FAAM 48001 - 1/48 Scale Upgrade Weapons Bay for Classic Airframes Gannet ASW4
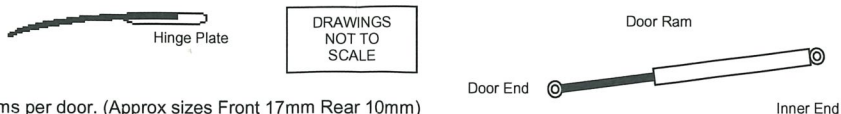
THIS PRODUCT IS RECOMMENDED FOR MODELLERS WITH SOME EXPERIENCE.

1. SAFETY TIPS: Care must be taken when sanding/cutting resin items, as resin dust can be very dangerous. A dust mask should always be used
2. Resin components are relatively fragile and can break easily if forced. Take care when separating them from their pouring blocks. Several light scores with a modelling knife until the item comes free is the best method to use.
3. The use super glue or epoxy resin is recommended for joining resin components. Always follow manufactures guidelines.

Note: This Bomb Bay is designed to be ASSEMBLED into the fuselage after step 5 of the kit instructions - If you choose to build it and fit it into the fuselage before the two halves are joined, please note that the bay side skirts are designed to be attached to the fuselage halves and NOT to the Bomb Bay Upper bulkhead (part B).

Component List (7 Items): **A**: Bomb Bay Front Bulkhead x1, **B**: Bomb Bay Upper Bulkhead x1, **C**: Bomb Bay Rear Bulkhead x1, **D**: Port and Starboard Bomb Bay Doors (x2), **E**: Port and Starboard Bomb Bay Interior Side skirts (x2).

Items Requiring Scratch Building: 4 x Hinge Plates per door (0.5mm thick x 2mm wide and initially 10mm long). These will be set into the hinge points marked on the inner side of each door and LATER carefully cut to length. Tip: To set the hinges into the doors you can carefully saw along the hinge grooves and glue the hinge plates into the door to sit parallel to a line between the top and bottom edges of the door. Then sand hinge flush with door outer door skin.

Hinge Plate

DRAWINGS NOT TO SCALE

Door Ram

Door End

Inner End

2 x Hydraulic Rams per door. (Approx sizes Front 17mm Rear 10mm)

Kit Modifications Prior to Model Assembly: Certain parts from the original kit need to be adapted to allow clearance for the bomb bay to fit correctly.

Locate Wing Spar (Part 10) and Main Cockpit Rear Bulkhead (Part 36). Dry assemble these parts within the Fuselage halves (to get correct alignment) and glue parts together. When firmly set, cut off the lower potion of bulkhead (Part36) in line with the lower edge of the wing spar (Part 10).

On both main fuselage halves (Kit Parts:1 & 2) - Mark out the kit bomb bay doors between the rear of the moulded shut nose wheel bay doors to just forward of the radar housing. (The aft end of the bomb bay doors is the rear most of the 3 vertical lines scribed into the fuselage just ahead of the radar bay. Once satisfied, take special note **NOT** to remove the square panel which sits behind the catapult hooks (Parts: 14 & 15), and carefully cut away and discard the kit doors.
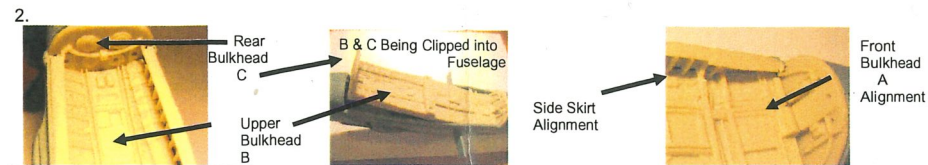
Note that the Classic Airframes resin nose wheel bay (part R1), will need to have its rear most bulkhead plate removed to allow the new bomb bay bulkhead to fit correctly. Lost detail is replaced on new part.
(This alteration may not be needed if you are following the Hyperscale Website kit build - see references).

Preparation & Assembly

1. Remember the safety tips. Carefully separate all items from their moulding blocks, and clean up any rough edges using wet and dry sanding paper. Fit the bomb bay front bulkhead (Part A) to the front end of the Bomb Bay cut-out. In side profile this bulkhead should align with the original scribed line and sit angled slightly forward at the bottom.

2.

Rear Bulkhead C

B & C Being Clipped into Fuselage

Upper Bulkhead B

Side Skirt Alignment

Front Bulkhead A Alignment

Attach the rear bulkhead (Part C) squarely to the rear end of the Bombay Upper bulkhead (Part B). Once set this assembly is set fast, it should clip into the fuselage aligning with the recess in the front Bulkhead (Part A) and the Kits transverse Wing spar / Cockpit rear Bulkhead assembly. Note that the rear bulkhead (Part C) is slightly larger more square in cross-section than the than the kit. This corrects the too rounded kit cross section at this point. If you do not wish to correct this error, simply sand the rear bulkhead to the kit cross-section.

3. Carefully test fit the side skirts (Part E) so that the wider end of the components is to the front. The single curved vertical frame (second from the front) aligns with the cross member detail on the Upper bulkhead (Part B). Note there should be a slight gap at each end of these side skirts to allow the scratch built Hydraulic Rams to connect between the bulkheads and the Bomb Bay Doors. Carefully glue in place so that horizontally they conform to the curve of fuselage sides.

4. Carefully fare in any gaps around the edges of the assembled and fitted bomb bay

5. Bomb Bay Doors. (Note the square recess in the hinge side of each door should be towards the front). On each kit fuselage halves, locate the 4 hinge blisters and carefully cut a slot approximately half the depth of each blister to align with the hinge plates that were scratch built and attached to the doors earlier. The hinge plate should be carefully trimmed in length so that the door sits parallel to the hinge line.
In operation the bomb bay doors would open hydraulically to hang vertically for the delivery of ordinance. To facilitate clearance for loading on the ground, the hydraulic rams would be detached at their door end and the doors would be overextended and clipped to the lower wing in a Horizontal position.

6. To allow for this choice, the hinges and Hydraulic Rams should be scratch built to the appropriate lengths.

Colour Notes: The Gannet Bomb Bay appears to have been generally Matt Aluminium in finish, although Some later examples look to have been finished in Sky.

References: 4+ Publications – Fairey Gannet AS Mk1 & AS Mk 4 ISBN: 978-80-86637-04-4
Hall Park Books – Warpaint Series No. 23 - Fairey Gannet
Aeroplane Monthly December 1997 & October 2003 (Gannet Database)