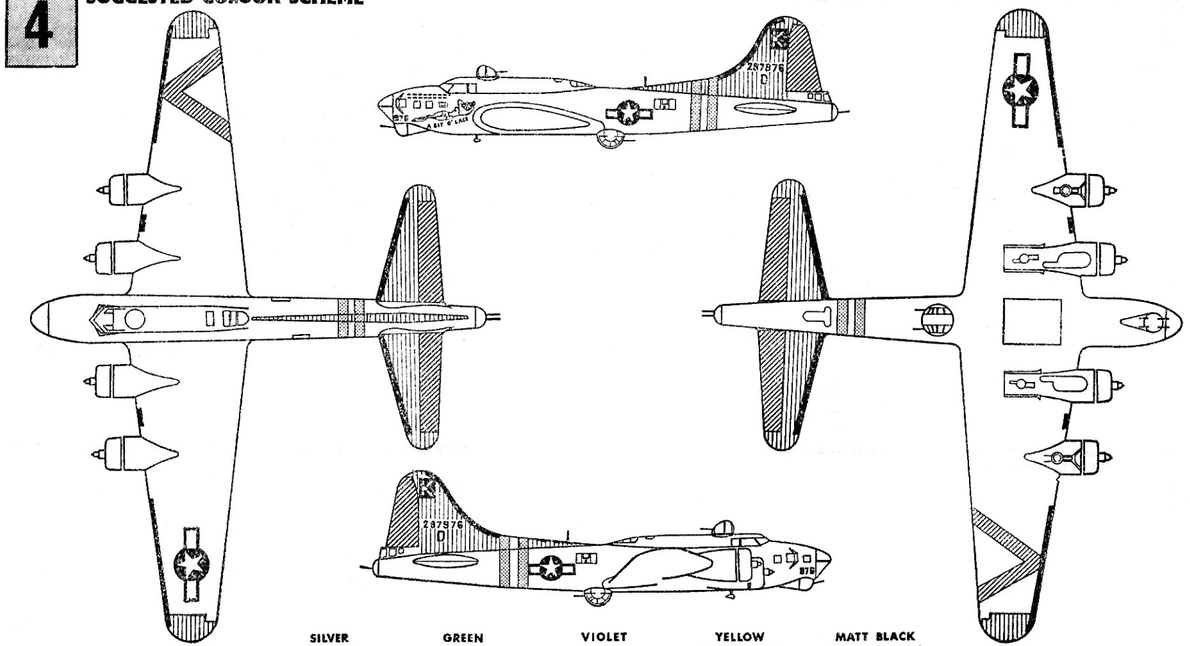
4

SUGGESTED COLOUR SCHEME



53. Apply transfers. First cut the sheet into thirteen separate subjects. Then dip each in warm water for a few minutes and slide off backing into position shown on illustration. The large stars are applied above the port and below the starboard wings, and the smaller stars to the fuselage sides. The large black "K" transfers are applied to either side of the fin, at the top, and the large serial numbers just below them. The row of bombs, denoting missions, is applied to the port side of the nose, immediately below the cockpit and the cartoon just below the bombs, behind the rear nose window. The small "976" markings are applied to either side of the nose, just behind the transparency, and the aircraft name is applied to the transparent base.
54. Cement together both parts of stand.
55. Cement arm of stand into slot provided in fuselage.

MATT BROWN M5: Exhausts, crew
MATT BLACK M6: Wheel tyres, propellers, engine cylinder detail, gun barrels.

SILVER G8, YELLOW G2, GREEN M3, VIOLET 3 parts BLUE G6 to 1 part RED G1.

PRINTED IN ENGLAND

AIRFIX CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

FLYING FORTRESS B-17G

Probably the outstanding Allied day bomber of the Second World War, the B-17 Fortress was in first line service throughout America's participation in the war. The success of the Fortress was a vindication of the U.S. policy of daylight strategic bombing, and the high altitude performance of the B-17 together with its exceptionally heavy defensive armament were instrumental in overcoming the Luftwaffe defences.

Development of the Fortress began in August, 1934, in response to a U.S.A.A.C. competition, and the first prototype, the Model 299, flew on July 28, 1935. The Model 299 immediately proved itself to be superior to any existing heavy bomber. Thirteen aircraft were ordered for evaluation as the YB-17, and the first production version, the B-17B, entered service in 1939.

In 1941, twenty Fortress I's, the R.A.F. name for the B-17C, were allocated to Britain and began operations on July 8, 1941. Neither the R.A.F. Fortresses in Europe or the U.S.A.A.C. B-17D's in the Pacific, proved as successful as had been hoped, and late in 1941 an extensively modified variant, the B-17E, was introduced, featuring a new tail assembly, heavier armament and an increased crew. The B-17E and the basically similar B-17F, were produced in large quantities, not only by Boeing but also by the Vega and Douglas companies.

These later versions of the B-17 soon achieved success, and in the summer of 1942 the American Eighth Air Force, operating from England, began their daylight attacks against Germany and Occupied Europe. The strategic air offensive increased throughout 1942, but losses among the B-17's were becoming heavier, and in July, 1943, the final major variant of the Fortress was produced, the B-17G. The B-17G featured a "chin" turret mounting two 0.5 in. machine guns and revised waist gun positions for better protection against enemy attack; late production B-17G's also had a revised tail gun position. When production terminated in 1945 a total of 4,035 of the G model had been produced, 85 of these having been allocated to the R.A.F.

The B-17G, which is the subject of this model, was one of the aircraft operated by the 447th Bombardment Group of the U.S. Eighth Air Force and is typical of the late production models of this version. The lack of camouflage and the bright unit markings carried provide a good illustration of the almost complete air superiority which had been achieved by the end of the war in Europe.

After the war many B-17's continued in service, some as bombers with many of the smaller Air Forces, some on search and rescue duties with the U.S.A.F. and some converted for various civilian purposes. Total production of the Fortress was approximately 12,700, and during the war they dropped no less than 640,036 tons of bombs and destroyed more enemy aircraft per thousand sorties than any other type of U.S. aircraft.

The Boeing B-17G was powered by four Wright Cyclone air-cooled radial engines, each of 1,200 h.p., giving a maximum speed of 300 m.p.h. at 30,000 ft. and a range of approximately 2,000 miles. Bomb load varied up to 17,600 lbs. for short-range missions and defensive armament consisted of either twelve or thirteen 0.5 in. machine guns.

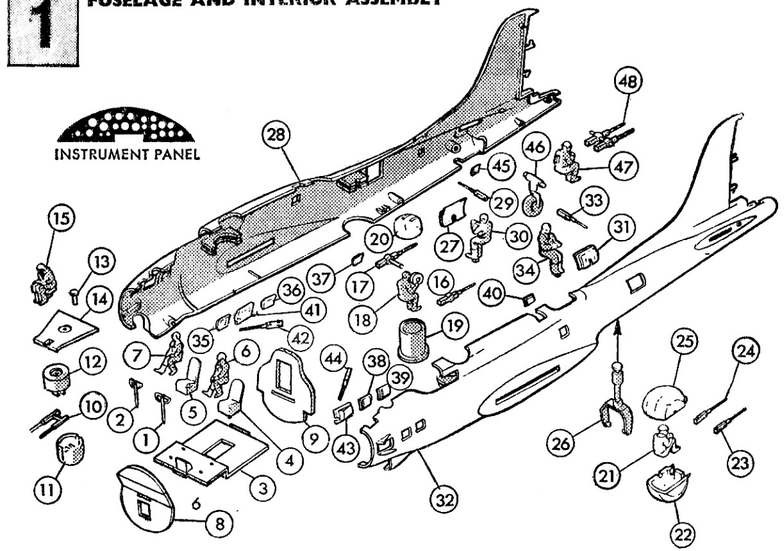
Wing span 103 ft. 9½ ins. and length 74 ft. 4 ins.

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.

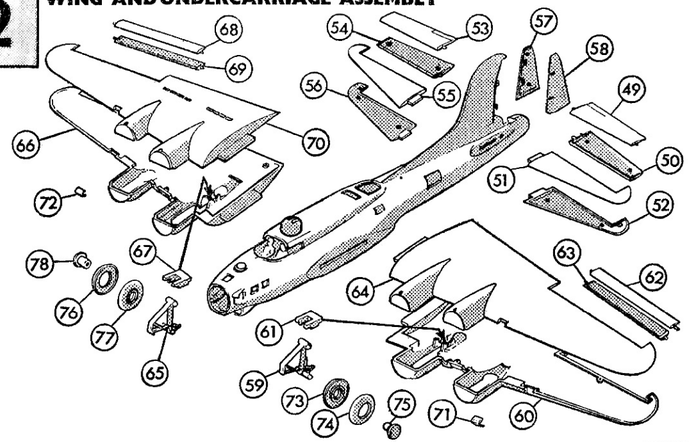
1 FUSELAGE AND INTERIOR ASSEMBLY



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, turret or cockpit interiors, this is best done before assembly.

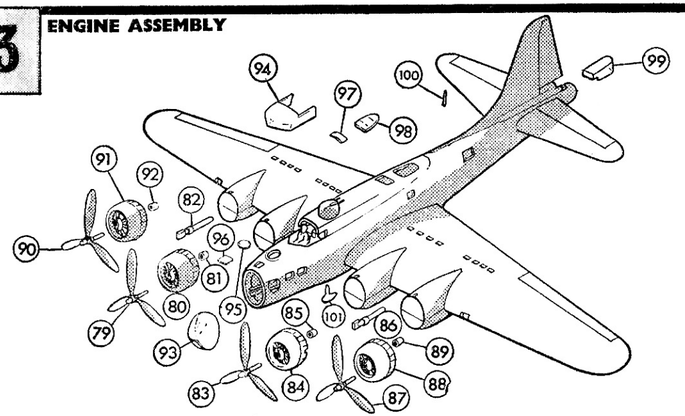
1. Cement control columns into the smaller holes in front of cockpit floor (1, 2 and 3).
2. Locate and cement pilots' seats into larger holes in cockpit floor, then cement pilots on to seats. (4—7).
3. Cut out and cement printed instrument panel to inside top of front bulkhead, then cement front tab of cockpit floor into bulkhead slot. Ensure that the angled upper part of front bulkhead slopes away from floor (8).
4. Cement rear tab of floor into slot in rear bulkhead, then set assembly aside to dry (9).
5. Lay chin gun unit into bottom half of chin turret, the connecting bar between guns lying within the pivot in the turret and the gun barrels in the slots in turret front. DO NOT CEMENT (10 and 11).
6. Carefully cement upper half of chin turret to lower. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING GUNS (12).
7. Insert turret pivot pin through the top of nose floor (the boss on floor is underneath), then, applying a drop of cement only to end of pin, cement pin into turret. Ensure turret is free to rotate (13 and 14).
8. Cement bombardier into slot in front of floor, set assembly aside to dry (15).
9. Press pivot pin of starboard mid-upper gun through gunner's hands and cement port gun on to projecting pin. ENSURE NO CEMENT COMES INTO CONTACT WITH GUNNER (16, 17 and 18).
10. Locate and cement pin of gunner into hole in turret base (19).
11. Pass guns through slots in turret transparency and cement transparency on to turret base, set aside to dry (20).
12. Cement ball turret gunner into transparent bottom half of turret, then cement one of the plain guns into each of the locating slots in transparency (21-24).
13. Engage and cement silver ball turret top to bottom and allow to dry (25).
14. When turret is quite dry clip the turret pivot mechanism on to turret, the pins on the pivot engaging in holes on turret sides, set aside to dry (26).
15. Insert one waist window into the inside of cut out in starboard fuselage and cement in place, applying cement to the window surrounds only (27 and 28).
16. Press one plain machine gun into cut out in waist window and cement at required angle, then cement waist gunner in place, the tab beneath his feet locating in floor ribs and his hands cemented to gun (29 and 30).
17. Similarly fit in place port waist window, gun and gunner (31-34).
18. Insert the cabin window without end surround into the inside of the front locating hole in starboard nose, so that the surround projects inside fuselage half, cement in place applying cement to the window surround only (35).
19. In the same way locate and cement in place the five remaining basic windows in both fuselage halves (36-40).
20. Insert the starboard nose gun window into the large opening in starboard nose, the slot to the bottom. Cement in place in the same way as the other windows (41).
21. Press gun into slot in window, from the inside ,and cement, setting at the required angle (42).
22. Repeat the above procedure for port window and gun (43 and 44).
23. Locate and cement the small door window in starboard rear fuselage half (45).
24. Press pin of tailwheel into locating bush in starboard fuselage underside above cut out. DO NOT CEMENT (46).
25. Cement tail gunner in place, on rear of pins in port rear fuselage half (47).
26. Press projecting pivot pin of rear machine gun unit into locating bush in extreme rear of starboard fuselage half. DO NOT CEMENT (48).
27. Cement previously assembled cockpit interior into starboard fuselage half, locating between ribs within fuselage: locate nose floor inside locating ribs in starboard nose and cement.
28. Place bottom ring of mid-upper turret in locating rings in starboard fuselage half and place upper end of ball turret pivot into its locators within central fuselage, the turret should be half-contained with fuselage.
29. Carefully cement port fuselage half to starboard. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING TURRETS OR TAILWHEEL.

2 WING AND UNDERCARRIAGE ASSEMBLY



30. Cement together upper and lower halves of port elevator (49 and 50).
31. Cement together upper and lower halves of port tailplane (51 and 52).
32. Locate and cement tailplane into fuselage slot, at the same time locating elevator pins in holes in fuselage and tailplane. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING ELEVATOR.
33. Repeat the above procedure for starboard tail assembly (53-56).
34. Place starboard rudder half in position over fuselage hinges and carefully cement port rudder half to starboard. ENSURE NO CEMENT COMES INTO CONTACT WITH HINGES (57 and 58).
35. Engage top pivot rod of port undercarriage leg (axle facing outward) into locating box in inboard nacelle of port lower wing (59 and 60).
36. Carefully cement cover plate on to top of locating box. ENSURE NO CEMENT COMES INTO CONTACT WITH OPERATING UNDERCARRIAGE. Allow to dry (61).
37. Cement together upper and lower halves of port aileron, then lay assembled aileron in location within lower wing. Cement upper wing half to lower. ENSURE NO CEMENT COMES IN CONTACT WITH MOVING AILERON (62, 63 and 64).
38. Cement assembled wing into fuselage location, then repeat the above procedure for starboard wing and undercarriage (65-70).
39. Locate and cement transparent landing light covers into wing cut outs, outboard of engines (71 and 72).
40. Cement together one male and one female wheel half, press hub through wheel and cement on to projecting axle of undercarriage leg, leaving wheel free to turn (73, 74 and 75).
41. Similarly assemble and fit second main wheel (76, 77 and 78).

3 ENGINE ASSEMBLY



42. Examine engine cowlings. It will be seen that two of these have large side cut outs, these are the inboard engines.
43. Press pin of one propeller through one inboard engine cowling and then cement retaining bush to pin. ENSURE NO CEMENT COMES INTO CONTACT WITH COWLING (79, 80 and 81).
44. Cement one exhaust pipe into cowling, the square tab on the front of the exhaust locating in the inside of the large cowling cut out (82).
45. In the same way assemble the second inboard engine, and when both assemblies have set locate and cement engines to inboard nacelles. The exhausts lie within the recesses on the outboard side of each lower nacelle (83-86).
46. Assemble the two outboard engines and cement to outboard nacelle fronts (87-92).
47. Cement nose transparency on to fuselage front, applying only a minimum of cement (93).
48. Carefully cement in place transparent cockpit canopy (94).
49. Locate and cement circular astrodome into location ahead of cockpit, and cement small square transparent hatch cover in opening above extreme nose (95 and 96).
50. Locate and cement radio compartment transparencies to fuselage roof openings (97 and 98).
51. Carefully cement tail gunner's transparency in place on extreme tail (99).
52. Cement small aerial into locating hole on leading edge of fin fairing and cement direction finding loop into hole beneath nose (100 and 101).

NOTE: If it is wished to paint the model it should be done at this stage, using the colour scheme overleaf and the painting notes for smaller details.