

anbarún models

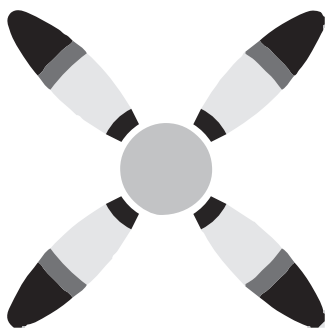
Kit No:

1/72 SCALE



DE HAVILLAND

SEA VIXEN FAW.1



1/72 SCALE MULTIMEDIA AIRCRAFT KIT

DE HAVILLAND SEA VIXEN FAW.1

Construction notes

Preparation:

Resin parts should be removed gently from their printing supports with the aid of a modelling razor saw (or similar small toothed blade), using a gentle sawing motion.

Occasional circular holes found on some larger parts are drain holes required for uncured resin to escape the interior of such parts. Fill as you would normally.

Good surface finish can be achieved by using finer grades of Wet & Dry paper (soaked in water) to remove any remaining support stumps and laminar artefacts of printed layers.

Any warping of parts is readily corrected by immersion in very hot water and rectifying whilst soft.

Handling:

Care should be taken with parts of this kit that have very fine print tolerances, typically the trailing edges of wings and rudders, ailerons &etc.

Prior to painting the model, such areas should be protected from damage either by taping a scrap cardboard 'sleeve' over the thinnest regions, or by running a length of thick tape such as self-adhesive metal foil along them.

The hinges of the wingfold (which are printed as part of the inboard wing root) should similarly be protected from damage during handling. If you do break off any of these hinges during assembly, I've included a spare set of both port & starboard ones to enable you to effect repairs later on.

Assembly:

Always dry fit first.

Resin inevitably shrinks during curing and especially where male/female parts meet, a small amount of filing/sanding may be necessary for them to interlock as designed.

Handmade brass arrestor hook and jury struts are supplied with over-long mounting pins to trim to the required length

The curved cable tray sections (front of wingfold) are supplied as printed resin: these can be used as templates to create brass replacements yourself for extra strength if required.

To help you form the brass PE radar dish to the correct curvature, you'll find a printed resin doming tool included in the kit to allow you to do this.

Gluing:

Outside of using printing resin itself and a UV laser to glue parts together, the strongest bonds for printed resin parts of this nature will come from using an epoxy resin-type adhesive. (CA glues should be avoided due to brittleness of bond).

For brasswork and transparencies, Gator's Grip, GS-Hypo, or glues of similar performance/quality are recommended.

Where filler is required, best results on larger parts (like wing joints) will come from materials of similar hardness to that of the printed resin (such as epoxy resin or CA mixed with flour). This enables such jobs to be carved/planed as well as sanded to match the surrounding contours of the aircraft.

For finer lines/gaps, use your preferred brand.

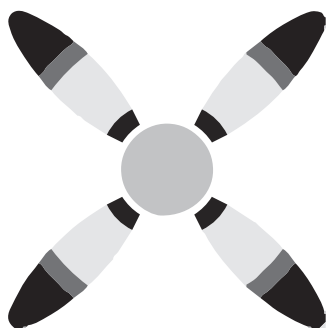
Painting:

Tamiya brand acrylics without the use of a primer have been found to work reliably on this make of printed resin, both in themselves and when it comes to the use of both masks and tape outlines for the paint-scheme.

As a precaution you should test your own preferred paint brands and methods in advance, using some of the scrap support stand bases as paint mules.

This is especially important to insure against paint lift when using masks and varieties of tape on top of painted surfaces.

Alclad & AK Xtreme metallics have worked fine on engines and other metal features here, but again, test your own preferred brands in advance for durability.



1/72 SCALE MULTIMEDIA AIRCRAFT KIT

DE HAVILLAND SEA VIXEN FAW.1

Construction notes (cont.)

This kit has been designed to be assembled as a series of distinct regions which are then joined together in sequence.

Whilst the initial order in which you decide to assemble the contents of these separate regions does not matter, their subsequent integration as an airframe should be done as follows:

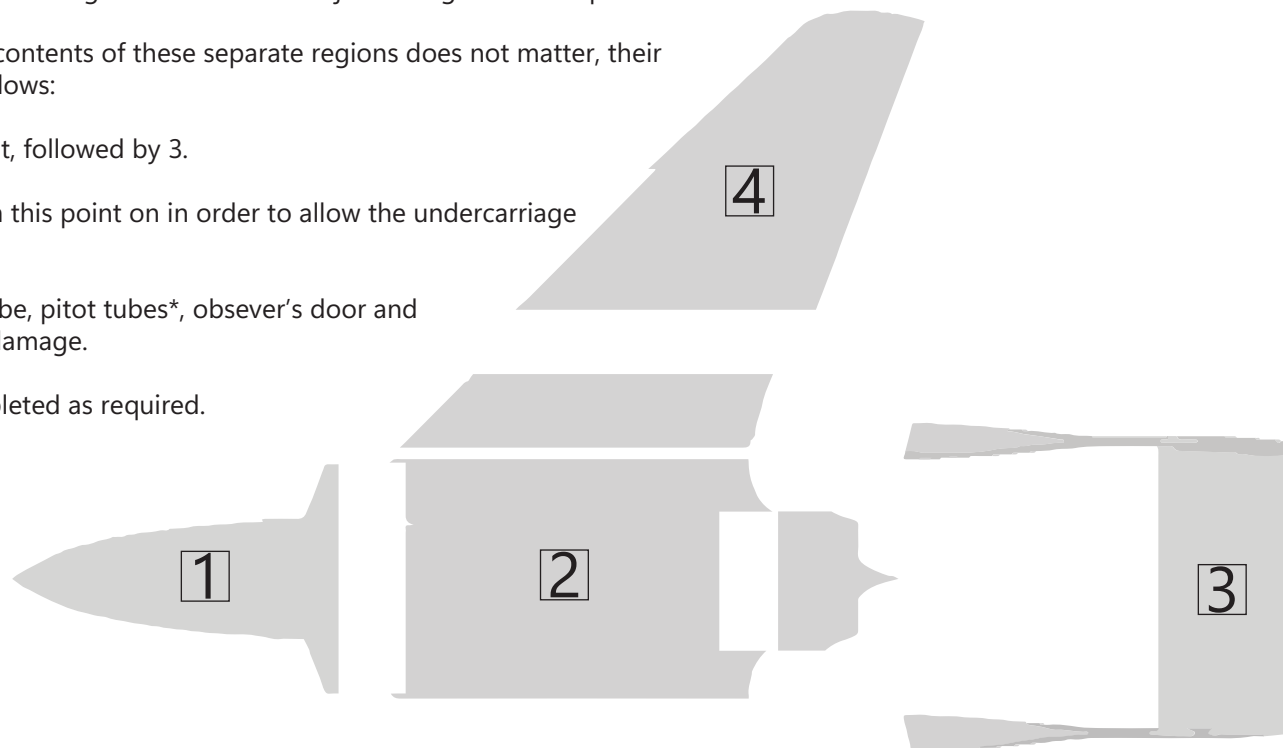
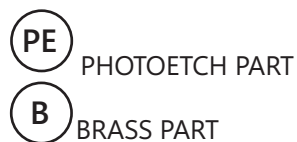
Sections 1 (minus radome and radar) & 2 joined together first, followed by 3.

The support of a jig or modelling stand will be required from this point on in order to allow the undercarriage to be fitted prior to installation of the wingfolds

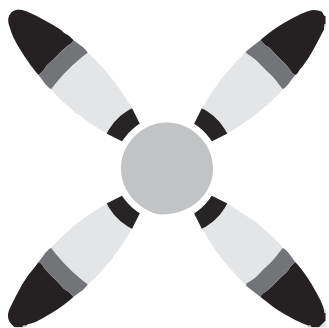
Remaining features such as the pilot's canopy, refuelling probe, pitot tubes*, observer's door and radar details can then be fitted to in the last stage to avoid damage.

Final detailing of the wingfold mechanism can then be completed as required.

*not supplied with kit. Master Model 1/72 brass pitots (No. AM-72-080) are recommended in this instance.



Additional materials: in the following instructions you will find a small number of parts such as undercarriage and radar require the use of short lengths of metal tube/rod of 0.3/0.4mm Ø. You will need to provide these yourself.



1/72 SCALE MULTIMEDIA AIRCRAFT KIT

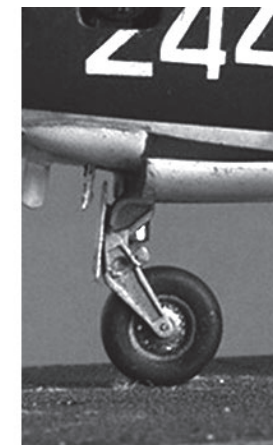
DE HAVILLAND SEA VIXEN FAW.1

Display notes.

Presentation of the model:

In its raw state this aircraft will build to be a tail sitter.

Cockpit detailing and the exposed radome area leave insufficient space in the forward section of the aircraft to insert a ballast medium, so it is recommended to attach the nosewheel onto a display base in order to hold it down. For best results drill out a 0.4mm opening in the bottom of the nosewheel prior to assembling the part onto the aircraft. In this way you can glue a metal pin into it and then permanently mount this into a corresponding hole on the display base as shown here →

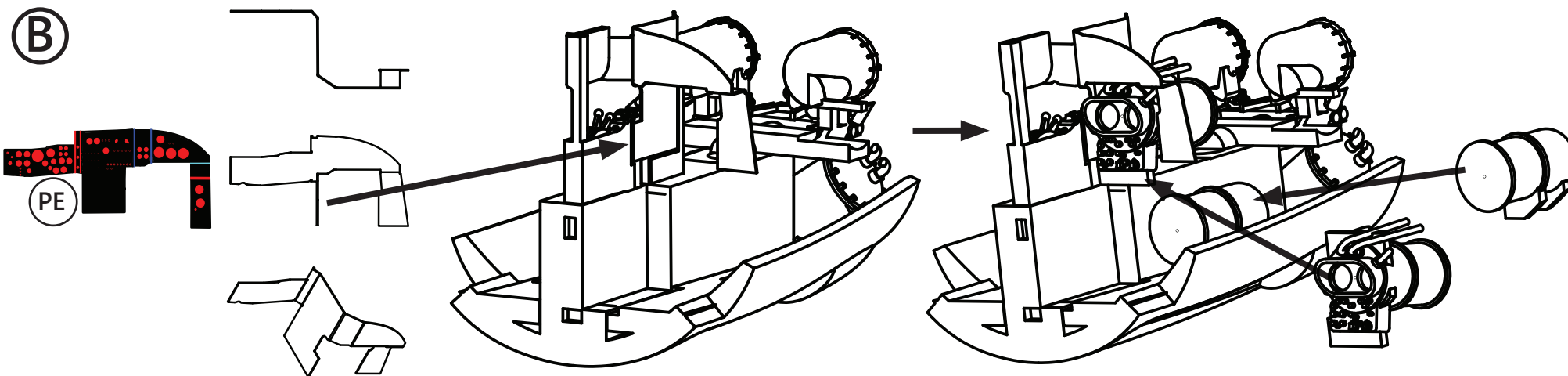
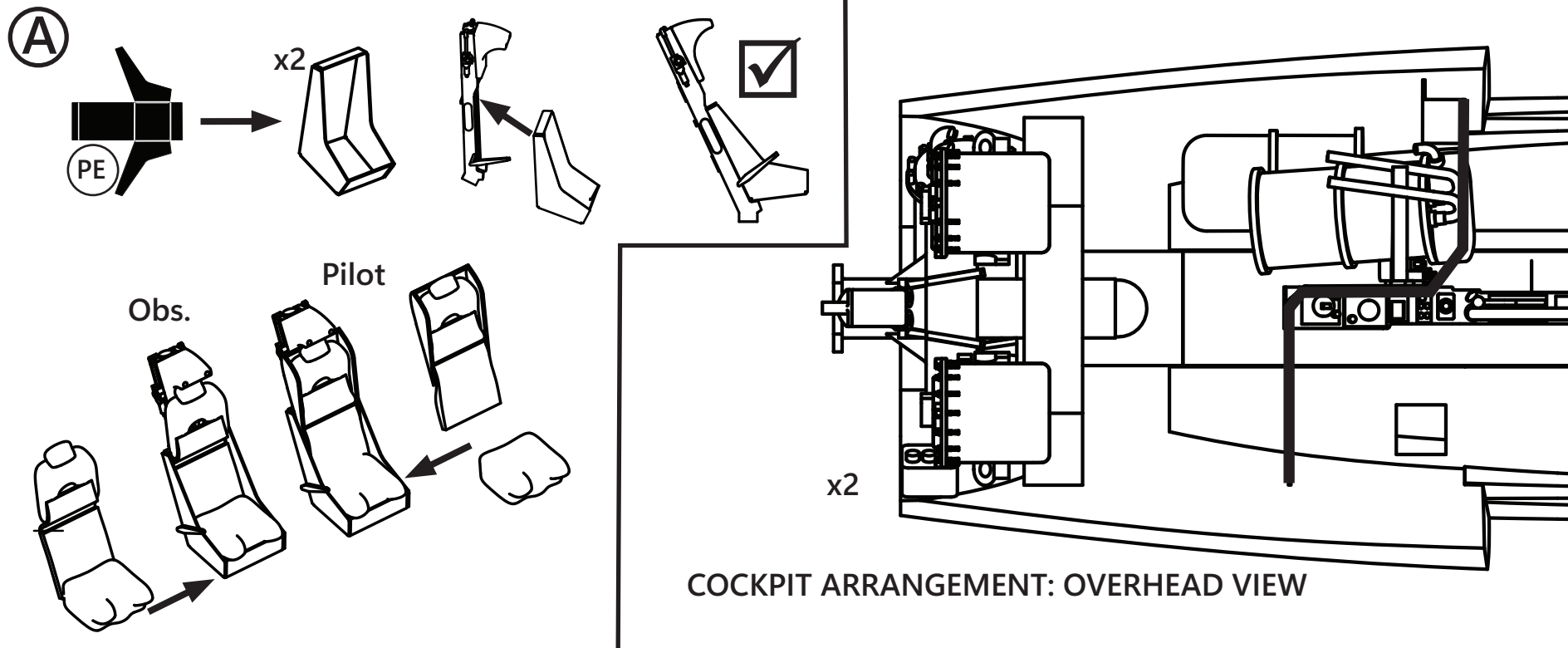


Final thoughts....

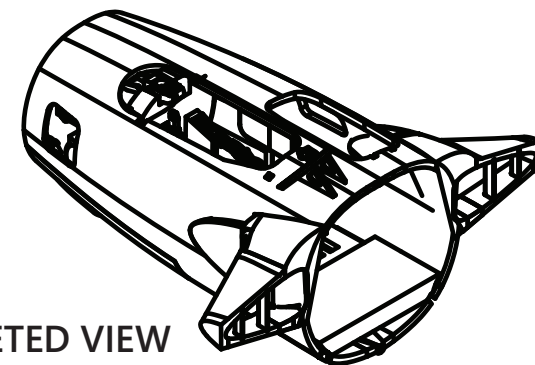
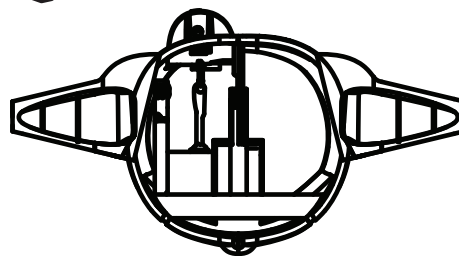
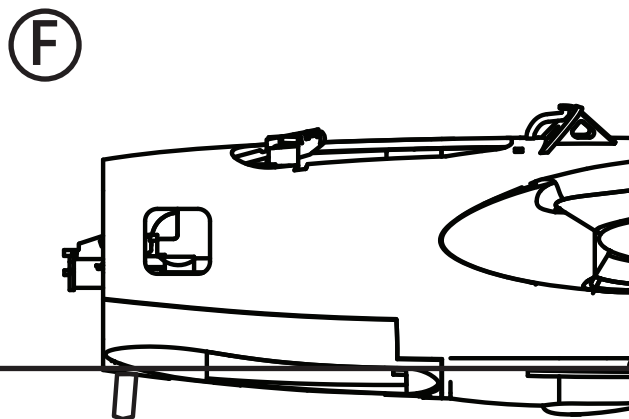
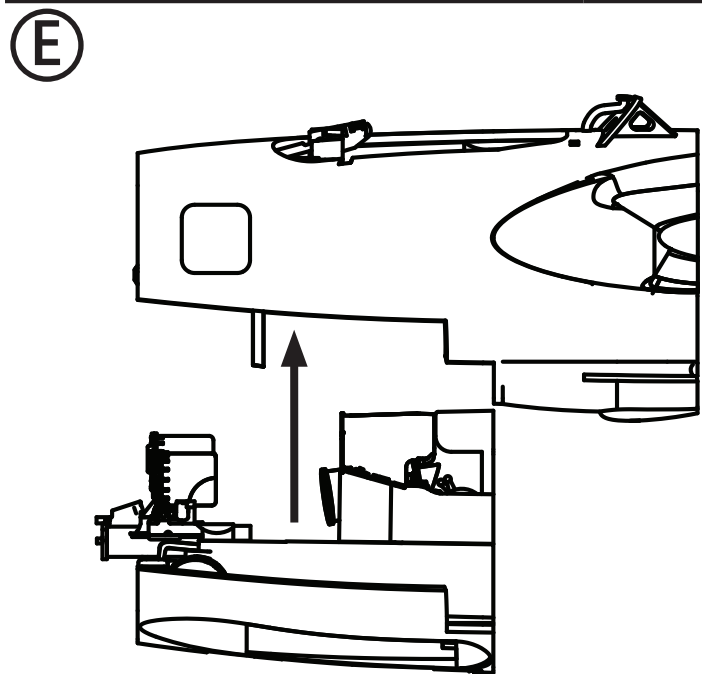
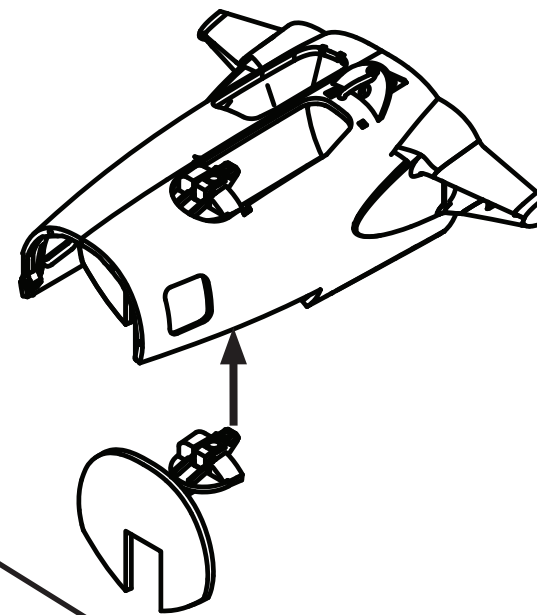
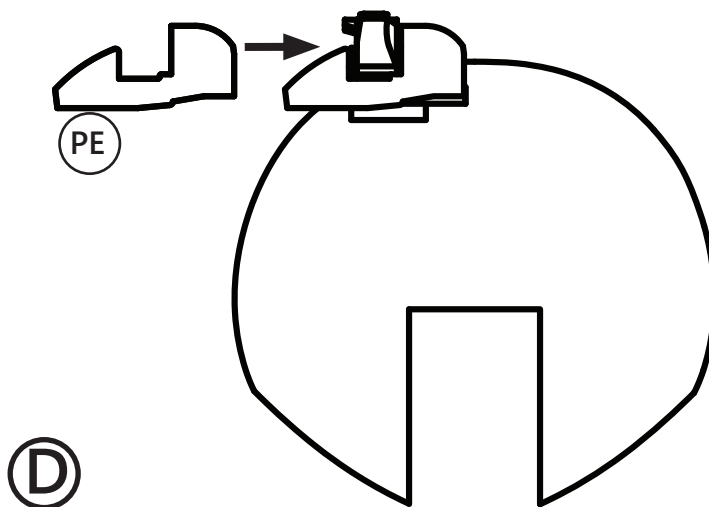
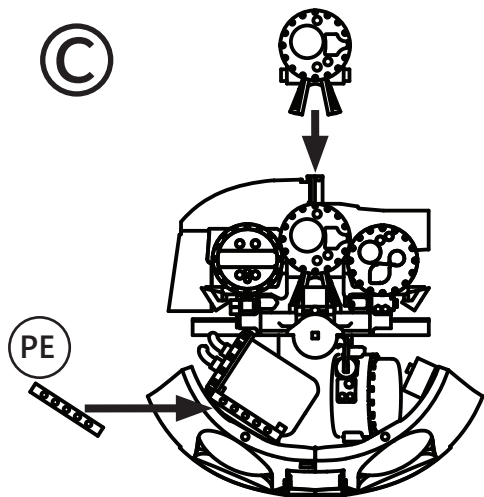
The following instructions are put together on the basis trial and error, in terms of identifying a sequence that avoids as far as practicable the risk of damaging delicate parts during handling. In the later phases of the build, when it comes to the combination of undercarriage and folded wings involved you will definitely need a stand/jig in order to secure the aircraft safely in position.

Despite Ministry specifications regarding paint schemes for the Sea Vixen, it is worth noting that there can at times be considerable observable differences in relation to placement and size of markings, whilst squadron markings also evolved over time on occasion. Always refer to period photographs of your subject of choice if at all possible in order to ensure maximum fidelity to the original.

✕ 1 : NOSE

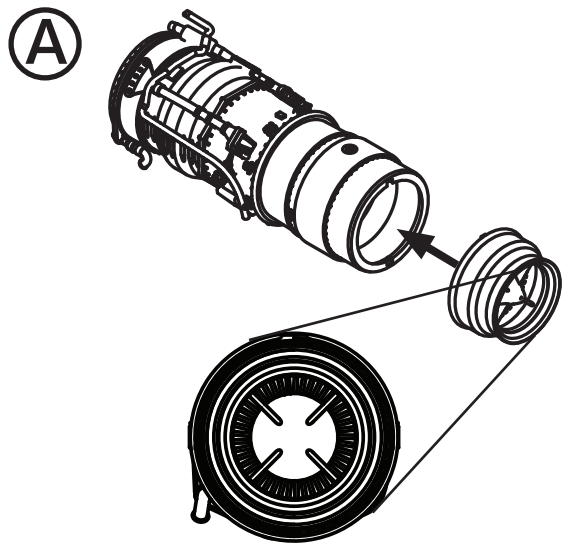


✂ 1:NOSE

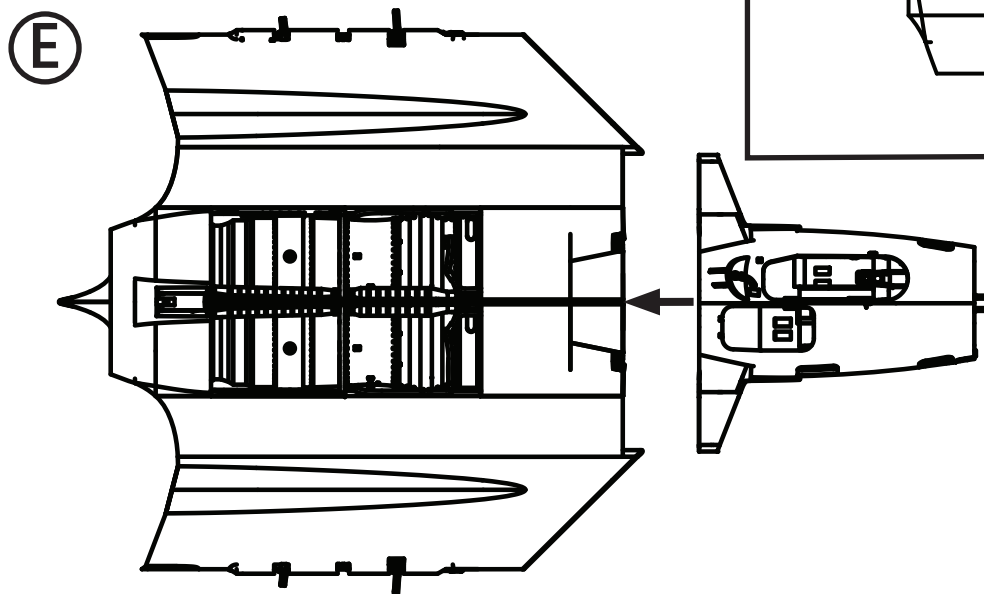
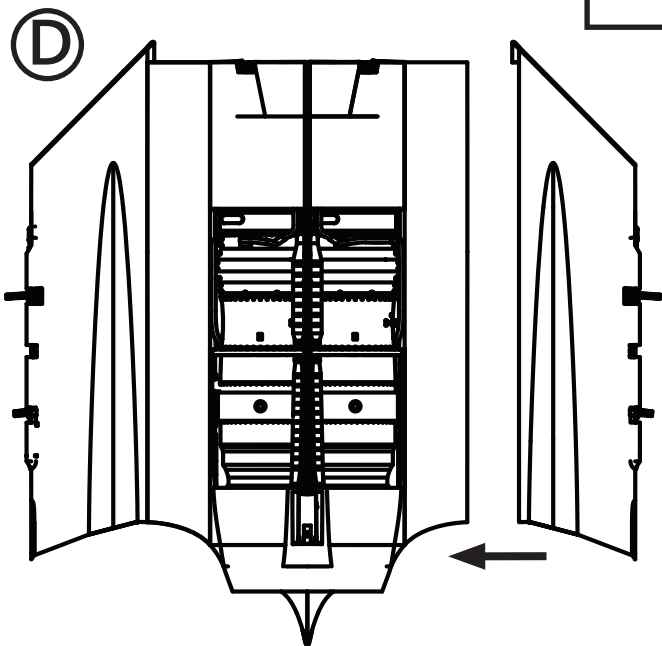
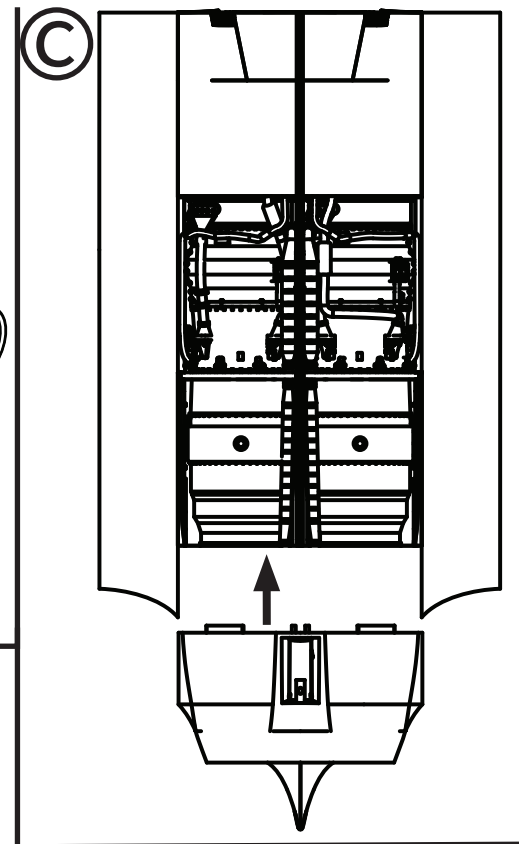
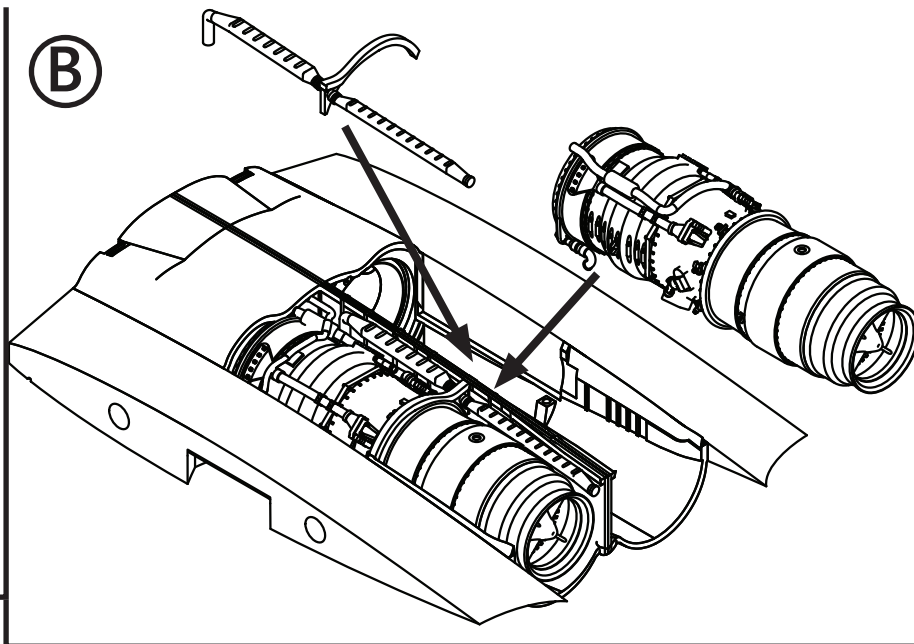


NOSE SECTION: COMPLETED VIEW

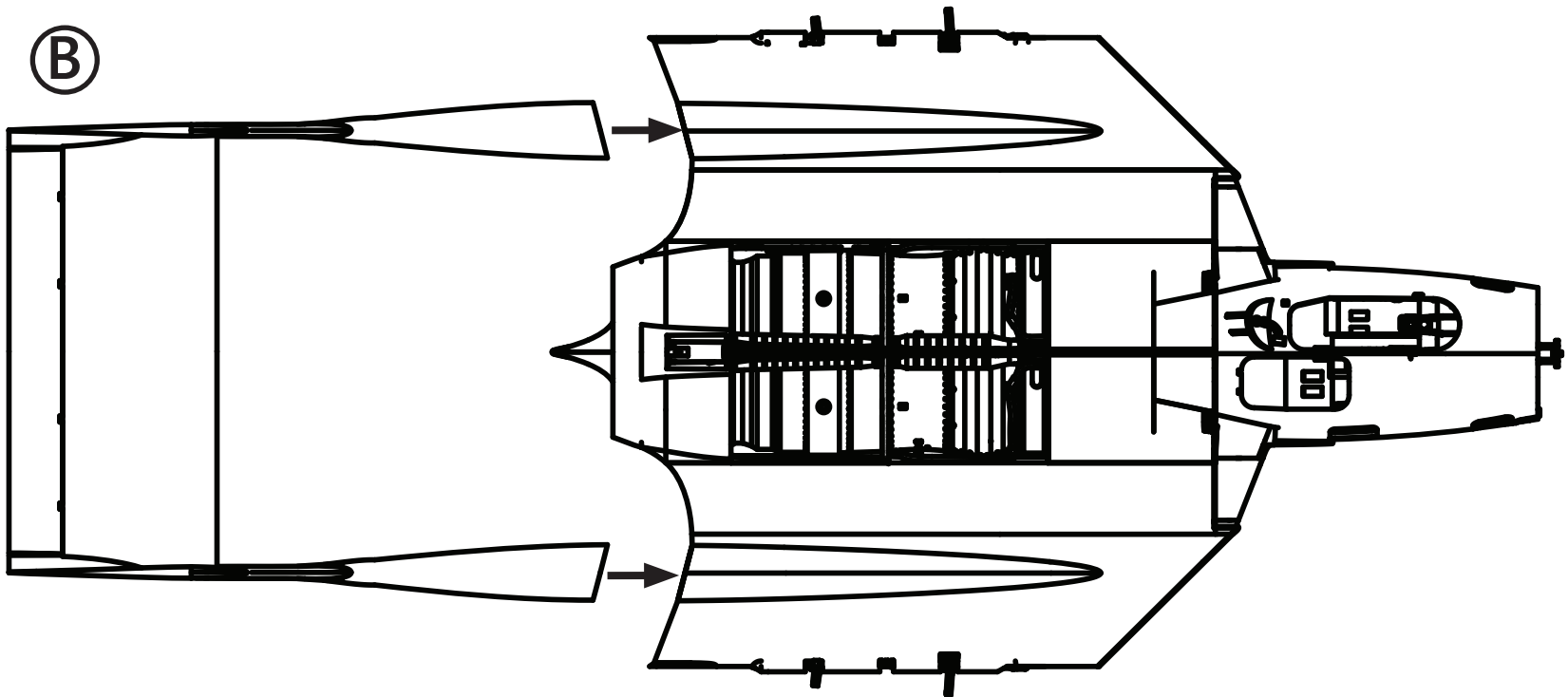
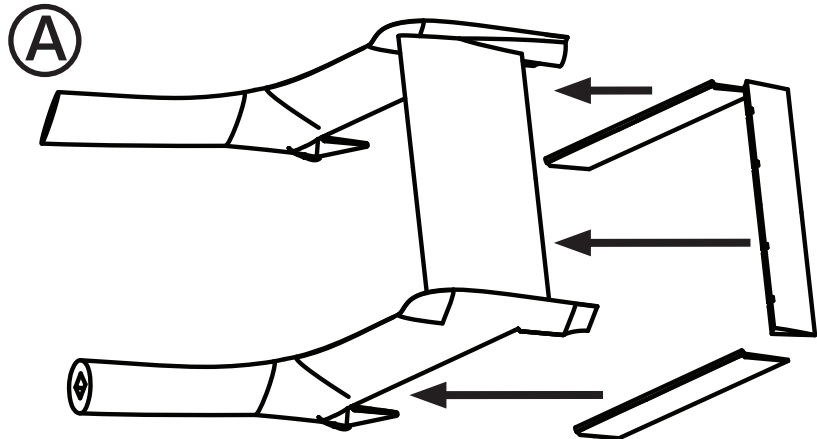
✕ 2 : FUSELAGE



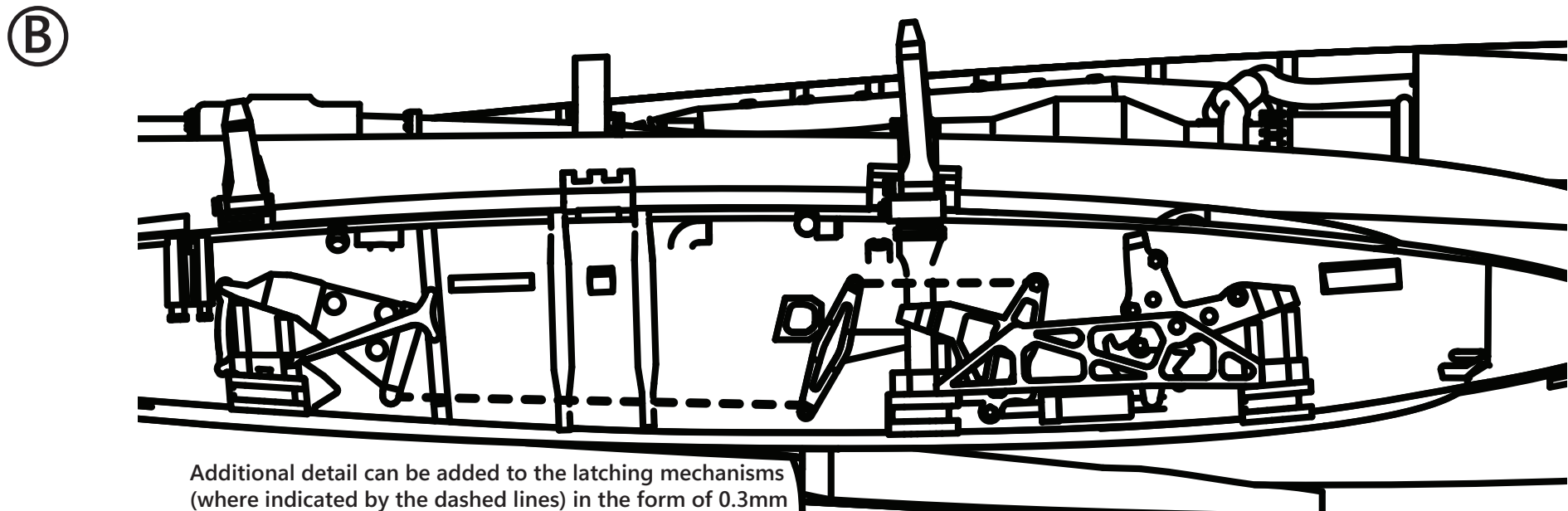
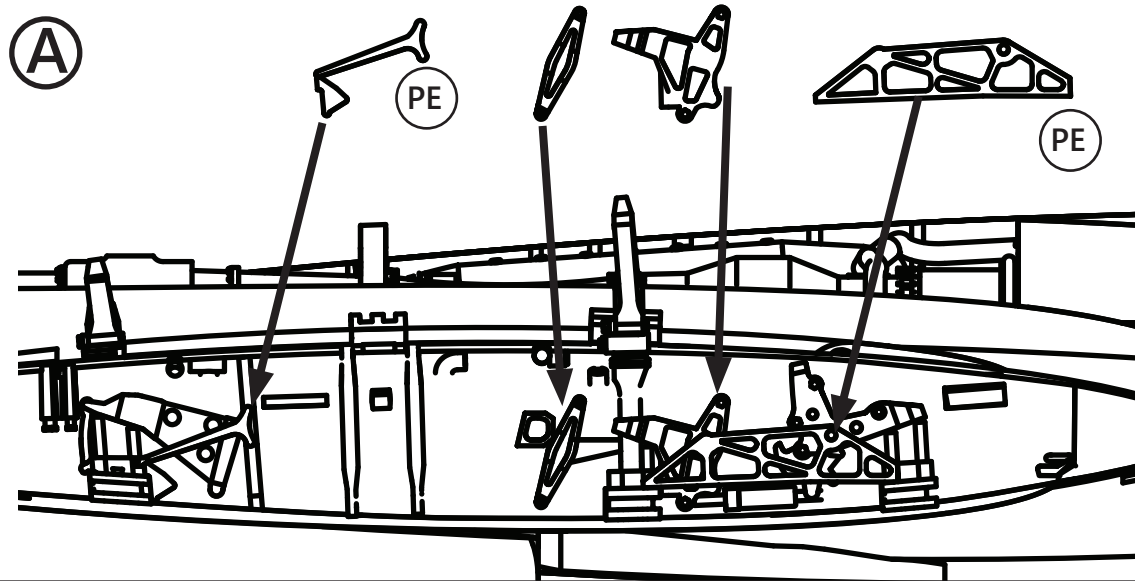
Note orientation of rear engine components.



✕ 3 : TAIL



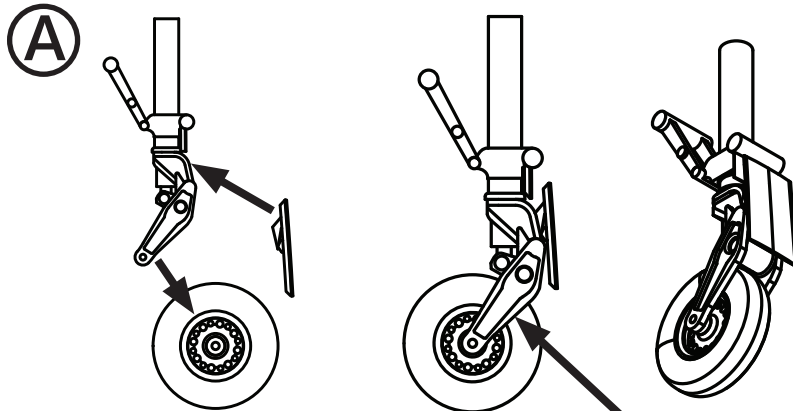
✕ 4: WING MECHANISMS



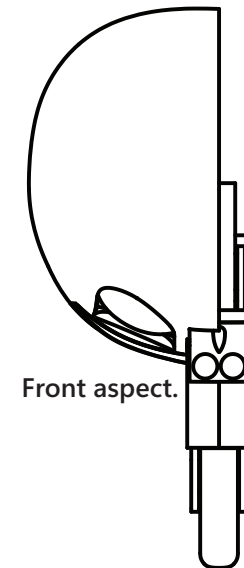
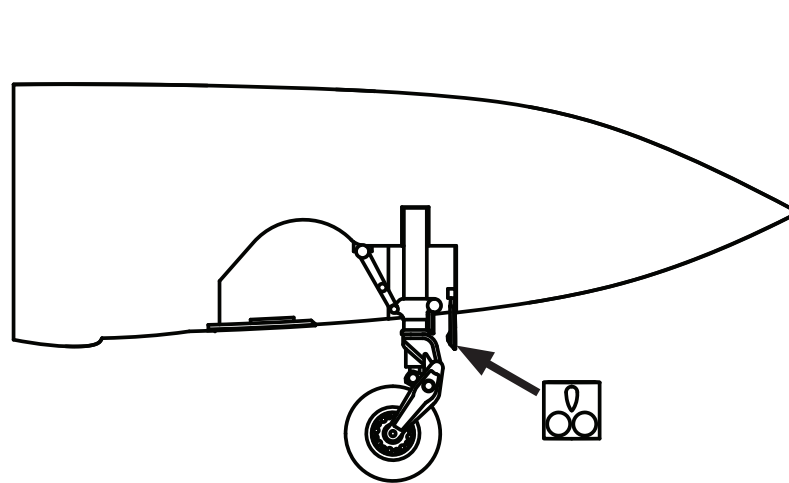
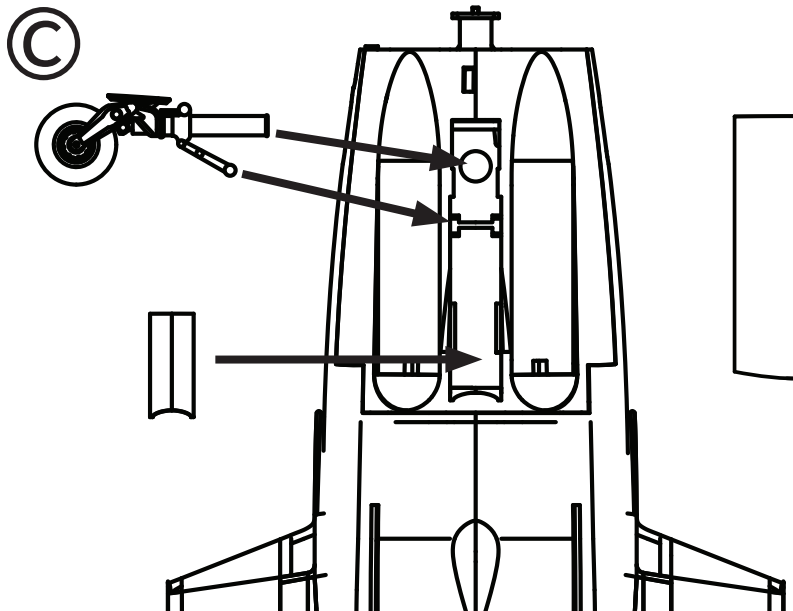
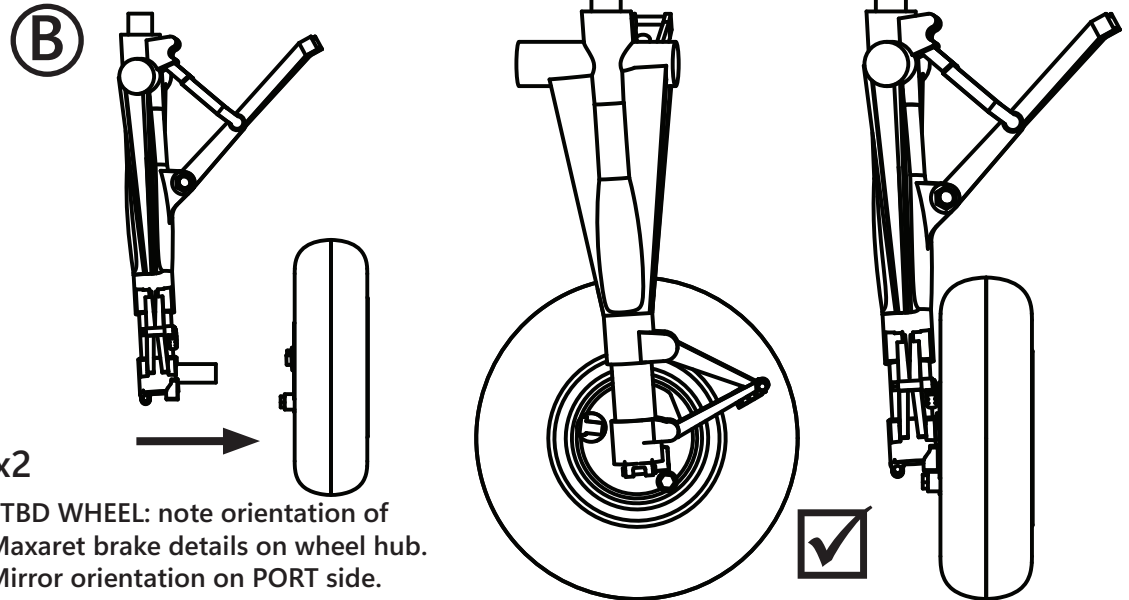
Additional detail can be added to the latching mechanisms (where indicated by the dashed lines) in the form of 0.3mm \varnothing brass or similar metal tube/rod.

✂ UNDERCARRIAGE 1

From this point onward, the aircraft needs to be supported upon a modelling stand or jig in order to keep the wheels free of the ground whilst remaining work is carried out.

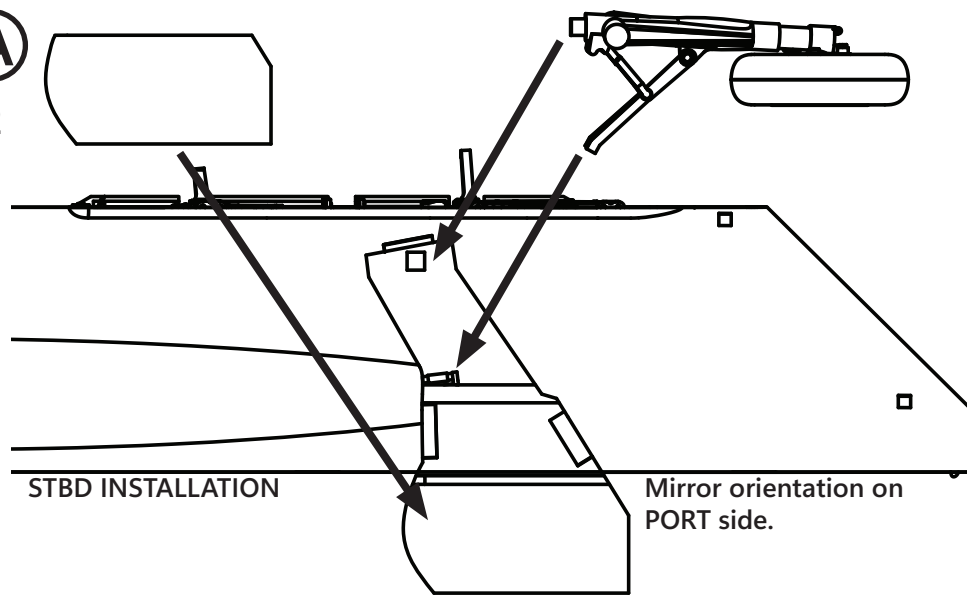


Axle of front wheel should be made from 0.4mm Ø brass (or other metal) tube/rod. For additional stability and load-bearing strength, use a little adhesive between the 'forks' of the oleo and the rubber wheel.

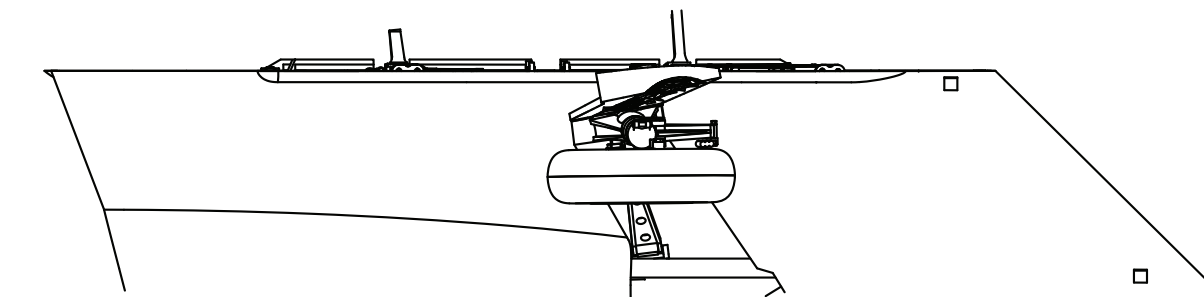
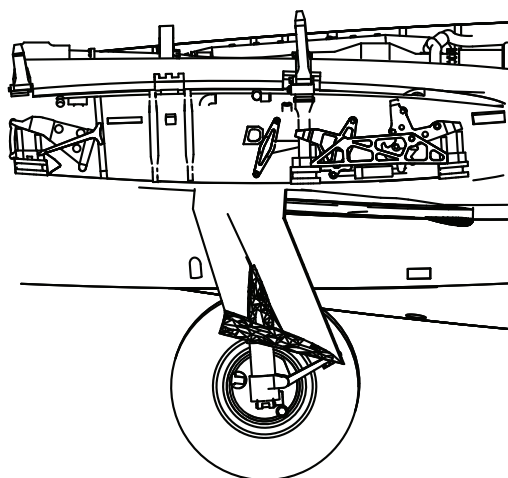
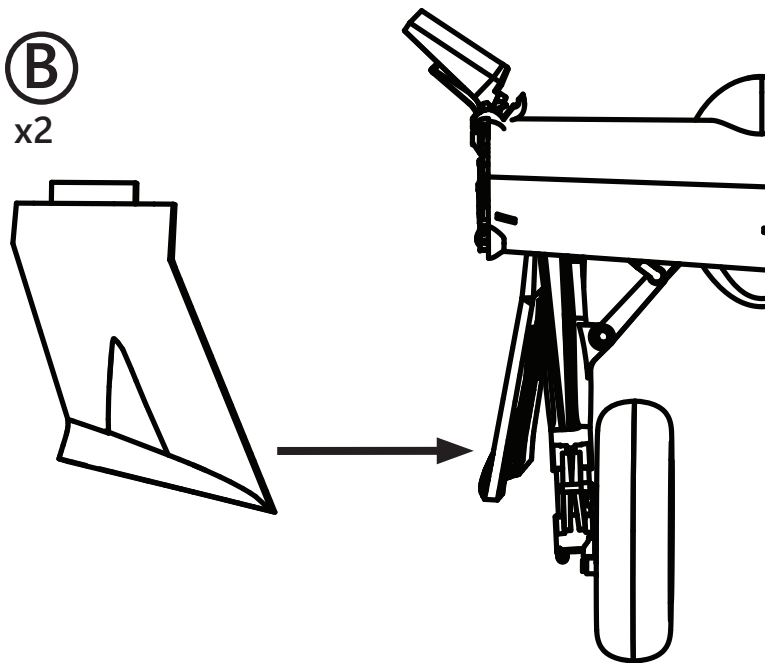


X UNDERCARRIAGE 2

(A)
x2

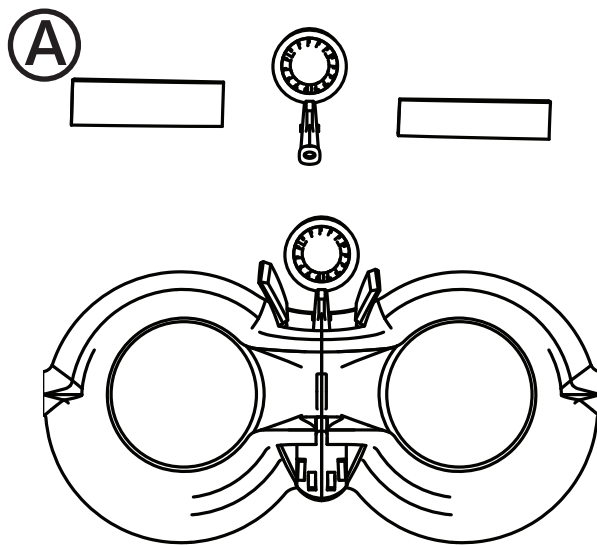


(B)
x2

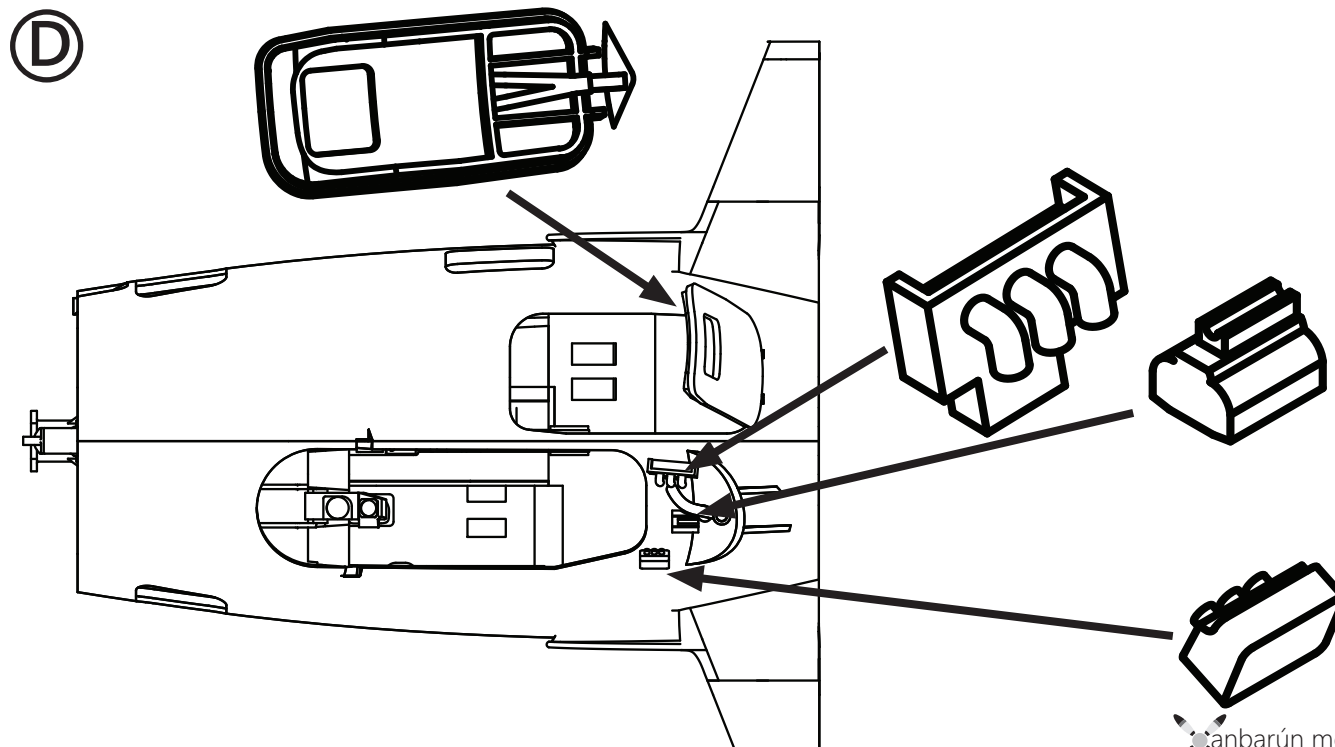
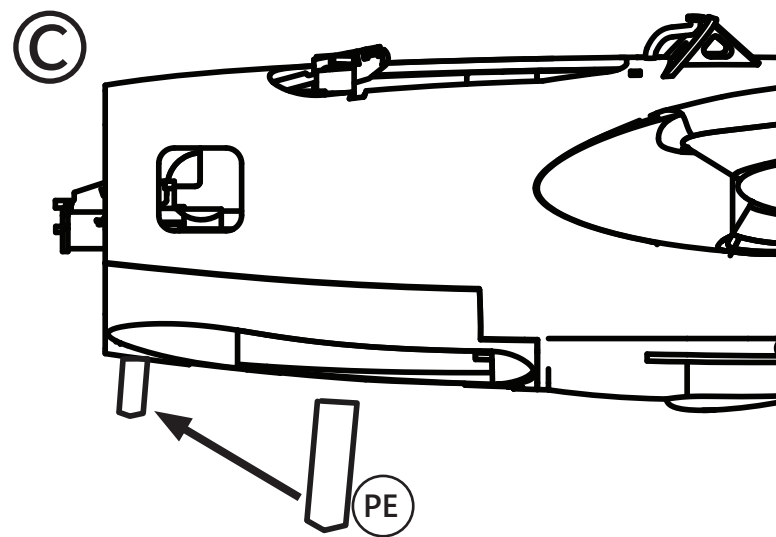
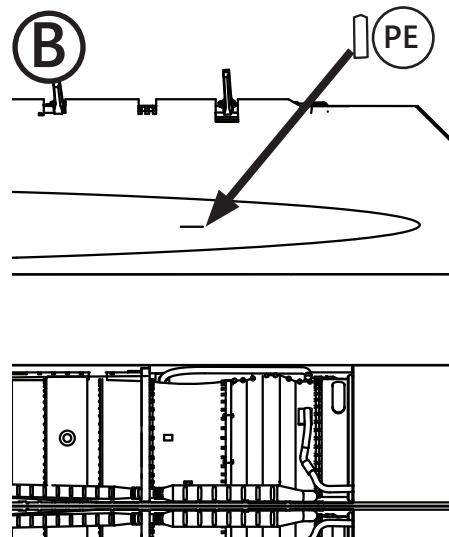
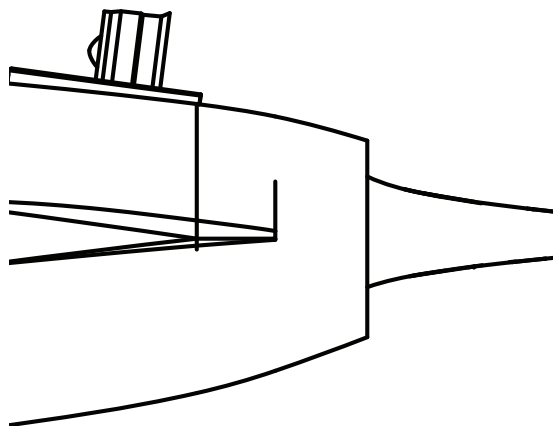


CORRECT ORIENTATION OF U/C AND DOORS
(wheels vertical, oleos angled in, outboard doors angled out on two axes)

X FITTINGS

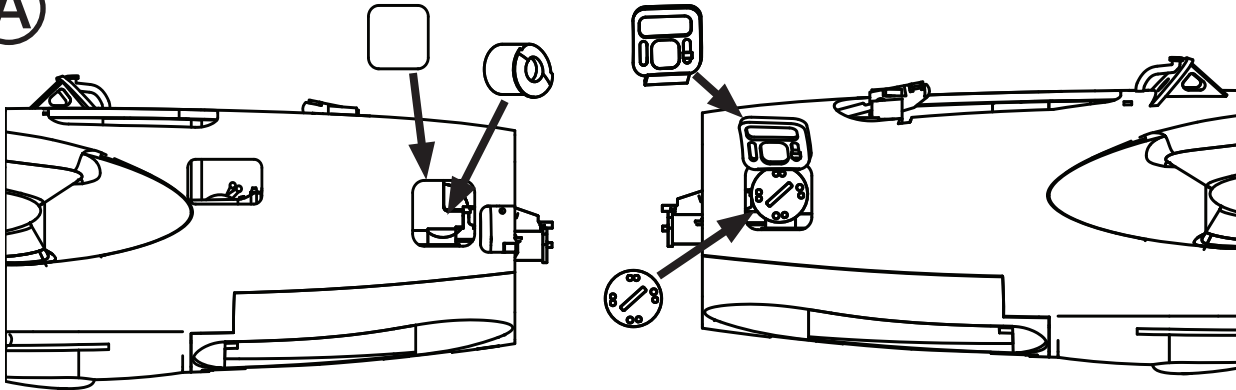


RAM AIR TURBINE: note asymmetry of these RAT doors: port one is the larger of the two.

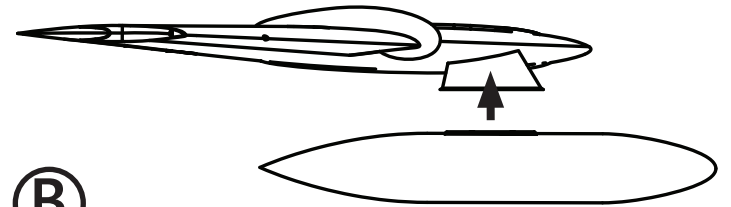


FITTINGS

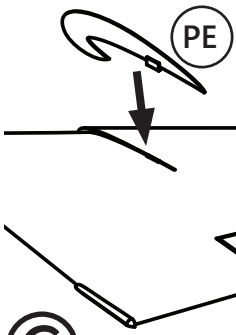
(A)



(B)

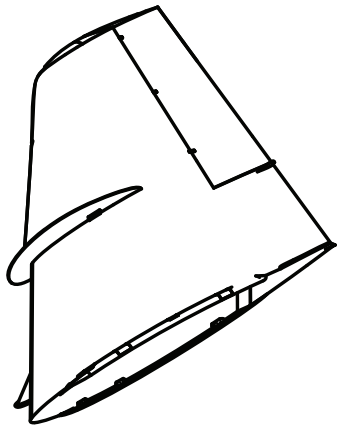


Drill and pin tanks onto pylons with 0.4mm Ø metal tube/rod for greatest strength, using locating holes provided.

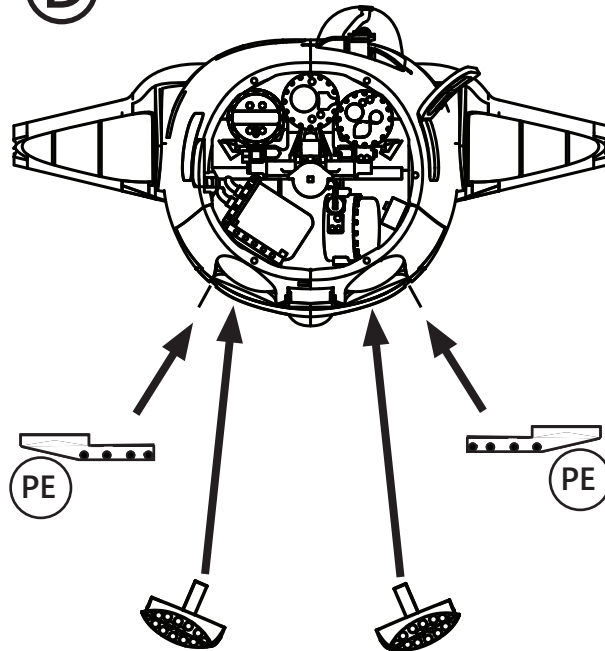


(C)

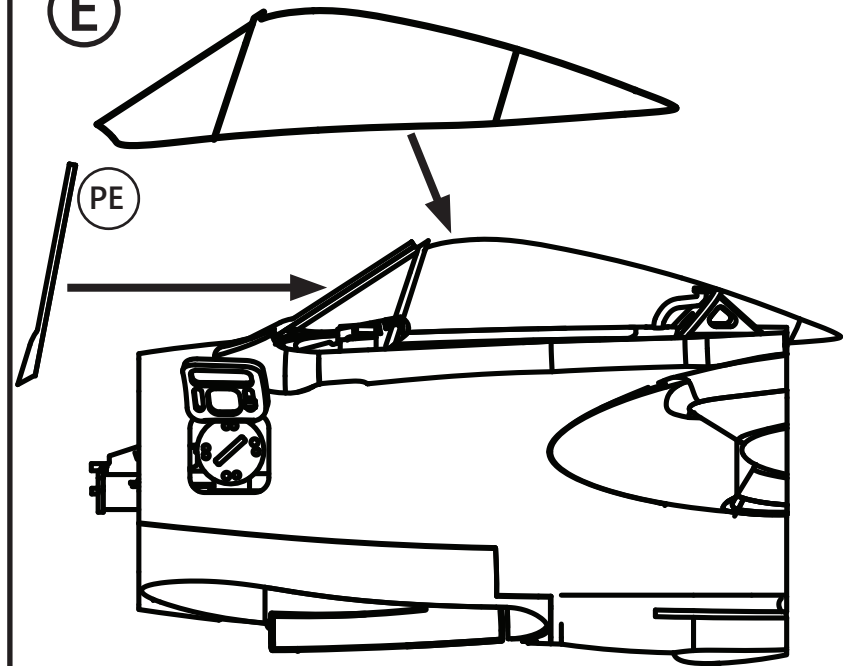
x2



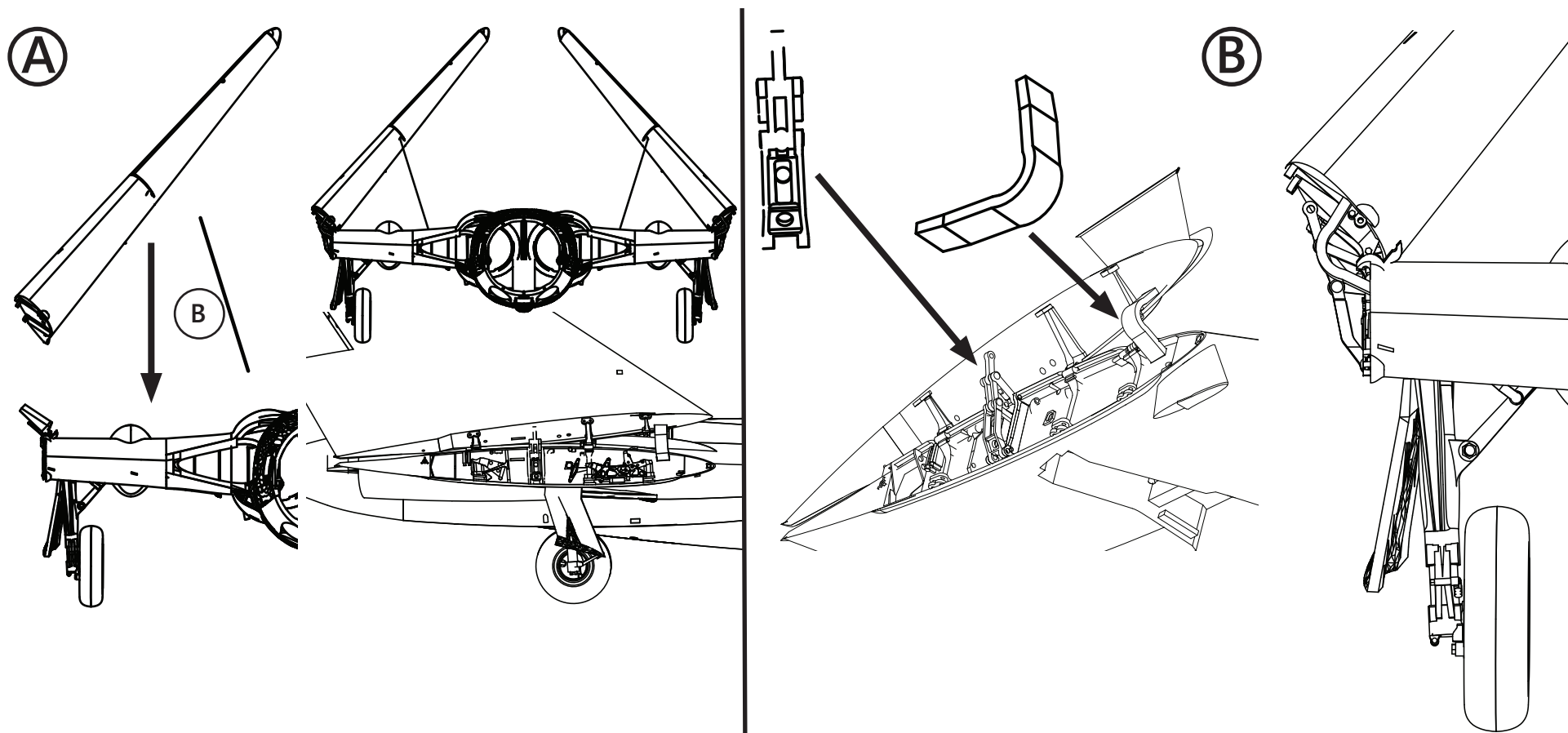
(D)



(E)



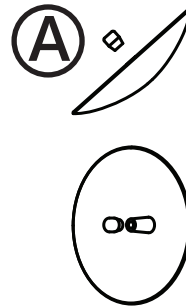
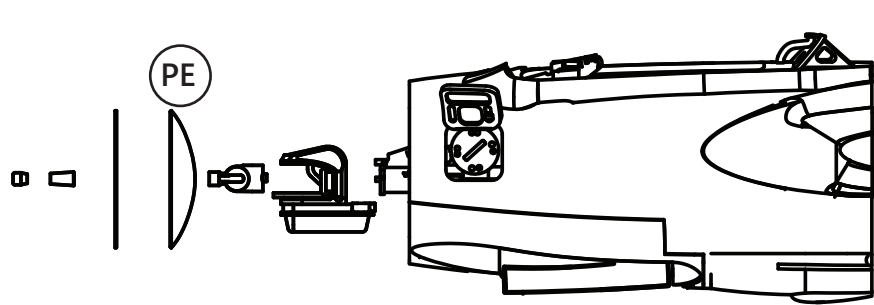
✂ 4 : WING MECHANISMS



Step 1: outer wing section to be attached to aircraft as shown above. Hinges will allow wing to be fitted in the correct orientation, whilst brass jury struts (trimmed to length) will bear most of the weight. This process should be well-rehearsed in advance of gluing parts into place. Locating holes for the jury struts are provided in both wing surfaces.

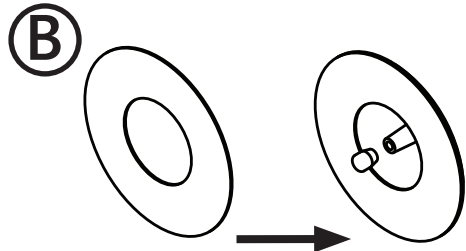
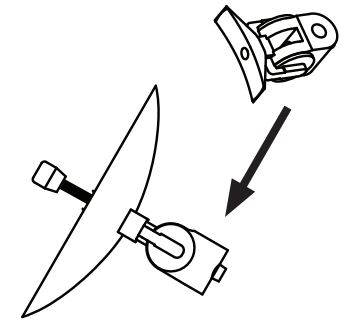
Step 2: cable tray and fold hydraulic linkage should only be added once wings are permanently mounted at the correct angles.

X 1:NOSE

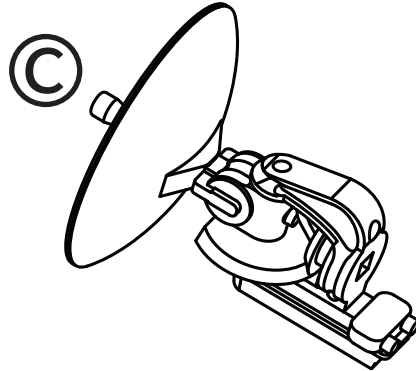


PE radar dish should be shaped using doming kit provided. Stalk of radar should be made from 0.3mm brass (or similar metal) tube/rod.

Leave a small length proud of the rear of the dish to assist in positioning the mounting bracket. Tip and base of radar stalk may require use of 0.3mm drill bit to allow tube/rod to fit.

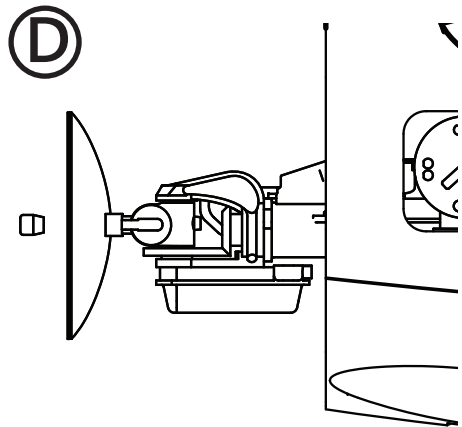
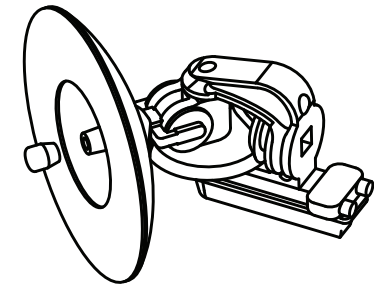


Remove transparent platen from supplied sheet with a sharp craft knife prior to attaching to scanner dish.

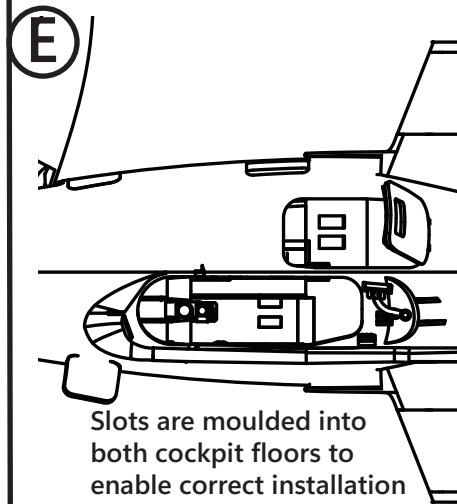


Mount radar dish assembly into the azimuth mounting as shown.

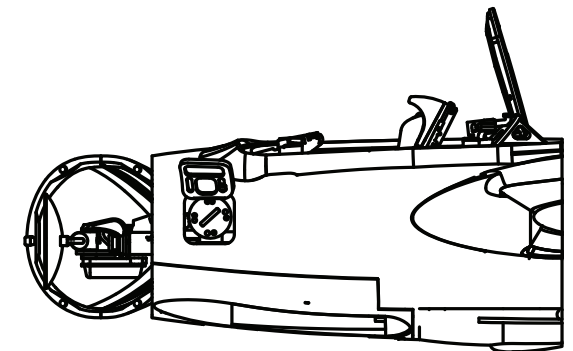
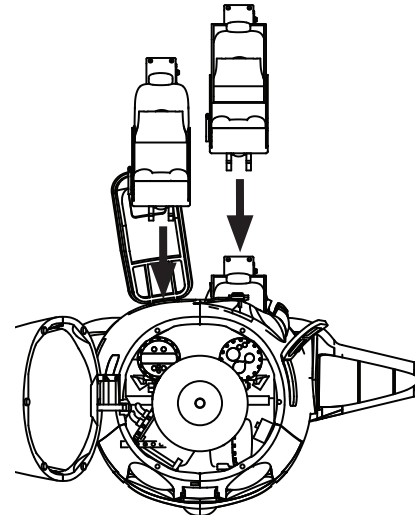
Holes are provided in both parts so that 0.4mm Ø metal tube/rod can be inserted, in order to form an axle allowing the dish to rotate on the vertical axis.



Attach azimuth mounting to central arm of radar assembly using locating pegs and holes provided



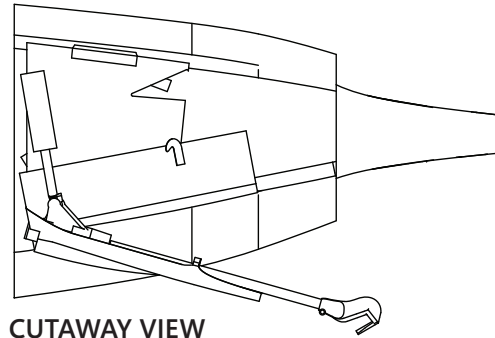
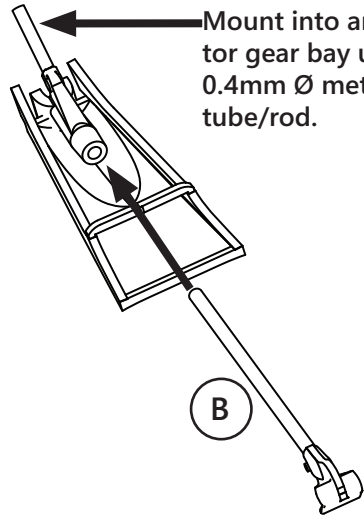
Slots are moulded into both cockpit floors to enable correct installation of seats.



✂️ FINAL FITTINGS...

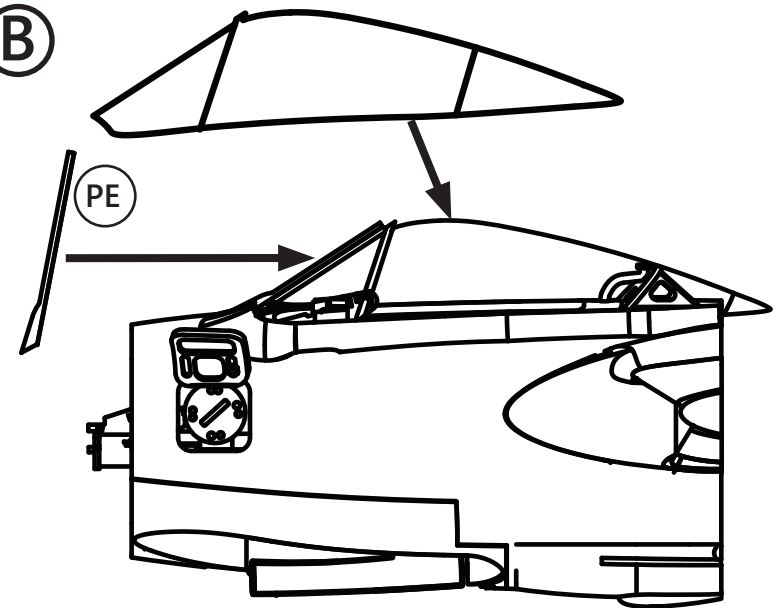
(A)

Mount into arrester gear bay using 0.4mm Ø metal tube/rod.

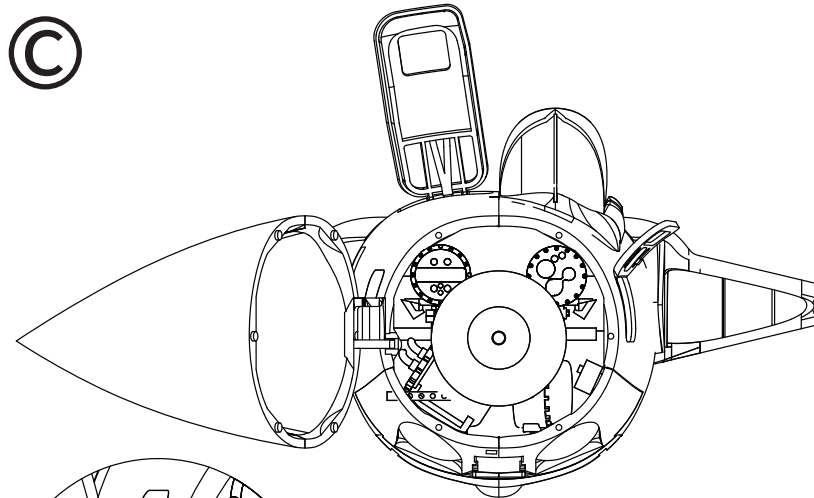


CUTAWAY VIEW

(B)



(C)



For greater strength it is recommended to drill and pin (using 0.4mm Ø metal tube/rod) the hinge of the radome into the fuselage side wall at the point shown.

Attach radome at desired angle of opening.

(D)

