

IAR 80 Early - Gathering Storm 1941



Cat. No. 72564
Scale 1/72

3d design: Radu Brînzan
Research: IBG Crew



IBG Models would like to thank Mr. Horia Stoica and Mr. Michał Skawiński for the great help in recreating colour schemes for this model kit.

I.A.R.80 and 81 series

The legendary I.A.R.80 and 81 was the only Romanian fighter of domestic design to take part in World War II, often facing superior opponents and still being capable to hold its own thanks to the skills and courage of its pilots. The turns of war made for a very interesting operational career, with the airplane having the opportunity to fight all the major air forces in the theatre: USAAF, Soviet VVS, German Luftwaffe and the aviation of Hungary.

In the service of Aeronautica Regală Română, the third largest air force on the Eastern Front, the aircraft proved to be a very capable and dangerous weapon and became the symbol of the aviation of the Kingdom of Romania, remaining in service well after the end of hostilities - until the mid-1950s. In more than three years of combat, pilots flying the I.A.R.80 and 81 scored 539 confirmed and 90 unconfirmed victories over aircraft in the air and destroyed another 168 enemy machines on the ground.

The success of this design was possible thanks to the previous experience of I.A.R. designers with cantilever, low-wing monoplanes and the transfer of the all-metal airplane construction technology after the purchase of the P.11F license from Poland (see IBG Models set No. 72521). I.A.R.80 sleek lines bear resemblance to the Hughes H-1 racer, which might have been one of the distant inspirations, nevertheless the airframe was designed from scratch by Romanian engineers, who used only the heavily-modified rear fuselage and smaller parts from PZL P.24E fighter, licence-produced at I.A.R.

The entire production run included 450 numbered airframes (with the last two being lost during USAAF bombardment of I.A.R. factory at Braşov). In addition to the pure fighter airplane (I.A.R.80), the series included a fighter-bomber with dive bombing capability (I.A.R.81). It is worth to note that both during the production and in service, the airplanes underwent continuous improvement, resulting in a number of versions that visibly differed in fuselage length, wingspan, armament and other details. More on the differences between them can be found in the eBook downloadable from our website: <http://www.ibgmodels.com/resources-2/>

Early I.A.R.80 series

Initial series-production airplanes (understood here as airframes No. 2 to 50), differed from later series in having 4 machine guns in the wings, ring-and-bead gunsight, unarmoured seat and headrest, flatter canopy and fuselage belly. From the modeller's point of view the important aspect is also that it served in the period of the often-changing markings regulations, resulting in some strikingly colourful schemes, as presented in the marking options for this kit.



Element assembled in previous step
Element złożony w wcześniejszym etapie



Paint colour
Kolor farby



Version to choose
Wersja do wyboru



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



Decal
Kalkomania



Sub-assembly in step
Kolejne kroki w etapie

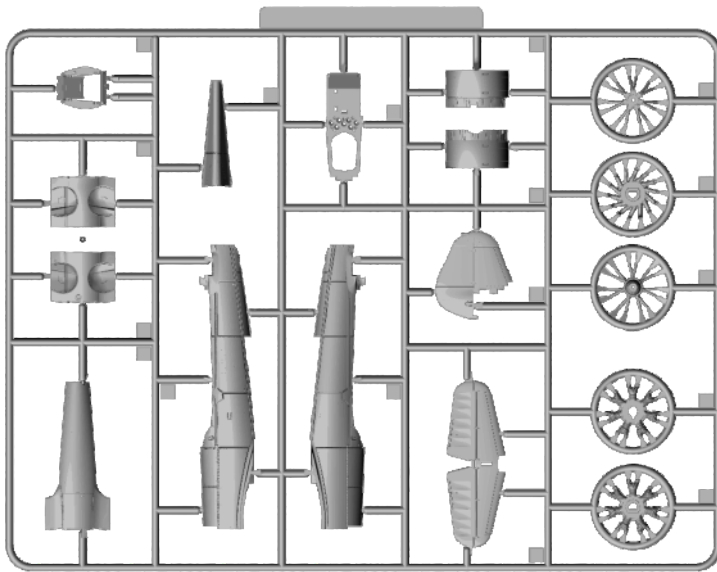
Please read instructions before assembly. Follow the sequence of assembly presented in instructions. Glue and paint not included.
Przed montażem przeczytać instrukcję. Przestrzegać kolejności montażu podanego w instrukcji. Klej i farby nie wchodzą w skład zestawu.

IBG Models
ul. Benedykta Hertza 2
04-603 Warszawa
Poland

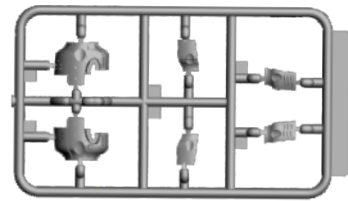
tel +48 22 8159150
fax +48 22 8159151
ibgsc@ibg.com.pl
www.ibg.com.pl
www.ibgmodels.com

Elements of the model kit
Elementy modelu

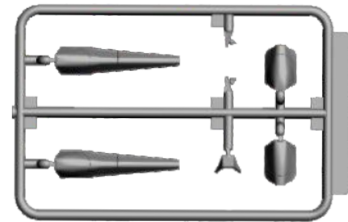
Frame B1 / Ramka B1



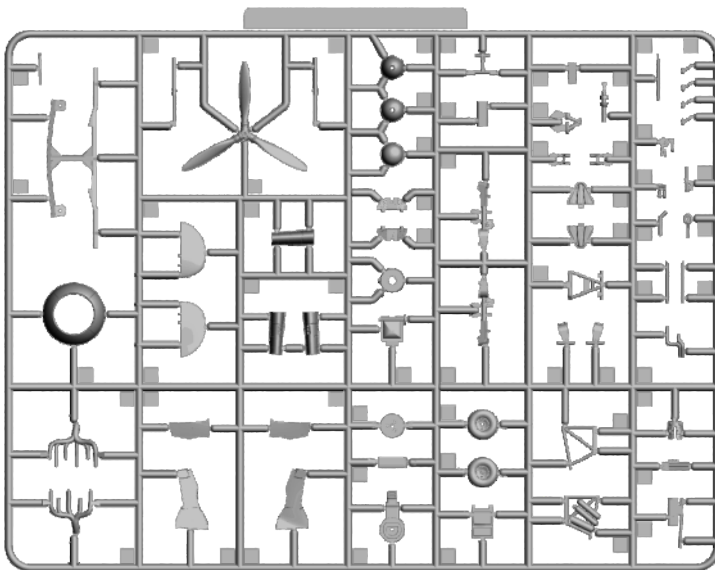
Frame E / Ramka E



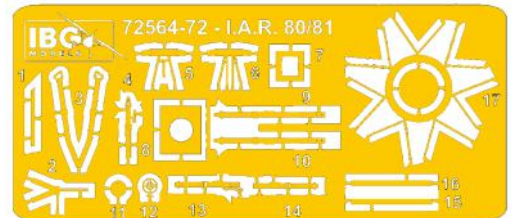
**Frame A transparent /
 Ramka A przezroczysta**



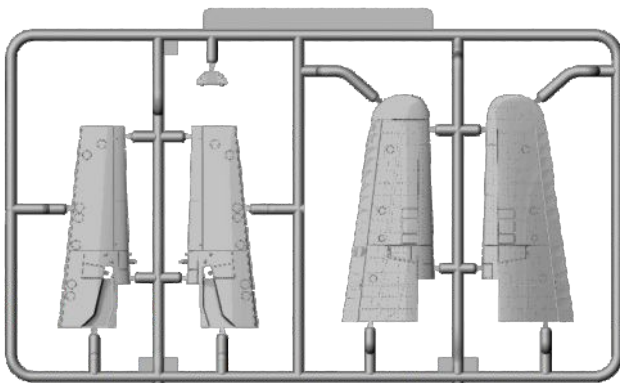
Frame B2 / Ramka B2



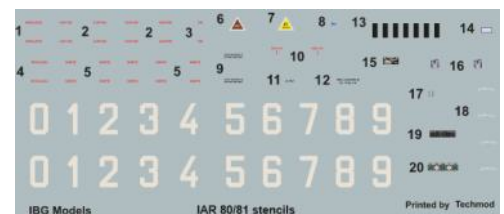
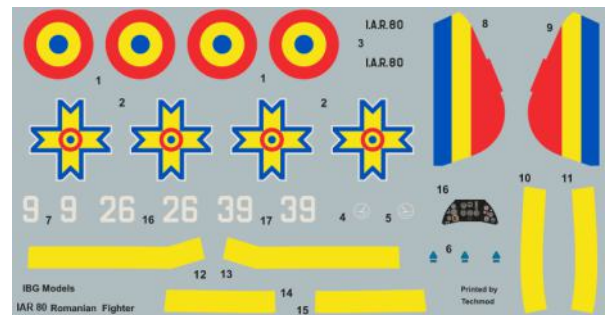
**Photo-etched Parts
 Elementy Fototarwione**



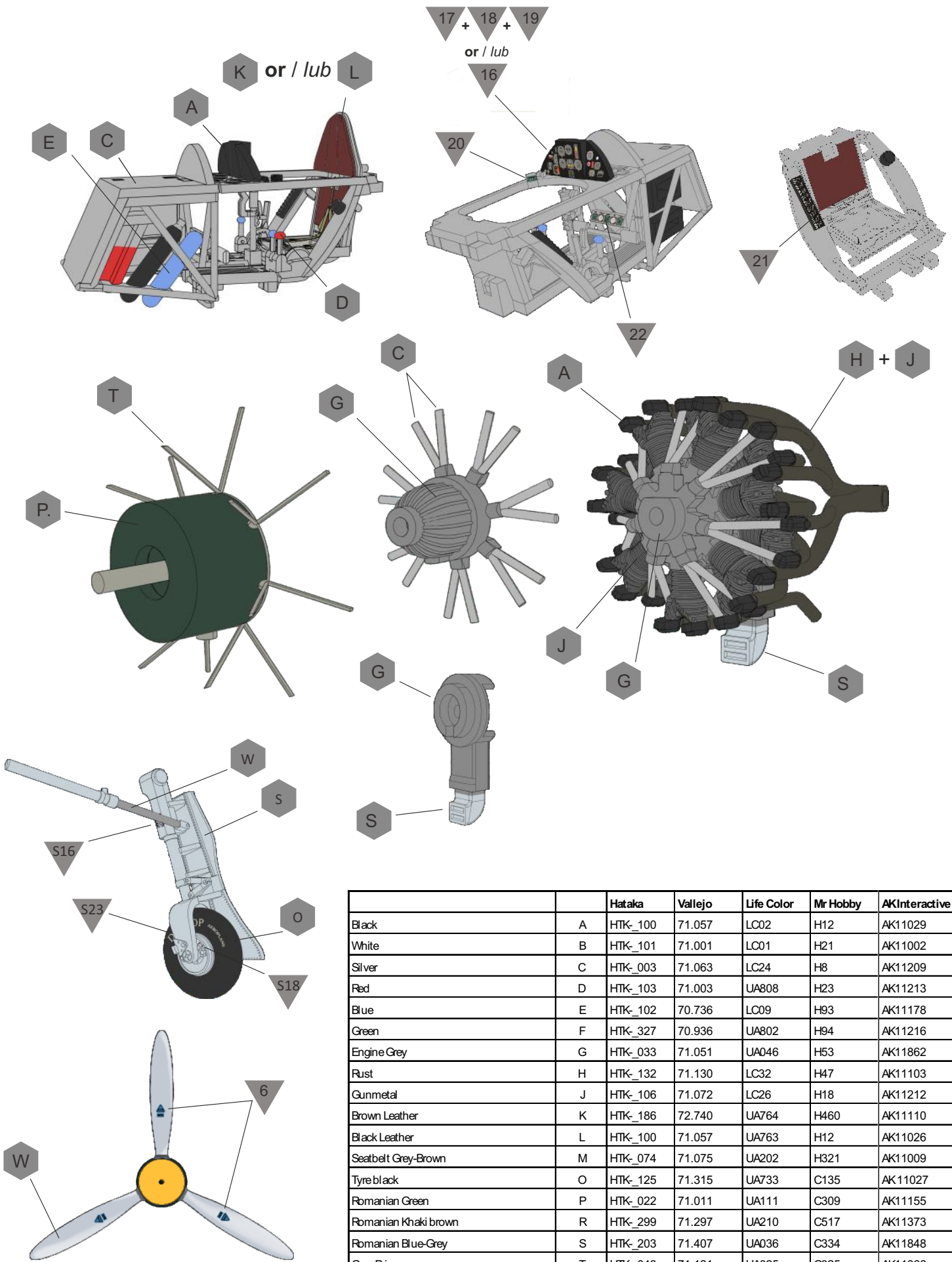
Frame F / Ramka F



Decals / Kalkomanie



Interior painting
Malowanie wnętrza

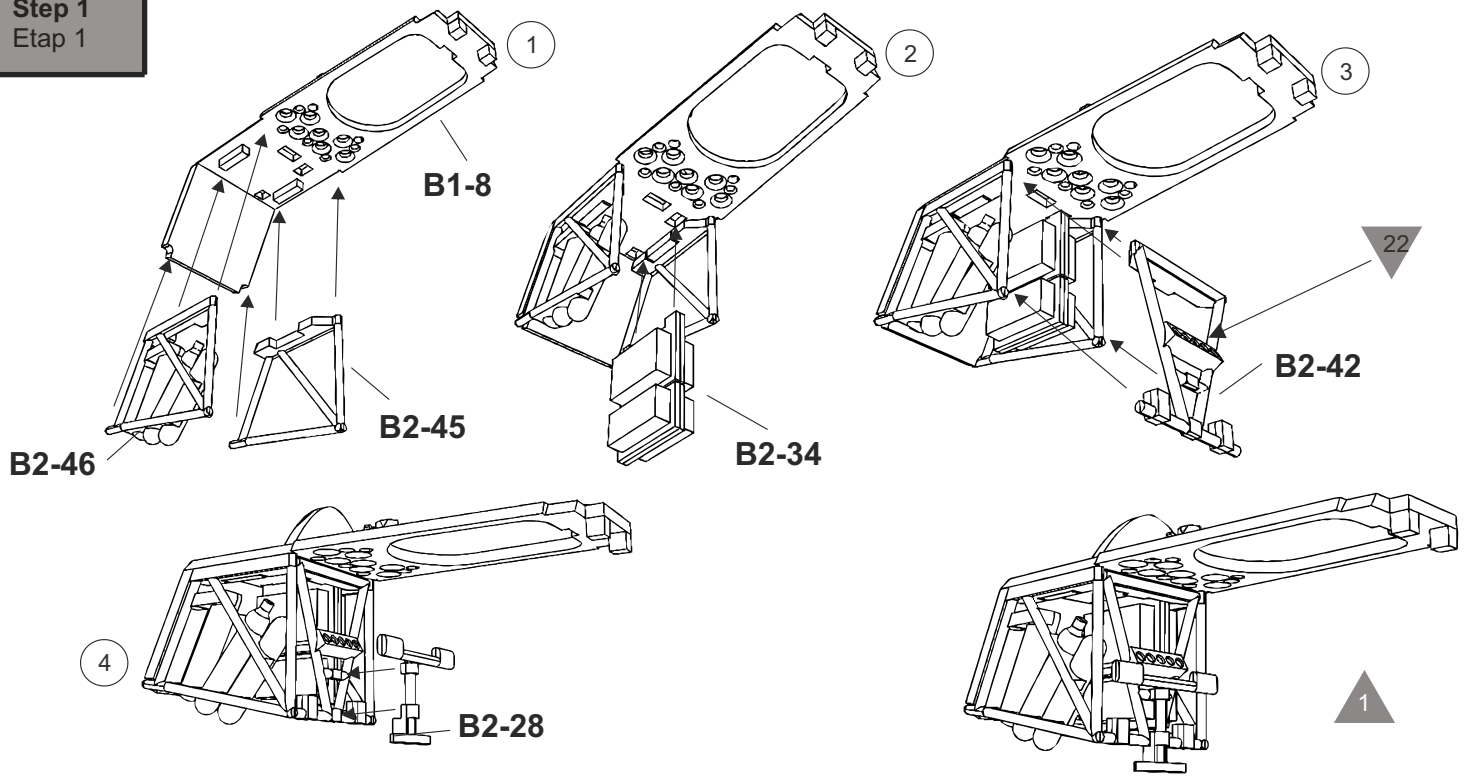


Reverse side of propeller blades in:
Tylna strona łopat śmigła w kolorze:

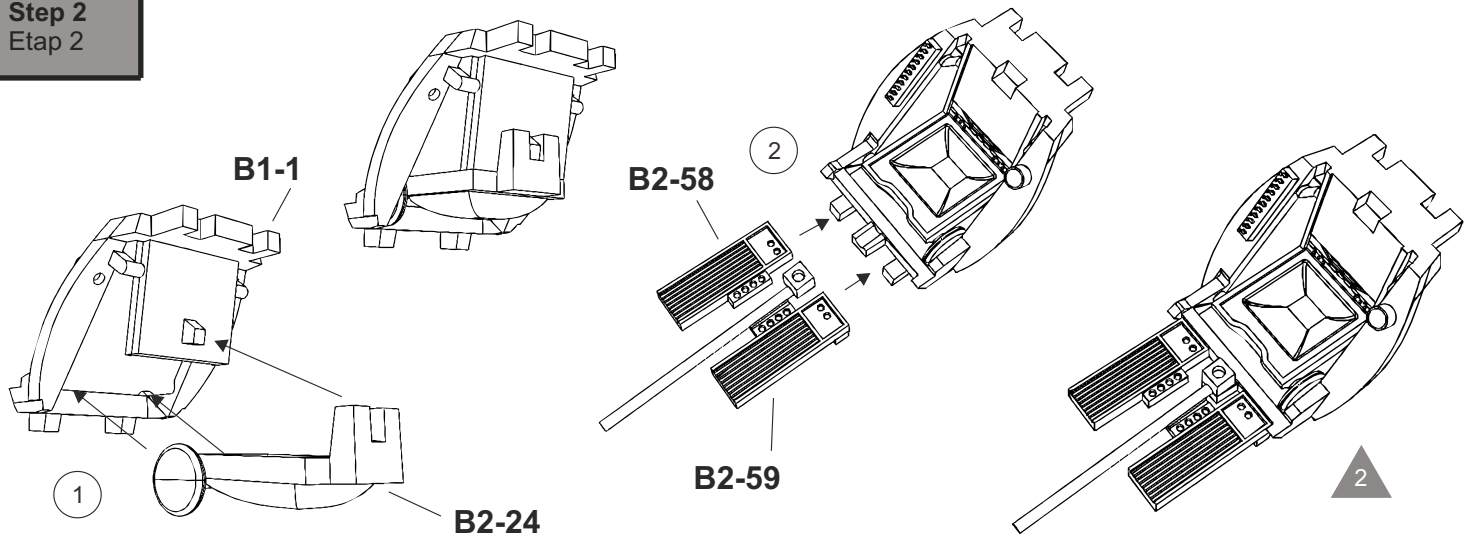


		Hataka	Vallejo	Life Color	Mr Hobby	AKInteractive
Black	A	HTK_100	71.057	LC02	H12	AK11029
White	B	HTK_101	71.001	LC01	H21	AK11002
Silver	C	HTK_003	71.063	LC24	H8	AK11209
Red	D	HTK_103	71.003	UA808	H23	AK11213
Blue	E	HTK_102	70.736	LC09	H93	AK11178
Green	F	HTK_327	70.936	UA802	H94	AK11216
Engine Grey	G	HTK_033	71.051	UA046	H53	AK11862
Rust	H	HTK_132	71.130	LC32	H47	AK11103
Gunmetal	J	HTK_106	71.072	LC26	H18	AK11212
Brown Leather	K	HTK_186	72.740	UA764	H460	AK11110
Black Leather	L	HTK_100	71.057	UA763	H12	AK11026
Seatbelt Grey-Brown	M	HTK_074	71.075	UA202	H321	AK11009
Tyre black	O	HTK_125	71.315	UA733	C135	AK11027
Romanian Green	P	HTK_022	71.011	UA111	C309	AK11155
Romanian Khaki brown	R	HTK_299	71.297	UA210	C517	AK11373
Romanian Blue-Grey	S	HTK_203	71.407	UA036	C334	AK11848
Grey Primer	T	HTK_048	71.121	UA025	C325	AK11866
Recognition Yellow	U	HTK_066	71.078	UA140	C113	RC934
Aluminium	W	HTK_078	71.062	UA792	SM208	AK481
RLM70 Black Green	X	HTK_015	71.021	UA501	H065	AK11821

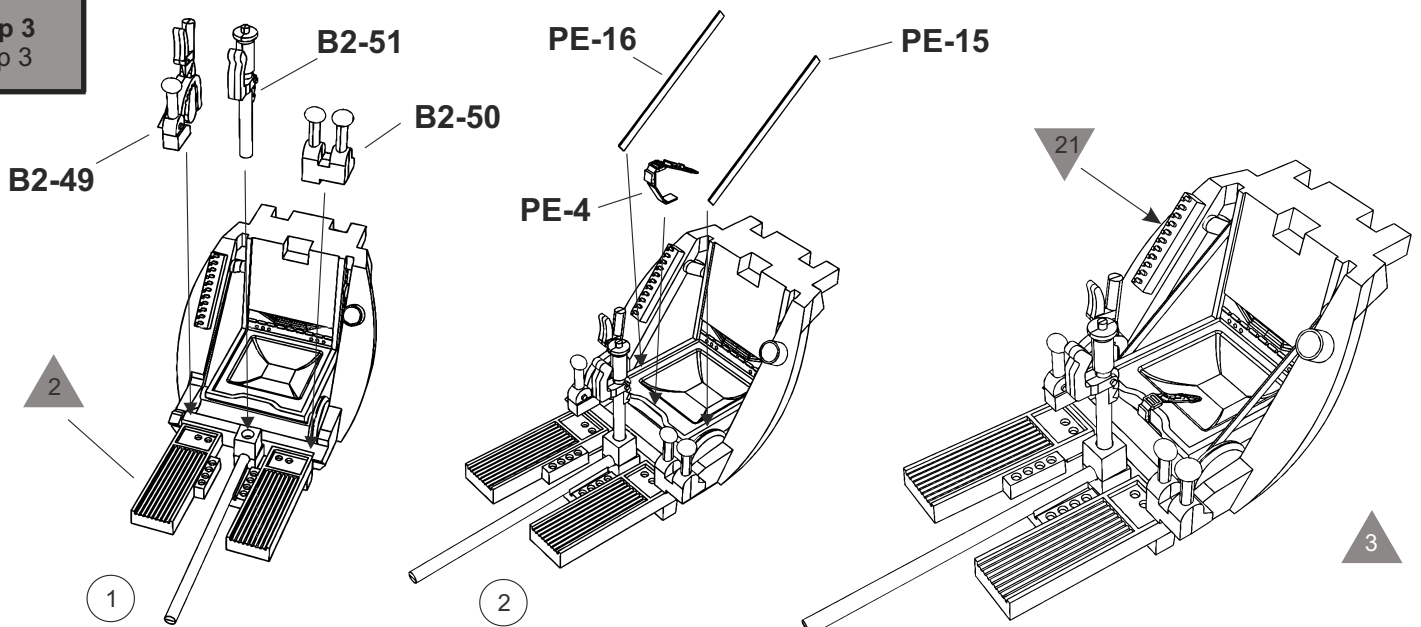
Step 1
Etap 1



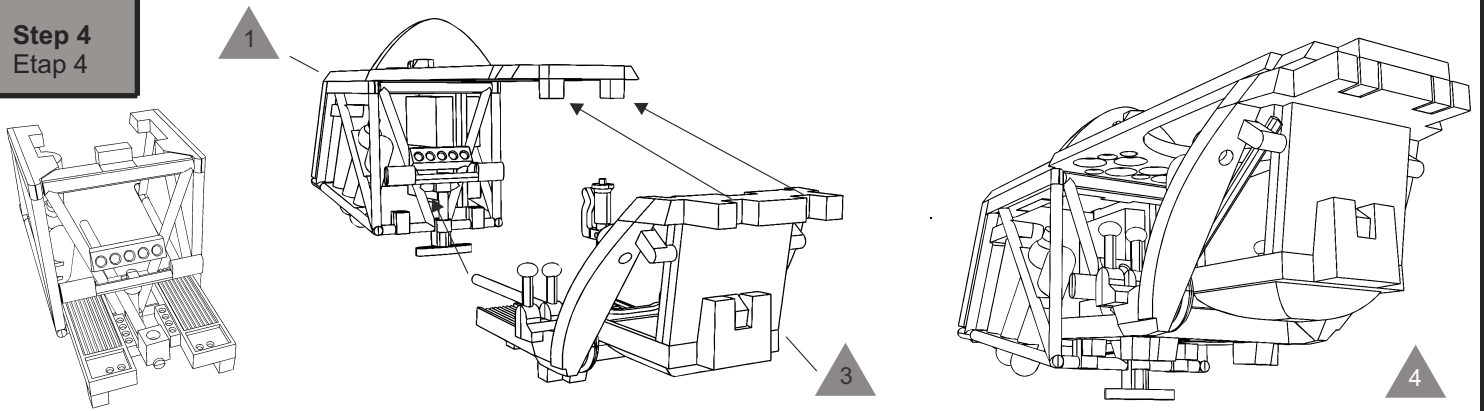
Step 2
Etap 2



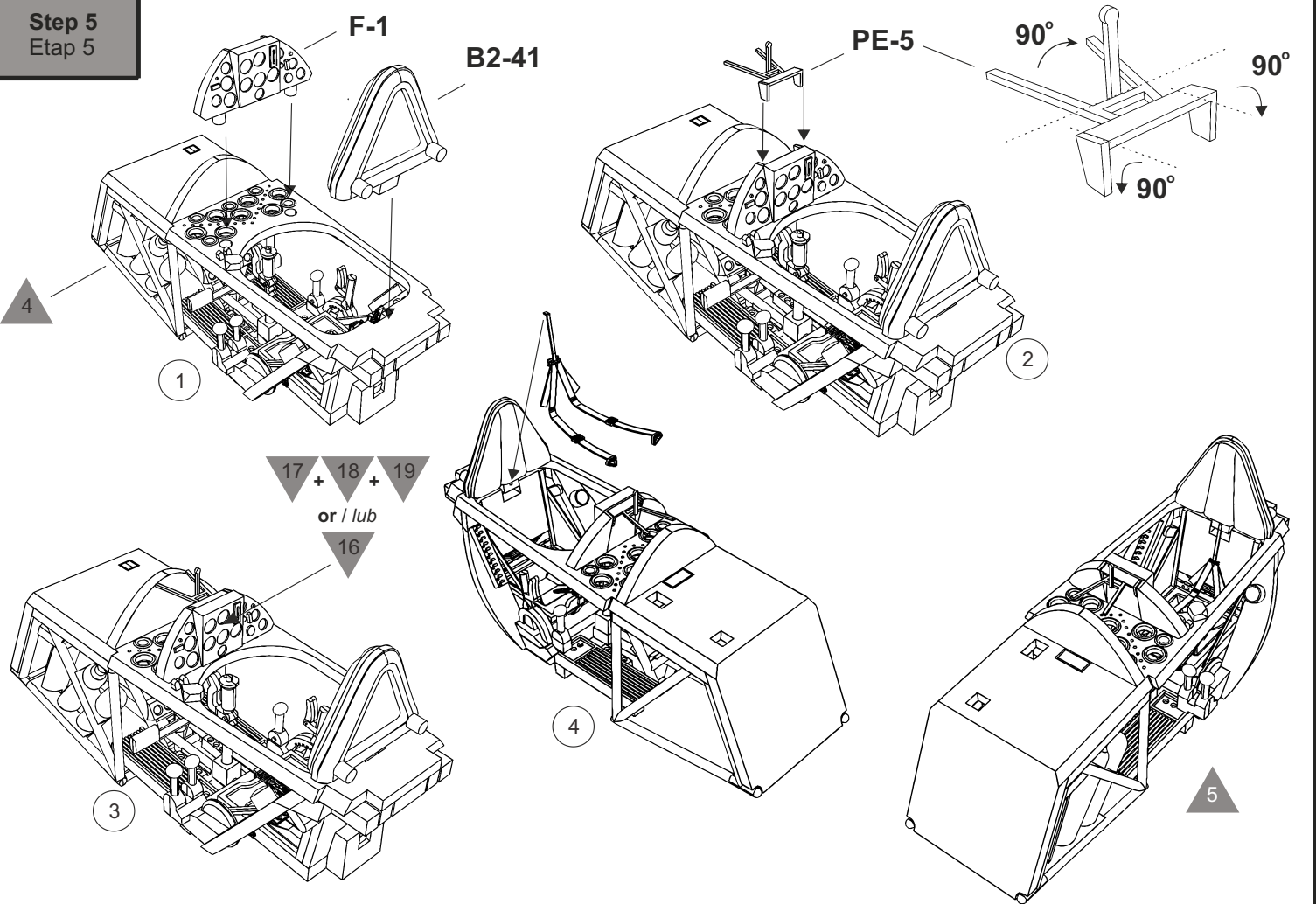
Step 3
Etap 3



Step 4
Etap 4

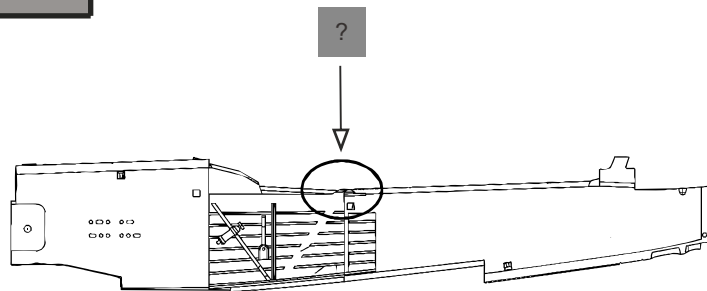


Step 5
Etap 5

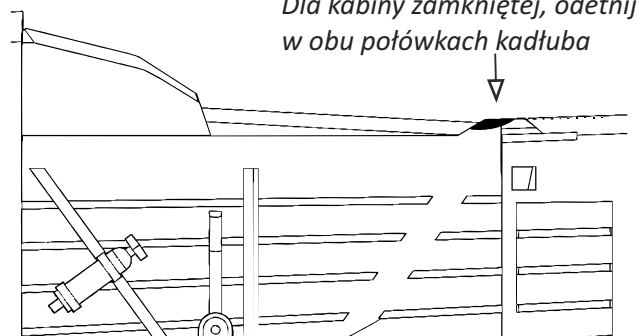


Step 6
Etap 6

For closed canopy only, see step 15a
Tylko dla kabiny zamkniętej, patrz etap 15a

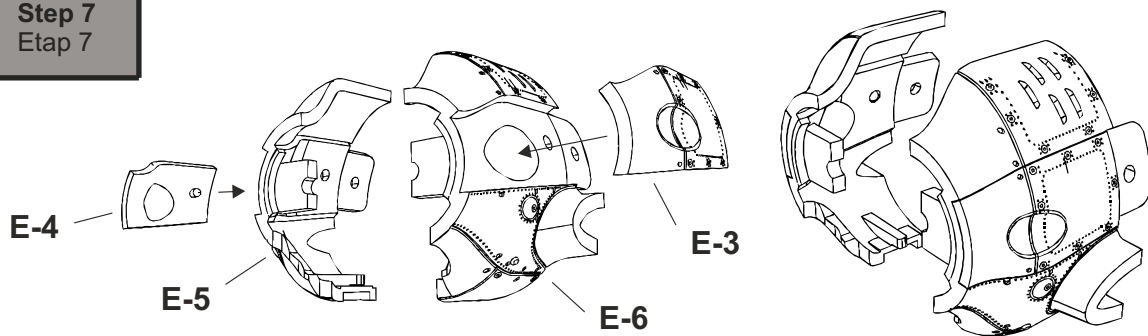


For closed canopy cut off on both fuselage sides
Dla kabiny zamkniętej, odetnij w obu połówkach kadłuba



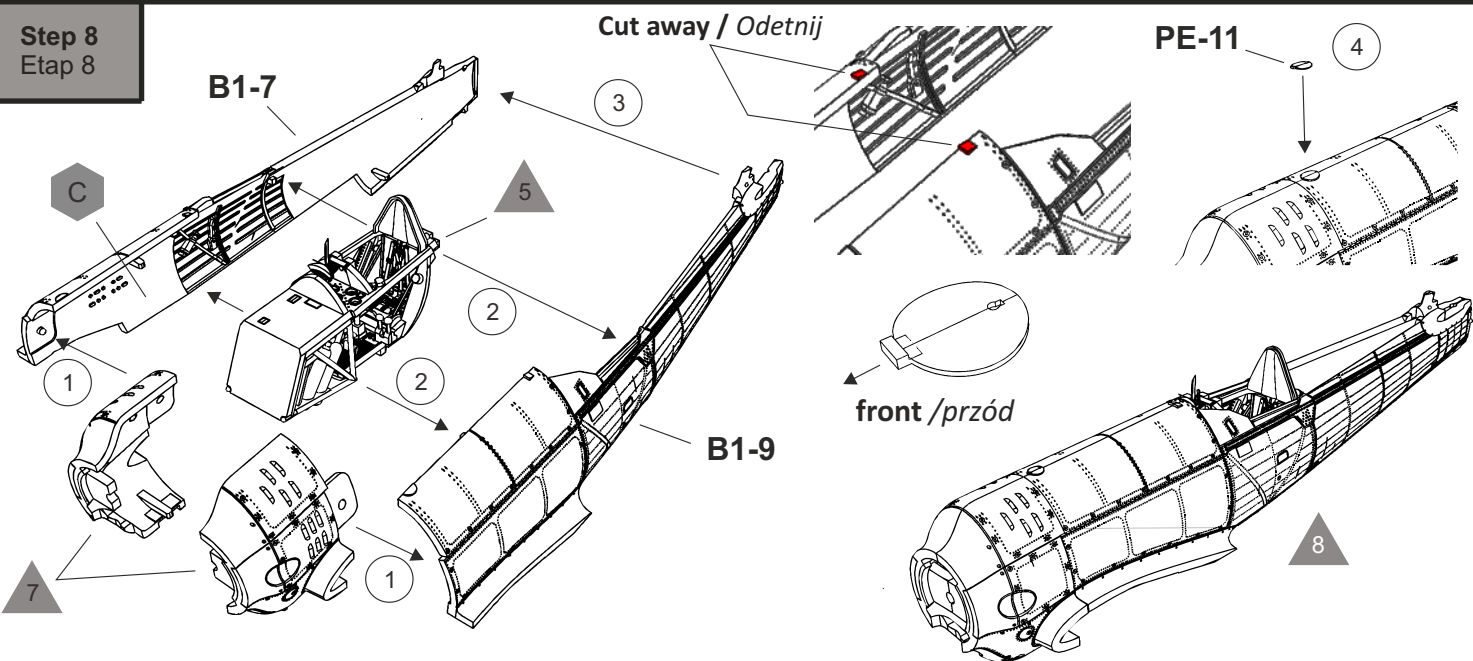
For open canopy (step 15b), please ignore step 6
Dla kabiny zotwartej (etap 15b), zignoruj etap 6

Step 7
Etap 7

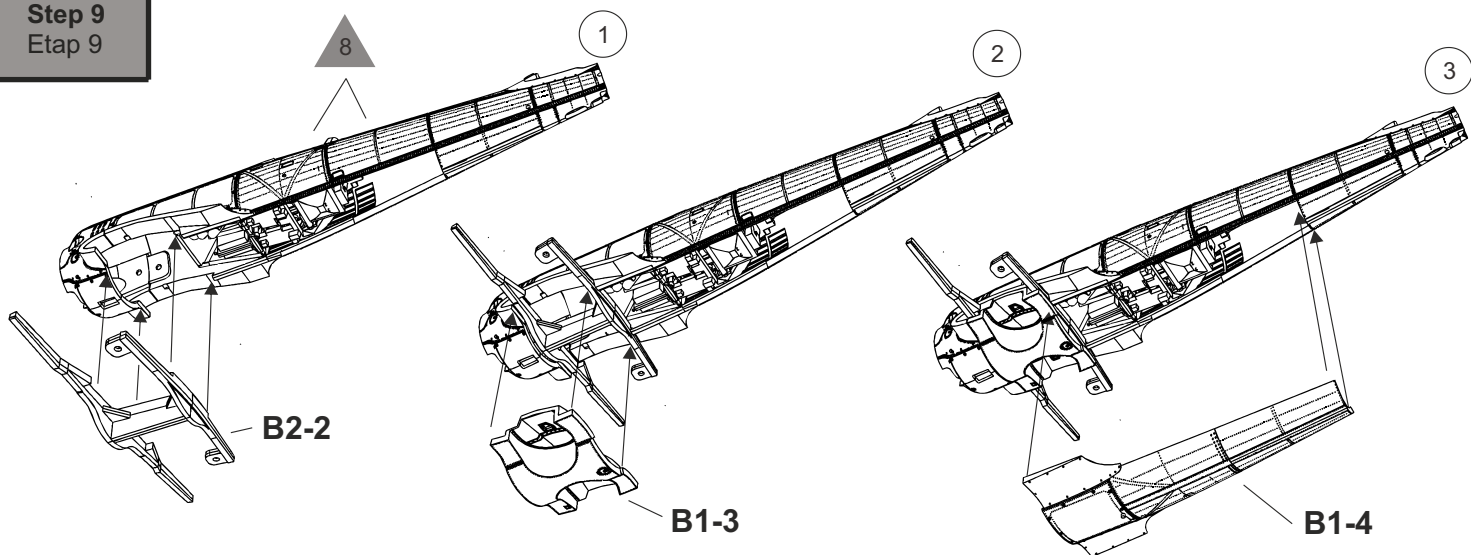


Do not glue the halves together in this step
Nie sklejaj połówek na tym etapie

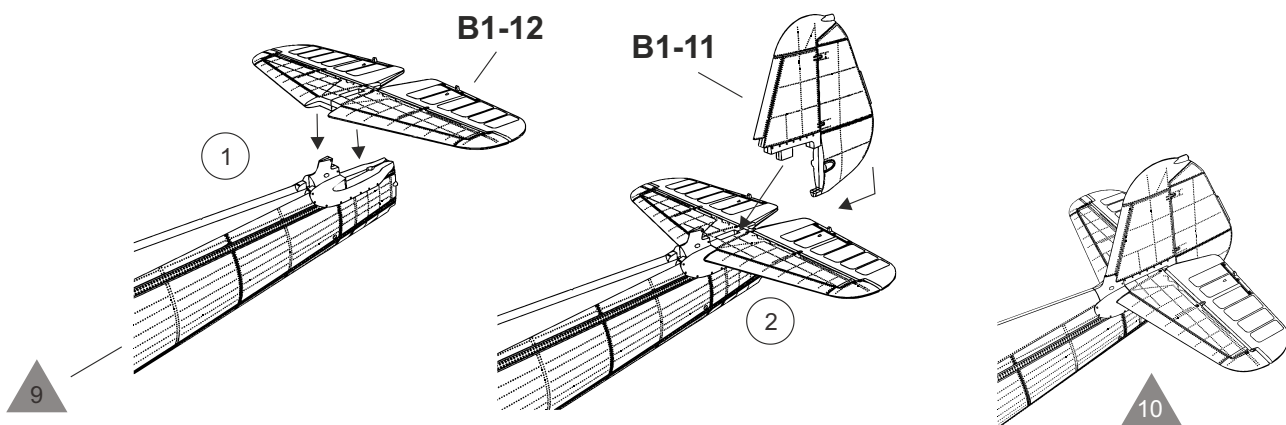
Step 8
Etap 8



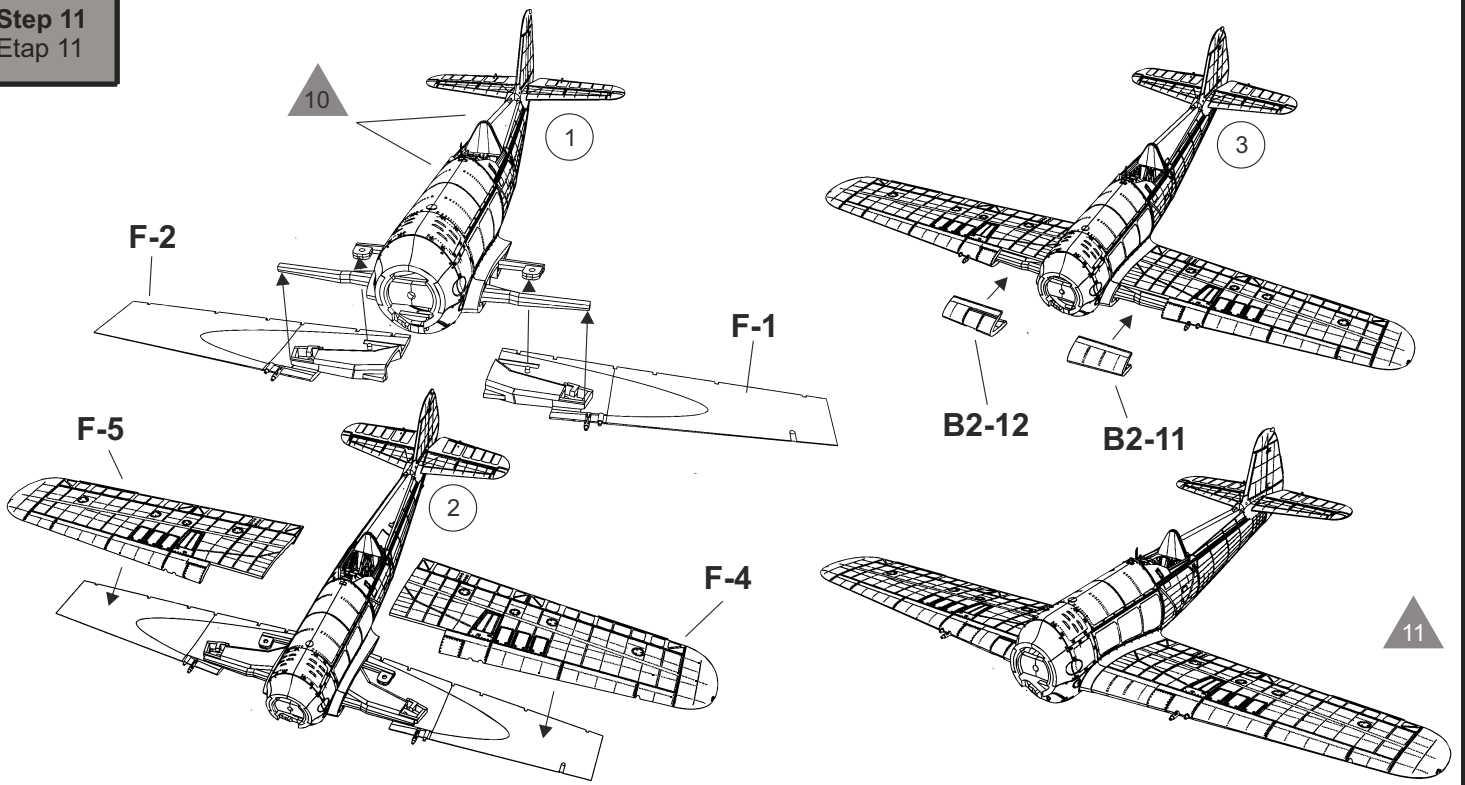
Step 9
Etap 9



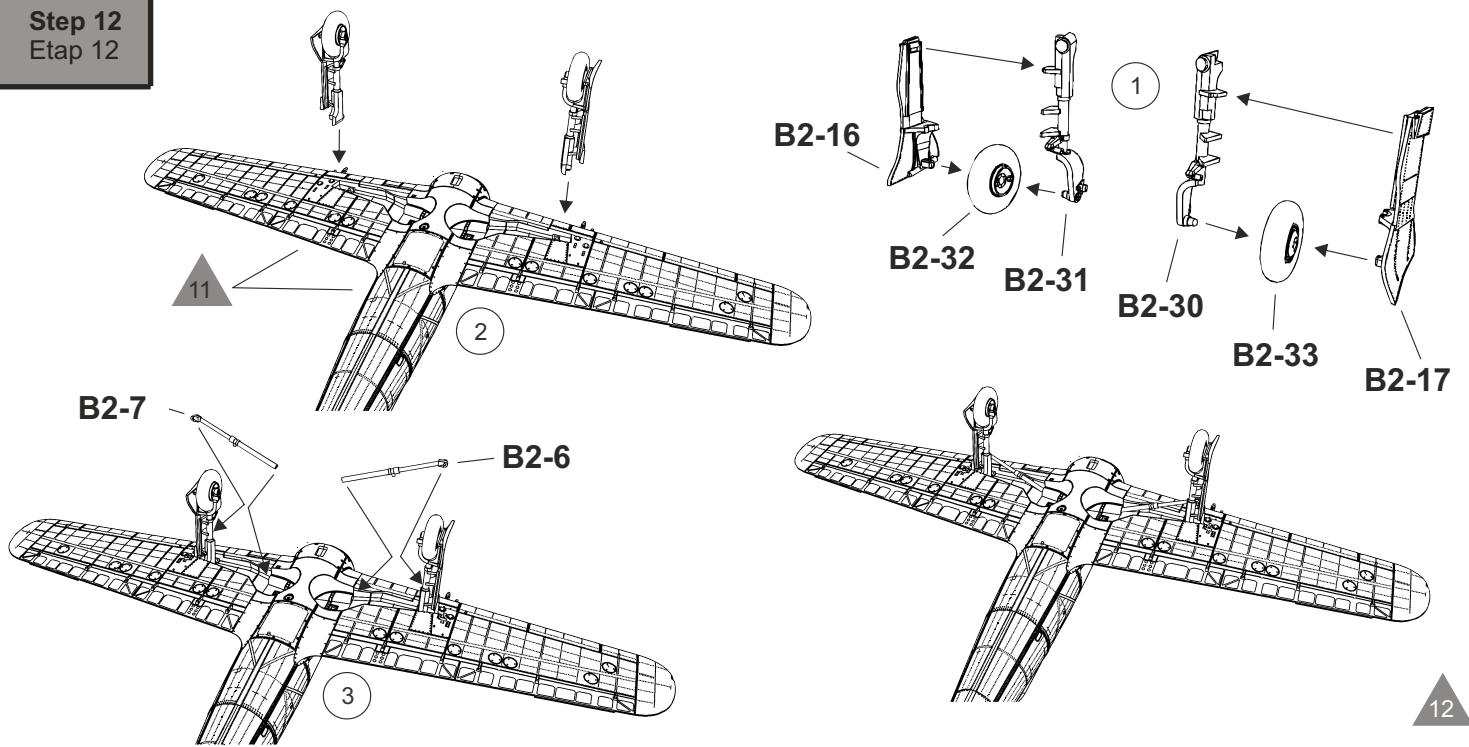
Step 10
Etap 10



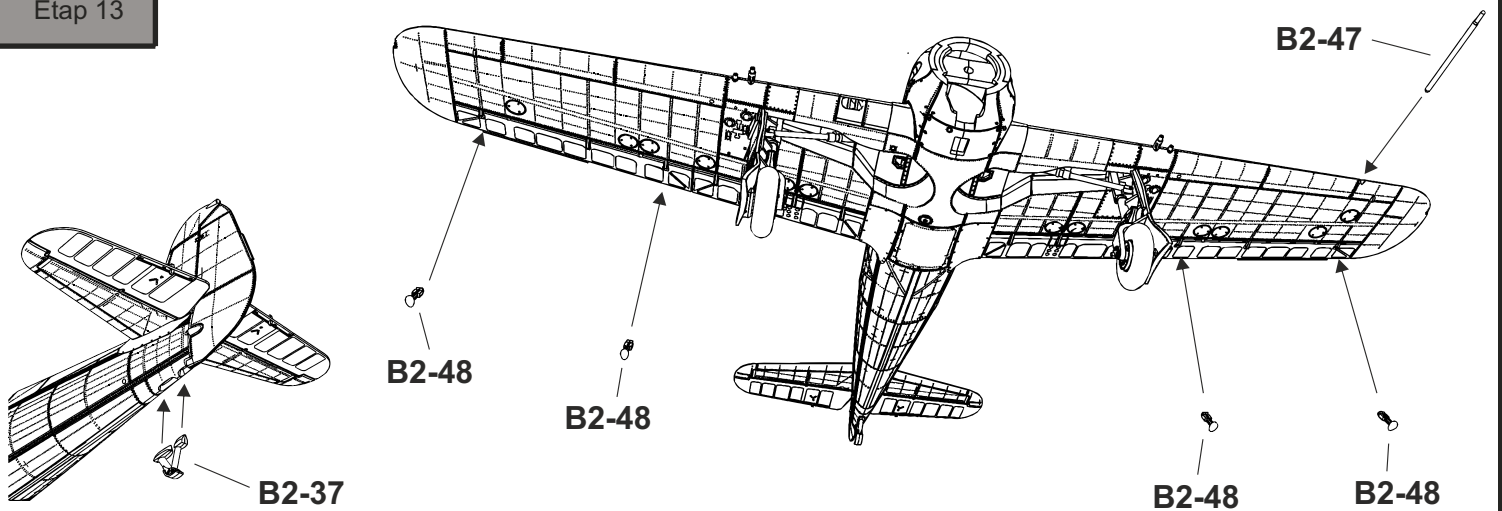
Step 11
Etap 11



Step 12
Etap 12

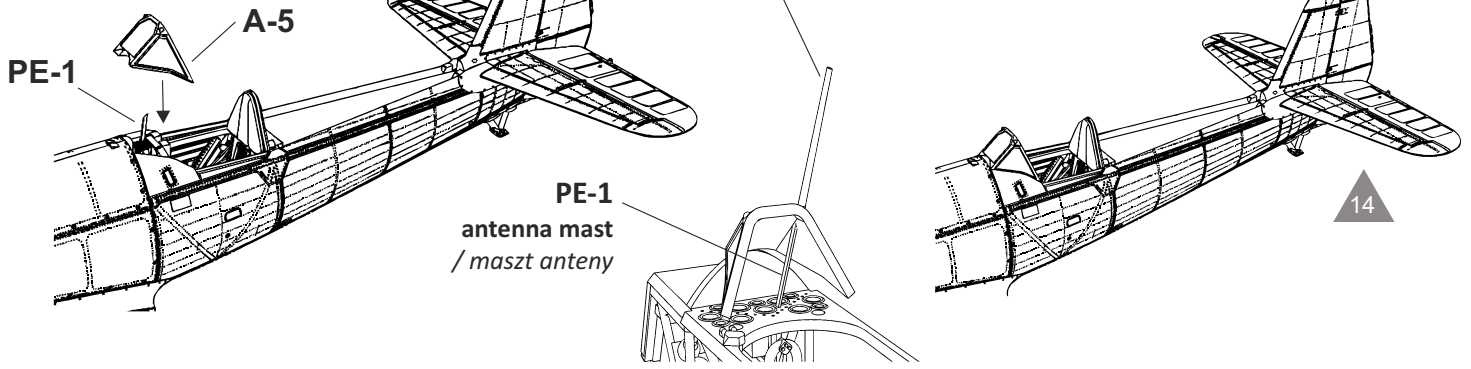


Step 13
Etap 13



Step 14
Etap 14

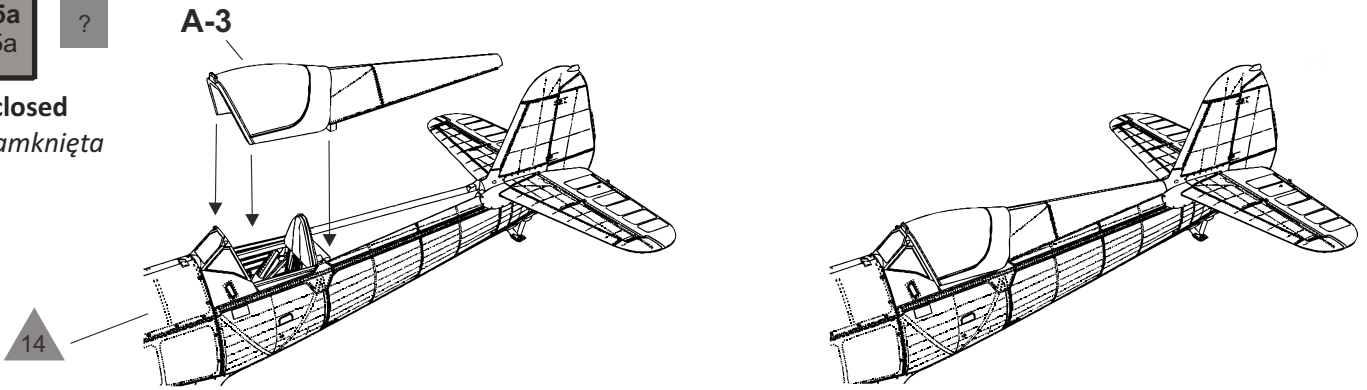
see step 22
/ patrz krok 22



Step 15a
Etap 15a

?

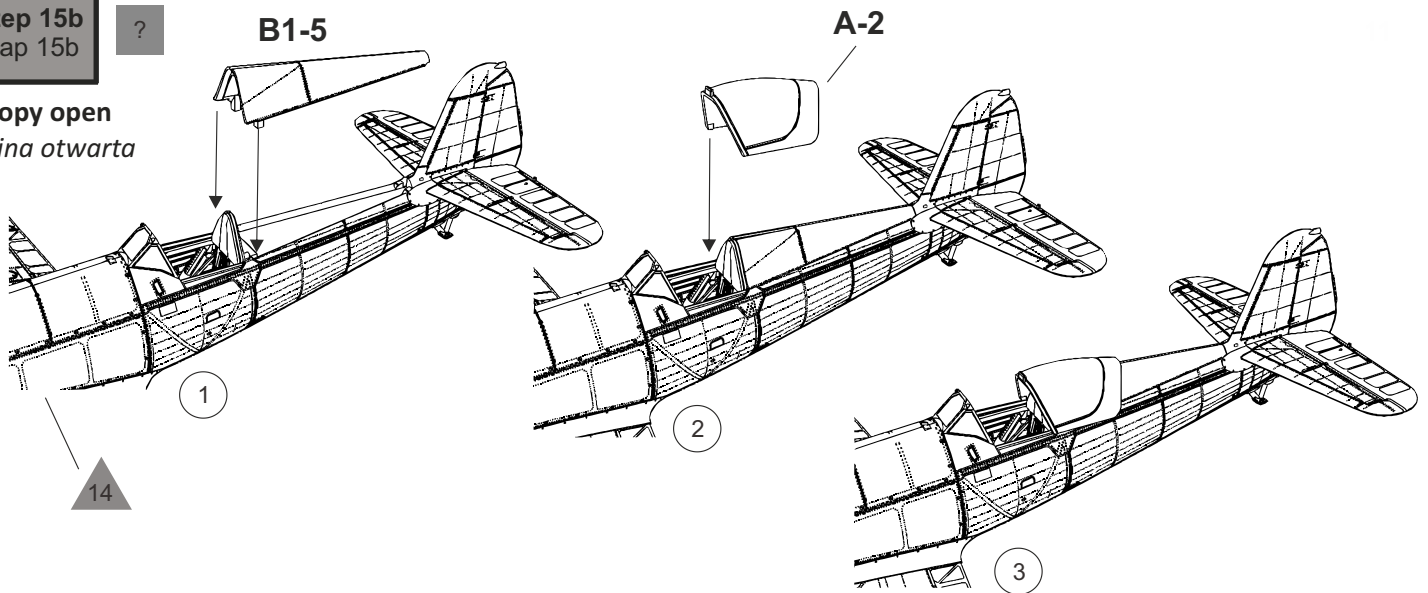
Canopy closed
Kabina zamknięta



Step 15b
Etap 15b

?

Canopy open
Kabina otwarta



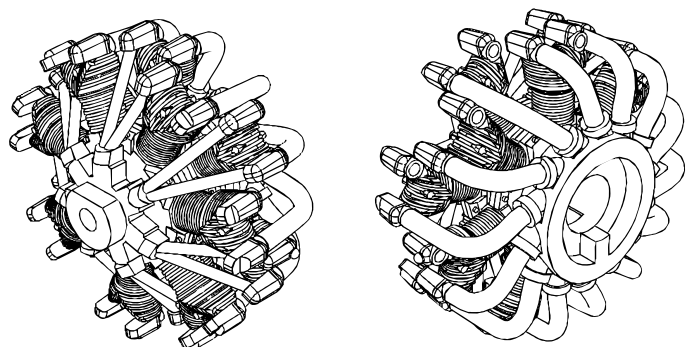
Step 16
Etap 16

B1-16

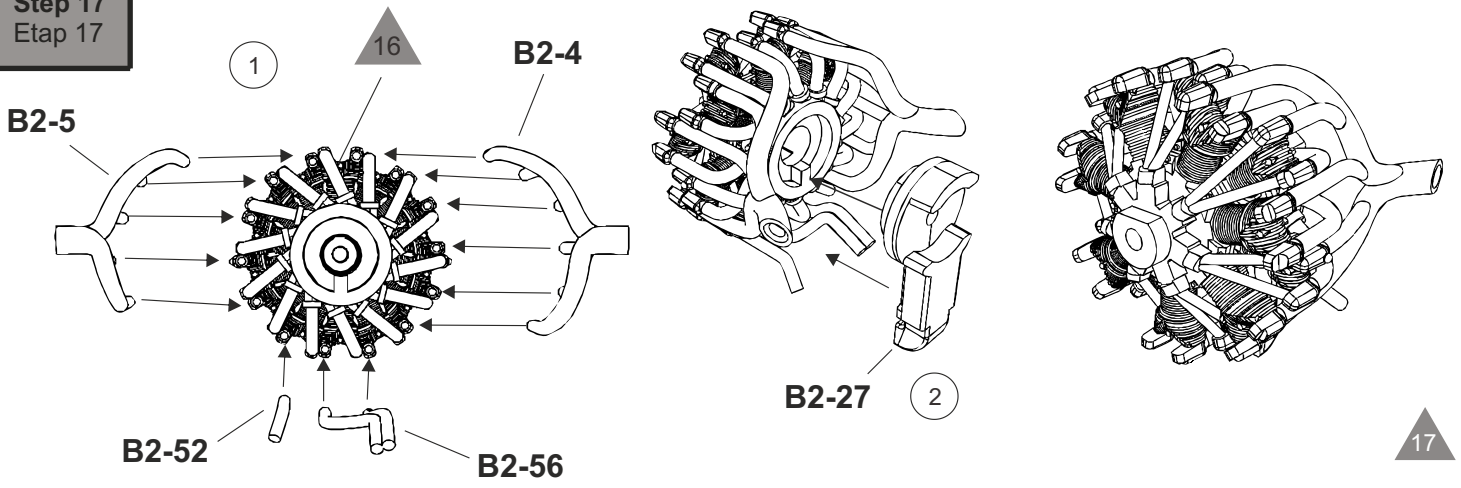
B1-17

B1-14

B1-13

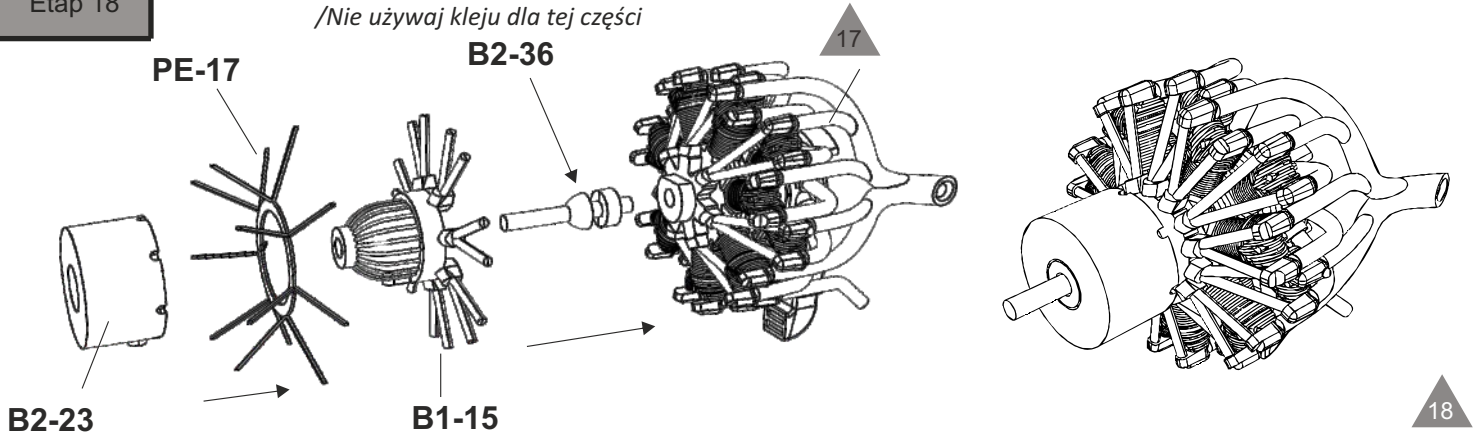


Step 17
Etap 17

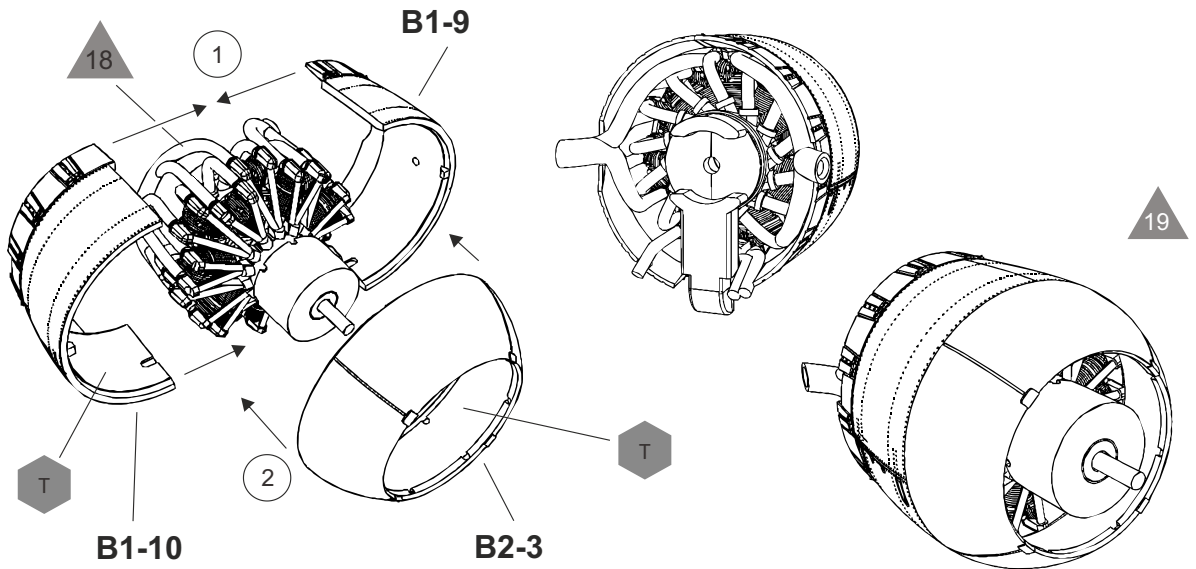


Step 18
Etap 18

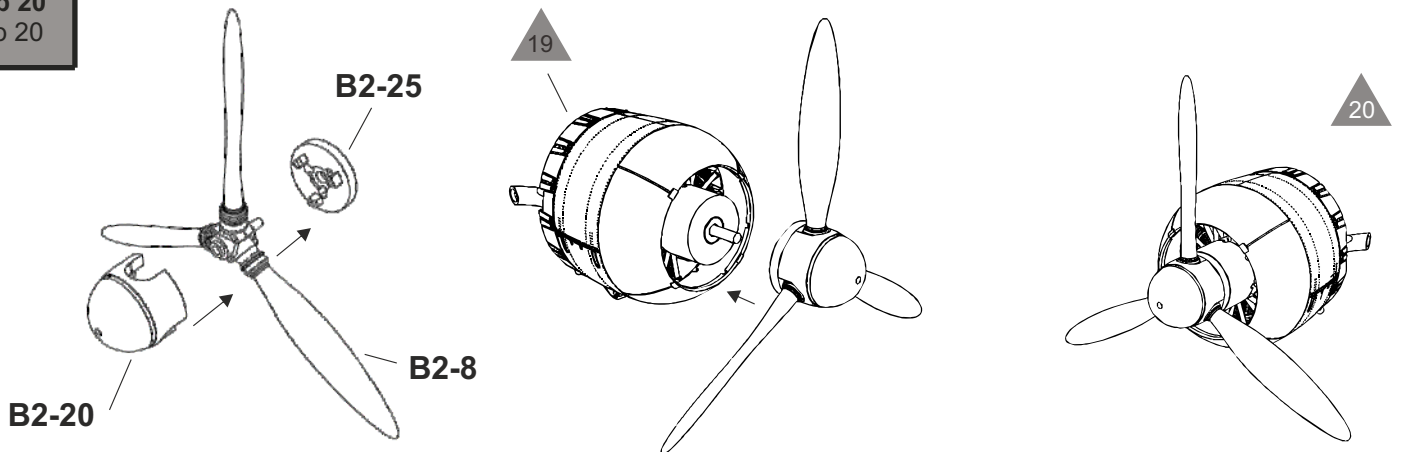
Don't use glue for this part
/Nie używaj kleju dla tej części



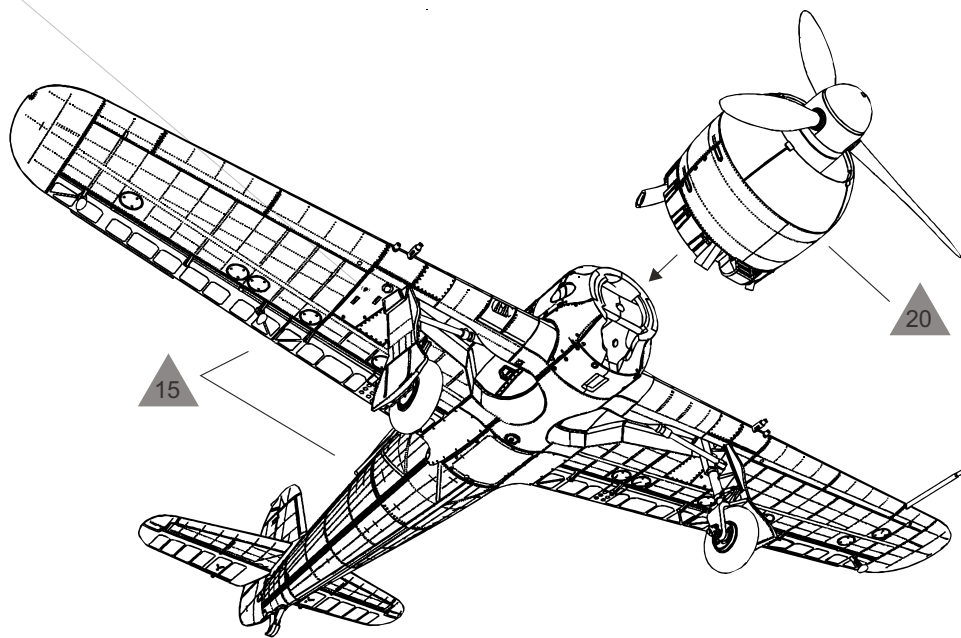
Step 19
Etap 19



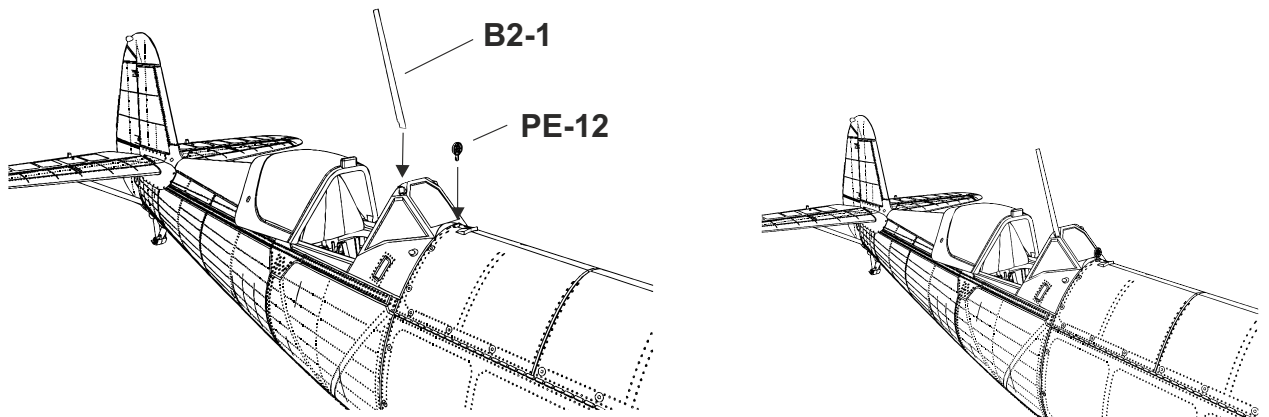
Step 20
Etap 20



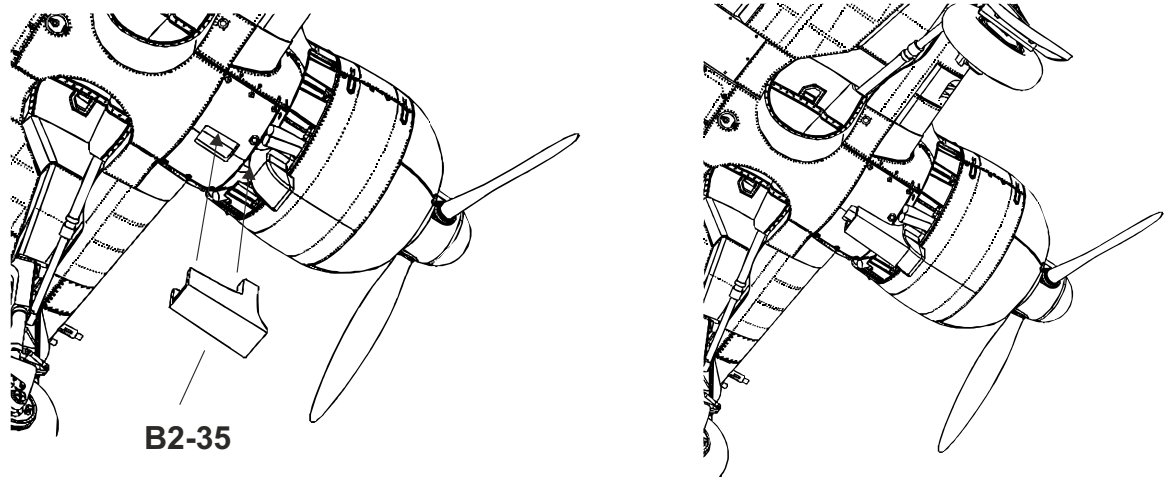
Step 21
Etap 21



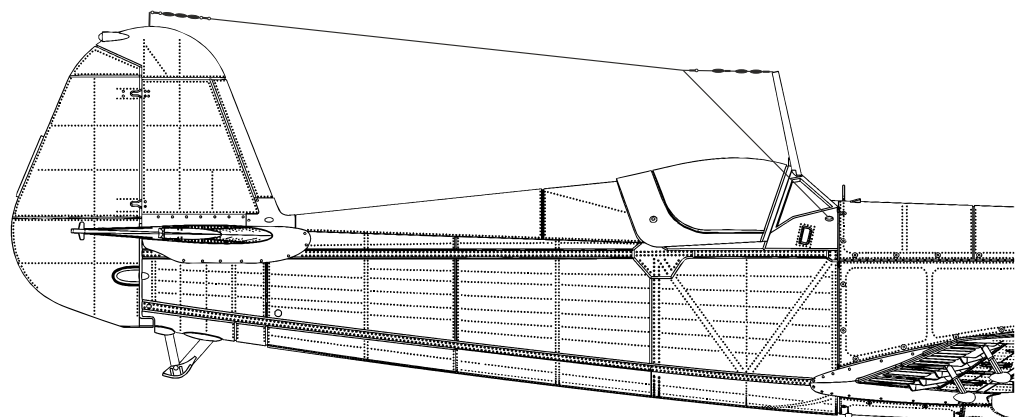
Step 22
Etap 22



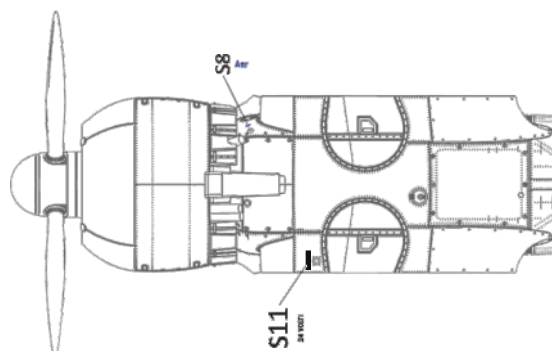
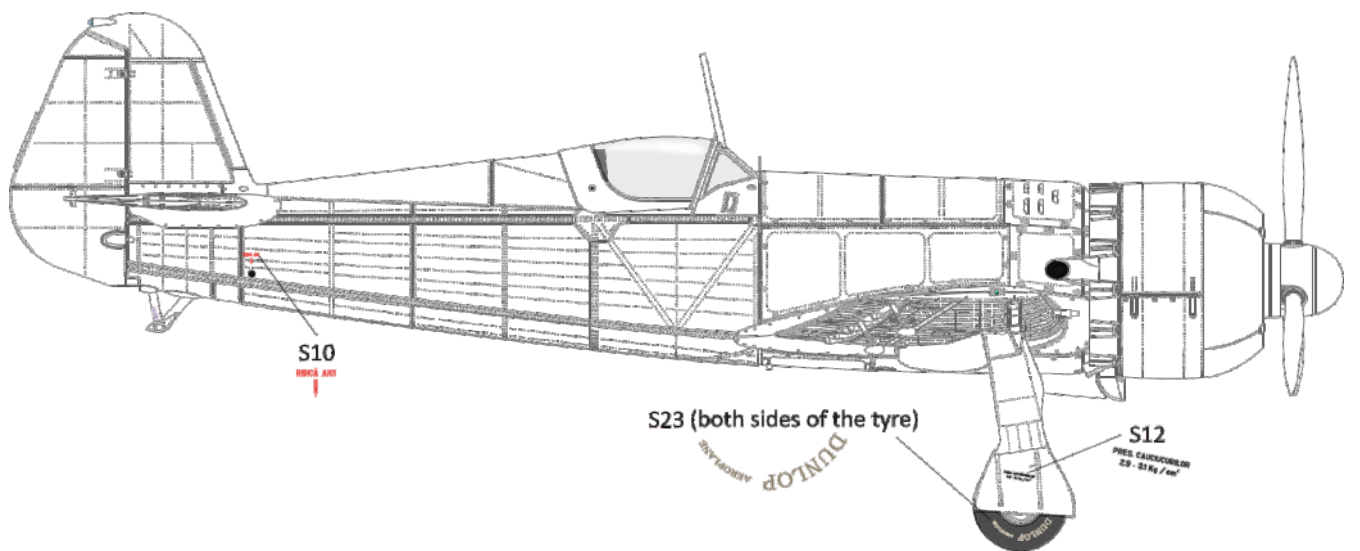
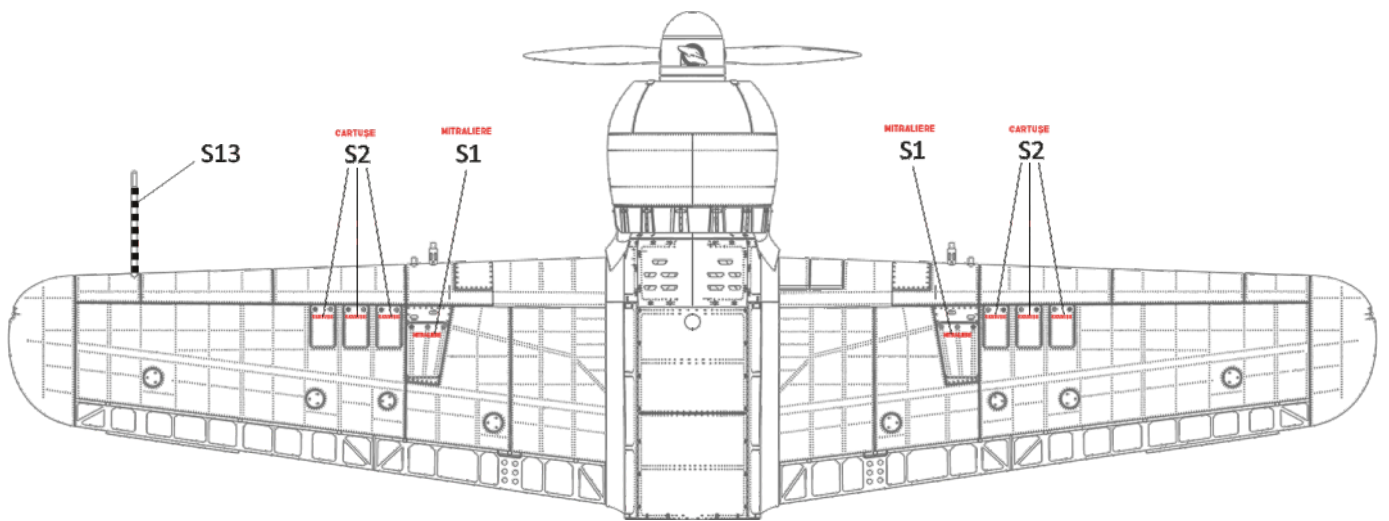
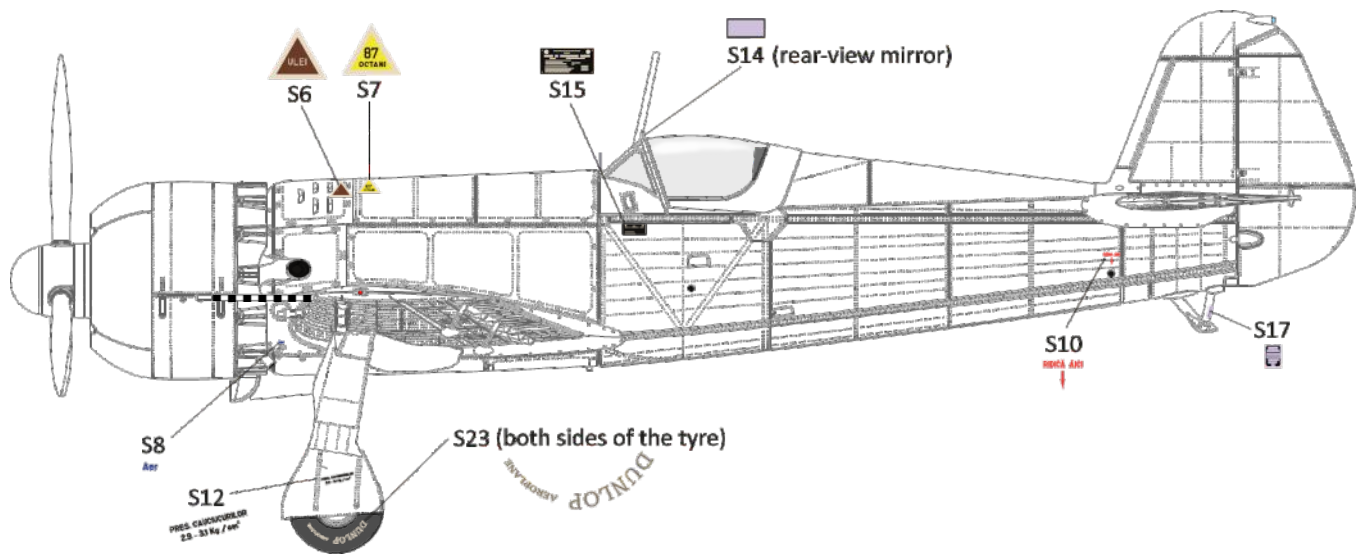
Step 23
Etap 23



Antenna wire
Linka anteny



Optional - make an antenna wires
Opcjonalnie wykonaj linki anten





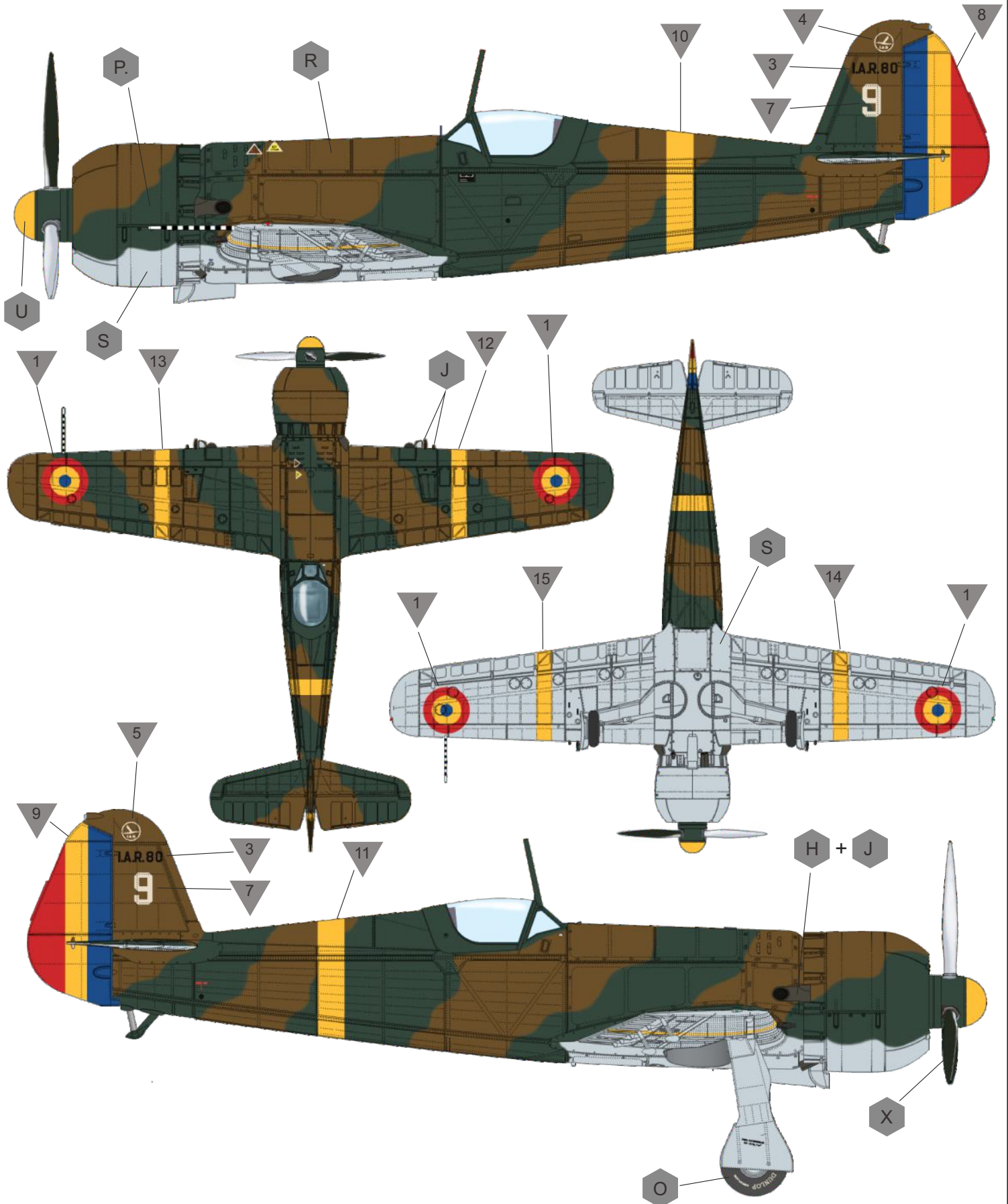
Photographed at Pipera airfield, on or around 10th May 1941, IAR No.39 presents its beautiful silhouette in all its glory. Note the relatively low contrast between green and brown camouflage colours.
(Dan Antoniu/Horia Stoica collection)



IAR No.44 photographed on the same occasion shows the yellow wingtips carried by some if not all IARs at the time. (Dan Antoniu/Horia Stoica collection)

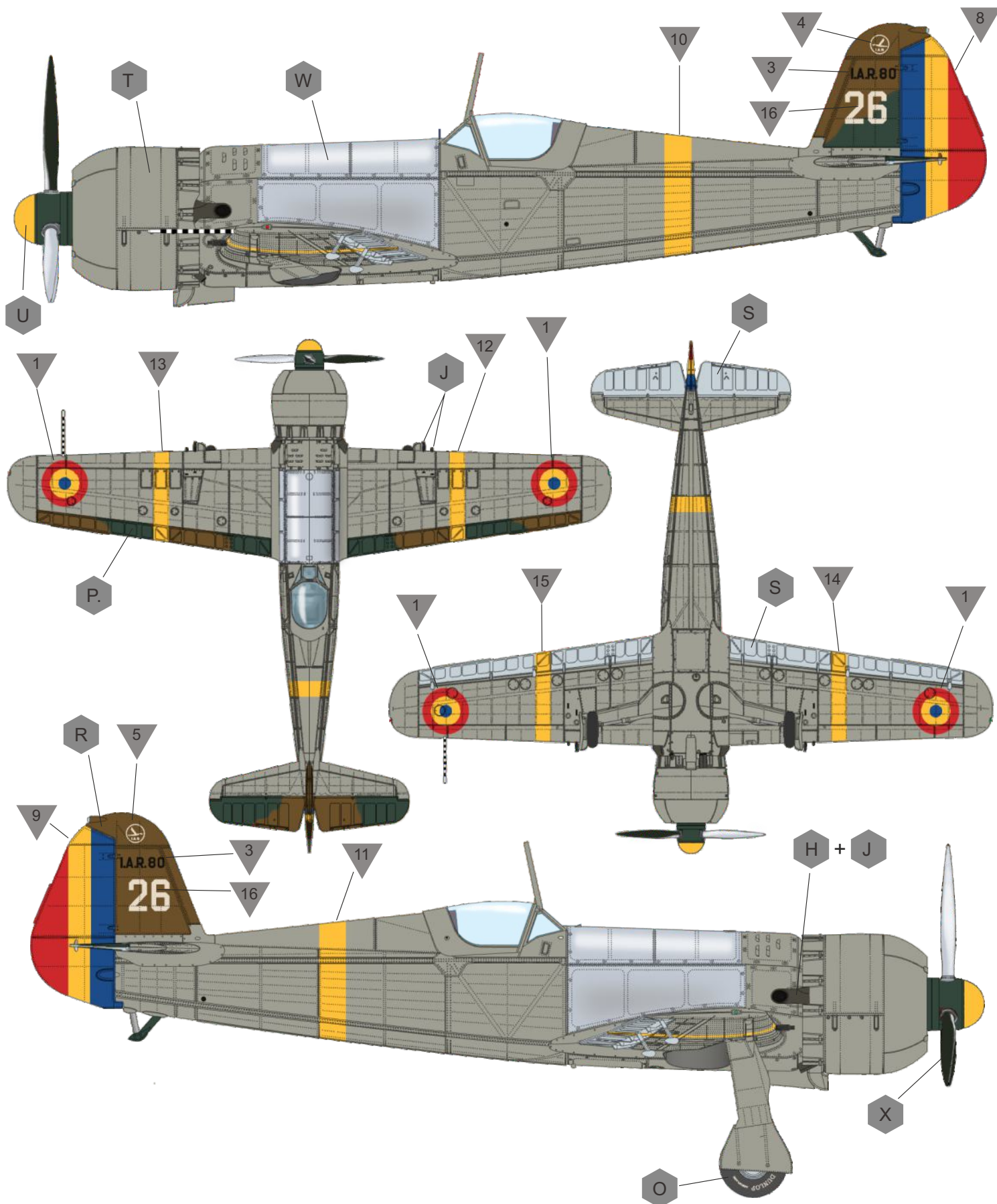
IAR.80 No.9, Grupul 8 Vânătoare, Târgșoru Nou airfield, early March 1941

One of the first IARs to enter service, No.9 left the factory in December 1940. It joined Grupul 8 Vânătoare, when the latter was constituted on 22nd February 1941 at Târgșoru Nou airfield in order to bolster the defence of strategically important Ploiesti oil fields (see also IBG model of P.11F - cat. no. 72522). At the time it carried the standard markings of early machines, with cockades on the wings and 25cm wide yellow bands on both the wings and the fuselage - the latter introduced in October 1940 as a recognition aid for German airplanes operating over Romania. Particularly interesting is the yellow spinner tip, introduced most likely for the same purpose and seen also on some other Romanian fighters (e.g. P.11c, Hurricane). The overall finish of the airframe was still relatively new and having visible lustre, with brown paint being slightly more matt than the green one.



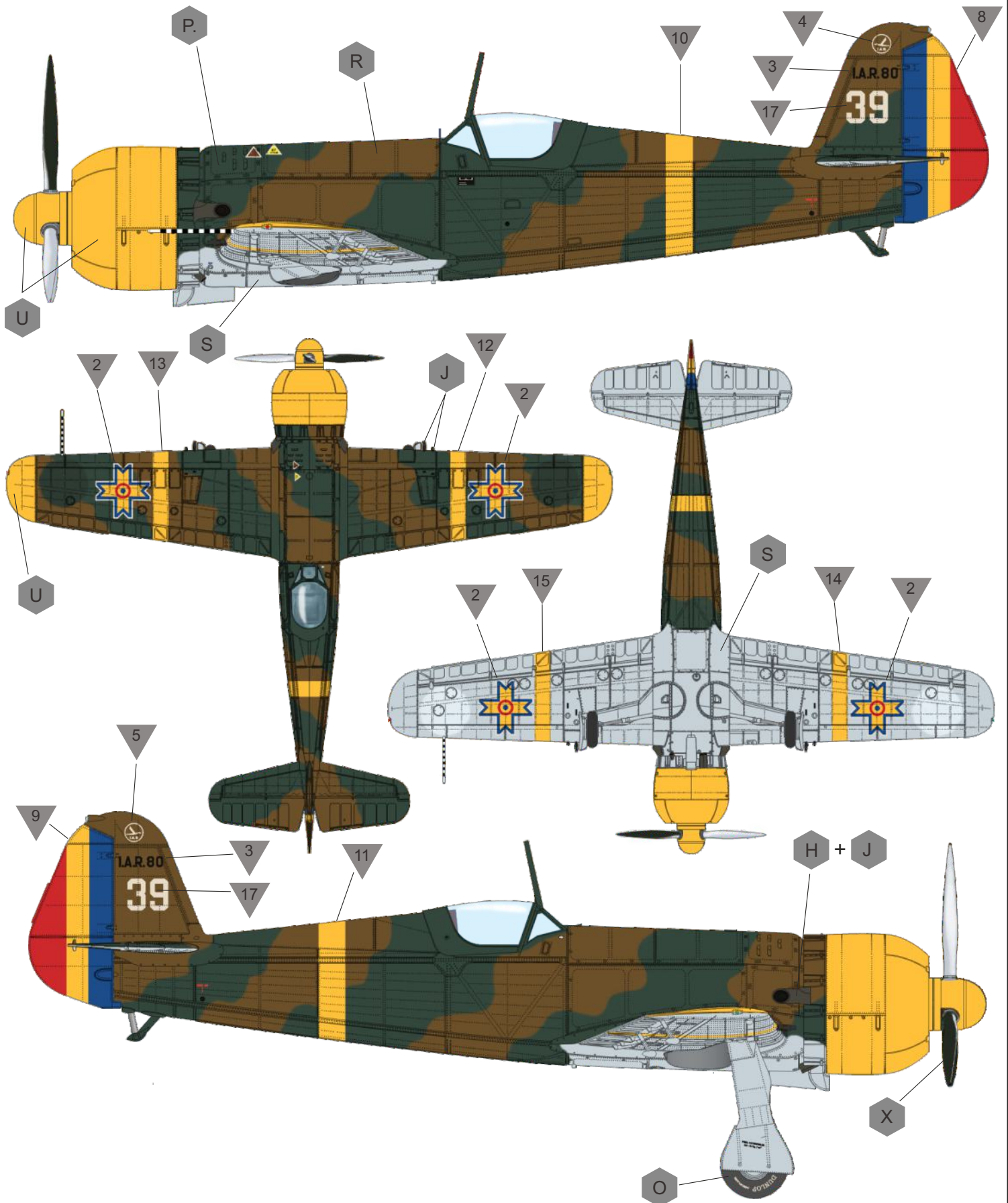
IAR.80 No.26, Industria Aeronautică Română (I.A.R.) factory airfield, Braşov, February 1941

Photographed at the edge of the Braşov airfield, No.26 offers very interesting insights into the finish of the early machines. It was still predominantly covered in the primer colour – Cerrux grund gris, produced under license of Cellon Ltd. by Romanian company Zimmer & Co. Only the fuselage fuel tank covers had not been painted yet and show the natural aluminium sheen. Fabric-covered surfaces are already in their target green and brown colours on top and light blue-gray on the undersurfaces – they were installed as ready components due to differences in the technology of finish in comparison with the metal surfaces. Camouflage colours were of Hexol brand – believed to be produced in Romania by either Coroana or Polychrom companies, and definitely differing in shades from the RAF colours, especially brown being much darker. The most interesting feature are the markings, however. Applied directly on the primer before the camouflage was applied. This was done both to save weight and ensure proper coverage of the lighter colours. Modellers willing to paint these elements themselves on camouflaged machines are advised to use similar approach.



IAR.80 No.39, Grupul 8 Vânătoare, Pipera airfield, 10th May 1941

No.39 entered service in late March or early April 1941, joining Grupul 8 Vânătoare at Târgșoru Nou airfield. On 1st May of that year an order (Nota No. 3798) introduced crosses in place of cockades, the latter were described as too similar to British roundels. New marking were to be applied immediately with no airplane expected to fly without them starting from 7th May. However, its implementation was plagued with misunderstandings – at one point the order mentioned replacement of cockades (applied until then only on the wings) and only near the end of the text stipulating application of the crosses also to the fuselage. It is no wonder that in case of IARs they were initially applied only to the wings (as was the case e.g. on PZL fighters). Their placement was now closer to the airplane centreline, leaving overpaint marks where cockades used to be. On 10th May 1941, Gr. 8 Vt. participated with 24 IAR.80 airplanes in the air parade over București on the occasion of Monarchy Day (Ziua Regalității). It is believed for that purpose they were rebased to Pipera airfield, where a well-known series of colour photos was taken. They show the airplanes with entire cowlings and spinners overpainted in yellow. However, the most interesting element visible in the photos are the yellow wingtips. Their purpose is not entirely clear – either they were introduced to align the quick identification markings with German airplanes operating at this time in Romania and over entire Balkan peninsula or they were used as a formation-forming aid for the aforementioned parade only.



ALSO AVAILABLE FROM IBG MODELS



IBG MODELS
72U045 - 1:72

IAR 80 Pilot's seat with seatbelts (Early)
3d Printed set for all IBG Models IAR 80/81 kits



IBG MODELS
72U048 - 1:72

I.A.R.80/81 early wheels (used until 1943)
3d Printed set for the all IBG Models I.A.R. 80/81 kits



IBG MODELS
72U047 - 1:72

I.A.R.80/81 Exhausts
3d Printed set for the all IBG Models I.A.R. 80/81 kits



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ROMANIAN BARBAROSSA 2 in 1: P.11F and PZL 23A 1:72
72530



IBG MODELS

PZL/IAR P.11F Romanian Fighter on skis 1:72
72522



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PZL P.11B Early (K-series) 1:72
72552



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PZL.37 B Łoś in Romanian Service 1:72
72516