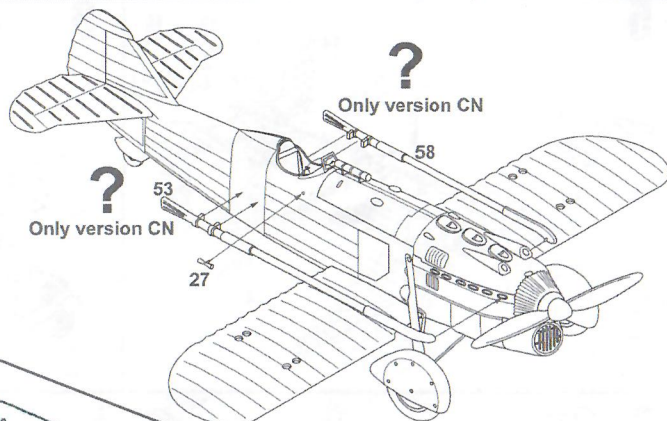
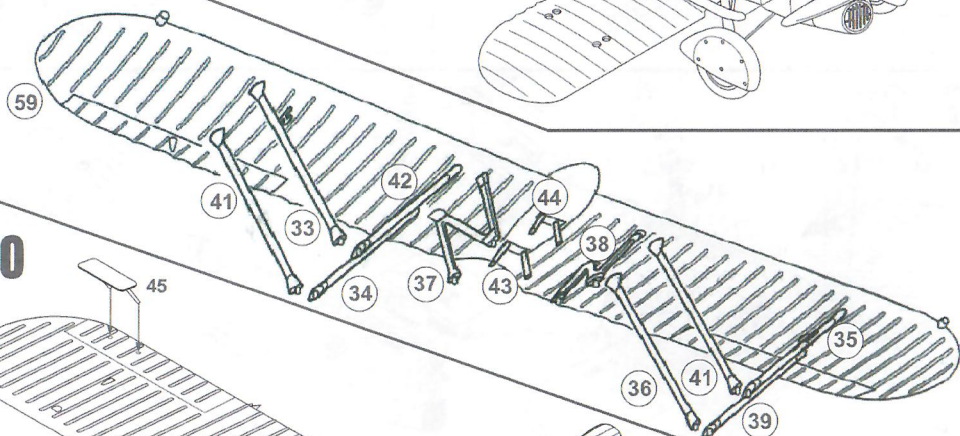


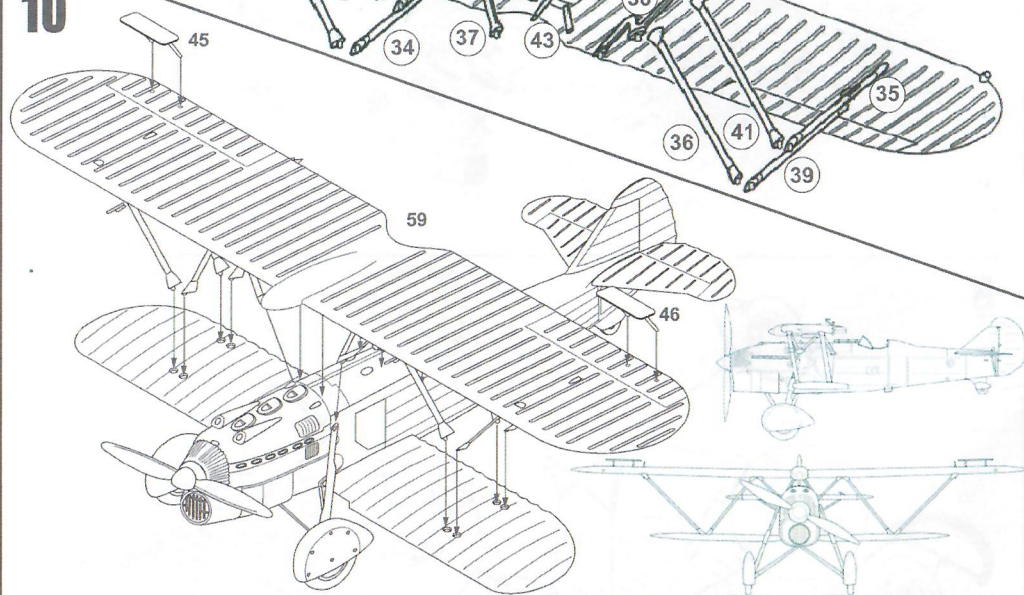
8



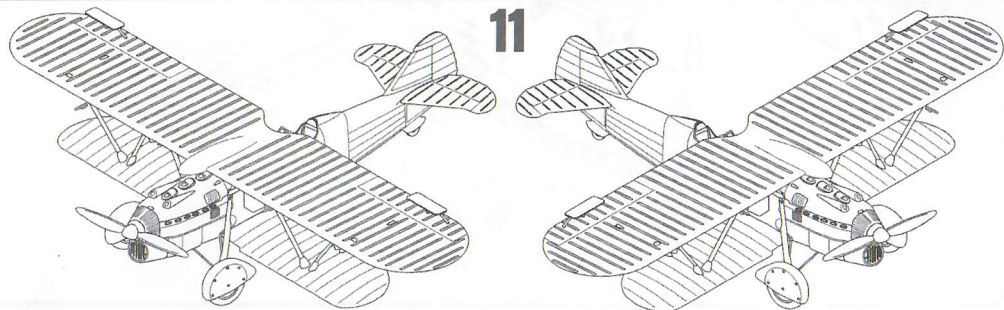
9



10



11


AZ model
 Plastic kits

FIAT

CR-32/bis/CN

Plastic model

scale : 1/72

History note

The Fiat CR.32 was designed by the noted aeronautical engineer Celestino Rosatelli. It was derived from the earlier Fiat CR.30. The CR.30, being a relatively fast and maneuverable aircraft in its time, had received limited production orders for the type from the *Regia Aeronautica* but, within the space of 12 months, it had been superseded by the newer CR.32. In comparison to the CR.30, the CR.32 featured a more streamlined and smaller fuselage, resulting in a more compact aircraft overall. According to aviation author Gianni Cattaneo, the type was the product of a decade-old formula developed not only by Rosatelli but by his predecessors as well.

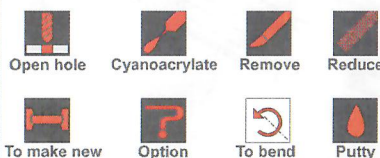
On 28 April 1933, the prototype CR.32, which was designated as the *MM.201*, performed its maiden flight from the Fiat company airstrip at Turin. By the end of the year, the first production examples were already arriving with front line units of the *Regia Aeronautica*. Mass production of the type would proceed over the following years. Between 1933 and 1938, a total of four distinct variants of the CR.32 were developed: the standard, *bis*, *ter*, and *quater*. The CR.32 *bis* was provided with a more powerful Fiat A.30R V12 engine as well as two additional machine guns, while the *ter* and the *quater* retained the original armament arrangement, differing by the adoption of improved sights and instrumentation.

By 1938, the CR.32 had been rendered obsolete by advances in the field of aviation, including the arrival of a new generation of monoplane fighters, which were capable of superior performance. The CR.32 was directly succeeded by the Fiat CR.42, which was a further advancement of the biplane platform, having been derived from the CR.32 itself. During the development of this improved derivative, a total of four CR.32s were converted to serve as prototypes, an act which highlighted the strong connection between the two fighters.

The cockpit of the CR.32 normally seated only a single pilot, who was provisioned with an adjustable seat and a parachute, the latter of which being stored within the squab. Although this was considered to be fully instrumented from the era, the RA.80-1 radio set was only an optional piece of equipment. Other equipment included a fire extinguisher, gun camera, an oxygen system for the pilot; both an optical gunsight and survey camera could also be installed as optional item. The armament initially included a pair of 7.7 mm (.030 in) Breda-SAFAT machine guns (which was later substituted for a pair of 12.7 mm (.5 in) Breda-SAFAT guns), which were fitted on top of the engine cowling; each gun had an ammo capacity of 350 rounds each. Later examples were also furnished with a pair of hard points, which could accommodate up to 12 5lb bombs, a pair of 100lb bombs, or a single 200lb bomb.

The CR.32 was powered by a single water-cooled Fiat A.30 R.A. V12 engine. Designed in 1930, it was a 60° V 12, producing up to 447 kW (600 hp) at 2,600 rpm, reportedly inspired by the American Curtiss D-12 *citation needed*. It drove a 2.82 meter (9 ft 4 in) two-blade metal propeller with pitch only adjustable on the ground, not in flight. The engine did not use the usual aviation gasoline, but instead ran on a mixture of petrol (55%), alcohol (23%) and benzol (22%). The main fuel tank, which was located between the engine and cockpit, carried 325 litres (85.9 US gal). There was another small 25 liter (6.6 US gal) auxiliary tank positioned in a streamlined "torpedo" fairing in the center of the upper wing.

Symbols



	Colour name	Humbrol	Colour name	Humbrol
A	Black	H33	G Silver	H11
B	White	H34	H Red Brown	H100
C	Interior Green	H226	I Red	H132
D	Gunmetal	H53	J Tyre	H85
E	Brown	H186	K Rust	H113
F	Aluminium	H56		

FIAT CR-32/bis/CN

