

WESTLAND SCOUT

AIRFIX - 72 SCALE



WESTLAND SCOUT A.H. Mk I

The Westland Scout began life as the Saunders-Roe P.531, the design of which began in 1957 and the first prototype of which flew in 1958. In 1959 Westland Aircraft Ltd. took over Saunders-Roe and developed the 531, now named the 'Scout', to a standard which fitted the British Army requirement for a medium sized general purpose helicopter; from the same basic design the 'Wasp' was developed for the Royal Navy.

The versatile 'Scout' is fitted with a single Bristol Siddeley 'Nimbus' Mark 502 free turbine of 1,050 s.h.p. with torque limited to 685 s.h.p. The power reserve resulting from this gives the aircraft an excellent performance at high altitude and under hot climate conditions.

The design of the 'Scout' is such that ready accessibility of all major transmission and operating components facilitates servicing of the aircraft and enables it to be kept operational in the field with a minimum of equipment.

Currently operating with the British Army in Europe and with Security Forces in the Middle East, the 'Scout' is employed in a variety of roles including reconnaissance, battle surveillance and gun spotting; freight transport and as an aerial crane carrying over 2,200 lbs.; casualty evacuation carrying two stretchers placed across the cabin; as a weapons carrier fitted with rockets or wire guided missiles; liaison duties and air/sea/mountain rescue.

The proven capabilities of the 'Scout' have resulted in other countries including Australia, Jordan and Uganda ordering this capable machine which remains in full production for the British Army.

The Bristol Siddeley Nimbus turbine gives a maximum speed of 115 knots and a range of over 250 miles. Fuselage length is 30 ft. 7 ins. and rotor diameter 32 ft. 3 ins.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

Ask for other AIRFIX Models in this series

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

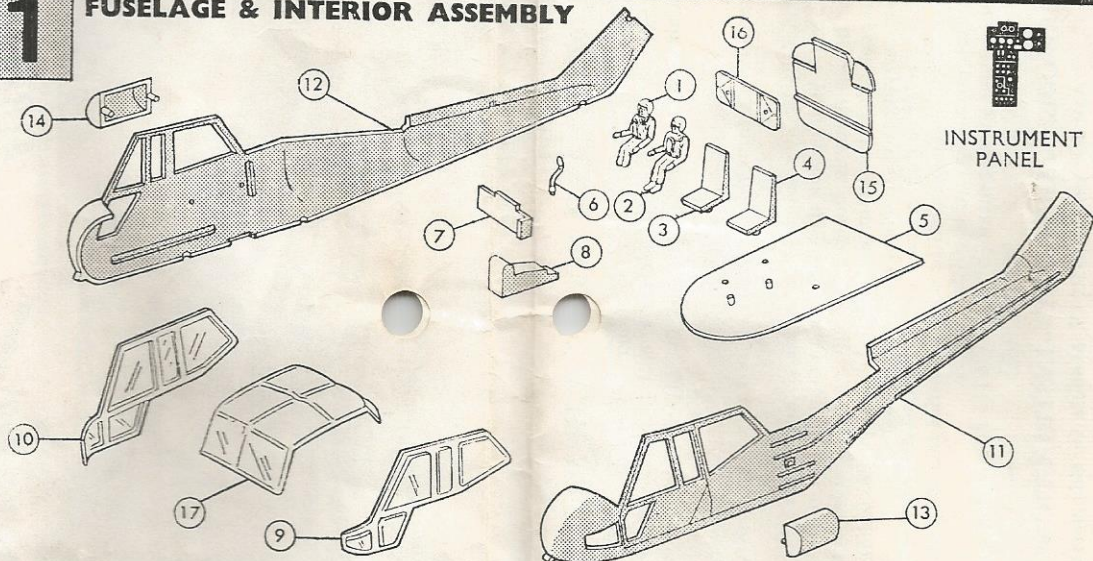
WESTLAND SCOUT

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1

FUSELAGE & INTERIOR ASSEMBLY



INSTRUMENT
PANEL

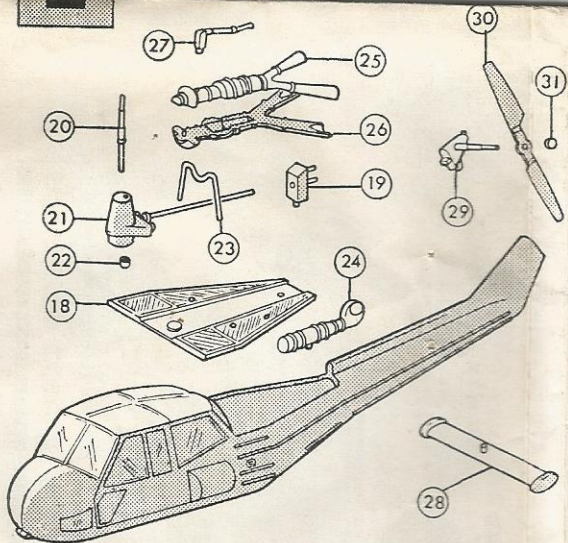
It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as the crew and cockpit interior, this should be done before assembly.

1. Cement pilot (1) and 2nd crew member (2) to seats (3, 4).
2. Cement locating pins beneath seats into locating holes in cockpit floor (5).
3. Cement control column (6) into starboard locating hole in cockpit floor in front of pilot.
4. Cement instrument panel (7) to front of console (8).
5. Cement console over locating pins on cockpit floor, cut out printed instrument panel and cement to panel and top of console. Set assembly aside to dry.
6. Cement port and starboard side transparencies (9, 10) into inside of port and starboard fuselage halves (11, 12).
7. Cement cockpit floor assembly onto inner horizontal rib and into nose of starboard fuselage half.
8. Cement bulkhead (15) to front and against vertical rib in starboard fuselage half. NOTE: step in upper port bulkhead locates over side of fuselage.
9. Cement stretcher seat (16) onto rib on bulkhead in up or down position as desired.
10. Cement port and starboard fuselage halves together, at same time locating port sides of cockpit floor and bulkhead.
11. Cement cockpit canopy (17) to top and front of cockpit, applying cement carefully to edges of canopy.

2

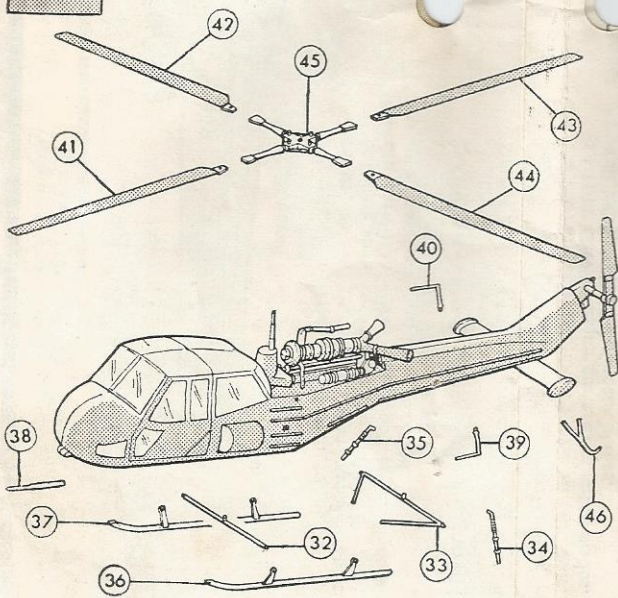
ENGINE ASSEMBLY ETC.

12. Cement engine platform (18) flush into recess behind bulkhead and to fuselage sides.



19. Cement locating pin beneath rotor brake control (19) into rear locating hole in engine platform, shafts to rear.
14. Insert rotor shaft (20) through hole in top of rotor gear box (21) then place retaining bush with hole (22) into recess beneath gear box and over end of rotor shaft and secure with a drop of cement.
15. Cement rotor gear box over forward location on engine platform and end of projecting rod into locating hole in front of rotor brake control.
16. Cement end of engine support (23) into locating hole in top of engine platform.
17. Cement locating pin beneath oil cooler band fan (24) into port locating hole in engine platform.
18. Cement upper and lower engine halves (25, 26) together then position and cement to engine support and top of rotor brake control. (NOTE: locating hole in engine to top)
19. Cement intake regulator (27) into locating hole in top of engine.
20. Cement locating pin on tailplane (28) into second from last locating hole beneath fuselage.
21. Cement locating tab on tail rotor gear box (29) into locating hole in tail. Allow to dry.
22. Place tail rotor (30) over end of shaft. DO NOT CEMENT. Carefully cement rotor retaining boss (31) onto end of shaft, keep cement from rotor and check it is free to rotate.

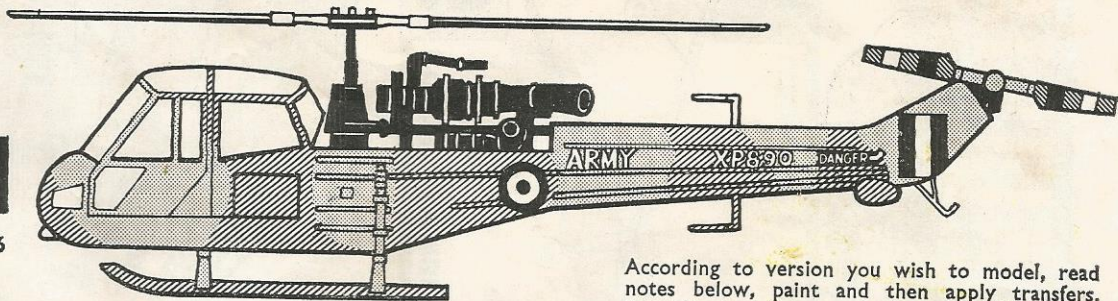
3 ROTOR ASSEMBLY ETC.



23. Cement locating pin on front cross bar (32) into forward locating hole beneath fuselage.
24. Cement locating pin on rear of cross bar (33) into locating hole beneath fuselage to rear of front cross bar, ends of cross bar cemented to bottom of fuselage.
25. Cement angled ends of shock absorbers (34, 35) into locating holes in port and starboard fuselage sides and to top and onto angles of rear cross bar.
26. Cement skids (36, 37) onto projecting pins on ends of cross bars.
27. Cement pitot tube (38) beneath front of fuselage.
28. Cement antenna (39, 40) into rear locating holes beneath port side and above starboard side of fuselage.
29. Cement locating pins on rotor blade (41-44) into locating holes beneath projecting arms on rotor hub (45), place DO NOT CEMENT, hub over end of rotor shaft.
30. Cement tailskid (46) into last locating hole beneath rear of fuselage.
31. Cement together both parts of stand.
32. Cement arm of stand into slot provided in fuselage.

4

SUGGESTED COLOUR SCHEME



MATT
BLACK M6

RED G1

DARK EARTH M5

DARK
GREEN M3

According to version you wish to model, read notes below, paint and then apply transfers. Separate sheet into required number of subjects, dip each into warm water and slide off backing into position shown on illustration.

DARK GREEN M3: skids, between engraved lines on canopy, and over —

DARK EARTH M5: to give camouflage effect on all fuselage and tail surfaces.

MATT BLACK M6: engine, underside of rotor blades, tail rotor gear box, stripe on tail rotor.

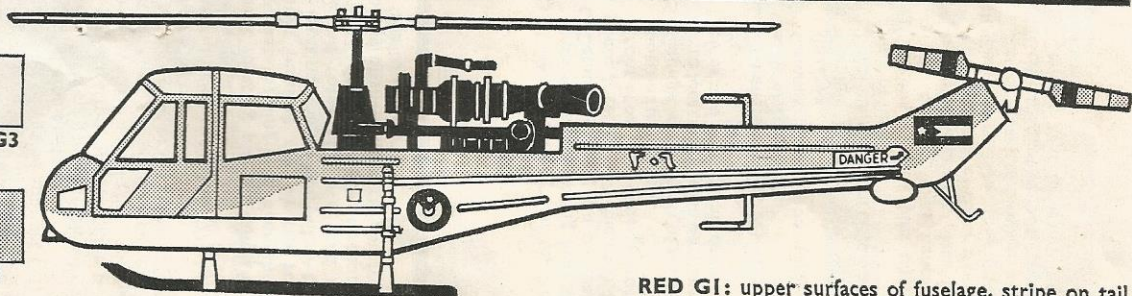
LIGHT GREY: upper surfaces of rotor blades.

YELLOW G2: tips of rotor blades.

RED G1 AND WHITE G3: stripes on tail rotor.

BRITISH ARMY VERSION

The following markings to fuselage sides—commencing with roundels, then the word ARMY, serial numbers (alternative pair provided). DANGER notices and finally red, white and blue flashes to either side of tail and aircraft name to base of stand.



WHITE G3

RED G1

MATT BLACK M6

RED G1: upper surfaces of fuselage, stripe on tail rotor.

WHITE G3: lower surfaces off fuselage, stripe on tail rotor, rotor hub and arms, tailplane.

MATT BLACK M6: skids, engine, undersides of rotor blades.

LIGHT GREY: upper surfaces of rotor blades.

YELLOW G2: tips of rotor blades.

JORDANIAN VERSION

The following marking to fuselage sides commencing with roundels then Arabic characters. DANGER notices and finally flashes to either side of tail and aircraft name to base of stand.



WESTLAND
SCOUT A.H.1



WESTLAND
SCOUT A.H.1

