



1/72 scale Wellington DWI conversion set for Airfix kit

These Wellingtons were rare, with only 15 converted as such. Early operations were flown over Europe, and in the UK, however most were sent to the Middle East. I found it really tricky to get definitive information, however I think that a fairly accurate representative set has been made. Note I have included Vokes filters as I think these would have been fitted to almost all aircraft in the middle east operations. Scouring the internet you will probably find most, if not all the pictures I have found. However, if you have any additional and specific pictures and information I would really like to see it.

Decals for two of the DWI Wellingtons are provided on the excellent DK decal sheets. Sheet numbers 72063 and 72069, both excellent sheets with lots of interesting options, well worth it, see www.dkdecals.cz or other retail shops.

For this set you will need a 1mm diameter drill to open out all holes in nose part and the ring sections to accept all the brass parts. I hope that the pictures will explain the assembly.

Start with the ring, the parts are named F,B,L and R. This is as viewed from the bottom of the aircraft, and gentle scoring will release the ring from the casting stub. Carefully assemble the ring using the lapped connection joins. All holes to be drilled out and slot on front section opened to square shape, these are pointed out with small markers. Only drill into ring section about 1mm deep to accept brass rods.

To cut the kit fuselage parts to accept new nose and tail blanks, cut off front fuselage on CUT line that Airfix provides on the inside of the kit and remove the small over hanging pivot point at rear of fuselage.

Remove the carburettor intakes below the cowlings and add the new Vokes ones, however your need to decide if these should be fitted, I would say that in 90% if not all cases they would have been fitted at some time.

Note the positioning of the upper hatch, the dimension for placement of 21.5mm is back from the DF loop attachment point, the rails are provided in plastic strip and need to be 6.5mm long and are attached 1mm from the edge of the new sliding hatch.

Note position of drill hole for underside of rear fuselage tube support is 40mm from rear of bomb bay. Note position on wings for the tube supports are 90mm from rear wing route, then at 90 Deg. go inwards 24mm and drill hole.

Note the dimensions on the pictures of the ring sections indicate the length of brass tube to use. The left and right 18mm, set the final distance between underside of wing and top of ring at about 12/13mm. At the rear cut the inner tube 10mm long and the 2mm diameter outer tube at 3mm, that is the correct length to space the ring away from the fuselage.



