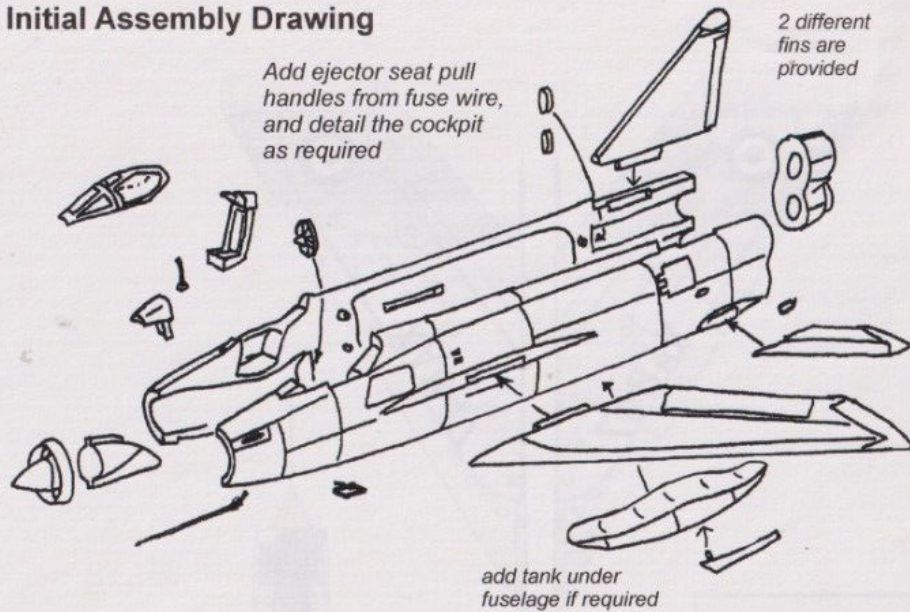
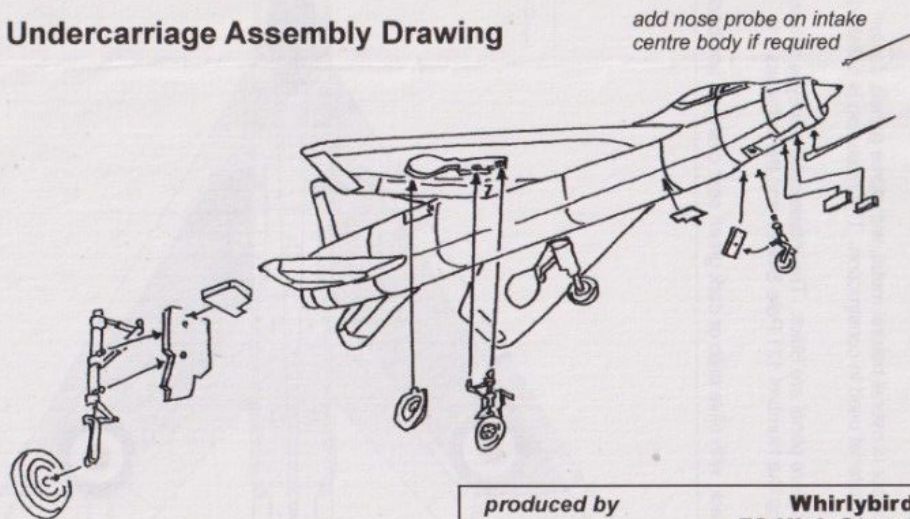


## Initial Assembly Drawing



## Undercarriage Assembly Drawing



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# WHIRLYBIRD PRESENTS...

Kit No.  
WKM001

## English Electric P.1B

### History

The English Electric P.1B was a development of the P.1A (which was little more than a supersonic research vehicle) which was intended to be a stepping stone in the design of the RAF's first Mach 2 interceptor, the Lightning. It differed from the earlier aircraft in having a raised cockpit to improve combat visibility and headroom, Rolls Royce Avon engines instead of the Armstrong Siddeley Sapphires of the P.1, and virtually a new fuselage with a more sophisticated intake design incorporating a conical centre body.

Three prototypes (*serials* XA847, XA853 and XA856) were built, and were followed almost immediately by 20 further development aircraft, which eventually became the first batch of Lightning Mk.1s. The P.1Bs were used for engine, weapons and structural testing, and various arrangements of fin and fuel tank design were tried out on them.

### Preparation

Remove moulding 'gates' from component parts, using a sharp knife or razor saw as necessary.

Lightly sand fuselage joining surfaces with fine wet-and-dry paper (use wet to prevent inhaling resin dust).

Wash all resin parts in warm soapy water, rinse off and dry well to remove release agent.

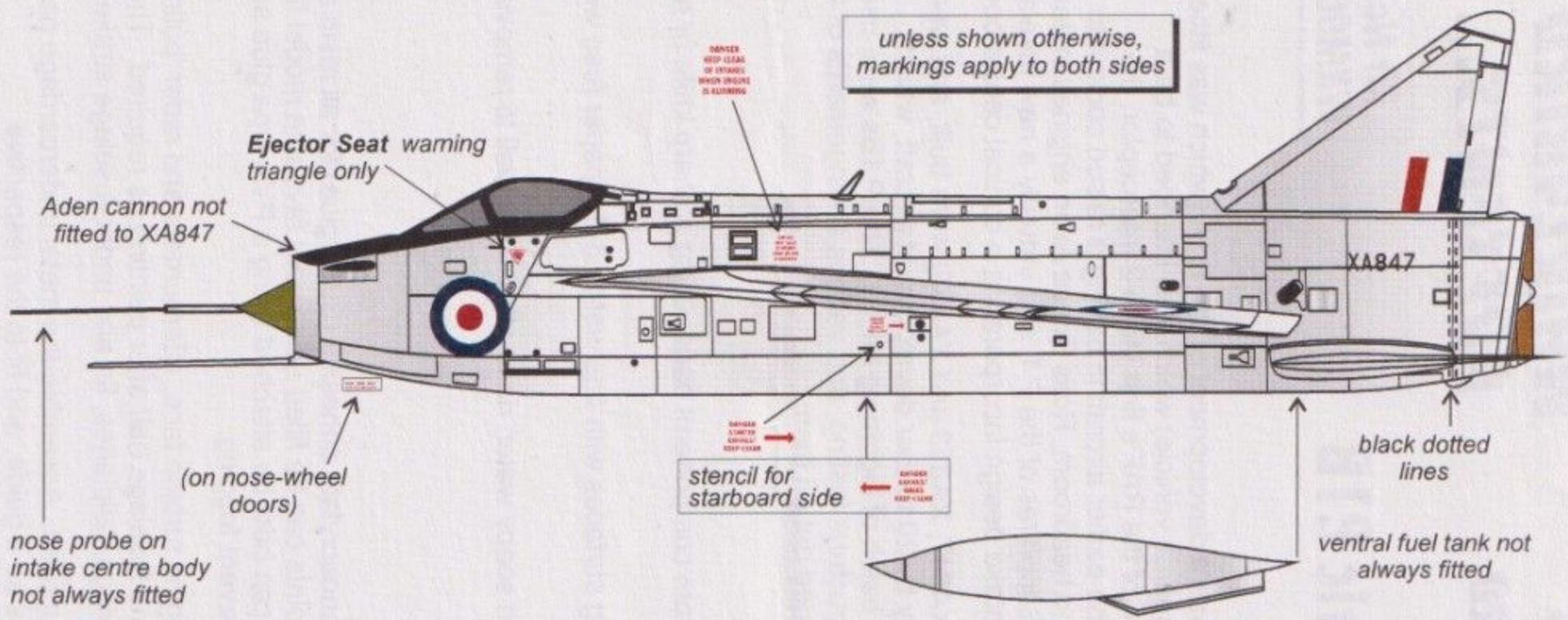
### Assembly

We recommend using a cyanoacrylate adhesive (Superglue) for all resin and metal joints. If necessary, joints can be filled using your favourite model filler. The clear vac-form canopy can best be attached using a PVA-type glue such as *Micro Crystal Clear* to prevent fogging.

Fit the internal parts (i.e. engine turbine face, afterburners and radar 'bullet' fairing in the air intake) in one fuselage half after painting as required. Then join fuselage halves. Add wings, tailplanes, fin and under-fuselage strake.

Detail cockpit using parts supplied. Assemble the metal undercarriage parts using the exploded drawings as a guide, and fit to the respective undercarriage bays. Add undercarriage doors and pitot boom.

# English Electric P.1B XA847 Lightning prototype



Also provided in the kit is the larger fin with extended leading edge which XA847 carried towards the end of its testing career. An illustration of the aircraft in this configuration can be found in *Lightning - an Aircraft Illustrated Special* by Roger Lindsay, page 7.

For many years, this aircraft provided the Lightning exhibit at the RAF Museum in Hendon, until it was replaced by a production machine in 1988. It was then sold to a private preservationist.

## Colour Notes

The basic airframe colour is overall natural metal, with some panels darker indicating a different material used in construction. The nose ring is polished steel.

The canopy and anti-glare panel are Black. The intake centre body is natural fibre-glass (something like Humbrol 121 Pale Stone), and the exhausts are burnt steel.

Cockpit Interior is black, with olive drab or dark green seat cushions and back.

