

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

MITSUBISHI Ki 46-II (DINAH)

The Ki 46 was the most important Japanese reconnaissance aircraft of the second World War and was aerodynamically one of the cleanest and most efficient piston-engined aircraft ever built. The performance of the Ki 46 was outstanding and at one stage the Luftwaffe seriously considered producing it under licence in Germany.

The prototype first flew in November 1939 and this and the first production Ki 46-I's were powered by 850 h.p. engines; these were soon replaced by the 1,050 h.p. engines in the Ki 46 II. With the more powerful engines the Ki 46 II Dinah had such a high speed that eventually it was able to entirely dispense with armament. The Ki 46 II was the major operational variant of the Dinah series, and most machines produced were reconnaissance versions although a three-seat trainer also went into service.

In March 1943 the Ki 46 III was introduced. This version featured a re-designed nose section and 1,500 h.p. engines which boosted the maximum speed to 397 m.p.h. at altitude. When the B-29 Superfortresses began operations over Japan very few of the Japanese Army Air Force fighters were capable of intercepting them at the height at which they flew and so many of the late Dinahs were modified into the Ki 46 III-KAI interceptor fighters. The interceptor carried two 20 mm. cannons fitted on a new nose section and one 37 mm. cannon firing forward and upward from the centre fuselage.

A generally similar ground attack model was being developed when the war ended.

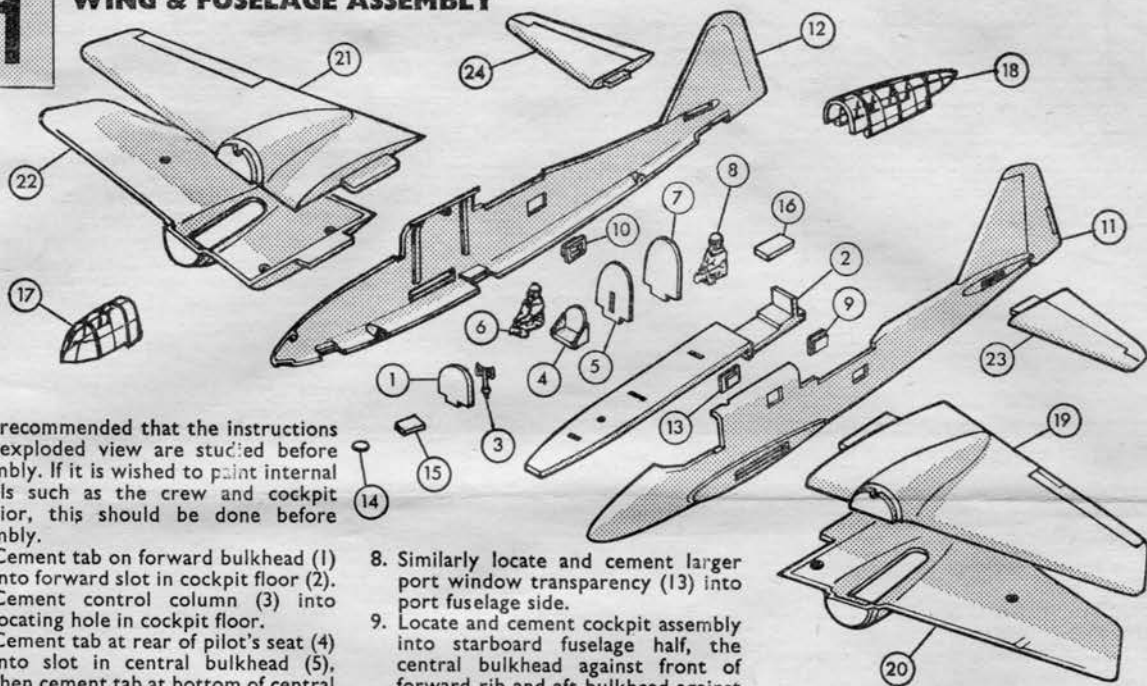
The Ki 46 II (Dinah) was powered by two 1,050 h.p. Mitsubishi Ha 102 radial engines giving a maximum speed of 375 m.p.h. at 19,000 feet and a range of 1,500 miles. Defensive armament, where carried, was a single 7.7 mm. machine gun. Wing span was 48ft. 2½ in., and length 36ft. 11in.

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1

WING & FUSELAGE ASSEMBLY



It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as the crew and cockpit interior, this should be done before assembly.

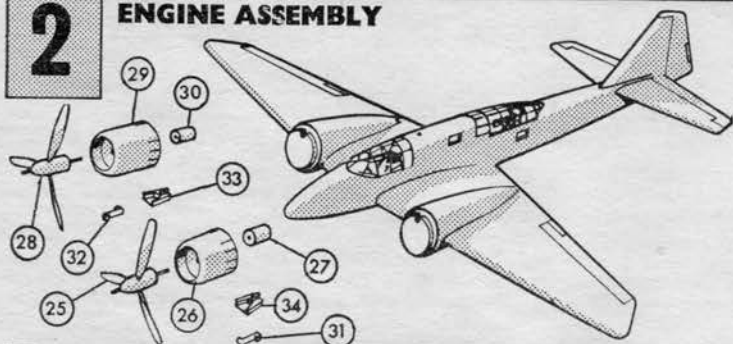
1. Cement tab on forward bulkhead (1) into forward slot in cockpit floor (2).
2. Cement control column (3) into locating hole in cockpit floor.
3. Cement tab at rear of pilot's seat (4) into slot in central bulkhead (5), then cement tab at bottom of central bulkhead into centre slot in cockpit floor.
4. Cement pilot (6) to pilot's seat.
5. Cement aft bulkhead (7) with chart table at rear, into rear slot in cockpit floor.
6. Cement navigator (8) to navigator's seat. Set cockpit assembly aside to dry.
7. Cement small window transparencies (9, 10) into port and starboard fuselage sides (11, 12), carefully applying cement to window surrounds inside fuselage.

8. Similarly locate and cement larger port window transparency (13) into port fuselage side.
9. Locate and cement cockpit assembly into starboard fuselage half, the central bulkhead against front of forward rib and aft bulkhead against back of rear rib inside fuselage.
10. Locate and cement port and starboard fuselage sides together.
11. Cement circular landing light transparency (14) beneath nose.
12. Carefully cement small forward camera window transparency (15) onto ribs in forward camera recess beneath nose.
13. Similarly cement large camera window transparency (16) beneath centre of fuselage.
14. Cement cockpit canopy transparency (17) to front of fuselage, applying

15. Similarly cement aft canopy transparency (18) to rear of fuselage.
16. Cement together upper and lower port wing halves (19, 20).
17. Cement together upper and lower starboard wing halves (21, 22).
18. Cement tabs on assembled wings into port and starboard fuselage locations.
19. Cement tabs on port and starboard tailplanes (23, 24) into locating slots in rear of fuselage.

2

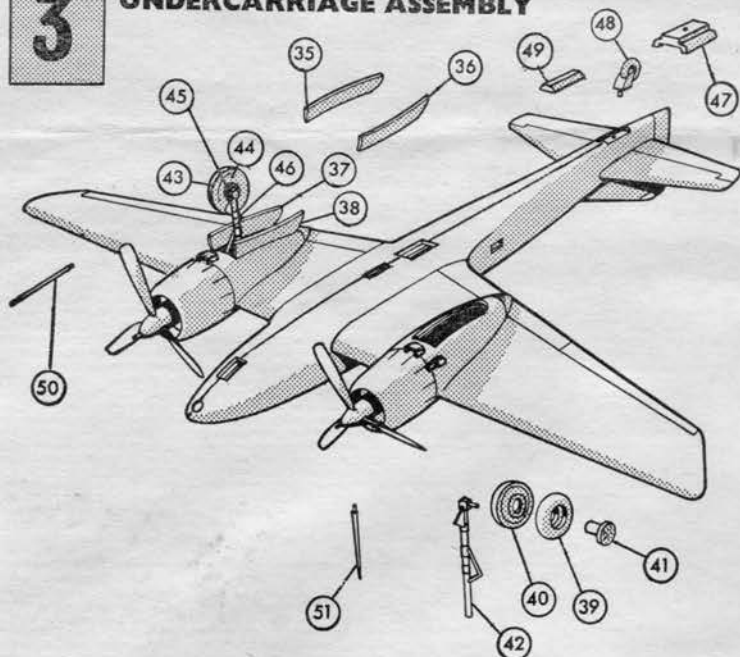
ENGINE ASSEMBLY



20. Insert propeller pin (25) through hole in front of engine cowling (26), carefully apply a drop of cement to end of pin then push propeller retaining bush (27) onto end of pin, ensure propeller is free to turn.
21. Similarly assemble second engine unit (28-30) then cement completed engines onto nacelles. NOTE.—Locating ribs inside cowlings fitting cut outs at top of nacelles, small semi-circular cut outs at rear of cowling sides, facing outboard.
22. Locate and cement "D" shaped locating pins on exhausts (31, 32) into port and starboard cut outs in outboard cowling sides.
23. Locate and cement tabs, on oil coolers (33, 34) into slots beneath nacelles.

3

UNDERCARRIAGE ASSEMBLY



24. The desired undercarriage position should now be selected. For a model with lowered undercarriage, locate and cement main wheel doors (35-38) onto ribs inside wheel wells, doors hang vertically.
25. Cement together one male and one female main wheel half (39, 40), press hub (41) through wheel and cement onto projecting axle of undercarriage leg (42) leaving wheel free to turn.
26. Similarly assemble and fit second main wheel (43-46).
27. Cement undercarriage legs into locating holes in bosses within port and starboard wheel wells. NOTE.—Wheels face outboard.
28. Locate and cement flat rib on tail wheel door section (open) (47) into recess beneath rear of fuselage.
29. Cement locating pin on tail wheel (48) into central locating hole between open tail wheel doors.
30. For a model with retracted undercarriage the main wheels, undercarriage legs, tail wheel and tail wheel door section (open), are omitted, main wheel doors cemented in closed position and tail wheel door section (closed) (49) cemented into recess beneath rear of fuselage.
31. Cement pitot tube (50) into locating hole in port wing.
32. Cement aerial (51) into locating hole on top of fuselage.

4

SUGGESTED COLOUR SCHEME

33. Cement together both parts of stand.

34. Cement arm of stand into slot provided in fuselage.

NOTE.—Painting should be completed at this stage.

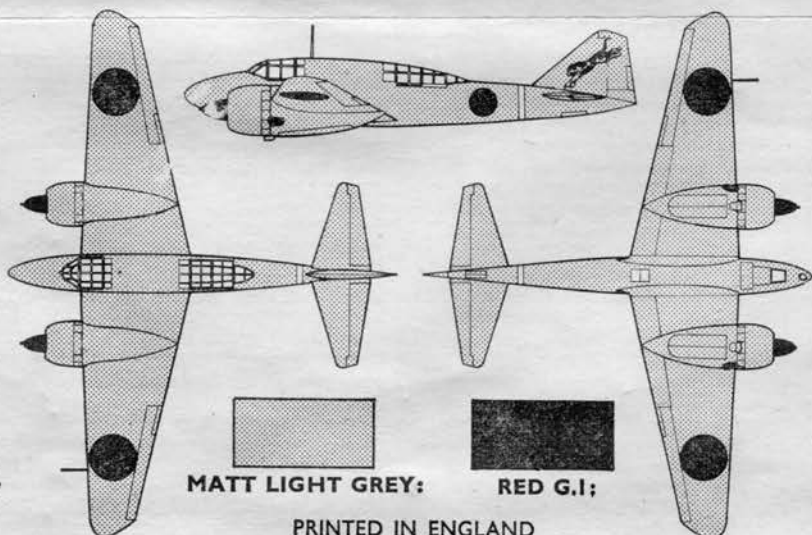
Apply transfers: First cut the sheet into 10 subjects. Dip each into warm water for a few minutes, slide transfer off backing into position shown on illustration.

The large red circles above and below wings, the small red circles to fuselage sides, the white combat stripe around rear of fuselage and Tiger insignia either side of fin and rudder, the aircraft name to base of stand.

MATT LIGHT GREY: All surfaces.

MATT BLACK M6: Propellers, wheel, tyres, exhausts.

RED G.I.: Spinners.



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