

Building an RAF CMk. I VC10

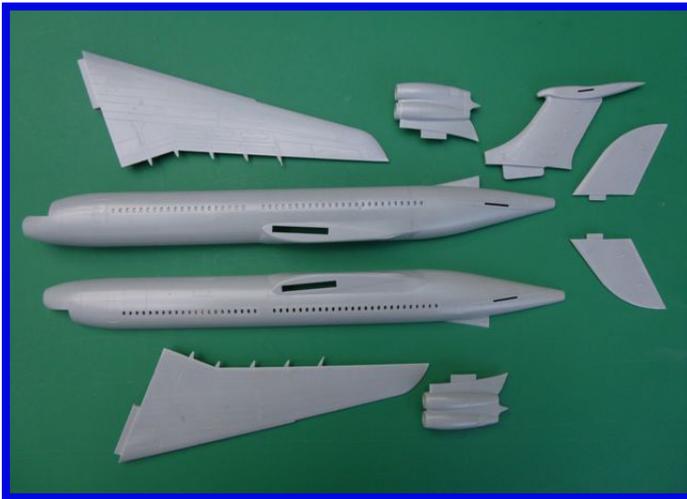
By Arthur Banyard

Kit: Roden 1/144th scale Kit Number ROD313



Introduction

1. Roden kit No 313 provides parts for a Vickers V1151 Super VC10 of BOAC. The RAF C Mk 1 differs from a Super VC10 by using a Standard VC10 fuselage 13 foot shorter than the V1151 aircraft. Since a new fuselage moulding of Standard length from Roden is unlikely, it is necessary to shorten the kit fuselage by a scale 13 feet if you wish to make the RAF C Mk 1.



2. The RAF VC10 has significantly different window arrangements to the civilian version, but these differences can be completely resolved by using the Two Six Silk decal sheet No STS 44229. In addition, the RAF aircraft carried an Artouste APU in the tail cone which needs to be made from plastic rod.

3. This is a large model and it is recommended that you remove the locating pins from the main airframe parts and rub the edges down as for a vacform model to assist joining and sharpen up the trailing edges. To simplify handling, complete the fuselage with no other parts attached until final assembly.

Note. These notes are not intended to give a complete build report since the main airframe comprises only 18 parts. Good modelling skills are assumed and the following notes concentrate on the fuselage conversion.

Fuselage

4. The fuselage halves are a good fit with the scribed panel lines lining up and only minor adjustment being needed at the nose and tail.

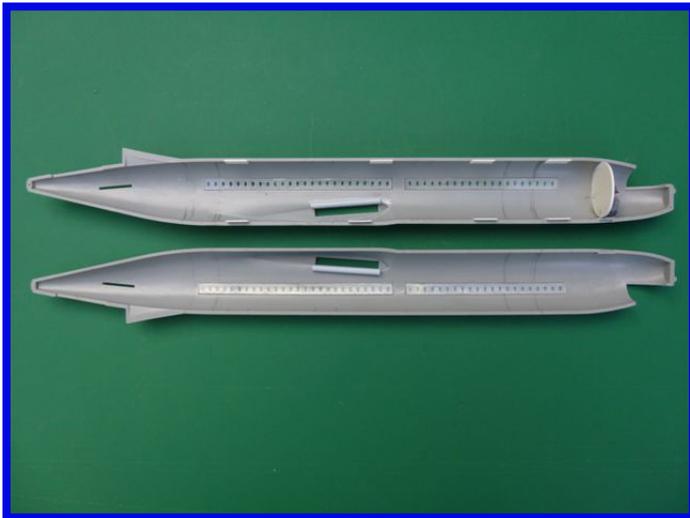
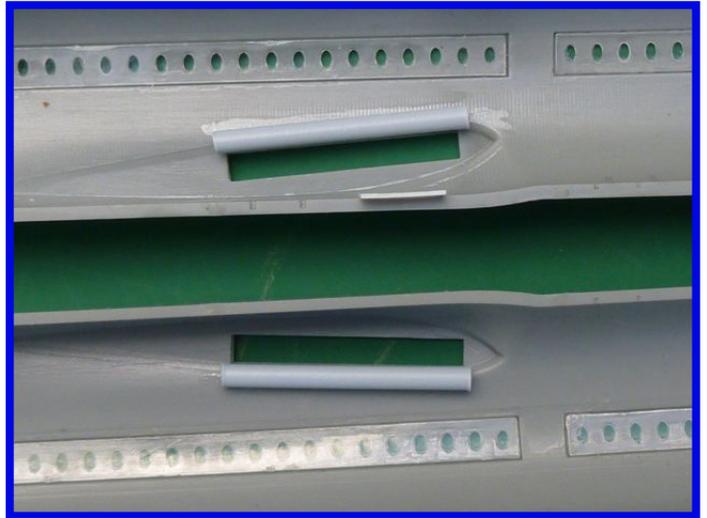


5. Fit the clear windows to both fuselage halves and make flush since the windows will be represented by decals from the STS decal sheet. Some of the clear windows are proud whilst others are undercut and will need filling and sanding flush. Note that the plastic surrounding the window inserts is half the thickness of the fuselage moulding and excess cement will dissolve it.

6. Roden specify a nose weight of 6g, but I used 10g which is more than enough. The rolled lead strip in this model is held in place by a bulkhead made from 3mm plastic card.

7. The wings are heavy and, to avoid relying on the root butt joint to hold them, add a support bar (made from 1/8" dia plastic rod) for the wing tab inside each fuselage half above the wing tab slot using the wing tab as a guide.

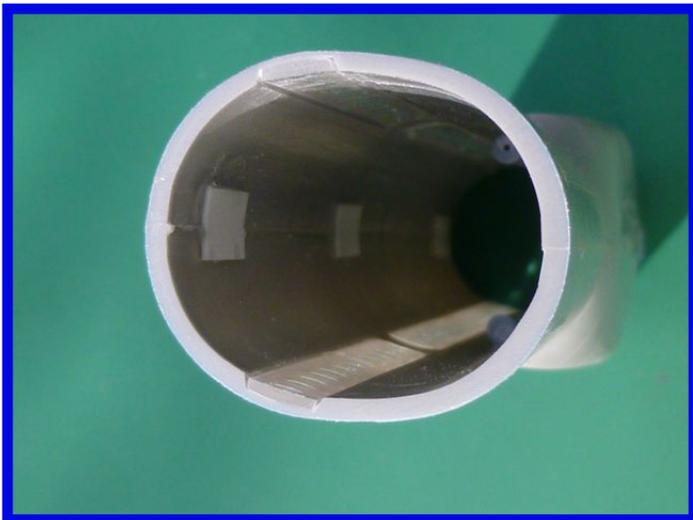
8. Join the fuselage halves; the moulding accuracy and panel lines are sufficient to aid alignment. To keep the fuselage halves in shape when removing the sections, use strengthening tabs along the joint (but bear in mind where the cuts will be made).



9. Clean up the joint and mark with masking tape where the cuts need to be made. A scale 75" (13.2mm) needs removing from the forward fuselage starting aft of window 3, and a scale 81" (14.3mm) needs removing from the rear fuselage starting forward from the fin root.



10. It is emphasised that marking must be accurate and square to the fuselage. Cuts should be made with a razor saw about 0.5mm inboard of the finished size; start from 4 different points around the fuselage circumference to reduce the possibility of an offline cut if attempting to cut right through from one side. When the sections are removed, rub down the nose, tail and centre fuselage to the masking line on a sheet of 240 grade wet & dry paper used wet on a hard surface (as per a vacform) to remove all cutting imperfections.



11. Join the nose and tail sections to the centre fuselage ensuring that the original fuselage joints are in perfect alignment, and that the fin root is level with the fuselage top. It will be apparent that there is a significant step at the rear joint where the tapering tail section meets the fuselage cross section.



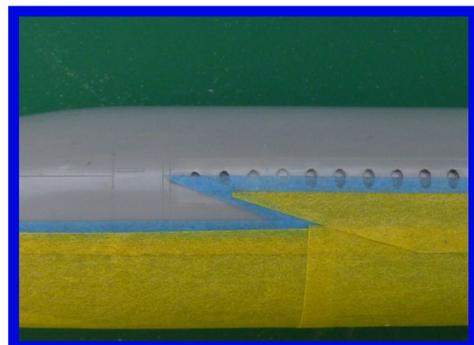
12. This step could be blended with filler alone, but problems may arise with filler adhesion. I used a 20 thou strip of plasticard (1/8" wide) cemented behind the step and up the fuselage sides as far as the window line. When set, cover the area with filler and set to work with a sanding block using 240 grade paper wet until a satisfactory shape and finish is achieved. Note that this may take several lighter layers of filler and repeated sanding.



13. Sand the end of the tailcone to accept a piece of 3/16" rod (or sprue) and shape and drill to represent the APU. Add the windscreen and blend in. Mask the wing, engines, tail and fin mounting surfaces to keep paint off them. Give the fuselage an overall rub with a 12,000 grade polishing pad to prepare it for painting.



14. Mask the fuselage to apply the white top such that the division between the white and the light aircraft grey runs along the centreline of the windows and under the lightning flash blue decal. The blue decal flash is 3mm wide and the included angle is 22.5 degrees. The upper point of the flash is 24mm behind the cockpit wall. (Dividers, a steel rule and a 22.5 deg template are useful!).



Note 1. Don't forget to paint the fin and tailplanes white!

Note 2. Two coats of Halfords white primer followed by 2 coats of Halfords Appliance White gives a first class finish).

15. When the white paint has hardened apply 2 coats of Klear and mask it to apply the light aircraft grey; the degree of masking will depend whether you use an airbrush or a brush. Paint the wings and engine nacelles at this time.



Wings

16. Ensure that the wing upper and lower halves root faces line up to give the correct dihedral and eliminate gaps when gluing to the fuselage. Drill out the wing fence holes 0.5mm, but check the mounting pins on the fences and enlarge the holes slightly if necessary.

Undercarriage

17. The U/C is a good representation in this scale and quite strong enough to support this heavy model. However, it is fiddly to handle and paint, and needs some dexterity. All wheel centres will need reaming to about 0.9mm to fit the axles.

Decals

18. 26 decals are very thin and strong, but have a tendency to curl under the backing paper. Use care and plenty of water. Cut the blue stripe into manageable lengths and apply before the windows and doors! The windscreen decal is superb.

19. One area of mismatch is the blue stripe where it passes over the engine nacelle stub wing. The decal was designed for the Airfix kit and leaves a white gap above the stub wing. This requires careful painting with Xtracolour Oxford Blue.

20. Exercise caution over the window decal numbering on STS 44229. Good references are essential to achieve the correct number and position of the windows. The following changes are advised:

Reverse A21 and A22

A20 is a window short

A19 is correct

A27 is for RAF a/c

A23 are underwing roundels

Assembly

21. Fit the wings before fitting the U/C. Ensure the wing dihedral is the same on both sides then fit the fin. When dry, fit the U/C noting that each main leg will need to be vertical to keep the wheels on the ground. Paint the wheel wells and fit the U/C doors. Finally fit the tailplanes (no dihedral) and the model is complete.



Build time 70 hours and very enjoyable - an excellent kit.

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