

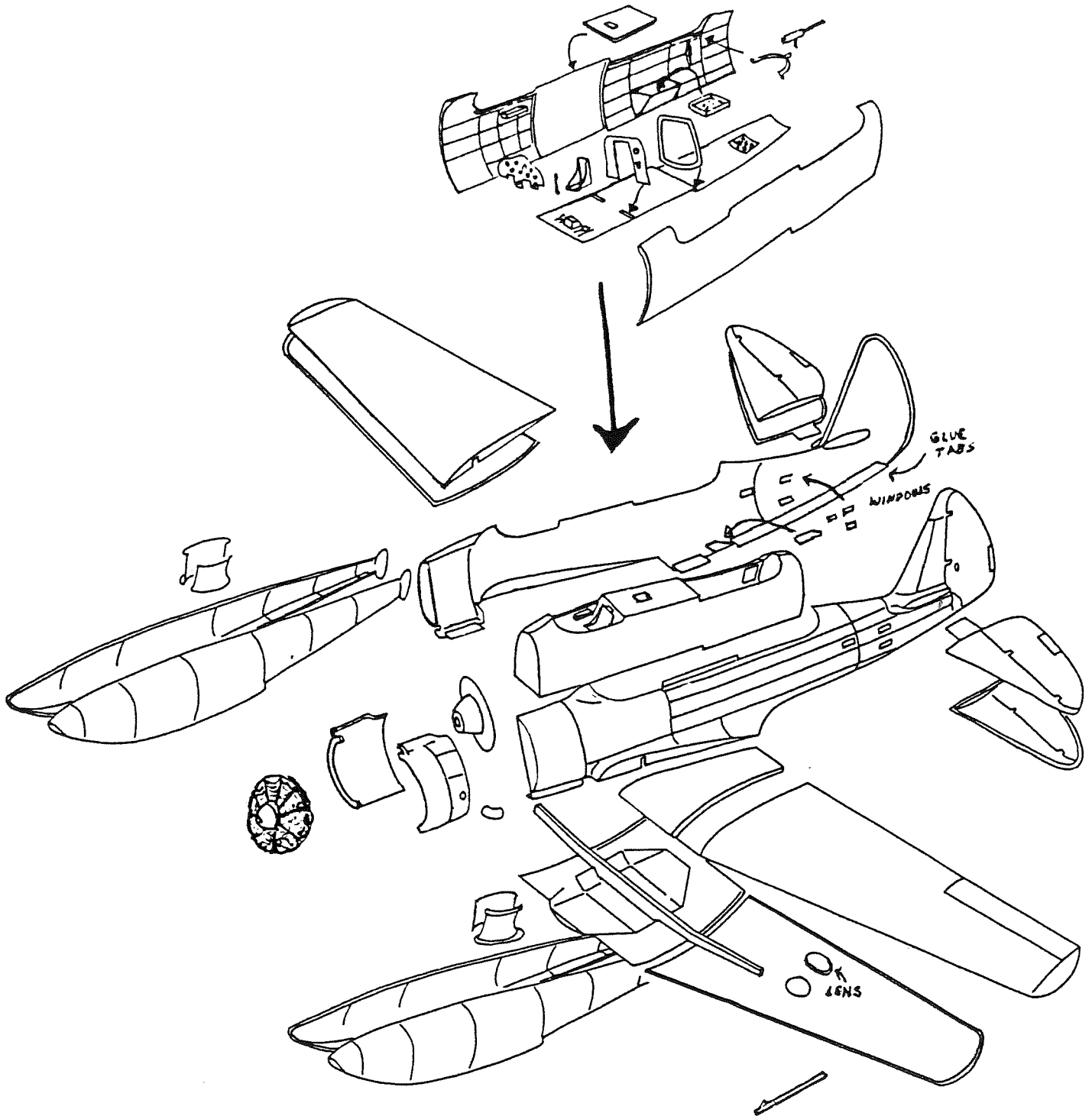
AVIATOR KITS

•• GENERAL CONSTRUCTION HINTS AND TIPS ••

1. Scribe around the edges of the vacuform parts with a sharp hobby knife, i.e. x-acto type, and then flex the plastic to snap the parts from the sheets.
2. Don't cut out canopy or inlet openings yet. Leave it for later, after sanding and fitting.
3. If the part is drawn thin by the vac process, you'll want to reinforce it on the backside with 5 minute epoxy or a catalyst putty like Bondo (available from auto parts supply stores) before you cut the part out. Confused? Look at the sheet of parts held up to the light. The lighter the area, the thinner it has been stretched during molding. Reinforce it.
4. Sand the excess plastic on the snapped edges back to the original part line on the backing sheet. Using sandpaper glued or taped to a flat surface and sanding the part against the flat surface works well. For the occasional compound curve, use files or sanding blocks.
5. The trailing edges of wings and tails need to be sanded thin on the mating edges to make a sharp trailing edge.
6. MAKE FREQUENT TRIAL FITS WHILE GOING THROUGH THIS PROCESS. You don't want to cut or sand away too much material.
7. Once the fit is good, then cut out openings. Leave excess material around the canopy area for now. A good way to open areas up is to use either a small drill or a heated needle pushed through the plastic in a pattern around the opening edge. Then use a razor knife, files, or sandpaper to finish up.
8. Glue small flat tabs cut from the backing sheet around the inside (protruding slightly beyond the edge) of one of the fuselage halves to provide guides and gluing surfaces.
9. Assemble the cockpit floor, sides, back, seat, and instrument panel as one subassembly, then glue to one side of the fuselage halves. Remember trial fitting as you go. A piece of backing sheet plastic glued to the inside of the fuselage half can act as a mounting rail.
10. If there will be weight at the nose from metal props, spinners, engines, etc, glue a lead fishing sinker or other weight inside the tail to counter balance the nose.
11. Assemble the major components, fuselage, wings and tails, and glue together. Use liquid cement for most of the assembly, although you may choose to use super glue for load bearing mating points like the wing attach points.
12. You may choose to add a spar for the wing and tail to help support weights and establish dihedrals. A spar made from sheet plastic or a coat hanger wire works well and is a good idea. Trial fit a bulkhead engine mount in the cowling if the airplane is radial engined. In the case of a very large fuselage, such as a multi-engined bomber, fuselage bulkheads can be a good idea to help the fuselage hold it's shape.
13. Putty and sand all joints. At this stage, you may wish to prime the model with a "hot rod" primer and sand out any imperfections for a smooth painting surface.
14. Somewhere in this stage, place the canopy over the excess material around the cockpit area and carefully cut out around the cockpit outline on the fuselage. Don't use the scribe and snap method here, cut the canopy out with the blade. Then, carefully use the canopy edges to guide the removal of the excess material around the cockpit so that you don't remove too much. Small windows might be better filled in with white glue or Micro Krystal Kleer rather than fitting clear plastic into the openings. Use white glue to attach the canopy to the fuselage.
15. Then add smaller details like wheel doors, landing gears, pitots, etc., attached with super glue or white glue.

NOTES ON PEWTER PARTS. PEWTER CONTAINS SMALL QUANTITIES OF LEAD, DO NOT INGEST. KEEP AWAY FROM SMALL CHILDREN. Clean up parts by sanding and with small files. Filler putty or super glue can be used for filling and smoothing. Metal parts sand well with 320 or finer sand paper. Attach to model with super glue.

THE AVIATORS 1/48 scale VACUFORM KITS
No. 4806 - Northrop N-3PB



Additional markings notes:

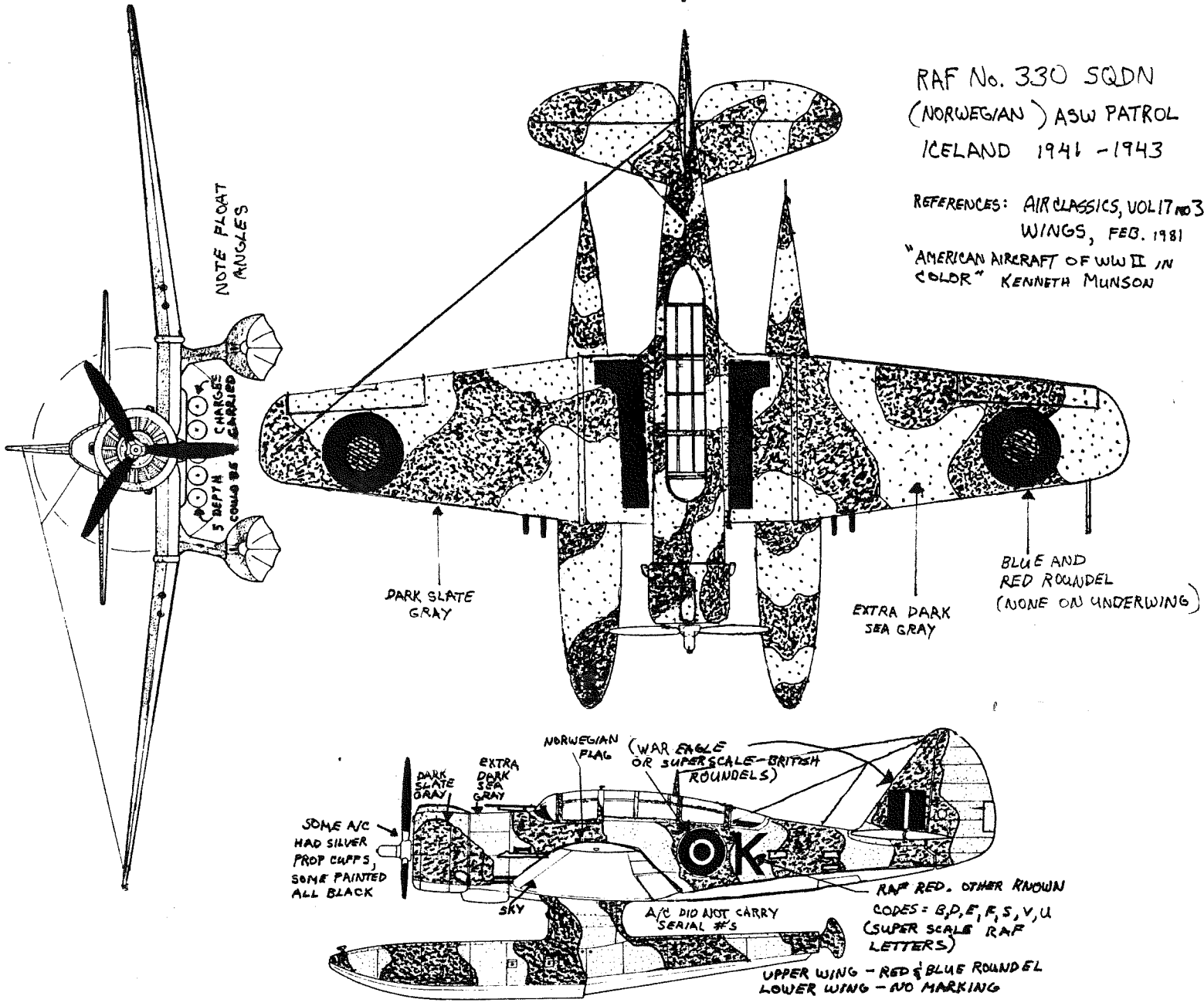
Prior to November 1942, the Northrops were marked with the earlier type A1 fuselage roundels of the same size and placement. These were the kind that had equal width color circles. The fin flash was also of equal width color bars. The squadron code letters "GS", in the same size and color, were also carried forward of the roundel on both sides of the fuselage.

The aircraft interior was zinc chromate green with a black instrument panel.

Northrop N-3PB

RAF No. 330 SQDN
(NORWEGIAN) ASW PATROL
ICELAND 1941-1943

REFERENCES: AIR CLASSICS, VOL 17 NO 3
WINGS, FEB. 1981
"AMERICAN AIRCRAFT OF WWII IN
COLOR" KENNETH MUNSON



Some additional notes on N3PB assembly:

The spar is provided to help ensure the correct dihedral for the wing. Cut small slots in the fuselage wing roots and in the wing ends to accommodate the spar. First, assemble the fuselage. Then glue the spar into the lower center section and glue the center section to the lower fuselage. Next, glue the top inner wing sections to the top of the center section and fuselage wing roots. The outer wings can either be assembled first and then slid onto the protruding spars, or they can be assembled by first gluing the bottom outer section to the spar and then adding the upper wing section onto the lower outer section. Check the three view sketch for the right dihedral.

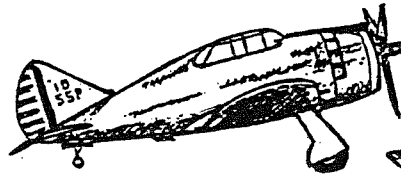
The floats are identical for either side. The mounting pedestals have a left and right set. Each set consists of one side which has raised backing on both the top and bottom edges and one side that has raised backing only on the top edge. The raised backing is cut away from the edges for assembly, but helps you identify how the halves go together. Another way to look at it is that the inner two halves on the sheet are the inner halves of both sets of pedestals. And, the outer two halves are the outer halves of the sets.

Cut away the raised backing and sand the inner side of the upper and lower edges of the pedestals, leaving a sharp taper inside. This gives an approximately correct angle sideways when gluing the pedestals to the floats and wings. The pedestal glues to the centerline of the float with the higher part forward. Refer to the sketches to obtain the correct placements.

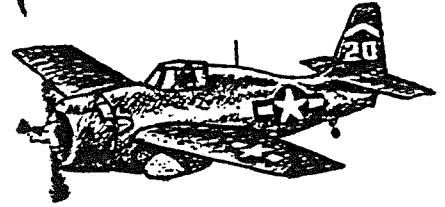
••• AVIATOR VACUFORM KITS •••

1:48 Scale Vacuform Kits.
Painstaking Quality with Cast Pewter Parts

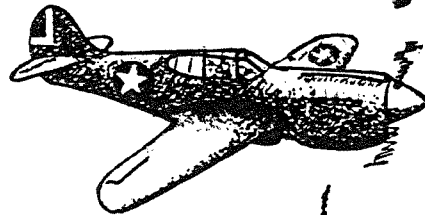
No. 4801 - Seversky P-43 Lancer
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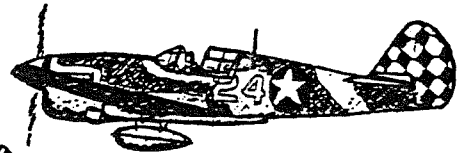
No. 4802 - General Motors FM-2 Wildcat
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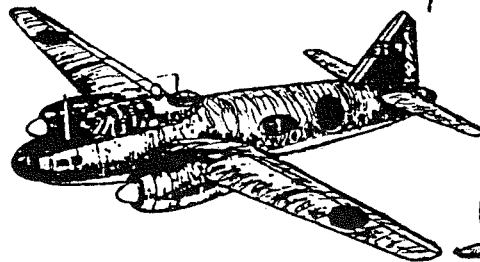
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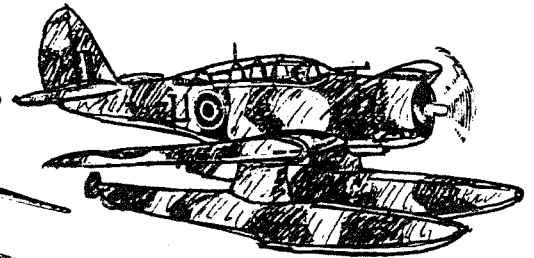
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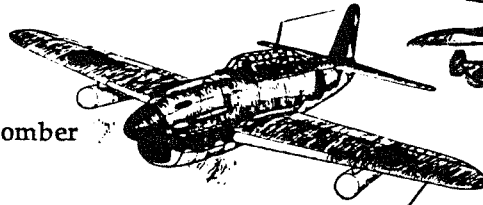
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THE AVIATORS
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