

**MRC**<sup>TM</sup> 

MODEL RECTIFIER CORPORATION  
200 CARTER DRIVE  
EDISON, NEW JERSEY 08817

*Made in the U.S.A.*

# Bell AH-1W SuperCobra

## 1/35th Scale Model

*"Realism in the right scale"*

KIT #BA100

### *A new idea in a classic scale...*

Historically speaking, 1/35th scale has usually been the scale associated with armor models and military dioramas. Now, MRC carves a new chapter in modeling history by creating a new line of highly detailed helicopters in 1/35th scale. MRC's line of model kits brings a new level of quality and enjoyment to modelers and opens up a whole new world of possibilities! We've endeavored to provide you with a level of quality that you have come to expect from MRC. This replica of the AH-1W offers features such as recessed panel lines, high quality molding and super fit, cockpit details, an armament array of superb quality, and positionable panels that expose areas of detail such as the engine compartments and ammo bays. Imagine the level of detail that can be achieved

and the diorama possibilities! Build this kit straight out of the box and you will have a wonderful museum quality showpiece. Our instructions will not only show you how to assemble the kit, but to become a better modeler in the process. Add some details if you like - in 1/35th scale it's big enough to make adding things easy and allows a level of detail impossible to achieve in smaller scales. Create a diorama - there are already a multitude of items in the same scale that you can use to create a realistic scene.

Combine other vehicles, figures and accessories - the possibilities

are endless!! The limit is only that of your own imagination. Because of the exceptional quality of this kit, we're confident that you will want to build it again and again as your ideas grow.

that same crown and with the latest version, the AH-1W SuperCobra, Bell continues to improve the mother of all helicopter gunships!

### *The origins of the AH-1 Cobra*

During the early stages of the war in Viet Nam, American forces were experimenting with the "Airmobile" concept of transporting troops by helicopter into the combat zone. As the concept developed operationally, it became apparent that a heavily armed "gunship" type of helicopter could be used in a number of ways to protect and assist the troop carriers. While many modifications were made to the standard UH-1 Hueys, a purpose-built gunship seemed to be the answer. However, Army planners and experts laid down some very ambitious specifications that resulted



### *Bell's classic design...*

If you thumb through the pages of aviation history it is the exceptional aircraft that gets better with age - that starts off as a pretty good idea and continues to grow until it even exceeds the wildest expectations of the men who designed it. Airframes such as the North American P-51 Mustang, the Boeing B-17 Flying Fortress, Lockheed's C-130 Hercules and McDonald's F-4 Phantom are all examples of classic aircraft and designs that continued to improve as the years passed. When it comes to helicopters, Bell's AH-1 Cobra can easily lay claim to

in the realization that an advanced gunship was some years off. In the meantime, the need for an immediate solution became more apparent. In 1965, Bell Helicopter began development of the Model 209 or UH-1G as a private venture without government funding. The design drew heavily on the basic transmission, rotor system and power plant of the earlier Huey troop transports but was installed in a narrow fuselage with the pilots sitting one behind the other in a tandem arrangement. It took Bell only six months to complete the prototype which first flew on September 7, 1965.



# Bell AH-1W SuperCobra



The design was then examined by the US Army and accepted with the designation AH-1G in March 1966. The Army felt that the Cobra would act as an interim gunship for no more than five years until a more advanced design could be developed. Delivery of production aircraft began in May of 1967 and were deployed with operational units in Viet Nam in September 1967. By 1971 the Army and Marine Corps had acquired over 900 Cobras and had used them extensively in combat in Southeast Asia. It was apparent that 'interim' was a term that simply wouldn't stick.

## *Bell builds a better snake...*

It would be significant enough to say that the Cobra was still operational twenty five years after its introduction, but that isn't the whole story. The Cobra has become one of the most frightening airborne weapon platforms any enemy can face. With the advent of later models such as the Army's AH-1S, the Marine's AH-1T Sea Cobra and now the USMC's AH-1W, known officially as the SuperCobra, the Cobra gunship simply gets better and more lethal with age. In 1974 the Marine Corps received its first AH-1T SeaCobras. This SeaCobra differed from previous models making it more compatible with seaborne operations that the USMC was likely to be involved in. Improvements included adding a second engine to improve survivability and the "marinization" of as many components and compartments as possible. "Marinization" means that efforts are made to protect mechanicals, weapons systems and electronics from the corrosive effects of salt water, spray and air.

## *The AH-1W Super Cobra and beyond...*

As the US Army became more involved in its AH-64 Apache

program, the USMC began to develop an improved version of the AH-1T that could take advantage of some of the new systems and developments in weapons and aircraft technology, beginning deliveries in 1985 of the improved AH-1W. This newest snake now lays claim to being the most versatile helicopter gunship in the world.

The airframe carries twin General Electric T700-GE-401 engines giving it improved hover capability and vertical rate of climb. This not only gives the AH-1W the highest power-to-weight ratio of any attack helicopter in the world, but allows operations to take place even in hot climates or high altitudes. This engine redundancy gives the SuperCobra the ability to *take off on a single engine and climb at more than 800 feet per minute!* It also allows the SuperCobra to carry a payload of 4550 pounds at a maximum speed of 170 knots or about 189mph. Add this to an airframe that is slightly wider than three feet and it's easy to see why the SuperCobra is a terrifying target when viewed from the ground. Survivability is further enhanced by an IR (Infra red) Jammer and special exhaust cooling system to confuse and distort hot engine emissions, making IR guided missiles much less of a threat.

In addition to being hard to hit, the SuperCobra packs a tremendous punch. The AH-1W can carry up to 8 TOW II or 8 Hellfire missiles for anti-armor missions and Sidewinder or Stinger missiles for anti-aircraft purposes. Aside from a mix of other missile types, the main armament of the SuperCobra is the M-197 20mm gun located in the nose turret with 750 rounds of ammunition carried under the cockpit. This three barrel gun can fire up to 675 rounds per minute of standard ammunition and can use the Navy's Phalanx gun system ammo - a depleted uranium round similar in performance to the 30mm round used in the Air Force's

A-10 tank buster. With use of the TSU (Telescopic Sighting Unit) or the HUD (Head Up Display), either pilot has full weapon capability. With flying controls at both stations, either pilot can fly the SuperCobra as well.

## *Combat Operations and the future...*

During Operation Desert Shield and Operation Desert Storm, the SuperCobra proved to be the most operationally reliable gunship in the theater. The Marine Corps used 50 AH-1Ws which flew as many as 16 flight hours a day during the ground war, performing vital support missions for the Corps on a daily basis. One of the side benefits of the SuperCobra's marinization was improved reliability in the sandy desert conditions, since if the sea and salt air can't get into parts and hardware, sand can't either. The result was that the SuperCobra was less effected by the ravages of sand than other helicopter types in the area - an important point when you consider that almost all helicopters were *restricted to a ceiling of less than 500 feet* during operations to avoid collisions with fixed wing aircraft.

Proving itself in combat isn't the end of the story for the SuperCobra. Bell and the Marine Corps are continuing to develop improvements. The Maverick missile with its 125 pound warhead has been tested with the thought of using it in an anti-shipping or bunker busting role. The APN-217 Doppler Navigation system is soon to be fitted and work continues on both a combat qualified external fuel tank to increase range and addition of a four bladed composite rotor system that would almost double the combat payload capacity. Development of these systems promise to extend the operational life of the SuperCobra to the year 2010, once again proving how good a design Bell's Cobra gunship really is.

## Step 1 - Cockpit Assembly

the pilot's seat. Then glue head up display

Please read the back page before beginning...

### Painting Guide

Instrument panels and cockpit interior - Flat Black or Flat Dark Grey.

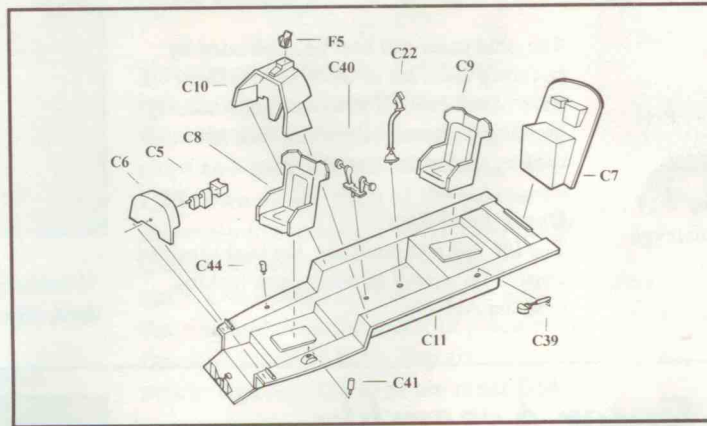
Seat cushions - Olive Drab with Light Green or Grey centers.

Control sticks - Semi-Gloss Black with Red buttons.

Instruments - Black with white characters. Floor - painted Black but often scuffed to bare metal.

### Assembly

Starting with the cockpit tub C11, glue the rear bulkhead C7 in place using the notch on C7 as a guide. Carefully glue the pilot's tail rotor pedals C40 to the forward hole in the rear half of the cockpit floor. Then glue the front gunner's seat C8 and the rear pilot's seat C9 to the cockpit floor. Glue the



pilot's cyclic stick C22 to the hole closest to the pilot's seat. Glue the pilot's collective C39 to the hole in the left rear console.

Glue the gunner's cyclic stick C44 to the hole in the right front console. Glue the gunner's collective stick C41 to the hole in the left front console. Glue the pilot's instrument panel C10 in place in front of

F5 to the top of C10. Glue the telescopic gun sight C5 to the gunner's instrument panel C6. Once dry, glue C6 in place on the front edge of the cockpit tub with a slight tilt away from the gunner's seat.

### Building Tip

If you have carefully painted each part before assembling them, you might want to try using TINY amounts of plastic tube type glue or white glue to secure the parts. This will

prevent you from ruining your paint job. Tongs or tweezers are handy too.

### Operational Fact

The SuperCobra is officially crewed by two pilots. Both the gunner or pilot can fly the AH-1W and both stations can operate most of the weapons on board as well.

## Step 2 - Installing the Cockpit

### Painting Guide

Interior walls of fuselage - Flat Black or Flat Dark Grey

Personal Side Armor - Flat Olive Drab

### Assembly

Glue the completed cockpit assembly to the right fuselage half. The stepped cockpit assembly is designed to sit on top of the raised sill molded into the fuselage side. The

top of the rear bulkhead should fit behind the upper panel. Once these parts are in place, adjust the gunner's instrument panel to touch the forward edge of the fuselage.

### Building Tip

It's a good idea to apply the glue from BELOW. This will allow you to use more glue for a good bond, but hide the glue as well. This will also prevent you from again damaging any painted parts.



When finished, your assembly should look like this...

## Step 3 - 20mm Cannon Assembly

### Painting Guide

All parts except for gun barrels - to match fuselage colors

Gun barrels - Gun Metal or Navy Grey Metallic

### Assembly

Glue gun mantel C30 to the gun base C29 as shown in the photo below. Slip this assembly over the center post in the turret cover C26. Carefully remove lower gun barrels C3 and upper gun barrel C4 from the tree. C4 fits on top of C3 lining up the gun barrel ends so that the strap on top of C4 lines up with the strap on C3. Carefully

remove barrel end support C37 and test fit it over the three barrel ends into the three holes. The nut engraved in the center of C37 faces out so it can be seen. The barrels

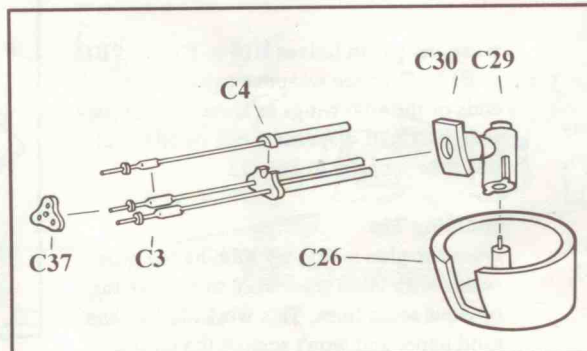
protrude through C37 and it fits snugly up against the barrel stops, not flush with the barrel ends. When the barrels are dry, glue them into the hole in the gun mantel C30 with two barrels on the bottom.

### Building Tip

The barrels will look very realistic if you rub the painted color with graphite or pencil lead. This will give the barrels a tonal quality similar to real metal.

### Operational Fact

The M-197 20mm gun has a built in safety feature that will automatically stop the gun from firing when a missile is launched to prevent the gun ammunition from striking and detonating a missile near the helicopter.



## Step 4 - Infra Red Jammer

### Painting Guide

Top & bottom of unit - Flat Black  
Center section - Bright Gold or Gold Foil

### Assembly

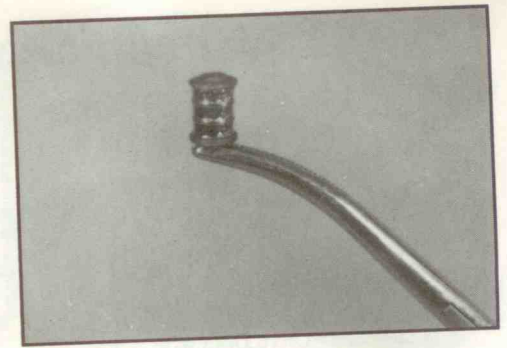
Glue the Infra Red Jammer halves B17 and B18 together. Use care not to damage the detail on the sides of the jammer.

### Building Tip

The gold color can best be duplicated by covering the sides of the unit with Gold Bare Metal Foil. If you can't get some, try painting it chrome silver and then over coating that with clear amber.

### Operational Fact

The I/R Jammer confuses the heat sensitive sensors on enemy missiles from locking onto the AH-1W.



*When finished, your assembly should look like this...*

## Step 5 - Main Rotor Assembly

### Painting Guide

All items are Semi-Gloss Black with bare metal highlights at the linkage points and on the leading edges of the rotor blades.

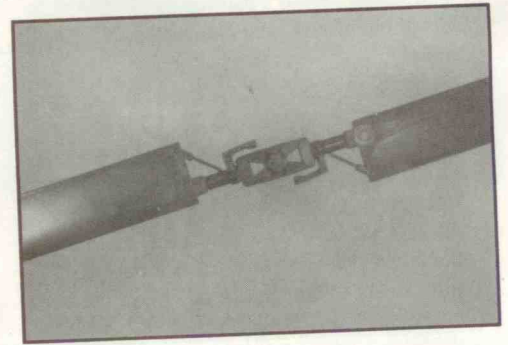
### Assembly

Glue the bottom half of the main rotor linkage B25 to the bottom of rotor blade B1. Repeat this step with B26 and the second B1. Glue the top half of the linkage head B15 to the bottom half of the linkage head

B16 and allow to dry. Insert the rotor blades into the holes at each end of the linkage head using the finished photo as a guide.

### Building Tip

The rotor blades can be angled slightly by tilting the trailing edge or back edge of the rotor blade down. Be sure that the blades are both tilted the same amount! Remember also that the blades droop when the helicopter is sitting still on the ground.



*When finished, your assembly should look like this...*

## Step 6 - Engine Assembly

### Painting Guide

Basic engine - Gun Metal or Navy Gray  
Metallic  
Tubes, hoses and cables - mostly Aluminum or steel.  
Wires - Black or Yellow

### Assembly

Cement the engine halves C23 and C24 together. The intake duct C27 fits on the squarer end of the engine while the exhaust duct C25 fits on the rounder end. Detail the

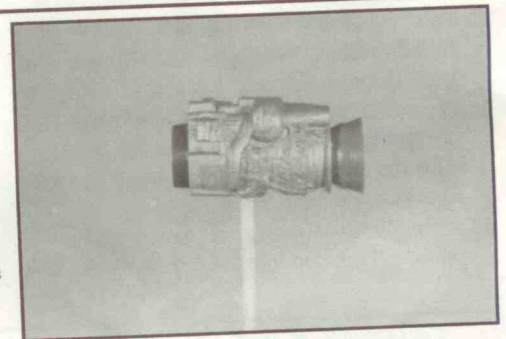
engine with careful painting.

### Building Tip

Brushing a wash of India ink thinned with rubbing alcohol will help bring out many of the engraved details on the engine.

### Operational Fact

The SuperCobra has the highest power to weight ratio of any other combat helicopter in the world thanks to its powerful engines.



*When finished, your assembly should look like this...*

## Step 7 - Assembling Stub Wings

### Painting Guide

This assembly should be painted after installation on the fuselage and painted as part of the overall color scheme.

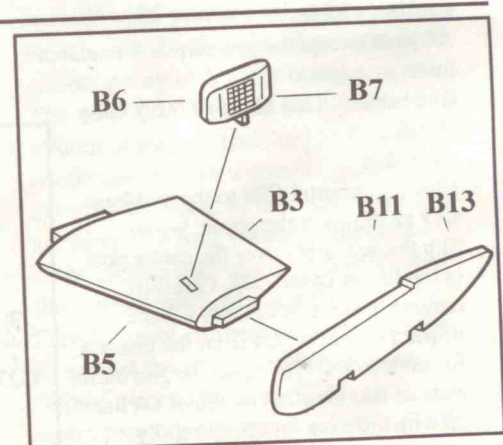
### Assembly

Glue stub wing halves B2 to B4 and B3 to B5. Glue chaff dispenser halves B6 to B7, making two of them. Glue the outer

weapons pylon halves B10 to B12 and B11 to B13. Glue the weapons pylons to the ends of the stub wings as shown in the photo at right. Chaff dispensers can be added at this time or later in Step 15.

### Building Tip

Once the glue is dry, try rubbing the glue seams with 0000 steel wool to remove the obvious seam lines. This works faster than sand paper and won't scratch the plastic.



## Step 8 - Fuselage Assembly

### Painting Guide

Fuselage interior - cockpit area - Flat Black or Flat Dark Grey

Personal Side Armor - Flat Black or Grey

Fuselage interior - rotor mast area -

Basic body color or Zinc Chromate

Ammunition bay and Engine bay - Zinc Chromate

Rotor Mast - Flat Black or Natural Metal

glue. Insert synchronized elevator C31 into the slot in the rear of the fuselage. Glue the tail plane in place using the stops as a guide. Fit the retaining ring C28 down on the shaft of the gun turret assembly to the stop. The ring should fit snugly, so use care not to break the shaft. Use a small spot of glue to secure the ring and drop the turret in place in the right fuselage half. Dry fit retaining ring B22 to rotor mast B14

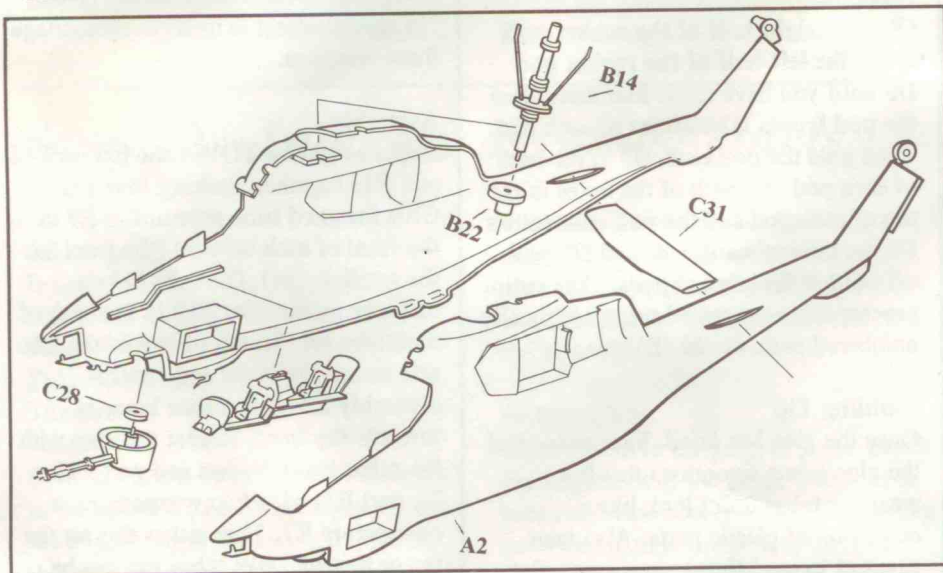


*The assembly can be held together until dry as shown above using rubber bands*

beginning at the tail, mate the right half to the left, carefully trapping the synchronized elevator, rotor mast, cockpit and gun turret as you go. Dry fit the fuselage first. When the fit is good, use liquid cement to glue the halves together starting at the top of the tail and working forward along the top of the fuselage, then around the nose and back to the tail along the bottom of the aircraft. Work an inch or two at a time and hold the halves together as they dry.

### Building Tip

Liquid cement is a terrific glue for doing operations like this. You can insure a good bond by brushing each edge with a small amount of glue. Even if this appears to dry, it has primed the plastic so that the bond will be stronger. Hold the two halves close together and brush some glue on the joint. The capillary action - how the glue will flow - will cause it to bond together.



### Assembly

Begin with the right fuselage half and the previously installed cockpit and add about two ounces of weight inside the nose. Use shot, ball bearings or solder to add the weight and secure it with super

and place the two pieces in place in the right fuselage half. Then slide the retaining ring up trapping the fuselage against the the ring on the mast and the wide part of the retaining ring. When snug, touch the retaining ring with a spot of glue as well.

Take the left fuselage half A2 and

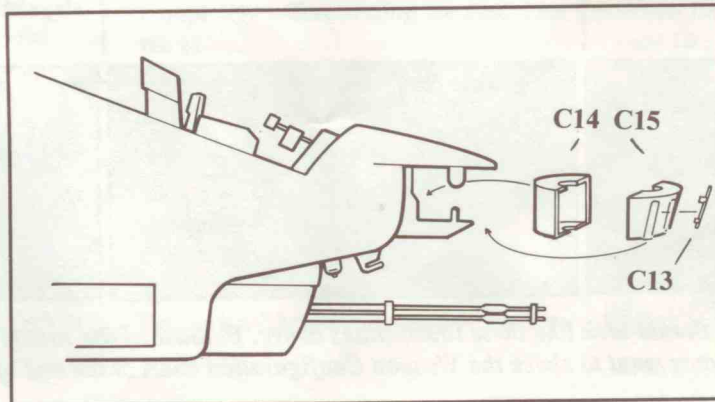
## Step 9 - The Telescopic Sight Unit

### Painting Guide

This unit is painted in whatever colors the rest of the fuselage is painted.

### Assembly

Take the assembled fuselage and clean the joints around the two pins in the nose where the TSU mounts so that they are free of any excess plastic. With special care,



glue the back half of the TSU turret C14 to the front half of the TSU turret

C15 over these pins. Make sure that the turret rotates freely. Glue the cable deflector C13 vertically to the front center of C15.

### Building Tip

For hard to clean places such as the area where the TSU turret mounts, try using a fine jewelers file to help you get in those little corners.

# Step 10 - Assembling Weapons

## Hellfire Missiles

### Painting Guide

Missiles & weapons racks - Flat Olive Drab

No special effort is made to camouflage these weapons.

It was common place to see missiles marked "U.S. Army" on the racks during Desert Storm.

### Assembly

Assemble the missiles by gluing missile halves D9 to D10. Repeat this until you have eight missiles built.

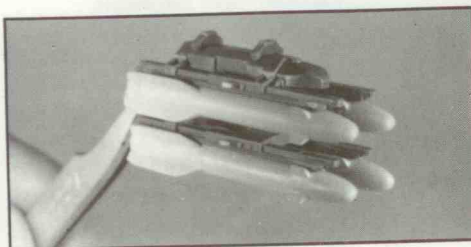
Assemble the weapons rack by gluing the pins on the top of D11 into the holes in the bottom of D8. To the holes in the top of D8, glue two D7 weapons rack connectors. When the missiles and racks are dry, glue a missile to each launch rail.

### Building Tip

Gap filling Super glues, such as Zap-A-Gap CA+ are very good for gluing the missiles to the launch rails. Make the job easy on yourself by turning the rack upside down and apply the glue in small amounts to one rail at a time. Then carefully position a missile in place allowing it to dry before moving on to the next one.

### Operational Fact

It was common during Operation Desert Storm for SuperCobras to be set up with their load of Hellfire missiles on the outboard pylon on one side of the ship with TOW missiles on the other outboard pylon.



## 2.75" Rocket Pods

### Painting Guide

Pods & racks - Flat Olive Drab

Rocket tips - Flat Olive Drab

No special effort is made to camouflage these weapons.

### Assembly

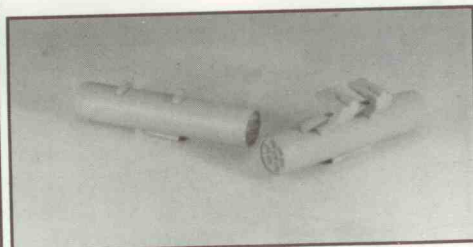
Glue the right half of the rocket pod D4 to the left half of the rocket pod D5 until you have made four sets. Glue the pod fronts D2 to front of each pod. Then glue the pod ends D3 to the back of each pod. To each of the holes in the top of each pod add the pod connectors D6 for the outboard pods and D1 pod offsets for the inboard pods. The entire process can be repeated using identically numbered parts on the 'E' tree.

### Building Tip

Once the glue has dried, be sure to sand the glue joints smooth so that the weapons tubes don't look like a collection of plastic parts. Also take care not to sand those same seams flat - that would be substituting one problem for another. 0000 Steel Wool is a good choice here because you won't flatten the tubes like you might with sandpaper.

### Operational Fact

During Operation Desert Storm, the Marine Corps often flew with two of these pods, one mounted to each inboard pylon.



## TOW Missiles

### Painting Guide

All parts except E12 & E13 are usually painted dark olive drab

TOW missile tubes, parts E12 & E13

are usually olive drab, medium green

or in some cases, sand yellow. Paint

them a different shade than the racks.

No special effort is made to camouflage these weapons.

### Assembly

Begin by gluing TOW tube halves E12 and E13 together, making four sets.

Glue forward tube assemblies E9 to the front of each tube set (the front has the smaller pins).

Glue the debris director assemblies E10 to the back of each tube set. To top of two of the tube

sets mount the brace and control assembly E8 so that lone brace is

towards the front. Repeat this step with the other two tube sets and part E11.

To part E11 glue two weapons rack connectors E7. This makes this set the

upper pair of TOW tubes and can be mounted on the pylon without the

lower pair if you so desire. If you want four TOW tubes, mate the pins on the

E8 pairs to the holes in the bottom of the upper pairs.

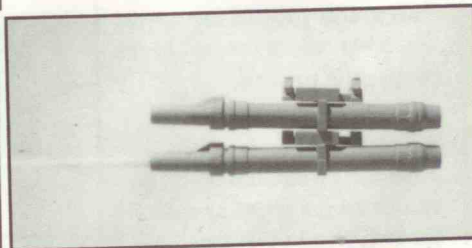
### Operational Fact

TOW missiles differ from Hellfire missiles in a number of ways. Hellfires

are laser guided, homing in on laser spot provided by a laser designator.

TOW missiles are optically guided by the gunner through a thin wire that

stays attached to the helicopter.



When finished, your assembly should look like these illustrations above. Because of the variety of missions and targets the AH-1W was sent against, you may want to check the Weapon Configuration chart at the end of these instructions before you complete final installation.

## Step 11 - Installing the Engine

### Painting Guide

Engine bay and interior of bay doors - Zinc Chromate

Engine - as painted earlier

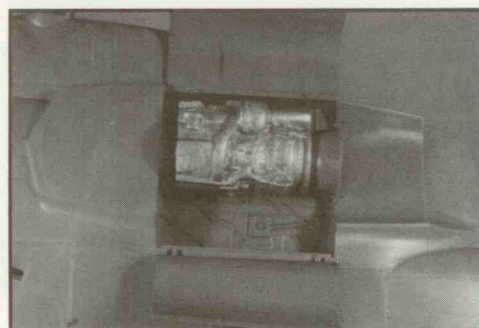
### Assembly

Apply a small amount of glue to each of the cradles in the engine bay. Then place the engine on the cradle as shown in the finished photo. If you wish to display your SuperCobra with the engine bay closed, cement bay doors

C12 in place. If you wish to have the doors open, carefully run a hobby knife repeatedly across the groove in the back of the door and snap the door in two. Use a little sand paper to clean up the edges and glue each half of the door in place in the open position as shown.

### Building Tip

Scribing a piece of plastic is easiest if you drag the tip of your hobby knife across the groove repeatedly with the knife blade upside down. Instead of



*When finished, your assembly should look like this...*

cutting the plastic, you will be scoring a deeper groove which will allow you to snap the plastic apart easier.

## Step 12 - Intake & Exhaust Ducts

### Painting Guide

Interior of ducts - Zinc Chromate

Exterior of ducts - prevailing paint scheme

Exhaust diffusers (C16 & C17) - Titanium

### Assembly

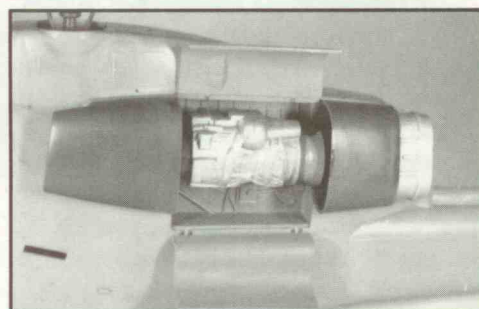
Cement the left engine intake duct C21 to the left side (the side you just installed the engine on) of the aircraft. Cement the right engine intake C20 to the right side of the aircraft. Cement exhaust

diffuser C16 to exhaust duct C18.

Glue this pair to the left side of the aircraft. Cement exhaust diffuser C17 to exhaust duct C19. Cement this to the right side.

### Building Tip

Once you have the parts in place, check the alignment of the parts. Check to be sure they mate nicely with the adjoining parts and look at the helicopter from head-on to be sure they match when



*When finished, your assembly should look like this...*

viewed from the front. This is a good thing to do with any model to assure that everything looks properly aligned.

## Step 13 - Landing & Tail Skids

### Painting Guide

Both Main and Tail Skids - prevailing paint scheme

### Assembly

Glue the left main skid C2 to the left side of the fuselage. Glue the right

main skid C1 to the right side of the fuselage. Glue the tail skid B20 to the hole in the rear of the fuselage.

### Building Tip

Again, be sure to check for proper alignment and allow the glue to dry completely before resting the model on the skids.



*When finished, your assembly should look like this...*

## Step 14 - Installing the Tail Rotor

### Painting Guide

Linkages - Gun Metal or Flat Black  
Rotor Blades - Flat Black with Yellow tips

### Assembly

Glue tail rotor B24 to the stud on the tail. Glue the tail rotor linkage B9 to the back of the rotor housing as shown.



*When finished, your assembly should look like this...*

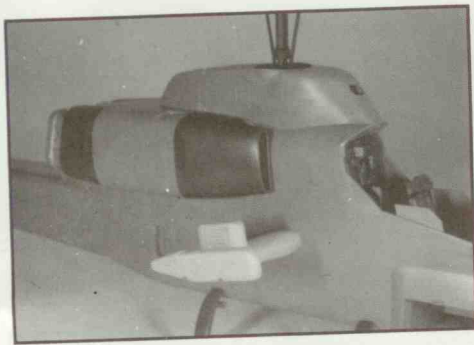
## Step 15 - Adding Fuselage Details

### Painting Guide

Antennas - Flat Black  
Pitot Tube - Camouflage color  
Upper Cable Cutter - Camouflage color  
I/R Jammer - as previously painted  
Stub wing assemblies - Camouflage color  
Screen - Flat Black  
Rotating Beacon - Clear Red

### Assembly

This section of the assembly breaks into two parts. In the first part, items are attached to the fuselage and painted with the rest of the ship in whichever paint scheme you select. In the second part, items are painted ahead of time and then added to the previously painted fuselage. Start by adding the stub wing assemblies to each side of the fuselage. Note that the wings are attached so that the upper surface of the wing has one square hole while the bottom has two square holes. Also note that the leading edge, which is fatter and rounder, goes towards the front of the aircraft. Once glued in place, glue each of the chaff dispensers in place if you haven't already, mating the peg in the bottom of the dispenser to the square hole in the top of the stub wing. Be sure that the engravings indicating the round openings are facing out, away



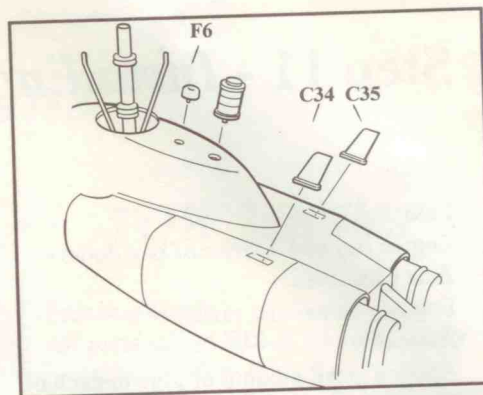
Stub wings are installed as shown

from the fuselage. Glue the upper cutter unit B21 in the first hole just above the cockpit. Glue the Pitot tube C32 on the left side of the aircraft behind the canopy. Glue the vent screen B27 in the oval hole on the front of the aircraft just below the main rotor assembly, being careful not to drop the screen through the opening. Once the rest of the helicopter has been painted in the color scheme of your choice, start adding the rest of the details. Begin with the FM homing



Antennas and Pitot tube are installed

antennas C34 & C35, gluing them in place on the top of each of the engine compartment doors. (You will see a very fine engraving to help you locate their proper position.) Glue the ARC-182 Command/APX 100/ IFF antenna C33 to the top of the rotor housing, just ahead of the rotor mast and biased to the left side of the fuselage. (An engraving also marks this location.) Make sure the spike is pointing to the back. Glue the ARC-182 Tactical antenna C36 to the underside of the aircraft in the hole just below the engine exhaust ducts. Glue the rotating beacon F6 on top of the aircraft in the large hole just behind the rotor mast. Finally, glue the I/R jammer to the smaller hole just behind the anti-collision beacon.



The I/R Jammer and Anti-collision light are mounted behind the rotor

### Building Tip

When adding small details like this, consider using either white glue or 5-Minute epoxy to secure them. Both of these glues tend to be a little more resilient than Super Glues and won't harm your paint like plastic cement will. They also tend to dry clear and excess glue can usually be wiped off immediately with a damp cotton swab or tissue. This way, if your model gets bumped, the parts will be less likely to snap off.



When finished, your assembly should look like this...

### Operational Fact

The stub wings are not used to produce any form of lift and are only for carrying ordnance.

## Congratulations! You are about to start finishing up your project...

You may be tempted at this point to rush through the rest of your model to see what it's going to look like, but there are a few things you should do first. Be sure to **take your time**. Don't rush to finish or you may break a delicate part or ruin your paint finish. Allow the glue to dry completely before moving on and be sure that all the parts are properly aligned and excess glue has been wiped and sanded away. When you paint, be sure to allow the paint to dry completely. Hobby paint often dries from the surface down, so if it's dry to the touch, it still may be soft below the surface and will be ruined if it is handled.



## Step 16 - Ammo Bay & Doors

**Please Note:** Parts C42 & C43 are not used in this kit.

### Painting Guide

Interior of Ammo Bay - Zinc Chromate  
Inside of Bay doors - Zinc Chromate  
Ammo Can - Olive Drab  
Instrumentation Package - Black, Dark Grey or Olive Drab boxes

### Assembly

Glue the ammo can halves A3 & A4 together. Using tube or white glue, glue the ammo case into the ammo bay with the rounded shoot at the back of the bay. You can display one or both ammo bay doors B23 open or closed.

after making your choice, glue the doors in place as preferred. If you prefer to show the electronics array, glue the instrumentation package C38 into the ammo bay so that it is facing out the left side of the helicopter. In this case, glue the right side ammo bay door B23 closed and decide if you want to leave the left side door open or closed.

### Building Tip

An easy way to insure that you have a uniform final paint scheme is to paint the model with the doors tacked in place with tiny touches of white glue or pieces of tape from behind. Once the outside



*When finished, your assembly should look like this...*

paint is done, you can paint the ammo or engine bays or the insides of those doors. Glue the doors in place after the rest of this painting is done.

## Step 17 - Installing the Glazing

### Painting Guide

Interior frame rails - Flat Black  
Exterior frame rails - Prevailing paint scheme

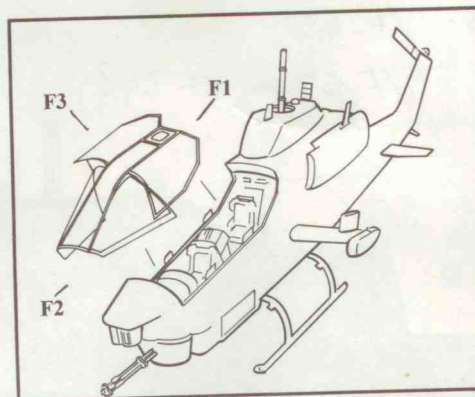
Struts - Black with silver upper legs

### Assembly

Using white glue, carefully glue the main cockpit canopy F1 in place. When dry you can choose to glue the doors F2 and F3 either open or closed. F2 is the gunner's door and is glued to the front opening using white glue. F3 is the pilot's door and is glued in place in the back with white glue. If the doors are glued open, use canopy struts B8 connecting the door frame to the canopy frame. With a tiny amount of white glue, glue the TSU turret lens F4 over the rounded square opening on the right as you look at it.

### Building Tips

Use white glue because it won't craze the clear plastic like other glues will.



Glazing can be tricky to paint by hand, so try masking the glass by rubbing pieces of masking tape over the clear

plastic. Carefully cut away the masking tape from the frame using a sharp fresh hobby knife blade to do the trick. Tack the windows to the rest of the canopy from behind, again using masking tape to do the job. Tack the entire canopy in place using a few dots of white glue, and then paint the frame flat black first. This will leave the frames black on the inside. Then paint the rest of the model in whatever paint scheme you choose. When dry, take the canopy back off the aircraft and remove the masking from both the inside and outside. Then glue the canopy back in place with the windows in the position you like.

### Operational Fact

The heavy ridges at the front of the canopy are actually part of a cable cutting system that will snap power cables and the like if they strike a SuperCobra.

## Step 18 - Adding the Main Rotor

### Painting Guide

We recommend that you leave the main rotor off until the rest of the model has been painted.

### Assembly

Simply line up the center hole on the rotor head with the main shaft of the rotor mast and glue them together. The two smaller legs fit into the holes on the

linkage on either side of the head.

### Building Tip

Often when you glue something that has been painted flat, the glue will cause the finish to become glossy or any glue that can be seen will be glossy. Try brushing a small amount of clear flat over any glue joints to eliminate those shiny spots.

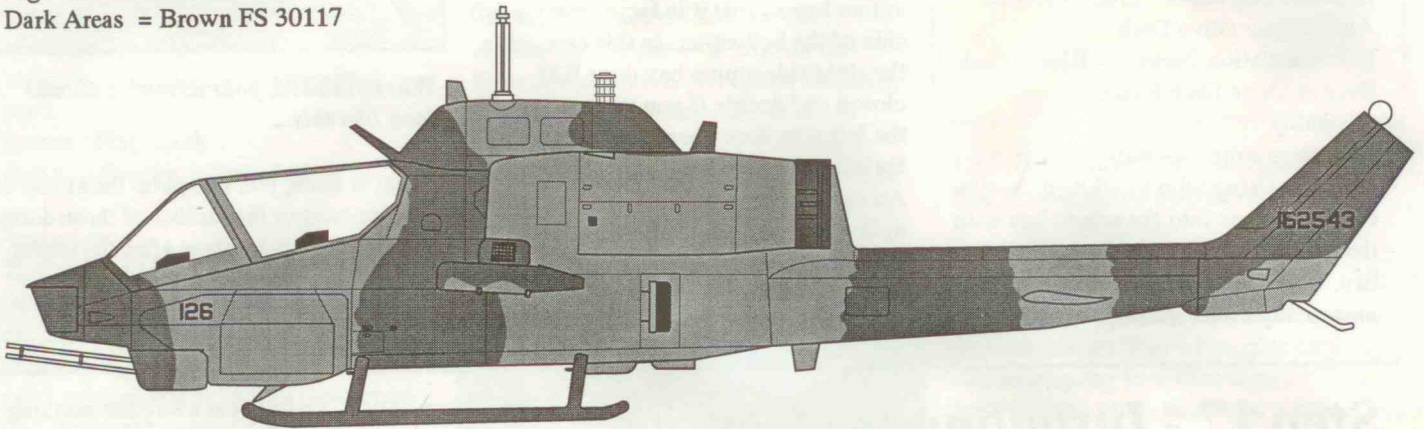


*When finished, your assembly should look like this...*

# Paint Scheme Application Guide

## Desert Storm paint scheme

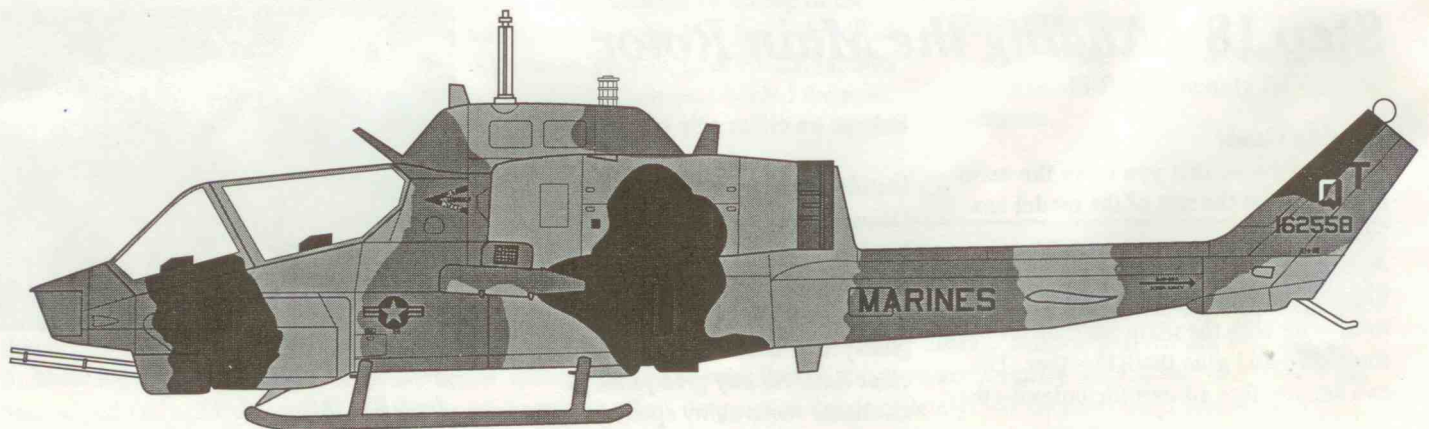
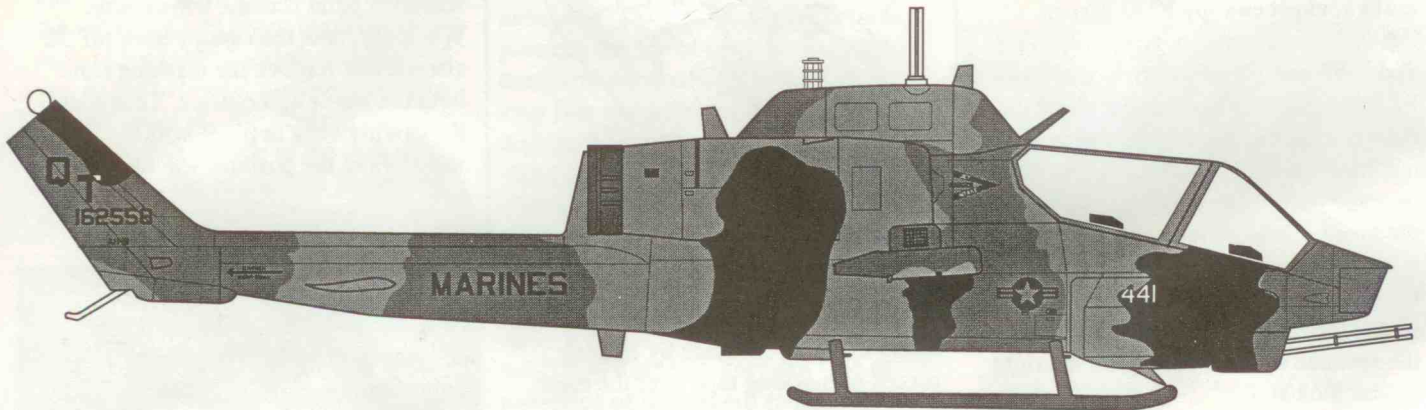
Light Areas = Tan FS 33711  
Dark Areas = Brown FS 30117



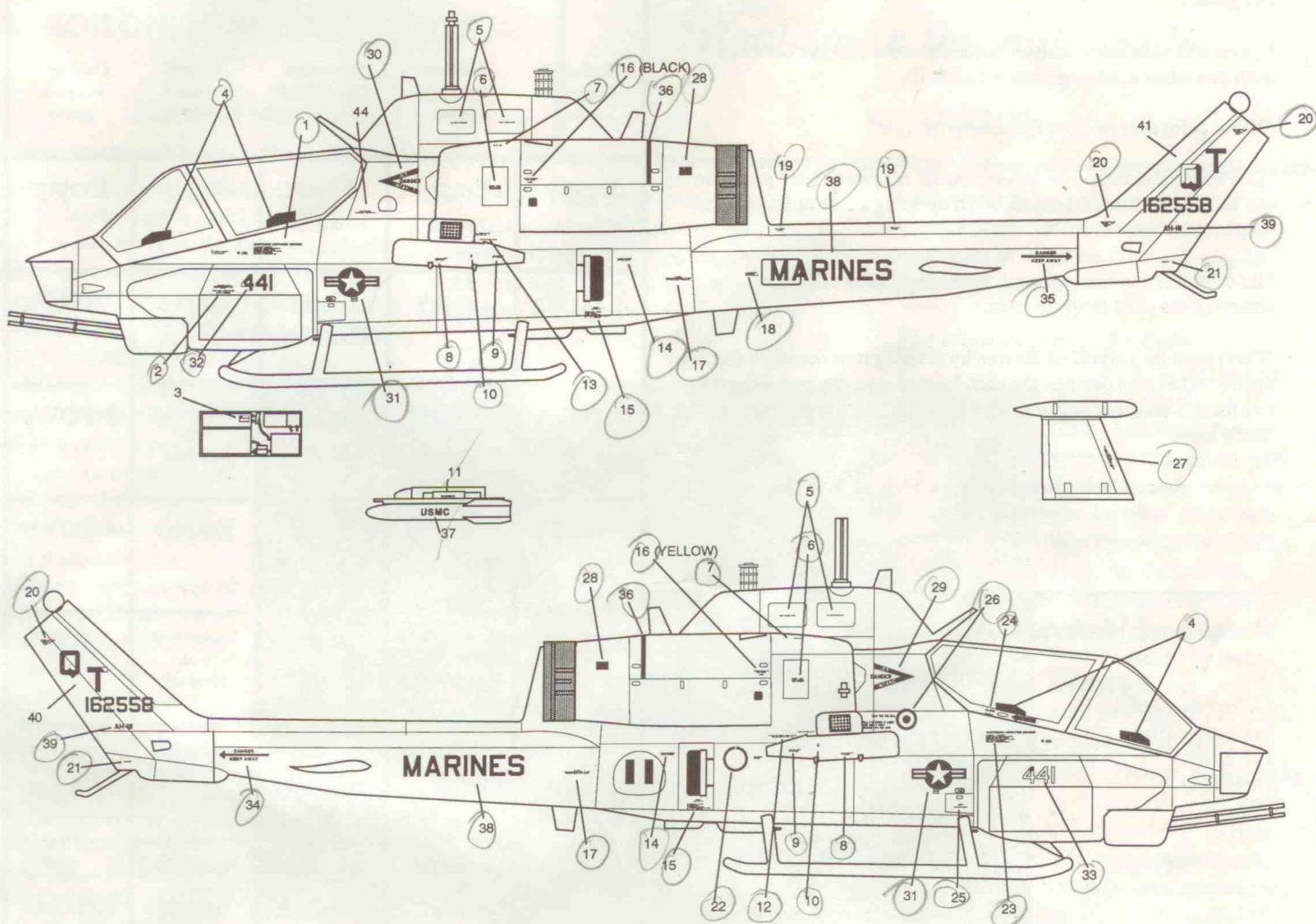
## Early Standard paint scheme prior to Desert Storm

Light Areas = Light Gray FS 35237  
Medium Areas = Field Green FS 34095  
Dark Areas = Gunship Grey FS 36118

XF-53  
XF-65  
XF-63 or XF-24?



# Decal Application Guide



## Decal Application...

Carefully cut out the decals and apply them one at a time, taking care to position them on the model as shown in the diagrams above. Decals are best applied over a GLOSS paint scheme to facilitate better adhesion. The best method of applying these decals is to soak them one at a time in warm water for about 30 seconds. Remove the decal and place it on a piece of paper towel for a few moments to allow the glue to soften. Then slip the backing away from the decal and slide it into place on the model. If you need to reposition the decal, add a little water to help move it around so that it doesn't tear. Once satisfied, pat the decal down with a piece of paper towel to absorb off the excess water and allow the decal to dry. Setting solutions should not be necessary, but should you feel you need to use one, we recommend using a mild solution and testing it on a scrap decal beforehand. Once all the decals have dried completely (at least 8 hours), lightly wipe off any excess decal glue with a damp paper towel. The model can now be over sprayed with a final coat of clear flat finish to give it the proper military look.

## Important - please read these notes before you begin...

In order for you to get the most out of your kit and in order to get the best results possible, please read all of the following tips, warnings and cautions. This kit and the instructions are designed to make the assembly as easy and enjoyable as possible however, some modeling experience will be helpful in assembling a kit like this. You can learn more about building plastic models by asking a friend who has some modeling experience, by reading books on the topic available at a local hobby shop or visiting a hobby club. If you have any questions about the kit itself, call our Customer Service number listed below.

### Warnings...

\*Be sure you work in a well lit and ventilated area when using paints and glues.

\*Be careful with hobby knives and sharp tools. Always cut away from you when trimming parts with a knife.

\*Never paint near an open flame or pilot light.

\*Don't use paint thinner to clean paint off of your hands - your skin can absorb the thinner. Instead, wash up using a safe abrasive type soap or pine based cleaner.

\*Be careful not to trim off small mounting pins or tabs when removing the parts from the trees.

\*Don't snap the part off of the tree by twisting it or ripping it from the tree. That may damage the part. Instead, snip the part from the tree using a diagonal cutter or wire cutter. Then trim the part using a hobby knife.

\*Always work on your model with some form of table top protection. A piece of cardboard, newspapers or an old place mat will go a long way to protecting the table below your work.

### Paint and Materials you will need...

#### Colors needed...

Semi-gloss Black  
Flat Black  
Olive Drab  
Chrome  
Red  
Gun Metal (Steel)  
Aluminum  
Yellow  
Zinc Chromate  
Titanium  
Clear Red  
*Camouflage Colors*  
Tan FS 33711  
Brown FS 30117  
Light Gray FS 35237  
Field Green FS 34095  
Gunship Gray FS 36118

#### Tools needed...

A clean work area - protected table or workbench  
Good lighting  
Hobby knife  
Wire cutters or nippers  
Paint brushes  
Tweezers  
Plastic model cement  
White glue  
Masking tape  
Gold Bare Metal Foil\*  
Rubber bands  
Steel wool or very fine sandpaper

\*Optional

### Ordnance Chart - each line forms a weapons combination as viewed looking at the front of the helicopter.

Outboard weapons pylon	Inboard weapons pylon	Centerline Chin Turret	Inboard weapons pylon	Outboard weapons pylon
Empty	Empty	20mm Cannon	Empty	Empty
2 TOWs	Empty	20mm Cannon	Empty	2 TOWs
2 TOWs	Rocket Pod with stand off	20mm Cannon	Rocket Pod with stand off	2 TOWs
4 TOWs	Empty	20mm Cannon	Empty	4 TOWs
4 TOWs	Rocket Pod with stand off	20mm Cannon	Rocket Pod with stand off	4 TOWs
4 Hellfires	Rocket Pod with stand off	20mm Cannon	Rocket Pod with stand off	4 Hellfires
4 TOWs	Rocket Pod with stand off	20mm Cannon	Rocket Pod with stand off	4 Hellfires
Rocket Pod	Rocket Pod with stand off	20mm Cannon	Rocket Pod with stand off	Rocket Pod
Rocket Pod	Empty	20mm Cannon	Empty	Rocket Pod

### In case you have any problems...

If you should need any assistance with your kit, please contact Model Rectifier Corporation, 200 Carter Drive, Edison, New Jersey 08817 or call us at (908)248-0730 weekdays between the hours of 9 AM and 5 PM Eastern Time.

