

KiwiResin Models

1/72 CASA Vickers Vildebeest.

This kit is moulded in urethane resin, and should be assembled with a high quality isocyanate (super) glue or epoxy.

Before assembly is carried out, any flash, resin bubbles or moulding gates should be removed, and any sinkholes filled.

The pieces may be removed from their casting blocks with a razor saw or similar.

Any warping in the components can be simply cured by immersing in hot water and bending back to shape. Pay careful attention to the top wing as it is a long thin casting.

It is recommended that the wings be drilled to accept pins to strengthen the joint.

This kit should contain the following pieces:

Fuselage ✓
Upper decking ✓
Nose ✓
Pilot seat ✓
Instrument panel ✓
Control stick ✓
Upper wing ✓
Lower left wing ✓
Lower right wing ✓
Fin ✓
Tailplane ✓
Prop blades x 2 ✓
Spinner ✓
Oil cooler ✓
Underwing radiators x 2 ✓
Lewis gun ✓
Gun Scarf ring ✓
Undercarriage legs x 2 ✓
Main wheels x 2 ✓
Main wheels faired x 2 ✓
Tail wheel ✓
Torpedo (Vildebeest only) ✓
Torpedo fins ✓
Torpedo shackles x 2 ✓
Slat hinges x 6 ✓

In addition there are 2 wafers containing: ✓

Bomb racks x 4

Crew ladder

Plastic strut stock

The main strut lengths are approx as follows:

Interplane struts 29mm

Aileron struts 29mm

Fuse lower wing struts 19mm

Fuse upper wing struts 18mm
Undercarriage struts 23mm

Aeroclub parts.

Should you wish to add Aeroclub detail parts to this kit, you will need the following:

V052 lewis Gun plus scarf ring

Notes on Vincents and Vildebeests

The KiwiResin Vincent and Vildebeest kits are the most accurate models ever produced of this aircraft, in part because we are able to closely study the wreckage of Vincent NZ301, which is owned by the director of KiwiResin.

At first glance, the Vincent and Vildebeest aircraft are the same apart from the armament carried. In fact this is not the case, and the differences are as follows:

Vildebeest Mk1

Keel fin, angled counterbalance elevators, usually fitted with a torpedo

Vildebeest Mk11

No keel fin, angled counterbalance elevators, possibly late aircraft fitted with square counterbalance elevators, but there is little confirmation of this.

Vildebeest Mk111

No keel fin, square counterbalanced elevators, usually fitted with a drop tank in RNZAF service, but a torpedo with other users.

Vildebeest MkIV

No keel fin, square counterbalanced elevators, Engine now cowled, drop tank/torpedo fitting as above.

Vincent

No keel fin

Usually angled counterbalanced elevators, however there are examples where later square types were fitted, possibly in error during overhaul.

Note also the rear tailplane struts are fitted in a position similar to the front tailplane struts, unlike the Vildebeest which has the rear struts in a higher position on the stern frame.

Drop tank only.

Casa Vildebeest

Mk1 Fin, Inline engine, underwing radiators, angled counterbalanced elevators

Notes on Building

This kit is reasonably straightforward to assemble, however it does exhibit the usual pitfalls associated with building a biplane.

The modeller should make reference to the drawings at all times during assembly.

It is recommended that the modeller produce a set of jigs to set the wings and undercarriage in place, making reference to the drawings in order to ensure the correct dimensions.

The Undercarriage legs has steel pins embedded in them to assist with their strength, and the modeller should drill corresponding holes in the lower fuselage and the wheel spats to accommodate these.

It is a wise precaution to fit steel pin to the wing joints also.