

Revell
Authentic Kit

ASSEMBLY INSTRUCTIONS FOR YOUR AMERICAN AIRLINES DOUGLAS DC-7 FLAGSHIP

HISTORY OF YOUR AMERICAN AIRLINES DC-7 FLAGSHIP

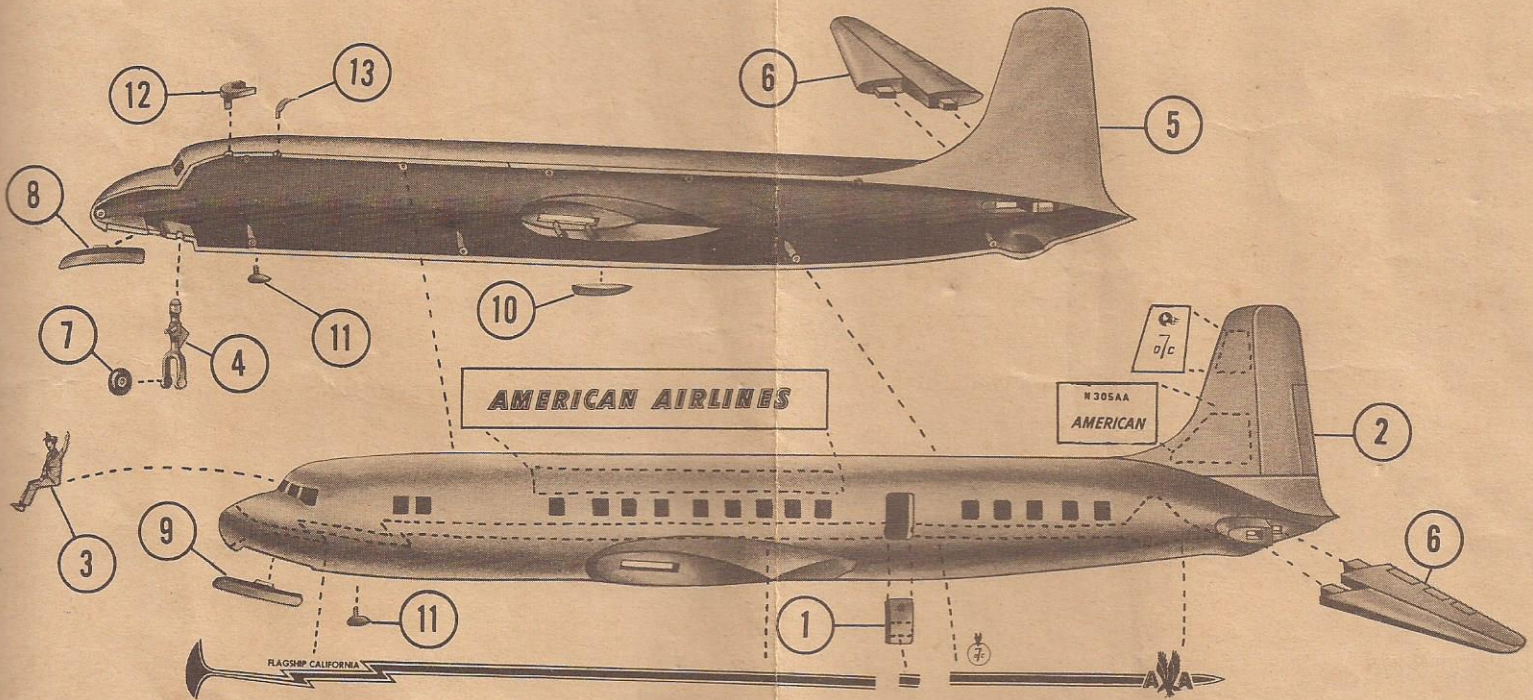
American Airlines, the world's largest domestic airline, links the major metropolitan centers of three countries—77 cities in 23 states, the District of Columbia, Canada, and Mexico. It serves more than 55,000,000 people along its 10,825 miles of route, employing a completely modern post-war fleet of aircraft—including 25 DC-7's, which cruise at 365 miles an hour.

The DC-7, introduced into service by American, has made domestic aviation history as the first commercial airliner to fly regularly scheduled roundtrips non-stop coast-to-coast across the United States. The fastest official trip by a regularly scheduled airliner with passengers and cargo was recorded November 29, 1954, when a DC-7 airliner flew from Los Angeles to New York in five hours, 31 minutes. Built by the Douglas Aircraft Company to American's specifications, it went into scheduled service on November 29, 1953. The DC-7 is a bigger, faster, more powerful model of the famous

series of commercial transports that have virtually marked the stages of American's rise to industry leadership during the past 20 years.

Most important of the DC-7's distinctive features are its power plants—four Wright R-3350 Turbo-Compound engines that develop a total of 13,000 horsepower on takeoff, or 3,250 horsepower per engine. In this engine, the turbine and piston principles are wrapped up in one "package"—the exhaust gasses of the piston engine are piped through three turbines which are geared back to the crankshaft. This adds 20 percent to the power of the engines with no increase in fuel consumption. Propellers are four-bladed Hamilton Standards.

The huge aircraft has a wingspan of 117' 6", is 108' 11" long with an overall height of 28' 7". The DC-7 carries 60 passengers, plus a crew of five, and is built to cruise of a maximum altitude of 25,000 feet with a top cruising range of 2,920 miles. Gross weight of the aircraft is 122,200 pounds, with a fuel capacity of 4,512 gallons.



NOTE: This kit is moulded of styrene plastic. Be sure to use only **Revell Type "S" cement** for best results. Ask for it by name. By following the color callouts, we suggest you paint the detail on the parts where it is required before you start assembling.

Read the instructions on the back of the decal sheet. Placing the decals in the proper place is a very important step.

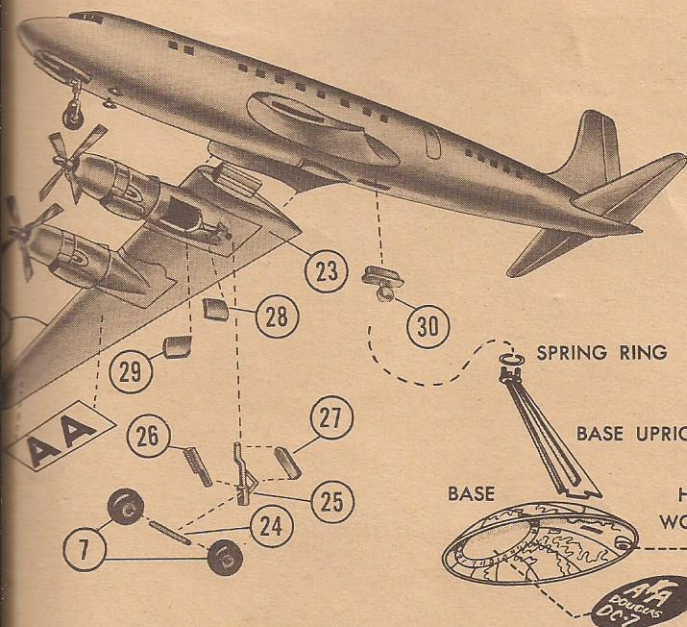
Use enamel paints only. Be sure all the paint is dry before assembling. If you want to assemble your DC-7 with the landing gear in down position, put a small amount of clay in the nose of the fuselage before assembling.

1st ASSEMBLY

Step 1. Cement the door (Part 1) into position on the left half of the fuselage (Part 2). The pilot (Part 3) can be cemented into position onto the platform in the nose of the left half of the fuselage (Part 2). Place the nose-wheel gear (Part 4) into the slot in the nose of the right half of the fuselage (Part 5). Do not cement. Place one of the wheels (Part 7) into the nose wheel gear (Part 4) so that the wheel turns freely.

Step 2. Now cement the right half of the fuselage (Part 5) to the left half of the fuselage (Part 2) using the locating pins. Cement both the horizontal stabilizers (Parts 6) into position in the tail of the fuselage as shown in the drawing.

Step 3. Cement the right nose wheel door (Part 8) into position on the right underside of the nose section. Now cement the left nose wheel door (Part 9) into position on the left underside of the nose section. Cement the air-conditioning vent (Part 10) under the right half of the fuselage as indicated by a curved line. Cement the two radio direction finders (Parts 11) just behind the nose wheel doors on the two small locating marks shown on each side of the fuselage. The radar approach antenna (Part 12) and the ground control approach antenna (Part 13) can be cemented into the locating holes on the top of the fuselage as shown.



2nd ASSEMBLY

Step 4. Cement the bottom half of the left wing (Part 14) to the top half of the left wing (Part 15) using rubber bands to hold the two halves together until they are dry. Cement one of the wing tips (Part 16) onto the left wing.

Step 5. In the same way, assemble the right wing assembly (Part 22 and 23) as directed in Step 4.

Step 6. Take the four right-hand engine nacelles (Parts 17) which have two exhaust outlets, and cement them to the four left-hand nacelles (Parts 18). Now cement the completed nacelles to the four engine mountings. Make sure that the small air scoops are on the top of the engines.

Step 7. Insert the four propeller shafts (Parts 19) into the hole in front of the four engine cowlings (Parts 20). Now putting a small amount of cement into the holes

of the four propeller retaining hubs (Parts 21), place them onto the end of the propeller shafts from inside the cowlings. Be careful not to get any cement on the engine cowlings or the propellers will not turn freely.

The completed engine cowl assemblies should be cemented into position in front of the nacelles as shown in the drawings.

Step 8. Cement the main landing gear axles (Parts 24) into the grooves on the main landing gears (Parts 25) as shown in the drawing. Now place two of the wheels (Parts 7), on each main landing gear axle. And using a heated screwdriver or similar object, the ends of the axles can be flattened to form a hub to keep the wheels in position.

Step 9. Cement both main landing gear assemblies into the holes under each assembled wing. Now cement the main landing gear braces (Parts 26) into position

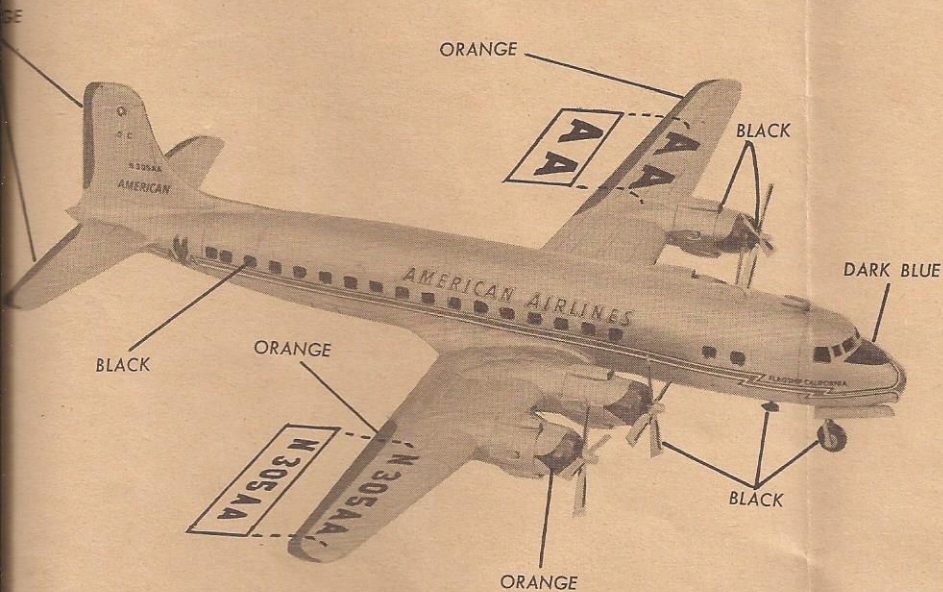
between the landing gears and the wings as shown in the drawing.

Step 10. Now cement the complete wing assembly into the right side of the fuselage. Next cement the complete left wing assembly into the left side of the fuselage. The wings are located in the slots provided on both sides of the fuselage.

Step 11. Cement both rear landing gear doors (Parts 27) into position behind each landing gear. Now cement the left landing gear door (Part 28) and the right landing gear door (Part 29) into position under the right and left wings as shown in the drawing.

NOTE: Cement the mounting ball (Part 30) into the slot provided on the underside of the fuselage if you want to put your model on the Revelling Swivel Base only.

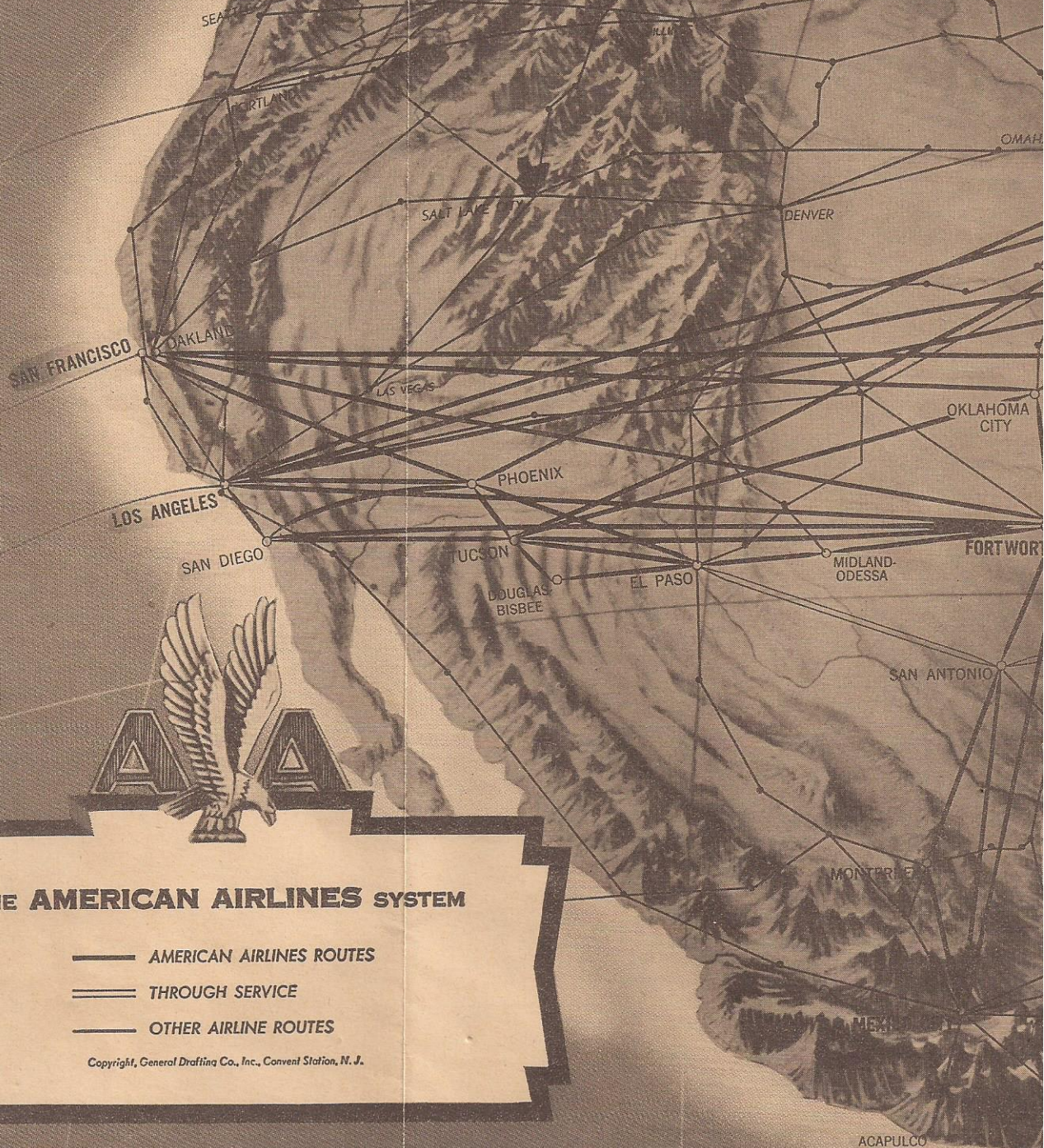
AFFIX DECALS AS ILLUSTRATED.



PARTS LIST FOR YOUR DC-7

- | | | | | |
|------------------------|---------------------------------|-------------------------------------|-----------------------------------|----------------------------------|
| 1. PASSENGER DOOR | 7. WHEELS (5) | 13. GROUND CONTROL APPROACH ANTENNA | 19. PROPELLERS (4) | 25. MAIN LANDING GEARS (2) |
| 2. LEFT FUSELAGE HALF | 8. RIGHT NOSE WHEEL DOOR | 14. BOTTOM-HALF OF THE LEFT WING | 20. ENGINE COWLINGS | 26. MAIN LANDING GEAR BRACES (2) |
| 3. PILOT | 9. LEFT NOSE-WHEEL DOOR | 15. TOP-HALF OF THE LEFT WING | 21. PROPELLER RETAINING HUB (4) | 27. REAR LANDING GEAR DOORS (2) |
| 4. NOSE-WHEEL GEAR | 10. AIR CONDITIONING VENT | 16. WING TIPS (2) | 22. TOP-HALF OF THE RIGHT WING | 28. LEFT LANDING GEAR DOORS (2) |
| 5. RIGHT FUSELAGE HALF | 11. RADIO DIRECTION FINDERS (2) | 17. RIGHT NACELLES (4) | 23. BOTTOM-HALF OF THE RIGHT WING | 29. RIGHT LANDING GEAR DOORS (2) |
| 6. STABILIZERS (2) | 12. RADAR APPROACH ANTENNA | 18. LEFT NACELLES (4) | 24. MAIN LANDING GEAR AXLES (2) | 30. MOUNTING BALL |
| | | | | 31. DECALS |

THE AMERICAN



THE AMERICAN AIRLINES SYSTEM

- AMERICAN AIRLINES ROUTES
- == THROUGH SERVICE
- - - OTHER AIRLINE ROUTES

Copyright, General Drafting Co., Inc., Convent Station, N. J.

ACAPULCO

AIRLINES SYSTEM

