

### Construction Notes:

Remove moulding 'sprues' from component parts, using a sharp knife or razor saw where necessary. Lightly sand resin parts with fine wet-and-dry paper (use wet to prevent inhaling resin dust). Rinse parts in warm soapy water to remove any trace of mould-release agent, and check fit of parts before cementing, adjusting as necessary.

Referring to the exploded Assembly Drawing overleaf, using Cyanoacrylate (Super Glue) cement wings, fin and tailplane in position. Add air intakes, metal nose cone and jet exhaust, and check alignment. Cement instrument panel, control column and seat into cockpit interior and paint and detail as required.

Assemble metal undercarriage components and glue into position. Using a sharp knife or scissors, carefully trim away excess acetate from the canopy moulding. Test for fit and then glue into position with contact adhesive, or odourless Super Glue. Use filler to fill any gaps and sand smooth.

### Colour Notes:

The CL-1200 mockup was probably finished in overall natural metal (perhaps polished aluminium) with black radome. Wheels were tyre black, and the exhaust a sooty gun-metal /bronze. The cockpit interior was mid-grey, with olive drab/brown cushions on the seat.

Decals are provided for the scheme carried in the available photographs of the mock-up (we liked the skunk on the intakes...). Refer to the scale drawings provided for decal placement. The Modeller can, of course, finish the aircraft in a scheme of his choice.

### Decal Application:

The decals supplied with this kit are conventional waterslide decals. Cut each item from the sheet, dip briefly in warm water, and apply. When all the decals have been applied, if required the aircraft can be varnished as normal.

### References:

The best reference for the American series of X-craft currently available is:  
**The X-Planes X-1 to X-45, Jay Miller, Midland Publishing, 3rd Edition 2001**

A few useful photographs of the CL-1200 mock-up can be found at:  
<http://www.globalsecurity.org/military/systems/aircraft/images/x-27-side.jpg>  
<http://jpcolliat.free.fr/ci1200/ci1200-1.htm>

### Kit produced by...

**Whirlybird,**  
73 High Street,  
Wombwell,  
Barnsley,  
South Yorkshire S73 8HS  
England

Telephone: +44(0)1226 345635  
e-mail: [sales@whirlybirdmodels.com](mailto:sales@whirlybirdmodels.com)



**WHIRLYBIRD**

©2005



©2005

**WHIRLYBIRD**

**WHIRLYBIRD PRESEN  
KIT NUMBER WPX**

# Lockheed CL-1200 Lancer

## Proposed Starfighter development

### Aircraft History

The Lockheed CL-1200 Lancer project was an attempt to update the basic F Starfighter design to reflect recent developments in engine technology and aerodynamics. It utilised the forward fuselage of the F-104 with a new shouldered wing of 60% greater surface area and a redesigned rear fuselage to accommodate a TF-30 turbofan engine. The tail surfaces were lowered from the fin top to a conventional position on the lower fuselage.

A mock-up was built which differed in some respects from the original Lockheed layout drawings of the time, and this is the version reflected in the kit decal sheet.

The project soon changed its status, becoming a research programme, and the aircraft designation "X-27" was allocated. Another mock-up was built, this time revised, squarer intakes to allow the installation of a TF-100 turbofan, and photographs of this can be found in the references.

However, the project did not proceed beyond the mock-up stage, and the replacement of the F-104G in various NATO airforces ultimately fell to the F-16.

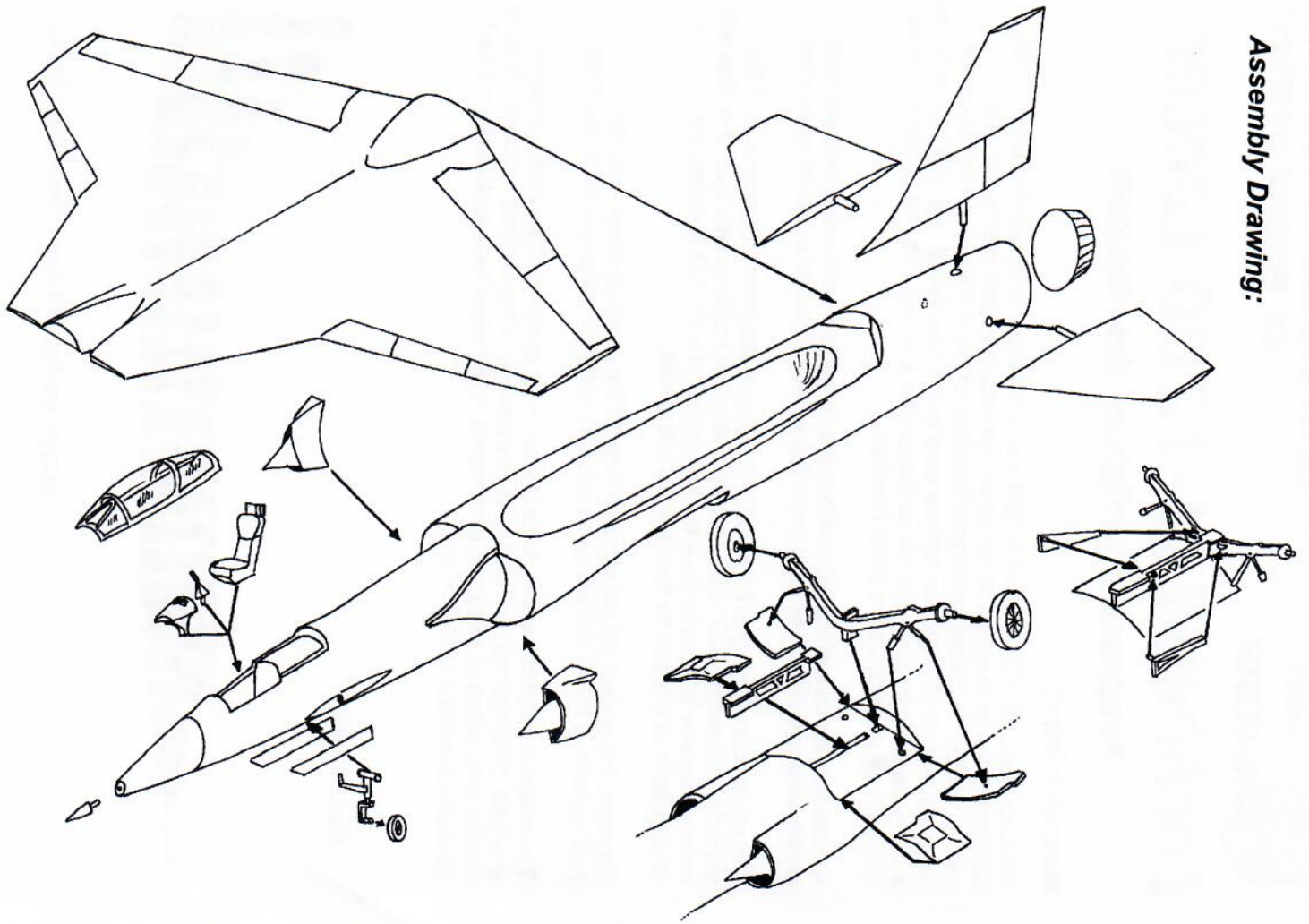
The model is intended to depict the Lancer in its earlier configuration, based on available drawings rather than on the appearance of the finished mock-up. It is of course, interesting to speculate what the CL-1200 might have looked like if it had succeeded instead of the F-16...

*I just wonder...*

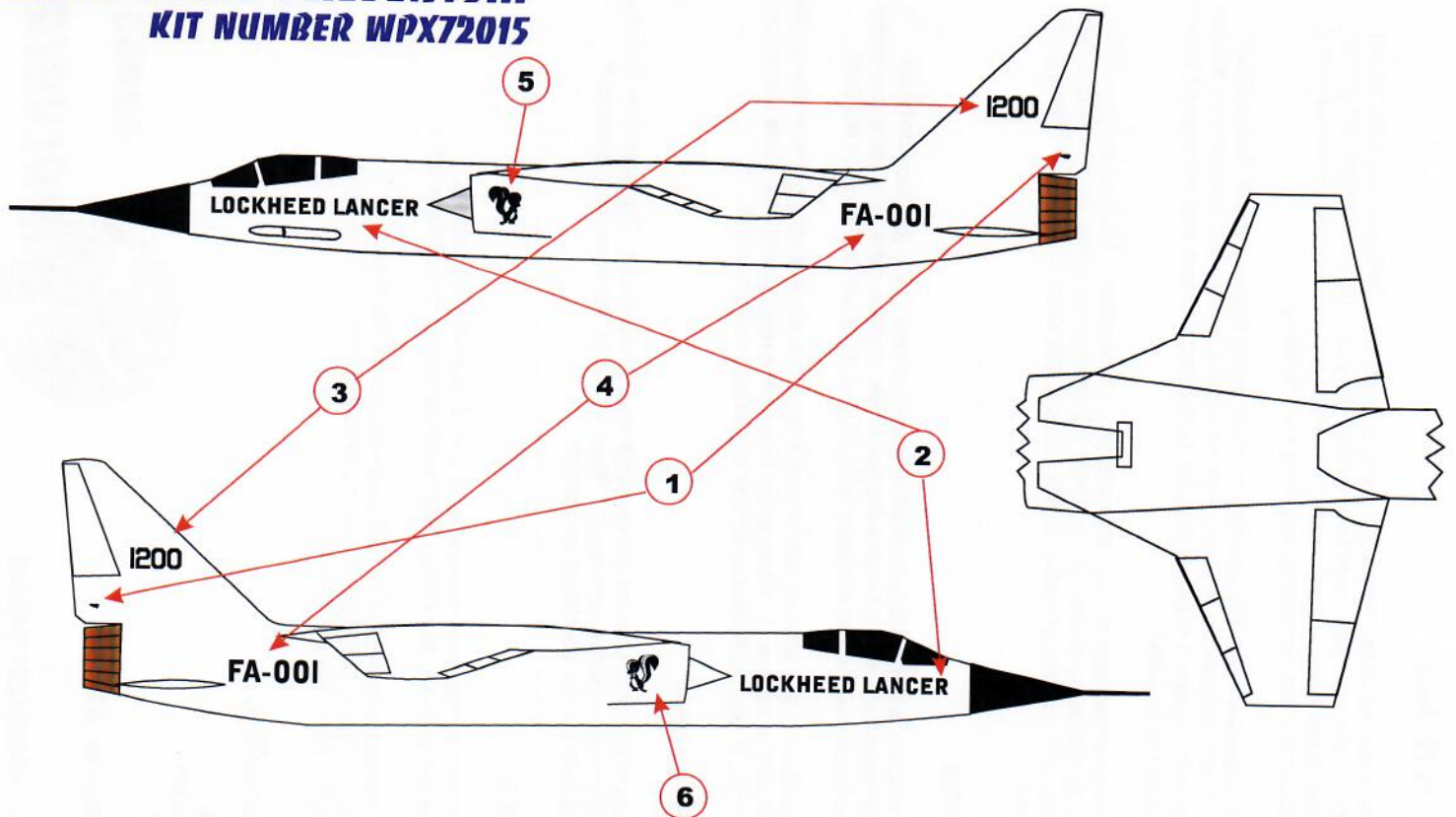


*sorry - we haven't done this decal sheet*

Assembly Drawing:



**WHIRLYBIRD PRESENTS...**  
**KIT NUMBER WPX72015**



**Lockheed F-120 Lancer**

