



## Cessna A/T-37 (Super) Tweet

While not as well-known as some of the more glamorous Aircraft, like fighters, the Cessna Tweet is a legend in its own right: For more than 52 years it has served as the U.S. Air Force's primary trainer, not to mention going to war and serving with many air forces of smaller countries.

When the USAF requested proposals for an experimental trainer known as TX in 1952, Cessna could look back on a long experience of producing Observation

Aircraft for the U.S. Army. For the TX competition they entered with their Model 318, a twin-jet with side-by-side seats for student and instructor. It won the competition and a prototype was ordered under the name XT-37.

A typical feature of the T-37 became its ultra-wide track landing gear, that gives great stability on landing and takeoff, while the relatively short landing gear and in consequence the close proximity of air intakes to the ground increased

the risk of FOD (Foreign object damage). The most distinct feature of the T-37 however was the sound of its J69 Turbo-jet engines - a high-pitched shriek. This earned the aircraft a number of nicknames, such as "Screaming Mimi", "6,000 pound dog whistle" and ultimately "Tweety Bird" or "Tweet". While it was never the official name of the T-37 or A-37, Tweet is the name that it went down in aviation history with.

The T-37A entered production in 1955. Soon, it was updated to the T-37B, which featured a stronger, improved engine and better avionics.

The next version of the Tweet became the T-37C, which received modifications to be used as a weapons trainer that

could be used for light attack missions, aiming also at the export market.

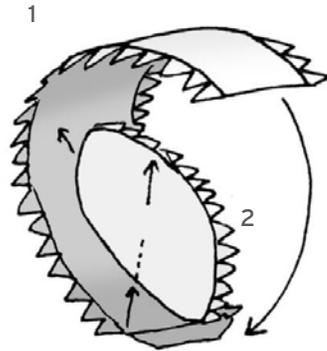
The T-37 was used by 20 air forces in all kinds of training roles. It was a plane that was pleasant to fly, agile and responsive. Its capability to perform all kinds of acrobatic maneuvers also made it a natural choice for various acrobatic teams, it was even once considered as the plane for the USAF Thunderbirds.

With the growing involvement of the United States in Vietnam, a counter-insurgency version of the T-37 was projected and two prototype YAT-37D were built. It took a while though until the project got picked up to become the A-37 which replaced A-1 Skyraiders, which had a high rate of losses in Vietnam. Officially designated "Dragonfly", the A-37 became known among its pilots simply as the "Super Tweet".

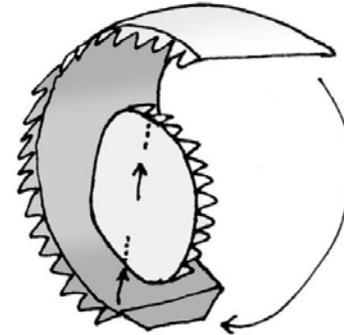
The A-37's changes from the T-37 included once again stronger wings, four hardpoints for ordnance, larger wingtip tanks (95 gal), an internal 7.62mm minigun, better avionics and a tougher landing gear suitable for rough fields. It also had the option to install an aerial refueling probe. A pre-production of 39 A-37A's was ordered for battle evaluation. They did so well in close air support, that a slightly improved version, the A-37B was ordered in larger numbers. In total 577 were built, 254 of which were flown in the markings of the South Vietnamese Air Force. 95 captured A-37's were later used by Communist Vietnam until spare parts ran out in the early 1980s.

The A-37 was operated by a number of smaller countries, especially in South America, where it was also used in combat, particularly by Honduras, El Salvador and Guatemala. Some of the USAF's A-37's were converted to OA-37s for the Forward Air Controller role.

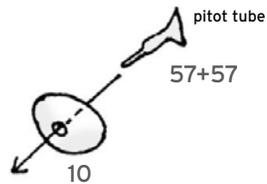
1. Build part 1 around the former 2.



2. Build part 3 around the former 3.

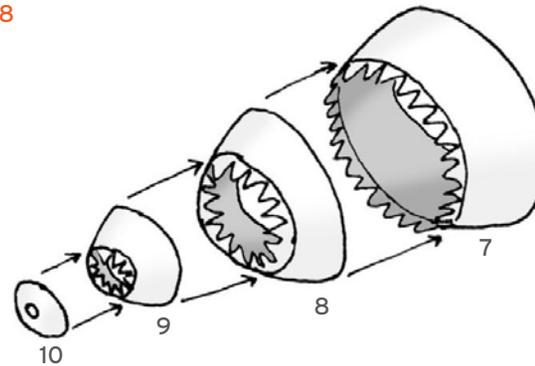


3. Build part 10 and glue the pitot tube through it, aligned vertically.  
Ignore this step when building the A-37.



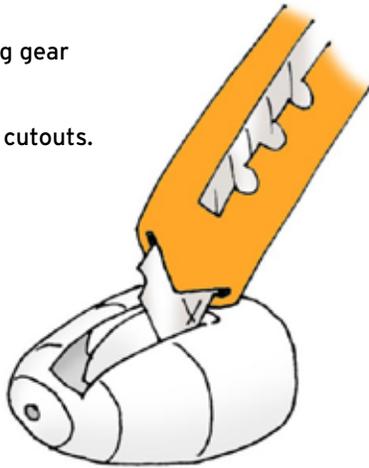
4. Build the nose section.

If you are building the landing gear up, jump to 8

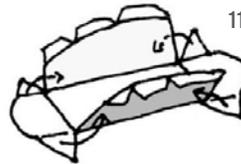


5. Cut out the landing gear doors.

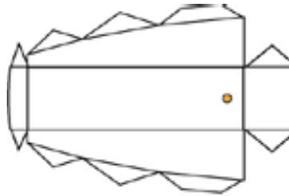
You may discard the cutouts.



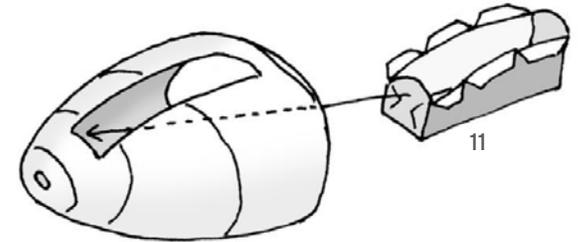
6. Build the nose wheel well.



If you are building the **patterned landing gear** (see page 17), then make a hole:



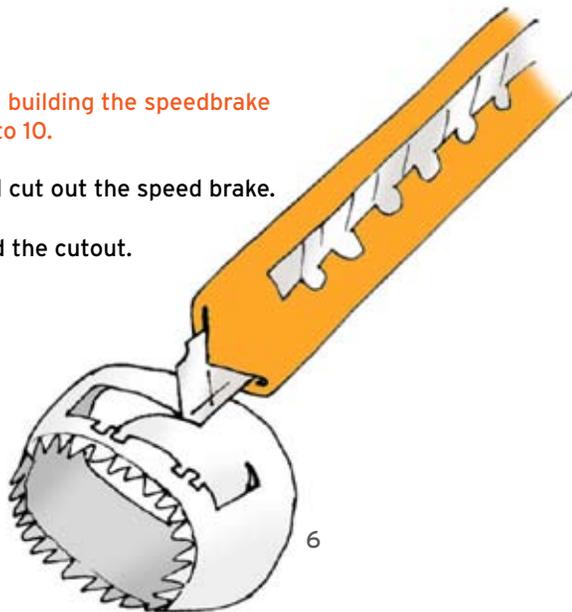
7. Install the nose wheel well in the nose section.



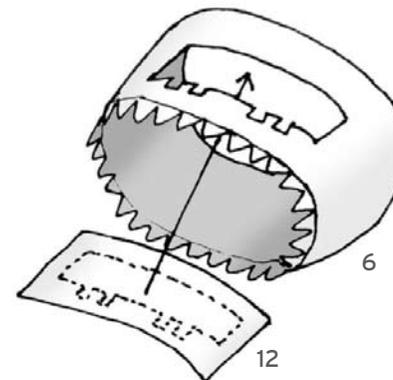
8. If you are not building the speedbrake extended jump to 10.

Build part 6 and cut out the speed brake.

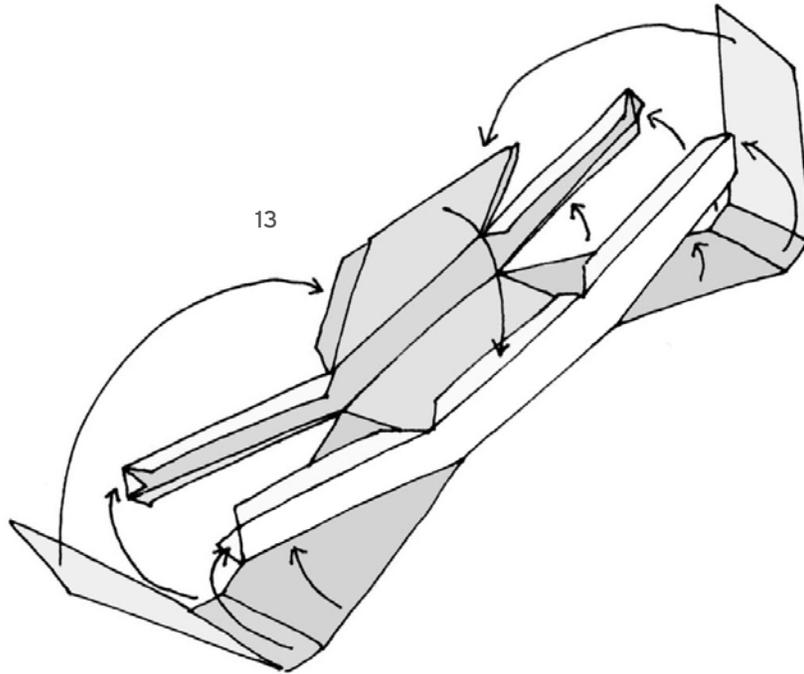
You may discard the cutout.



9. Glue the speedbrake well under the hole.

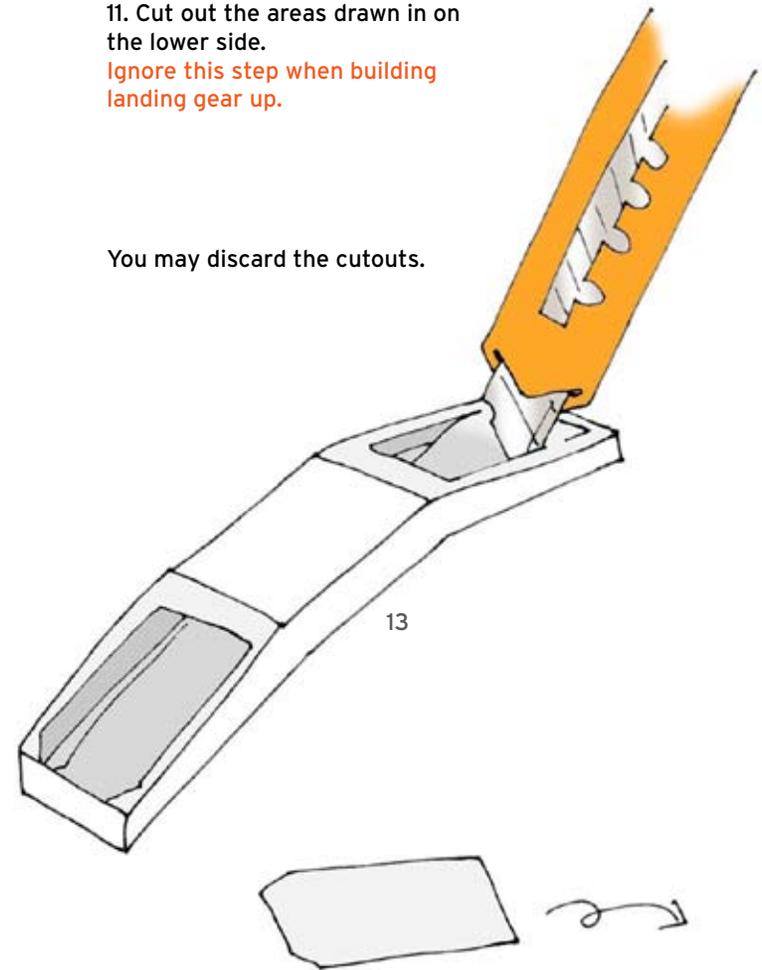


10. Build the wing stiffener.



11. Cut out the areas drawn in on the lower side.  
Ignore this step when building landing gear up.

You may discard the cutouts.

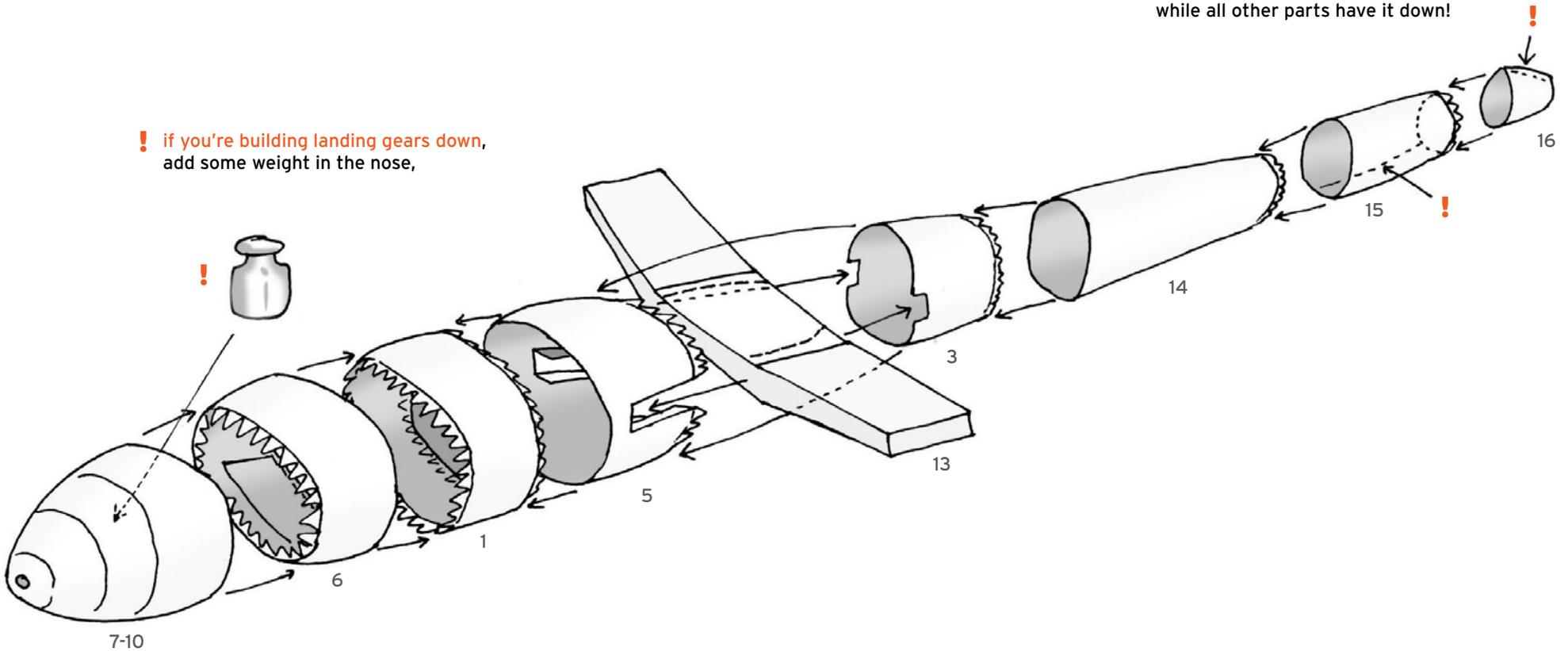


12. Build the main fuselage and include the wings stiffener between parts 3 and 5.

! if you're building landing gears down, add some weight in the nose,

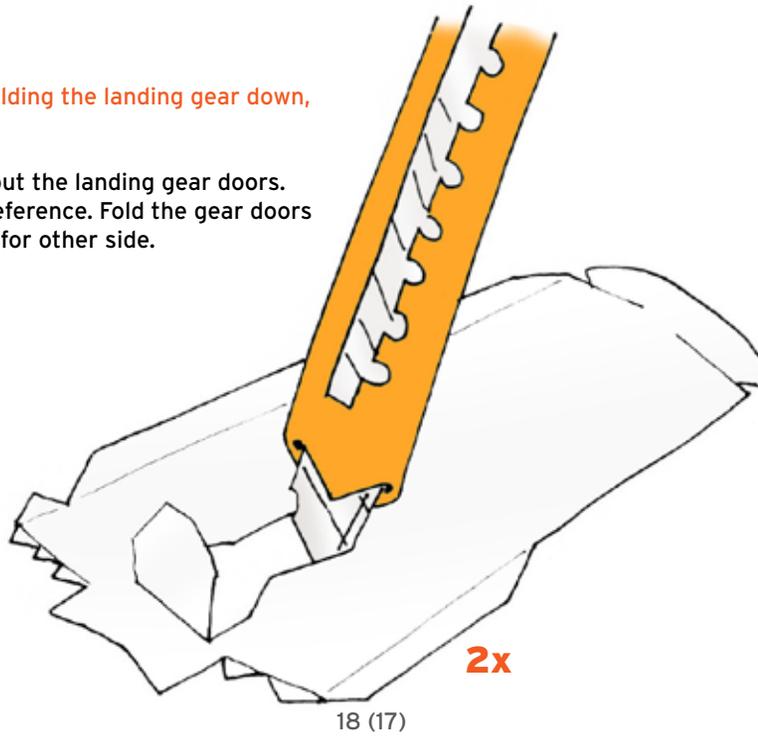


! Note that part 16 has the seam up while all other parts have it down!



If you are not building the landing gear down, jump to 15.

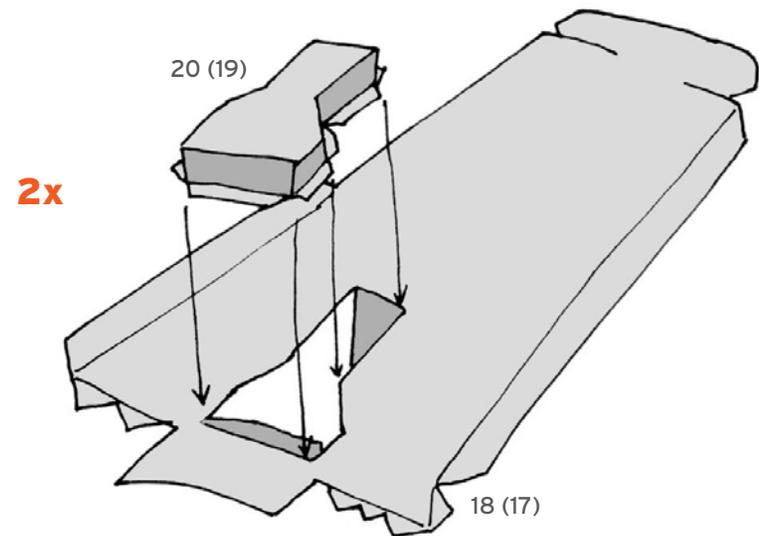
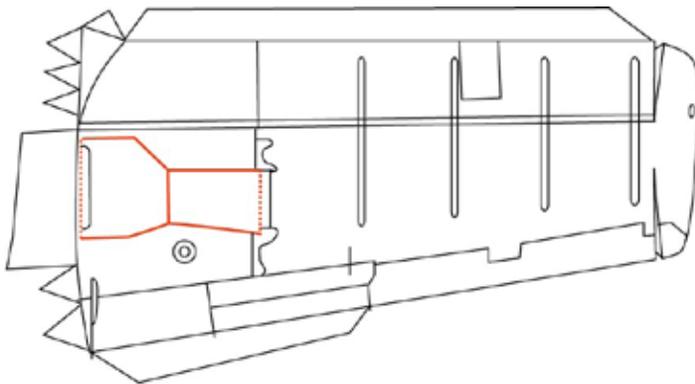
13. Fold and cut out the landing gear doors. Look below for reference. Fold the gear doors outward. Repeat for other side.



**Note:** With mirrored parts, even numbers refer to port, while uneven numbers refer to starboard. Numbers in brackets refer to the mirrored part.

14. Build the wheel wells and glue them on the inner side. Repeat for other side.

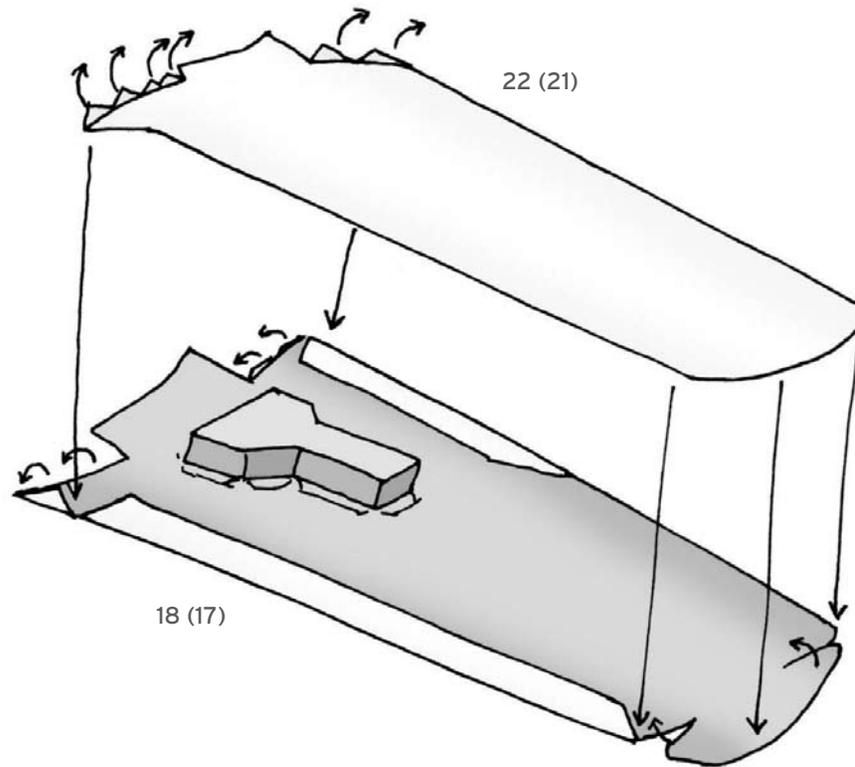
orange lines are cut,  
dotted orange lines are scored & folded:



15. Rounden the wing parts to create an air foil. Glue together the gaps on the lower surfaces. Score and fold outward the tabs on the edge facing the fuselage. Repeat for other side.

**2x**

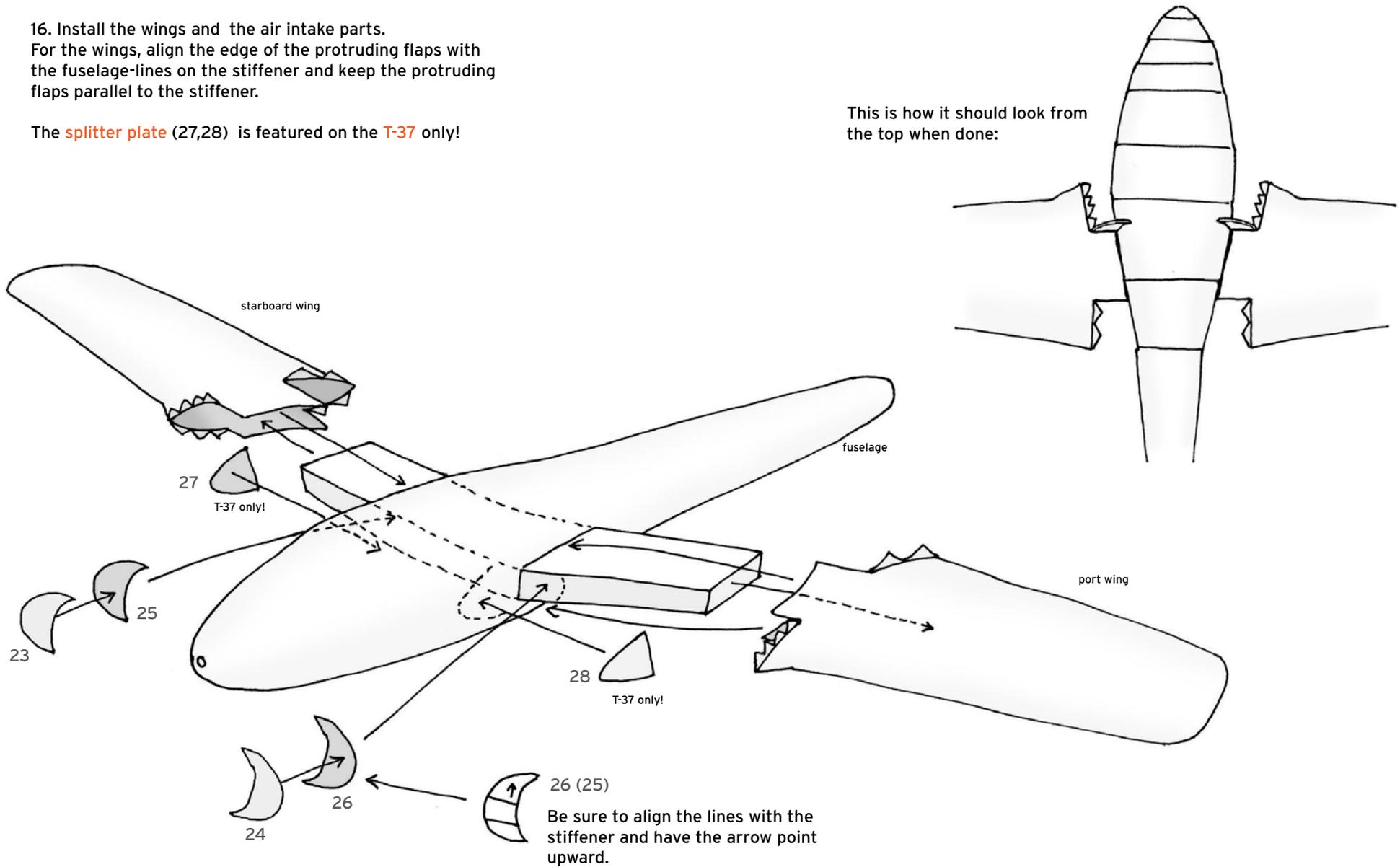
**Note:** With mirrored parts, even numbers refer to port, while uneven numbers refer to starboard. Numbers in brackets refer to the mirrored part.



16. Install the wings and the air intake parts.  
For the wings, align the edge of the protruding flaps with the fuselage-lines on the stiffener and keep the protruding flaps parallel to the stiffener.

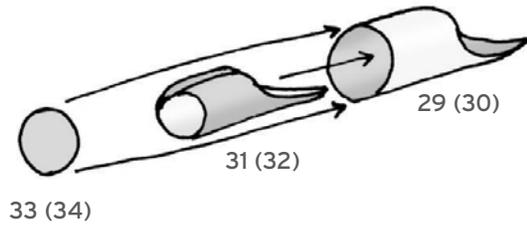
The **splitter plate** (27,28) is featured on the **T-37** only!

This is how it should look from the top when done:



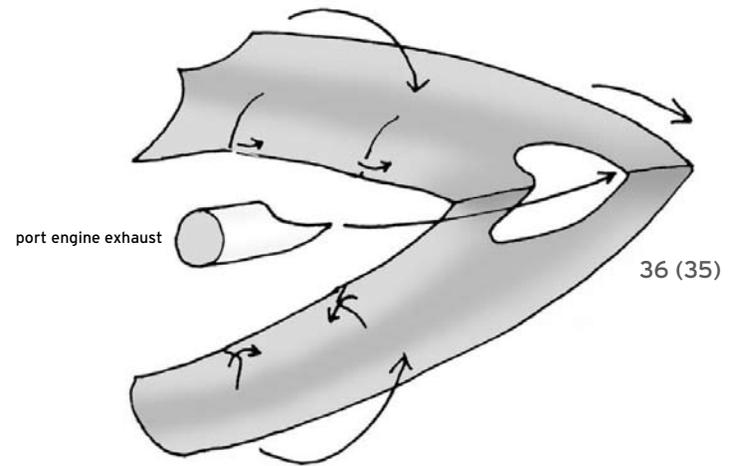
17. Build the engine exhausts. First glue together the outer parts (29,30) then glue in the inner walls (31,32) with printed side inward, then add the end plate. Repeat for other side.

**2x**

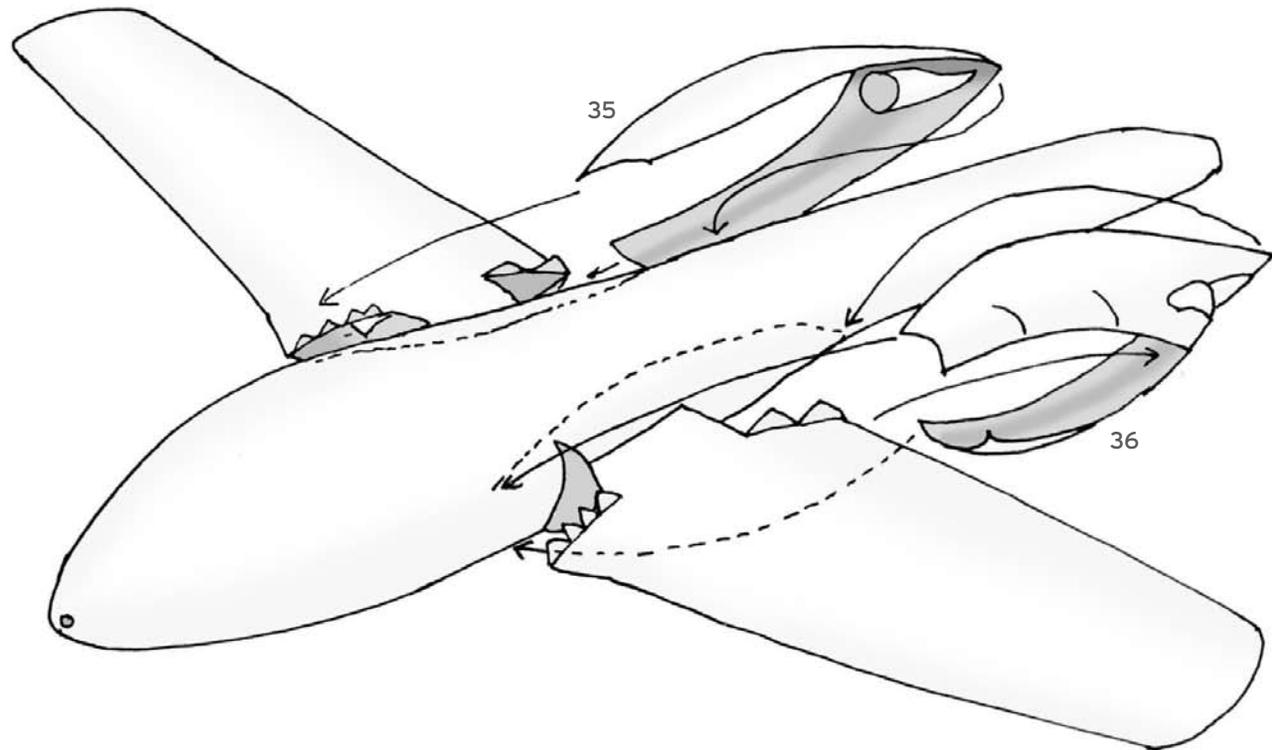


18. The engine sections are rounded along their longer side and along their narrow side! Glue in the exhaust nozzles. Repeat for other side.

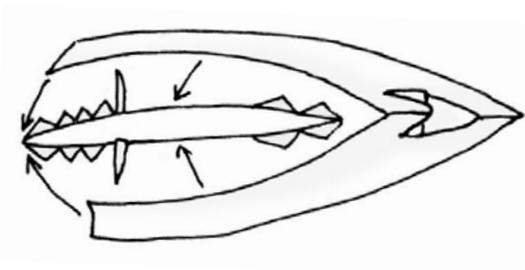
**2x**



19. Glue the engine sections on the gaps between wings and fuselage. Make sure that the livery lines adjust properly.

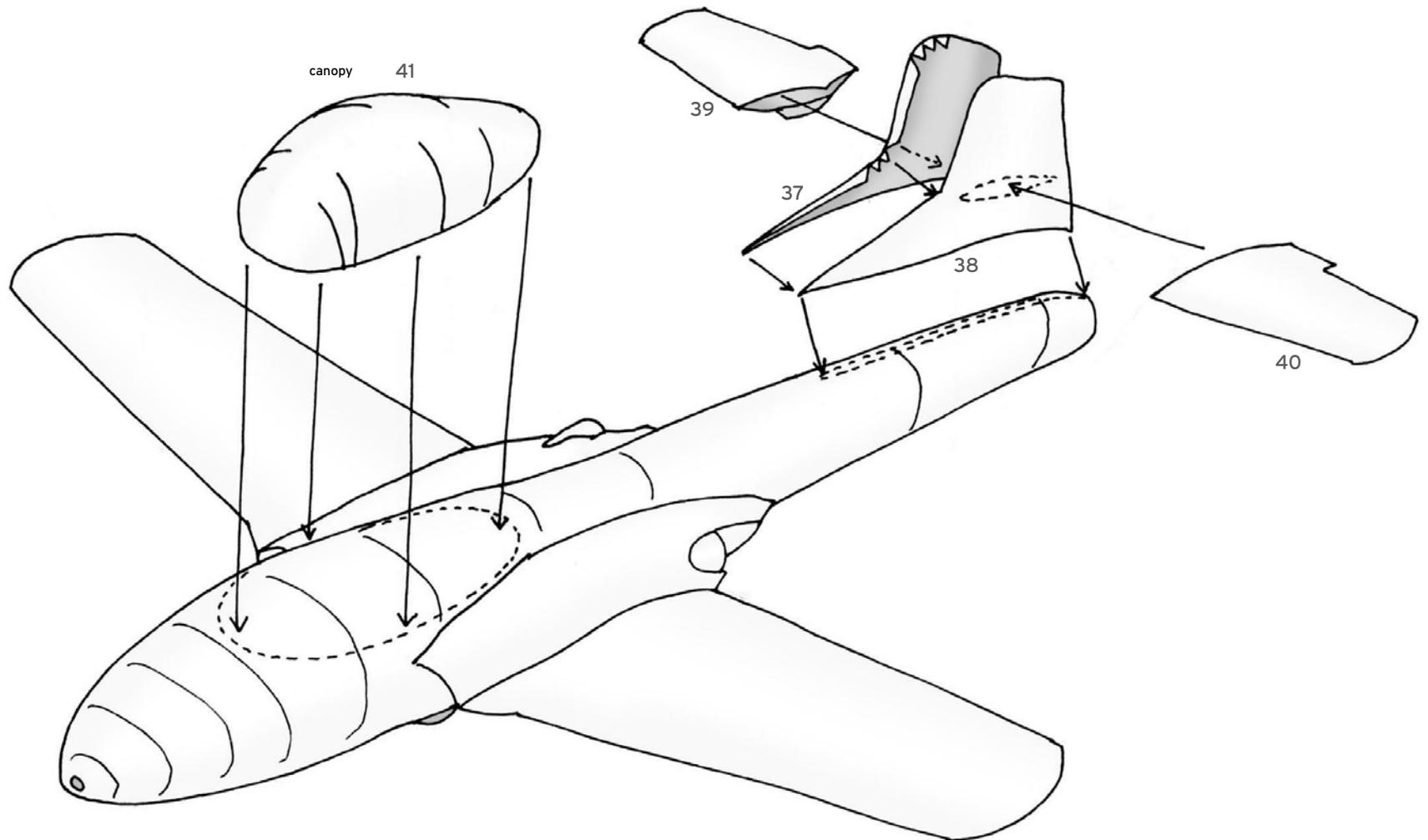


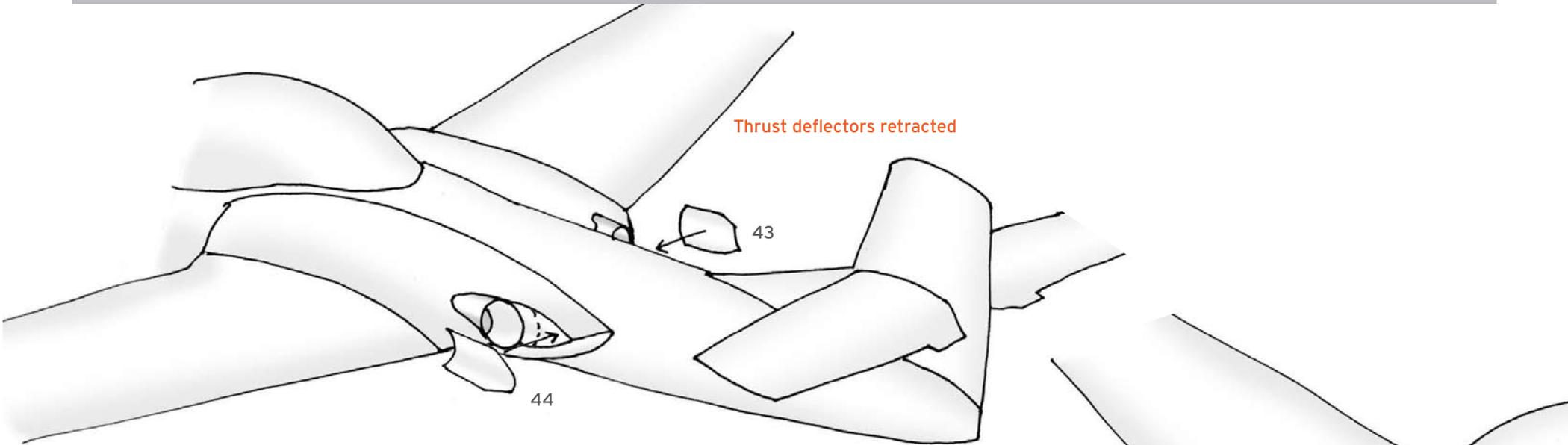
The engine sections basically wrap around the wing like this. It helps to start with gluing the edge engine section to upper wing, then continue with the others - one by one - rather than trying to glue all at once.



20. Install the canopy and attach the tailplane.  
The trailing edge of the vertical stabilizer should be flush with the rear end of the fuselage.

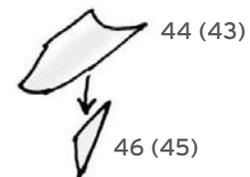
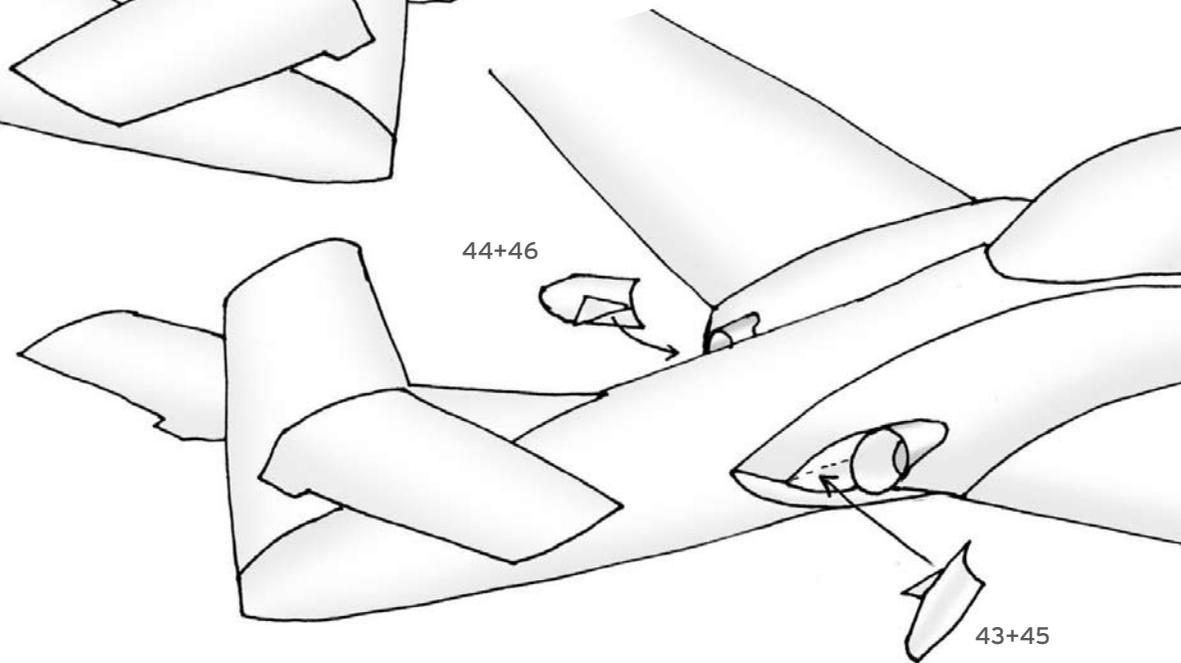
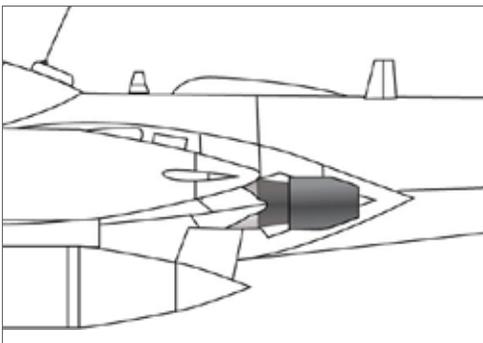
If you are building a T-37, jump to 23.





21. Install the thrust deflectors. You may choose between extended (for landing) or retracted deflectors.

Use the sideview below for reference on the position:

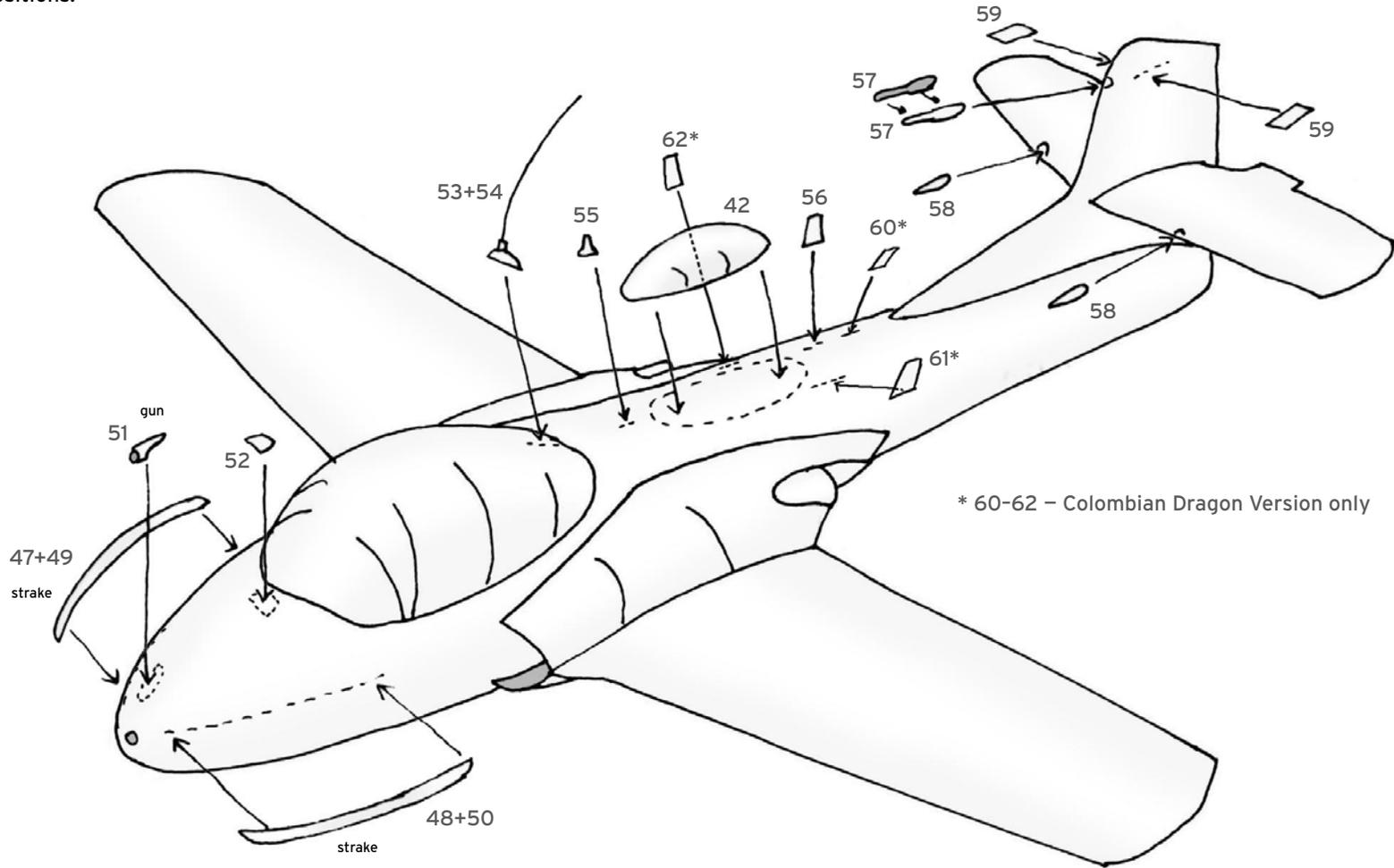


Thrust deflectors extended

## 22. A-37 Super Tweet upper details.

**Note:** Not all antennae are included in every version. You may use also the sideview on the title page as a reference for the positions.

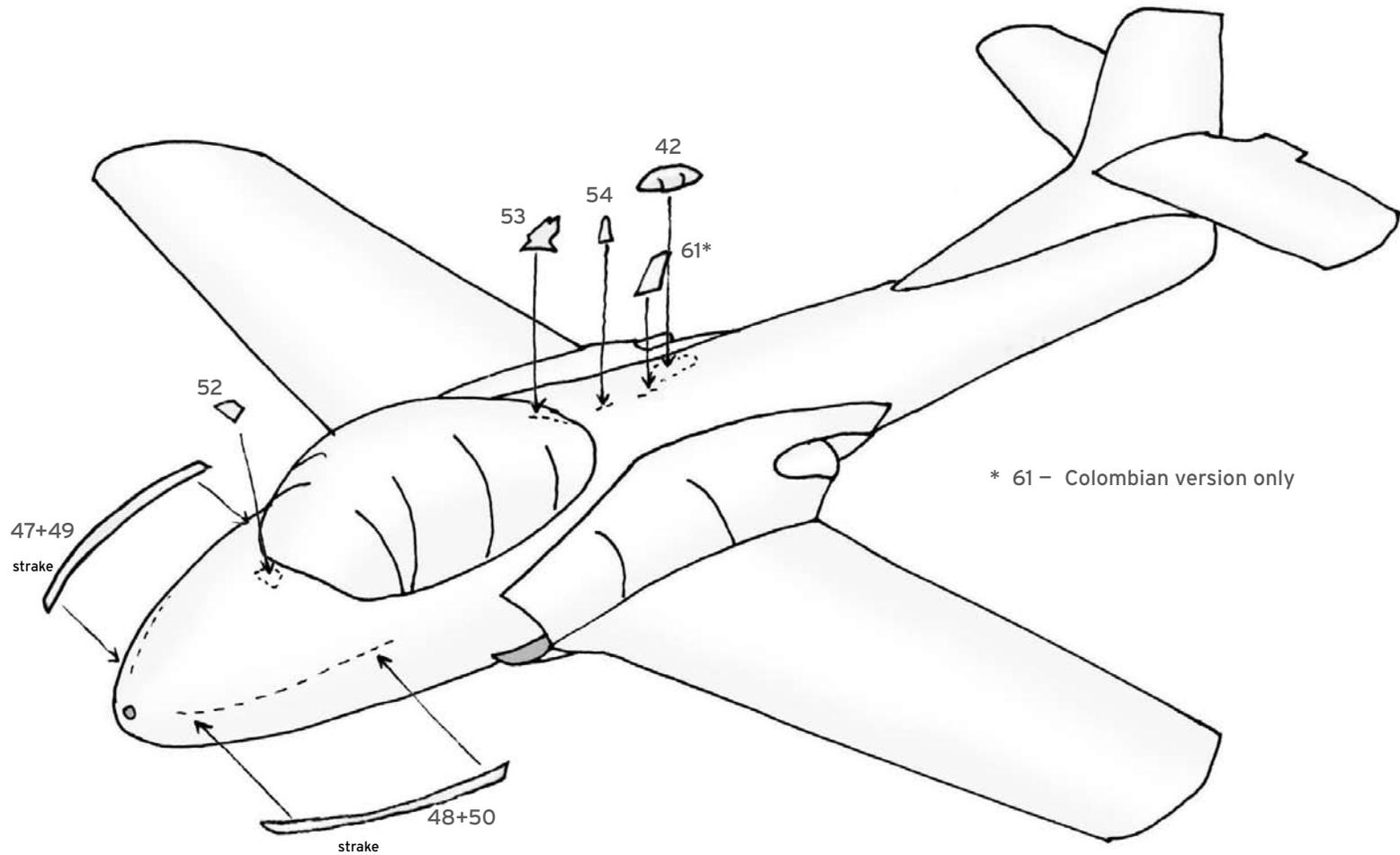
Jump to 24.



## 23. T-37 Tweet upper details.

**Note:** Not all antennae are included in every version. You may use also the sideview on the title page as a reference for the positions.

Jump to 25.

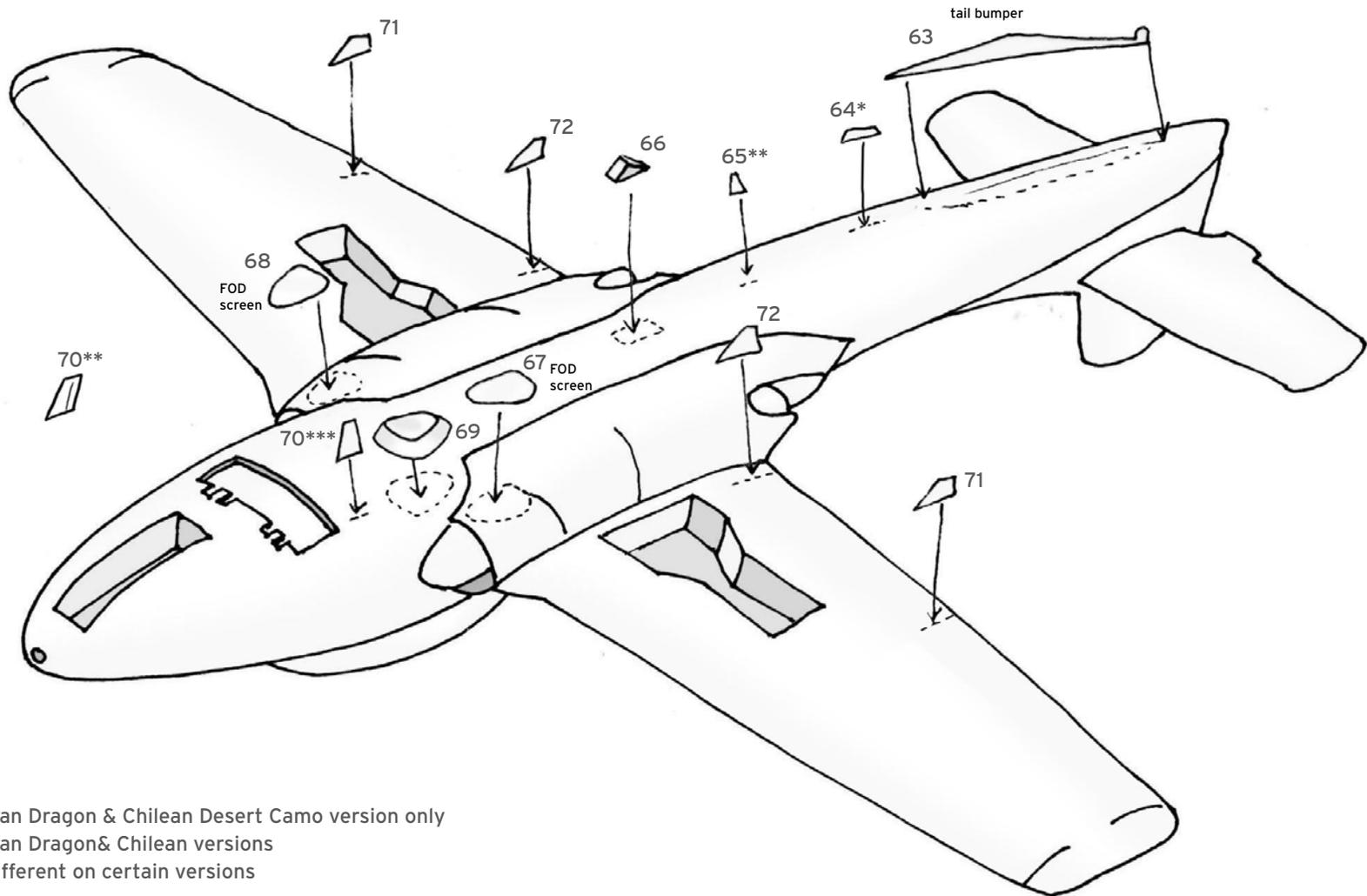


## 24. A-37 Super Tweet lower details.

**Note:** Not all details are included in every version.  
You may use also the sideview on the title page as a reference for the positions.

**Jump to 26.**

align the back end of part 63  
with the edge between parts 15 and 16.



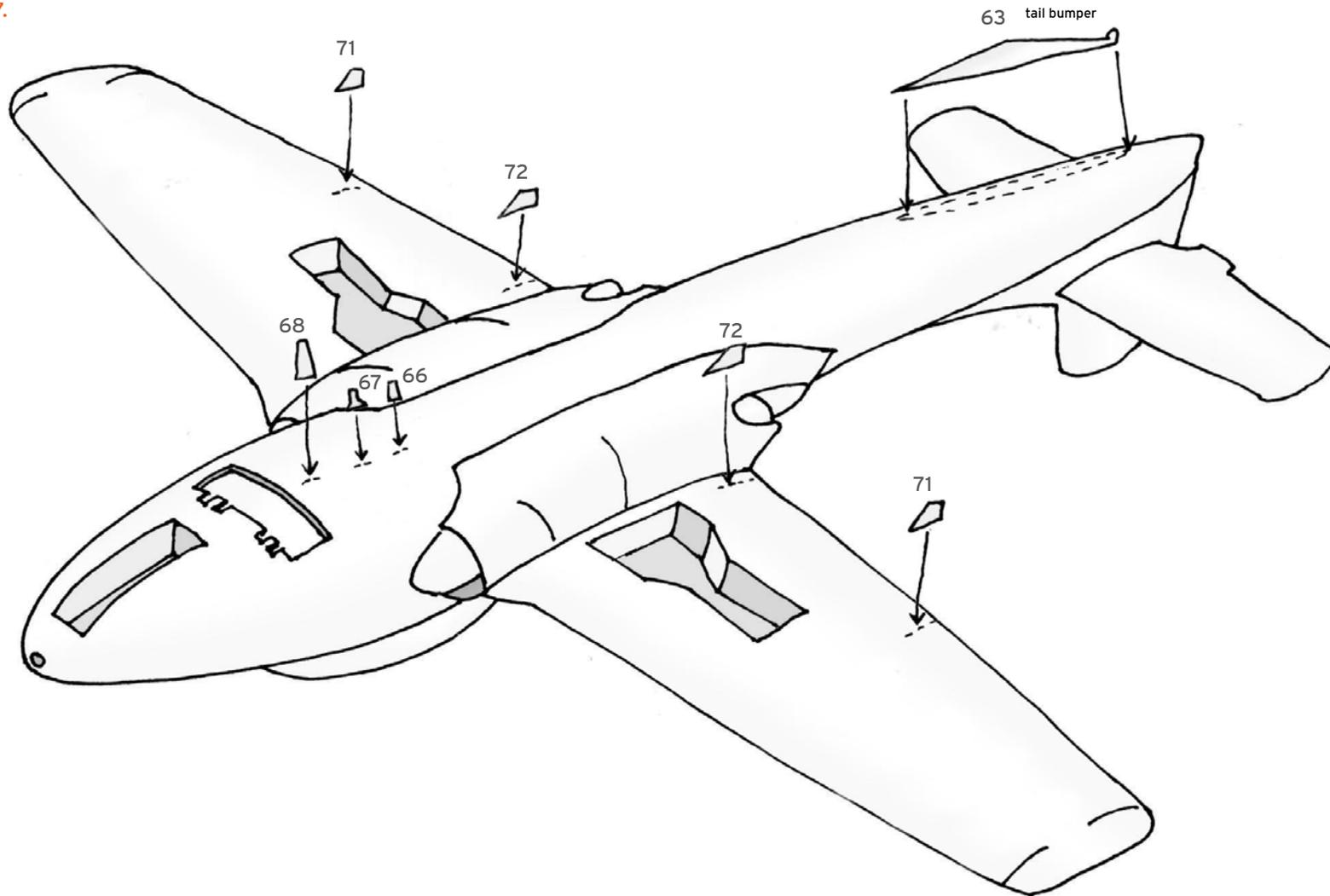
- \* 64 – Colombian Dragon & Chilean Desert Camo version only
- \*\* 65 – Colombian Dragon & Chilean versions
- \*\*\* 70 – Looks different on certain versions

## 25. T-37 Tweet lower details.

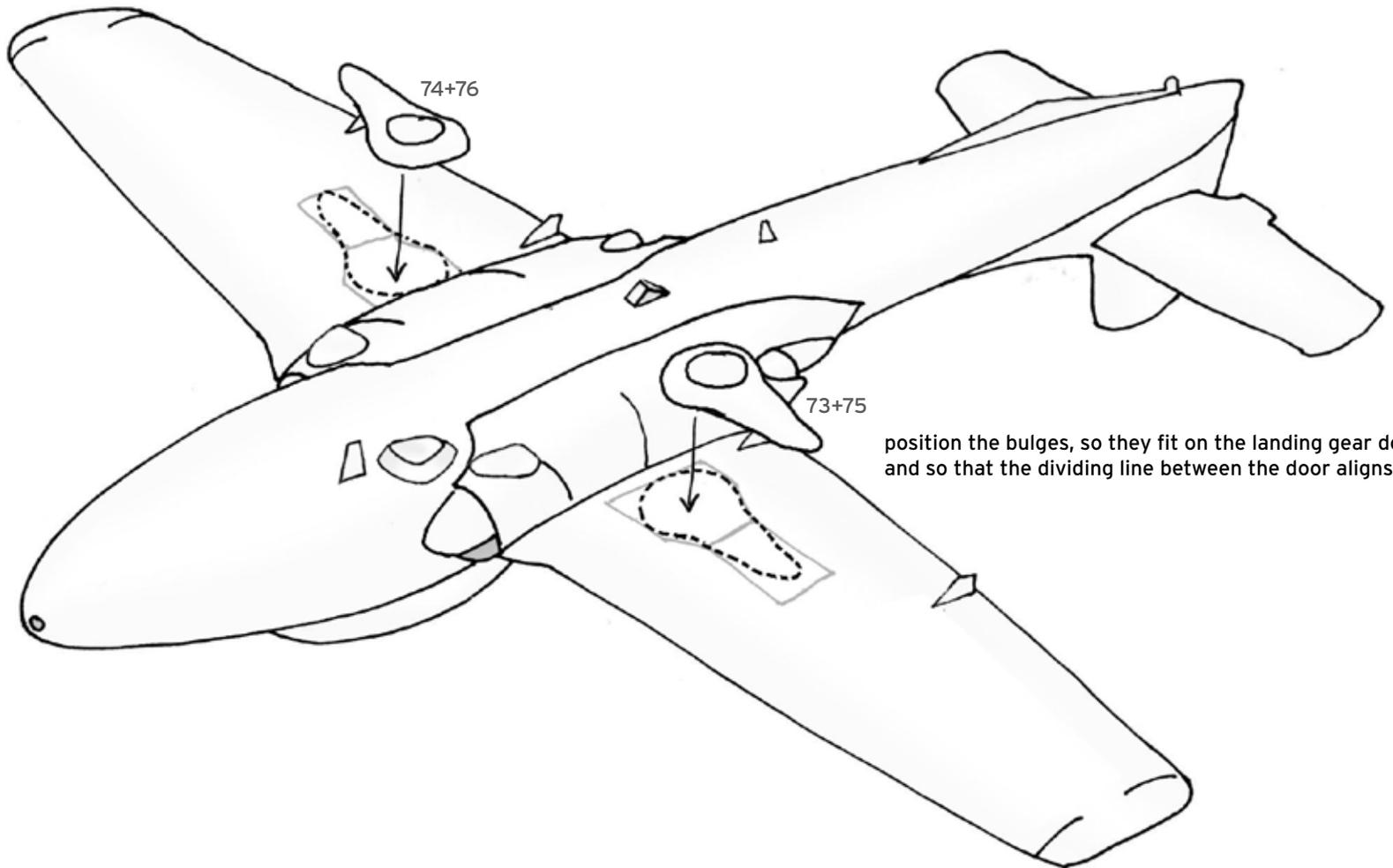
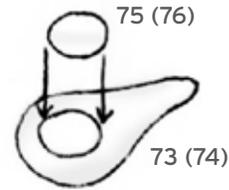
**Note:** Not all antennae are included in every version. You may use also the sideview on the title page as a reference for the positions.

Jump to 27.

align the back end of part 63  
with the edge between parts 15 and 16.



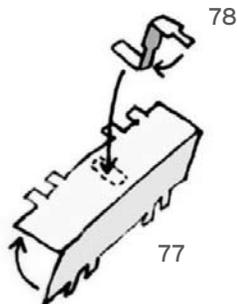
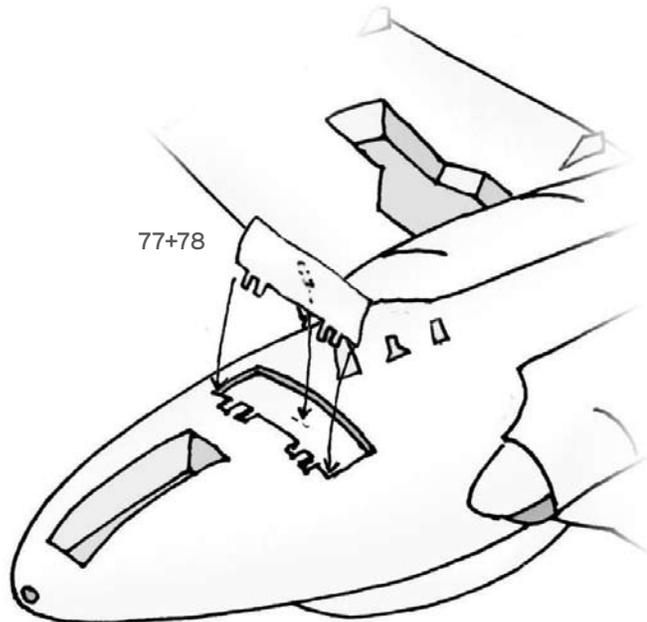
26. Landing gear door bulges.  
Ignore this step when building landing gear down.



position the bulges, so they fit on the landing gear doors and so that the dividing line between the door aligns.

## 27. Installing the speedbrake.

Ignore this step when not building speedbrake extended.

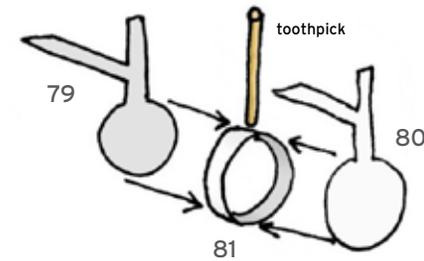


## PATTERNED LANDING GEAR

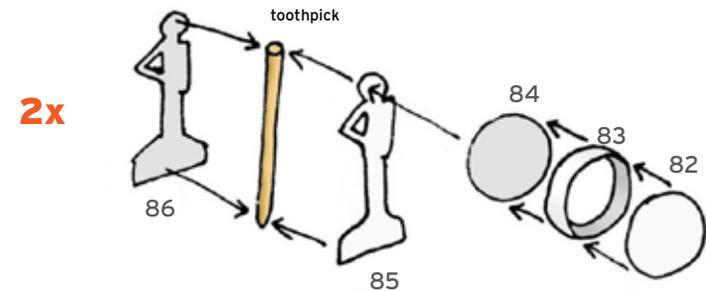
If you prefer the sculpted Landing gear, jump to 31.

If you are building landing gear up, jump to 39.

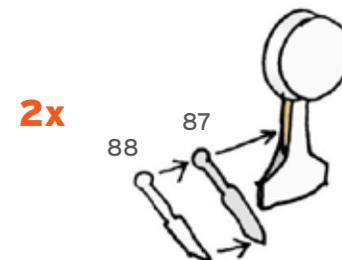
28. Glue together the front landing gear, use a toothpick to stiffen. Let the toothpick protrude slightly on the top.



29. Glue together the main landing gear, use a toothpick to stiffen. The toothpick must be flush with both ends of the strut.



30. Glue on the hydraulic arm to let it touch the ground. jump to 39.

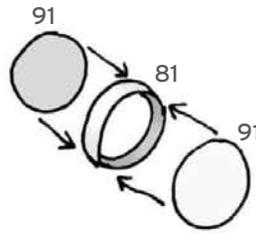


## SCULPTED LANDING GEAR

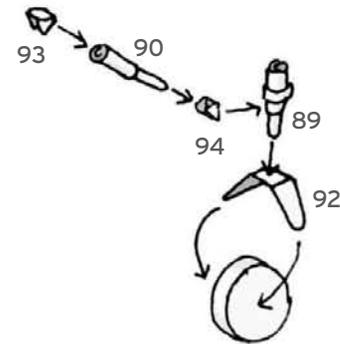
31. Roll and glue the strut and hydraulic arm of the nose landing gear.



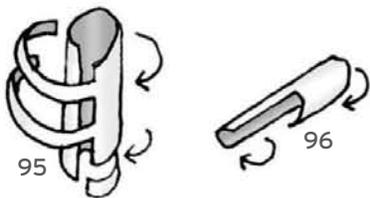
32. Build the wheel.



33. Assemble the nose landing gear.

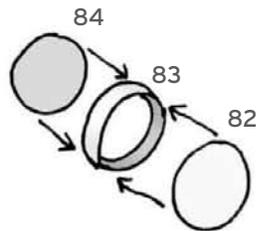


34. Roll and glue the struts and hydraulic arms of the main landing gear.



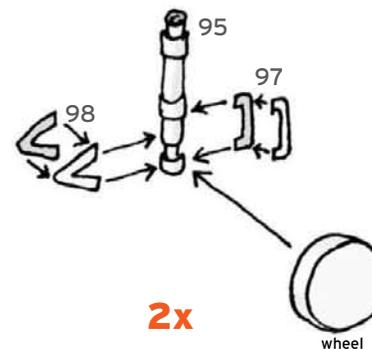
**2x**

35. Build the wheels.



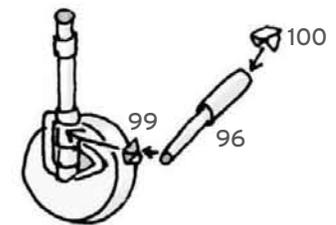
**2x**

36. Attach details and wheels to the struts. The side of the wheel with a little white circle in the center must face the strut.



**2x**

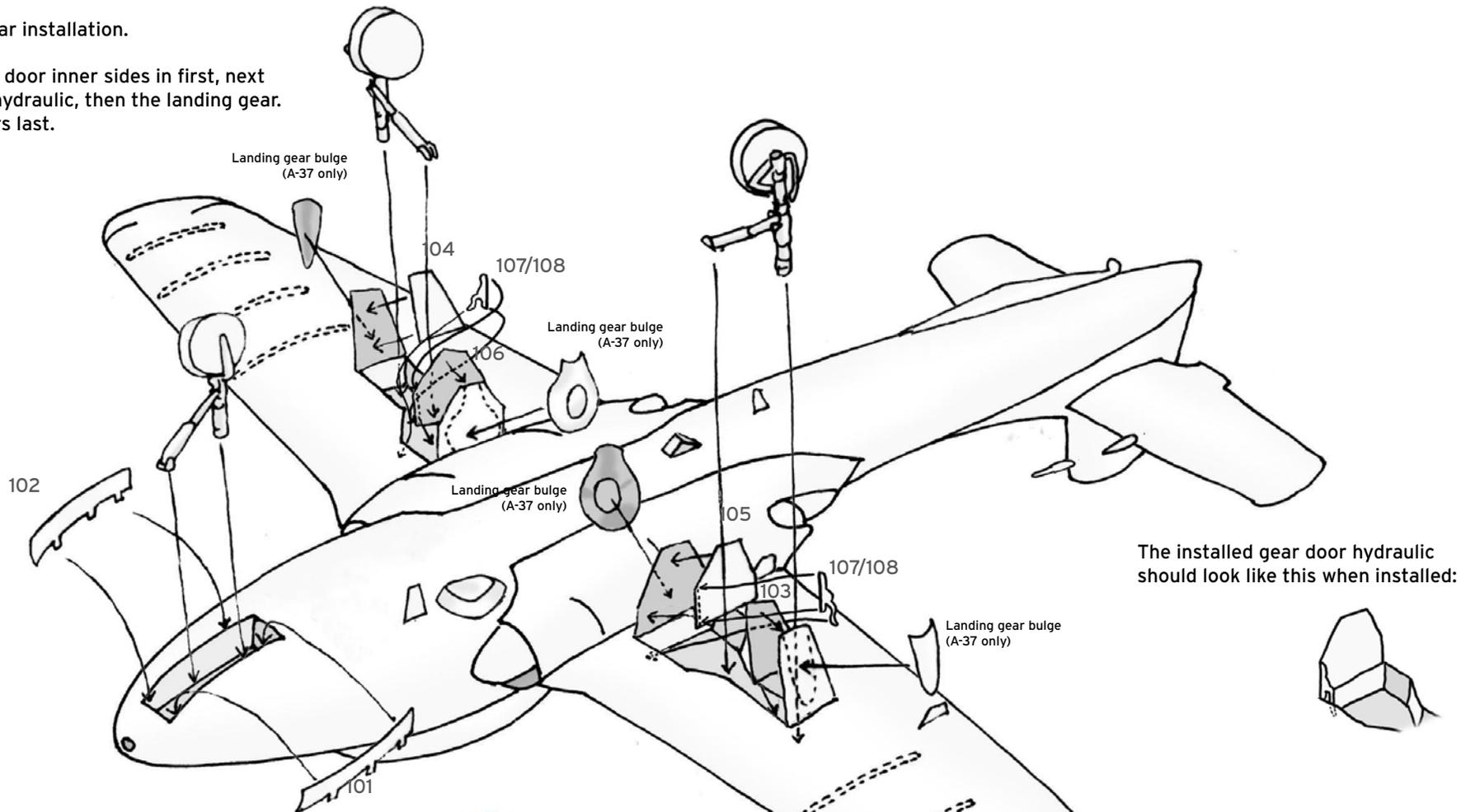
37. Attach the hydraulic arms.



**2x**

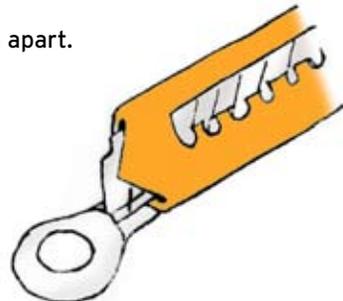
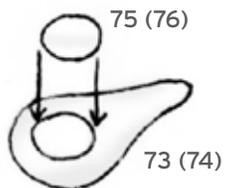
## 38. Landing gear installation.

Glue main gear door inner sides in first, next the gear door hydraulic, then the landing gear. Nose gear doors last.



The installed gear door hydraulic should look like this when installed:

When building the A-37, build the landing gear bulges and cut them apart. Then glue on the gear doors.

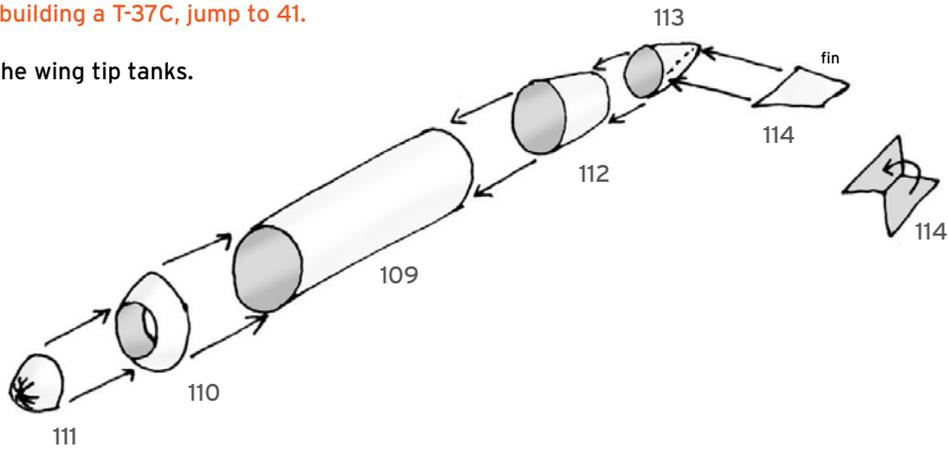


If you were building a T-37A or B, you are finished.

If you are building a T-37C, jump to 41.

39. Build the wing tip tanks.

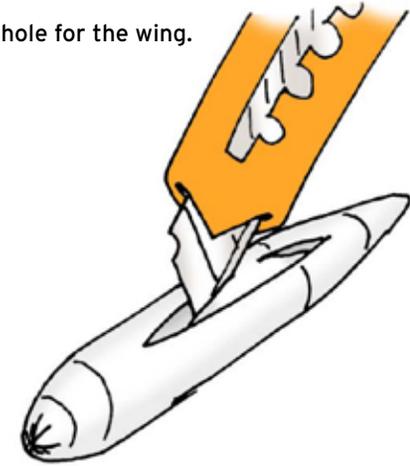
**2x**



40. Cut out the hole for the wing.

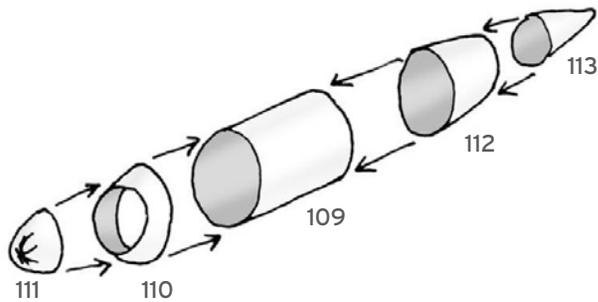
Jump to 43.

**2x**



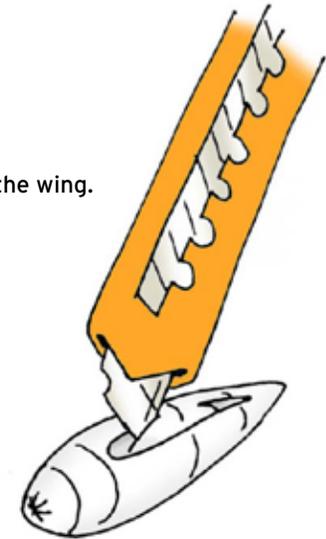
41. Build the wing tip tanks.

**2x**



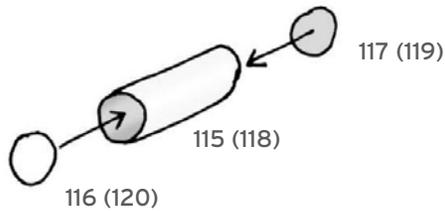
42. Cut out the hole for the wing.

**2x**

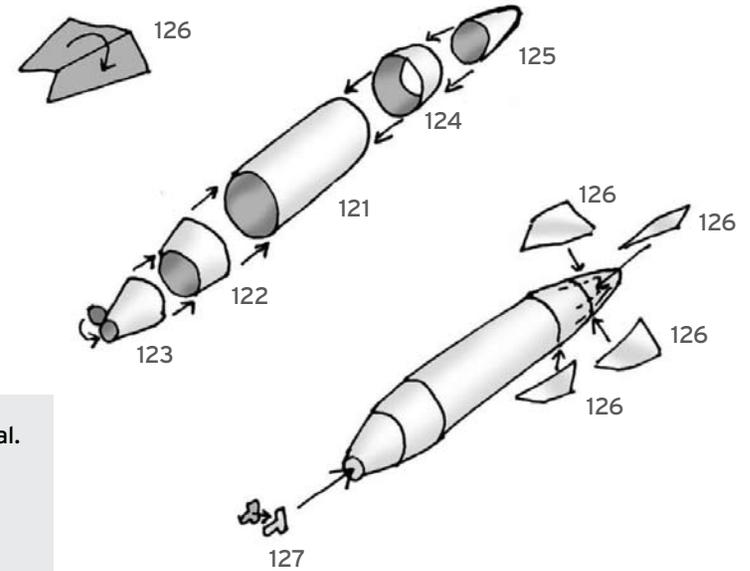


43. Build the rocket pods. On the A-37, small and big pods (numbers in brackets) are built the same.

If you are building the T-37C, jump to 47.



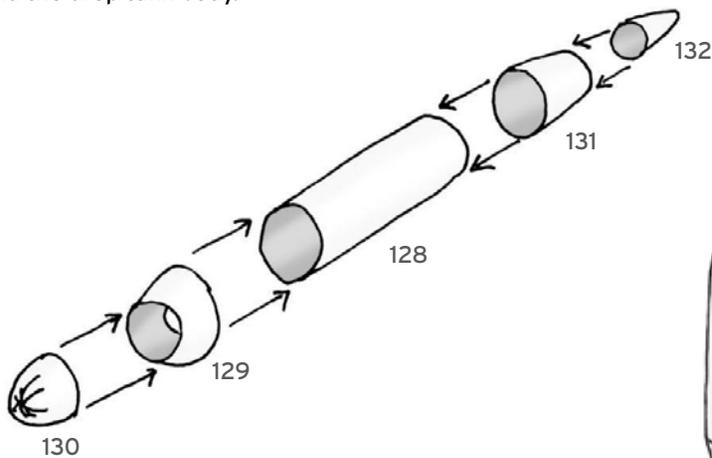
44. Build the bombs.



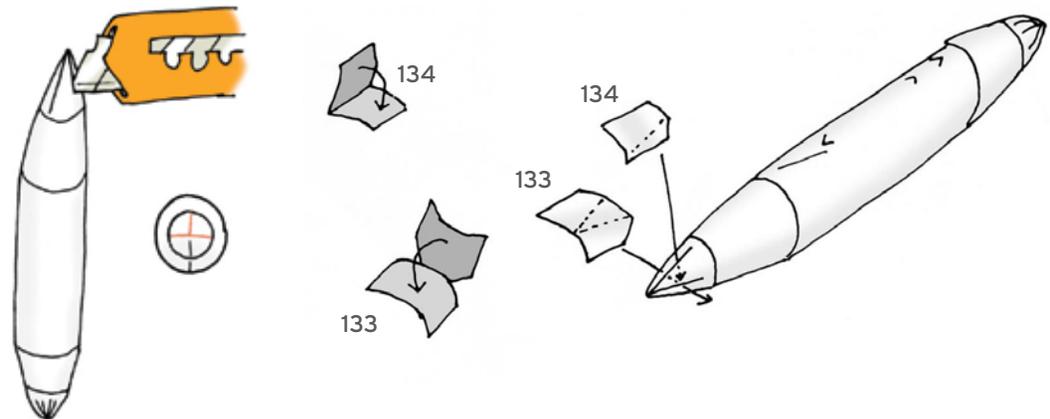
**Note:** Drop Tanks, Bombs and Rocket pods on the **A-37** are optional. Pre-plan accordingly, what to build.

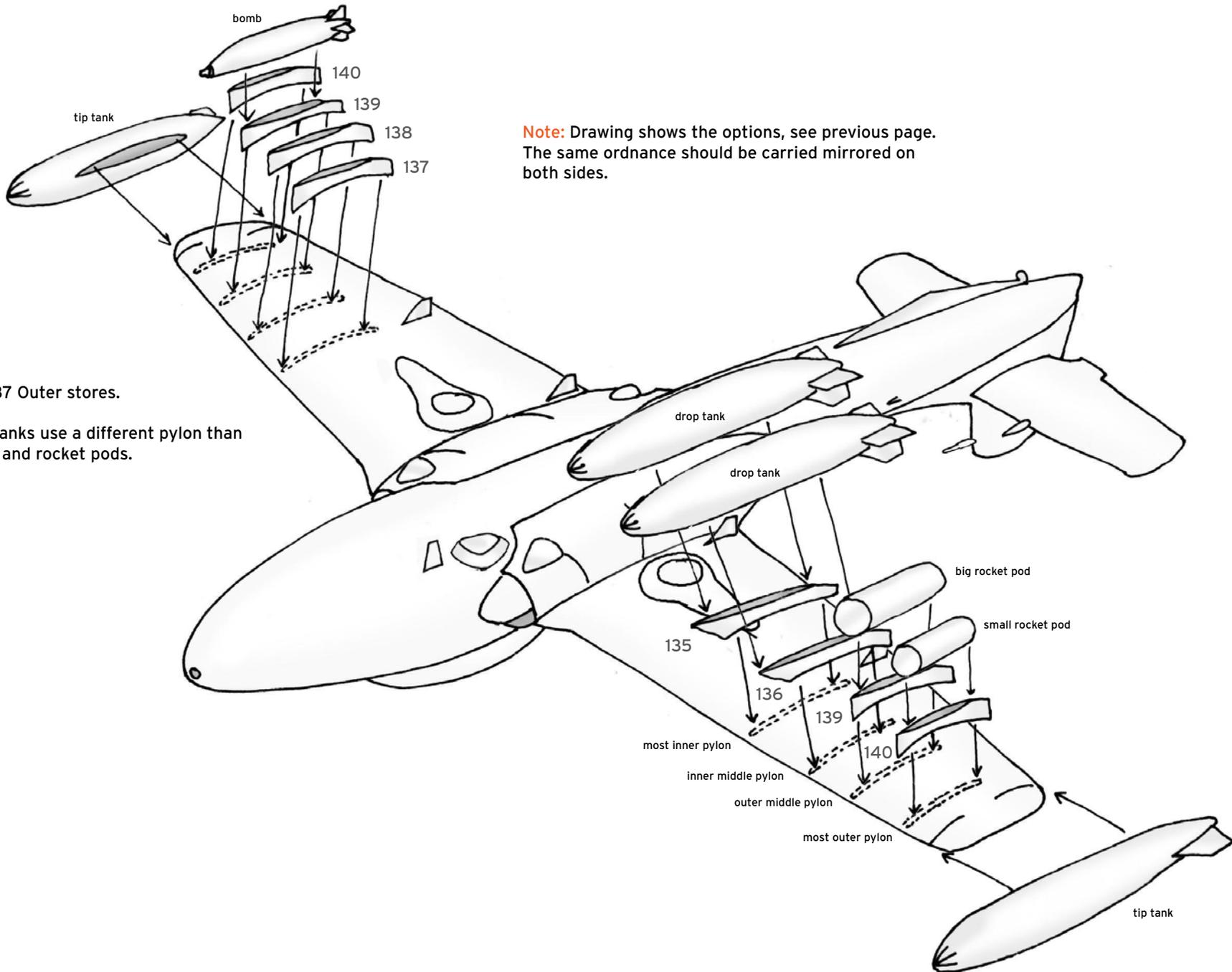
- Drop tanks can be carried on the two inner pylons of each side.
- Big rocket pods can be carried on all but the most outer pylons
- Small rocket pods can carried on the most outer pylon
- Bombs can be carried on all Pylons.

45. Build the drop tank body.



46. Cut in the lines in the rear and insert the fins.

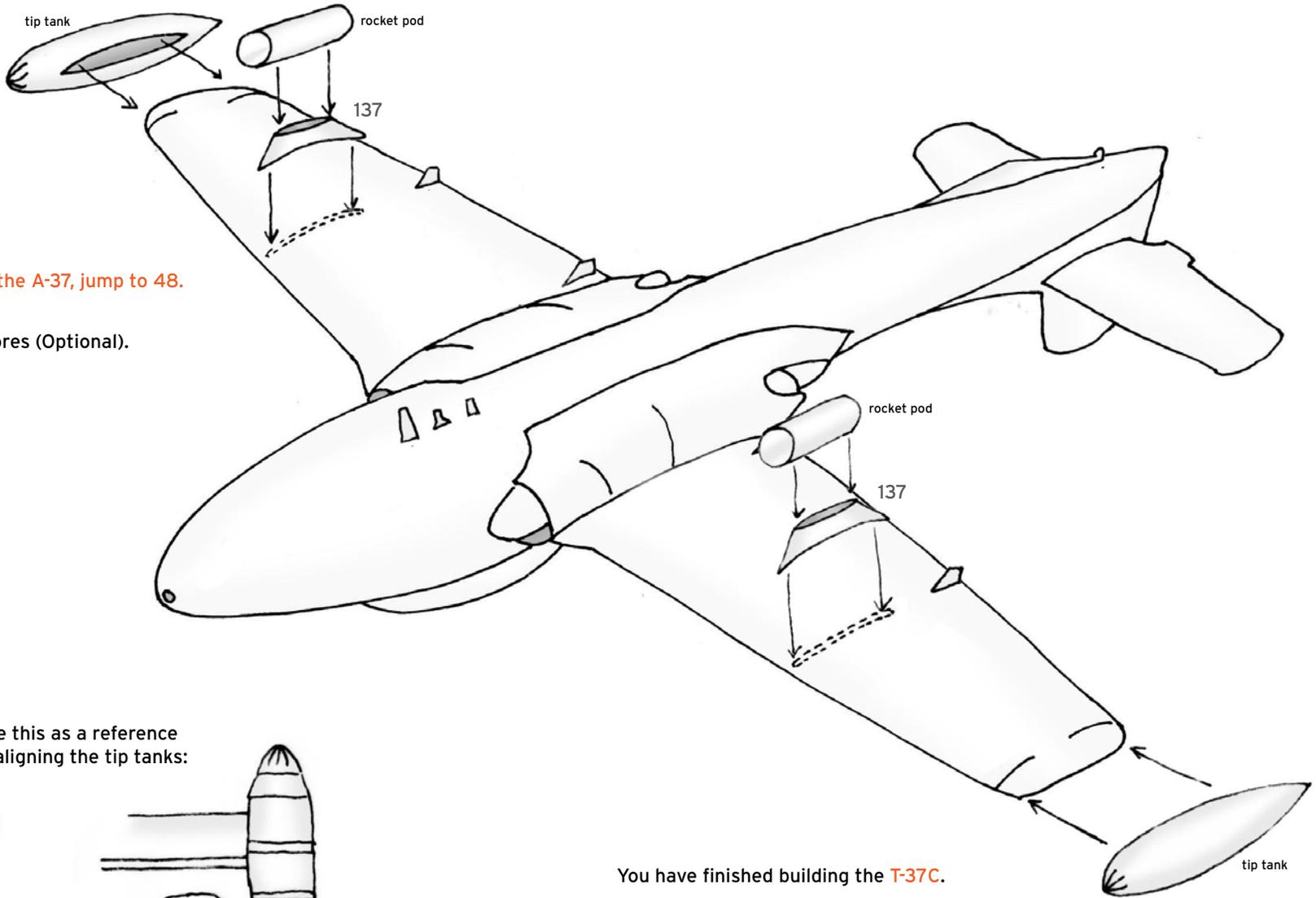




**Note:** Drawing shows the options, see previous page. The same ordnance should be carried mirrored on both sides.

## 46. A-37 Outer stores.

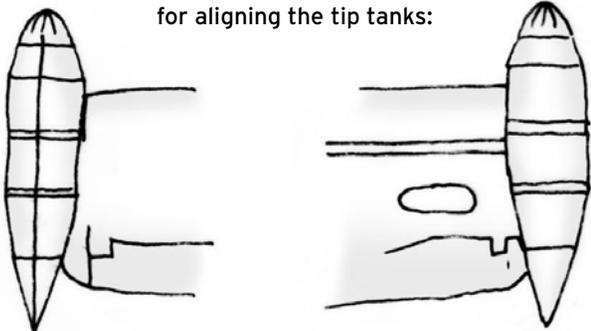
Drop tanks use a different pylon than bombs and rocket pods.



If you are building the A-37, jump to 48.

47. T-37C Outer stores (Optional).

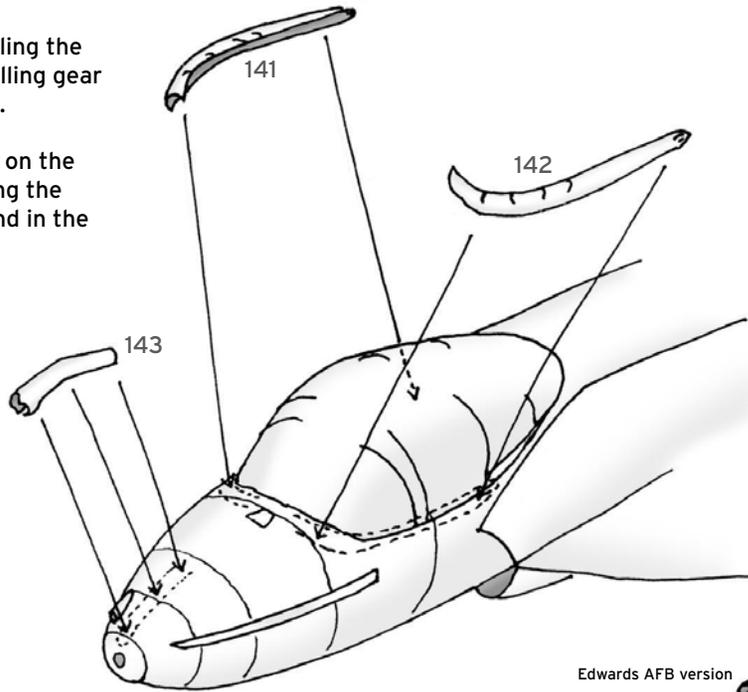
Use this as a reference for aligning the tip tanks:



You have finished building the T-37C.

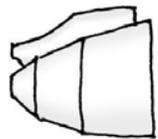
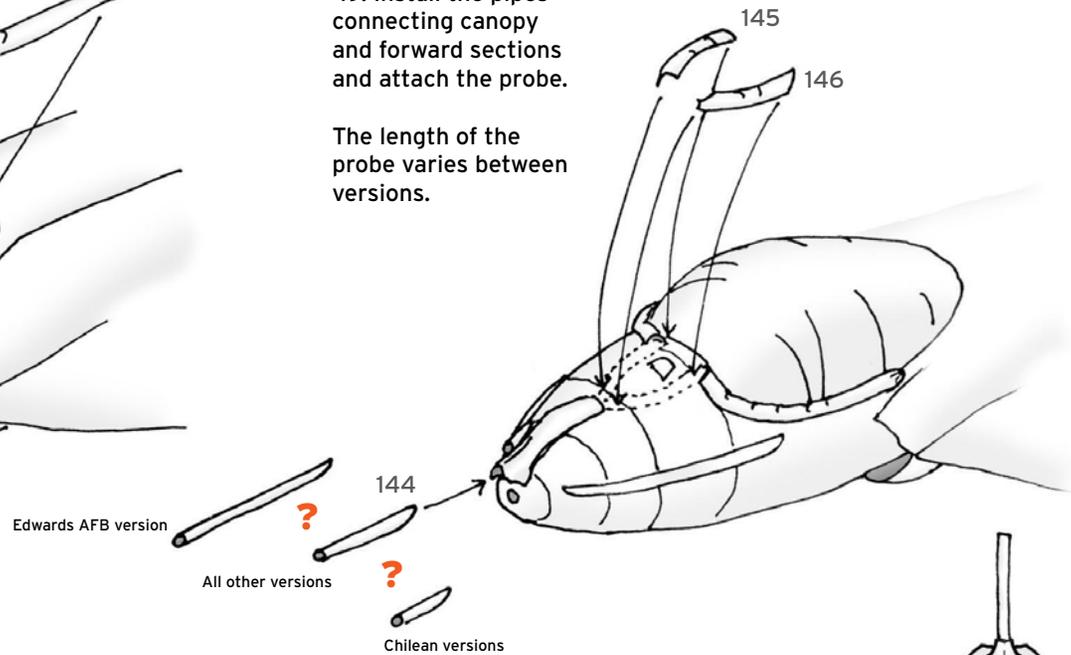
48. Installing the aerial refilling gear (optional).

First glue on the pipes along the canopy and in the front.

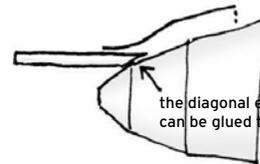
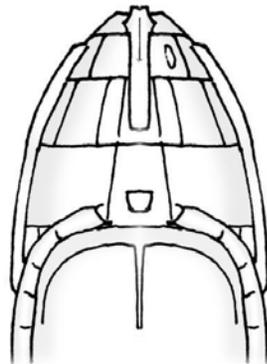


49. Install the pipes connecting canopy and forward sections and attach the probe.

The length of the probe varies between versions.



Use this as a reference for the placement.



Use this as a reference for the placement.

