

# HAWK P-6E

# MONOGRAM<sup>®</sup>

KIT NO. 6794



1/72 SCALE  
1" = 6'

Of all the biplanes built for the army, probably none is more famous than the P-6E Hawk. Manufactured by the Curtiss Aeroplane and Motor Company in Buffalo and Garden City, New York the P-6E served as firstline equipment for the U.S. Army Air Service and the later Army Air Corps. The Hawk series was in production for 10 years, starting with the P-1 and ending with the P-6. An amazing feat, considering the rapid advancements made in flying machines in the 13 year period of 1918-1931. Eventually the P-6E Hawk, the Boeing P-12 and other famous examples of the biplane era were dropped from the military roster to make room for the monoplane.

The P-6E was the culmination of a series of aircraft that boasted the heritage of the famous Schneider Trophy Cup Winning Curtiss racing planes. Many features of these winning aircraft went into the design of the P-1, including the compact water-cooled V-12 engine.

The P-1 design led to the P-2, P-3 on up to the P-6E of which 43 were ordered for delivery in late 1931 and early 1932. They differed considerably from the earlier Hawks, with improved control areas, machine guns mounted at the fuselage sides instead of on top of it for better pilot visibility, less weight and better all-around performance. The addition of the 700 h.p. Conqueror engine increased the top speed from 157 m.p.h. to over 198 m.p.h. and gave the P-6E a rate of climb of 2,400 feet per minute. Service ceiling was 24,700 feet with an absolute ceiling of 25,800 feet. The P-6E had a range of 285 miles and when fitted with an under belly tank, range was increased to 527 miles. Wingspan of the P-6E was 31.5 feet and overall length was 23 feet. The armament of the Curtiss Hawk, by today's standards, was weak but adequate for its day. The two synchronized Browning .30 caliber machine guns were standard although many experiments for increasing fire power were attempted by the Army Air Corps.

Your Monogram Curtiss P-6E Hawk kit has the markings of the 17th Pursuit Squadron with the distinctive diving Snow Owl insignia. This squadron was stationed at Selfridge Field, Michigan in the early thirties.

The model in this kit features a unique and fool-proof method for precise alignment of the wings and landing gear. The cabane struts and landing struts are molded onto the fuselage halves at the correct angles. This provides automatic and perfect positioning in areas formerly considered difficult in the assembly of biplane models.

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# FINISHING YOUR MODEL

## PAINTING

A realistic and attractive model can be completed without painting. However, if you wish to paint additional details, suggestions are given here.

It is best to paint the parts as suggested in each step of the instructions. Only ENAMEL or PAINT FOR PLASTICS should be used. All colors used on this model should be semi-gloss unless otherwise specified. A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about  $\frac{1}{4}$  inch wide. Allow sufficient time for paint to dry thoroughly before handling parts. Scrape away paint from areas which will be cemented because cement will not hold to painted surfaces.

## DECALS

Refer to the photos for proper decal locations. To apply decals, select the item you wish to apply and cut it from the sheet. For a neat job work with one subject at a time and trim it close to the color outline. Dip the decal in water for a few moments until it slides easily on the paper backing. Next, slide the decal into correct position. After the decal is in correct position, press out trapped air bubbles and blot with a soft cloth. Before they are completely dry, decals should be pressed firmly against surface contours, such as rivets and lines.

The fuselage band has small center lines which should be centered on the top of the fuselage when applying this decal.

Olive drab — Fuselage, cabane struts, "N" struts, aileron linkage and tail-wheel assembly.

Silver — Propeller.

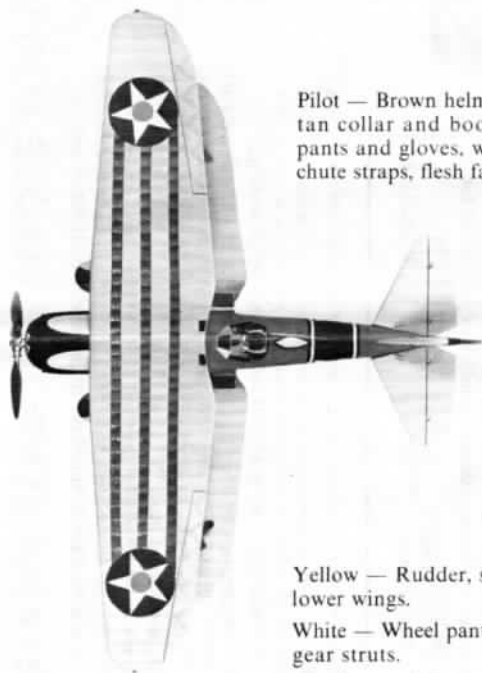
Pilot — Brown helmet, boots and jacket, tan collar and boot tops, light brown pants and gloves, white scarf and parachute straps, flesh face, silver goggles.

Yellow — Rudder, stabilizer, upper and lower wings.

White — Wheel pants and top of landing gear struts.

Black — Airplane nose, landing gear struts, wheels, claws on wheel pants, gun sight, headrest, cockpit edging.

Red — Upper wing stripes.



# U.S. ARMY



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