

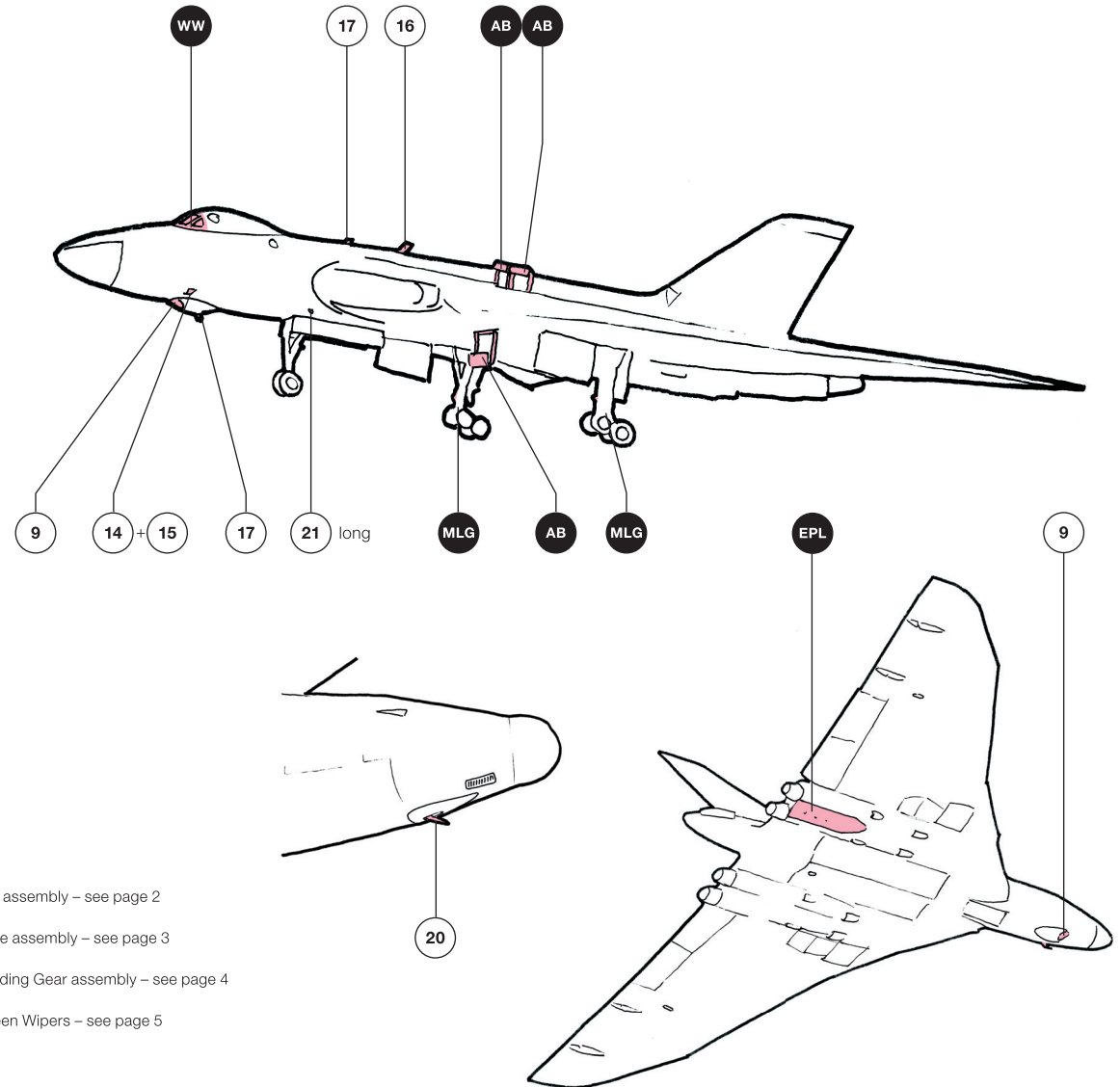
This photo-etched detail set is designed for the GWH kit (or its Pit Road guise). It features one brass 0.1 mm brass fret plus three small resin parts.

We have focused on basic external details here – Vulcan cockpit is basically invisible through the small windows and the detailed resin bomb bay is available from Retrokit range.

To allow for better clarity we have introduced a number of sub-assemblies which are explained on the first page of this manual.

The small resin bits, actually cupolas, have 1.0 mm diameter, these are ECM plate antennae (R1).

As it became our custom we thought about your favourite modelling aid – the Carpet Monster. The smallest brass parts are usually repeated on the frets.



SO21442

1/144 Vulcan B.2 light for GWH kit

Further refinement of your kit may come from the Master company product range – a turned brass refuelling probe boom AM144-010. Not all Vulcan airframes (and not at all times) have been fitted with the probe so check your references please.

If you wish to spend much more time on your Vulcan – please check our comprehensive and complicated main SO21441 Vulcan B.2 set.

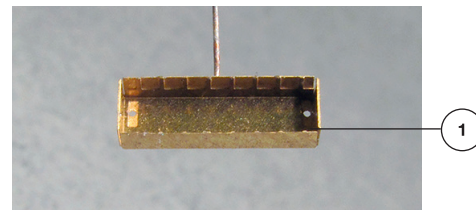
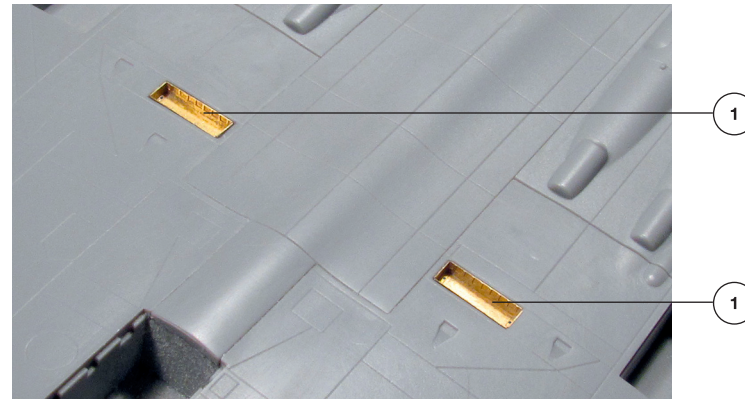
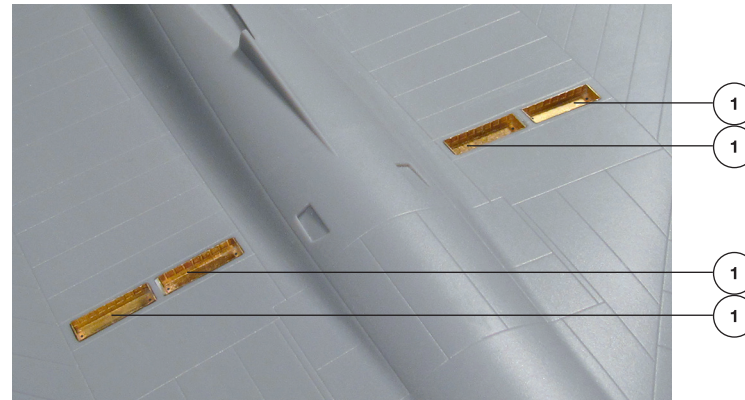
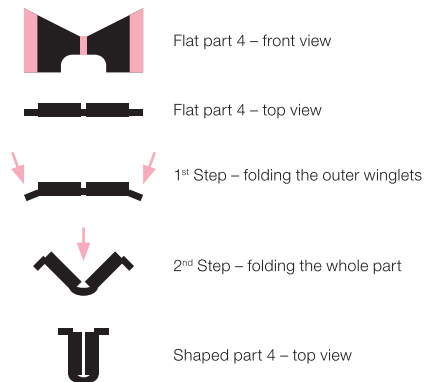
Work on this Vulcan set begins from a bit unusual detail – the air brake bays (parts no. 1).

It is easier to fit them before joining the lower and upper fuselage parts of the kit. All the bays and all the air brake assemblies (AB) are identical and interchangeable.

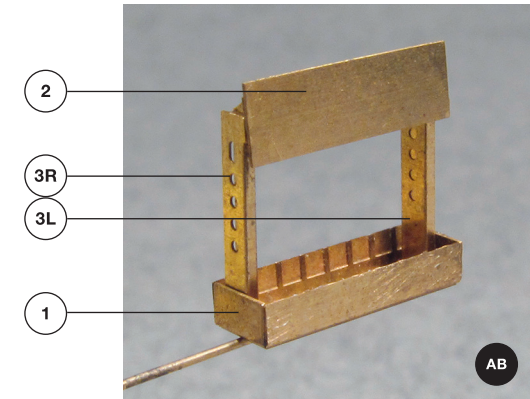
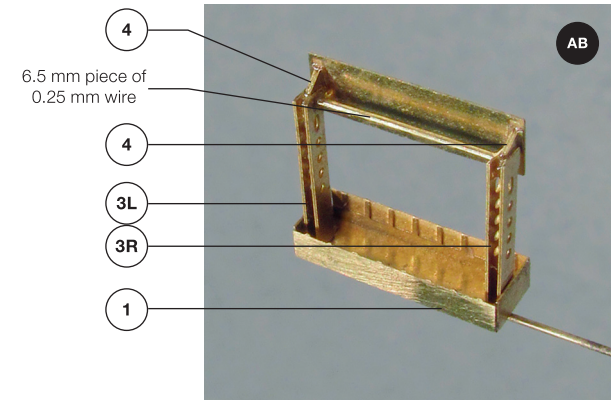
Note the recesses inside each bay go to the rear of a plane.

Folded air brake hinges (4) should go into the slit in the upper part of the air brake supports (3L, 3R).

! The drawing below shows the way of folding 4 parts. Not to scale.



! Air brake bay feature two 0.3 mm holes. The openings may be used to fix the brake assembly with 0.25 mm wire into the bay.



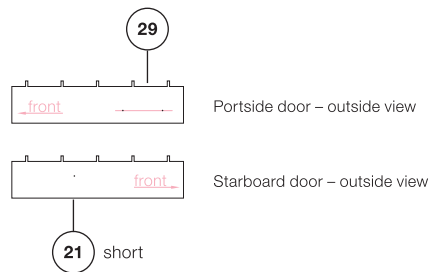
! Supports 3L and 3R should be folded to keep the fold-lines inside of the part. If bent in other way the brass will break. While making the second fold it is recommended to use the popular modelling blade.

When your Vulcan is already fitted with air brake bays it may be convenient to work with the ECM plate which is one of the prominent model features. It replaces kit's part no. 22.

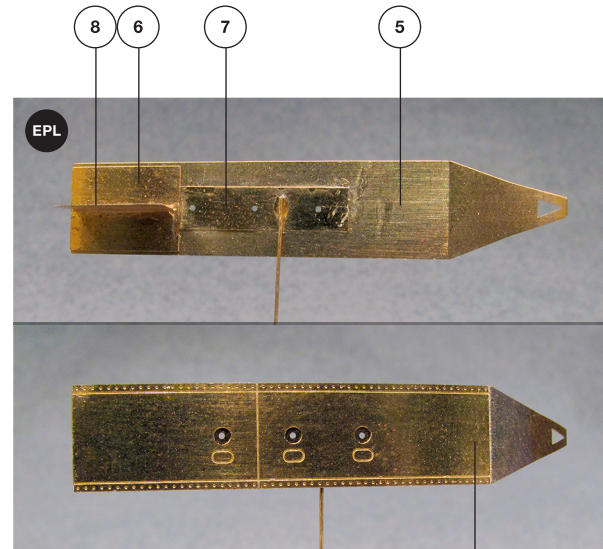
Let us start the assembly with placing the rear backplate (6) to the backside of the main ECM panel (5). It should be aligned to the centreline and to the back edge of the main panel (5). Then the second backplate should be attached along the centreline literally touching the front edge of the already mounted backplate (6). The holes in part no. 6 should be aligned with openings of the main panel (5) creating a kind of sockets for the ECM antennae. The sockets can be filled with the largest resin bits (R1). Finally the vertical spar (8) goes into the slit in the rear backplate (6). It should be mounted at straight angle to the main panel (5).

A several hatch covers on the bottom side of the aircraft (just aft of the main landing gear bays) are also included in this set. Parts 27 and 28 are placed symmetrically on portside and starboard of the aircraft.

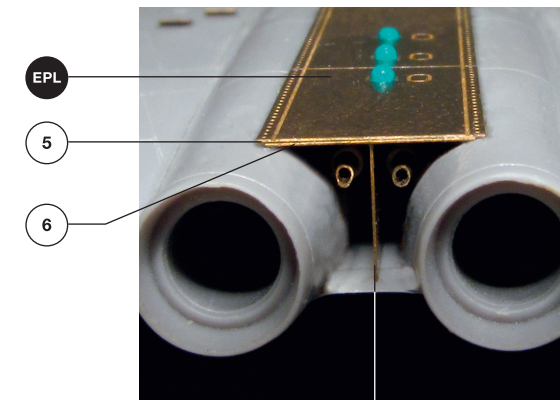
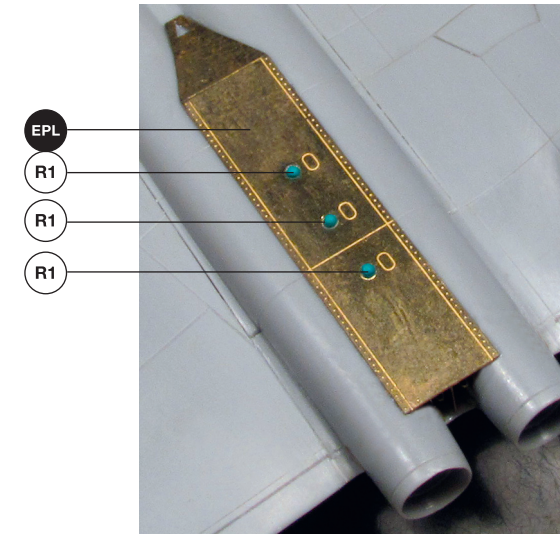
During the later years of Vulcan service two antennae were placed on both front gear bay doors. The location of those parts (included in this set) is shown below.



! Drawings keep 1/144 scale when printed on A4 size paper without "fit to page" option.



! Backplate (7) is visible through the holes in the ECM panel (5) making sockets for resin parts (P1).



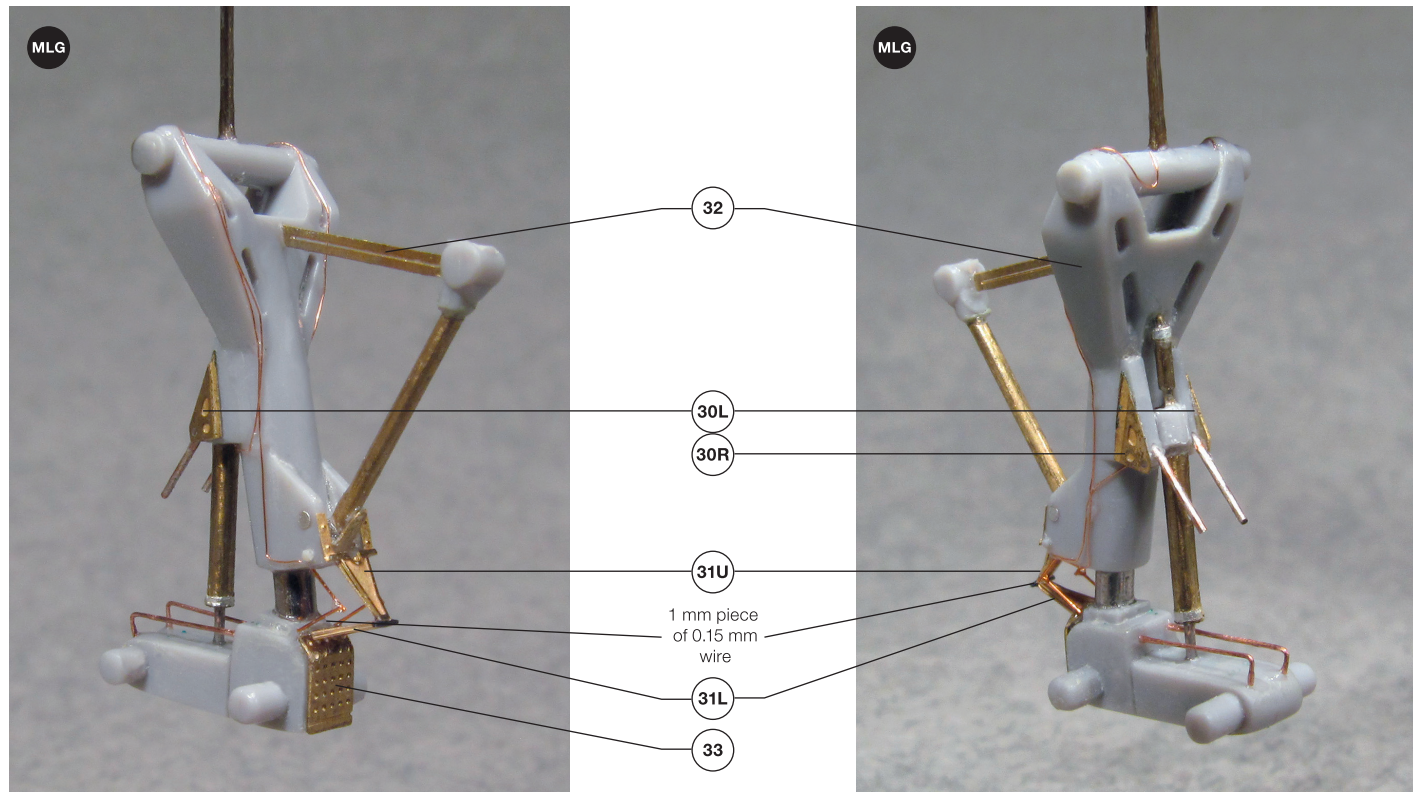
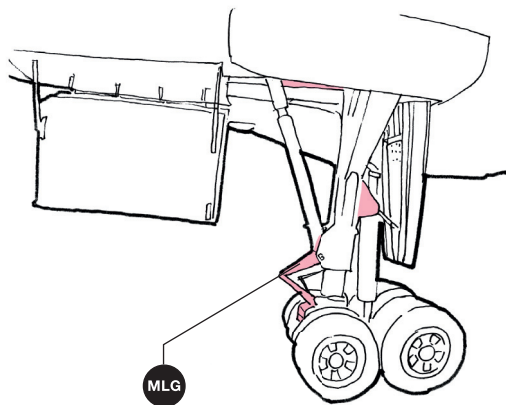
Once all the flat or partially-hidden parts are completed let us take a look at the protruding bits.

First – the main landing gear. The oleos in MLG legs present in the kit are too short. In order to present your model in correct, slight nose down, position it is recommended to extend the oleos using e.g. thick syringe needle as we have done.

The oleo scissors are made of two halves – upper (31U) and lower (31L) one. They need to be folded before attaching to the MLG legs. The scissors hinge is made of 1 mm long piece of 0.15 mm wire.

There are a few other additional parts present on the pictures – these are just a suggestion what can also be added from your spares box.

One thing to note about GWH/PitRoad kit: it is a depiction of a museum machine with unpressurised (and therefore shortened) landing gear oleos. Additionally all three legs are placed too deep in their respective wells.



! Both main landing gear legs have identical layout. The oleo scissors are not mirrored!

Few bits and pieces is distributed on the front fuselage.

Main pitot probes (14+15) have to be moved from their position marked on the kit. The bomb aiming window frame needs to be fitted flush to the front of its bay.

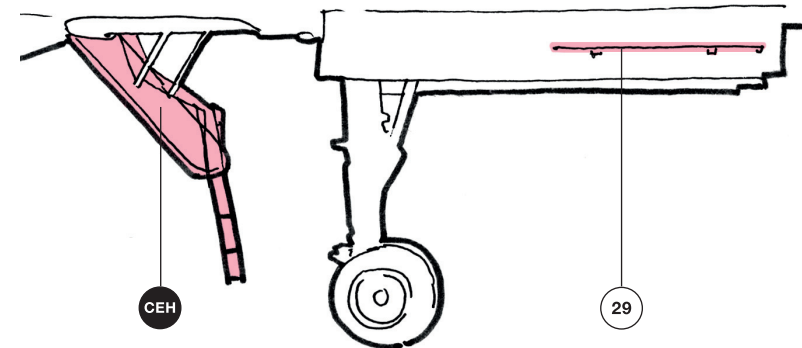
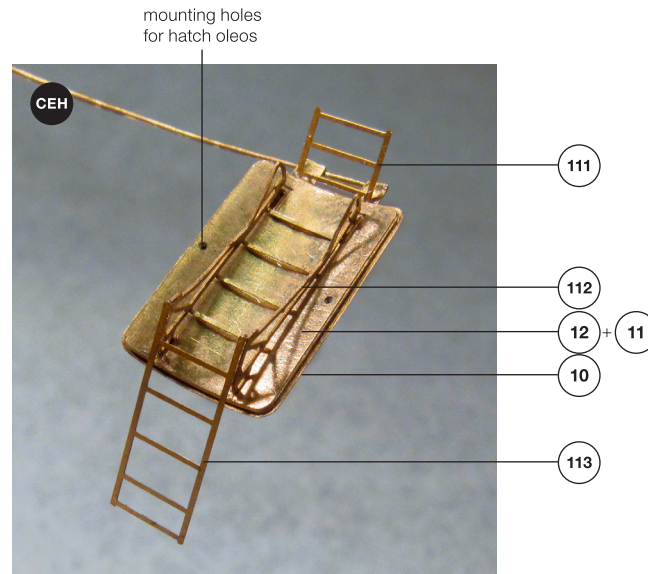
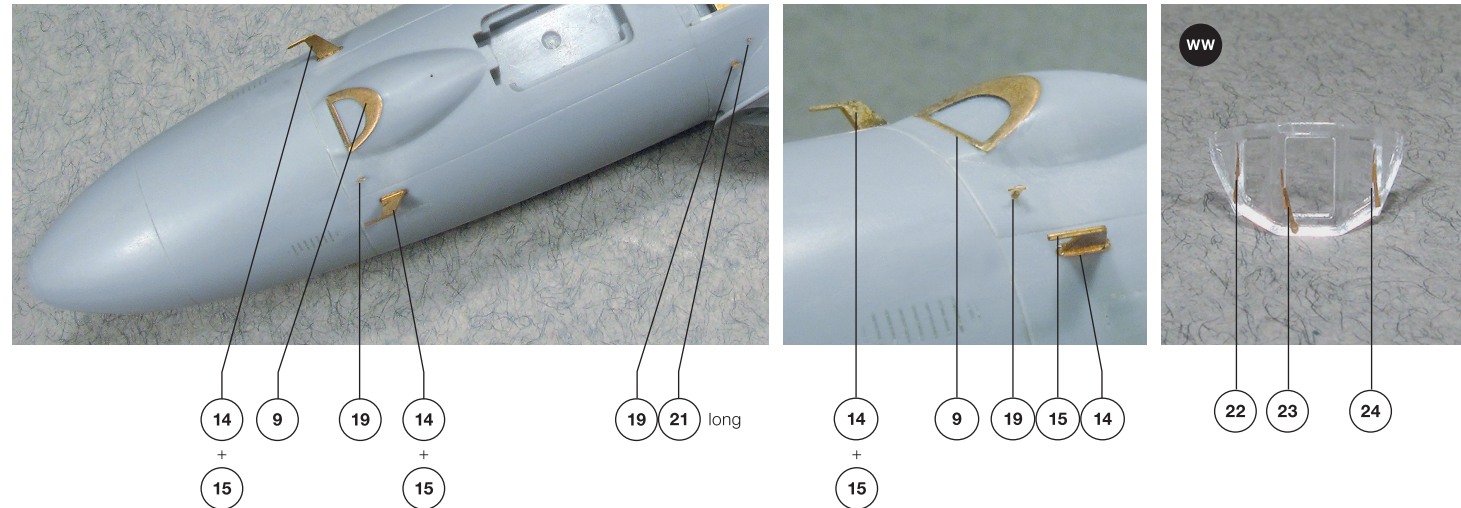
Note that the main air intakes splitter plates are way too big in the kit and need to be considerably reduced.

The windscreen wipers are one of the few subtle hints that despite its futuristic shape Vulcan was a subsonic machine.

The crew entry hatch requires a bit more attention. Both outer and inner parts of the hatch need to be shaped before joining them together. The inner part of the hatch is made of two parts (11+12) to replicate the considerable bulkiness of the real thing.

The upper ladder (111) should not be attached to the hatch cover – it should be placed inside of the hatch. Its arrangement on the photo (CEH) is just for presentation purposes.

There are two more kinds of antennae included in the set (18 and 25). Check your references for their placement.



Main sources:

Tim Laming – The Vulcan Story
Vulcan – Aeroplane Icons