

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

AVRO 504 K.

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 ASSEMBLY



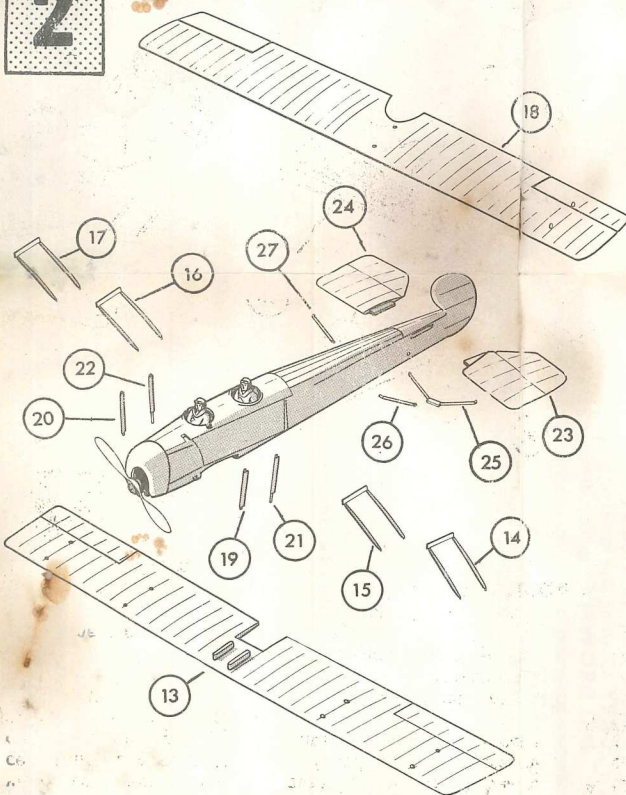
It is recommended that the instructions and exploded views are studied and the assembly practised before cementing together. If it is wished to paint internal details such as crew, cockpit, interiors this is best done before assembly.

1. Locate and cement one side of front and rear instrument panels (1, 2) between forward ribs within front and rear cockpit openings in starboard fuselage half.
2. Cement crew (3, 4) to seat (5, 6).
3. Locate and cement seats onto locations provided in

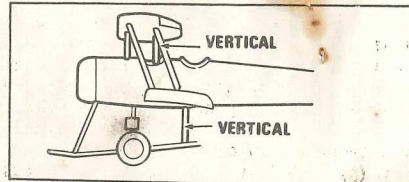
starboard fuselage half (7).

4. Cement shaft on propeller (8) into engine (9) then cement retaining bush (10) onto end of shaft protruding from rear of engine.
5. When dry, lay shaft into cut out in nose of starboard fuselage half, **DO NOT CEMENT**, then cement port (11) and starboard fuselage halves together, at same time locating opposite sides of instrument panels between corresponding ribs in port fuselage half.
6. Locate and cement cowling (12) to front of fuselage.

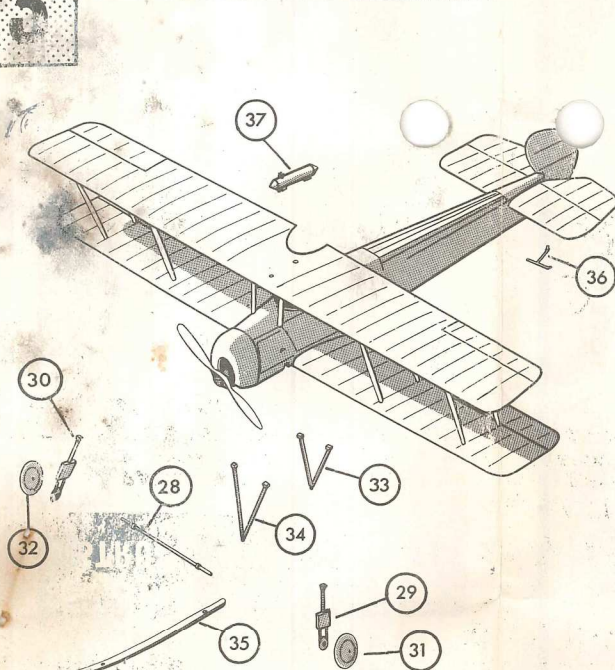
2 WING ASSEMBLY



7. Locate and cement raised ribs on lower wing (13) into cut out in bottom of fuselage.
8. Locate and cement ribs on port and starboard wing struts (14-17) into port and starboard slots beneath upper wing (18).
9. Locate and cement short centre section struts (19, 20) in forward locating holes beneath upper wing.
10. Locate and cement small locating pins on long centre section struts (21, 22) into rear locating holes beneath upper wing.
11. Cement upper wing to lower, locating wing struts into corresponding locating holes in lower wing and forward centre section struts into recesses in top of fuselage, rear centre section struts into cut outs onto rib within forward cockpit sides. **NOTE:** these centre section struts are vertical. See inset. Set assembly aside to dry.
12. Locate and cement tabs on port (23) and starboard (24) tailplanes into slots in rear of fuselage sides.
13. Cement centre of rear tailplane struts (25) into recess beneath rear of fuselage and into locating holes beneath port and starboard tailplanes.
14. Locate and cement forward tailplane struts (26, 27) into locating holes in fuselage sides and beneath port and starboard tailplanes.

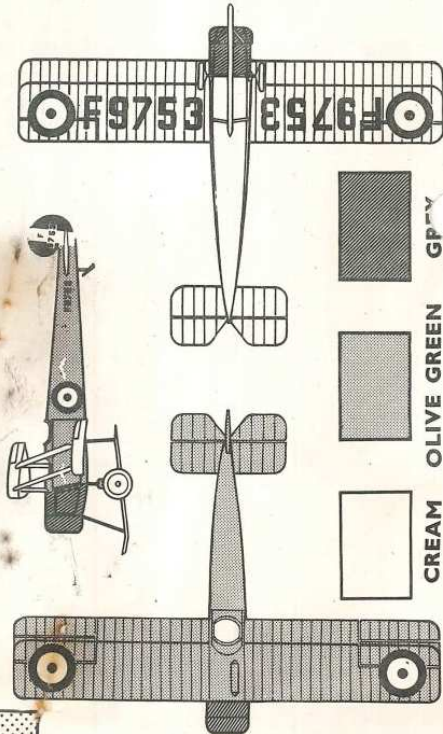


3 UNDERCARRIAGE ASSEMBLY



15. Insert ends of axle (28) through holes in bottom inner sides of port and starboard undercarriage legs (29, 30). **DO NOT CEMENT.** Cement top of undercarriage legs into recesses beneath fuselage. **NOTE:** top of legs are angled inwards and legs hang vertically.
16. Carefully cement wheels (31, 32) onto protruding ends of axles, check they are free to revolve.
17. Locate and cement ends of small rear skid supports (33) into recesses beneath rear and centre of lower wing.
18. Locate and cement ends of large front skid supports (34) into recesses beneath fuselage to rear of cowling.
19. Cement locating pins on front and rear skid supports into locating holes in skid (35).
20. Cement tail skid (36) into locating hole beneath rear of fuselage.
21. Cement locating pins beneath gravity tank (37) into locating holes in upper wing.
22. Cement together both parts of stand.
23. Cement arm of stand into slot provided in fuselage.

COLOUR SCHEME



NOTE: if it is wished to paint the model it should be done at this stage.

According to version you wish to model, read notes below, paint and then apply transfers. Separate sheet into required number of sub-facts, dip each into warm water and slide off backing into position on illustration.

AUSTRALIAN FLYING CORPS

The four white Boomerangs to port and starboard fuselage sides. The large red, white and blue roundels above upper and below lower wings. The small white serial numbers F9753 to rear fuselage sides. The red, white and blue fin flashes with serial numbers F9753 to port and starboard fin sides. The large black serial numbers F9753 below port and starboard lower wings. The aircraft name to base of stand.

OLIVE GREEN M3 All upper surfaces and fuselage sides.

CREAM Undersurfaces and wheels.

MATT BLACK M6 Engine, wheel tyres.

LIGHT BROWN Struts, skid.

GREY Cowling and forward part of fuselage.

DK. BROWN Propeller, flying suits of crew.

R.A.F. VERSION.

The small red, white and blue roundels to fuselage sides. The large red, white and blue roundels above upper and below lower wings. The small black serial numbers on white background F4342 to rear fuselage sides. The large black serial numbers F4342 below port and starboard sides of lower wing. The red, white and blue fin flashes with serial numbers F4342 to fin sides. The aircraft name to base of stand.

OLIVE GREEN M3 Upper surfaces including top of fuselage.

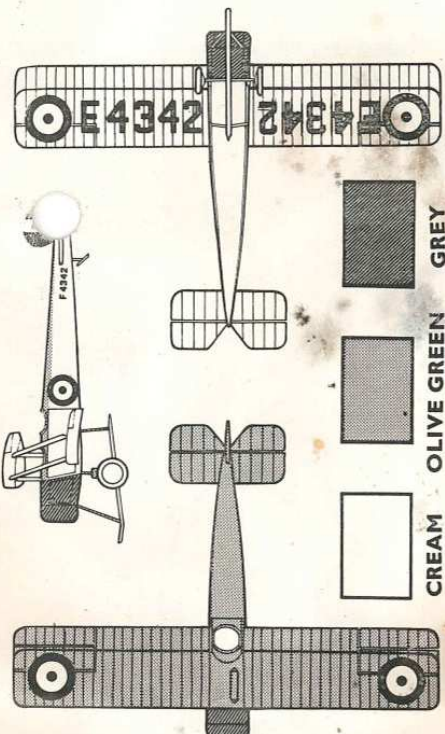
CREAM Undersurfaces and fuselage sides, wheels.

MATT BLACK M6 Engine, wheel tyres.

LIGHT BROWN Struts, skid.

GREY Cowling and forward part of fuselage.

DK. BROWN Propeller, flying suits of crew.



AVRO 504 K

A development of A. V. Roe's Series 500 racing aircraft, the Avro 504 was designed in 1913 and went into service with the Royal Flying Corps the following year. It was destined to become probably the greatest trainer of all time and was the type chosen to develop the system of flying training which remains much the same today.

Intended from the beginning to be a training machine, the 504 was used in action in 1914, when some of the first aircraft were fitted as bombers and used in a raid on Friedrichshafen, and again in 1918 when 274 504K's were converted to single seaters and fitted with a machine gun for use in Home Defence against the Zeppelins and Gothas.

The first 504 of 1914 was developed progressively until the model J was produced in 1917, this was selected as the standard trainer but when supplies of its Monosopape engines ran out a modified version was produced capable of accepting any of the rotary engines which were available; this became the famous 504K. The 504K was produced in 1918 in Britain and Canada and subsequently in Australia, Japan, China and Russia.

After the armistice the 504 remained in R.A.F. service but many of the 8,340 built during the war were sold as surplus and until 1929 it was the most common civil aircraft in the country, some 276 examples flying in a variety of roles which included "joy-riding" and towing advertising banners. Its reliability and economy, together with the ability of landing and taking off from a small field were reasons for its great popularity.

The last Avro 504, an S variant, was produced in 1931 although during the Second World War a few 504 N's remained operational with the Greek Air Force, possibly the longest service life of any aircraft ever designed.

The machines represented in this construction kit are typical of the 504K's in service in 1918, the boomerang device showing the aircraft to be a trainer of the Australian Flying Corps. The Avro 504K could be powered by a variety of engines, a typical one being the 110 h.p. Le Rhone rotary which gave a maximum speed of 95 m.p.h. and endurance of 3 hours. Wing span was 36 ft. and length 29 ft. 5 ins.

PLEASE OPEN CAREFULLY—INSTRUCTIONS OVERLEAF

Ask for other AIRFIX Models in this series

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AIRFIX - 72 SCALE
AVRO 504K