LOCKHEED VENTURA

The Ventura or PV1 was developed from the Lockheed Lodestar Slightly larger in fuselage length and wing chard than the Hudson. The Ventura was used in small numbers by the RAF and by USAF - B.36, USN PV1, PV2 and PV3.

The only main Airfix kit parts which can really be used without alteration are the tail surfaces, u/c and forward transparencies. However in order to use as much of the original kit as possible the wing outline will have to be changed by the addition of plastic card strips and filler at the inner trailing edges to make up to the new wider chord outline (see diagram 1).

Stage II - Cut away existing engine nacelles and fill in recesses - see notes and diagrams for Whitley conversion.

If the USAAF or USN version is being built the Martin dorsal turret should be fitted in place of the Boulton and Paul turret of the RAF version.

Fuselage construction follows the methods shown on the general instruction sheet.

ARMSTRONG-WHITWORTH WHITLEY III.

Large numbers of Whitley III bombbers, which had been replaced by Martin powered Mk.IV aircraft in 1938, were converted to troop transports by having the bomb racks and "dust bin" turrets removed and a hatch fitted in the lower fuselage behind the wings.

The Mk.III was radial engined 2 x 845 h.p. Armstrong Siddeley Tiger engines. No armament was carried and aircraft could be seen with or without the pronounced bomb ainers window.

The modifications to the basic Frog kit involve complete replacement of engines and nacelles, new front and tail turrets a new rear fuselage below the tail turret and new tail fins.

Stage I - Bend a piece of .030 polycard to the airfoil curvature for both upper and lower wing halves, to fit internally (see Diagram I) The pieces should overlap the existin nacelle position by 6 m.m. Glue in place and hold down to a firm close bond. Set aside to dry.

Stage II - Cut away front and rear fuselage to accommodate new turrets (see 1/72 scale drawings). The bomb ainers window as supplied in kit may be used or alternatively the aperture may be filled with card and filler and when dry filed and sanded to the more rounded shape as shown.

The lower section of the fuselage below the tail turret should be cut away and the new moulded section glued in place.

Stage III - Any filling with stopping may now be done and when dry the new sections filed and sanded smooth.

Stage IV - The wing halves glued together and the nacelles cut and filed completely away. The surface of the plastic sheet inside the wing will be below the level of the outer wing surface. This should now be built up level on all surfaces with plastic card and filler (see diagram II). File and sand level when dry.

Slightly larger in fuselage length and wing chord than the B.34. The Ventura was used in small numbers by the RAF and by USAF - B.36, USN PV1, PV2 and PV3.

The only main Airfix kit parts which can really be used without alteration are the tail surfaces, u/c and forward transparencies. However in order to use as much of the original kit as possible the wing outline will have to be changed by the addition of plastic card strips and filler at the inner trailing edges to make up to the new wider chord outline (see diagram 1).

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Stage V - Nacelle assembly follows method given in General instruction sheet. Note:- It is advisable to place wings into fuselage slots while fitting of nacelles to wings is taking place. Due to

...../the abnormal

Due to/. .....

the abnormal angle of incidence of the Whitley wings the nacelles sit at rather a nose down attitude relative to the centre line of the wing chord. Any filling should be done when the nacelles are set and finally filed and sanded to a smooth finish.

Stage VI - The new fins are now assembled ready for fitting to the Kit tail planes when final assembly takes place. Vacuum formed radial engines can be considerably strengthened by making a rolled insert from very thin plastic card (see diagram III). Engines from spare parts may be glued to the front of the insert before the two halves are placed together.

The Whitley III D/F loop was not enclosed in a fairing.

VICKERS-ARMSTRONG WELLINGTON II

The main-stay of Bomber Command in the early two years the Wellington Mk.II was a Merlin XX motored version of the IC & IA Wellington. The Merlins giving increased power and lifting capacity.

Modification to the Airfix Mk.III kit involves a cowling and nacelle change and the making up of new propellers from plastic card and the spinners provided.

N.B. It is advisable if using the vacuum formed spinners to fill these with stopping before boring holes for the blades. Alternatively the whole propeller from the Frog Whitley kit may be filed down and glued inside the vacuum formed spinners.

Preparation of wings and fitting of new nacelles follows the same method as is usual for the Whitley.

Although a few Wellington IIs had the triangular fuselage windows the majority had the long side windows and nose windows. This conversion is much more difficult. Vacuum formed windows are not very satisfactory for the purpose - far better to cut same from the thick clear polystyrene supplied as the pillar for the model stands in Airfix kits. A plan to 1/72 scale is supplied for marking these windows. The Geodetic frames can be marked onto the plastic using a sharp knife or scriber.

Consideravle care is necessary when cutting out the long side windows - use fine fret saw and file.

You will find the fuselage has now become very pliable and this must be stiffened before windows, wings etc are added.

Stage I - Cut a .040 polycard fuselage former to fit at the front end of the long windows - you will find the former will also act as a rear bulkhead for the cockpit (see deagram A).

Stage II - Assemble the fuselage halves including the new bulkhead.

Stage III - Cut and fit two centre fuselage spars from .040 card - these will rest onto the top of the wing stub stiffeners inside the fuselage and can be inserted through the side window openings (see diagram A).

Stage IV - The bulkhead and spars must now be painted black and allowed

wing chord. Any filling should be done when the nacelles are set and finally filed and sanded to a smooth finish.

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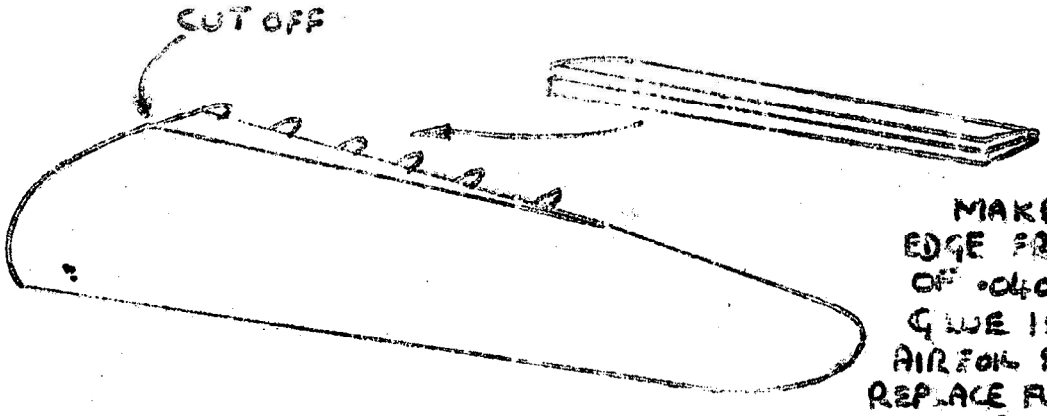
Stage IV - The bulkhead and spars must now be painted black and allowed to dry before side windows and canopy are carefully glued in place.

N.B. If the Geodetic lines on the windows are to be painted black this is best done before fitting the windows. Use a fine point mapping pen to run the paint into the scratched grooves.

HEAVY CONVERSION UNIT No 3.



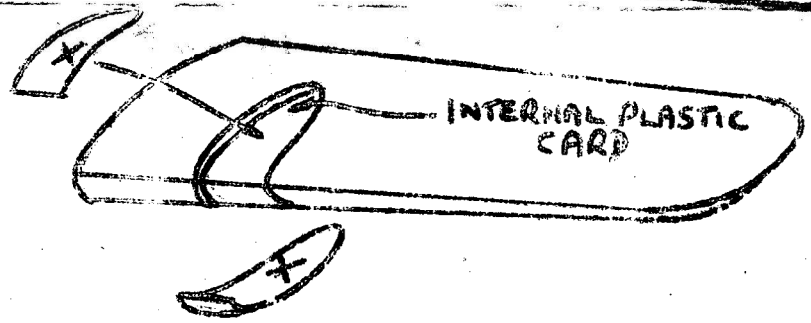
LOCKHEED VENTURA

DIAGRAM I

MAKE UP NEW TRAILING EDGE FROM TWO THICKNESSES OF .040 PLASTIC CARD GLUE IN PLACE AND FILE TO AIRFOIL SECTION WHEN SET. REPLACE FLAP SLOTS MADE FROM SCRAP SPRUE

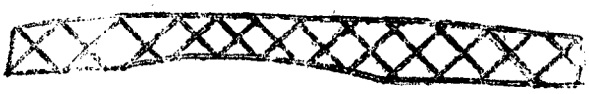
A.W WHITLEY III

DIAGRAM I

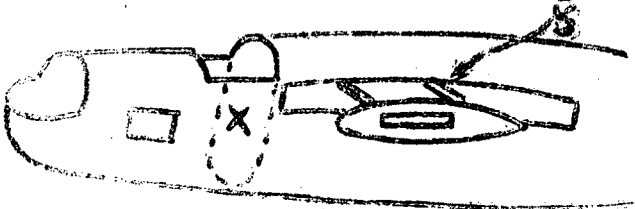


CARD CUT AND BENT X TO BRING NACELLE RECESS UP TO SURFACE LEVEL

DIAGRAM III

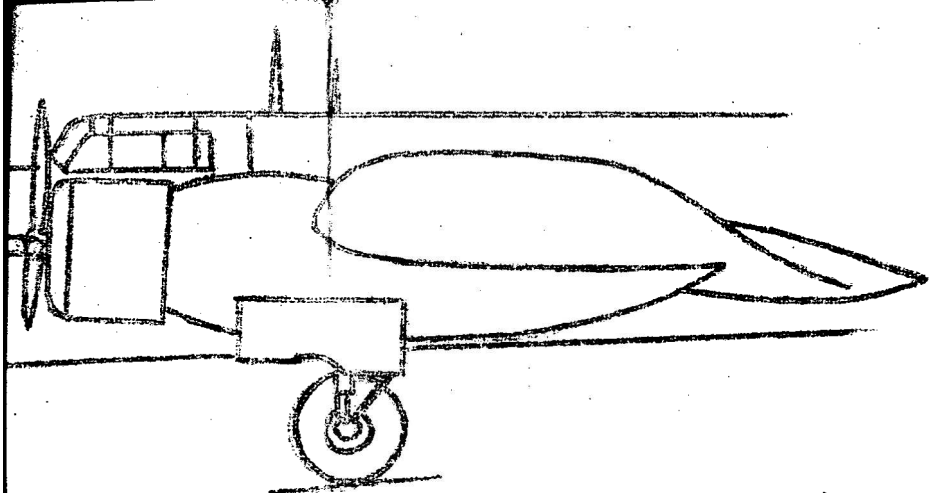


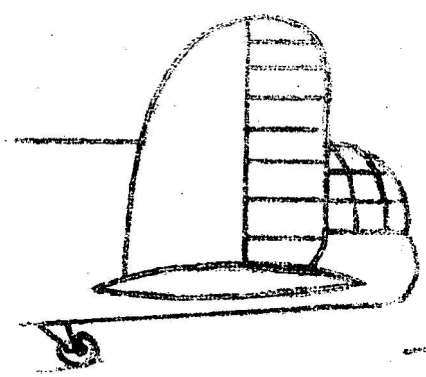
1/72 SCALE SIDE WINDOWS FOR WELLINGTON II.

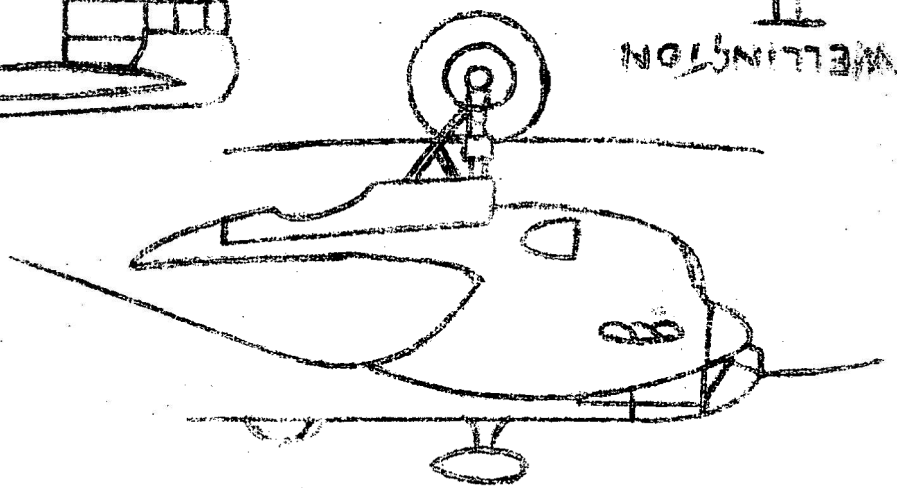


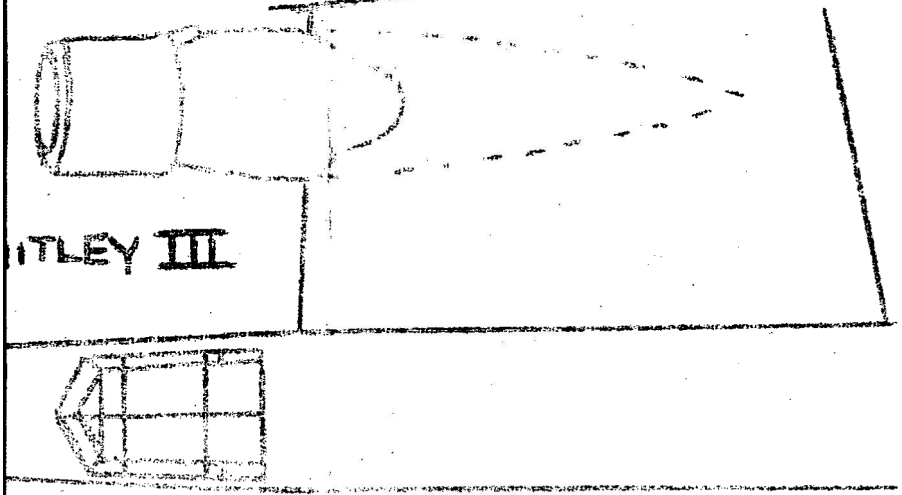
FUSELAGE FORMER X
SPAR SPACERS S

DIAGRAM A






WELLINGTON
II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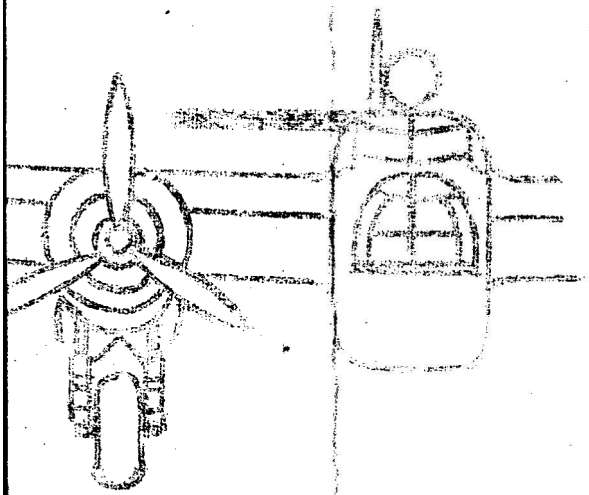
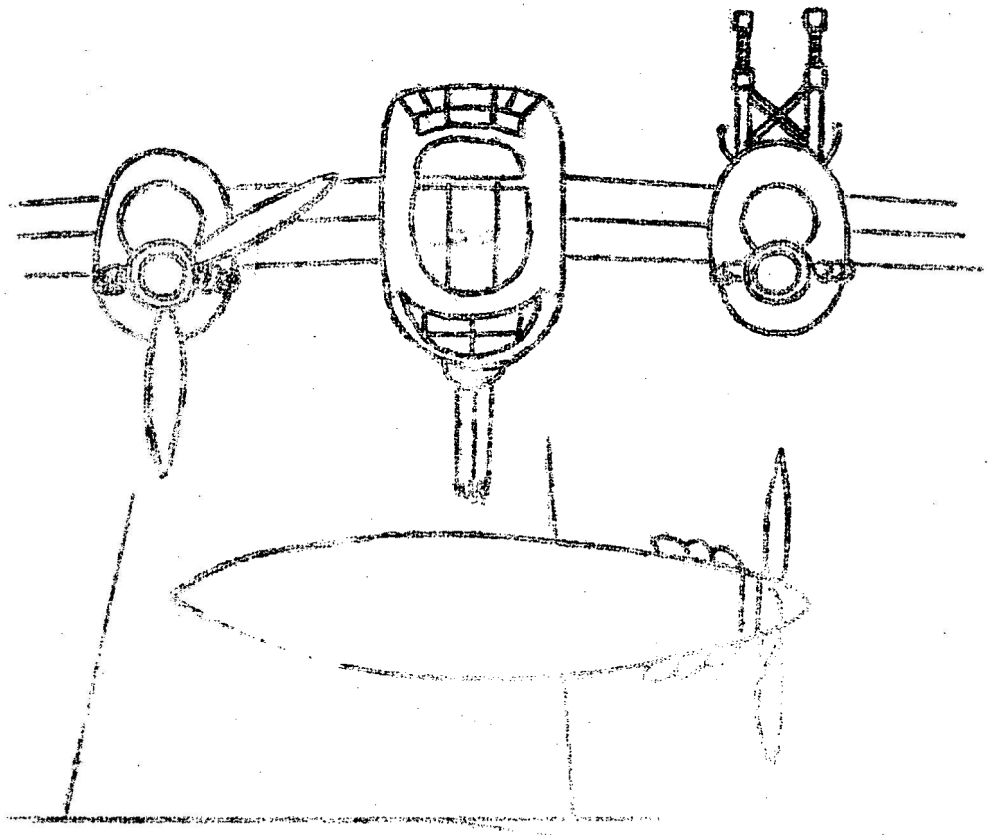
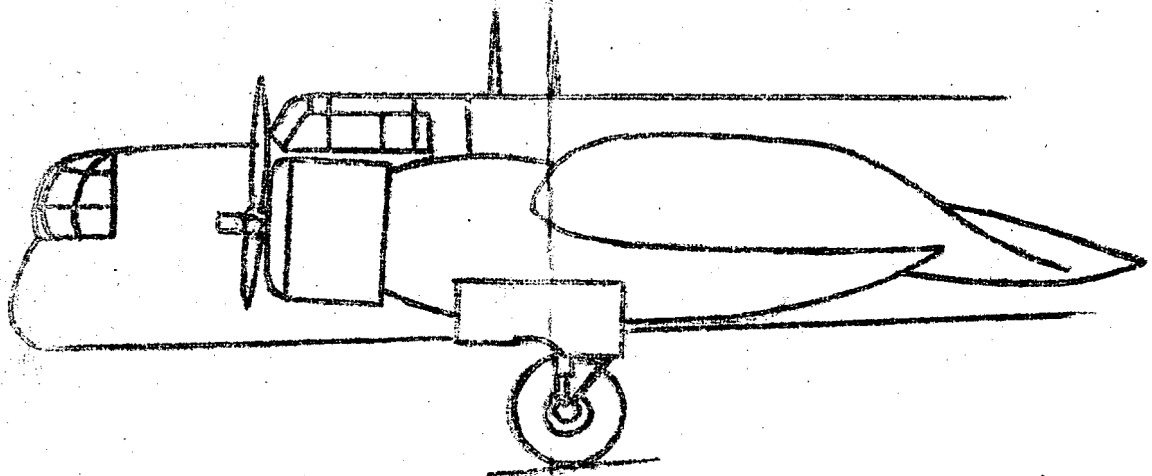
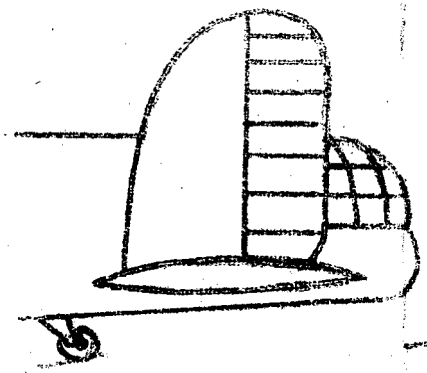
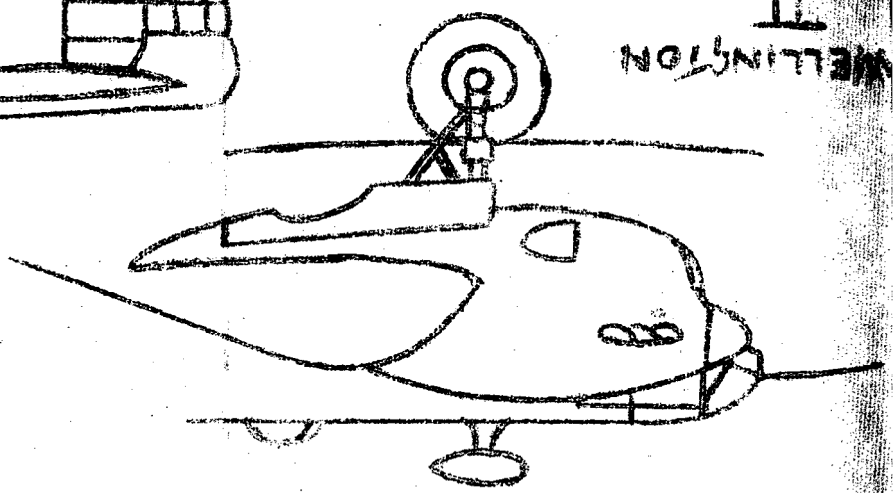


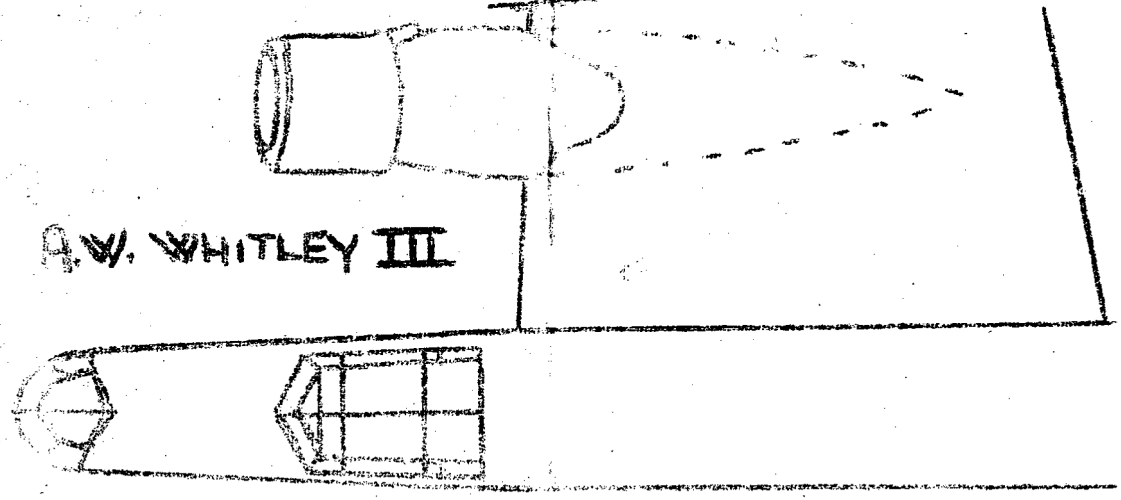


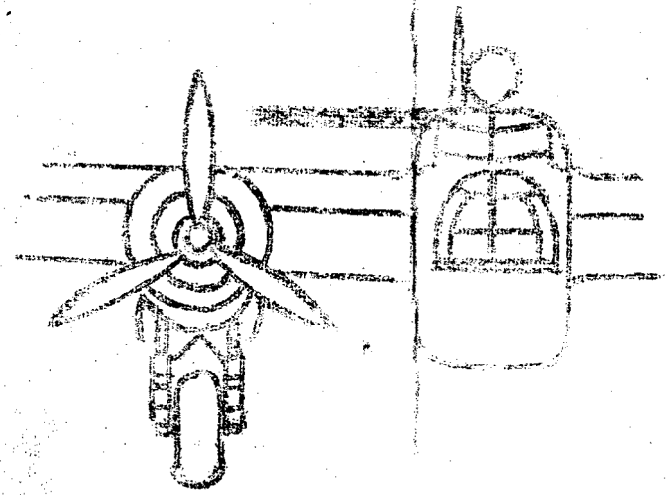


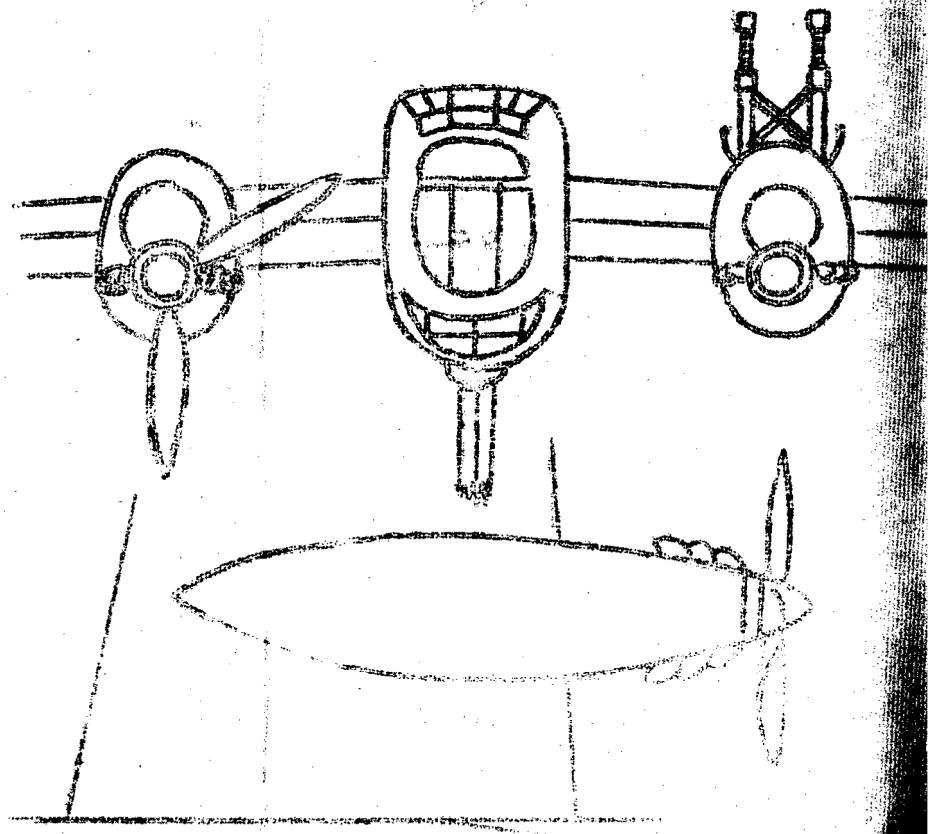


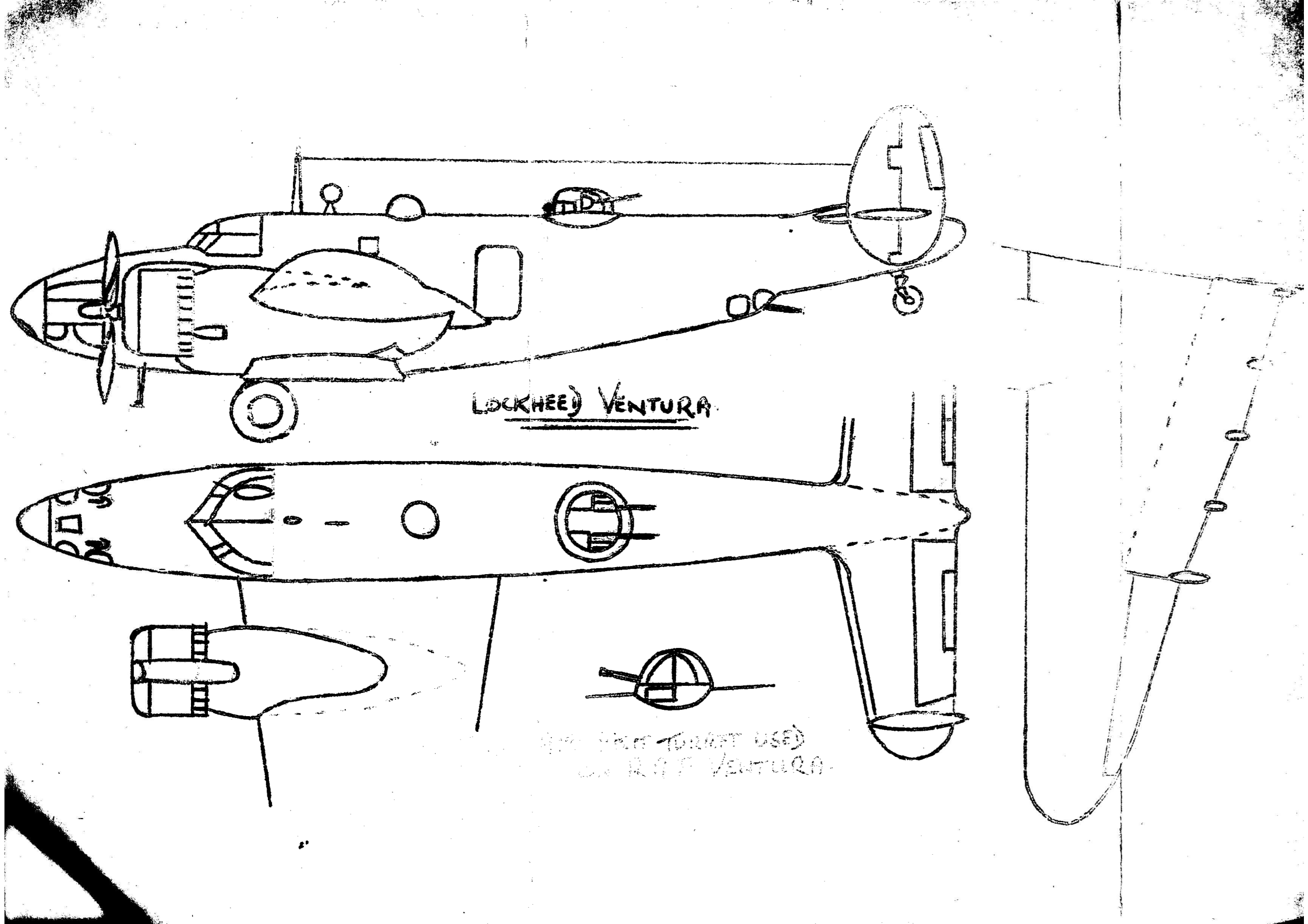


A.W. WHITLEY III








LOCKHEED VENTURA

GENERAL CONSTRUCTION DATA FOR VACUUM FORMED KITS

The nature of vacuum forming causes irregular stretches of the polystyrene sheet, giving thin edges at the points of maximum pull, considerable care must be taken in the cutting out of the mouldings and liquid cement is recommended and should be used sparingly on the thin sections of the mouldings.

Most vacuum moulded aircraft can be assembled by one or a combination of the methods shown on the drawing.

STAGE 1 Use scissors and sharp model knife to cut out all the parts from the mould sheets. Edges for jointing should be glasspapered flat to the profile - a sheet of glass paper drawing pinned to a flat board is the most satisfactory method - the molding can be held down and rubbed over the abrasive.

STAGE 2 The fuselage halves can be joined together using one or a combination of three methods..

1. Cut a fuselage profile 'C' from polycard. To this can be glued the two fuselage halves 'A' & 'B'. Interior detail being fitted before assembly.

2. Formers 'X' can be added to the profile 'C' for extra strength.

3. Narrow strips of thin polycard 'P' can be glued along the edges of one fuselage half (see section drawing Diagram 'Z'). After adding interior detail the second half is glued to the protective strips.

The joint line is filled with Brummer stopping and left to dry before sanding smooth.

STAGE 3 Assembly of wings and tail planes can follow a common format. Structural support can be given by following orthodox airframe practise by having a cantilever wing spar 'S' passing through slots cut in fuselage halves. After careful assembly of the wing halves allow to dry for some hours before glass papering the edges smooth.

STAGE 4 The wings can be slipped onto the spars and any irregularity of fit against the fuselage can be filed away before gluing in place.

STAGE 5 If wing fillets have to be added these can be built up using stopping rolled to shape with a thin rod and smoothed off when dry.

STAGE 6 If the engine nacelles are not integral with the wings, these can be assembled in a similar manner to the fuselage (see diagram 'M'). Round file and glasspaper the slot until the nacelle will slide onto the wing to the correct position. Glue in place and fillet around edges with stopping. Sand smooth when set.

N.B. If u/c is to be fitted well formers will have to be added and well recess cut away before nacelle halves are assembled. This can be done after nacelle is fitted in place on the wing.

STAGE 7 An alternative method of nacelle construction is shown in diagram 'K' in the method the nacelle recess is cut out on the wing. Some models take better to this method depending on shape of nacelle.

STAGE 8 'Cowlings are not easy to vacuum form and the cowling is more satisfactory as an addition to the fuselage or nacelle rather than an integral moulding. Cowlings can be easily made as shown in diagram 'T'. Dowel rod is used as the former a 10 or 20th. polycard strip rolled and glued around the rod two or three times (Allow for thickness of layers of polycard when selecting dowel rod).

Discs of 40th. polycard,,two with engine recess and one blank are glued together to form collector ring for cowling front - when dry file and glasspaper to profile shape.

Plastic tubes such as those used to contain throat tablets, mouth ulcer tablets etc. make ideal cowlings when sawn off with fine hack saw to correct lengths. Collector rings as above can be glued to end of these tubes with cement.

STAGE 9 Final detail of the model should be added using plastic card, sprue and pieces from spares box. Panel lines are often overdone on many models (try measuring a panel line or rivet on a full size aircraft and scale down to 1/72 you would require a magnifying glass in most cases to see them!).

NOTES

If using Brummer stopping do not use the exterior (waterproof) grade. This contains a solvent which will soften polystyrene.

Transparencies. Transparent polystrene will not vacuum form. All transparencies supplied are formed in P.V.C. use contact adhesive or Araldite. Where flat sheet clear plastic is supplied in kits this will be polystyrene. Where a lot of window cutting or slot cutting has to be carried out it often is set one has a firm support to cut against. When cutting or drilling is completed the plaster filler will easily fall away from the plastic. Model clay would serve just as well but tends to stain the plastic mouldings.

DONNÉES GÉNÉRALES DE CONSTRUCTION POUR LES TROUSSES D'OUTILS MOULÉS AU VIDE

Le moulage au vide conduit inévitablement à des allongements irréguliers de la feuille de polystyrolène donnant naissance aux bords peu épais à des points où les forces de traction atteignent leur maximum. Il est donc nécessaire de prendre beaucoup de soin quand on coupe les moulures. Pour cela il est recommendé d'utiliser du ciment liguids en l'appliquant mederément sur les sections minces des moulures.

La plupart des avions moulees au vide peuvent être assemblée en se servant d'une - ou d'une combinaison — des méthodes indiquées sur les dessions.

1ere Etape Utilisez des ciseaux et un couteau aigu de modelage pour couper toutes les pièces à la feuile moulée. Les bords de jointure doivent être adoucis au papier verré pour être étendues à plat sur le profile. Il vaut mieux d'utiliser une ebauche au papier verré montee à l'aide des epingles sur une planche aplatie. On peut tenir solidement le moulage en le frottant sur l'abrasif.

2me Etape Les moitiés du fuselage peuvent être réunies en se servant d'une - ou d'une combinaison - des trois méthodes mentionees ci-dessous:

1. Couper un profil de fuselage "C" à une planche en feuille polu. A cela on peut coller les deux moitiés de fuselage "A" & "B". Les détails d'intérieur étant mis à place avant l'assemblage.

2. Des supports "X" peuvent être ajoutés au profile "C" pour obtenir un supplément de rigidité.

3. On peut coller des bardelettes de feuille poly très mince "P" le long des bords d'une moitié du fuselage (voir dessing — section Diagramme "Z"). Après avoir ajoutés les détails de l'intérieur on peut coller la deuxième moitré du fuselage aux bandelettes protectrices.

On remplit la ligne de joint avec du composé obtuateur Brummer pour assurer l'etanchéité et on laisse le joint s'assécher avant de l'adoucir au papier verré.

3me Etape L'assemblage des ailes et des surfaces d'arrière peut être effectué suivant un format commun. Le support structural peut être mis au point par las technique othodoxe de construction de carcasse aéronautique en utilisant un bras d'aile en encorbellement "S" qui passe à travers les fentes taillees dans les moitiés du fuselage. Après l'assemblage oigneux des moitiés d'ailes laissez la construction s'assécher durant quelques heures avant d'adoucir les bords au papier verré.

4me Etape Les ailes peuvent être emmanchées dans les bras d'aile en enlevant à la lime toute irregularité d'ajuastage contre le fuselage avant qu' on les mette en place à la colle forte.

5me Etape S'il est nécessaire d'ajouter des congés de raccordement, on peut les composer en utilisant due composé d'etanchéité (stopping) roulé en forme avec une gauette et adouci après le séchage.

6me Etape Si les nacelles du moteur ne sont pas solidaires des ailes, on peut les assembler as fuselage d'une facon semblable (voir diagramme "M"). On adoucit la fente à la line et au papier verre jusqu'à ce que la nacelle glisse dans la position voulue sur l'aile. Collez à la colle forte et adoucissez les bords avec du composé obturateur. Adoucissez-le au papier verre après le séchage.

N.B. Si l'on mettre en place las carcasse de roues, il faut qu'on ajoute des elements fromants le fond et qu'on coupe des enfoncements du fond avant d'assembler les moities de la nacelle. Cela peut être effectué après l'assemblage de la nacelle dans les ailes.

7me Etape Le diagramme "K" montre une autre méthode de construction de la nacelle par laquelle le retrait nacelle est coupée sur l'aile. Cette méthode est préférable pour un nombre de modèles suivant la forme de la nacelle.

8me Etape Le moulage au vide des capotages est assez difficile et il est donc plus facile de les ajouter en supplément au fuselage à la preference au moulage solidair. Les capotages sont faciles a produire selon le diagramme "T". On utilise un goujon pour les faconner en roulant deux ou trois fois et collant ensuite une bandelette 10 ou 20 th. autour du goujon. (Il faut tenir compte de l'épaisseur des couches polycard quand on choisit le goujon).

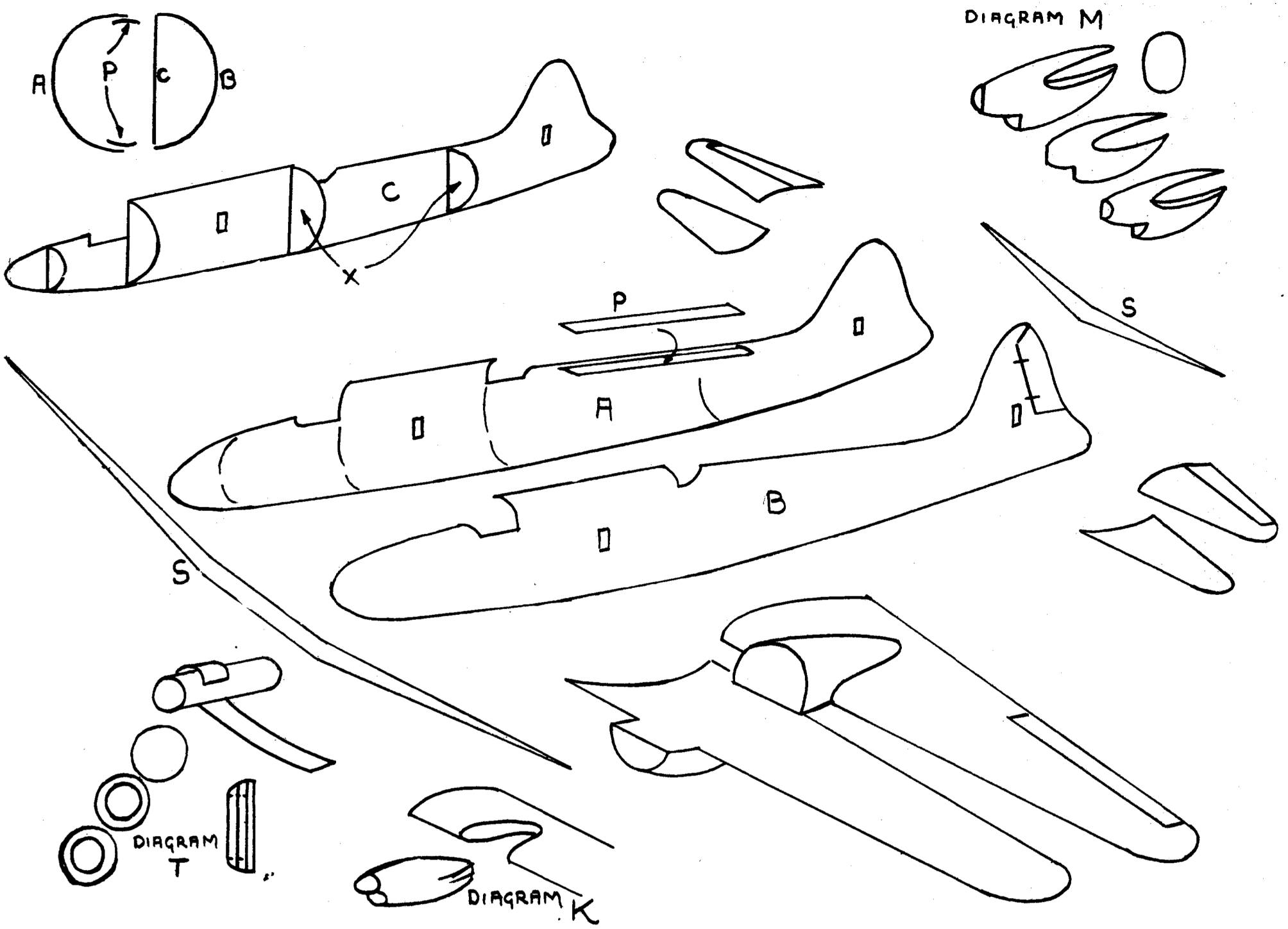
On colle les discs de polycard 40th. — deux à l'enfoncement du moteur et un disc en blanc — pour former la bague collectrice pour l'avant du capochage. Après séchage, adoucissez-le à la lime et au papier verré.

Des tubes en matière plastique semblables à celles utilisées pour l'emballage des comprimés pour la gorge et pour l'ulcères de la bouche etc. constituent le matériel qui convenient le miex pour faire les capochages quand on coupe les tubes avec une scie à meteux très mince pour obtenir la longueur correcte. Les anneaux collecteurs mentionnes ci-dessus peuvent être collés au bout de ces tubes avec du ciment.

9me Etape Le détail final du modèle doit être ajouté en utilisant du plastic card (feuille en matière plastique), de la coulée et des pièces contenues dans la boîte de pièces de rechange. Souvent il arrive qu' un grand nombre de modèles a les joints de penneaux trop exagérés (essayez de mésurer une ligne de jointure ou un joint riveté et tracez-la à l'echelle 1/72 - Pour cela il faudrait utiliser une loupe dans la plupart des cas)

Notes Si l'on utilise du composé obturateur Brummer il est indispenable qu'on ne choisisse pas le qualité à l'usage extérieur (étanche à l'eau), parce que ce type de compose contient un solvant qui amolit le polystyrolène.

Transparences Le polystyrolène transparent ne permet pas le moulage au vide. Par consequent, toutes les matières transparentes fournies sont formées en PVC. Utilisez de l'adhésif de contact ou Araldite. Mai les feuilles plates claires, qui sont fournies dans les trousses d'outils, se composent du polystyrolène. Où il est necessaire de tailler des fenêtres ou des fentes on se sert d'un support solide. Après avoir fini le coupage ou le percage le plâtre replisseur se détache facilement de la matière plastique. Aussi est-il possible d'utiliser de l'argile de modelage, mais il a l'inconvénient de deformer les pièces moulées en matière plastique.


A
P
C
B
C
X
P
A
B
S
S
DIAGRAM M
DIAGRAM T
DIAGRAM K

ALLEGEMEINE KONSTRUKTIONSANGABEN FUR VAKUUMVERFORMTE BAUTEILAUSRUSTUNGEN

Die Vakuumverformung gibt naturentsprechend Anlass zu unregelmaggigen Dehnungen des Polystyrolbandes unter Entstehung dunner Kanten an den Stellen maximaler Zugbeansprunchen. Hieraus ergibt sich, dass man beim Ausschneiden der Gusstucke sehr sorgfältig sein muss. Es emfiehlt sich, flüssigen Zement zu verwenden, den man sparsam auf die dunnen Teile der Gusstucke auftragen soll.

Die meisten vakuumverformten Flugzeuge konnen mittels eine Methode bzw. einer Kombination der Methoden, die unten angegeben sind, zusammen-gestellt werden:

Erste Stufe Man verwende eine Schere und ein scharfes Bastelmesser, um alle Teile aus den Folien herauzuschneiden. Die zu verbindenden Kantenflachen sollen mit Glaspapier flach auf das Profil gerieben werden. Die beste Methode besteht darin, ein Stuck Glaspapier auf einer flachen Tafel mit Reissnägeln zu befestigen und das Folienstück über die Reibbräche zu reiben, indem man es fest anpackt.

Zweite Stufe Die Halften des Flugzeugrumpfes konnen miteinander verbunden werden, indem man eine - bzw. eine Kombination - der drei folgenden Methoden anwendet:

1. Ein Rumpfprofil "C" aus dem Polystyrolbogen ("Polystyrolkarte") aus-schneiden. Hierauf kann man die beiden Rumfhalften A & B nakleben. Innenausrüstungsteile werden vor dem Zusammenbau eingebaut.

2. Es konnen Formgeber "X" zum Profil "C" zur Erlangung zusatzlicher Festigkeit hinzugefugt werden.

3. Es konnen schmale Streifen aus dunner Polykarte "P" den Kanten der Rumpfhalfte entlang angeklebt werden. (siehe Zeichnung Diagram "Z"). Nach Einbau des Innendetails wird die zweite Hälfte auf die Schutztreifen aufgeklebt.

Die Nahtlinie wird mit Brummer-Abdichtungsmittel angefüllt. Nach Trocknenlassen wird diese dann mit Glaspapier glattgerieben.

Dritte Stufe Der Andau der Flugel und der Schwanzflächen kann nach einem gemeinsamen Format erfolgen. Eine Absteifung der Baukonstruktion ist gemass gängiger Flugzeugrahmen bauweise moglich, indem ein Gerbertrager "S" durch die in den Rumpfhälften ausgeschnitteten Schlitzen geführt wird. Nach sorgfältigem Zusammenbau der Flügelhälften und Trocknenlassen Laufe mehrerer Stunden werden die Kanten mit Glaspapier glattgerieben.

Vierte Stufe Die Flügel kann man auf die Gerbertrager schieben, wobei irgendwelche Unregelmassigkeiten im "Sitz" der Flugel am Rumpf weggefeilt werden mussen, bevor man zum Festkleben voranschreitet.

Funfte Stufe Falls Auskehlungen zwischen Glugel und Rumpf vorzusehen sind, so kann man diese mit Dichtungsmittel aufbauen, das durch Rollen in die richtige Form gebracht worden ist und weiter im trockenen Zustand glattgerieben wird.

Sechste Stufe Falls die Motorrumpfe nicht ein Ganzes bilden mit den Flügeln, so können diese in ähnlicher Weise an den Flugzeugrumpf angebaut werden. (Siehe Diagramm "M"). Mit Rundfeile und Glaspapier reibe man den Schlitz glatt, bis der Rumpf gleitend in die korrekte Lage auf dem Flügel einrastet. Festkleben und Kante mit Abdichtstoff ausglätten. Nach dem Hartwerden glattreiben.

N.B. Falls das Fahrgestell eingebaut werden soll, so mussen Gestellabsfützungen zusatzlich angebracht werden und Aussparungen hierfur vor dem Einbau der Rumpfhälften ausgeschnitten werden. Dies kann nach dem Anbau des Rumpfes an den Flugel geschehen.

Siebte Stufe Eine andere Methode zur Anbringung des Rumpfes wird durch das Diagramm "K" veranschaulicht, wonach die Rumpfaussparung auf dem Flügel ausgeschnitten wird. Einige Modelle vertragen sich besser mit dieser Methode je nach der Form des Rumpfes.

Anchte Stufe Die Haubenbleche sind nicht einfach vakuumverformbar und werden deshalb als Zusatzteil spater extra an den Rumpf angebaut und nicht an einem Stuck mit dem Ganzen gegossen. Hauben konnen leicht nach der in dem Diagramm "T" gezeigten Weise gemacht werden. Hierzu wird ein Zylinderstift als Absteifung gebraucht, indem man einen 10 oder 20 th. Polykartenstreifen zwei-oder dreimal um den Stift herumwickelt und jeweils daran anklebt. (Man muss naturlich die Schichtdicke des Polystyrol-streifens bei der Whal des Zylindersiftes mit in Betracht ziehen).

Scheiben aus 40th. Polykarte (zwei an der Aussparung fur den Rumpf und eine als Rohteil) werden zusammengeklebt, um somit den Lagerring für die Motorhaube zu bilden. Nach dem Trocknenlassen auf Profilgestalt abfeilen und mit Glaspapier glattreiben.

Das ideale Ausgangsmaterial fur die Hauben bilden Kunststoffröhrchen wie sie etwa zur Verpackung von Halstabletten, Mundgeschwur-Heiltabletten u. dgl. m. verwendet werden. Diese schneidet man einfach mit einer Metall-sage auf die richtige Lange ab. Die obigen Lagerringe konnen an das Ende dieser Röhrchen mit Zement angeklebt werden.

Neunte Stufe Das letzte Detail des Modells soll unter Verwendung von Polykarte, Verbindungsstucken und Gegenstanden aus der Ersatzteilkiste hinzugefügt werden. Die Nahtlinien fur die Verbindung der Plattenverkleidung stechen oft bei vielen Modellen übertrieben deutlich hervor. (Man versuche doch nur einmal eine Verbindungsnaht oder Vernietung an einem Flugzeug naturlicher Grosse zu messen und diese dann masstabgerecht mit einer Verkleinerung von 1/72 aufzutragen. Hierzu musste man in den meisten Fällen eine Lupe haben, um die Naht uberhaupt sehen zu können).

Anmerkungen Falls Brummer-Abdichtstoff gebraucht wird, so nehme man nicht die wasserdichte Sorte für Assenanwendungszwecke. Diese enthalt namlich ein Losungsmittel, welches das Polystyrol aufweicht.

Transparente Teile Durchsichtiges Klarsichtpolystyrol kann nicht vakuumerformt werden. Alle Klarsichtteile sind daher aus PVC. Man verwende Kontaktkleber bzw. Araldite. Die Flachbögen aus Klarsichtkunststoff, die im Bastelkasten sind, bestehen jedoch sämtlich aus Polystyrol. An den Stellen, wo viele Fenster auszuschneiden oder Löcher zu bohren sind, fällt der Gipsfüllstoff leicht vom Kunststoff herab. Man könnte auch ohne-weiteres Modellierton verwenden, aber dieser hat die nachteilige Eigenschaft, den gegossenen Kunststoff zu deformieren.

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