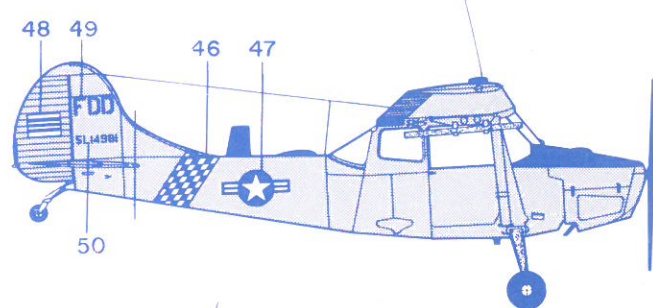
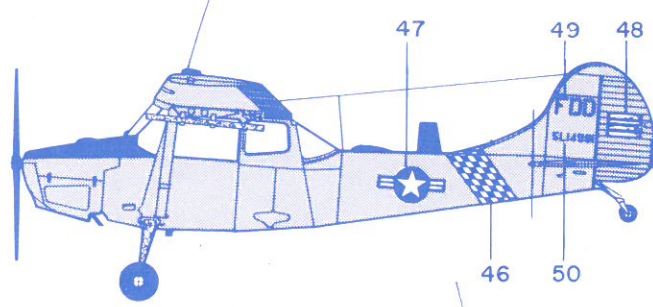
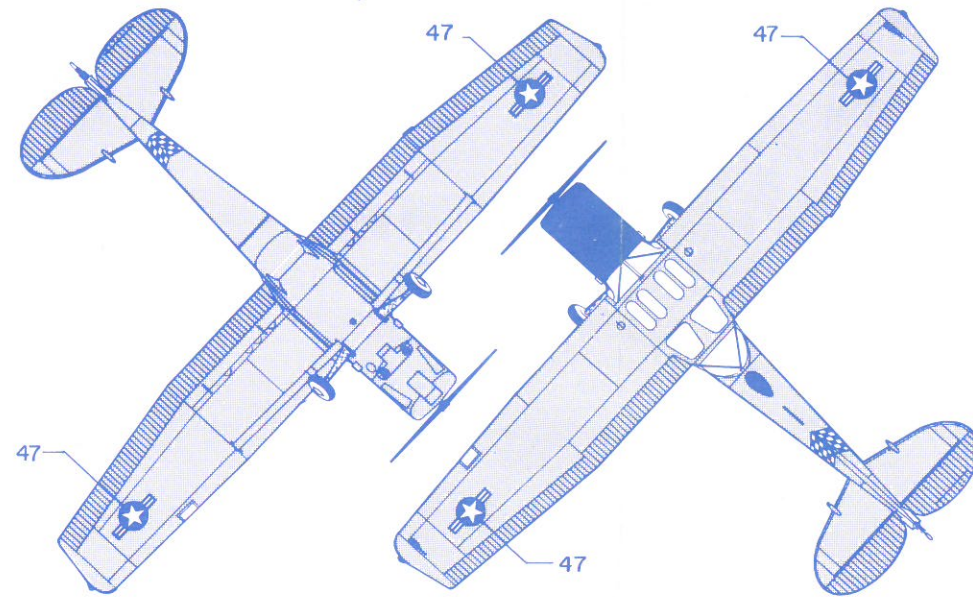
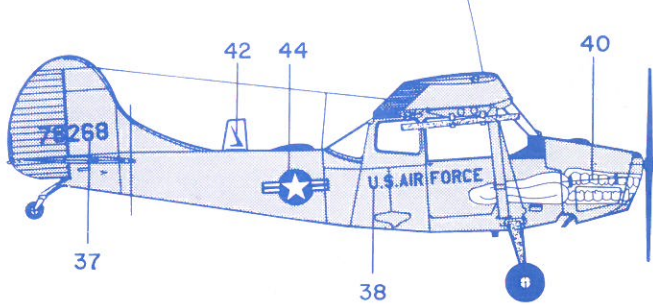
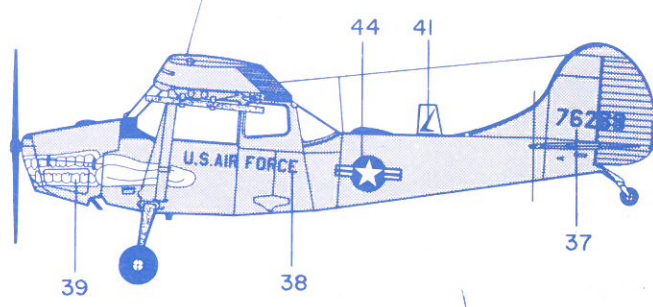
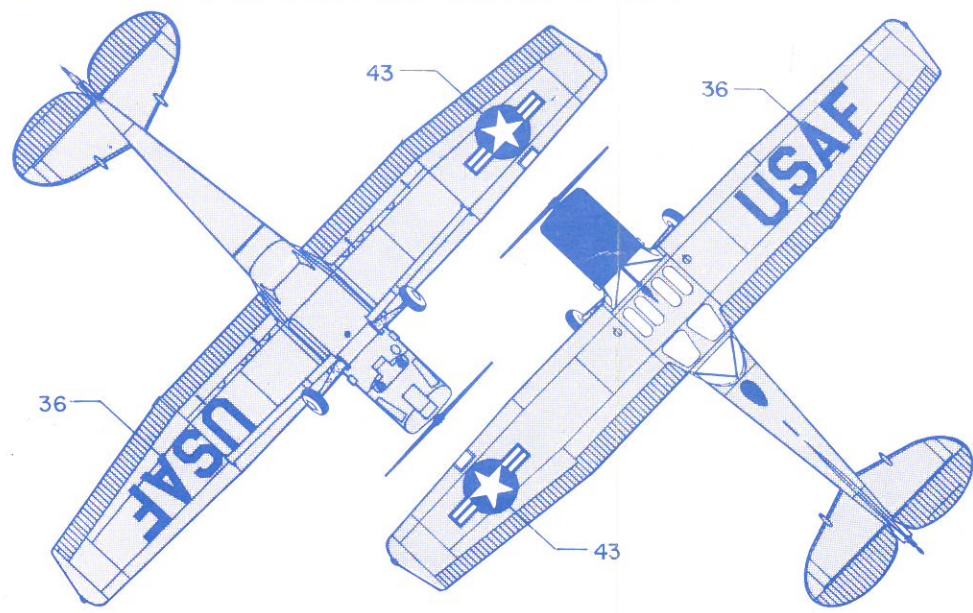


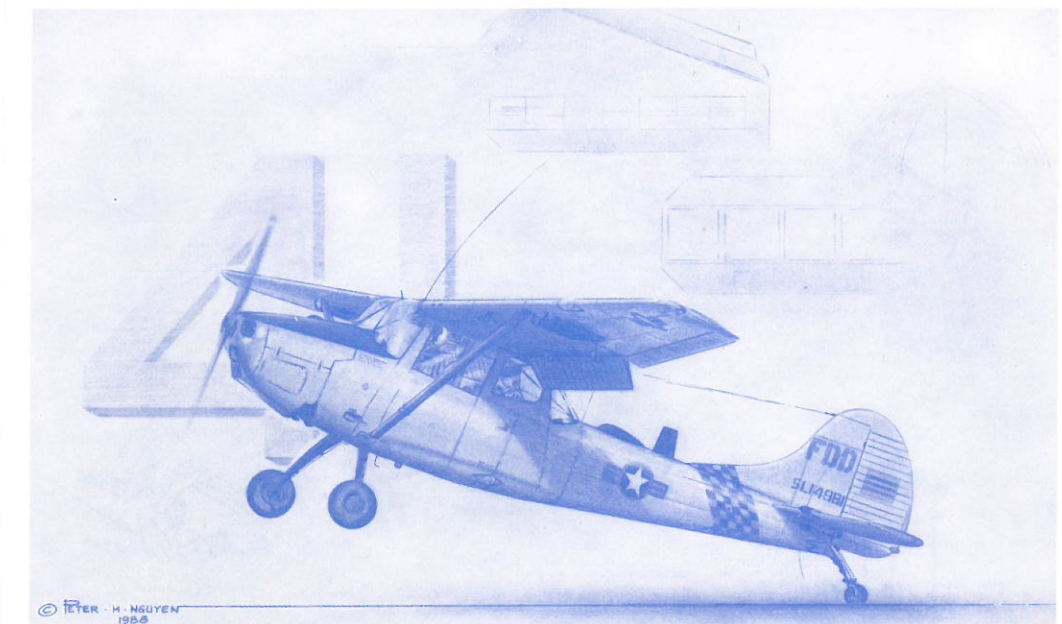
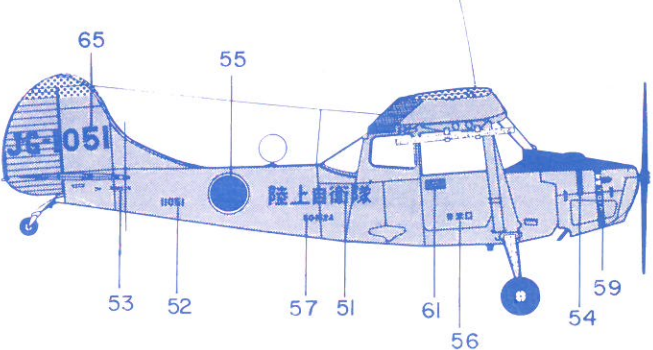
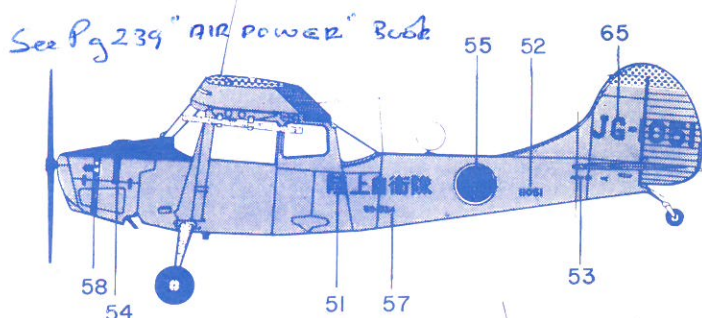
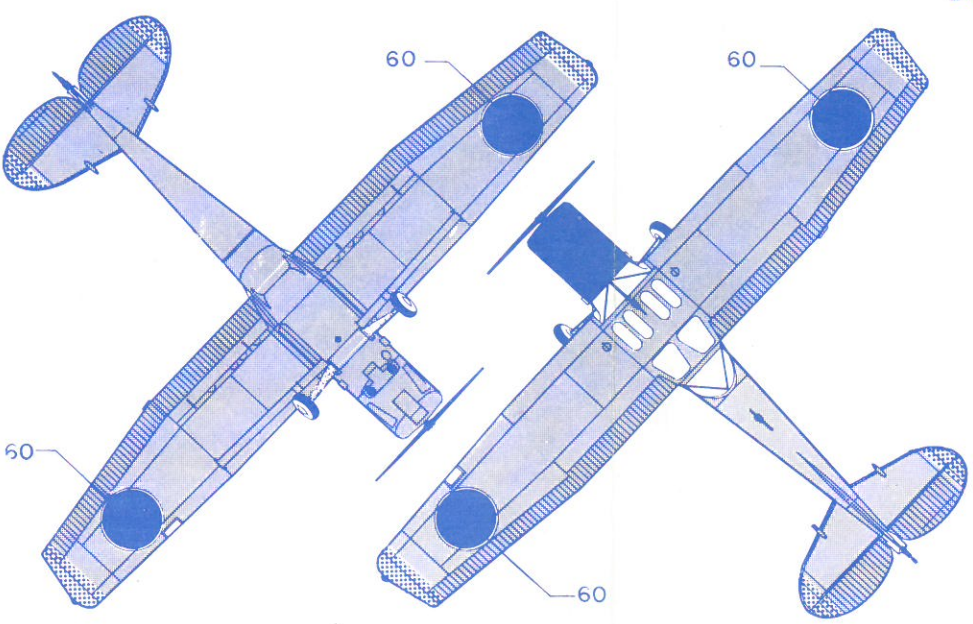
VNAF O-1E. 124th OS, Bien Hoa. S. Vietnam. 1975



USAF O-1E. 19th TASS, Bien Hoa. S. Vietnam. 1966



JASDF L-19. 1st OS, Tachikawa. Japan. 1980



"SANS TAIL HOOK, WITH ROOM TO SPARE." VNAF O-1E. 124th OS. Landing on the USS MIDWAY, 30 April 1975. Dedicated to Major Ly-Bung. Painting by Peter Huy Nguyen.

In June 1950, based upon their successful commercial model 170, Cessna designed a sample all metal machine, the Cessna model 305A. An initial contract was awarded for 418 examples.

The model 305A differed by having the aft fuselage re-designed, the turtle back of the 170 disappearing so a clear window can cover the rear, transparent panel installed in the wing centre-section which forms the cabin roof. Seated pilot and observer in tandem in a heated with outstanding all around visibility (much better than in the model 170) confirms its role as an ideal observation and liaison aircraft.

Cessna delivered 2,486 standard L-19As, 60 going to the Marine Corps as OE-1 and 25 examples of the OE-2 with the O-470 engine.

A L-19A IT instrument trainer version was developed in 1953, TL-19D trainers with constant-speed propellers in 1956, and an improved L-19E with higher gross weight was the final version, bringing the total production to 3,431 by 1957.

Used by Forward Air Controllers in Viet-Nam, former TO-1D and O-1As were re-designated O-1F and O-1G respectively when equipped for this role in a counter-insurgency war. Gliding unarmed at tree top level Bird-Dogs could carry 8 underwing rockets for spotting the Communist forces. Sometimes the presence of automatic M-16 and hand gun as observation is unusual! In April 1975, during the evacuation of Saigon (OPERATION FREQUENT WIND) one of VNAF O-1E made a successful deck landing on the USS MIDWAY, the first time an O-1 had ever landed on an aircraft carrier. This O-1 was returned to the United States and eventually put on display at the Naval Air Museum in Pensacola, Florida. (The marking is included in this kit)

Many friendly nations are operators including Austria, Brazil, Canada, Chile, France, Italy, Japan, Norway, Kampuchea, S. Korea, Laos, Lebanon, Pakistan, Thailand and S. Vietnam.

En Juin 1950, se basant sur la réussite de son modèle commercial 170, Cessna a créé un spécimen tout métal, le modèle 305A Cessna. Un contrat de 418 exemplaires fut initié.

Le modèle 305A est différent après remaniement de l'arrière fuselage, le dos du 170 fut remplacé par une verrière qui continue en dessous des ailes, le tout format ainsi la cabine de pilotage. Pilote et observateur en tandem dans une cabine avec chauffage et parfaite visibilité (beaucoup mieux que le modèle 170) révélant l'avion idéal d'observation et de liaison.

Cessna delivra 2,486 standard L-19A, 60 exemplaires OE-1 pour les US Marines et 25 OE-2 équipés avec le moteur O-470.

Une version d'entraînement L-19A-1T fut développée en 1953 celle de TL-19D avec hélices à vitesse constante en 1956 et la version finale plus perfectionnée à grande charge payante le L-19E, totalisant une production de 3,431 en 1957.

Pilotés par les "observateurs de front", les TO-1D et O-1A furent renommés parallèlement O-1F et O-1G dans leur rôle d'anti-insurrection. Les Bird-Dogs souvent sans défense planèrent au ras des arbres, pouvant emporter jusqu'à 8 roquettes sous les ailes pour marquer la position des forces Communistes. Parfois il n'est pas surprenant de voir à bord un M-16 automatique ou un "rouleau" à la place d'un observateur.

En Avril 1975, pendant l'évacuation de Saigon (OPERATION FREQUENT WIND) un O-1E a réussi à faire l'apportage sur le USS MIDWAY, c'est la première fois qu'un O-1 s'est posé sur un porte-avion. La même machine a été ramenée au United States et pour le moment exposée au musée de l'aviation Navale à Pensacole, en Florida. (La décoration de cet avion est incluse)

Beaucoup de clients parmi les pays d'amis à compter L'Autriche, le Brésil, le Canada, le Chili, la France, L'Italie, le Japon, la Norvège, le Cambodge, la Corée de sud, la Laos, le Laos, le Liban, le Pakistan, la Thaïlande et le Vietnam du sud.

SPECIAL THANKS: We are grateful for efficient coordination provided by Cessna Aircraft Co., Wichita, KS; Mr. Hal Loomis at Manhattan Beach, CA and Mr. Bob Cannon at Huntington Beach, CA

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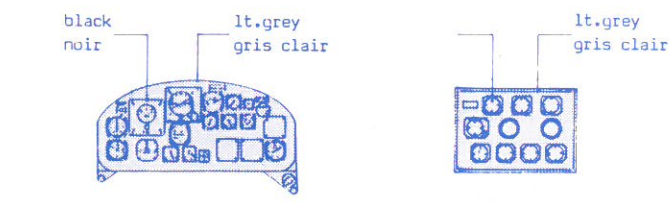
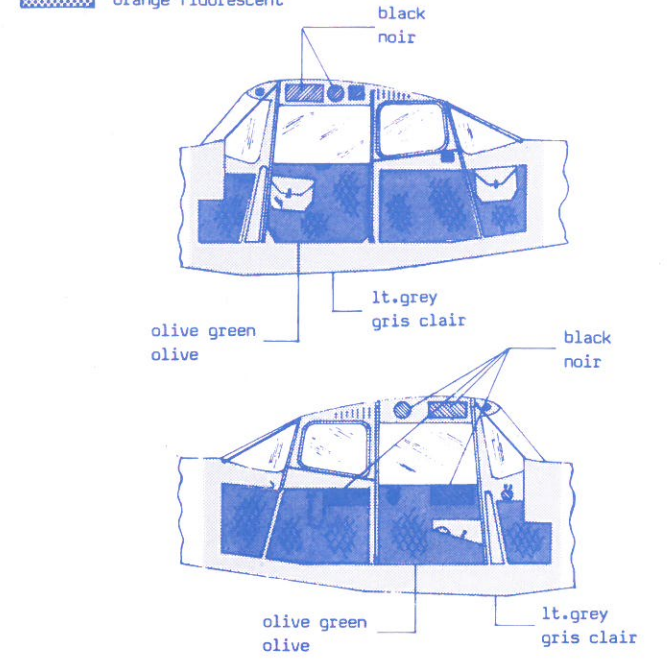
MODEL USA, 9353K Bolsa Ave. H-52. Westminster, CA 92683 PRINTED IN USA

Marking & Painting

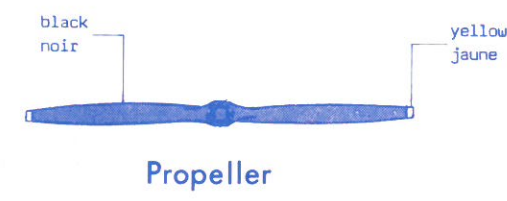
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FS 16473 FS 14064

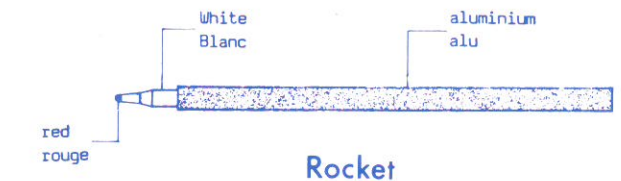
day-clo orange
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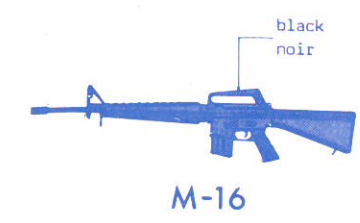
Front instrument Rear instrument



Propeller

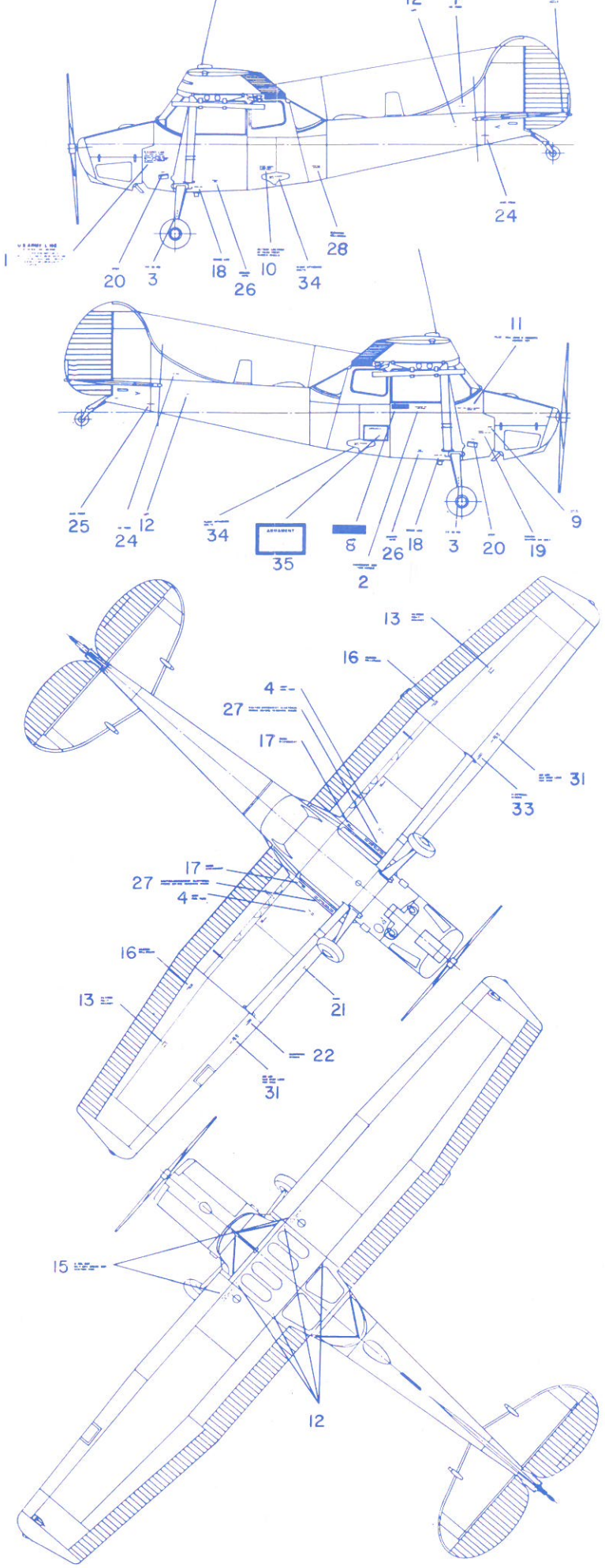


Rocket

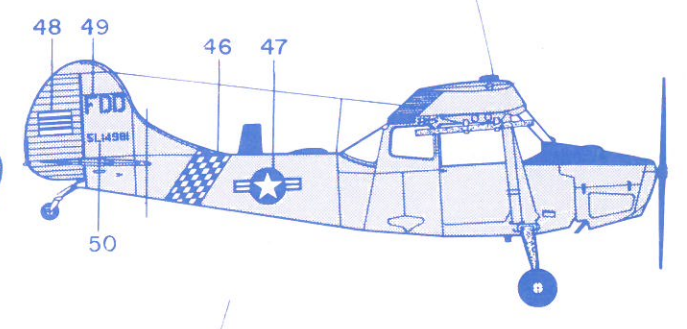
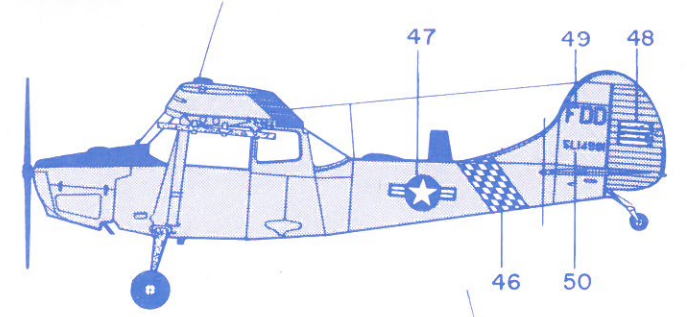
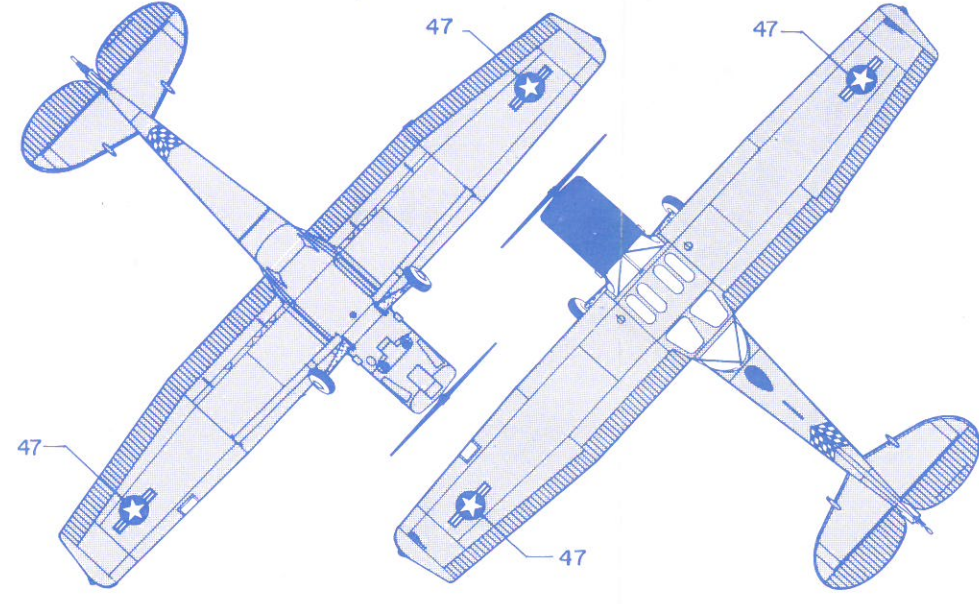


M-16

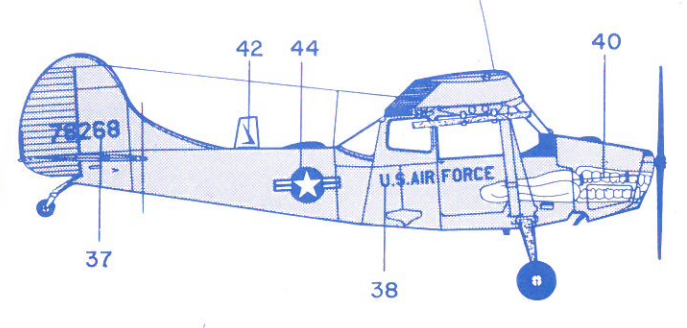
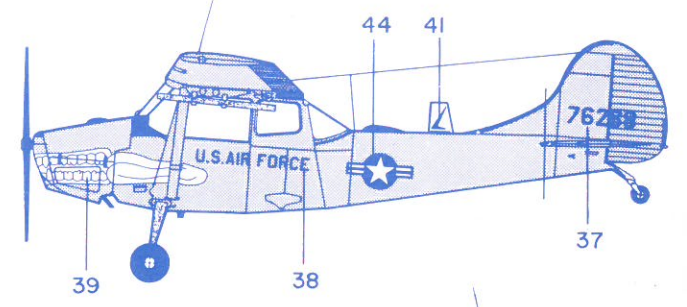
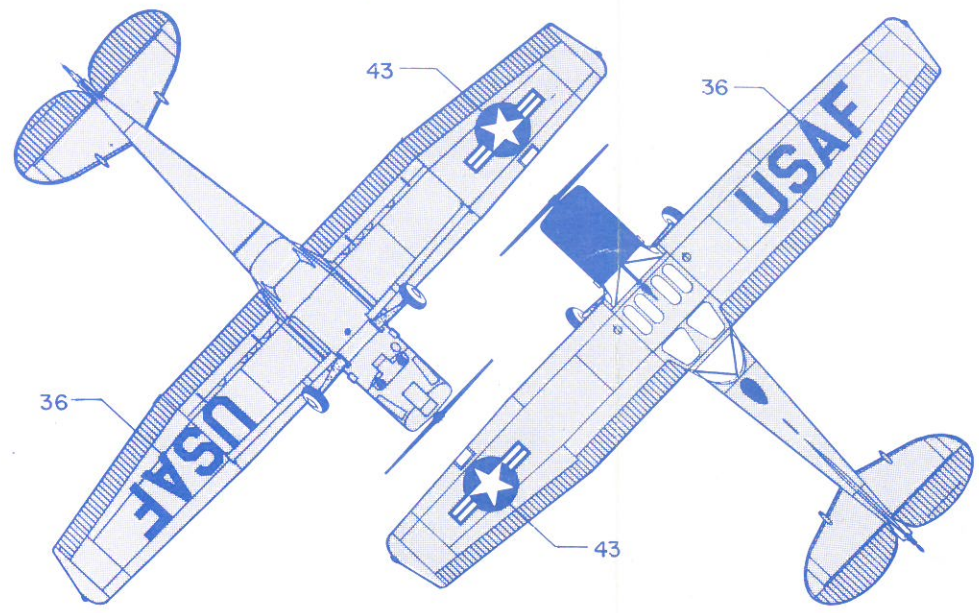
L-19/O-1 Aircraft Data



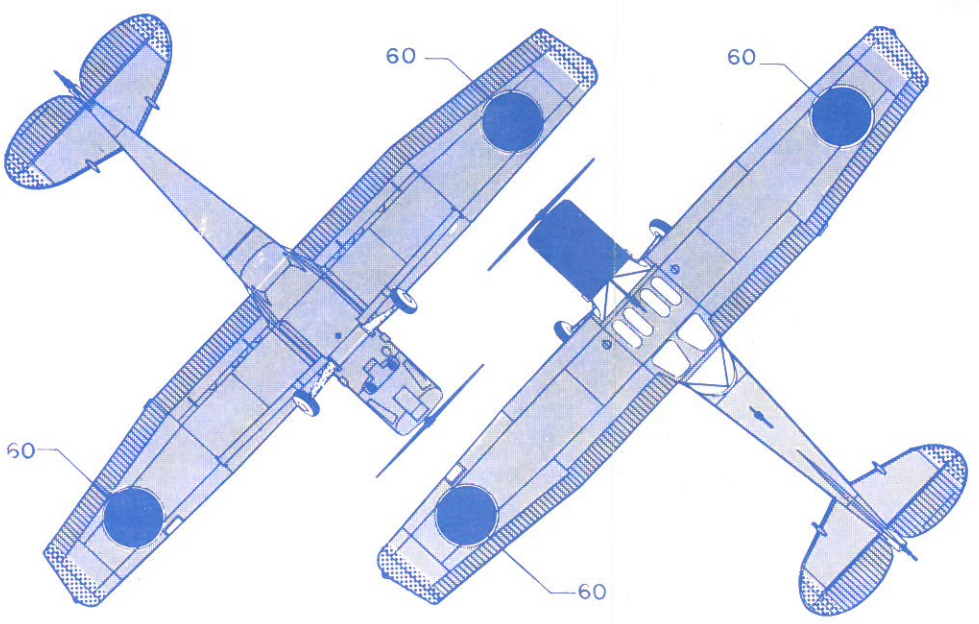
VNAF O-1E. 124th OS, Bien Hoa. S. Vietnam. 1975



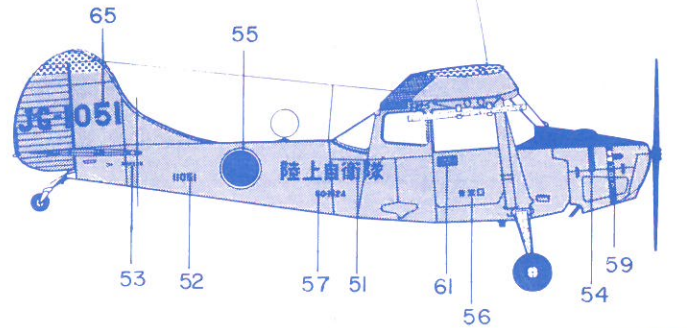
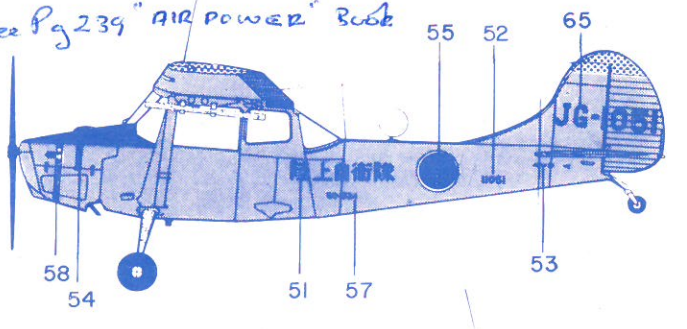
USAF O-1E. 19th TASS, Bien Hoa. S. Vietnam. 1966

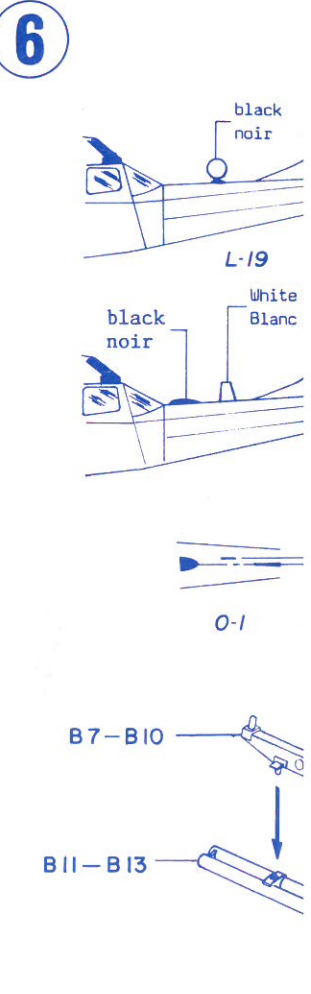
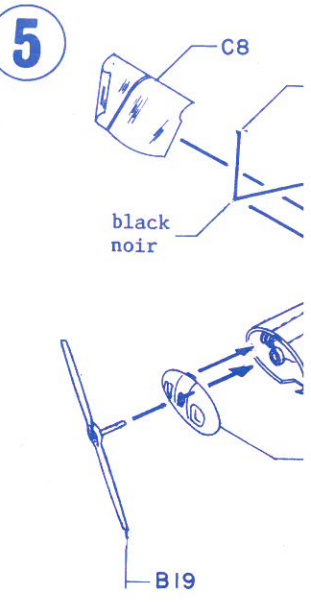
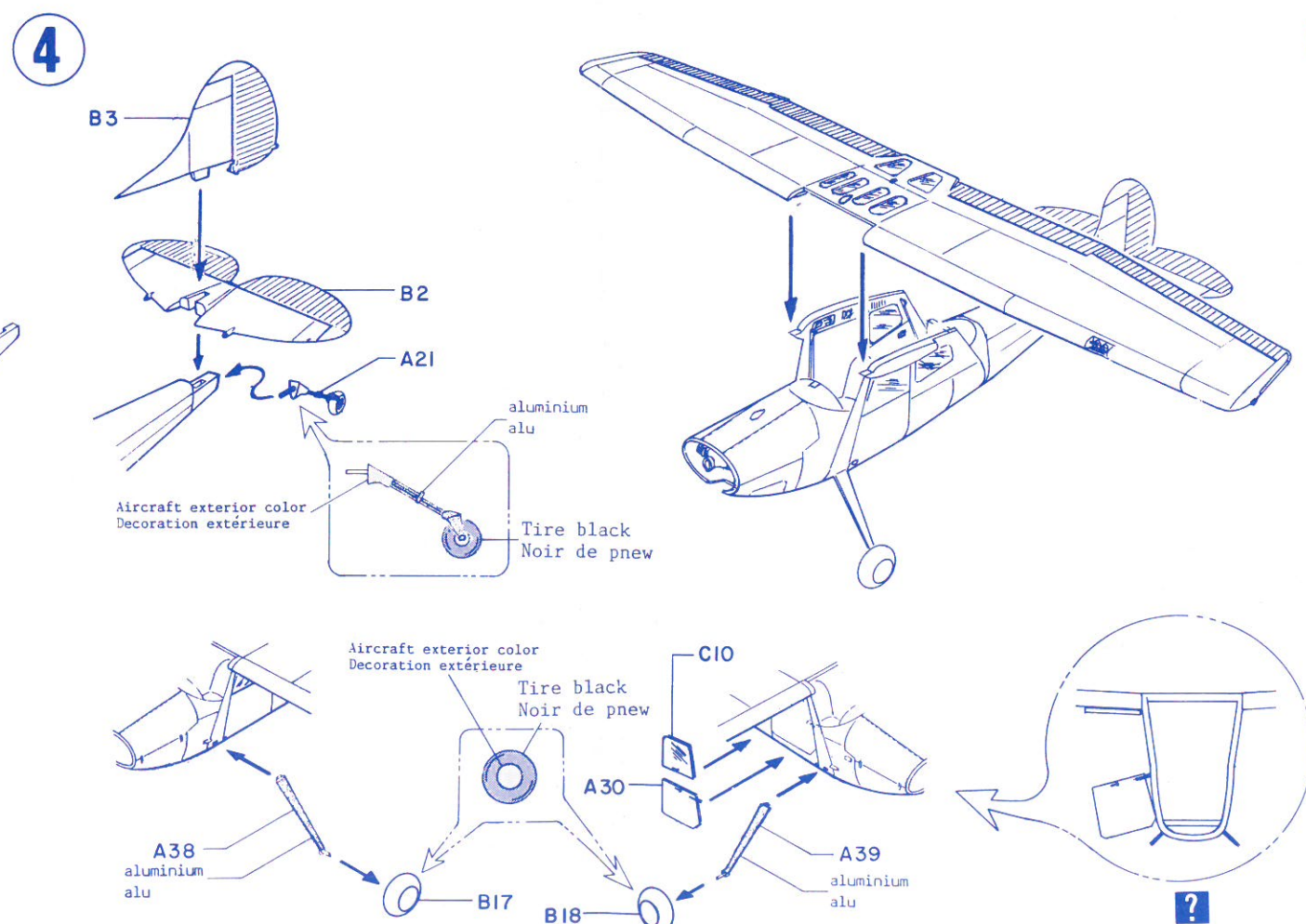
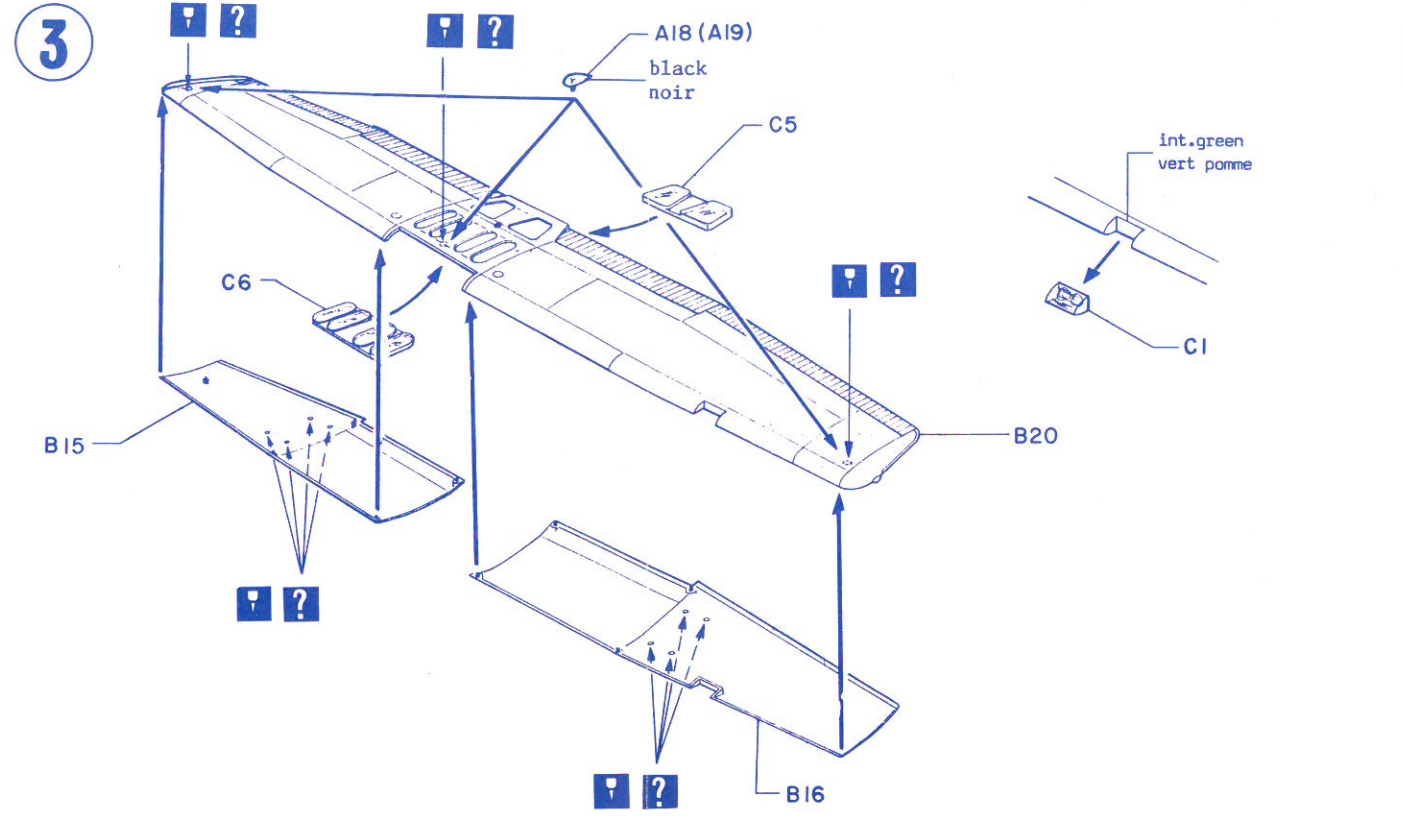
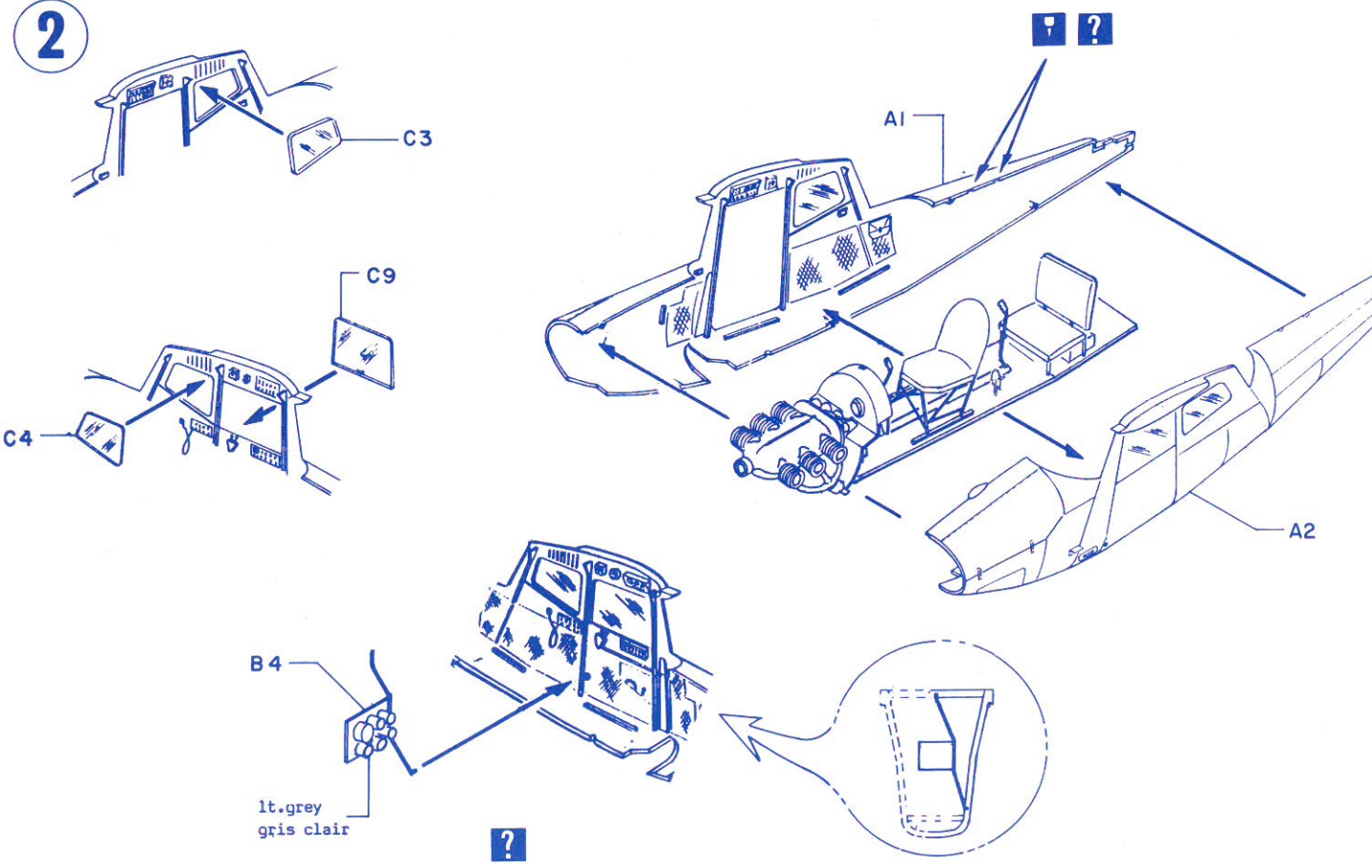
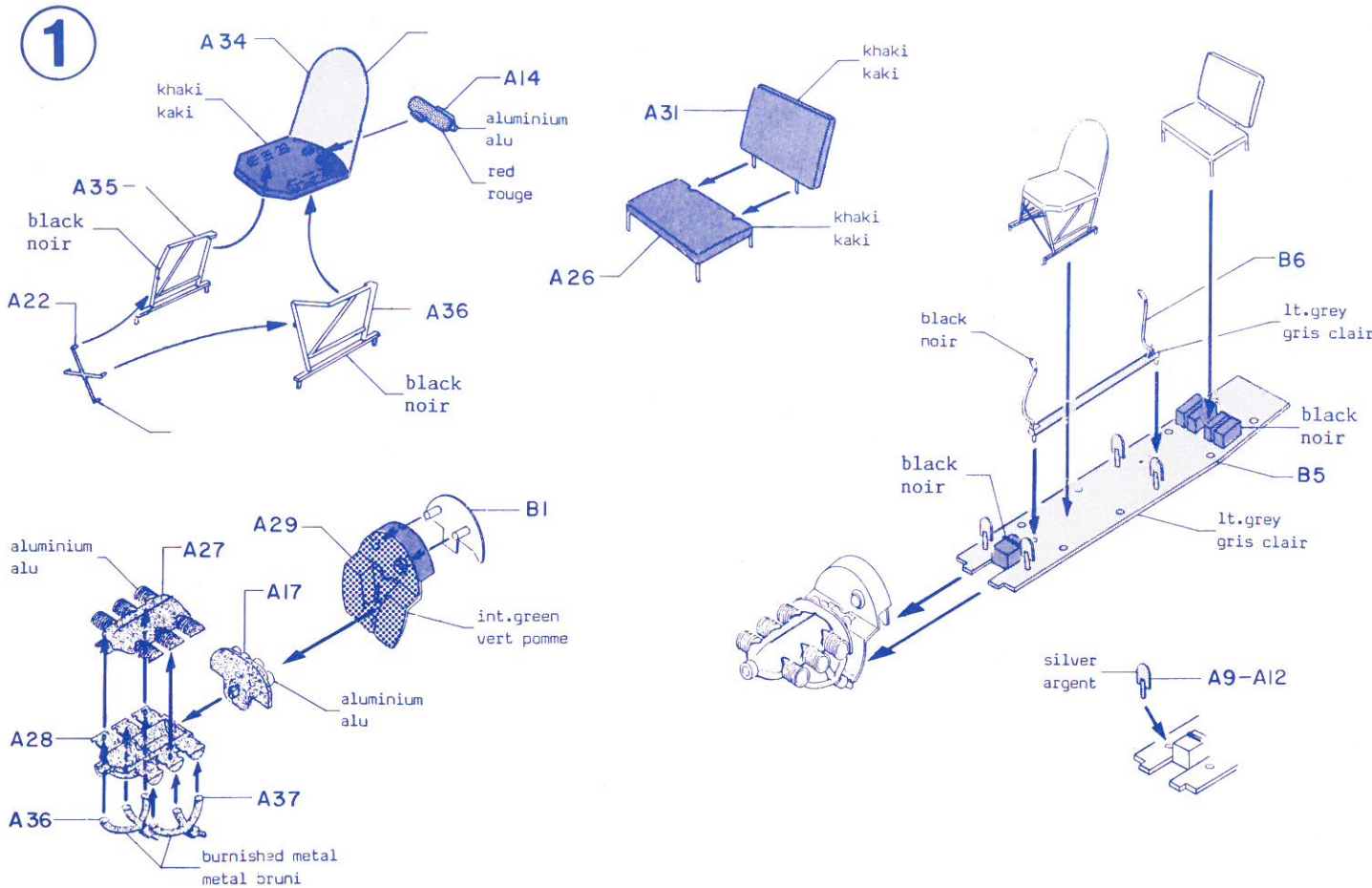


JASDF L-19. 1st OS, Tachikawa. Japan. 1980



See Pg 239 "AIR POWER" Book





x4
REPEAT SEVERAL TIMES
A/ RÉPÉTER PLUSIEURS FOIS

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OPEN HOLE
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CAUTION:

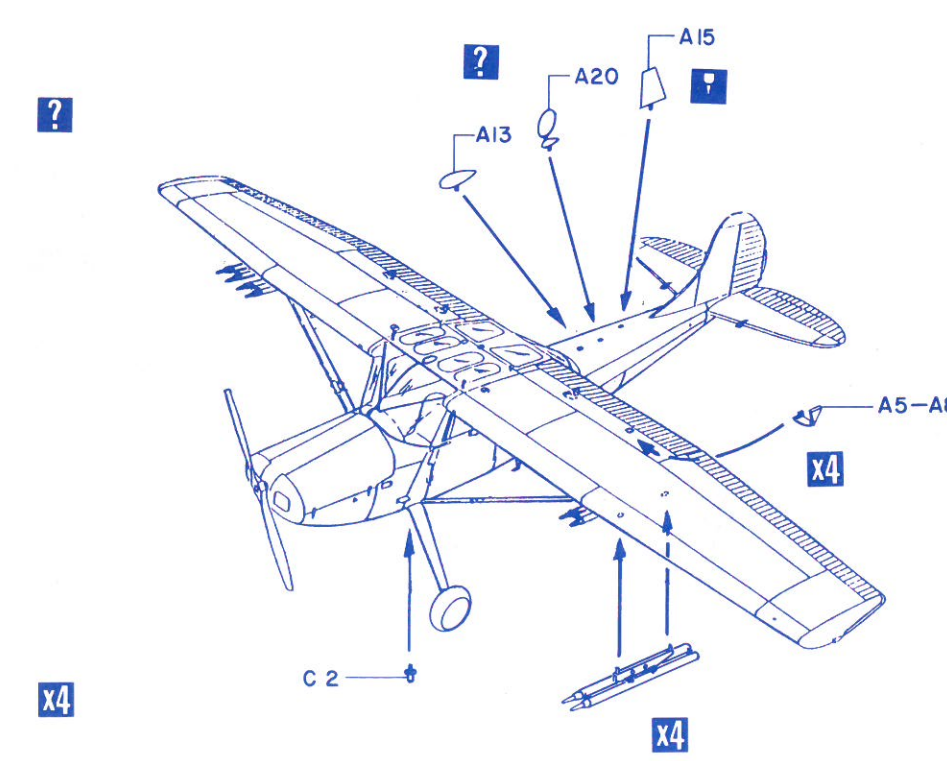
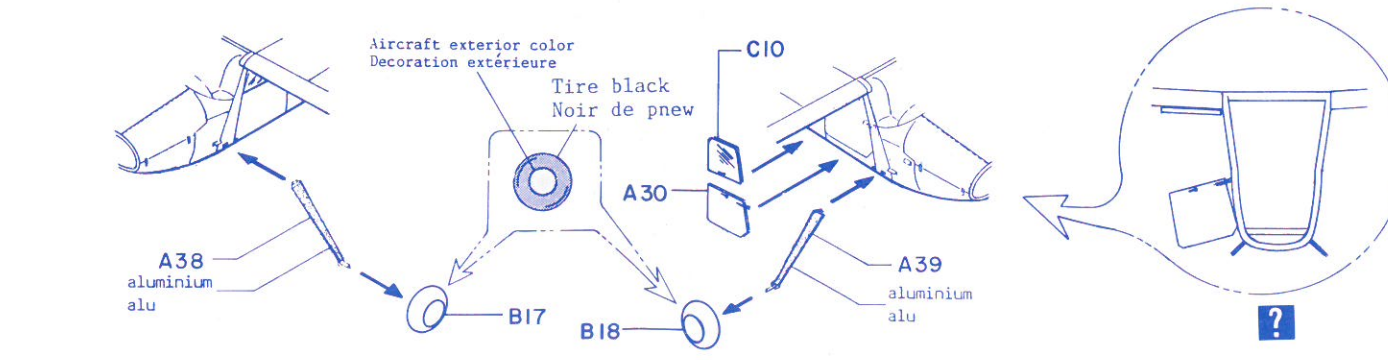
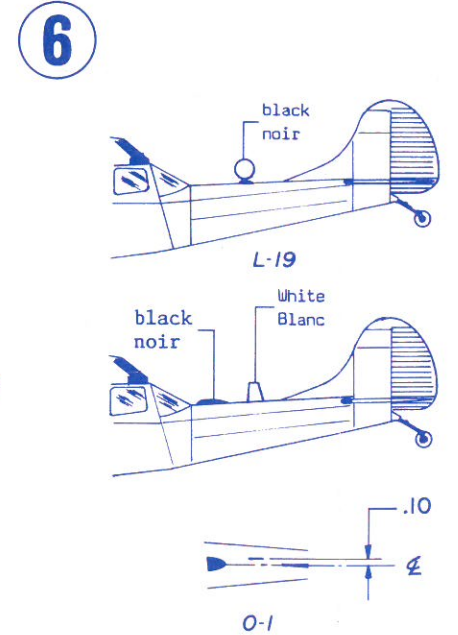
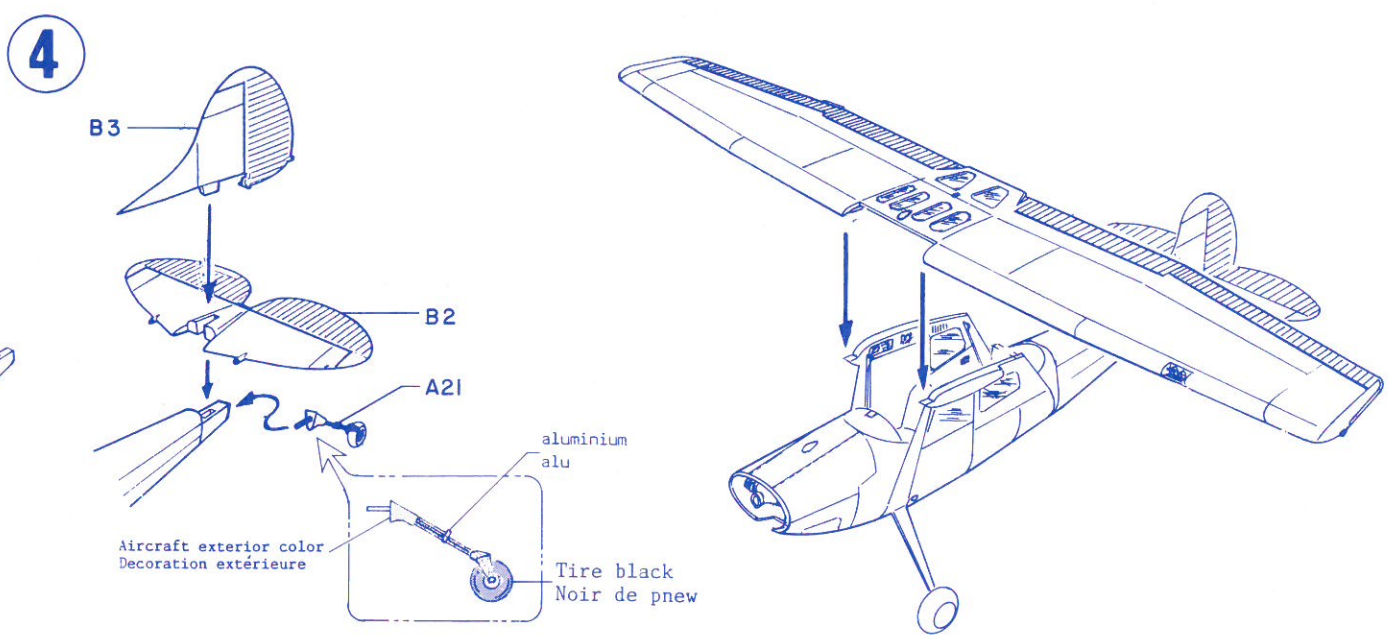
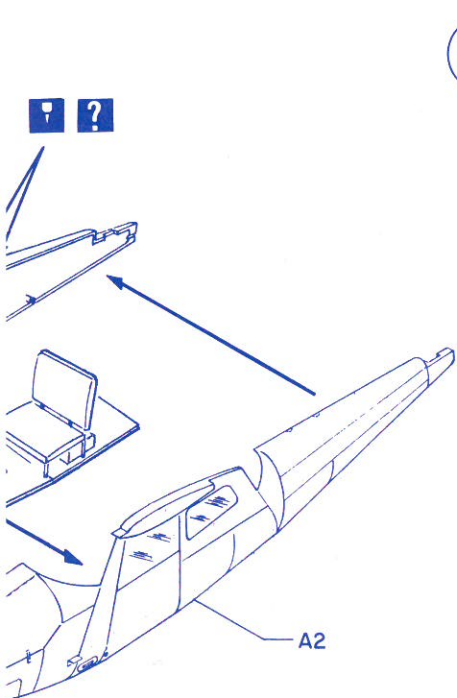
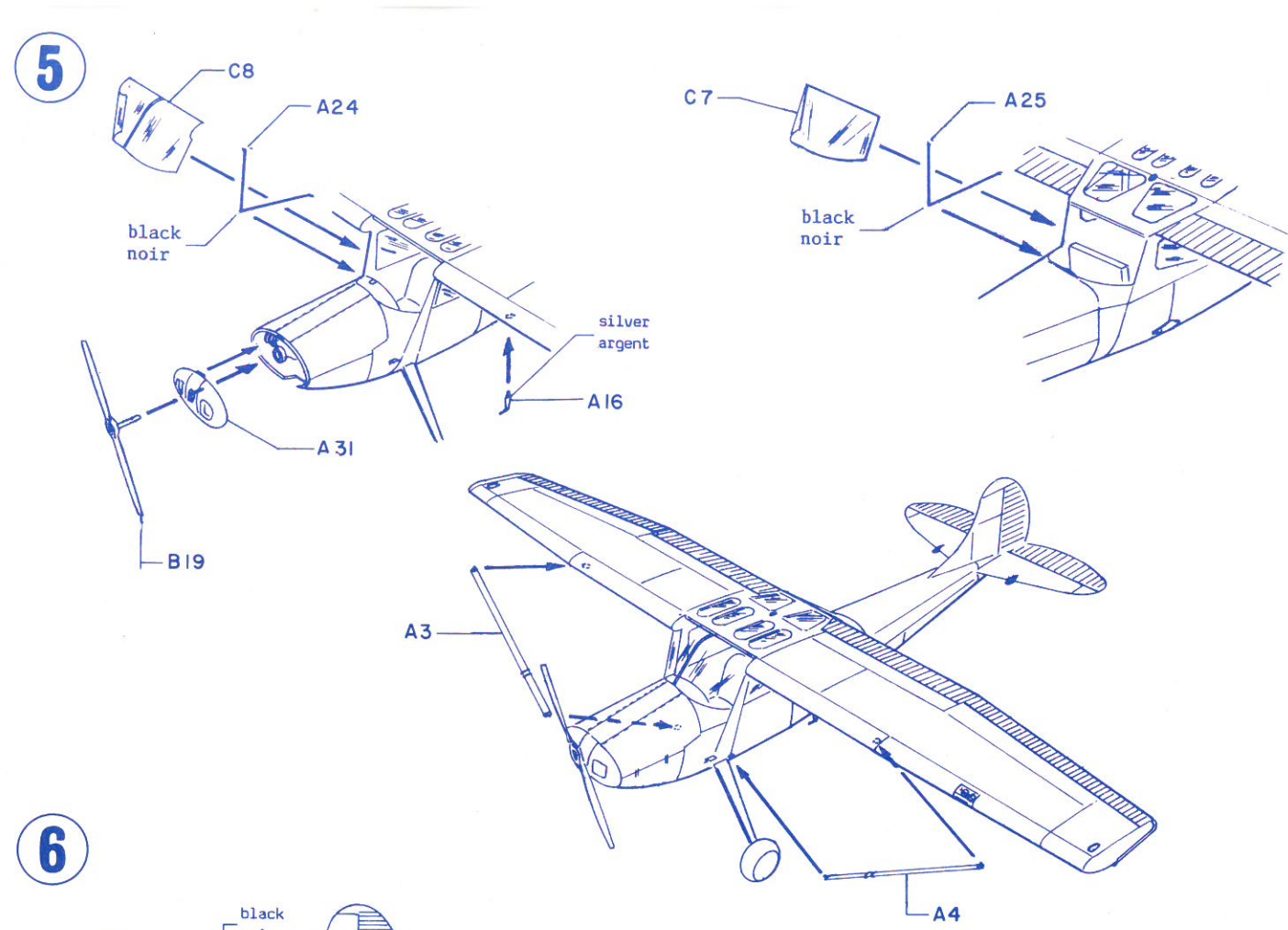
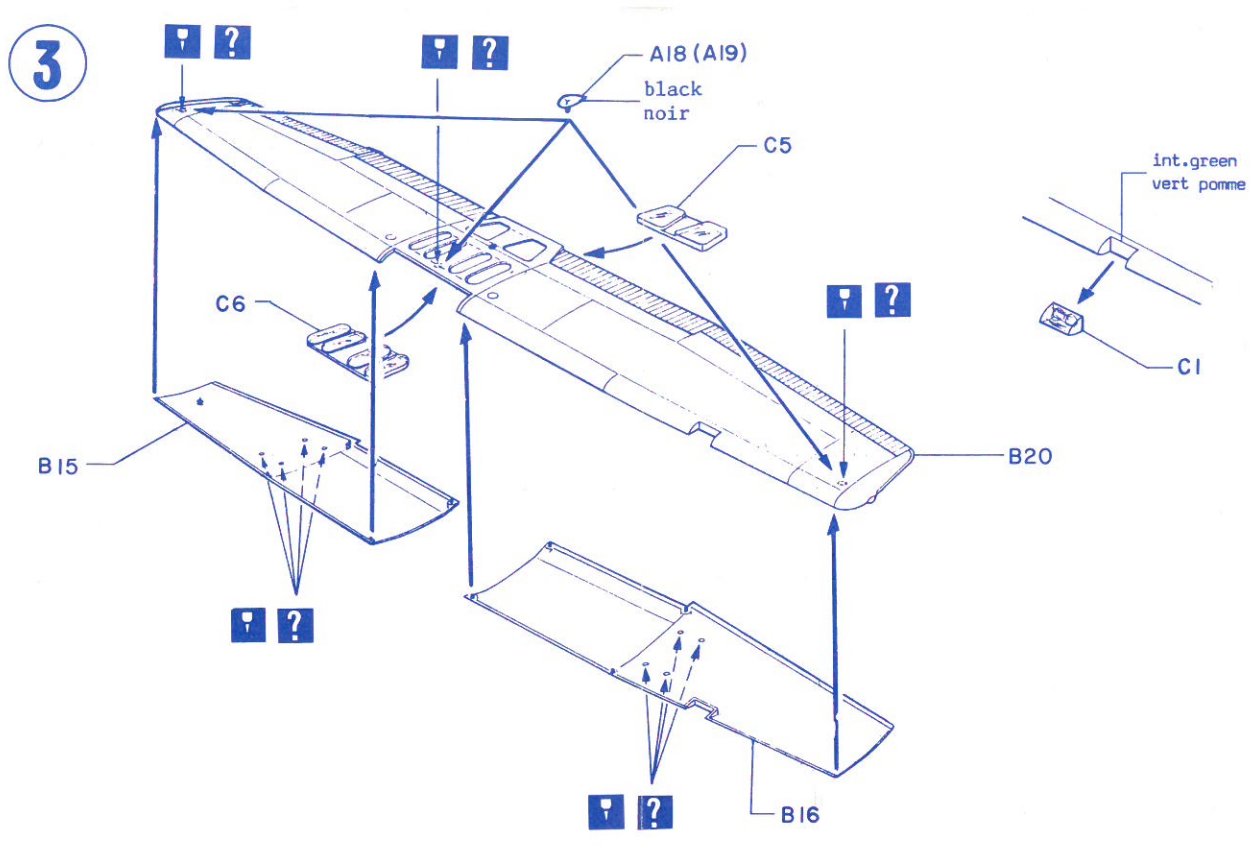
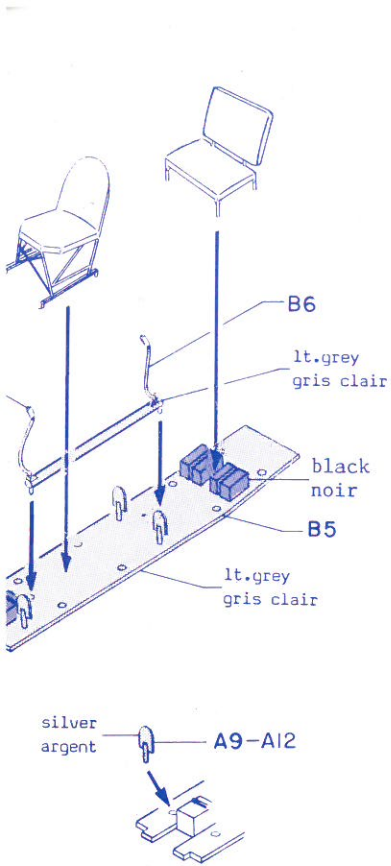
- 1/ Never use glue or paint near fire.
- 2/ Open window for fresh air when glue or paint is in use. Be sure to close cap tightly on glue and paint after use and keep them hidden from sun light. And away from reach of small children. Glue and most paint contain volatile solven which is harmful to health if inhaled too much. Do not inhale solven intentionally.
- 3/ Use a modeling scissors to take the parts off from the runner and trim any excess plastic with a cutte or a file.
4. Keep all materials and tools neatly.

ATTENTION:

- 1/ Ne jamais utiliser colle ni peinture auprès d'une flamme.
- 2/ Ouvrir la fenetre pendant l'utilisation de colle et de peinture. Bien refermer les pots de colle et de peinture après emploi et les mettre à l'abri du soleil et hors de portée des enfants. Ne pas respirer colle ou peinture intentionnellement.
- 3/ Utiliser des ciseaux de modéliste pour découper les pièces des grappes et retirer tout excès de plastique à l'aide d'une lime.
- 4/ Ranger tous les matériaux et outils avec soin.

CORRECT METHOD FOR APPLYING DECALS:

- 1/ Clean medal surface with wet cloth.
- 2/ Cut each design out of decal sheet and dip them in warm water for 20 seconds.
- 3/ Check with finger tip if design is loose on base paper. Place it on proper position on model and slide off base paper design on model.
- 4/ Move design to exact position with wet finger tip, and push out excess water and air bubbles under de cotton cloth.
- 5/ When decals get dry, wipe off with wet cloth excess glue left around decals.



ATTENTION: 1/ Ne jamais utiliser colle ni peinture auprès d'une flamme. 2/ Ouvrir la fenêtre pendant l'utilisation de colle et de peinture. Bien refermer les pots de colle et de peinture après emploi et les mettre à l'abri du soleil et hors de portée des enfants. Ne pas respirer colle ou peinture intentionnellement. 3/ Utiliser des ciseaux de modéliste pour découper les pièces des grappes et retirer tout excès de plastique à l'aide d'une lime. 4/ Ranger tous les matériaux et outils avec soin.

CORRECT METHOD FOR APPLYING DECALS: 1/ Clean medal surface with wet cloth. 2/ Cut each design out of decal sheet and dip them in warm water for 20 seconds. 3/ Check with finger tip if design is loose on base paper. Place it on proper position on model and slide off base paper leaving design on model. 4/ Move design to exact position with wet finger tip, and push out excess water and air bubbles under decal with soft cotton cloth. 5/ When decals get dry, wipe off with wet cloth excess glue left around decals.

COMMENT APPLIQUER LES DECALCOMANIES CORRECTEMENT: 1/ Nettoyer la surface du modèle avec un chiffon humide. 2/ Découper chaque décalcomanie de sa planche et la plonger dans l'eau tiède pendant vingt secondes. 3/ Vérifier avec le bout du doigts le dessin détaché de son papier-support. Si oui, le positionner à l'endroit choisi sur le modèle et retirer doucement le papier-support. 4/ Positionner la décalcomanie correctement avec un doigt humide et éponger tout restant d'eau et toutes bulles d'air sous la décalcomanie avec un chiffon doux. 5/ Lorsque les décalcomanies ont séché, retirer avec un chiffon humide tout excès de colle autour de la décalcomanies.

SCALE-MASTER®



L-19/0-1 BIRD DOG #068-001

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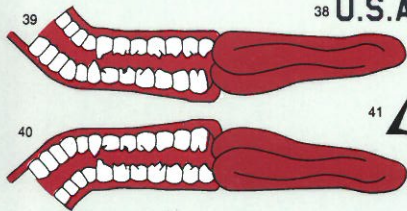
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