

Commonwealth Wirraway

1/72 scale

The Commonwealth Aircraft Corporation Wirraway is one of Australian aviation's most significant aircraft. It was a licence built version of the North American NA16 and, at the outbreak of war in the Pacific, the only combat aircraft in production in Australia. Wirraways served Australia right through WWII and Post War until 1959 in the Air Force, Navy and civil roles. This kit includes decals for all three areas plus a rare American wartime scheme.

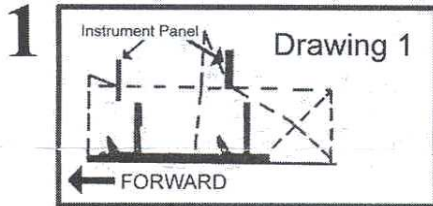
Assembly Guide

Please Read This Before You Begin Assembly.

Wash all parts in soapy water to remove mould release agent. Saw parts from their sprues and clean up with a modelling knife. We strongly recommend the modeller use a knife rather than a file to trim away excess sprue endings.

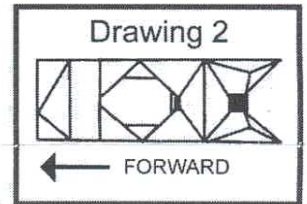
Some small parts (eg. radio aerials, tail wheel doors) must be provided from the spares box or scratch built.

Two canopies are provided in case of accidents during assembly. Use cyanoacrylate based glues (such as Gator Grip) whenever joining plastic to white metal. The key to success with this and all kits is careful parts preparation before cementing, rather than using quantities of filler afterwards!

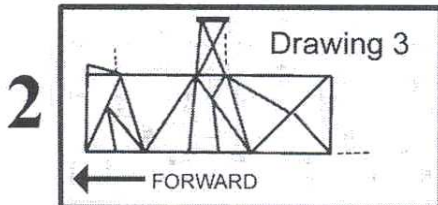


Fuselage framing from the side. Showing instrument panels, control column and floor.

Cockpit: The aircraft's cockpit was very similar to an early Texan / Harvard. Drawings 2 & 4 are provided as a jig to build the internal fuselage tubular structure. The tubing, and most other interior areas, was painted silver as were instrument panels were black and should be mounted as per Drawing 1. Mount the front seat to the roll over structure and position the rear seat on a pedestal made from sprue. A white metal rear gun is provided.

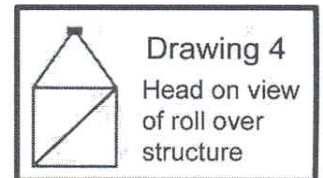


Fuselage framing from above



Fuselage framing from the side. Port and starboard are identical.

Fuselage: Cement rudder pedestal floor boards and control columns to a fore / aft rod which runs under the floor panels, (refer to Drawing #1). Thin down the cockpit walls, particularly around the sills.



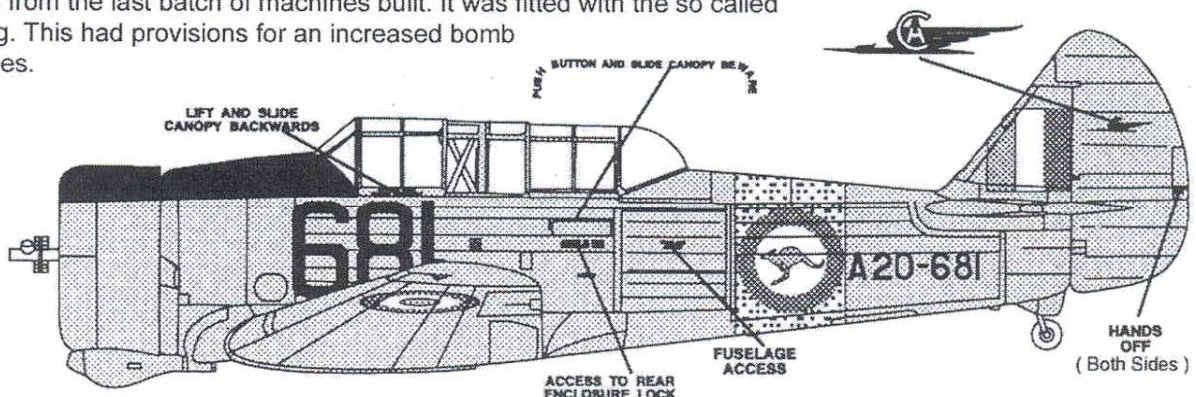
Drawing 4
Head on view of roll over structure

Painting & Decal Guide

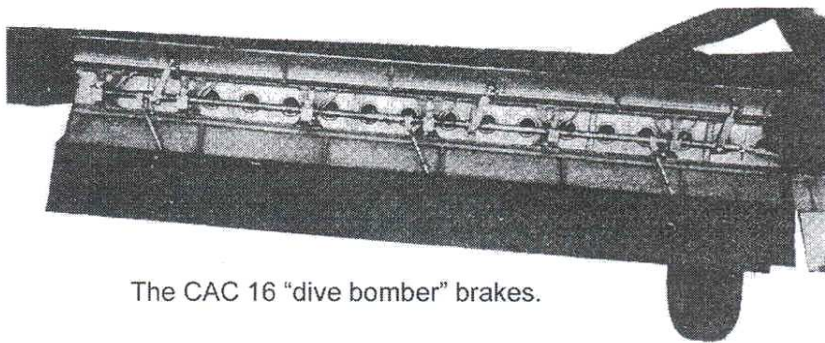
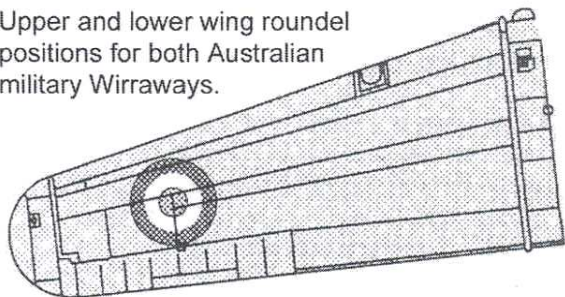
A20-681 - RAAF

Australian Post War training colour scheme was overall silver, black antiglare panel and yellow fuselage band. No yellow wing bands were carried during the period represented by these markings.

Wirraway 681 was from the last batch of machines built. It was fitted with the so called "dive bomber" wing. This had provisions for an increased bomb load and dive brakes.



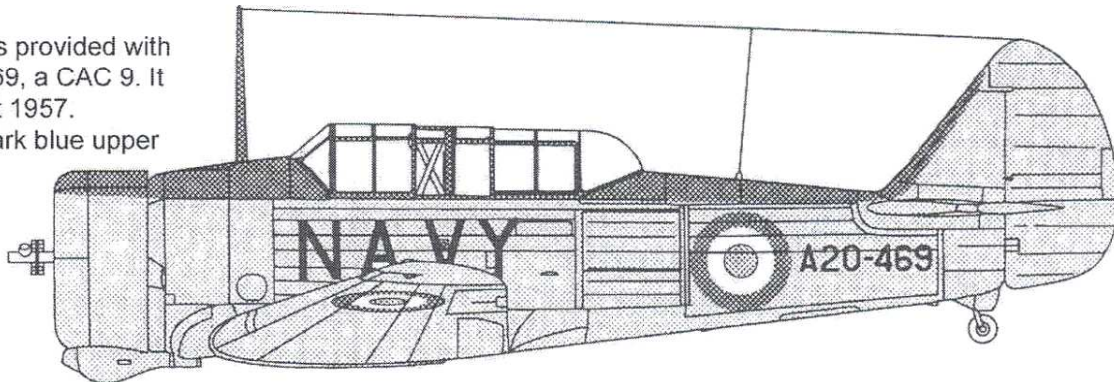
Upper and lower wing roundel positions for both Australian military Wirraways.



The CAC 16 "dive bomber" brakes.

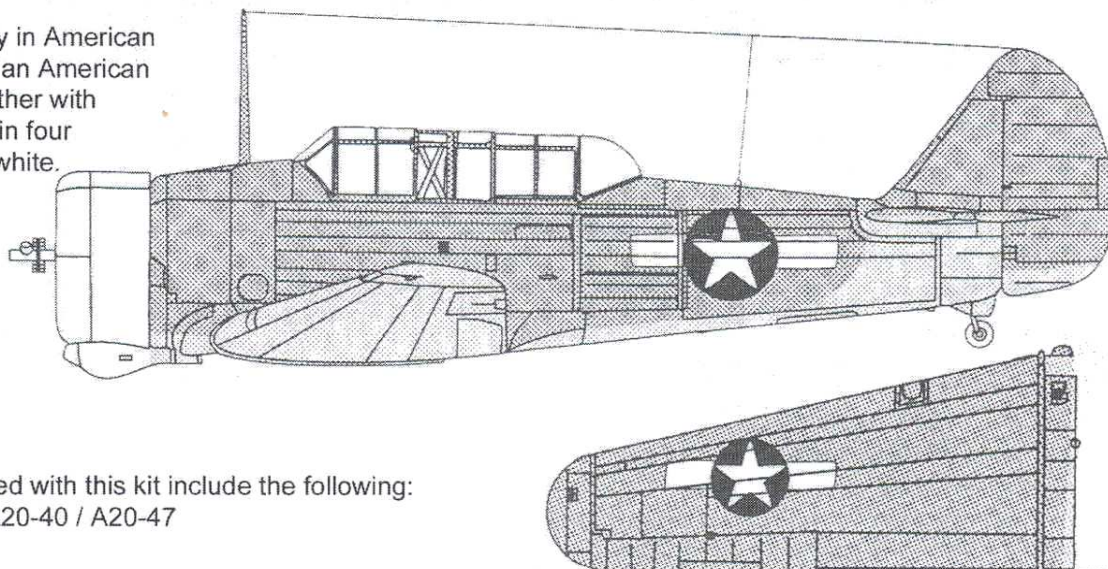
A20-469 - RAN

The Royal Australian Navy was provided with 17 Wirraways including A20-469, a CAC 9. It was taken on charge in August 1957. Colour scheme is silver with dark blue upper fuselage decking. References indicate that 469 had silver wheel hubs.



ex A20-527 - RAAF

A rare example of a Wirraway in American service. Colour scheme is of an American olive drab / neutral gray together with roughly painted stars & bars in four positions. Engine cowling is white.

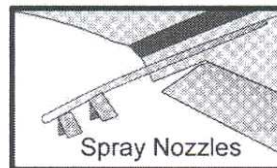


Bonus serial numbers included with this kit include the following:
A20-10 / A20-17 / A20-24 / A20-40 / A20-47

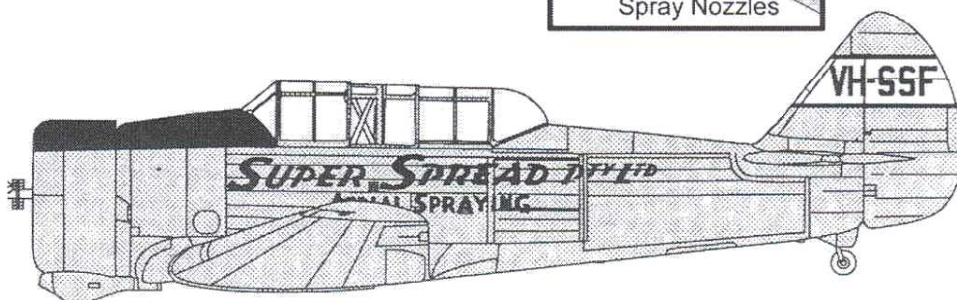
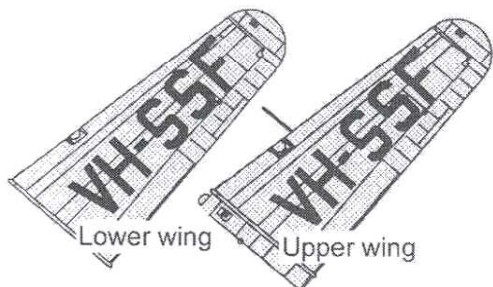
Agricultural Spraying Aircraft

In the 1950's and 60's the Super Spread Company used two CAC 16 Wirraways as topdressing aircraft. VH-SSF (ex A20-692), included in this kit, and VH-SSG (ex A20-696). Colour scheme was silver overall with black anti-glare panel. Propeller was all black with yellow tips.

Super Spread equipped each aircraft with P-51 Mustang 45 gallon drop tanks modified to disperse sprays through nozzles which passed through the wing and over it's trailing edge. The colour scheme for VH-SSG was identical to 'SSF except it lacked the white in it's tail registration strip.



Spray Nozzles



USING VAC-FORM CANOPIES

Trimming: Start with a new blade in 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 at a 45° angle. 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 join, but fumes given off when setting can cause frosting on clear parts. Where possible, mask around the join 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, 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 hand-grabs, 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.

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