bruno Mimetico<br>H74/ C41 |  | <i>Šedá</i><br>Grigio Mimetico<br>H67/ C115 |  | <i>Matná černá</i><br>Nero 12<br>H12 / C33 |
|--|---|---|---|---|--|--|---|---|--|

Breda 65A-80, 16-18, 65a Squadriglia Assalto, Aviazione Legionaria, základna Puig Moreno, Španělsko, zima 1938.

Breda 65A-80, 16-18, 65a Squadriglia Assalto, Aviazione Legionaria, Puig Moreno, Spain, Winter 1938.

**CAM. B**



- |  |   |   |   |   |  |  |   |   |   |
|--|---|---|---|---|--|--|---|---|---|
|  | <i>Písková</i><br>Giallo Mimetico 4<br>H79 /C39 |  | <i>Tmavá zelená</i><br>Verde Mimetico 3<br>H302/ C302 |  | <i>Hnědá</i><br>Bruno Mimetico<br>H74/ C41 |  | <i>Šedá</i><br>Grigio Mimetico<br>H67/ C115 |  | <i>Matná černá</i><br>Nero 12<br>H12/ C33 |
|--|---|---|---|---|--|--|---|---|---|



**SH48206 1/48**

**Reggiane Re.2005 Sagittario**  
**'Ultimate Italian WWII Fighter'**



Q48364  
Reggiane Re 2005  
Main Wheels



Q48366  
Reggiane Re 2005  
Supercharger Air Intake

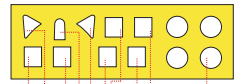


Q48365 Reggiane  
Re 2005 Tailwheel with  
Strengthened Leg



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**



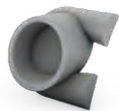
**SH48205 1/48**

**Reggiane Re.2000GA / Serie III.**



Q48371  
Reggiane Re 2000  
Main Wheels

Q48372  
Reggiane Re 2000 Tailwheel  
with Strengthened Leg

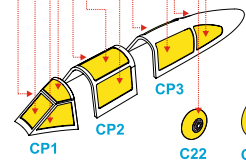
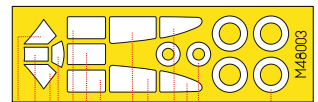


Q48373  
Reggiane Re 2000  
Exhausts



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**