

AIRFIX
CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

LOCKHEED HUDSON MK. I.

The Hudson was the first American Aircraft to be used operationally during the second world war, and was in fact in use by R.A.F. Coastal Command shortly before the outbreak of war.

When the British Purchasing Commission went to the U.S.A. in 1938 the Hudson was selected for R.A.F. service and an order for 200 placed. Deliveries commenced in early 1939, and further orders were placed, eventually some 800 were purchased and the number was brought up to 2,000 by machines supplied under Lend-Lease.

The Hudson I which first flew in December 1938 was developed to British requirements from the Lockheed Type 14 Super-Electra, a widely used civil airliner. The first aircraft were shipped across the Atlantic and the Boulton Paul dorsal turret fitted after they had been assembled in the United Kingdom.

Originally ordered as a navigational trainer, the Hudson was found to be ideally suited for general reconnaissance duties and was used to replace the Ansons in the Coastal Command Squadrons. The Hudson I and II was itself superseded by the Hudson III in 1941. Coastal Command Hudsons, one of which is represented by this model of an aircraft of 206 Squadron, had several outstanding operations to their credit including leading the Royal Navy to the German prison ship Altmark in February, 1940 and the sinking of many U-boats in the early years of the war. In May, 1943 a Hudson became the first aircraft to sink a U-boat with rocket projectiles.

After America's entry into the war the Hudson was adopted by both the U.S.A.A.F. as the A-28 and A-29 and by the U.S. Navy as the P.B.O.-1. Production of the Hudson ceased in 1943, but the type continued service on such duties as troop transport, air-sea rescue and target towing until the end of the war.

The Hudson I was powered by two 900 h.p. Wright Cyclone engines giving a maximum speed of approximately 250 m.p.h. and a range of 2,000 miles. Armament consisted of four .303 in. machine guns, two in the turret and two fixed in the nose, bomb load was 1,400 lbs. (Later models carried much heavier armament, additional machine guns and often rockets being fitted) Wing span was 65 ft. 6 ins. and length 44 ft. 4 ins.

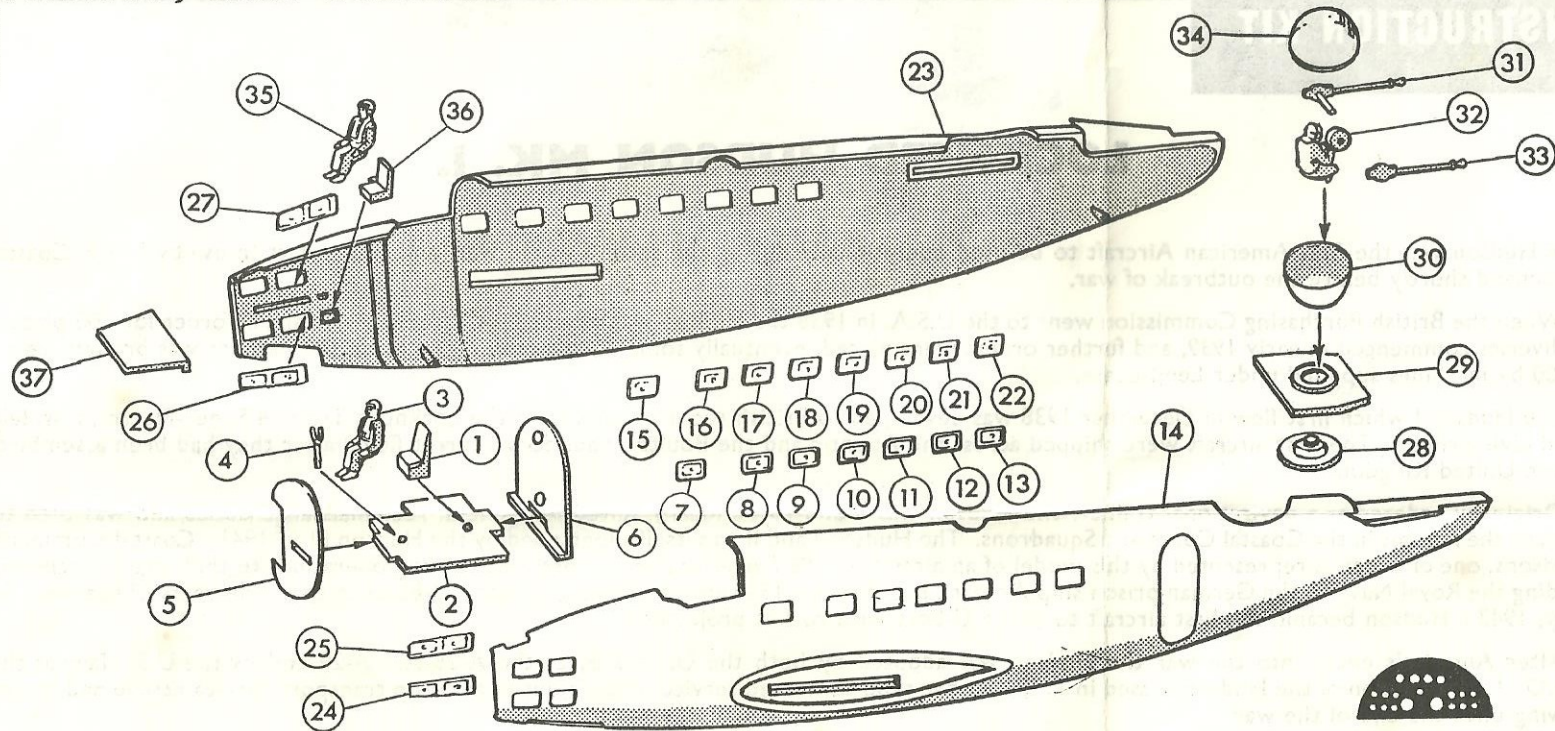
All Airfix Aircraft Construction Kits in series (1, 2, 3, 4 & 5) are made to a constant 1/72 scale. All models are designed with the same skill and attention to details so that a large and varied collection can be built up. Each model is true to scale and realistic in relationship to all other models. Other fine Airfix Construction Kits are available in various series such as Historical Ships, 00 Trackside Houses and Accessories, 1/32 Vintage Cars and 1/12 Model Figures. A list of the many other Airfix models which you can make will be found on a slip in this package.

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4).
N.B. FOR PAINTING USE AIRFIX PAINTS. FOR FIXING USE AIRFIX POLYSTENE CEMENT

1

FUSELAGE, CREW & ARMAMENT ASSEMBLY



INSTRUMENT PANEL

It is recommended that the instructions and exploded view are studied before commencing assembly. If it is wished to paint internal details such as crew, turret or cockpit, this should be done before assembly.

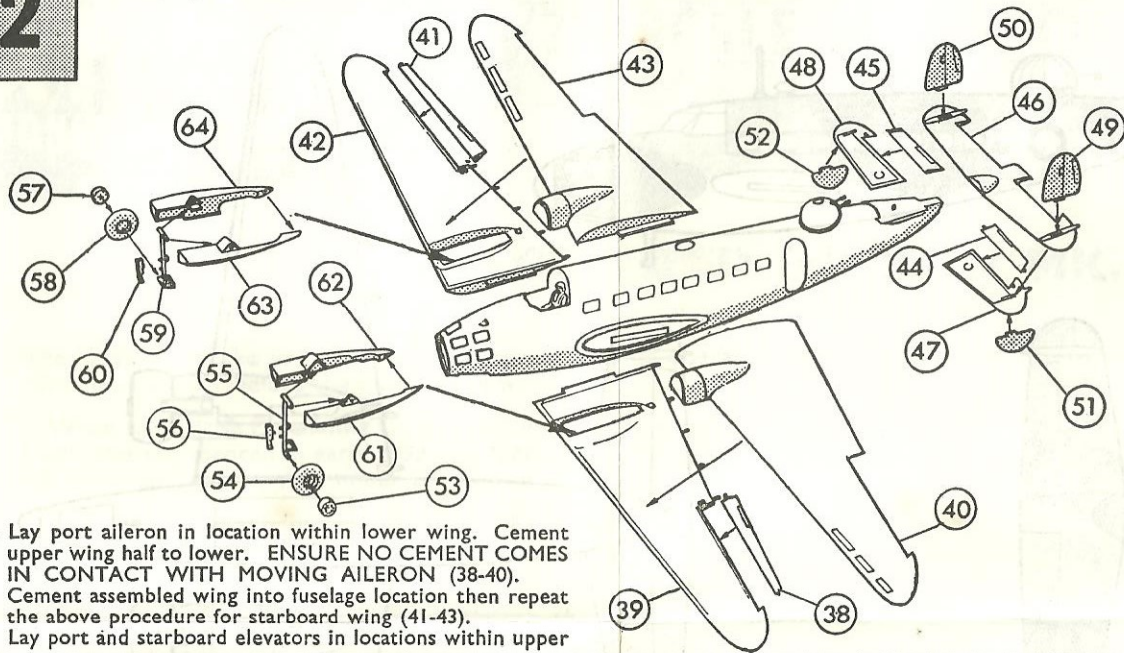
1. Locate and cement pilot's seat into larger hole in cockpit floor and cement pilot to seat (1, 2, 3).
2. Locate and cement control column into smaller hole in cockpit floor (4).
3. Cut out printed instrument panel detail and cement to top rear of forward bulkhead then locate and cement front tab on cockpit floor into slot in forward bulkhead (5). NOTE: Doorway in bulkhead is to starboard.
4. Locate and cement rear tab on cockpit floor into slot in rear bulkhead (6), set assembly aside to dry.
5. Cement the 15 fuselage port and starboard windows in position in port and starboard fuselage halves applying cement carefully to window surrounds inside fuselage. 7 windows to port side 8 to starboard (7-23).
6. Similarly position and cement the port top and port bottom nose windows (slight taper to front) locating ledges to rear and centre (24, 25).
7. Repeat procedure with starboard top and bottom nose windows (26; 27).
8. Place turret pivot pin through large hole in turret plate and press into hole

in turret base and cement, keep turret clear of cement and ensure turret is free to move (28-30).

9. Press pivot pin of starboard turret gun through gunner's hand and cement port gun on to projecting pin (31-33).
10. Cement pin on gunner into locating hole in upper turret pivot pin inside turret base.
11. Press guns through slots in turret transparency and cement transparency on to turret base, set aside to dry (34).
12. Cement navigator to navigator's seat then cement projecting lug on seat side into recess in box in starboard fuselage half (35, 36).
13. Cement side of navigator's table to locating rib on starboard fuselage side, rib on underside of table locating into cut out in fuselage locating rib (37).
14. Cement side of turret rest into recessed box in starboard half, taper to rear.
15. Locate and cement bulkheads of cockpit assembly to starboard fuselage half, forward bulkhead between the two locating ribs, and rear bulkhead behind single locating rib.
16. Cement the two fuselage halves together at the same time locating navigator's table, bulkhead and port side of turret rest.

2

WING, TAIL & UNDERCARRIAGE ASSEMBLY

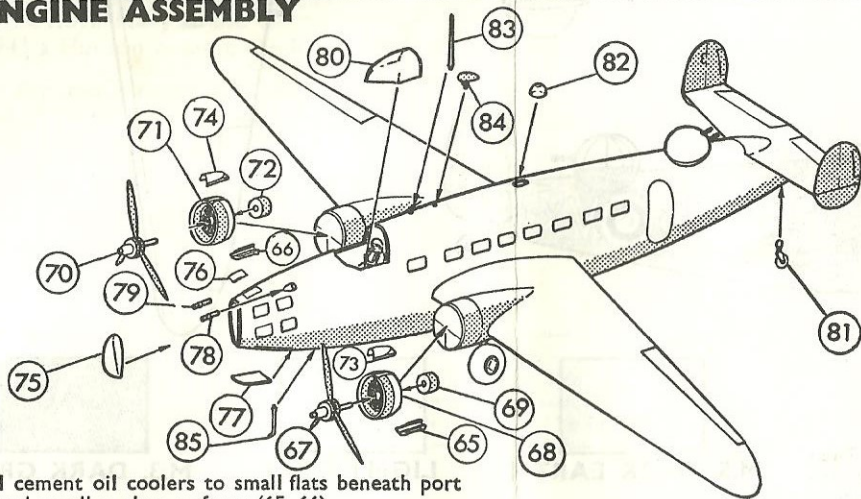


17. Lay port aileron in location within upper wing. Cement upper wing half to lower. ENSURE NO CEMENT COMES IN CONTACT WITH MOVING AILERON (38-40). Cement assembled wing into fuselage location then repeat the above procedure for starboard wing (41-43).
18. Lay port and starboard elevators in locations within upper

- section of tailplane then cement port and starboard lower halves of tailplane to upper half, finally cement tailplane assembly onto locating pins on top of rear of fuselage. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING ELEVATORS (44-48).
19. Locate and cement upper sections of port and starboard fins into locating slots in top and at either end of tailplane (49, 50).
20. Similarly locate and cement lower sections of port and starboard fins into corresponding locating slots beneath tailplane (51, 52).
21. Apply a drop of cement into hole in hub cap and press through recess in wheel and cement on to projecting axle of port undercarriage leg leaving wheel free to turn, then cement wheel guard with taper at bottom onto locating pins on undercarriage (53-56).
NOTE:—WHEEL GUARDS DIFFER ON PORT AND STARBOARD SIDES, HIGH EDGE SHOULD BE SAME SIDE AS WHEEL.
22. Similarly assemble starboard undercarriage unit (57-60).
23. Press the longer end of pivot pin at the top of the port undercarriage leg into hole in bracket on outer port engine nacelle half (shock absorbers to rear), then locate and cement inner port half to outer at the same time locating opposite end of pivot pin. (ENSURE NO CEMENT COMES IN CONTACT WITH MOVING UNDERCARRIAGE) and undercarriage can be swung up if desired into a retracted position (61-62).
24. Cement assembled nacelle to wing. NOTE: Exhausts are outboard.
25. Repeat the above procedure with the starboard undercarriage and nacelle assembly (63, 64).

3

ENGINE ASSEMBLY



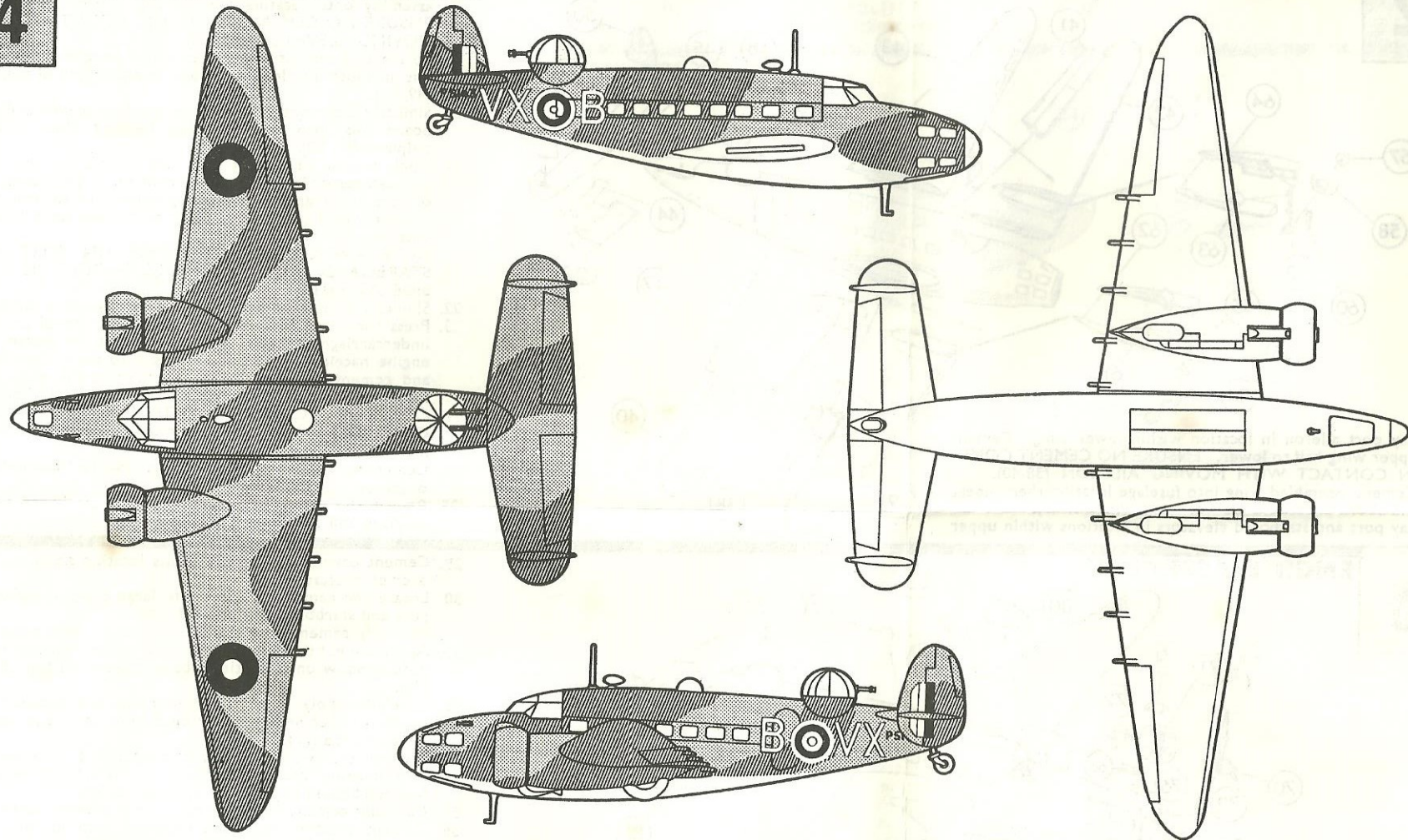
26. Locate and cement oil coolers to small flats beneath port and starboard nacelles, slots to front (65, 66).
27. Press pin of one propeller through port engine cowling and then cement retaining bush to pin. ENSURE NO CEMENT COMES INTO CONTACT WITH COWLING (67-69).

28. Repeat procedure with starboard engine assembly (70, 71, 72).

29. Cement cowlings to nacelle fronts locating small cut outs over oil coolers.
30. Locate and cement air intakes to large cut-outs on top of port and starboard cowlings (73, 74).
31. Carefully cement nose transparency to fuselage nose (75).
32. Apply cement to surround and location then position upper nose window onto locating ribs in cut-out on top of nose (76).
33. Carefully apply cement to surround and location and position lower nose window onto locating ribs in cut-out beneath nose (77).
34. Position the two nose port and starboard machine guns into locating recesses on port and starboard sides of fuselage behind upper nose window (78, 79).
35. Carefully cement in place transparent cockpit cover (80).
36. Cement locating pin on tail wheel into locating hole beneath end of fuselage (81).
37. Carefully cement in place transparent astrodome to circular hole on top of fuselage (82).
38. Cement aerial to locating hole on top of fuselage immediately behind cockpit (83).
39. Cement D.F. loop to locating hole behind aerial on top of fuselage (84).
40. Cement pitot tube to locating hole beneath fuselage behind lower nose window (85).
41. Cement together both parts of stand.
42. Cement arm of stand into slot provided in fuselage.

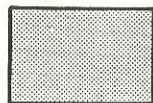
4

SUGGESTED COLOUR SCHEME.

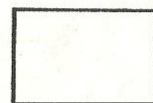


NOTE:—IF IT IS WISHED TO PAINT THE MODEL IT SHOULD BE DONE AT THIS STAGE, USING THE COLOUR SCHEME AND THE PAINTING NOTES FOR SMALLER DETAILS.

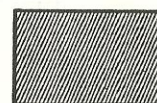
APPLY TRANSFERS. First cut the sheet into fifteen separate subjects. Then dip each in warm water for a few minutes and slide off backing into position shown on illustration. The large roundels are applied above the wings, the smaller roundels with squadron code letters to fuselage sides. The fin flashes to outside and inside of fins the smaller sections to lower part of fins, the serial numbers either side to rear of fuselage sides and the aircraft name to transparent base of stand.



M.5. DARK EARTH



LIGHT GREY



M.3. DARK GREEN

BLACK : Machine guns, tyres, aerial D.F. Loop, propeller blades, de-icing strips on leading edges of wings, tailplane and fins.
YELLOW : Tips of propeller blades.

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