

Lockheed Vega Assembly Instructions.

Score lightly around each moulded part leaving a 2mm border of backing plastic. Break the parts away from the backing plastic and sand them down on a large, flat sheet of wet & dry sandpaper. Always try to push down evenly on a part, taking care not to oversand. Use heavier pressure where the plastic is more condensed. As a piece is sanded to the correct size a thin flake of plastic will part from the cut edge. For best results ensure wing and tailplane trailing edges are sanded very thin and sharp before cementing together. Cut off the moulding 'pips' using a very sharp blade.

Any filler should be used sparingly because it can soften the plastic. Use masking tape either side of the area to be filled to avoid sanding off any detail. Detail can be re-engraved using a Trimaster Scriber TT1. Trimaster also produce a range of very useful panel templates and fine razor saws.

We recommend using Micro/Super Weld liquid cement and liquid tubed glue for stronger joints such as the wings. Attach clear parts with Kristal Kleer and either paint the frames or paint clear decal film, cut to the correct width and slide on. Alternatively cut out the plastic between the canopy frames, paint them and glaze with Kristal Kleer or clear sheet. Metal parts can be attached using Epoxy glue or Superglue.

This decals in this kit depicts an all-metal Speed Vega with wire-braced single-strut undercarriage. The plastic mouldings of the main wheel strut should be modified to the correct shape (see underneath view) and then 3 wires added from stretched sprue, wire or rod. The 2 rear windows should be opened up and the other window outlines sanded down. If you want to build a civilian version you can use all the undercarriage mouldings and open up all the windows.

Historical Information.

A superb revolution in civil aircraft design, the sleek wooden Lockheed Vega of the early 1930's blazed it's name into aviation history with spectacular performances of speed and endurance all over the globe. Legendary aviators of the day were linked with Vega exploits, most of America's embryo airlines operated them, big advertisers sponsored many Vegas, oil companies identified with their speed and power, Arctic explorers, air racers, newspapers and millionaires all had their own Vega.... as glamorous a star as any that came from Hollywood. Brilliantly hued in a dazzling variety of colour schemes, these hundred or so aircraft swept through their brief period of fame in a haze of headline publicity unrivalled by any other aircraft.

Published References.

Air Classics magazine Vol no 6 and Vol 4 no 4.
Airliners between the Wars 1919-1939: Blandford.
American IPMS Quarterly Vol 3 no 3 1969.

Best of Wylam book 2.
Sport Flying January 1970.
Air Progress Feb-March 1963.

Finishing Details.

Fuselage and Landing Gear.	Aluminium.	Xtracolor X142.
Wings and Tailplanes.	Chrome Yellow.	Xtracolor X106.
Interior.	Interior Grey.	Xtracolor X403.
Tyres.	Tyre Black.	Xtracolor X505.
Varnish.	Matt Finish	Xtracolor XDF.

Your XTRADECAL for
the Lockheed Vega.

RARE PLANE

LOCKHEED VEGA

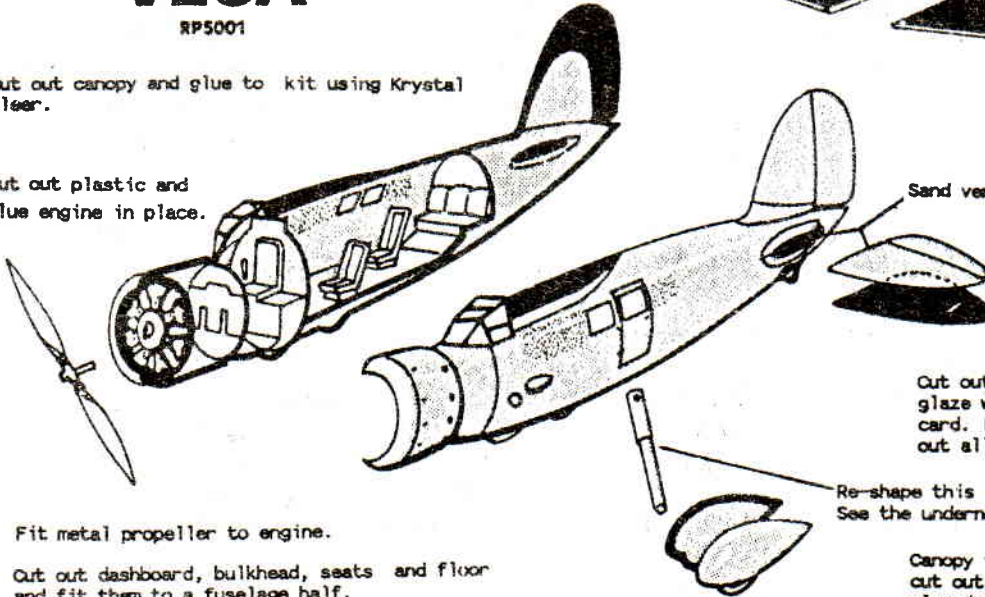
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Ensure wing trailing edges are very thin and sharp before cementing together.

ASSEMBLY INSTRUCTIONS

Out out canopy and glue to kit using Krystal Kleer.

Out out plastic and glue engine in place.



Fit metal propeller to engine.

Out out dashboard, bulkhead, seats and floor and fit them to a fuselage half.

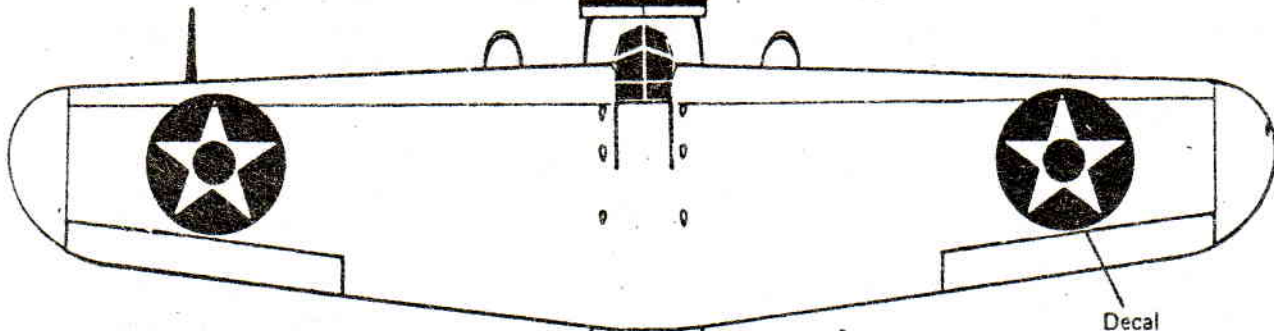
Paint interior before cementing the fuselage halves together.

Out out the rear 2 windows on both sides and glaze with Krystal Kleer or clear plastic card. If you are making the Civil version out out all the windows.

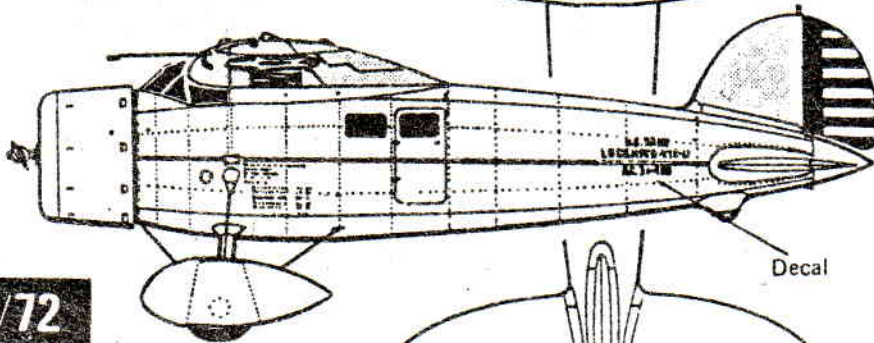
Re-shape this parts and add 3 wire braces. See the underneath view.

Canopy frames can be handpainted or you can out out thin strips of decal film that have already been painted the correct colour.

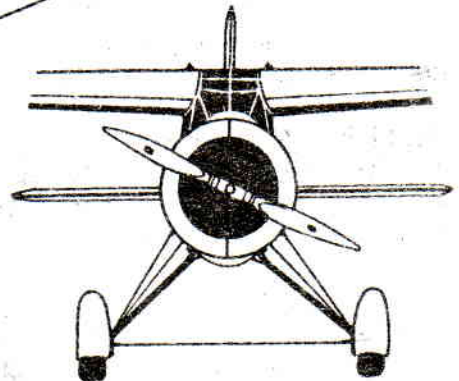
FINISHING INSTRUCTIONS



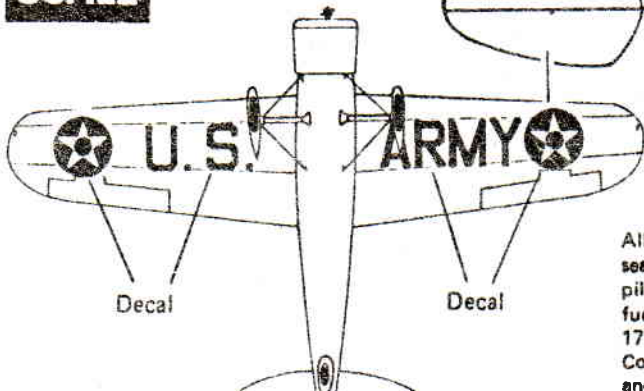
Decal



Decal



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SCALE**



Decal

Decal

Lockheed Y1C-17 (Air Corps serial 31-408)

All-metal Speed Vega with wire-braced single-strut undercarriage. This single-seat command transport was used for a continental speed dash on 10th March 1931, piloted by Capt. Ira C Eaker. From Los Angeles it headed for New York, but, fuel problems caused it to crash-land in Kentucky. It averaged 240mph for the 1740-mile trip - much faster and further than any existing aircraft of its time. Colours: Polished Aluminium fuselage and landing gear. Chrome Yellow wings and tailplanes. Typical 1930-style US military markings with Black U.S. ARMY