

➔ Possible Issues with 3D-Printed Resin Parts

All parts in this kit are produced using high-resolution 3D resin printing. This technology allows for very fine detail, but it also comes with certain characteristics that the modeller should be aware of. The points below will help ensure a smooth building experience and the best possible final result.

General Notes

- All parts are printed in layers of 0.05 mm. In some areas this may result in a subtle layering effect, which can be removed with light sanding if desired.
- Resin parts should always be test-fitted before gluing. Tolerances are tight by design, and minor adjustments may be required.

Supports and Cleanup

Most parts are supplied with their printing supports still attached. These must be removed carefully:

- Use a **sharp sprue cutter** or hobby knife to detach supports close to the part.
- Avoid twisting or bending supports, as this may damage delicate details.
- After removal, lightly sand the contact points if necessary.

Holes and Alignment

Due to the nature of resin printing:

- Holes may shrink slightly during curing. They may require gentle

drilling to achieve the correct diameter.

- Always check alignment pins, struts, and rigging points before final assembly.
- Do not force parts together — adjust the fit instead.

Warping

Resin can deform if exposed to heat or stored improperly.

- Keep all parts on their support trees until you are ready to use them.
- Store the kit in its box, away from direct sunlight or high temperatures.
- If a part becomes warped, it can be corrected by dipping it briefly in **hot (not boiling) water** and gently bending it back into shape.

Painting

- Do not paint mating surfaces. The tolerances are intentionally tight, and paint may interfere with proper fit.
- Wash all parts in warm soapy water before painting to remove any remaining resin residue.

Handling and Long-Term Care

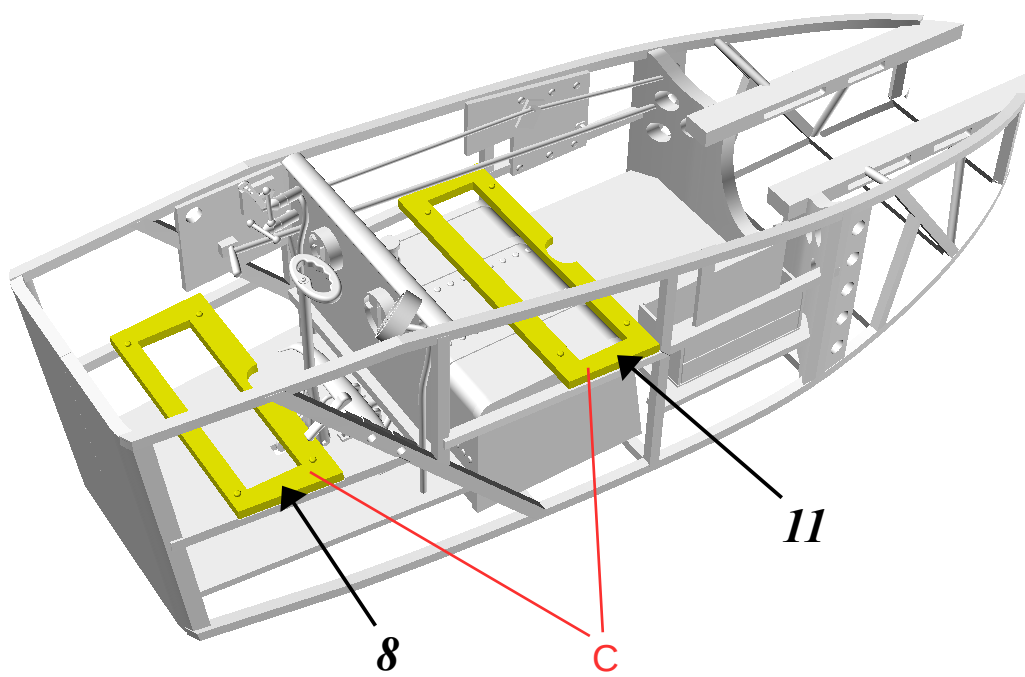
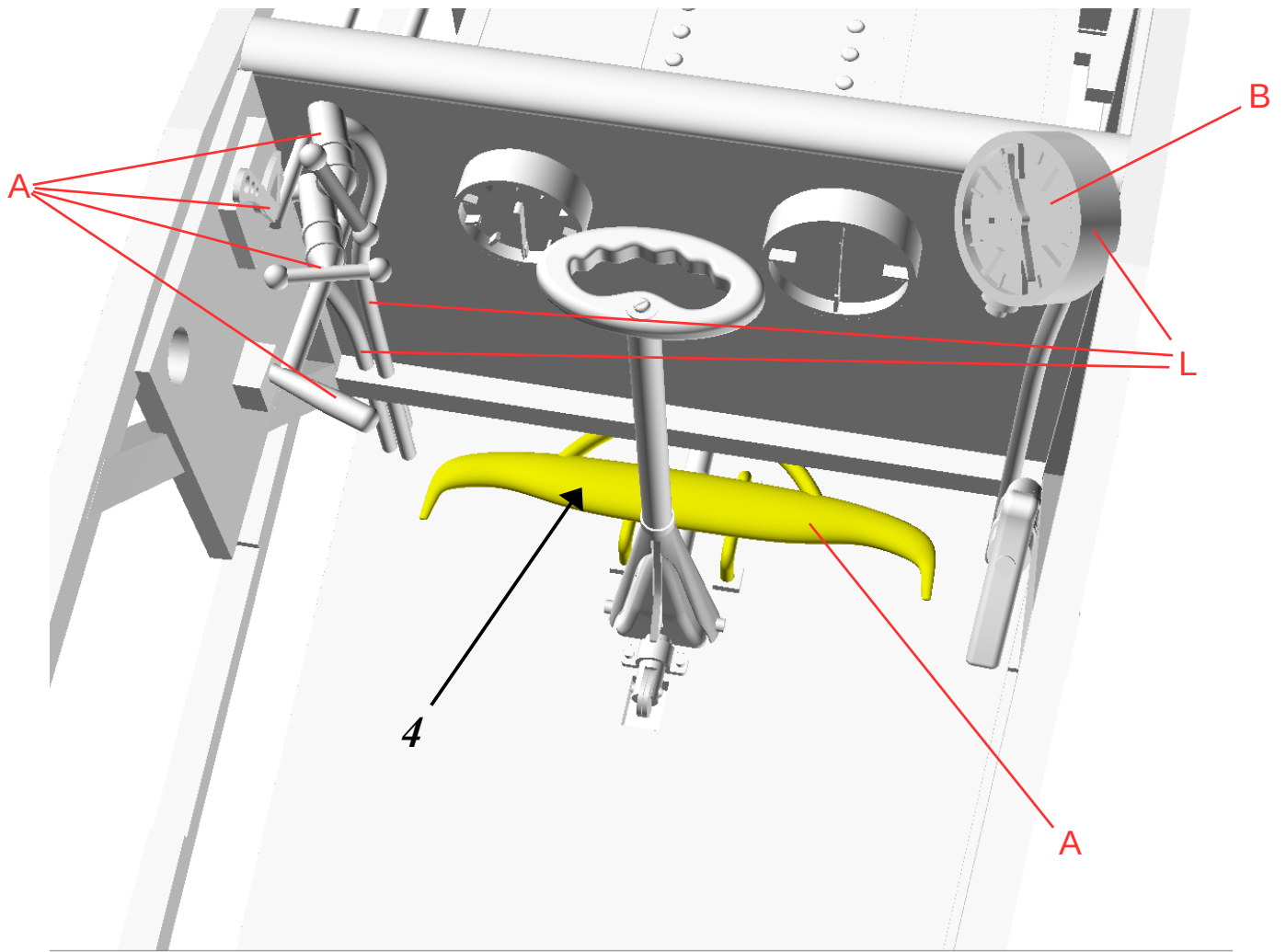
- Fully cured resin is strong but can be brittle. Handle thin parts with care.
- Finished models should not be left in direct sunlight or very warm environments, as prolonged heat may cause deformation.

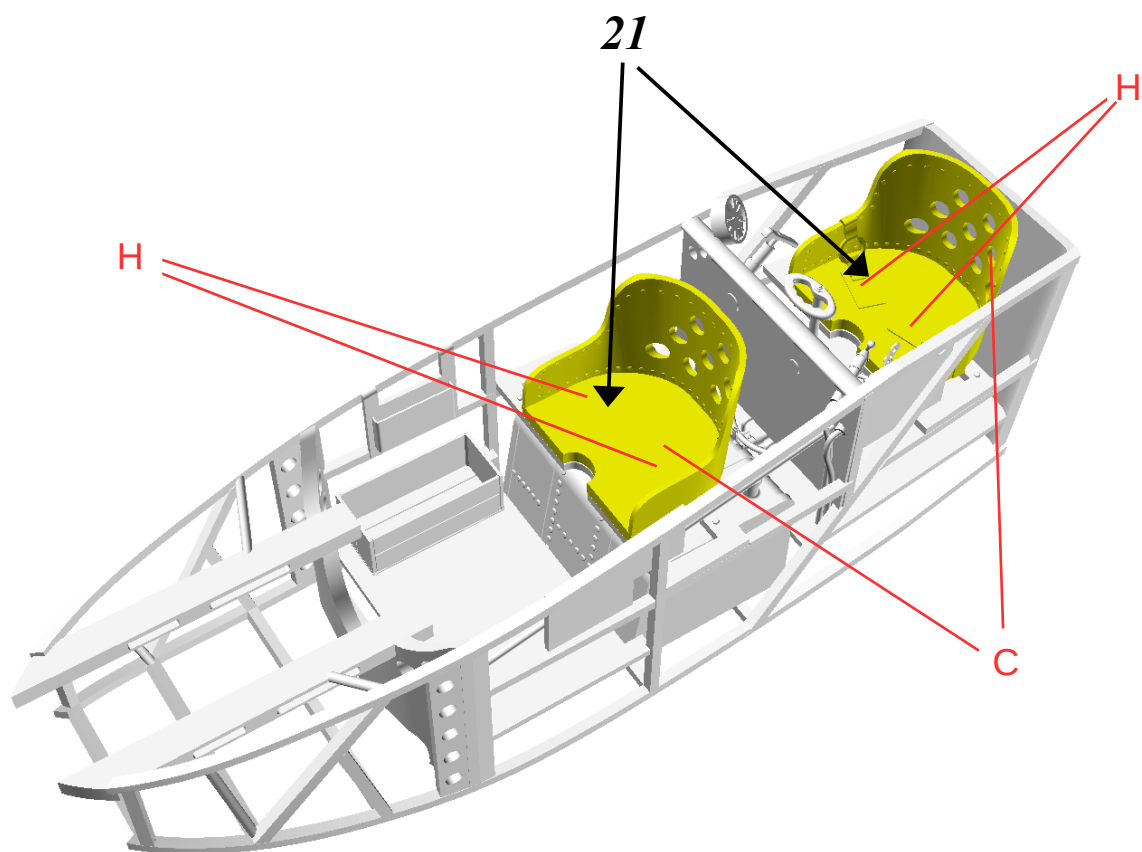
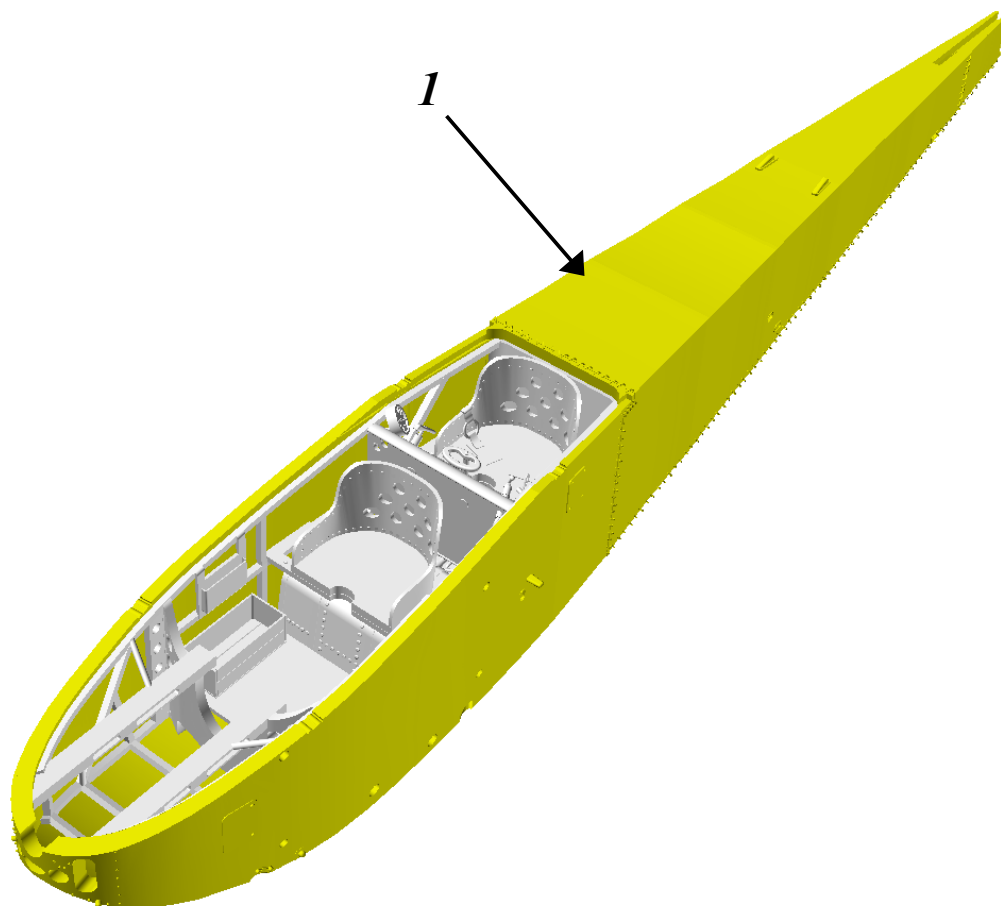
LVG B.II

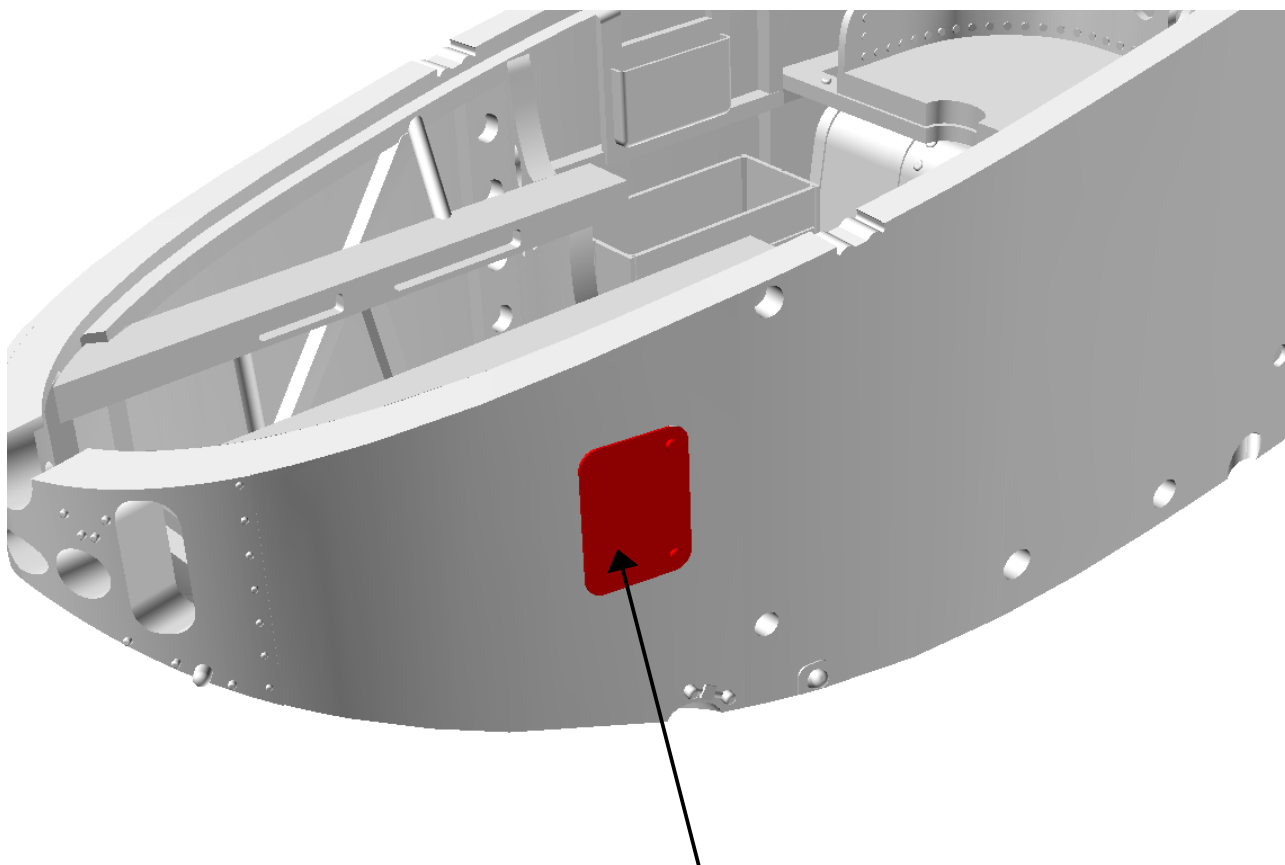
The LVG B.II was an important German reconnaissance aircraft of 1915, and was an improved version of the pre-war B.I. The LVG B.II was a two-bay biplane with a reputation for being sturdy, stable and easy to fly, and it was the most important German reconnaissance aircraft at the outbreak of war. The differences between the B.I and the B.II were fairly minor. The B.II had a semi-circular cut-out in the upper wing to improve the pilot's view (from the rear cockpit). Most B.IIs were powered by the 120hp Mercedes D II engine. The wing span was reduced, and the pilot's cockpit moved slightly backwards. The position of the gravity fuel tank also changed. The B.II used the same construction methods as the B.I. The fuselage was built around four spruce longerons with wire bracing and cross-members to give more strength. The rear fuselage had a rectangular cross-section, narrowing to a sharp end. The wings also had spruce main spars, with wooden compression members and steel cables for more strength. Both fuselage and wings were fabric covered. The B.II was built by LVG, Otto and Schütte-Lanz. It was originally used as a reconnaissance aircraft, but later became a trainer. The first twelve were recorded at the front on 31 December 1914. At its peak on 31 October 1915 a total of 165 were at the front, but the numbers quickly dropped off - 77 by 31 December, 40 by 28 February 1916 and single figures for the rest of 1916. After being withdrawn from the front the B.II was used as a training aircraft, a role at which it excelled. It was so successful in this new role that production resumed in 1917 as the LVG B.II, with a stronger fuselage structure. For some reason there is little agreement on the exact statistics of the B.II with different sources giving different figures for weight and dimensions in particular. The aircraft was built by three firms with several engine types, so it is possible that the dimensions did change over time.

Recommended Colors

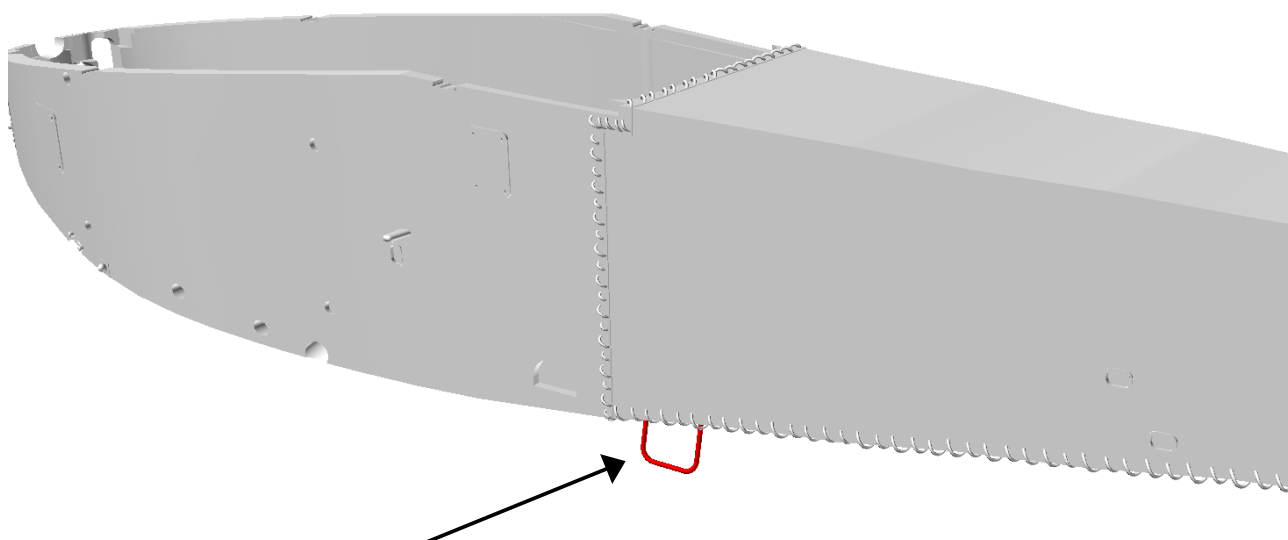
All colors	Mr. Hobby Lacquer	Mr. Hobby Aqueous	Tamiya	Humbrol
A Flat Black	C 33	H 12	XF 1	33
B Flat White	C 63	H 11	XF 2	34
C Wood Brown	C 43	H 37	XF 94	110
D Red Brown	C 41	H 47	XF 64	160
E Tire Black	C 137	H 077	XF 69	66
F Blue	C 110	H 15	XF 8	25
G Sail Color	C 045	H 085	XF 55	103
H Yellow	C 313	H 313	XF 57	121
I Burn Iron	C 61	H 76	XF 56	27003
J Steel	C 028	H 018	XF 56	27003
K Gun Metal	MC 214	H 028	X 10	27004
L Aluminium	MC 218	H 008	XF 16	27001
M Brass	MC 219	-	X 31	54
N Gray-Green	C 128	H 61	XF 76	90



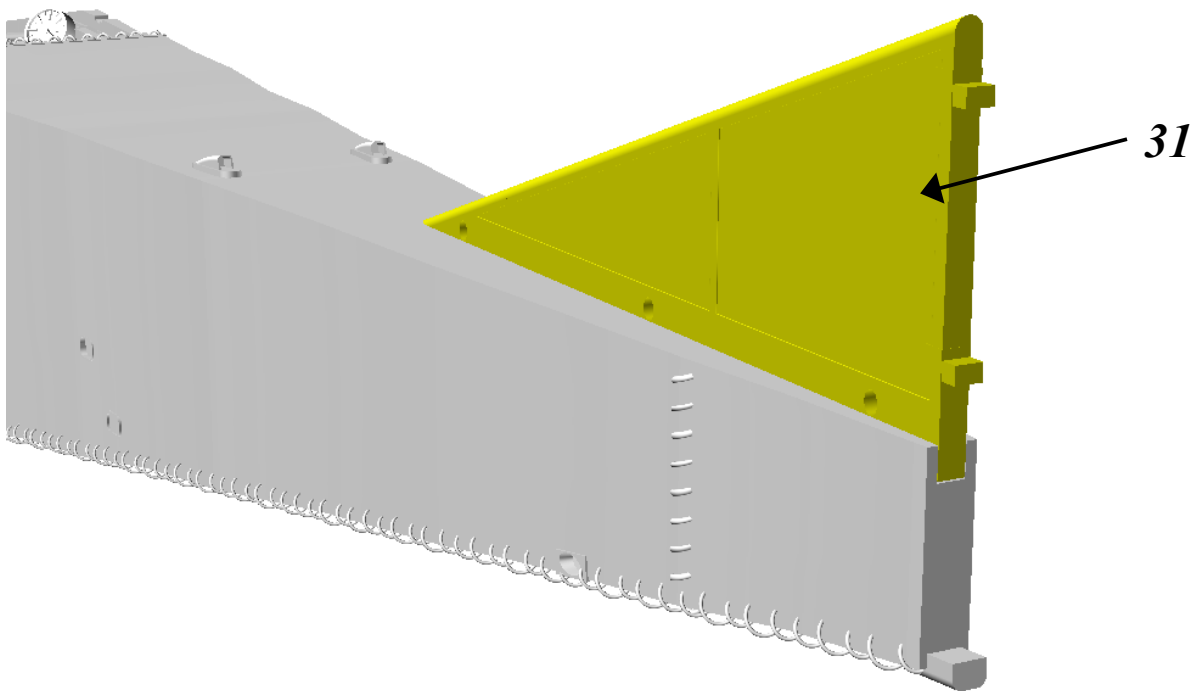
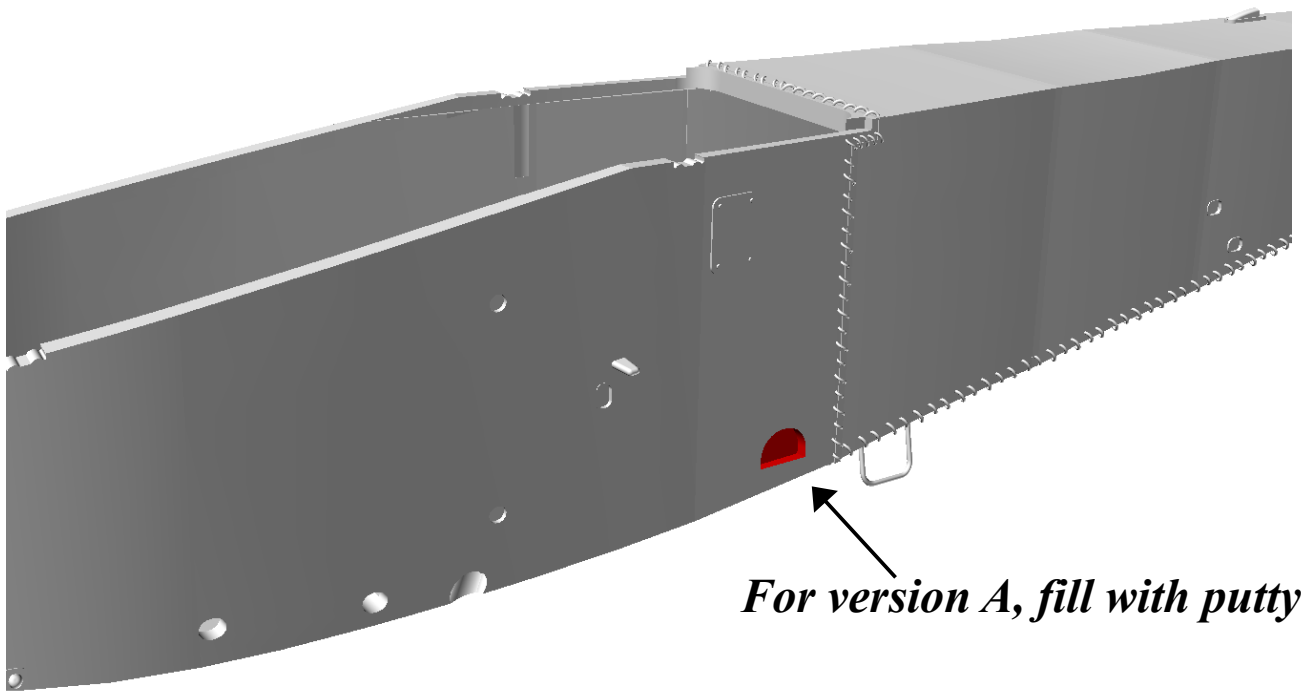


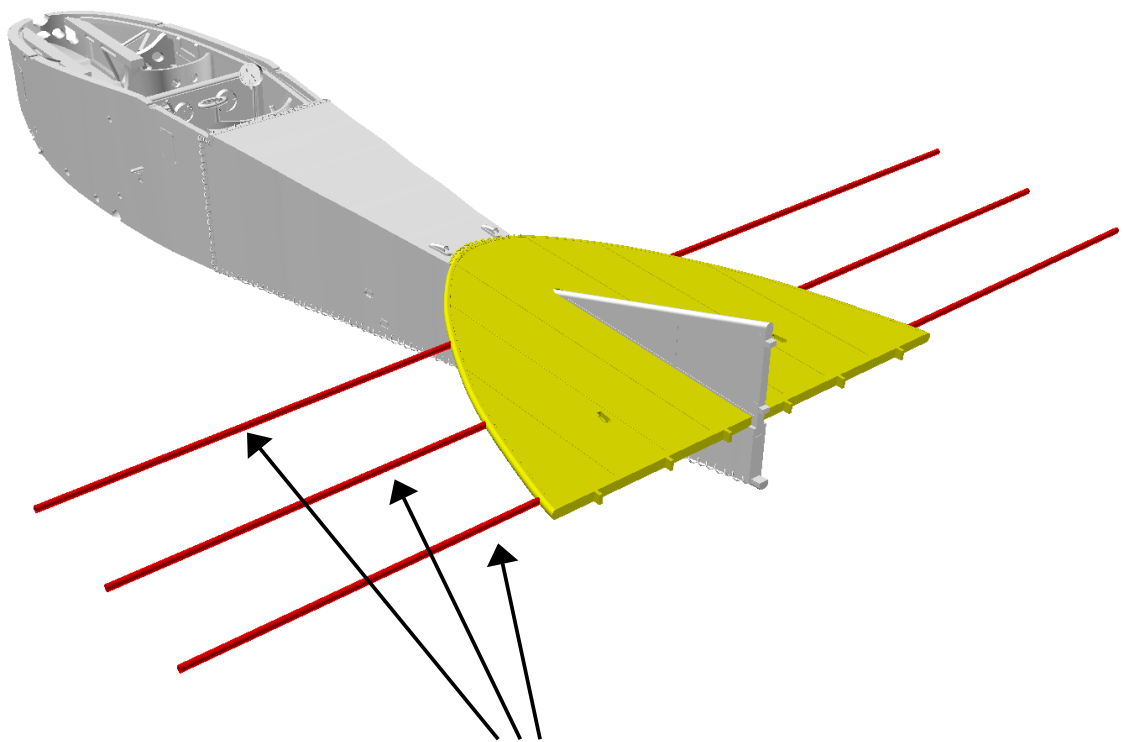


For version B, remove the cover and in its place put part 23 on both sides

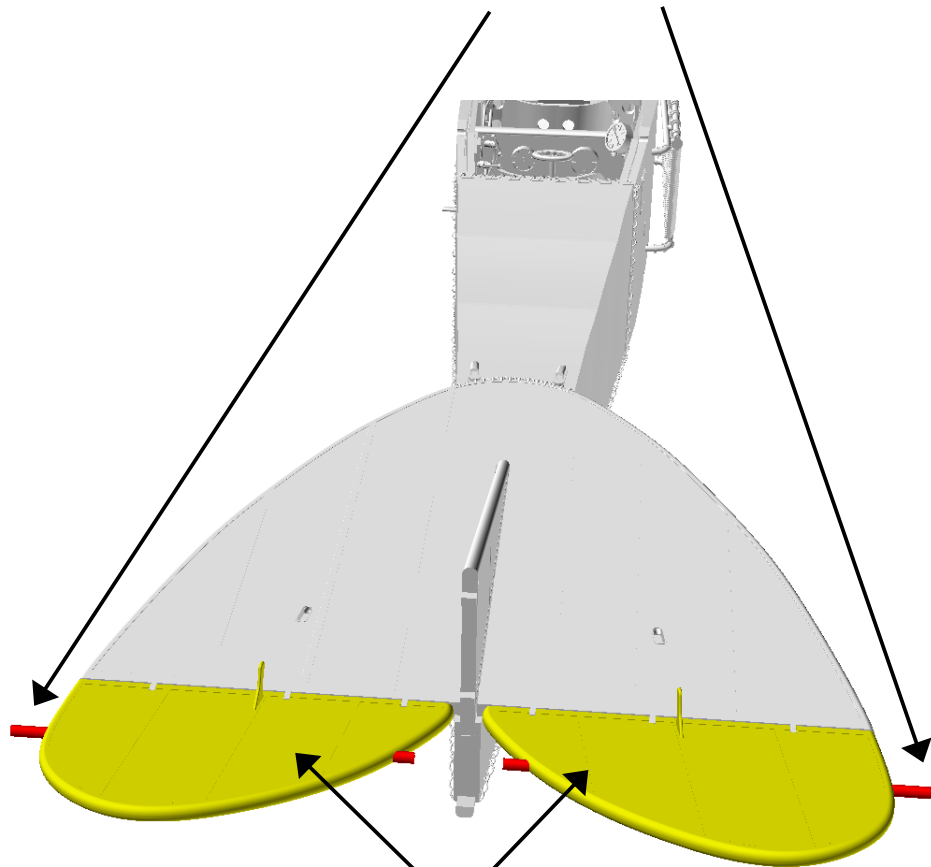


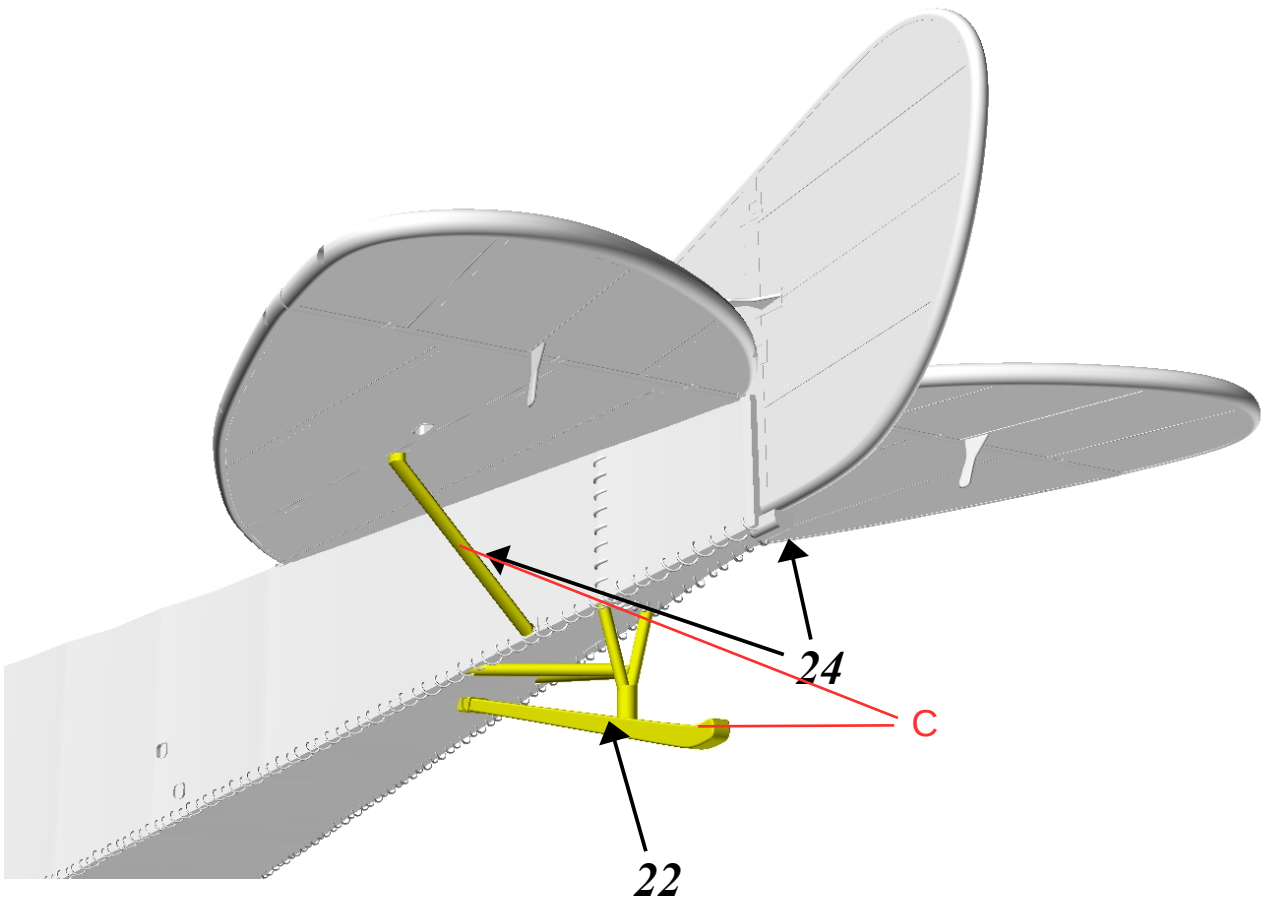
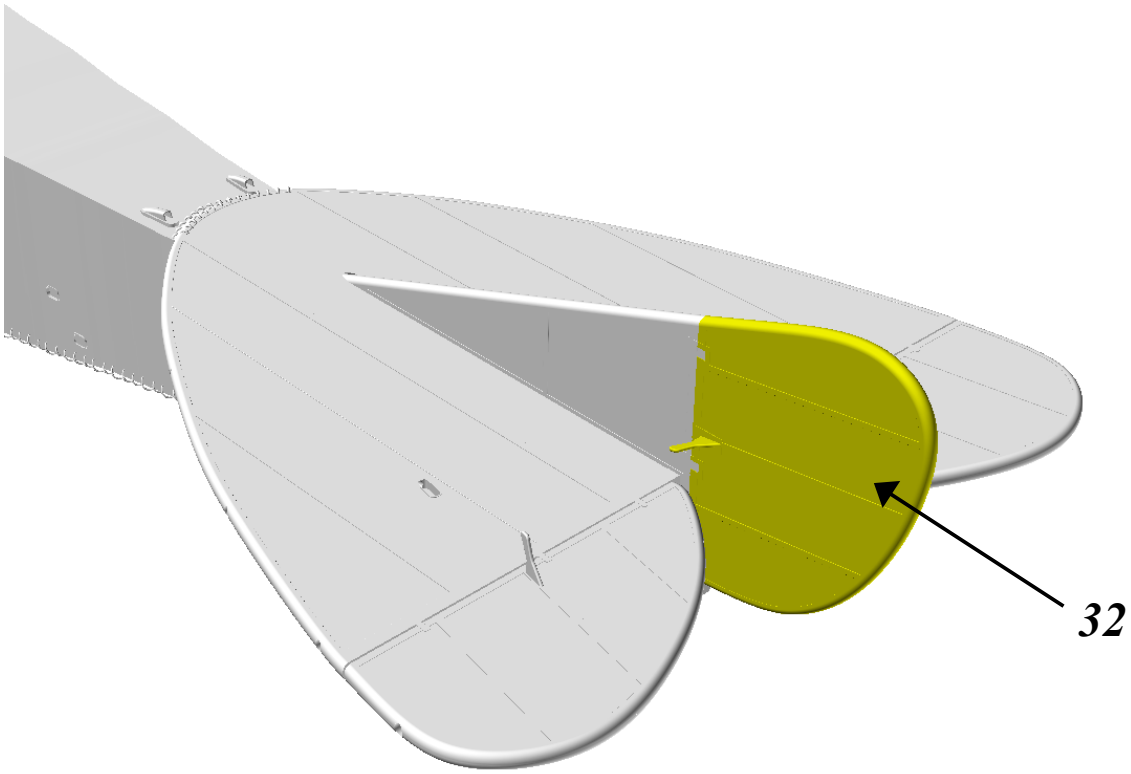
For version B, cut the step

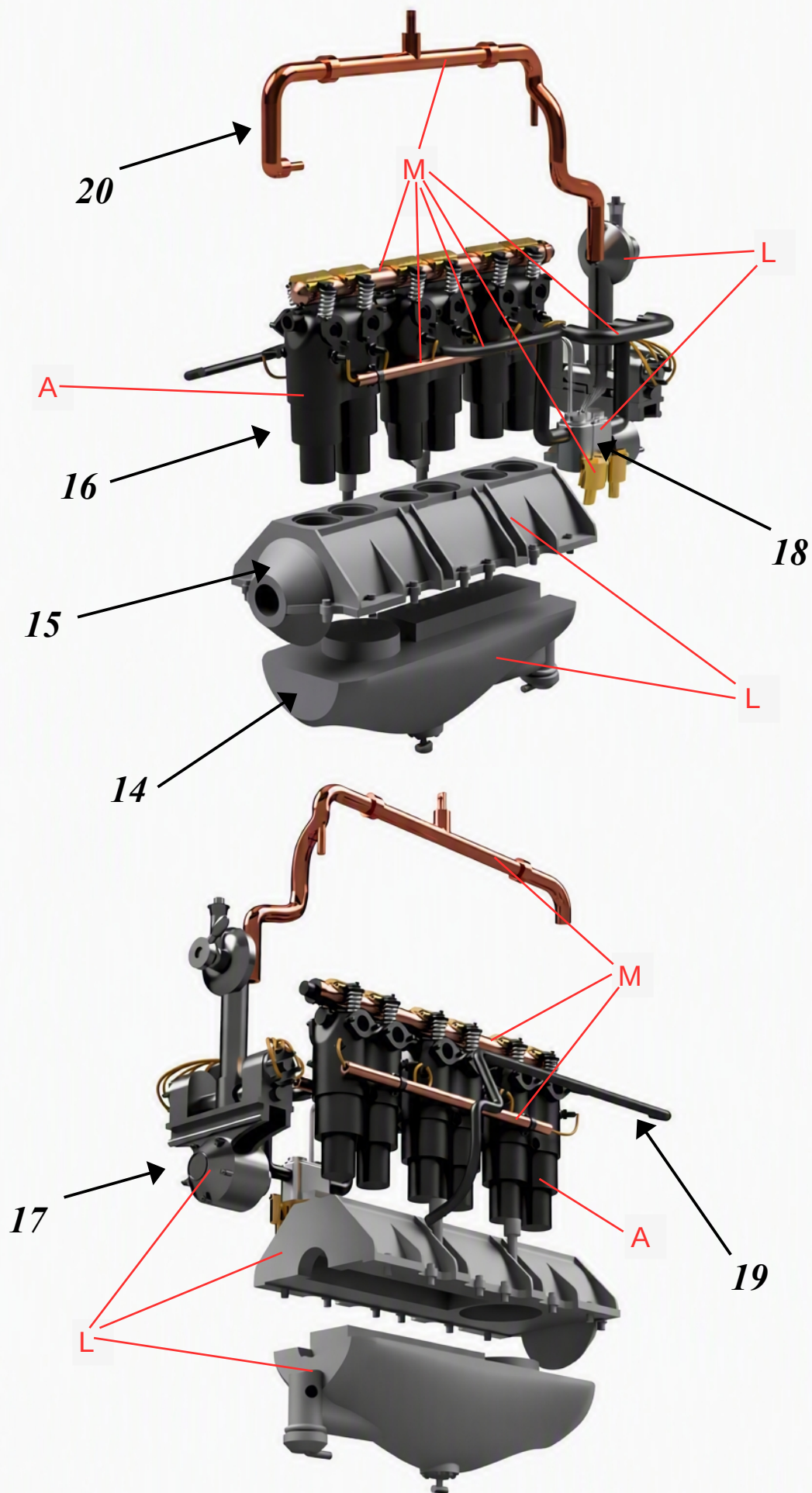


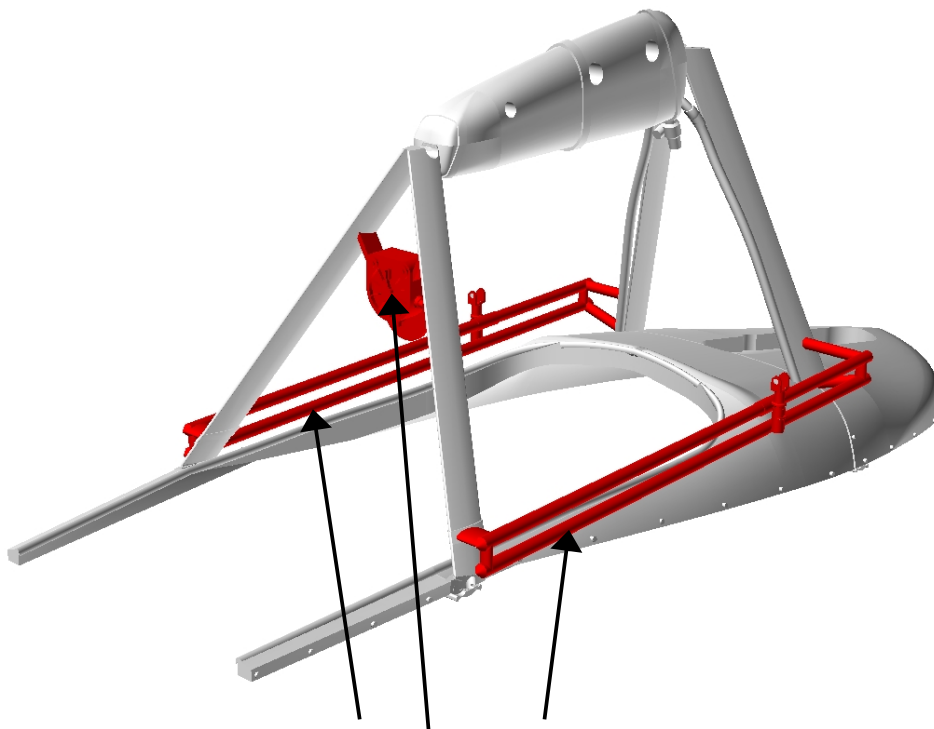
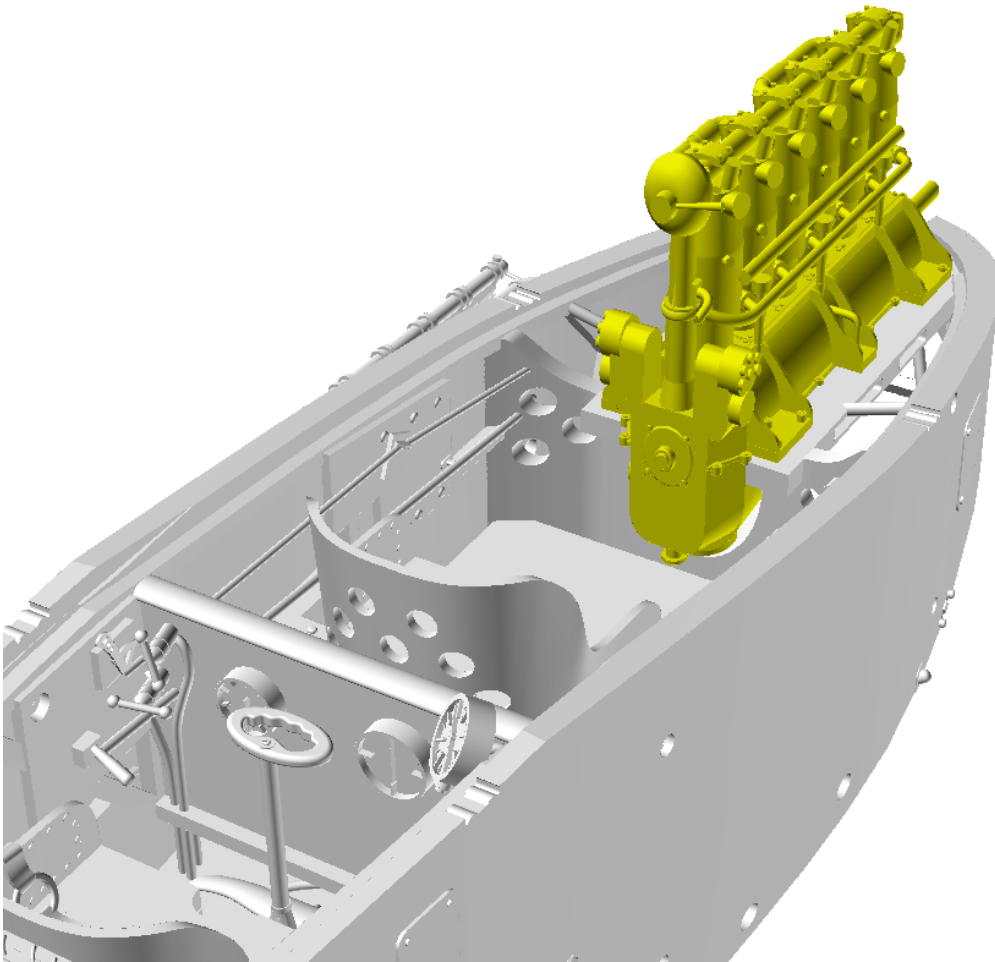


Place the 1,0 mm metal rods

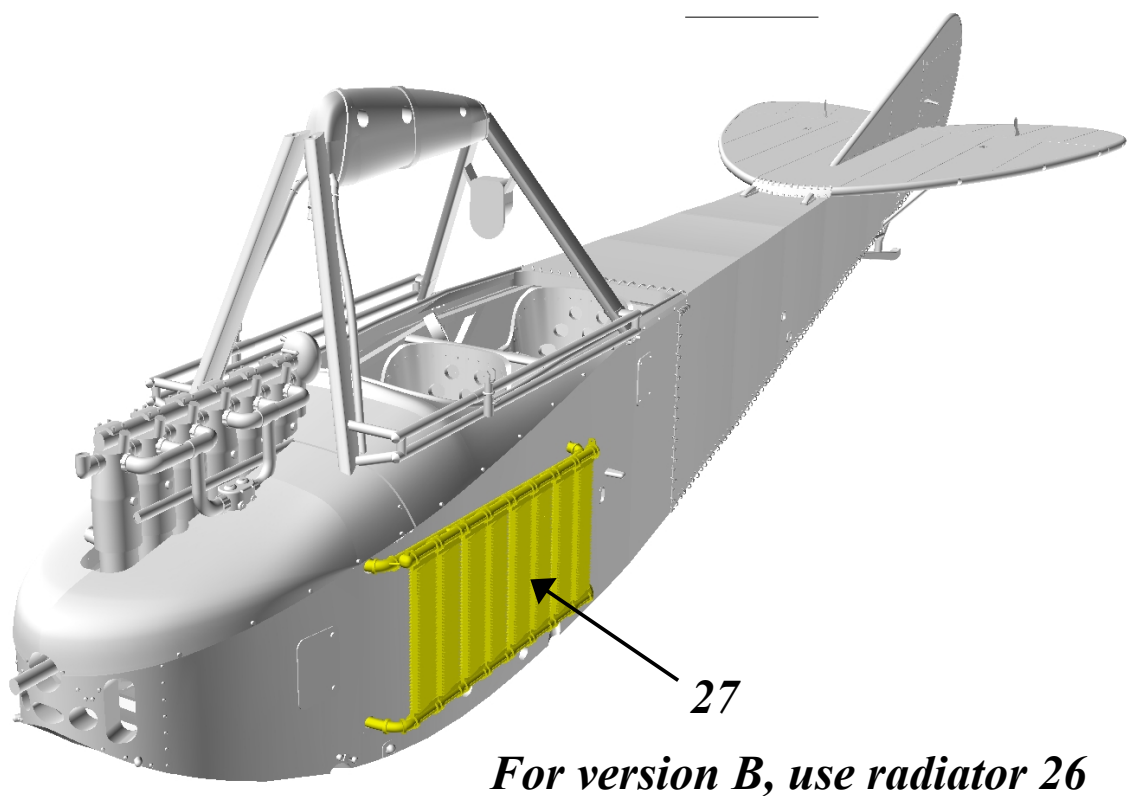
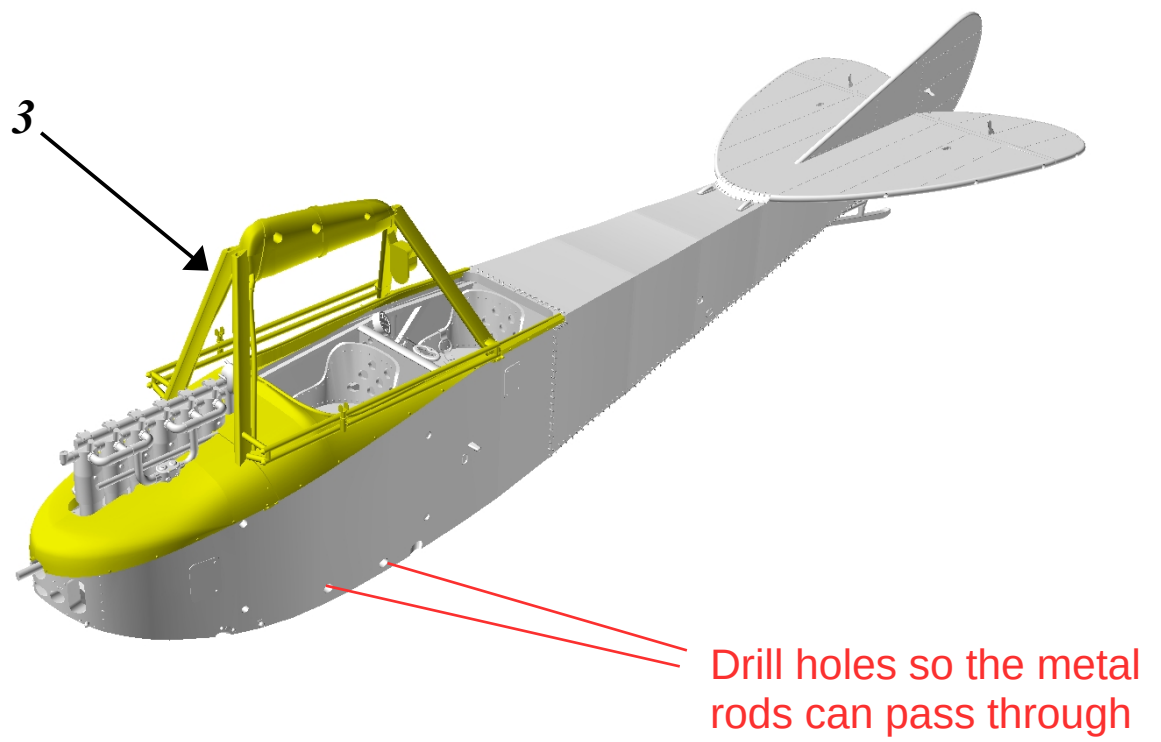


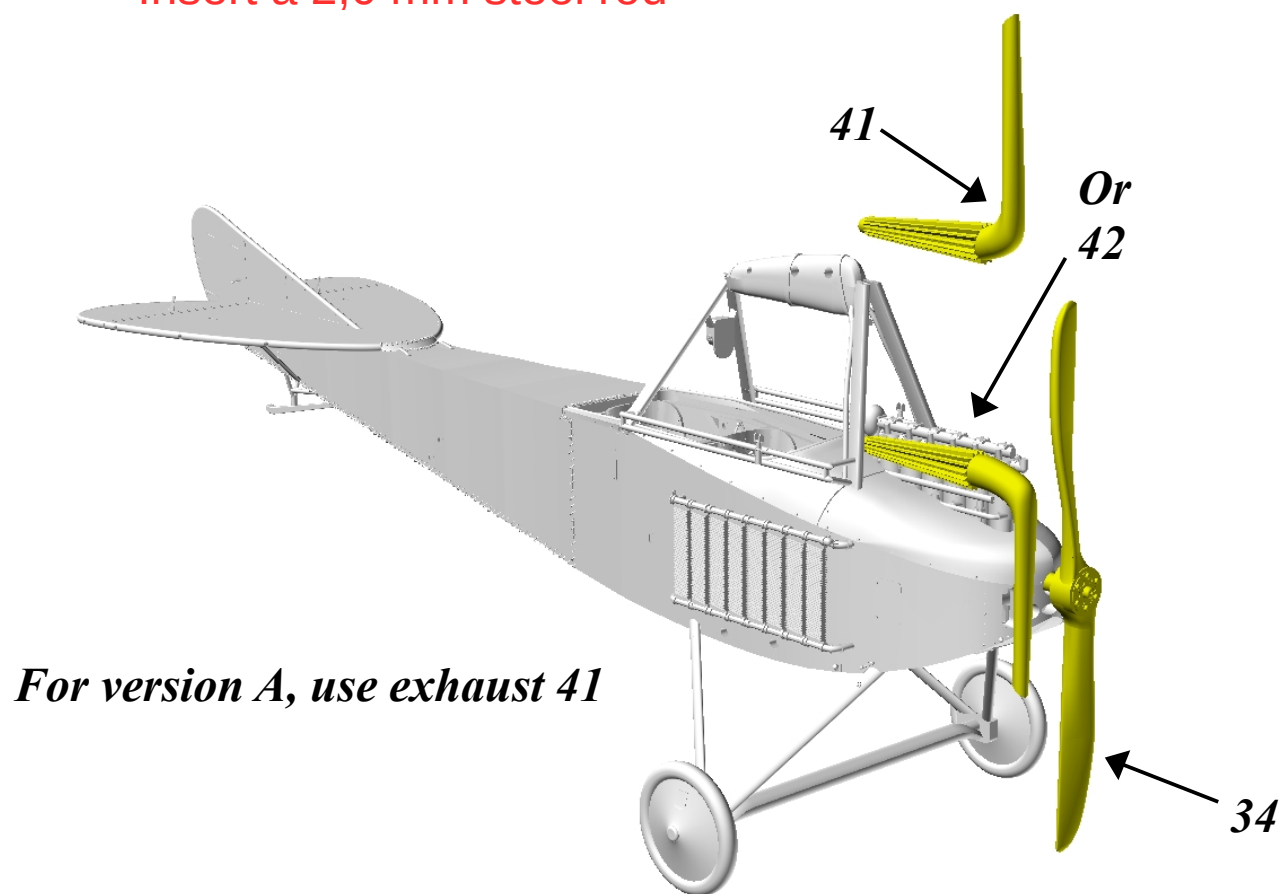
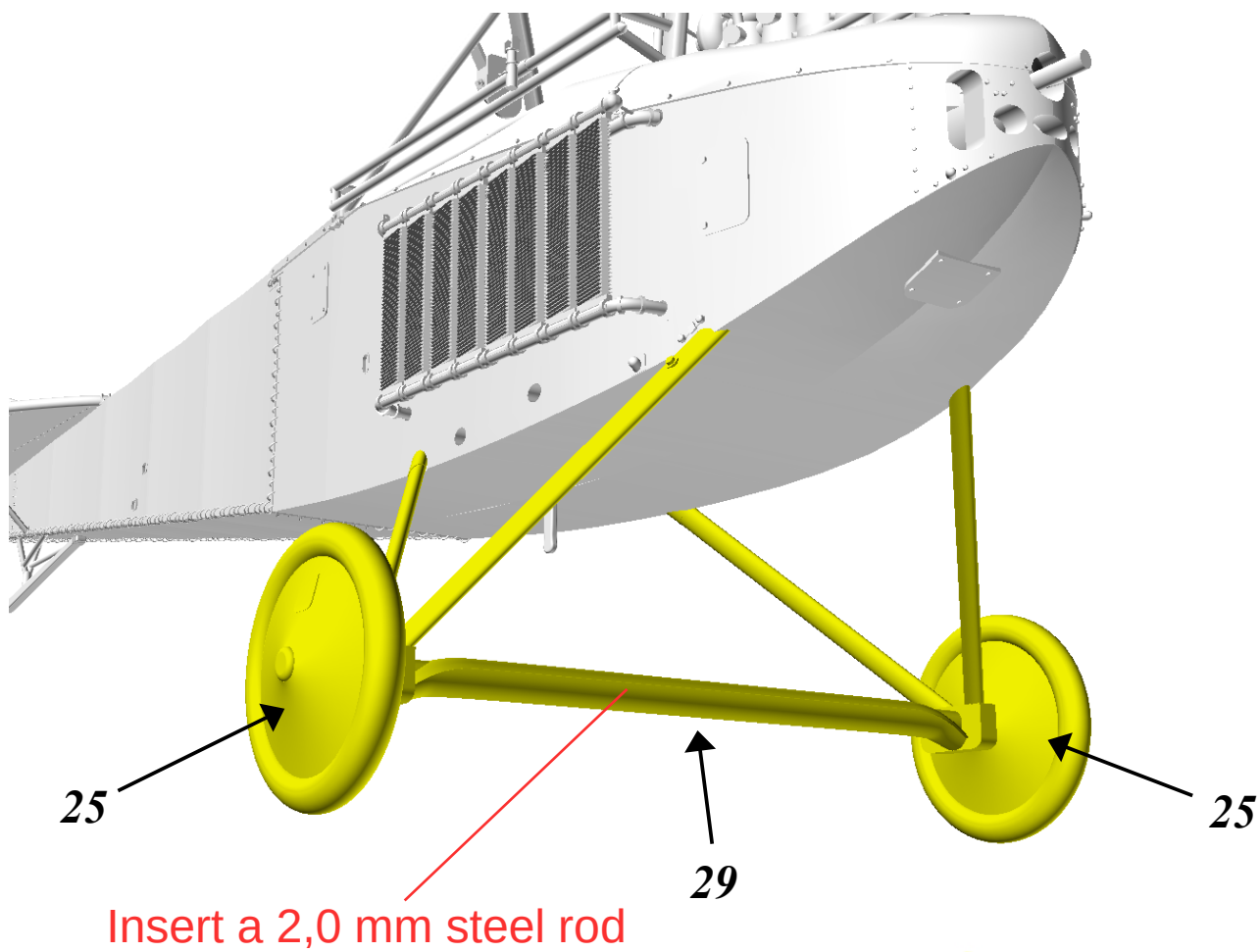






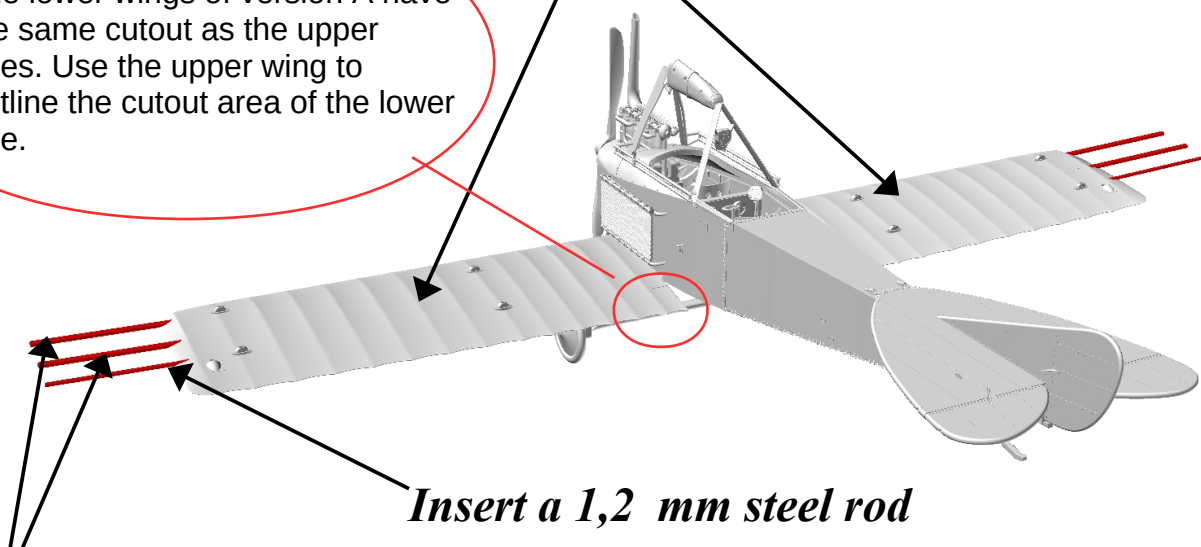
***For version B, cut the mounting rails for the machine gun
as well as the flight instrument***





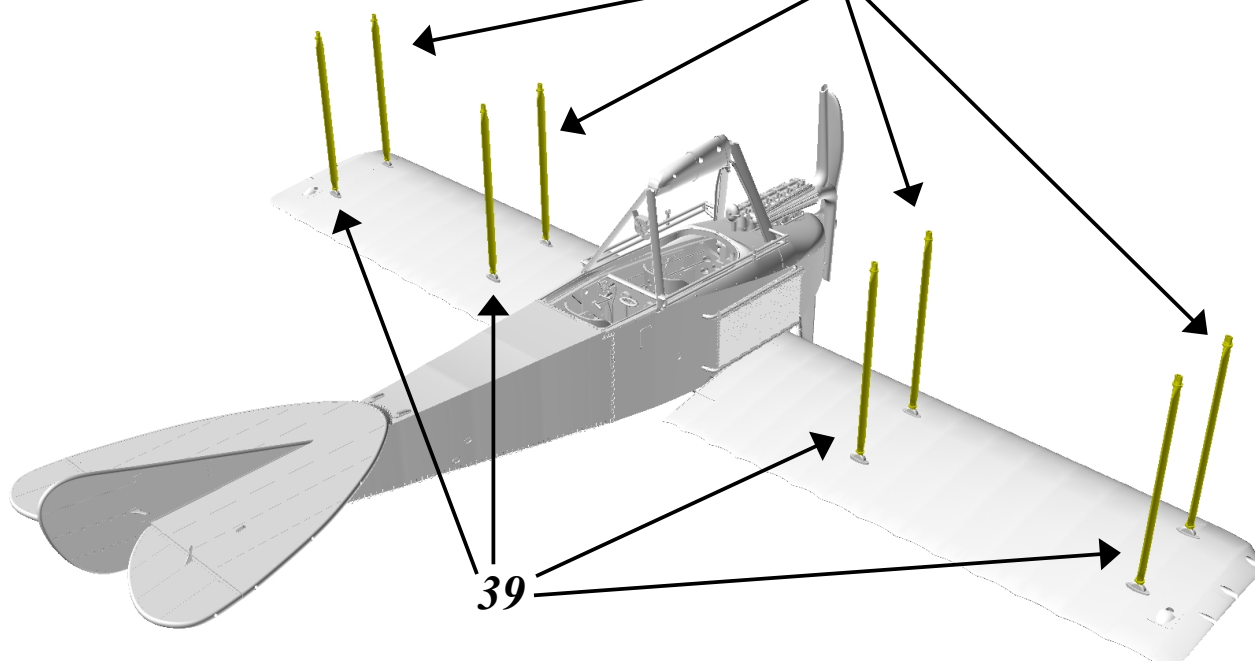
The lower wings of version A have the same cutout as the upper ones. Use the upper wing to outline the cutout area of the lower one.

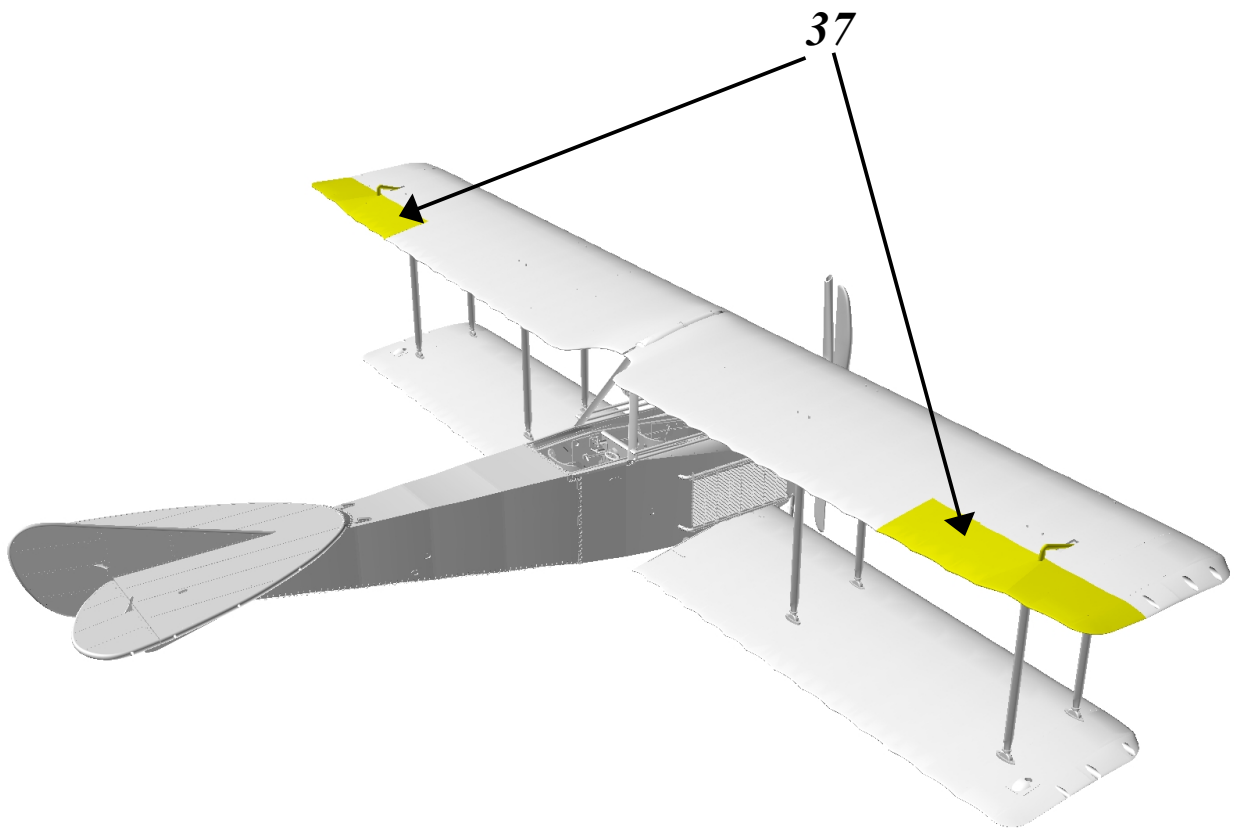
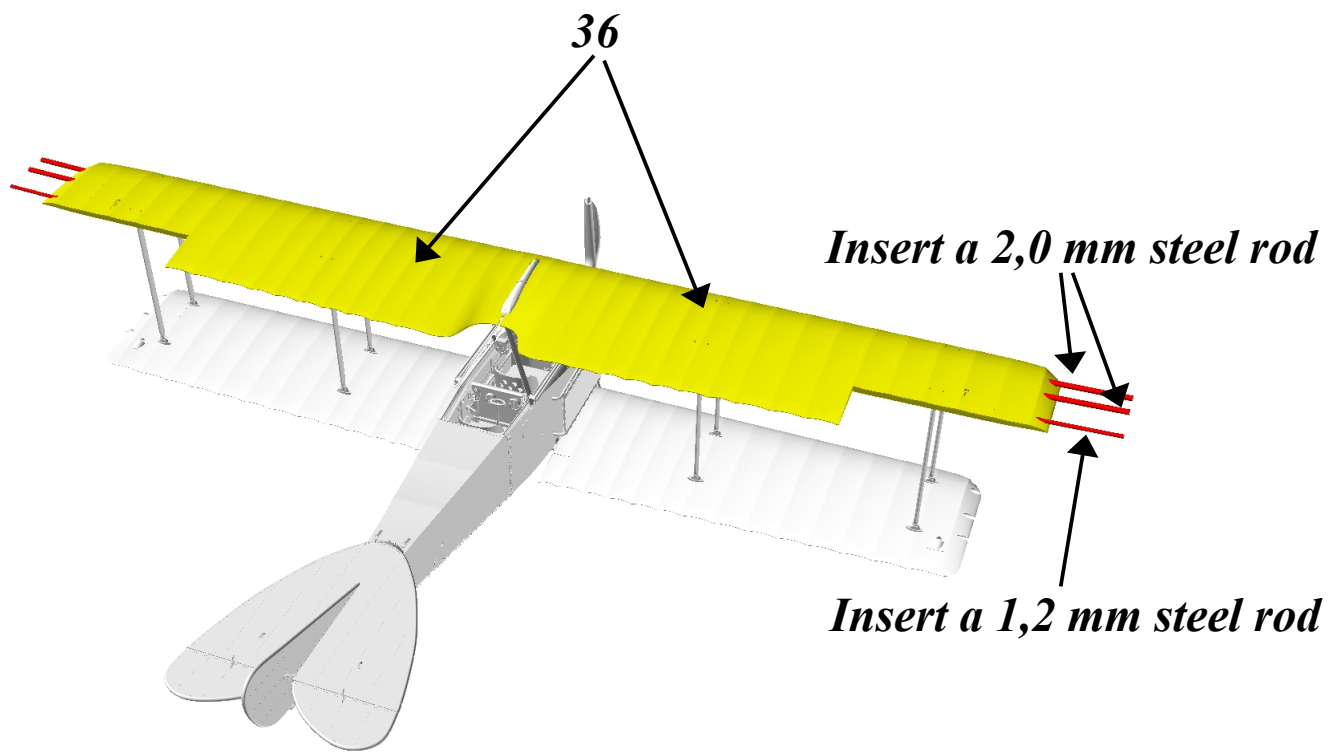
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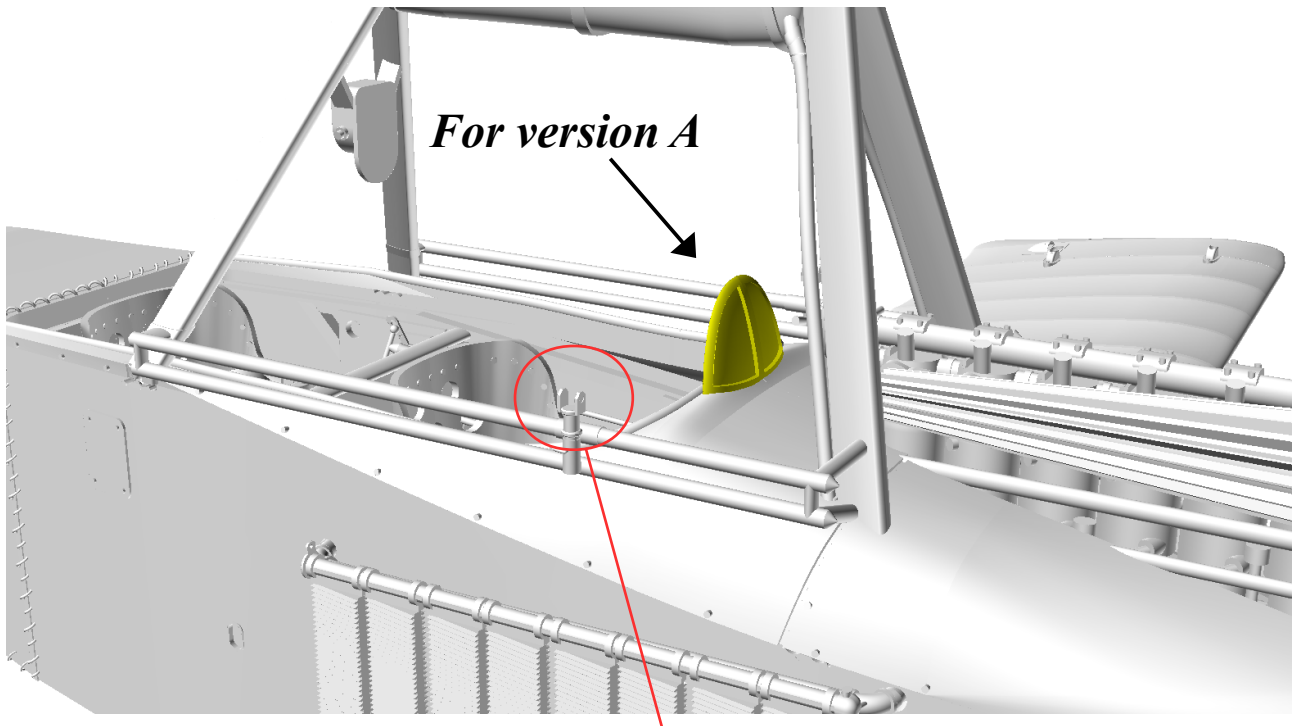


Insert a 2,0 mm steel rod

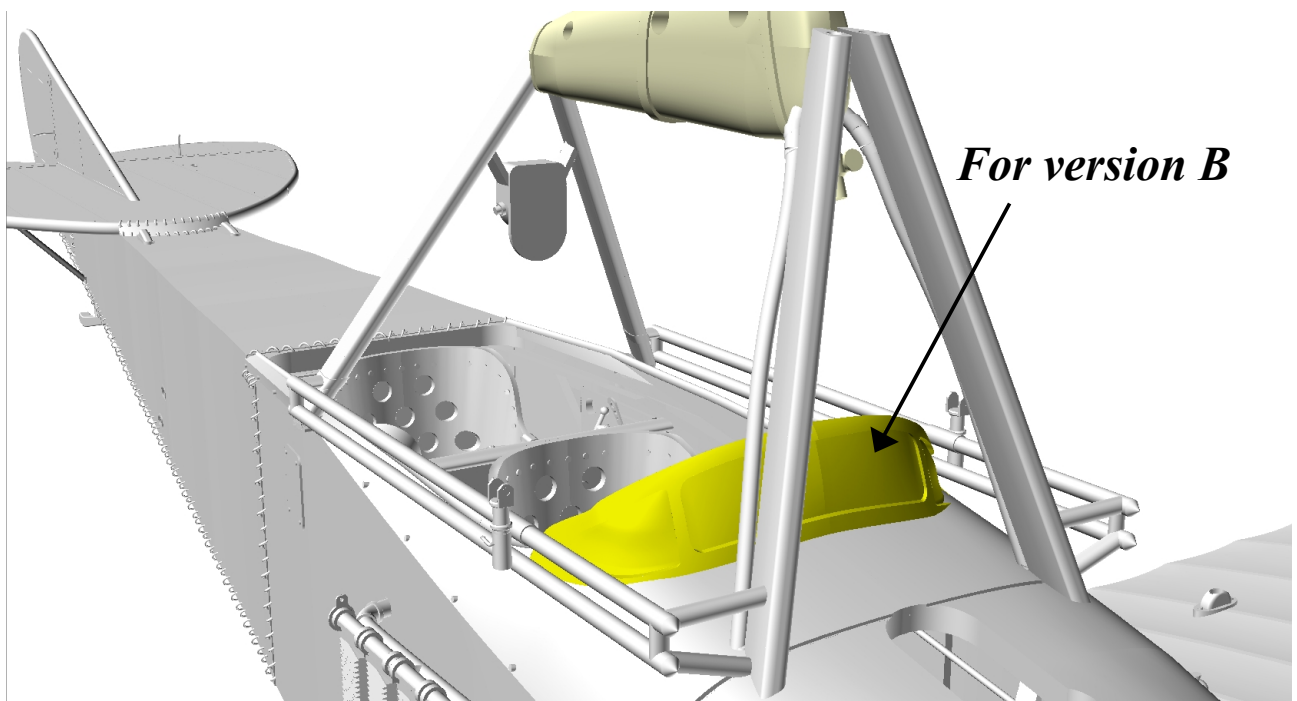
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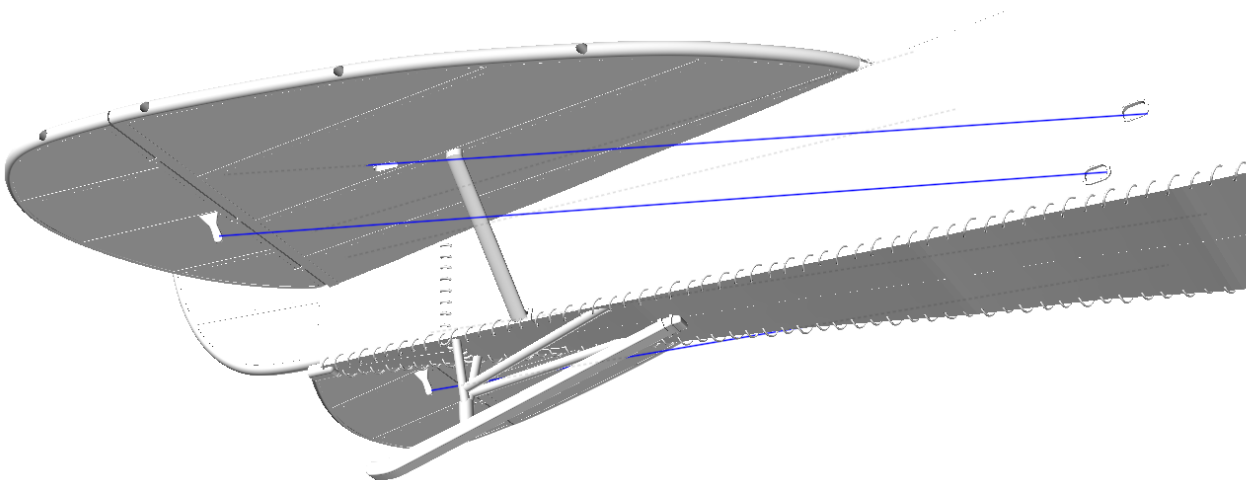
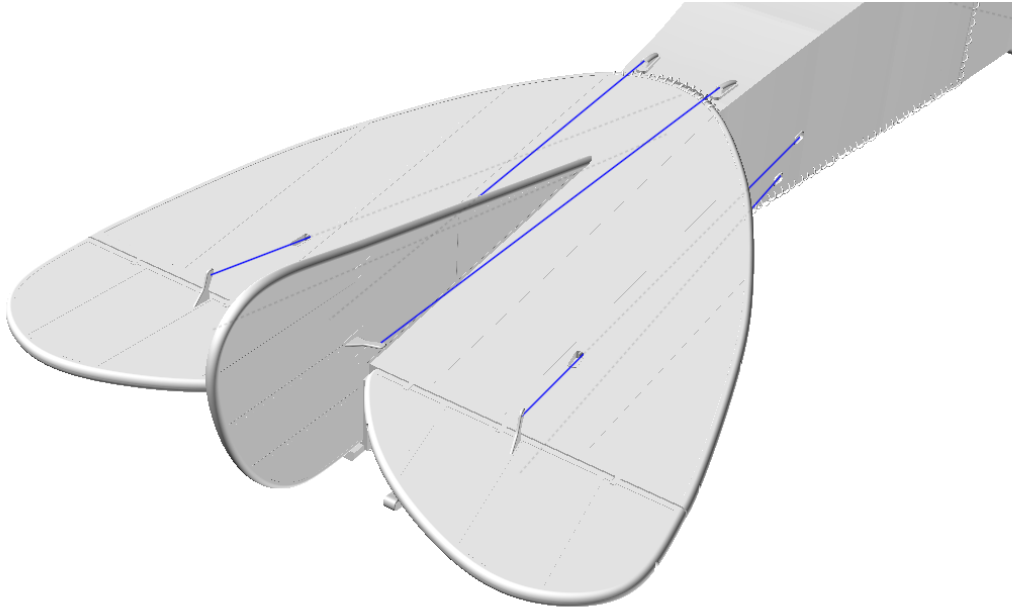


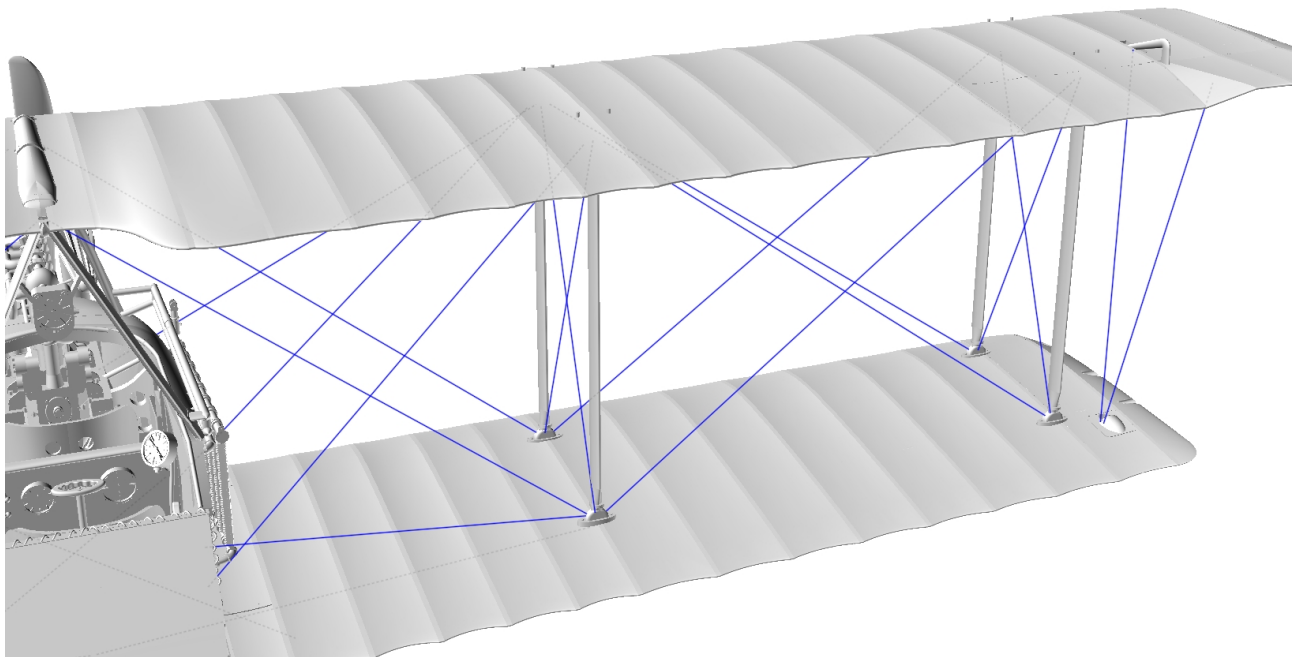
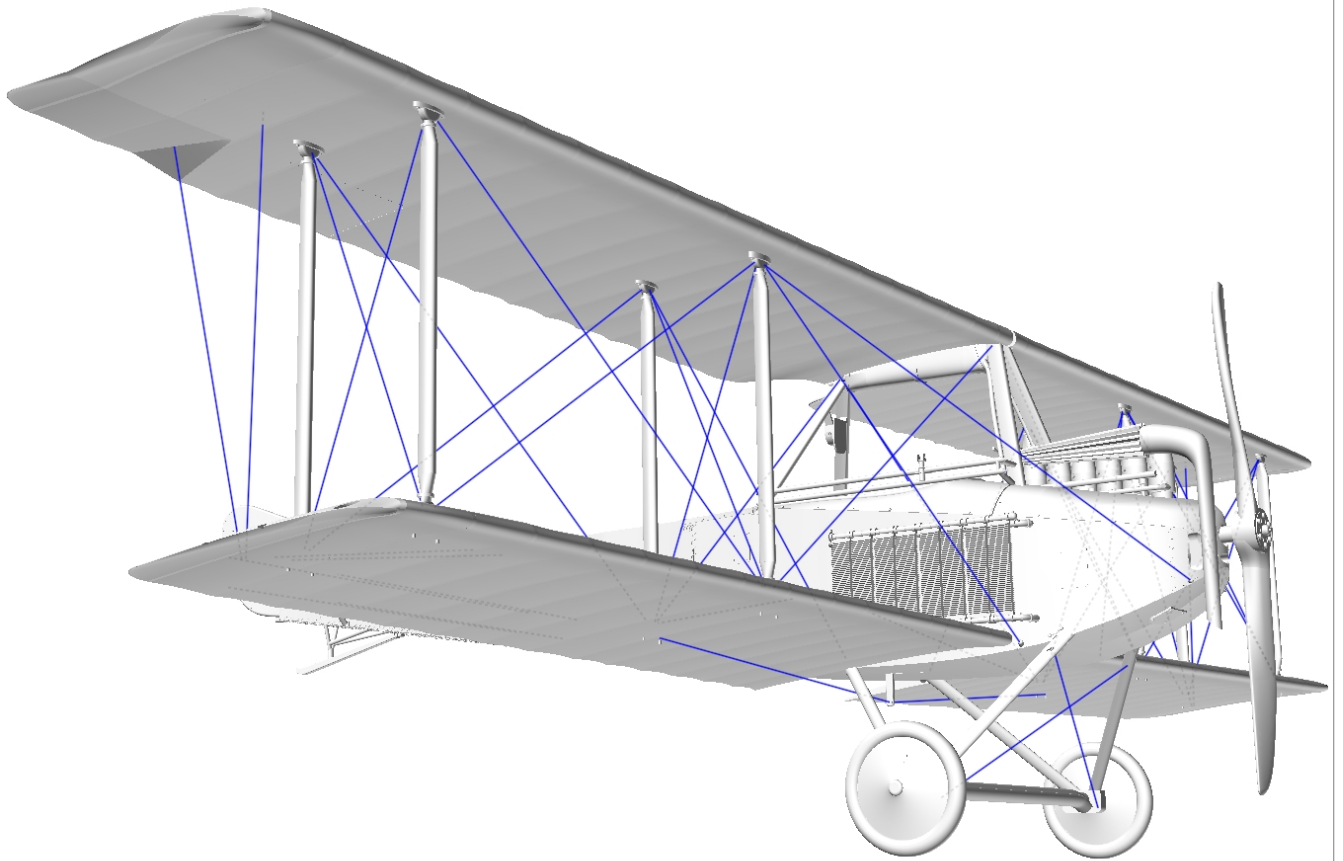


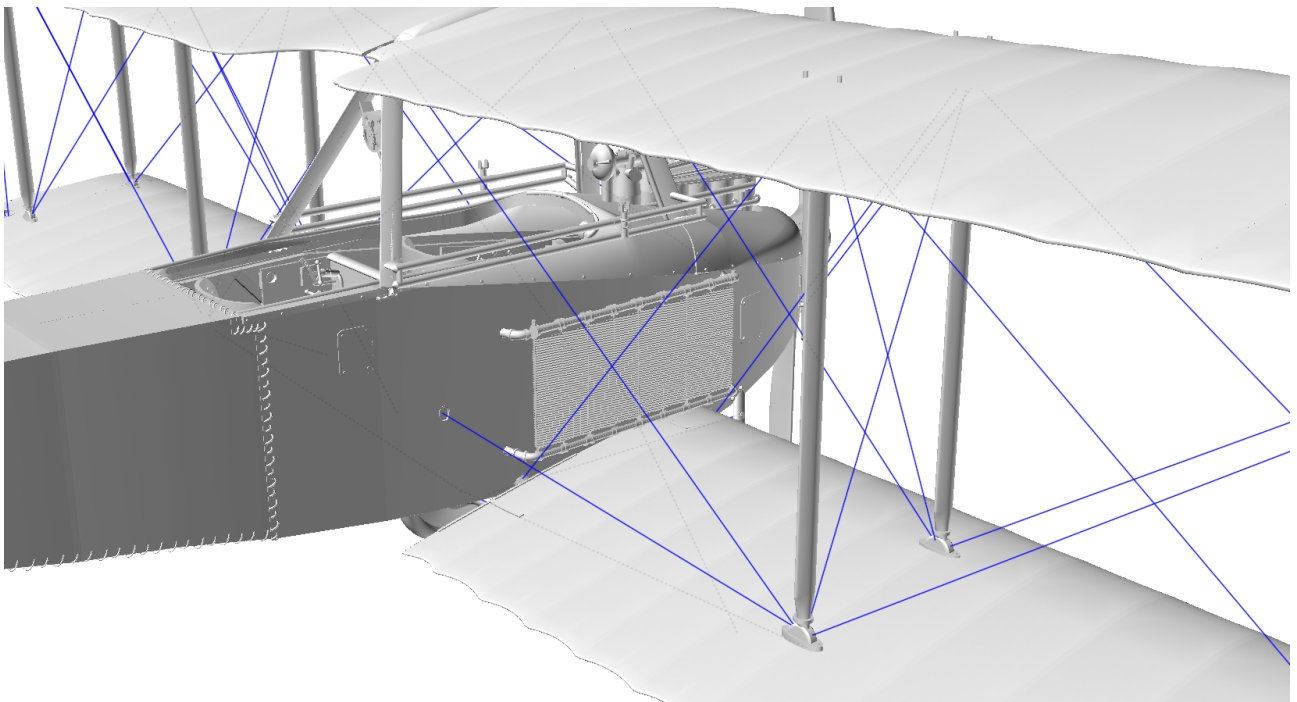
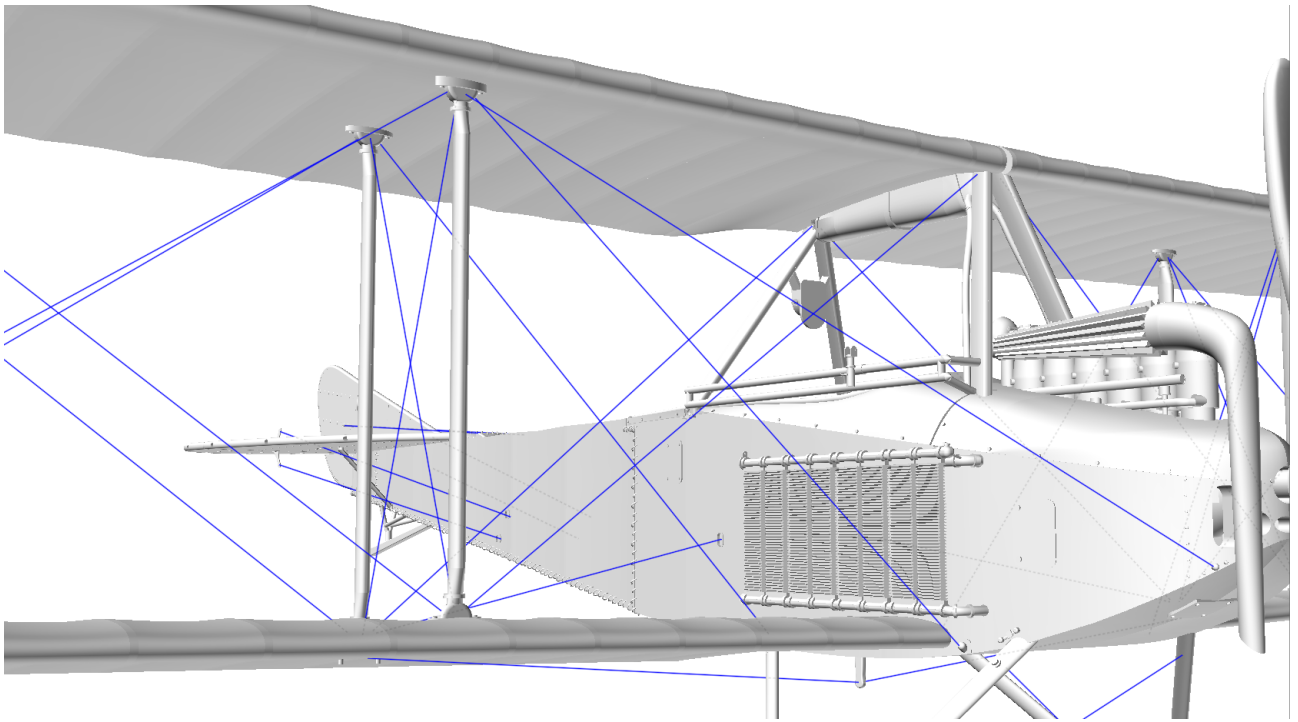
Mount the machine gun here



RIGGING DIAGRAM

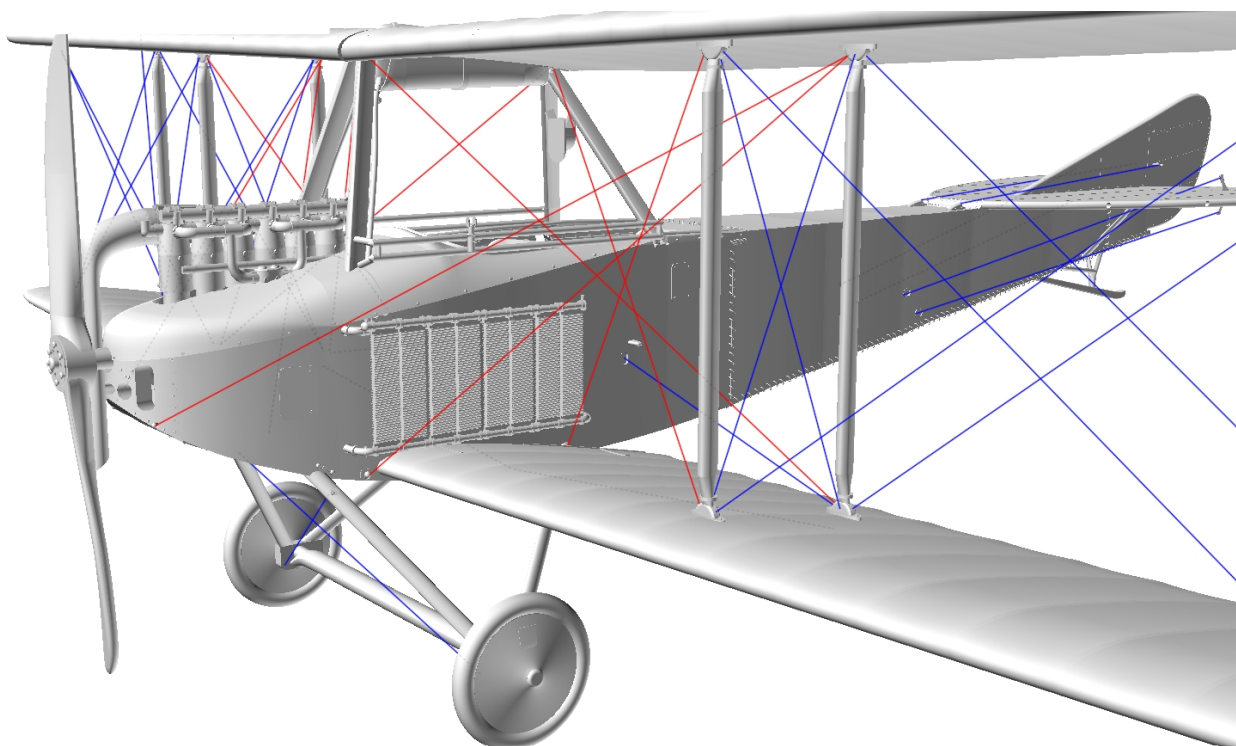






RIGGING DIAGRAM

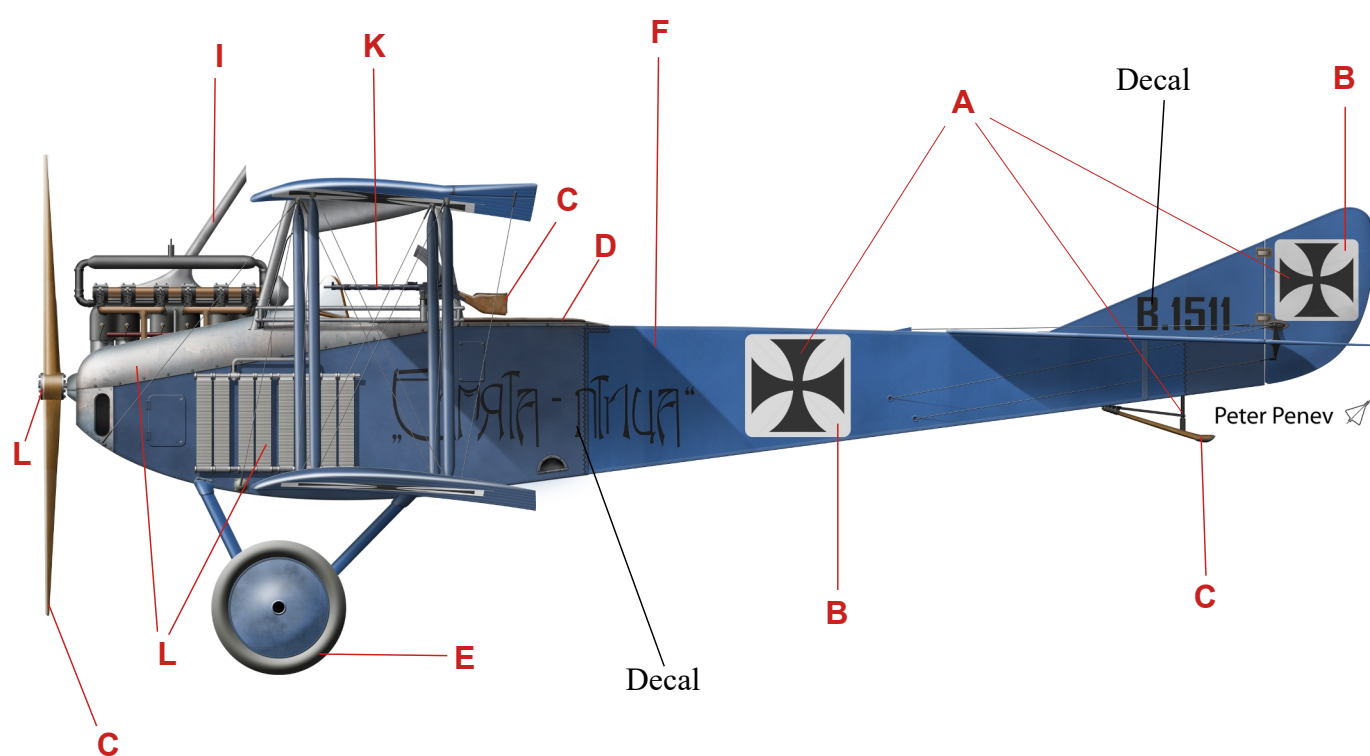
For version B



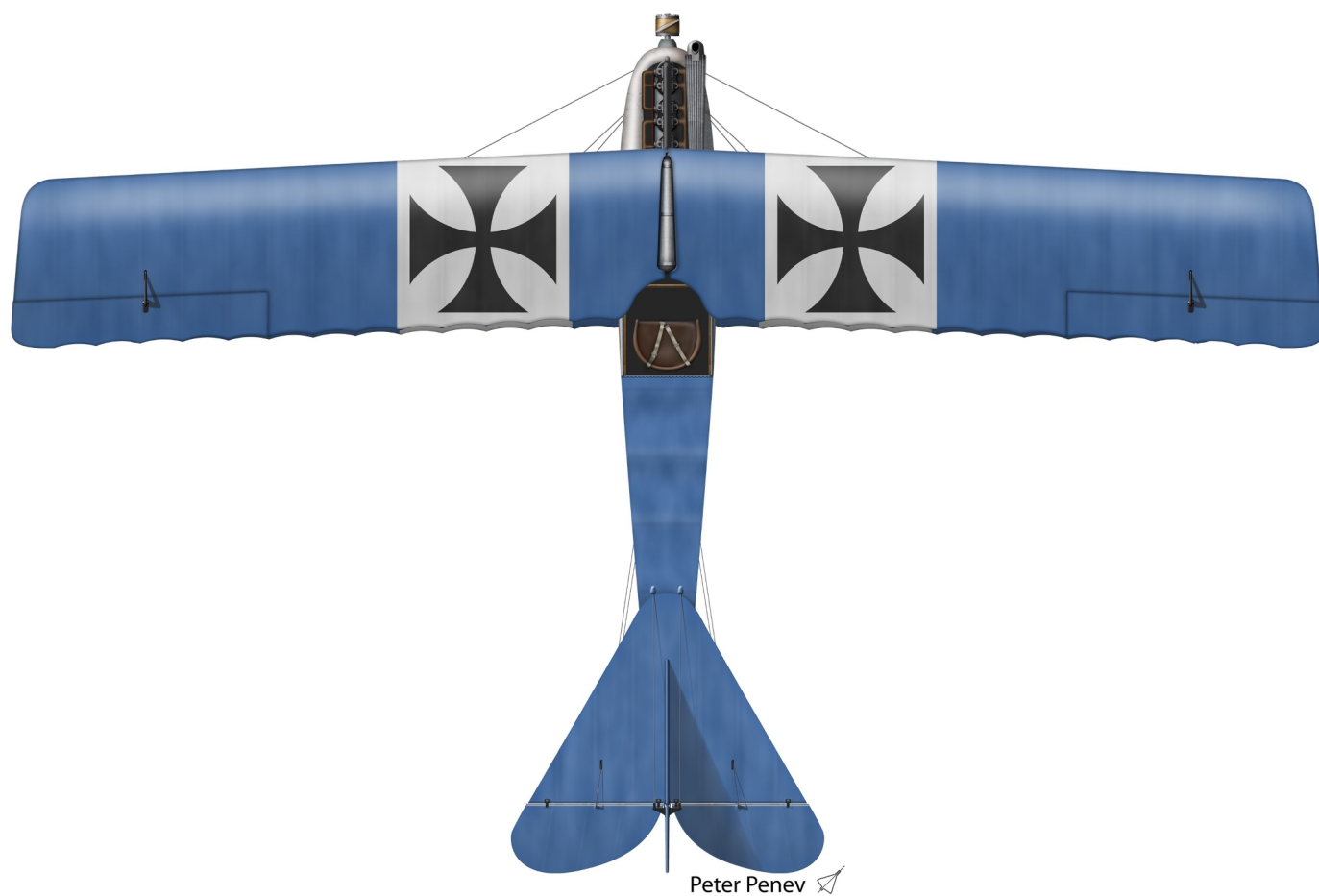


LVG B.II (Otto) from the Aviation Squadron of the Kingdom of Bulgaria. The plane was actively used in the offensive operation against Serbia. What's noticeable is the unusual placement of the identification marks on the wings.





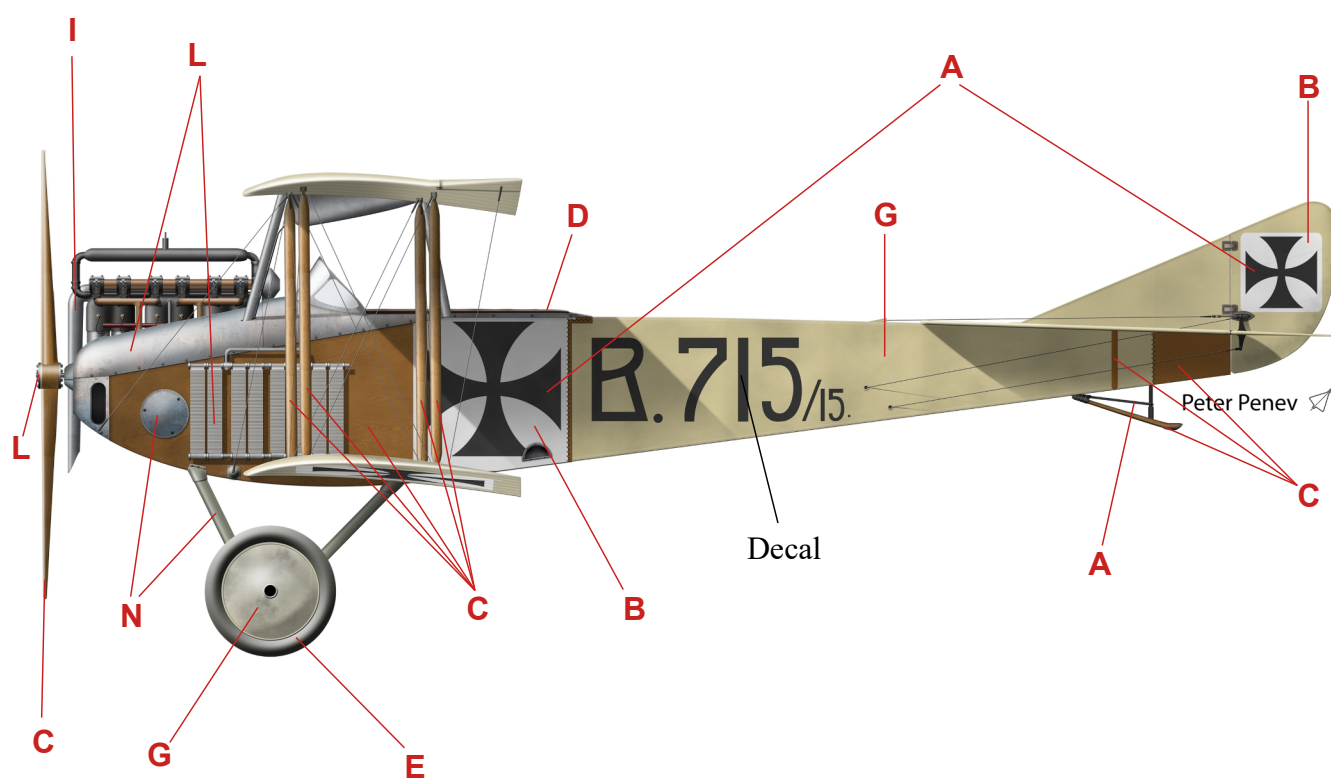
The decals aren't pre-cut!!!



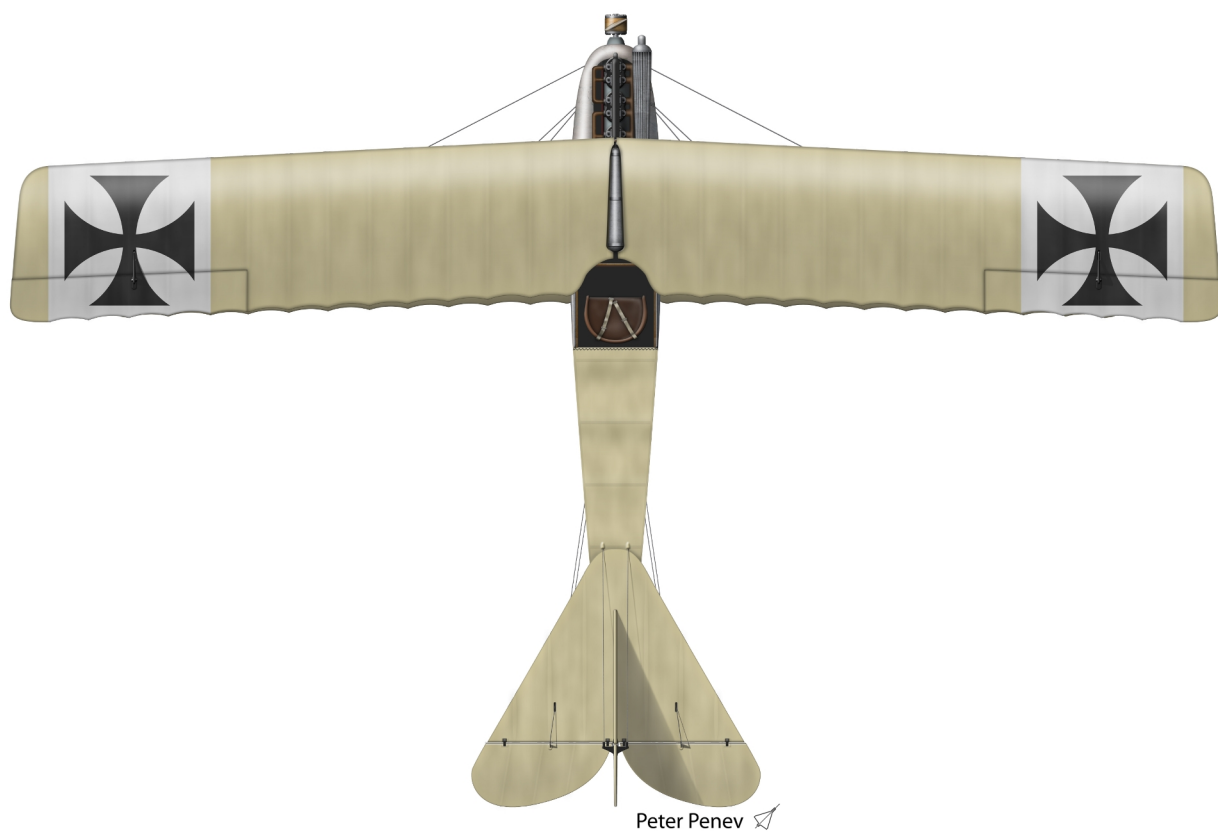
*LVG Aircraft of WWI Volume 1: B-Types & C.I: A
Centennial Perspective on Great War Airplanes
(Great War Aviation Centennial Series)*



LVG B.II B715/15 circa 1915/1916. Unit unknown.



The decals aren't pre-cut!!!



Peter Penev ✎

