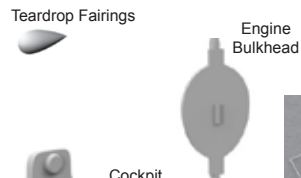
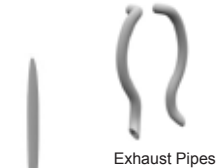


Instruction Sheet for the *CURTISS F11-C/BFC-2 GOSHAWK* Update Set

for use with the Lindberg F11C Goshawk 1:48 scale kit



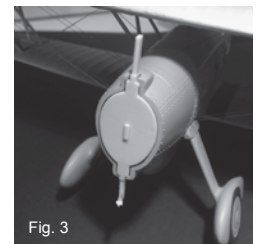
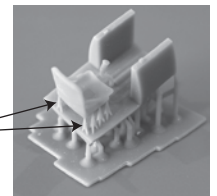
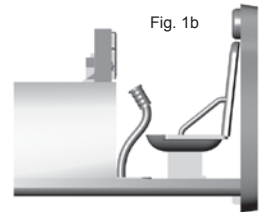
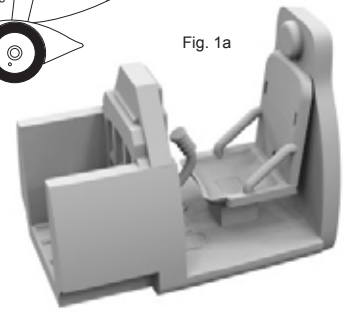
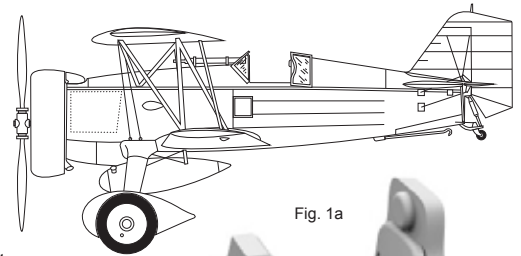
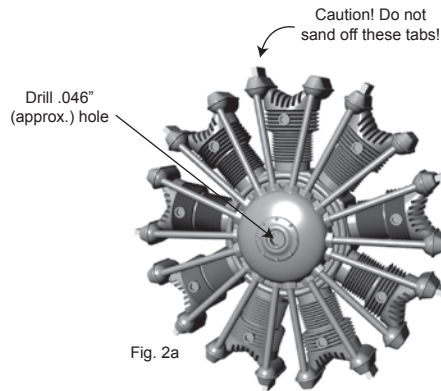
To facilitate easiest installation possible, please read and understand all directions before assembly.

1. With a sharp nipper tool, carefully remove all parts from their supports (these supports are necessary for the 3D printing process). Work SLOWLY and CAREFULLY. Always wear eye protection, as small support clippings may fly off. 3D printed resin parts can be glued with cyanoacrylate glue or epoxy glue.

2. All parts should be primed prior to painting.

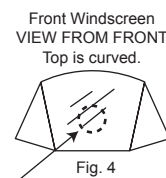
3. Assemble cockpit subassembly as shown (see Fig. 1a & 1b). **Note:** If you are installing the BFC-2 conversion, trim the cockpit rear bulkhead as per Fig. 12.

4. Assemble engine/cowl subassembly as shown (see Fig. 2a & 2b). Top of crankcase is marked by small impression behind top cylinder. With a pin vise, drill a .042" hole into front of crankcase to accommodate propeller shaft. For pushrod tubes, use .020" styrene rod or similar diameter wire or rod. If engine will not easily slip into cowl, slightly sand the tabs located on top of each cylinder until a snug fit is achieved.

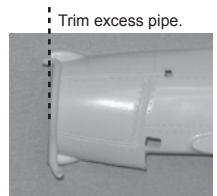


5. For ease of engine attachment, a bulkhead is provided for the fuselage nose. Glue to bulkhead fuselage, then nip off excess runner (see Fig. 3). **Note:** It will aid in the rigging process to leave off bulkhead and engine until rigging is done, because it is easier to pull all rigging lines tight through the front of the fuselage. You can download a rigging hole drilling diagram for this model online at: <http://www.flightlineengineering.com/downloads/grd.pdf>

6. The vacuformed front windscreen and BFC-2 canopy should be trimmed out with a sharp X-Acto knife. It is better to cut slightly large, then carefully sand away excess material. Windscreen is curved at the top (Fig. 4). Affix clear parts to plane with white glue.



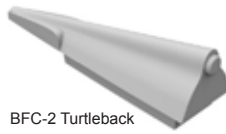
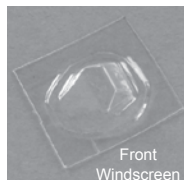
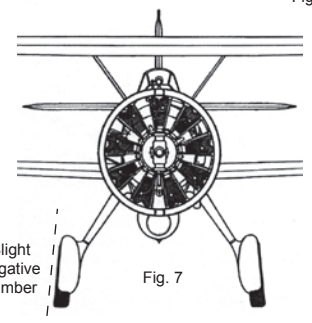
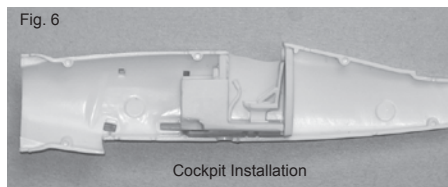
Punch hole to accommodate gunsight.



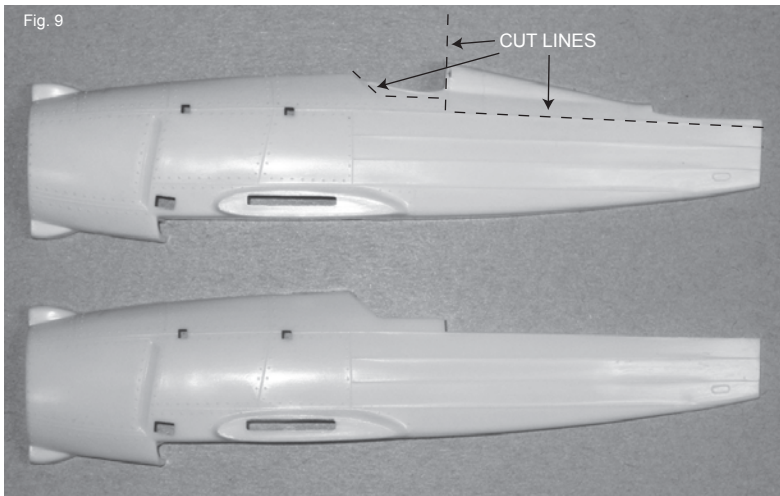
7. Refer to Fig. 5 for proper exhaust pipe placement.

8. Refer to Fig. 6 for proper cockpit installation.

9. Refer to Fig. 7 for the proper main landing gear alignment.



BFC-2 Conversion

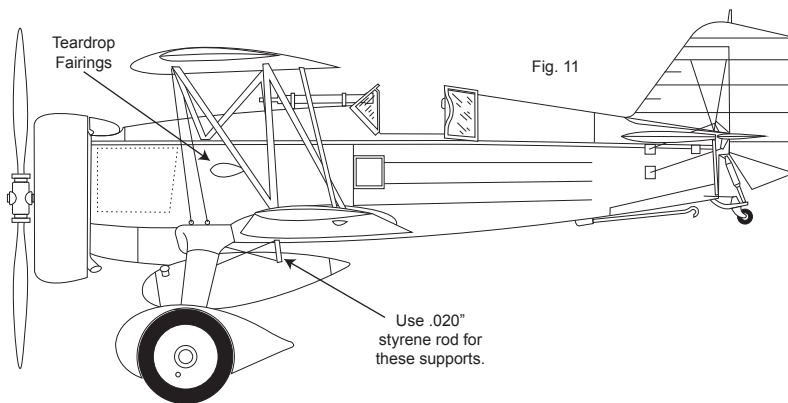


1. For BFC-2 conversion, trim fuselage halves as shown in Fig. 9. Most cut lines follow existing raised panel detail on the actual plastic parts.

2. Trim rudder and stabilizer parts using the full size patterns in Fig. 10 as references.

3. Glue in the BFC-2 Turtleback as shown in Fig. 11. The rudder and stabilizer parts are glued to the turtleback as shown in Fig. 11, then filleted with putty at the join points.

4. Attach small teardrop fairings to both fuselage sides as shown in Fig. 11. The larger of the two goes on the port (left) side.



General Painting Guide:

Engine Crankcase: Neutral Gray
 Engine Cylinders: Dark Iron
 Engine Pushrod Tubes: Flat Black
 Cockpit (floor, seat, sidewalls, pedals, stick): Dull Aluminum
 Instrument Panel (raised portion): Flat Black
 Canopy Frame: Dull Aluminum
 Gunsight: Flat Black
 Control Stick Grip: Flat Black
 Headrest: Flat Leather

A recommended photo and data reference is *Curtiss Navy Hawks in Action* by Squadron/Signal Publications (ISBN#0-89747-342-6), which also includes color profiles.

Need decals for your Goshawk?

High-quality waterslide decals are available for your F11C and BFC-2 from Yellow Wings Decals (www.yellow-wingsdecals.com).

For those who enjoy the challenge of printing their own inkjet or laser decals, you can download high resolution decal artwork (F11C only) from our website at <http://www.flightlineengineering.com/downloads/goshawkdecals.pdf>

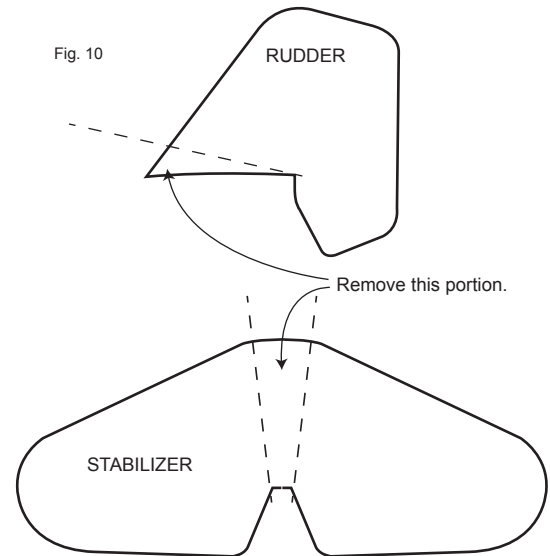
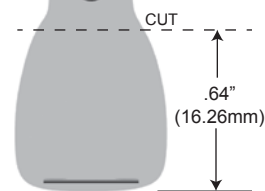
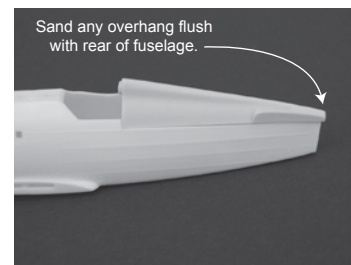


Fig. 12



Trim rear cockpit bulkhead for BFC-2 conversion.



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