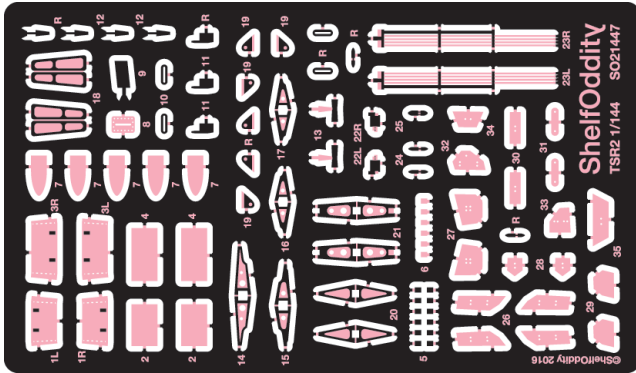


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1/144 TSR-2 for GWH kit

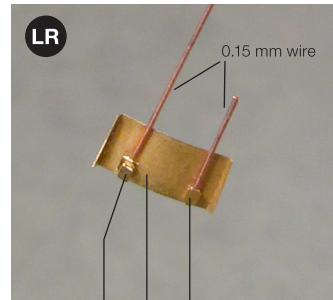
Shelf
Oddity



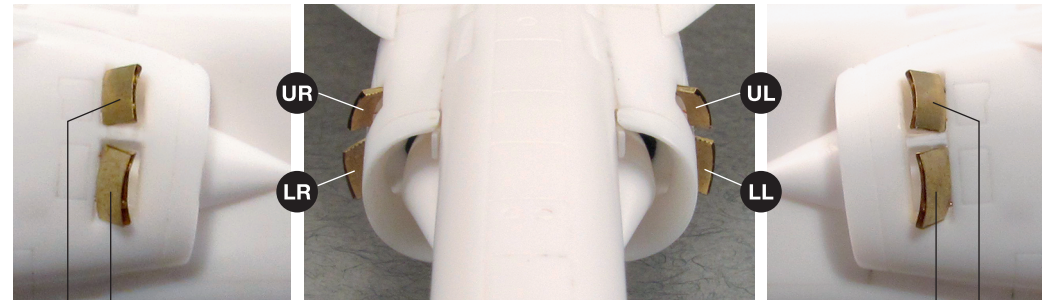
This photo-etched detail set is designed for the GWH kit. We have focused on external details – the detailed resin cockpit is available in Retrokit range.

As the cockpit is not present in our set let's start with the auxiliary intake doors. To install them there is a majorish surgery needed in kit's air intakes. We suggest to make one big opening for both doors and then place PS divider to make two separate spaces. The upper doors (1L, 1R, 2, 5, 6 – UL and UR) are smaller, the lower (3L, 3R, 4, 5, 6 – LL and LR) are bigger. Please note that all doors are thinner in the middle of the intake and getting thicker at the outside parts of it. Use the square spacers (full thickness no.5 and a half-thick no.6) to fill the gaps between door surfaces and pieces of 0.15 mm diameter wire to create door mounting pins.

A selection of antennas can enhance your kit further (8+9, 10+11). A blade antennae (12) just off the starboard side of windscreen is the feature of XR220 (it is not visible on XR219).



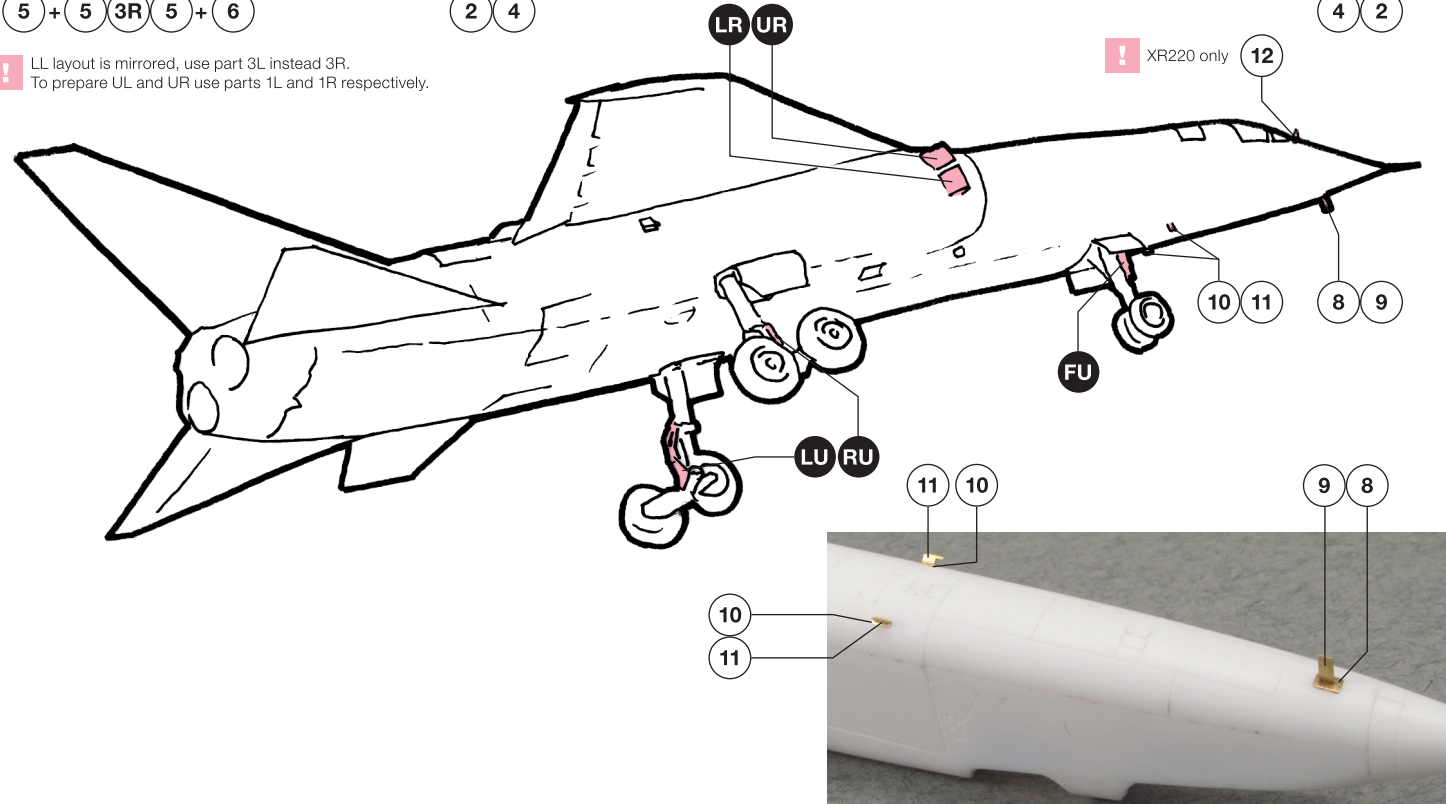
5 + 5 3R 5 + 6



2 4

4 2

! LL layout is mirrored, use part 3L instead 3R.
To prepare UL and UR use parts 1L and 1R respectively.



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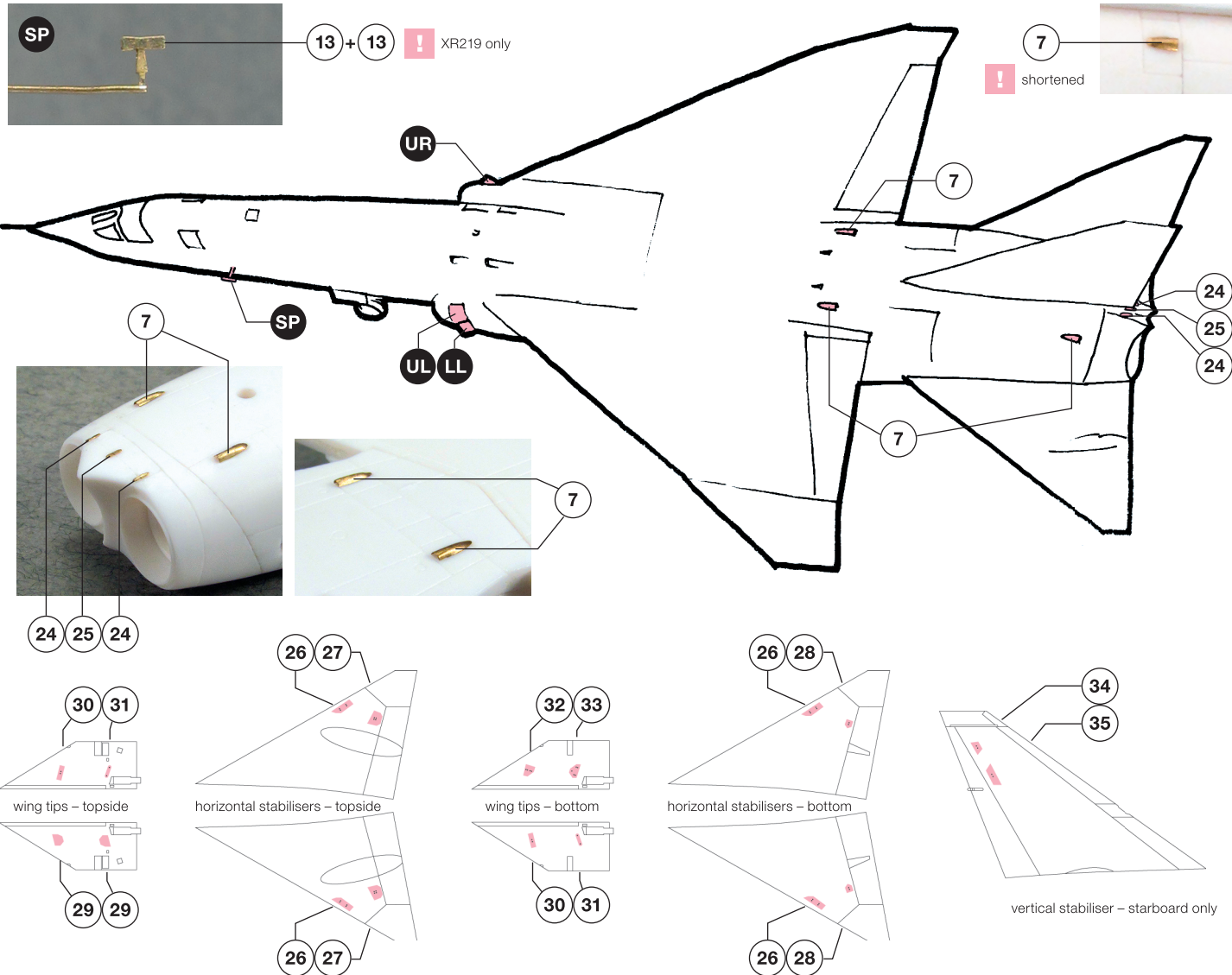
1/144 TSR-2 for GWH kit

The venturi nozzle (SP) – a sandwich of two parts no.13 or part 12 with the scratch-built tube – was the XR219-only feature. To make a fully white airframe a tad more vivid it should be noted that the venturi strut was red and the nozzle itself – black.

The various outlet fairings (7) are supplied to replace the 4 full ones beside the vertical stabiliser. To form the flat parts into the dome-shaped fairings we have used the dental tool and a pair of the sharp tweezers. The process of forming is easier than it seems – just in case there is one spare part supplied as well. The spare fairing might be used to replace the port-board outlet on a side of the fuselage, just beneath the wing. It needs to be shortened though – the cut must be done just before the part mounts looking from the oval side. The starboard fairing in the kit must be removed – it is not visible on any photo.

The parachute door hinges (24 and a bigger middle one 25) should be be mounted on top of the jet nozzles fairing. You may also want to scribe a few panel lines there as the kit's part is devoid of them.

XR220 was fitted with several LTU (Lateral Thrust Unit) plates (parts 26-35), their placement is shown on a 1/144 scale diagram below.



! Drawings keep 1/144 scale when printed on A4 size paper without "fit to page" option.

! XR220 only

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The last but not least step is the undercarriage.

Again the nose leg (FU) might need some plastic surgery to apply folded parts no.18. Note that the fold goes to the back here. The finishing touch is to mask their lower mounting points with parts no.19. Quite complicated set of oleo scissors (14+15, 16+17) can also be replaced. Please note that each arm of each scissor should be folded first to get the detail on its both sides.

As we move to the main undercarriage legs (LU and RU) – the oleo scissors (21+22) can be replaced. The hydraulic devices (22) and piping (23) complete the picture.

Please note – to get the proper representation of stainless steel shiny oleos we have used pieces of medical syringe needles. Once you removed the plastic scissors it is quite tempting to make another cut...

To further refine your TSR-2 kit we recommend the turned brass pitot tube AM144-012 made by renowned Master company.

Sources:

TSR2 – Aeroplane Icons
BAC TSR.2 – CMK Photo Hobby Manual 1004

