

FR 011

## PZL P-24B/E "Over Danube"

1/72

Amélioration du chasseur polonais PZL P.11, le P.24 est vendu à la Roumanie, à la Grèce (c'est lui qui illustre lors des combats contre les Italiens), à la Bulgarie (12 appareils) et à la Turquie (40), mais il n'équipe pas son pays d'origine.

La Roumanie, qui avait acquis 50 P.11b en Pologne et décidé de produire le P.11f sous licence, achète en octobre 1936 5 P.24 fabriqués en Pologne (à assembler par IAR) ainsi que la licence de fabrication de 25 appareils à produire par IAR à Brasov. La mise au point se révèle particulièrement laborieuse à cause des vibrations engendrées par le moteur K-14 et amène à utiliser une hélice bipale en bois en place de l'hélice tripale métallique initialement prévue, à monter un réducteur de vitesse au ratio 2/3 sur le moteur et à monter un nouveau capot moteur.

Les PZL P.24 entrent en service opérationnel au début de 1940. Le 22 juin 1941 les voit affectés à la protection de Bucarest ainsi qu'à celle des champs pétrolifères de Ploesti. A partir du 28 juillet 1941, les PZL P.24 sont progressivement employés sur le front d'Odessa à l'attaque au sol et au support aérien des troupes germano-roumaines. Ils ont ainsi l'occasion de se mesurer à la chasse soviétique et de remporter quelques victoires aériennes. En contrepartie, les as soviétiques Grigoriy Rechkalov, Alexandre Pokrychkine et Ivan Kozhedub (l'As des As Alliés) ont à leur tableau de chasse quelques P.24. Début 1942, les 23 PZL P.24 survivants sont affectés aux écoles de pilotage.

La Bulgarie acquiert 12 PZL P.24B qu'elle met en service en 1938. Ces chasseurs sont équipés, comme tous les autres P.24 à l'exception des roumains, d'une hélice métallique tripale.

Spécifications, PZL P24 roumain: longueur 7,50 m, envergure 10,71 m, autonomie 750 km, plafond 10.500 m, vitesse maximum 430 km/h. Armement: 2 x mitrailleuses Browning FN de 7,92 mm, 2 x lance-grenades IAR-Barbieri contenant 12 grenades anti-personnel. Motorisation: un moteur radial IAR K-14 II C32 de 870 Cv (licence Gnome & Rhône)

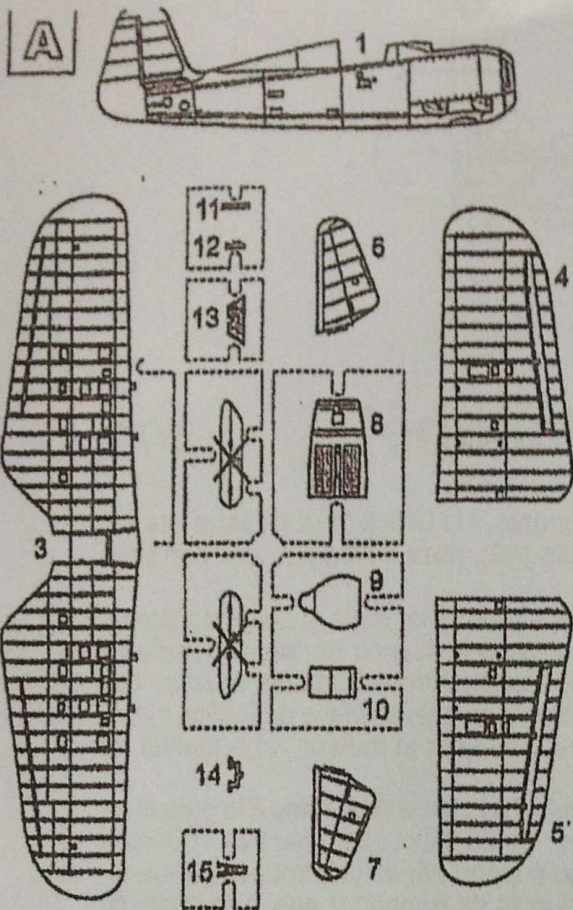
The P.24 was an improvement of the well-known Polish PZL P.11 fighter. It was purchased by four nations in the quantities indicated: Romania (5 plus 25 licence-built), Greece (36) who would make the plane famous fighting the 1940 invasion by Italy, Bulgaria (12) and Turkey (40). Interestingly, the Polish Air Force did not order the P.24 despite its export success.

The Romanians, who already operated 50 of the earlier P.11b and built the P.11f under licence, decided to acquire the P.24. PZL supplied five P.24's in October 1936 for final assembly by IAR in Brasov, along with a licence for them to build 25 additional planes. The use of the K-14 engine in the P.24 led to severe vibration problems. The Romanians finally solved the issue by using a wooden two-bladed airscrew in place of the intended three-bladed metal propeller. They also had to fit a Q reduction gear to the engine along with a new NACA cowling.

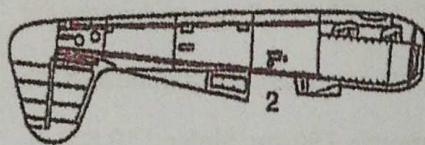
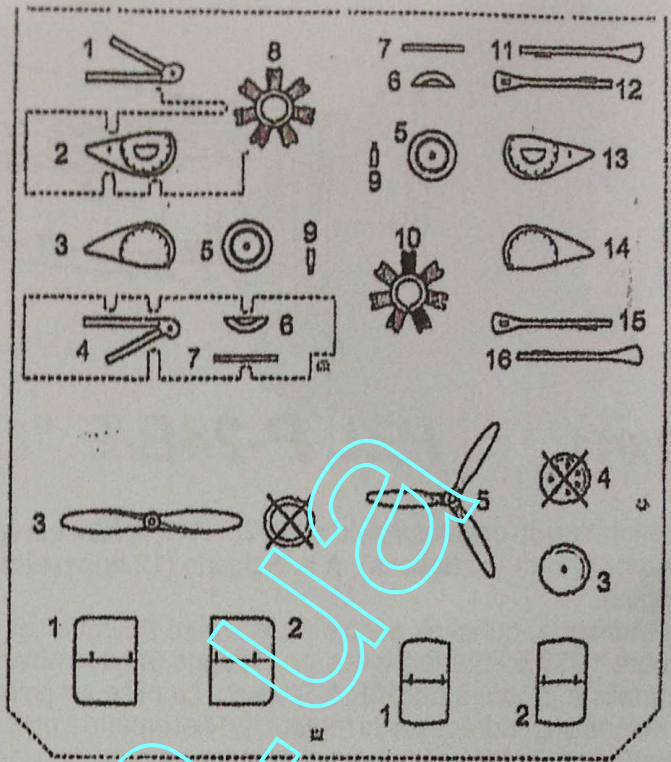
The P.24's entered Romanian service in early 1940. At beginning of Operation Barbarossa they protected Bucharest and Ploesti oil fields from Soviet bombers. Then, from 28 July 1941, the P.24's progressively moved to the Odessa front providing close support to both German and Romanian troops. They also scored some victories when confronted by Soviet fighters. However the Soviet aces Grigoriy Rechkalov, Alexandr Pokryshkin and Ivan Kozhedub (Allied top-scoring Ace) also managed to add some P.24s on their tallies during this period. Early 1942 the 23 surviving P.24's were transferred to training units. Bulgaria bought 12 PZL P.24B's which entered operational service in 1938. They were fitted with a three-bladed metal propeller (standard for all P.24's other than the Romanian version).

Specifications: Romanian PZL P.24: length 7,50 m, wingspan 10,71 m, range 750 km, ceiling 10.500 m, maximum speed 430 km/h. Weapons: 2 x 7,92 mm Browning FN machine guns, 2 x grenade-throwers IAR-Barbieri with 12 anti-personal grenades. Engine: one IAR K-14 II C32 radial developing 870 Hp (Licence-built Gnome & Rhône).

Documentation: Romanian Fighter colours 1941-1945, Modelist n°3 & 4  
Remerciements / Special thanks to Horia Stoica



**B**  
**C**  
**E**



**?**  
Opis  
Optional  
Nach Bauplan  
Option

**?**  
Ostranik  
Kamova  
Entfernen  
Detaicher

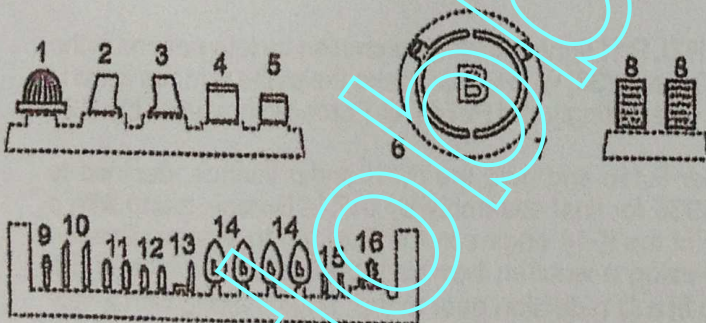
**?**  
Lepidlo na kov  
Glue for metal  
Metallkleber  
Colle à métal

**D**  
Obšak  
Decal  
Abziehbilder  
Decolique

**?**  
Barva  
Color  
Farben  
Peindra

**?**  
Clear fix

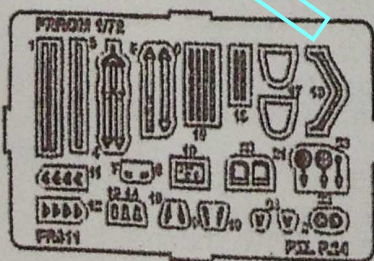
**POLYURETHAN PARTS (PUR)**



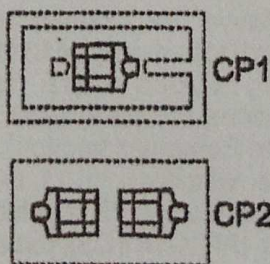
**Couleurs GUNZE / GUNZE Colour No.**

<b>A</b>	Rouge / Red	H3
<b>B</b>	Blanc / White	H11/C82
<b>C</b>	Noir / Black	H12/C33
<b>D</b>	Cuir / Leather	H17/C20
<b>E</b>	Bois / Wood	H37/C43
<b>F</b>	Gris / Grey	H53/C13
<b>G</b>	Noir pnau / Tyro Black	H77/C137
<b>H</b>	Toile / Linen	H85/C45
<b>I</b>	Gris / Gray	H308/C308
<b>J</b>	Rouille / Rust	H344
<b>K</b>	Métal brun / Dark Iron	MC214
<b>L</b>	Aluminium / Aluminium	MC218
<b>M</b>	Laiton / Brass	MC219

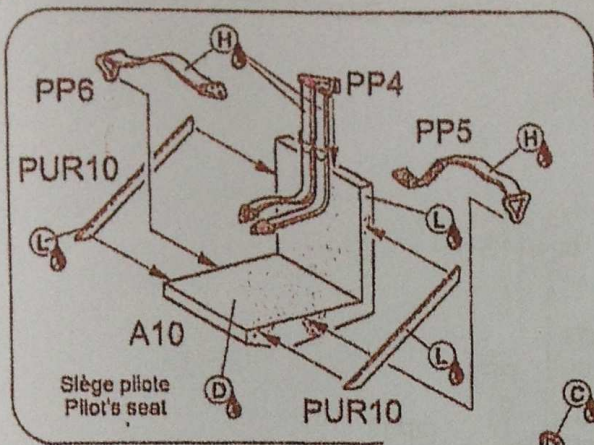
**PHOTO-ETCHED PARTS (PP)**



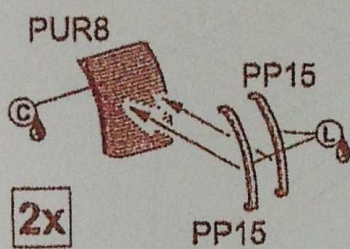
**CLEAR PARTS (CP)**



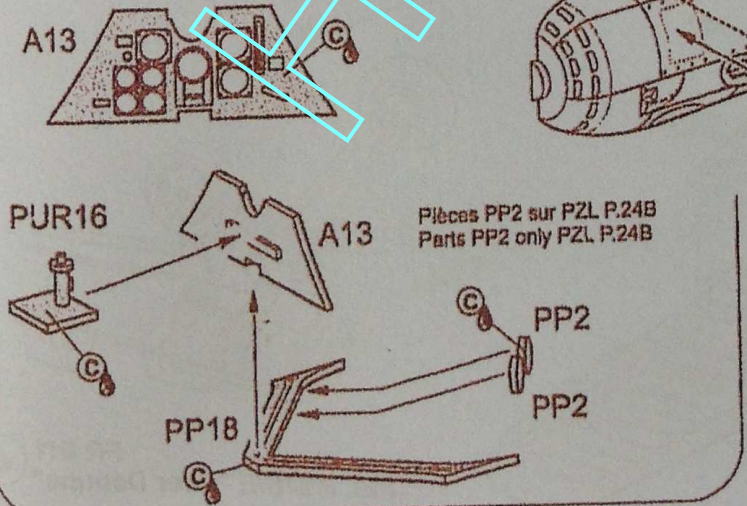
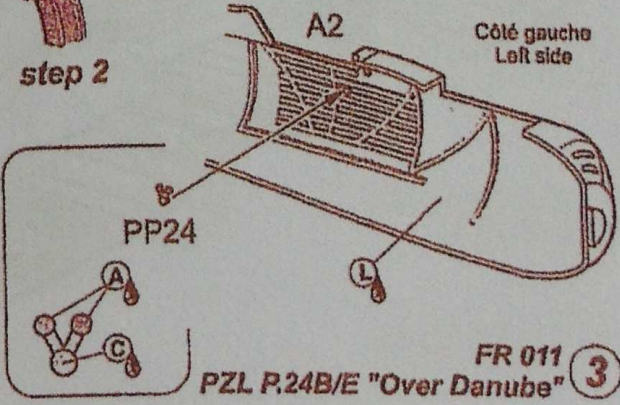
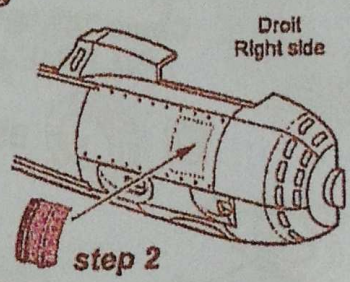
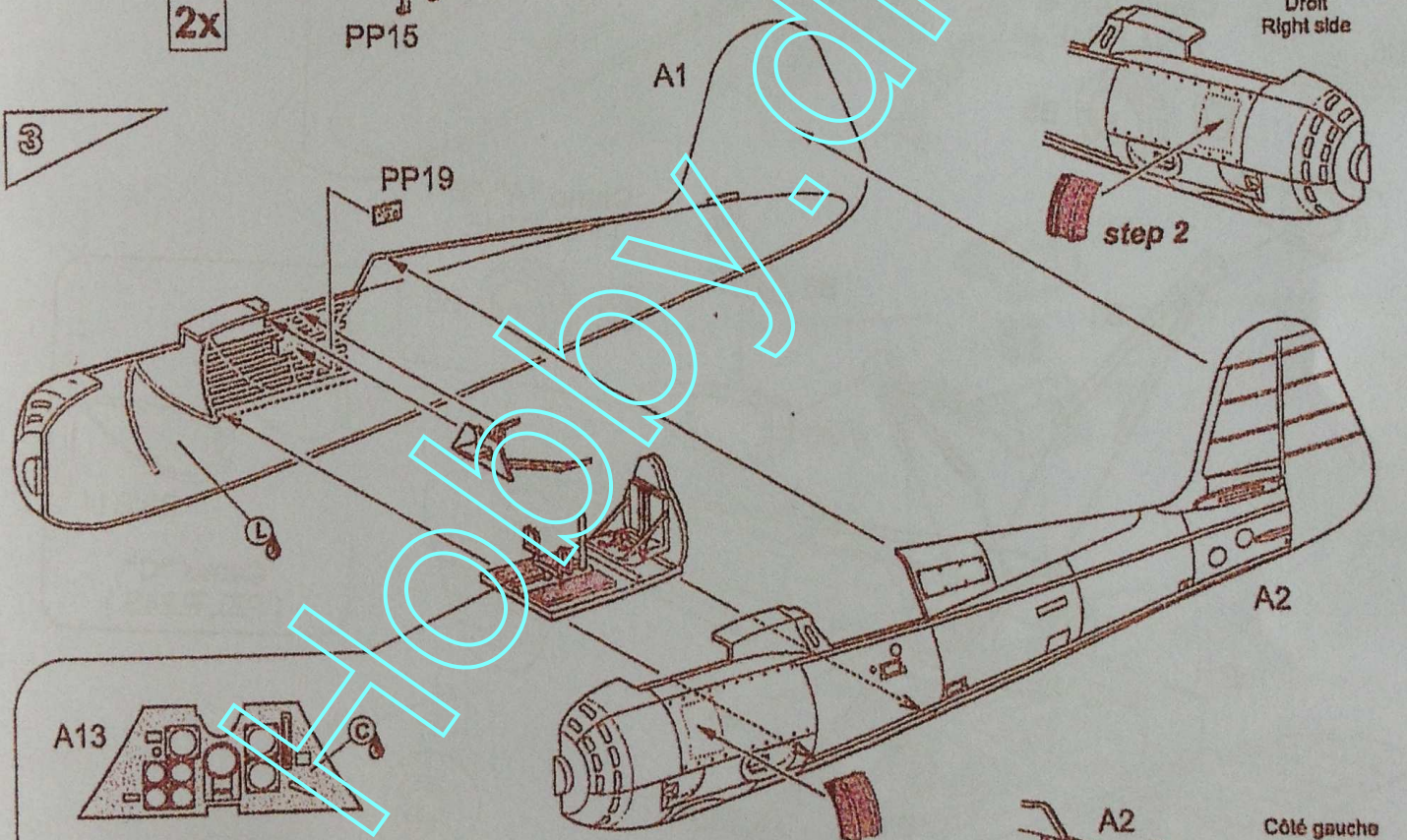
1



2

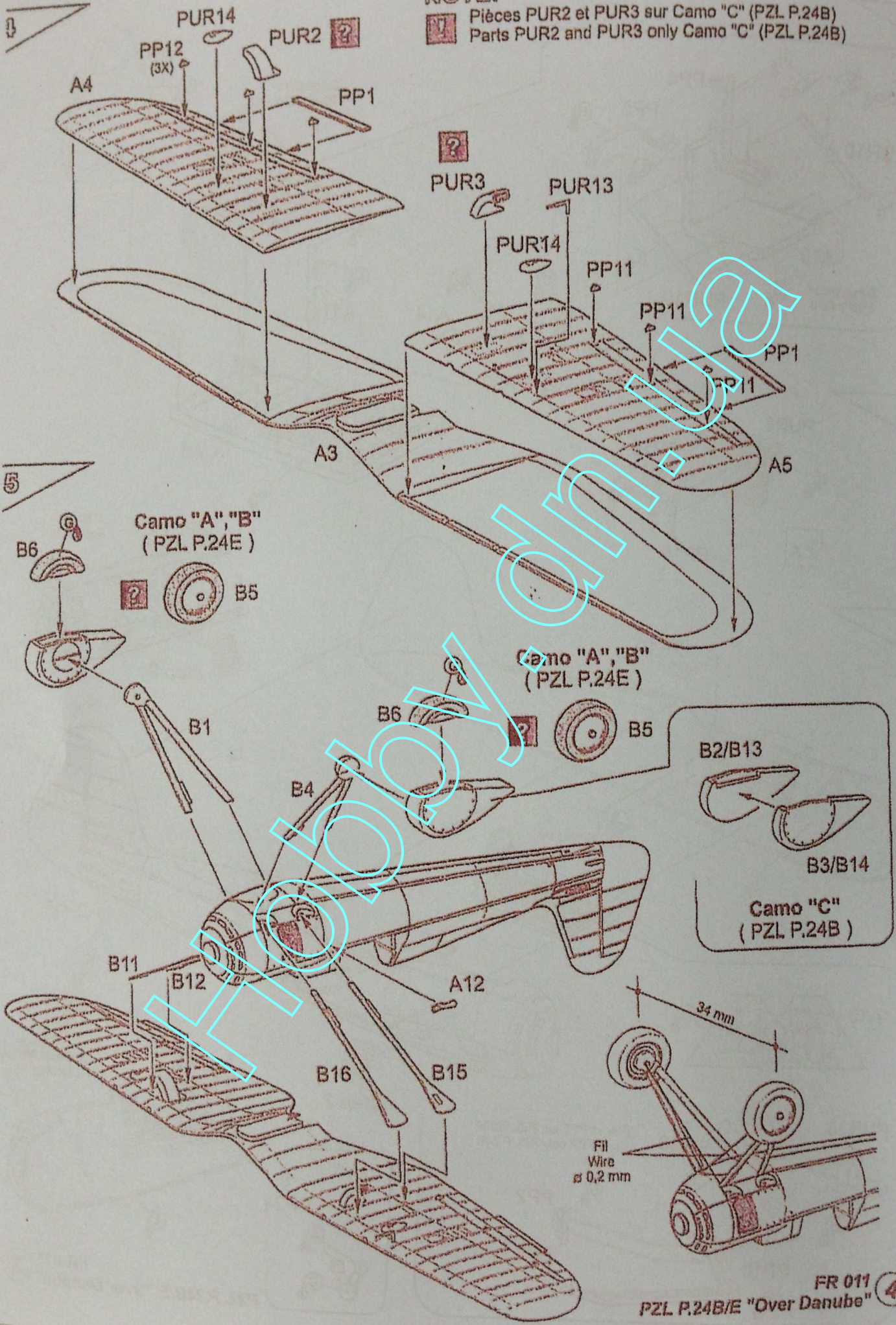


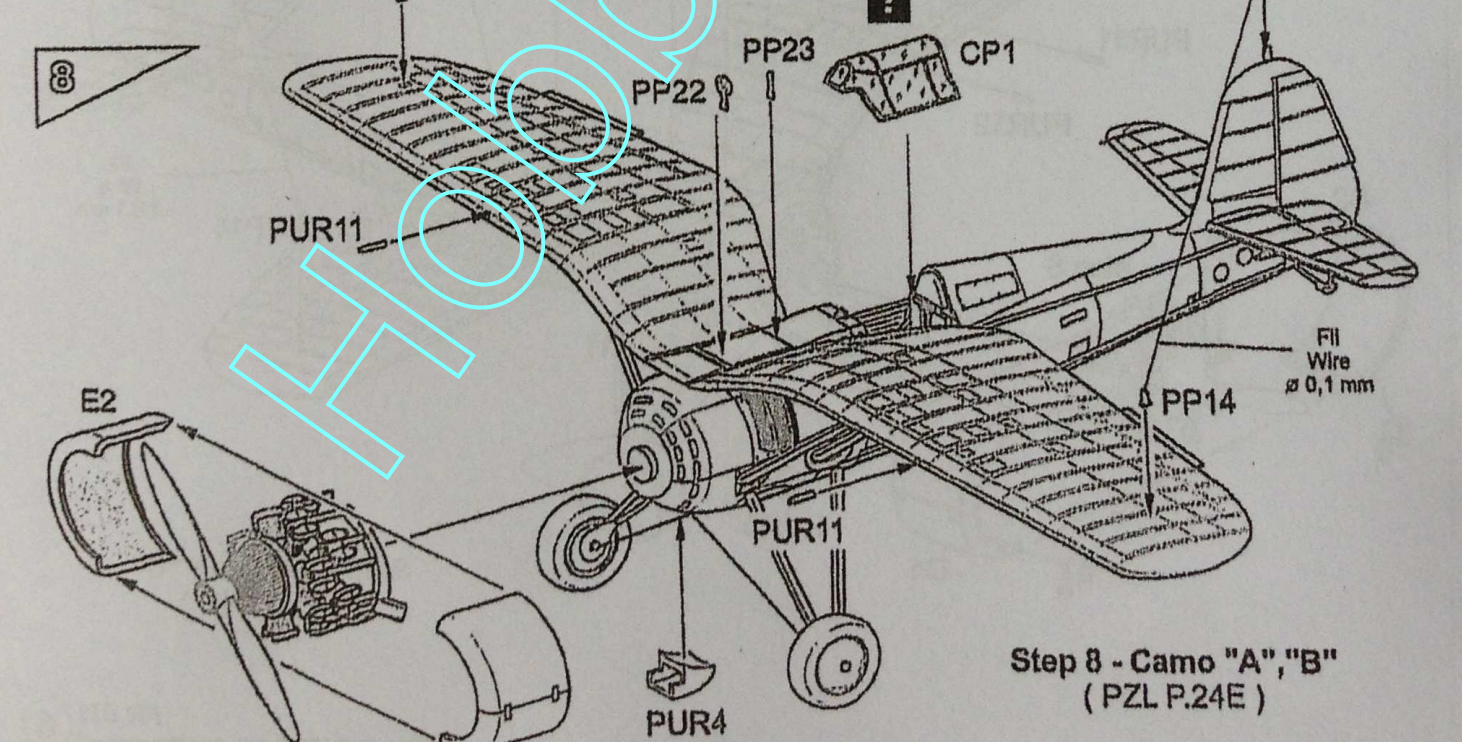
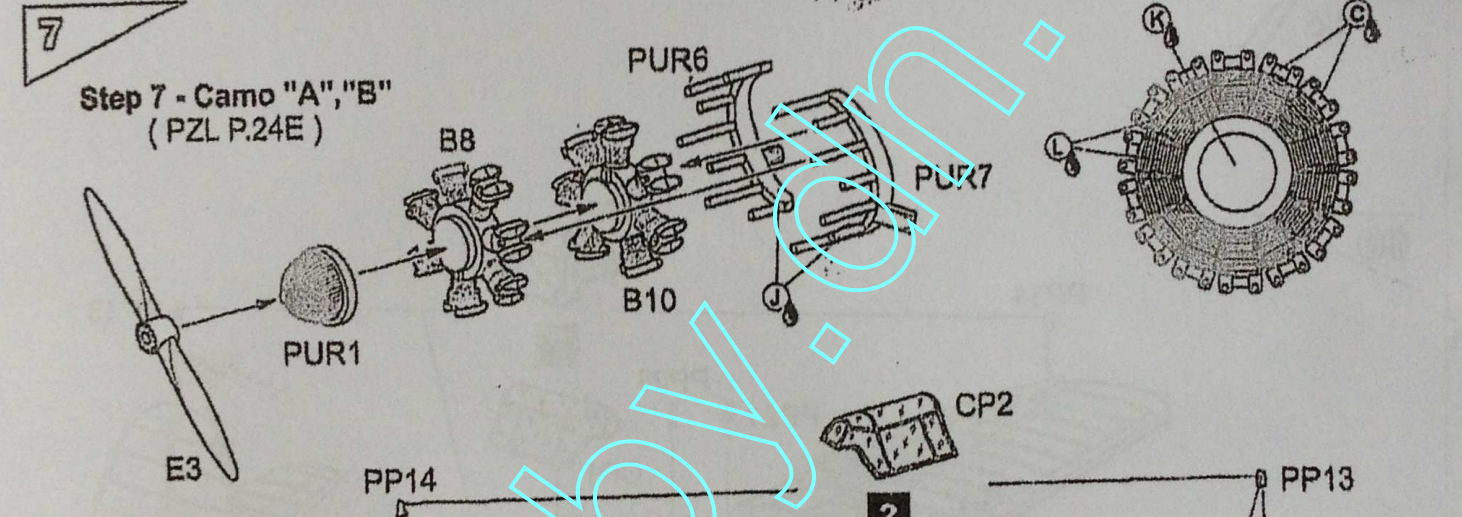
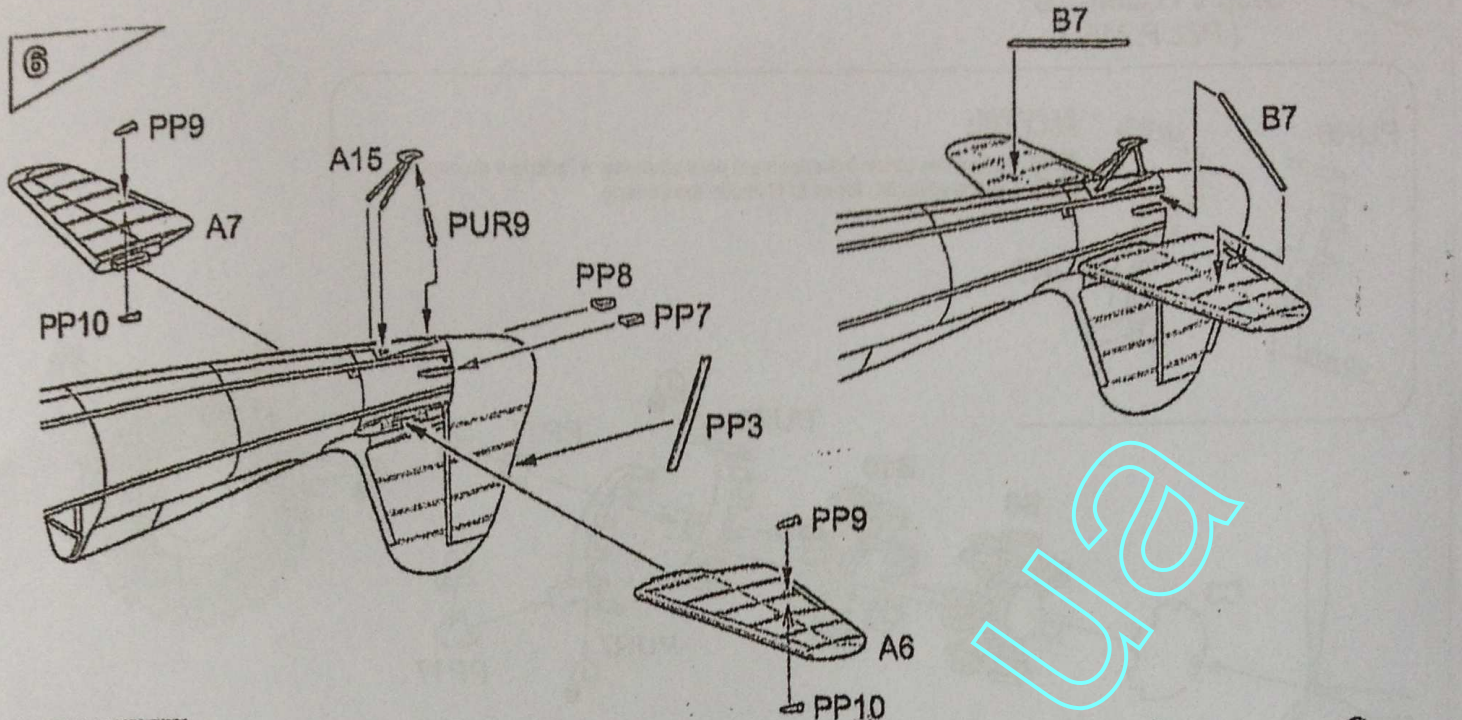
3



**NOTE:**

❗ Pièces PUR2 et PUR3 sur Camo "C" (PZL P.24B)  
Parts PUR2 and PUR3 only Camo "C" (PZL P.24B)

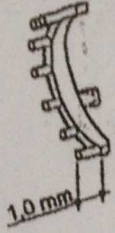




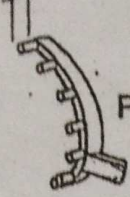
9)

### Step 9 - Camo "C" ( PZL P.24B )

PUR6



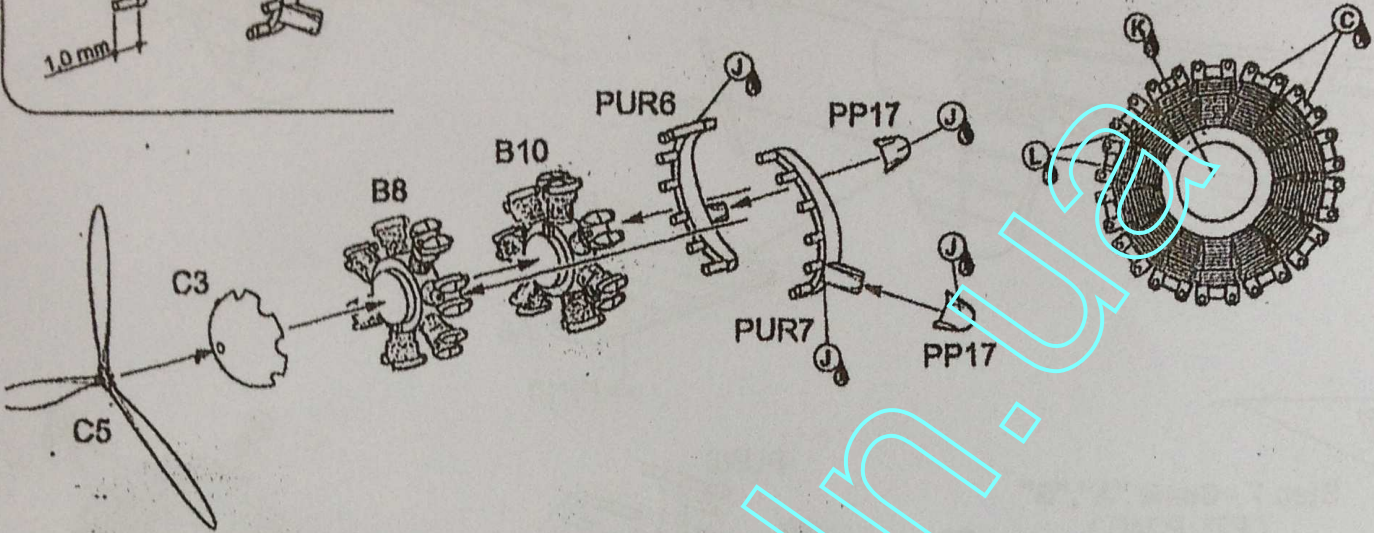
1.0 mm



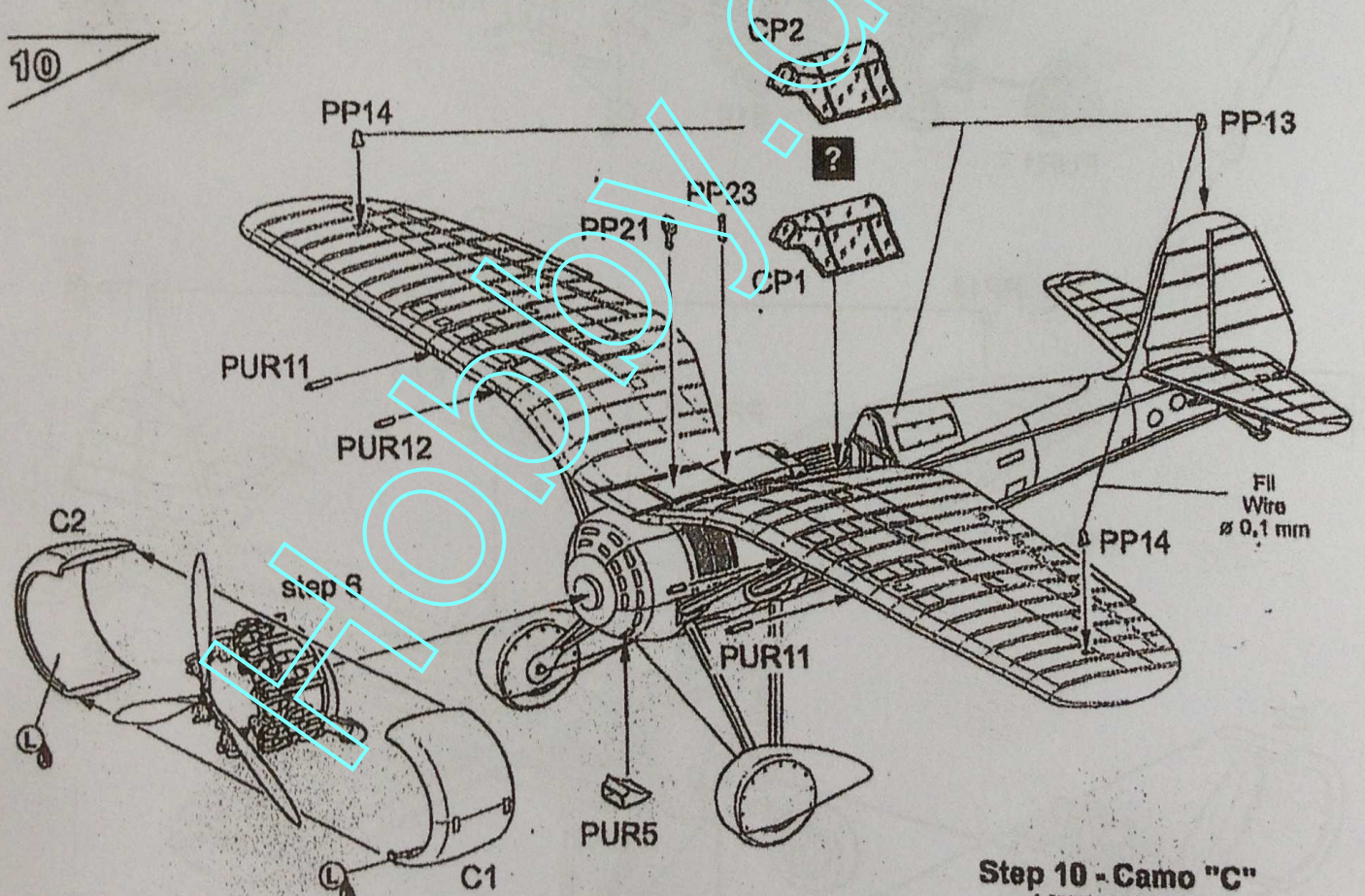
PUR7

#### NOTE:

**!** Couper les tubes d'échappement pour s'adapter à l'intérieur du capot  
Cut the exhaust tubes to fit inside the cowling



10

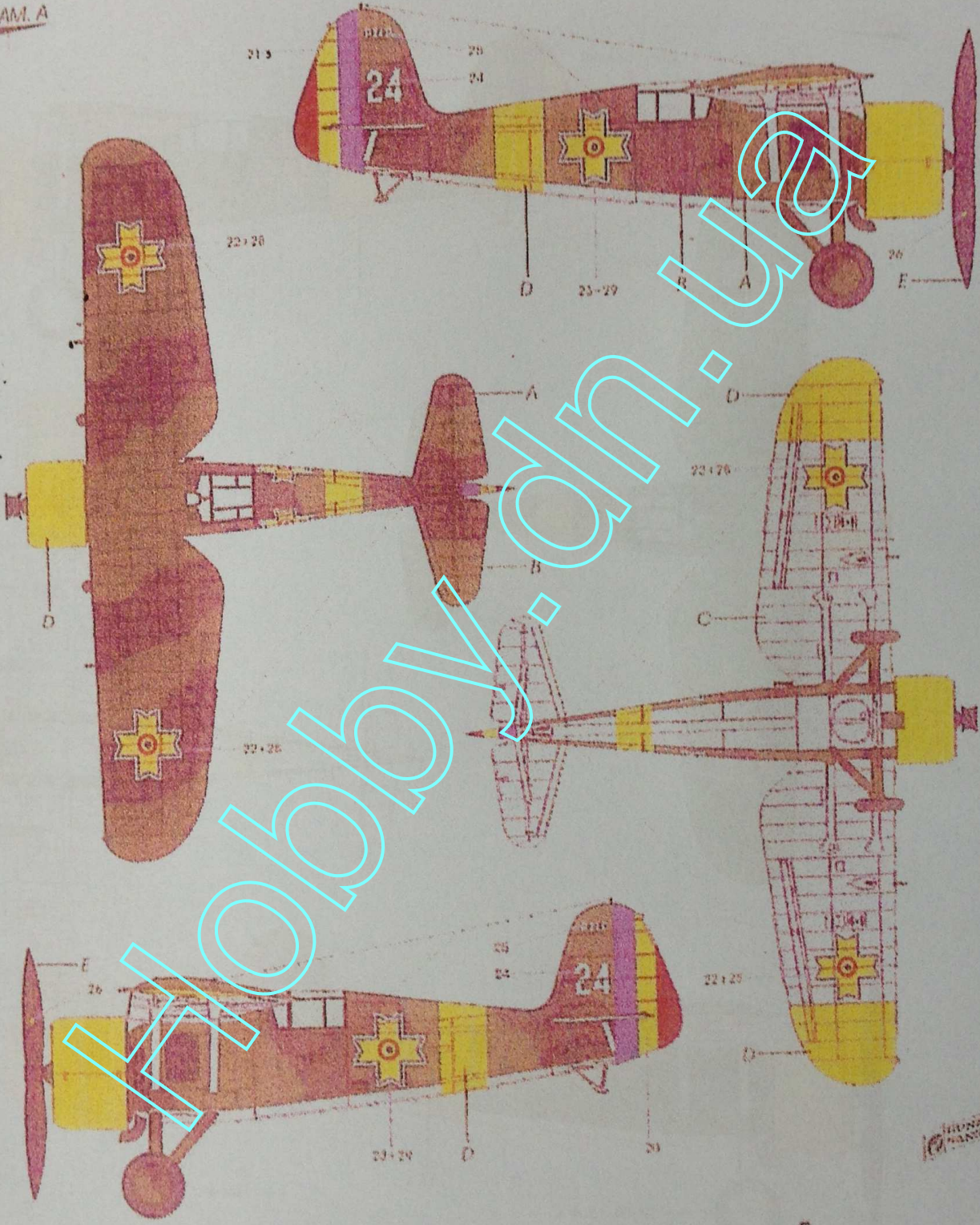


### Step 10 - Camo "C" ( PZL P.24B )

P.24, Romanian Air Force, Pilot Adj. Stog, Av. Nicolae Solomon de l'Escadila 62, Grupul 6 Vanatoare (4 victoires), Pipera airfield (Bucharest), September 1941.  
 Notice: the 'P.24P' writing, only known example

P.24, ARR, Pilot Adj. Stog, Av. Nicolae Solomon de l'Escadila 62, Grupul 6 Vanatoare (4 victoires), Pipera (Bucharest), septembre 1941.  
 Remarque: l'inscription 'P.24P' ne figure sur aucun autre P.24

CAM. A



- A**

DARK GREEN  
 VERT FONCE  
 H73 / C23
- B**

DARK EARTH  
 BRUN FONCE  
 H72 / C22
- C**

LIGHT BLUE  
 BLEU CLAIR  
 H57 / C15
- D**

YELLOW  
 JAUNE  
 H4 / C1
- E**

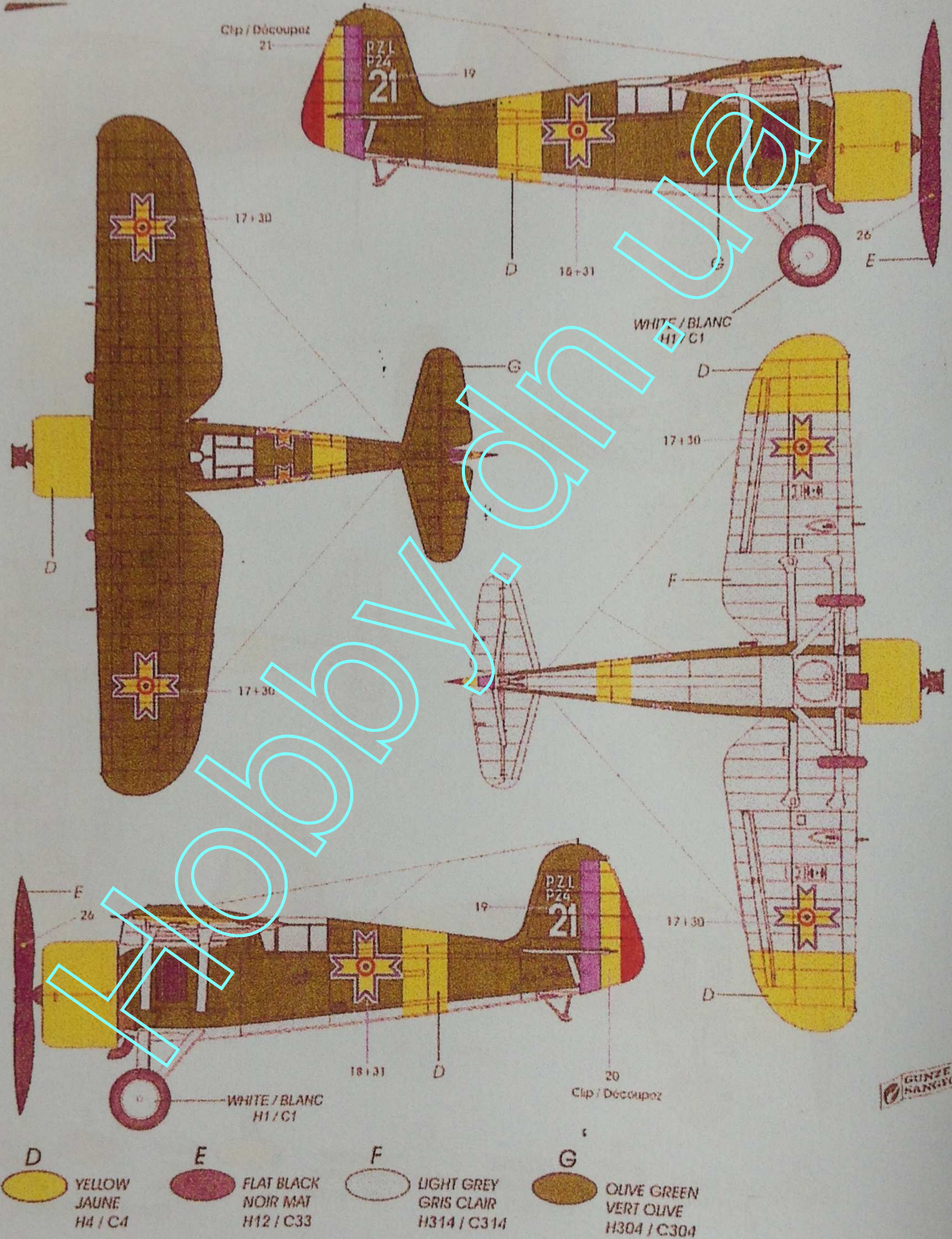
FLAT BLACK  
 NOIR MAT  
 H12 / C33

FR011 PZL P.24B/E "Over Danube"

P.24, Romanian Air Force, Baden airfield, September 1941, pilot  
Serg. TR. Av. Ion Olteanu, Escadrila 62 (4 victoires).

P.24, ARR, Baden, septembre 1941, pilote Serg. TR. Av. Ion  
Olteanu, Escadrila 62 (4 victoires).

CAM. B



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P24B, Bulgarian Air Force, 2nd Istrebitel Orliak, Karlovo airfield, 1938/39

PZL P.24B Armée de l'Air Bulgare, 2e Istrebitel Orliak, Karlovo, 1938/39

CAM. C



- A  
 DARK GREEN  
 VERT FONDÉ  
 H73 / C23
- C  
 LIGHT BLUE  
 BLEU CLAIR  
 H67 / C115
- H  
 RED  
 ROUGE  
 H23 / C79
- I  
 ALUMINIUM  
 ALUMINIUM  
 HB / C8



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