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.

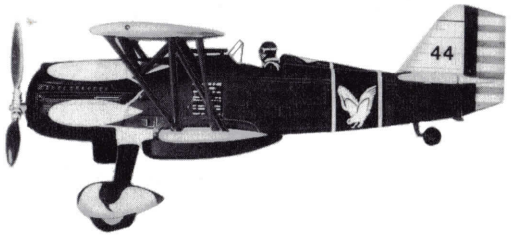
It is best to paint the parts as suggested in each step of the instructions. Only ENAMEL or PAINT FOR PLASTICS should be used. All colors used on this model should be semi-gloss unless otherwise specified. A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about ¼ 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

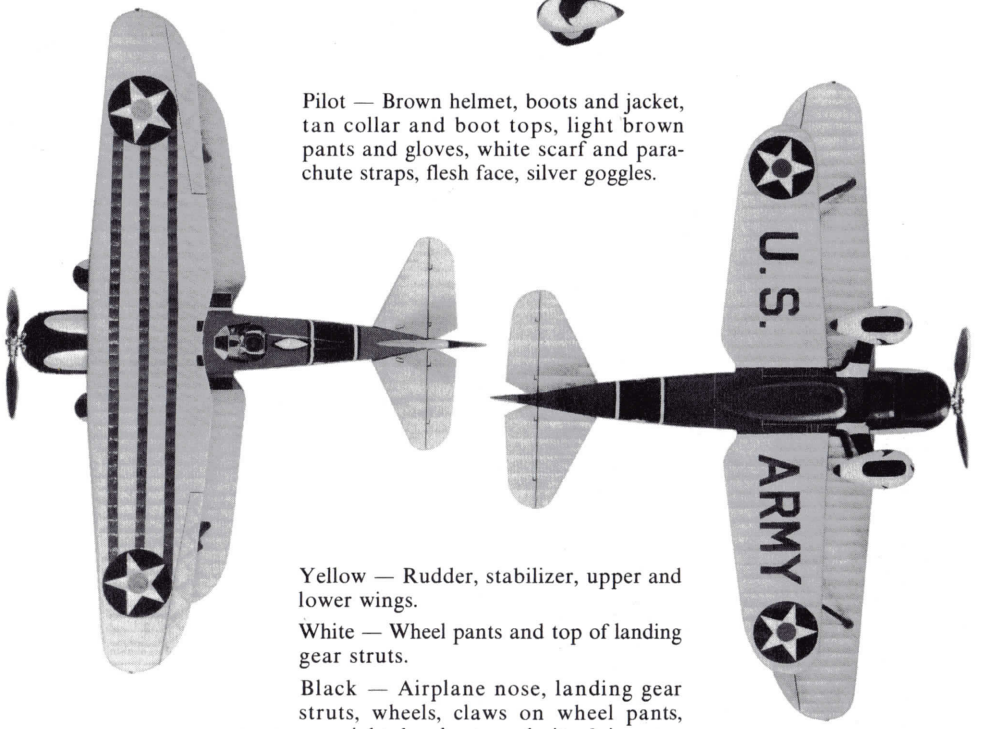
Refer to the photos for proper decal locations. To apply decals, select the item you wish to apply and cut it from the sheet. For a neat job work with one subject at a time and trim it close to the color outline. Dip the decal in water for a few moments until it slides easily on the paper backing. Next, 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 tailwheel 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.

HAWK P-6E

Monogram
quality hobby kits

KIT PA208

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.

00208-020

IMPORTANT! READ THIS BEFORE YOU BEGIN . . .

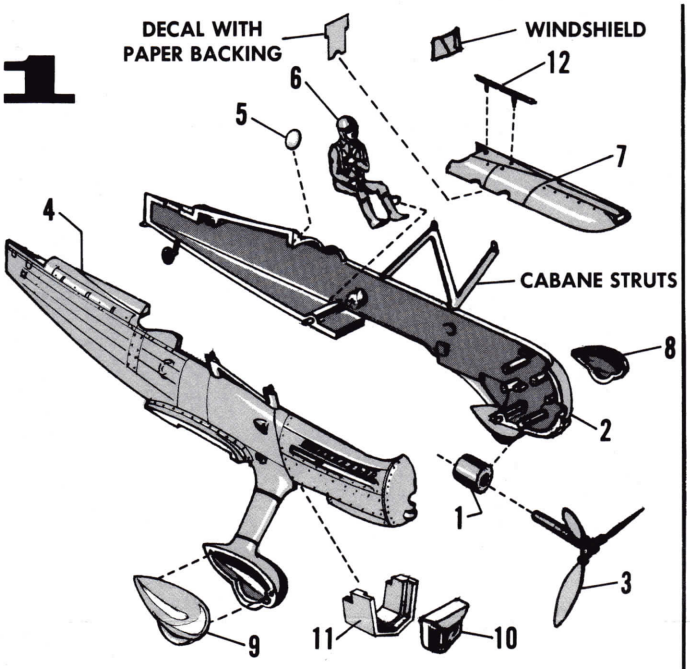
Read all the instructions and study the drawings to become familiar with all the parts. Once you've started the assembly, check the fit of each part by putting it in place without cement. Then remove the part, apply cement and attach it to the model.

Plastic parts are molded with the identifying numbers appearing on the part or on a tab next to the corresponding part. These numbers are referred to in the instructions to make it easier for you to locate the correct part during assembly. Do not detach parts from the trees until you are ready to use them. After cutting or breaking off the required part, trim away any excess bits of plastic. Use a small sharp knife such as an X-acto knife, available at your hobby counter.

Keep in mind the importance of not rushing the assembly of your model and avoid the use of excessive amounts of cement. All plastic cements contain solvents which dissolve plastic in order to form a solid weld between the cemented parts. Too much cement can soften and distort the plastic, spoiling your models appearance. When applying cement to a small or confined area, use cement on the end of a toothpick instead of the tube nozzle to better regulate the amount being applied.

If you plan to paint your model, refer to the instructions below and the "Finishing Your Model" section for colors and helpful hints on painting. Remember to scrape paint away from areas which will be cemented as cement will not stick to paint.

1



Cement propeller bearing 1 between locating pins in nose of left fuselage half 2. Paint propeller 3, see "Painting" instructions on last page. After paint has dried, insert propeller shaft through bearing and flare end with the heated blade of an old knife.

Cement right fuselage half 4 to left half. Next paint headrest pad 5, when dry, cement pad to the headrest fairing. Paint pilot 6 and allow to dry. Cement tab on pilot's leg to socket on left side of fuselage.

Carefully cut instrument panel from decal sheet and cement to tab on upper cowl 7. Cement upper cowl to fuselage, fitting front end into place first.

Cement wheel pants 8 and 9 to landing gear. Next cement radiator front 10 to radiator back 11. Cement complete radiator to fuselage.

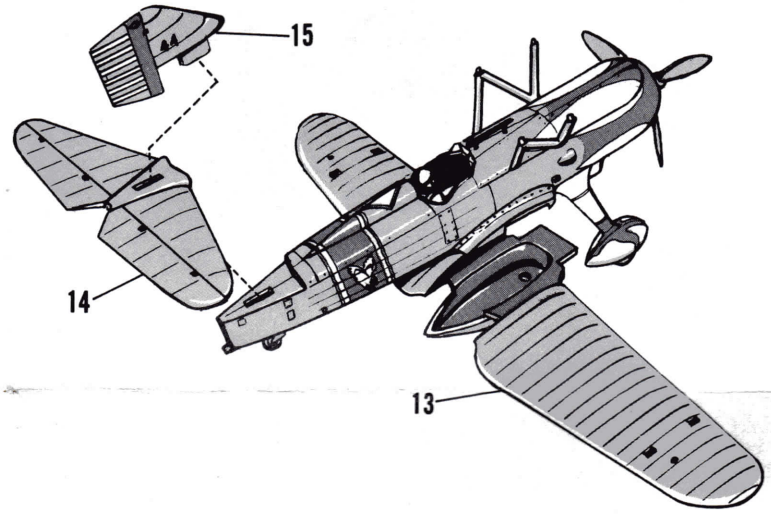
NOTE: Fuselage, landing gear, cabane struts and tailwheel may be painted at this point.

Paint and cement gunsight 12 to upper cowl. Cement windshield in place. All fuselage decals should now be applied for ease of attachment.

2

Lower wing 13, stabilizer 14 and rudder 15 may now be painted. When dry, lower wing and rudder, decals should be applied before continuing.

Cement lower wing into place. Cement stabilizer to rear of fuselage, making sure that the slots in the stabilizer and fuselage, are lined up. Next cement the tab on the rudder into the stabilizer slot.



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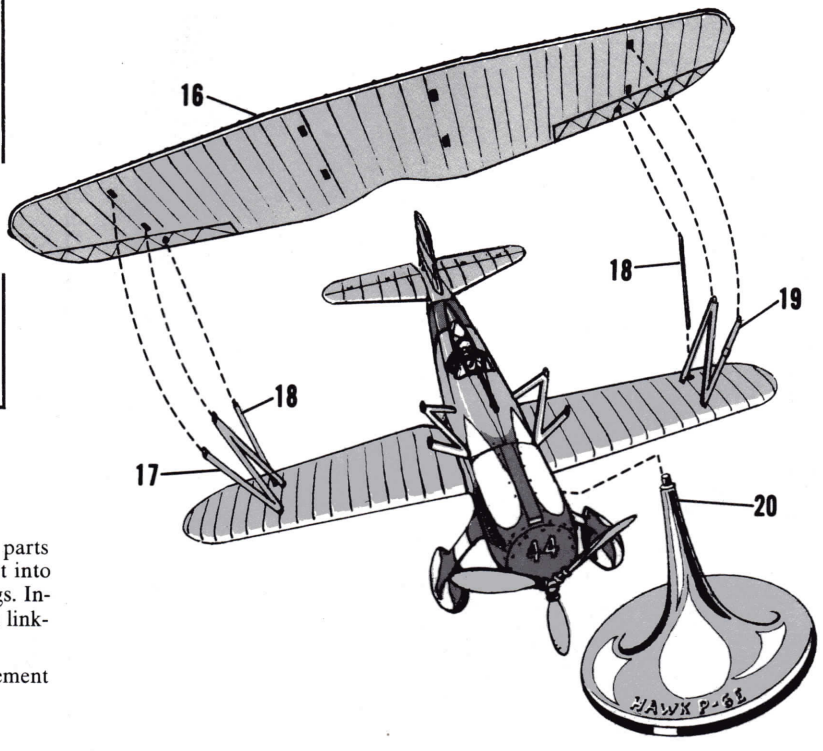

Paint upper wing 16 and when dry, apply decals.

Cement upper wing to cabane struts on fuselage. Paint parts 17, 18 and 19. Using a toothpick, put a drop of cement into the square holes in the right upper and right lower wings. Insert the painted "N" strut 17 into holes. Cement aileron linkage 18 into round holes in right wings.

Repeat above steps with parts 19 and 18 for left side. Cement pin on base 20 into hole in the under-belly fuel tank.