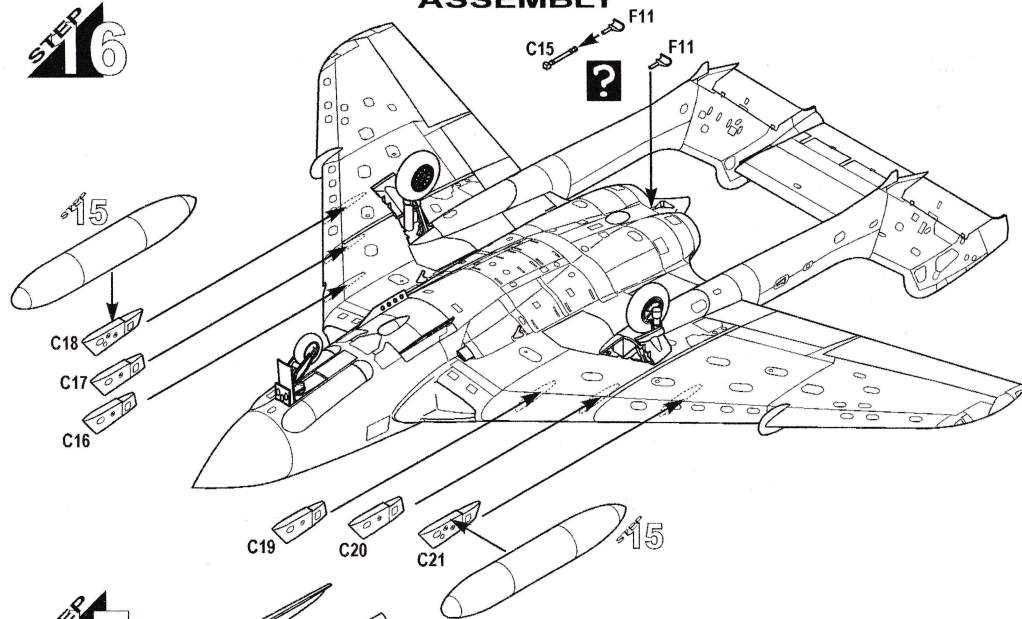
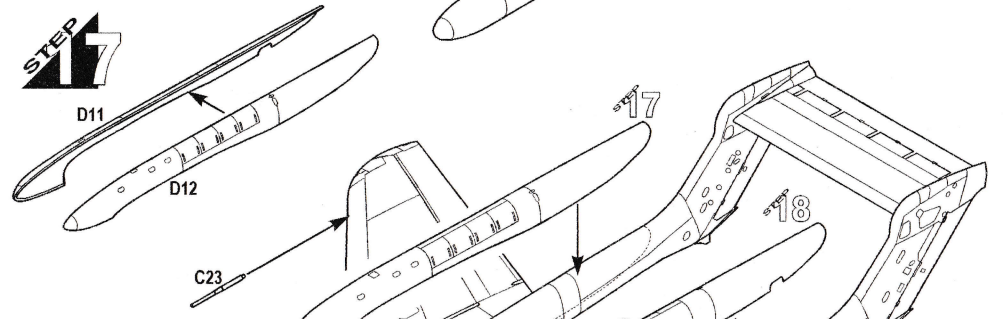
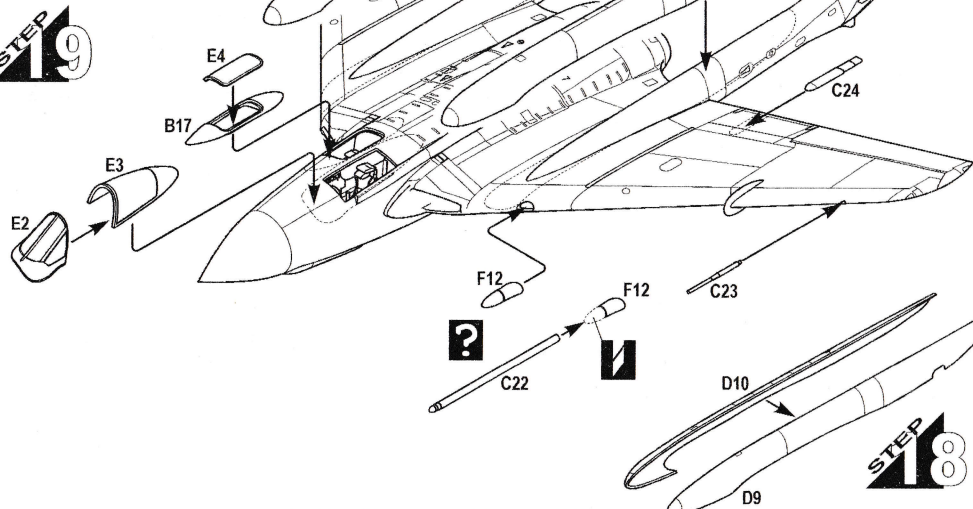
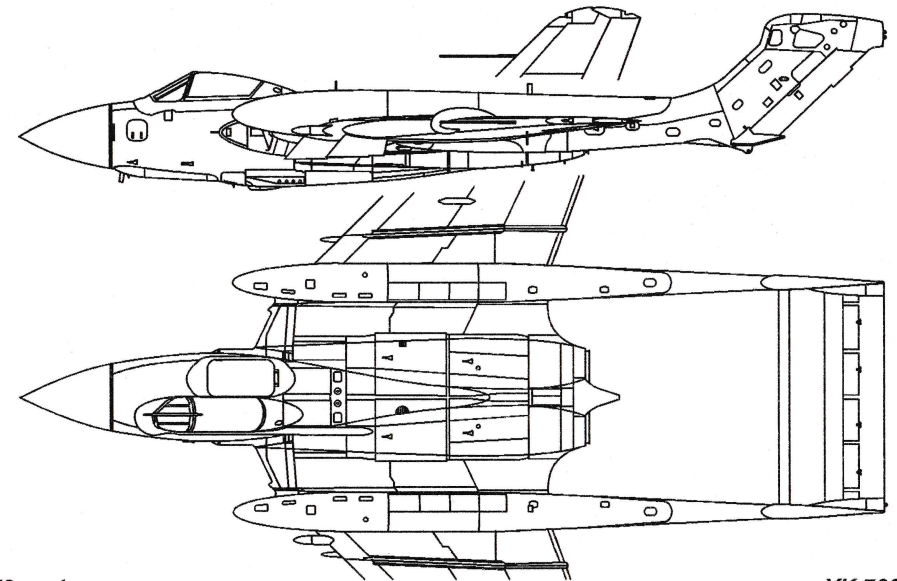


STEP 16**ASSEMBLY****STEP 17****STEP 19****STEP 18****PLASTIC AIRCRAFT KIT****de Havilland Sea Vixen FAW.2/D.3****1/72 scale****XK 72003****HISTORY**

The de Havilland Sea Vixen was a development of the DH 110 which was originally designed in response to Specifications N.40/46 and F.44/46. The twin boom layout was a much larger in size development of de Havilland's earlier Venom and Vampire designs which had served with both the RAF and FAA but this time the RAF adopted the Gloster Javelin while the Navy went for the DH 110.

The DH 110 started life disastrously when the prototype WG236 crashed at the Farnborough Air Show in 1952 killing the crew of John Derry and Tony Richards and 29 spectators.

Following investigation into the crash flying resumed with a modified second prototype WG240 in 1953 and was successfully demonstrated at the 1954 Farnborough Air Show and later went on to perform the first carrier rolling landing on HMS Albion. Still more modifications were carried out until it looked very similar to the first Sea Vixen which made its maiden flight on 20 June 1955 and conducted full sea trials from HMS Ark Royal in 1956.

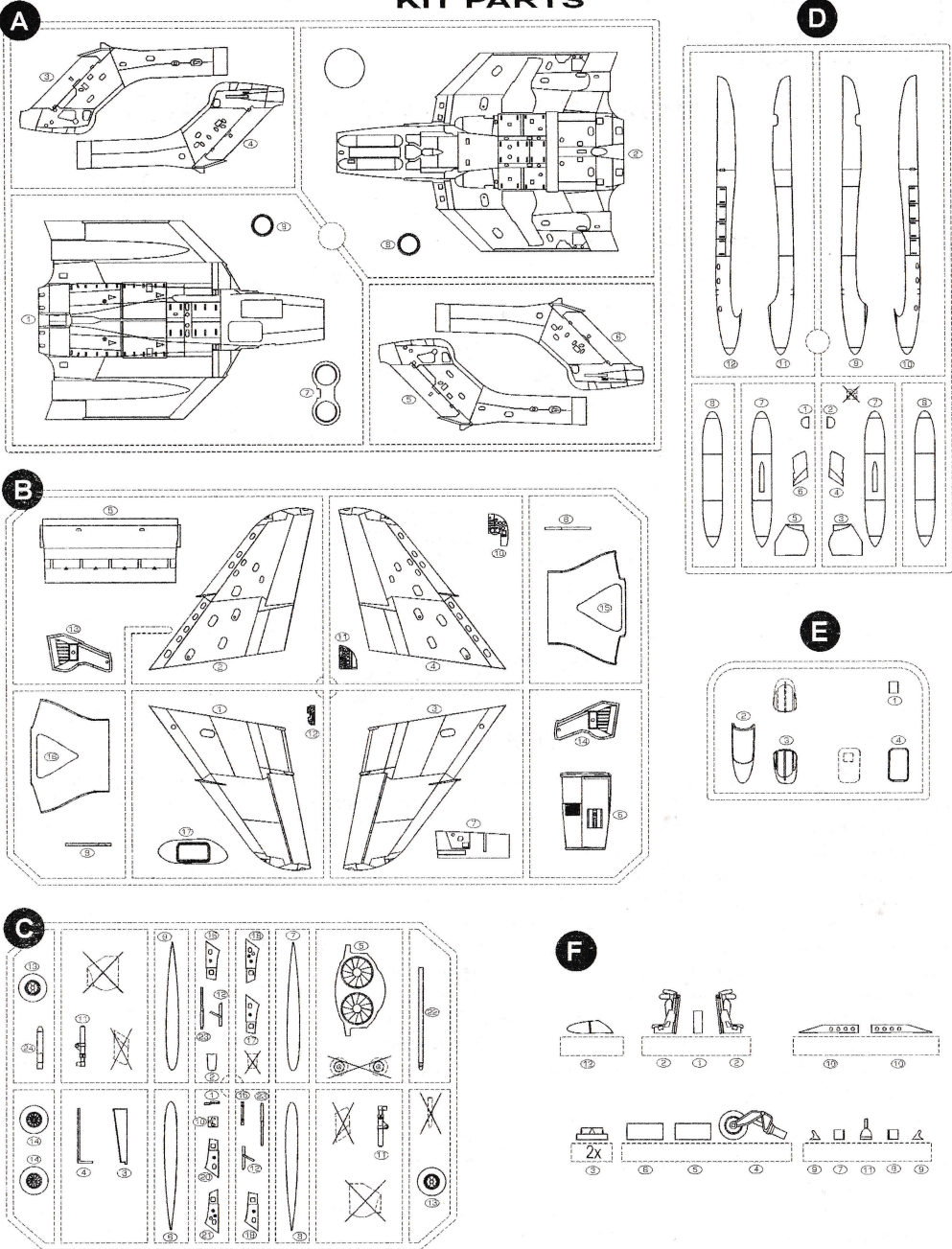
The first production order was for 78 aircraft designated DH 110 FAW 20 which in service became the FAW 1 and a further 40 were ordered in 1959 and another 15 in 1961. Only a small number of this last batch had been completed when the upgraded FAW 2 model was developed with 29 being built in this configuration and 67 FAW 1s were converted to FAW 2 specification.

There were a considerable number of differences between the two marks but the main visual one is the large extensions forward to the booms beyond the leading edge of the wing to accommodate additional fuel.

The Sea Vixen flew with eight squadrons of the Fleet Air Arm as well as various other units before being replaced by Phantoms in 1972.

XP924 included on the decals in this kit is the last Sea Vixen in flying condition. It was converted to a D 3 Drone version and flown from Llanbedr in the bright red and yellow scheme during 1989. It was finally grounded in 1991 but saved from the breakers yard and restored to flying condition. In 2003 it was sponsored by Red Bull and repainted in their spectacular bright scheme and seen at numerous Air Shows but sponsorship was withdrawn in 2007 and the aircraft lovingly repainted in the colours it carried when it flew with 899 Sqn.

KIT PARTS

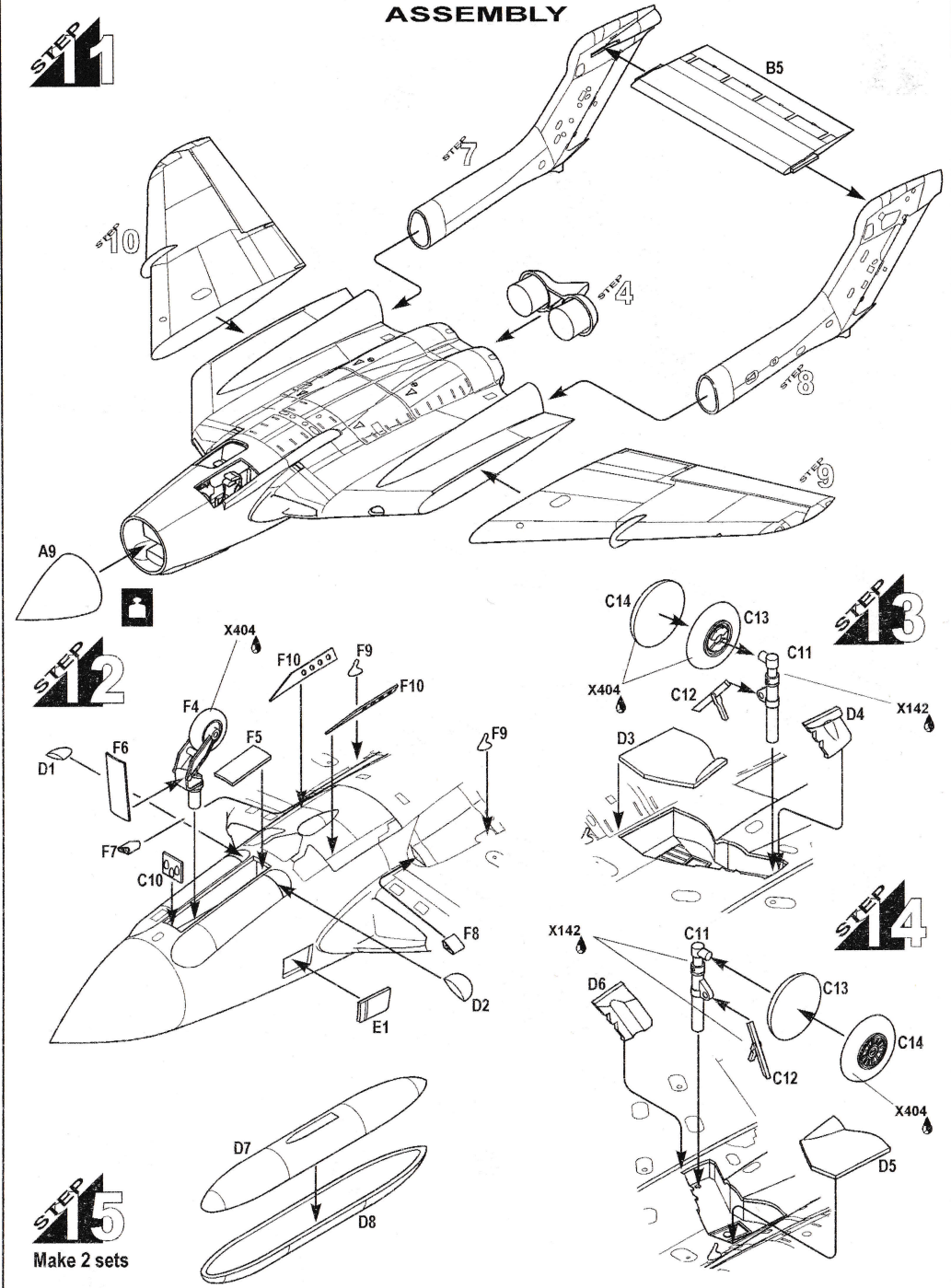


XK 72003 de Havilland Sea Vixen FAW.2/D.3

SYMBOLS

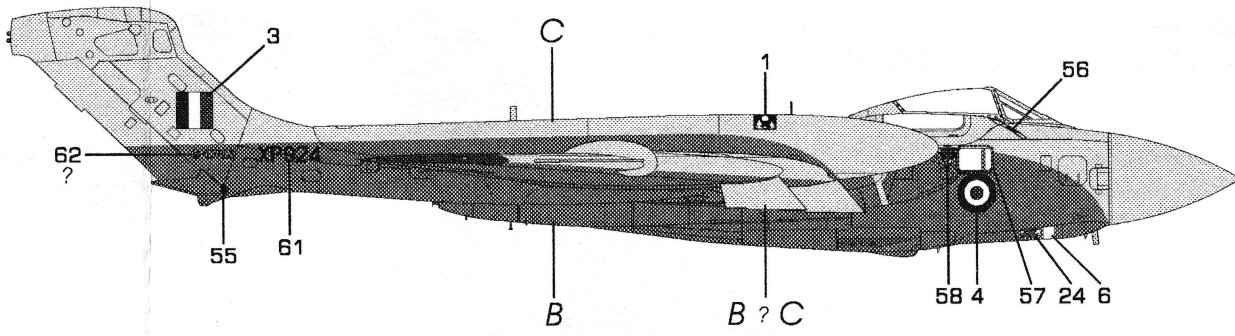
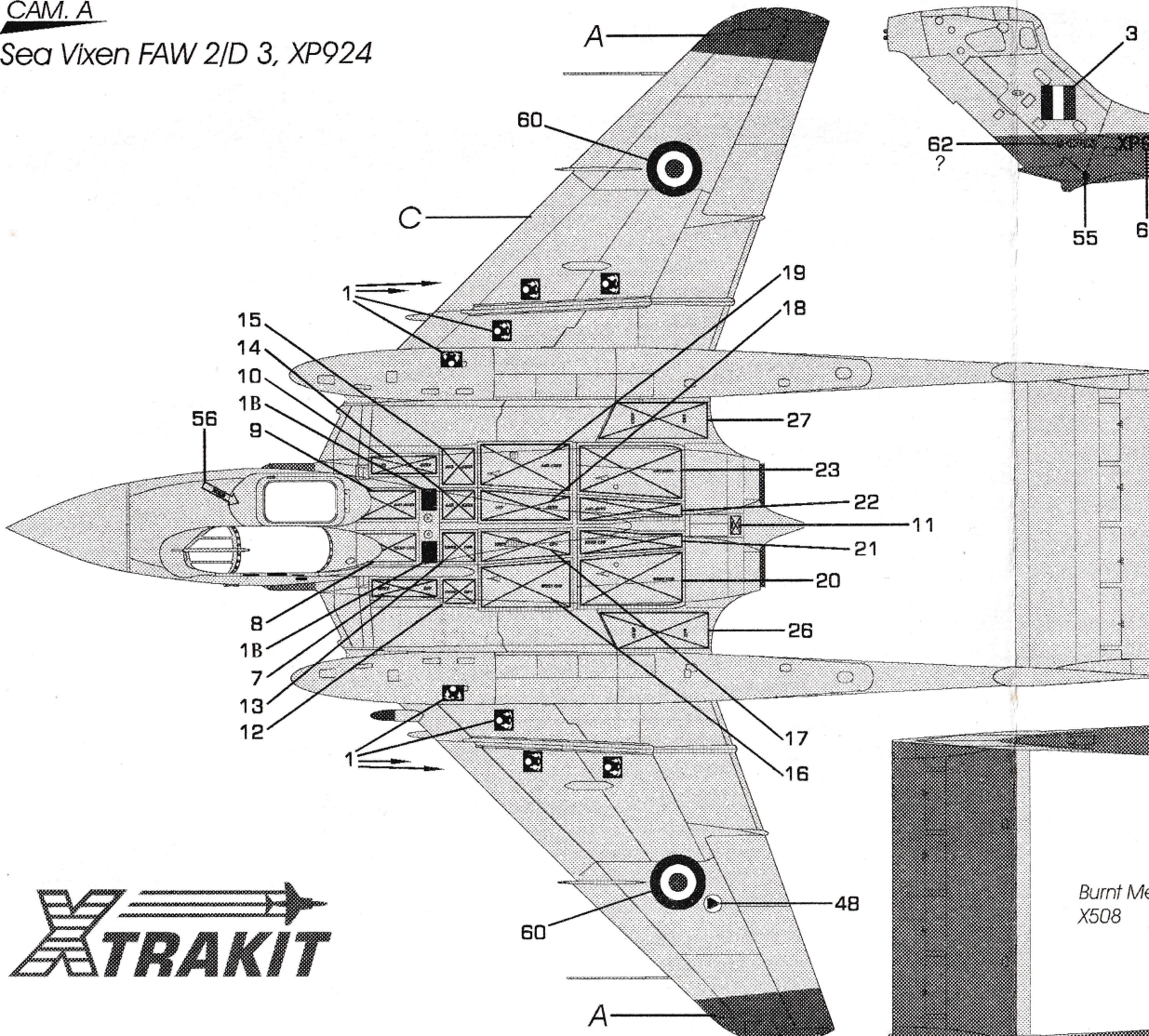


ASSEMBLY

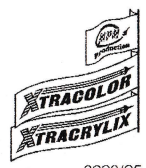
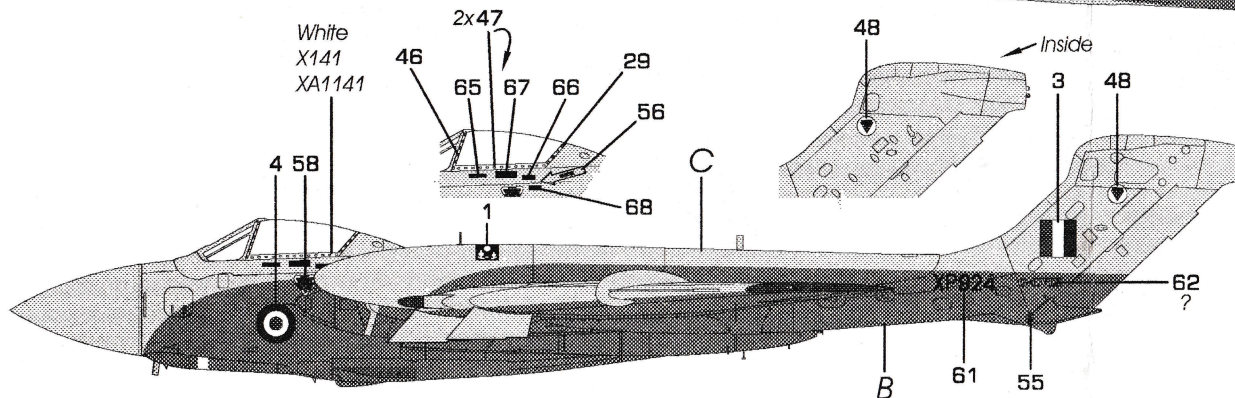
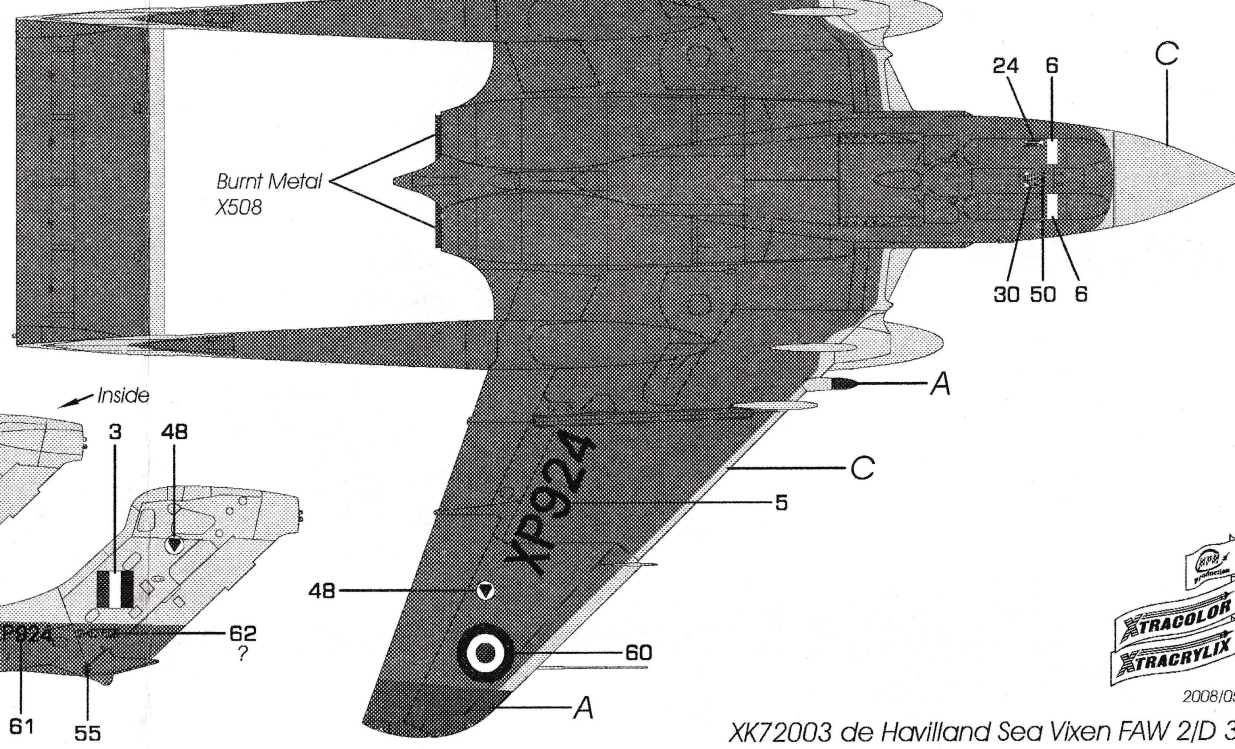


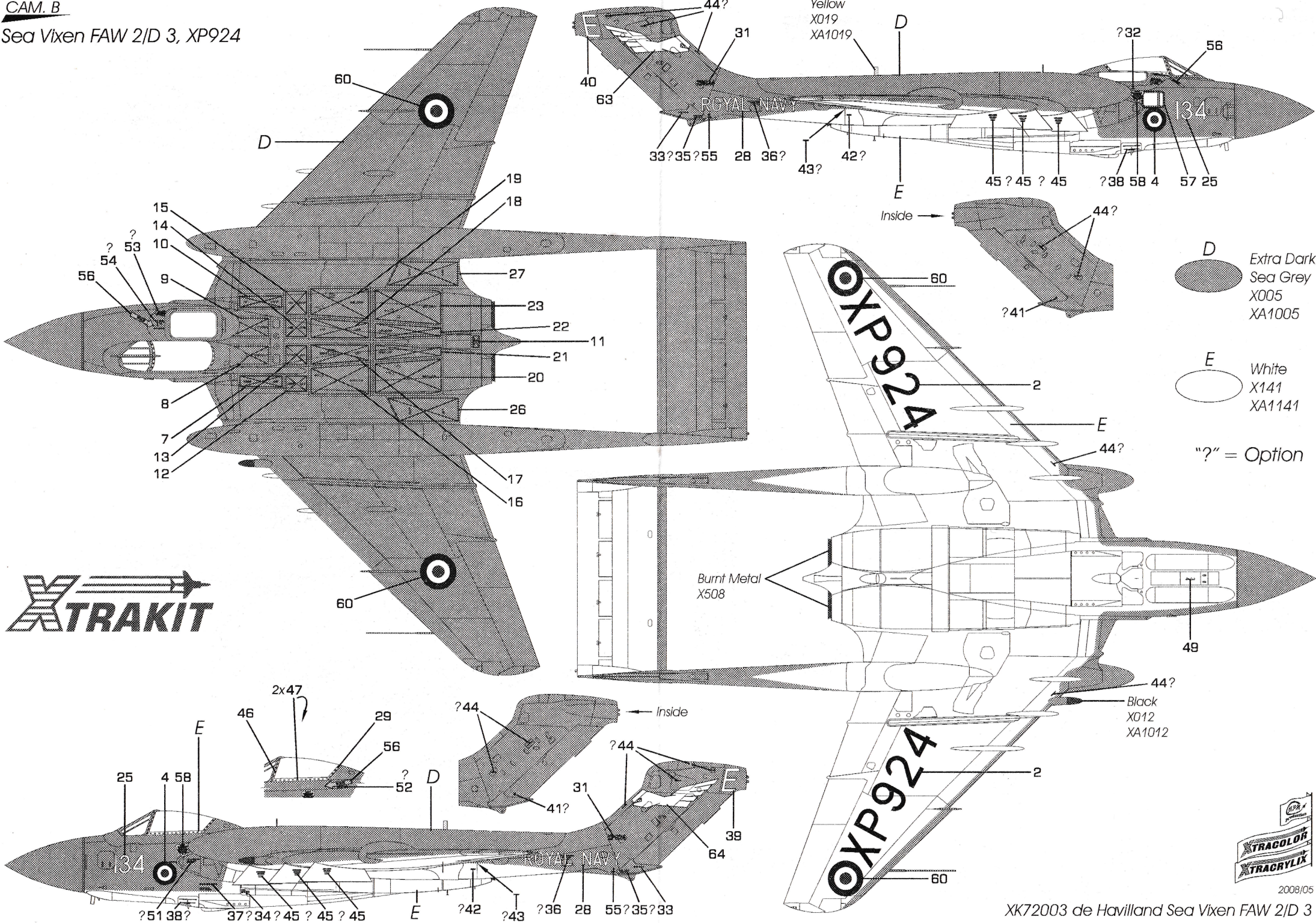
XK 72003

de Havilland Sea Vixen FAW.2/D.3



- A** Black
X012
XA1012
 - B** Red
X014
XA1014
 - C** Yellow
X019
XA1019
- "?" = Option





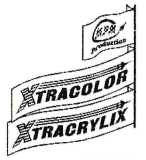
D
 Extra Dark
 Sea Grey
 X005
 XA1005

E
 White
 X141
 XA1141

"?" = Option

Burnt Metal
 X508

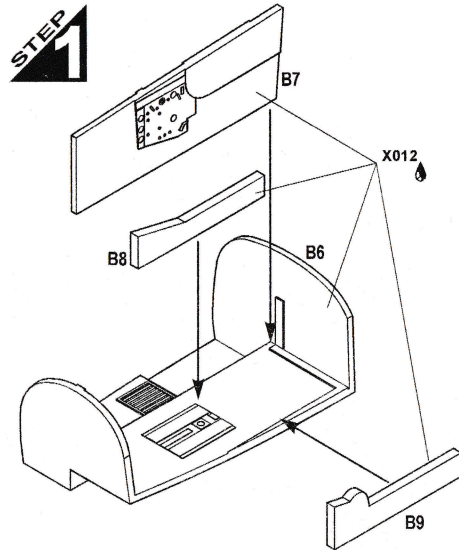
Black
 X012
 XA1012



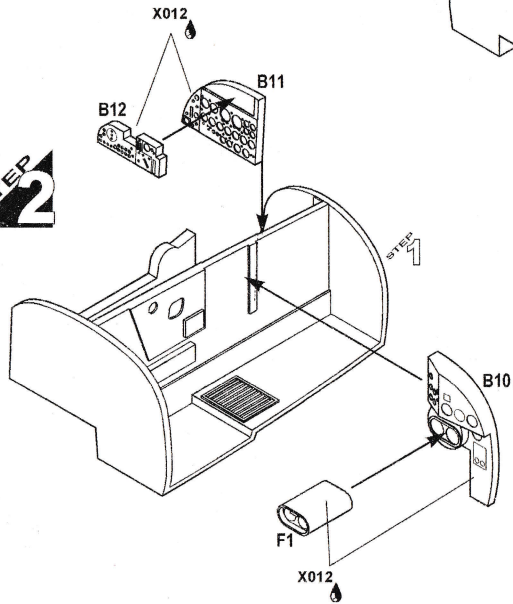
ASSEMBLY

XTRACOLOR (X) Reference and XTRACRYLIX (XA1 References) Paints

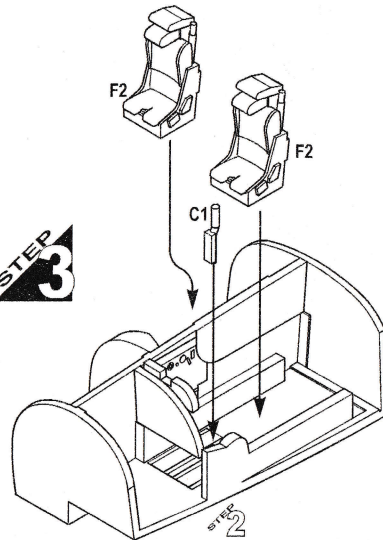
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X012	Black	XA1012
X142	Aluminium	
X404	Tyre Black	
X508	Burnt Metal	
X005	Extra Dark Sea Grey	XA1005
X014	Red Arrows Red	XA1014
X019	Yellow	XA1019
X141	White	XA1141



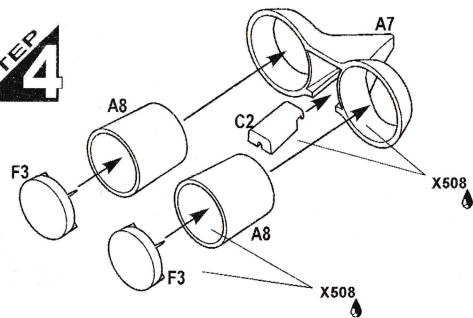
STEP 2



STEP 3

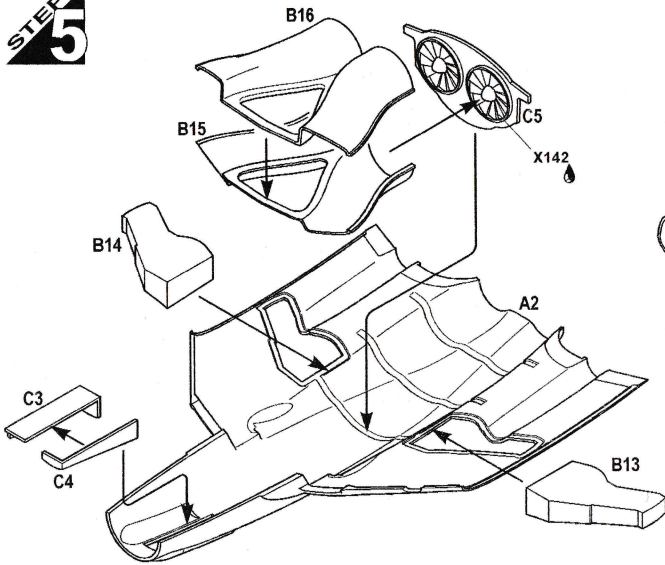


STEP 4

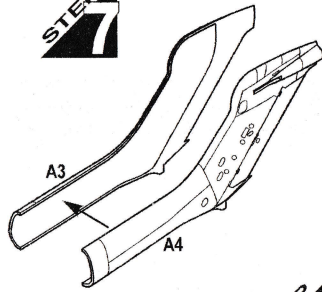


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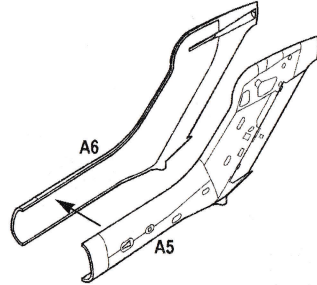
STEP 5



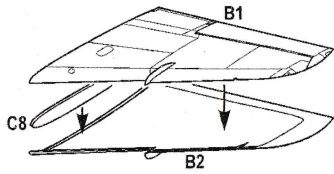
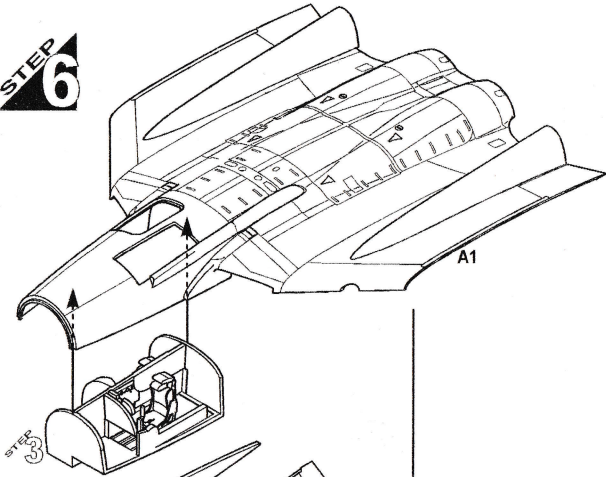
STEP 7



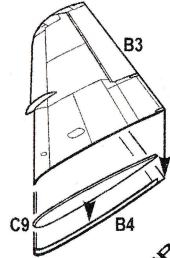
STEP 8



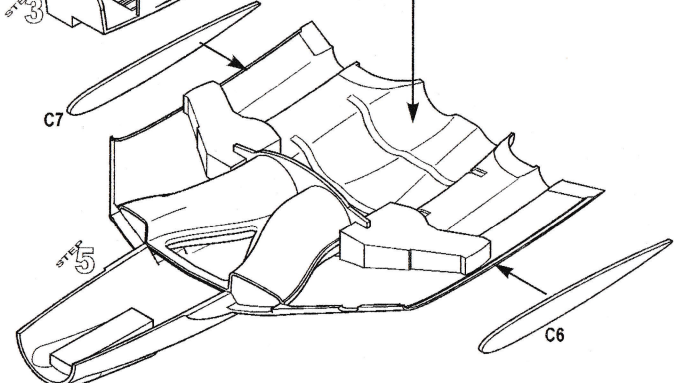
STEP 6



STEP 9



STEP 10



Subject: Sea Vixen intake

From: "Chris Hughes" <cjm.hughes@btinternet.com>

Date: Sun, 14 Sep 2008 22:21:18 +0100

To: <eric@shadbolt.net>

Eric,

Good to see you again this afternoon!

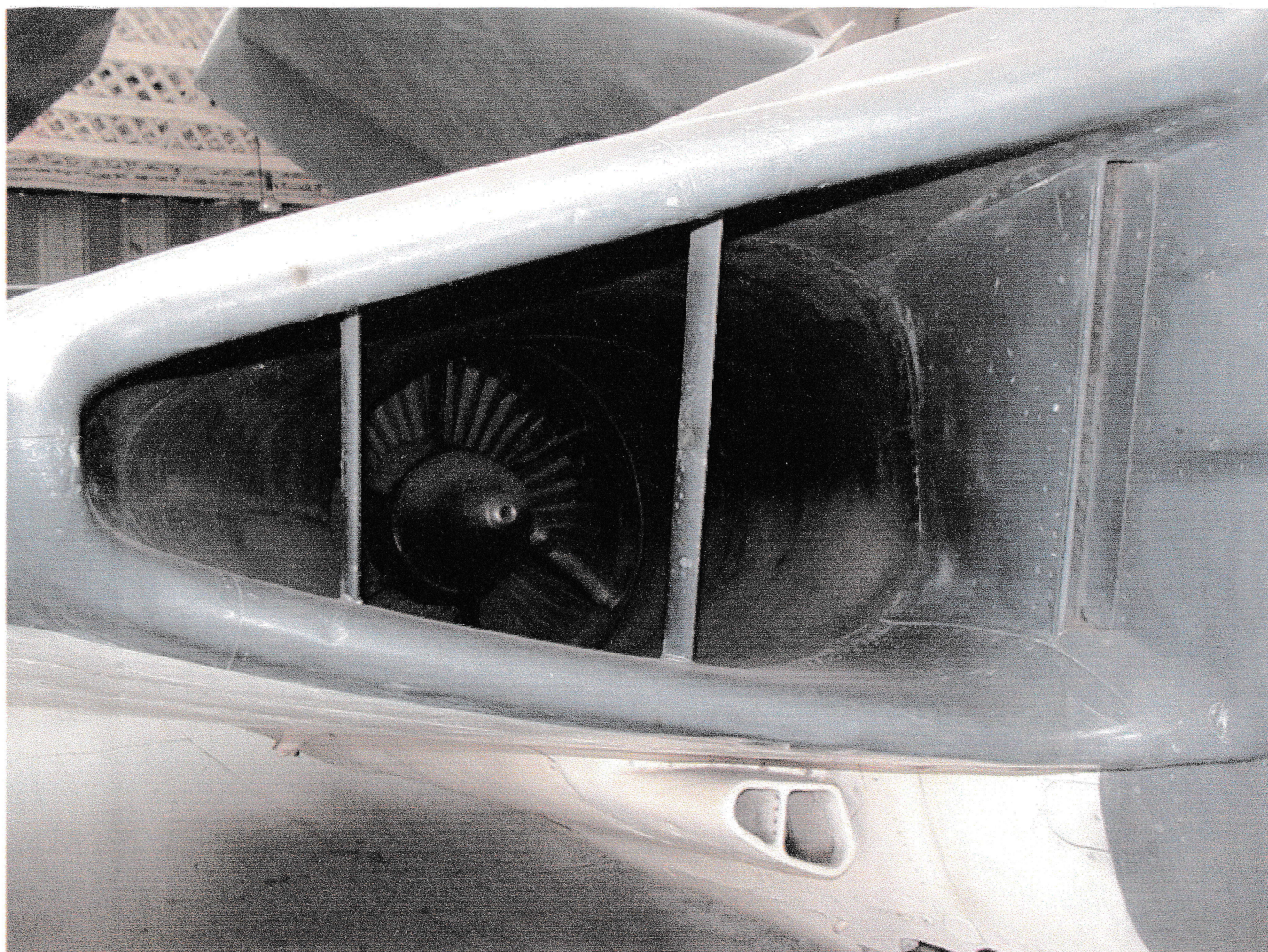
Please find attached a photo of the intake of the Duxford Sea Vixen FAW.2.

I hope it serves the purpose!

I have quite a few other close-up shots should your pal need to see them!

Kind regards,

Chris



Stbd Intake resize.jpg

Content-Type: image/jpeg

Content-Encoding: base64