

Beechcraft King Air 350 iER

(designed for 1/72 scale A&A Model kit 7226/ 7243)

Ecuador "Aviación Naval Ecuatoriana"

INTRODUCTION

The American manufacturer Beechcraft developed a line of small twin-turboprop transport aircraft in the 1960s. Known as King Air family it was produced in a series of different variants. The first King Air 90/ 100 series had a low mounted horizontal tailplane and small cabin. Deliveries started in 1964 and production continued in modernized versions until 2021. It was also used in military roles.

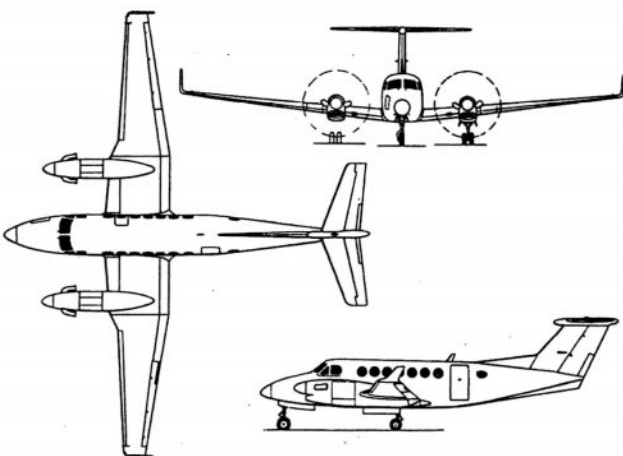
The T-tail was introduced and the 200 series got a 1,17m longer cabin and quite some modifications like Pratt and Whitney PT-6A-41 engines. Initially known as Super King Air, the "Super" designation was later dropped. First delivery was February 1974. The B200 from 1981 had some improvements like a cargo door and could carry 13 passengers. Engines varied with 3-bladed or 4-bladed propellers. The military versions are known as RU-21J or UC-12/ C-12/ T-54.



200/300 series

The 300 series got PT-6A-60 engines in different nacelles and increased take-off weight. Several military variants were developed also for different roles like reconnaissance, maritime patrol and navigator trainer.

The 350 series got a longer fuselage and cabin for additional seating, increased wing span fitted with winglets. Deliveries started in 1990. The B300 is the version with cargo door and the 350ER has a higher take-off weight and became available from 2007.



350 series

For the King Air numerous upgrades and modifications are available. Over 7,600 King Air aircraft were manufactured and the type is still in production after 50 years!

The simplest way to distinguish the "Super" King Air type is counting the circular windows: at the right starboard side the 200/300 has usually 5 circular windows and the longer 350 series 8 circular windows and wing with winglets.

MODEL KITS

In 1/72 scale a few model kits have appeared of the King Air. The best kits are from **A&A Models** from the Ukraine. Several kits were released including the longer "350" series (kit 7226/ 7243) with 4-bladed propellers. (these kit parts should be twisted a bit to feather ground position).

Though these are short-run kits, with some effort excellent models can be made. Depending on the particular King Air model scheme, some small kit modifications may be needed on windows, antennas, wire antennas and other bits.

Note that the rear fuselage ventral fins/ strakes may vary in shape and length.

DECAL SYSTEM and APPLICATION

The decal sheet has ONE continuous print film, so EACH decal needs to be cut out with fine scissors. No other prior laserprinted decal preparation is needed. Each cut out decal can be applied as usual after soaking it a short while in water. Decals are EXTREMELY THIN, so slide off from the wet backing sheet on the model surface. Do not use tweezers! They will fold doubled!

Note: some decals have a white underlaying decal, this is often indicated with an "arrow" on the decals sheet.

After all decals have been applied, finish the model with your preferred final gloss or semi-matt varnish coats. This will also protect the decals.

PAINTING AND DETAILS

As many markings are applied on a white surface, some decal bits may not have a white colour.

Leading edges of wing inboard the nacelles, outboard wing and horizontal tailplane is flat black.

Long running wire antennas may vary per specific King Air.

The propeller spinners are usually chrome metal. Propeller blades are dark grey with often white-black-white tips. The insides' of propblades have black de-icing portions.

Ecuador King Air "Aviación Naval Ecuatoriana"

The Air Force and Navy flying service (Aviación Naval Ecuatoriana) have a fleet of Beech King Airs for transport and surveillance duties.

Beech King Air 350 coded AN-235 (c/n BL-85) is operated by the A.N.E. and was still flying in 2023. Most naval aircraft are based at Base Aérea Simón Bolívar in Guayaquil, Ecuador. It has black NAVAL titles and roundels. Engines provide power to 4-bladed propellers. It has a single long rear ventral fin.

The colour scheme is a gloss white upper fuselage, upper wing, upper nacelles, vertical tail and winglets.

The lower areas are gloss light grey (approximately Fed.Std FS16473). At the grey<> white demarcations are long dark blue cheatlines. On the inboard and outboard nacelles are also cheatlines. At the nacelle-wing junctions the light grey runs from front to rear. Masking to apply the paint scheme is needed.

The nose tip is black but no black anti-glare panel was seen and the nose cheatline has a square outlined front.

Wing, inboard wing and horizontal stabilizer have mat black leading edges anti-icing.

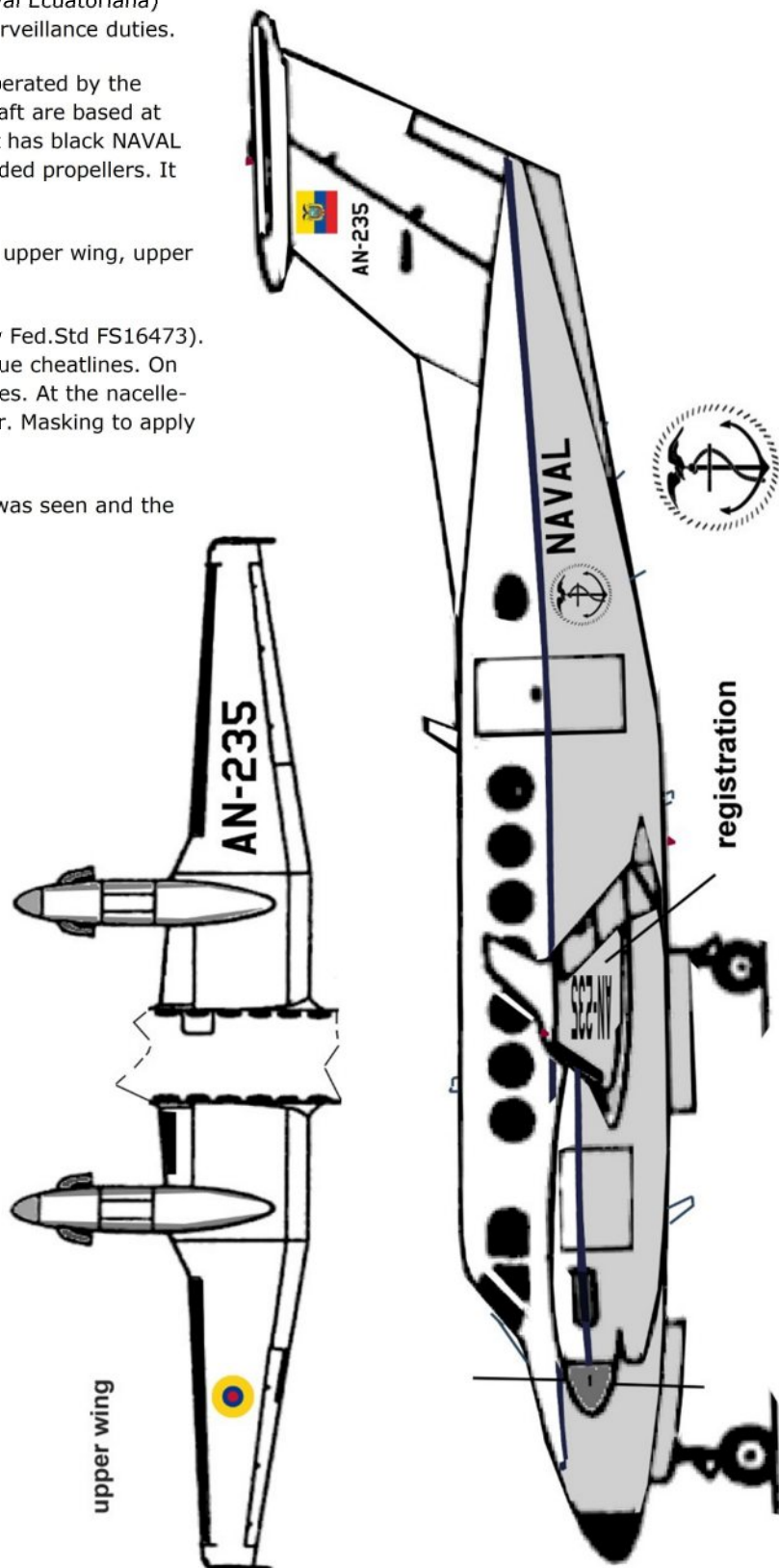
Note Ecuador flags on vertical tail.

The upper wing is gloss white and has a roundel at port (half way the outboard wing section) and code on starboard:

The lower wing has a roundel at starboard and a code on the lower port wing. (apply the white disc decal first and the roundel on top of that).

No long wire antennas were seen on the King Air 350 version.

On the internet website AIRLINERS.NET it is easy to find photos of this plane.



Please visit website: www.aircraftinplastic.com



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