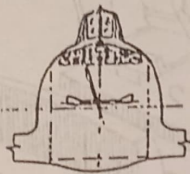


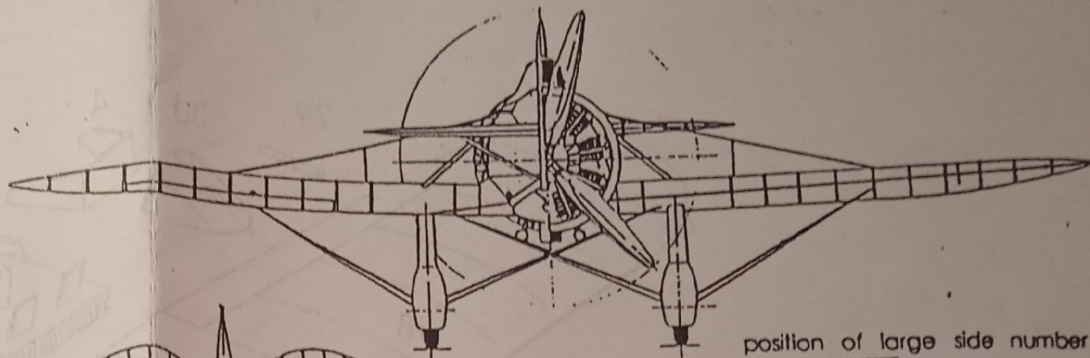
THE BREDA 27M FIGHTER

The Breda 27 single-seat fighter was conceived by Ing. Cesare Pallavicino prior to his transfer to the Caproni concern in 1933. Developed by Ing. Parano, the first prototype (MM 216) powered by a 540 hp Mercurius IV radial flew in early spring 1933. The third prototype (MM218 of June 1934) differed from its predecessors in having a cockpit moved forward and the broader chord cowling housing the powerful Mercurius VI, driving the three-bladed propeller. Although rejected by *Regio Aeronautica* (only the third prototype being tested for 18 months during 1935-37 by the 86. Squadriglia 50 Stormo Assalto) and Norway, the Breda 27M (or *Metalica*) was variant with metal wings replacing original wooden ones, was purchased by the Chinese Central Government - 18 being ordered although, in the event, only eleven reached China in summer 1935. The units flying this nimble Italian fighter were the 7th Fighter Squadron at Kiangsu near Shanghai and the 8th Fighter Squadron in the vicinity of Canton. Following the Japanese onslaught of summer 1937 the surviving seven aircraft formed the 29th Fighter Squadron at Nanchang near Nankin, which (later supplied also with the similar US Boeing P-26s) fought against the Japanese up to the December 1938, achieving several air-to-air victories.

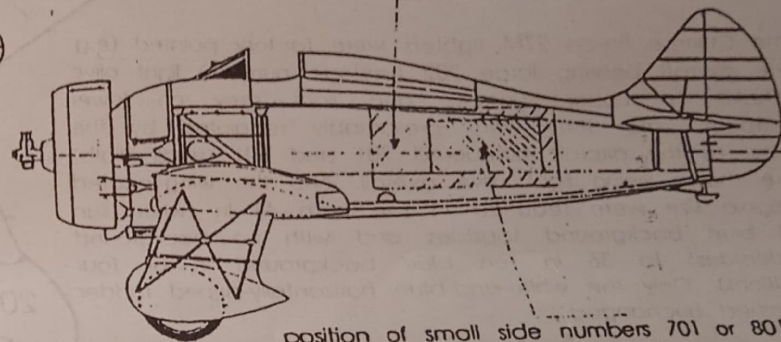
1 : 72



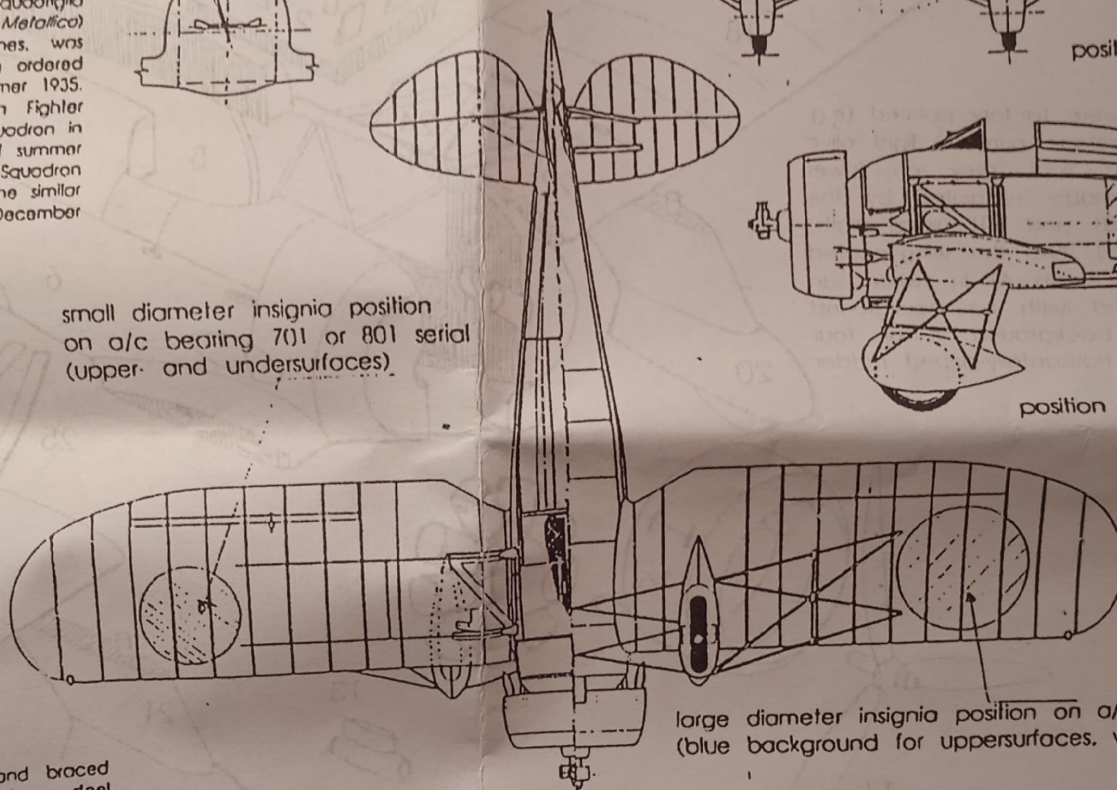
small diameter insignia position
on a/c bearing 701 or 801 serial
(upper- and undersurfaces)



position of large side number 702



position of small side numbers 701 or 801



large diameter insignia position on a/c bearing 702 serial
(blue background for upper surfaces, white only for undersurfaces)

THE BREDA 27M DESCRIBED

Single-engined fighter with low-mounted braced wings and braced tailplane; welded all-metal structure of chrome-molybdenum steel tubing, covered with duralumin sheet skin fixed landing gear with tailskid and spatted mainwheels. Open single-seat cockpit. 2-cylinder Alfa Romeo Mercurius VI (Bristol Mercury licence) radial engine of 1520 cu. in. displacement and 670 hp, driving a three-bladed fixed-pitch metal propeller. Armament consisted of two (lower fuselage-mounted) synchronised Modron 7.65 mm machine guns, belt-fed from the boxes (500 rounds each) buried vertically within the mainwheel fairings. A small container located behind the cockpit carried six 5 lb anti-personnel bombs or the OMI vertical-focus camera.

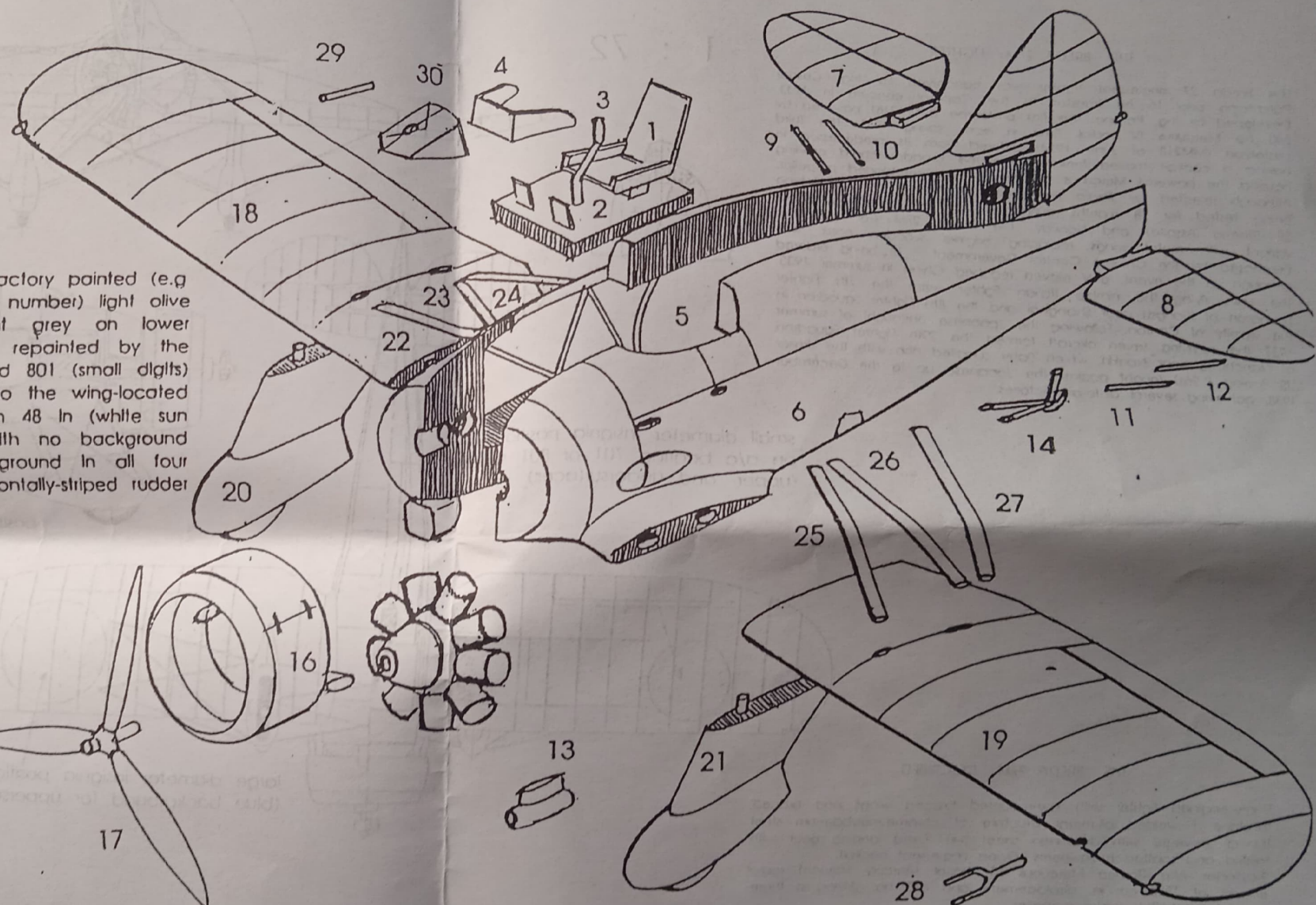
Wing span	35 ft 2 in	Wing area	203 sq ft
Fuselage length	25 ft	Empty weight	2820 lbs
Overall height	10 ft 10 in	Loaded weight	4000 lbs
Maximum speed		235 mph at 16,400 ft	
Time to 16,400 ft		7 min 30 secs	
Climb	29,500 ft	Range	445 miles

Sources :

- W.Green, G.Swanborough, The complete book of fighters, Salamander, London, 1995.
- Air International, vol. 7, August 1974.
- Avions, vol 25, 26 & 27, 1995

Model design - Jacek Korcz & Jacek Sznajder
Instruction sheet & decals - Michal M. Mielicki

The Chinese Breda 27M fighters were factory painted (e.g. the aircraft bearing large 702 fuselage number) light olive (khaki) on upper surfaces and light grey on lower surfaces. Later they were presumably repainted by the user, as the aircraft numbered 701 and 801 (small digits) are shown being light olive overall. Also the wing-located insignia size were reduced in size from 48 in (white sun on blue background topsides and with no background undersides) to 36 in (on blue background in all four positions). Only the white-and-blue horizontally-striped rudder remained unchanged.



cockpit canopy

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Parts 9 - 12 and 22 - 30 should be added by the Modeller

Parts 1 - 4 and 13 - 17 are metal-made.