



The Hawk Major was designed as a successor to the Miles Hawk by F. G. Miles. Main changes were a de Havilland Gipsy III engine, metal (instead of wood) engine mount, and trousered undercarriage.

The prototype (designated M.2F Hawk Major) was first flown in 1934 and went on to second place in the 1934 King's Cup Race at an average speed of 147.78 mph. A racing version was developed as the one-off single-seat M.2E Gipsy Six Hawk with a 200 hp de Havilland Gipsy Six engine. The production Hawk Major had the 130 hp de Havilland Gipsy Major engine.

At the beginning of WWII large numbers of civilian Hawk Majors were found their ways or pressed into military service.

This particular airplane originally delivered to Mr. W.R, Norman at Heston in August 1935, it went on to fly with the Portsmouth Aero Club before impressed into RAF service in 1939 as DG590 to use as a trainer aircraft. After the war in 1946 the aircraft went back to Miles Aircraft at Woodley, Reading and used by the Reading Aero Club. In October 1952 the plane was purchased by J.P. Gunner and based it at Sleep.

In 1965 the machine was withdrawn from use and joined into the RAF Museum collection where it was repainted again in its impressment Dark Green, Dark Earth, Trainer Yellow camouflage as DG590.

This airplane is one of the only two known surviving original M2H Hawk Majors exist in England today. The aircraft is currently being under full restoration at the Montrose Air Station Centre in Angus, Scotland with help of enthusiasts (<http://rafmontrose.org.uk>).

ASSEMBLY INSTRUCTIONS

Assembly of the resin parts of a resin kit can be done using epoxy or CA adhesives. A better quality CA is recommended. There are three different grades you should know about.

The thick grade CA flows much like corn syrup, and can be used for areas where large gap filling is required and quick setting is not necessary.

The medium grade is the most useful. It fills tiny gaps and is just runny enough to use a bit of capillary action to inch into not-so-deep crevices.

The thin grade runs like water, and can actually be dangerous if you are not careful (never squeeze the bottle while looking into the spout, for example, or you will do some very serious damage to your eyes!). The thin CA will bond your skin instantly. Exercise EXTREME caution when using this kind! Use the thin CA by holding the parts to be joined together, and then apply a TINY amount of thin CA to the joint. Capillary action will carry the glue into the joint, forming a very solid bond. It is important that you make the parts match very closely. The thin CA will not fill any gaps. Also note that thin CA is very runny like water, so caution must be used to prevent it from running into areas you don't want it to.

Keep a dry rag and CA debonder handy to wipe away any spills. You will also find the use of CA accelerator (may also available at your hobby dealer) very useful. Sometimes when a joint is stubborn and will not seem to bond, you can force the glue to cure instantly by giving it a shot of accelerator. This also helps in gap filling.

!! IMPORTANT SAFETY TIPS REGARDING CYANOACRYLATES !!

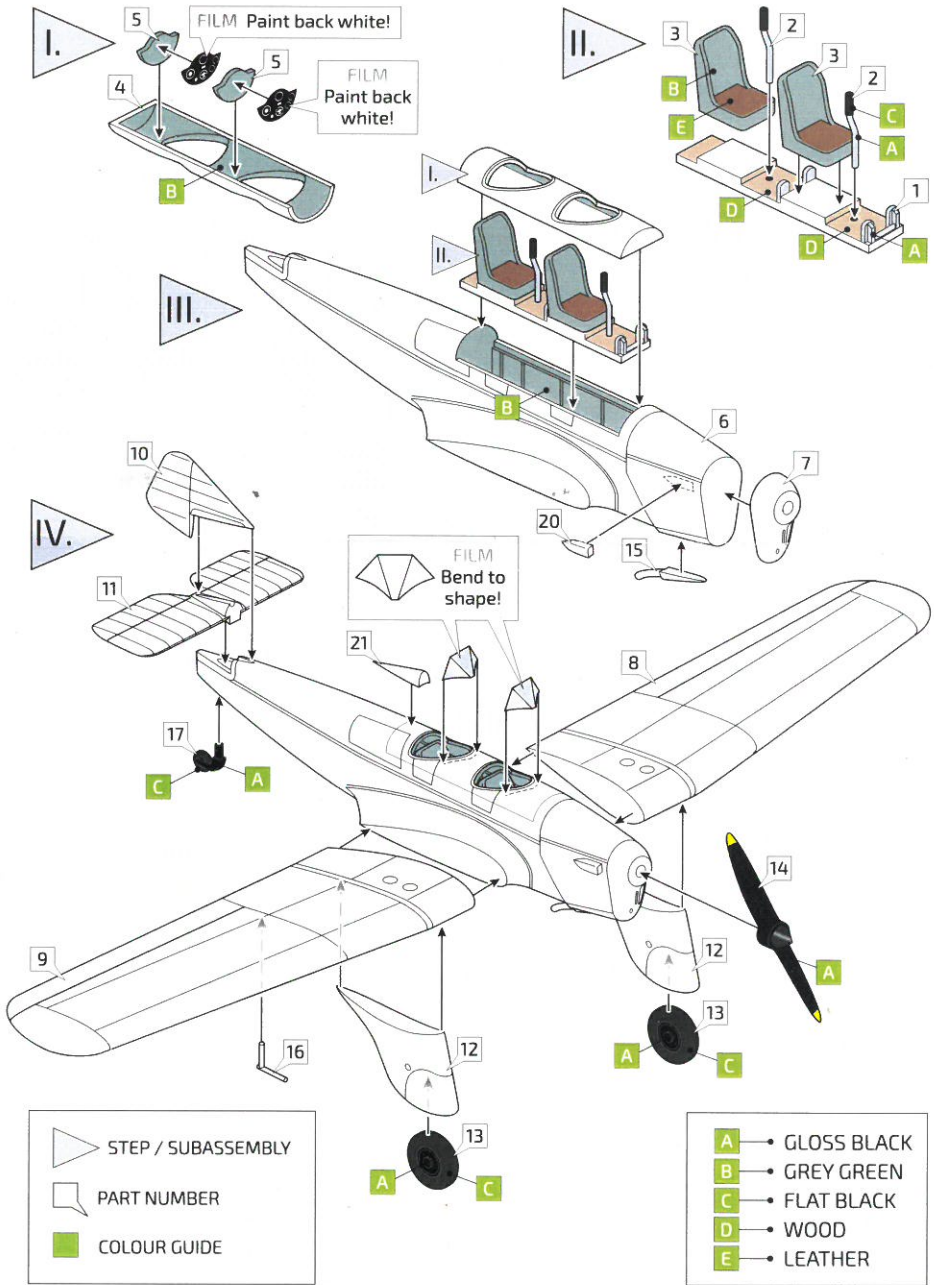
The use of accelerator will cause the glue to cure VERY quickly, and a lot of heat is generated from the chemical reaction. Sometimes, if you have a relatively large quantity of glue pooled in a deep cavity, the glue will often fizz, sizzle, spit, pop and smoke when the accelerator hits it, so you should wear eye protection.

The escaping fumes can also be exceptionally irritating, so keep away from them. Provide yourself with adequate ventilation and fresh air. Also, if you have any of the glue on your skin which is hit by the accelerator, it will cause very nasty burns (especially with the thin CA).

Always exercise caution when using CA and accelerator to avoid some very unpleasant experiences! Remember, we want model building to be FUN!

Finishing and painting a resin model is just like the styrene kits, with one major exception. The resin your kit is made from will take whatever kind of paint you want to lay over it. It will even accept automotive lacquers (which damage styrene kits) quite nicely!

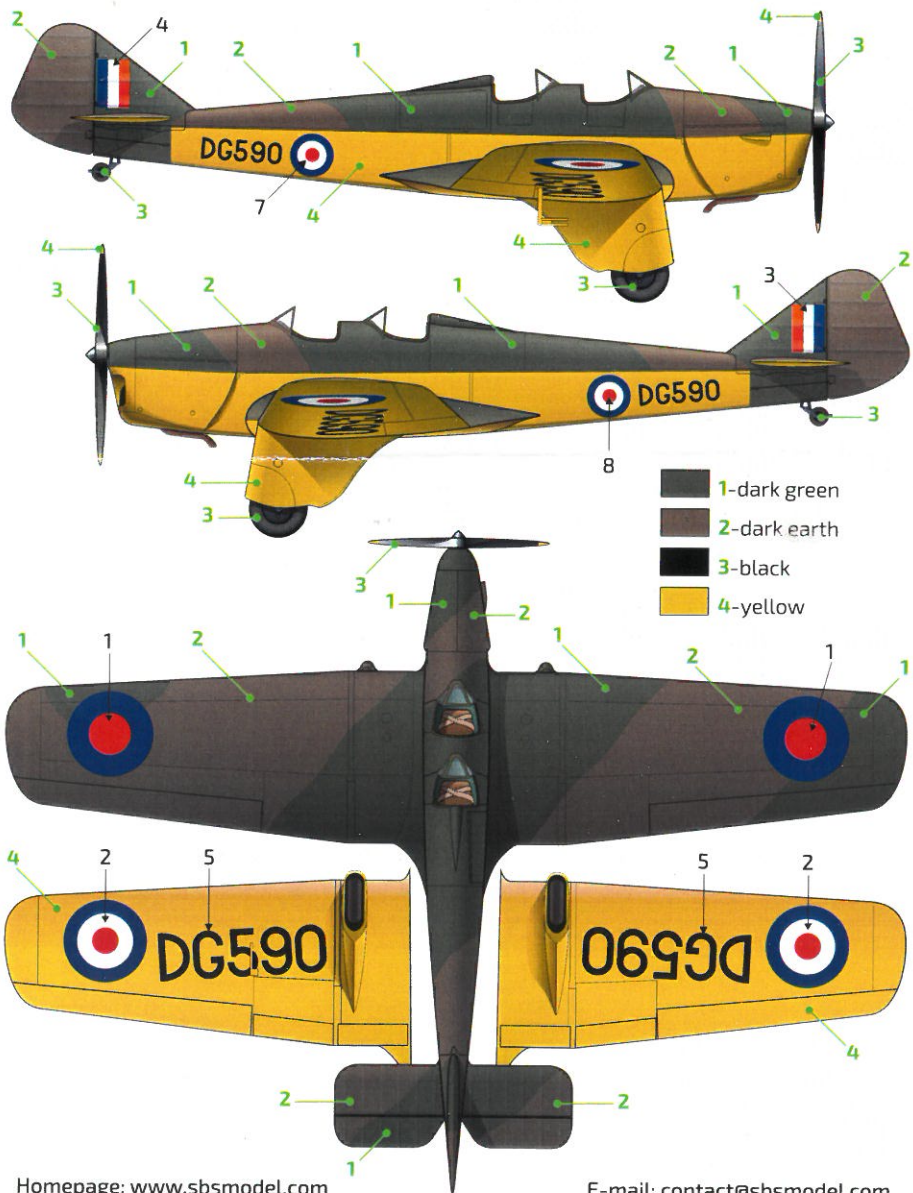
Use the standard preparation techniques for all models, like washing the parts to eliminate greasy fingerprints and mold release agents. I also recommend priming all the parts before painting with an cellulose or laquer based primer, like automotive primer. This also helps you locate minute flaws before finishing. Spraying with an airbrush is preferred, but you can use spray cans and hand brushing too.



MARKINGS AND PAINTING

Miles M.2H Hawk Major 'DG590'

Trainer aircraft in RAF service during the WWII period in England.



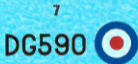


DG590



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DG590



MILES M.2H HAWK MAJOR RAF Trainer

