

Spitfire F XIV Conversion

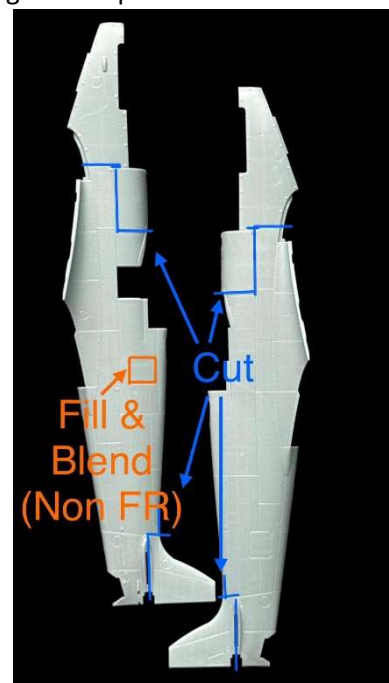
1/48 Conversion Set for Eduard Spitfire Mk VIII "High Back"

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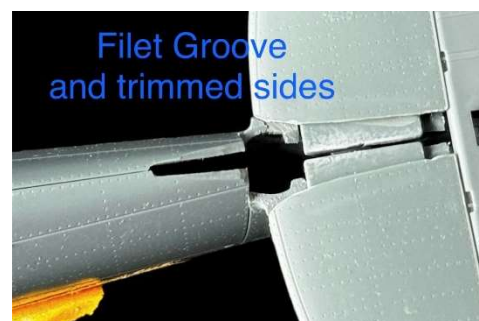
- Working with 3D printed parts.
 - o Removal of the supports: Parts are printed into an enclosed cage that protects them in the different stages of production, transport and storage. Please cut the 4 pillars at their base on the corners and clean up the remaining mesh to access the parts. Then you can remove the parts from their support, starting by the most accessible on the sides and working your way to the center. Work support by support, using razor saw or new scalpel blade.
 Avoid snapping the part off its supports as it could damage the part in the process.
 - o Outer fuselage surfaces (ie: Sides of the cowling) might need Surfacer and sanding work for optimal result. Please try to avoid filling small rivets in the operation.
 - o Don't "force fit" parts into assembly. Cured resin is very hard, but will break under pressure.
 - o For accurate fitting, prefer trimming and sanding the plastic parts rather than resin. Plastic is easier to form and shape. But ultimately the choice is up to the builder.
 - o Washing agent residues can remain on some surfaces, fine grid sand to get rid of them.

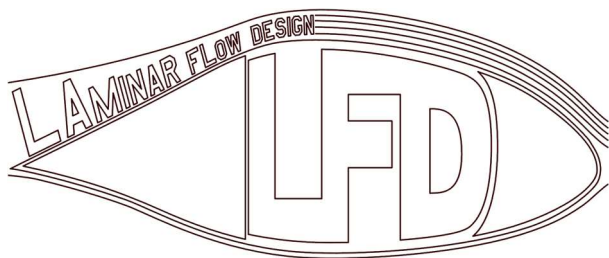
- Choosing the base kit:
 - o The Kit to start your conversion with is any boxing of 1/48 Eduard Spitfire MkVIII (Overtree is recommended). Using this, and only this kit, will lead to obtaining an High back Spitfire Mk XIV with C-wing on completion.
 - o It is possible to obtain other versions of the Spitfire XIV by doing as follows:
 - High Back Spitfire FXIV with E wing: Optional Cage 3 contains E-wing panels or combine with an E wing sprue from Eduard (Cut E wing panels and adapt).
 - High Back Spitfire FR XIVe: Optional Cage 3 contains FR Mods.
 - Low Back Spitfire F XIVe: Combine MkVIII set (wings and Tailwheel area) with a Low back MkXVIe set (fuselage minus tailwheel area). Fuselage hatches & templates are included for this option.
 - Low Back Spitfire FR XIVe: Same as previous, + Optional Cage 3 contains FR Mods.



Basic Assembly: Cages 1&2

- Preparatory work
 - o Fuselage:
 - Nose Cut: Cut Fuel tank and Merlin Cowling along panel line per picture
 - Tail post: Cut the upper tail post along the horizontal plane axis. Add a groove on the upper centerline to clear the filet rib. Slightly trim the fuselage along the groove (see picture)
 - For High & Low back F XIV, fill and blend the LH fuselage access hatch.





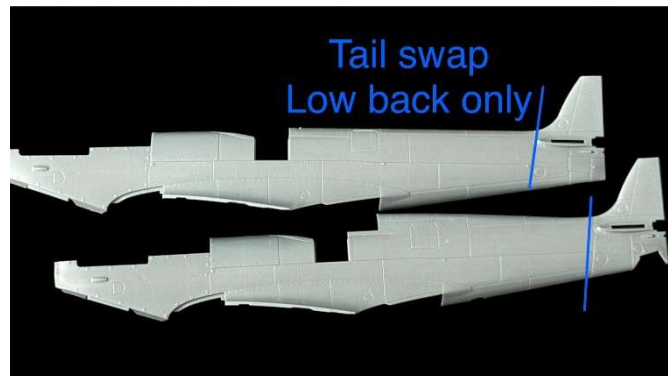
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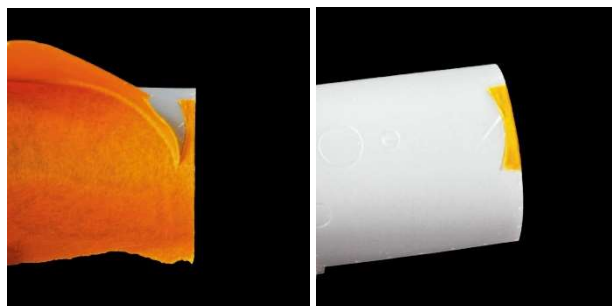
- For Low back only, before cutting up the tail, Swap the whole tail (tail post and tailwheel) with the VIII retractable sample. Cut slightly in front of the panel line of the MkVIII fuselage, and slightly back of the line for the low back fuselage. Approach the line with flat file for a perfect cut. Treat one fuselage half at a time, use the other half to realign correctly. Assemble and proceed to the other half fuselage



- Fuselage RH Hatch: Place the corresponding template (Low or high back) on the fuselage using the inner rib as positioning aid, attach temporarily the template with tape. Drill multiple holes and finish with scalpel to remove the inner portion. Finish with flat and round files to conform to the template opening. Check the fit of the hatch with your opening regularly, avoid forcing it into. Glue hatch into opening from the inside, notice hinge upside.



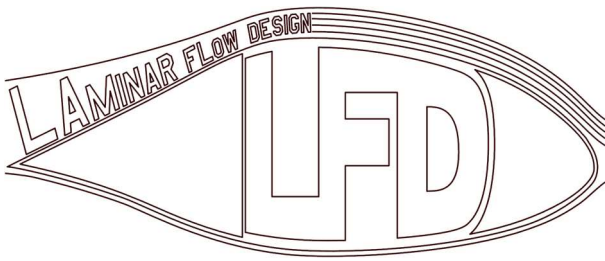
- Griffon resin nose: Place masking tape on the front windshield recess and cut the outline. Transfer the tape to a 0.3mm thick plastic sheet and cut a part out of it. Form it to the tank outer curve and CA glue it in the windshield recess on the resin nose. This is to ensure that the windshield part can be glued to the fuselage without CA glue and avoid fogging on the clear part.



○ Wings:

- Remove & trim the rear Vokes Carb intake molded integral on the Under wing part. The lower central front panel must be flush to accept the new intake.





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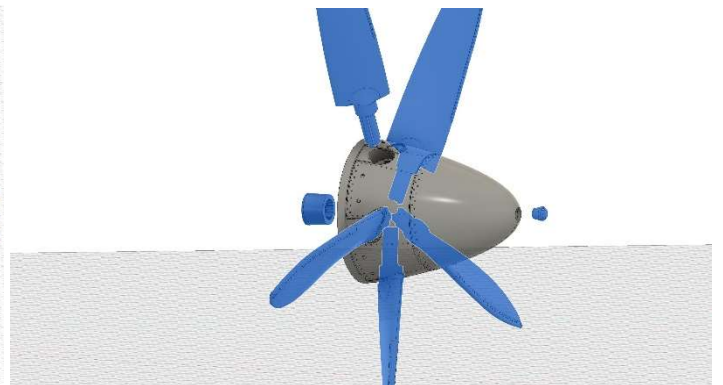
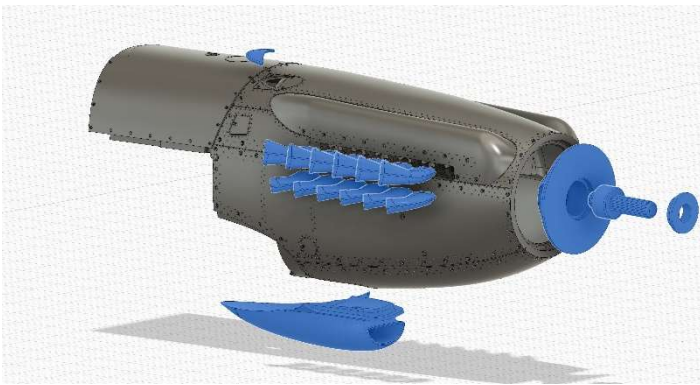
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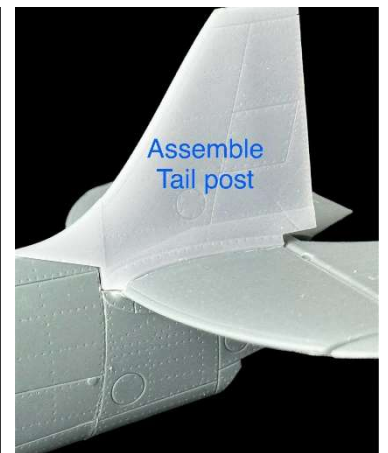
- Assembly Instructions (the sequence described here are in no way compulsory, but is one found to be working well. However, modeler is free to adapt to his own view.)
 - o Nose :
 - Assemble fuselages halves, cockpit per instructions. Add parts G55/56 to fuselage.
 - Assemble carb intake to Griffon nose.
 - Add the supercharger scoop on the top RH recess.
 - Slide the nose in the fuselage from top and glue from inside.
 - Slide in the unassembled lower wing from rear, watch to not damage the carb intake rear edge.

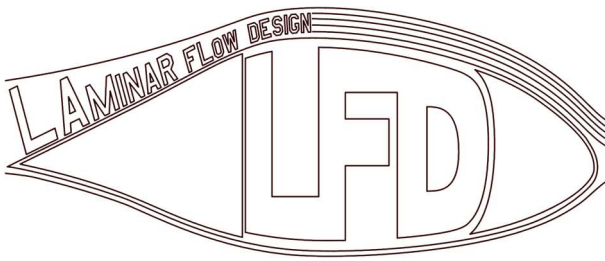


- Add Supercharger intake, exhaust pipes, check your subject for fishtail (early) or round exhausts (late) & assemble spinner per illustrations
- Assemble add on parts & spinner per illustrations.



- o Tail :
 - Assemble the fixed tail plane to the fuselage. Temporarily (don't glue) add the elevators in the slots to help alignment.
 - Assemble tail post, Once dry, remove elevators, add parts F52/53. Glue elevators & Rudder.





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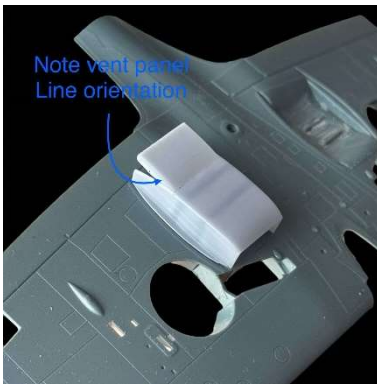
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○ Wings:

- Radiators are maybe the most delicate parts to work with, be careful removing them from supports. Best is to leave them last on the plate, removing everything around. This will allow you to clean them 360. Begin by the inside support structure, one by one up to down. Free the radiators with the rear vent print plate still attached. Once freed and cleaned, gently slide the tip of a new blade over the vent print structure boundaries to slowly weaken it. (don't push the blade too deep in the holes) After a few passes the sides will detach, a few more passes on the axle joint and you are done.



push the blade too deep in the holes) After a few passes the sides will detach, a few more passes on the axle joint and you are done.

- Carefully Clean support points, especially on the joint with the wing.
- Assemble radiators parts per picture. Note dented grill vent front, actuator side centerline. Vent panel front.

