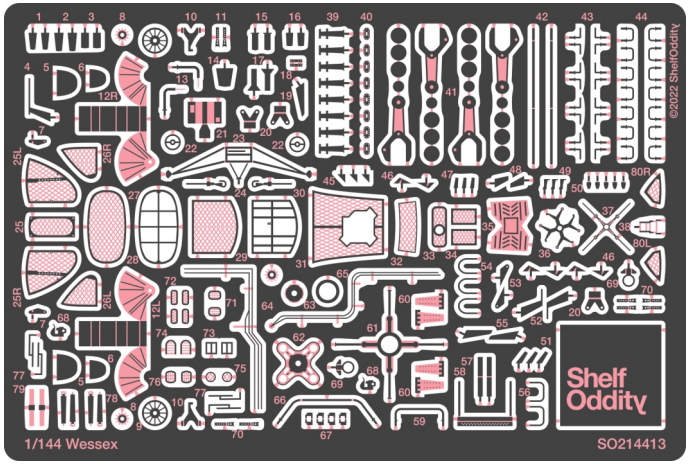
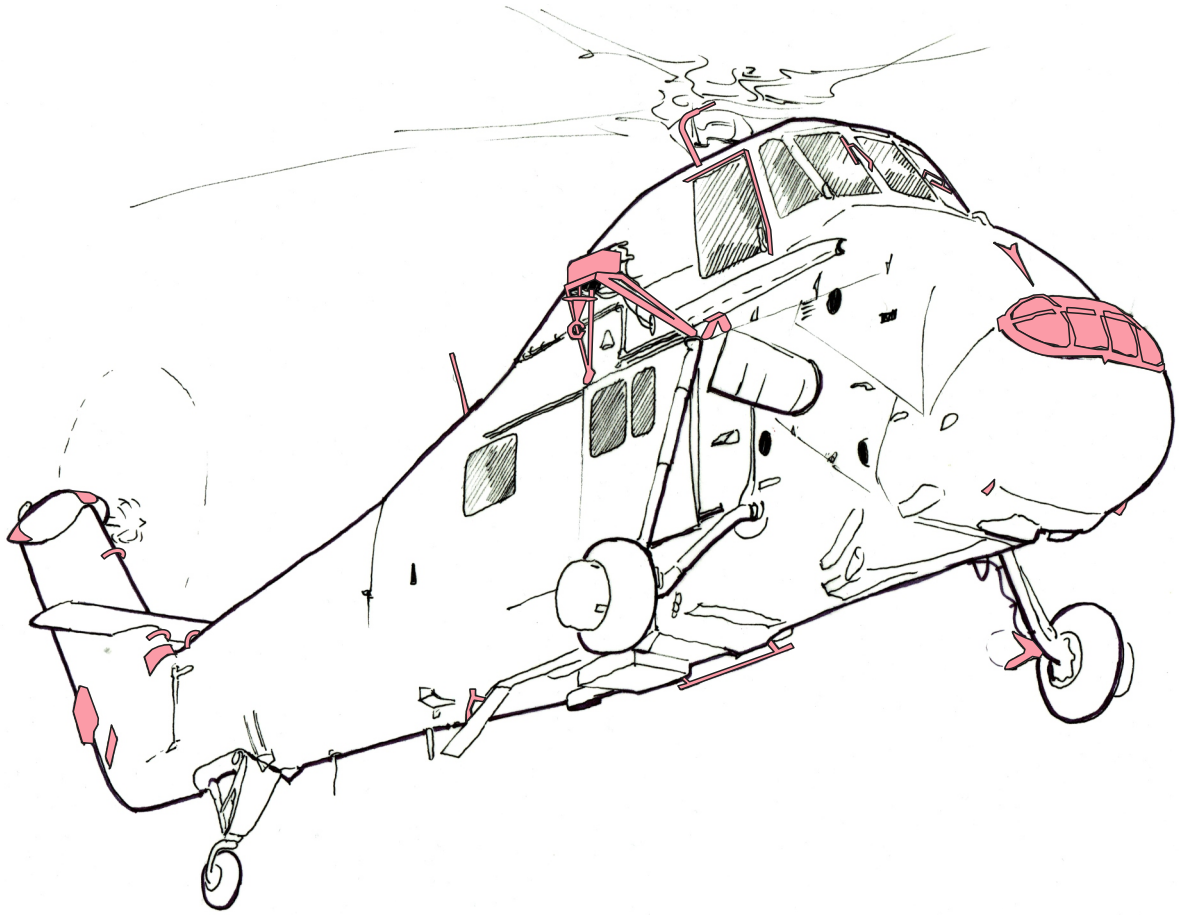
SO214413
1/144 Wessex - external details

Shelf Oddity





Westland Wessex, itself a British rendition of Sikorsky H-34 is the helicopter of many faces. Quite literally - during its 40 years of service multiple versions were produced, each having its own distinctive features.
Nose of this aircraft, the home of either a single Napier Gazelle, or two deHavilland Gnome turboshafts, featured wide array of hoods and meshes, each of them contributing to the challenging beauty of the airframe.

This set is here to allow exploration of this alternative world of aesthetic. It offers broad selection of the nose intake meshes, secondary inlets and outlets, antennas, hooks, hinges... All the external goodies plus seat belts, because you are always better off with seat belts. Treat this as your source of small bits to fit any Wessex that may cross your workbench.

Should you seek to further update the cockpit - please turn your attention to excellent set by Brengun.

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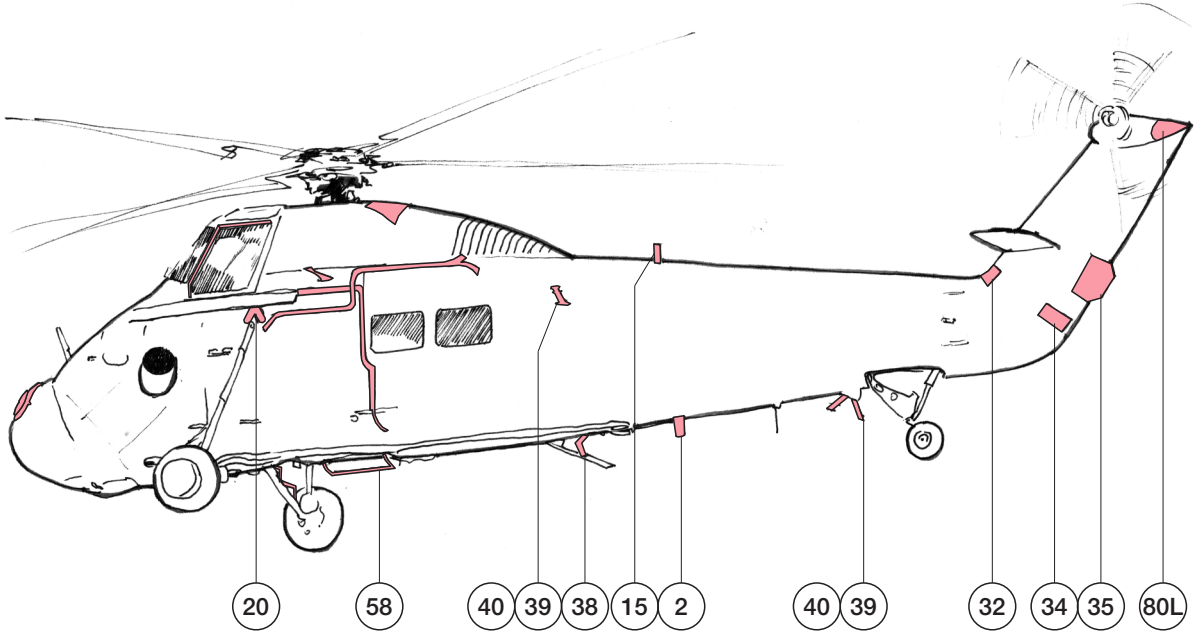
Most of parts shown in this section are relatively simple add-ons. All antennae and probes feature a pin that matches the 0.3mm hole - drilling these holes in appropriate location is the only plastic surgery needed. The pin creates surprisingly strong joint, which may come handy later on e.g. when it comes to stretching wires between some of the very distinctive and really quite spectacular feature of the Wessex - the UHF antenna arrays. These consist of six struts (39) on a base plate (40) (three per side).

Undercarriage strut brackets (20) are bend into L-shape and glued in place. Wire clusters (64, 65) only require some shaping in the lower part where the fuselage begins to curve inward.

Bend the tail fairing (35) along the centre line and fit to the back of tail to keep the tapering part stick out beyond the tail. Some minimal filler (e.g. CA glue smoothed with help of a debonder) might be necessary to close the gaps.

Note fuel jettison pipe bracket (38) is slightly kinked.



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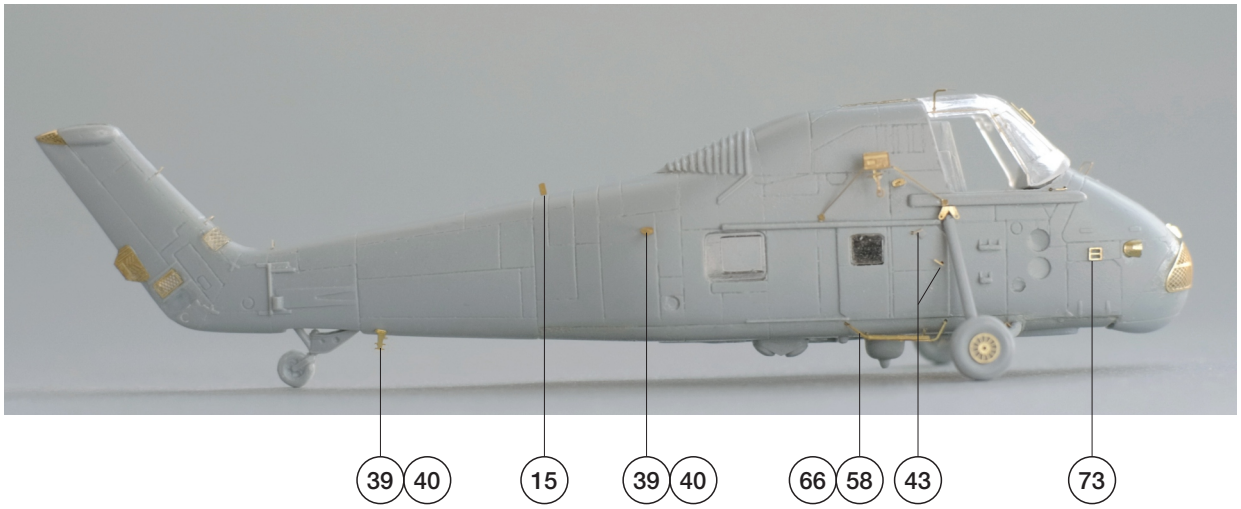
General arrangement - starboard.

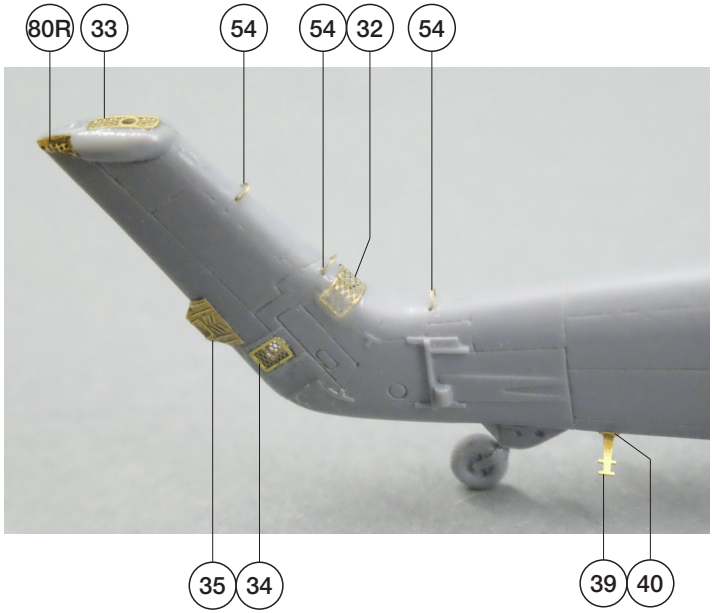
There are numerous variations of antennae, hinges, probes, vents and handles dependent on the particular version of the Wessex. We strongly recommend using reference material, such as 4+ publication (on which the model is based) to pinpoint exact configuration and make the most of parts available in this set.

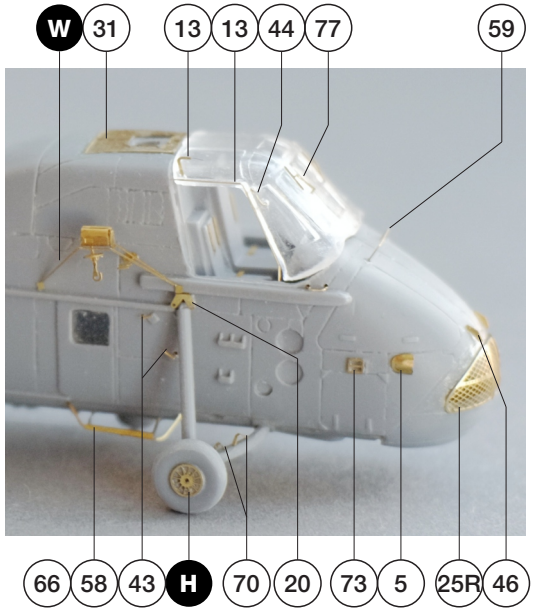
Note the engine cowling grilles as shown here (25, 25R/L) represent Wessex HAS.31 configuration.

The most common combination for boarding step is wide bar (58) supported by railing (66).
Towel rail antenna, typically seen on HC.2 variant, is a combination of supports (57) and 9.5mm long 0.4mm dia rod,
.
What exactly is happening on the bottom of your Wessex - refer to photos of specific version and/or airframe.
There are some accessories available to help - brackets (67) and hook (68) for cargo sling, reflector housing (69)...

Some plastic must be removed for the vent grilles of the main transmission (31-34 and 80). Use the photo etched part as a template to trace the outline and remove thin layer of plastic until the part slots in flush with the rest of the cowling. A nice see-through effect can be achieved with a bit more plastic removal effort.
Side grilles at the top of the tail (80) are to be shaped by pressing against the part placed on a soft base (e.g. rubber).







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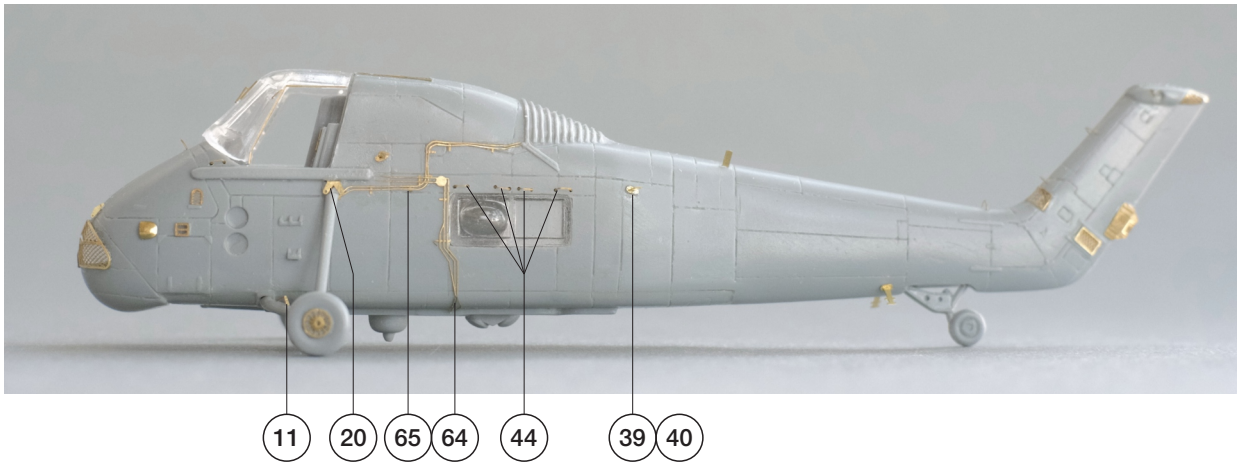
General arrangement - port side.

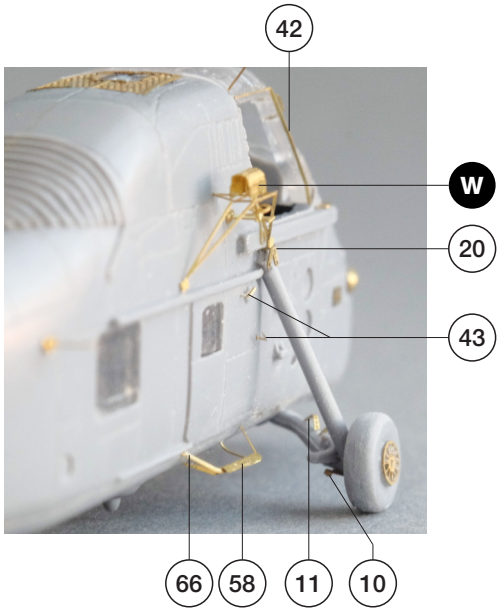
Grab handles (44) around port side windows as well as at the base and top of the windshield is typical across most variants of the Wessex.

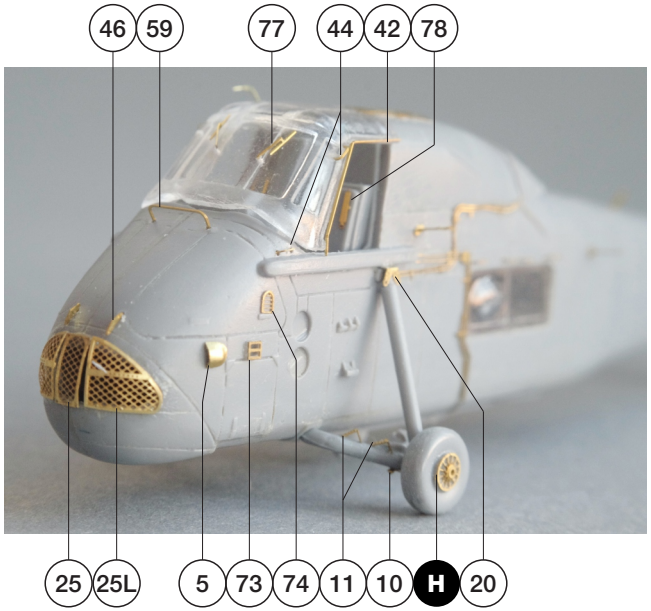
Cockpit sliding door stop bars (42) are a clear suggestion that aerodynamics was not particularly high on the list in the brief that defined the specs of Wessex design.

Inlets in the nose area (5, 6 - size depending on version) are to be shaped by blunt tool pressed against the part placed on a soft base (e.g. rubber).

Note: undercarriage leg steps (11) also come in spares as part (70). Yes, we will clean this up.







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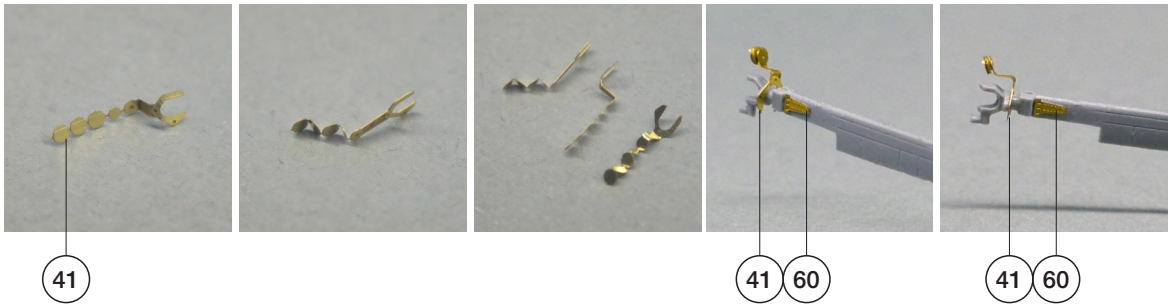
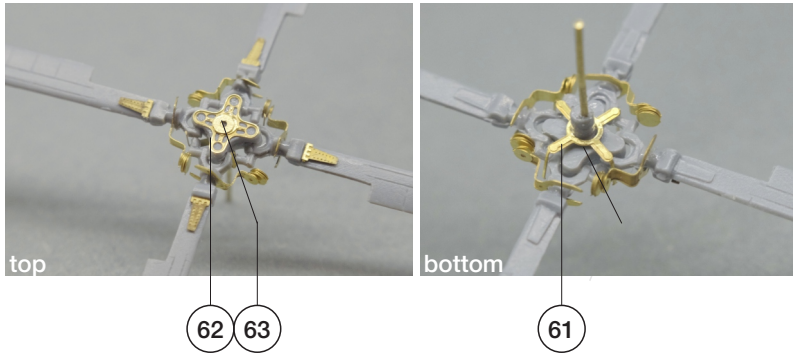
Main rotor blades upgrade consists of fixing plates (60) and balance masses (41). The balance is folded in zig-zag pattern as per photos and placed perpendicularly to blade axis with the mass on the opposite side of actuator arm attachment.

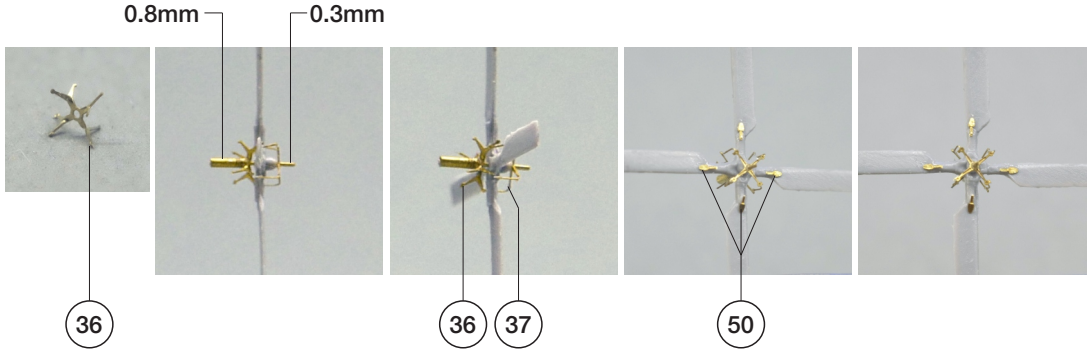
Add overlay (62+63) to top of plastic part representing rotor hub head and add actuator (61) with washer to the bottom of the part, with actuator arms bent upwards at the neck.

PE set aside, it may be convenient to replace the axle of the rotor with two matching metal tubes - one at the hub, the other at the fuselage - to allow for easy assembly/ disassembly.

Tail rotor assembly - we recommend making a new axle out of 0.8mm rod with 0.3mm rod inserted coaxially into the thicker one. This will not only fix the rotor in its place on the tail, but also provide support for the rear (36) and front (37) actuators.
Twist the arms of rear actuator by 90 deg about mid-span at the point where the arms split and insert it onto the axle from the inboard side of tail rotor. Next, bend the arms of the front actuator by 90 deg at the neck and insert it from the front, until the arms touch those of the rear actuator.
Attachment plates (50) follow footsteps of their main rotor siblings.







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Winch subassembly (W) consists of the support frame (23), engine casing (21) and hook (22) with grab ring (24). Note the short mid-support of the frame is fitted with pin for more secure joint when coupled with 0.3mm hole drilled in plastic part. Angle at which the arms of the frame should be bent is best established directly on the model. Also note there is a hook support pin in the middle of the frame, underneath the engine - bend it downwards, it will provide secure surface for fixing the hook assembly.

Engine casing should be formed in semi-enclosed box. Plastic rod ~1mm dia placed inside the casing should pass well enough as winch engine.

Wessex main wheels come in three flavours: plain hubs (8+9), with flotation bag containers (kit part), and you may also opt for HU.5 variant which comes with heat//exhaust shield cowlings (12).