

**AIRFIX**  
CONSTRUCTION KIT

**1/72 SCALE MODEL CONSTRUCTION KIT**

## **HANDLEY PAGE HALIFAX B.III**

The Handley Page Halifax, together with the Avro Lancaster, carried out the greater part of the night bombing offensive during the Second World War.

Originally designed as a twin-engined bomber, the Halifax was redesigned in 1937 and the prototype flew only seven weeks after the outbreak of the war. Almost exactly a year later the first production machine had been completed, and five months later Halifaxes carried out their first operations. The first types of Halifax, the Marks I and II, were fitted with in-line engines and triangular fins and it was not until 1944 that the radial-engined Mark III appeared. The B.III Halifax, in addition to its more powerful engines and redesigned tail unit, featured much heavier armament than the earlier aircraft and a greatly improved performance.

From the outset the Halifax was designed for ease of production, and the aircraft was split up into sub assemblies, each capable of being produced by small factories, and finally assembled at a central factory. At one stage the Halifax was being produced by four assembly lines in addition to Handley Page; these were English Electric, Fairey Aviation, Rootes Securities and the London Aircraft Production Group, made up of Chrysler Motors, Duplex Bodies, Express Motor and Body Works, Park Royal Coachwork and London Passenger Transport Board Works. As a result of this widespread manufacture a maximum output of one bomber an hour was achieved.

LV917-C, the Halifax B.III which is the subject of this model, was operated by 158 Squadron, Royal Air Force, stationed at Liffett in East Yorkshire. It survived the war, having completed 100 missions, a record which was as far as is known surpassed by only one other Halifax, LV917-F, "Friday the Thirteenth," of the same squadron. This aircraft also survived the war and was later put on show in London with 128 operations to its credit. Both of these particular aircraft were built by the parent company, Handley Page.

In addition to taking part in every major raid on the Greater Reich, the Halifax played a leading part in the daylight offensive in 1944, after the D-day landings. The Halifax also served in the Middle East and Far East, and was employed not only as a bomber, but by Coastal Command for long-range reconnaissance, as a transport, glider tug and for the carrying of paratroops.

After the war the Halifax remained in production, civil freighter versions being produced with panniers in place of the bomb bay. Other Halifaxes were modified into civil airliners which were used by B.O.A.C. and several independent operators. At the time of the Berlin Air Lift the Halifax freighters played an important part in beating the blockade, each carrying a load of some 6½ tons.

When production ceased in 1946 6,176 Halifaxes had been produced, over 2,000 of these the B.III variant, and the Halifax had flown over 75,000 sorties and dropped nearly a quarter of a million tons of bombs.

The Halifax B.III was powered by four Bristol Hercules XVI engines, each of 1,675 h.p., giving a maximum speed of 282 m.p.h. and range of up to 1,985 miles. Bomb load was 13,000 lbs., up to 10,000 lbs. being carried in the fuselage and 3,000 lbs. in the wing bomb cells. Defensive armament consisted of nine machine guns.

Wing span 98 ft. 10 in. and length 70 ft. 1 in.

**IT IS RECOMMENDED THAT WHEN USING CAPSULE OF ADHESIVE THE END OF THE CAPSULE BE CUT OFF WITH A PAIR OF SCISSORS APPROX. ONE EIGHTH OF AN INCH 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.**

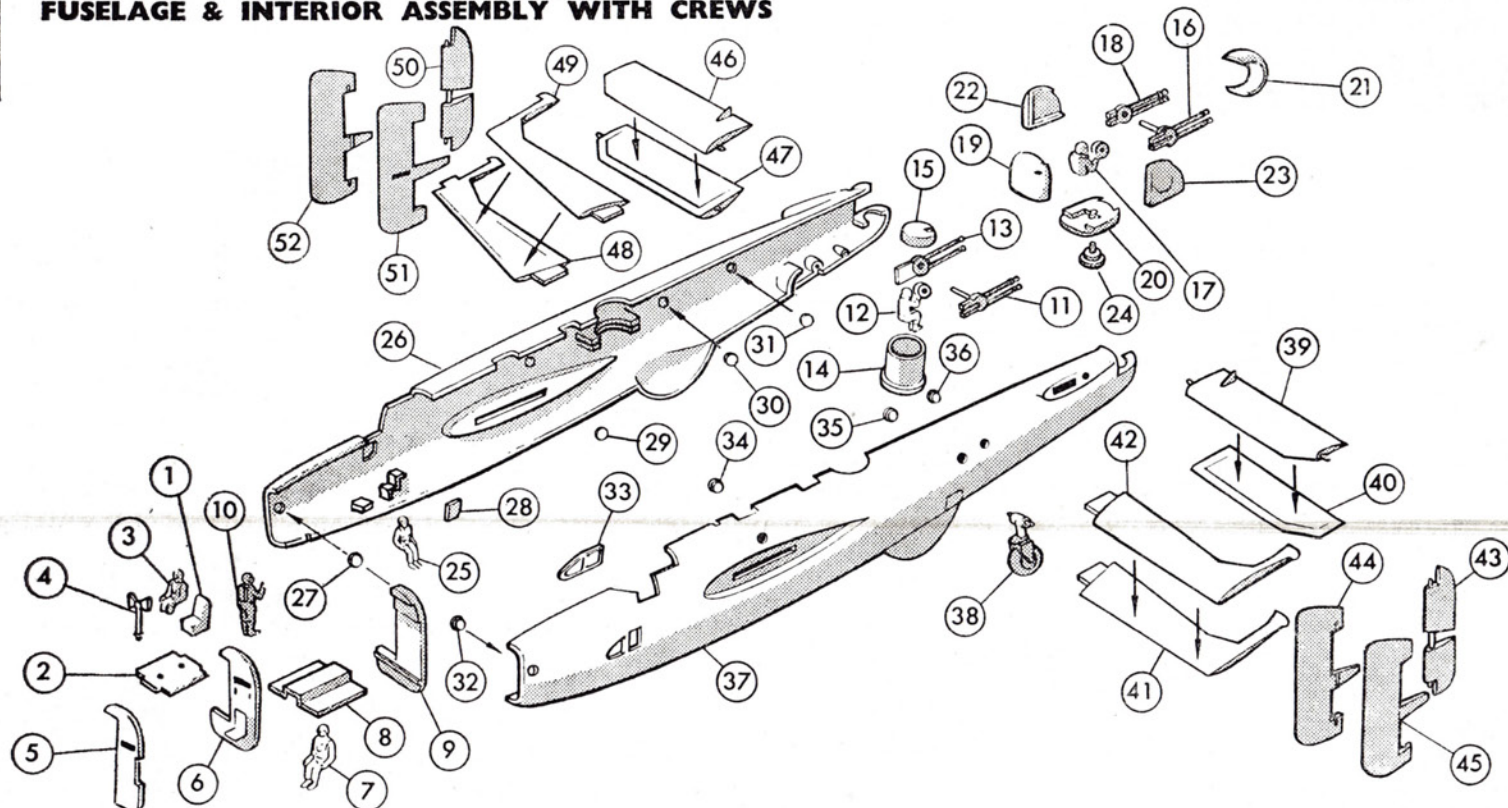


# INSTRUCTIONS

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

# 1

## FUSELAGE & INTERIOR ASSEMBLY WITH CREWS

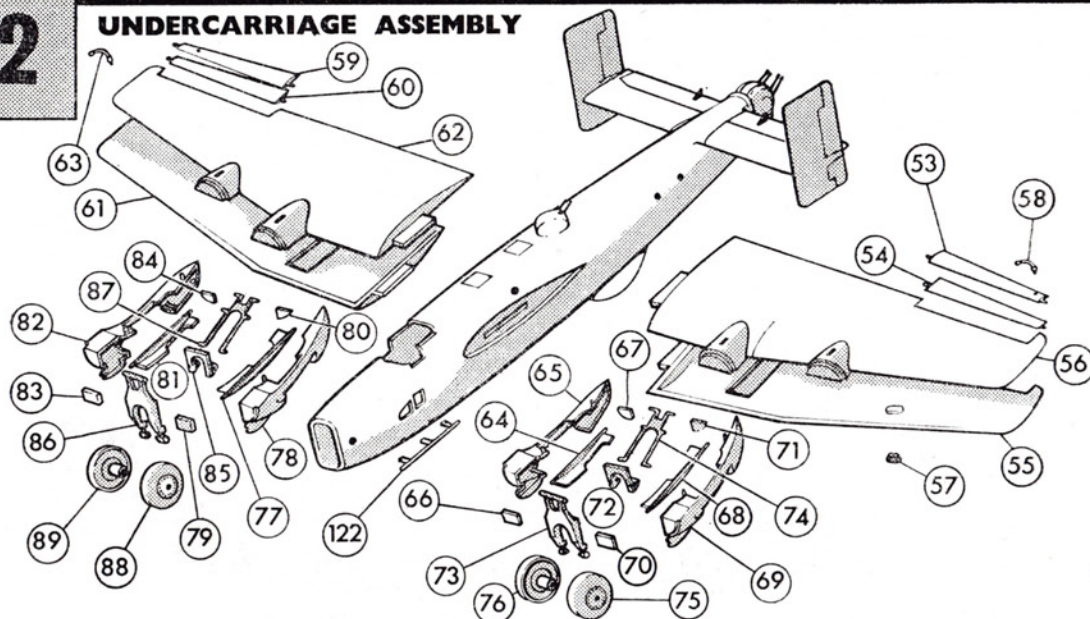


It is recommended that the instructions and exploded view are studied before commencing assembly. If it is wished to paint internal details such as crew, turret or cockpit interiors, this should be done before assembly.

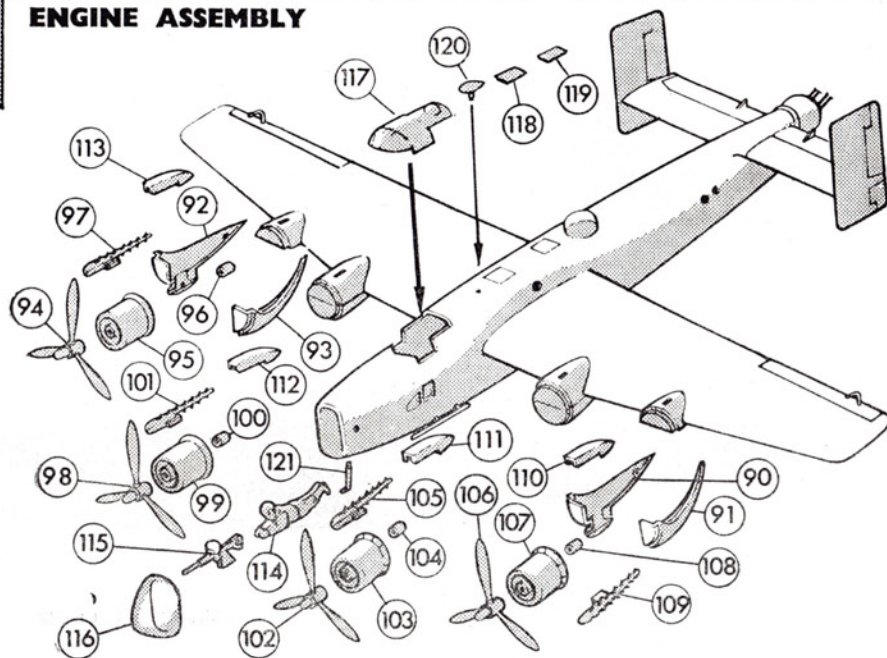
1. Locate and cement pilot's seat into larger hole in cockpit floor, and cement pilot, with amputated legs, to seat (1, 2 and 3).
2. Cement control column into smaller floor hole in front of seat (4).
3. Cement front tab of cockpit floor into slot in forward bulkhead (5).
4. Cement rear tab of cockpit floor into slot in central bulkhead (6).
5. Cement wireless operator to seat on front of central bulkhead (7).
6. Locate rear floor on to strip on back of central bulkhead, cement in place, then cement rear bulkhead to floor (8 and 9).
7. Cement feet of flight engineer to floor and his hand to instrument panel on rear bulkhead; set assembly aside to dry (10).
8. 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 GUNNER (11, 12 and 13).
9. Locate and cement pin on gunner into hole in turret base (14).
10. Pass guns through slots in turret transparency and cement transparency into turret base, set aside to dry (15).
11. Similarly assemble tail guns to gunner, and cement gunner into turret rear (16-19).
12. Cement turret rear on to cut-out on turret base platform (20).
13. Locate central transparency in locating recesses in turret back and base, carefully cement in position (21).
14. Locate and cement in position transparent turret sides, cementing to turret back and base, and using the

15. minimum of cement also to central transparency, ensure guns are free to elevate (22 and 23).
15. Cement pivot pin into underside of turret base (24).
16. Cement navigator to seat moulded integrally in starboard fuselage side ahead of cockpit (25 and 26).
17. Insert one circular window into the inside of locating hole in starboard nose, so that the surround projects inside fuselage half, and cement in place, applying cement to the window surrounds only (27).
18. In the same way locate and cement in place the remaining circular windows and larger windows in both fuselage halves (28-37).
19. Press pin of tailwheel into locating bush in starboard fuselage underside, in cut-out ahead of tail turret. DO NOT CEMENT (38).
20. Cement previously assembled cockpit unit into port fuselage half, locating between ribs on fuselage.
21. Place mid upper turret in locating rings in port fuselage half, and tail turret into tail platform, then cement starboard fuselage half to port, at the same time locating turrets and tailwheel. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING TURRETS OR TAILWHEEL.
22. Cement together upper and lower halves of port elevator (39 and 40).
23. Cement together upper and lower halves of port tailplane.
24. Locate and cement tailplane into fuselage slot, at the same time locating elevator pins in holes in fuselage and tailplane. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING ELEVATOR (41 and 42).
25. Lay one rudder in locations in inner half of port fin, then cement outer fin half in place. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING RUDDER (43, 44 and 45).
26. Cement assembled fin and rudder to tab on port tailplane.
27. Repeat the above procedure for the starboard tail assembly (46-52).



**2****UNDERCARRIAGE ASSEMBLY**

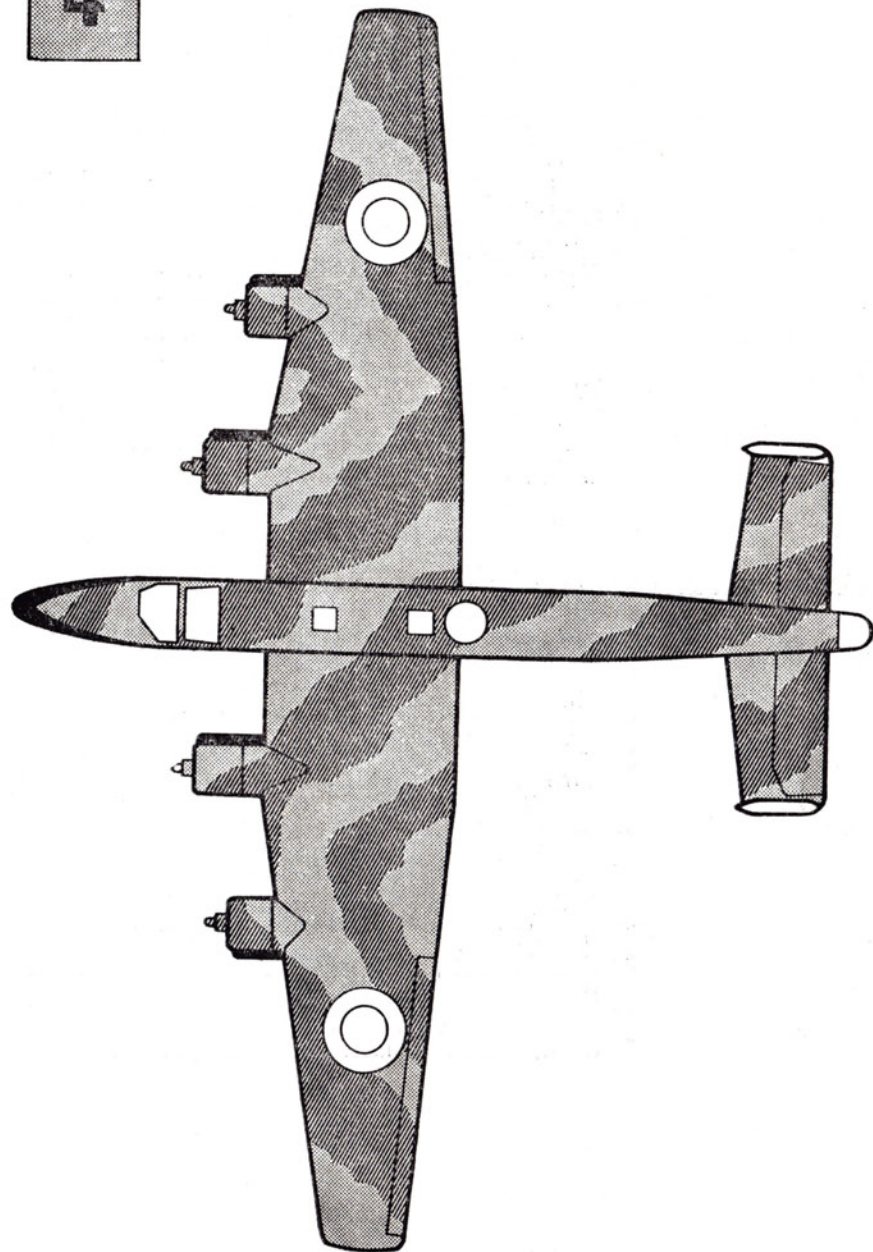
28. Cement together upper and lower halves of port aileron, then lay assembled aileron in location within lower wing half. Ensure that the locating hole outboard in aileron is uppermost (53, 54 and 55).
  29. Cement upper wing half in place on lower. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING AILERON (56).
  30. Cement assembled wing into fuselage location, then cement transparent landing light into recess below wing (57).
  31. Cement aileron mass balance into hole in port aileron (58).
  32. Similarly assemble and locate starboard wing unit (59-63).
  33. Lay port inner undercarriage door in place in port inner nacelle half, then cement undercarriage locating plates in place in nacelle side, over door hinges. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING DOOR (64-67).
  34. Repeat this procedure for starboard nacelle half (68-71).
  35. Locate and cement rear section of undercarriage leg to back of front section, then, when dry, clip projecting pins on undercarriage brace into locating cut-outs in rear leg section (72, 73 and 74).
  36. Cement together one male and one female wheel half, then press wheel into stub axles of undercarriage (75 and 76).
  37. Press pivot pin of undercarriage leg into bush in one nacelle half, then cement second nacelle half to first, at the same time locating undercarriage leg. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING UNDERCARRIAGE.
  38. Cement assembled nacelle to wing. To fix undercarriage in the down position the main undercarriage leg is pulled forward and the brace clipped into the nacelle side retainers. To retract the undercarriage the brace is pushed back into the nacelle and through into the wing. The doors can then be closed, allowing part of the wheel to project through the nacelle doors.
  39. Assemble and locate the starboard undercarriage and inner nacelle in the same way as for port (77-89).
- For details of dipole aerial (122) see Section 3.

**3****ENGINE ASSEMBLY**

40. Cement together halves of port outer nacelle and cement to wing, then assemble and cement in place starboard outer nacelle (90-93).
41. Press pin of one propeller through engine cowling and then cement retaining bush to end of pin. ENSURE NO CEMENT COMES INTO CONTACT WITH COWLING (94, 95 and 96).
42. Locate and cement one exhaust into the long slot in cowling side, set assembly aside to dry (97).
43. Similarly assemble the other three engine units (98-109).
44. Locate and cement engine units to nacelle fronts.  
NOTE: The exhaust of the port outboard engine faces out to the port side while the three other engines have exhausts on the starboard side.
45. Cement tabs of engine air intakes into locating slots above each engine nacelle (110-113).
46. Cement nose gunner in place on bottom of fuselage nose, his hands just projecting out of fuselage (114).
47. Insert nose gun into inside of hole in nose transparency, pushing as far forward as possible, carefully cement in place (115-116).
48. Cement nose transparency in place on fuselage, applying only a minimum of cement.
49. Carefully cement in place transparent cockpit cover (117).
50. Locate and cement transparent hatches to fuselage roof openings (118 and 119).
51. Locate and cement direction finding loop to fuselage hole, in front of forward hatch (120).
52. Cement small aerial to fuselage location beneath nose, and locate and cement pegs of dipole aerial into recesses in port side of nose (121 and 122).



## COLOUR SCHEME



**NOTE:** If it is wished to paint the model it should be done at this stage, using the colour scheme and the painting notes below for smaller details.

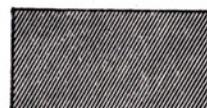
53. Apply transfers. First cut the sheet into eleven separate subjects. Then dip each in warm water for a few minutes and slide off backing into position shown on illustration. The large roundels are applied above the wings and the smaller roundels with squadron code letter to the fuselage sides, the letter "C" to the rear in each case. The serial numbers are applied to the rear fuselage sides and the fin flashes to the inside of each fin, just above the tailplane. The yellow stripes should be applied to the outside of each fin, and should be cut along the rudder hinge lines before they are dry. This is best done with a sharp modelling knife or razor blade. The aircraft name is applied to the transparent base.
54. Cement together both parts of stand.
55. Cement arm of stand into slot provided in fuselage.



MATT BLACK:



DARK GREEN:



DARK EARTH:



**MATT BROWN:** Exhausts, direction finding loop.  
**SILVER:** Central discs of main wheels.

