



AH-56A



CHEYENNE'COPTER

ALL PLASTIC ASSEMBLY KIT

INSTRUCTIONS FOR ASSEMBLING LOCKHEED AH-56A CHEYENNE COPTER

502



IMPORTANT - READ THIS FIRST!

Before assembling model, study sketch carefully. Important—Apply cement to inside surfaces only. Avoid getting cement on outer surfaces of model sections. Use cement very sparingly and avoid getting cement on hands, so as not to mar or smear plastic surfaces. Do not hurry. Work carefully and patiently. Important Note: Before proceeding to cement parts together, it is advisable to fit parts together dry (without cement) so that you may familiarize yourself with the parts and how they go together, also noting the points where cement is to be applied. For best results assemble model exactly in the order indicated.

This kit is molded of styrene plastic—Use only Aurora's Fireproof Styrene Cement and Aurora's Speed-Dry Enamel. Assure yourself of a perfect model every time!

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AURORA PLASTICS CORP.
West Hempstead, L. I., N. Y. 11552

THIS KIT IS MOLDED OF STYRENE PLASTIC

Use Only . . .

AURORA'S
FIREPROOF
STYRENE PLASTIC
CEMENT

TUBE 10c
BOTTLE with BRUSH 25c

Dip each decalcomania into water for approximately 30 seconds and then lay on flat surface.

HOLD FILM WITH MOIST FINGERS SLIDE OUT PAPER BACK FROM UNDER DECAL

PRESS DECAL DOWN WITH CLEAN DAMP CLOTH TO OBTAIN GOOD CONTACT

"THE ENAMEL WITH THE SPRAYED ON LOOK"

- ONE COAT COVERS
- NO BRUSH MARKS
- DRIES IN 30 MINUTES

98¢ per set

GLOSS ENAMEL
for PLASTIC MODELS, WOOD, METAL, GLASS, CHINA

SPEED-DRY ENAMELS are AURORA'S REVOLUTIONARY NEW ENAMEL PAINTS developed after years of research especially for Plastic Models and other products of Wood, Metal, Glass or China.

LITHO. IN U. S. A.

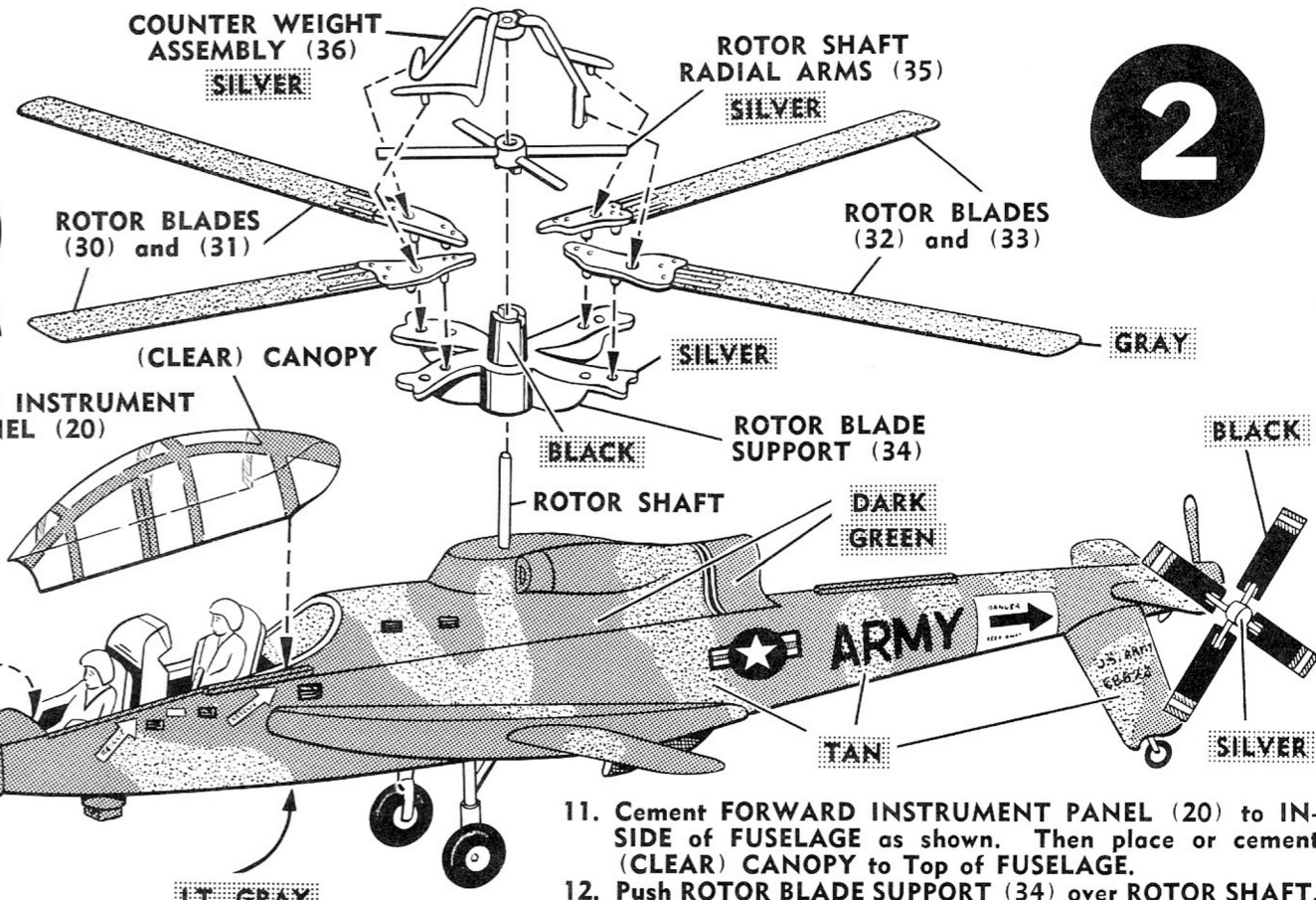
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FOR SUGGESTED DETAIL PAINTING SCHEME — SEE ILLUSTRATIONS. Paint parts as indicated and allow to dry before assembling.

For best results, use only AURORA'S SPEED-DRY ENAMEL — ONE COAT COVERS — DRIES IN 30 MINUTES — NO BRUSH MARKS.

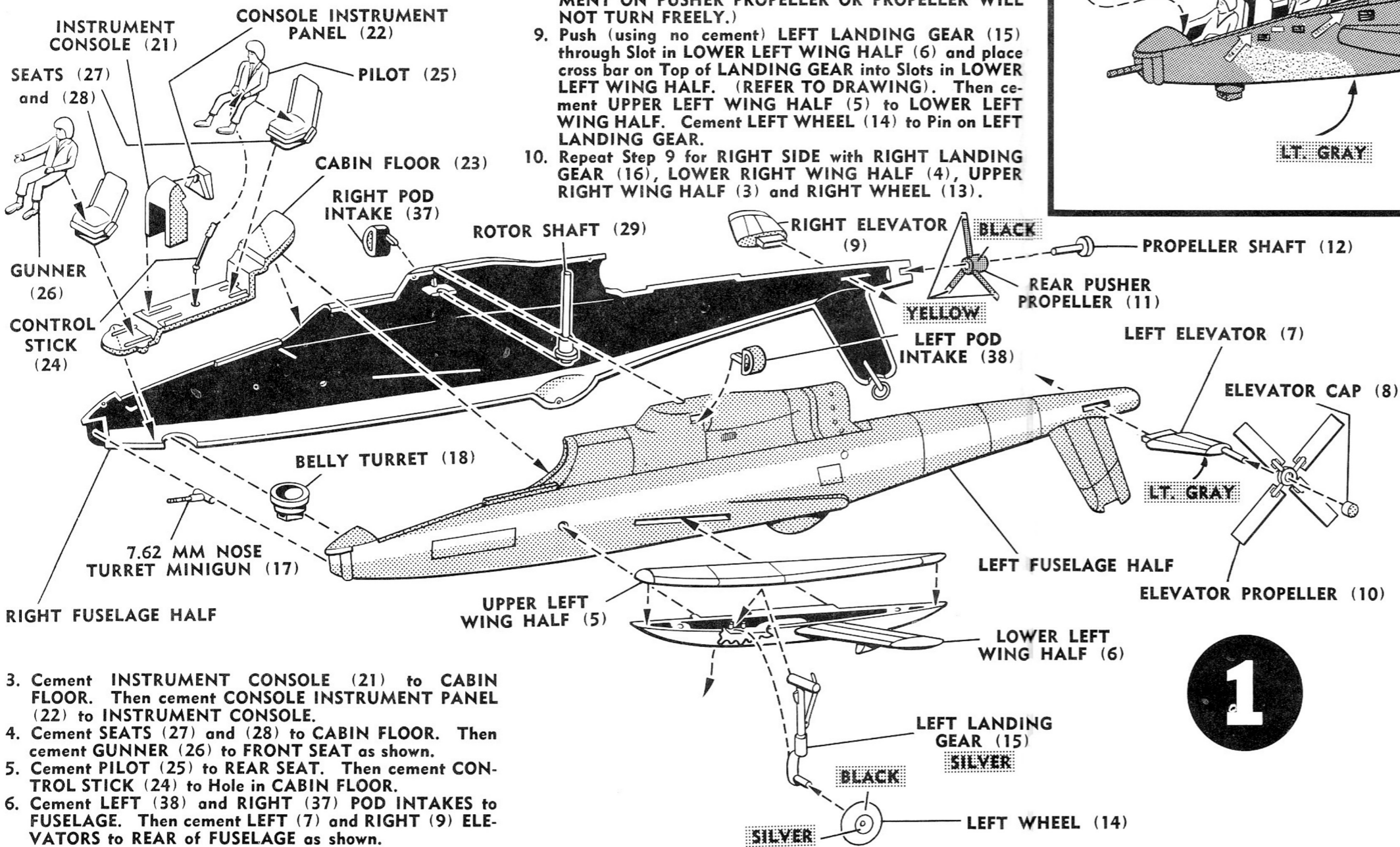
LOCKHEED AH-56A CHEYENNE COPTER

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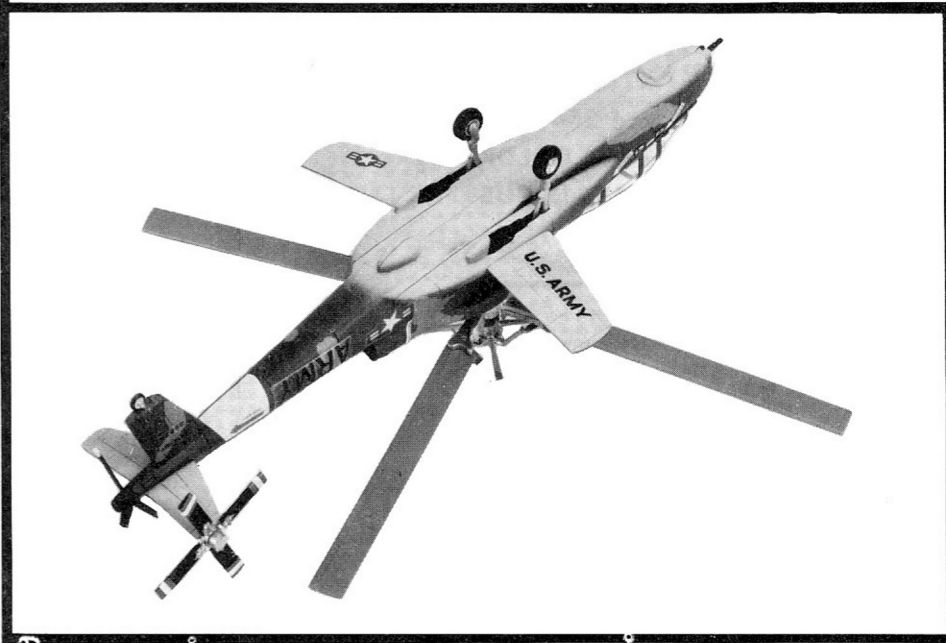


1. Cement LEFT and RIGHT FUSELAGE HALVES together while at the same time (using no cement) placing ROTOR SHAFT (29) and 7.62 MM NOSE TURRET MINIGUN (17) into correct holes and Slots as shown.
2. Place (DO NOT CEMENT) BELLY TURRET (18) into Large Hole in bottom of FUSELAGE. Then cement CABIN FLOOR (23) to FUSELAGE as shown. (Note: BE CAREFUL NOT TO GET ANY CEMENT ON BELLY TURRET OR TURRET WILL NOT TURN FREELY.)

7. Push ELEVATOR PROPELLER (10) over Pin on LEFT ELEVATOR. Then cement ELEVATOR CAP (8) to end of Pin as shown. (NOTE: BE CAREFUL NOT TO GET ANY CEMENT ON ELEVATOR PROPELLER OR PROPELLER WILL NOT TURN.)
8. Push PROPELLER SHAFT (12) through Hole in REAR PUSHER PROPELLER (11). Then, using a small drop of cement, cement end of SHAFT to Hole in rear of FUSELAGE. (NOTE: BE CAREFUL NOT TO GET ANY CEMENT ON PUSHER PROPELLER OR PROPELLER WILL NOT TURN FREELY.)
9. Push (using no cement) LEFT LANDING GEAR (15) through Slot in LOWER LEFT WING HALF (6) and place cross bar on Top of LANDING GEAR into Slots in LOWER LEFT WING HALF. (REFER TO DRAWING). Then cement UPPER LEFT WING HALF (5) to LOWER LEFT WING HALF. Cement LEFT WHEEL (14) to Pin on LEFT LANDING GEAR.
10. Repeat Step 9 for RIGHT SIDE with RIGHT LANDING GEAR (16), LOWER RIGHT WING HALF (4), UPPER RIGHT WING HALF (3) and RIGHT WHEEL (13).



11. Cement FORWARD INSTRUMENT PANEL (20) to INSIDE of FUSELAGE as shown. Then place or cement (CLEAR) CANOPY to Top of FUSELAGE.
12. Push ROTOR BLADE SUPPORT (34) over ROTOR SHAFT. Then cement ROTOR BLADES (30), (31), (32) and (33) to ROTOR BLADE SUPPORT. REFER TO DRAWING
13. Cement ROTOR SHAFT RADIAL ARMS (35) to ROTOR BLADE SUPPORT. (NOTE: PINS ON ROTOR SHAFT RADIAL ARMS MUST FIT INTO SLOTS IN ROTOR BLADE SUPPORT.)
14. Cement COUNTER WEIGHT ASSEMBLY (36) to SHAFT and to BLADES as shown.
15. Cut out sections of DECALS to correspond with markings on model. Read directions on back of DECALS before applying. Allow DECALS to dry before any further handling.



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"Lockheed" AH-56A CHEYENNE

The U. S. Army first sent helicopters to the Republic of Vietnam in December 1961, in order to increase the mobility of Vietnamese forces and assist the American advisors with their tasks in the war-ridden country. As the ferocity of the conflict increased and the United States commitment developed, both politically and in troop strength, the need for more rapid and more effective transportation through the mountainous and forest covered country-side became apparent. The answer to the problem was, of course, increased use of the helicopter.

Critics at first believed that the helicopter, flying relatively slowly at low altitudes, would present an excellent target for enemy ground fire, but statistics from Vietnam, offer rather impressive proof of the helicopters' survivability. As operations intensified, the vulnerability of the transport copter was overcome by the introduction of armed escort helicopters such as the AH-1G Huey Cobra, the first helicopter designed solely for the purpose of providing aerial fire support to transport helicopters. Now, in a typical air mobile operation, helicopters appear suddenly in an objective area, at tree-top level. The enemy has little chance to deliver fire because, at that moment, he is more concerned with taking cover against the suppressive fire from the armed escort helicopters. Before enemy weapons can be fired, the helicopters have landed their troops and moved out of range.

The performance of these armed helicopters in Vietnam has certainly established their place in the Army's arsenal of weapons. Some U. S. officials feel the development of these aerial fire support vehicles to be the most important tactical outcome of the Vietnam conflict. One of the most advanced armed escort helicopters to be used is the AH-56A Cheyenne.

Following a hotly-contested design competition, Lockheed received in March of 1966 the U. S. Army contract for engineering development of an Advanced Aerial Fire Support System (AAFSS) helicopter to replace the makeshift armed helicopters in current use. A dynamic test model was completed in May 1967, and the first flight of a genuine AH-56A prototype took place on September 21, 1967. One of the dramatic design features is the narrow fuselage cross-section which was made possible by the tandem seating arrangement of pilot and gunner. The pilot is placed on a raised seat to the rear of the gunner. The gunner's seat, manufactured by the General Electric Co. is mounted on a stabilized platform and can swivel through 360°. On either side of the narrow fuselage are small, low set, cantilever fixed wings to off-load the main rotor in high speed flight. The landing gear is of the tailwheel type with a single wheel on each side of the fuselage during flight.

The power plant of the Cheyenne comprises a 3,435 shp General Electric T64-GE-16 shaft-turbine engine driving a four blade rigid main rotor and a tail mounted Hamilton three-blade variable-pitch propeller. This combination, coupled with the trim body lines, produces a maximum level speed of 253 mph and a maximum cruising speed of 242 mph, a maximum rate of climb of 3,420 ft., a service ceiling of 26,000 ft. and a range with maximum standard fuel of 875 miles.

In order to insure the AH-56A Cheyenne to be an all weather combat helicopter the comprehensive electronics equipment for all weather flight includes automatic terrain following radar, automatic flight control system and Doppler radar and inertial navigation system. Most important to the aerial fire support chopper is its armament. The nose turret, able to swivel through 180°, mounts an interchangeable 40mm grenade launcher or a 7.62 mm General Electric Minigun. The non-retractable belly turret, able to swivel through 360° carries a 30 mm cannon. There are two attachments under each wing and two attachments under the fuselage to enable the Cheyenne to carry Hughes TOW anti-tank missiles, 2.75 in rocket pods or several other types of armament in a variety of combinations as determined by the mission. The fire power capability of the AH-56A Cheyenne is indeed, staggering.

The AH-56A helicopter is now being developed and put into use for the escort of unarmed transport helicopters but in addition the new role for this new craft will be that of a strike aircraft, a high speed combat helicopter capable of mounting attacks against enemy installations and equipment. In combat conditions, such as those in Vietnam, strike helicopters will be able to pinpoint and destroy isolated targets with great accuracy, operating in almost any weather condition and at a cost less out of proportion to achieved results than currently being experienced with fixed-wing aircraft. With the development of the AH-56A Cheyenne, the future of the aerial fire support helicopter looks promising.

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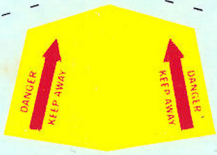
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Cut Along Line



LEFT

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AH-56A CHEYENNE



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