

**Chapter 1 : Consolidated PBY-5A Catalina, Revell ()**

*PBY Catalina - Walk Around No. 5 [William E. Scarborough, Joe Sewell, Don Greer] on calendrierdelascience.com*  
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It was one of the most widely used seaplanes of World War II. Catalinas served with every branch of the United States Armed Forces and in the air forces and navies of many other nations. During World War II, PBYs were used in anti-submarine warfare , patrol bombing , convoy escort , search and rescue missions especially air-sea rescue , and cargo transport. The PBY was the most numerous aircraft of its kind and the last active military PBYs were not retired from service until the s. As of , nearly 80 years after its first flight, the aircraft continues to fly as a waterbomber or airtanker in aerial firefighting operations all over the world. Navy aircraft designation system of ; PB representing "Patrol Bomber" and Y being the code assigned to Consolidated Aircraft as its manufacturer. Catalinas built by other manufacturers for the U. In accordance with contemporary British naming practice of naming seaplanes after coastal port towns, Royal Canadian Air Force examples were named Canso, for the town of that name in Nova Scotia. Navy adopted this name in Navy Catalinas used in the Pacific against the Japanese for night operations were painted black overall; as a result these aircraft were sometimes referred to locally as "Black Cats". Design Background The PBY was originally designed to be a patrol bomber , an aircraft with a long operational range intended to locate and attack enemy transport ships at sea in order to disrupt enemy supply lines. With a mind to a potential conflict in the Pacific Ocean , where troops would require resupply over great distances, the U. Navy in the s invested millions of dollars in developing long-range flying boats for this purpose. Flying boats had the advantage of not requiring runways , in effect having the entire ocean available. Several different flying boats were adopted by the Navy, but the PBY was the most widely used and produced. PBY riding at sea anchor. Allied forces used them successfully in a wide variety of roles for which the aircraft was never intended. PBYs are remembered for their rescue role, in which they saved the lives of thousands of aircrew downed over water. Catalina airmen called their aircraft the "Cat" on combat missions and " Dumbo " in air-sea rescue service. Navy contracted Consolidated, Martin and Douglas in October to build competing prototypes for a patrol flying boat. Navy had adopted the Consolidated P2Y and Martin P3M models for this role in , but both aircraft were underpowered and hampered by inadequate range and limited payloads. PBY waist gunner mounting port side gun blister. Wingtip stabilizing floats were retractable in flight to form streamlined wingtips and had been licensed from the Saunders-Roe company. The two-step hull design was similar to that of the P2Y, but the Model 28 had a cantilever cruciform tail unit instead of a strut-braced twin tail. Cleaner aerodynamics gave the Model 28 better performance than earlier designs. Construction is all-metal, stressed-skin , of aluminum sheet, except the ailerons and wing trailing edge , which are fabric covered. Navy for service trials. The XP3Y-1 was a significant performance improvement over previous patrol flying boats. For the redesignated XPBY-1, Consolidated introduced redesigned vertical tail surfaces which resolved a problem with the tail becoming submerged on takeoff, which had made lift-off impossible under some conditions. The second squadron to be equipped was VP , which received the first of its aircraft in early The second production order was placed on 25 July Over the next three years, the design was gradually developed further and successive models introduced. The aircraft eventually bore the name Catalina after Catalina Island ; the name was coined in November , as Great Britain ordered their first 30 aircraft. Self-sealing fuel tanks introduced during production run. Introduced tail gun position, replaced bow single gun position with bow "eyeball" turret equipped with twin. PBN Nomad The Naval Aircraft Factory made significant modifications to the PBY design, many of which would have significantly interrupted deliveries had they been incorporated on the Consolidated production lines. The most obvious upgrades were to the bow, which was sharpened and extended by two feet, and to the tail, which was enlarged and featured a new shape. An auxiliary power unit was installed, along with an improved electrical system, and the weapons were upgraded with continuous-feed mechanisms. The Catalina served with distinction and played a prominent and invaluable role against the Japanese. This was

especially true during the first year of the war in the Pacific , because the PBV and the Boeing B Flying Fortress were the only aircraft available with the range to be effective in the Pacific. Their duties included escorting convoys to Murmansk. By , U-boats were well-armed with anti-aircraft guns and two Victoria Crosses were won by Catalina pilots pressing home their attacks on U-boats in the face of heavy fire: Catalinas destroyed 40 U-boats, but not without losses of their own. Smith of the U. On 7 December , before the Japanese amphibious landings on Kota Bharu, Malaya , their invasion force was approached by a Catalina flying boat of No. The aircraft was shot down by five Nakajima Ki fighters before it could radio its report to air headquarters in Singapore. Targets of these raids included a major base at Rabaul. RAAF aircrews, like their U. Navy counterparts, employed "terror bombs", ranging from scrap metal and rocks to empty beer bottles with razor blades inserted into the necks, to produce high pitched screams as they fell, keeping Japanese soldiers awake and scrambling for cover. When there was no more room inside, the crew tied sailors to the wings. The aircraft could not fly in this state; instead it acted as a lifeboat, protecting the sailors from exposure and the risk of shark attack, until rescue ships arrived. Catalinas continued to function in the search-and-rescue role for decades after the end of the war. Early commercial use Flight steward Max White at work on board a Qantas Empire Airways Catalina aircraft en route from Suva to Sydney in January with young passenger Jennifer Grey Catalinas were also used for commercial air travel. Navy, but the amphibious versions remained in service for some years. The last Catalina in U. The Brazilian Air Force flew Catalinas in naval air patrol missions against German submarines starting in The flying boats also carried out air mail deliveries. In , a transport squadron was formed and equipped with PBV-5As converted to the role of amphibious transports. Catalinas were convenient for supplying military detachments scattered along the Amazon. They reached places that were otherwise accessible only by helicopters. His second son, Philippe , was killed in an accident in this aircraft that occurred on the Tagus River near Lisbon. The Catalina nosed over during a high-speed taxi run undertaken to check the hull for leakage following a water landing. The aircraft turned upside down, causing the fuselage to break behind the cockpit. A larger, squared-off rudder was installed to compensate for the increased yaw which the more powerful engines could generate. The Super Catalina also had extra cabin windows and other alterations. The flight was authorized by the Chilean President in , but a second flight he made in was not authorized, and he was dismissed from the Chilean Air Force. Of the few dozen remaining airworthy Catalinas, the majority are in use as aerial firefighting aircraft. China Airlines , the official airline of the Republic of China Taiwan was founded with two Catalina amphibians. Platforms are folded out and deployed from Catalinas for use in open ocean fishing and Mahi Mahi tracking in the Pacific Ocean. Catalina affair The Catalina Affair is the name given to a Cold War incident in which a Swedish Air Force Catalina was shot down by Soviet fighters over the Baltic Sea in June while investigating the disappearance of a Swedish Douglas DC-3 later found to have been shot down by a Soviet fighter while on a signals intelligence mission; it was found in and raised " Army Air Forces OA and crew. RAF undergoing service in their hangar at Seletar , Singapore. A hp Ranger engine drove a generator to produce a magnetic field. PBV-2 Model Equipment changes and improved performance, 50 built. Radar scanner fitted above cockpit and two 0. PBN-1 Nomad Naval Aircraft Factory built version of the PBV-5 with major modification including a 2ft bow extension, modified hull lines with a modified step, re-designed wingtip floats and tail surfaces and a revised electrical system. Survivors re-designated AA in Three additional aircraft from Navy in as AAs. Re-designated AB in

**Chapter 2 : Consolidated PBY-5 Catalina II A, Revell ()**

*Find helpful customer reviews and review ratings for PBY Catalina - Walk Around No. 5 at [calendrierdelascience.com](http://calendrierdelascience.com)  
Read honest and unbiased product reviews from our users.*

Higher power engines, propeller spinners, acrylic glass blisters over waist guns some later units. Self-sealing fuel tanks introduced during production run. Introduced tail gun position, replaced bow single gun position with bow "eyeball" turret equipped with twin. Army Air Forces , the U. Coast Guard , Allied nations, and civilian customers. PBN Nomad The Naval Aircraft Factory made significant modifications to the PBY design, many of which would have significantly interrupted deliveries had they been incorporated on the Consolidated production lines. The most obvious upgrades were to the bow, which was sharpened and extended by two feet, and to the tail, which was enlarged and featured a new shape. An auxiliary power unit was installed, along with an improved electrical system, and the weapons were upgraded with continuous-feed mechanisms. The Catalina served with distinction and played a prominent and invaluable role against the Japanese. This was especially true during the first year of the war in the Pacific, because the PBY and the Boeing B Flying Fortress were the only aircraft available with the range to be effective in the Pacific. Their duties included escorting convoys to Murmansk. By , U-boats were well-armed with anti-aircraft guns and two Victoria Crosses were won by Catalina pilots pressing home their attacks on U-boats in the face of heavy fire: Catalinas destroyed 40 U-boats, but not without losses of their own. In their role as patrol aircraft, Catalinas participated in some of the most notable naval engagements of World War II. Targets of these raids included a major base at Rabaul. RAAF aircrews, like their U. Navy counterparts, employed "terror bombs", ranging from scrap metal and rocks to empty beer bottles with razor blades inserted into the necks, to produce high pitched screams as they fell, keeping Japanese soldiers awake and scrambling for cover. When there was no more room inside, the crew tied sailors to the wings. The aircraft could not fly in this state; instead it acted as a lifeboat, protecting the sailors from exposure and the risk of shark attack, until rescue ships arrived. Catalinas continued to function in the search-and-rescue role for decades after the end of the war. Early commercial use Further information: The Double Sunrise Catalinas were also used for commercial air travel. The longest commercial flights in terms of time aloft ever made in aviation history were the Qantas flights flown weekly from 29 June through July over the Indian Ocean. Navy, but the amphibious versions remained in service for some years. The last Catalina in U. The Brazilian Air Force flew Catalinas in naval air patrol missions against German submarines starting in The flying boats also carried out air mail deliveries. In , a transport squadron was formed and equipped with PBY-5As converted to the role of amphibious transports. Catalinas were convenient for supplying military detachments scattered along the Amazon. They reached places that were otherwise accessible only by helicopters. His second son, Philippe , was killed in an accident in this aircraft that occurred on the Tagus River near Lisbon. The Catalina nosed over during a high speed taxi run undertaken to check the hull for leakage following a water landing. The aircraft turned upside down, causing the fuselage to break behind the cockpit. A larger, squared-off rudder was installed to compensate for the increased yaw which the more powerful engines could generate. The Super Catalina also had extra cabin windows and other alterations. The flight was authorized by the Chilean President in , but a second flight he made in was not authorized, and he was dismissed from the Chilean Air Force. Of the few dozen remaining airworthy Catalinas, the majority are in use as aerial firefighting aircraft. China Airlines , the official airline of the Republic of China Taiwan was founded with two Catalina amphibians. Platforms are folded out and deployed from Catalinas for use in open ocean fishing and Mahi Mahi tracking in the Pacific Ocean. Catalina affair Main article: Catalina affair The Catalina Affair is the name given to a Cold War incident in which a Swedish Air Force Catalina was shot down by Soviet fighters over the Baltic Sea in June while investigating the disappearance of a Swedish Douglas DC-3 later found to have been shot down by a Soviet fighter while on a ferret mission; it was found in and raised "€" RAF undergoing service in their hangar at Seletar , Singapore. A hp Ranger engine drove a generator to produce a magnetic field. PBY-2 Model Equipment changes and improved performance, 50 built. Radar scanner fitted above cockpit and two 0. PBN-1 Nomad Naval Aircraft

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**Chapter 3 : Consolidated PBY-5A Catalina walkaround | Travel for Aircraft**

*Photo gallery on a Consolidated PBY 5-A Catalina, The Consolidated PBY Catalina est un hydravion militaire conçu dans les années aux États-Unis. Il a été largement utilisé pendant la Seconde Guerre mondiale, tant par l'armée américaine que par celle d'autres pays alliés, effectuant.*

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**Chapter 4 : Consolidated PBY Catalina - Wikipedia**

*The Consolidated PBY Catalina, also known as the Canso in Canadian service, is an American flying boat, and later an amphibious aircraft of the s and s produced by Consolidated Aircraft. It was one of the most widely used seaplanes of World War II.*

I have three modelling buddies two in Canada and one in the U. We each select a subject, or theme that we must build a kit to comply with. Our selections are then written on a secret ballot. Actually, one of my business cards. That way each ballot is identical and lends a semblance of credibility to the selection process and when drawn by a waitress at a Hooters restaurant, no one can complain that she was swayed by the appearance of an abnormal ballot. We do this once in the spring at a U. Region I Convention and once in the autumn at a small show in upstate New York. Who ever does not finish his model in time for the next drawing, must buy dinner and drinks for those who do finish their model. A couple years back the subject chosen was "floatplanes" and this proved to be the incentive I needed to build a Catalina, a subject that I had long desired to have in my display case. The kit in its unbuilt form is quite impressive and displays well defined recessed panel lines and very fine recessed rivets. Trumpeter would do well to look at these rivets and use them as a benchmark. But these should not be considered as serious shortcomings with the kit. Some parts of the kit are quite well detailed such as the cockpit bulkheads, while others like the engines and aft crew compartment sidewalls left me craving for more detail. As with most kits, construction usually begins with the cockpit and the PBY is no exception. However, I usually cleanup all parts and perform any modifications or enhancements prior to actually following the instructions. With the 18 pieces which Monogram has provided you have the basics to produce a more than adequate cockpit out of the box, and considering what is actually visible through the canopy once the model is complete, any additional detailing could be considered superfluous. The Monogram name has long been synonymous with detailed interiors and the Catalina attempts to continue the trend. I did use a True Details resin cockpit set in my model, but not out of necessity. It was more due to the fact that I had the set and would most likely never build another PBY, so I had better use it in this instance. In my opinion it is totally unnecessary, as it all but invisible once the model is assembled and any money spent on the detail set is better spent on beer. Sadly the True Details set enhances the cockpit, which is the one area where you cannot see the results, but offers nothing for the more visible waist gun compartments. This would feature a single. However, long after the fuselage halves had been assembled, I obtained the "Eyeball" turret with the twin. So, in retrospect, the plastic strip added in the nose is a waste of time and material, as I cannot see it anyway. A dark wash was next, followed by some dry-brushing using lightened Interior Green. This step pays dividends as the bulkheads and seats have some great detail that really stands out after painting. Too bad you can hardly see it once the canopy is installed. The instrument panel and various boxes were painted a semi-gloss black and given some grey dry-brushing. With the front offices taken care of, I started to focus on the waist gun positions. This is one area where I feel that Monogram "copped out" in the detail department. What ribs they did include are rather indistinct, tend to just fade away, missing any longitudinal stringers and are peppered with ejector pin marks. I sanded off all the detail and fabricated new ribs and stringers using plastic strip. This area was then given the same paint treatment as the cockpit. It never ceases to amaze me how much of an improvement you can realize with just a little extra time spent with some plastic strip and an airbrush or paint brush. To add a little visual interest to the waist gun positions, I added a LIFE magazine decal on the floor, by the chemical toilet. It is hard to see, but some people have spotted it. I next installed the various small windows, which are inserted from the inside and these all fit quite well. This is something many modellers neglect to do and in my opinion it can ruin the look of the clear parts as they will either sit proud, or be recessed from the surface of the fuselage and in some cases, there are large gaps around the perimeter of the windows, all of which can detract from the overall appearance. A little extra time here, is time well spent. We all have our pet peeves, and clear parts are my biggest peeve, irrespective if they are canopies, side windows, or navigation lights With the front and rear cockpits completed, it is a simple matter to set them in place and close up the fuselage halves. The two halves do fit well, but I suggest you glue it in

sections to ensure proper alignment and eliminate any steps from one side to the other. There are a couple of areas on the fuselage which will require some attention before you can go much further. They are slightly recessed patches in the areas where the nose wheel well and main undercarriage legs would be on the amphibious PBV-5A versions. This is a result of the moulds serving dual purpose and having an interchangeable insert. Once you sand these areas smooth to eliminate the mould seam, you will most likely have eliminated a large number of the recessed rivets in the same areas. Simply brush some liquid cement over the area and the recessed rivets will magically reappear. Albeit, a bit more shallow than before, but there nevertheless. At this stage of construction, it is good idea to perform any modifications to the fuselage if so desired. I used this as an opportunity to reshape the thermal de-icing system air intake at the base of the vertical fin. Monogram has moulded it as a square opening, whereas it should have a round shape to the upper part. In addition, the mooring cleats were refined to have a more accurate appearance. I openly admit that the tail is a little too thick and should be corrected using the Belcher Bits corrected tail, but I passed on this correction for one simple reason I just did not feel that I had sufficient time to install the resin tail section cast by Belcher Bits and to add the surface detail needed to mimic the kit. It is interesting how every review I have read about this kit claims that the tail section is too thick in the area of the vertical fin, but strangely enough, not one reviewer has noticed that the waist gun blisters are too close together on the top of the fuselage. I am not sure if the blisters are too wide, positioned too high, or if the fuselage is actually too narrow, but the inaccuracy is quite noticeable once the model has been completed. It is not something that is obvious until it is too late. Even if I had discovered it earlier in the construction, I am not sure I would have been able to correct it. If you were to compare this with photos of the same area from the reference books listed at the end of the article, the difference will be readily discernable. Once all the clear parts had been installed, and blended in to the fuselage, it was time to mask the windows. However in this case, I found the EZ Masks did not correspond well to the dimension of the windows. The problem is further compounded by the way Monogram has moulded the canopy framing. Instead of raised canopy frames, rather widely scribed lines indicate the frames. This means that whether you mask up to the inside edge, or outside edge of the line, you will have either a scribed line that may not be consistently painted, or a scribed line that is not painted at all and is reflecting light from its edges. To get around this, I sanded off all traces of canopy framing on all the clear parts, polished them back to their original clarity and masked them with tape. The main wing consists of five principal parts, plus the engine and engine cowling assemblies. There are no fit problems with the wing and only needs some putty to fix the large divets resulting from the heavy sprue attachment points. I installed some MV Products lenses in the landing light openings and fastened the clear covers, which were subsequently blended in to the wing. The pitot tube was drilled out and the three assist handles were made from piano wire and added to upper surface of wing. The engines were painted with Metalizer Steel, and given a black wash of India Ink. I like using India Ink on my engines as it dries with a shine that gives the engine that wet, oily look. The only detail to be added to the engines was the ignition wires that were made from armature wire. The model was painted as two separate components, namely the fuselage and wing. I then added more white to the mix and airbrushed all the fabric areas. A note for anyone using the Aeromaster decals for this subject, they are printed by Cartograf, and while having perfect registration, and excellent colour density; they must rate as some of the worst decals I have ever used. Some of them, especially the wing roundels and serial numbers, refused to settle down, even after 20 applications of Solvaset, or Mr. Once the decals were applied to the wings, I could actually get them to lift, by blowing across the surface of the decal. I had to resort to making my own replacements from decal film. The fact that the serials refused to settle was a blessing, as they were far too large in the first place. I made new serials of the correct size on my PC and printed them on clear Micro Scale decal film. With the decal fiasco behind me, I applied a medium grey oil paint wash to all panel lines and added some paint chipping to selected areas. I added some shading to the upper surface blue-grey by applying very thin Tamiya Smoke over the panel lines. This was followed by a mix of one part gloss white with 15 parts thinner and airbrushed randomly over the entire model to add additional fading. Testors Dullcoat was applied to obtain a uniform flat finish. To replicate areas of wear on the upper surface of the wing, I ground up some regular pencil lead and rubbed it into the surface of the model. It does a great job of giving



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paint that scuffed, shiny look without drastically changing the colour. The wing was fastened in place and the beaching gear was painted and installed, so that I could finally get this model off its belly. To add more shading and weathering, various shades of grey and blue chalk pastels were applied to the panel lines and streaked back using a large sable brush. Traces of a waterline, which was made with a mix of light grey and lime green pastels, was lightly applied, as these aircraft were usually rinsed with fresh water after beaching. The final details consisted of drilling out all the gun barrels, including both the length of the barrel and cross drilling all the cooling jackets. The guns were airbrushed with Testors Gunmetal, from the regular line of paints as it has the blue colour prevalent on American guns. Afterwards, each gun was rubbed with ground pencil lead and lightly dry-brushed with Metalizer Steel. The antenna wires were made from stretched sprue and proved to be one of the most involved tasks during the completion of the model. The trickiest part was to evenly tighten the left and right wires that run from the wing to the tail planes. Too much heat or too little and the black cross braces would have been crooked. The numerous insulators were made from drops of white glue, which were painted gloss white when dry.

### Chapter 5 : PBY-5A ( ) Catalina Walk Around Page 1

*First edition of this well-illustrated work detailing the PBY-5/5A/6A and their variants, USAF OA-10A, and Catalinas/Cansos of the Allied Air Forces during World War II. Bookseller: Zephyr Used & Rare Books, Washington, United States Seller rating.*

### Chapter 6 : Squadron/Signal Walk Around series by Lou Drendel

*Kits parts are still sealed in plastic. walk around pby catalina walk around #5 by william scarborough this book is in very good used condition- general wear is to be expected. This is a pby catalina in excellent condition from a.*

### Chapter 7 : USN (Ret.) Captain W. E. Scarborough | LibraryThing

*12 Planes of Christmas Fundraising Campaign - Wing Leader Kevin Parks introduces the Consolidated PBY-6A Catalina. Please help us to get our PBY back in the air! Visit [calendrierdelascience.com](http://calendrierdelascience.com) #12Planes #.*

### Chapter 8 : Consolidated PBY 5-A Catalina - Walk Around - Photographies - fi

*Consolidated PBY The Catalina Flying Boat by Creed (USN Flying Boats in WWII) Walk Around PBY Catalina - Walk Around Number 5 by William Scarborough*

### Chapter 9 : List of Consolidated PBY Catalina operators | Military Wiki | FANDOM powered by Wikia

*PBY Catalina: Walk Around No.5 - Squadron/Signal Publication No 26Mb Gunner - An Illustrated History of World War II Aircraft Turrets and Gun Positions: Airlife Publishing Mb PBY "Catalina" - Includes All Flying Boat and Amphibious Versions: Detail & Scale D&S No Mb.*