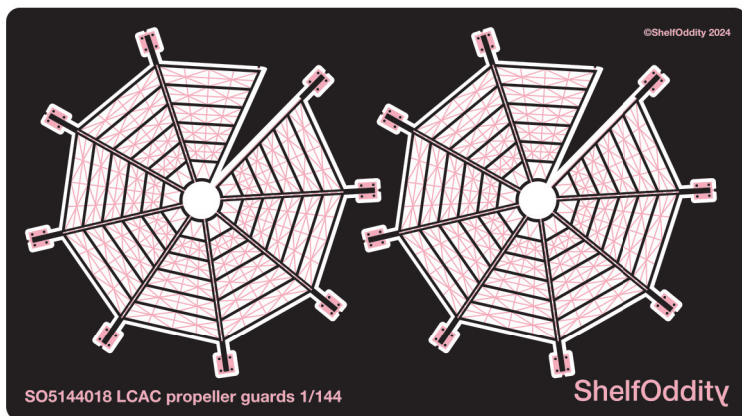


SO5144018

1/144 LCAC Propeller Guards for Trumpeter kit

Shelf
Oddity



This photo-etched detail set is designed as an update to Trumpeter LCAC kit (00107) available also under Pit-Road banner. Two photo-etched representations of propeller guards, designed as replacement of kit parts **C3** (see section 16 in the kit instructions) are included. A small surgery of these plastic parts is needed in order to properly mount brass guards.

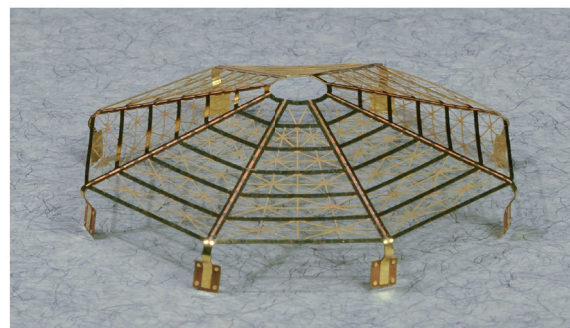
Use the kit part C3 as a template to ensure even angles for the octagonal cone-shape and to assist in folding the cowling attachment points.

After the cone is shaped a test fit with assembled cowling ring (kit parts **C55 & C56**) is recommended. DO NOT secure the brass cone at this point. The central boss from part **C3** can now be cut away and trimmed down until there is just enough rim to act as a stop for the brass. Then attach it to the kit prop-shaft (part **C21**).

Once the prop (**C8**) and star-shaped guide-vane (**C4**) are assembled the brass should slip easily onto the drive-shaft, allowing you to align the guard attachment brackets with the cowling and fix. Finally, a drop of CA glue should help to secure the central ring to the prop-shaft boss completing the unit.

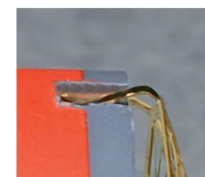
Please note that photo-etched propeller guards are very fragile and need to be treated with the utmost care.

A big *Thank you!* goes to Mr. Mike Verier for the inspiration and assembly tips.

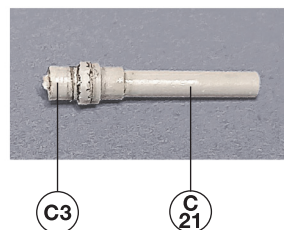


! Make sure that the cowling attachment brackets are shaped as on the photos shown here.

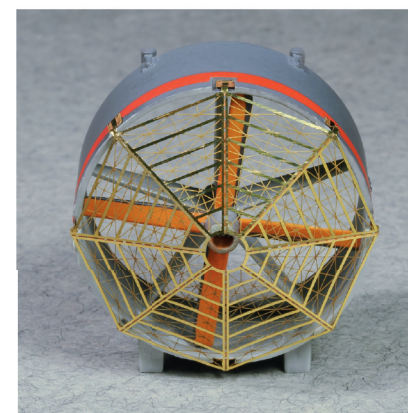
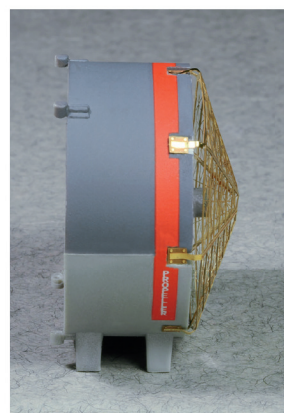
! For better accuracy you can fill all the recessions around the cowling. In original LCAC all propeller guard attachment brackets are bolted to the flat surface of the cowling ring.



Modified prop-shaft



Test fit



Final assembly



! Before fitting the photo-etched guards all remaining items of the propeller unit should be pre-painted, and the decals applied to the cowling ring.

! The handling of the complete propeller unit is greatly simplified if the two rear steering vanes (**C5**) are inserted in the last step of assembly. They are designed to be dry-fitted and positionable and can be fixed in any desired orientation with a drop of liquid cement.