

# Macchi C.205 V



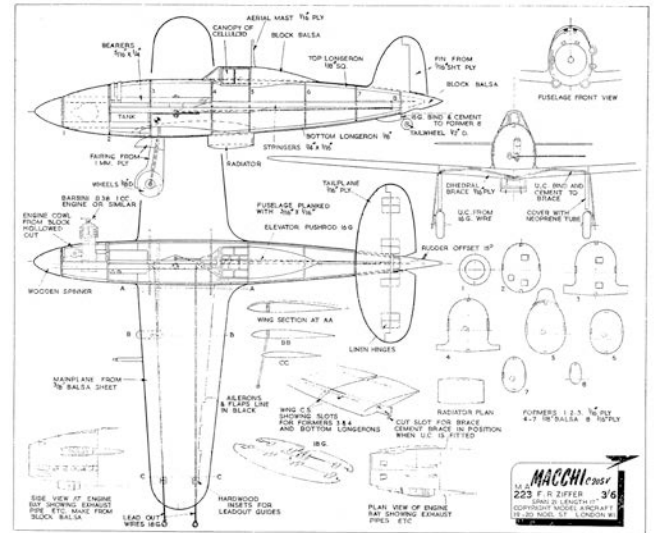
## A Scale Control Line Model of a Fascinating Prototype by F.R. Ziffer.

Like Great Britain, Italy owed much to the experience gained in the Schneider Trophy races when in later years she came to develop combat aircraft. Italy twice won the trophy with Macchi aircraft designed by Mario Gastoldi, chief designer of Aeronautica Macchi.

The C.205V was a development of the G.200 Saetta series of radial engine fighters, the in-line engine types being introduced when, in 1940, a Daimler-Benz DB 601 engine was installed in a modified Saetta airframe and designated C.202 Foglore.

The C.205V Veltro prototype first flew on April 19th, 1942, with a 1,250 h.p. DB 605A engine installed and an armament of two 12.7 mm. and two 7.7 mm. guns. In the production Veltro, which entered service in 1943, the 7.7 mm. guns were replaced by two 20 mm. cannon as shown in our heading photograph and plan. Provision was also made for an external bomb load, and in fact the type was mainly used as a fighter-bomber.

**Construction:** The first step is to cement together the engine bearers and formers 1, 2 and 3 (pre-cementing makes a good job here). Next, solder the engine attachment nuts to two strips of brass or tinfoil and bind these, in position, to the bearers with fuse wire, afterwards cementing liberally. The engine is mounted on the center line without any offset. Then fit the tank between the bearers between formers 2 and 3, and the bellcrank aft of former 3.



The next stage in the fuselage construction is to join the main side stringers to the formers 1 to 3 and then add formers 4 to 7. Afterwards the top and bottom stringers can be cemented in place. Then assemble the tailplane and cement it in position adding the push rod. The tailwheel wire is stitched and cemented to former 8 before it is cemented to the ends of the fuselage stringers. Then add the fin.

Carve and sand the wings to the section shown on the plan. Cut the openings for the undercarriage, for formers 3-4, and for the lower stringer of the fuselage. Insert the two blocks for the lines-guides. Bend the undercarriage to the pattern shown on the plan, bind and cement to the 1.5 mm. ply brace. Cement together the two half wings by means of the undercarriage brace and insert the completed wing into the slot cut in the fuselage.

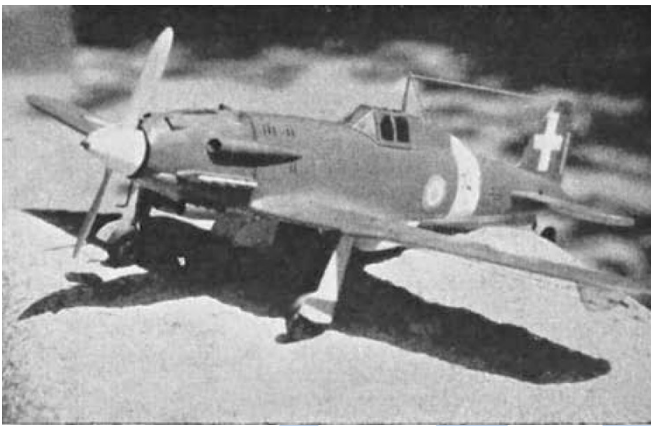
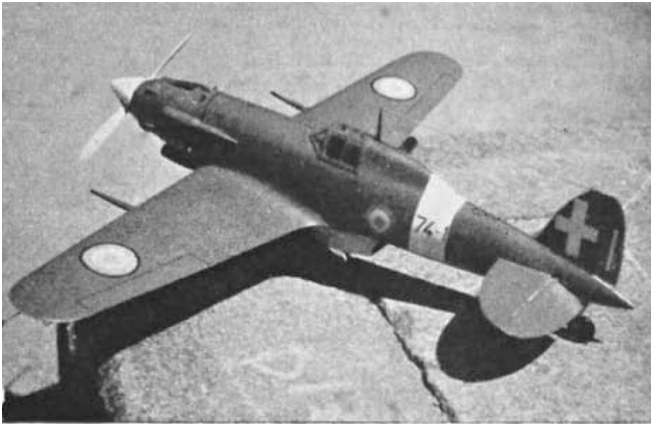
Plank the fuselage with 1/16 x 3/16 in. stringers. Sandpaper the entire fuselage smooth and add the engine cowl, streamlined rear cockpit, radiator, and tail wheel cowl blocks, and also fair in the wing root with soft block balsa.

Sand the complete model smooth, and, finally, fix the celluloid cockpit cover, and the small detail fittings.

Cover the finished model with lightweight tissue doped on and give several coats of grain filler or thinned-down dope, apply two coats of paste obtained by mixing some talcum powder with clear dope, sanding between coats. The model is then ready for colour dopping.

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The colour scheme is : upper surfaces drab olive, lower surfaces sky blue, spinner and vertical band on the fuselage (see plan) white, white cross on the fin.



These two photographs show well the amount of detail that can be incorporated in a model Macchi C.205V.

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