



**SILVER WINGS
1/32 BRISTOL BULLDOG MK IIA**

FEATURE ARTICLE BY JULIAN SEDDON



Bristol Bulldog Mk IIA



HIGH QUALITY SCALE MODEL KITSET
RESIN MODEL

SCALE 1:32
CAT. NO. 32-013

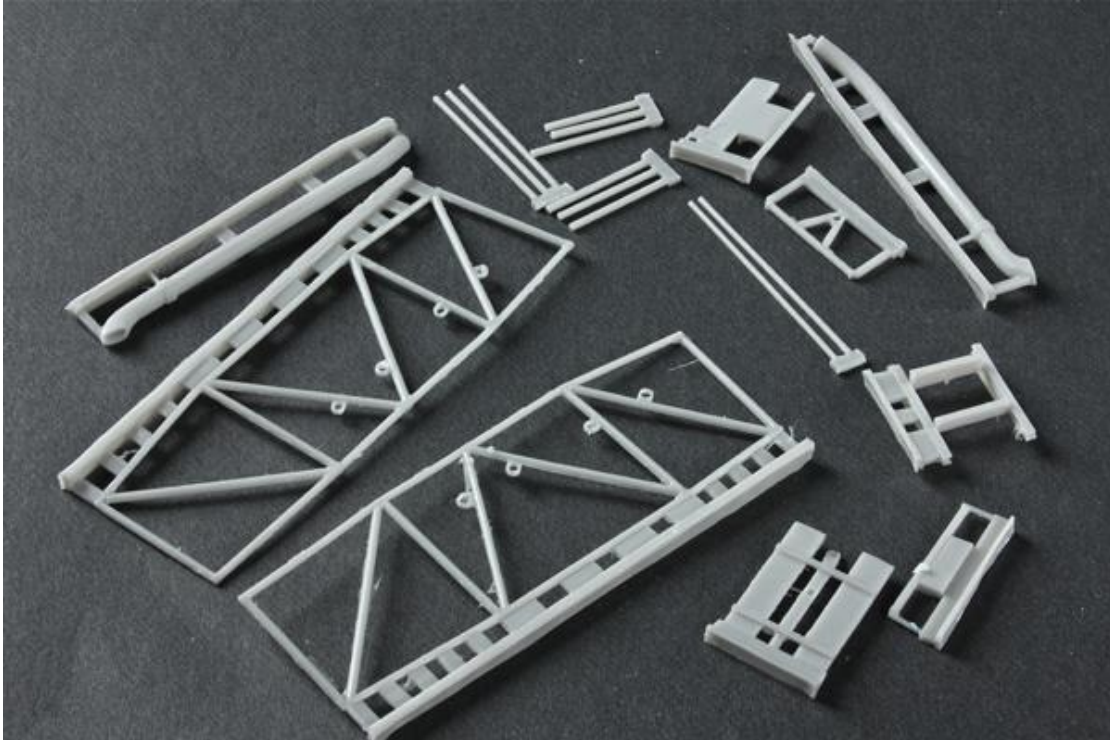
Our sincere thanks to Silver Wings for supplying our review sample – get this and other impressive kits in their range at www.silverwings.pl.

Introduction...

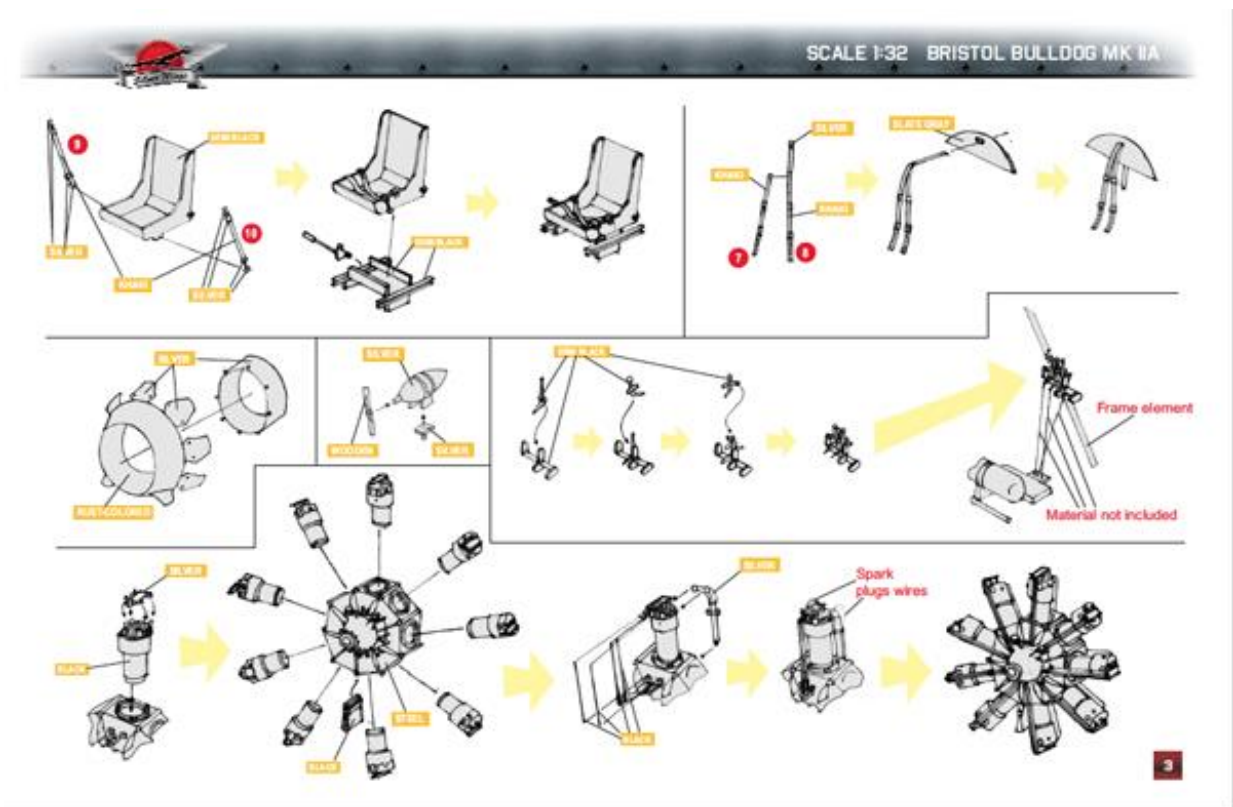
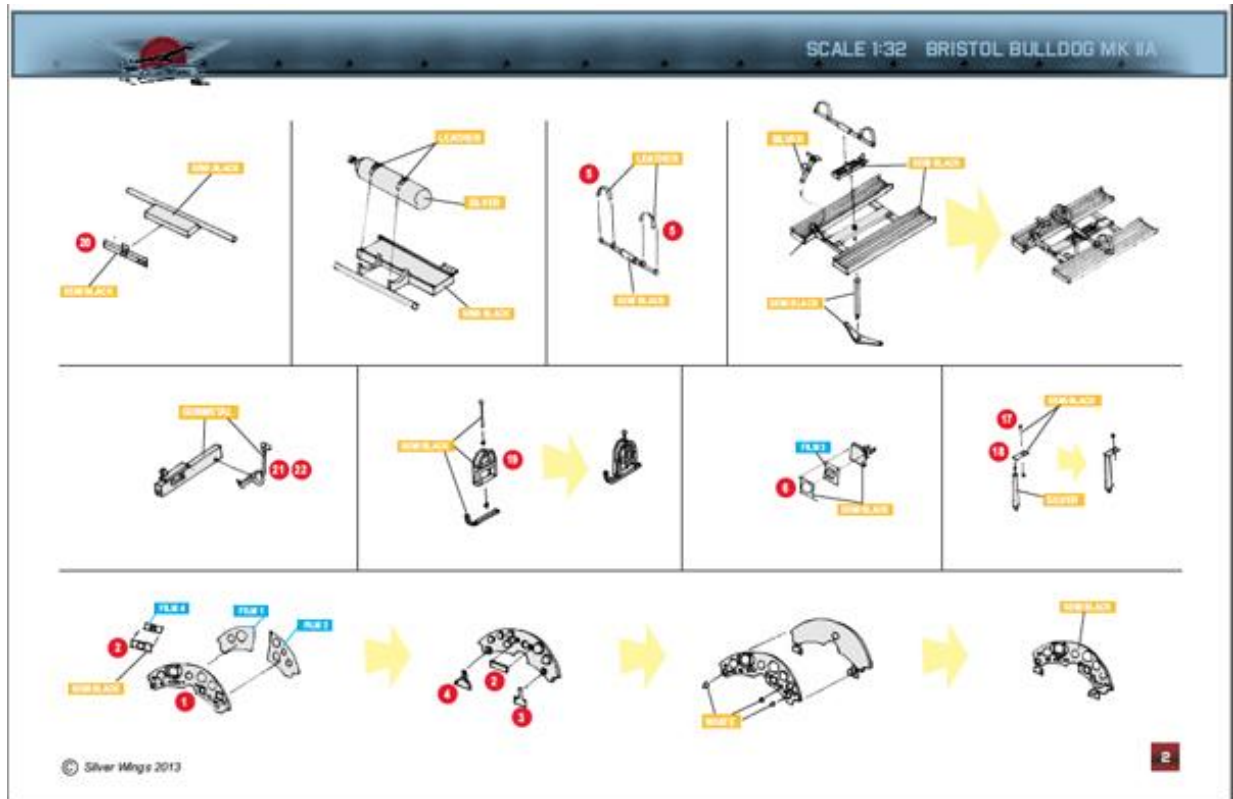
Before getting under way, why not take a look at my [Here Now](#) in-box review all the kit details, meanwhile I will get on with the construction!

Cockpit...

Here are the cockpit pieces.

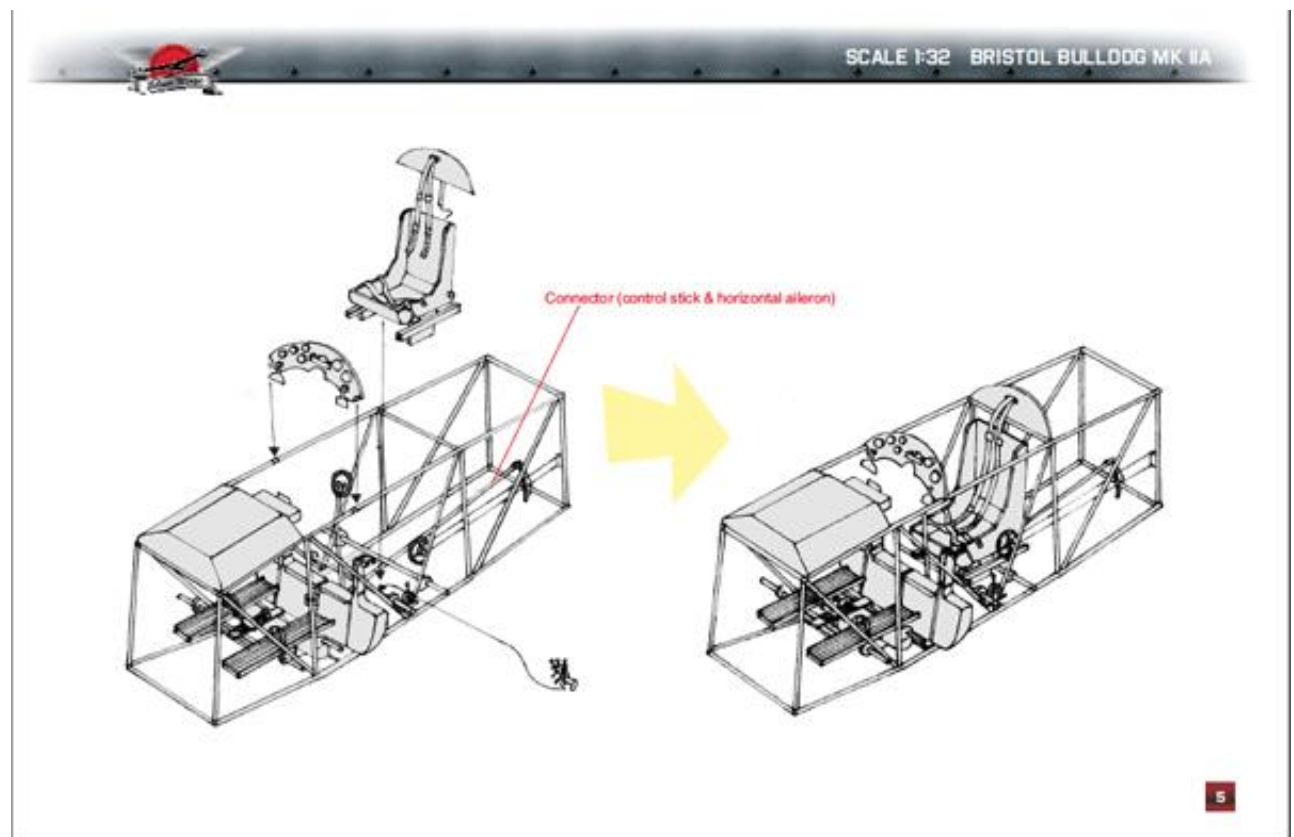
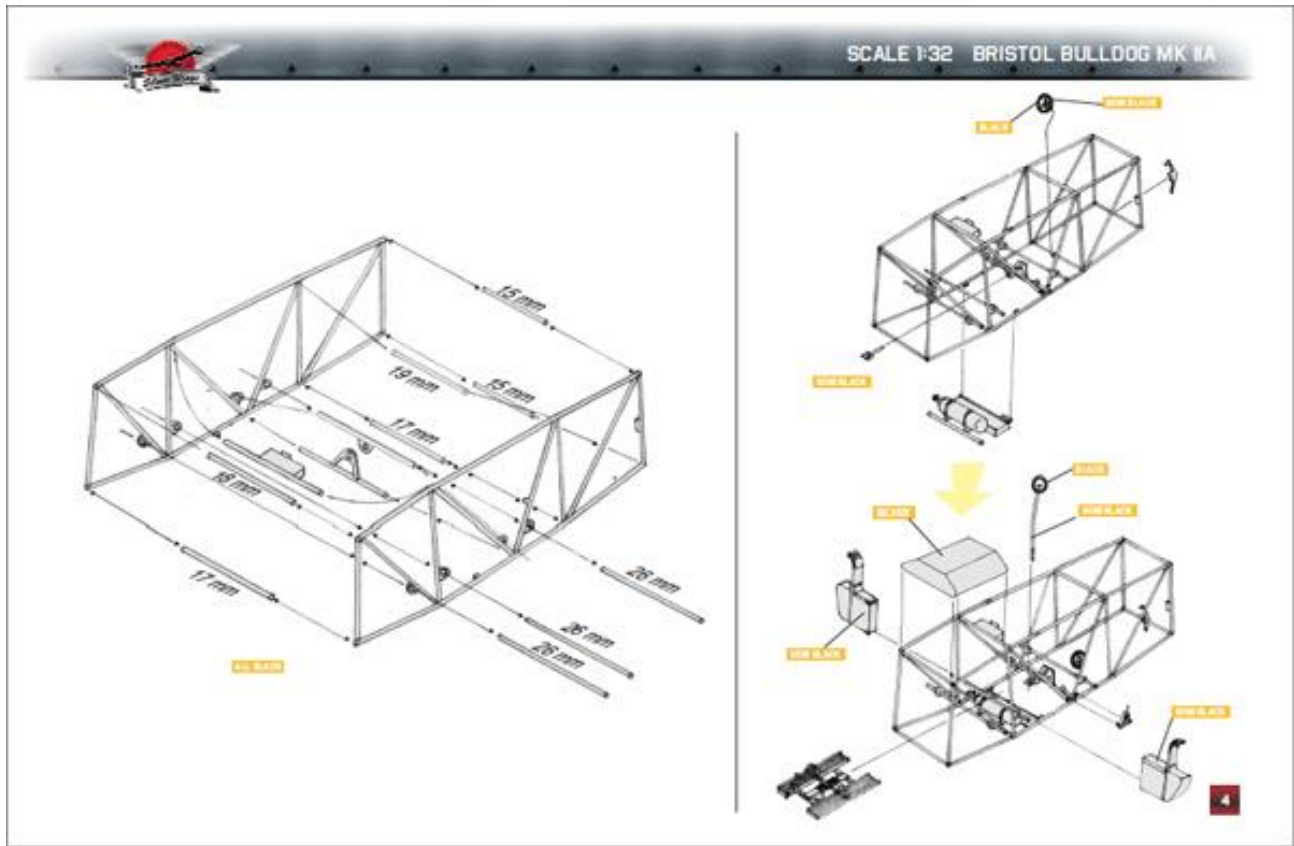


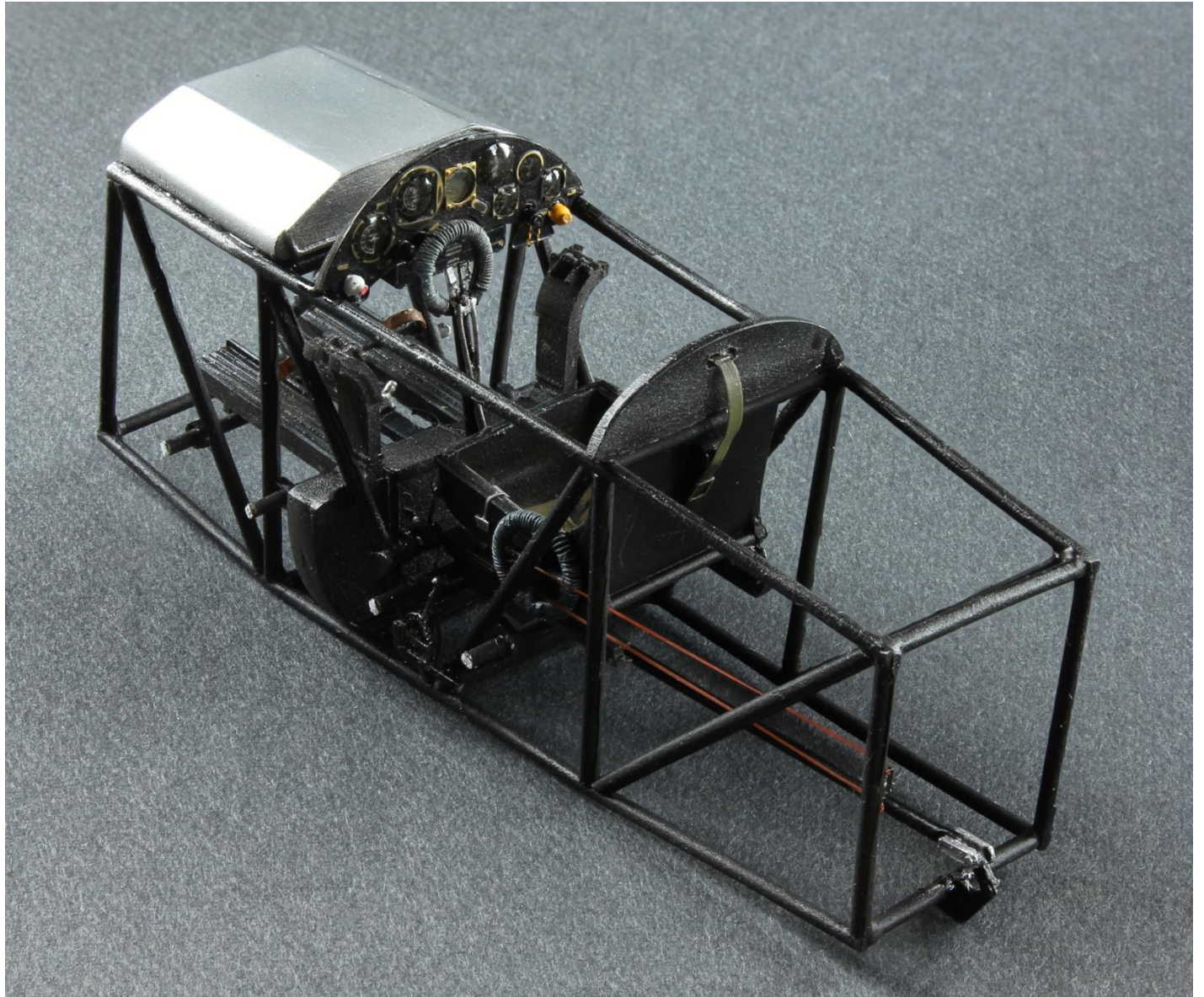
After working on the Hart (you can see Julian's Hawker Hart build here – G) by Silver Wings, at the time changing the order, I thought that this time I would follow the instructions. They are, as you will see purely illustrative with no numbered parts.

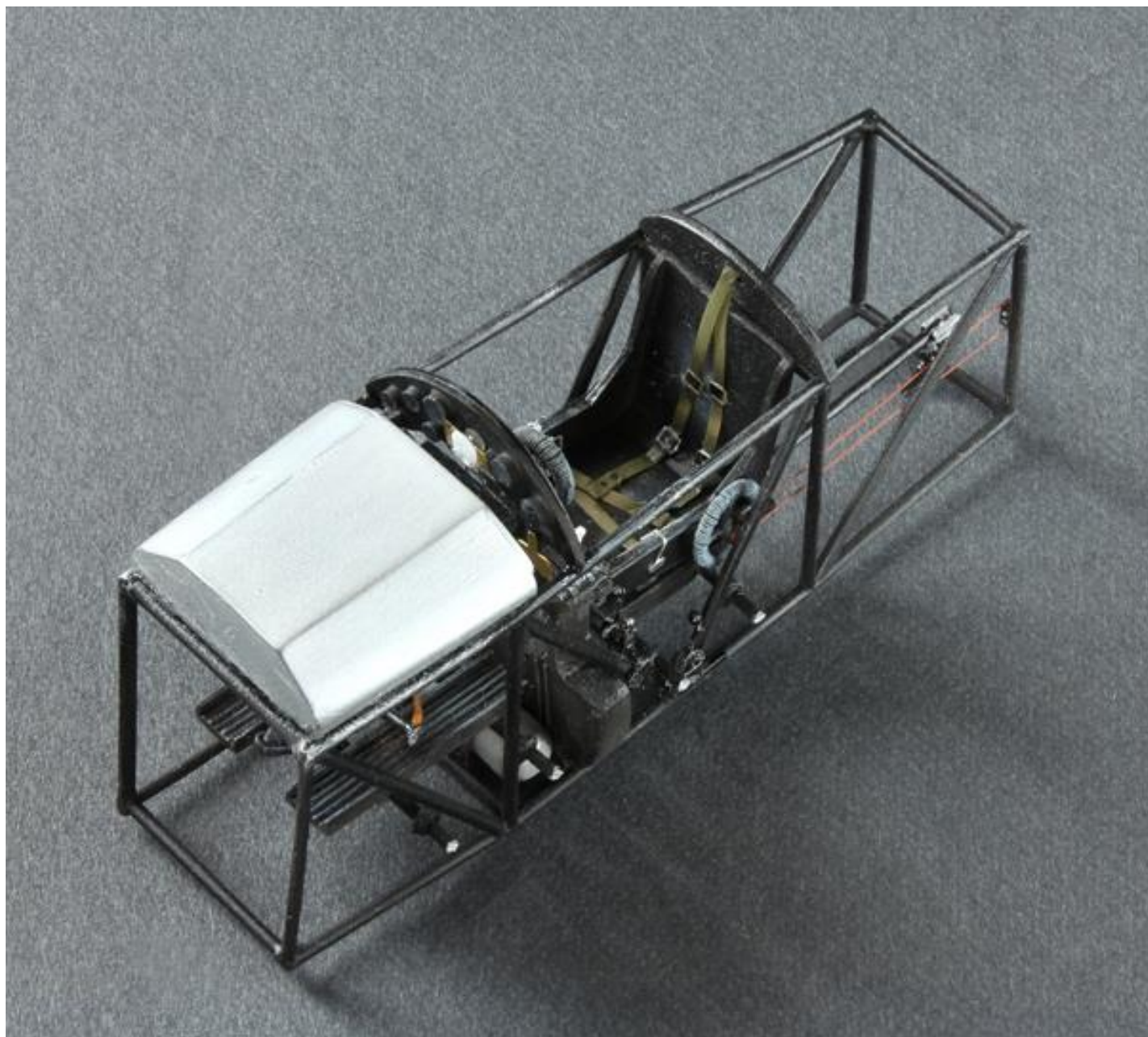


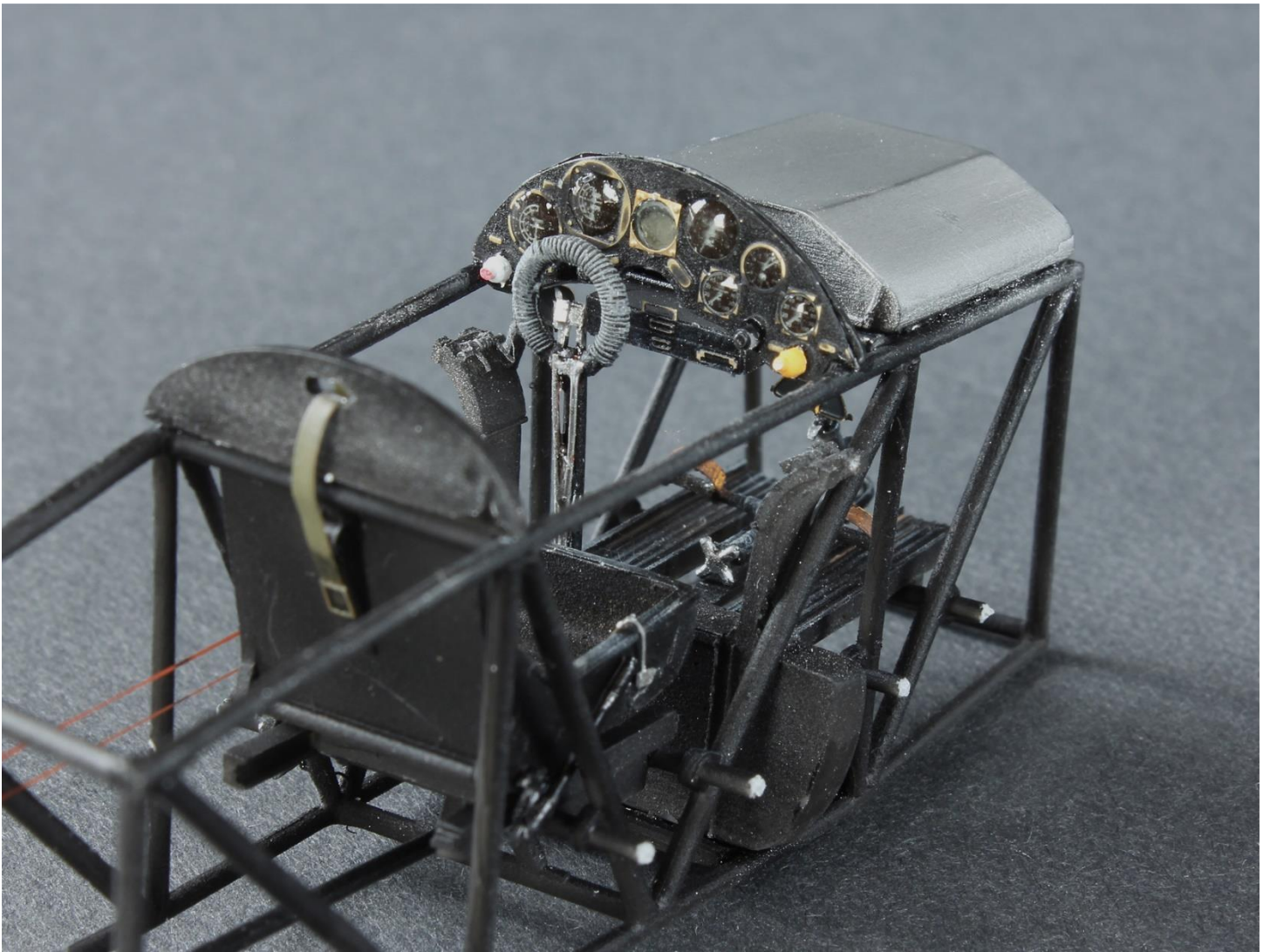
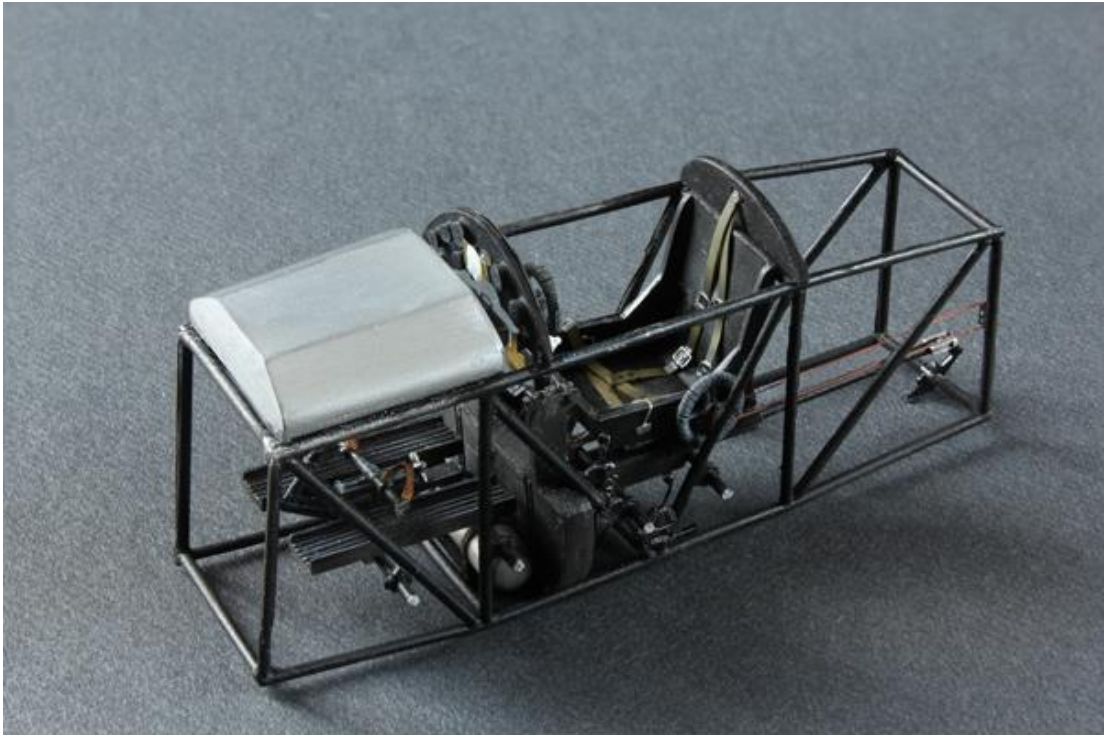
There is a bit of cleaning up to do and rather more parts identification. In spite of the lack of numbered parts, after a good look, all the parts fall into place and although they are small, installation is straightforward.

I hope the pics help any builder position the pieces correctly.







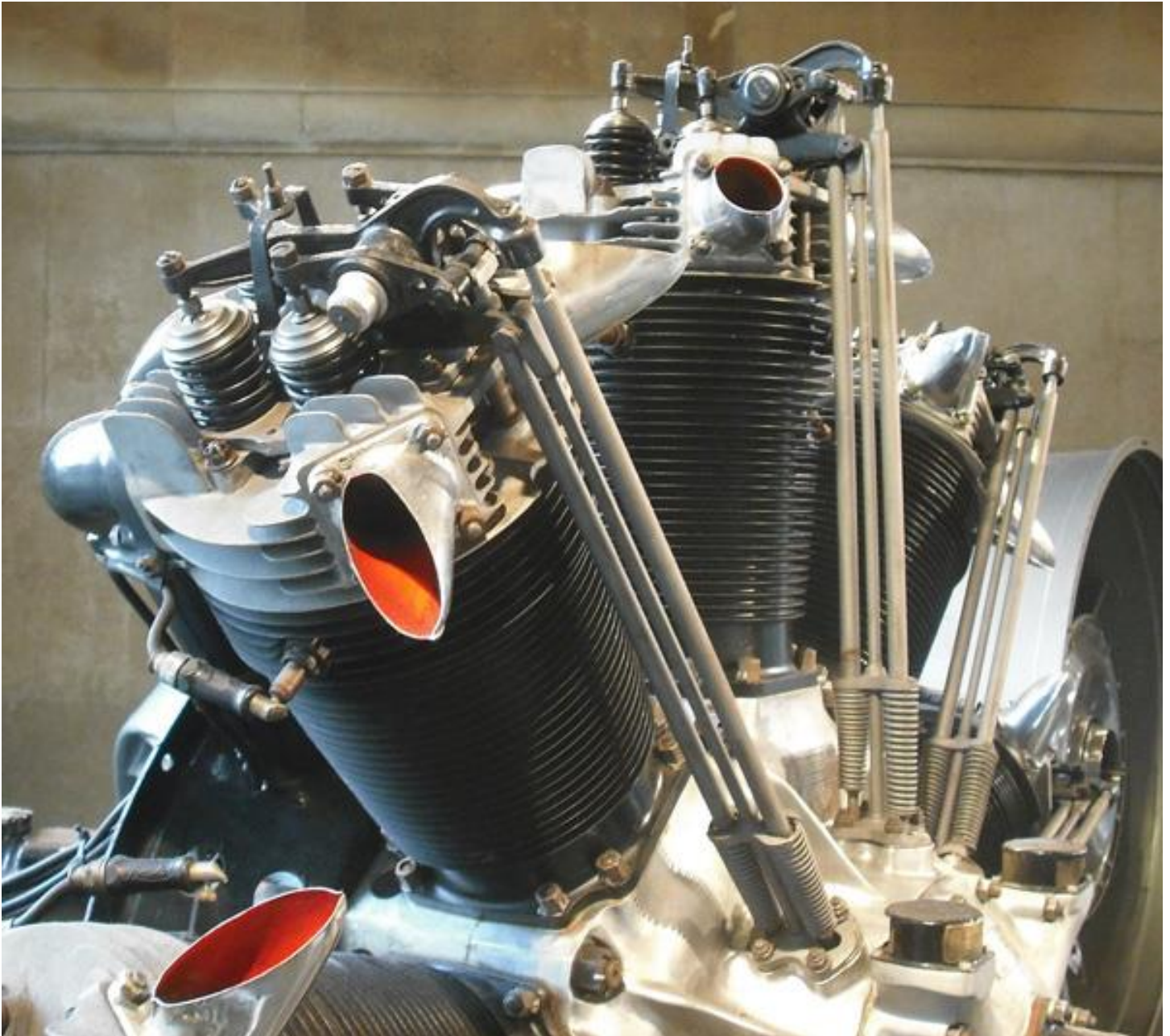


I test fitted it into the fuselage and have found that a bit of trimming, here and there, is necessary. I will follow this up when I join the fuselage halves.

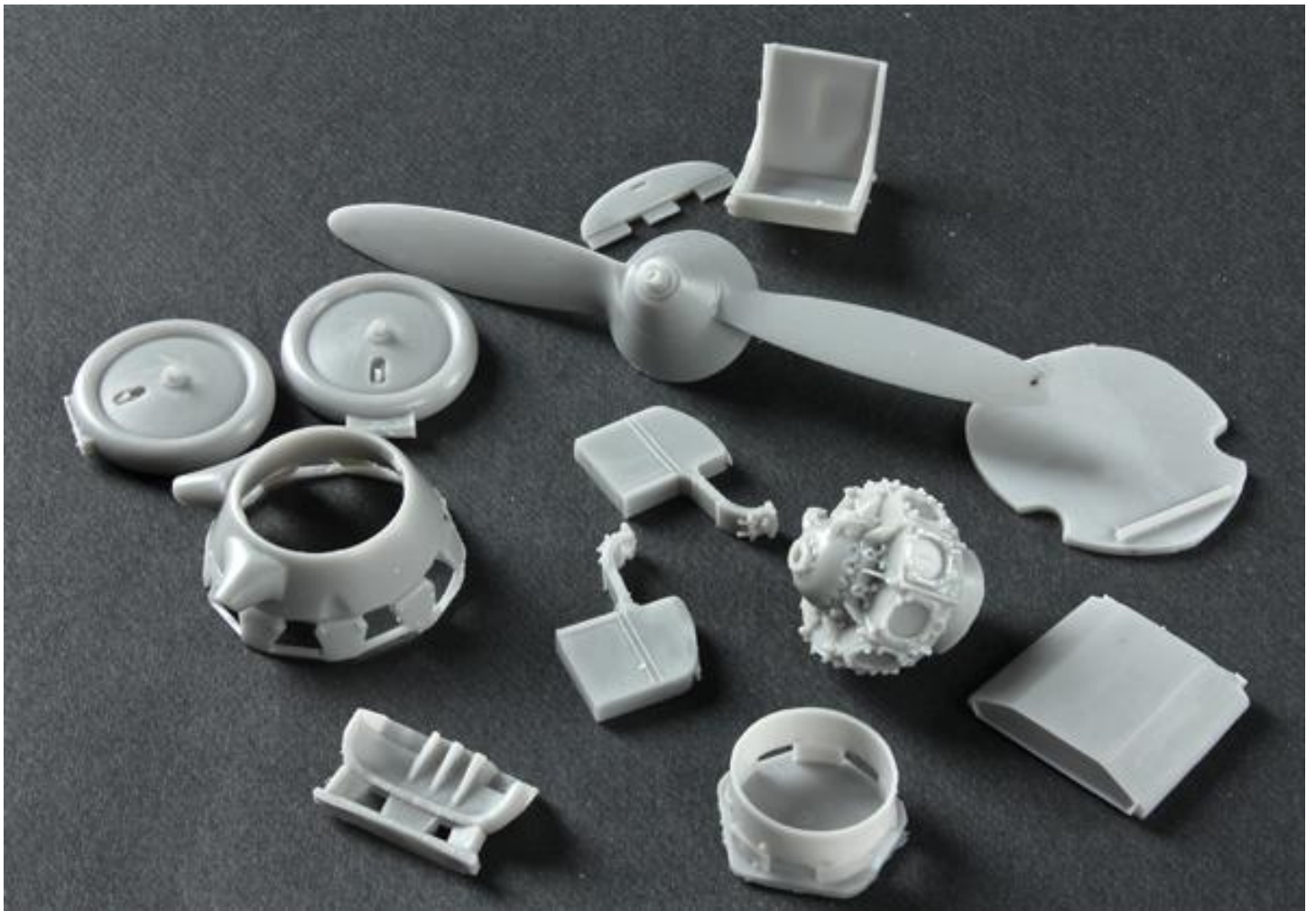
The engine...

The instructions show that the engine assembly should be done early on; the way that this engine was incorporated into the fuselage of the Bulldog results in very little of it being visible. What a waste – the kit version is a little jewel.

I have done a little more work on it than will be seen but stopped well short of a full build.

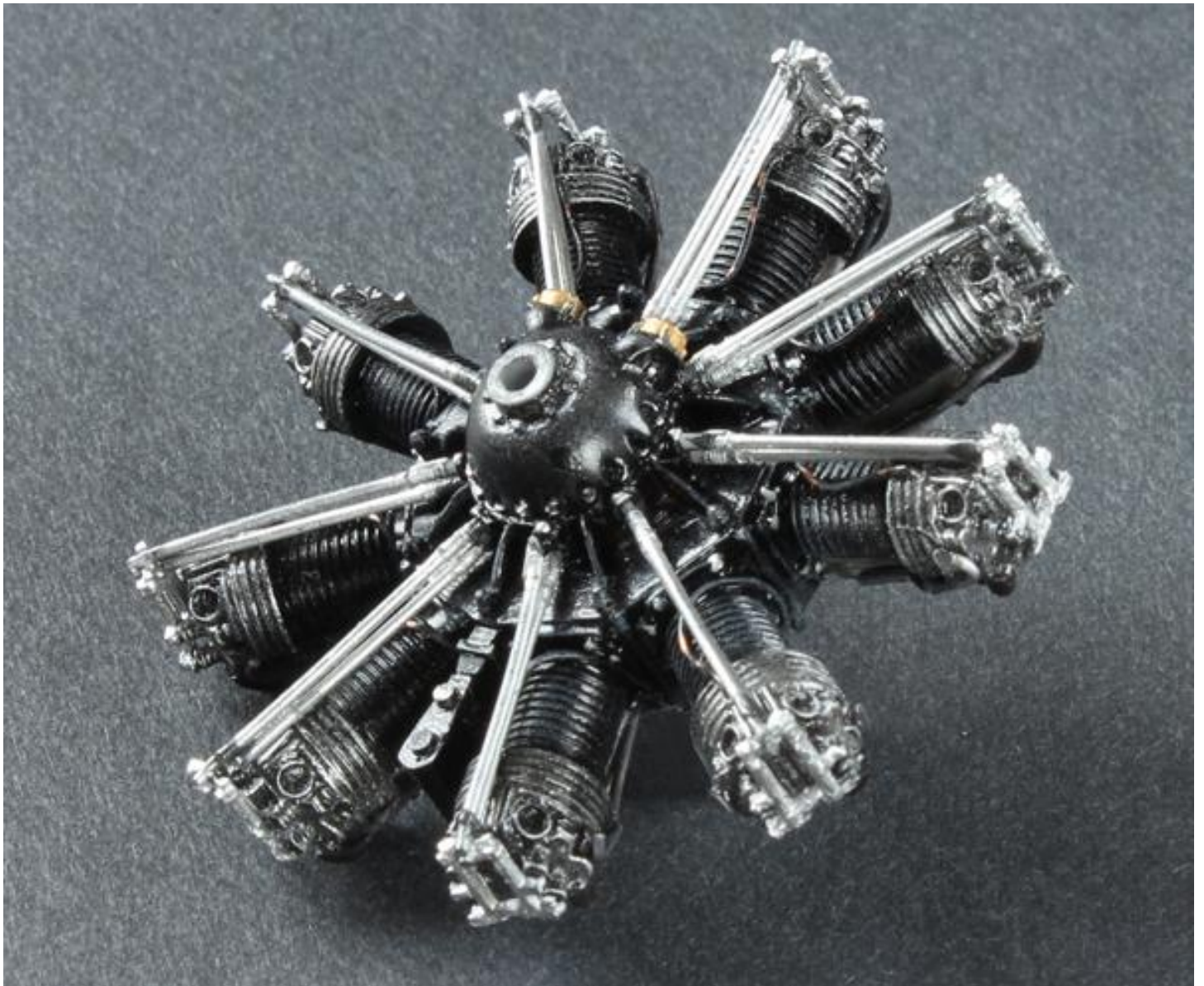


This is a Bristol Jupiter that seems as near to the kit model as I could find. I can't find a pic taken from the front that is the same as the kit supplied one.



The bits are in these two bags along with some other parts, the push rods in a third. The exhaust manifold is fixed later in the procedure. The “V” shaped castings in the first photo are the bodywork pieces that sit behind the engine presumably for airflow reasons. They conceal a good part of the engine build.

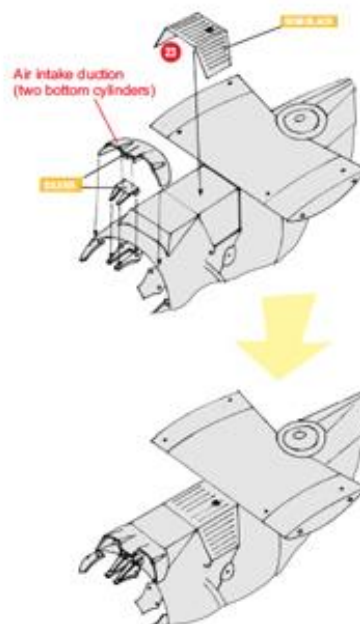
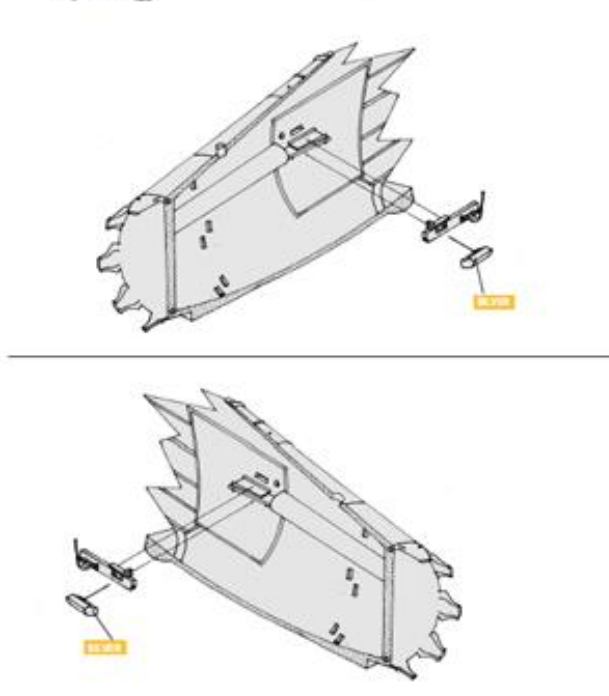




The fuselage



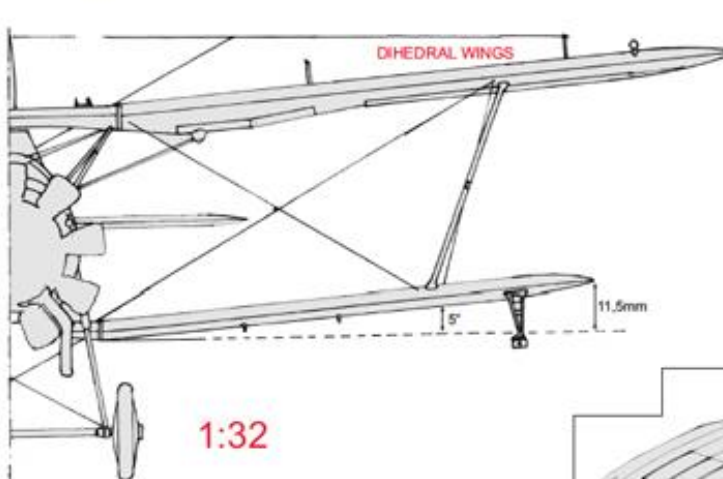
SCALE 1:32 BRISTOL BULLDOG MK II A



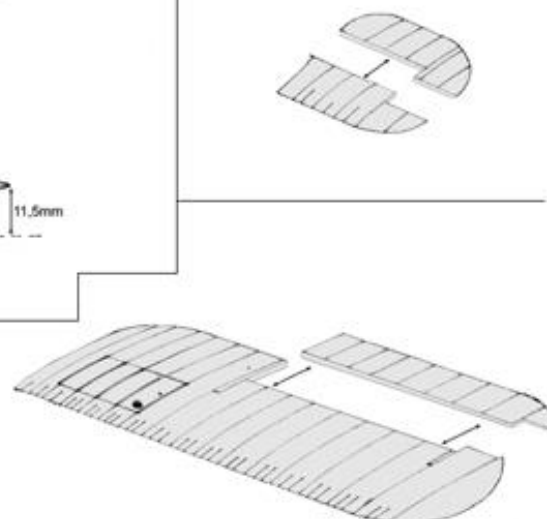
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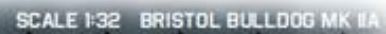
SCALE 1:32 BRISTOL BULLDOG MK II A



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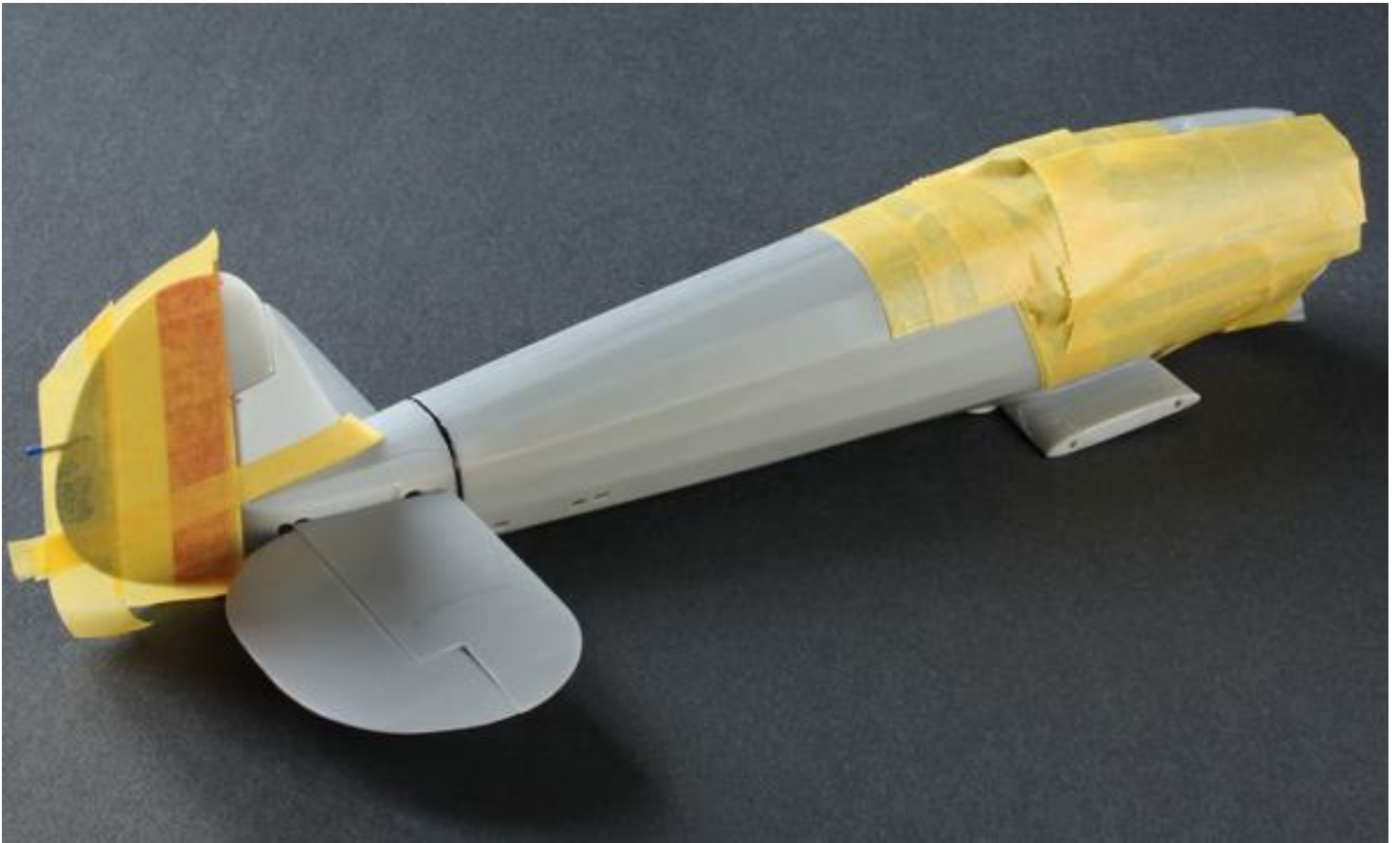




I lined up the supports on the upper wing middle (the cabane?) and test fitted them to the fuselage. The fix was not straight. I adjusted the length of the wire inserts and refitted, they were better but I will have to concentrate when I do the final installation. Again, I have inserted wire into the wing lugs just to add a little more strength to the fix.



Fuselage assembled, tailplane fixed, insignia painted on I didn't fancy the decals here as they had to be cut to shape and I thought that it would look messy.



Fuselage masked up ready for painting the non-metal parts. I chose to paint it Airframe Aluminium which, being dark in tone, will give a better opportunity for dry brushing later. It will be finished with a satin coat after the decals are put on.



Lower wings fixed. I did tape the fuselage to a base to level it and then put 11.5mm card into place. This is where the extra wire came in handy as any adjustment was kept in place by them. These will also be painted the non-metal fuselage colour.



Metal parts painted with Alclad Chrome. Once again this allows me to bring down the shine to polished aluminium colour. I find that the Alclad polished colours degrade when applying gloss coats. At present the non-metal parts have not been satin coated.



Everything was masked up to paint the green. I have got it slightly wrong here - the green line is too high - will lower it. I was also testing how strong the Alclad Chrome was when sticking Tamiya tape to it. It stood up extremely well not showing any loss to the tape.



Green realigned fuselage and tail decals on. When I painted the tail fin I had forgotten that the aircraft number is part of the decal. I had to cut it out carefully and fix it separately. Unfortunately there is a small amount of show through, which, of course, would not happen if you used the decals supplied.

It is masked up ready for the satin coat.



Wings joined to the cabane, painted and decaled. Ready for satin coat.



The prop and spinner come as one piece; they have to be masked and painted in three parts. The wood of the prop was painted starting with a dark brown base (I used Vallejo Dark Leather) then I mixed a beige oil based colour and brushed it in streaks across the brown. When this had dried thoroughly I sprayed Tamiya Clear Orange over it.

I cannot see that these props were built of obvious laminates in the reference I have.

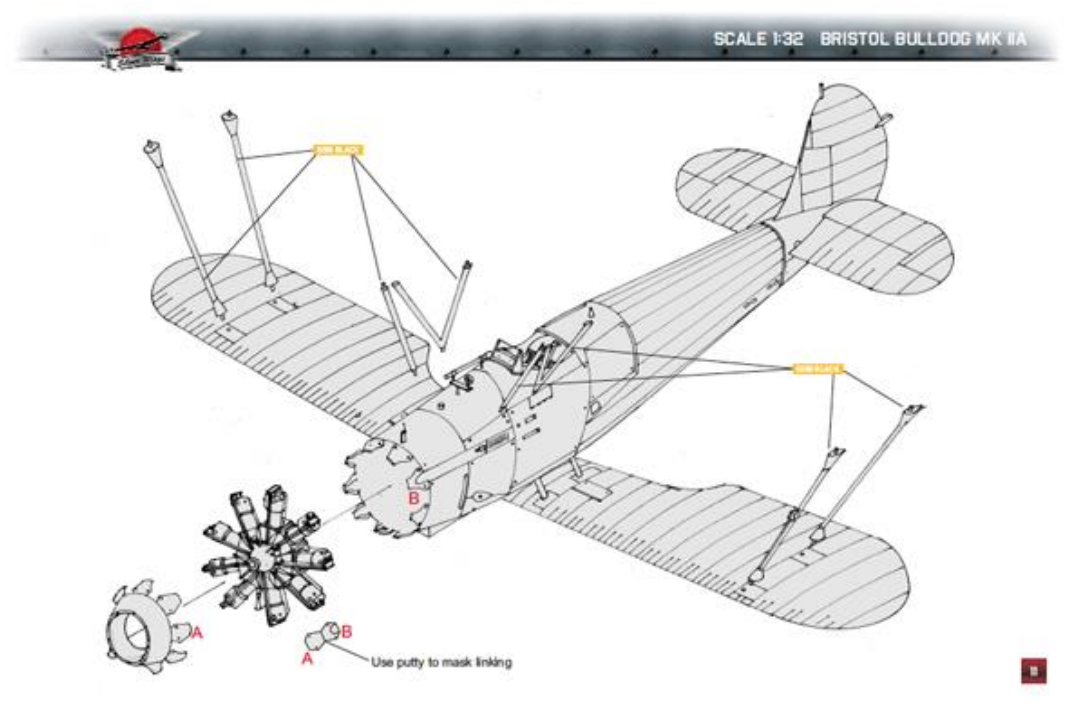
Next the silver then the yellow were applied.





The navigation lights which are fixed on the upper wing are supplied as solid resin. I thought that there should be a bit of transparency for the lights. I sanded the leading edge flat, painted the flat surface with Humbrol 11 (bright silver) and then put a drop of epoxy on each of them. They will be painted the navigation light colours in due course.

Next, the engine will be fixed to the fuselage and the upper wing put in place, so back soon for that.



When released the top wing moved slightly clockwise to the lower wing! Sort of sprung into the position!!

Of course the outer struts would straighten them up again, not exactly, it needed some "help" to centre exactly. Once the superglue had gone off I applied the HPH epoxy as a filler - good stuff it is too. It takes 24hrs to set and during that time it is workable. Once set it is solid but also very easily sanded.

I had painted the struts black before positioning them.

That was probably my biggest concern so I thought all would be plain sailing from there. Firstly I managed to knock most of the valve rockers off the top of the engine whilst handling it. I sent an emergency request to Simon at Silver Wings for replacements. He sent them the next day and I am happy to say that they were better castings than the first lot I had.

Back to the engine...

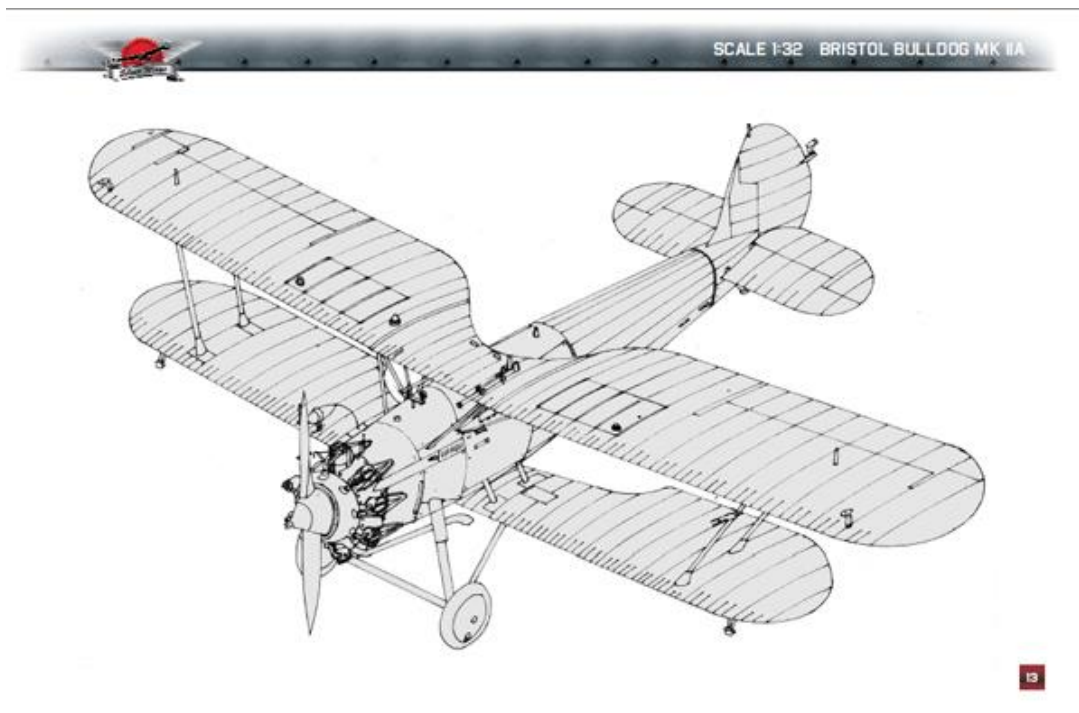


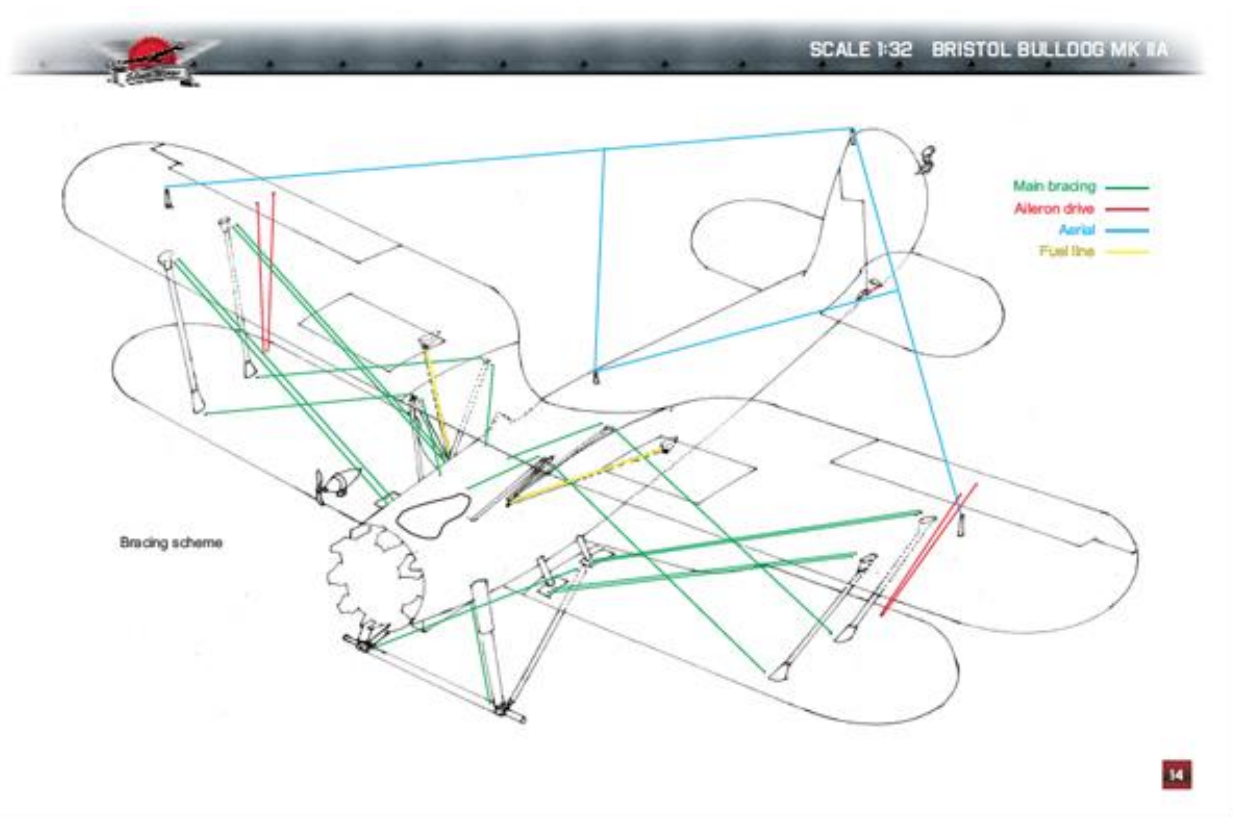
The engine has some fit problems. You will see on Page 11 of the instructions the join between the engine cover and main fuselage requires putty to fill it. Firstly it was almost impossible to butt the engine up to the engine bulkhead (in the model that is) as the plug on the rear of the engine needed very accurate sanding down; I had test fitted this (roughly) before and it seemed to fit well. By the time I had finally assembled the engine, particularly with the pushrods in place it would not bed down into place.



I put a rod through the engine to give it something to hang onto and applied superglue and epoxy together - that fixed it! However, not entirely correctly and there was a bit more of a gap to fill than mere putty could handle. This turned out to be the fiddle of the year so far. It is difficult to get between the cylinder heads to do this, smooth it out and preserve the high gloss Alclad Chrome finish I had.

I cut short lengths of plasticard and stuck them between with some quick setting epoxy which does not mark the Alclad. Carefully mask the spot and a little puff of Alclad black gloss and then Chrome. Took a lot of time but it is worth it.

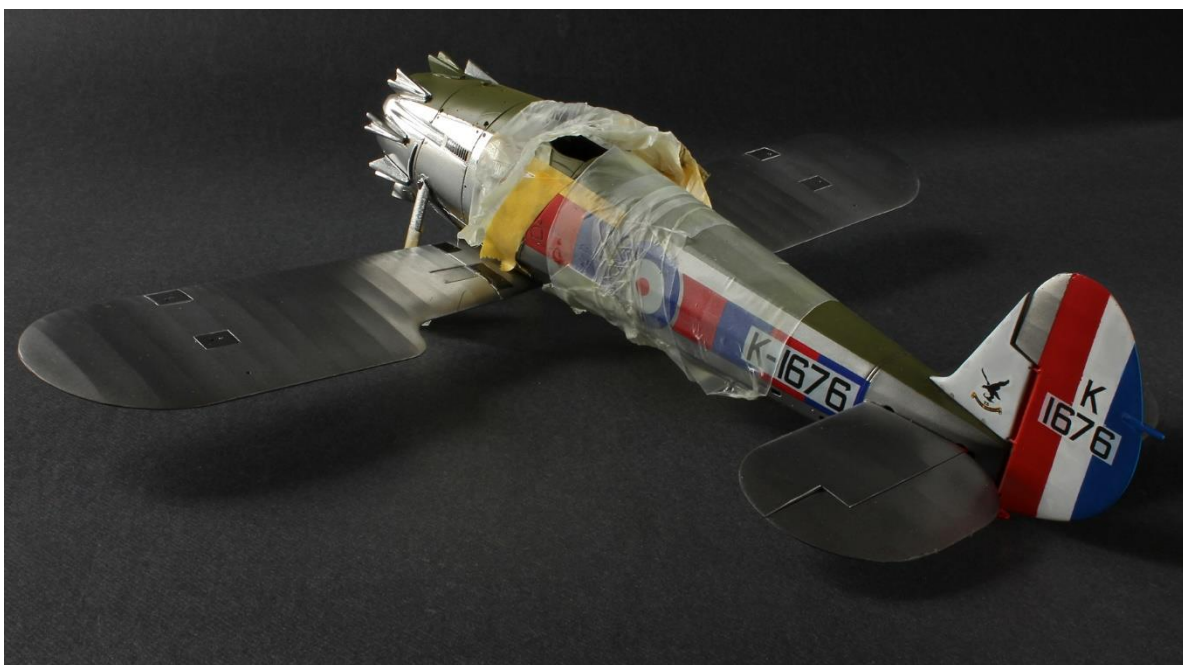




Rigging...

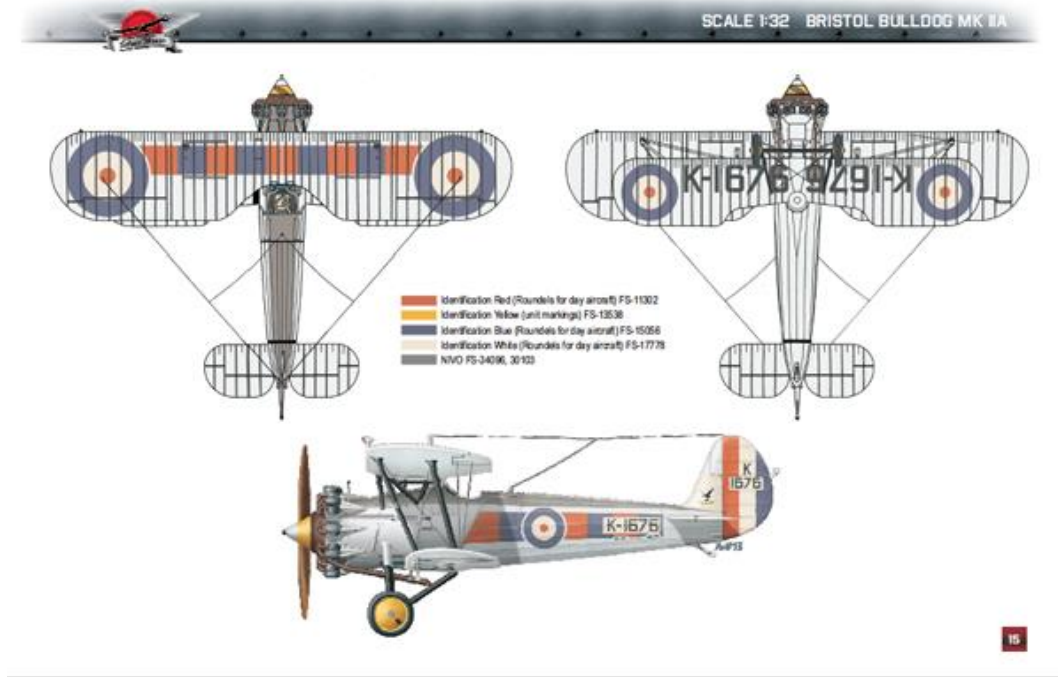
The rigging was relatively straightforward as I had pre-drilled all the holes for the buckles and just rigged it much as I did the Hawker Hart. I think that the rigging actually worked to line the wings up!

Next problem was entirely down to me.



I had left the Parafilm in position that I had wrapped around the fuselage for handling whilst I was away. I had put a good layer of satin varnish over the decals. As Parafilm used normally is not very high tack I just peeled it off.....and the decals! I painted back the squadron marking squares in red and blue but I just could not get the roundel right. This was mostly because I was afraid of peeling the paint off when I masked it.

Another call to the ever patient Simon - decals dispatched speedily and problem solved.



The finishing touches applied...

I had knocked off the tail fin radio aerial guide as I knew I would! This was replaced by a thin brass tube with a Bob's Buckle in the end through which fishing line was pushed.

Summary...

I am more used to the Silver Wings experience this time and it was much more enjoyable than the Hart. Both have turned out to be magnificent models of the aircraft and once again I have to thank Simon at SW for the kit and the help during construction. I still think that the parts could be more easily identified in the instructions but otherwise they are good.

SMN Quick summary	Star rating out of 5
Quality of moulding	****
Accuracy	****
Instructions	***
Decals	***
Subject choice	*****
Build enjoyment (for BN only)	****
Overall	****









