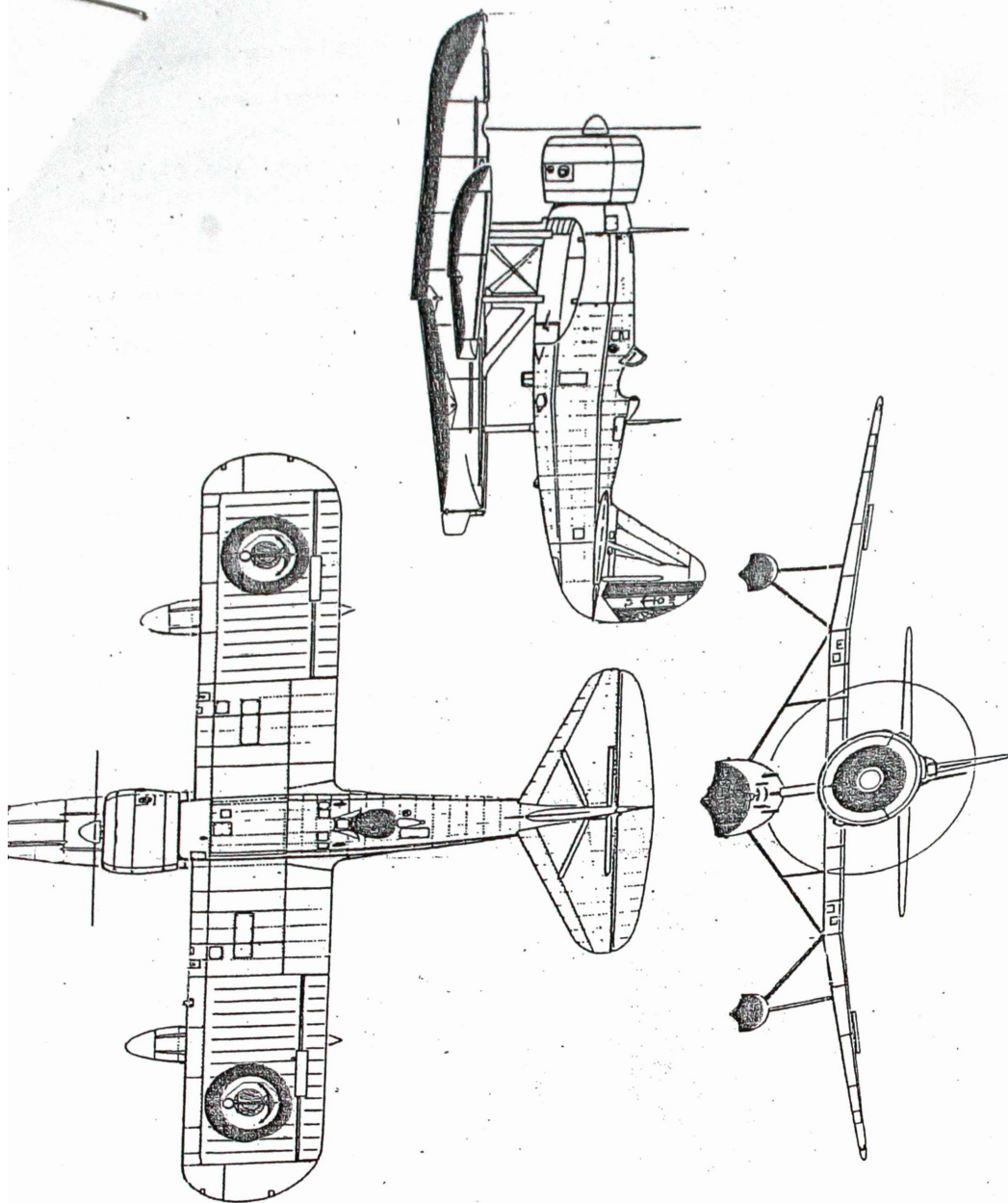


FONDERIE - MINIATURE
36, rue Charron
93300 - AUBERVILLIERS

1/48

6060 - LOIRE 210

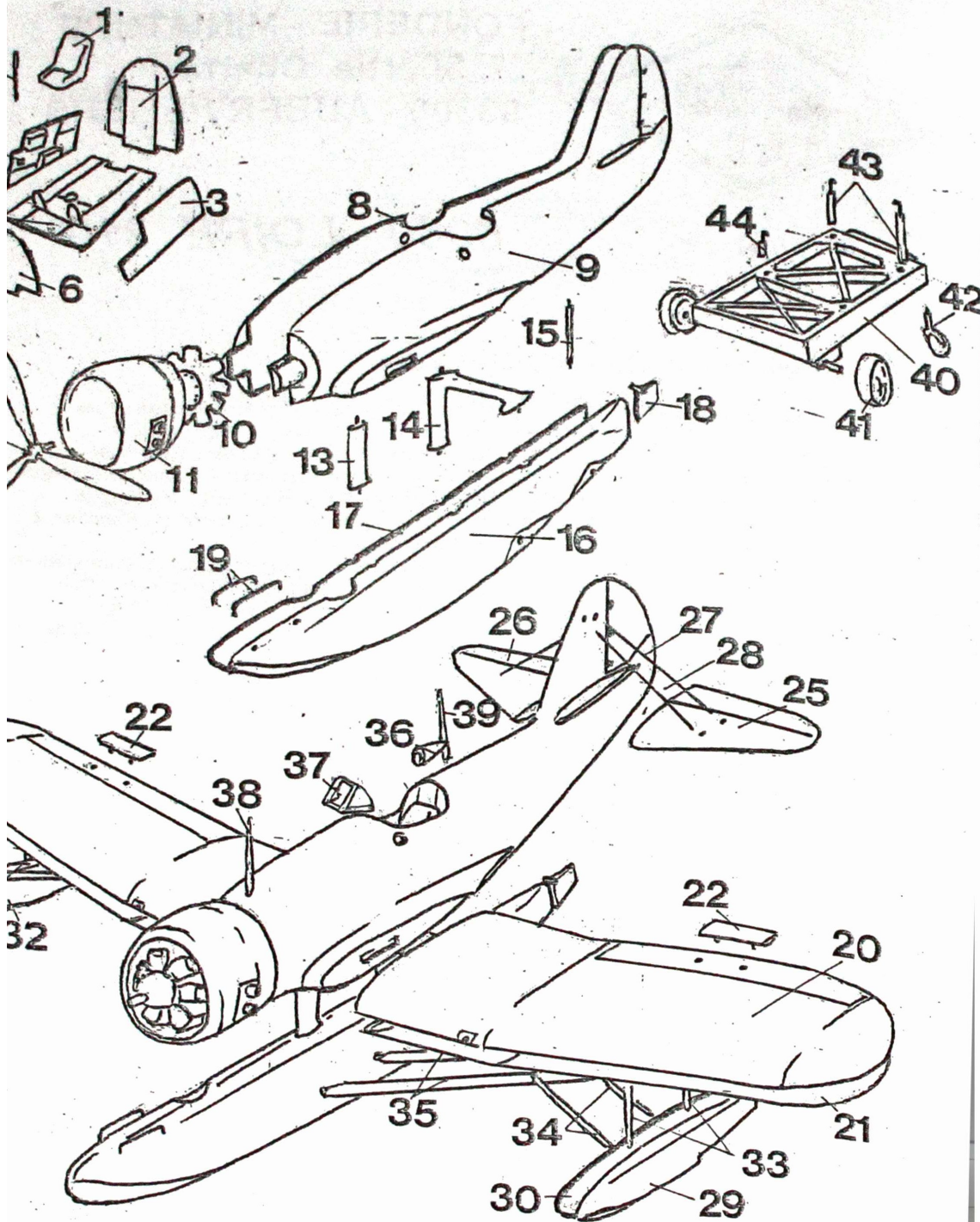


LE LOIRE 210 - Hydravion de chasse à flotteurs

L'hydravion monoplace LOIRE 210 fut conçu pour répondre aux clauses d'une spécification émise par la Marine Française en 1933 en compétition avec le BERNARD 110 et le ROMANO 90. Il fit son premier vol le 21 Mars 1935 à ST NAZAIRE. Il reprenait le fuselage du chasseur à ailes de mouettes LOIRE 46 auquel on greffa des ailes de construction mixte (revêtement de métal pour les parties internes et de toile pour les parties externes en dièdre). L'armement consistait en 2 mitrailleuses dans les ailes DARNE de 7,5mm. Après des essais officiels à partir de 1935, l'appareil fut commandé à 20 exemplaires en mars 1937, le premier vol de l'avion de série survenant le 18 Novembre 1938. Outre le montage de 4 mitrailleuses, la principale différence externe était le remplacement d'un capot avec bossages pour les têtes de cylindres par un capot lisse améliorant le Cx. Après des essais sur catapulte en 1939, deux escadrilles furent créées, la HC1 à ST MANDRIER et la HC2 à LANVEOC-POULMIC, cette dernière devant opérer à partir des cuirassés DUNKERQUE et STRASBOURG. Malheureusement, plusieurs accidents résultant d'une faiblesse structurelle des ailes imposa l'interdiction de vol des 15 appareils survivants et les deux unités furent dissoutes par les autorités de la Marine.

THE LOIRE 210 - A French Float Fighter

The LOIRE 210 single seat float fighter was designed to meet the requirements of a specification issued by the French Navy in 1933 and was selected in competition with the BERNARD 110 and the ROMANO 90. First flying at ST-NAZAIRE on March 21, 1935 it retained the gull-wing land-based fighter fuselage LOIRE 46 onto which were grafted mixed construction wings with metal covered inner wing portions and fabric covered outer wings which showed a marked dihedral. Armament consisted of 2 DARNE 7,5mm machine guns. Following official trials from 1935 on, an order was placed for 20 machines in March, 1937, the first production aircraft flight occurring on November 18, 1938. Besides the mounting of 4 MG's the main exterior difference was the replacement of cowlings with cylinder head fairings with smooth elements giving a better Cx. After catapult trials in 1939, two Escadrilles were formed HC1 at ST MANDRIER and HC2 at LANVEOC-POULMIC, the latter being scheduled to be operated aboard the STRASBOURG and DUNKERQUE battleships. Sadly, several accidents resulting from wing structural failures led to the grounding of the 15 remaining aircraft and the 2 units were disbanded by the French naval authorities.



ASSEMBLY INSTRUCTIONS

STEP 1 - COCKPIT

- Cement together all cockpit components = seat 1 onto dorsal wall 2 then sidewalls 3 and 4, this assembly onto floor 7.
- Add control stick 5 and cement instrument panel 6 in a fuselage half just in front of the small porthole aimed at lighting it.

STEP 2 - FUSELAGE

- Cement cockpit assembly in a fuselage half and glue both halves 8 and 9 together. Open up the 2 small portholes and fill in with Kristal Klir or PVA glue (much cheaper for same result).
- Cement engine 10 (after adding pushrods) onto the fuselage front axle (note that the raised rib detail on the axle corresponds to the notch at the rear of the engine, thus giving the right cylinder position).
- Place cowling 11 so that the reduction gear casing very slightly protrudes from the cowling lips.
- Note that exhaust pipes are located at 5 o'clock (left) and 11 o'clock (right).
- Propeller 12 will be placed later on.

STEP 3 - MAIN FLOAT

- Cement together float halves 16 and 17.
- Cement main masts 13-14-15 in the fuselage belly locating holes and this assembly onto the float.
- Add on rudder 18 and the two handrails 19

STEP 4 - WINGS - TAILPLANES

- Cement together 20-23 upper surfaces to 21-24 under surfaces. Cement "garden benches" 22 in aileron locating holes.
- Open up the MG holes on the wing leading edges and insert a tiny bit of tube that will remain hardly visible.
- Cement wings to fuselage (Dihedral = 0° on center portion).
- Cement tailplanes 25 and 26 in the fuselage recess and struts 27 and 28, the longer in front.

STEP 5 - AUXILIARY FLOATS - STRUTS

- Cement together 29-30 left and 31-32 right float halves and attach to wing undersurface using upright 33 and oblique 34 struts. Note that struts 33 are at 90° to the wing portion with dihedral.
- Cement long oblique struts 35 joining main float to wing undersurface.
- Make from stretched sprue 4 small bracing rods (see drawing).

STEP 6 - MISCELLANEOUS

- Cement headrest 36, windshield 37, antenna mast (longer) 38 slightly offset to port, the other one (shorter) 39 just aft of headrest and slightly offset to STBD.

STEP 7 - CAMOUFLAGE - MARKINGS

The very few available photos seem to indicate that the aircraft was painted Aeronavale dark blue/grey all over with the engine cowling left natural metal (A darker shade appears on the front ring).
 Float undersurfaces appear to be black (Tar based prospective paint ?)
 Tricolour stripes on rudder with usual captions: aircraft type-anchor-serial.
 Wing roundels in 4 usual positions.

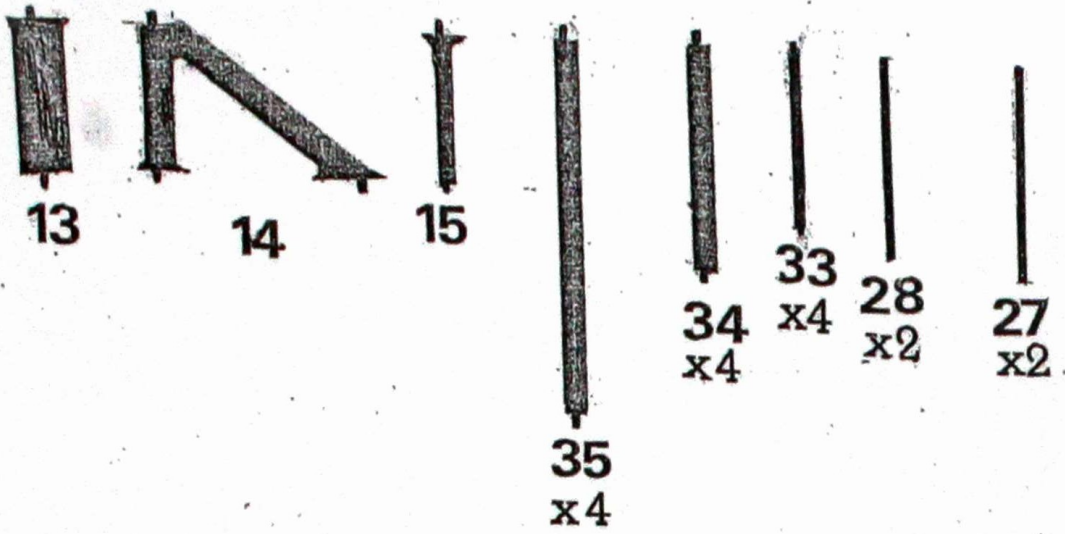
STEP 8 - DOLLY ASSEMBLY

- Cement resin wheels 41 on their relevant axles, then rear small yokes 42 into their respective locating holes under the framework.
- Cement long 43 and short 44 jacks in their locating holes their tiny upper spigots matching the holes in the main float reinforcing plates.

STEP 9 - RIGGING

- X-arrangement wiring between lower fuselages struts 13 and 14
- X-arrangement wiring between struts 33, struts 34 and struts 35.

MATURE



Remerciements à MM Lucien MORAREAU et Philippe RICCO pour le prêt de leur précieuse documentation.
Remerciement à Jacques NIOT pour son magnifique master