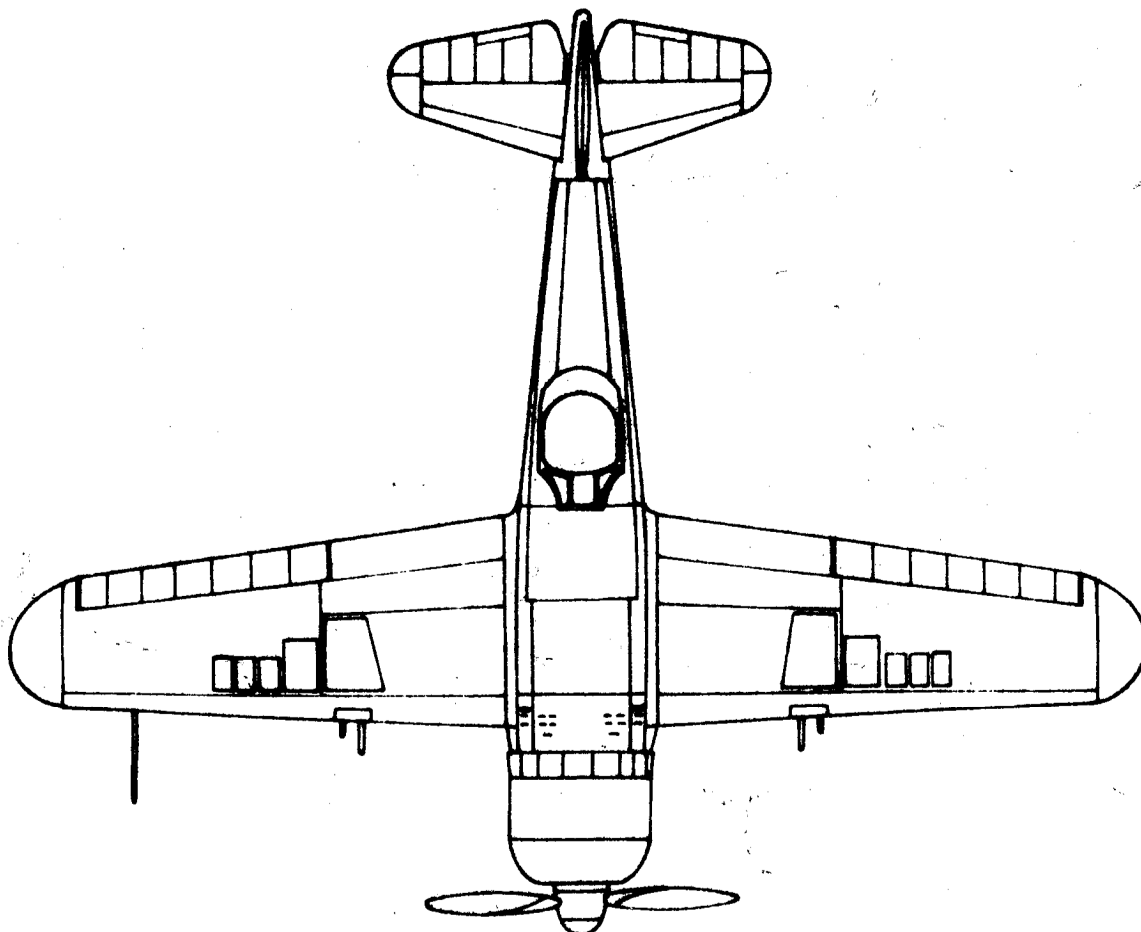


## FORMAPLANE

### IAR 80

#### HISTORY:

The IAR 80 was the only fighter produced in any quantity by Rumania during W.W.11. It was designed by the Industria Aeronautica Romana factory situated at Brasov using many parts of the Polish P24 fighter being built under licence at that time. Incorporating the rear fuselage, tail surfaces, engine mounting and other components of the P24, a new forward fuselage and wings were manufactured and fitted to the prototype which flew in 1939. This aircraft was fitted with a Rumanian built Gnome Rhone 14K Mistral-Major 14 cylinder engine, later versions being powered with the IAR-14 111 C36 of 930 h.p. or the more powerful IAR-K 1000 which produced 1025 h.p. Production commenced in 1941 with various refinements including a sliding cockpit canopy and modified tail surfaces. Two extra machine-guns were added to the original armament of four 7.92mm. guns mounted in the wings, this version being known as the IAR 80A. Later a version having two of the machine-guns deleted and being replaced by two 13.2mm. cannons was designated the IAR 80B. A further development, the IAR 81 dive-bomber, was fitted with a central rack which accommodated a single 551 lb.bomb, under-wing racks carrying two additional 110 lb.bombs. Rumanian squadrons received both the 80 and 81 variants in 1942, these aircraft being flown mainly in the defence of the Rumanian oil-fields and refineries. Production continued until 1943 when over 400 examples of various designations of both the IAR 80 and 81 had been produced.

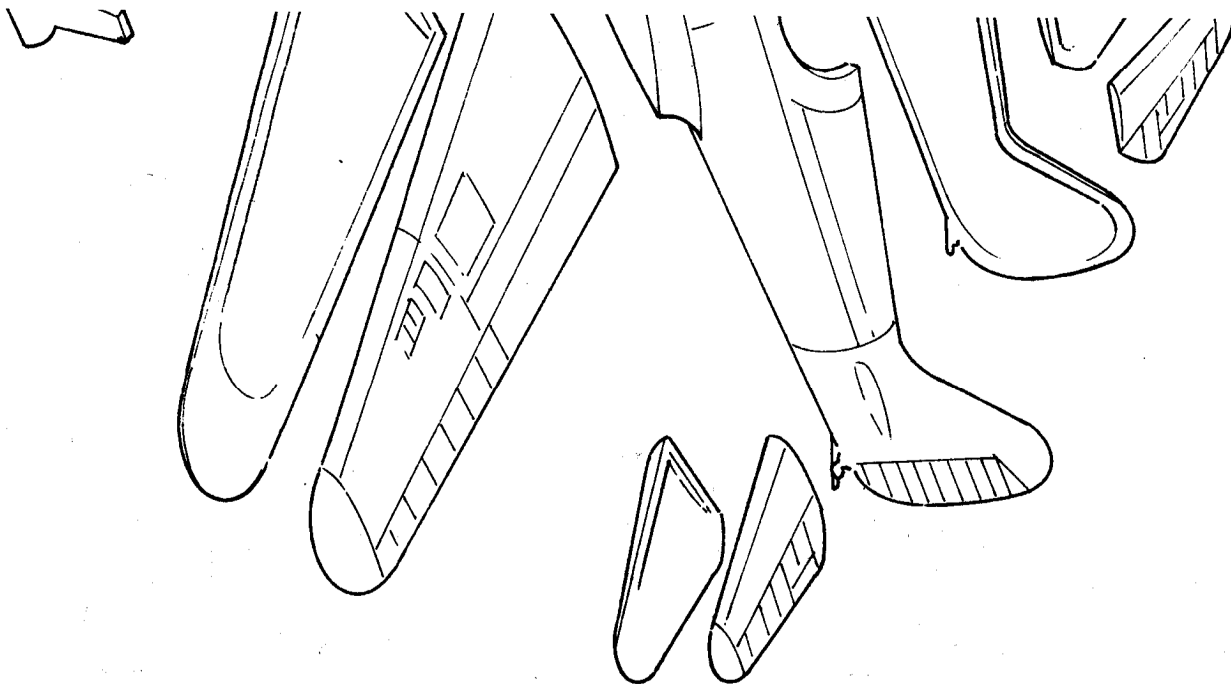


COLOURING GUIDE:

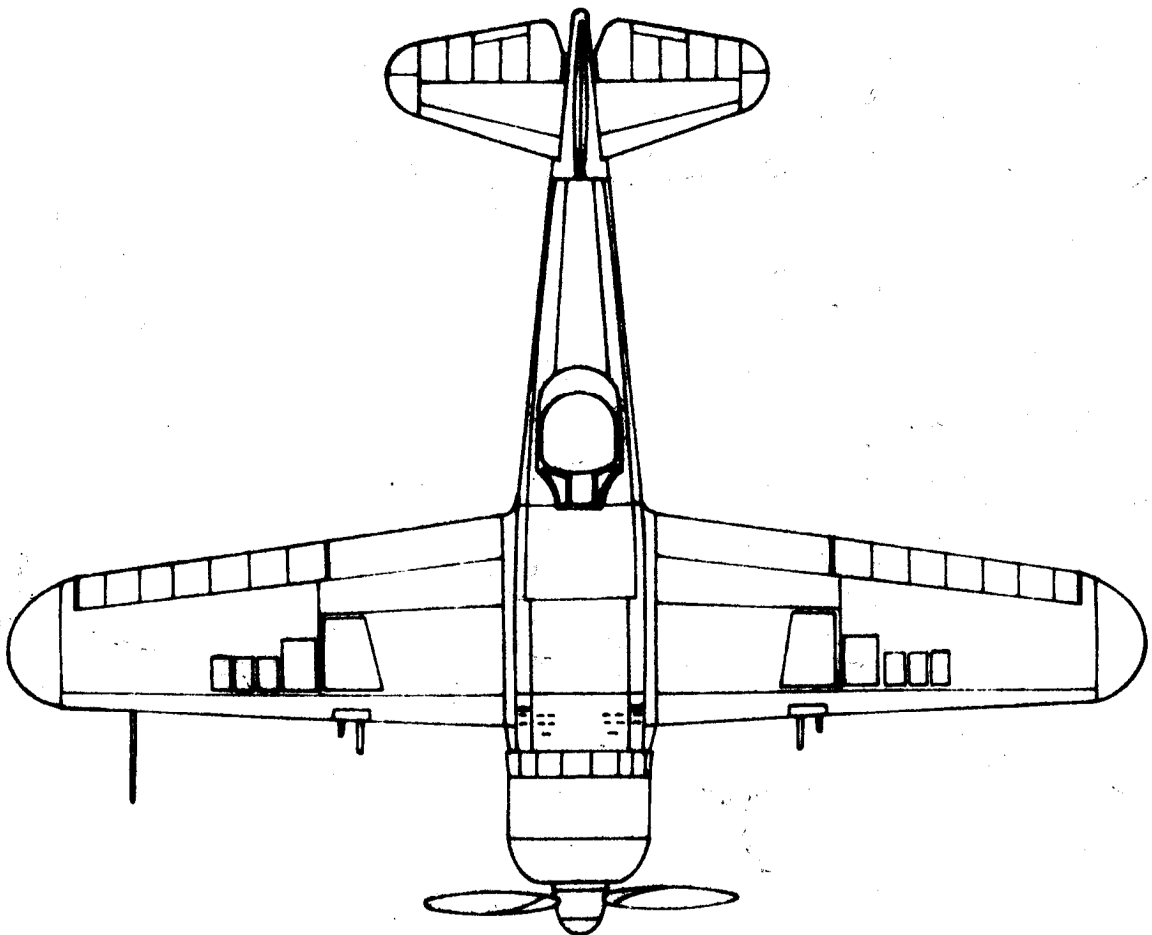
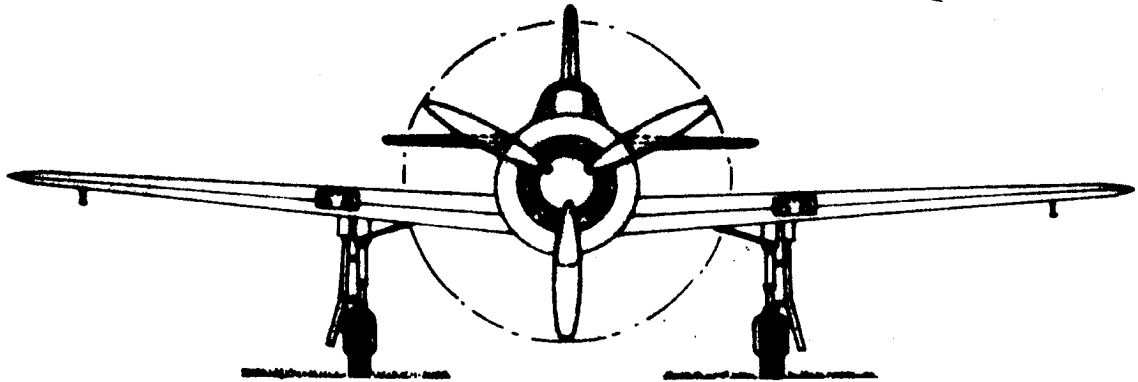
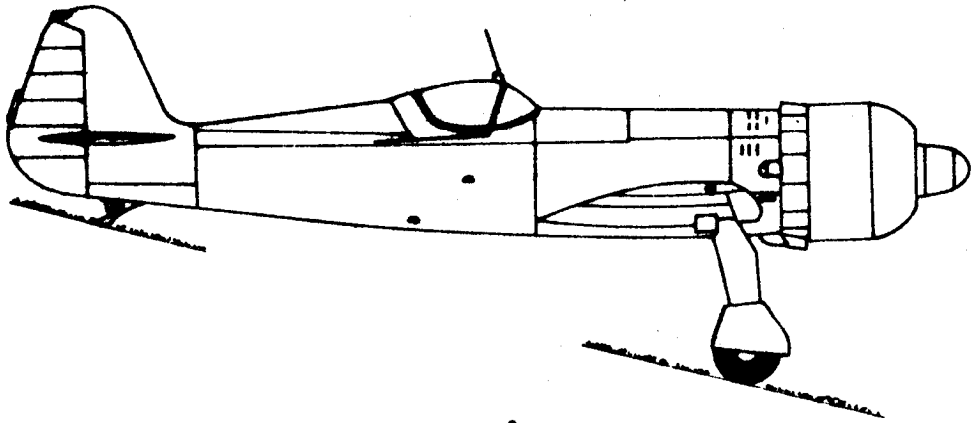
- DARK EARTH. Upper surfaces.
- DARK GREEN. Upper surfaces to give overall camouflage effect.
- LIGHT GREY. Lower surfaces. A straight demarkation line applies between upper and lower surfaces.
- YELLOW. Spinner and cowling to front edge of cooling gills, also wing-tips to outboard edge of control surfaces.  
Band around rear fuselage between national insignia and leading edge of fin.
- WHITE. Two or three figure number low either side of fin.

NATIONAL MARKINGS.

Decal sheets E.S.C.I. No.65 or Aero-Decal No.17 apply to Axis forces using this aircraft. Note that late in the war many aircraft had the fuselage markings deleted. Fin markings were comparable colours to the national insignia with the blue to the rudder-post, followed by yellow with red at the trailing edge.



**IAR. 80**



IAR 80

001

