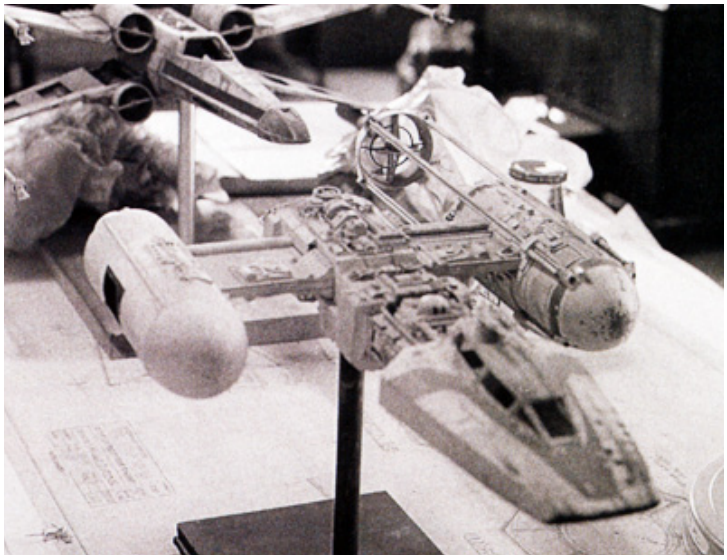
Nice-N Model Design

Produced in 2011, in the USA • Limited to 50 castings.

Y-WING FIGHTER

The Red Y-Wing a.k.a. Red Jammer

Thank you for purchasing the Studio Scale Y-Wing kit from Nice-N Models. This inaugural release builds into an amazingly accurate representation of what the modeling community affectionately refers to as the "Red Jammer", which was so named by Neisen and his crew because of the unique domed detail plant-on, in place of the usual Artoo unit. They thought it "might be a radar or signal jammer, sent in to disrupt enemy tracking...". Of all of the Y-Wings from the original Star Wars, the red version is unique. It was the first Y-Wing to be built, with the Y-Wing miniatures being referred to internally as project #506, as seen on various blueprints and documents.



The first Y-Wing model out of the ILM assembly line was not even originally intended to be filmed. ILM constructed, assembled, and partially weathered both an X-wing and a Y-wing that were shipped off to the Art Department at Elstree Studios in London to be used as guides for the construction of the full size sets (*see photo, right*). As this needed to be done in advance of the commencement of principal photography in the Spring of 1976, ILM had to deliver the models shortly after Christmas of 1975.

At some time following their use overseas, both models were shipped back Stateside, where the Blue X-Wing was finished and converted into "Red 2", and the Red Y-Wing was completed as well. It is unknown whether the Red Y-Wing saw screen time or how it was used after Elstree. The finishing work was most likely done after the other Y-Wings were completed, as the detailing and pieces used on the incomplete side was atypical. No two Y-Wings are the same, but the Red Y-Wing is generally agreed upon as being the most unique in it's use of plant-ons, paint work, and decals. To myself and many others, the Red Y-Wing and Blue X-Wing are the most "romantic" of the original models made for Star Wars, as they were the absolute first constructed.

This is a multi-media kit comprised of resin cast parts built over aluminum armature components. It is very important to inventory the parts in this kit, and read ALL instructions THOROUGHLY before you proceed, to avoid confusion and mistakes. You hold in your hands the results of a near-decade of hard work, from a core group of model pattern makers, casters, and builders that have an exacting eye for detail, and a passion for accuracy.

The instruction manual divides the model construction into quadrants, designed to acquaint the builder with the parts needed to complete these areas. Inventory sections will appear in red boxes over the course of the build section. Please be sure to take an inventory of ALL kit parts before doing anything else. It is recommended that as you inventory all of the parts included, set each grouping aside into small labeled bags (for example, sandwich bags), so that when you are finished, there is less risk of small parts loss, and your build will go that much faster by referring to each labeled bag as you progress through these instructions.

Please also refer to the pages that detail the piping that appears on the model. There are 1:1 scale templates to aid in accurate pipe forming, information on the piping circumference, and photos that illustrate where these pipes appear on the body of the model. You will need to purchase the piping material. We recommend styrene solid rod, though some swear by the vinyl coated wire, and others prefer brass tubing. The choice is yours.

In addition, you will need to purchase 8 **1/4" ABS TEE** from Plastruct, code number T-8. It is easiest to order two of their 4-packs, catalog code # 90086.

CREDITS:
This model kit could never have been made (or purchased by you) without the help of many many people.
Steve Neisen
John Curilla
Jamie Farthing
Dan Loes
Isel Caro
Mike Salzo
Jason Eaton

Left, opposite page: The Red Y-Wing as it appeared upon arrival at Elstree Studios in England, incomplete and broken. Above: The Red Y-Wing as it appeared in the Lucasfilm Archives in 2005, finished and slightly modified from the original (note the different Canopy Guns compared to the ones sitting on the foam to the left of the cockpit in the photo on the facing page).

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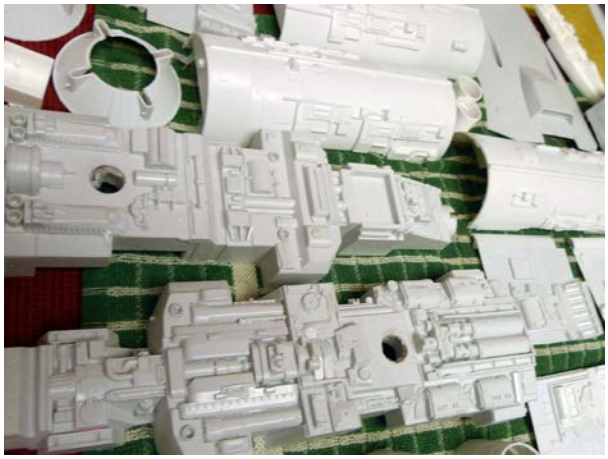
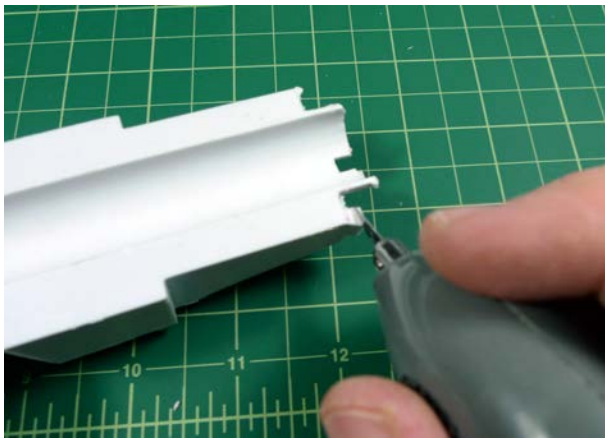
First, wash ALL parts in warm soapy water, to remove any debris and hand oils. Pretend you are cleaning dishes and impress your wife.

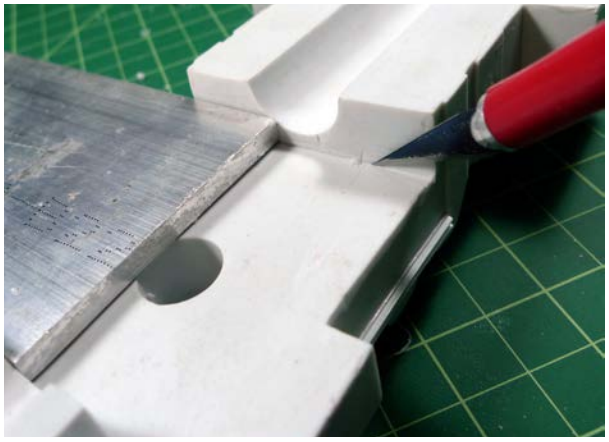


Let dry at least over night, and try not to take over the entire kitchen, undoing the fake-chore credit that you just received...

INVENTORY: Please gather the four wing half-cylinders, resin outer and aluminum core central rod, top and bottom main body, aluminum wing bar, cockpit top, bottom, back wall, cockpit, and canopy pieces. Dry fit these parts to see how they relate.



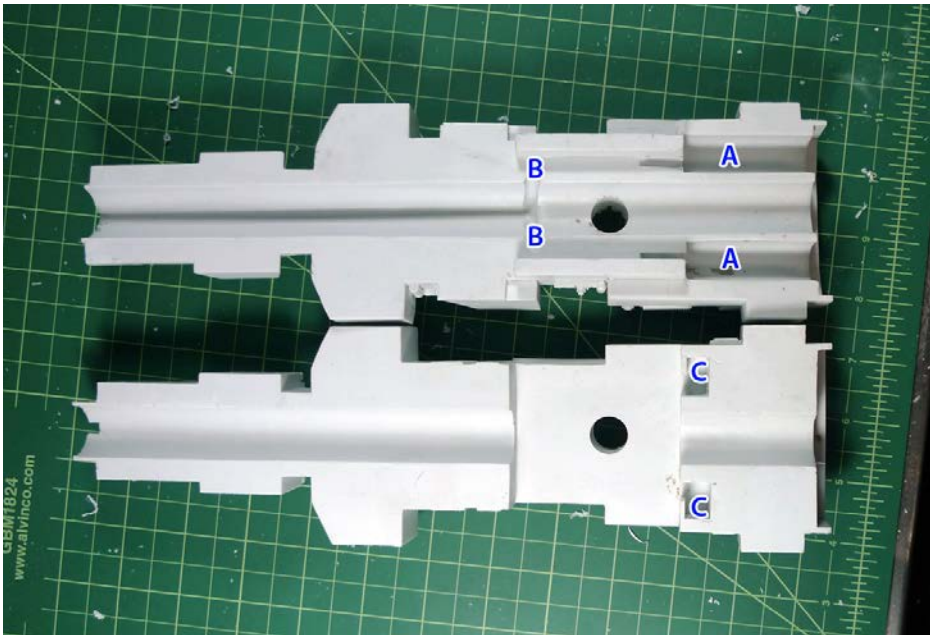
You will need to remove vent stubs, flash around seam lines, and a few small casting imperfections. Dry fit the main body halves together to see how the parts align, and trim the excess accordingly.



The aluminum bar will nest between the body halves, but must sit very flush against the top, bottom, and sides. This will require some X-Acto work to "square" the mating surfaces.

Once you have the pieces properly trimmed and cleaned, the aluminum bar will fit very tightly and exactly into the top and bottom body halves. **DO NOT GLUE ANYTHING TOGETHER JUST YET.**

The wing will be centered inside the body halves - it is 12.5" long, so mark the aluminum bar at 6.25" to find the center line, to aid in placement.

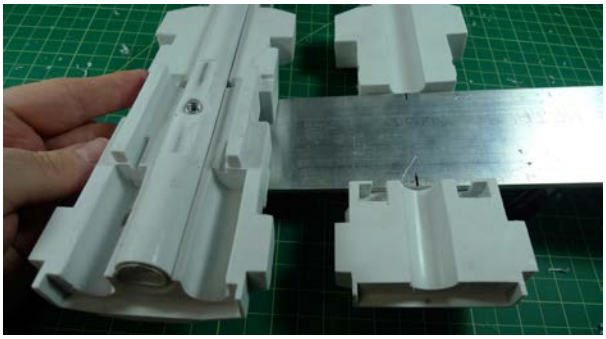


A note on the potential for lighting: If you place both body halves with the insides facing outward, you will see voids in the body on either side of the central mount, at the back. This is designed to facilitate wiring and hold batteries.

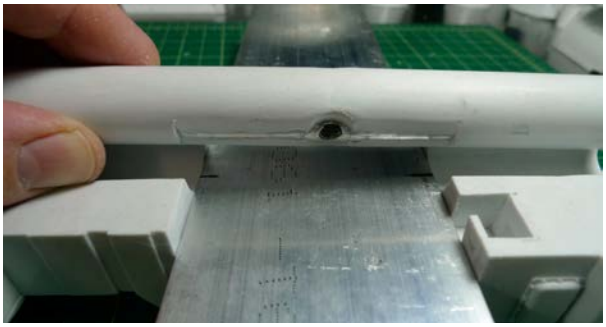
A: Hollows for batteries
B: Channels to allow wires to pass around the central mounting rod.
C: Hollows to allow the wires to enter the battery chamber (A)

Once the model is assembled, the batteries in chamber A will be accessible by removing the back mount cover plate.

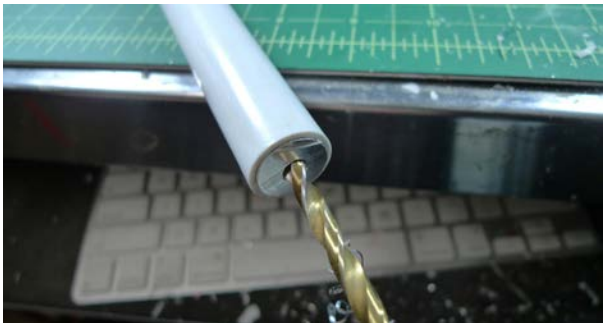
We now move to the central rod. It is recommended that you drill and tap the rod at it's three possible mount points. The rear mount point will be in the back (centered), and the top and bottom mounts will be centered over the holes in the top and bottom of the obvious mount points on the body halves. Drill straight through the rod as the mounts are in-line. The center bar sits FLUSH against the back of the body.



You will also need to drill a hole in the center of the aluminum wing bar, to allow access to the top mount. A large diameter drill bit will do this easily on a drill press, as aluminum is a softer metal.



You will need to shave the resin down to allow flush mounting to the aluminum rod.



I chose to use a Panavise mount which uses a 1/4"-20 thread, so I purchased the appropriate Tap and Die at the local hardware store. Here you see the drill working in the back of the rod to make the back mount.

TOOL TIP: Google *"1/4"-20 tap and die"* to learn about the proper tool, or head to your local hardware store. I purchased a set at the Home Depot for approximately $50 that will allow a half dozen or so different diameter threads to be cut. You may even wish to use a larger thread on your model - you are only limited by the size of the resin access holes!

Here is the Die in action, on the right. I realize it's an exotic tool to some of you, but it's money WELL spent if you plan to build more Studio Scale models. Work in smaller half turns, backing the tool out often to allow for metal shavings to clear the threading that you're cutting into the aluminum.

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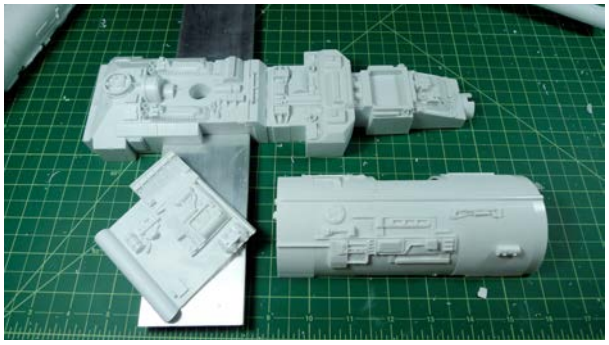
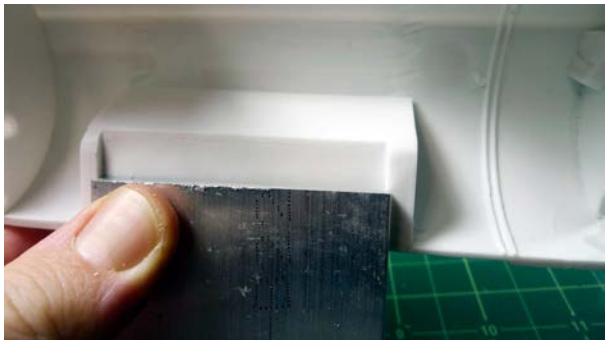
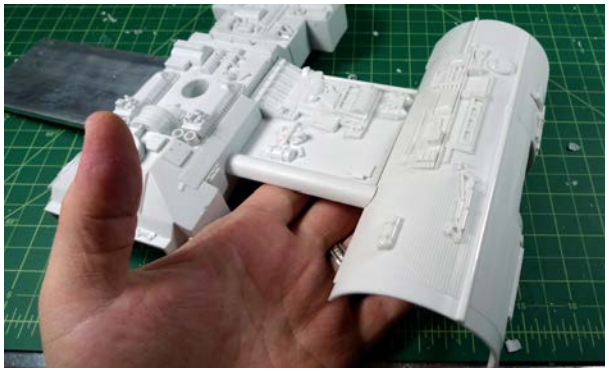


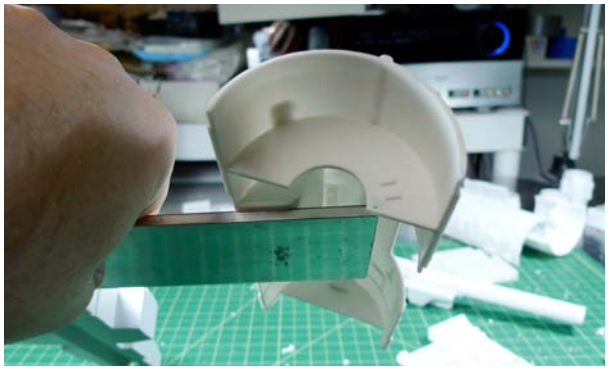
The next step is to add mount point to the wings. Let's acquaint ourselves with the parts and how they fit together. The top engine halves have the large access holes cut into the sides. **ONCE AGAIN, DO NOT GLUE ANYTHING TOGETHER JUST YET.**



Inside, you will see the "shelf" that the aluminum bar slots into/rests against. Note that you will need to shave a little bit of resin away to allow for the bar to seat properly.



The resin sections that clad the top and bottom of the aluminum bar will serve as a guide in fitting the engine halves.



Note the positioning of the part when fit against the aluminum bar. It mounts at an angle.

Now I will show two possible examples of how to add a 1/4"-20 threaded mount point to the wings, using readily available and inexpensive items. The first requires a commony found threaded component found at Ace Hardware, Home Depot, etc. I chose to mount it to a small block of wood.

I pre-drilled the hole for the mounting rod to pass through the wooden block, and two small pilot holes for the screws. Assemble as shown.

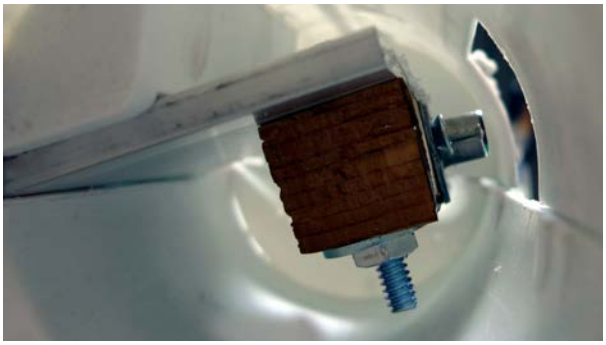
See how the threaded rod of the Panavise (or something similar) will pass through?

Now it's just a simple matter of bolting the wooden block to the aluminum bar, in the proper position to allow the resin engine halves to close around the assembly.

The assembly will face downward (so basically, reverse what's above!)

See how it's positioned inside the engine half?

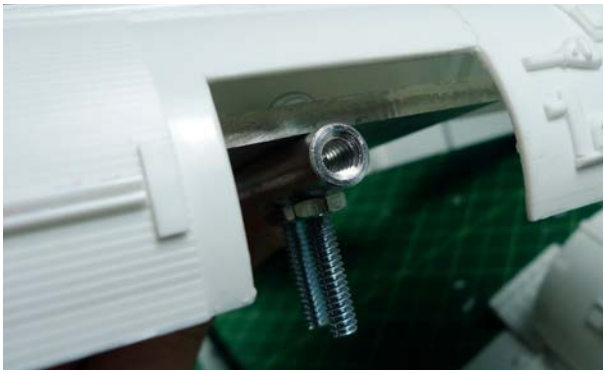
Engine lower half fits well - it's good!



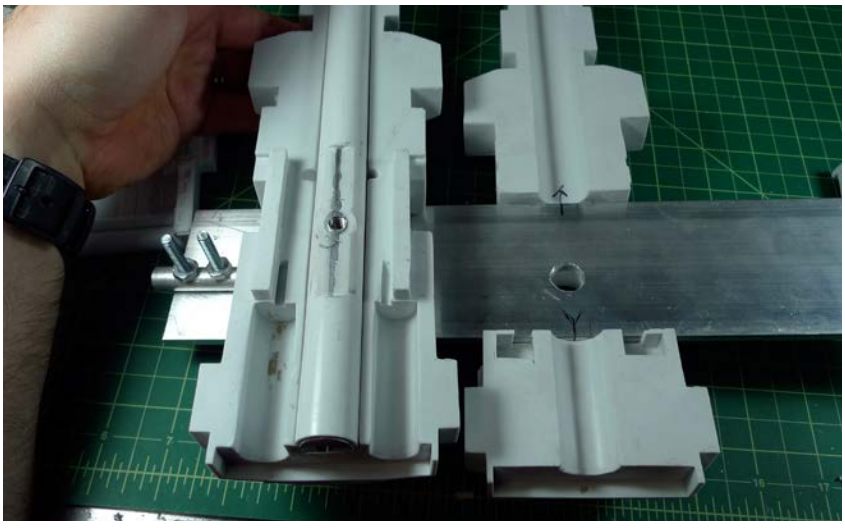
A view from inside.

TOOL TIP: Google *"3/8 Smith Victor Stud"* to order this $5 aluminum light stand part - it's a solid aluminum rod that features a 1/4"-20 threaded hole in one end - PERFECT for this other solution.

I prefer this option, as the entire mount is metal, a cleaner install, and a guaranteed 90º mount to the metal bar.



Essentially, you just screw this Smith-Victor Stud to the bar with bolts, as seen with the wooden block above. You will also have to chop the Stud down in length to fit inside the resin engine halves. Once again, this mounts to the underside of the aluminum bar, and should be centered in relation to the engine's access hole.



WE ARE NOW READY TO GLUE ALL THIS STUFF TOGETHER. ARE YOU READY?
TURN THE DAMN PAGE!

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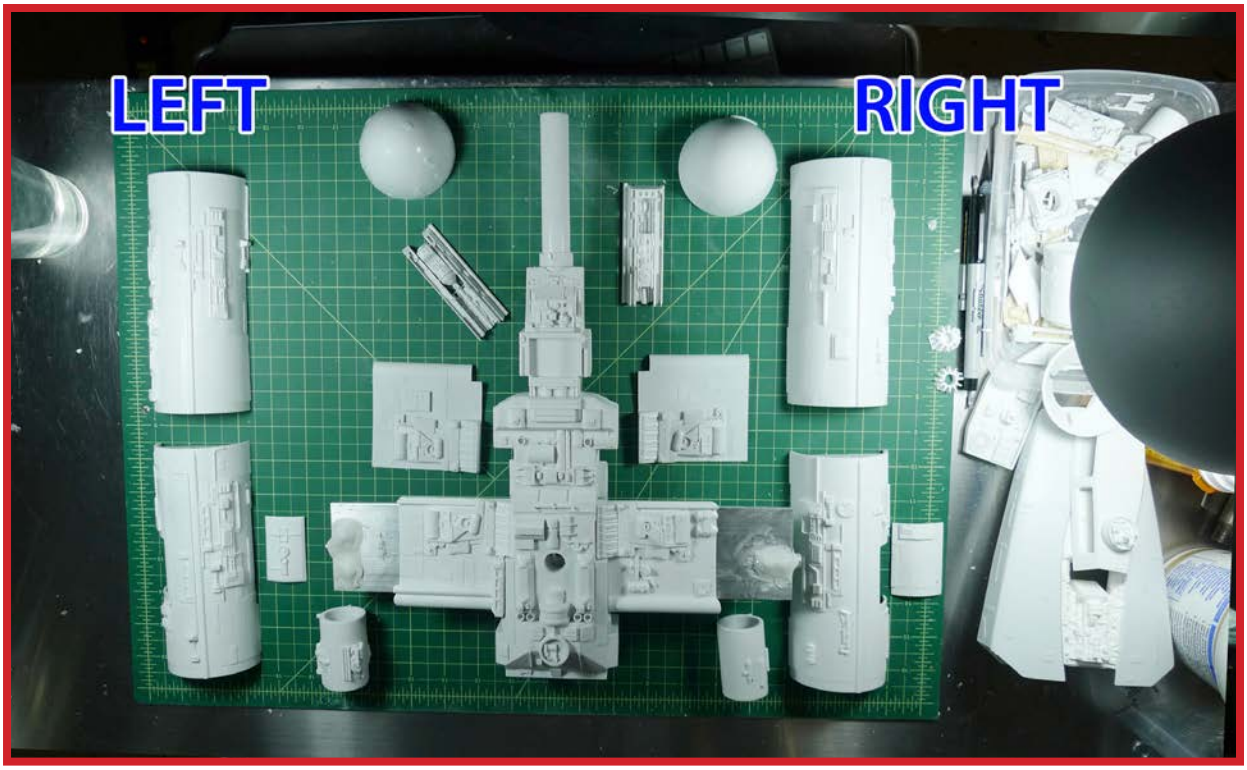
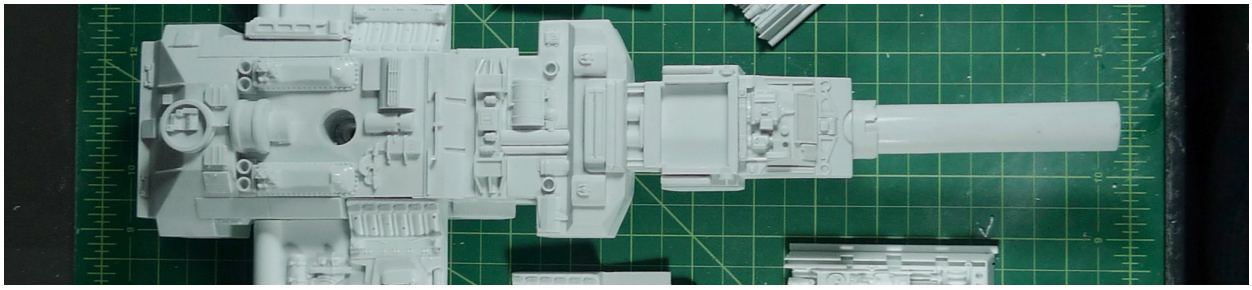
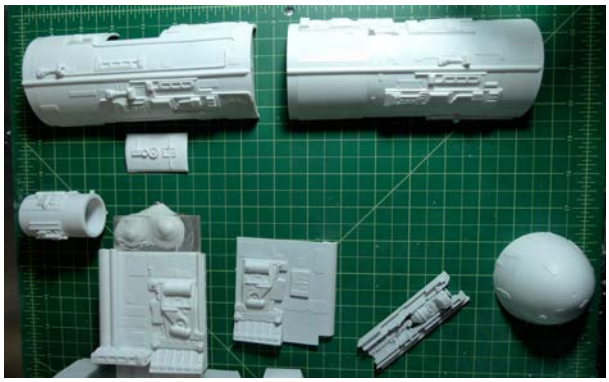


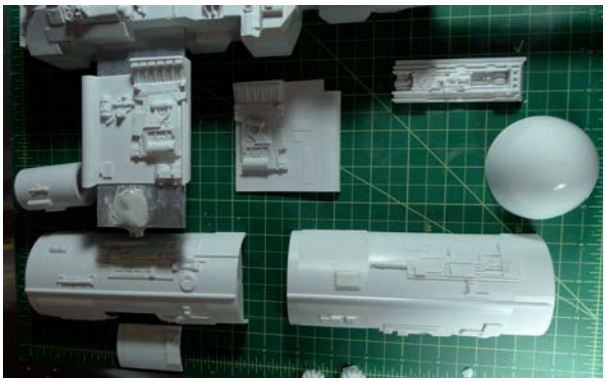
INVENTORY: Please re-gather the four wing half-cylinders, resin outer and aluminum core central rod, top and bottom main body, and aluminum wing bar. In addition, gather the engine mount covers, the engine domes, resin wing "sleeves", 8-Rad neck details, and the engine's inner cylinders as shown above. PLEASE NOTE which detail part belongs to the left, and which to the right. Also not above that I have used Apoxie-Sculpt to cover over the wing mount bolts, to ensure no slippage or loosening over time. Also note that the body halves, metal rod, and metal wing bar are assembled.



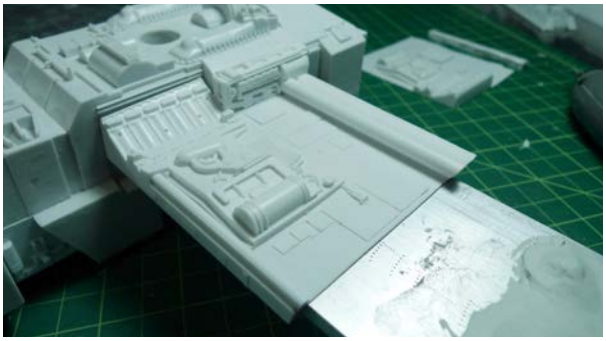
The aluminum armature bar is oriented with the cylindrical half facing upward, as shown above. Please study the body details to properly orient this bar, remembering from before that the bar sits flush against the back of the body halves. Also note that you can see the threaded hole in the bar through the hole that was drilled through the metal wing bar. It's the circular hole in the main body, about 3/4ths of the way from the front (which faces right-ward).



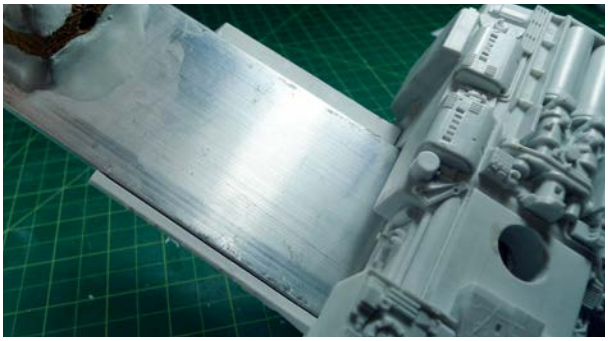
Left side parts: Study the details here. The left dome has more chipping details. The 8-Rad neck has a landing gear component. The engine inner cylinder has more details (and two pins for aligning it's position). The engine halves and wing sleeves have unique detailing as well.



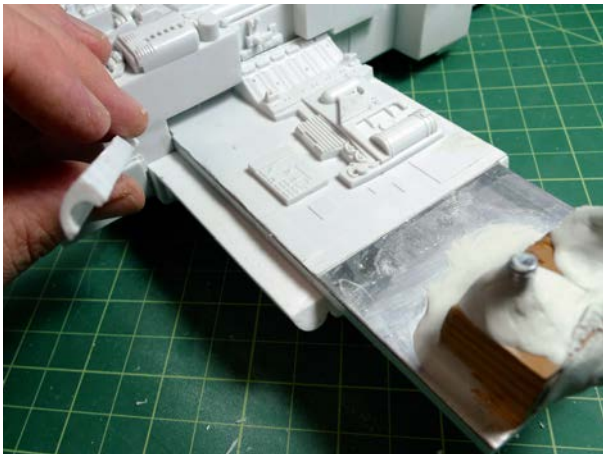
Right side detail: Again, study the details above to ensure you get it all right. The dome is virtually featureless. The 8-Rad neck has a circular disc and three recessed circles along it's surface. The engine inner cylinder has less details (and only one pin for aligning it's position). The engine halves and wing sleeves have unique detailing as well.



Let's start with the left side, top. Glue down the top left wing sleeve.

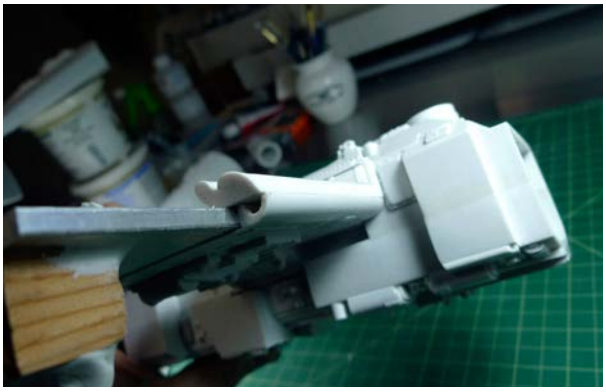


As ssen from below - you *may* have to shave a little resin from the inside to allow the part to fit snugly against the metal bar.

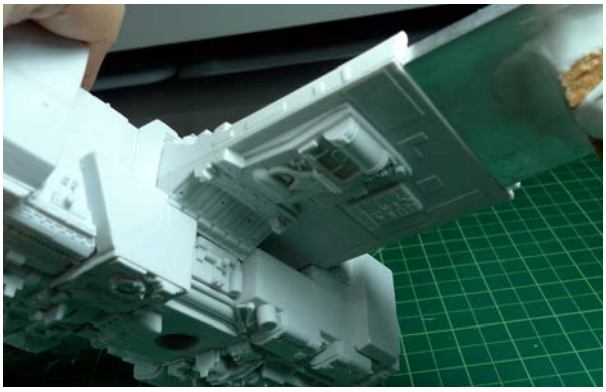


Staying on the left side, glue down the bottom left wing sleeve. Take note - I had to cut the half-cylinder away from the part to get it to fit. Cut the cylinder off, then glue down the remainder of the part.

Trim the excess resin away from the trailing edge, and the cylinder will fit! You will need to putty and sand this seam.

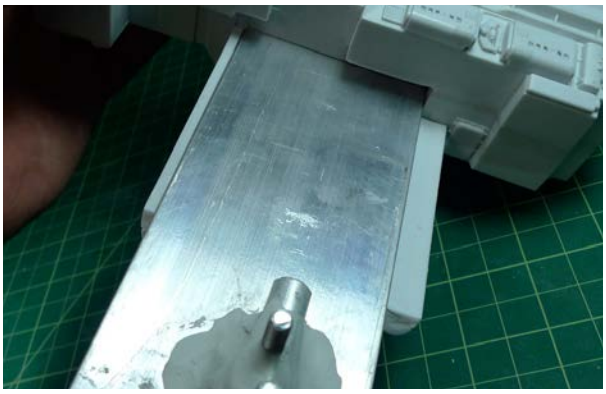


A little sandpaper will get the cylinder looking perfect.



You will need to putty and sand the seam on the leading edge.

Let's continue with the right side, top. Glue down the top right wing sleeve.



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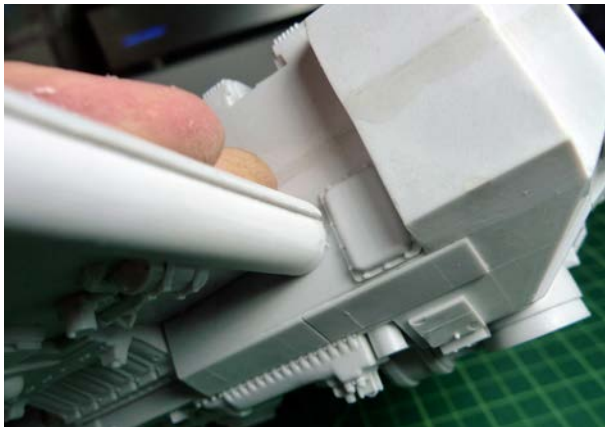
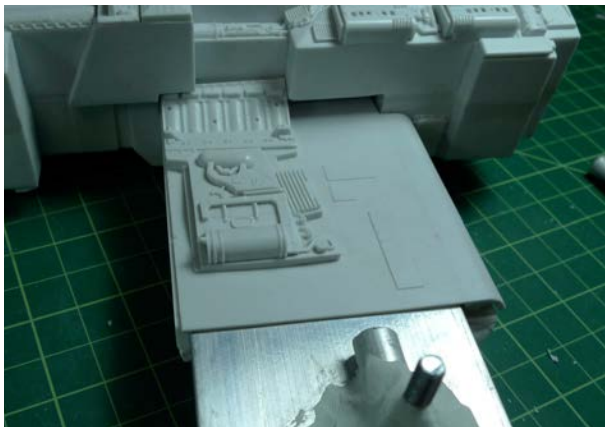
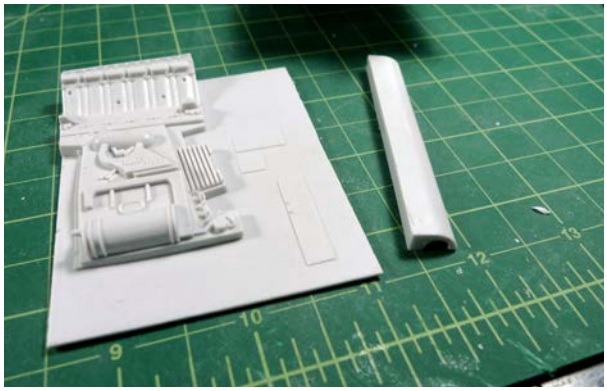


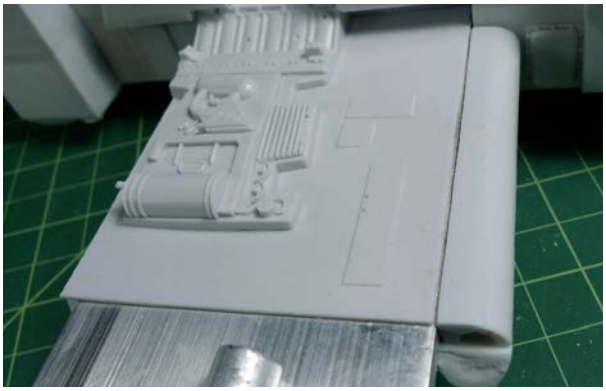
Again, there is a problem with the lower sleeve as seen above.



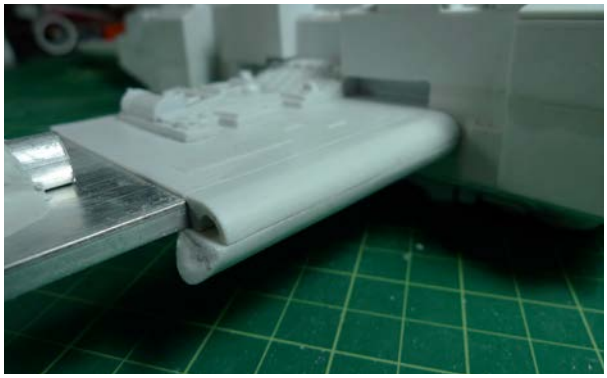
As you can see, the front leading edge is misaligned as well.



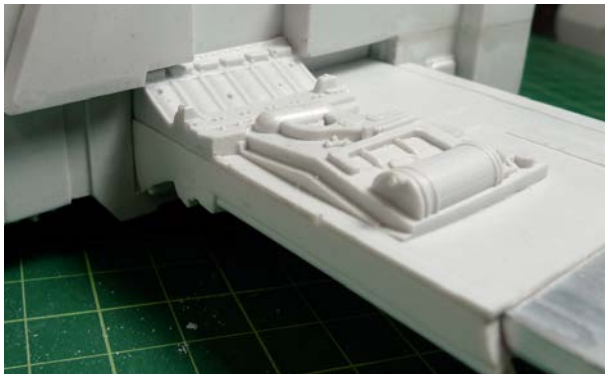
Cut the cylinder away, again.



Trim the excess resin away from the trailing edge, and the cylinder will fit! Again, you will need to putty and sand this seam.



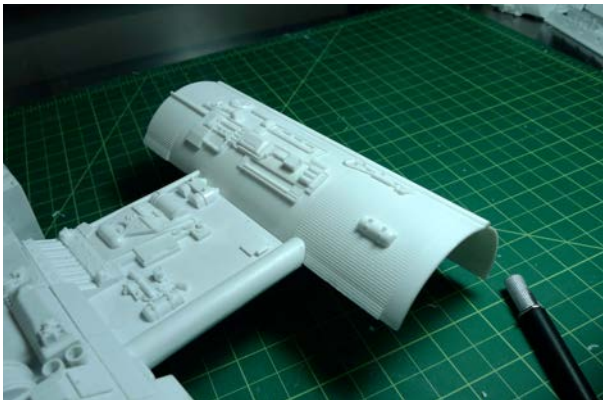
Sandpaper will clean up the cylinder.



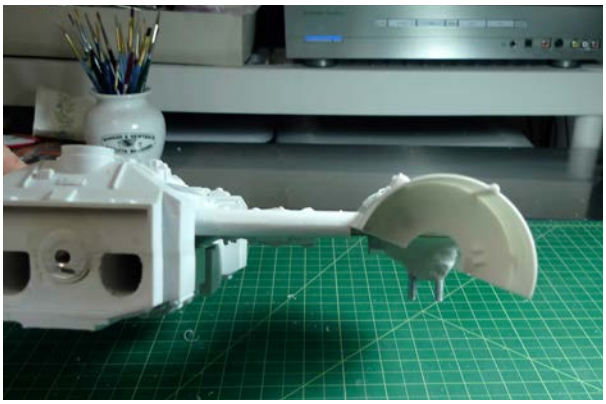
And of course, putty and sandpaper will be used on the leading edge.

As seen above on the right side engine cylinder, you might want to cut some of the resin away to allow the part to snugly fit against the metal bar and wing sleeves.

Once it looks like this, everything seemed to line up like a glove!



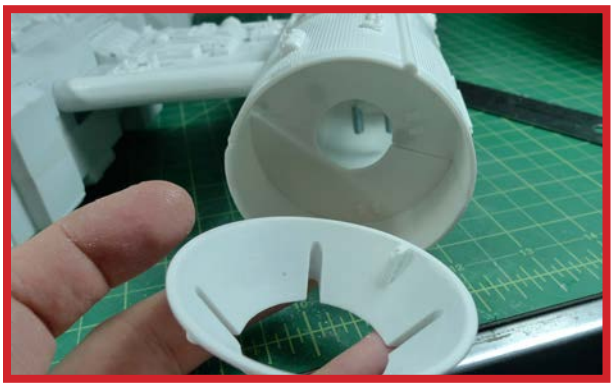
Right engine half-cylinder upper glued in place.



Note the angle, and the orientation - the back of the engines have a deep recess, and the front of the half-cylinders do not.

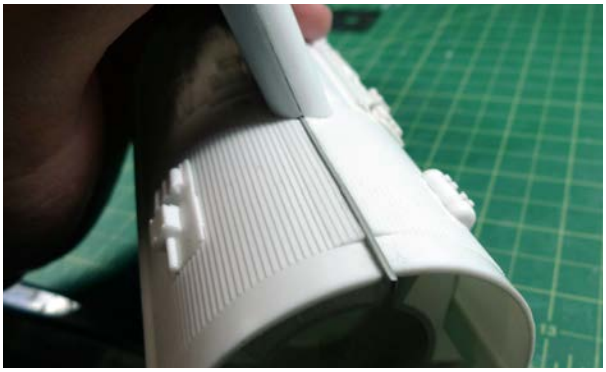
Repeat the process with the left side upper engine half-cylinder.

Congratulations! Now glue each cooresponding lower half-cylinder to it's mate. **ONLY GLUE THE OUTER FACING EDGES FOR THE MOMENT.**



INVENTORY: Grab these parts and glue them to the inside recesses! Since you only glued the outer facing edges of the engine half-cylinders, these recessed parts will cause a gap at the inner-facing engine seams.

Note the alingnment slots. Use them! Once these are in place, you can glue them down in the back, and again - you will see a gap appear along the inner facing seam. Don't panic.



It's easy enough to fix this problem - I used .040 plastic stock and it fit with a little light sanding. Glue in place.

Then, cut carefully and blend into the surrounding angles.

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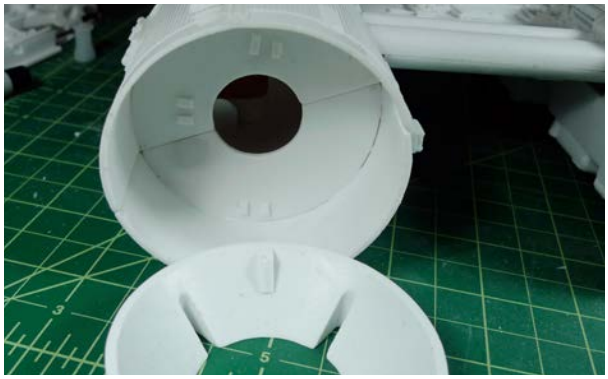
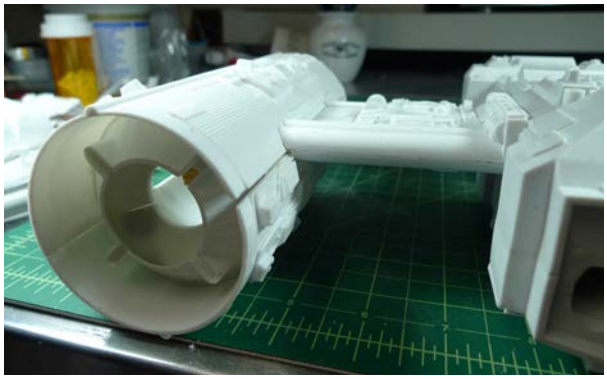
Now you can glue down the right side dome, and since you still have not glued the front inner-facing seam, you can tweak the parts to fit.

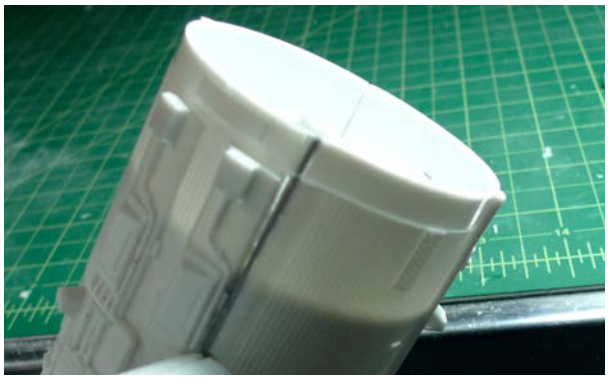
As you can see, you will need to add a shim, and the cut and sand to blend in. Note how the dome aligns - that piping lines up perfectly!



Note the alingnment slots again. Use them! Once this piece is in place, you can glue it down in the back, and again - you will see a gap appear along the inner facing seam. Don't panic.

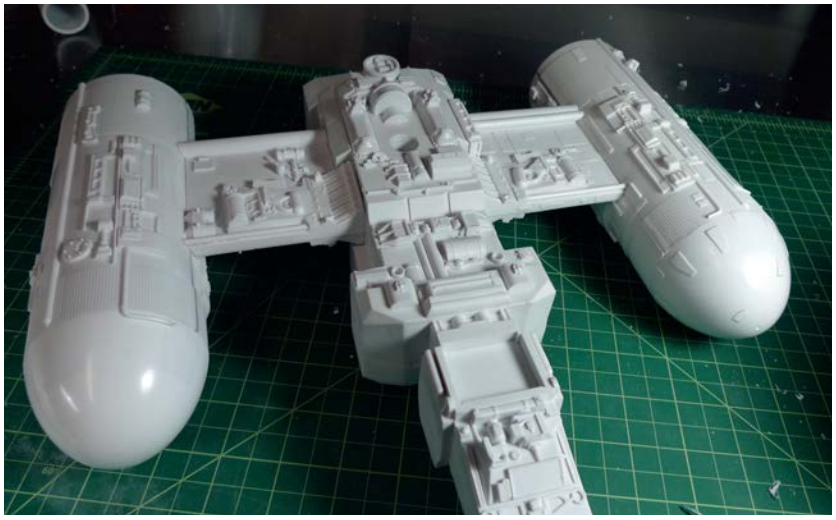


It's easy enough again to fix this problem - I used .040 plastic stock and it fit with a little light sanding. Glue in place.

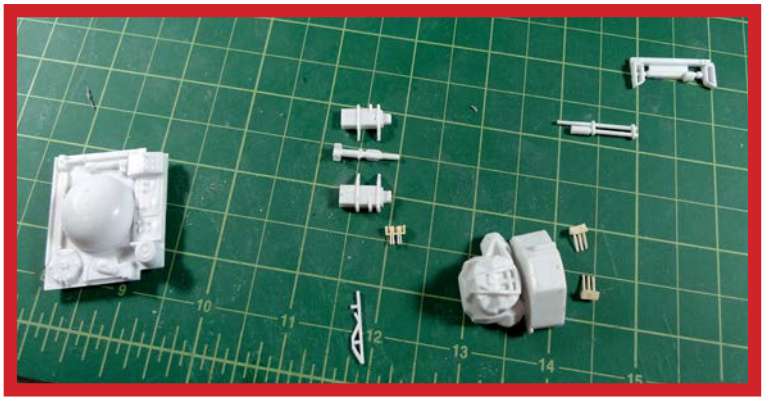


Then, cut carefully and blend into the surrounding angles. For whatever reason, this side will need putty - not a big deal.

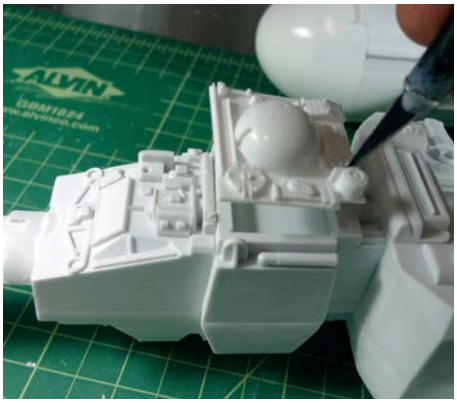
Repeat the process with the left side engine dome, and seam work.



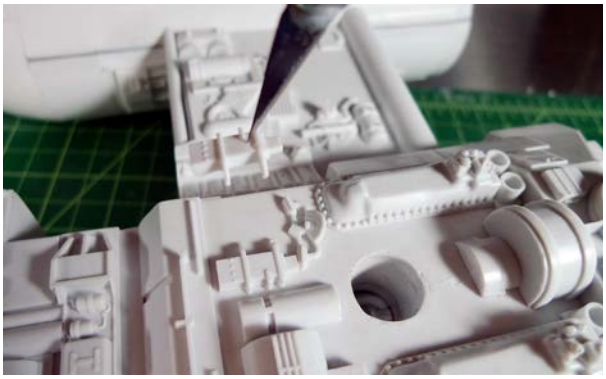
You have now completed a major part of the build, and deserve a break. Go eat some bacon and watch some tv. When you're rested, turn the page.



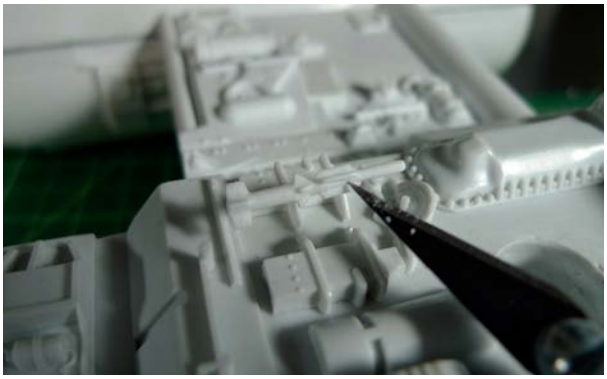
Gather the following parts. They will be arranged on the top, roughly spaced as shown above.



First glue down the domed section, paying attention to the orientation. Cut-out notches face forward.



Next glue the mirrored plant-on down, paying attention to the spacing - it should mirror the companion piece, and use the greeblie behind it as a guide for proper placement.



The long missile with fins is nested between these mirrored pieces, centered. The tip of the missile rests against the vertical peg on the part aft of the mirrored greeblie.

This photo shows these parts properly placed.

Next, glue the lattice part as shown above.

This photo shows the part properly placed.

In what is perhaps the most delicate procedure in the entire build, glue the gun turrets down, around the top mount area. It may help to add the top mount cover (Lunar Lander) to aid in placement.

Y-WING FIGHTER

The Red Y-Wing a.k.a. Red Jammer

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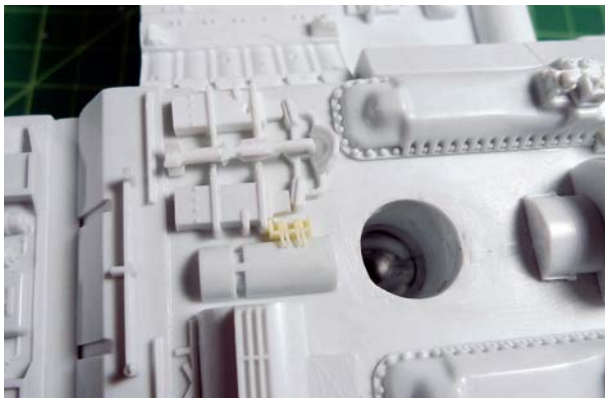
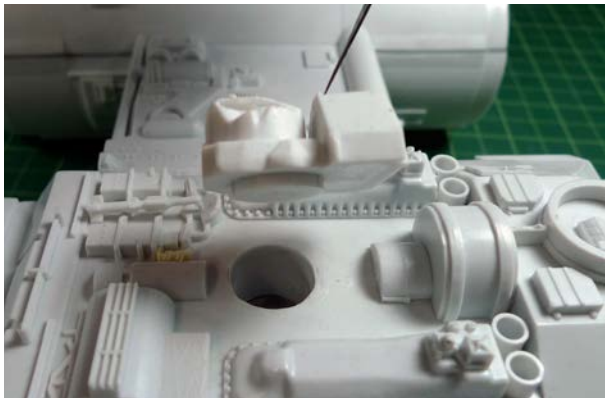
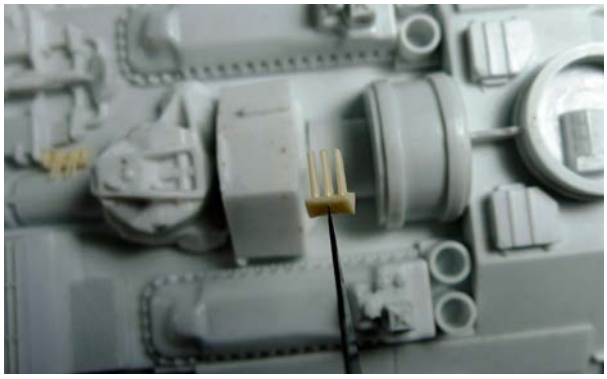


This photo shows the part properly placed.

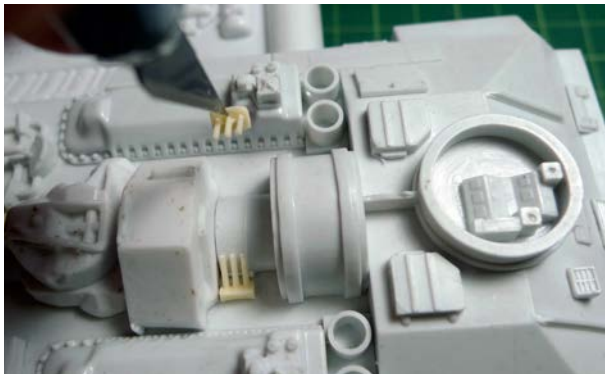


Lunar Lander top mount cover will fit snugly into the mounting hole. If not, a little paste up wax or tape will hold it in place temporarily.

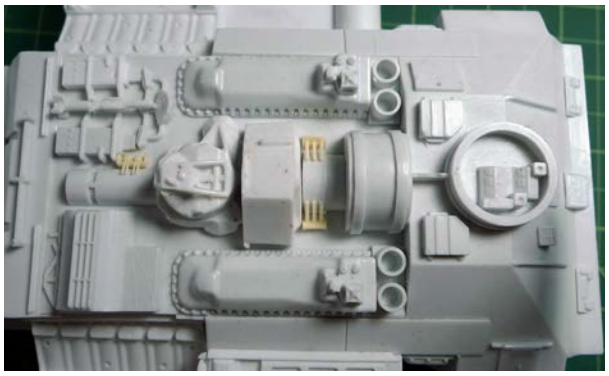
Lander top mount cover in place.



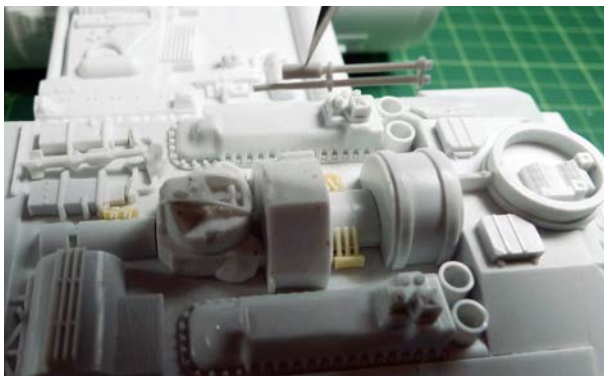
It's time for another fragile turret. Brace yourself with a shot of your favorite liquor, take one deep breath, and exhale slowly... or, don't!



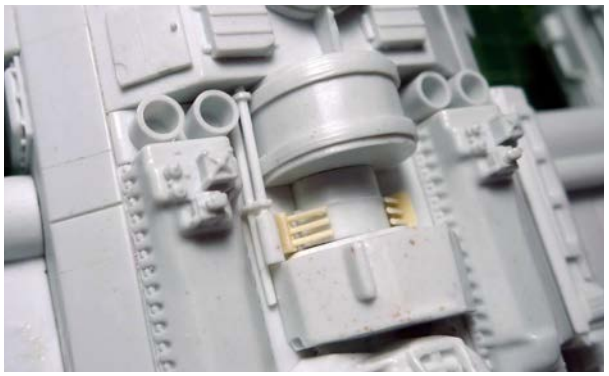
This photo shows the part properly placed. Mirror that turret placement with the remaining resin piece.



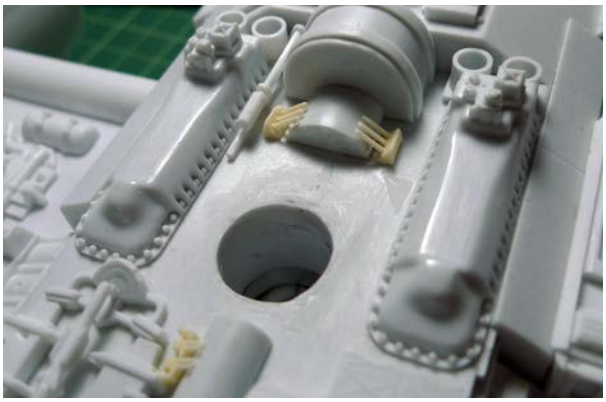
This photo shows the parts properly placed. Congratulate yourself.



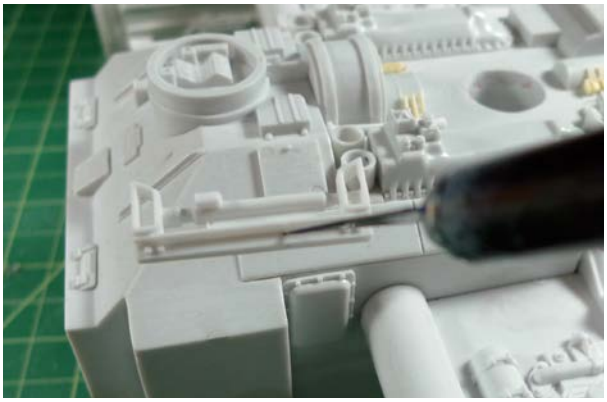
But you are far from finished. This greeblie gets crammed into the corner.



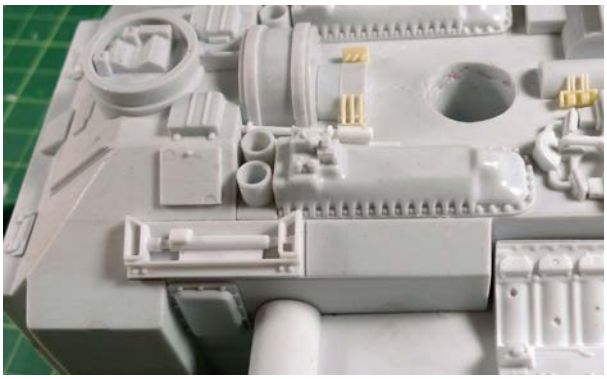
This photo shows the part properly placed.



If you've done all of this correctly, and really, how could you mess this up, you will be able to remove the top mount cover.



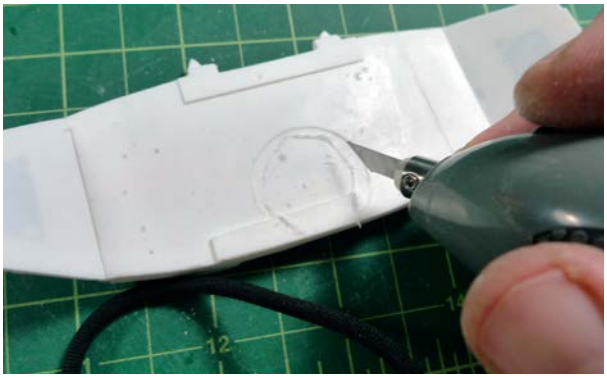
Now glue this greeblie down to the back right side.



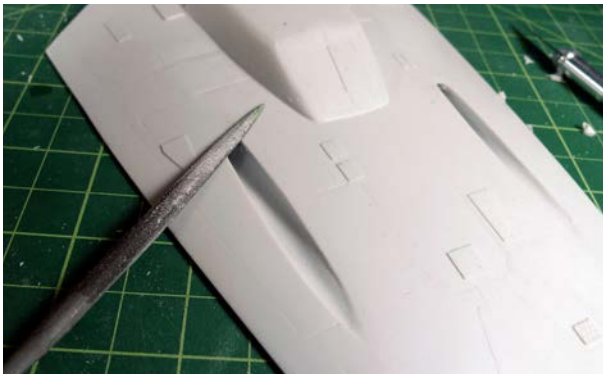
This photo shows the part properly placed.

Gather the cockpit parts next, as shown above.

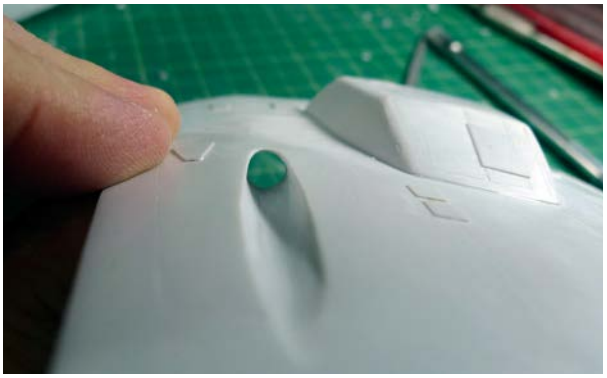
I suppose this is optional, but you can hollow out the missile tubes and make one heck of a cool looking cockpit underside.



Also, the most harrowing part of this assembly will be removing the resin on the back bulkhead, to allow mounting. Follow the scribed line.



Back to missile tube mods - use a file or rasp or something to smooth out those two holes you have bravely made.



Look how great this looks - it was worth it!

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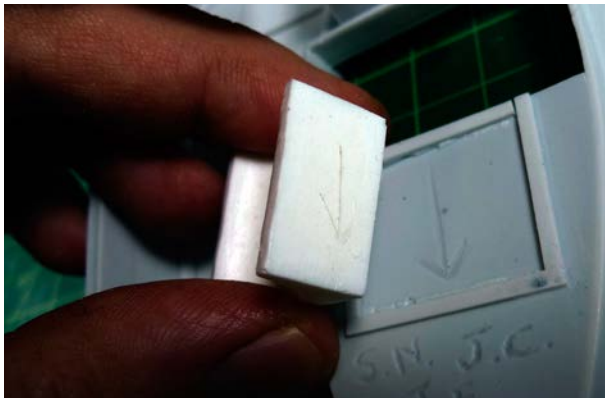
We will now add the inner mounting brace block (seen far left) to the top side of the cockpit assembly.



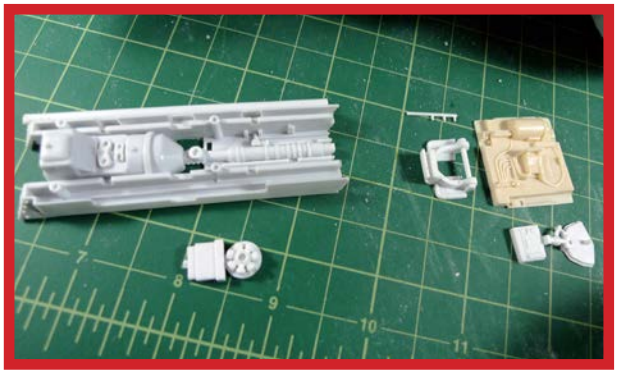
The block is tapered, so pay attention to the arrows and glue into the framed area, as shown above.

You may now glue the cockpit halves together. As shown above, you might need to putty seams and build up the transition area a little. I recommend Apoxie Sculpt.

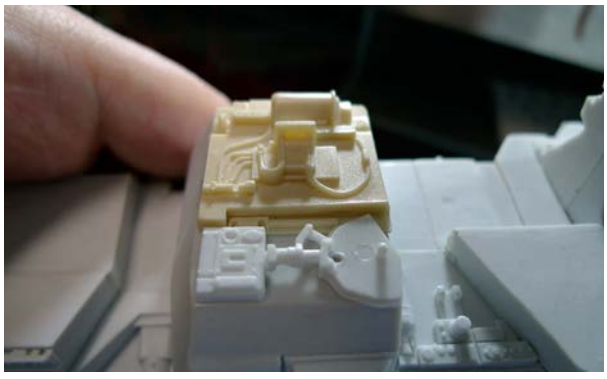
Note the mounting hole at the rear of the cockpit, and how the back bulkhead will fit into the parts.

Back bulkhead fitted correctly, with the cut out allowing for the mounting rod/main body attachment.

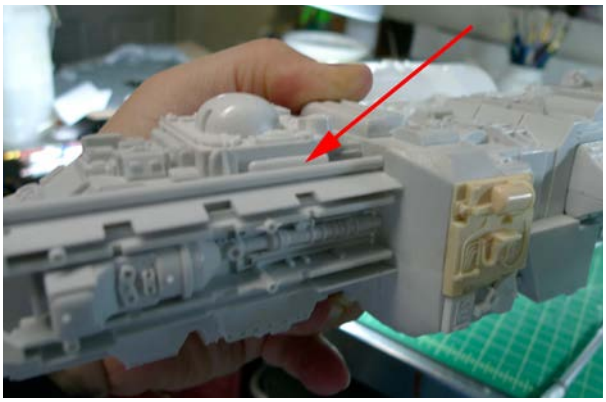
As you can see, the cockpit will slide down and "lock" into place - but don't do this yet!



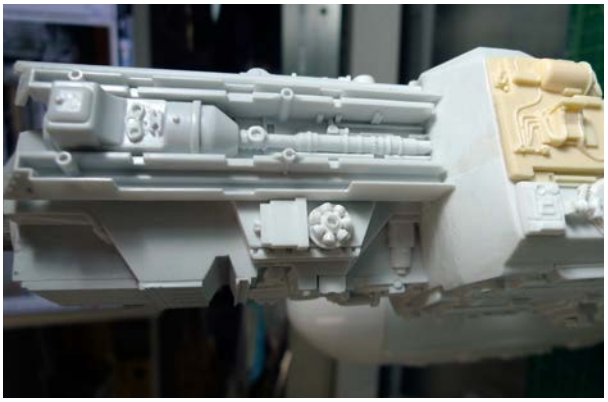
Gather the following parts. They will be arranged on the left (port) side.



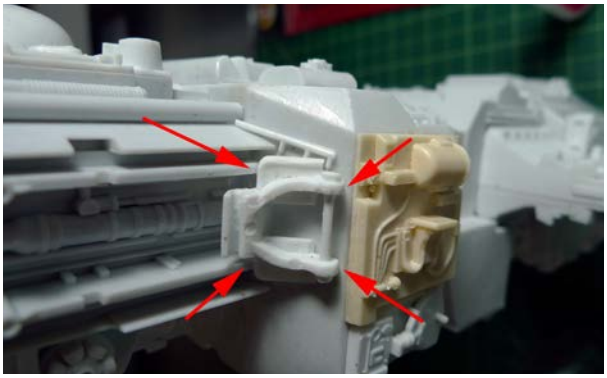
Glue the first three greeblies as shown above.



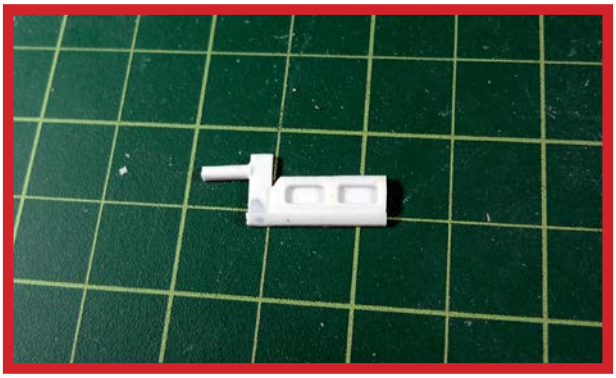
Glue the left (port) neck side structure - the top of the round rod should be level with the main body side, as shown with the arrow.



The greeblie that fits beneath will barely have room to fit - you can use this as a guide when gluing the side neck structure.



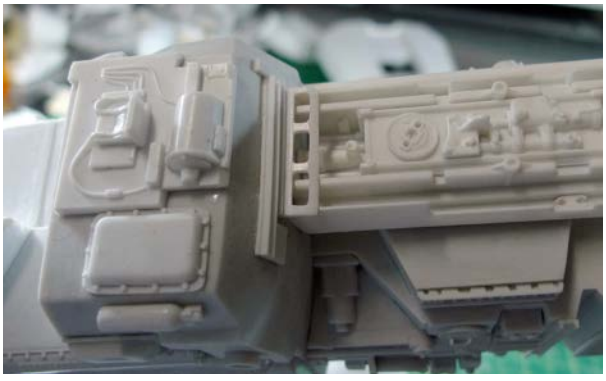
The Kettenkrad greeblie is glued at a diagonal angle, with the front raised off of the surface somewhat. It will only glue at the very back to the main body, and to the neck in two spots. Small rail greeblie is added as well.



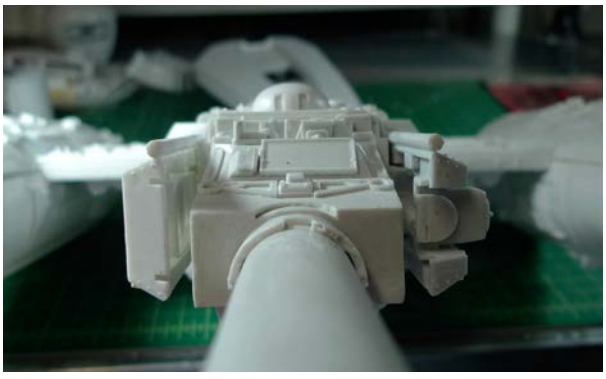
Gather the following part.

Glue it down!

Gather the following parts. They will be arranged on the right (starboard) side.



Glue the right (starboard) neck structure as shown above, and add the greeblie to the back-most edge.



Ensure the neck structures are parallel. Turn the page already!

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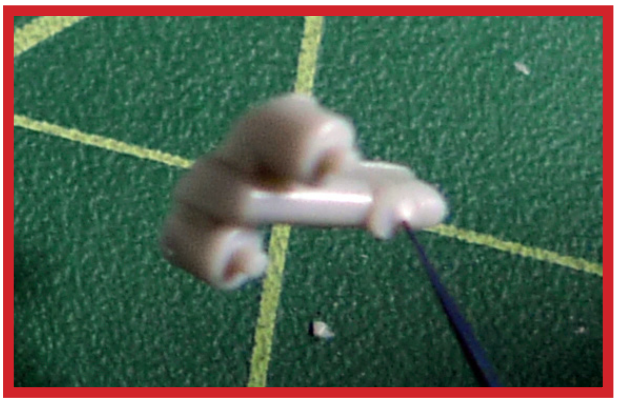
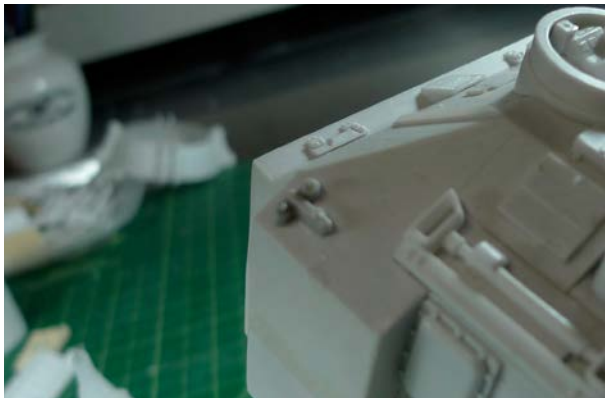


Gather the following part. It's probably not blurry in real life.

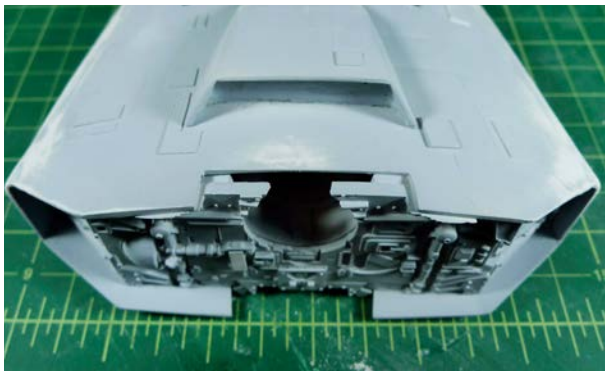


This part glues to the back right (starboard) section as shown above.

Gather the following parts. They will be arranged on the left (port) side, underneath the areas you previously worked on. **NOTE: The small styrene square is NOT provided in this kit - use .020 styrene.**

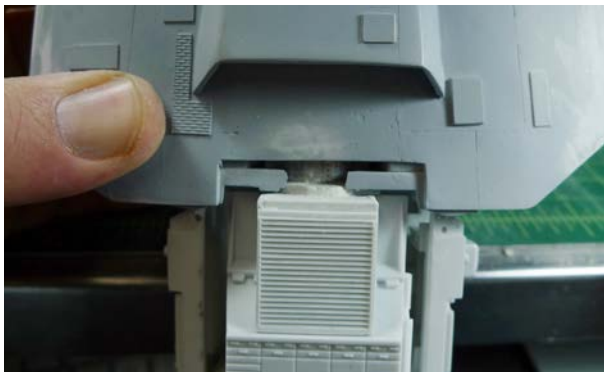
All of these greeblies glue to the area previously worked on, but below. You will probably have to fiddle with the placement a little to get it correct - but use the surrounding details as a reference point!

Now that we've finished the front neck areas, it's time to add the cockpit assembly. By now it should be puttied, sanded, rescribed if necessary.



We will assemble with the underside facing us.

Slide that sucker down. Make some inappropriate noises - the ladies LOVE that.

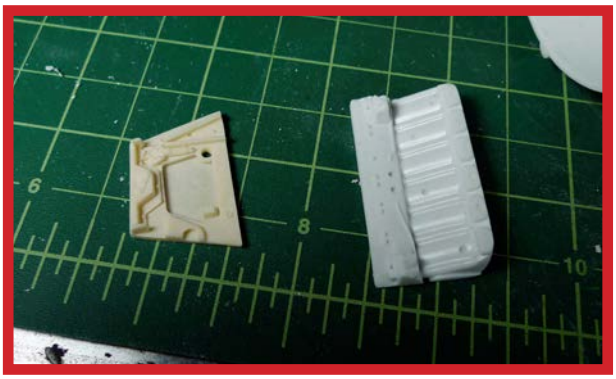


The cockpit should "lock" into place and sit FLUSH with the body. You might have to remove a little bit of detail from the rear cockpit bulkhead to get this to happen, but only where the surfaces touch to the body.

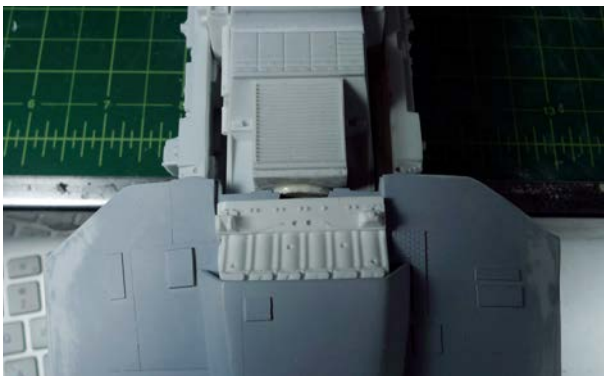
It's important to glue this piece to the armature, so that a level angle is achieved.

I've removed the cockpit tub bottom, which is not necessary for this build - but it illustrates where the armature rod mounts.

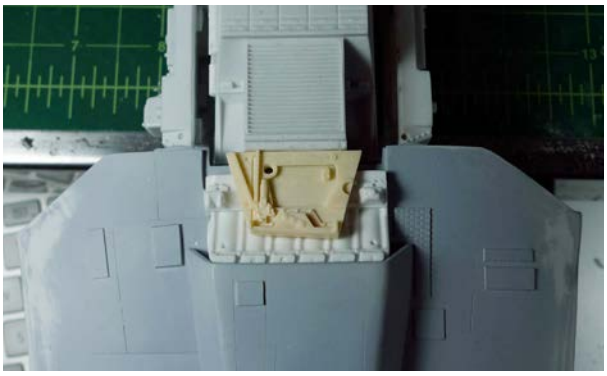
It will rest against the back as shown in the previous photo, and the mounting block as shown above. Glue it securely!



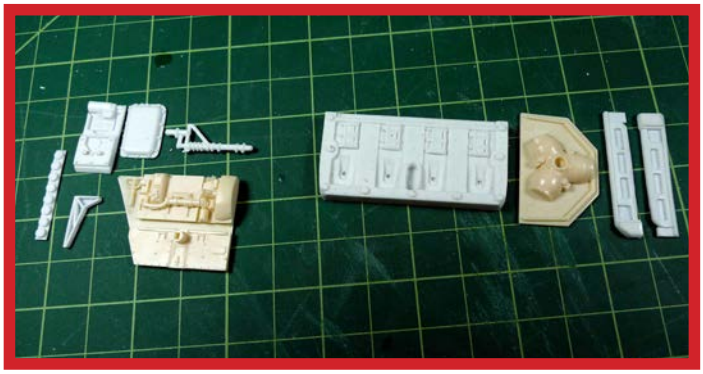
Gather the following parts. They will be glued the underside cockpit-to-body transition.



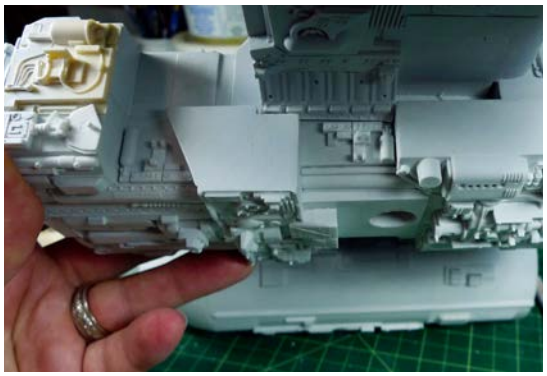
The large greeblie will partly nest inside the cockpit hollow.



The other greeblie glues to this, and the body.



Gather the following parts. They will be glued to the left (port) side, aft of where we were before. The two similar looking pieces on the far right will glue to the very back of the body.



We'll start here, and work our way towards the back. When you hear the beep, turn the page!

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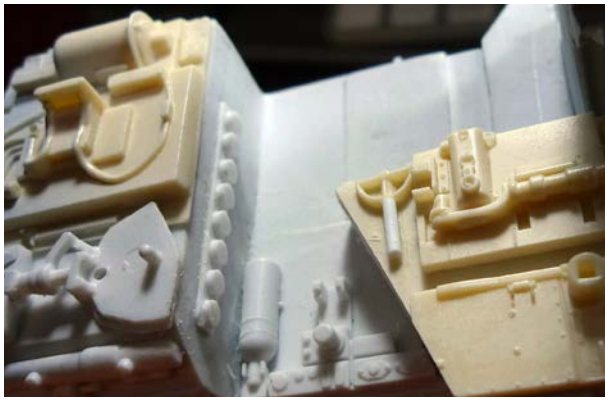
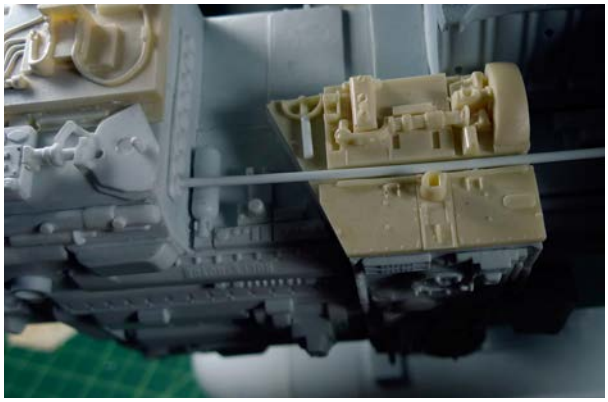
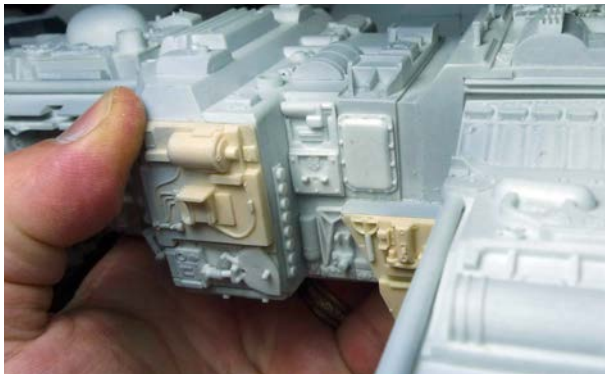


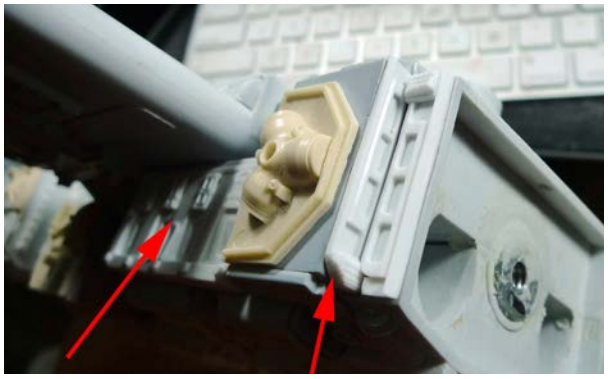
Glue the sort-of-trapezoidal greeblie down, and then position the strip with "dots" as shown above - the bottom "dot" needs to line up...



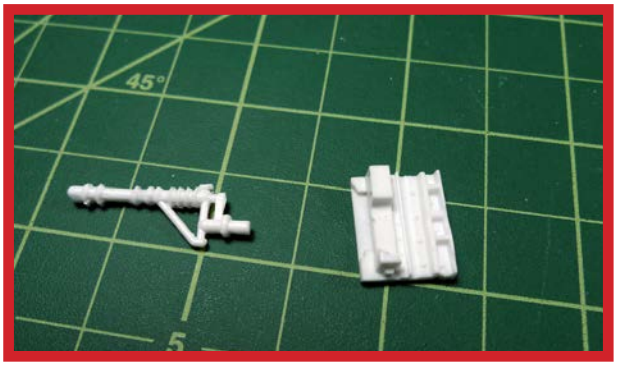
... with a section of piping later on, so use a styrene rod to ensure it is lined up correctly, and then glue down!



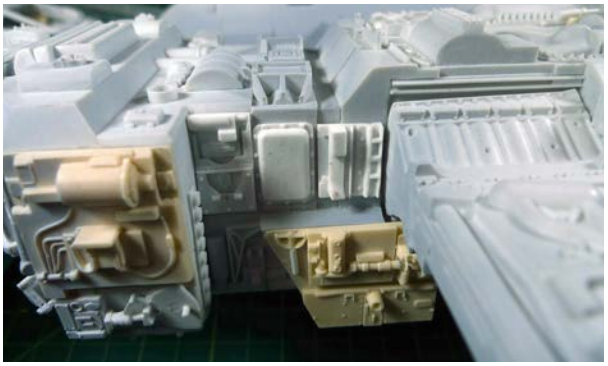
Next, glue the rectangular greeblies as shown above.



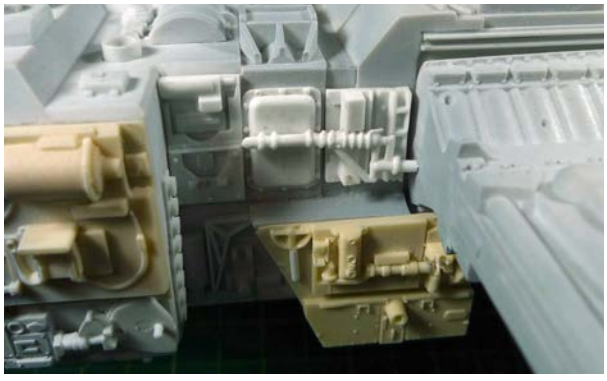
The large greeblie will fit nicely under the wing, followed by the greeblie represented in tan, and then the similarly-shaped greebles. Note that one of these has a rounded edge - line it up as shown above.



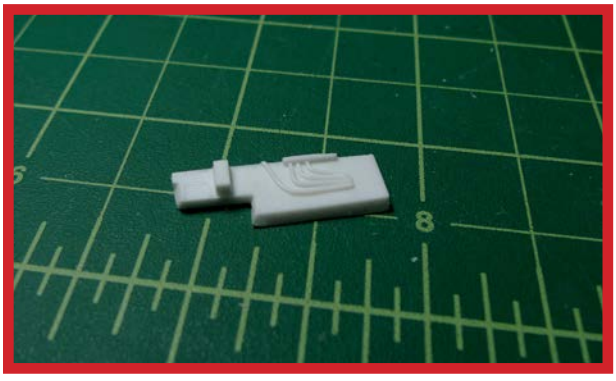
Gather the following parts.



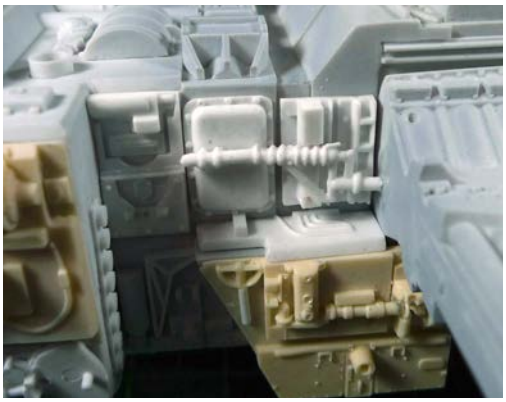
Rectangular greeblie glues to the right of the other two.



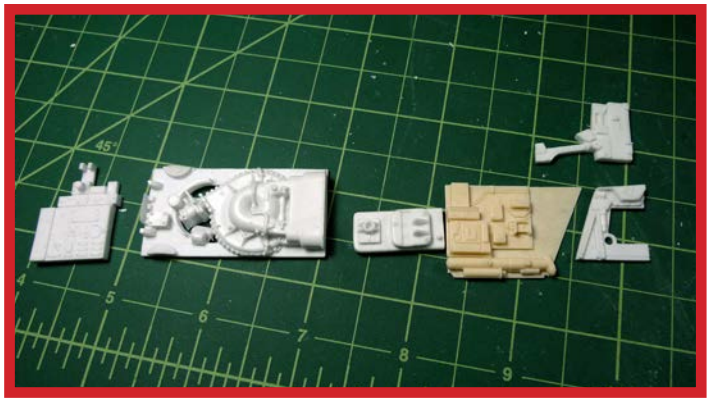
And the spindly fella rides along the top as shown above.



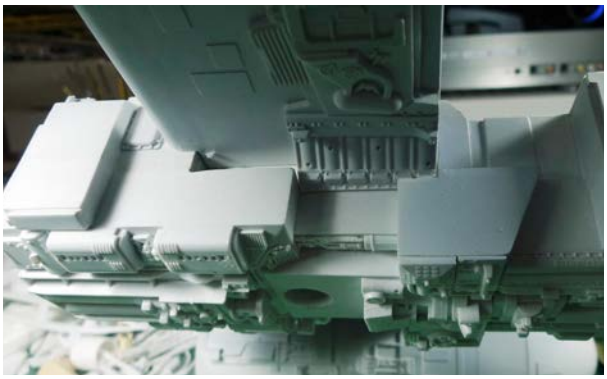
Gather the following part.



It will glue to the top-facing area between the two sections you just worked on.

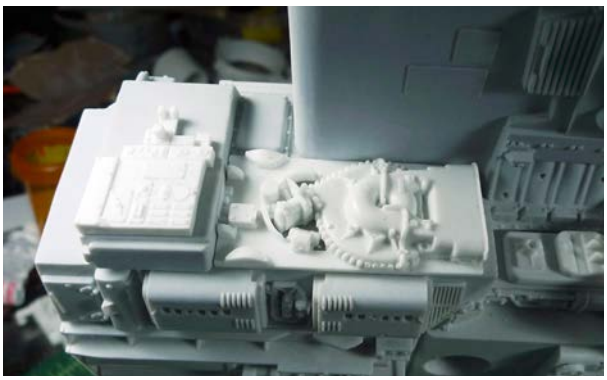


Gather the following parts. They will be arranged on right (starboard) side.



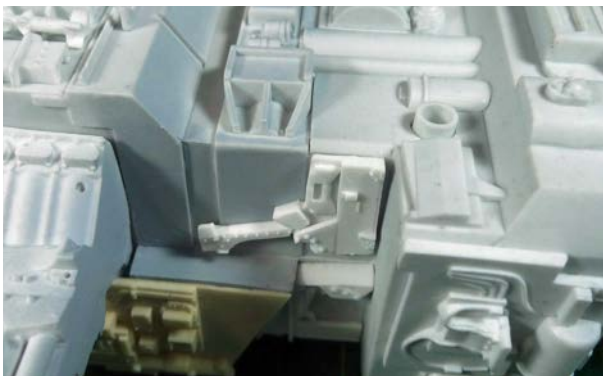
Once again we will start at the front and work our way aft.

Glue down the other trapezoid-like greeblie, the rectangular greeblie sits just aft in the recess.

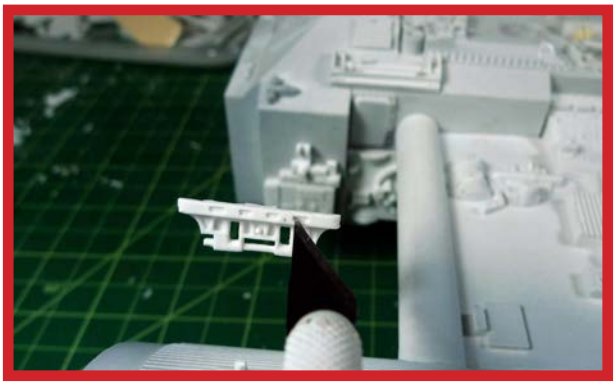


That familiar X-Wing assembly is next, followed by the back-most greeblie, which will sit flush with the back.

This final piece from the group will be glued above and forward of the trapezoid-ish piece.



Like so.



Gather the following part.

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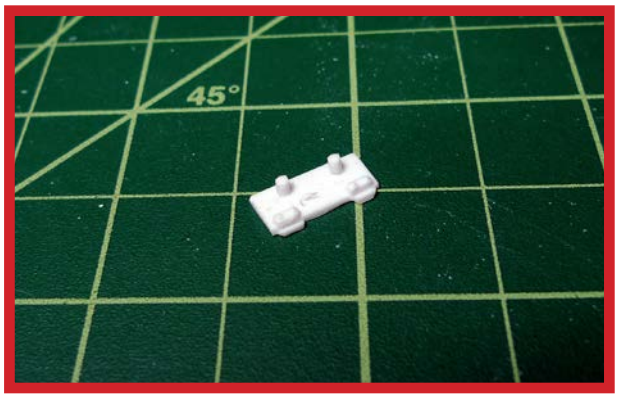
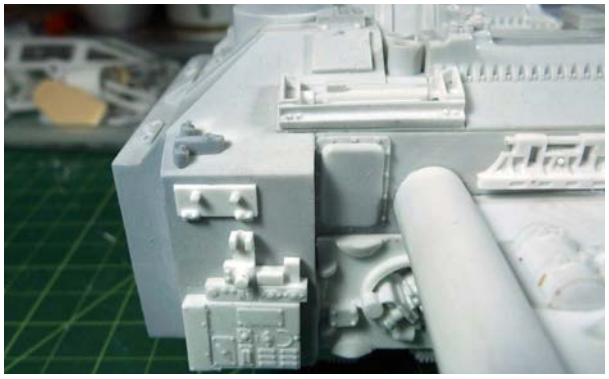
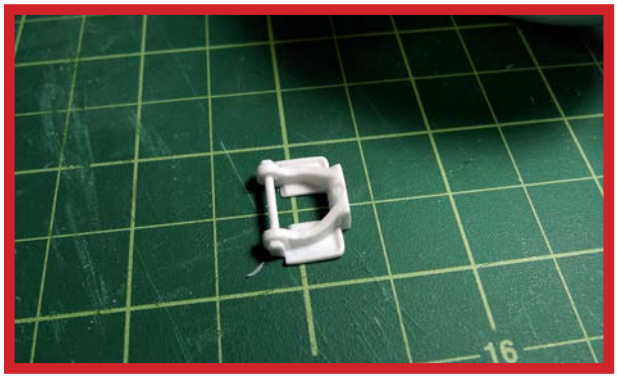
Glue it down against the body by the right (port) wing root.



Gather the following part.



Glue it down against the body aft of the right (starboard) wing root.



Gather the following part.

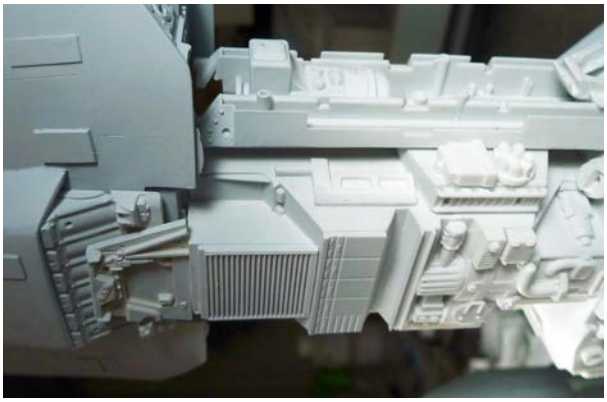
Glue it down against the wing, butting against the left (port) engine pod.

Gather the following part.

Glue it down against the left (port) engine pod, next to the leading edge of the wing.

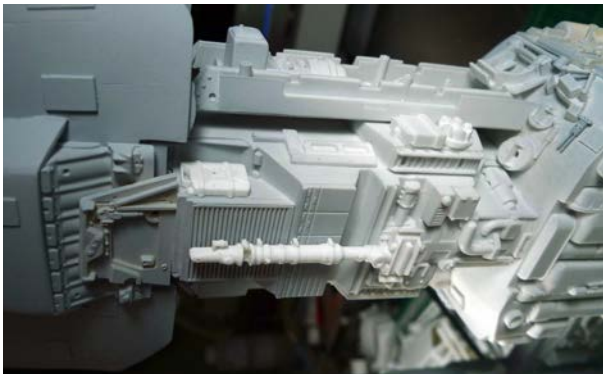
Gather the following part. Can you guess where it goes?

If you guessed against the right (starboard) engine pod near the leading edge of the wing, you were correct! Derp!



Flip that sucka over, as we're going to finish off the greeblies on the underside neck.

Gather the following parts.

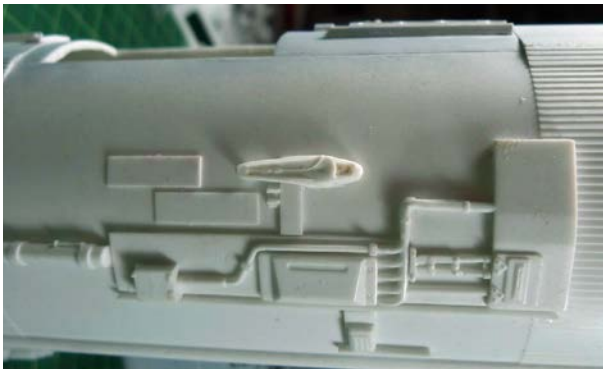


Glue them down!

Now let's address the back mount cover. My solution was to affix it with magnets. I super glued the magnets to the cover with their "mate" so that the "mate" fit into the recessed areas on the body that are designed for the batteries. I then pushed some Apoxie Sculpt into these recesses, and carefully fit the cover so that the battery "mates" stuck into the putty.

Like this. Magnets - how do they work?!

Gather the following part.



Glue it on the underside of the right (starboard) engine pod.

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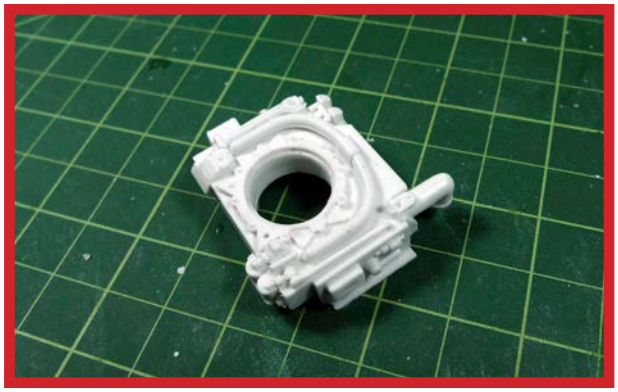
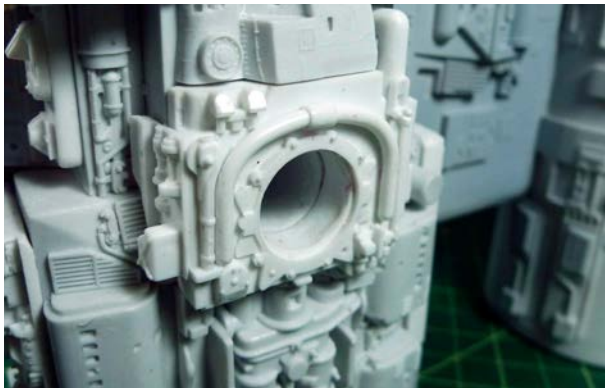


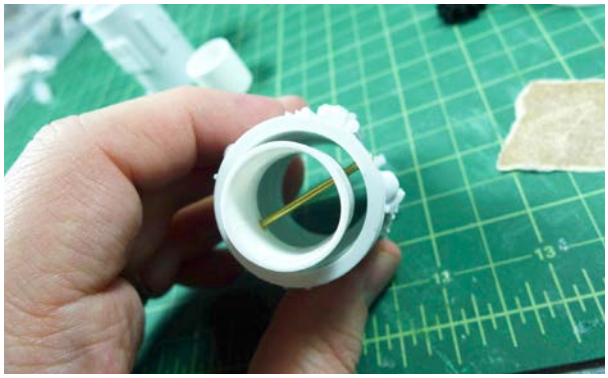
Gather the following part.



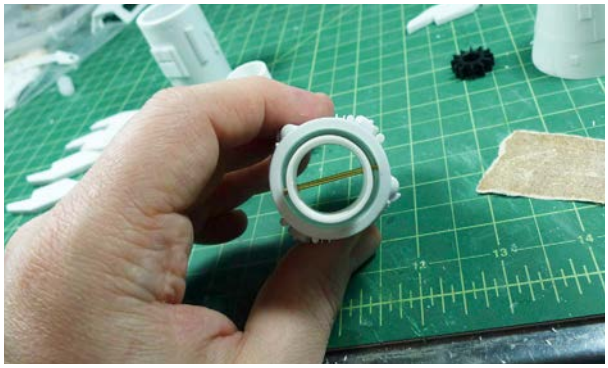
Glue to the underside, covering the bottom mount.

Gather the following parts. These will be the assemblies for the business ends of the engine pods.

The heatsink sleeves will be attached to the larger cylinders with a wire rod - go get it yourself, son. Drill where you see dimples, cut to size, etc.



It'll look like this when you've got it all together.

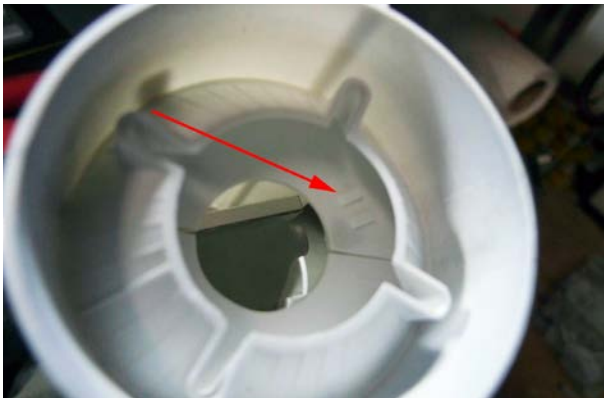


Glue that stuff together, being sure to keep the cylinders level and centered!

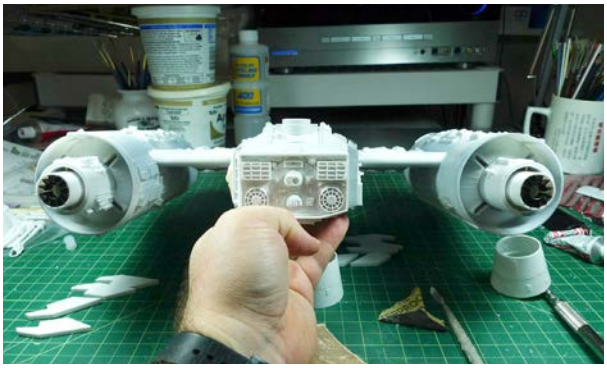
Next, drop the heat sinks into the cylinder - there are slight raised stops that will prevent the heat sinks from dropping down too far.

Since they are inexpensive, I used real heat sinks - do not glue into place just yet!

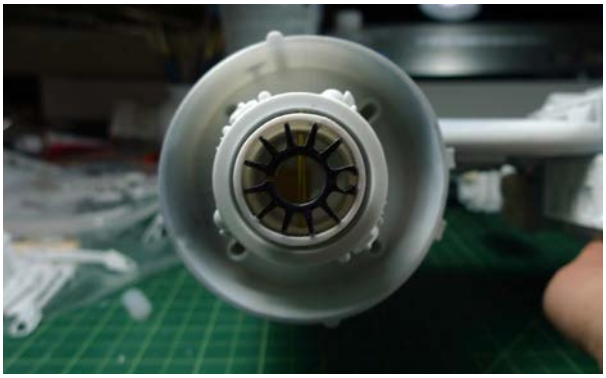
Repeat for the other assembly.



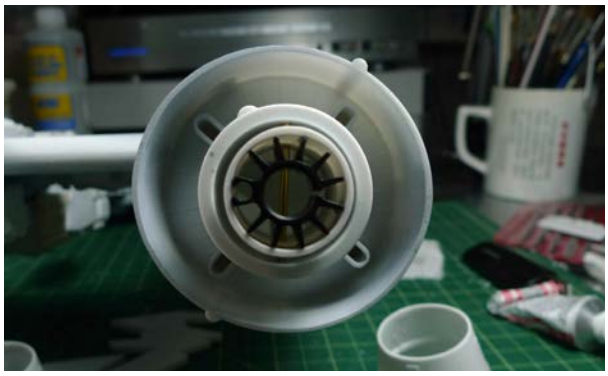
Now, glue the assemblies into the back of the engine pods, making sure that each one cooresponds to the locating slots! One tab and two tab...



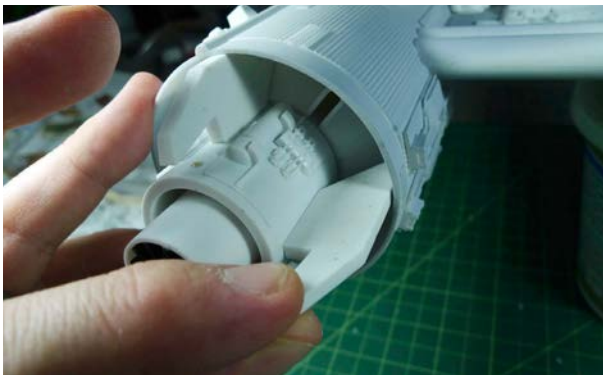
The heat sinks will be glued into place now - position the "C" detail at the 3 o'clock position.



Left (port) position.



Right (starboard) position.



Now we glue the mounts in place. They are located at the 12, 3, 6, and 9 o'clock positions. Do not glue the 9 o'clock mount in place yet!

This will aloow you to attach the shrouds in place...

... like so. The one with more chipping detail is attached to the left (port) engine.

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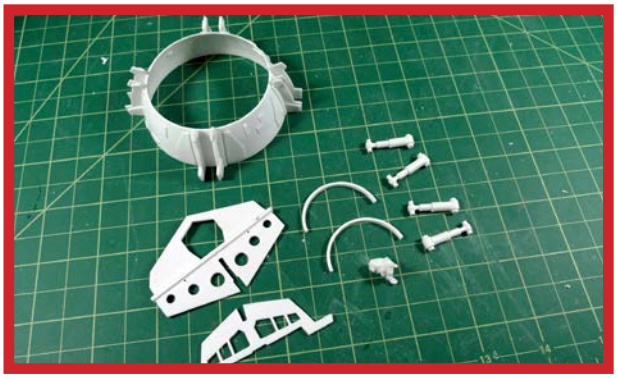
Once it is in place, you may add the 9 o'clock mount by dropping the piece down at a diagonal angle, and rotating it into position.

Note the position of the chipping detail.

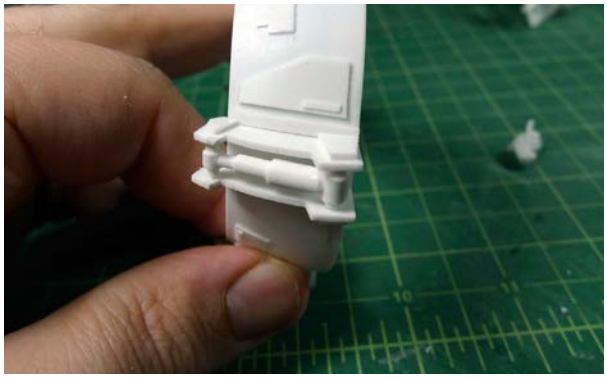
Everything should line up at 90º angles.

Repeat the process for the right (Starboard) side, noting the position of the chipping detail again.

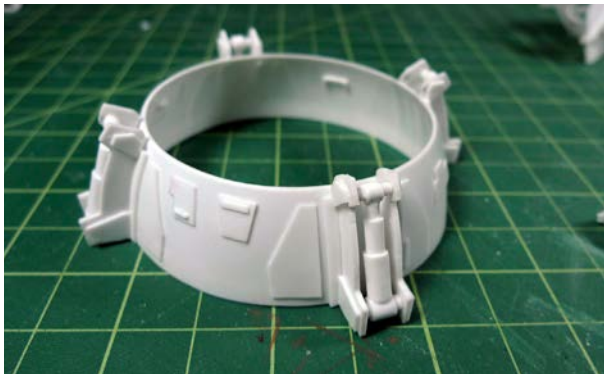
It should and will look like this - you're good!



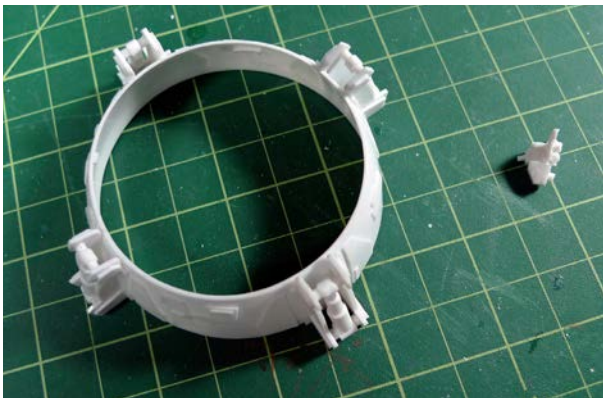
Gather the following parts. They will be the back engine details. Pictured above are the parts for the right (Starboard) vanes.



Start by gluing the "shock absorbers" into the four brackets, with the fatter ends of the shocks at the wider end of the vane assembly.



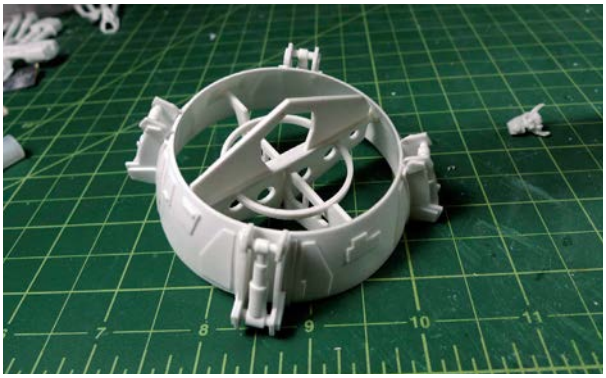
Like this.



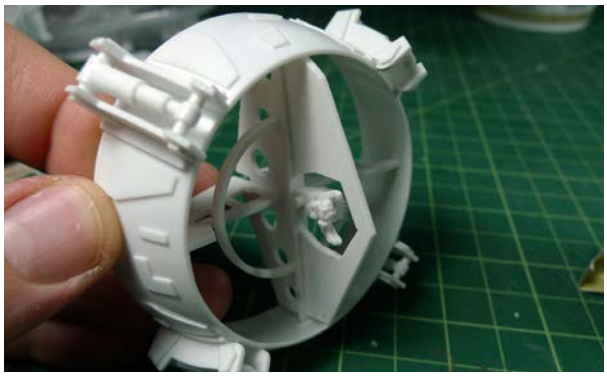
From above!

Now glue the two vanes and circular parts to each other as pictured above.

They will socket into the dished piece with the two raised mount points acting as a stop for the more robust vane.



Like this!



Now glue that little detail piece to the back of the vane, paying attention to it's orientation.

ACCURACY ALERT: To truly make this look like the Red Y-Wing in the Archives, I modified the left (port) vane assembly - first you have to remove ALL of the chip detail.

Gather the following parts. Note that the smaller vane is a different piece entirely. It's from the Sealab, so "oooh and aaaah" for a moment or two.

When you're done, it'll look like this, but turn the page for more information on that left (port) vane chipping detail.

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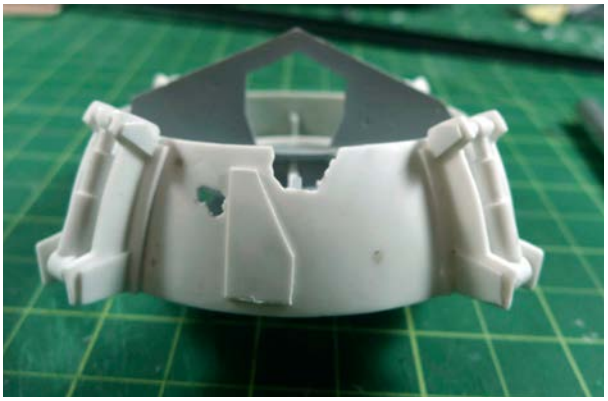
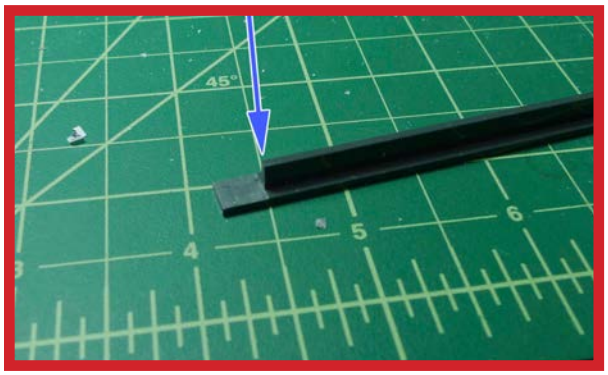
Looking at the vane assembly from the top, with the widest opening at the bottom of the image, add chipping detail as shown above.



Rotating 90º clockwise, add the chip above, and remove material to simulate the "battle damage" with an X-Acto blade.

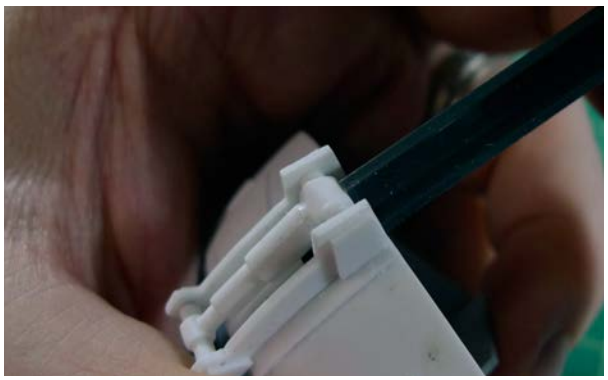
Rotate 90º again, and note the bottom of the vane assembly has nothing added!

Rotate 90º one more time, and add the final chip. This is the side that faces inward.

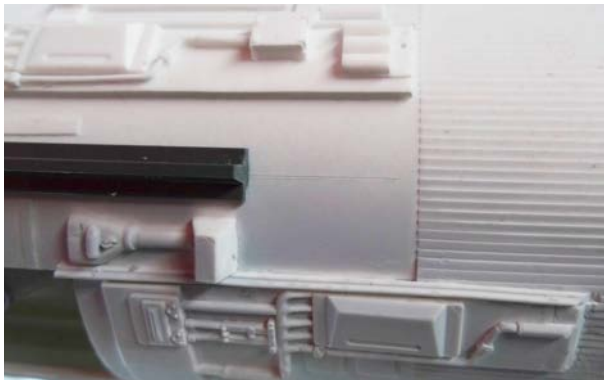


Now grab your Plastruct T stock, and remove the pastic from the vertical stut as shown above. About 6mm should do it.

Now, measuring from the blue arrow in the previous photo on the part you just modified, cut the T stock at 346mm. Repeat 7 more times!!!



The T stock with notched end will mount to the vane assembly as shown above - slide the T stock under that "shock absorber" until it sits flush. You may have to trim the T stock to get things mounted correctly.

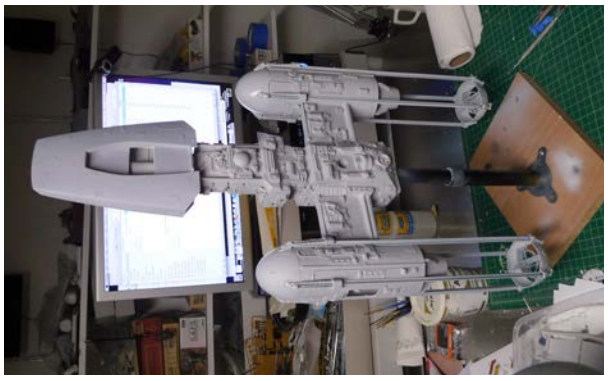


The other end of the T stock will glue to the engine pod at 90º angles, and will sit flush to the edge where the Saturn V can meets the L'eggs egg. If you look carefully, you will notice scribed lines to guide you!

Repeat this seven more times - four for each engine/vane assembly.

Grab those 8 parts I apparently did not take a photograph of, and glue them to the T stock and L'eggs eggs as shown above.

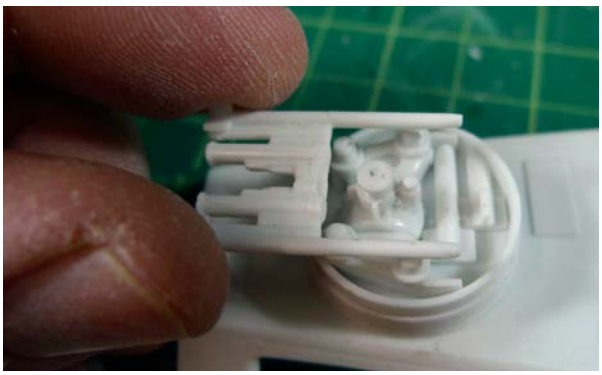
Lather, rinse, repeat.



Holy crap you're in the home stretch!!

Grab the canopy and little funky gun parts.

The canopy will need a little massaging with sandpaper to get the leading edge to look like the photo above. It's accurate to the red Y-Wing.



The gun will cleverly "click" into place from the back - slide it forward.

Glue!

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Congratulations. You now have a canopy.

Gather the following parts. Glue your intrepid and doomed pilot together and putty what needs to be puttied. Sand what needs to be sanded.

Now, with an evil cackle, hack the CRAP out of the pilot as shown above. Just eviscerate him!!

Poor fella.

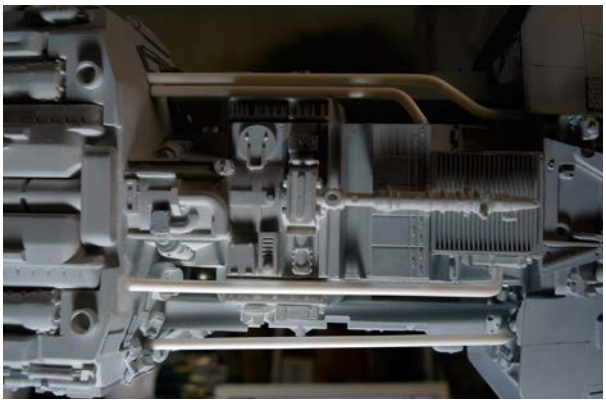
This is necessary to get him to fit. Those ILMers sure were phoning it in when it came to the pilots, eh?

It's like flying coach, to Haiti!

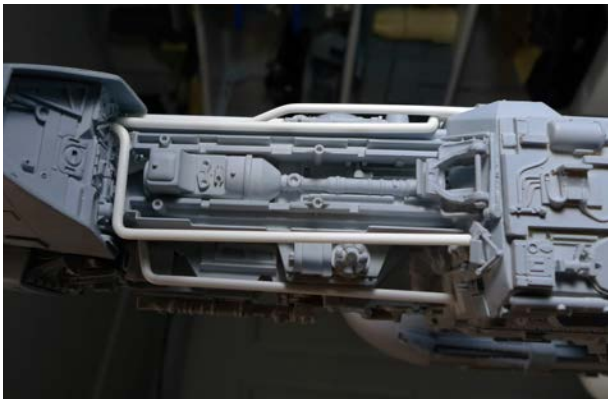
He needs to sit low enough so that his big doomed head won't prevent the canopy from seating correctly.

Guess what is next? **PIPES**

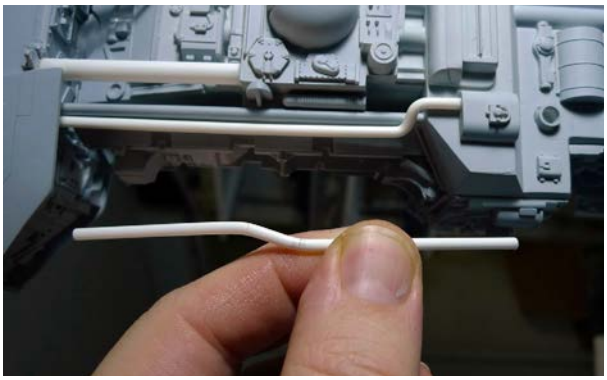
Please detach, print, refer to the piping diagram located at the end of ths booklet.



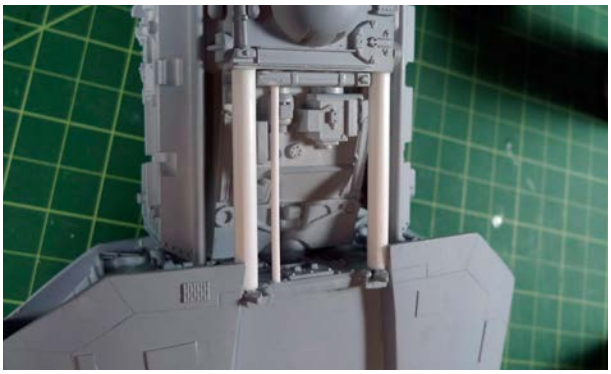
NECK - LEFT



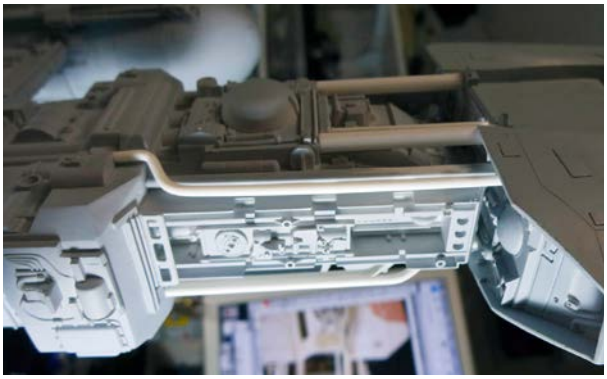
NECK - LEFT



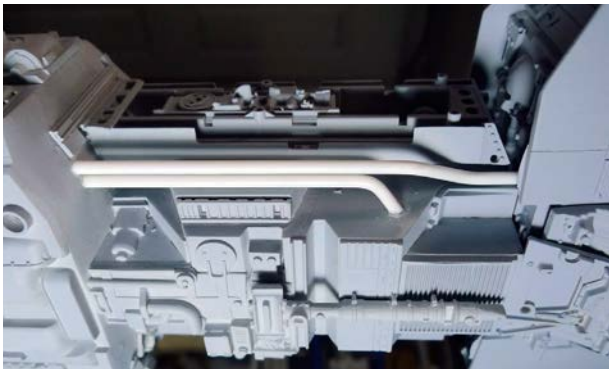
NECK - LEFT



NECK - MIDDLE

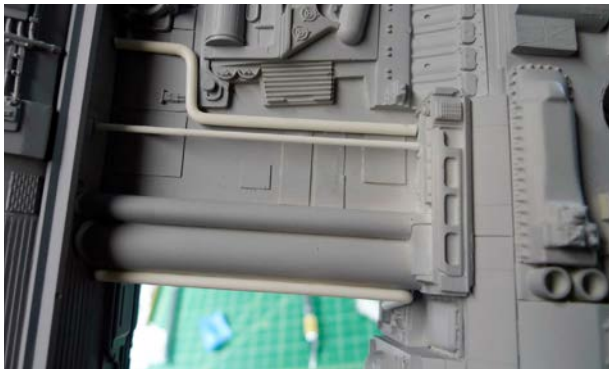


NECK - RIGHT



NECK - RIGHT

WING - LEFT



WING - LEFT

Y-WING FIGHTER

The Red Y-Wing a.k.a. Red Jammer

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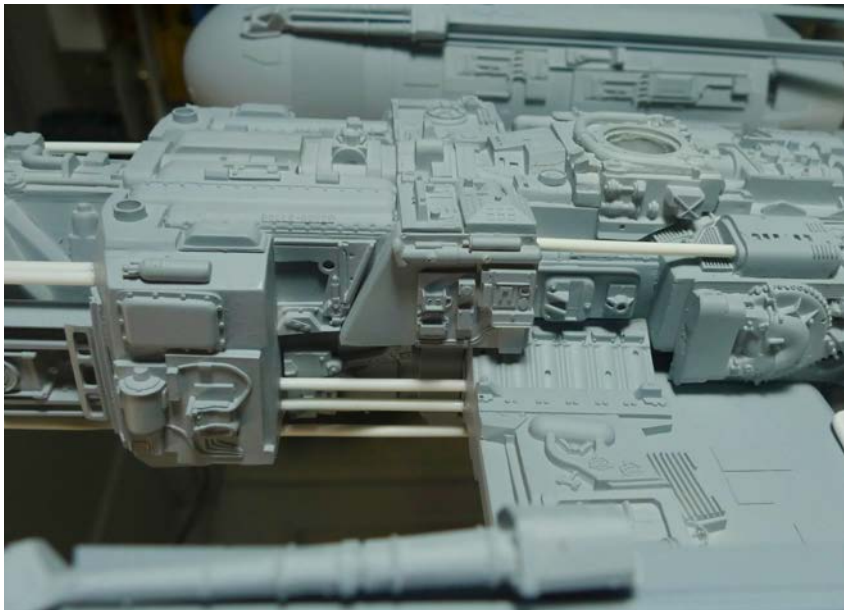
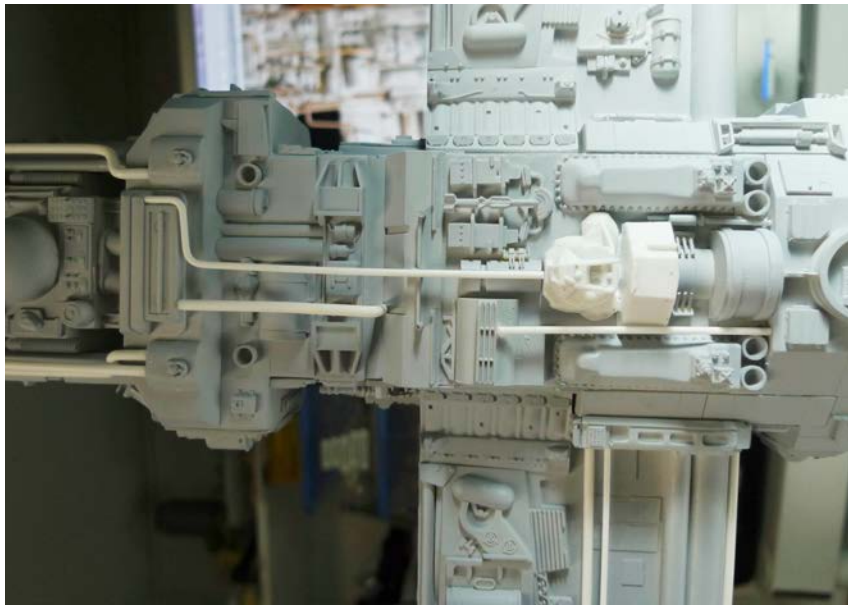
WING - RIGHT

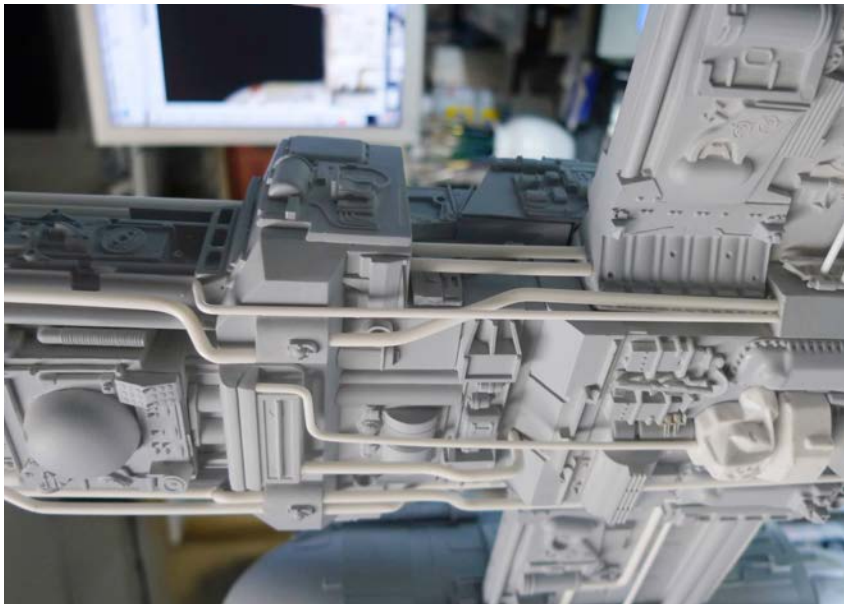
WING - RIGHT



SIDE - RIGHT



TOP



SIDE - RIGHT

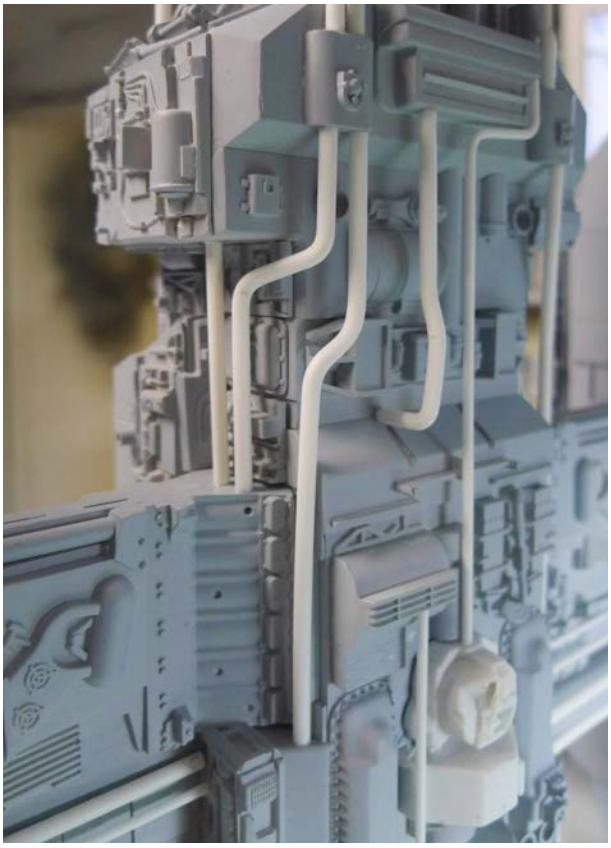
Y-WING FIGHTER

The Red Y-Wing a.k.a. Red Jammer

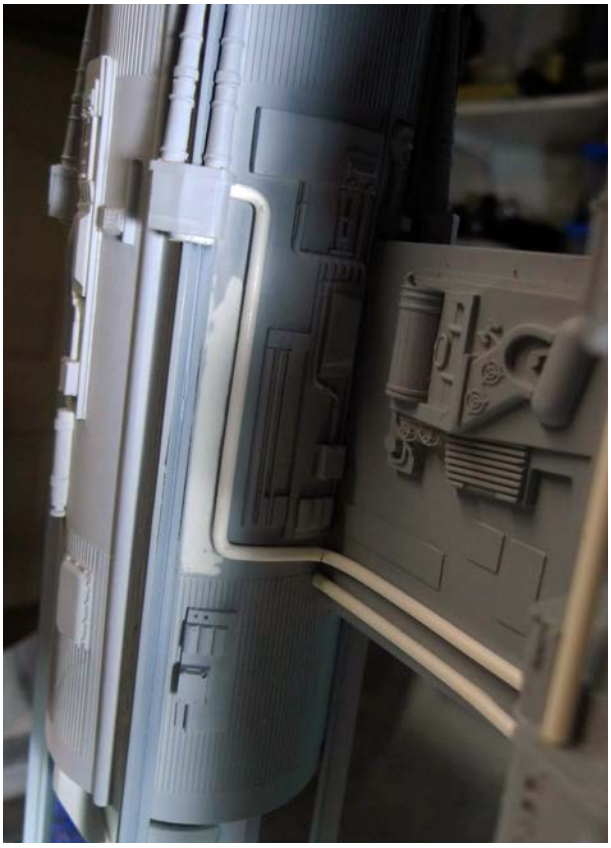
Produced in 2011, in the USA • Limited to 50 castings.

Y-WING FIGHTER

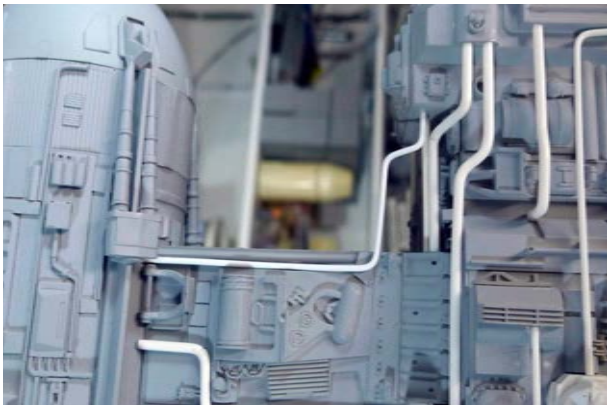
The Red Y-Wing a.k.a. Red Jammer



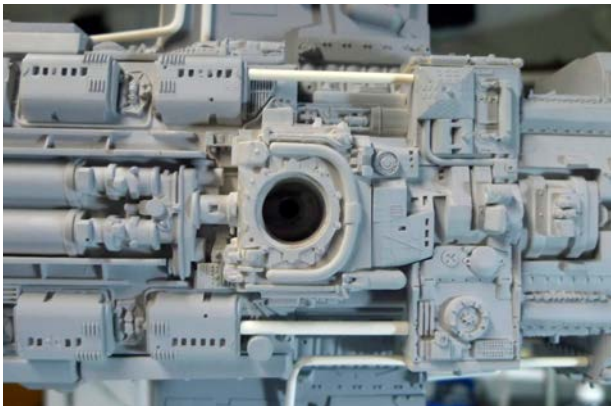
SIDE - LEFT



WING - RIGHT UNDERSIDE



WING - LEFT (addendum)



BOTTOM

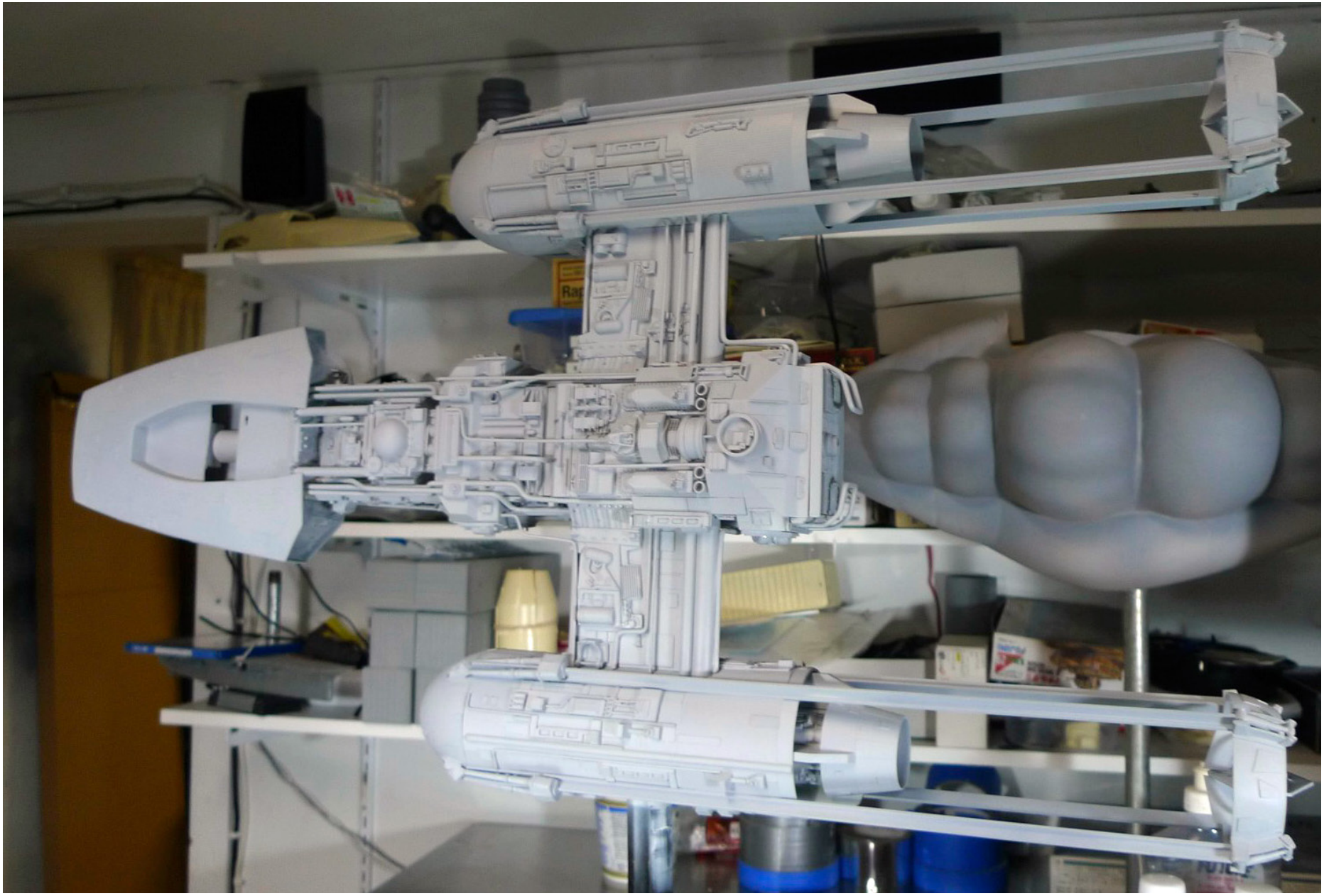
REAR ENGINE GUARDS

REAR ENGINE GUARDS

Produced in 2011, in the USA • Limited to 50 castings.

Nicen Model Designs

Congratulations! You have completed the construction phase of your Studio Scale Red Y-Wing!



Y-WING FIGHTER

The Red Y-Wing a.k.a. Red Jammer

Nice-N Model Designs

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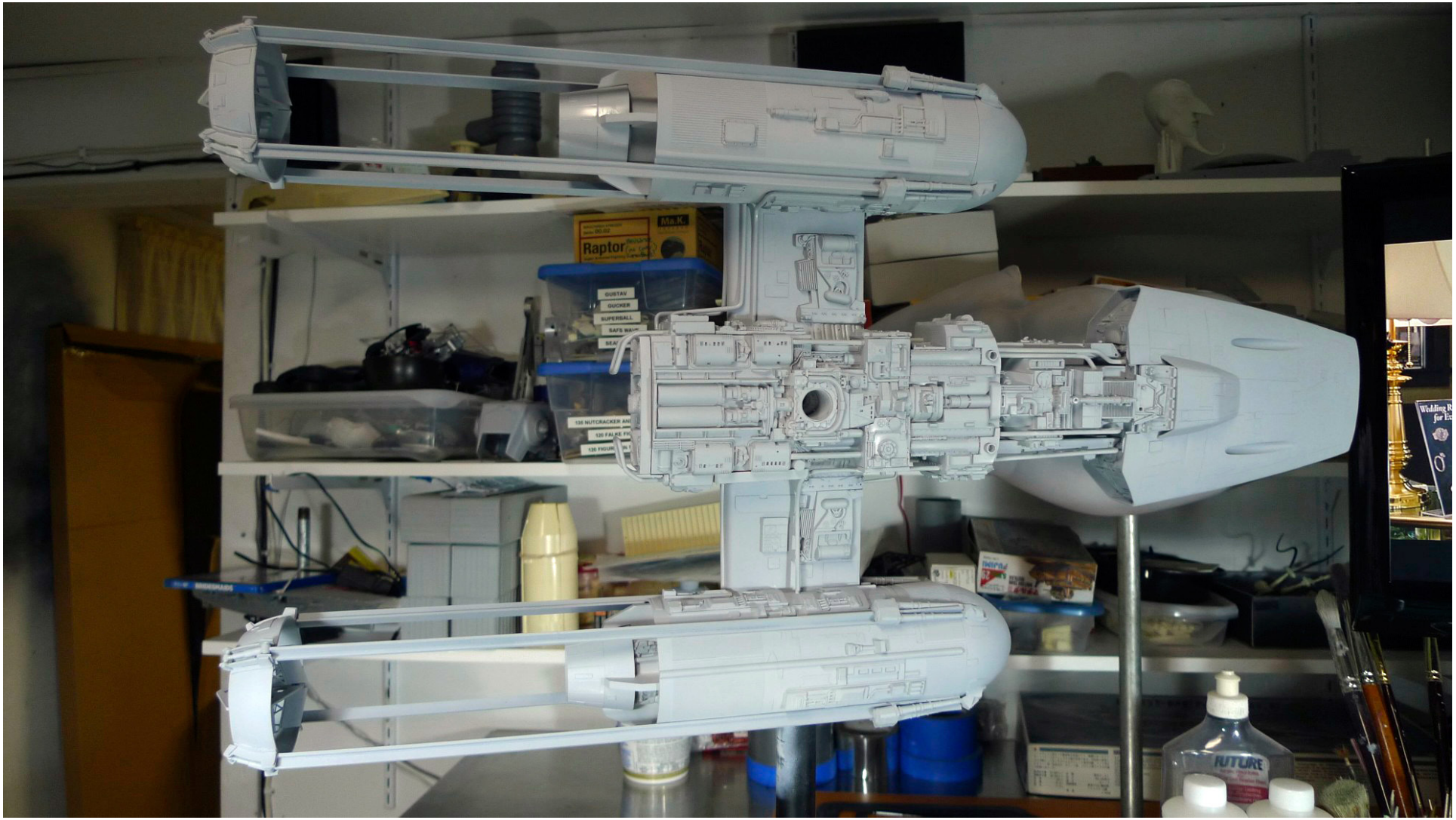

Y-WING FIGHTER

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