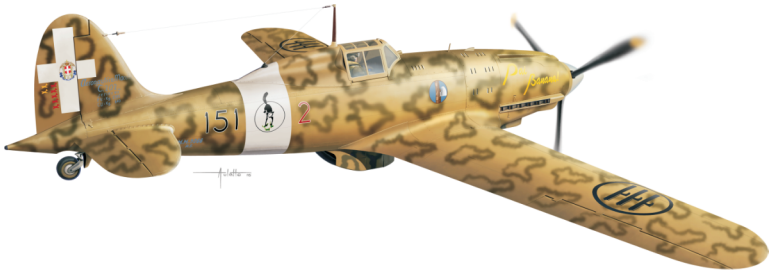
Folgore

eduard

ITALIAN FIGHTER

1/48 SCALE PLASTIC KIT



#1132

INTRO

The Macchi C.202 Folgore (Italian "thunderbolt") was a World War II fighter aircraft designed by Mario Castoldi, built by Macchi Aeronautica and operated mainly by the Regia Aeronautica.

The decision of the Italian military authorities to adopt radial engines meant that, during the second half of the 1930s, the Italian aeronautical industry failed to develop more powerful engines based on streamlined liquid-cooled designs.This forced Macchi Aeronautica to rely on the ageing Fiat A.74 radial engine for its C.200 fighter. By 1941, the C.200, armed with two 12.7 mm (.50 in) machine guns and with a maximum speed of 504 km/h (315 mph), was obsolete. In July 1939, the most powerful reliable Italian inline engine was the 715 kW (960 hp) Isotta Fraschini Asso XI R.C.40, which was designed in 1936. In November 1939, Alfa Romeo acquired the license to produce the DB 601Aa as the Alfa-Romeo RA.1000 R.C.41-I Monsone, which was to be used in the production of C.202s. Macchi chief of design Mario Castoldi began to work on mating the Macchi C.200 wings, undercarriage, vertical and horizontal tail units with a new fuselage incorporating the imported DB 601Aa. Design of the new fighter began in January 1940 and, less than seven months later, on 10 August 1940, the sole prototype, MM.445, made its first flight, two months after Italy's entry into World War II. Test results showed that Italy had caught up with Britain and Germany in the field of fighter airplanes. The prototype was flown to the Regia Aeronautica's main test airfield at Guidonia, where it met with an enthusiastic response from test pilots. A speed of 603 km/h (375 mph) was recorded, with 5,486 m (18,000 ft) being reached in six minutes and little of the good maneuverability of the C.200 was lost. Due to the flight test reports, the C.202 was immediately ordered into production with the first examples appearing in May 1941. Breda in Milan was also chosen to build the C.202 and eventually built the majority of the type. SAI-Ambrosini was another sub-contractor, building some 100 C.202s. The first units selected to be equipped with the C.202 Series I were the 17° and 6° Gruppi, from 1° Stormo, based at the airfield of Campoformido, near Udine, and the 9° Gruppo of 4° Stormo, based in Gorizia. Their pilots start to train on the new fighter in May–June 1941, at Lonate Pozzolo (Varese), the airfield of the Macchi. The Folgore first saw service during the Siege of Malta on 29 or 30 September 1941; this first mission was intercepting British Hurricanes over Sicily. From early October 1941 the Italian units commenced extensive operations over Malta, on the besieged island, the new Macchi fighter was not only used for fighter operations, but also for ground attacks and reconnaissance missions. The presence of the Folgores in Maltese skies was to last only until the end of November, when most of the unit was transferred to the deteriorating North Africa front. On 29 July, the three first operational C.202s of 4° Stormo, 97ª Squadriglia, landed at Merna airport in north Africa. On 26 November 1941, during Operation Crusader, 19 Macchis of 9° Gruppo, 4° Stormo were sent to Africa, and by the end of the month the whole 1° Stormo was in Libya, both units taking part in the last stages of the British offensive that led to the raising of the siege of Tobruk, and the retreat of Italian and German troops in Cyrenaica in December. During its initial combats over the Western Desert, the Folgore was quite a surprise to British pilots and it remained a respected adversary. During 1942, Bf 109F/Gs and Macchi C.202s fought Allied air forces in the skies of North Africa. At the end of the year, the growing strength of the Allied forces was overwhelming and after the defeat in the skies over Malta as well as El-Alamein the last operational Axis units lost their air superiority in the Mediterranean. The Germans and the Italians succeeded in establishing a bridgehead in Tunisia, and later in December the Regia Aeronautica transferred four fighter squadrons there. In early 1943, Regia Aeronautica had only 54 serviceable C.202 in 12 squadrons. The Macchis continued fighting while retreating to Tunisia and then in the defence of Sicily, Sardinia and Italy against an increasingly stronger opponent. In August 1942, at the beginning of the German offensive in Russia was 21° Gruppo Autonomo C.T. composed of 356ª, 382ª, 361ª and 386ª Squadriglia deployed to the Stalino, Lughansk, Kantemirovka and Millerovo airfields, fighting against the Red Army positions on the east Don river during October–November 1942. The fighters operated in adverse climate conditions (40° to 45° below zero and heavy snow storms) while under heavy Russian fighter-bomber harassment. Only a total of 17 missions were flown with Folgores on the Eastern Front during a four-month period. After the abandonment of advanced airfields between December 1942 – January 1943 at Voroshilovgrad, Stalino and Tscerkow, the Italian air units operated in defensive actions against a more potent Soviet air offensive. In March 1943, the Corpo Aereo Italiano was detached to Odessa airbase joiningand the last effective operation of Corpo Aereo Italiano in Russia occurred on 17 January 1943. At the Armistice, there were only 186 Folgores, with 100 aircraft still serviceable. Several C.202s also served with the Italian Co-Belligerent Air Force, and some were transformed into C.205s or C.202/205 with the Veltro's engine. Others served as trainers in the Aeronautica Nazionale Repubblicana (National Republican Air Force) of the Italian Social Republic and the Luftwaffe. Switzerland ordered 20 C.202s, but none were delivered, because at that time (12 May 1943), Italy no longer had the capability to export these types of aircraft. 12 C.202s and probably another 12 were delivered to the Croatian Air Force Legion for operational use against the RAF and USAAF over Croatia in mid-1944, all ex-LW fighters. The Macchi C.202 was flown by almost all the most successful Italian aces, considered to be one of the best wartime fighters to serve in large numbers with the Regia Aeronautica, the Folgore operated on all fronts in which Italy was involved.

ATTENTION ✶ UPOZORNĚNÍ ✶ ACHTUNG ✶ ATTENTION ✶ 注意

Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.

Před započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS ✶ INSTR. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

OPTIONAL
VOLBA

BEND
OHNOUT

OPEN HOLE
VYVRTAT OTVOR

SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ

REMOVE
ODŘÍZNOUT

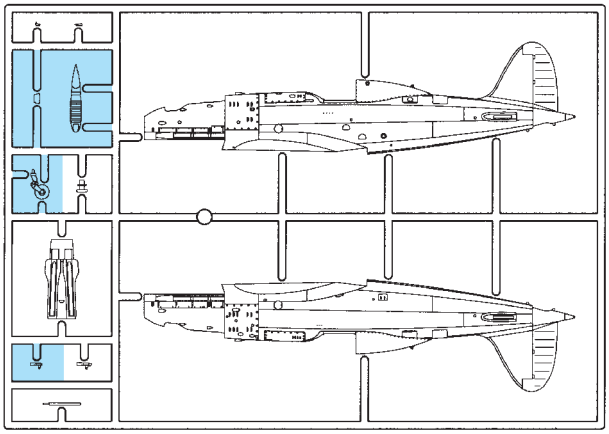
REVERSE SIDE
OTOČIT

APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

A>



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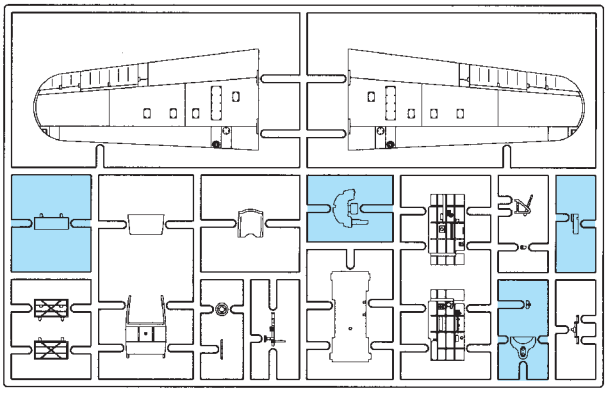

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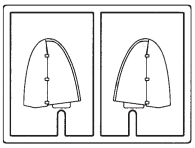

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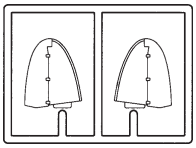
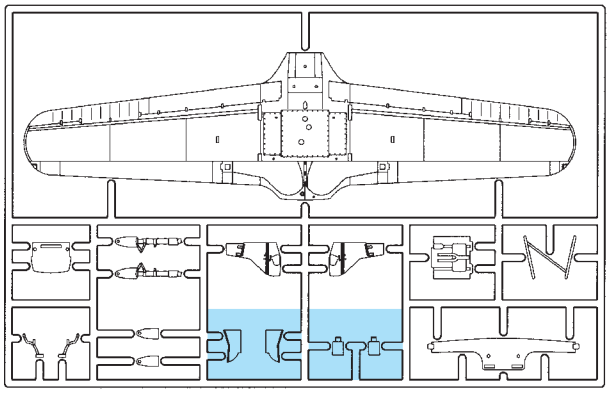


C>



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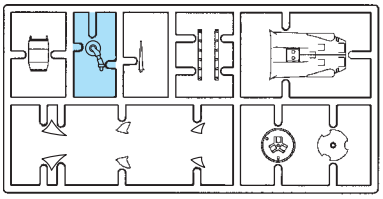
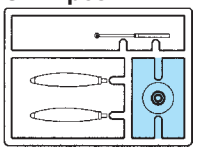


J> 2 pcs.



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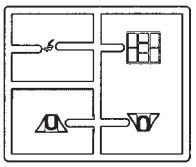
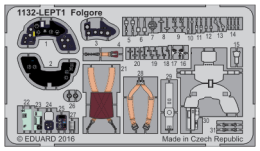
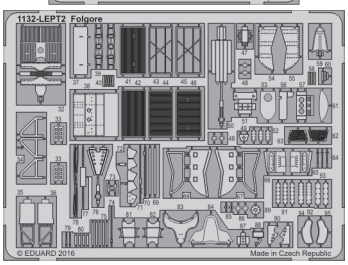
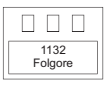


PE - PHOTO ETCHED DETAIL PARTS





FILM

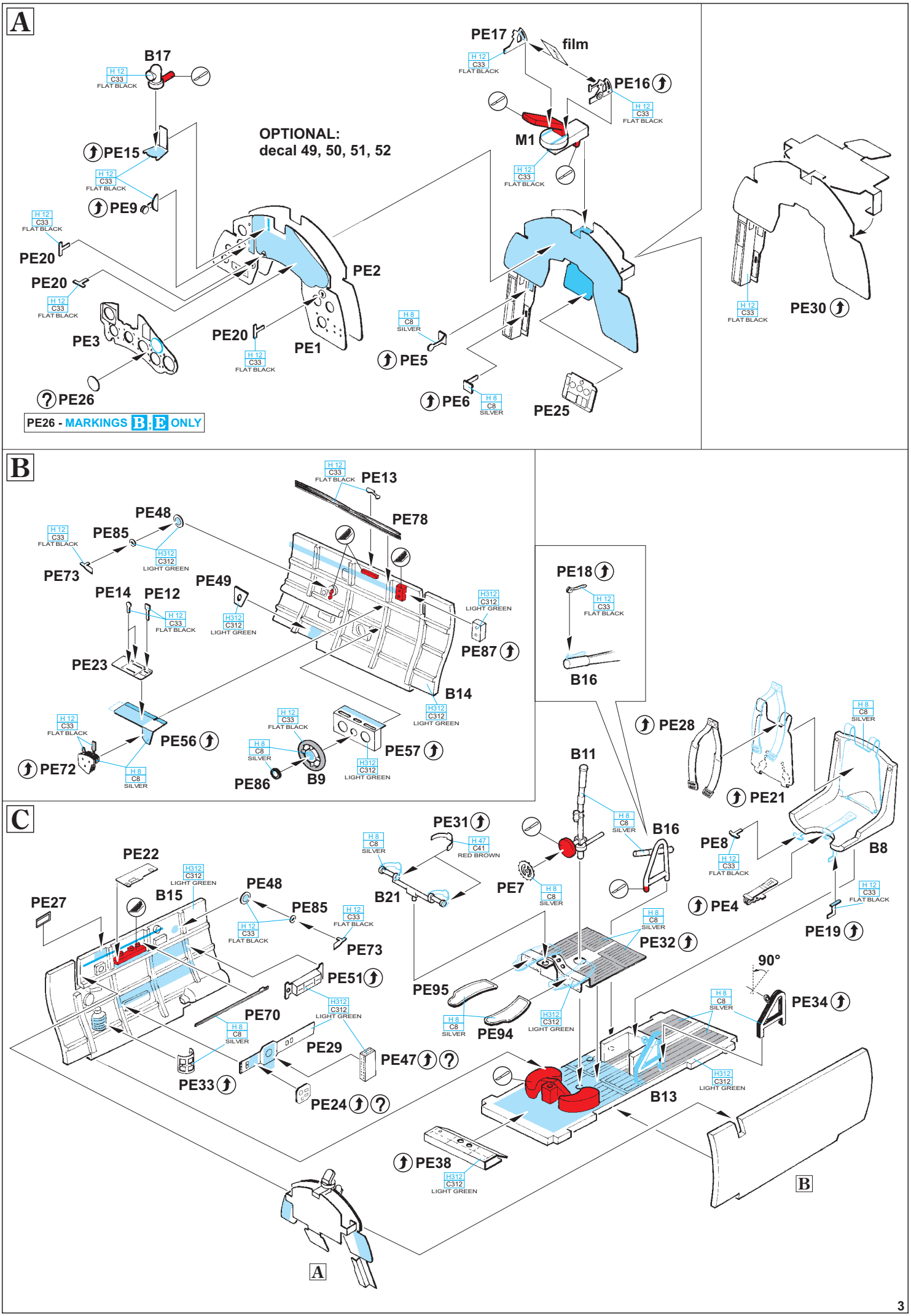


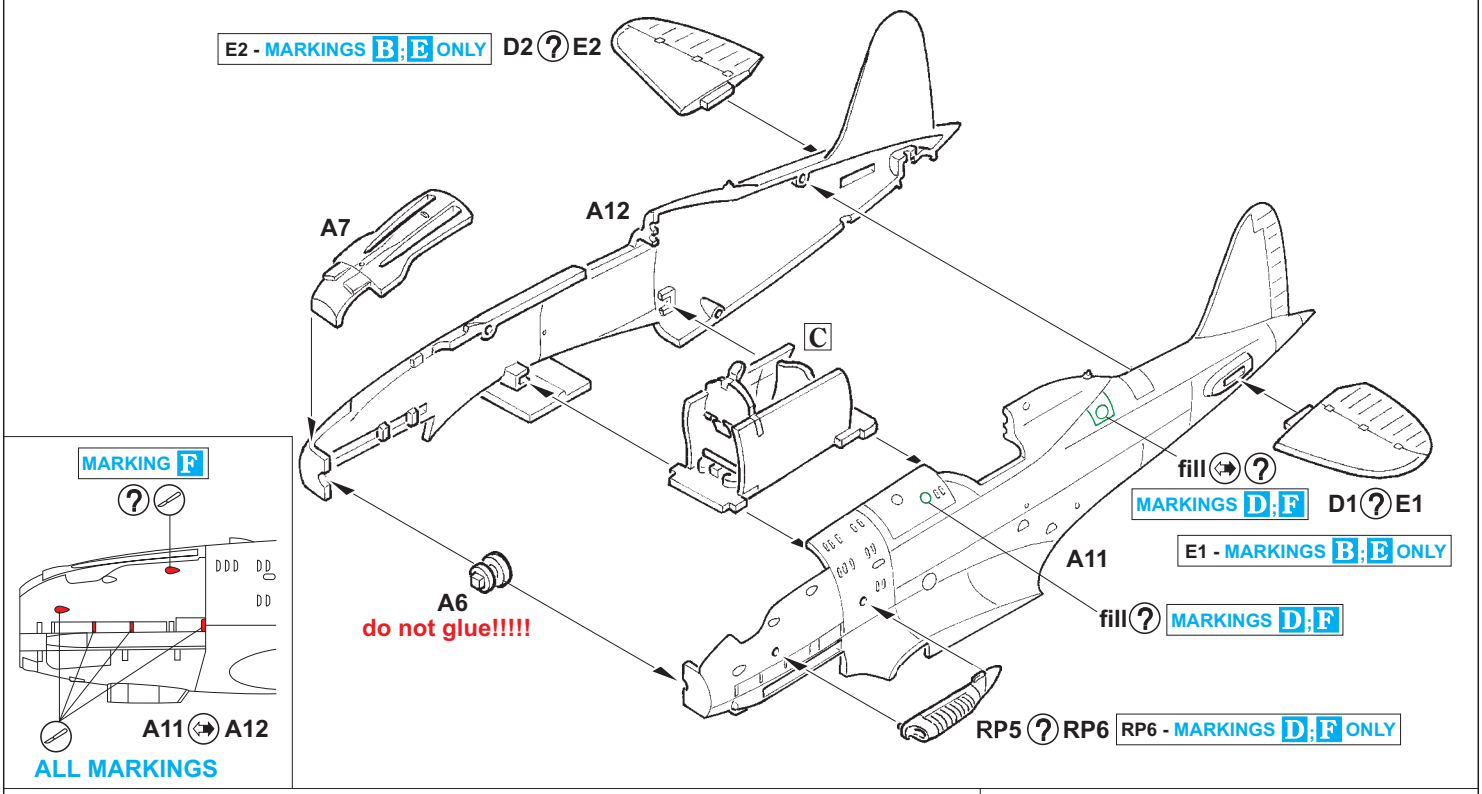
RP - RESIN PARTS

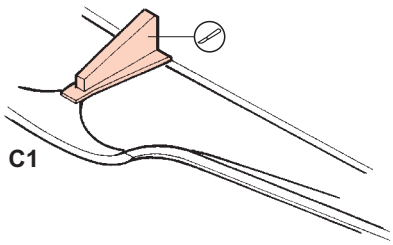
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

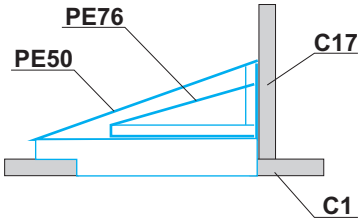
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 4	C4	YELLOW
H 8	C8	SILVER
H 11	C62	FLAT WHITE
H 12	C33	FLAT BLACK
H 37	C43	WOOD BROWN
H 47	C41	RED BROWN
H 65	C18	BLACK GREEN
H 76	C61	BURNT IRON
H 77	C137	TIRE BLACK
H 79	C39	SANDY YELLOW

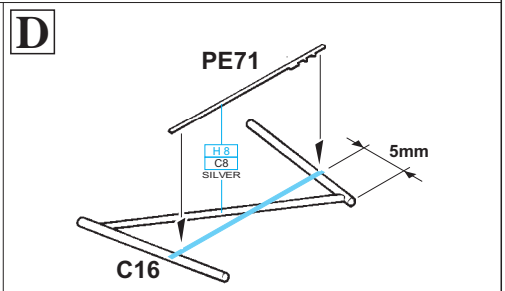
AQUEOUS	Mr.COLOR	
H 90	C47	CLEAR RED
H 94	C138	CLEAR GREEN
H 303	C303	GREEN
H 310	C310	BROWN
H 312	C312	LIGHT GREEN
H 317	C317	GRAY
H 324	C324	LIGHT GRAY
H 327	C327	RED
Mr.COLOR SUPER METALLIC		
SM06		CHROME SILVER

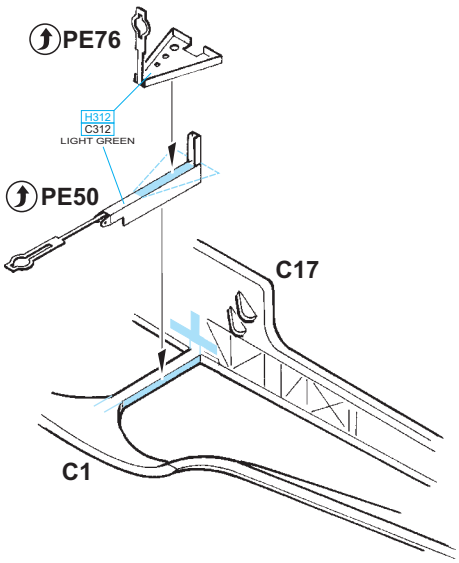

A
B17
H 12 C33 FLAT BLACK
PE15
PE9
PE20
PE20
PE3
PE26
PE2
PE1
PE20
PE17
film
PE16
M1
OPTIONAL:
decal 49, 50, 51, 52
PE5
PE6
PE25
PE30
PE26 - MARKINGS B, E ONLY
B
PE13
PE78
PE48
PE85
PE73
PE14
PE12
PE49
PE23
PE56
PE72
PE57
PE86
B9
B14
PE87
PE18
B16
C
PE22
PE27
B15
PE48
PE85
PE73
PE51
PE70
PE29
PE33
PE24
PE47
PE31
B21
B11
PE7
B16
PE28
PE21
PE8
B8
PE4
PE19
PE32
PE95
PE94
PE34
90°
B13
PE38
A
B

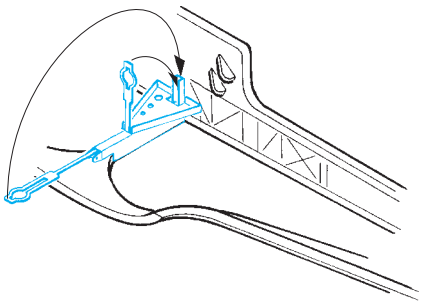

E2 - MARKINGS B;E ONLY
D2 E2
A7
A12
C
fill
MARKINGS D;F
D1 E1
E1 - MARKINGS B;E ONLY
A11
A6
do not glue!!!!!
fill MARKINGS D;F
RP5 RP6
RP6 - MARKINGS D;F ONLY
MARKING F
A11 A12
ALL MARKINGS

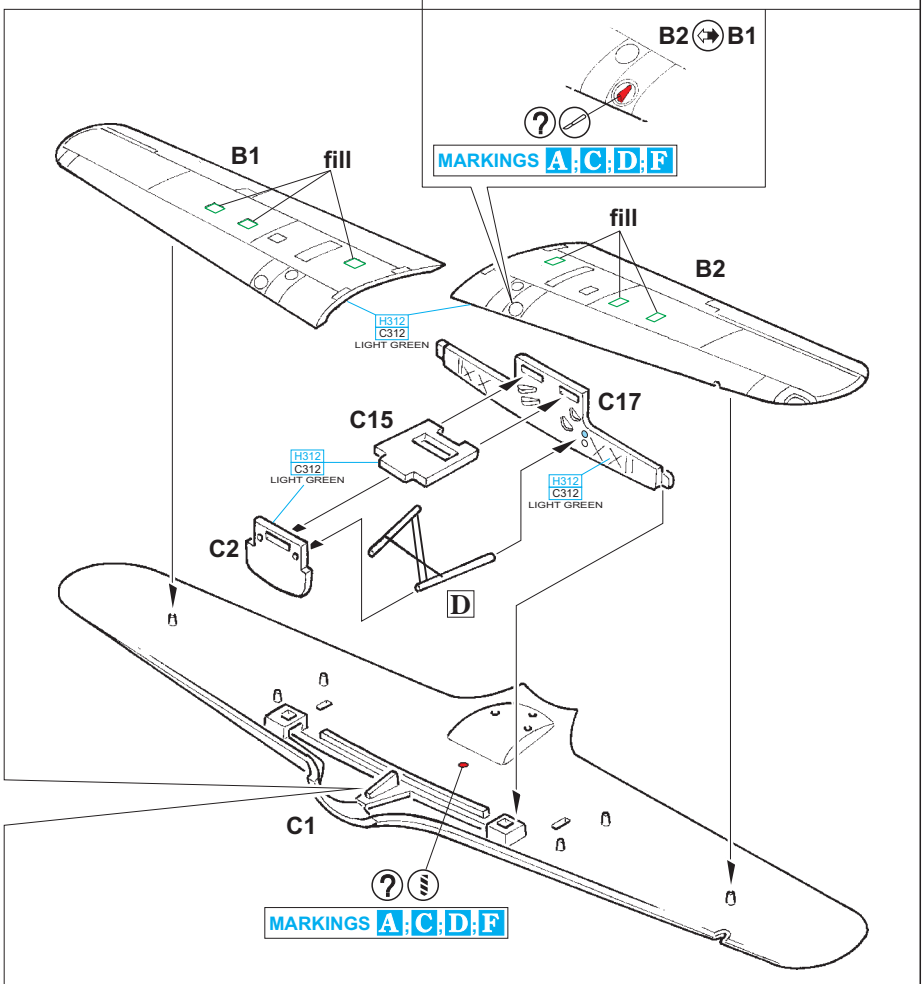

C1

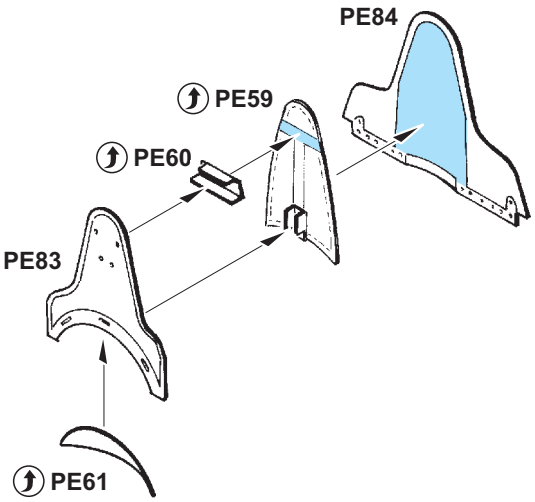

PE76
PE50
C17
C1

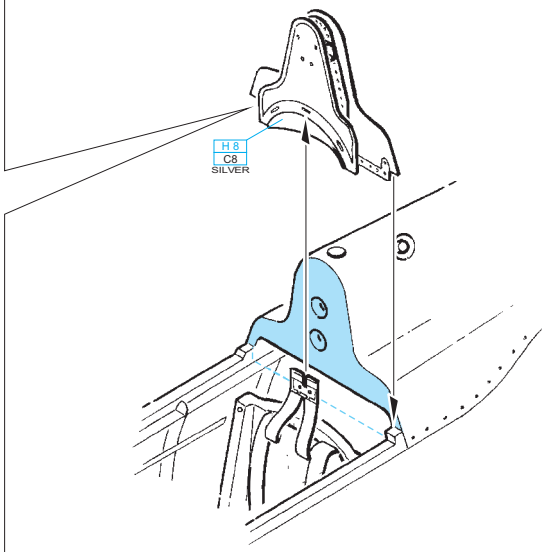

D
PE71
H 8
C8
SILVER
5mm
C16

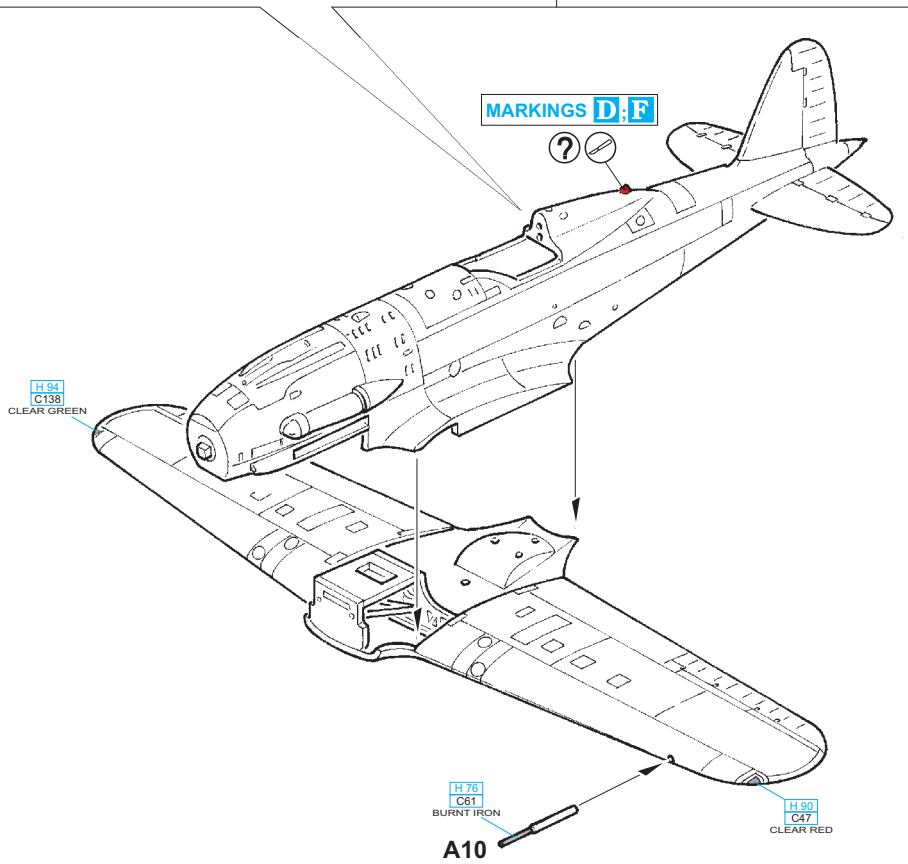

PE76
H312
C312
LIGHT GREEN
PE50
C17
C1



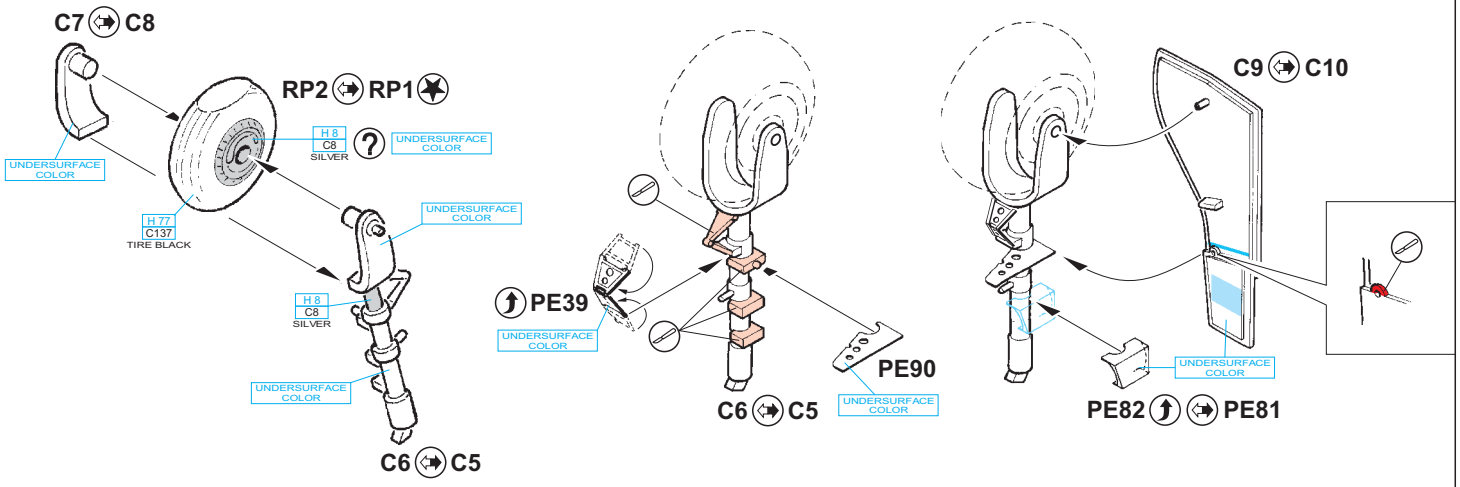

B2 B1
MARKINGS A;C;D;F
B1
fill
fill
B2
H312
C312
LIGHT GREEN
C15
C17
H312
C312
LIGHT GREEN
H312
C312
LIGHT GREEN
C2
D
C1
MARKINGS A;C;D;F

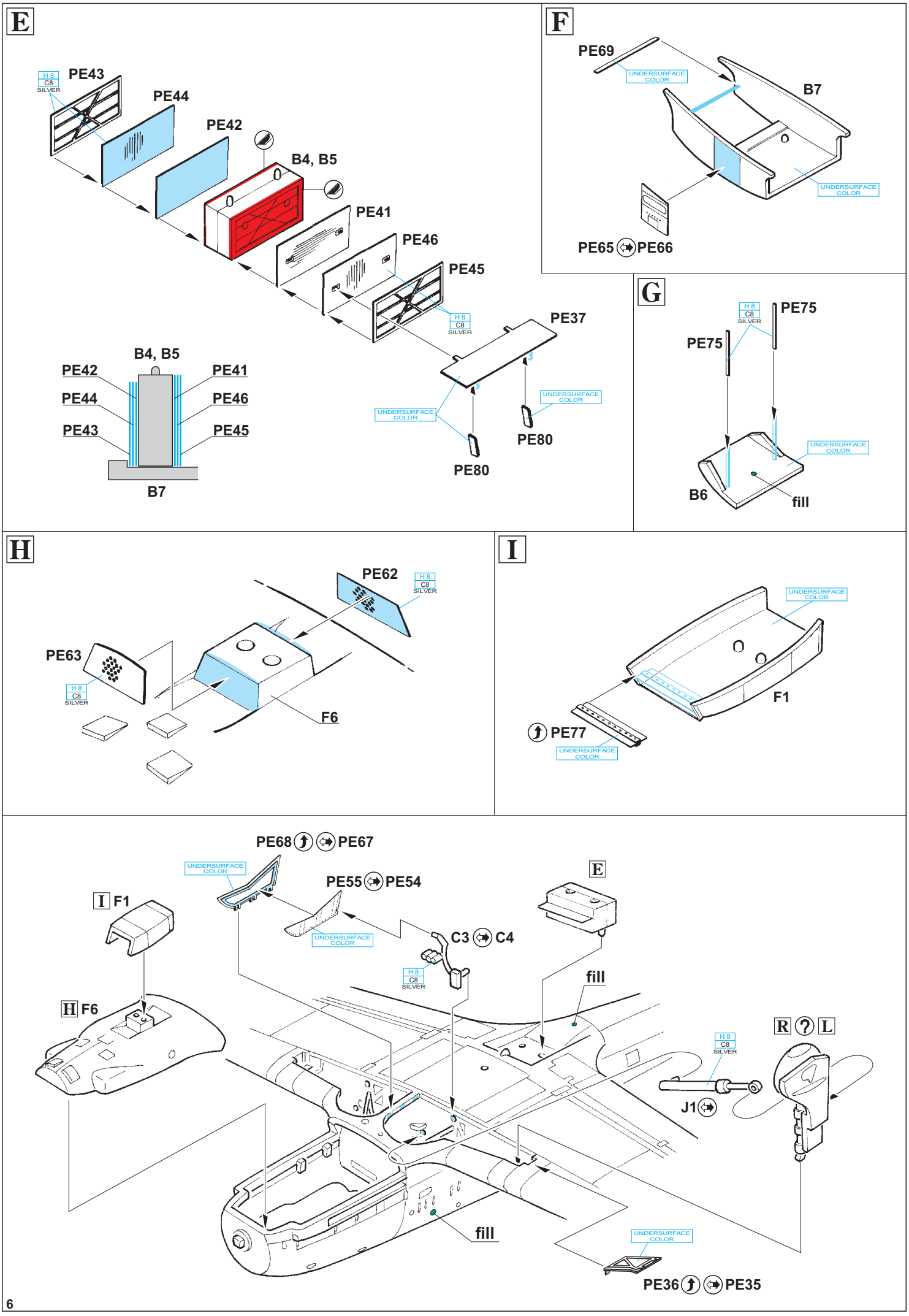

PE84
PE59
PE60
PE83
PE61

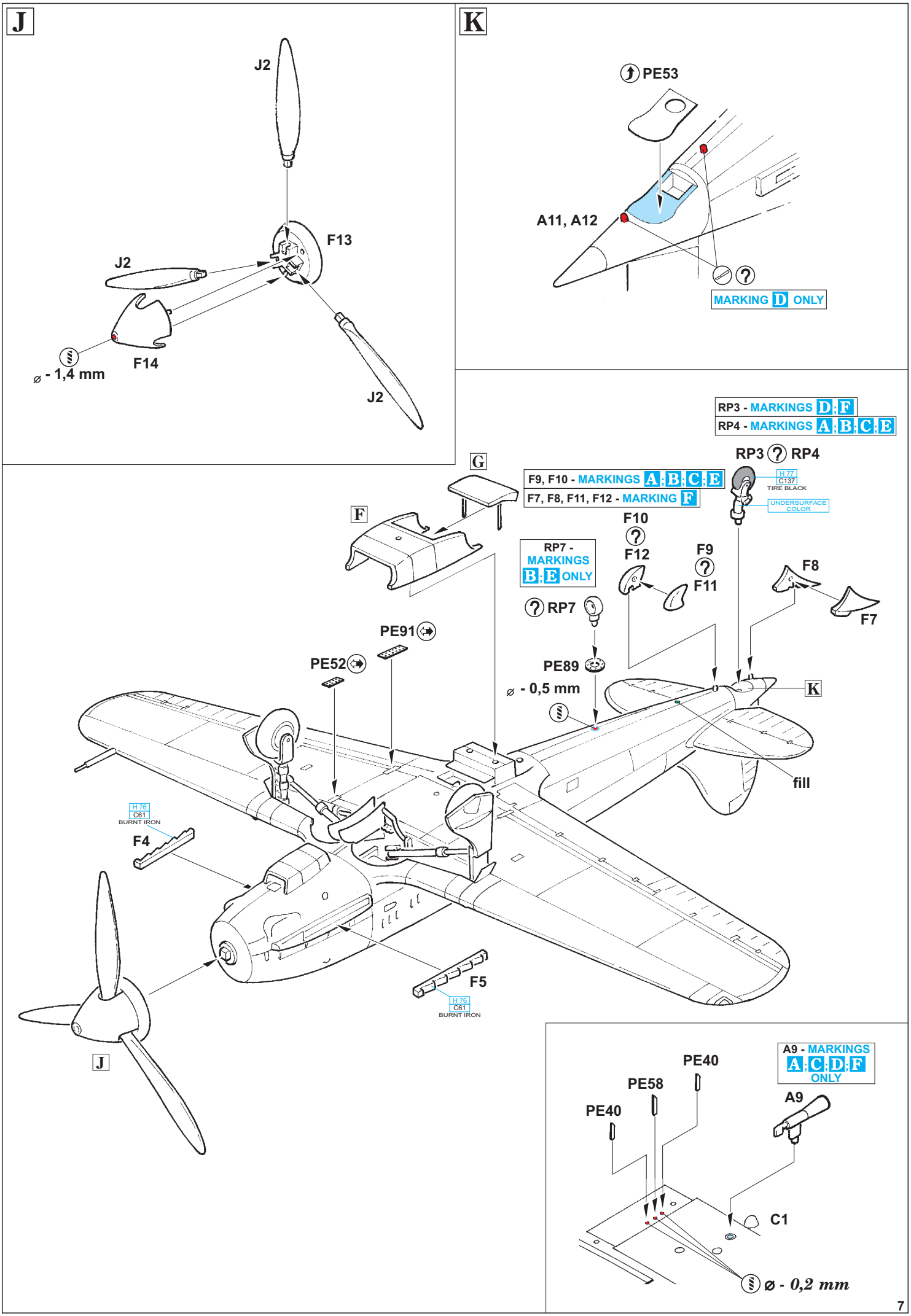

H 8
C8
SILVER


MARKINGS D;F
H 94
C138
CLEAR GREEN
H 76
C61
BURNT IRON
H 90
C47
CLEAR RED
A10

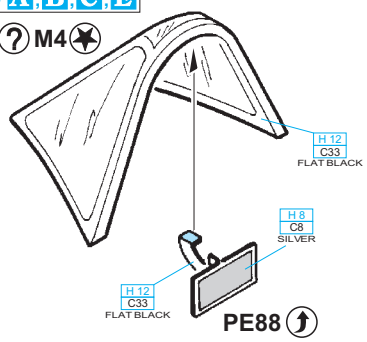
L R


C7 C8
UNDERSURFACE COLOR
RP2 RP1
H 8
C8
SILVER
UNDERSURFACE COLOR
H 77
C137
TIRE BLACK
UNDERSURFACE COLOR
H 8
C8
SILVER
UNDERSURFACE COLOR
C6 C5
PE39
UNDERSURFACE COLOR
PE90
UNDERSURFACE COLOR
C6 C5
C9 C10
UNDERSURFACE COLOR
PE82 PE81


E
PE43
H 8
C8
SILVER
PE44
PE42
B4, B5
PE41
PE46
PE45
H 8
C8
SILVER
PE37
UNDERSURFACE COLOR
PE80
UNDERSURFACE COLOR
PE80
B4, B5
PE42
PE41
PE44
PE46
PE43
PE45
B7
F
PE69
UNDERSURFACE COLOR
B7
UNDERSURFACE COLOR
PE65
PE66
G
H 8
C8
SILVER
PE75
PE75
UNDERSURFACE COLOR
B6
fill
H
PE62
H 8
C8
SILVER
PE63
H 8
C8
SILVER
F6
I
UNDERSURFACE COLOR
F1
PE77
UNDERSURFACE COLOR
PE68
PE67
UNDERSURFACE COLOR
PE55
PE54
I F1
UNDERSURFACE COLOR
C3
C4
H 8
C8
SILVER
E
fill
H F6
R ? L
H 8
C8
SILVER
J1
fill
UNDERSURFACE COLOR
PE36
PE35

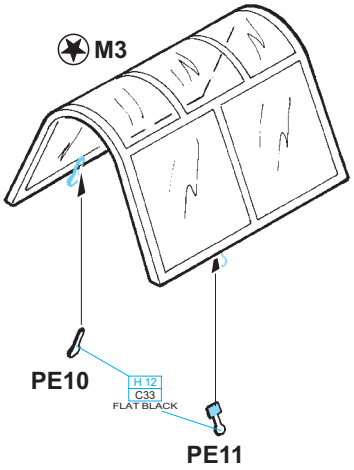

J
J2
F13
J2
F14
⌀ - 1,4 mm
J2
K
PE53
A11, A12
MARKING D ONLY
RP3 - MARKINGS D;F
RP4 - MARKINGS A;B;C;E
RP3 RP4
H 77
C137
TIRE BLACK
UNDERSURFACE COLOR
G
F9, F10 - MARKINGS A;B;C;E
F7, F8, F11, F12 - MARKING F
F
F10
F12
F9
F11
F8
F7
RP7 - MARKINGS B;E ONLY
RP7
PE91
PE52
PE89
⌀ - 0,5 mm
K
fill
H 76
C61
BURNT IRON
F4
F5
H 76
C61
BURNT IRON
J
A9 - MARKINGS A;C;D;F ONLY
PE40
PE58
PE40
A9
C1
⌀ - 0,2 mm

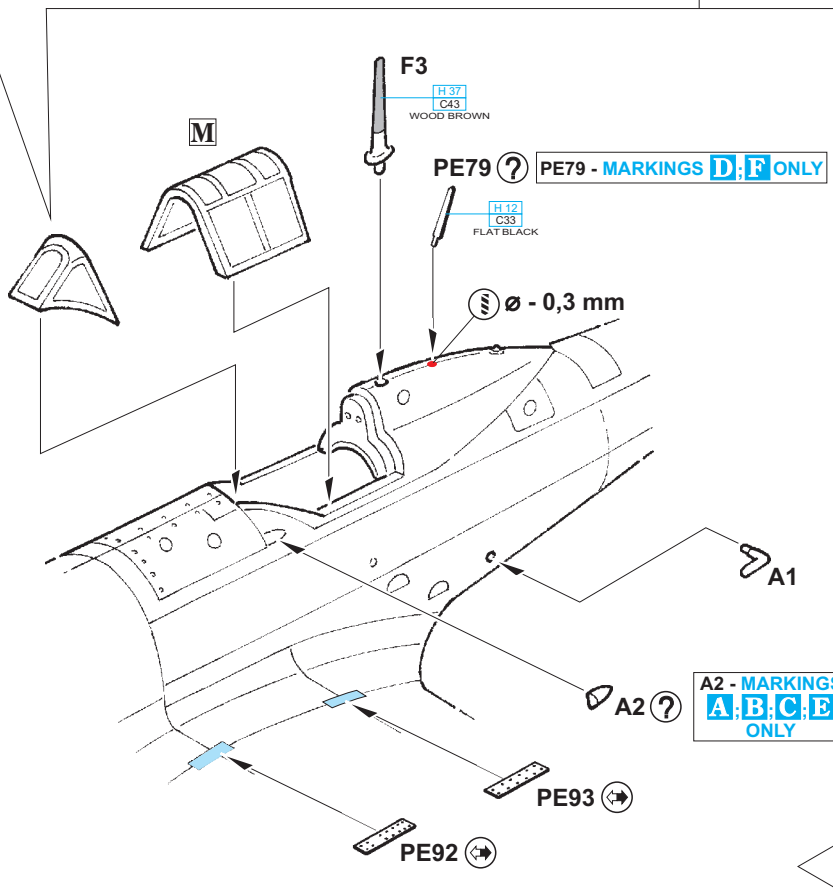
M2 - MARKINGS D;F
M4 - MARKINGS A;B;C;E



PE88 - MARKINGS A;B;C;E ONLY

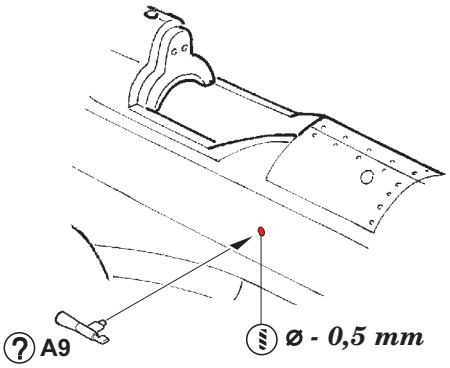
M





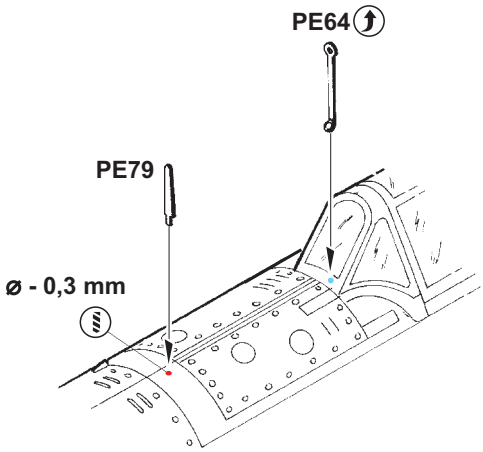
PE79 - MARKINGS D;F ONLY

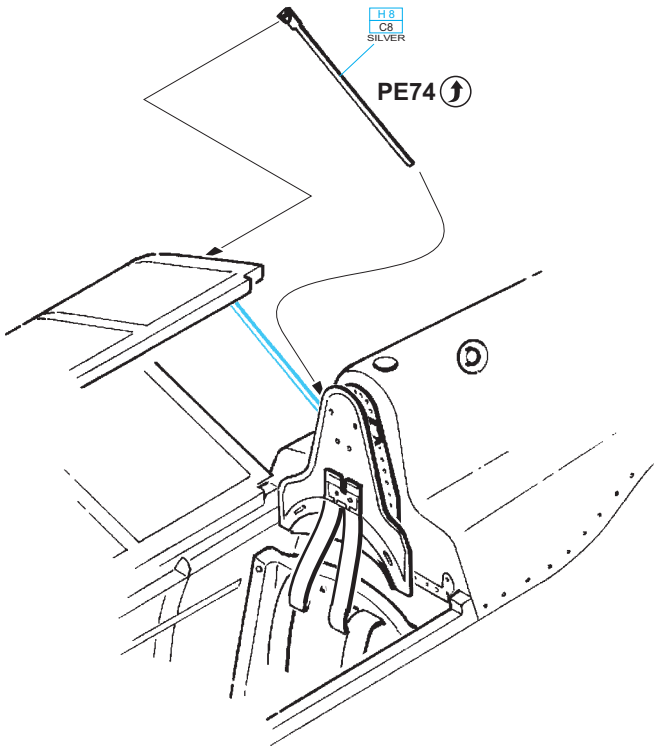
A2 - MARKINGS A;B;C;E ONLY



A9 - MARKINGS B;E ONLY

MARKINGS A;B;C;E ONLY





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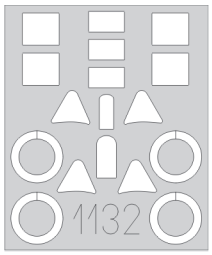
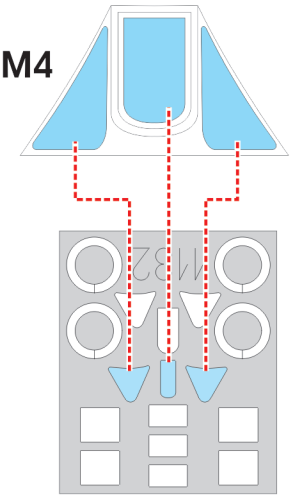
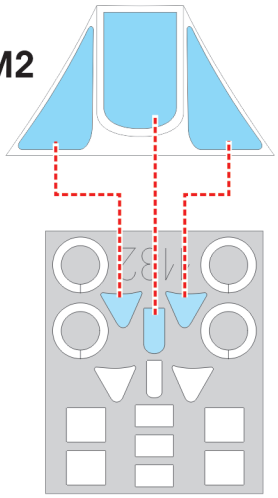
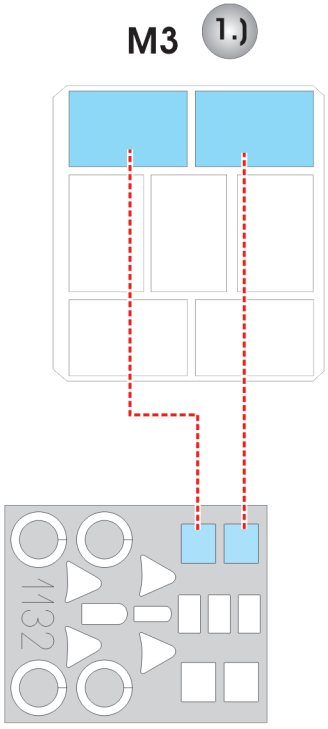
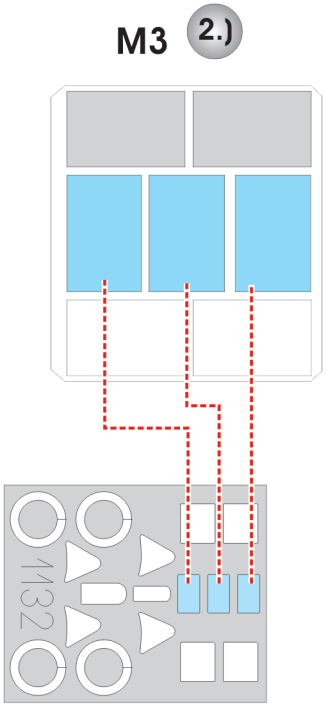
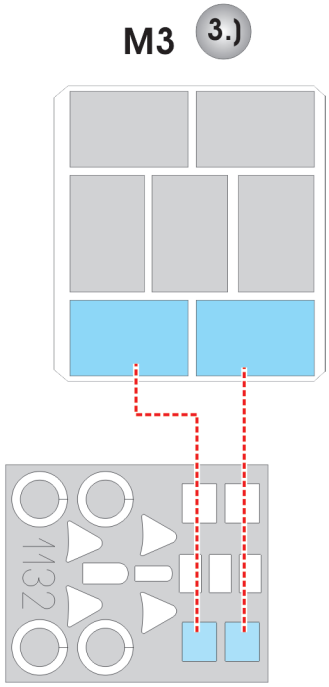


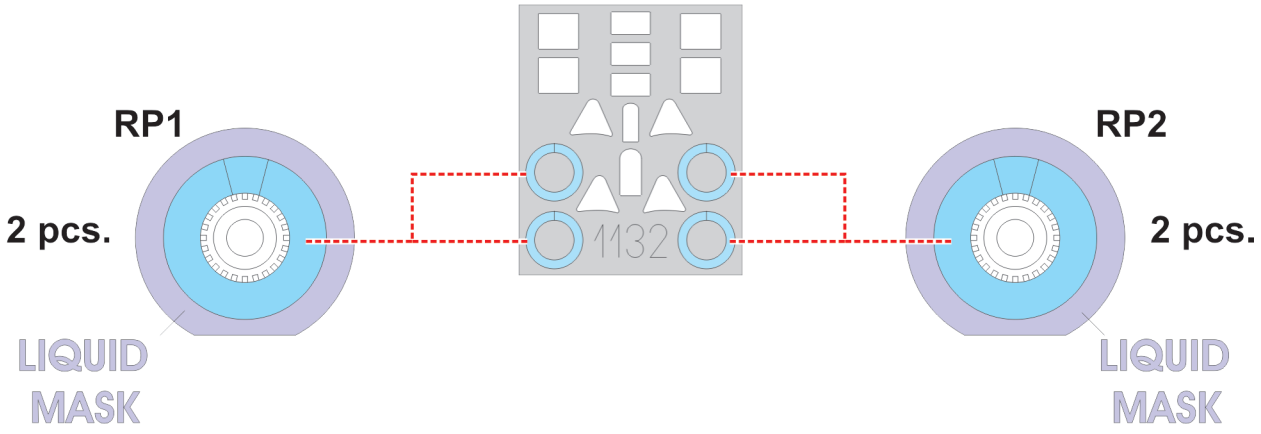












A Macchi C.202 VII. Serie, M.M.9066, Maresciallo Ennio Tarantola, 151a Squadriglia, 51° Stormo C.T., Gela, září 1942

Ennio Tarantola, italské stíhací eso, začal svou kariéru stíhacího letce ve Španělské občanské válce, kde létal na FIATech CR.32. Poté sloužil na střemhlavých bombardérech Ju 87B, přičemž zaznamenal úspěšný zásah britského torpédoborce. Později se opět vrátil mezi stíhací letce a sloužil v řadách 20° Gruppo , nejprve na FIATech G.50, později na Macchi C.202. Po uzavření příměří sloužil v řadách Aeronautica Nazionale Repubblicana, což bylo letectvo Italské sociální republiky, státu vytvořeného 18.září 1943 na území Itálie ovládané německými jednotkami po příměří. Na konci války se jím dosažený počet vítězství zastavil na čísle deset. Během působení v sicilské Gele létal jako číslo velitele 151. Squadriglie. Sedlal tento letoun, který byl vyroben v továrně Macchi. Nesl kamufláž tvořenou olivově zelenými „kouřovými obláčky" na hnědém podkladu: Na motorovém krytu byl nápis Dai Banana! (Vpřed banáne!), upomínka na Tarantolovo předválečné zaměstnání, kdy pracoval jako prodejce banánů ve městě Como.

BLACK	H12 33	WHITE	H11 62	VERDE OLIVA SCURO 2	H65 18				
YELLOW	H4 4	GRIGIO AZZURRO CHIARO 1	H324 324	NOCCIOLA CHIARO 4	1	75%	H310 310	+25%	H79 39

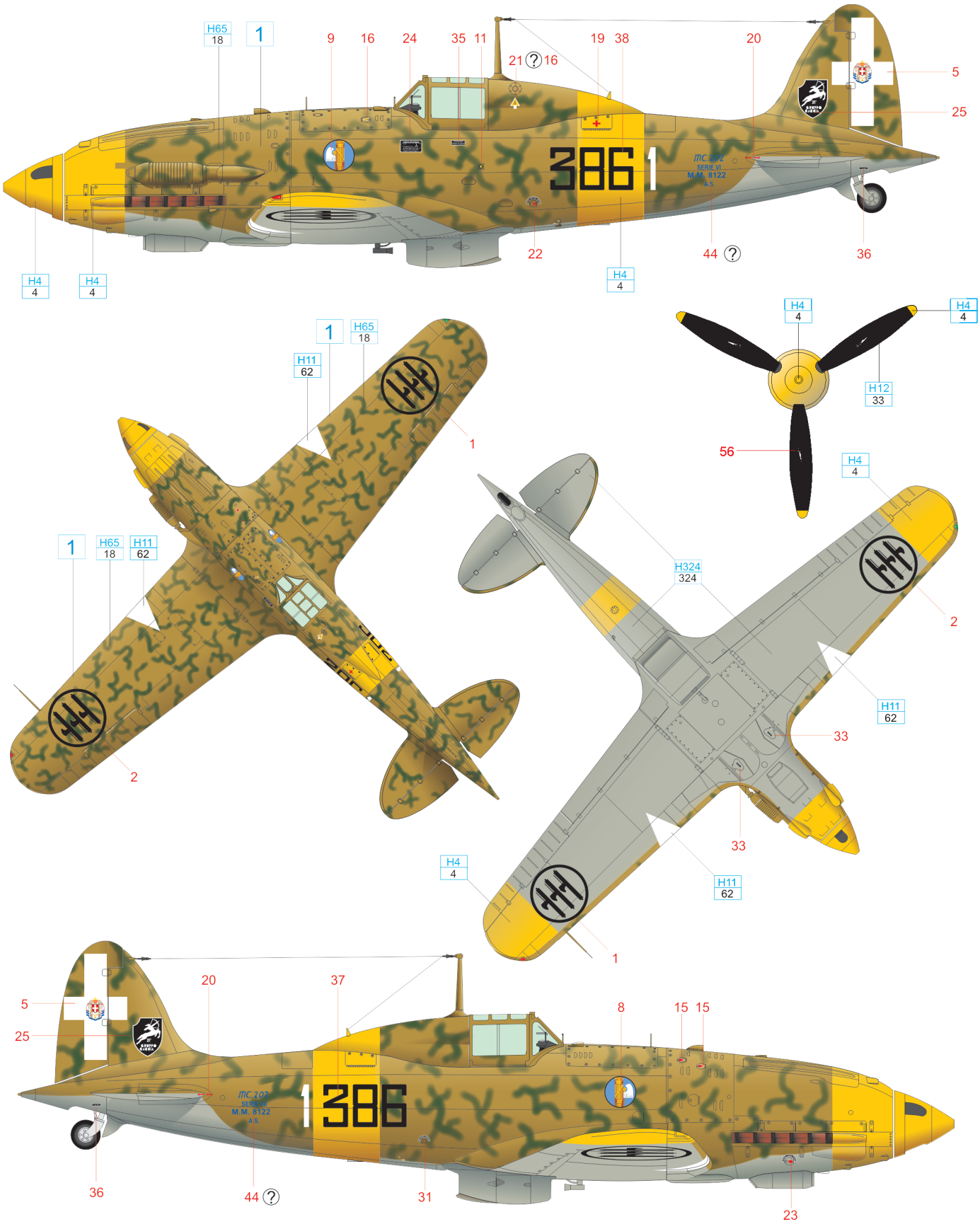
B Macchi C.202 XII. Serie, M.M. Unknown, 70a Squadriglia, 3° Stormo C.T., Cerveteri, srpen 1943

Také tento stroj byl vyrobený v továrně Breda, což kromě podoby kamuflážního zbarvení dokládá i typický přechod barev mezi horními a spodními plochami. Tento stroj byl již vybaven i křídelními kulomety a pod trupem měl anténu radiokompasu. Po 25. červenci 1943 – kdy byl B. Mussolini zbaven moci a zatčen - byly z označení letadel Regia Aeronautica odstraněny fašistické symboly, na křídlech byly buď přestříkány kamuflážní barvou kompletně, nebo zde zůstaly pouze černé kruhy. Z trupu bylo odstraněno označení letadel Regia Aeronautica a na erbu Savojské dynastie byly zamalovány svazky prutů obepínající sekeru.

BLACK	H12 33	WHITE	H11 62	VERDE OLIVA SCURO 2	H65 18			
YELLOW	H4 4	GRIGIO AZZURRO CHIARO 1	H324 324	NOCCIOLA CHIARO 4	1	75%	H310 310	+25% H79 39

C Macchi C.202 VI. Serie, M.M.8122, 386a Squadriglia, 21° Gruppo Autonomo C.T., Kantemirowka, říjen 1942

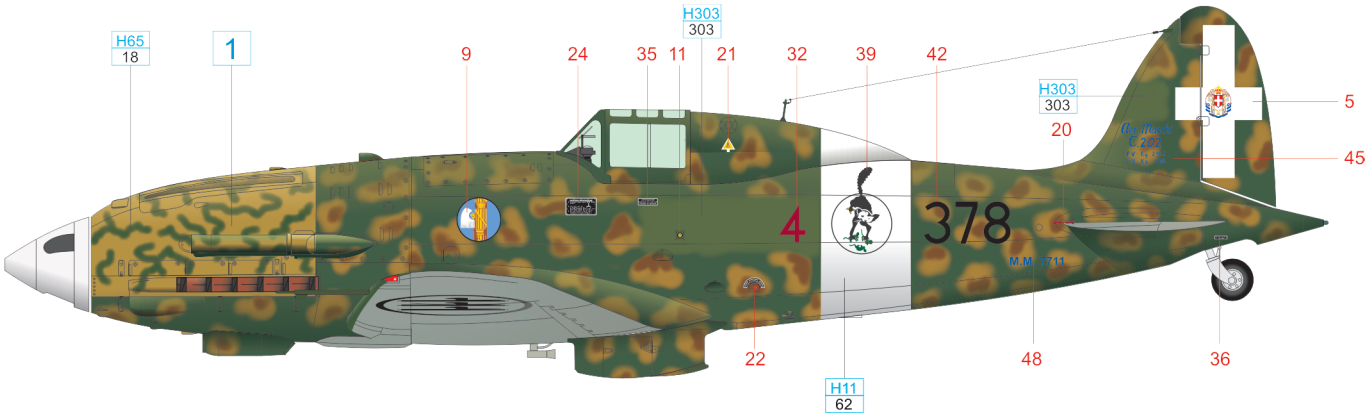
Stroj vyrobený v továrně Breda nese kamufláž tvořenou hádky olivově zelené barvy na hnědém podkladu se spodními plochami modrošedé barvy, typickou právě pro produkci z Bredy. Žluté doplňky označují stroje používané na východní frontě, Italové k nim doplňovali ještě bílé trojúhelníky na náběžnou hranu křídla. Na obou stranách směrovky je znak 21° Gruppo Autonomo C.T.

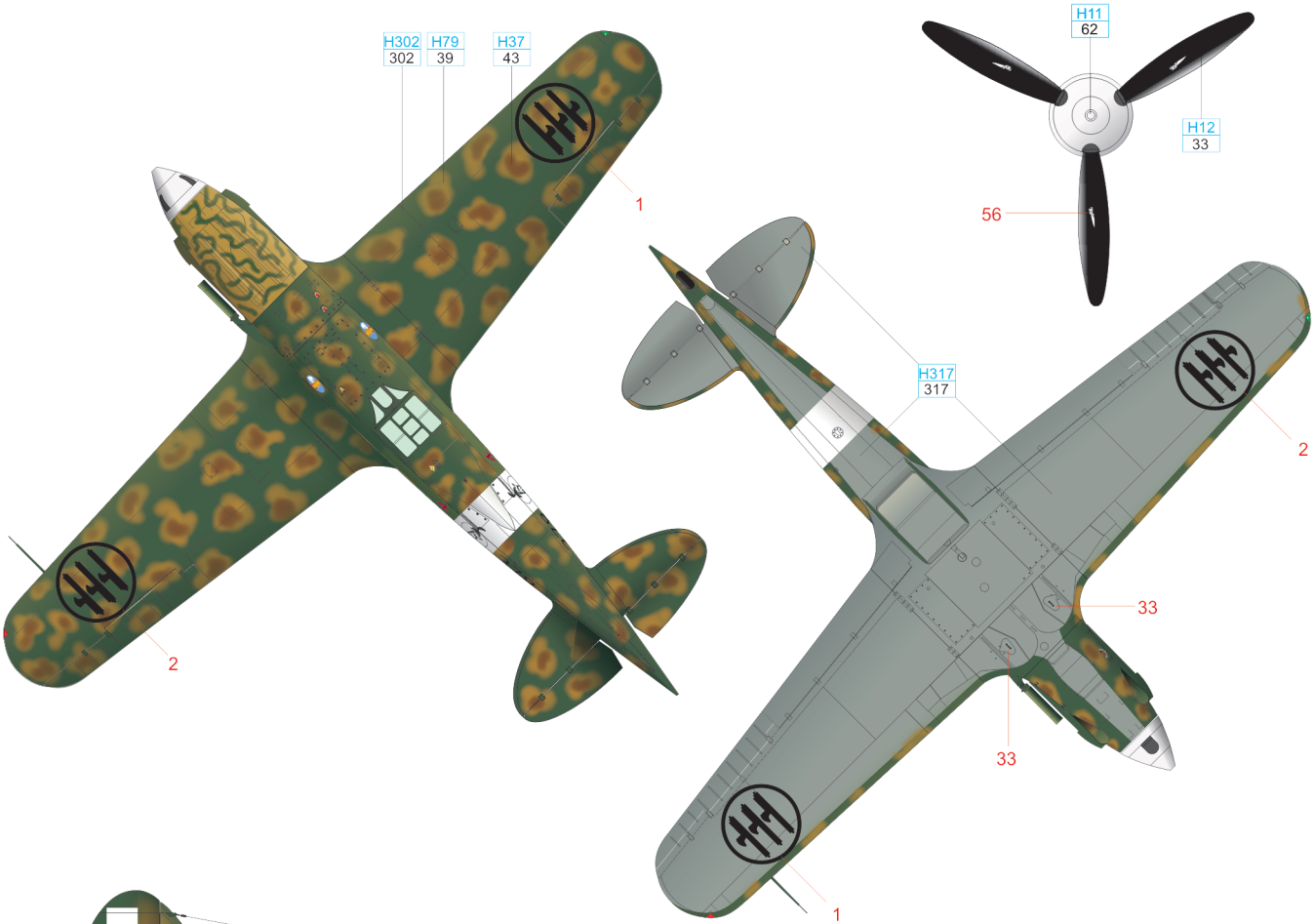


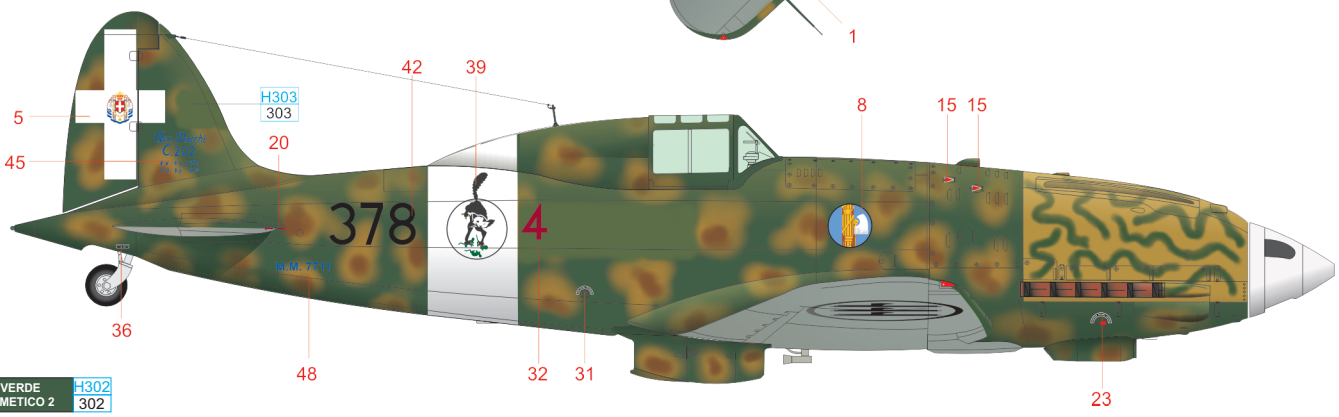
BLACK	H12 33	WHITE	H11 62	VERDE OLIVA SCURO 2	H65 18				
YELLOW	H4 4	GRIGIO AZZURRO CHIARO 1	H324 324	NOCCIOLA CHIARO 4	1	75%	H310 310	+25%	H79 39

D Macchi C.202 II. Serie, M.M.7711, 378a Squadriglia, 155° Gruppo, 51° Stormo C.T., Gela, srpen 1942

Výrobek firmy Macchi zobrazuje stroj počáteční produkce, pro nějž je typické použití sacího potrubí k motoru bez pouštního filtru, čelního štítku bez pancéřového skla a nižšího anténního sloupku. Přestože fotografie pocházejí ze srpna 1942, je toto letadlo kamuflováno barvami, jež byly již v roce 1941 nahrazeny zcela novými odstíny. Pouze horní kryt motoru je použit z jiného stroje, pravděpodobně kvůli poškození původního krytu.







VERDE MIMETICO 2	H302 302										
BRUNO MIMETICO	H37 43	WHITE	H11 62	VERDE MIMETICO 3	H303 303	VERDE OLIVA SCURO 2	H65 18				
BLACK	H12 33	GRIGIO MIMETICO	H317 317	GIALLO MIMETICO 4	H79 39	NOCCIOLA CHIARO 4	1	75%	H310 310	+25%	H79 39

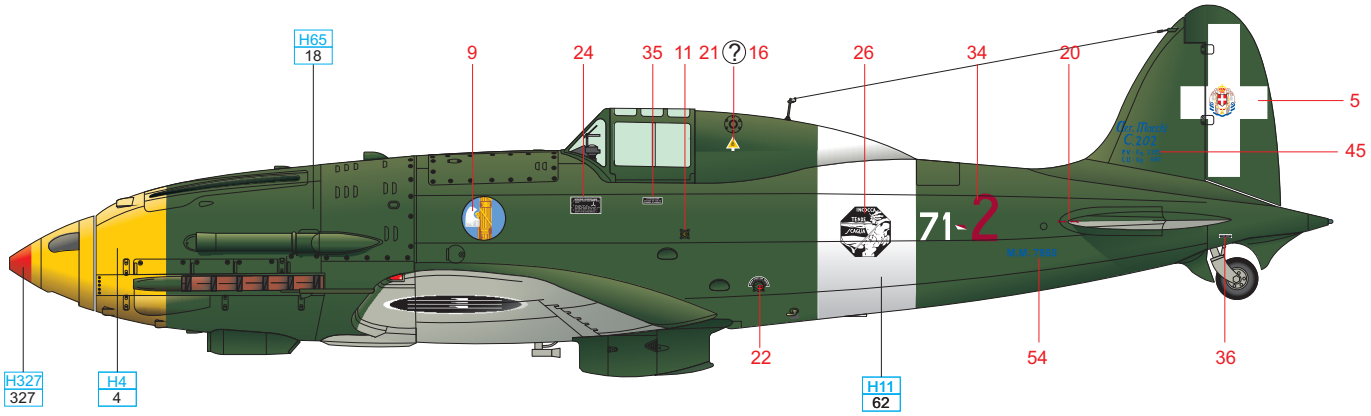
E Macchi C.202 XI. Serie, M.M. Unknown, 24° Gruppo Autonomo C.T., Olbia-Venafiorita, červen 1943

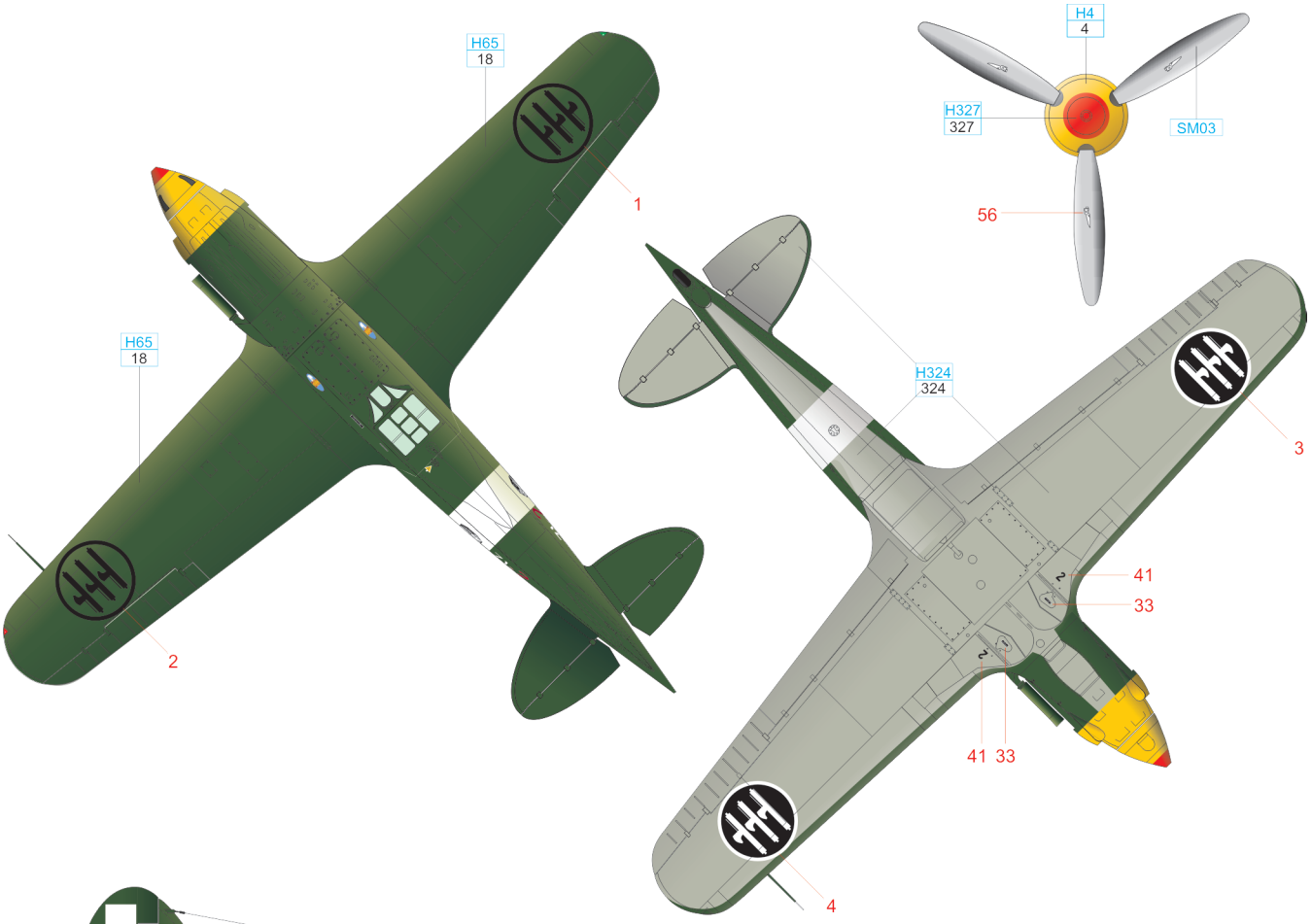
Stroj pocházející z pozdějších sérií vyrobených v továrně Breda nese typickou „bredovskou“ kamufláž, tvořenou olivově zelenými hádky na hnědém podkladu. Křídlo pochází z jiného stroje, výrobeného továrnou Macchi, což je zřejmé z kamuflážního nátěru tvořeného olivově zelenými kouřovými obláčky na hnědém podkladu. 24° Gruppo Autonomo bylo určeno k doprovodu lodních konvojů ve Středozemním moři a v roce 1943 hrálo významnou roli při obraně Sicílie proti spojeneckým náletům. Bílé nastříkaná přední část letadla dokládá, že stroj byl původně používám u 1° Stormo C.T.

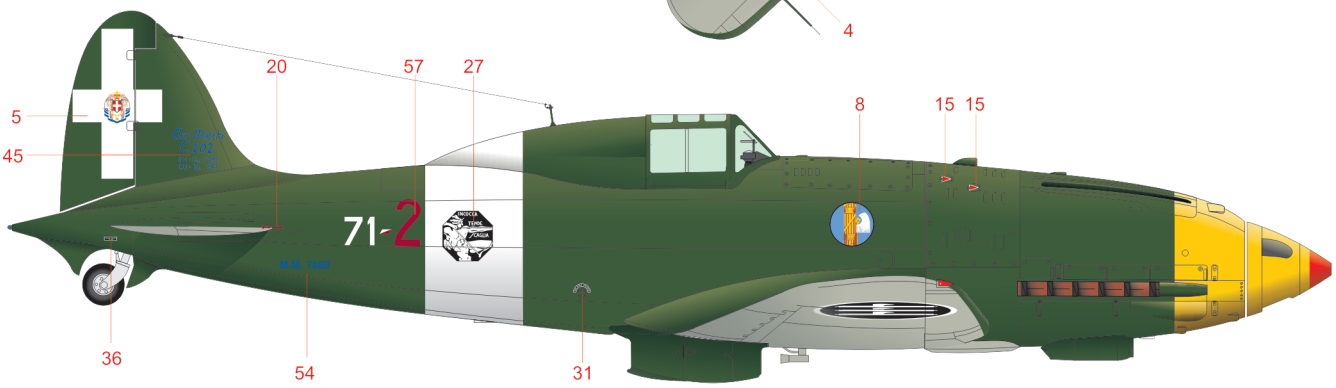
BLACK	H12 33	WHITE	H11 62	VERDE OLIVA SCURO 2	H65 18			
YELLOW	H4 4	GRIGIO AZZURRO CHIARO 1	H324 324	NOCCIOLA CHIARO 4	1	75%	H310 310	+25% H79 39

F Macchi C.202 I. Serie, M.M.7860, 71a Squadriglia, 17° Gruppo, 1° Stormo C.T., Udine-Campoformido, říjen 1941

Stroj z počáteční produkce firmy Breda je zobrazený v kamufláži ztvárněné podle nové směrnice vydané v létě roku 1941 nazývané continentale schema. Skládalo se z nástřiku horních ploch olivově zelenou barvou a spodních ploch modrošedou barvou. Na bílém pruhu na trupu nese znak 1° Stormo. Jednotka se na základně Campoformido připravovala na nasazení v boji proti Britům v severní Africe. Stroj má typické znaky strojů počáteční produkce - sací potrubí k motoru bez pouštního filtru, čelní štítek bez pancéřového skla a anténu s nižším anténním sloupkem.







WHITE	H11 62	RED	H327 327	IRON	SM03
YELLOW	H4 4	GRIGIO AZZURRO CHIARO 1	H324 324	VERDE OLIVA SCURO 2	H65 18

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