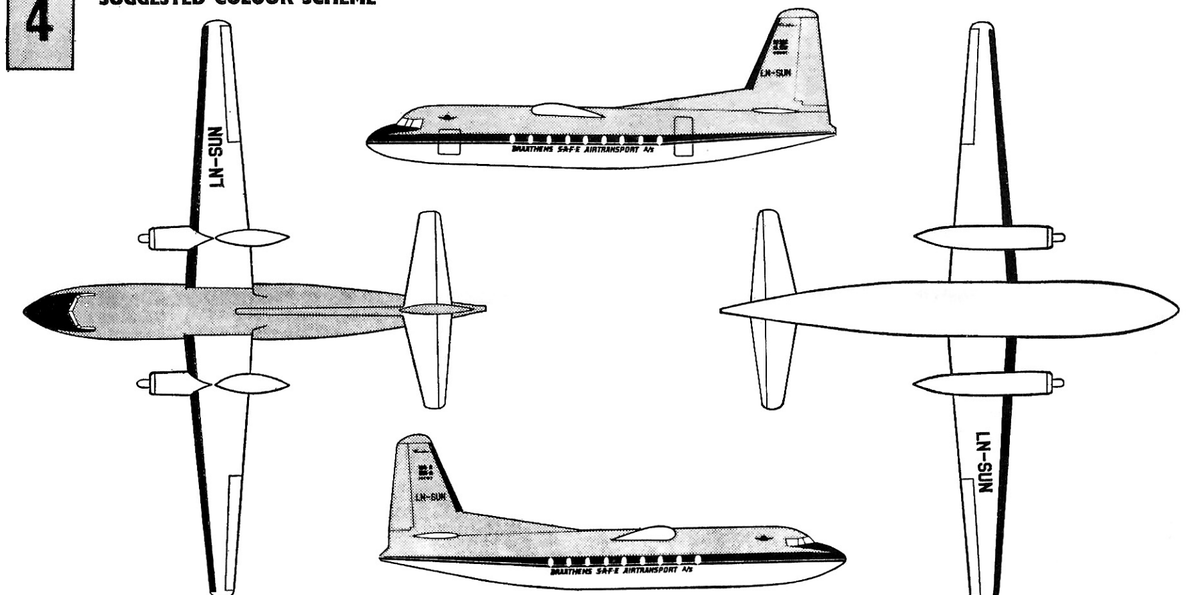
4 **SUGGESTED COLOUR SCHEME**



SILVER WHITE BLACK

NOTE: If it is wished to paint any remaining parts of the model it should be done at this stage, using the colour scheme and the painting notes for smaller details.

33. Cement together both parts of stand, cement arm of stand into slot provided in fuselage.
34. Apply transfers, separate the eleven remaining subjects (seven already applied), prepare and position as shown on illustration. The large registration letters LN-SUN above starboard and below port wings, the smaller letters LN-SUN to either side of fin with flag and NORWAY above and script lettering "Friendship" at top. The winged insignia to fuselage sides to rear of cockpit windows, finally the aircraft name to base of stand.

SILVER	**G8**	Treads and handrails on stairs, wings, lower surfaces of fuselage.
DARK BLUE		Uniforms of crew.
WHITE	**G3**	Shirts and blouse of crew, top of fuselage.
MATT BLACK	**M6**	Tyres and wheels on stairs, de-icing strips.
YELLOW	**G2**	Sides of stairs.

PRINTED IN ENGLAND

AIRFIX CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

THE FOKKER F.27 FRIENDSHIP

The Rolls-Royce powered F.27 Friendship is one of the first aircraft to bring the speed and comfort of long-range flight to short-range routes. Built in Europe by the Fokker Airplane Company, Amsterdam, and in the U.S. by the Fairchild Airplane Company of Maryland, U.S.A., the Friendship is a twin-engined jet-prop airliner with accommodation for 36-40 passengers. The prototype first flew on November 24th, 1955, and Aer Lingus—Irish Air Lines were the first to operate the aircraft commercially in Europe.

The Friendship features high wing construction, giving the aircraft improved aerodynamic qualities and providing passengers with an unimpeded view. Many new design features are incorporated in the Friendship, one of the most important being the extensive use of Redux bonding, in place of rivets; although built abroad many of the parts used in the construction are made in England.

Each of the two Rolls-Royce "Dart" engines develops 1,600 s.h.p. plus 370lb. jet thrust. Low noise level, negligible daily servicing no reciprocating parts, economical operation and maintenance are features of the "Dart", one of the most reliable engines in the world. The twelve-foot four bladed propellers give excellent take-off and climb performances.

In the years since the introduction of the Friendship, continuous development has taken place and the Fokker built Mk. 100 has been joined by the Mk. 200 with more powerful Dart engines and by cargo carrying versions as well as the military F27M Troopship. Fairchild versions now include the stretched FH-227 and FH-227A with lengthened fuselages and total sales and orders for all versions are approximately 400 aircraft.

Braathens South-American and Far East Airtransport A/S (SAFE) operate eight F27 Friendships in their fleet and these aircraft are utilised on scheduled internal services in Norway as well as being familiar visitors to most European airports in the course of their widespread charter and inclusive-tour flights. Other activities of this Norwegian company, an offshoot of the Braathens shipping concern, are collaboration with Loftleidir Icelandic Airlines in the operation of its transatlantic routes and the maintenance of Loftleidirs' aircraft.

The F.27 Friendship is powered by two Rolls-Royce "Dart" R.D.A. 6 Mk. 511 engines, each of 1,600 s.h.p. plus 370 lb. jet thrust giving a cruising speed of 275 m.p.h. at 25,000 ft. Its take-off at a demonstration weight of 33,000 lb. is 2,500 ft. and landing run 2,900 ft.

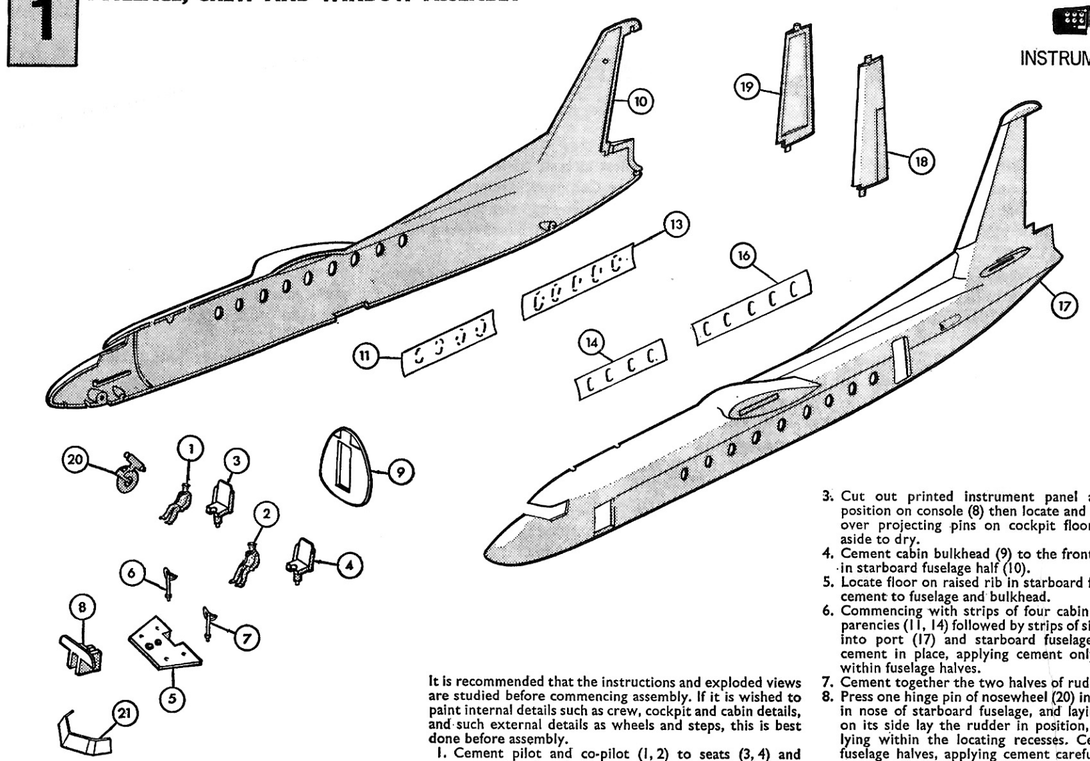
Wing span 95 ft. 2 in. and length 75 ft. 9 in.

INSTRUCTIONS

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)

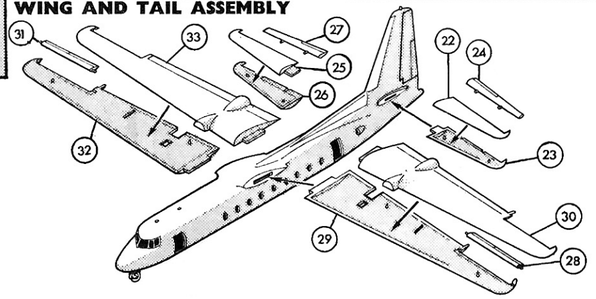
1 FUSELAGE, CREW AND WINDOW ASSEMBLY



It is recommended that the instructions and exploded views are studied before commencing assembly. If it is wished to paint internal details such as crew, cockpit and cabin details, and such external details as wheels and steps, this is best done before assembly.

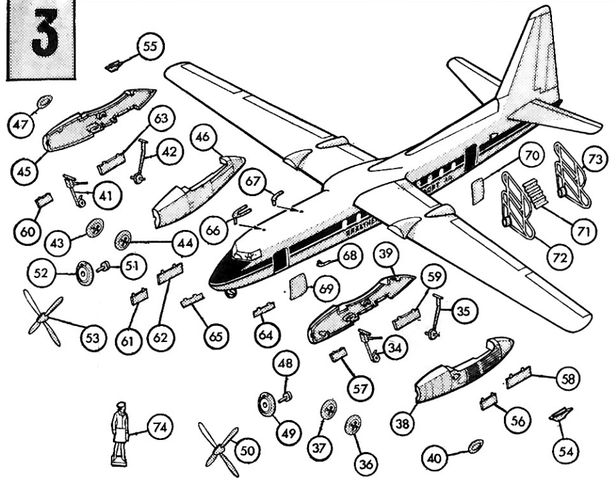
1. Cement pilot and co-pilot (1, 2) to seats (3, 4) and cement locating pins on seats into rear locating holes in cockpit floor (5).
2. Locate and cement control columns (6, 7) into forward locating holes in cockpit floor.
3. Cut out printed instrument panel and cement in position on console (8) then locate and cement console over projecting pins on cockpit floor, set assembly aside to dry.
4. Cement cabin bulkhead (9) to the front of locating rib in starboard fuselage half (10).
5. Locate floor on raised rib in starboard fuselage half and cement to fuselage and bulkhead.
6. Commencing with strips of four cabin window transparencies (11, 14) followed by strips of six (13, 16), press into port (17) and starboard fuselage openings and cement in place, applying cement only to surrounds within fuselage halves.
7. Cement together the two halves of rudder (18, 19).
8. Press one hinge pin of nosewheel (20) into locating hole in nose of starboard fuselage, and laying fuselage half on its side lay the rudder in position, the hinge pins lying within the locating recesses. Cement together fuselage halves, applying cement carefully to edges of fuselage. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING RUDDER OR NOSEWHEEL.
9. Cement cockpit canopy (21) in place, applying cement carefully to edges of canopy.

2 WING AND TAIL ASSEMBLY



10. It is suggested the fuselage is painted at this stage. Referring to the colour scheme overleaf paint fin, rudder, dorsal spine and upper fuselage to tops of cabin windows white, after first laying the cabin doors in place. DO NOT CEMENT. When paint is dry apply transfers. Separate into seven separate subjects, dip each in warm water for a few minutes, slide off backing into position as shown on illustration. The two straight bands to front of fuselage from nose to first window, then the central bands with lettering and finally angled bands to rear fuselage sides. The anti-dazzle panel to top of nose. With a razor blade or sharp modelling knife cut the transfer around the edges of the cabin doors, see instruction 30.
11. Cement together upper and lower halves of port tailplane (22, 23) and cement into fuselage slot.
12. Locate and cement pins of elevator (24) into rear of tailplane, setting at required angle.
13. Repeat this procedure for the starboard tailplane halves and elevator (25-27).
14. Lay port aileron (28) in lower port wing locations (29) and cement upper wing half (30) in place. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING AILERON.
15. Similarly assemble and cement together starboard wing unit (31, 33).

3



16. Assemble undercarriage legs, note that the two sets of legs are not identical and care must be taken to keep them in their correct relationship, when correctly assembled the front and rear legs will be directly in line. Press axle hole of forward undercarriage leg (34) over the longer axle pin at the bottom of rear leg (35). DO NOT CEMENT.
17. Cement one main wheel on to each protruding axle end. (36, 37) ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING FRONT LEG.
18. Press pivot pin at top of front undercarriage leg into elongated hole in nacelle side (39) cement on second nacelle side (38), at the same time locating other pivot pin of front leg; check that leg moves freely, clip top pins of rear leg into locating stop. To retract the undercarriage the rear leg is pulled free of its location and pushed right back into the rear of the nacelle, thereby drawing up the wheels.
19. Cement exhaust outlet (40) on to locating flat on outboard nacelle side.
20. Repeat the above procedure for starboard undercarriage and engine nacelle (41-47).
21. Press propeller pin (48) through rear of engine front section (49) and cement into rear of propeller (50). ENSURE NO CEMENT COMES INTO CONTACT WITH ENGINE FRONT.
22. Locate and cement engine front to nacelle, then repeat the same procedure for port engine unit (51-53).
23. Cement tabs of aileron hinge covers (54, 55) into locating slots beneath wings.
24. Cement assembled engine nacelles to wings, ensuring exhausts are outboard, then locate and cement wings to fuselage.
25. The desired undercarriage position must now be selected. If the model is to stand upon its wheels locate and cement in position one pair of forward main undercarriage doors (56, 57) and one pair of the rear (longer) doors (58, 59) to starboard nacelle; repeat for port engine nacelle (60-63). Doors hang vertically.
26. Locate and cement in position curved nosewheel doors (64, 65).
27. If the model is to have a retracted undercarriage the wheels should be swung up and the undercarriage and nosewheel doors cemented in place in the closed position.
28. Cement forward radio antenna (66) in locating hole in fuselage top, locate and cement the two remaining aerials (67, 68) one above, and one below the fuselage.
29. If the model is to stand upon its undercarriage the balance should now be ascertained, and any necessary weight inserted in the front fuselage by means of the cargo door opening; PLASTICINE is recommended for weighting.
30. If the doors (69, 70) are required closed these should now be cemented in place. Note that when these doors are open they are withdrawn inside the fuselage and may therefore be omitted on the model.
31. The steps, if used, are best painted before assembly. The stair treads are left silver, but the upright portions are painted yellow.
32. Locate the steps (71) and cement over the pips inside each handrail (72, 73). For display purposes the stairs should be positioned by the rear passenger door with the air hostess beside them (74).