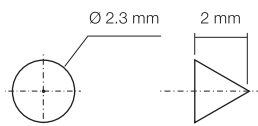


This photo-etched and turned-brass detail set is designed to fit the MikroMir kit, however some parts can be used to update the other available Valiant kits. Your model can be enhanced even further using Master turned brass pitots (AM-144-009).

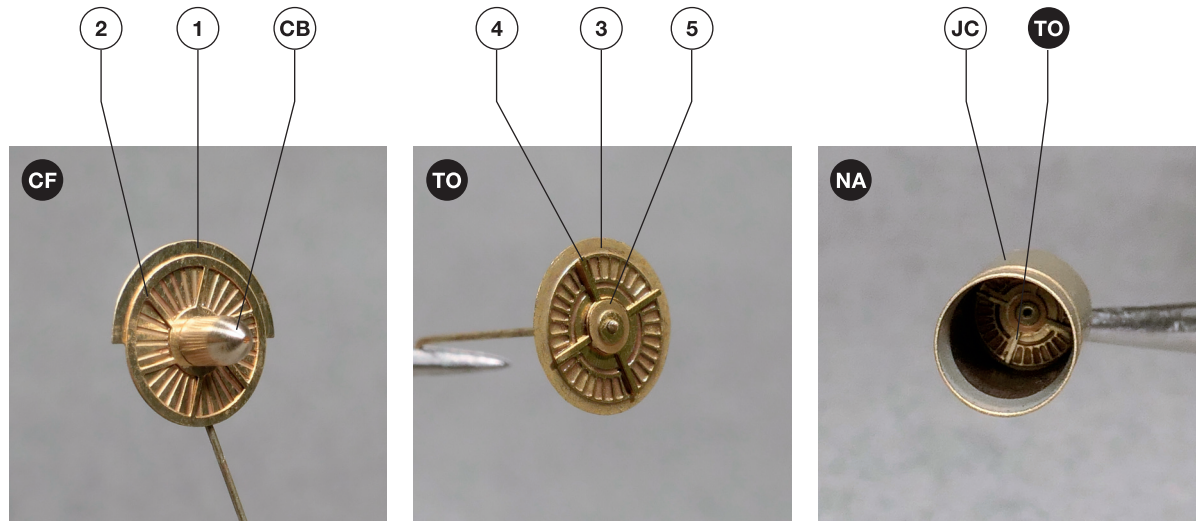
Construction starts with preparing four assemblies of compressor face (CF) and turbine outlet (TO). The end-plates of turbine outlets (5) can be replaced with scratchbuilt cones as shown on the drawing below.

! The orientation of the part no.2 is identical for all four engines.

! The complete Turbine Outlet assembly is sitting on 0.3mm diameter wire.



! Tiny drawing below keeps 1/144 scale when printed on A4 size paper without "fit to page" option.



Completed turbine outlets (TO) should be placed at the back-end of each turned jet can (JC) creating four nozzle assemblies (NA).

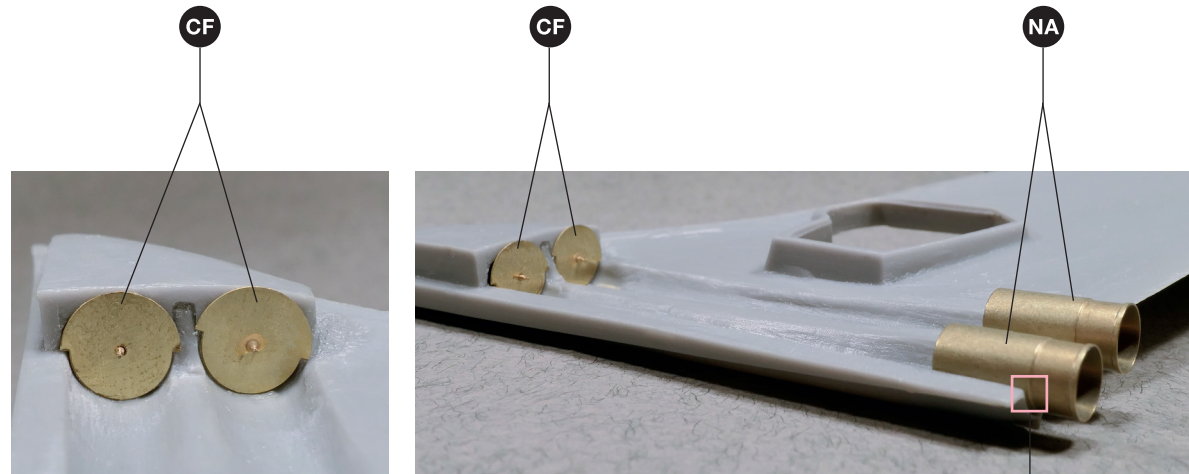
Complete assemblies of compressor faces (CF) can be placed into partially-built wing of the kit. It is recommended to glue and work the engine air ducts (E4 and E6) into the lower parts of the wings (B1 and B2) of the kit.

The fitting of plastic parts is somewhat demanding here (now that's a euphemism), so compressor faces (1) have been designed with additional 'collars', partially masking possible inaccuracies of plastic and allowing to fix the assemblies into the kit.

Nozzle assemblies (NA) are a direct replacement of respective kit parts (D4 and D9). Nozzle channels inside the wing have to be widened slightly to allow nozzle placement. Please note there should be a concentric gap left between each nozzle and respective engine nacelle.

Sources:

Vickers Valiant – Aerofax
Valiant Aircraft General and Technical Information – Air Ministry



! Thicker part of each Nozzle Assembly should protrude from the rear edge of engine nacelle by 0.5 mm.

