

Cockpit covers in open position

## Northrop A-17A

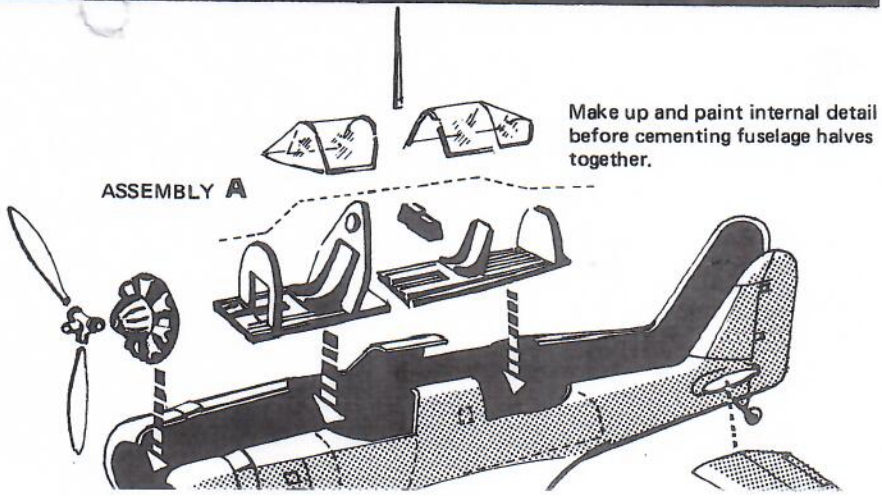
Northrop A-17A of 90th Attack Squadron, 3rd Attack Group from Barksdale Field, Louisiana in 1938 colours.

Inside view of undercarriage leg

All-metal finish with silver fabric flying surfaces.  
 Red cowl, red dice insignia with white dots and edging.  
 Black identification numbers.  
 Red, white and blue pre-war national markings.

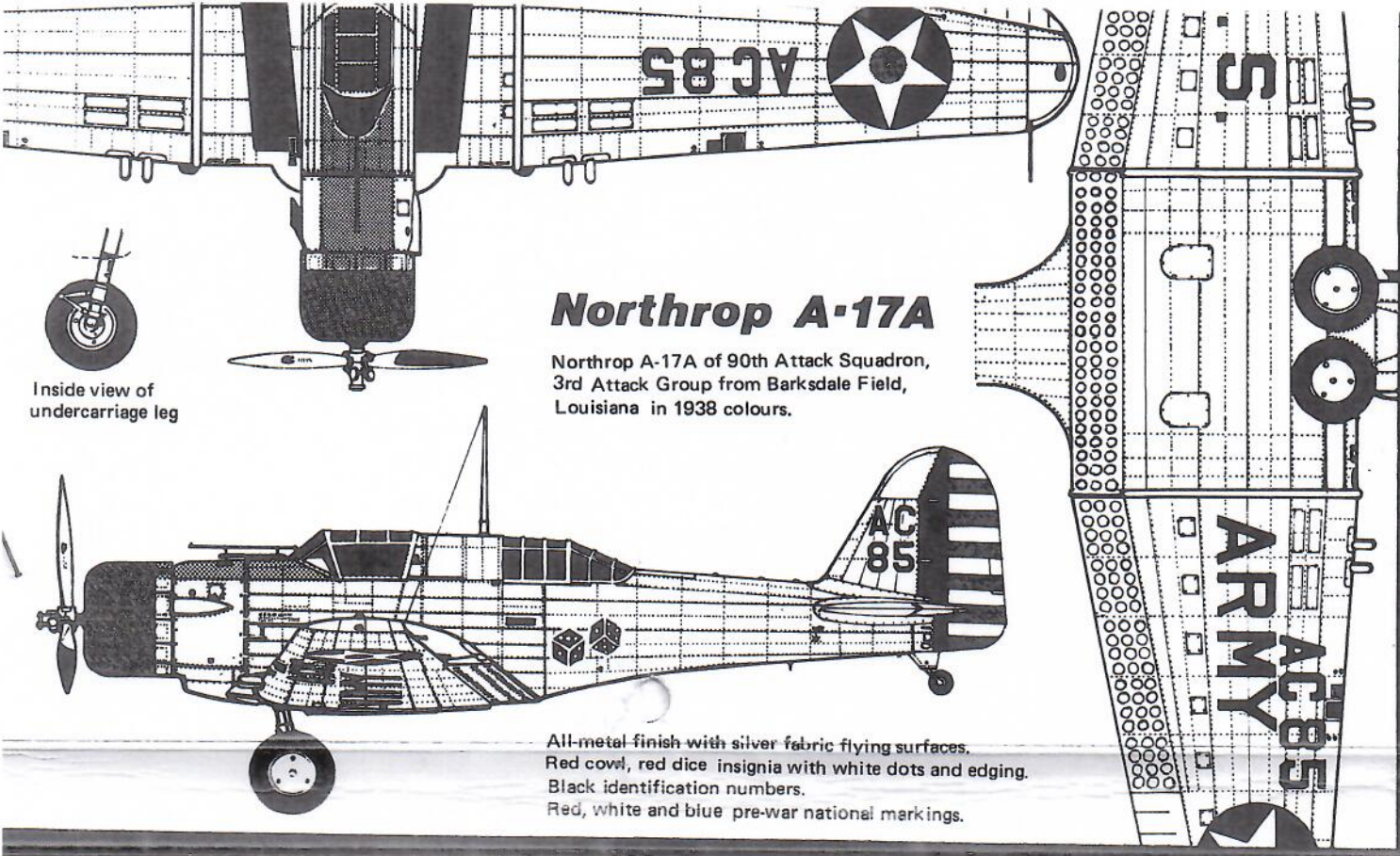
### GENERAL ASSEMBLY INSTRUCTIONS

**Fuselage—**  
 Cut fuselage halves from sheet with scissors or score round shapes with knife, breaking away excess plastic with fingers. Cut away plastic from cockpit areas, front of engine cowling and the wing root.  
 Place each fuselage half on a flat sheet of wet and dry sandpaper and remove approximately 1/2mm from centreline, using plenty of water to get a smooth abrasive action. When a satisfactory joint line has been obtained between the two halves, the internal detail can be added as shown in the assembly 'A' drawing. Cement the painted motor and cockpit assemblies to one half of the fuselage and let dry thoroughly. Now the fuselage halves can be aligned and cemented together. Trim the two clear cockpit canopies very carefully to fit the fuselage openings and glue in place with clear impact cement. Use strips of Sellotape to represent canopy frames.



Make up and paint internal detail before cementing fuselage halves together.





# Northrop A-17A

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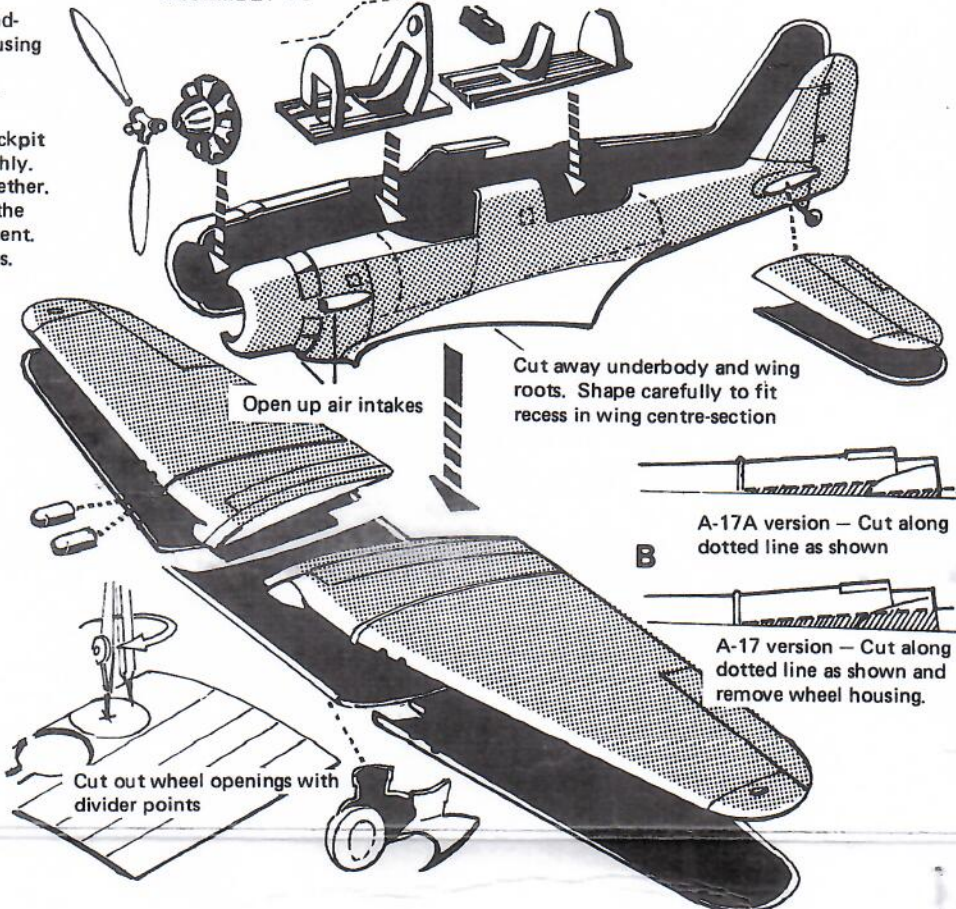
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**Wings and tailplanes**—  
Cut the four wing outer halves and the lower centre-section from the sheet. Sand parts flat until a sharp leading and trailing edge is obtained. Now cut away excess plastic at the wing root leading edge as shown in drawing 'B'. The outer wing halves may now be cemented together.  
Scribe out the wheel recesses on the centre-section with dividers and open up landing gear leg slits with sharp blade. Cement centre section to outer wings. Fit fuselage to the recess in the centre of the wing and cement in place, using body putty to fill in the joint.  
Tailplanes can be cut out, sanded to a slim airfoil section and cemented together.

**Finishing details**—  
If the fixed wheel A-17 is required, make up wheel and spat halves; the retractable-wheel A-17A requires landing gear leg made from a scrap piece of sprue or use parts from a discarded model. The Airfix paintless kit will provide many small parts such as undercarriage legs, engine, tailwheel, propeller, bombs and pilots. Add pitot tube, gun sight, gun slits on wings and the radio aerial from stretched wire.

Make up and paint internal detail before cementing fuselage halves together.

### ASSEMBLY A



Open up air intakes

Cut away underbody and wing roots. Shape carefully to fit recess in wing centre-section

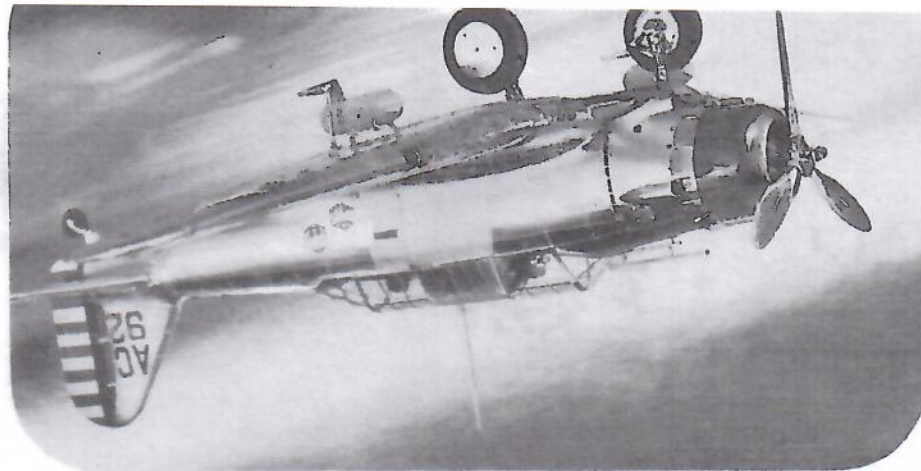
A-17A version — Cut along dotted line as shown

A-17 version — Cut along dotted line as shown and remove wheel housing.

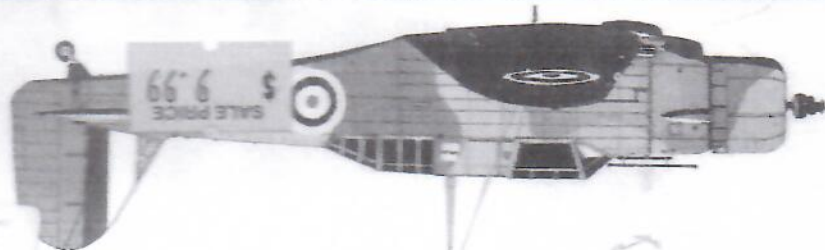
Cut out wheel openings with divider points



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# NORTHROP A-17 / A-17A

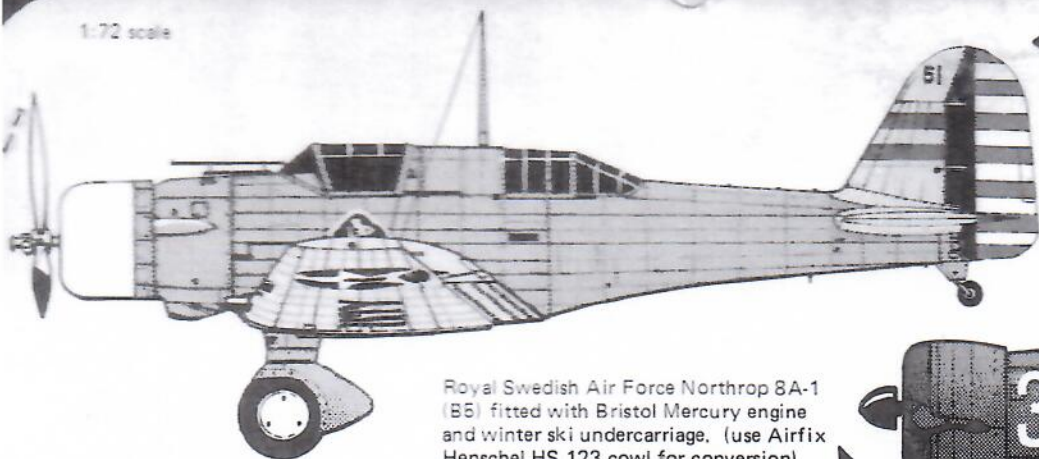


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RAREplanes

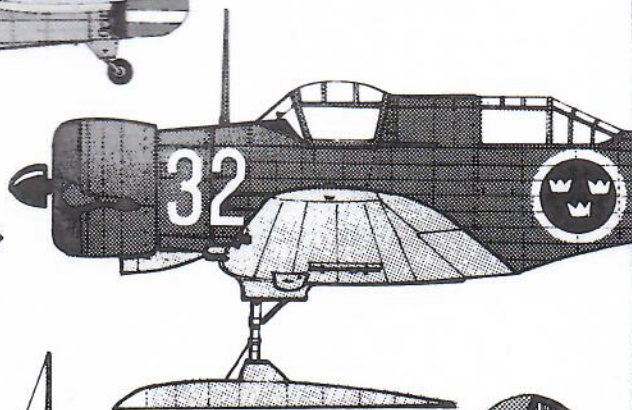
Northrop A-17

1:72 scale



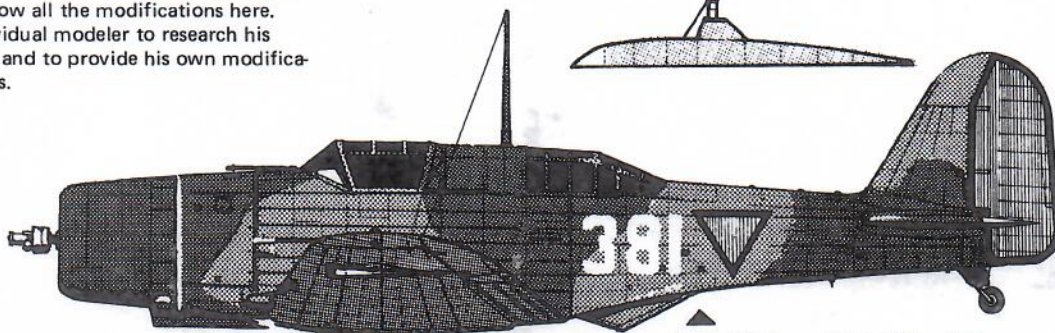
U.S. Army Air Corps A-17 from 13th Attack Squadron, 3rd Attack Group based at Barksdale Field, La. 1936. White cowl, Air Corps Blue fuselage and Chrome Yellow wings and tail. Red fin stripes. Grim Reaper squadron insignia in black and white.

Royal Swedish Air Force Northrop 8A-1 (B5) fitted with Bristol Mercury engine and winter ski undercarriage. (use Airfix Henschel HS 123 cowl for conversion)



The Northrop A-17 (8A) series of aircraft was used in several forms by at least ten different nations and it is not possible to show all the modifications here. It is left to the individual modeller to research his chosen aircraft well and to provide his own modification parts and decals.

Cover drawing—  
Royal Air Force Northrop Nomad (ex-USAAC) serial AS441. Eventually passed to the South African Air Force for target-towing duties. RAF 1940 bomber finish: dark green and dark earth uppersides black undersides.



Dutch Air Force DB-8A-3N of 5th Fighter Squadron, Ypenburg, 1940.