

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

DORNIER Do 217E-2

The Do 217E-2 was one of the best of the German bombers of the Second World War, and was used for a great variety of tasks throughout the war. The Do 217 replaced all other German night bombers operating against Britain, and was widely used in Russia and North Africa.

The Dornier series of bombers had commenced with the Do 17 "Flying Pencil" which went into service in 1937, and saw action in the Spanish Civil War, proving faster than most of the contemporary fighters.

The prototype Dornier Do 217 first flew in 1938, but the Do 217E-2 did not go into production until 1941. In common with most German bombers, the crew were grouped together in the nose compartment and the exceptionally heavy armament was disposed around the forward fuselage. Originally intended as a dive bomber, the E-2 was at first fitted with a long tail cone containing an umbrella-type dive brake; this proved ineffective and after several accidents the dive bomber role was abandoned and in many cases the brakes removed and replaced by a new short tail cone.

In addition to normal medium bombing duties, versions of the E-2 were used for reconnaissance, torpedo dropping, anti-shipping strikes, and with the addition of two long-range drop tanks, as a long-range bomber. With a redesigned nose containing four cannon and four machine guns the Do 217E-2 became the Do 217J night fighter. When production of the Dornier Do 217 ended over 1,700 had been produced and the type remained in front line service until the end of the war.

The Dornier 217E-2 was powered by two B.M.W. 801 radial engines, each of 1,600 h.p., giving a maximum speed of 304 m.p.h. and a range of 1,500 miles. Normal internal bomb load was 4,400 lb., although in some cases this was increased to 8,000 lb., and bombs could also be carried beneath the wings. Defensive armament varied considerably, a typical combination being one 20 mm. cannon, one fixed 15 mm. cannon, and four 13 mm. machine guns.

Wing span was 62 ft. 5 in. and length 59 ft. 8 in.

All Airfix Aircraft Construction Kits in series (1, 2, 3, 4 & 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, 00 Trackside Houses 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.

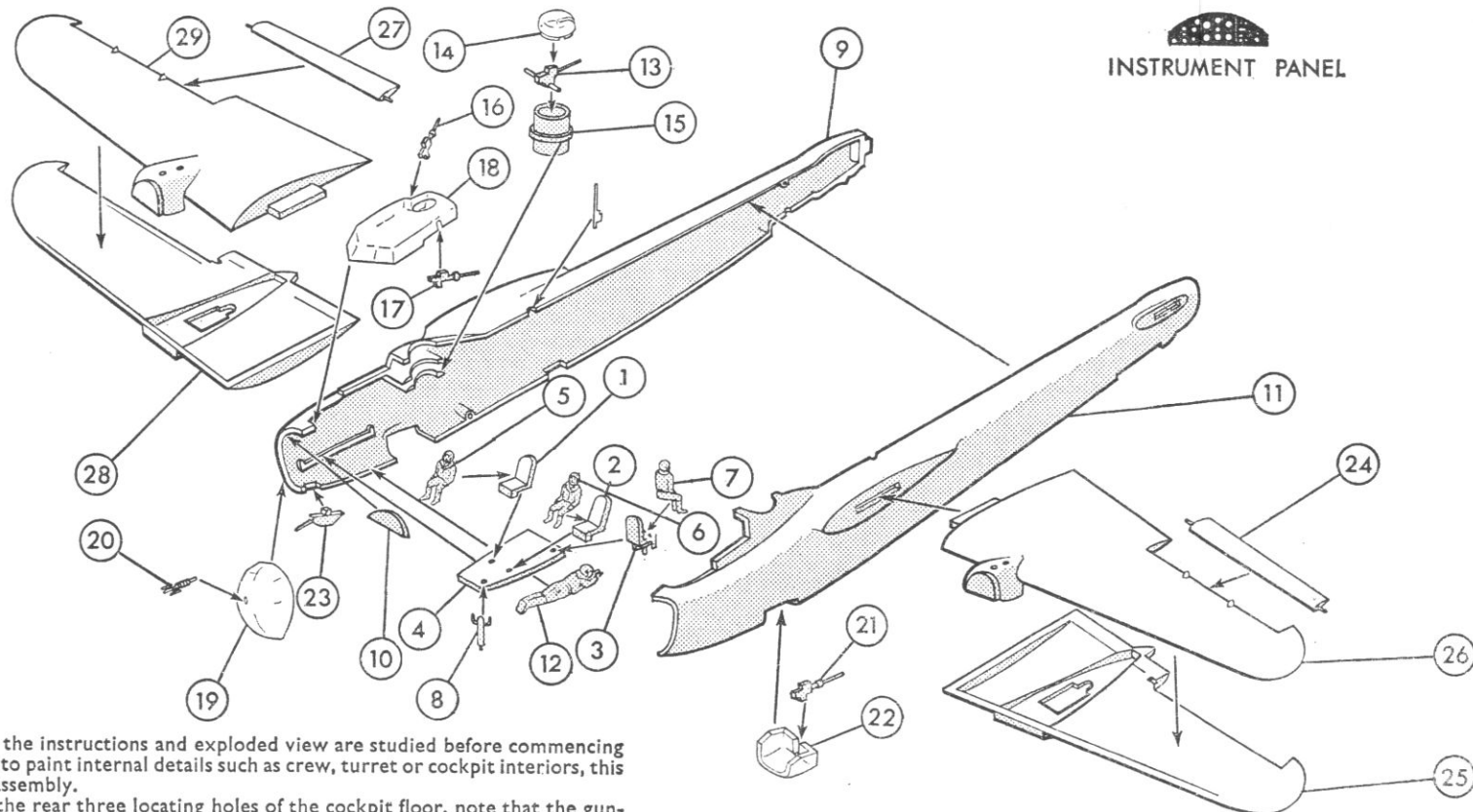
IT IS RECOMMENDED THAT WHEN USING THE CAPSULE OF ADHESIVE THE END OF THE CAPSULE BE CUT OFF WITH A PAIR OF SCISSORS APPROXIMATELY $\frac{1}{8}$ in. FROM THE END. EXCESSIVE PRESSURE ON THE CAPSULE IS UNDESIRABLE AS THIS MATERIAL IS IN LIQUID FORM AND CARE SHOULD BE TAKEN IN WHICH DIRECTION THE CAPSULE IS POINTED TO AVOID GETTING ADHESIVE IN THE EYES AND ON CLOTHING.

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 & WITH CREW



INSTRUMENT PANEL

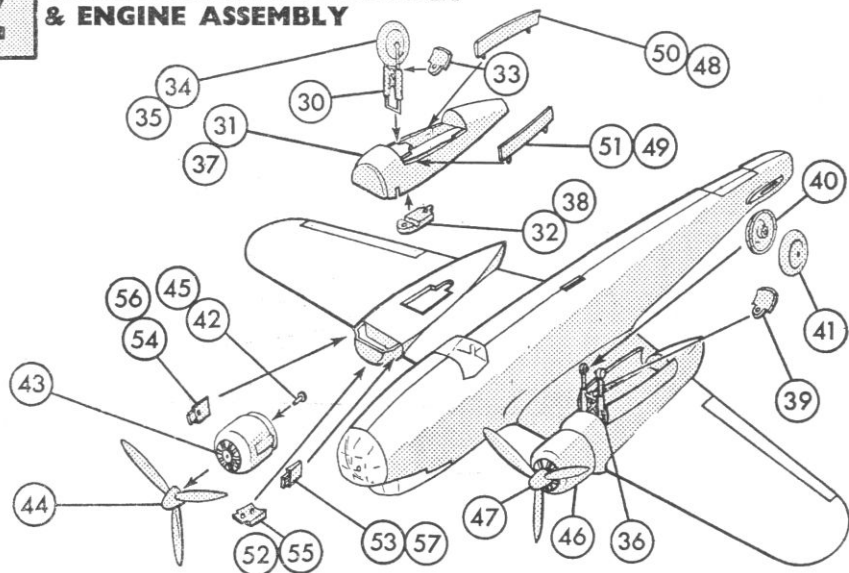
It is recommended that the instructions and exploded view are studied before commencing assembly. If it is wished to paint internal details such as crew, turret or cockpit interiors, this should be done before assembly.

1. Cement seats into the rear three locating holes of the cockpit floor, note that the gunner's seat faces the rear (1-4).
2. Cement crew members on to seats (5, 6 & 7).
3. Locate and cement control column into front hole in floor (8).
4. Cement floor on to locating strip in starboard fuselage half (9).
5. Cut out and cement printed instrument detail to instrument panel, and cement panel on to locator in port fuselage half, immediately in front of cockpit (10 & 11).
6. Cement prone gunner into bottom of port fuselage half, in front of lower opening (12).
7. Place pivot rod of upper machine gun in locating cut outs of transparent turret, and cement turret base on to transparency. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING MACHINE GUN (13, 14 & 15).
8. Place turret in position between locating rings of starboard fuselage half, then cement port fuselage half to starboard. ENSURE NO CEMENT COMES INTO CONTACT WITH THE ROTATING TURRET.

9. Cement machine guns into locating slots in each side of transparent cockpit canopy, and carefully cement canopy in place (16, 17 & 18).
10. Similarly cement nose transparency in place, applying cement carefully to edges of transparency (19).
11. Cement locating peg of cannon into hole in nose transparency (20).
12. Locate lower machine gun in slot of lower transparency, and carefully cement transparency in place (21 & 22).
13. Cement tab of lower fixed machine gun into slot beneath nose (23).
14. Place port aileron in port lower wing locations, and cement upper wing half in place. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING AILERON (24, 25 & 26).
15. Repeat the above procedure for starboard wing, and when both wings are dry cement to fuselage locations, set aside to dry (27, 28 & 29).

2

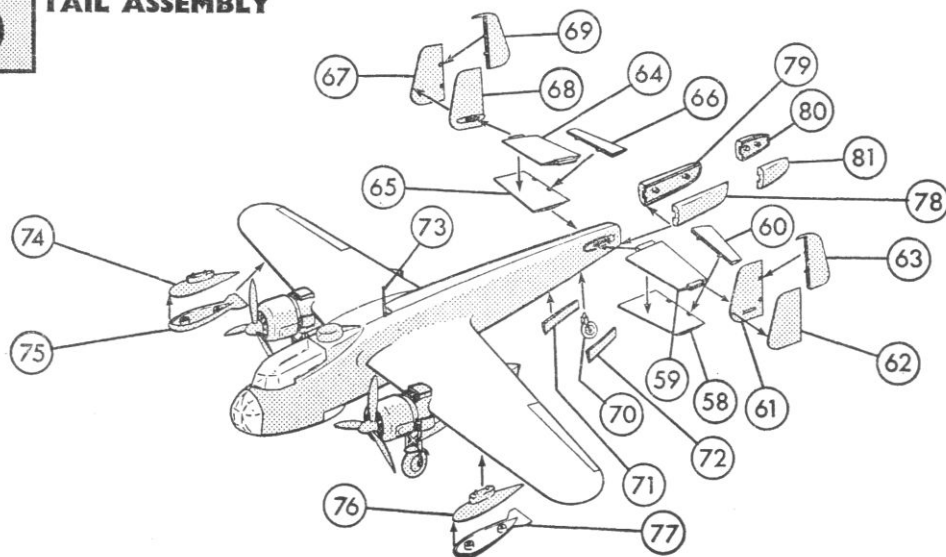
UNDERCARRIAGE ASSEMBLY & ENGINE ASSEMBLY



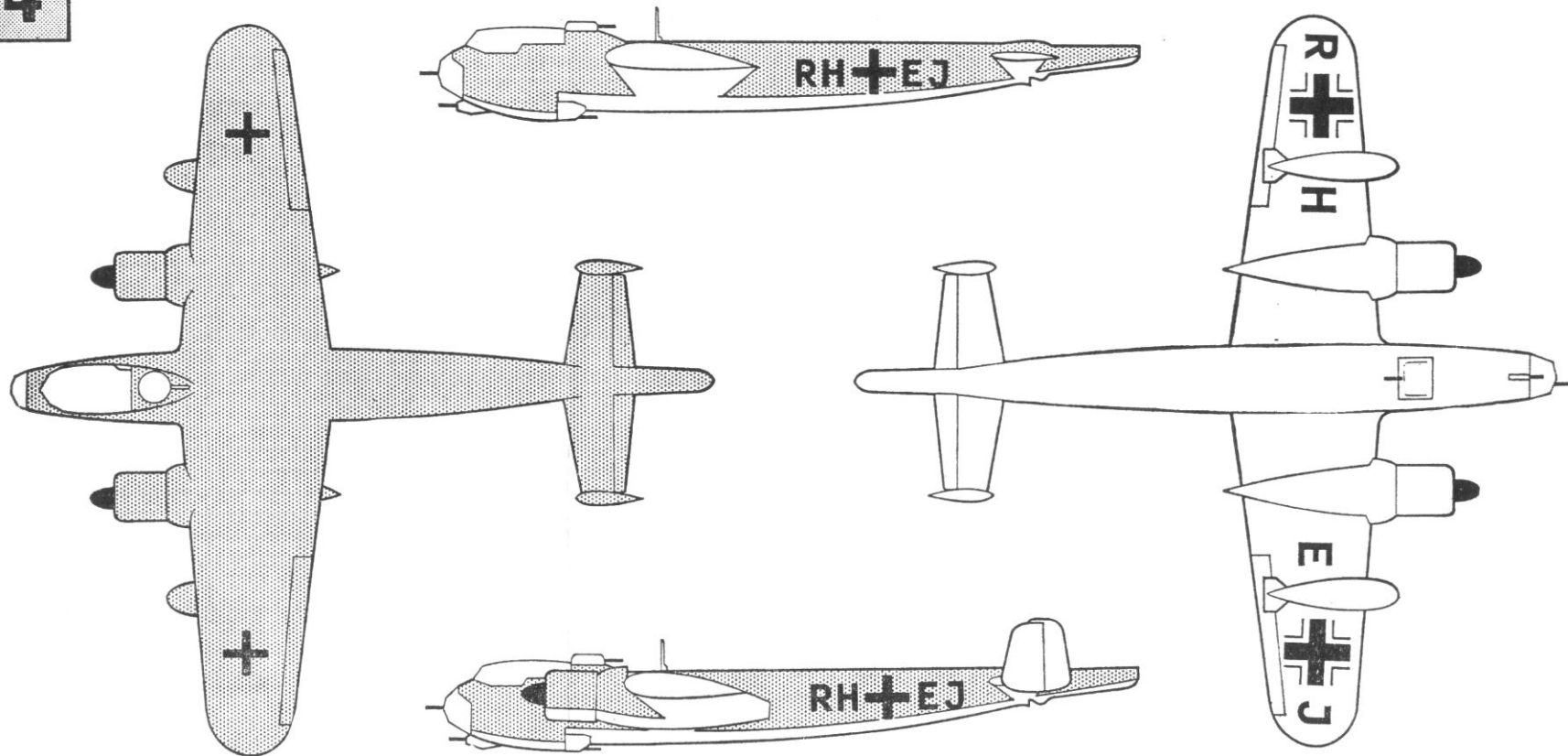
16. Place top cross bar of port undercarriage leg in locating channel of tab in nacelle (30 & 31).
17. Cement cover plate on to pins of nacelle tab. ENSURE NO CEMENT COMES INTO CONTACT WITH RETRACTING UNDERCARRIAGE (32).
18. Locate and cement mudguard on to pin beneath bottom cross bar of undercarriage (33).
19. Cement together male and female halves of wheel, and press wheel into bearings on undercarriage legs (34 & 35).
20. Repeat the above procedure for starboard undercarriage assembly (36-41).
21. Insert propeller pin through rear of cowling and cement into rear of propeller. ENSURE NO CEMENT COMES INTO CONTACT WITH COWLING (42, 43 & 44).
22. Repeat this procedure for starboard engine unit and set aside to dry (45, 46 & 47).
23. Cement assembled engine nacelles in place on lower wings, and when dry locate and cement engine cowlings to nacelle front.
24. The desired undercarriage position must now be selected. For a model with retracted undercarriage the undercarriage is swung back into the nacelle, and the wheel doors cemented in place in the closed position.
25. For a model with working undercarriage the doors are cemented in the open position, leaving the undercarriage free to pivot.
26. To fix in the down position the legs are cemented in place.
27. Locate and cement in position wheel doors (48-51).
28. Locate and cement flame guards in position, above and on either side of nacelle immediately behind cowling. Note that the upper guard has two locating pins and the side guards have tabs (52, 53 & 54).
29. Repeat the above procedure for the starboard guards (55, 56 & 57).

3

TAIL ASSEMBLY



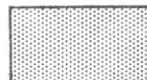
30. Cement together upper and lower halves of port tailplane and cement into fuselage locating slot. Note that only the upper half has locating tabs (58 & 59).
 31. Cement port elevator into locating holes in tailplane, setting at desired angle (60).
 32. Cement together inner and outer halves of port fin, and cement on to protruding tabs of tailplane (61 & 62).
 33. Locate and cement rudder to fin, setting at desired angle (63).
 34. Similarly assemble and locate starboard half of tail assembly, ensuring elevator and rudder are set at the same angle as on the port half (64-69).
 35. Locate and cement tailwheel into hole beneath rear fuselage, and cement doors in place on either side, in the open position.
- NOTE.**—For a model with retracted undercarriage the wheel is omitted and the doors cemented in the closed position (70, 71 & 72).
36. Locate and cement antenna into hole behind upper turret (73).
 37. If the long-range tanks are to be fitted, these should now be assembled, cementing together upper and lower halves, and cementing completed tanks to locations beneath outer wings (74-77).
 38. Finally the desired tailcone should be selected, the two halves cemented together, and cemented to protruding tab on rear fuselage (78-81).



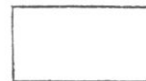
NOTE.—If it is wished to paint the model it should be done at this stage, using the camouflage scheme overleaf and the painting notes below for smaller details.

39. Apply transfers, first cut the sheet into nine separate subjects. Then dip each in warm water for a few minutes, slide transfer off backing into position as shown on the illustrations. The small crosses with code letters attached are applied to either side of the fuselage, and the other small crosses above the wings. The large cross, with the attached letter "R" is applied beneath the starboard outer wing, with the letter "H" inboard. The large letter "J" with its attached cross is applied beneath the port wing, with the letter "E" inboard. The aircraft name is applied to the transparent base.
40. Cement together both parts of stand.
41. Cement arm of stand into slot provided in fuselage.

OLIVE GREEN



LIGHT BLUE



MATT BLACK



OLIVE GREEN All upper surfaces down to light blue.

LIGHT BLUE All undersurfaces.

MATT BLACK: Tyres, exhausts and flame guards, gun barrels and propeller

DORNIER 217. E.2

AIRFIX-72