

Converting the Novo kit

Draw round the vacform parts with a pencil as a guide, then score round parts and break away from the sheet. Trim to the pencil line using the saw attachment fitted in your mini drill, this reduces the amount of sanding required. Now sand to finished size using wet and dry fixed to a smooth flat surface, e.g. sheet glass. Construct any internal details you may require, and fit in place along with bulkheads and wing spars made from scrap card and sprue. (Take care to blank off any openings which would result in a see through effect). Fit tabs to one half of fuselage as a guide and to give strength to the joint, close the fuselage halves and run liquid cement in the joint and leave to dry.

Assemble the kit wings after first having cut out the wheel wells and boxed round with scrap card. These will now need a slight surgery as the AEW3 wing has a straight leading edge, and this can be acheived in two ways, either by filing away the surplus plastic of the inboard section and then rebuilding the leading edge contour with filler, or, cut the 25mm x 8mm panel out of the inboard leading edge and after tapering the rear inner edge by 2mm, refit in place to form the new straight leading edge. Cut off the wing tabs and drill holes to accept the wing spars previously fitted to the fuselage. Now assemble the wings to the fuselage

taking care to obtain the correct wing dihedral.

The undercarriage is now assembled and the main legs on all three pieces will need to be extended by 5mm, or new items of the correct length made from sprue. to

give the required clearance for the radome.

The propellers are now assembled to the new spinner, after twisting the blades to the correct angle as those provided are identical and the Gannets motors drive contra-rotating propellers.

Finally, fill all gaps and sand down before final painting to your chosen scheme. References can be found in Scale Aircraft Modelling Vol. 1 No. 10 and PAM News No 15 which will be helpful in the above work.