

Clear Prop!

ADVANCED



HAWK H-75M

1:48
model # CP4806



scale model kit

SPAN: 236.9mm

LENGTH: 182.5mm

NUMBER OF PARTS: 148 pcs

- 1** stages of assembly **?** optional
- A** variants of assembly glue by super glue
- A1** part number do not glue
- fill with putty make a hole
- 1** apply decals detach with knife
- apply the adhesive mask paint
- bend repeat the operation N times

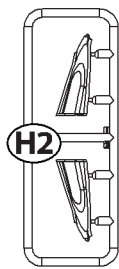
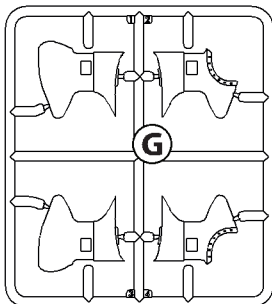
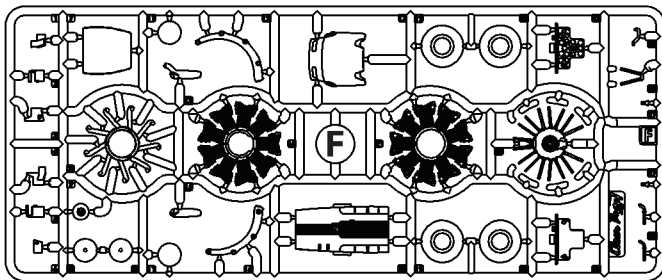
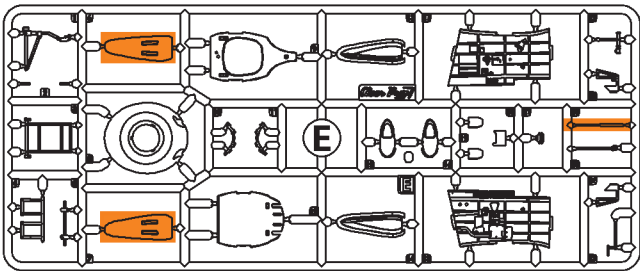
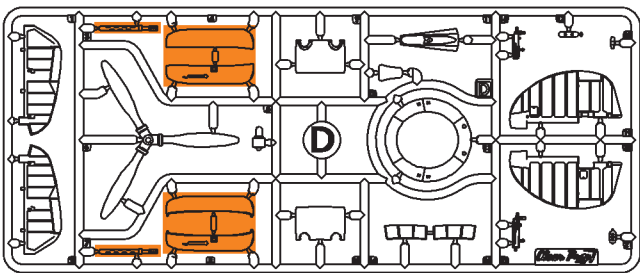
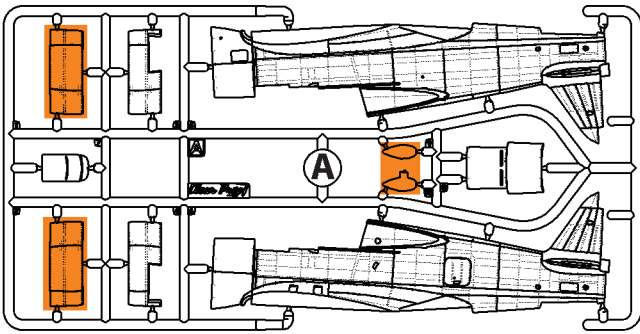
Role	Fighter
Manufacturer	Curtiss-Wright Corporation
First flight	6 May 1935
Primary users	United States Army Air Corps, Finnish Air Force, French Air Force, Royal Air Force
Number built	215 (Model 75) plus 900 export Hawk 75 variants

Curtiss Hawk Model 75, is an American-designed and built fighter aircraft of the 1930s and 40s. A contemporary of both the Hawker Hurricane and Messerschmitt Bf 109, it was one of the first of a new generation of combat aircraft—a sleek monoplane design making extensive use of metal in its construction and powered by a powerful radial engine.

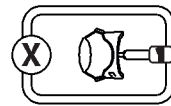
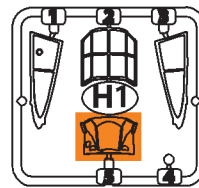
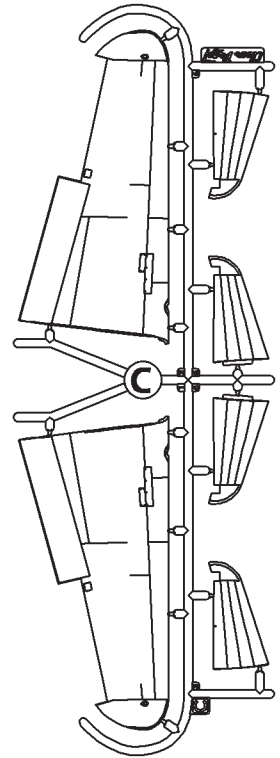
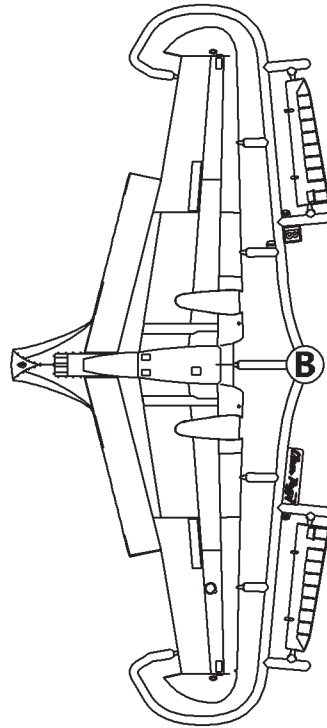
The Curtiss Model 75 was a private venture by the company, designed by former Northrop Aircraft Company engineer Don R. Berlin. The first prototype, constructed in 1934, featured all-metal construction with fabric-covered control surfaces, a Wright XR-1670-5 radial engine developing 900 hp (670 kW), and typical United States Army Air Corps armament of one .30 in (7.62 mm) and one .50 in (12.7 mm) machine gun firing through the propeller arc. Also typical of the time was the total absence of cockpit armor or self-sealing fuel tanks. The prototype first flew on 6 May 1935, reaching 281 mph (452 km/h) at 10,000 ft (3,000 m) during early test flights. On 27 May 1935, the prototype was flown to Wright Field, Ohio, to compete in the USAAC fly-off for a new single-seat fighter, but the contest was delayed because the Seversky entry crashed on its way there. Curtiss took advantage of the delay to replace the unreliable engine with a Wright XR-1820-39 Cyclone producing 950 hp (710 kW) and to rework the fuselage, adding the distinctive scalloped rear windows to improve visibility. The new prototype was designated Model 75B with the R-1670 version retroactively designated Model 75D.

- | | | | | | | | | |
|---|---|--|---|--|--|--|--|--|
| A MR. COLOR 90
A.MIG-8215
SHINE SILVER | B MR. COLOR 302
A.MIG-0238
GREEN | C MR. COLOR 8
A.MIG-0195
SILVER | D MR. COLOR 4
A.MIG-0048
YELLOW | E MR. COLOR 33
A.MIG-0046
BLACK | F MR. COLOR 5
A.MIG-0123
DARK BLUE | G MR. COLOR 55
A.MIG-0925
OLIVE DRAB | H MR. COLOR 351
A.MIG-0220
INTERIOR GREEN | I MR. COLOR 28
A.MIG-0191
STEEL |
| J MR. COLOR 13
A.MIG-0208
NEUTRAL GREY | K MR. COLOR 61
A.MIG-0187
BURNT IRON | L MR. COLOR 137
A.MIG-0033
TIRE BLACK | M MR. COLOR 352
A.MIG-0221
INTERIOR YELLOW | N MR. COLOR 3
A.MIG-0049
RED | O MR. COLOR 417
A.MIG-0063
LIGHT BLUE | P MR. COLOR 308
A.MIG-0203
LIGHT GHOST GREY | | |

THIS MODEL IS PRODUCED FOR EXPERIENCED MODELERS OVER 14 YEARS



Parts not for use

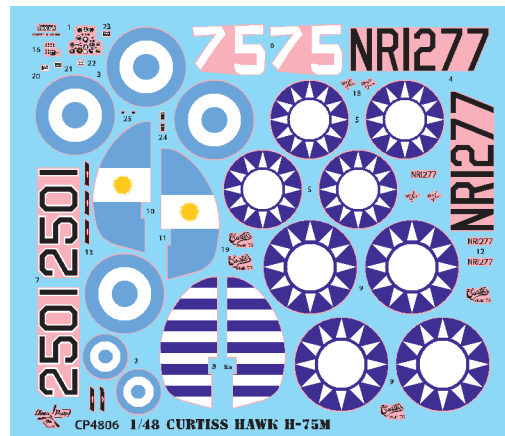


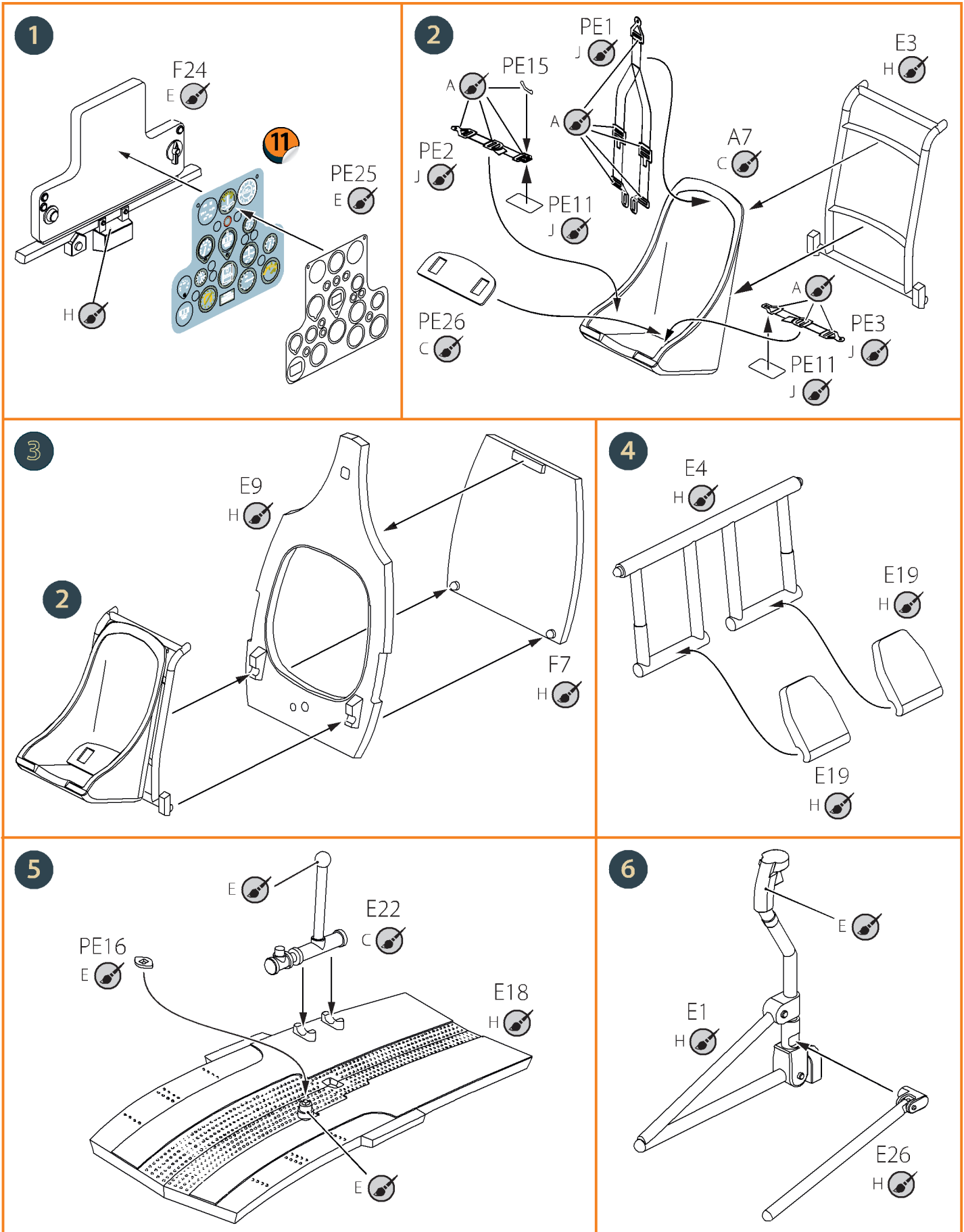
PHOTOETCHED PARTS

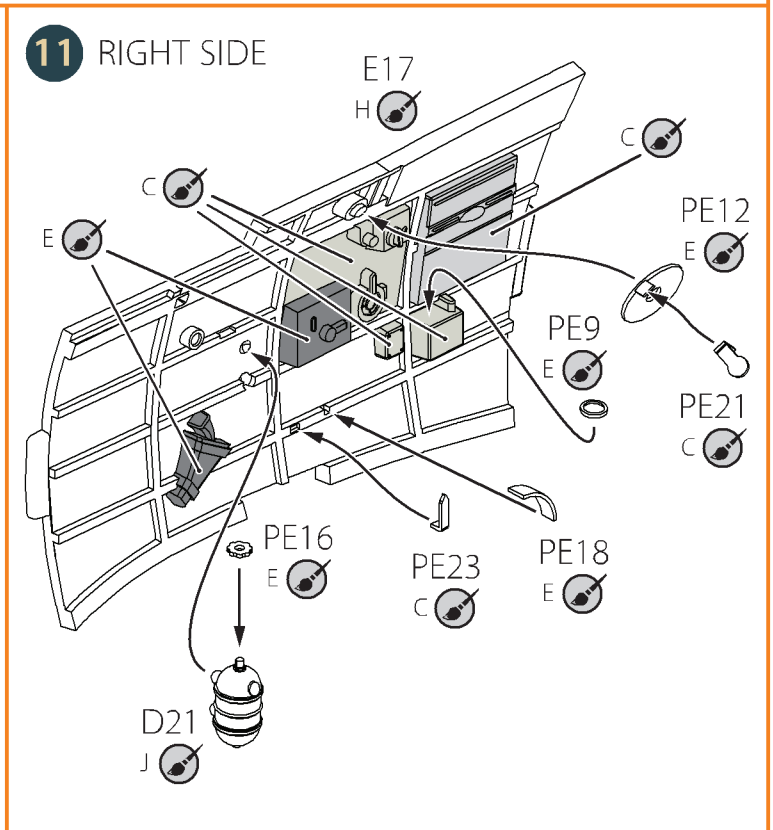
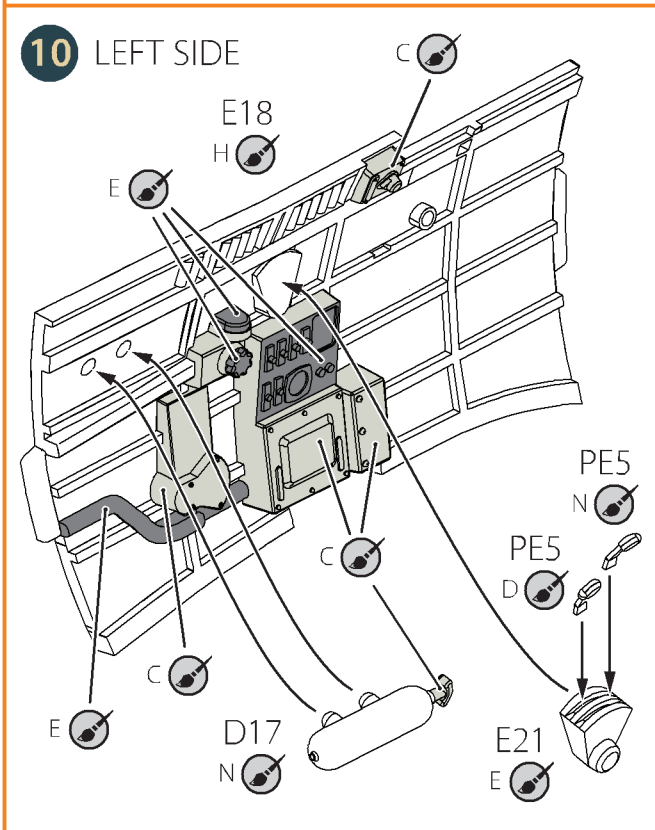
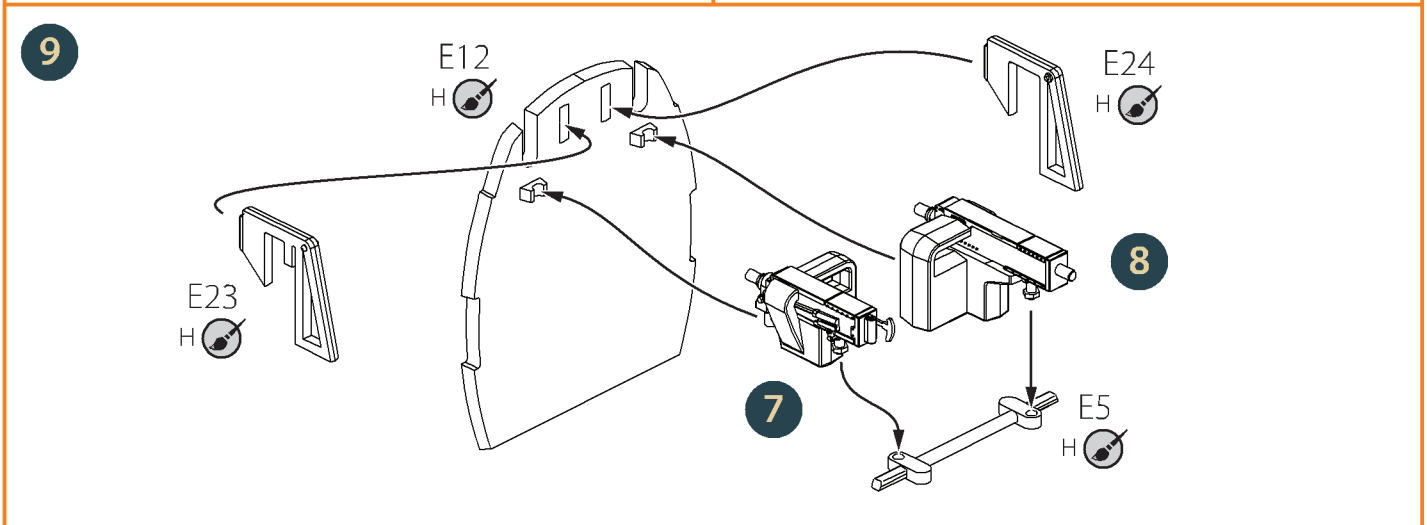
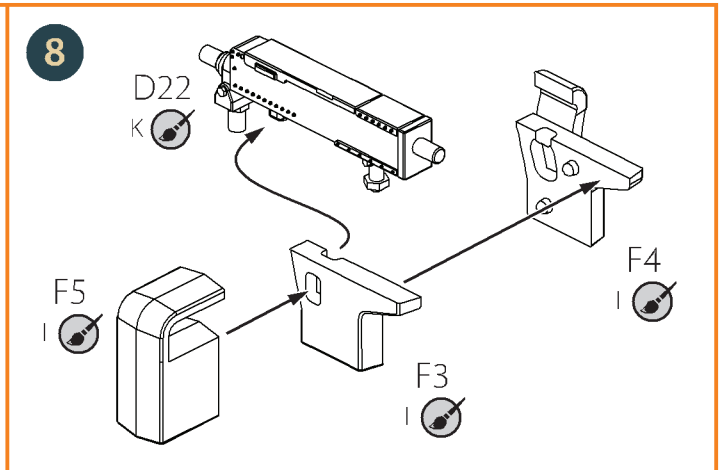
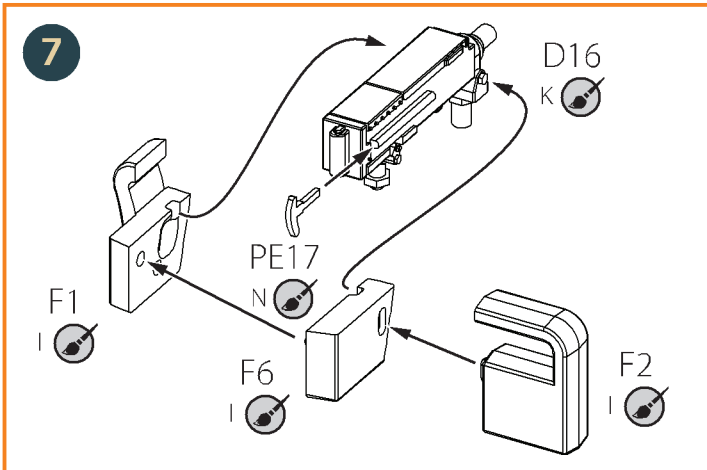


DECAL SHEET

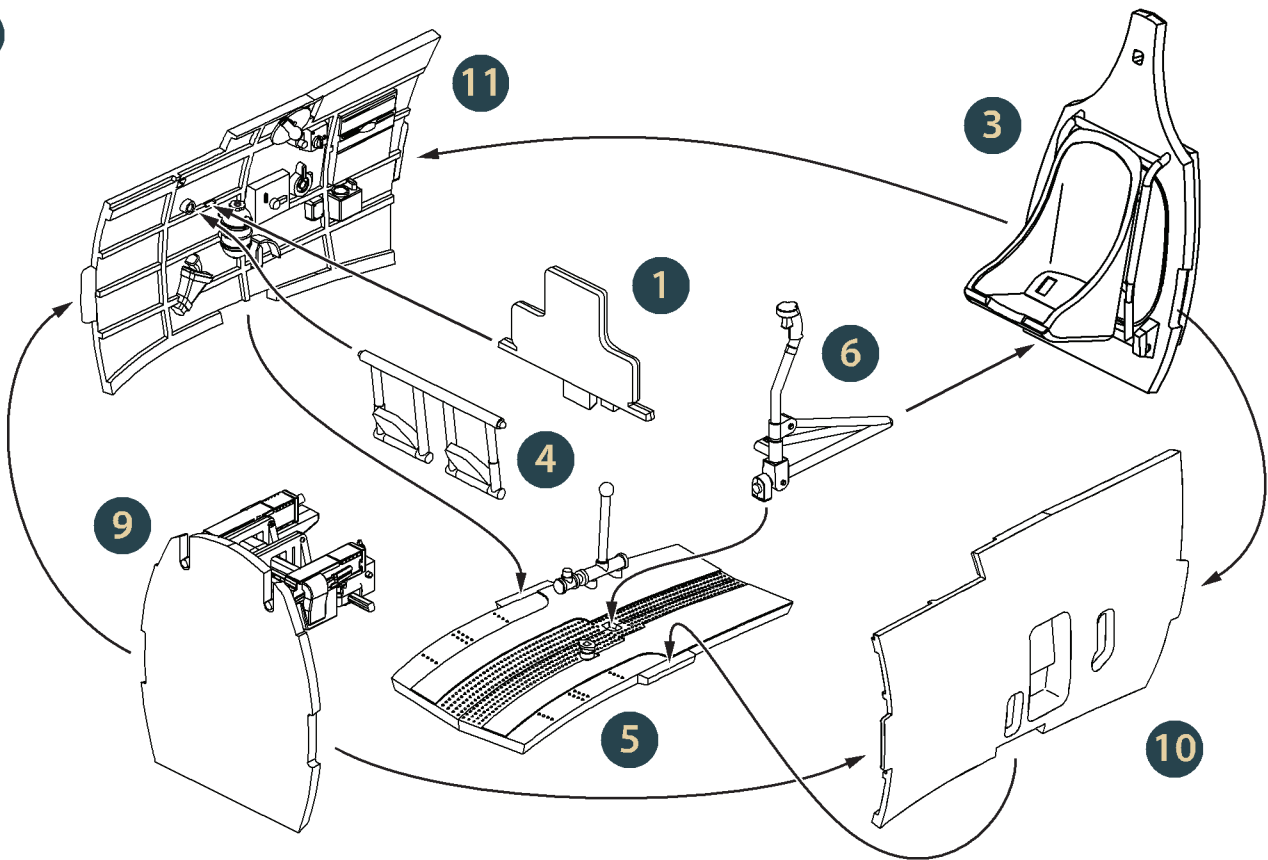
26 NRI276
NRI276



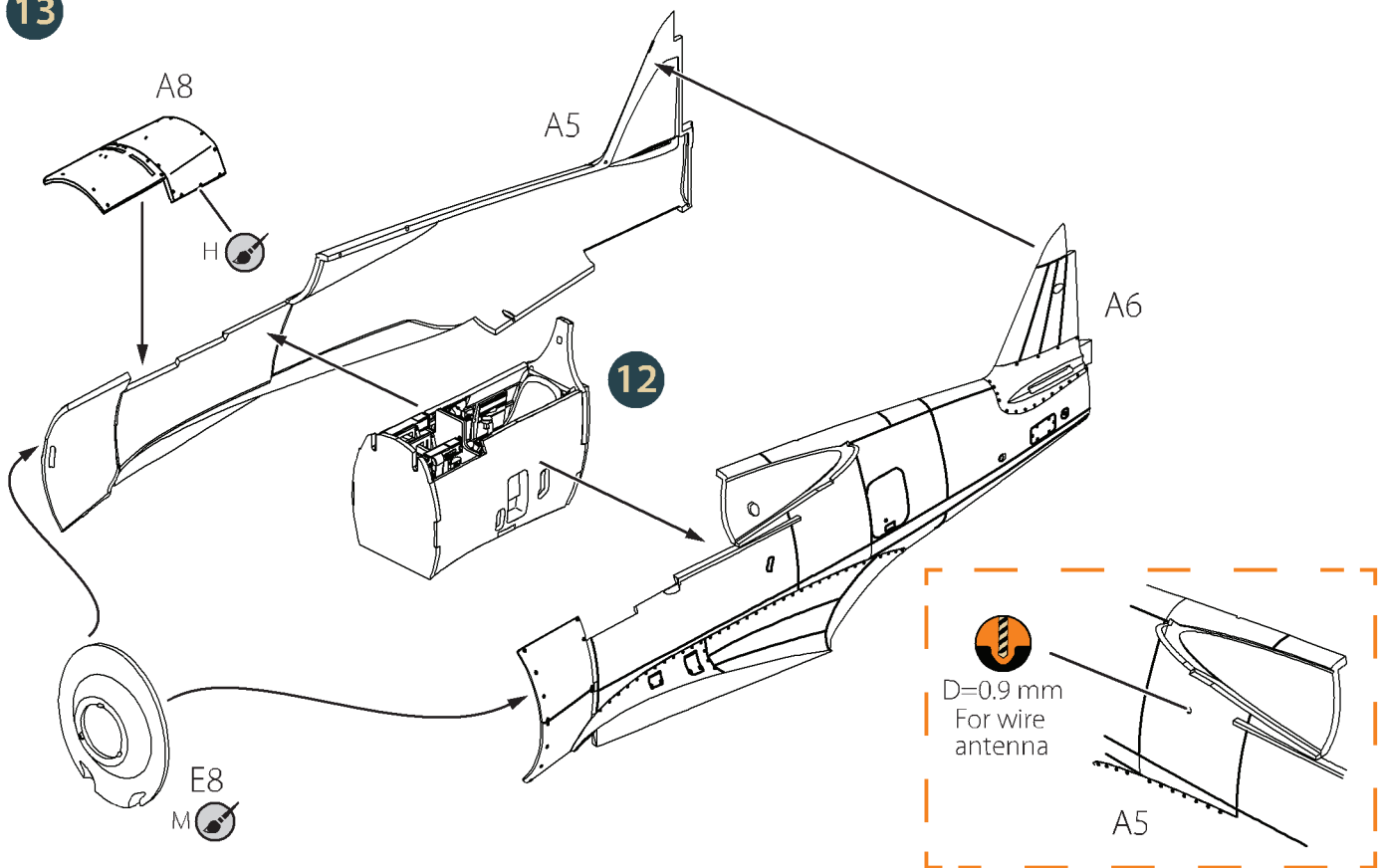


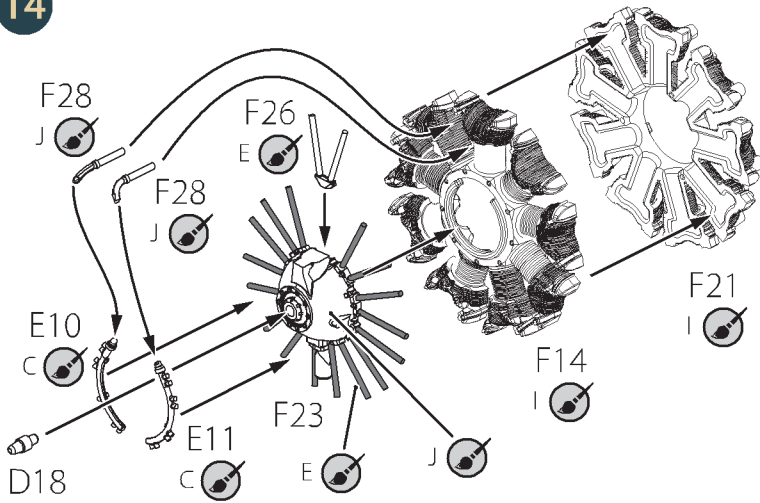
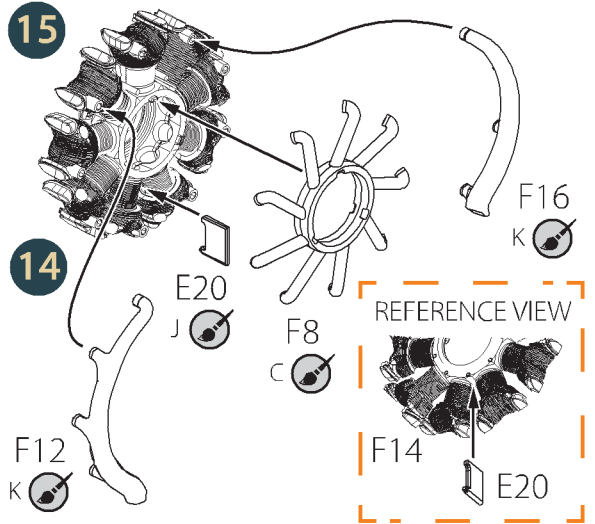
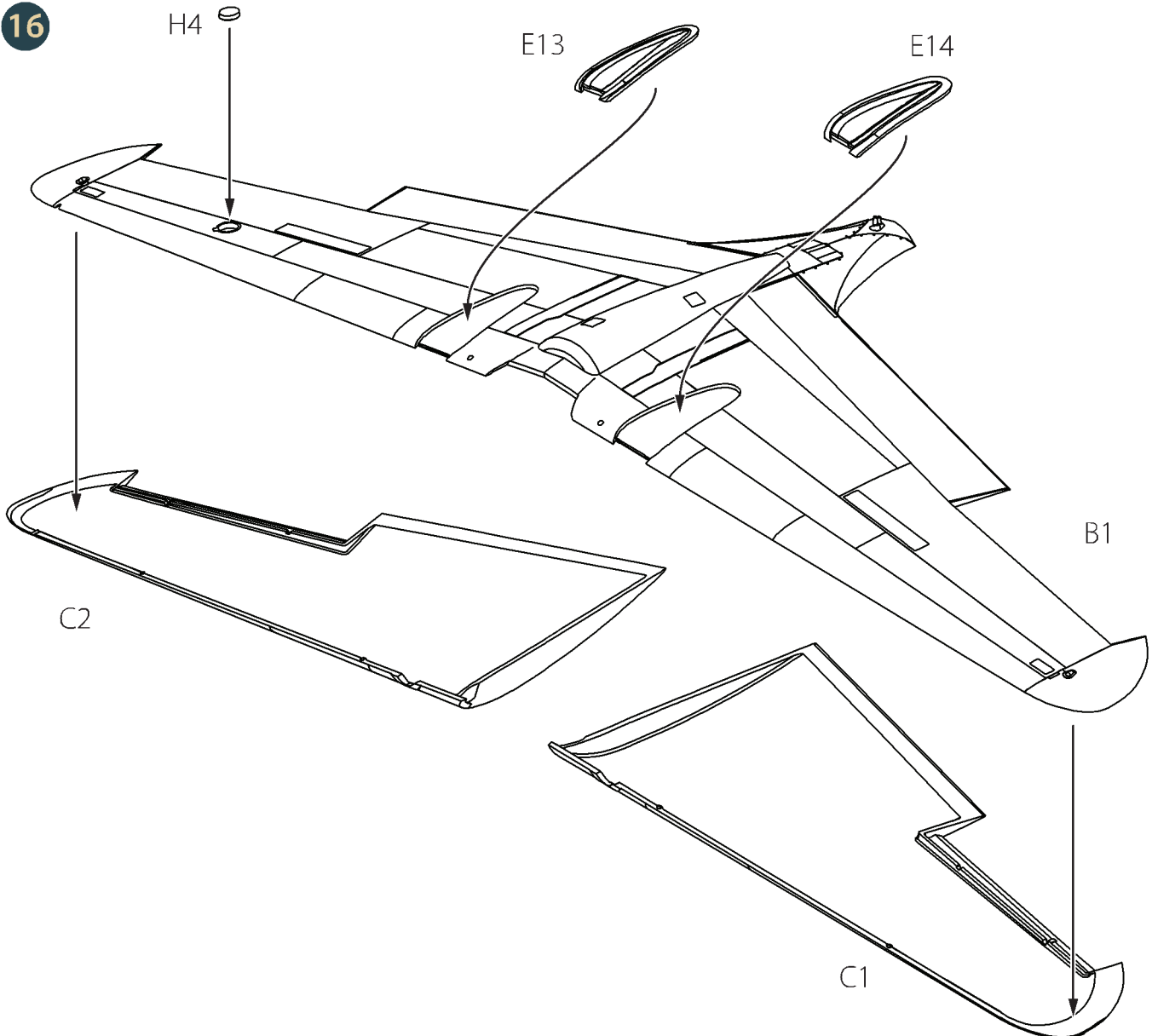


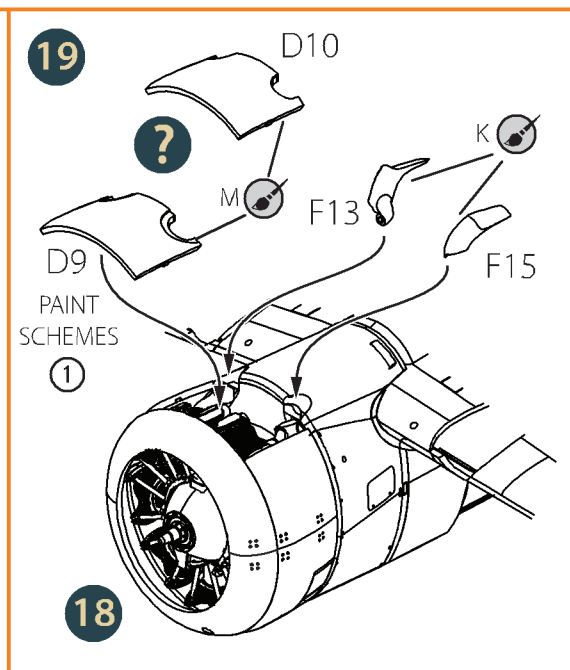
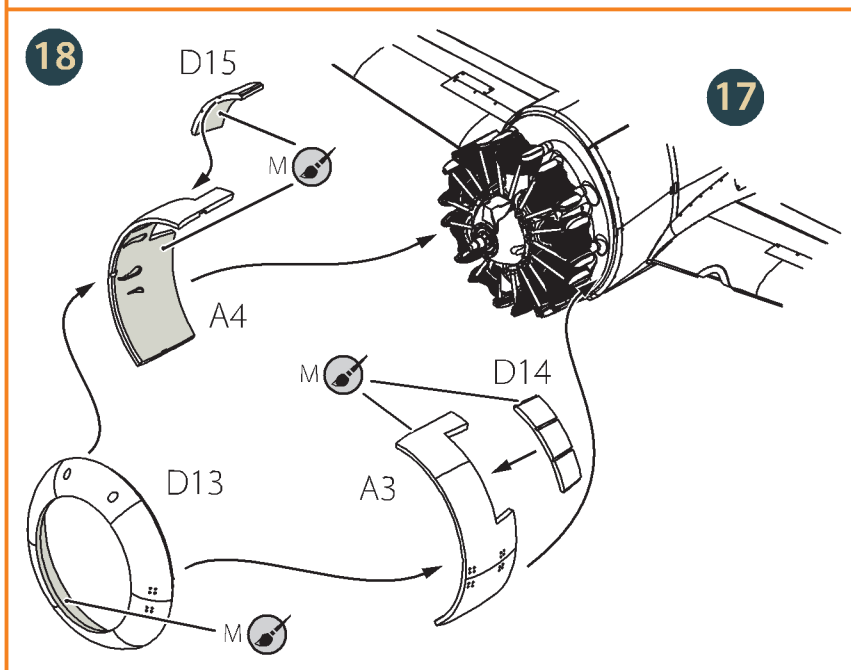
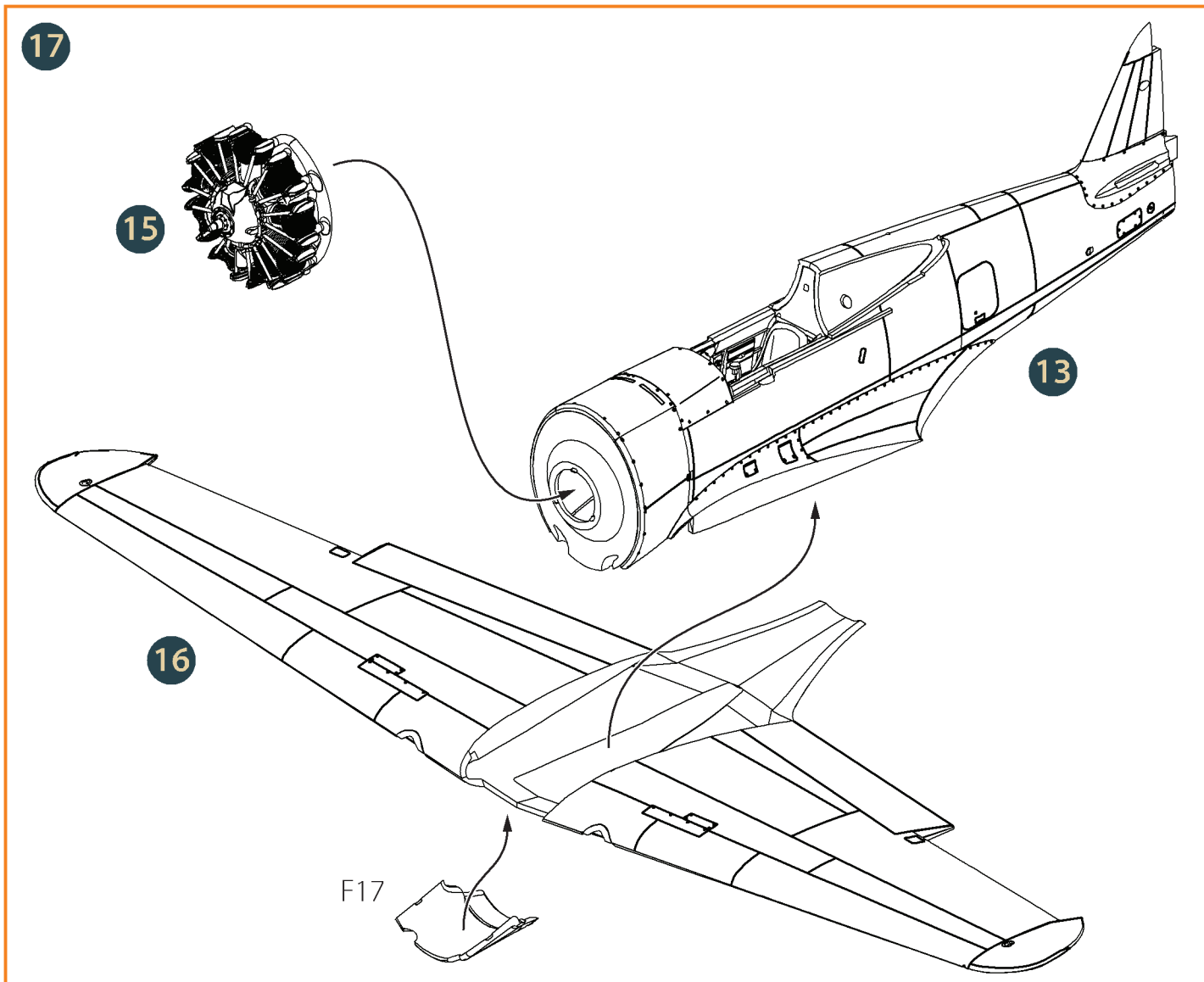
12

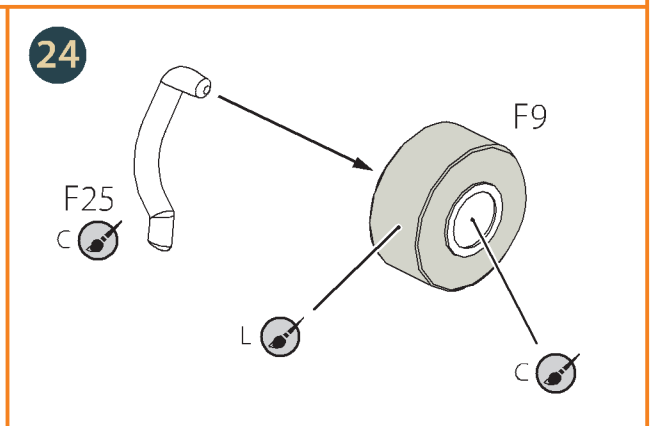
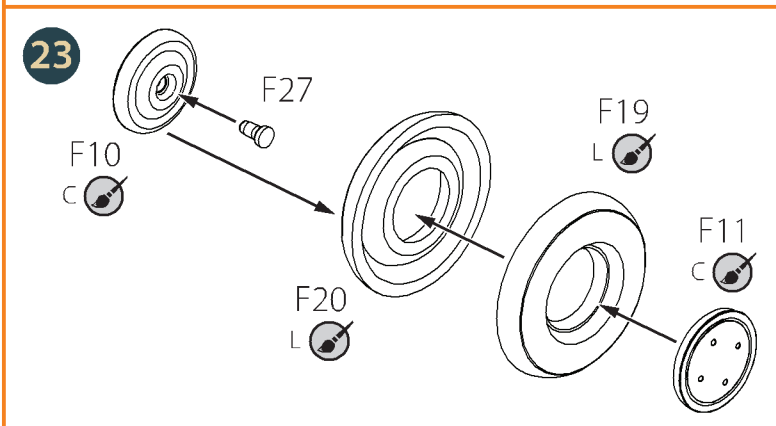
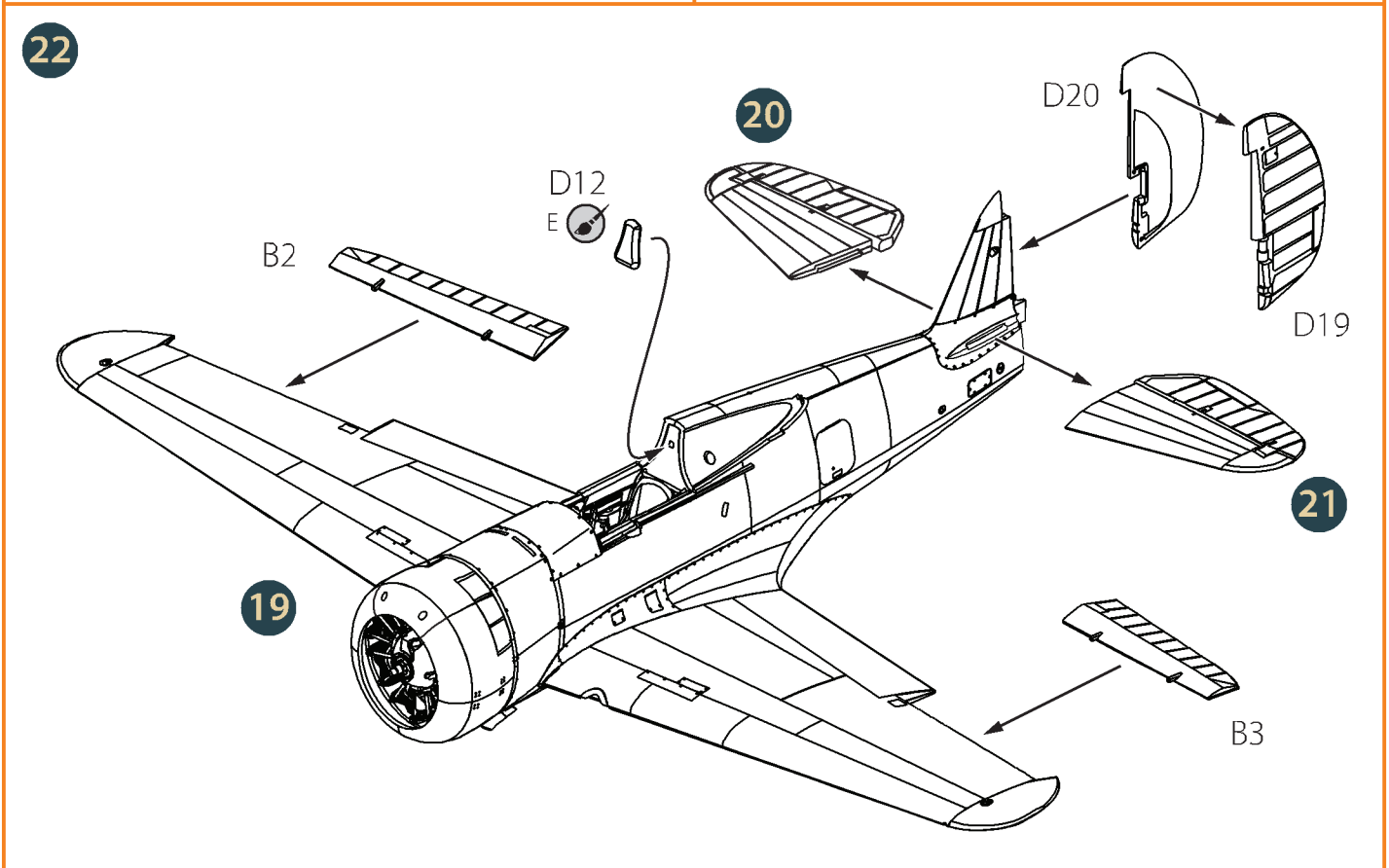
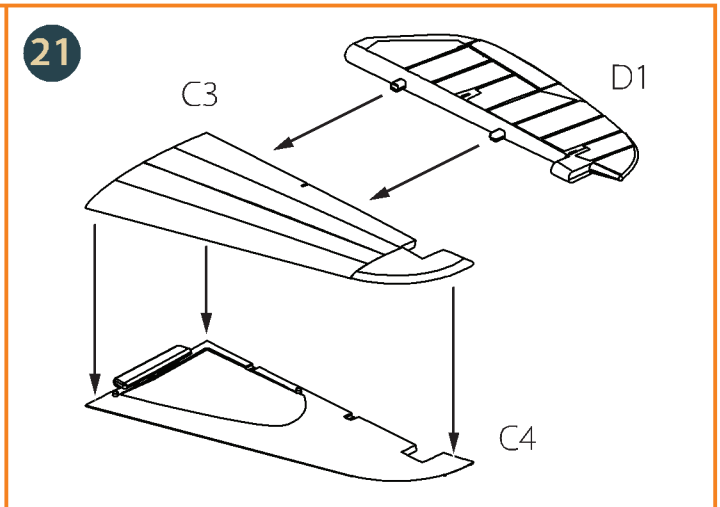
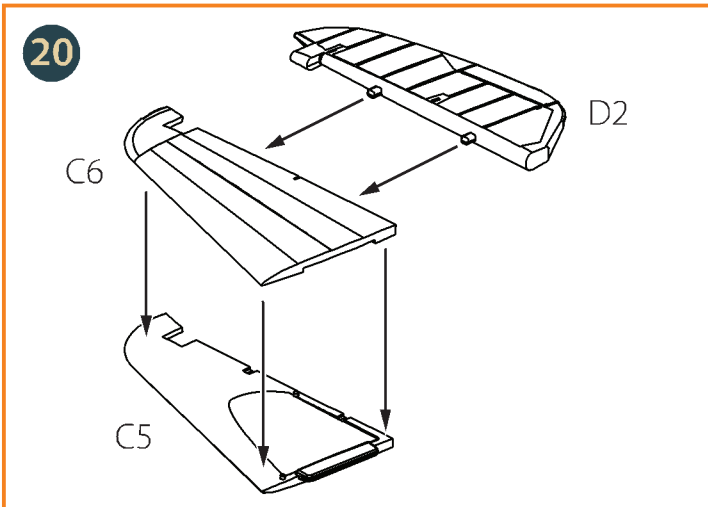


13

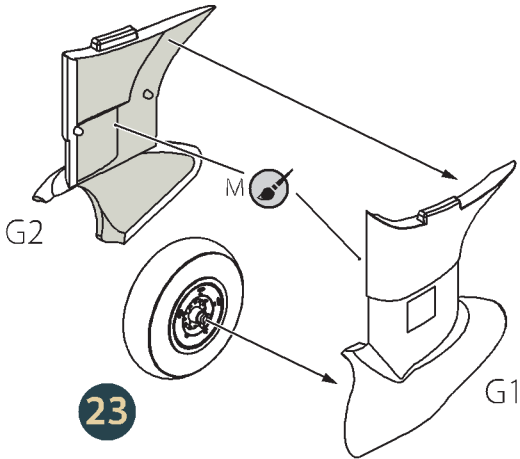


14

15

16


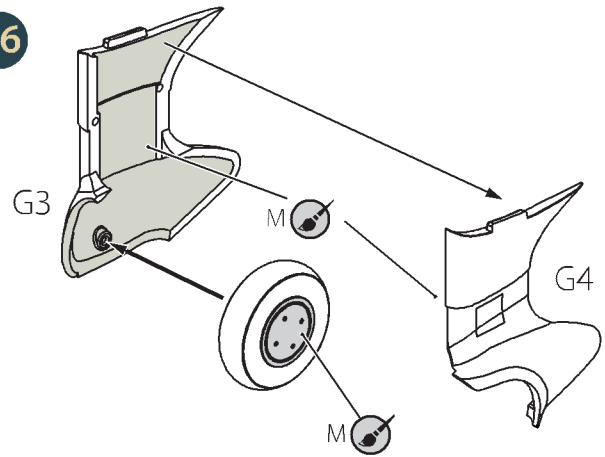




25

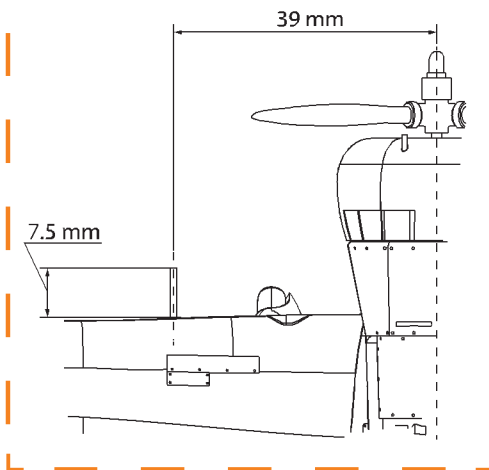


26



27

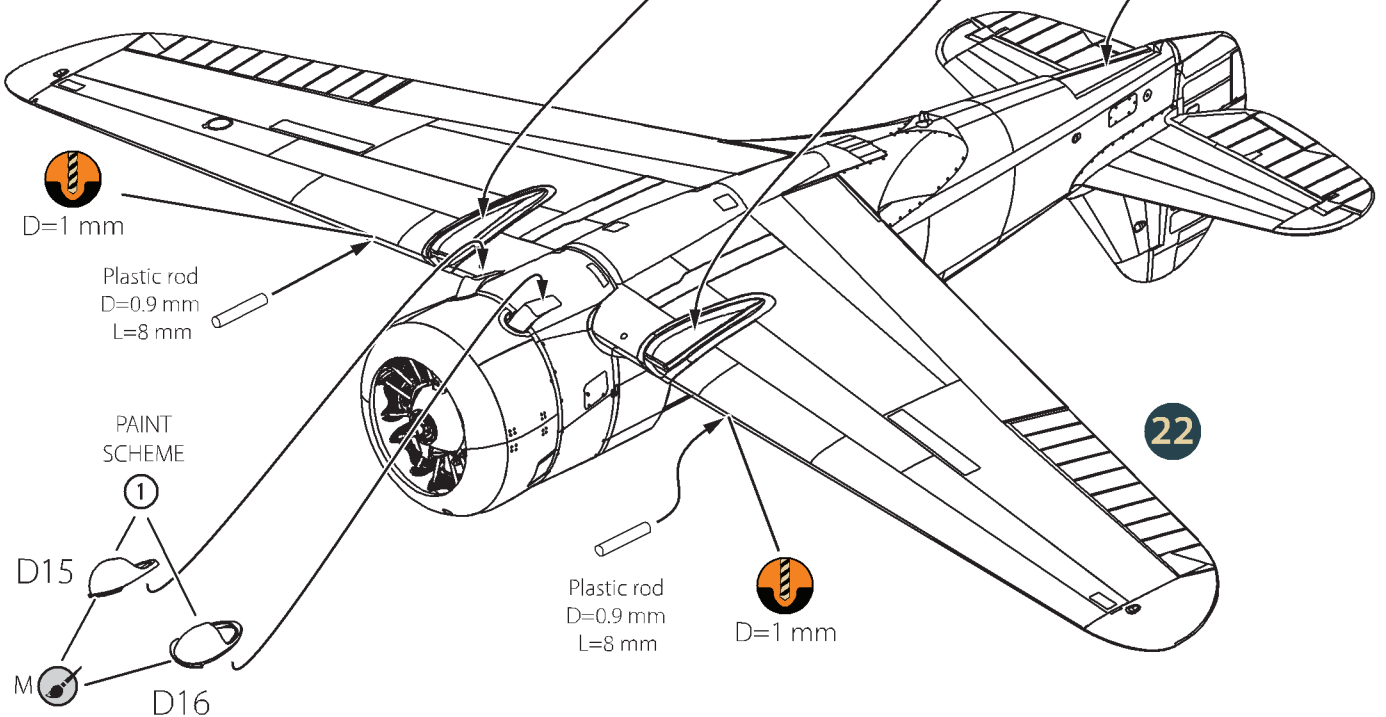
CORRECT POSITION OF WING GUNS



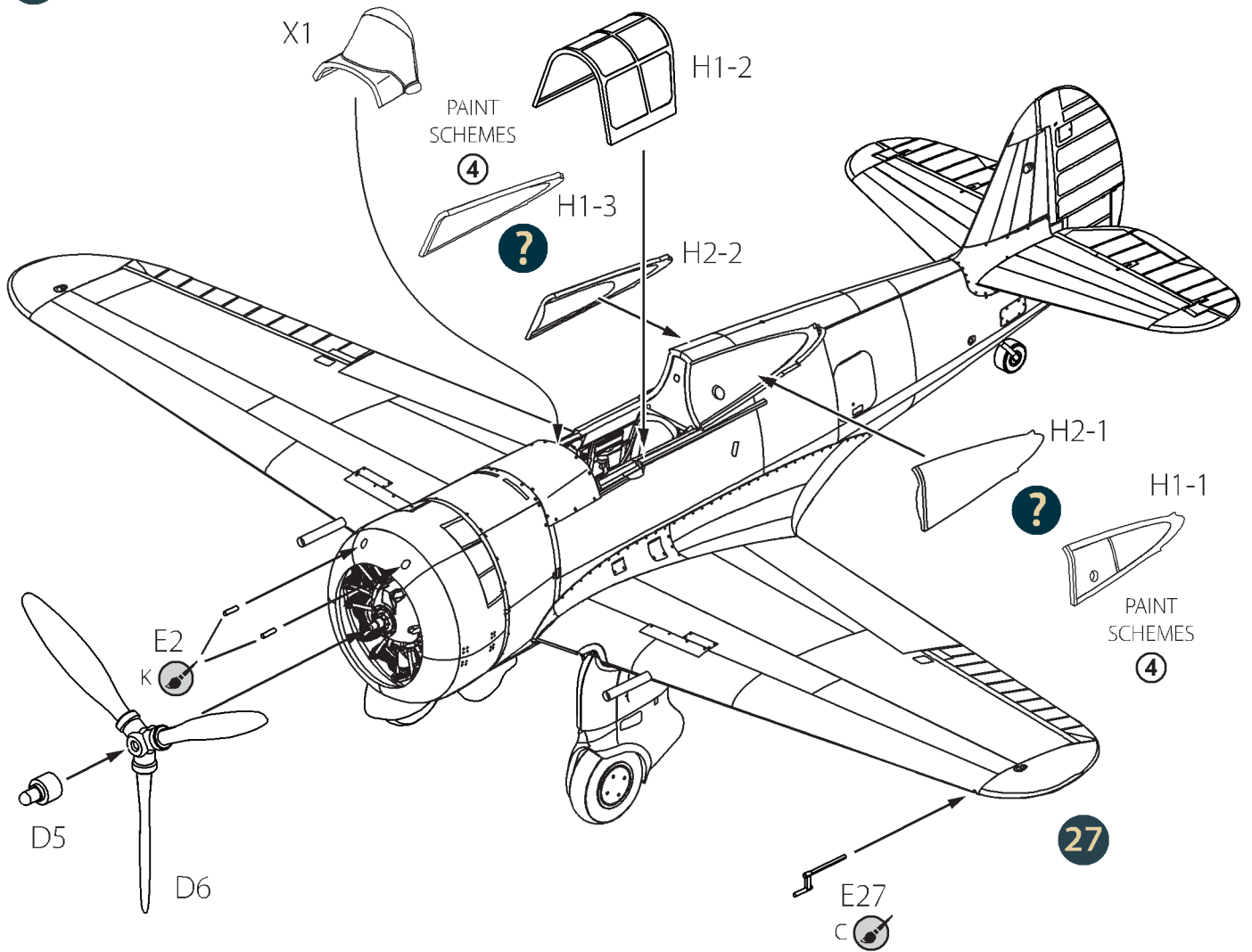
26

25

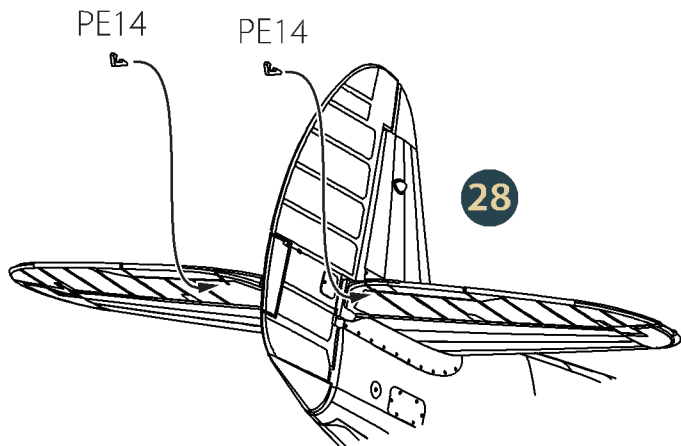
24



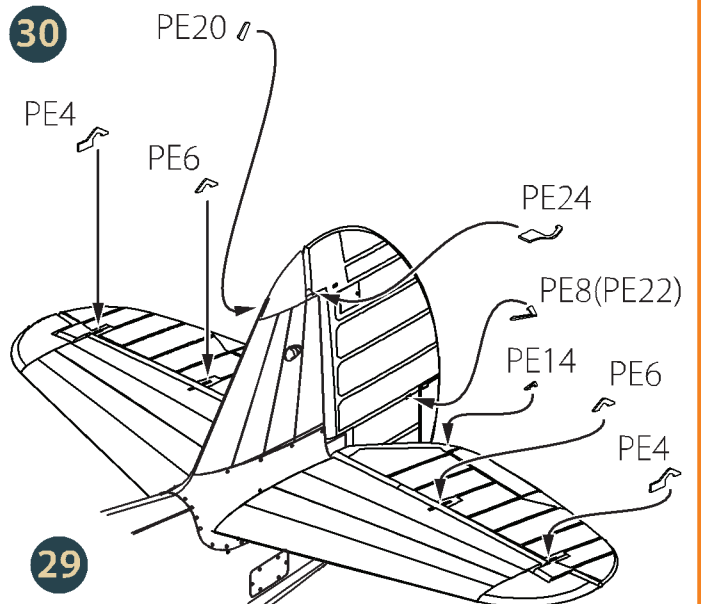
28



29

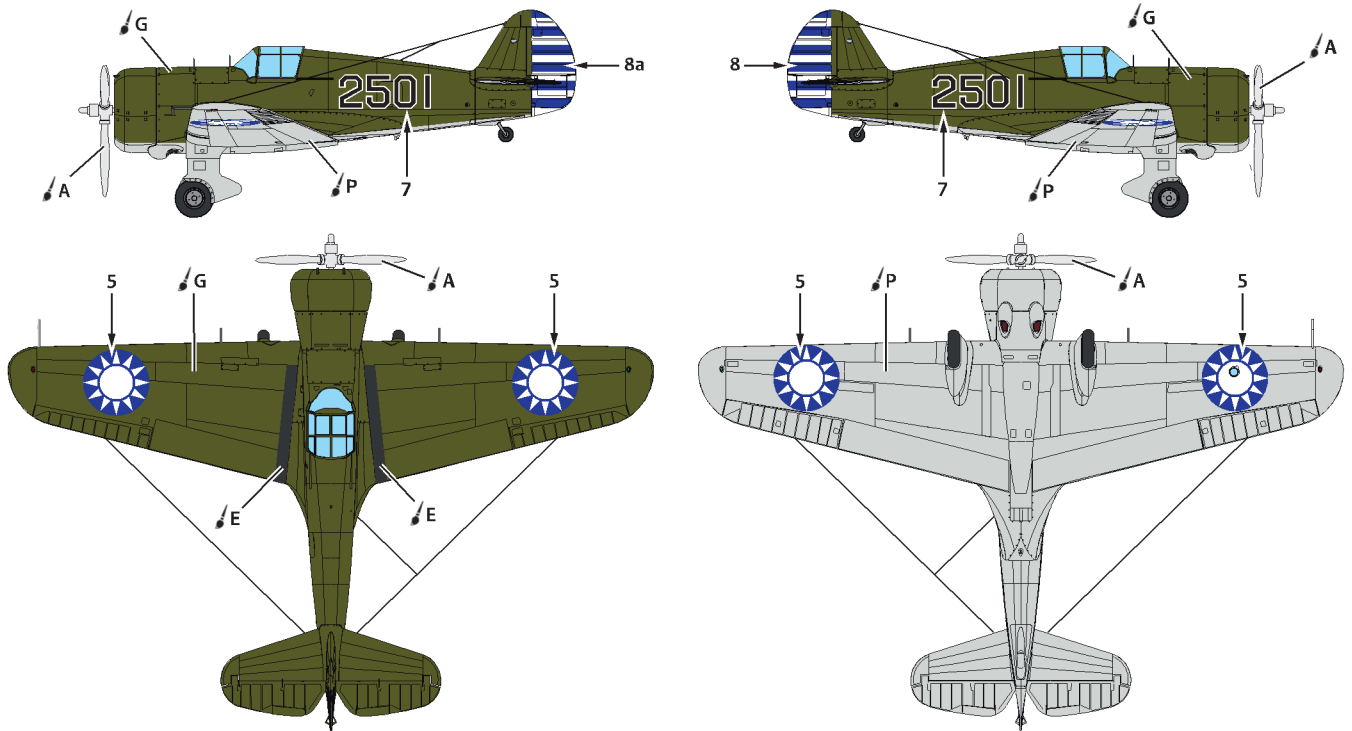


30

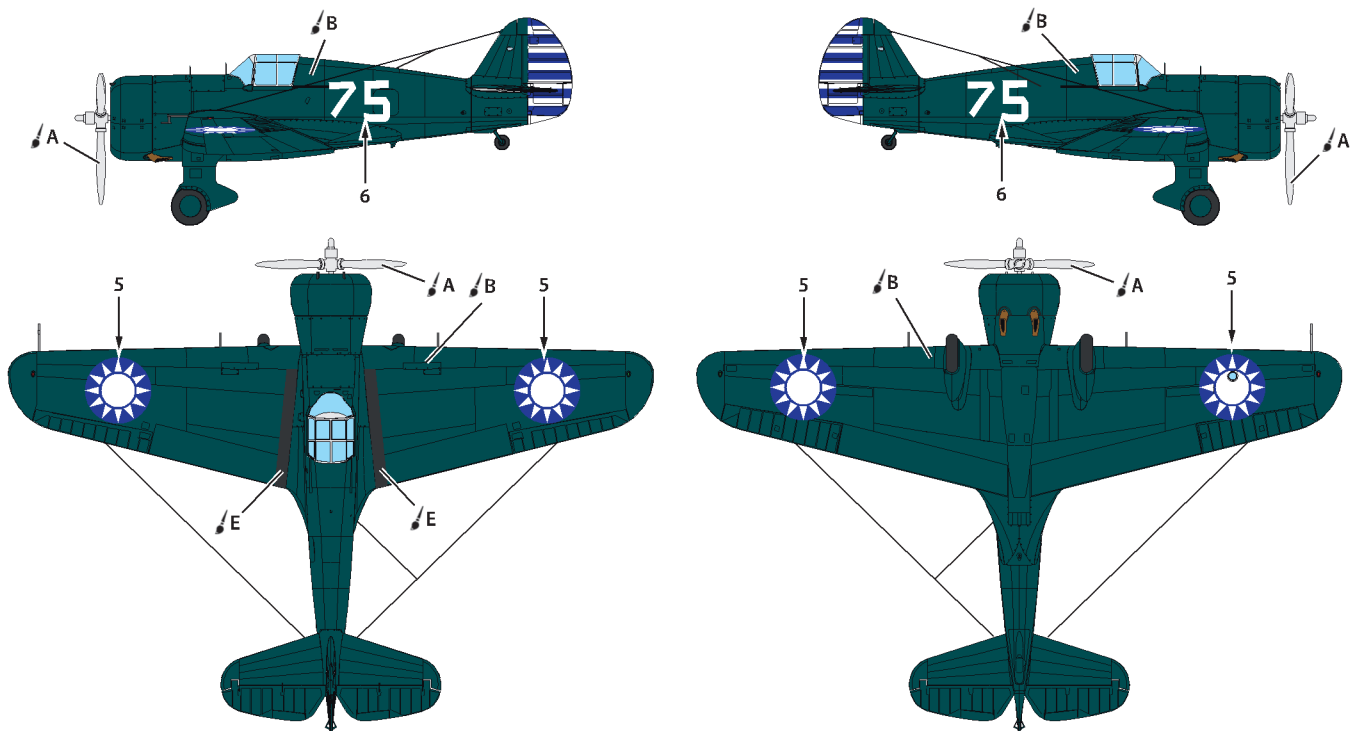


A	B	C	D	E	F	G	O	P
MR. COLOR 90 A.MIG-8215 SHINE SILVER	MR. COLOR 302 A.MIG-0238 GREEN	MR. COLOR 8 A.MIG-0195 SILVER	MR. COLOR 4 A.MIG-0048 YELLOW	MR. COLOR 33 A.MIG-0046 BLACK	MR. COLOR 5 A.MIG-0123 DARK BLUE	MR. COLOR 55 A.MIG-0002 OLIVE DRAB	MR. COLOR 417 A.MIG-0063 LIGHT BLUE	MR. COLOR 308 A.MIG-0203 LIGHT GHOST GREY

① Curtiss Hawk H-75M - 25th pursuit squadron, China 1939

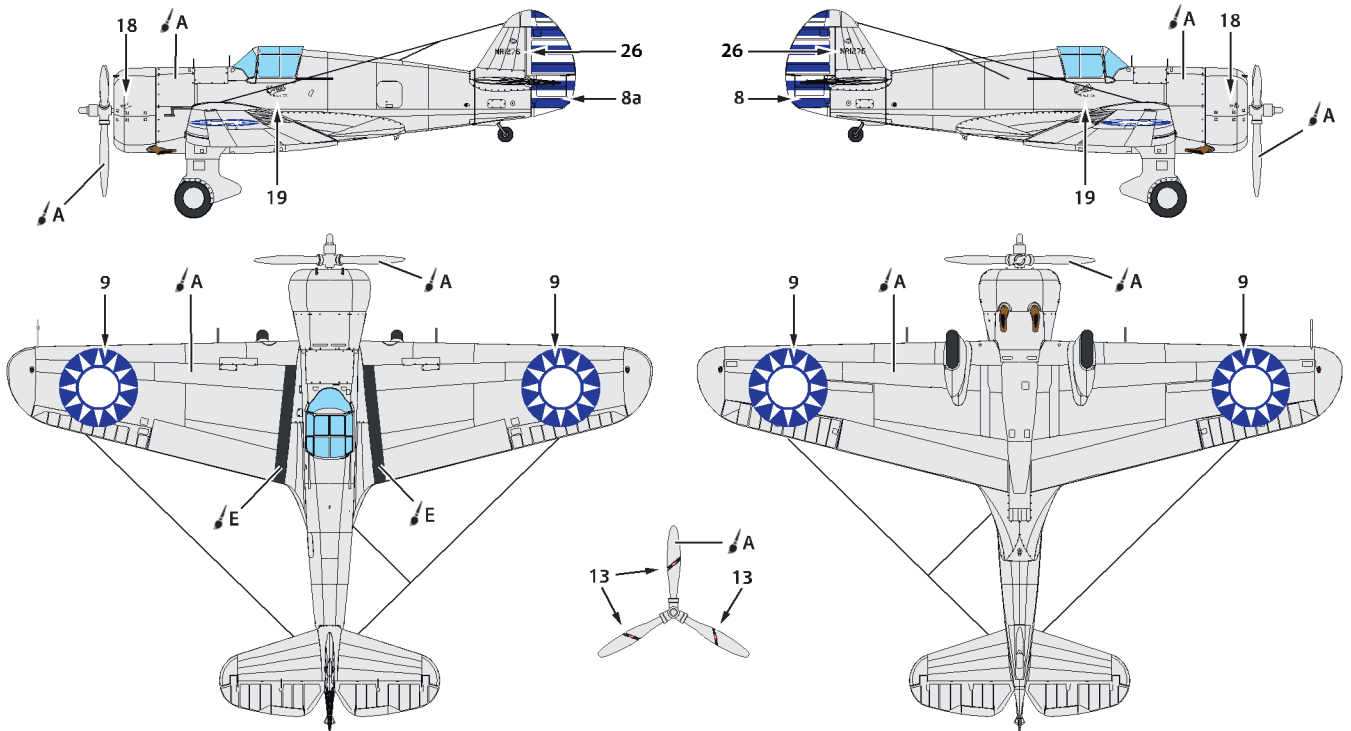


② Curtiss Hawk H-75H - rebuilt prototype (H-75B), was purchased by Madam Chiang for Chennault as his personal aircraft. It was painted in glossy petroleum green with the white fuselage number '75', 1937



A	B	C	D	E	F	G	O	P
MR. COLOR 90 A.MIG-8215 SHINE SILVER	MR. COLOR 302 A.MIG-0238 GREEN	MR. COLOR 8 A.MIG-0195 SILVER	MR. COLOR 4 A.MIG-0048 YELLOW	MR. COLOR 33 A.MIG-0046 BLACK	MR. COLOR 5 A.MIG-0123 DARK BLUE	MR. COLOR 55 A.MIG-0002 OLIVE DRAB	MR. COLOR 417 A.MIG-0063 LIGHT BLUE	MR. COLOR 308 A.MIG-0203 LIGHT GHOST GREY

③ Curtiss Hawk H-75M - first export version, "China Demonstrator", 1937



④ Curtiss Hawk H-75H - second prototype (Nr1277), "Argentina Demonstrator", 1938

