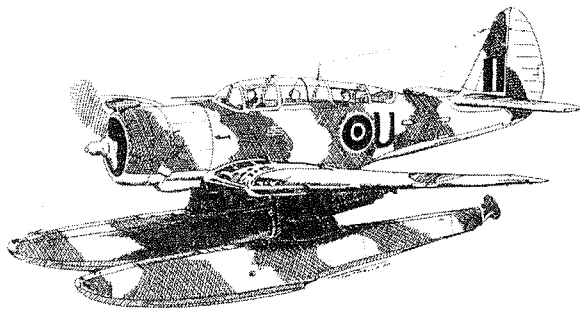
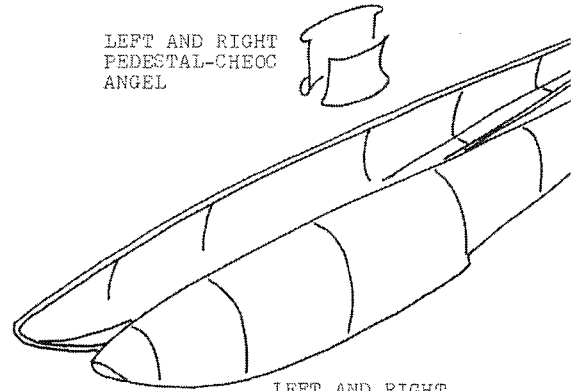


NORTHROP N-3PB.

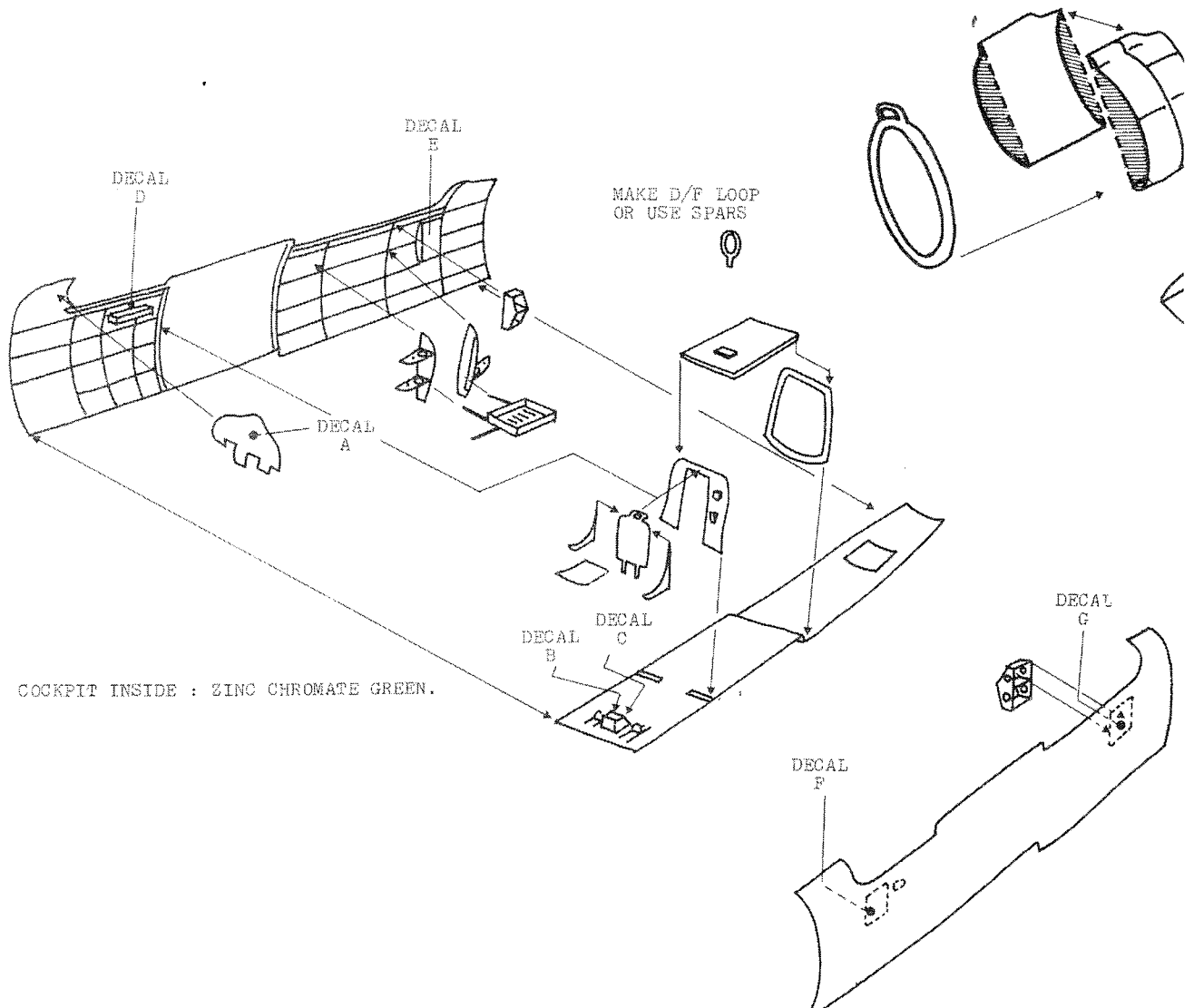


LEFT AND RIGHT
PEDESTAL-CHEOC
ANGEL



LEFT AND RIGHT
FLOATS IDENTICAL

PRODUCED BY INTERNATIONAL PLASTIC MODELLERS SOCIETY NORWAY.
SHAPING : BJØRN HAUG HENRIKSEN.
DRAWING : TOM ARHEIM.
LAY-OUT : FRANK ABELSEN.

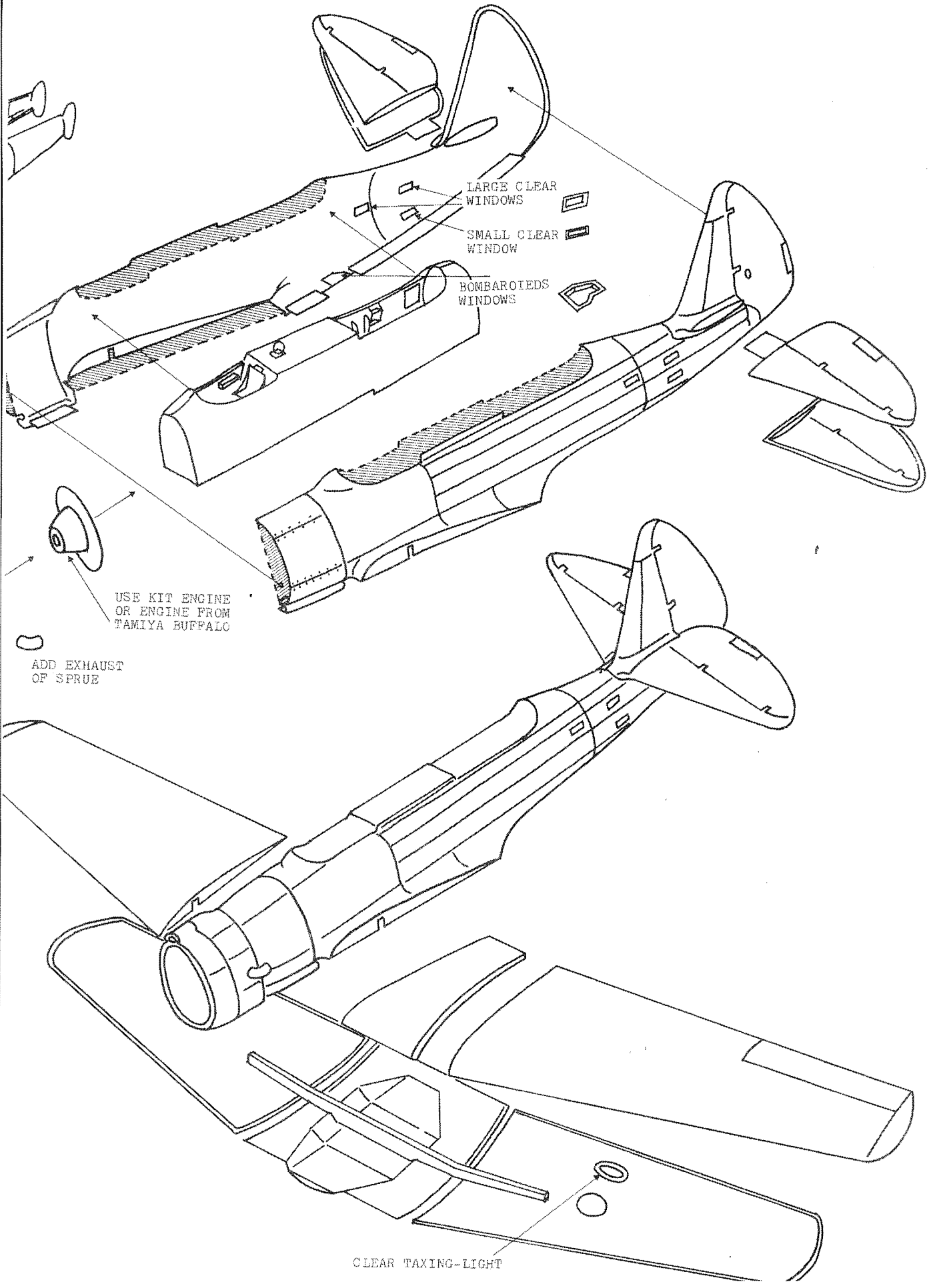


COCKPIT INSIDE : ZINC CHROMATE GREEN.

DECAL
F

DECAL
G

MAKE D/F LOOP
OR USE SPARS



LARGE CLEAR
WINDOWS

SMALL CLEAR
WINDOW

BOMBAROEDS
WINDOWS

USE KIT ENGINE
OR ENGINE FROM
TAMIYA BUFFALO

ADD EXHAUST
OF SPRUE

CLEAR TAXING-LIGHT

The Northrop N3PB story

In December 1939 the Norwegian Naval Air Force signed a contract with the newly established company Northrop Aircraft Inc. for 24 N3PB aircraft. The order was part of a scheme to strengthen the Norwegian air forces in view of the world war that had broken out only a few months earlier. The Norwegian Government wanted to use the N3PB in the coastal defence role, protecting territorial waters along the long Norwegian coastline. A number of specifications were put down with the order, and two Norwegian aircraft constructors, Kristian Østby and Johan Høver, made their contribution to the final design of the aircraft. The N3PB was built as a three-seat twin floatplane of all-metal construction, being powered by a Wright R-1820-G205A Cyclone engine.

24 aircraft of the type was ordered, but due to the German invasion of Norway in April 1940, it was decided in the fall of 1940 to put the aircraft delivered under Allied Command, through the consent of the Norwegian Government in exile in London. The N3PB first took to the air in the beginning of 1941, and during the following months all 24 aircraft were tested and delivered to the Norwegian forces in Canada.

On April 25th 1941 the first Norwegian Naval Squadron was officially established at its new base at Reykjavik, Iceland. It had been decided to equip the new 330 Squadron with the N3PBs, and on May 19th, 18 aircraft arrived in Iceland onboard the Norwegian merchant vessel "Fjordheim". Twelve N3PBs were immediately put together. The squadron was divided into three flights, A-flight being based at Reykjavik, B-flight being based at Akureiry in Northern Iceland, and C-flight being based at Budareiry in Eastern Iceland. Three aircraft were given to each flight, with the remaining six being kept as a reserve, being gradually put into operation following losses.

The first operational sortie by the N3PB was flown out of Reykjavik on June 23rd 1941, the aircraft being piloted by Lieutenant A. Stansberg. The squadron was inspected for the first time by the head of Royal Air Force Coastal Command, Air Chief Marshal Sir Philip B. Joubert de la Ferté on July 11th.

The story of 330 (Norwegian) Squadron in Iceland can fill several books. From 1941 until the summer of 1943 when the Squadron was moved to Scotland, a total of 7473 flying hours were logged. Of these 4272 hours were flown during 1041 operational sorties. 246 anti-uboaat missions were carried out, 379 escorts of convoys, 250 reconnaissance flights and 18 ambulance flights. During the operations in Iceland, the squadron lost 21 men and 10 N3PBs. The squadron was accredited with 15 uboaats spotted, 9 attacked and 7 damaged. 8 enemy aircraft were accredited damaged.

In the spring of 1943, orders were received by the squadron to move to Scotland and to re-equip with the Short Sunderland flyingboats. A number of N3PBs were during April and May therefore transferred from Akureiry and Budareiry to Reykjavik, to be scrapped there. On April 21, N3PB No. 320 - "U", took off from Budareiry to Reykjavik. Pilot onboard was Wsewolod Bulukin and wireless operator was Leif Rustad. Onroute to Reykjavik the crew encounter heavy snow-showers, and is force to land on the glacier-river Thjorsa. The aircraft is wrecked during landing, but both crew-members swim ashore to safety, getting back to their squadron within a few days. Back in the river N3PB sinks down into mud and water.

36 years afterwards, N3PB No. 320 is successfully salvaged from the Thjorsa river in Iceland, through the joint effort of Icelandic, Norwegian, British and American volunteers. In November the same year the wreck is flown to the Northrop-plant at Hawthorne outside Los Angeles to be fully restored. And a year after, on November 10th 1980, the only remaining example of the N3PB in the world is rolled out at Hawthorne, following a complete restoration.

ASSEMBLING INSTRUCTIONS.

The easiest way to separate the parts from the sheet is to draw a sharp, pointed knife along the outline of the part and then break it very carefully off.

Place the part on a flat board covered with wet and dry paper and sand the part down to the correct size. When a thin flash appear on the edge of the part the correct size is achieved. Remove the flash and the part is finished.

Use this method unless stated otherwise.

INTERNAL FUSELAGE.

These part require a slightly different approach. Separate the parts as described. The next step is to trim down the backside using various files. The finished parts should be devoid of any edges.

Paint the parts and assemble as per instruction drawing.

FUSELAGE.

After sanding flat trim away the cockpit opening as well as the opening for the wing center section and cowling base and trim the inside of the openings. The fuselage in the front is very thin so care should be taken.

The vertical faces of the center section should only be sanded flat at the bottom and be left as a base for the inner panels of the wing.

Glue thin strips to the ventral and dorsal inside of one of the fuselage halves and after gluing the internal section in place as per instruction drawing, join the fuselage sides together using the strips as a reinforcement.

Trim the internal section and fuselage and use filler where necessary.

COWLING AND ENGINE.

Use the kit engine or the engine from a Tamiya Brewster Buffalo and glue it to the engine bulkhead. If the kit engine is used, make a proper part from sprue as propeller shaft and insert it before the engine halves are joined.

Sand the cowling halves as above and trim away the closed ends. The cowling halves are very thin and this must be done very carefully.

Join the cowling halves in the same way as the fuselage and glue the front ring in place after sanding it down. The carburettor intake should be opened.

Join the engine bulkhead with the engine to the cowling and glue the whole unit in place on the fuselage.

Exhaust stubs should be taken from the scrap box or made from sprue of 3 mm thickness.

A fitting propeller should be taken from the scrap box.

WINGS.

Cut loose and sand the parts as described.

Cut small openings in the fuselage wing roots to accommodate the wing spar.

Glue the spar in place in the lower wing center section with the front of the spar 13 mm from the leading edge and glue the center section to the fuselage.

Glue the top inner wing panels to the center section. Because of the nature of vacuum forming plenty of filler is needed on the wing root fairing.

The spar should now protrude from the center section. After joining the wing outer halves put glue on the spar and slide the panels in place making sure of the correct dihedral.

HORIZONTAL TAIL.

Sand down the parts as earlier and join each set of halves. Cut open the marked slots on the tail of the fuselage and insert the parts with the lip down on one side and up on the other.

FLOATS.

Both floats are identical. Sand down and glue together as before, taking care with the water rudders.

The pedestals are provided one left set and one right. First sand flat both halves of each set. One of the halves of each set has a raised extension to the top and bottom base lines. Cut away these extensions and sand the parts flat on the backside leaving only a very sharp edge. Repeat on the other half. This will ensure an approximately correct sideways angle when joining the pedestals to the floats and center section of the wing.

When gluing the pedestal to the float the center line of the pedestal shall correspond with the centerline of the float and with the highest edge of the pedestal forwards.

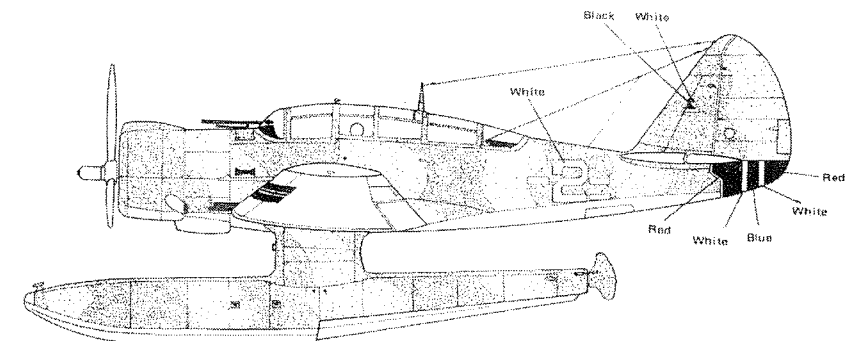
Checking with the drawings the floats can now be joined to the underside of the wing center section, making sure of the correct angles.

For painting and markings refer to the drawings.

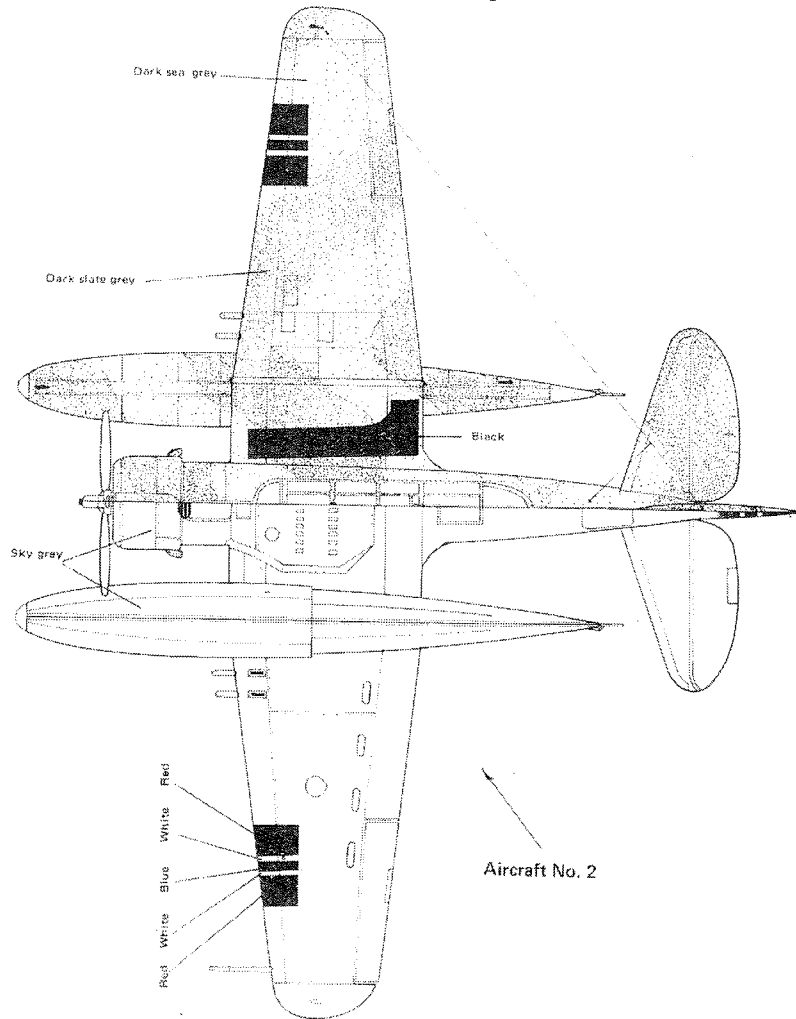
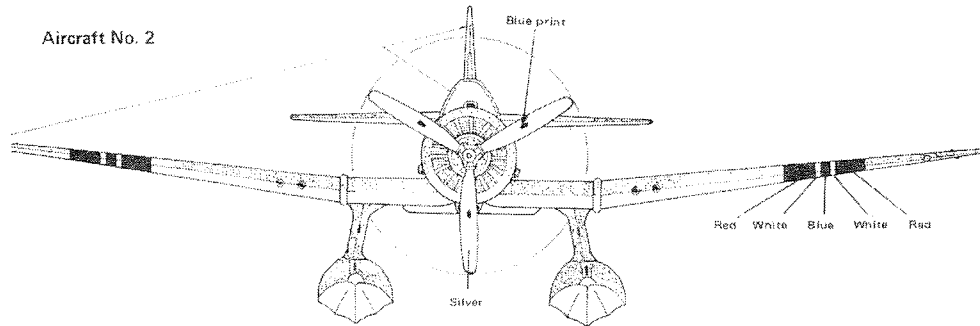
A FINAL WORD ABOUT THE KIT.

This vacuum kit is made entirely by an amateur and from the start with very sparse informations.

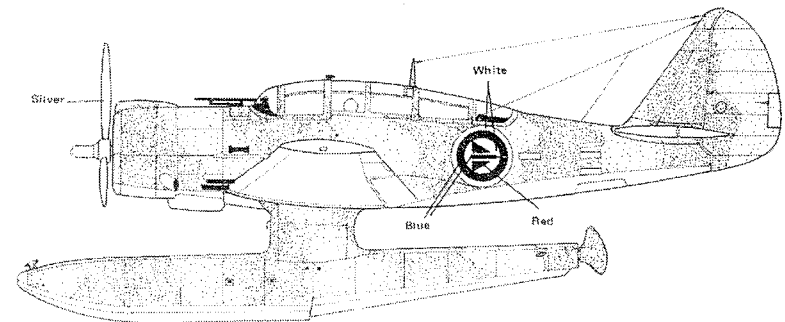
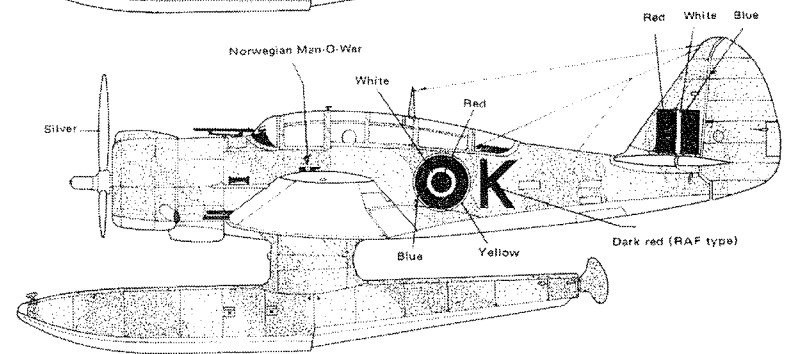
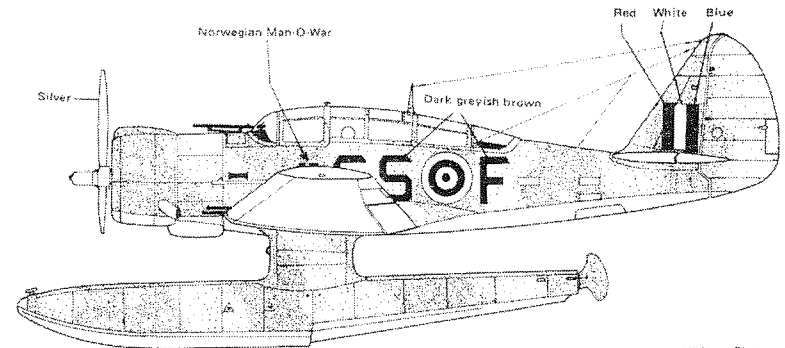
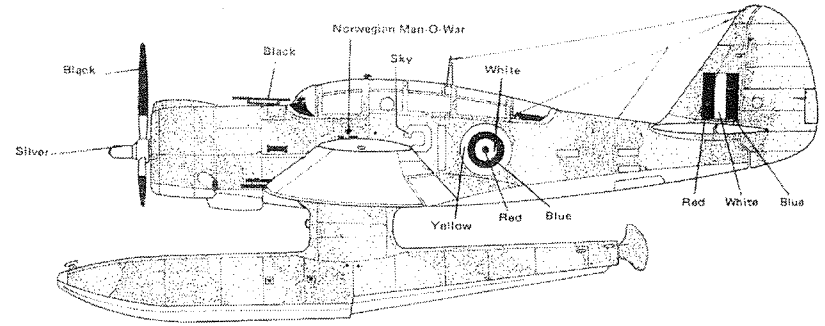
The kit is therefore hopefully regarded for what it is and that in spite of its shortcomings will make a nice addition to your collection.

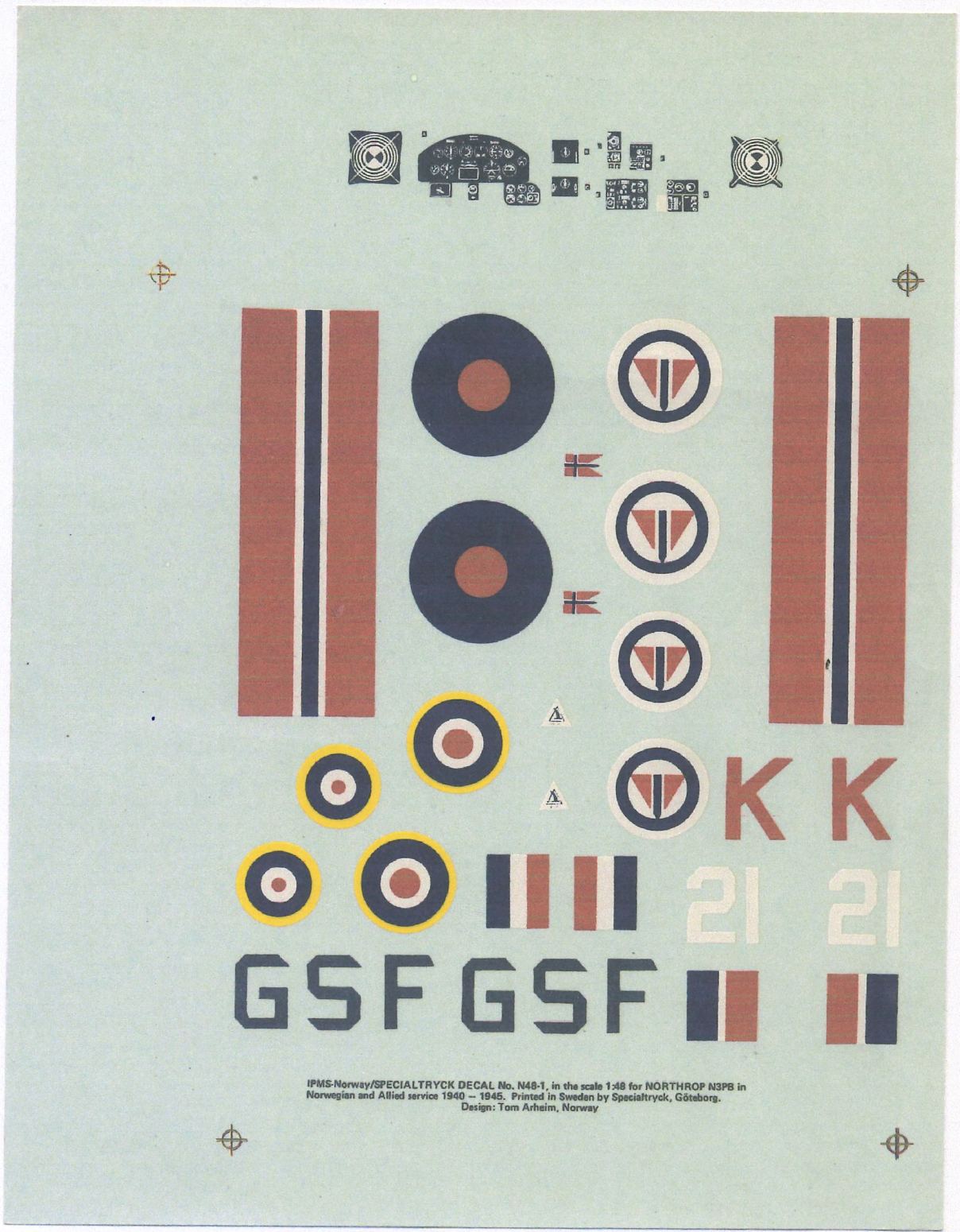


Aircraft No. 2



Aircraft No. 2





IPMS-Norway/SPECIALTRYCK DECAL No. N48-1, in the scale 1:48 for NORTHROP N3PB in Norwegian and Allied service 1940 - 1945. Printed in Sweden by Specialtryck, Göteborg. Design: Tom Arheim, Norway