

## Beechcraft Super King Air 200

(designed for 1/72 scale A&A Model kit 7237 / 7240 or MACH 2 kit)

### MARINELUCHTVAARTDIENST (MLD), Koninklijke Marine, The Netherland

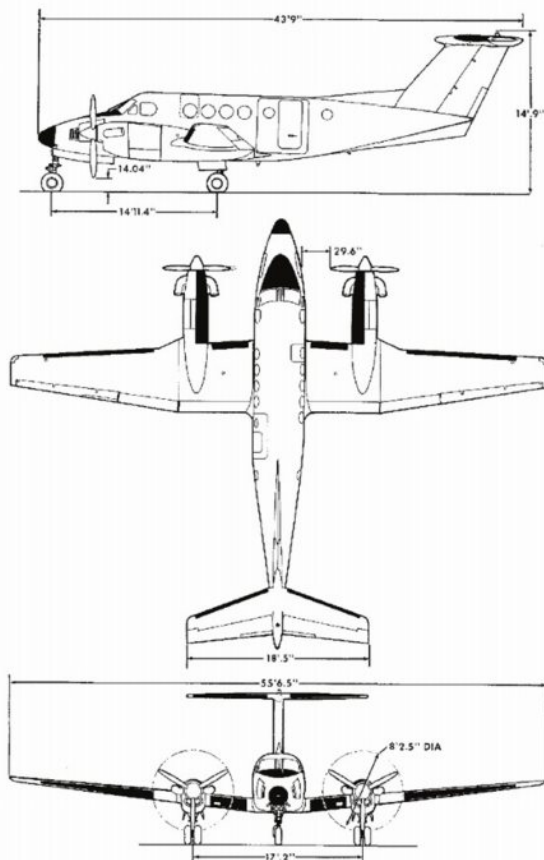
#### INTRODUCTION

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.

#### 200 series



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 Model type is counting the circular windows: at the right starboard side the Model 200 has usually 5 circular windows and the longer series more circular windows and even a 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** Beech 200 kit takes modelling effort but in the end is pretty good and has the 3 bladed propellers.

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

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.

#### 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 laser printed 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 double!

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.

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 tail plane: flat black. The propeller spinners are usually chrome metal. Propeller blades are black. Colours of proptips are unclear.

# MARINELUCHTVAARTDIENST (MLD) , Royal Netherlands Navy



A single Beech Super King Air 200 coded "PH-SBK" was flown on behalf of the Royal Netherlands Navy (KONINKLIJKE MARINE) flying service "Marineluchtvaartdienst" (MLD). It was leased from the Dutch Nationale Luchtvaartschool from 1988. It was used to train navigators and observers such as for the P-3 Orions. Sometimes the plane was used for patrols over the North Sea.

It has 3-bladed propellers and the antenna and general configuration is standard.

The overall colour is gloss white. It was well maintained.

Applied paint scheme is similar port and starboard and it carried no Dutch Nationals roundels, only the PH-registration.

Note the rear cabin windows more oval shape, the kit parts may need some modification.

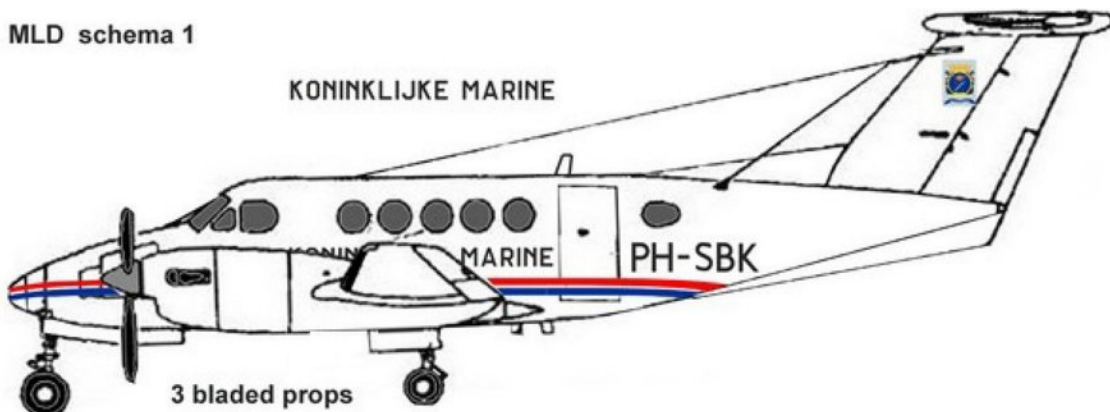
This plane shows that the open main gear doors are shorter so kit parts may need some modification.

Trim the cheatline decals to fit and meet exactly with small curve at the nose tip.

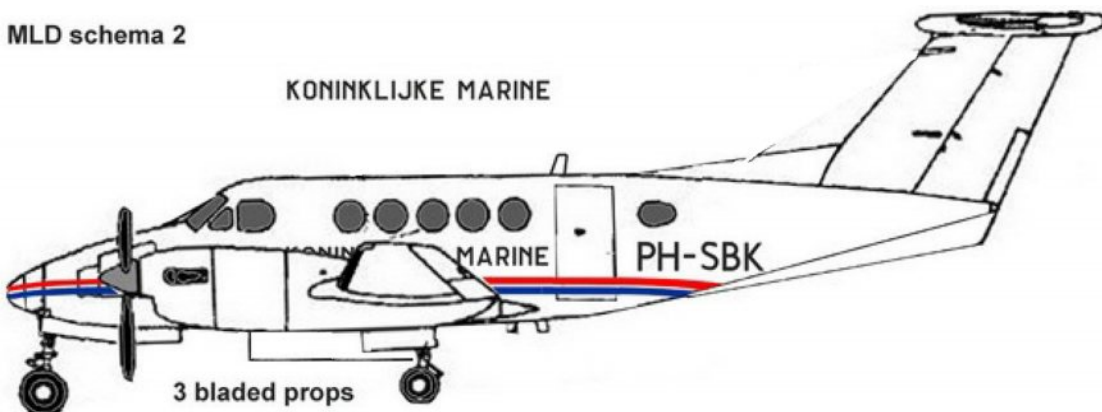
Sometimes a long wire antenna was seen but not always as these were replaced by 2 shorter wire antennas between masts on the lower mid fuselage.

There is a variation in schemes: it flew with a badge on the tail but also without the badge that also has slightly "thinner" PH-SBK code. These are on the sheet.

MLD schema 1



MLD schema 2



Reference: visit the International Plastic Modellers' Society Nederland IPMS.NL modelling website page:

<https://www.ipms.nl/artikelen/nedmil-luchtvaart/vliegtuigen-b/vliegtuigen-b-beech-superkingair>

Please visit website: [www.aircraftinplastic.com](http://www.aircraftinplastic.com)

