

BRIEF HISTORY

The C-123 started life as an assault glider designed by Michael Stroukoff, designated XCG-20. Two of these aircraft were built and later the first of these, 47-786, was fitted with Two Pratt & Whitney radial engines with fuel carried in the rear of the engine nacelles. This aircraft was designated XC-123 and first flew on 14th October 1949. An order for 300 was placed with Chase Aircraft but, after 5 had been built, the company was bought by The Kaiser-Fraser company. This led to the US Government cancelling the order because of a dispute with Kaiser and tenders for the order were invited from other manufacturers. The contract was awarded to Fairchild during 1953. Fairchild modified the design in several respects, the most notable change being the reshaping of fin and rudder and the addition of a dorsal fin extension to improve directional stability. The second prototype, 47-787, was fitted with 4 J47 turbo jets in paired underwing pods but later converted to the standard piston engine configuration. This aircraft meant that the C-123, in various guises, became the only aircraft ever to fly as a Glider, with piston engines, jet engines, mixed piston and jet engines and finally with turbo props! The C-123, of which just over 300 were built, proved a very successful aircraft and was the USAF's major assault transport until the advent of the C-130 Hercules. The aircraft saw extensive service during the Vietnam war, being used for several "Special Duties" as well as a transport and some were still in use well into the 1990's.

LIST OF OPERATORS

USAF, US State Department, Air America (CIA), South Vietnamese AF, FAA, US Coastguard, Royal Saudi AF, Philippine AF, Royal Thai AF, Royal Lao AF, Venezulean AF, Cambodian AF as well as several private owners.

TECHNICAL DATA

Type General purpose and Assault Transport. Crew 3. Span 110'. Length 75'9". Height 34'1"
Weight empty 29,900lbs. Loaded 60,000lbs (C-123K 72,500lbs) Max Speed 245mph (C-123K 228mph)
Powerplants 2 Pratt & Whitney R2800-99W 18 cylinder twin row radial piston engines of 2,300hp each (C-123K plus 2 General Electric J85-GE17 turbo jets of 2,300lbst each)
Service Ceiling 29,000' (C-123K 32,000') Manufacturer The Fairchild Engine & Airplane Corporation, Hagerston, Maryland, USA.

This kit includes optional parts and decals to Make one of the following types 1 C-123B.. 2 HC-123B with radar nose.. 3 C-123K with jet engines.

REFERENCES

C-123 Provider in Action No124, Squadron/Signal Publications.. Flypast October 1999..

PREPARATION OF PARTS

Cut off pouring lugs, where applicable, from resin castings close to guide lines then sand up to lines ensuring a square, flat finish. Refer to sketches showing location lugs on the wings and fin/rudder. **IMPORTANT!** always "wet" sand resin to avoid harmful airborne dust. Lightly sand mating surfaces of tailpanes until flash just disappears. Trim air bleed pipes from fuselage castings and very lightly sand mating surfaces. Sand casting faces of the engines, nacelles, nose cone and interior module until flash just disappears. Cut canopy from backing sheet a few mm outside of guide lines using a small, sharp pair of scissors and then very carefully cut along lines. It will be found much easier to cut out canopy this way rather than attempt to cut it out in one go. Trim any remnants of pouring sprues from metal parts with a Stanley knife.

ADHESIVE NOTES

For resin to resin, resin to metal and metal to metal use super glue. When joining parts use a very small drop and check alignment. Super glue bonds resin strongly and failure to observe this suggestion will almost certainly result in broken parts should they require separating. When satisfied with alignment run glue along joint lines using a worn out knife blade or similar utensil. Use PVA white glue to fix transparencies, super glue will "cloud" clear plastic. Use car cellulose stopper/putty to fill joint lines and other blemishes.

PAINTING NOTES

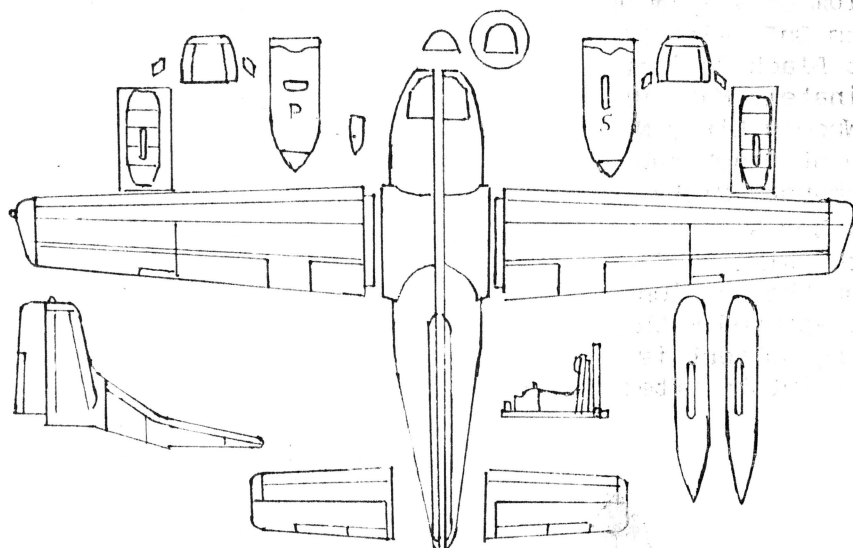
Wash model thoroughly with a luke warm solution of washing up liquid. Lightly rub down model with very fine wet paper, this will aid paint adhesion, then wash again and scrub with an old toothbrush or similar to ensure all dust is removed from panel lines. Mask transparencies and prime model with Halfords light grey or white primer, apply several very light coats until coverage is complete. Rectify any blemishes which may become high-lighted and reprime affected areas. Small parts such as wheels and props are best painted separately and fitted to model after painting is completed.

PAINTING NOTES Cont:-Halfords primer will accept any enamel or acrylic model paints without adverse reaction.

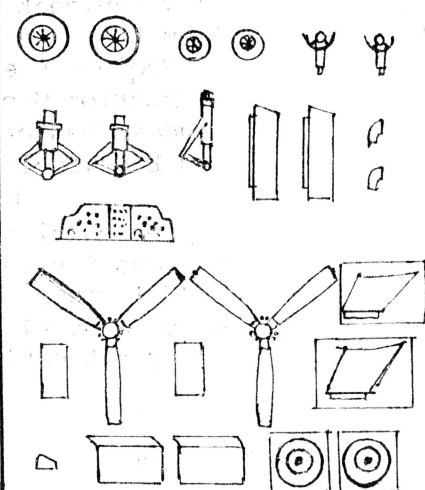
GLAZING NOTES

Scribed clear plastic sheet is provided for glazing the large cabin windows. Glaze all the smaller windows with Humbrol "Clear Fix" or a similar product, it is possible to glaze the large windows also this way using a 5mm wide scrap of plastic card as a spatula.

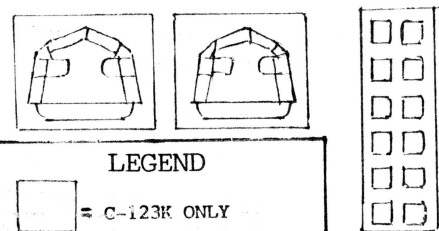
BREAKDOWN OF PARTS RESIN



WHITE METAL



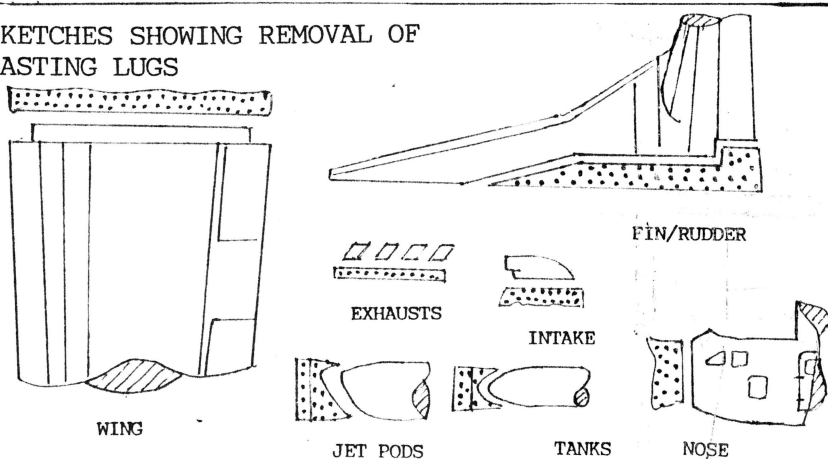
CLEAR PLASTIC



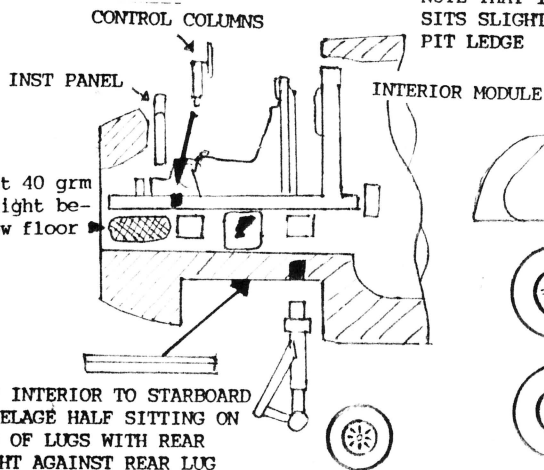
LEGEND

- = C-123K ONLY
- = HC-123B ONLY
- = DRILL INDENTS DEEPER TO ACCEPT PARTS
- = RESIN TO BE REMOVED

SKETCHES SHOWING REMOVAL OF CASTING LUGS



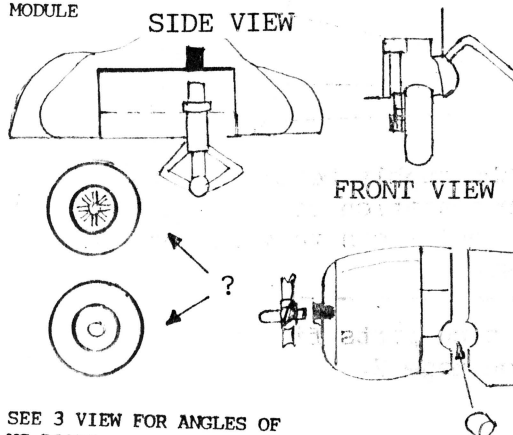
NOTE THAT INSTRUMENT PANEL SITS SLIGHTLY ABOVE COCKPIT LEDGE



FIT 40 grm weight below floor

FIT INTERIOR TO STARBOARD FUSELAGE HALF SITTING ON TOP OF LUGS WITH REAR TIGHT AGAINST REAR LUG

MAIN UC ASSEMBLY



Made In England
MAGNA MODELS, 4 Brian Close,
Sandford, Wareham, Dorset,
BH20 7BJ. Tel 01929 553518
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right to alter the spec-
ification of this kit
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NACELLE & EXHAUST ASSEMBLY

INTERIOR AND NOSE UC ASSEMBLY

SEE 3 VIEW FOR ANGLES OF UC DOORS

ASSEMBLY NOTES

Do a "Dry Run" to check fit of parts. Paint fuselage interior and fit cockpit interior module to starboard fuselage halve (refer to sketch on page 2) then fit instrument panel and columns. Join fuselage halves and then fit wings, fin/rudder and tailplanes. Fill and rub down joints as required then fit nacelles and engines. To fit nacelles hook leading fairing over leading edge and press down at rear until locating lug drops into slot. The nacelles are marked P & S and the lugs are different. Fit nose cone, exhausts and cabin air intake and outlets (Position of these parts are shown by line and dots on fuselage casting). Jet engine pods and fuel tanks, if applicable, are best fitted after painting and application of decals. Fit canopy and plug all apertures before washing model prior to painting.

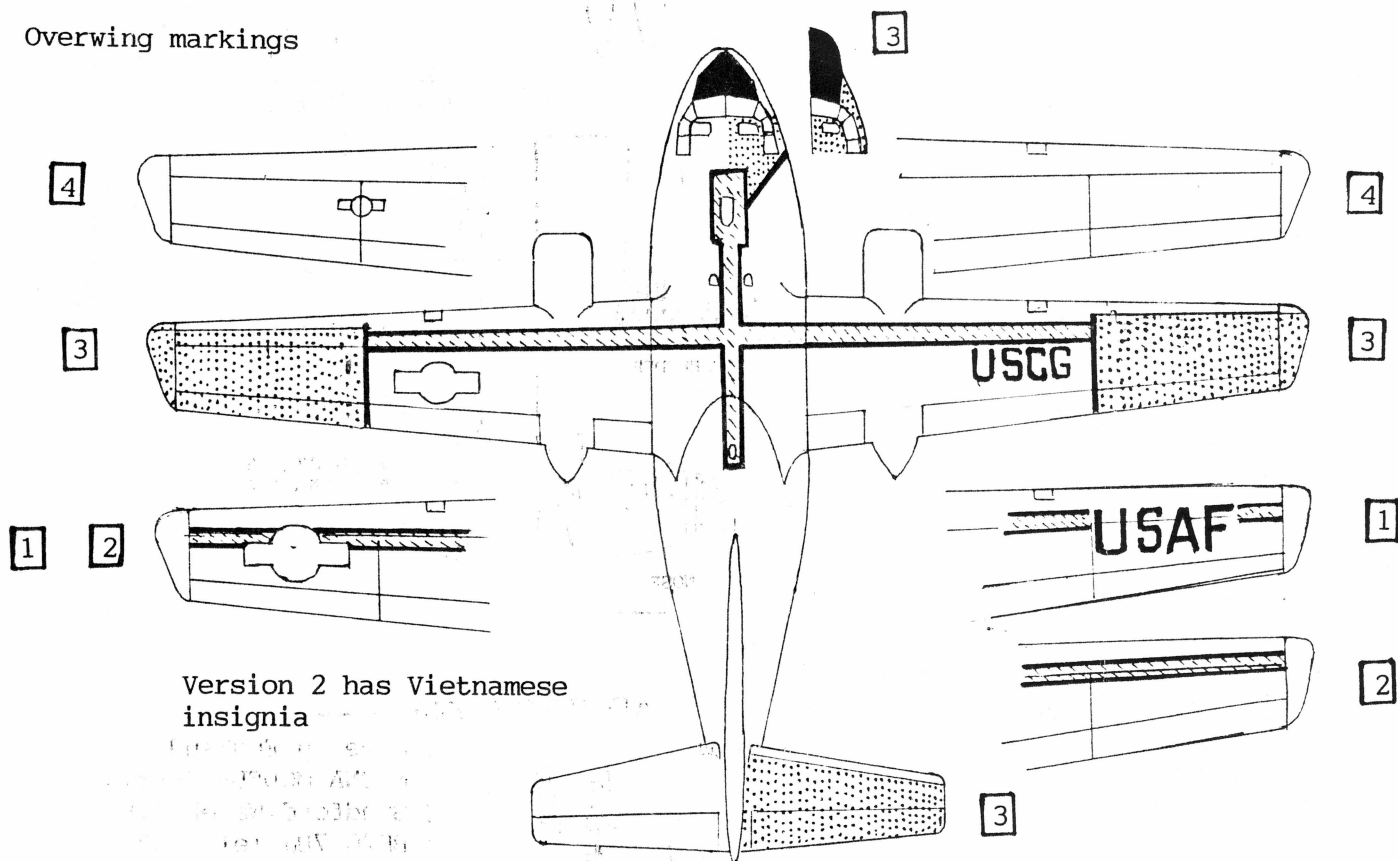
DETAIL COLOUR NOTES

Interior US Interior Green, instrument panel, control columns Matt Black. Engine instrument panel (centre above console) Medium Grey, Trim wheels at side of console Reddish Brown. Seat cushions Probably Tan, seat belts Buff with Alloy buckles. Prop hubs and blades Natural Alloy with Yellow tips and Matt Black de-icer boots on leading edges 2/3rds length of blades from hub. Engines predominately Matt Black with Alloy pushrod tunnels and Accessories. Wheel bays Interior Green, Wheels Dirty Natural Alloy. The 3 windows below cockpit and 3 main cabin windows had prominent Black rubber sealing strips. Eyebrow windows in canopy roof were tinted Blue. Engine exhausts Dirty Dark Bronze, cabin air intake Matt Black.

DÉCAL NOTES

Wing walk and prop warning marks will need to be cut for certain applications, refer to sketches (side views & plan) for the version you wish to build. Always apply decals to a gloss finish, model can be over sprayed with matt or satin varnish after application of decals. The use of a decal fixing solvent is at the modeller's own risk. On aircraft with wing walk marking fit cabin air intake after applying decal.

Overwing markings














Please read the instructions thoroughly before starting work. Magna models cannot accept responsibility for incorrect preparation of parts or assembly. Please note that resin castings from silicone rubber moulds can vary slightly and some adjustments to improve the fit of parts may be necessary.

In the event of faulty or missing parts fill in and send this slip direct to the manufacturer at the address on page 2.

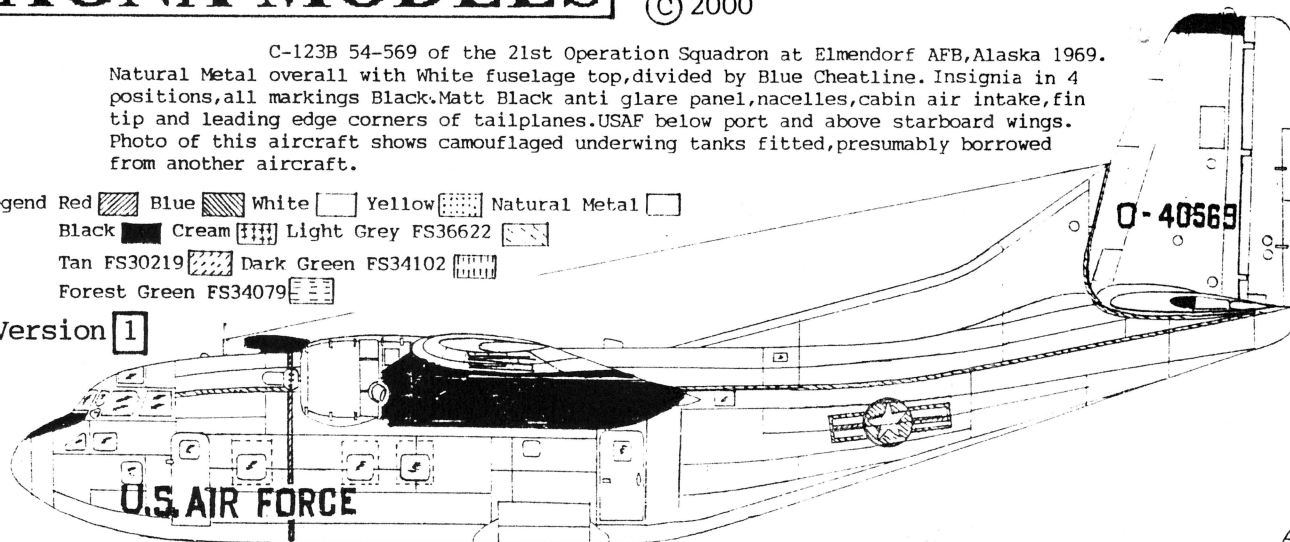
Complaint:-

Remember to state port or starboard if applicable. Kit No 6772

C-123B 54-569 of the 21st Operation Squadron at Elmendorf AFB, Alaska 1969. Natural Metal overall with White fuselage top, divided by Blue Cheatline. Insignia in 4 positions, all markings Black. Matt Black anti glare panel, nacelles, cabin air intake, fin tip and leading edge corners of tailplanes. USAF below port and above starboard wings. Photo of this aircraft shows camouflaged underwing tanks fitted, presumably borrowed from another aircraft.

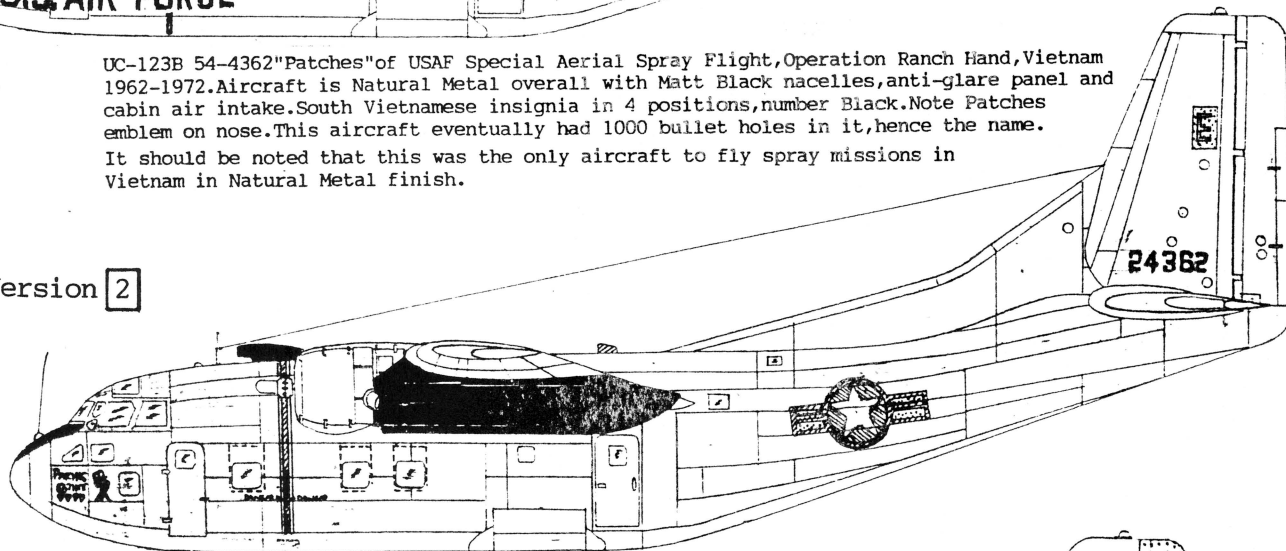
Legend Red  Blue  White  Yellow  Natural Metal 
Black  Cream  Light Grey FS36622 
Tan FS30219  Dark Green FS34102 
Forest Green FS34079 

Version 1



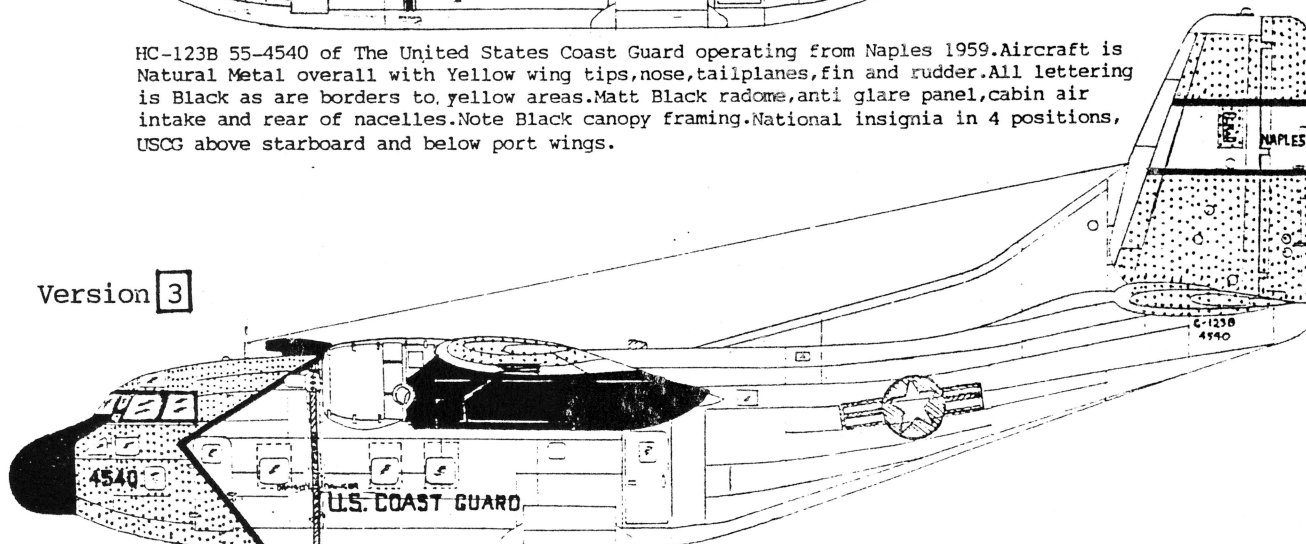
UC-123B 54-4362 "Patches" of USAF Special Aerial Spray Flight, Operation Ranch Hand, Vietnam 1962-1972. Aircraft is Natural Metal overall with Matt Black nacelles, anti-glare panel and cabin air intake. South Vietnamese insignia in 4 positions, number Black. Note Patches emblem on nose. This aircraft eventually had 1000 bullet holes in it, hence the name. It should be noted that this was the only aircraft to fly spray missions in Vietnam in Natural Metal finish.

Version 2



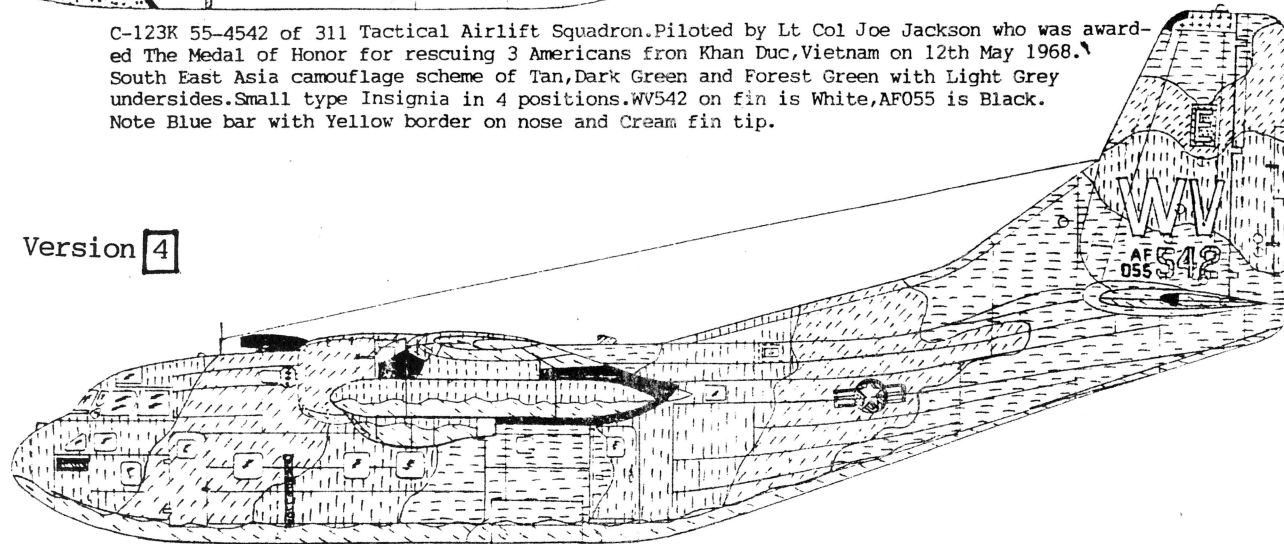
HC-123B 55-4540 of The United States Coast Guard operating from Naples 1959. Aircraft is Natural Metal overall with Yellow wing tips, nose, tailplanes, fin and rudder. All lettering is Black as are borders to yellow areas. Matt Black radome, anti glare panel, cabin air intake and rear of nacelles. Note Black canopy framing. National insignia in 4 positions, USCG above starboard and below port wings.

Version 3



C-123K 55-4542 of 311 Tactical Airlift Squadron. Piloted by Lt Col Joe Jackson who was awarded The Medal of Honor for rescuing 3 Americans from Khan Duc, Vietnam on 12th May 1968. South East Asia camouflage scheme of Tan, Dark Green and Forest Green with Light Grey undersides. Small type Insignia in 4 positions. WV542 on fin is White, AF055 is Black. Note Blue bar with Yellow border on nose and Cream fin tip.

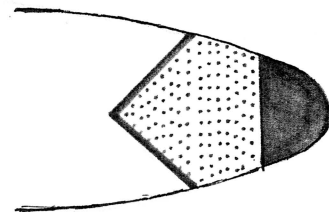
Version 4



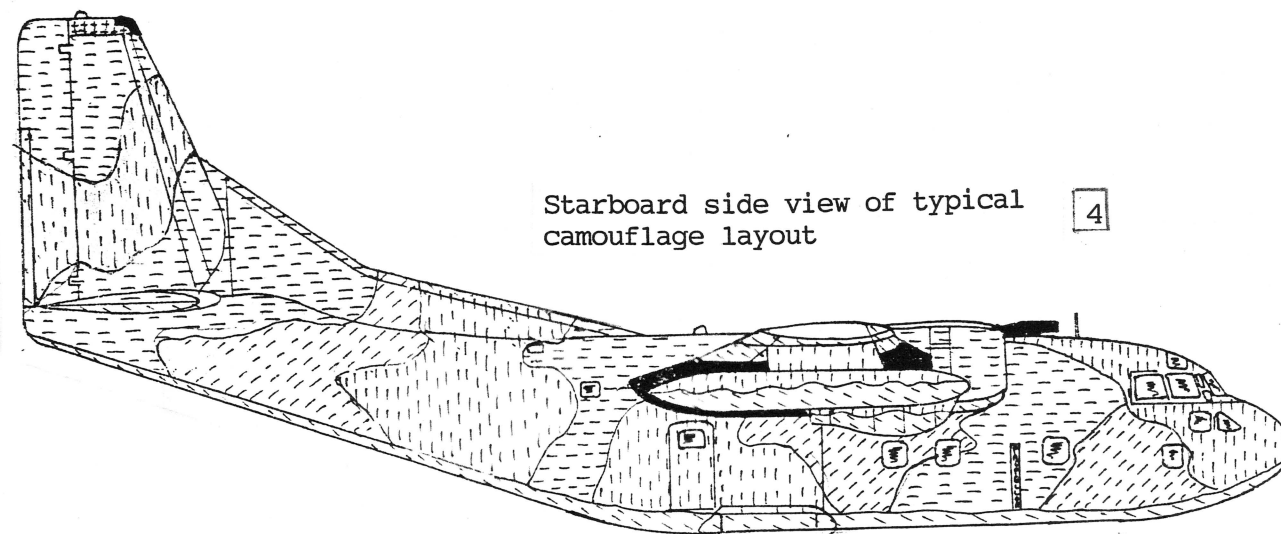
MAGNA MODELS

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FAIRCHILD C-123B PROVIDER

Sheet No 1



Scrap view of underside of nose for HC-123B (Version 3)



Starboard side view of typical camouflage layout

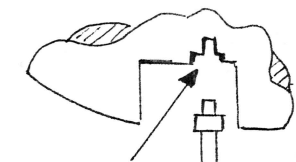
Fin tip light, paint top Red and when dry apply a drop of Humbrol Clearfix or a similar product.

Position of intake and air outlets is scribed on fuselage

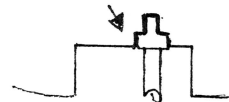
White metal light

Port Side View

Fairing on some aircraft, make from scrap plastic



Nose uc leg fitment. Hole will require drilling as shown and leg fitted as shown below to get correct "sit" of aircraft.



Dots on nose cones indicate bottom. Fill and sand smooth.

Main uc doors were often removed in service when operating from rough airstrips.

Use plain hub pattern wheels on C-123K, version 4 only

Landing light both sides

Wing tanks optional on all versions

Jet pods on 4 C-123K only

Natural Alloy

Yellow

Matt Black

Propellor colours

Note that jet intake doors are only open when engine is running. Small blow in doors on sides of pods only open at high power setting.

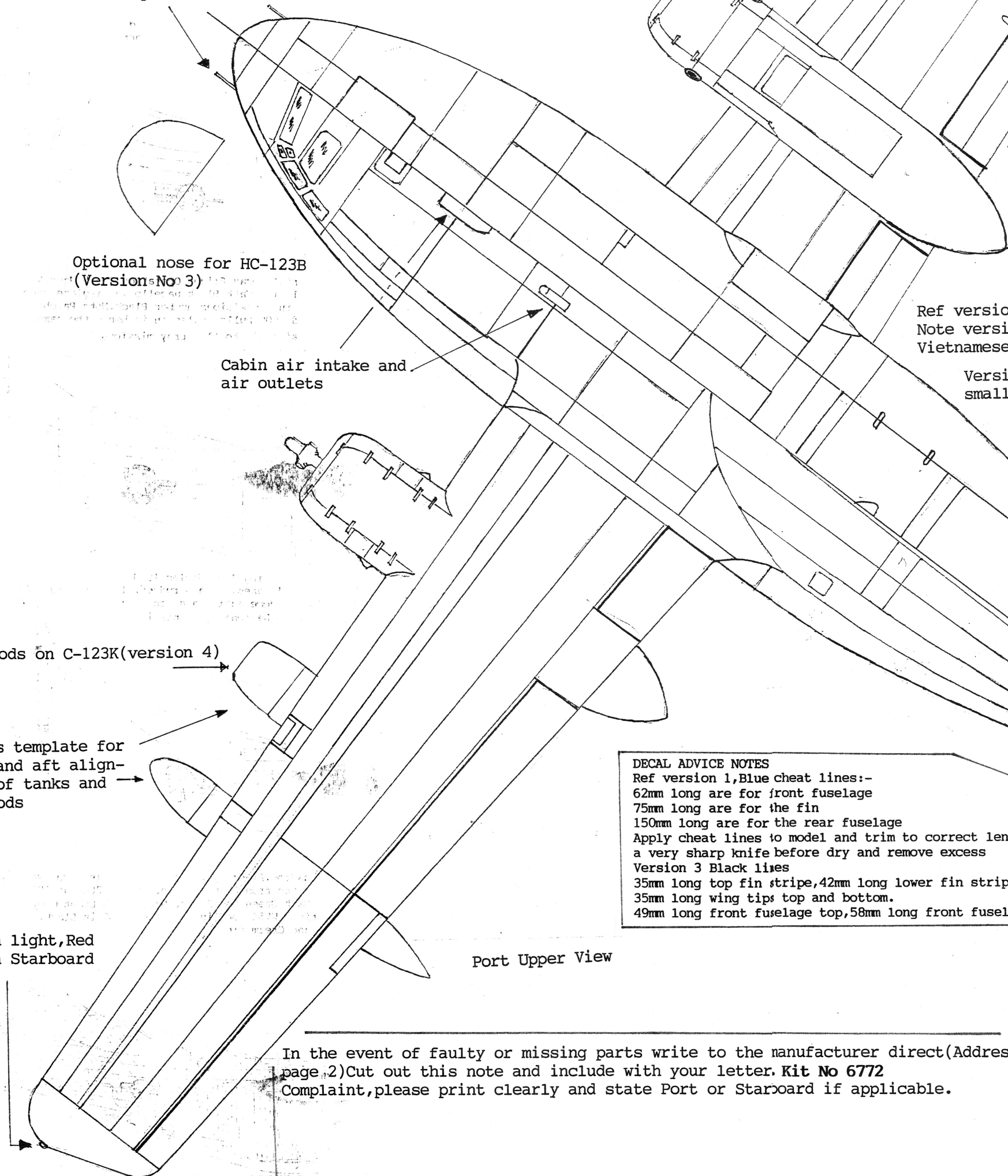
Matt Black stripes on certain aircraft

Plan view of typical SEA camouflage scheme. Note demarcation lines are "soft" and numerous variations occurred in the application of camouflage.

Front View

4

Pitots, make from thin wire or stretched sprue



Optional nose for HC-123B (Version No 3)

Cabin air intake and air outlets

Jet pods on C-123K(version 4) only

Use as template for fore and aft alignment of tanks and jet pods

Navigation light, Red Port, Green Starboard

Port Upper View

DECAL ADVICE NOTES
 Ref version 1, Blue cheat lines:-
 62mm long are for front fuselage
 75mm long are for the fin
 150mm long are for the rear fuselage
 Apply cheat lines to model and trim to correct length with a very sharp knife before dry and remove excess
 Version 3 Black lines
 35mm long top fin stripe, 42mm long lower fin stripe.
 35mm long wing tips top and bottom.
 49mm long front fuselage top, 58mm long front fuselage lower.

In the event of faulty or missing parts write to the manufacturer direct (Address page 2) Cut out this note and include with your letter. Kit No 6772
 Complaint, please print clearly and state Port or Starboard if applicable.

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Port

Sheet No 2

Starboard

Port Lower View

Underwing Markings

USAF

1 & 2

Ref versions 1 & 2
 Note version 2 had Vietnamese insignia

Version 3 (Coastguard) has smaller wing insignia

4

Note camouflage wrap around on version 4

Overwing markings on page 3

3

4

Tailplane undersides
 Note camouflage wrap around on version 4

Fuselage

UC bay

Reduce thickness of fuselage casting in UC bay by 50% to give sufficient clearance for wheel