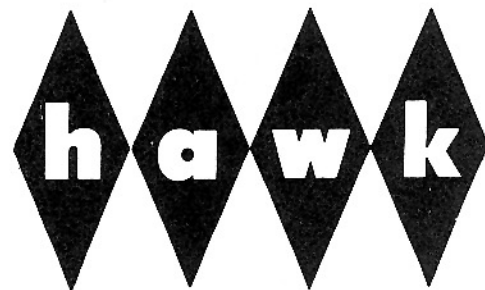


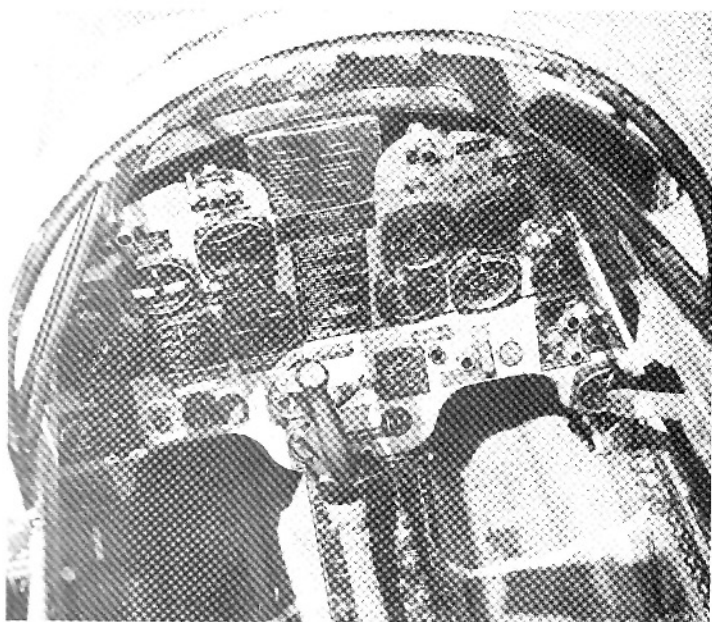
LOCKHEED T-33

JET TRAINER

CUSTOM COLLECTOR'S KIT WITH AUTHENTI-PLATE
KIT NO. 207-200



JAPANESE T-33



FRONT COCKPIT OF A T-33

A WORD ABOUT AUTHENTI-PLATE

Authenti-Plate is a process that deposits a coating of aluminum to the plastic surface. Plastic cement will not adhere to the plated surface. Therefore you must scrape the plating away at points where parts are joined with glue. This is **important** and **must** be done to insure a good construction job.

The T-33 Story . . .

The Lockheed T-33A is a two seat, single engined, jet aircraft used for transition training of jet pilots. The aircraft is all-metal and a progressive development of the famous F-80, **Shooting Star**, series of fighter aircraft.

The T-33 originally was designated TF-80C. The aircraft flew for the first time on March 22, 1948. Sizeable quantities of the aircraft were produced by Lockheed's California Division for both the U. S. Air Force and the U. S. Navy Air Service. Navy designation of the T-33 is TV-2.

Lockheed allowed manufacture of the craft under license in Canada and Japan. The Canadian aircraft were built by Canadian Limited and were designated **Silver Stars**.

The Kawasaki Aircraft Company produced the aircraft in Japan.

The T-33 enjoys extensive use throughout the world. It is said that 9 out of every 10 jet pilots in the non-communist world have flown the T-33.

The following nations fly T-33 aircraft:

Belgium	Republic of Korea
Brazil	Netherlands
Canada	Norway
China (Nationalist)	Pakistan
Colombia	Peru
Cuba	Philippines
Denmark	Portugal
France	Saudi Arabia
West Germany	Spain
Greece	Thailand
Iran	Turkey
Italy	United States
Japan	Yugoslavia

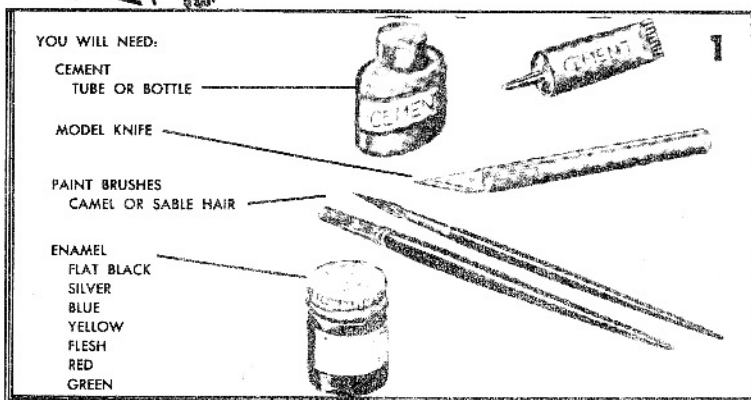


"Captain Hawk is my name. I was trained in a T-33 and she sure is a good ship. A lot of the guys who fly T-33's are building these Hawk kits just like you. Seems that Hawk models are the most authentic and realistic looking models available — and the guys who fly the real ones ought to know.

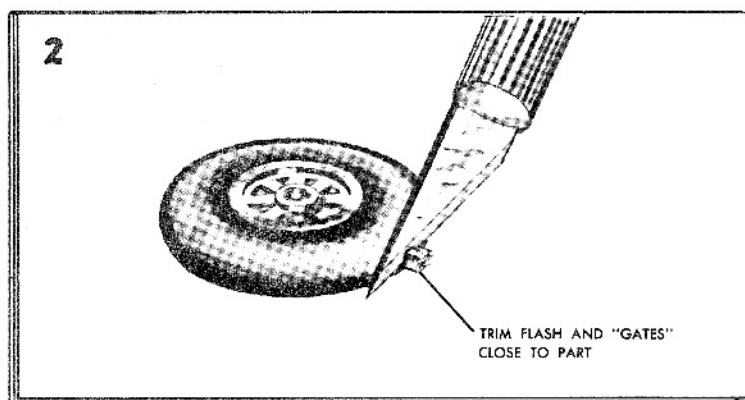
Look at all the detail on those parts. Not a lot of oversize out of scale rivets but structural lines and prominent detail features. Did you

know that rivets on real planes are smooth with the metal surface — not sticking up! That's why Hawk doesn't put a lot of fake rivets on their models. Hawk is more interested in giving you, the builder who knows quality and detail, the most perfect scale model possible. This attention to true detail is what makes Hawk models the finest in the world.

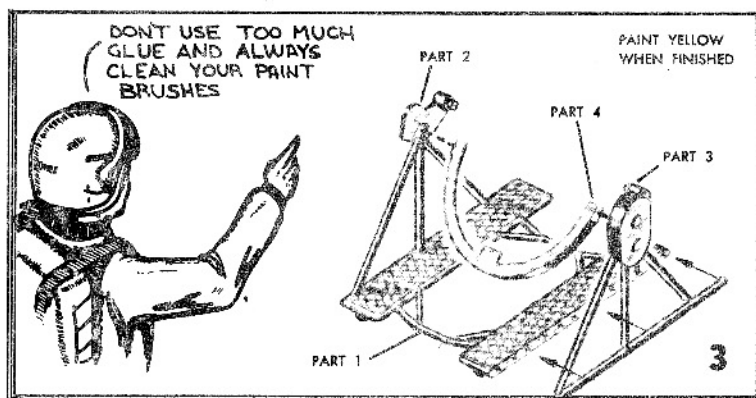
Now to get started. Follow the instructions carefully and read over every step before actually doing it. Let's see if you can make your model as excitingly realistic as the photograph of the model on the last page of this plan."



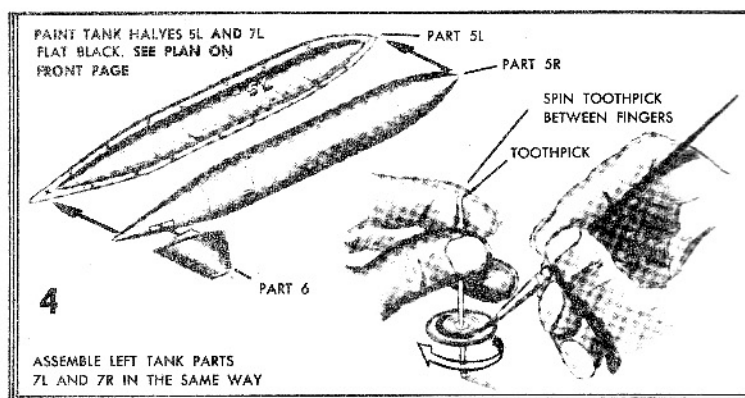
The items shown above are useful for all completing your T-33. Your local hobby dealer carries the above items and he will also be happy to answer any questions regarding modeling tools and their use.



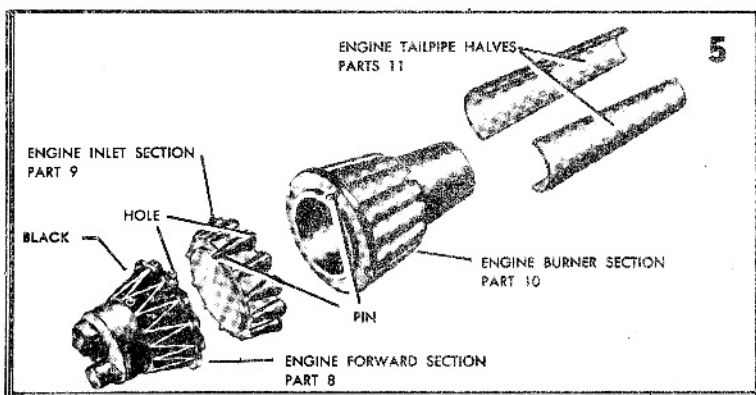
Carefully trim excess plastic from the parts. This step will assure the proper fit of every part. Build your model on a good work surface — not Mother's good table.



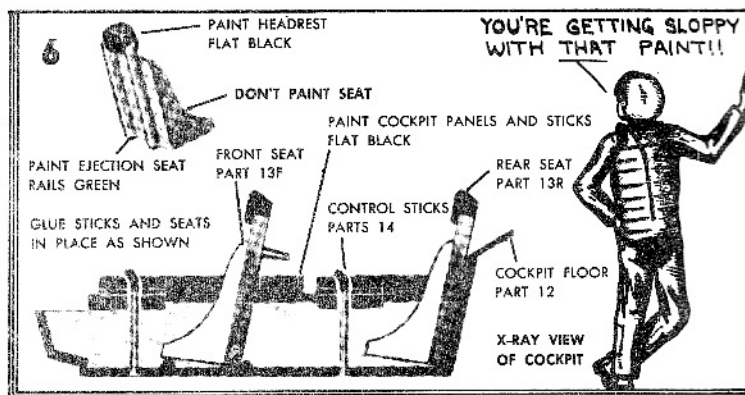
"Captain Hawk speaking. Real airplanes are built in sub-assemblies first so let's build our model that way too. Assemble the parts as shown. Be careful not to use too much glue. Paint the completed unit as shown and set aside to dry."



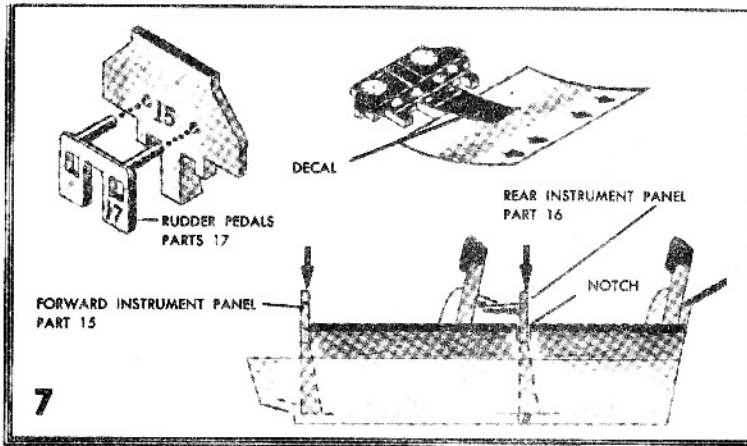
Assemble the tip tanks next as shown. Paint the half of the tanks with the wing tip slots flat black. See plan on front page. Mount the tires on toothpicks and paint them flat black — clean your brush when done.



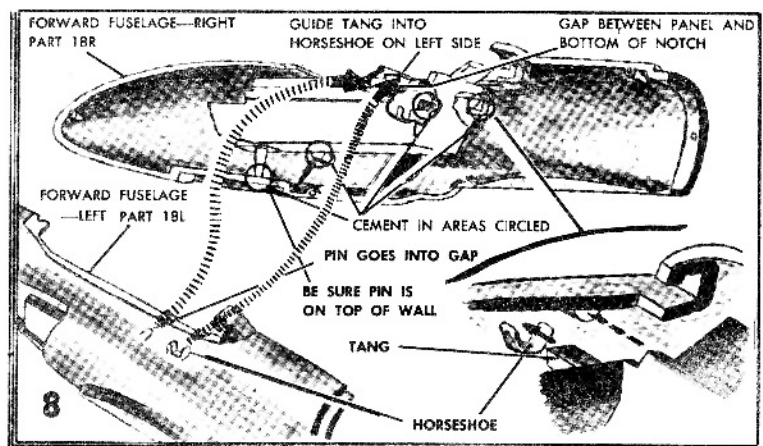
Assemble the engine parts as shown. Note how the pins engage in the holes to line up the parts properly. Paint as indicated and set aside to dry.



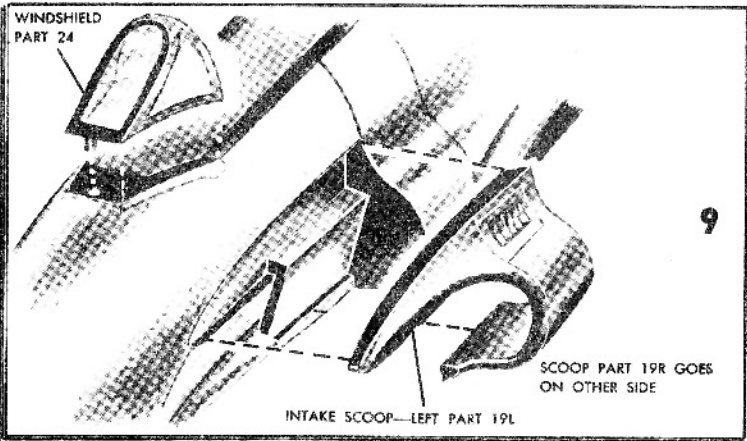
"O.K. let's build my office. Paint the headrests and ejection seat rails on the seats as shown. Paint the upper cockpit panels flat black as indicated. When the paint has dried glue the control sticks and seats in position as shown."



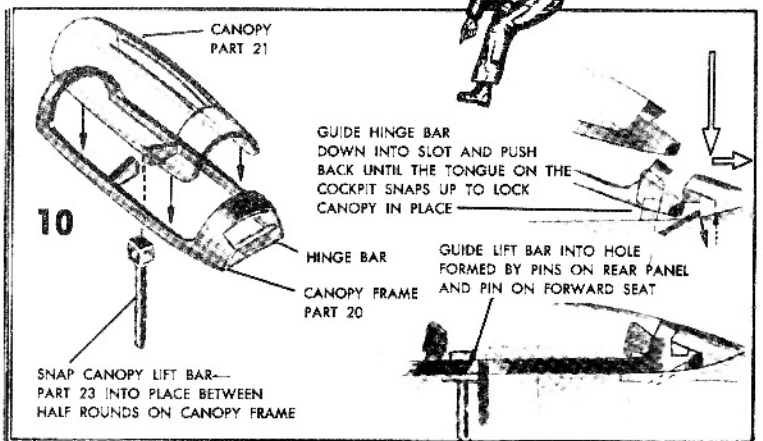
Glue the rudder pedals into the holes in the back of the instrument panels. Be sure that the pins on the pedals do not stick through the other side. Read the directions on the back of the decals and apply the instrument panels. Now cement the panels as shown.



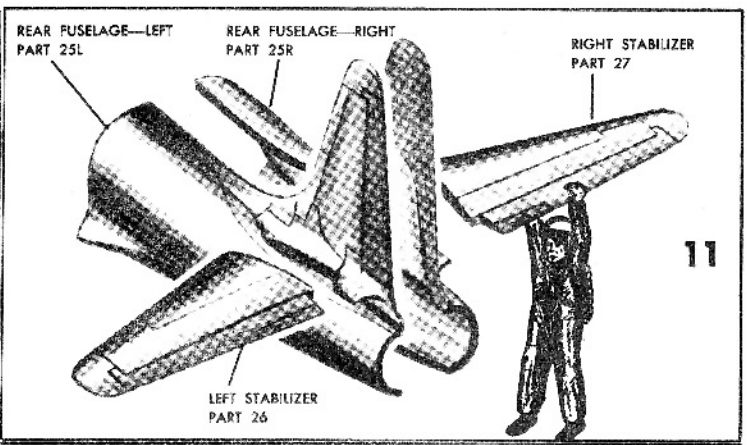
"Captain Hawk again. This is a very important step. Glue the tang on the cockpit into the horseshoe in the right fuselage side. Guide the small pin into the gap between the bottom edge of the rear instrument panel and the notch in the cockpit. The long pin underneath the cockpit floor should touch the landing gear well wall. Glue where circled. Glue around edges of the fuselage and guide the left half into place."



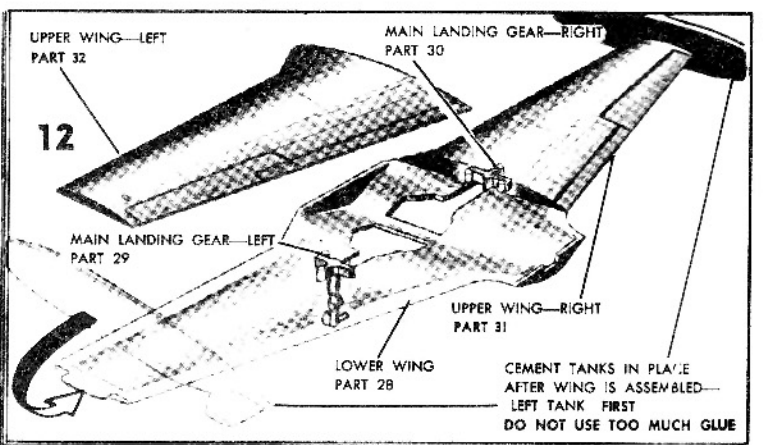
Cement the air scoops into their proper position on each side of the fuselage. Now glue the windshield in place.



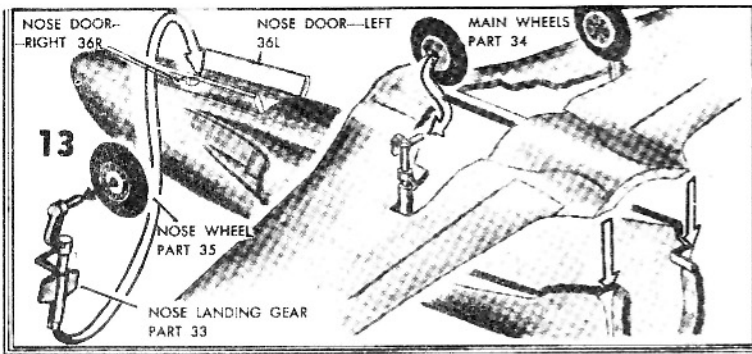
"Snap the lift bar into place on the canopy frame — do not glue. Now cement the canopy in place on the frame. Drop the canopy hinge bar down behind the rear seat and slide it back into the slot until the finger snaps up to lock it. Now hinge it down and guide the lift rod into position between the pins on the rear panel and the forward seat."



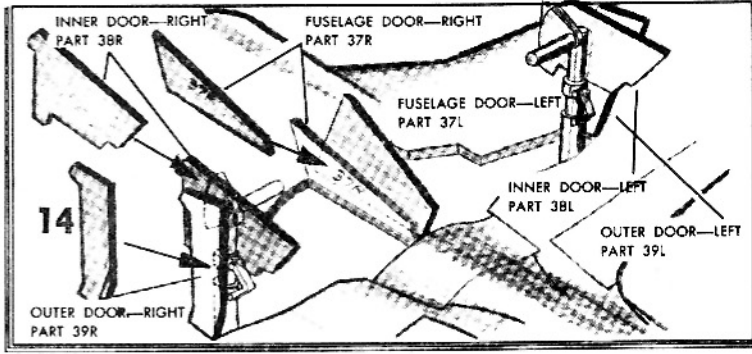
Cement the rear fuselage halves together. The stabilizers are attached next. Set aside to dry thoroughly.



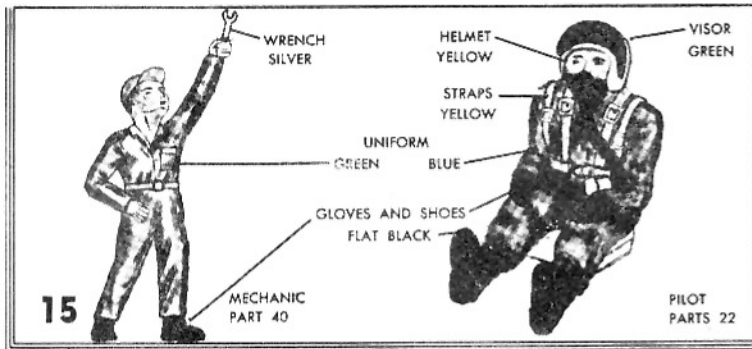
Cement the main landing gears into place as shown. Run cement — not too much — around the edge of the wing and cement the upper wing halves in place. Now glue the tip tanks into place. Left tank first.



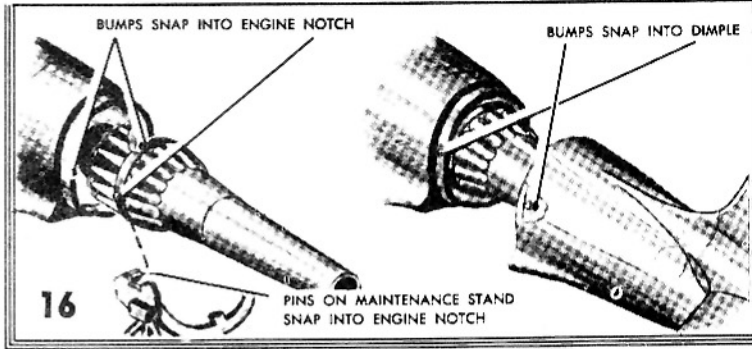
Glue the wing assembly into place on the fuselage. The tires can now be cemented to the axles. Glue the nose wheel door in position as shown here and in the photographs below. Now cement the nose strut into place in the nose wheel well.



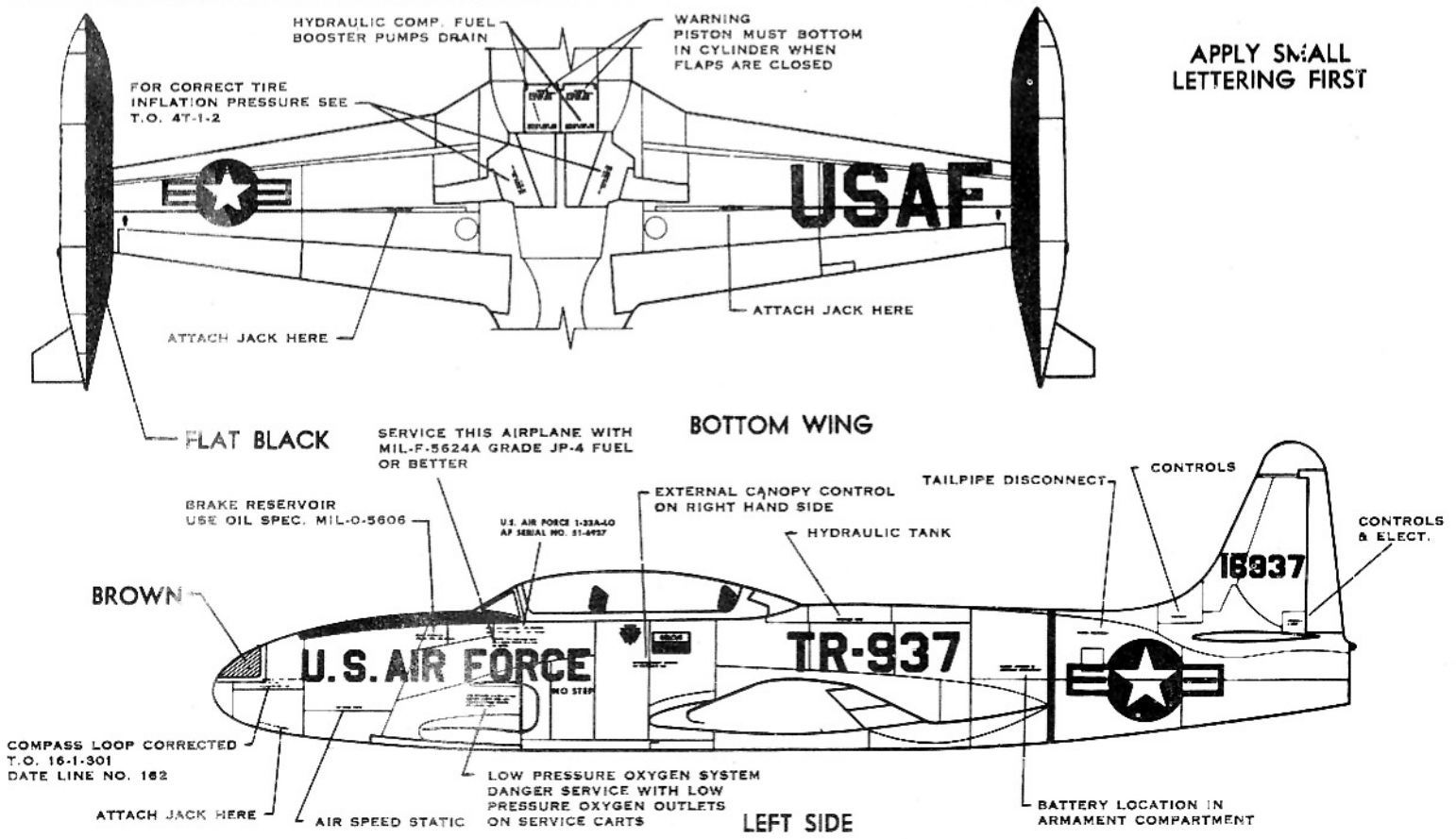
Glue the landing gear doors into position as indicated above and the photographs below. Do not use too much cement.



Paint the figures as indicated. When the pilots are dry place them into their seats in the cockpit.



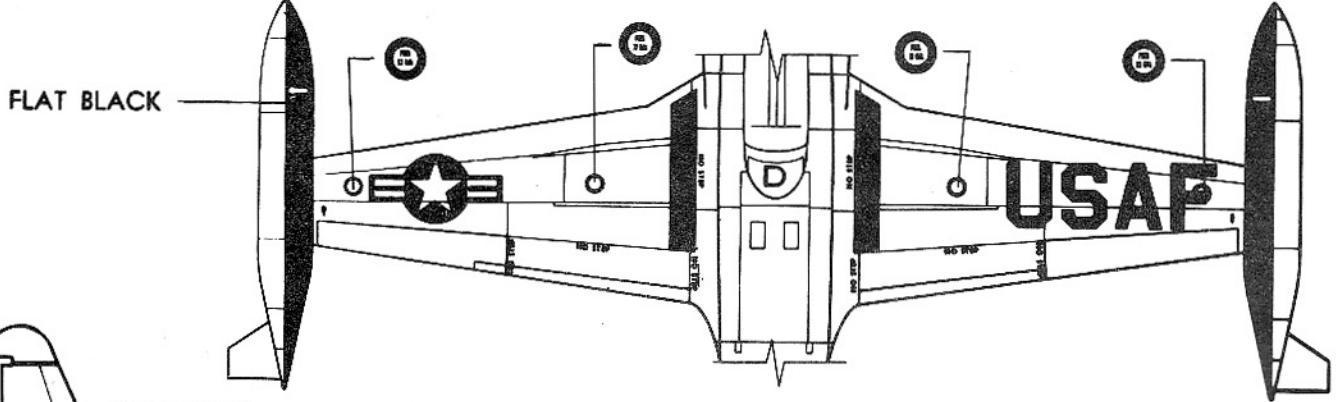
Snap the engine into the fuselage. Be sure the glue has dried on all parts before attempting this. Now slide the rear fuselage over the tailpipe and snap the fuselage sections together. Note how the engine is snapped into the engine stand for maintenance work. These are scale action features from Hawk.



APPLY SMALL LETTERING FIRST

U.S. AIR FORCE

FLAT BLACK



USAF

CONTROLS & ELECT.

16937

CONTROLS

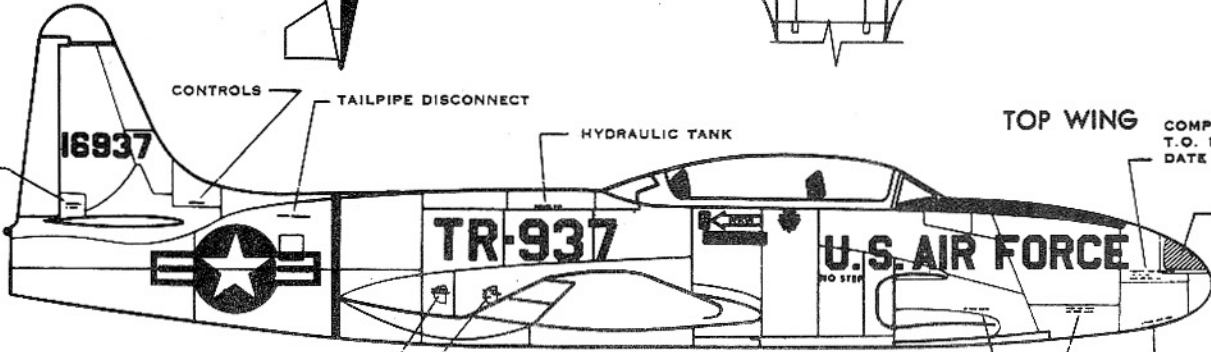
TAILPIPE DISCONNECT

HYDRAULIC TANK

TOP WING

COMPASS LOOP CORRECTED
T.O. 16-1-301
DATE LINE NO. 162

BROWN



TR-937

U.S. AIR FORCE

ELECTRICAL DISCONNECT

24 VOLTS
EXT. POWER
RECP.T.

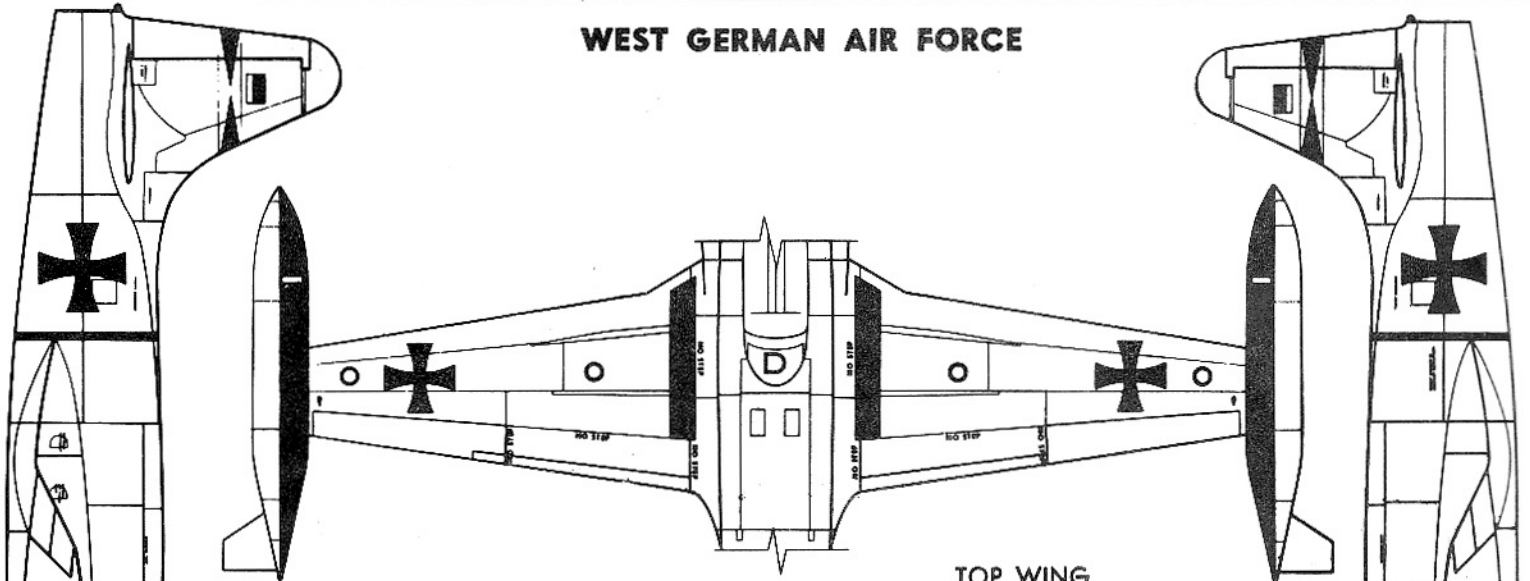
RIGHT SIDE

UP LOCK INSPEC.

CABIN AIR STATIC
AIR SPEED STATIC

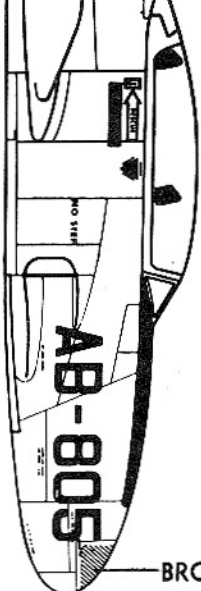
ATTACH JACK HERE

WEST GERMAN AIR FORCE



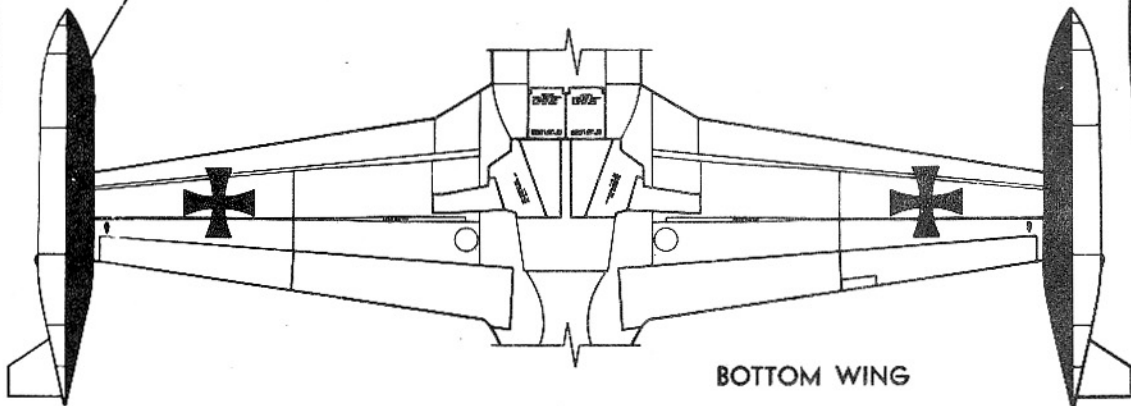
TOP WING

FLAT BLACK



AB-805

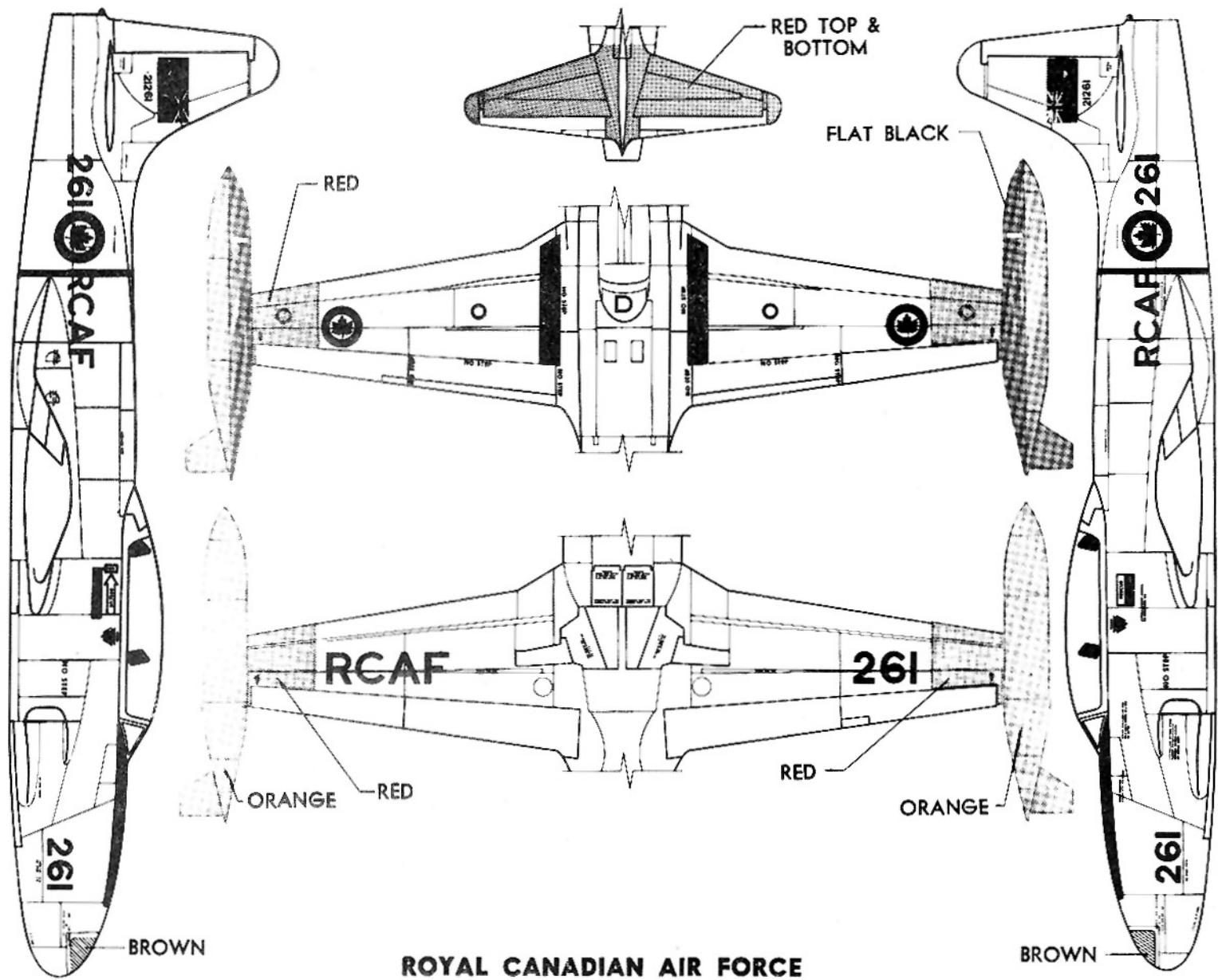
BROWN



BOTTOM WING

BROWN

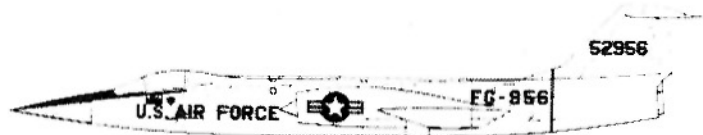
AB-805



OTHER CUSTOM COLLECTOR SERIES MODELS

ALL TO THE SAME 1/4" = 1'-0" SCALE

A Hawk Custom Collector's Series model is more than just a plastic kit. These kits represent a dedication to authenticity without parallel in the model industry. They are also a promise from us to you that we will do our very best to insure accuracy in the models you can buy with confidence . . . Hawk.



LOCKHEED F-104

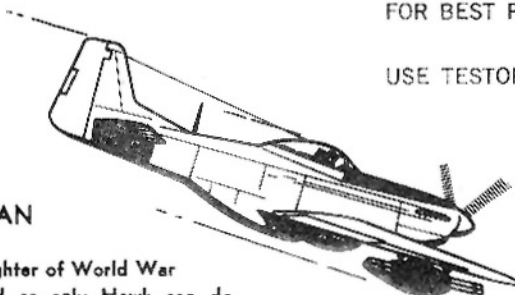
A beautiful model with decals sufficient to produce the aircraft in markings of U. S., Canada, and West Germany.

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USE TESTOR'S PLASTIC CEMENT FOR A FINER MODEL

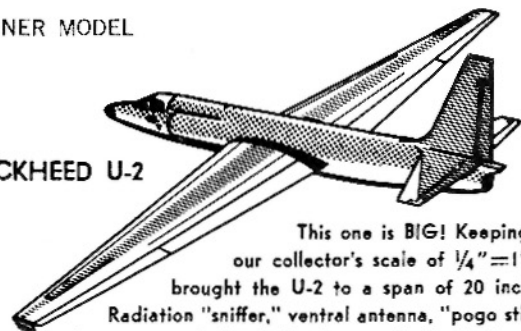
NORTH AMERICAN P-51D

The best fighter of World War II modelled as only Hawk can do. Drop tanks, rocket launchers, and markings of the USAAF, Canada and Philippines. No collection can ever be truly complete without the immortal Mustang.



HAWK MODEL CO.
620 BUCKBEE STREET
ROCKFORD, ILLINOIS 61101

LOCKHEED U-2



This one is BIG! Keeping to our collector's scale of 1/4" = 1'-0" brought the U-2 to a span of 20 inches. Radiation "sniffer," ventral antenna, "pogo stick" landing gear and detail that has made Hawk Custom Collector's Kits the world's finest and most wanted models.

