

Spitfire F XIV Conversion Cage 3

1/48 Conversion Set for Eduard Spitfire Mk VIII "High Back"

Laminar Flow Design
Email : info@laminarflowdesign.com
www.laminarflowdesign.com

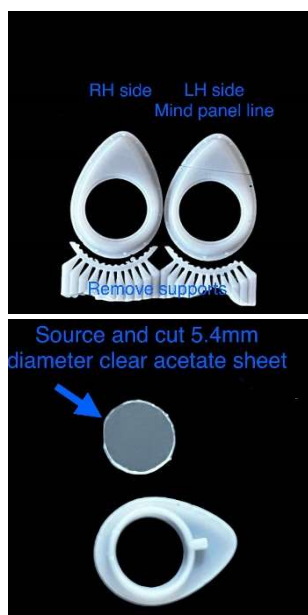


- Working with 3D printed parts.
 - o Removal of the supports: Parts are printed into an enclosed cage that protects them in the different stages of production, transport and storage. Please cut the 4 pillars at their base on the corners and clean up the remaining mesh to access the parts. Then you can remove the parts from their support, starting by the most accessible on the sides and working your way to the center. Work support by support, using razor saw or new scalpel blade.
Avoid snapping the part off its supports as it could damage the part in the process.
 - o Outer fuselage surfaces (ie: Sides of the cowling) might need Surfacer and sanding work for optimal result. Please try to avoid filling small rivets in the operation.
 - o Don't "force fit" parts into assembly. Cured resin is very hard, but will break under pressure.
 - o For accurate fitting, prefer trimming and sanding the plastic parts rather than resin. Plastic is easier to form and shape. But ultimately the choice is up to the builder.
 - o Washing agent residues can remain on some surfaces, fine grid sand to get rid of them.
- This instruction sheet is an add on to LFD48001 Basic assembly instructions. It does cover the add optional Cage 3 containing Extra parts covering the following Spitfire XIV variants:
 - o Fighter Recon modifications: FR XIV High Back, FR XIV Low back
 - o E wing Panels
 - o Broad chord rudder: Post WW2 Mk XVIII Tail retrofit.

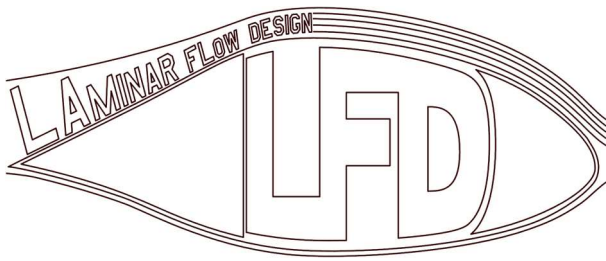
Add ons Assembly: Cages 3 FR mods, E wing, Broad chord rudder



- Fighter Recon Mods: General note about FR set up, cameras were installed just before take-off by ground crews, and removed immediately after landing for fast developing. Something to keep in mind when building an FR plane. It is advised to skip the camera mounting if displaying your model on the ground.



- High Back: LH fuselage access hatch not to be filled.
 - o Place the left template center of the hatch, with the rear groove over the Rear hatch panel line (check picture).
 - o Mark symmetry by placing tape on the fuselage at the rear of the template location.
 - o Assemble both fuselages and transfer tape location on the RH fuselage to mark the rear of the template line.
 - o Temporary attach both templates with tape and drill blister fitting holes using template references.
 - o Cut 5.4 mm diameter (+/- 0.1 tol) circles out of clear acetate sheet and install in the blister recesses. Assemble blister to fuselage (the one with panel line aligned with the hatch panel line on the left side)
 - o Assemble Camera on its mount using Axle (choose the side its pointing at)



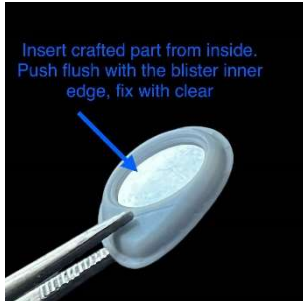
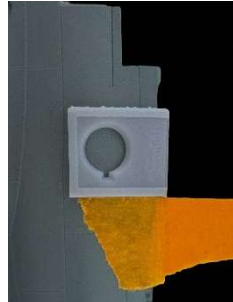
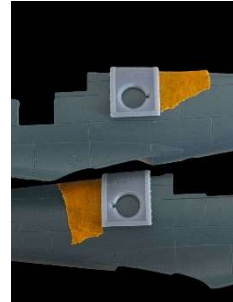
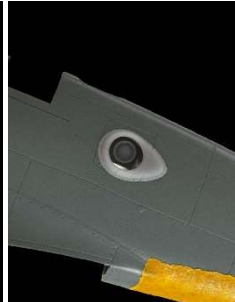
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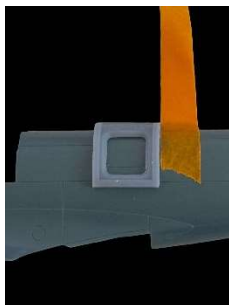
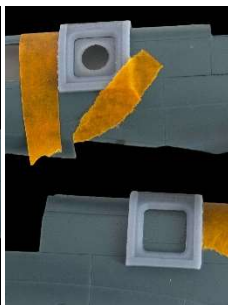
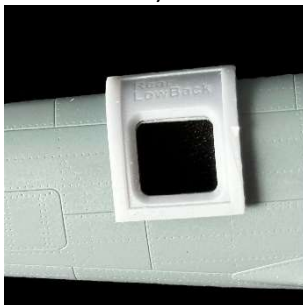
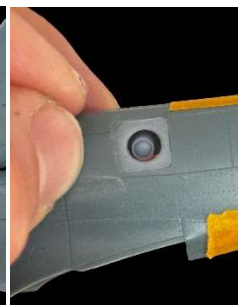
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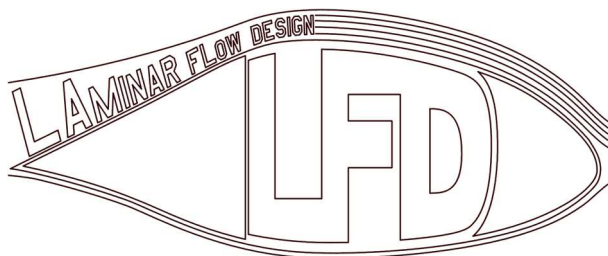


- Insert Camera assembly into assembled fuselage (arrow pointing forward under camera mount)



- Low Back: (Assembly sequence similar to High Back sequence, also refer to illustrations above)
 - Place the left template aligned with existing hatch front & rear lines.
 - Mark symmetry by placing tape on the fuselage at the rear of the template location
 - Assemble both fuselages and transfer tape location on the RH fuselage to mark the rear of the template line.
 - Temporary attach both templates with tape and drill blister fitting holes using template references.
 - Blend the remnants of the LH fuselage access panel sitting higher than the FR panel (Hinge and upper portion)
 - Assemble both panels in the fuselage, blend in the right panel, restore panel line continuity.
 - Cut 6 mm diameter (+/- 0.1 tol) circles out of clear acetate sheet and install in panels opening.
 - Assemble Camera on its mount using Axle (choose the side its pointing at)
 - Insert Camera assembly into assembled fuselage (arrow pointing forward under camera mount)? Center Camera objective with window





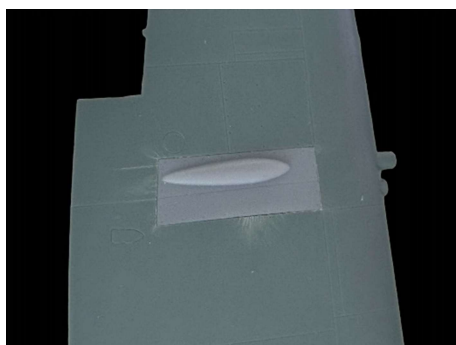
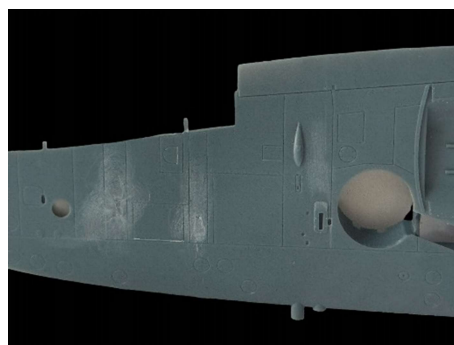
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- E wing modification: Regarding the base kit, there no true E wing with MkXIV configuration existing (Leading edge fuel tanks, short ailerons, repositioned lights) so best way is to convert existing MkVIII C wing to E standards.
 - Upper wings:
 - Cut the c wing 20mm canon access panel along its panel lines, and replace with the provided new panel. Frequent test fit during cutting and filing will help get the a blended fit
 - Remove bumps on the .303 access panel and sand flush
 - Lower wings:
 - Fill the .303 cartridges ejection holes.
 - Sand flush any protruding details on theses panels
 - Assembled wings
 - Install canon parts G74 on the outboard position, 12.7 parts G40/42 in the inboard position.
 - Fill .303 firing holes



- Broad chord rudder: This modification is a post WW2 retrofit, using MkXVIII tail profiles and rudder. It consisted in removing the upper portion of the tail post, to allow mounting of the enlarged rudder, featuring a larger, and sitting lower, balancing horn. We have not been able to identify this modification in any ww2 picture, so it is reserved (with reserve to any further evidence being found) to machines used post WW2.
 - Simply assemble this tail and rudder instead of the standard parts. Refer to basic part assembly instructions, sequence is the same.

