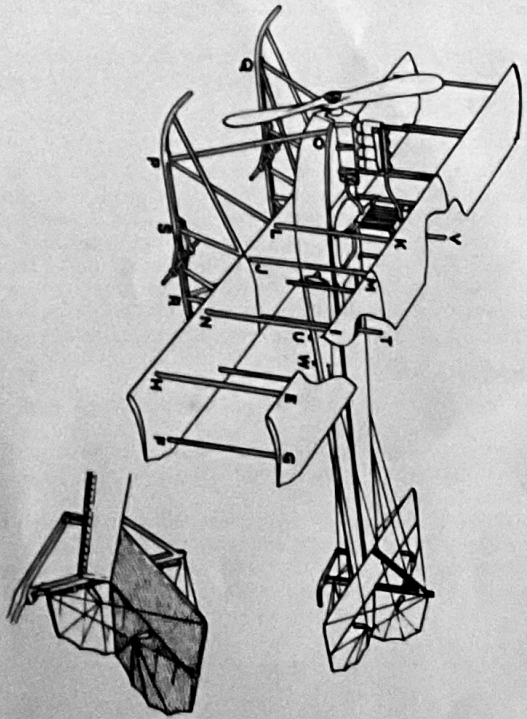


Those Magnificent Flying Machines

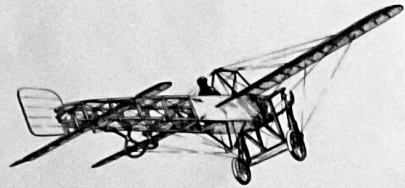


RIGGING

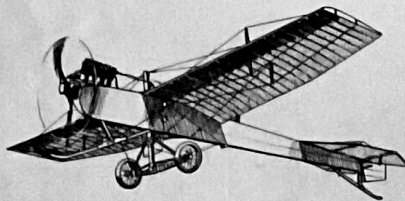
Fit the control wires by following the letters A B C D on the exploded view. Cement threads to part G and 7 and allow to set before pulling taut and cementing to the control horns on the tailplane. (These wires cross over each other) the double rudder wires enter the fuselage through holes C and D. Add tail bracing wires as shown on the drawing. Rig the mainplanes by first bracing all pairs of struts as shown by letters EF and GH. Then follow letters from H to K and L, M, N and back to E. Repeat this pattern on the rear struts. Then complete the rigging on the starboard side likewise.

Brace the undercarriage struts from R to J and down to P, then to N, across to O and up to L. An extra wire runs from S to the top of strut R. Take another wire from Q to J. Repeat this wiring pattern on the starboard side.

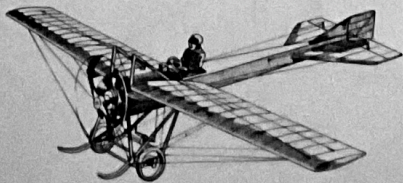
From the strut at T, take a wire down behind peg U on the fuselage and up to V. Then down to W and up to T. This completes the rigging.



BLERIOT P101



MARTIN HANDASYDE P102

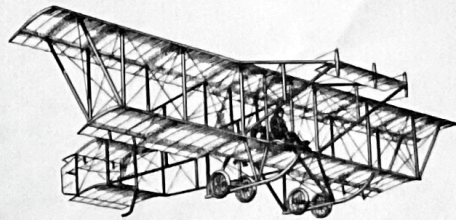


DEPERDUSSIN P103

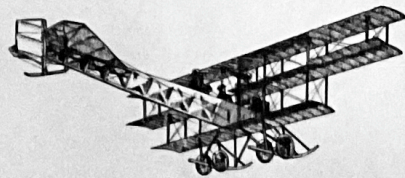
**COLLECT THESE
OTHER FULLY DETAILED
VETERAN AIRCRAFT
MODELS IN $\frac{1}{48}$ SCALE**



AVRO BIPLANE P104



BRISTOL BOXKITE P105



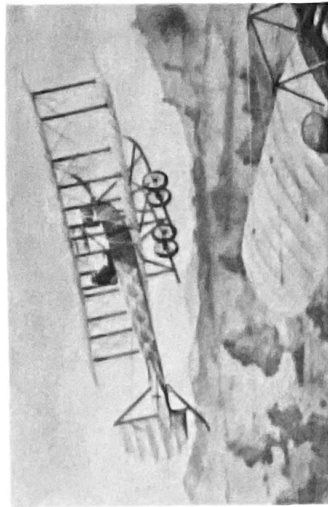
AVRO TRIPLANE P106

**IMPACT
KITS**

$\frac{1}{48}$ or $\frac{1}{4}$ = 1 FT. SCALE AVRO BIPLANE 1911

**Veteran Series
P 104**

**INSTRUCTIONS
FOR ASSEMBLING
YOUR MODEL**



The ambition of A. V. Roe was to produce aeroplanes at moderate cost, with ease of maintenance and transportation. The latter was attained by making the wings in sections, and bolting them together. The outer sections were hinged at the rear spar to facilitate warping of the wing's trailing edges downwards, thereby preserving lateral control. This was effected by cables running from the control wheel on the steering column to the tops of the outer rear struts. The AVRO BIPLANE was seen with a variety of tail designs, and the open fuselage framework was eventually covered with fabric, sized and varnished.

A reliable engine, made by the Green Engine Co, was fitted, water cooled by a radiator fitted under the upper wing leading edge. Behind this was provision to carry a passenger in front of the pilot.

IMPORTANT

Follow the directions and paint the parts when stated. This will enable you to avoid difficult painting after the model is assembled. Use cement sparingly to avoid spoiling the surface of the parts. Scrape away any paint on parts where it is necessary to cement another part on assembly, otherwise the joint will be weak.

FUSELAGE AND TAIL

Cement part 1 between the locating ribs in part 2. Apply cement to the underside edges of part 3 and fit down onto part 2. Cement part 4 into the space left in front of part 3. Cement part 5 onto part 2 behind part 3. Cement parts 6 and 7 into the holes in part 2, setting them vertically. Apply cement to the square cut-outs in part 5 and to the end of part 2 and fit part 8 into place. Part 9 can now be cemented under part 2 against part 8. Check parts 8 and 9 for vertical alignment.

ENGINE

Cement shaft on part 10 into the hole in part 11 with a very small spot of cement, ensuring that no surplus cement is left on the shaft. Place this assembly in part 12 and cement part 13 to the shaft. Part 10 should revolve freely.

RADIATOR

Cement part 14 behind one of the bars of part 15, locating the radiator between the two locators on part 14.

CONTROL COLUMN AND PILOT

Cement part 16 to 17. Then cement parts 18 to 21 together and just place into cockpit. Fit part 17 into its socket and arrange the left hand of the pilot to hold the wheel 16. Then remove pilot and column again.

PAINTING

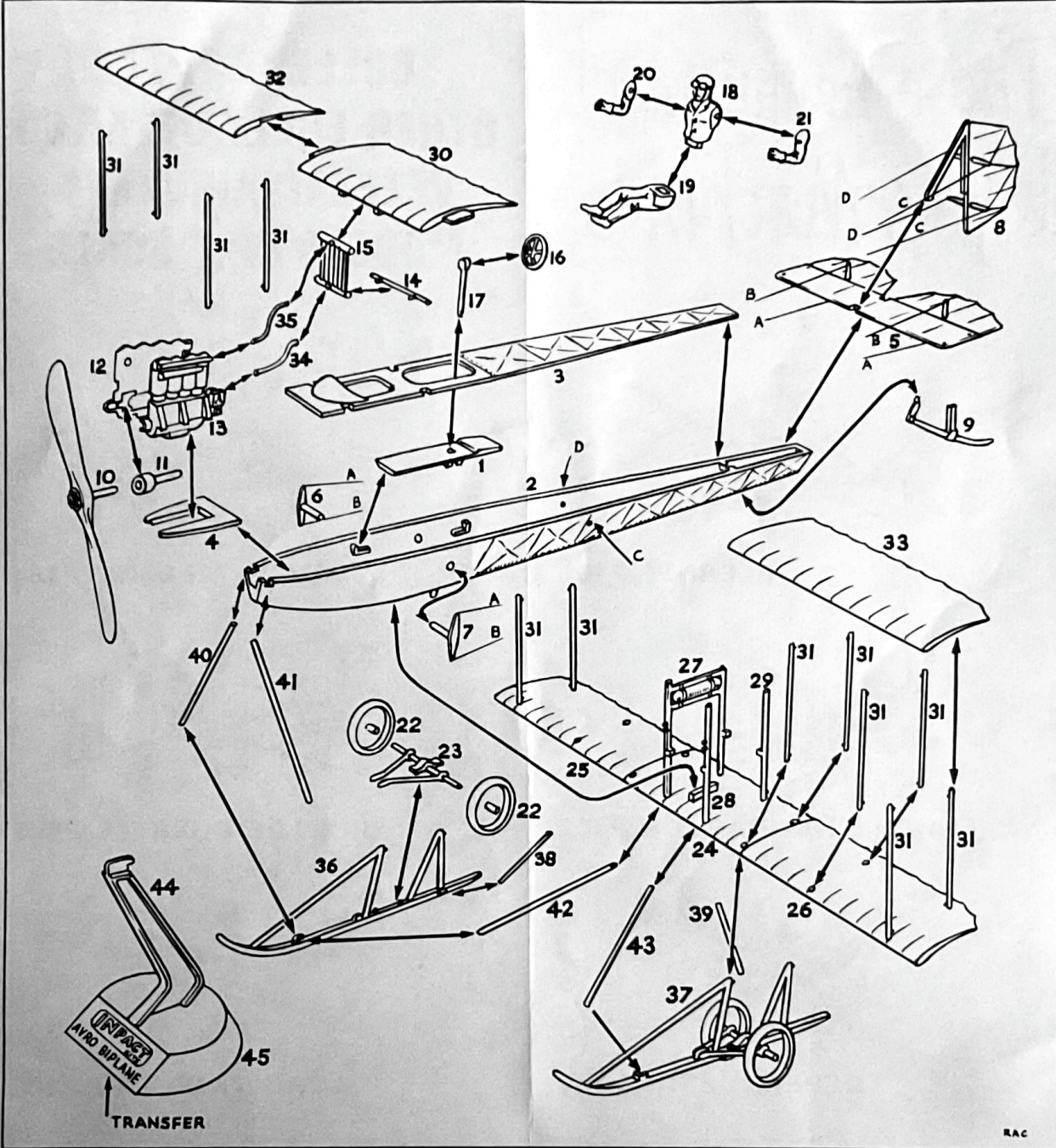
Paint part 2 and 3 light brown from the front to just behind the pilot's seat, leaving the square cut-outs in part 3 unpainted. Paint part 4 grey. Parts 6 and 7 are silver, also the curved windshield on part 3. Part 15 is grey also part 17. Part 16 can be a darker grey. The pilot's clothes can be painted to suit your choice. Part 10 is brown, with a silver boss. The crankcase of 12 and 13 is silver, the water jackets on the cylinders a copper colour. Cylinder barrels grey. The carburettor on part 12 and the inlet pipes, water pump and tappet heads silver. The magneto at the rear of 13 is dark grey. The four tyres parts 22 are dark grey. The two parts 23 are light grey but do not paint the axle ends. The bungee cords (centre of axle) are pale grey. Struts 27, 28 and 29 are light brown, the petrol tank brass with grey straps.

WING TO FUSELAGE ASSEMBLY

Cement the tongue on part 24 into the front slot under part 2. Cement parts 25 and 26 to part 24, and lay on flat surface. The dihedral was only slight on this aircraft.

Cement the pilot into his seat and also the control column. Take part 27, cement into strut holes and cement the square locators into the cut-outs in part 3. Cement struts 28 and 29 to the port side in the same way. Cement part 30 onto the top of the struts. Take four struts 31 and cement these into the remaining holes in parts 24 and 30. Then cement part 15 to 30 and part 14 to 27 and 28, between the locating pips on the struts.

Cement parts 32 and 33 to part 30, and cement a pair of struts 31 between the ends of the wings. The other four struts 31 can now



be cemented and clipped into place. Cement the engine down into part 4.

Cement parts 34 and 35 into place. No 34 should be cemented behind the circular water pump on part 12. These can be painted dark grey.

UNDERCARRIAGE

Cement one part 23 to part 36, and one to part 37 (shown assembled). Cement the tops of the struts on part 36 into the locators near the joint of parts 24 and 25. Repeat with part 37. Cement strut 38 from the base of the rear strut to the location under strut 27. Repeat with strut 39 to position under strut 29. Cement struts 40 and 41 from the location slots in fuselage nose to locations on the skids. Then add struts 42 and 43 diagonally from the skids to locations under the front of struts 27 and 28.

FINISHING

Paint all struts and undercarriage, tailskid and rudder posts light brown.

Fit the four wheels on the axles and warm the axle ends till they swell only enough to allow the wheels to revolve. Fit together stand parts 44 and 45.

Apply the transfer by soaking in water until the transfer will slide off. Lay the transfer in place and slide the backing paper from under it. Press with cloth to fix transfer into place. A slot is provided under the fuselage to locate the model on the stand.

