

HISTORY OF THE GRUMMAN OV-1B MOHAWK

The Grumman OV-1 Mohawk will never win a beauty contest, but to her pilots, no airplane was more a lady. The Mohawk combines the advantages of high lift and low speed stability with sizzling acceleration. The two man crew enjoy maximum visibility from their positions under the bubble-like cockpit canopy. Either of the crew can operate a K-30 camera by remote control. For their protection, the pilot and rear operator are shielded from ground fire by armor plating. If it becomes necessary to abandon the Mohawk, dual ejection seats can be used.

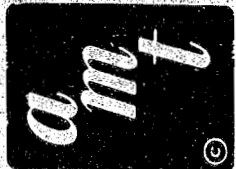
The first Mohawk took to the air on April 14, 1959. It was the first Grumman design to be built for the U.S. Army and is one of the largest fixed-wing aircraft ever to enter Army service.

Three versions of the Mohawk have been developed. Among them is the OV-1B, an electronic surveillance model which carries an 18 foot fibreglass radar pod beneath the forward fuselage. The pod contains an APS-94 SLAR (Side-Looking Airborne Radar) and an internal APN-129 Doppler navigation system provides target position data on film.

OV-1B's have been in operation in Vietnam since 1966, when they were introduced to combat by the 4th Aerial Surveillance and Target Acquisition Detachment. OV-1B differs from the -1A and -1C models in having an increased payload capacity to carry the heavier radar equipment.

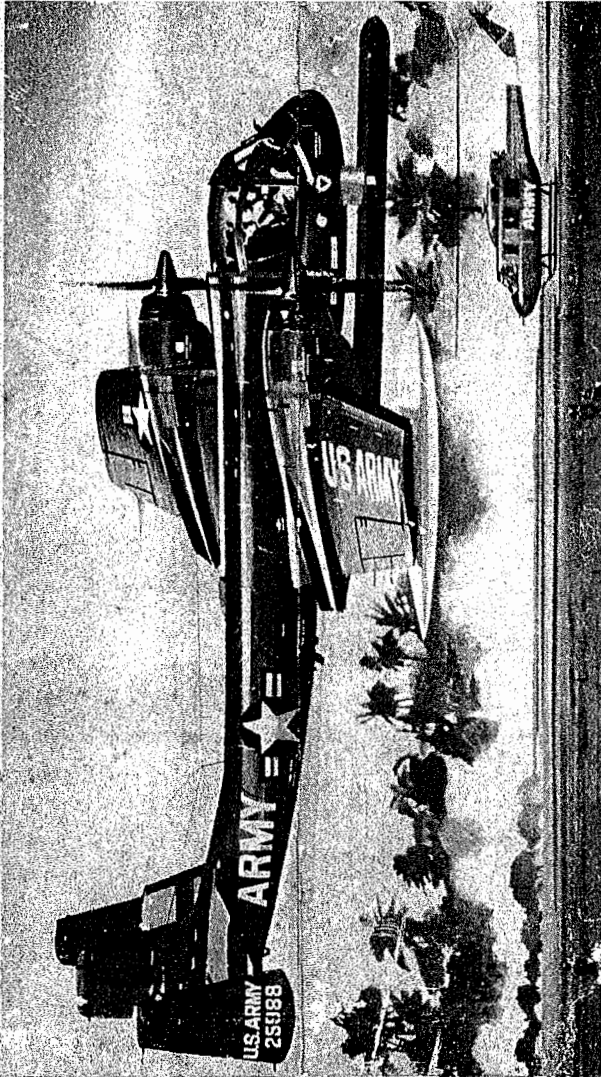
SPECIFICATIONS

Wingspan - 10 inches
 Length - 43 inches
 Height - 12 feet 3 inches
 Powerplant - 2 Lycoming T-53 Turboprops delivering 1,150 e.s.h.p. each
 Top Speed - 197 mph
 Slow Speed - 72 mph
 Range - 872 miles (with aux. tanks)
 Service ceiling - 25,000 feet



HASEGAWA

GRUMMAN OV-1B MOHAWK



READ THIS BEFORE YOU BEGIN

AMT kits are moulded from the finest high-impact styrene plastic. Use only paint and cement made for styrene. Trim excess plastic from parts before joining. Use just enough cement to join parts, and be careful not to smear cement on exposed surfaces.

Look over this instruction sheet carefully before you begin building. Follow the assembly instructions and "best fit" the parts without cementing. This will familiarize you with the fit and location of the parts. Built according to the instructions on this sheet, you should have no trouble assembling your model. Just FOLLOW THE NUMBERS.

ASSEMBLY INSTRUCTIONS FOR GRUMMAN OV-1B MOHAWK

Step 1: Cement two crew figures (parts 7) to seats (parts 6) and cement seats to floor (part 5). Now cement floor into right fuselage side (part 38) as shown. Be certain back side of seat is resting against cockpit wall. Cement left fuselage side (part 37) to right fuselage side and cement nose (part 9) in place.

Cement vertical stabilizers (parts 11, 12, and 13) to horizontal stabilizer (part 10) pushing tab on (part 11) through slot on (part 10). Now cement tail assembly to fuselage unit using tab as locator.

Step 2: Cement propeller (part 17) to shaft (part 18) and slide shaft through hole in engine cowling (part 16). Carefully cement retainer (part 19) to end of shaft. Make two of these assemblies.

Step 3: Cement left wing top (part 1) to left wing bottom (part 2) and attach wingtip (part 39) as shown. Now cement engine cowling unit to front of nacelle and cement wing unit to fuselage. Repeat for right wing using (parts 3, 4, and 40) and remaining engine cowling unit. Cement vent (part 43) to fairing (part 41) and attach to fuselage above wing as shown. Repeat for right side using (parts 42 and 43). Attach instrument panel (part 8) to nose and cement cockpit canopy (parts 51, 52, and 53) in place. Now cement antennas (parts 14 and 15) to fuselage.

Step 4: Cement SLAR pod halves (parts 44 and 45) together and set aside. Cement fuel tank halves (parts 33, 34, and two parts 35) together. Cement one pylon (part 36) to each tank and set aside.

Step 5: Cement wheel (part 25) to landing gear struts (parts 23 and 24).

Step 6: Cement landing gear assemblies to locators inside wheel wells. Cement cover doors (parts 27 and 28, 29 and 30; 31 and 32) as shown. Cement nose gear (part 20) inside nose well and attach nose wheel doors (parts 21 and 22) on each side of the well. Complete assembly by cementing SLAR pod and fuel tank assemblies in place as shown.

Your model is now ready for paint and decals. Refer to the box illustration for color, scheme and decal placement.

Painting instructions:

- Black - propeller blades, tires, instrument panel
- Yellow - propeller tips
- White - crew helmets
- Flesh - crew's faces
- Green - uniforms
- Silver - wheel struts, jet exhaust
- Light green - inside wheel wells and wheel doors

