



FALCON

Clear-Vax Canopies

©

1/48 SCALE CANOPY SET No.40 RAF: Part 2

USING REPLACEMENT CANOPIES

Trimming: Insert a new blade into your modelling knife or scalpel. To separate the canopy from its base, score very gently around the ledge moulded at the bottom. Do this very lightly at first, with minimum pressure. Repeat the process until the canopy pops away from the ledge. If you score too heavily at first you risk slipping and ruining the canopy. Finally, any rough edges can be cleaned up by lightly sanding with fine wet-and-dry paper. If you intend separating the canopy for display in the open position, we suggest cutting the break-lines before you cut the canopy from its base.

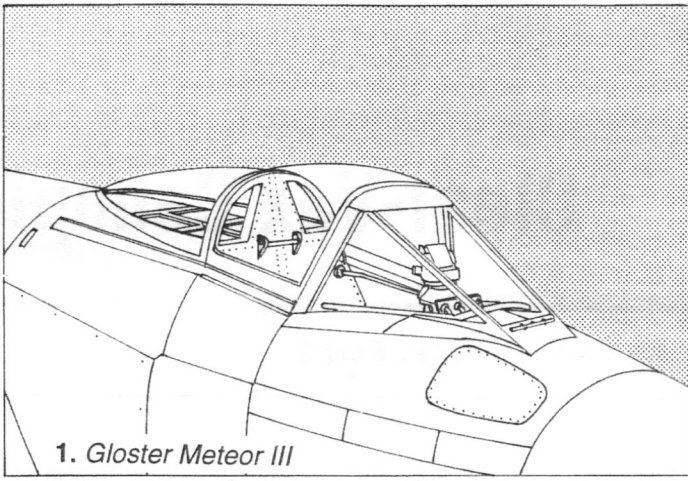
Gluing: Cyanoacrylate (superglue) can be used to fix the canopy to the kit. It gives a fast-setting permanent joint, but fumes given off when setting can cause frosting on clear parts. Where possible, mask around the joint with masking fluid or tape. PVA (white glue) is also useful as it is partly gap-filling, doesn't attack the plastic, and dries clear.

Painting: The best way to achieve crisp and convincing frame lines is by applying pre-painted strips of decal film. Paint part of a sheet of clear decal film, then cut strips of the correct width with a sharp blade and a straight-edge. Decal film sticks better to a painted surface than to bare plastic, so you will have to paint an undercoat on the frame lines marked on the canopy. This technique may not be suitable for canopies with large or irregularly shaped framed areas. For these canopies we suggest you mask the clear areas with clear adhesive tape and then remove the masking after painting.

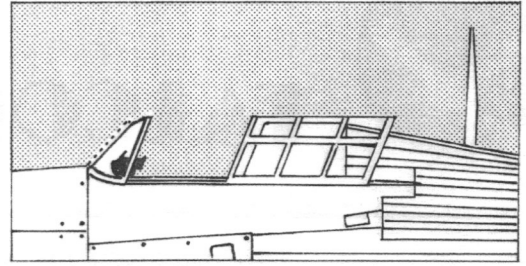
Details: Most aircraft canopies are fitted with handgrabs, latches, locks and mirrors. Take note of these details when studying close-up photos of the cockpit area you are working on, and fabricate them from plastic card, stretched sprue or other materials. Some brass-etch manufacturers include such items in their ranges. In our endeavour to produce thin clear mouldings, it may happen that the edges of the canopy are in fact too thin for scale appearance. It is a relatively simple matter to build up the thickness from the inside using strips of adhesive cut to the width of the frames. We recommend adhesive vinyl sheet as used by signwriters and in the automotive industry for signage and striping on cars. The adhesive is very durable.

Which kit? Please note that where we suggest a certain kitset as suitable for our replacement canopy, the suggested kit is generally regarded as the most accurate model to the given scale. We cannot guarantee that our canopy will fit other kits of the same subject.

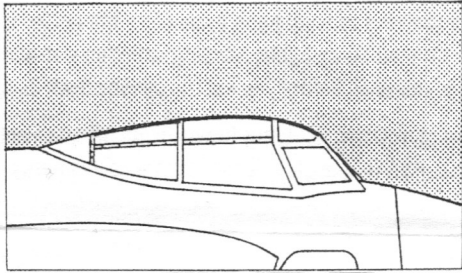
- 1. Gloster Meteor III.** *Suggested kit: Tamiya Meteor F.1.* To prepare the kit part A21 for fitting the Clearvax canopy, trim away the windscreen base framing. Some trimming will also be necessary where the rear section fits. The rear section includes the head armour with built-in rearview windows. Part A20 will need its top cut off to fit this piece. Note on the drawing the canopy rails which need to be added from thin strips of plasticard. Note also the framing where the windscreen fits to the fuselage; this is best represented with adhesive foil or tape. *Suggested references: Meteor In Action No.152 (Squadron/Signal); 'The Gloster Meteor' by Shacklady (McDonalds).*
- 2. Hawker Hurricane (unarmoured windscreen, early external armoureglass windscreen, standard armoureglass windscreen).** *Suggested kit: Hasegawa Hurricane Mk.1.* The Clearvax canopies directly replace the kit items, and are designed for display in the open position. The unarmoured windscreen was fitted to most pre-war Hurricanes. The external armoureglass windscreen was retrofitted to most of the early Hurricanes with fabric-covered wings. The internal armoureglass windscreen was standard for all subsequent production. *Suggested references: Hurricane In Action No.72 (Squadron/Signal); Aerodetail No.12; MAP Plan Pack 3015 (Argus Specialist Publications); Replic No.76.*
- 3. De Havilland Mosquito FB VI (bulged type).** *Suggested kit: Tamiya Mosquito FB VI.* The Clearvax canopy directly replaces the kit item. Most late-model Mosquito FB VI aircraft used this canopy. Check your references carefully. Add a windscreen wiper from heat-stretched sprue or wire. *Suggested references: Mosquito In Action No.139 (Squadron/Signal); Aerodetail No.23.*
- 4. Bristol Bulldog.** *Suggested kit: Lindberg Bulldog.* The Clearvax windscreen directly replaces the kit item. *Suggested references: Data Plan No.2, Granger (Taurus Press); Scale Aviation Modeller, April 1992.*
- 5. Hawker Fury.** *Suggested kit: Lindberg Fury.* The Clearvax windscreen directly replaces the kit item. *Suggested references: Scale Aircraft Modelling, December 1993; Scale Aviation Modeller International, August 1997.*
- 6. Hawker Hunter.** *Suggested kits: Academy Hunter family.* The Clearvax canopy is intended for display in the open position. Note that there is no frame on the rear of the sliding section, and that the frame on the front of the sliding section is internal. Note also that canopy rails will need to be fabricated and added on top of the cockpit sills. *Suggested references: Aeroguide 9 (Linewrights); Famous Aircraft of the World: Hawker Hunter (Bunnin-do); Replic 75 & 85; Scale Aviation Modeller International, October 1997.*
- 7. Avro Lancaster (late style bomb-aimer's window).** *Suggested kit: Tamiya Lancaster.* The Clearvax window replaces kit part F23. The majority of late-model Lancasters used this window. Some were fitted with two small round frames as shown in the drawing; add these if required. *Suggested references: Lancaster In Action No.52 (Squadron/Signal); Aerodata International 'Bombers of WWII' vol.1.*
- 8. Bristol Beaufighter (early & late style canopies).** *Suggested kit: Tamiya Beaufighter.* The Clearvax canopies directly replace the kit items. The rear sections have been supplied in complete form in order to be displayed open. If fitting the early style pilot's canopy, note that some detail changes need to be made, most notably that of changing the tailplanes from dihedral to horizontal angle. *Suggested references: Beaufighter In Action No.153 (Squadron/Signal); Scale Aviation Modeller International Sept/Oct 1997; Replic 71 & 82.*
- 9. Hawker Tempest Mk.V.** *Suggested kit: Eduard Tempest V.* The Clearvax canopy is intended for display in the open position. *Suggested references: Tempest In Action No.102 (Squadron/Signal); Replic 70; Scale Aircraft Modelling, December 1997.*
- 10. BAC Lightning.** *Suggested kits: Airfix Lightning family.* The Clearvax canopy is intended for display in the open position. *Suggested references: Replic 81; Scale Aviation Modeller International February 1998 & June 1999; Scale Aircraft Modelling August 1998.*
- 11. Fairey Flycatcher.** *Suggested kit: Lindberg Flycatcher.* The Clearvax windscreen directly replaces the kit item. *Suggested references: Planes No.8, summer 1983; Scale Aircraft Modelling, January 1988.*



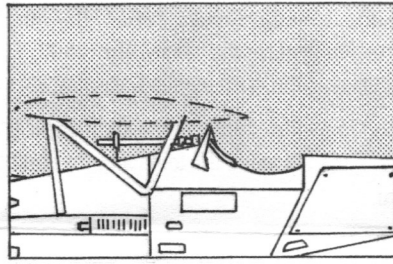
1. *Gloster Meteor III*



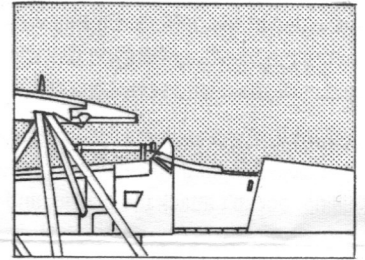
2. *Hawker Hurricane*



3. *De Havilland Mosquito FBVI 'bulged'*

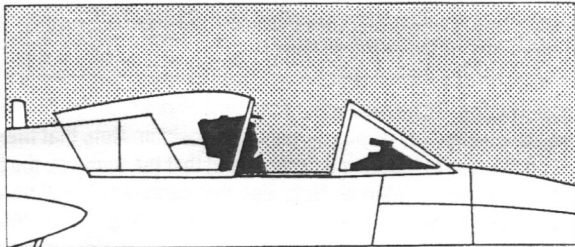


4. *Bristol Bulldog*

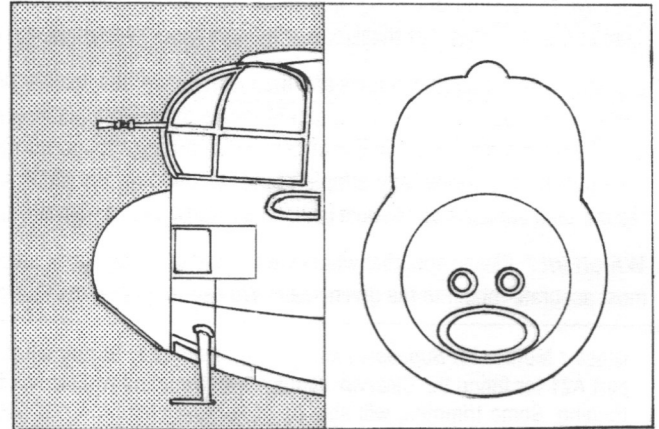


5. *Hawker Fury*

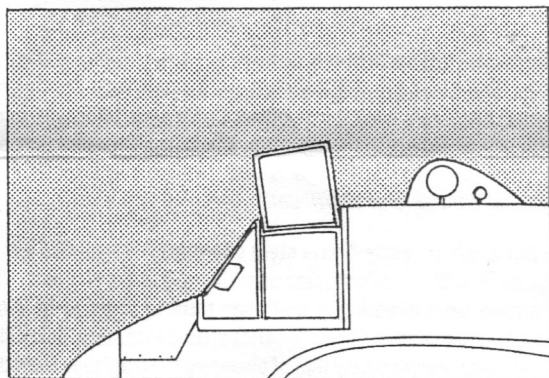
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New Zealand



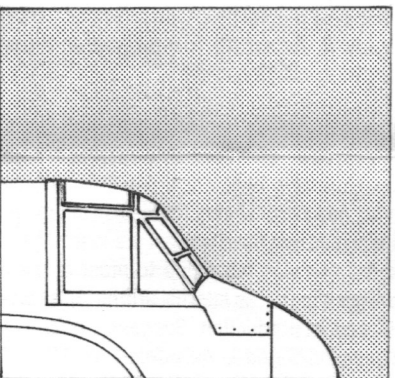
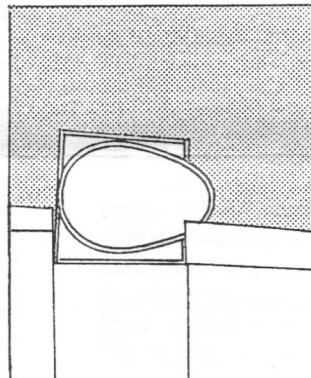
6. *Hawker Hunter*



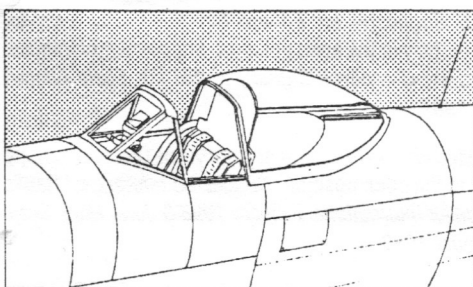
7. *Avro Lancaster late style bomb-aimer's blister*



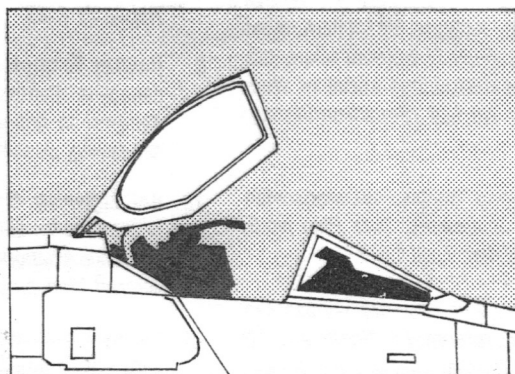
8. *Bristol Beaufighter late style canopy*



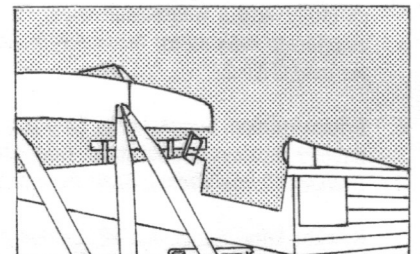
early style canopy



9. *Hawker Tempest Mk.V*



10. *BAC Lightning*



11. *Fairey Flycatcher*