

AIRFIX-72 SCALE
DEFIANT

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

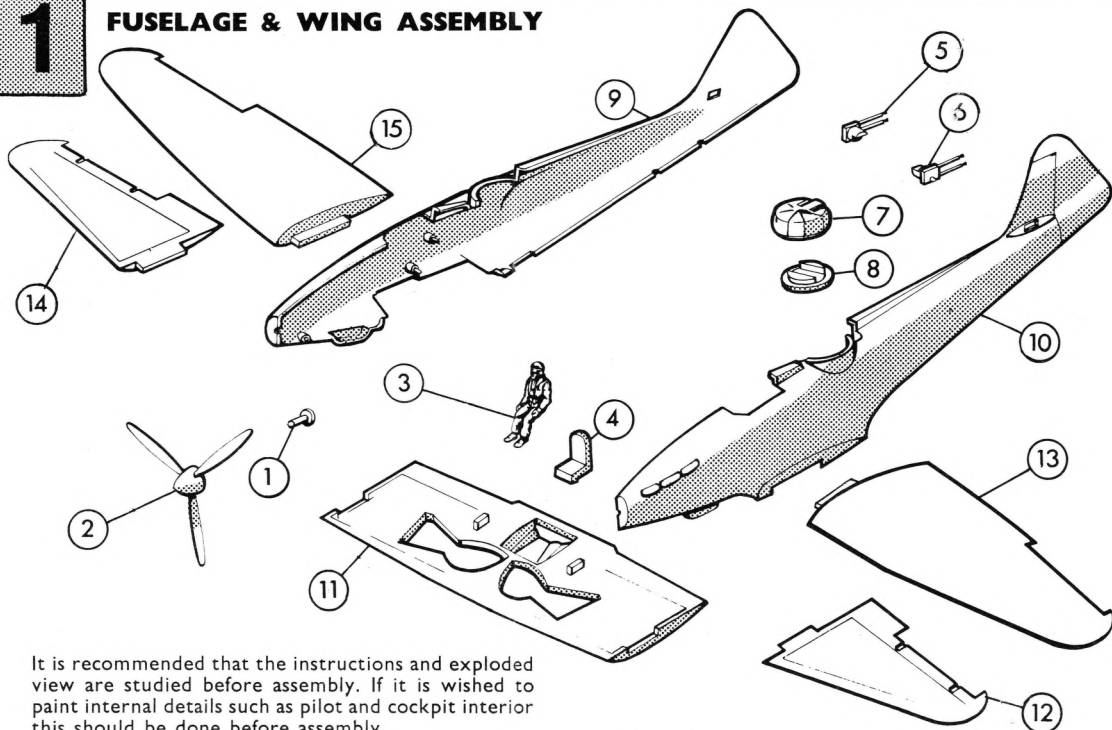
DEFIANT N.F.I.

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 & WING ASSEMBLY



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

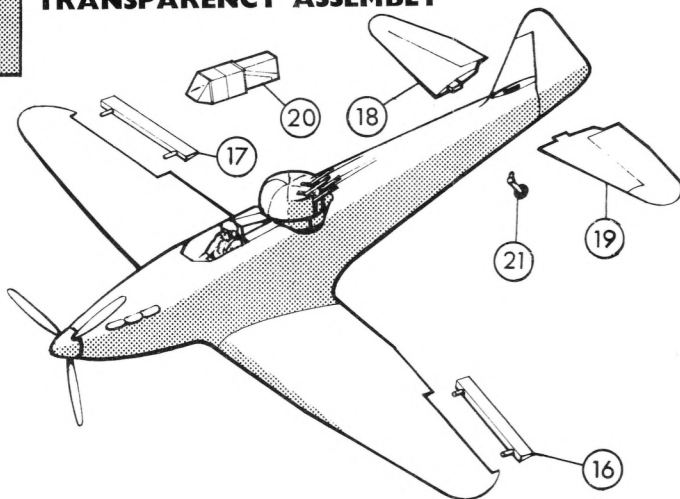
1. Cement propeller pin (1) into spinner (2) and allow to dry.
2. Cement pilot (3) on to seat (4) and cement seat to locations in starboard fuselage half.
3. Locate and cement together half joints on inside of guns (5 and 6).
4. Place assembled guns in turret transparency (7), the small pins on guns locating in the recesses on either side of the turret bottom (8). Cement turret base into turret, ensuring that the slot in the base is at a right angle to the gun barrels, and that the barrels are free

to elevate.

5. Insert propeller pin in position in nose of starboard fuselage half, and locate turret base in rear fuselage cut-out. Cement starboard fuselage side (9) to port (10) ensuring no cement comes into contact with turret or propeller pin.
6. Locate lower wing centre section (11) and cement in place beneath fuselage.
7. Cement port lower wing section to upper wing section (12 & 13), and cement together starboard wing sections, allow to dry (14 & 15).

2

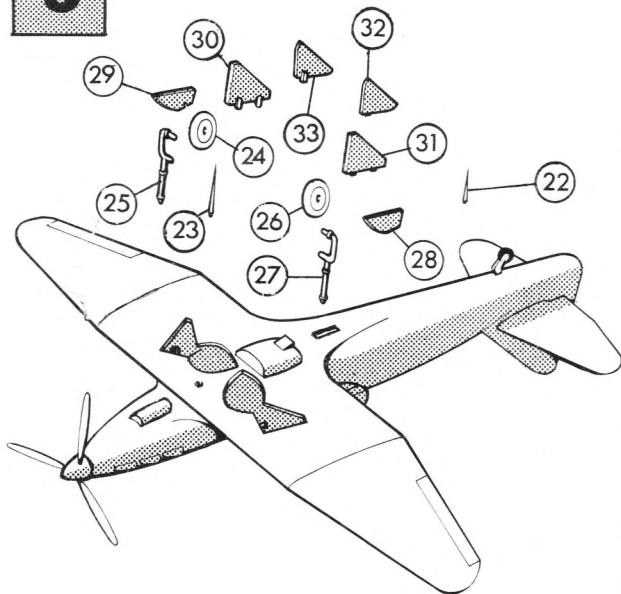
TRANSPARENCY ASSEMBLY



8. Locate and cement port and starboard wing assemblies to fuselage and centre section.
9. Cement pins of ailerons (16 & 17) into wing locations, setting at required angle.
10. Locate and cement tailplanes (18 & 19) in slots in rear fuselage.
11. Cement cockpit canopy (20) in place, applying cement carefully to edges of canopy.
12. Locate and cement tailwheel (21) in rear hole beneath fuselage.

3

UNDERCARRIAGE ASSEMBLY



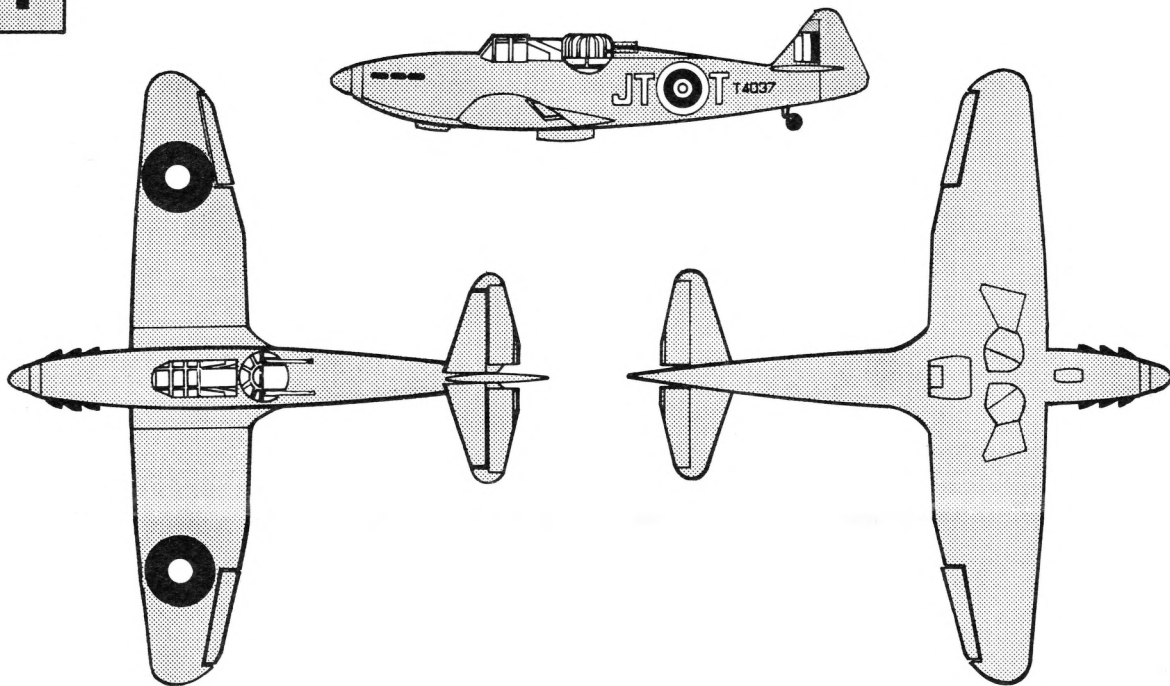
13. Locate and cement shorter antenna (22) in hole immediately forward of tailwheel, and longer antenna (23) in hole in centre section in front of wheel wells.

The desired undercarriage position should now be selected.

14. For a model with retracted undercarriage the wheels and legs are omitted and the doors cemented in place flush with the underside of the wing.
15. For a model with lowered undercarriage cement port wheel (24) into undercarriage leg (25), and cement top of leg into bush within wheel well.
16. Similarly assemble and cement in place starboard undercarriage (26 & 27).
17. Cement lower wheel door sections (28 & 29) to undercarriage legs, the slot inside each wheel door engaging on the projecting lug above the wheel. Note that the bottom edge of each door slopes sharply down at the front.
18. Next locate and cement in place outer wheel doors (30 & 31), the small lugs on top of each door locating on the extreme ends of each wheel well, and the bottoms of the doors cemented over the central doors.
19. Finally locate and cement inner doors (32 & 33) into extreme inboard edges of wheel wells, hanging vertically down.
20. Cement together both parts of stand.
21. Cement arm of stand into slot provided beneath fuselage.

4

SUGGESTED COLOUR SCHEME



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

22. Apply transfers. First cut the sheet into nine separate subjects. Then dip each in warm water for a few minutes, slide off backing into position as shown on the illustration. The large red and blue roundels are applied above each wing, the roundels with code letters are applied to either side of the fuselage, aft of the cockpit. The red, white and blue flashes are applied to either side of the fin, and the small serial numbers to either side of the rear fuselage. The aircraft name is applied to the transparent base.



MATT-BLACK: M6.

MATT-BLACK: M.6 Entire aircraft except exhausts.
BROWN: M.5 Engine exhausts.
BLUE-GREY: Pilot's overalls.
FLESH: M 7 Face of pilot.

THE BOULTON PAUL DEFIANT N.F.I

The Boulton Paul Defiant is historic as the first British turret-equipped monoplane fighter in-squadron service. Design work commenced in 1935 and the prototype first flew in 1937, the first production aircraft flying in July 1939.

The basis of the Defiant's design was the four gun powered turret, which it was believed would provide a new form of defence against bomber formations; it was not intended for the Defiant to be used against other fighters, this was to be left to the Spitfires and Hurricanes.

Defiants of No. 264 Squadron, the first to become operational, went into action over Dunkirk on May 27th, 1940, and the same day destroyed 37 enemy aircraft in only two patrols, and without loss to themselves. Much of this initial success was, however, due to the element of surprise, the Germans mistaking the Defiants for conventional single seat fighters.

Never as fast as its single seat contemporaries, the Defiant was unsuitable for day fighter use and it was successfully converted to night fighting. Fitted with some of the earliest forms of airborne radar Defiants were the mainstay of Fighter Command's night-flying units in 1941, until later aircraft, such as the Beaufighter became available. Other versions were produced for target-towing, an unglamorous but essential duty which they performed until the end of the war. When production of the Defiant terminated 1,060 had been produced.

The Defiant I, powered by a Rolls-Royce Merlin III of 1,060 h.p. had a maximum speed of 300 m.p.h. The Defiant II with the later 1,260 h.p. Merlin XX attained 315 m.p.h. Armament of four .303 in. machine guns was installed in the power-operated turret, complete rotation being made possible by a retractable rear fuselage fairing and retractable cockpit centre section. Wing span was 39 ft. 4 ins. and length 35 ft. 4 ins.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF