AIRFIX
CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

BRISTOL MK. 32 SUPERFREIGHTER

The Bristol Superfreighter was designed in 1952 and entered service with Silver City Airways in the following year; it was a development of the earlier Bristol Freighter, which first flew in December, 1945, and was in airline service within six months.

The Freighter was designed as a simple robust aircraft, capable of carrying an economically useful cargo. The large internal capacity, together with the ease of maintenance due to the fixed undercarriage, simple construction and reliable Bristol Hercules engines, made the Freighter an immediate success throughout the world. Freighters were soon in service in Northern Canada, Australia and Central Africa, as well as throughout Europe and the Near East. A military version, the Mk. 31 M, was produced and adapted by eight foreign Air Forces; among other duties Mk. 31 M's of the Royal Canadian Air Force are used to transport complete jet fighters, dismantled and stowed within the capacious hold.

The Mk. 32 Superfreighter was designed to meet the special requirements of the car ferry service, carrying motor cars and their passengers across the Channel between Lympne and Le Touquet. This service had been commenced on July 14th, 1948, by Silver City Airways using a single Mk. 21 Freighter. The service proved so successful that by 1954 additional regular services were operating from Southampton to Cherbourg; and from Lympne to Ostend. Silver City started to build its own airfield for car ferry traffic at Lydd in Kent—Ferryfield. In the same year Channel Air Bridge was granted a licence for a vehicle ferry service from Southend to Calais, once again operating the Superfreighter. It was immediately popular, the same rapid rate of growth being observed. New routes to Ostend and Rotterdam followed at yearly intervals in 1955 and 1956.

Following the association with Britain's largest independent airline, British United Airways, the way was made clear for further expansion of Channel Air Bridge, and in 1962 a new era in air ferry operation was started when the new four-engined Carvair, built to the Company's specification, was introduced into service. During the same year the new long range routes to Strasbourg, Basle and Geneva were operated.

Now that Silver City have also joined the British United Airways Group economies in route operation and duplication can be effected. The new Carvair aircraft are on order for British United Air Ferries and further long routes into the heart of the Continent are planned; these routes together with the shorter channel crossings operated by the sturdy dependable Super Bristols offer the motorist driving to any destination in Europe a quicker and more comfortable service to the Continent.

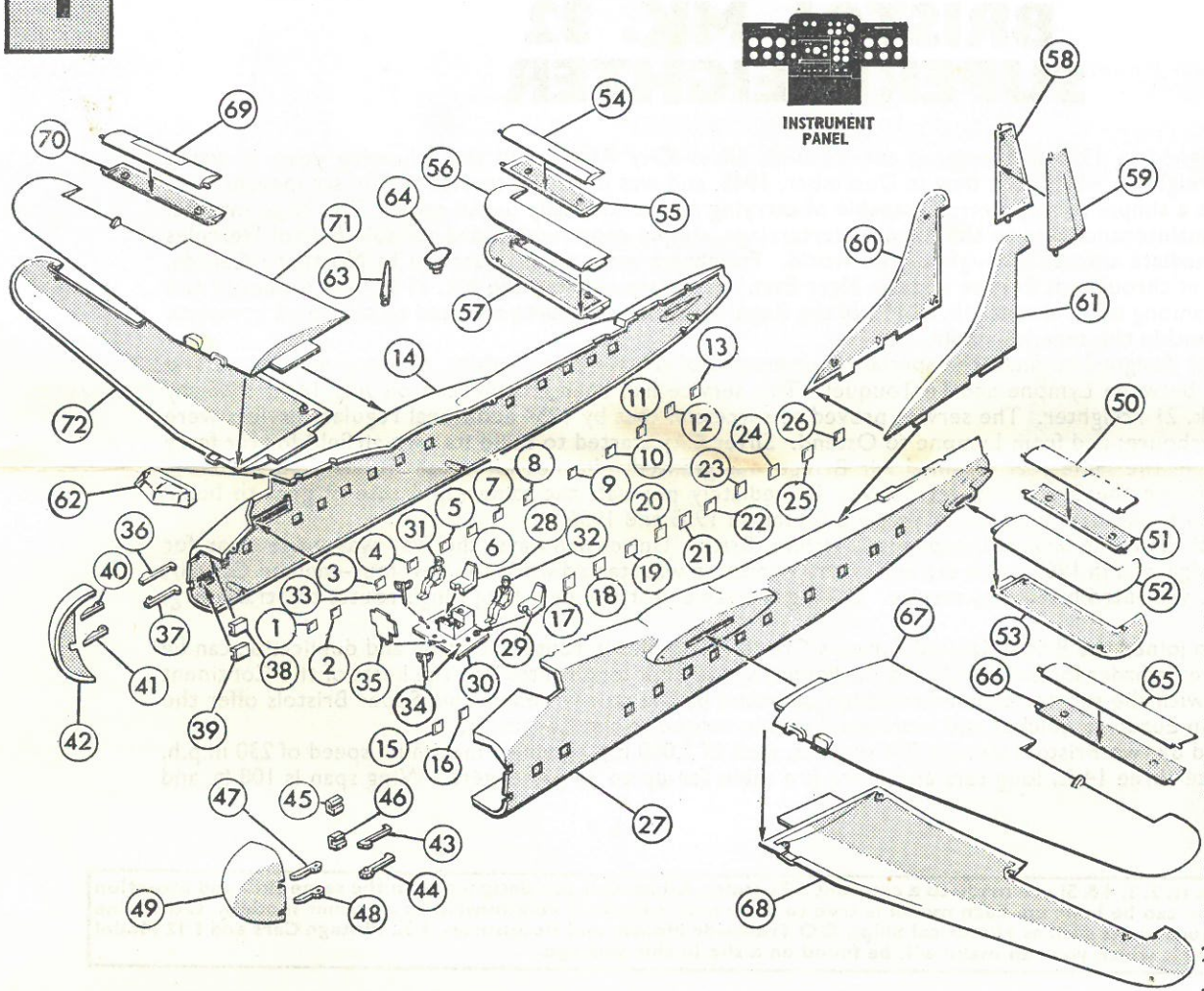
The Superfreighter is powered by two Bristol Hercules 734 engines, each of 2,000 h.p., giving a maximum speed of 230 m.p.h. The 43-ft long hold can accommodate three 14-ft. long cars and there is a cabin for up to 23 passengers. Wing span is 108 ft. and length 73 ft. 8 in.

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

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

1 FUSELAGE, CREW AND WINDOW ASSEMBLY

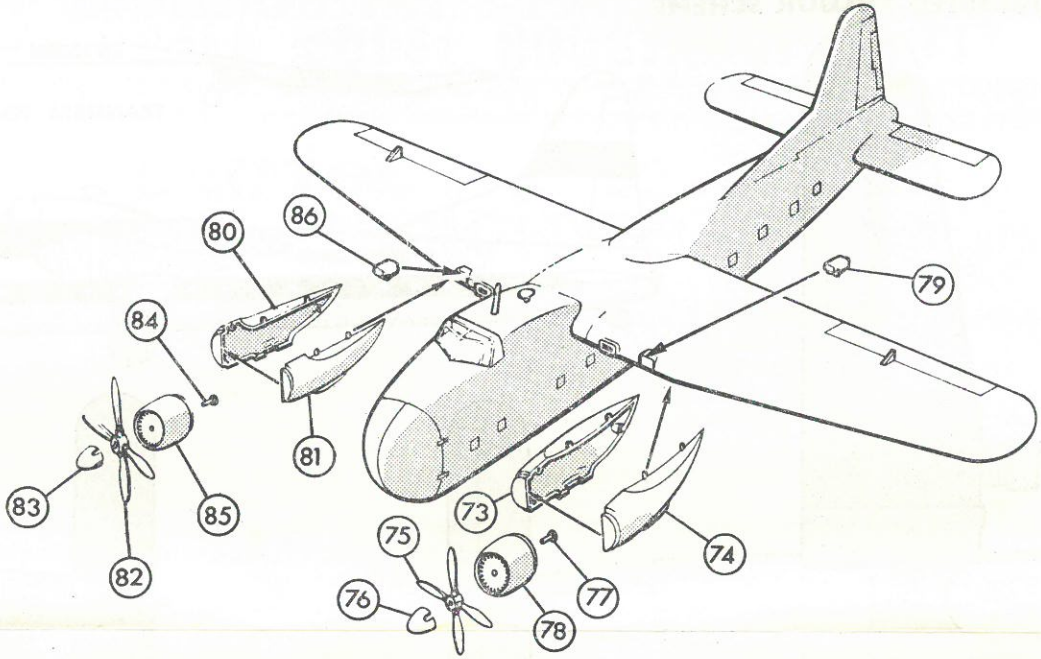


It is recommended that the instructions and exploded view are studied before commencing assembly. If it is wished to paint internal details such as crew and cockpit interior this should be done before assembly.

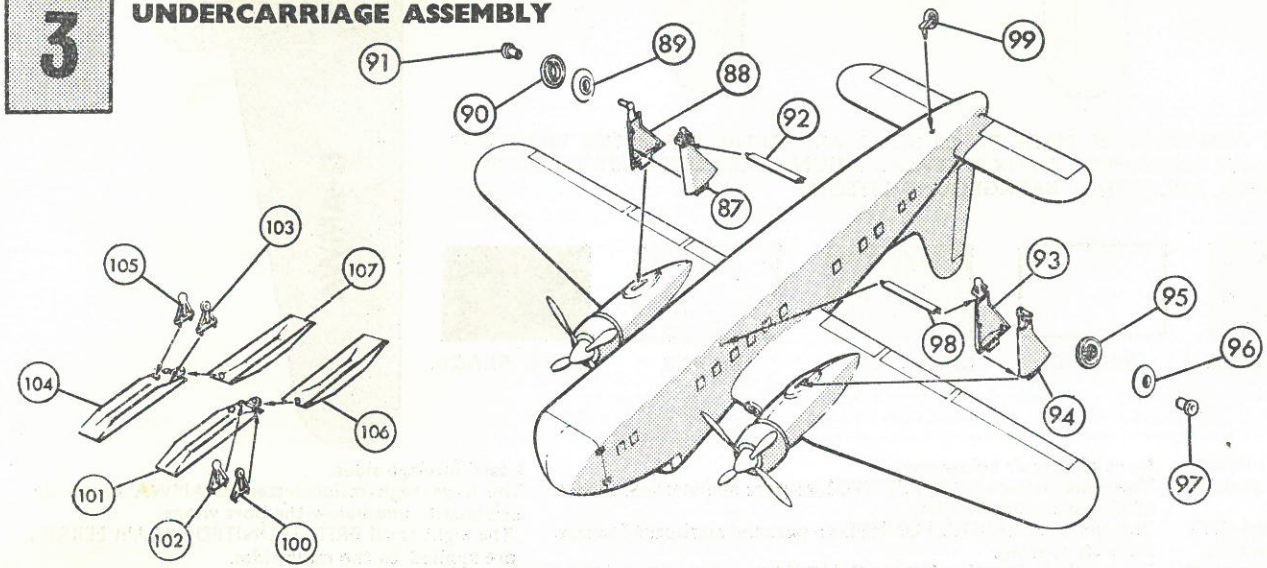
1. Insert the 22 large and 3 small windows into the inside of the locating holes, so that the surrounds are projecting inside the fuselage walls, and cement in place, applying cement to the window surrounds only (1–27).
NOTE: The two front windows, 1 and 15, have no surround on the forward edge.
2. Locate and cement seats to fuselage floor, by means of the projecting pins at the rear of the floor (28, 29 & 30).
3. Cement pilot and second crew member on to seats (31 & 32).
4. Locate and cement control columns into holes in front of seats (33 & 34).
5. Cut out and cement printed instrument detail to instrument panel, and cement panel into front two holes in floor (35).
6. Locate and cement floor assembly into starboard fuselage half.
7. Lay the rear (longer) hinges in place in locating grooves in starboard fuselage nose, ensuring that the hinge pins are facing inward, then cement the hinge covers in place over the locating strips, ENSURING NO CEMENT COMES INTO CONTACT WITH THE HINGES (36–39).
8. When hinge covers are set, pull the hinges forward and press the front hinges on to the projecting pins (40 & 41).
9. Press the hinges back to the limit of their travel then cement the front (shorter) hinges to the inside of the starboard nose door, set aside to dry (42).
10. Repeat this procedure for the port side hinges and door (43–49).
11. When both nose doors are set and working freely cement together the two fuselage halves, locating the floor between ribs in the port fuselage half.
12. Cement together upper and lower halves of port elevator (50 & 51).
13. Cement together upper and lower halves of port tailplane (52 & 53).
14. Cement tailplane into fuselage slot, at the same time locating the moving elevator in the holes in tailplane and fuselage.
15. Repeat the above procedure for the starboard tail assembly (54–57).
16. Cement together the two rudder halves (58 & 59).
17. Cement together both halves of fin, and when dry cement into fuselage slots, at the same time locating the pins of the moving rudder in the holes in fin and fuselage (60 & 61).
18. Cement cockpit canopy in place, applying cement carefully to edges of canopy (62).
19. Locate and cement in position antenna and direction finding loop (63 & 64).
20. Locate and cement together upper and lower halves of port aileron (65 & 66).
21. Lay port aileron in place in lower half of port wing, and cement on upper half, ENSURING NO CEMENT COMES INTO CONTACT WITH MOVING AILERON, locate and cement wing into fuselage (67 & 68).
22. Repeat the above procedure for starboard aileron and wing (69–72).

2 ENGINE ASSEMBLY

23. Cement together both halves of port engine nacelle, and locate and cement in position beneath wing (73 & 74).
24. Cement propeller into rear of propeller spinner (75 & 76).
25. Insert propeller pin through rear of cowling and cement into rear of propeller, ENSURING NO CEMENT COMES INTO CONTACT WITH COWLING (77 & 78).
26. Cement completed engine unit on to nacelle front, and locate and cement air intake in position above engine nacelle (79).
27. Repeat this procedure for starboard engine assembly (80–86).



3 UNDERCARRIAGE ASSEMBLY

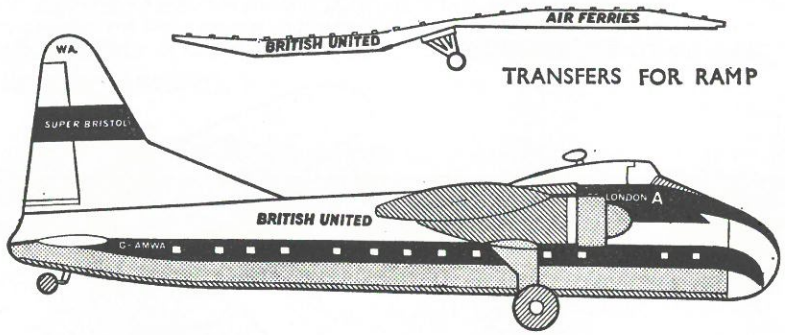


28. Cement together inner and outer halves of port undercarriage legs, and cement into slot beneath nacelle, the axle facing outward (87 & 88).
29. Cement together wheel halves, insert wheel bush and cement bush on to axle, ENSURING NO CEMENT COMES INTO CONTACT WITH WHEEL (89, 90 & 91).
30. Cement undercarriage brace in position between locating holes in fuselage side and undercarriage leg (92).
31. Similarly complete starboard undercarriage assembly (93–98).
32. Locate and cement tailwheel into hole beneath rear fuselage (99).
33. Cement ramp wheels in place beneath lower ramps (100–105).
34. Clip upper ramps on to lower ramps (106 & 107).
    NOTE: If it is wished to paint the model it should be done at this stage, using the colour scheme.

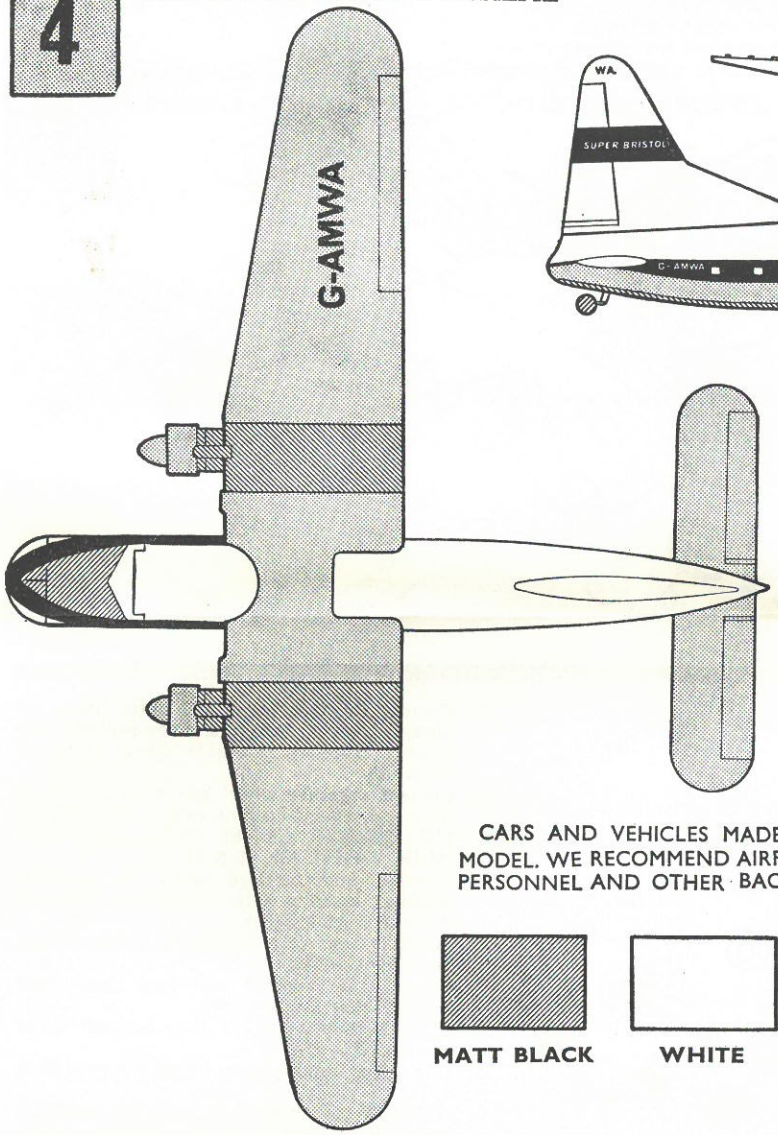
See section 4. To assist accurate painting, lightly etched lines will be found on fuselage, wings, fin and engine nacelles.

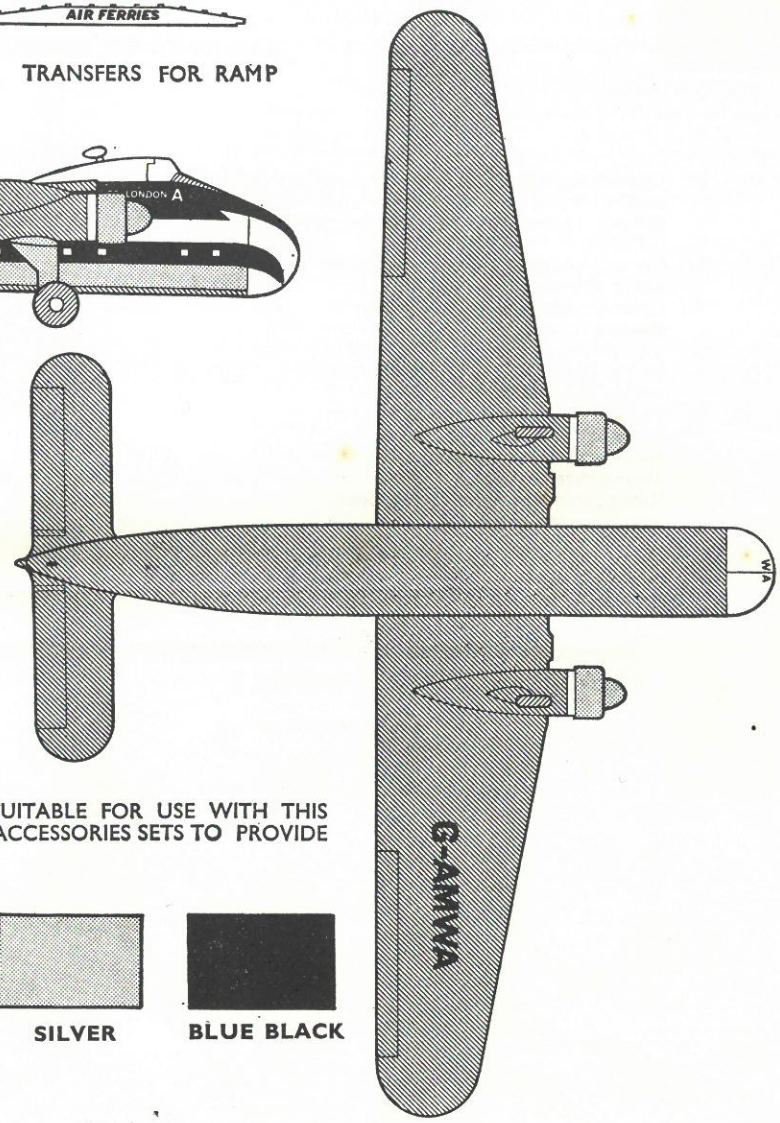
4

SUGGESTED COLOUR SCHEME



TRANSFERS FOR RAMP





CARS AND VEHICLES MADE TO 00 SCALE ARE SUITABLE FOR USE WITH THIS MODEL. WE RECOMMEND AIRFIX 00 SCALE STATION ACCESSORIES SETS TO PROVIDE PERSONNEL AND OTHER BACKGROUND EFFECTS.

MATT BLACK | WHITE | LIGHT GREY | SILVER | BLUE BLACK

Apply transfers: First cut the sheet into 22 separate subjects, dip into warm water for a few minutes and slide into position shown on illustration.
The aircraft name "A" CITY OF LONDON to port and CITY OF LONDON "A" to starboard fuselage side below cockpit.
The letters WA to top of port and starboard sides of fin and at front of aircraft below nose.
The white letters SUPER BRISTOL to port and starboard sides of blue-black band on fin.
The red letters BRITISH UNITED to port and starboard fuselage sides aft of wing.
The small registration letters G-AMWA to rear port and starboard fuselage sides.
The large registration letters G-AMWA above the starboard and below the port wings.
The eight small BRITISH UNITED and AIR FERRIES are applied to the ramp sides.

PRINTED IN ENGLAND


BRITISH UNITED
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A
CITY OF LONDON
CITY OF LONDON
A
WA
BRISTOL MK. 32
SUPERFREIGHTER
G-AMWA
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SUPER BRISTOL