

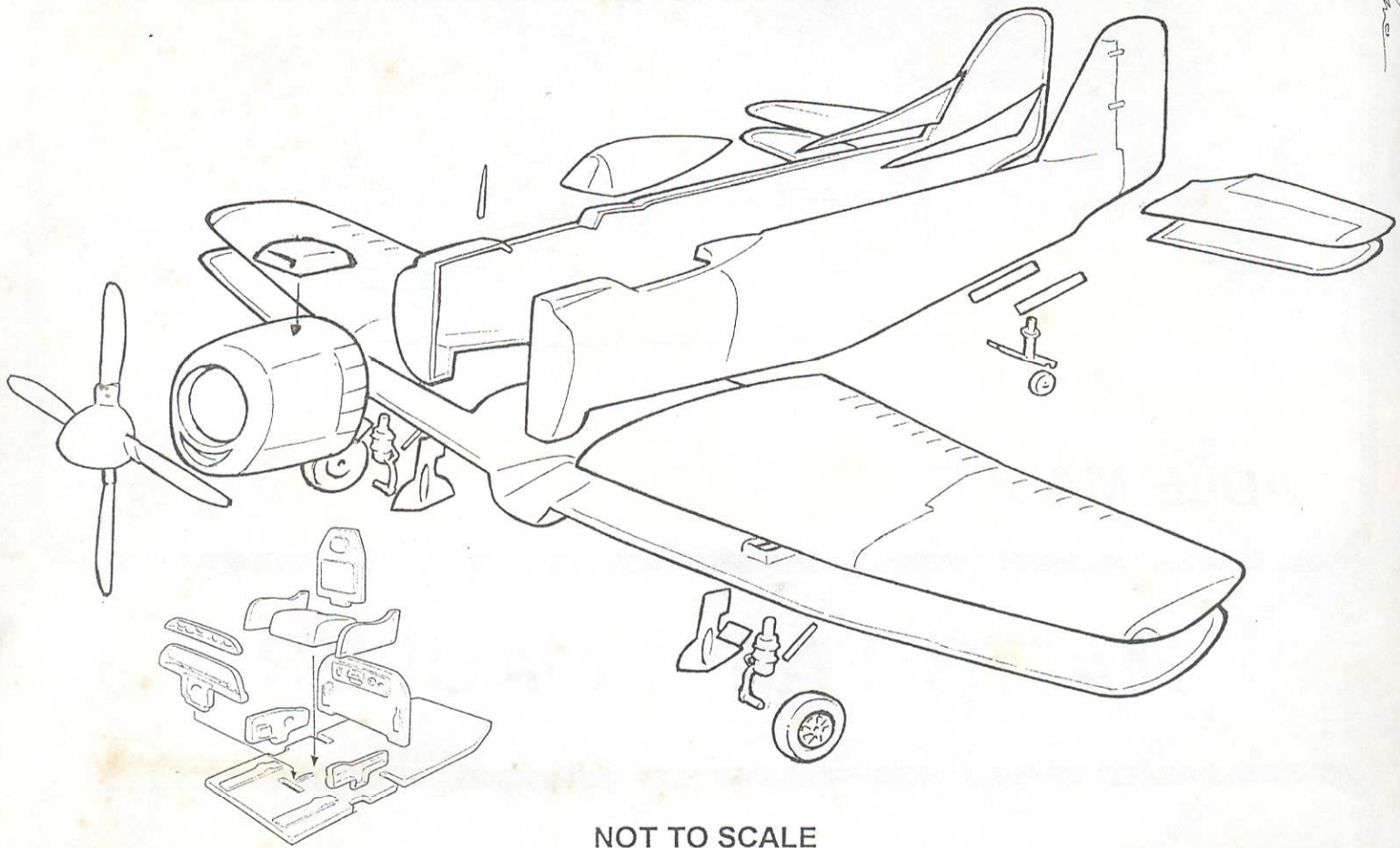
**ABLE MABLE**

**NAF-33**

## MARTIN AM-1 MAULER

### HISTORY

The Mauler was designed towards the end of World War Two as a single-engined replacement for earlier generations of scout and dive bombers (SBs) and torpedo bombers (TBs), such as the Dauntless and Avenger. Using the largest available engine to obtain a good performance and carry a large ordnance load, the Glenn L. Martin Company produced two prototypes of the Model 210 XBTM-1; powered by the Pratt & Whitney 3,000 hp XR-4360-4 radial engine, the prototype first flew on 26 August 1944. Flight trials proved promising, and in January 1945 an order was placed for 750 production BTM-1s. By the time the first production aircraft had flown on 16 December 1946, the engine had been changed to the P & W R-3350-4 version, and the aircraft designation changed to AM-1 Mauler. Flight testing and carrier qualification trials proved successful throughout 1947, and in March 1948 the first aircraft began entering operational service with U.S. Navy attack squadron VA-17A of CVG-17 at NAS Quonset Point; on 11 August 1948 the unit title was changed to VA-174. Nicknamed by Martin as the '*Able Mable*', the Mauler soon proved that this epithet was not entirely appropriate; after carrier trials began aboard the USS *Kearsage* in December 1948 there were several accidents, and the aircraft always proved to be short on performance in certain areas and tricky to handle during landings. However, subsequent cruises by VA-174 aboard the USS *Leyte* and USS *Midway* proved successful, the third cruise aboard *Midway* in March 1949 being accident-free, but the Mauler's fate was already sealed by virtue of the greater successes and overall suitability of its main rival, the Douglas AD Skyraider. Production was terminated in October 1949 after delivery of the 149th (production) aircraft; when VA-174 ceased operational flying in January 1950, its machines were passed on to other existing Mauler squadrons, which included VA-44, VA-45, VA-84 and VA-85. The U.S. Navy also received 18 AM-1Q electronic countermeasures variants in 1948 and 1949, most serving with VC-4 at NAS Atlantic City, which was the last operational unit to fly the type. From 1950, Maulers were relegated to the training role with the Naval Air Reserve, and served until 1953; one or two examples of Maulers are preserved in the U.S.A.



NOT TO SCALE

## CONSTRUCTION NOTES:

Please read first and use in conjunction with the assembly drawing and other illustrations before cutting any parts from the vacuum-formed sheets. Also included in this kit are two resin parts - a propeller with spinner and a cowling, and white metal parts which consist of the main undercarriage legs (port and starboard), a pair of main landing wheels, a complete tailwheel assembly and an arrester hook.. 2 clear vacuum-formed canopies (one spare) are also included.

On the G.A. drawing circled numbers indicate the following:

1. The datum (or deck) line of the aircraft.
2. A 2 degree offset line. This emphasises that the cowling is mounted at 2 degrees to starboard from the aircraft centre line.
3. The centre line of the aircraft (except for the cowling).
4. Outer panel under wing view.
5. Wing fold line (under side).
6. Inner panel under wing view showing undercarriage in retracted position.
7. Wing in folded position (+ indicates leading edge hinge line and pivot).

It is assumed that the modeller will be experienced in this type of model so only basic instructions will be given for assembly.

Begin by cutting all vacuum-formed parts from the sheets and sand edges to fit. It is usual to complete the fuselage first by assembling the interior. The latter is shown as a separate drawing to aid construction. Note that the side instrument consoles should fit flush against the inner fuselage sides. Ensure the cockpit interior will fit into the fuselage shells before pre-painting and the addition of small detailing. Allow to dry and enclose the cockpit interior between the fuselage halves.

Decide whether an open or closed canopy configuration is required before cutting one of the clear parts from the two items provided and ensure a matching fit to the fuselage. Either paint or use tape for the frame lines and set aside for positioning later.

If necessary sand the front of completed fuselage absolutely square before adding the resin cowling. 'Dry fit' the lower one piece wing to the slot on the lower fuselage and glue in place when aligned at joining locations. Add upper port and starboard wings to match corresponding lower wing and fuselage join positions. Allow all parts to dry before assembling dorsal spine and tailplane..

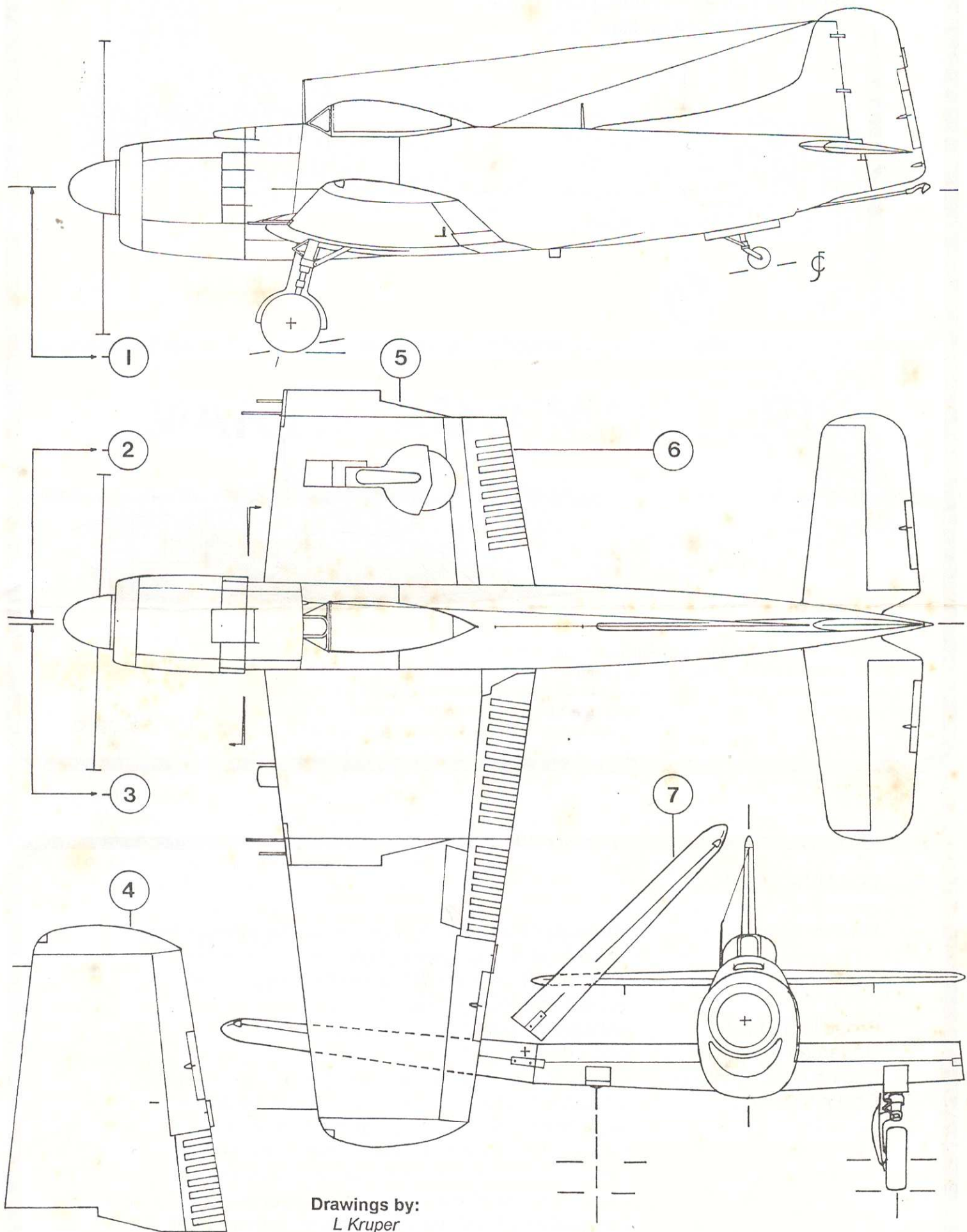
Ensure correct vertical alignment of these parts before attaching the tailplane halves. Again check for horizontal alignment of the latter.

Up to this point it is assumed that most modellers will prefer to display the completed kit with undercarriage down and the wings in a normal flying position. However, the option exists for the more adventurous to show the aircraft with folded wings which can be achieved by separation of these parts using the G.A. wing fold line as a guide. Although no reference is available for the interior of the wing at the fold line, the modeller, by using some imagination could achieve an unusual configuration of the aircraft.

After painting the main and tail undercarriage parts, assemble the components and fit to the locations shown on the G.A. drawing. When these parts are thoroughly dry affix the main and tailwheel doors which have been cut from the plastic vacuum-formed sheet. Pre paint the propeller blades if desired before fitting this plus integral spinner to the cowling. The completed assembly should be attached to the front of the fuselage (at the previously mentioned angle). It is suggested that superglue be used for both white metal and resin attachment to plastic parts.

Finally add small details (radio masts, cannons, etc.) before painting and add the canopy (either open or closed).

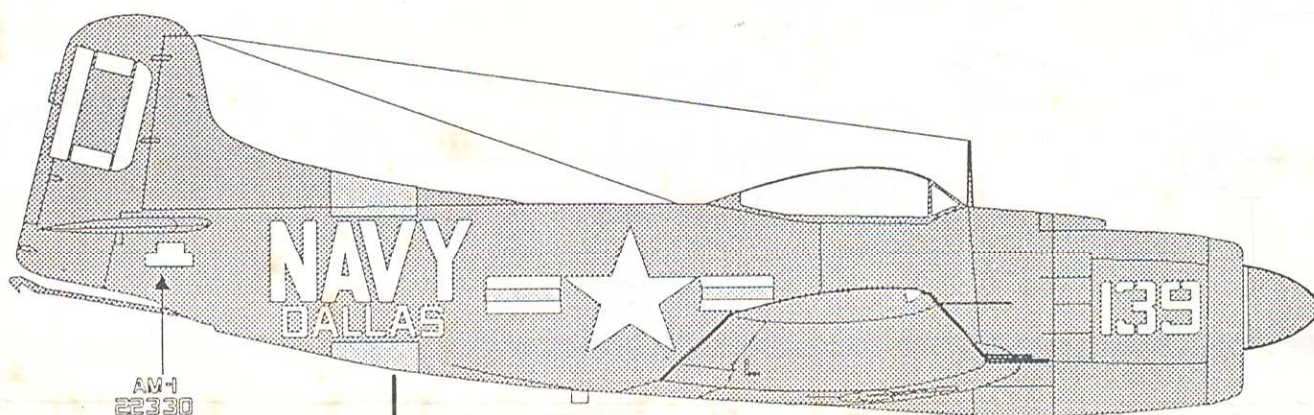
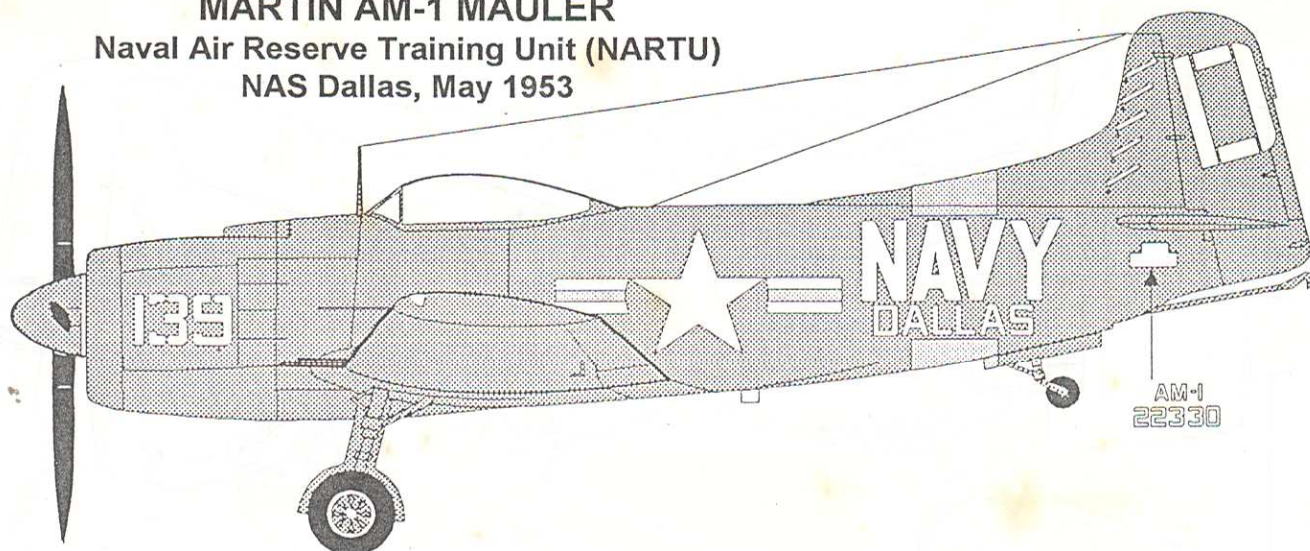
May we emphasise that throughout assembly either 'dry fitting' or light glue 'tacking' for easy adjustment will ensure correct fitting before final and permanent adhesives are used.



Drawings by:  
L Kruper  
and  
'Chub' Chabinski

1:72 SCALE

**MARTIN AM-1 MAULER**  
 Naval Air Reserve Training Unit (NARTU)  
 NAS Dallas, May 1953



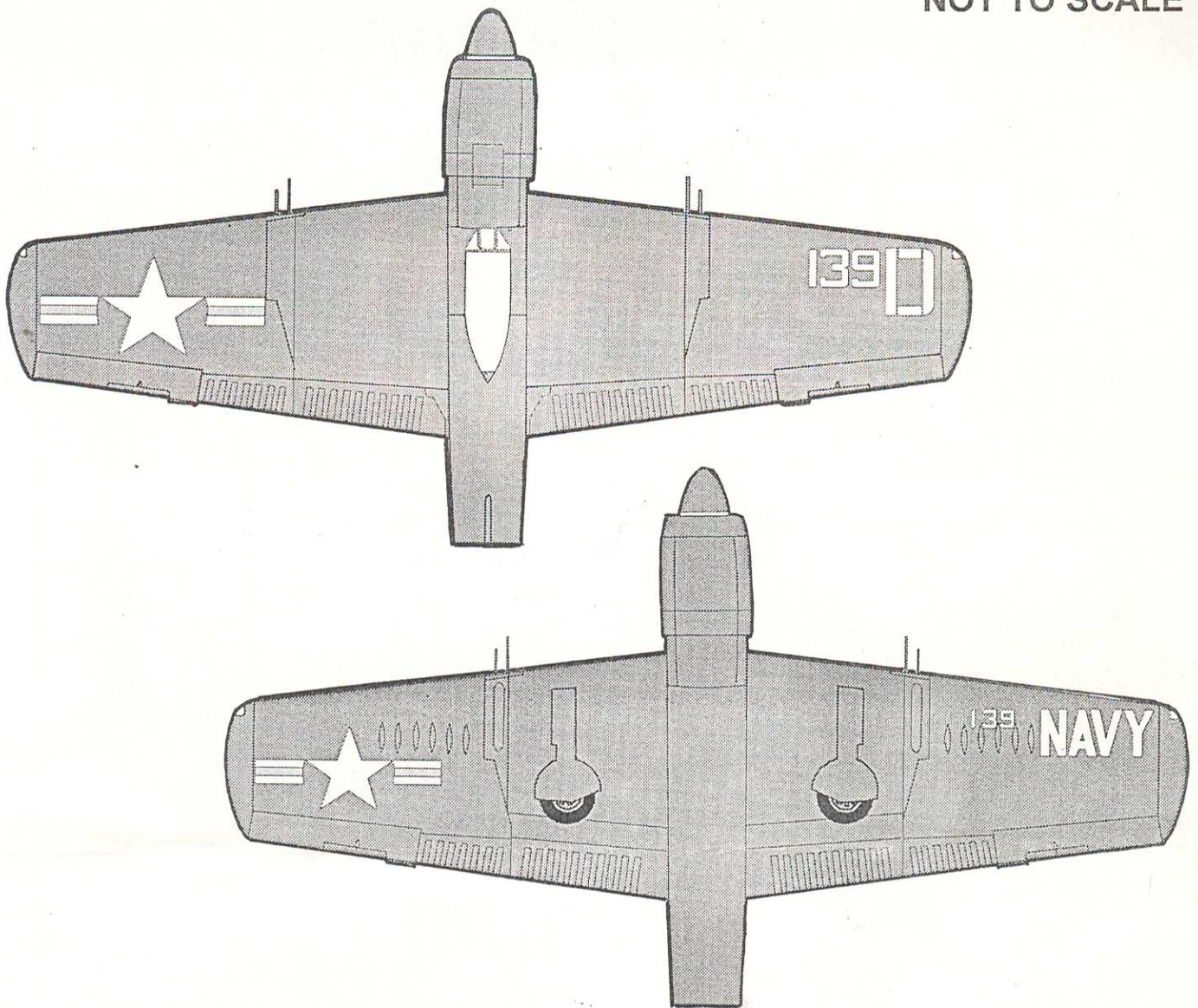
Gloss International Orange  
 rear fuselage band

**1:72 Scale**

**COLOUR NOTES:**

<p>Exterior finish:</p> <p>Propeller blades:</p> <p>Undercarriage bays:</p> <p>Engine cowling interior:</p> <p>Cockpit interior:</p>	<p>Gloss Sea Blue overall, including undercarriage legs, wheels, interior surfaces of undercarriage doors, spinner. (Note that some aircraft had dull silver wheels and undercarriage legs.)</p> <p>satin black, with 4 in. ident. yellow tips.</p> <p>gloss dark grey.</p> <p>matt light grey (earlier) or matt Interior Green (later).</p> <p>all general surfaces of sidewalls below the bottom edge line of the instrument panel, floor, rear bulkhead, seat - matt Interior green. Instrument panel, and cockpit sidewalls above the lower instrument panel line - matt black. Seat cushion, backpad and headrest - dark brown leather. Seat harnesses: matt khaki or similar.</p>
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NOT TO SCALE



Upper and lower (part) views showing decal placement

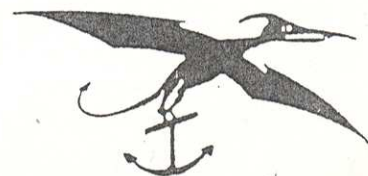
#### TECHNICAL DATA

Type: Single seat carrier based attack aircraft  
Power Plant: One Pratt & Whitney R-3350-4 radial piston engine, developing 2,975hp. Aircraft of the first production batch (BuNo. 22257-22355) fitted with Curtiss propeller with cuffed blades and rounded tips; those of the later batch (BuNo. 122388-122437) fitted with Hamilton Standard propeller of the same diameter, but blades with squarer profile and squared tips  
Performance: Maximum speed: 367mph at 11,600ft; cruising speed 189mph. Range: 1,800 miles  
Dimensions: Wing span: 50ft. Length: 41ft 2in. Height 16ft 10in.  
Armament: Four 20mm cannons in wings. 15 external hardpoints could carry a normal maximum ordnance load of up to 4,500lbs. (Maximum ordnance load on trials aircraft: 10,689lbs.)

#### REFERENCES:

- (i) 'THE HOOK' Magazine, Spring 1981. (Magazine of the Tailhook Association).
- (ii) 'United States Navy Aircraft Since 1911' Putnam
- (iii) 'Aviation News' Magazine, Vol.16, No.21 (4-17 March 1988).
- (iv) 'The Fable of Able Mable' by Hal Andrews and Walt Boyne, Wings and Airpower Magazine (issue number unknown)

Also with many thanks to Les Watts for his help.



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# NAVAL AVIATION FACTORY

\* All kits and accessories 1:72nd Scale unless noted



NAF 1) Martin T4M  
 NAF 2) Curtiss F7C  
 NAF 3) Loening OLS/9  
 NAF 4) Curtiss F8C  
 NAF 5) Vought O2U-1  
 NAF 6) Vought SBU-1  
 NAF 7) Loening OA-1A  
 NAF 8) Curtiss F6C  
 NAF 9) Berliner Joyce OJ-2  
 NAF 10) Martin BM-1  
 NAF 11) Vought O3U-3/SU  
 NAF 12) Boeing F3B  
 NAF 13) Grumman F2F-1  
 NAF 14) Curtiss F Boat  
 NAF 15) Curtiss N9H  
 NAF 16) Northrop BT-1  
 NAF 17) Vought SB2U-1  
 NAF 18) Curtiss F6C-4  
 NAF 19) Naval Aircraft Factory N3N-1/3  
 NAF 20) Blackburn Dart  
 NAF 21) Grumman F3F-1/3  
 NAF 22) Grumman FF-1  
 NAF 23) Fairey Flycatcher  
 NAF 24) Douglas PD-1  
 NAF 25) Sikorsky RS-3 (S-38)  
 NAF 26) Grumman Guardian AF-2/3  
 NAF 27) Douglas Dolphin  
 NAF 28) Fairey IIID  
 NAF 29) Martin Mercator P4M-1  
 NAF 30) Boulton Paul Overstrand/Sidestrand  
 NAF 31) Fiat CR 20 (Three versions)  
 NAF 32) Grumman XF-10F (Jaguar)  
 NAF 33) Martin AM-1 (Mauler)  
 NAF 34) Parnall Panther

## X-72 SERIES

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 Q-2) Hawker Nimrod (now with decals)

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