

# FALCON

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# TRIPLE CONVERSION II

## TRIPLE CONVERSION KIT II

1/72nd scale

McDonnell F2H-3 Banshee  
Lockheed EP3-E Orion  
Grumman C1-A Trader

(Basic kits required — Airfix Banshee,  
Hasegawa Orion and Tracker.)



N.B. As the use of the product contained in this package is not under the control of the seller, it is sold with no warranty, statutory or otherwise, whatsoever.

*Made in New Zealand*

### TABLE OF PARTS

#### Banshee

1. Fuselage halves
2. Upper Wing
3. Lower Wing

#### Orion

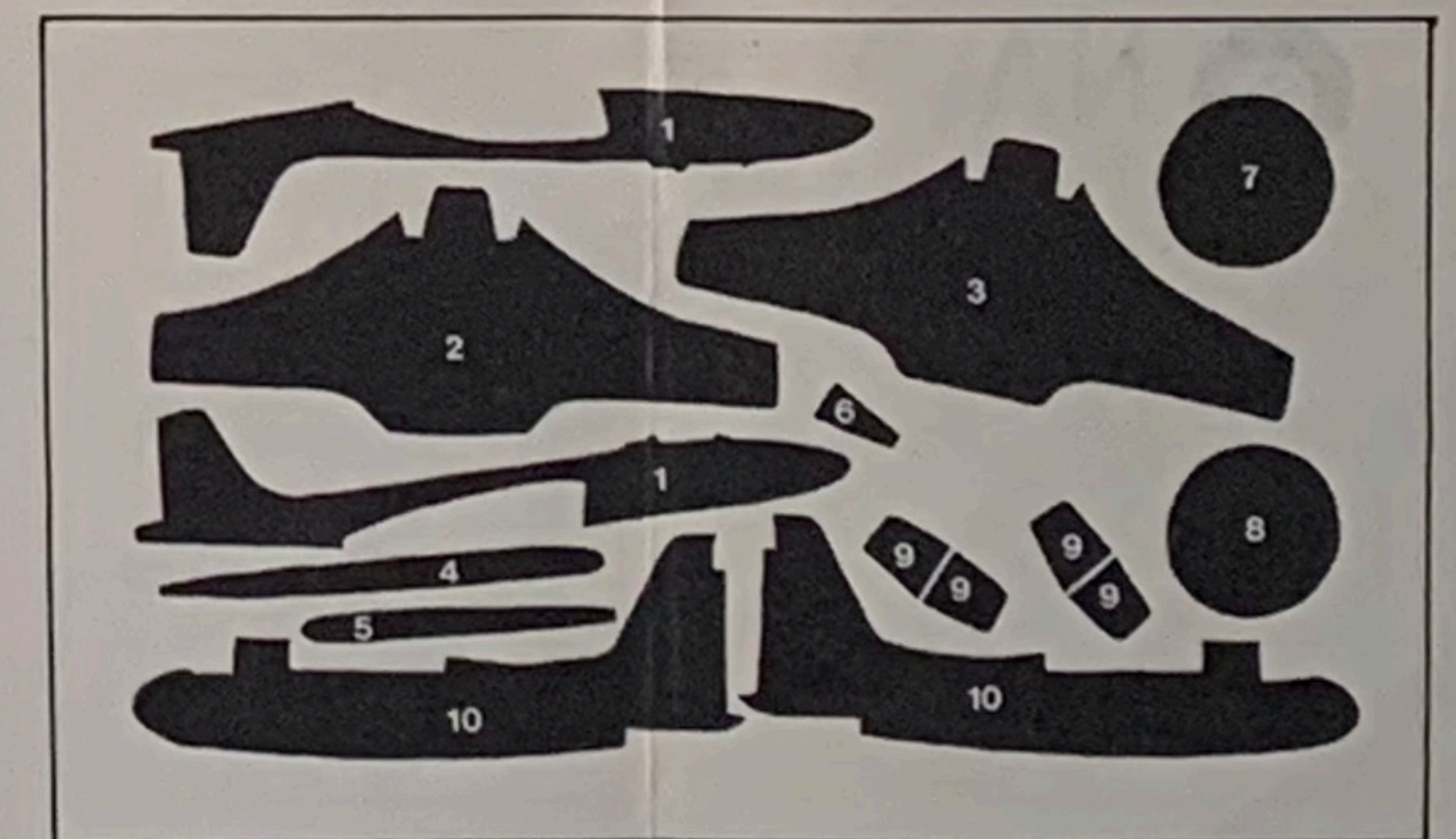
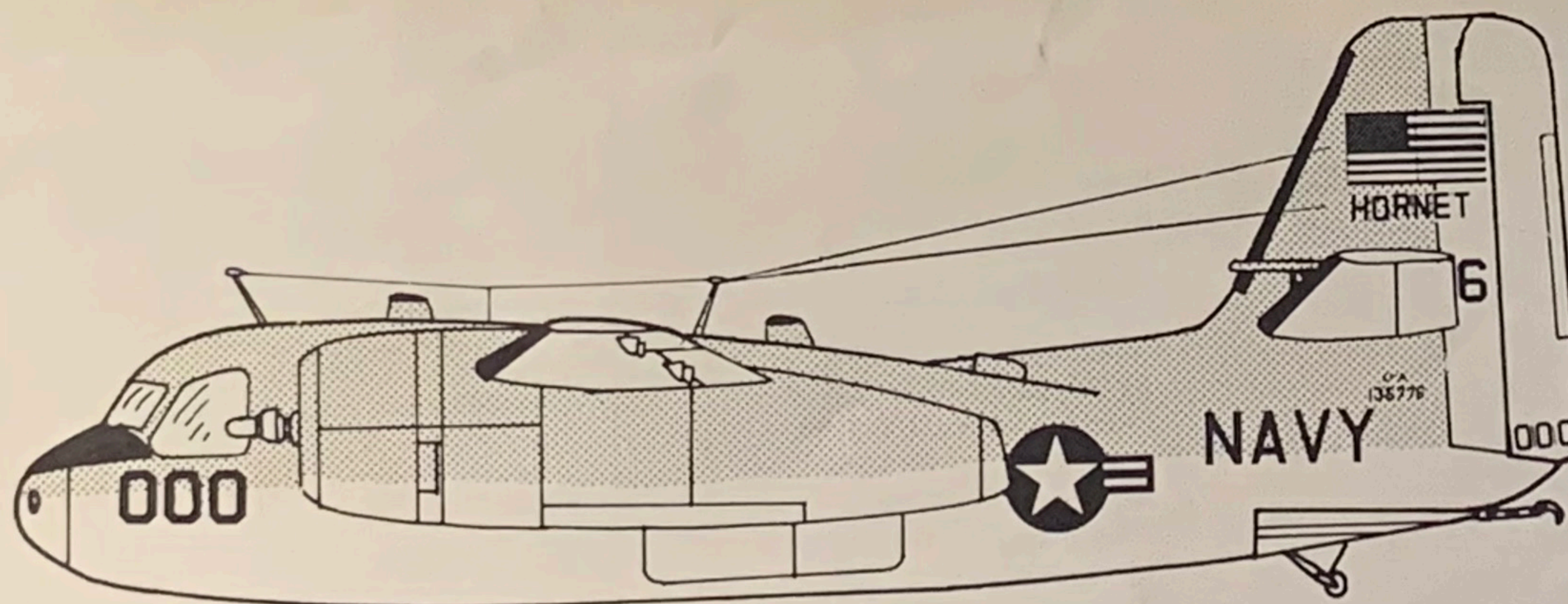
4. Dorsal Electronics Pack
5. Ventral Electronics Pack
6. Ventral Pack Behind Radar Dish.
7. Radar Dish, Upper Half
8. Radar Dish, Lower Half

#### Trader

9. Rear Engine Nacelles
10. Fuselage Halves

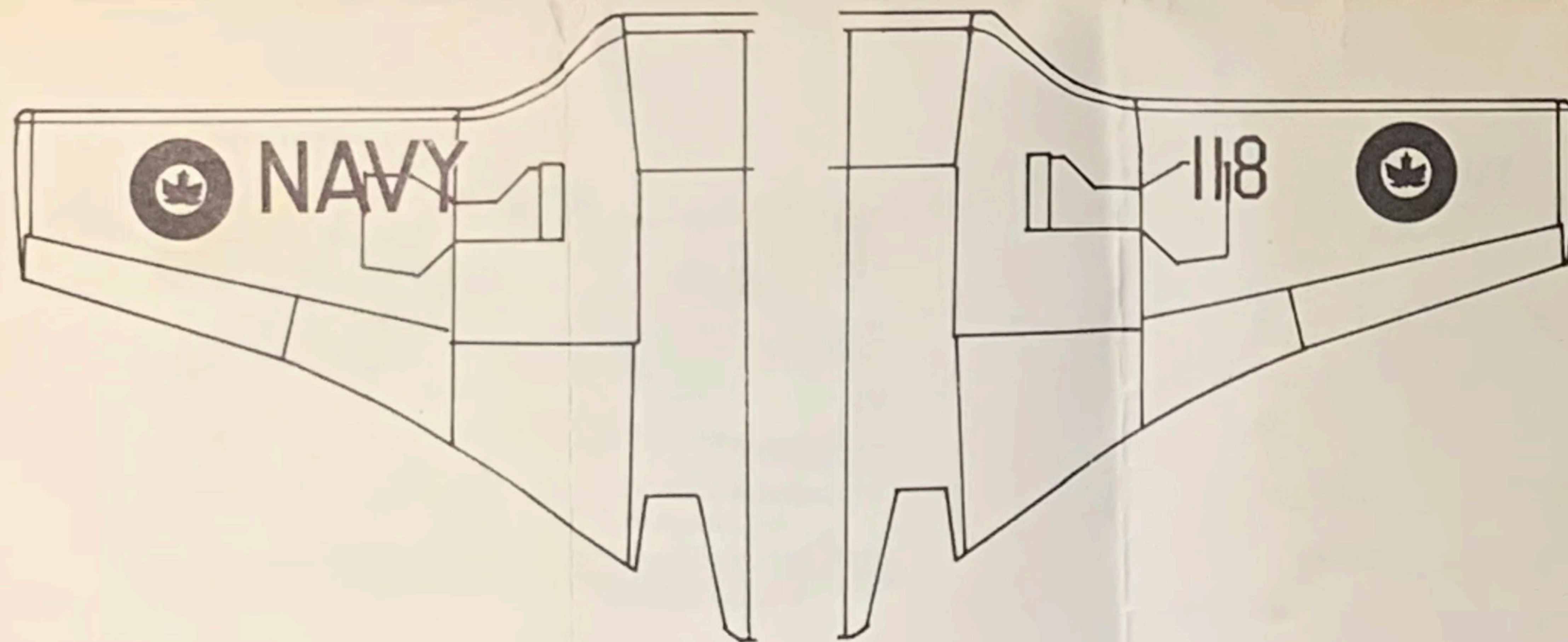
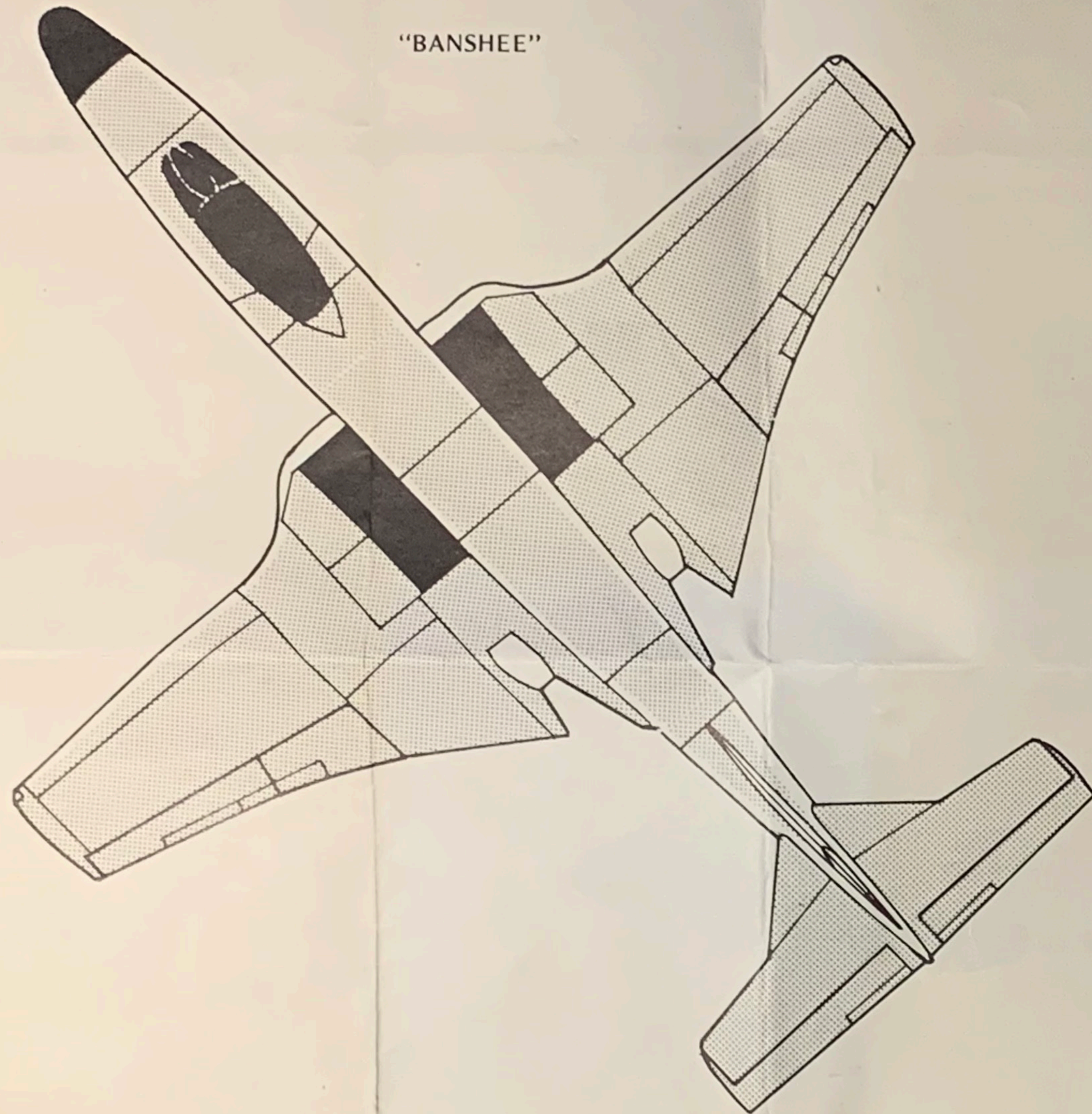
Produced by  
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Wellington  
New Zealand

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"BANSHEE"



References

McDonnell Banshee

- Naval Fighters No. 2 - McDonnell Banshee By Steve Ginter
- Aviation News Vol. 2/No. 21
- Air Classics Quarterly: Summer 76, Fall 75
- US Navy and US Marine Corps Fighters 1918-62 Harleford's
- IPMS Quarterly: Vol. 12/No. 3
- Aeroplane Monthly: Sept. 76
- Koku Fan Dec. 80
- Koku Fan (Special Edition) US Navy Jet Fighters

Lockheed EP3-E Orion

- IPMS Quarterly: Spring 81
- Koku Fan No. 97
- Koku Fan April 82

Grumman C1-A Trader

- Aviation News Vol. 5/No. 9
- Air Combat July 83, Jan 79
- Koku Fan Nov. 77, Oct. 80, Aug. 80
- Aerophile Vol. 1/No. 3
- IPMS Quarterly Vol. 15/No. 3
- Air Classics June 72, Jan. 83

ASSEMBLY NOTES

The following is not intended as a comprehensive set of assembly instructions but as a guide to help the modeller avoid pitfalls during construction. Some small parts must be fabricated by the modeller and access to some basic reference material is essential.

General

- Use the drawings provided as a guide to parts location.
- Trim each part from the backing sheet leaving a 1/16" surround of plastic. Remove this remaining plastic by sanding the mating edge of each part against a sheet of 320 grade sandpaper fixed to a flat surface. Be sure not to remove more than required.
- Cement parts by binding together with thin strips of masking tape and then flowing liquid cement into the joint. Remove the tape after 24 hours and give a second application of cement.

Lockheed EP3-E Orion

- This version of the Orion is equipped with extra Radar and electronics packs. The outline of the aircraft's fuselage is changed considerably by these additions.
- Use the side view provided to locate the 4 fuselage additions. Note that part 6 has its wide end forward.
- The aircraft shown in the side view is pictured on page 27 of "Koku Fan, Famous Airplanes of the world, No. 97". It is finished in the standard U.S. Navy scheme shown in the Hasegawa kit instruction sheet. All the conversion kit additions are matt black.
- Standard National markings and stencil markings are carried.
- All code numbers and letters are black.

McDonnell F2H-3/4 Banshee

- The -3/4 versions of the Banshee had a longer fuselage and enlarged wing area over the earlier models. It was a much more powerful warplane.
- Use the conversion parts provided to replace the Airfix fuselage and wings.
- Before joining the wings to fuselage cut away the excess plastic from the fuselage rather than the upper wing half.
- Most -3/4 series Banshees had a triangular fillet added forward of the tail plane. Add this from plastic card as per the drawings if required. The Canadian aircraft shown in the drawings had this fillet.
- The aircraft shown in the drawings is from VF870, Royal Canadian Navy. Colour scheme is extra dark sea grey upper and sky (light green) lower surfaces. Rudder design blue and white. Letters and numbers black. Wing and fin leading edges natural metal. Tail hook is red and white. Serial number is 126343. A side view and photograph of this aircraft appears in "Naval Fighters No. 2" by Steve Ginter. This excellent book also has many other colour schemes, photographs and interior information on all models of the Banshee.

Grumman C1-A Trader

- The Trader is the C.O.D. (carrier onboard delivery) version of the Grumman Tracker. The Trader has a wider and deeper fuselage and "solid" rear engine nacelles.
- Replace the Hasegawa Fuselage with the conversion fuselage. Hollow out the six round and four rectangular windows before joining the two halves. Use a pointed knife from the inside while viewing the work from the outside of the fuselage.
- Fit the Hasegawa cockpit components and a rear cockpit bulkhead from plastic card.
- Cut off the Hasegawa engine nacelles at the vertical panel line in line with the rear of the wheel wells and fit the conversion parts. There will inevitably be some filling required at this joint.
- Fit the Hasegawa rudder to the conversion fuselage.
- The Trader is not fitted with a search light in its starboard wing, as on the Tracker.
- Add the aerial and beacon array as per the side view drawing.
- Instal the two small ducts on either side of the fin as per Fig. 1. Note that these have intake ports at the front and exhaust ports to the rear.
- The aircraft shown in the side view drawing is finished in light gull grey upper and white lower surfaces. "Stars and Bars" from the Hasegawa kit may be used in the standard positions. No markings are carried above the starboard or below the port wing. No "wing walks" are painted on the upper decking. Standard Tracker safety stencilling was carried and propeller tips are white/red/white. Arrestor hook is black and white. Serial number is 136776.