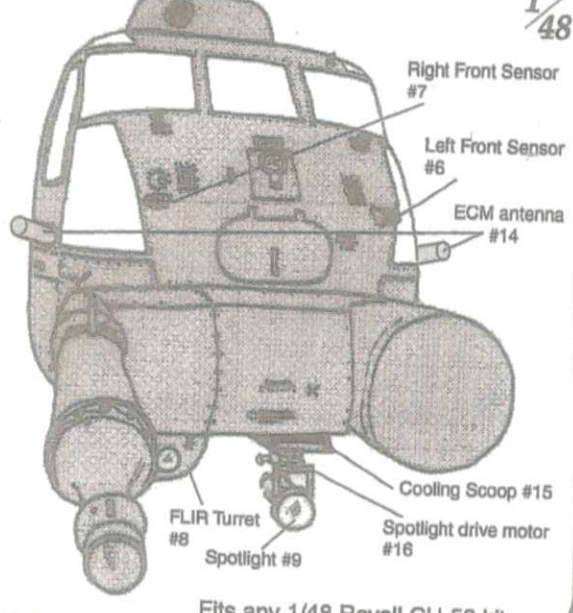
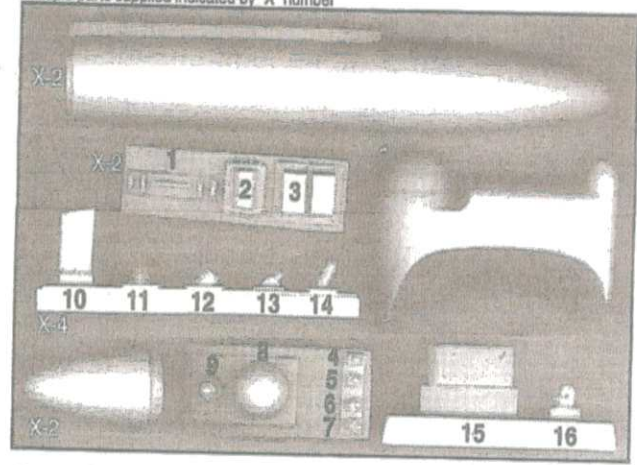


"PAVE LOW" MH-53J

1/48



Fits any 1/48 Revell CH-53 kit



General instructions: All of your new resin parts should be washed in warm water and a de-greasing detergent like Formula 409 or Fantastic. This will remove the mold release agent from the parts and allow your paint to stick properly. Remove parts from the sprues with a hobby knife or razor saw then lightly sand any remaining sprue. For delicate parts, multiple passes with a sharp X-acto knife below the part can remove them without damage. Do not breathe resin dust- use a dust mask. Use CA type (Superglue) to attach resin parts. **Take some time to test fit your new resin parts.** This kit was carefully engineered to fit correctly in your model but some trimming and adjustment is always necessary to match a particular kit. NO resin kit is perfect- While every effort has been made to give you the best or you break a part- no problem- just let us know and we'll send you a new part right away. We want you to be happy with your new Cobra Company detail set!

quality castings, there may be very small defects like an occasional air bubble, etc. They are easily filled and sanded smooth, but as always if a part is unusable High Flight's Pave Low Conversion set has been out of production for many years. After so many requests, Cobra Company, the copyright owner is pleased to re-release this updated and improved detail set. For the Modeler who desires additional detail, a Weapon Set and Cockpit Set is available from Meteor Productions. Both of these sets were mastered by the same Cobra Company pattern makers and are a valuable addition to your model.

1. All of your new PAVE LOW resin parts will be added to the outside of the fuselage so except for the large Nose addition, the resin parts can be installed in any order you want. Because the Nose addition spans both fuselage halves and the Cockpit glass part, the fuselage interior and cockpit will need to be completely finished with the fuselage halves glued and the glass in place before the resin nose can be installed.
2. With the Fuselage closed up, remove the Refueling Boom alignment bump from the lower right chin glass - sand this area smooth. Test fit the new resin nose to the fuselage and trim as necessary to get a good fit. Make sure the flat bottom of the new nose is parallel to the bottom of the fuselage. Install FLIR Turret #8 and cooling scoop #15 to resin nose using the scribed marks under the nose as a guide. (You may want to delay installing the next few parts until later to reduce the chances of breaking them off) Glue the spotlight drive motor #16 to the scoop in the position shown. Fabricate a narrow strip of plastic or metal (tin can metal is excellent) to a "C" shape for the spotlight bracket. Glue bracket and spotlight to drive motor to finish off the nose. Assemble the Revell kit's refueling probe and cut it off as shown. Glue the remaining probe to the extension on the right side of the resin nose. It would be a good idea to drill a small hole where the probe mounts to the nose and glue in a small metal pin to help reinforce the refueling probe.

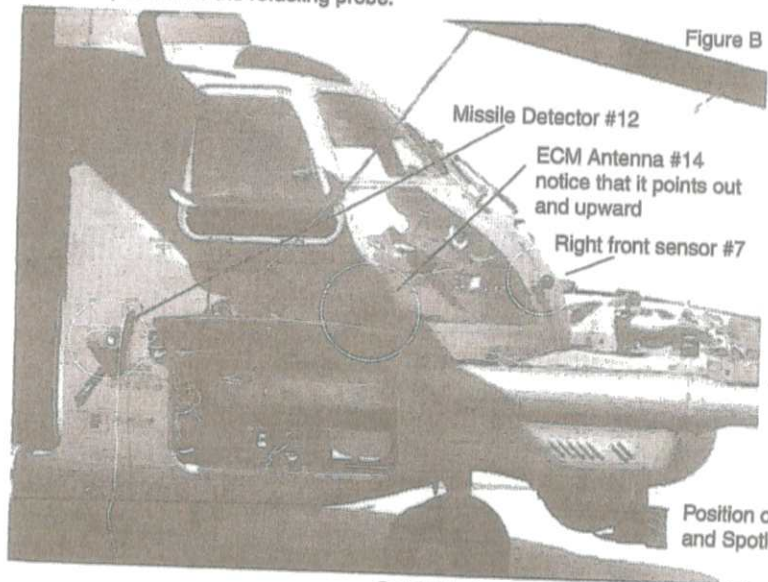
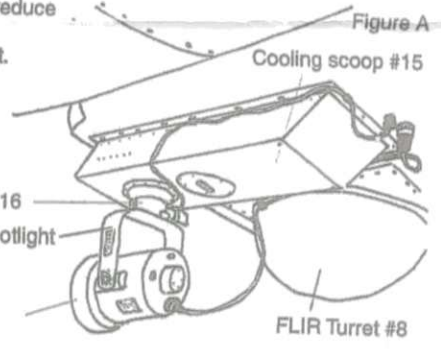


Figure B

Position of FLIR Turret and Spotlight

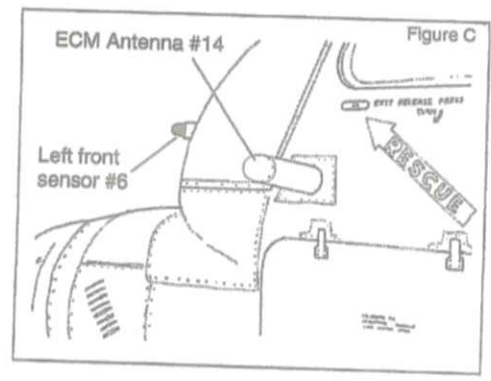
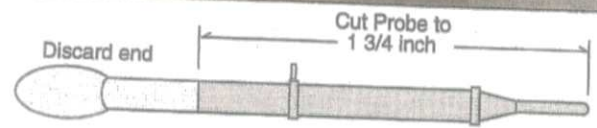


Figure C



Masters by Sherman Collings and Chris Miller

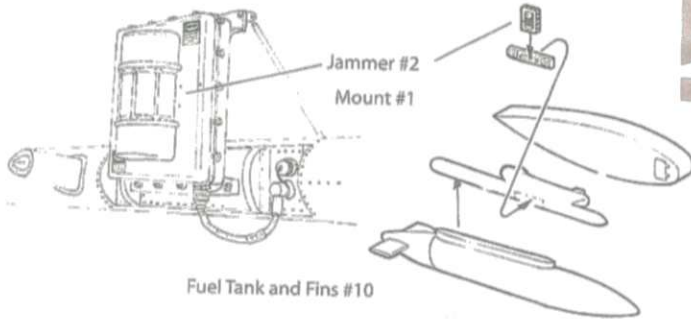
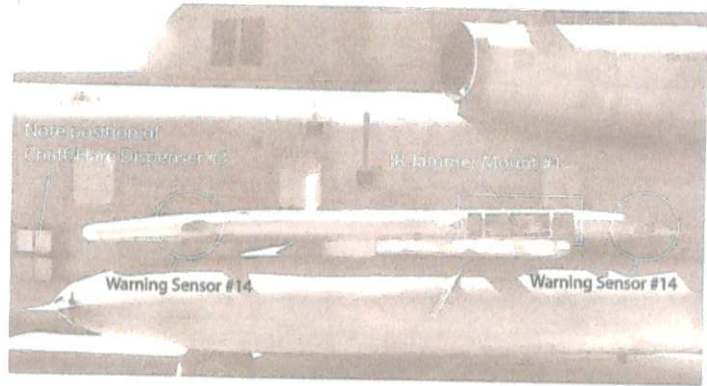
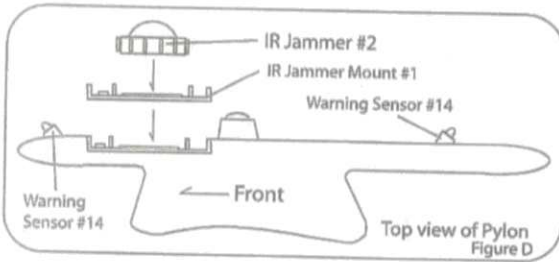
© 2000



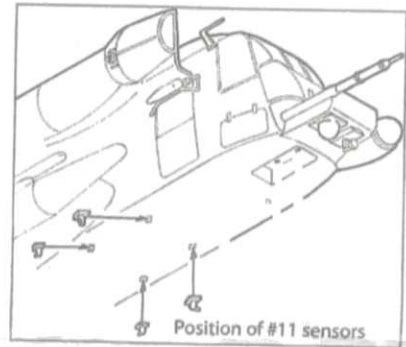
MH-53 PAVE LOW

3. Side Sponsons and Fuel Tanks -

Cut notches in the fuel tank pylons as shown and install the IR Jammer mount #1. Be sure to test fit your parts carefully then glue the mount into the pylon. On both pylons the electric plug will always be to the right of the Jammer (see drawing). Glue IR Jammer #2 in place. Only if you are building a Pave Low as it is currently configured, install warning sensors #13 to the pylon as shown. ****Important - If you are building an early Pave Low or "Desert Storm" aircraft do not use these sensors (see step #4).**



Assemble fuel tank sections and fill seam. Please notice that the fuel tank end part has a small notch that will line up with the tank's mount. Glue fuel tank fins #10 horizontally on the ends of the tank. A scribed line will assist in their alignment.



4. For early Pave Lows and aircraft through "Desert Storm" do not use the warning sensors (#14) on the fuel tank pylons. Instead use the four sensors #11 on the belly of the aircraft positioned as shown. Each sensor's antenna will face away from the fuselage at 45 degrees - that is, one will be aimed to the right front, left front, right rear and left rear quadrants.

5. Tail Sensors - (for all aircraft)

Glue Missile Warning Sensors #12 and tubular ECM equipment #14 to the fuselage sides as shown. Glue Warning Sensors #4&5 to the sides of the tail in the positions shown. They should point out and rearward at about a 45 degree angle.



#5 on other side similar



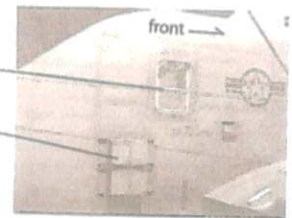
Other side similar

Misc. COLORS
 All markings in black.
 IR Jammers 34092 Green.
 Main Rotor Head can be 34102 Green or Black.
 Blades are Black.
 FLIR Turret, spotlight, and bracket are Black.



(Rearmost fuselage window)

Position of Chaff/Flare Dispenser #3
 Other side similar



A large collection of PAVE LOW reference photos (in two parts) is available on the Web at:

http://www.aircraftresourcecenter.com/AWA_061-070/walk69_MH-53J/walk69_part1.htm
http://www.aircraftresourcecenter.com/AWA_061-070/walk69_MH-53J/walk69_part2.htm

