

Chapter 1 : OS2U KINGFISHER in Action Aircraft No. - | eBay

There are plenty of pictures of the aircraft in combat, as well as a number of colour drawings. This book covers Kingfishers in the US Navy, Royal Navy, Australian Air force, Cuban Air Force and the Soviet Navy.

Kitty Hawk subjects are starting to fill out my collection more and more! This new release from Kitty Hawk fills a long-standing gap in 1: The Kingfisher is represented in the scale modeling world by very old but generally still available smaller scale 1: However, I am unaware of any injection-molded Kingfisher kits in 1: This review is a pre-build review or scrimmage, where I am reporting on construction planning, kit option choices, evaluation of the kit, and preliminary observations. A full build will follow soon! Presentation how the kit looks in the box The kit arrived in a stout The cover appears to show a Kingfisher on a catapult during the Pearl Harbor attack, in red-white rudder stripes and red disks centered on the white star national insignia. Decals, instructions and photo- etched PE materials were found beneath 5 individually-bagged sprues, with an overlying cardboard box containing a well-protected sprue of clear parts in a clear poly bag. A small PE fret was protected by shrink wrap-like laminate and enclosed with the decal sheets in a plastic zipper-closure bag. I found no signs of mold release on any of the light gray sprues. Ejector-pin marks were found only on interior surfaces, and no sink holes were found during a quick review of the plus parts. Large part surfaces have lightly-engraved surface details. I did find raised details on the top engine compartment access hatches just forward of the windscreen. The small PE fret has interior cockpit details and some external antennae. Instructions and Other Materials The instruction booklet is A small parts map is a good reference for the various part location on the sprue frames. The 31 steps have crisp drawings, with the usual symbology for optional parts, drilling, bending etc. There is no key for the paint callouts, but it appears that the single number associated with each paint callout is a Gunze Sanyo or Mr. Parts are provided for float and wheeled versions, with the beaching gear provided for the floats. The suggested assembly sequence shows three or four subassemblies. The kit design is mostly traditional with right and left fuselage and float halves, and upper and lower wing halves. Steps 1 through 3 describe the engine and engine compartment assembly. There are about 70 or so parts in this group of steps. The level of detail here can used to good advantage, since the side engine panels may easily be left off to display the engine. Steps 4 through 10 will complete front and rear cockpit subassemblies, with most of the work involving the rear cockpit. There are also quite a few detail parts in this group of steps. Step 11 requires a decision for which version is to be modeled, with drill-outs required. But the instructions do not make it clear which areas are to be drilled for which version. If you drilled out everything, the might be a few extra holes! Fuselage assembly is completed in step 16, with flying surfaces completed in step Bombs are assembled in steps 22 and Steps 24 through 26 are for the wheeled version, with steps 27 through 30 completing the float version. Step 31 is placing the access ladder, which a very nice extra for the float version. There is plenty of room around the instruction drawings for notes. I found the instructions to be easily read for pre-build planning purposes. My instructions are thoroughly marked up with notes and cautions for me to not miss something important! Decals A large The six different aircraft listed in the instructions are: The kit markings do match the photo, so the date is likely a typo. The decals are produced by Kitty Hawk, and appear to be fairly thin. No stenciling is provided, but wing walkways and stripes are included, along with smaller black catapult cradle line-up stripes for the main float. Registration and opacity looks good on all decals. The between-the-wars yellow-wing USN aircraft are among my favorites to model! The Arizona OS2U kit color scheme appears to be accurate. The general colors specified for the other versions also seem fairly accurate. Aftermarket I have not heard of any aftermarket releases for this kit. However, I would not be surprised if Eduard and other vendors plan on releasing additional PE details for the exterior and interior, or masking sets for the expansive greenhouse canopies. Conclusion This kit shows excellent promise of being a very enjoyable build resulting in a worthy replica of the venerable Kingfisher. However, the kit is not without a few hiccups to be addressed. Bell describes the red-and-white rudder stripes and red insignia centers being ordered in late December , and documents on the Naval History and Heritage Command website describe the red-white markings only being in place from 5 JAN 42 to 15 MAY This background information implies that

the box cover art is not entirely accurate, since at the time of Pearl Harbor the red-white marking were not yet required. Small oversights like this suggest a bit of required research to verify the markings of the aircraft you will model. This is really a minor point and I could certainly see myself making the same mistake. Kingfishers nearly always had EDO floats, with some earlier versions having the slightly longer and lower-volume Vought float. The float provided with this kit measures 10 inches, equivalent to a scale 26 feet - 7. If you decided to model an early Kingfisher, be sure to confirm what sort of float is used. There are some details missing that I would have expected in a large scale kit, particularly one with PE provided. The 4 pairs of wire braces from the top of the main float to the fuselage bottom are not included. The stanchions for the wires are present, but the wires themselves are not and no drill-outs in the fuselage are indicated. The pullout color schematics do not show the wires, but the Kitty Hawk website photos do show these bracing wires on the example kit photos. Adding these braces should not be difficult, if prep work is done before the fuselage is buttoned up. I also did not find a pin site on the end of the O. The pin site is used with the ring site mounted on the gun receiver. This is an easy fix. The attachment points of the main float to the fuselage will be strengthened. I expect that I will add brass tubing or something similar to the float-fuselage joints. This kit is an excellent value and all of the preceding comments are very minor criticisms. So now the next challenge will be a P-6 catapult base for this bird, about 38 inches long. I highly recommend this kit! Look for a complete build review soon. Glidden, Mark, , Long Live the Kingfisher! Float-fuselage join area The beginning of the adventure! Paint callout example Paint callout example and drillouts Instruction details.

Chapter 2 : Vought OS2U Kingfisher | Military Wiki | FANDOM powered by Wikia

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OS2U Kingfisher in action - Aircraft No. by Al Adcock. Squadron/Signal Publications, Paperback. Good. 50 page oblong PB. would be VG but rusty staples hence good.

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Chapter 6 : OS2U Kingfisher - The Full Wiki

The Vought OS2U Kingfisher is an American catapult-launched observation floatplane. It was a compact mid-wing monoplane, with a large central float and small stabilizing floats. Performance was modest because of its light engine.

Chapter 7 : Vought OS2U Kingfisher

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Chapter 8 : OS2U Kingfisher | National Naval Aviation Museum

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Chapter 9 : Vought OS2U Kingfisher â€“ Wikipedia tiá°¿ng Viá»†t

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