



SHORT SUNDERLAND III

The Short Sunderland was one of the most famous and popular aircraft ever to serve with the Royal Air Force, it has also one of the longest histories, being in use for twenty-one years.

Designed as a long-range open sea reconnaissance flying boat to replace the biplanes then in service, the first Sunderlands were completed in July, 1938. Developed from the Short Empire flying boats, the Sunderland had an exceptional armament for that time, including a four-gun tail turret and a very useful bomb load.

At the outbreak of the Second World War three squadrons of Sunderlands were operational, and were soon in action on patrol and rescue duties. On the 18th of September two Sunderlands rescued the entire crew of 34 from the sinking freighter "Kensington Court" off the Scilly Isles, and the rescued men were all back on land within an hour of being torpedoed.

As the war continued, Sunderlands were used in increasing numbers against U-boats, with great success, and were responsible for the destruction of many submarines, attacking with bombs or depth charges and devastating machine gun fire—some Sunderlands even being armed with an additional four fixed machine guns. Sunderlands proved equally formidable against enemy aircraft; on one occasion a single Sunderland was attacked by eight Ju 88's and shot down three of them, damaged a fourth and drove off the remainder.

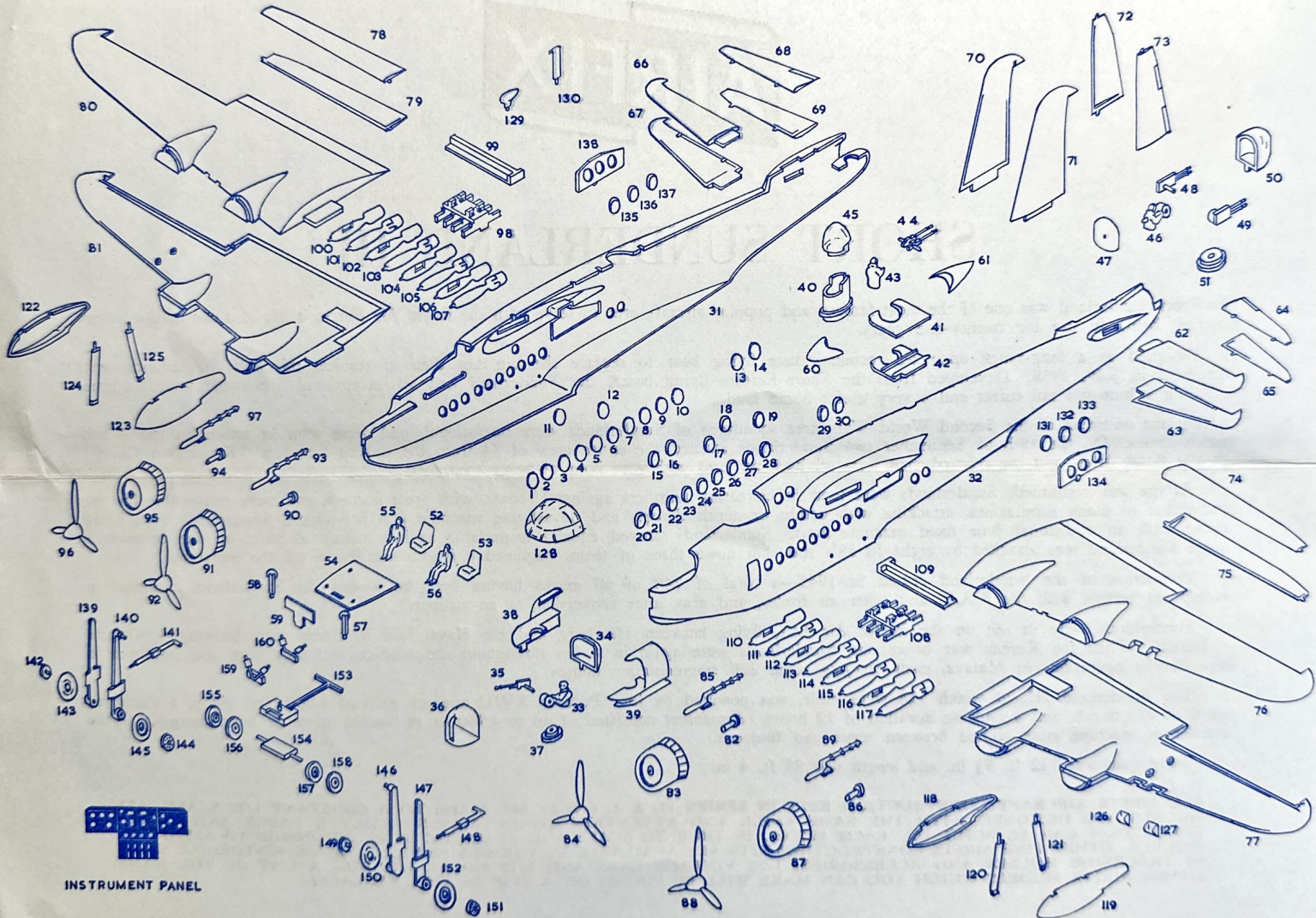
Production of the Sunderland ceased in 1945—a total of 740 of all marks having been built—but the Sunderland continued in widespread service with the R.A.F. and other air forces, and also, after conversion, as an airliner.

Sunderlands were in use on the Berlin Air Lift, flying between Hamburg and the Havel lake in Berlin, and carrying 4,847 tons of freight. When the Korean war broke out, Sunderlands were again in action throughout the conflict, and they were also employed in anti-terrorist operations in Malaya, each carrying some 200 fragmentation bombs.

The Sunderland III, of which 518 were built, was powered by four Pegasus XVIII engines, each of 1,000 h.p., giving a maximum speed of 210 m.p.h. and a cruising duration of 12 hours. Armament consisted of up to 4,960 lb. of bombs, mines or depth charges, and the number of machine guns carried between seven and fourteen.

Wing span was 112 ft. 9½ in. and length was 85 ft. 4 in.

ALL AIRFIX AIRCRAFT CONSTRUCTION KITS IN SERIES (1, 2, 3, 4 & 5) ARE MADE TO A CONSTANT 1/72 SCALE. ALL MODELS ARE DESIGNED WITH THE SAME SKILL AND ATTENTION TO DETAILS SO THAT A LARGE AND VARIED COLLECTION CAN BE BUILT UP. EACH MODEL IS TRUE TO SCALE AND REALISTIC IN RELATIONSHIP TO ALL OTHER MODELS. OTHER FINE AIRFIX CONSTRUCTION KITS ARE AVAILABLE IN VARIOUS SERIES, SUCH AS HISTORICAL SHIPS, 00 TRACKSIDE HOUSES AND ACCESSORIES, 1/32 VINTAGE CARS AND 1/12 MODEL FIGURES. A LIST OF THE MANY OTHER AIRFIX MODELS WHICH YOU CAN MAKE WILL BE FOUND ON A SLIP IN THIS PACKAGE.



INSTRUMENT PANEL

INSTRUCTIONS

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

1. Insert the 30 main windows into the inside of the locating holes, so that the surrounds project inside the fuselage halves, and cement in place, applying cement to the window surrounds only (1—32).
2. Cement front gunner into turret rear (33 & 34).
3. Press pivot pin of forward machine gun into gunner's hands but do not cement, insert gun through from inside of transparency and cement transparency to turret rear (35 & 36).
4. Cement front (smaller) bush on to pin beneath assembled turret (37).
5. Place turret in locating ring in one half of front coaming and cement on other half of coaming. ENSURING NO CEMENT COMES INTO CONTACT WITH TURRET (38 & 39).
6. Place mid upper turret base on lower half of locating platform, and cement on upper half, leaving turret free to rotate (40, 41 & 42).
7. Cement gunner into turret, locate twin gun unit in slots of transparency and cement transparency in place, ENSURING NO CEMENT COMES INTO CONTACT WITH MOVING GUNS (43, 44 & 45).
8. Cement rear gunner into turret rear (46 & 47).
9. Press pivot pin of starboard gun unit through gunner's hands and cement port gun unit on to projecting pin, ENSURING NO CEMENT COMES INTO CONTACT WITH MOVING GUNS (48 & 49).
10. Insert guns through inside of rear transparency and cement transparency to turret rear, locate and cement on rear (larger) bush (50 & 51).
11. Locate and cement pilots' seats to cockpit floor (52, 53 & 54).
12. Cement pilots on to seats and locate and cement control columns into forward holes of floor (55 & 58).
13. Cut out and cement printed instrument detail to instrument panel, locate and cement panel in floor slot (59).
14. Cement Cockpit floor on to locating strip in starboard fuselage half, cement tab of mid turret platform into slot of port fuselage half.
15. Place rear turret into locating ring, and front turret coaming over nose slide, and cement other half of fuselage in place, ENSURING NO CEMENT COMES INTO CONTACT WITH MOVING TURRETS.
16. Locate and cement front and rear fairings of mid upper turret to top of fuselage, using slots provided (60 & 61).
17. Cement together upper and lower halves of port tailplane, and upper and lower halves of port elevator (62—65).
18. Locate and cement tailplane into fuselage slot, locate elevator pins on tailplane and cement, setting elevator at desired angle. (66—69).
19. Repeat the above procedure for starboard tail assembly (66—69).
20. Cement together halves of fin, and cement together rudder halves (70—73).
21. When dry, cement fin into fuselage slot, at the same time locating the pins of the moving rudder in the holes in fuselage and fin.
22. Cement together upper and lower halves of port aileron, and when dry place in locations in lower wing half, cement upper wing half in place, ENSURING NO CEMENT COMES INTO CONTACT WITH MOVING AILERON (74—77).
23. Repeat the above procedure for starboard wing unit (78—81).
24. Insert propeller pin through rear of engine cowling and cement into

- rear of propeller, ensuring no cement comes into contact with cowling, locate exhaust in slot of cowling, cement assembled engine unit on to front of nacelle (82—85).
25. Similarly assemble and locate remaining three engines (86—97).
26. Slide starboard bomb carrier on to bomb rail, the longer carrier strips facing the rear, and cement bomb rail into recess beneath wing. ENSURING NO CEMENT COMES INTO CONTACT WITH SLIDING CARRIER (98 & 99).
27. Cement together halves of four bombs, then cement bombs on to tabs of carrier (100—107).
28. Repeat the above procedure for port bombs and carrier (108—117).
29. Locate and cement wings to fuselage and set aside to dry.
30. Cement together halves of port float (118 & 119).
31. Locate and cement float struts into wing, ensuring the rear strut with square tab, and front, with oblong tab, are in correct positions, cement on float (120 & 121).
32. Similarly complete starboard float assembly (122—125).
33. Locate and cement landing light to leading edge of port wing (126 & 127).
34. Cement in place cockpit canopy, applying cement carefully to edges of canopy (128).
35. Locate and cement in place direction-finding loop and antenna (129 & 130).
36. Locate and cement windows into inside of port bomb door, and press door into place beneath wing root; do not cement. When door is removed bombs are free to slide along rails (131—134).
37. Repeat this procedure for starboard bomb door (135—138).
38. Cement together halves of forward beaching strut, and locate and cement brace into rear of strut, ensuring pins of both strut and brace face inward (139—141).
39. Press wheel bush through wheel and cement into strut, ENSURING NO CEMENT COMES INTO CONTACT WITH WHEEL (142 & 143).
40. Similarly locate inner wheel and bush (144 & 145).
41. Repeat as above for port beaching gear (146—152).
42. Cement draw-bar of rear beaching unit to axle block (153 & 154).
43. Cement wheels on to protruding axles, and locate and cement supports to upper half of trolley (155—160).
44. For display purposes the model should be mounted upon this beaching gear, the forward units pressing into locating holes beneath either wing, and the rear trolley being positioned beneath rear fuselage.
NOTE.—If it is wished to paint the model it should be done at this stage, using the colour scheme overleaf and the painting notes below for smaller details.
45. Apply transfers. First cut the sheet into nine separate subjects. Then dip each transfer in warm water for a few minutes and slide off backing into position as shown on illustration. The large roundels are applied above either wing, the smaller roundels with squadron markings are applied to the fuselage sides. The fin flashes are applied, red foremost, on either side of the fin, and the serial numbers are applied to the rear fuselage sides.

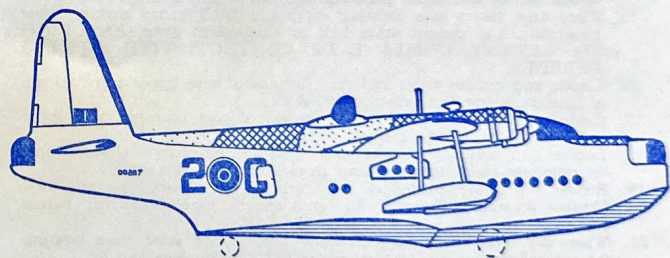
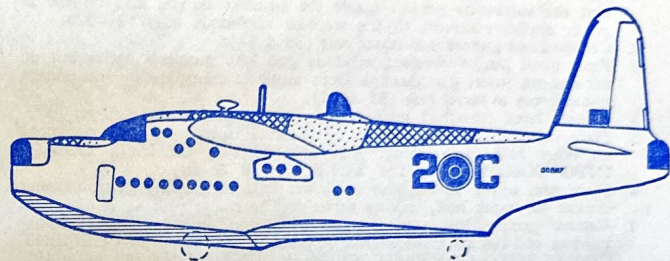
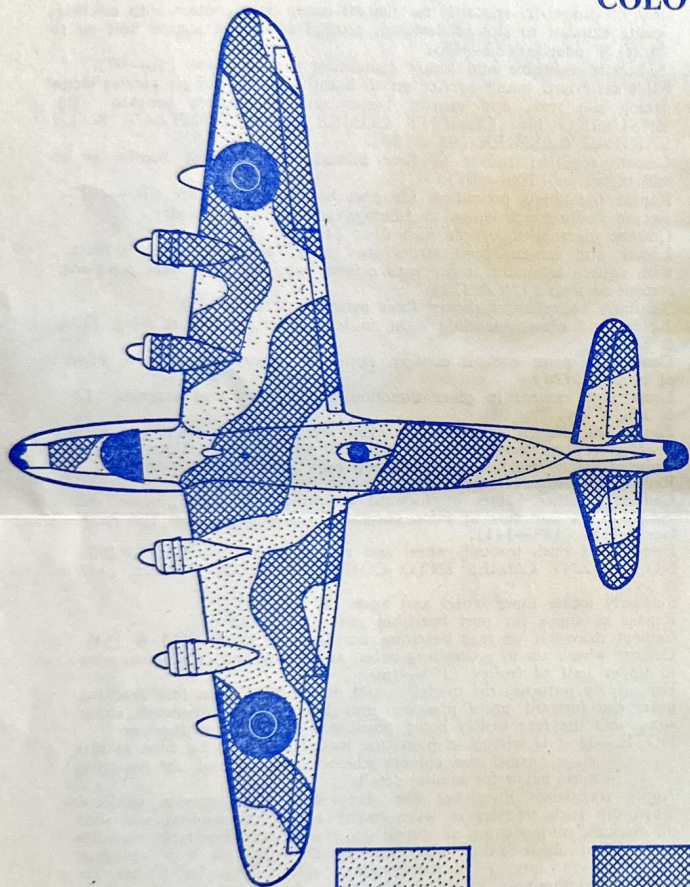
DETAILS—SUGGESTED COLOURS

Matt Black: Tyres, exhausts, gun barrels, propeller blades and de-icing strip on leading edges of wing, tail and fin.
Light Grey: Beaching gear.
Yellow: Bombs and propeller tips.
N.B.—For painting use "AIRFIX" paints. For fixing use "AIRFIX" polystyrene cement.

PLEASE NOTE

It is recommended that when using capsule of adhesive the end of the capsule be cut off with a pair of scissors approx. $\frac{1}{8}$ " from the end. Excessive pressure on the capsule is undesirable as this material is in liquid form, and care should be taken in which direction the capsule is pointed to avoid getting adhesive in the eyes or on clothing.

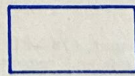
COLOUR SCHEME



Dark Slate Grey



Dark Sea Green



White



Light Grey