

Beechcraft King Air 200 (designed for 1/72 scale MACH 2 or A&A Models kit 7237 / 7240)

Togo Air Force

INTRODUCTION

The American manufacturer Beechcraft developed a line of small twin-turboprop transport aircraft in the 1960s. Known as King Air family it was produced in a series of different variants. The first King Air 90/ 100 series had a low mounted horizontal tailplane and small cabin. Deliveries started in 1964 and production continued in modernized versions until 2021. It was also used in military roles.

The T-tail was introduced and the 200 series got a 1,17m longer cabin and quite some modifications like Pratt and Whitney PT-6A-41 engines. Initially known as Super King Air, the "Super" designation was later dropped. First delivery was February 1974.

The B200 from 1981 had some improvements like a cargo door and could carry 13 passengers. Engines also vary with 3-bladed or 4-bladed propellers. The military versions are known as RU-21J or UC-12/ C-12/ T-54.

The 300 series got PT-6A-60 engines in different nacelles and increased take-off weight. Several military variants were developed also for different roles like maritime patrol and navigator trainer. The 350 series got a longer fuselage and cabin for additional seating, increased wing span fitted with winglets.

The simplest way to distinguish the "Super" King Air type is counting the circular windows: at the right starboard side the 200/300 has usually 5 circular windows and the longer 350 series 8 circular windows and wing with winglets.

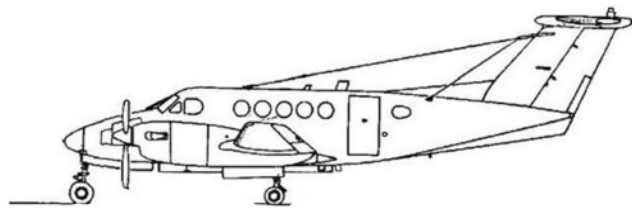
MODEL KITS

In 1/72 scale a few model kits have appeared of the King Air Model 200. The short-run **MACH2** kit is pretty good and has the 3 bladed propellers.

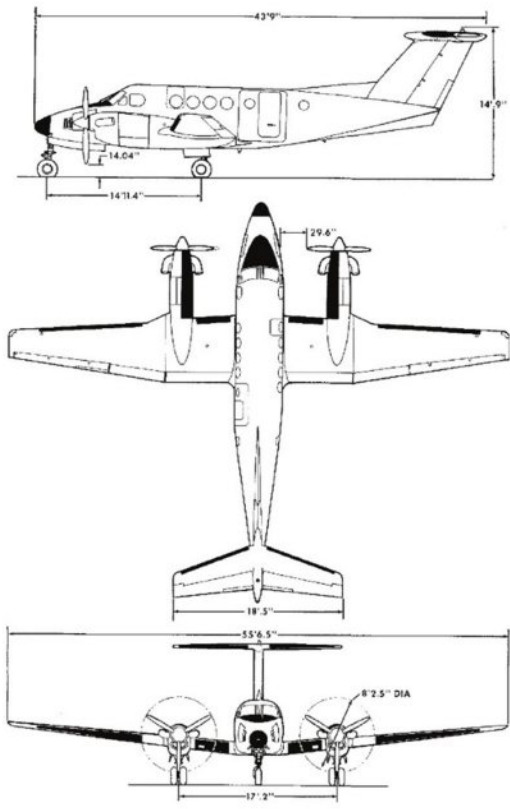
Other kits are from **A&A Models** Ukraine including the "200" series (kit for the UC-12 Huron #7240) with 3-bladed propellers. Kit #7237 can also be used but than the rear cabin windows need to be modified. The -200 main gear doors are shorter in length than those in the kit and the 3-bladed propellers are feathered when aircraft is parked. The kit main gear doors also may also be shortened.

Though these are short-run kits, with some effort excellent models can be made. For painting, window masks are nicely provided.

Other small kit modifications may be needed on windows, blade antennas, wire antennas and other bits. Also check if blister windows are fitted. Some aircraft have a fairing below the fuselage.



B200 series



old 200 series

DECAL SYSTEM and APPLICATION

The decal sheet has ONE continuous print film, so EACH decal needs to be cut out with fine scissors. No other prior laserprinted decal preparation is needed. Each cut out decal can be applied as usual after soaking it a short while in water. Decals are EXTREMELY THIN, so slide off from the wet backing sheet on the model surface. Do not use tweezers! They will fold doubled!

After all decals have been applied, finish the model with your preferred final gloss or semi-matt varnish coats. This will also protect the decals.

PAINTING AND DETAILS

The paint scheme is basically gloss white. Black nose tip.

As many markings are applied on a white surface, some decal bits may not have a white colour.

Leading edges of wing inboard the nacelles, outboard wing and horizontal tailplane: flat black. The propeller spinners are usually chrome metal. Propeller blades are dark grey with often white-black-white tips. The insides' of propblades have black de-icing portions.

Togo Air Force

Some 2 Super King Airs were purchased for the Togo Air Force "Force Aérienne Togolaise" from 1990.

This Beech King Air 200 coded "5V-MCH" (c/n BB-858) is still flying in 2024 from Base Transport de Lomé.

The overall colour is gloss white.

It has a single ventral fin and 3-bladed propellers.

This plane shows the shorter open main gear doors so the parts as provided in the A&A models kit need some easy modification.

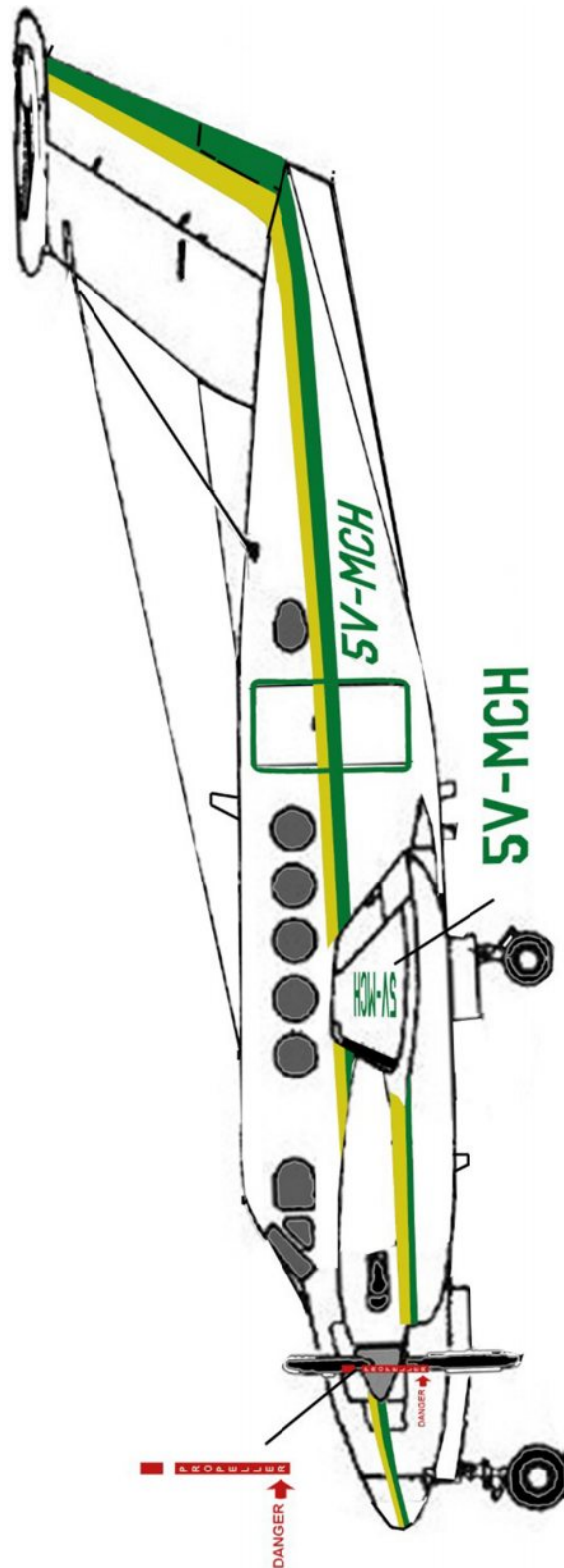
Note the small oval shaped cabin windows at the rear on both sides, the A&A models kit parts may need some modification.

Trim the cheatlines to join port and starboard exact at the nose tip.

Cheatlines are also seen on the nacelles, probably also on their inboard sides.

It has no Togo air force roundels. At the lower port wing is the registration. (it is unclear if the upper wing has a registration).

Long wire antennas are fitted.



TIP: On the internet website AIRLINERS.NET it is easy to find photos of this plane.

Please visit website: www.aircraftinplastic.com



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