

HIGH PLANES MODELS

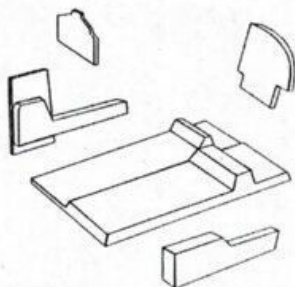
de Havilland SEA VIXEN ,FAW.1, FAW.2, D.3

Kit No 72036

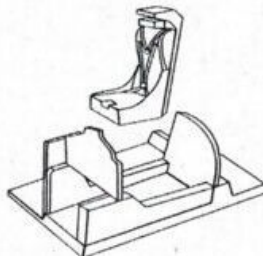


BEFORE YOU BEGIN:

Cut all parts from the sprues with snippers or razor saw. **Clean up all mating surfaces with a flat file and test fit all parts before committing with glue. **Wash all parts in warm soapy water to remove mould release agent. ** It is advised to test fit the canopy before gluing fuselage halves and adjusting plastic parts to obtain good fit **Glue canopies with either PVA, Super Glue, or Araldite, and the white metal or resin parts with super glue or Araldite type epoxies. **Time taken during preparation will be well rewarded with a far more satisfying model than if you rush on in.



Assembly of cockpit components. Before Glue has set firmly ensure the assembly fits within the fuselage halves



Interior color is basically black throughout. Seat cushions are Olive green with gold/tan and blue seat belts. If you want a second seat can be added in the observers position. Make a control column from scrap or obtain from the spares box.

Remove lugs from face

On the FAW.1 the Observer has a small upper window as marked into the escape hatch. It seems that it may be transparent so can be cut out if wanted and a transparency fitted. For both versions, the side window can be cleaned out on the top and bottom halves and a window made and fitted. The FAW.2 and D.3 have the raised decking over the Observers position and the window is very dark tinted and can be replicated better with gloss black paint.

After fitting the cockpit parts and adding some nose weight, the two fuselage halves can be glued together. However, before this is done it is advised that the intakes be prepared. Tape the top and bottom halves together and then file the inner walls to match the external flat parts. The wall when finished should be one flat plane so that the external splitter plates can be firmly attached. Once the walls are prepared the splitter plates themselves will need some trimming to fit within the intake ducts. Inside the intakes are also two vertical vanes. The Warpaint book has a good photo of the layout. If you do not want to go to this trouble an option is to fit red painted FOD blanking plates.

Fit the rear exhaust area to fuselage. Rescribe details on side of fuselage where it has been removed by the building process.

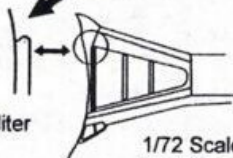
Trial fit the wings and ensure they are the same thickness at the inner edges as the fuselage components and add or remove plastic as needed to ensure this is achieved. Glue the tailplanes and the boom halves together and check the fit. Glue the wings into position and then fit the booms and tailplanes before anything dries. Hopefully all alignments will be correct but if not tweaking can take place before the glue hardens. On the dogtooth area of the wings, it is necessary to file an airfoil section into the upper area to take it below the center line. A bit of putty will be needed to fill the gaps.

Make wing fences using plastic template or drawing as guide

Round the back edges of the splitter plates before gluing them on. They are designed to be a little larger than the backing plate.

File back these inner pieces to match the outer profile

Enlargement of splitter plate mounting



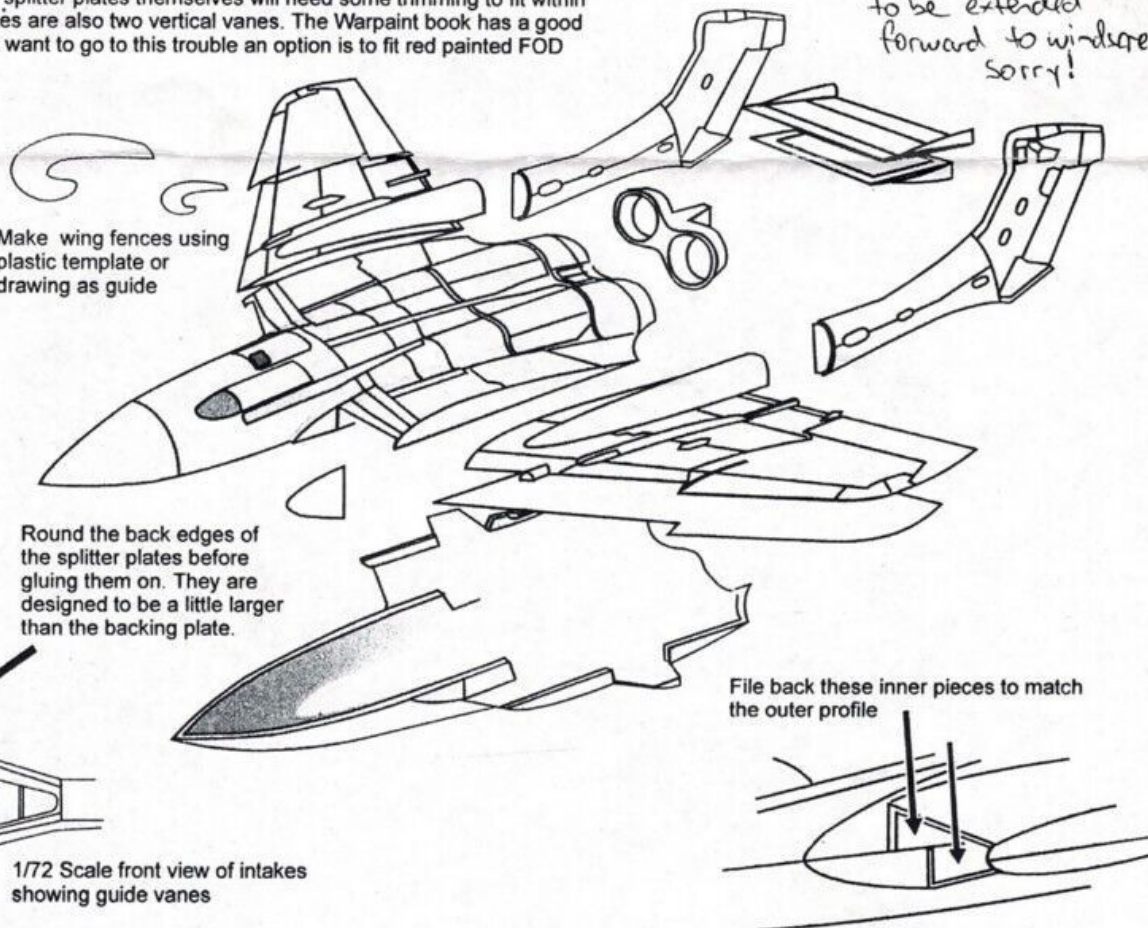
1/72 Scale front view of intakes showing guide vanes

Good References.

Aircraft Illustrated, August 2001
Scale Aircraft Modelling, October 1991
Jets No 14, 15, and 16.
Scale Aircraft Modelling, October 1996
Air Enthusiast, March/April 1999
Air Enthusiast, May/June 2000
Hall Park Warbird series No 11

Additional decal options available from Model Art Decal System sheets 72021 and 72024

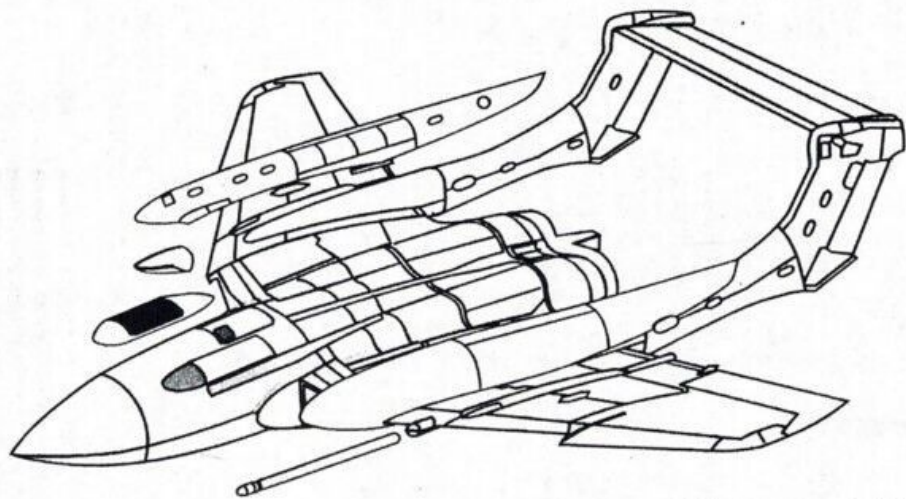
** Please note:
Fairing duct on left side of cockpit needs to be extended forward to windscreen sorry!*



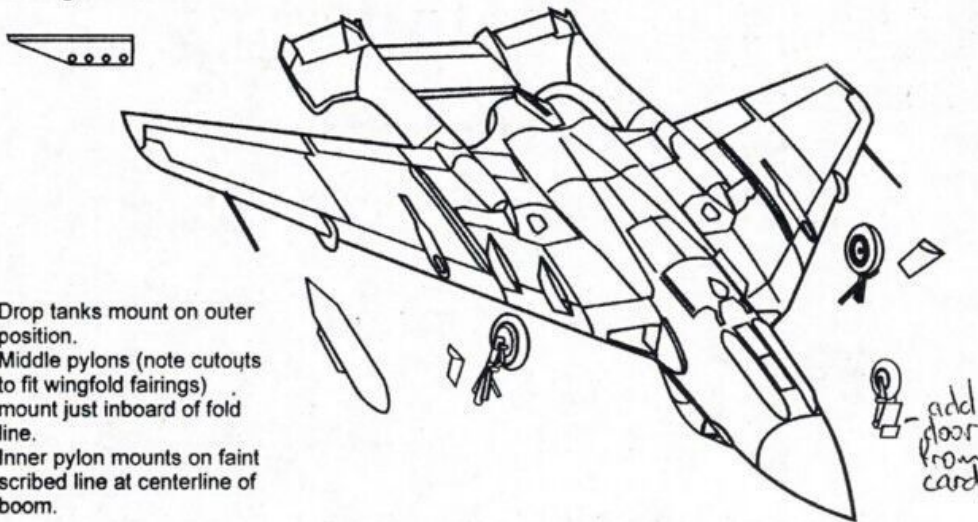
Carefully trim back splitter plate to fit inside intakes

For Sea Vixen FAW.2 and D.3 fit the over-wing slipper tanks and small underwing fairings. The raised observers position is also required. For the FAW.2 it will be necessary to fabricate a refuelling probe from plastic rod.

When fitting the slipper tanks, the goal is to obtain the tightest fit possible around the edges. If needed remove plastic from the inner faces to obtain a tight fit on the booms and then if needed reduce the outer edges after the glue has dried.



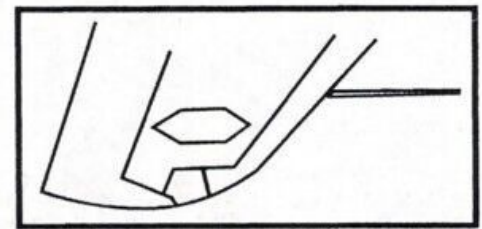
1/72 scale template for the fences situated both sides of the under-fuselage air brake.



Drop tanks mount on outer position.
Middle pylons (note cutouts to fit wingfold fairings) mount just inboard of fold line.
Inner pylon mounts on faint scribed line at centerline of boom.

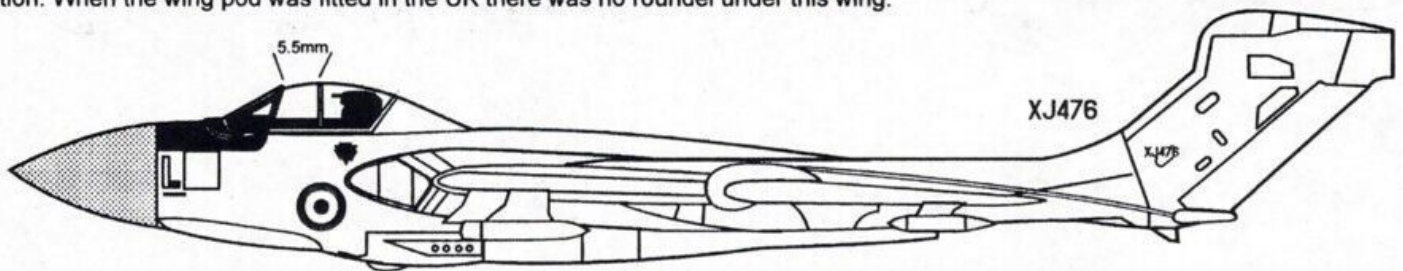
Refuelling boom is 41mm long with diameter of 1mm

The main undercarriage legs are supported by square section braces. These run from the lugs on the legs to the back wall of the bay, 8mm in from the outboard extremity of the bay

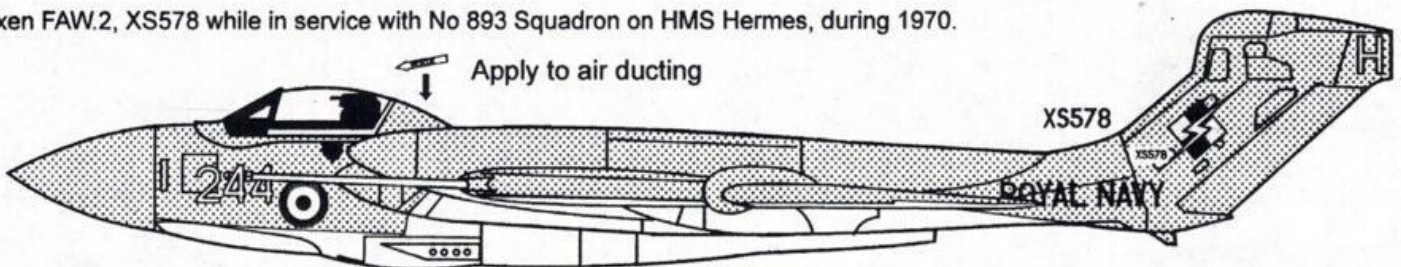


1/72 plan of wing pod mount position

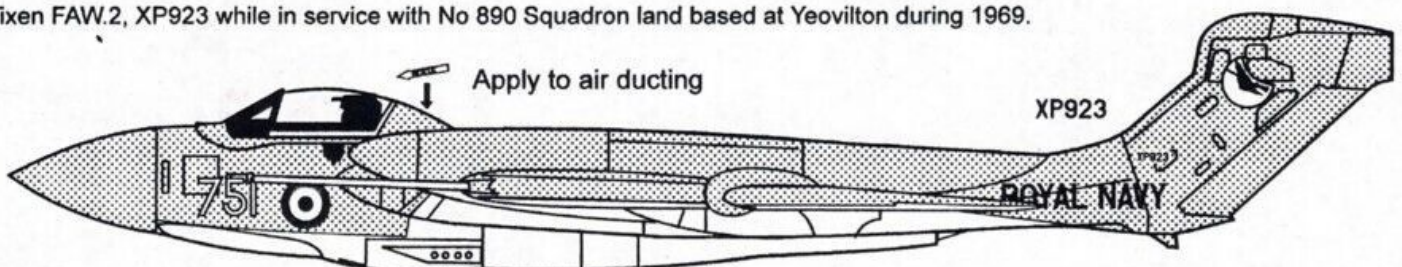
Sea Vixen FAW.1, XJ476 as used at Woomera in South Australia for missile tests, and then back in the UK. Overall gloss white with Extra Dark Sea Grey nose. Black anti-glare panel extends over the observers hatch on other side. For this FAW.1 it is necessary to remove the fairing below the canopy on the left, and cut back the raised area forward of the windscreen. Camera pods can be mounted under left wing tip and on the modified center pylon. While in Australia the Vixen also wore ROYAL NAVY titles in black, in the normal position. When the wing pod was fitted in the UK there was no roundel under this wing.

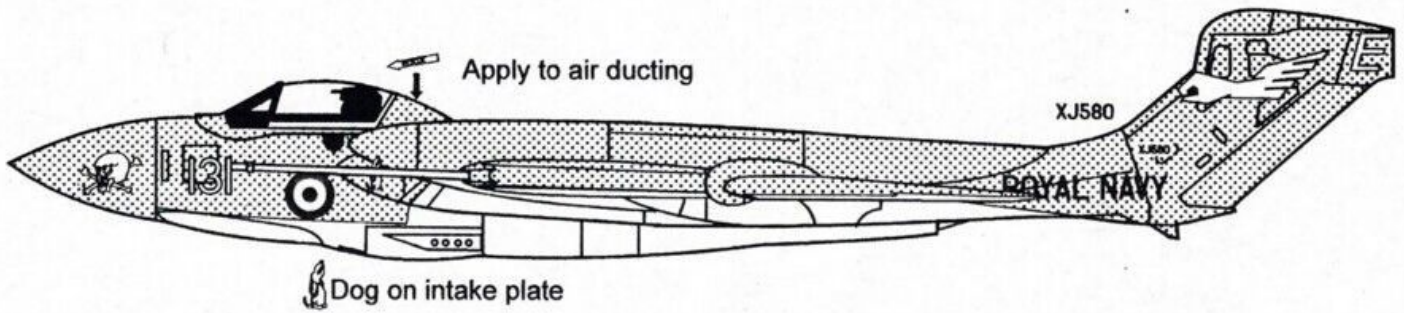


Sea Vixen FAW.2, XS578 while in service with No 893 Squadron on HMS Hermes, during 1970.

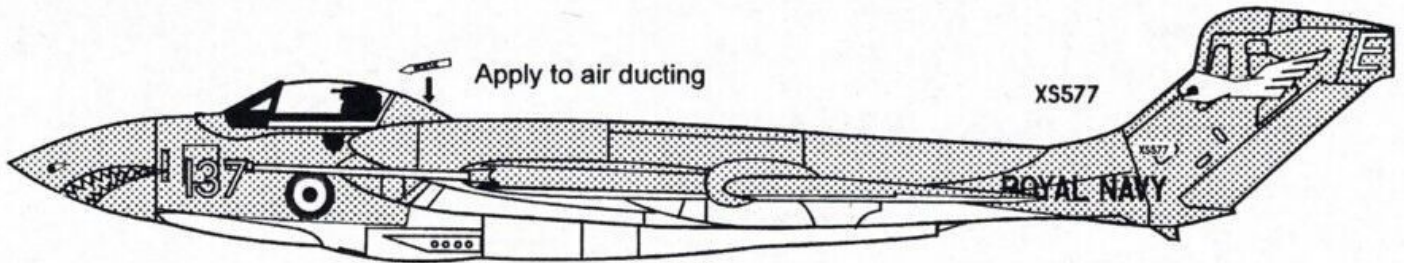


Sea Vixen FAW.2, XP923 while in service with No 890 Squadron land based at Yeovilton during 1969.

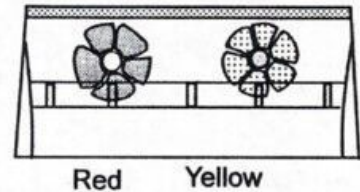




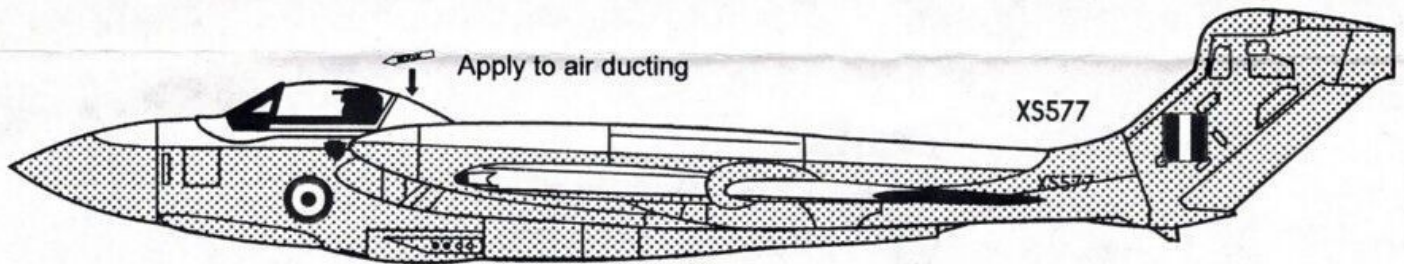
Sea Vixen FAW.2, XJ580 in service with No 899 Squadron on HMS Eagle during 1975.



Standard colors for the operational Sea Vixens is Extra Dark Sea Grey uppers and gloss white lower surfaces.



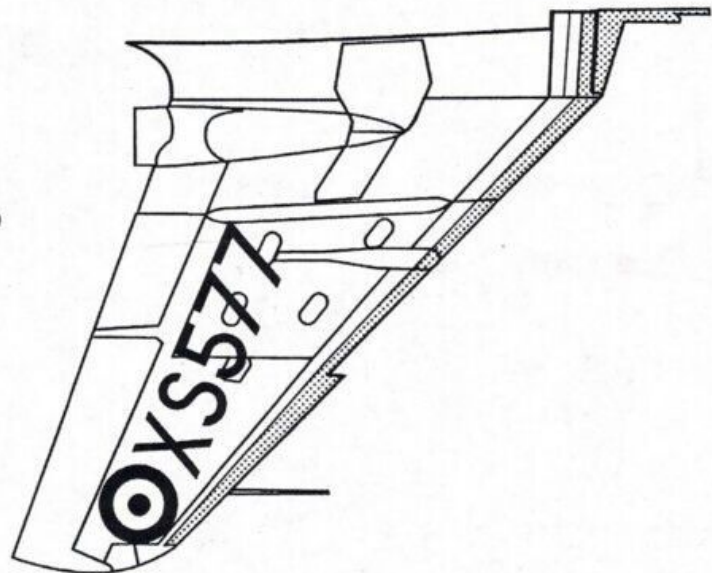
Sea Vixen FAW.2, XS577 while in service with No 899 Squadron on HMS Eagle during 1975. Flowers are painted under vertical tail.



Sea Vixen D.3, XS577 during the 1980-81 period. Upper surfaces are Deep Cream, but in reality Yellow is an appropriate paint to use, with the undersides in Post Office red. The Yellow extends around the leading edges Wing tips are Black. It is possible that for this drone the underwing serials are smaller 24 inch varieties.

Position of roundel and underwing serial. X of serial faces out both sides. It may be necessary to cut the decals between numerals and close up spaces a tad in order to fit properly. Also shows extent of upper Extra Dark Sea Grey color wrap-around.

For the Sea Vixen D.3 the yellow wraps around the same outboard but no on the intakes.



Upper schemes for D.3 (top) and FAW.2 showing location of roundels and walkways

