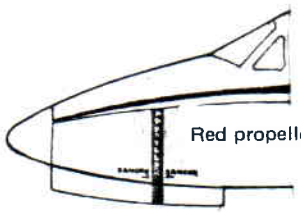
Beech UC-12B of the US Navy seen at Mildenhall, Eng

Colouring: Gloss White overall with Black and Gold cheat lines on fuselage and outer engine nacelles. Matt Black anti-dazzle panels and de-icer strips. Black serial numbers and lettering except for propellor warning stripe which is Red. Aluminium spinners with Black prop blades (White stripe and Red tip). Dark Bronze exhaust pipes. Undercarriage legs White, wheel centres White.

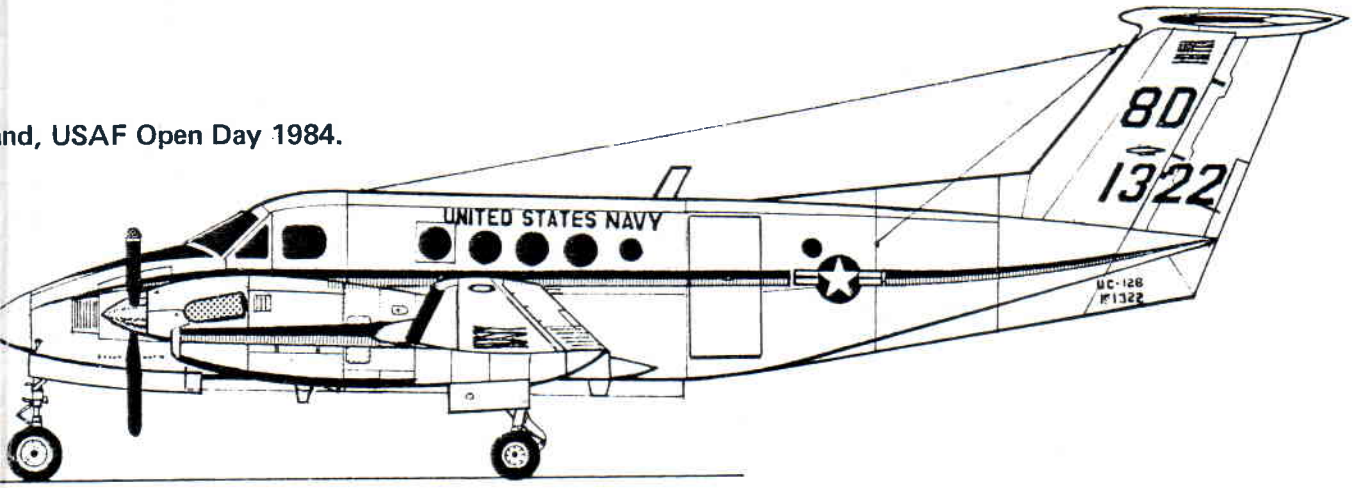


Red propellor warning stripe

Published references on the Beech King Air 200 and other variants:

Air Enthusiast: Jan 1980 (cutaway) and July 1984
Aviation News: Vol 12 No24 and Vol 12 No9
Flight Magazine: 11 Mar 1971, 18 Oct 1973.
20 June 1974, 7 July 1979
Janes AWA: 1974 onwards
Pilot magazine: Oct 1978
Encyclopedia of Commercial Aircraft: Salamander
Modern Military Aircraft: Salamander

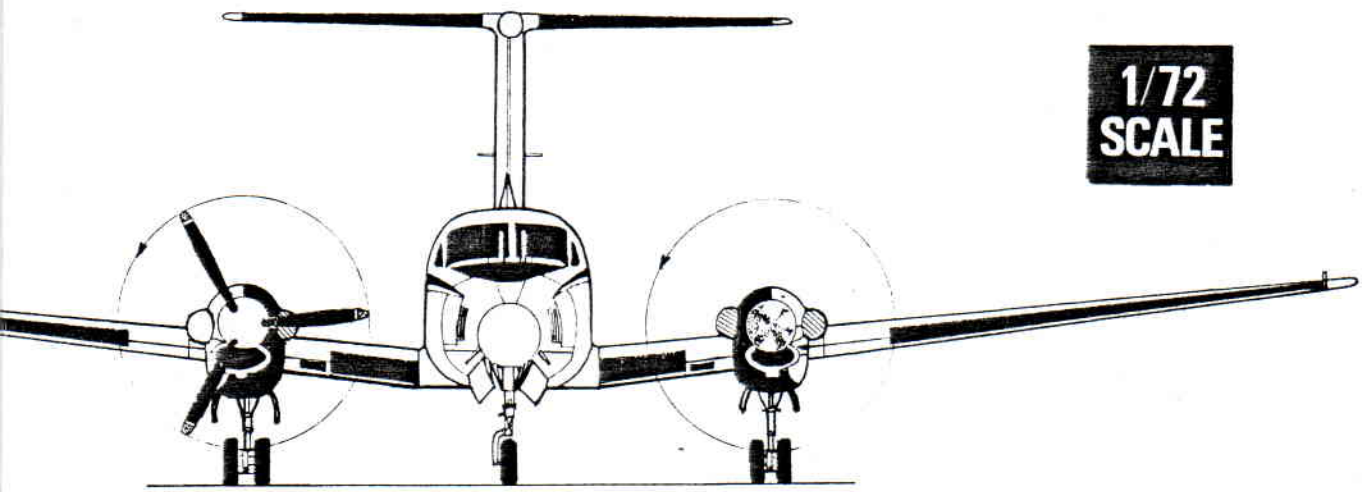
nd, USAF Open Day 1984.



Without doubt, the Queen Air/King Air design has been the world's most successful commercial twin since the DC-3. With sales figures in thousands built, the resounding success of this aircraft has been due to the skilled refining, enlarging and stretching of the basic design since its inception in 1958 as the Queen Air 4—6 passenger business twin, to the larger King Air A90 and Model 100 of the 1960's and, in 1974, the Super King Air 200. Further developments are current with the Model 300 and the long-fuselage Model 1900 commuter-liner.

For many years, the U.S. Military Forces have used the various designs as short-range utility transports, multi-engine pilot trainers and electronic warfare system platforms. Super King Air 200 aircraft serve at home and at overseas bases as the Air Force C-12A to F, the US Navy UC-12B and the US Army C-12A Huron and are normally operated as eight-passenger fast transports, some having large cargo doors and facilities for casualty evacuation. One of the strangest modifications was the US Army RU-21J bristling with vertical dipole aerials for its battlefield surveillance system.

In the commercial field, the design has become so popular that there can be few airfields around the world that have not seen the type. It is certain to be around for the next 20 years but, perhaps long before then, the new generation of canard twins — exemplified by the Beech Starliner — may have become even more successful.



1/72 SCALE

Score vertically around each moulded part with the tip of a knife before bending and breaking it away from the carrier sheet. Use a sharp blade at all times.

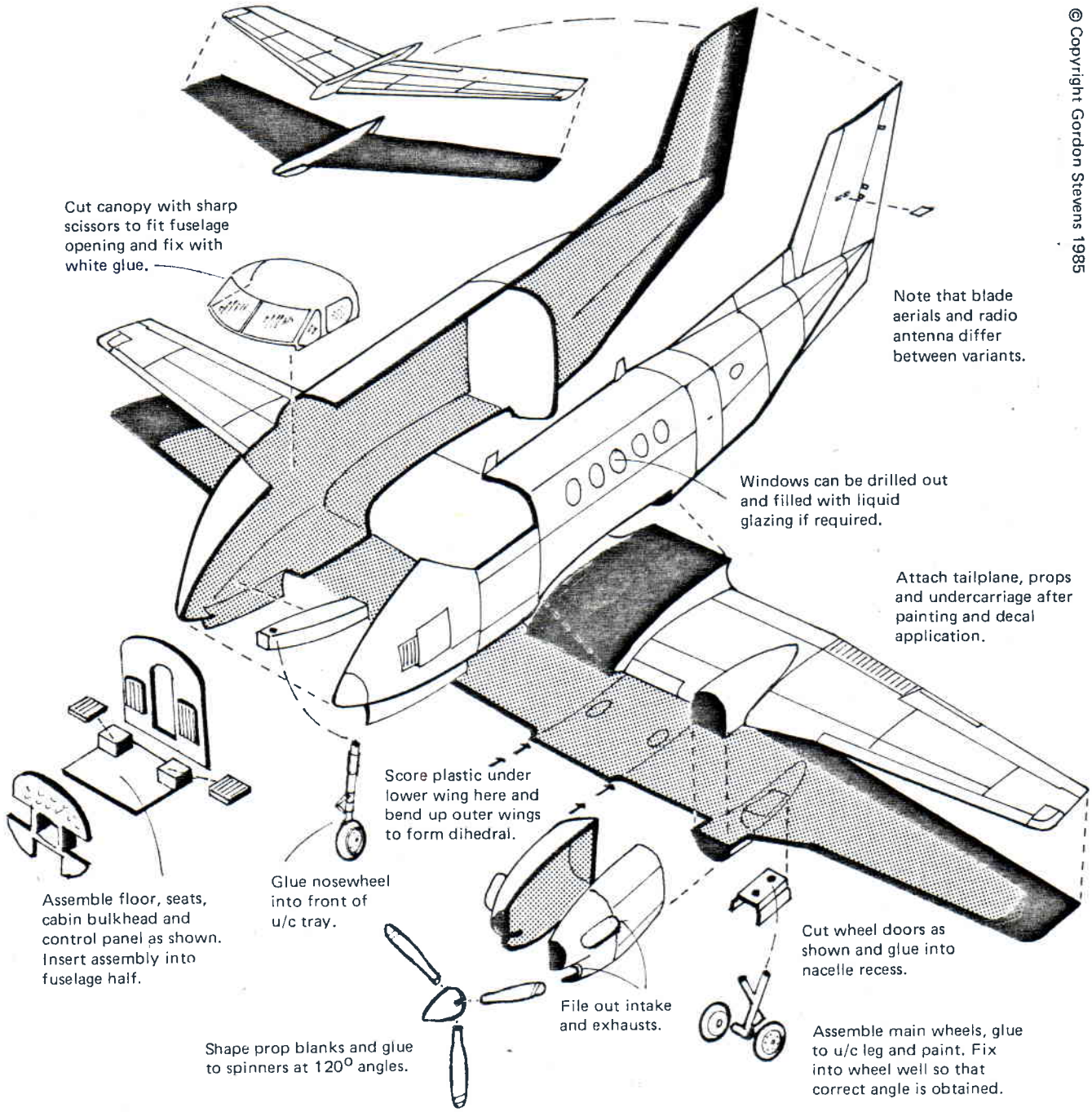
Remove moulding pips with a razor blade. Sand centreline joints on a large sheet of wet & dry sandpaper, using heavier pressure where the plastic is more condensed. As a piece is sanded to correct size, a thin flake of plastic will part from the cut edge. Trailing edges of wings and tailplanes will require scraping and very heavy sanding to achieve a sharp joint line.

When cementing large mouldings together, use sticky tape to hold the parts in place at strategic points. Before the cement dries, the component halves can be pushed with finger pressure to form an even joint line. Sand centreline joints with the tip of a sanding stick to minimise damage to the moulded detail. Use fast-setting autobody filler for filling joints. Sticky tape applied either side of joint lines will mask surfaces when applying and sanding filler pastes.

Liquid cement is recommended for joining styrene and for brushing over sanded areas to restore a glossy finish. Transparencies can be best fixed in place with white glue.

If a part is sanded undersize, insert strips of plastic card into joint to increase the dimension to correct size. If a part is oversize, the joint line can be split with a razor blade and re-sanded. On large mouldings it may be useful to attach small strips of plastic along the inner joint lines to give added strength.

Try to obtain smooth and close-fitting joints throughout. Take great care in aligning parts and continually check from all angles that a part is positioned correctly before the cement sets.



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