

AIRFIX

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 PBV-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 license; 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. PBV-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 PBV-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 R.A.F. Many of the PBV-5As were built in Canada, where both Boeing Aircraft of Canada and Canadian Vickers had production lines. In the R.C.A.F. the PBV-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.

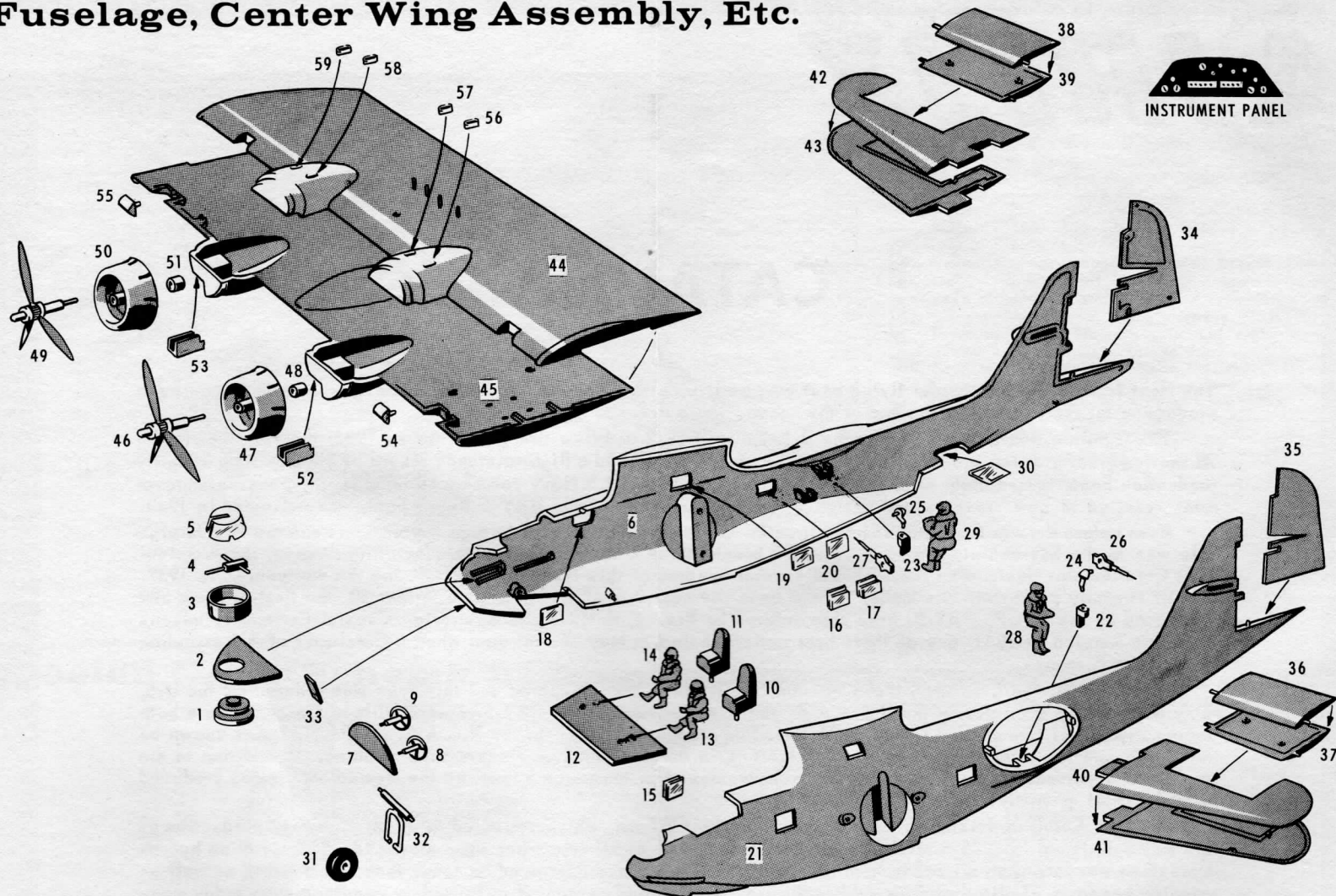
The last Catalina version to be produced was the PBV-6A, which appeared in 1944, and when production of this model finished in 1945 a total of some 3,300 Catalinas of all types had been produced. The Catalina had an impressive war record on all fronts from the Pacific to Russia and destroyed no fewer 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 PBV-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.

AIRFIX CORPORATION OF AMERICA

PHILADELPHIA 24, PENNSYLVANIA

Fuselage, Center Wing Assembly, Etc.

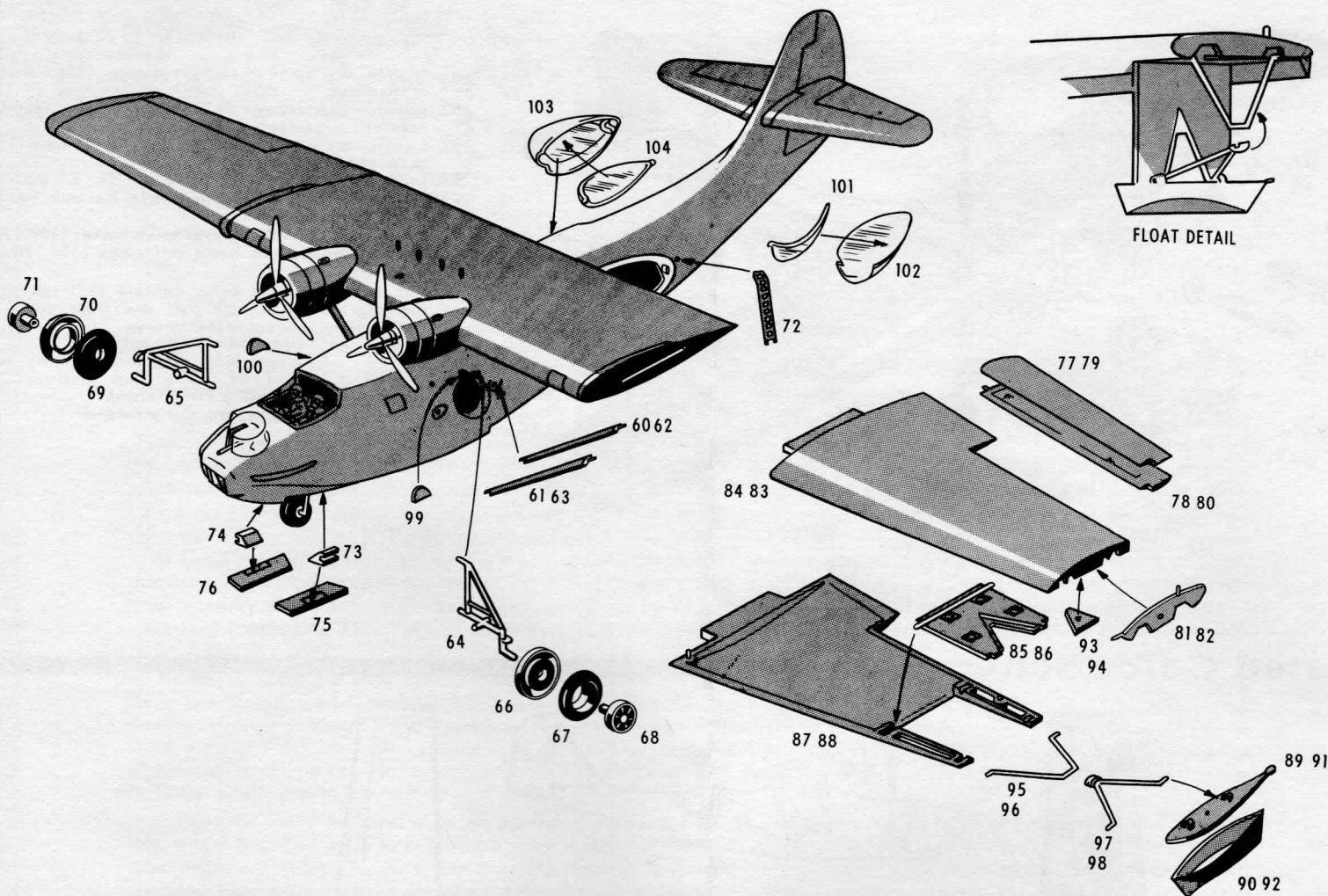


1. Place nose turret pivot pin (1) through hole in nose turret plate (2) and cement into recess beneath nose turret base (3). Note chamber is to underside of turret plate.
2. Place, **DO NOT CEMENT**, pivot pins on either side of nose gun (4) into recesses in nose turret transparency (5) then cement 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), cement control wheels (8, 9) into locating holes in bulkhead, locate and cement bulkhead against and behind rib in starboard fuselage half. Rib on bulkhead to rear.
5. Cement pilots' seats (10, 11) to locating holes in cockpit floor (12).
6. Cement pilots (13, 14) to seats then cement cockpit floor onto rib on starboard fuselage half.
7. Locate and cement the six side transparencies (15-20) into port (21) and starboard fuselage halves.
8. At this stage if a model with lowered undercarriage is desired, complete locating hole to rear of blister in left fuselage half by piercing from the inside.
9. Locate and cement left and right waist gun supports (22, 23) into rectangular recesses in upper boxes beneath left and right waist windows.
10. Press **DO NOT CEMENT** pivot pins on base of left and right waist gun mountings (24, 25) into locating holes in

- top of waist gun supports. Mountings should be angled to rear.
11. Press **DO NOT CEMENT** waist guns (26, 27) on to pivot pins on side of gun mountings. Note guns should be able to traverse, depress and elevate.
12. Locate and cement lug on base of left and right waist gunners (28, 29) into rectangular recesses in lower boxes in left and right fuselage halves.
13. Locate and cement lower fuselage transparency (30) into right fuselage half, narrow end to rear.
14. Gently spring **DO NOT CEMENT** nose wheel (31) between axle of nose wheel leg (32).
15. Press one of the pivot pins on nose wheel leg into locating hole in right fuselage half—**DO NOT CEMENT**.
16. Cement left and right fuselage halves together, at same time locating pivot pin on opposite side of nose wheel leg, positioning and cementing nose turret plate, forward bulkhead, and cockpit floor between or against respective ribs in left fuselage.
17. Locate and cement bomb aimer's cover (33) to fuselage nose.
18. Place starboard rudder half (34) in position over fin and fuselage hinges and carefully cement left rudder half (35) to right—**MAKE SURE NO CEMENT COMES INTO CONTACT WITH HINGES**.
19. Locate and cement together upper and lower left elevator halves (36, 37). Repeat procedure with upper and lower right elevator halves (38, 39).

20. Lay left elevator hinges in recesses in left tailplane lower half (40) then cement tailplane upper half (41) to lower. **MAKE SURE NO CEMENT COMES INTO CONTACT WITH HINGES**.
21. Repeat procedure with right tailplane upper and lower halves (42, 43) and right elevator.
22. Locate and cement tabs on assembled left and right tailplanes into locating slots in left and right sides of fin.
23. Locate and cement together upper and lower wing center sections (44, 45).
24. Press pin of one propeller (46) through left engine cowling (47) and retaining bush (48), secure with a drop of cement on rear of bush. **MAKE SURE NO CEMENT COMES INTO CONTACT WITH COWLING**.
25. Repeat procedure with right propeller, engine cowling and retaining bush (49-51). **ALLOW TO DRY**.
26. With step to top and rear, locate and cement left and right intakes (52, 53) into recesses beneath left and right engine nacelles.
27. Cement cowlings to nacelle fronts, large cutout in cowlings fitting around intakes.
28. Locate and cement landing light transparencies (54, 55) into cutouts in left and right leading edges of center wing section.
29. Cement exhausts (56-59) into recesses on top of nacelles behind cowlings, deeper edge nearest center line of nacelle in each case.

Main Wheels, Wing, Float Assembly

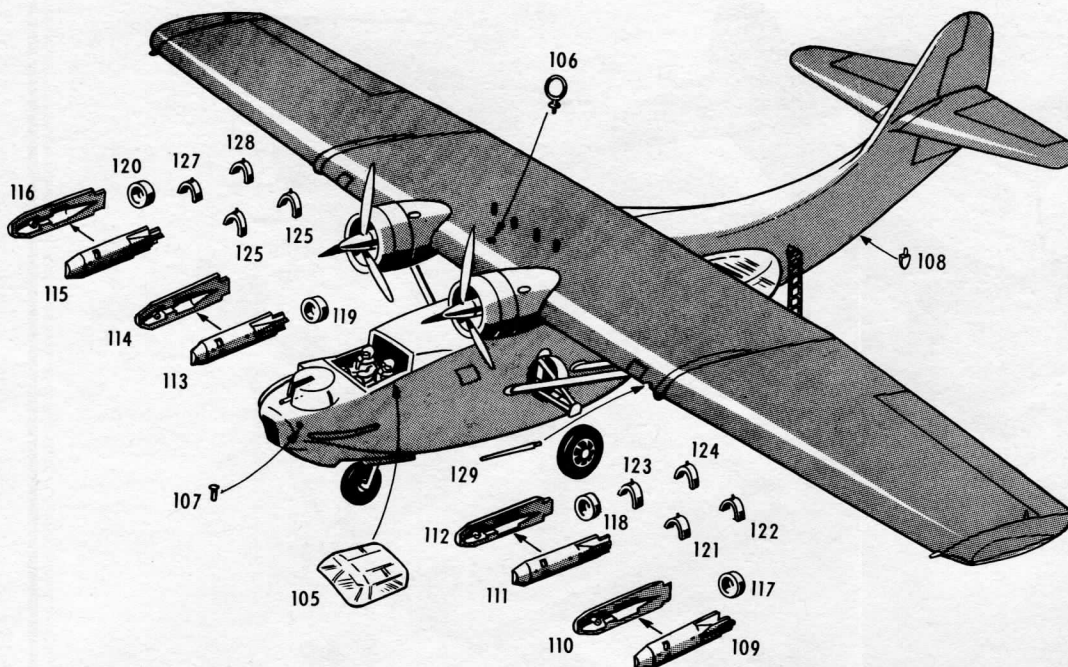


30. Locate and cement center recess below wing section onto pylon on fuselage, at same time locating and cementing upper and lower ends of wing struts (60-63) into fairings beneath left and right sides of wing section and left and right fuselage sides. Note the longer struts are forward in each case.
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 left and right 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 left axle leaving wheel free to turn on hub.
33. Similarly assemble and fit second main wheel (69-71).
34. Locate and cement locating pin on top of ladder (72) into locating hole to rear of left blister opening. Note the ladder acts as a support when the model stands on its undercarriage.
35. Locate and cement nose door supports (73, 74), ribs facing outwards to recesses inside nose doors (75, 76).
36. With wider end of doors forward, locate and cement door supports to each side of wheel well. Note well sides

- are between ribs on door supports.
37. Locate and cement together left and right aileron halves (77-80).
38. Locate and cement locating pins on back of end plates (81,82) into grooves in center ribs at end of upper halves of left and right 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 left and right large cover plates (85,86), lay pivot pins on large cover plates within grooves in left and right lower wing halves (87,88).
41. Carefully cement together upper and lower left and right wing halves, making sure cement is kept away from pivot pins on ailerons and cover plates. Note pivot pins on inner face of end plates locate into holes in aileron outer ends.
42. Locate and cement float tops (89,90) to float bodies (91,92). Note hinges on float tops face upwards.
43. Locate and cement tabs on ends of large cover plates into locating slots in line with hinges on float tops-narrow end of floats to rear and hinges to outside.
44. Locate and cement the locating pins in the back of the small cover plates (93,94) into locating holes in center

- bush at ends of left and right upper wing halves.
45. When dry spring ends of large stays (95,96) into locations within ends of left and right 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 left and right outer wing sections into locating slots in center 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 left and right sides and wheels cemented into wells below.
49. Identify and place small left inner transparent blister (101) inside shell of large left outer blister (102), handle on edge of inner transparency to bottom. Carefully apply cement only to rim of blister opening on left side of fuselage and locate transparencies over locations on fuselage.
Make sure cement is clear of moving parts so that inner transparency can be raised or lowered.
50. Similarly assemble, locate and cement right blister transparencies (103,104).

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 center wing section.
53. Locate and cement forward mooring bollard (107) to recess in left 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 left and right sides of center 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 left side of wing (129).
60. Cement together both parts of stand.
61. Cement arm of stand into slot provided.

Suggested Color Scheme

