

De-Havilland D.H. 60 G Gipsy Moth

1/72nd Scale.

CAT. No. F.169.

PAINT SILVER PAINT MID PAINT BRUNSWICK SILVER. GREEN. PAINT BRUNSWICK PAINT IGREEN. SILVER. PAINT SILVER PAINT MID BRUNSWICK GREEN. PAINT CREAM WITH PAINT WHEEL VARNISHED HUB AND MID BRUNSWICK GREY LEADING EDGES. GREEN.

INSTRUCTIONS

It is recommended that the instructions and exploded view are studied and assembly practised before commencing.

Use Frog or Britfix Polystyrene Cement and Frog or Humbrol Paints.

It may be necessary in some cases to mix two or more colours to obtain shades required. Paint all small parts before assembly.

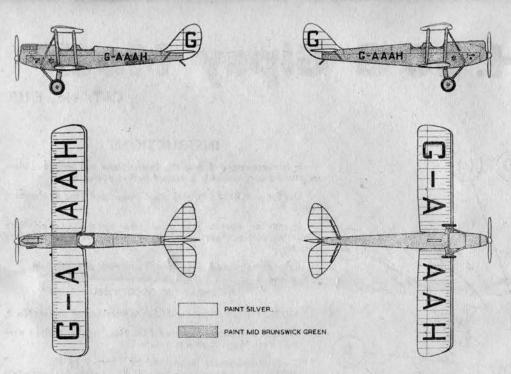
Keep cement well away from face, eyes and clothing.

ASSEMBLY INSTRUCTIONS.

NOTE. Paint Helmet and Coat Service Brown on Part No. 2.

- Cement and locate together Part Nos. 1 to 6, making sure that Part No. 4 is able to rotate.
- Cement and locate in position Part Nos. 7 to 13.
 NOTE. When assembling Parts 14 to 23 make sure assembly is correctly aligned.
- 3. Cement and locate in position Part Nos. 14 to 17.
- Cement and locate in position Part Nos. 18 to 23. Allow to dry.
- 5. Cement and locate in position Part Nos. 24 to 27, making sure that Part Nos. 26 and 27 are able to rotate.
- 6. Cement and locate in position Part No. 28.
- At this stage it is best to paint the model. See instructions for colours (overleaf and on underside of box).
- Apply transfers. First cut the sheet into 13 separate subjects, then dip each into water for about half a minute, slide off backing into position shown on illustration.
- Cement together stand and locate arm of stand in slot on model





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The D.H. Gipsy Moth was designed and built by the De Havilland Aircraft Co. Ltd., Stag Lane Aerodrome, Middlesex.

The Gipsy Moth will always be associated with Amy Johnson's historic flight, which was the first solo flight from England to Australia by a woman.

Gipsy Moth G—A.A.A.H. (the subject of our model) started its career as a special long range single seater built for Air Taxis Ltd.

After Amy Johnson acquired G—A.A.A.H. she named it Jason which was the trade name of her father's business. Lord Wakefield and her father provided the money for the purchase of the aircraft and the cost of the flight.

Amy left England on May 5th, 1930 and set course for Vienna which was to be her first stop. Amy went from Vienna to Constantinople over the Taurus mountains to Aleppo in the Syrian Desert. Between Aleppo and Bagdad she was forced to land until a sand storm abated. When she landed at Karachi she was a day ahead of the record.

Amy went on to Jhansi, Calcutta, Akyab, over the Burmese jungle to Rangoon then Bangkok on May 17th.

Time was lost in India through a minor mishap and in the Dutch East Indies she was delayed for several days. There was no hope now of beating the record of $15\frac{1}{2}$ days.

Amy took off from Atamboea on Timor Island and set course for Port Darwin. When Amy landed at Darwin Airfield on May 24th, her welcome was tumultuous. She had taken only three days longer than the record.

From Port Darwin Amy flew with an escort to Brisbane where she damaged the aircraft on landing. She went on a month's tour of Australia while Jason was repaired by De Havilland's at Sydney and went on exhibition.

Amy brought Jason back to England by sea where it may be seen on display in the Science Museum in London.

Data:

Span ... 30ft. 0ins.
Length ... 23ft. 11ins.
Height ... 8ft. 9½ins.
Range 1,000 miles with extra fuel tanks fitted
in front cockpit and baggage compartment.

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Republic Thunderbolt
Supermarine Spitfire II.
Mitsubishi Zero
Supermarine S6B. (Trail Blazers)

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