

BEFORE STARTING

1. Study the illustrations and instructions carefully.
2. Use a sharp knife to cut parts from runners and to remove excess plastic.
3. Check fit by assembling parts dry (without cement).
4. Assemble parts in correct assembly sequence listed in the instructions.
5. In each step, unassembled parts are illustrated in white. All completed, assembled parts are shown in gray.
6. This kit is molded in styrene plastic. Use plastic cement sparingly — too much cement may damage your model.
7. If you wish to paint your model, see Decal and Painting information on the back page. Use only enamel or paint for plastics, and allow paint to dry thoroughly before handling. Where necessary, scrape paint from areas where cement is to be applied. Cement will not work on paint.

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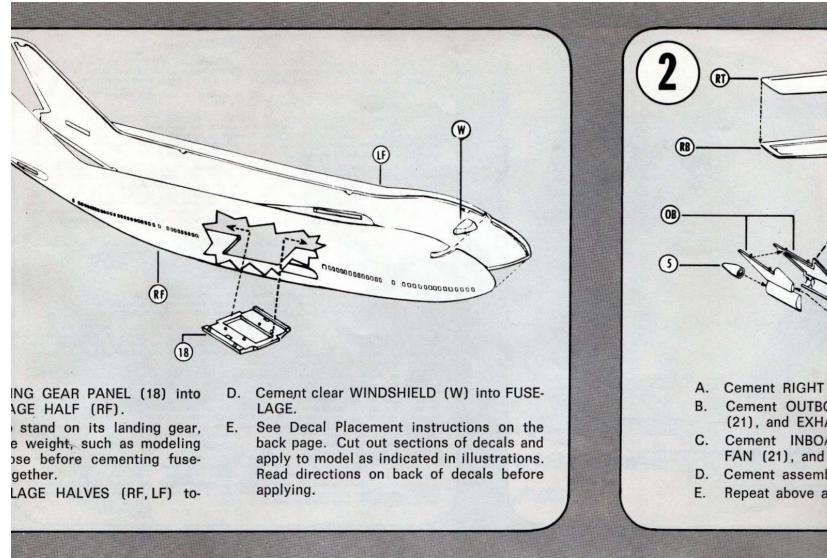
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1

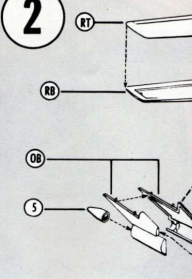


- A. Cement RIGHT FUSelage HALF (RF) to LEFT FUSelage HALF (LF).
- B. If model is to stand on its landing gear, place an insulating weight, such as modeling clay, inside fuselage half.
- C. Cement RIGHT FUSelage HALF (RF) together.

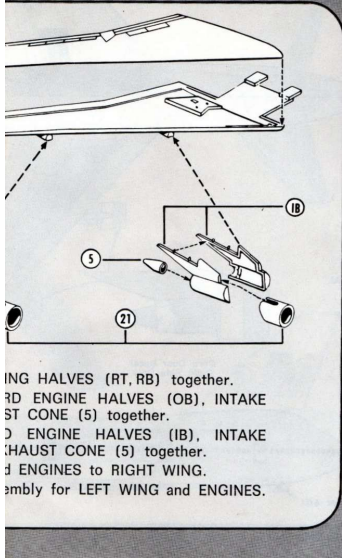
ING GEAR PANEL (18) into FUSELAGE HALF (RF).

- D. Cement clear WINDSHIELD (W) into FUSELAGE HALF (RF).
- E. See Decal Placement instructions on the back page. Cut out sections of decals and apply to model as indicated in illustrations. Read directions on back of decals before applying.

2

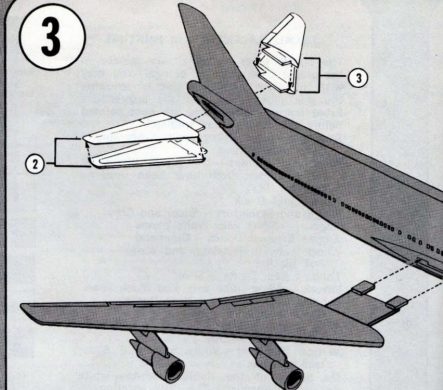


- A. Cement RIGHT V...
- B. Cement OUTBO... (21), and EXHAU...
- C. Cement INBOAR... FAN (21), and E...
- D. Cement assembl...
- E. Repeat above as...

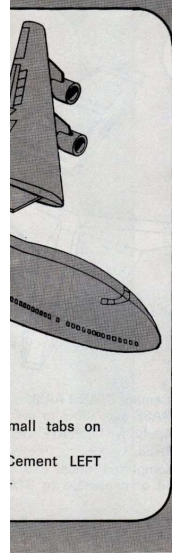


ING HALVES (RT, RB) together.
 RD ENGINE HALVES (OB), INTAKE
 ST CONE (5) together.
 D ENGINE HALVES (IB), INTAKE
 HAUST CONE (5) together.
 D ENGINES to RIGHT WING.
 ssembly for LEFT WING and ENGINES.

3

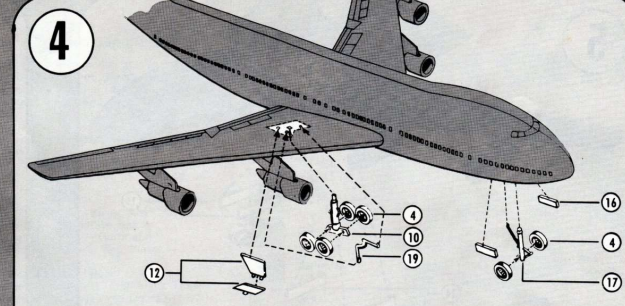


- A. Cement WING assemblies to FUSELAGE. No RIGHT WING overlap tab on LEFT WING.
- B. Cement RIGHT STABILIZER HALVES (2) to STABILIZER HALVES (3) together.
- C. Cement STABILIZERS to FUSELAGE.



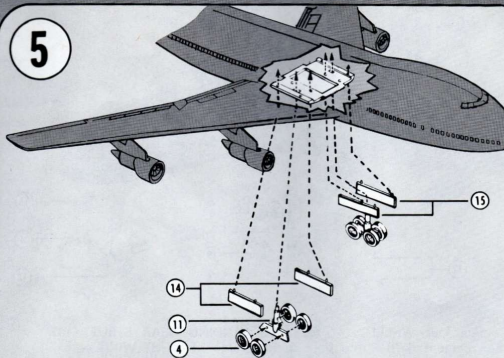
small tabs on
 Cement LEFT

4



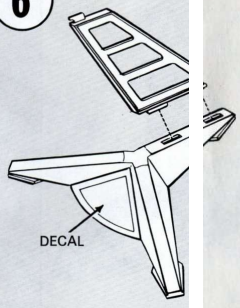
- A. Cement four WHEELS (4) to LONG LANDING GEAR STRUT (10), then cement STRUT into hole in underside of RIGHT WING.
- B. Cement RIGHT STRUT BRACE (19) to WING and STRUT.
- C. Cement two RIGHT WING LANDING GEAR DOORS (12) together, then cement to RIGHT WING.
- D. Repeat above assembly for LEFT WING LANDING GEAR.
- E. Cement two WHEELS (4) to NOSE LANDING GEAR STRUT (17) then cement STRUT into hole in underside of FUSELAGE.
- F. Cement two NOSE LANDING GEAR DOORS (16) to FUSELAGE.

5



- A. Cement eight WHEELS (4) to two SHORT LANDING GEAR STRUTS (11), then cement STRUTS INTO HOLES in LANDING GEAR PANEL.
- B. Cement two RIGHT LANDING GEAR DOORS (14) and two LEFT LANDING GEAR DOORS (15) to LANDING GEAR PANEL.

6



- A. Cement STAND ARM to BASE and allow to dry.
- B. Apply NAMEPLATE DECAL to BASE.
- C. Completed model can be placed or cemented to STAND.

DECAL PLACEMENT and PAINTING

The plastic parts in this kit are molded in the proper base color of orange. You may wish to paint additional details following the box illustrations and the suggestions listed below. Some parts are best painted before the model is assembled.

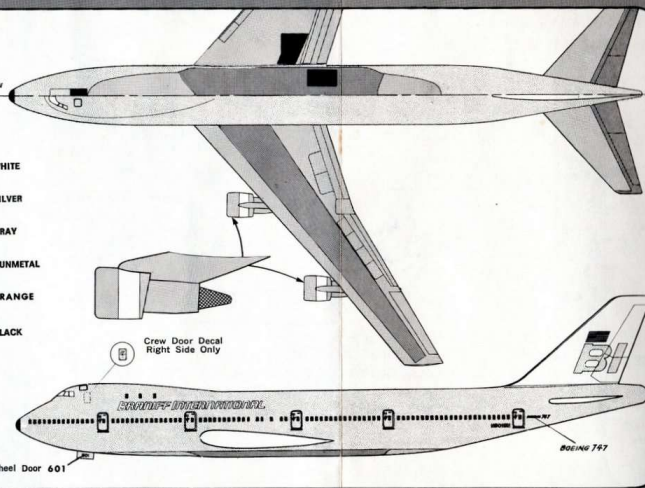
- Fuselage — Gloss Orange with Silver and Gray undersurface.
- Windshield Frames — Orange or White (at various times, both have been used on the real 747).
- Nose — Flat Black
- Wings and Stabilizers — Silver and Gray
- Engines — Silver with White bands
- Engine Exhaust Cones — Gunmetal
- Wheel Wells in Fuselage and Wings — Flat Black
- Landing Gear Struts — Silver
- Wheels — Silver hubs with Flat Black Tires
- Landing Gear Doors and Nose Doors — Gloss Orange
- Wing Doors — Silver
- Fuselage Doors — Gray
- Vertical Stabilizer — White with thin Silver leading edge.

Do not paint the stabilizer white — white decals are provided. The "BI" lettering on these decals is printed in clear which allows the orange color of the plastic to show through.

Note: If you wish to paint the fuselage orange, Testor's No. 18 Orange is a near perfect match.

Bottom View
Top View

- WHITE
- SILVER
- GRAY
- GUNMETAL
- ORANGE
- BLACK



747 BRANIFF PLACE

The key word in "space" in the new era in air travel ushered in by the 747. It is the world's largest jetliner, 237 feet long, with a 6-story high tail, wingspan of 195 feet, all of which make possible a 20-foot wide, 8-foot high passenger cabin with 10 double width entry doors.

The difference between 747 airlines will be apparent in how each utilizes the new interior space of the airplane. This is the story of Braniff's 747.

Some observers have been quick to equate the 747 era with simply putting more passengers in one airplane than in the past. In Braniff's opinion, the true meaning derives from the living space which can now be allocated to each passenger in terms of head, hip, shoulder and standing room, and from the service space and thus service time which can now be devoted to each passenger in terms of meal presentation, menu choice and personal attention.

Braniff sees the 747 as the first commercially scheduled airplane in which there is no impingement in the use of every foot of interior air space and floor space. For the first time, one can afford to "waste space" but more specifically, one can free the passenger from his seat. Until the coming of the 747, the passenger could really get away from his seat only to visit the magazine rack or the lavatory. To free the passenger and indeed make it possible for him to roam around without feeling he is "in the way," there must be areas to which he can go. Braniff believes that part of the large available space in the 747 must therefore become "public areas," areas that are usable by everyone.

"747 Braniff Place" is the name selected for Braniff's 747 because it describes the service achieved in the sky with the same generous use of space and elegant decor found at an exclusive address on the ground.

New space utilization concepts within the 747:

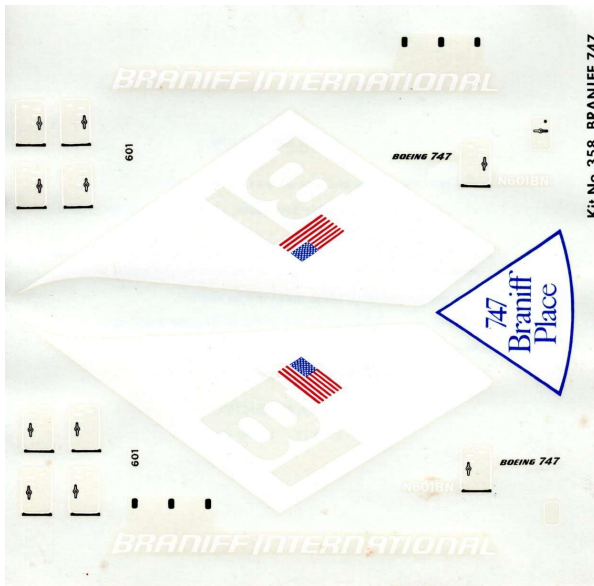
1. You can stand straight up at any seat without bending over.
2. You can meet in any one of ten conversation lounges in flight.
3. You can walk around — there are two main aisles and five cross aisles.
4. Your carry-on luggage goes in an overhead closed storage instead of underfoot.

Braniff believes there is a need for a new type of seat as a part of this 747 era of air travel and have chosen to call the result a "chair" instead of a seat. Why a "chair"? The reason is more than the analogy to an exclusive address which is so apt for the 747. Both the seat and a chair are sitable, but there is a considerable difference in the comfort connection. To Braniff, chair means soft, shaped, comfort for a long period of time.

At 747 Braniff Place in first class there are 84 chairs plus 18 in the lounges, and in the coach sections there are 268 chairs plus 20 in the lounges.

In coach we seldom see a home in only one or two colors and neither is 747 Braniff Place. Outside, it is solid orange with a white tail on which the orange letters "BI" are printed. Inside, it is rich in color as any home, apartment or exclusive address should be. There are Blue Suites A and B in first class and the Red Room, Green Room and Yellow Room in coach. There are five different carpets, six colorful chair coverings, 14 different colored side panels. The result is a flow of color throughout this unique plane.

747 Braniff Place began daily non-stop service between Dallas/Fort Worth and Hawaii on January 15, 1971. It has proved to be more than a new way to travel to and from Hawaii. It is a place to live well in flight. Freedom to roam, a sense of privacy, "public areas" for the use of every passenger, chairs instead of seats, what once was the cuisine and service in the first class section now belongs to coach passengers. And Executive Manager to call upon — all these are in 747 Braniff Place, the most exclusive address in the sky.



BOEING 747

Photo Courtesy of Braniff International

Kit No. 358 BRANIFF 747