IAR.80B - Fighters over Stalingrad 1942



Cat. No. 72567
Scale 1/72

3d design: Radu Brînzan
Research: Michał Skawiński, Marek Możdżeń

IBG Models would like to thank Horia Stoica, Radu Brînzan, Dénes Bernád and Michał Skawiński for the great help in recreating colour schemes for this model kit.

I.A.R.80 and 81 Series

The legendary I.A.R.80 and 81 was the only Romanian fighter of domestic design to take part in World War II, often facing superior opponents and still being capable to hold its own thanks to the skills and courage of its pilots. The turns of war made for a very interesting operational career, with the airplane having the opportunity to fight all the major air forces in the theatre: USAAF, Soviet VVS, German Luftwaffe and the aviation of Hungary.

The success of this design was possible thanks to the previous experience of I.A.R. designers with cantilever, low-wing monoplanes and the transfer of the all-metal airplane construction technology after the purchase of the P.11F license from Poland (see IBG Models set No. 72521). I.A.R.80 sleek lines bear resemblance to the Hughes H-1 racer, which might have been one of the distant inspirations, nevertheless the airframe was designed from scratch by Romanian engineers, who used only the heavily-modified rear fuselage and smaller parts from PZL P.24E fighter, licence-produced at I.A.R.

The entire production run included 450 numbered airframes (with the last two being lost during USAAF bombardment of I.A.R. factory at Brașov). In addition to the pure fighter airplane (I.A.R.80), the series included a fighter-bomber with dive bombing capability (I.A.R.81). It is worth to note that both during the production and in service, the airplanes underwent continuous improvement, resulting in a number of versions that visibly differed in fuselage length, wingspan, armament and other details. More on the differences between them can be found in the eBook downloadable from our website: http://www.ibgmodels.com/resources-2/

I.A.R. 80B version

Insufficient effectiveness of I.A.R.80A armament (see IBG model 72565) led to the development of the 80B version, fitted with 2x 13.2mm and 4x 7.92mm FN Browning machine guns, expected to deal much more easily with the Soviet fighters and bombers. Initial series of 20 machines (Nos. 181-200) left the factory in April and May 1941 and kept the same length of fuselage and wings as earlier versions. Next series of airplanes (Nos. 201-211) introduced longer lose and (gradually) wings of greater span. The latter became standard in further series (Nos.212-230 and 291-300).

I.A.R. Fighters During Stalingrad Campaign

After conclusion of the Odessa Campaign in October 1941 (see IBG model 72565), Romanian fighter units were withdrawn from the front for rest and refit. They came back only in September 1942 to participate in Fall Blau operation. Newly reformed Gruparea Aeriana de Luptă (Combat Air Grouping) included seventeen escadrilas (six of them fighter, two fighter-bomber, four heavy bomber, three light bomber, two reconnaissance). Among them was Grupul 8 Vânătoare (41, 42 and 60 escadrilas) equipped with I.A.R. 80A and 80B fighters and Grupul 6 BoPi (61 and 62 escadrilas) flying I.A.R. 81 fighter-bombers. Both groups were initially stationed on the Tusov forward airfield, but started using Morozovskaya as their main base starting from October.

Until late November 1942, the main mission of Romanian fighters was an escort of Luftwaffe and Romanian bombers. It started snowing in late October and soon very low temperatures set in. Difficulties in operating from snow-covered advanced airfields soon forced the removal of lower sections of undercarriage covers, resulting in the distinct, winter look of I.A.R. fighters.

Soviet offensive, named Operation Uranus, started on 19 November 1942. Romanian 3rd and 4th Armies were hit very hard and soon I.A.R.s switched to desperate ground attacks trying to protect withdrawal of own troops. Another very important mission was an escort of transport aircraft carrying supplies to surrounded units and evacuating wounded. I.A.R.-equipped units were withdrawn to Romania in mid-January 1943.

1 **Element assembled in previous step**
Element złożony we wcześniejszym etapie

1 **Element after assembly in current step**
Element po złożeniu w aktualnym etapie

? **Version to choose**
Wersja do wyboru

1 **Sub-assembly in step**
Kolejne kroki w etapie

Make your own
Wykonaj samodzielnie

Cut/sand off
Odetnij/zeszlifuj

A **Paint colour**
Kolor farby

1 **Decal**
Kalkomania

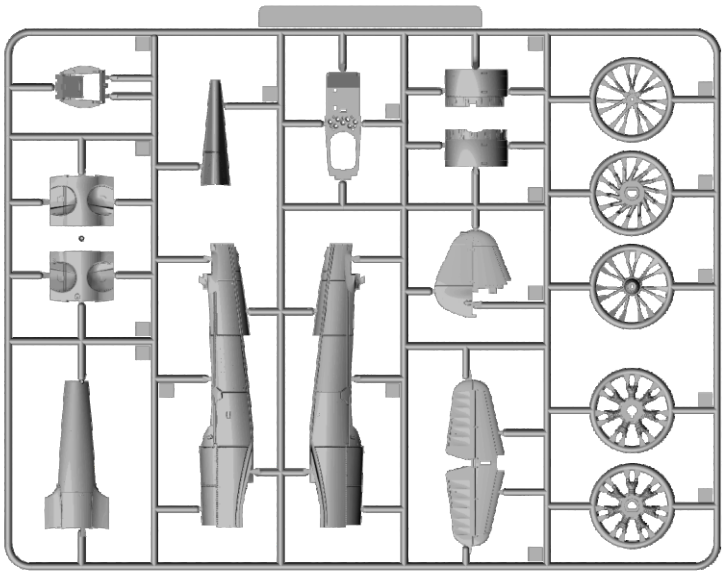
Please read instructions before assembly. Follow the sequence of assembly presented in instructions. Glue and paint not included.
Przed montażem przeczytać instrukcję. Przestrzegać kolejności montażu podanego w instrukcji. Klej i farby nie wchodzą w skład zestawu.

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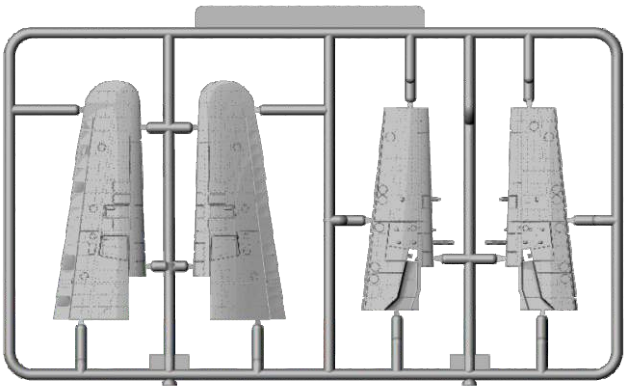
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Elements of the model kit
Elementy modelu

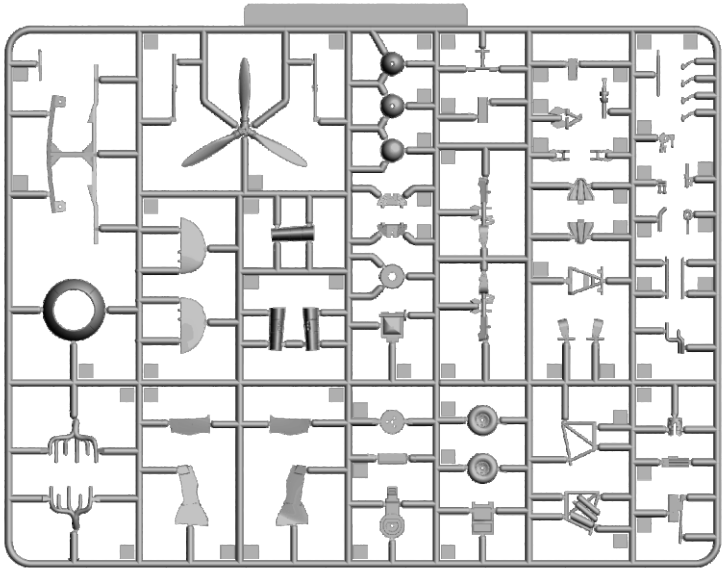
Frame B1 / Ramka B*1*



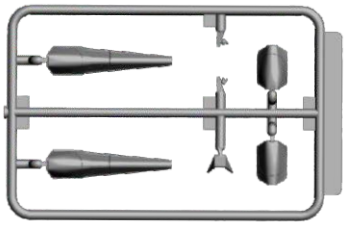
Frame H/ Ramka H



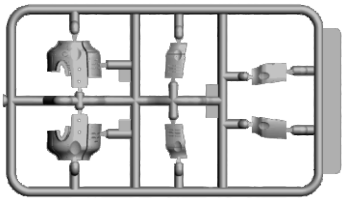
Frame B2 / Ramka B2



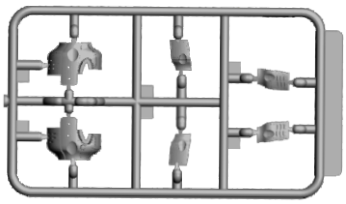
Frame A transparent / Ramka A przezroczysta



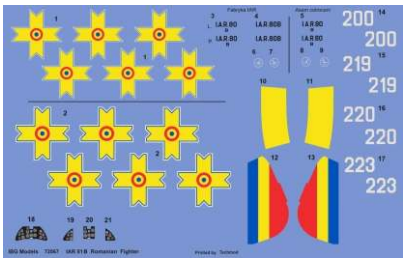
Frame D / Ramka D

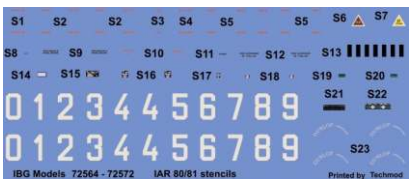


Frame E / Ramka E



Decals / Kalkomanie





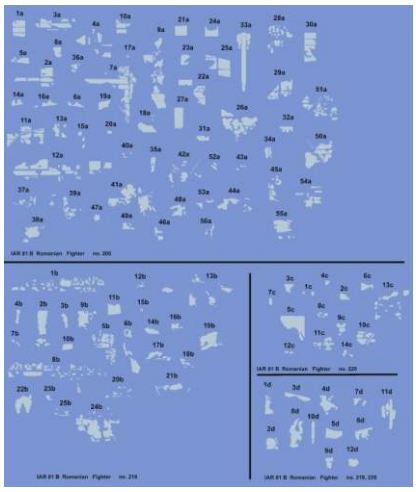
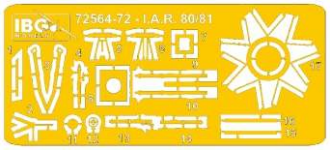
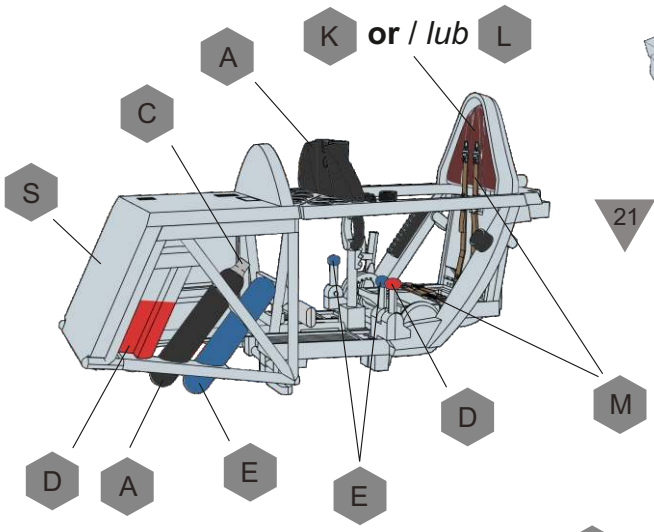
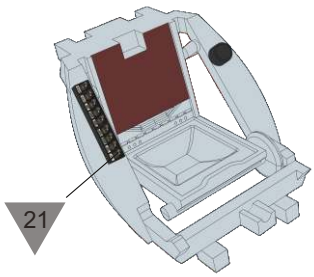


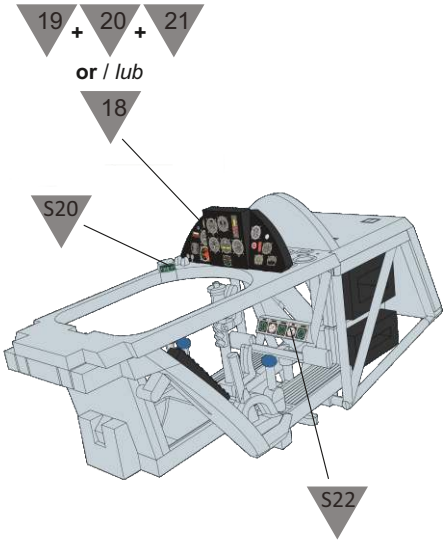
Photo-etched Parts
Elementy Fototarwione

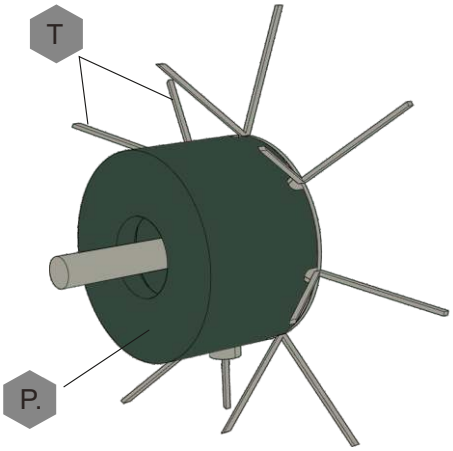


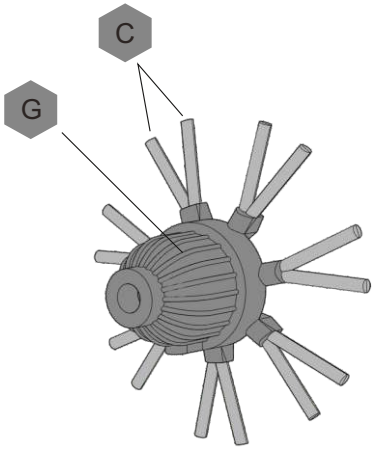
Interior painting
Malowanie wnętrza

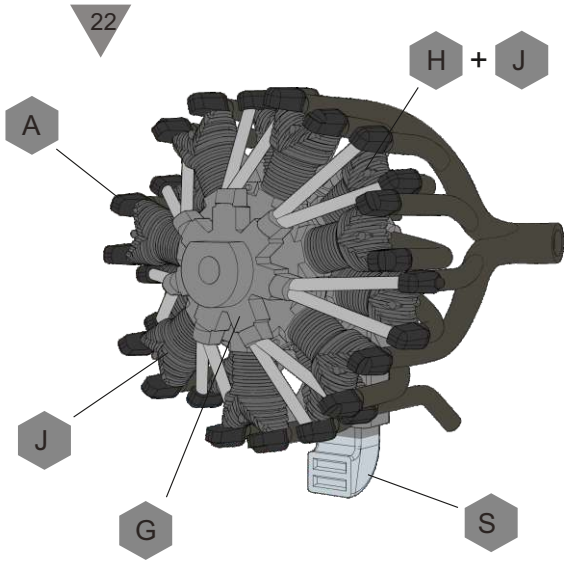


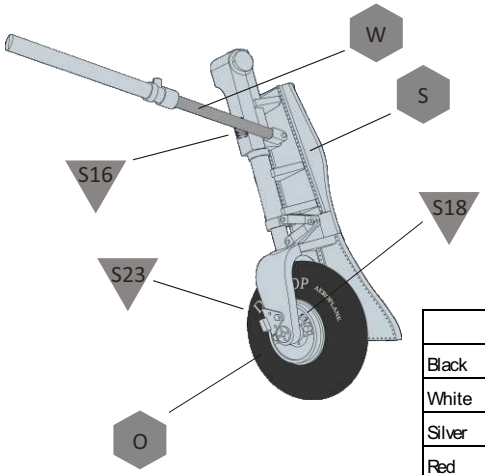


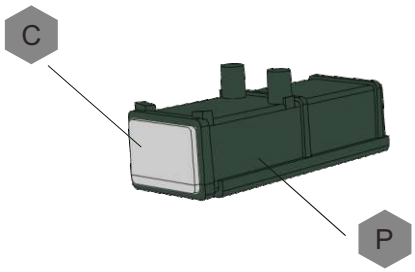


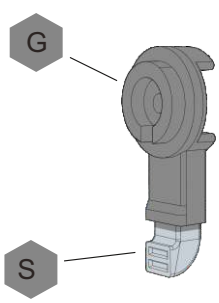






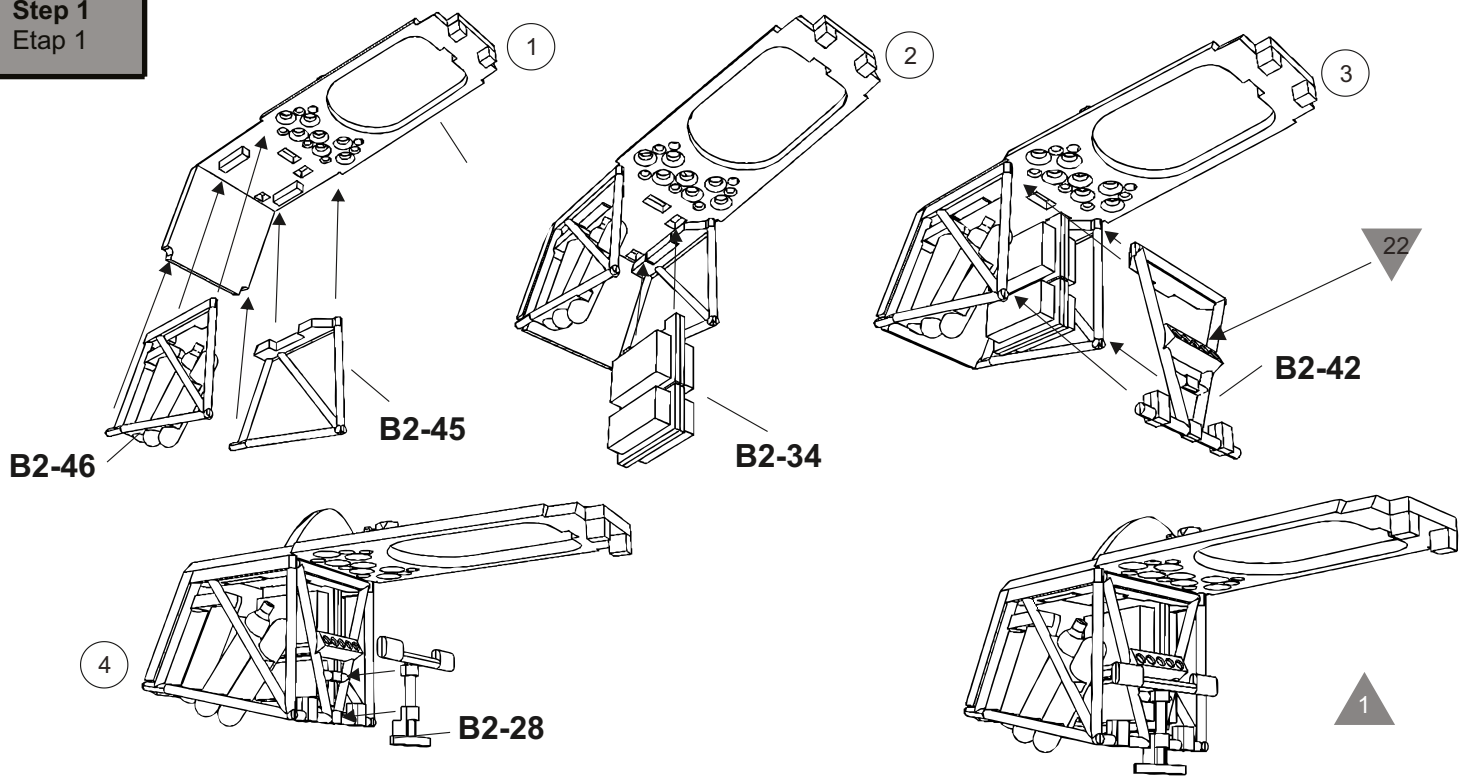




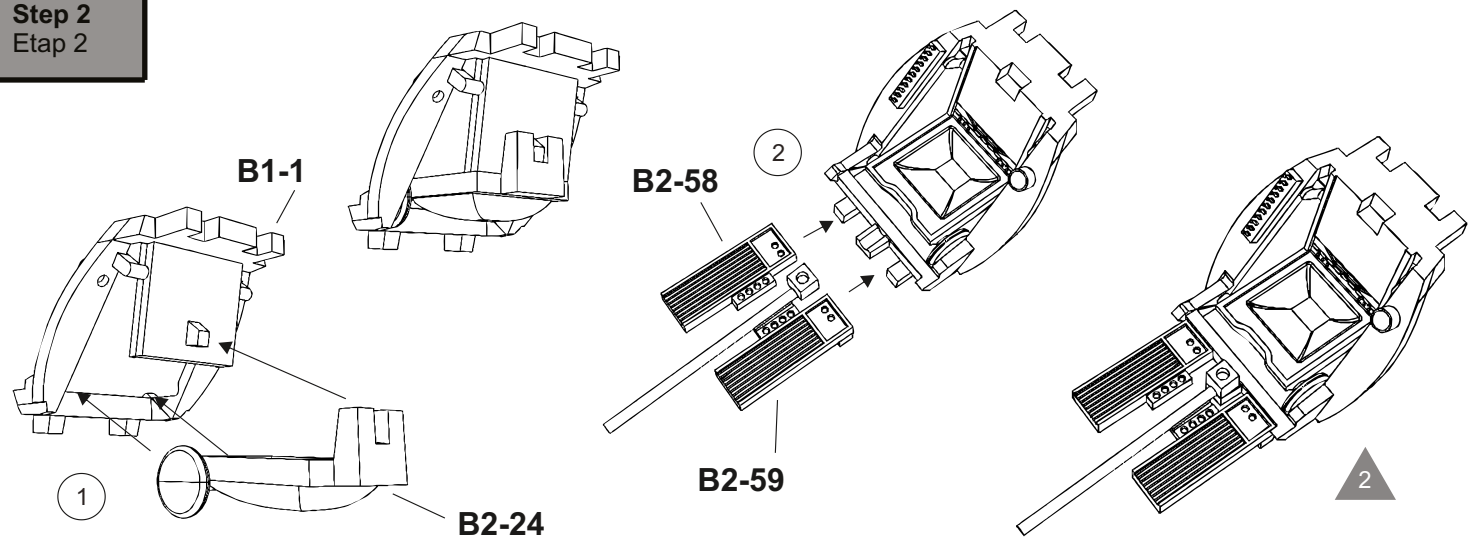


		Hataka	Vallejo	Life Color	Mr Hobby	AK Interactive
Black	A	HTK-_100	71.057	LC02	H12	AK11029
White	B	HTK-_101	71.001	LC01	H21	AK11002
Silver	C	HTK-_003	71.063	LC24	H8	AK11209
Red	D	HTK-_103	71.003	UA808	H23	AK11213
Blue	E	HTK-_102	70.736	LC09	H93	AK11178
Green	F	HTK-_327	70.936	UA802	H94	AK11216
Engine Grey	G	HTK-_033	71.051	UA046	H53	AK11862
Rust	H	HTK-_132	71.130	LC32	H47	AK11103
Gunmetal	J	HTK-_106	71.072	LC26	H18	AK11212
Brown Leather	K	HTK-_186	72.740	UA764	H460	AK11110
Black Leather	L	HTK-_100	71.057	UA763	H12	AK11026
Seatbelt Grey-Brown	M	HTK-_074	71.075	UA202	H321	AK11009
Tyre black	O	HTK-_125	71.315	UA733	C135	AK11027
Romanian Green	P	HTK-_022	71.011	UA111	C309	AK11155
Romanian Khaki brown	R	HTK-_299	71.297	UA210	C517	AK11373
Romanian Blue-Grey	S	HTK-_203	71.407	UA036	C334	AK11848
Grey Primer	T	HTK-_048	71.121	UA025	C325	AK11866
Recognition Yellow	U	HTK-_066	71.078	UA140	C113	RC934
Aluminium	W	HTK-_078	71.062	UA792	SM208	AK481
RLM70 Black Green	X	HTK-_015	71.021	UA501	H065	AK11821

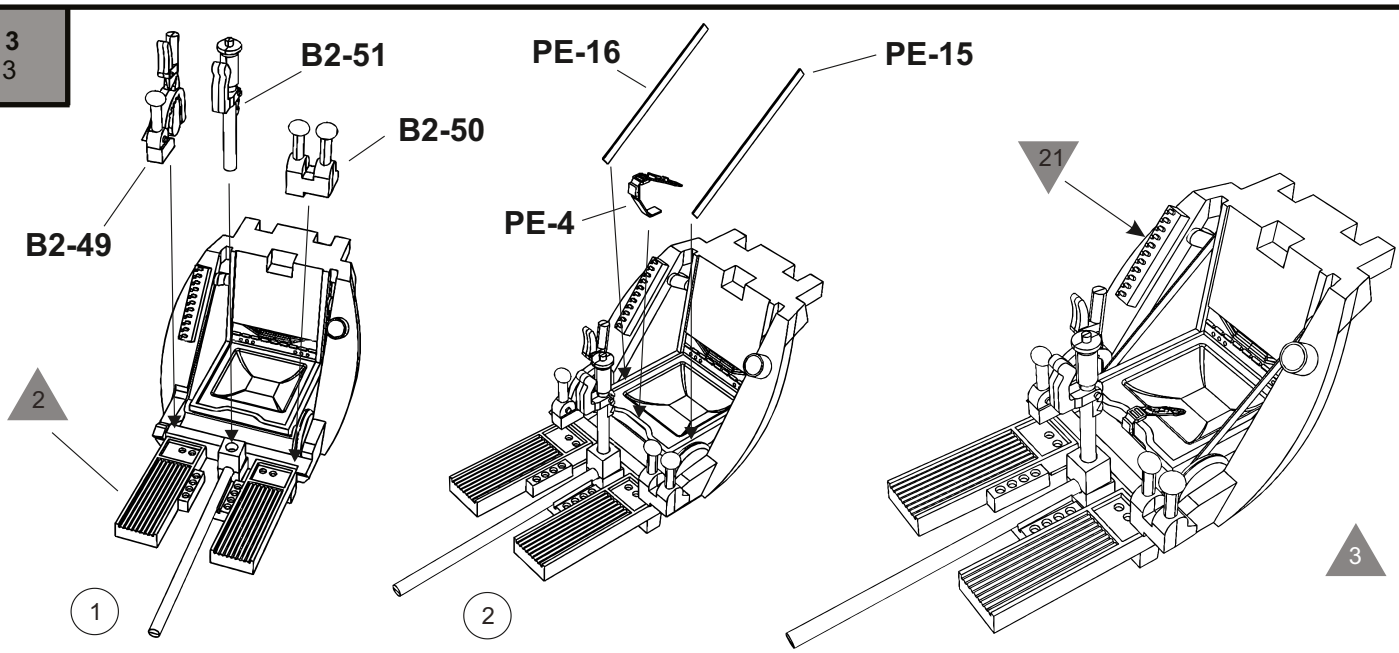
Step 1
Etap 1



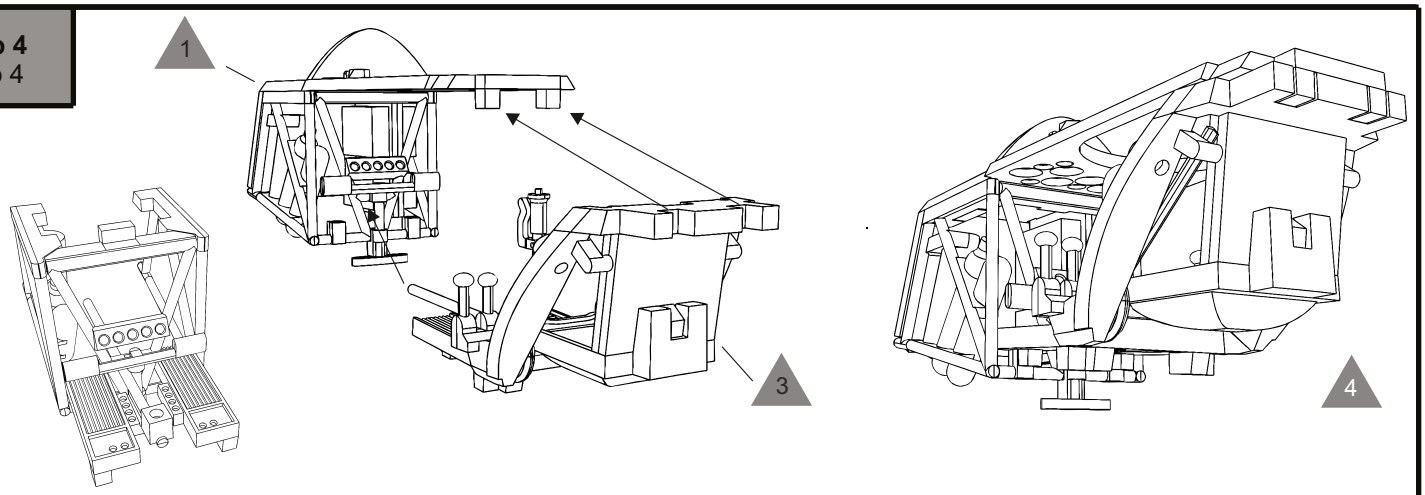
Step 2
Etap 2



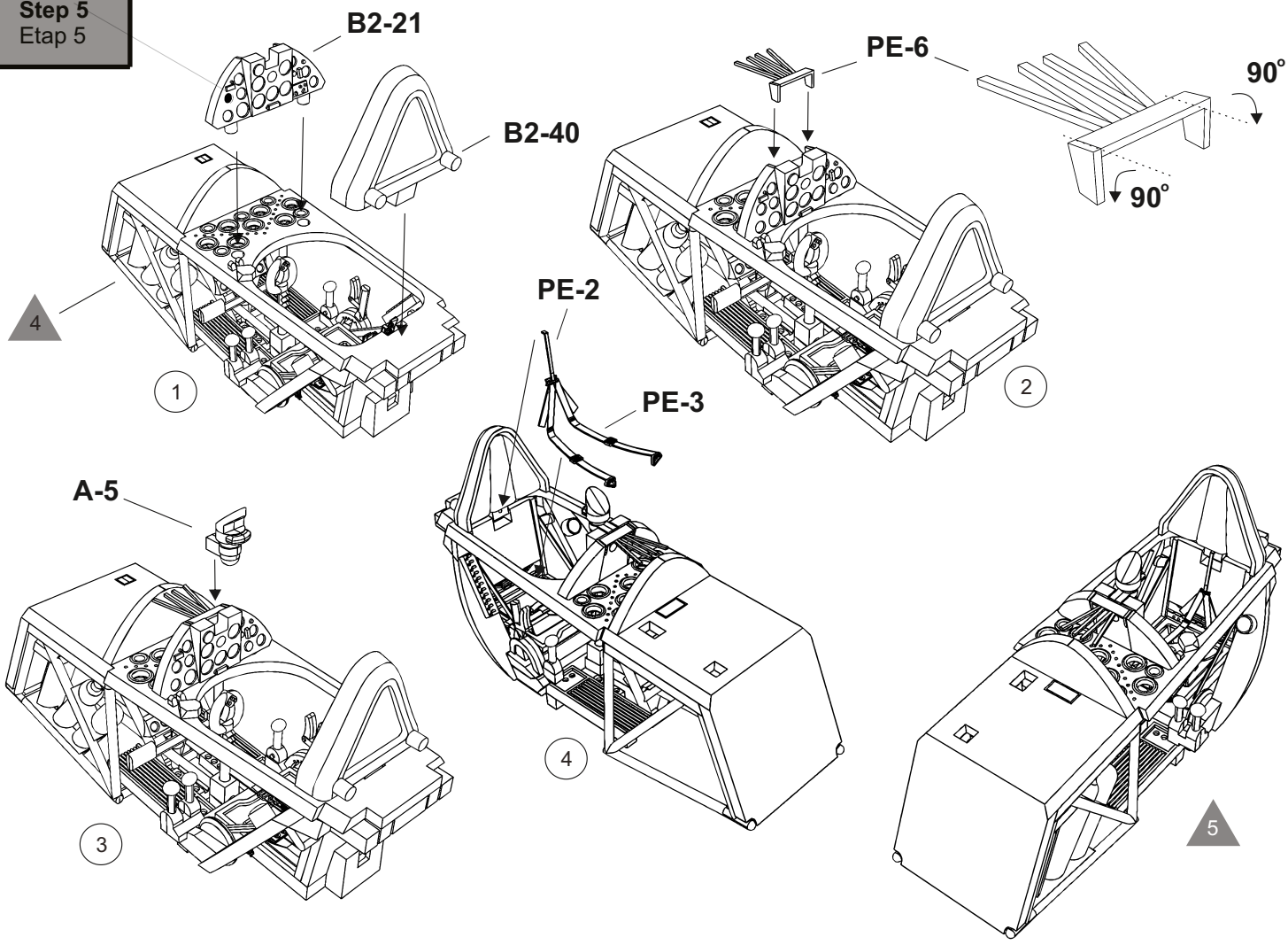
Step 3
Etap 3



Step 4
Etap 4

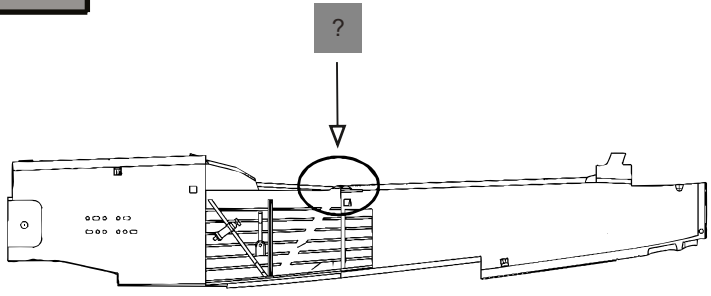


Step 5
Etap 5

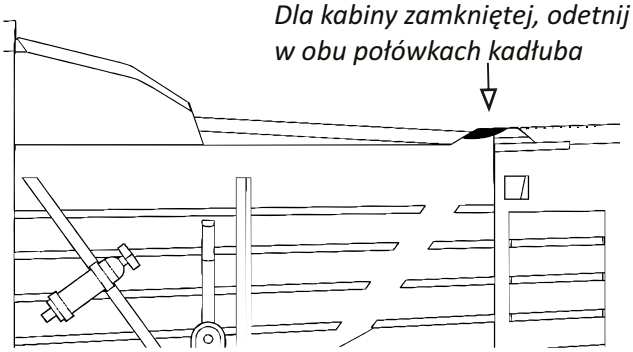


Step 6
Etap 6

For closed canopy only, see step 15a
Tylko dla kabiny zamkniętej, patrz etap 15a



For closed canopy cut off on both fuselage sides
Dla kabiny zamkniętej, odetnij w obu połówkach kadłuba

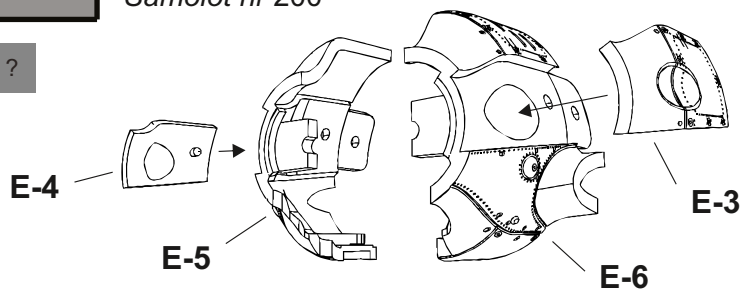


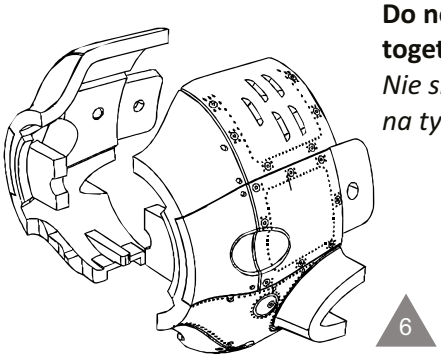
For open canopy (step 15b), please ignore step 6
Dla kabiny zotwartej (etap 15b), zignoruj etap 6

Step 6
Etap 6

Plane no.200
Samolot nr 200

?



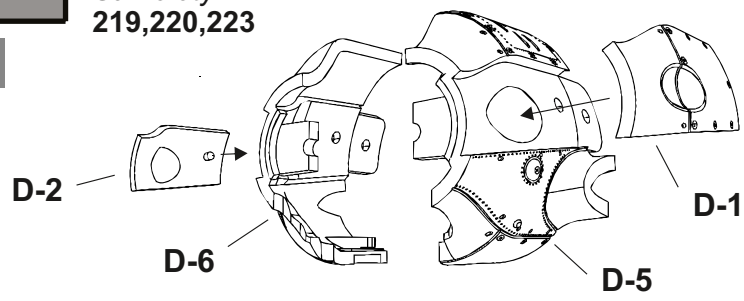


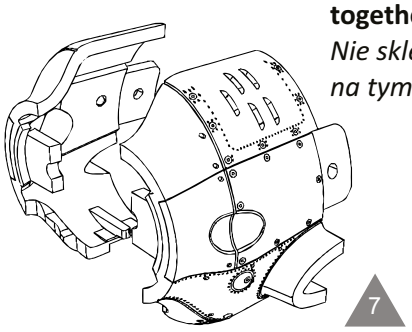
Do not glue the halves together in this step
Nie sklejaj połówek na tym etapie

Step 7
Etap 7

Planes no.:
Samoloty nr:
219,220,223

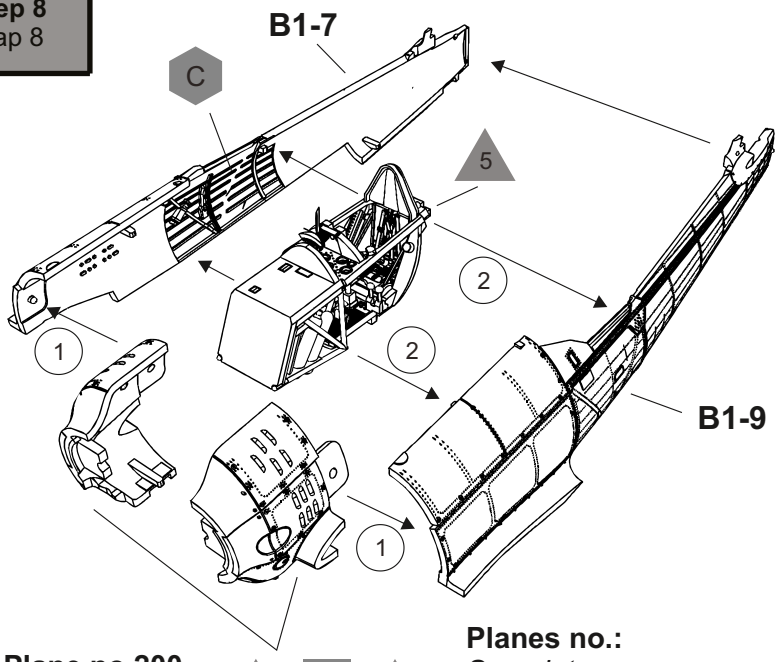
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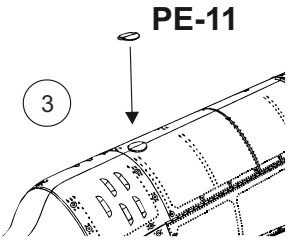


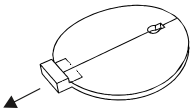


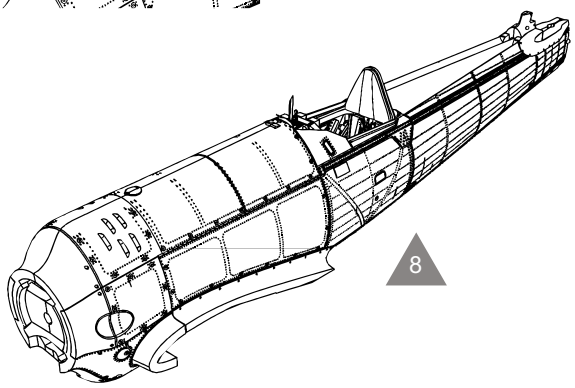
Do not glue the halves together in this step
Nie sklejaj połówek na tym etapie

Step 8
Etap 8







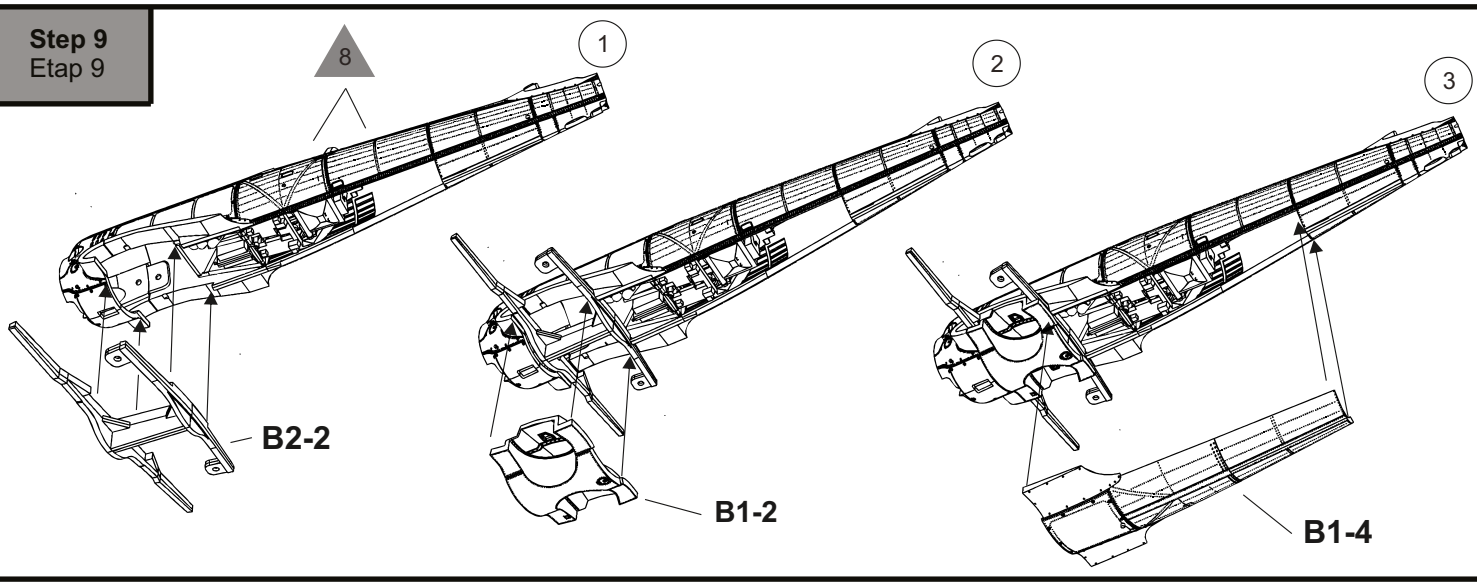


Plane no.200
Samolot nr 200

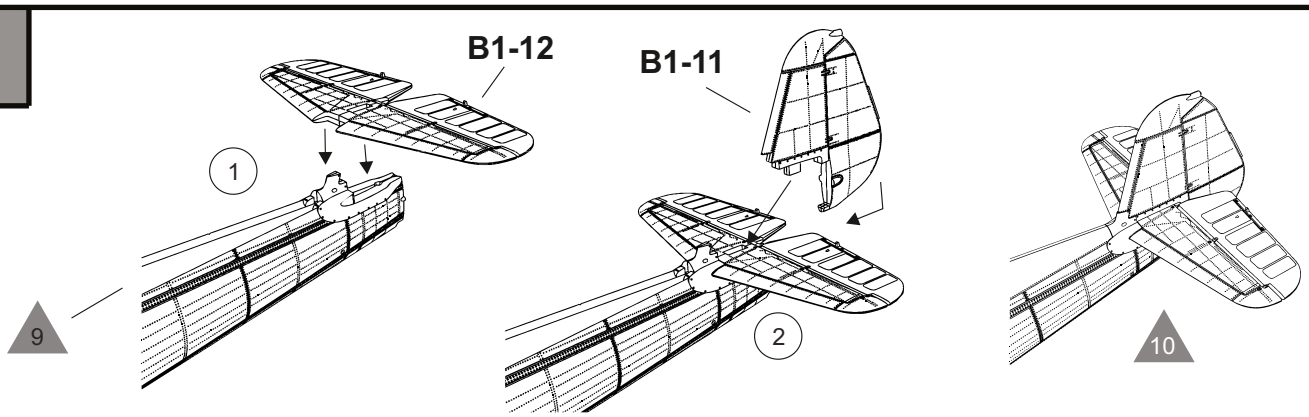
6 ? 7

Planes no.:
Samoloty nr:
219,220,223

Step 9
Etap 9



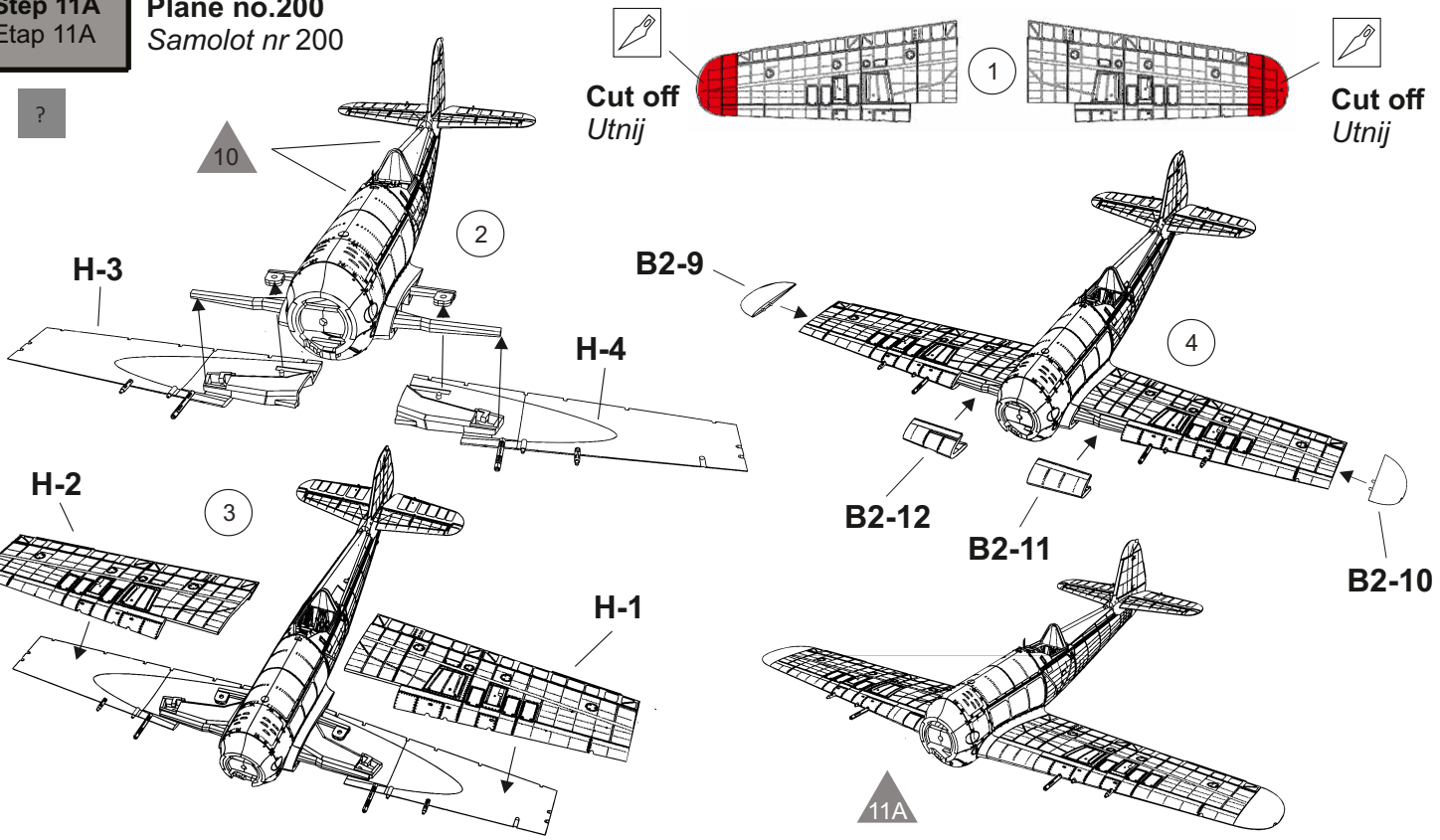
Step 10
Etap 10



Step 11A
Etap 11A

Plane no.200
Samolot nr 200

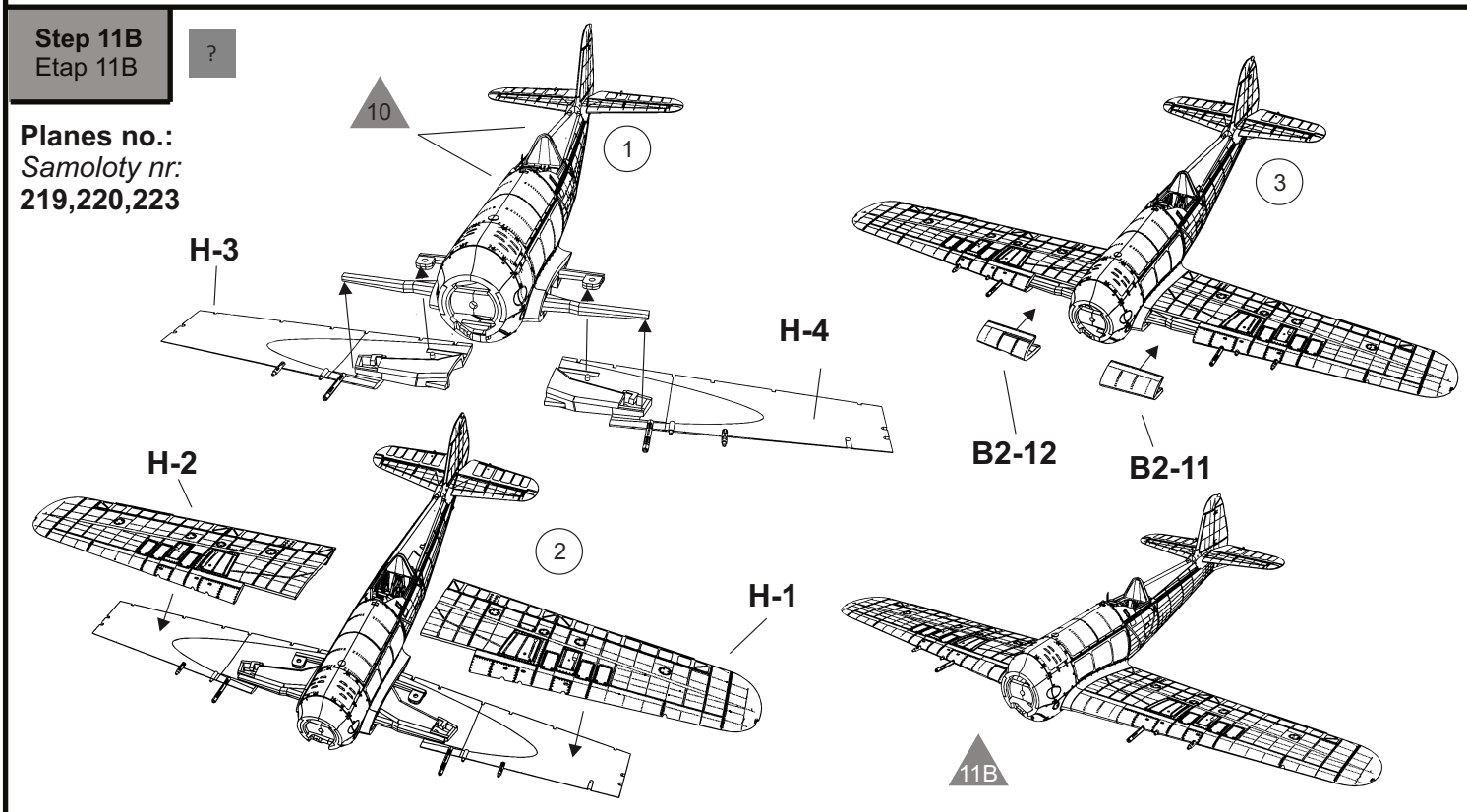
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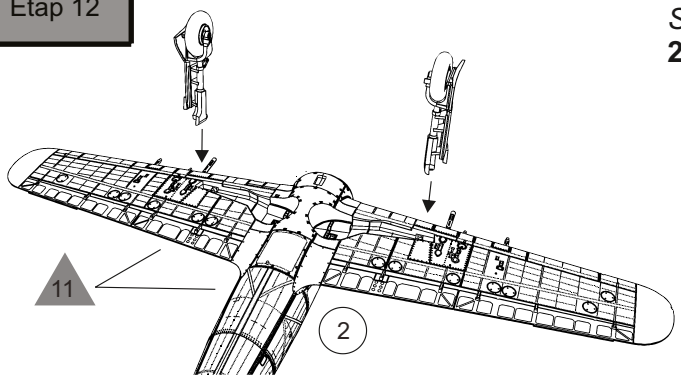
Step 11B
Etap 11B

?

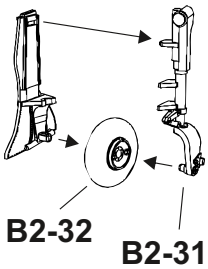
Planes no.:
Samoloty nr:
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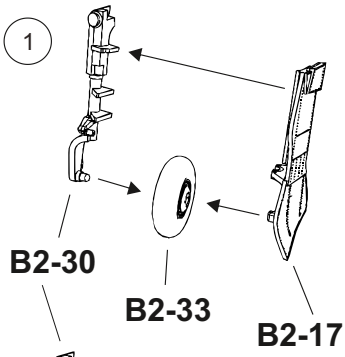


Step 12
Etap 12

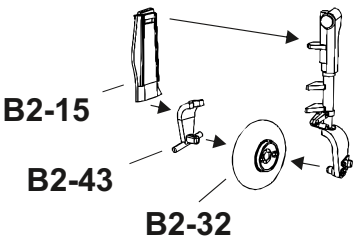


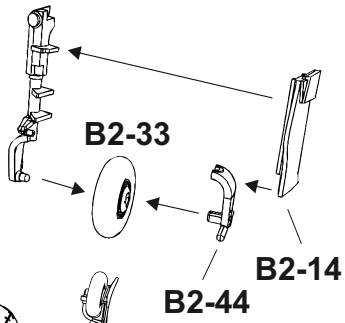
Planes no.:
Samoloty nr:
200,219,223

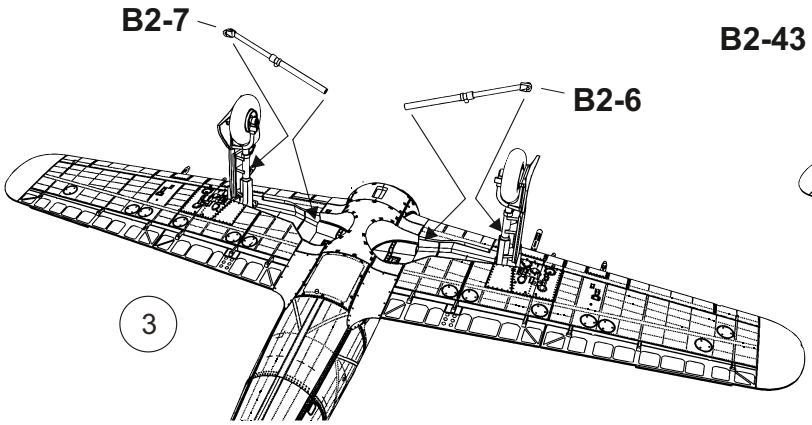


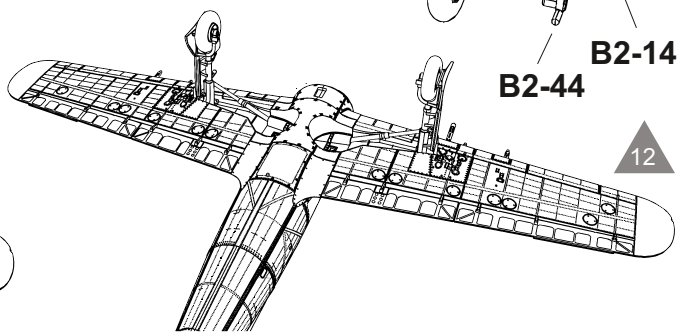


Plane no.220
Samolot nr.220

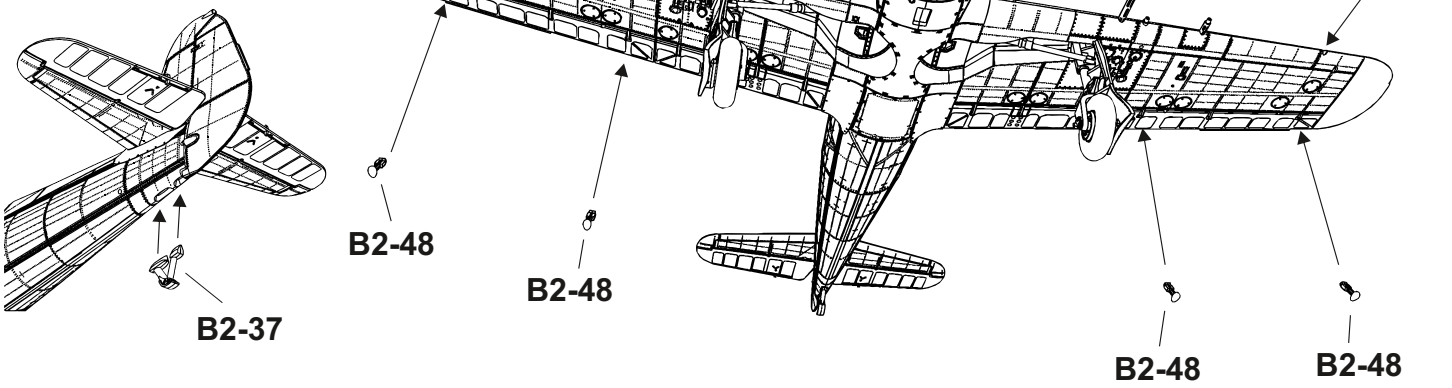




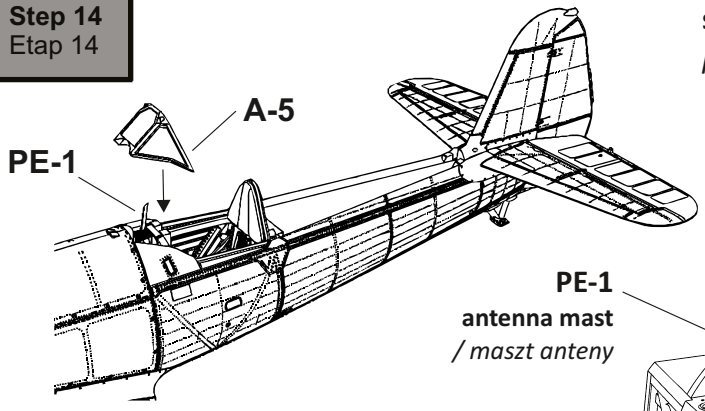




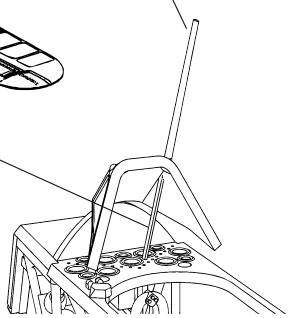
Step 13
Etap 13

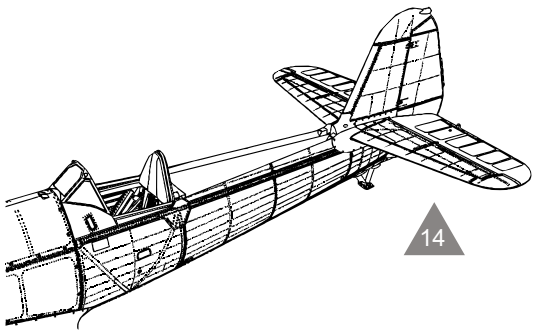


Step 14
Etap 14



see step 22
patrz krok 22

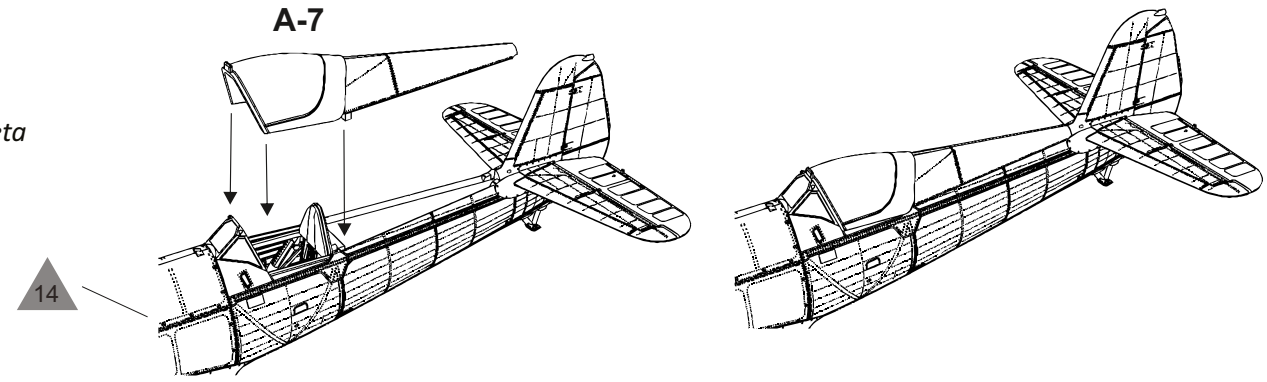




Step 15
Etap 15

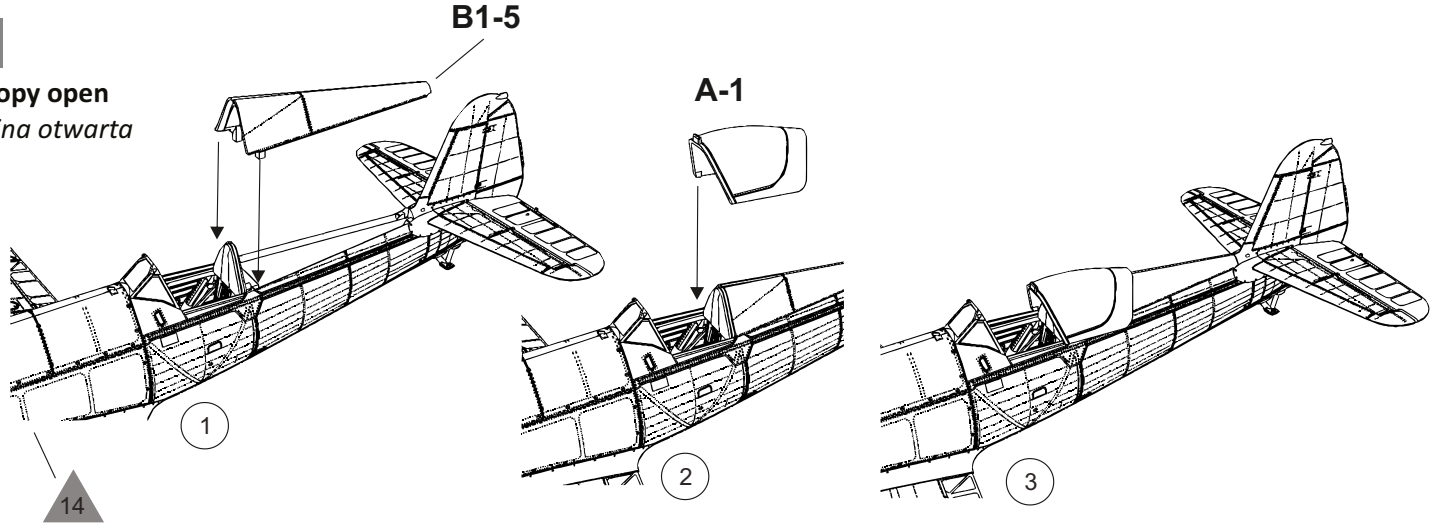
Canopy closed
Kabina zamknięta

?

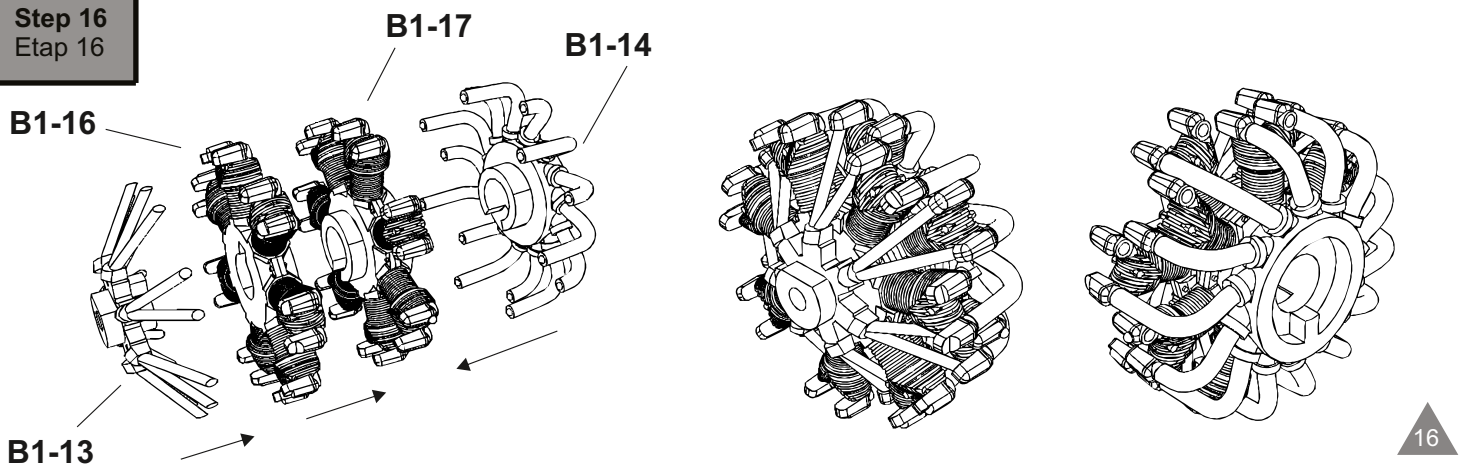


?

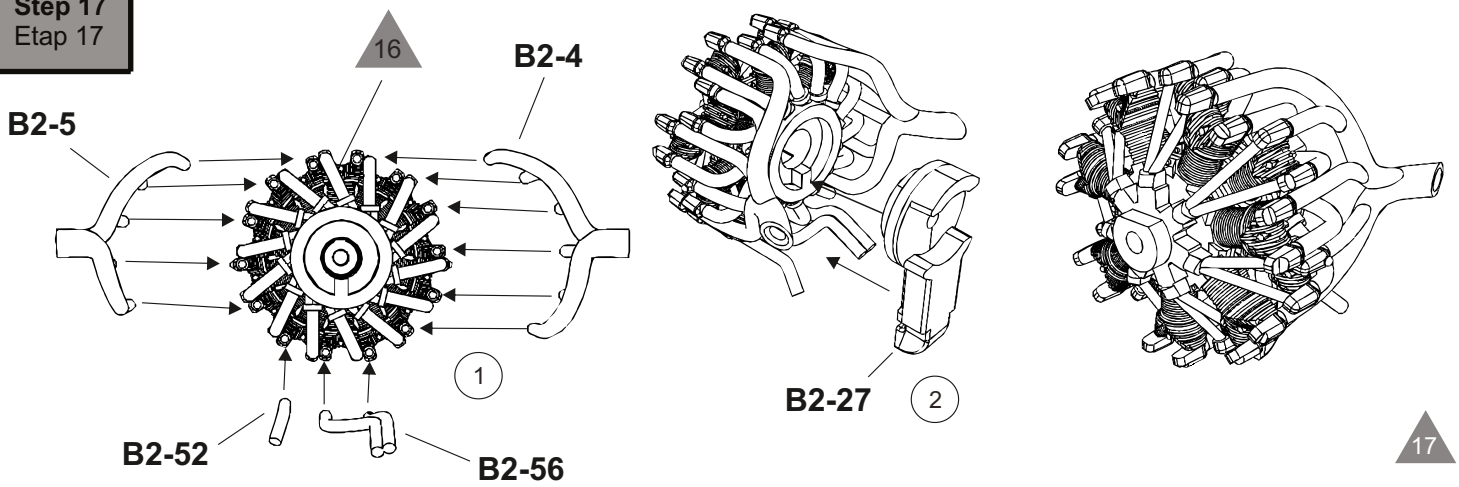
Canopy open
Kabina otwarta



Step 16
Etap 16

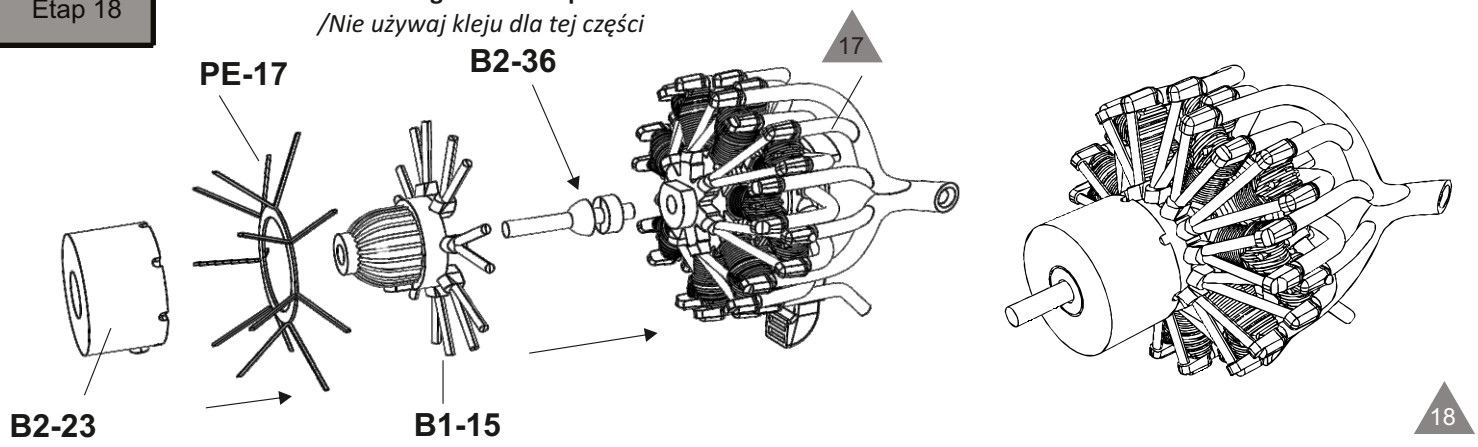


Step 17
Etap 17



Step 18
Etap 18

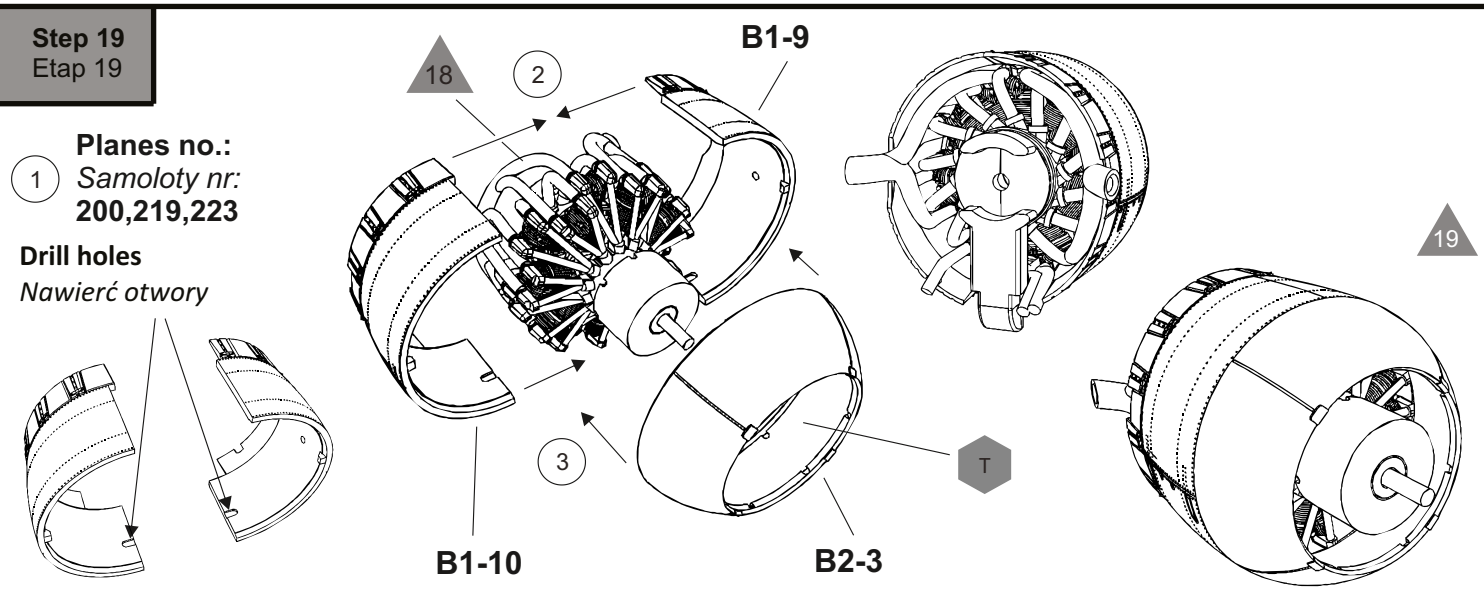
Don't use glue for this part
/Nie używaj kleju dla tej części



Step 19
Etap 19

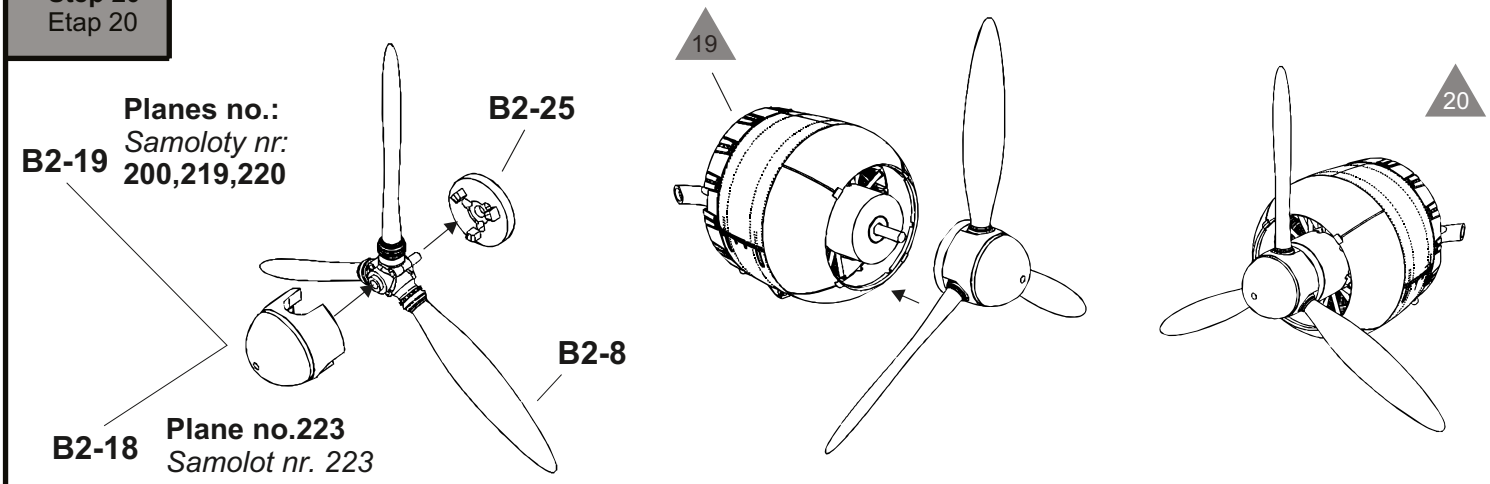
Planes no.:
1 *Samoloty nr:*
200,219,223

Drill holes
Nawierć otwory



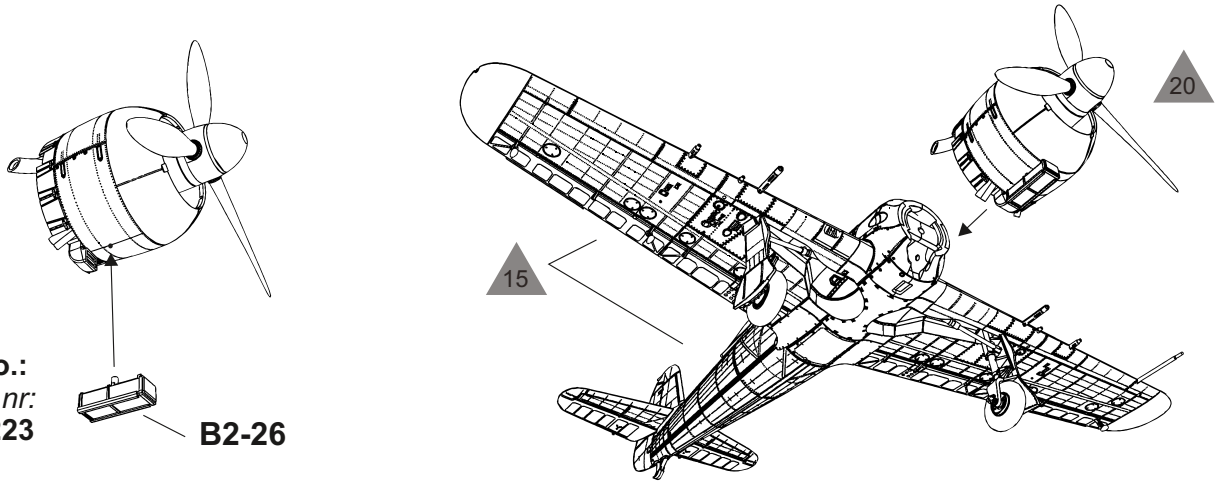
Step 20
Etap 20

Planes no.:
Samoloty nr:
200,219,220

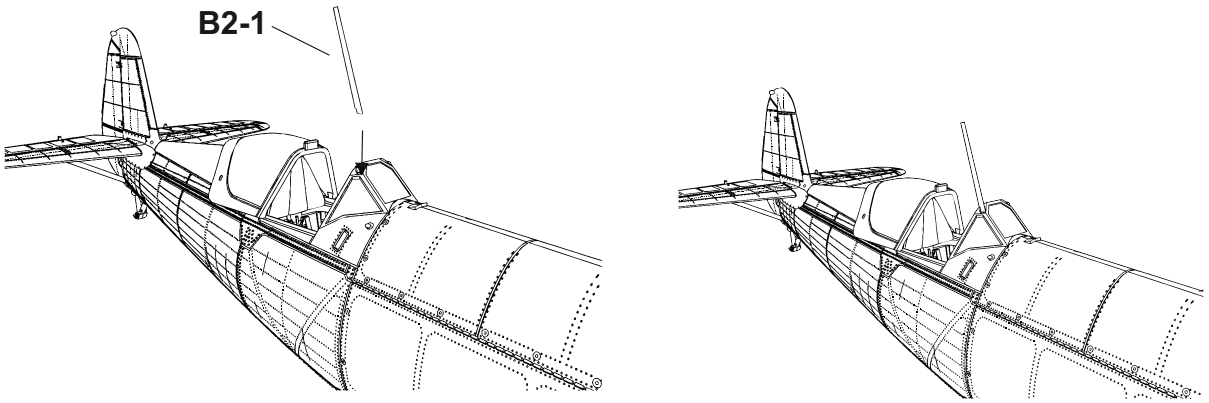


Step 21
Etap 21

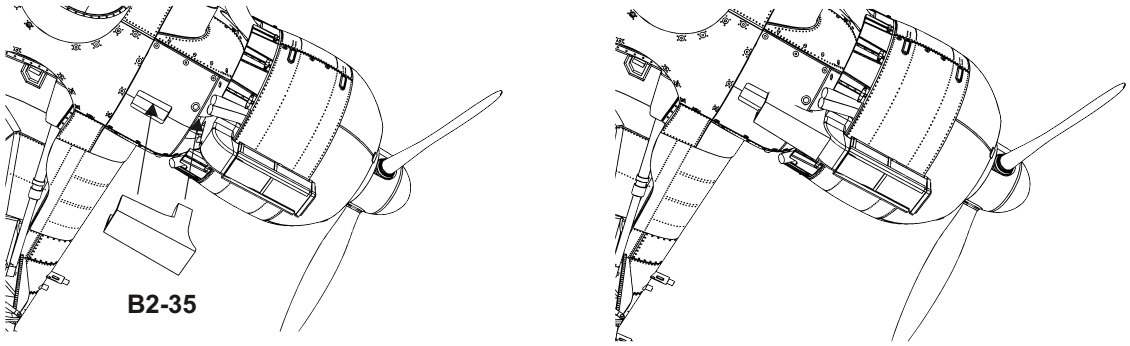
Planes no.:
Samoloty nr:
200,219,223



Step 22
Etap 22

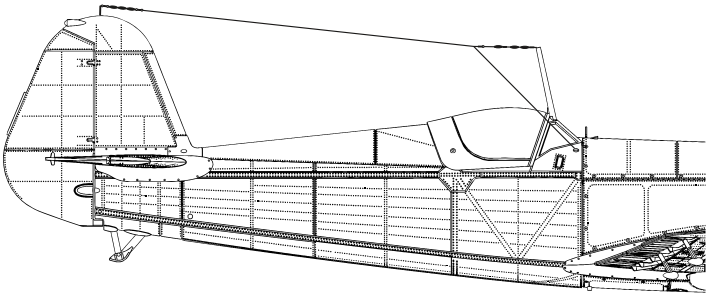


Step 23
Etap 23



Antenna wire
Linka anteny

Optional - make an antenna wires
Opcjonalnie wykonaj linki anten

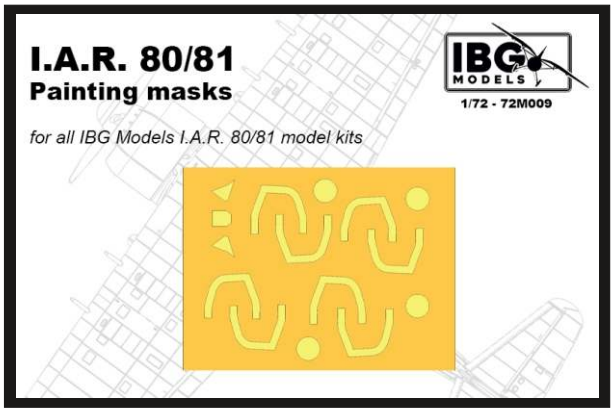


ALSO AVAILABLE FROM IBG MODELS

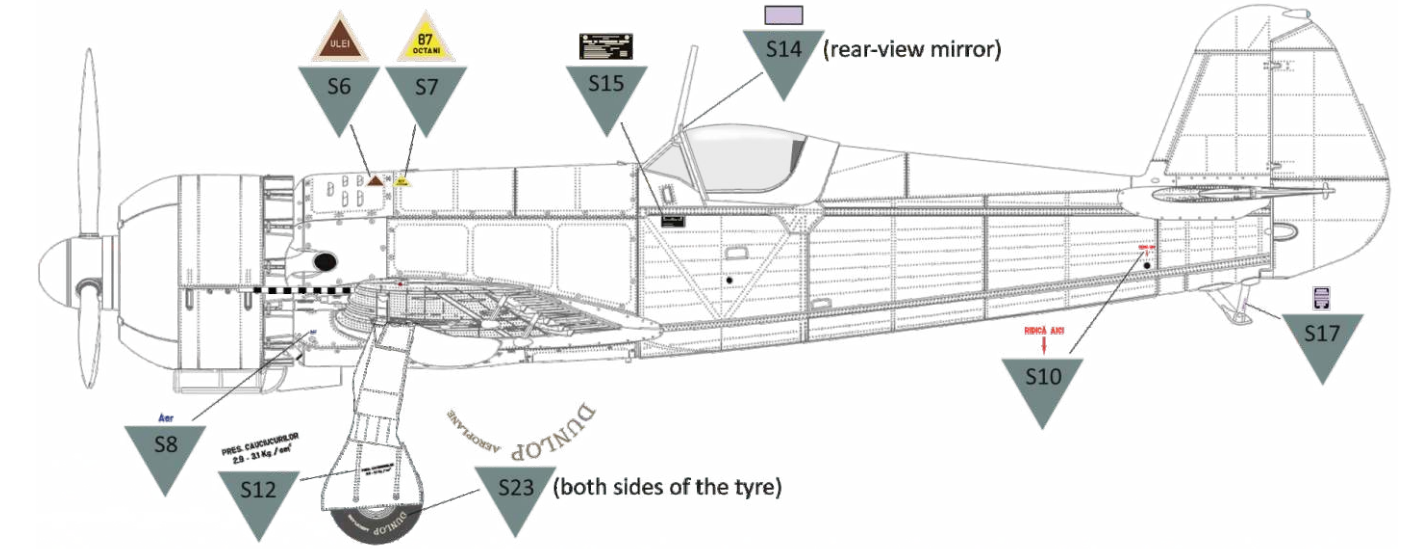


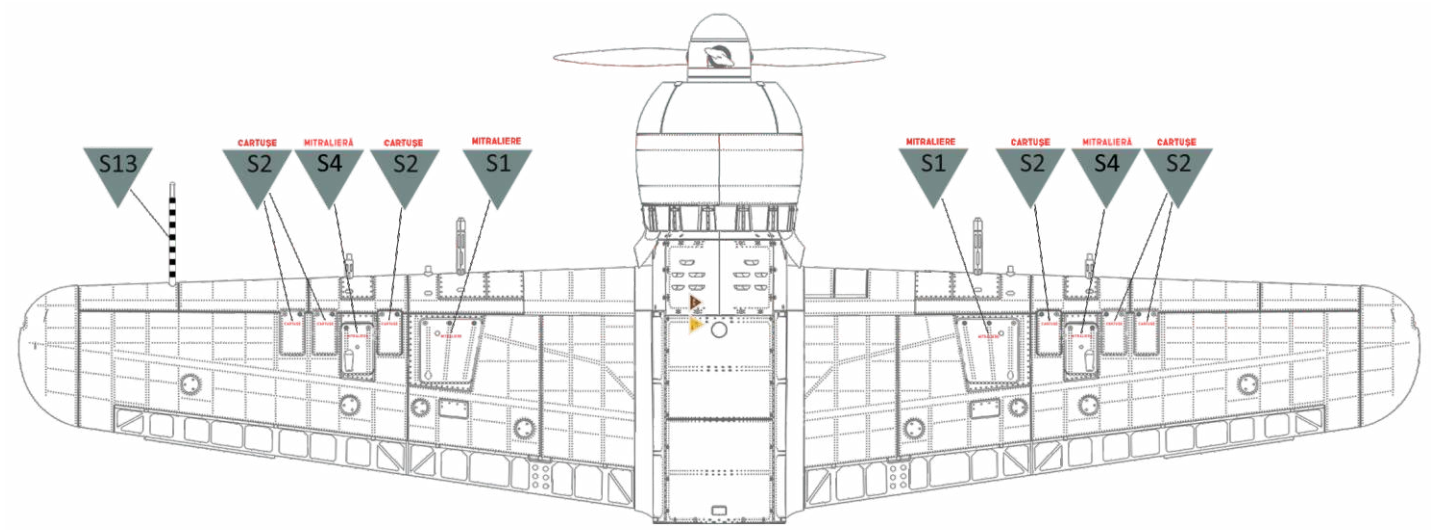


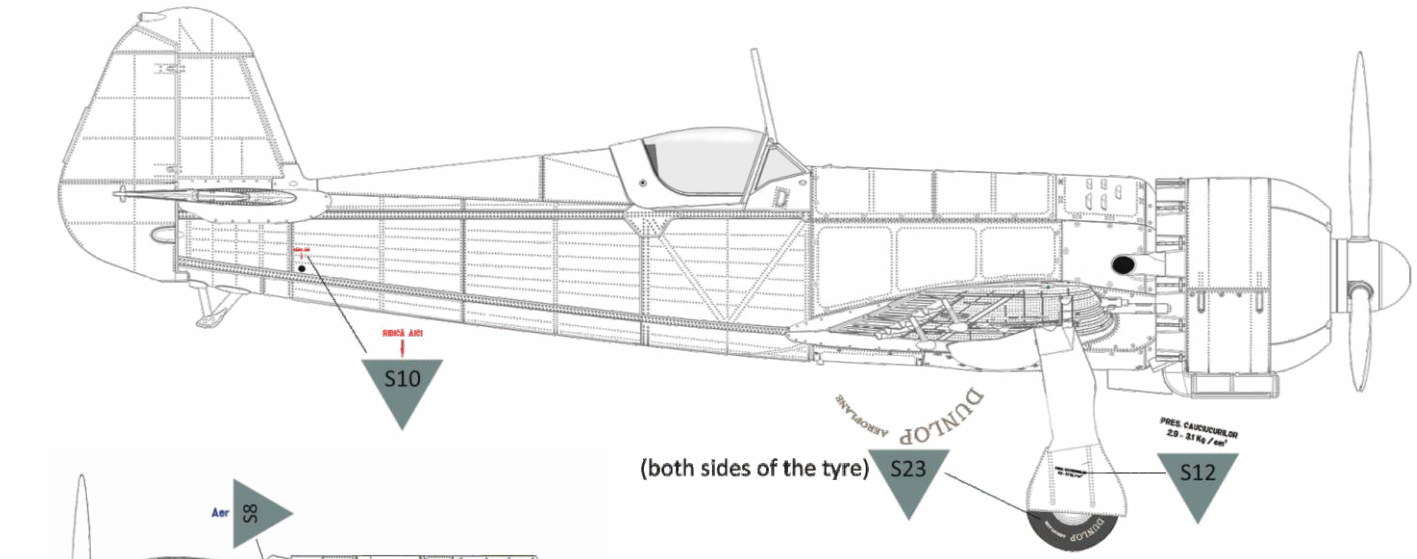


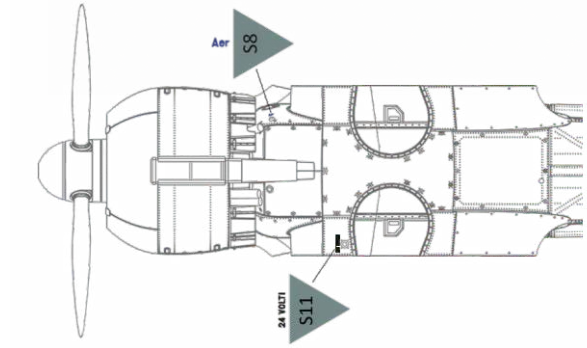


Stencils
Napisy Eksploatacyjne







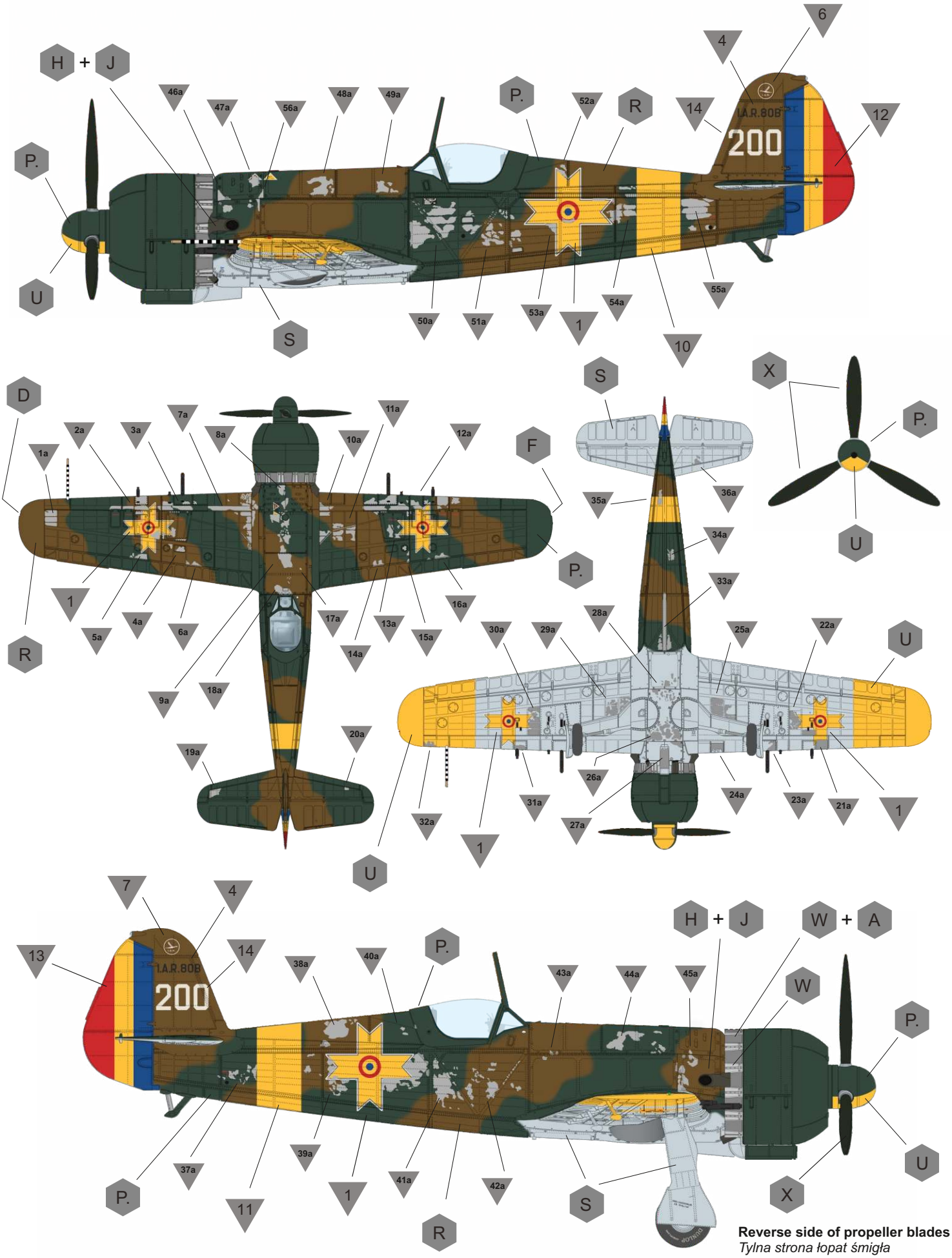


1

I.A.R.80B No.200, short-nose and short-span variant, Escadrila 41 Vânătoare, Grupul 8 Vânătoare, Lt.Av. Traian Gavriliu, Tusov airfield, early October 1941

On 10 September 1942, flying this machine, Lt.Av. Gavriliu claimed one Soviet Yak shot down.

Many photos of the initial batches of I.A.R.80B show an issue with peeling paint and No.200 was no exception to that – this effect was reproduced in decal form. Additional points of interest are the engine cover (that was repainted in green, possibly for better camouflage on forward airfields) and the engine cooling flaps, that look to have the paint removed, showing two different shades of metal.



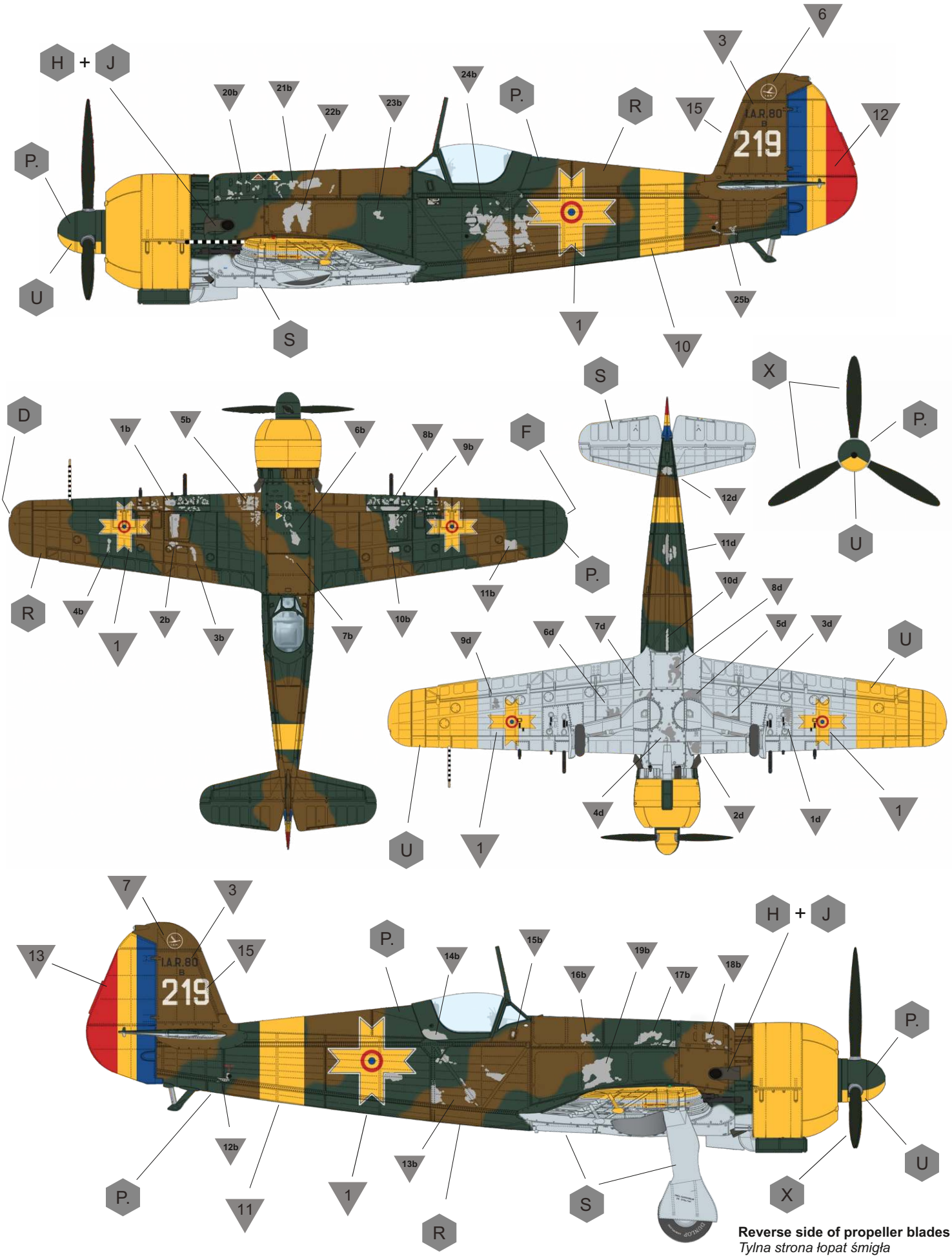
Reverse side of propeller blades

Tylna strona łopat śmigła

2

I.A.R.80B No.219, long-nose and long-span variant, Escadrila 42 Vânătoare, Grupul 8 Vânătoare, Morozovskaya airfield, November 1942

No. 219 came from a batch equipped with long fuselage and longer wings, which gave the machine even more elegant, sleek lines. This airplane was portrayed in a well-known series of photos taken on a snow-covered airfield. They clearly show that No.219 also suffered from the peeling paint issue. As opposed to No. 200, however, the engine cover was kept yellow.

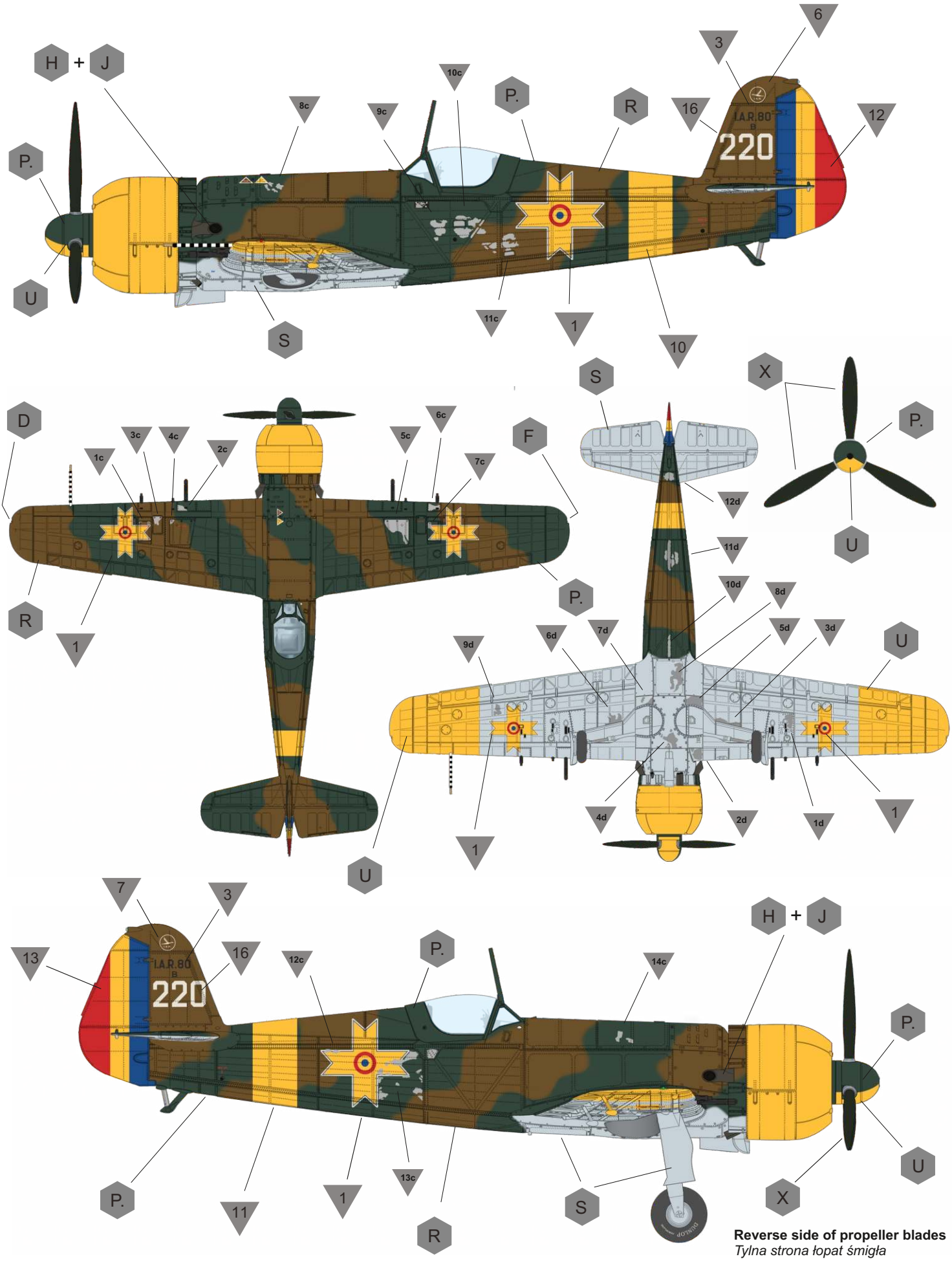


Reverse side of propeller blades
Tylna strona łopat śmigła

3

I.A.R.80B No.220, long-nose and long-span variant, Escadrila 42 Vânătoare, Grupul 8 Vânătoare, Adj.Av. Ion Cameniță, Morozovskaya airfield, late November 1942

Heavy snowfall in November 1942 resulted in issues with the snow clogging between wheels and the wheel covers. This forced the removal of the lower sections of the undercarriage. What is also interesting is that No. 220 did not carry the air filter under the engine cover.



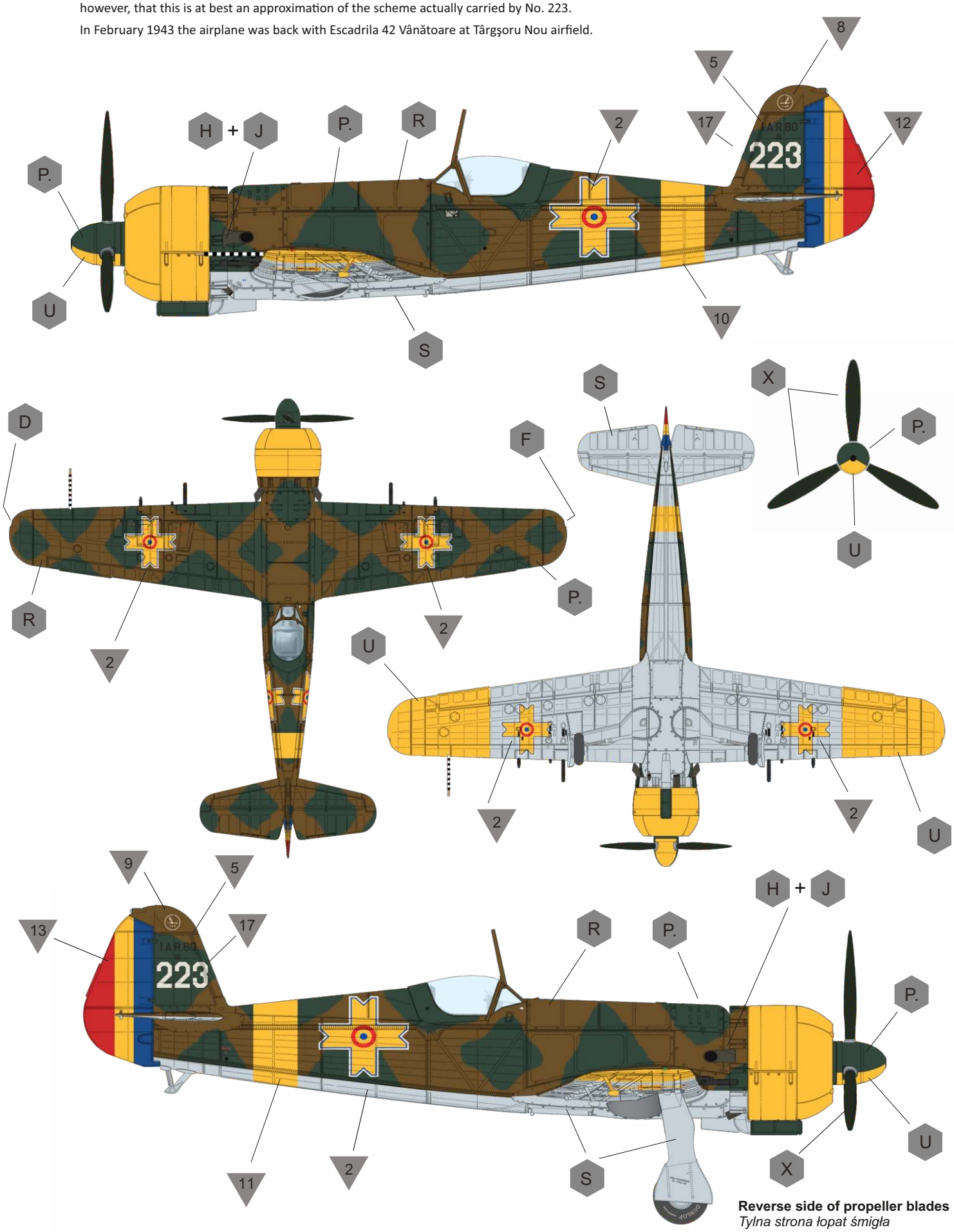
Reverse side of propeller blades
Tylna strona łopat śmigła

4

I.A.R.80B No.223, long-nose and long-span variant, Escadrila 42 Vânătoare, Târgşoru Nou, early 1943

No.223 did not actually take part in the Stalingrad Campaign, as it was damaged on 16 September 1942 and was sent to Braşov for repairs from where it was sent to ASAM Cotroceni in November 1942. Its inclusion in this box is warranted by the unusual (for I.A.R. 80) 'net' camouflage, applied at ASAM Cotroceni, before that facility switched to uniform green top colour on the uppersurfaces sometime on the turn of 1942 and 1943. There are very few photos showing this type of camo on I.A.R. 80A and 80B and they show quite significant differences between aircraft. As there is only one photo of No. 223 documenting starboard side of the fuselage, the scheme was reconstructed using photos of PZL fighters and a Hurricane overhauled at that facility. It needs to be noted, however, that this is at best an approximation of the scheme actually carried by No. 223.

In February 1943 the airplane was back with Escadrila 42 Vânătoare at Târgşoru Nou airfield.



Reverse side of propeller blades

Tylna strona łopat śmigła