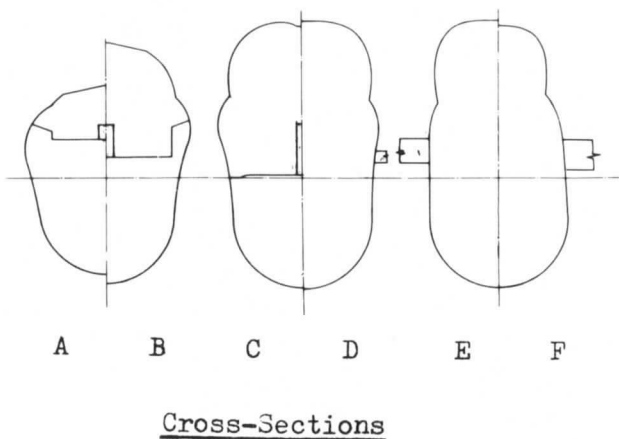
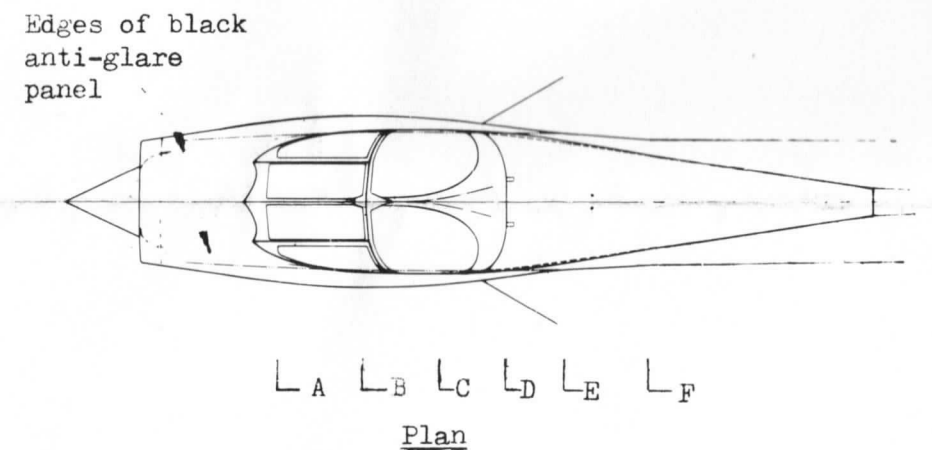
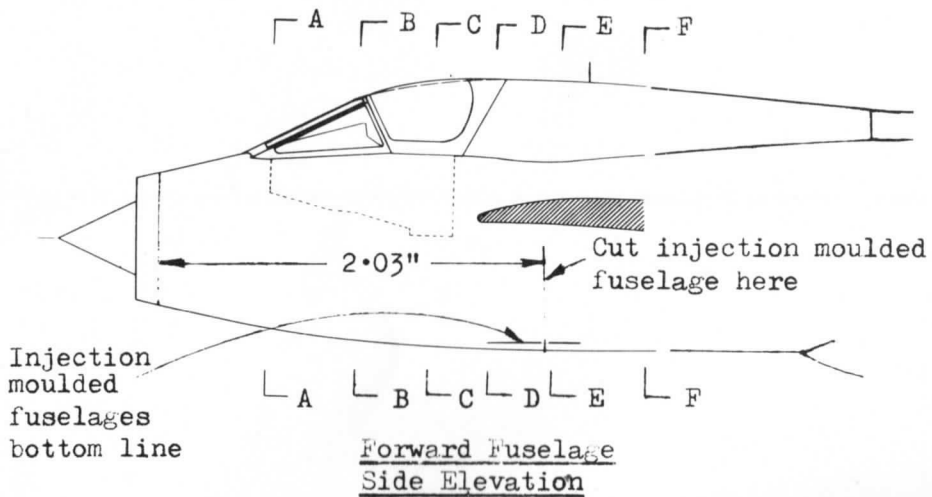


TANDAIR MODELS

1/72 B.A.C. LIGHTNING T.4, T.5, or T.55



Matt black anti-glare panel, wind-screen frame, coaming and canopy frame

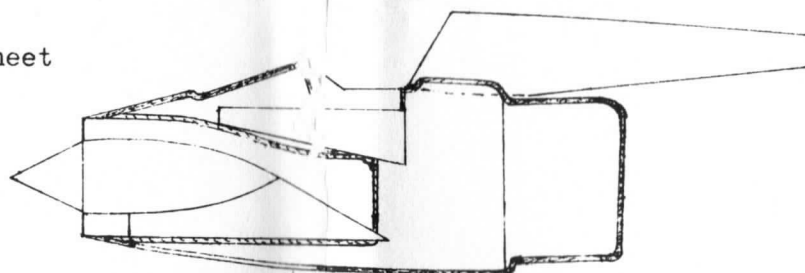
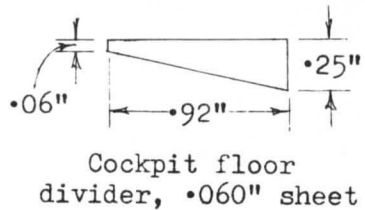
Radome, Humbrol HB.8 new, HF.1 when aged

Figures of serial number repeated on nose, 24" high, rectangular U.S. style, with 45 bevelled corners

Painting mask for cockpit canopy. Trace onto plastic Elastoplast. Reverse tracing for opposite side of cockpit.

Anti-glare panel, etc., as T.4 above

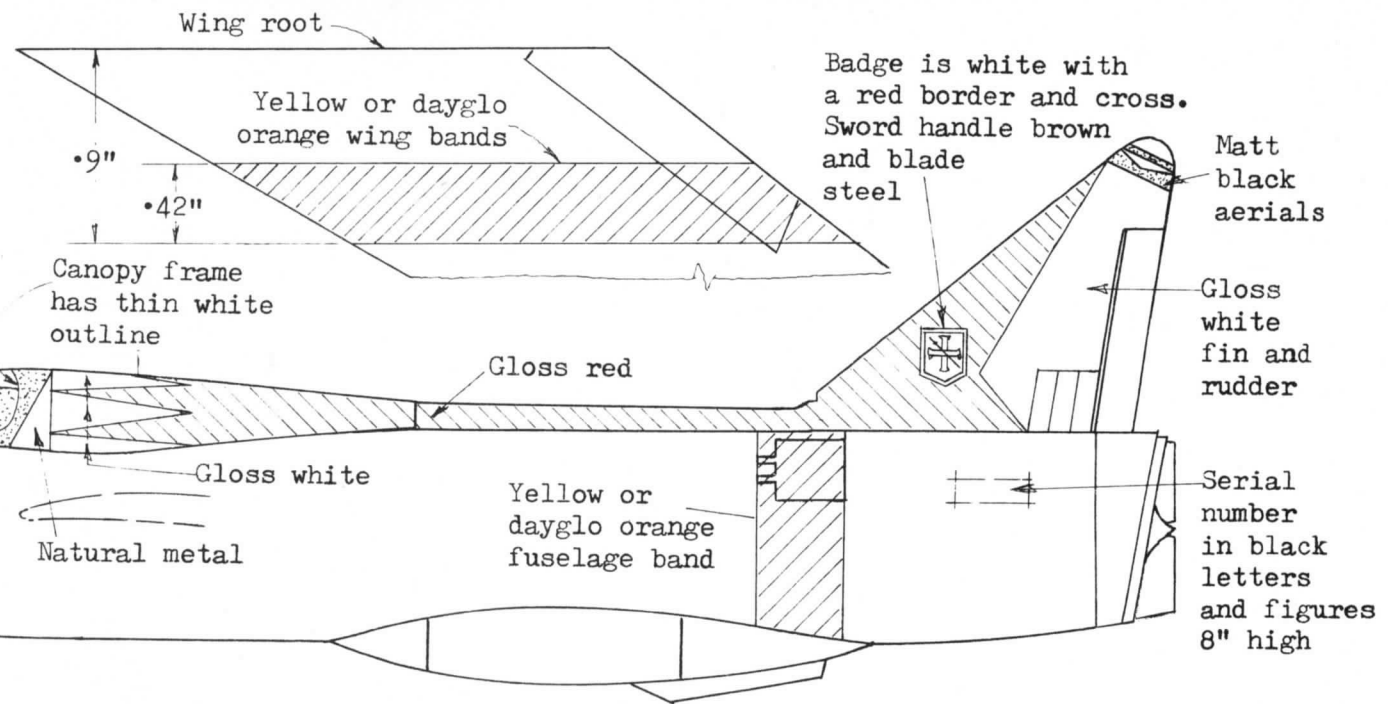
Radome as above



The view above shows the interior of the nose with all components in place. The cockpit floor rests on the intake which in turn rests on strips of sheet positioned and drilled to receive the nosewheel leg. Do NOT measure from this sketch

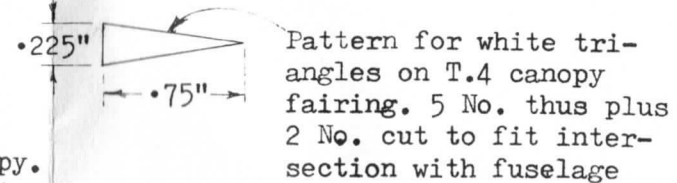
SCALE 1/72

Tandair Models wish to thank the British Aircraft Corporation for drawings without which it would not have been possible to make this kit



L I G H T N I N G T.4, 226 O.C.U., Middleton St. George, 1962

Both aircraft natural metal overall except where otherwise shown



Make fin from 3 pieces of .030" sheet, centre one to dotted outline streamlined and tapered before cementing between the other two

Add rectangular intake, .060" wide

Badge is an 18" white disc with black surround. Red cross, and sword as above

Matt black aerial

Figures of serial number repeated on fin, 20" high in same style as remainder of serial

Serial number 8" high as above

L I G H T N I N G T.5, 226 O.C.U., Coltishall, 1970

Drawings, Illustrations, and Decals.

M.A.P. Plan Pack 2785 (F.1a) has T.4 photographs. Aviation News Warpaint No.2 - all marks. Aircam Aviation Series No.37, photographs and paintings of all marks.

Modeldecal Sets Nos.23,25,28,33,35, and 36, serials and some squadron badges. Esci Sheet No.80, some squadron badges and 226 O.C.U. badge for T.4. Microscale Decals Sheet No. 72-25, U.S. rectangular figures.

Both 226 O.C.U. badges can be made on a piece of white decal using a draughtsman's ruling pen, and ink compasses.

Tandair Models have copy colour transparencies of a T.5 as drawn above a) side view, and b) 3/4 front view of the forward fuselage. Also c) an ejector seat outside the aircraft.

Price p each plus 15p post and packing for up to three.

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TANDAIR MODELS
6 Church Road,
Spratton,
Northampton, NN6 8HR,
England.

ENGLISH ELECTRIC/B.A.C. LIGHTNING T.4/T.5/T.55 CONVERSION KIT

These mouldings are designed for use with the 1/72 scale Airfix F.1a or Hasegawa/Frog F.6 kits.

Construction

Cement together the injection moulded fuselage halves and leave them until the cement has set hard. Cut off the forward fuselage 2.03 ins. from the front, being careful to make this cut perpendicular to the centre-line. The Airfix fuselage has a convenient panel line, scribed at this point.

Cut out the 2-seater forward fuselage halves and sand them to size. There are three simple checks that this is correct:-

- a) at the nose, which should be circular. Make a gauge from polystyrene sheet.
- b) at the widest part (here a pair of callipers or a C-shaped gauge made from the drawing is essential) and,
- c) where the new nose plugs into the injection moulded fuselage.

Next, open the air intake by cutting tight up against the end wall, and sand to shape. Chamfer the inside of the intake.

Cut out the radar bullet and mounting and sand to shape. A piece of sprue put inside before cementing will help in filing the nose to a sharp point. Paint this and set aside. Note that only liquid cement should be used in this model.

Next cut out the intake halves and sand to size. Open the front and chamfer the outside. Check for fit by taping the halves together and taping in position in the front fuselage.

Open the cockpit area of the two fuselage halves. Cut out the cockpit floor and trim to fit. Install a longitudinal divider on the centre line.

Cut out the nose-wheel well.

Cement some small strips of polystyrene sheet to one half of the nose and intake to locate the two. Paint the interior of the intake silver.

Cement one intake half in the corresponding nose half, propping in place with a strip across the back. Cement the other two halves and assemble the two sets dry to ensure correct location of the components. When satisfied with the alignment tape together and put aside to dry. Cement may cause distortion, and a suitable piece of dowel in the intake will help to prevent this.

When set, take the nose halves apart, smooth the intake, and finish painting it silver. Make a hole at the rear to receive the radar bullet mounting.

Now cement the latter in place in one half, checking that it is concentric with the intake. Cement a piece of sheet in the nose-wheel opening to receive the undercarriage leg, allowing for the thickness of the injection moulded fuselage.

Cut an instrument panel from sheet to fit just inside the coaming and resting on the sides of the cockpit floor. Cement this in place along with the floor.. The cockpit interior should be painted matt black at this stage with any details you may have.

It may be found helpful to cement the fin in position at this stage as a guide to aligning the nose. Cement the nose halves together and to the fuselage.

While this is drying, cut out the cockpit fairing and begin trimming. When the fuselage has set fill all joints with body putty and rub down when dry.

Reduce the width of the fuselage spine to suit the cockpit fairing and fit the latter. Again, use of callipers or a gauge is advisable to check the height. Note that the Airfix and Hasegawa fuselages are slightly shallower (.04 in.) than the B.A.C. based drawing included with this kit.

With the cockpit fairing in place, cement a piece of 10 thou. sheet on to the forward face of the fairing. This when trimmed to fit round the edge and the joint filled makes a sharp division between the fairing and the canopy not possible in the moulding process. Paint matt black.

Lastly, cut out the cockpit canopy, which is P.V.C., and trim to fit. A modelling knife with a new blade is the writer's preference for this task. The sides of the canopy are undercut at the rear (see cross-sections). File the cockpit fairing to produce this feature.

A second seat must be found, either from the spares box or by copying the seat in the injection moulded kit.