



## BRISTOL Mk. 32 SUPERFREIGHTER

The Bristol Superfreighter was designed in 1952 and entered service with Silver City Airways in the following year.

The Mk. 32 Superfreighter was a development of the earlier Bristol Freighter, which first flew in December, 1945, and was in airline service within six months.

The Freighter was designed as a simple robust aircraft, capable of carrying an economically useful cargo. The large internal capacity, together with the ease of maintenance due to its fixed undercarriage, simple construction and reliable Bristol Hercules engines, made the Freighter an immediate success throughout the world. Freighters were soon in service in Northern Canada, Australia and Central Africa, as well as throughout Europe and the Near East. A military version, the Mk. 31 M was produced and adopted by eight foreign Air Forces; among other duties Mk. 31 M's of the Royal Canadian Air Force are used to transport complete jet fighters, dismantled and stowed within the capacious hold.

The Mk. 32 Superfreighter was designed to meet the special requirements of the car ferry service, carrying motor cars and their passengers across the Channel. This service had been commenced on July 14th, 1948 by Silver City Airways using a Mk. 21 Freighter.

Silver City Airways, which now operates 21 Bristol Freighter and Superfreighter among its 50 strong aircraft fleet, is Britain's largest independent airline. It is best known for the cross channel ferry service for cars, motor cycles, cycles and their passengers. Since July 14th, 1948, the sturdy Bristols have crossed the channel nearly 150,000 times and have airlifted over 300,000 vehicles and 820,000 passengers. Ferry routes now operated are from the Company's own airport at Lydd (Ferryfield) to Ostend, Calais and Le Touquet, and from Southampton to Cherbourg and Deauville. At peak periods the Bristols fly up to 250 services a day.

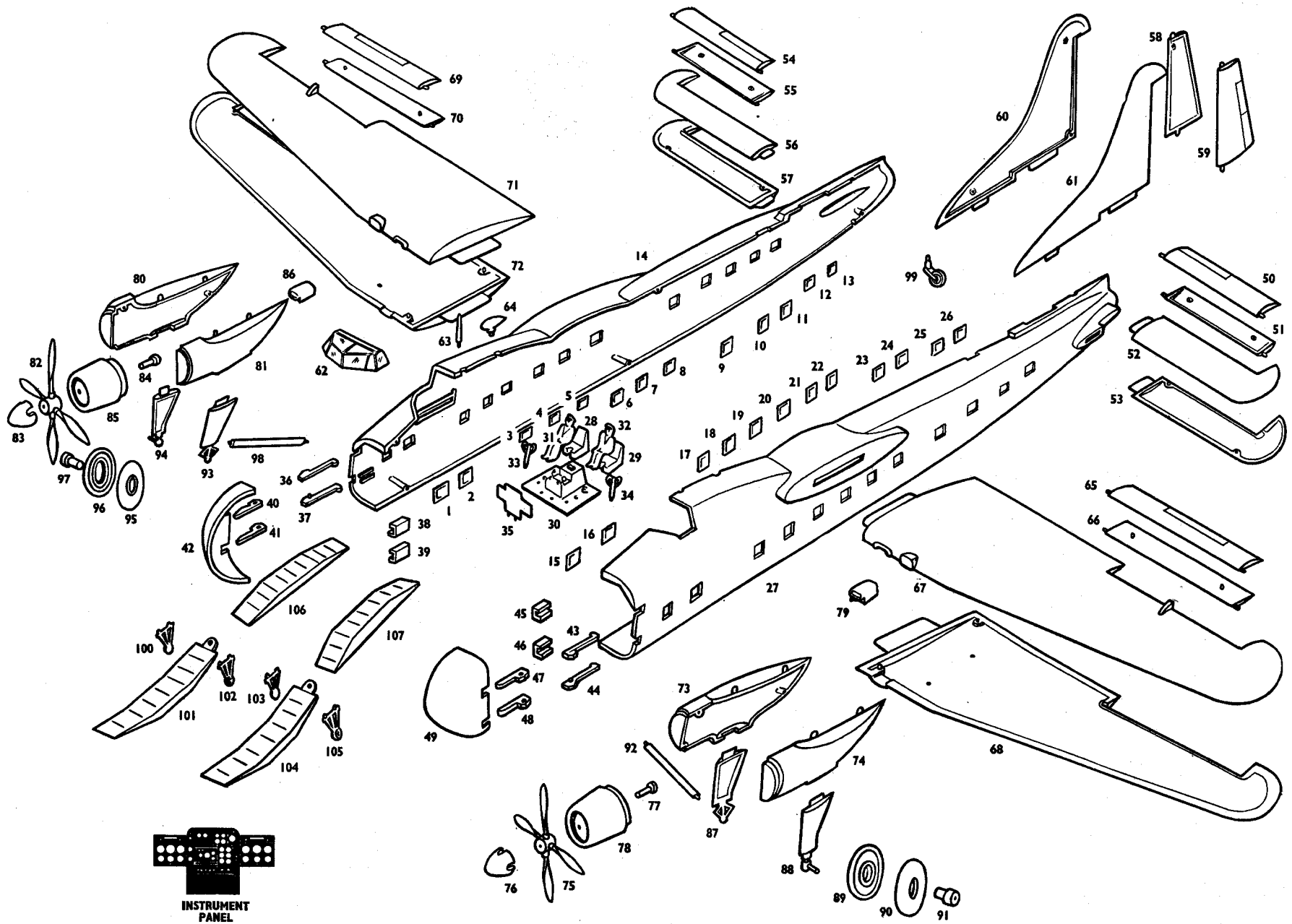
This particular aircraft G-ANWK was named after the anniversary date by the Mayors of Le Touquet and Lydd on the tenth anniversary of the Silver City Airways cross channel car ferry.

The Superfreighter is powered by two Bristol Hercules 734 engines each of 2,000 h.p., giving a maximum speed of 230 m.p.h. The 43 ft. long hold can accommodate three 14 ft. long cars and there is a cabin for up to fifteen passengers.

Wing span is 108 ft. and length 73 ft. 8 in.

**ASK FOR OTHER MODELS IN THIS SERIES**

**CARS & VEHICLES MADE TO 00 SCALE ARE SUITABLE FOR USE WITH THIS MODEL.  
WE RECOMMEND AIRFIX 00 SCALE STATION ACCESSORIES SETS TO PROVIDE PERSONNEL & OTHER BACKGROUND EFFECTS.**



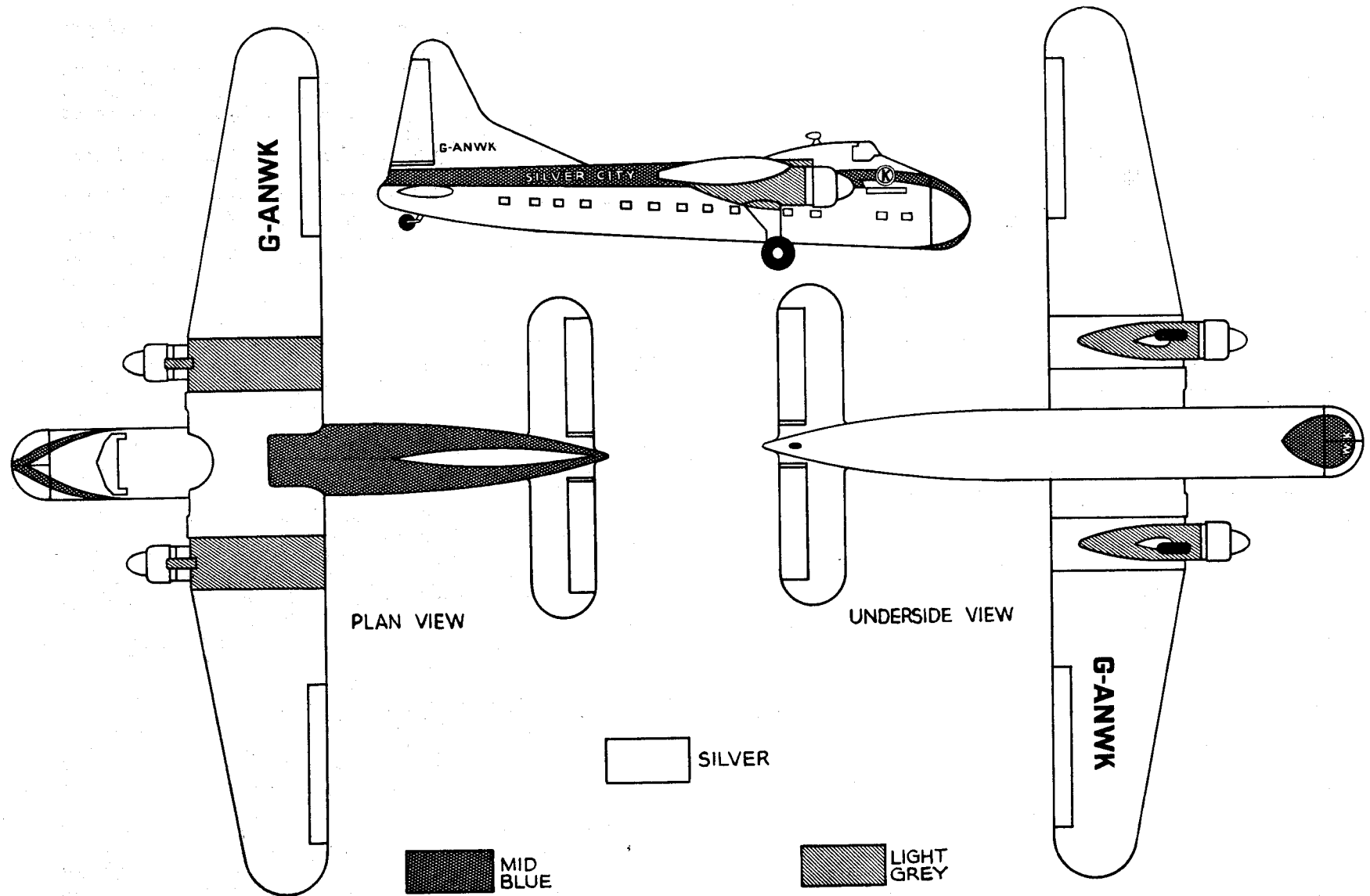
## INSTRUCTIONS

It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as crew and cockpit interior, this should be done before assembly.

1. Insert the 22 large and 3 small windows into the inside of the locating holes, so that the surrounds are projecting inside the fuselage walls, and cement in place, applying cement to the window surrounds only (1-27).
  2. Locate and cement seats to fuselage floor, by means of the projecting pins at the rear of the floor (28, 29 & 30).
  3. Cement pilot and second crew member onto seats (31 & 32).
  4. Locate and cement control columns into holes in front of seats (33 & 34).
  5. Cut out and cement printed instrument detail to instrument panel, and cement panel into front two holes in floor (35).
  6. Locate and cement floor assembly into starboard fuselage half.
  7. Lay the rear (longer) hinges in place in locating grooves in starboard fuselage nose, ensuring that the hinge pins are facing inward, then cement the hinge covers in place over the locating strips, **ENSURING NO CEMENT COMES INTO CONTACT WITH THE HINGES** (36-39).
  8. When hinge covers are set, pull the hinges forward and press the front hinges on to the projecting pins (40 & 41).
  9. Press the hinges back to the limit of their travel then cement the front (shorter) hinges to the inside of the starboard nose door, set aside to dry (42).
  10. Repeat this procedure for the port side hinges and door (43-49).
  11. When both nose doors are set and working freely cement together the two fuselage halves, locating the floor between ribs in the port fuselage half.
  12. Cement together upper and lower halves of port elevator (50 & 51).
  13. Cement together upper and lower halves of port tailplane (52 & 53).
  14. Cement tailplane into fuselage slot, at the same time locating the moving elevator in the holes in tailplane and fuselage.
  15. Repeat the above procedure for the starboard tail assembly (54-57).
  16. Cement together the two rudder halves (58 & 59).
  17. Cement together both halves of fin, and when dry cement into fuselage slots, at the same time locating the pins of the moving rudder in the holes in fin and fuselage (60 & 61).
  18. Cement cockpit canopy in place, applying cement carefully to edges of canopy (62).
  19. Locate and cement in position antenna and direction finding loop (63 & 64).
  20. Locate and cement together upper and lower halves of port aileron (65 & 66).
  21. Lay port aileron in place in lower half of port wing, and cement on upper half, **ENSURING NO CEMENT COMES INTO CONTACT WITH MOVING AILERON**, locate and cement wing into fuselage (67 & 68).
  22. Repeat the above procedure for starboard aileron and wing (69-72).
  23. Cement together both halves of port engine nacelle, and locate and cement in position beneath wing (73 & 74).
  24. Cement propeller into rear of propeller spinner (75 & 76).
  25. Insert propeller pin through rear of cowling and cement into rear of propeller, **ENSURING NO CEMENT COMES INTO CONTACT WITH COWLING** (77 & 78).
  26. Cement completed engine unit on to nacelle front, and locate and cement air intake in position above engine nacelle (79).
  27. Repeat this procedure for starboard engine assembly (80-86).
  28. Cement together inner and outer halves of port undercarriage legs, and cement into slot beneath nacelle, the axle facing outward (87 & 88).
  29. Cement together wheel halves, insert wheel bush and cement bush on to axle, **ENSURING NO CEMENT COMES INTO CONTACT WITH WHEEL** (89, 90 & 91).
  30. Cement undercarriage brace in position between locating holes in fuselage side and undercarriage leg (92).
  31. Similarly complete starboard undercarriage assembly (93-98).
  32. Locate and cement tailwheel into hole beneath rear fuselage (99).
  33. Cement ramp wheels in place beneath lower ramps (100-105).
  34. Clip upper ramps on to lower ramps (106 & 107).
- NOTE:—If it is wished to paint the model it should be done at this stage, using the marking scheme overleaf.
35. Apply transfers, first cut the sheet into twenty-one separate subjects. Then dip each in warm water for a few minutes, slide transfer off backing into position shown on illustration. The large registration letters are applied above the starboard and below the port wings, the smaller registrations on either side of the fin. The large white "Silver City" transfers are applied to the rear fuselage, and the small blue "Silver City" transfers to the ramp sides. The large "K"s are applied to either side of the nose below the cockpit, with "the fourteenth of July" beneath on the starboard side, and "Le quatorze juillet" beneath on the port side. The white letters "W" and "K" are applied beneath the nose doors.

N.B.—For painting use AIRFIX Painting Packs. For fixing use AIRFIX Polystyrene Cement.

# CAMOUFLAGE SCHEME



PRINTED IN ENGLAND

To assist accurate painting lightly etched lines will be found running along the fuselage below wing stubs and on wings above engine nacelles. These lines should be the limit of the mid-blue on the fuselage and the light grey on the wings.