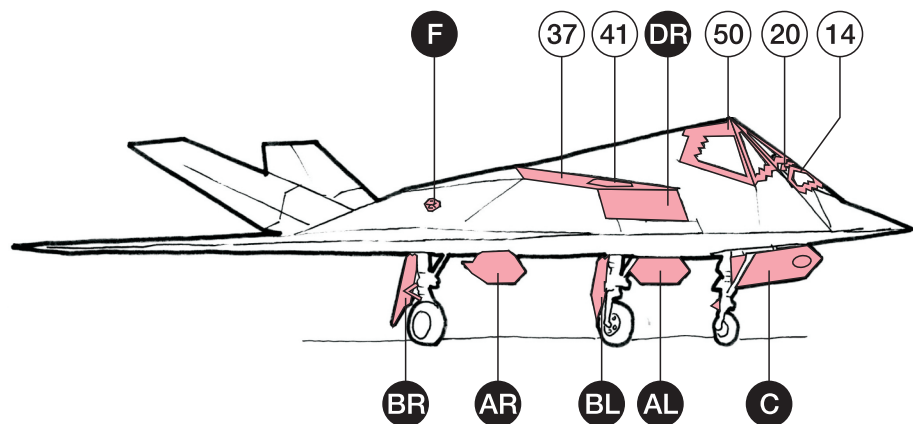


This detail set was designed for Dragon kit, with focus on external details.

Many parts simply replace kit elements, but to install some other you will need to draw polystyrene blood.



- subassembly list
- v.1 7 40 46 49 51 53 55 v.2 7 7 10 26 27 46 ← **AR** main gear door (right)
- v.1 7 40 47 48 52 54 56 v.2 7 7 10 22 23 47 ← **AL** main gear door (left)
- 15 28 29 ← **BR** main gear cover (right)
- 15 24 25 ← **BL** main gear cover (left)
- 7 7 7 7 13 33 34 35 ← **C** front gear door
- 30 32 ← **DR** intake mesh (right)
- 31 32 ← **DL** intake mesh (left)
- 6 17 39 ← **ER** exhaust nozzle (right)
- 6 17 38 ← **EL** exhaust nozzle (left)
- 4 5 ← **F** sensor pod

Engine intake meshes (D) are two layered, in order to make it a little (emphasis on a „little“) stronger. Stiffening frame (32) goes inside the fuselage, behind the mesh (30, 31) and will not be visible.

In my F-117 model I wanted to show intake bleed doors in open position, as seen on some photos. I chose to replace whole panels (36 for left, 37 for right panel) and add door (41). Using only doors may be just as good.

Canopy consists of two parts - main frame (50) and cap (18). It might not be easy to get the proper geometry, brass is flexible and sometimes stubborn. Glass can be made of polypropylene - i.e. bag this PE fret came in. Just don't forget to tint it gold.

FLIR frame (14) also needs glazing of some sort; do not try to simulate mesh - it will be way out of scale. There is also small zig-zag (20) that goes between canopy and FLIR.

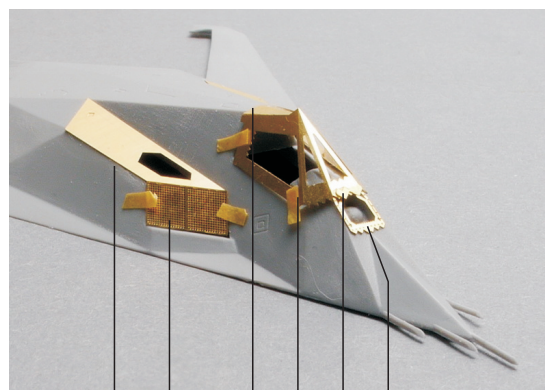
Radar reflector - sub-assembly F (4, 5) does not require much explanation. Fold, glue, place, done.

There is a tiny aerodynamic deflector (12) between exhaust assembly and wing root.

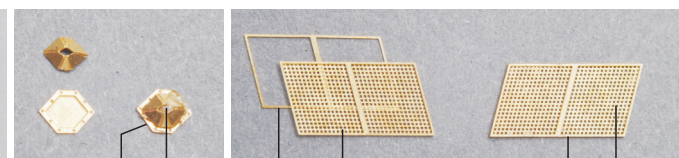
Meshes covering exhaust of some auxiliary equipment (8) sit almost flush with surface, etched 0.05mm step will be just fine.

Engine exhausts (E) consist of plates (38,39) with bent triangular end, triangular part (6) to fill the gap at centerline and roughly thousand flow deflectors (17, spares are here to help out in case some of them follow the Way Of Carpet).

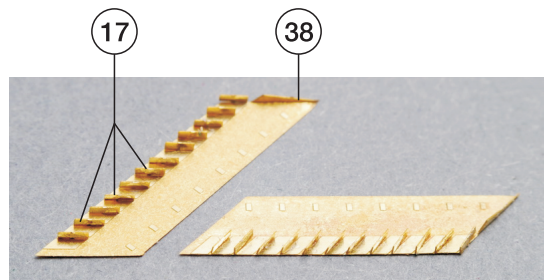
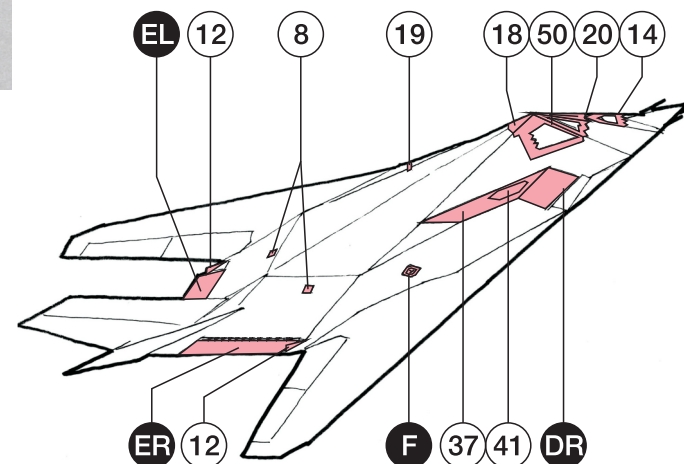
A little plastic butchery is required to make way for new (better) exhaust.



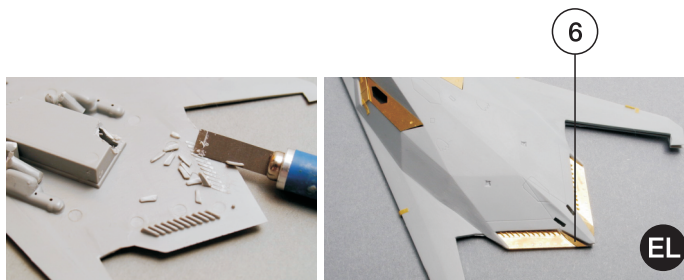
37 DR 18 50 20 14



F 4 5 32 30 DR DL 32 31



17 38



6

EL

Bottom surfaces are generally less visible, and you can easily skip replacing various meshes (1, 2, 3, 8). Same goes for DLIR window - you can replace it (45), but not many viewers would appreciate your effort.

But aircraft sitting on its wheels will have gear doors quite visible, and we can do something to enhance that.

First, there is front gear door (C). Slightly creased part 33, two inner layers (35 first, 34 last). Hinges (7). There.

Main gear doors sub-assembly B goes along the same guideline: external part 15/16, then 25/29 with bent tabs and then finally 24/28. Rods connecting 25/29 with gear strut are up to you (0.1mm wire or stretched sprue). Oleo scissors (13) can replace plastic part.

Main gear doors sub-assembly A comes in two variants, sharing external, diamond shaped cover (46, 47) and hinges (7).

Early birds sported visible structure - parts 40, 49, 51, 53, 55 for right door, and 40, 48, 52, 64 and 56 for left door. I believe the photo will be of some help during assembly process.

Later variant is simpler, rather similar to B and C - there are two internal layers (22, 23 and 26,27) and a tiny locking mechanism (10).

