

IAF MD500 'Lahatut' conversion set 1/48

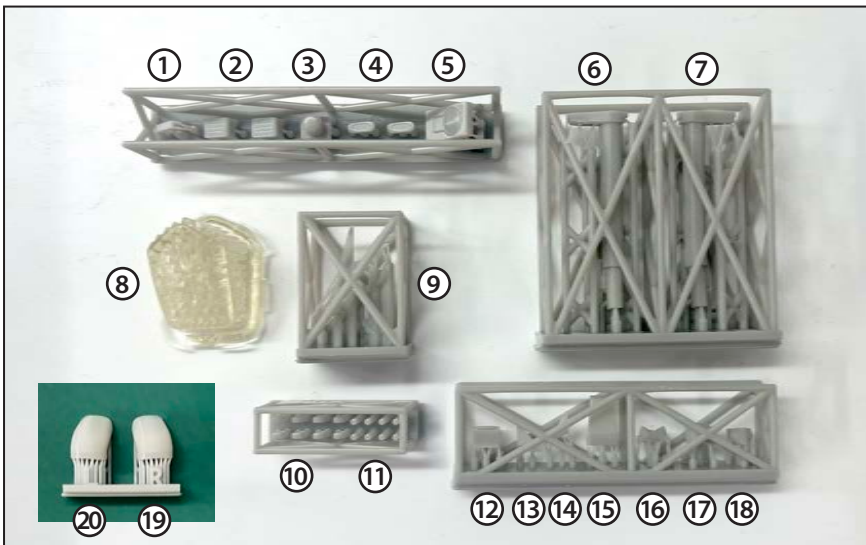
IsraCast 
RESIN KITS

for Academy MD500 Defender kit

IC 35006

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Parts

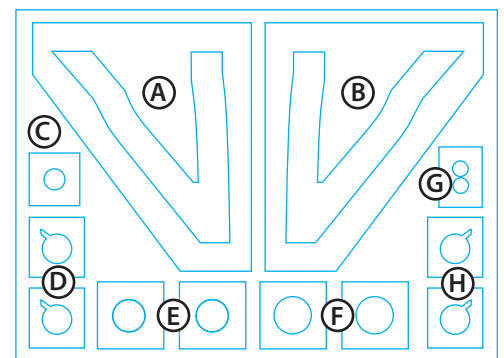


Note: The kit is a 3D design kit. Some are very gentle and fragile. Remove the supports slowly to avoid damaging the parts. Sand the remains of the supports and assemble the parts.

Decals

The decals provided in the set are laser-printed on solid, clear-coated decal paper. Cut the decals as close as possible to the artwork.

Masks



The MD500 Defender was introduced into the Israeli Air Force (IAF) in 1980, primarily serving with the newly formed 190 Squadron. Throughout its 14 years of operation, the aircraft underwent several physical modifications, including the addition of various aerals. This set includes most of the aerals that were added to the Defenders over the years.

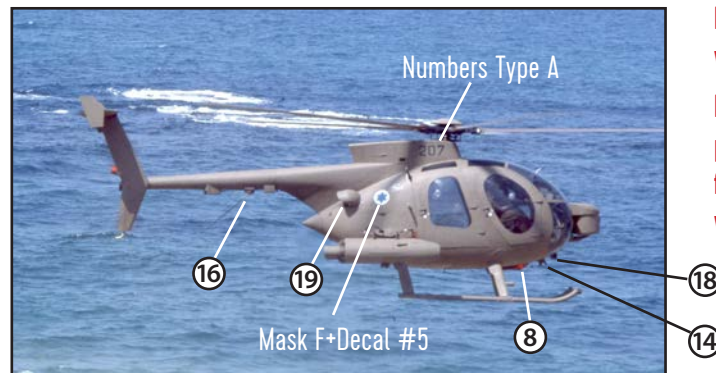
Defender evolution

1980 - 1982:

Basically, as coming within the kit with a few exceptions.

Helicopters are in the original dark Brown FS 30099.

During the 1982 war, a yellow V was painted on, like on other helicopters.



Replace the kit's exhausts with parts #19 and #20.

Parts #10 and #11 serve as plugs that connect wires from the helicopter to the weapon systems.

1983:

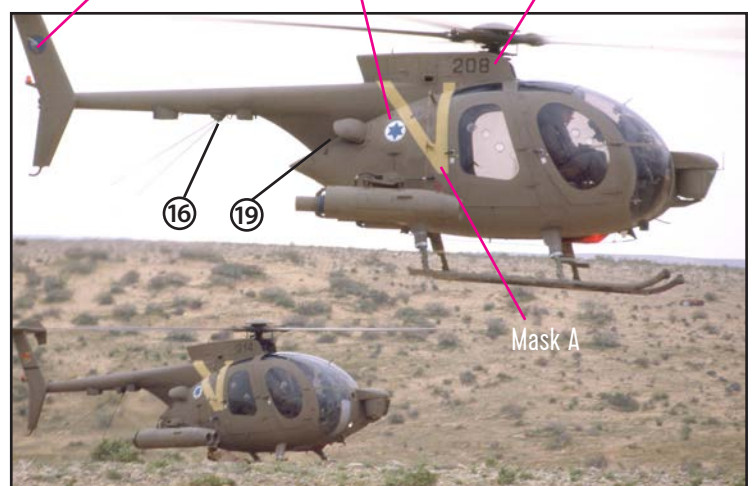
Skeids cover removed. Partial painting of the front lower window was tested.



Mask D+Decal 9
(Mask H+Decal 8)

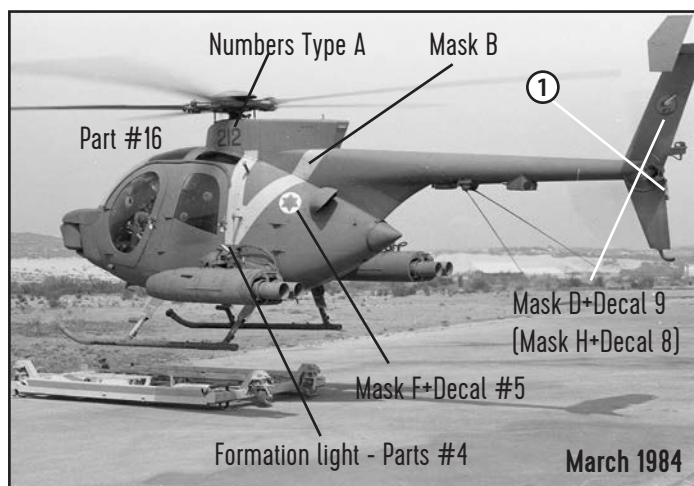
Mask F+Decal #5

Numbers Type A



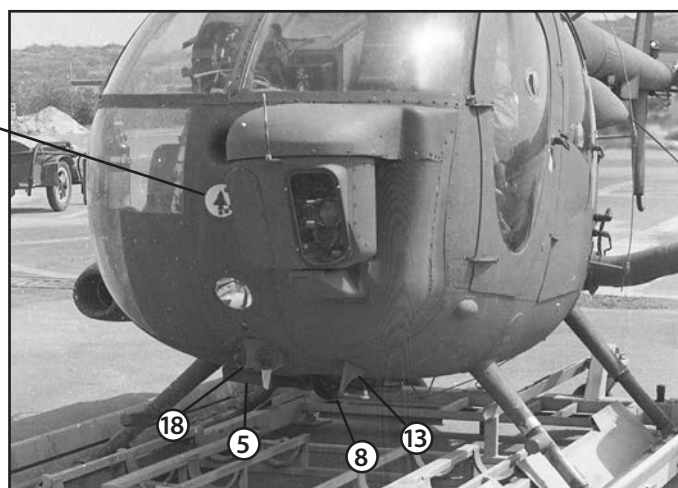
1984:

Wing covers were removed - replace the kit's "wings" with parts #6 and #7. Attach the kit's parts (E48 and E50 for the right side and E49 and E47 for the left side) to the wings' tips as shown on the kit instructions. Formation lights were installed on most of the Defenders. In mid-1984, an additional antenna was added on the upper tail boom, and the numbers were moved to the area behind the yellow V.



Sorties in Lebanon were counted and marked on the helicopter nose.

Paint in white, using Mask C and apply decal #18 on top.



1985:

In 1985, the Defenders started being painted in a newer, lighter brown, FS 30145. The background of the IAF insignia was painted in grey FS 36492. A less vivid blue star was painted on top. Use decal number 6 for them. In the photo from 1986 seen, Defenders are in the old and newer brown.



1985:

In 1985, the rear top window was sealed, and the rear door window was partly painted over. On hot days, pilots preferred flying without the front doors to reduce the helicopter's weight and help the engine cope with the heat.



1986:

In 1986, a top cable cutter was installed on the Defenders.



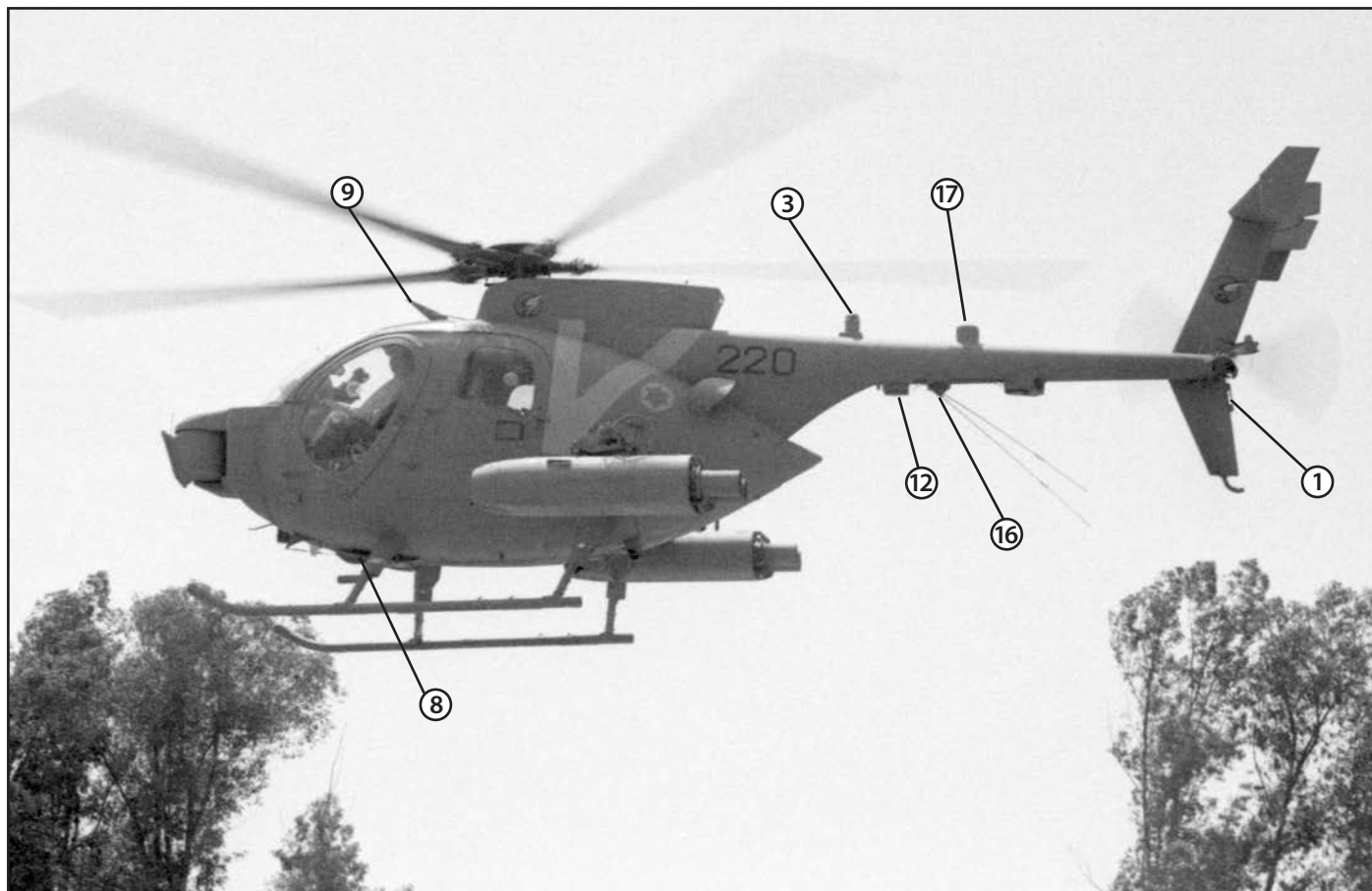
1988:

In late 1988, additional Red light was added on top of the tail boom (#3). The squadron badge was also painted on the fuselage under the main rotor.



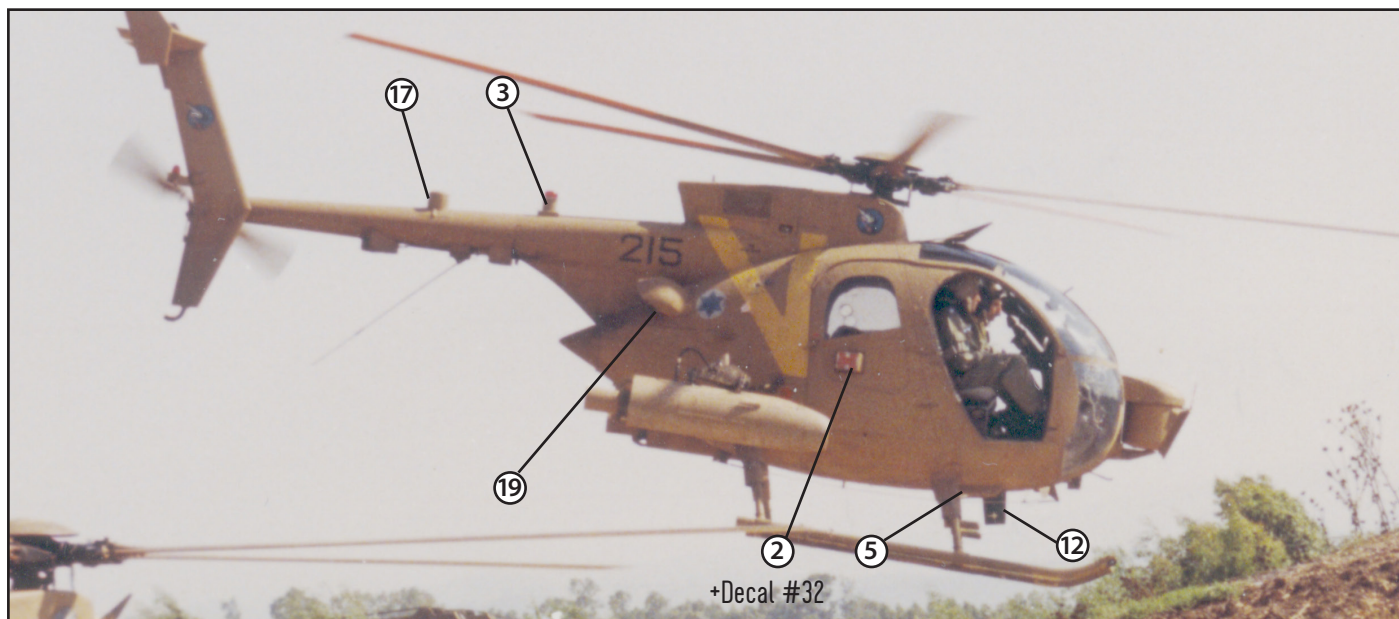
1990:

Upon arrival at Ramat David AFB, the helicopters were fully configured. Flare dispensers were installed on the rear doors on both sides.



1991:

During 1991, the clear red cover of the altitude meter and Anti-Collision Light was removed. In this case, use the parts provided in the Academy kit (C16 and F15). An additional communication antenna was added on the front left side of the helicopter. Use part #15 for it.





Paint white with mask 6 and put decal #16 on top of it.

Paint white and put decal #32 on top of it.

1993:

In late 1993, the squadron badges on the upper fuselage were removed, and names were added in black on the left side under the main rotor.



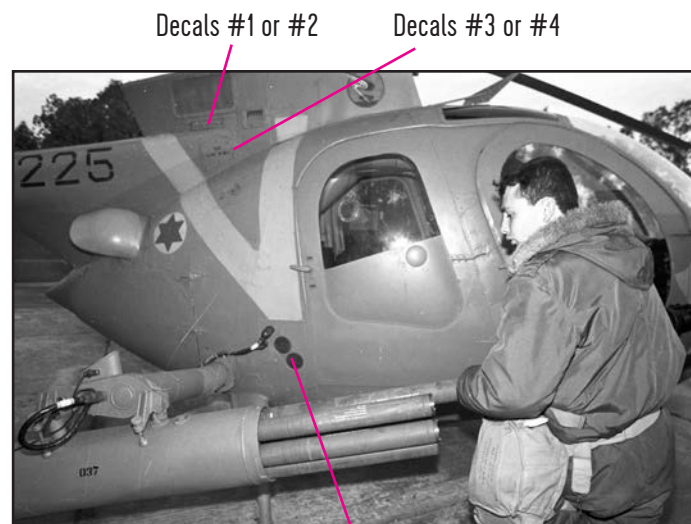


In 1994, the Defenders ended their operational service, and several helicopters were transferred to the flight school. The names remained for a short time and then were deleted.





Helicopter 207, a few decades after ending its service, still has the name painted and the flight school badge on.



Paint white with mask G and put decal #16 on top of it.

