

31. If stand is required cement together both parts of stand.  
32. Cement arm of stand into slot in fuselage.  
**APPLY TRANSFERS.** Separate into appropriate subjects, dip each into warm water for a few minutes and slide off backing into position shown on illustration. The large roundels above wings. The small roundels below wings and to forward fuselage sides. The black lattice areas above wings and jet pods. The red white and blue flashes either side of fin below tailplane. **NOTE:** a choice of three serials are provided. The large black serial number beneath wings with chosen serial number, the small corresponding black serials to lower fin sides. The small red lines around fire panel to rear sides of jet pod. The black square to forward sides of jet pod. The Electrical transfer, small black letter E with lettering beneath to forward, lower port side of nose. The red cross on its own to rear of door on starboard side above red fuselage stripe. The red arrow with rescue vertically above starboard door. The red cross with black

lettering below cockpit above red fuselage stripe on port side. The black circle with turn and push to open to bottom of port fuselage door. The black emergency exit transfer to starboard fuselage side to correspond with positioned port fuselage door. The black triangles to lower fuselage sides on port side to rear of fuselage door. The black anti glare panel above nose around front of cockpit. The aircraft name to base of stand.

**RED G1:** Fuselage stripe between engraved lines sides and undersides of jet pods, panels above and below fin.

**SILVER G8:** Leading edges of wings and tailplane, ailerons, elevators on fin forward of flash, rear of jet pods.

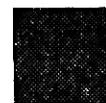
**WHITE G3:** Upper fuselage and jet pod surfaces.

**LIGHT GREY G14:** Lower fuselage surfaces, upper and lower wing and tailplane areas.

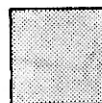
**GREY M2:** Aircraft nose.

**MATT BLACK M6:** Wheel tyres.

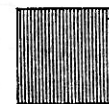
PRINTED IN ENGLAND



RED



SILVER



GREY



WHITE



LIGHT GREY

# AIRFIX

## CONSTRUCTION KIT

### 1/72 SCALE MODEL CONSTRUCTION KIT

## HAWKER SIDDELEY DOMINIE

The Dominie T.I advanced navigational trainer is the first aircraft of its type to be specifically designed for use by the Royal Air Force. It is a military development of the highly successful Hawker Siddeley HS 125 business jet currently being produced at Chester.

The first HS 125 flew in August 1962 and was in production the following year; originally a De Havilland design the first two prototypes were produced at Hatfield and the 125 is sold in the U.S.A. as the DH 125. The 125 was conceived as a small-scale airliner to replace the Dove which had been in service since 1947; and an aircraft with a similar capacity but with a pressurised cabin, a higher cruising speed and longer range was required. At one stage new piston engines or turbo props were considered but it was decided to go ahead with an entirely new and more advanced design. Once the basic design had been decided the detail design and construction of the first prototype was completed in only 16 months.

The HS 125 is now one of the world's most popular executive aircraft and some 150 have already been sold throughout the world, nearly 80 per cent to the American continent. In the United States the HS 125 has been particularly successful, some of the larger corporations having purchased two or even three aircraft for business use. Outside the U.S.A. the HS 125 has been sold in greater numbers than all its rivals put together, and being used in such varied roles as airline crew trainer with Qantas in Australia, air ambulance and military transport.

The prototype Dominie first flew in December 1964 and entered service with No. 1 Air Navigational School at Stradishall in October 1965. Twenty were built, the last in August 1966, and in addition to No. 1. A.N.S. the Dominie T.I is also operated by the College of Air Warfare at Manby.

At Stradishall the Dominie is used as an advanced navigational trainer for high performance aircraft, and its ability to fly high and fast makes it the ideal aircraft for the training of jet bomber and transport navigators. Pupils trained on the Dominie have 45 hours of instruction in the air, approximately half of them at night and reaching as far as Malta and Gibraltar. R.A.F. Dominies carry very comprehensive navigational equipment and normally fly with a complement of six, two pilots, two pupils, a navigational instructor and a supernumary.

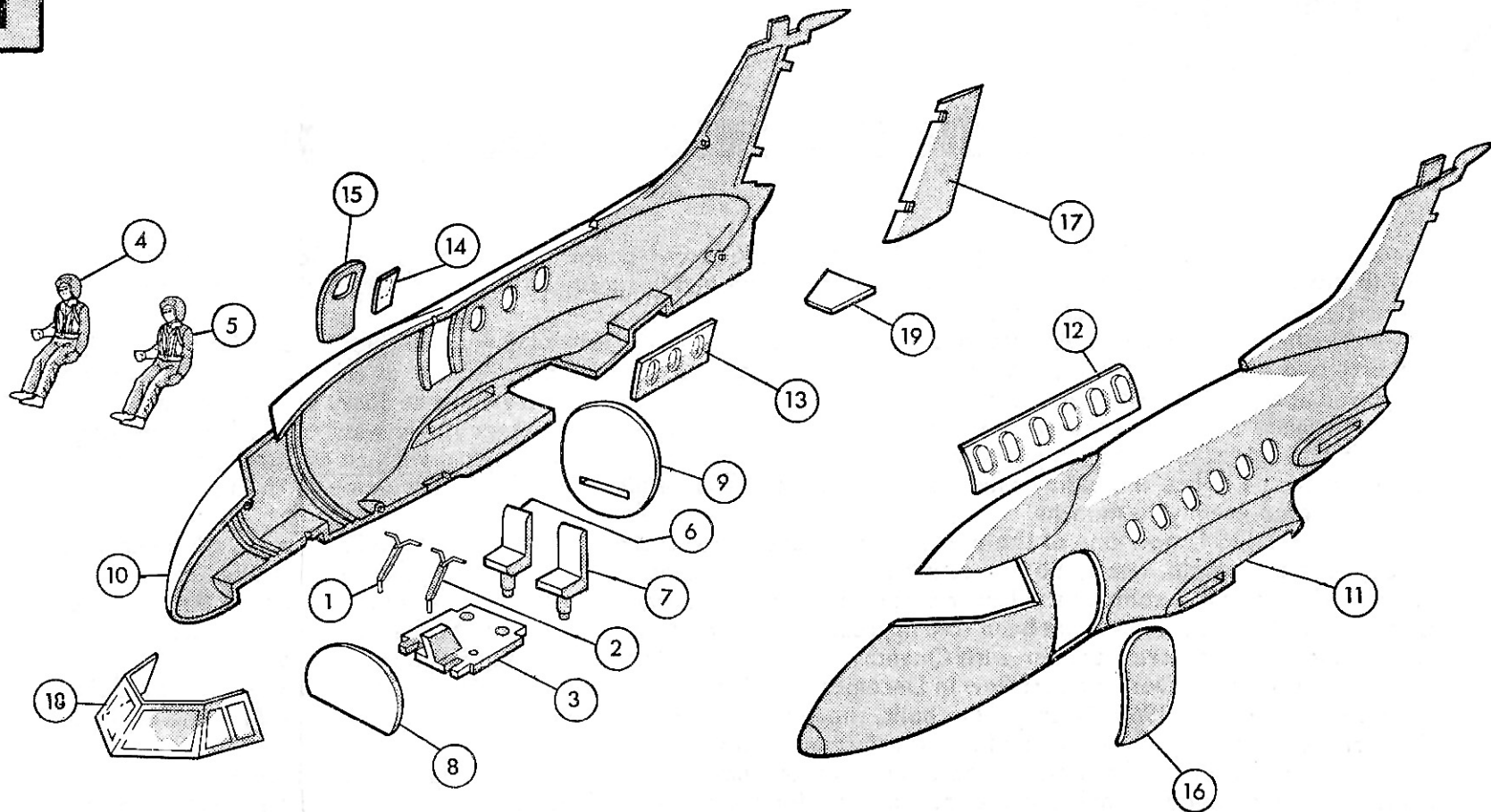
The HS Dominie is powered by two rear-mounted Bristol Siddeley Viper 301 turbojets, each of 3,310 lb. and giving a maximum cruising speed of 472 m.p.h. and a long-range cruising speed of 420 m.p.h. at which speed the range is 1,338 miles. Wing span is 47 ft. and length 47 ft. 5 in.

# INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)  
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

## 1

### FUSELAGE & INTERIOR ASSEMBLY



It is recommended that the instructions and exploded views are studied before assembly. Note that some parts are best painted before assembly. If stand is to be used cut away wall of plastic from stand slot in fuselage halves. Parts should be as drawn and any moulded tabs adhering to parts removed before assembly.

1. Locate and cement control columns (1, 2) into small locating holes in flight deck (3).
2. Cement pilot and co-pilot (4, 5) to seats (6, 7) then cement pins beneath seats into large locating holes in flight deck.
3. Locate and cement instrument panel (8) to front of flight deck, front of flight deck onto and around ribs on

instrument panel.

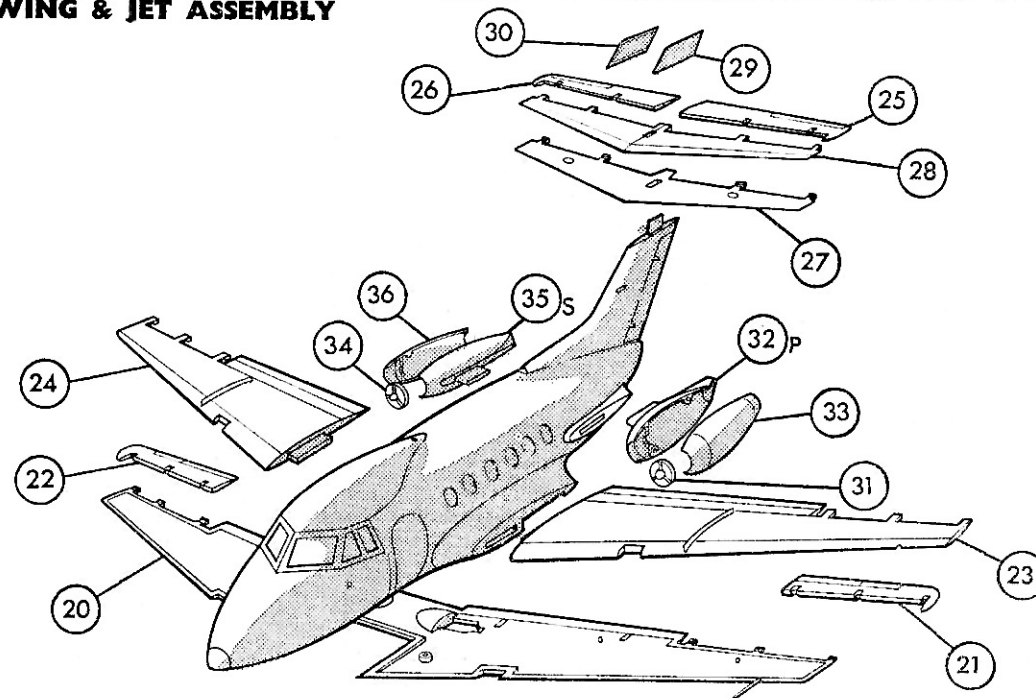
4. Locate and cement bulkhead (9) with rib forward and to bottom between ribs within starboard fuselage half (10).
5. Locate and cement flight deck assembly into starboard fuselage half, rear of flight deck onto rib on bulkhead and instrument panel between ribs within fuselage side.
6. From inside carefully cement window transparencies into window openings in port (11) and starboard fuselage halves, applying cement to window surrounds only. The strip of six (12) to port half, the strip of three (13) into starboard half, the single window (14) into starboard fuselage door (15), then cement starboard fuselage door

into position.

7. Cement port fuselage door (16) into port fuselage half.
8. Lay hinges on rudder (17) into hinge recesses in starboard fuselage half, DO NOT CEMENT, then cement fuselage halves together keeping cement clear of rudder hinges.
9. Cement cockpit canopy (18) into cockpit opening in front of fuselage.
10. Locate and cement belly hatch (19) into recess beneath rear of fuselage.

## 2

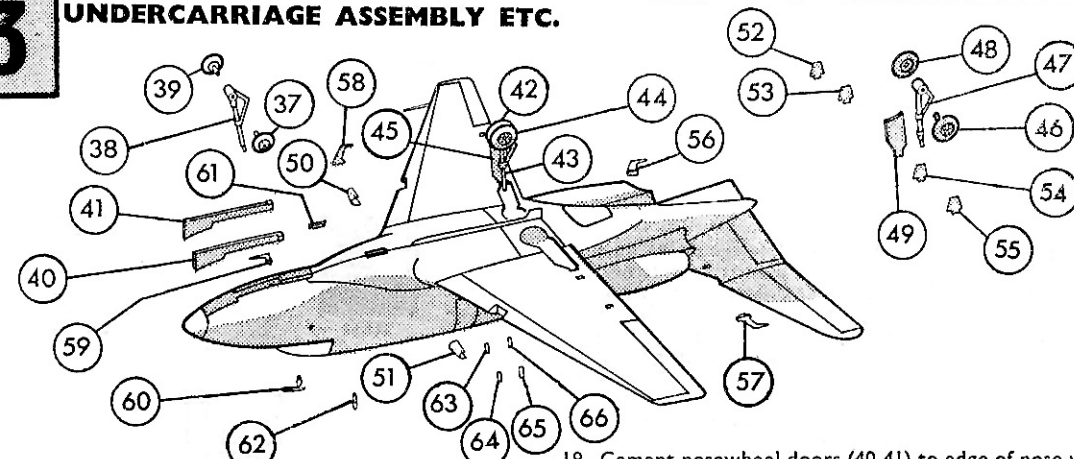
### WING & JET ASSEMBLY



11. Locate and cement lower wing (20) into cut out beneath fuselage.
12. Lay hinge pivots on port (21) and starboard (22) ailerons in recesses in lower wing then locate and cement upper port (23) and upper starboard (24) wing halves to lower wing half, tabs on upper wing halves fitting into slots in fuselage sides. Keep cement clear from moving ailerons.
13. Lay hinge pivots on port (25) and starboard (26) elevator into hinge recesses in lower tailplane half (27) then cement lower tailplane half to upper (28). Keep cement from moving elevator.
14. Locate and cement tailplane assembly to top of fin, tab on fin fitting slot beneath tailplane.
15. Cement fin top halves (29, 30) together then position and cement over fin tab protruding through tailplane, tab fitting slot in fin top halves.
16. NOTE: Jet pods are marked P and S for port and starboard. Cement jet intake (31) into cut out in baffle in port inner jet pod half (32), cement port outer jet pod half (33) to inner then cement tab on completed pod into slot in rear port fuselage side.
17. Similarly assemble and cement in position starboard jet intake (34), inner (35) and outer (36) jet pod halves.

## 3

### UNDERCARRIAGE ASSEMBLY ETC.



18. The desired undercarriage position should now be selected. For a model with undercarriage lowered, press stub axle on port mainwheel (42) through hole in boss on bottom of nose wheel leg (38) and cement second wheel (39) onto projecting end of axle.

19. Cement nosewheel doors (40-41) to edge of nose wheel well, doors hang down.
20. Press stub axle on port mainwheel (42) through hole in boss in port undercarriage leg (43) and cement second main wheel (44) onto projecting end of axle then cement top of nose wheel leg into locating hole in port main

21. Repeat procedure for starboard mainwheel assembly, mainwheel with stub axle (46), undercarriage leg (47), second wheel (48) and main wheel door (49).
22. For a model with undercarriage retracted, omit legs and wheels (except two main wheels without axles, which are cemented into wheel wells) and cement doors in closed position.
23. Cement landing light transparencies (50, 51) into cut outs in leading edge of wings.
24. Cement tabs on air foils (52-55) into slots beneath trailing edges of wing.
25. Cement tabs on two large V.O.R. aeriels (56-58) into slots either side of fin and aerial without tab into recess beneath starboard side of aircraft nose.
26. Cement locating pins on small aeriels (59, 60) into locating holes in fuselage sides below cockpit.
27. Cement port nose aerial (61) into recess beneath port side of aircraft nose.
28. Locate and cement V.H.F. aerial (62) into forward locating hole in top of fuselage.
29. Cement the four aeriels (63, 64, 65, 66) into recesses in port and starboard sides of fuselage to rear and above cabin windows.
30. Painting should be completed at this stage.