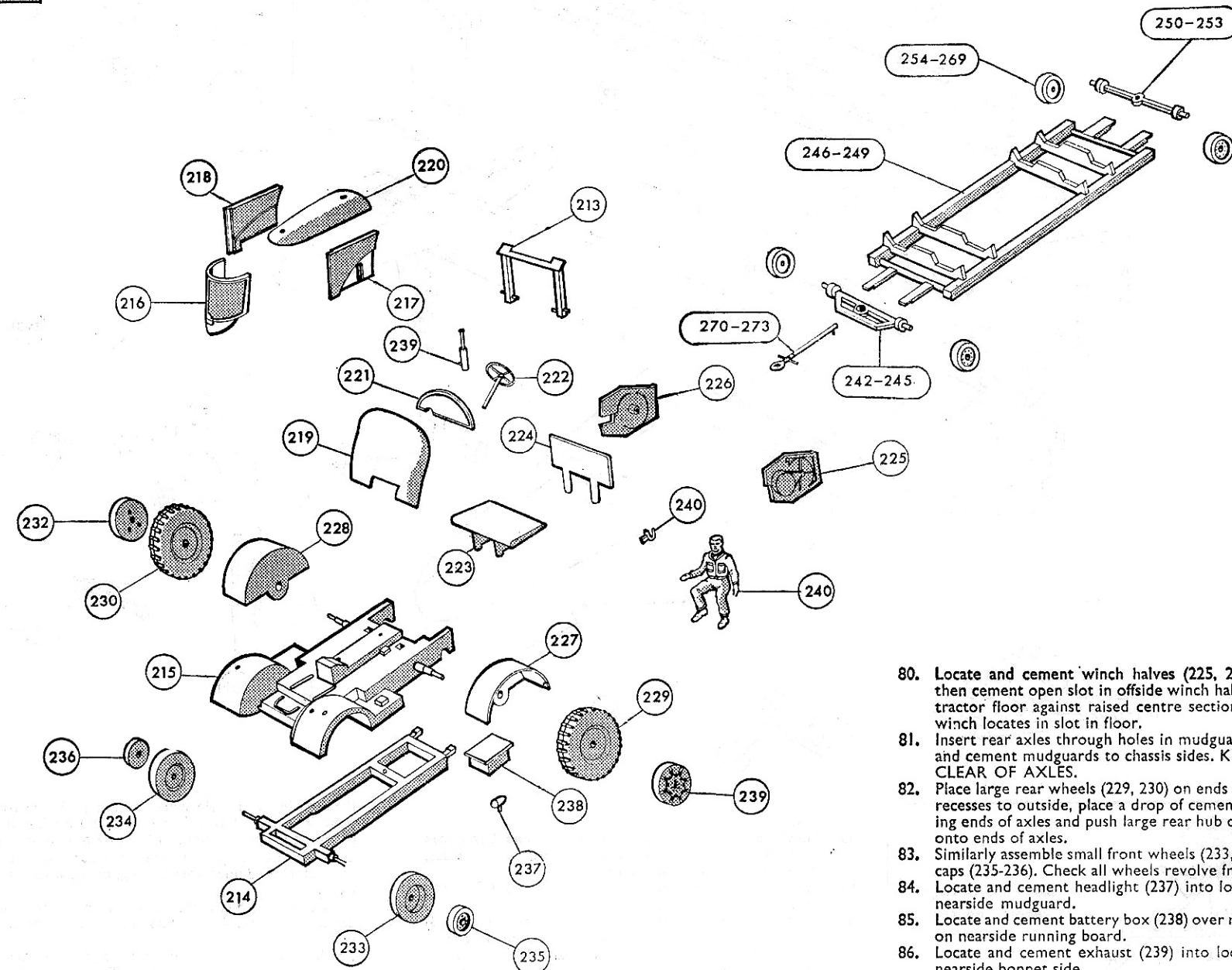


#### 4 TRACTOR & BOMB TROLLEY ASSEMBLY



#### TRACTOR.

70. Locate (DO NOT CEMENT) inner locating pins on bottom of rear spade (213) into cut outs at rear and top of chassis (214) side members.
71. Locate and cement tractor floor (215) to chassis at same time engaging but not cementing outer pins on bottom of rear spade. NOTE: locating pin on front of chassis into locating hole beneath front of floor.
72. Locate and cement radiator (216) around forward rib on floor, lower front of radiator over front of floor.
73. Locate and cement bonnet sides (217, 218) against ribs on floor and radiator, step in bonnet sides over step in floor.
74. Locate and cement shield (219) to floor and rear of

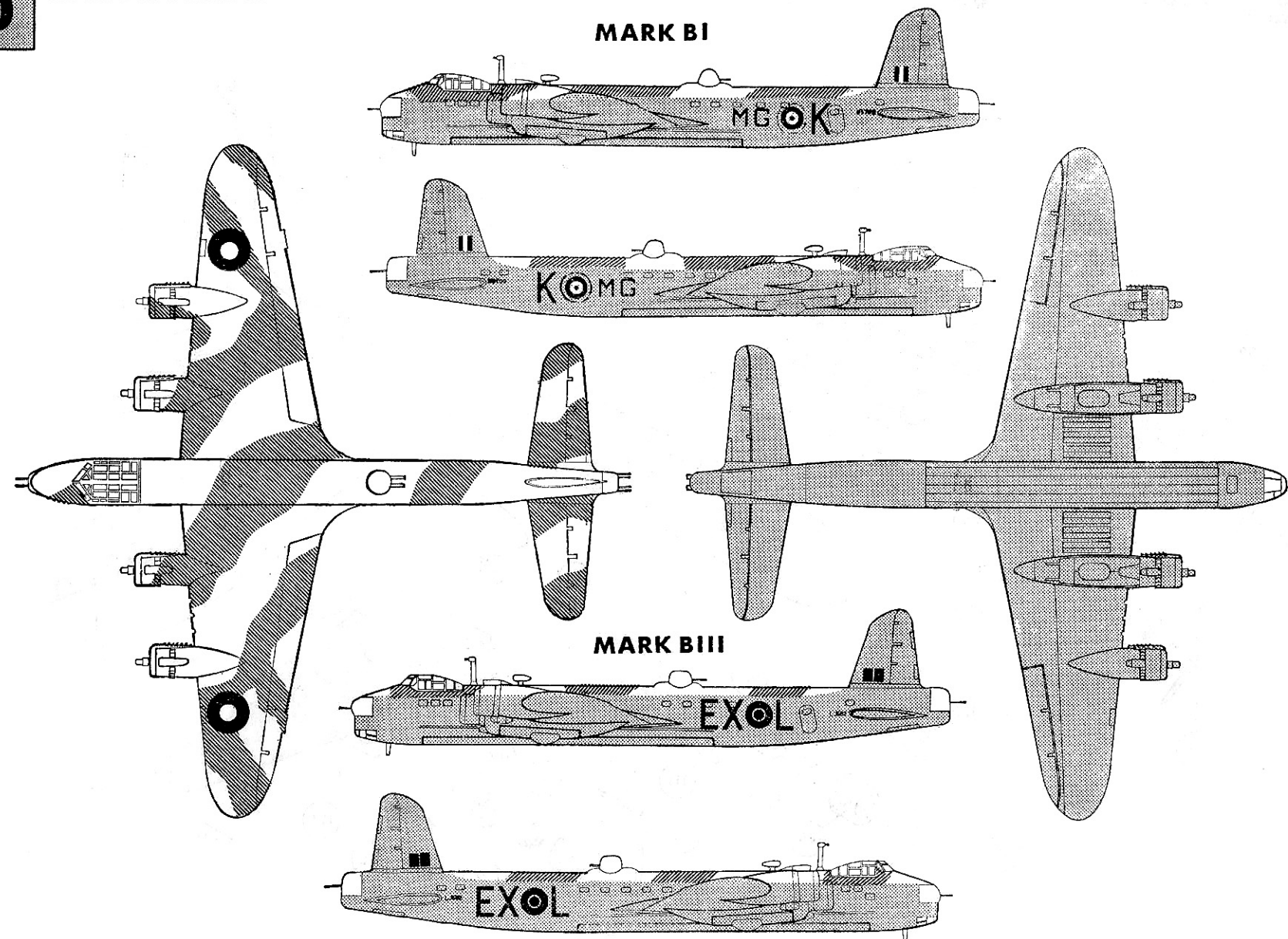
75. bonnet sides, cut outs in shield fitting over raised centre section of floor.
76. Locate and cement dashboard (221) onto ribs at rear of shield.
77. Locate and cement steering wheel (222) to cut out in dashboard and into locating hole in floor.
78. Locate and cement cut outs in seat (223) over small lugs on either side of centre section of floor. NOTE: seat slopes to rear.
79. Locate and cement square ends of seat back (224) into square locating holes (seat supports to rear).

80. Locate and cement winch halves (225, 226) together, then cement open slot in offside winch half over rear of tractor floor against raised centre section, nearside of winch locates in slot in floor.
81. Insert rear axles through holes in mudguards (227, 228) and cement mudguards to chassis sides. KEEP CEMENT CLEAR OF AXLES.
82. Place large rear wheels (229, 230) on ends of axles, large recesses to outside, place a drop of cement on protruding ends of axles and push large rear hub caps (231, 232) onto ends of axles.
83. Similarly assemble small front wheels (233, 234) and hub caps (235-236). Check all wheels revolve freely.
84. Locate and cement headlight (237) into locating hole in nearside mudguard.
85. Locate and cement battery box (238) over raised location on nearside running board.
86. Locate and cement exhaust (239) into locating hole in nearside bonnet side.
87. Locate and cement tow hook (240) into cut out at rear of chassis.
88. Cement driver (241) to driver's seat.

#### FOUR BOMB TROLLIES

89. Locate and cement front axles (242-245) to steps beneath protruding chassis members at front of bomb trolleys (246-249). Locate and cement rear axles (250-253) to steps beneath protruding chassis members at rear of bomb trolleys.
90. Cement wheels (254-269) onto ends of axles.
91. Locate and cement pin on towing arms (270-273) into central locating holes in front axle members.
92. If not already cemented into bomb bays, bombs may be cemented to cradles of bomb trolleys.
93. All painting should be completed at this stage.
94. Cement arm of stand into slot in stand base then insert end of arm into slot provided beneath fuselage.

#### 5 COLOUR SCHEME



Apply transfers. Separate appropriate transfers, dip into warm water for a few minutes, slide off backing into position shown on illustration.

MK BI No: 7 Squadron. Letters MG-K with red, white and blue roundels with large yellow surrounds to fuselage sides. Serial numbers N.3709 to fuselage sides ahead of tailplane. Narrower red, white and blue flashes to either side of fin, red forward. Red and blue roundels above port and starboard wings.

MK BIII No: 199 Squadron. Red, white and blue roundel with narrow yellow surround and letters EX-L to fuselage sides. Serial numbers L.582 to fuselage sides ahead of tailplane. Wider red, white and blue flashes to either side of fin, red forward. Red and blue roundels above port and starboard wings. Aircraft name to display stand.

DARK EARTH M5 All upper surfaces.  
 DARK GREEN M3 Over dark earth to give camouflage effect.  
 MATT BLACK M6 All undersurfaces, fin and fuselage sides up to camouflage line.  
 Wheel tyres of aircraft, Tractor and Bomb trolleys. Steering wheel.  
 GREY BLUE Tractor, Tractor driver's uniform. Bomb trolleys.  
 BROWN G9 Seat and seat back.  
 YELLOW G2 Bombs.

PRINTED IN ENGLAND

# AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

## SHORT STIRLING

The Stirling was the first of the R.A.F.'s four engine heavy bombers to go into service in the Second World War and was the only one designed from the beginning to take four engines. It was the first bomber capable of carrying out large scale strategic bombing, carrying far larger bomb loads than any preceding aircraft and although its achievements were overshadowed by the later Lancaster and Halifax, it played a major role in Britain's air offensive.

In July 1936, the Air Ministry issued a specification for a long range heavy bomber and the Short design was one of two selected for development. Among the clauses of the specification were a wing span of less than 100 feet, so as to fit a standard R.A.F. Hangar and a fuselage small enough in cross section to fit a standard packing case. These peculiar requirements, together with the provision for carrying a large number of small bombs rather than a few large ones, were responsible for many of the design features which limited the Stirling's performance and eventual usefulness.

The structure of the Stirling was largely based upon Short's experience with flying boats, and the wing was similar to that of the Sunderland but before beginning construction of the full size machine, a half scale model was built. This 50 foot model, powered by four 90 h.p. engines and with a crew of two, flew in 1938 and was used to test the handling qualities of the full scale bomber. The prototype Stirling was completed and first flew in May 1939; it was unfortunately destroyed when landing after its maiden flight.

By the time the second prototype flew, Britain was already at war and the Stirling was already in full production at Short Brothers and soon after at the Austin Motor Company Works at Birmingham. Eventually, more than twenty different factories were producing major assemblies and small components were being produced all over the country.

In May 1940, the first production Stirling I appeared, and by August, the very few Stirlings available were beginning to replace the Wellingtons of No. 7 Squadron. Only fifteen were produced in 1940 but production began to speed up in 1941 and on February 10th of that year, Stirlings of 7 Squadron carried out their first mission, a night attack against oil storage tanks at Rotterdam. Later that year, the first night raids were made against the Scharnhorst and Gneisenau at Brest and in April 1941 Stirlings began to be used on daylight raids without fighter escort.

As the German defences became more efficient, daylight raids were becoming more and more dangerous and by early 1942, the Stirlings were once again operating by night. On May 30th 1942, Stirlings took part in the first 1,000 bomber raid, by now the higher performance Lancaster and Halifax were in service beside the Stirling which continued in production, the BIII version with more powerful Hercules engines and a new dorsal turret being introduced. In combat Stirlings were showing themselves capable of absorbing amazing battle damage and still returning to base and they continued to be employed in the bombing role until September 1944, their last missions being against flying-bomb sites in France.

Meanwhile, the Stirling had been employed in other roles, including mine-laying, supply dropping and as a transport and glider tug; later marks of Stirling were introduced as transports and many bombers were converted to glider tugs. On D-Day, four Squadrons of Stirlings flew with Horsa gliders and they were again operational at Arnhem. When production finished in November 1945, 2,375 of all marks had been built.

Of the two individual aircraft which are featured in this kit, MG-K is a Stirling BI of No. 7 Squadron which operated first from Leeming in Yorkshire and then from Oakington in Cambridgeshire with No. 3 Group. In 1942, the Squadron carried out mine laying as well as bombing and later that year became one of the first units of the Pathfinder Force.

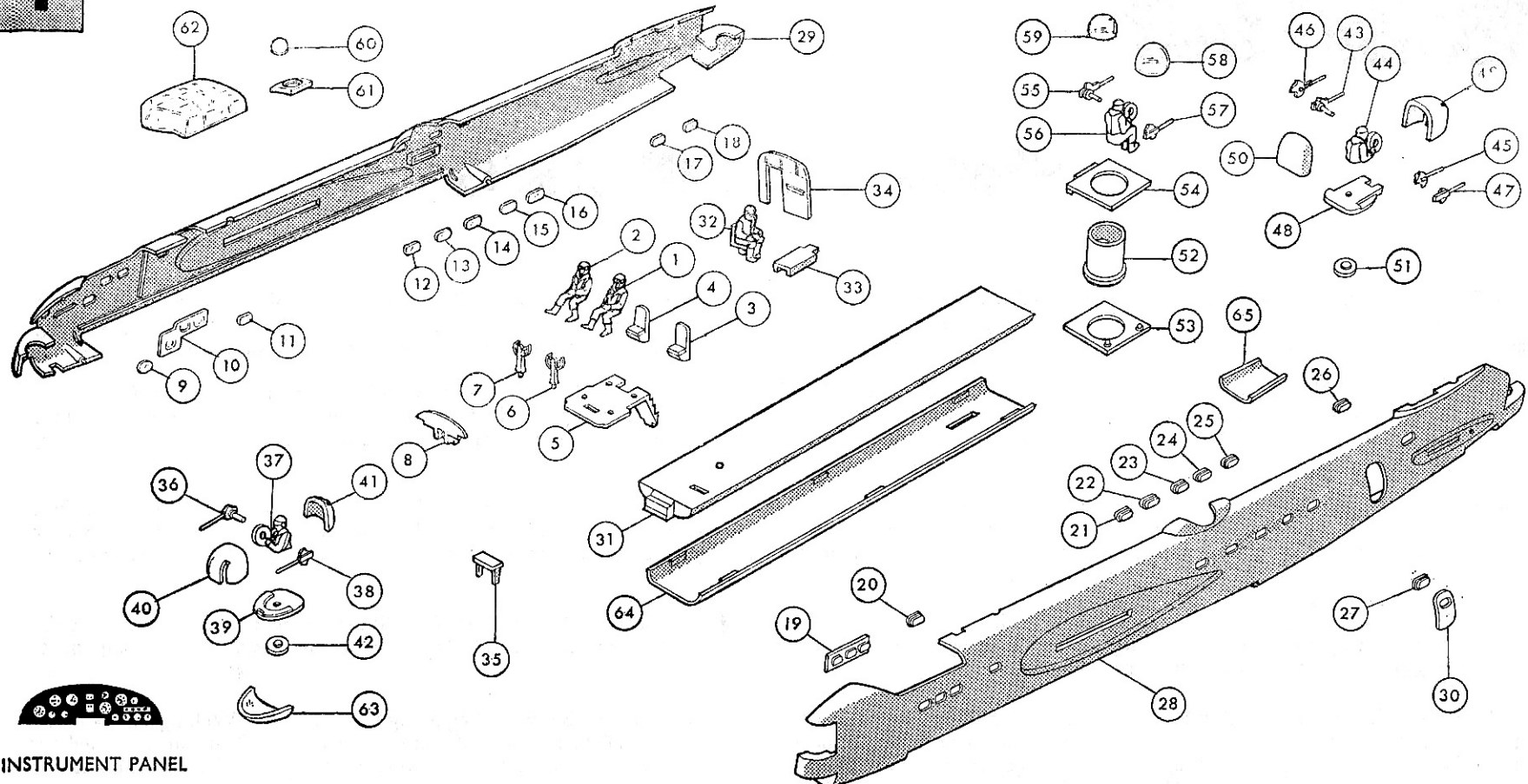
The second aircraft, EX-L is a BIII of No. 199 Squadron of No. 3 Group which converted from Wellingtons in July 1943 at Lakenheath and operated bombing, mine laying and missions to supply arms to the Maquis. In 1944, the Squadron moved to North Creake and flew with 100 Group on radio counter-measures until March 1945.

The Stirling I was powered by four Bristol Hercules engines, each of 1,590 h.p. giving a maximum speed of 260 m.p.h. and a range of 1,930 miles with a 5,000 lb. bomb load. Defensive armament consisted of eight .303 in. machine guns and maximum bomb load was 14,000 lbs. Wing span was 99 ft. 1 in. and length 87 ft. 3 in.

# INSTRUCTIONS

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT  
PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 5)

## 1 FUSELAGE ASSEMBLY



INSTRUMENT PANEL

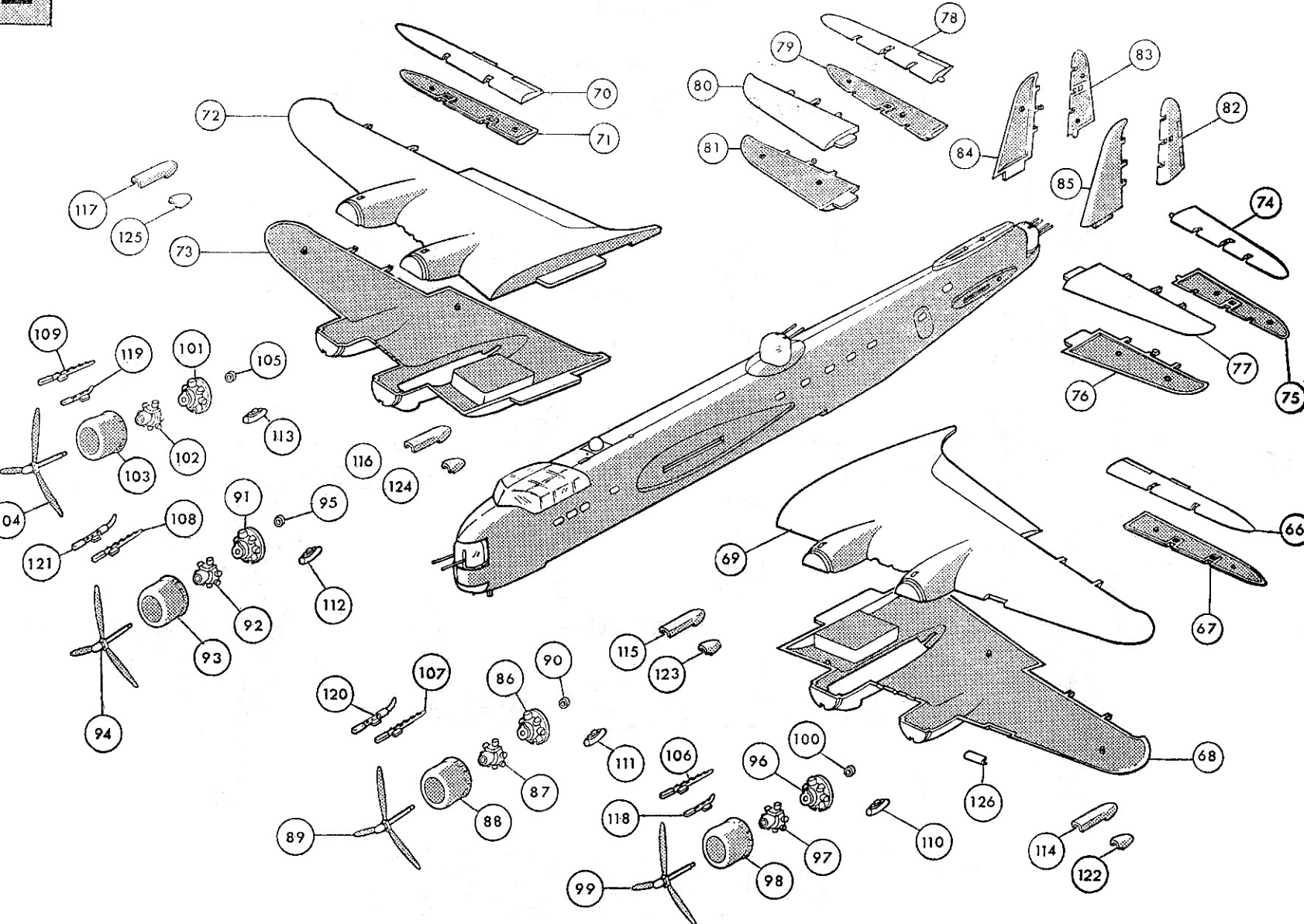
It is recommended that the instructions and exploded view are studied and the assembly practised before cementing together. If it is wished to paint internal details such as crew, bombs and fuselage interior, this is best done before assembly. Note a choice of version is given, either MK.BI or BIII and choice of undercarriage and bomb bays open or shut must be decided before assembly. Bombs can be fitted in bomb bays in fuselage and wings or on trolleys.

- Cement pilots (1, 2) to pilot seats (3, 4) then locate and cement seats into locating holes at rear of cockpit floor (5).
- Cement control columns (6, 7) into outer forward locating holes in cockpit floor.
- Cut out printed instrument panel and cement to console (8), then cement tab on console into slot in cockpit floor. Set aside to dry.
- Locate and cement window transparencies (9-27) into port and starboard fuselage halves (28, 29) and port door (30). Apply cement to window surrounds only. NOTE: first transparency on starboard side differs from others.
- Locate and cement bomb bay (31) over ribs around bomb bay opening in starboard fuselage half.
- Locate and cement cockpit floor assembly onto forward rib in starboard fuselage half, tab on steps on cockpit floor cemented into slot in top of bomb bay, front of console against rib within top of fuselage.
- Locate and cement navigator (32) into locating hole in top of bomb bay to rear of steps.
- Locate and cement tab on navigator's table (33) into slot in bulkhead (34), then cement bulkhead against front

- of rib in starboard fuselage half and to top of bomb bay.
- Locate and cement pivot head (35) into slot in bottom of fuselage nose.
- Press pivot pin on starboard nose gun (36) through hands of nose gunner (37) and cement port gun without locating pins (38) on to projecting pin. Note: these guns have no outside locations. ENSURE NO CEMENT COMES INTO CONTACT WITH GUNNER.
- Locate and cement gunner to nose turret base (39).
- Carefully locate and cement front (transparency) (40) and rear (41) halves of nose turret to each other and to base, guns protruding between slots in front transparency.
- Locate and cement pin on turret pivot (42) into locating hole beneath turret base. Set aside to dry.
- Similarly assemble tail turret starboard inner tail gun with pivot pin (43), tail gunner (44), inner port tail gun (45), outer starboard and port tail guns with locating pins (46, 47) to inner guns with small locating holes, turret base (48), front (transparency) (49) and rear (50) halves of tail turret, turret pivot pin (51). Set aside to dry.
- Place bottom of mid upper turret base (52) into large circular opening in mid upper turret lower platform (53). DO NOT CEMENT, locating pins on platform uppermost.
- Place mid upper turret top platform (54) over turret and cement rib beneath to mid upper turret lower platform locating pins fitting and cementing into locating holes ENSURE NO CEMENT COMES INTO CONTACT WITH TURRET SO THAT IT IS FREE TO TURN.
- Press pivot pin on starboard mid upper gun (55) through

- hands of mid upper gunner (56) and cement port mid upper gun (57) onto projecting end of pin.
- Locate and cement pin beneath mid upper gunner into locating hole in gunner's seat inside mid upper turret base.
- For BI version, insert guns through slot in BI mid upper turret transparency (58) and cement transparency onto turret base.
- For BIII version, similarly assemble BIII turret transparency (59).
- Locate and cement tab on mid upper turret platform into recess in box in starboard fuselage half.
- Carefully cement astro dome transparency (60) into recess in astro hatch (61) then cement step in hatch over step in astro hatch opening on top of fuselage to rear of bulkhead.
- Cement door into port fuselage side door opening.
- Position base and pivot pins on nose and tail turret assemblies either side of semi-circular cut-outs in nose and tail turret platforms. DO NOT CEMENT.
- Locate and cement port and starboard fuselage halves together.
- Carefully cement cockpit canopy transparency (62) to cockpit.
- Cement bomb aimer's transparency (63) beneath nose.
- If a closed undercarriage and bomb bay is desired, fuselage bomb bay closed doors (64) and undercarriage closed doors (65) can be cemented in position at this stage. If a stand slot is to be used, open slot in bomb bay closed doors.

## 2 WINGS, TAIL & ENGINE ASSEMBLY

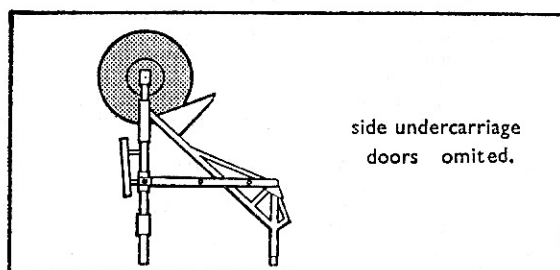
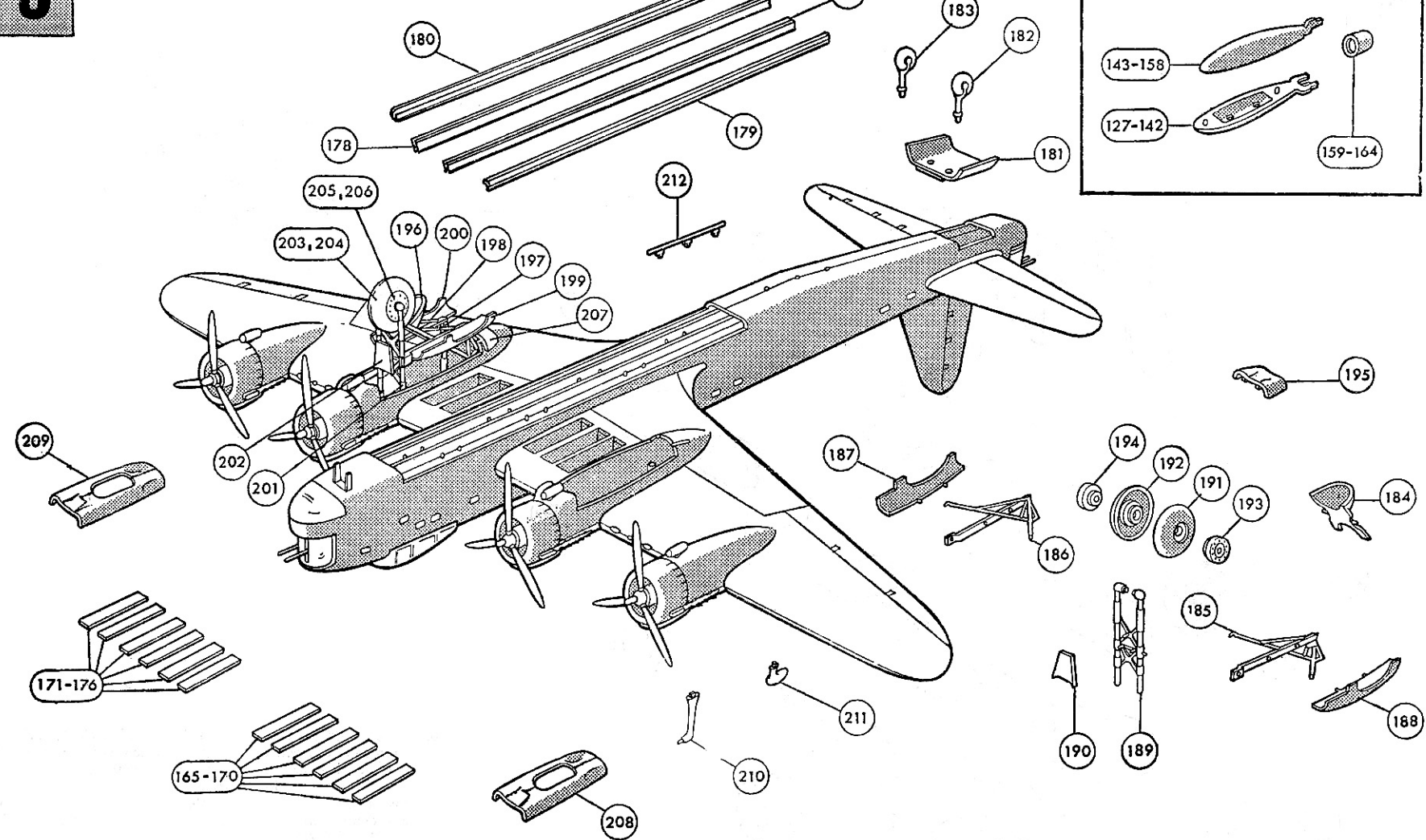


- Locate and cement upper and lower port aileron halves (66, 67) together. When dry, lay pivot bars into hinge recesses in lower port wing half (68). DO NOT CEMENT.
- Locate and cement upper port wing half (69) to lower. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING AILERON.
- Repeat procedure with upper and lower starboard ailerons (70, 71) and upper and lower halves of starboard wing (72, 73).
- Cement tabs on completed wings into slots in port and starboard fuselage sides, wings fitting into recesses.
- Locate and cement upper and lower port elevator halves (74, 75) together, when dry lay central pivot bar into central hinge recess in lower port tailplane half (76) then cement upper tailplane half (77) to lower. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING ELEVATOR.
- Repeat procedure with upper and lower starboard elevator halves (78, 79) and upper and lower starboard tailplane halves (80, 81).
- Locate and cement tabs on tailplanes into slots at rear of

- port and starboard fuselage sides, at same time locating but NOT CEMENTING pivot pins on ends of elevators into locating holes in fuselage sides.
- Locate and cement port and starboard rudder halves (82, 83) together.
- Lay pivot bar on rudder into hinge recess in starboard fin half (84) then cement port fin half (85) to starboard. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING RUDDER.
- Locate and cement tab on fin into slot in top and rear of fuselage, at same time locating, but DO NOT CEMENT pivot pin on rudder into locating hole behind fin on top of fuselage.
- Cement rear engine row (86) into back of front engine row (87), lug on face of rear engine fitting cut out in recess at back of front engine.
- Cement assembled engine into rear of cowl (88) cut out at bottom of engine fitting over small rib within cowl. Press propeller shaft (89) through centre of engines, place retaining bush (90) on end of shaft. Secure with a drop of cement. Check propeller rotates freely.

- Cement assembly to port inboard nacelle.
- Similarly assemble remaining front and rear engine rows, cowling, propellers and retaining bushes (91-105) and cement in place on inboard starboard nacelle and outboard port and starboard nacelles.
- BIII VERSION. Locate and cement tabs on the four identical straight exhausts (106-109) into slots in cowling sides. (All exhausts to starboard side of engines).
- Locate and cement tabs on oil coolers (110-113) into locating slots beneath nacelles, after opening slot.
- Locate and cement tabs beneath large intakes (114-117) into locating slots on top of nacelles.
- Cement bomb tails (159-164) over ends of bomb fins, fins locating against rim inside tails. When dry bombs can either be cemented onto locating pins within wing and fuselage bomb bays or set aside for placing on trolleys.
- If the model is to stand on its undercarriage and bomb doors are required open, cement twelve wing bomb doors (165-176) to steps at front and rear of wing bomb bays, doors hanging vertically.
- Locate and cement landing light transparency (126) into recess in leading edge of port wing.

## 3 UNDERCARRIAGE & BOMB ASSEMBLY



- Locate and cement together upper halves of bombs (127-142) to lower (143-158). NOTE: if bombs are to be placed in bomb bays open up locating holes in upper halves of bombs.
- Cement bomb tails (159-164) over ends of bomb fins, fins locating against rim inside tails. When dry bombs can either be cemented onto locating pins within wing and fuselage bomb bays or set aside for placing on trolleys.
- If the model is to stand on its undercarriage and bomb doors are required open, cement twelve wing bomb doors (165-176) to steps at front and rear of wing bomb bays, doors hanging vertically.
- Locate and cement shallow groove in inner fuselage bomb doors (177, 178) over central ribs within fuselage bomb

- Locate and cement ribs along outer bomb bay doors (179, 180) over lower port and starboard fuselage sides, doors slightly angled outwards.
- Locate and cement open tail wheel doors (181) into recess at rear of fuselage.
- Locate and cement locating pins on tail wheels (182, 183) into locating holes in open tail wheel door section.
- Locate and cement starboard mudguard (184) to grooves inside angled supports on inner and outer rear starboard undercarriage legs (185, 186).
- Locate and cement rear undercarriage legs into locating holes in rear bosses within starboard wheel well.
- Locate and cement locating pins on inner and outer starboard side undercarriage doors (187, 188) into rear locating holes in main strut on undercarriage legs.
- Locate and cement front starboard undercarriage leg (189) into locating holes in forward bosses in starboard wheel well, at same time cementing side struts and ends of rear undercarriage legs to side locating pins and into locating holes at rear of front undercarriage legs (see lower inset).
- Locate and cement recesses behind forward undercarriage door (190) onto projecting pins on main starboard undercarriage leg.
- Cement together one male and one female wheel half (191, 192).

- Press male and female wheel bushes (193-194) through opposite sides of wheel and cement together by first placing a drop of cement in locating hole in one wheel bush. Spring completed wheel between stub axles of front starboard undercarriage leg, check wheel revolves freely.
- Locate and cement tabs on starboard rear undercarriage door (195) into slots in nacelle at rear of wheel well.
- Similarly assemble port undercarriage, mudguard (196), rear undercarriage legs (197, 198), side undercarriage doors (199, 200), front undercarriage leg (201), forward undercarriage door (202), wheel halves (203, 204), wheel bushes (205, 206), rear undercarriage door (207).
- For a model with undercarriage closed, omit all undercarriage legs, mudguards, undercarriage doors and tail wheels, parts (63) bomb bay closed and (64) tail wheel doors closed, would already be in position.
- Cement wheels already assembled into inside of closed undercarriage doors (208, 209) bottoms of wheels protruding through slot, then cement doors into port and starboard wheel well openings flush with nacelles.
- Locate and cement antenna (210) into forward locating hole in top and centre of fuselage.
- Locate and cement D.F. loop (211) into locating hole behind antenna.
- Locate and cement Dipole Aerial (212) into locating holes in bottom of fuselage to rear of bomb bay.