AIRFIX
CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

BRISTOL TYPE 192

The Bristol 192, which first flew in July 1958, is now in series production for the Royal Air Force; it is the most recent product of the Bristol Aeroplane Company, which has been building helicopters since 1945, and in recent years has produced a series of experimental tandem rotor machines.

The 192 is the first helicopter in the world with the true twin-engine safety; that is, with the ability to fly home and land safely on one engine at any gross weight.

Many of the components and design features of the 192 are identical with the smaller Sycamore helicopter, and the rotor hubs are an adoption of the earlier design, although metal rotor blades can be employed on the 192, as well as the more usual wooden rotors.

A most important part of the 192 is the power plant, consisting of two Napier Gazelle free turbines. Although rated at only 920 s.h.p. each, either engine is capable of an immediate increase to 1,650 s.h.p. if the other fails. In the event of engine failure the remaining engine develops double power within two seconds, and the complete sequence is fully automatic. Specifically designed for helicopters the Gazelle turbine develops twice the power of a piston engine of the same weight, and enhances safety standards by the use of kerosene instead of high octane gasoline.

The Type 192 is capable of fulfilling a great variety of service roles; as a transport it can carry up to 6000 lbs. of freight, or nearly $2\frac{1}{2}$ tons can be slung underneath when used as a "flying crane". Existing seating allows for eighteen passengers, although more may be carried in an emergency; alternatively twelve stretcher cases and two nurses can be carried when used as an ambulance.

In the assault role the 192 can carry eighteen fully armed soldiers operating as "Sky Cavalry", or twelve paratroopers with all their battle equipment. The 192 itself is capable of being armed with guns, rockets or bombs, cameras can be fitted for air reconnaissance.

At sea the 192 has also a great many uses, including minesweeping and target towing, anti-submarine duties and of course rescue; the rescue winch being capable of hauling two survivors to safety at a time.

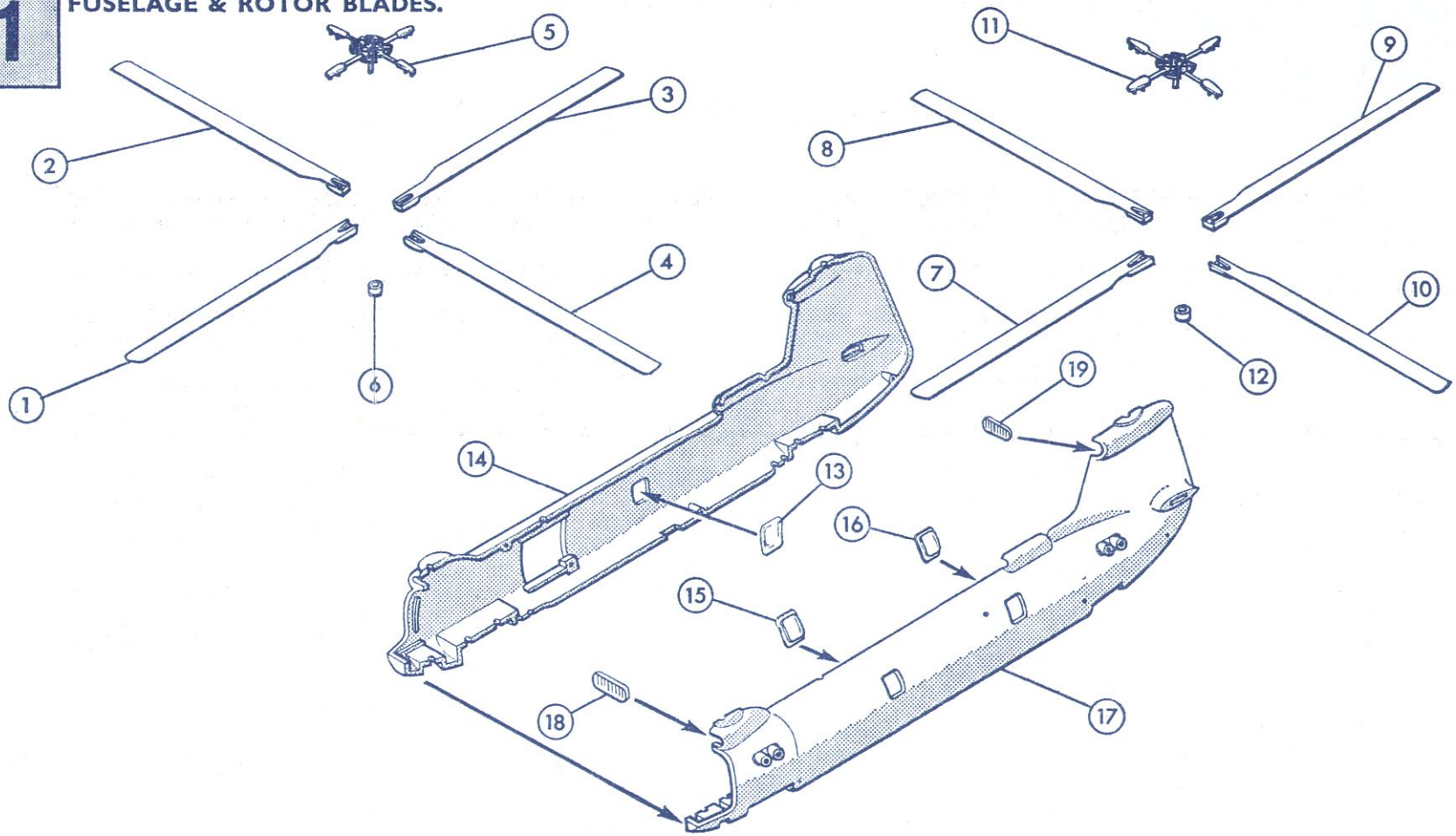
The Bristol 192 Military Helicopter is powered by two Napier Gazelle free-turbines, each having emergency power of 1,650 s.h.p. Overall fuselage length is 54 ft. 4 ins., tail span is 18 ft. 10 ins., and rotor diameters are 48 ft. 8 ins.

INSTRUCTIONS

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)

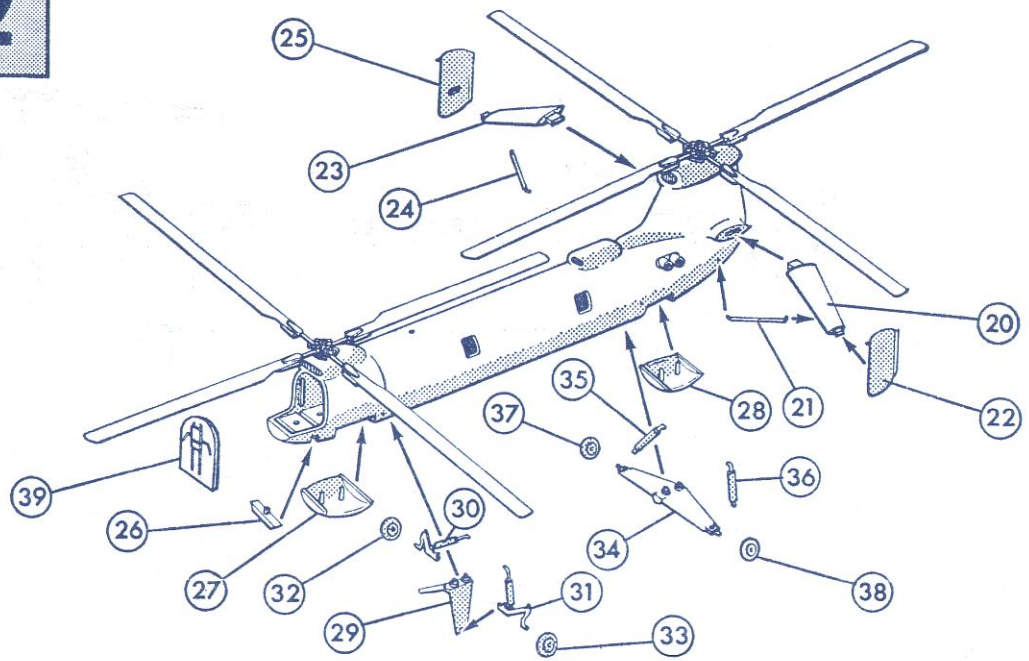
1 FUSELAGE & ROTOR BLADES.



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

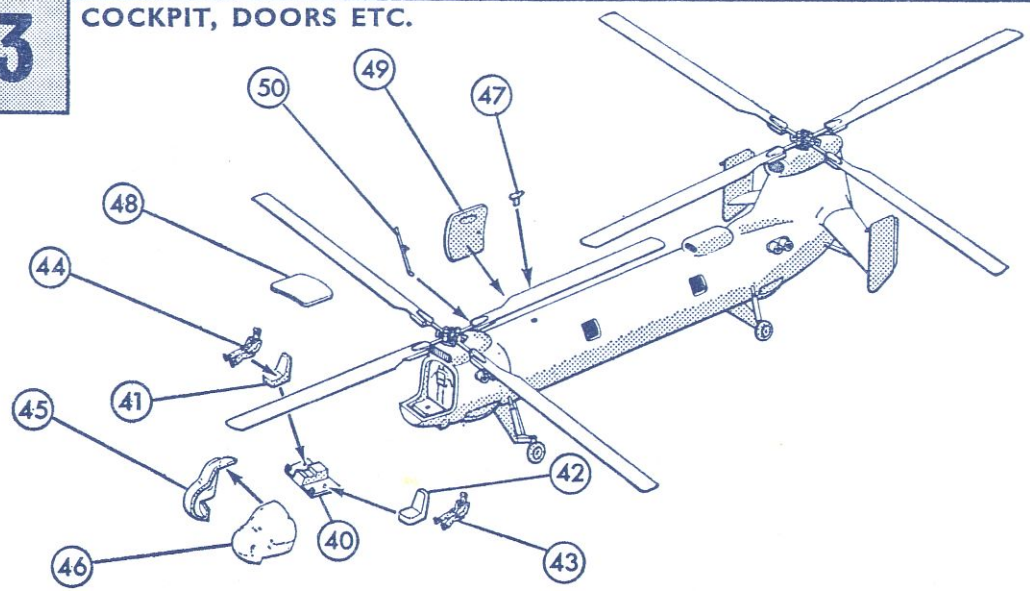
1. Cement front rotor blades to hubs, locating pins below hubs into holes in each rotor blade root (1-5).
2. Cement rotor pin stop on to end of rotor pin (6.)
3. Repeat the above assembly for rear rotor unit, and set both aside to dry (7-12).
4. Insert the starboard window into the inside of the locating hole in the starboard fuselage half, so that the surround projects inside the fuselage, and cement in place, applying cement to the window surround only (13, 14).
5. Similarly locate and cement the two port windows into the port fuselage half (15, 16, 17).
6. Insert the rotor pins in the locations in front and rear of the starboard fuselage half, with the stops lying within the fuselage then cement on port fuselage half, ensuring no cement comes into contact with moving rotor pins.
7. When fuselage is dry locate and cement in position front and rear rotor head intake grills (18, 19).

2 TAILPLANE & UNDERCARRIAGE ASSEMBLY.



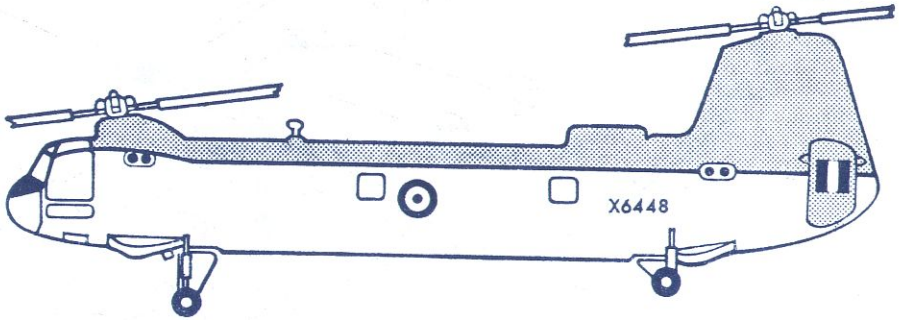
8. Locate and cement port tailplane into fuselage slot, note that the tailplane angles downwards (20).
9. Before tailplane is firmly set locate and cement tailplane strut into locations in fuselage side and undersurface of tailplane (21).
10. Cement port fin in position on tab on end of tailplane (22).
11. Repeat the above procedure for the starboard tail assembly (23, 24, 25).
12. Locate and cement landing light unit in to slot beneath nose, ensuring the central pin is located in fuselage (26).
13. Locate and cement forward (narrower) air intake in position beneath front fuselage, ensuring pins are correctly positioned (27).
14. Similarly locate and cement rear intake beneath rear fuselage (28).
15. Cement the pins of the front undercarriage torsion box in position immediately behind front air intake, ensuring the leading (straight) edge is facing forward (29).
16. Locate and cement in place the undercarriage legs between the fuselage side locations and the end slots in the torsion box, cement wheels onto protruding axles (30-33).
17. Locate and cement the rear torsion box beneath the rear fuselage, immediately in front of rear intake, ensuring the trailing (straight) edge faces the rear (34).
18. Cement the rear undercarriage legs in position between fuselage locating holes and dimples in ends of box (35, 36).
19. Locate and cement rear wheels onto protruding axles (37, 38).
20. Cement front bulkhead in position in nose, locating onto front of strips in fuselage walls (39).

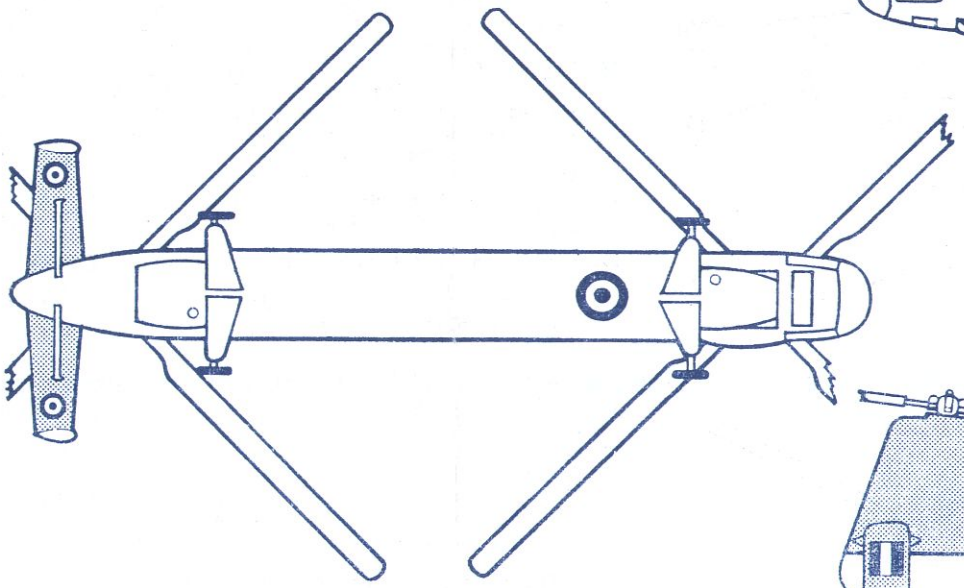
3 COCKPIT, DOORS ETC.



21. Cement cockpit floor onto extreme nose, immediately in front of bulkhead (40).
22. Cement seats onto protruding pins in rear of floor, and cement pilot and co-pilot onto seats (41-44).
23. Carefully cement together the two halves of the transparent nose, applying cement only to edges of transparencies, and when dry locate and cement onto front fuselage (45, 46).
24. Locate and cement antenna in hole above fuselage (47).
    The desired door and its position should now be selected, note that both a normal and a winch door are provided, and that both these doors are capable of being fixed in either the open or closed position. In either case the selected door should first be placed in the closed position, flush with the fuselage, but not cemented, while the long blue trim line transfers are applied. When the transfers are dry cut the transfer over the door surround with a razor blade or modelling knife and remove the door.
25. If the normal transport door is selected it should now be cemented in place, either flush with the fuselage, or in the open position, extended at right angles and cemented onto the locating strip at the top of the door opening (48).
26. If the winch door is selected the same procedure is followed (49).
27. Finally on models with open doors the strut is cemented in place, locating in the hole the bottom door support and the door dimple (50).

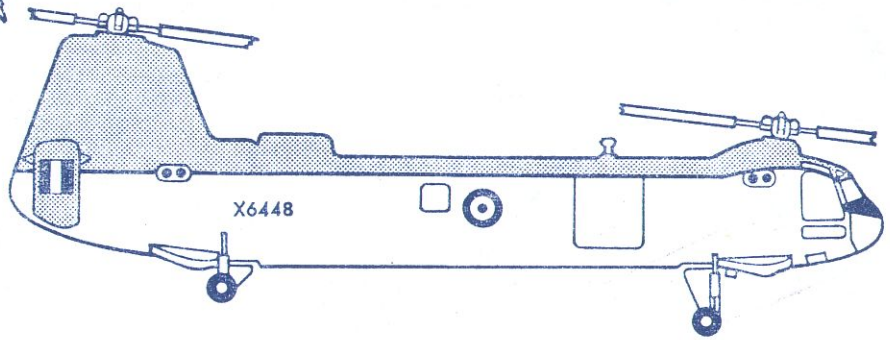
4 SUGGESTED COLOUR SCHEME.





MATT BLACK **SILVER** **WHITE**

LIGHT GREY Rotor hubs
CREW Blue-grey uniform, flesh details.



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

28. Apply transfers: First cut the sheet into sixteen separate subjects (the long central blue trim lines should already be applied). Then dip each transfer in warm water for a few minutes and slide off backing into position as shown on illustration. The blue trim lines with curved ends are applied on either side of the nose the curve passing over the front exhausts, the rear joining the long central strips. The short blue flashes are applied from behind the rear exhausts around the rear fuselage. The large roundel is applied beneath the fuselage, the intermediate roundels on the fuselage sides and the smallest roundels beneath the tailplane, outboard of the struts. The red, white and blue flashes are applied on either side of each fin and the serial numbers to the rear fuselage sides. The Aircraft name is applied to the transparent base.
29. Cement together both parts of transparent stand and cement arm of stand into slot provided beneath fuselage.

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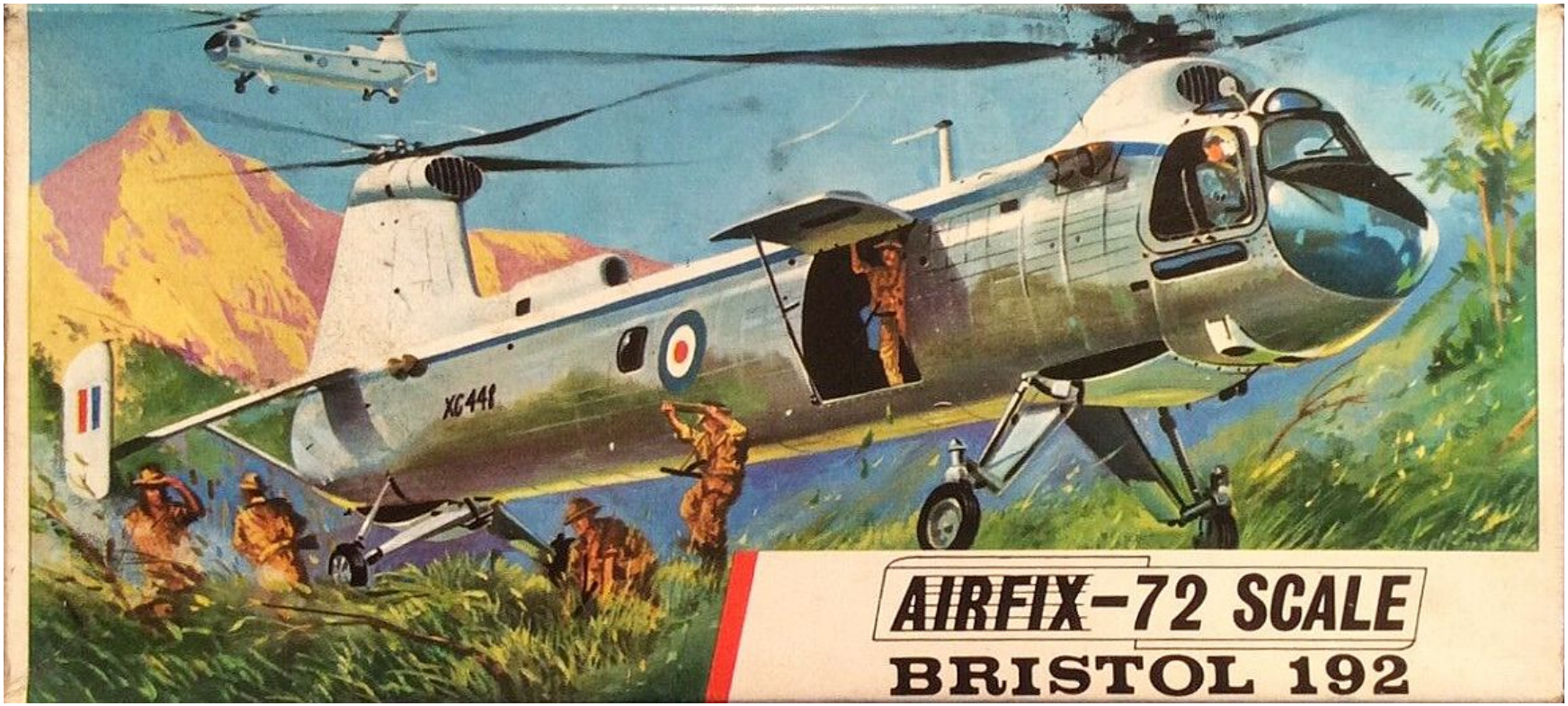
XG441
AIRFIX-72 SCALE
BRISTOL 192