



1:24 Grumman F6F-5 Hellcat

A19004 SCALE MODEL CONSTRUCTION KIT | Wingspan: 543mm Length: 424mm Height: 139mm | Four Decal Schemes Included | Two Build Options

GB Few aircraft in the history of aerial warfare can boast the impact and combat credentials of the Grumman F6F Hellcat, one of the finest fighting machines ever to take to the skies. A product of the already successful Grumman "Ironworks", the company's design philosophy was only to produce aircraft which were easy to manufacture and maintain and must be reliable in a combat situation. Importantly, it must be an excellent fighting machine and able to be mastered by the average wartime pilot following a standard conversion period. This no-nonsense approach ensured that the Hellcat was ready to fight and available in some numbers when they eventually reached US Navy units in 1943. Despite its combat introduction taking place relatively late in the war, the Hellcat would prove to be the

'mount of aces' and unquestionably ruled the skies of the Pacific Theatre. Posting some quite astonishing combat statistics, it has been reported that almost 75% of all aerial victories claimed by US Navy pilots were attributed to the Hellcat, which earned an impressive combat kill ratio of 19 to 1 in the Pacific Theatre. Although combat claims can be notoriously difficult to corroborate, this meant that on average, nineteen enemy aircraft were destroyed for the loss of a single Hellcat, a statistic which could not be bettered by any other combat aircraft in WWII. Perhaps the most impressive combat statistic earned by the Grumman Hellcat was that it made 'Aces' of no fewer than 305 US airmen, each one claiming five victories or more.

FR Dans l'histoire de la guerre aérienne, peu d'aéronefs peuvent se vanter de l'impact et des qualités de combat du Grumman F6F Hellcat, l'un des meilleurs avions militaires de tous les temps. Il fut produit dans l'usine Ironworks de Grumman qui avait déjà connu un grand succès. Cet appareil incarnait la philosophie de l'entreprise en matière de conception ce qui consistait à produire uniquement des avions faciles à fabriquer et à entretenir, ainsi que fiables en situation de combat. Il devait également être un excellent avion d'attaque capable d'être maîtrisé après une période de conversion standard par un pilote typique en temps de guerre. Cette approche pragmatique assurait que le Hellcat était prêt pour combattre et disponible en grand nombre lors de sa livraison aux unités de l'aéronavale américaine en 1943. Malgré son introduction au combat un peu tard dans le conflit, le Hellcat s'avéra être "l'appareil des

as" qui domina sans aucun doute les cieux du théâtre du Pacifique. Affichant des statistiques vraiment époustouflantes, le Hellcat aurait remporté à lui seul environ 75 % de toutes les victoires aériennes réclamées par les pilotes de la marine américaine. Dans le Pacifique, il a obtenu un ratio pertes / ennemis abattus de 1:19. Même si les déclarations au combat sont certes difficilement vérifiables, cela veut dire qu'en moyenne dix-neuf avions ennemis furent détruits contre la perte d'un seul Hellcat. Cette statistique n'est pas dépassée par tout autre avion de combat pendant la Deuxième Guerre mondiale. Peut-être encore plus impressionnant, c'est en pilotant les Hellcat que pas moins de 305 américains réclamèrent un minimum de 5 victoires chocun.

DE Nur wenige Flugzeuge in der Geschichte der Luftkriegsführung können den Anspruch erheben, jene richtungsweisende Wirkung und Effektivität in Luftkämpfen erreicht zu haben, wie sie die Grumman F6F Hellcat erzielt hat – eine der besten Kampfmaschinen, die jemals den Luftraum eroberten. Als immens robustes Produkt der in den USA als „Ironworks“ bekannt gewordenen Grumman Aircraft Engineering Corporation reflektierte die Hellcat das zugrunde liegende Konstruktionskonzept ihres Herstellers, nur einfach zu fertigende und zu wartende Maschinen zu bauen, auf die man sich in jeder Kampfsituation voll verlassen konnte. Eine derart außergewöhnlich leistungsfähige Kampfmaschine musste gleichzeitig aber auch von einem durchschnittlich fähigen Kampfpiloten nach normaler Gewöhnungszeit zu beherrschen sein. Mit diesem geradlinigen Ansatz war die Hellcat sofort in größerer Zahl einsatzbereit, als sie ab 1943 an Einsatzkräfte der US Navy ausgeliefert wurde.

Obwohl sie damit erst relativ spät im Krieg in Aktion trat, bewährte sich die Hellcat schnell als „Maschine der Fliegerasse“ und beherrschte unstrittig in den Kämpfen über dem Pazifik die Lüfte. Sie konnte dabei bemerkenswerte Ergebnisse verbuchen: Nahezu 75 % aller von Piloten der US Navy beanspruchten Luftsiege wurden der Hellcat zugeschrieben, wobei sie im Pazifikraum das beachtliche Abschussverhältnis von 19 zu 1 verzeichnet haben soll. Obwohl Abschusszahlen nur begrenzt nachweisbar sind, bedeutet das, dass durchschnittlich neunzehn feindliche Flugzeuge zerstört wurden, während jeweils nur eine einzige Hellcat dabei in Verlust ging. Ein derartiges Verhältnis konnte im Zweiten Weltkrieg von keinem anderen Flugzeug erzielt werden. Der wahrscheinlich von der Grumman Hellcat verbuchte beeindruckendste Wert in der Kampfstatistik war der, dass damit nicht weniger als 305 amerikanische Piloten zu Fliegerassen wurden, da sie fünf oder mehr Abschüsse für sich beanspruchen konnten.

ES Pocos aviones en la historia de la aviación militar pueden presumir del impacto y las credenciales en combate del Grumman F6F Hellcat, uno de las mejores máquinas de guerra que han surcado jamás los cielos. Fue producido por Grumman "Ironworks", que ya había cosechado distintos éxitos, y cuya filosofía de diseño se basaba en producir aviones que fueran fáciles de fabricar y mantener y que resultasen fiables en situación de combate. Y, muy importante, tenían que ser excelentes aparatos de combate y capaces de ser dominados por un piloto medio en tiempo de guerra tras un periodo de conversión estándar. Este enfoque eminentemente práctico consiguió que el Hellcat estuviera preparado para el combate y disponible en cantidades importantes cuando llegó a la Armada de EE. UU. en 1943. A pesar de que entró en combate en un momento relativamente tardío de la guerra, el Hellcat demostró ser la

el 'avión de los oses' y se convirtió en el indiscutible rey de los cielos en el Pacífico. Con unos impresionantes registros estadísticos en combate, se ha publicado que casi el 75% del total de victorias aéreas reivindicadas por los pilotos de la Armada estadounidense se atribuyeron al Hellcat, que consiguió un asombroso índice de victorias de 19-1 en el Pacífico. Aunque las supuestas victorias en combate pueden ser difíciles de corroborar, esta cifra significaba que, por término medio, se derribaban 19 aviones enemigos por cada Hellcat caído: una estadística imposible de mejorar por ningún otro avión de combate en la Segunda Guerra Mundial. Tal vez la cifra más impresionante conseguida por el Grumman Hellcat fuera convertir en 'oses' a al menos 305 aviadores estadounidenses, cada uno de los cuales habría conseguido cinco o más victorias en combate.

SE Få flygplan under luftstridernas historia står med så goda insatser och fina framgångar som Grumman F6F Hellcat, ett av de mest imponerande jaktflygplanen någonsin och en produkt av det redan så framgångsrika Grumman "Ironworks". Detta företag hade som uppgift att endast producera flygplan som var lätta att tillverka och underhålla samt tillförlitliga i strid. Jaktplanen måste vara mycket stridsdugliga och kunna monövreras av de flesta piloter efter en normal övergångsperiod. Denna okomplicerade metod tillförsäkrade att Hellcat stod stridsklart och var tillgängligt i ett imponerande antal när det överfördes till amerikanska flottan 1943. Hellcat sattes in i strid relativt sent i kriget, men blev snart "flygoränsens plan" och oomstridd ledare i

stillhavregionen med sin häpnadsväckande stridsstatistik. Det har rapporterats att nästan 75 % av alla segrar i luftstrider som amerikanska piloter registrerade tillskrevs Hellcat, detta eftersom planet uppvisade en imponerande nedskjutningskvot på 19:1 över Stilla Havet. Det är svårt att verifiera stridsstatistik, men siffran betyder att i genomsnitt 19 fiendeflygplan sköts ned för varje Hellcat-plan, en statistik som inte överträffades av något annat stridsflygplan under andra världskriget. Den kanske mest imponerande statistiken som Grumman Hellcat står med är att hela 305 amerikanska flygare gavs utnämningen "äss", det vill säga minst fem nedskjutningar.

Airfix would like to thank The Flying Heritage and Combat Armor Museum Seattle, The Fleet Air Arm Museum Yeovilton, Lynn Ritger, Tony O'Toole and Larry Webster for their help with the development of this model.

**HORNBY
HOBBIES**

FOR BEST RESULTS:

Surfaces to be painted should be clean — before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

PLEASE NOTE:

Some parts in the kit may not be required to build the model specified.



Manufactured by: Hornby Hobbies Ltd Westwood, Margate, Kent, CT9 4JX, UK +44(0)1843 233525 customerservices.uk@hornby.com

EU Authorised Representative: Hornby Italia SRL Viale dei Caduti, 52/A6, Castel Mella (BS), Italy, 25030 +39 0687501292 customerservices.it@hornby.com

ASSEMBLY INSTRUCTIONS

GB Study drawings and practice assembly before cementing parts together. Carefully scrape plating and paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decals cut sheet as required, dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts.

FR Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement tout revêtement ou peinture sur les surfaces à coller avant collage. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalques, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser en même temps les illustrations sur la boîte. Ne convient pas à un enfant de moins de 36 mois – présence de petits éléments détachables.

DE Vor Verwendung des Klebers Zeichnungen studieren und Zusammenbau üben. Farbe und Plattierung vorsichtig von den Klebeflächen abkratzen. Alle Teile sind nummeriert. Vor Zusammenbau kleine Teile anmalen. Um die Abziehbilder aufzukleben, diese ausschneiden, kurz in warmes Wasser tauchen, dann abziehen und wie abgebildet aufkleben. In Verbindung mit Abbildungen auf Schachtel verwenden. Ungeeignet für Kinder unter 36 Monaten. Kleine Teilchen vorhanden die sich lösen können.

ES Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspar cuidadosamente el plasteado y la pintura en las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortar la hoja, sumergir en agua tibia durante unos segundos y deslizarlas en la posición debida. Ver ilustraciones en la caja. No conviene a un niño menor de 36 meses, contiene pequeñas piezas que pueden soltarse.

SE Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa noggrant bort förtkromning och färg från limmade delar. Alla delarna är nummerade. Mala smadelarna före ihopsättning. Fastsättning av dekaler, klipp arket. Doppa i varmt vatten några sekunder, låt baksidan glida på plats som bilden visar. Används i samband med kartongens handlitografi. Rekommenderas ej för barn under 3 år. Innehåller löstagbara smadelar.

IT Studiare i disegni e praticare il montaggio prima di unire insieme i pezzi con l'adesivo. Raschiare attentamente le tracce di smalto e cromatura dalle superfici da unire con adesivo. Tutti i pezzi sono numerati. Colorare i pezzi di piccole dimensioni prima di montarli. Per applicare le decalcomanie, tagliare il foglio secondo il caso, immergere in acqua calda per alcuni secondi, quindi sfilare la decalcomania dalla carta di supporto e piazzarla nella posizione indicata. Usare in congiunzione con l'illustrazione sulla scatola. Non adatto ad un bambino di età inferiore ai 36 mesi dovuto alla presenza di piccoli elementi staccabili.

NL Tekeningen bestuderen en delen in elkaar zetten alvorens deze te lijmen. Metaalcoating en lak voorzichtig van lijmvlakken af schrapen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor aanbrengen van stickers, gewenste stickers uit vel knippen, een paar seconden in warm water dompelen en dan van schutblad af op afgebeelde plaats schuiven. Hierbij afbeelding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

DK Tegningerne bør studeres, og man bør øve sig i monteringen, før delene limes sammen. Pladestykker og maling skal omhyggeligt fjernes fra kloveoverfladerne. Alle dele er nummererede. Små dele skal males før monteringen. Overføringsbillederne anvendes ved at tilklippe arket efter behov. Og dyppe det i varmt vand i nogle få sekunder. Underlaget glides af og anbringes i den viste position. Påføres ifølge brugsanvisningerne på oesken. Ikke til børn under 3 år, forekomst af små løse elementer.

PT Estudar atentamente os desenhos e experimentar a montagem. Raspar cuidadosamente as superfícies de modo a eliminar pintura e revestimento antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes de colar. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois deslizar e aplicar no respectivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenos elementos destacáveis.

FI Tutustu piirroksiin ja harjoittele kokoamista ennen kuin liimaat osat yhteen. Raaputa metallipäällyste ja maali varovasti pois liimattavilta pinoilta. Kaikki osat on numeroitu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämiseksi leikkaa ne arkista tarpeen mukaan. Kasta kuva lämpimään veteen muutaman sekunnin ajaksi, anna takapuolen liukua kuvalle osoitettuun kohtaan. Käytetään yhdessä laatikon kuvituksen kanssa. Ei suositella alle kolmivuotiaille lapsille. Paljon irrotettavia pikkuosia.

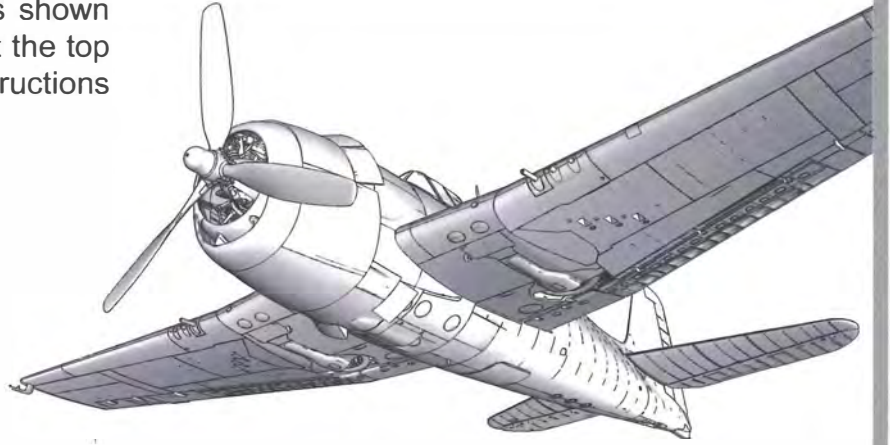
PL Przed przystąpieniem do sklejania przestuduj uważnie rysunki i przećwicz składanie części. Osłóźnie zeskrób ze sklepanych powierzchni powłokę i farbę. Wszystkie części są ponumerowane. Drobne części pomaluj przed ich złożeniem. Celem przeniesienia odbitki wytnij ją z arkusza, zanurz na kilka sekund w letniej wodzie i zsuń z podłoża na wymagane miejsce. Używaj w połączeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbiernych części, niestosowne dla dzieci poniżej 3 lat.

EL Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα συγκολλήσετε. Αφαιρέστε επιμελώς τη μεταλλική μπογιά και την πλαστική βαφή από τις επιφάνειες τις οποίες θα συγκολλήσετε ζυμώντας τις προσεκτικά. Όλα τα κομμάτια είναι αριθμημένα. Χρωματίστε τα μικρά κομμάτια πριν από τη συναρμολόγηση. Για να κολλήσετε τις χαλκομανίες, κόψτε γύρω από το σχέδιο όπως απαιτείται, βυθίστε το μερικά δευτερόλεπτα σε χλιαρό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, αφαιρώντας τη μεμβράνη που το καλύπτει. Λάβετε υπόψη σας ταυτόχρονα την εικονογράφηση του κουτιού. Ακατάλληλο για παιδιά ηλικίας κάτω των 36 μηνών λόγω ύπαρξης μικρών κομματιών που αποσπώνται.

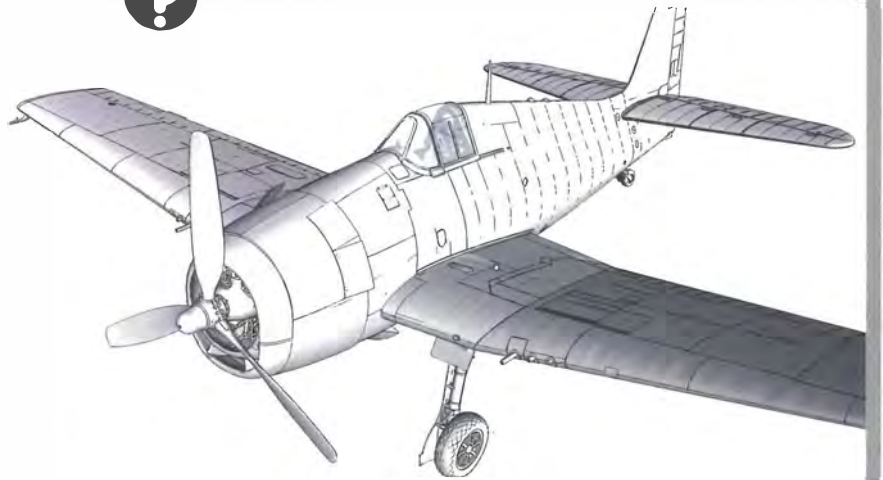
ASSEMBLY ICON INSTRUCTIONS

<p>Assembly phase Phase de montage Montagephase Fase de montaje Monteringsfasen Fase di montaggio Montagefase Fase de montagem Monteringsfase Kokoamisvaihe Faza składowania Φάση συναρμολόγησης</p> 	<p>Cement Coller Kleben Pegar Limma Incollare Lijmen Colar Klebes Limaa Kleic Συγκολλήστε</p> 	<p>Do not cement together No pas coller Nicht kleben No pegar Limma inte Non incollare Niet lijmen Não colar Skal ikke klebes Älä limaa Nie kleić Μη συγκολλήσετε</p> 	<p>Indicates final location Indique l'emplacement final Zeigt Endposition Indica la ubicación definitiva Anger slutmonteringsplats Sede di montaggio finale Geeft uiteindelijke locatie aan Indica localização final Viser endelig placering Osoittaa lopullisen sijainnin Oznacza miejsce docelowe Υποδεικνύει τελική τοποθεσία</p> 	<p>Alternative part(s) provided Autre(s) pièce(s) fournie(s) Ersatzteil(e) mitgeliefert Se incluye(n) pieza(s) alternativa(s) Alternativ(a) del(ar) ingår Uno o più componenti alternativi forniti Alternatieve onderdelen meegeleverd Peça(s) alternativa(s) fornecida(s) Alternativ(e) del(e) medfølger Vaihtoehdottoiset osat pakkauksessa Dostępne części zamiennie Παράγονται εναλλακτικά κομμάτια</p> 	<p>Repeat this operation Répéter l'opération Vorgang wiederholen Repeta la operación Upprepa åtgärden Ripetere l'operazione De vervinging herhalen Repita a operação Manövern gentages Toista toimintapide Powtórzyc operację Επανάλαβε τη διαδικασία</p> 	
<p>Decals Decalcomanias Abziehbild Calcomanias Dekaler Decalcomanie Stickers Decalcomania Billedoverføring Siirtokuvat Kalkomanie Χαλκομανίες</p> 	<p>Crystal part Pièce cristal Kristallteil Pieza de cristal Kristalldel Pezzo cristallo Kristallen onderdeel Peça de cristal Kryształowyka Kryształoska Część kryształowa Κομμάτι κρυστάλλου</p> 	<p>Weight Lester Beschweren Lastrar Belasta Appliquer un peso Verzwaren Lastrar Påfør vægt Aseta vastapaino Obciążyc balastem Επιθέστε βάρος</p> 	<p>Remove by filing Enlever avec une lime Abfeilen Eitminar con lima Ta bort genom att fila Rimuovere con la lima Verwijderen door afvijlen Removea limando Fjern ved at file væk Poista villaamalla Usunąć przy użyciu pilnika Αφαιρέστε λιμάροντας με λίμα</p> 	<p>Drill or pierce Perçer Durchbohren Perforar Borra Trapanare o forare Boren of doorboren Furar Gennembor Porać (ai puńkaise) Wywiercić lub przedziurawić Τρυπήστε</p> 	<p>Cut Découper Schneiden Cortar Skär Tagliare Cortar Skaz Leikkaa Przeciąć Κόψτε</p> 	<p>Humbrol paint number No peinture Humbrol Humbrol-Farbnummer No de pintura Humbrol Humbrol farg nummer No vernoce Humbrol Humbrol vertnummer No de pintura Humbrol Humbrol-malain numero Nr farby Humbrol Número cromático Humbrol</p> 

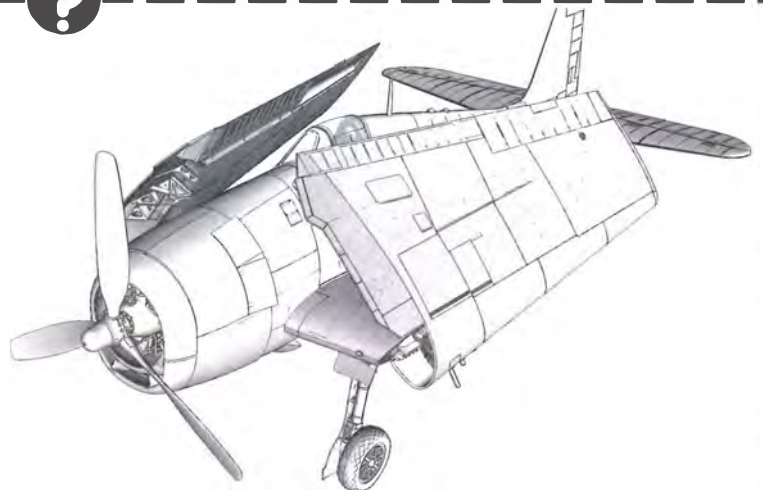
Note: There are three build options shown below. Follow the symbols shown at the top of each page throughout these instructions to build your preferred option.



Wings Unfolded
Undercarriage Up



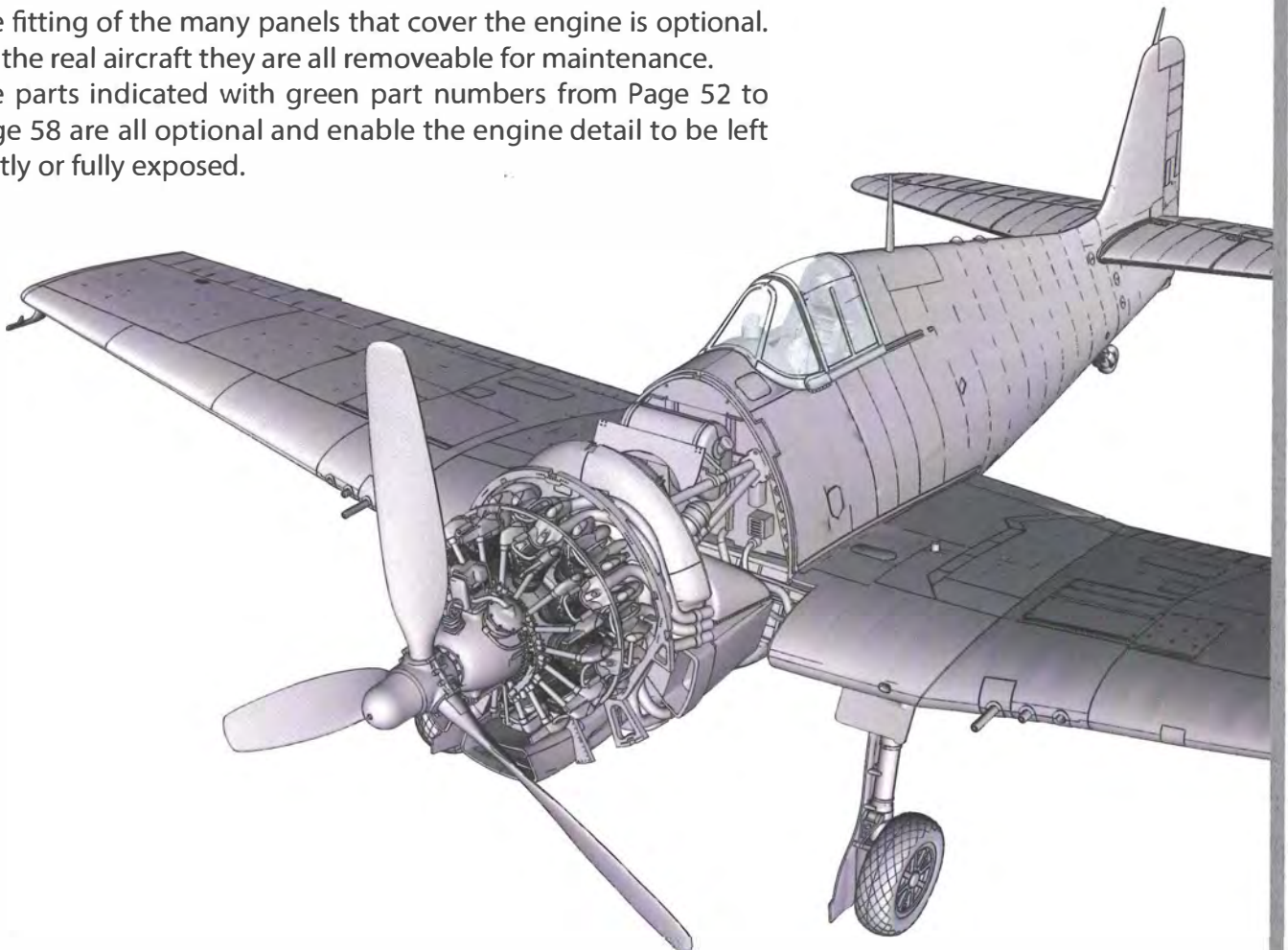
Wings Unfolded
Undercarriage Down



Wings Folded
Undercarriage Down



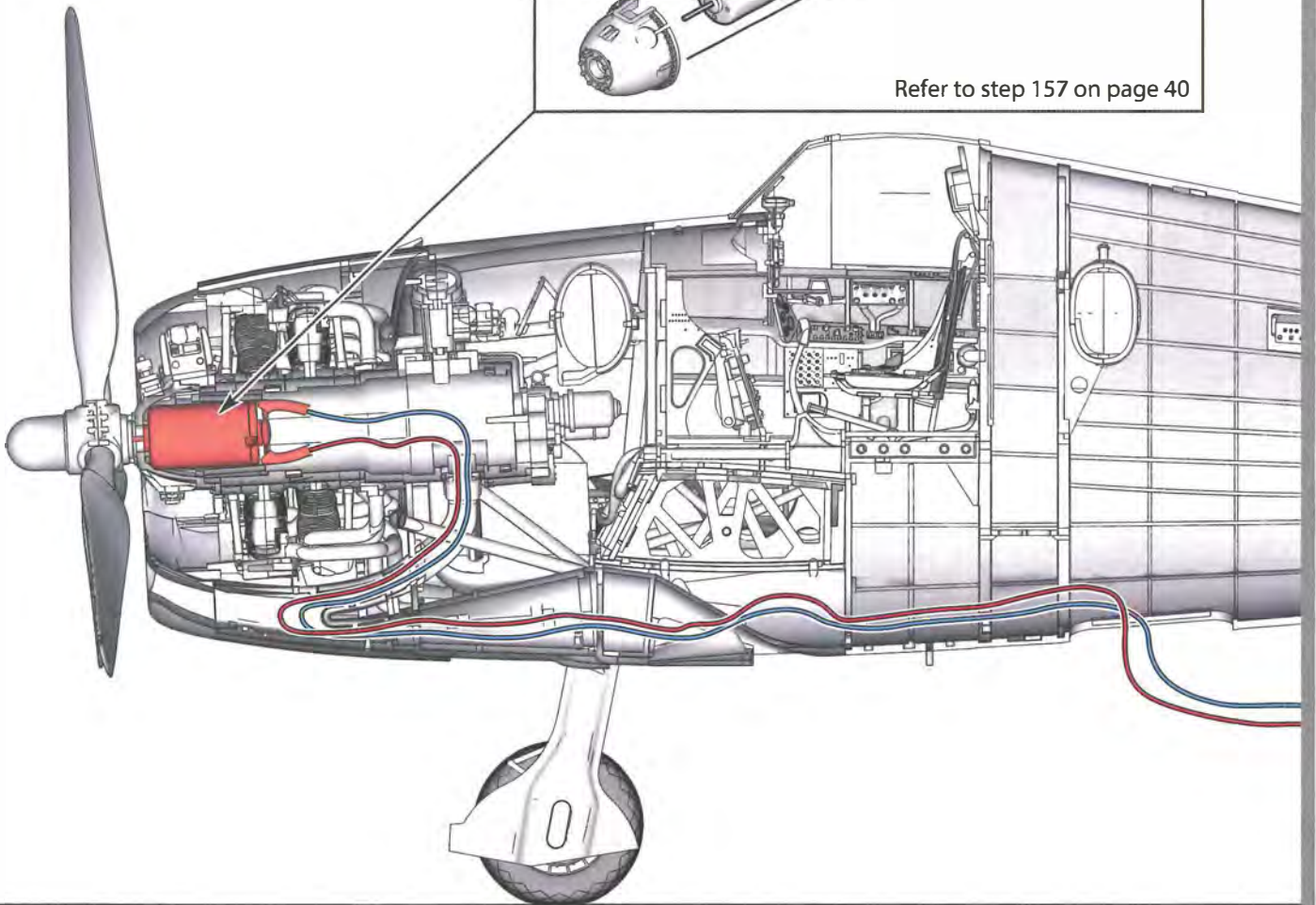
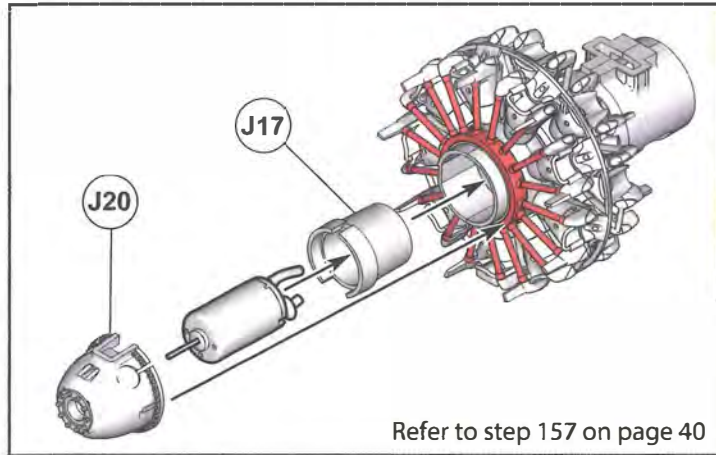
The fitting of the many panels that cover the engine is optional. On the real aircraft they are all removable for maintenance. The parts indicated with green part numbers from Page 52 to page 58 are all optional and enable the engine detail to be left partly or fully exposed.






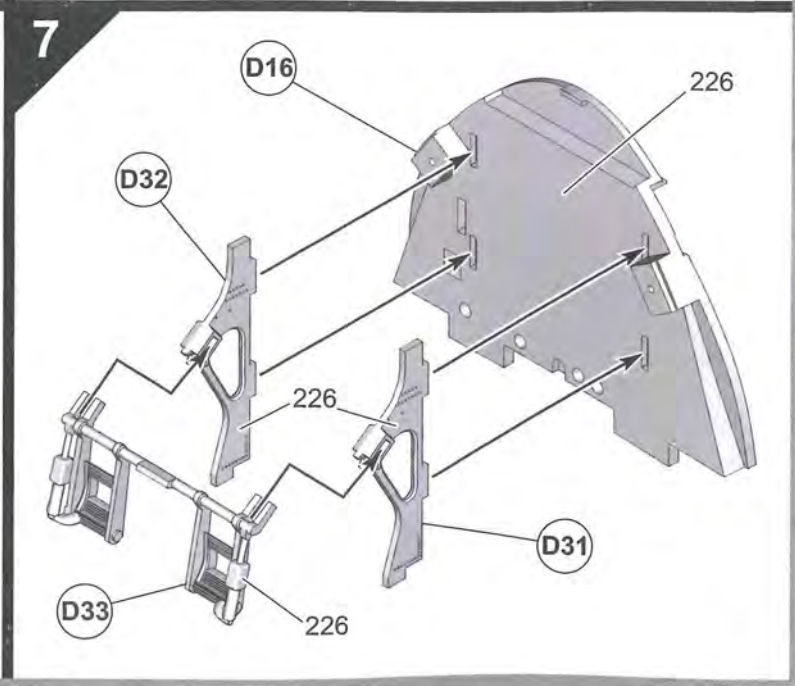
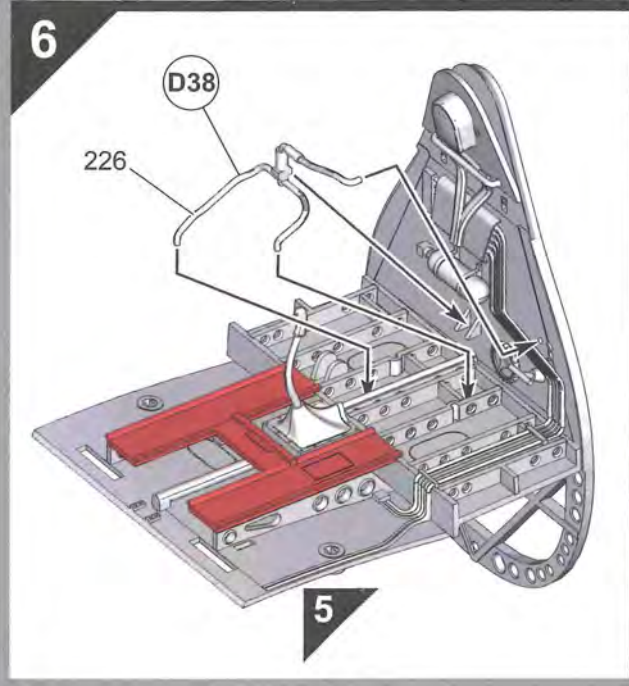
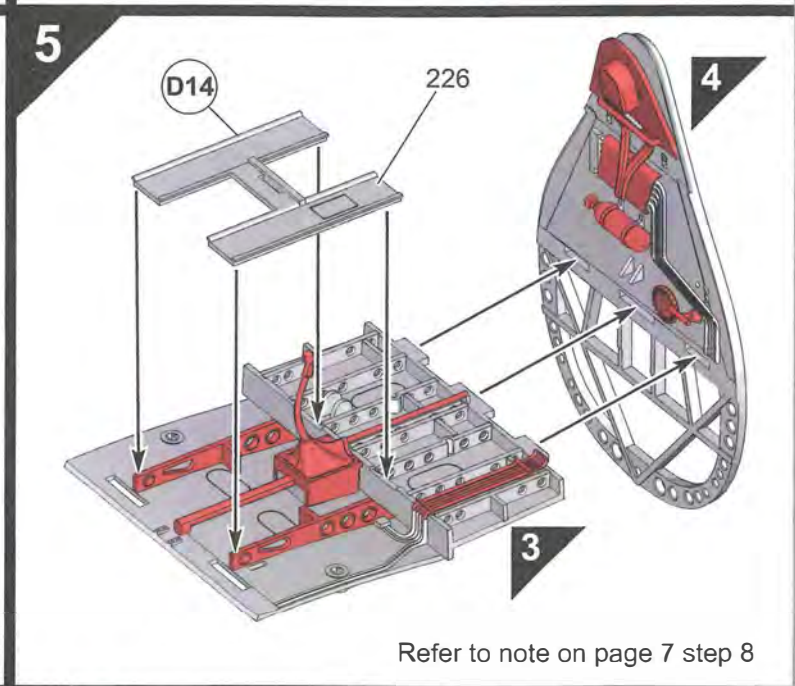
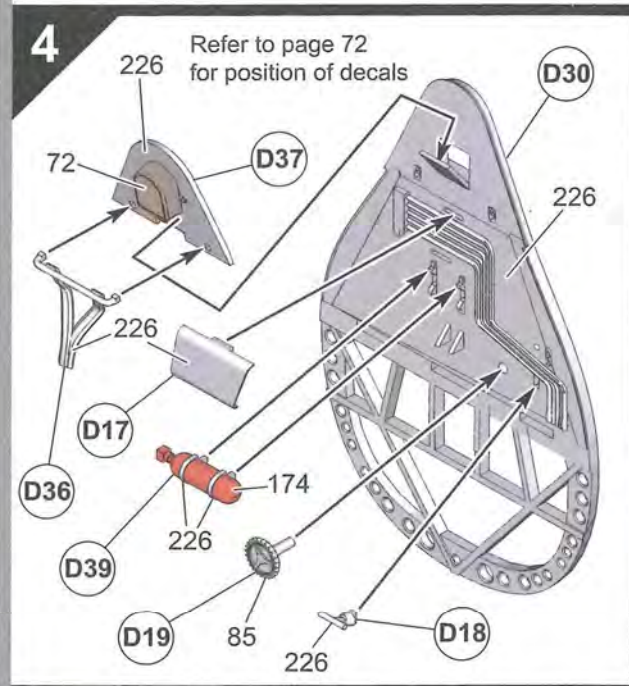
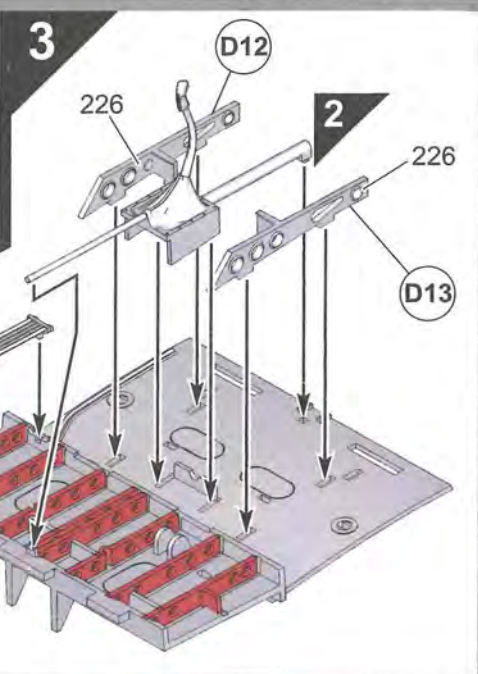
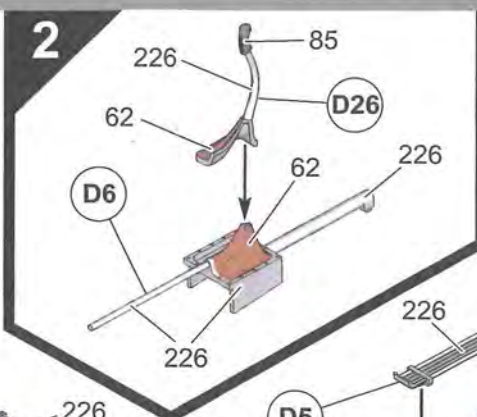
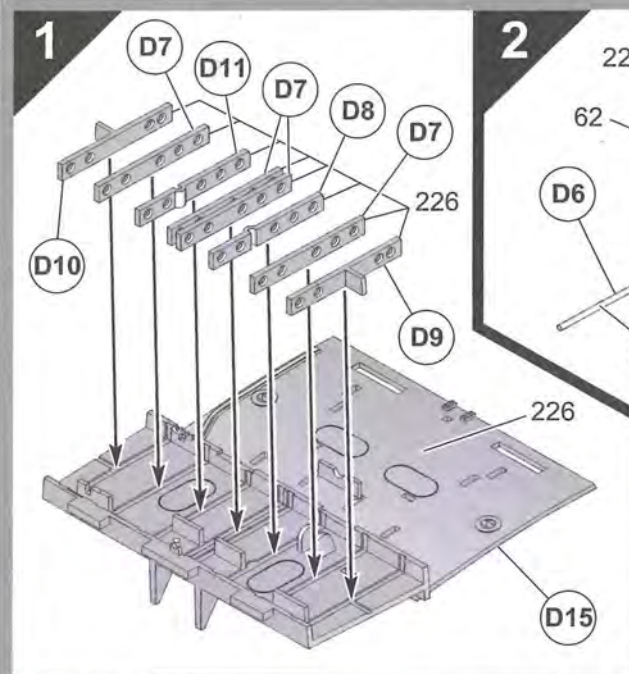
Note: This model has the option of fitting a motor to turn the propeller if required. Please see the diagrams below which show the assembly of the motor into the engine and the best route to feed the wiring from the motor during assembly through the charge air and oil cooler ducts.

If you drill a couple of holes in the oil cooler you can run the wires into the fuselage. There is a big enough space in the fuselage for a battery pack and switch that could be accessed through the hatch on the bottom of the fuselage. Or you could just run the wires out of the hatch.



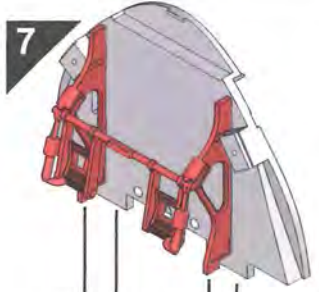
 2 Gloss Emerald	 11 Silver	 12 Copper	 15 Gloss Midnight Blue	 18 Gloss Orange	 19 Gloss Red	 24 Matt Yellow	 33 Matt Black	 34 Matt White	 53 Gun Metal	 56 Aluminium
 60 Matt Scarlet	 62 Leather	 72 Khaki Drill	 74 Linen	 85 Coal Black	 90 Matt Beige Green (approx. Sky)	 123 + 49 Satin Extra Dark Sea Grey + Matt Varnish	 125 Us Dark Grey	 130 White	 147 Matt Light Grey	 153 Insignia Red
 155 Matt Olive Drab	 174 Signal Red	 224 Matt Dark Slate Grey	 226 Interior Green							

Colour chart showing all interior and exterior colours used in building this model.

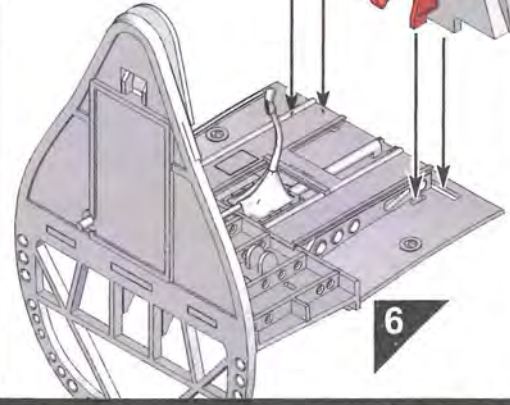
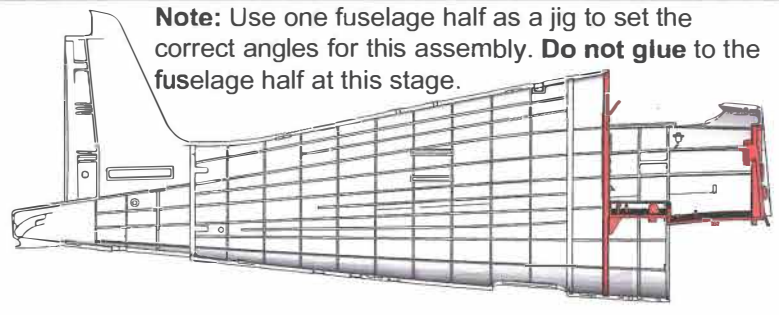




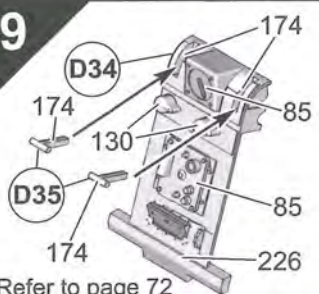
8



Note: Use one fuselage half as a jig to set the correct angles for this assembly. **Do not glue** to the fuselage half at this stage.

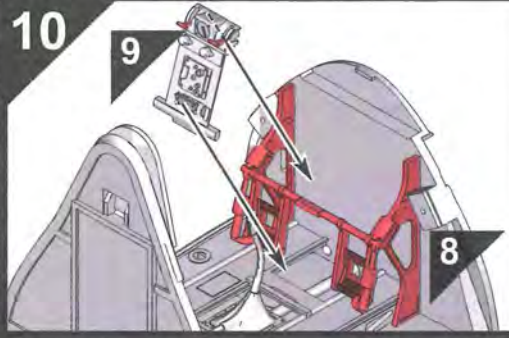


9

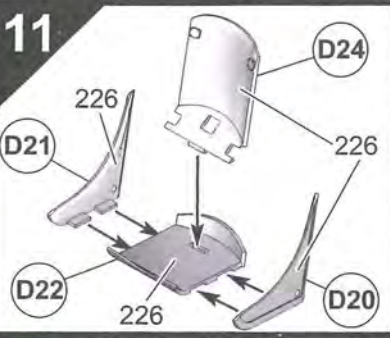


Refer to page 72 for position of decals

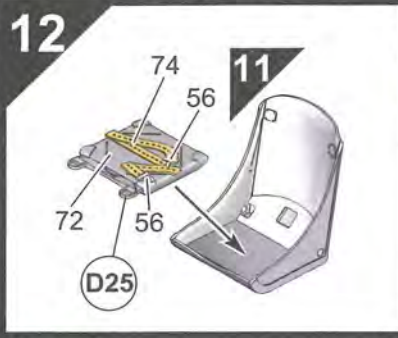
10



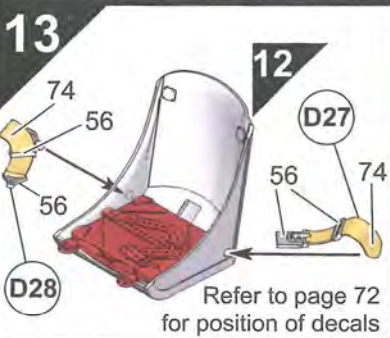
11



12



13

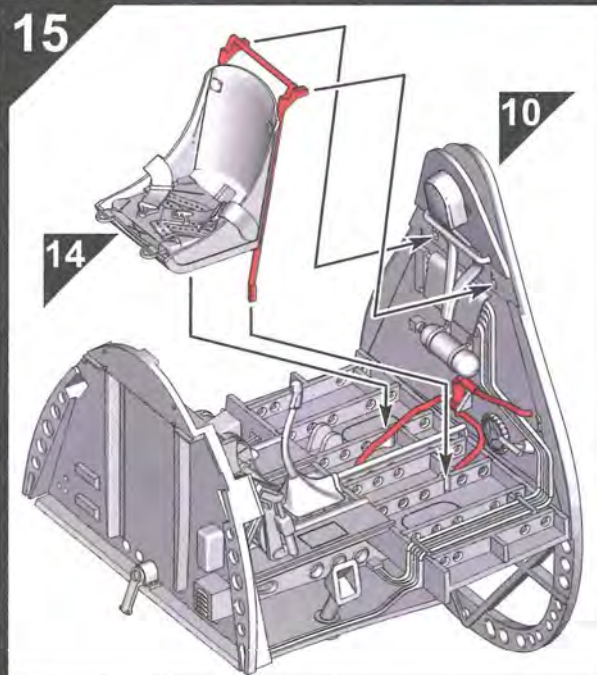


Refer to page 72 for position of decals

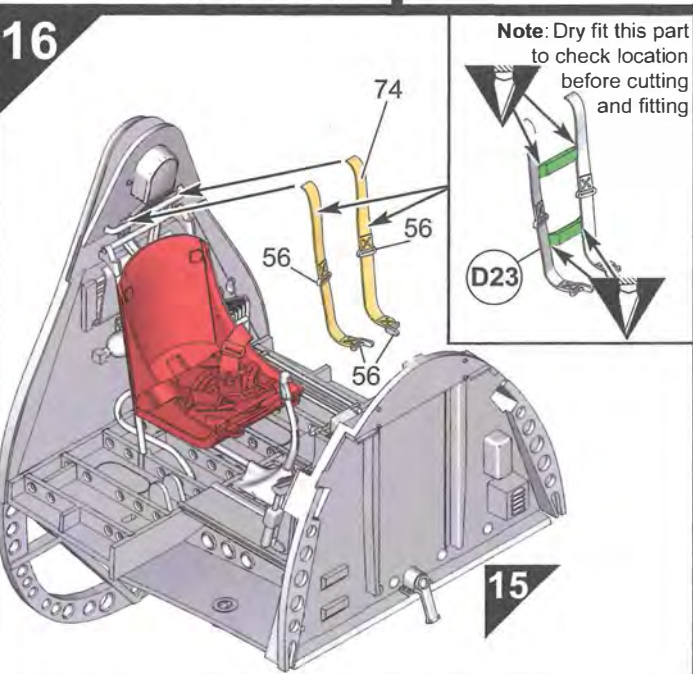
14



15

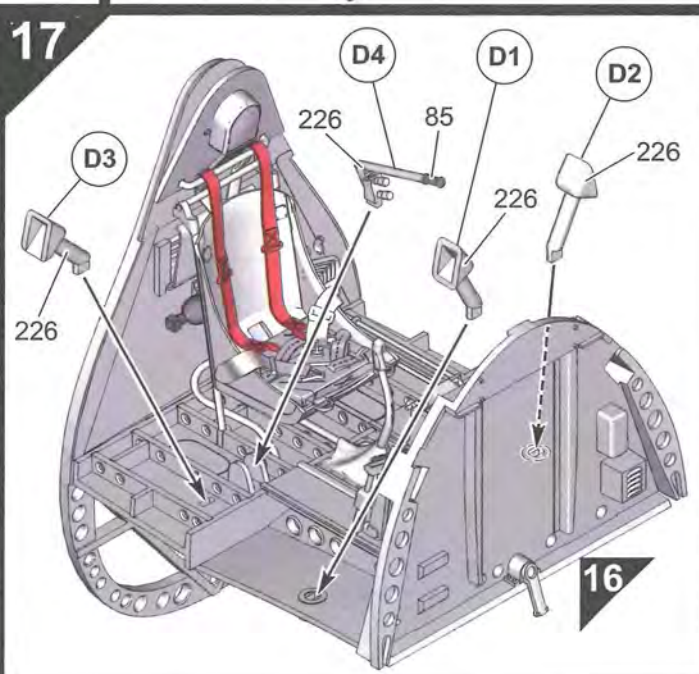


16



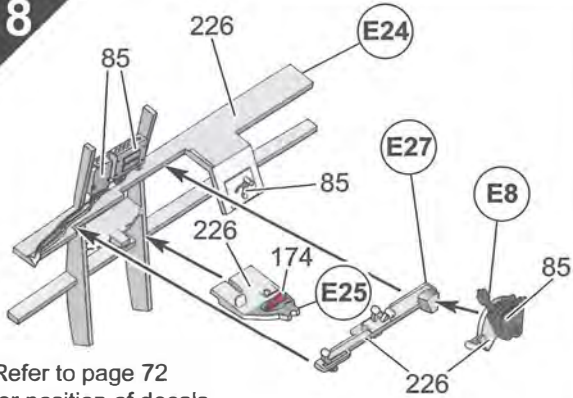
Note: Dry fit this part to check location before cutting and fitting

17



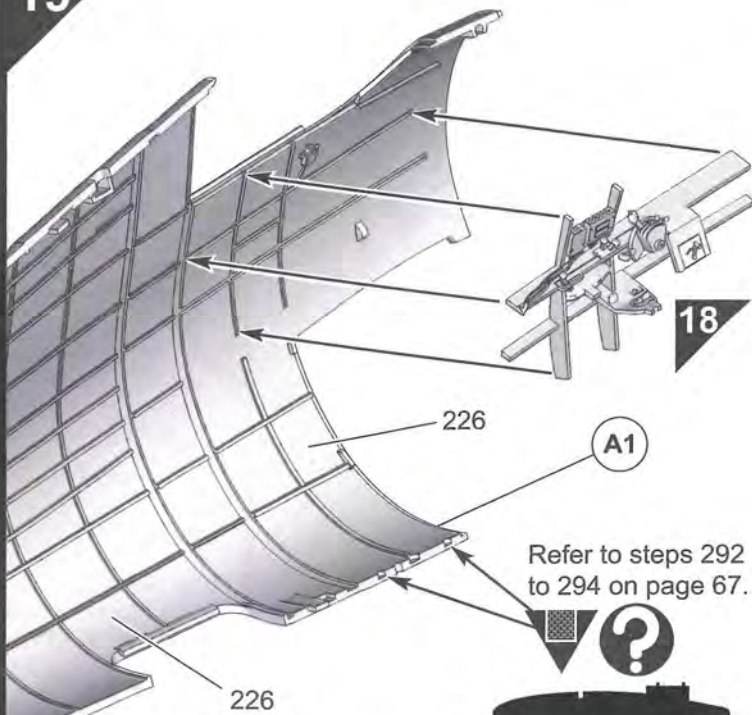


18



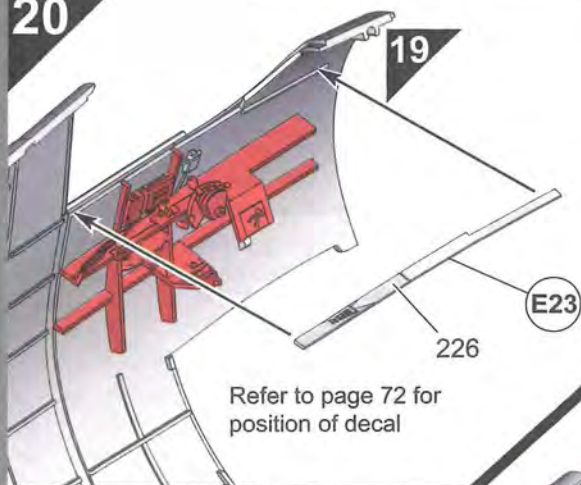
Refer to page 72 for position of decals

19



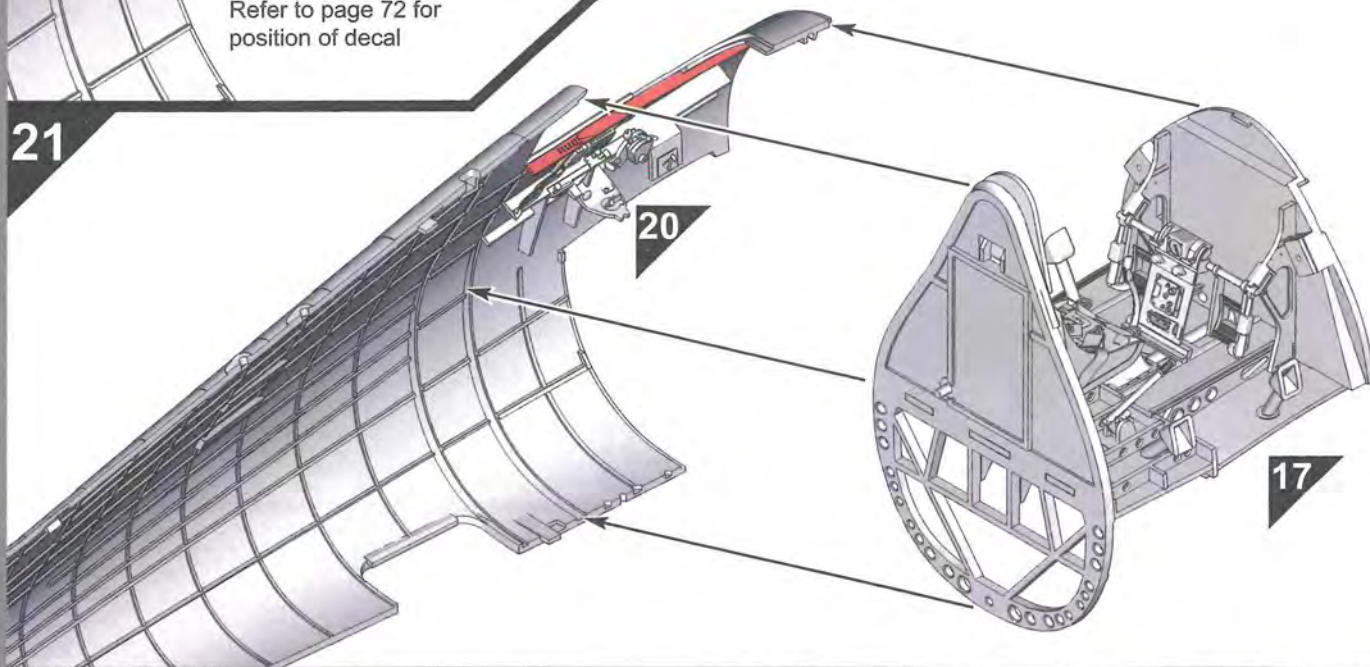
Refer to steps 292 to 294 on page 67.

20

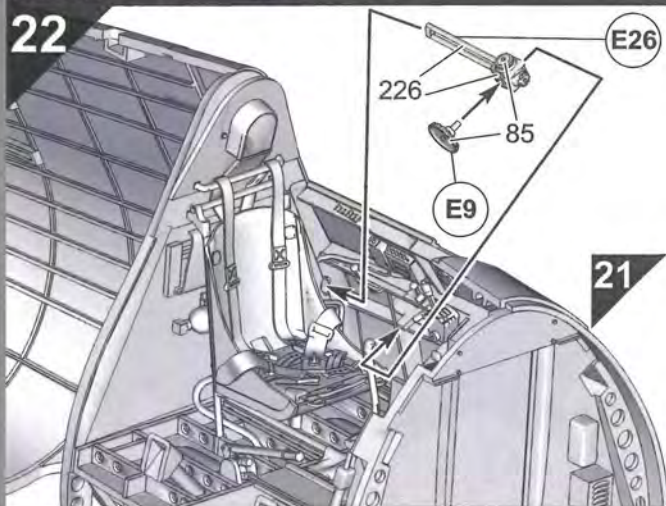


Refer to page 72 for position of decal

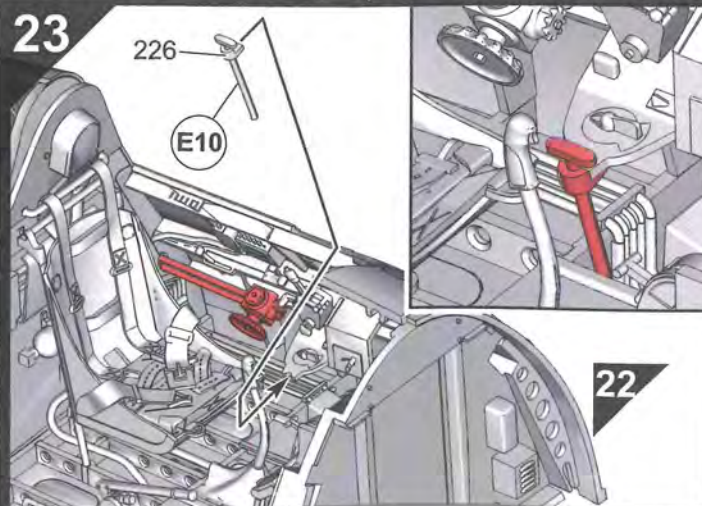
21

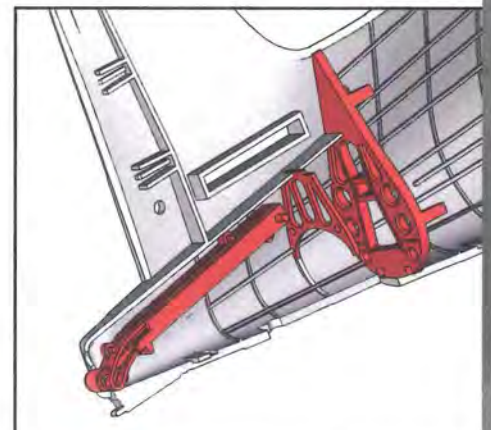
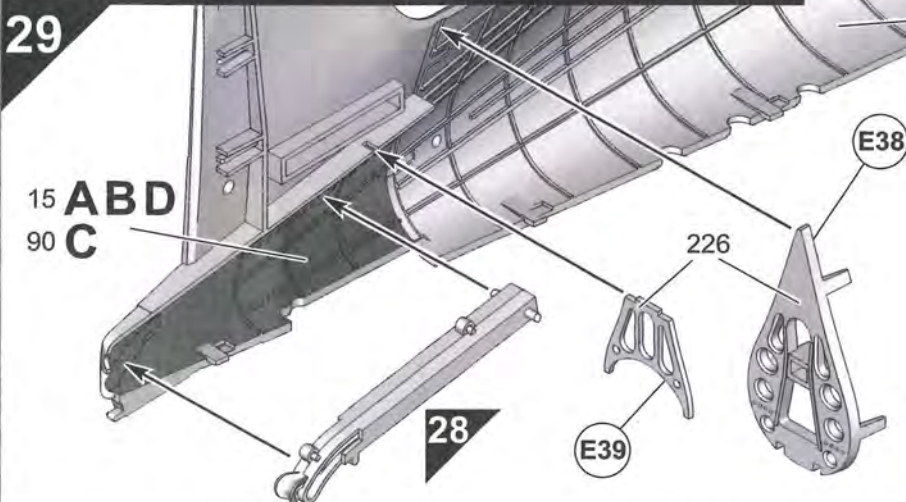
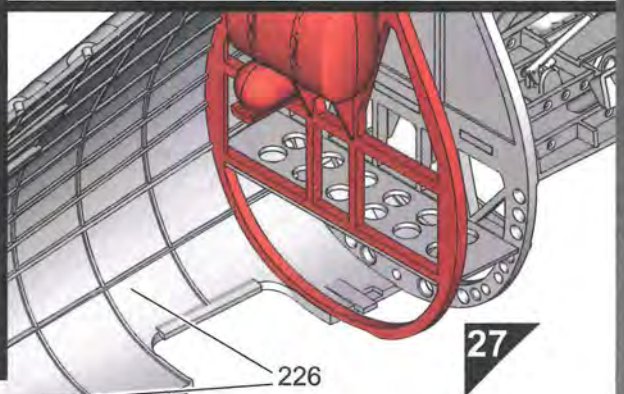
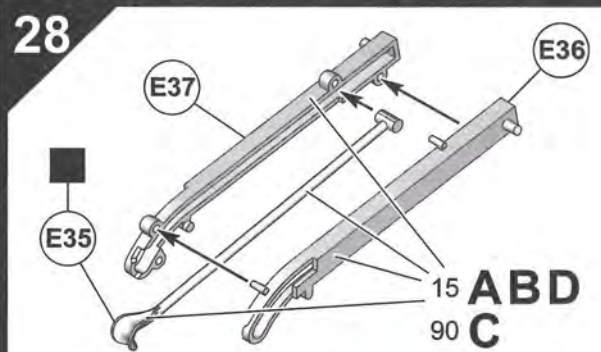
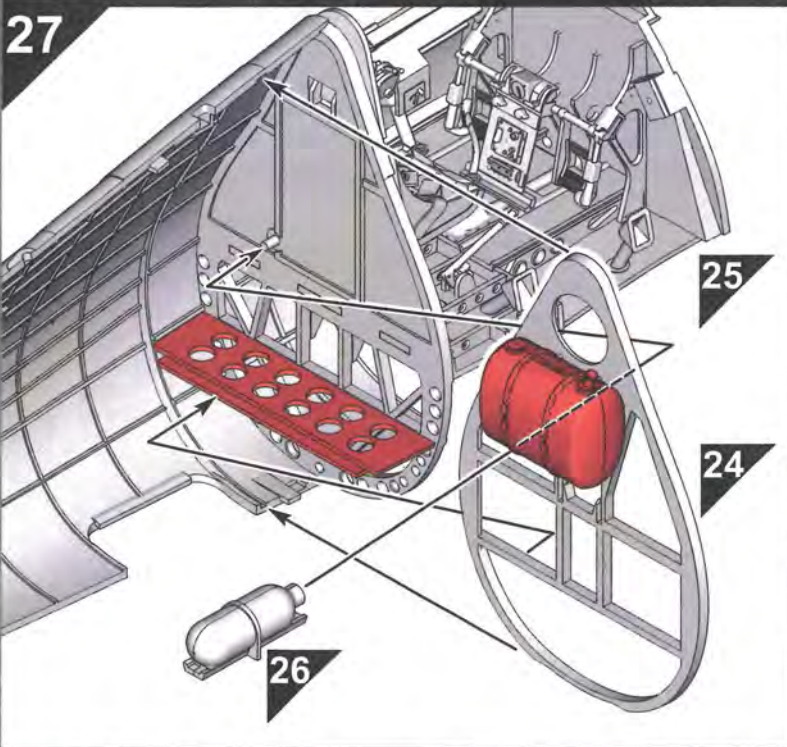
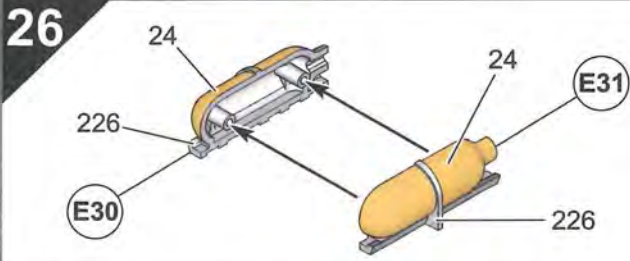
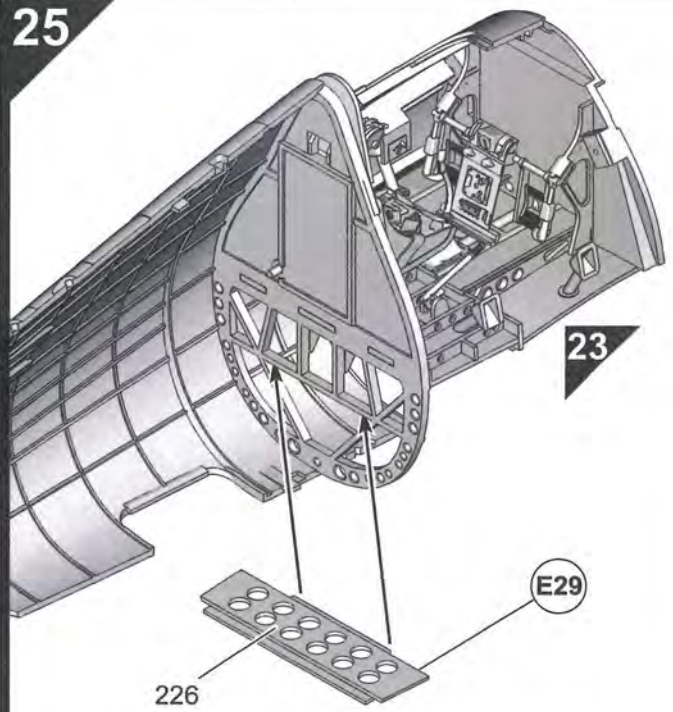
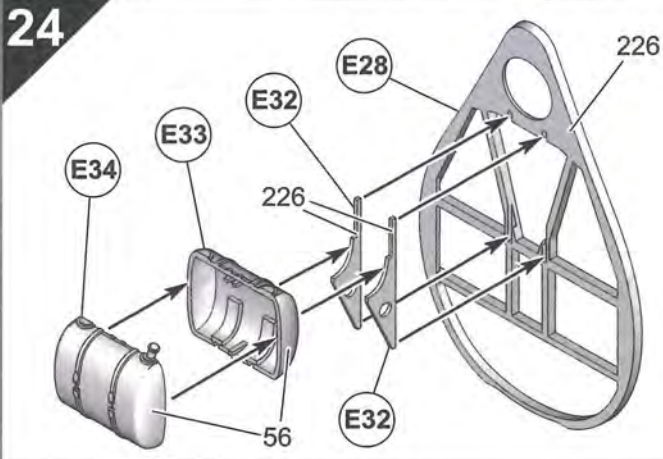


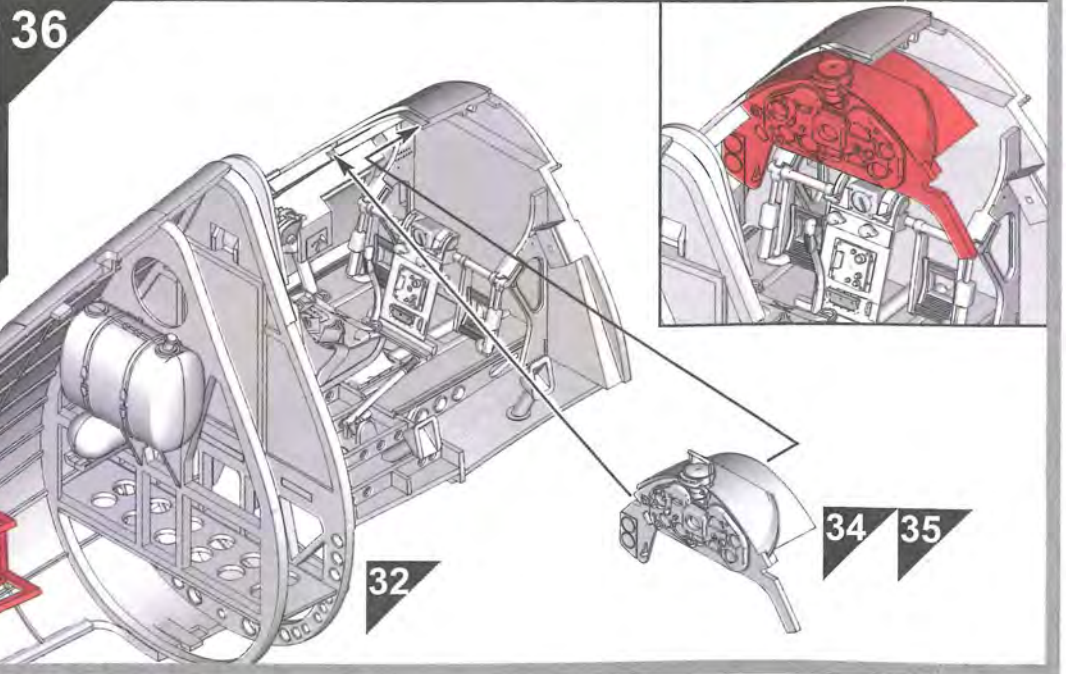
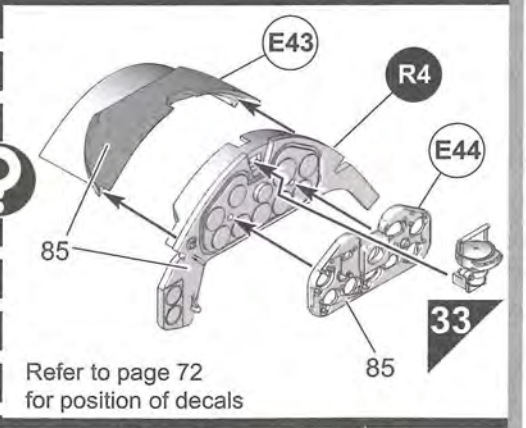
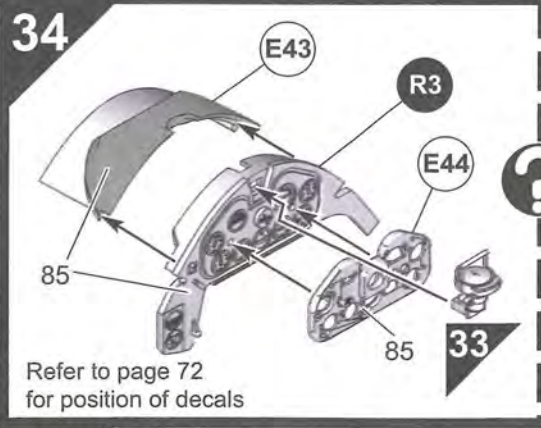
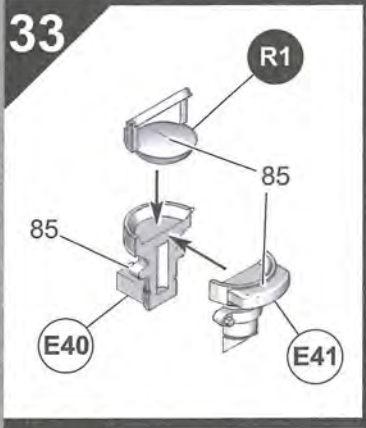
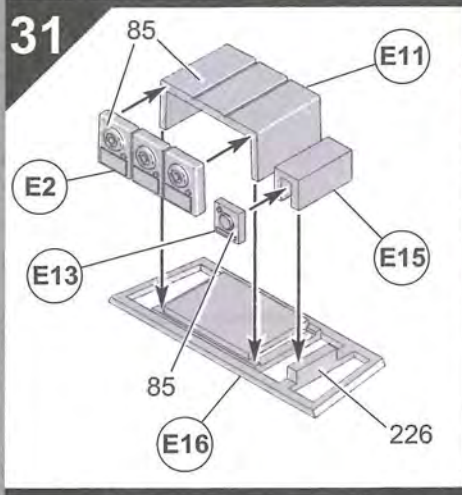
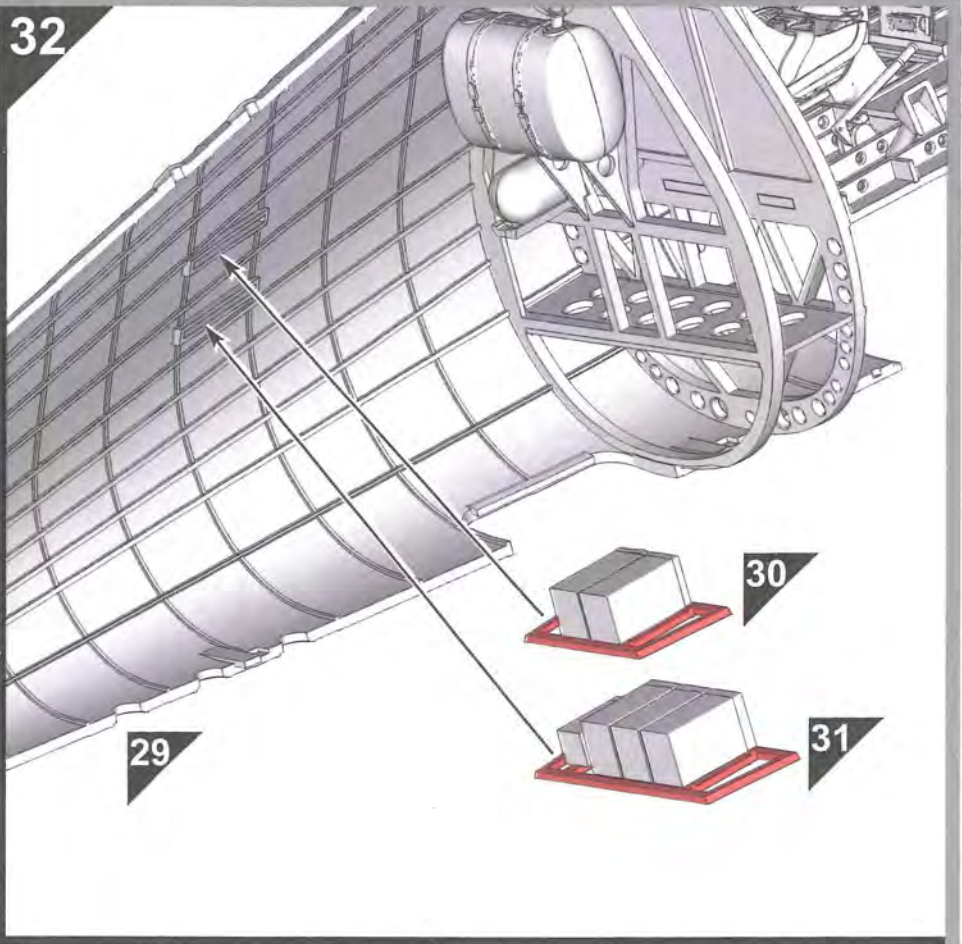
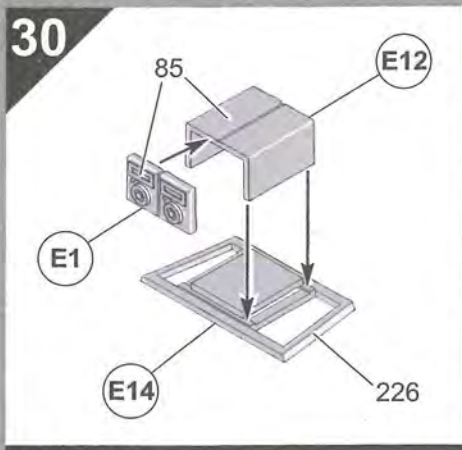
22

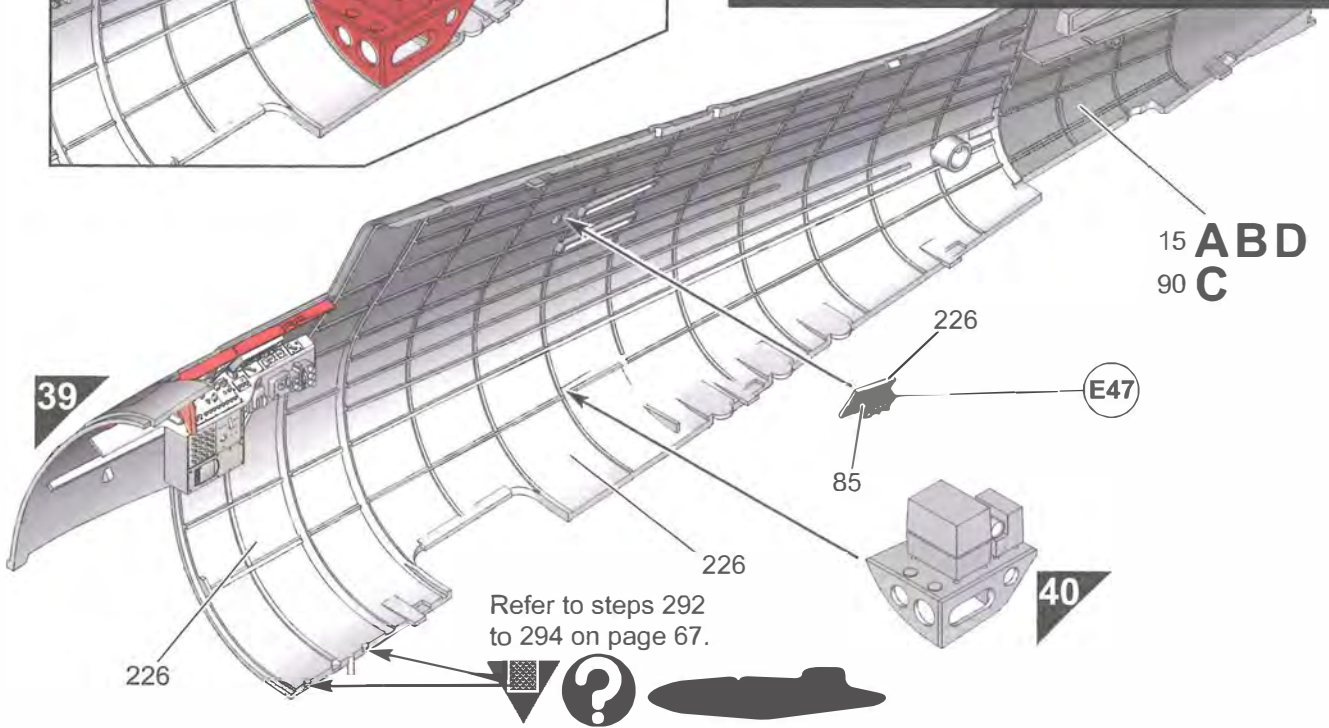
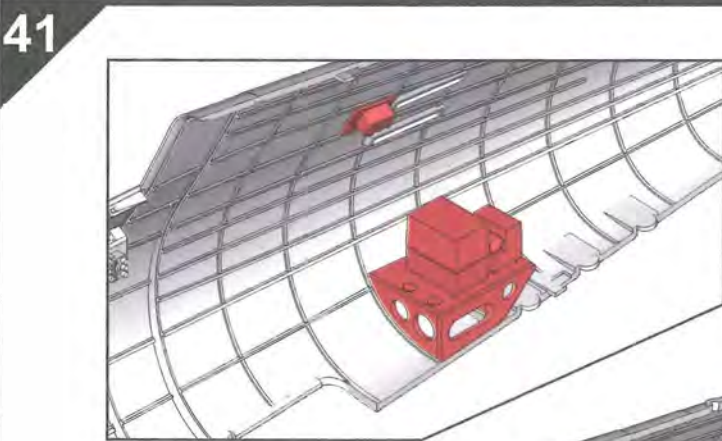
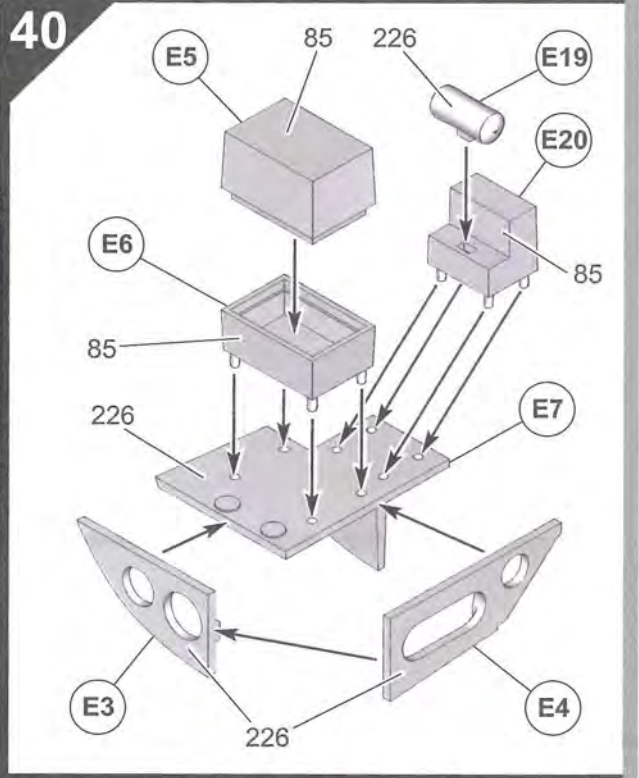
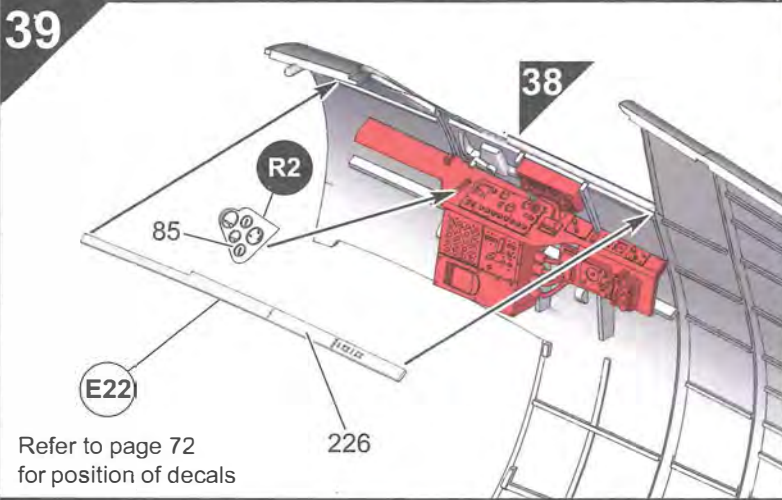
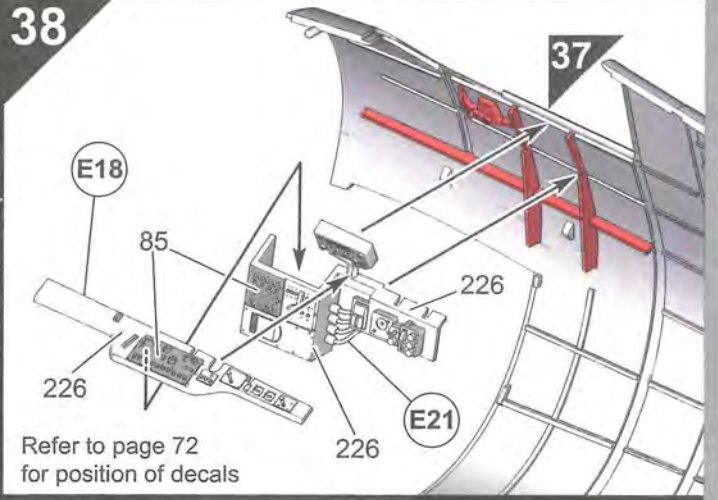
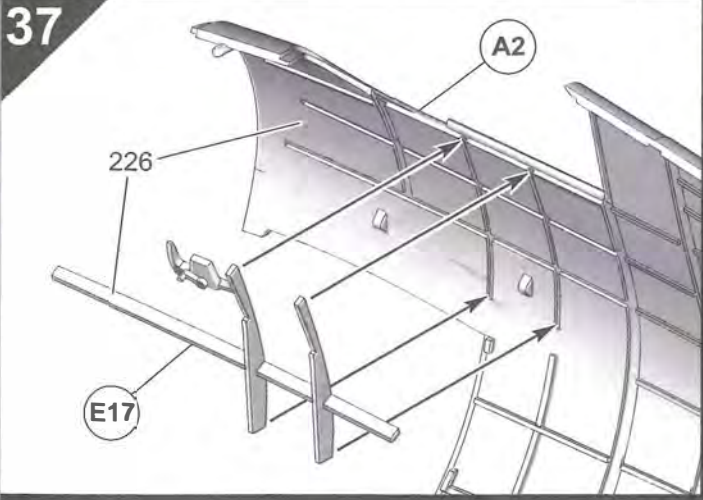


23







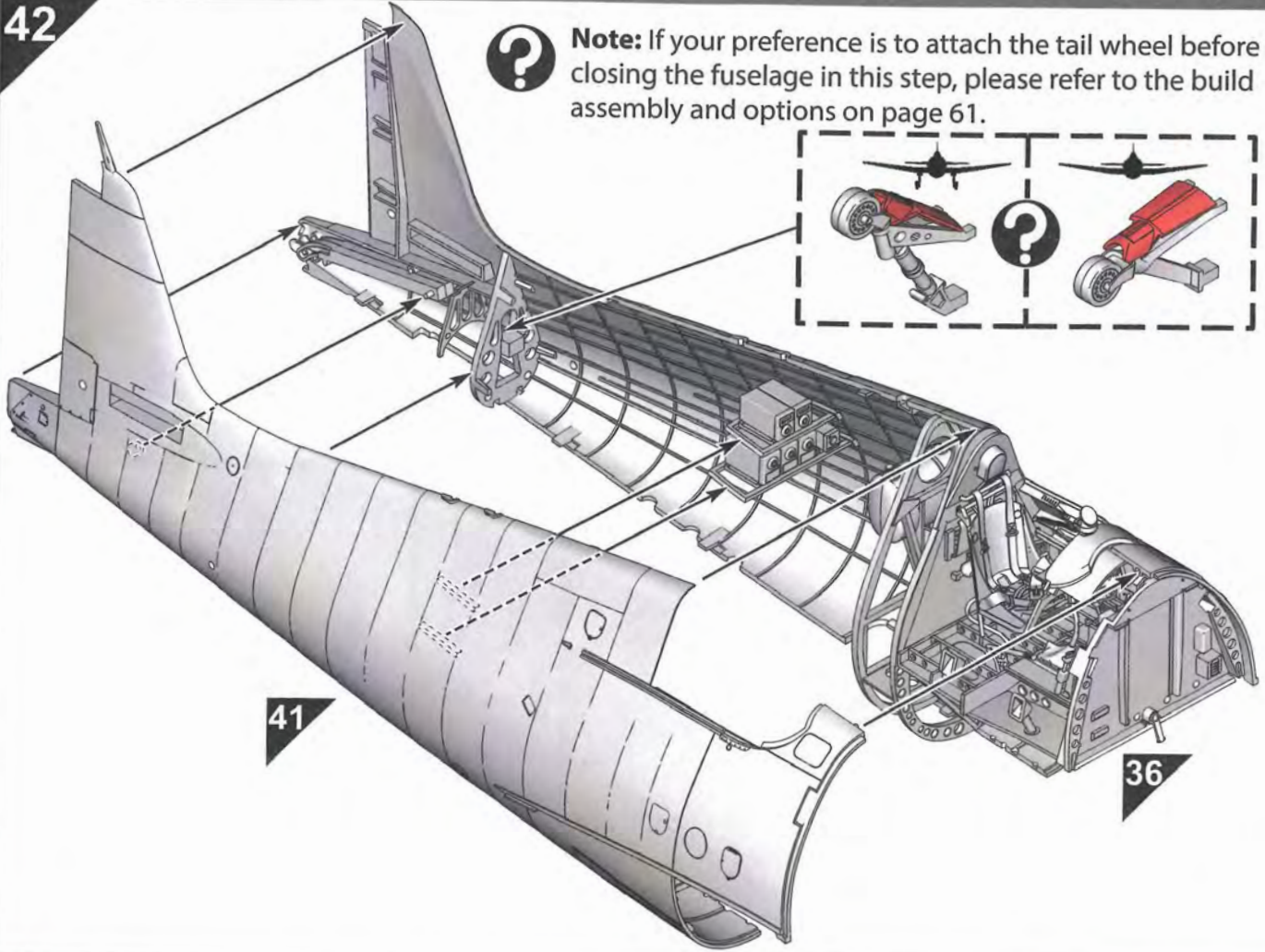
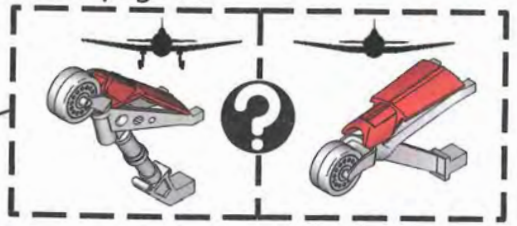




42



Note: If your preference is to attach the tail wheel before closing the fuselage in this step, please refer to the build assembly and options on page 61.



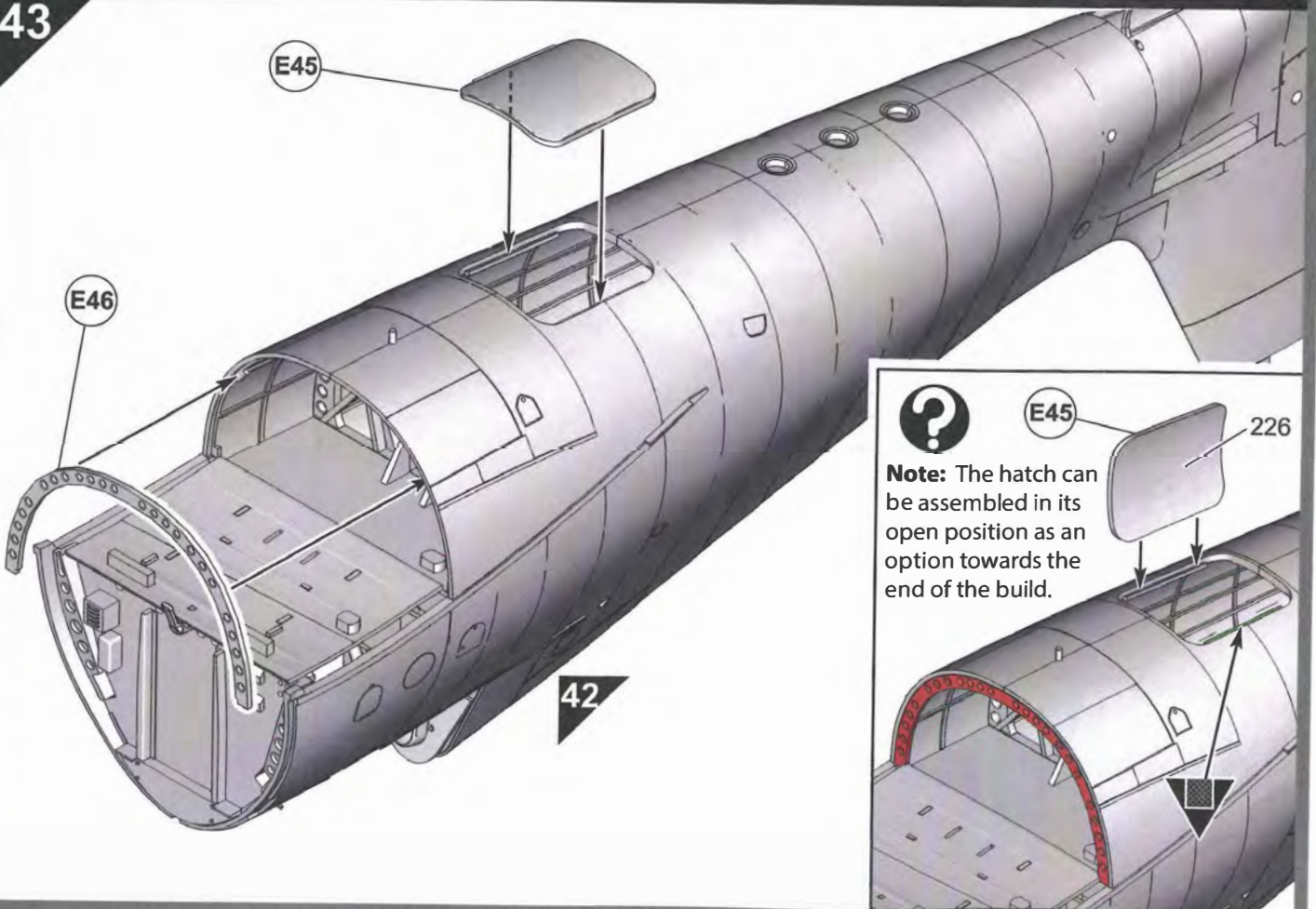
41

36

43

E45

E46



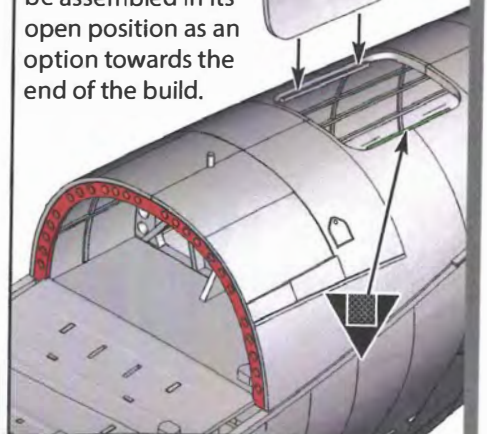
42



E45

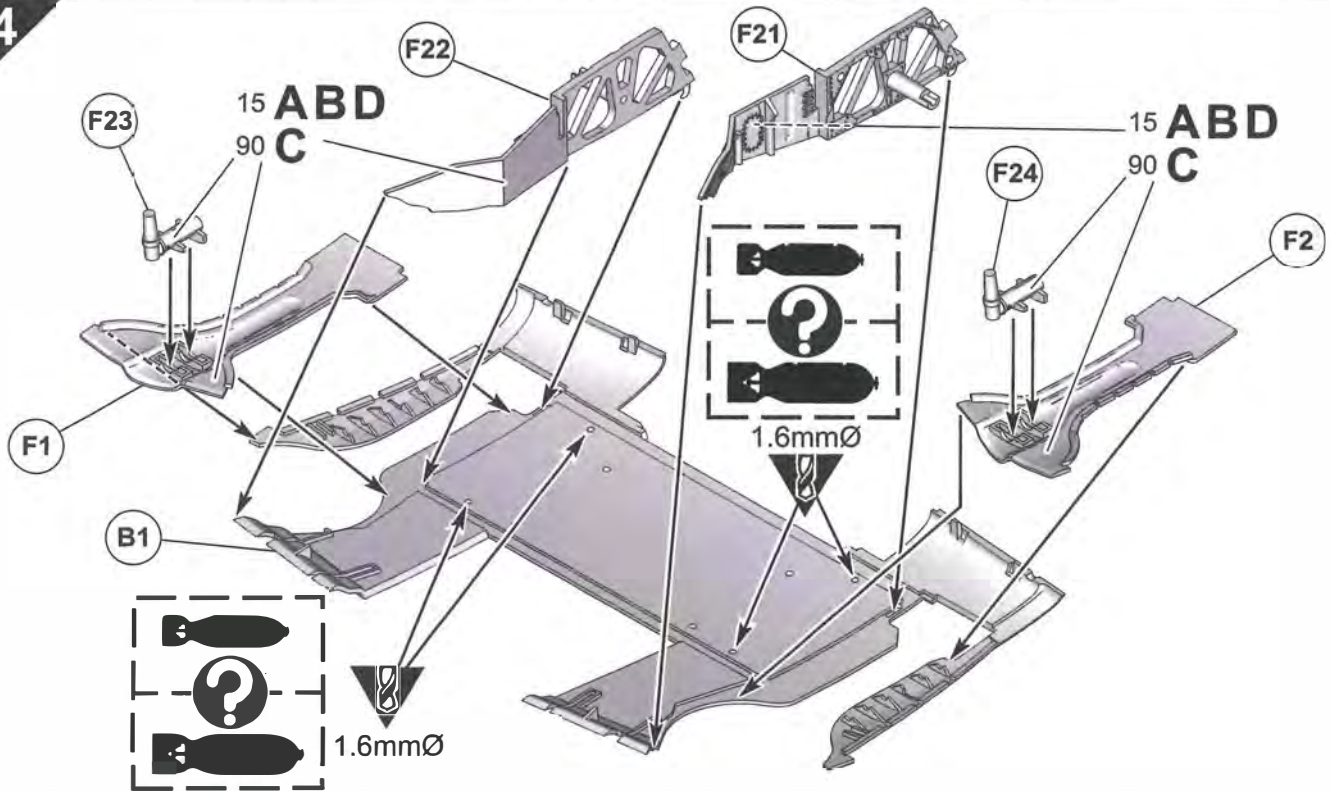
226

Note: The hatch can be assembled in its open position as an option towards the end of the build.

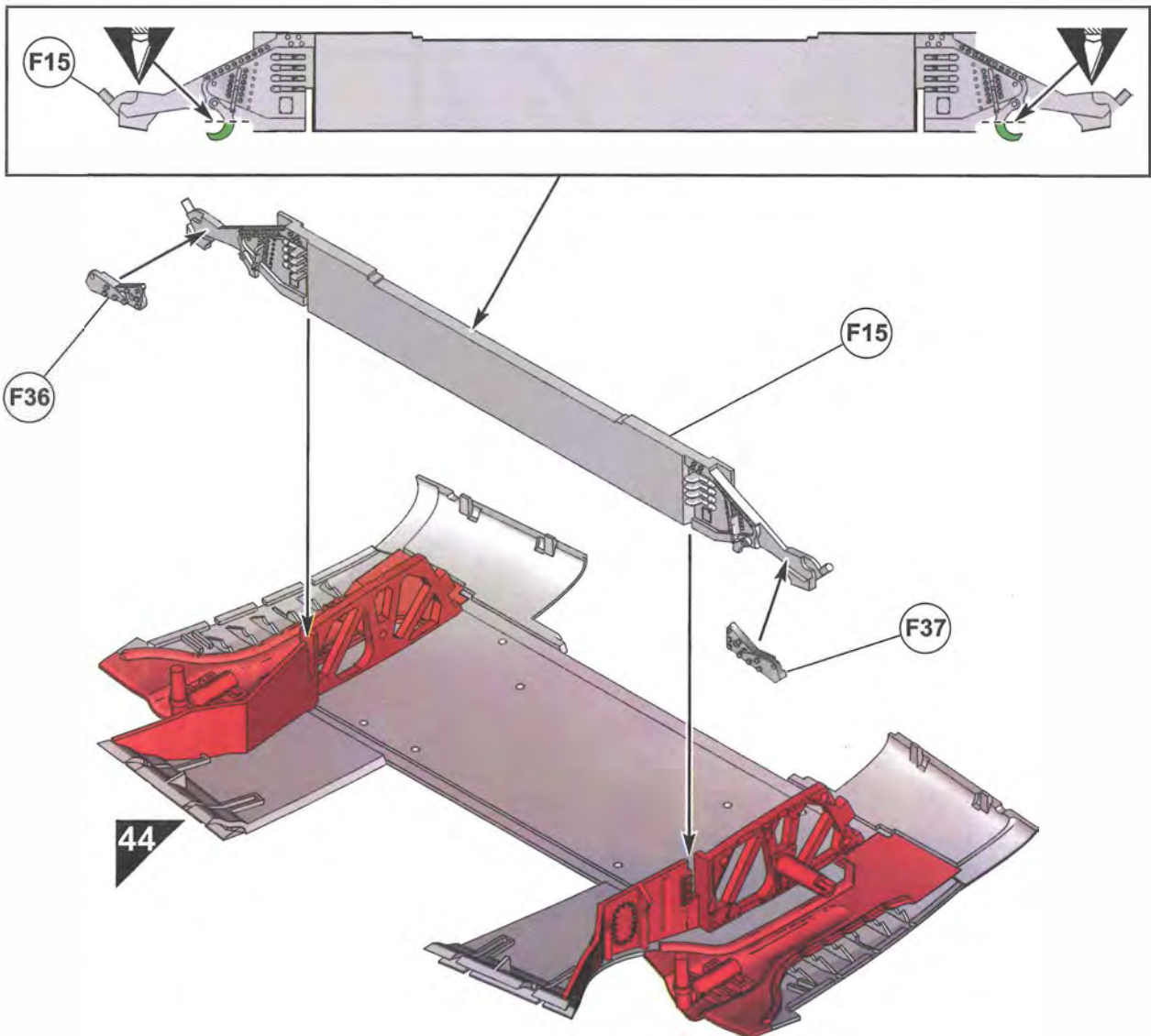




44

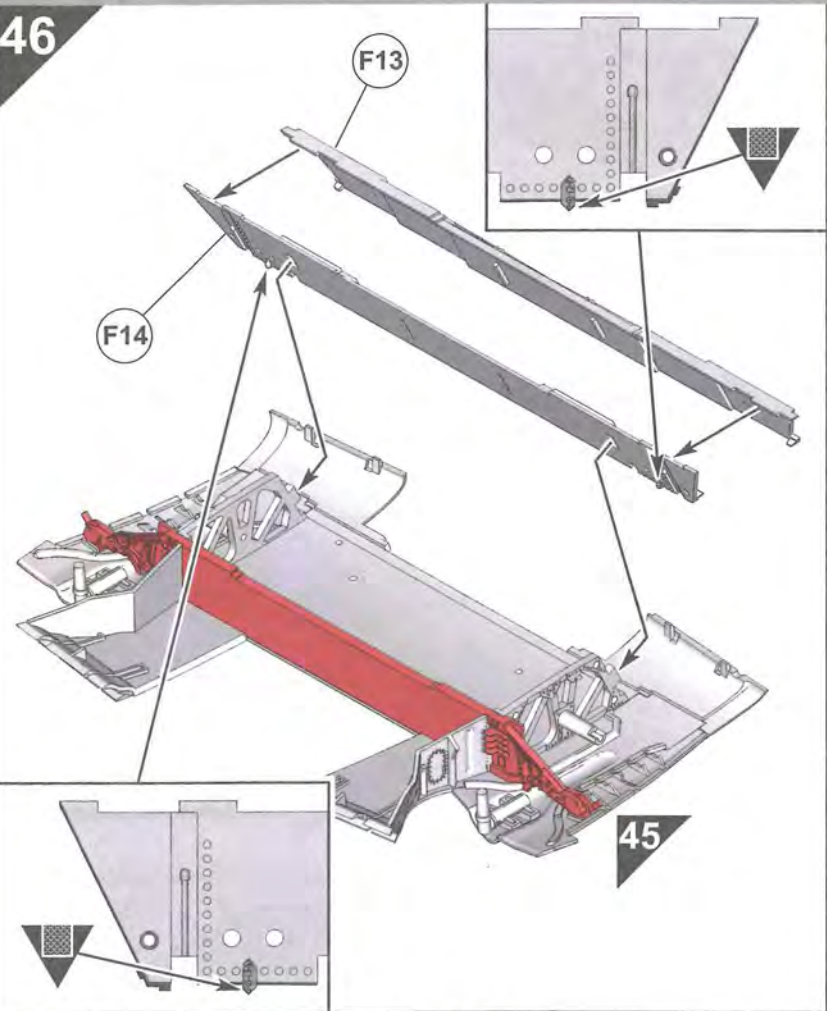


45

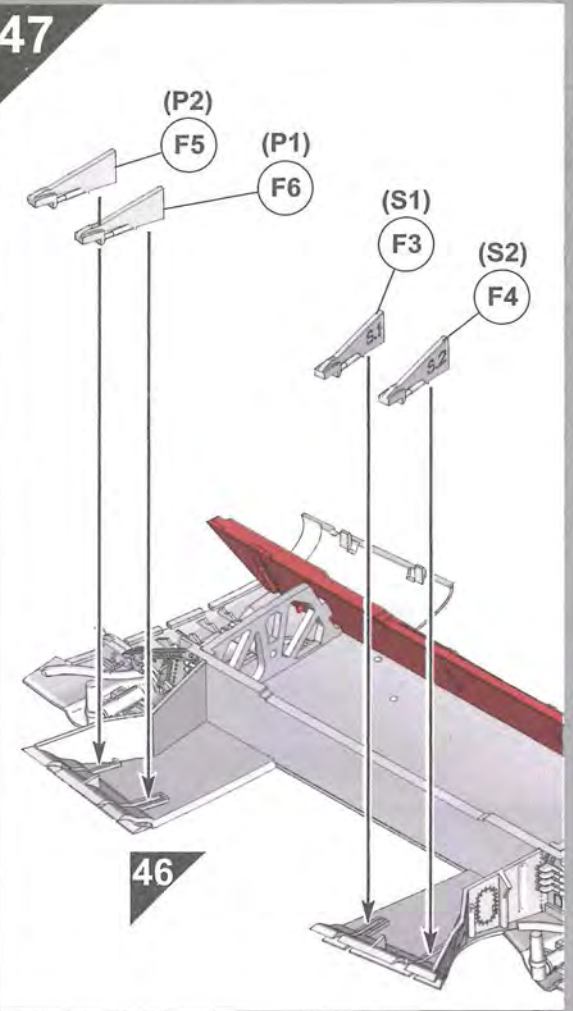




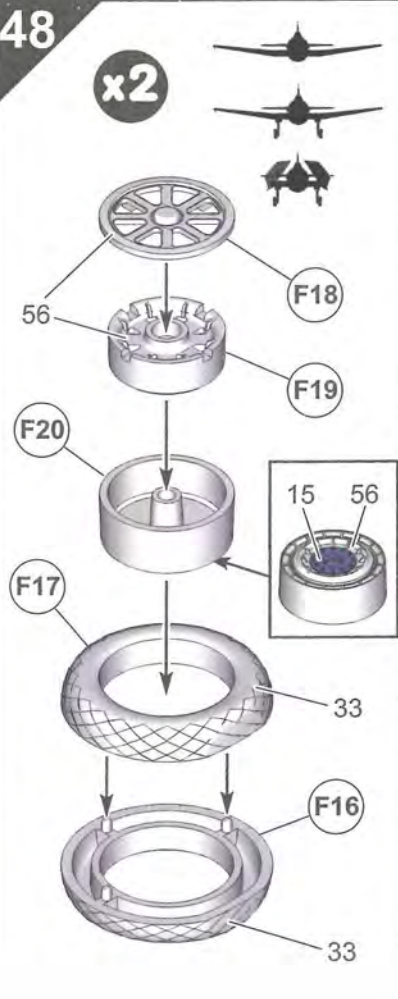
46



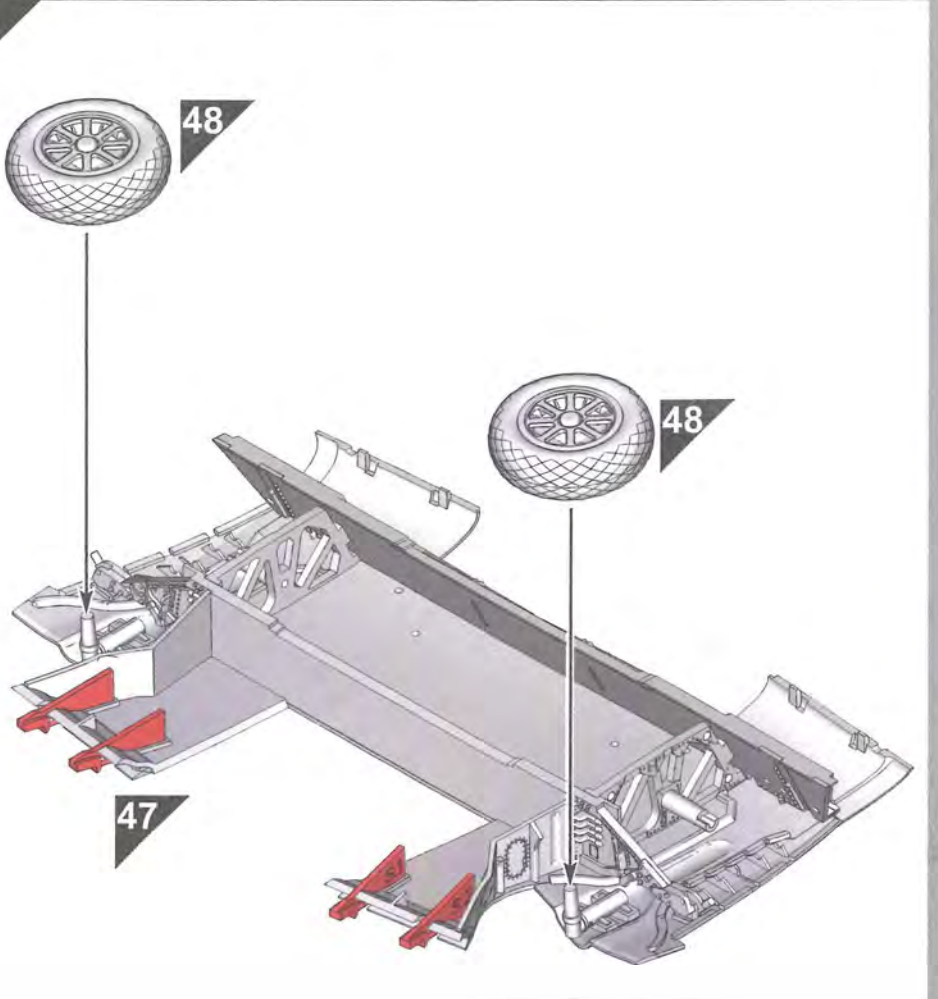
47

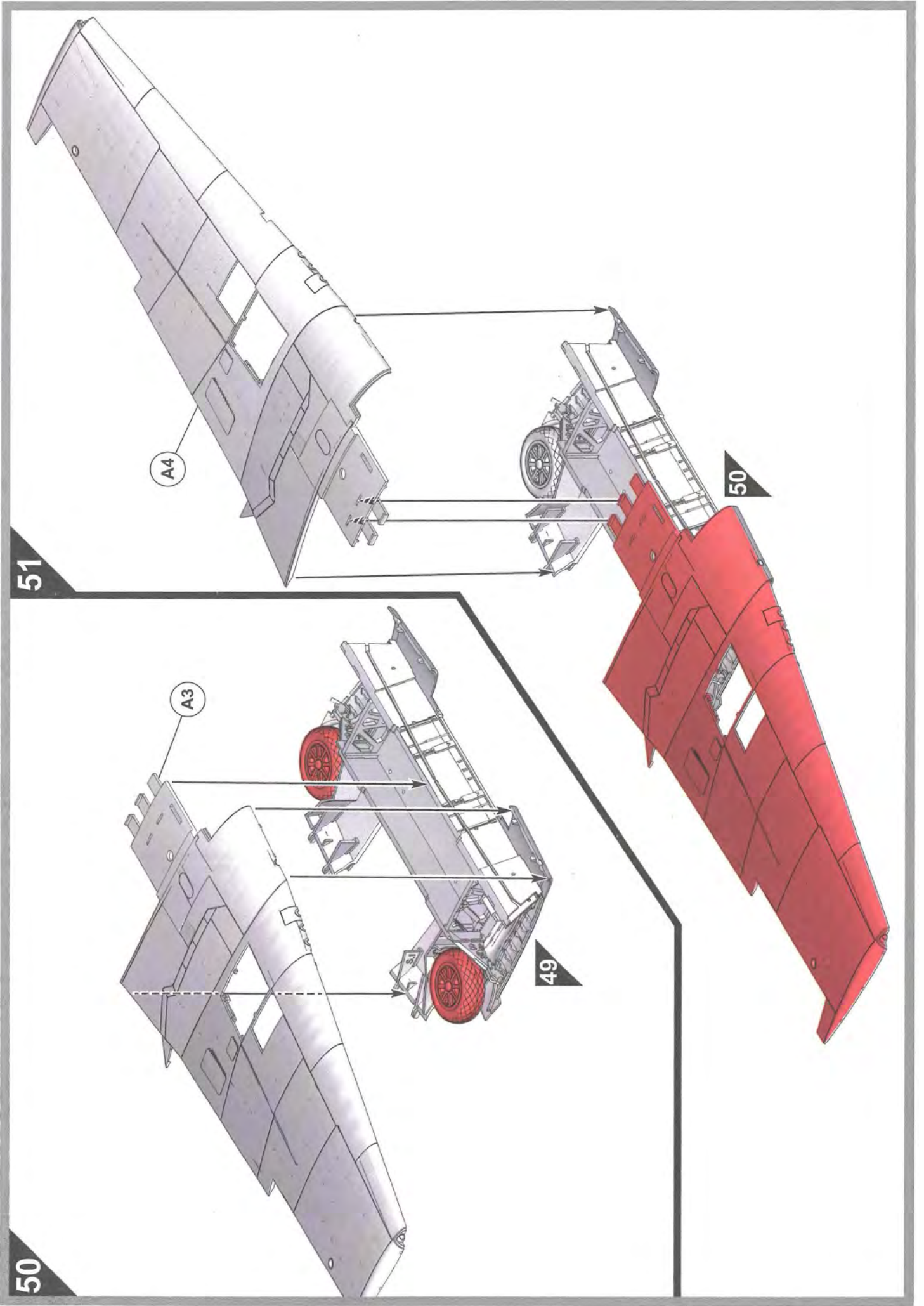


48



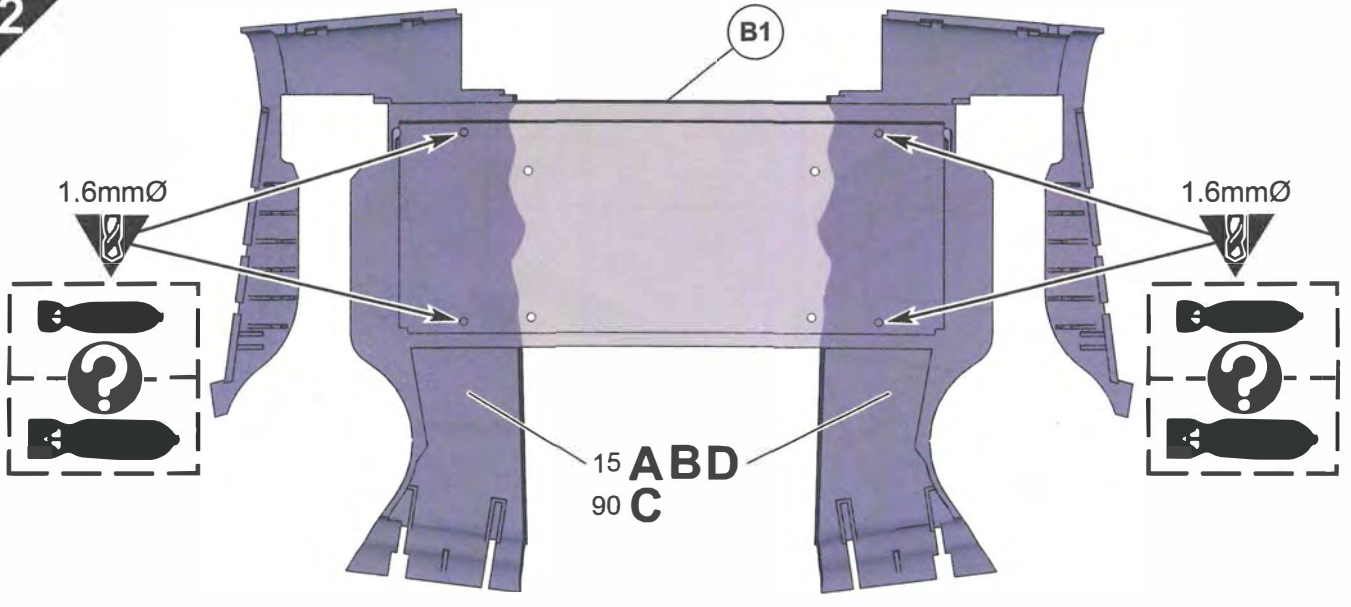
49



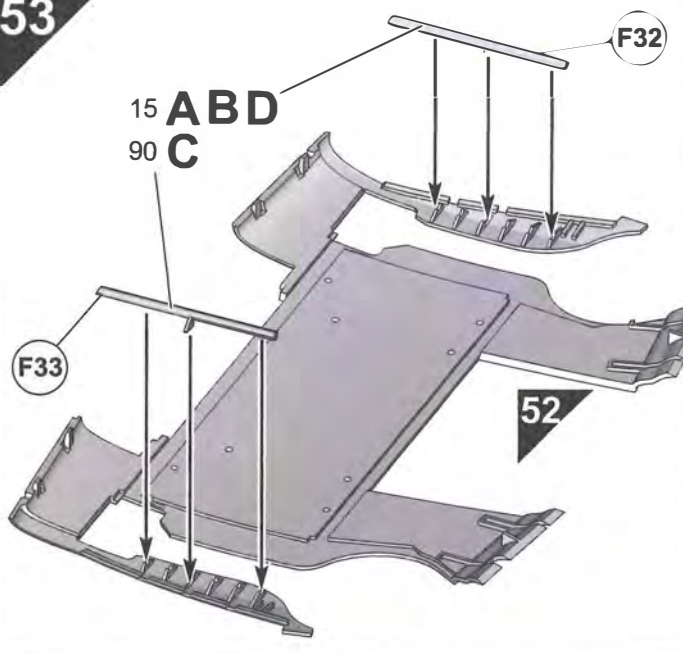




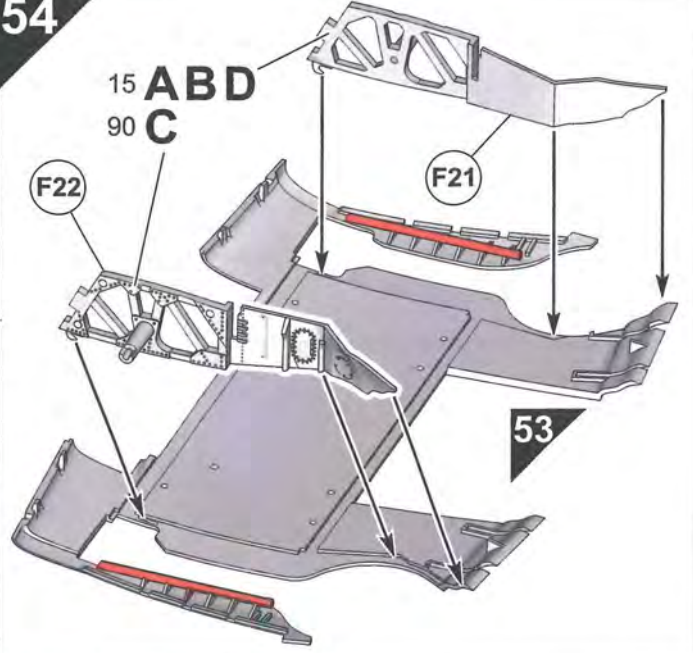
52



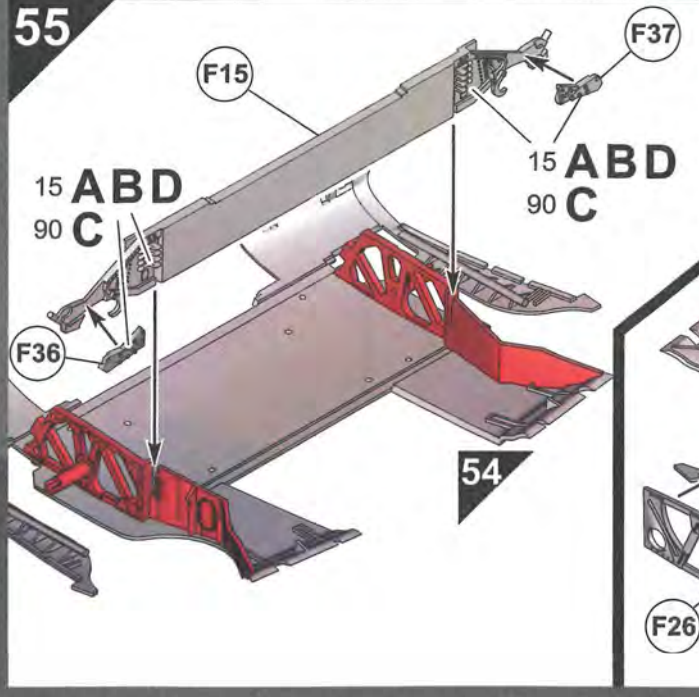
53



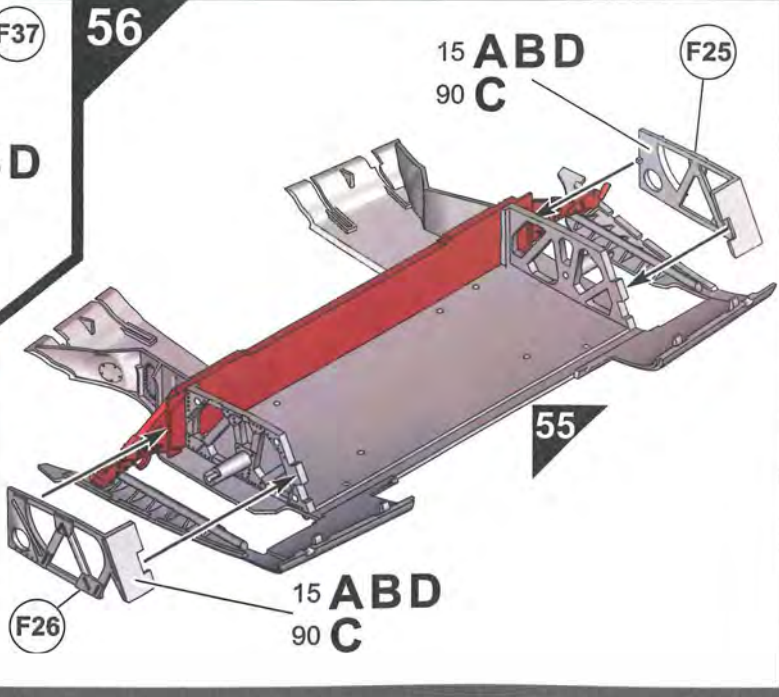
54

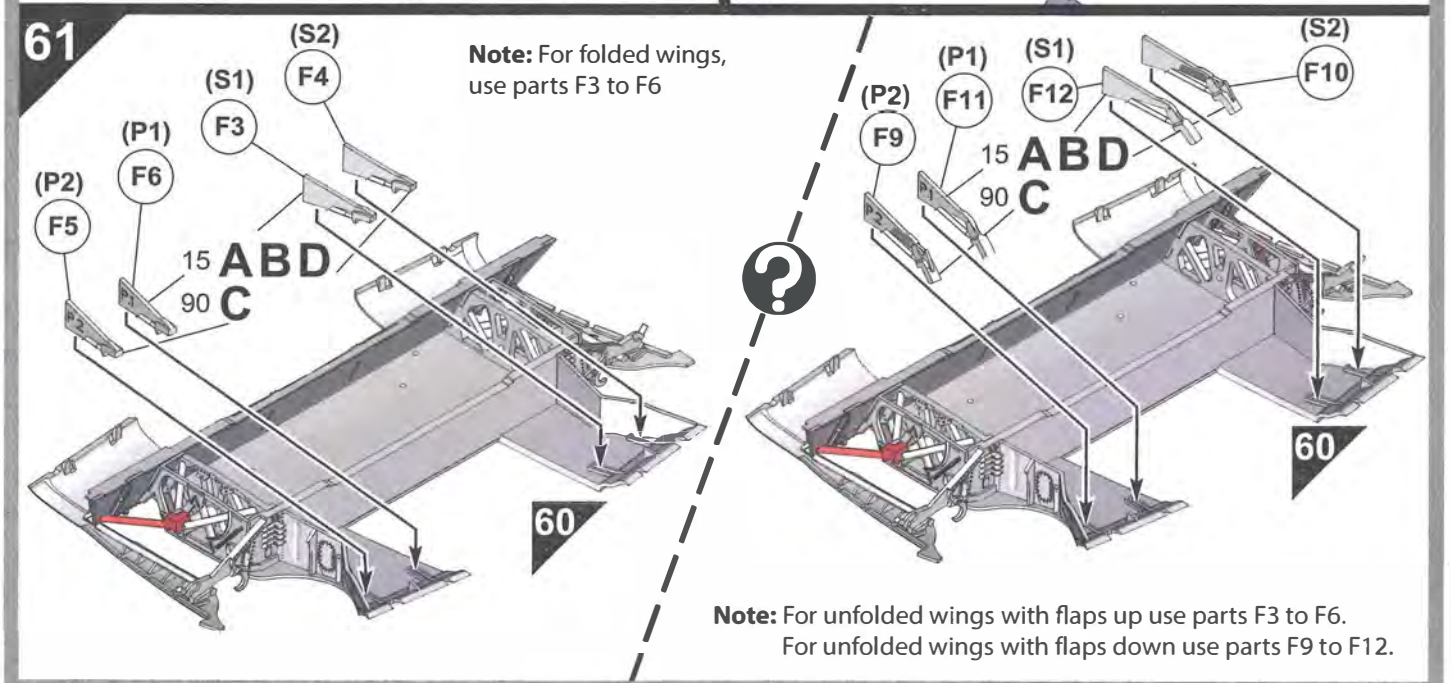
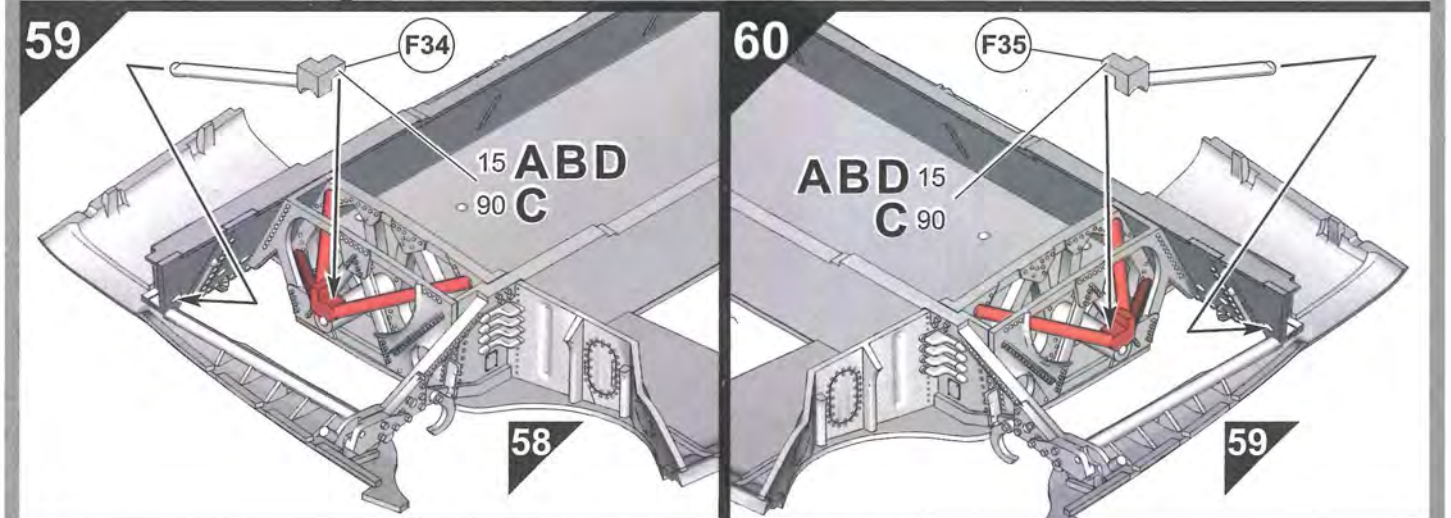
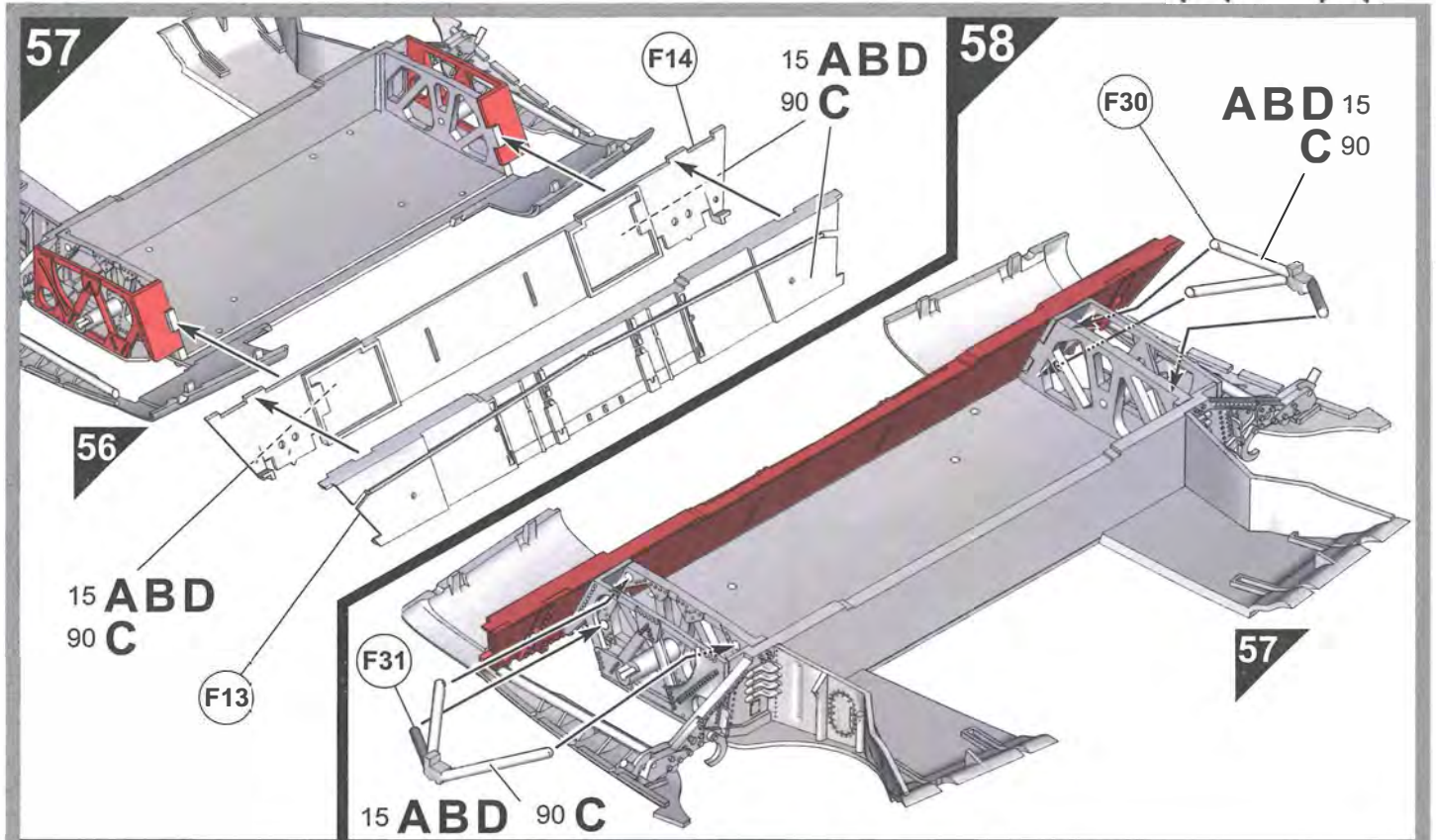


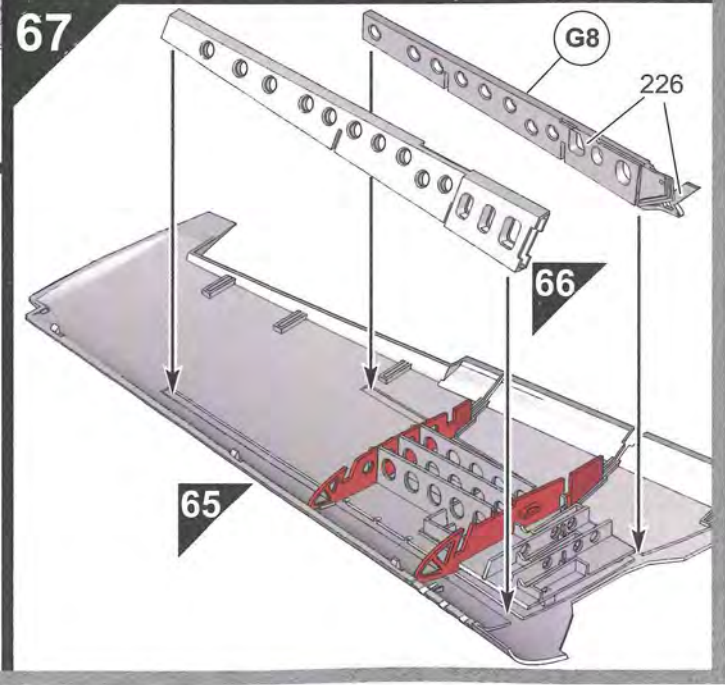
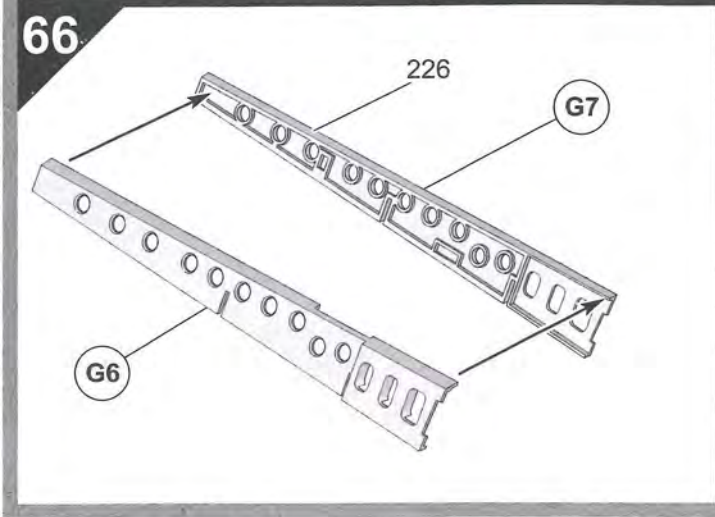
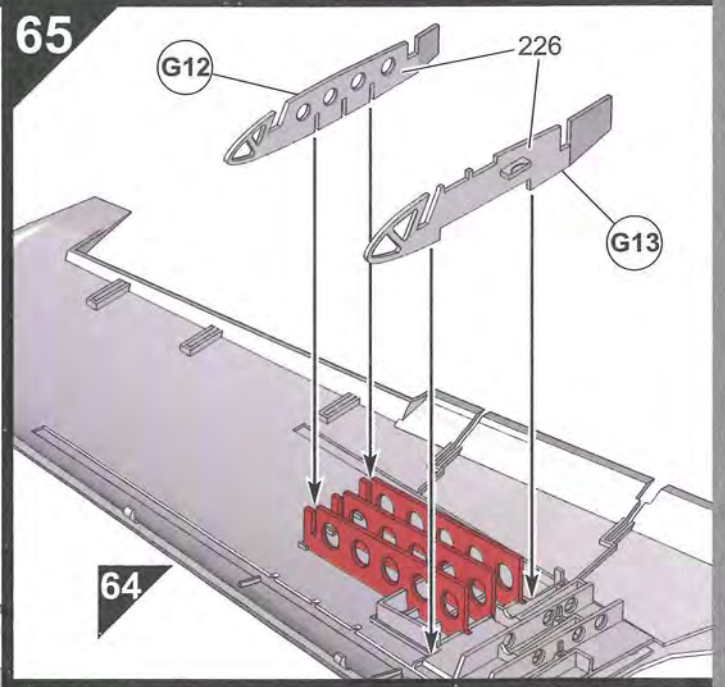
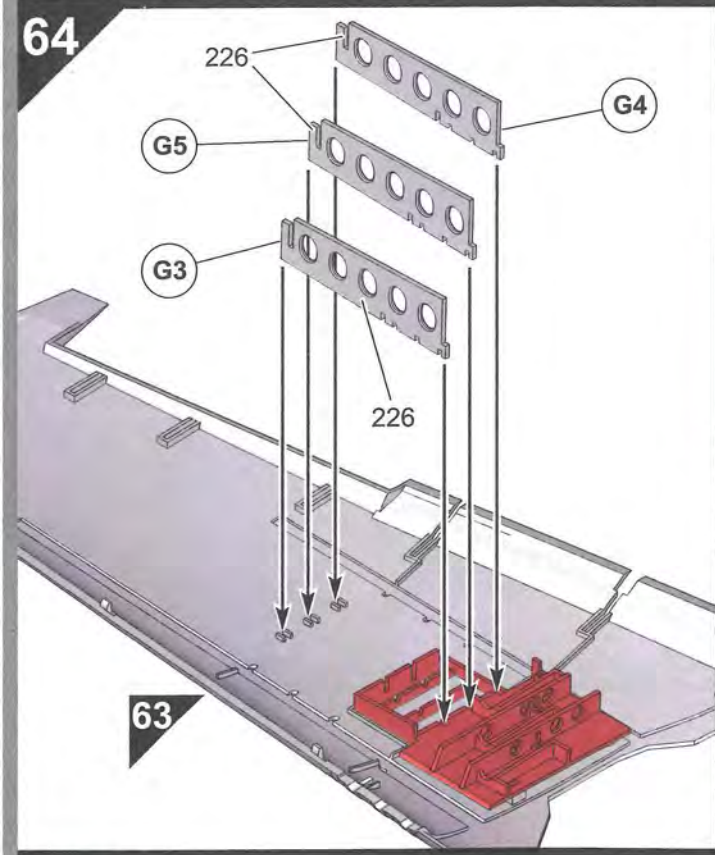
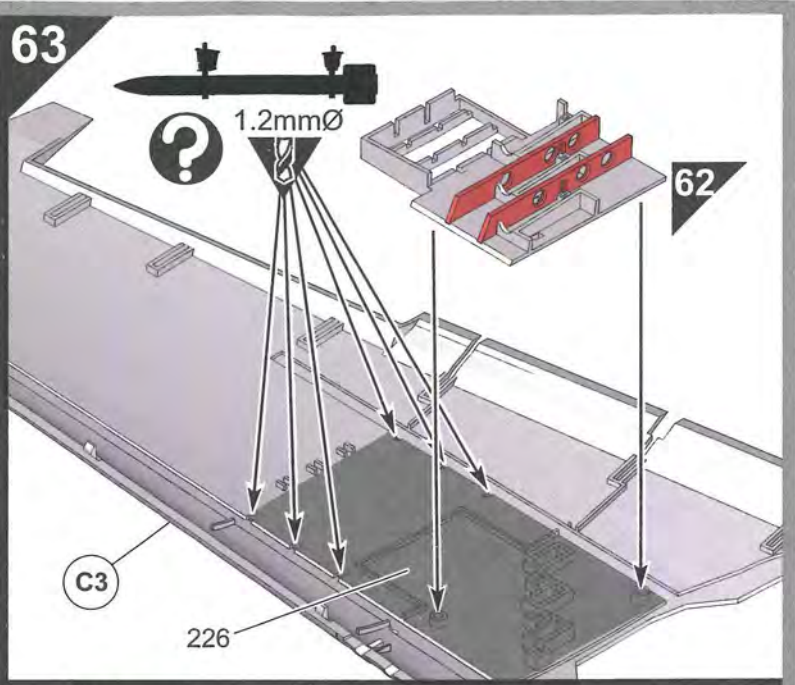
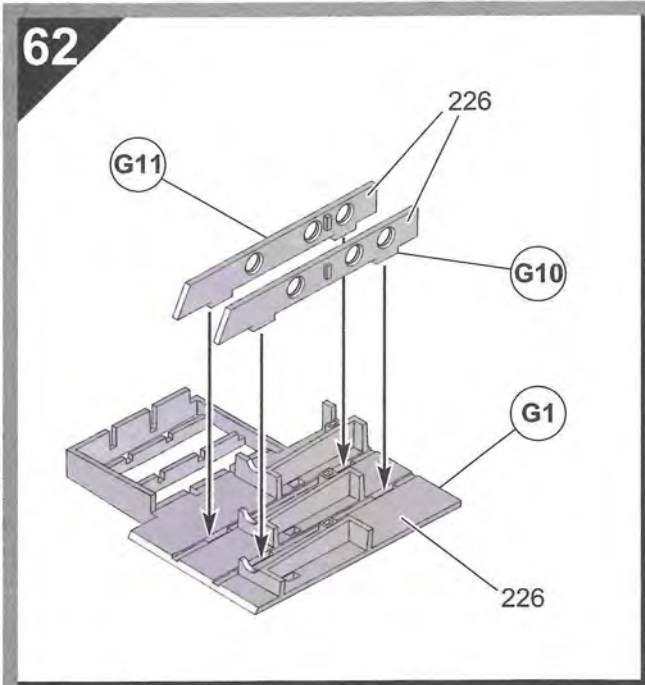
55

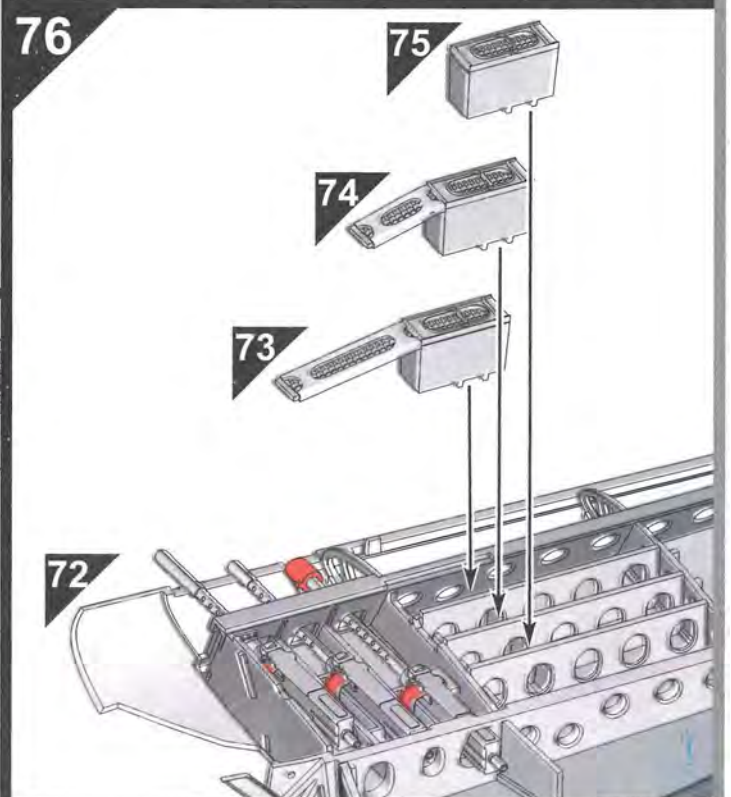
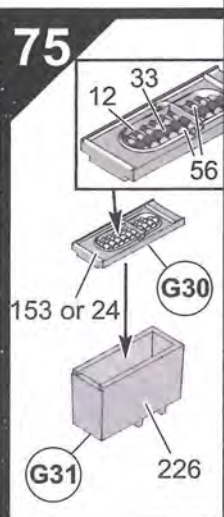
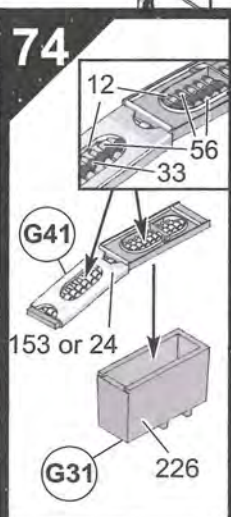
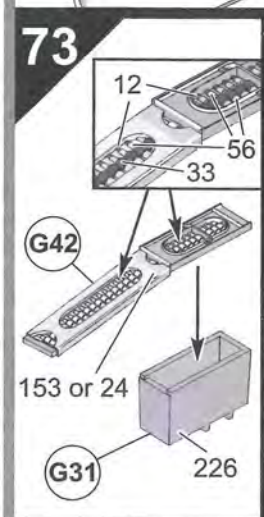
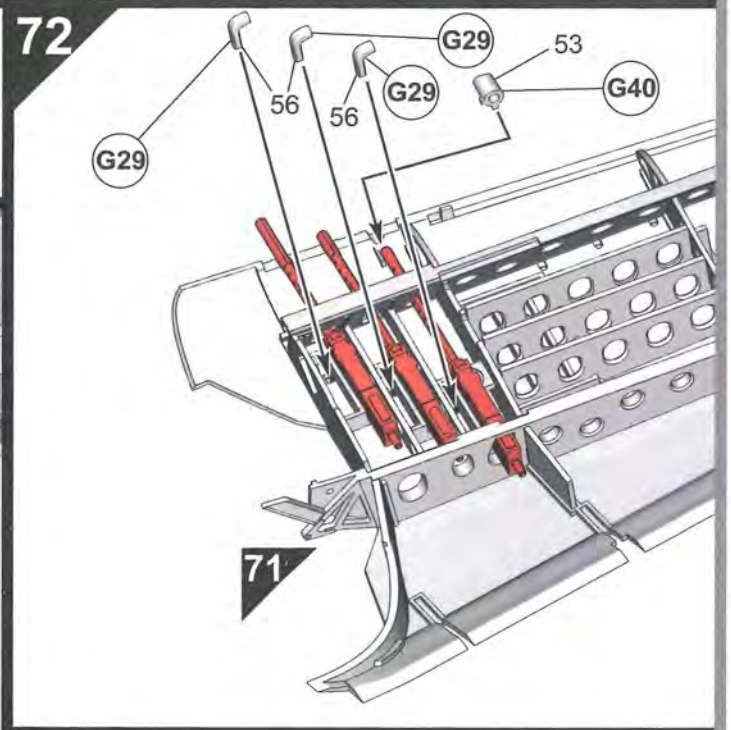
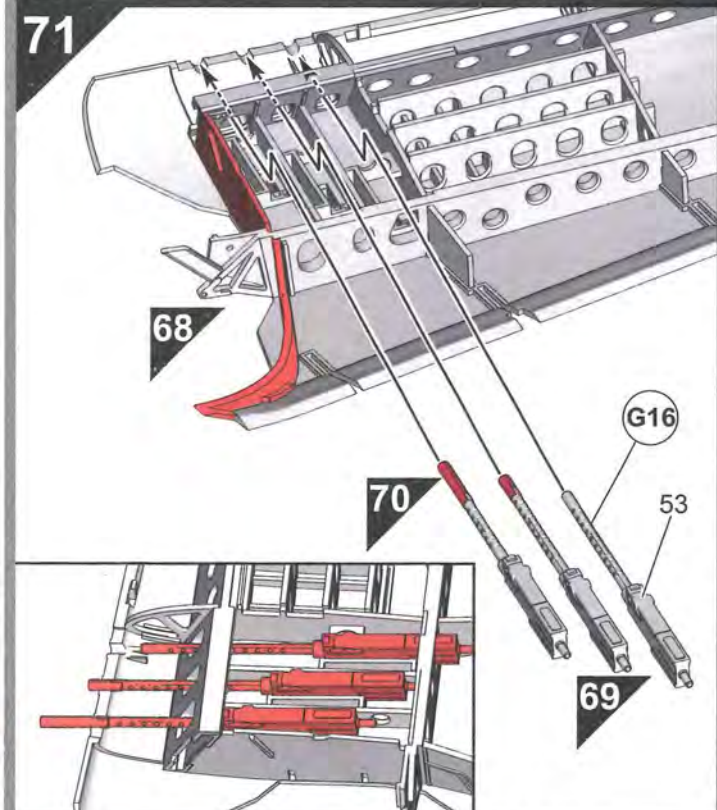
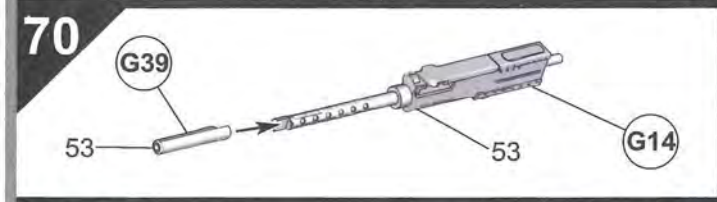
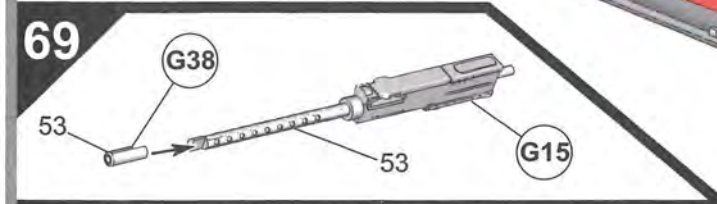
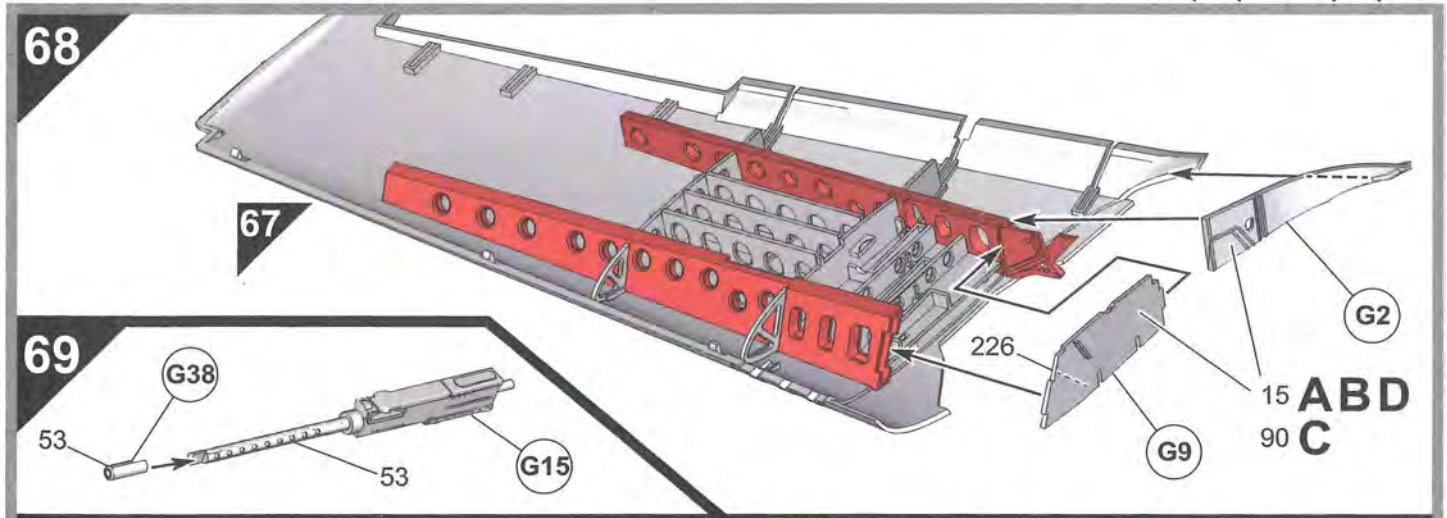


56



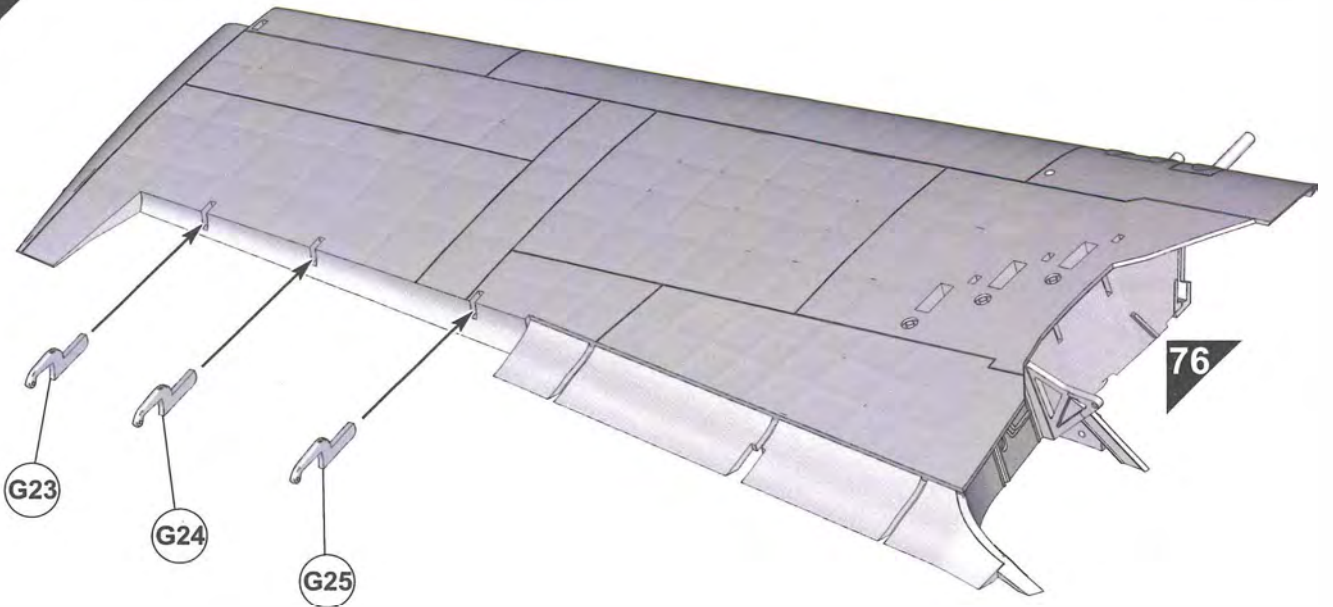




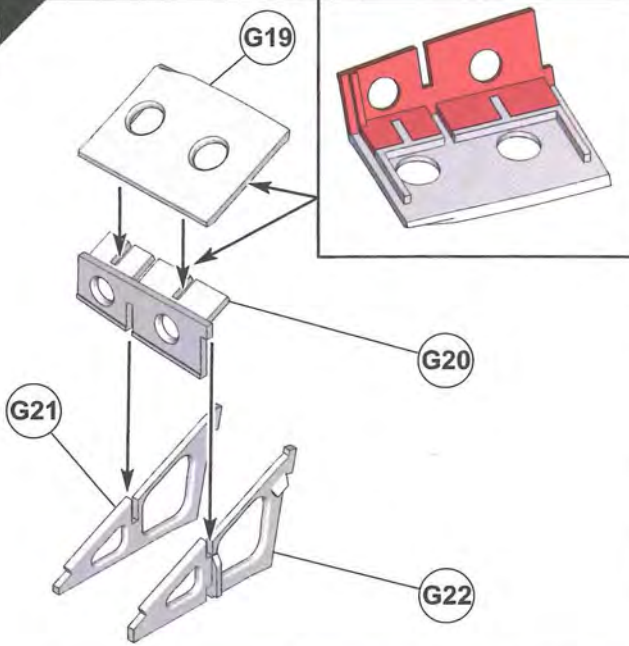




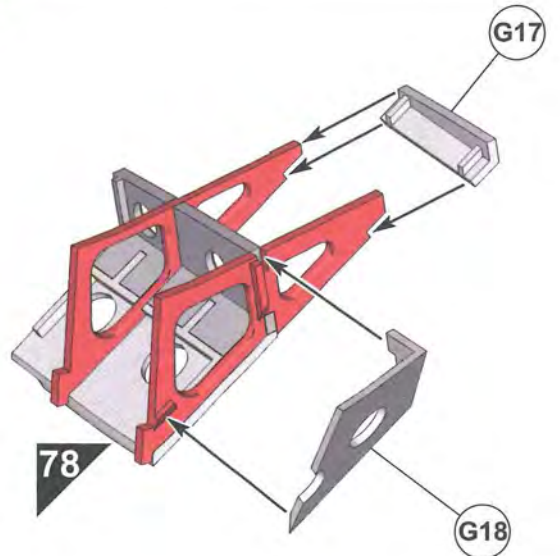
77



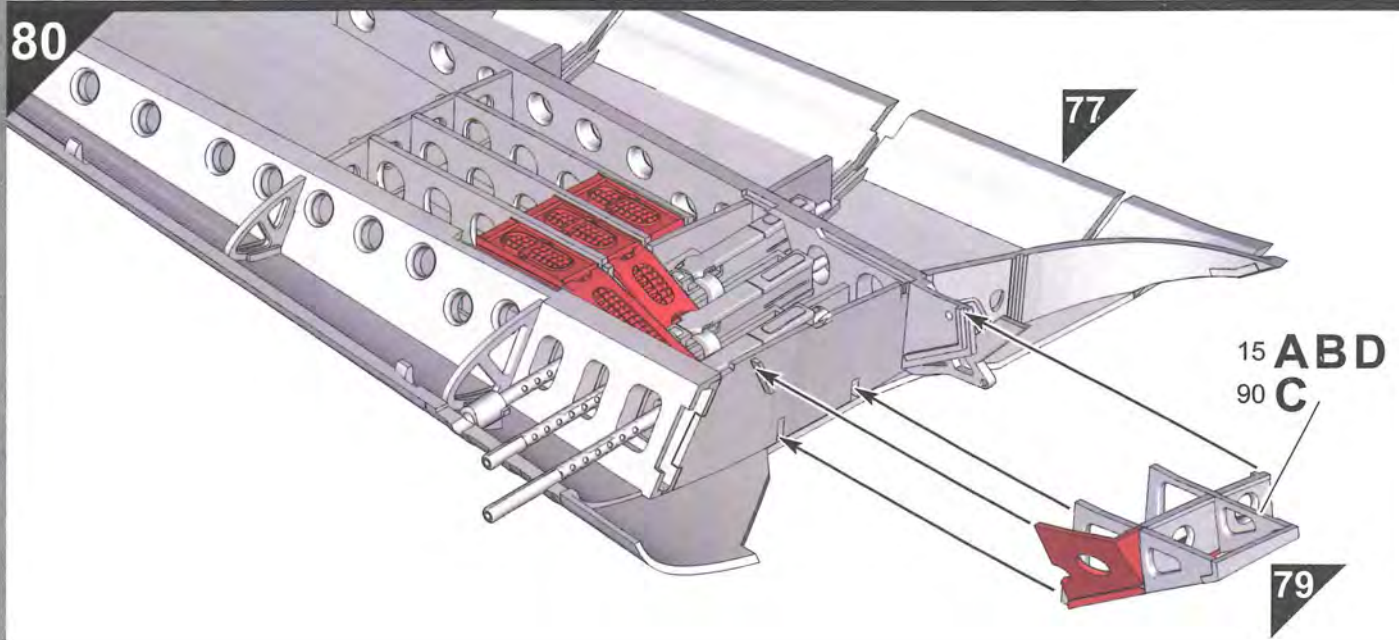
78

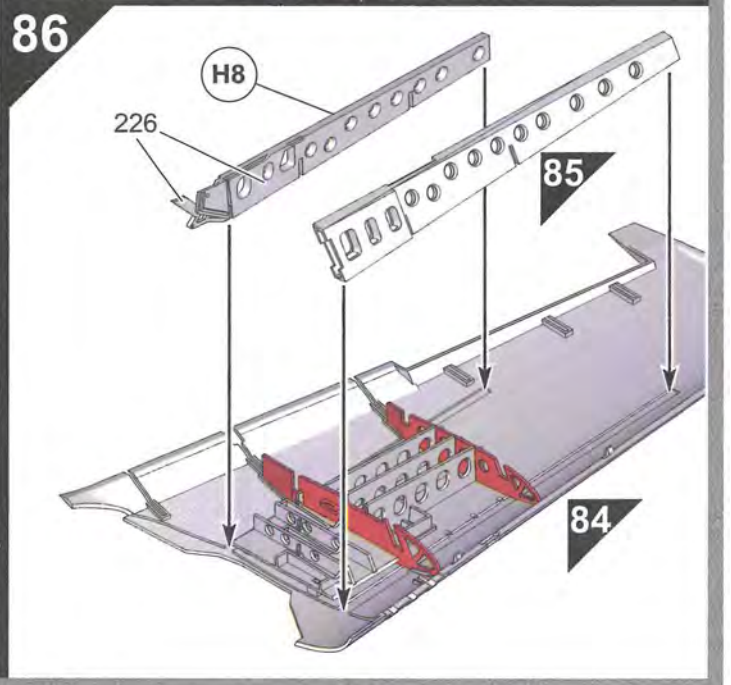
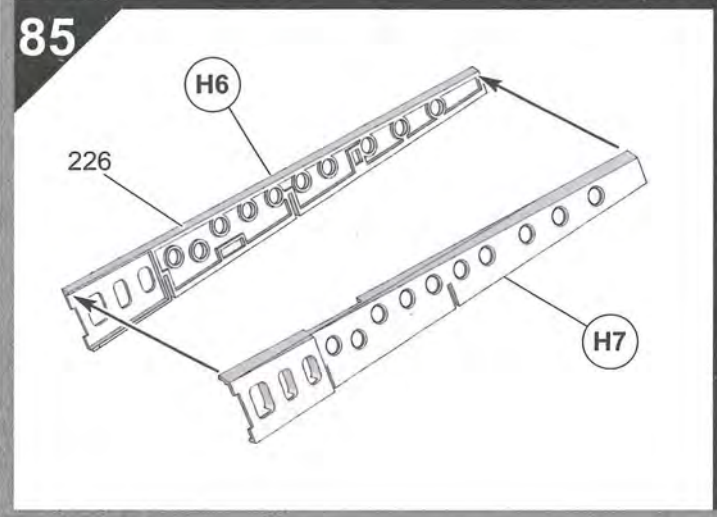
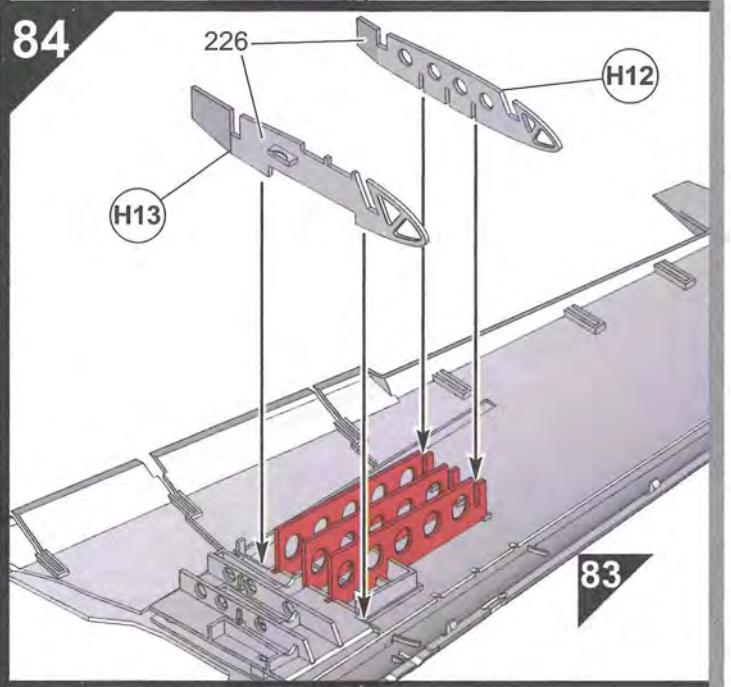
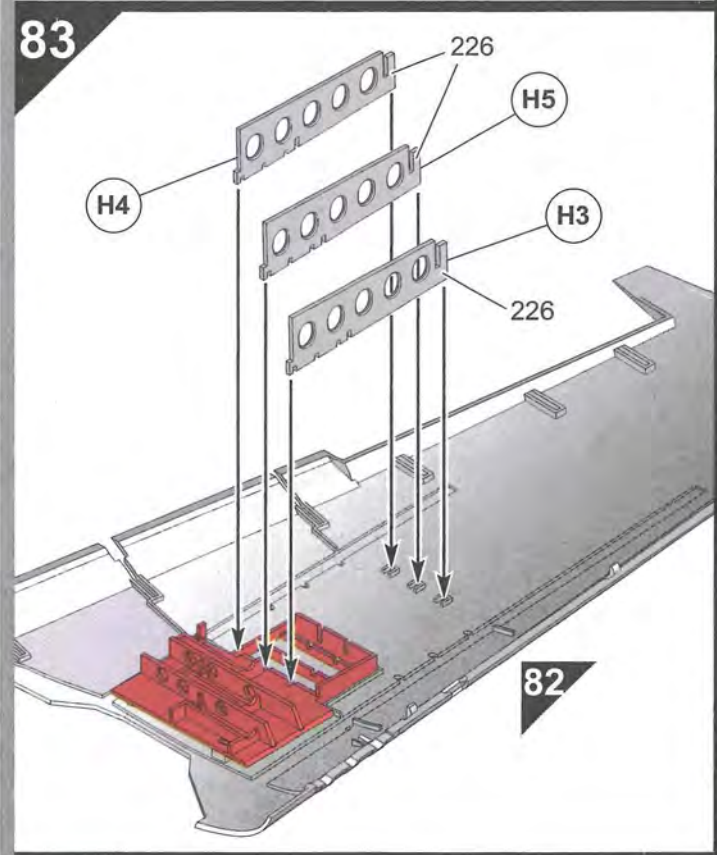
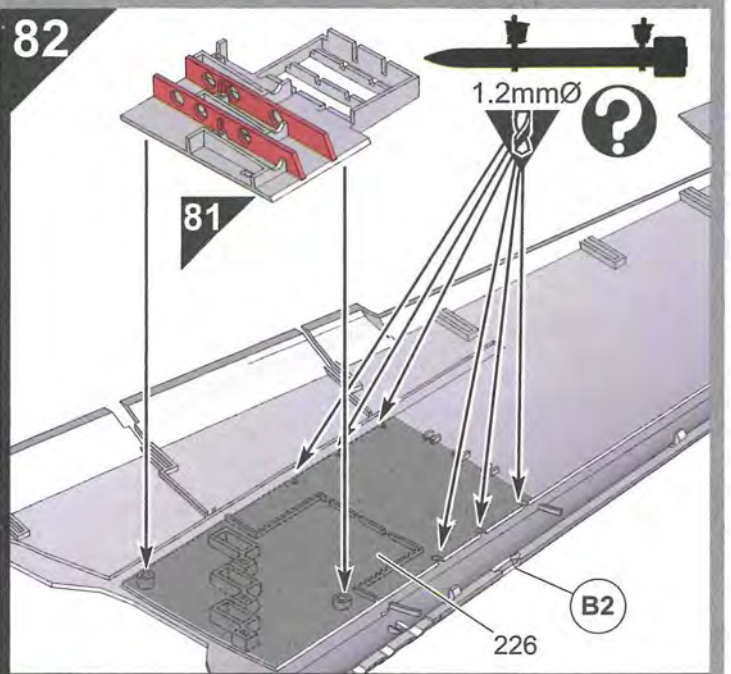
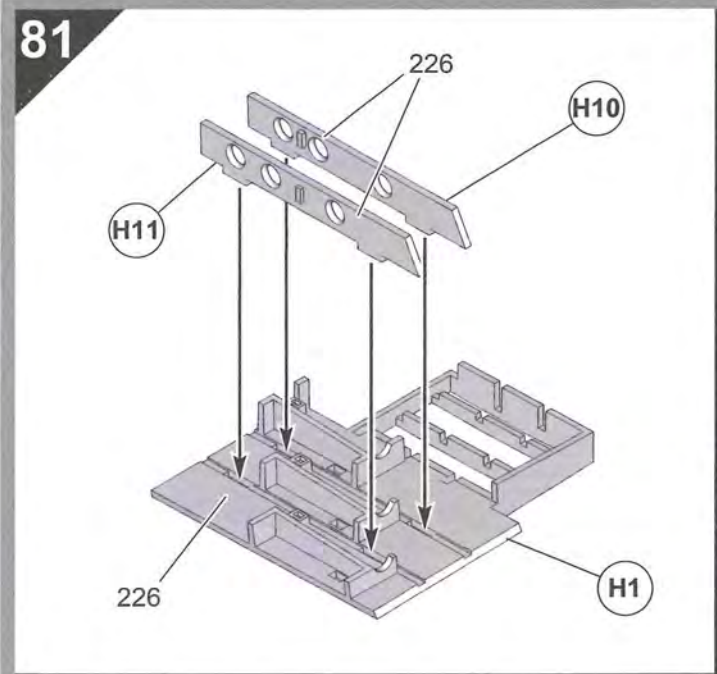


79



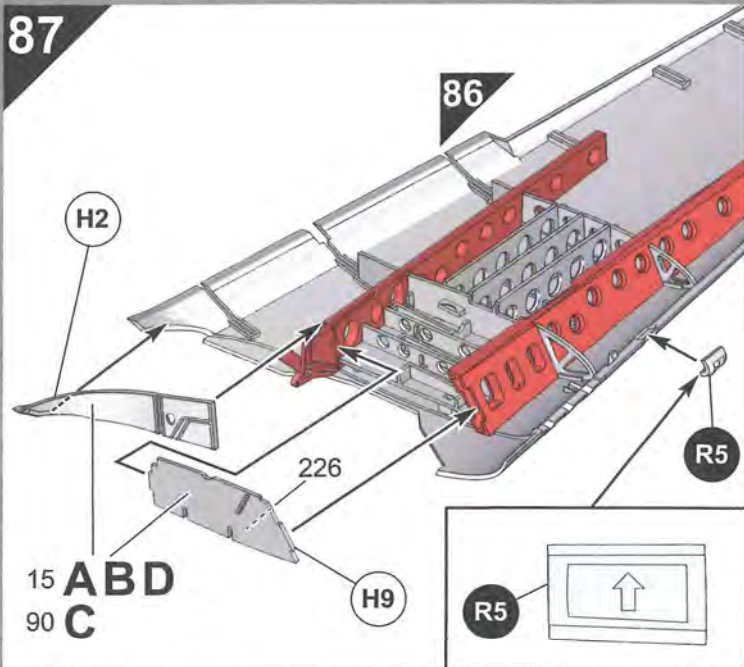
80



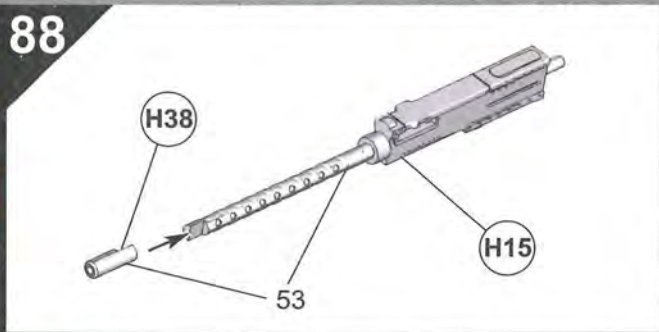




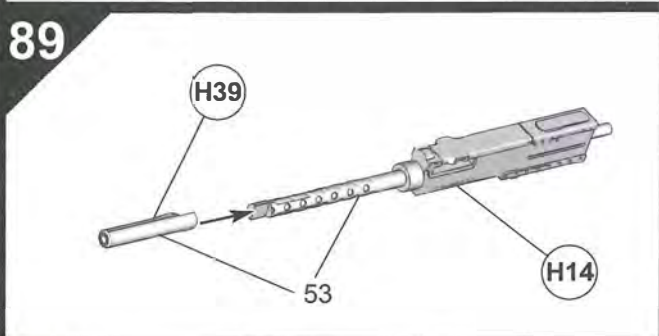
87



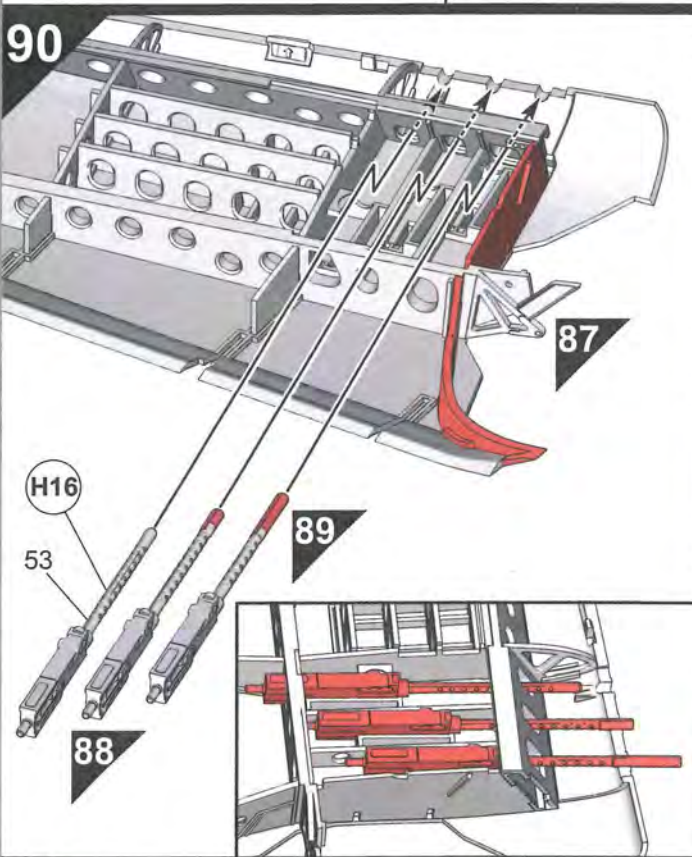
88



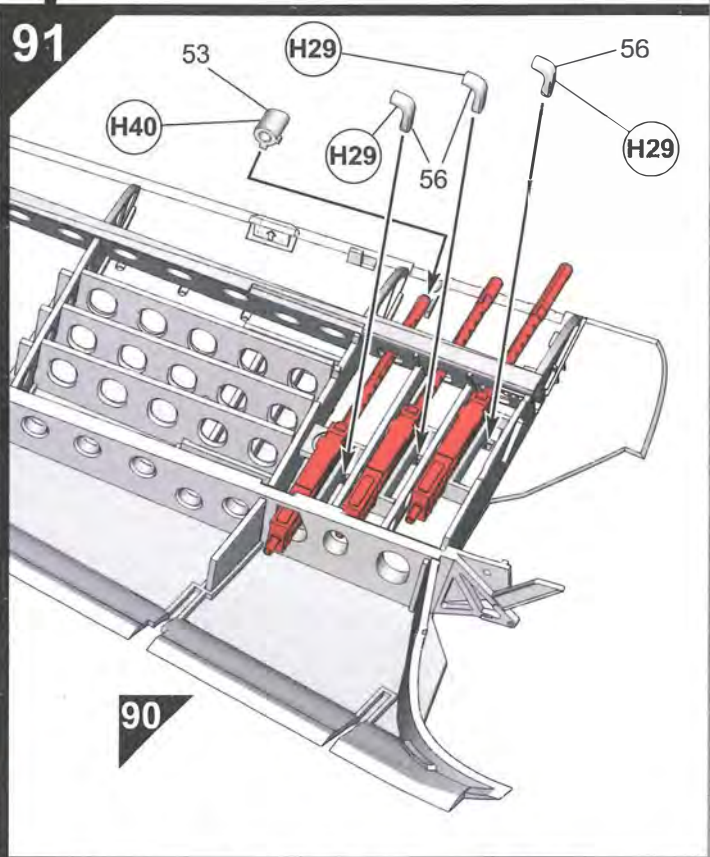
89



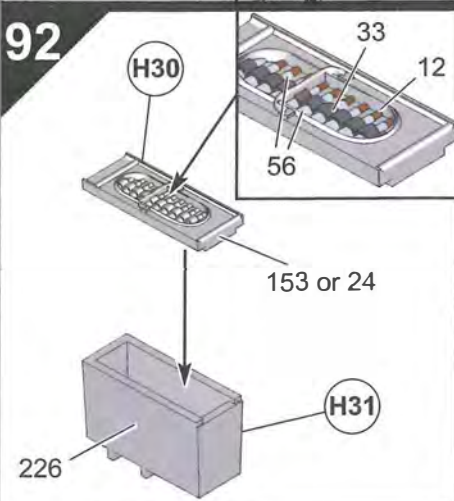
90



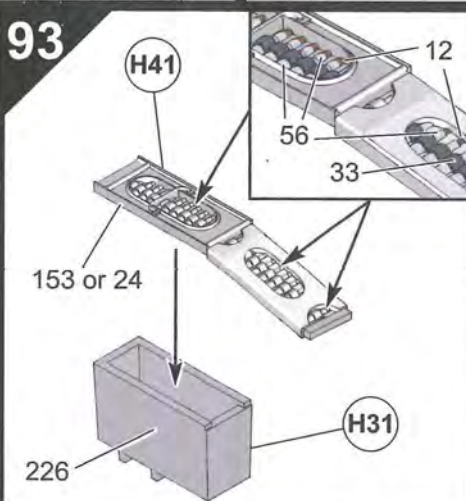
91



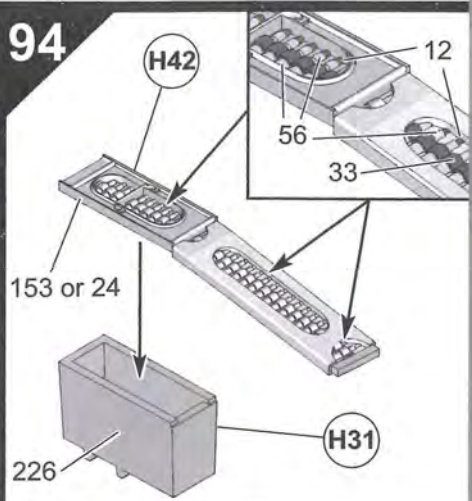
92

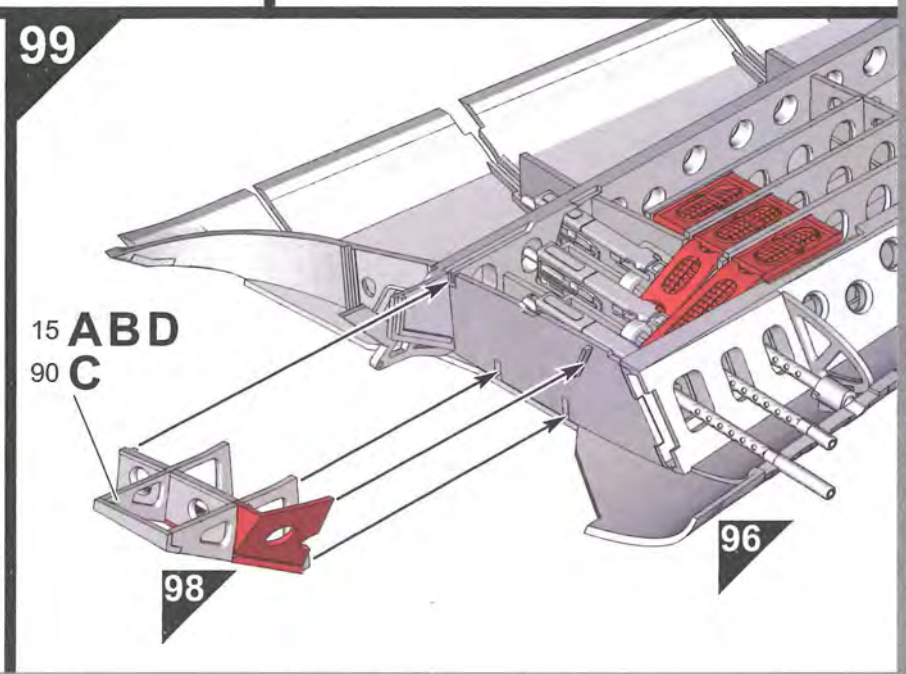
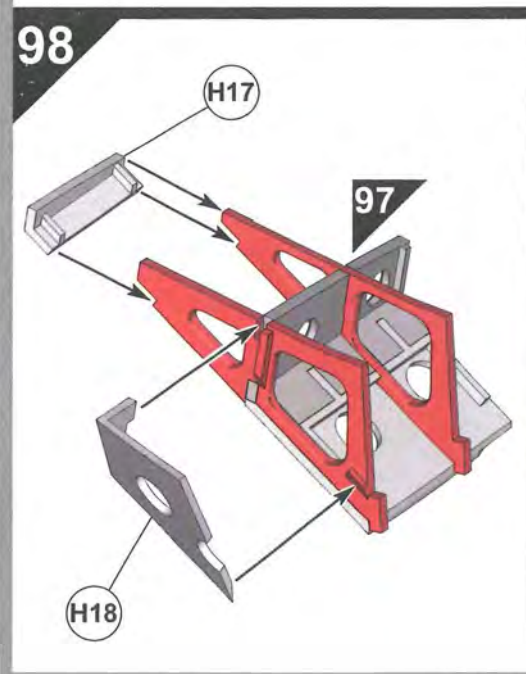
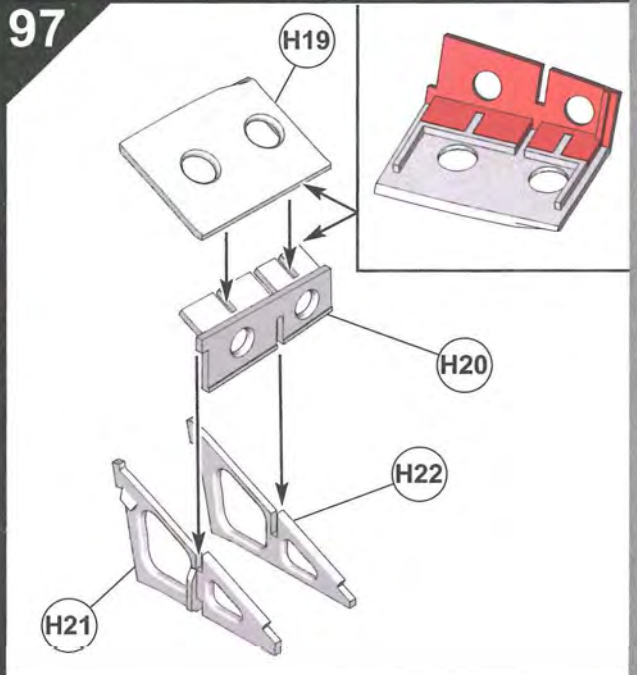
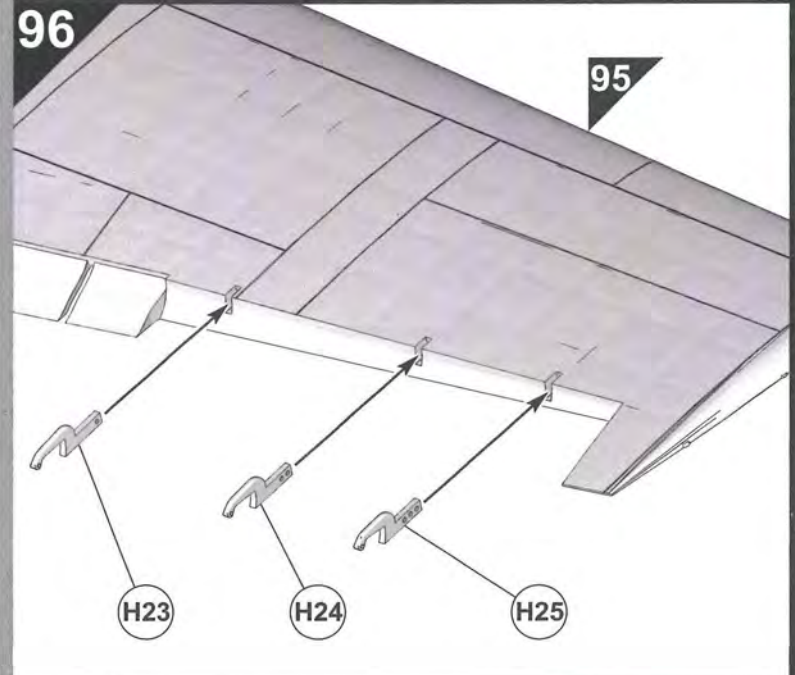
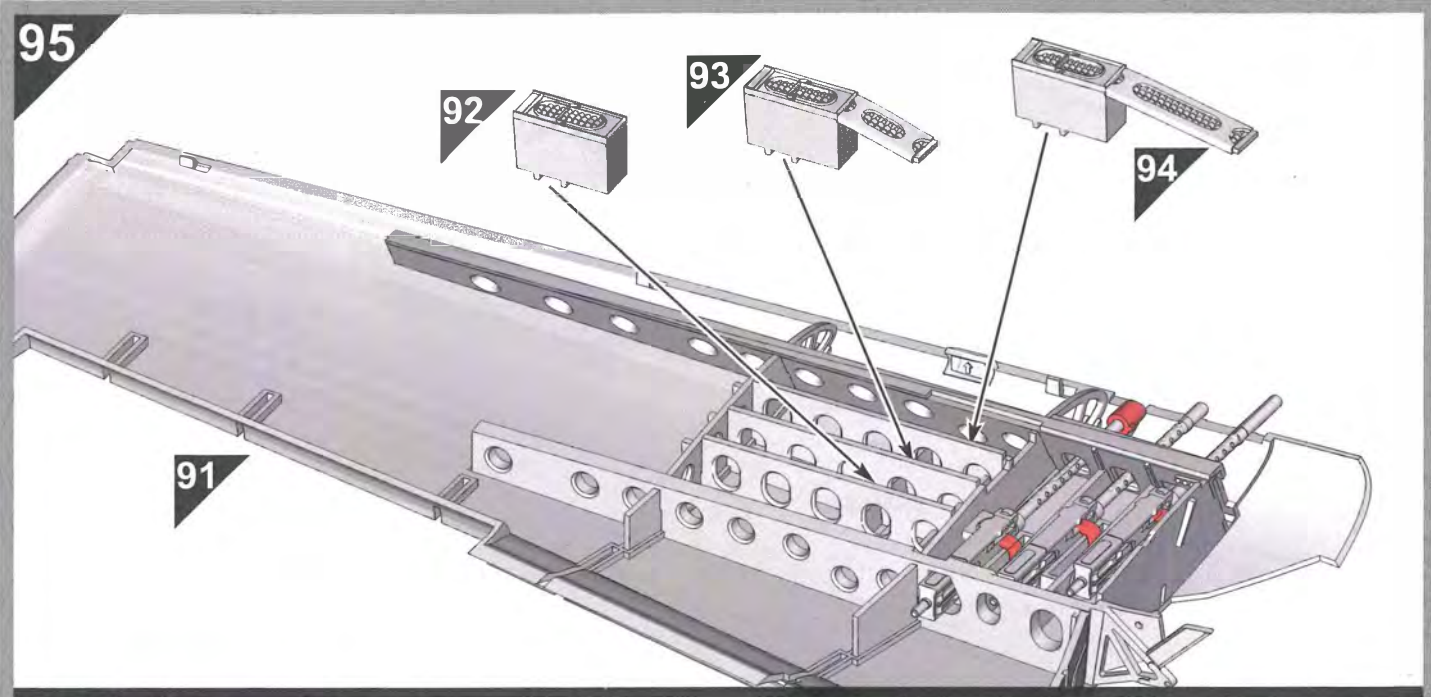


93



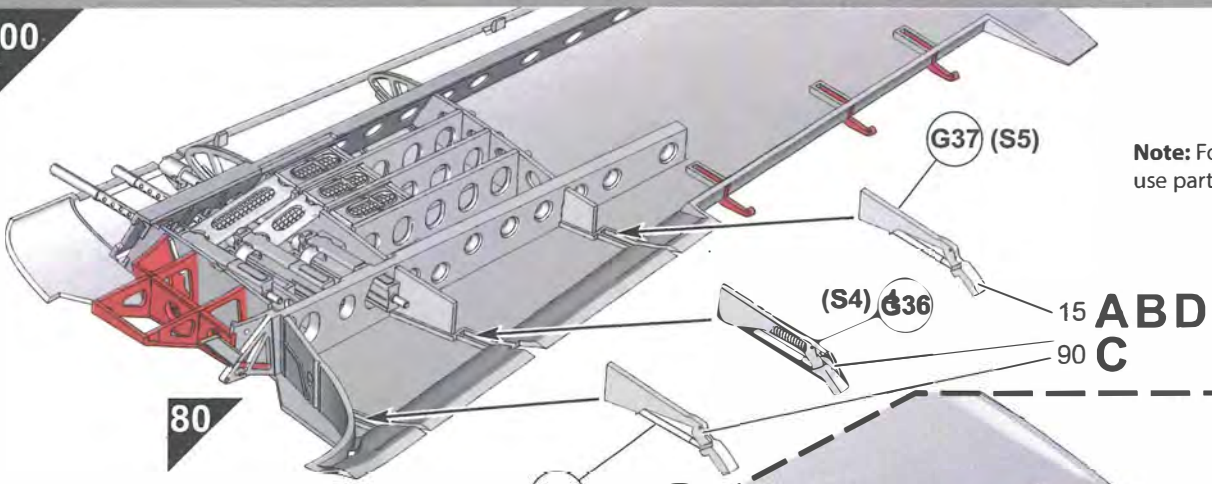
94







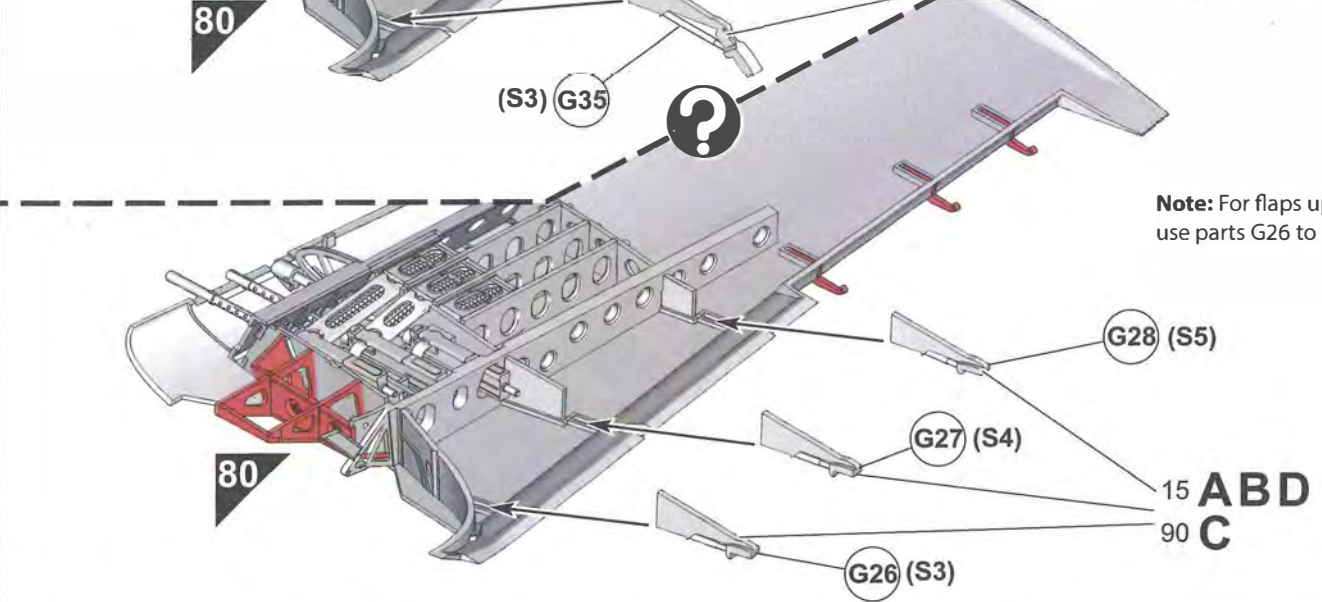
100



Note: For flaps down, use parts G35 to G37

80

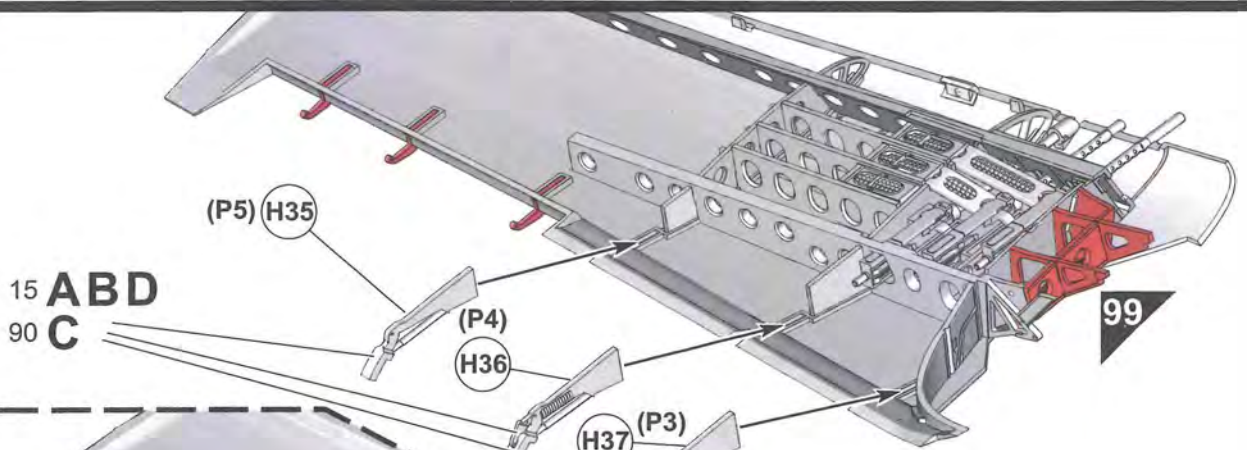
(S3) G35



Note: For flaps up, use parts G26 to G28

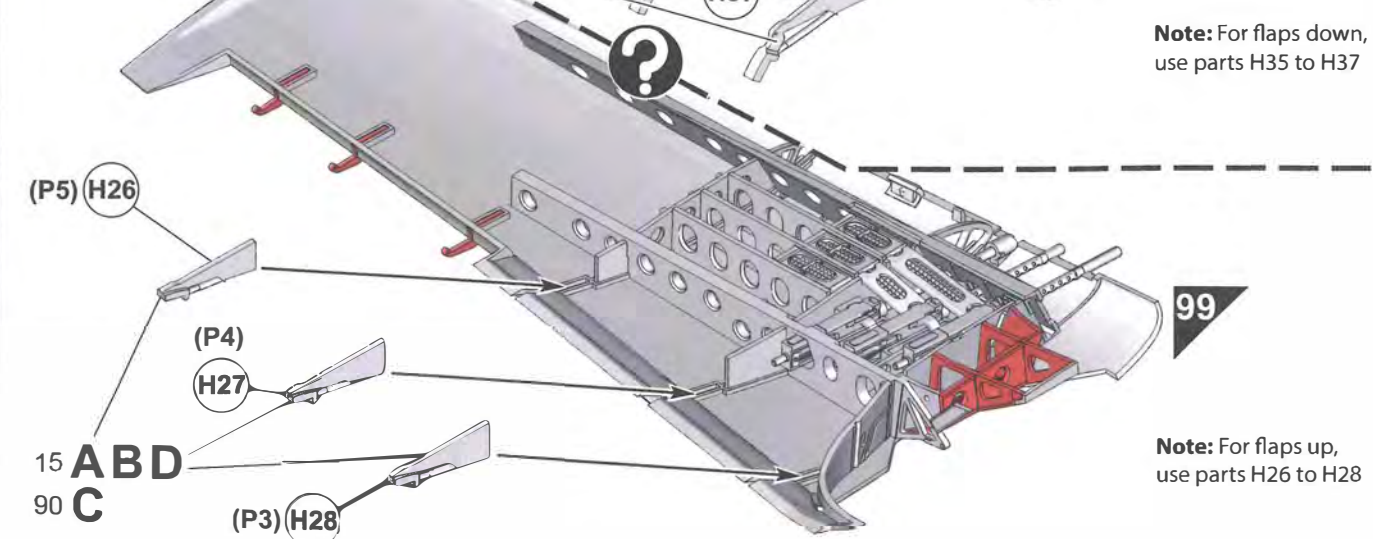
80

101



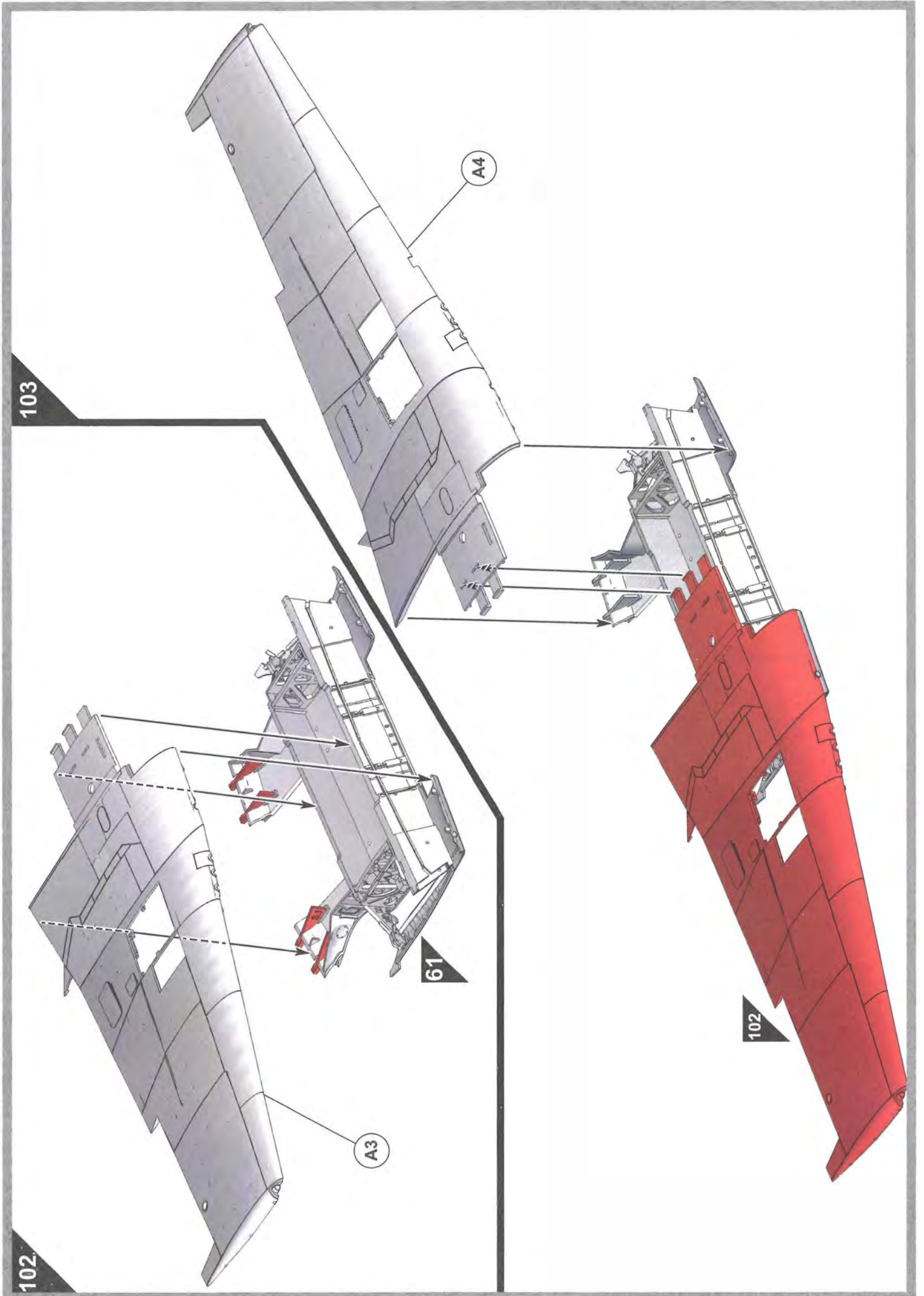
Note: For flaps down, use parts H35 to H37

99



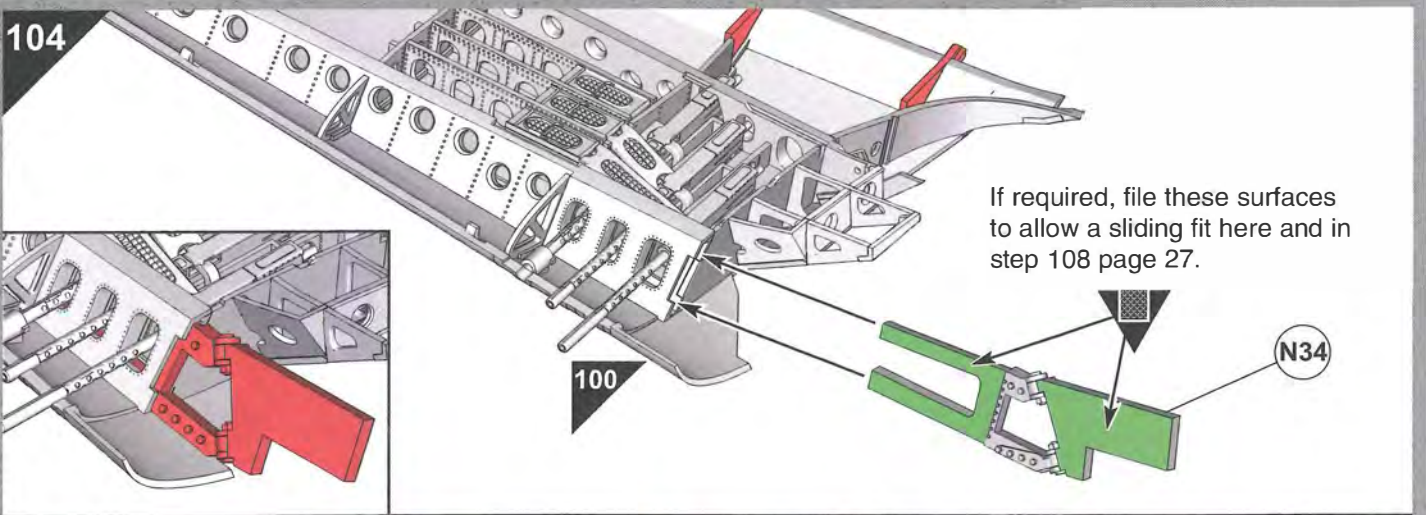
Note: For flaps up, use parts H26 to H28

99



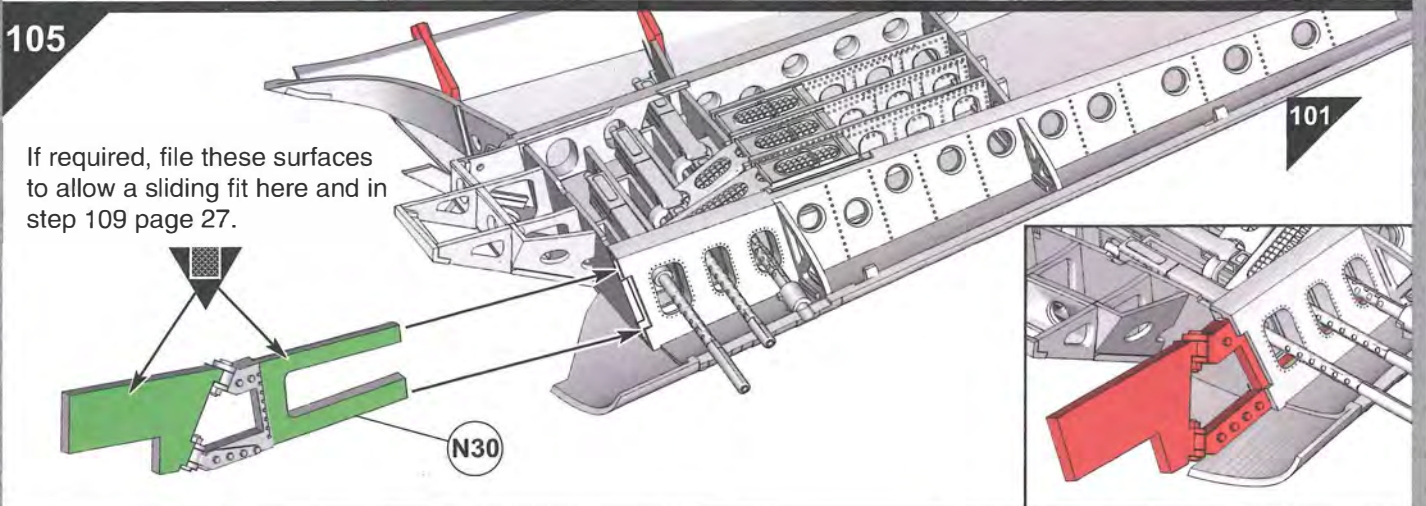


104



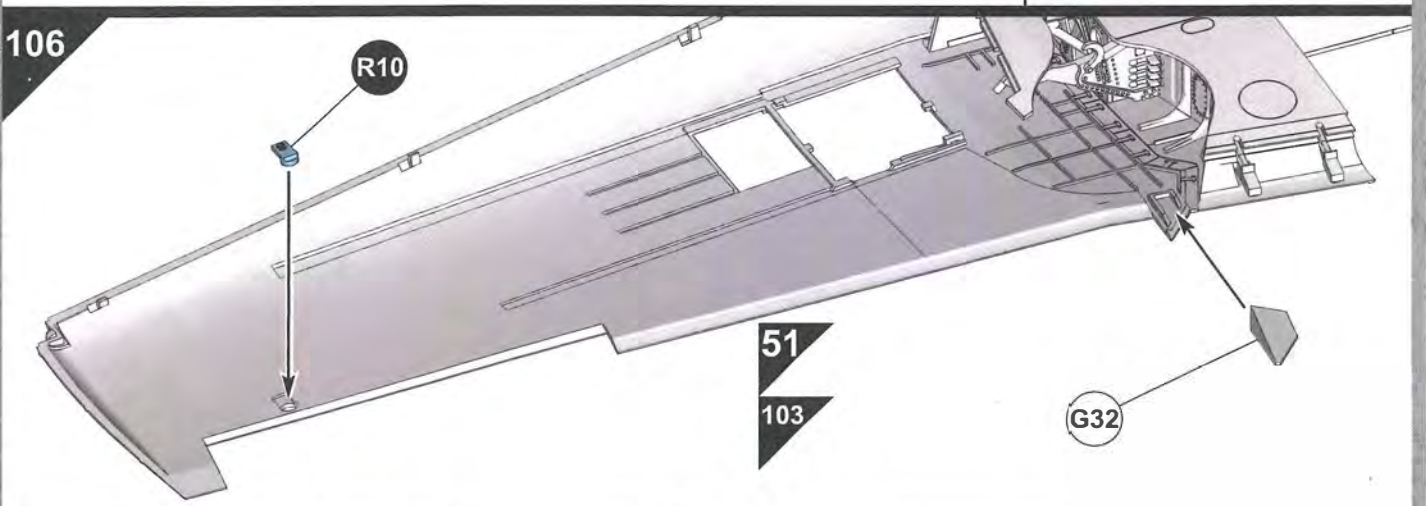
If required, file these surfaces to allow a sliding fit here and in step 108 page 27.

105

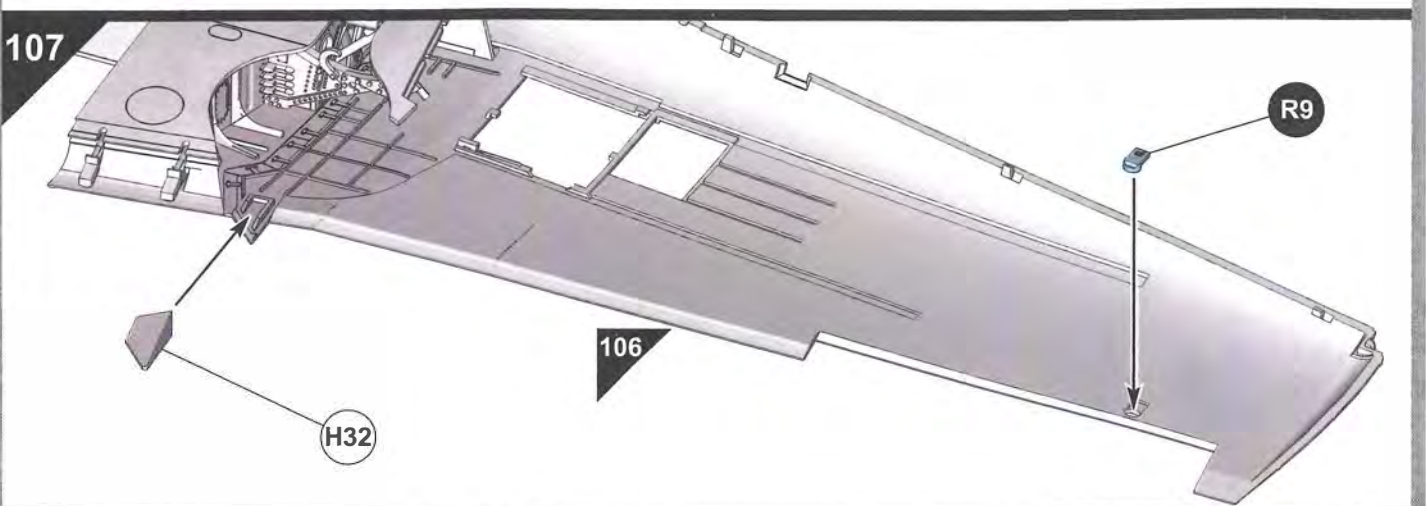


If required, file these surfaces to allow a sliding fit here and in step 109 page 27.

106

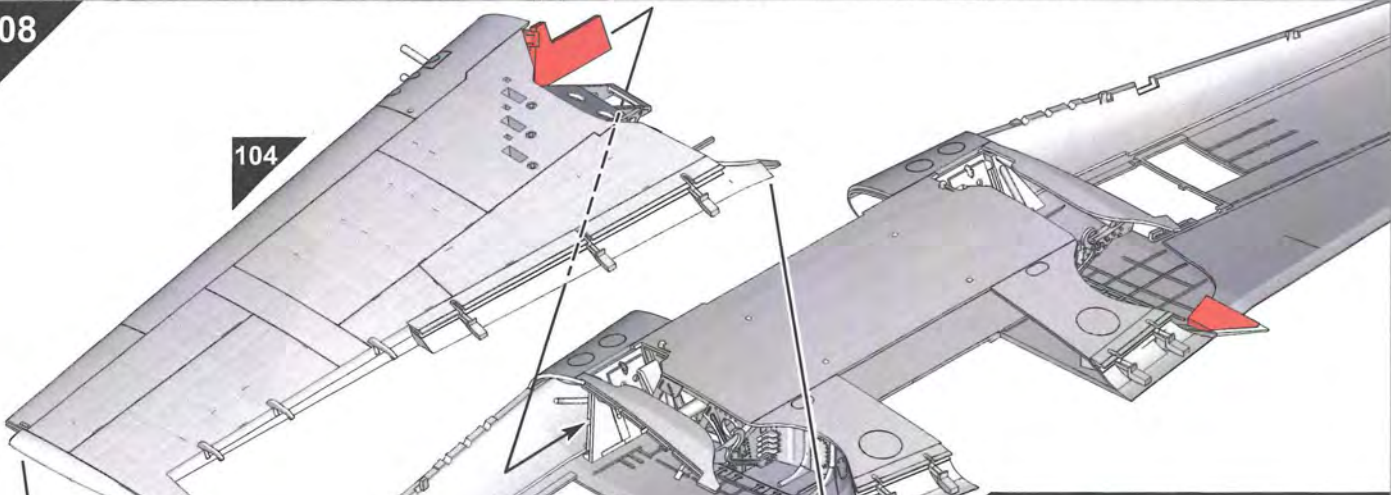


107





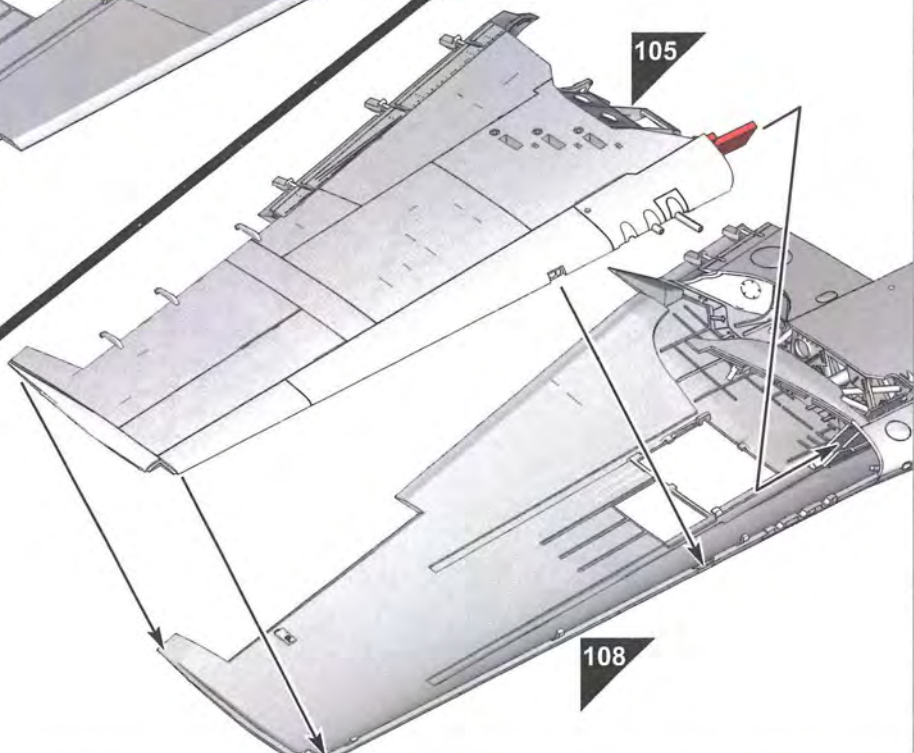
108



104

107

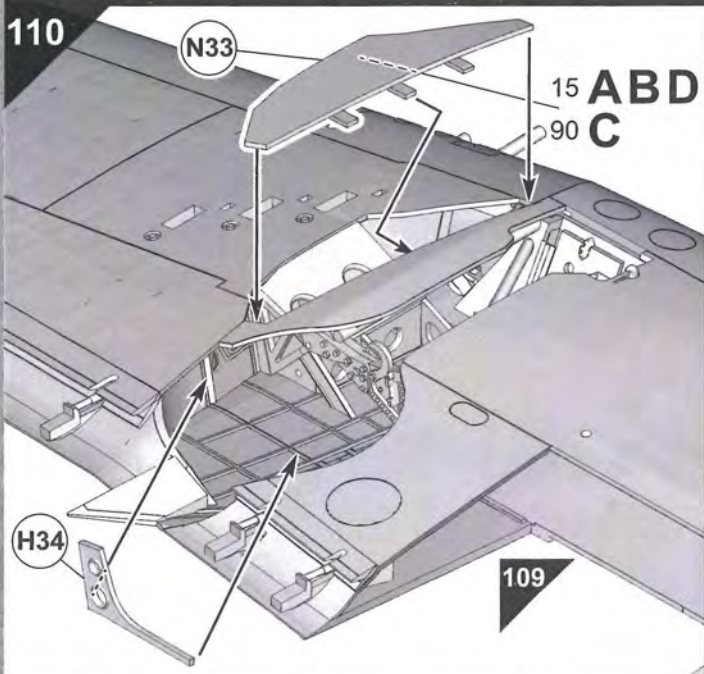
109



105

108

110



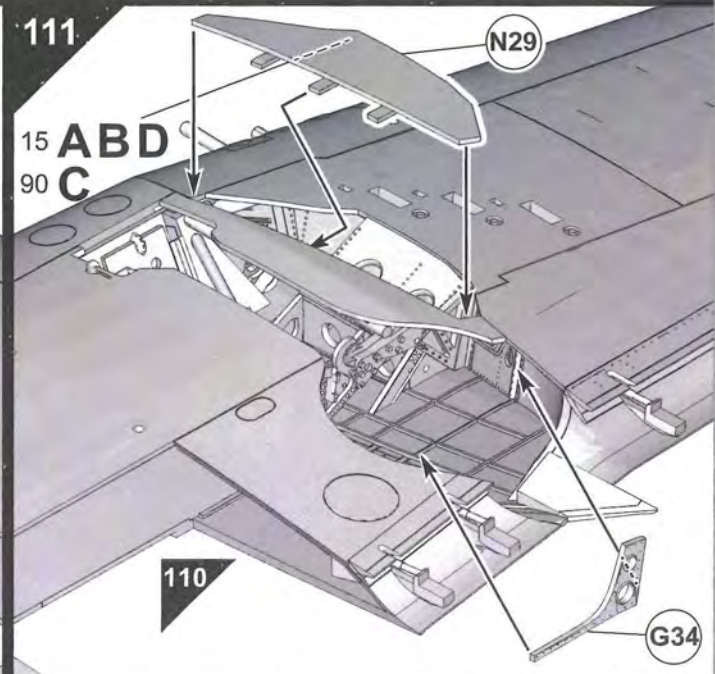
N33

15 ABD
90 C

H34

109

111

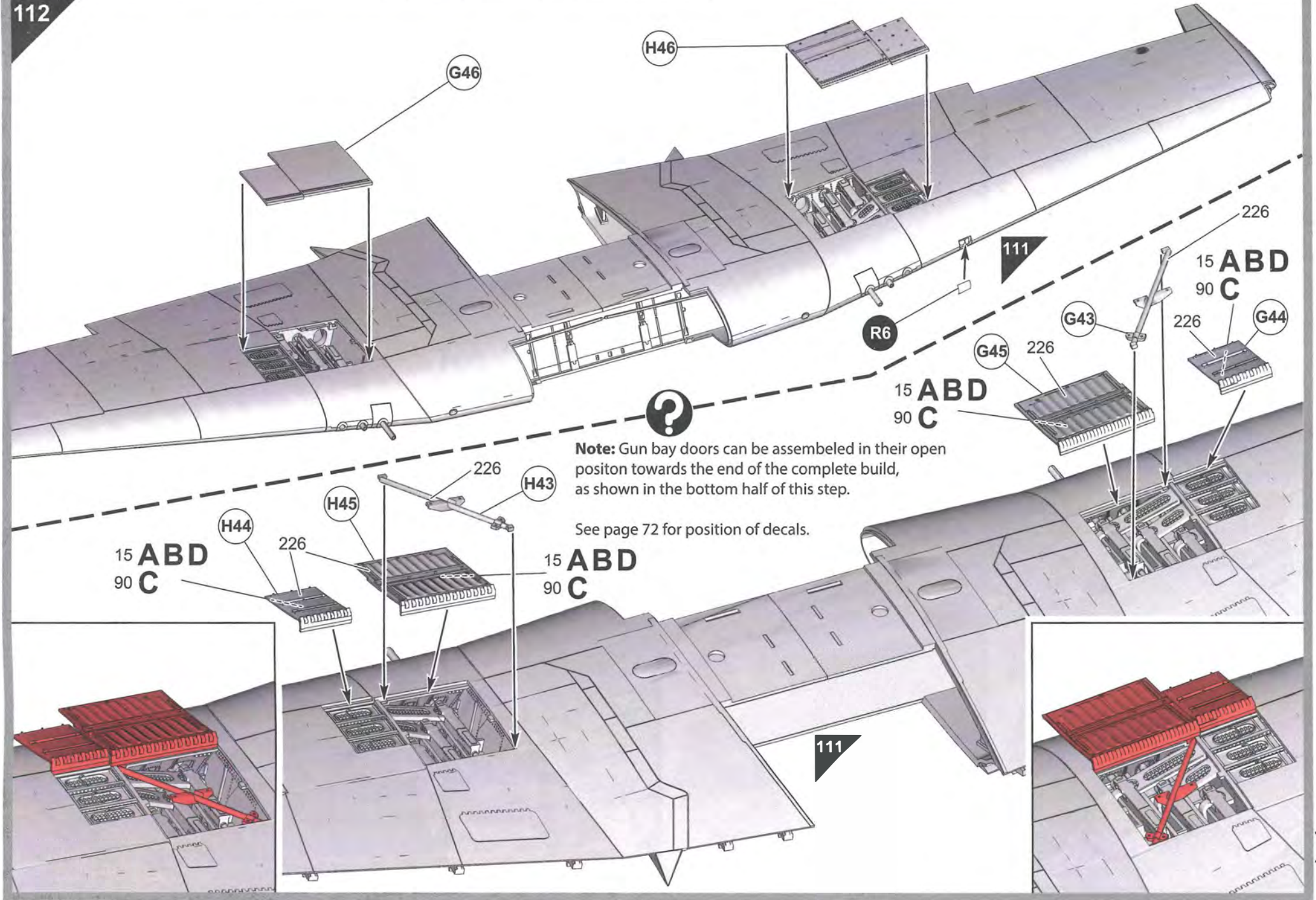


N29

15 ABD
90 C

G34

110



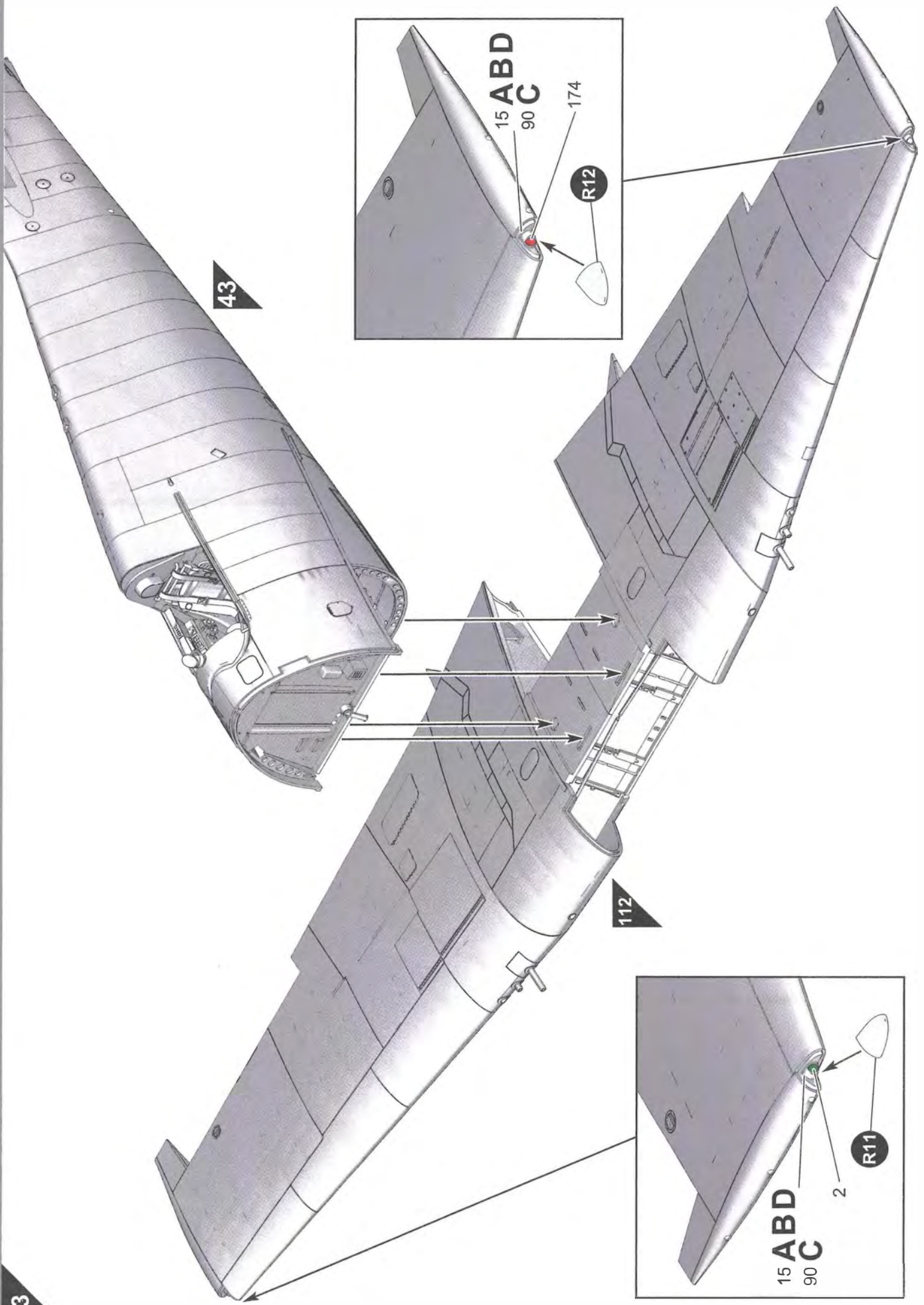
Note: Gun bay doors can be assembled in their open position towards the end of the complete build, as shown in the bottom half of this step.

See page 72 for position of decals.



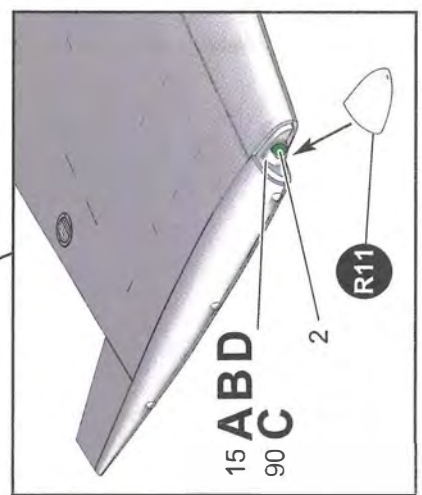
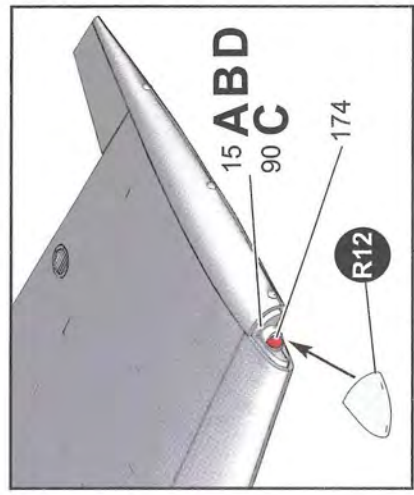


113



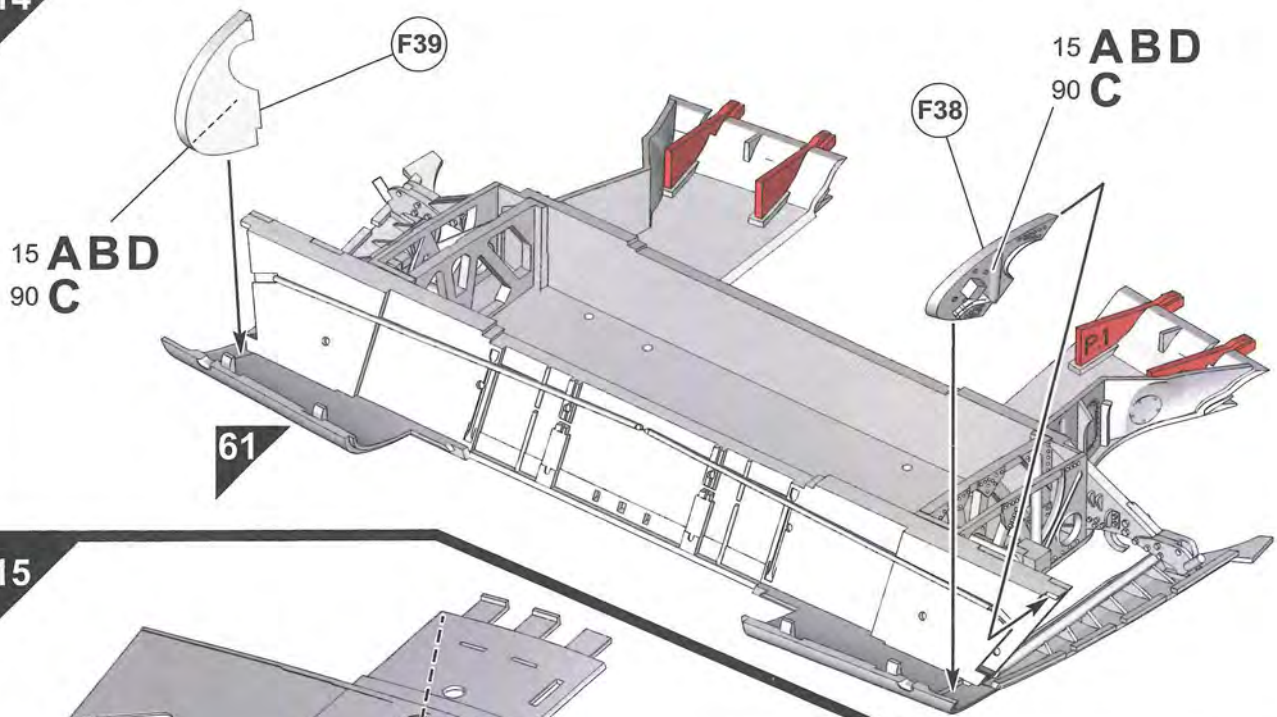
43

112

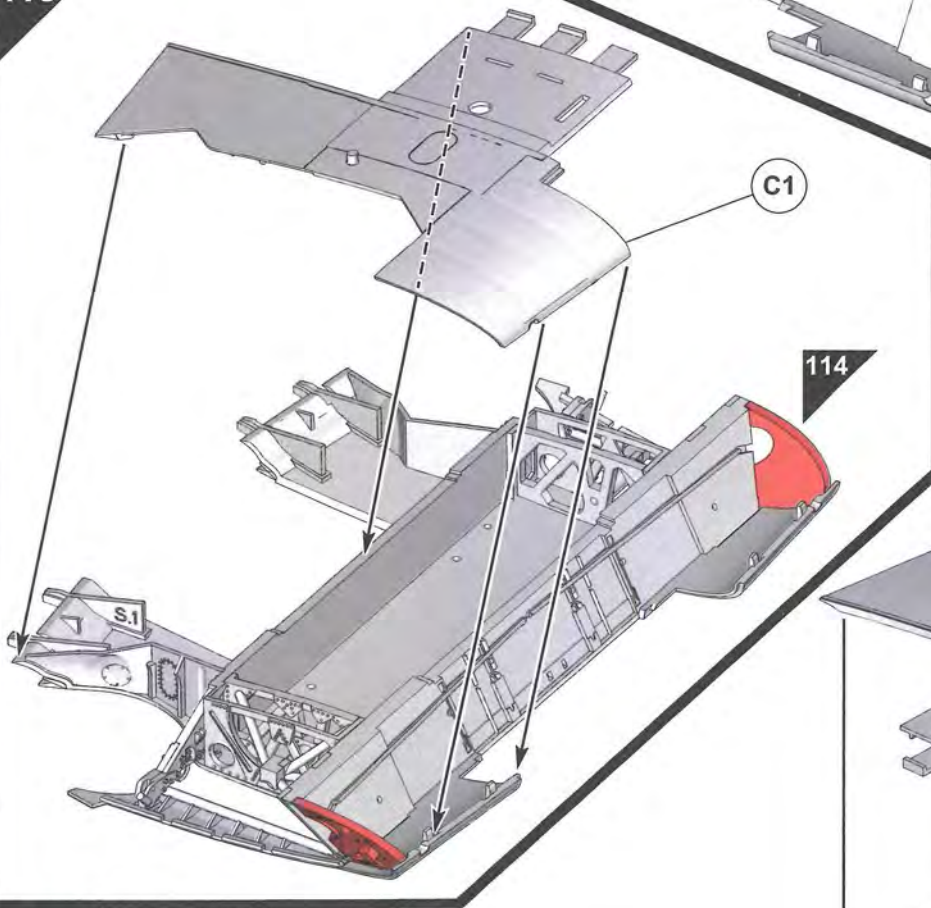




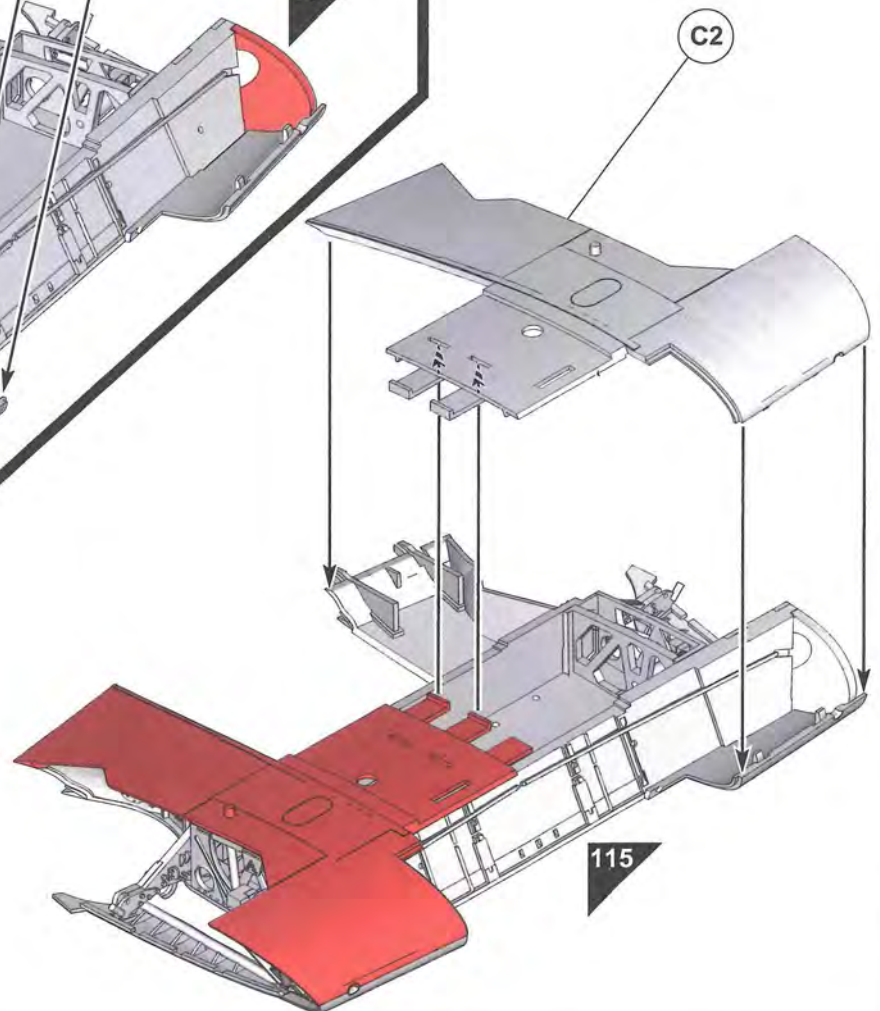
114



115

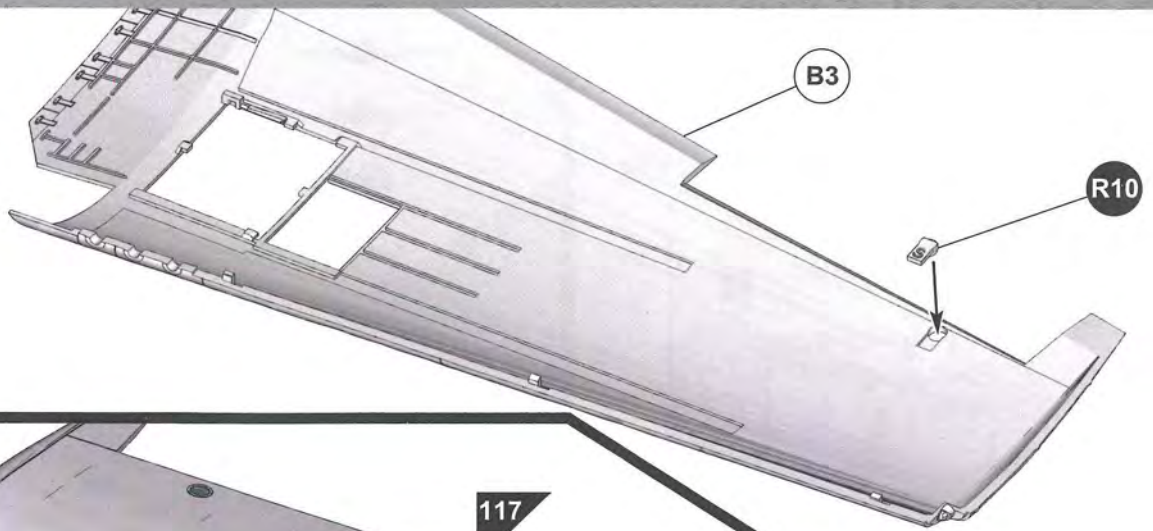


116

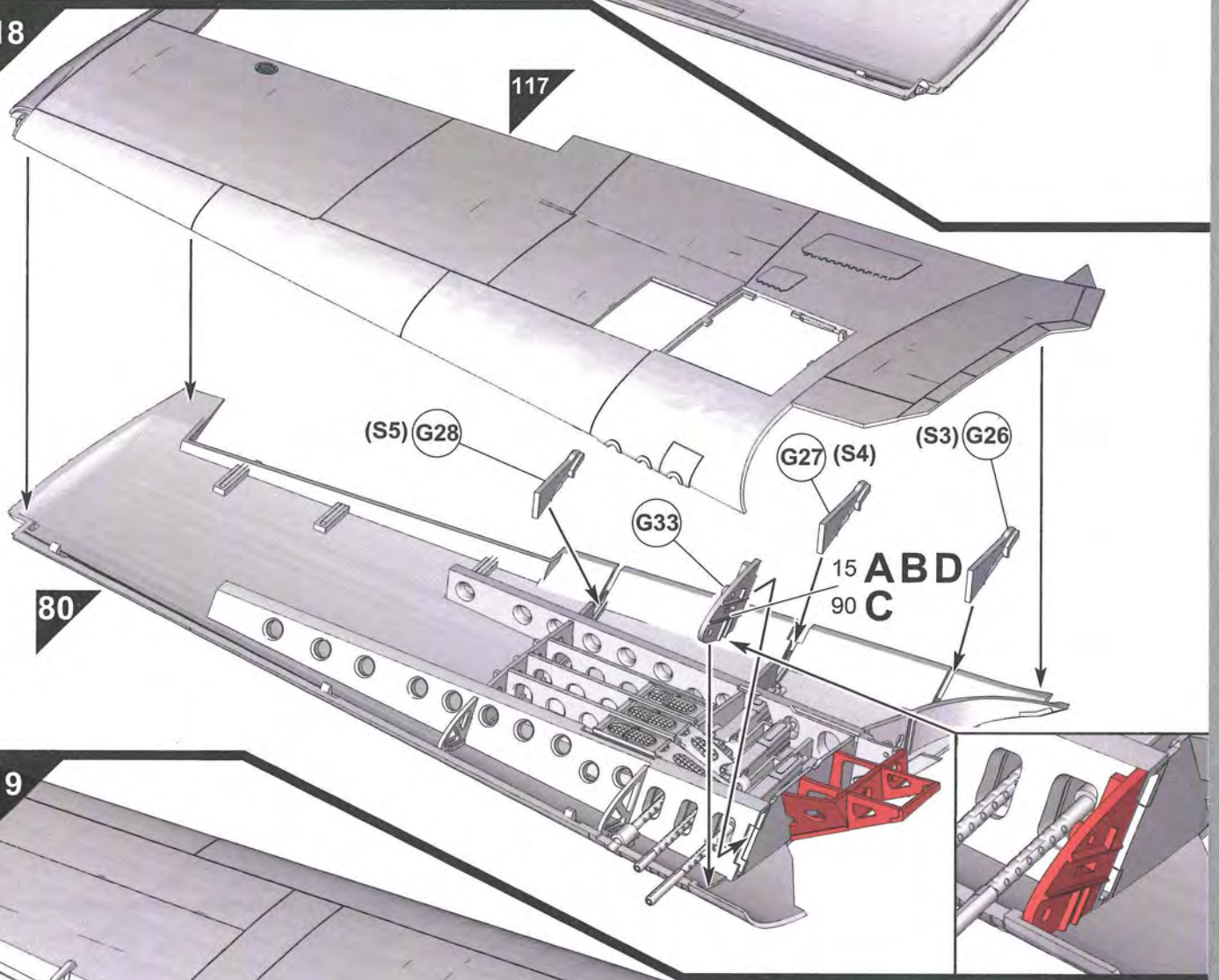




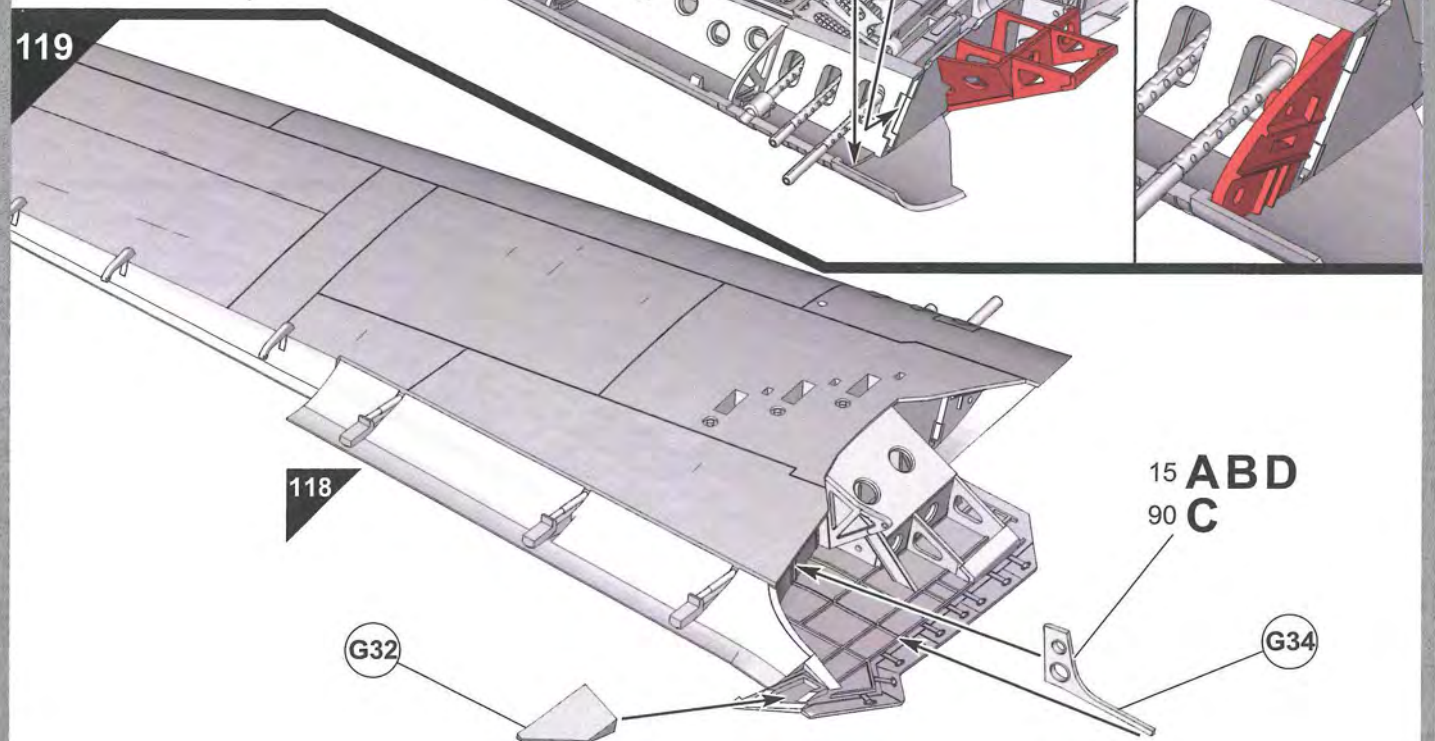
117



118

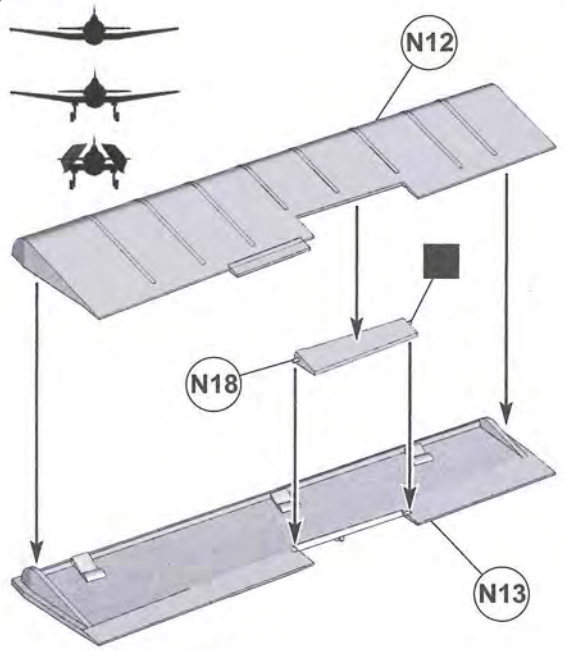


119

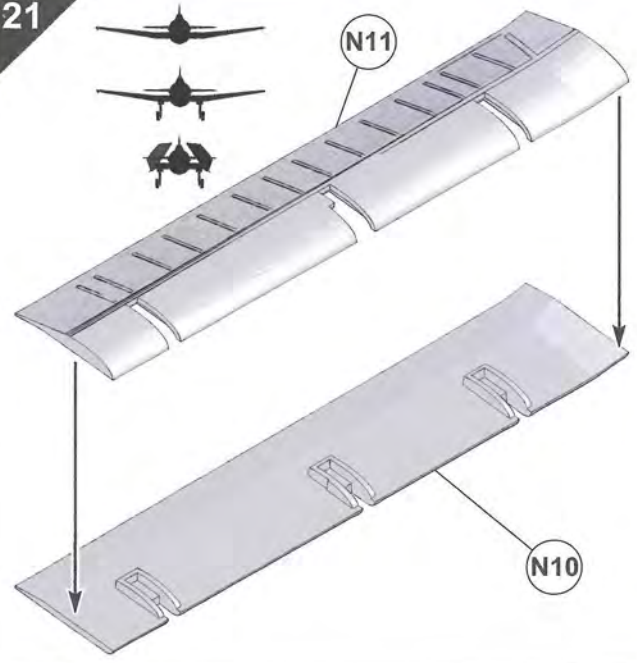




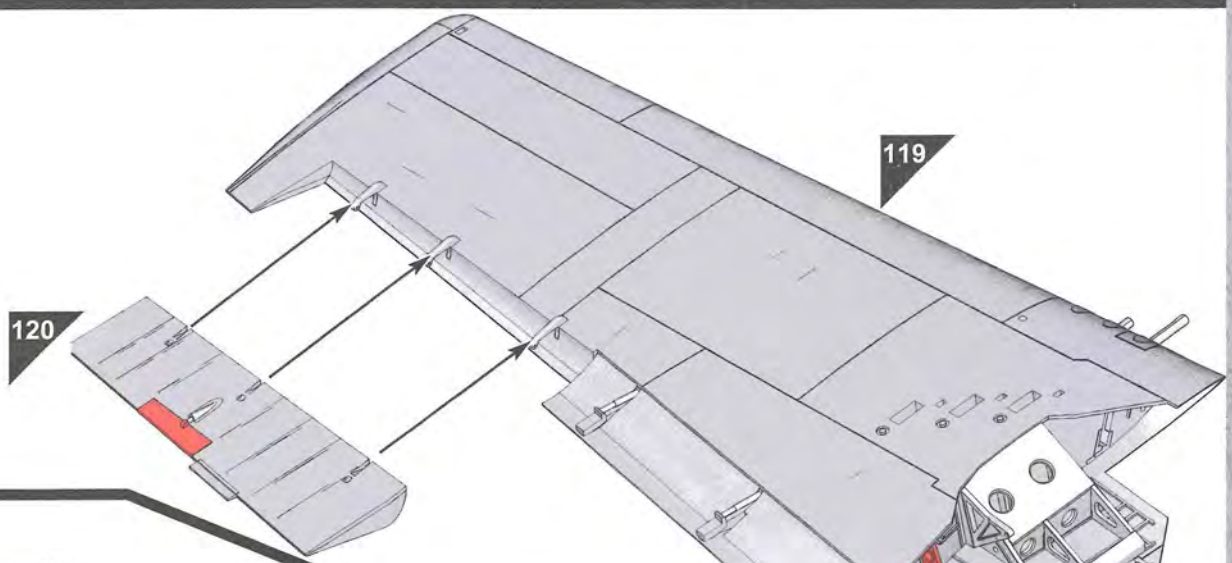
120



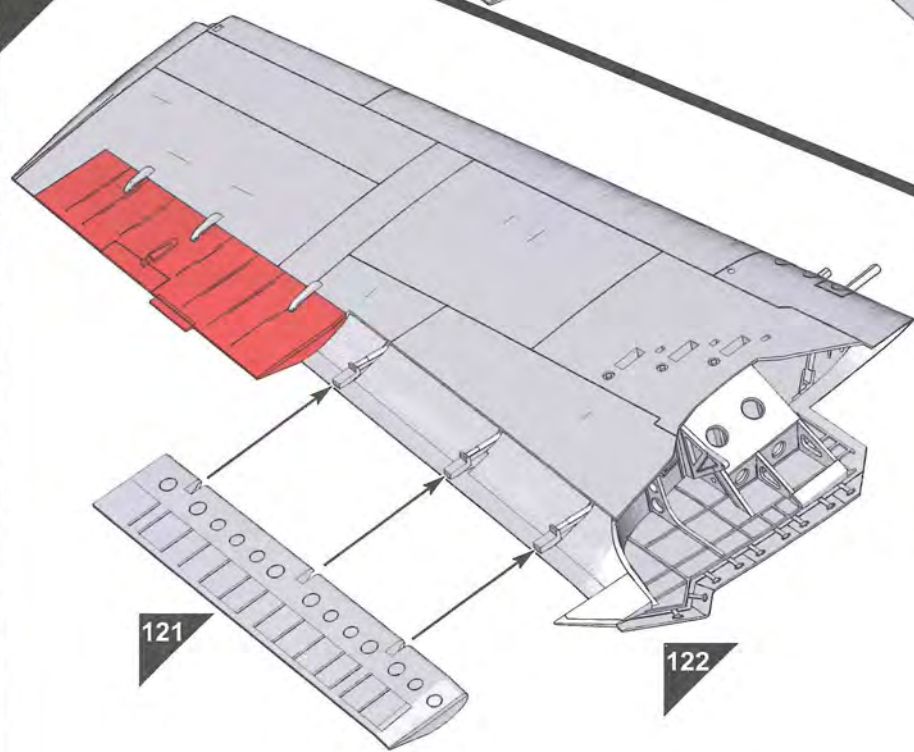
121



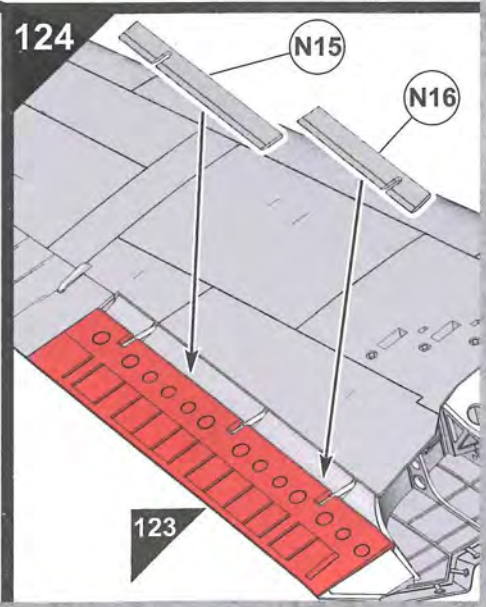
122



123

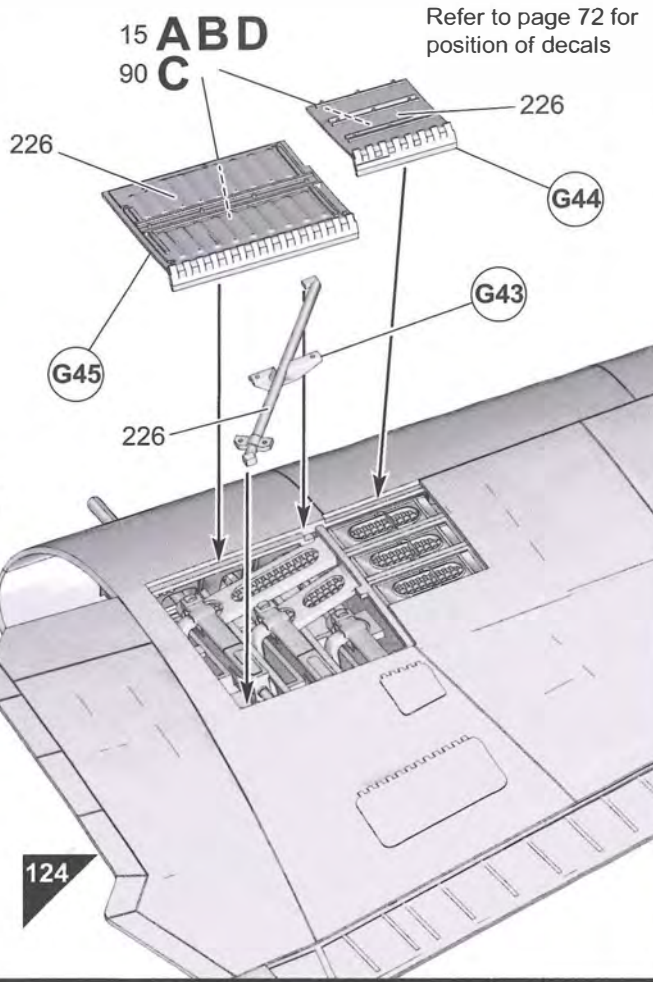
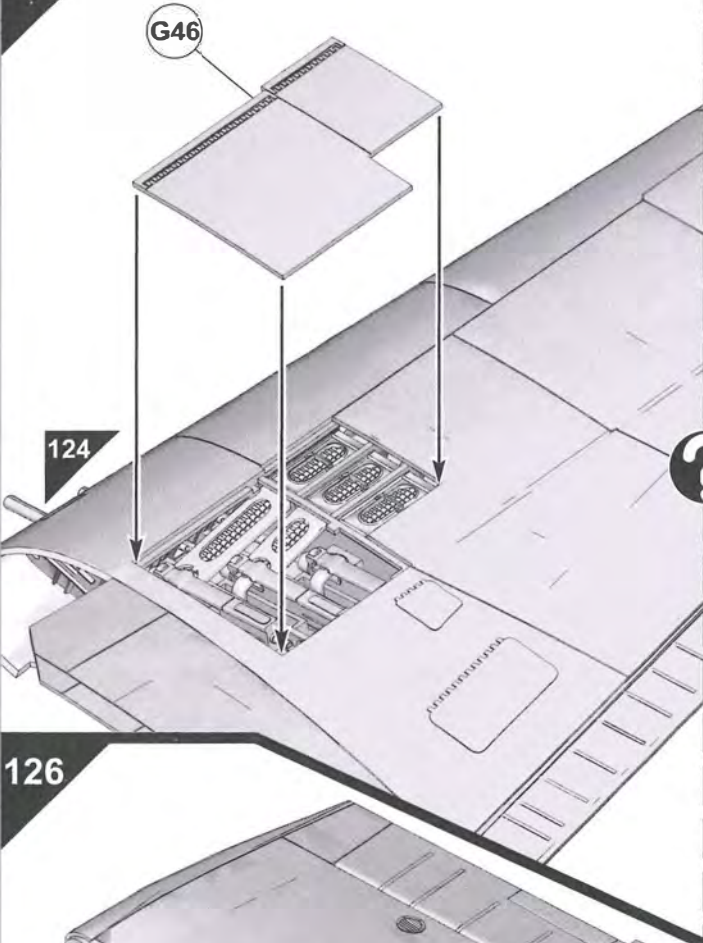


124

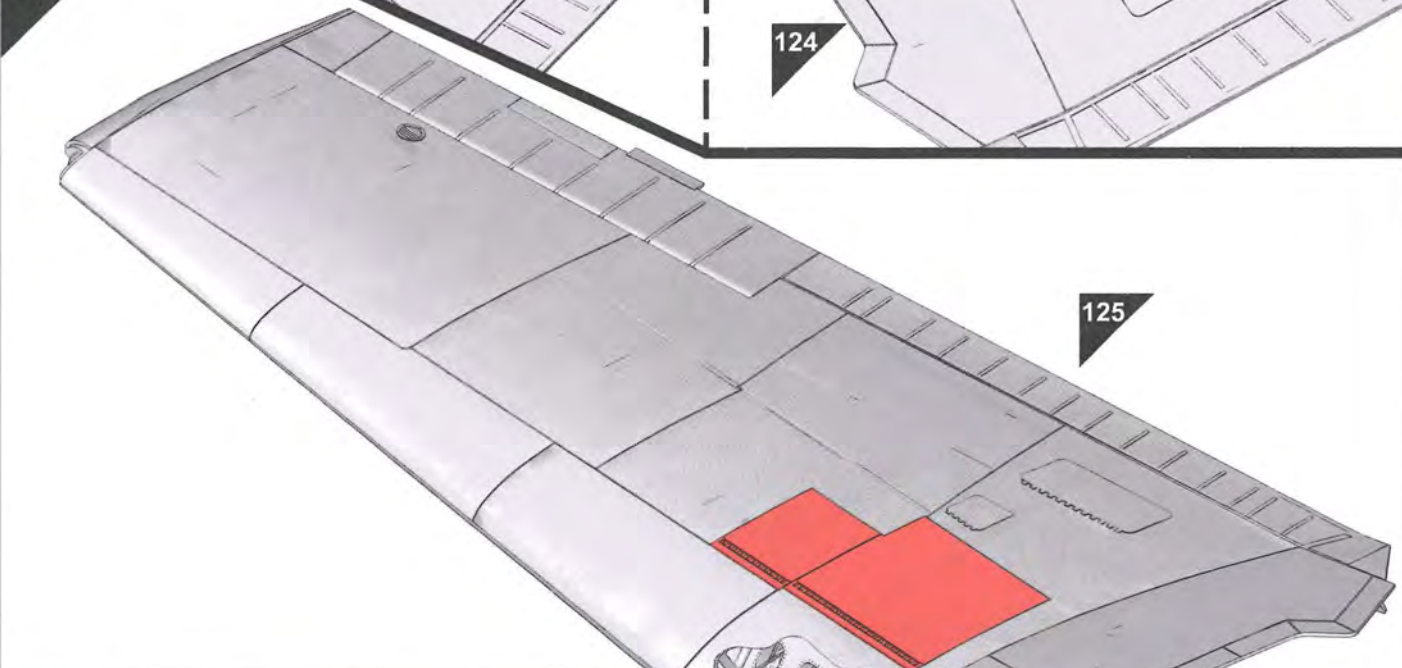




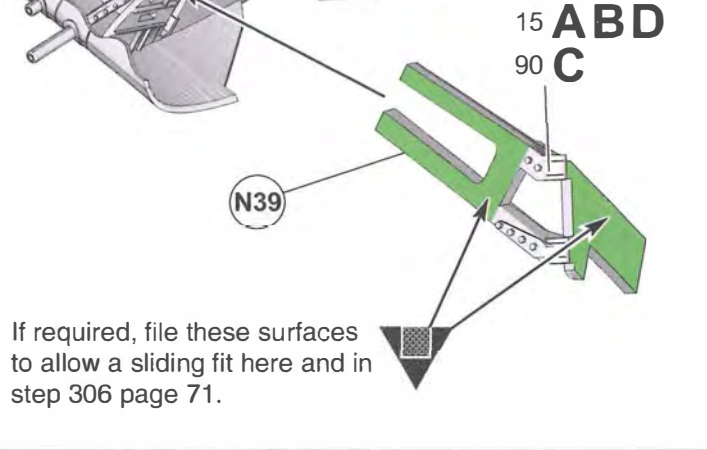
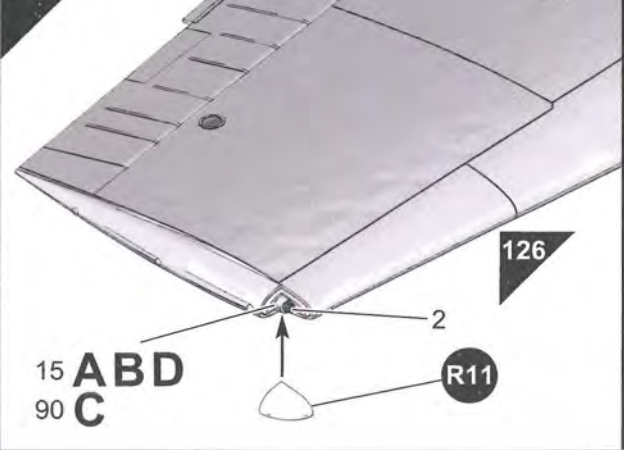
125



126

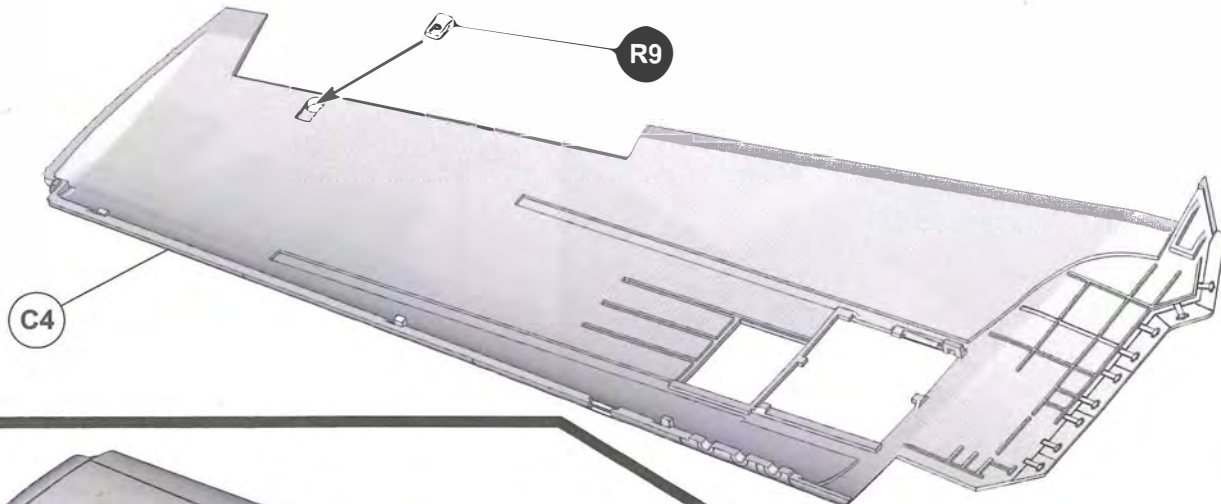


127

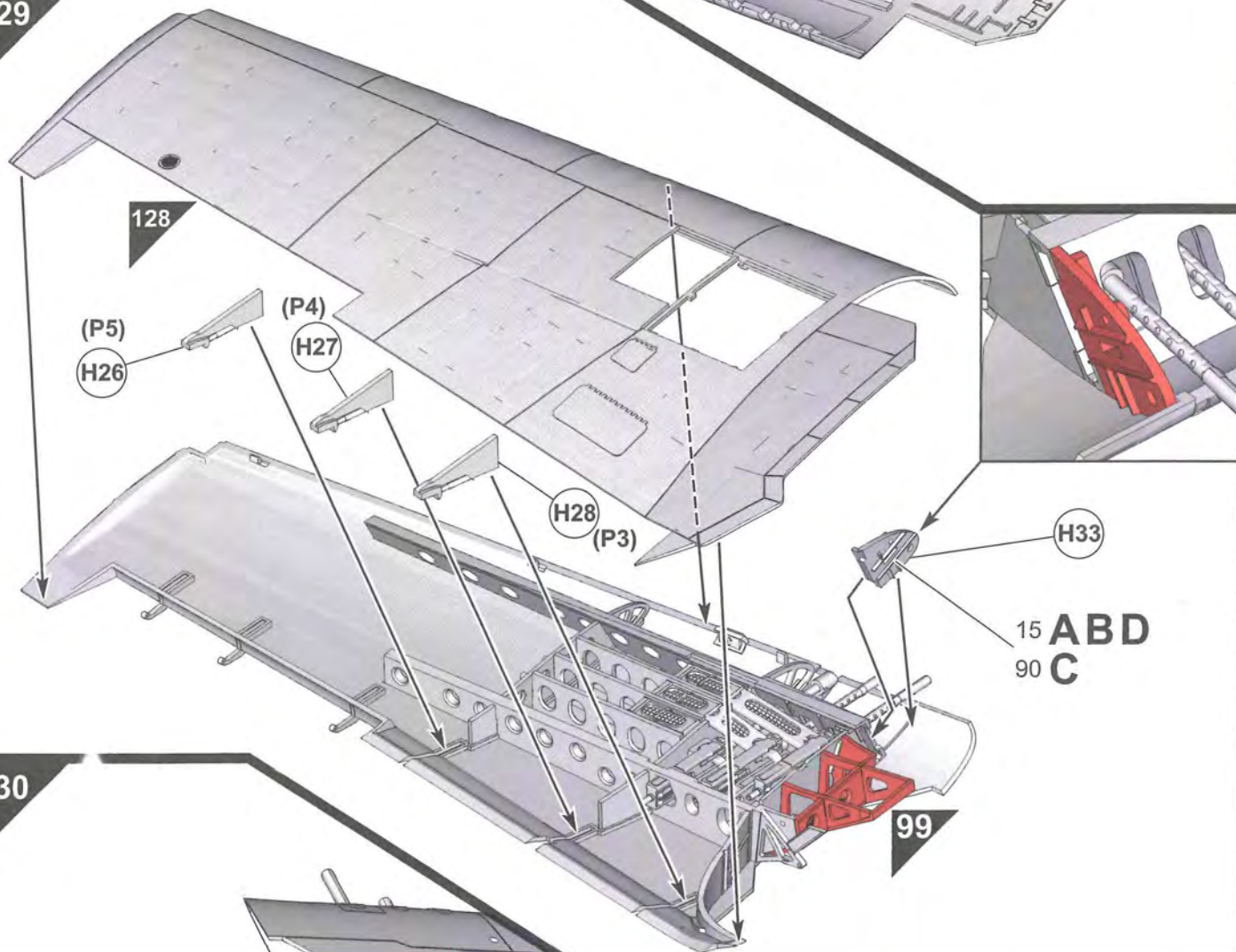




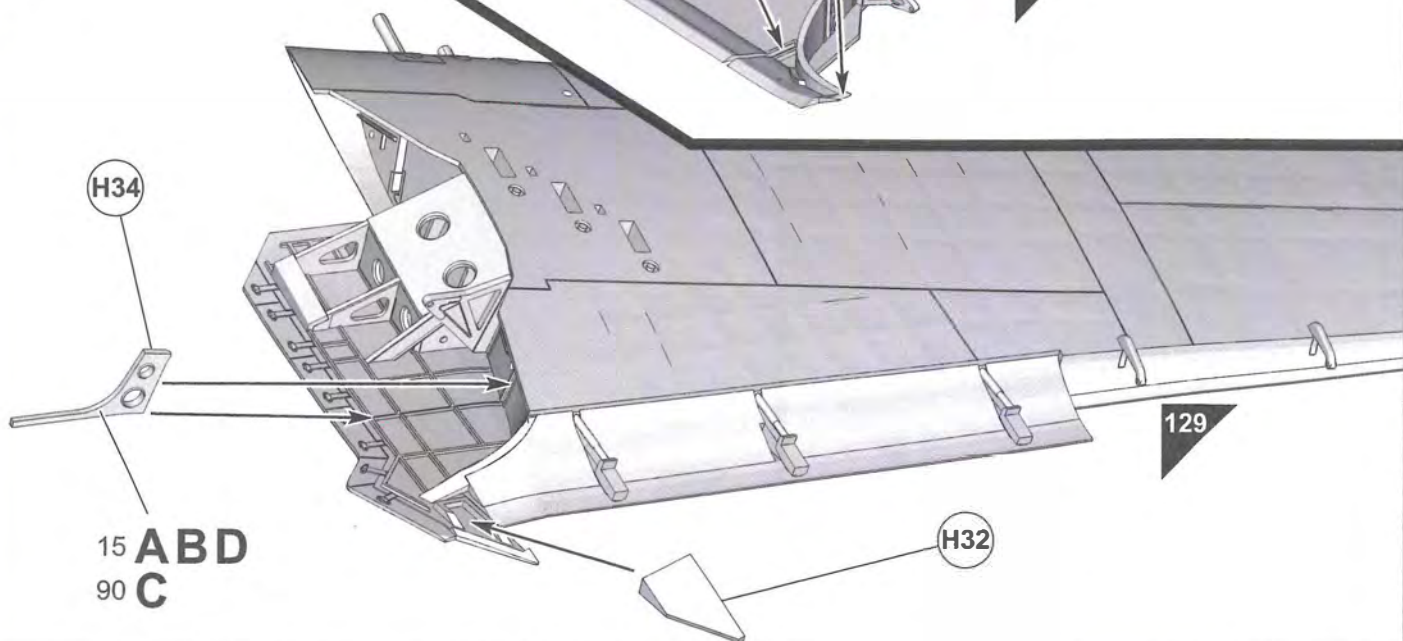
128



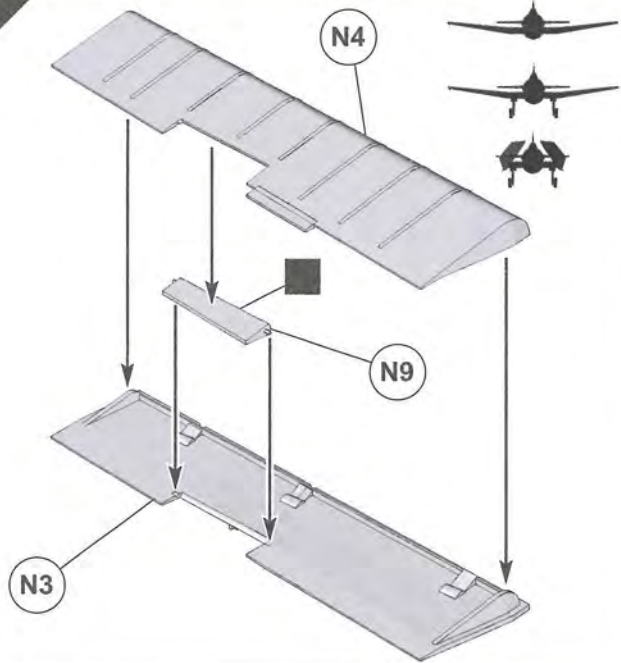
129



130



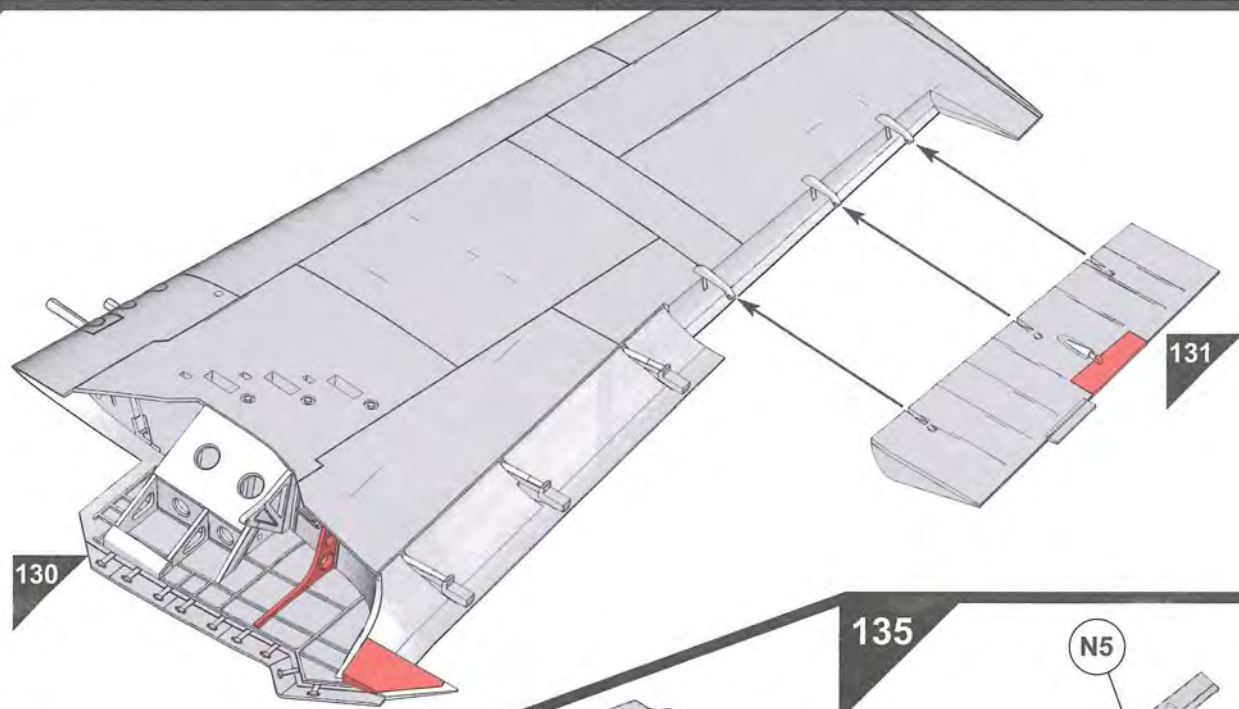
131



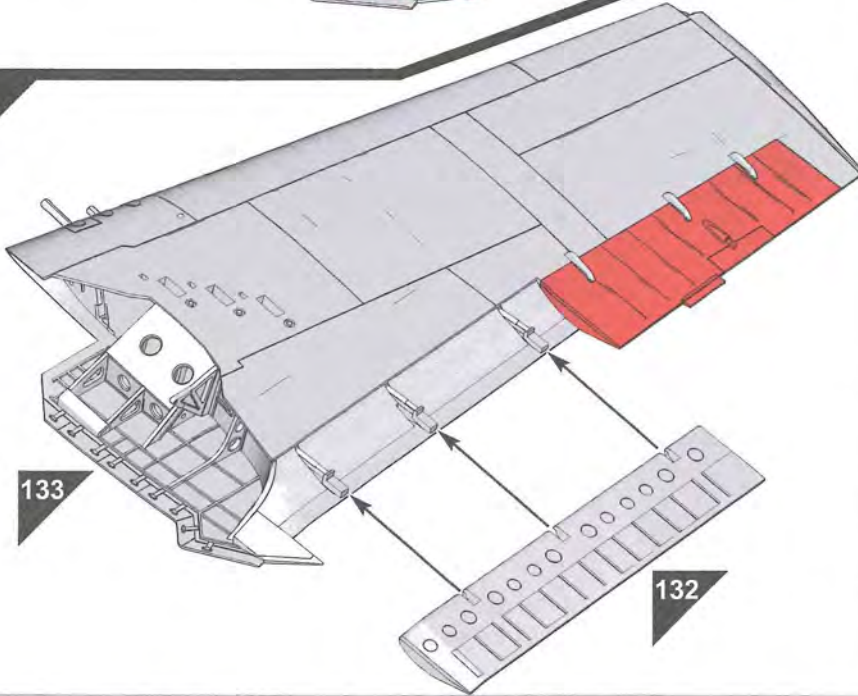
132



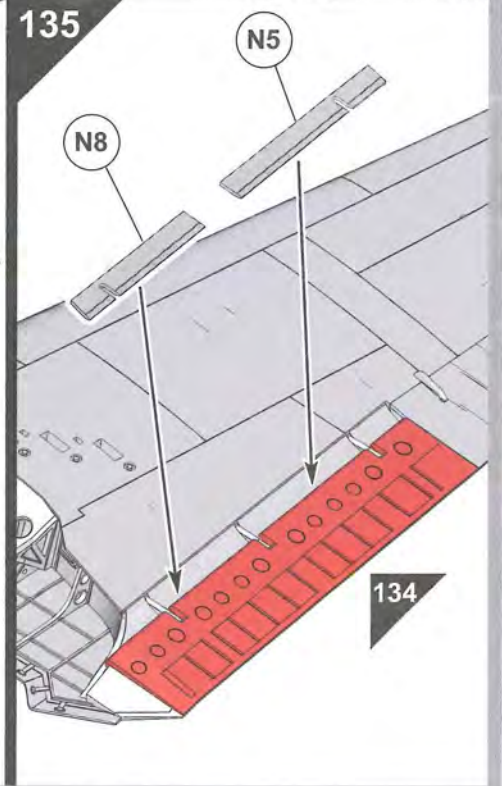
133



134

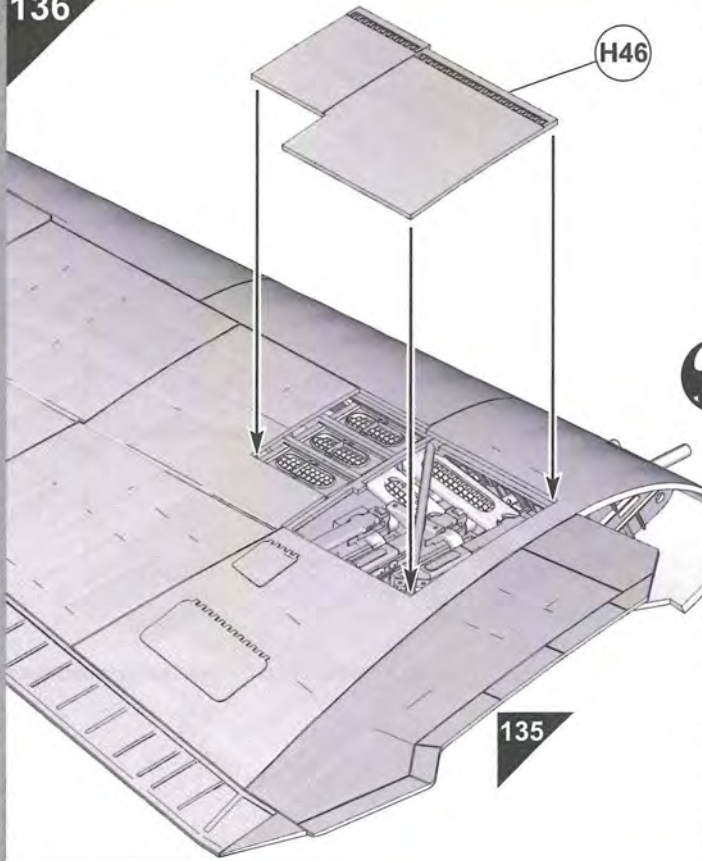


135



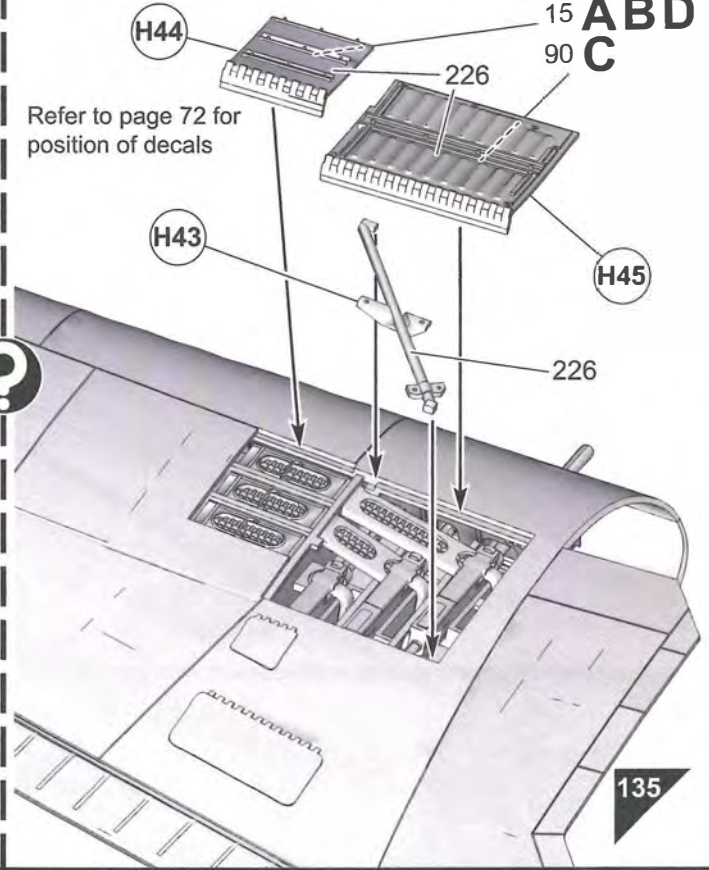


136

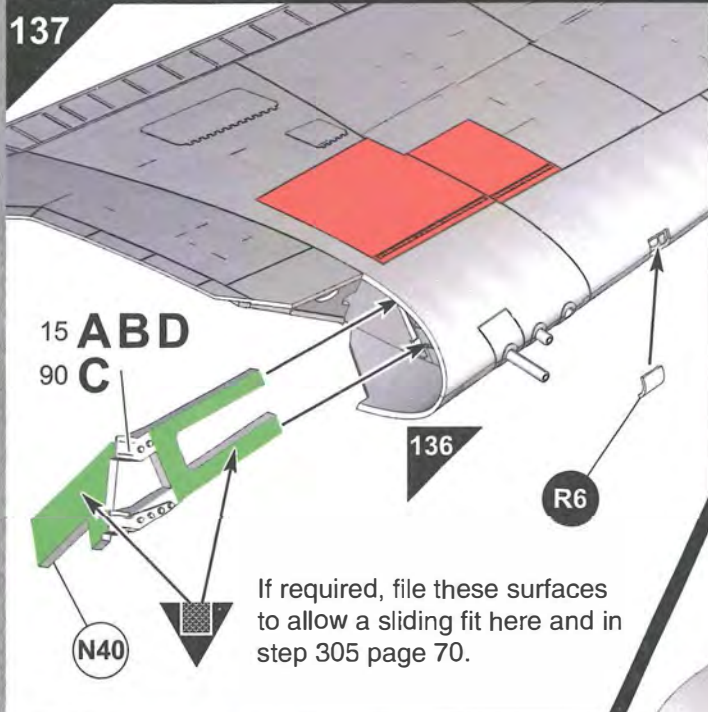


H44 15 ABD 90 C

Refer to page 72 for position of decals

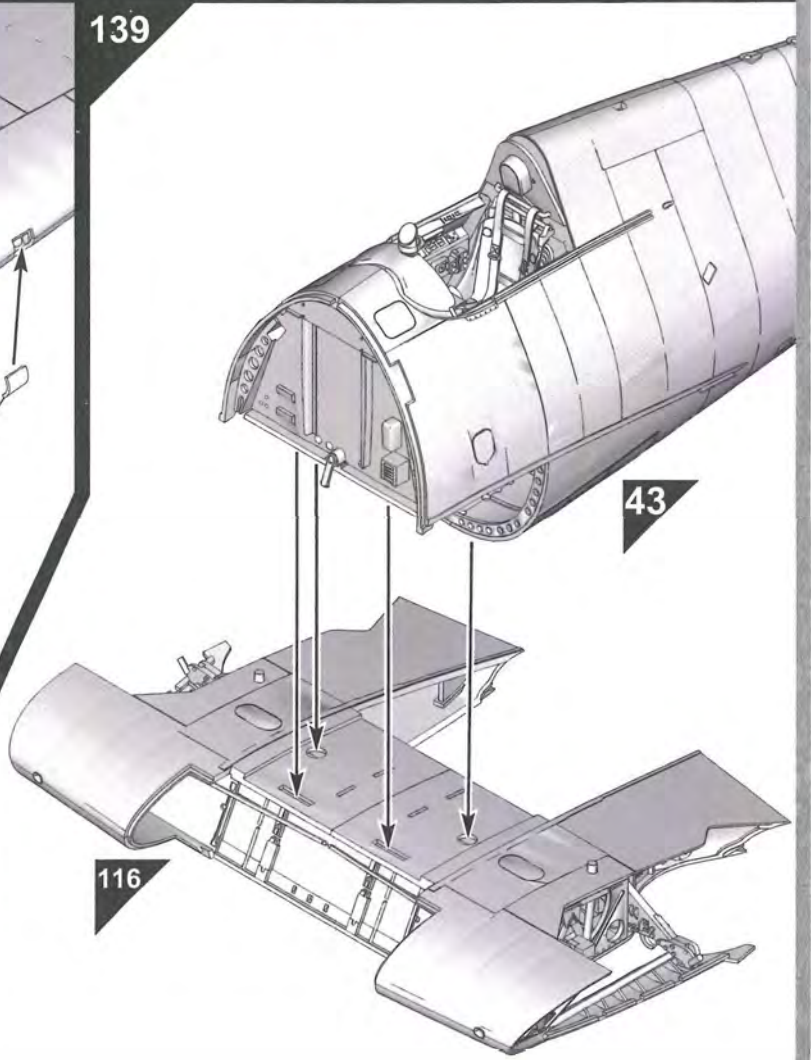


137

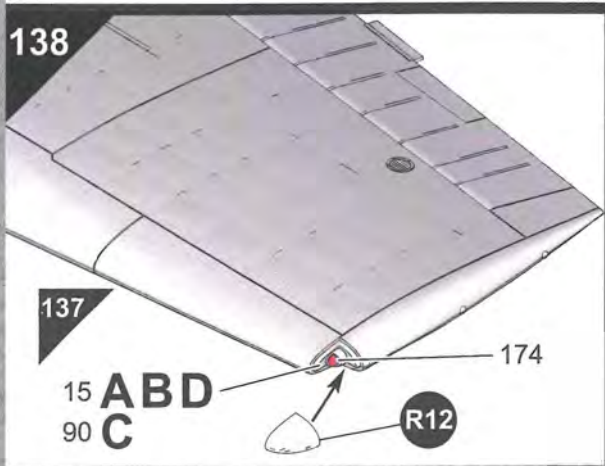


If required, file these surfaces to allow a sliding fit here and in step 305 page 70.

139



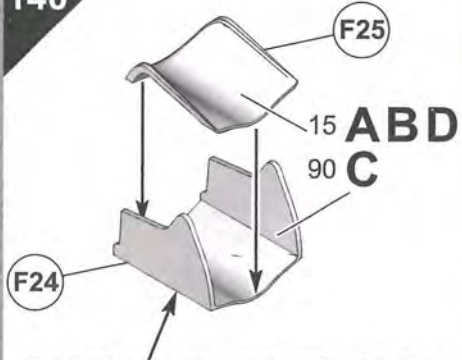
138



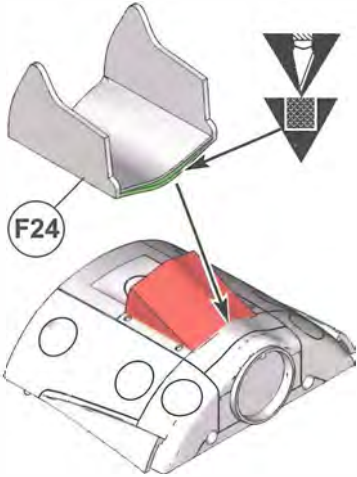
Note: See steps 301 to 310 on pages 70 and 71 for assembly of both wings for the folded option.



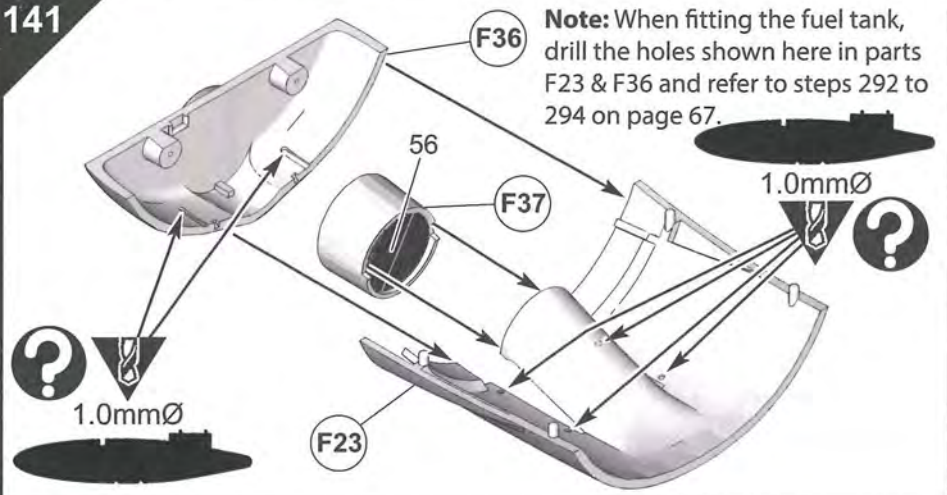
140



Note: When assembling the radiator vent in the open position, cut or file off the small lip on part F24

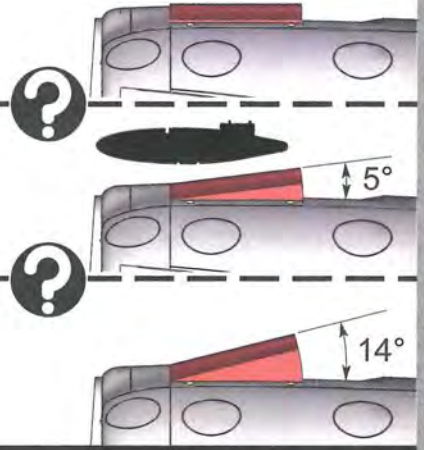
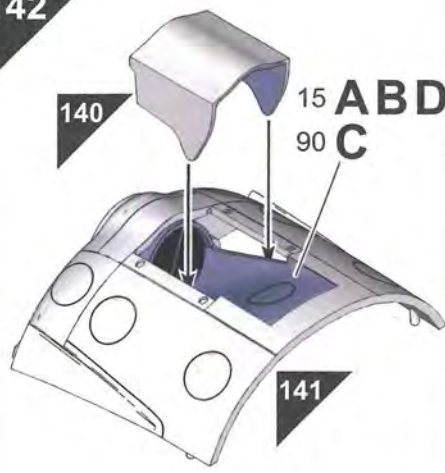


141

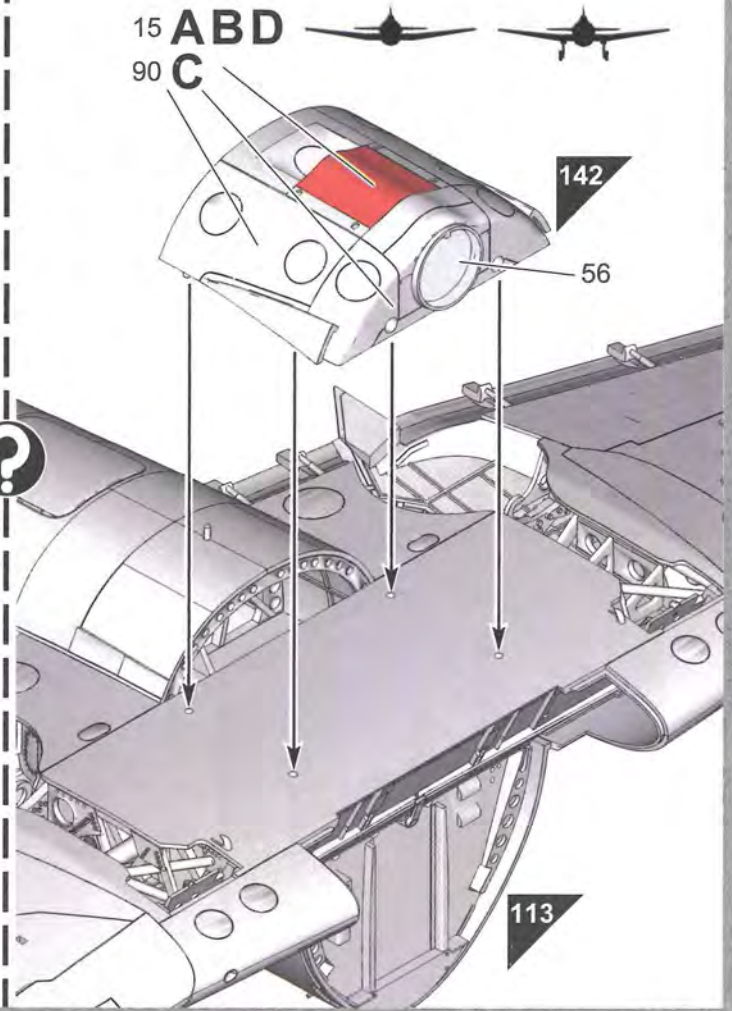
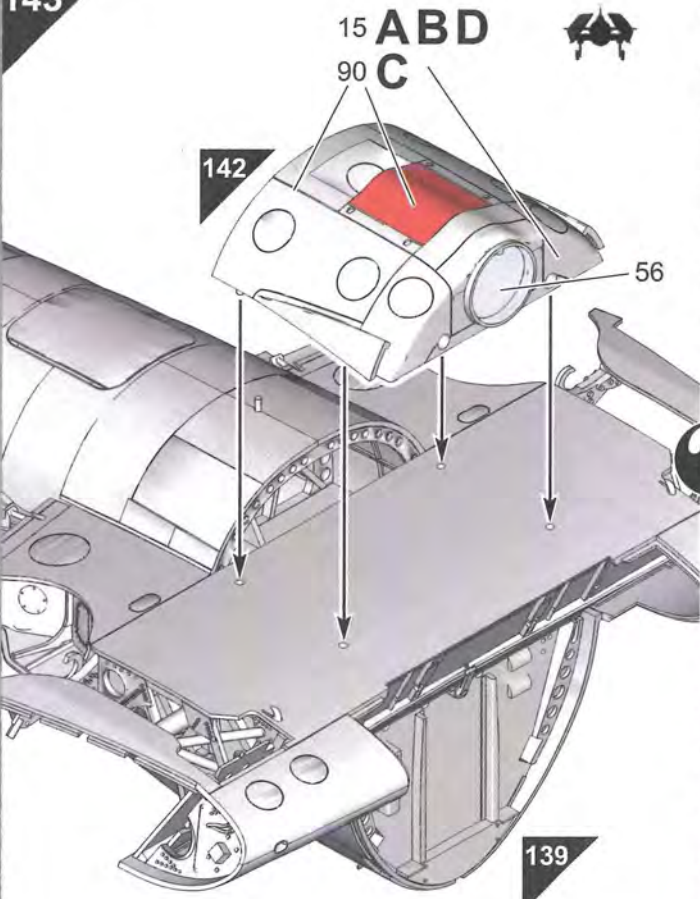


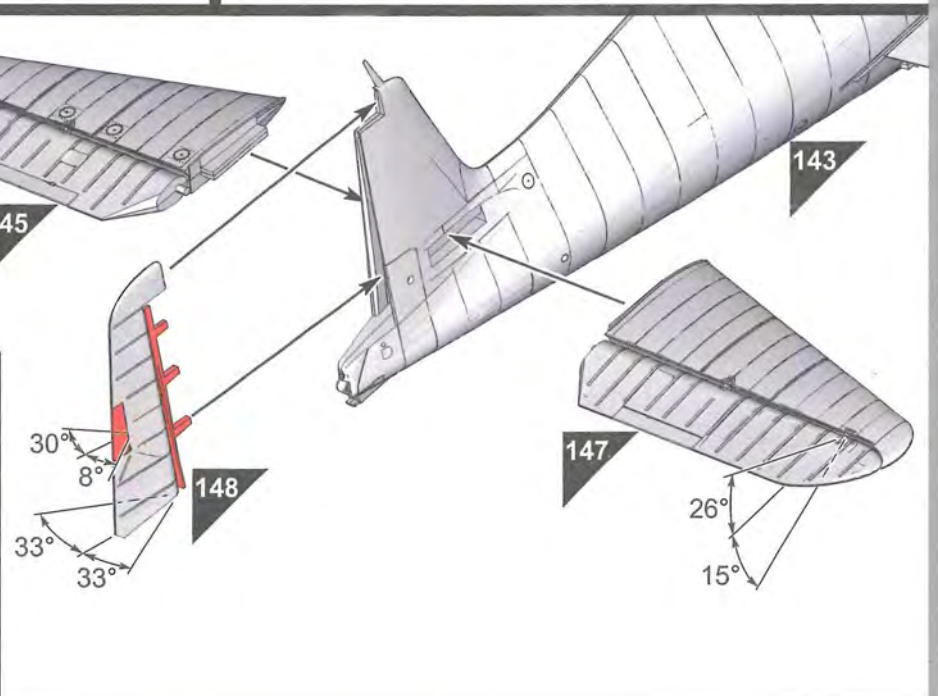
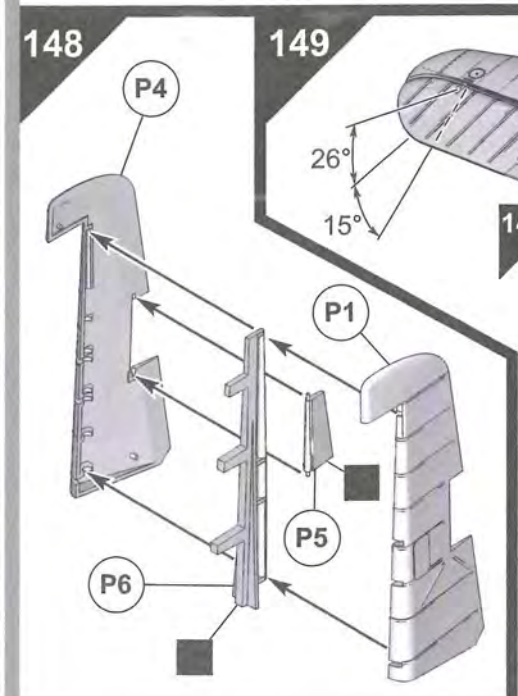
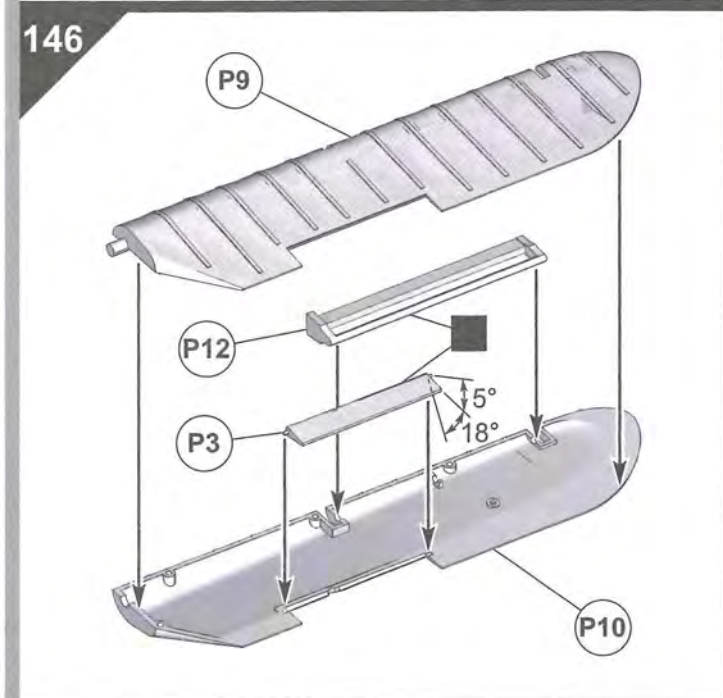
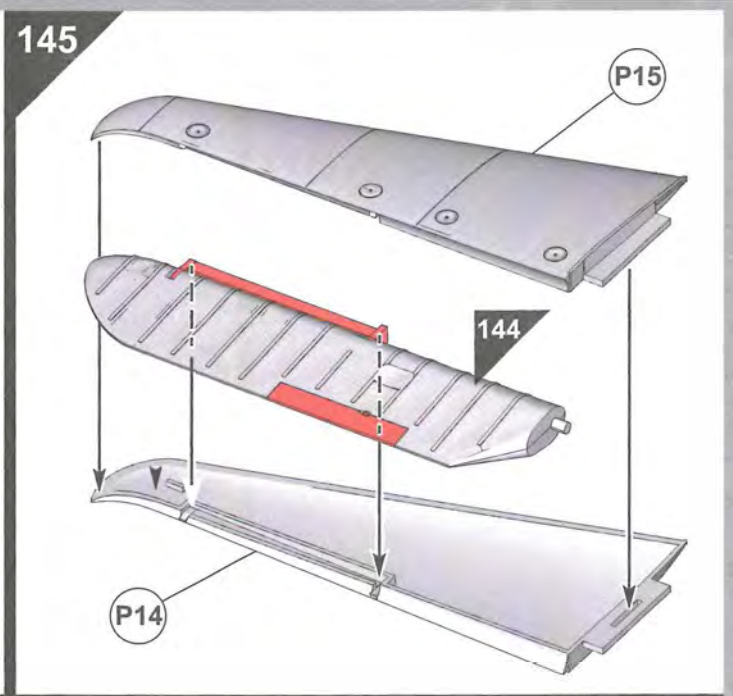
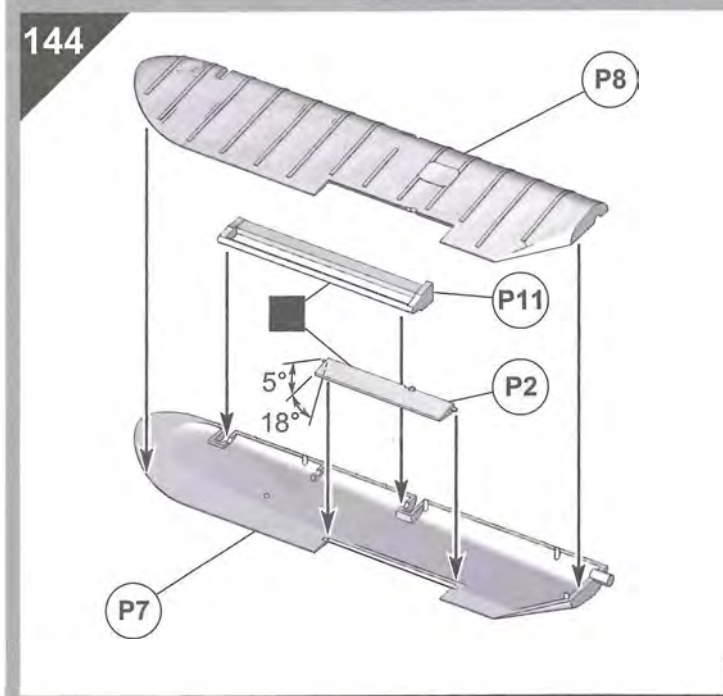
Note: When fitting the fuel tank, drill the holes shown here in parts F23 & F36 and refer to steps 292 to 294 on page 67.

142



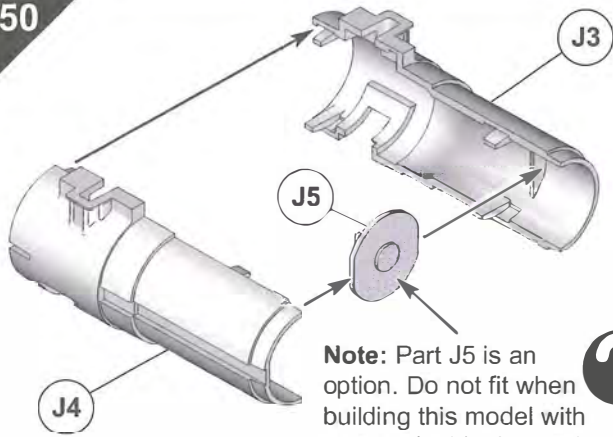
143







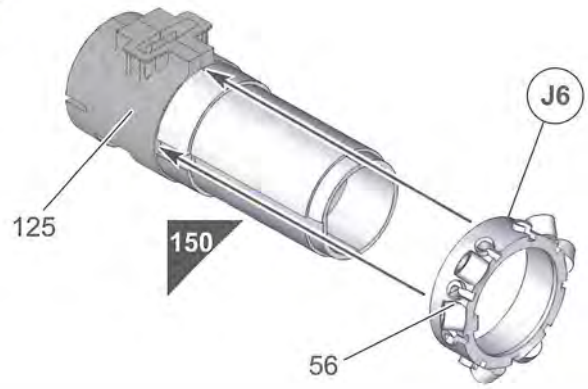
150



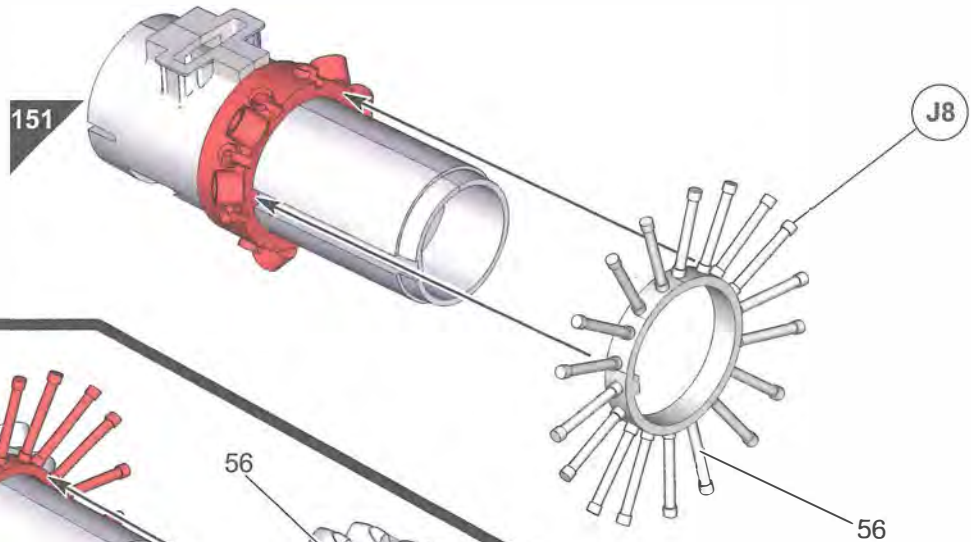
Note: Part J5 is an option. Do not fit when building this model with a motor inside the engine. See Step 157 on page 40.



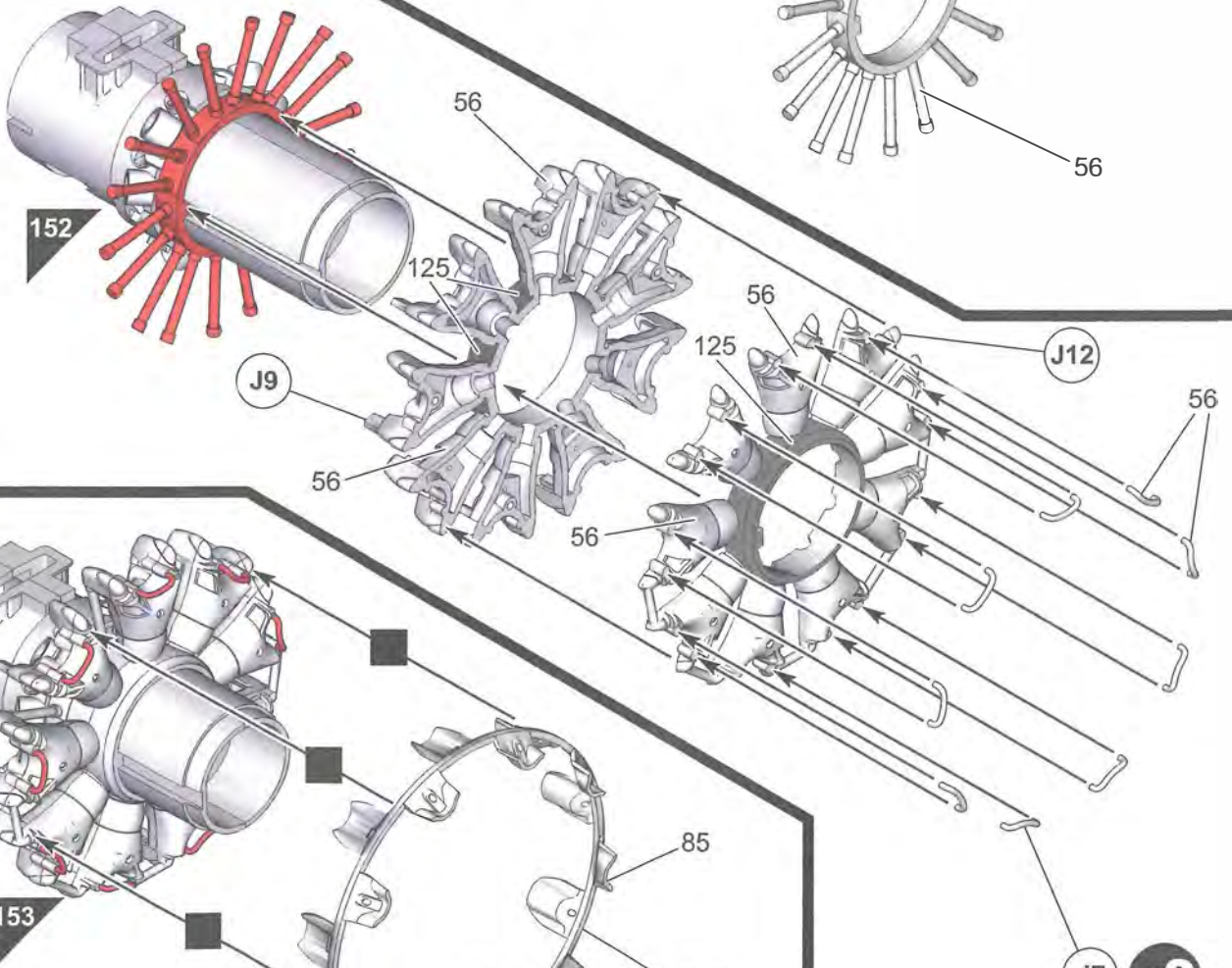
151



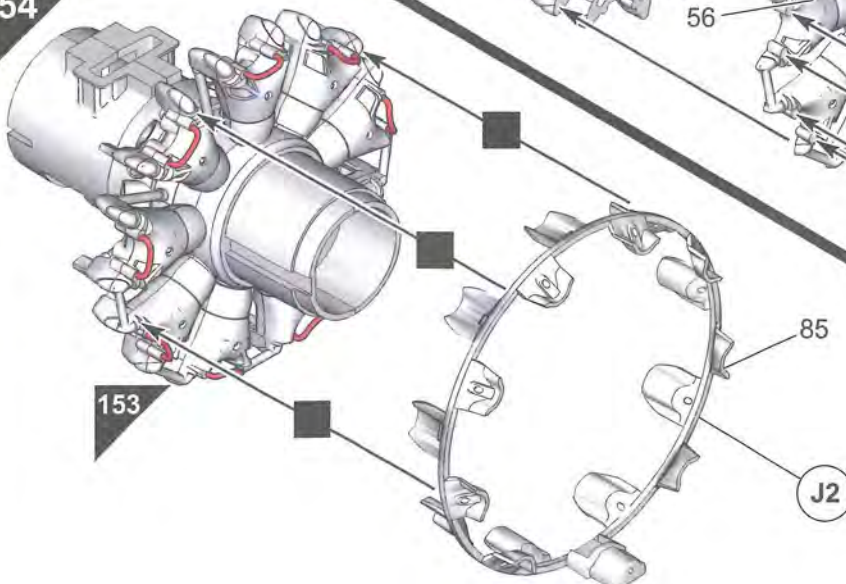
152



153



154

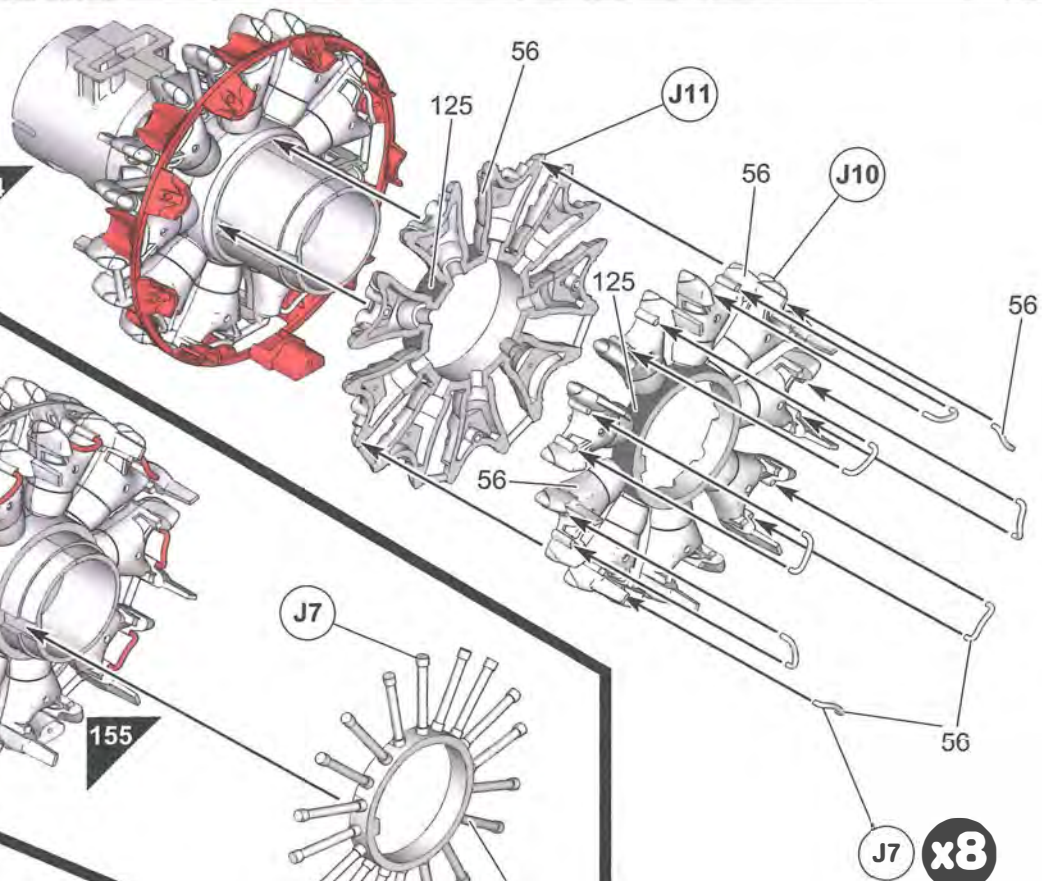


J7 x9

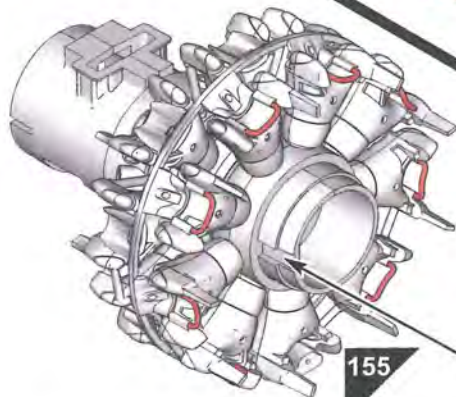


155

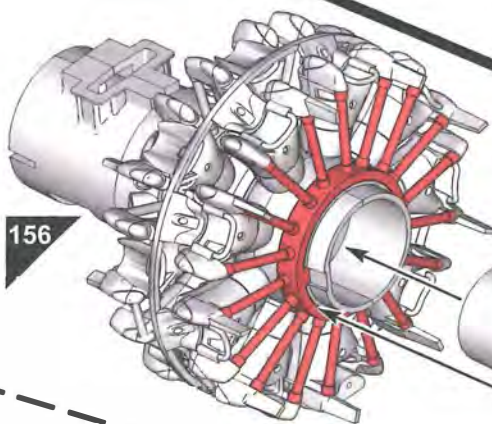
154



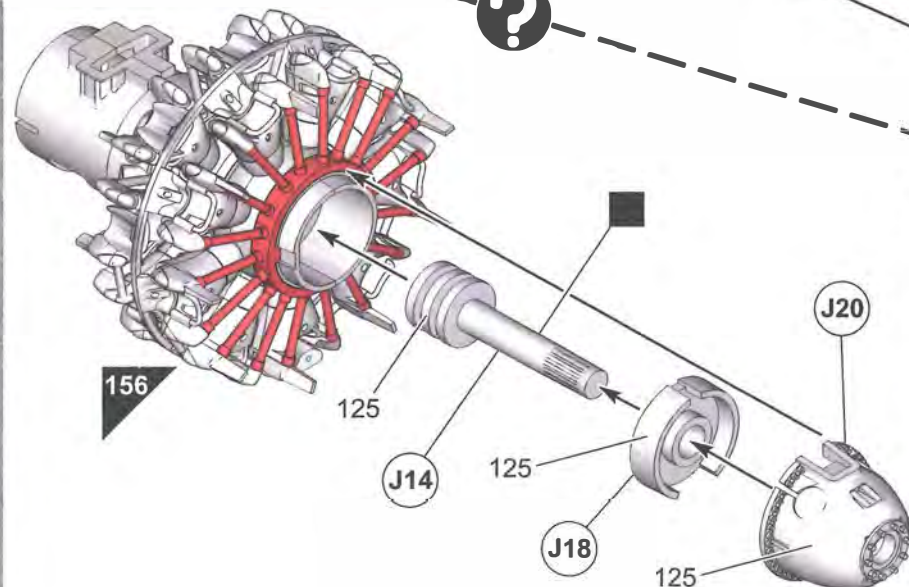
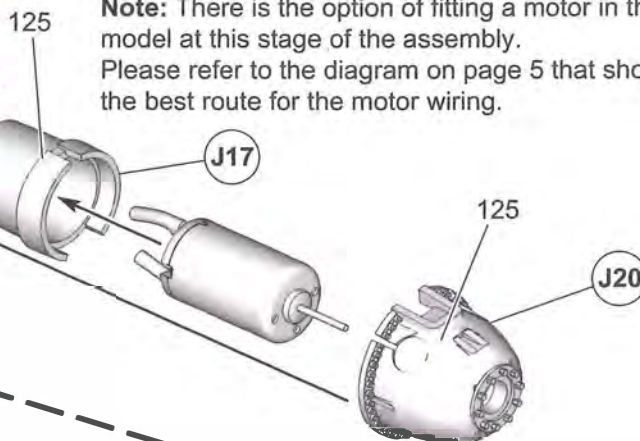
156



157

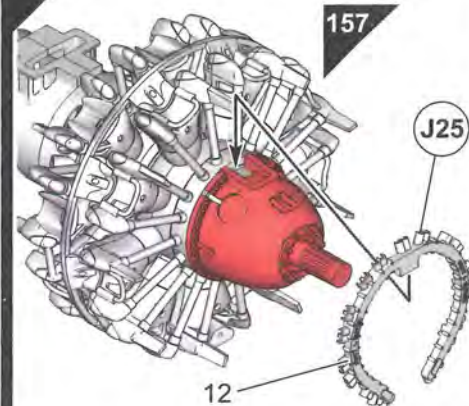


Note: There is the option of fitting a motor in this model at this stage of the assembly. Please refer to the diagram on page 5 that shows the best route for the motor wiring.



158

157

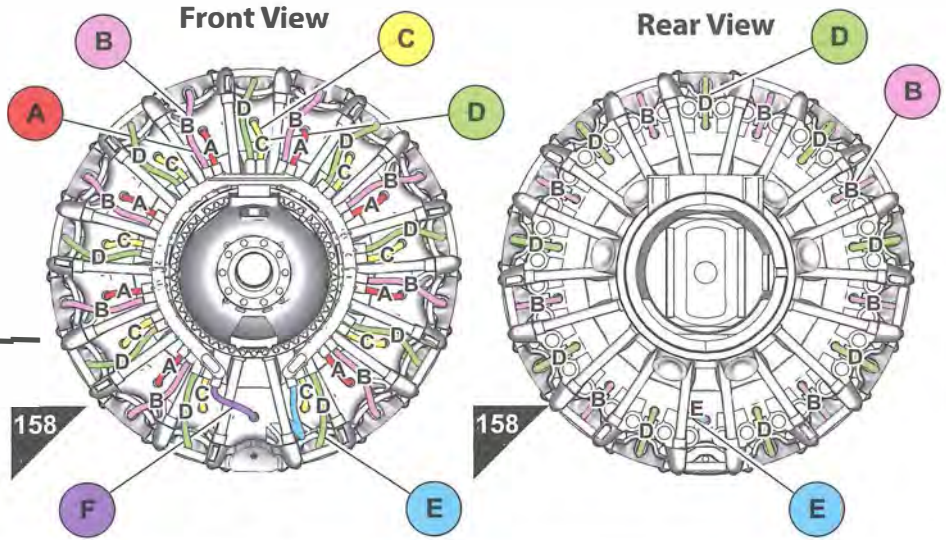




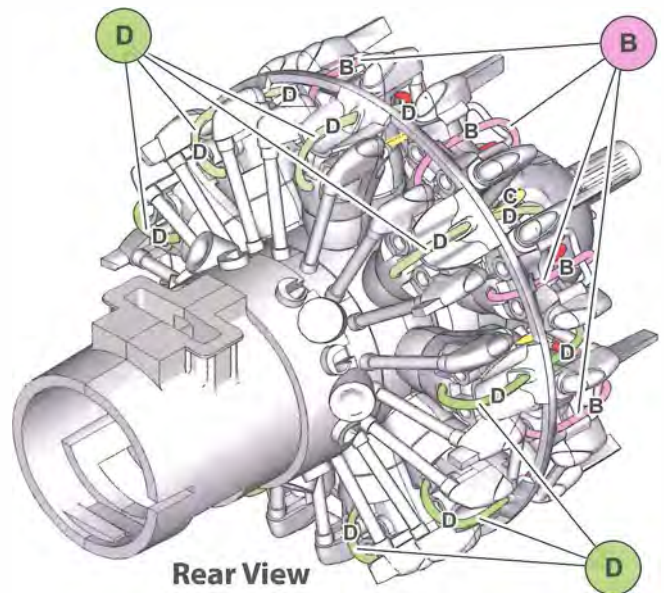
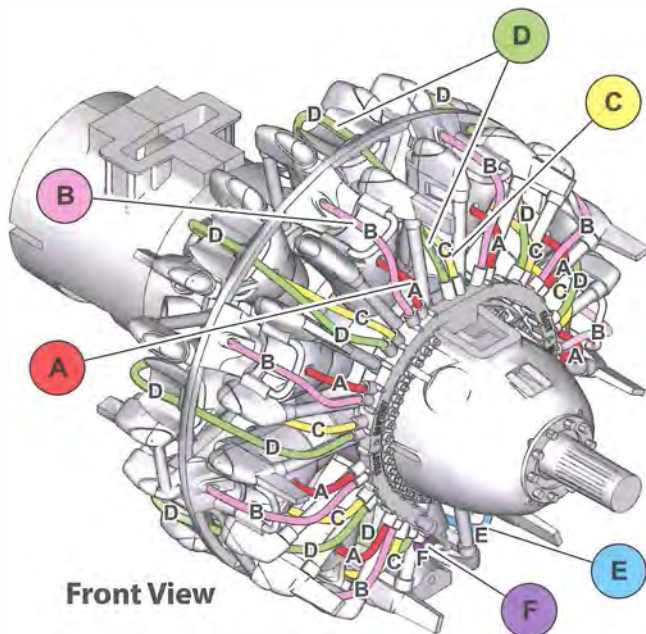
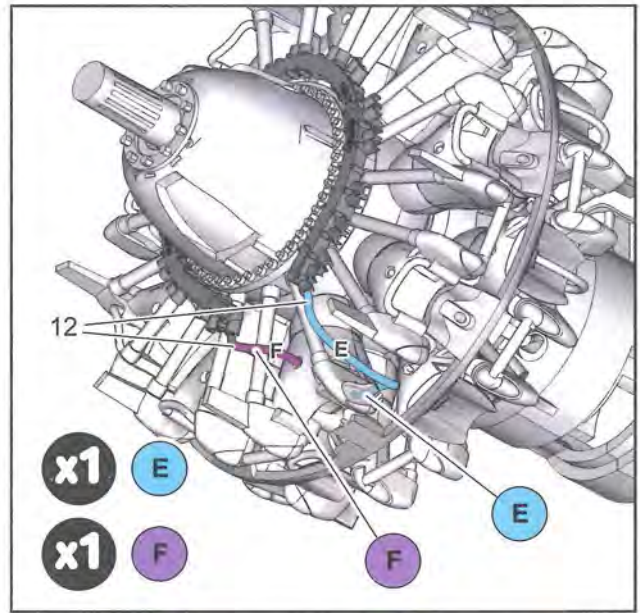
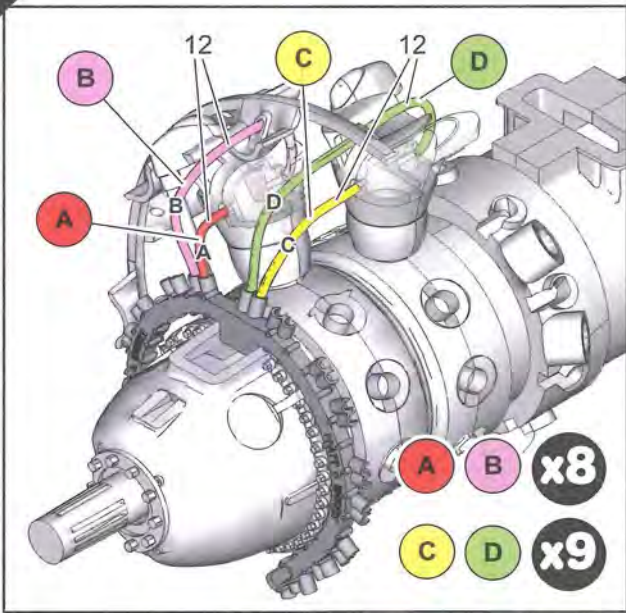
159

If you wish to add the ignition leads to the engine, it is recommended to use 0.7mm (22 swg) copper wire and follow the diagrams below.

- x8 **A** 12 mm
- x8 **B** 34 mm
- x9 **C** 23 mm
- x9 **D** 47 mm
- x1 **E** 2.6mm
- x1 **F** 14 mm

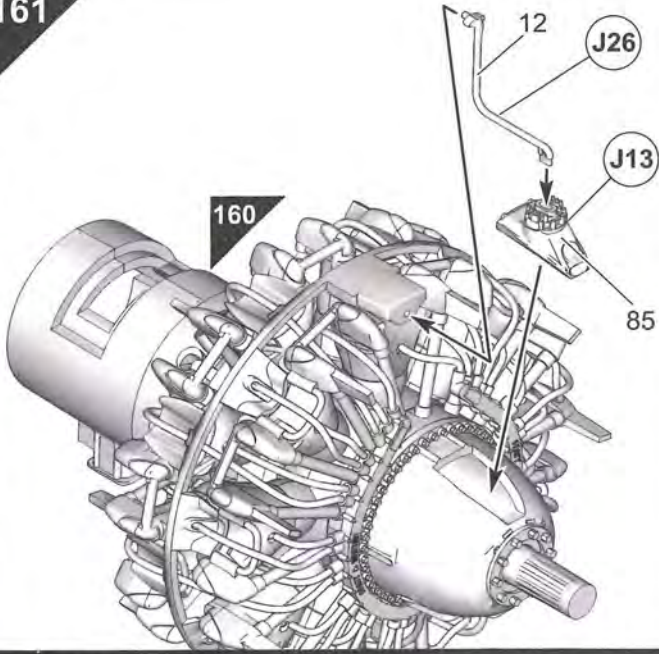


160

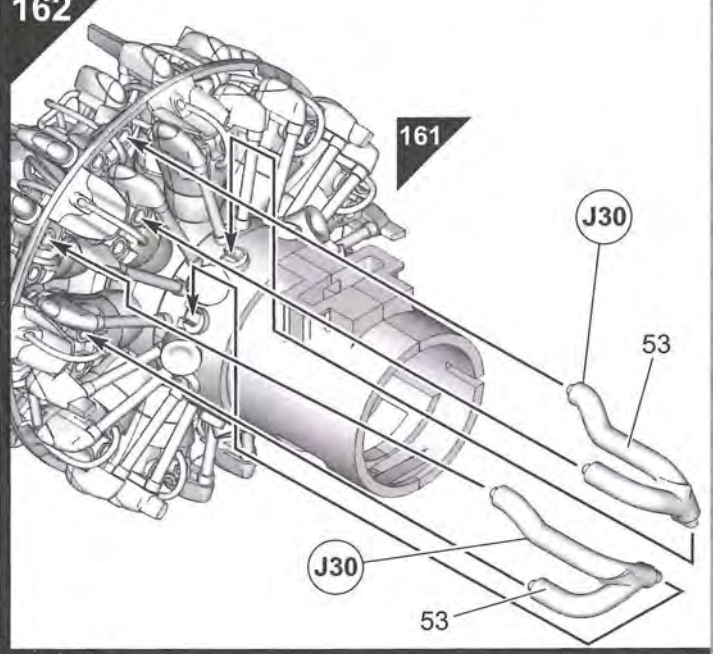




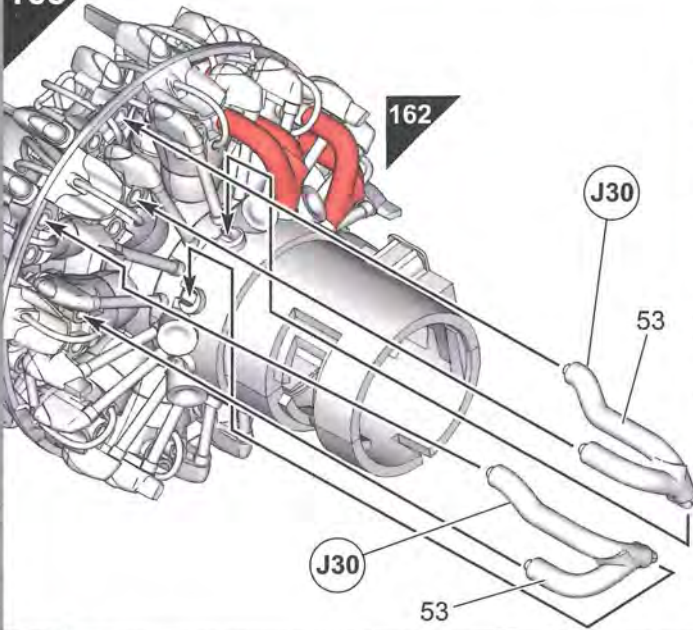
161



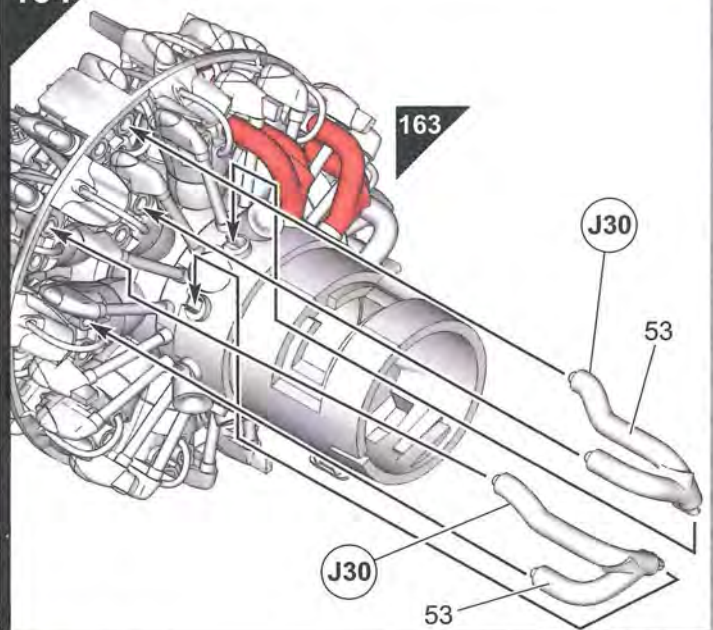
162



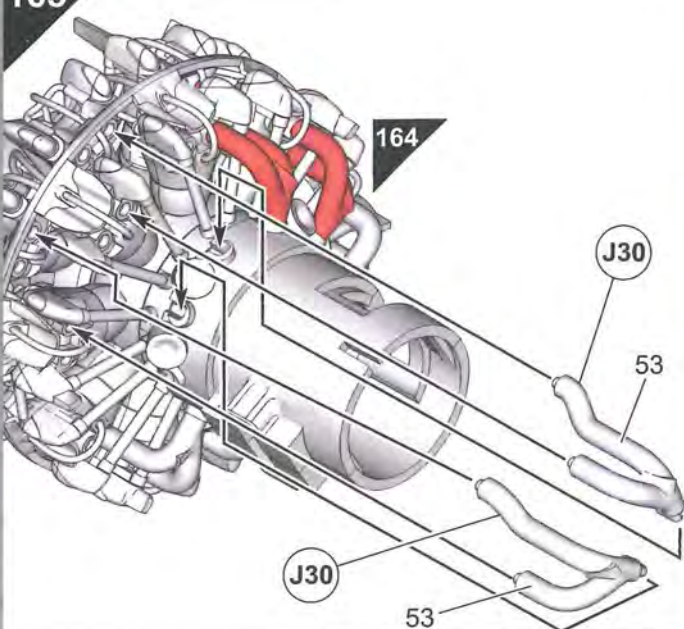
163



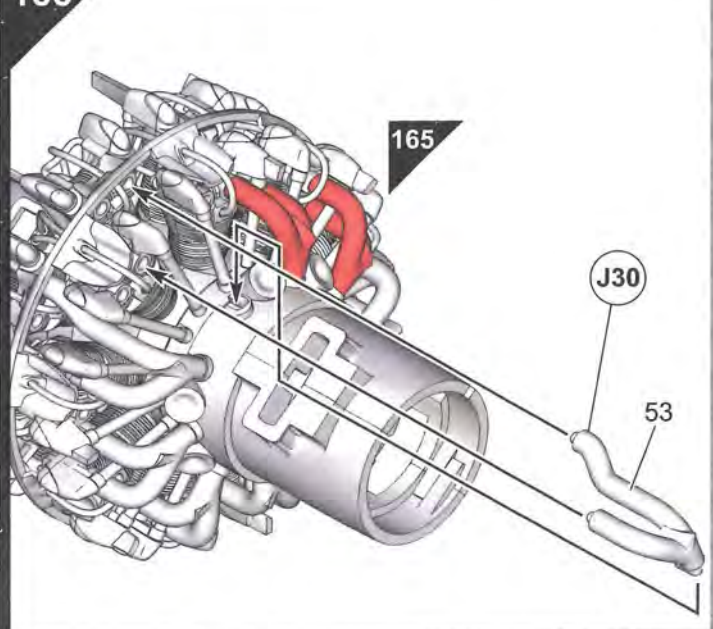
164



165

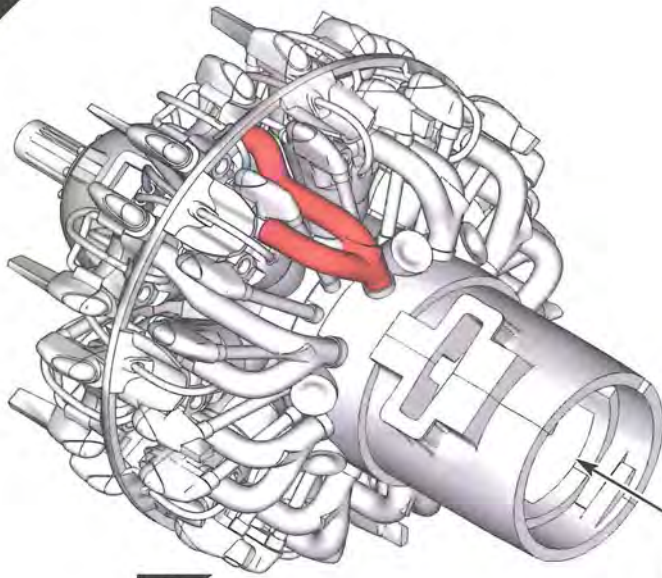


166

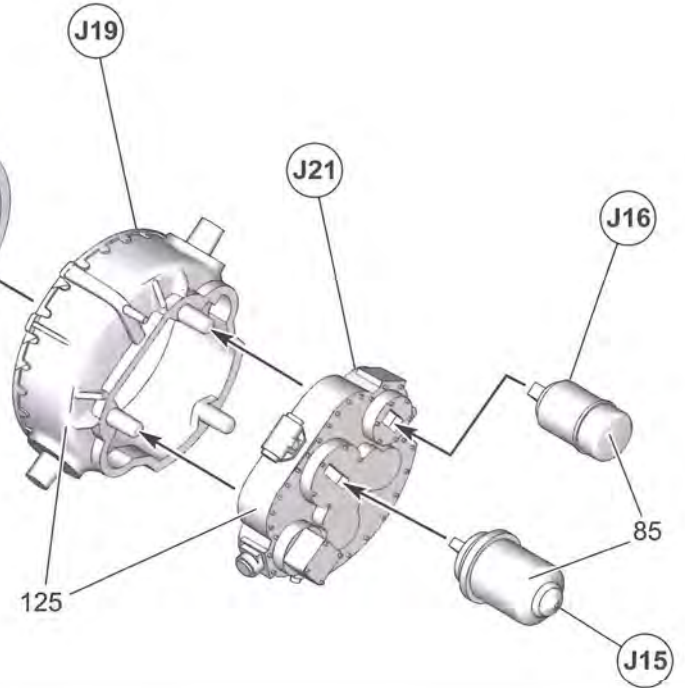




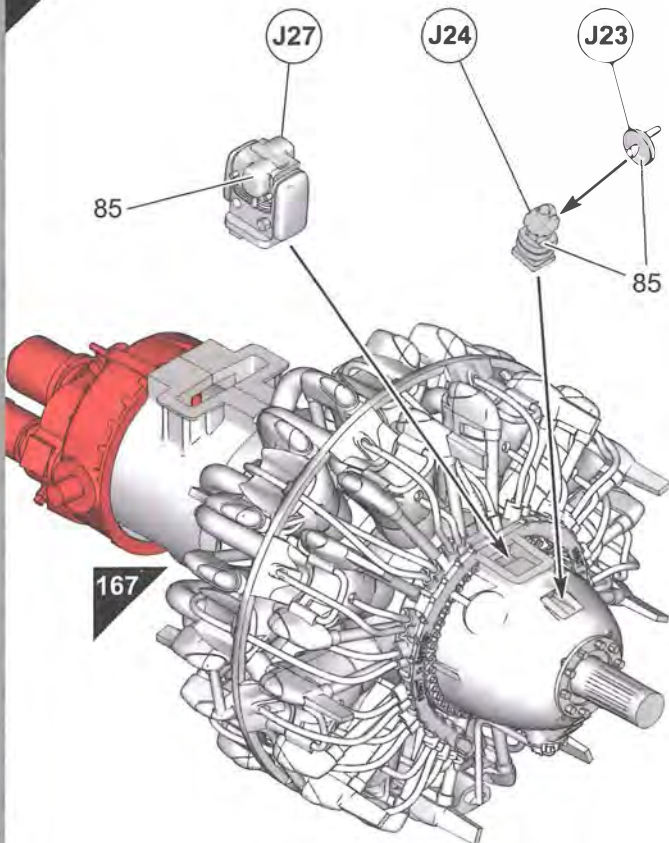
167



166

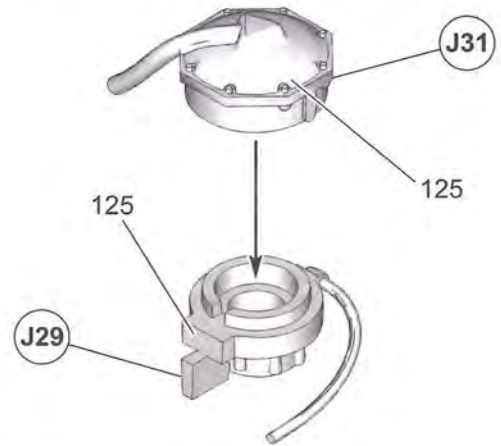


168

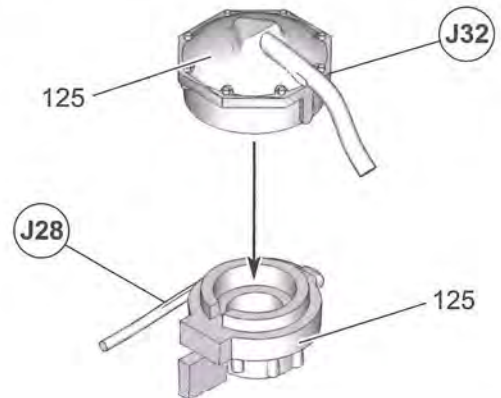


167

169

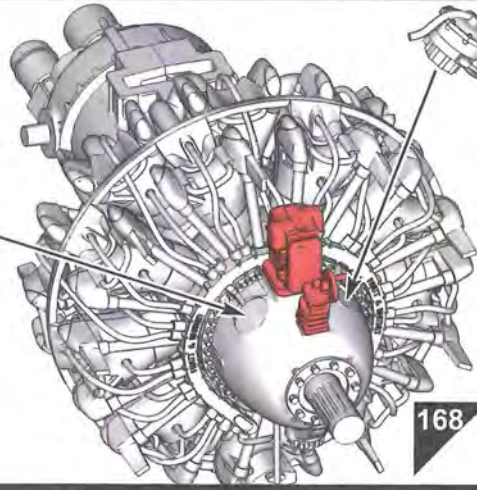
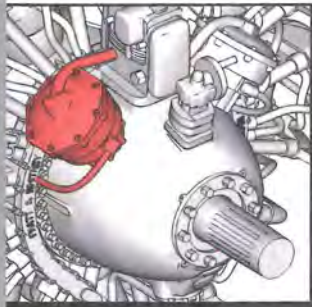


170

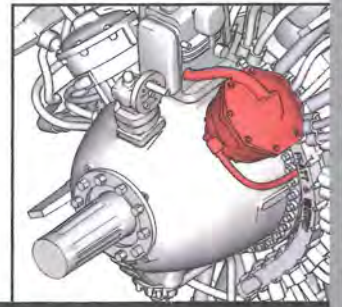




171



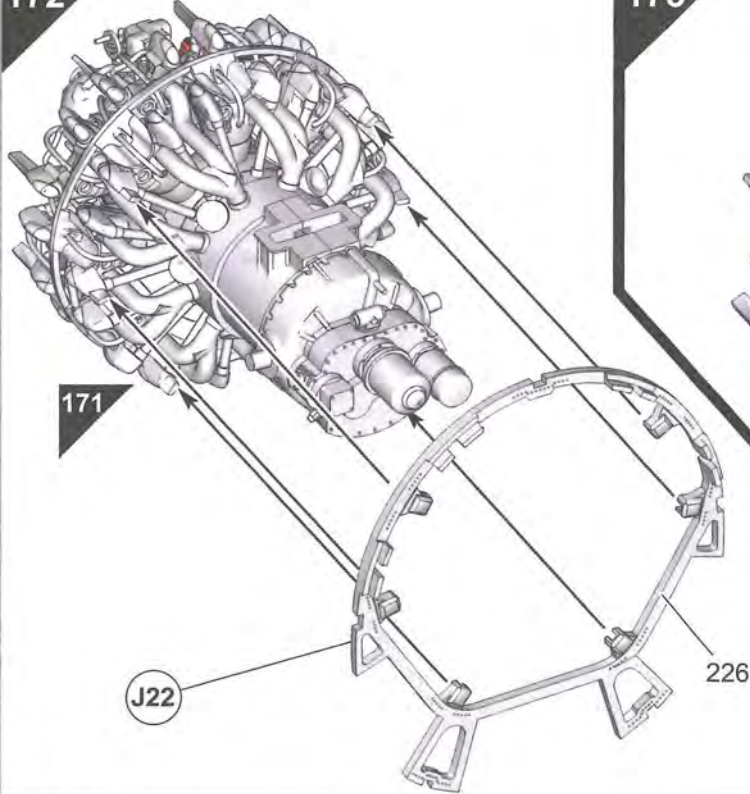
170



169

168

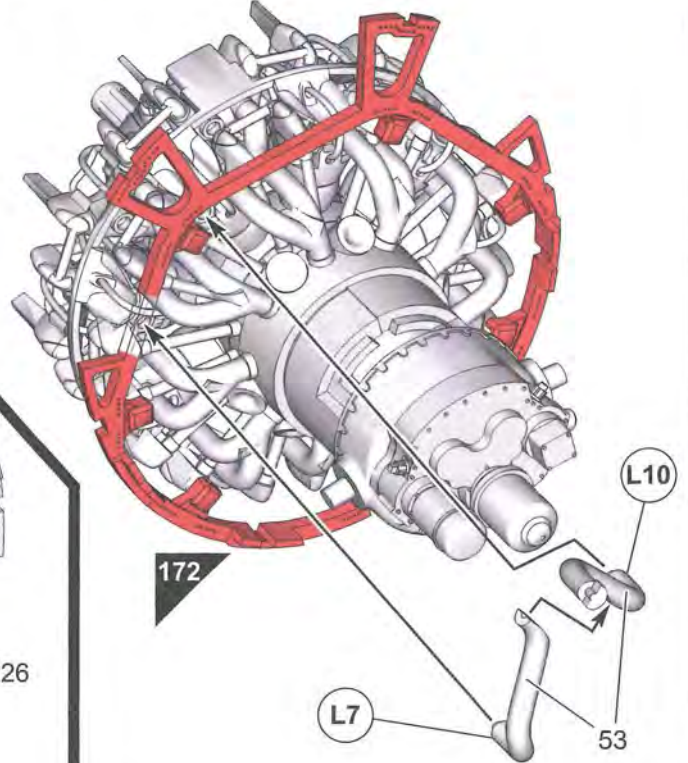
172



171

J22

173



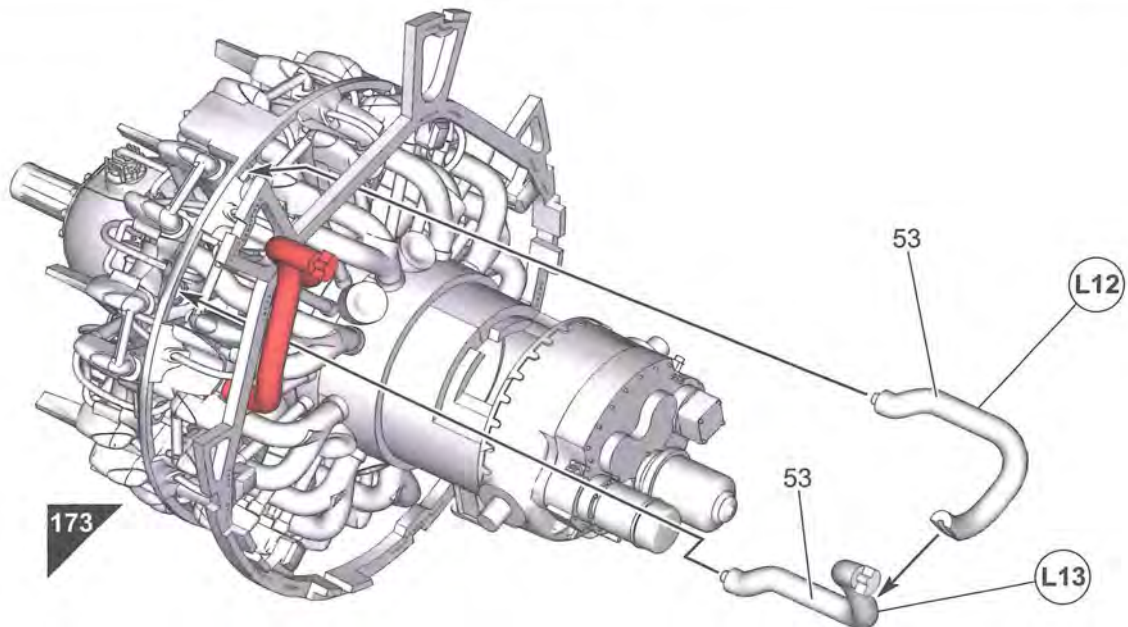
172

L10

L7

53

174



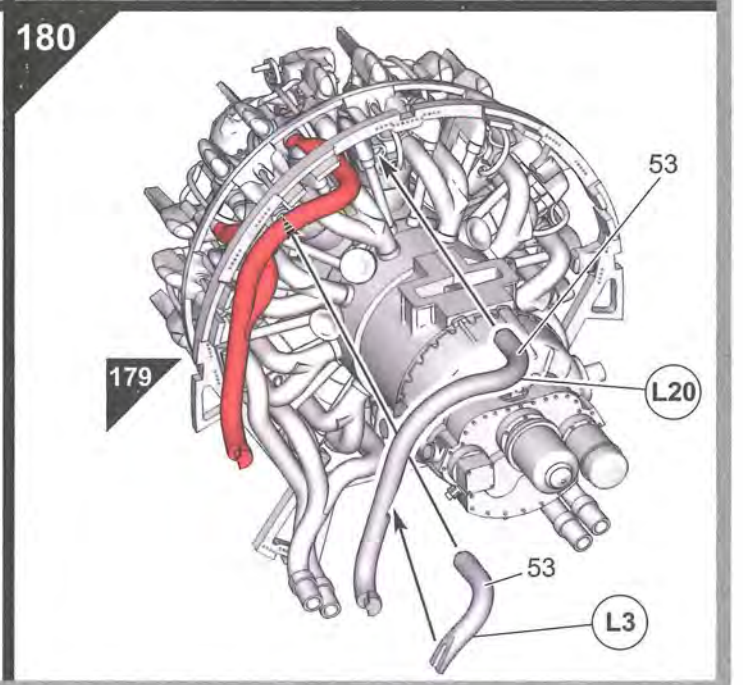
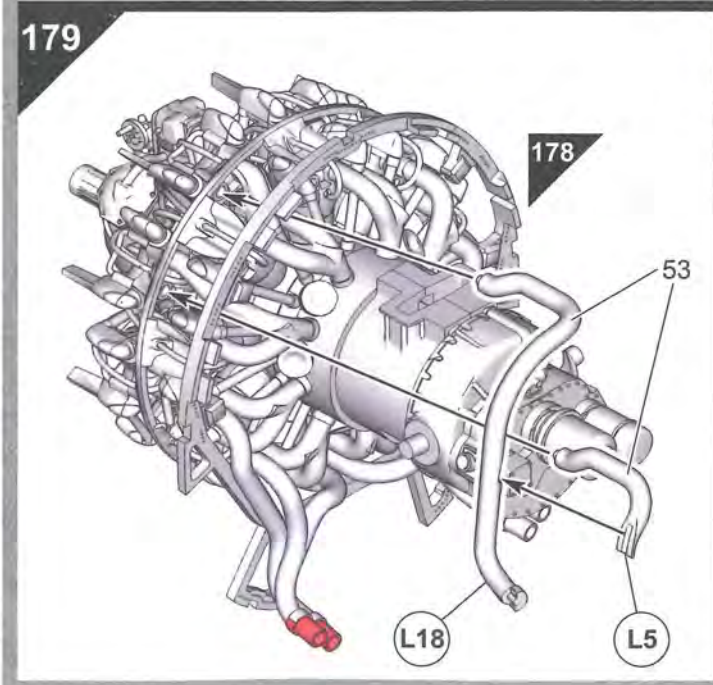
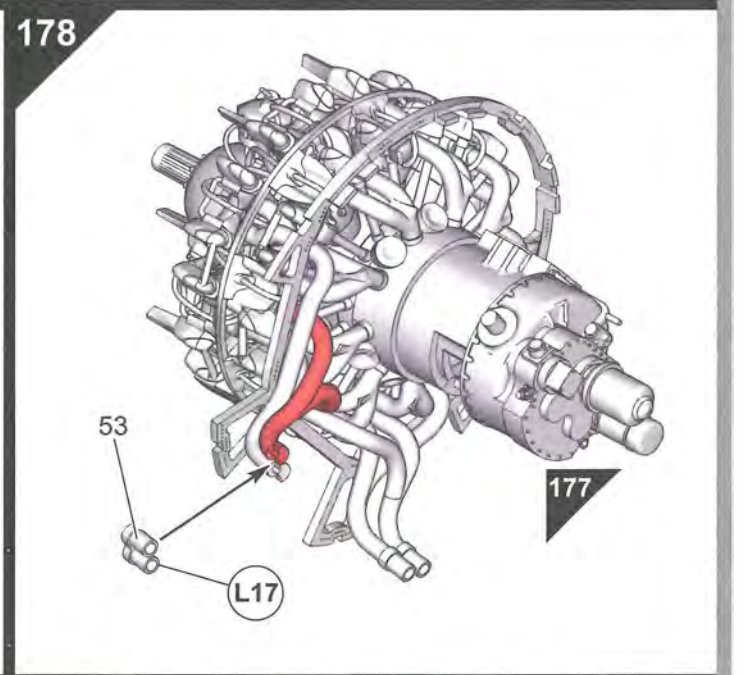
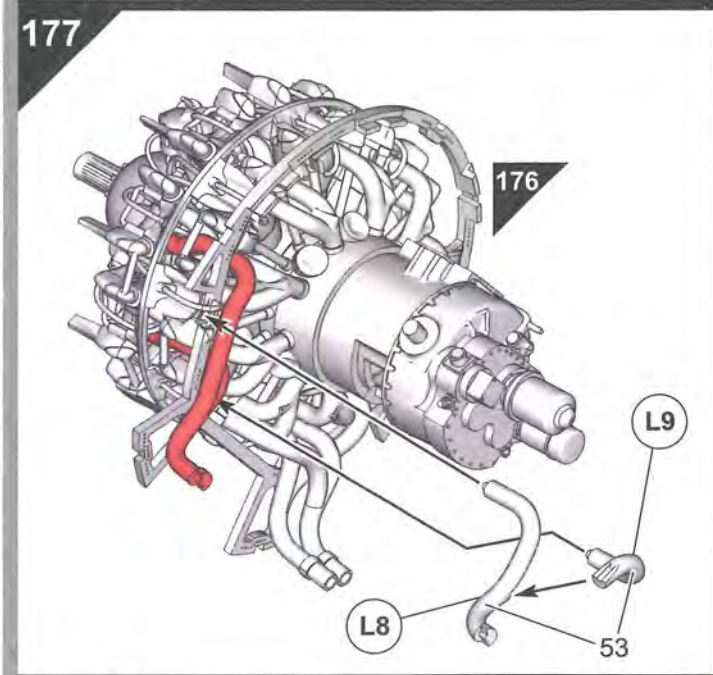
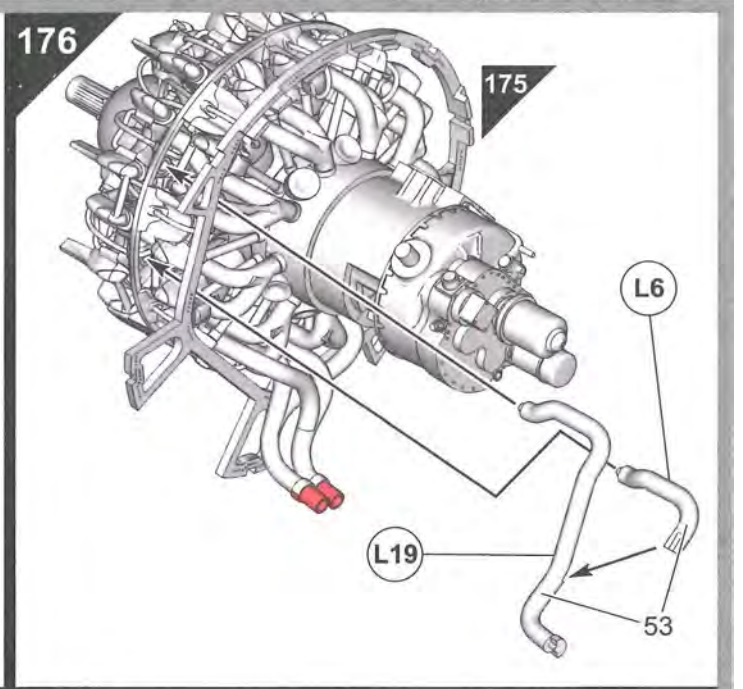
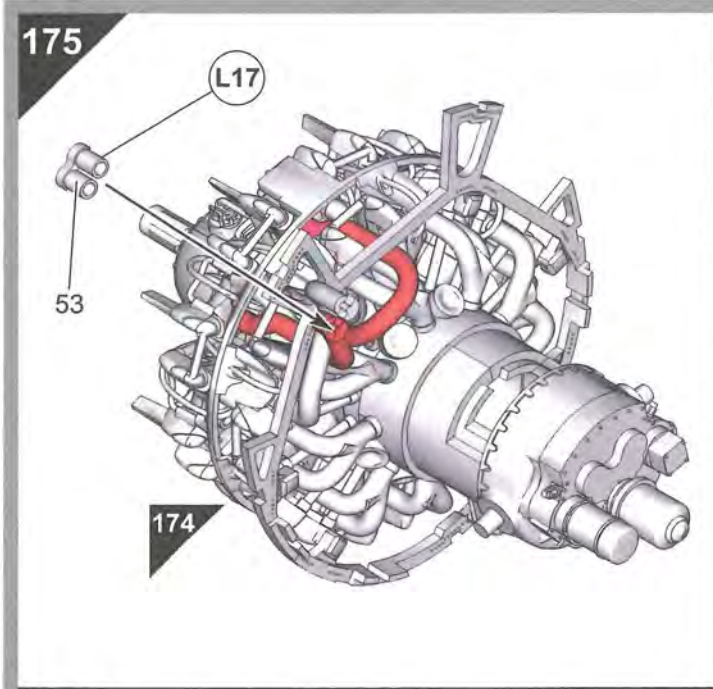
173

53

L12

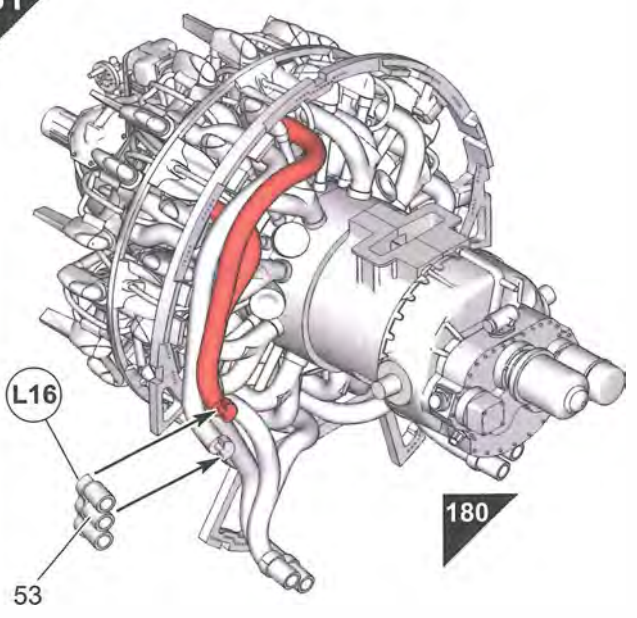
53

L13

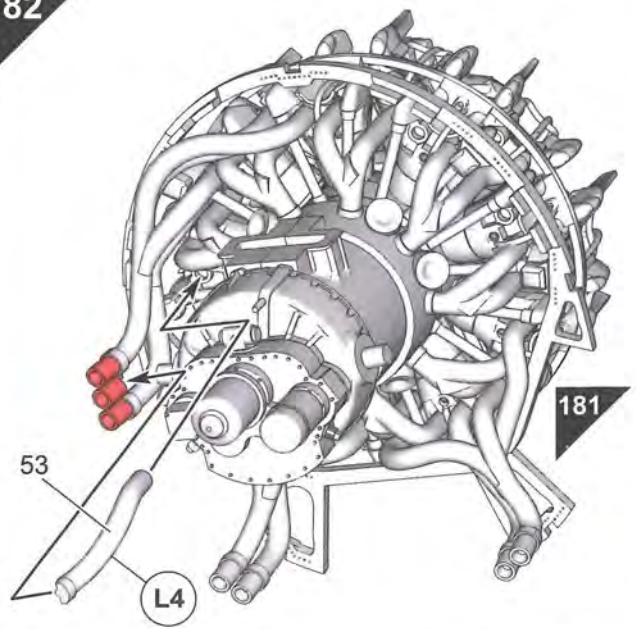




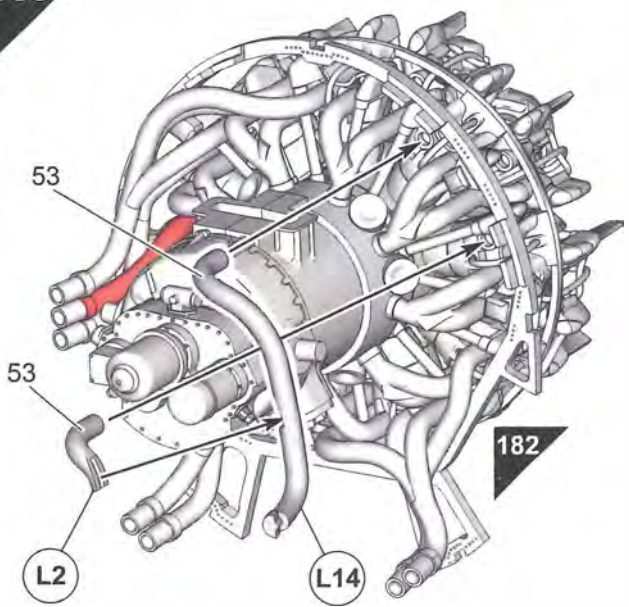
181



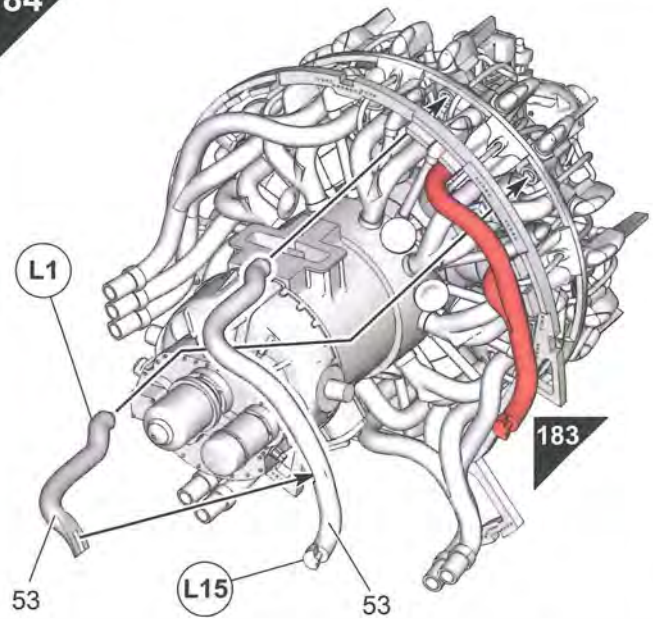
182



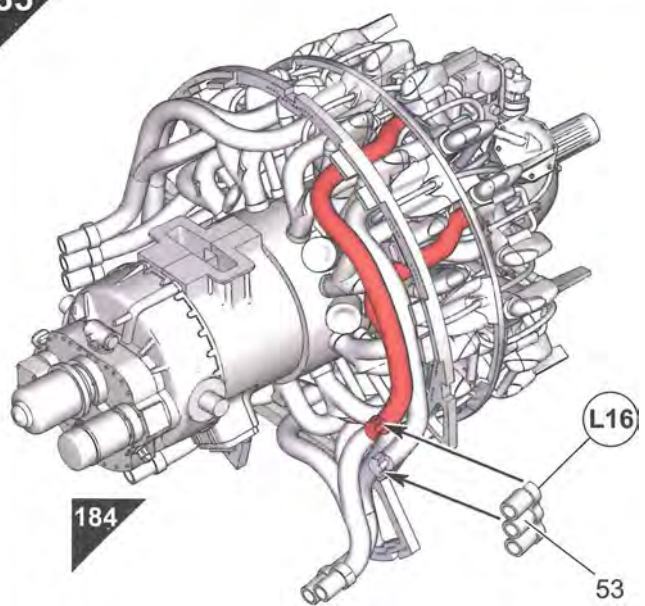
183



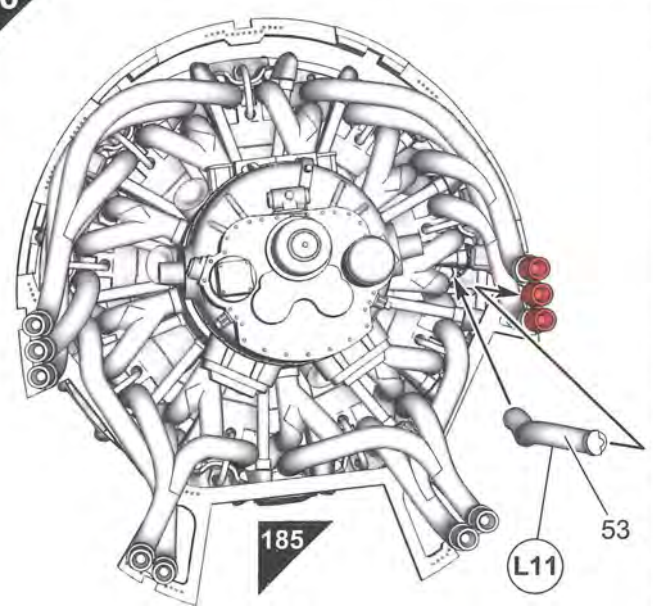
184

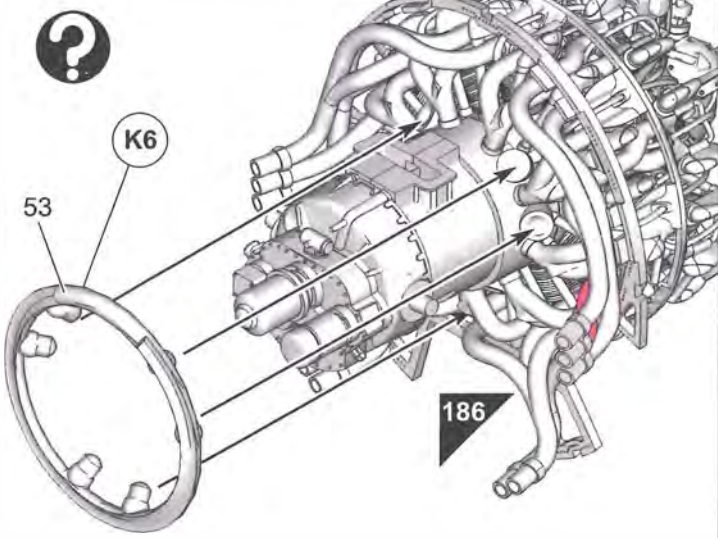


185

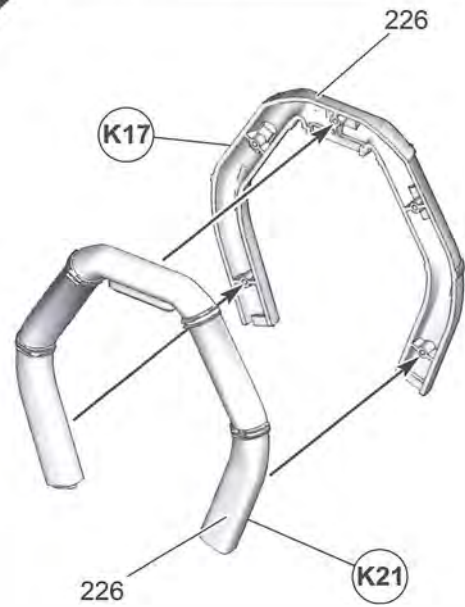


186



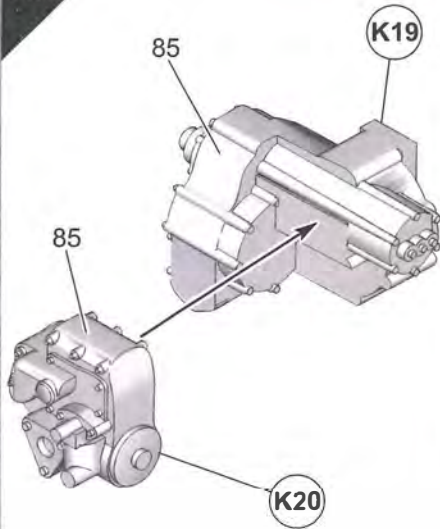


187

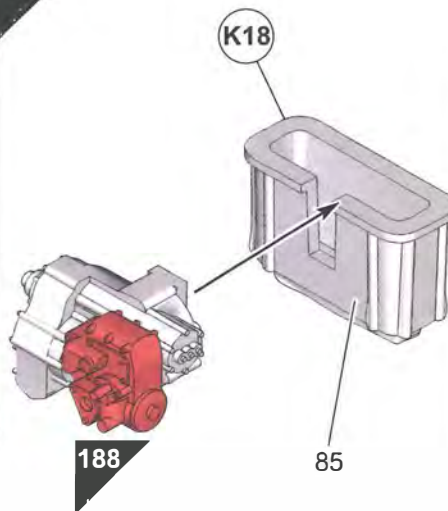


If you wish to leave the engine separated from the rest of the aircraft, then use part K6.

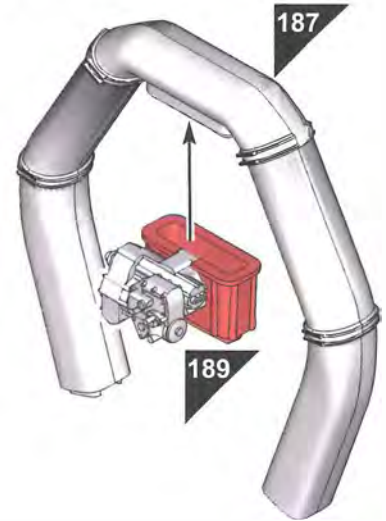
188



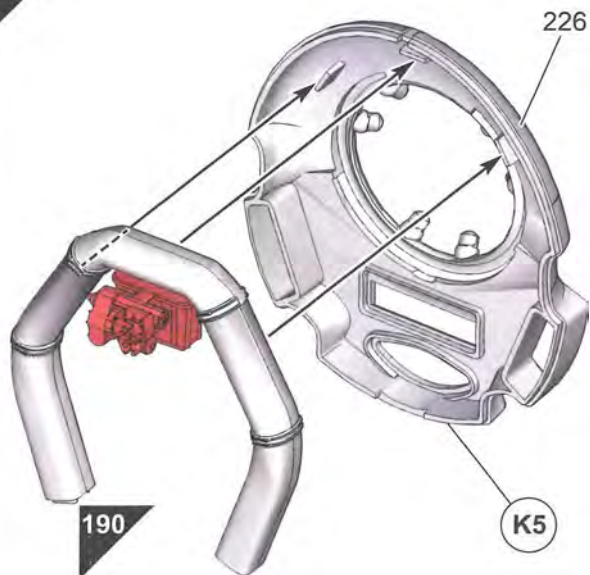
189



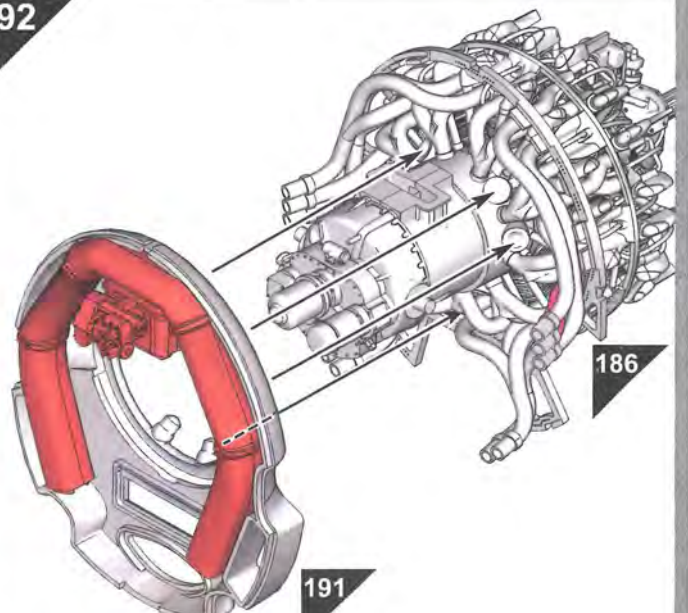
190



191

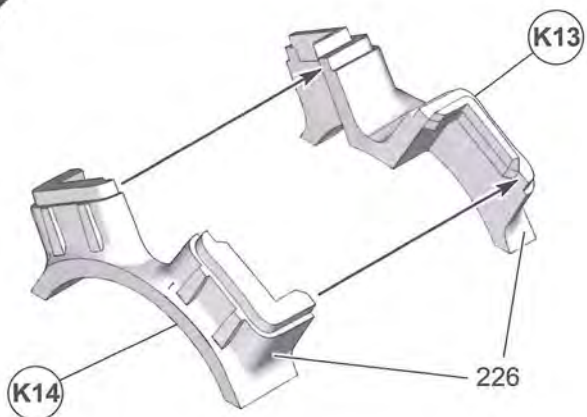


192

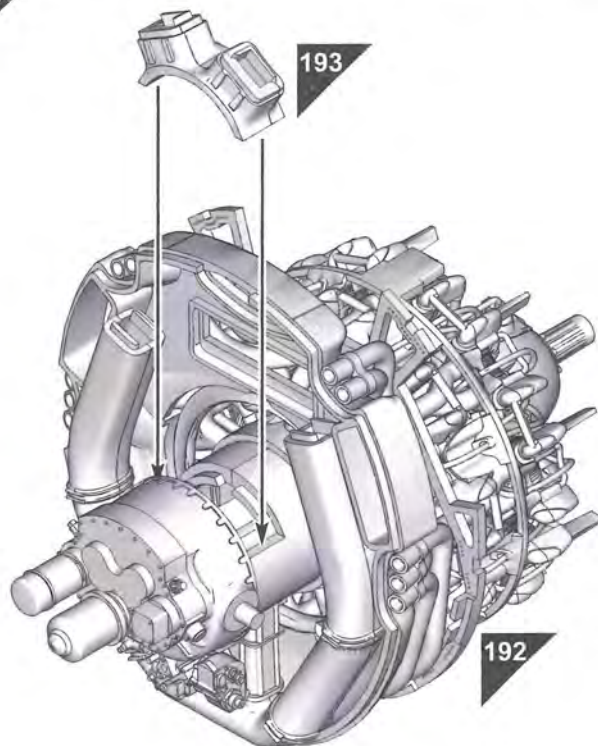




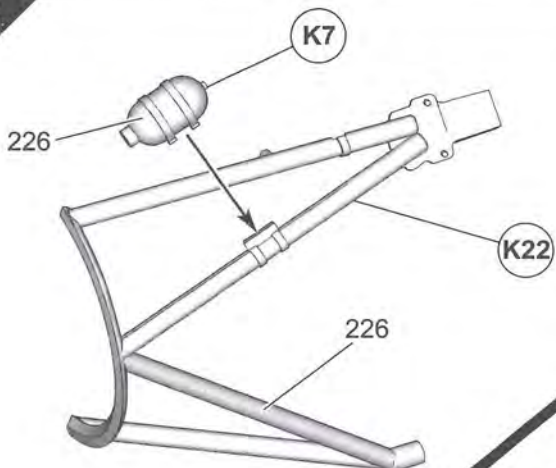
193



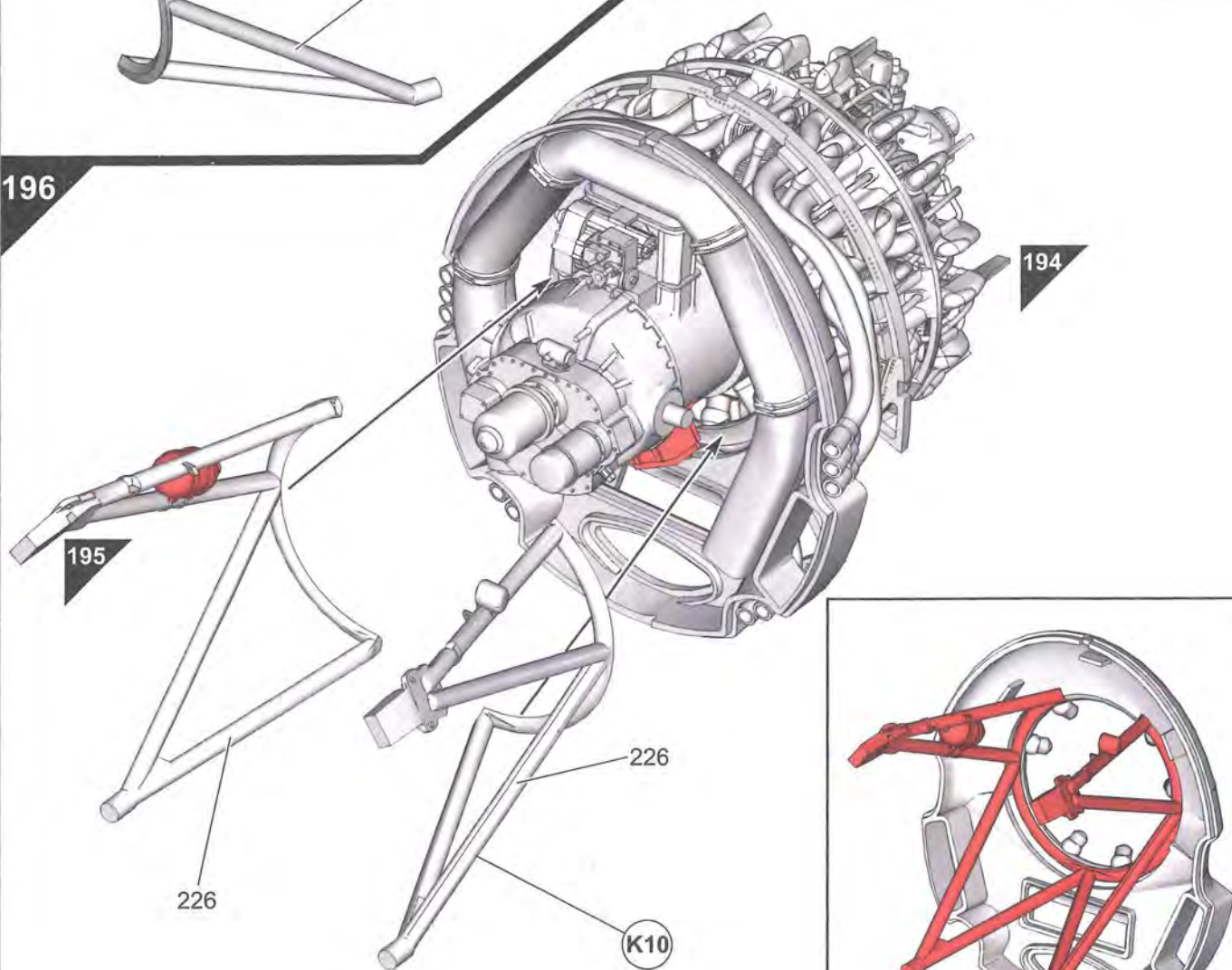
194

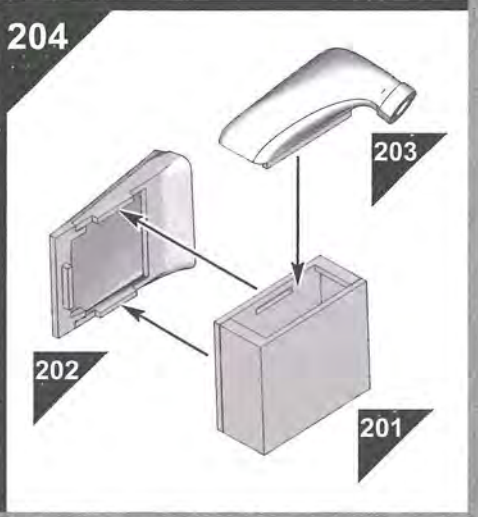
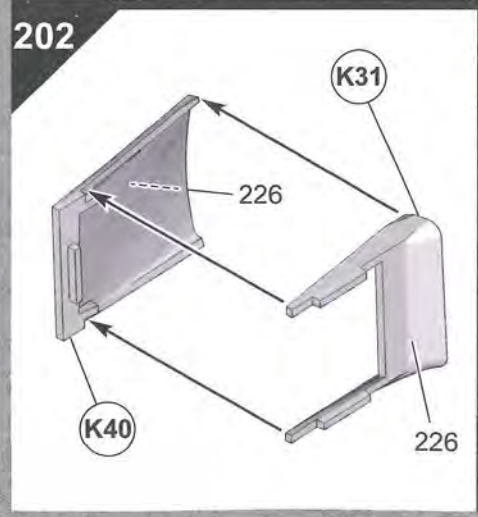
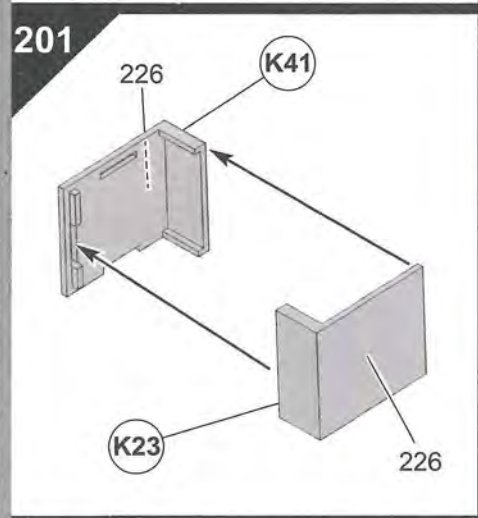
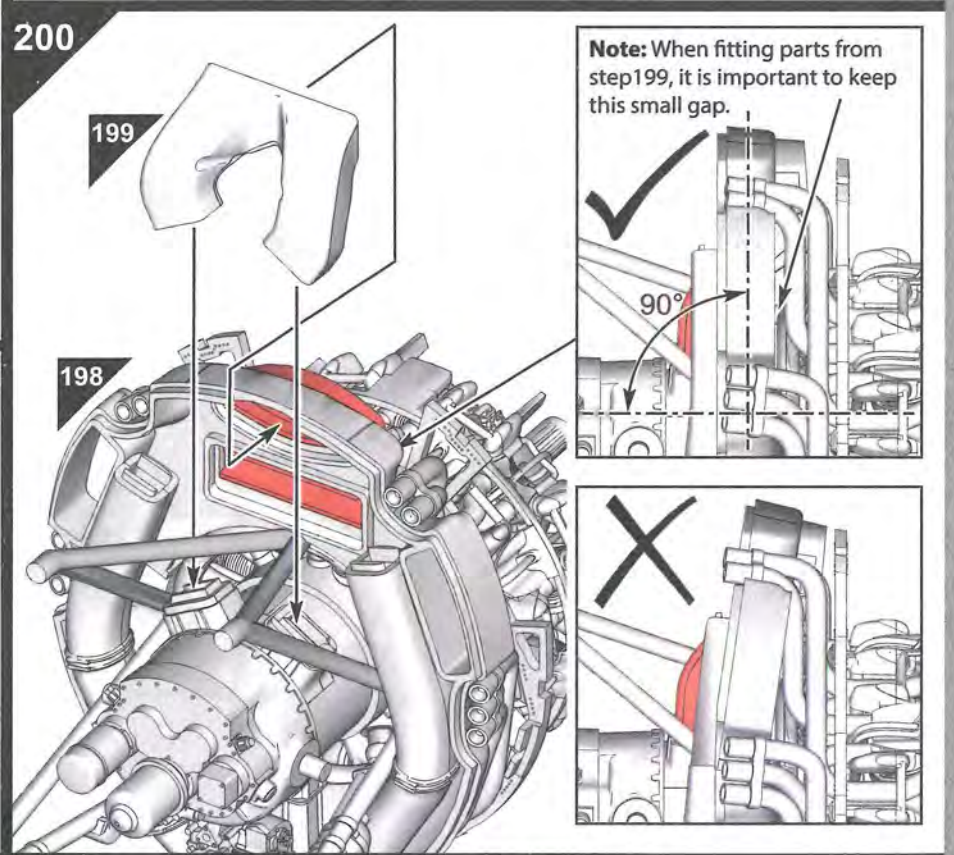
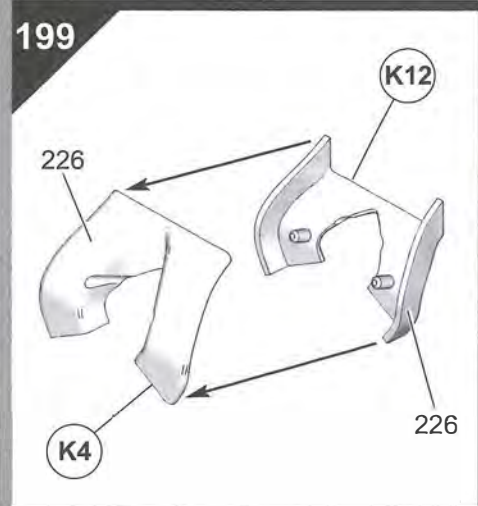
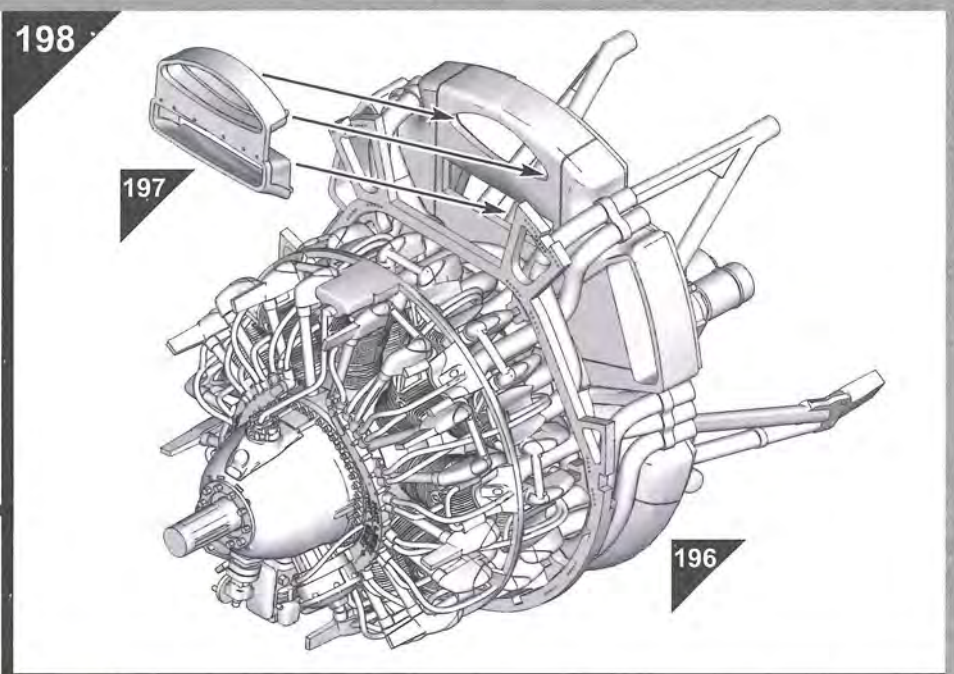
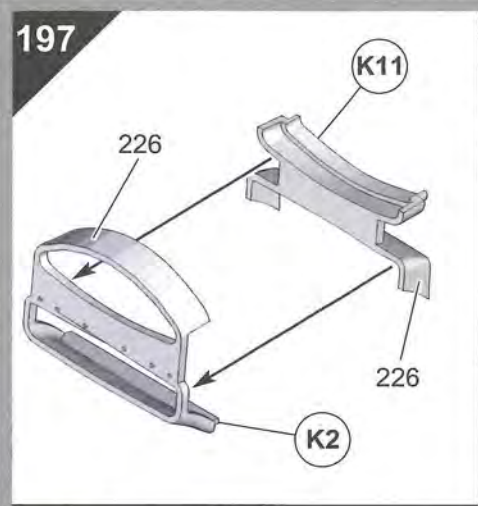


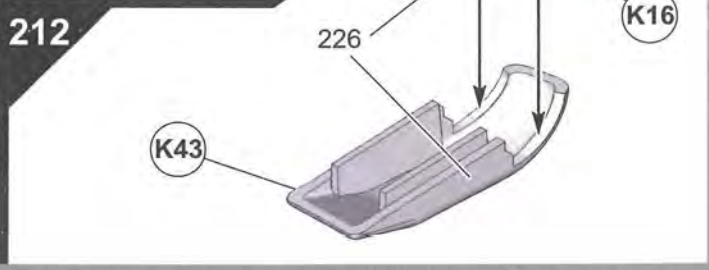
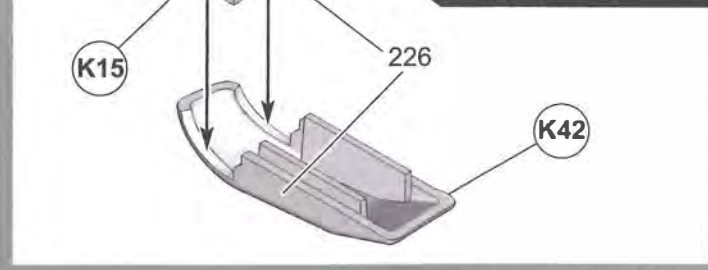
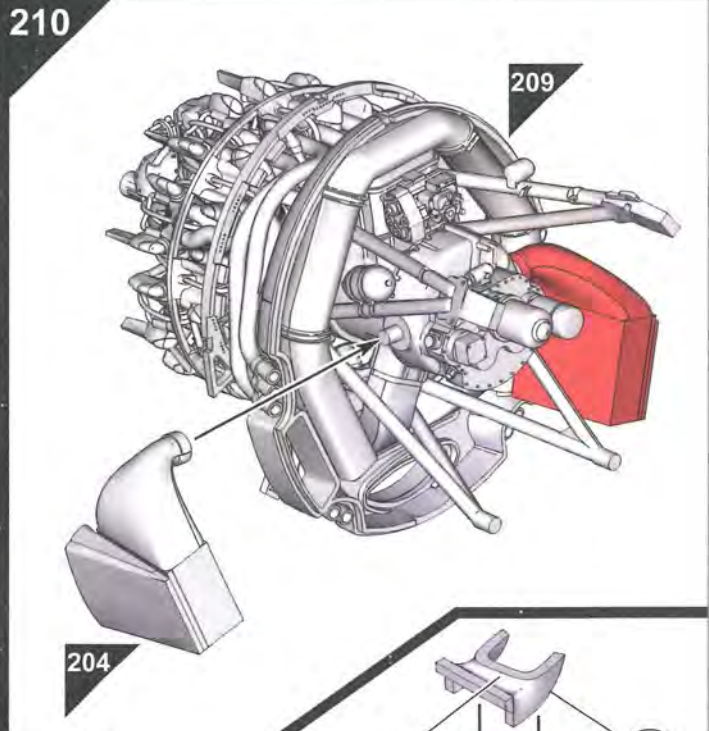
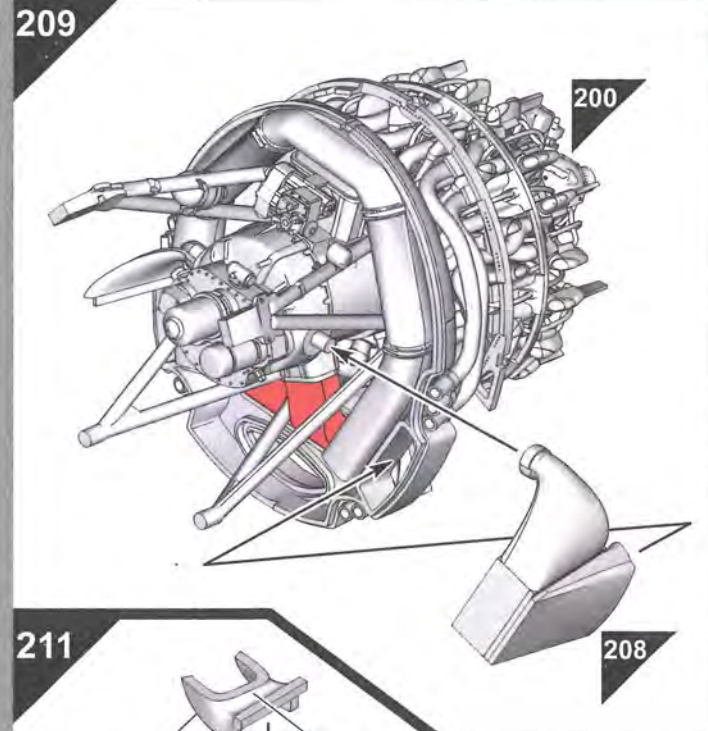
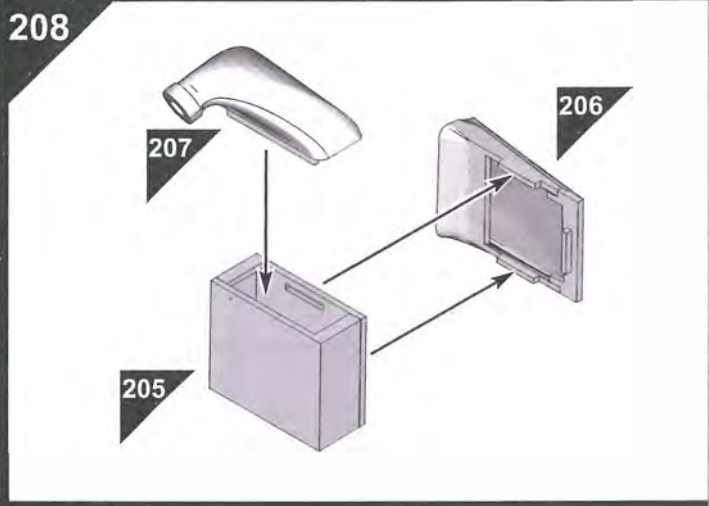
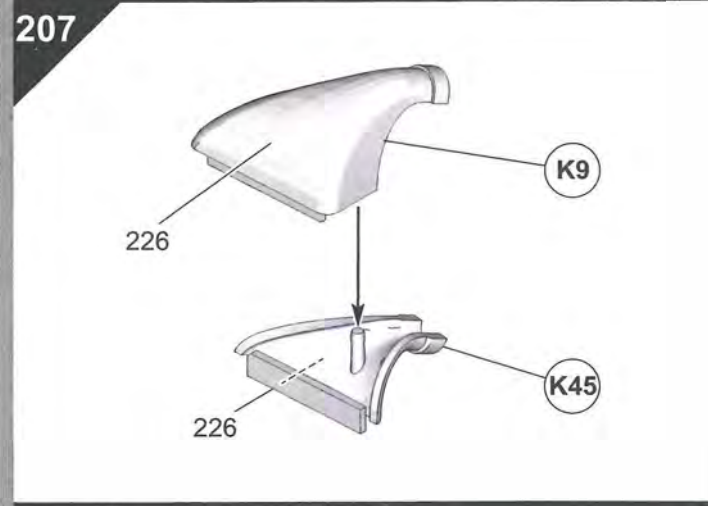
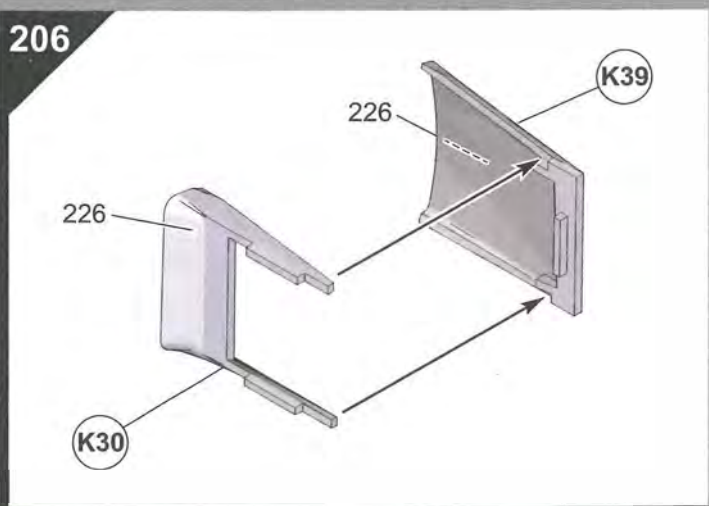
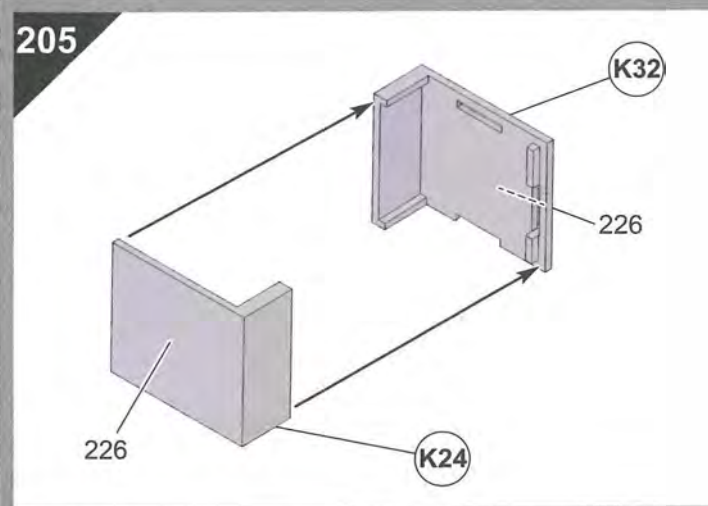
195

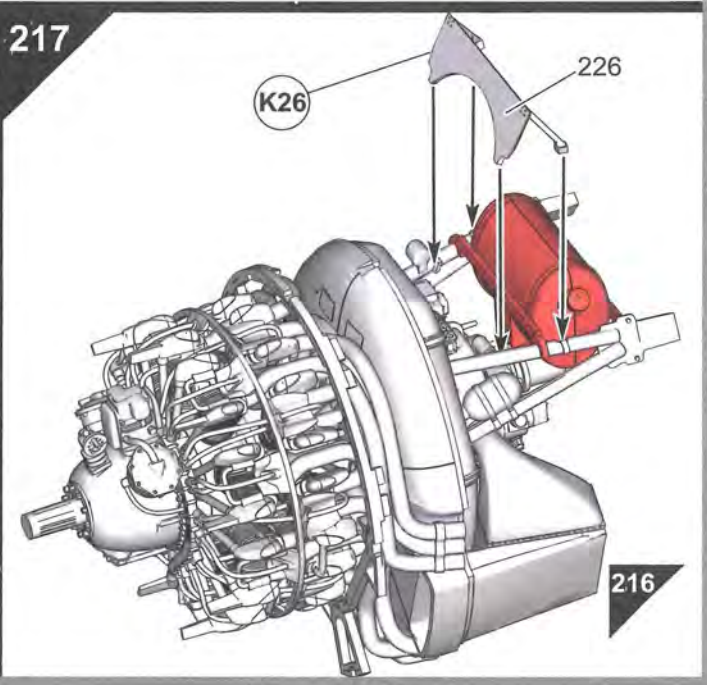
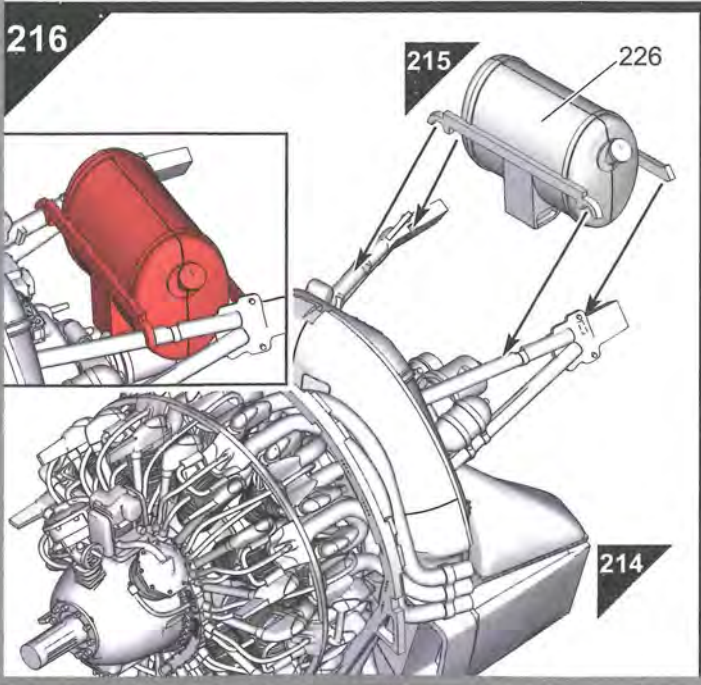
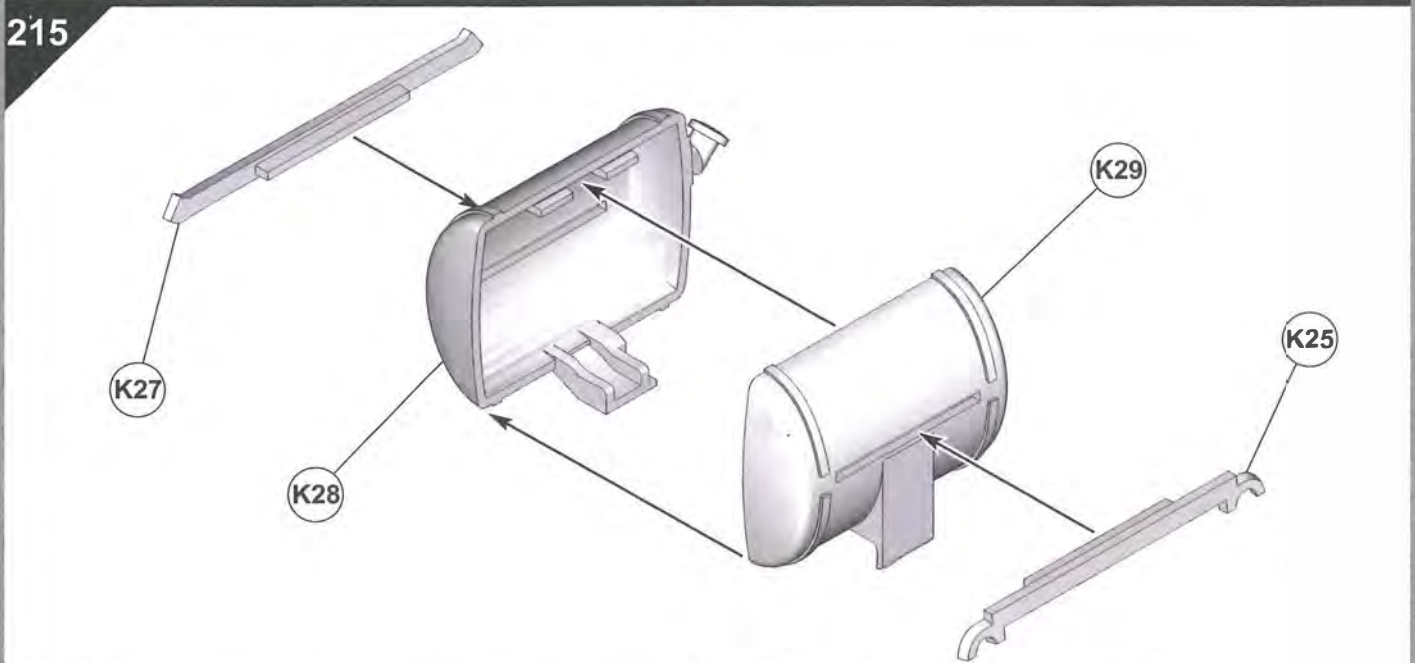
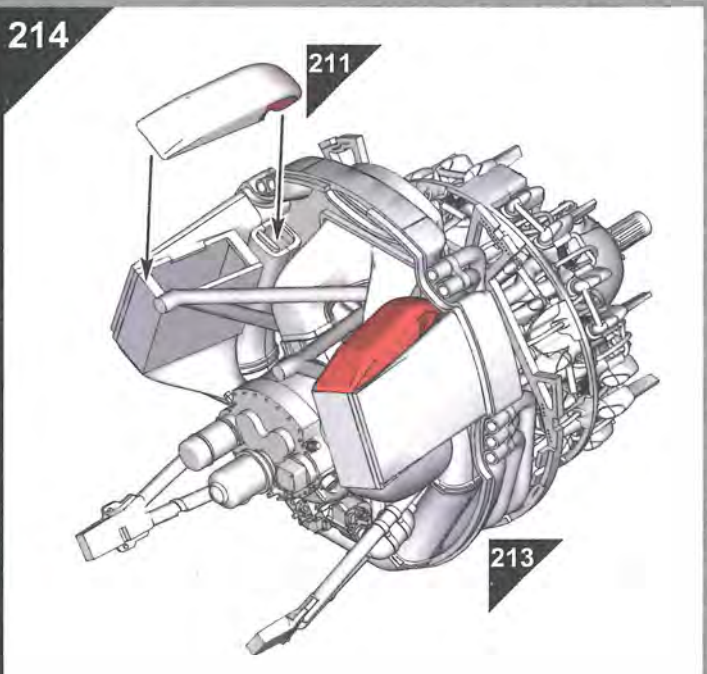
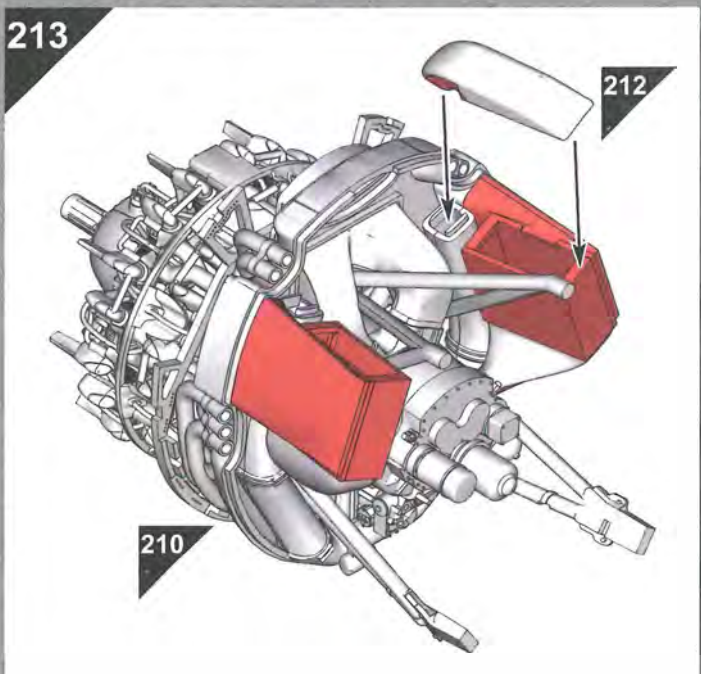


196



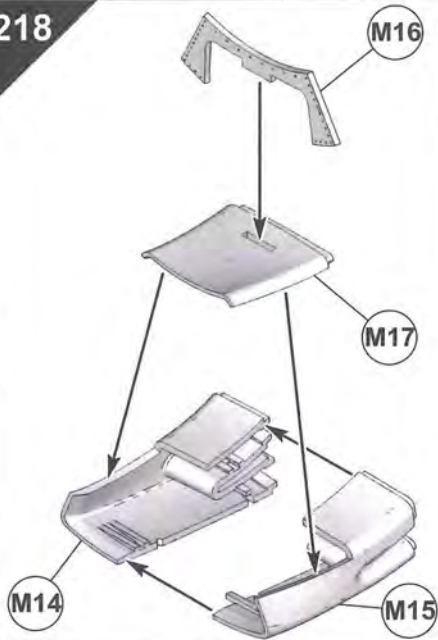




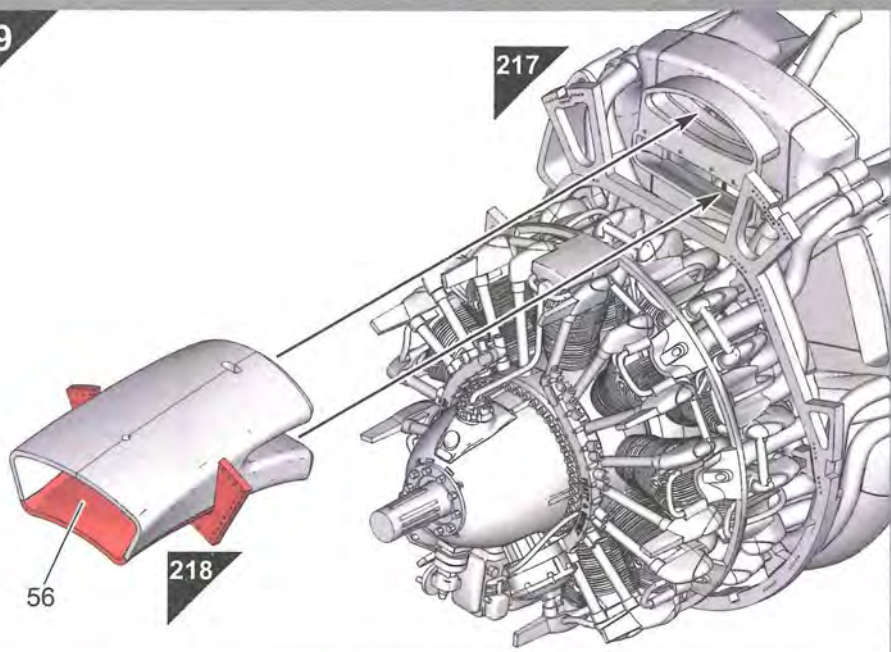




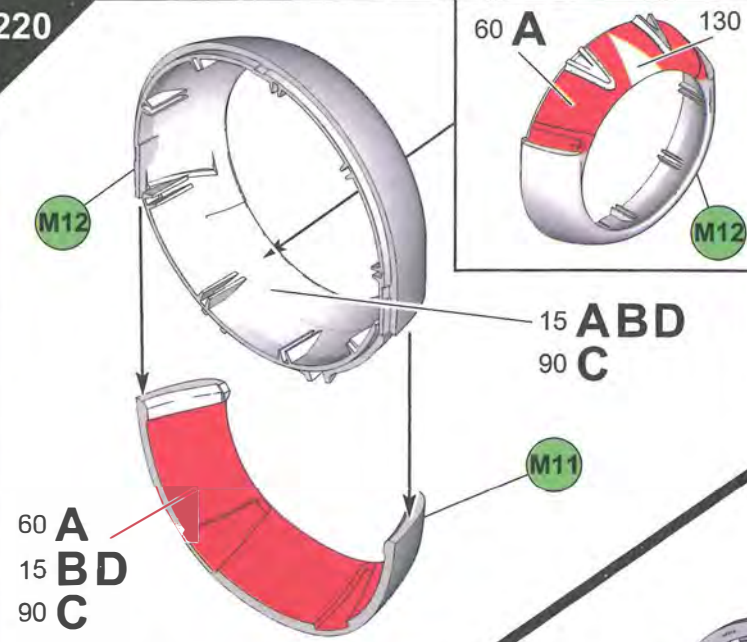
218



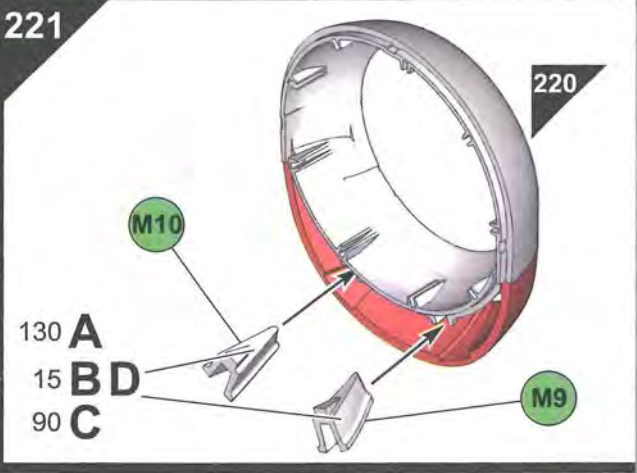
219



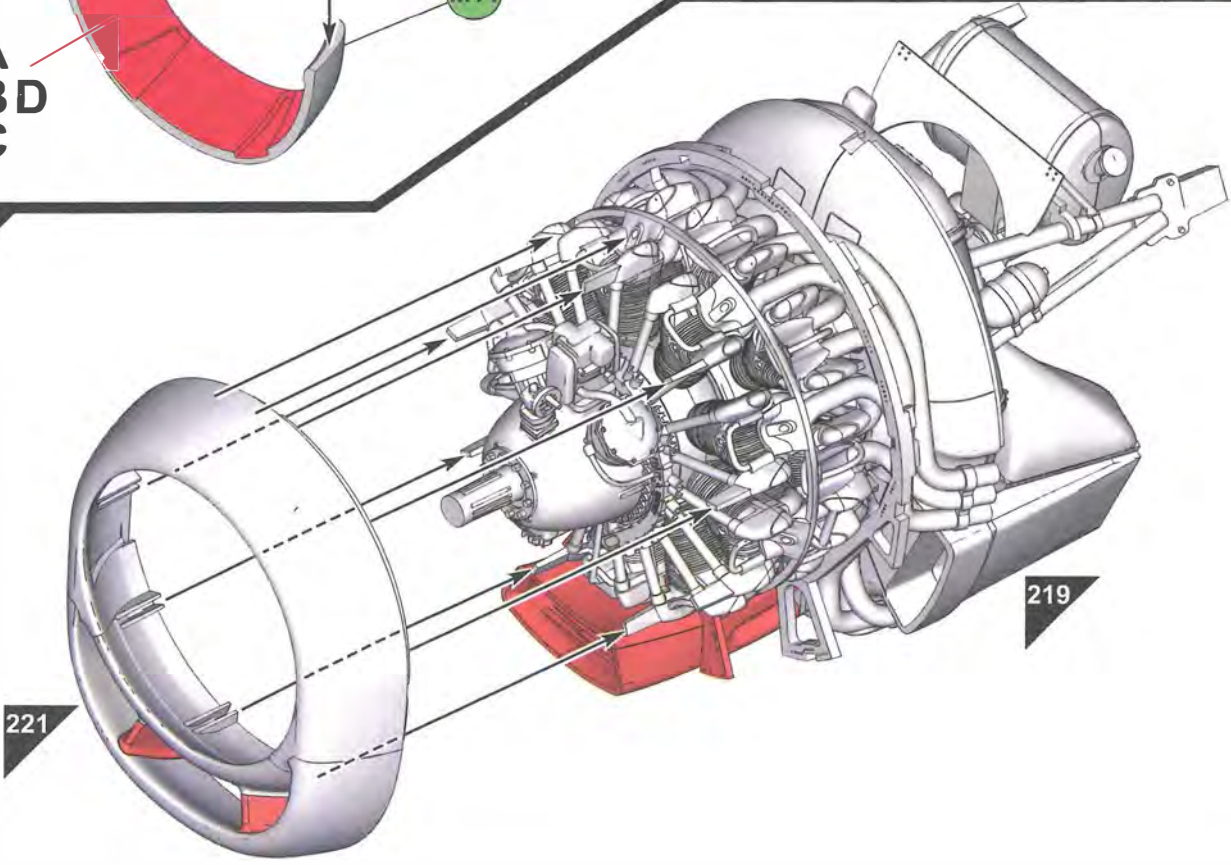
220



221

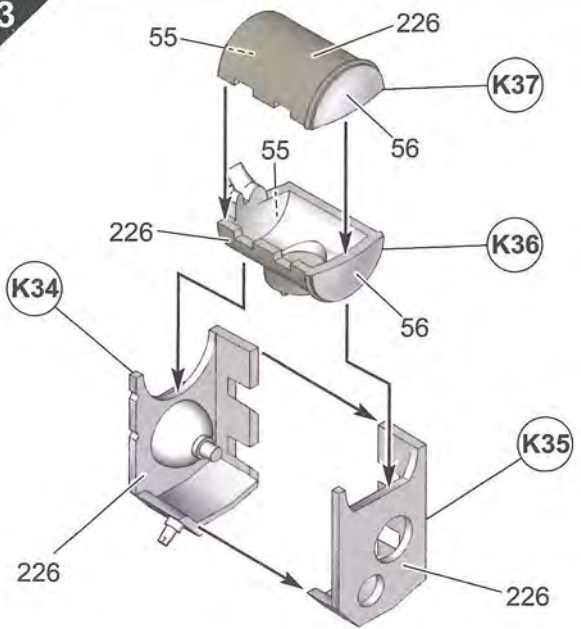


222

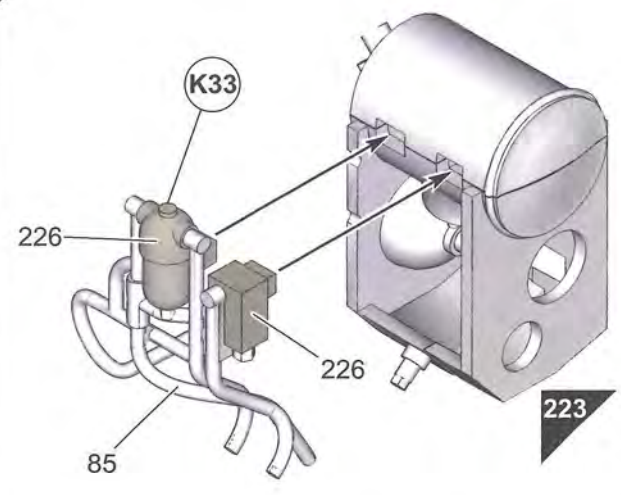




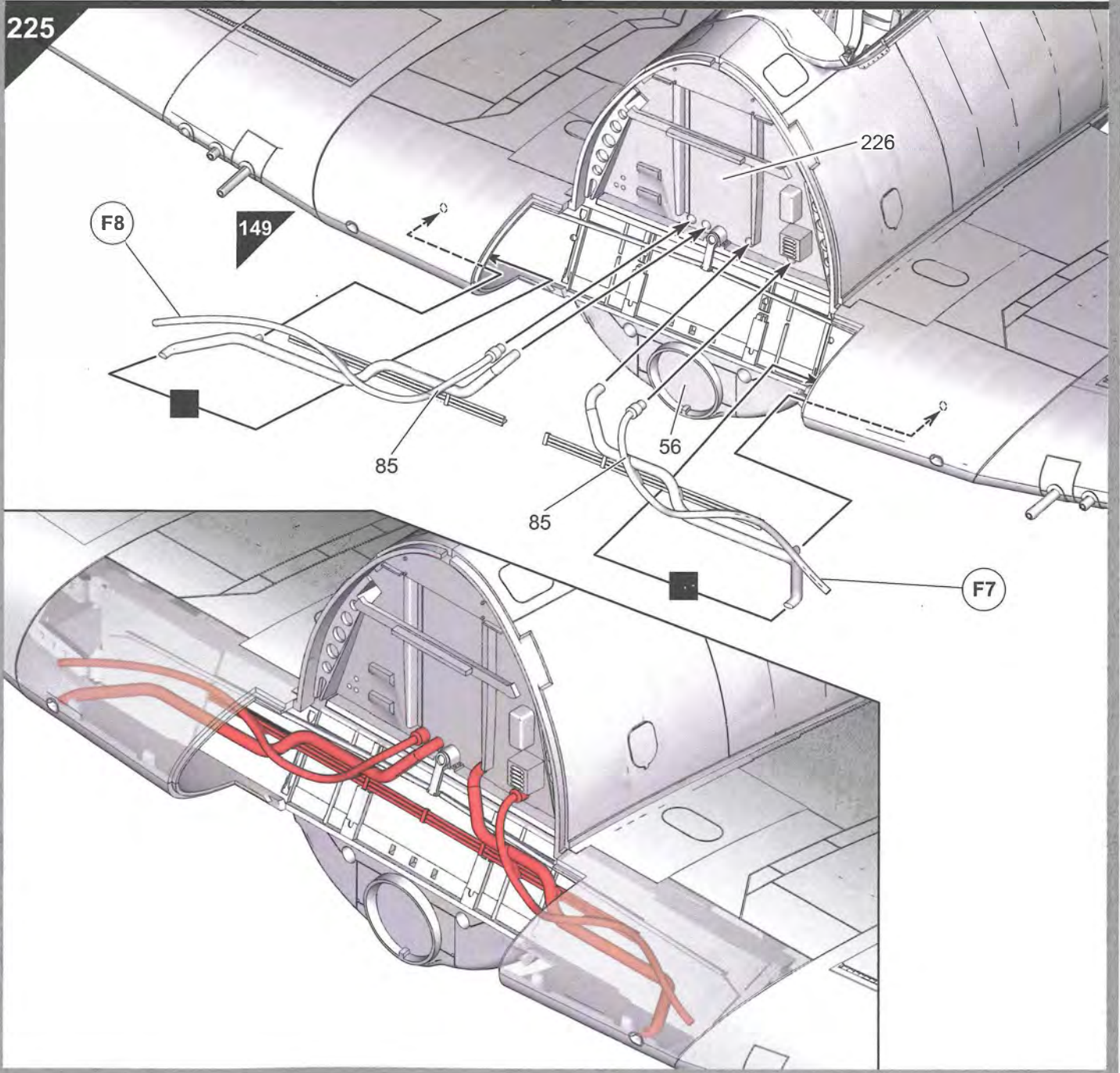
223



224

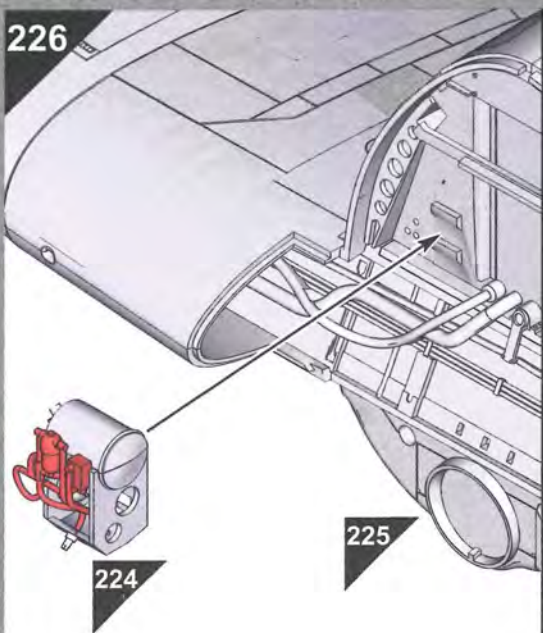


225





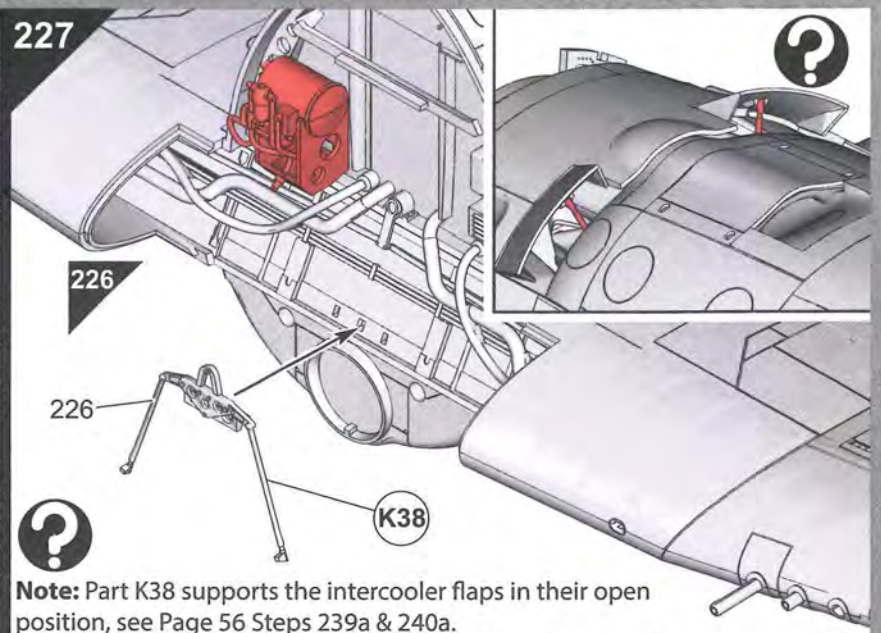
226



224

225

227



226

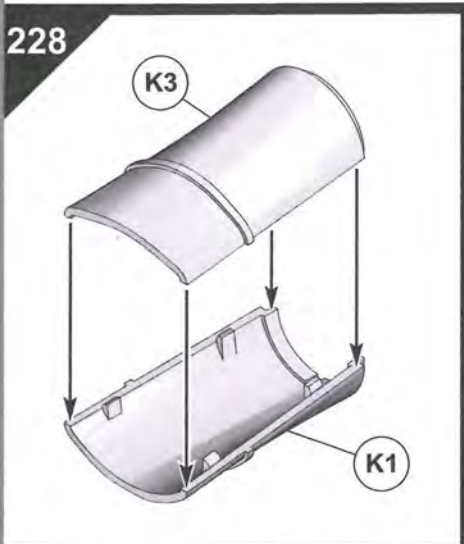
226

K38



Note: Part K38 supports the intercooler flaps in their open position, see Page 56 Steps 239a & 240a. If fitting the intercooler flaps in their closed position then do not fit part K38.

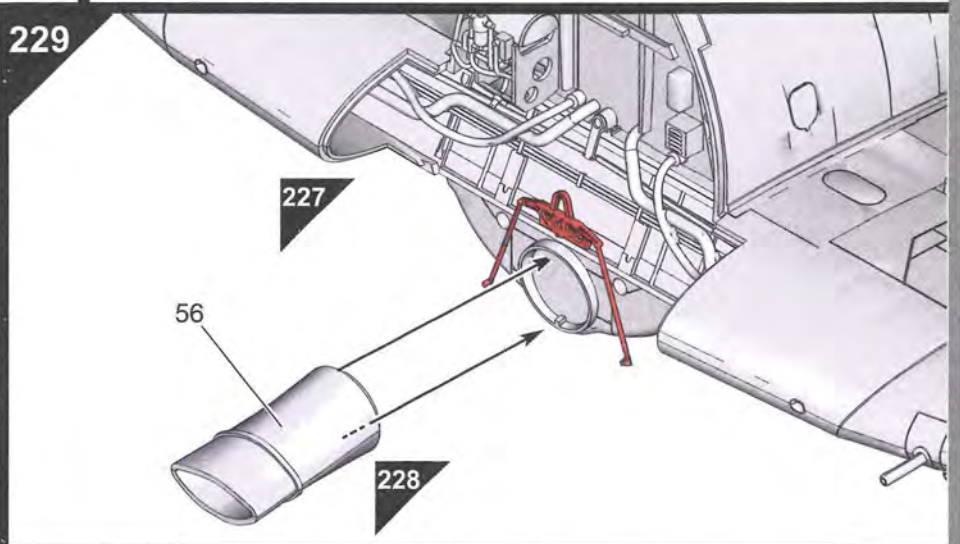
228



K3

K1

229

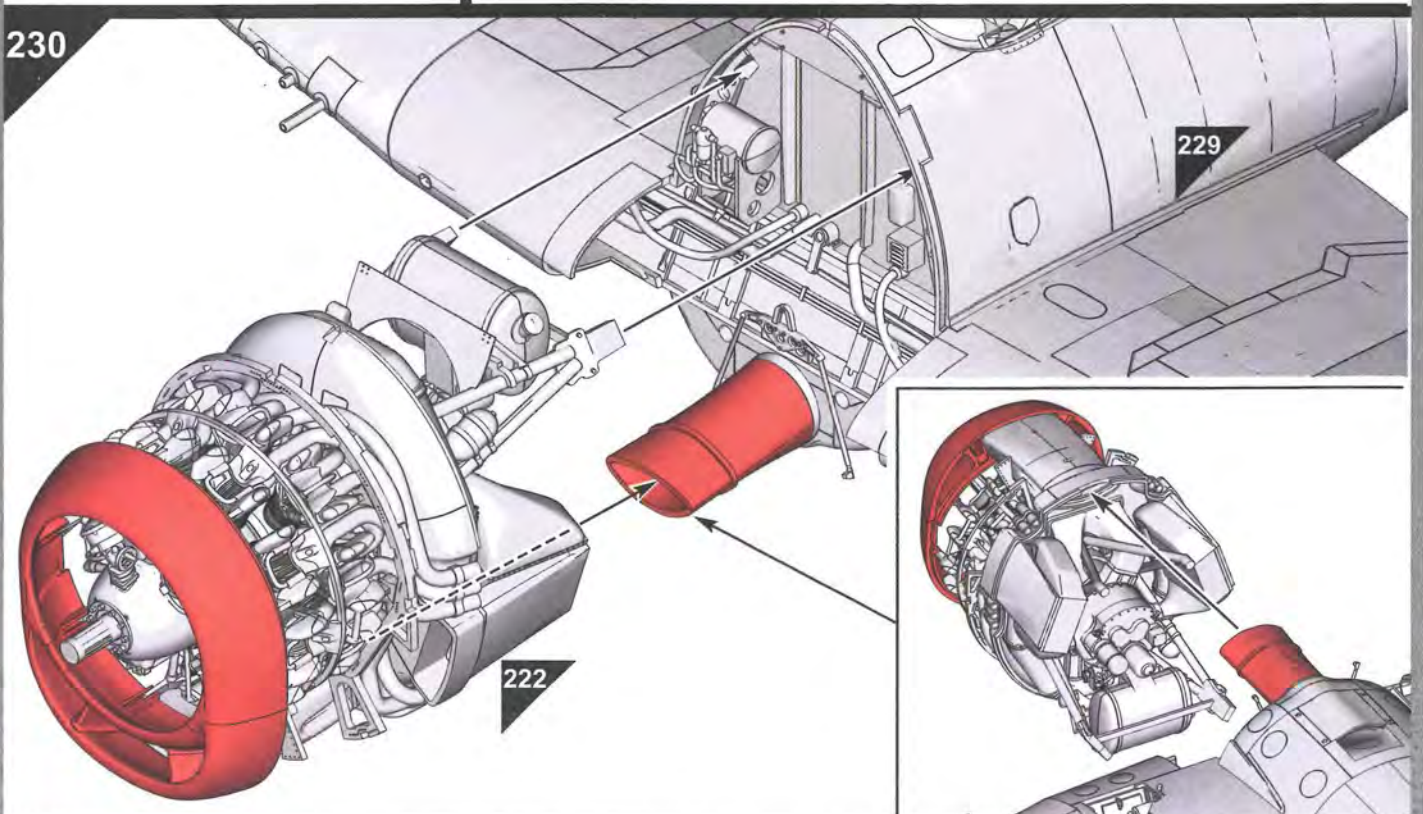


227

56

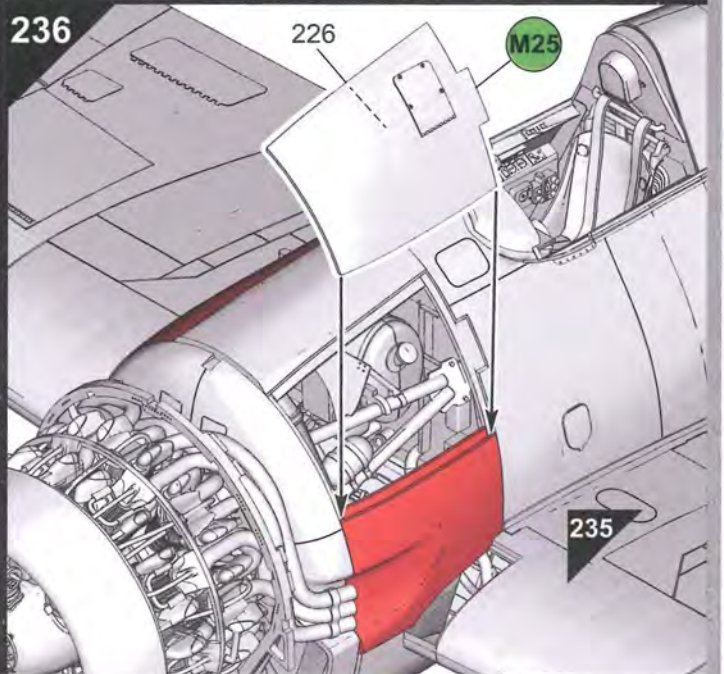
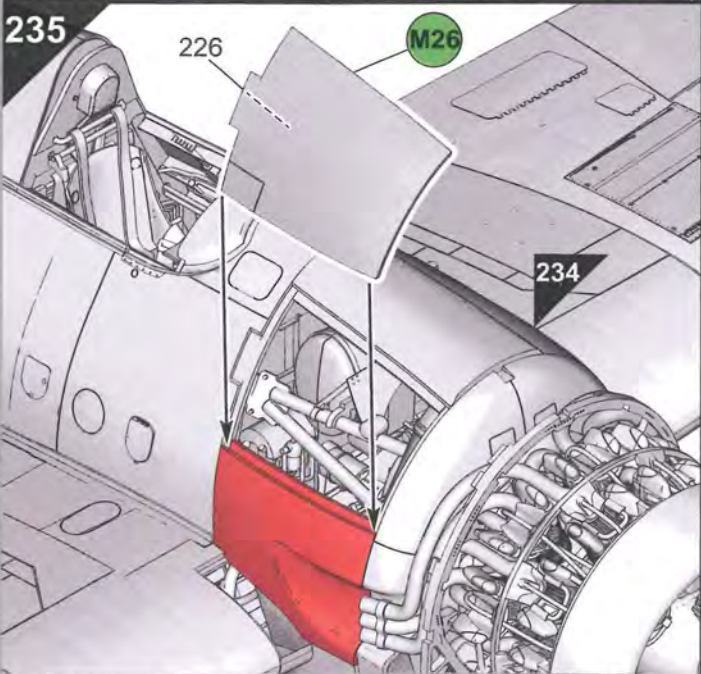
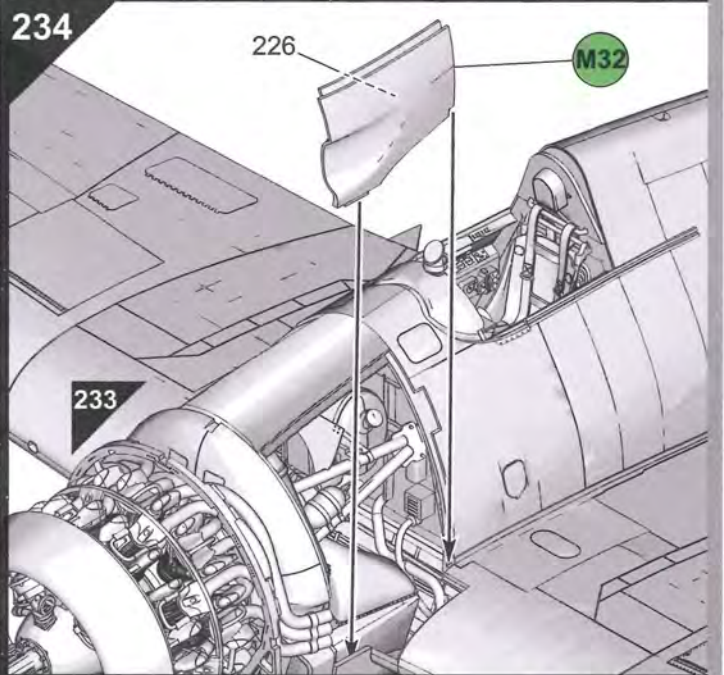
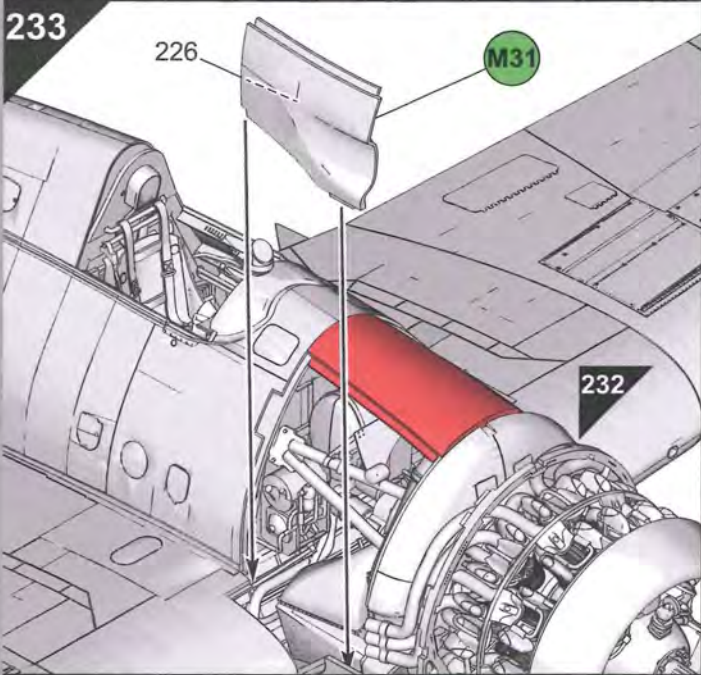
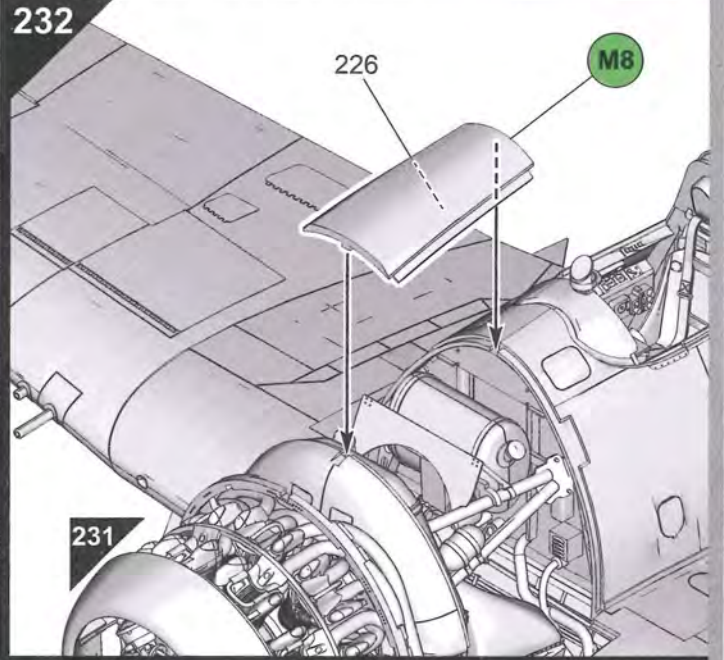
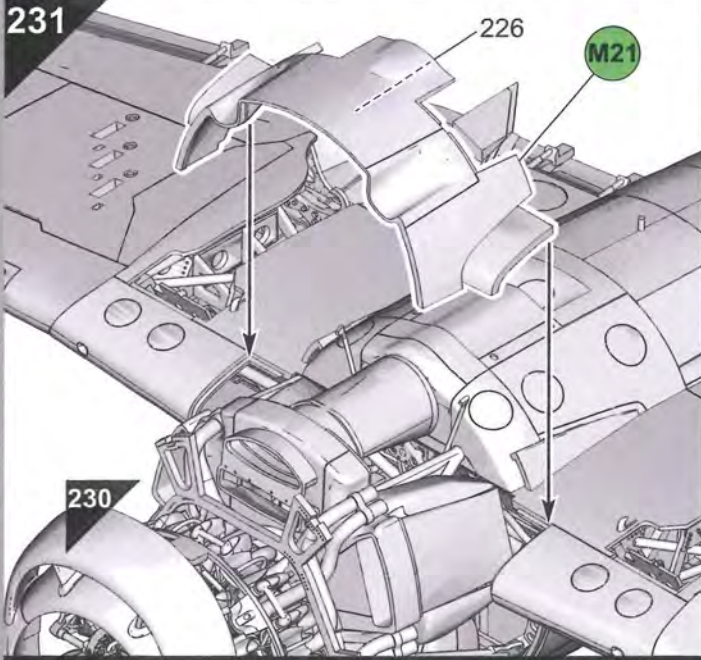
228

230



229

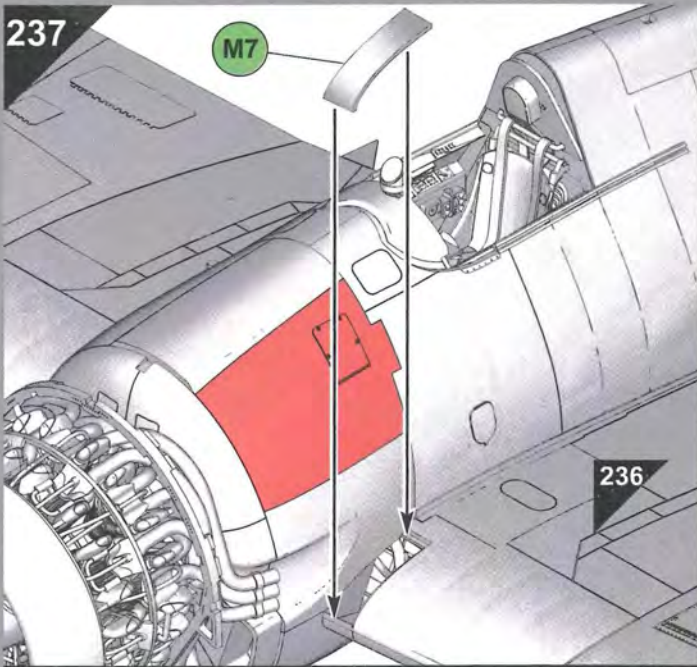
222





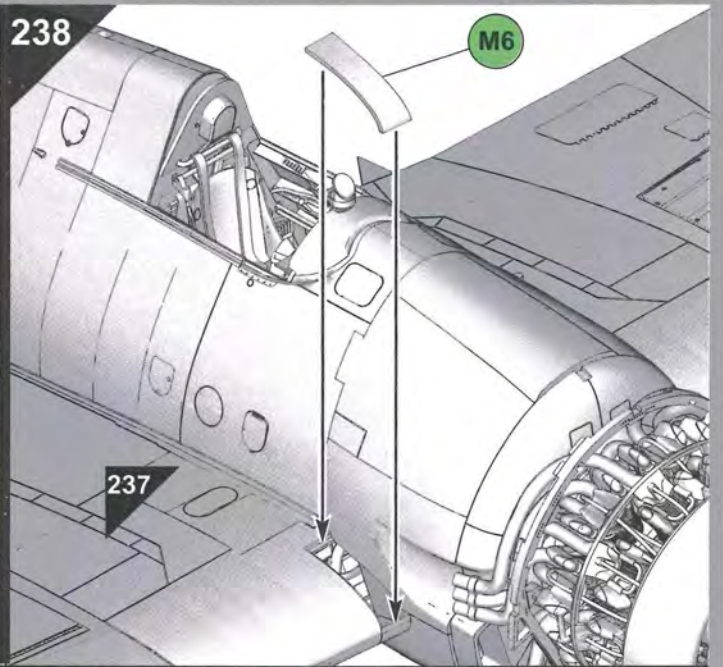
237

M7



238

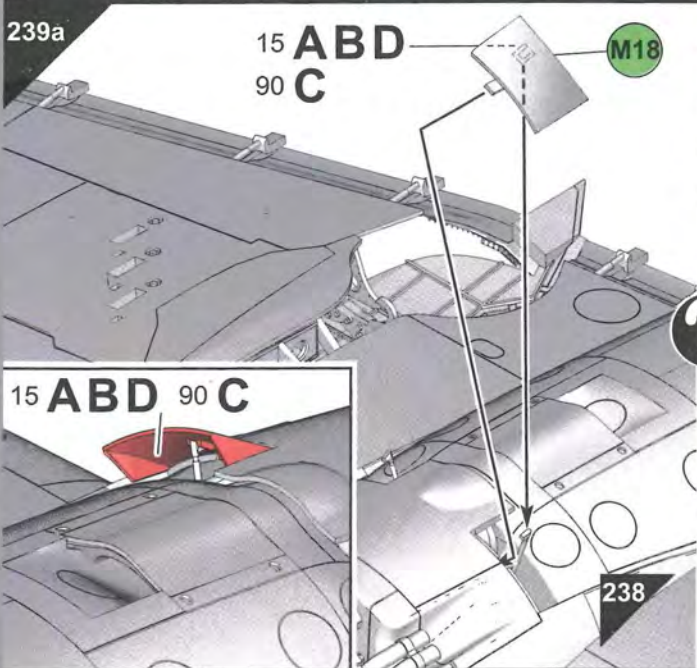
M6



239a

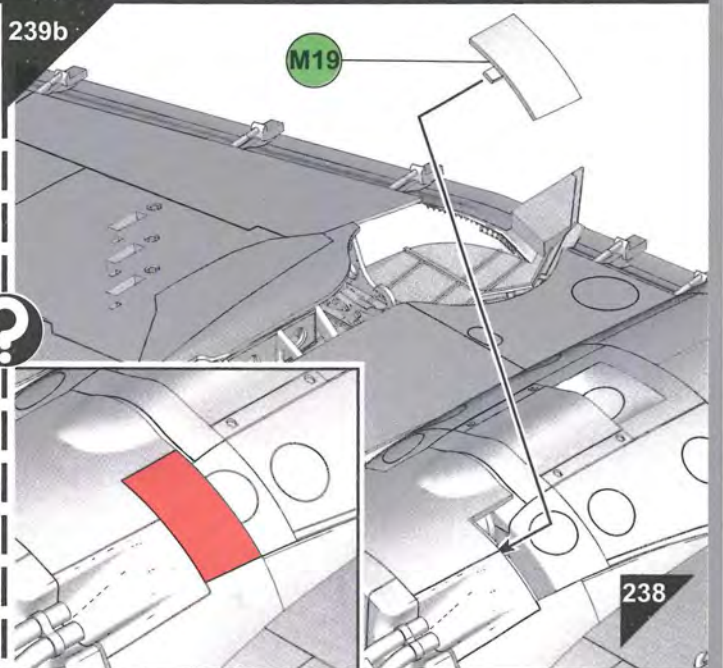
15 ABD
90 C

M18



239b

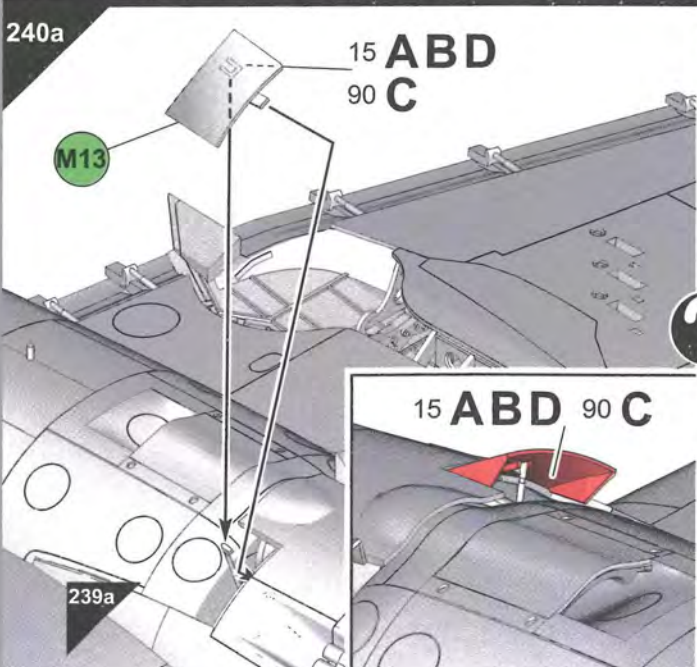
M19



240a

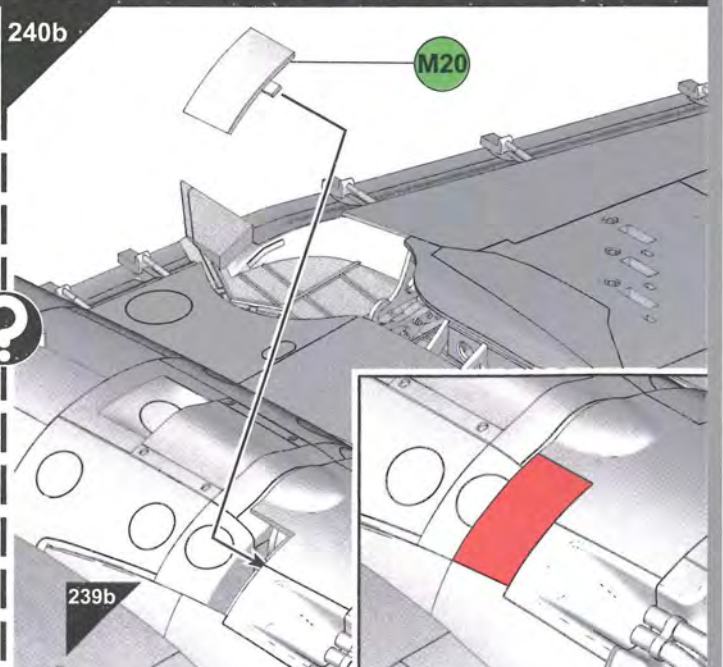
15 ABD
90 C

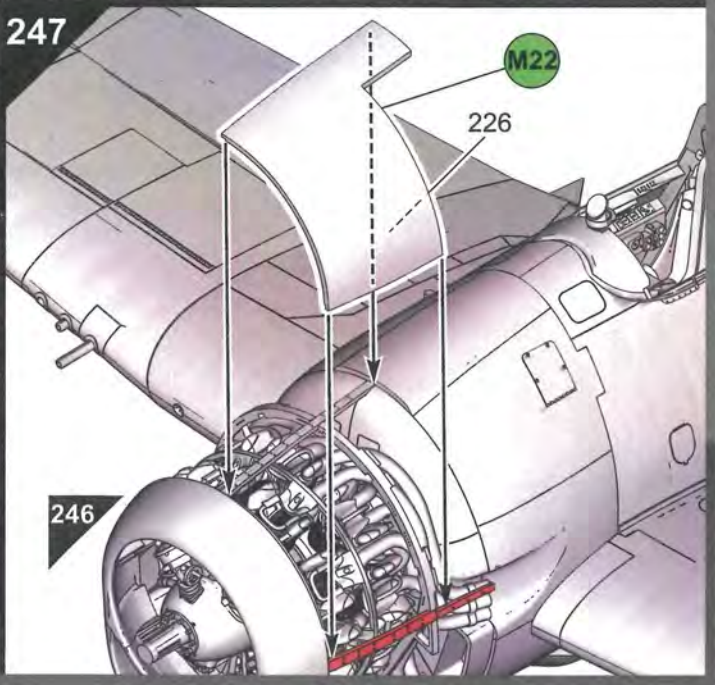
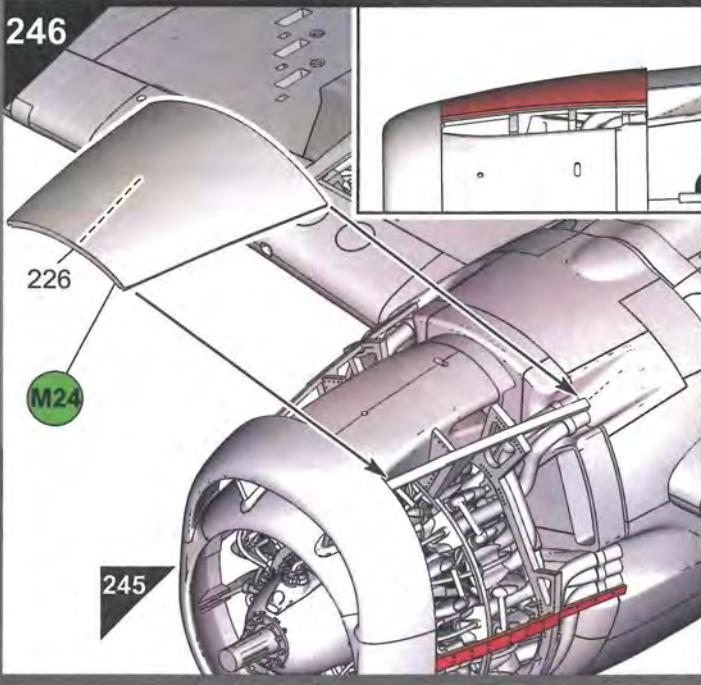
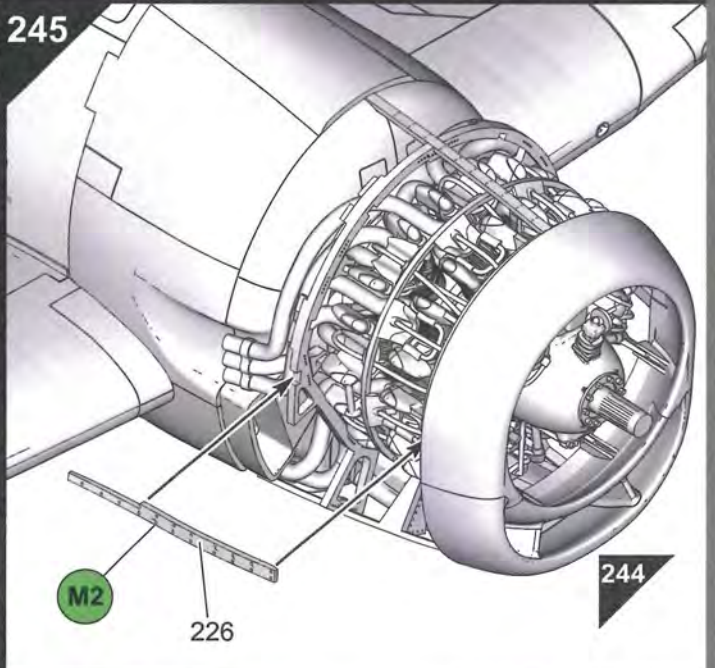
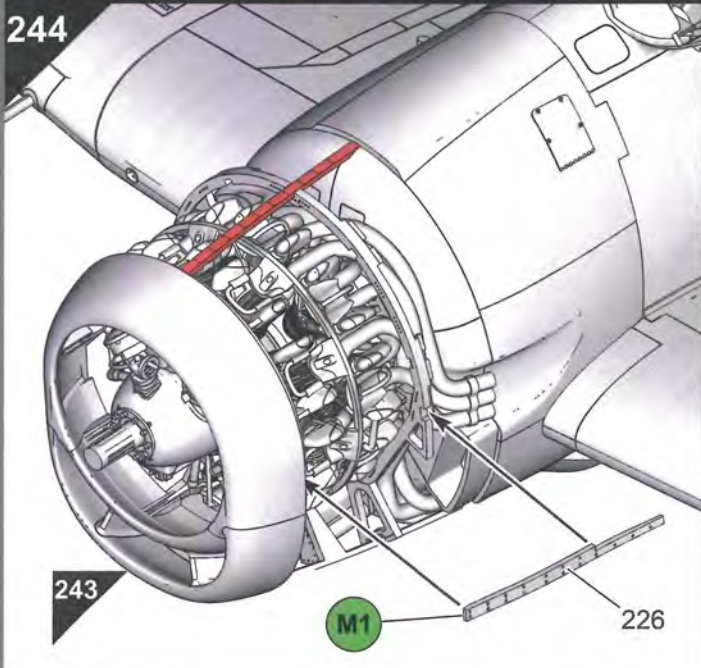
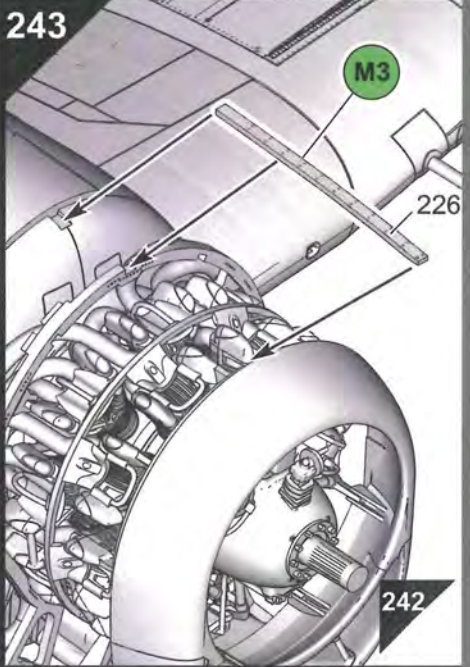
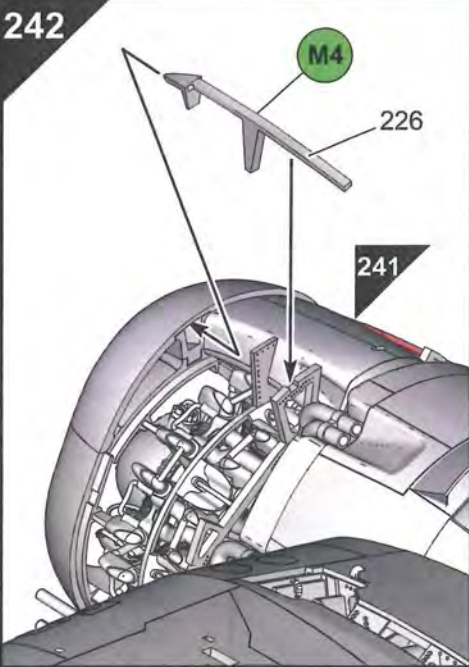
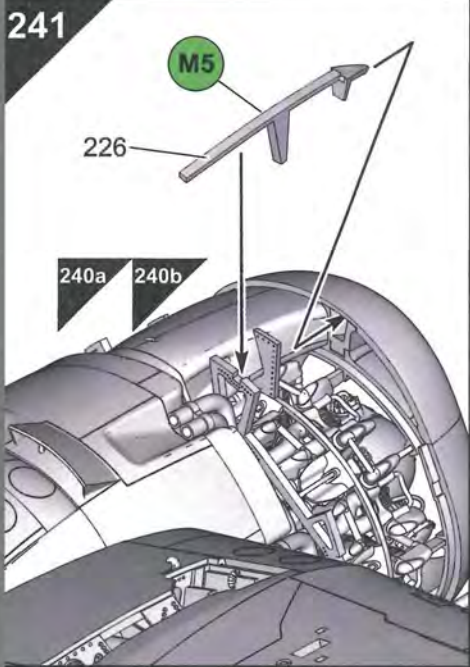
M13

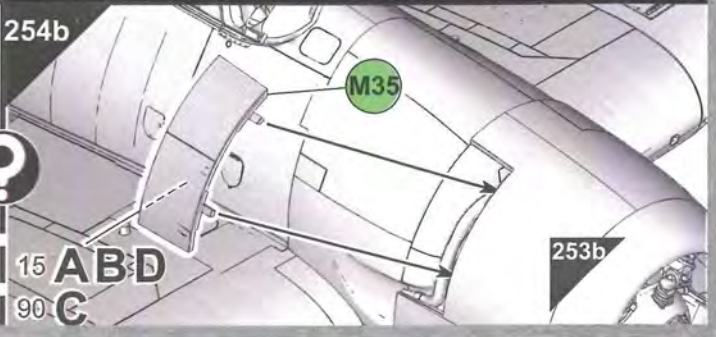
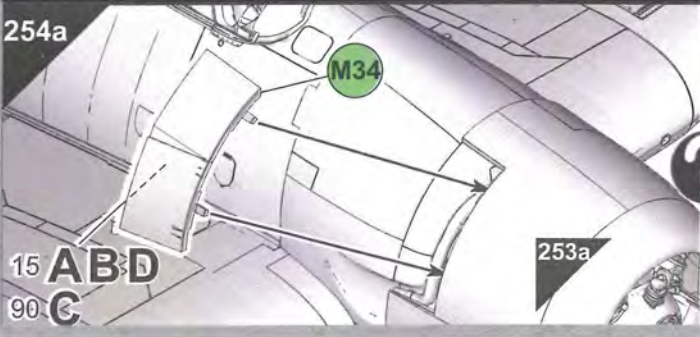
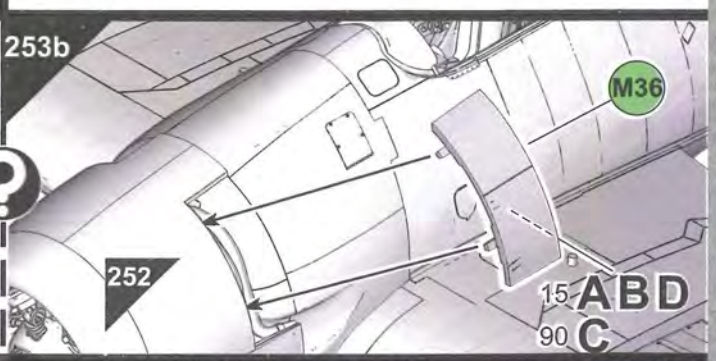
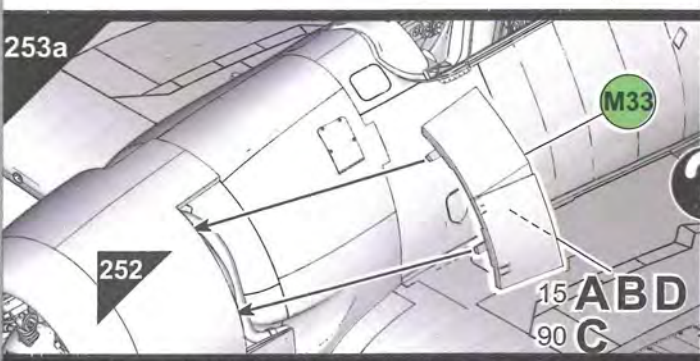
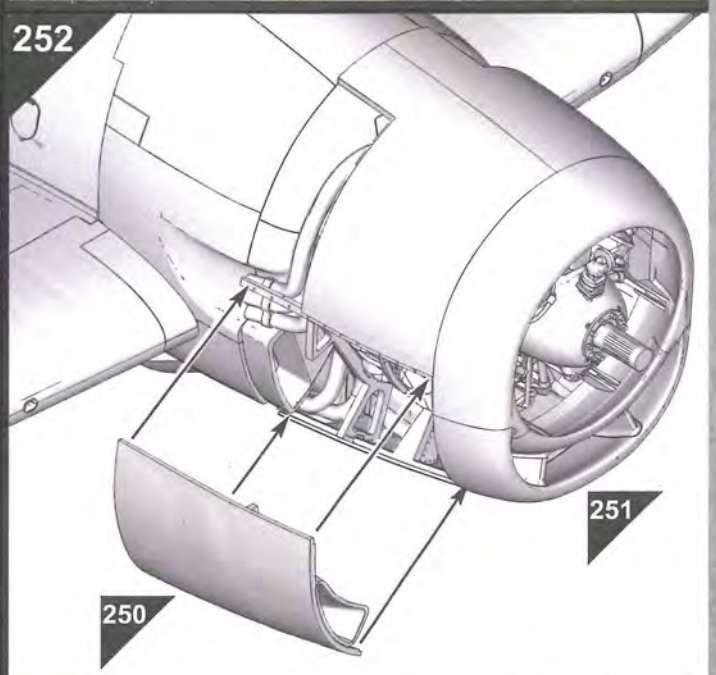
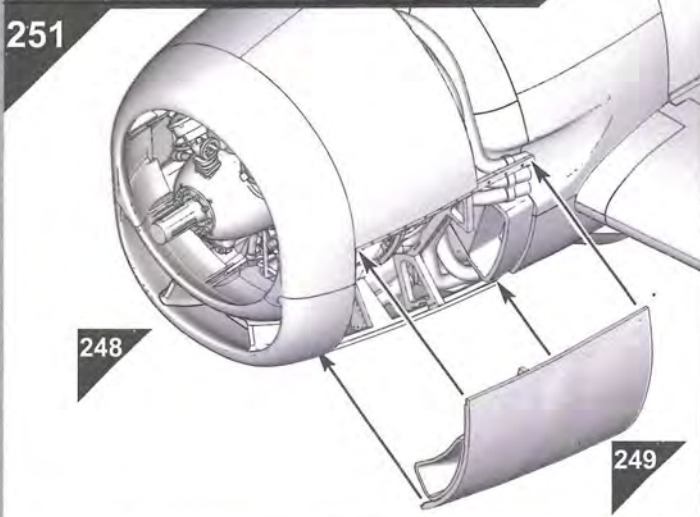
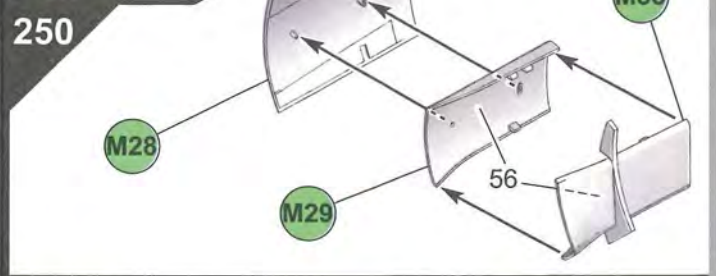
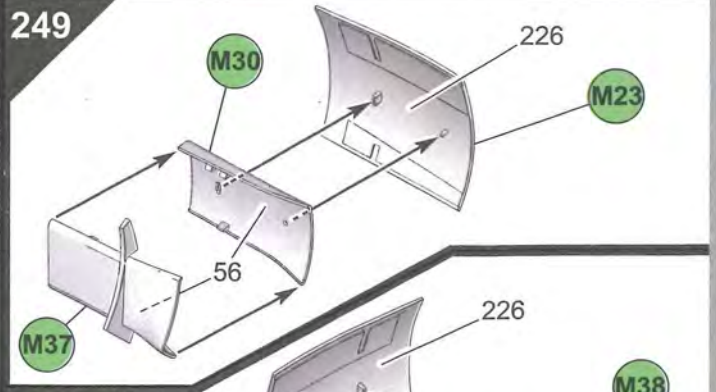
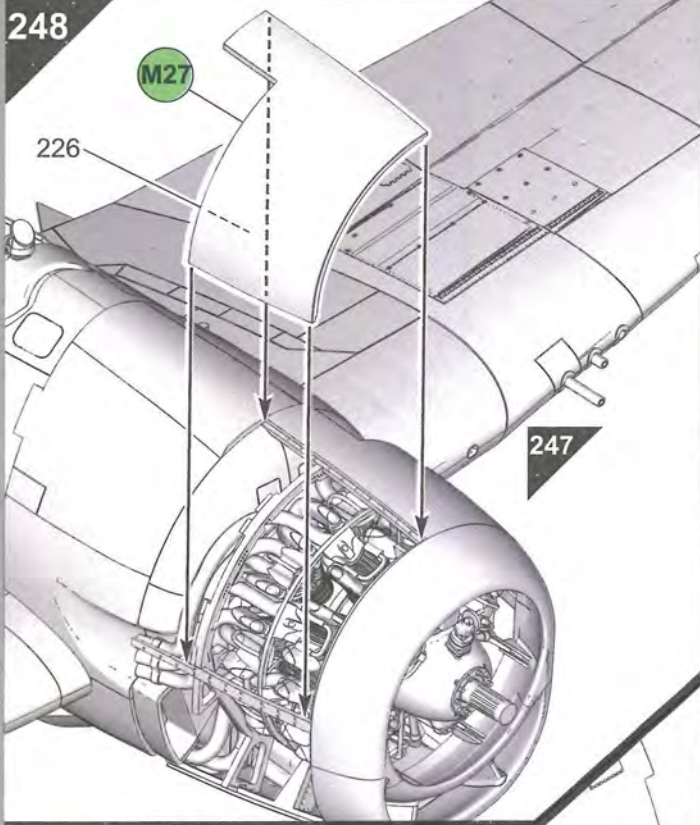


240b

M20

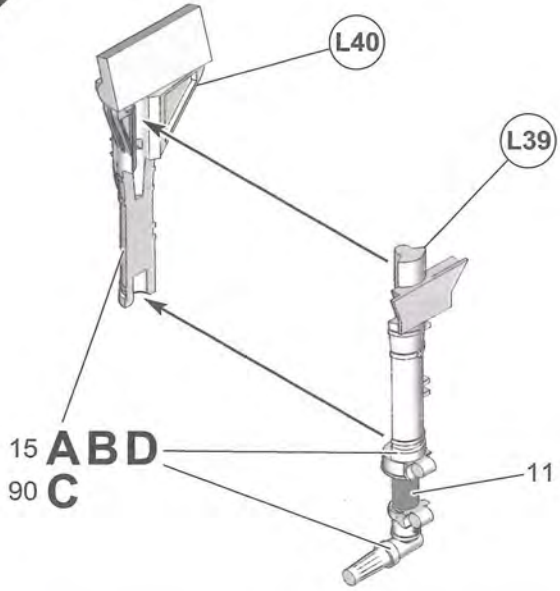




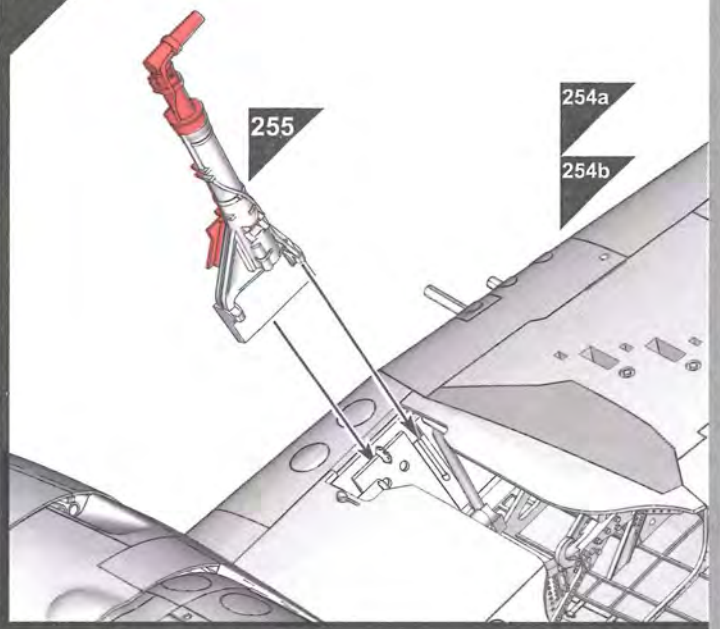




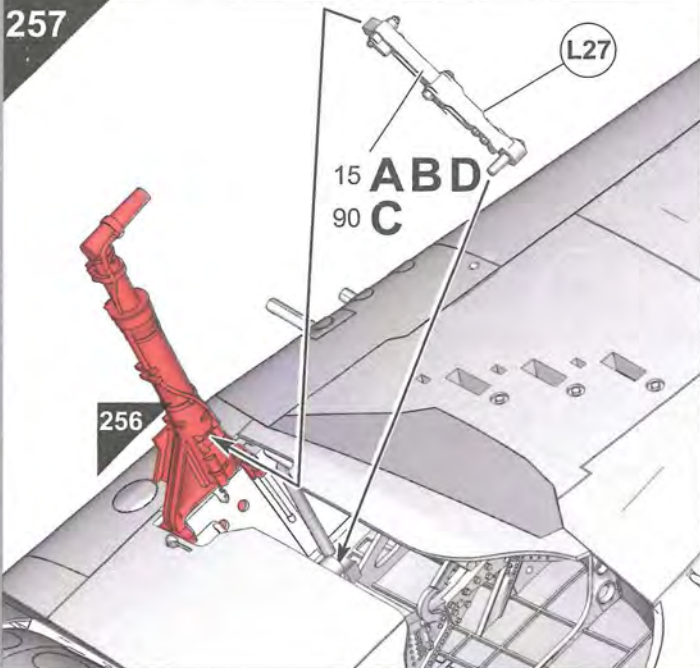
255



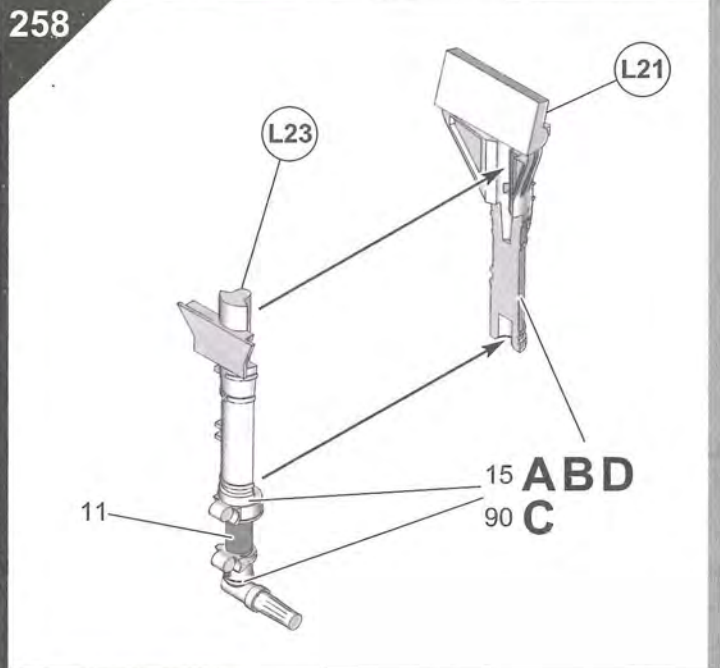
256



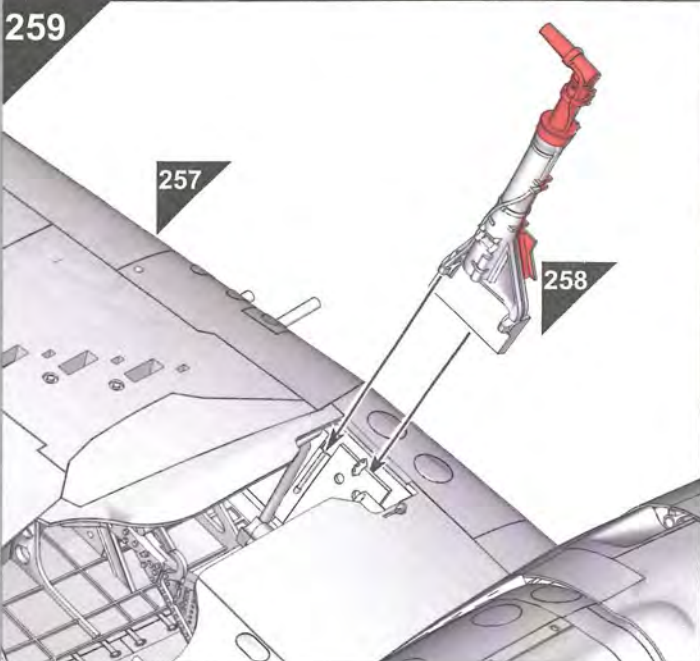
257



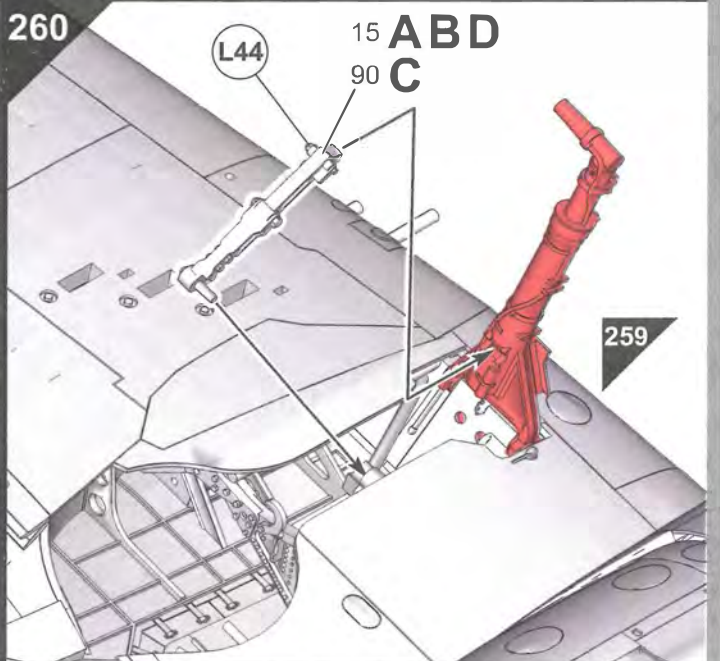
258

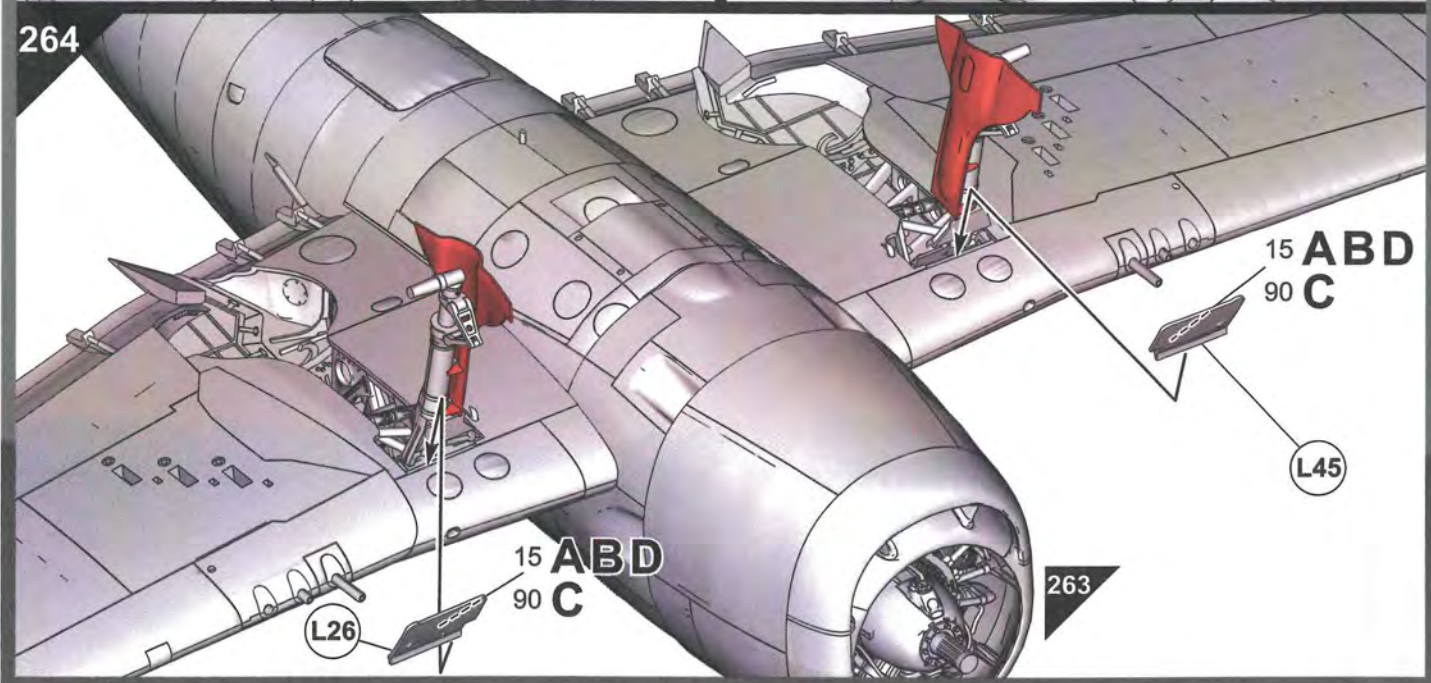
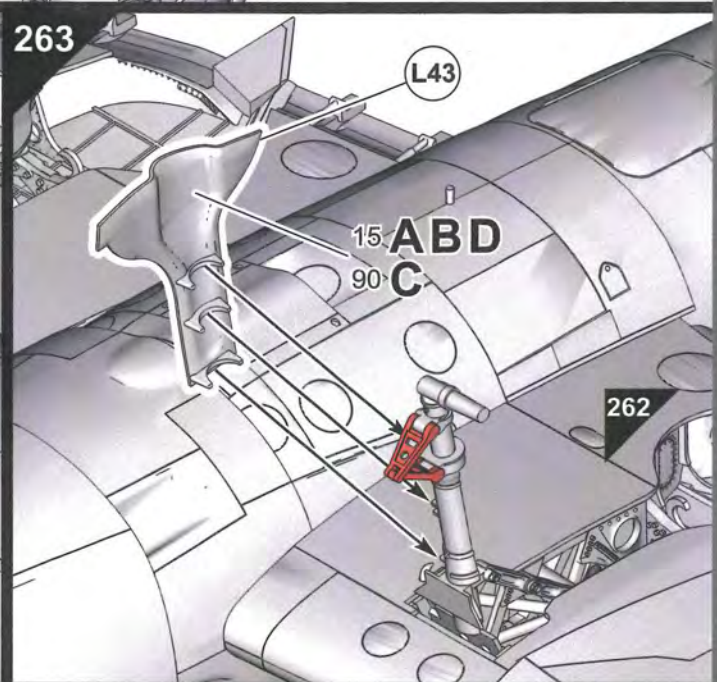
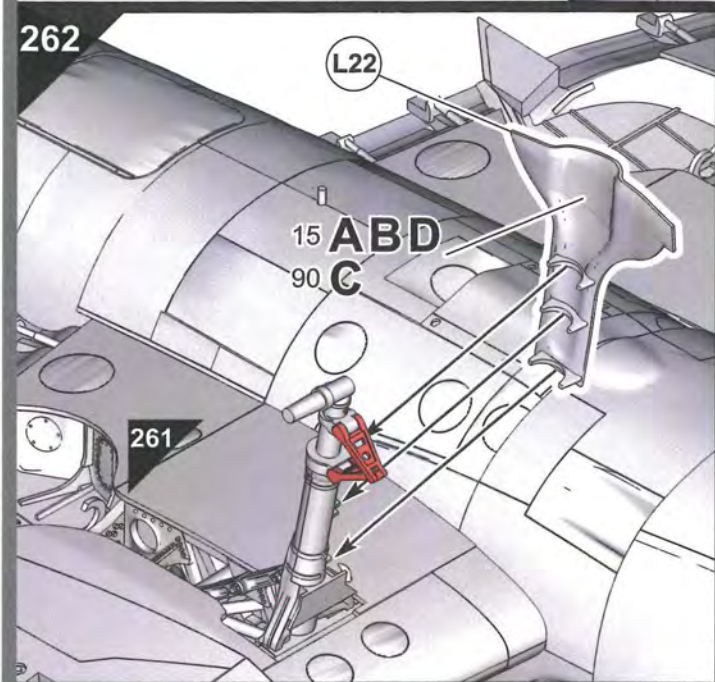
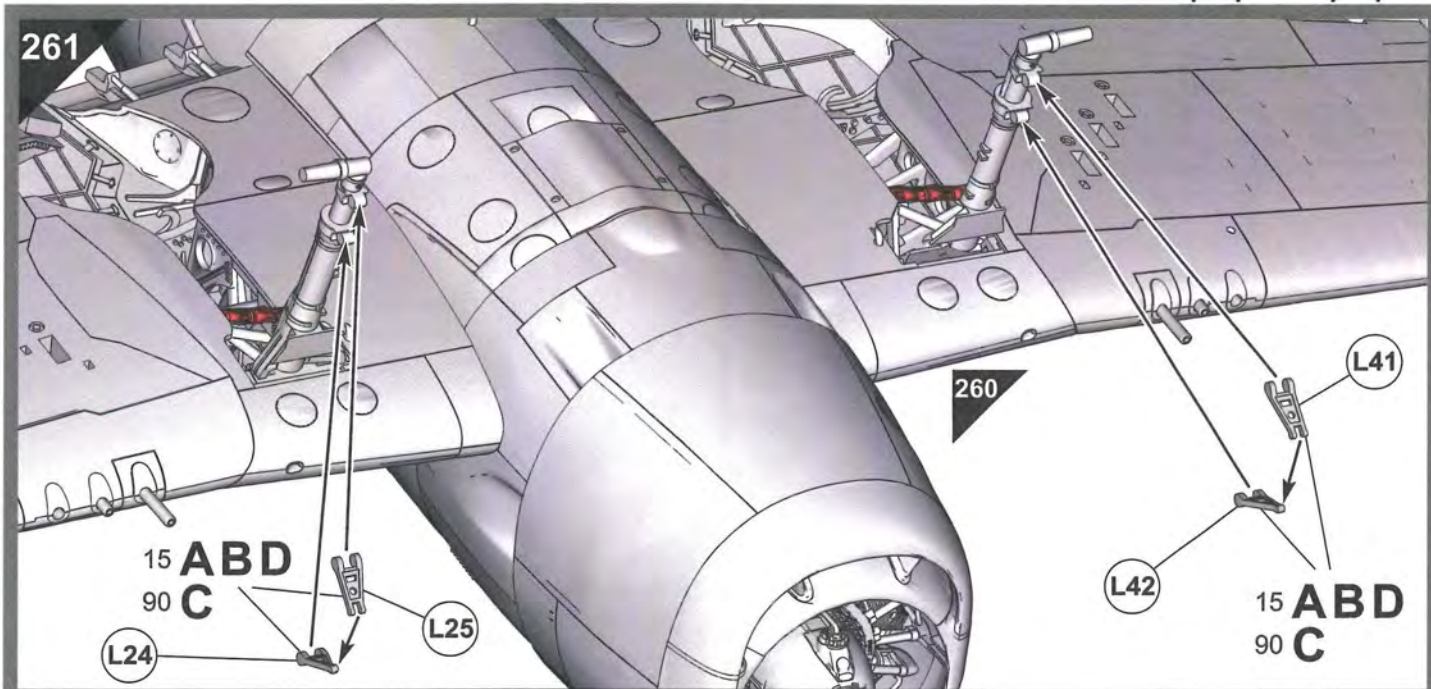


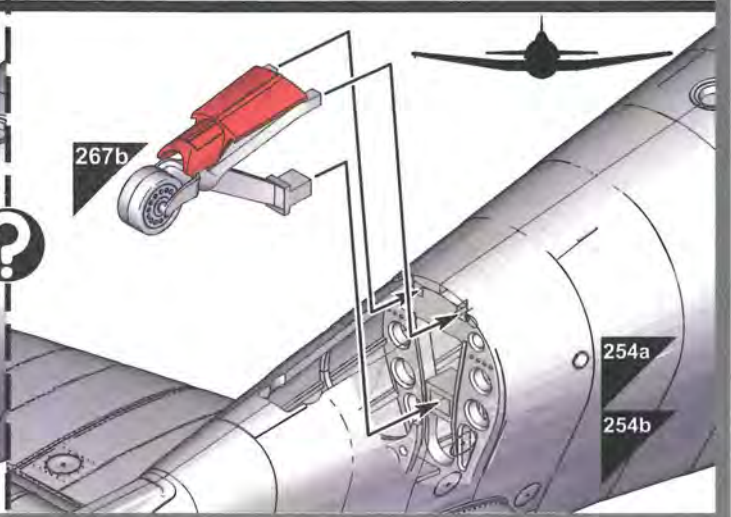
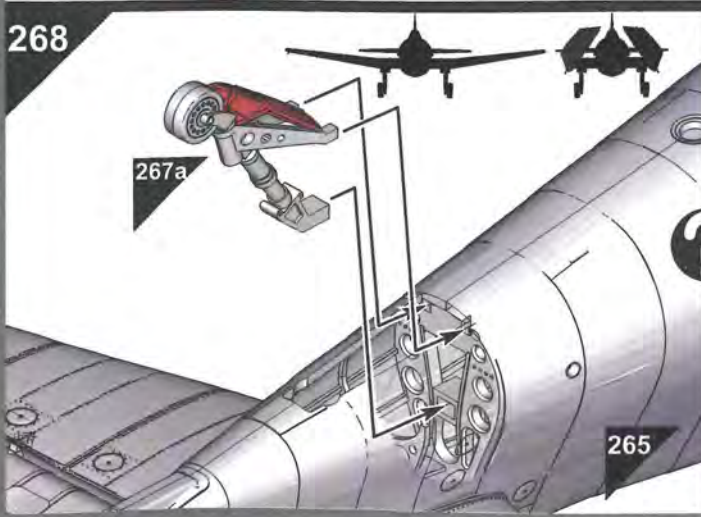
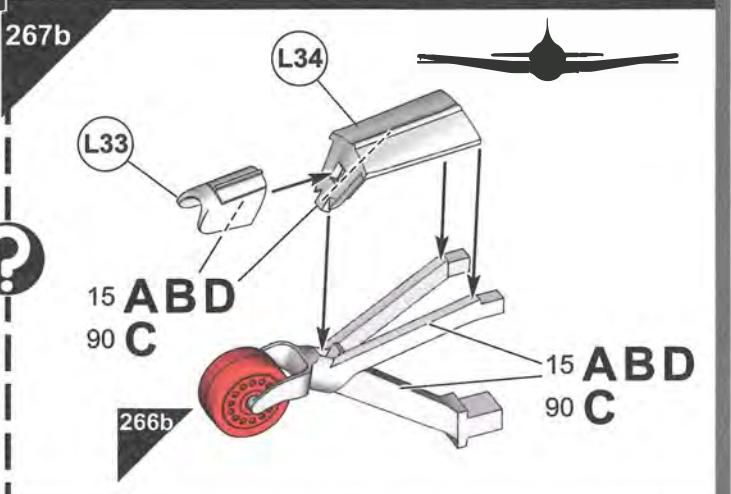
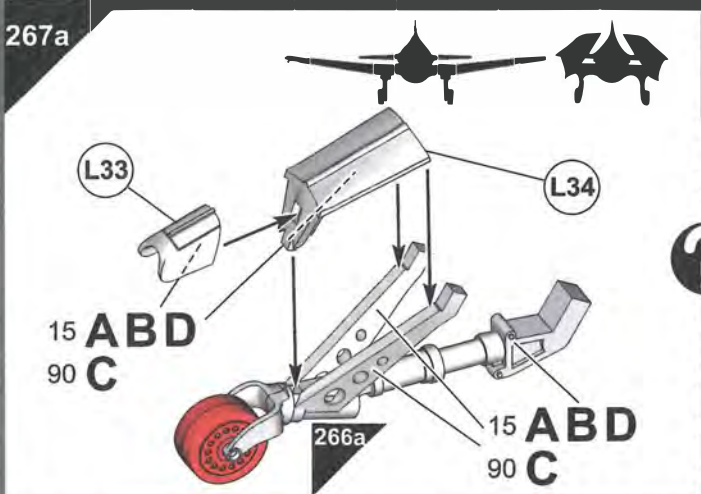
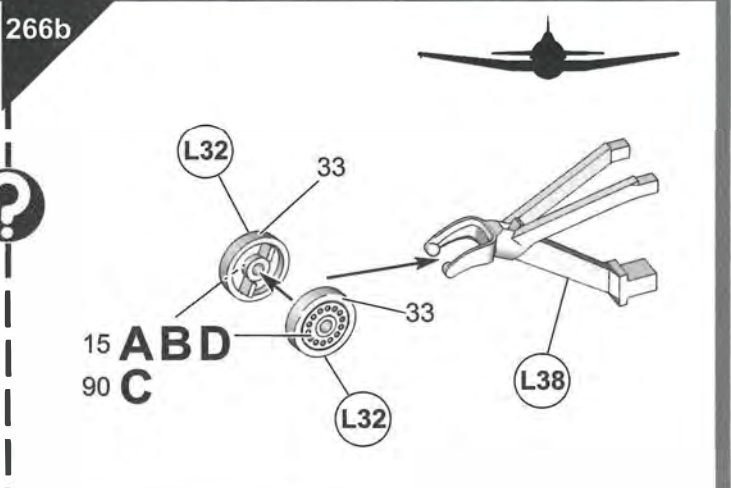
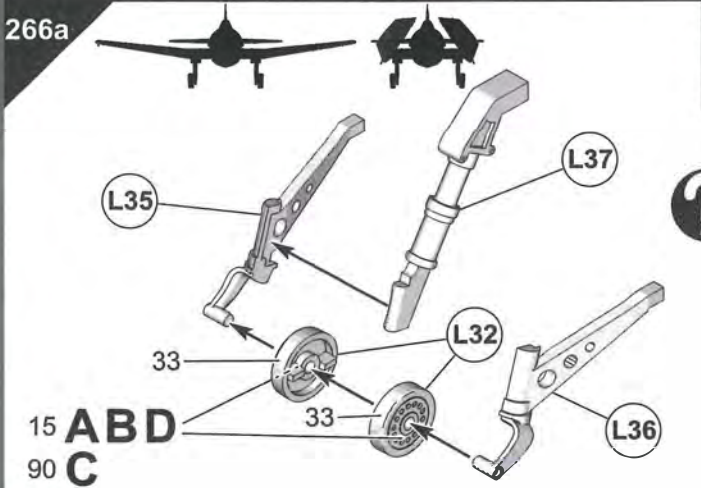
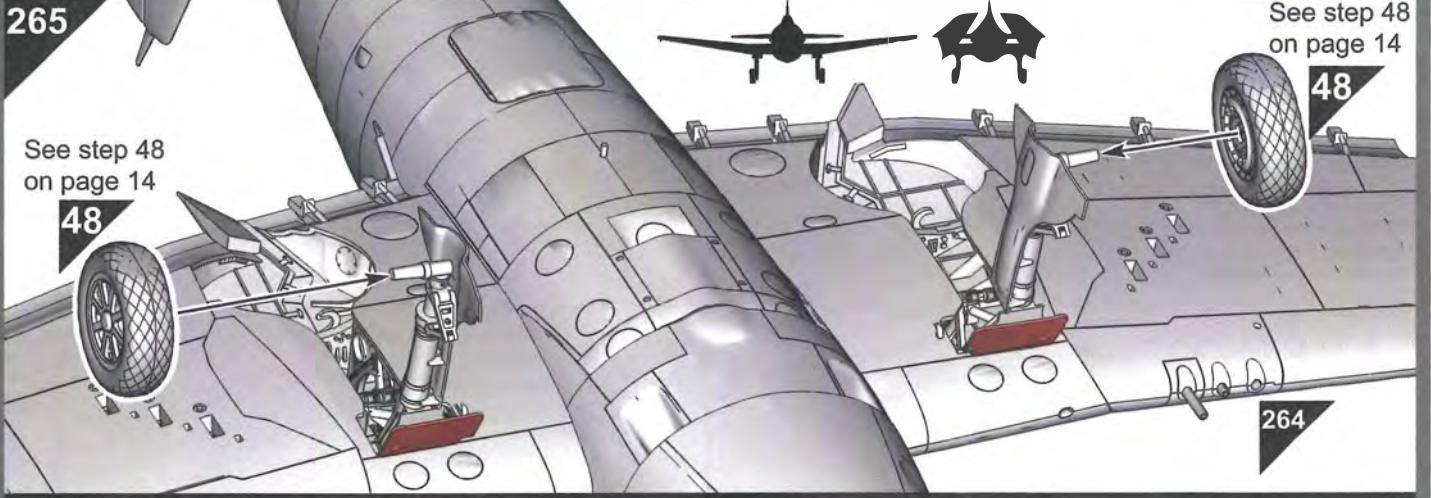
259



260

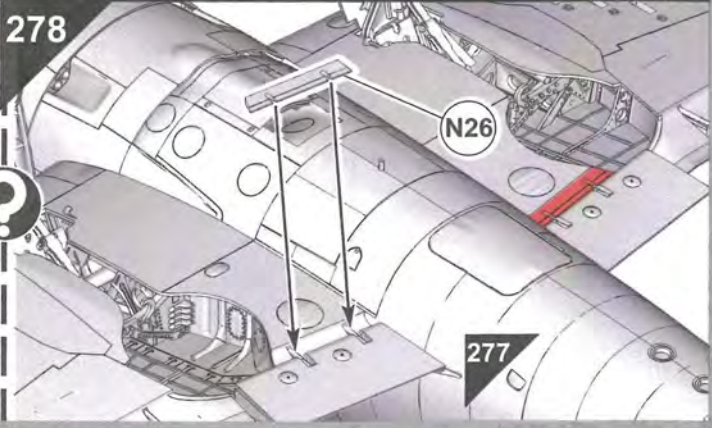
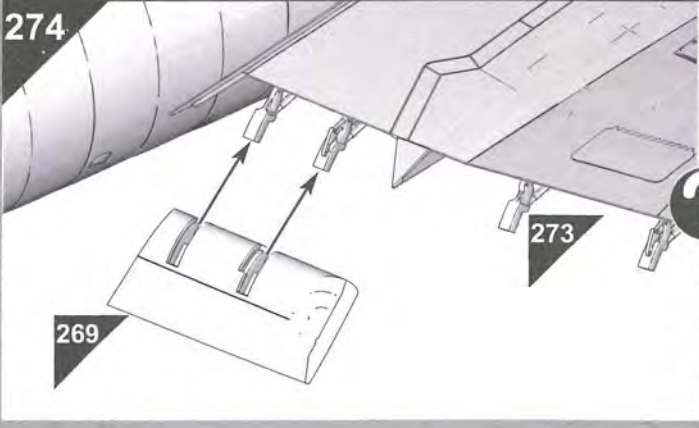
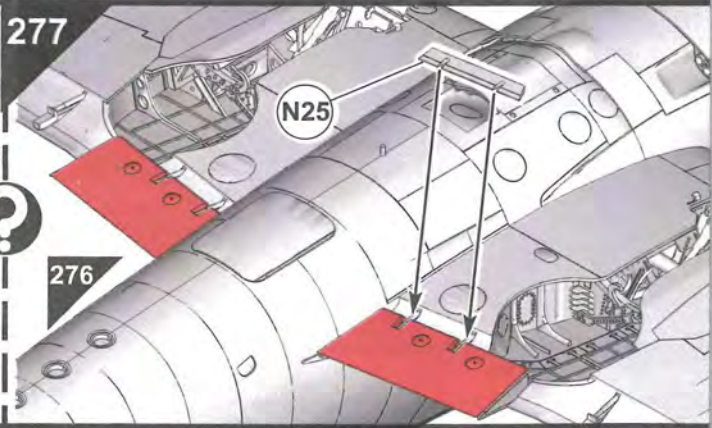
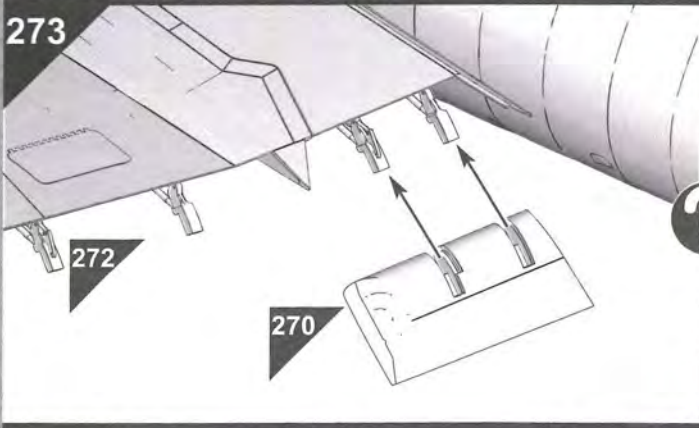
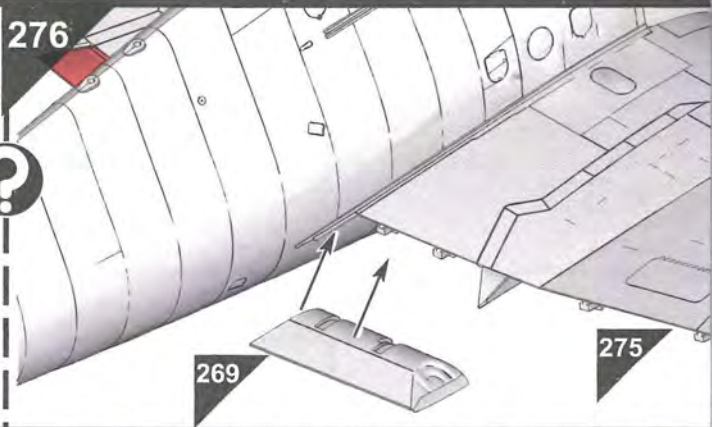
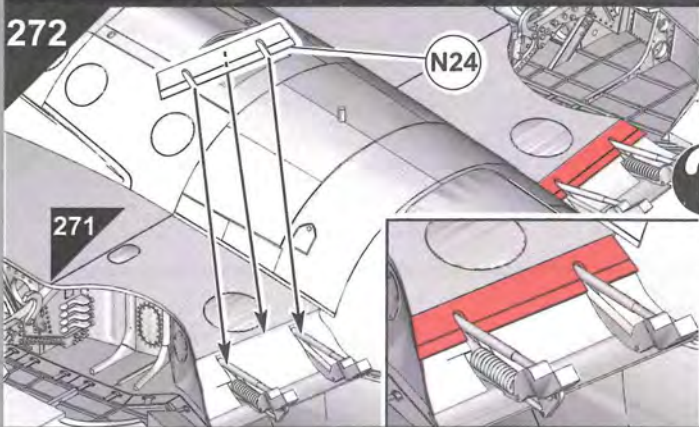
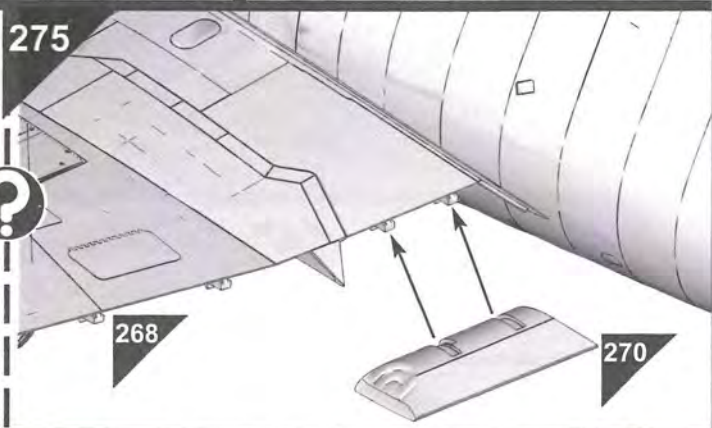
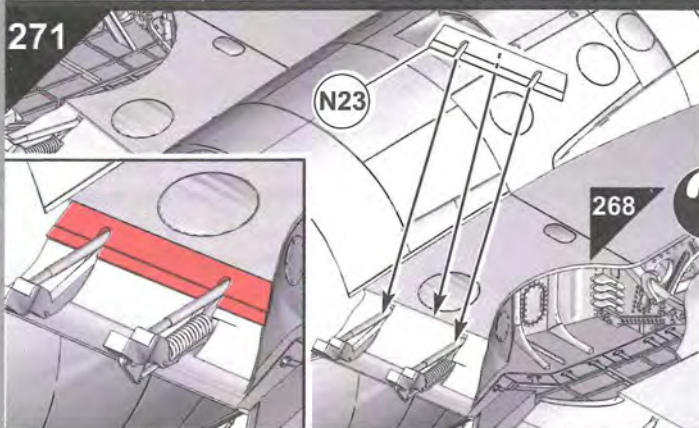
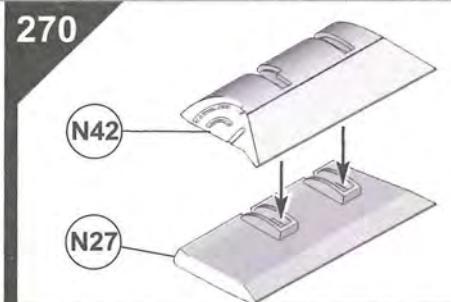
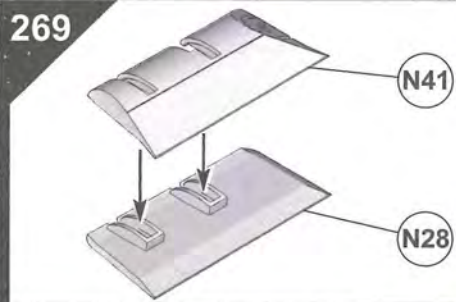


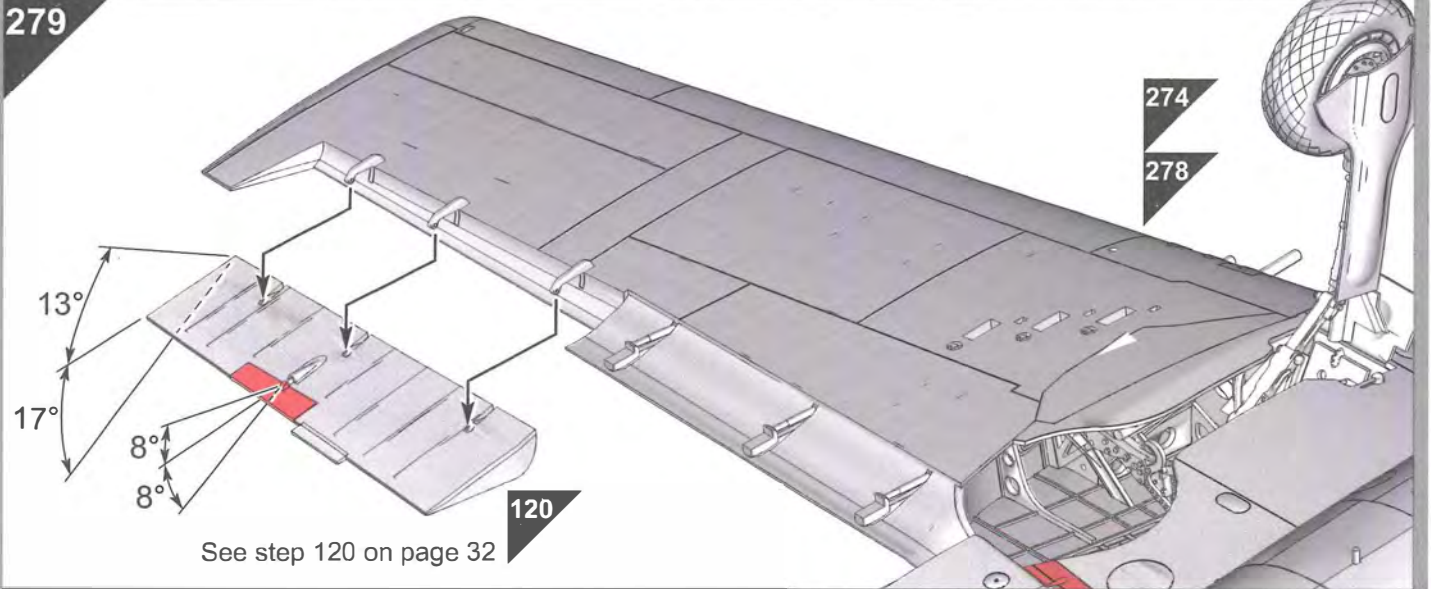




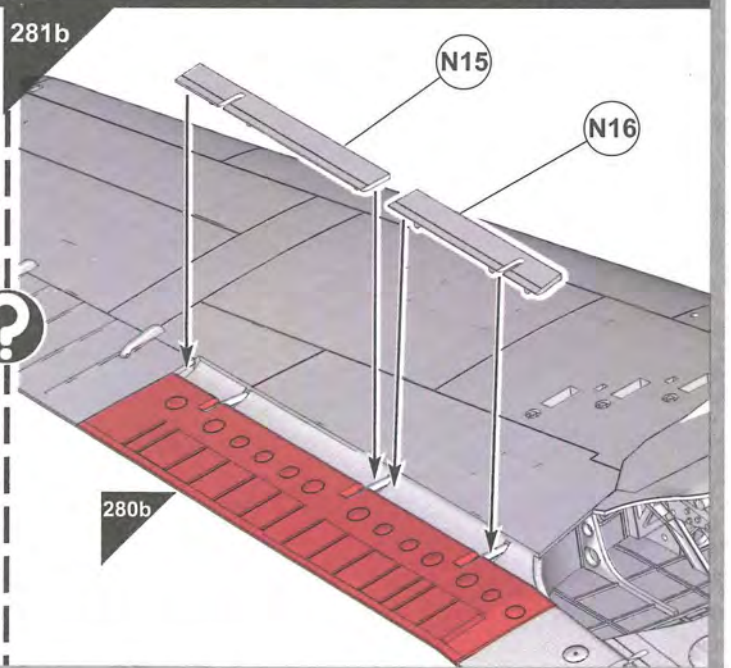
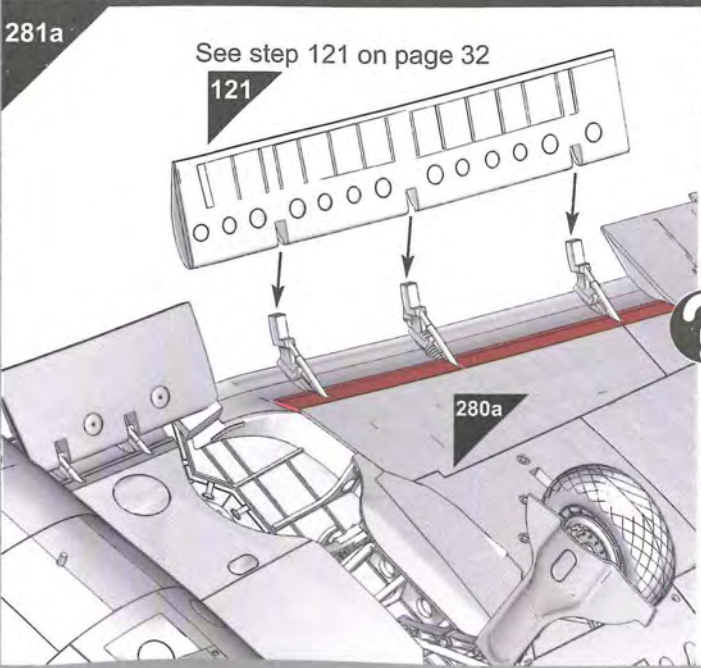
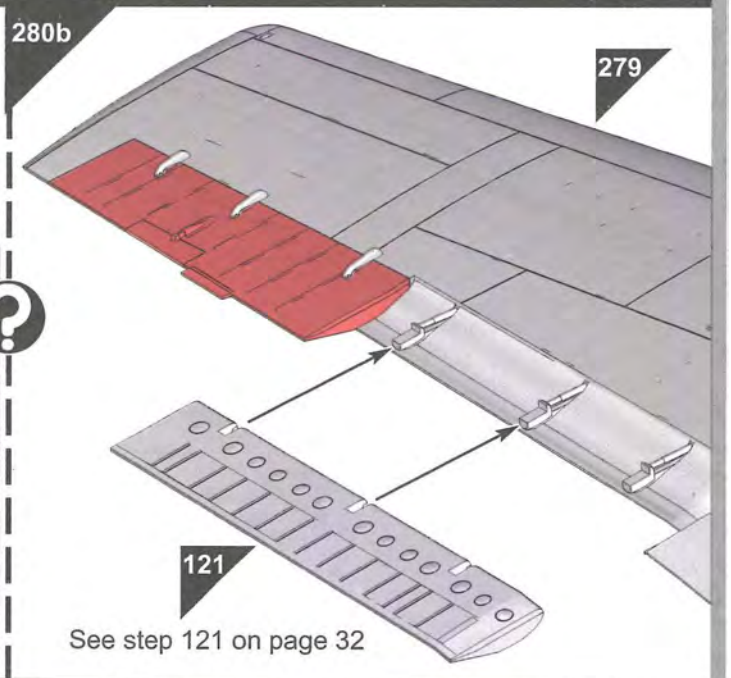
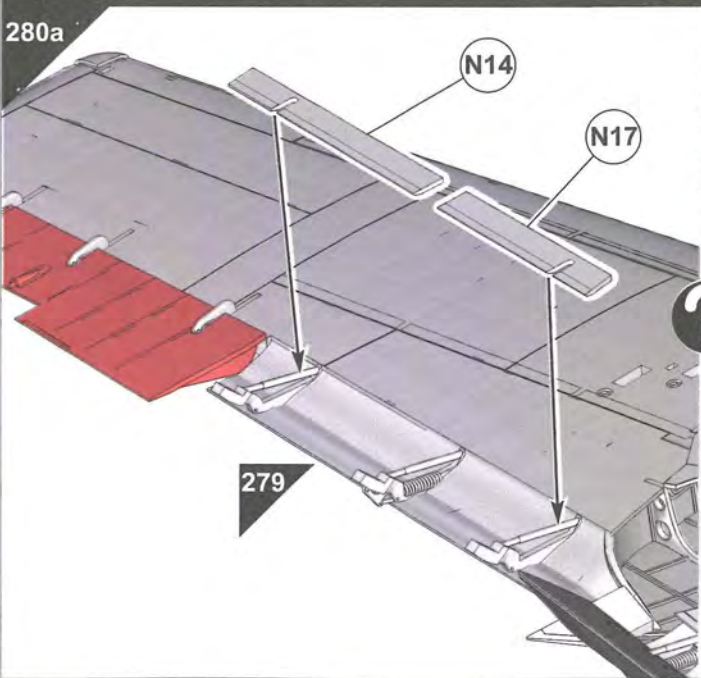


? **Note:** When building this model with the flaps in their down position, follow steps 271 to 274 and miss out steps 275 to 278. When building the model with the flaps in their up position, miss out steps 271 to 274 and follow steps 275 to 278.



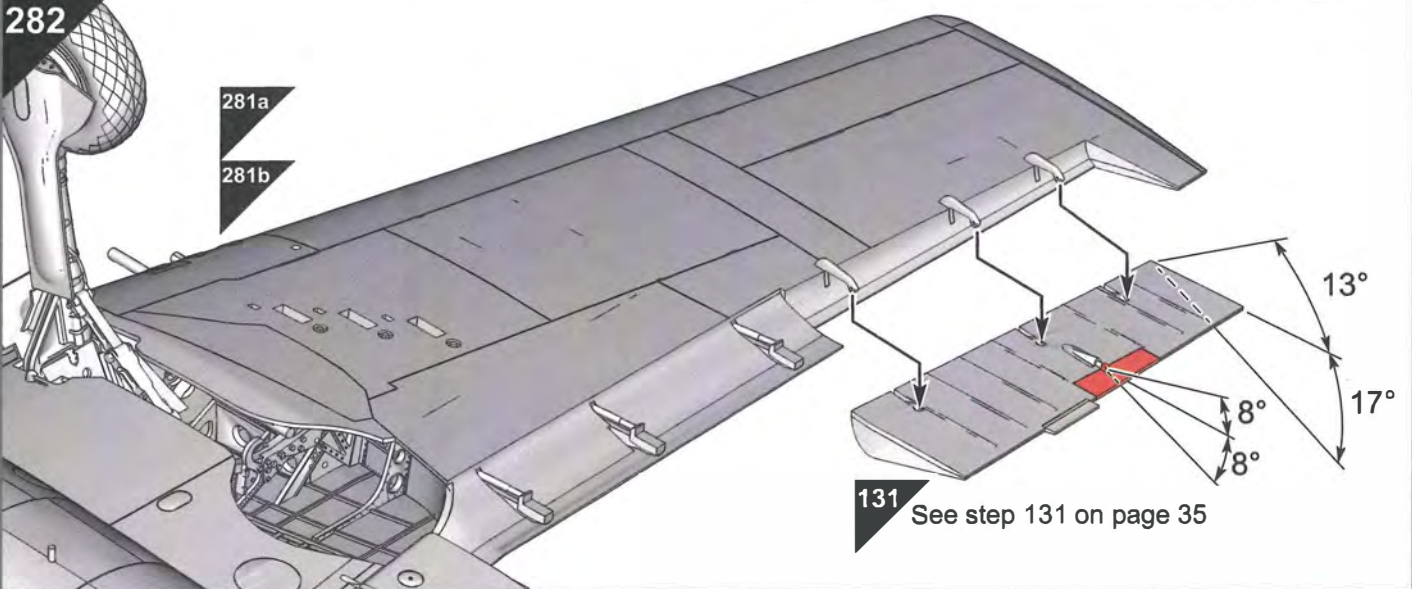


Note: When building this model with the flaps in their down position, follow steps 280a & 281a and miss out steps 280b & 281b. When building the model with the flaps in their up position, miss out steps 280a & 281a and follow steps 280b & 281b.



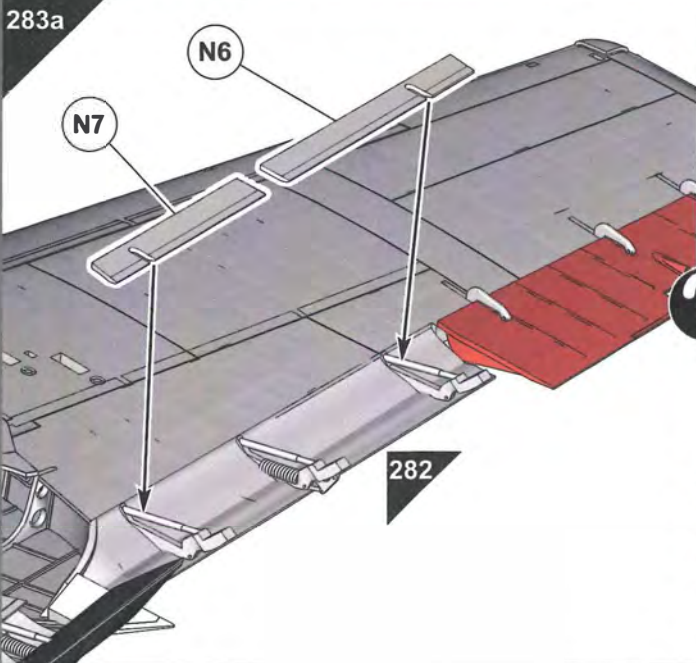


282

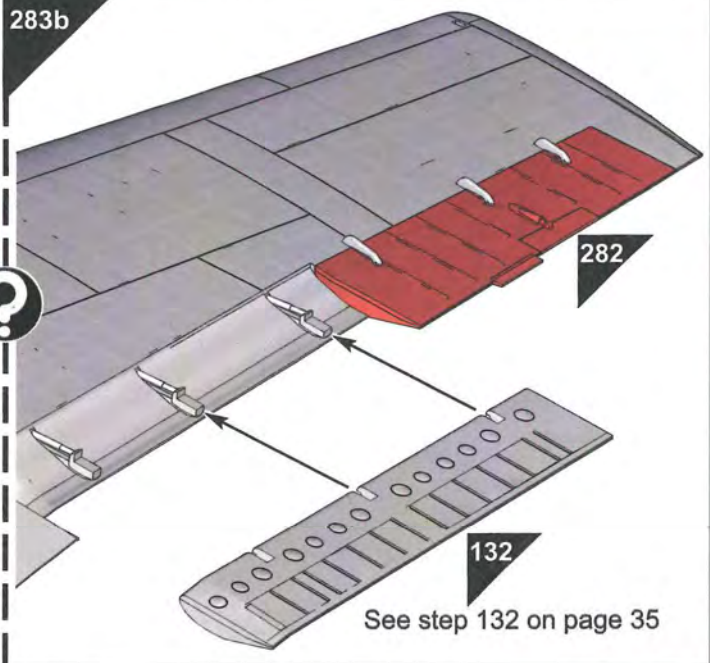


Note: When building this model with the flaps in their down position, follow steps 283a & 284a and miss out steps 283b & 284b. When building the model with the flaps in their up position, miss out steps 283a & 284a and follow steps 283b & 284b.

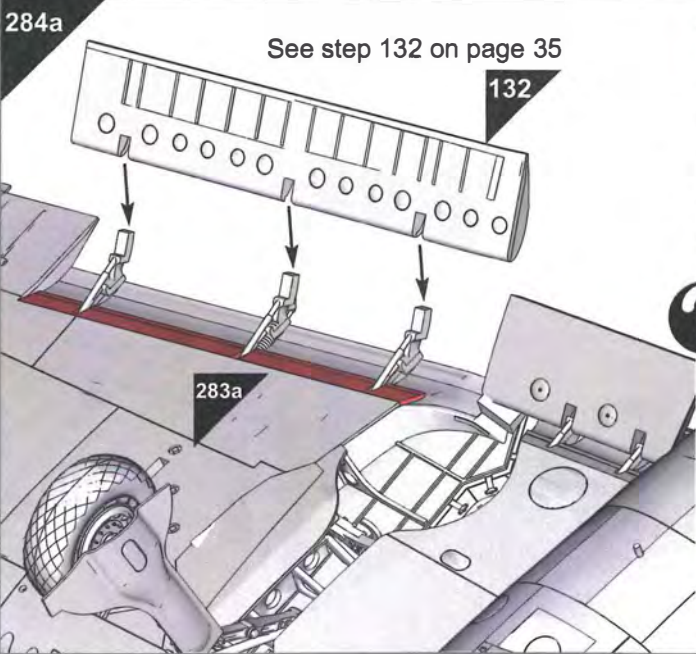
283a



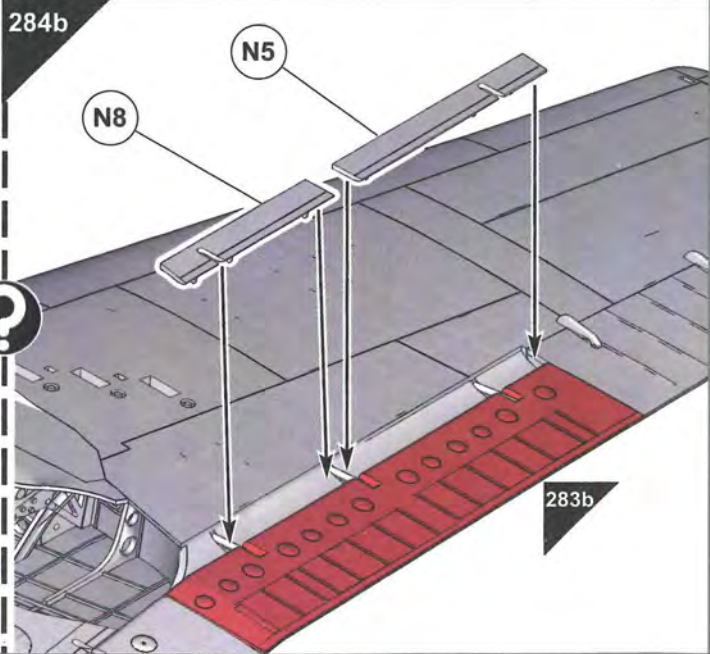
283b

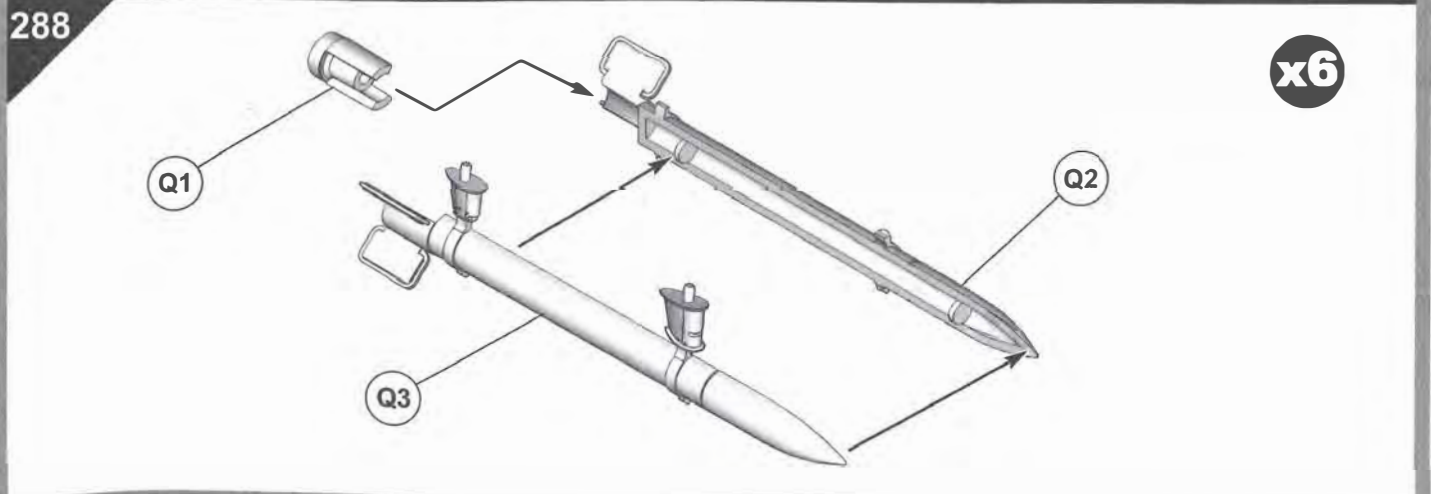
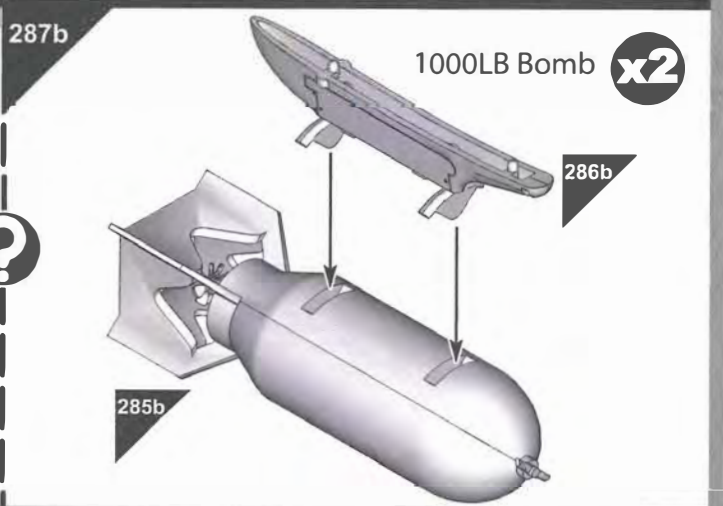
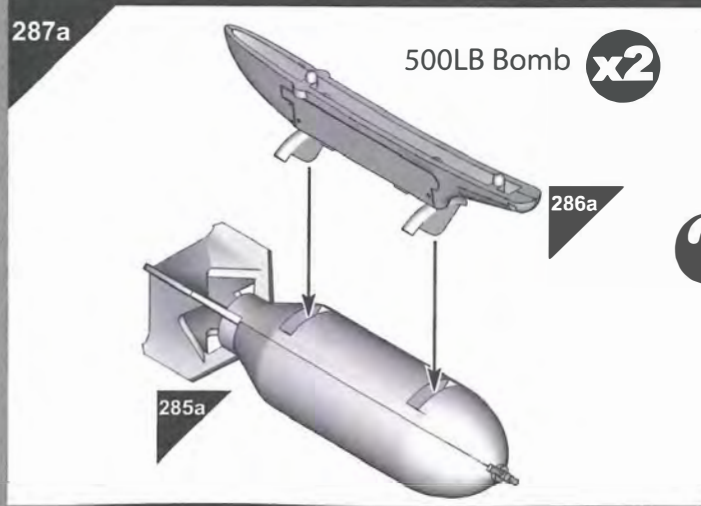
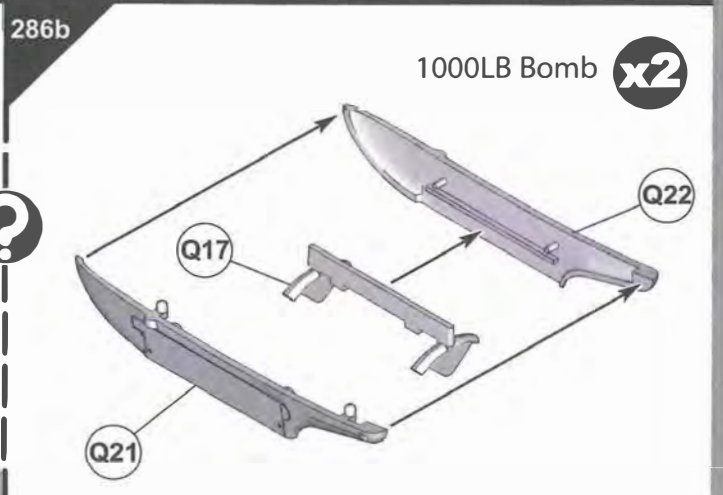
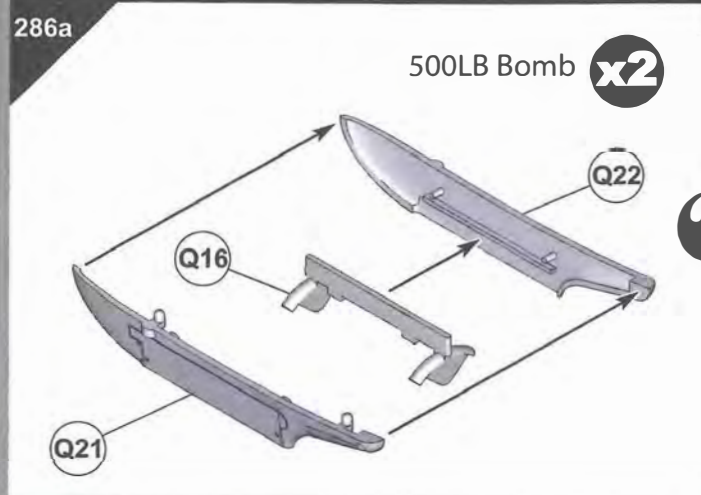
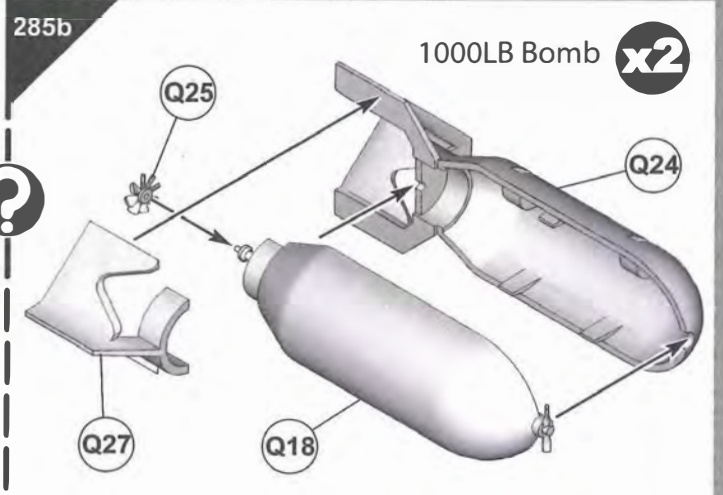
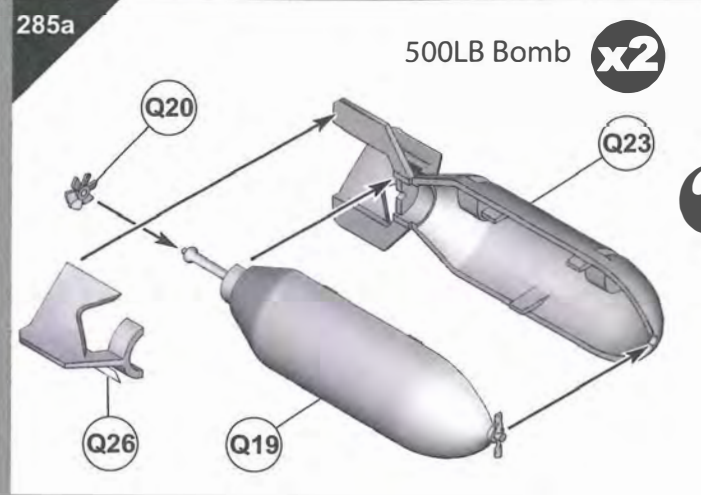


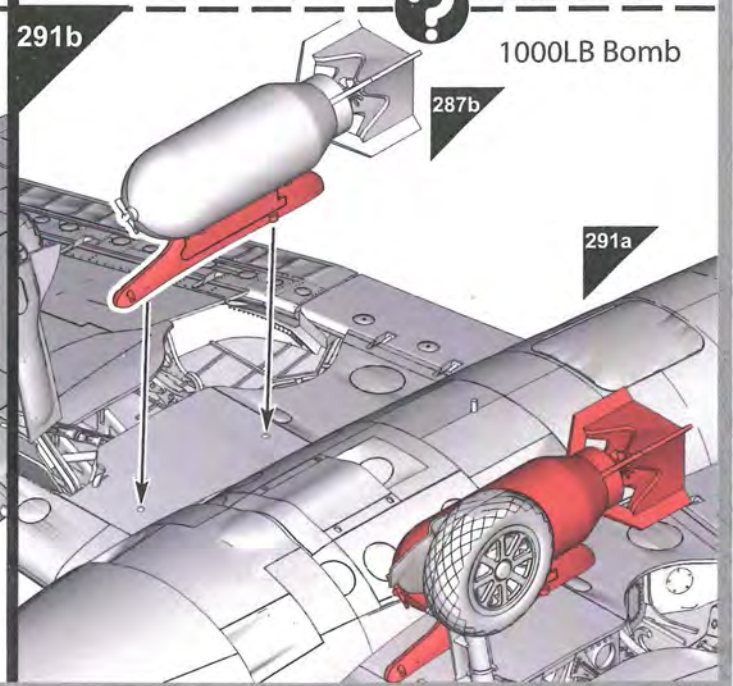
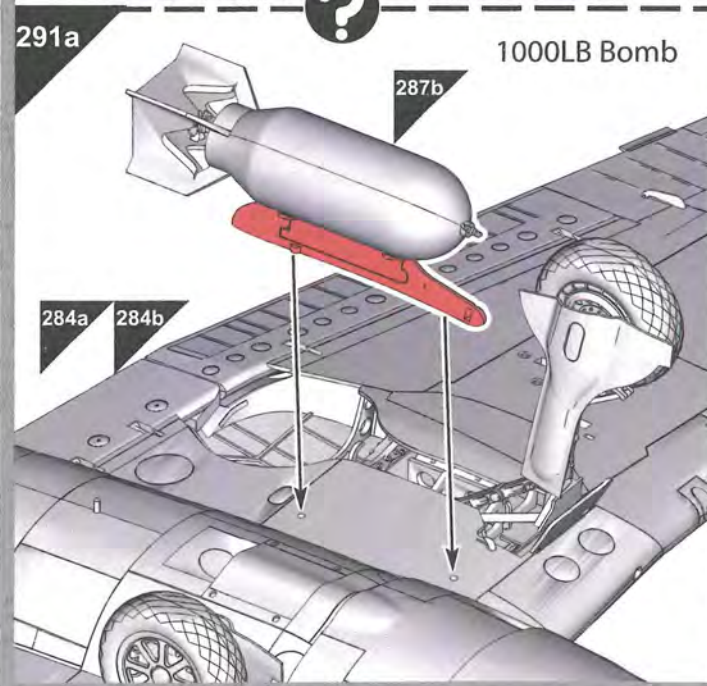
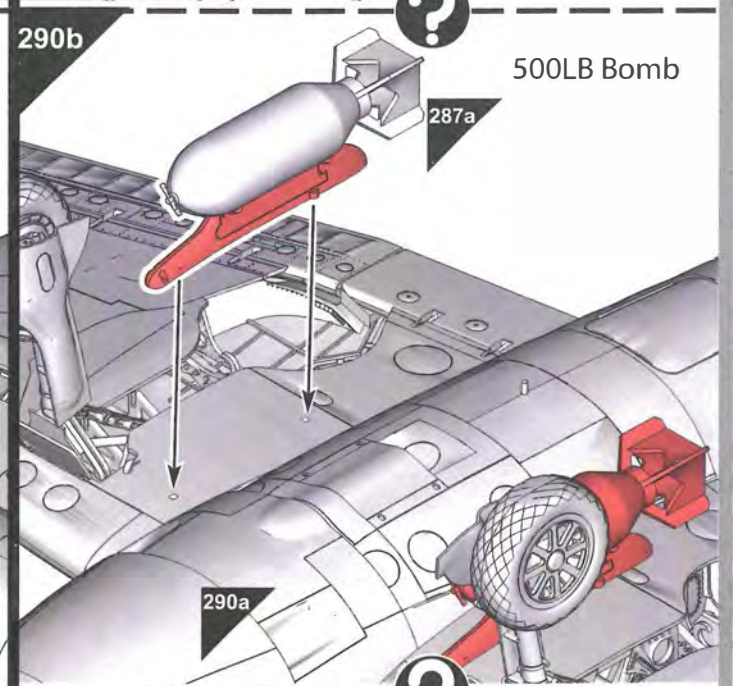
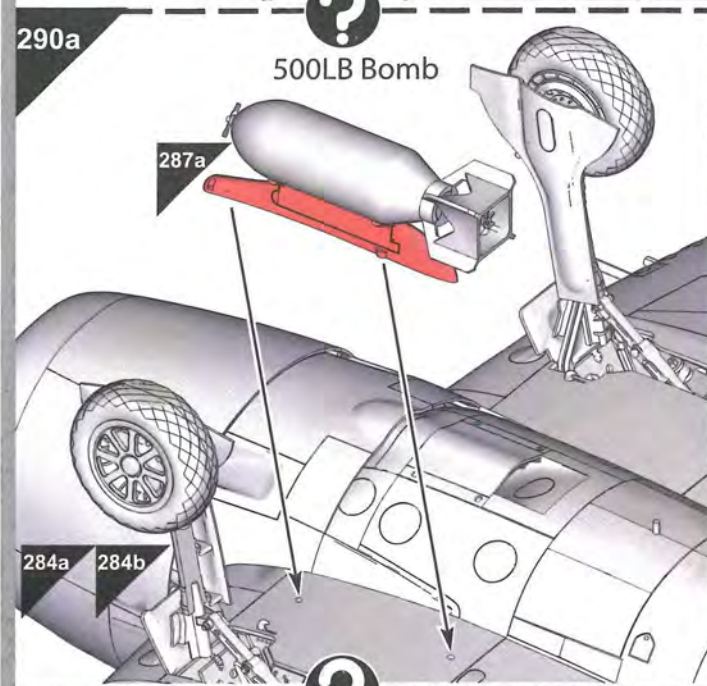
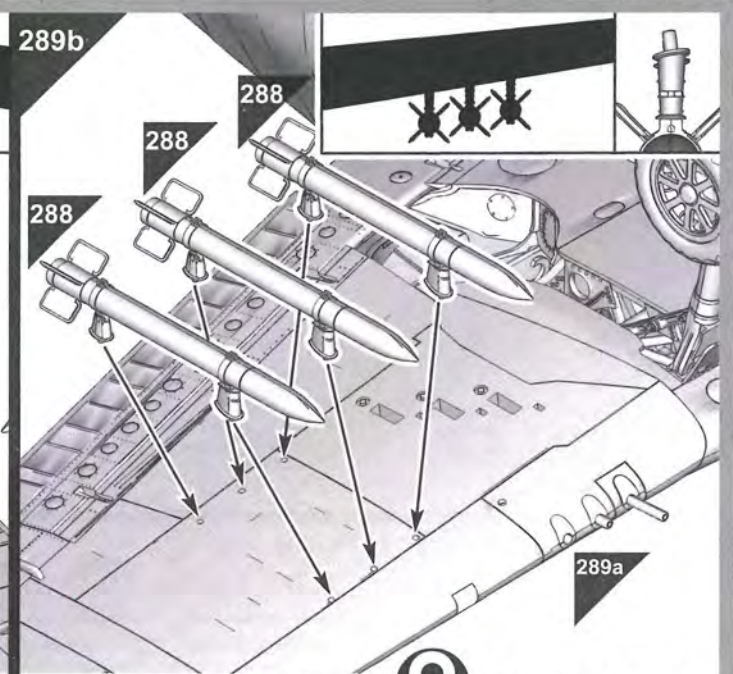
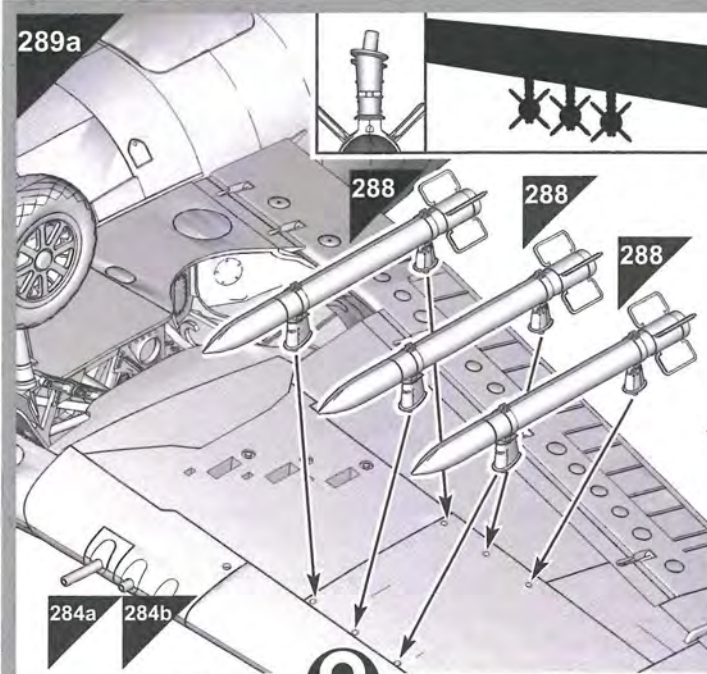
284a



284b

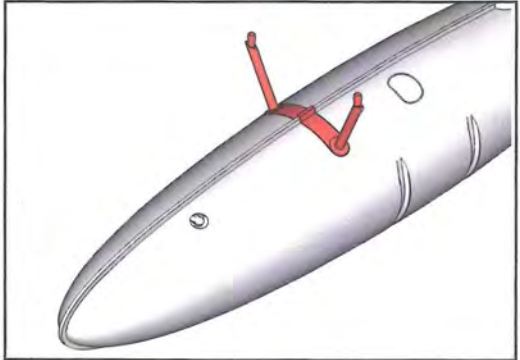
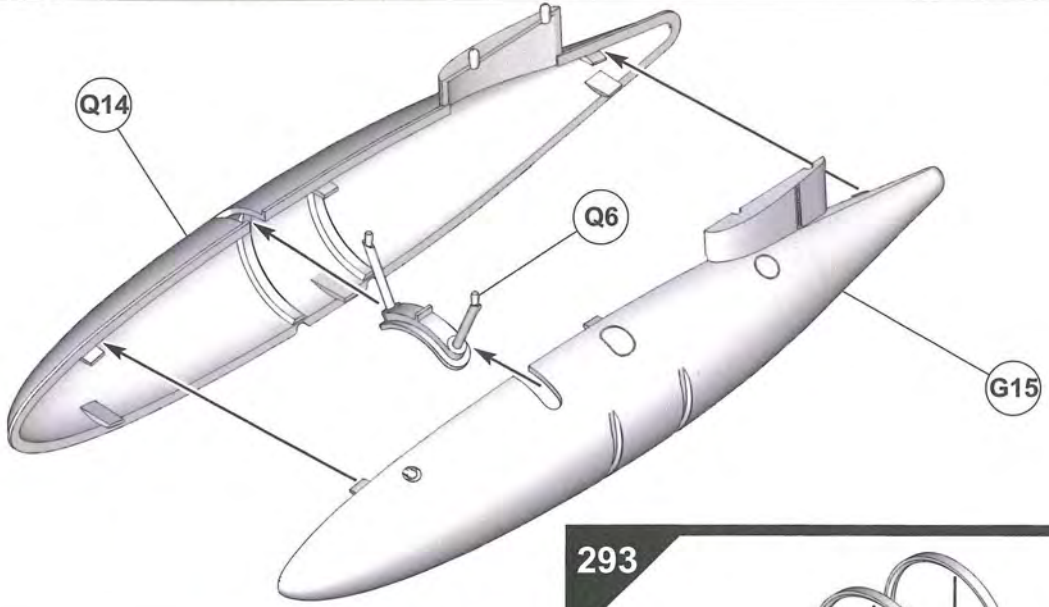




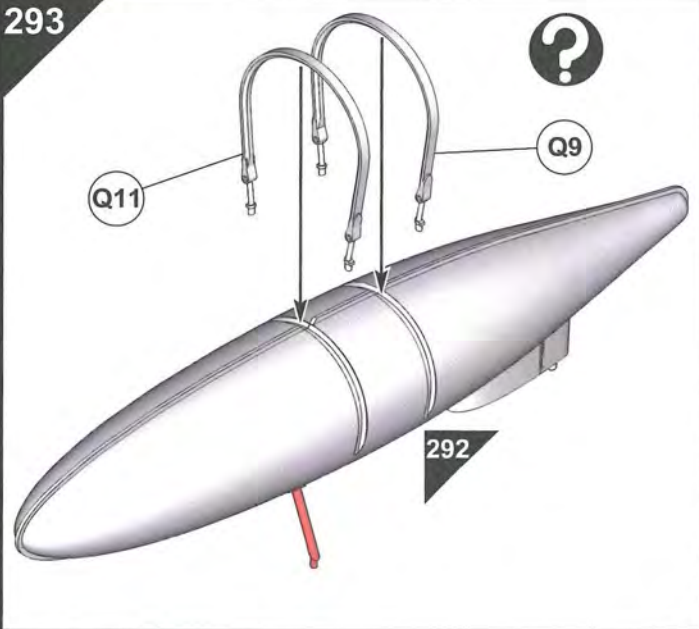




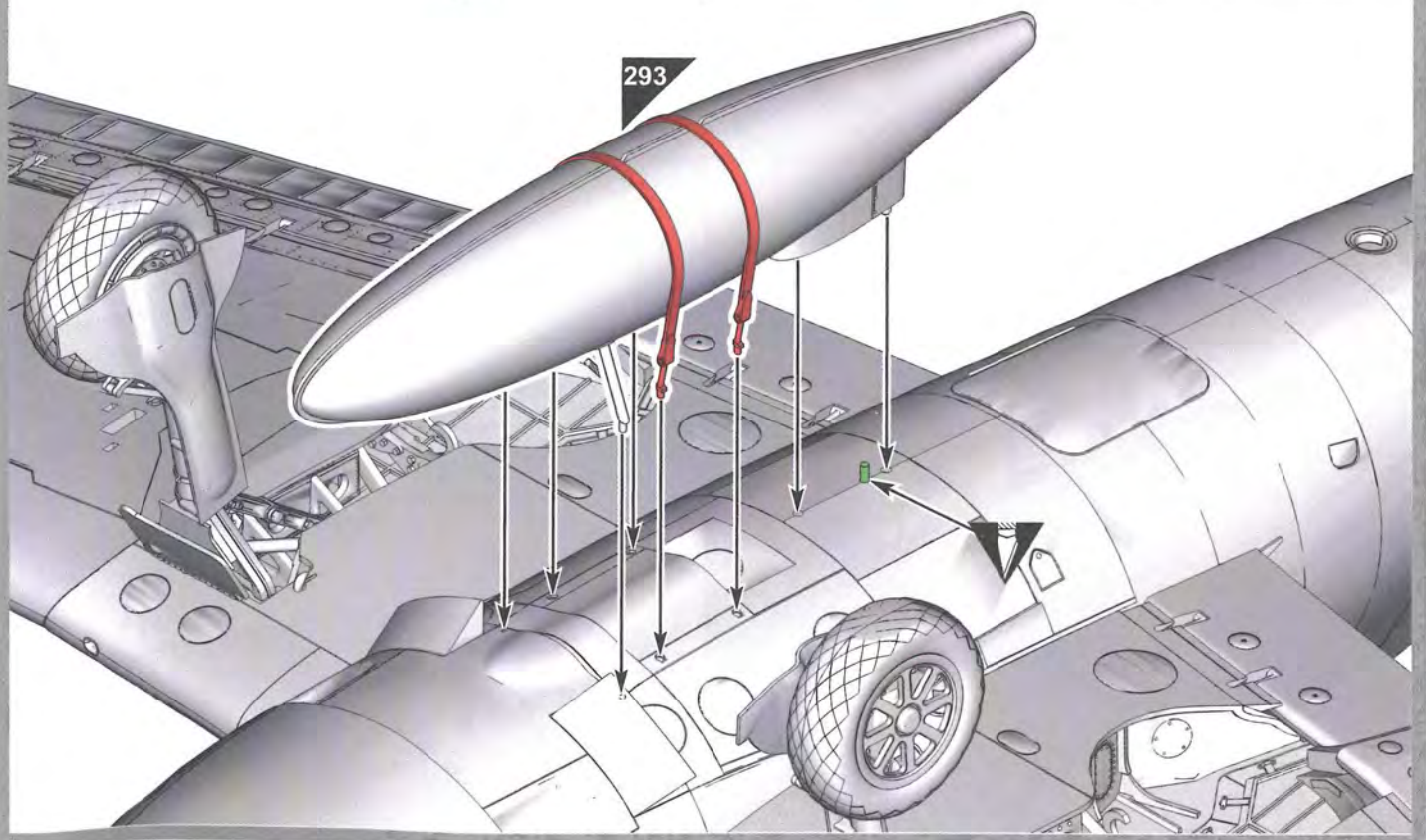
292

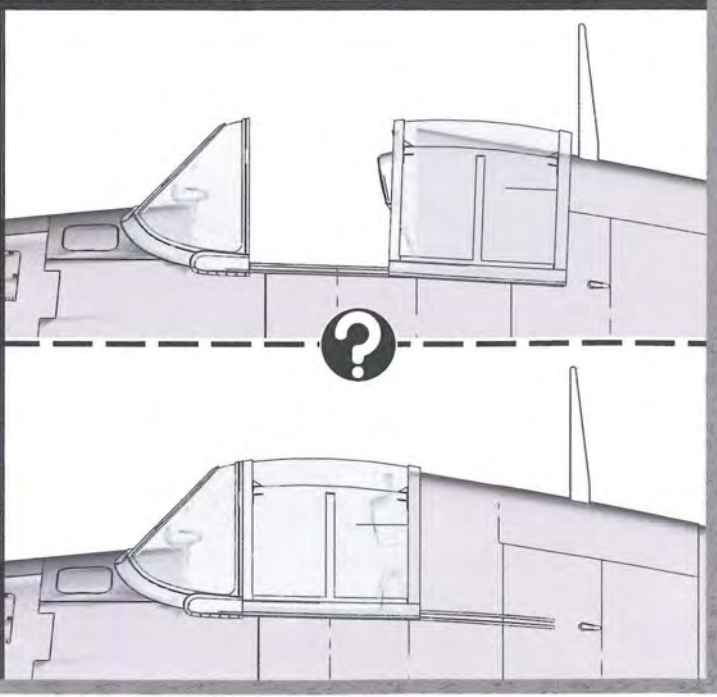
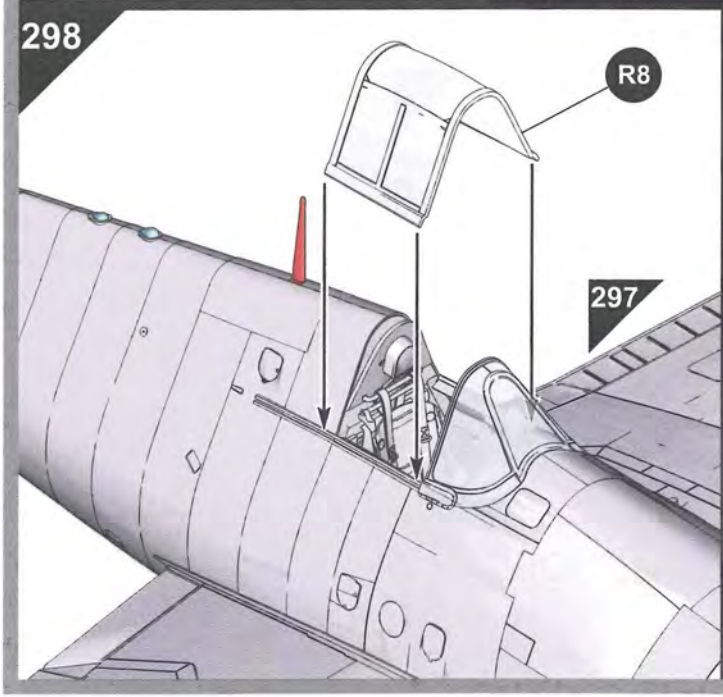
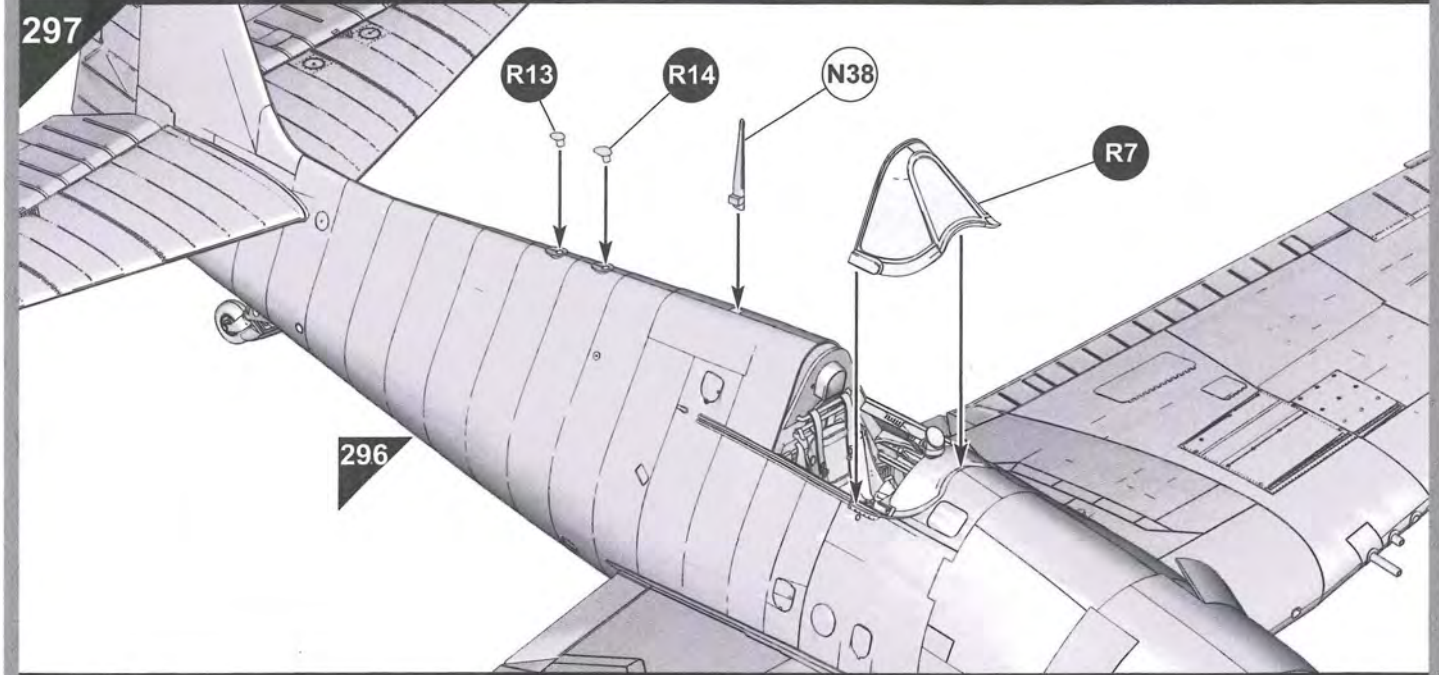
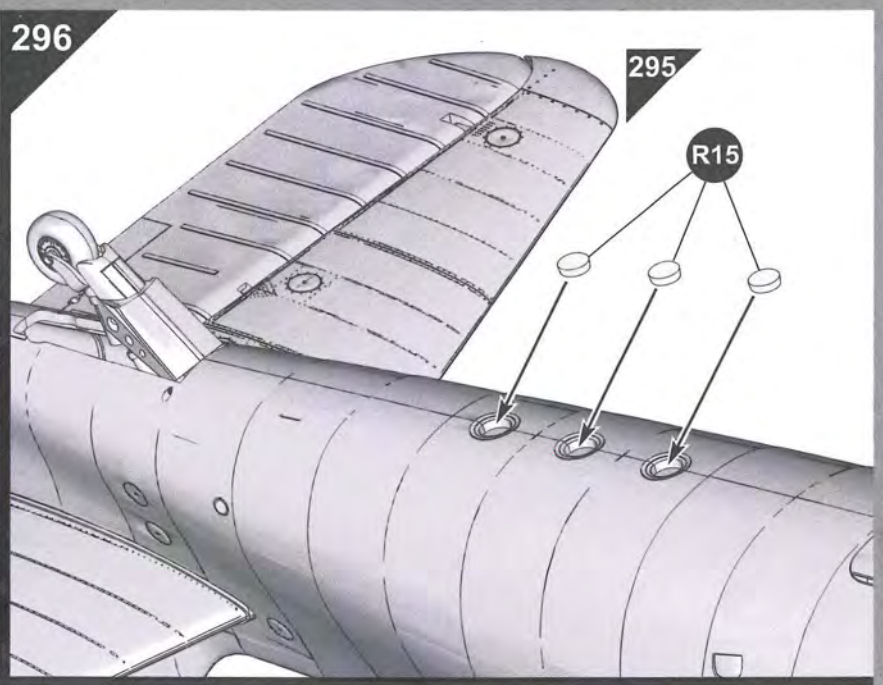
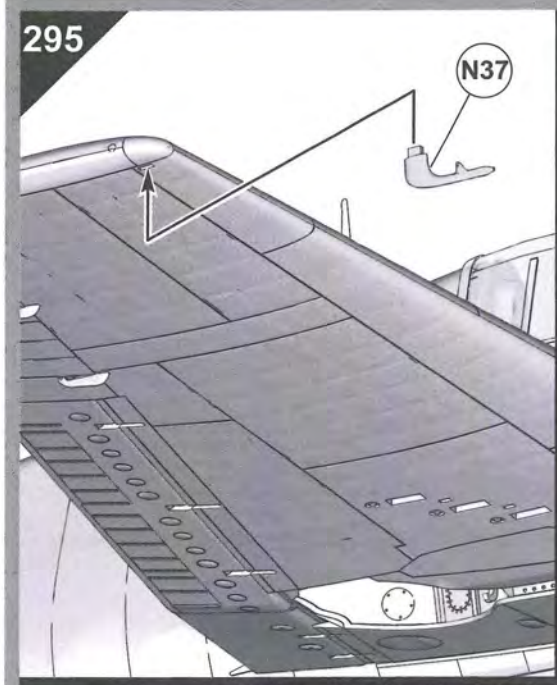


293



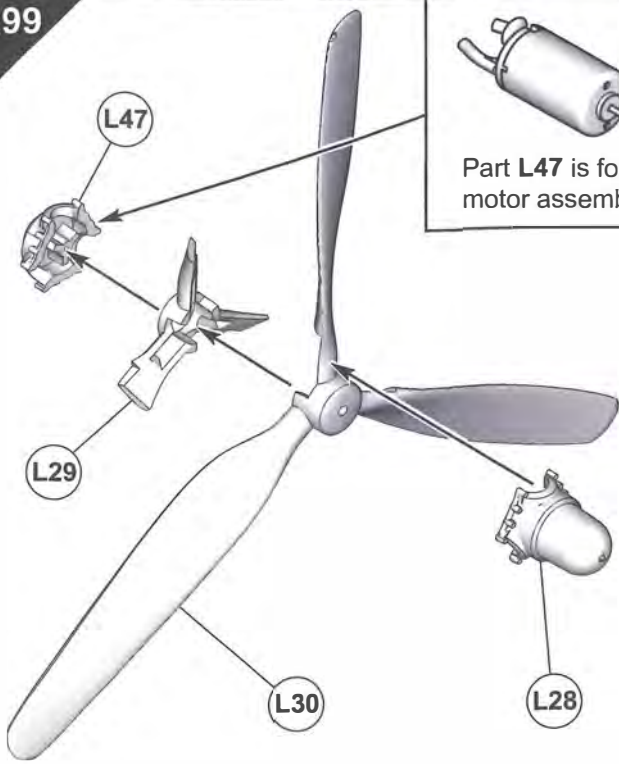
294



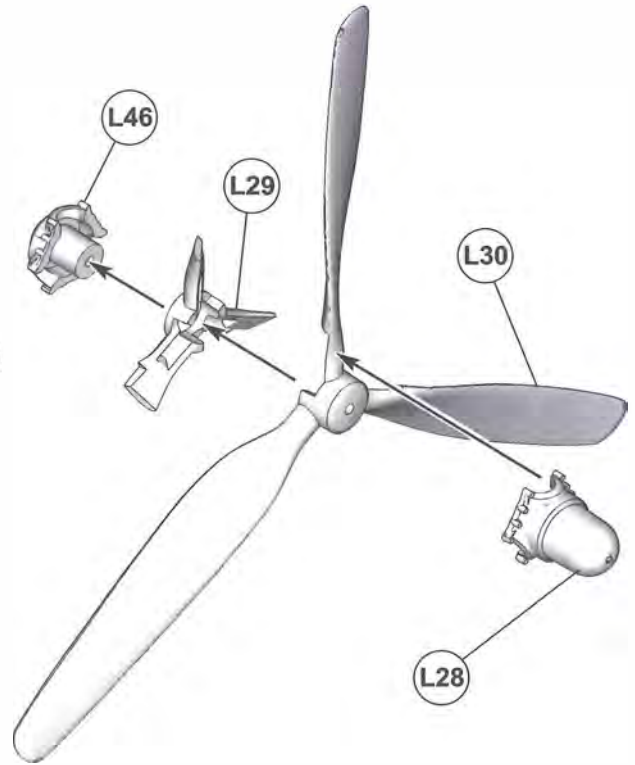




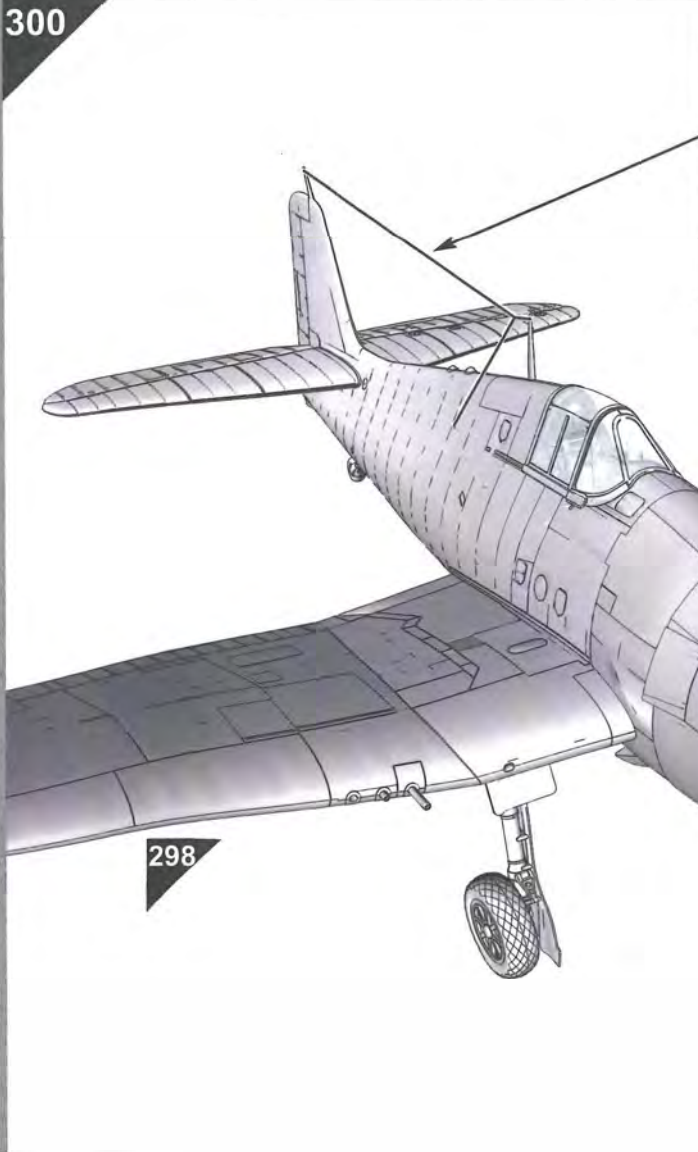
299



Part L47 is for motor assembly

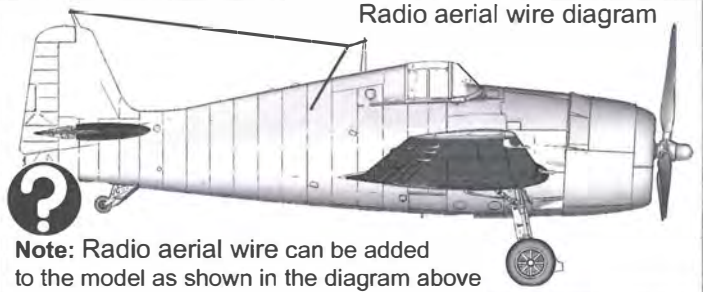


300

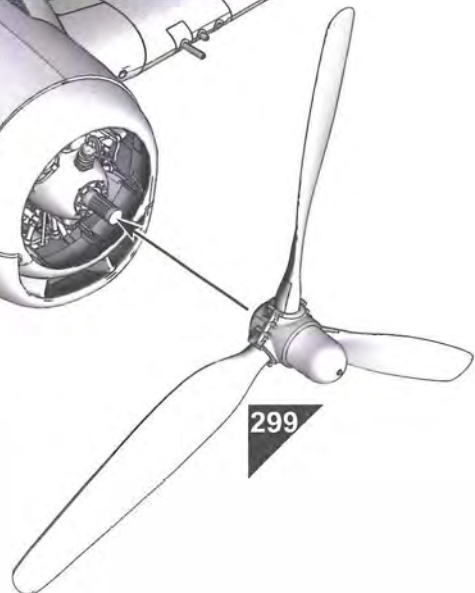


298

Radio aerial wire diagram



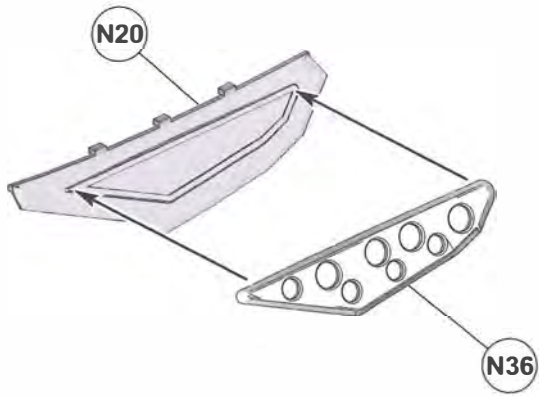
Note: Radio aerial wire can be added to the model as shown in the diagram above



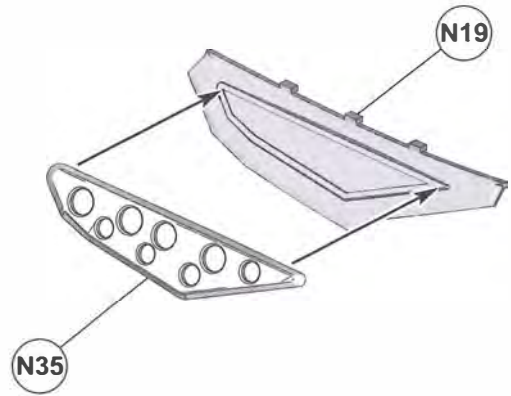
299



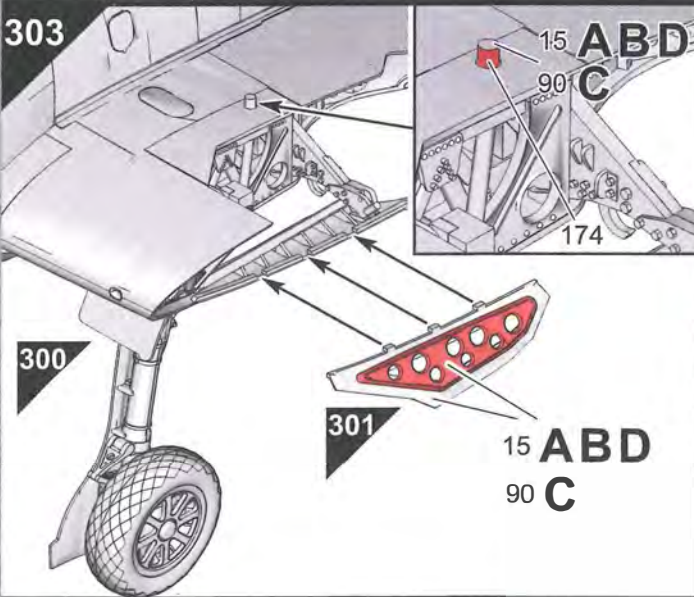
301



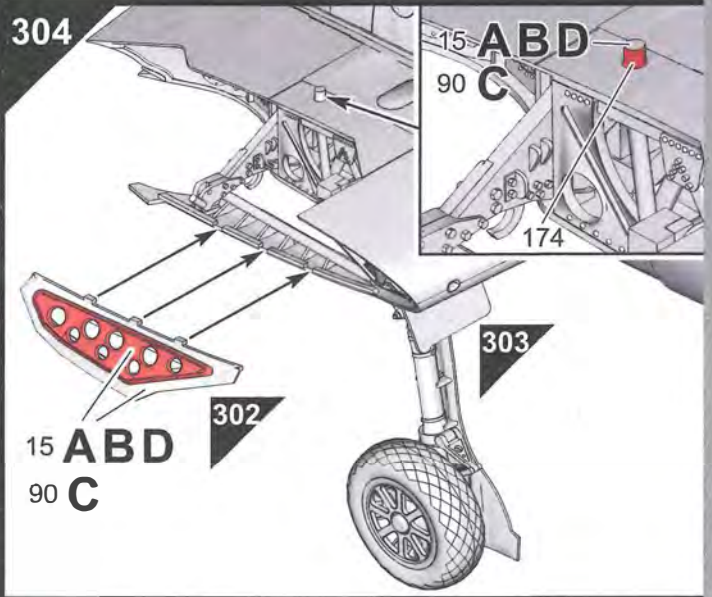
302



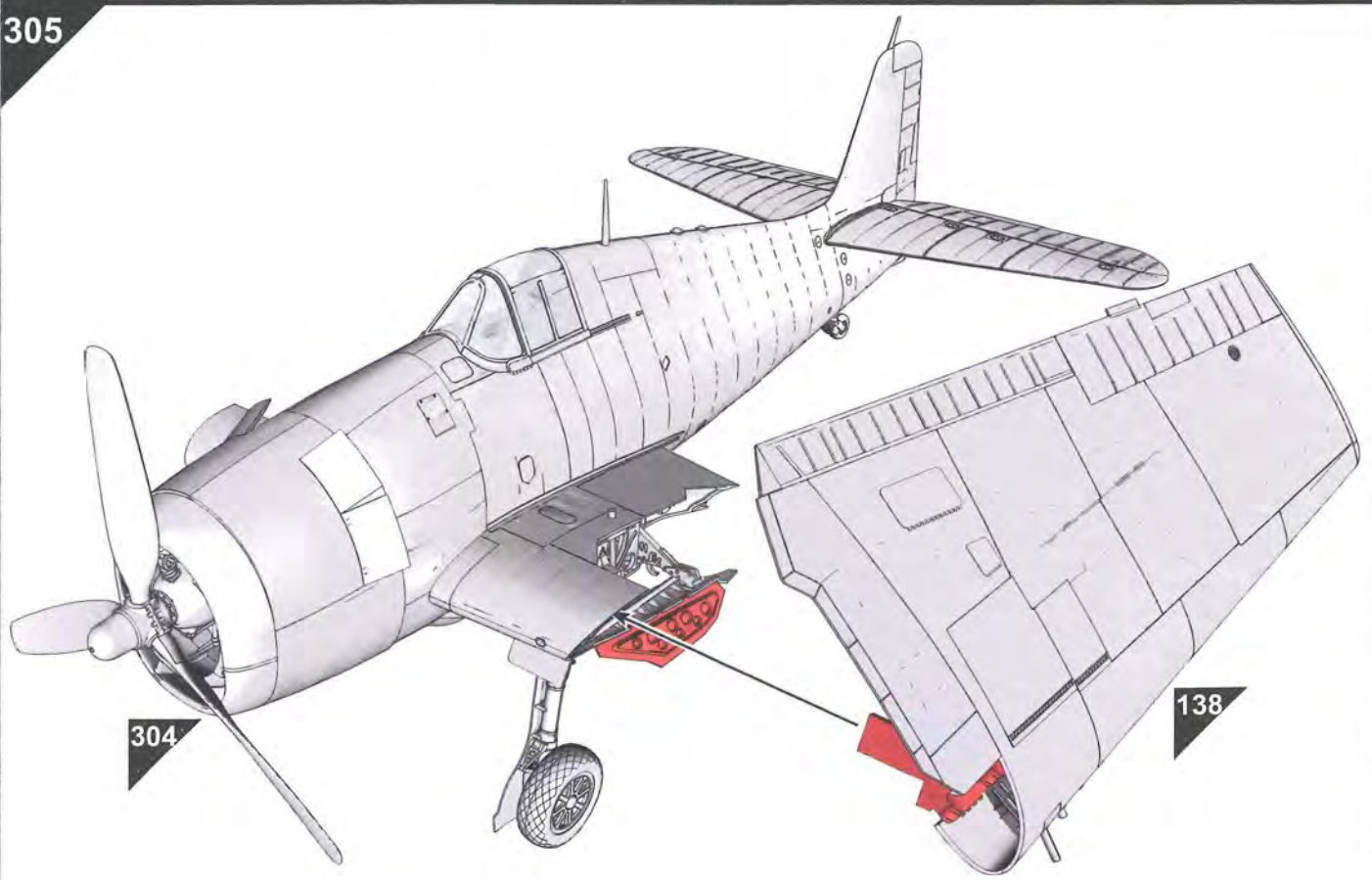
303



304

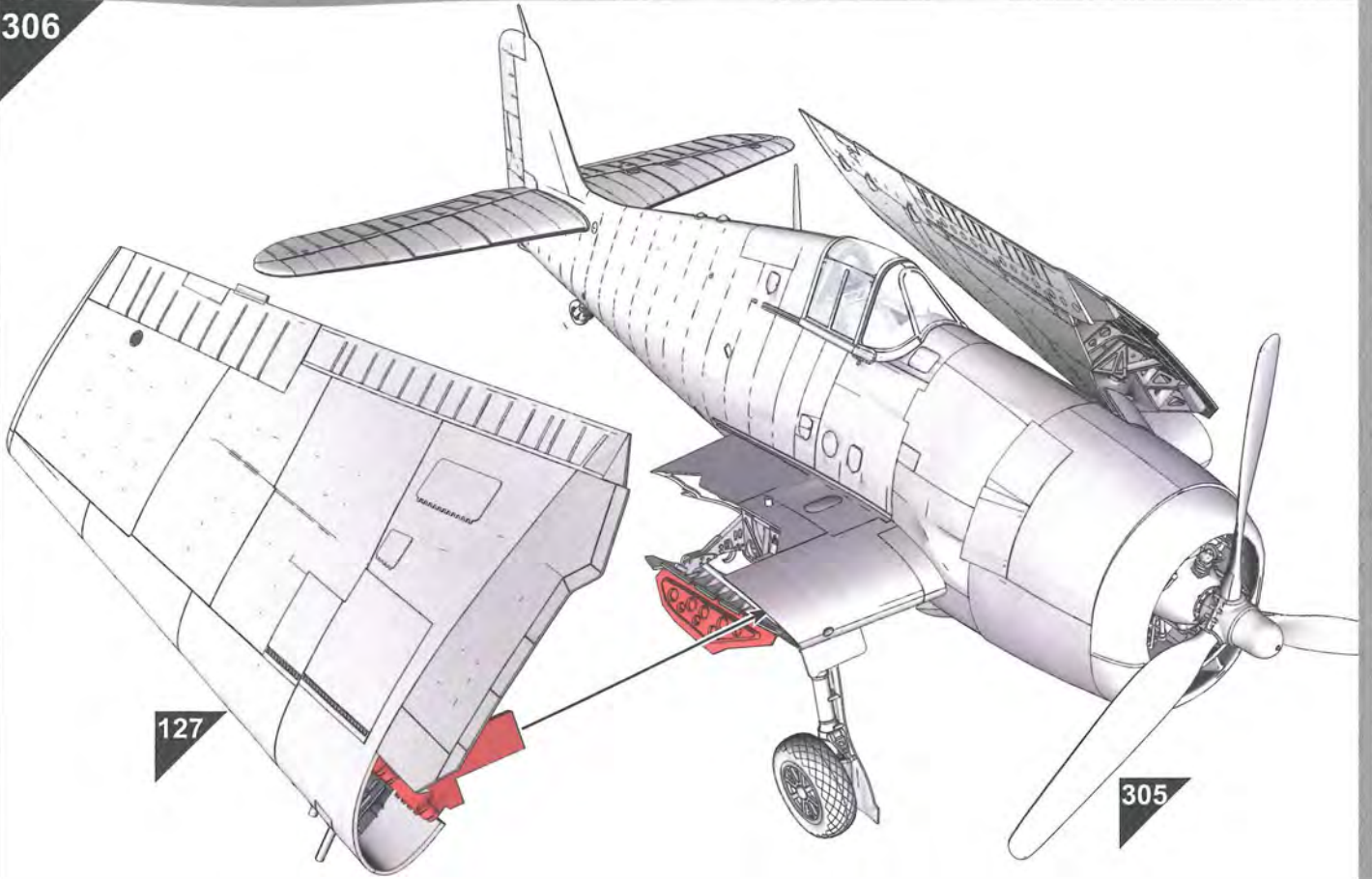


305





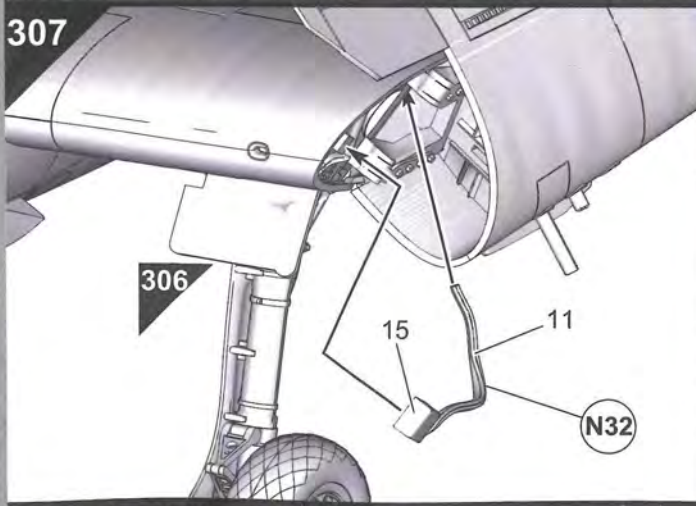
306



127

305

307



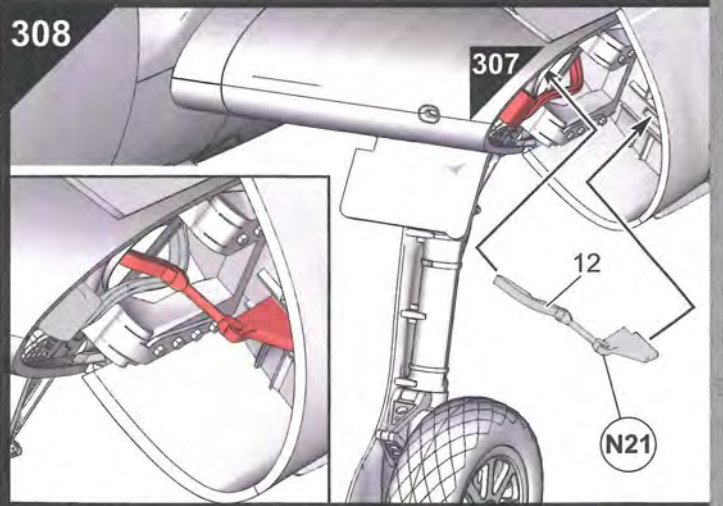
306

15

11

N32

308

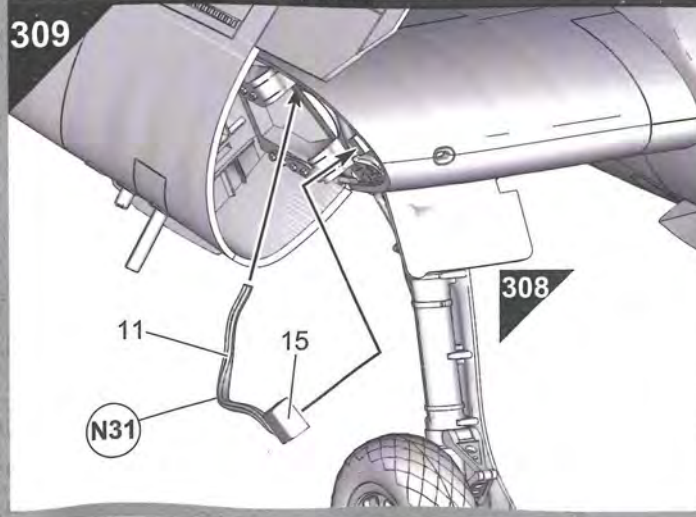


307

12

N21

309



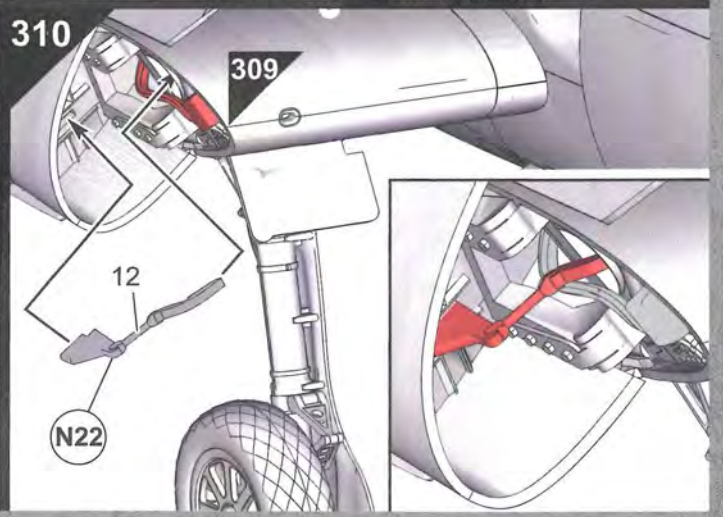
308

11

15

N31

310

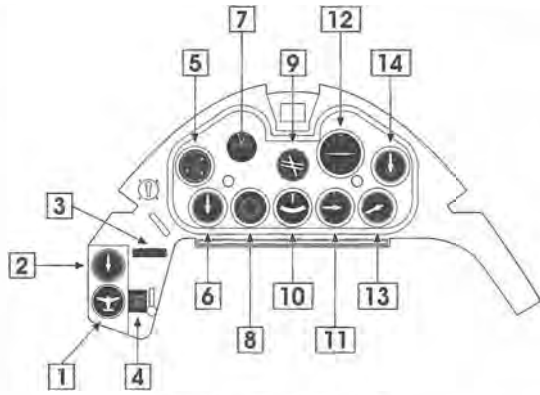


309

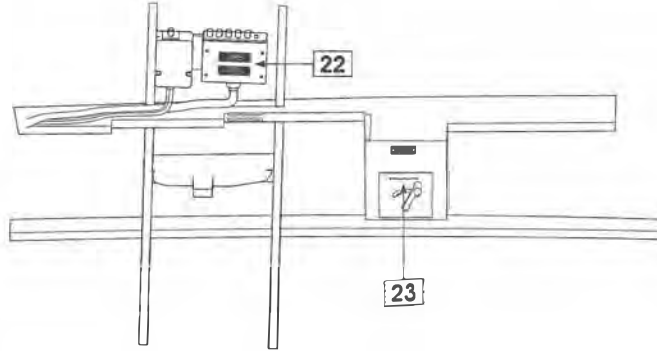
12

N22

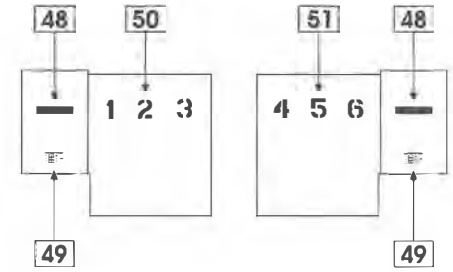
Grumman F6F-5 Hellcat Position of internal decals



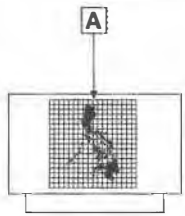
See step 34 on page 10



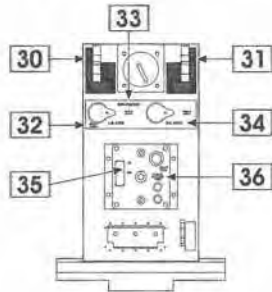
Inner gun bay doors



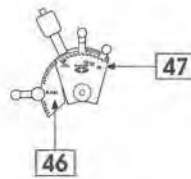
See steps 112 on page 28, step 125 on page 33 and step 136 on page 36



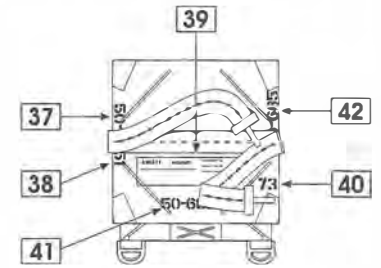
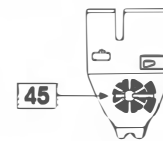
See step 35 on page 10



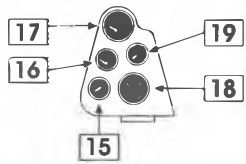
See step 9 on page 7



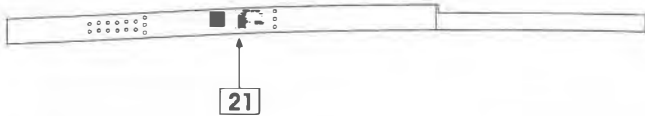
See step 18 on page 8



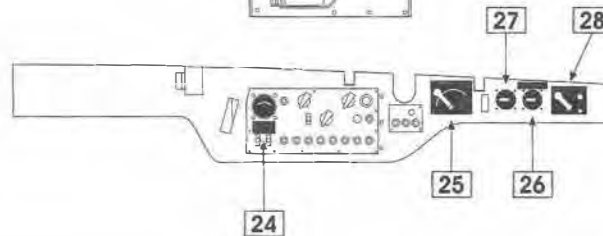
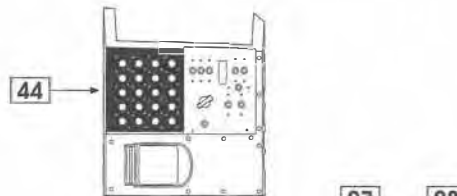
See step 13 on page 7



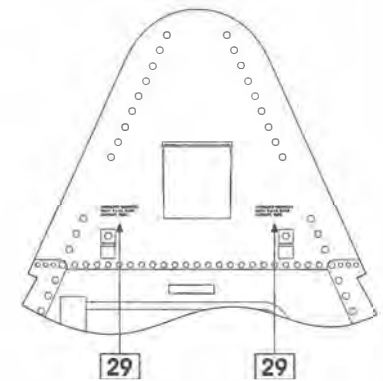
See step 39 on page 11



See step 20 on page 8



See step 38 on page 11



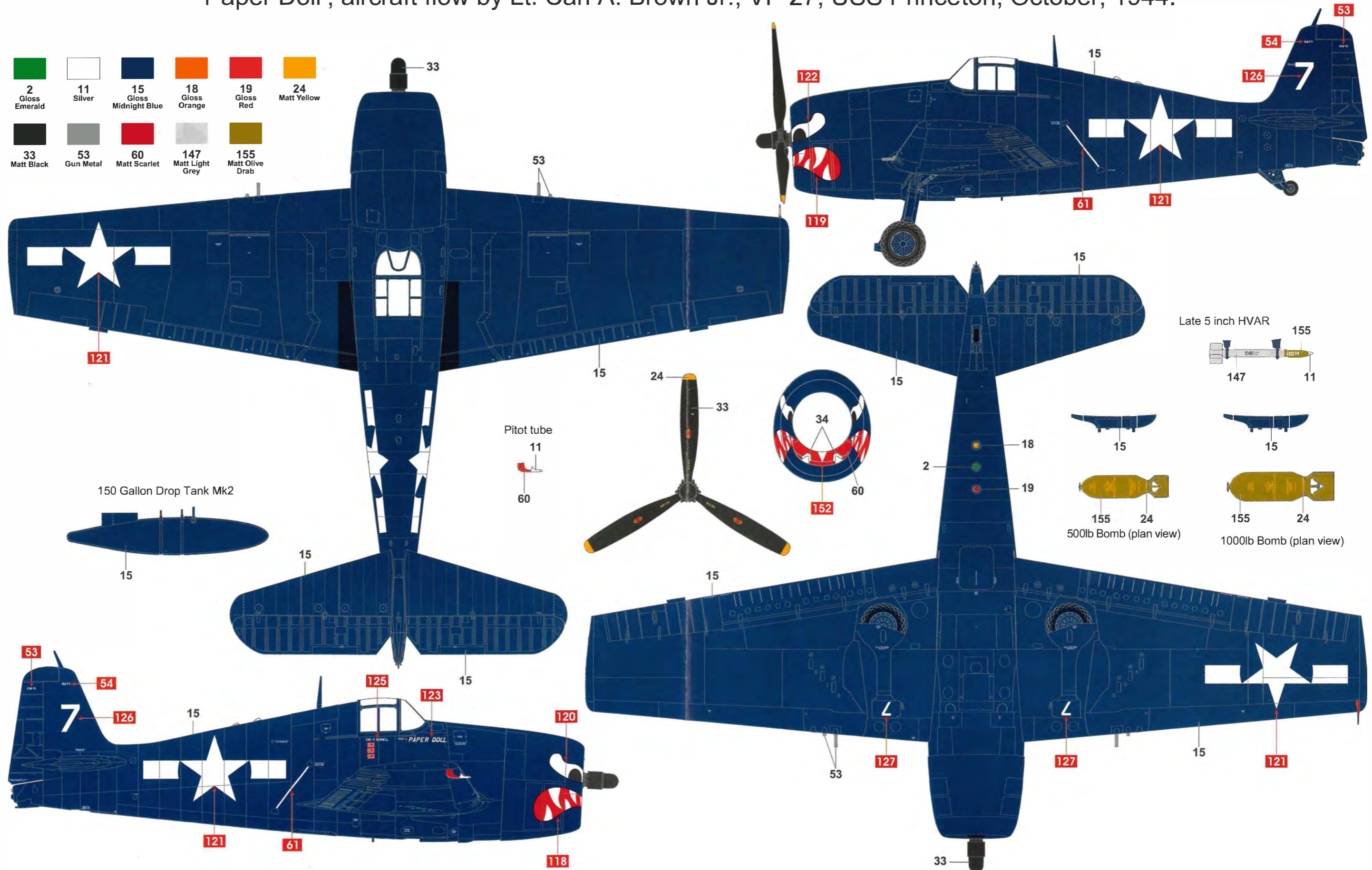
See step 4 on page 6



A Grumman F6F-5 Hellcat













'Paper Doll', aircraft flow by Lt. Carl A. Brown Jr., VF-27, USS Princeton, October, 1944.

- | | | | | | |
|---|---|---|---|---|---|
|  |  |  |  |  |  |
| 2
Gloss Emerald | 11
Silver | 15
Gloss Midnight Blue | 18
Gloss Orange | 19
Gloss Red | 24
Matt Yellow |
|  |  |  |  |  | |
| 33
Matt Black | 53
Gun Metal | 60
Matt Scarlet | 147
Matt Light Grey | 155
Matt Olive Drab | |



B Grumman F6F-5 Hellcat

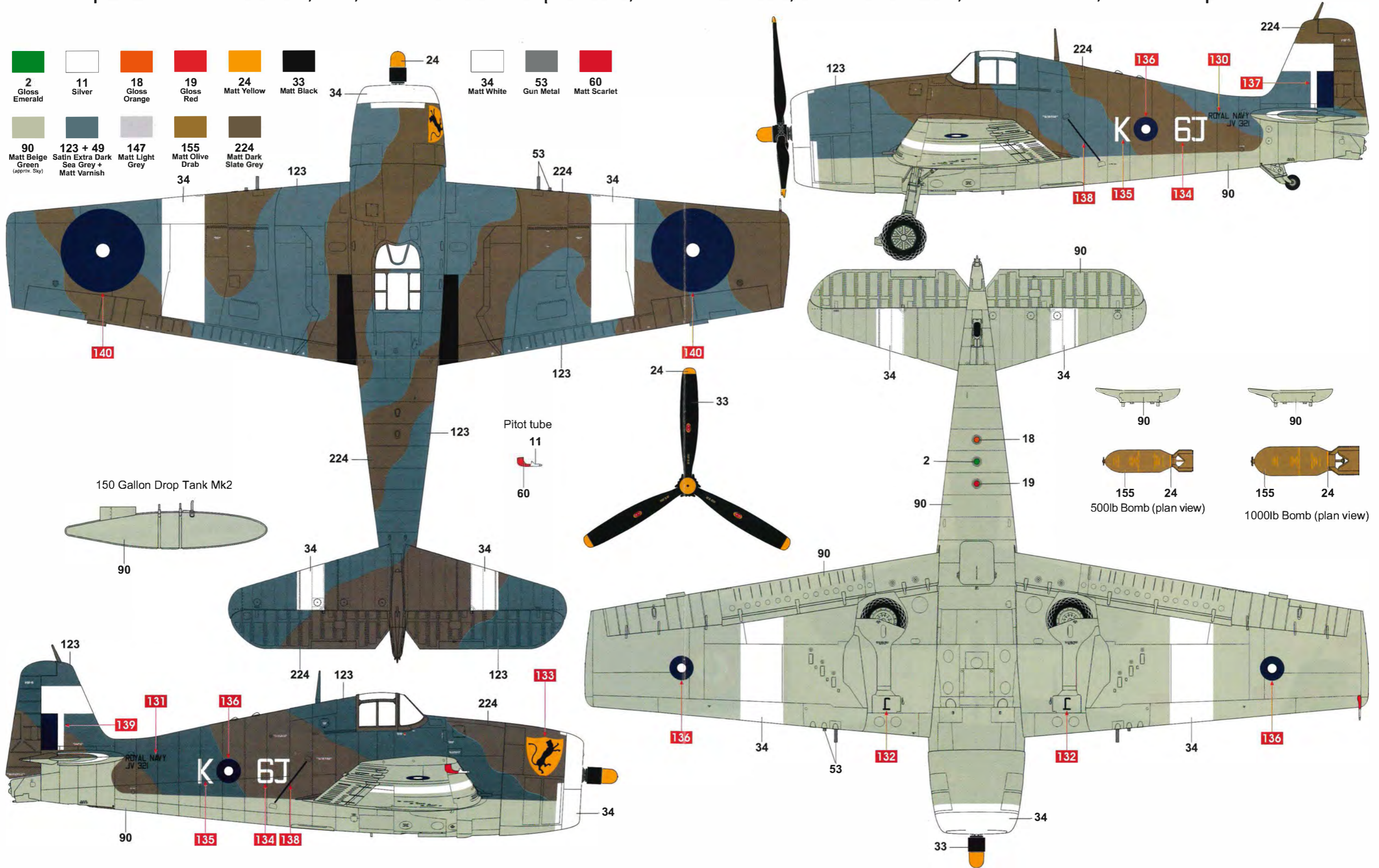
VF-12, USS Randolph (CV-15), May 1945.

- | | | | | | |
|---|---|---|---|---|---|
|  |  |  |  |  |  |
| 2
Gloss Emerald | 11
Silver | 15
Gloss Midnight Blue | 18
Gloss Orange | 19
Gloss Red | 24
Matt Yellow |
|  |  |  |  |  |  |
| 33
Matt Black | 34
Matt White | 53
Gun Metal | 60
Matt Scarlet | 147
Matt Light Grey | 155
Matt Olive Drab |



© Grumman Hellcat MK.II

'Operation SUNFISH', No,808 Naval Air Squadron, Fleet Air Arm, HMS Khedive, East Indies, March-April 1945.



Grumman F6F-5 Hellcat

Flotille 1F, carrier Arromanches (R95), l'Aéronavale, Indochina War, 1953.

					
2 Gloss Emerald	11 Silver	15 Gloss Midnight Blue	18 Gloss Orange	19 Gloss Red	24 Matt Yellow
					
33 Matt Black	53 Gun Metal	60 Matt Scarlet	147 Matt Light Grey	155 Matt Olive Drab	



Grumman F6F-5 Hellcat

Position of common stencil data

