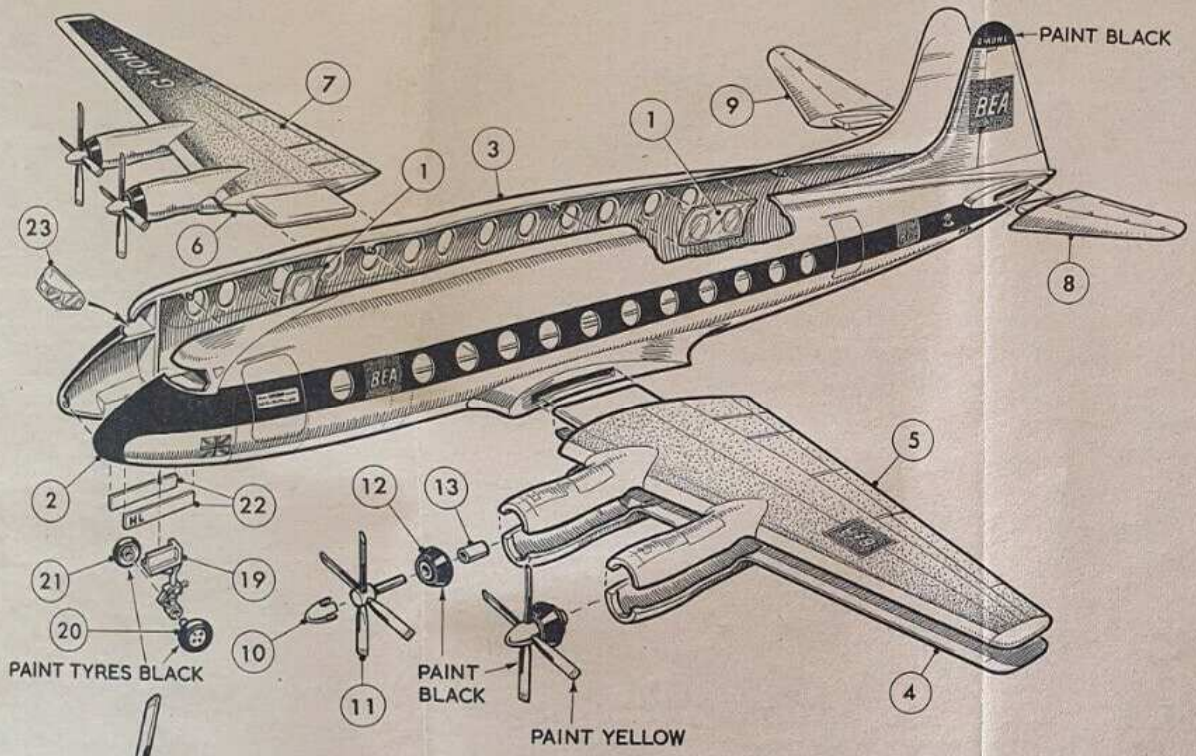
FROG

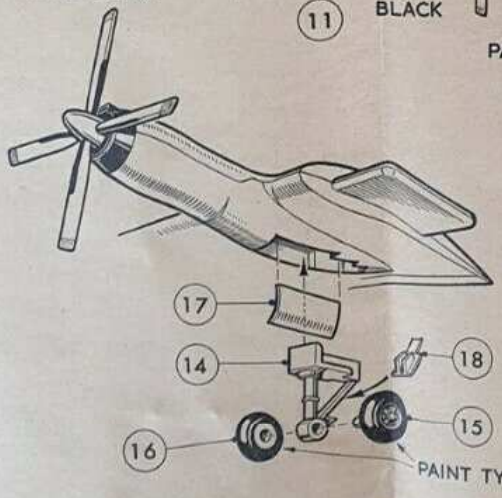
The NAC VISCOUNT V807

TURBO-PROP AIRLINER

1/96th Scale

CAT. No. F.352





NOTE

THE ABOVE DRAWINGS SHOW "B.E.A." COLOURS. N.A.C. TRANSFERS HAVE BEEN INCLUDED IN YOUR KITSET.

ASSEMBLY HINTS

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

Paint all small parts before assembly.

Use Frog Polystyrene Cement and good quality synthetic enamel.

Great care should be taken on handling the tubes of cement to avoid getting the adhesive on the face or clothing, and in particular, in the eyes.

The model is supplied with plug-in undercarriage legs which are normally cemented in place but if desired these may be omitted and the undercarriage doors fitted in the closed position.

If the model is to rest on its wheels, about ½oz. of lead or Plasticine will have to be added to the nose.

ASSEMBLY INSTRUCTIONS

1. Locate and cement windows Parts No. 1 (11 in pairs and 3 single) into fuselage halves Part Nos. 2 and 3.
2. Cement fuselage halves Part Nos. 2 and 3 together, adding nose weight if necessary. Allow to dry.
3. Paint top of the fuselage white with fin tip black. To paint neatly it is best to mask off the lower edge of the paint line with Cellulose tape so that you paint under the transfer strips. Allow to dry.
4. Cut the transfer strips from the sheet supplied and fix in place. Take care not to stretch these, or the fuselage windows and clear areas on transfer strips will not be in line.
5. Cement and locate in position wing Part Nos. 4, 5, 6 and 7 and allow to dry.
6. Cement and locate in position tail Part Nos. 8 and 9. Note that they are angled upwards.
7. Locate and cement in position Part Nos. 10 (4 off), 11 (4 off), 12 (4 off) and 13 (4 off), making sure that Parts No. 11 are able to rotate.
8. Locate and cement in position main undercarriage Part Nos. 14 (2 off), 15 (2 off) and 16 (2 off), making sure that Part Nos. 15 and 16 are able to rotate.
9. Cement and locate in position main undercarriage Part Nos. 17 (2 off — 1 port, 1 starboard) and Part Nos. 18 (2 off — 1 port, 1 starboard).
10. Locate and cement in position front undercarriage Part Nos. 19, 20 (2 off) and 21 (2 off), making sure that Part Nos. 20 and 21 are able to rotate.
11. Cement and locate in position front undercarriage Part Nos. 22 (2 off) and pilots window Part No. 23.
12. Apply remaining transfers. First cut sheet into separate subjects, then dip each into water for about half a minute, slide off backing into position shown on illustration.

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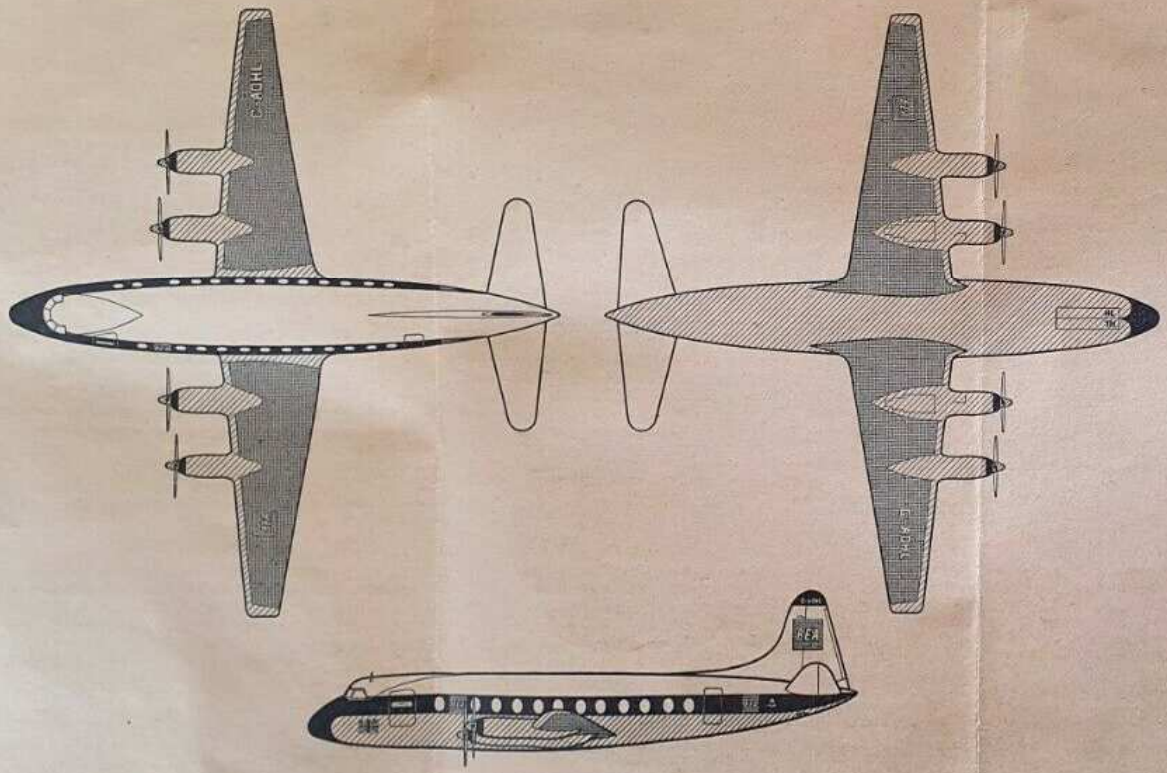

HISTORY OF THE N.A.C. VISCOUNT V807

The Viscount is one of the outstanding post-war civil aircraft, being the world's first propeller turbine airliner to go into regualr passenger service. Such is the popularity of this fast and efficient aeroplane that they are in regular use by all the major airlines of 30 different countries. A number have also been purchased for private and executive transports.

First used by N.A.C. in 1958 on their scheduled services, this airline now operates five Viscount V807s, of which this model is a replica.

The Viscount V807 is a later "stretched" version of the well-known 700 model, having a longer fuselage giving greater carrying capacity, improved engine performance and other refinements which justifiably give it the title of Super Viscount. The V807 version of N.A.C. is fitted with Rolls-Royce Dart R.Da 6 MK.510 engines.

The cabin is fully pressurized for cruising at 25,000 ft. to obtain maximum economy of operation, and smoother flying conditions.

FULL-SIZED DATA:

Wingspan — — — —	93ft. 11ins.
Length — — — —	85ft
Max. All-up Wt. — —	65,000 lbs.
Max. Landing Wt. — —	61,000 lbs.
Engines — 4 Rolls-Royce R.D.A. 6.	
Max. Range with Max. Payload 1,100 statute miles with 10,300 lbs.	

Drawings and Data supplied by courtesy of Vickers-Armstrong Ltd.

Local specifications by N.A.C.