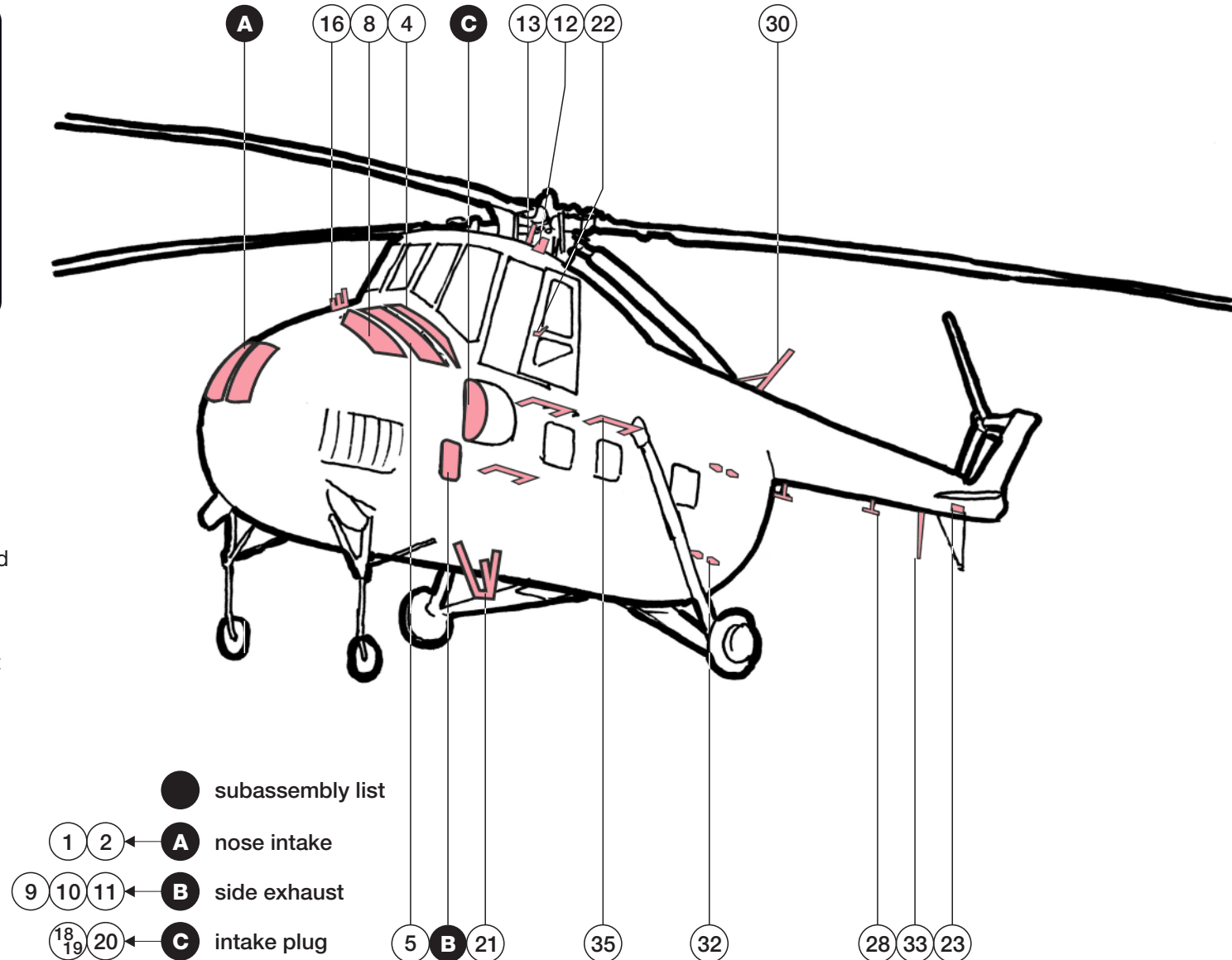


The *Hound*.
Should have been the *Horse*, really.
Mi-4 was a true workhorse in armed forces as well as in civilian outfit. Since its introduction in 1952 until the advent of Mi-8 it served as main transport helicopter, laying the base of Soviet Army Aviation. It also played vital role in domestic communication and transport network, especially in vast, undeveloped Siberia. Ruggedness and versatility of the *Hound* was appreciated by nearly 30 international users.

Eastern Express's Mi-4 is a great little kit, but still a short run kit, no denying that. While the base shape is alright it lacks fine detail. This is where our set steps in. The focus is on external bits, especially given the rather mediocre quality of transparent kit parts that cancel any effort put into details of the interior.

We prepared meshes, hinges, handles... A great deal of attention was given to rotor heads – actuators, wiring etc. Blade antennas are covered too.

Except for entrance step (21) we do not provide circular-section parts such as tail support or u/c legs struts – you are better off procuring those out of brass tubes.



Nose inlet (A) and side exhaust (B) are sandwich affair. Side exhaust is easy – put part 11 on top of part 10, and add part 9 to the bottom of part 10. This sub-assembly should be set about 0.5mm inside fuselage part, and can be later surrounded by additional collar made of 0.7–1mm wide strip of aluminum foil.

As for the nose grill – shape part 1 and 2 to achieve slightly concave/convex surface that would match nose contour. Then align part 1 on top of part 2 and place it in recess prepared in kit parts.

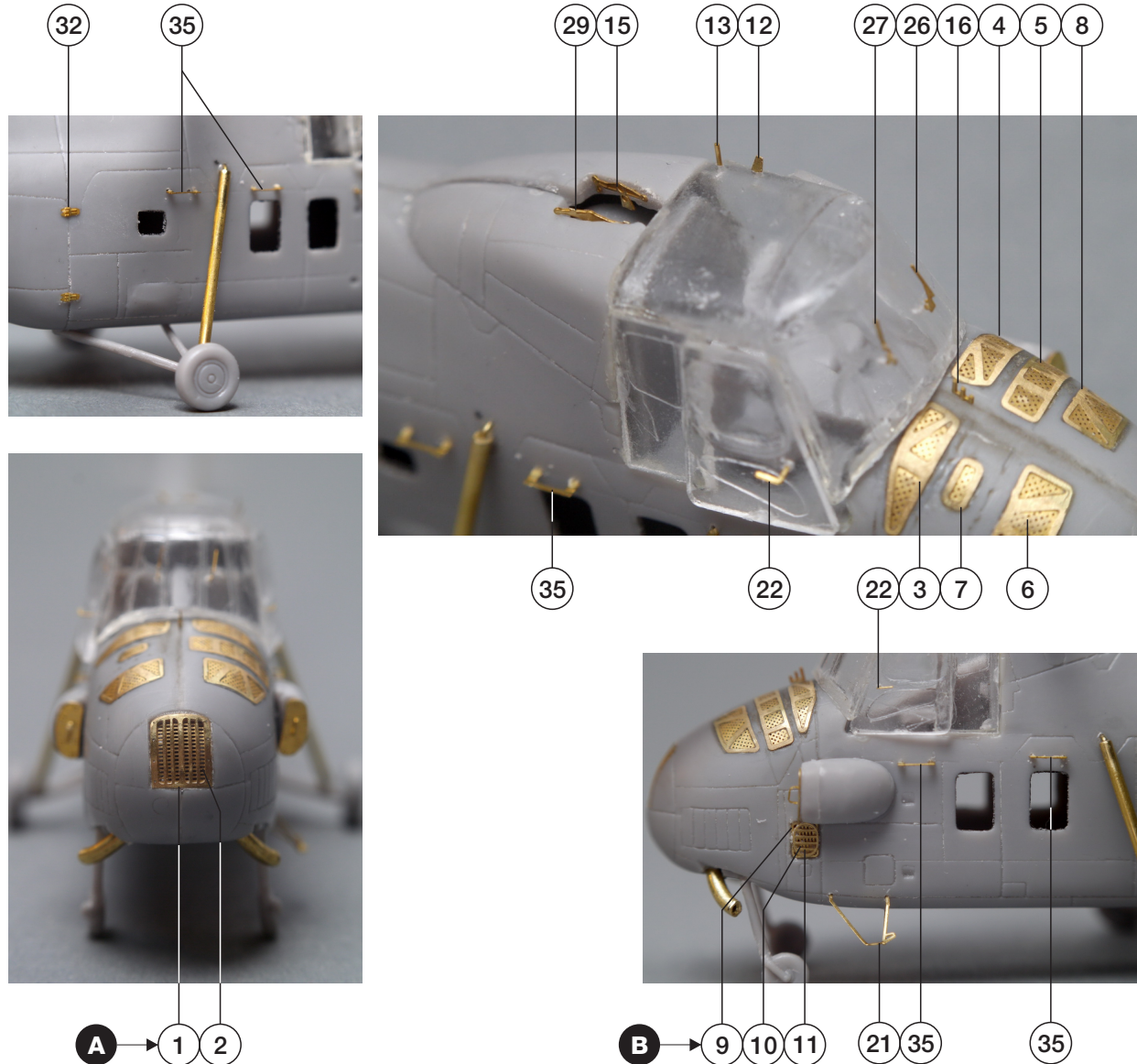
Tiny bits such as 12, 13, 16, 20, 26, 27 benefit from little nib, that keeps them firmly in place. Use 0.25mm drill bit to make appropriate positioning holes.

The same goes for side grips (35), just make sure to keep the spacing even and level. Number of grips varies from airframe to airframe.

Crew entrance step (21) can be present only on left side, but there are also Mi-4s that have it on both sides.

Door hinges (32) go shorter/broader side toward the door panel.

Meshes (3, 4, 5, 6, 7, 8) sit flush with panel surface.



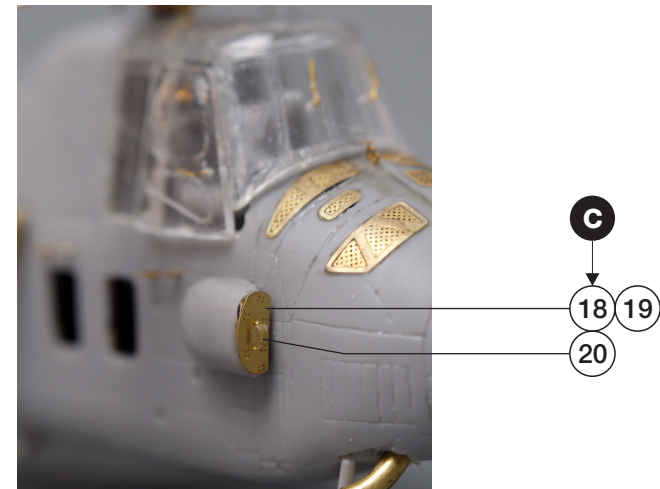
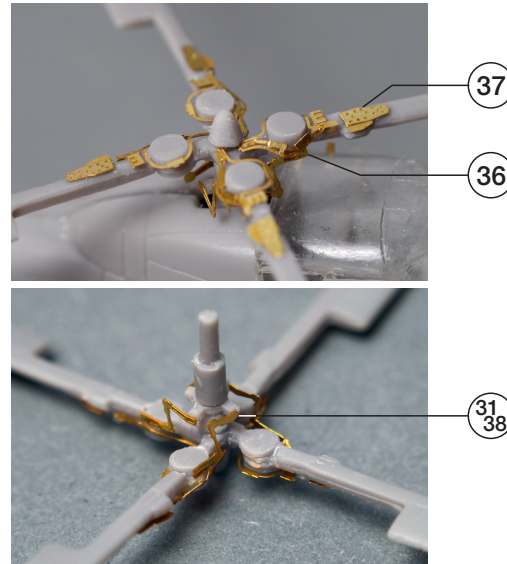
While upgrade to main rotor head looks complicated it is actually pretty simple and fun to do.

Assembly plastic parts first, do a little clean-up (not all that necessary, as some irregularities will blend with other details and add their bits to overall „business” of the place. After you are done with plastic drop wire clusters (36) on top and around circular joints, careful to aim E-shaped bits outside. You can distort them a little for more busy look. Plates (37) should align with plastic part shape.

Flip the assembly next and attach parts 31 (38) in pattern resembling ancient roman symbol. This is it.

Intake plugs (sub-assembly C) are here to give you an option. The other option is to scratch some internal structure and thin the walls. If you cannot be bothered with this, you can hide the unattended intake.

The plug consist of a plate (part 18 for right side, 19 for left side) and a handle (20).



We enhance tail rotor by using part 39 and joint plates (34), no philosophy here.

Tail skid as seen here is made of brass tubes of various gauge and spare part 34 (an afterthought). Antennae require no explanation, again there are nibs to keep them securely in place. Check the setup of aerials on your Mi-4 article, as there are at least two configs around.

Part 17, not featured in pictures here, is the louvre cover for machine gun in belly container of military version. Parts 40 are little pieces at the center of round windows used in Mi-4A version.

