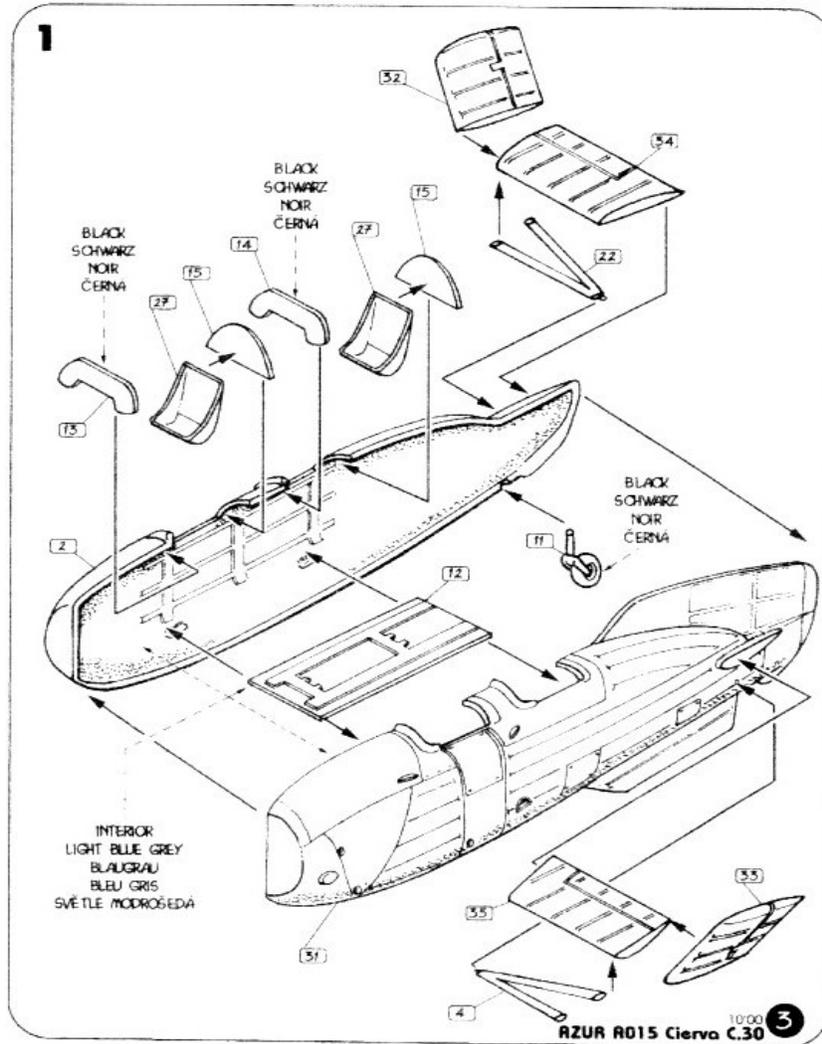




### Construction:

At first look, the kit appears to be quite well molded, but once construction started this proved not to be the case.



First of all, the fit of the parts not very good. One of the two fuselage halves is slightly undersize, so there is a prominent seam to be dealt with after the fuselage pieces are joined. Also, the size difference causes a large gap at the junction of the fuselage and the ventral fin which needs filling. A nice touch is the addition of some basic ribbing detail for the cockpit insides.

With no decals for the instrument panels I cut out some instrument images from spare decals and added them to the panels based on some pictures found on the web.

The panel lines are recessed, but they are very indistinct and disappear in places such as along the vertical stabilizer. I filled in most of indistinct lines as well as the corresponding line on the other side of the aircraft.

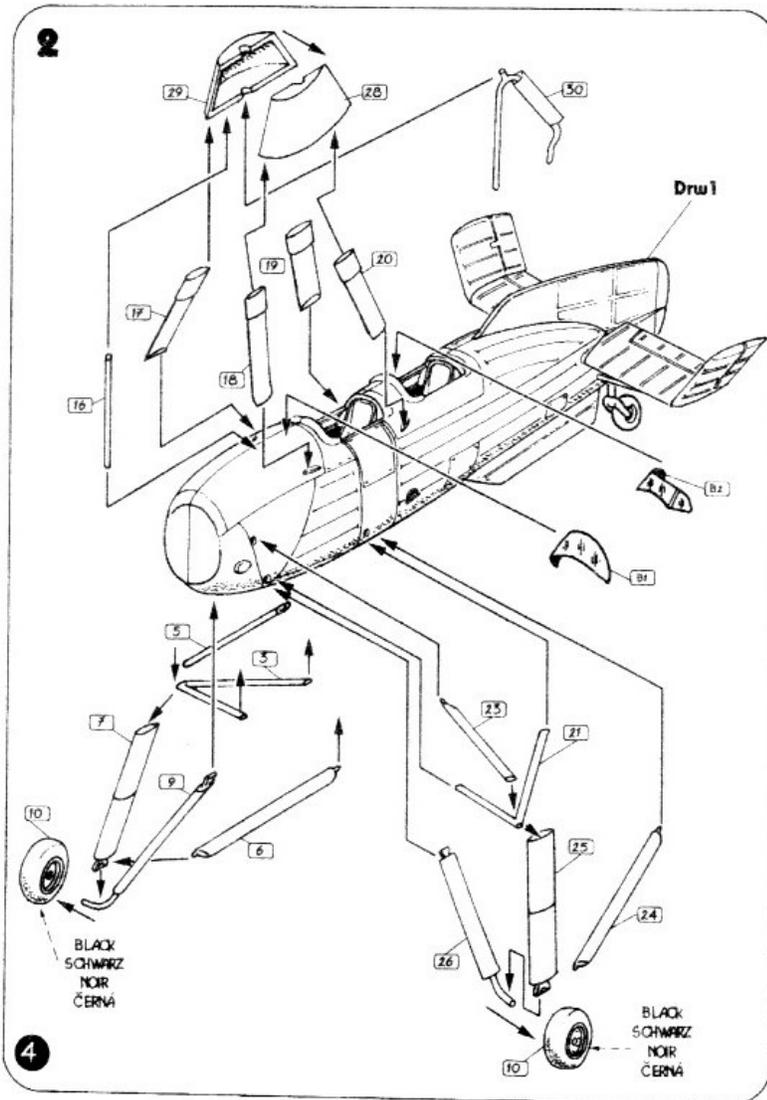
To obtain a clean and straight rudder line, the rudder was separated from the fuselage. The gap along the hinge line was covered with thin sheet plastic, both on the fuselage and the rudder, and then the rudder was re-attached to the fuselage. The pitot tube on the landing gear was replaced with a piece of stretched sprue. And the overly thick drive shaft (part 16) than runs between the fuselage and the fairing was replaced with a section of thin plastic rod.

The gear struts (parts 7 & 25) are too tall, and as a result the aircraft has a bit of a stalky look, instead of the more squat stance as seen in photos of the craft when sitting on the ground.

The support struts (parts 17, 18, 19 & 20) for the rotor head fairing (parts 28 & 29) are just butt joined to the fuselage and to the fairing, and getting them along with the fairing to line up properly while being glued was quite tricky. I left off the rotor control stick until the end to make masking the cockpit opening easier for painting.

When it came time to add the control stick it proved to be quite the problem as fitting it between the fuselage and the fairing proved to be a bit on the tight side, but perseverance paid off and I was able to get it into place with more effort than I initially thought would be needed.

The rear horizontal stabilizer (parts 34 & 35), along with the angled sections (parts 32 & 33) are all butt joined together, so once again, you will need to be careful to align these properly.

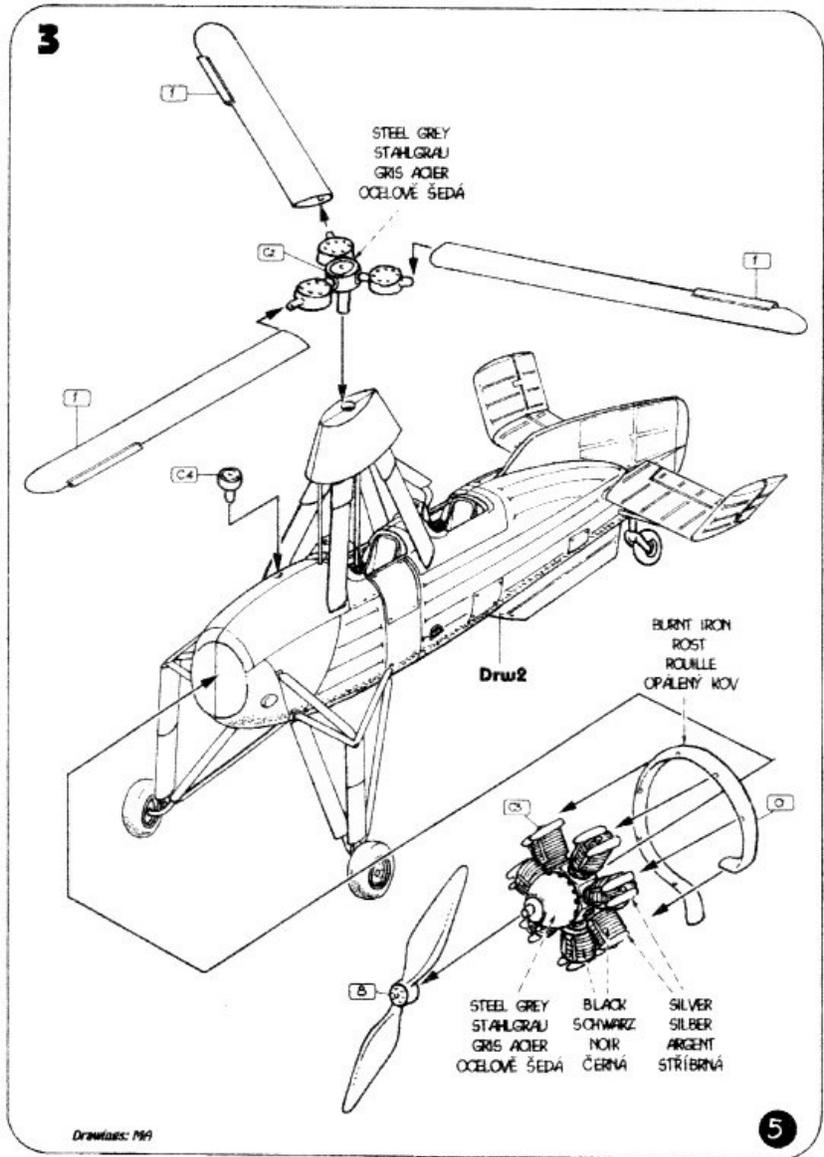


The resin parts, which are the engine, exhaust ring, rotor head assembly and the filler cap, are well molded, though to me it looks like the cylinders on the engine kind of lean forward a bit.

The rotor blades are butt joined to the resin rotor hub assembly. Superglue was used to attach the blades to the shafts, but the completed assembly is not overly strong.

In the end, the decals turned out to be slightly out of register. I didn't notice this problem because the images are printed on a very light bluish-white piece of paper, and the registration problem did not become apparent until they were soaked from the sheet. The red squadron codes had a narrow white outline on one edge which forced me to discard them, while the yellow surround on the roundels was not consistent in width, though not extremely noticeable, but there nonetheless.

With no RAF squadron codes that I could use from the sheet, and not wanting to repaint the kit, I decided to mark the aircraft in "generic" RAF markings. I was forced to use the kit's roundels, since I didn't have any Aeromaster roundels that were small enough. The blue for the kit decals and the Aeromaster decals matched quite well, but to get a consistent red colour for the markings I covered over the red circle in the middle with circles from my Aeromaster decals, and then added the fin flashes, also using Aeromaster decals.



**Conclusion:**

This is not a bad of a kit, but then it is not a good kit either. Construction proved to be more work than I was expected considering the small number of parts.

The gear struts definitely need to be sectioned to get a proper sit .

I was also disappointed by the register on the decals and I hope that the registration problem I found is not the case for all the C.30 kits produced by Azur. If I was to build this kit again I would do one of the lighter coloured schemes to avoid any potential register issues with the decals.