PROFILE SERIES

2002

mpc

MODEL PRODUCTS
126 GROESBECK HIGHWAY
MOUNT CLEMENS, MICHIGAN
48043

PLEASE READ THIS FIRST

Before you begin, read the instructions very carefully. Study the illustrations and become familiar with the pieces before you start assembly of your model. Following the procedures given, test fit all parts before cementing, this way you will become acquainted with the location of parts when it comes time to use cement.

The highest quality styrene goes into the making of each MPC model. Only paint and cement made for styrene should be used. Before test fitting parts, trim off excess "flash". To join parts, use cement sparingly. Apply cement to very small parts with a toothpick. For removing parts from the "runners" it is best to use your modelers knife, do not attempt to twist them off.

When painting your model follow the painting tips in each step. It is best to paint the very small parts while they are still on the runners. For realism use flat colors and use them carefully.

You should have no trouble assembling your kit if the instructions are followed properly.

(1) **ASSEMBLY NUMBERS**

WORK CAREFULLY

TAKE YOUR TIME

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 PBY–5 flying boat, was delivered in 1940.

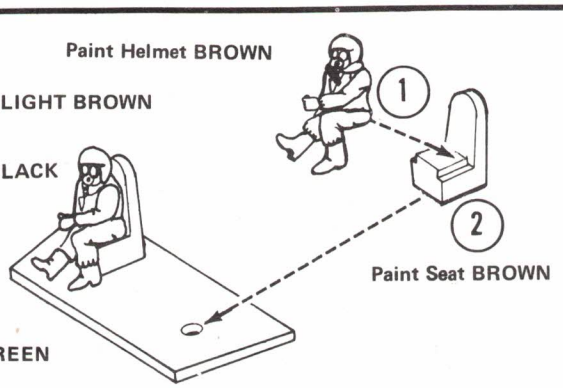
Even before the war the Catalina had attracted the attention of several foreign governments and the first foreign sale was to the Soviet Union in 1938. Russia bought three Catalinas and a manufacturing license; the Russian-built Catalina was designated the GST and several hundred of this type were built during the war years. In 1939, the Air Ministry purchased one Model28 and upon the outbreak of war ordered a further 50, the first of some 500 to be used by the R.A.F. PBY-5's 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 PBY-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 the R.A.F. Many of the PBY-5As were built in Canada, where both Boeing Aircraft of Canada and 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 PBY-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 Catalian 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 PBY-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 204 ft. and length 63 ft. 10½ in.

1



2A

Paint Helmet BROWN

Paint Hose and Goggles BLACK

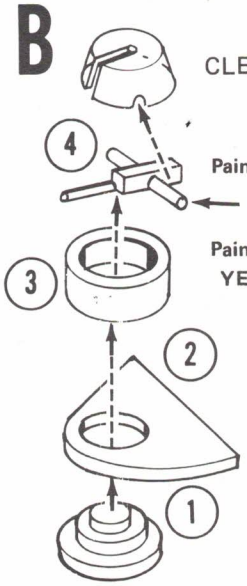
Paint Gun BLACK

Paint Gun Mountings YELLOW GREEN

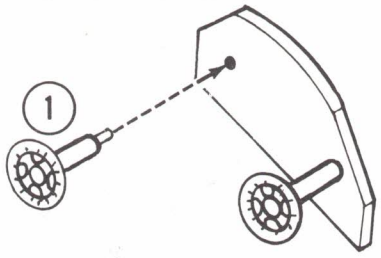
Paint Flight Suit LIGHT BROWN

Paint Boots BROWN

B



C



Paint All Parts YELLOW GREEN

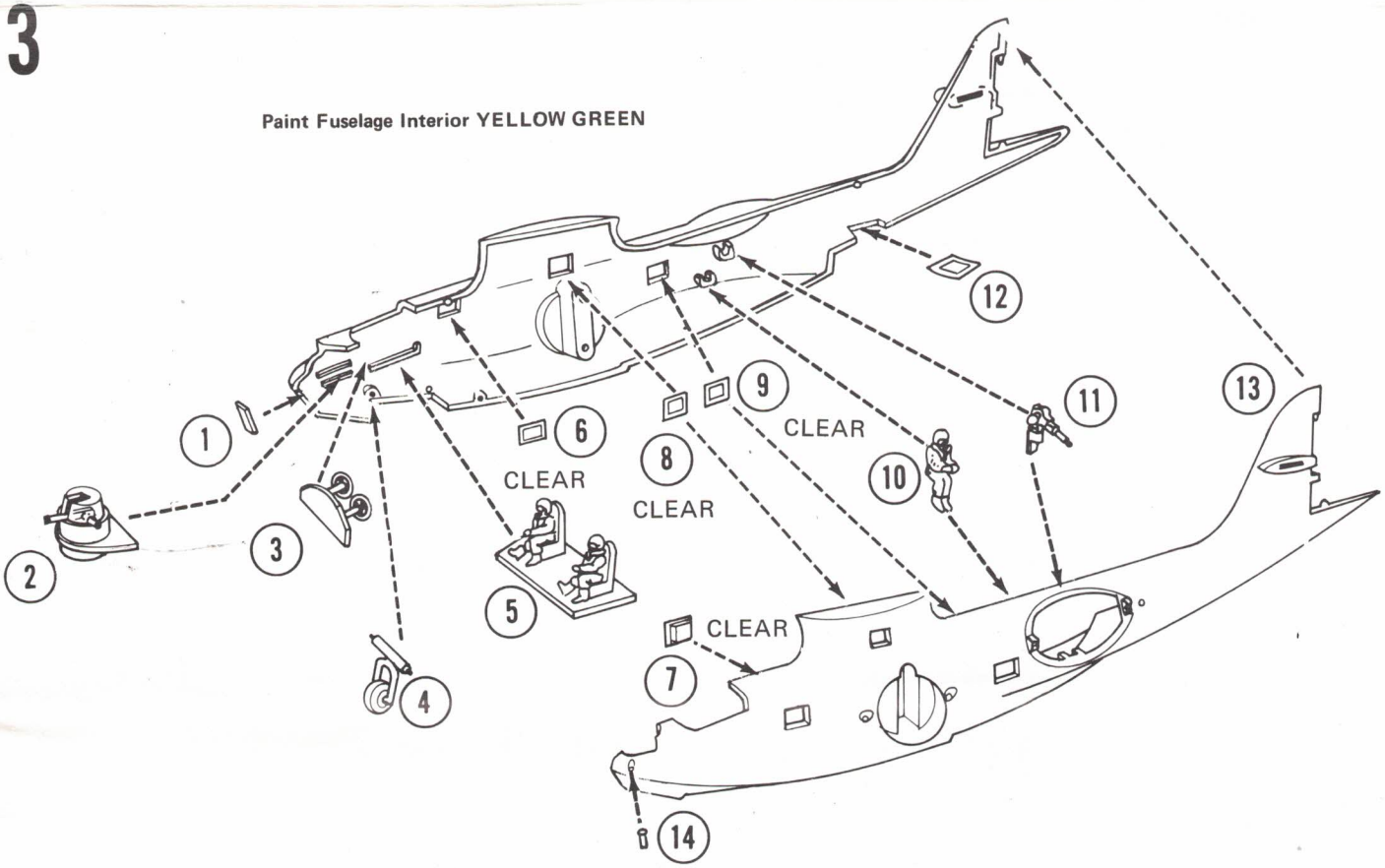
D

Paint Landing Gear SILVER

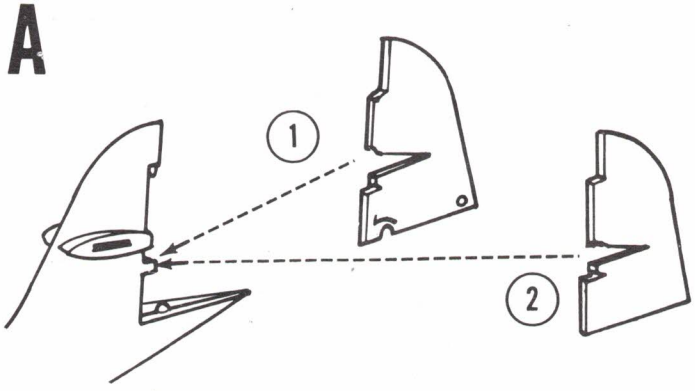
Paint Tire BLACK

3

Paint Fuselage Interior YELLOW GREEN



4A



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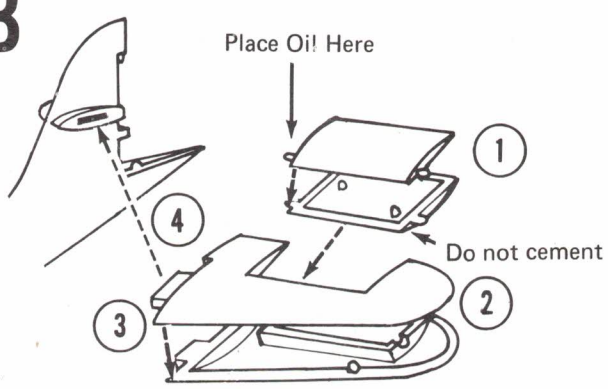
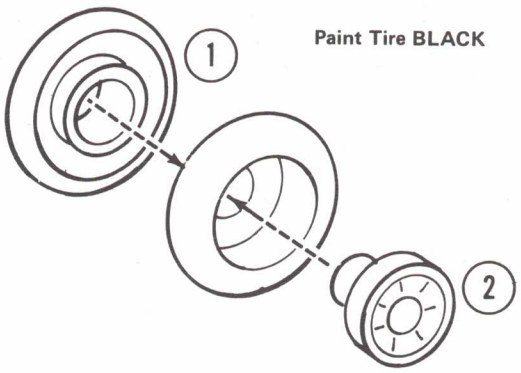


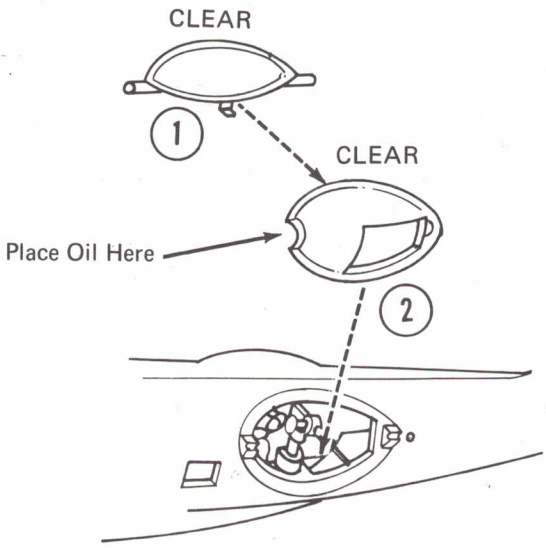
5A



Paint Tire BLACK

Paint Wheel Hub the Same Color as the Outside of the Fuselage

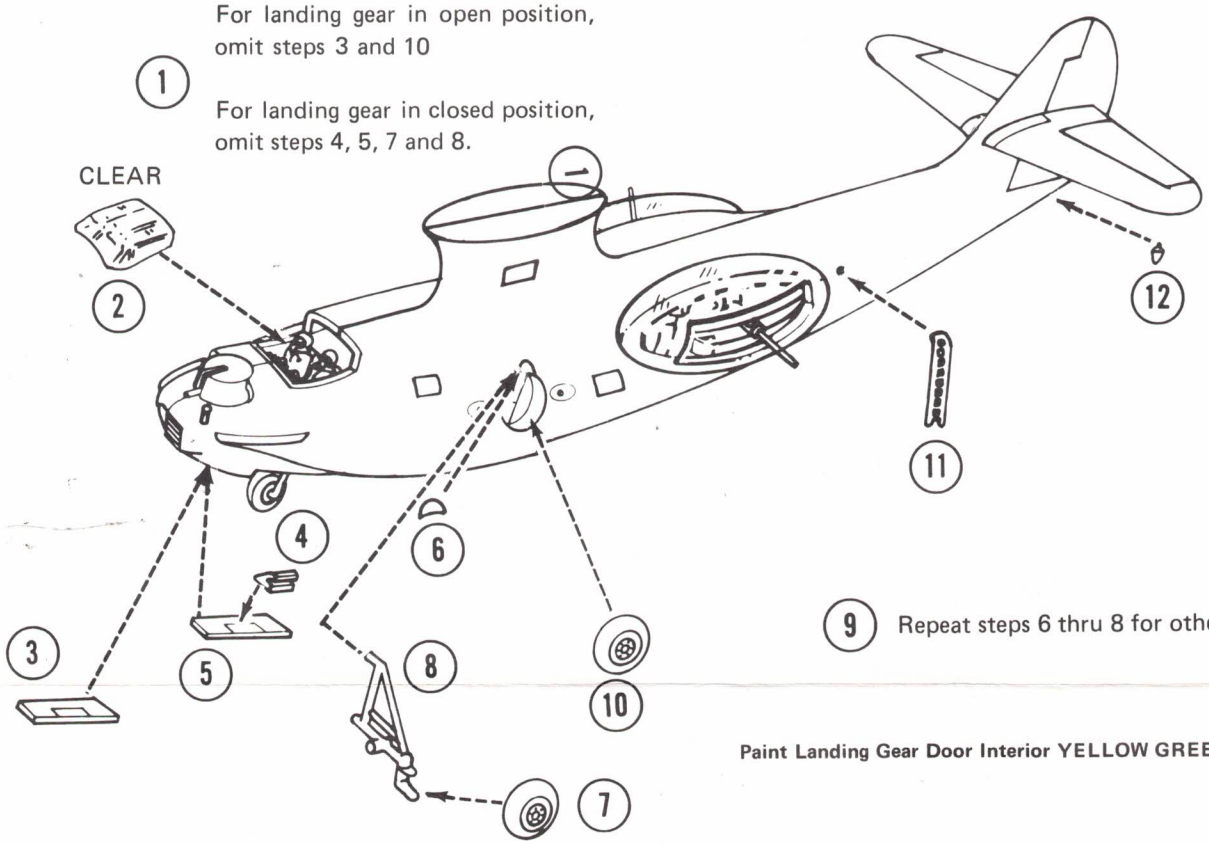
B



6

For landing gear in open position, omit steps 3 and 10

For landing gear in closed position, omit steps 4, 5, 7 and 8.

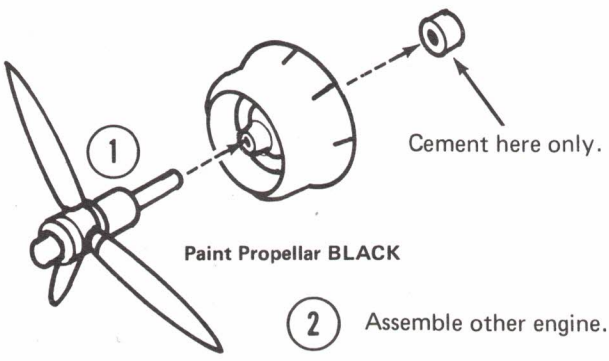


9 Repeat steps 6 thru 8 for other side.

Paint Landing Gear Door Interior YELLOW GREEN

7A

Paint Cowling the Same Color as the Wing

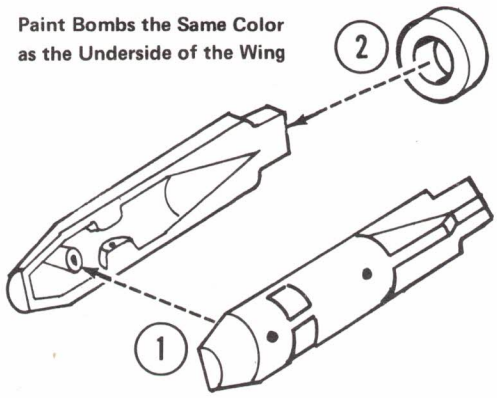


Paint Propellar BLACK

2 Assemble other engine.

B

Paint Bombs the Same Color as the Underside of the Wing



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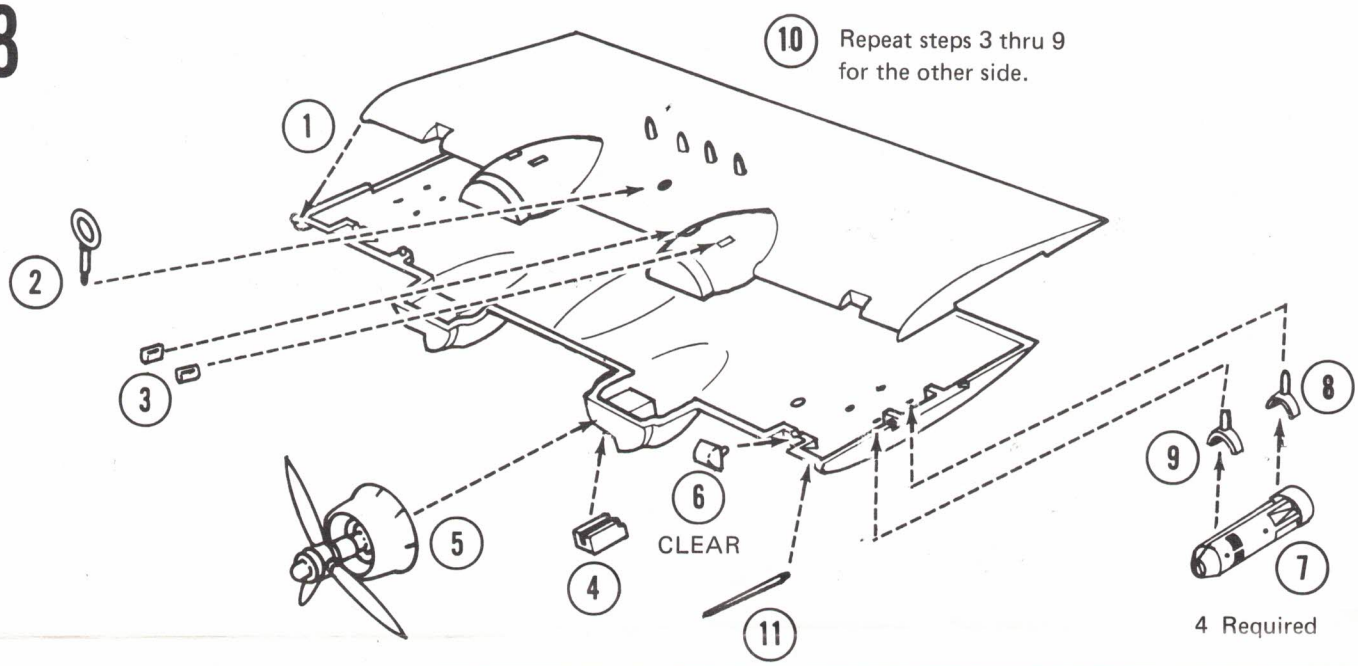
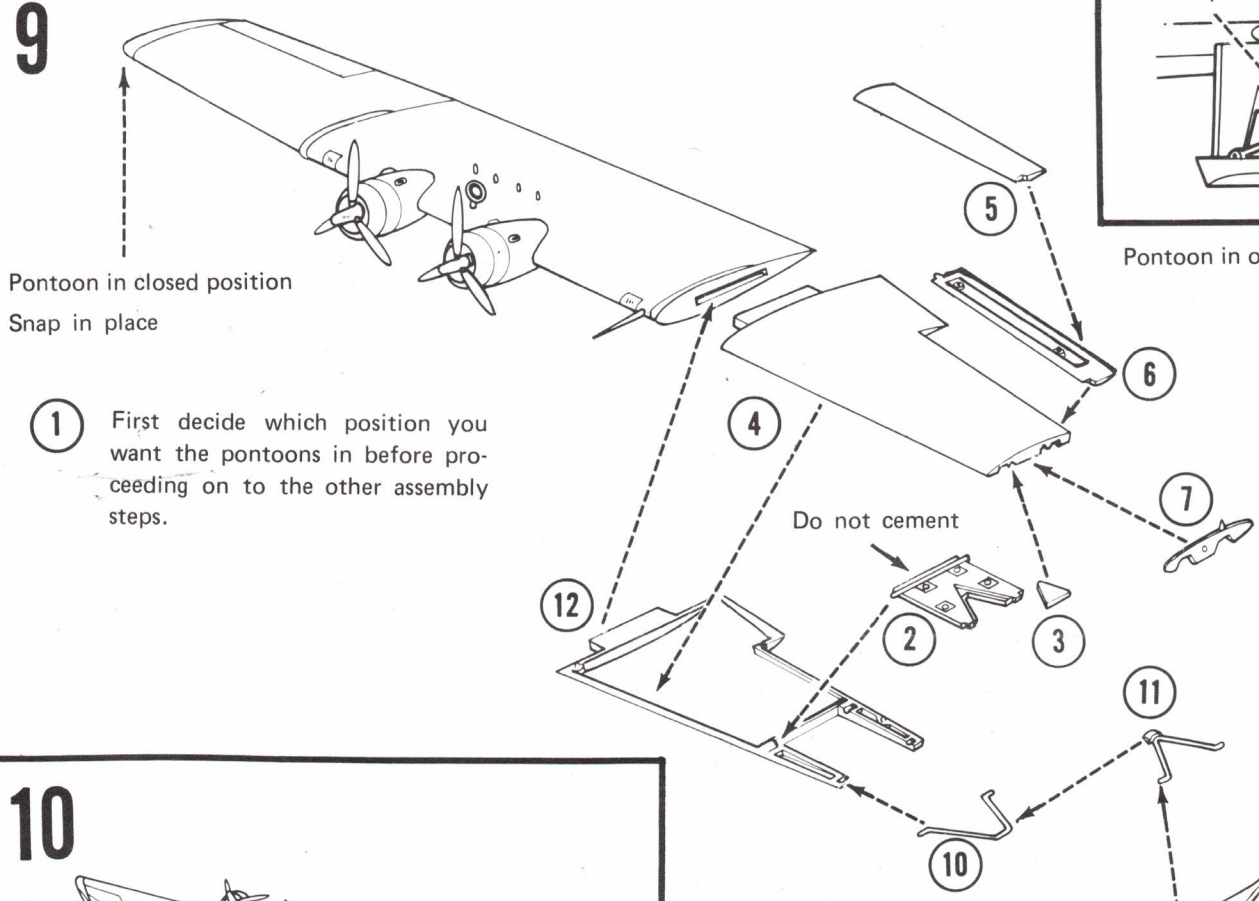
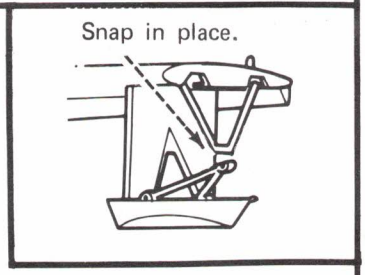
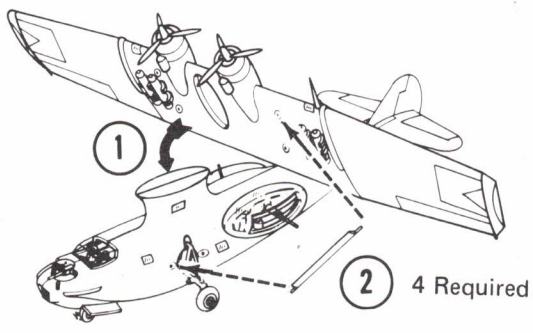

10 Repeat steps 3 thru 9 for the other side.
1
2
3
5
6
CLEAR
4
11
9
8
7
4 Required

9


Pontoon in closed position
Snap in place
1 First decide which position you want the pontoons in before proceeding on to the other assembly steps.
5
6
4
7
Do not cement
12
2
3
11
10
9
8

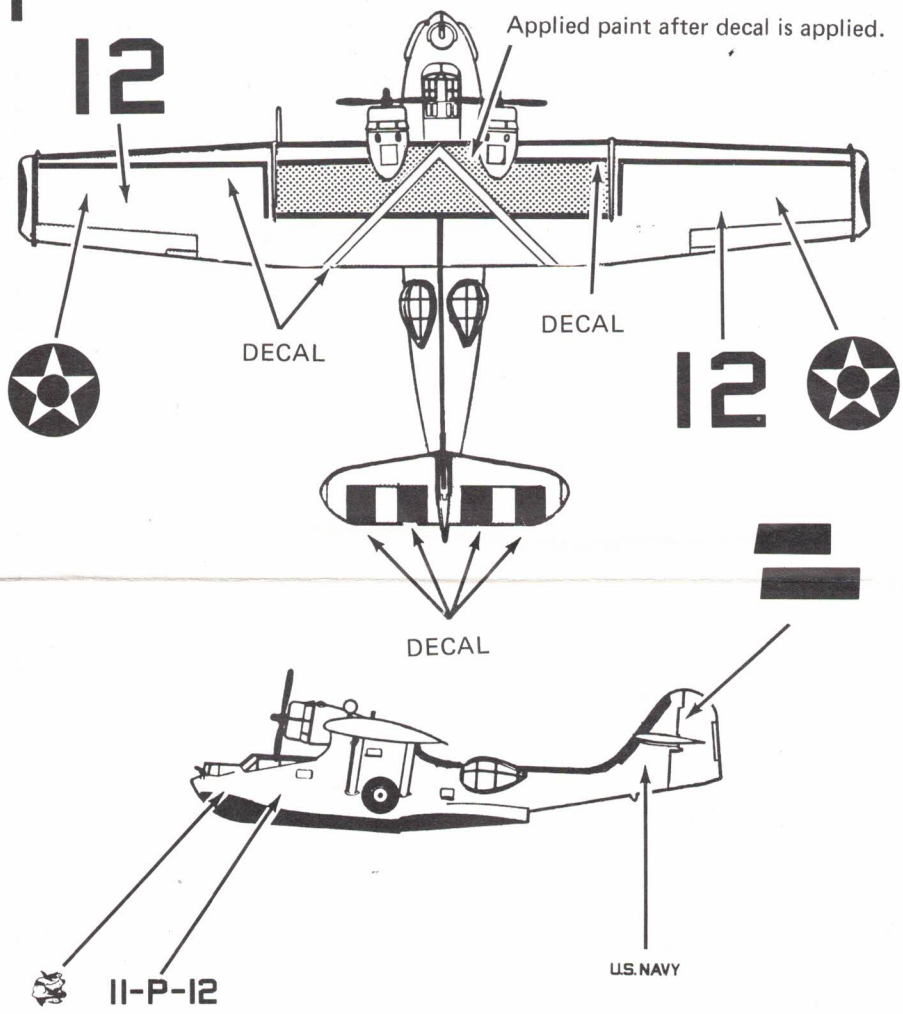

Snap in place.
Pontoon in open position.

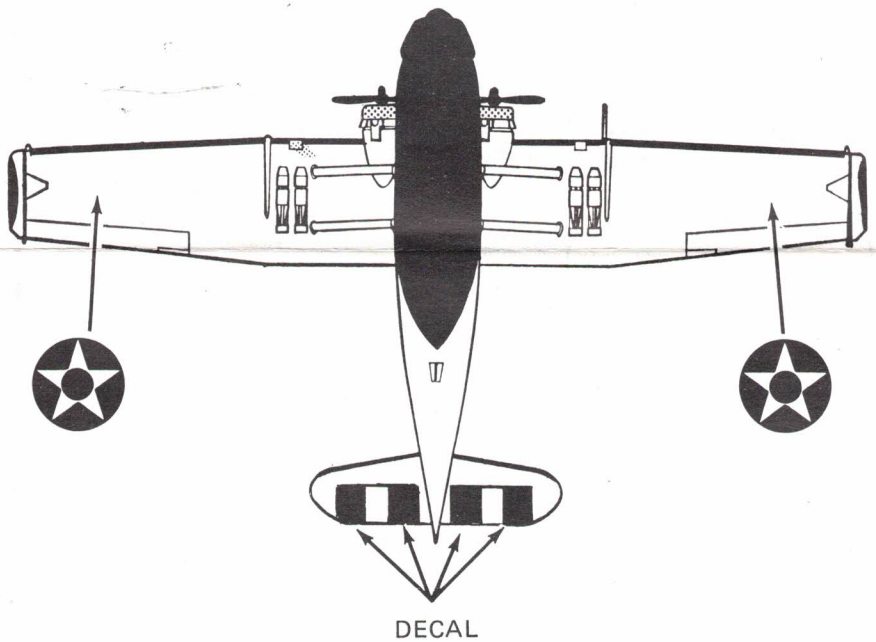
10


1
2 4 Required

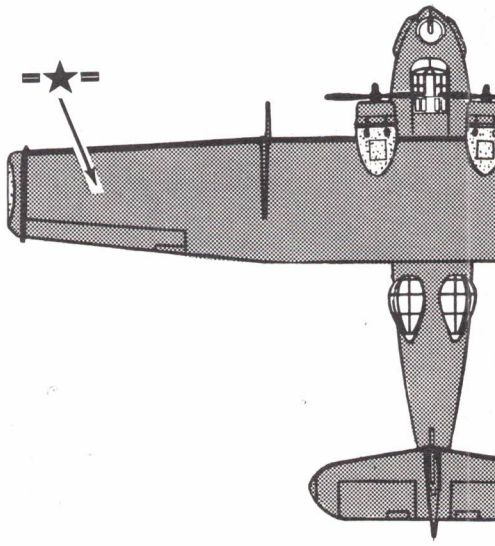
11

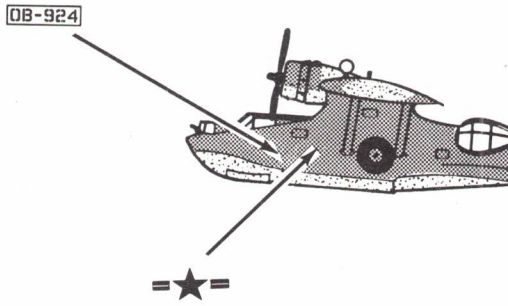
U. S. NAVY, PATROL SQUADRON (VP–11)

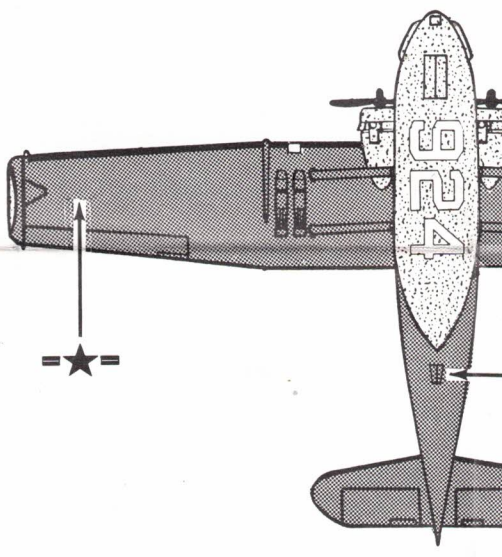




OA–10 of U. S. N







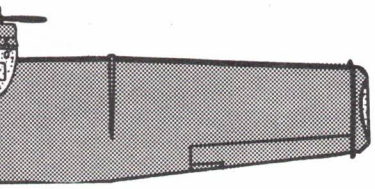
PAINT SCHEME

FLAT LIGHT GREY

FLAT GREY

FLAT YELLOW

NAVY



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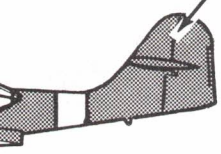
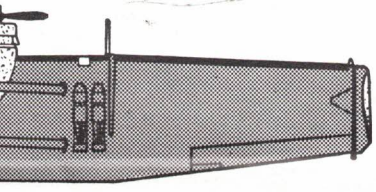
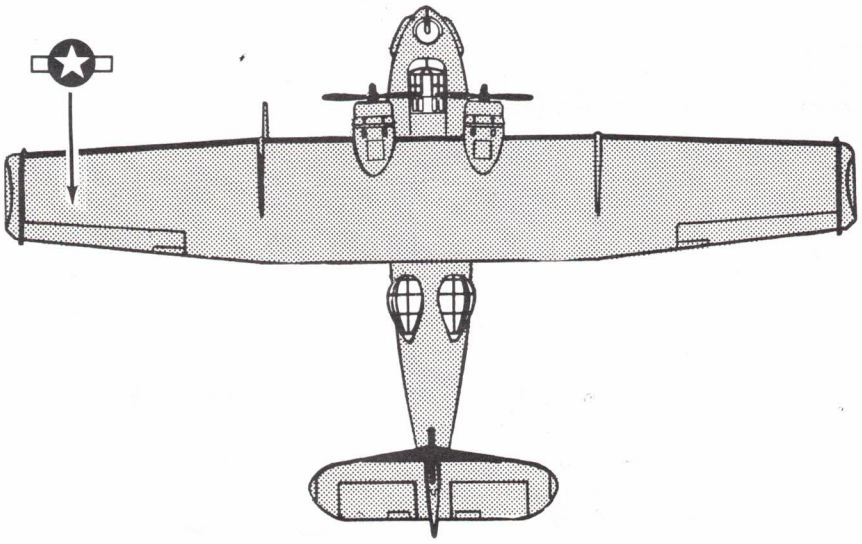
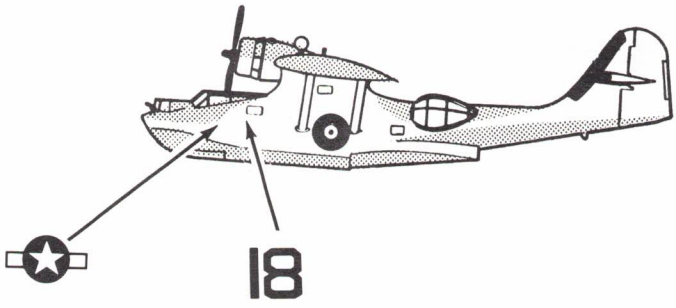




PBY–5A of PATROL BOMBER SQUADRON 63





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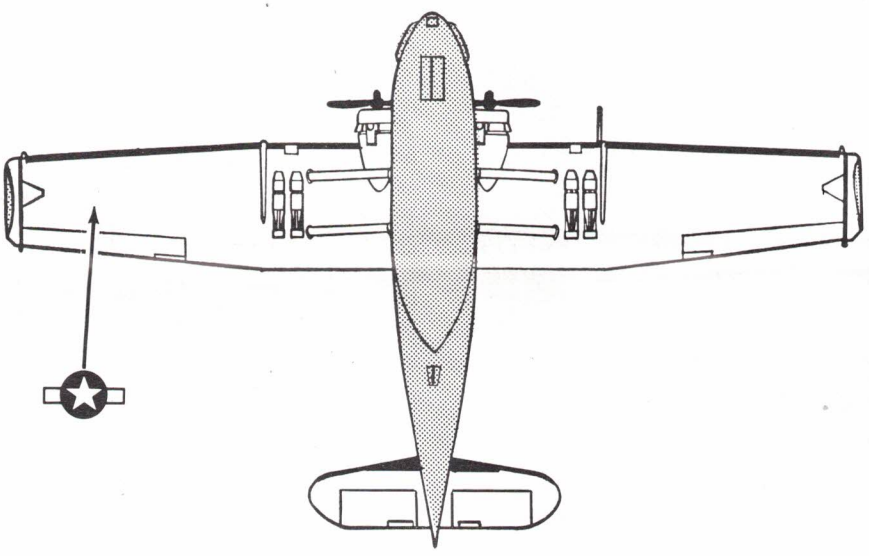
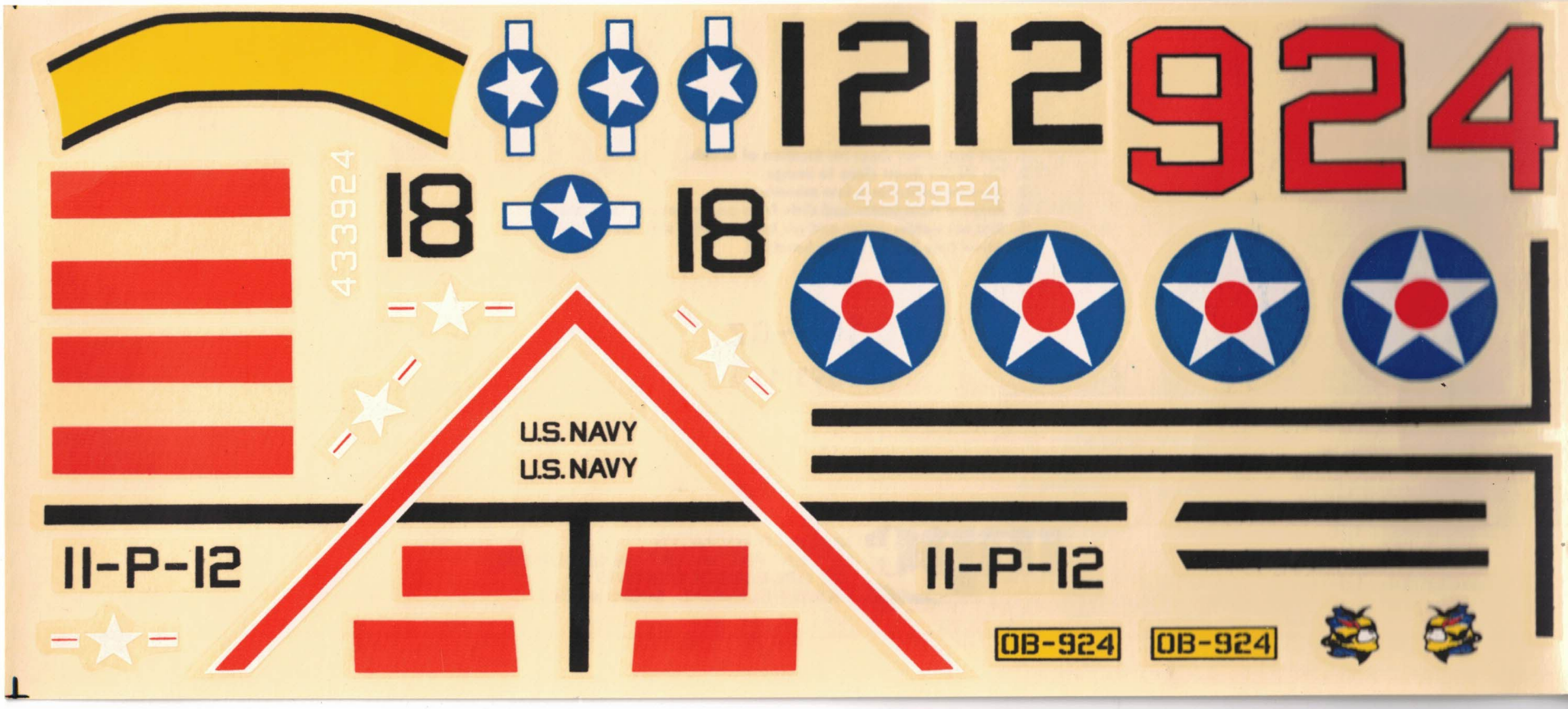


FLAT ORANGE

FLAT DARK BLUE

FLAT BLACK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18
18
433924
U.S. NAVY
U.S. NAVY
11-P-12
11-P-12
OB-924
OB-924