

IAI DAGGER / ARGENTINIAN FINGER 1 UPGRADE

kit 7263



The Mirage series of fighters is undoubtedly the most successful post war fighter to emerge from France, having been produced in many variants and serving to this day with many overseas air arms. Despite the many technological advances since the first flight in November 1956, continual upgradings to airframe and systems have allowed the Mirage to almost keep pace with newer fighters, and for operators a rework program is a very viable option to obtaining far more expensive new build aircraft. The Mirage is likely to serve on until at least 2010, probably well beyond in some places. The Finger 1 is likely, as these are rebuilt Israeli Daggers with Kfir noses and upgraded avionics, optimised for the air defence role.

Construction.

All parts should be cut from the sprues, and pieces washed in mild soapy water to remove release agents. It may be necessary to clean up mating surfaces before gluing, and it is certainly recommended that test fitting of all parts be undertaken before glue is applied. Regular polystyrene glues can be used for most parts, with Super Glue or Araldite recommended for white metal and resin bonding. Canopy can be glued with these or Krystal Clear.

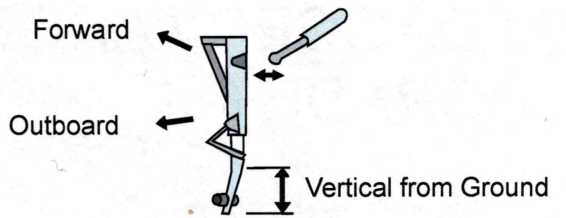
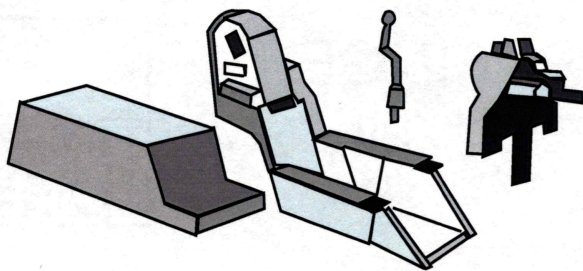
Step 1 The cockpit is as good a place as any to start, and reference to the drawing will show the basic layout. Before gluing the cockpit tub to the wheel well, it may be a good idea to remove a bit off the top of the lower step on the wheel well so the part fits tighter to the underside of the cockpit. It may also be necessary to reduce the depth of the wheel well bottom lip and /or the thickness of the lower fuselage mouldings so the assembly will fit inside the fuselage walls, so trial fitting is essential. The instrument panel can be cleaned up and fitted to the forward end of the consoles, noting that it also has to fit over the flat forward fuselage mouldings. Control column can also be fitted. Interior colour is black for virtually everything, with standard colours for instruments etc. Perhaps the best reference is the Verlinden Lock-On title. Ejection seat is basically black also, with dark green plastic parachute pack, and belts being mid blue, bronze, and/or olive. Once again refer to Verlinden.

The fuselage mating surfaces may need just a slight cleaning up, but try not to remove much from the tail area or the exhaust may not fit (On some kits it may be necessary to pack out the tail width slightly to fit the exhaust.). Fit a small amount of nose weight and join the fuselage halves. Once dry, remove complete nose and attach new Kfir type nose.

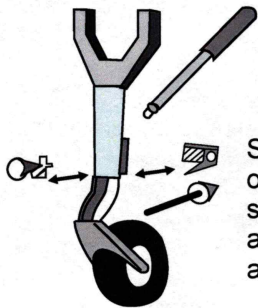
Step 2. Before gluing the wings it will be necessary to thin down the inner mating surfaces, particularly at the tips as it is not possible to mould the thicknesses perfectly. Once the existing leading and trailing edges meet enough has been removed. On the inner face of the bottom wing you will have to reduce the thickness of the wheel well, (Leave enough strength to mount the undercarriage legs), and also reduce the inner face of the upper wings in the area of the wheel wells so that the correct wing section is achieved (trial fit to fuselage will show the correct shape). Once all is ready the parts can be glued together, ensuring that a straight leading edge line is achieved. Before gluing wings to fuselage a bit of the fuselage mating surface will need to be removed in the area of the wheel wells so the wings will fit snugly.

Step 3 Splitter plates and intakes can be cleaned up and added, ditto the vertical fin and large rear fuselage fuel tank. The two underwing fuel tanks can be assembled ready for painting, as can the large under-fuselage tank.. Two small intakes are mounted on the mid upper fuselage, between the vents and circular fuel fillers. Test fit, and reduce diameter as needed, then fit the exhaust into the rear fuselage with the "X" mounted upwards.. Main undercarriage legs should mount securely on the wheel bay parts provided, refer to drawing for layout. As well as inward slant of main leg section, they also slope forward a few degrees. Fit the hydraulic retraction jack and the wheels. The small doors will be a bit of a headache to fit as there is not much attachment, but careful gluing should see them safely in place. Flipper doors can be added also, along with the fuselage fuel tank/bomb carrier beam. Fore and aft edges of the nose wheel bay should be squared up if not already done. Assemble the multi part nose leg unit as per the drawing, and glue it into the forward part of the bay, thereafter adding the retraction jack. The main door mounts on the starboard side at the rear, and the smaller of the two forward doors is mounted to the leg, with the other then overlapping it. Finally, carefully trim the canopy, (warming the moulding in mild water may alleviate any cracking problems during cutting) test fit to the fuselage, removing plastic from the mounting areas if needed to achieve a good fit. Nose pitot can be added before or after painting.

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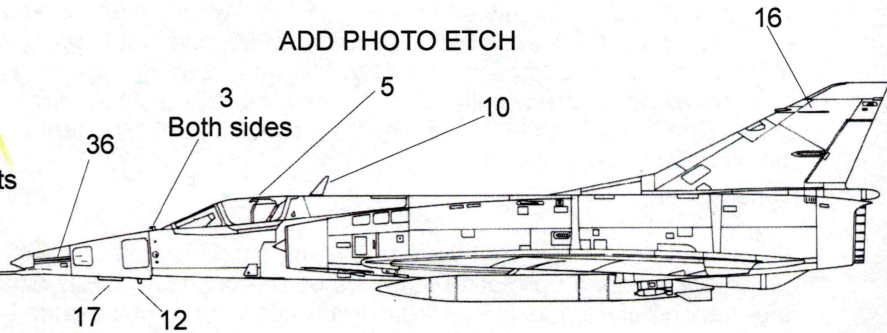
Light mounts on side of leg against other side addition



Steering actuator mounts under rear vertical rod

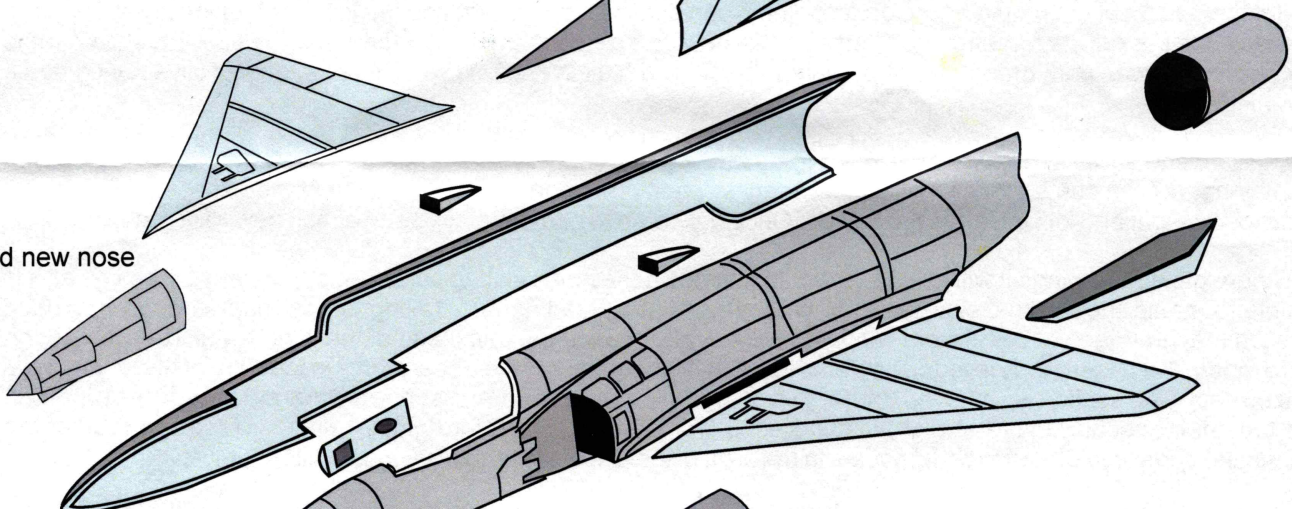
Second light mounts on port side of leg, same height as starboard. after gluing, remove "aid to assembly stick".

ADD PHOTO ETCH



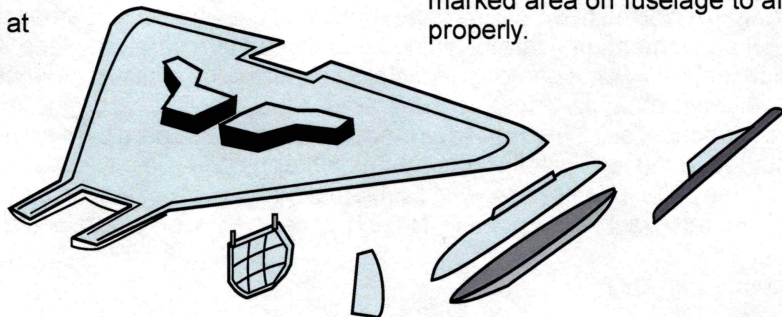
Resin fillet

Add new nose



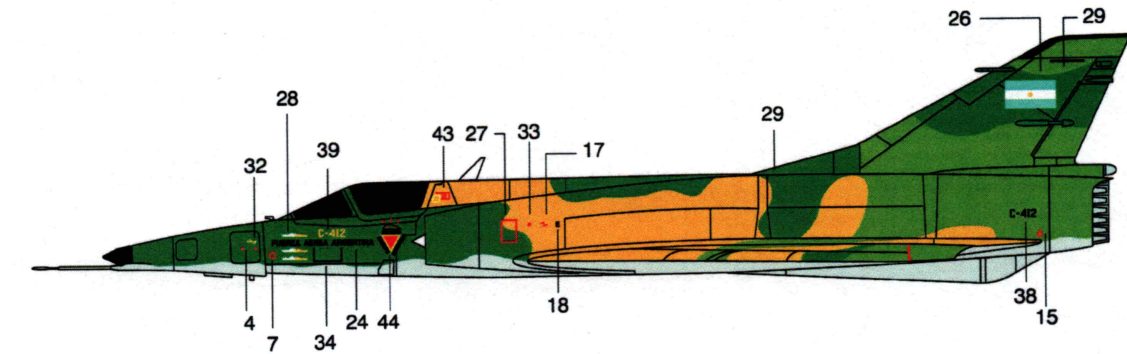
Remove nose at this panel line

Remove plastic from top of wheel wells and corresponding region inside top wing to achieve correct profile. also remove black marked area on fuselage to allow wing to fit properly.

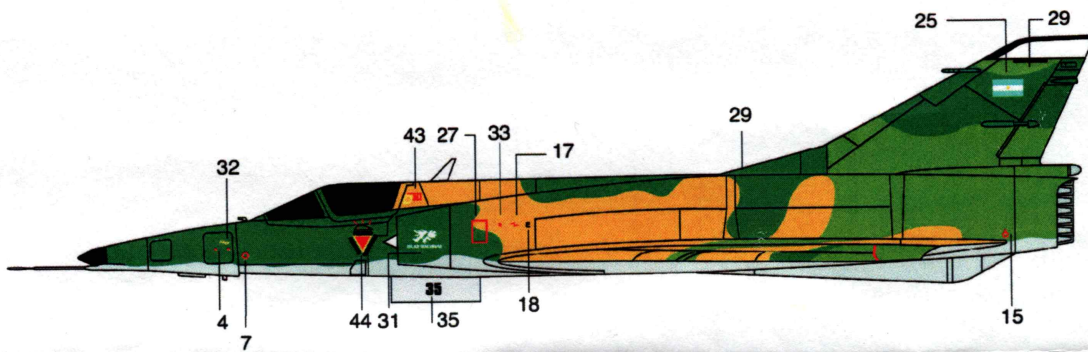
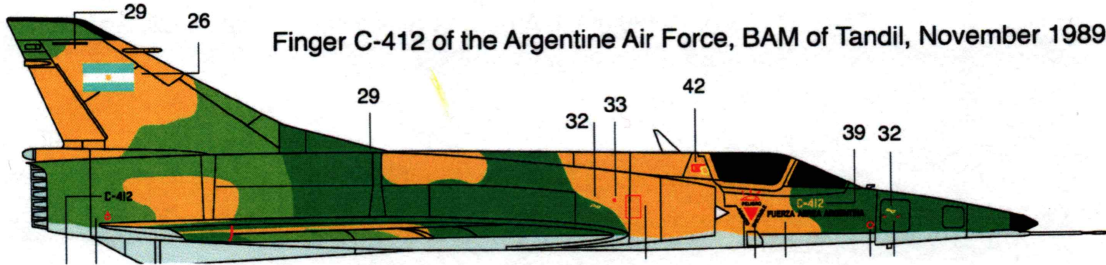


Straight rails for Sidewinders

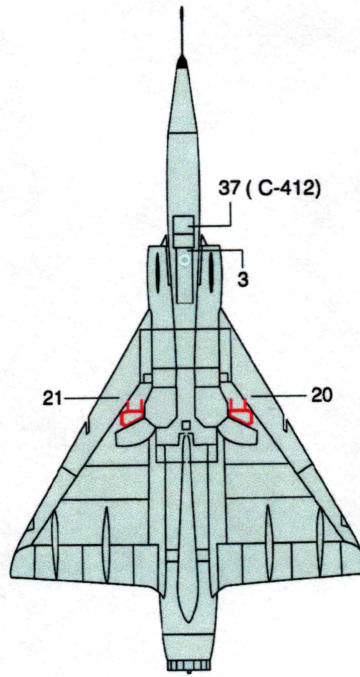
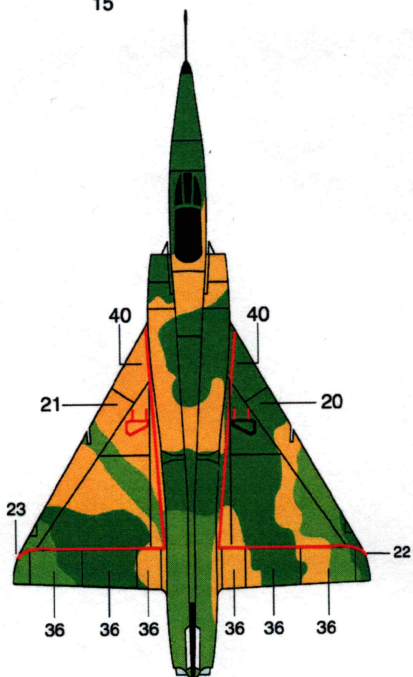
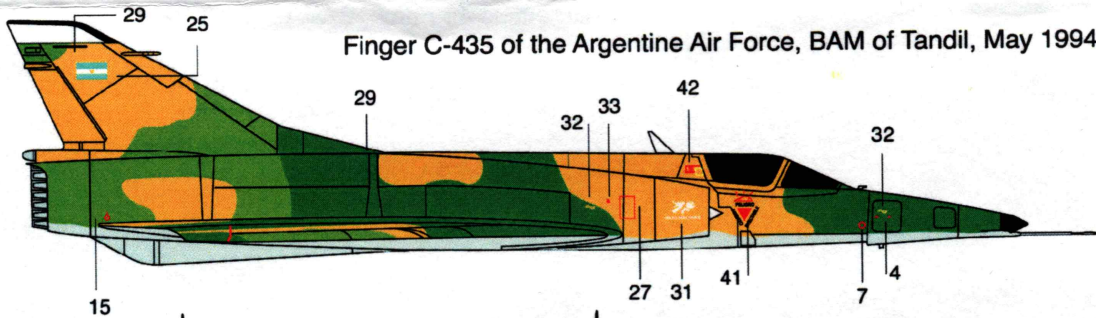
Changes to note. All aircraft have the fin extension and small fin RWR receivers. These need made from rod.



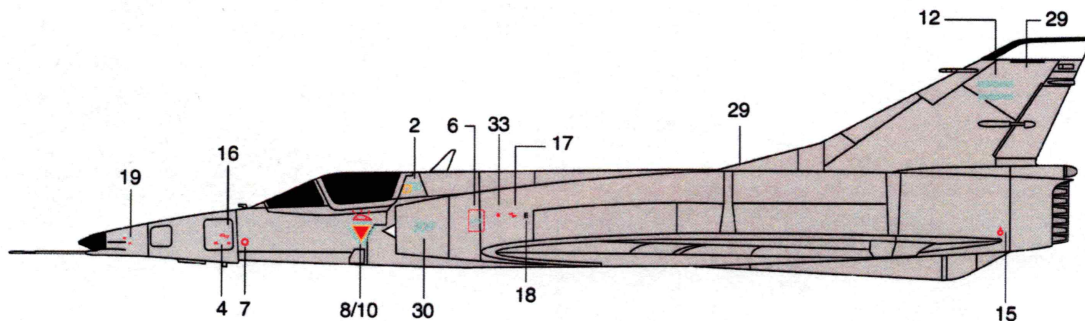
Finger C-412 of the Argentine Air Force, BAM of Tandil, November 1989.



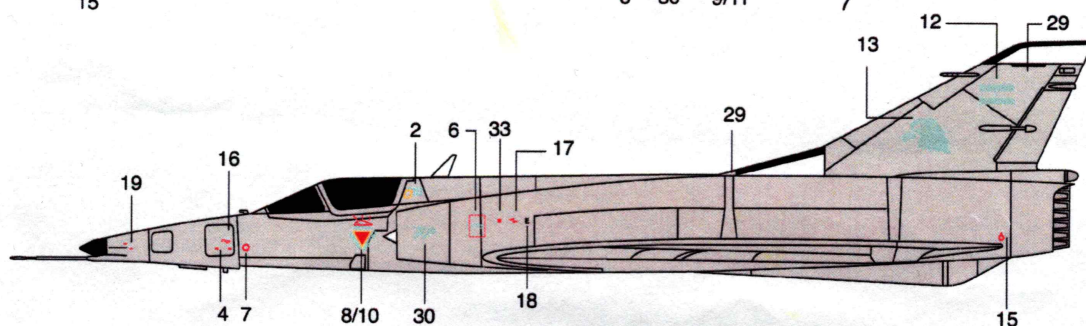
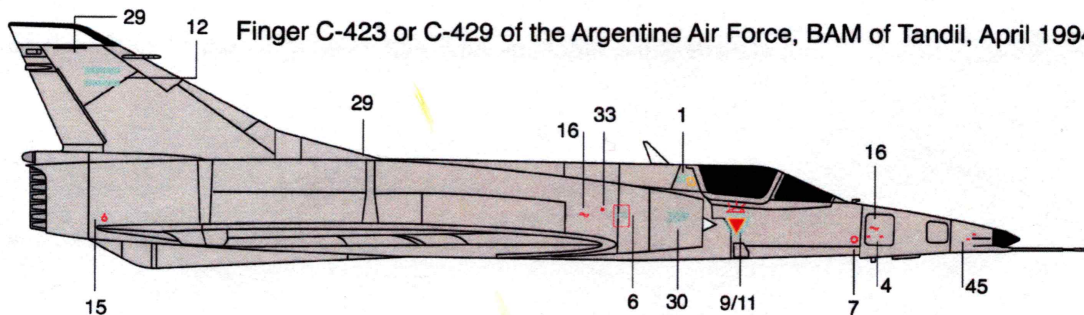
Finger C-435 of the Argentine Air Force, BAM of Tandil, May 1994.



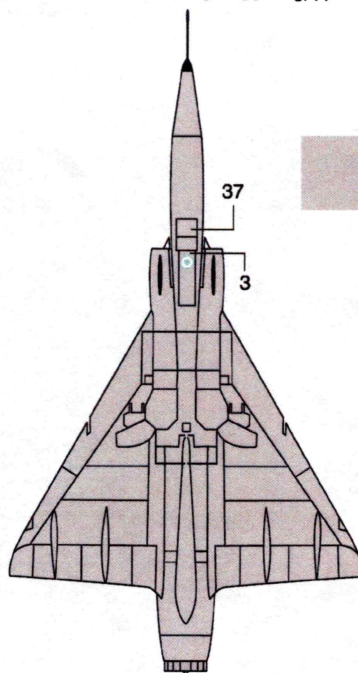
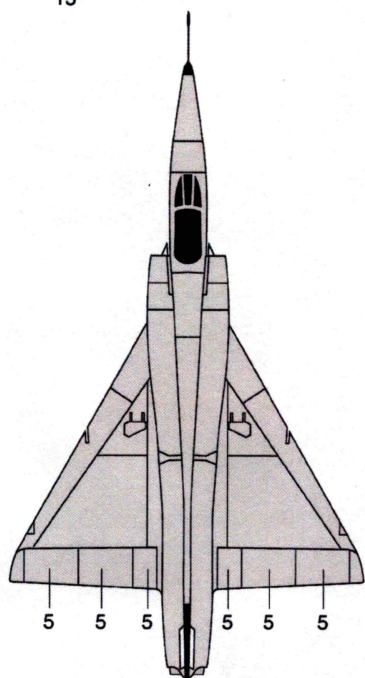
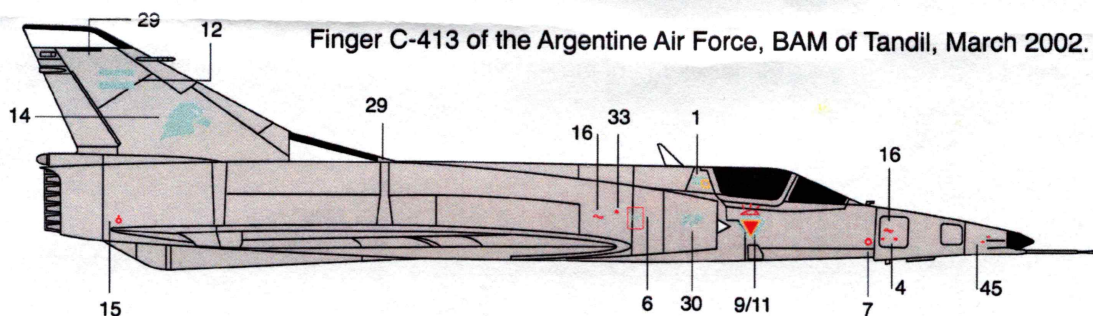
- FS 20219
HUMBROL 118 / 93
- FS 24102
HUMBROL 117
- FS 24079
HUMBROL 116 / 75
- FS 26622



Finger C-423 or C-429 of the Argentine Air Force, BAM of Tandil, April 1994.



Finger C-413 of the Argentine Air Force, BAM of Tandil, March 2002.



FS 26495
HUMBROL 147

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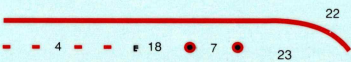


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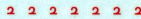
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FUERZA AEREA ARGENTINA

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