

# BOEING SST Supersonic Clipper

# Revell

H-263-380

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LITHO IN U.S.A.

Since the first flight of the Wright Brother's flimsy wood and fabric aeroplane in 1903, man has tried to cover the most ground in the least time. With the arrival of the jet age, more men could travel faster and farther than ever. But, as man progresses, so do his needs.

To fulfill the need for even more speed, engineers from two of the largest aircraft companies in the United States began designing a supersonic airliner. Each company, trying to outdo the other, offered its most advanced ideas to the Federal Aviation Agency. In January, 1967, the *Boeing S.S.T.* was selected as winner of the design competition.

The *PAN AMERICAN SUPERSONIC CLIPPER* is a pencil-thin, shark-nosed leviathan. It is the world's first swing-wing transport and the longest plane in the world. Built to streak along international routes, she can carry up to 300 passengers non-stop from the east coast of the United States to the capitals of Europe. This is about a fifty percent increase in passenger load over today's average intercontinental jet transport.

#### NASA CONCEPT

The *PAN AM SUPERSONIC CLIPPER* can fly at speeds up to 2.7 times the speed of sound or approximately 1,800 mph. The official designation of the plane is *Boeing 2707* (for Mach 2.7 707). Passengers will be whisked almost effortlessly into the fantastic realm of supersonic flight formerly reserved for the most intrepid military fliers. The performance of this airliner is nearly equal to the most modern Air Force interceptors. Imagine a commercial airliner which can outrun many supersonic fighters!

The pivot system for her variable sweep wing is based on a NASA concept and was developed with

NASA engineers. Swept back, the wing blends with the tail in a delta configuration enabling the *SUPERSONIC CLIPPER* to cruise twice as fast as any existing transport.

In forward position, the wing has a 174 foot span for conventional slow speed handling. Slotted flaps along the trailing edge of the extended wing and slats along the leading edge produce added lift for takeoff and landing. They also make it possible to climb rapidly after short takeoffs and to approach for landings at low engine power with the fuselage in the same attitude as today's jetliners.

Unusual visibility for takeoff and landing is a major feature of the *SUPERSONIC CLIPPER*. The whole nose hinges downward at slower speeds, providing unobstructed vision. Closed circuit television in the cockpit allows the pilot to observe the landing gear and taxi area at the sides and rear of the plane during ground maneuvering.

The advanced design of the *PAN AMERICAN SUPERSONIC CLIPPER* heralds a new era in passenger travel, combining commercial utility with performance exceeding that of many military aircraft.

#### SPECIFICATIONS – PAN AMERICAN WORLD AIRWAYS SUPERSONIC CLIPPER BOEING 2707 – S.S.T.

<b>Length:</b>	306 feet
<b>Wingspan:</b>	Extended – 174 feet; swept – 106 feet
<b>Maximum weight:</b>	675,000 pounds
<b>Number of Passengers:</b>	300 Maximum
<b>Range:</b>	With 300 passengers over 4,000 miles
<b>Cruising Speed:</b>	1,800 mph or Mach 2.7
<b>Cruising Altitude:</b>	64,000 feet
<b>Power Plant:</b>	Four, General Electric GE4 Turbojets 60,000 pounds thrust



★ ★ ★ BEFORE YOU BEGIN ★ ★ ★

GET YOUR TOOLS READY:



**FILE**  
TO REMOVE  
EXCESS  
PLASTIC

**KNIFE**  
TO DETACH  
AND TRIM  
PARTS

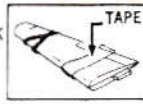


**TWEEZERS**  
TO PICK UP  
AND HOLD  
SMALL  
PARTS



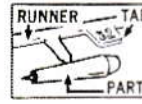
**PAINT BRUSH**  
**TOOTH PICK**

**CEMENT**  
USE  
TOOTH PICK  
PAINT  
BRUSH  
OR PIN  
TO  
APPLY IT



**TAPE**

**TAPE AND CLOTHES PINS**  
TO CLAMP  
AND HOLD  
PARTS  
UNTIL THEY  
ARE DRY



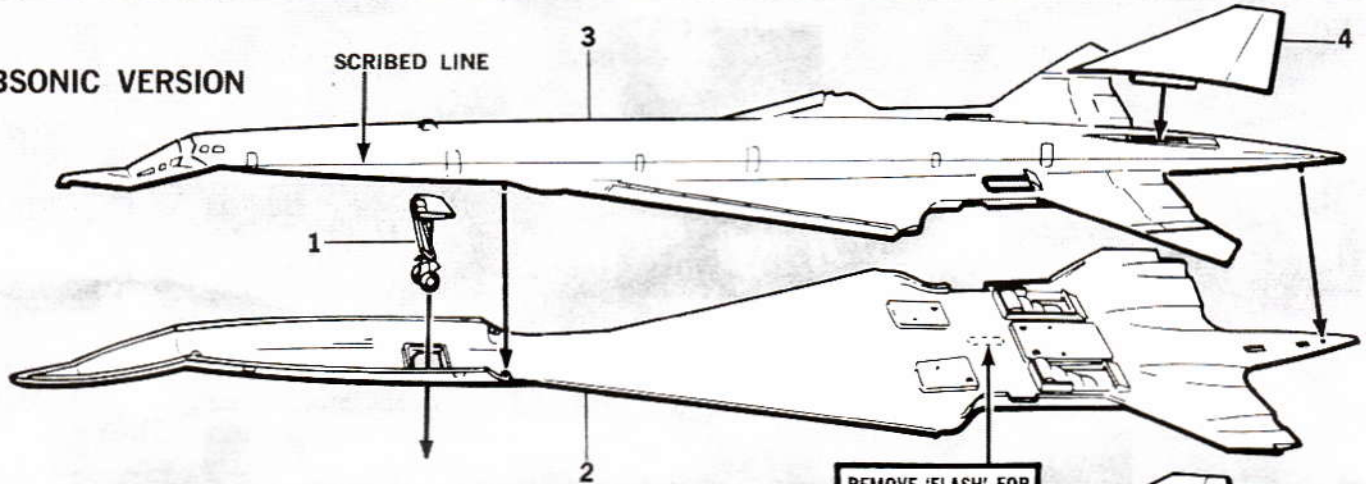
**DO NOT DETACH PARTS UNTIL YOU ARE READY TO USE THEM!** PARTS ARE NUMBERED TO HELP YOU FIND THEM. LOOK FOR THE NUMBER ON TAB NEXT TO PART OR ON PART ITSELF.

FIRST, FIT PARTS TOGETHER and TRIM EXCESS PLASTIC. THEN, APPLY CEMENT SPARINGLY. Too much cement will damage your model. Use a toothpick, pin or small paint brush to apply cement.

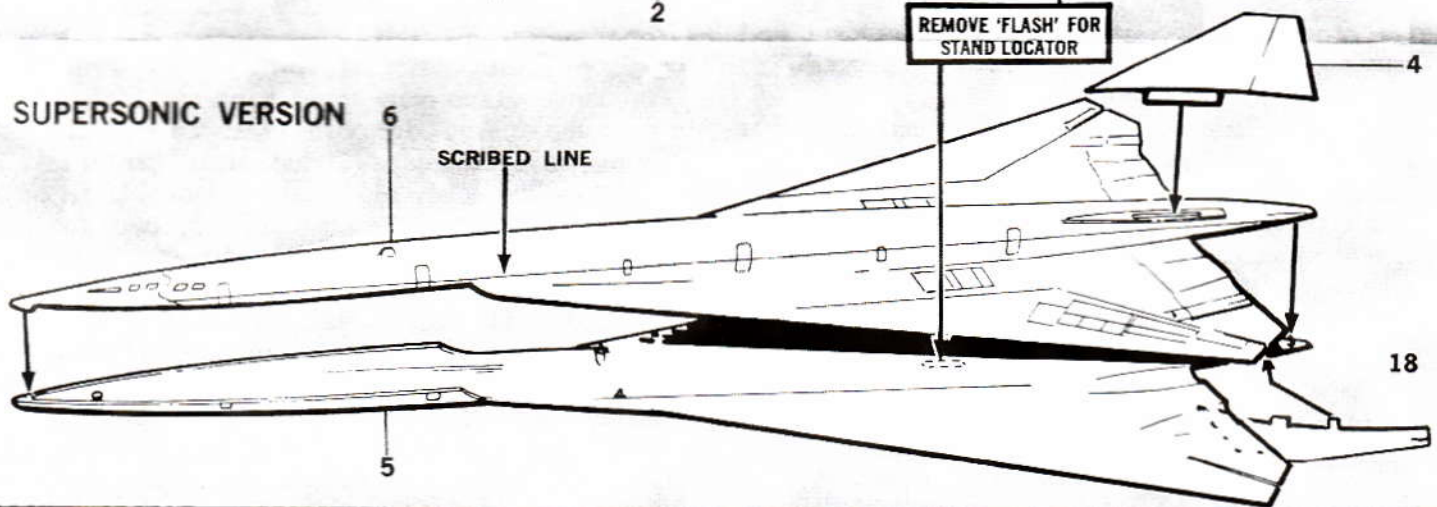
IF YOU WISH TO PAINT YOUR MODEL — See PAINTING on pages 2 through 4 for color suggestions.

- Paint small parts before detaching from runner.
- Start with the lighter colors.
- Scrape off paint where cement is to be applied. Cement will not work on paint.

**1**  
**SUBSONIC VERSION**



**SUPERSONIC VERSION**



**PARTS LIST**

**PAINTING**

**ASSEMBLY INSTRUCTIONS**

- 1 NOSE LANDING GEAR
- 2 FUSELAGE LOWER SECTION (SUBSONIC)
- 3 FUSELAGE UPPER SECTION (SUBSONIC)
- 4 VERTICAL STABILIZER (2 pcs.)
- 5 AIRCRAFT LOWER SECTION (SUPERSONIC)
- 6 AIRCRAFT UPPER SECTION (SUPERSONIC)
- 18 VENTRAL FIN

**PAINT BEFORE ASSEMBLY**

- LIGHT BLUE — PILOTS WINDOWS Parts (3) and (6).
- FLAT BLACK — TIRES Part (1).

**PAINT AFTER ASSEMBLY**

- SILVER — Entire WING TOP and BOTTOM and FUSELAGE below scribed line.

**SUBSONIC VERSION**

1. Cement the NOSE LANDING GEAR PART (1) in locating hole at forward end of LOWER FUSELAGE SECTION (2).
2. Carefully apply cement around edges of LOWER FUSELAGE SECTION (2) and install to UPPER FUSELAGE SECTION (3).
3. Use rubber bands around nose section and clothes pins along edges of wing to hold parts in position until dry.
4. Cement VERTICAL FIN (4) in place on top of FUSELAGE.

**SUPERSONIC VERSION**

1. Apply cement to edges of AIRCRAFT LOWER SECTION (5) and install to AIRCRAFT UPPER SECTION (6).
2. Hold together with rubber bands and clothes pins until dry.
3. Cement remaining VERTICAL FIN (4) to the AIRCRAFT UPPER SECTION.
4. Then cement the VENTRAL FIN (18) in place.



## 2 PARTS LIST

- |                                    |                            |
|------------------------------------|----------------------------|
| 7 WHEEL AND AXLE ASSEMBLY (4 pcs.) | 13 JET POD LEFT HAND SIDE  |
| 8 LEFT HAND FORWARD MAIN GEAR      | 14 RIGHT WING TOP PANEL    |
| 9 RIGHT HAND FORWARD MAIN GEAR     | 15 RIGHT WING BOTTOM PANEL |
| 10 LEFT HAND AFT MAIN GEAR         | 16 LEFT WING TOP PANEL     |
| 11 RIGHT HAND AFT MAIN GEAR        | 17 LEFT WING BOTTOM PANEL  |
| 12 JET POD RIGHT HAND SIDE         |                            |

## PAINTING

- |   |   |
|---|---|
| <b>PAINT BEFORE ASSEMBLY</b>                        | HUBS and AXLES on Wheel Assembly Part (7).    |
| FLAT BLACK — TIRES Part (7)                         | JET PODS Parts (12) and (13).                 |
| <b>PAINT AFTER ASSEMBLY</b>                         | Entire WINGS Parts (14), (15), (16) and (17). |
| SILVER — GEAR STRUTS Parts (8), (9), (10) and (11). |   |

## ASSEMBLY INSTRUCTIONS 2

### MAIN LANDING GEAR ASSEMBLY

- Cement a RIGHT HAND FORWARD GEAR STRUT (8) to a WHEEL AND AXLE ASSEMBLY (7) and then a LEFT HAND FORWARD GEAR STRUT (9) to a WHEEL AND AXLE ASSEMBLY (7).
- The 2 REAR MAIN GEAR STRUTS RIGHT HAND (10), and LEFT HAND (11) also cement to the remaining 2 WHEEL AND AXLE ASSEMBLIES (7).

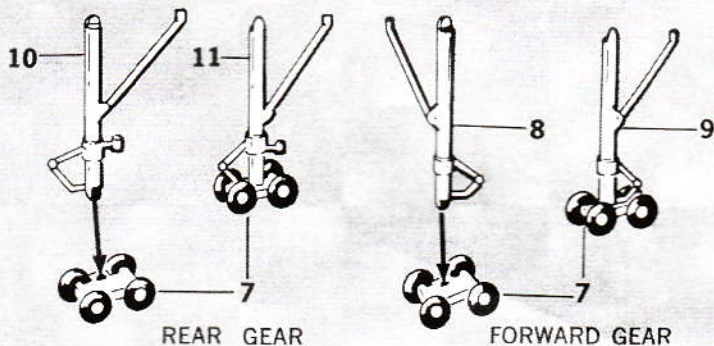
### JET POD ASSEMBLY

For both versions 8 jet pods are required. Cement 1 JET POD RIGHT HAND (12) to a JET POD LEFT HAND (13). Complete the 8 assemblies by cementing the remaining parts together.

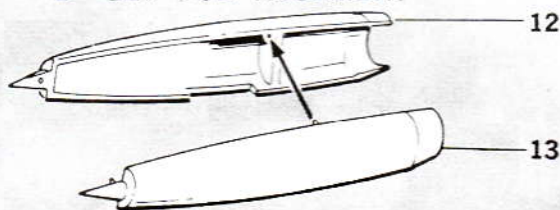
### WING ASSEMBLY SUBSONIC VERSION

- The right wing consists of cementing the RIGHT WING TOP PANEL (14) to the RIGHT WING LOWER PANEL (15).
- The left wing is assembled by cementing the LEFT WING TOP PANEL (16) to the LEFT WING BOTTOM PANEL (17).

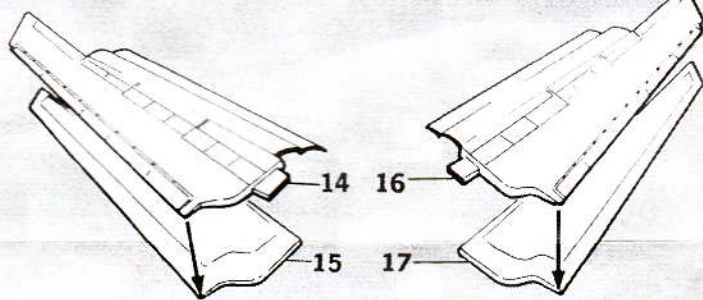
## A MAIN LANDING GEAR ASSEMBLY



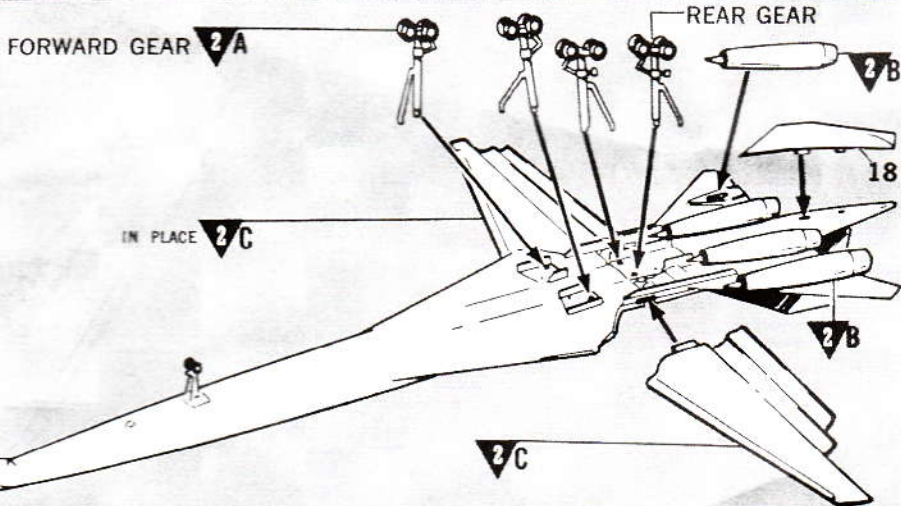
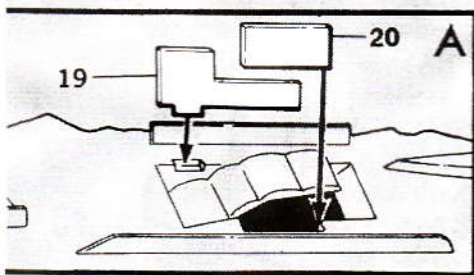
## B JET POD ASSEMBLY



## C WING ASSEMBLY SUBSONIC VERSION



## 3 ASSEMBLY SUBSONIC VERSION



## PARTS LIST

- |                                     |
|-------------------------------------|
| 18 VENTRAL FIN (2 pcs.)             |
| 19 LANDING FLAP DOOR LARGE (2 pcs.) |
| 20 LANDING FLAP DOOR SMALL (2 pcs.) |

## PAINTING

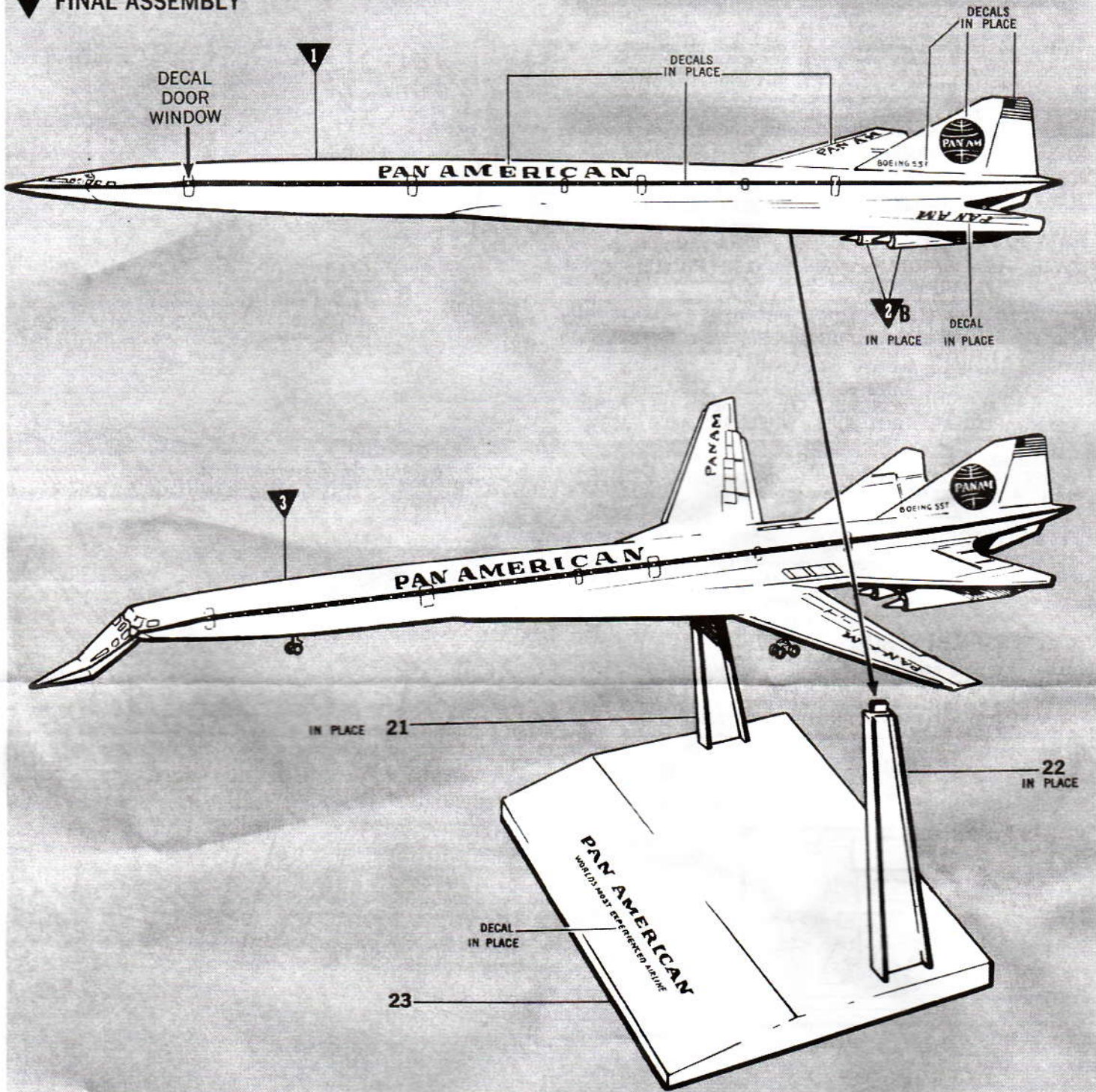
- PAINT BEFORE ASSEMBLY**
- SILVER — LANDING FLAP DOORS Parts (19) and (20).

## ASSEMBLY INSTRUCTIONS 3

- Cement the WING SECTIONS from step 2-C to the FUSELAGE.
- Cement 4 JET POD ASSEMBLIES from step 2-B to the FUSELAGE.
- Cement a VENTRAL FIN (18) to the bottom of the FUSELAGE.
- Cement the 2 AFT MAIN GEAR ASSEMBLIES to the recess between the air ducts as shown.
- Cement the 2 FORWARD MAIN GEAR ASSEMBLIES in their respective recesses.
- See Drawing A. Cement a LARGE LANDING FLAP DOOR (19) to the inboard side of both the right and left air ducts. Cement a SMALL LANDING FLAP DOOR (20) to the rear outboard edge of the duct opening as shown.



**4 FINAL ASSEMBLY**



**PARTS LIST**

**PAINTING**

**ASSEMBLY INSTRUCTIONS**

**4**

- 21 STAND UPRIGHT SHORT
- 22 STAND UPRIGHT TALL
- 23 STAND BASE

**NO PAINTING NEEDED IN THIS STEP**

1. Cement the remaining 4 JET ENGINE PODS to the bottom of the SUPERSONIC version.
2. DECALS for the fuselage windows are in 3 parts. Start at the front window and place the decal just above the scribed line. DO NOT stretch the decals in applying.
3. Assemble the base by cementing the STAND UPRIGHTS SHORT (21), AND TALL (22), to the STAND BASE (23).