



Registered Trade Mark

FOKKER F.VIIB-3M SOUTHERN CROSS

1/72nd Scale.

CAT. No. F.175

ASSEMBLY HINTS.

It is recommended that the instructions and exploded view are studied and assembly practised before commencing. Use Frog Polystyrene Cement and Frog Paints.

It may be necessary in some cases to mix two or more colours to obtain shades required. Paint all small parts before assembly.

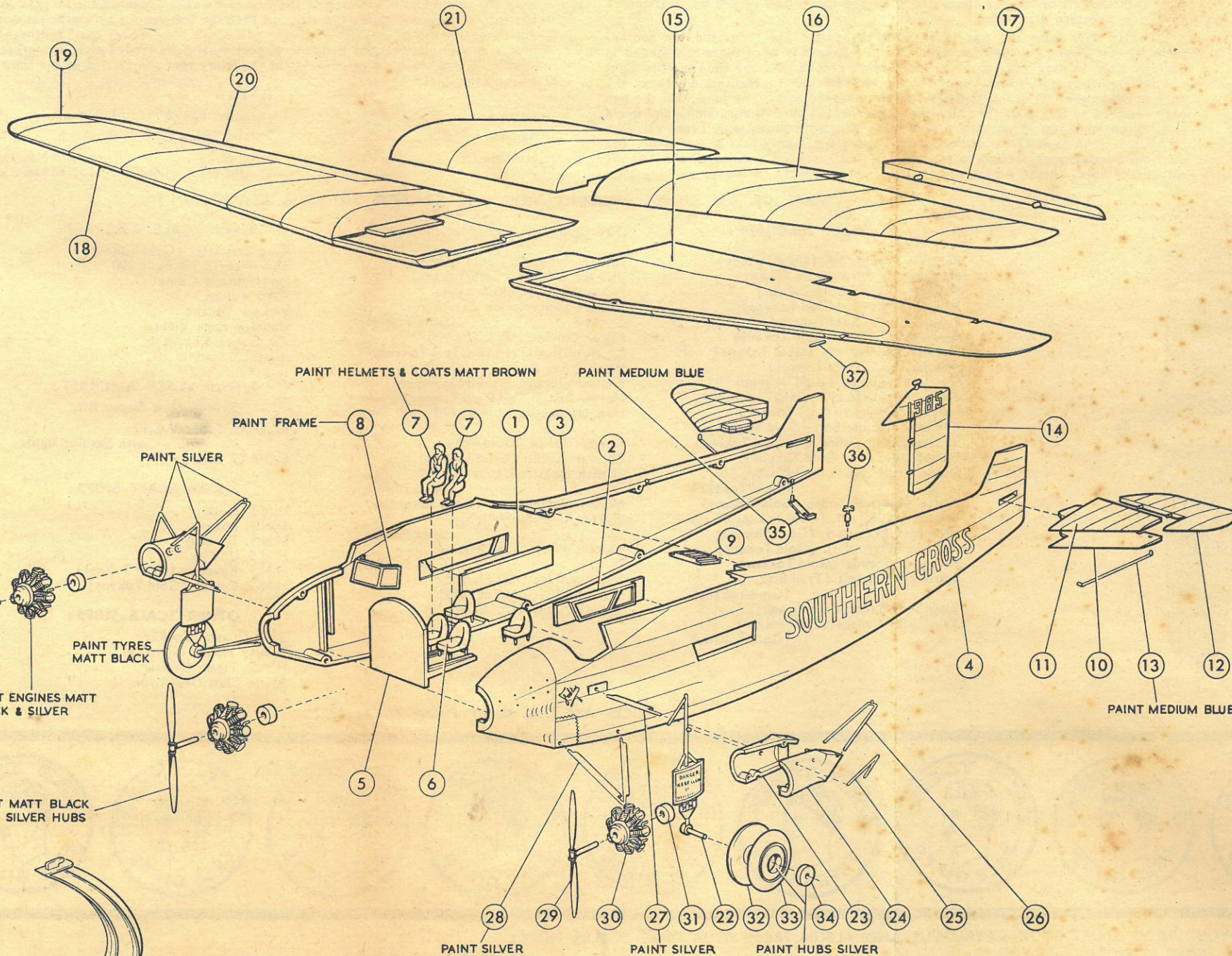
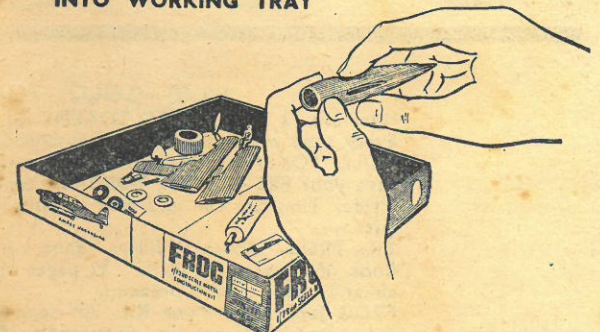
Make use of the Frog box as a working tray to prevent the loss of small parts.

Great care should be taken on handling the capsules of cement to avoid getting the adhesive on the face or clothing, and in particular, in the eyes.

ASSEMBLY INSTRUCTIONS.

1. Cement Parts Nos. 1 and 2 to the inside of Parts Nos. 3 and 4.
2. Locate and cement together Parts Nos. 3, 4 and 5.
3. Locate and cement in position Parts Nos. 6, 7, 8 and 9.
4. Locate and cement in position Parts Nos. 10, 11, 12, 13 and 14.
5. Locate and cement in position Parts Nos. 15, 16, 17, 18, 19, 20 and 21. Allow to dry.
Note. When assembling Parts Nos. 22 to 28 make sure assembly is correctly aligned.
6. Locate and cement in position Parts Nos. 22, 23, 24, 25, 26, 27 and 28 on to Port Wing. Allow to dry and repeat for Starboard side.
7. Locate and cement in position Parts Nos. 29, 30 and 31 making sure that Parts Nos. 29 are able to rotate.
8. Cement together Parts Nos. 32 and 33 and locate these in position on pins on Parts Nos. 22.
9. Cement Parts Nos. 34 in position making sure that Parts Nos. 32 and 33 are able to rotate.
10. Locate and cement in position Parts Nos. 35, 36 and 37.
11. At this stage it is best to paint the model. The Frog Painting guide on the box back shows the overall colours of the aircraft. The exploded diagram shows in detail the colours of the various small components.
12. Apply the transfers. First cut the sheet into 21 separate subjects, then dip each into water for about half a minute, slide the transfer off the backing paper onto the position shown on the exploded diagram and box back. Note that the second large aircraft number 1985 should be on the upper surface of the Starboard wing and is not shown on either diagram.
13. Cement together stand and locate arm of stand in slot in model.
PLEASE NOTE that due to a printing error the stand transfer should read F.VIIB-3M — not E.VIIB-3M.

NEW FROG BOX CONVERTS INTO WORKING TRAY

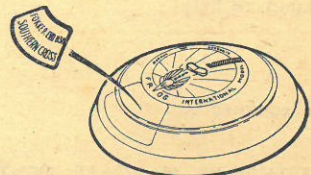


- LIST OF PARTS :**
1. Starboard Window.
 2. Port Window.
 3. Fuselage Half (Starboard).
 4. Fuselage Half (Port).
 5. Instrument Panel.
 6. Crewmen's Seats (4 off).
 7. Seated Crewman (2 off).
 8. Windscreen.
 9. Astro-Navigation Window.
 10. Lower Tailplane Half (1 off left hand and 1 off right hand).

11. Upper Tailplane Half (1 off left hand and 1 off right hand).
12. Elevator (2 off).
13. Tailplane Strut (1 off left hand and 1 off right hand).
14. Rudder.
15. Lower Wing Half (Port).
16. Upper Wing Half (Port).
17. Aileron (Port).
18. Lower Wing Half (Starboard).

19. Upper Wing Half (Starboard).
20. Aileron (Starboard).
21. Wing Centre Section.
22. Main Strut (1 off left hand and 1 off right hand).
23. Inner Nacelle Half (1 off left hand and 1 off right hand).
24. Outer Nacelle Half (1 off left hand and 1 off right hand).
25. Front Wing Strut (2 off).
26. Rear Wing Strut (2 off).

27. Nacelle Strut (2 off).
28. Wheel Support Strut (2 off).
29. Airscrews (3 off).
30. Engines (3 off).
31. Airscrew Retaining Collar (3 off).
32. Inner Wheel Half (2 off).
33. Outer Wheel Half (2 off).
34. Wheel Retaining Hub (2 off).
35. Tailskid.
36. Compass Generator.
37. Pitot Tube.



HISTORY OF THE SOUTHERN CROSS.

The story of the "Southern Cross" began in 1925 when Sir Hubert Wilkins the explorer had the misfortune to crash the two aircraft he was using for Arctic survey work. One of them was a single engined Fokker F7 light transport and the other was the first three engined aircraft Fokkers had built. The fuselage of the F7 was rebuilt on to the wing of the other aircraft by the Boeing Company in the U.S.A. and the "Southern Cross" was born.

Shortly after the aircraft was completed it was purchased by Charles (later Sir Charles) Kingsford-Smith and Charles Ulm for a Pacific flight that they were planning. First however, Kingsford-Smith joined up with an American sponsor to make an attempt on the world's endurance record. He made five attempts accompanied by George Pond, a U.S. Navy test pilot with the aircraft re-christened the "Fageol Flyer" and "Spirit of California" (in consideration of the sponsors). The weight of the additional fuel necessitated the construction of special wheels and axles and the re-designing of the rudder for more control. The modifications were undertaken by the Douglas Company. Carrying 1,522 gallons of fuel their best attempt was a flight of 50hrs. 4mins., which was still short of the record; but the endurance of the aircraft had been proved.

Then sponsored by Capt. Alan Hancock, Kingsford-Smith and Ulm took off on May 31st, 1928 from San Francisco in the Fokker, once again christened "Southern

Cross" with Harry Lyon as navigator and James Warner as radio operator. On June 9th they arrived in Brisbane to be the first to fly across the Pacific with a flying time of 83hrs. 38mins.

The "Southern Cross" was re-registered G-AUSU and in August of the same year she made the first non-stop flight across Australia from Point Cook to Perth with a flying time of just on 25hrs. Her crew on this occasion were Kingsford-Smith, Ulm, H. Litchfield and T. McWilliam. On October 7th another first was added to the score when she made the first New Zealand to Australia flight in 23hrs. On March 31st, 1929 she left Sydney to attack the Australia to England record but was forced to land in Western Australia.

Twelve days later she was taken back to Sydney and renovated for another attempt. On 25th June the "Southern Cross" left Sydney once more and landed in England after 12 days and 18hrs., to set another record. At the time of this flight she was registered VH-USU. Kingsford-Smith flew her to Holland where at the Fokker works she was dismantled and completely overhauled. By June 1930 she had been restored to first class condition and was collected by Kingsford-Smith and flown back to England. So in virtually a new plane Kingsford-Smith with Evert Van Dyk as co-pilot, John Stannage as radio operator and Capt. Paddy Saul as navigator took off from Portmarnock, Ireland to attempt the first east-west crossing of the Atlantic to actually finish on the American continent. After 30½hrs. in the air on June 24th,

fuel shortage forced them to land in Newfoundland when it became evident that they could not reach New York. With the same crew on July 2nd the "Southern Cross" left New York to cross the American continent and landed at San Francisco on July 4th to be the first aircraft to completely circumnavigate the world. She was then flown down to Capt. Hancock's flying school and left in his care. In January 1931, the "Southern Cross" was taken back to Australia by ship where she was refitted as an airliner and became the flagship of the original Australian National Airways.

For several years the "Southern Cross" was used for barnstorming and joy rides until Kingsford-Smith sold her to the Commonwealth Government in 1935, who put her into storage until after the war. In 1944 she was rebuilt by the Royal Australian Air Force for use in the film of Kingsford-Smith's life. Today the "Southern Cross" is in a special glass case at Brisbane airport where she landed after her great Trans-Pacific flight of 1928. Our model is in the livery that she carried at the time of this trail blazing flight.

DATA :

| | | | |
|---------------|--------------|--------------------|---|
| Wing Span ... | 71ft. 8½ins. | Maximum Speed | 120 m.p.h. |
| Length ... | 47ft. 6ins. | Cruising Speed ... | 90 m.p.h. |
| Height ... | 13ft. | Powered by ... | Three 225 h.p. 9 cylinder Wright Whirlwind JC5 air cooled radial engines. |

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1/144th SCALE AIRCRAFT :

Special New Super Kit.

- B.O.A.C. Super V.C.10 with flashing lights
- B.O.A.C. Boeing 707

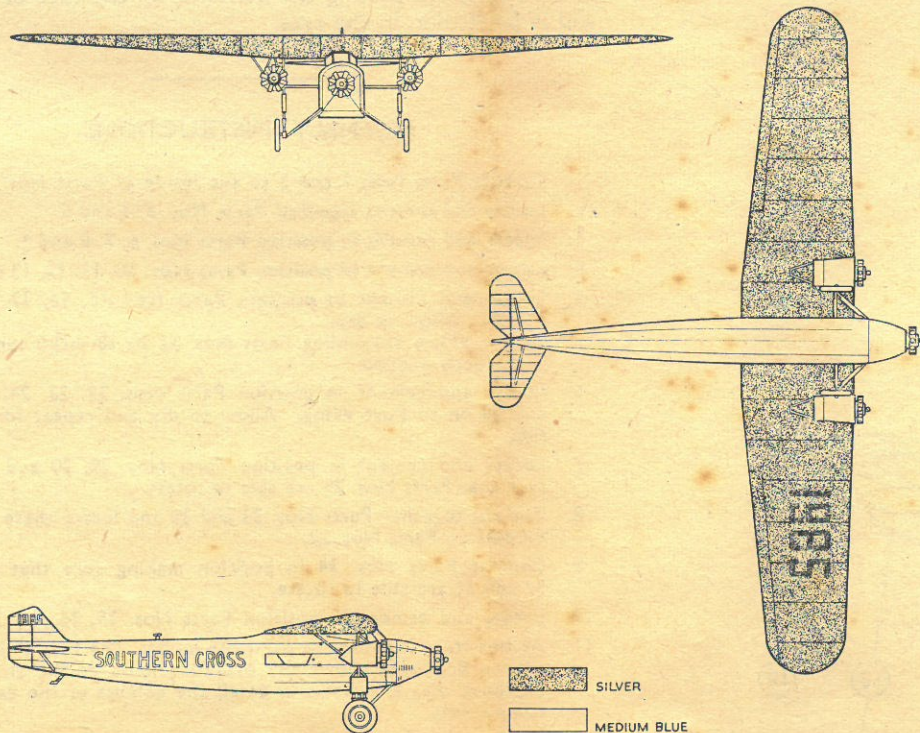
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SOUTHERN CROSS 1985



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