

PZL P.11c Fighter in Romanian Service



Cat. No. 32002
Scale 1/32



3d design: Przemysław Głogowski
Research: IBG Crew

IBG Models pragnie podziękować Panom Radu Brinzanowi i Horii Stoicy za pomoc przy opracowaniu tego modelu!
IBG Models would like to thank Mr. Radu Brinzan and Horia Stoica for help in developing this model!

PZL P.11c to samolot myśliwski będący udoskonaloną odmianą wersji P.11a, która była rozwinięciem samolotu P.6 konstrukcji inż. Z. Puławskiego pod kierownictwem inż. Wsiewołoda Jakimiuka.

Po udanych wersjach P.11a oraz P.11b, na przełomie 1933 i 1934 r. wytwórnia PZL opracowała ulepszoną wersję myśliwca, z przekonstruowanym kadłubem i usterzeniem, nowszą wersją silnika Bristol Mercury V, oraz dostosowaną do zabudowy broni w skrzydle. Przy pracach wzięto pod uwagę doświadczenia z użytkowania wersji poprzednich, co skutkowało obniżeniem zabudowy silnika i poprawą widoczności z kabiny pilota. Jednocześnie wprowadzono zmiany w konstrukcji kadłuba, przedłużając część kratownicową do końca części kabinowej tak, że konstrukcja półskorupowa zaczynała się za fotelem pilota. Samolot został zamówiony przez polskie lotnictwo wojskowe w liczbie 175 sztuk, a ich budowę rozpoczęto w połowie 1934 roku. Większość zamówienia zrealizowano w roku 1935 a ostatnie egzemplarze dostarczono w 1936 r.

Samoloty PZL P.11c weszły na wyposażenie eskadr myśliwskich lotnictwa polskiego w 1935 roku, stanowiąc najwartościowszy sprzęt podczas Wojny Obronnej w 1939 roku. Maszyny służyły w 1PL w Warszawie, 2PL w Krakowie, 3PL w Poznaniu, 4PL w Toruniu, 5PL w Lidzie oraz 6PL we Lwowie i wzięły udział w działaniach wojennych od 1 września do ewakuacji lotnictwa, wymuszonej radzieckim atakiem 17 września. Po ewakuacji zasiliły szeregi lotnictwa rumuńskiego, gdzie były użytkowane równoległe z lokalnie budowaną wersją P.11f.

Do dnia dzisiejszego ocalał jedyny zachowany egzemplarz maszyny, który znajduje się w zbiorach Muzeum Lotnictwa Polskiego w Krakowie.

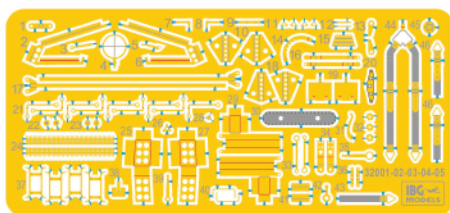
PZL P.11c was a fighter plane, an improved variant of P.11a version, which was a development of P.6 construction of inż. Z. Puławski under inż. Wsiewołod Jakimiuk's supervision.

After succesful P.11a and P.11b versions, in 1933 and 1934 PZL manufacturer has developed an improved version of the fighter, with a redesigned hull and tail, newer Bristol Mercury V engine version, and a possibility of placing the armament inside a wing. Engine cowling was lowered to improve pilots field of view. Changes in fuselage construction included extension of truss to the end of the cockpit in the way that the semimonocoque construction started behind the pilot's seat. 175 of these aircraft were ordered by Polish Air Force and the construction started in 1934. Most of the order was delivered in 1935, last planes finished in 1936.

PZL P.11c airplanes entered service in fighter squadrons of Polish Air Force in 1935 and were their most valuable equipment during the Polish Campaign of 1939. These aircraft served in 1st Air Regiment(AR) in Warsaw, 2nd AR in Cracow, 3rd AR in Poznan, 4th AR in Torun, 5th AR in Lida and 6th AR in Lwów and took part in the Polish Campaign from its outbreak on 1st September 1939 until evacuation forced by the Soviet attack of 17th September. Evacuated airplanes were incorporated into Romanian Air Force, where they served along the locally constructed P.11f version.

Only one PZL P.11c survives today. It can be found on exhibition of Polish Aviation Museum in Cracow.

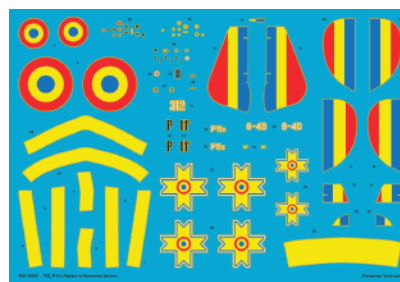
Elementy Fototrawione / Photo-etched Parts



1 Element złożony we wcześniejszym etapie
Element assembled in previous step

1 Element po złożeniu w aktualnym etapie
Element after assembly in current step

Kalkomanie / Decals



A Kolor farby
Paint colour

? Wersja do wyboru
Version to choose

1 Kalkomania
Decal

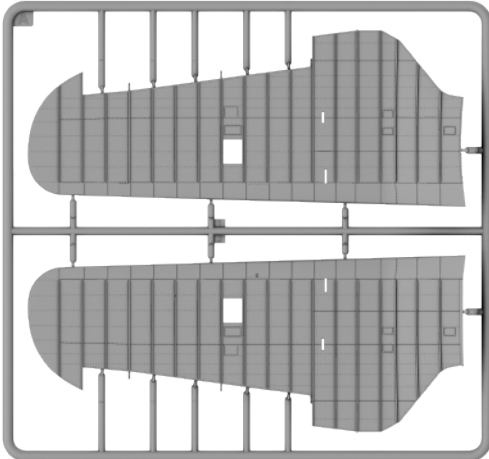
Przed montażem przeczytać instrukcję. Przestrzegać kolejności montażu podanego w instrukcji. Klej i farby nie wchodzi w skład zestawu.
Please read instructions before assembly. Follow the sequence of assembly presented in instructions. Glue and paint not included.

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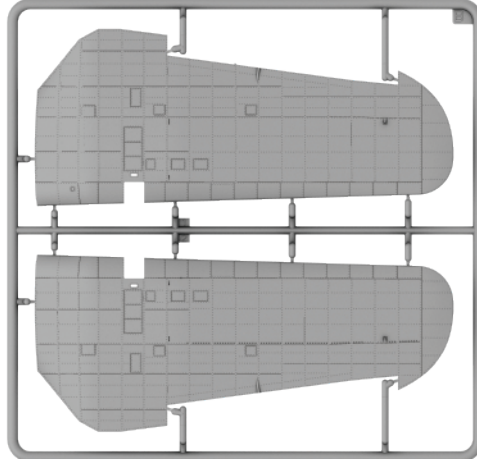
tel +48 22 8159150
fax +48 22 8159151
ibgsc@ibg.com.pl
www.ibg.com.pl
www.ibgmodels.com

Elementy modelu
Elements of the model kit

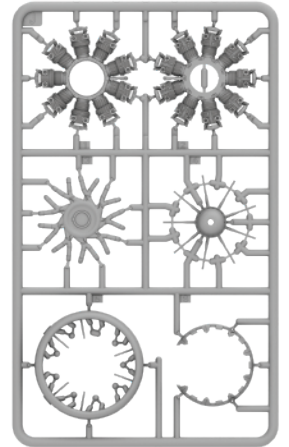
Ramka A / Frame A



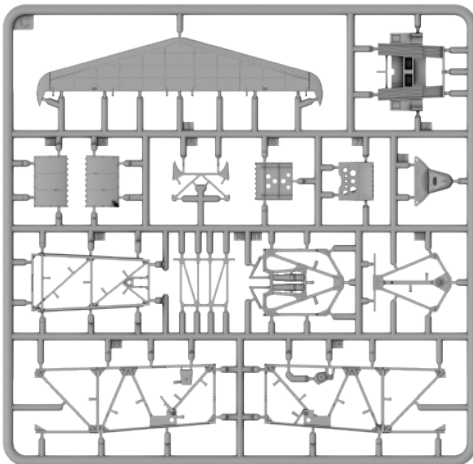
Ramka B / Frame B



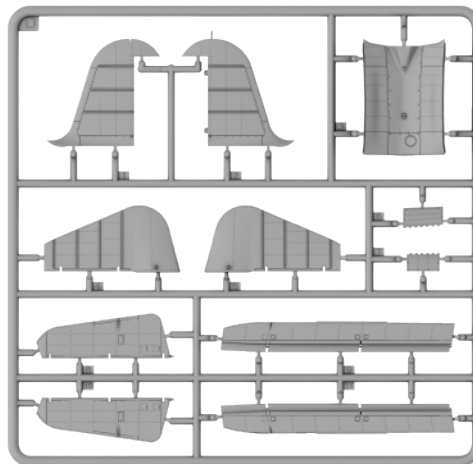
Ramka J / Frame J



Ramka C / Frame C



Ramka D / Frame D



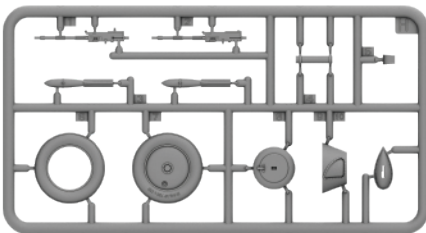
Ramka E / Frame E



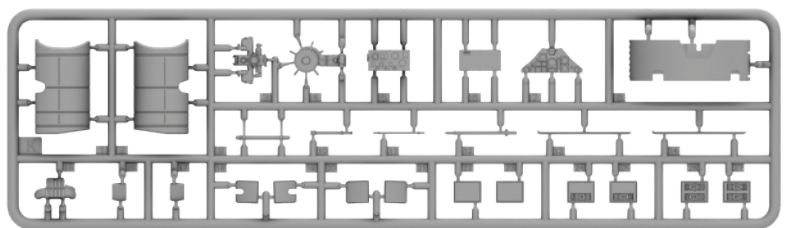
Ramka G przezroczysta
/ Frame G transparent



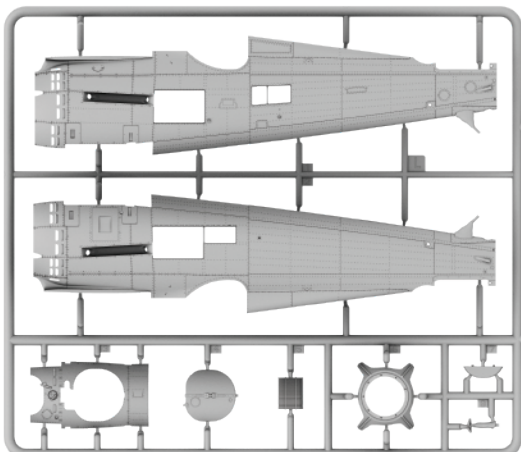
Ramka H x2 / Frame H x2



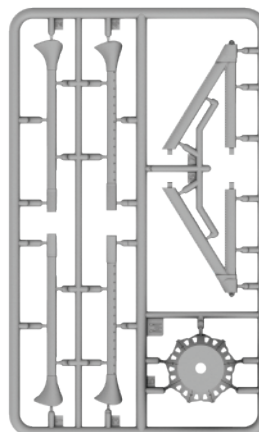
Ramka K / Frame K



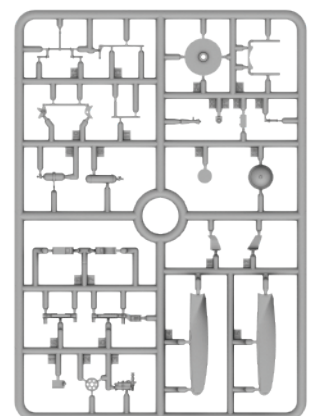
Ramka L / Frame L



Ramka M / Frame M

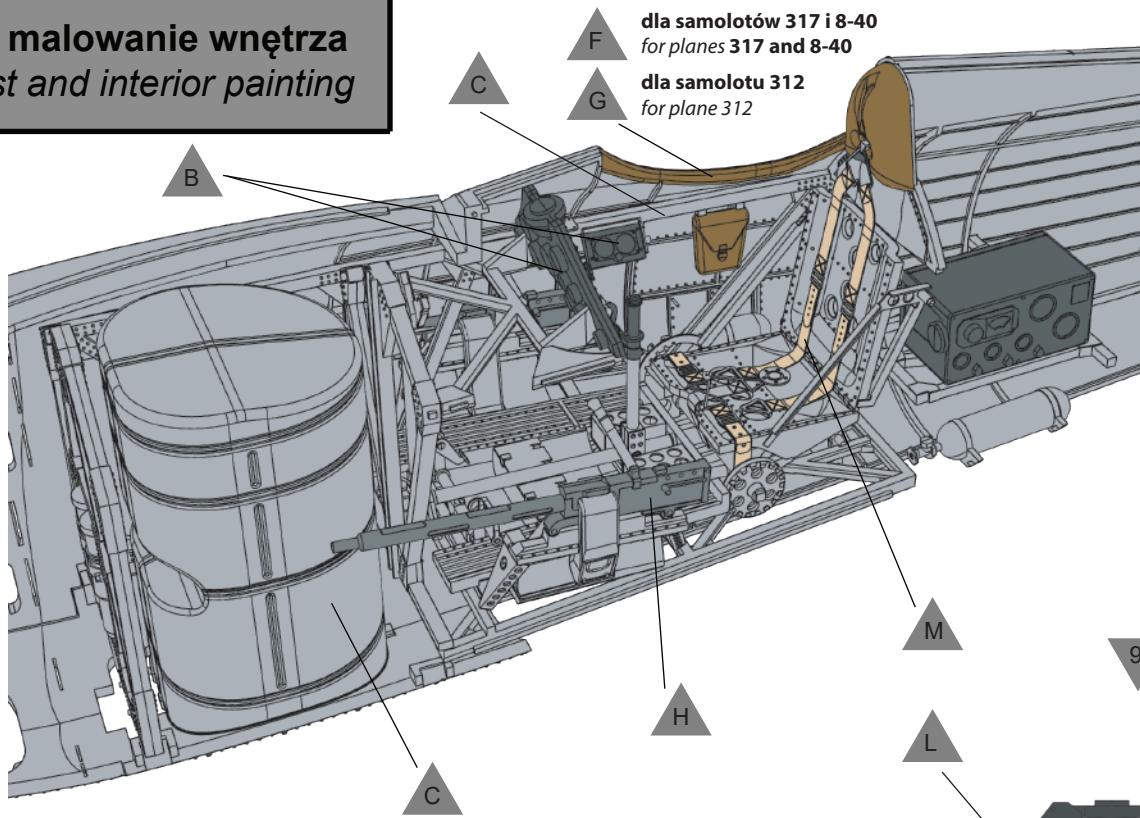


Ramka N / Frame N

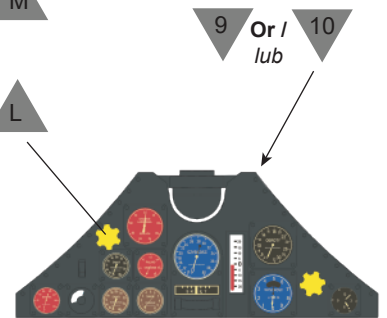


Farby i malowanie wnętrza

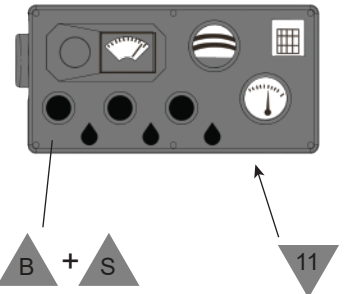
Paint list and interior painting



	VALLEJO	HATAKA	LIFE COLOR	MR HOBBY	AK INTERACTIVE	MISSION MODELS	
Dark Earth	A	71.323	HTK-_009	UA547	H72	RC287	MMP078
Black	B	71.057	HTK-_100	LC02	H12	RC001	MMP047
Silver	C	71.067	HTK-_003	LC24	H8	AK479	MMP006
Rust	D	71.130	HTK-_132	LC32	H47	AK708	MMW001
Sky Blue	E	71.404	HTK-_028	UA518	H418	RC291	MMP080
Brown Leather	F	72.740	HTK-_186	UA764	H460	AK3031	MMP-002
Black Leather	G	71.057	HTK-_100	UA763	H12	AK3034	MMP-040
Gunmetal	H	71.072	HTK-_106	LC26	H018	AK798	MMM-010
Dark Green	J	71.324	HTK-_016	UA546	H73	RC286	MMP-077
Light Olive Green	K	71.126	HTK-_091	UA060	H312	RC232	MMP018
Yellow	L	71.002	HTK-_107	LC03	H34	RC007	MMP041
Light Brown	M	71.027	HTK-_074	UA767	H455	AK787	MMP131
Polish Dark Khaki	N	71.265	HTK-_010	TM008	H420	RC042	MMP026
White	S	71.001	HTK-_101	LC01	H1	RC004	MMP001
Terracota	T	71.038	HTK-_130	UA211	H47	RC066	MMP142
Polish Khaki	U	71.024	HTK-_011	TM008	H81	AK4042	MMP-123
Olive Green	W	71.289	HTK-_021	UA206	H6	RC231	MMP032
Light Blue-Grey	X	71.046	HTK-_036	TM009	H67	RC239	MMP096

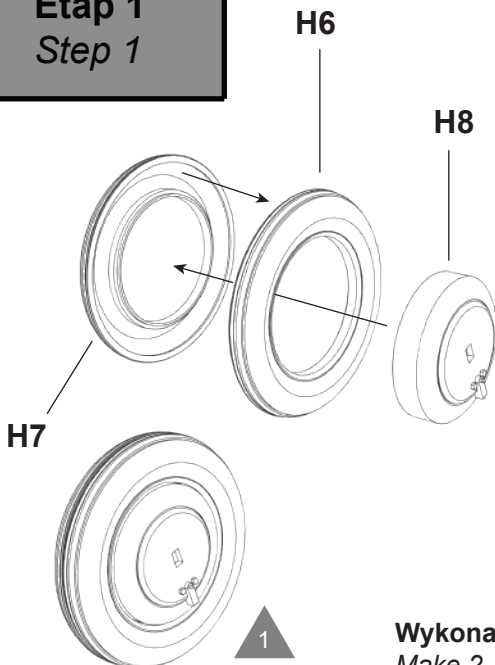


Każdy element kalkomanii 9, 10 i 11 umieszczać oddzielnie
Place each element of decals 9, 10 and 11 separately



Etap 1

Step 1

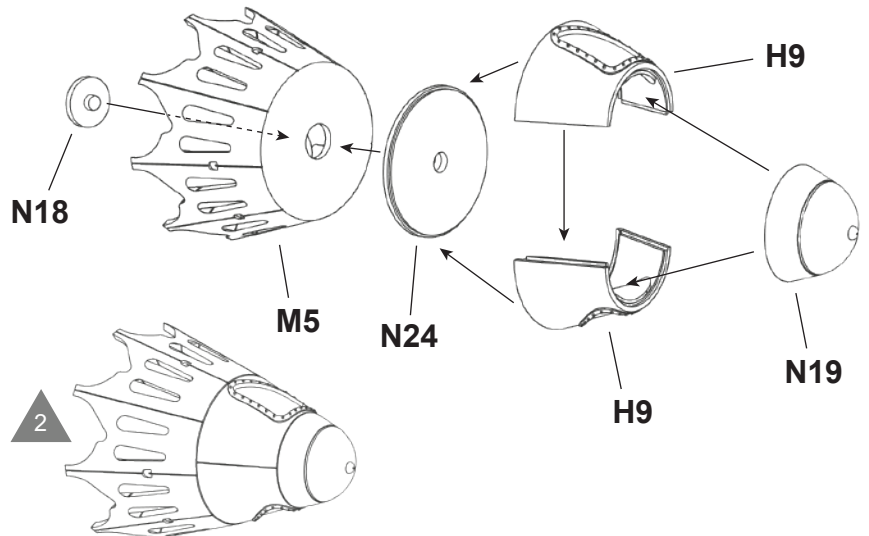


Wykonaj 2
Make 2

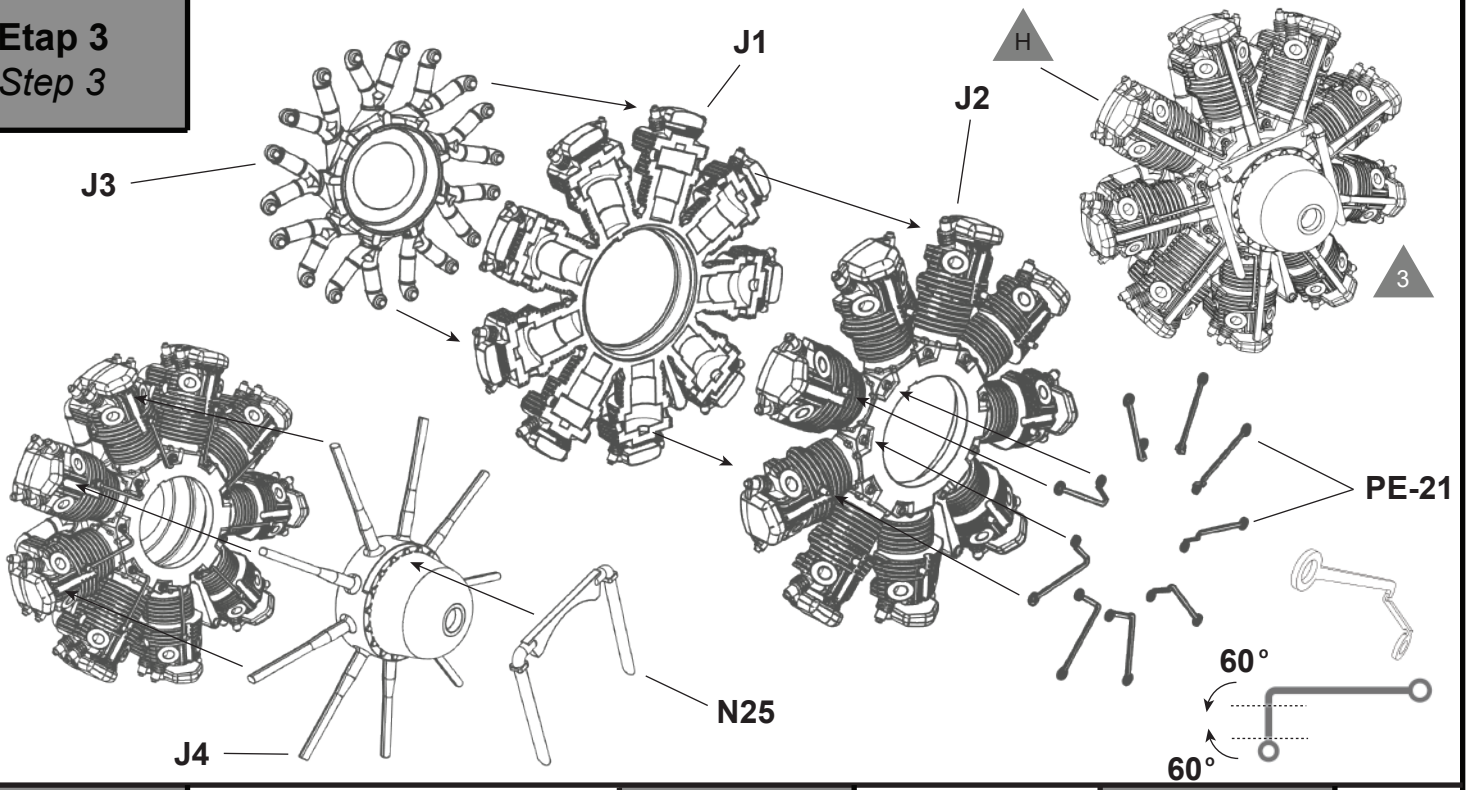
Etap 2

Step 2

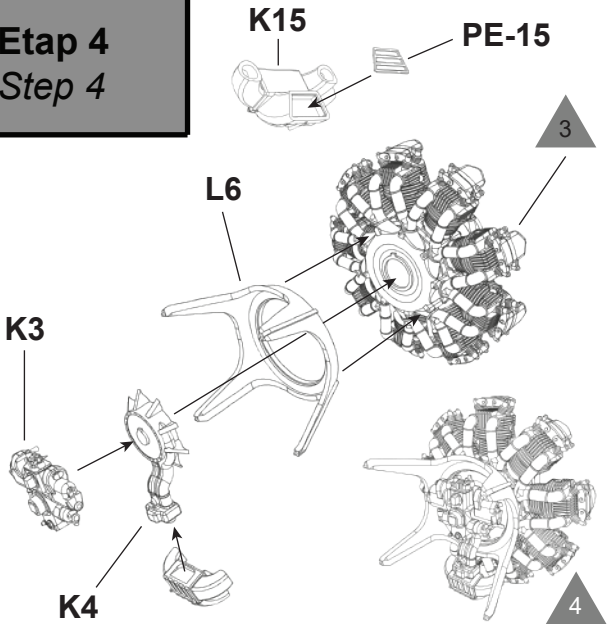
Aby śmigło się obracało sklejać ze sobą elementy N18 i N24, ale nie przyklejaj ich do M5.
To allow propeller rotation glue elements N18 and N24 together, but do not glue them to M5.



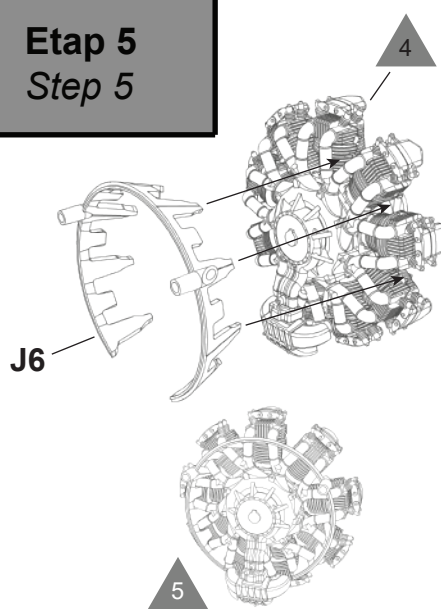
Etap 3
Step 3



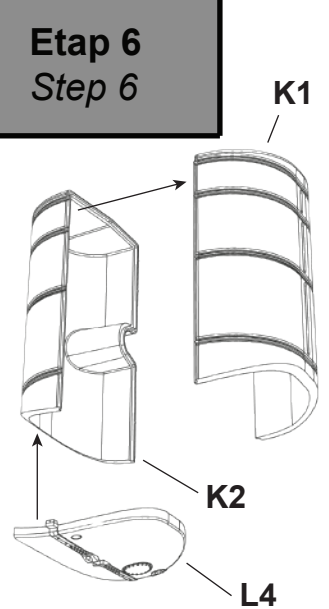
Etap 4
Step 4



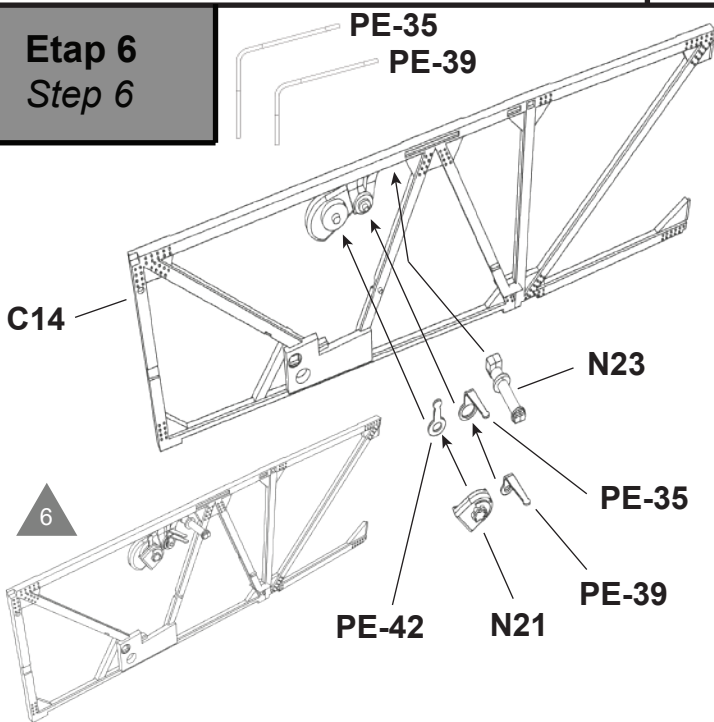
Etap 5
Step 5



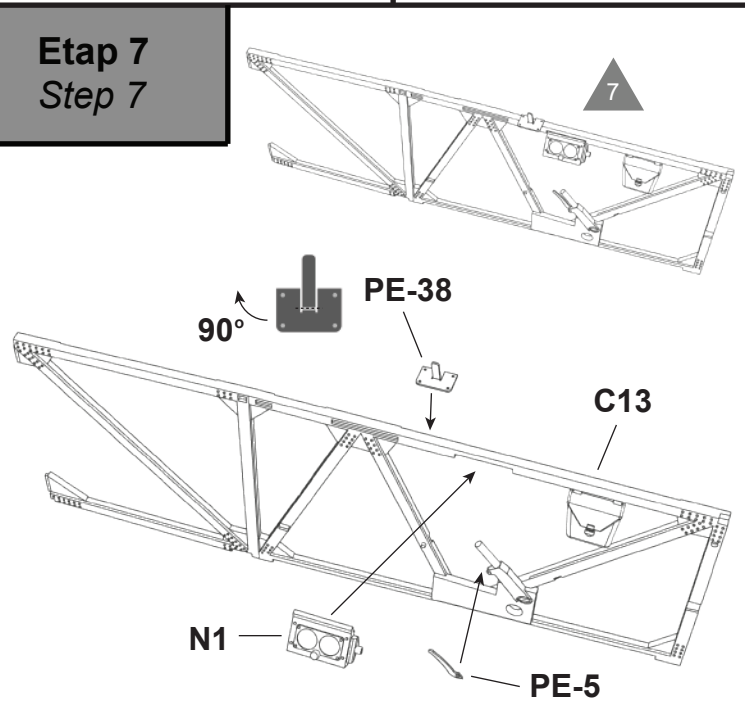
Etap 6
Step 6



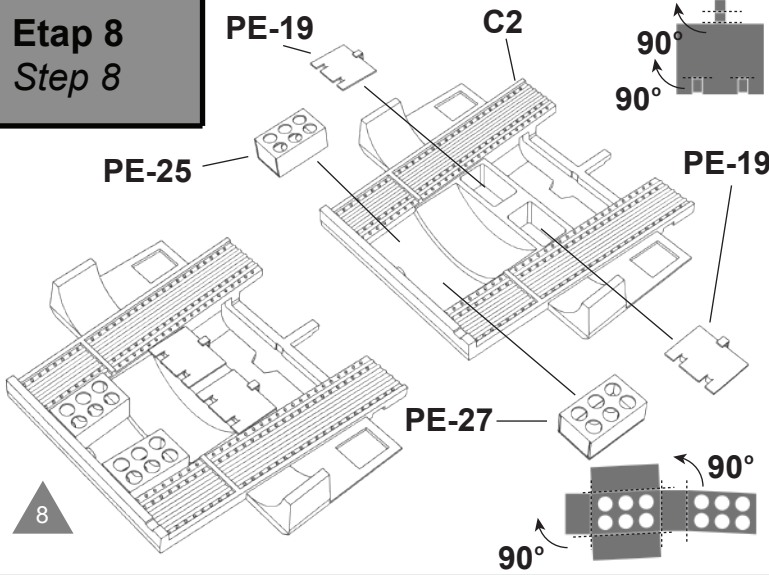
Etap 6
Step 6



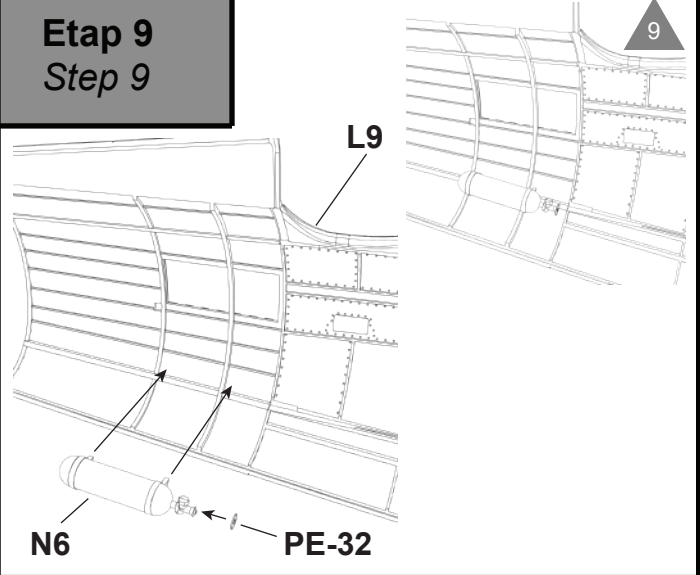
Etap 7
Step 7



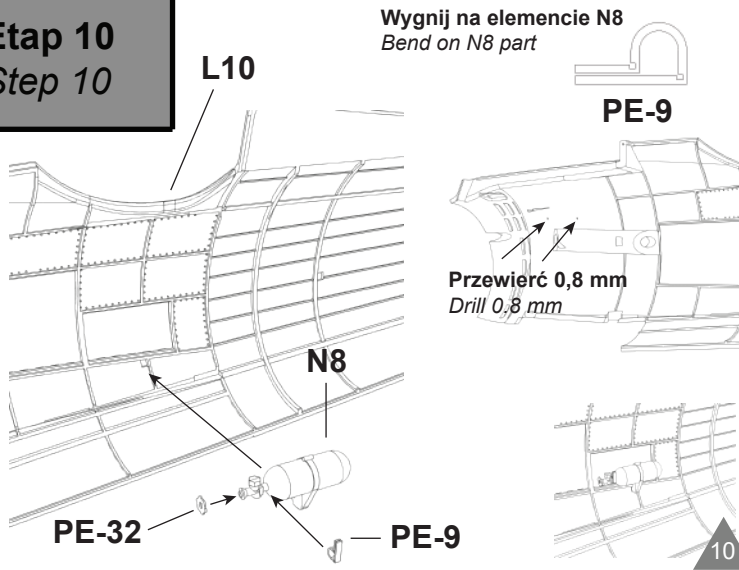
Etap 8
Step 8



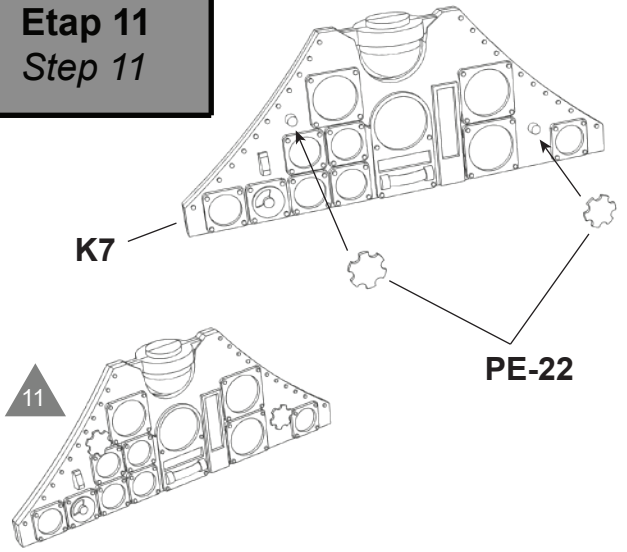
Etap 9
Step 9



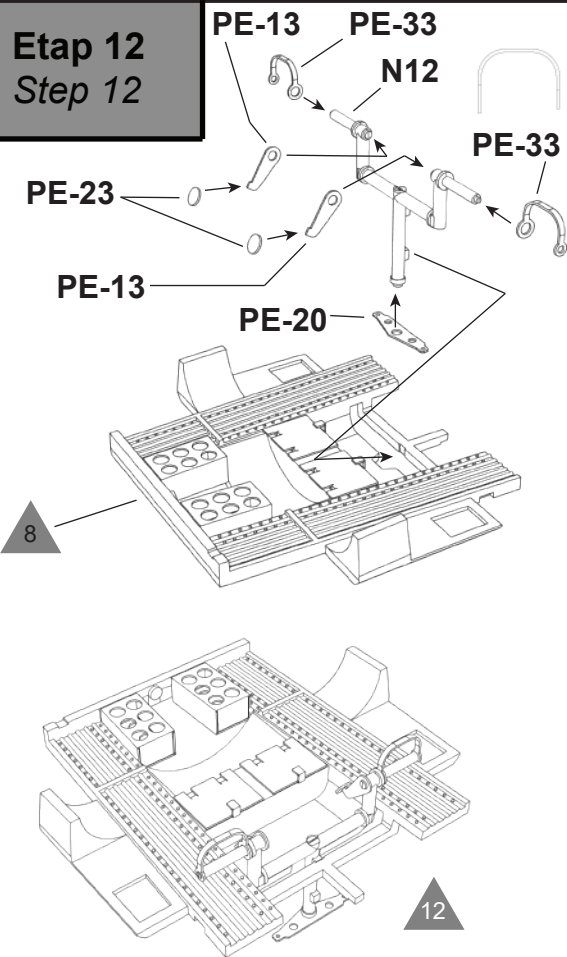
Etap 10
Step 10



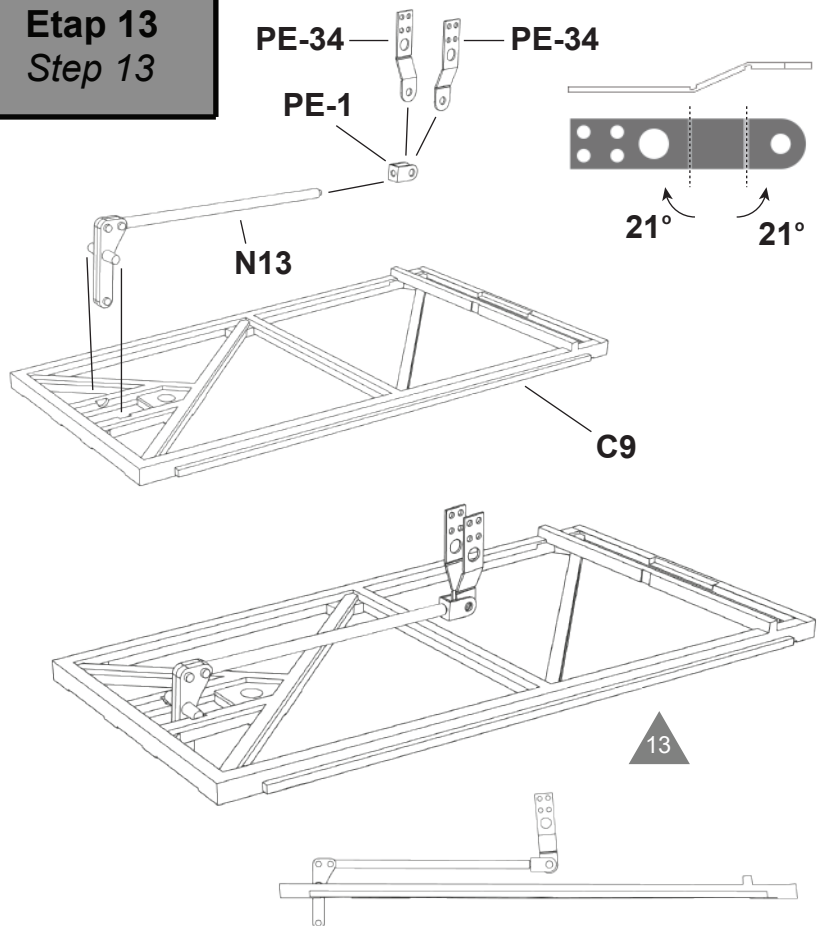
Etap 11
Step 11



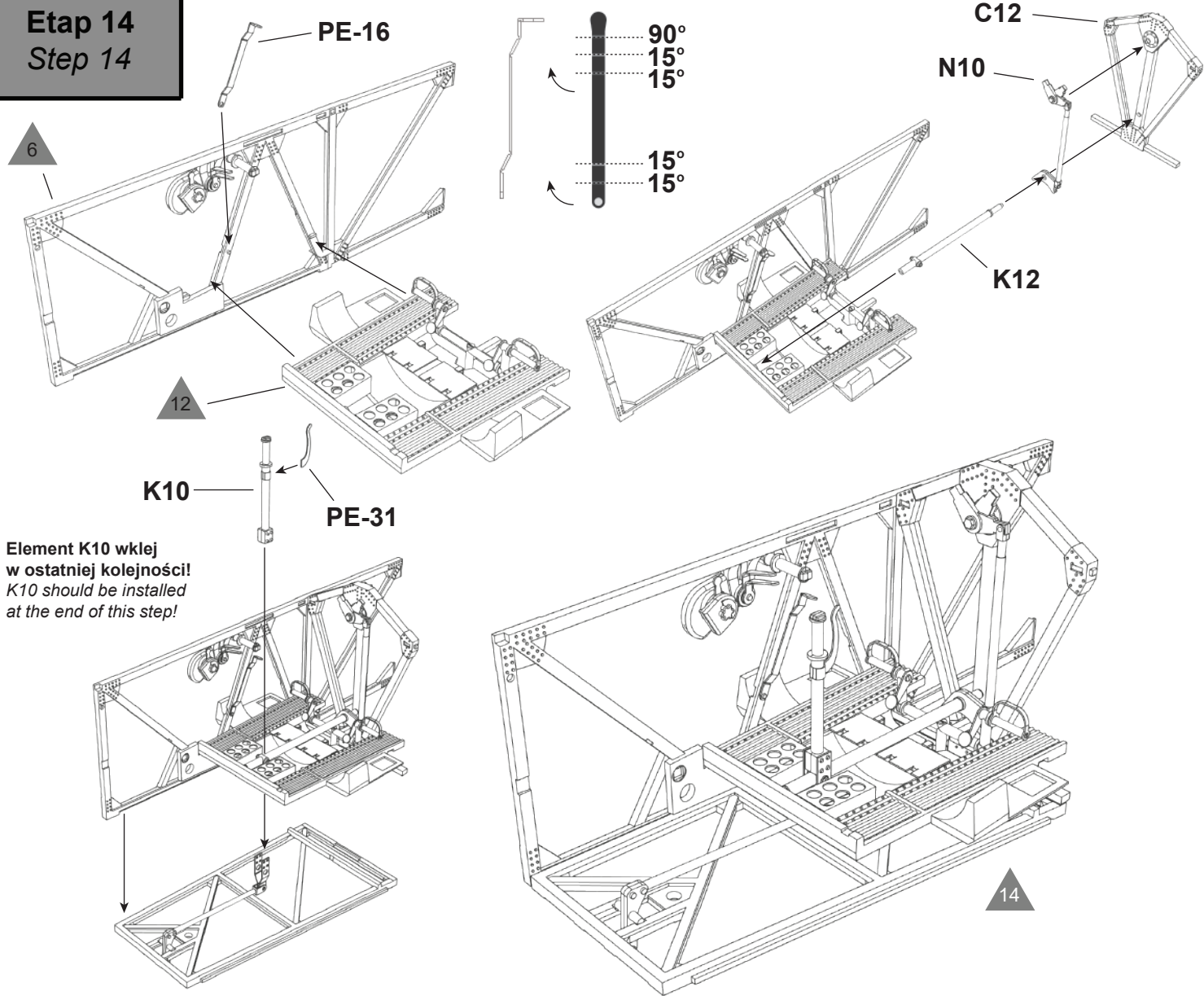
Etap 12
Step 12



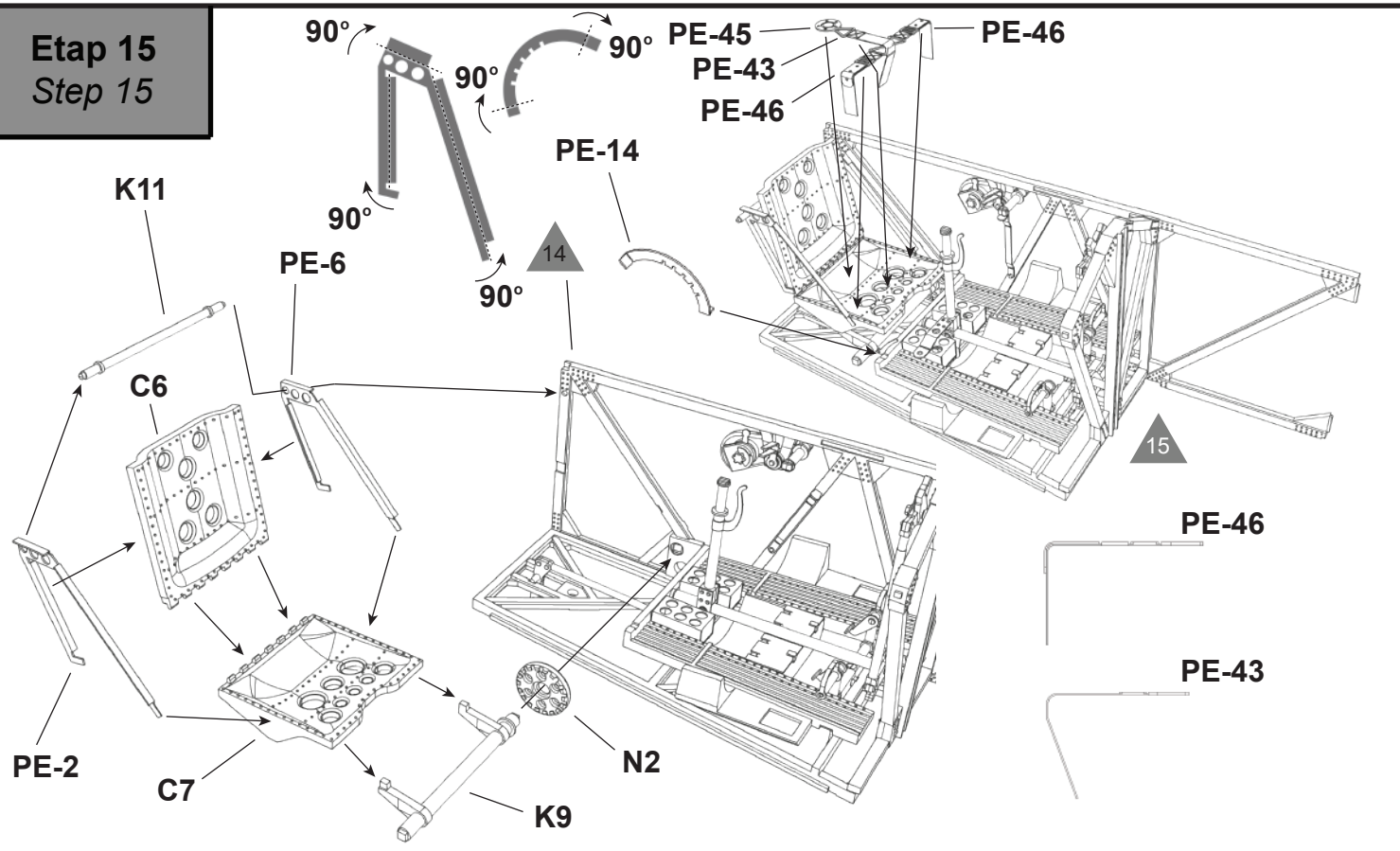
Etap 13
Step 13



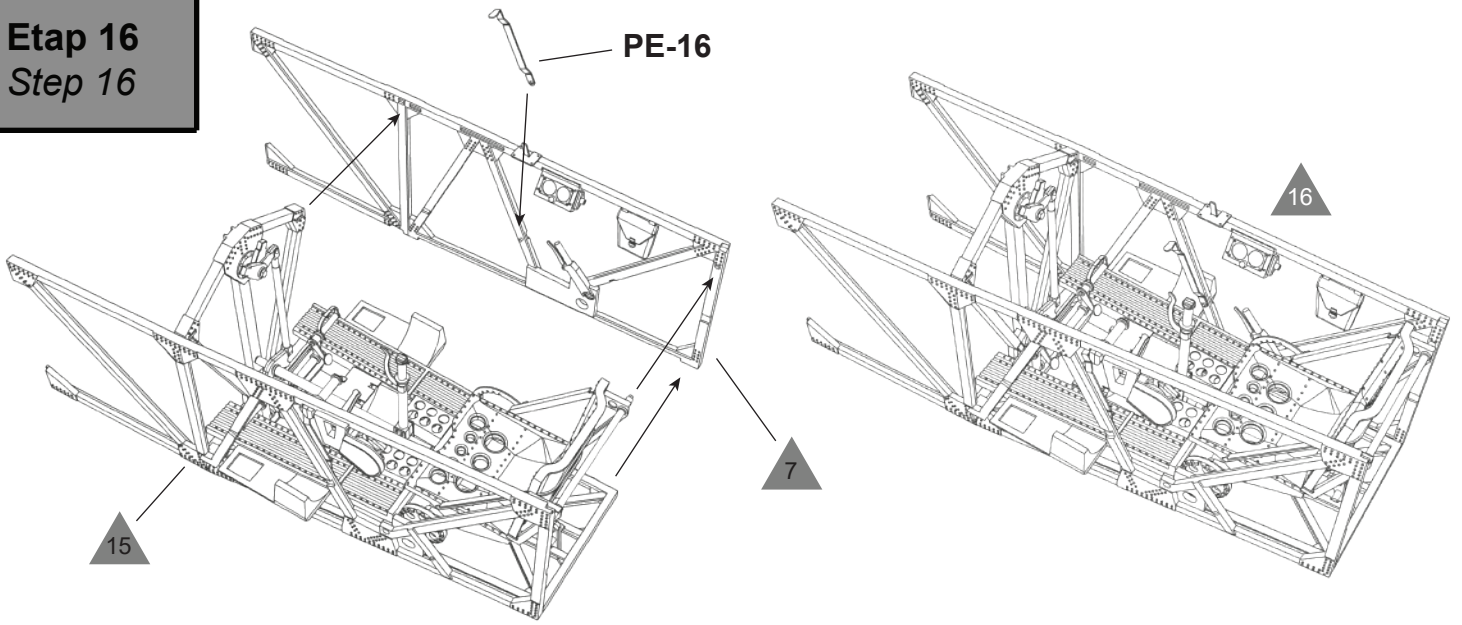
Etap 14
Step 14



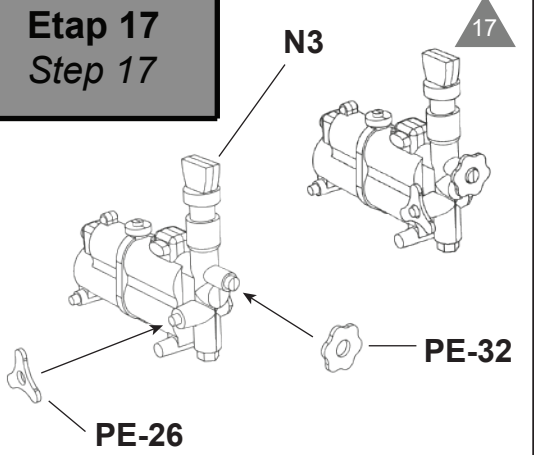
Etap 15
Step 15



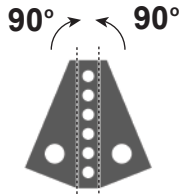
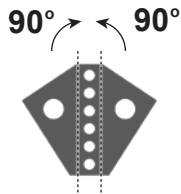
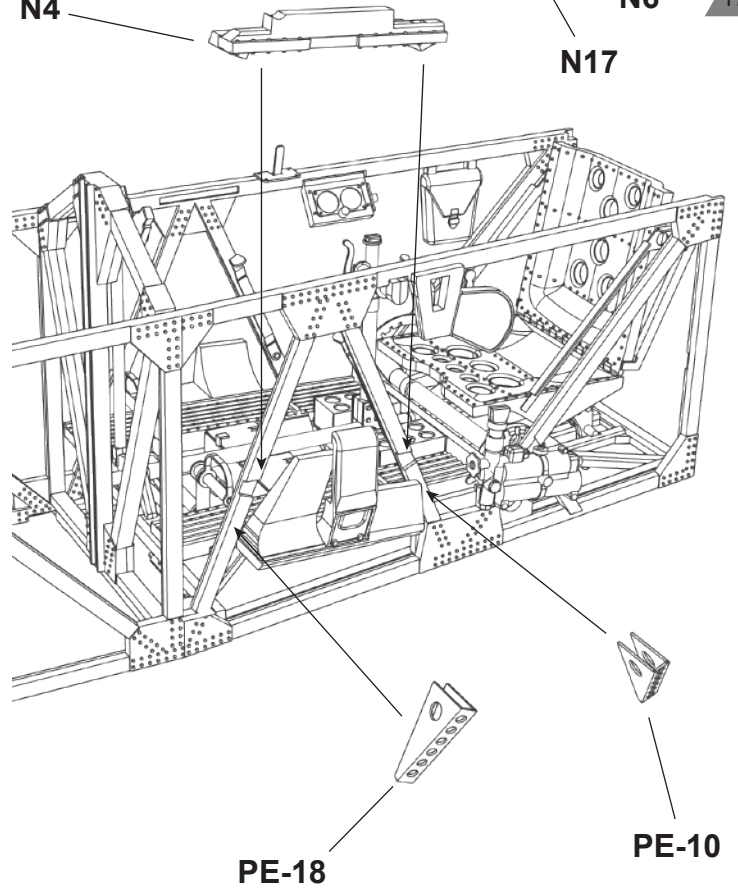
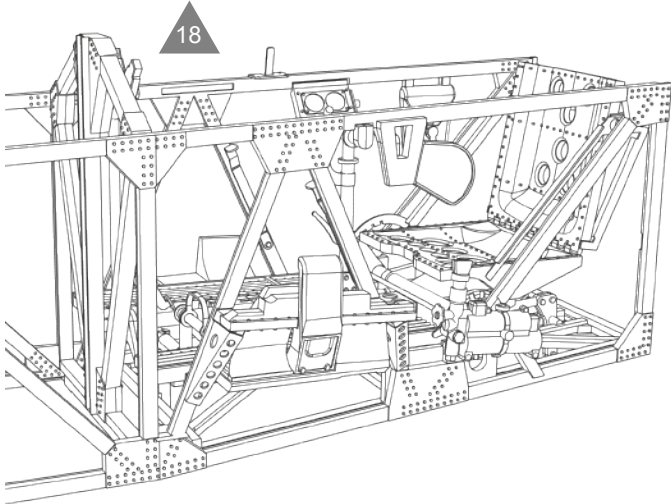
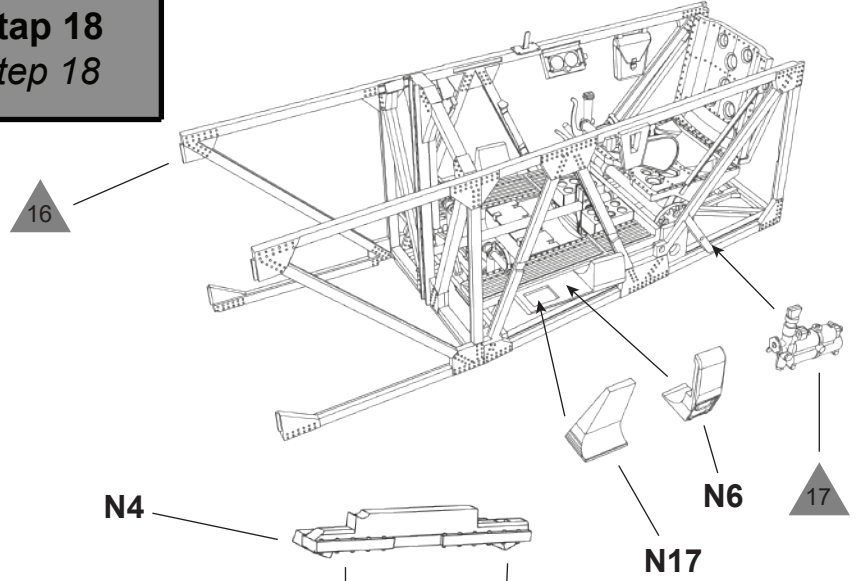
Etap 16
Step 16



Etap 17
Step 17



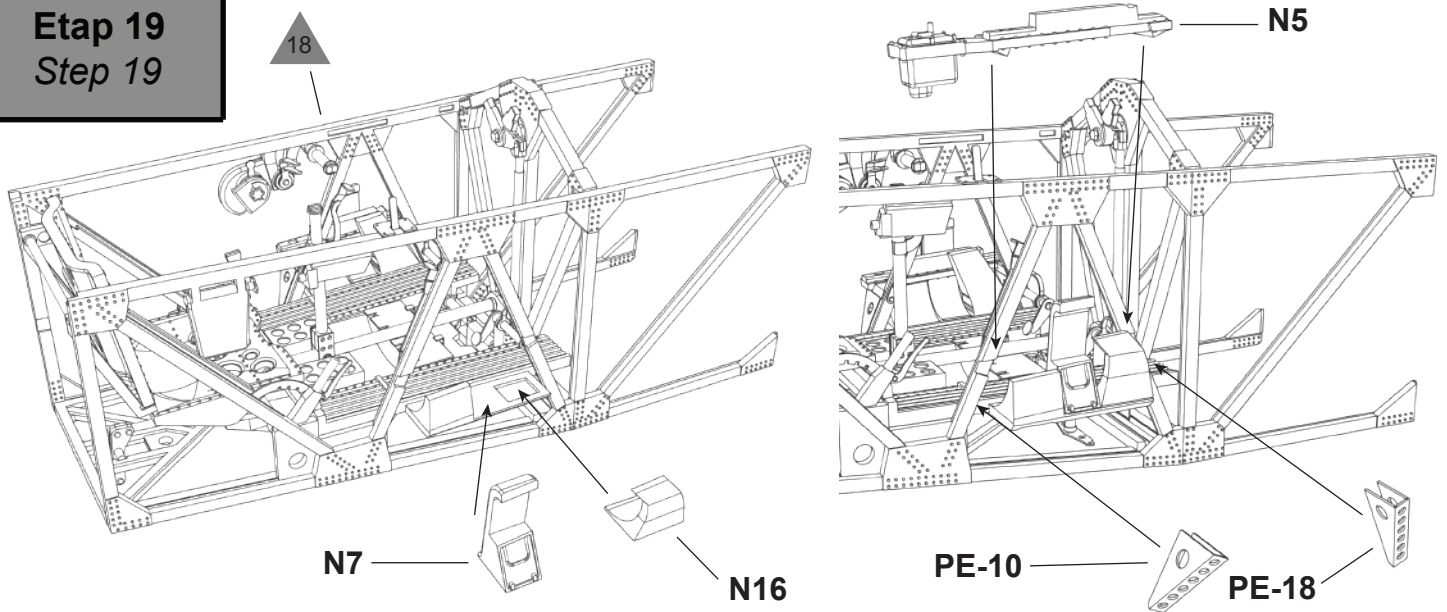
Etap 18
Step 18



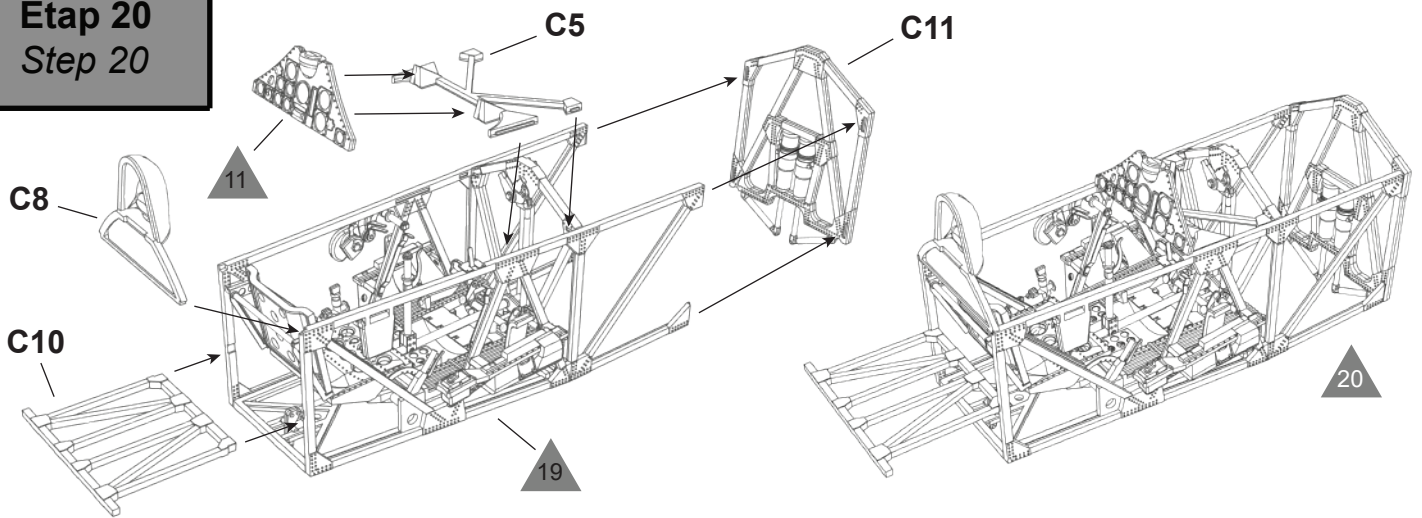
PE-18

PE-10

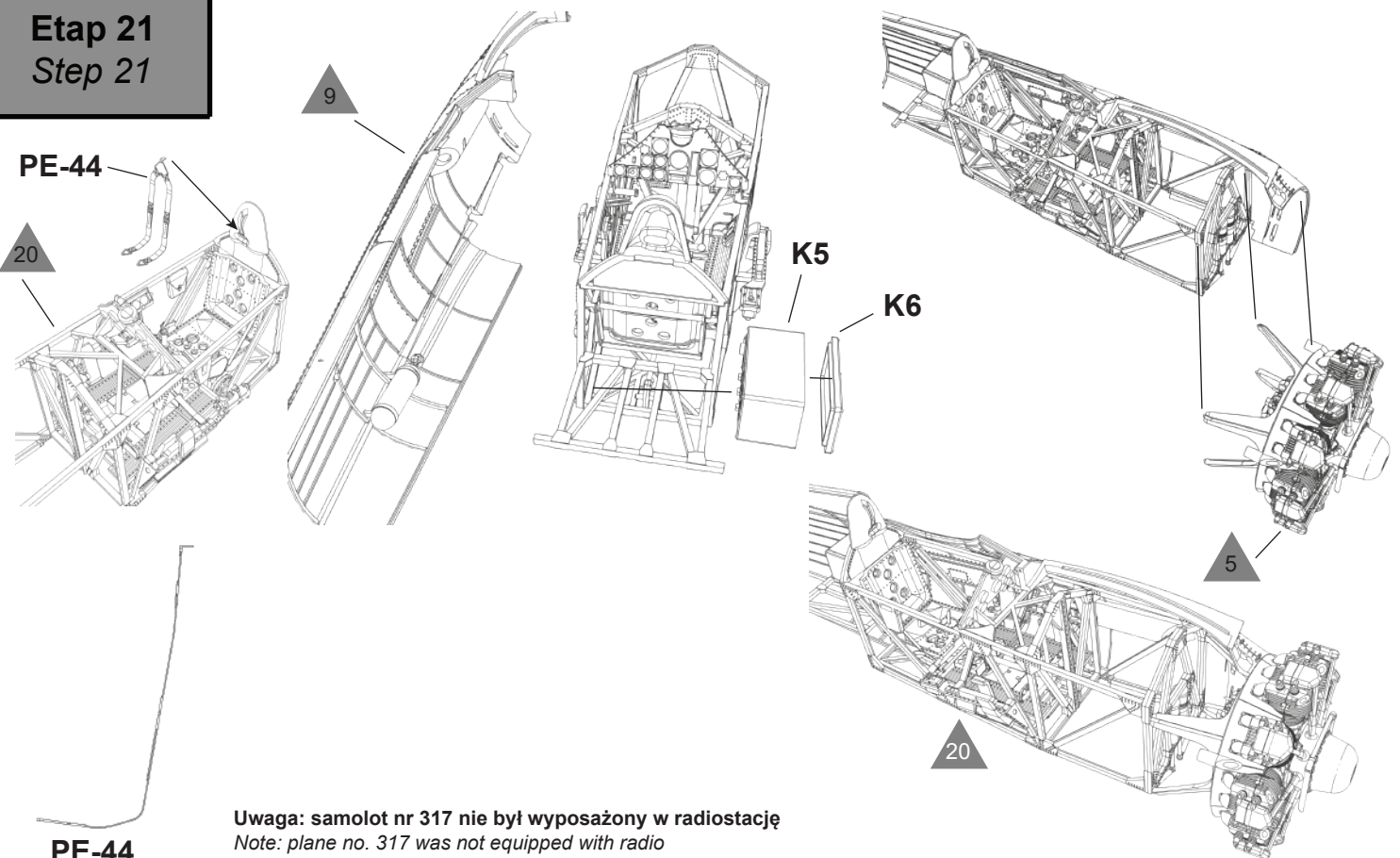
Etap 19
Step 19



Etap 20
Step 20



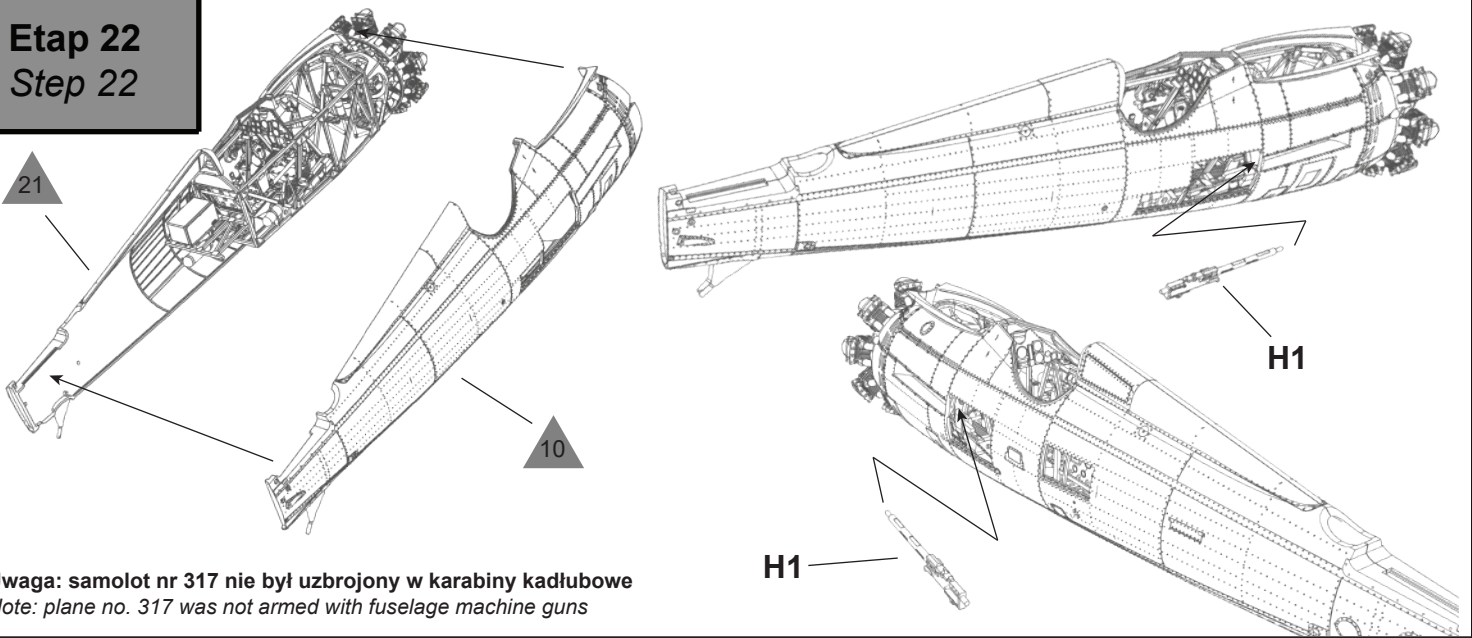
Etap 21
Step 21



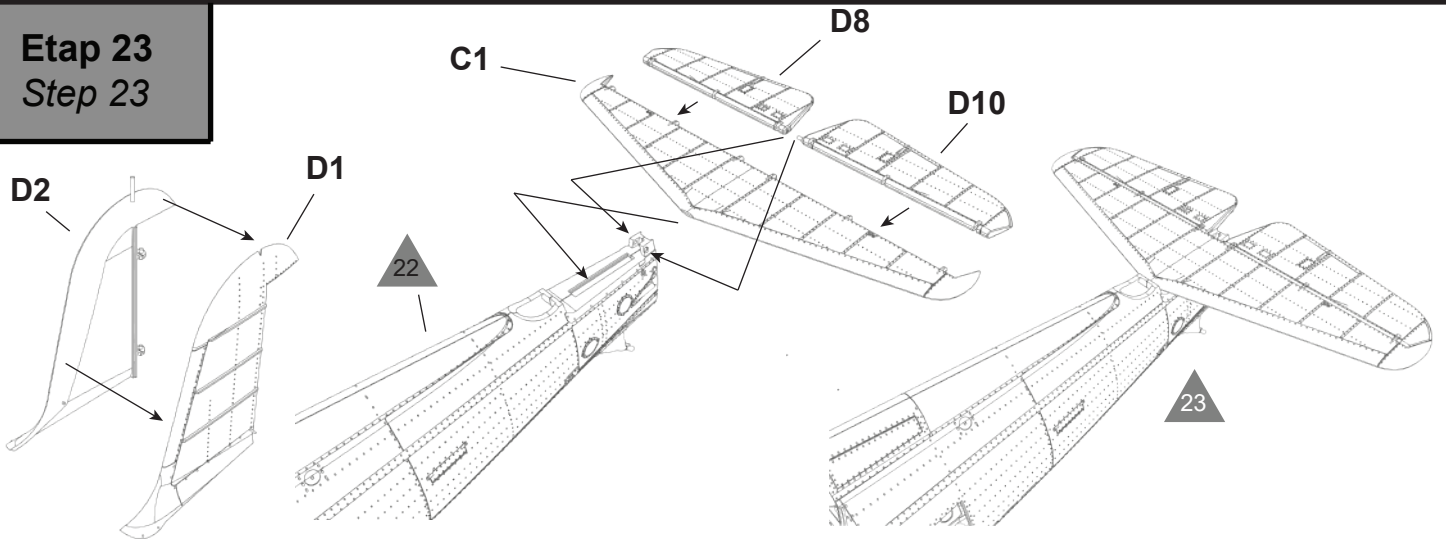
Uwaga: samolot nr 317 nie był wyposażony w radiostację
Note: plane no. 317 was not equipped with radio

PE-44

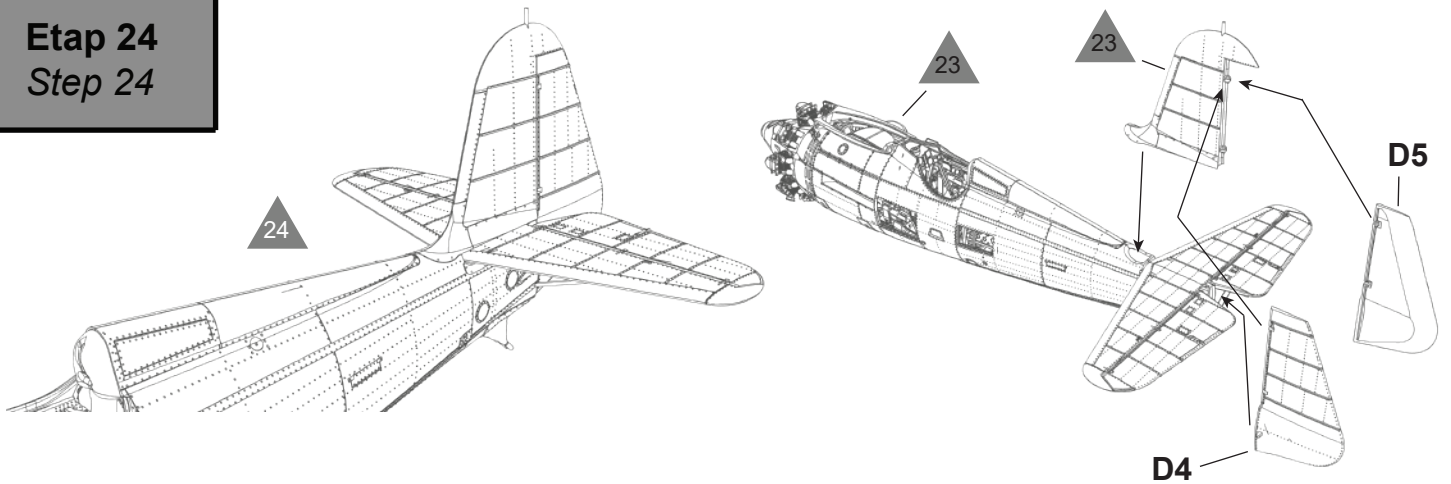
Etap 22
Step 22



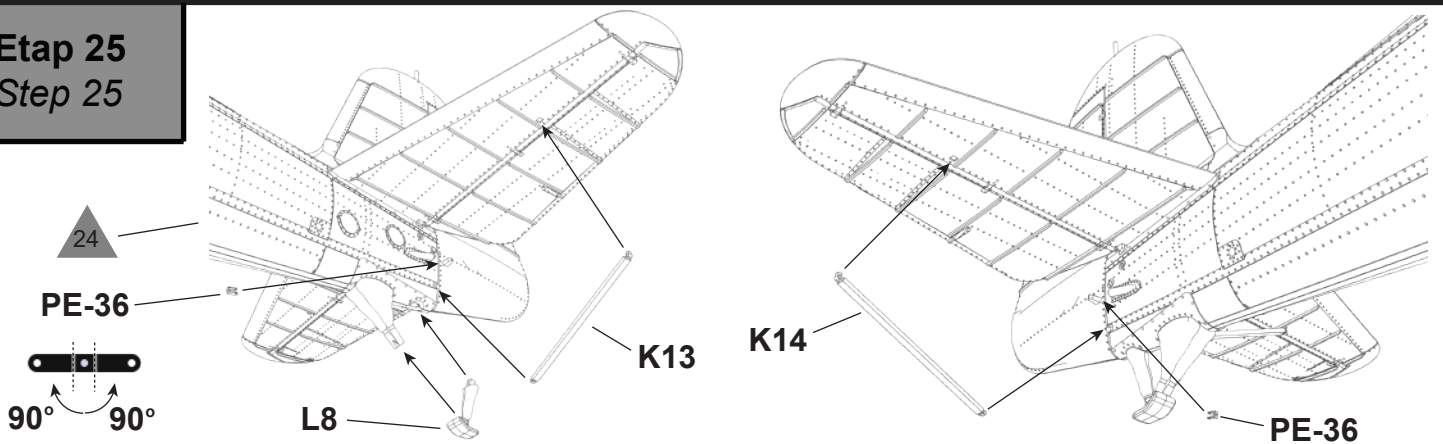
Etap 23
Step 23



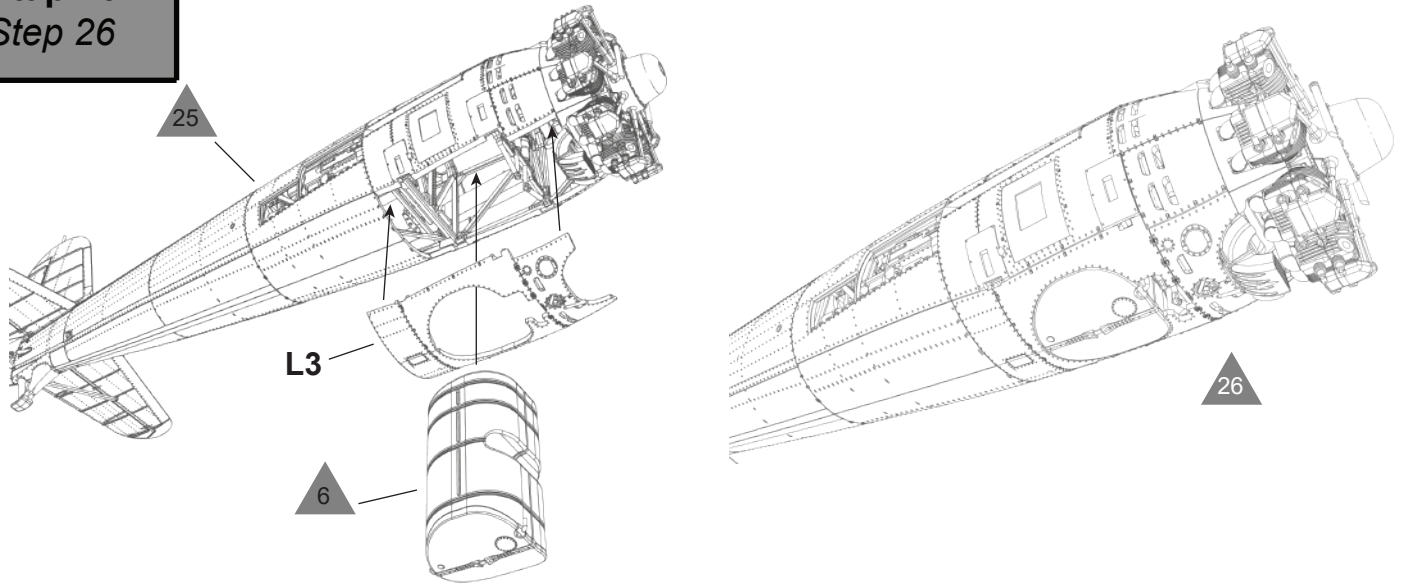
Etap 24
Step 24



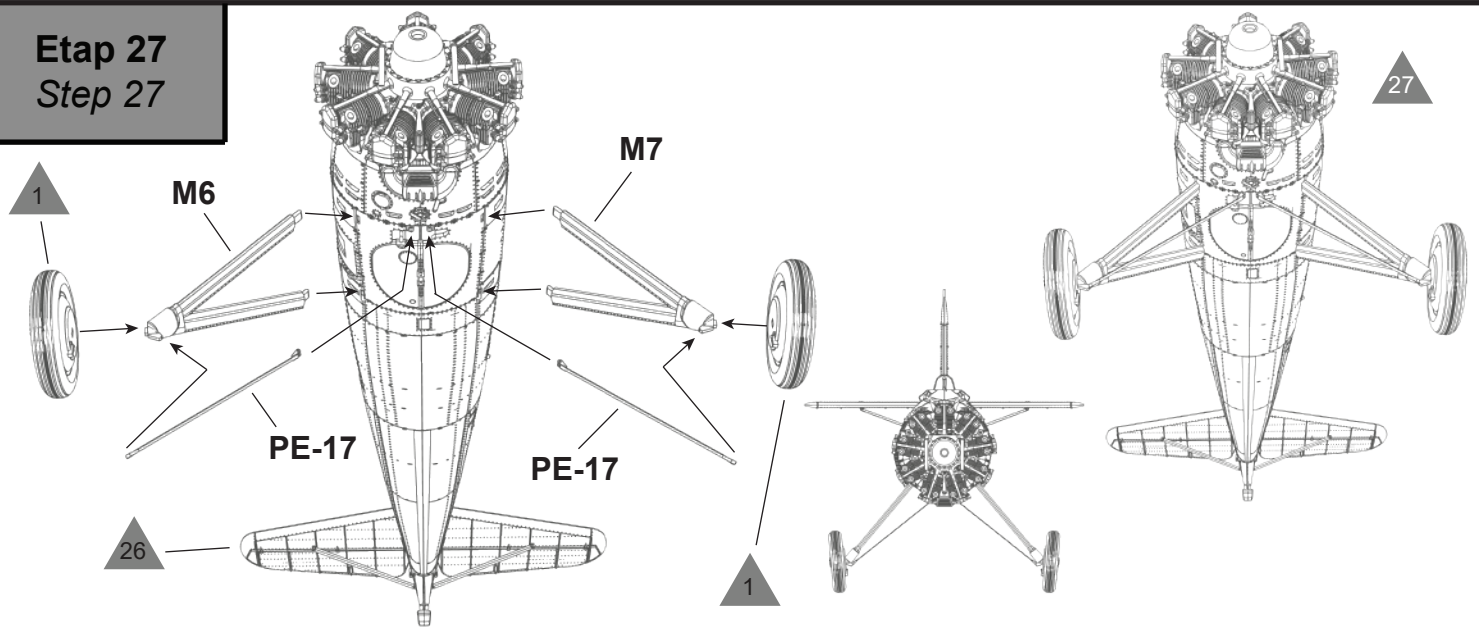
Etap 25
Step 25



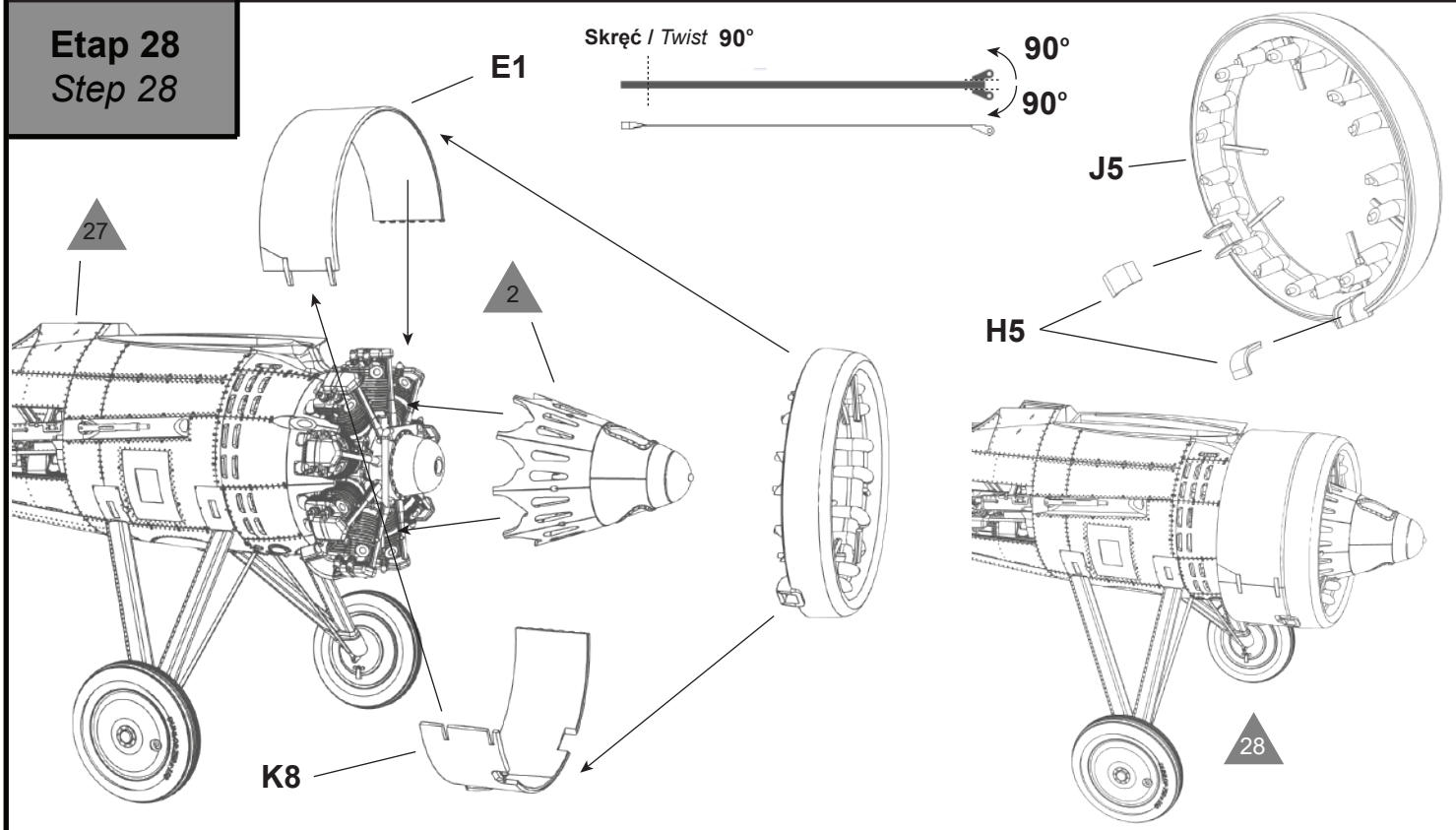
Etap 26
Step 26



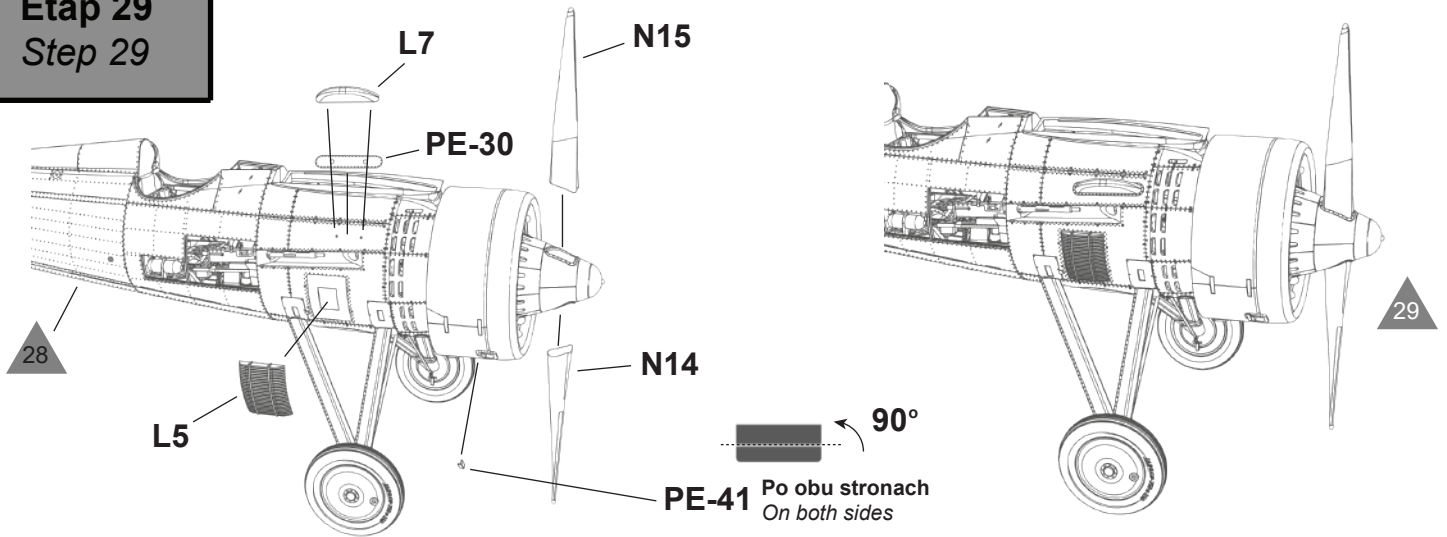
Etap 27
Step 27



Etap 28
Step 28



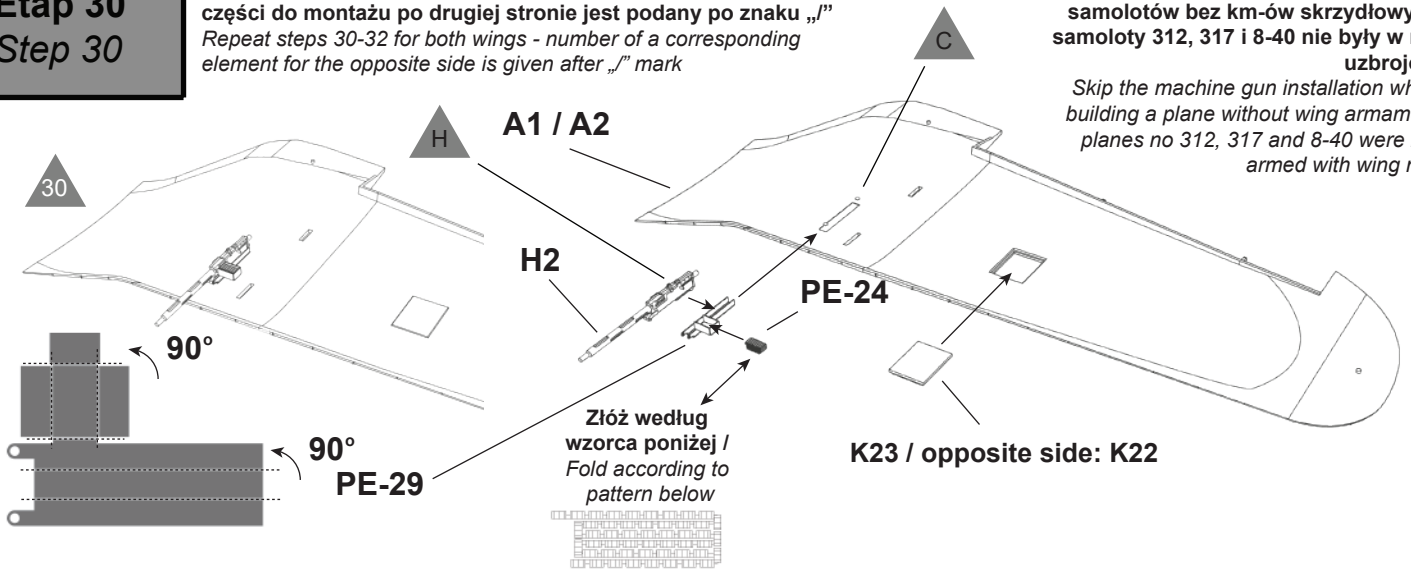
Etap 29
Step 29



Etap 30
Step 30

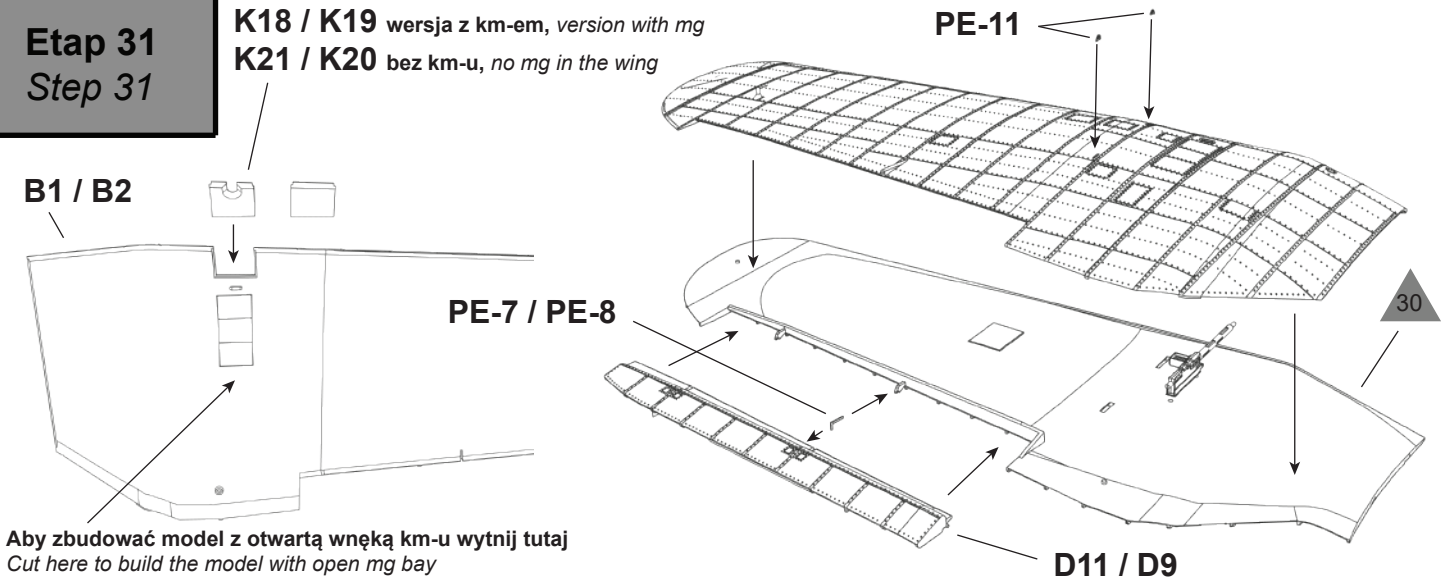
Kroki 30-32 wykonaj dla obu skrzydeł - numer analogicznej części do montażu po drugiej stronie jest podany po znaku „/”
Repeat steps 30-32 for both wings - number of a corresponding element for the opposite side is given after „/” mark

Pomiń instalację karabinu dla samolotów bez km-ów skrzydłowych, samoloty 312, 317 i 8-40 nie były w nie uzbrojone
Skip the machine gun installation when building a plane without wing armament, planes no 312, 317 and 8-40 were not armed with wing mgs

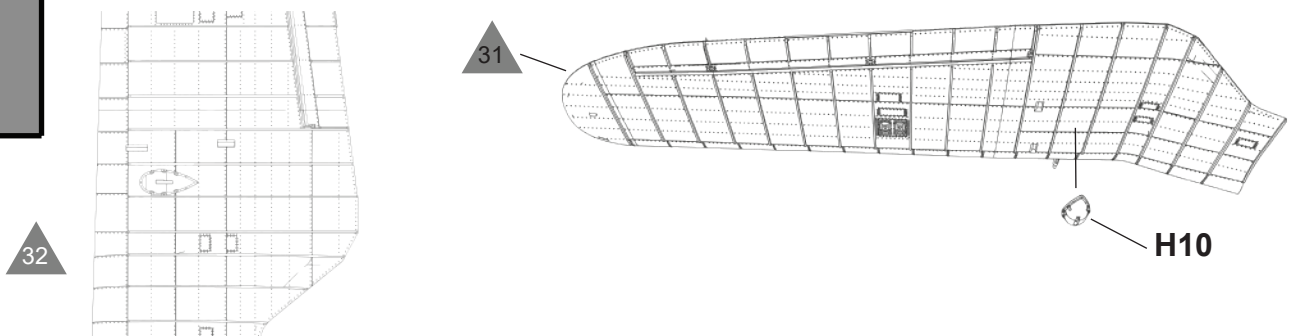


Etap 31
Step 31

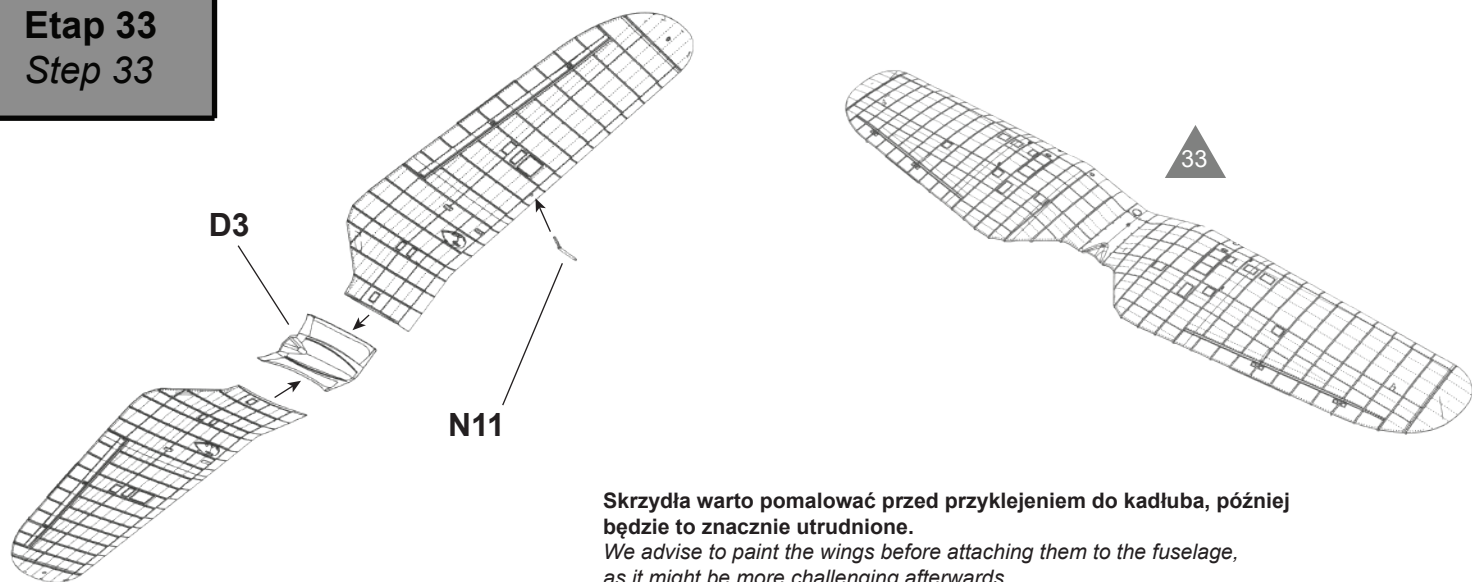
K18 / K19 wersja z km-em, version with mg
K21 / K20 bez km-u, no mg in the wing



Etap 32
Step 32

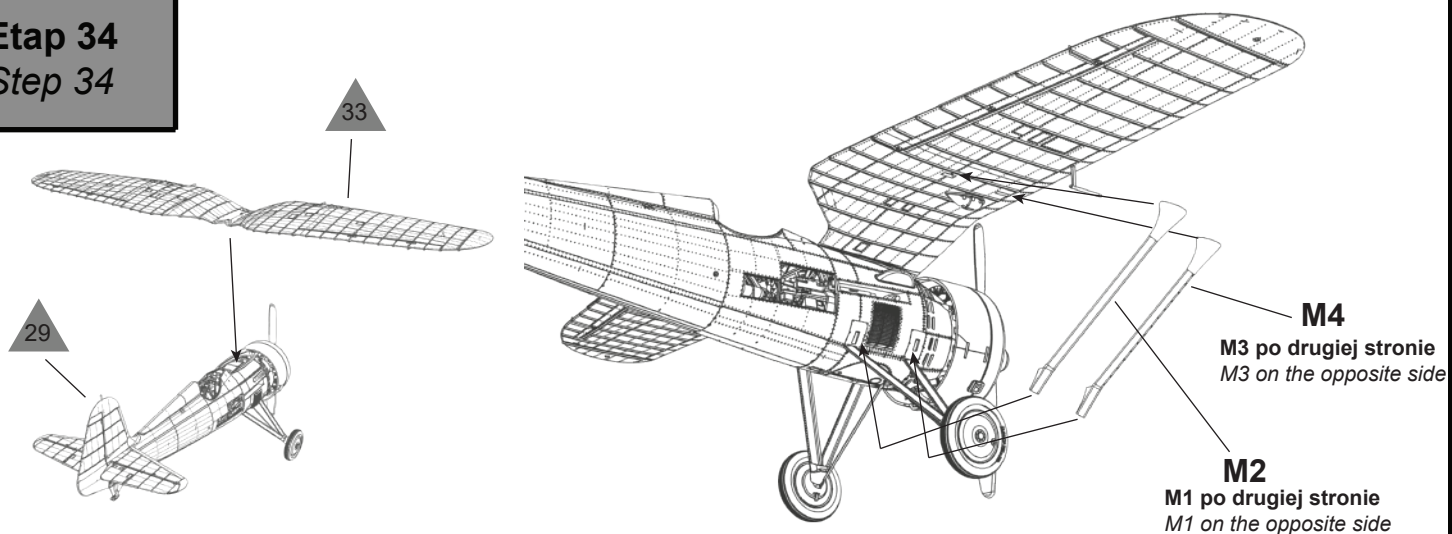


Etap 33
Step 33



Skrzydła warto pomalować przed przyklejeniem do kadłuba, później będzie to znacznie utrudnione.
We advise to paint the wings before attaching them to the fuselage, as it might be more challenging afterwards

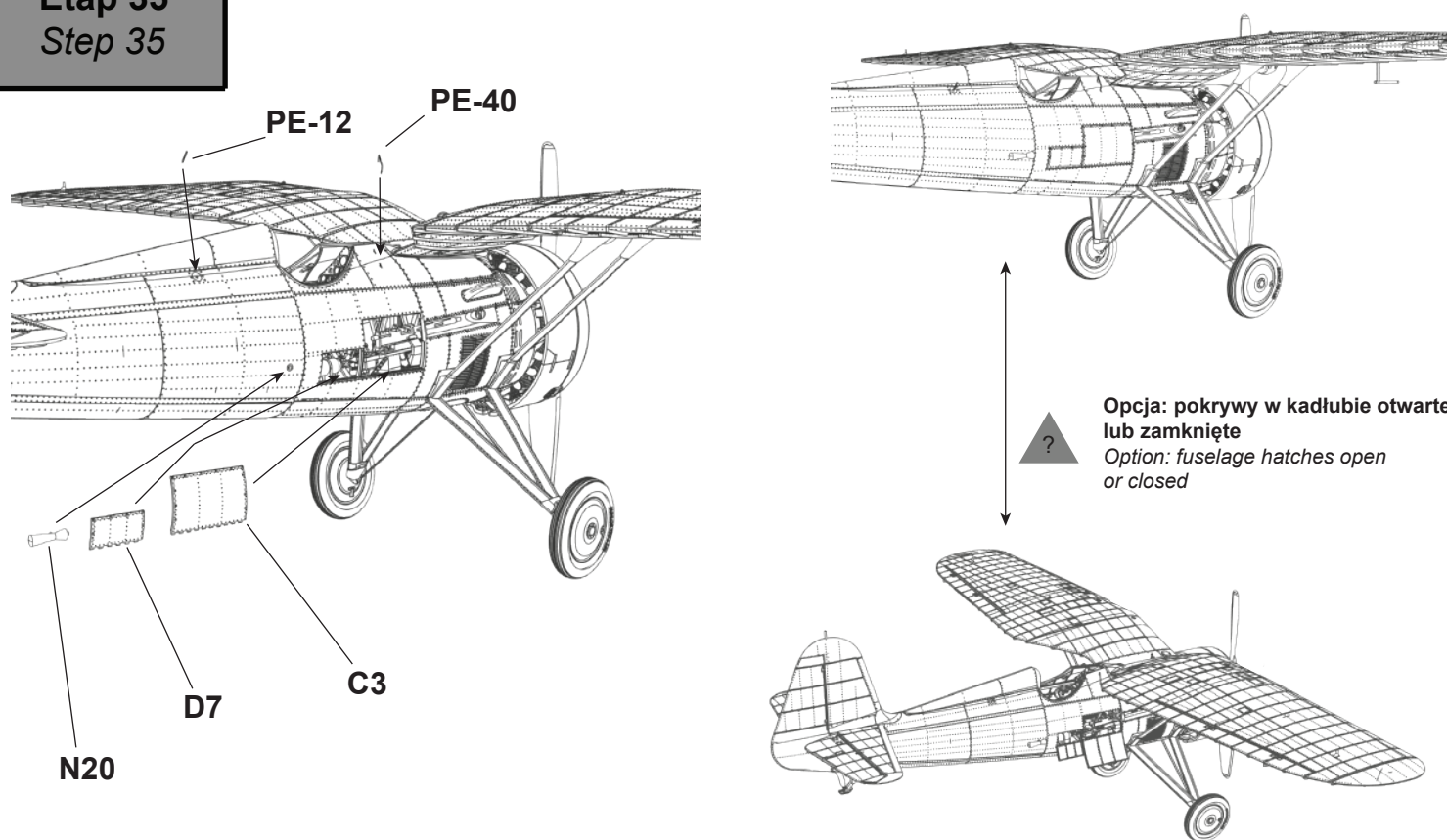
Etap 34
Step 34



M2
M1 po drugiej stronie
M1 on the opposite side

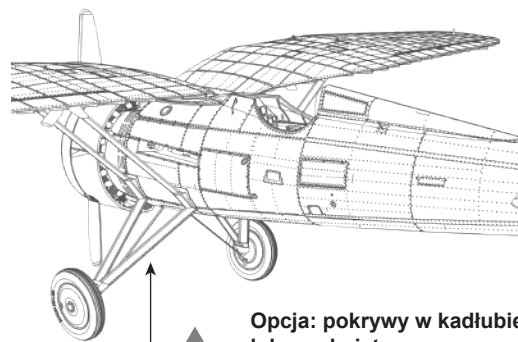
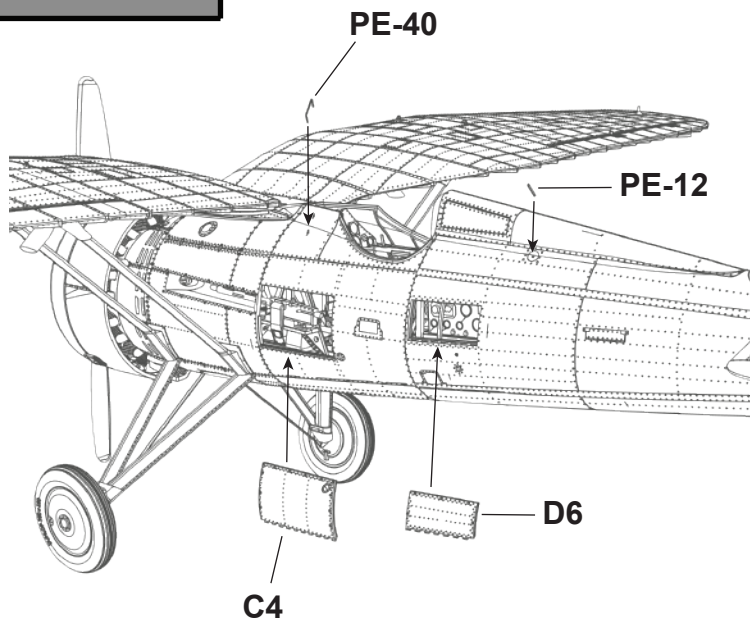
M4
M3 po drugiej stronie
M3 on the opposite side

Etap 35
Step 35

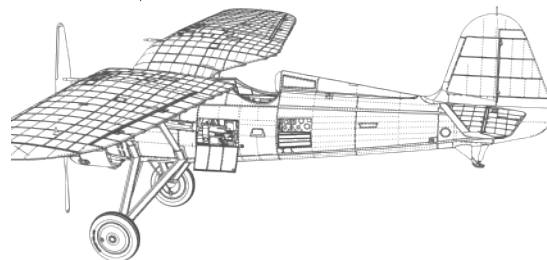


Opcja: pokrywy w kadłubie otwarte lub zamknięte
Option: fuselage hatches open or closed

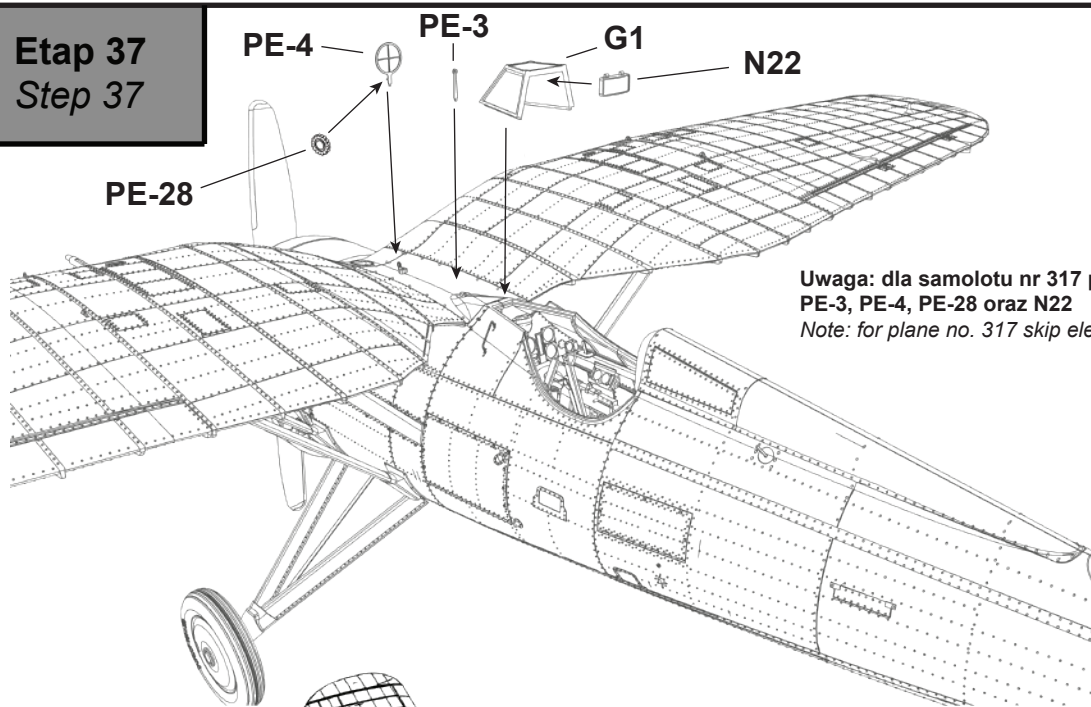
Etap 36
Step 36



Opcja: pokrywy w kadłubie otwarte lub zamknięte
Option: fuselage hatches open or closed

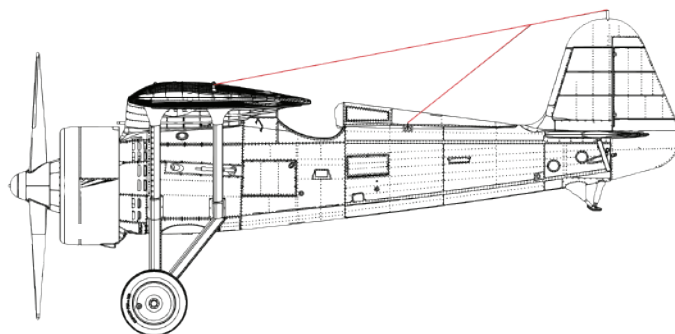
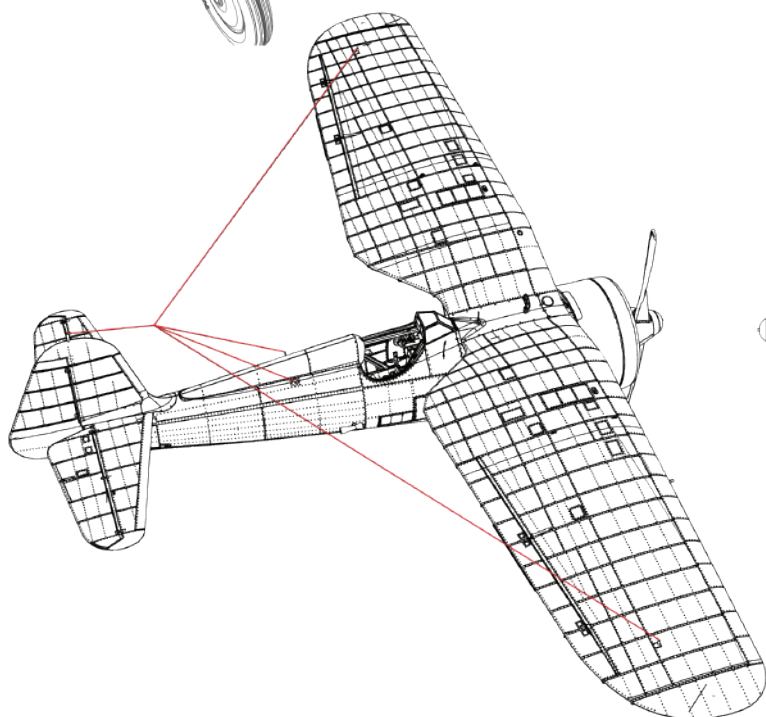


Etap 37
Step 37



Uwaga: dla samolotu nr 317 pominąć elementy PE-3, PE-4, PE-28 oraz N22

Note: for plane no. 317 skip elements PE-3, PE-4, PE-28 and N22

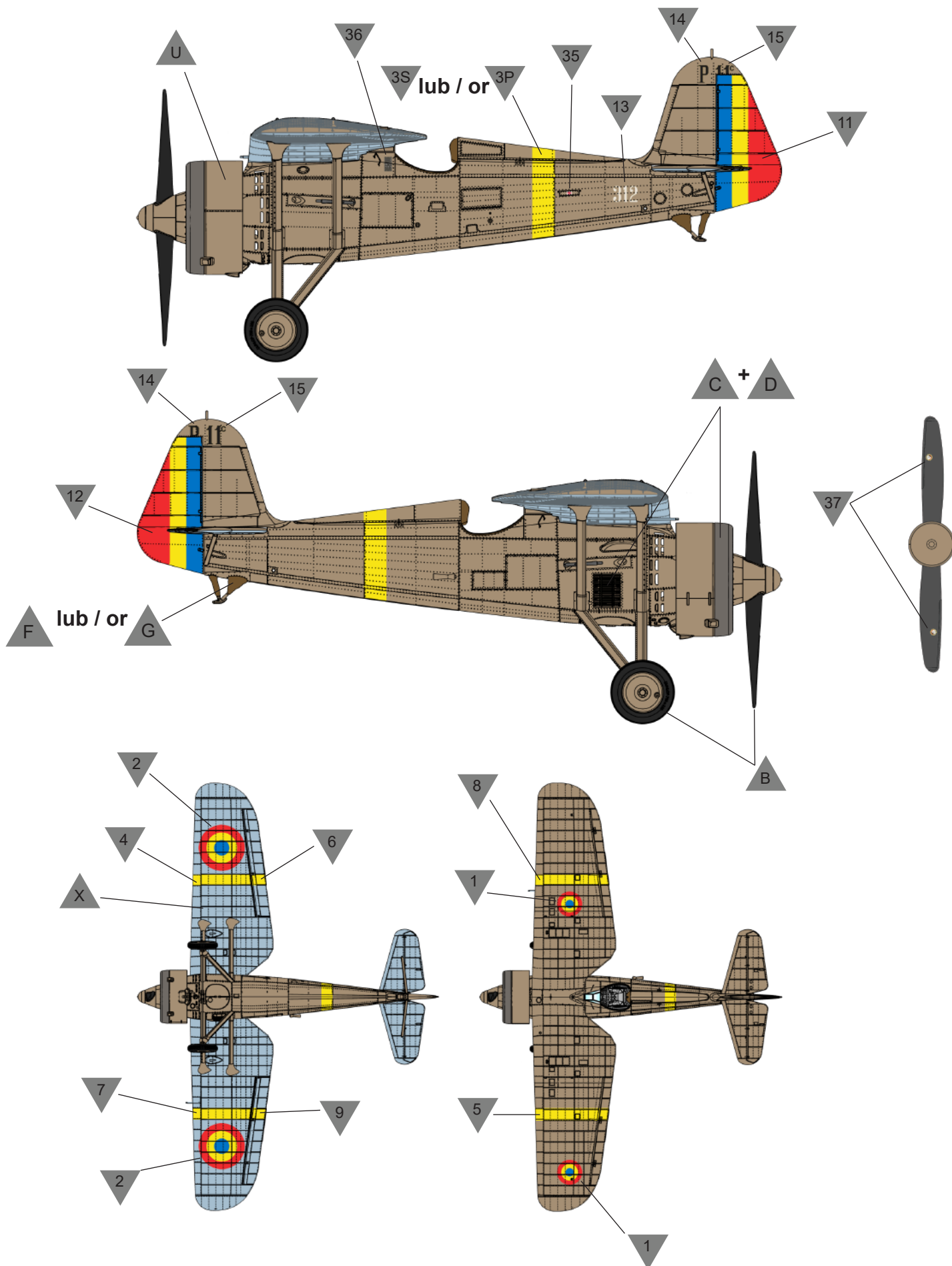


Schemat ułożenia linek antenowych dla samolotów nr 312 i 8-40

Antenna wire schematic for planes no. 312 and 8-40

Malowanie
Painting

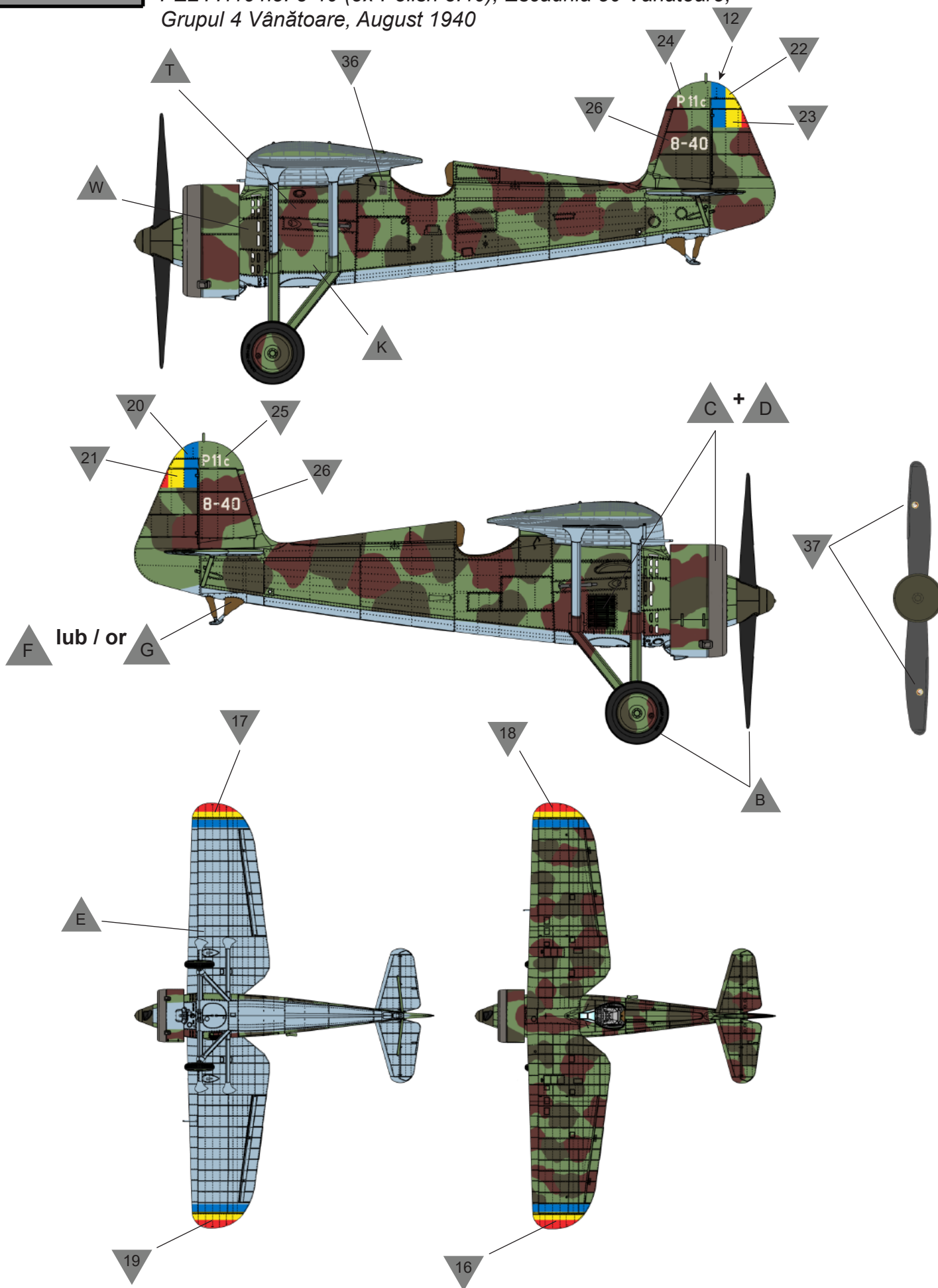
PZL P.11c nr 312 (polski numer 8.36), Grupul 4 Vânătoare, luty 1941 r.
PZL P.11c no. 312 (ex-Polish 8.36), Grupul 4 Vânătoare, February 1941



Malowanie
Painting

PZL P.11c nr 8-40 (polski numer 8.40), Escadrila 50 Vânătoare, Grupul 4 Vânătoare, sierpień 1940 r.

PZL P.11c no. 8-40 (ex-Polish 8.40), Escadrila 50 Vânătoare, Grupul 4 Vânătoare, August 1940



Note:
In our analysis we have put every effort possible into proper identification of colours. Our camouflage color reconstruction is based on the fact, that Romania imported aircraft paints from Italy at the time.

Malowanie
Painting

PZL P.11c nr 317 (polski numer 8.56), Școala de Ofițeri Aviatori,
Iotnisko Călărași, 1942 r.

PZL P.11c no. 317 (ex-Polish 8.56), Școala de Ofițeri Aviatori, Călărași Airfield, 1942

