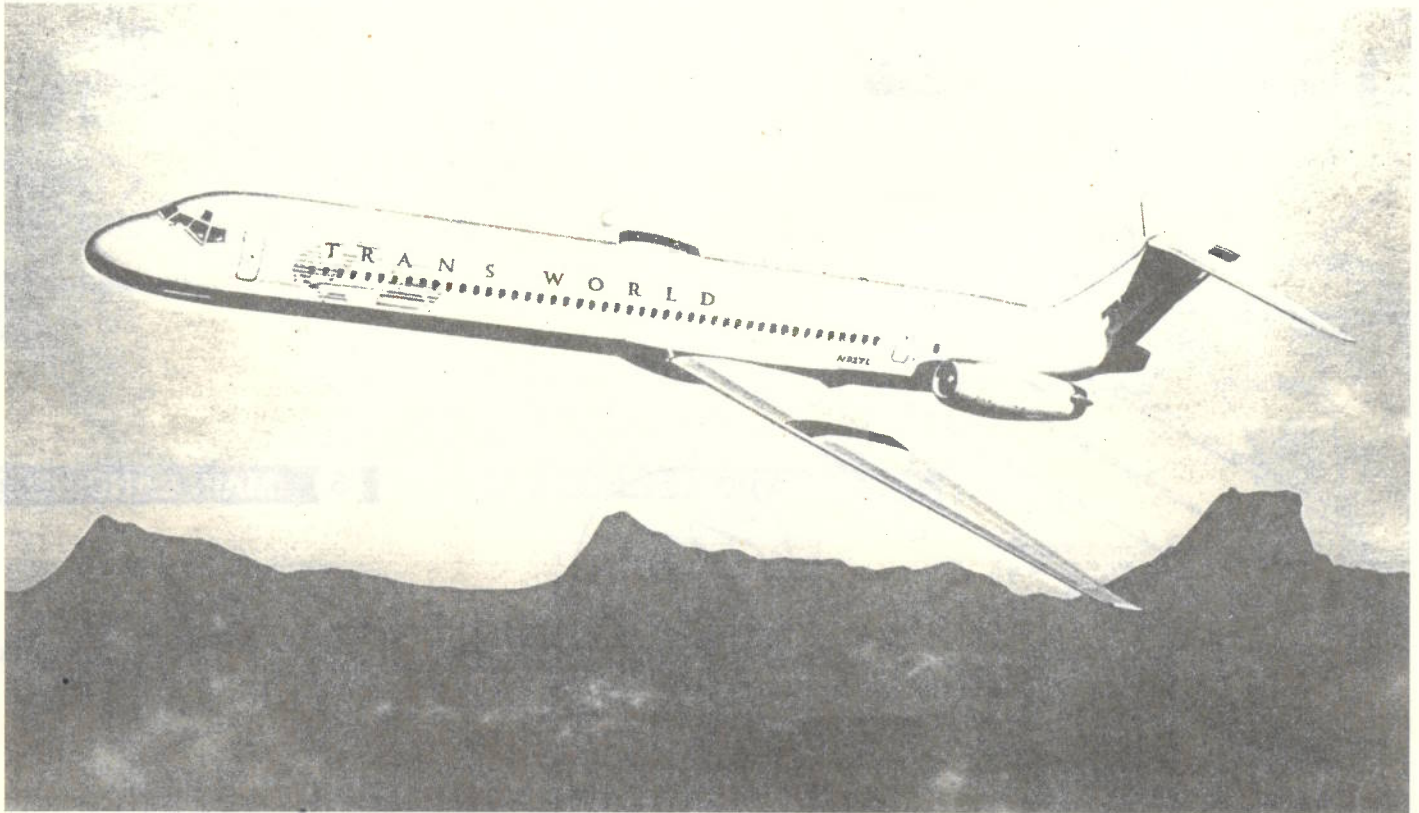




McDONNELL DOUGLAS MD-80

IN 1/144 SCALE

MINICRAFT
MODEL KITS



With the introduction of the Douglas DC-3 into airline service in 1936, air transportation took a giant leap forward. A refinement of the hugely successful DC-2, the new Douglas "twin" arrived at a major point in world history, the Second World War. To a great degree because of the war, the DC-3 was built in greater numbers than any other airliner, reaching 1,000 units by the time it was replaced by more modern post war machines.

Nevertheless, the DC-3 continued in commercial service, and in many cases, and was still the preferred type for short to medium range air routes. So satisfactory was its service record, that eventually it became clear a DC-3 "replacement" was needed. That is, a modern twin-engined all-purpose airliner with the economy, durability and versatility of the legendary capabilities of the old "Gooney Bird".

Many new types were built and became operational, but none ever achieved the popularity or reached the 1,000 unit record set by the DC-3. Until the arrival of the Douglas DC-9.

The DC-9 was truly intended to be a replacement for not only the DC-3, but a variety of twin-engined piston and turboprop airliners. The placement of the engines were was chosen because it left the wings clear,

reduced cabin noise and had favorable engine-out characteristics.

The DC-9 first flew on February 25, 1965. The successful introduction into commercial service led to a long lasting modification program for the little twin, which included extending the fuselage and wings, and using more powerful jet engines, yet still remaining a twin-engine airplane.

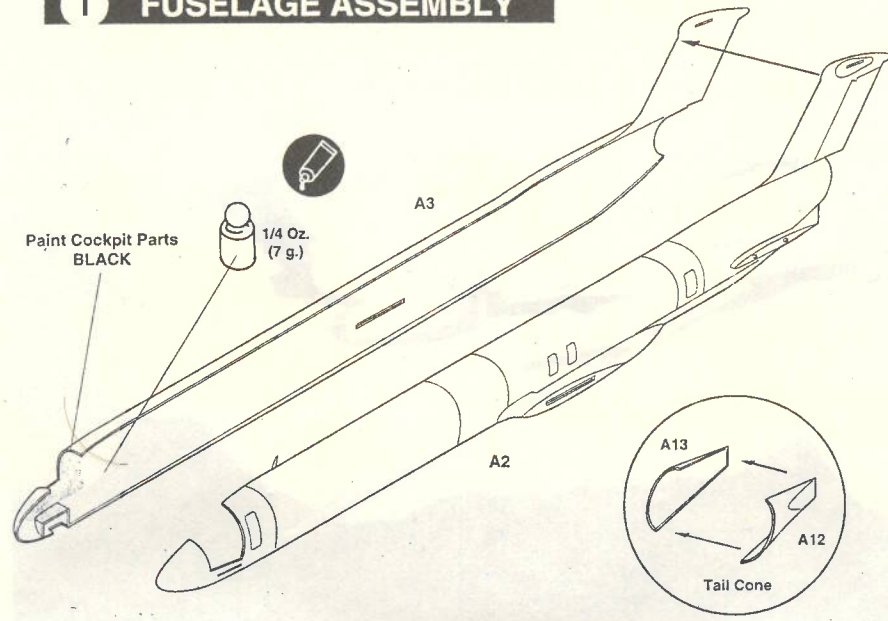
So many stretches and modifications had been made to the DC-9 that by 1977, it became clear that a whole new generation of the plane had been developed. Since it would take about three years to introduce this new-generation twin jet, the company decided to label it DC-9-80. The first flight of this model took place on October 19, 1979, with the first commercial flight occurring in October, 1980. In 1982, the series was officially identified as MD-80.

The final production order for the MD-80 series came from Trans World Airlines in 1998, with an order for 24 MD-83s. When the last of these planes rolled off the assembly line it brought the total to 1,160 MD-80s. This Douglas twin jet series did indeed replace the venerable DC-3.

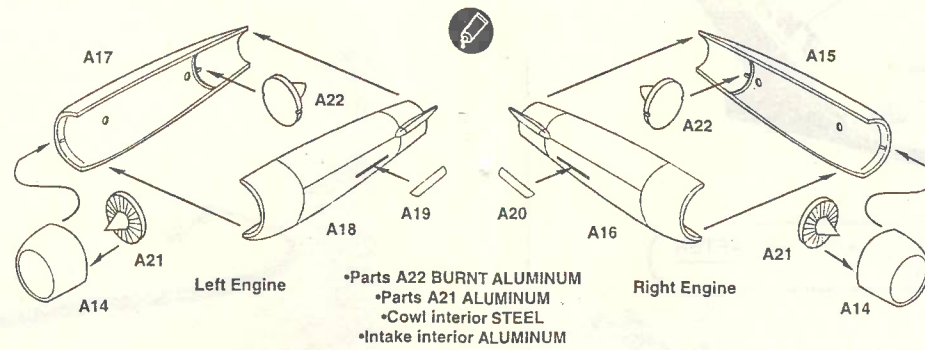
The MD-83 can carry up to 172 passengers at a speed of 577 mph.

-  Cement
Coller
Kleben
Pegar
Incollare
Colar
Kleven
-  DO NOT Cement
Ne pas Coller
Nicht Kleben
No Pegar
Non Incollare
Nao Colar
Niet Kleven
-  Cut away
Couper
Scheiden
Cortar
Tagliere
Cortar
Snijden
-  Optional parts
Choix
Auswahlmoglichkeit
Eleccion
Scelta
Opaco
Keuze

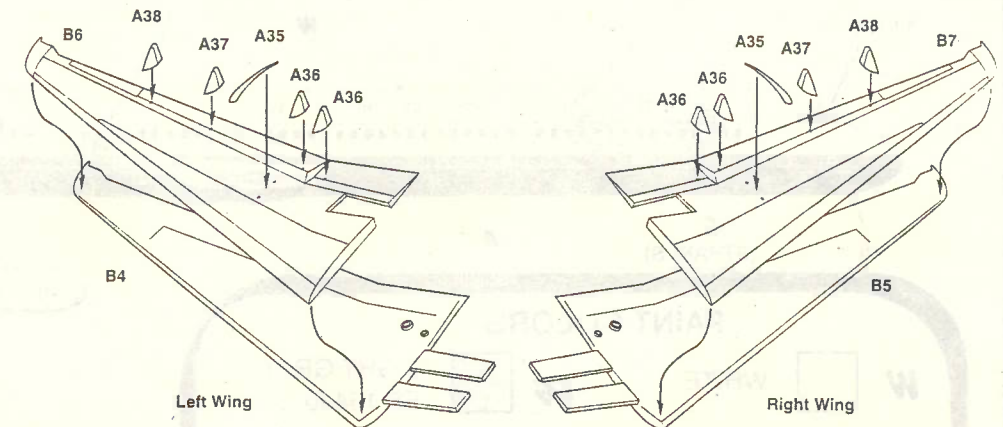
1 FUSELAGE ASSEMBLY



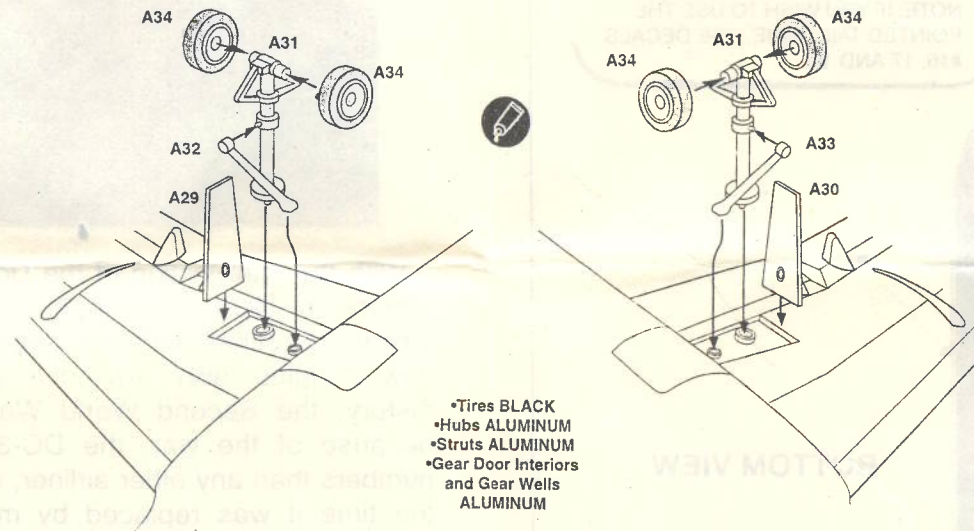
2 ENGINES



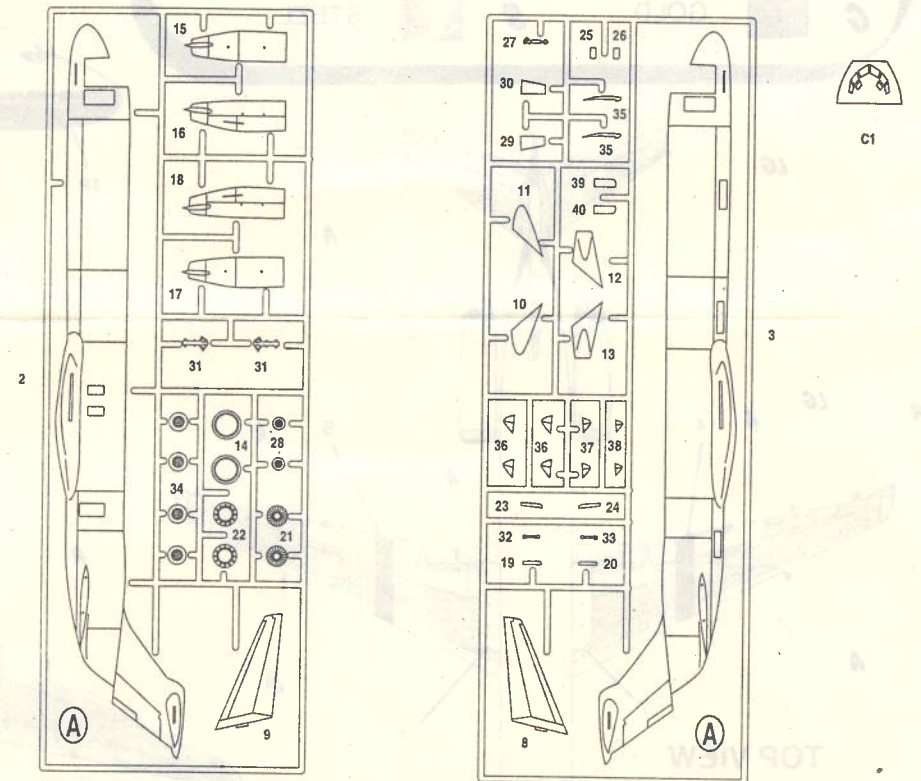
3 WINGS



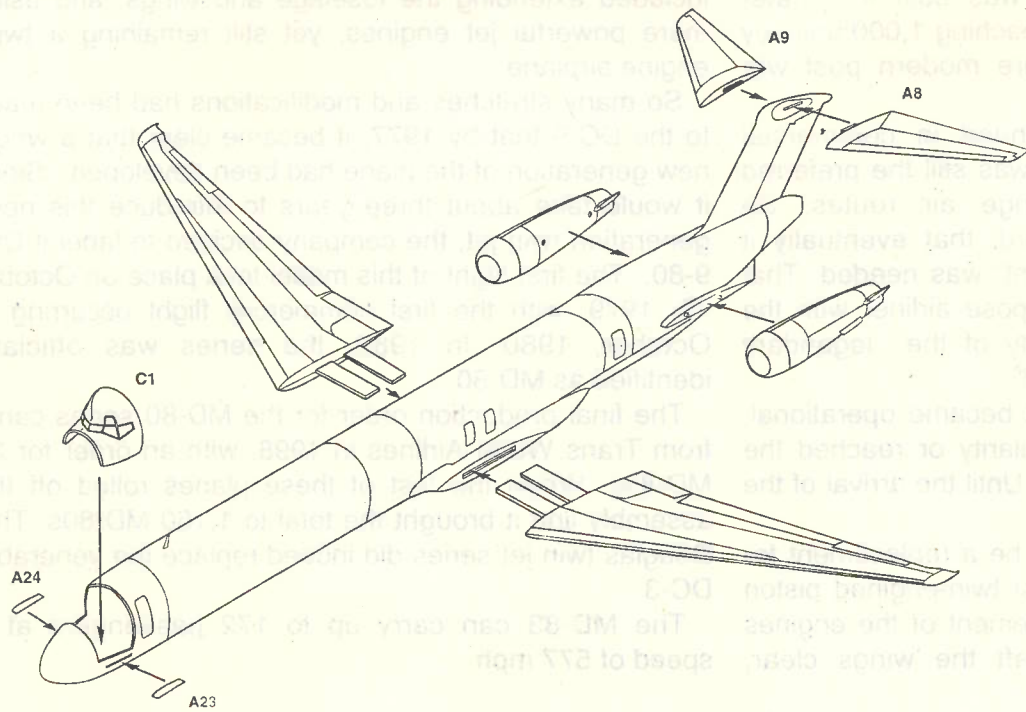
5 MAIN LANDING GEAR



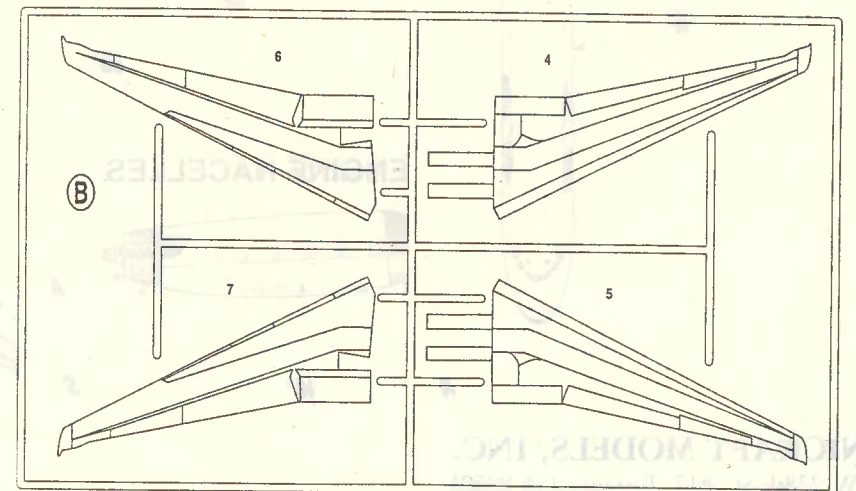
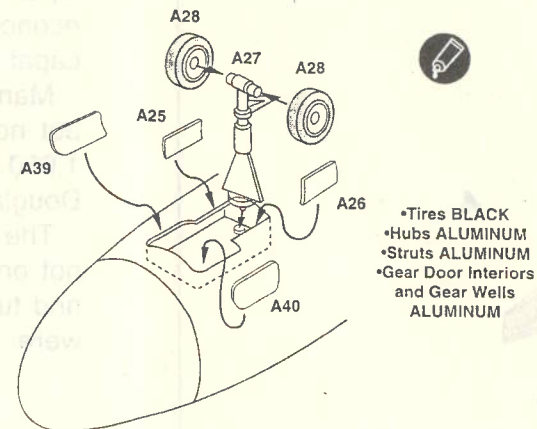
PARTS LAYOUT DIAGRAM



4 MAIN COMPONENT ASSEMBLY

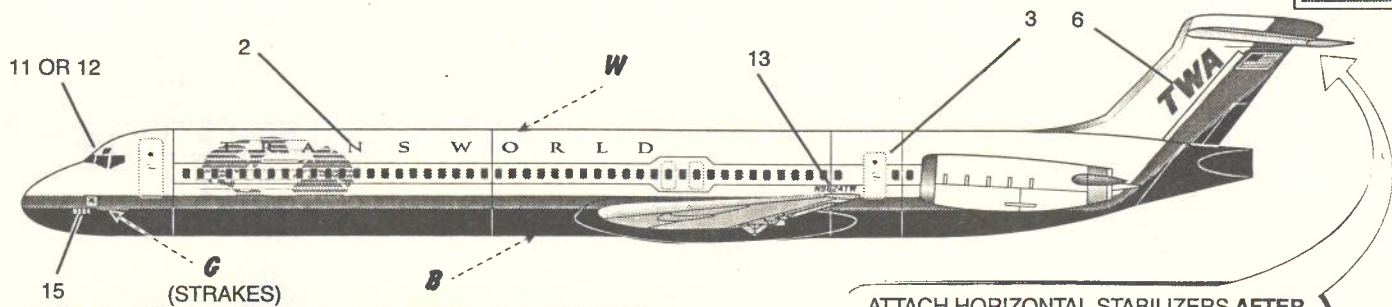


6 NOSE LANDING GEAR



TWA McDONNELL DOUGLAS MD-80

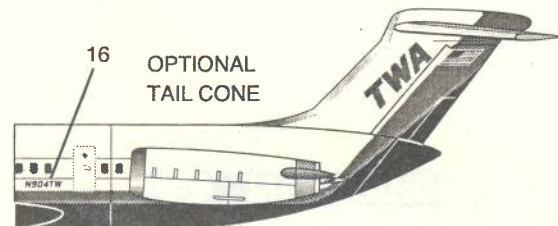
**MINICRAFT
MODEL KITS**



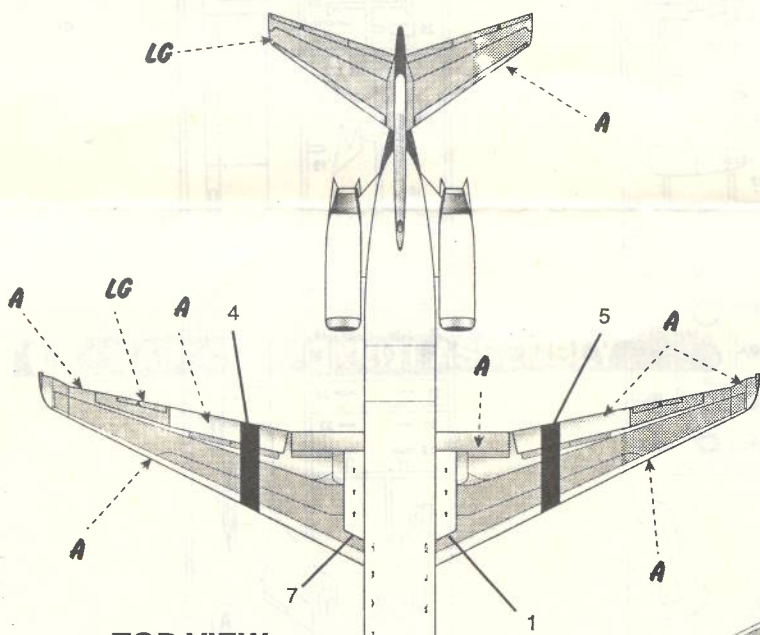
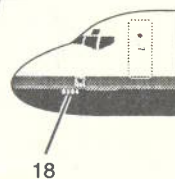
ATTACH HORIZONTAL STABILIZERS AFTER APPLYING DECALS!

PAINT COLORS

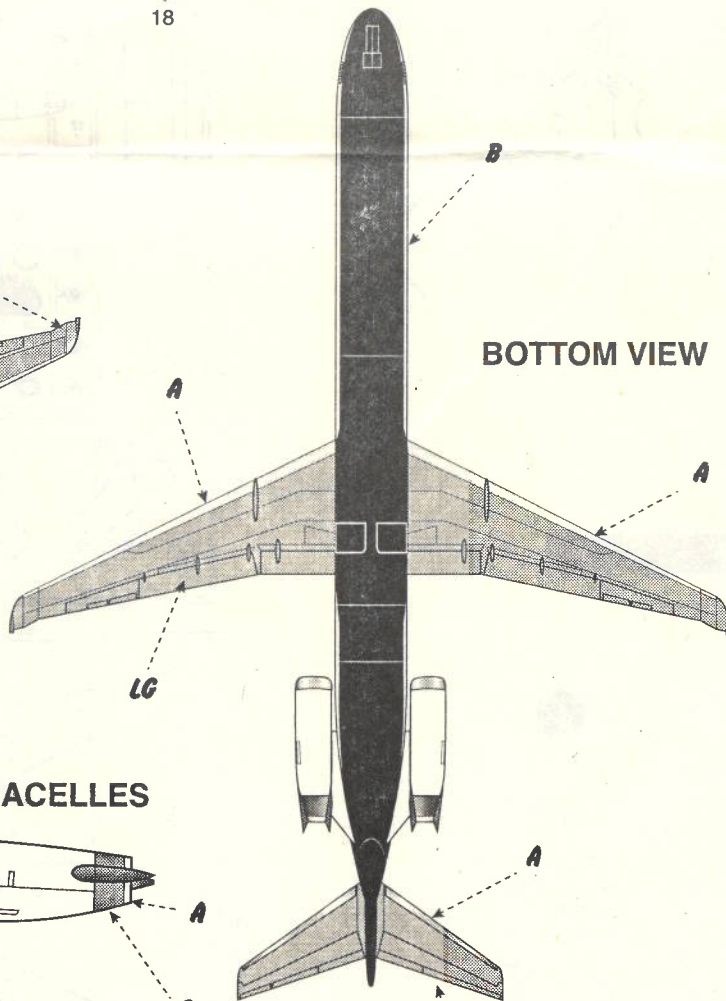
W		WHITE	LG		LIGHT GRAY FS 16440
B		DARK BLUE FS 15042	A		ALUMINUM
G		GOLD	S		STEEL



NOTE: IF YOU WISH TO USE THE POINTED TAIL CONE, USE DECALS #16, 17 AND 18.



TOP VIEW



BOTTOM VIEW

ENGINE NACELLES

