

NORTH AMERICAN HARVARD II

The Harvard, one of the few surviving pre-war service aircraft, is still among the most widely used aircraft in the world and with its direct drive engine probably the most reliable.

Developed in 1936, the Harvard I was ordered by the R.A.F. in 1938, at the time of the Air Force Expansion. The first machines were delivered to Britain in January, 1939, and delivery continued until mid-1940, when it was diverted to the Empire Air Training Schools which were then being established in Canada, Rhodesia and South Africa. It was in 1940 that the Harvard II came into service and this remained the standard R.A.F. advanced trainer throughout the war; the Harvard II differed from the first Harvards in having a re-designed tail unit, wing tips and a metal covered rear fuselage; it is this version which is featured in our model.

In addition to war-time service with the R.A.F. the Harvard was adopted a standard trainer with the U.S. Army Air Force, being known as the AT-6, and with the U.S. Navy under the designation SNJ. After the war the U.S. Air Force adopted the name "Texan" and the designation T-6. Production continued after the war, both in U.S.A. and in Canada, where the Canadian Car and Foundry Company built Texans until 1954. Over two thousand were also re-manufactured in 1949-50 and re-designed T-6G.

When Harvard production ceased over 10,000 had been built, some 3,000 of these for the R.A.F. The British Harvards, recognisable by their long exhaust pipe in place of the more usual stub ejector, remained in service until 1955 as advanced trainers, but after this many were still employed for communication and miscellaneous duties.

Designed originally as a basic combat trainer and fully aerobatic, the Harvard was an extremely versatile aircraft, capable of being armed with machine guns, bombs or rockets and Harvards were in fact used for ground attack both in Korea and against the Mau Mau in Kenya. Some forty nations have used Harvards in their air arms, and civilian uses include banner towing and sky writing.

The Harvard is powered by a 550 h.p. Pratt and Whitney Wasp radial engine giving a maximum speed of 212 m.p.h. and a range of 870 miles. Wing span is 49 ft. 0¼ ins. and length 29 ft.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

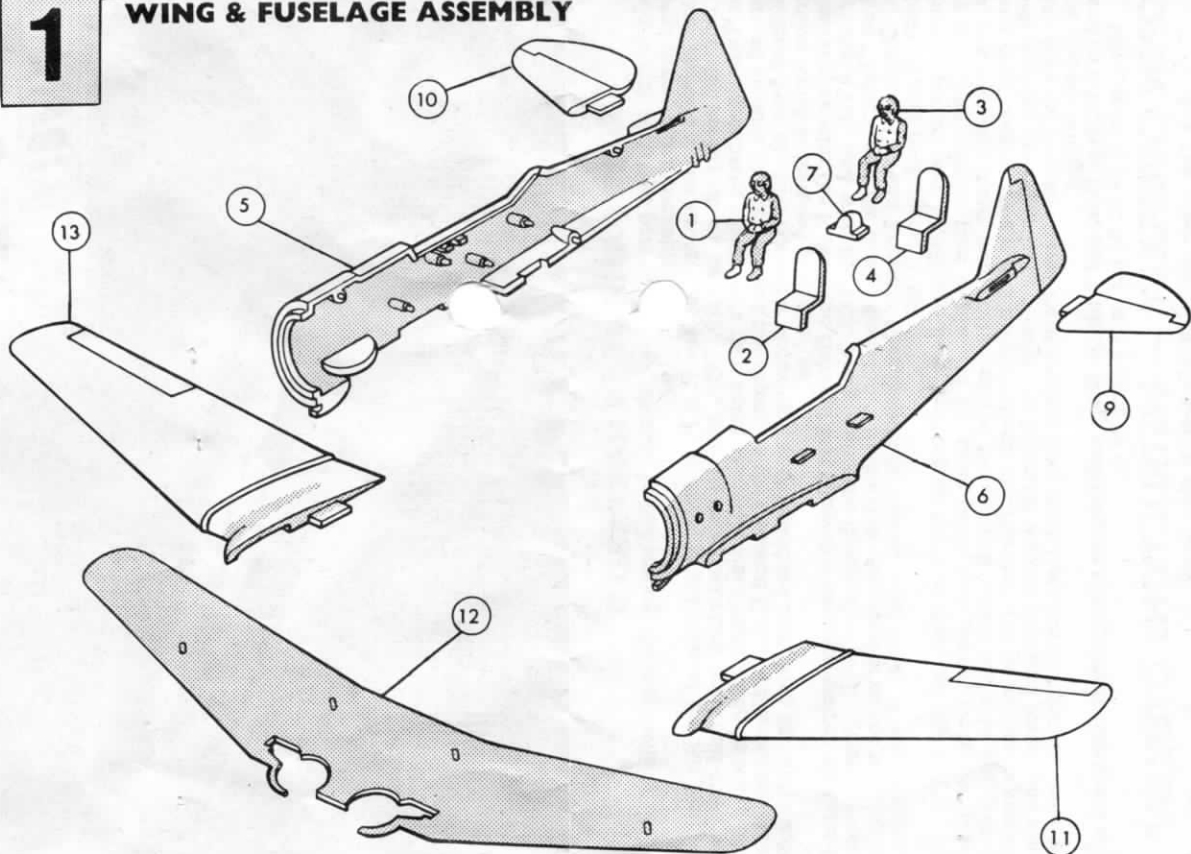
HARVARD II

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS. FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1

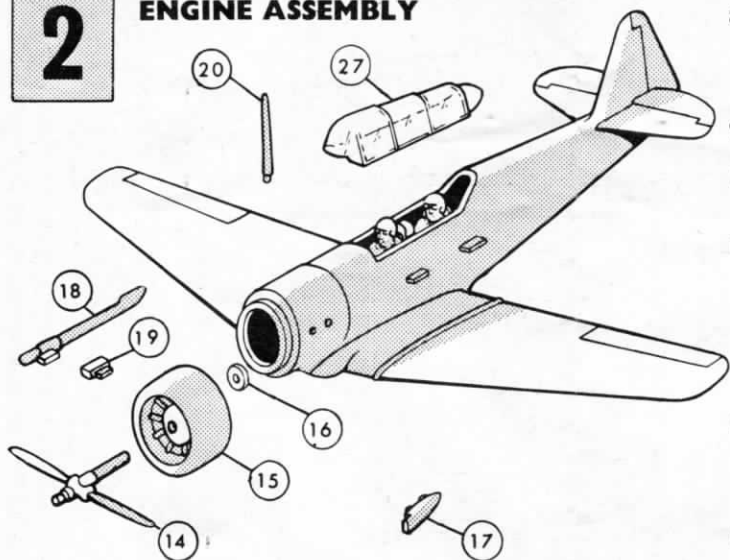
WING & FUSELAGE ASSEMBLY



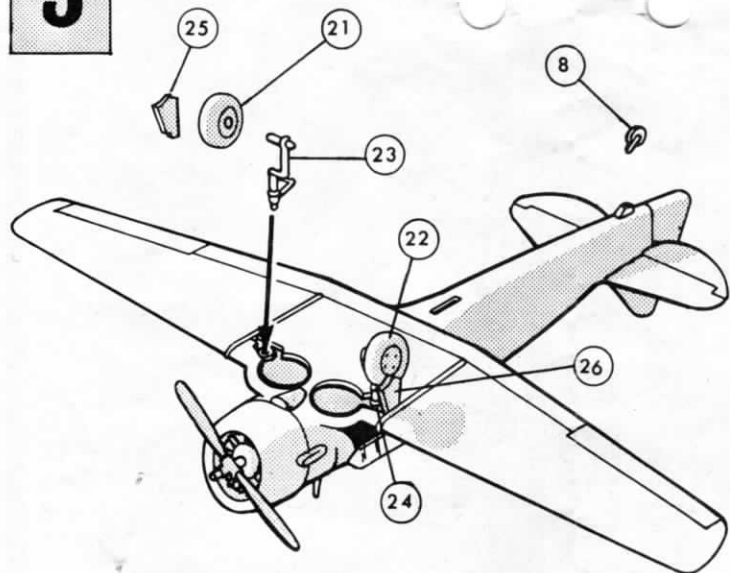
It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as pilot and cockpit interior this should be done before assembly.

1. Cement pilots (1, 3) onto seats (2, 4) after first painting if required.
2. Cement both seats in place within starboard fuselage half, (5) the seats angled back and located on the inner portions of the stepped pins moulded in fuselage side.
3. Locate and cement port half of fuselage to starboard (6).

4. Locate and cement cockpit bulkhead (7) onto its locating ribs immediately behind front seat, the sloping face of the bulkhead to the rear.
5. Locate and cement tailplanes (9, 10) into slots at base of fin.
6. Cement port and starboard outer wing sections in place on lower wing (11, 12 and 13)
7. Locate and cement assembled wing in position beneath forward fuselage.

2**ENGINE ASSEMBLY**

8. Push propeller pin (14) through central hole in engine cowling (15) and cement retaining bush (16) onto projecting end of pin. ENSURE NO CEMENT COMES INTO CONTACT WITH ENGINE COWLING.
9. Locate and cement completed engine unit to front fuselage.
10. Cement pins of engine air intake (17) into locating holes on port side of fuselage, just behind cowling.
11. Locate and cement in place stub ejector (19). The tab of the exhaust is cemented into the slot on starboard side of fuselage, just behind cowling. Note that in addition to the stub ejector a long exhaust pipe (18) is provided. This is included as an alternative, and enables the British service version of the aircraft to be modelled if desired.
12. The radio antenna (20) can now be cemented into the locating hole above fuselage forward of the cockpit. This is again an alternative part, and many Harvards used in Canada did not carry this antenna.
13. Cement cockpit canopy (27) in place, applying cement carefully to edges of canopy.

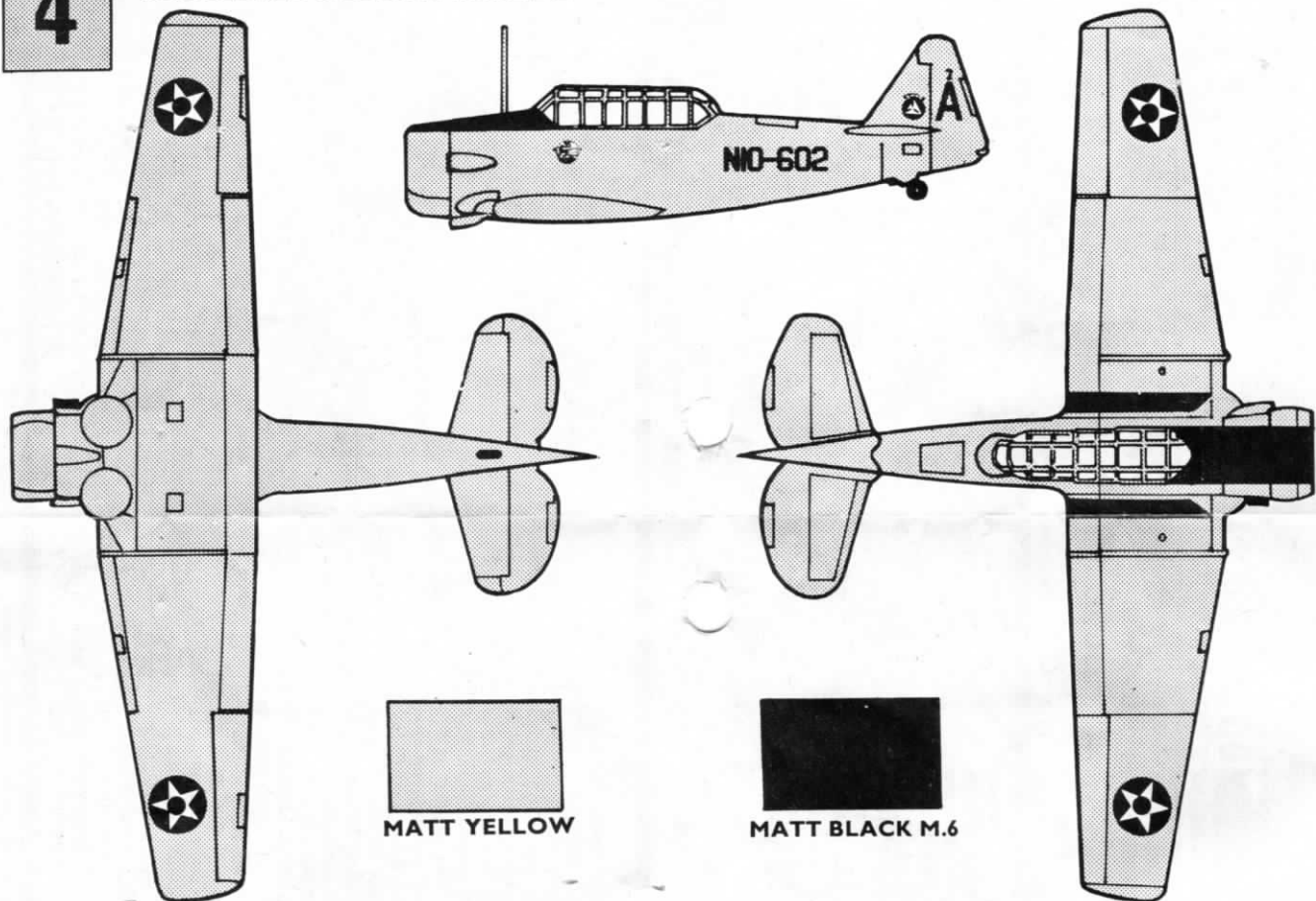
3**UNDERCARRIAGE ASSEMBLY**

The desired undercarriage position should now be selected.

14. Cement wheels (21, 22) after first painting if required, on to axles of main wheel legs (23, 24) then cement legs into bushes within wing wells.
15. Locate and cement the wheel doors (25, 26) in place; the tab at the end of each door locating in the extreme outboard end of each undercarriage well, and the door hanging vertically down.
16. Cement pin of tailwheel (8) into locating hole in fairing beneath rear fuselage.
17. For a model with retracted undercarriage the legs are omitted and the wheels cemented directly into the circular wheel wells beneath centre section. The wheel doors are cemented into wells, flush with the underside of the wing.
NOTE:—if it is wished to paint the model it should be done at this stage.

4

SUGGESTED COLOUR SCHEME



18. Apply transfers:—First cut the sheet into thirteen separate subjects, then dip each in warm water for a few minutes, slide off backing into position as shown on illustration. The large roundels are applied above and below each wing. The large serial numbers to either side of fuselage. The civil air patrol insignia to either side of fin. The letter A with 2 above to either side of rudder. The air rescue insignia to either side of fuselage below front of cockpit.

19. Cement together both parts of the stand.
 20. Cement arm of stand into slot provided in fuselage.
MATT YELLOW: Complete aircraft, except as detailed below.
MATT BLACK M.6: Top of fuselage and cowling ahead of cockpit, engine front, propeller blades, exhaust and tyre of all wheels, wing walk ways.
SILVER G.8: Propeller hub and undercarriage legs.

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NORTH AMERICAN
T6 TEXAN (HARVARD)



NIO-602

