

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-engine 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 aerodynamical 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 370 lb. 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.

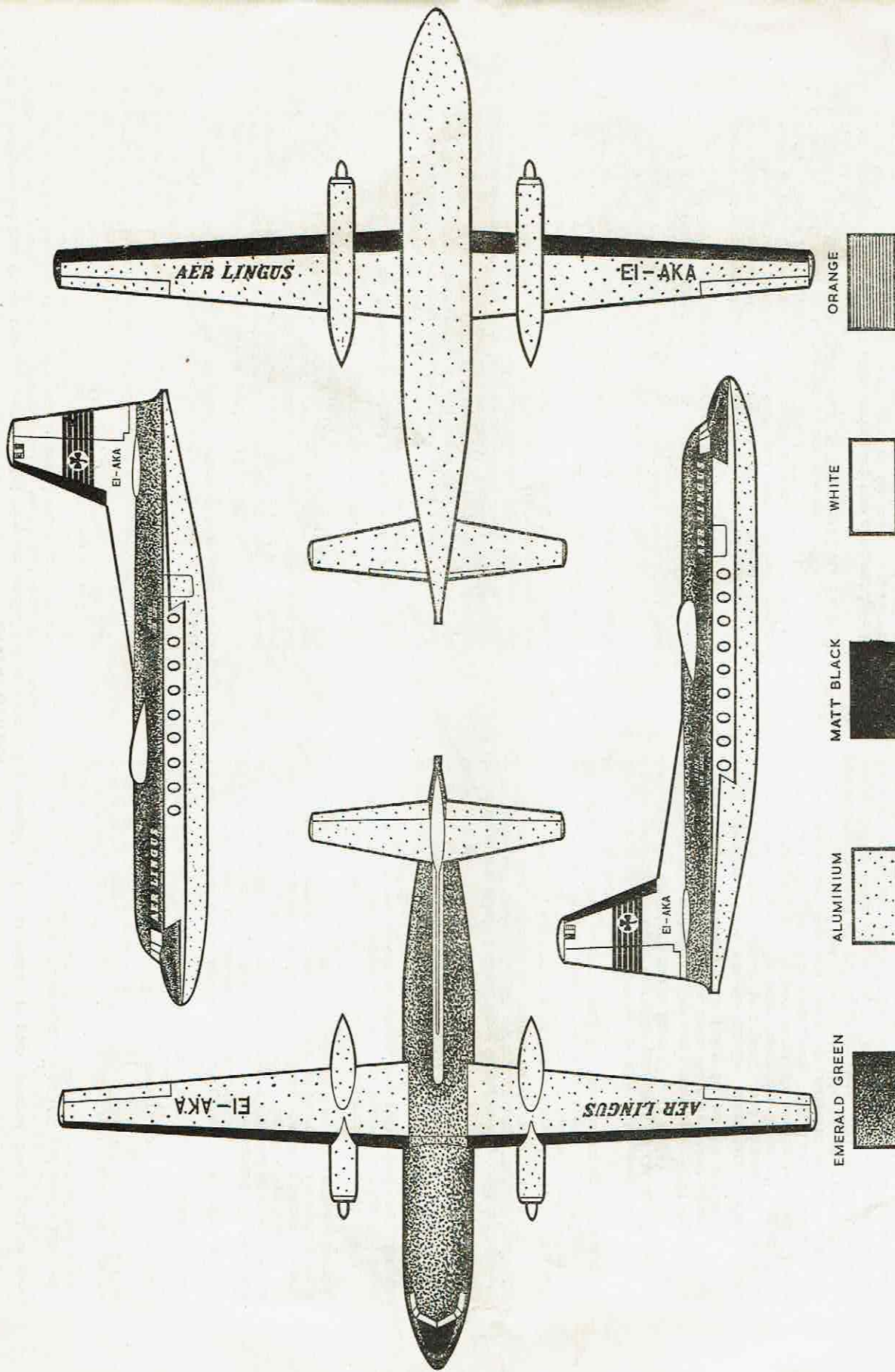
Aer Lingus—Irish Air Lines was founded in 1936. From a modest beginning with one small five-seater aircraft, a single route between Dublin and Bristol and a staff of twelve, the company has developed into a major international airline. Today, the company serves Amsterdam, Barcelona, Birmingham, Blackpool, Boston, Bristol, Brussels, Cardiff, Copenhagen, Dublin, Dusseldorf, Edinburgh, Frankfurt, Glasgow, Isle of Man, Jersey, Lisbon, Liverpool, London, Lourdes, Manchester, New York, Paris, Rome, Shannon and Zurich. Over 2,000 people are employed and over half a million passengers and 9,000 tons of freight and mail are carried annually.

Aer Lingus—Irish Air Lines was the first company outside Britain to order jet-prop Viscounts and the first in Europe to put Friendships into scheduled service. Now, with jet-prop aircraft operating most of its European services the airline is placing in service three Boeing 707-048 jet airliners to replace the Super Constellations previously operating on its transatlantic routes to Boston and New York.

In addition to Aer Lingus—Irish Air Lines, Friendships are now in service with the following companies: Aloha, Bonanza, Mackey, Northern Consolidated, Ozark, Pacific, Piedmont, West-Coast, Wien Alaska, Quebecair, Aerolíneas Argentinas, AREA, Avensa, LAB, LAV, T.M. de Cortes, Braathens, Horten, KLM, PAL, Ansett-ANA, and Trans Australian Airlines.

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 run 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.

AIRFIX 00 SCALE FIGURES CAN BE USED TO PROVIDE SUITABLE PASSENGERS FOR USE WITH THIS MODEL. ALL AIRFIX AIRCRAFT CONSTRUCTION KITS IN SERIES (1, 2, 3, 4, 5 & 6) 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 ROLLING STOCK, 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.



EMERALD GREEN

ALUMINIUM

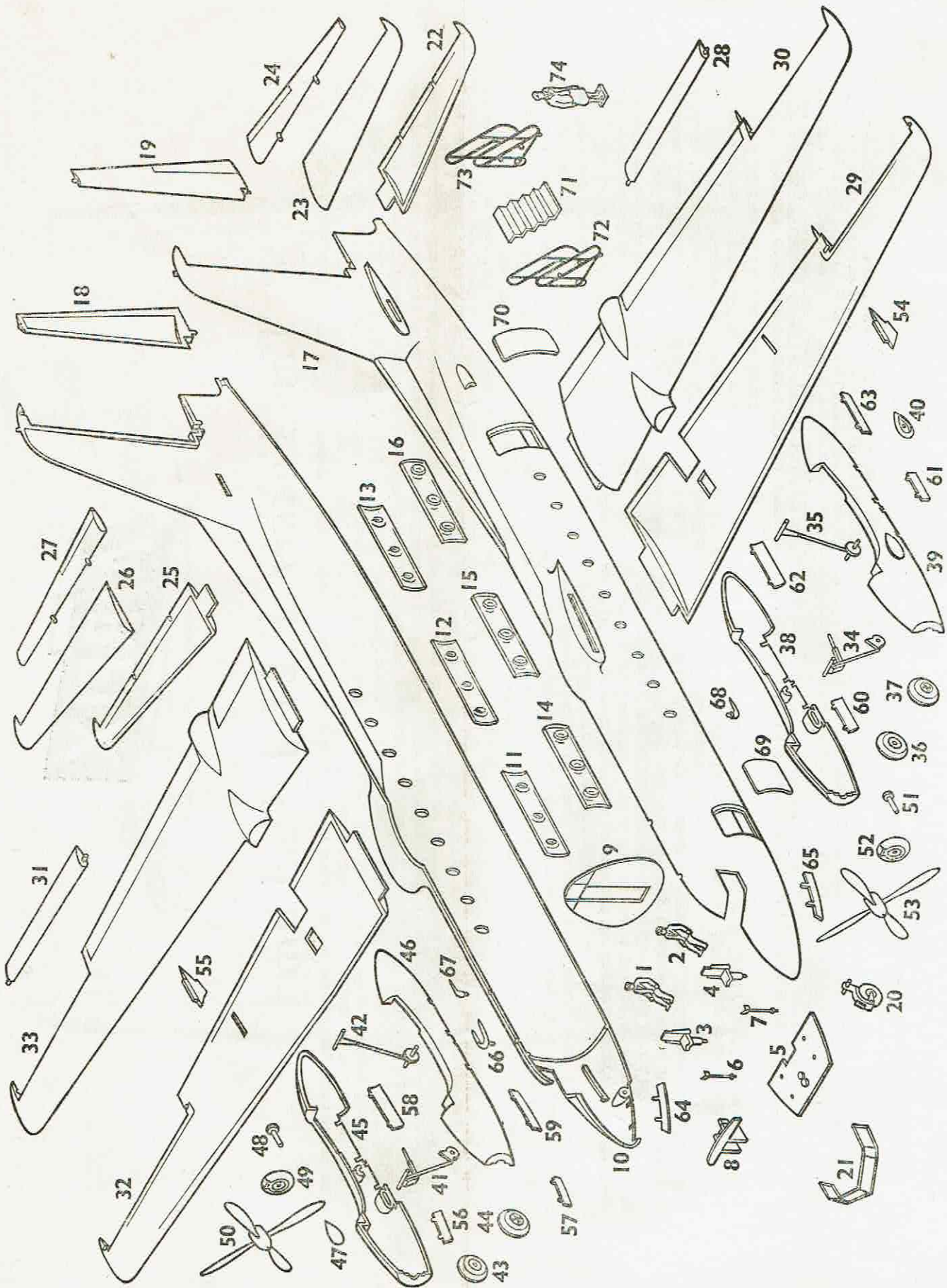
MATT BLACK

WHITE

ORANGE

ACCESSORIES—SUGGESTED COLOURS

Stairs: Silver treads, Dark Green handrails and step fronts.
Air Hostess: Dark Green uniform, White blouse, Flesh details.
Crew: Dark Blue uniforms, White shirts, Flesh details.
N.B.—For Painting use "AIRFIX" Paints. For Fixing use "AIRFIX" Polystyrene Adhesives.



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, cockpit and cabin details, and such external details as wheels and steps, this is best done before assembly.

1. Cement pilot and co-pilot to seats, and cement locating pins of seats to rear holes in cockpit floor (1-5).
2. Locate and cement control columns to forward floor holes (6 & 7).
3. Locate and cement instrument console over projecting pins on floor, set assembly aside to dry (8).
4. Cement cabin bulkhead to the front of locating rib in starboard fuselage half (9 & 10).
5. Locate floor on raised rib in starboard fuselage half and cement to fuselage and bulkhead.
6. Press cabin windows into fuselage openings and cement in place, applying cement only to the surrounds within the fuselage halves (11-17).
7. Cement together the two halves of rudder (18 & 19).
8. Press one hinge pin of nosewheel 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 (20).
9. Cement cockpit canopy in place, applying cement carefully to edges of canopy (21).
10. It is suggested that the fuselage is painted at this stage. Referring to the colour scheme overleaf paint the fin, dorsal spine and rudder white, down to the upper engraved guide line. Lay the cabin door in position before painting the fuselage top green, down to the second guide line; note that any slight overlapping of this lower line will be covered by the transfers. When the paint is completely dry apply the fuselage transfer bands (the larger sheet of transfers). Separate the sheet into six separate transfers, dip each in warm water for a few minutes, slide off backing into position as shown on illustration. It is recommended that the central sections, with window cut-outs, are applied first, then the nose sections complete with lettering, and finally the tail sections. Set the fuselage aside to dry.
11. Cement together upper and lower halves of port tailplane and cement into fuselage slot (22 & 23).
12. Locate and cement pins of elevator into rear of tailplane, setting at required angle (24).
13. Repeat this procedure for the starboard tailplane (25, 26 & 27).
14. Lay port aileron in lower port wing locations, and cement upper wing half in place. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING AILERON (28, 29 & 30).
15. Similarly assemble and cement together starboard wing unit (31, 32 & 33).
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 become directly in line. Press axle hole of forward undercarriage leg over the longer axle pin at the bottom of rear leg. DO NOT CEMENT (34 & 35).
17. Cement one main wheel on to each protruding axle end. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING FRONT LEG (36 & 37).
18. Press pivot pin at top of front undercarriage leg into elongated hole in nacelle side, cement on second nacelle side, 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 (38 & 39).

IT IS RECOMMENDED THAT WHEN USING THE CAPSULE OF ADHESIVE 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 AND ON CLOTHING.

IT IS RECOMMENDED THAT WHEN USING THE CAPSULE OF ADHESIVE THE END OF THE CAPSULE BE CUT OFF WITH A PAIR OF SCISSORS APPROXIMATELY $\frac{1}{8}$ IN. FROM THE END.

EXCESSIVE PRESSURE ON THE CAPSULE IS POINTED TO AVOID GETTING ADHESIVE IN THE EYES AND ON CLOTHING.