

BRISTOL BEAUFORT MK 1A SOUTH EAST ASIAN COMMAND

Kit No 72 028

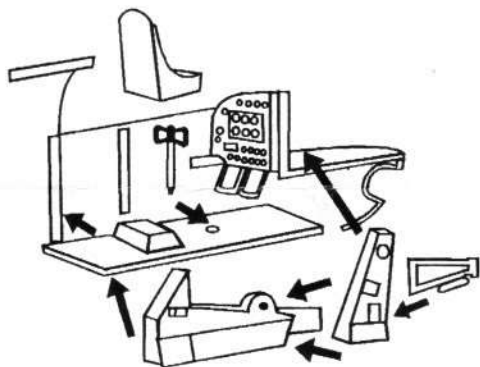


BEFORE YOU BEGIN:

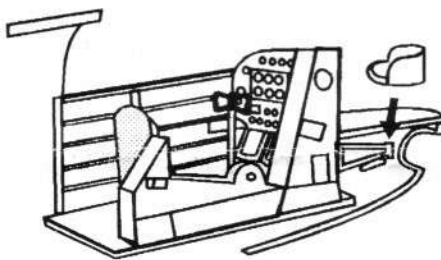
Cut all parts from the sprues with snippers or razor saw. Clean up all mating surfaces with a flat file and test fit all parts before committing with glue. It may be advisable to trim the canopies at an early stage and test fit them to their locations before gluing. In this way the width of fuselage can be easily adjusted before gluing to ensure a tight fit of the transparencies. Where feasible we have left a lip around the canopy join area to provide a good attachment position. It may be necessary to carefully scrape back the thickness to allow the outer face of the canopies to fit flush. Wash all parts in warm soapy water to remove mould release agent. Glue canopies with either PVA, Super Glue, or Araldite, and the white metal or resin parts with super glue or Araldite type epoxies.

Construction. Cut the transparencies and ensure they fit correctly onto the fuselage halves. It may be necessary to remove or add a bit to the halves to get a good fit, and perhaps also to take a bit off the small ledges onto which they glue. On the top of the fuselage halves where the turret fits, it is necessary to cut back to the forward panel line, and build up the base: refer to the small drawing. Inside the rear fuselage, just forward of the turret - where the vertical panel line is, a plastic card wall can be inserted.

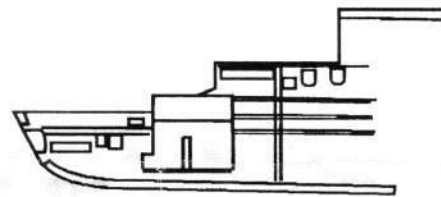
Next comes the cockpit area. Start by filing the back of the instrument panel and then gluing it into place against the forward wall. Take the floor and assemble the side console and upright console. Before the glue dries test fit so that the upright console abuts the instrument panel area, and adjust if required. Install the seat and control yoke. In the forward navigators compartment, add the triangular seat support to the back wall, and then glue on the small round seat. The map case can be glued onto the inner starboard fuselage side. Basic interior colour is Aircraft Grey-Green (FS 34172). Instrument panel and boxes etc on side wall are generally black. Seat cushions are tan/leather.



Assembly of main cockpit component inside the left fuselage side



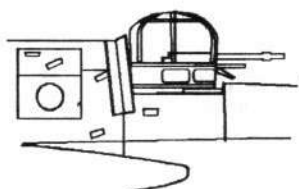
Assembled cockpit parts showing general layout. Navigators seat fits on top of triangular support.



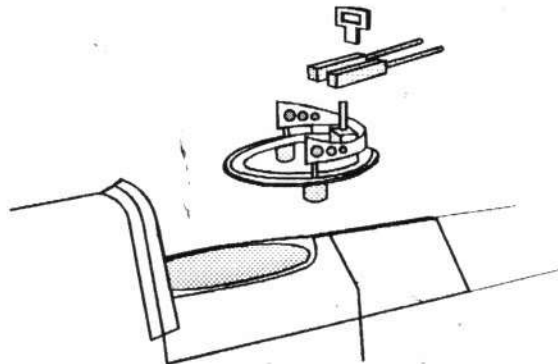
Right side of cockpit showing position of map case against wall.



Schematic of turret placement. Some modification is needed using plastic card or Milliput etc. Build up the lower level to just below the rear fuselage line, and cut away the forward portion of the fuselage to just behind the panel line. A small plastic card fairing can be glued to the fuselage forward of the opening. A wall is inserted against the panel line. Fit white metal turret base into fuselage to check fit.



1/72 Scale turret plan.



HIGH PLANES MODELS

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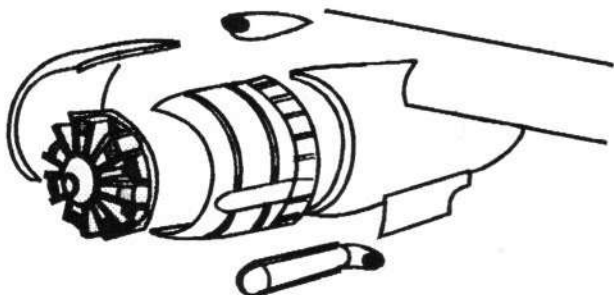
email hiplanes@corryong.albury.net.au

web page <http://corryong.albury.net.au/~hiplanes>

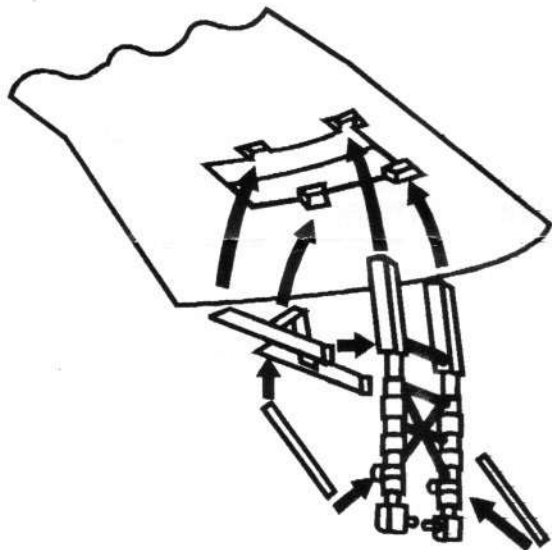
Make a support piece for the tailwheel within the rear well, and firmly glue it into position. The fuselage halves can then be joined together and set aside to dry. Prepare the tops and bottoms of the wings and tailplanes, and glue them together. Drill out the radiator intakes in the leading edges of the two wings. Install tailplanes onto fuselage, checking alignment and then insert and glue wings, making sure before the glue sets that all is square.

Glue engines into nacelles, drill holes for prop shaft through the center of the crankcase fronts. Glue left and right rear nacelles together and mate them up to the wings. Test fit the engine nacelles, adjust as necessary, and glue them onto the forward section of the rear nacelles. The exhausts are mounted at different positions left and right, so it is important to vertically position the nacelles in relation to their glue line, rather than trying to get the exhausts the same each side. Fit the left and right exhausts into their respective recesses.

Refer to the drawings for details of the undercarriage arrangement. Initially glue in the support frames, and then add the main legs. Fabricate some support struts from sprue and retraction jacks also, gluing into position as indicated.



Assembly diagram for the engine areas. One of the depicted Beauforts operated with the streamlined carburetor intakes above the nacelle, whereas the other carried the bulkier Vokes type. Exhausts exit on the outer side of each nacelle, but higher up on the port side.



Back struts are support units on both sides from leg to mount, the other is the central attached retraction jack, from the "X" in the middle of the main legs up to the high point on the mount.

Schematic and side view drawings of the undercarriage layout. After the legs are positioned and lined up perpendicular from the front, the various support braces and retraction jacks can be added. Wheels can also be joined and included between the axes.

Final jobs include the fitting of shafts on the back of the propeller hubs to fix them to the engines. With all interior detailing complete the canopies can be glued into place and faired in if needed. Rear guns can be added and the turret transparency glued into place. Add tailwheel, and fuel dump pipes under wings. Make up the 'L' shaped under-nose aerial, and ones for the top of the fuselage, installing them in accord with the drawings. Find a DF loop cover in the spares box. With reference to the plans make up the under-wing aerials from sprue and/or fine wire, but perhaps do not install them until all painting is finished. Once all is done a start can be made on painting your new Beaufort.

References.

Several good pieces of work provide information on the Beaufort, amongst them

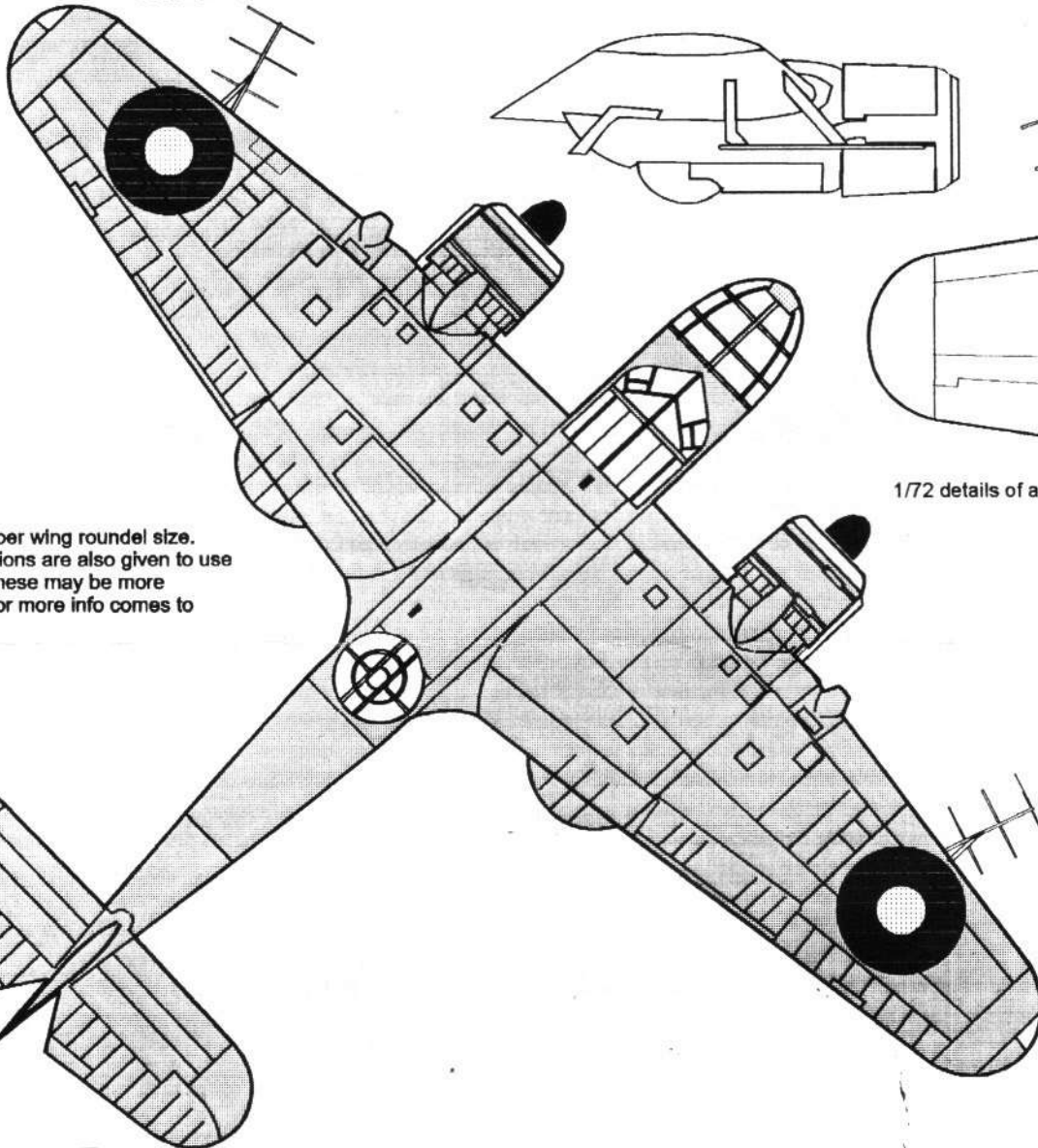
1. The Beaufort File, by Roger Haywood/Air Britain.
2. Beaufort Special, by Bruce Robertson/Ian Alan.
3. Beaufighter, Beaufort, and Mosquito in Australian service, by Stewart Wilson/Aerospace Publications
4. The Royal Air Force of WW2 in Colour, by Roger Freeman/Arms and Armour.

The other three Beauforts currently available include our kits No 72004 for the DAP Beaufort Mk 8, 72006 for the DAP Beaufreighter, and 72027 for RAF European scheme Beauforts.. Coming soon will be several RAF Pratt and Whitney powered versions.

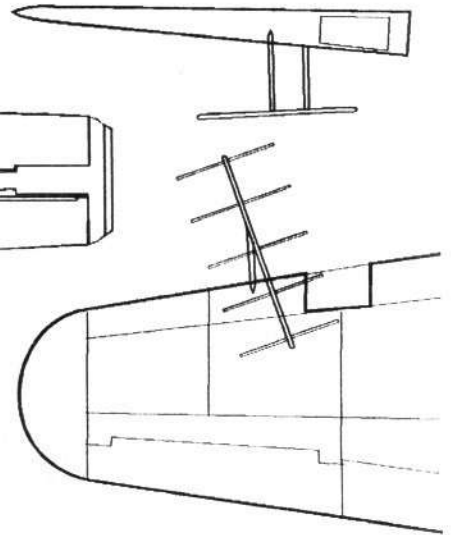


Beaufort Mk 1A DW816/V from No 22 Squadron based in Ceylon in 1943/1944. Aircraft appears to be overall medium grey. The code "V" seems to be the same blue as the roundel, as does the serial. Grey colour is less than the roundel tone. Picture on Page 39 of the Beaufort File

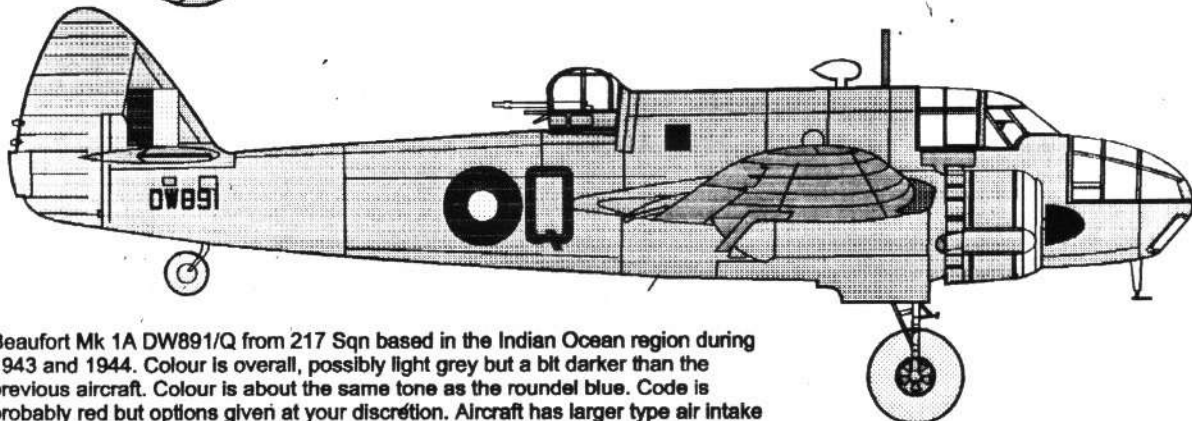
Aircraft both need underwing aerials added. Black spinners and prop blades with yellow tips are common. DW816 has streamlined air intakes.



Probable upper wing roundel size. Smaller versions are also given to use if you think these may be more appropriate or more info comes to light.

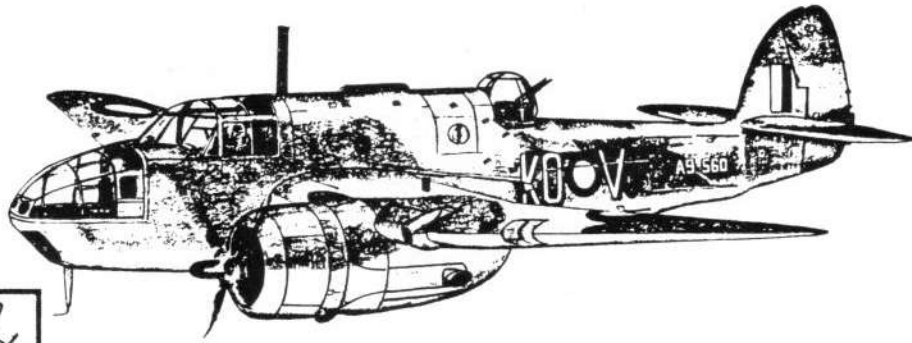


1/72 details of anti ship radar aerials



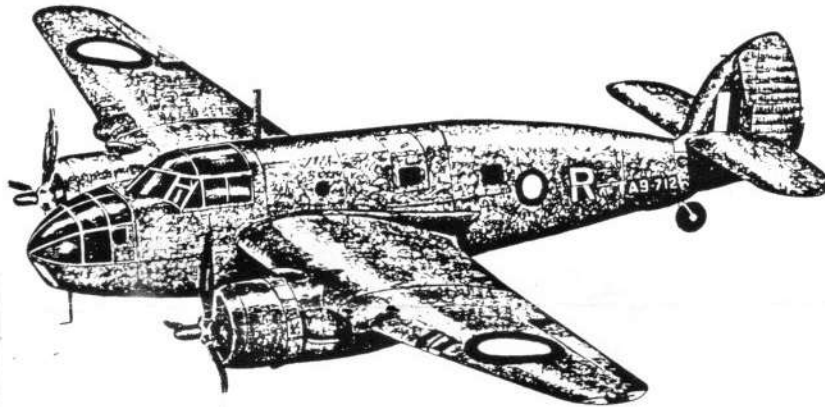
Beaufort Mk 1A DW891/Q from 217 Sqn based in the Indian Ocean region during 1943 and 1944. Colour is overall, possibly light grey but a bit darker than the previous aircraft. Colour is about the same tone as the roundel blue. Code is probably red but options given at your discretion. Aircraft has larger type air intake and radar aerials under wings. Picture page 55 in the Beaufort File

DAP (BRISTOL) BEAUFORT VIII



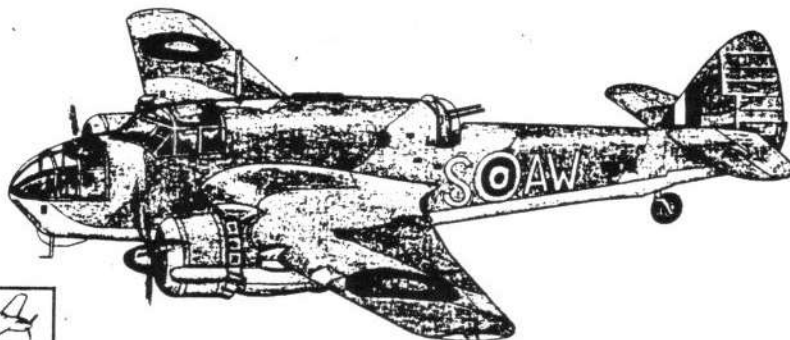
- ▼ INJECTION MOULDED 1/72 SCALE MODEL
- ▼ THREE RAAF DECAL OPTIONS

DAP (BRISTOL) BEAUFREIGHTER (BEAUFORT IX) RAAF WWII TRANSPORT



- ▼ TWO DECAL OPTIONS, INCLUDING JAPANESE "WAR IS OVER" NOTIFICATION
- ▼ INJECTION MOULDED 1/72 SCALE MODEL

BRISTOL BEAUFORT MK I



KIT 72027

ACCURATELY SCALED 1/72 INJECTION MOULDED KIT
FOR THE EXPERIENCED MODELER
DECALS FOR TWO ROYAL AIR FORCE BEAUFORTS