CURTISS P-36A

Monogram
quality hobby kits

KIT PA145

1/72 SCALE
1″ = 6′

The Curtiss Hawk P-36A or otherwise known as Model 75 has the dubious distinction of fighting on both sides and for more countries during the opening years of World War II than any other plane in history.

The P-36A was the outgrowth of a design competition held in 1935 for what then was considered a modern warplane. This Curtiss entry, a low wing all-metal monoplane with retractable undercarriage placed second in the competition but was put into production anyway. The first P-36A was delivered to the Army Air Corps in April of 1938. The French Air Force then selected the P-36 for their needs and ordered 100 in May 1938 as Hawk 75A-1's.

When war broke out in Europe on September 1st of 1939 several groups of the Armee de l'Air were Hawk equipped. One week later the first two German Messerschmitts were shot down, both by French Hawks. Before the end of September, 37 German planes were shot down, most of them by Hawks. Two years later on December 7th 1941, less than 40 minutes after the first attack on Pearl Harbor United States Army Air Corps pilots, using P-36A's, downed two Japanese aircraft.

When France fell in June of 1940, the Germans refurbished the captured Hawks and later sold them to Finland, then Germany's ally. Outstanding planes on French order were delivered to Britain where they were called Mohawks. Still others were captured by the Germans when they overran Norway.

Over in China where Gen. Claire Chenault was revamping the Chinese Air Force and forming the American Volunteer Group they were equipping with Curtiss Hawks some of which were special versions with fixed landing gear. Some were ordered by the Netherlands but were diverted to the Dutch East Indies. The Portuguese Air Force was given some of the British Mohawks for use in East Africa as was India for use on the Burma front. Some were also used in Thailand, Argentina and Peru. In all over 800 Curtiss Hawks were produced.

The Curtiss Hawk had a span of 37′ 4″ and was 28′ 6″ in length. Most were powered by a Pratt and Whitney R-1830 Twin Wasp engine rated at 1200 horsepower. Maximum speed was over 300 m.p.h. and service ceiling was over 33,000 feet.

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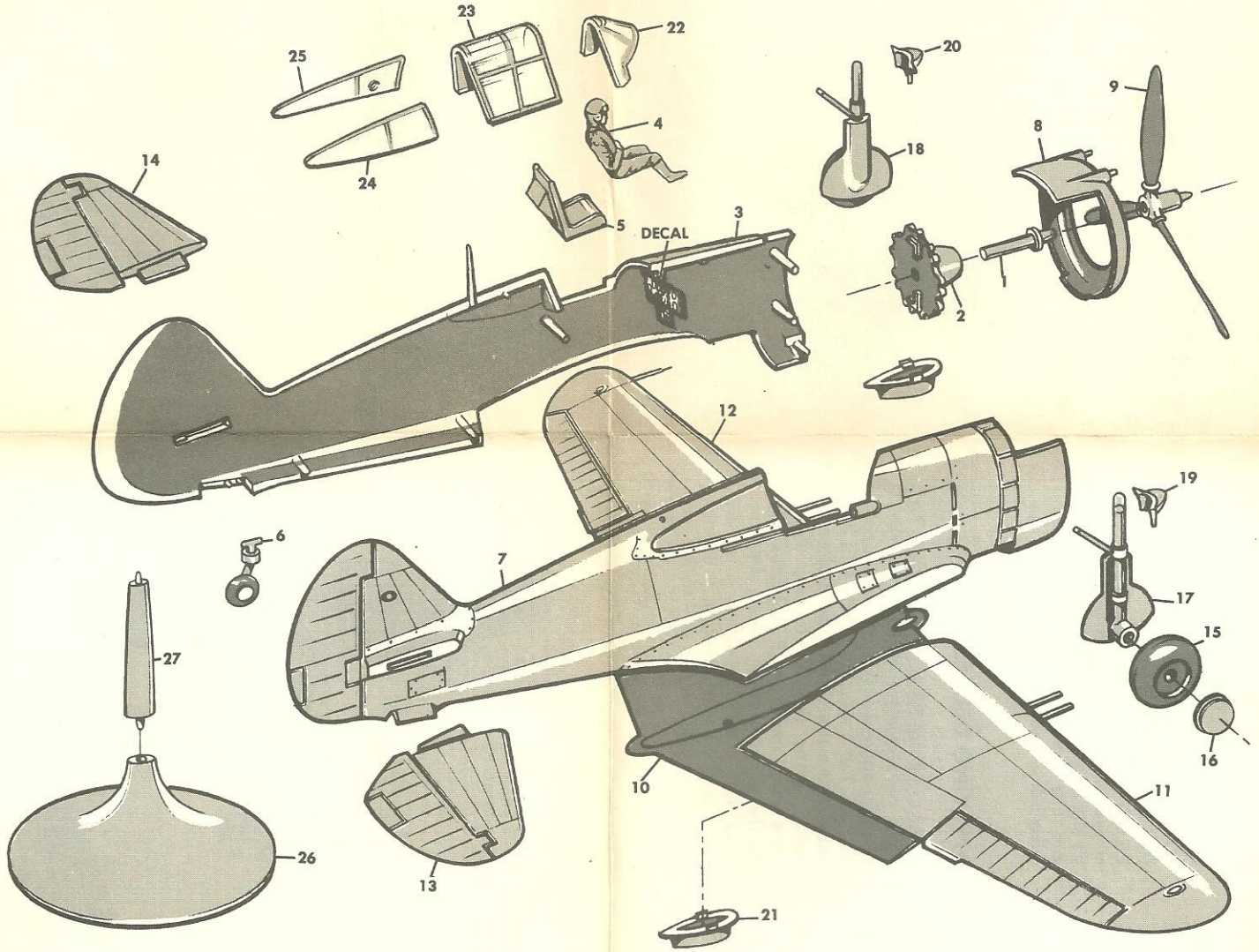
IMPORTANT! READ THIS BEFORE YOU BEGIN . . .

Read the instructions and study the drawings to become familiar with all of 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 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 easy for you to locate the correct part during the 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 model's appearance. When applying cement to small or confined areas, 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, "Finishing Your Model", for helpful hints on painting. It is best to paint some parts before cementing them into place. Remember to scrape paint away from areas which will be cemented. Cement will not stick to paint.



1 Slip long end of propeller shaft 1 through hole in motor 2 and flare over end of shaft with the heated blade of an old knife. Cement backside of motor to pins in left fuselage half 3. Cut instrument panel from decal sheet and cement into left fuselage half.

2 Cement pilot 4 into seat 5. Cement seat to pin in left fuselage half. Cement tail wheel 6 between two small pins in left fuselage half and then cement right fuselage half 7 to left. Cement right and left wing tops 11 and 12 to lower wing 10. Cement wing to fuselage. Add cowling 8 to front of fuselage and propeller 9 to end of shaft.

3 Slip pin on wheel hub 16 through hole in wheel 15 and carefully cement end of pin into hole in right strut 17. Repeat for left gear using parts 15, 16, and 18. Cement gear into sockets on underside of wing. Cement right and left knee doors 19 and 20 to top of struts above ridge and to wing. Cement right and left stabilizers 13 and 14 into slots at rear of fuselage.

4 Cement shell collectors 21 into slots in underside of wing. Cement windscreen 22 to fuselage. Cement right and left rear windows 24 and 25 to fuselage. Cement canopy 23 to fuselage in open or closed position. Assemble base 26 and post 27 and cement pin on post into hole in underside of wing.

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 most of the parts before cementing them. The large outside surfaces such as wings and fuselage may be painted after assembly. Only ENAMEL or PAINT FOR PLASTICS should be used. All colors used should have a flat finish. A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about ¼ inch wide. Allow time for paint to dry thoroughly before handling parts. Scrape paint away from areas which will be cemented because cement will not hold to painted surfaces.

BLACK — Tires —machine guns — wing walks — exhaust openings

RED—Front of cowling—band on fuselage

SILVER — Canopy frame

OLIVE DRAB — Anti-glare panel

ZINC CHROMATE — Cockpit interior — wheel wells — inside of wheel doors

NAVIGATION LIGHTS — Left red — right green — rear white

PILOT — Flesh face — brown helmet, jacket, pants, mittens, and boots — silver buckles and goggles — olive drab oxygen mask and tube — white parachute harness and safety belt — cream fur collar and boot tops

APPLYING DECALS

Refer to photos for proper location. To apply decals, select the item you wish to apply and cut it from the sheet with scissors. For a neat job work with one subject at a time, and trim it close to 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 rag. Before they are completely dry, decals should be pressed firmly against surface contours, such as rivets and lines.

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