



1:32 Scale Chipmunk

Started by freemodeller, Aug 08 2014 04:19 AM

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freemodeller

Posted 08 August 2014 - 04:19 AM

Hi gentlemen the construction of the Chipmunk had just started. I hope to use this as the instruction for building this kit.

The construction begin by washing and clearing all the parts and building begin with fuselage. First I spray one coat KRYLON plastic primer, PU resin need plastic primer in order paint can stick on it.

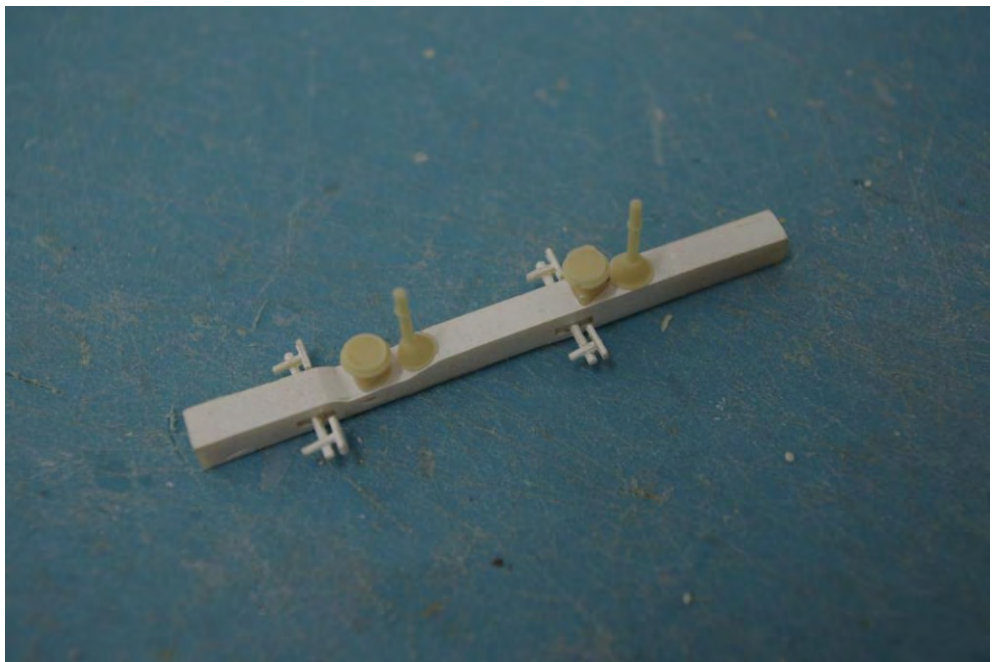


Next cut out the 4 rudder pedals form the support, the two magnetic and their base, two control column, front flap selector lever (note that they are two, one up and one down, use the right one according to your flap selection) and

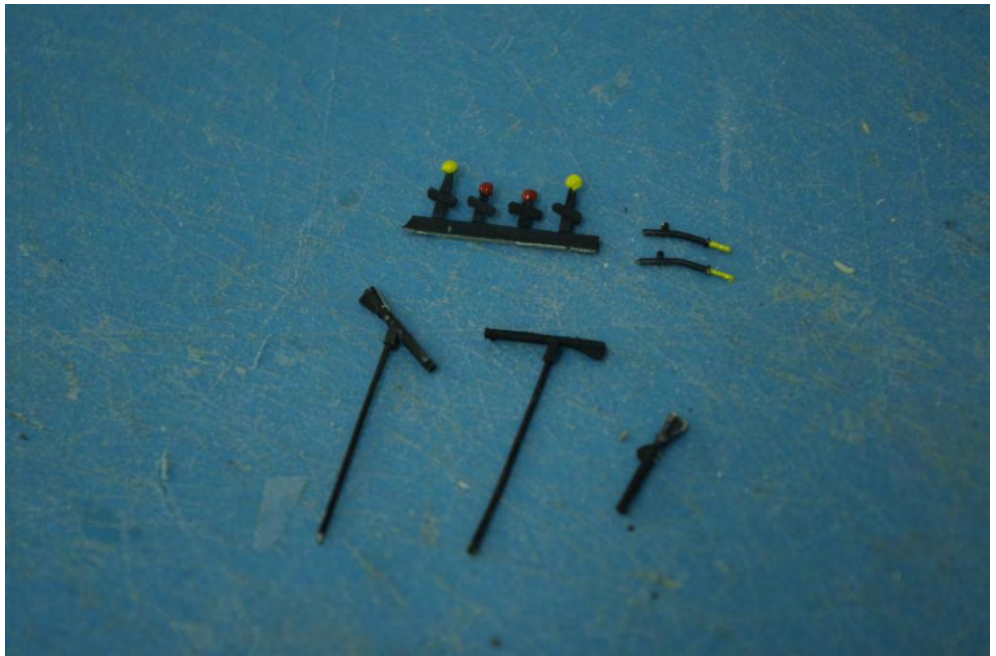
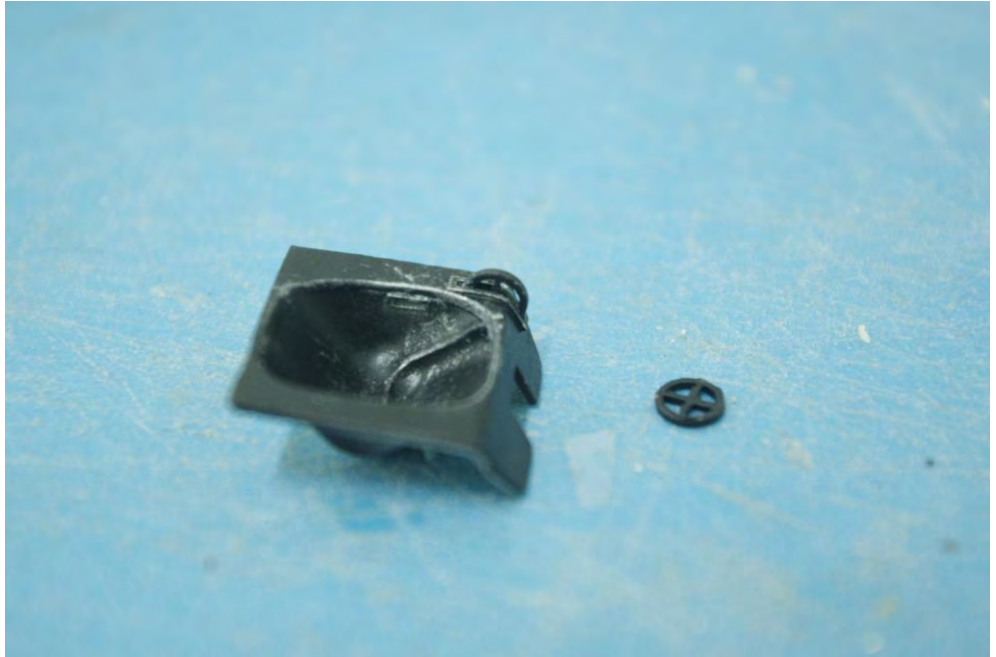
the aft flap selector.



Next fix the rudder pedal, magnetic compass with base and control column to the control box .paint it after spray the primer.



You can paint the the inside of the fuselage and all other parts for use inside the cockpit according to you aircraft colour. Next cut out the elevator trim wheel and fix in the left side of the two seat.



Paint the throttle lever and brake lever yellow, mixture lever red, and glue the two throttle in place.



To be continue.....

Regards

Robin

freemodeller

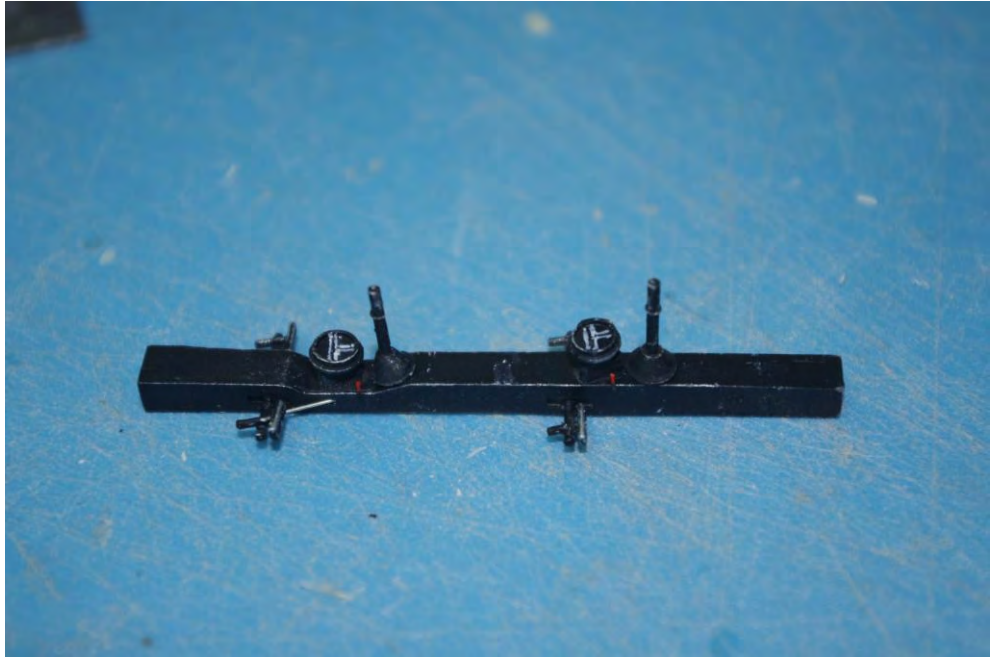
Posted 08 August 2014 - 12:58 PM

Hi gentlemen the Chipmunk continue.....

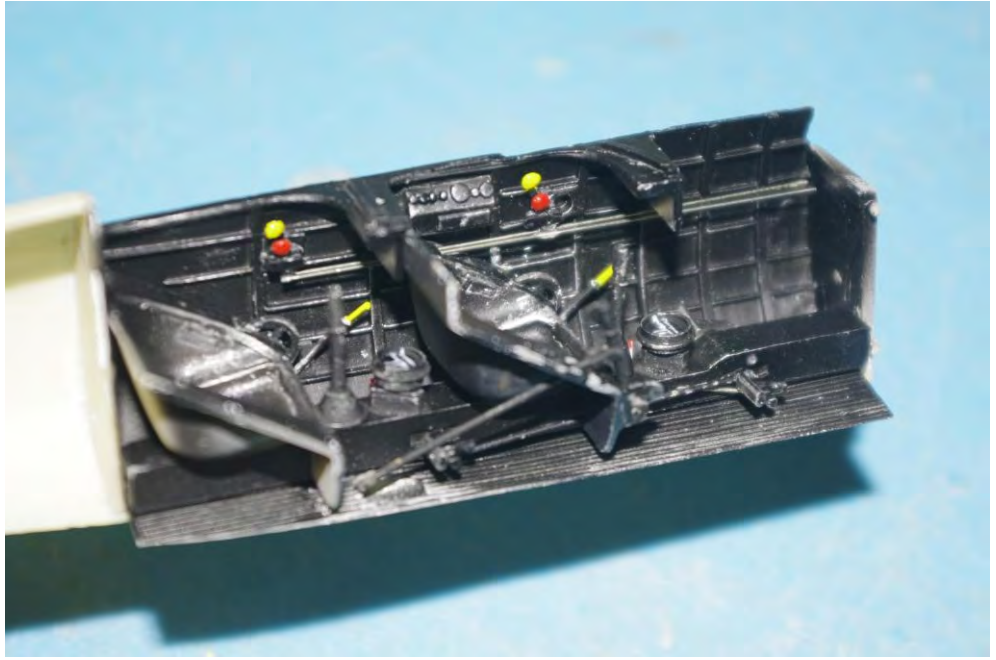
Next cut two short length wire and fix between the front rudder and the control box.



and remember to paint the compass. Next you need to enlarge (sorry for that) a bit for the side opening at the side of the front seat in order the two throttle and mixture connecting rod can fix inline.



Next photo the set up. Please note that DO NOT GLUE the two seat and control box to the cockpit floor, also DO NOT GLUE them to the side of the fuselage as they will lock in without glue.





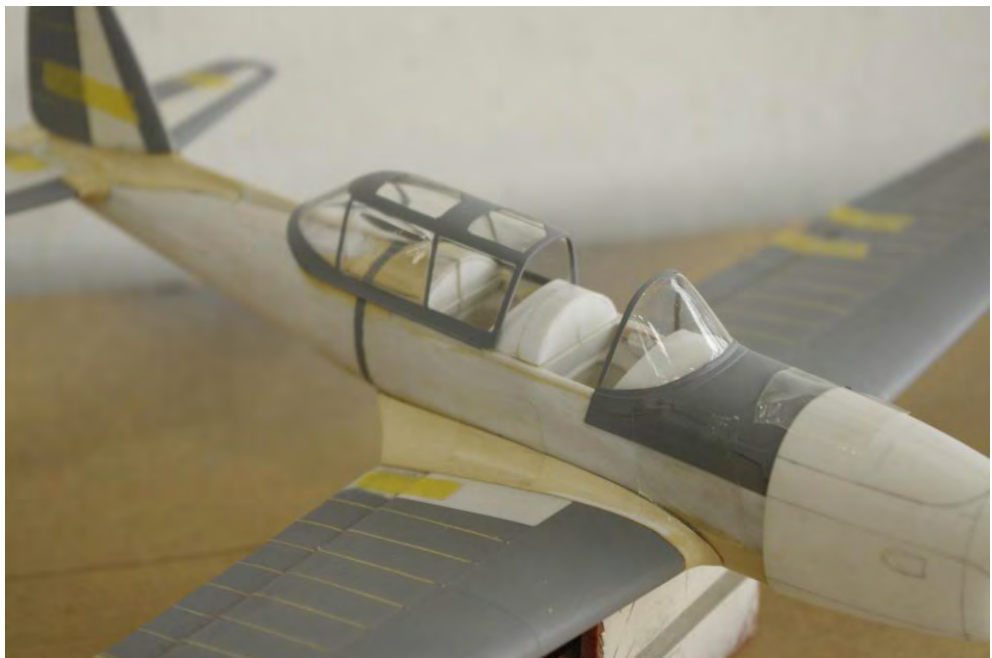
To be continue.....

Cheers, Robin

freemodeller

Posted 09 August 2014 - 03:46 AM

Thank you for your nice comment , few photos for the windscreen and canopy.....please enjoy photo on canopy and windscreen....





I hope these canopy are clear enough, regards and have a nice week end.

Robin

Rod Blievers

Posted 09 August 2014 - 01:02 PM

Hi Robin:

This is fantastic, as a modeller and Chipmunk owner/enthusiast/historian I'll be following your build closely. It's taken me several days to join LSP, due to my own bumbling efforts I suspect, I had intended to post earlier. Hopefully, now that I'm finally in this is not too late. A couple of points if I may?

Quote

Paint the throttle lever and brake lever yellow,

Are you sure about this? All RAF and ex-RAF Chippies I've examined merely had the mixture and fuel selector knob red (with an orange cast on the latter) with the throttle knob sometimes white, but often black, as is the brake lever.

Note too that the compass casings are a pale grey (Light Aircraft Grey is close), which really "lifts" them from the bowels of the cockpit. If you're fitting both floor mounted P.11 compasses, then bear in mind that the 1984 modification to fit the coaming-mounted "Airpath" compass also involved the removal of the forward cockpit floor-mounted one - the rear cockpit compass remained. Unlike some Chipmunk mods this one seems to have been universally and rapidly applied to the fleet.

Please accept this as being constructive; I'm simply blown away with what you're doing....

Cheers,

Rod.

freemodeller

Posted 11 August 2014 - 03:58 AM

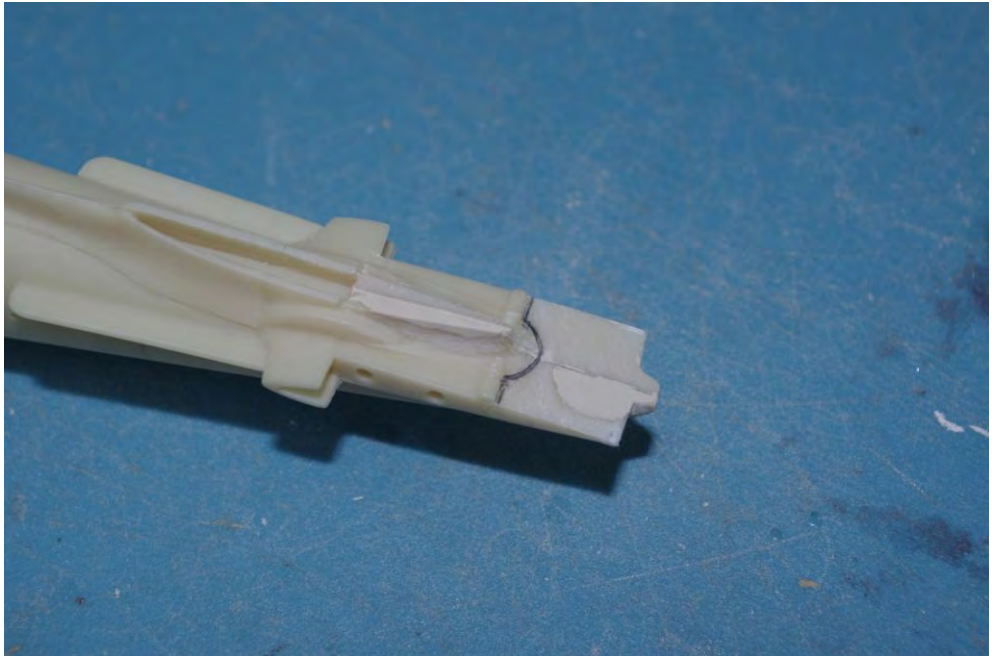
Hi Rod it was great to have the Chipmunk owner/modeller/enthusiast/historian here to give these useful and valuable advise.

My colour was base on the portugal Air Force Chipmunk (Airliners. Net photo). As we know Chipmunk was produce in big number, used by many country and private owner, also they had many changer over the past 60 years, therefore I suspect no two aircraft are the same. So when come to colour detail its away very subjective, but I believe who ever built their model will paint according to the aircraft they want to model.

I was busy over the long week end but some how manage to find time for the model. As per last update, I put the two seats and the control in to the fuselage but not glue them down. Carefully adjust their position, the fuselage should close nicely follow by super glue the joint and use polyester putty to seal the gap. After the putty dry. I used 320 follow by 600 sand paper to smooth the suface.

At this point do not fix the wing and the tail plane yet.







The last photo show the test fix for wing and tail plane.

Cheers, Robin

Rod Blievers

Posted 12 August 2014 - 10:10 AM

Quote

As we know Chipmunk was produce in big number, used by many country and private owner, also they had many changer over the past 60 years,

Well, yes and no. One of the big problems is that once Chipmunks have passed into private hands then they get "fiddled" with and can quickly lose their originality, which can make things difficult for the modeller when looking at photos. Almost certainly any Portuguese Chipmunk appearing on the Airliners.net site has already passed into private hands. I was talking about cockpits and yellow handles here, although your comments are applicable to the rest of the airframe too.

Obviously it's your choice what you model, and you don't have to share my pendanticism about details. Nor be put off by it, I'm trying to help in my heavy-handed way!

If you're modelling an RAF/RN example, then their cockpits changed remarkably little throughout their service lives, have a look at one of the current BBMF machines and compare it with a 1950's Chipmunk just entering service. Apart from the compass changes, the addition of a "g"-meter on the forward coaming and the replacement of the rectangular Tiger Moth oil pressure gauge, they're haven't changed! The yellow handles are not applicable for a serving RAF/RN Chipmunk.

And if you're modelling a Portuguese example, bear in mind they never sported the spin-recovery strakes in Portuguese AF service.

Cheers,

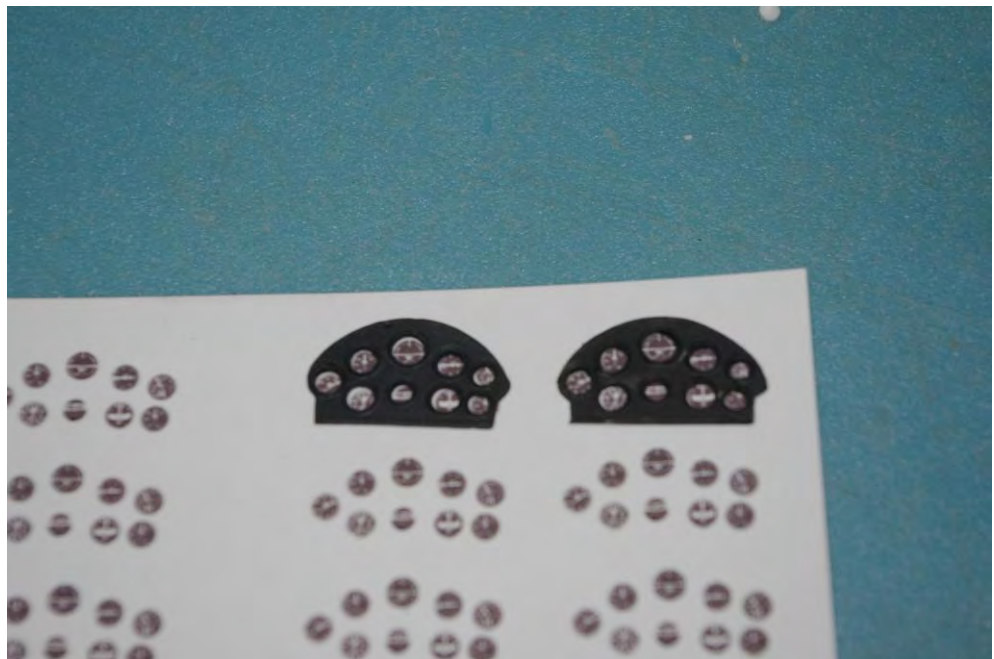
Rod.

freemodeller

Posted 13 August 2014 - 03:14 AM

Hi Rod thank you for your information, however most of the picture post online show the Portuguese Chipmunk had spin recovery strakes. Are they the original Portuguese aircraft ? or..... is more visible now after changing the compass colour to LG.

Some progress photo here.....



I use gloss photo paper to print the instrument.



I need to scratch built the smaller extinguish because the original is too big, sorry for that.







That's all for today, thanks for looking.

Cheers

Robin

Rod Blievers

Posted 13 August 2014 - 06:59 AM

Quote

they never sported the spin-recovery strakes in Portugues AF sevice.

Can I (very slightly) modify this statement? **Gipsy-Major powered Chipmunks** in Portuguese AF service never had the strakes. Period.

I'm awfully wary of making never/ever statements, but having trawled through my references and every available web photo, every photo of a Portuguese Chipmunk in their Air Force markings is either (1) the Lycoming-powered version or (2) civil owned, i.e. post Portuguese AF service. I believe that the strakes are now mandadotory in the UK, which is where most of the photographed Portuguese Chipmunks now live and explains why they've had to be retrofitted. I would surmise that other EU countries have followed suit here.

I would appreciate (and gladly admit that I'm wrong - I've never stopped uncoverring new facts regarding the humble Chippie - the ventral vent is a case in point) seeing your photos of a Chipmunk in *Força Aérea Portuguesa* service (not a restoration) with strakes.

Cheers, Rod.

Kagemusha

Posted 13 August 2014 - 08:02 AM

There is a very nice example in the museum in Lisbon, I took a couple of photos when I was there



http://s830.photobucket.com/user/AndrewBirnie/media/DSCN0565_zps75da329a.jpg.html



http://s830.photobucket.com/user/AndrewBirnie/media/DSCN0566_zps454d338a.jpg.html

From some of my references and a situation that we had here in Canada, the anti-spin strakes were a carry over from the Tiger Moth that actually had bomb racks installed under the wings. Transport Canada "imported" an airworthiness inspector from the British CAA and he took it upon himself to ground all Canadian Tiger Moths until the strakes were installed. No Canadian Tigers ever had strakes including my own. And the original Canadian Chipmunk did not have them either nor were they subsequently installed on any Canadian Chipmunk.

Needless to say the grounding of CDN Moths was rescinded and the voices of reason prevailed

These are the most recent photos I could locate of Gipsy-powered Chipmunks actually in FAP service, i.e. not in museums and not restored privately owned examples. Both are from 1989 when these aircraft were withdrawn from service and stored. In 1997 they re-appeared with Lycoming engines, and with strakes:



http://s10.photobucket.com/user/Blithering/media/img261_zps2488a859.jpg.html

This is FAP 1339 (OGMA-29), withdrawn from service in March 1989.



http://s10.photobucket.com/user/Blithering/media/img262_zps10c23e4a.jpg.html

FAP 1335 (OGMA-25), again withdrawn in March 1989.

Note the lack of strakes. Also, 1335 still sports the original narrow-chord rudder!

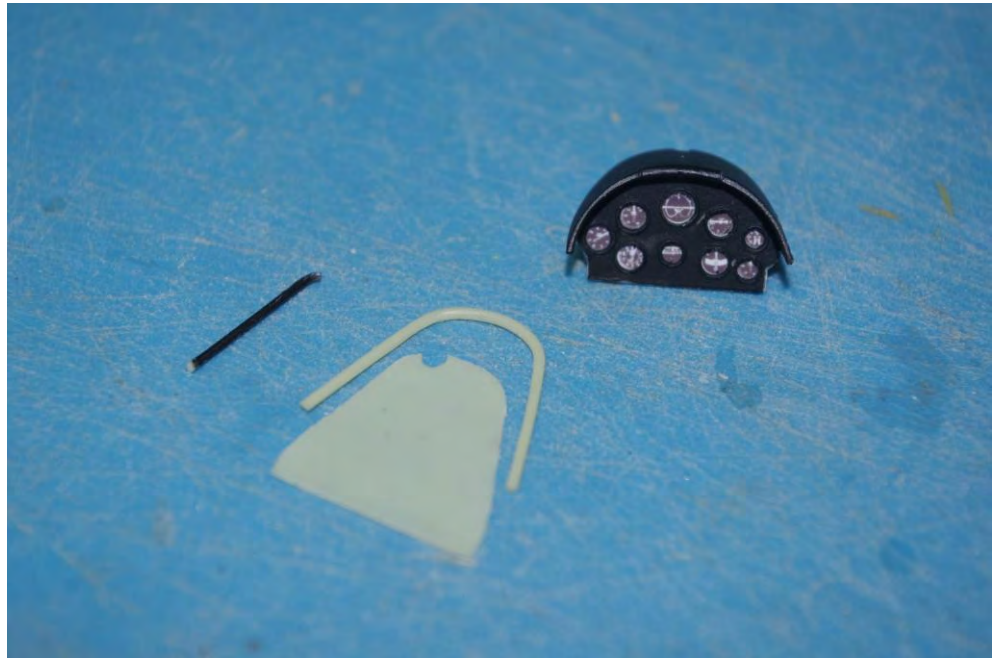
The FAP distanced itself from the entire spin recovery strake issue by simply removing fully developed spins from their training syllabus! Like the Canadians, Australian authorities also considered the effectiveness of the strakes marginal at best.

▲ Edited by Rod Blievers, 13 August 2014 - 03:18 PM.

freemodeller

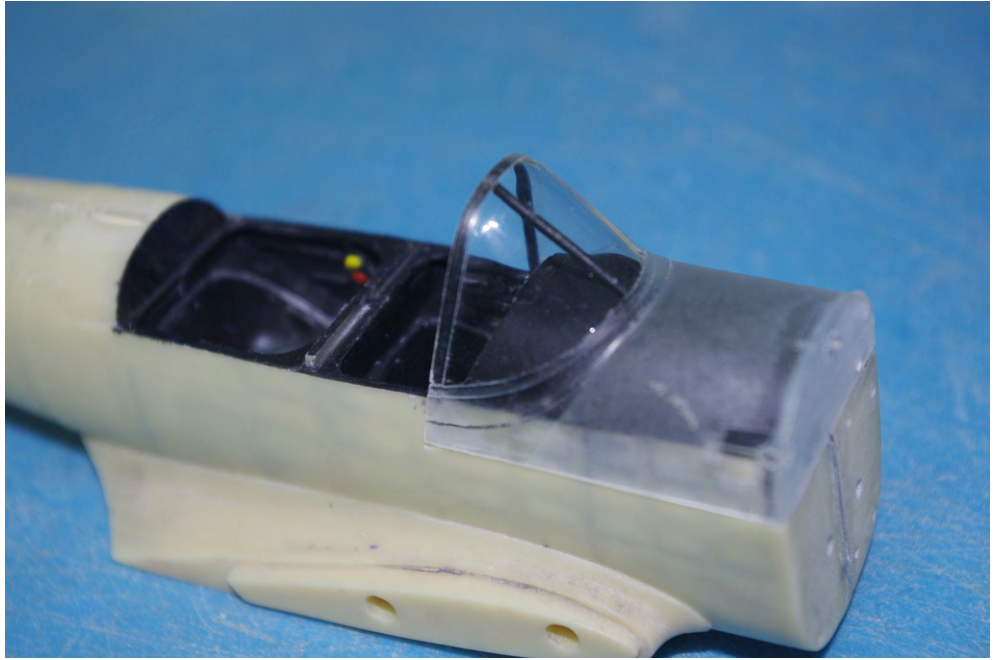
Posted 14 August 2014 - 12:56 AM

Gentlemen many thanks for the photo and information. Today I make some progress on the fuselage



This photo show the windscreen support.





The windscreen should fit in nicely.



Here I glue down the top fuselage follow by mask off the detail before apply polyester putty.



Take note of the detail when sanding off the putty. Use 320 follow by 600 sand paper, coat super glue on top the putty and smooth off with 600 sand paper so that the putty will not come off.



Next photo show test fit the engine.





That's all for today and thank you for looking, cheers.

Robin

 Edited by freemodeller, 09 February 2016 - 06:33 PM.

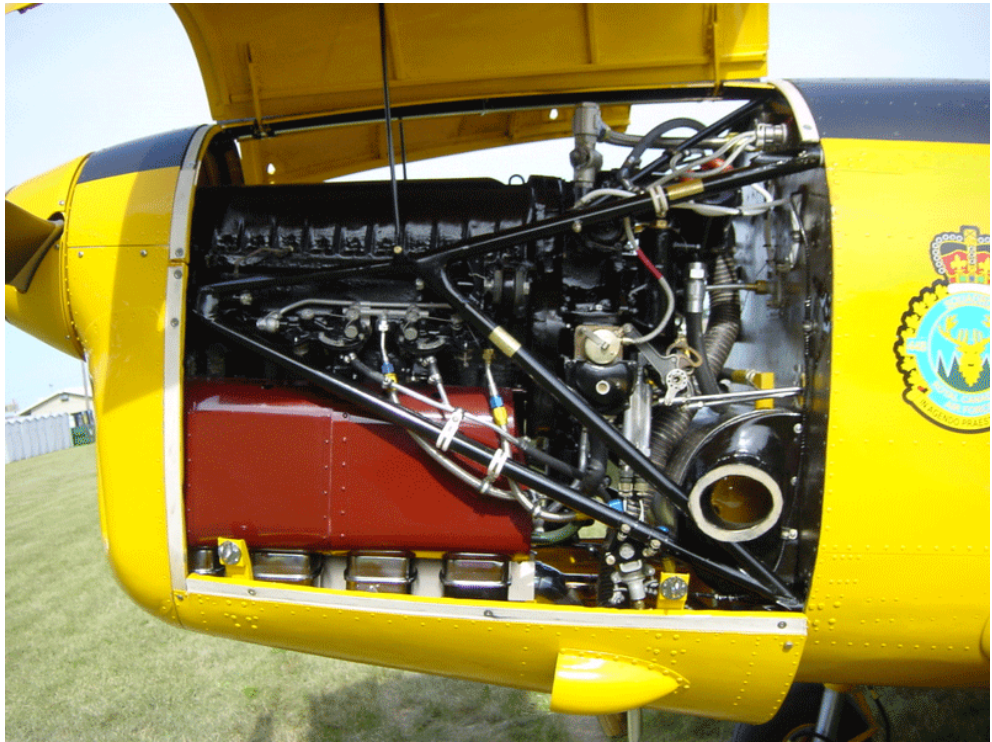
Rod Blievers

Posted 14 August 2014 - 02:47 PM

Hey Robin:

I've thought this before, but reinforced today when looking at your latest photos - you've done a superb job of the engine/engine bay, it really captures the look of the real thing!

One item missing though, which might actually make life easier, is that there is a prominent ducting shroud fitted to the LHS of the engine, leaving only the rocker covers (the very tips) of the cylinders visible from that side.

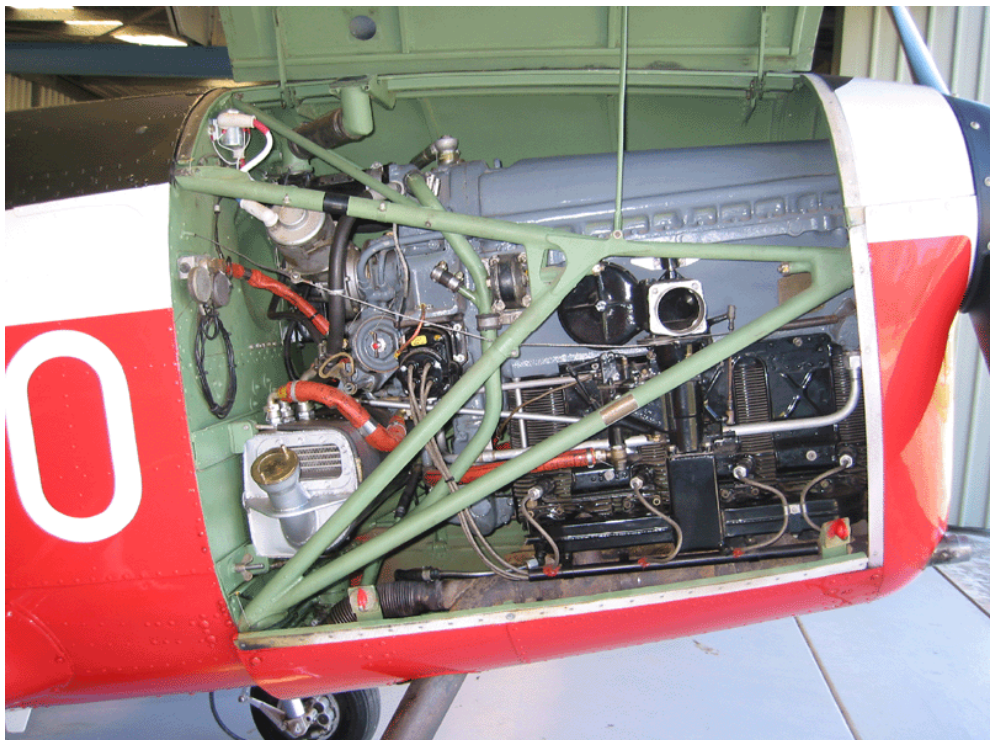


http://s10.photobucket.com/user/Blithering/media/CanadianDHC-1b_zps3e56fcaa.png.html

Now this is a Gipsy-Major 1G fitted to a Canadian-built DHC-1B, so the details don't match the UK-built version while the bizarre colours actually help show what I mean; the shroud is shown here in brown while the rocker covers are chromed.

So what should the colours be? As best I can ascertain, Chipmunks left the factories in the UK with:

1. Cowling insides, engine frames and fire-wall - primer green
2. Engine crankcase - a fairly flat dark grey
3. Cylinders, shroud, carburettor & ducting (RHS), fuel pumps (LHS), starter motor (top rear) and the carbon-pile voltage regulator (prominent box on the firewall) - satin or glossy black
4. Oil tank, generator (top rear, angled to right) - dull silver.
5. Magnetos (centre RH in the above photo, just aft of the small brass data plate on the engine bearer) - dull brass.



http://s10.photobucket.com/user/Blithering/media/AG2_zps449faaad.png.html

This is more or less correct, although the engine hoses were usually grey (the orange is a much more modern material).

Note that this aircraft has the "Canadian" heater/exhaust system (fitted to RAF Chipmunks, commencing in 1979), evident by the tubular intake in the cowl nose, the horizontal exhaust section and flexible metal "pipe" running back to the firewall. It also has modern Slick magneos (black), not applicable to any RAF/RN Chippie.

The Gipsy is renowned as a messy engine (for good reason it's called the "Dripsy Major"), so in reality the cowl floor, the lower part of the firewall (below the oil tank) and the lower aft end of the engine are pretty oily/dirty.

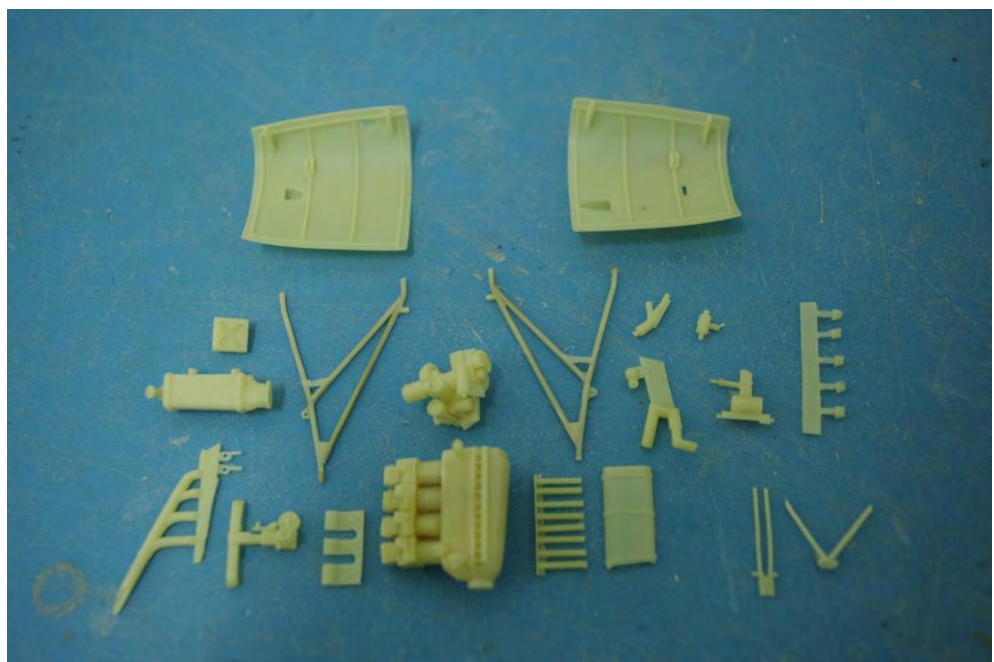
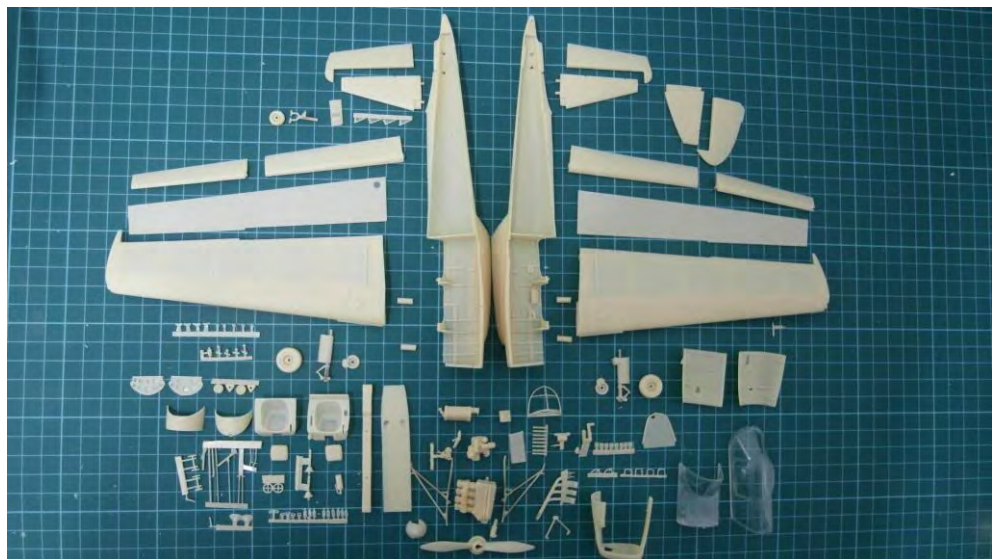
▲ Edited by Rod Blievers, 14 August 2014 - 05:42 PM.

freemodeller

Posted 14 August 2014 - 11:38 PM

Hi Rod many thanks for your nice comment and photos.

I did made the ducting shroud, may be you miss my link for the photo post in vendors board. Attach herewith the same photo show all the parts.



This photo show the main parts for the engine, other smaller part and hoses need to scratch built.

Cheers

Robin

Old Dog Flying

Posted 15 August 2014 - 07:12 AM

That red hose under the cowling is actually Fire Sleeve insulation used on fuel lines.

And along with the rest of the glue sniffers here..that is one sweet model

Barney

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1:32 Scale Chipmunk

Started by freemodeller, Aug 08 2014 04:19 AM

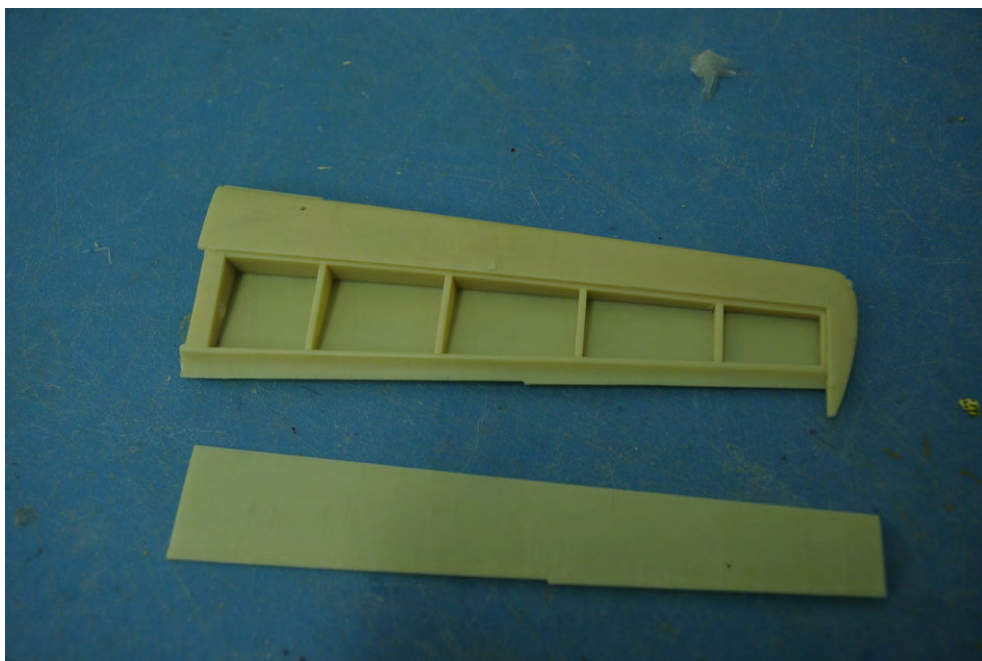
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freemodeller

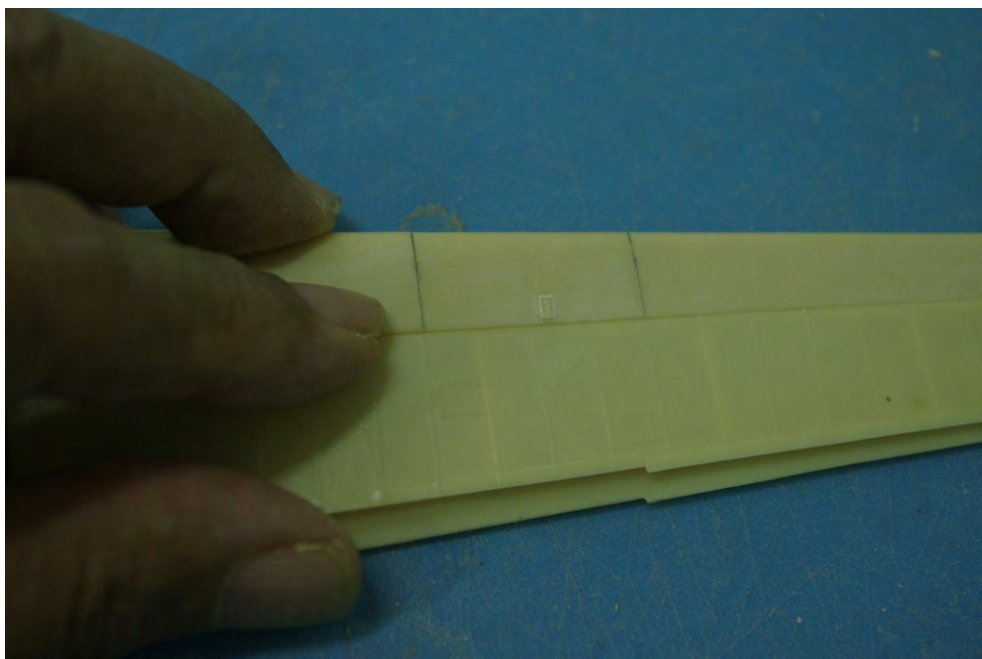
Posted 18 August 2014 - 03:12 AM

Hi gentlemen is getting very busy for my other project to be completed by end October, however I will find time for the Chipmunk and here is the update..... and I do miss things here and there also.

The next item to built is the wing.



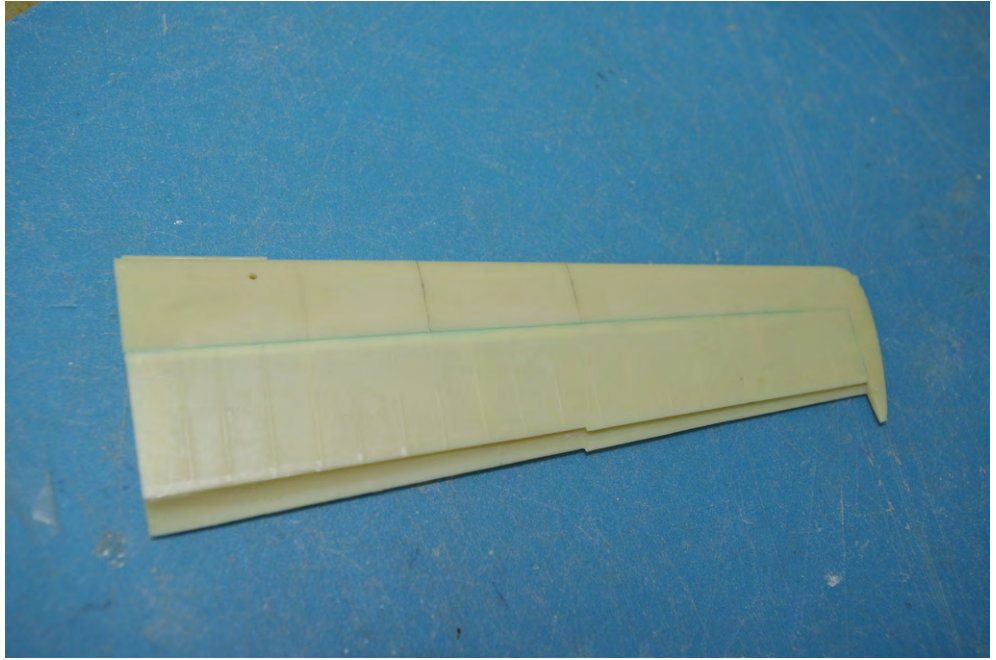
As you can see I design the aft panel hollow in order to save weight.



Here I test fix the aft panel of the lower wing to the centre support .



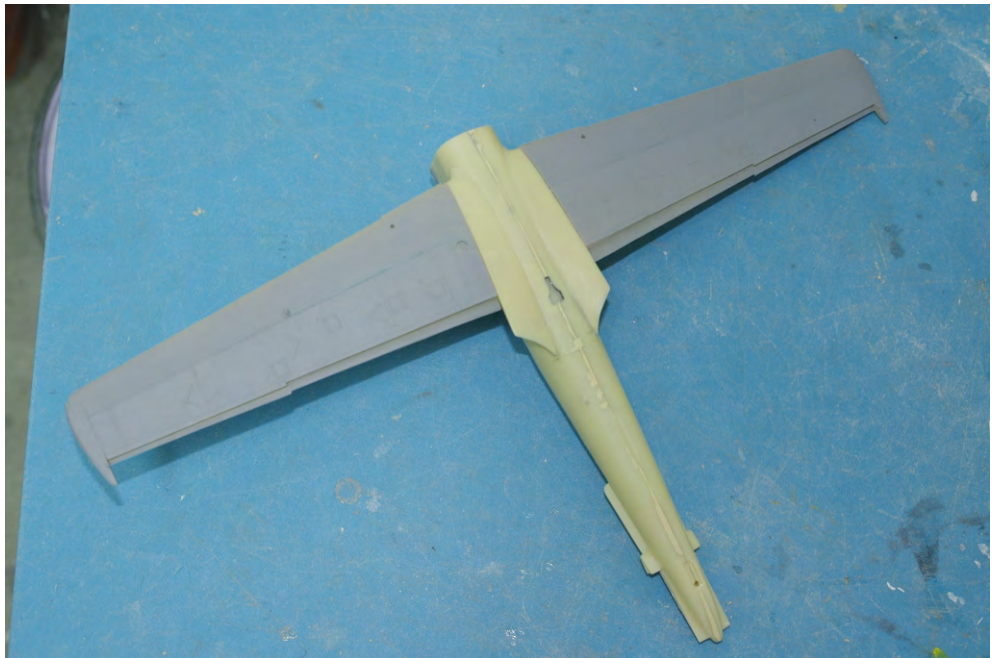
Make sure the two part meet the same high , glue down the aft panel and I use liquid masking film to seal the gap.



After clearing up the masking film on the wing.



Supporting rod for the wing. Next photo show test fitting of the wing.



Please enjoy. Cheers

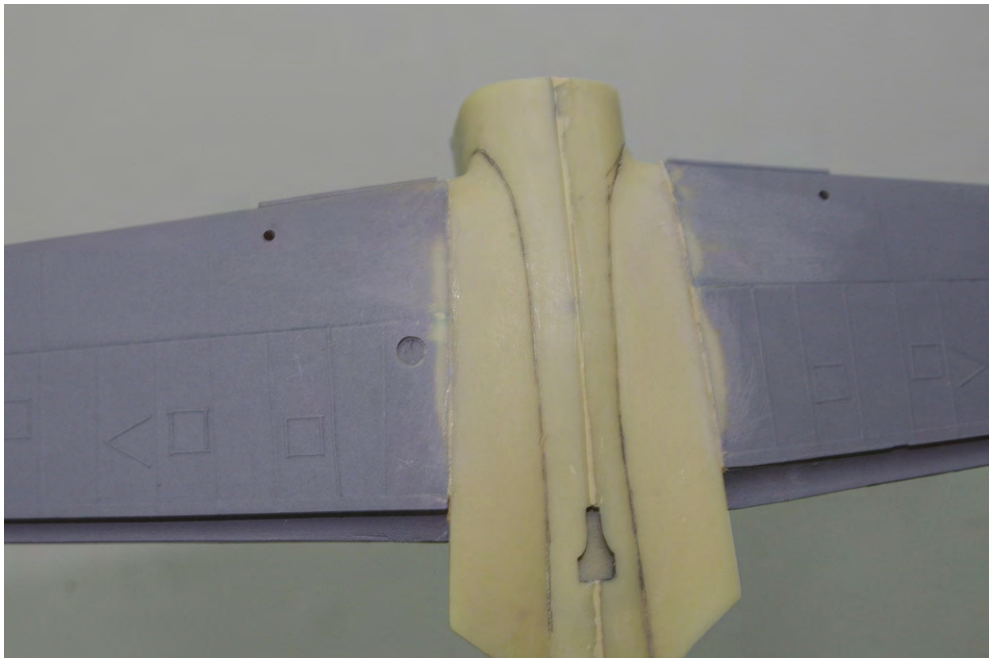
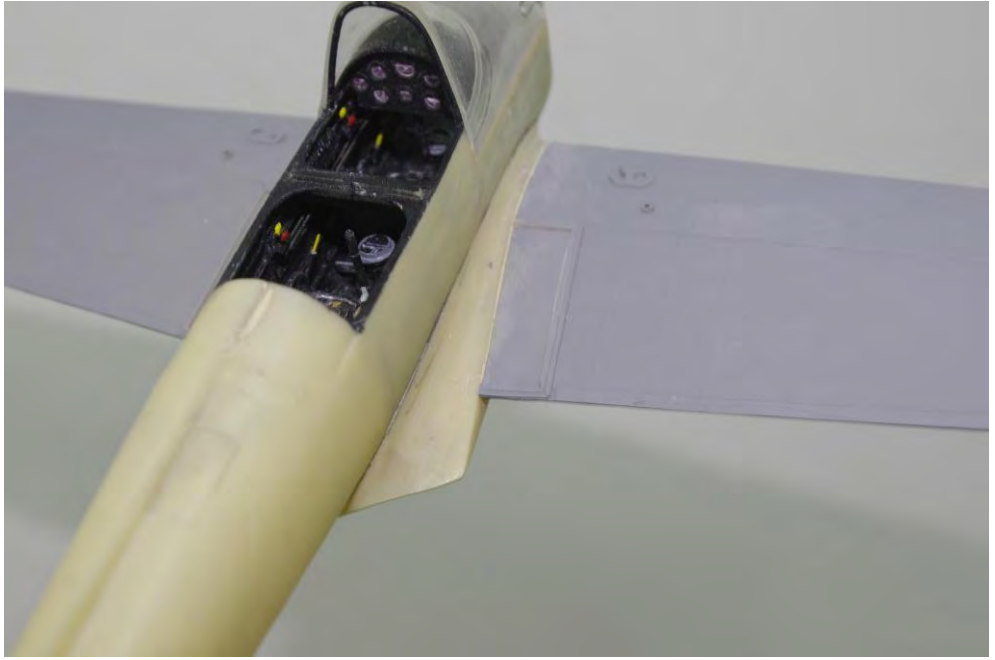
Robin

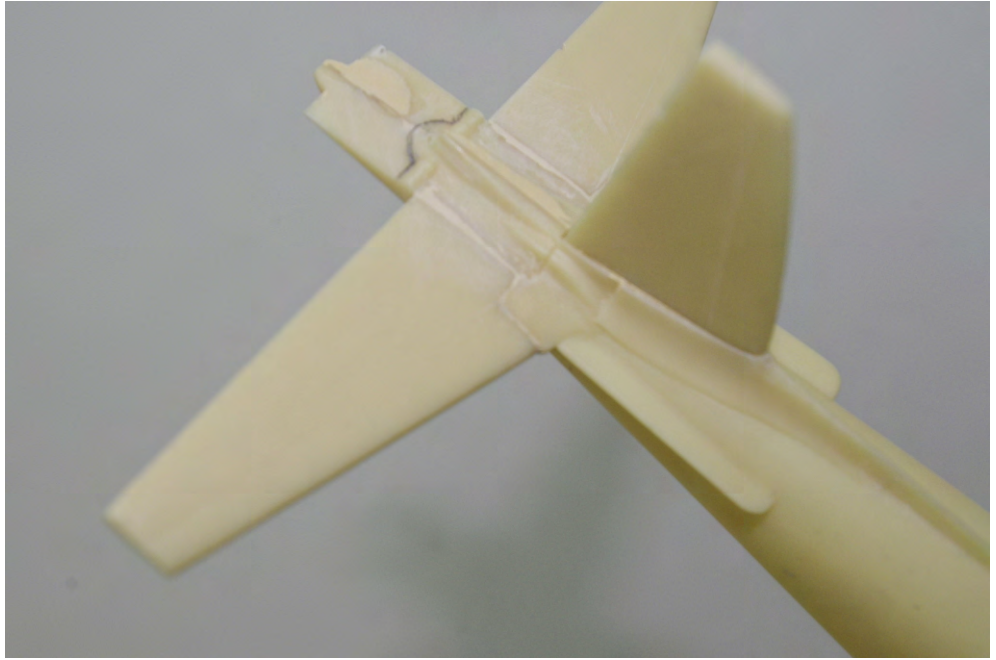
▲ Edited by freemodeller, 09 February 2016 - 05:09 PM.

freemodeller

Posted 23 August 2014 - 02:24 AM

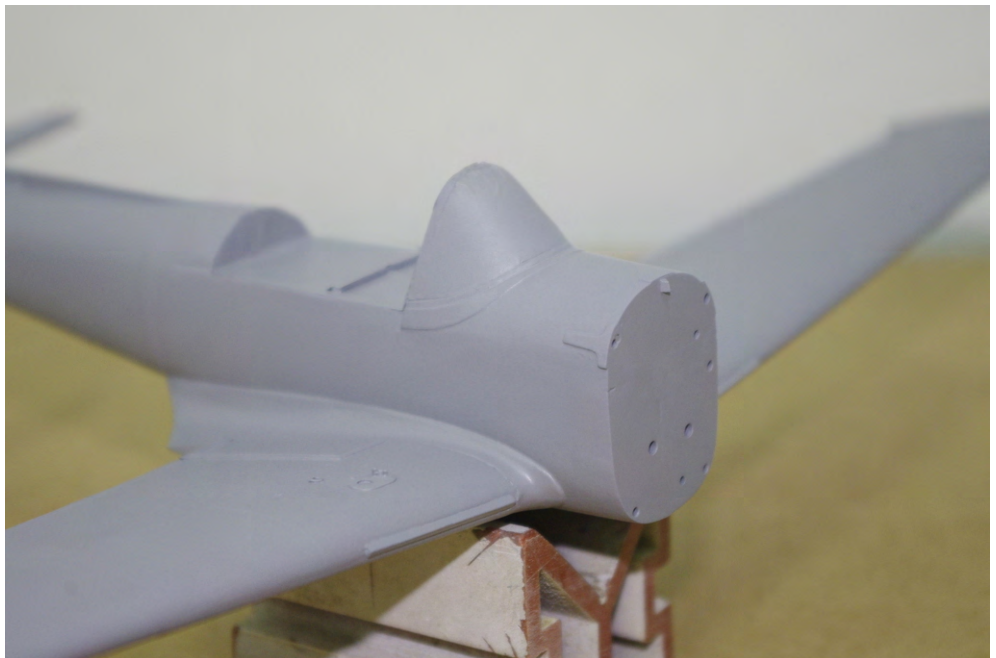
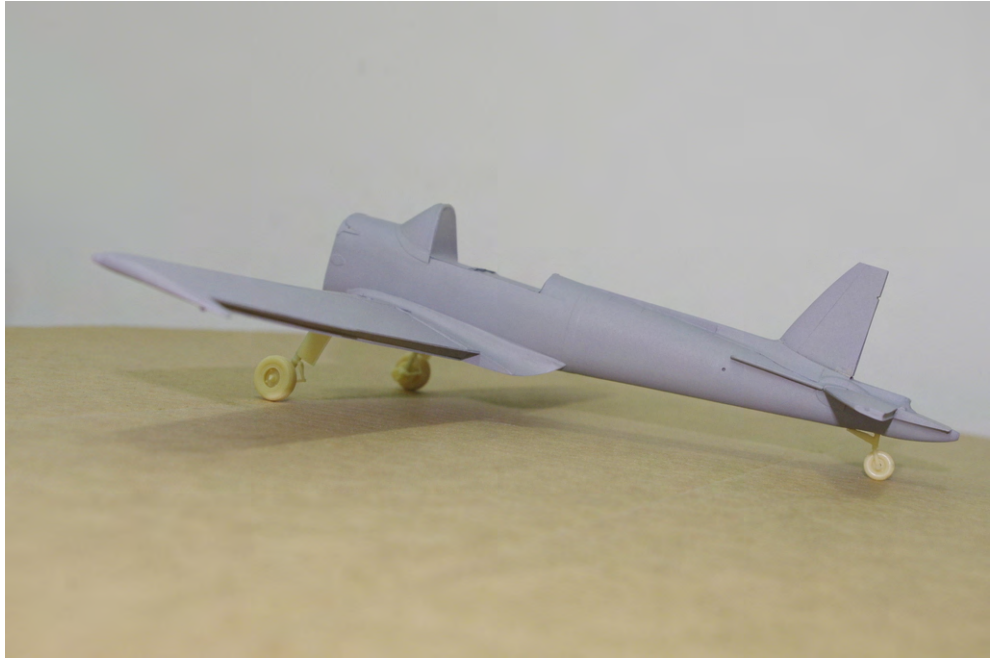
Hi gentlemen here is the update.
After test fixing the wing and tail plane, glue than in place and seal gap with putty.





Next cover the cockpit follow by spray grey plastic primer.






As you can see here the top front fuselage moulded with wind screen works very well, joint are easily seal and smooth out, all the moulded detail remain intact.



The Chipmunk is ready for painting. I plan to paint this model in silver with yellow band (Portuguese or RAF) any suggestion?

Till the next update, cheers.

Robin

 Edited by freemodeller, 09 February 2016 - 05:30 PM.

Rod Blievers

Posted 23 August 2014 - 09:49 AM

Quote

I plan to paint this model in silver with yellow band (Portuguese or RAF) any suggestion?

Robin,

I personally really like the RAF scheme, but (you just knew there would be a but coming from me, didn't you?) the longeron strengthening plate (correctly and well portrayed on your model; sort of a "T" shaped plate lying on its side, located immediately aft of the firewall at the same level as the windscreen's lower edge) simply wasn't there until 1983, by which time no RAF Chipmunk was in the overall High Speed Silver/yellow trainer bands scheme.

Now I'm not sure if FAP Chipmunks ever carried this mod either! I can't locate any photos showing one in active service with the plate, even as late as the withdrawal from service in 1989. The one exception is Kagemusha's photos of "1305" in a museum, which puzzles me as this aircraft was always in the FAP inventory and would seem to have gone directly to the museum, and never passed into private hands.

I mention the "private hands" issue because this mod was universally applied worldwide to all Chipmunks, regardless of who owned them (except, on photographic evidence, the FAP) in the years following promulgation in 1983. Chipmunks registered in the Experimental Category in the USA also escaped this mod. Neither of these should be a surprise, the FAP seemed reluctant to incorporate any of the British changes into their fleet, while "anything goes" applies to US Experimentals!

So, if you're going to retain those plates, then for an RAF Chipmunk you're "stuck" with the second permutation of the Red/White/Light Aircraft Grey scheme. But then you run into another possible chronological anomaly!

RAF/AAC/RN Chipmunks all initially had a dual 12V battery installation, accessed by two identical rectangular hatches on either side of the upper rear fuselage (as you have depicted):



http://s10.photobucket.com/user/Blithering/media/Untitled-1_zps110f2a07.jpg.html

In 1972 the battery was modified, essentially a new larger single unit (actually this was a rather elegant solution; 2 batteries in the one box) - the access panels were now too small, so the LH upper fuselage was re-skinned, with a larger trapezoid shaped hatch now located rather lower down the fuselage. The RH hatch was retained unchanged. Like all of these mods it wasn't immediately actioned; my brother-in-law's Chipmunk left the RAF 3 years' later and still retained the two identical hatches, for instance.



http://s10.photobucket.com/user/Blithering/media/Untitled2_zps9eb83d9e.jpg.html

I'm sorry this isn't the best quality shot, note the new panel line/rivets crossing just above the central ring of the roundel and then curving upwards to a vertical join.

Cheers,

Rod.

Robin:

I've been mulling further over your desire to model a Chipmunk with the overall silver/yellow bands RAF scheme. This then encompasses the first decade (only) of the Chipmunk's service. Service introduction was in 1950, while in 1959 the yellow bands were replaced with DayGlo (initially painted panels, subsequently adhesive strips) although the yellow bands were still to be seen until 1961. This period also involves several changes in the Chipmunk's appearance.

1. Instrument flying screens:

The frames (for the 2 tone screens) for these were readily obvious on the front cockpit side panels; Chipmunks left the factory with this feature and they were seemingly all removed by 1955.

2. Rudder:

To improve rudder power, a broad-chord rudder was designed to replace the earlier narrow-chord rudder (see photos of both in Post #29). This "new" rudder had a more curved trailing edge and a distinctive kink where the rudder met the fuselage - looking at your collection of components, this appears to be what you've depicted. While this was trialled in 1950, and issued as a modification in 1951, DH produced ALL Chipmunks with the earlier narrower chord rudder, then once production was complete in 1953 started providing the new rudder as a retrofit item(!). By this stage large numbers of Chipmunks were stored in MU's in either the UK or Rhodesia awaiting disposal; understandably these aircraft were not modified. From photographic evidence, narrow chord rudders were still to be seen on active RAF Chipmunks as late as 1956.

3. Strakes:

A 1958 change. There were political forces at play here; questions were being asked about the eight fatal RAF spinning accidents and the MoD had to be seen to be doing something (anything), so that by 1959 all service Chipmunks had the strakes.

4. Ventral NACA-type air scoop:

Again, you have cleverly made provision for this feature. This was another 1951 change that appears to have been incorporated post-production, so that it started appearing from 1953 on. The parallels with the rudder issue are obvious. There is a dearth of clear underside photos from this period, so if you're depicting a Chipmunk in the "grey area" of 1953 to 1956, who is going to say you're wrong if you have/don't have this feature?



http://s10.photobucket.com/user/Blithering/media/img264_zpsc63bbf6b.jpg.html

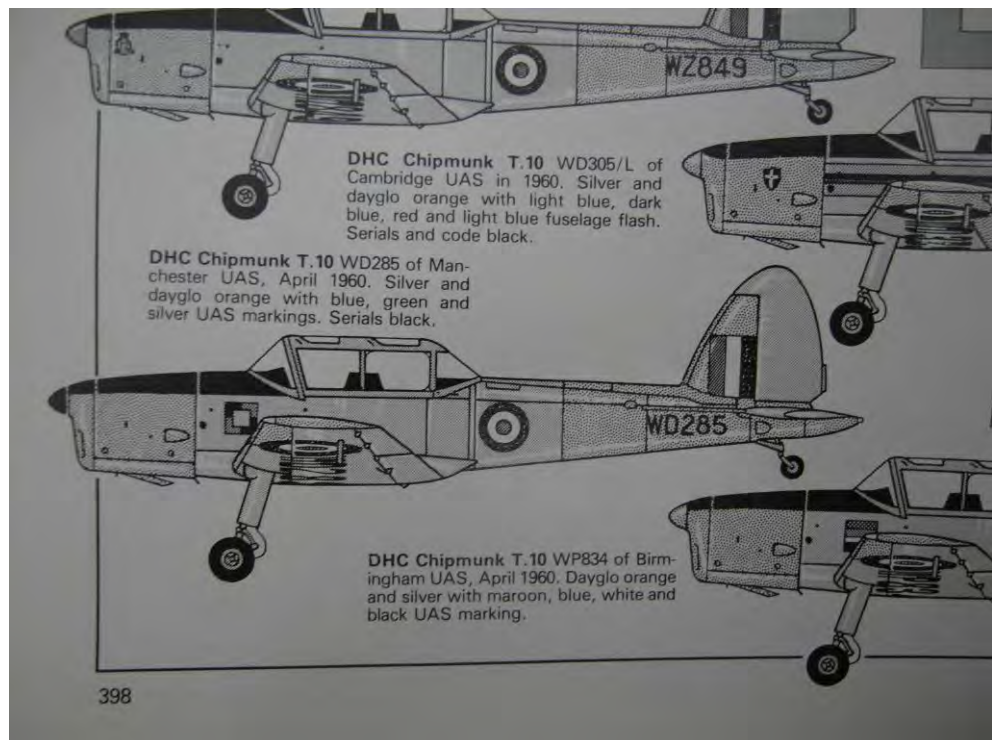
This is WP975 in 1953 - the "kink" at the lower trailing edge of the rudder is apparent, note also the diagonal framing for the two-tone blind flying screens attached to the forward cockpit side panels.

I hope this helps Robin,

Rod.

▲ Edited by Rod Blievers, 26 August 2014 - 03:04 PM.

Hi gentlemen, I decided to paint the Chipmunk in silver with dayglo orange tail No.WD285.







Rod I would like to thank you for your time and advice, it was so much to learn about the Chipmunk. Modeller going for this model need to consider the different modification, and I really enjoy building it.

I paint the firewall silver because some photo show the early aircraft paint it silver, any confirmation ? Please note that I add scratch build strengthening plate on the firewall.

Till the next update,cheers.

Robin

▲ Edited by freemodeller, 09 February 2016 - 05:38 PM.

Robin:

Thank you for putting up with my comments!

I really like your choice of colour scheme - the painted panels look much better, IMHO, than the later strips. The Day-Glo paint had all sorts of problems though, prone to rapid fading/weathering and also HIGHLY toxic to spray, which is why it was relatively short-lived and the adhesive strips came into vogue. I suspect you could be correct with the silver firewall for an early Chippie...

That SAM article, 23 years old now, still the best single reference to UK Chipmunk colour schemes. Note the variations in the shape of the black anti-dazzle panel, accurately shown in the drawings.

Cheers Robin,

Rod.

freemodeller

Posted 27 August 2014 - 10:19 PM

Hi gentlemen the model now is 70% complete, and start to look like Chipmunk , hope your like it, cheers.









Robin

 Edited by freemodeller, 09 February 2016 - 05:52 PM.

Rod Blievers

Posted 29 August 2014 - 09:23 AM

Quote

Great choice of colour scheme Robin. Reminds of a recent build of mine

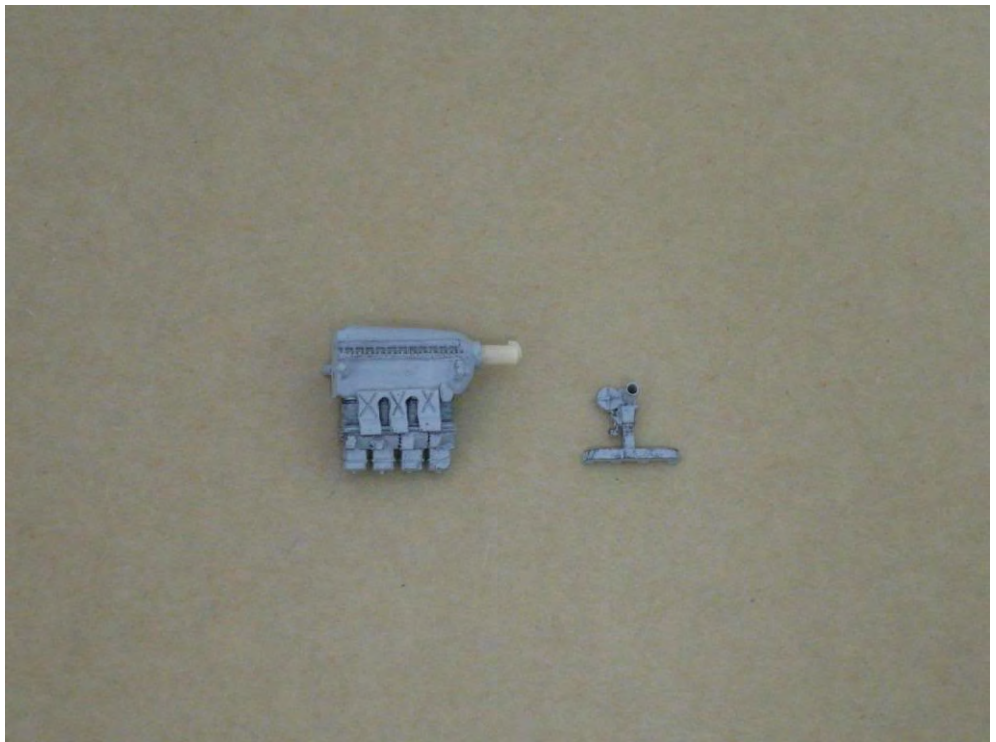
One of the issues facing any modeller is deciding what you're actually trying to portray. In this case, if you're modelling the lovely looking WK518 as she is now - fine. However, if you're going to pass this off as a c.1960 RAF Chipmunk (the colour scheme enables quite tight dating since the adhesive strips appeared in 1960/1961) then you're faced with inaccuracies. The black/white prop blades, coaming mounted compass, "Canadian" heater intake/near vertical exhaust stack and the VHF whip aerial under the RH wing all date from well after 1960.

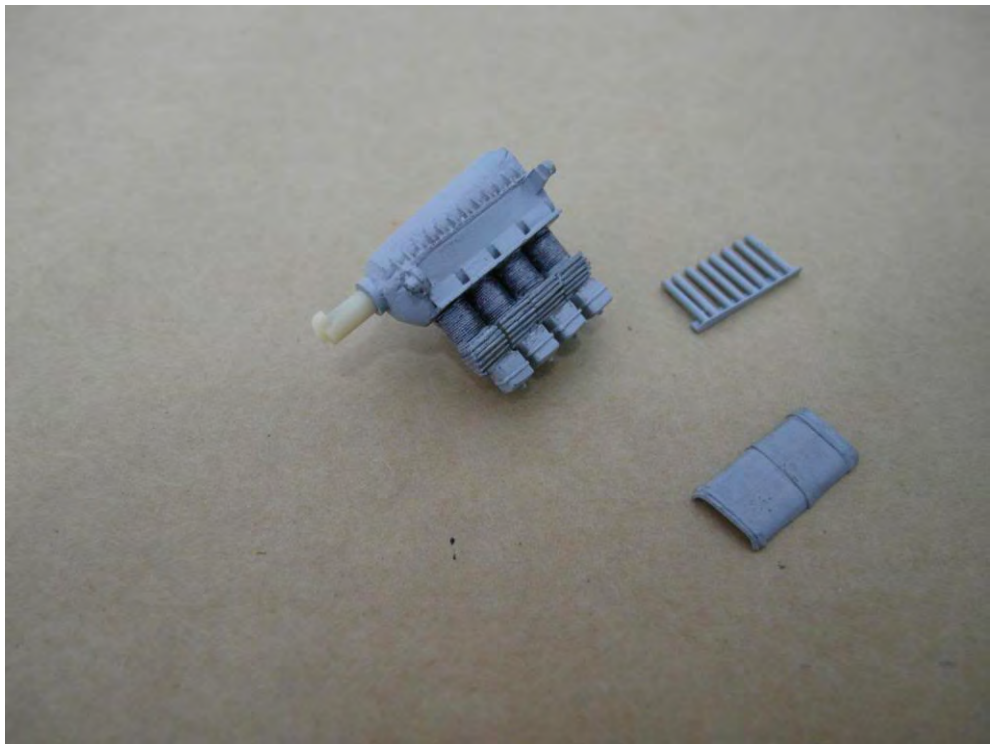
This issue applies to any restoration, which is why I'm always very wary of ex-military Chipmunks in civil hands. In case you think I'm being super-critical, I'm always painfully aware of the "errors" in my own 1:1 Chipmunk, finished in 2 FTS markings c.1972 - the colour scheme/markings are very close to the original (with the exception of the too-tight curve of the red under the spinner and the yellow prop tips, both since rectified) but there are configuration anomalies here, there are at least three (my comments on WK518 provide a clue):

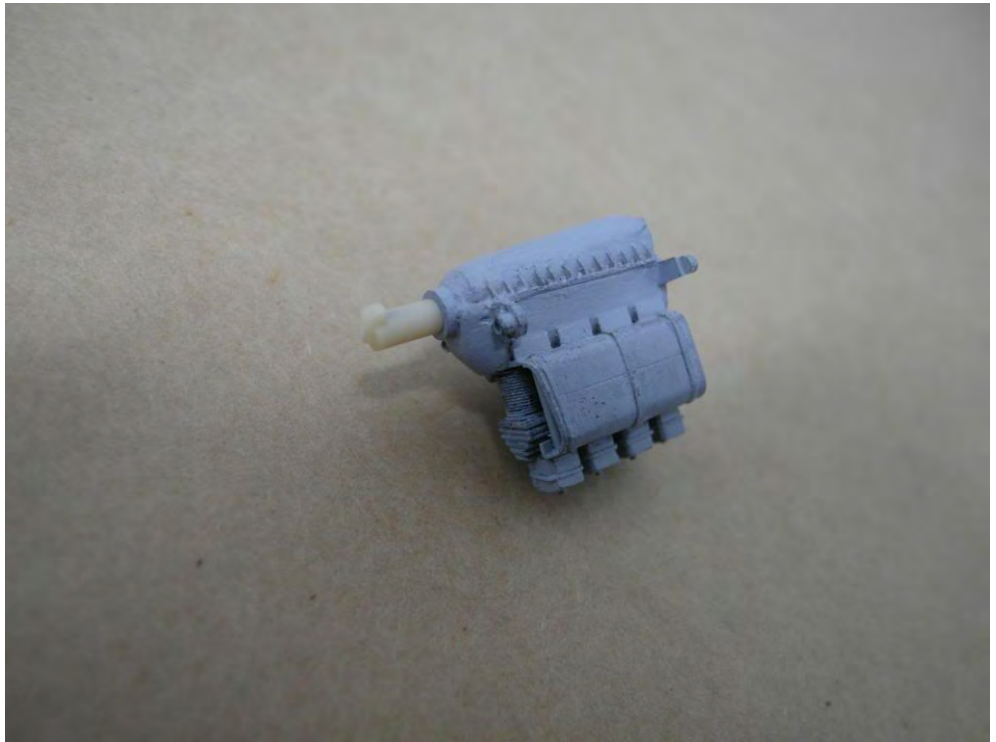
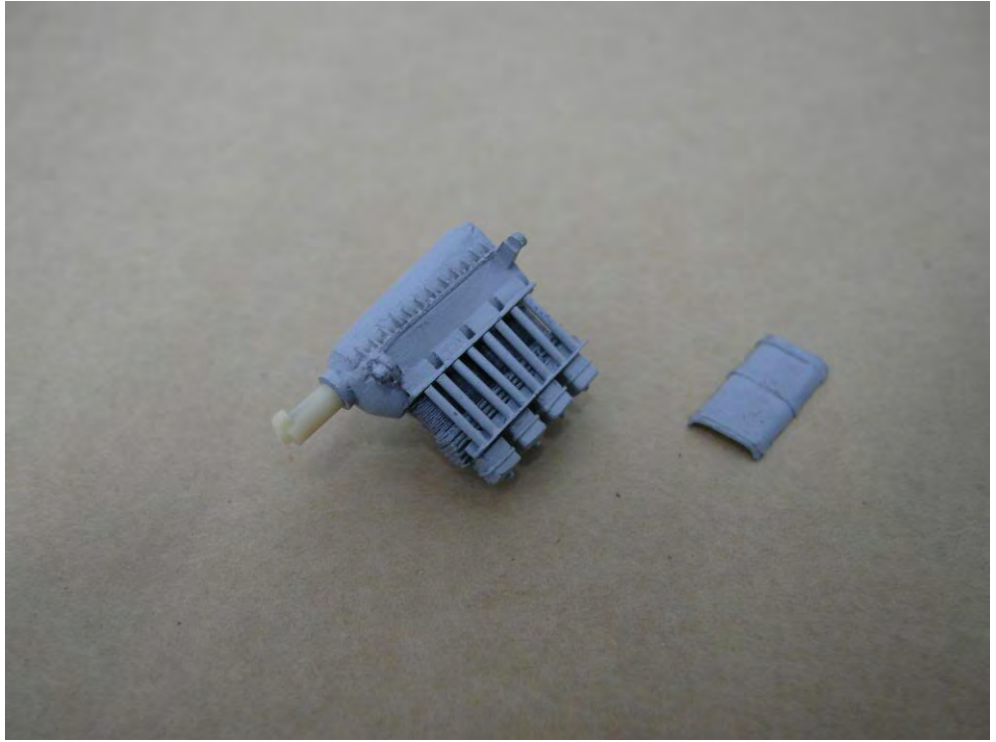


<http://s10.photobucket.com/user/Blithering/media/VH-MMSDHC1.jpg.html>

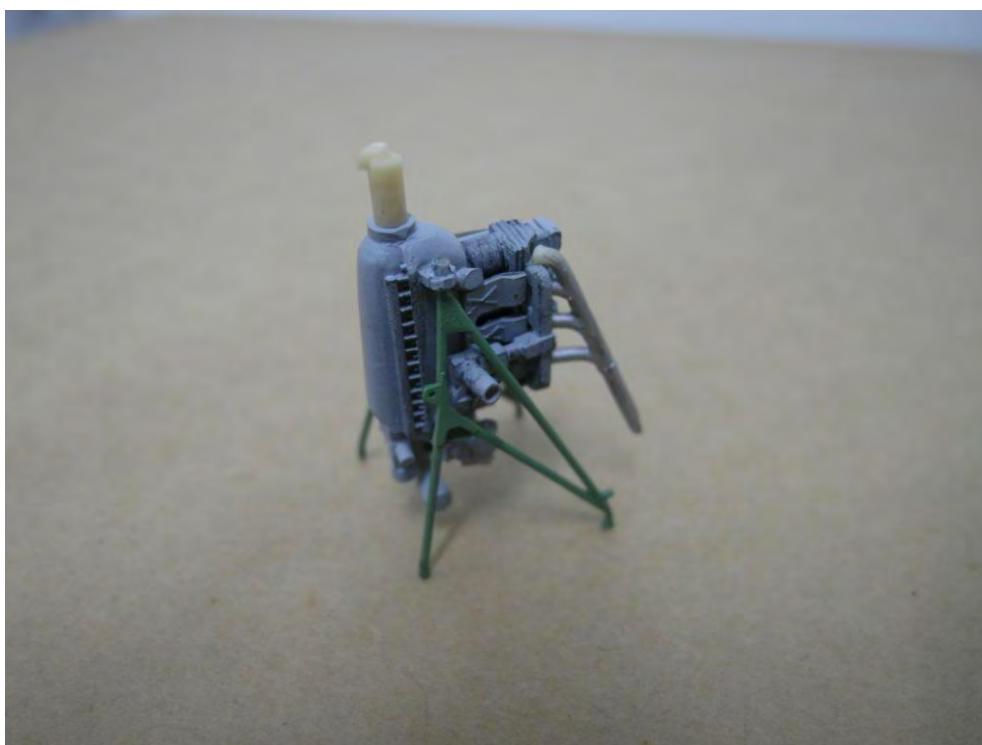
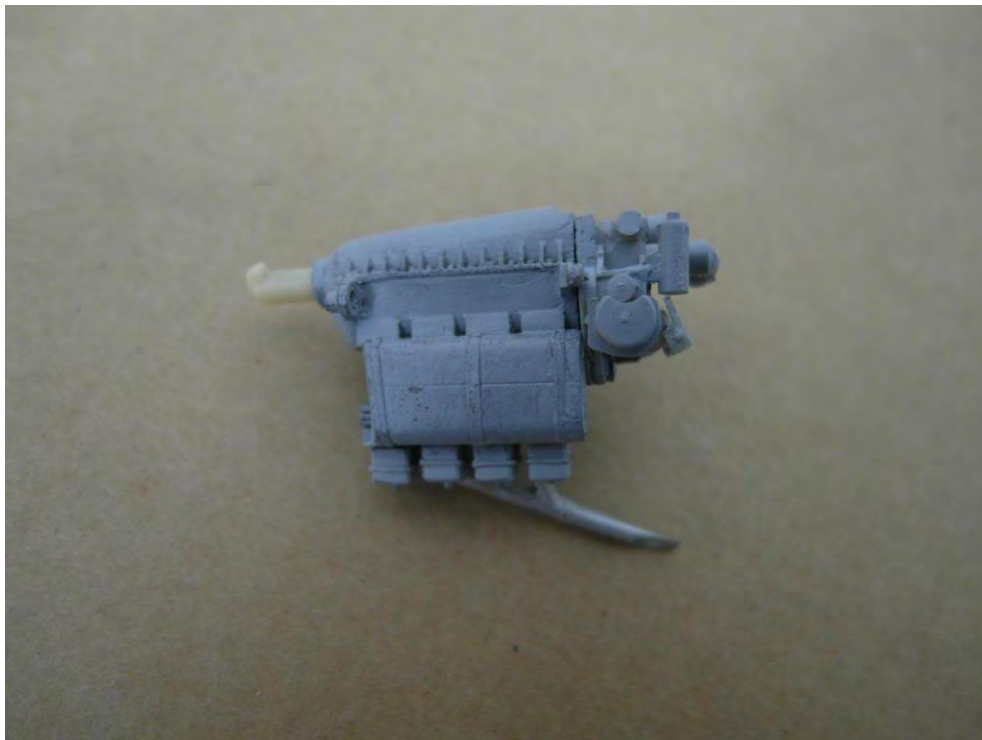
Hi gentlemen my next item to complete is the engine.











More to come, cheers

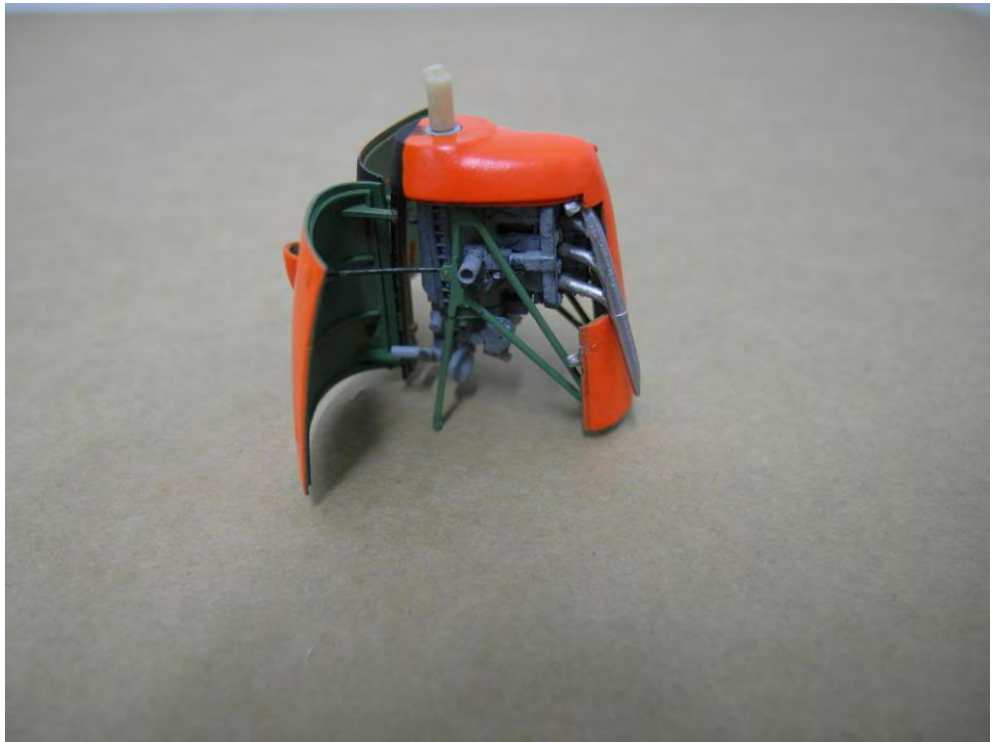
Robin

▲ Edited by freemodeller, 09 February 2016 - 05:53 PM.

freemodeller

Posted 31 August 2014 - 02:30 AM

Hi there I'm back to work for the chipmunk, here is the update.....part 1





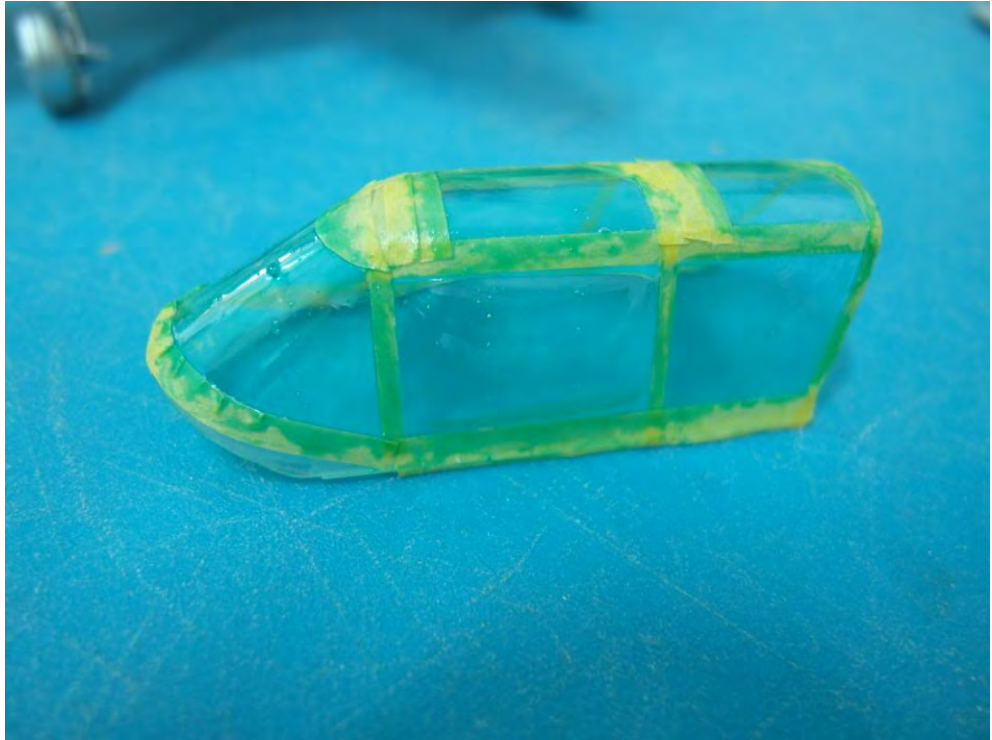


I used my self locking propeller design here, the prop can mount or dismount and spinning easily, hope your like it.

Now is time to dress up in RAF uniform for Sunday roll out.







I used masking tape to mark the clear part for the canopy follow by mask over the clear area using masking film. Cut along the masking tape and remove all the tape before paintg.

More detail on the canopy in part 2.

Part 2.....

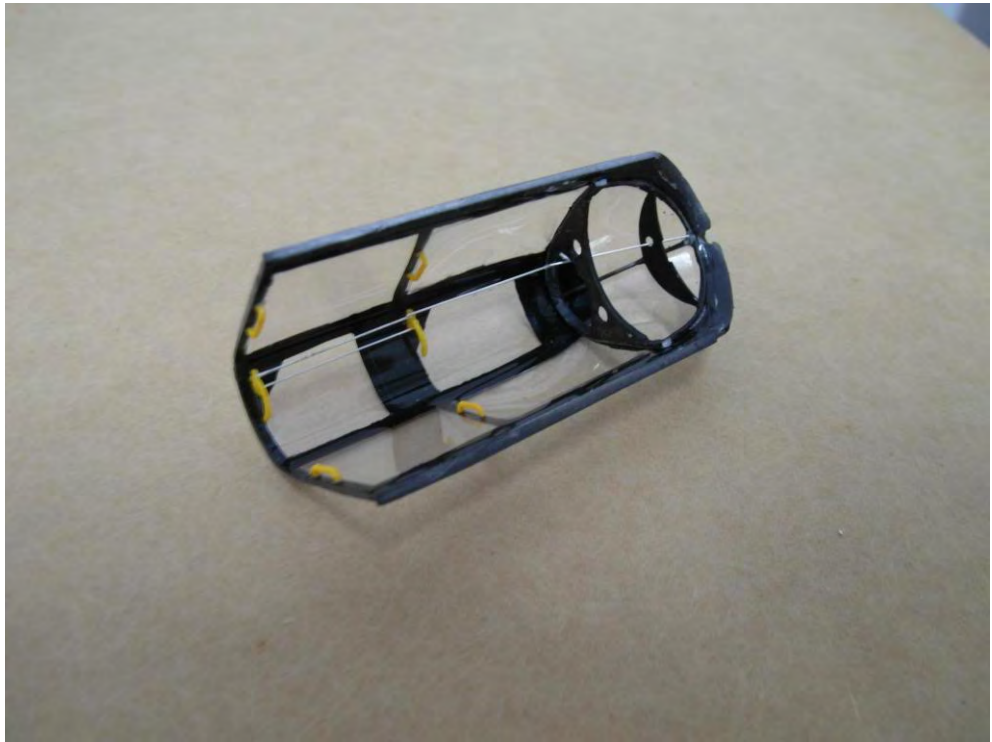




I used double side tape for mounting.



Next add details.



Paint black first before painting silver so the frame inside will be black.

I should complete the chipmunk tomorrow ready for the roll out, cheers.

Robin

▲ Edited by freemodeller, 09 February 2016 - 05:59 PM.

Rod Blievers

Posted 31 August 2014 - 07:36 AM

Robin:

This just gets better and better (which I wouldn't have thought possible)!

One item of canopy furniture, not readily apparent unless you look inside the canopy and up, are the yellow knobs to open the canopy drag flap. With the flap extended (small square fitting in the centre of the canopy roof), drag causes the canopy to slide fully aft to allow the crew to bail out - normally aerodynamic forces actually hold the canopy closed, at high speed it is VERY difficult if not impossible to slide back.

Here's a self portrait showing these taken 10 years ago, note the yellow knobs on the RHS roof (thinks: I was less grey and had more hair then!). All four placards visible on the instrument panel are necessary for civil certification; they were not present on RAF examples.



http://s10.photobucket.com/user/Blithering/media/VH-MMS-DHC1-2005-04-24InFli_zps013a93f1.jpg.html

▲ Edited by Rod Blievers, 31 August 2014 - 07:51 AM.

Rod Blievers

Posted 31 August 2014 - 07:50 AM

One more thing!

I'm not sure if you'd want to include this detail, even in 32nd, but for the sake of completeness, here goes:

There are also side panel jettison handles fitted to the two LHS side glazed panels. There are two linked internal/external handles, one on the forward lower frame of the front cockpit side panel and one on the lower aft frame of the rear cockpit side panel. If you look at my earlier photo the internal handle (still painted black at that stage) is visible at the bottom of the forward canopy frame. It should look like this:



http://s10.photobucket.com/user/Blithering/media/P1010131_zps872086c5.jpg.html

The rear handle is a mirror image, the distortion of the canopy side bulge makes it looked thinner here:



http://s10.photobucket.com/user/Blithering/media/P1010132_zps9a3b465b.jpg.html

Hope this helps Robin - you're doing a wonderful job here.

Cheers,

Rod.

Rod Blievers

Posted 31 August 2014 - 06:21 PM

Quote

But I'd check the style of the serial numbers.

I think he's right - all serials (except for a "1") were supposed to be 8" X 5", which rules out the letter "W" on the decal sheet.

One oddity though is that PFS, which became 2 FTS at Church Fenton (1968-1974) persisted with using a very similar "2" to that on the decal sheet for their code letters - they're certainly not the standard "2", note the difference on WK628 in the background. Also there's an odd shaped "G" apparent here...



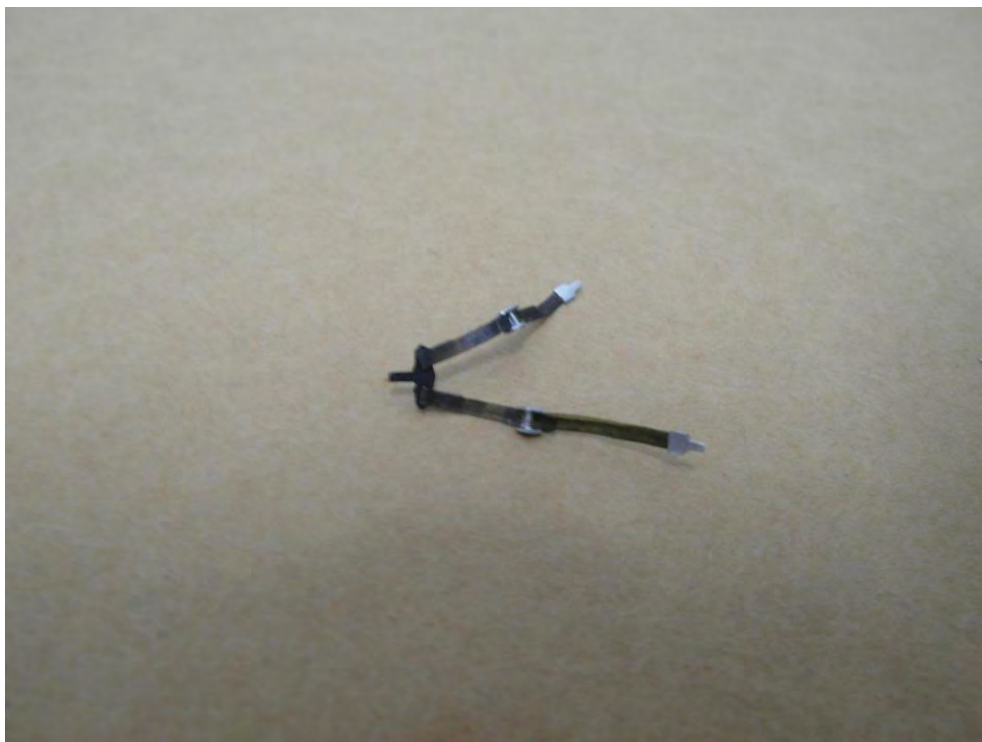
http://s10.photobucket.com/user/Blithering/media/WG316-2-FTS_zps08dbac43.jpg.html

freemodeller

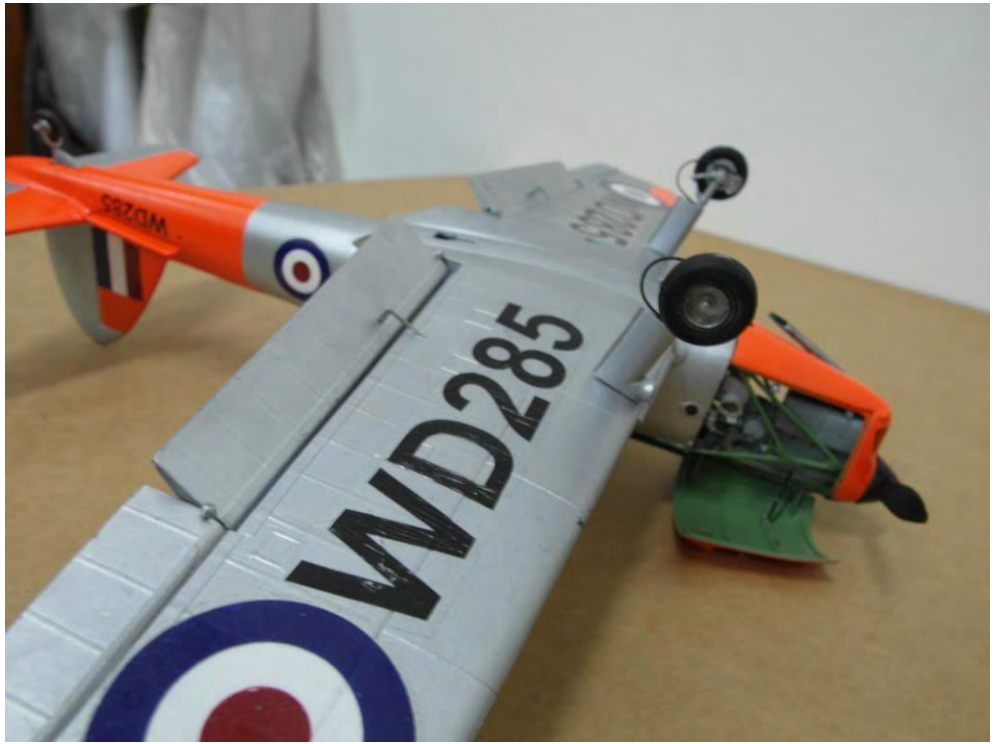
Posted 31 August 2014 - 11:33 PM

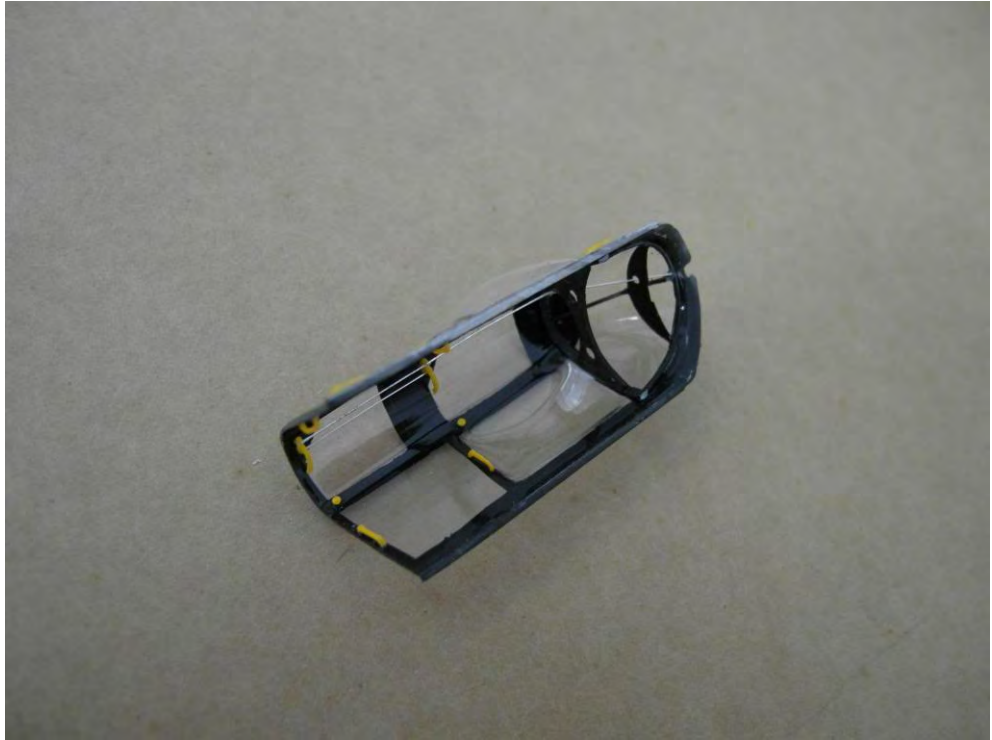
Hi there, this is the last update. I add the the two knobs in the canopy which I had miss, Rod thanks for that. As for the number I did not have the decal at this moment , I will replace them in later date,Tim thanks for your info.

The Chipmunk have been completed and I will post the roll out picture in Ready for inspection, here are the last few photo for work in progress.









That is the end for the built, lets go over to the roll out picture , see your there, cheers.

Robin

 Edited by freemodeller, 09 February 2016 - 06:09 PM.



1:32 Scale Chipmunk

Started by freemodeller, Aug 08 2014 04:19 AM

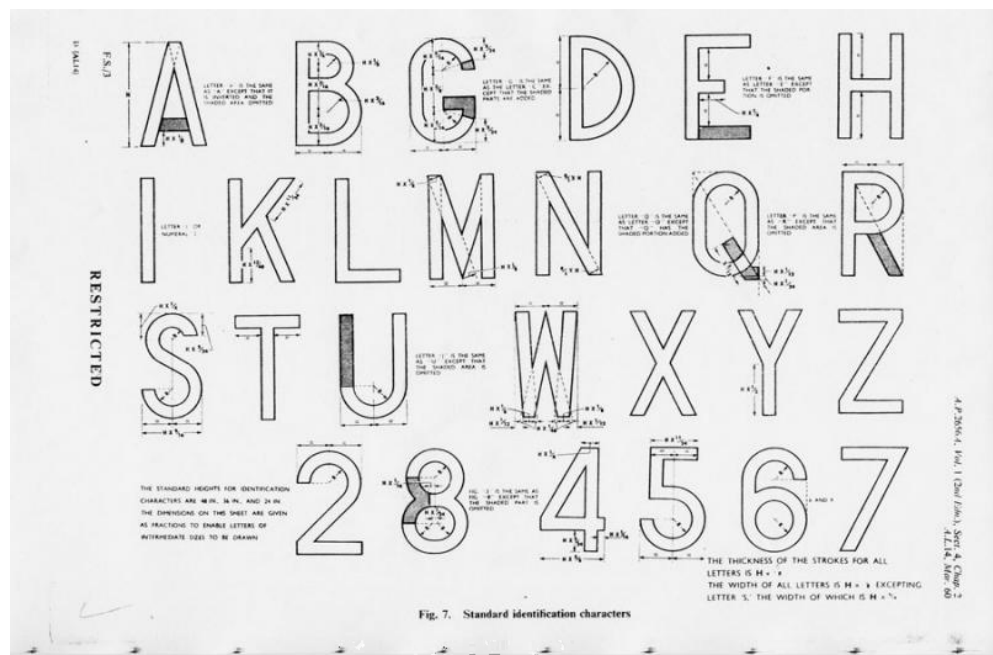
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Rod Blievers

Posted 01 September 2014 - 06:43 AM

Mind boggling Robin - that's just so impressive! Did I ever tell you about the distinctive Chipmunk cockpit smell? It's a heady mixture of oil, petrol, leather, sweat & vomit - and I can smell it looking at your depiction of the cockpit!

A bit late, but after two days' scrabbling around I finally located this (I KNEW I had it somewhere!). Not a criticism in any shape or form, just intended for future reference:



http://s10.photobucket.com/user/Blithering/media/standard-ident-letters_zps2oe52b4d.jpg.html

There are of course variations.

Cheers and congratulations,

Rod.

Edited by Rod Blievers, 01 September 2014 - 06:45 AM.

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Addendum & Errata

Updated notes from Rod Blievers:

A couple of additions:

1. dH Gipsy-Major engines left the factory entirely in black; earlier I'd said that the crankcase should be grey (not so).
2. To clarify what I'd said about currently flying Chipmunks - all Chipmunks flying in the UK must have the strakes, regardless of whether they're UK, Portuguese or Canadian builds. There is no requirement regarding the rudder size though. The "no strakes/no fly" rule applies to Tiger Moths too.