

F-14 Tomcat Spine Details – for Hasegawa 1:48 scale kits

STEP ONE

Removal of the indicated panels is relatively straightforward. On the spine itself, the cuts are along the panel lines and are pretty obvious, but your cuts should be done with a new knife blade requiring as little cleanup as possible. With patience and care, what little cleanup is needed should be done with a sanding stick or block and there should be constant dry-fitting of the photoetched panel frames (PE1 and PE3), especially as you approach the final outcome.

The little detail drawings above the beavertail and at Step Eight make the suggestion that the inside edges of the panel openings be sanded at a plus/minus 45 degree angle. If this is done gently and carefully (leaving the outside of the opening, the visible part of it, intact) makes placement of the brass components easier.

The panel in the drawing marked with the ! mark (which accepts part PE2) does not follow the kit's panel line, because as supplied in the kit, it is a trapezoid that deviates from a rectangle much more than it should. The actual part (PE2) should be used as the cutting guide here. The recommended procedure is to tape the photoetched part in place and overspray its location with primer. The resulting paint marks can then be used as the cutting guide, but be sure to cut along the inside of the marks and then fine-tuning outwards with that sanding stick until the proper sized access panel is achieved....confirmed by lots and lots of dry fitting. Again, trim the edges as described above to facilitate placing the PE frames from the inside of the fuselage, not from the outside.

The access panels on top of the intakes requires a similar approach, The panel lines here are not precisely true, either. Line up PE4 and PE5 with the panel lines as indicated, tape into place, spray over to get your cut locations, and follow the same idea as outlined above for PE2.

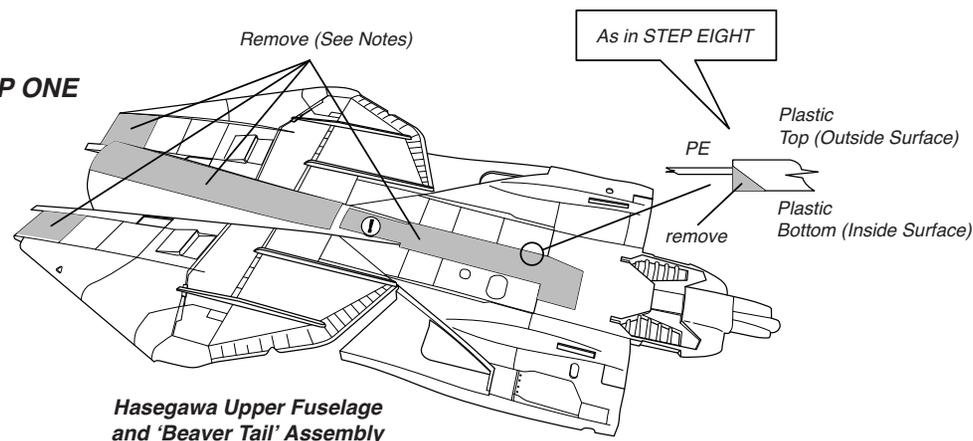
We suggest leaving off PE1 (the forward spine bay framework) until you are ready to install the forward bay itself and subsequently attach the rear and forward fuselage assemblies. This will keep the photoetched components from deforming as the top fuselage is assembled. It tends to be a bit flimsy until the fuselage is together.

STEP TWO

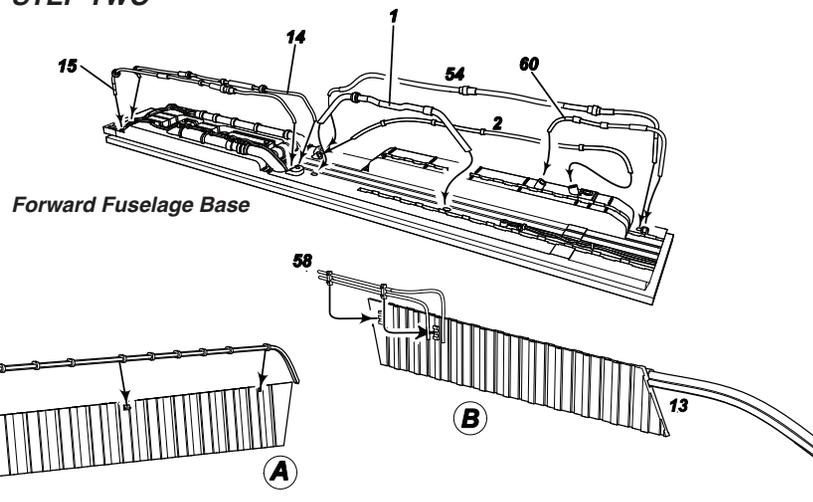
Some who have degenerated into being satisfied with wanting it all with as little effort as possible will call this 'fiddly', but removal of the demolding films is not all that difficult, thanks, in most part, to the resin we use. It's not very brittle at all, and a bit of patience, care and new knife blades, the removal of the films is a simple affair. Their attachment is confined to the bottom invisible areas of the components, meaning they don't need to be cleaned up to any military tolerances. You'll find that the resin lends itself well to this procedure, is quite resistant to breakage, and the biggest danger is inadvertently slicing through a part all the way, severing it. Again...care and patience. Oh yeah.... almost forgot.... new blades.

STEP THREE (see drawing)

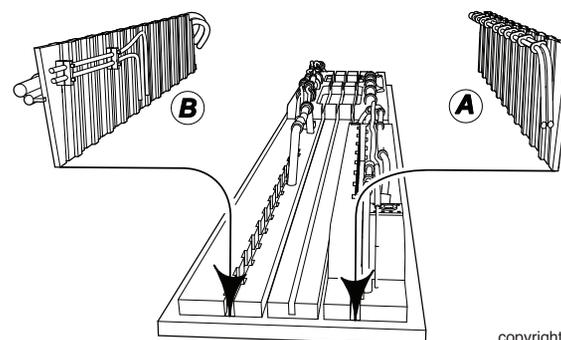
STEP ONE



STEP TWO



STEP THREE



STEP FOUR

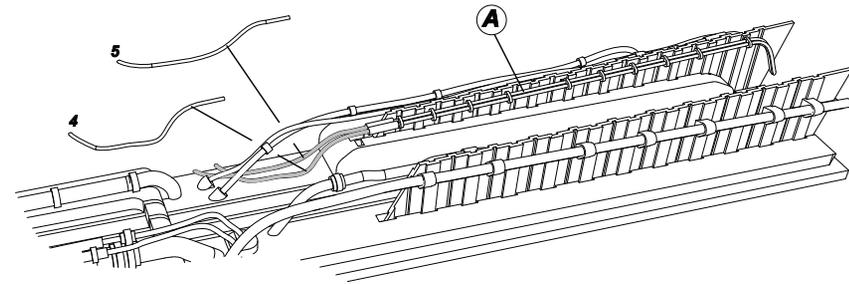
Parts 4 and 5 are intended to be placed as shown in the drawing. These parts are very thin and will be very difficult to remove from their runner and casting film, and it is recommended that they are actually used as templates to shape corresponding parts out of a rigid brass wire 0.2mm in diameter. The shape of these doesn't have to be precise, as long as the end result is consistent with the illustration to a reasonable degree.

STEP FIVE

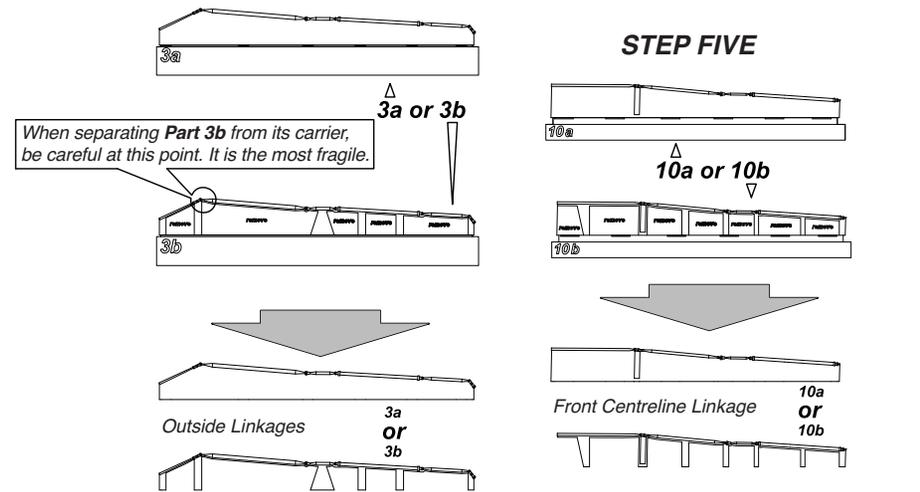
There are two options with respect to how the linkage systems are addressed. These involve using either 3a or 3b and 10a or 10b. Part 3a keeps the carrier attaching it to the casting block, which simply fits into the grooves of the front spine base. It is eventually quite well hidden in the completed assembly. Part 3b requires a bit more prep work, but removes most of this carrier area. The edges just outside of the thick areas marked 'remove' intentionally serve as knife guides, and all that is really needed are good clean cuts, so use a new knife blade. More light cuts are safer than a couple of high pressure cuts. The thin carrier material that remains below the linkage part will be invisible, because the part will be viewed from a restricted angle from above. No meticulous clean up is necessary. The same principle applies to parts 10a and 10b. That's the centre linkage, and so there is only one, but whichever one you choose to use (a or b), it needs to be positioned correctly in relation to the outer linkages (3) and also to the rear section of the centre linkage, Part 10c. Part 10c (see STEP SEVEN) has a very specific location where it ends up, and it should be in place before setting the final position of 10a or b.

Dry fit the two outer linkages as shown in the drawing for Step Five together. That way, you'll ensure that their height is correct, and that their supports are properly seated in the bottom of the grooves into which they fit. They sit a few millimeters above the outer walls of the bay.

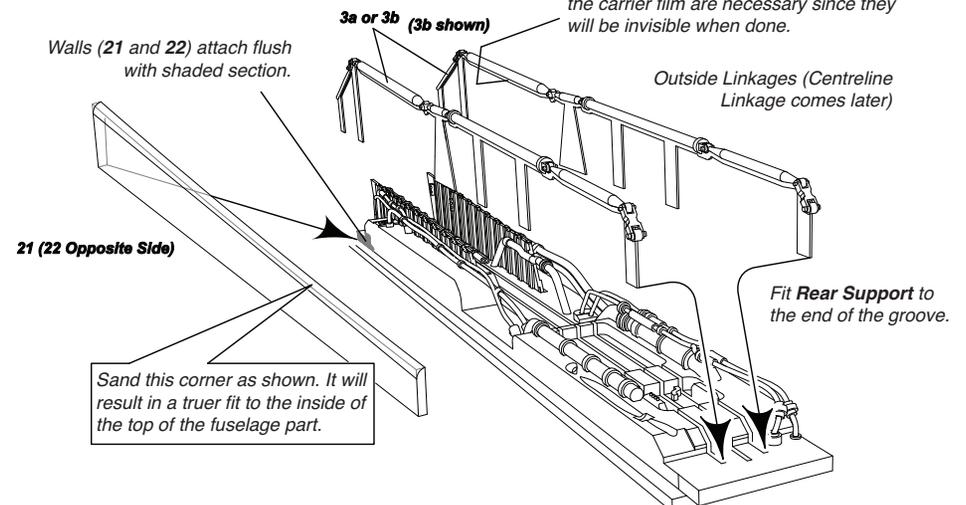
STEP FOUR



STEP FIVE



No major clean up of the remnants of the carrier film are necessary since they will be invisible when done.





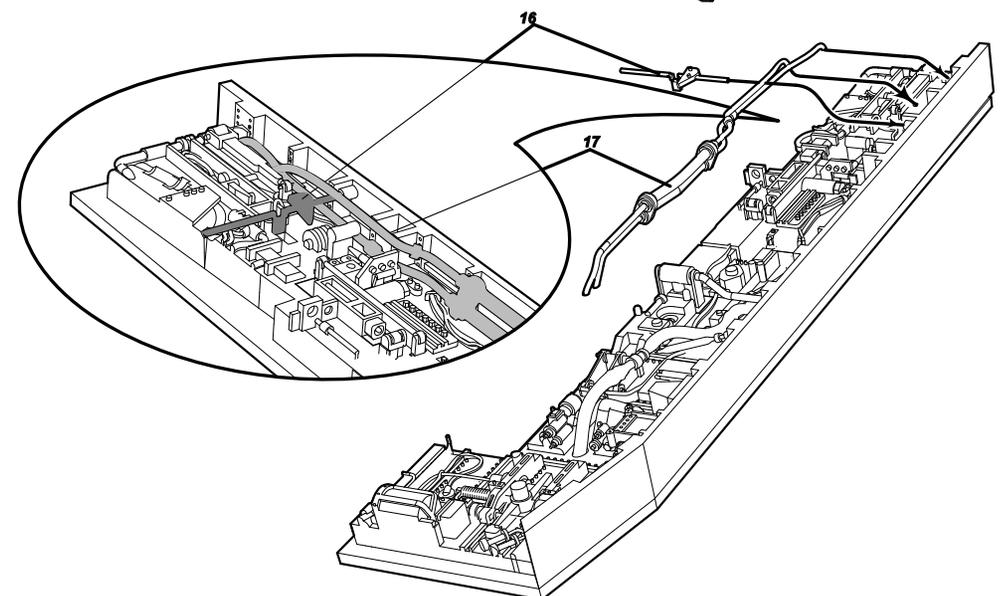
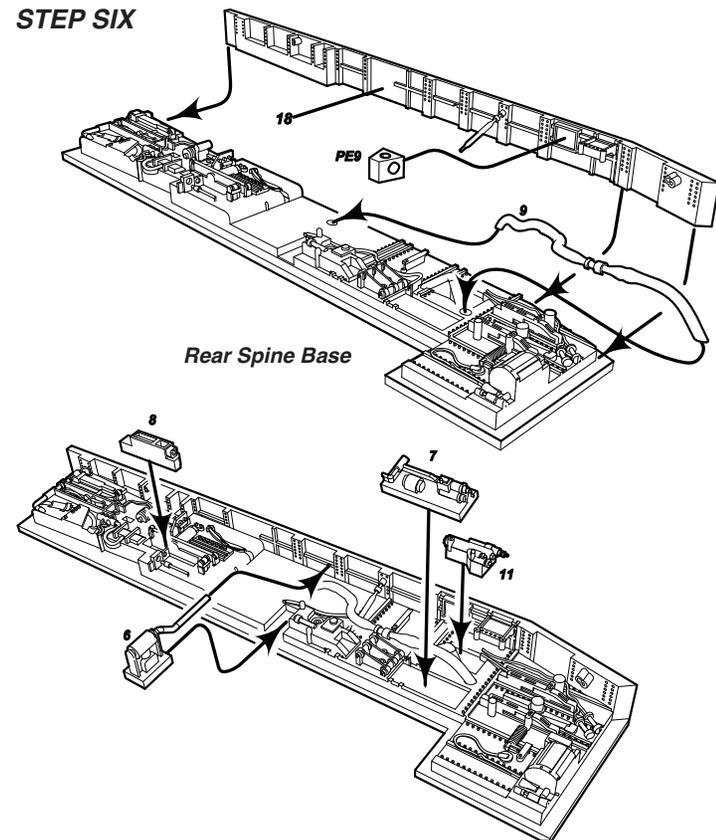
A view of the fuselage spine with most of the parts in place described through to STEP SEVEN (see next page).

STEP SIX

Assembly of the rear spine section. Start with Part 9, but dry fit it in conjunction with Part 6. Part 9 needs to sit low enough over the base floor to allow 6 to sit correctly above it. Similar idea applies to the spacial relationship between Parts 16 and 17, where, ideally, Part 16 slides through the piping that is Part 17. It could also sit just below the piping of 17, depending on the angle at which you glue 17.

A note on separating Part 17 from its carrier: this may look a bit daunting, but the key to doing this successfully is to saw the main casting block from the actual part as close to the casting block as you can, and then carefully removing the carrier films from the actual Part 17, little bit at a time. Approach it with some patience (again...one bit at a time), common sense and a new knife blade, and you will achieve what needs to be achieved. Bear in mind that as with all of these plumbing components, a total clean up of where the carrier attaches to the actual part is not necessary, as it will not be visible in the end. Part 16's carrier is best removed a bit at a time while still attached to its casting block.

STEP SIX

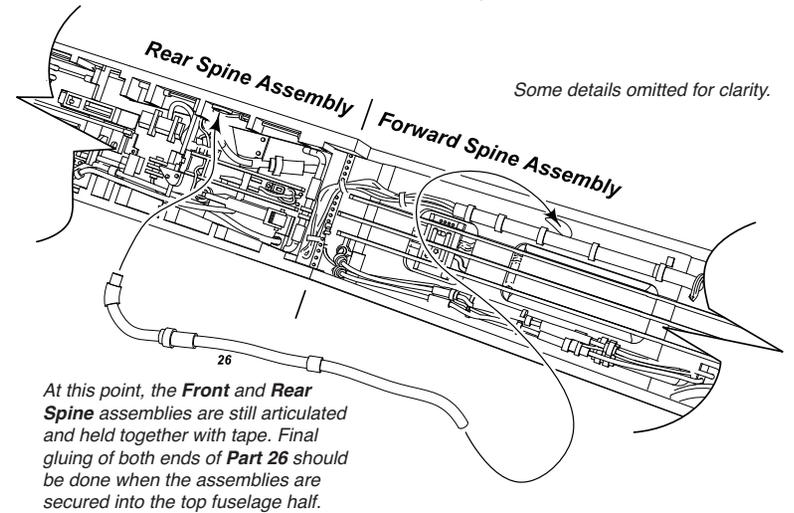
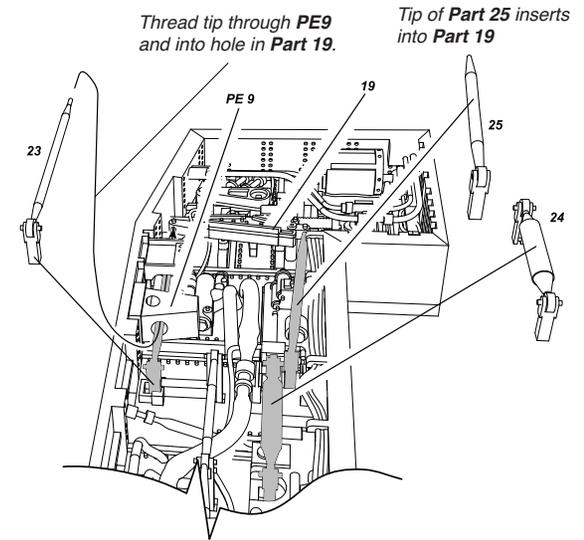
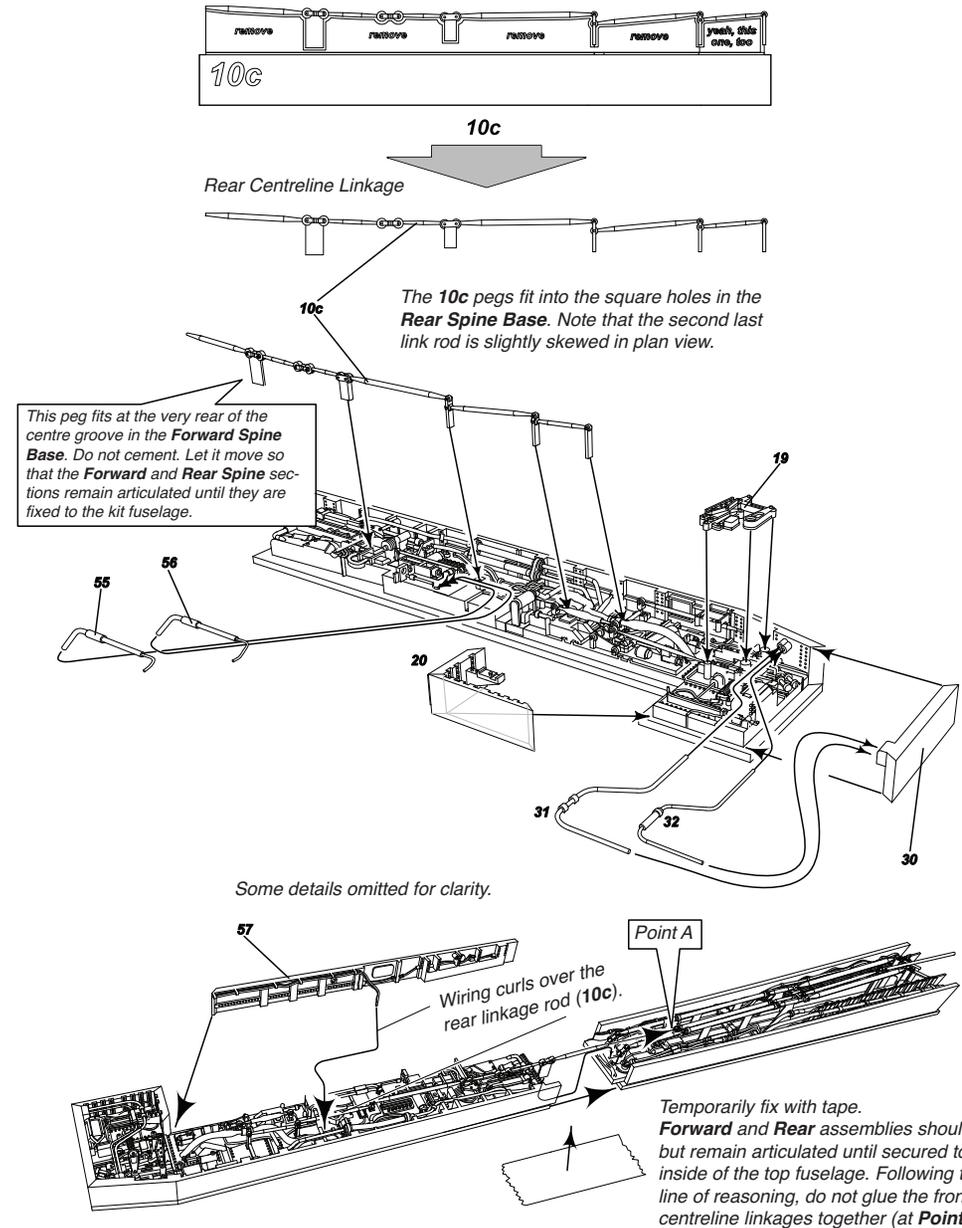


STEP SEVEN

The tubing that are Parts 31 and 32 are inserted into the walls (18 and 30) and sit on the ledge of Part 20. Parts 23, 24 and 25 have square holes that they fit into as indicated in the illustration. It is a good idea to use a product like Microscale's Micro Liquitape to get the part to stay where you

want it, allow you to adjust it, and then applying a drop of CA glue for final fixing. You don't need a lot of the Liquitape to do the job, allowing the CA to do its. This is a great little product if you're not familiar with it.

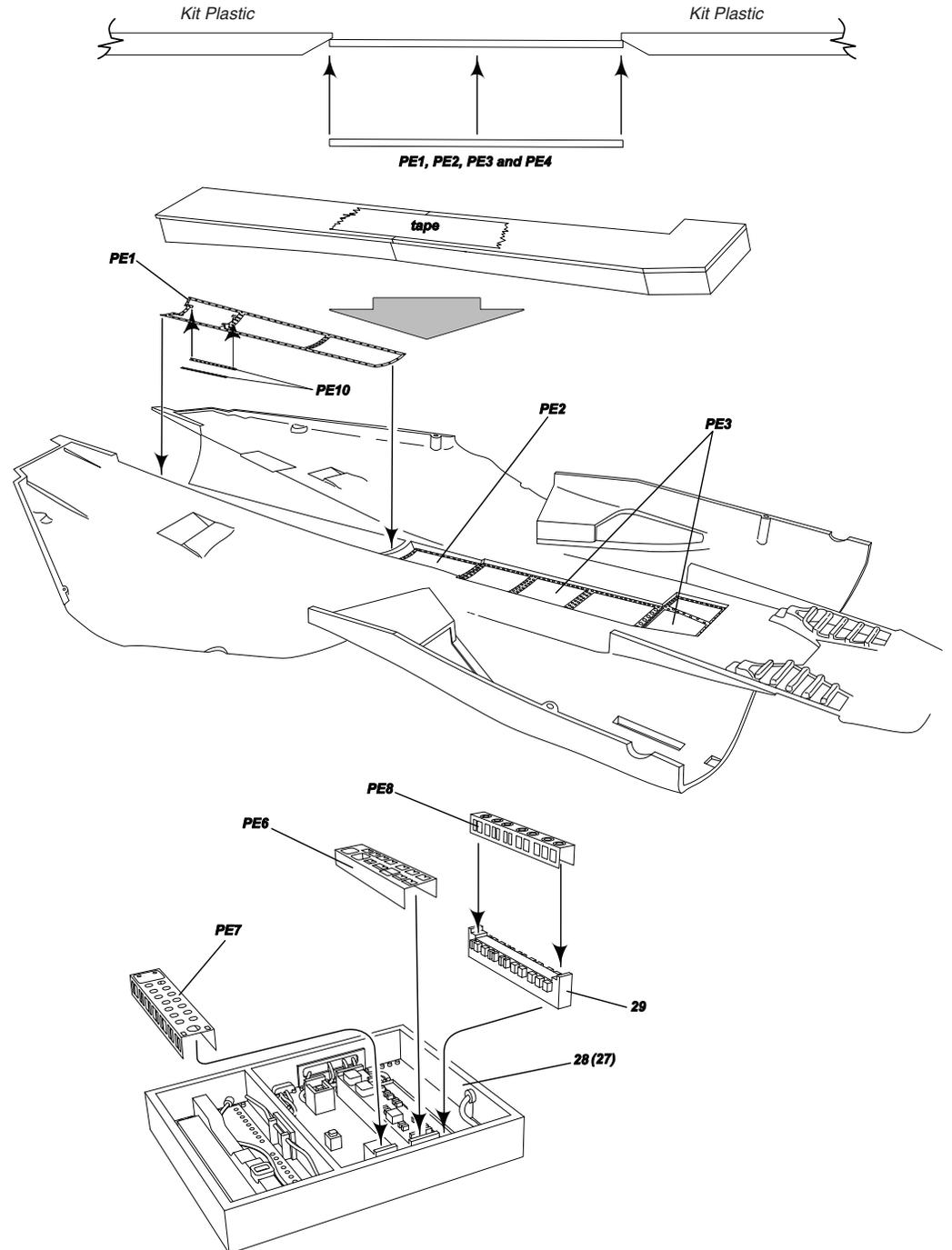
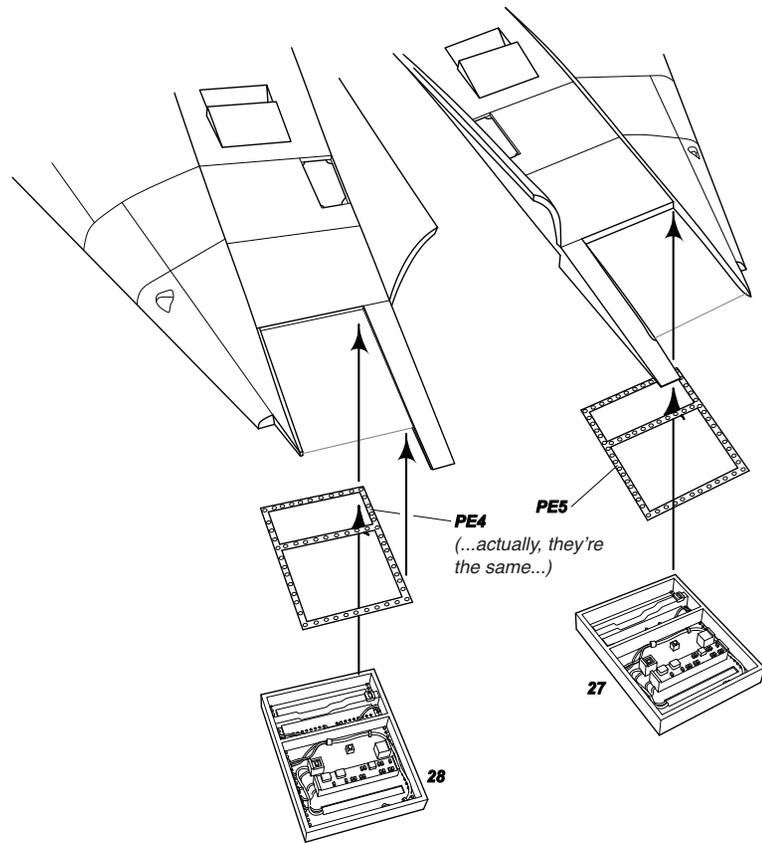
STEP SEVEN

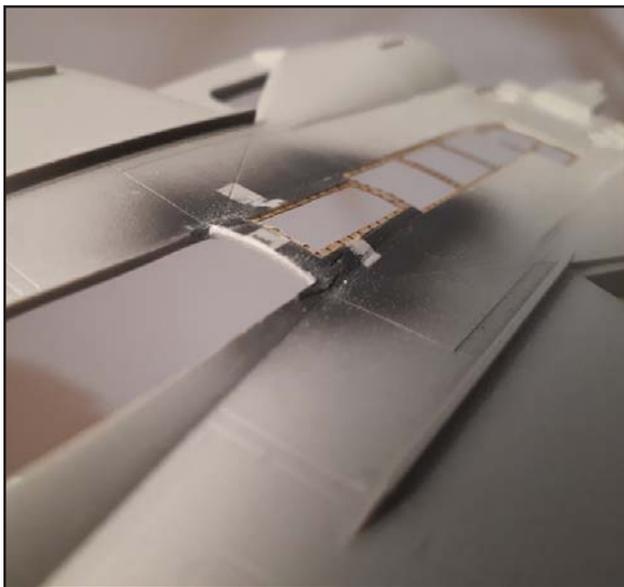
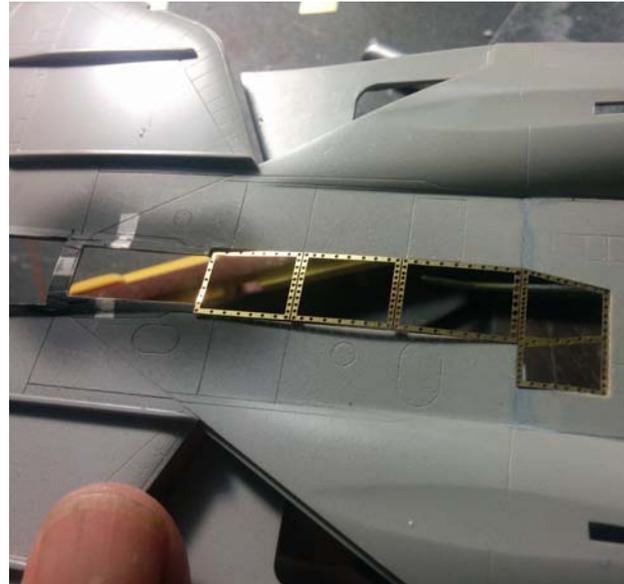
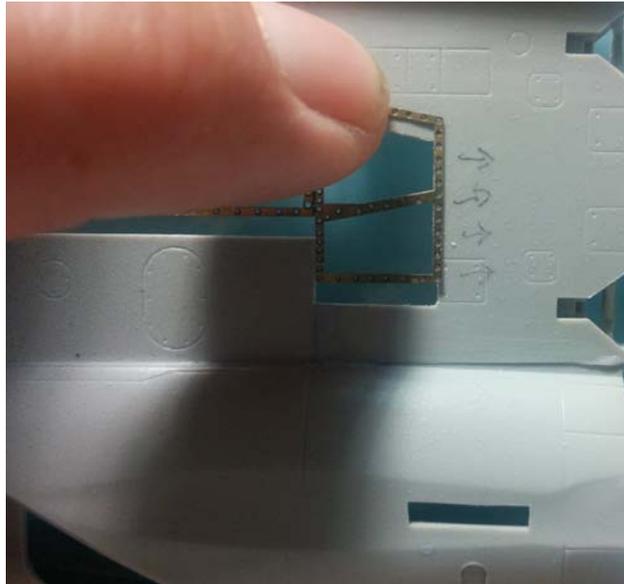
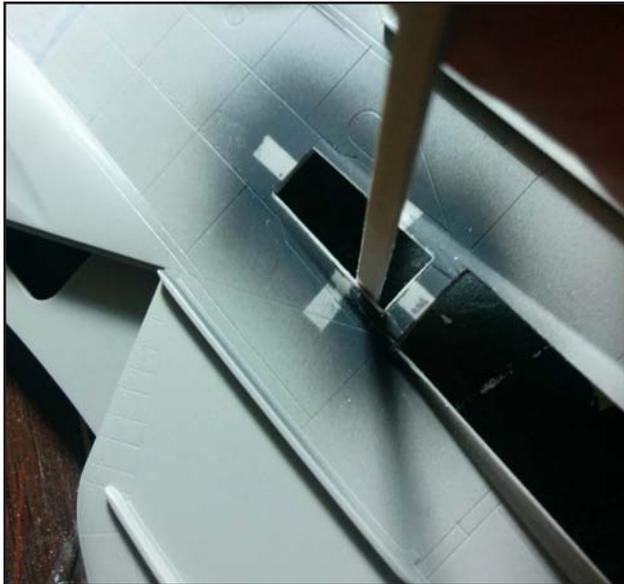


STEP EIGHT

Gluing the Front and Rear Spine assemblies to the fuselage should be done with some epoxy type cement first, allowing you time to adjust before the glue sets. After that, a bit of reinforcing of the entire joint should be done with something like an epoxy putty for strength. You don't want this dropping out on you after you glue the fuselage upper and lower halves together, and just as importantly, you need some structural integrity if you are using our wing box set too. When you cut out the wing box access panels AND the spine panels, you are left with a weak point where these panels approach each other, and it will break. If you are using both these sets, assemble one (and ensure its structural integrity) then the other. Don't slice up everything at once. It makes life hard.

We hope you find this project enjoyable!





These views illustrate the opening up of the fuselage spine (described in STEP ONE) and the installation of the photoetched framing parts. Note the angle of the file on final adjustment of the opening and the bevelled edge to accommodate the insertion of the framework from the inside of the fuselage. Also note the paint marks in the first photograph that were used to hold the frame (PE 3) in place when it was sprayed over to provide a guide for that specific opening, modified from the locations of the kit panel lines here.