



## THE DE HAVILLAND HERON SERIES II

The Heron is a natural design development of the twin-engined Dove and much use is made of similar structures and ancillary equipment. The prototype Heron which first flew on May 10th, 1950, had a fixed undercarriage and was known as the Heron I. The later model with a retractable undercarriage first flew on December 14th, 1952.

Designed originally at Hatfield where the first aircraft were made, the majority of Herons have been made at the de Havilland Chester factory. The aircraft was designed for use as a branch-liner and simplicity of operation and maintenance were the aim throughout. It is able to operate from small grass fields, although its elegant lines are equally at home at the largest international airports. A feature of its construction is the use of Redux bonding, thereby reducing the number of rivets required. The wingspan is 71ft. 6ins. and the length 48ft. 6ins.

The four 250 horsepower engines are de Havilland Gypsy Queen 30 Mark 2, which are unsupercharged and ungeared. For simplicity of operation each engine is controlled by a single lever which operates both the engine and the propeller controls. The propellers, also made by de Havilland, are two bladed, constant-speed, non-feathering. Later Heron 2D aircraft are fitted with feathering propellers.

The Heron cruises at 182 m.p.h. at 8,000ft. Its take-off run at maximum weight of 13,000 pounds is 630 yards and its landing run 666 yards. It can climb on any three of its engines to a height of 10,000ft.

Jersey Airlines are the only independent airline in the Channel Islands. Operations started in 1948 with de Havilland Rapide aircraft, the first Heron being acquired in 1953 and operating its first service on May 1st of that year. The fleet has grown steadily and Jersey Airlines now operate eleven aircraft, including four Series 1 and two Series 2 Herons — G-AORG the "Duchess of Brittany", the subject of this model, and G-AORH the "Duchess of Normandy". These Herons are equipped to carry 15 passengers, each of whom has a separate window giving the best panoramic view.

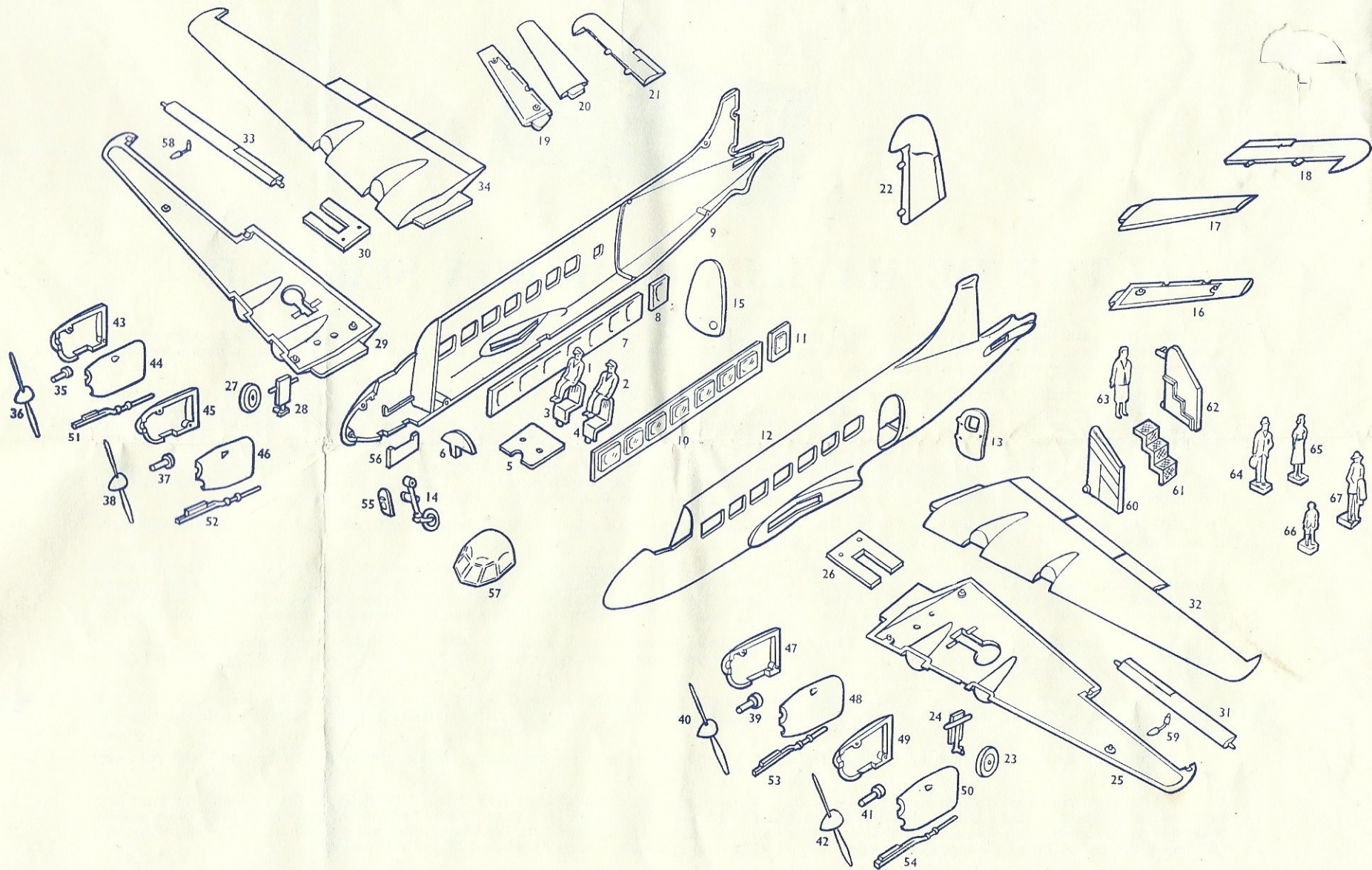
Jersey Airlines Herons fly services to the Channel Islands from Bournemouth, Exeter, Gatwick, Manchester and Southampton. There are connecting services to Dinard, Nantes, Paris and St. Brieuc. In six years from their introduction the Herons had flown 72,510 Cross-Channel flights covering 6,768,000 miles and carrying 834,765 passengers.

The Heron is used by the R.A.F. in the Queen's Flight, perhaps the best possible recommendation for an aircraft. These Herons, one of which is frequently flown by H.R.H. the Duke of Edinburgh, are identical in external appearance with the standard aircraft, but have a redesigned interior and every possible radio, radar and safety device.

Heron's have also been acquired by the West German Air Force, where they are performing valuable work as communication and personnel transport aircraft.

All Airfix Aircraft Construction Kits in series (1, 2, 3, 4 and 5) are made to a constant 1/72 scale. All models are designed with the same skill and attention to details so that a large and varied collection can be built up. Each model is true to scale and realistic in relationship to all other models. Other fine Airfix Construction Kits are available in various series such as Historical Ships, OO Trackside House and Accessories, 1/32 Vintage Cars and 1/12 model figures. A list of the many other Airfix Models which you can make will be found on a Slip in this package.







## INSTRUCTIONS

It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as the crew and cockpit interior, this should be done before assembly.

1. Cement pilot and first officer onto seats, after first painting if required (1, 2, 3 & 4).
2. Locate and cement seats into holes in cockpit floor and cement floor onto locating strip in starboard fuselage (5).
3. Cut out and cement printed instrument detail to instrument panel, cement panel into location in front of cockpit, locate and cement starboard windows into locating holes in starboard fuselage half (6, 7, 8 & 9).
4. Similarly locate port windows into locating holes in port fuselage half and door, and cement in place, applying cement carefully to the surrounds, projecting inside the fuselage wall (10, 11, 12 & 13).
5. If it is decided to employ the Queen's Flight markings the blue transfer strips should now be applied. For this, place the entrance door in the closed position, but do not cement, apply transfer over the fuselage and door and allow to dry. When dry cut out the transfer over the door window and door surround with a razor blade or modelling knife before removing the door. The door should be cemented in place, shut for a flying position, or at right angles to the fuselage for the ground position.
6. Place the forward undercarriage leg over the projecting pin in the starboard fuselage half, cement the rear bulkhead on the front of its locating strip, then cement together fuselage halves, ensuring no cement comes into contact with the retractable nose wheel leg (14 & 15).
7. Cement together upper and lower halves of port tailplane and cement tailplane into fuselage location (16 & 17).
8. Locate and cement port elevator into the locating holes in tailplane, setting at desired angle (18).
9. Repeat the above procedure for the starboard tailplane and elevator, ensuring the two elevators are set at the same angle (19, 20 & 21).
10. Locate and cement rudder into fin locating holes, setting at the desired angle (22).
11. Cement port wheel onto projecting axle of main undercarriage leg, place leg in lower wing, the cross bar lying within the locating recess. Locate and cement undercarriage spring onto projecting pins in lower wing, allow to set firm. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING UNDERCARRIAGE LEG (23, 24, 25 & 26).
12. Repeat this procedure for the starboard main undercarriage assembly (27, 28, 29 & 30).
13. Place the port aileron in its location in lower wing half, the balance locating hole underneath, then cement on upper half of wing, ENSURING NO CEMENT COMES INTO CONTACT WITH MOVING AILERON, locate and cement wing into fuselage (31 & 32).
14. Similarly assemble starboard aileron and wing and cement into fuselage location, set assembly aside to dry (33 & 34).
15. Locate and cement propeller pins into rear of propellers (35-42).
16. When propeller and pins are dry lay one pin in the starboard half of the starboard outer engine and cement on inner engine half, ensuring no cement comes into contact with the propeller or pin, check numbering of each half before cementing (43 & 44).
17. Repeat above procedure for the remaining three engine units (45-50).
18. Cement completed engine units in place on wings, ensuring they are attached to the correct nacelles.
19. Locate and cement exhaust pipes into slots beneath each engine cowling (51, 52, 53 & 54).  
The desired undercarriage position should now be selected.
20. For a model with retracted undercarriage (in flying position), the small nose door should be cemented onto the tab of the nose wheel leg, the leg pushed back into the fuselage, and the larger door cemented flush with the bottom of the fuselage. For a model to stand upon the undercarriage the larger door is cemented in the down position, at right angles to the bottom of the fuselage (55 & 56).
21. Cement cockpit canopy in place, applying cement carefully to edges of canopy (57).
22. Locate and cement the aileron mass balances into the locating holes beneath end aileron (58 & 59).
23. On a ground model next assemble and cement together the three sections of the flight steps (60-62).  
NOTE:—If it is wished to paint the model it should be done at this stage, using the marking scheme overleaf and the painting notes below for the accessories.
24. Apply transfers, after first selecting the appropriate marking scheme.
  - a) *Jersey Airline markings.* First cut the sheet into seventeen separate subjects. Then dip each in warm water for a few minutes, slide off backing into position as illustrated on drawing. The blue and white trim lines are applied to either side of the fuselage, above the windows, the aircraft insignia "Duchess of Brittany" to either side of the nose, and the "Royal Mail" insignia to either side of the rear fuselage. The small registration letters are applied either side of the fin, the triangular panel above the nose, directly in front of the cockpit. The large registration letters are applied above the starboard and below the port wing, the large "Jersey Airlines" above and below the opposite wings. The small letters "RG" are applied to the forward nose door, the small white "Jersey Airlines" to either side of the steps and the aircraft name to the transparent base.
  - b) *R.A.F.—Queen's Flight.* Similarly separate the sheet into thirteen subjects and prepare (the blue flashes should already be applied). The large roundels are applied above and below each wing, the small roundels to the fuselage side. The red white and blue flashes are applied to either side of the fin and the small serial numbers directly in front of them. The large serial numbers are applied beneath the wings as shown on drawing, and the aircraft name is applied to the transparent base.
25. For a flying position cement together both parts of stand, and cement arm of stand into slot provided in fuselage.
26. For a ground model place steps up to doorway and locate and cement projecting pin into hole in rear bulkhead, the model will now stand upright.
27. Cement stewardess in position at head of steps and position passengers as desired (63-67).

## ACCESSORIES — SUGGESTED COLOURS

**Steps:** Blue sides, natural aluminium steps.

**Crew:** Dark blue uniform, white shirts.

**Passengers:** As required.

**Aircraft tyres and exhausts:** Black

**Stewardess:** Grey uniform with white blouse.

N.B.—For painting use AIRFIX Painting Packs. For fixing use AIRFIX Polystyrene Cement.



# COLOUR SCHEMES

