AIRFIX
CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

CATALINA

The most famous and successful flying boat ever built was the Consolidated Model 28 Catalina, which remained in production for ten years until the end of the second world war.

The Catalina was first ordered by the U.S. Navy in 1933 and flew two years later in 1935; the prototype Model 28 showed great promise and after completing its trials established a flight distance record of 3,443 miles. Quantity production began immediately after its trials and delivery to the U.S. Navy commenced in 1936, progressive improvement resulted in new versions and the major production version, the PBY-5 flying boat, was delivered in 1940.

Even before the war the Catalina had attracted the attention of several foreign governments and the first foreign sale was to the Soviet Union in 1938. Russia bought three Catalinas and a manufacturing licence; the Russian-built Catalina was designated the GST and several hundred of this type were built during the war years. In 1939, the Air Ministry purchased one Model 28 and upon the outbreak of war ordered a further 50, the first of some 500 to be used by the R.A.F. PBY-5s were also ordered by France, Holland and Australia. Coastal Command Hudsons went into service in 1941, one of their first actions being in May of that year when a Catalina I of 209 squadron spotted the Bismarck.

Late in 1939, the first amphibious version, the PBY-5A, had appeared and this type was ordered for the U.S. Navy and Canada and later by the U.S.A.A.F. and the R.A.F. Many of the PBY-5As were built in Canada, where both Boeing Aircraft of Canada and Canadian Vickers had production lines. In the R.C.A.F. the PBY-5A was known as the Canso and the aircraft reproduced in this kit is in fact a Canadian Vickers-built machine. In addition to the amphibian development, the basic airframe was developed in a version known as the Nomad which was produced in fairly small quantities from 1943.

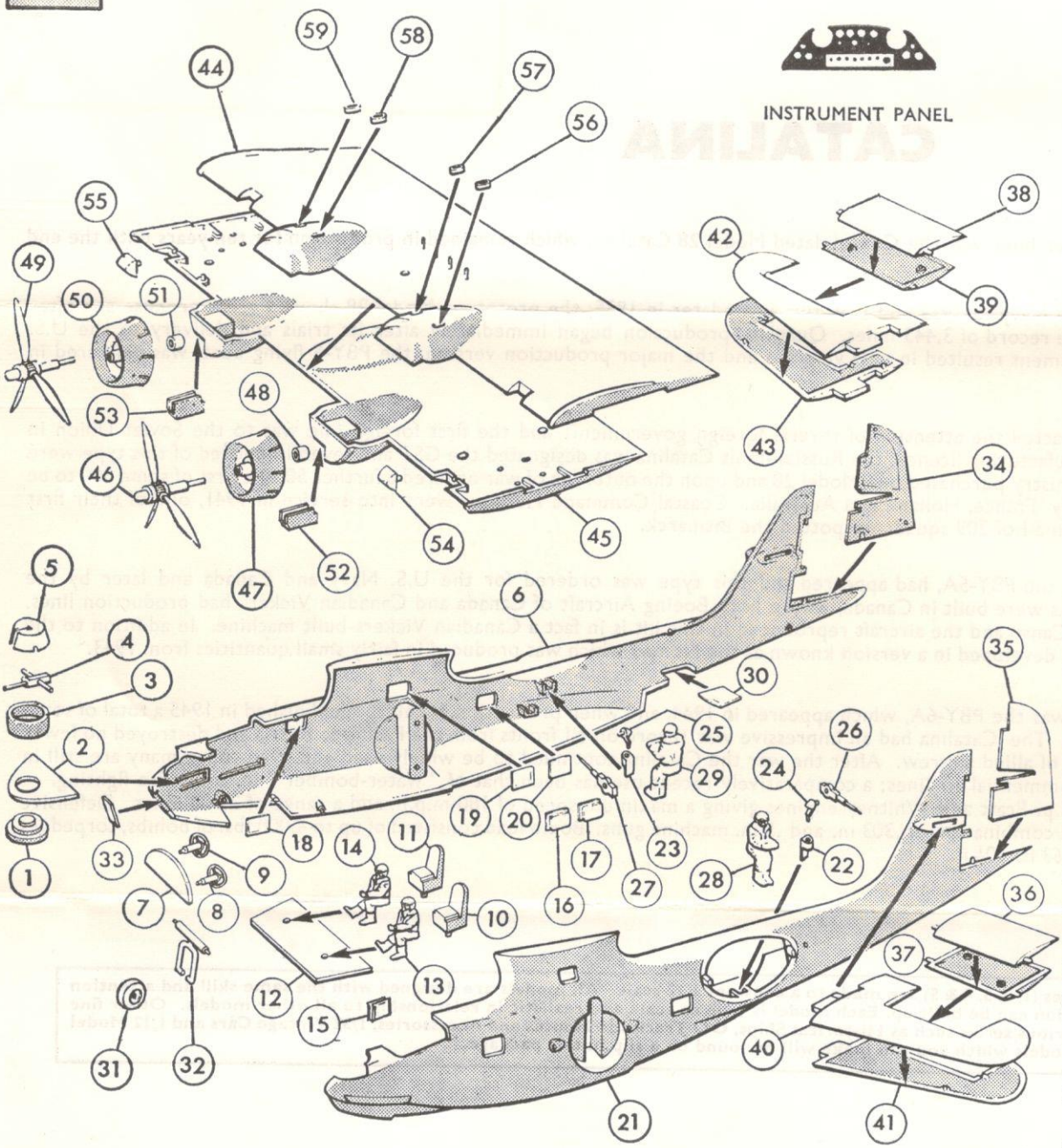
The last Catalina version to be produced was the PBY-6A, which appeared in 1944, and when production of this model finished in 1945 a total of some 3,300 Catalinas of all types had been produced. The Catalina had an impressive war record on all fronts from the Pacific to Russia and destroyed no fewer than 196 U-boats as well as rescuing hundreds of allied aircrew. After the war the Catalina continued to be widely used and even today many are still in service with the smaller air forces and with commercial air lines; a comparatively recent use has been that of " water-bomber " in forest fire fighting.

The PBY-5A was powered by two 1,200 h.p. Pratt and Whitney engines giving a maximum speed of 180 m.p.h. and a range of 2,500 miles. Defensive armament varied considerably, being usually a combination of .303 in. and .5 in. machine guns. Bomb load consisted of up to 4,000 lbs. of bombs, torpedoes or depth bombs. Span was 104 ft. and length 63 ft. 10½ in.

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1 FUSELAGE, CENTRE WING ASSEMBLY, ETC.

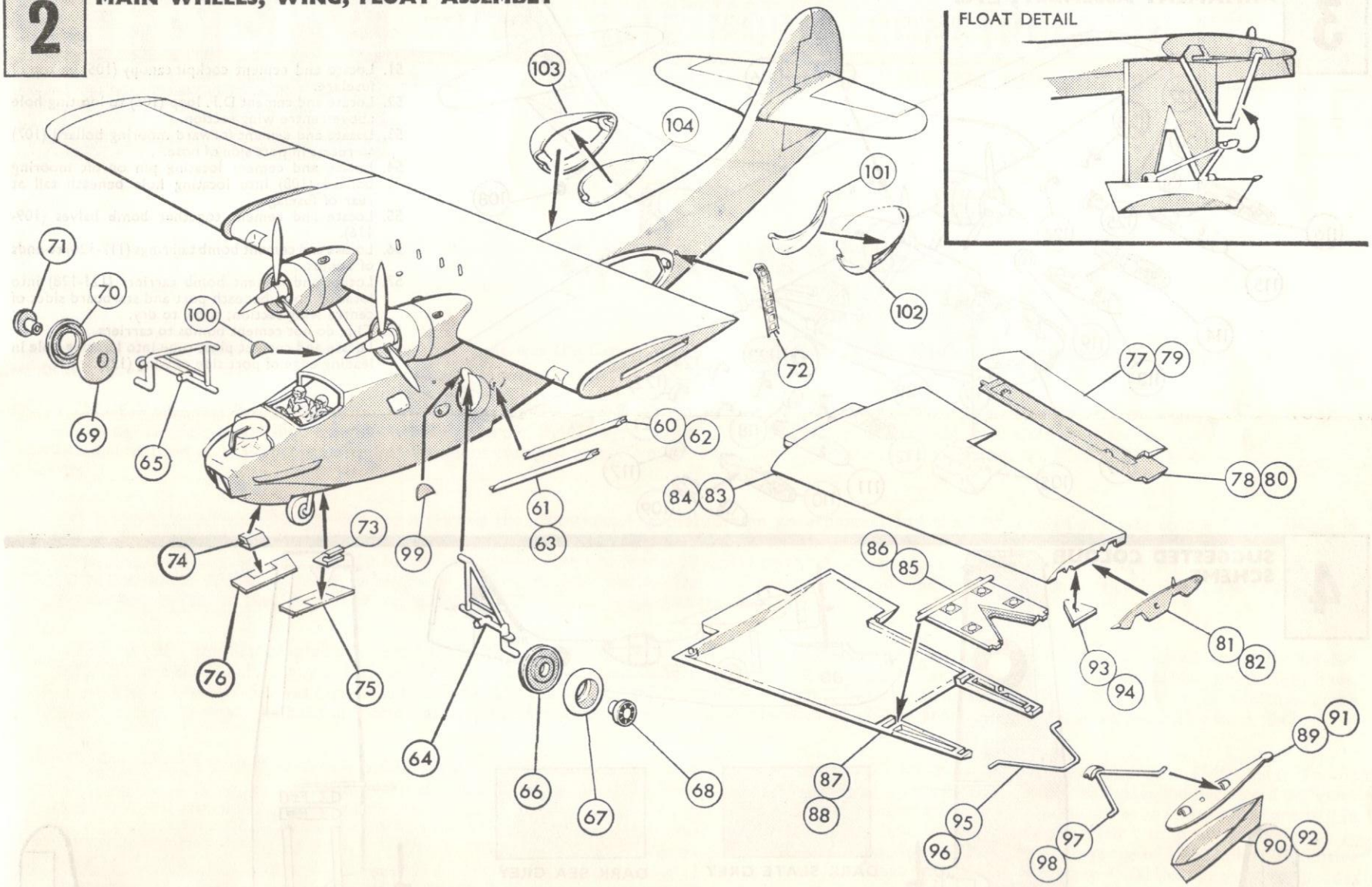


It is recommended that the instructions and exploded view are studied and the assembly practised before cementing together. If it is wished to paint internal details such as crew, or cockpit interiors, this is best done before assembly.

1. Place nose turret pivot pin (1) through hole in nose turret plate (2) and cement into recess beneath nose turret base (3). Note chamfer is to underside of turret plate.
2. Place, DO NOT CEMENT, pivot pins on either side of nose gun (4) into recesses in nose turret transparency (5) then cement nose turret transparency to turret base, gun protruding through slot in transparency.
3. Cement nose turret plate between locating ribs in nose of starboard fuselage half (6).
4. Cut out and cement printed instrument panel to

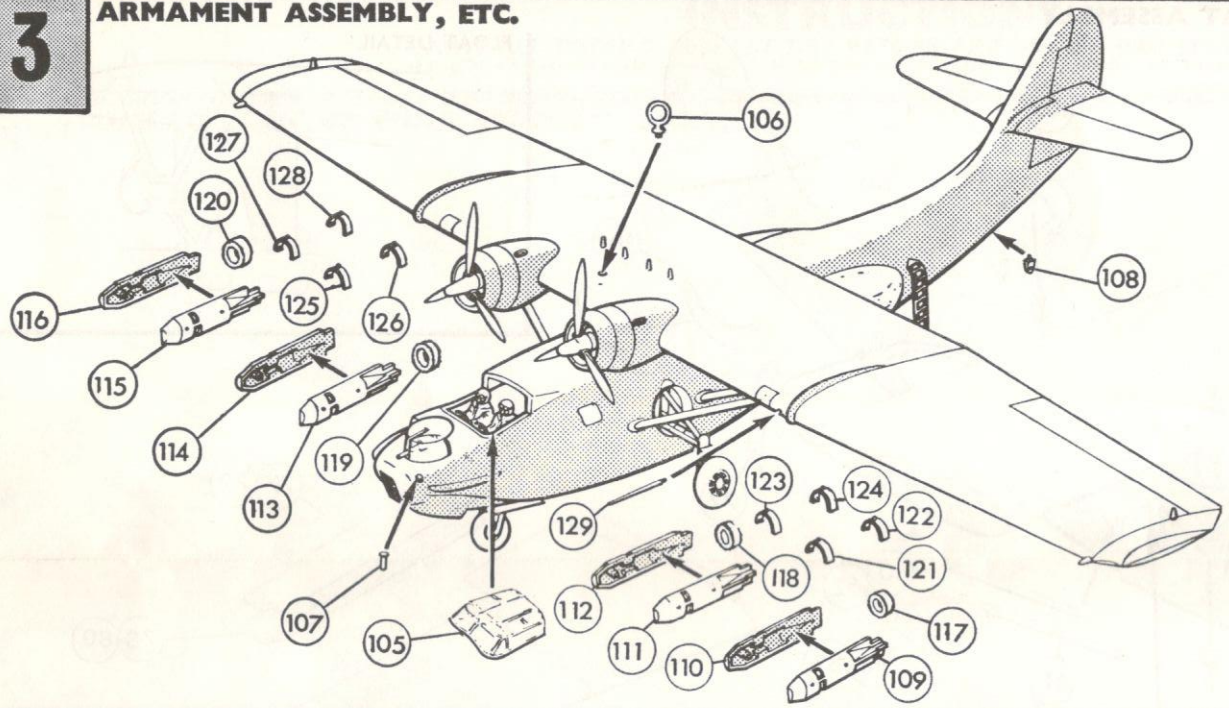
forward bulkhead (7), ce
into locating holes in bu
bulkhead against and beh
half. Rib on bulkhead to
5. Cement pilots' seats (10,
pit floor (12).
6. Cement pilots (13,14) to
floor onto rib on starboar
7. Locate and cement the six
into port (21) and starboa
8. At this stage if a model wi
desired, complete locatin
port fuselage half by pier
9. Locate and cement port
supports (22, 23) into rec
boxes beneath port and
10. Press DO NOT CEMENT
and starboard waist gu
locating holes in top of wa
should be angled to rear.
11. Press DO NOT CEMENT
pivot pins on side of gu
should be able to traverse
12. Locate and cement lug on
waist gunners (28, 29) in
lower boxes in port and s
13. Locate and cement lower
into starboard fuselage ha
14. Gently spring DO NOT
between axle of nose whe
15. Press one of the pivot pi
locating hole in starboard
CEMENT.
16. Cement port and starboar
at same time locating pivo
nose wheel leg, position
turret plate, forward bu
between or against respect
17. Locate and cement bomb ai
nose.
18. Place starboard rudder hal
and fuselage hinges and ca
half (35) to starboard—
COMES INTO CONTACT
19. Locate and cement togeth
elevator halves (36, 37). Re
and lower starboard elevat
20. Lay port elevator hinges in
lower half (40) then cemen
to lower. ENSURE NO
CONTACT WITH HINGES
21. Repeat procedure with sta
lower halves (42, 43) and s
22. Locate and cement tabs on
board tailplanes into locati
board sides of fin.
23. Locate and cement togeth
centre sections (44, 45).
24. Press pin of one propeller
cowling (47) and retaining
drop of cement on rear
CEMENT COMES INTO C
ING.
25. Repeat procedure with sta
cowling and retaining bus
DRY.
26. With step to top and rear
and starboard intakes (52,
port and starboard engine
27. Cement cowlings to nacelle
cowlings fitting around inta
28. Locate and cement landi
(54, 55) into cut outs in po
edges of centre wing section
29. Cement exhausts (56-59)
nacelles behind cowlings, de
line of nacelle in each case.

2 MAIN WHEELS, WING, FLOAT ASSEMBLY



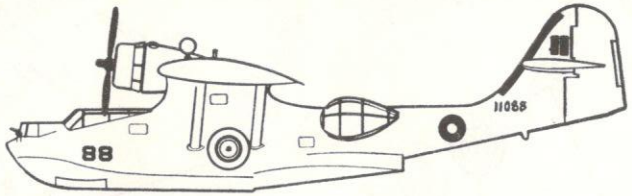
30. Locate and cement centre recess below wing section onto pylon on fuselage, at same time locating and cementing upper and lower ends of wing struts (60-63) into fairings beneath port and starboard sides of wing section and port and starboard fuselage sides. Note the longer struts are forward in each case.
31. The desired undercarriage position should now be selected.
    If the " down " position is required locate and cement the locating pins on undercarriage legs (64, 65) into locating holes in inner recesses in port and starboard wheel wells.
32. Cement together one male and female main wheel half (66, 67), press hub (68) through wheel and cement on to end of port axle leaving wheel free to turn on
37. Locate and cement together port and starboard aileron halves (77-80).
38. Locate and cement locating pins on back of end plates (81, 82) into grooves in centre ribs at end of upper halves of port and starboard wings (83, 84). End plates match wing sections and small locating pins on inner face are to rear.
39. Lay assembled ailerons in position in upper wing half.
40. Identify marked port and starboard large cover plates (85, 86), lay pivot pins on large cover plates within grooves in port and starboard lower wing halves (87, 88).
41. Carefully cement together upper and lower port and starboard wing halves, ensuring cement is kept away
45. When dry spring ends of large stays (95, 96) into locations within ends of port and starboard wing halves.
46. Spring ends of small stays into raise hinges on float tops. Note : Clip on stays to inside. When in " DOWN " position clip stays together. When raising floats unclip stays. For detail see inset.
47. Locate and cement tabs on port and starboard outer wing sections into locating slots in centre wing section.
48. When the floats are " DOWN " undercarriage should be in retracted position, in which case legs are omitted and main wheel upper recess cover plates (99, 100) cemented into top of recess on port and starboard

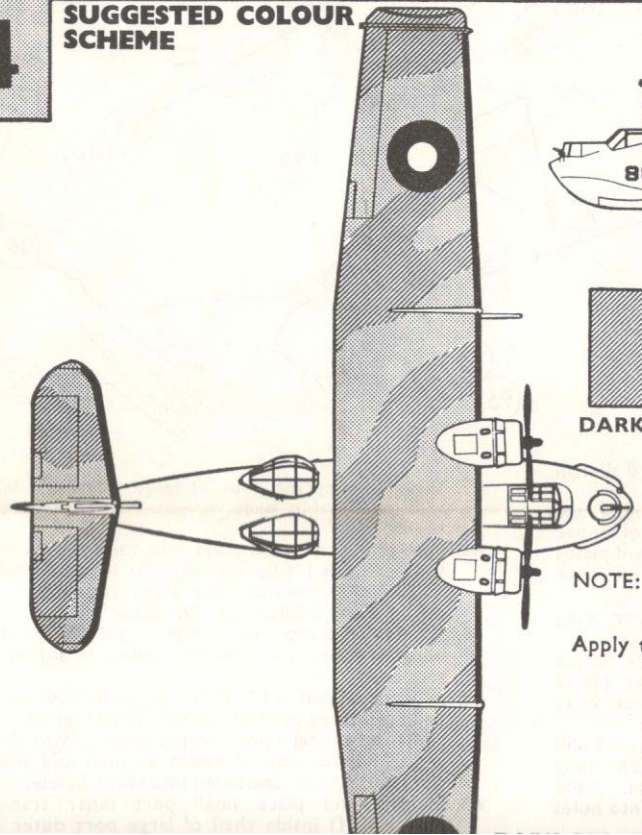
3 ARMAMENT ASSEMBLY, ETC.



51. Locate and cement cockpit canopy (105) on top of fuselage.
52. Locate and cement D.F. loop (106) to locating hole above centre wing section.
53. Locate and cement forward mooring bollard (107) to recess in port side of nose.
54. Locate and cement locating pin on aft mooring bollard (108) into locating hole beneath tail at rear of fuselage.
55. Locate and cement together bomb halves (109-116).
56. Locate and cement bomb tail rings (117-120) to ends of bombs.
57. Locate and cement bomb carriers (121-128) into locating holes beneath port and starboard sides of centre wing section; allow to dry.
58. Clip, do not cement bombs to carriers.
59. Locate and cement pitot tube into locating hole in leading edge of port side of wing (129).

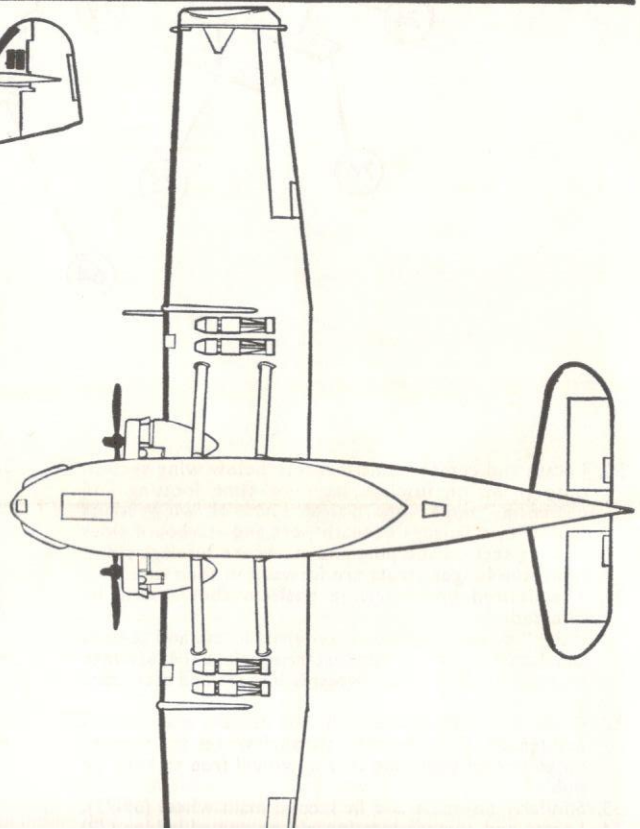
4 SUGGESTED COLOUR SCHEME





DARK SLATE GREY

DARK SEA GREY



NOTE: If it is wished to paint the model it should be done at this stage using the colour scheme and painting notes for smaller details.

Apply transfers: First cut the sheet into 9 separate subjects, dip in warm water for a few minutes and slide into position shown on illustration. The red and blue roundels to upper wings; the small roundels to fuselage sides; the black serial numbers just forward of tail fin on fuselage sides; fin flashes either side of fin; the aircraft name is applied to the transparent base.