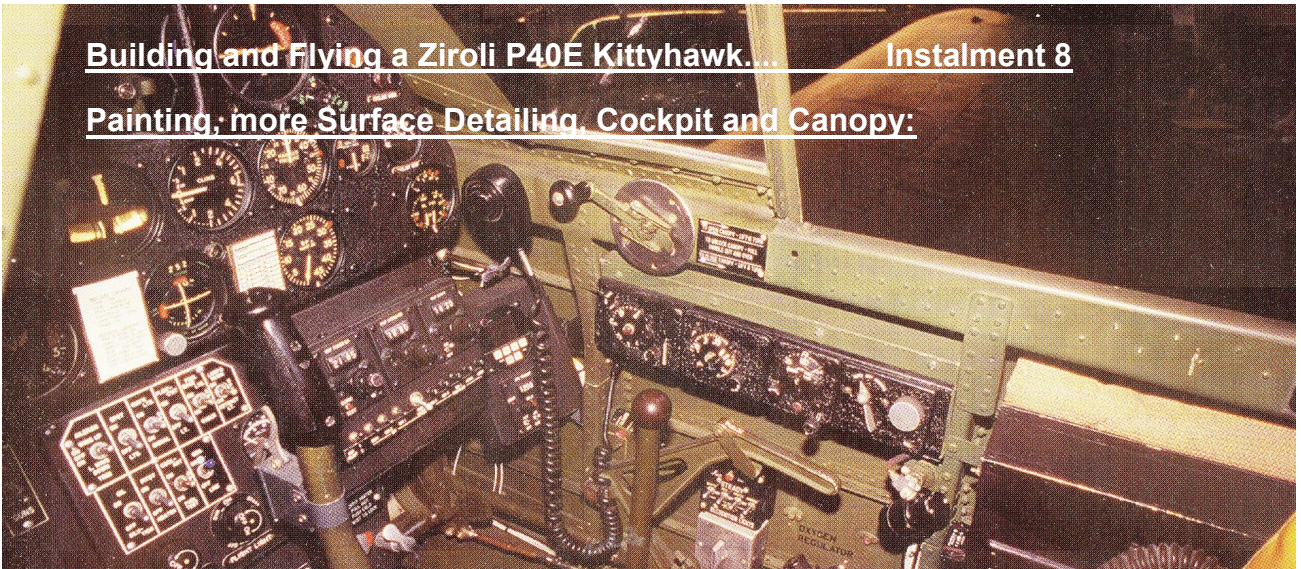


Painting, more Surface Detailing, Cockpit and Canopy:



**First Coat of**

**Colour:**

After removing all the panel line tape the plane was sprayed with the first coat of the Mid Stone colour.



I can now add rivets, simulate hatch fasteners, fit out the cockpit and fit the rear glazing and canopy.

I will follow all of that up with another coat of Mid Stone and then a coat of the Dark Earth camouflage before masking the complete top surfaces of the plane and attacking the underside.



**More Surface Detailing:**

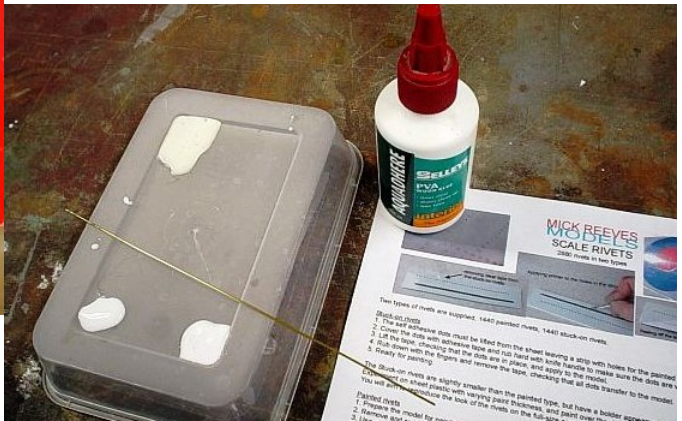


Rivets and Screw Head Simulation: Thankfully, from a modelling point of view, most of the rivets used in the Kittyhawk were flush rivets. Raised rivets were used around the wing and stabiliser tips, trailing edges and in the construction of the control surfaces which were covered in doped cloth.



A scale plane with out rivet detail looks to me as an off the shelf ARF, shapes right, colours are right but the thing has no character. Simulating rivets and screw heads brings the thing to reality as a miniature of the full size.

Domed riveting is easily done with small dabs of PVA glue applied to the surface with a 1mm diameter piece of tubing.



This is my pretty basic riveting kit plus patience plus a couple of stubbies when it gets a bit tedious.



On left is full size rudder trim tab.



On right. Simulation on model.





The root fairings on the wing, tailplane and fin are all fastened to the airframe with machine screws, I fudge these by applying the usual dabs of PVA and when dry, carefully sand the domed tops on the glue blobs down to be nearly flush with the surface.

Above is full size starboard wing root.



Left is the still wet blobs on the starboard wing root of the model.



## Cockpit:



The cockpit is an area where I chose to compromise scale appearance for airframe integrity. The **Zioli** fuselage is built on a 1/2" x 1/4" spruce crutch inside formers. The crutch is stiffened with 1/2" x 1/8" spruce diagonal bracing between the formers. The cockpit area is directly above the open wing mount



area and has widely spaced formers so I was loathe to remove the diagonal bracing to achieve a full depth cockpit.

The result of the compromise is a floor fitted on top of the crutch and a cockpit about 1/3rd as deep as it should be. I figured that with a lot of flat black and a non opening canopy I could still give a reasonable impression of how it should be.

I started the cockpit detailing by buying a kit of parts from **Dynamic Balsa** in the US. The kit consisted of several vac formed sheets with the various parts formed in them, these had to be cut out, knobs and bobs attached and then painted.



The instrument panel is a major feature and is made up in four layers, a backing sheet of PVC, a printed instrument sheet over, a piece of clear PVC over that and finally the pre painted vac formed panel on top. Sounds fiddly but is easy to do with the **DB** kit of parts.

The next job was to fit the various knobs, quadrants and switch panels to the cockpit left and right side panels and glue them and the instrument panel into place in the plane with **Pacer** canopy glue and PVA.



I doubt if Ross flies the P40 in the Scone area with a life jacket and packing a Colt .45 pistol so some character from WWII must have borrowed his plane for a while.

Don't worry, this guy is fully endorsed to fly P40s and has survived three write offs that weren't his fault with previous aircraft.



## Canopy and Side Windows:

The canopy is a standard **Zirol** canopy. It is crystal clear and the frame detail is as sharp as you can get with the integrated frame and glazing type. The side windows are made from 0.6mm PET sheet that I cut to size and glued to the fuselage



with **ZAP** canopy glue.

The canopy was then masked up with the good **Tamiya** stuff, edges roughened up with sandpaper and it was then glued over the side windows to the fuselage and strapped down with a fair bit of masking tape.

To avoid getting any glue under the hold down tape on the fuselage I surround the perimeter of the canopy with masking tape, two days later when all is dry, I remove the tape with any excess glue to leave a nice sharp edge.





**Painting  
Camouflage:**

The picture on the right shows the model with a second coat of Mid Stone. All the rivets and other surface detail are now Mid Stone.



These pictures are of the masking required before I spray the Dark Earth camo.

To achieve a soft edge between the two colours I tape beer carton cardboard with the edges cut to shape on to the fuselage.

The camouflage patterns were replicated from pictures I had of both sides and a plan view of the Scone P40.







Same masking for the wings.

Dark Earth applied.



Masking removed.



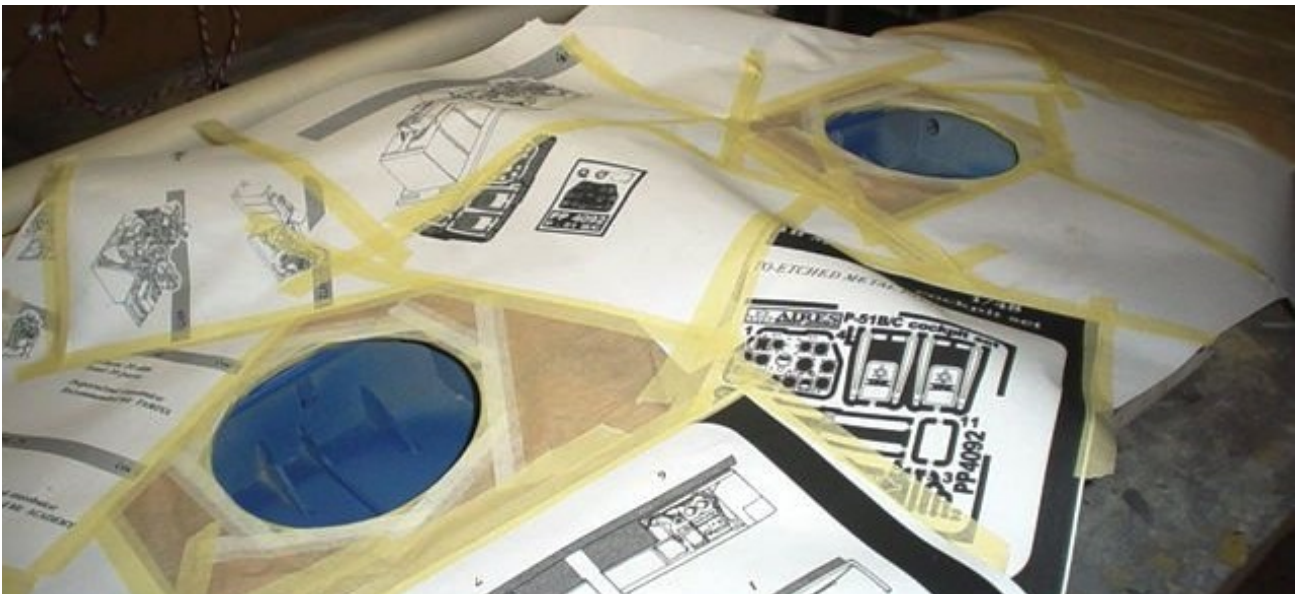
Next step is to fully mask the upper surfaces of fuselage and wing and paint the underside with the very different Dark Mediterranean Blue that Ross has used on his P40.



And now the last colour to be applied is the cockpit green to the wheel wells as per the picture of the full size below..







All painting done at last..... Decals next, a few tiddly bits and then a coat of clear gloss over the lot and she is ready for the next phase which is motor running in and tuning, balancing, taxi tests, blah, blah...!!! All the stuff you have to do before you can actually fly the thing...

Back soon.

Stan