

BEARCAT F8F



KIT NO. 6789



1/72 SCALE
1" = 6'

FAMOUS NAVY CARRIER INTERCEPTOR

The Bearcat was the last of the great propeller-driven shipboard fighters. Designed in 1943 as a short range carrier based interceptor capable of outrunning, outclimbing and outmaneuvering anything in service or under design at that time. Grumman engineers used the best features of their Hellcat and came up with a design they considered to be the smallest possible, using the Pratt and Whitney eighteen cylinder double row Wasp engine.

The first prototype designated XF8F-1 was flight tested in August of 1944. By January of 1945 the first pilot run production XF8F-1's were completed. Further testing and squadron training was begun in earnest and by July the first squadron equipped with Bearcats was deployed aboard the carrier Langley. By mid-August World War II came to a close and the Langley with her Bearcats had not reached combat.

By December of 1947, the Navy had 23 squadrons equipped with Bearcats with one more to come during 1948 but the end was in sight for the Bearcat as jets were now in production. During 1949 Bearcat equipped squadrons were being rapidly phased out. When the Korean conflict began in the summer of 1950 the Navy deemed the F8F's unable to meet their requirements in ground attack missions. Thus while being the Navy's mainstay fighter for almost four years, it was never to see combat.

In 1951 many Bearcats were supplied to the French Expeditionary Air Force then engaged in Indo-China (Vietnam). This was the only combat the F8F's would see and in the role of ground support, they were not well suited.

The Bearcat had a 34' 6" span and was 27' 6" long powered by a Pratt and Whitney R-2800-34W water injected, twin row, eighteen cylinder Wasp engine producing 2,100 h.p. or 2,400 h.p. in combat emergencies. This enabled a climb rate of 4,570 feet per minute, a top speed of 421 miles per hour at 19,700 feet and a service ceiling of 38,700 feet.

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IMPORTANT! READ THIS BEFORE YOU BEGIN . . .

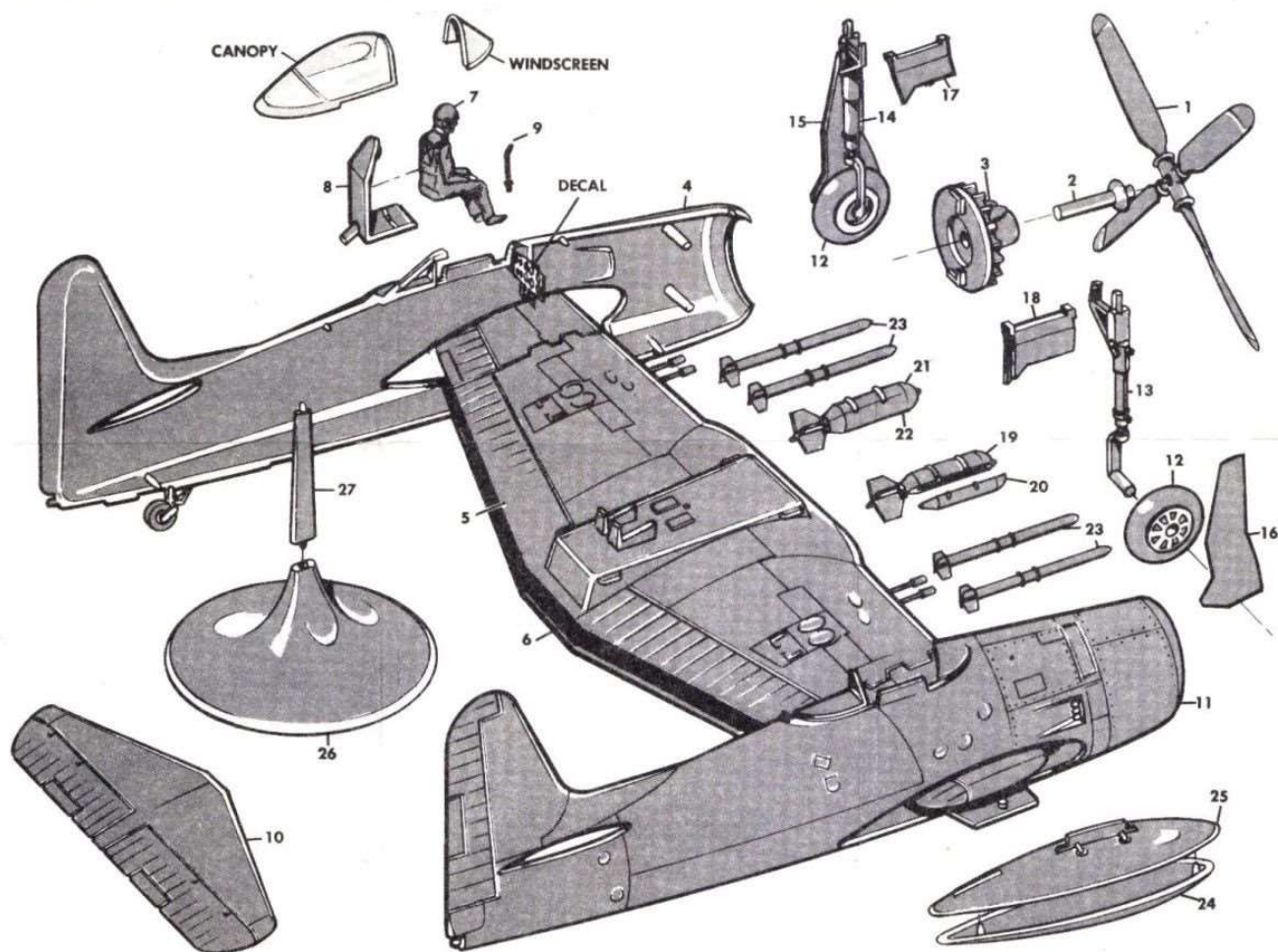
Read the instructions and study the drawings to become familiar with all of the parts. Once you've started the assembly check the fit of each part by putting it in place without cement. Then remove the part, apply cement, and attach it to the model.

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 a modeling 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 Cement propeller 1 to short end of propeller shaft 2. Slip propeller shaft through hole in motor 3 and flare over end of shaft with the heated blade of an old knife. Cement backside of motor to pins in left fuselage half 4. Cut instrument panel from decal sheet and cement into left fuselage half.

2 Cement wing halves 5 and 6 together. Cement pilot 7 to seat 8 and seat to ribs on wing. Cement control stick 9 into hole just forward of seat. Cement stabilizer 10 and wing into left fuselage half. Slip right fuselage half 11 over wing and stabilizer and cement to left half.

3 Slip wheels 12 on landing struts 13 and 14 and flair end of axles in same manner as propeller shaft. Cement large wheel doors 15 and 16 to two pins on landing struts. Cement right and left small wheel doors 17 and 18 to edge of wheel opening on fuselage. Cement right and left landing gear into sockets.

4 Cement bomb halves 19, 20, 21 and 22 together and then cement bombs to large pylon on wing underside. Cement four rockets 23 to remaining pylons. Cement drop tank halves 24 and 25 together and then cement in slot in underside of fuselage. Cement canopy and windscreen into position. Assemble base 26 and post 27 and cement tab on post into hole in drop tank.

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 $\frac{1}{4}$ 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 — Propeller blades — engine cylinders — tires

SILVER — Engine push rods and gear housing — propeller hub — wheels — landing struts — rockets

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OLIVE DRAB — Bombs — rocket heads

ZINC CHROMATE — All interior surfaces (wheel wells, cockpit interior, seat, etc.)

PILOT — Black shoes — brown helmet — yellow mae west — white harness — khaki uniform — silver goggles and buckles — flesh face and hands

YELLOW — Propeller tips

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.

ACKNOWLEDGMENT

We wish to express our appreciation to Grumman Aircraft Engineering Corporation for their generous help in supplying technical data.

