

Grumman Avenger TBM-3W

“Warner”

Conversion Trumpeter TBM-3 (kitno.02234) in 1/32 scale

BRIEF HISTORY

One of the famous Grumman Avenger versions was the TBM-3W “Warner”. In the Second World War it was realised that detecting attacking aircraft, particularly flying at low level, required the use and installment of radar in a flying aircraft. The MIT in the United States started experiments as early as 1942 and the result was the S-band APS-20 radar. The Avenger was a logical choice as airframe as it had enough room inside to accommodate the bulky equipment. So the TBM-3W became the world’s first AEW aircraft. The radar had a range of about 100 km. All armor, guns in the wings, gun turret and bombing systems were deleted and the radar was installed below the fuselage in a fiberglass radome. Other equipment were VHF radio sets, and even a primitive IFF. To improve stability, four small fins were fitted on the stabilizer. The radar operator was situated in the lower rear fuselage and below a new back fairing that replaced the “glass house” with the pilot up front.

The prototype TBM-3W flew August 5, 1944. Although envisaged for fleet protection, particularly from Kamikaze attacks, the war ended before Warners were operationally deployed. After the Second World War in 1946 the US Navy put the Warner planes into service. The TBM-3W2 was a version with an updated APS-20 radar. They served with the US Navy until the mid fifties when they were replaced by the Grumman Guardian and Douglas AD Skyraider.

The Warner was also exported to various countries, including The Netherlands, Canada, France and Japan.

Data TBM-3W: Wright Cyclone R2600 14 cylinder engine with 1900 hp take-off power; empty weight about 4850 kg, max take-off weight about 7600 kg, cruise speed 240 km/hr, max speed about 420 km/hr; span 16,52 m, length 12,48 m.

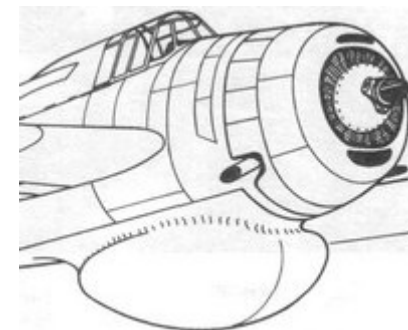
Warners could have different rear doors (large or small), tail hook configurations (inside or external), antenna layouts and various rear window options. Check photographs for your particular plane to model.

The Royal Dutch naval air service (MLD) used the Warner from September 1953 till May 1961. These Warners appeared in various colour schemes. Within the Dutch MLD two main schemes were used:

- (1) Overall Gloss Sea Blue FS25042 (similar to US Navy scheme)
- (2) Extra Dark Sea Grey upper surfaces with Sky lower surfaces (similar to British FAA scheme).

SAFETY first: when cutting and sanding resin parts, use hand gloves to avoid skin irritation, plenty of water and a face mask to avoid inhaling resin dust.

Tip: if the resin is a bit “tacky”, wipe it off with “MEKPAK” to remove any residue



Trumpeter kit instructions

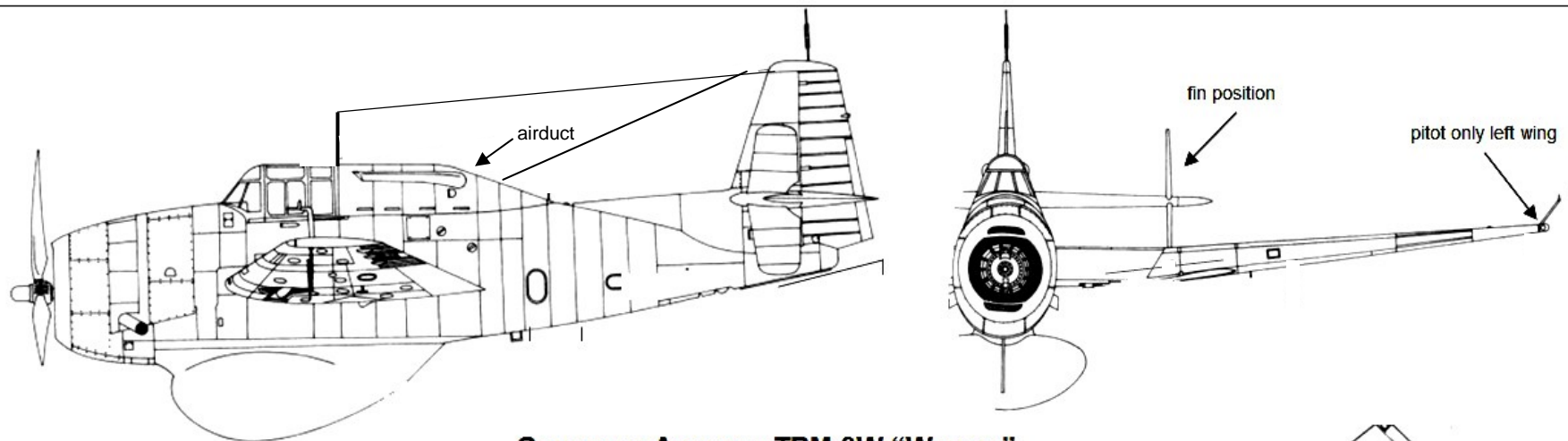
GUNZE Colour Key:

H1 black
H2 white
H3 red
H8 aluminium
H9 gold
H13 red ?
H27 Humbrol 63 (brown/yellow)
H33 black ?
H43 green about Humbrol 116
H61 grey Humbrol 146
H78 mat oliver drab
H304 olive drab?
H340 interior green about Humbrol 151 or
XTRACOLOR X117

Extra Dark Sea Grey: XTRACOLOR X5

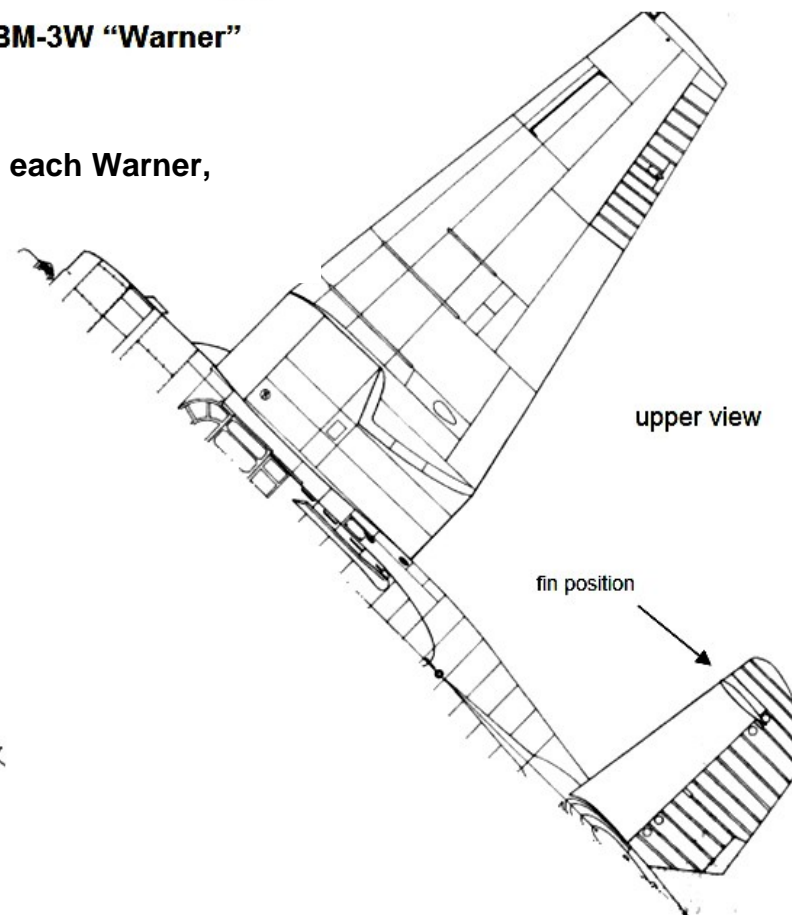
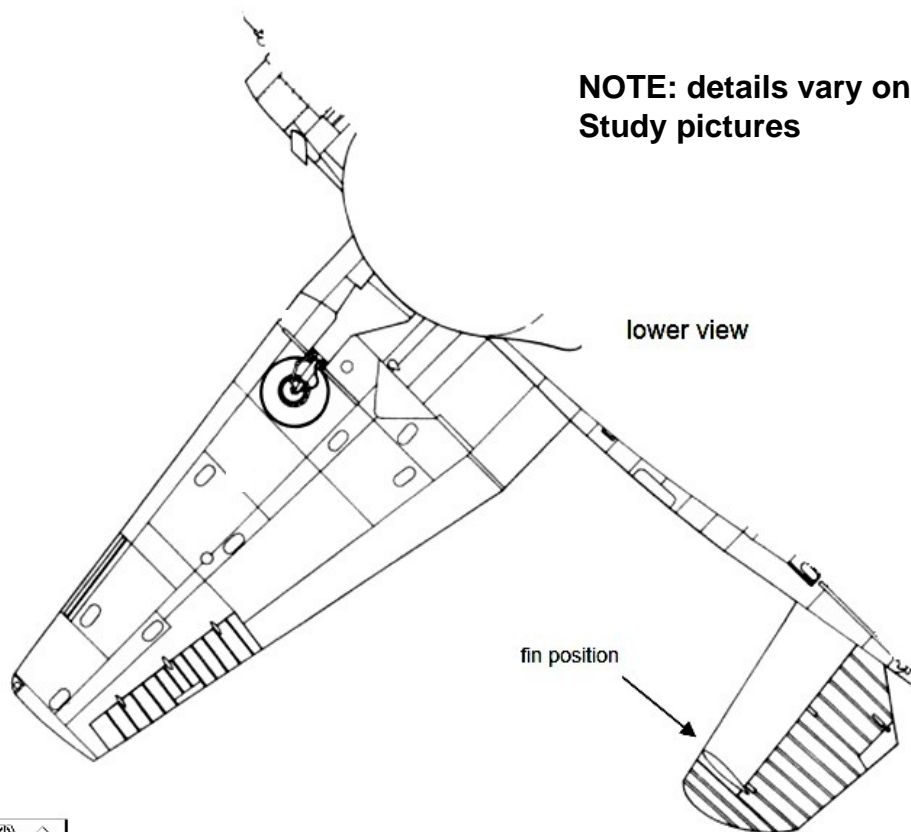
Sky: Humbrol 90

Gloss Sea Blue: XTRACOLOR X121



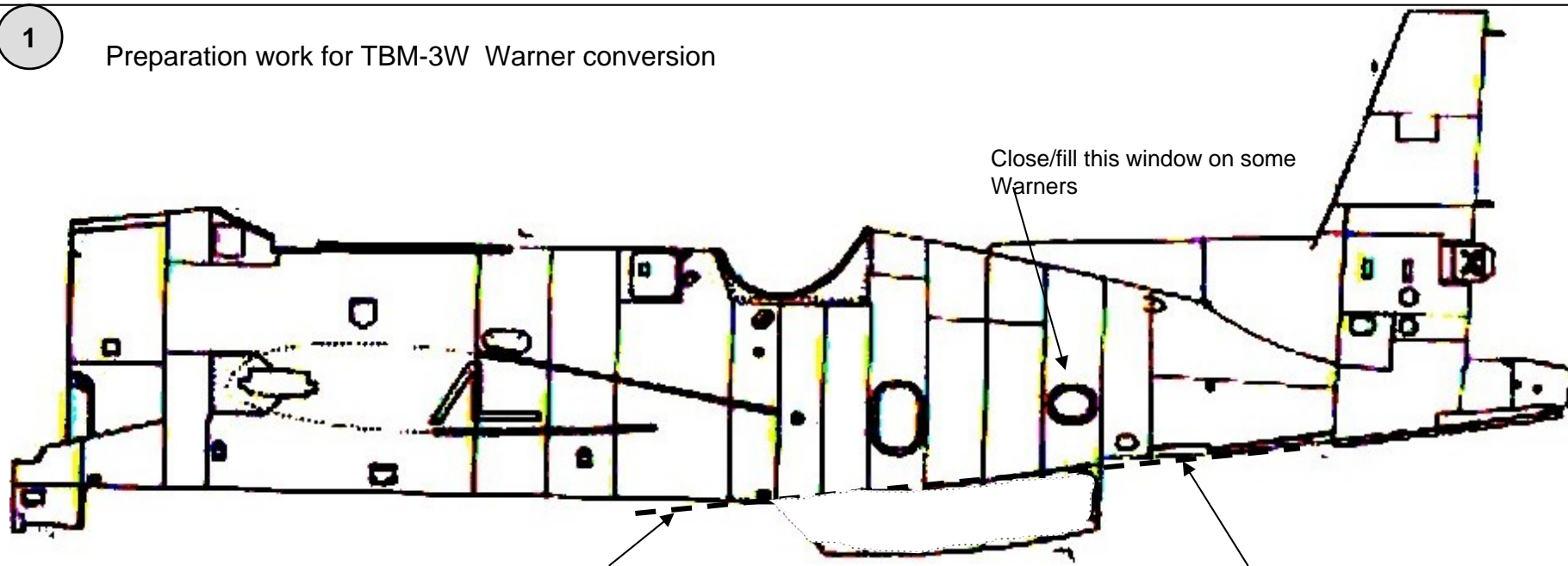
Grumman Avenger TBM-3W "Warner"

**NOTE: details vary on each Warner,
Study pictures**



1

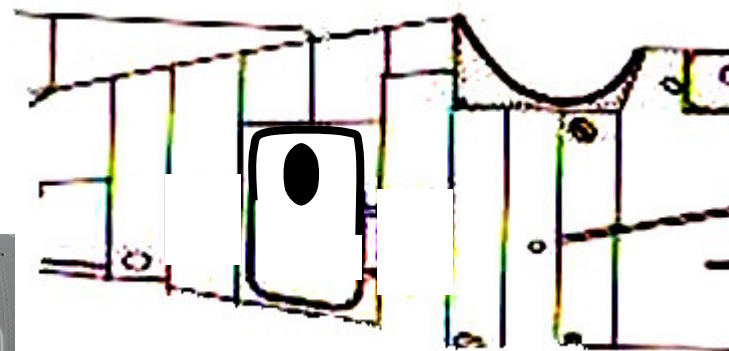
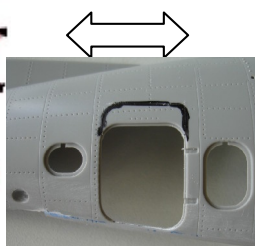
Preparation work for TBM-3W Warner conversion



Cutt off lower portion of fuselage at rear along indicated cutting line
Do for both fuselage halves



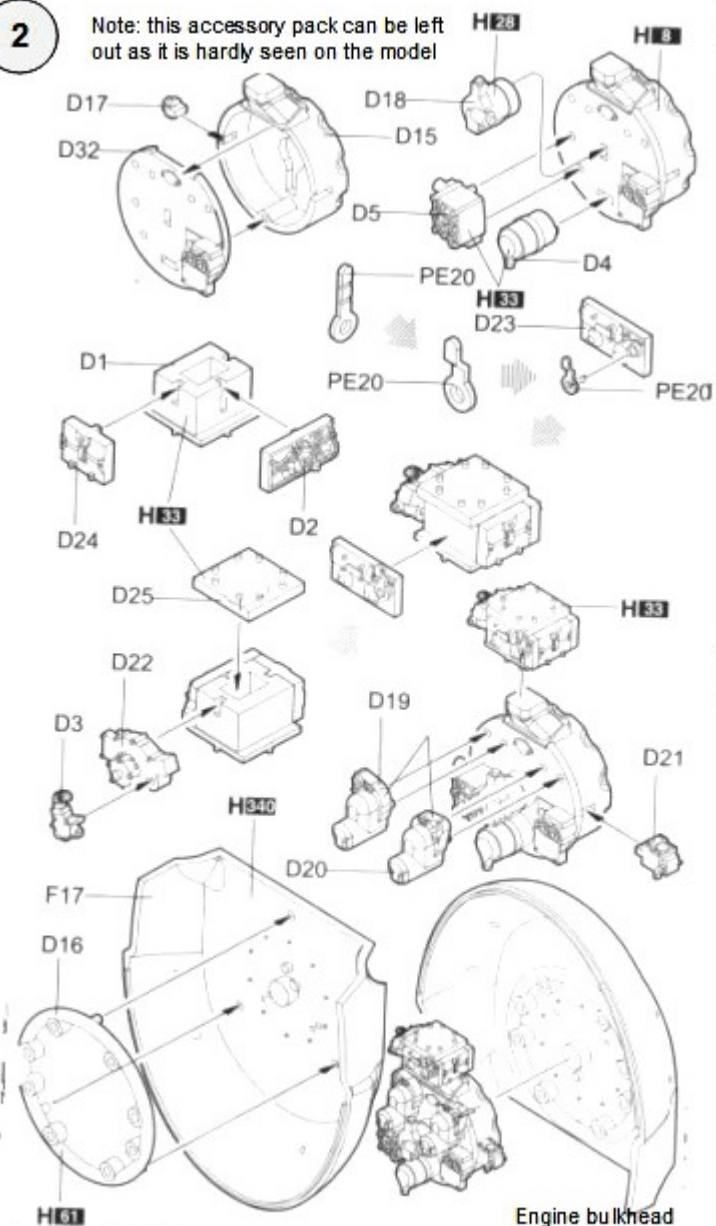
standard rear door variant: unchanged kit part



other rear large door variant: enlarge opening part 1

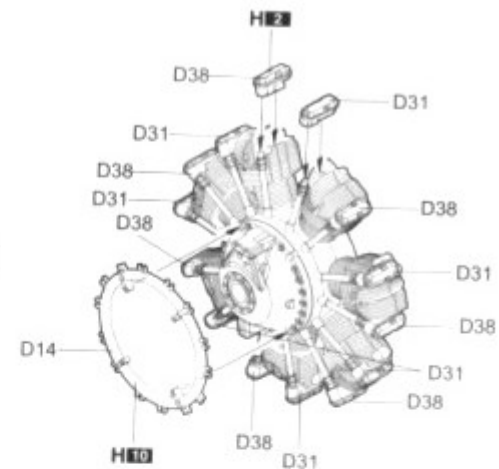
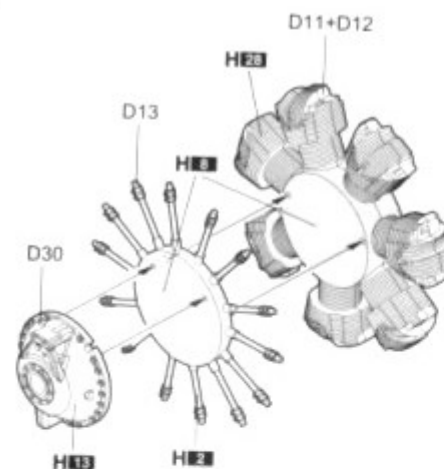
2

Note: this accessory pack can be left out as it is hardly seen on the model



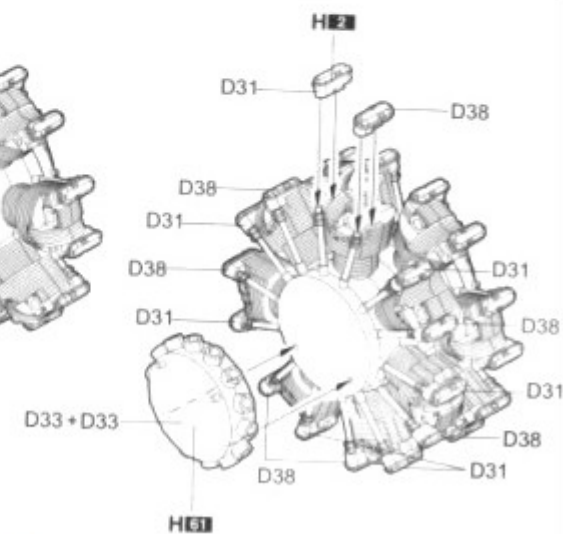
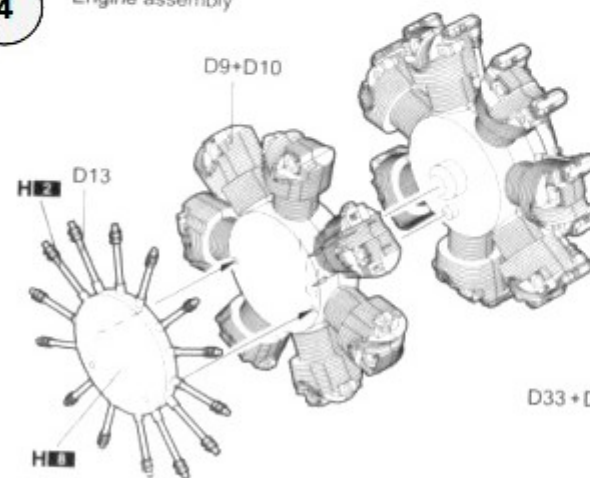
3

Engine assembly



4

Engine assembly

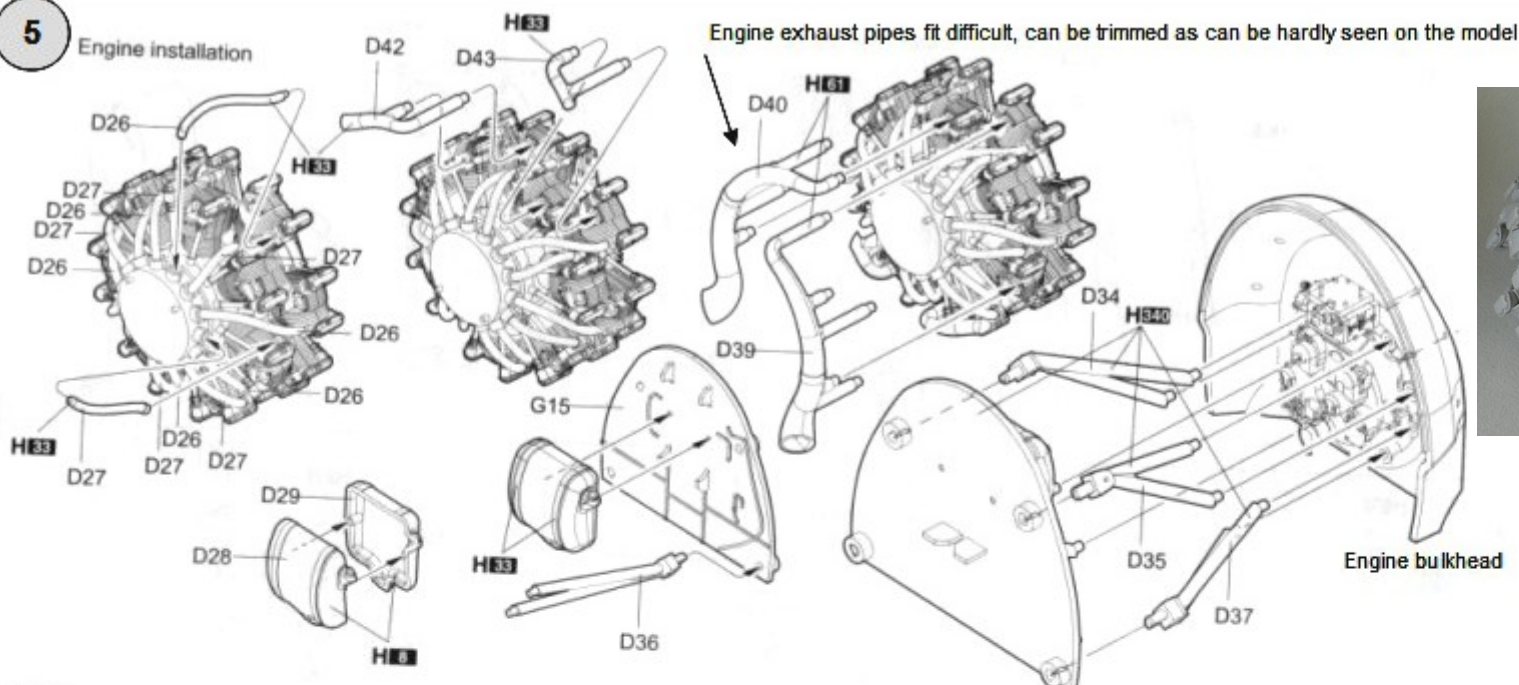


Suggestion: add ignition plug cables on plug heads

As per kit instructions

5

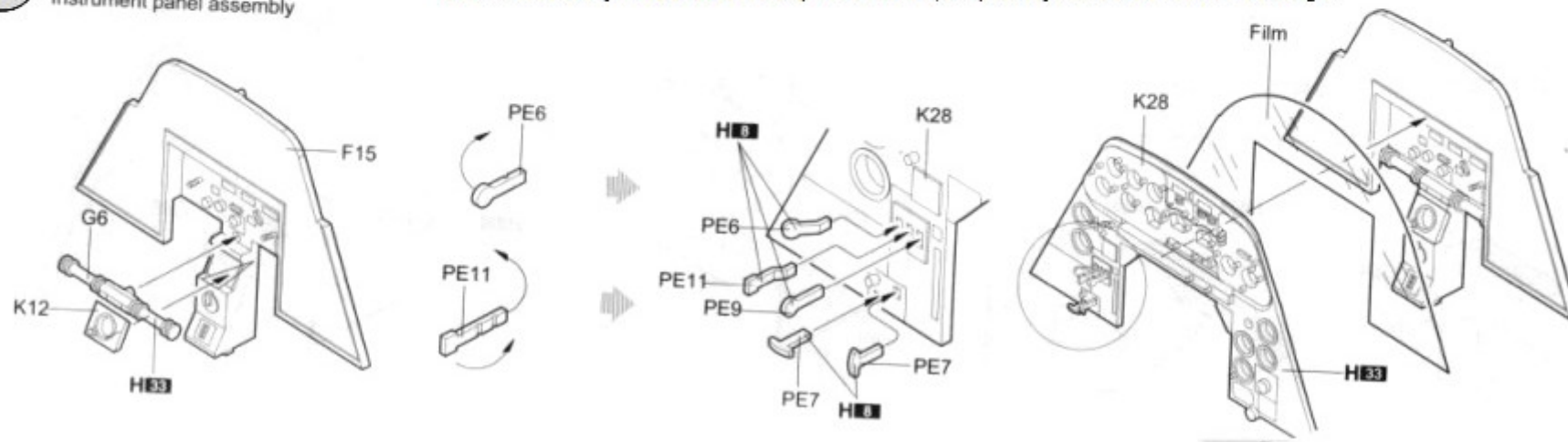
Engine installation



6

Instrument panel assembly

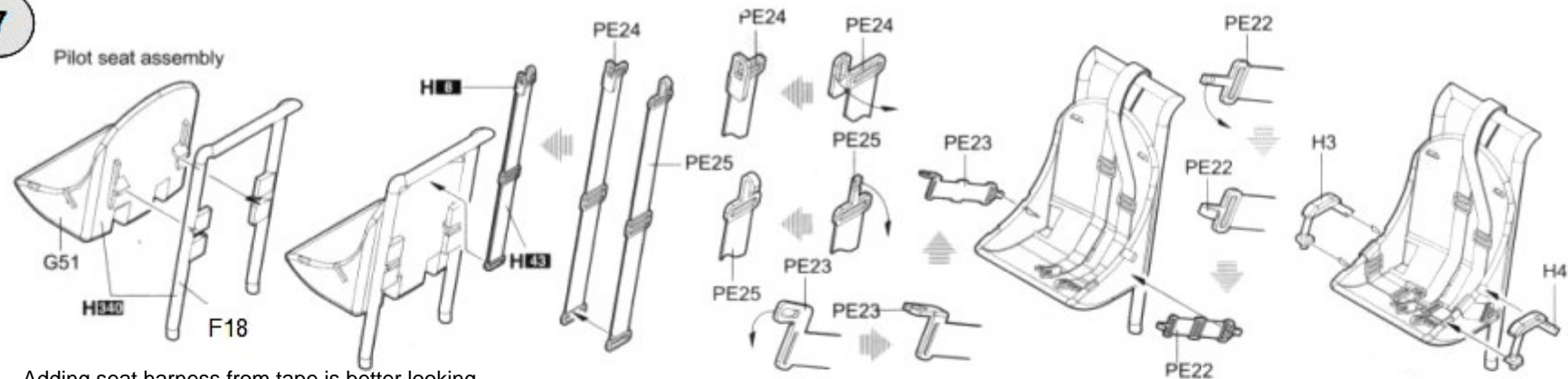
Note: instrument layout TBM-3W Warner panel unknown, but probably common with standard Avenger



As per kit instructions

7

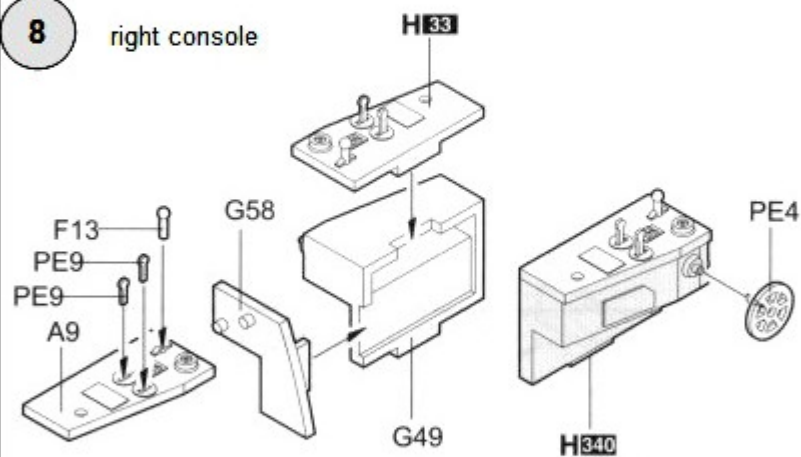
Pilot seat assembly



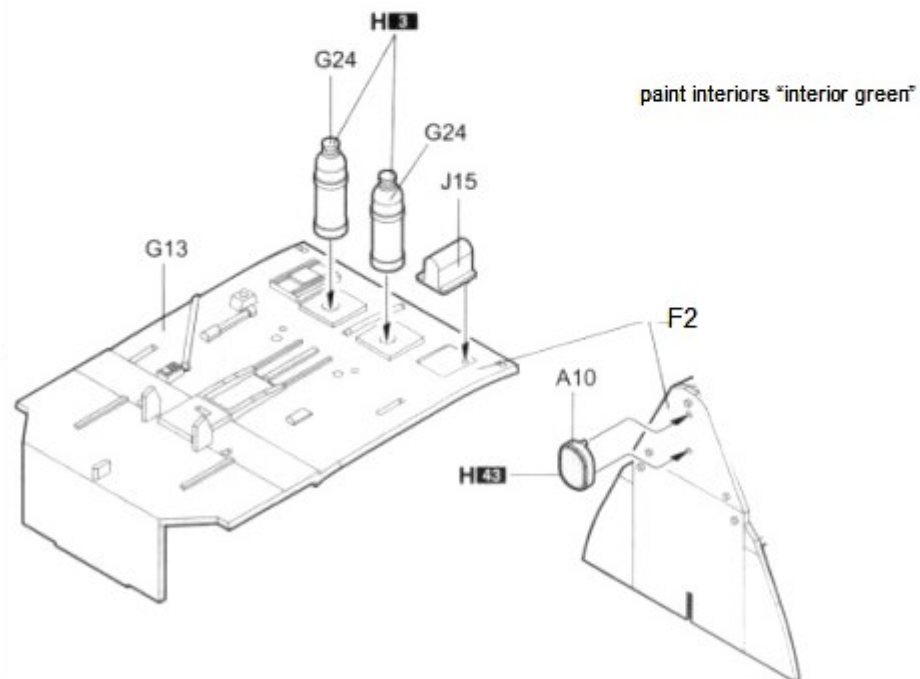
Adding seat harness from tape is better looking

8

right console

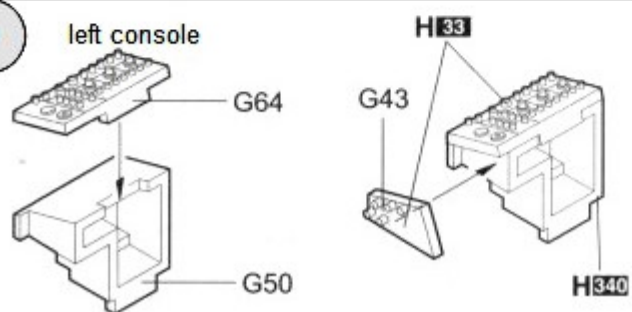


10

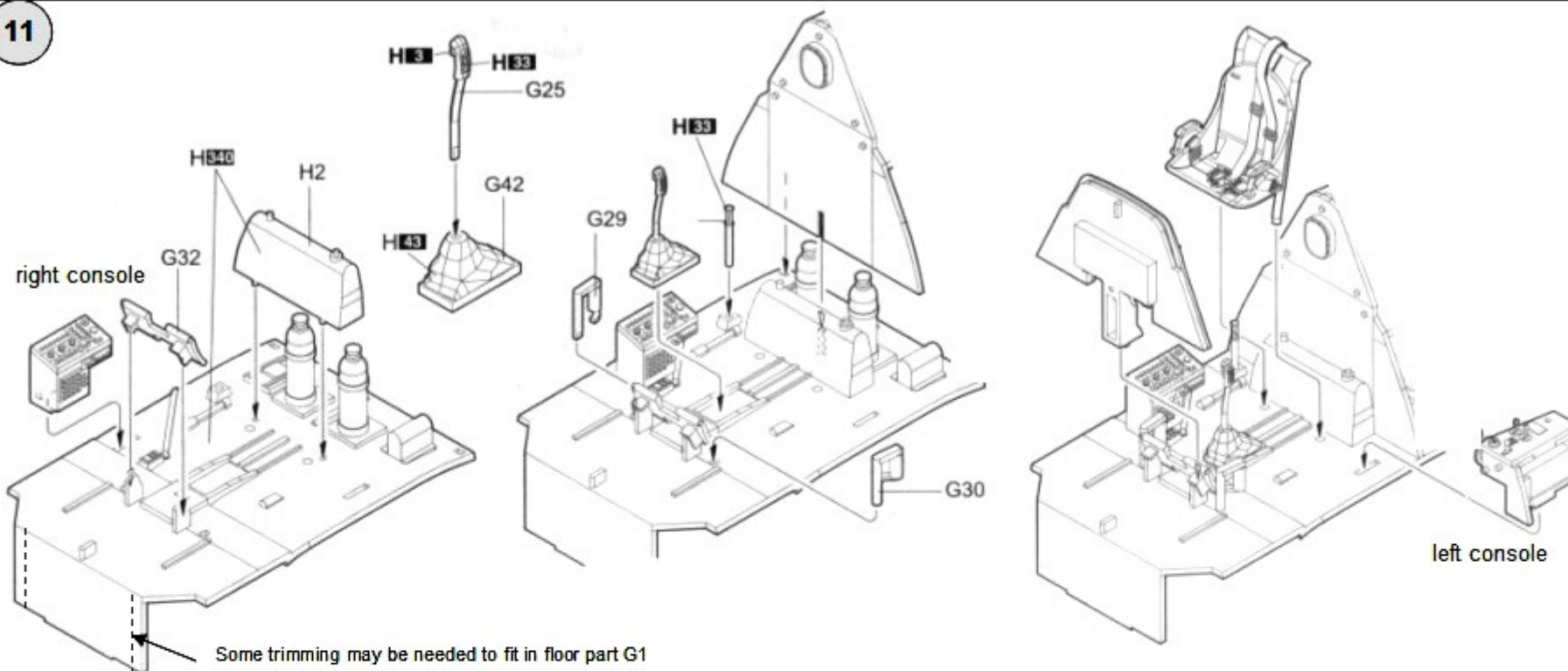


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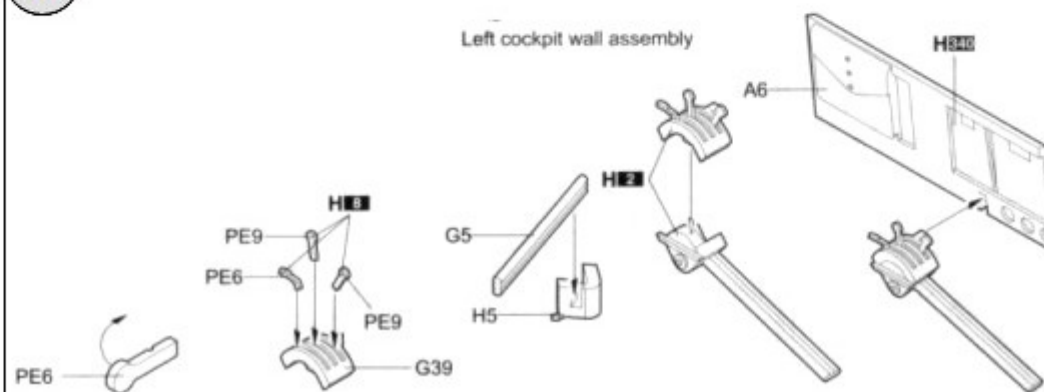
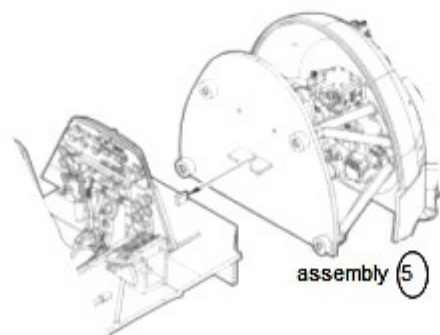
left console



11

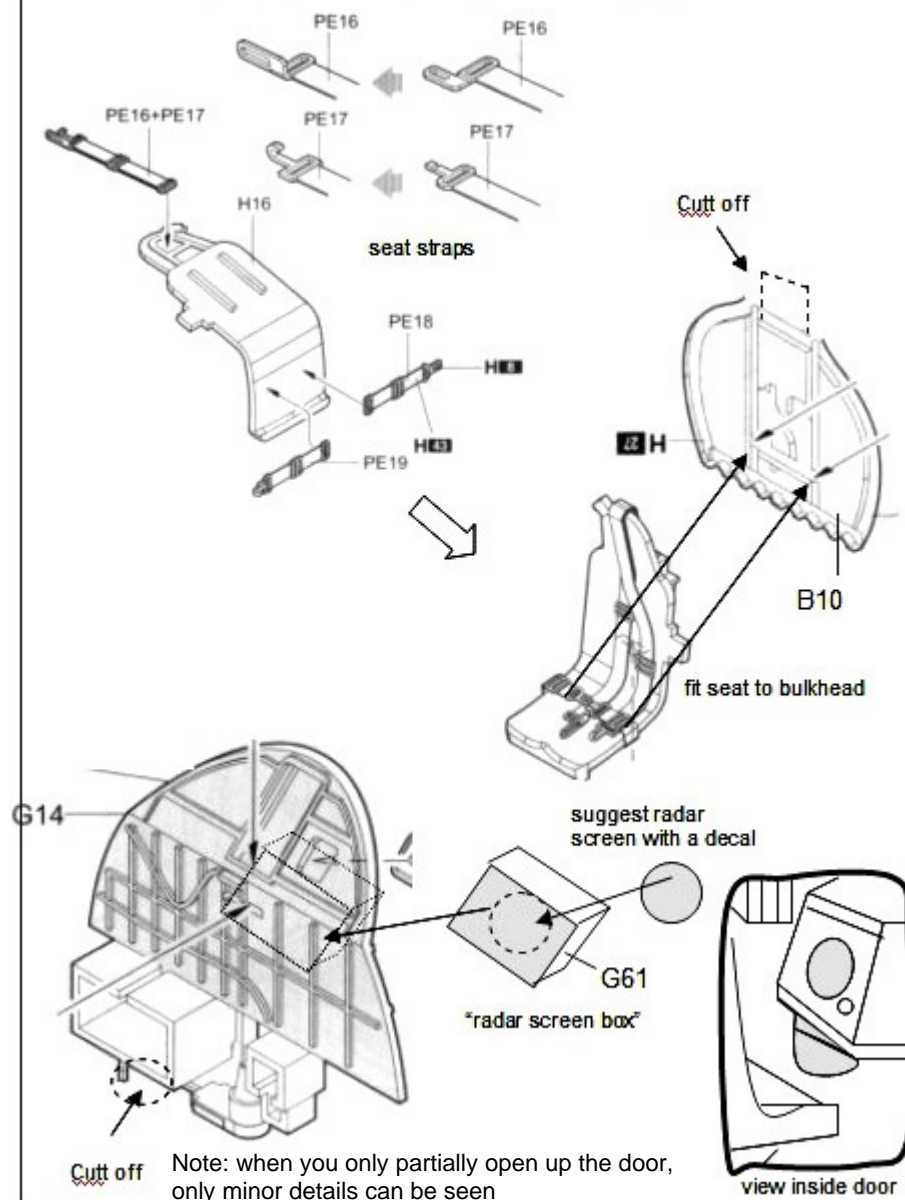


12

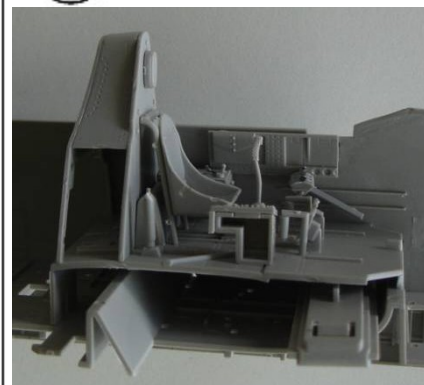


13

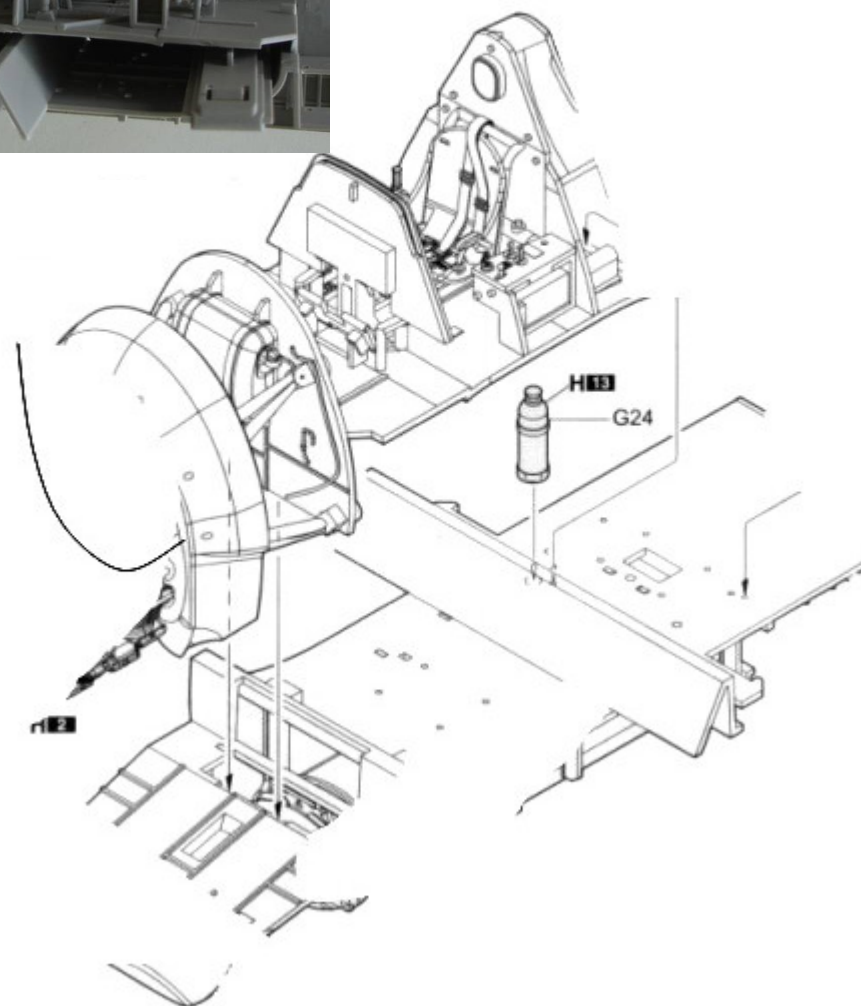
Suggestion to create a simple interior using kit parts
for the radar operator crew member
(may be visible with opened rear door)

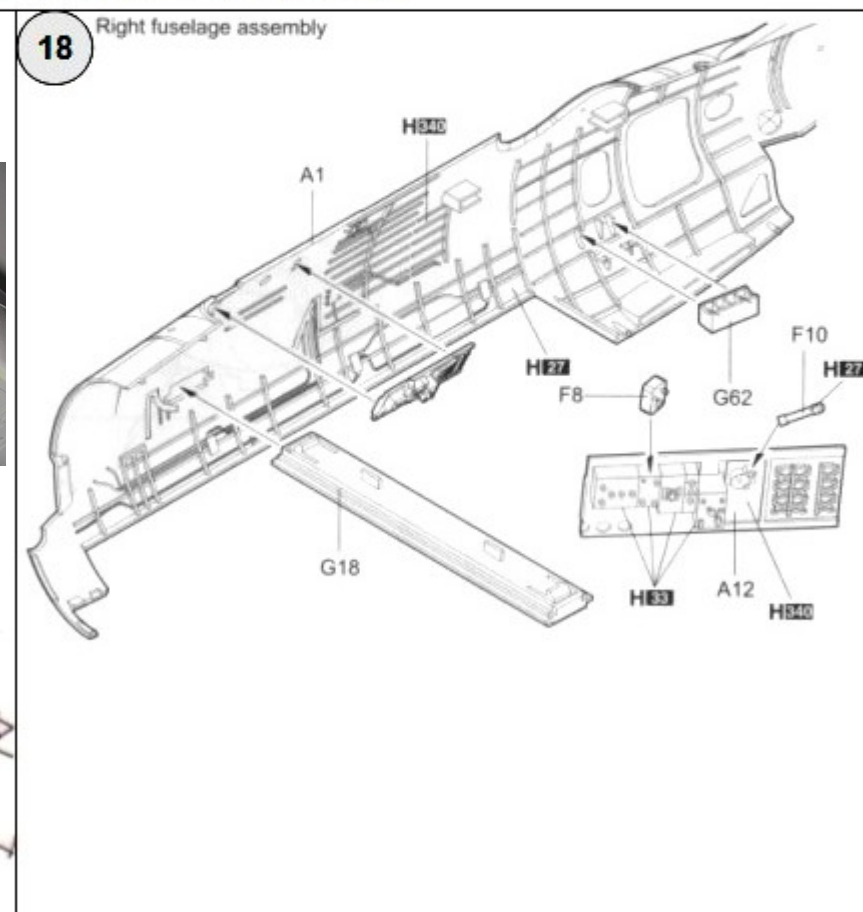
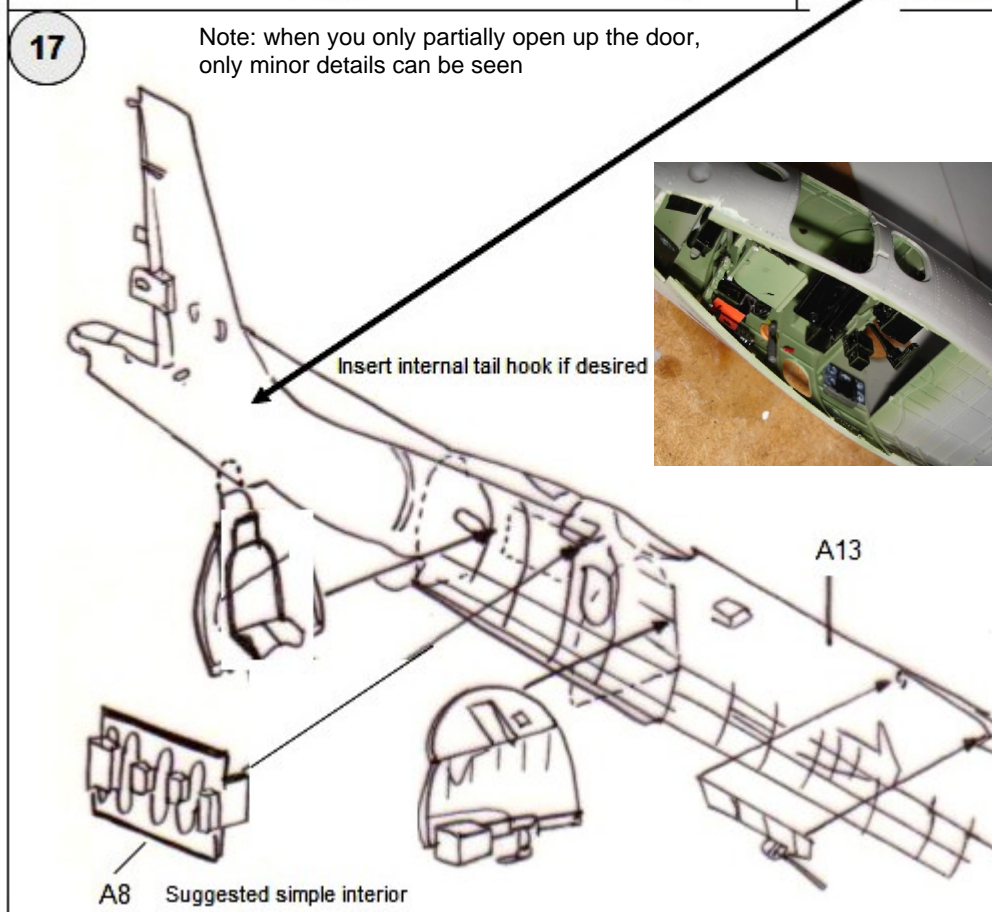
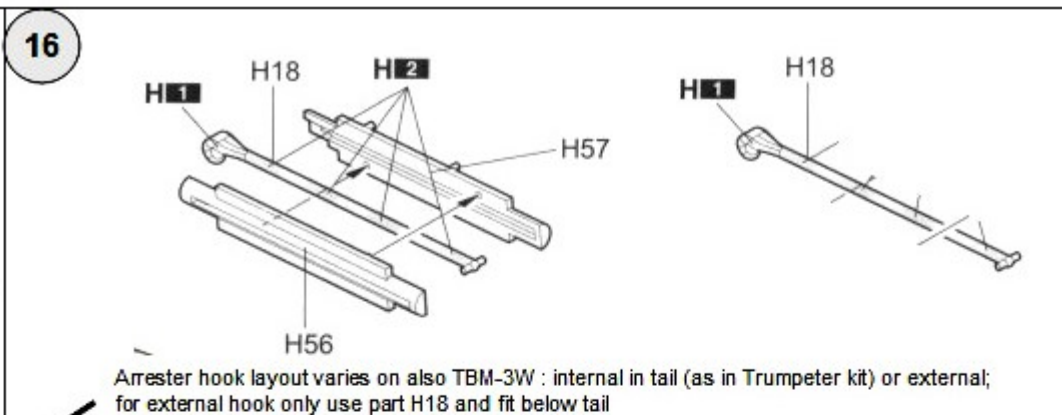
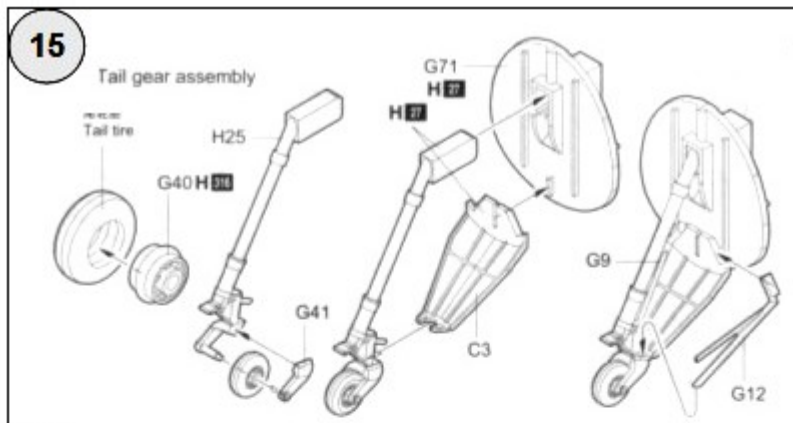


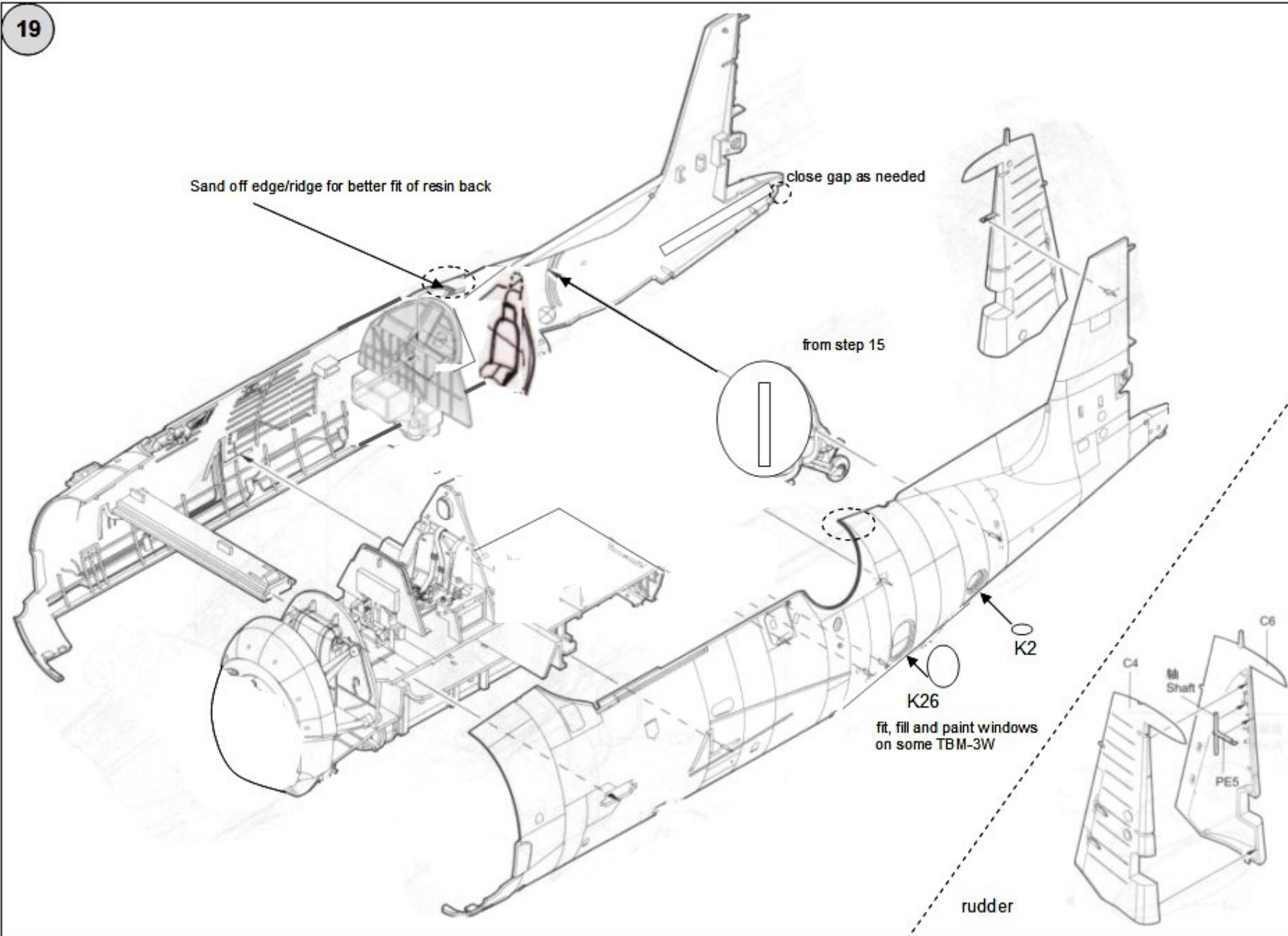
14

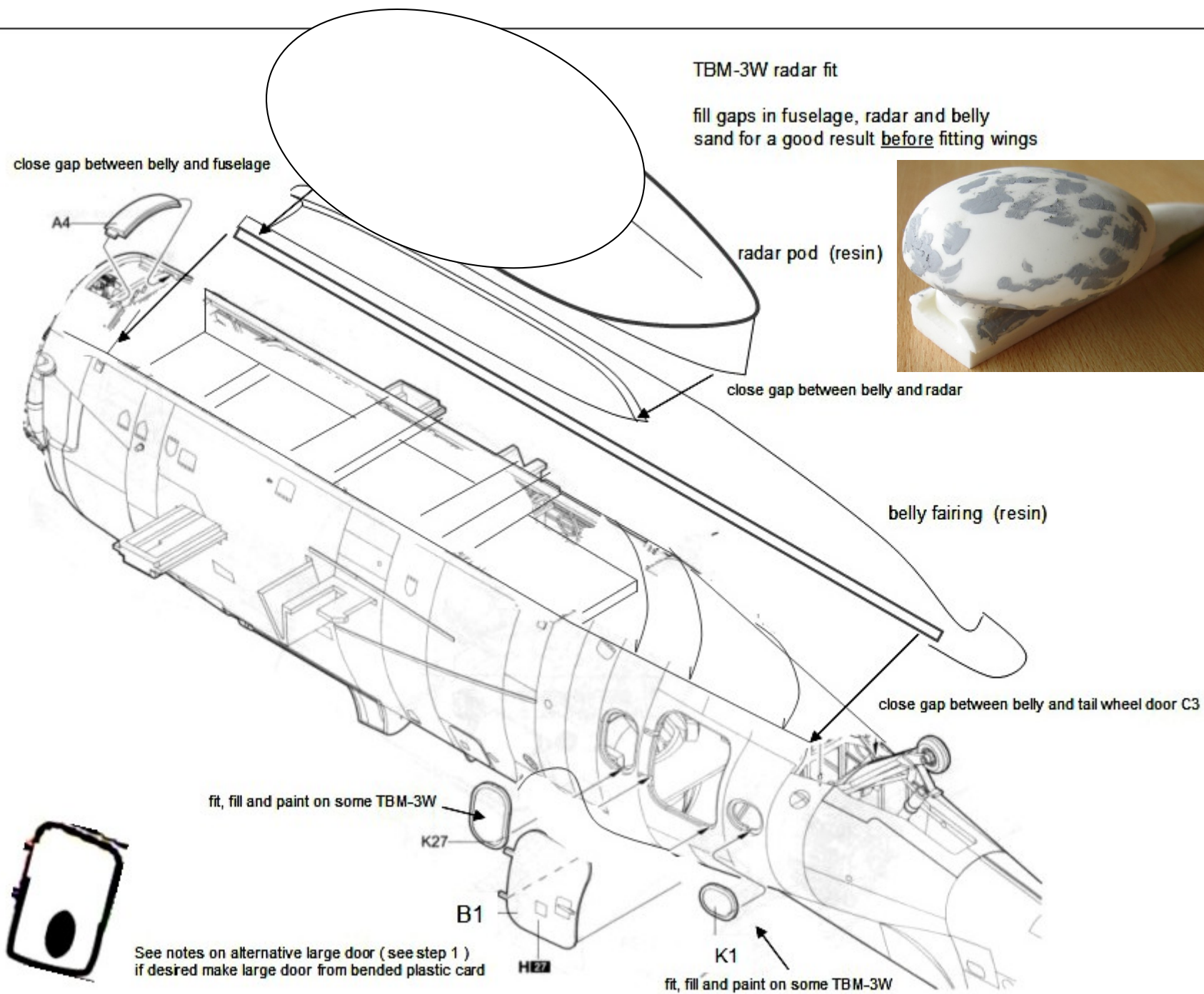


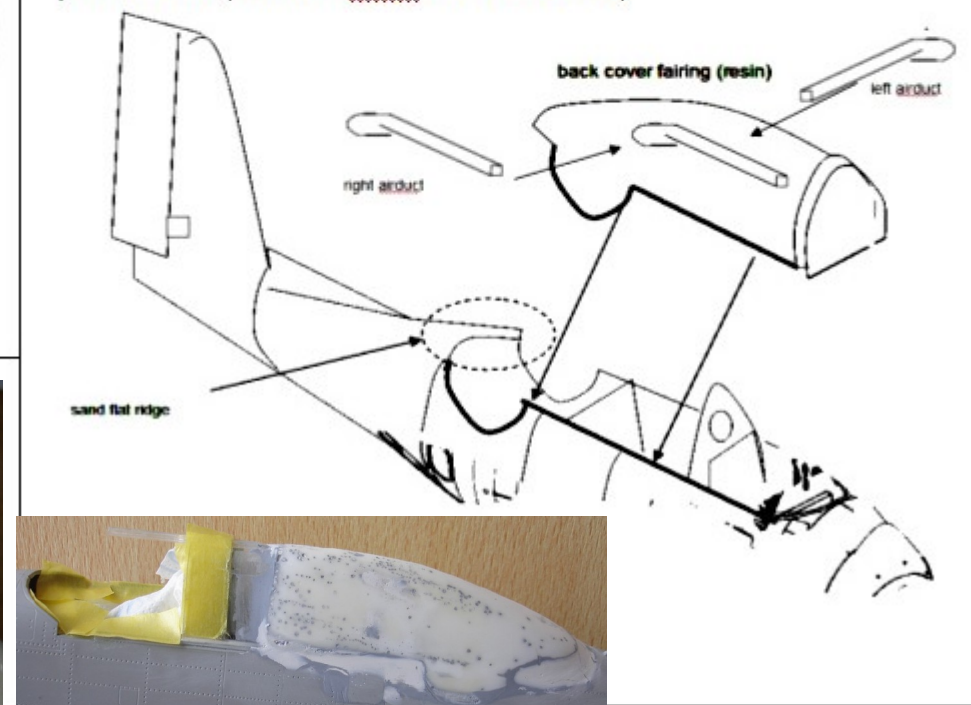
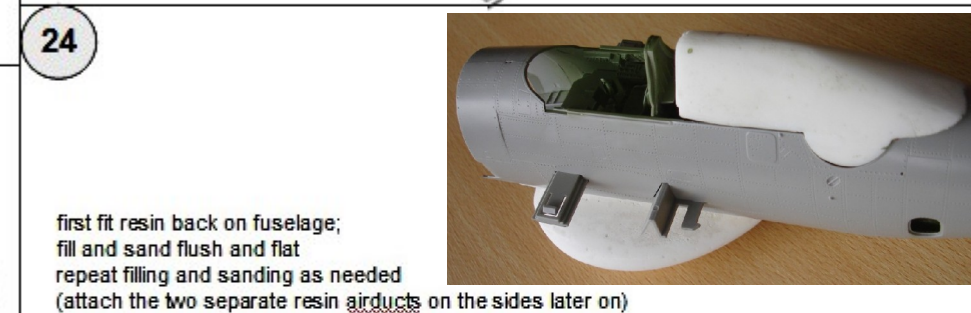
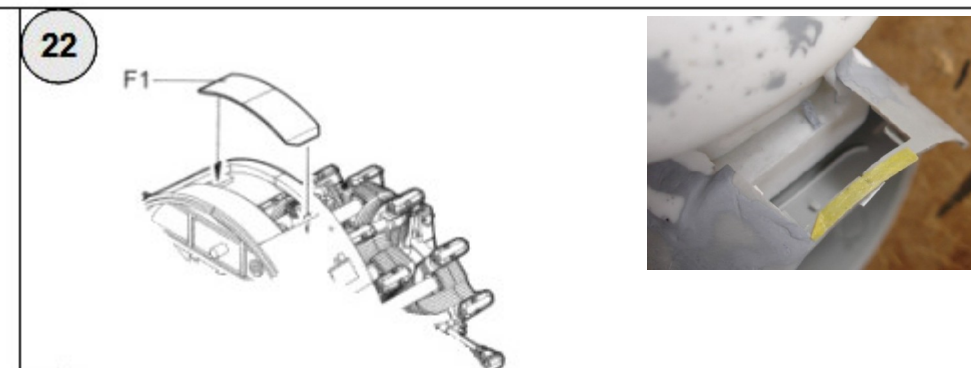
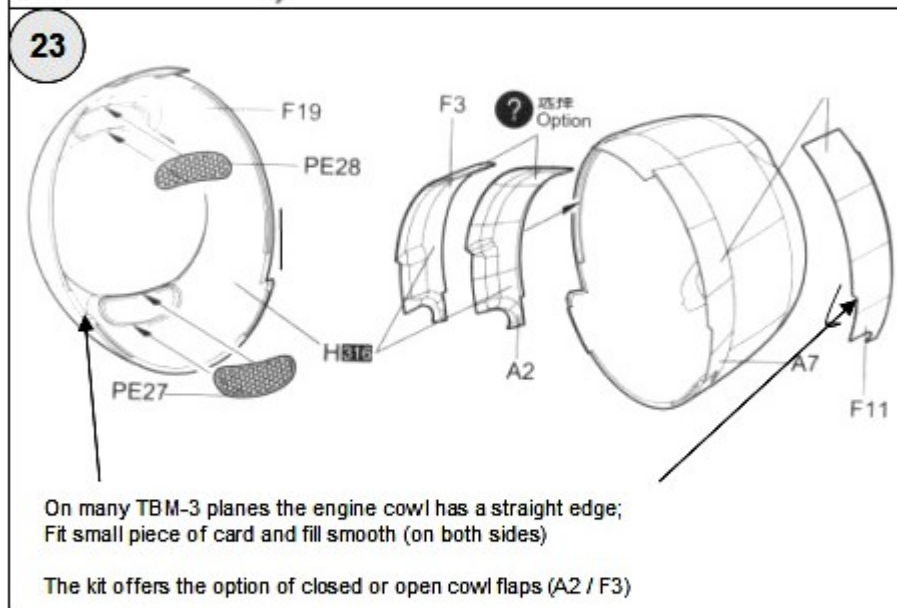
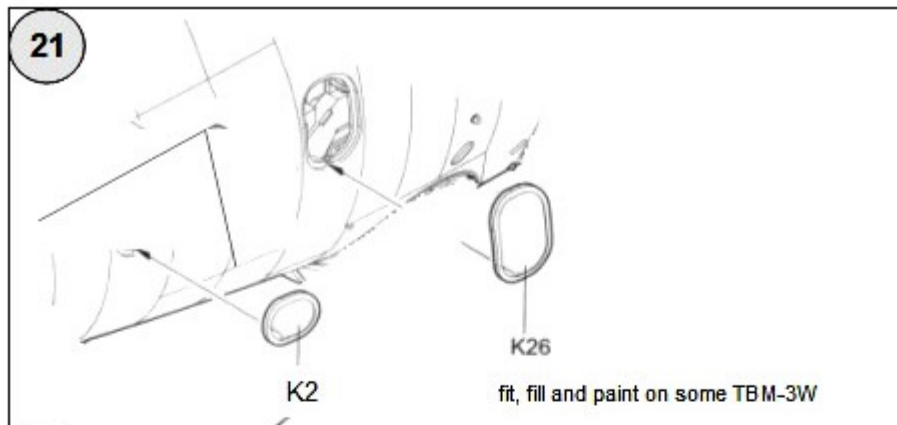
Paint interiors *interior green*



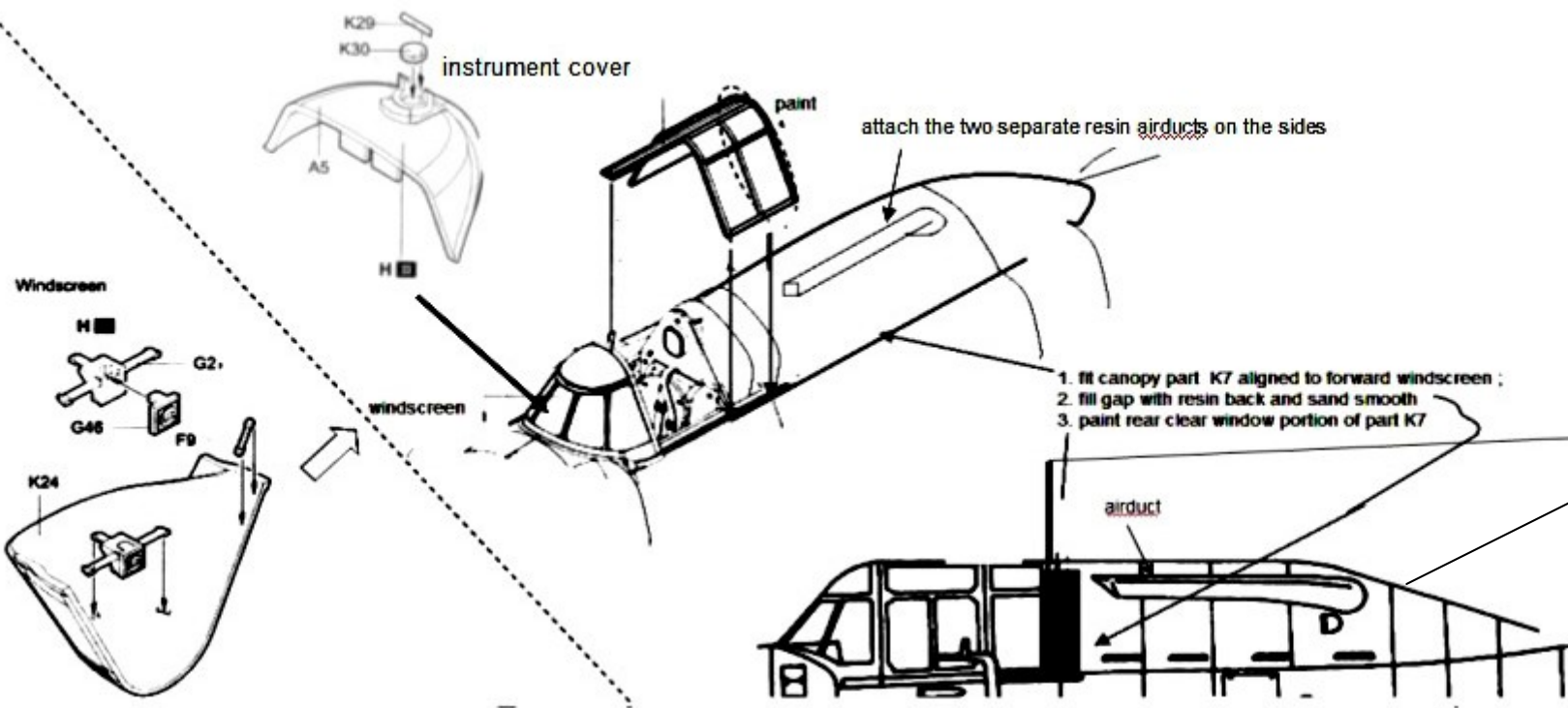




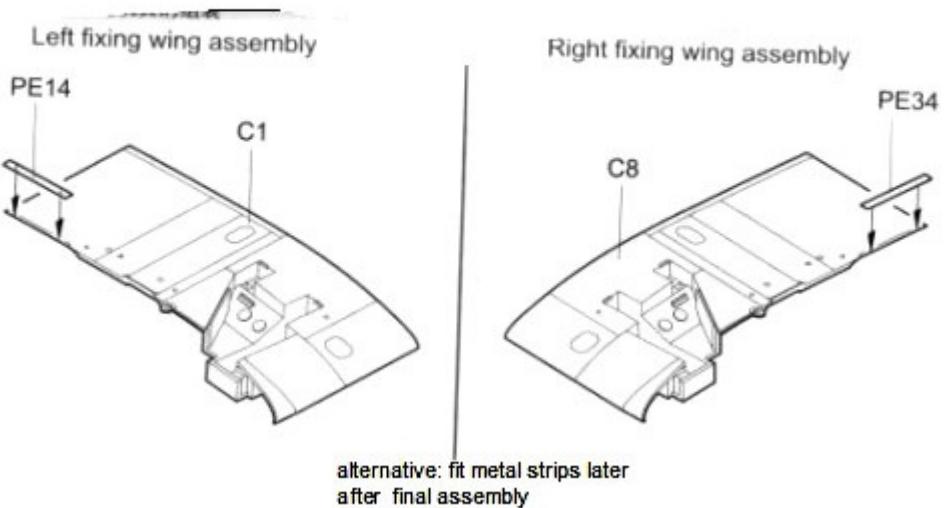




25

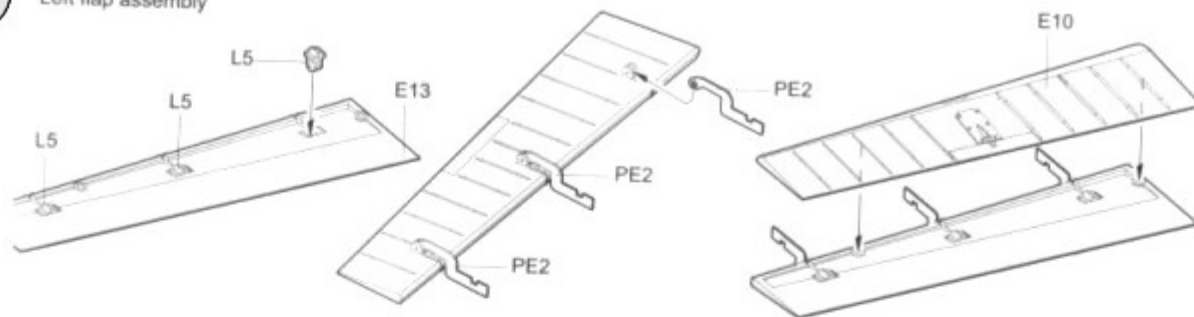


26



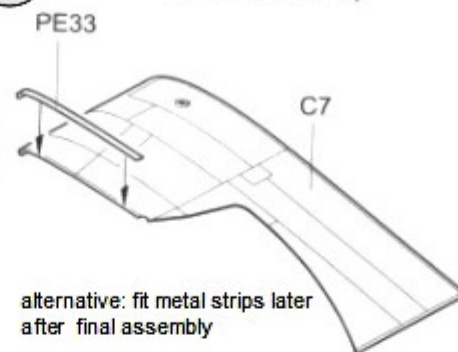
27

Left flap assembly



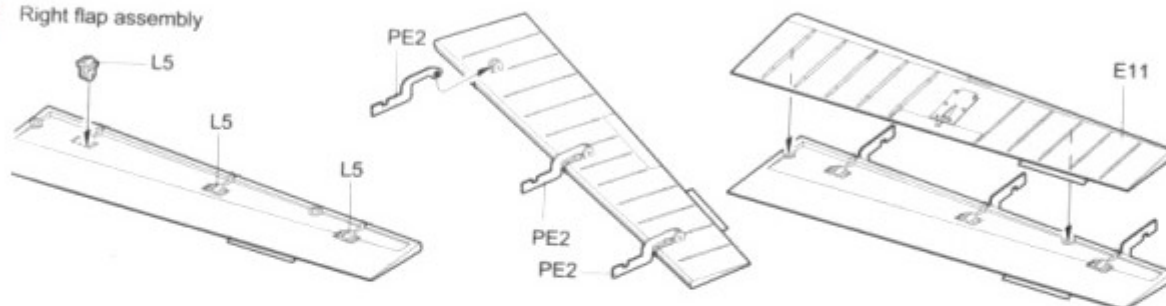
28

Left fixing wing assembly



29

Right flap assembly

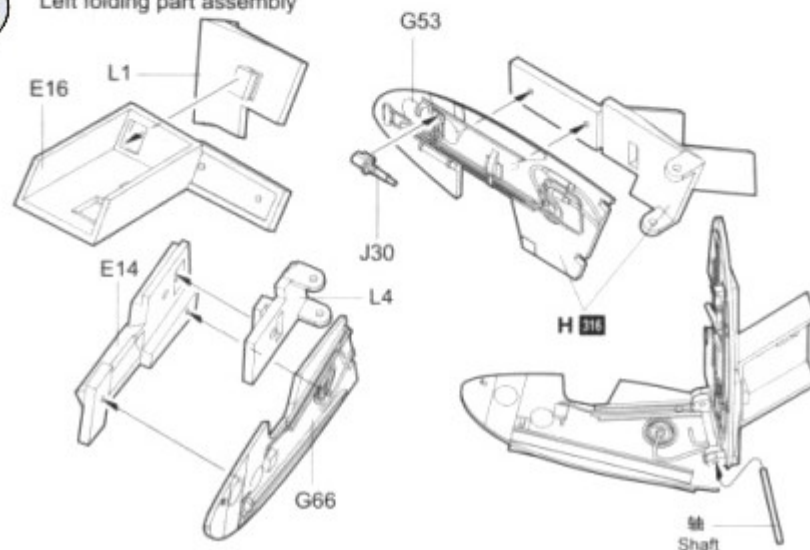


Right fixing wing assembly



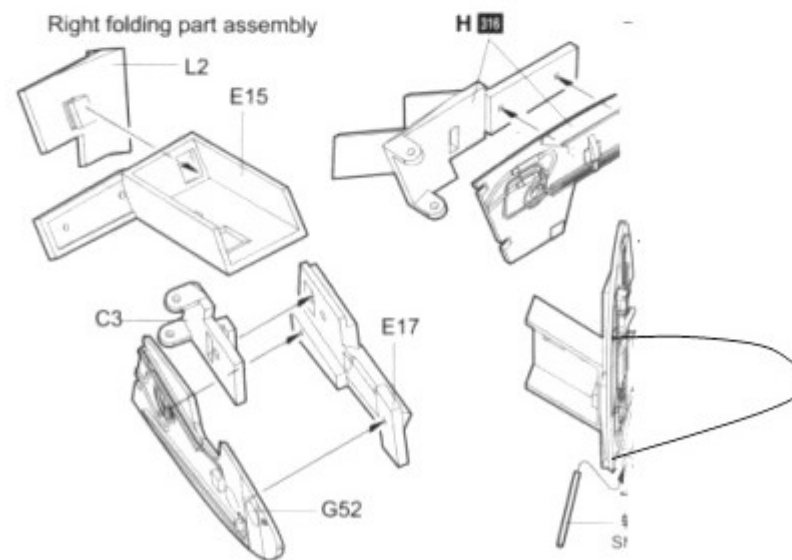
30

Left folding part assembly



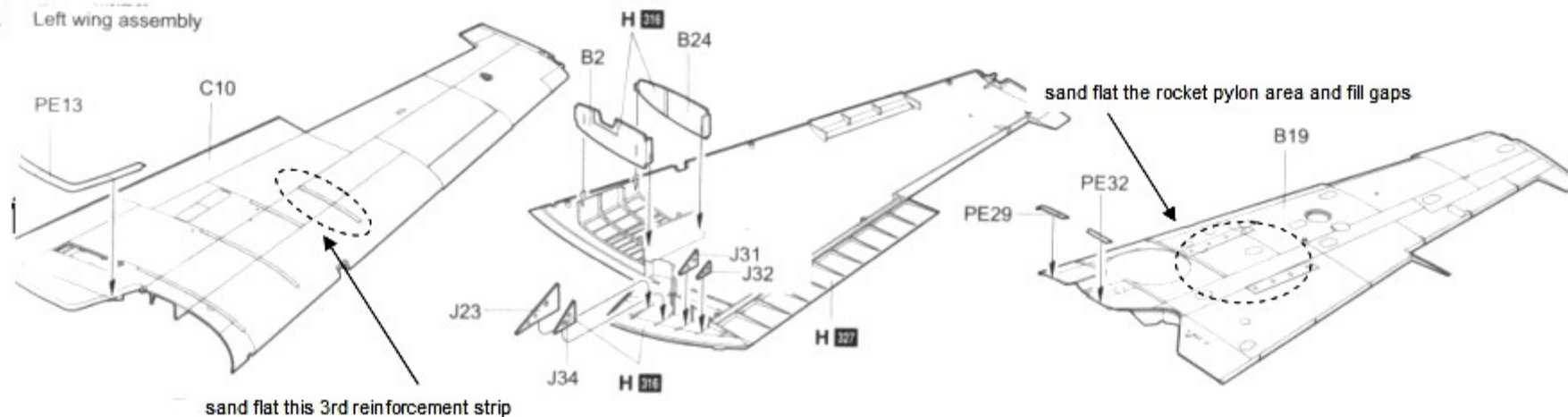
31

Right folding part assembly



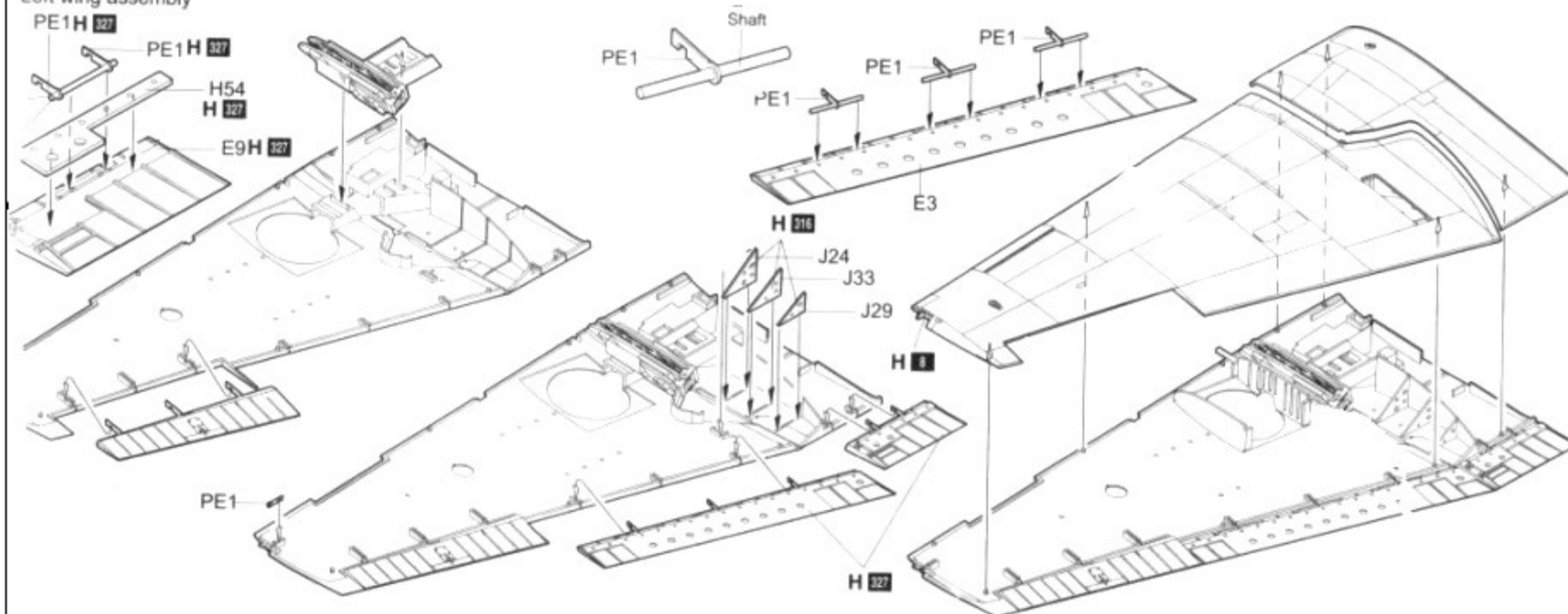
32

Left wing assembly



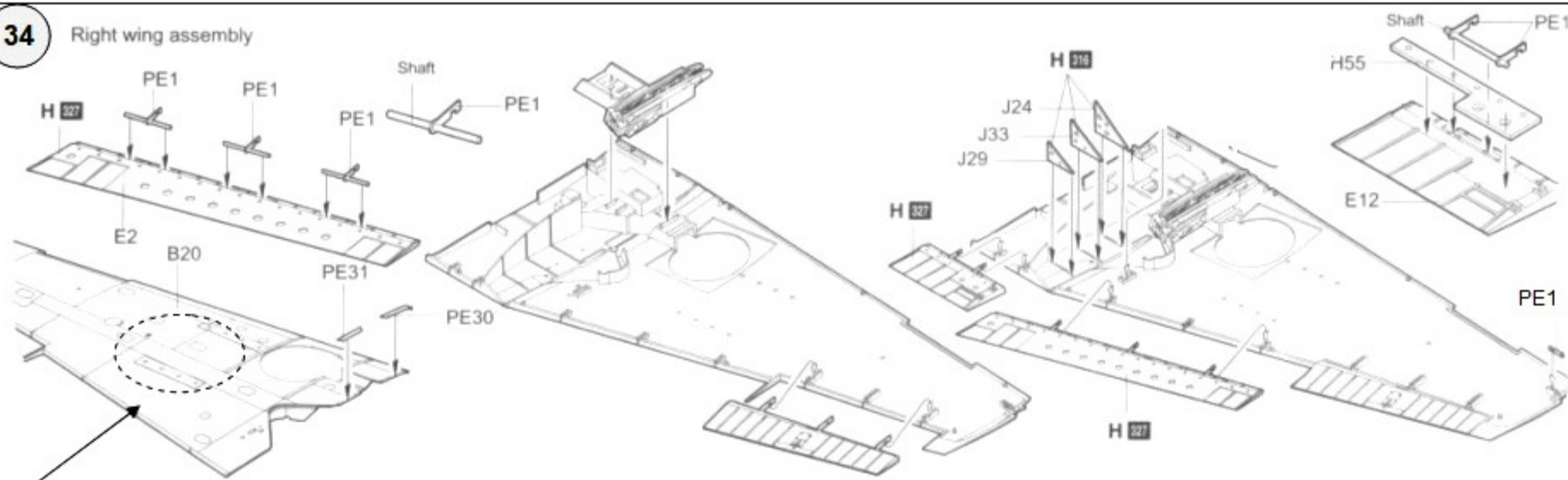
33

Left wing assembly



34

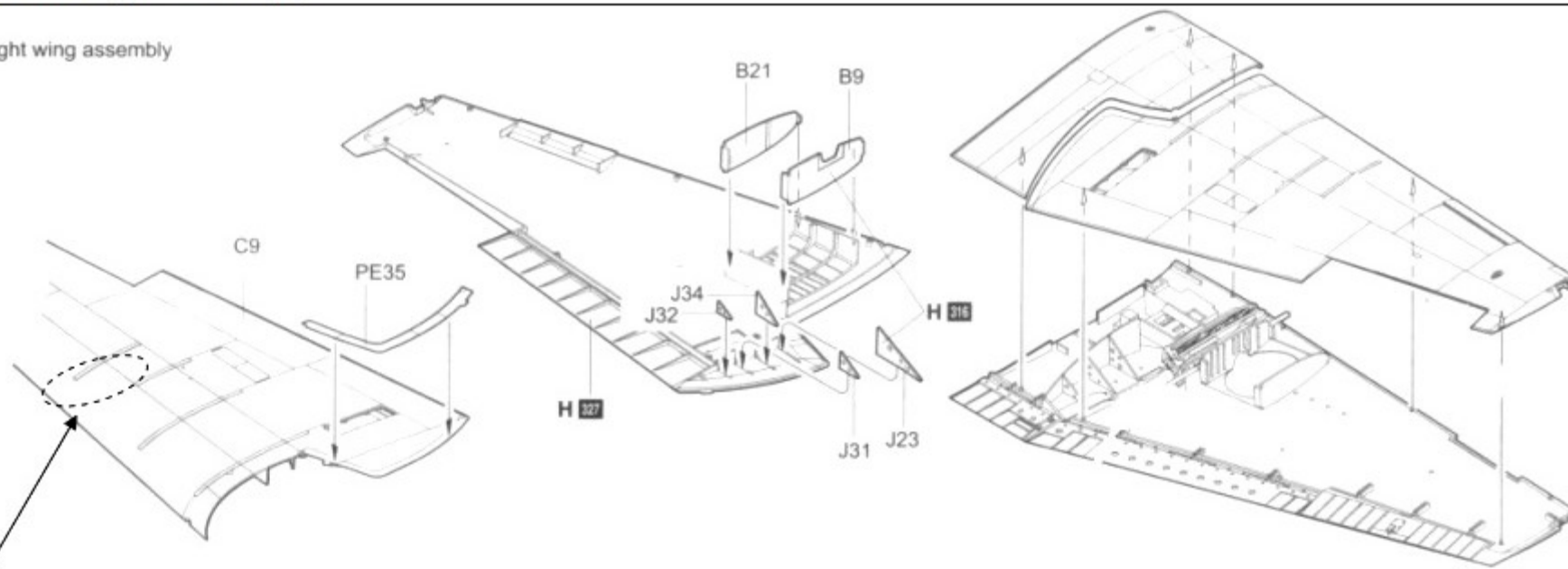
Right wing assembly



sand flat the rocket pylon area and fill gaps

35

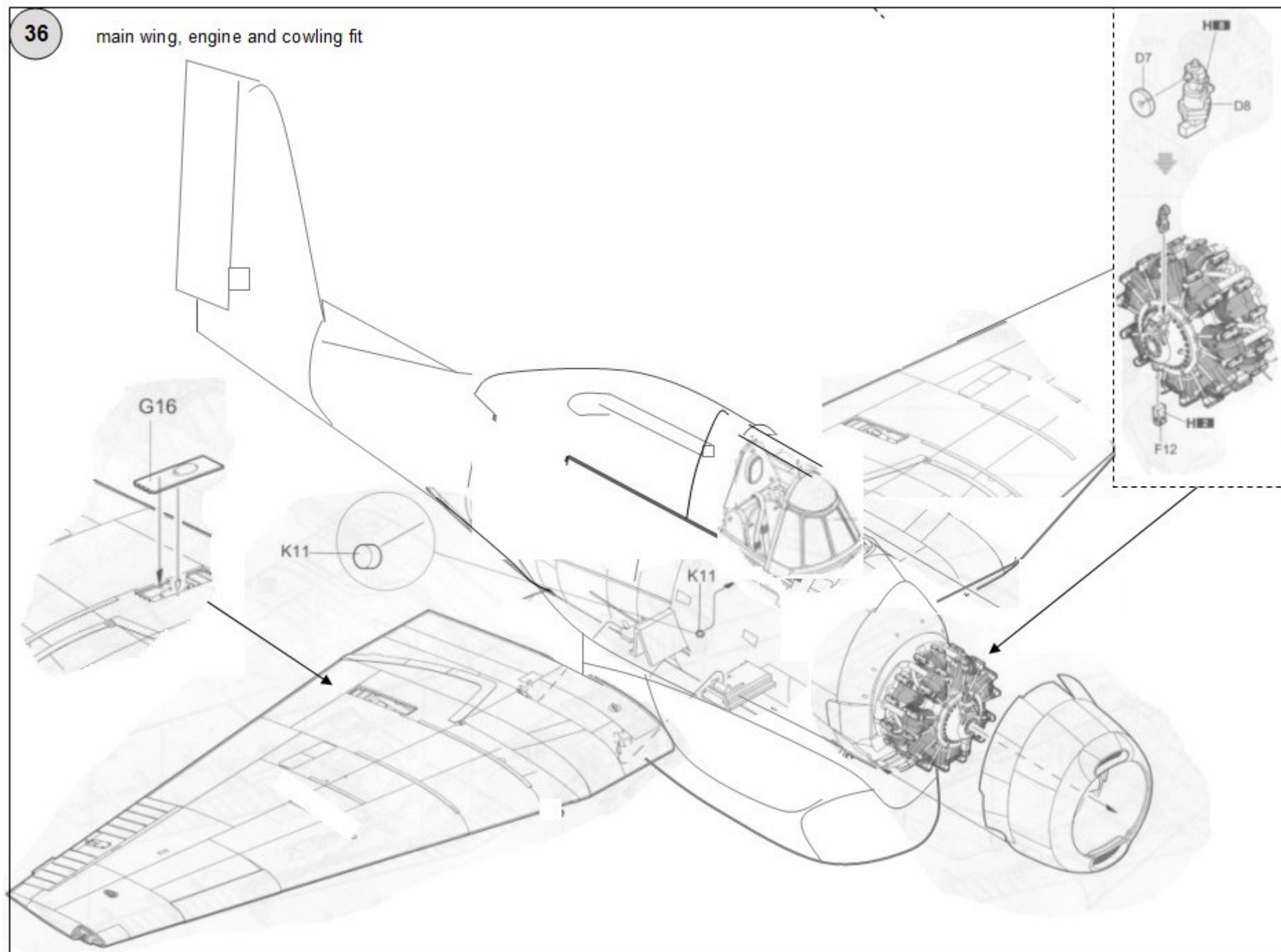
Right wing assembly



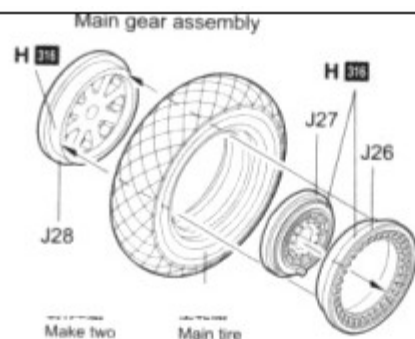
sand flat this 3rd reinforcement strip

36

main wing, engine and cowling fit

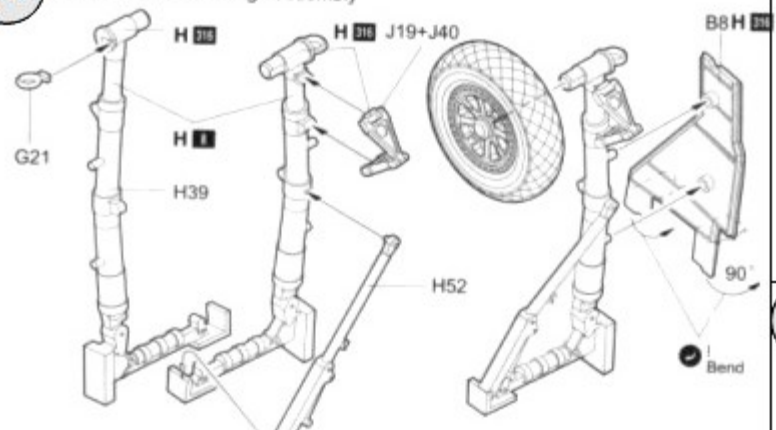


37



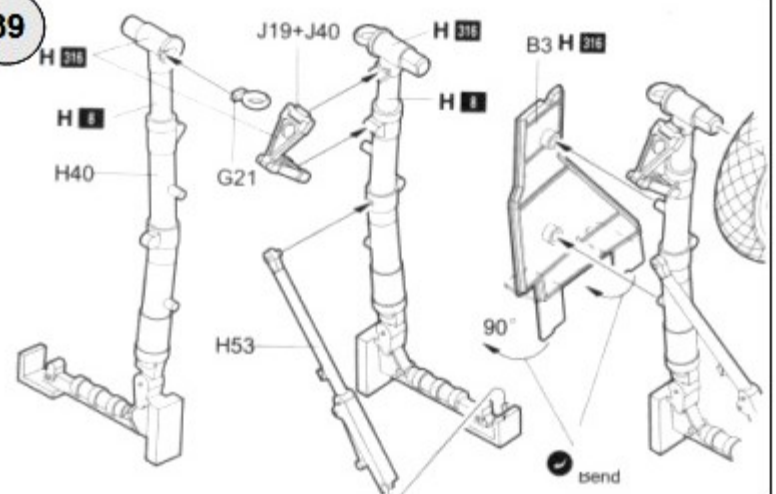
38

Left main undercarriage assembly



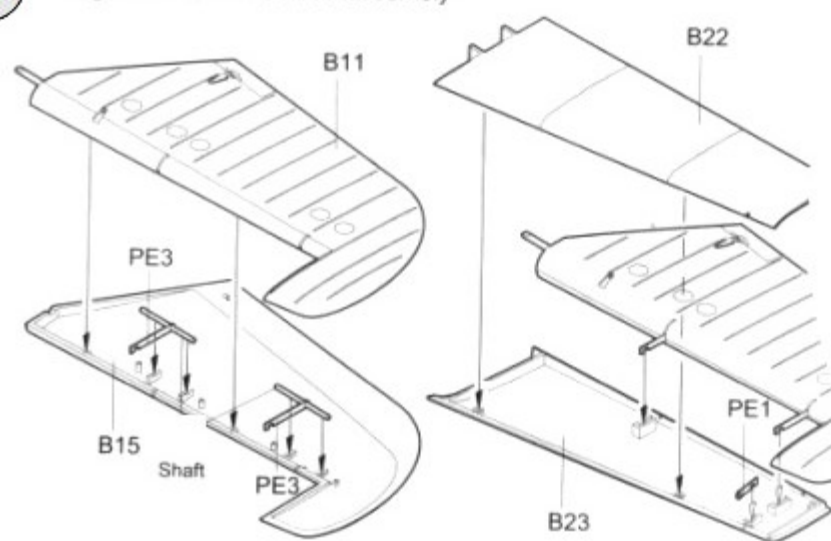
Right main undercarriage assembly

39



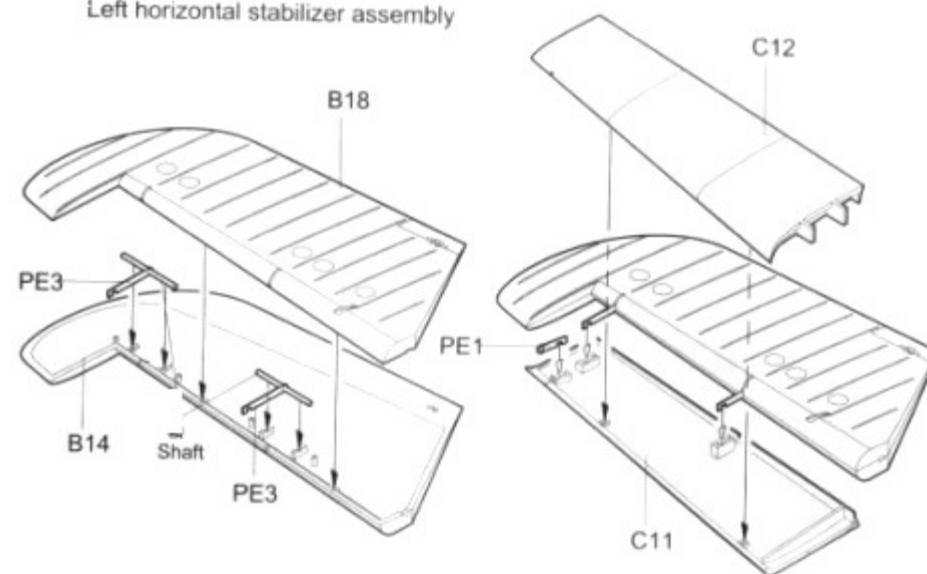
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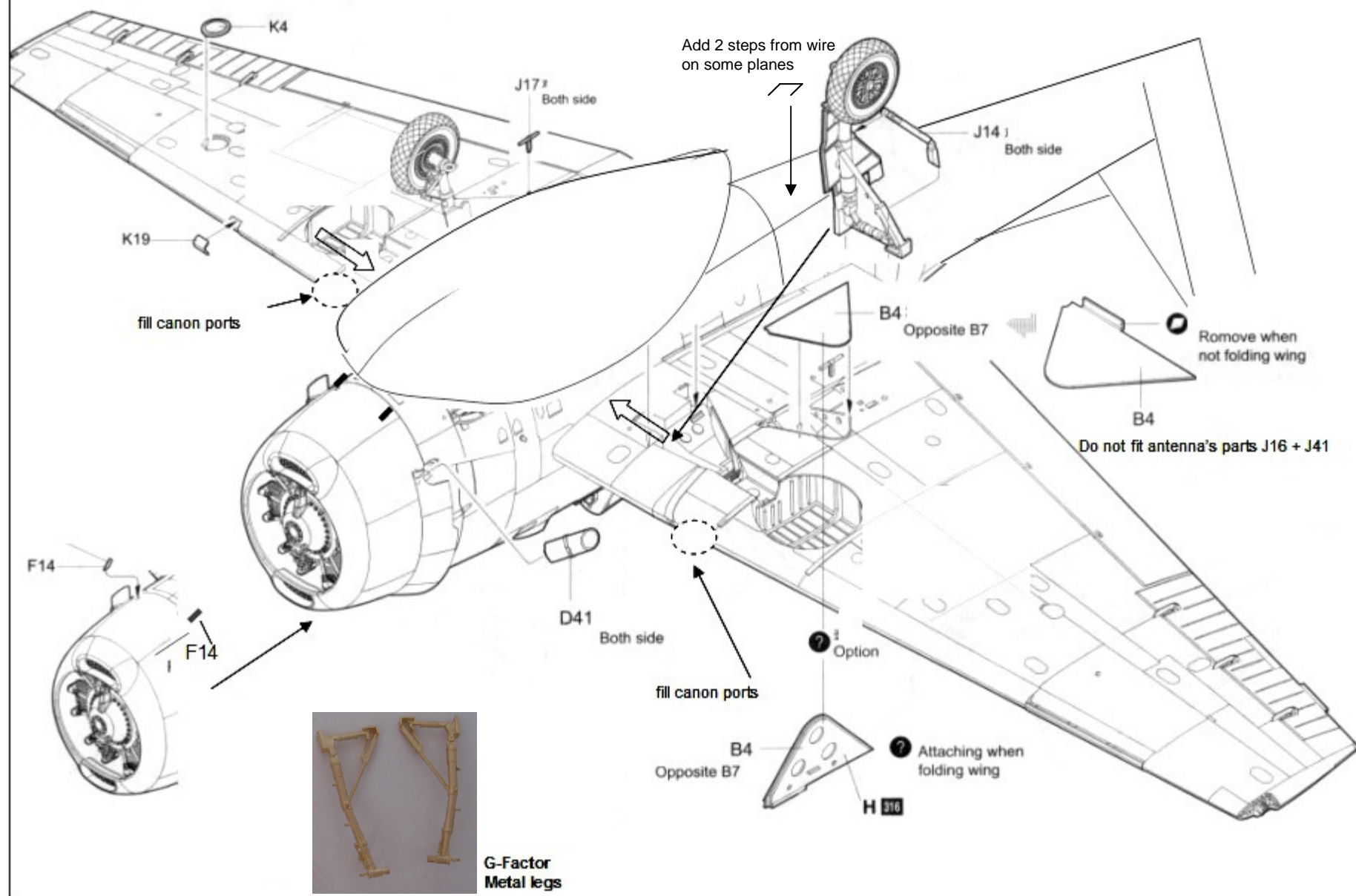
Right horizontal stabilizer assembly



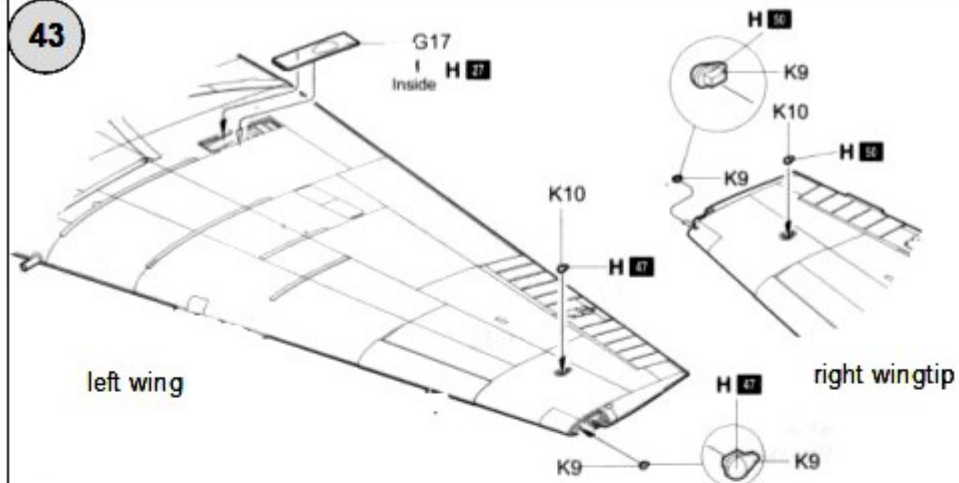
41

Left horizontal stabilizer assembly

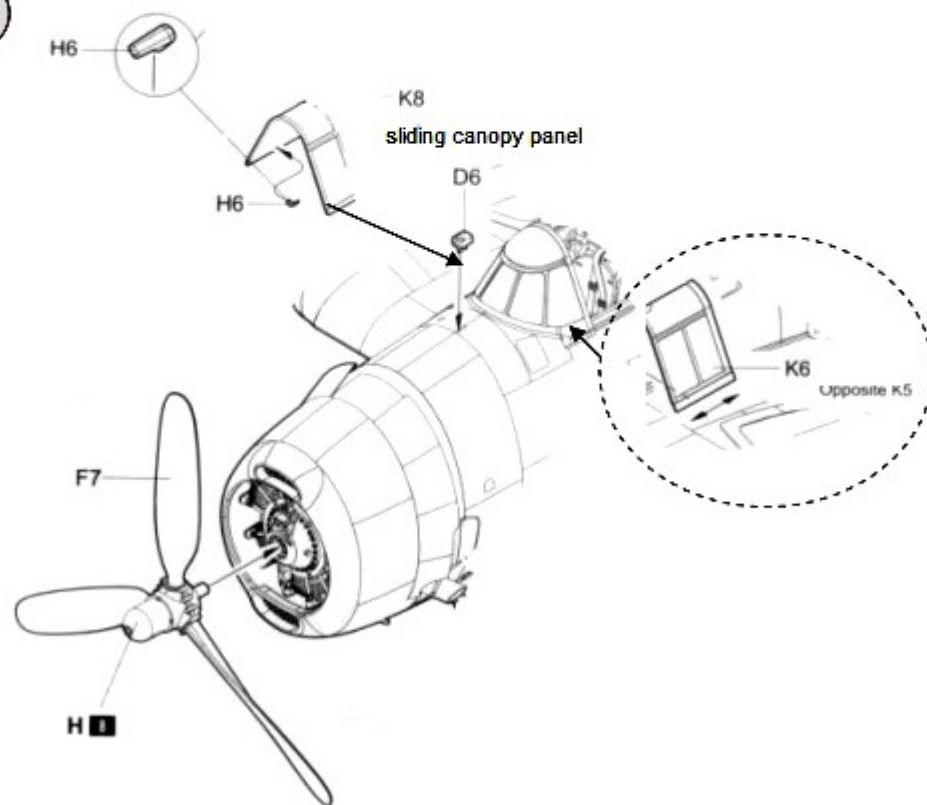




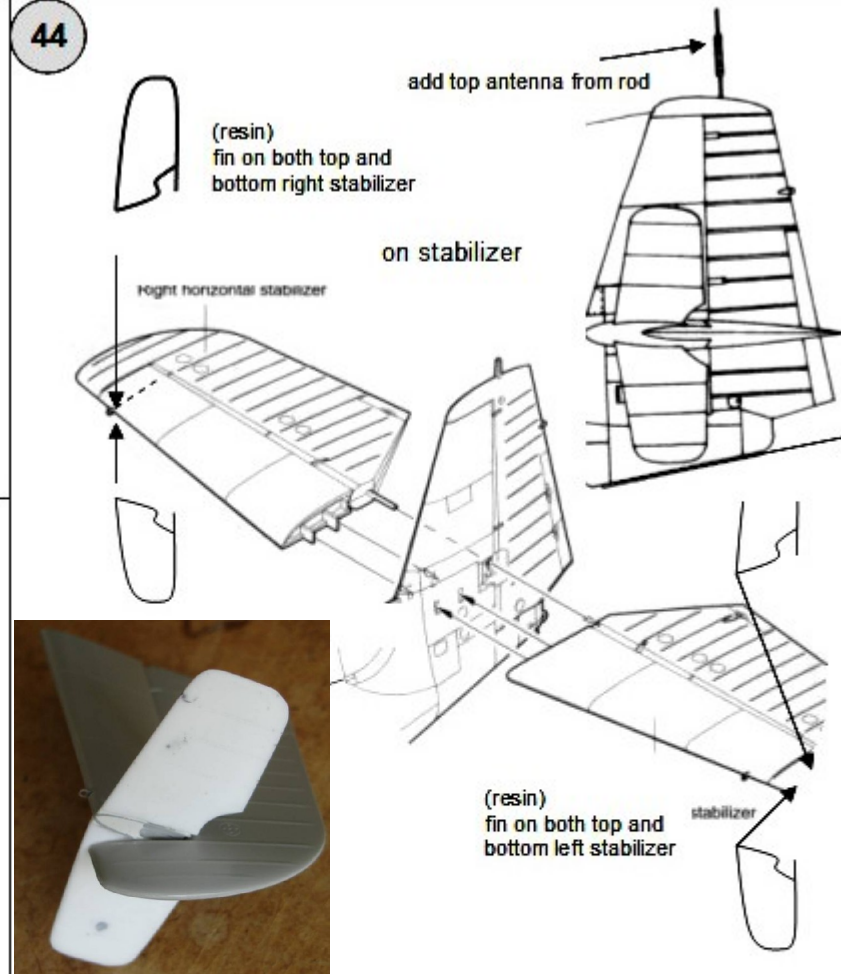
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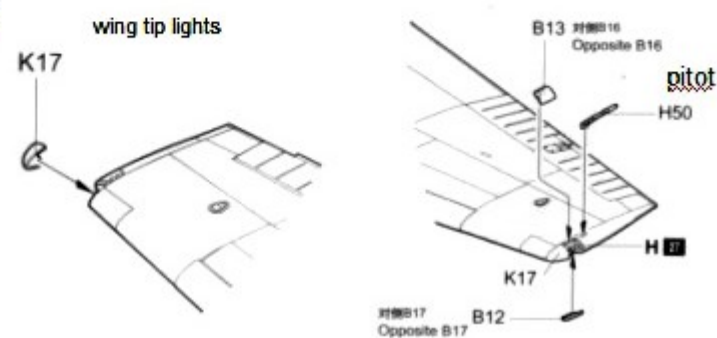
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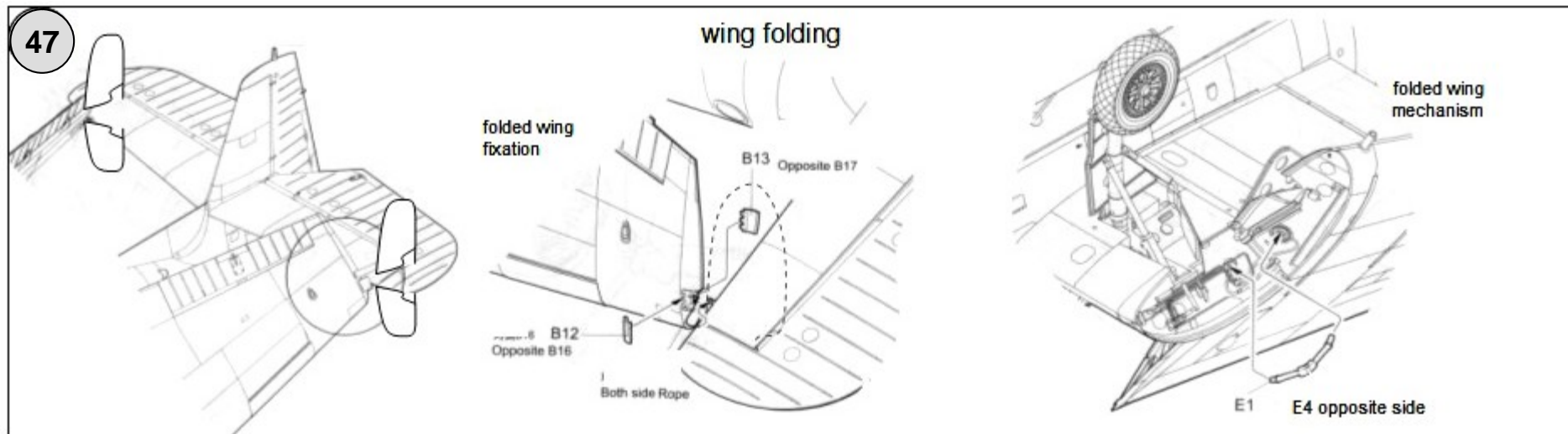
44



46



47



Add antenna wires from fishing line, study pictures.
On most Warners, 2 wires run from stabilizer to spine and spine antenna

Fill all gaps
Add paint scheme
Add decals and markings of your choice

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