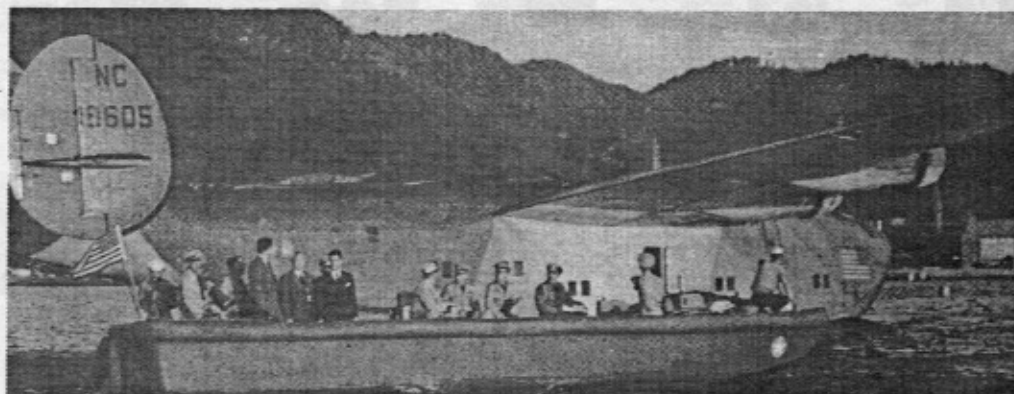


# BOEING 314A "DIXIE CLIPPER"

**MINICRAFT**  
**MODEL KITS**



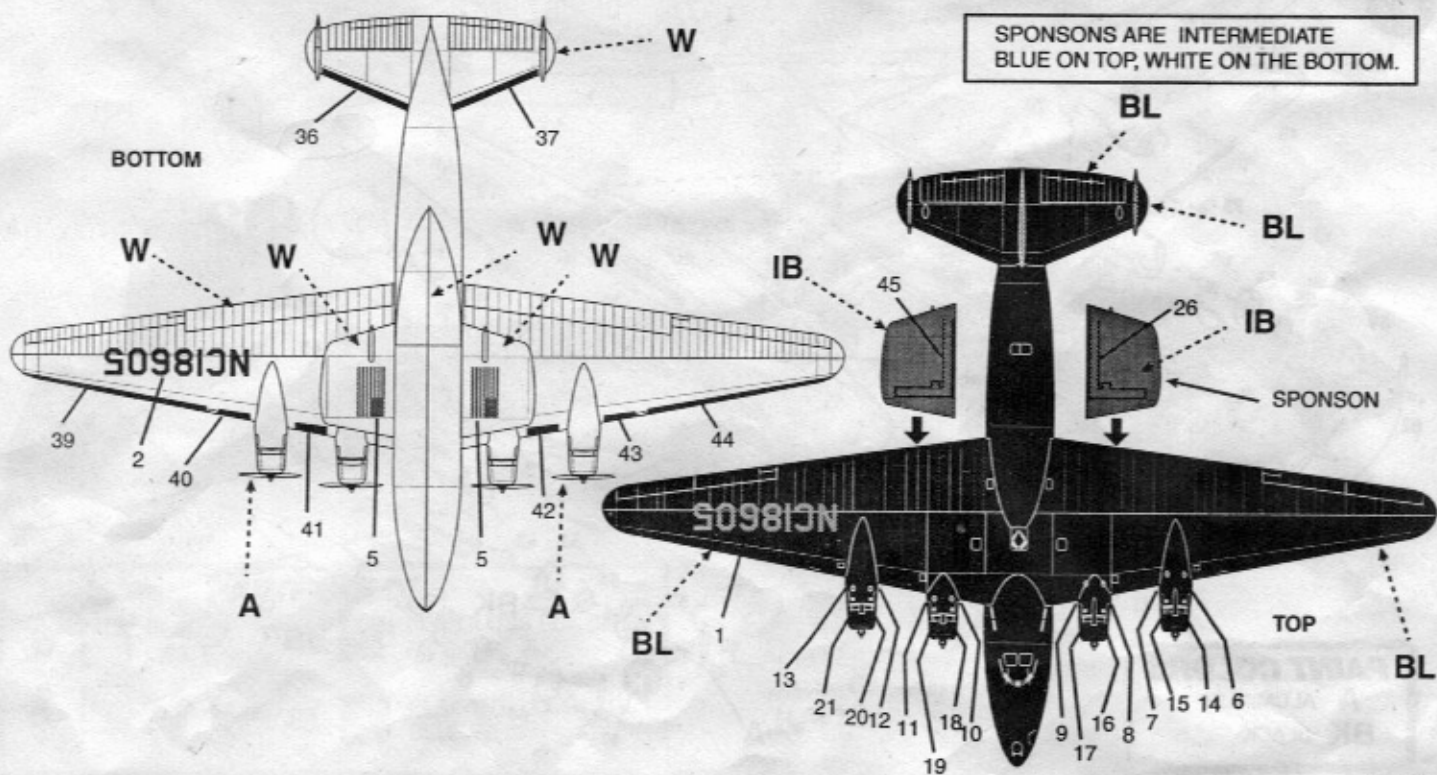
The first airplane to carry a United States President was the huge Boeing Model 314, operated by Pan American World Airlines. When the United States entered the Second World War, the Army's Transport Command took over four Boeing 314 Clippers for use as cargo and personnel transports. They were designated C-98, in keeping with their load-carrying capabilities. With the Army being more land-oriented in its operations, the planes were transferred to the U.S. Navy which already had acquired the other Pan American flying boats and had suitable water bases. Although now in Navy markings, the planes were still flown by Pan American crews.

On January, 11, 1943, the Dixie Clipper (Navy Bureau Number 48226) was used to fly President Franklin Roosevelt to a conference with British

Prime Minister Winston Churchill in Casablanca, Morocco. This flight also coincided with the President's 61st birthday.

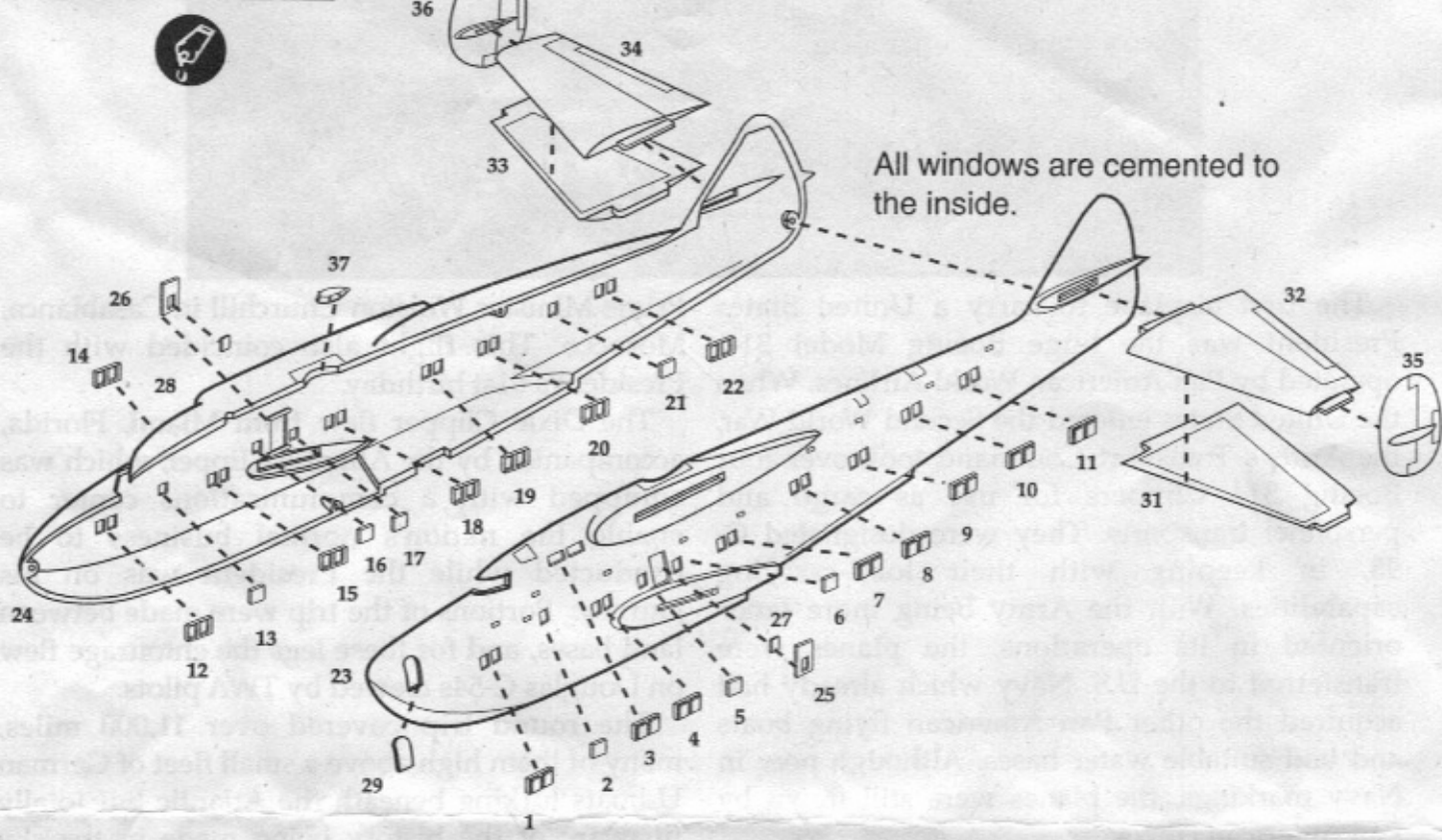
The Dixie Clipper flew from Miami, Florida, accompanied by the Atlantic Clipper, which was equipped with a communications center to enable the nation's normal business to be conducted while the President was on his journey. Portions of the trip were made between land bases, and for these legs the entourage flew on Douglas C-54s crewed by TWA pilots.

The round trip covered over 11,000 miles, many of them high above a small fleet of German U boats lurking beneath the Atlantic but totally unaware of the history being made in the sky above them.

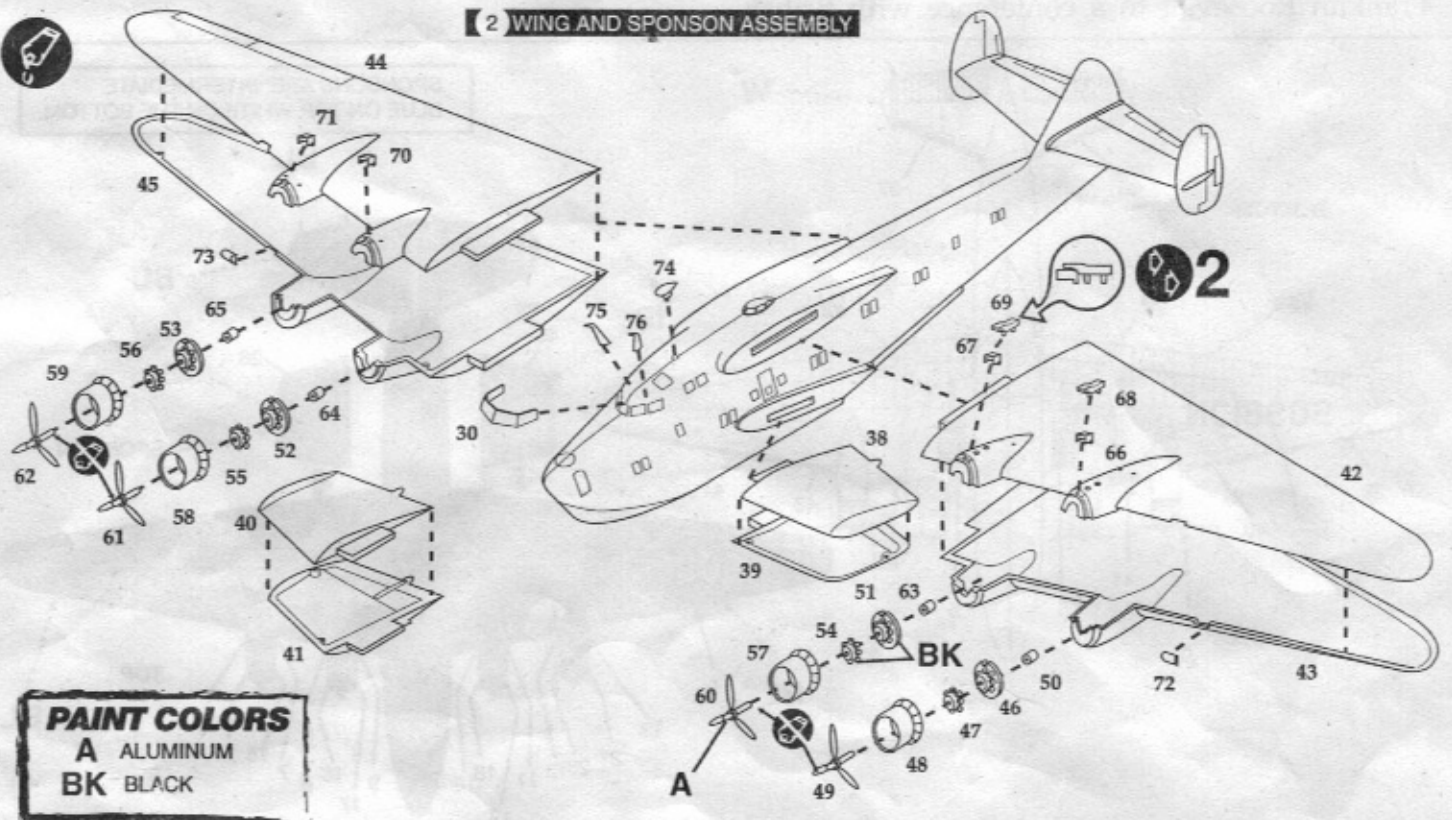


	<b>Cement Parts</b> Collar Kleben Pegar Incollare Colar Kleben		<b>Do Not Cement Parts</b> No Paste Collar Nicht Kleben No Pagar Non Incollare NÃO Colar Niet Kleven		<b>Cut Away</b> Couper Schneiden Cortar Tagliare Cortar Snijden		<b>Optional Parts</b> Clics Auswahlmöglichkeit Eleccion Scelta Opcao Keuze		<b>3</b> Repeat Operation Wiederholer Operation Vorgang Wiederholen Repètir la operation Repètere Repitir a Opração Herhalen
--	--	--	--	--	---	--	--	--	---

**1 FUSELAGE AND TAIL ASSEMBLY**



**2 WING AND SPONSON ASSEMBLY**



**PAINT COLORS**  
A ALUMINUM  
BK BLACK



# BOEING 314A "DIXIE CLIPPER"

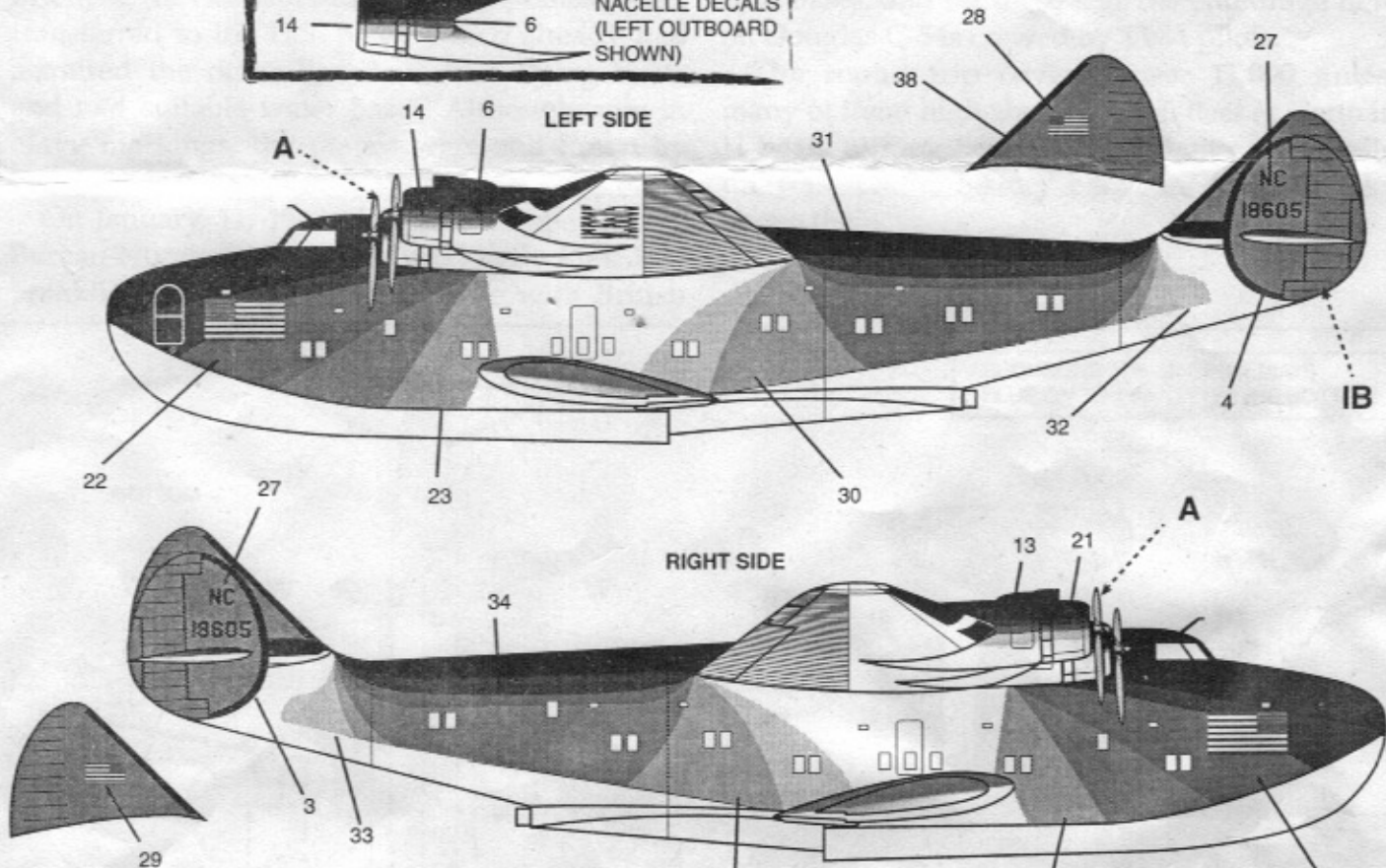
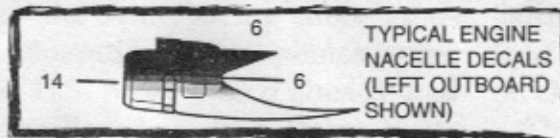
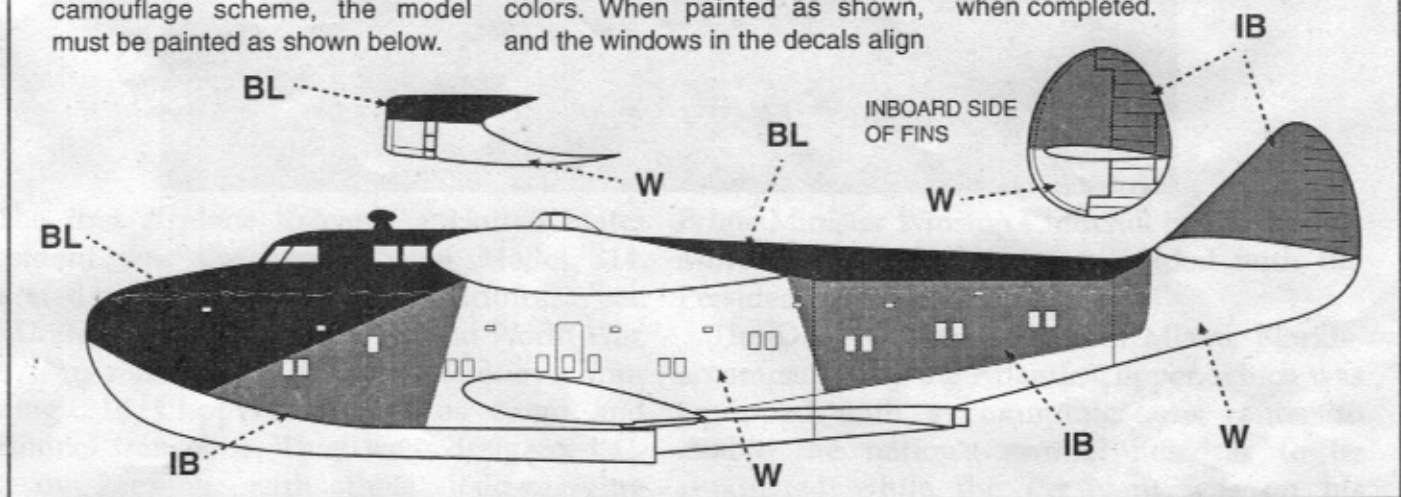
**MINICRAFT  
MODEL KITS**

## IMPORTANT NOTE ABOUT PAINTING THIS MODEL

For the decals to provide the proper blending effect of this camouflage scheme, the model must be painted as shown below.

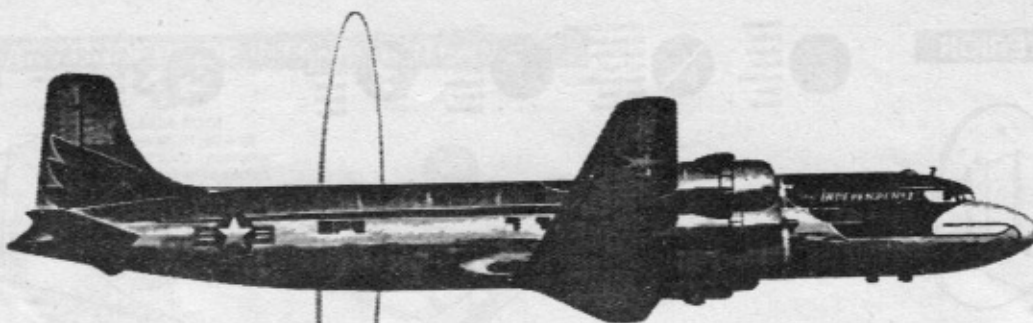
Use the windows as a guide to locate the your masks for the three colors. When painted as shown, and the windows in the decals align

with the windows on the model, the camouflage pattern will be correct when completed.



### PAINT COLORS

W		FLAT WHITE	BL		SEMIGLOSS SEA BLUE FS 25042
A		ALUMINUM	IB		FLAT INTERMEDIATE BLUE FS 35164



*the Independence* In 1/144 scale

The first aircraft created specifically for the personal use of an American President was a Douglas C-54, which was modified from a production machine for President Franklin Roosevelt. Nicknamed "Sacred Cow", it was used for only two flights by him, but was to serve President Truman during his first presidential years.

On July 1, 1947, a new presidential plane was delivered to the U.S. Air Force. This plane was based on the DC-6, an advancement of the basic DC-4/C-54 design. The new presidential airliner was designated VC-118, and named "The Independence", after the President's home town. The eagle design was developed from a proposed airline color scheme, which had been rejected by the airline. It was modified and adopted for "The Independence". (The design was also altered during the service life of the aircraft.)

The above illustration is a reproduction of the cover of a brochure presented to visitors who flew aboard "The Independence". The following notes are excerpts from this booklet:

*"The Independence" was built by Douglas Aircraft Company at Santa Monica, California, and was delivered to the Air Force in July of 1947 for the use of the President of the United States and Government officials and dignitaries as designated by the President of the United States.*

*"The Independence" is a DC-6 (C-118 Air Force designation) with a cruising speed of 300 mph at 20,000 feet, maximum range of 3,600 miles and carries a crew of seven (three officers and four airmen).*

*DIMENSIONS: Wing Span.....117 feet 6 inches; Length.....100 feet 7 inches; Height.....28 feet 5 inches; Weight.....93,200 pounds maximum gross.*

*This brochure has been prepared as an aid to enjoyment and usefulness of your flights aboard "The Independence."*

*It includes information on many phases of the airplane and its operation-mechanical, structural, aerodynamic and meteorological - all of which make possible the speed and comfort of air travel.*

*Here you will also find "briefings" directing course of action in the unlikely event of an emergency. You will probably never need this information, but it's well worth knowing.*

*"The Independence" is substantially the same airplane as that which flies millions of miles over the commercial airlines of the world, or, in a somewhat different configuration, carries the personnel and cargo of our armed forces across continents and oceans in support of our overseas bases so essential to requirements of our national defense."*

*"WASHROOMS: "The Independence" has two lavatories in the forward part of the cabin and one in the Presidential Stateroom. All are fully equipped and well lighted. Electric shavers are on a shelf over the mirror. The steward will provide you with anything that is not already in washroom, such as safety razor and blades; shaving cream, brushless or lather; and tooth brush and tooth paste if you desire.*

*LIQUIDS IN BOTTLES: If you are carrying medicine, a bottle of perfume, or any other liquids, be sure the caps are screwed on tight and keep them in an upright position. All bottles have a tendency to leak at flight altitudes where the outside air pressure is lower."*

*"PARACHUTE BRIEFING: Parachutes are available for all passengers aboard "The Independence". The possibility of using parachutes is very slight; however, as an additional safety precaution the following information is included in order that the passenger may know the proper procedure for the use of parachutes.*

*The parachutes aboard "The Independence" for your safety back-pack type with quick adjustable type harness."*

*"The proper method of leaving the aircraft is to dive out head first and straight down. The most important single act in any parachute jump is the opening of the parachute only after you have cleared the aircraft."*

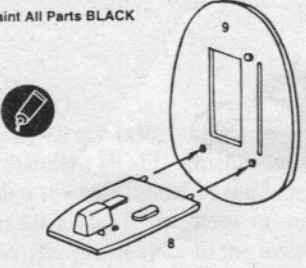
*"In the event it becomes necessary to "bail out" please follow the instructions of "The Independence" crew members who are thoroughly trained and competent in facilitating orderly and safe "bail Out".*

*"ABOUT THE CREW: The personnel that crew, maintain and guard the Presidential aircraft, "The Independence," are hand picked Air Force officers and airmen who have been selected for their high standard of experience in their special field. They are experts in their profession. At all times while on the ground there are eight airmen guards on duty 24 hours a day.*



# 1 COCKPIT INTERIOR

• Paint All Parts BLACK



Cement  
Coller  
Kleben  
Pegar  
Incollare  
Colar  
Kleven



DO NOT Cement  
Ne pas Coller  
Nicht Kleben  
No Pegar  
Non Incollare  
Nao Colar  
Niet Kleven



Cut away  
Couper  
Scheiden  
Cortar  
Tagliere  
Cortar  
Snijden



Optional parts  
Choix  
Auswahlmoglichkeit  
Eleccion  
Scelta  
Opaco  
Keuze

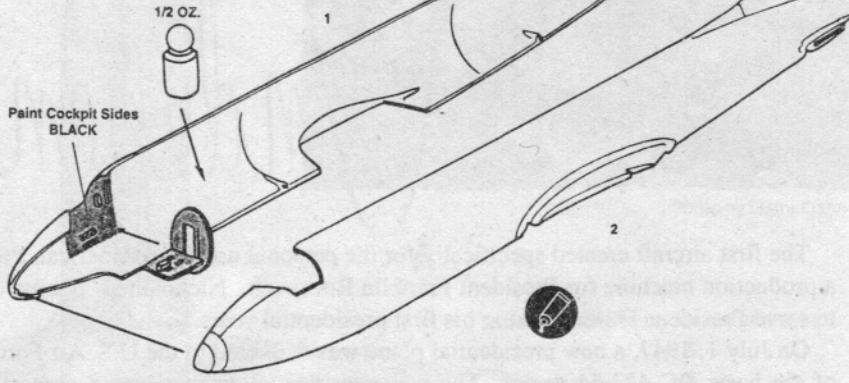


Repeat operation  
Répéter l'opération  
Vorgang wiederholen  
Repitir la operación  
Ripetere  
Repitir a operação  
Herhalen

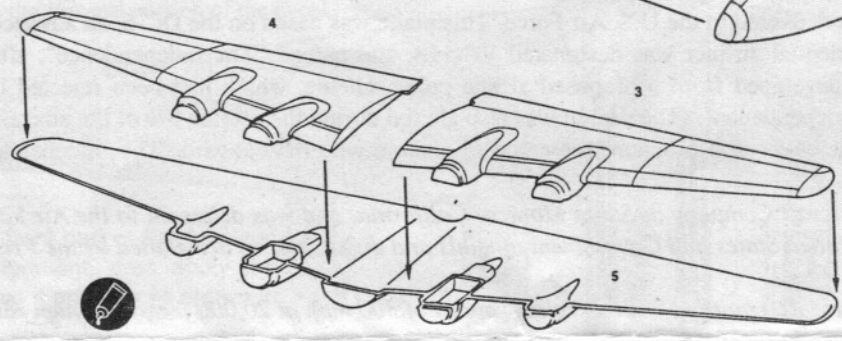


Symmetrical assem

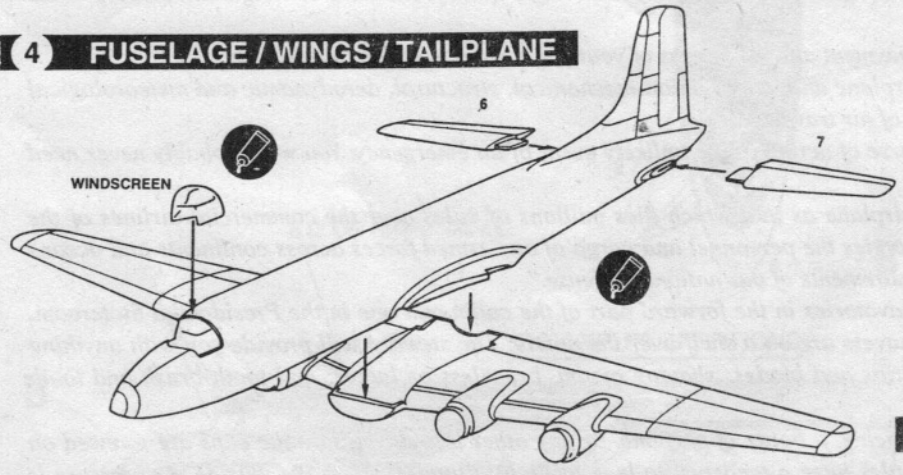
# 2 FUSELAGE ASSEMBLY



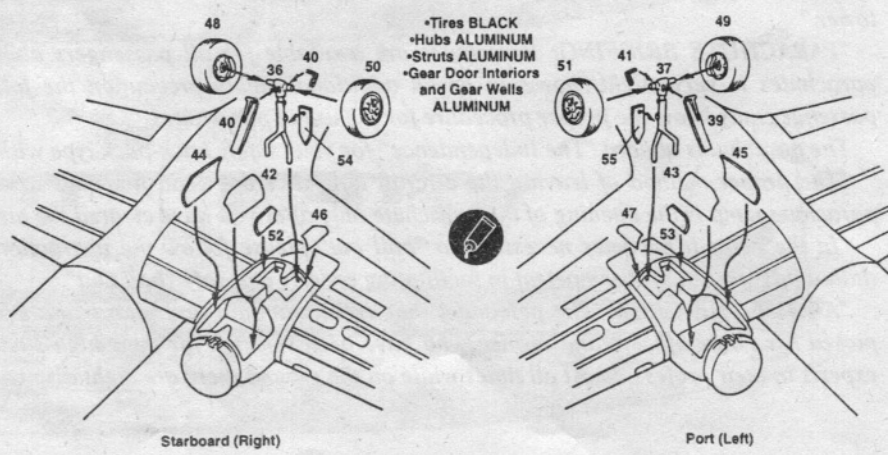
# 3 WINGS



# 4 FUSELAGE / WINGS / TAILPLANE



# 5 MAIN LANDING GEAR



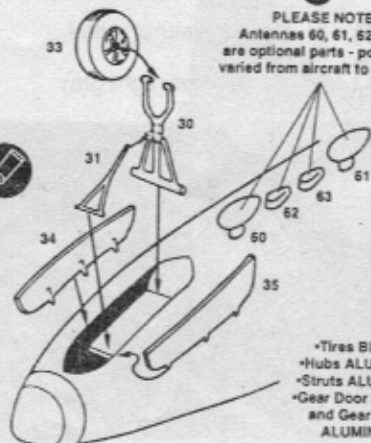
Starboard (Right)

Port (Left)

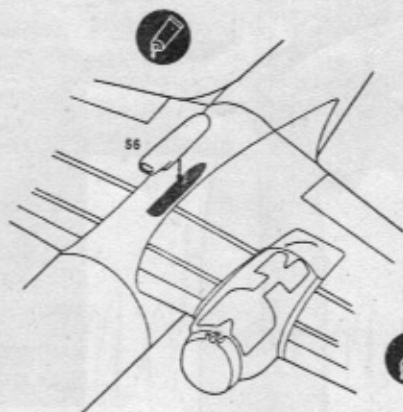
## 6 NOSE GEAR / UNDERSIDE INTAKE / ANTENNAS

?

**PLEASE NOTE**  
Antennas 60, 61, 62 & 63  
are optional parts - positions  
varied from aircraft to aircraft.

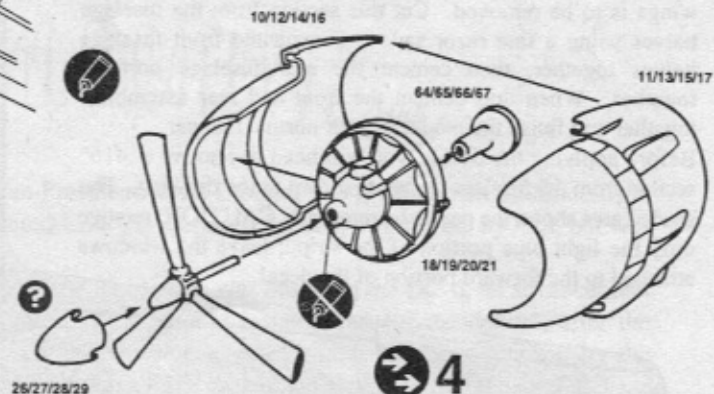


•Tires BLACK  
•Hubs ALUMINUM  
•Struts ALUMINUM  
•Gear Door Interiors  
and Gear Wells  
ALUMINUM



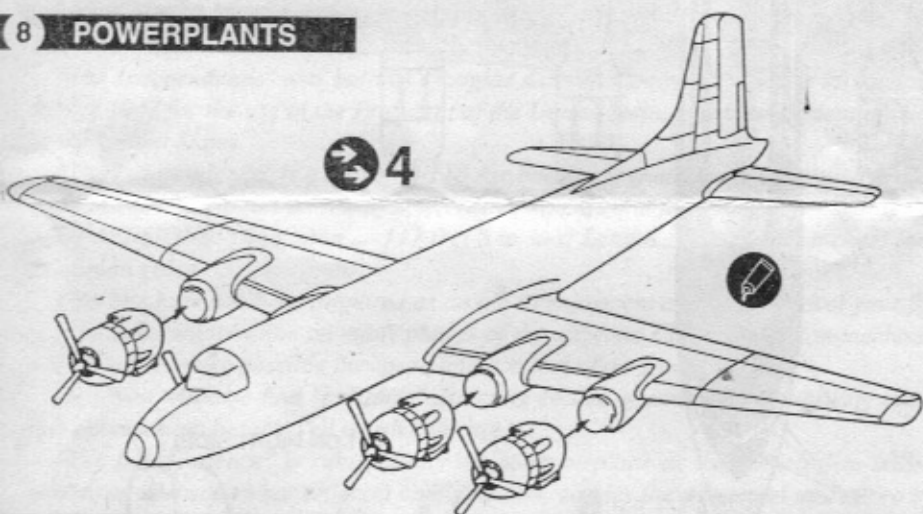
•Cylinders STEEL  
•Gearbox GRAY  
•Magneto BLACK  
•Cowling Interior  
ALUMINUM  
•Propeller Hub  
ALUMINUM  
•Propeller Blades  
FLAT BLACK

## 7 ENGINES / COWLINGS



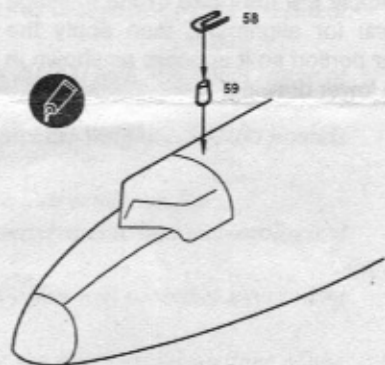
4

## 8 POWERPLANTS



4

## 9 OPTIONAL ANTENNAS



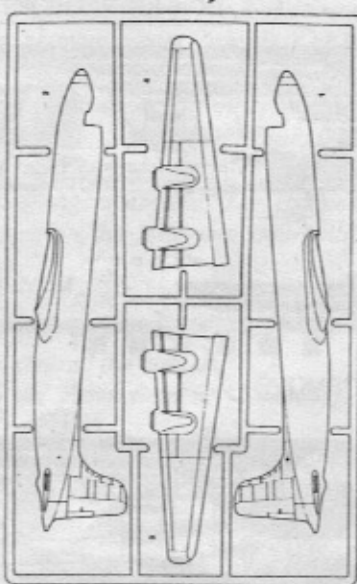
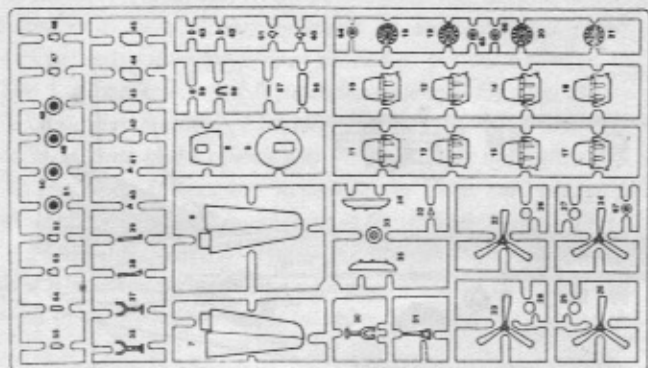
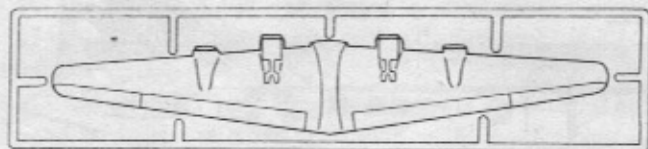
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**PLEASE NOTE**



All antennas provided  
(32, 57, 58/59, 60, 61, 62 & 63)  
are optional and installation varied  
from aircraft to aircraft  
as well as airline to airline.

Please consult your references  
for the aircraft you are modeling  
to be certain of style and position  
of antennas.

## PARTS LOCATING DIAGRAM





- A**  Natural metal
- B**  Very light gray

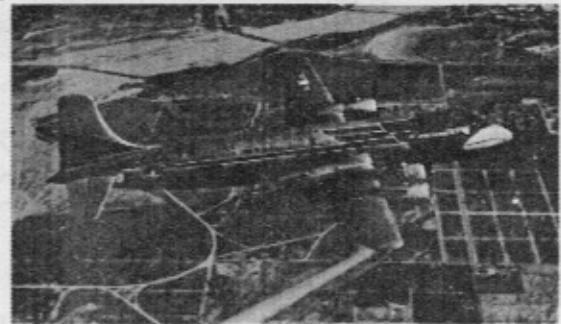
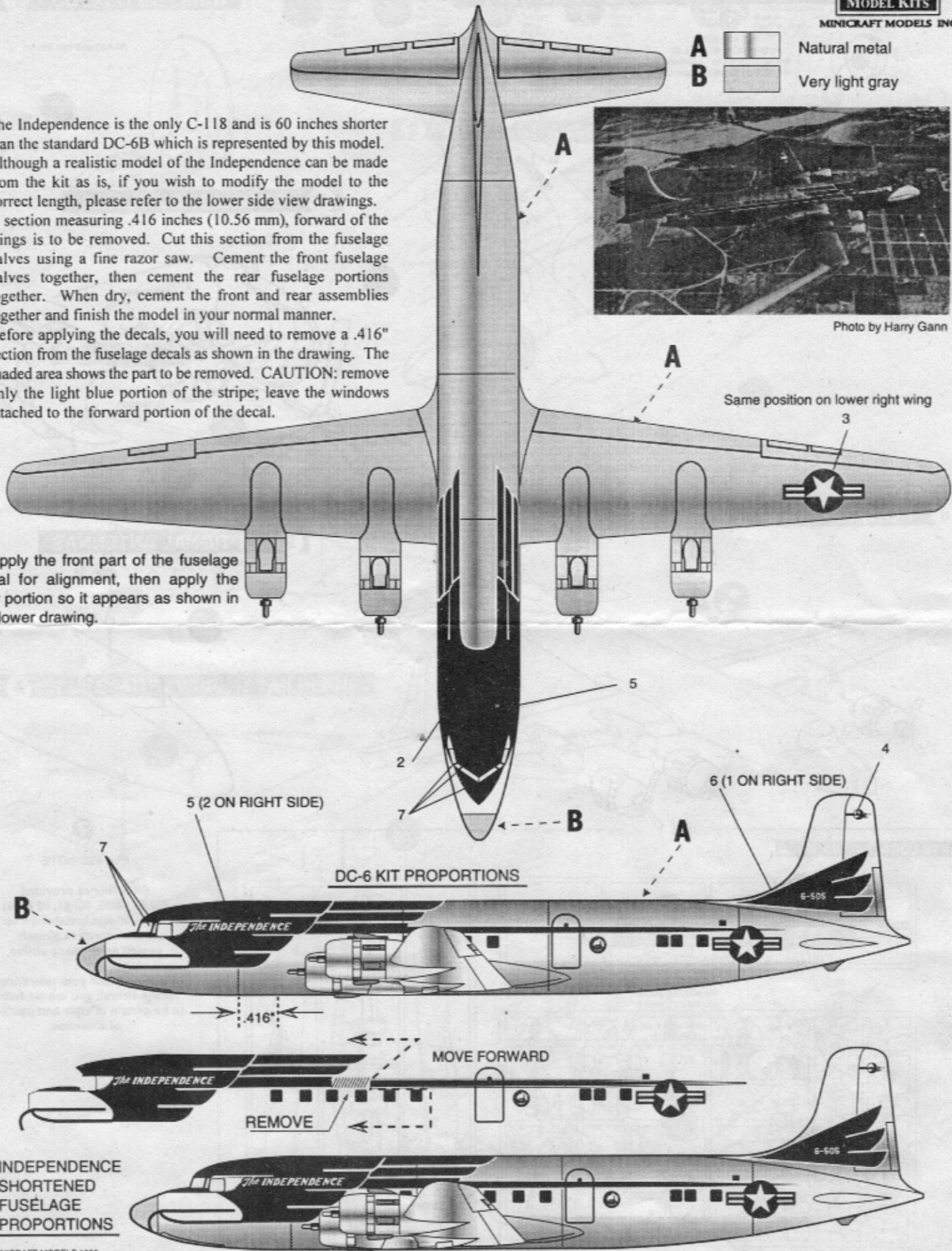


Photo by Harry Gann

The Independence is the only C-118 and is 60 inches shorter than the standard DC-6B which is represented by this model. Although a realistic model of the Independence can be made from the kit as is, if you wish to modify the model to the correct length, please refer to the lower side view drawings. A section measuring .416 inches (10.56 mm), forward of the wings is to be removed. Cut this section from the fuselage halves using a fine razor saw. Cement the front fuselage halves together, then cement the rear fuselage portions together. When dry, cement the front and rear assemblies together and finish the model in your normal manner. Before applying the decals, you will need to remove a .416" section from the fuselage decals as shown in the drawing. The shaded area shows the part to be removed. CAUTION: remove only the light blue portion of the stripe; leave the windows attached to the forward portion of the decal.

Apply the front part of the fuselage decal for alignment, then apply the rear portion so it appears as shown in the lower drawing.



DC-6 KIT PROPORTIONS

**INDEPENDENCE  
SHORTENED  
FUSÉLAGE  
PROPORTIONS**

# Lockheed VC-121E Columbine III

IN 1/144 SCALE

As indicated by the inscription, Columbine III was the third Lockheed Constellation to serve as the personal transport of General/President Dwight D. Eisenhower. The Original Columbine was named for the state flower of his wife's birthplace, Colorado, and was used by the General during his term as Commander of SHAPE, in Paris. Eisenhower chose then-Captain William G. Draper to be his pilot. Draper remained Eisenhower's personal pilot on all subsequent Columbines.

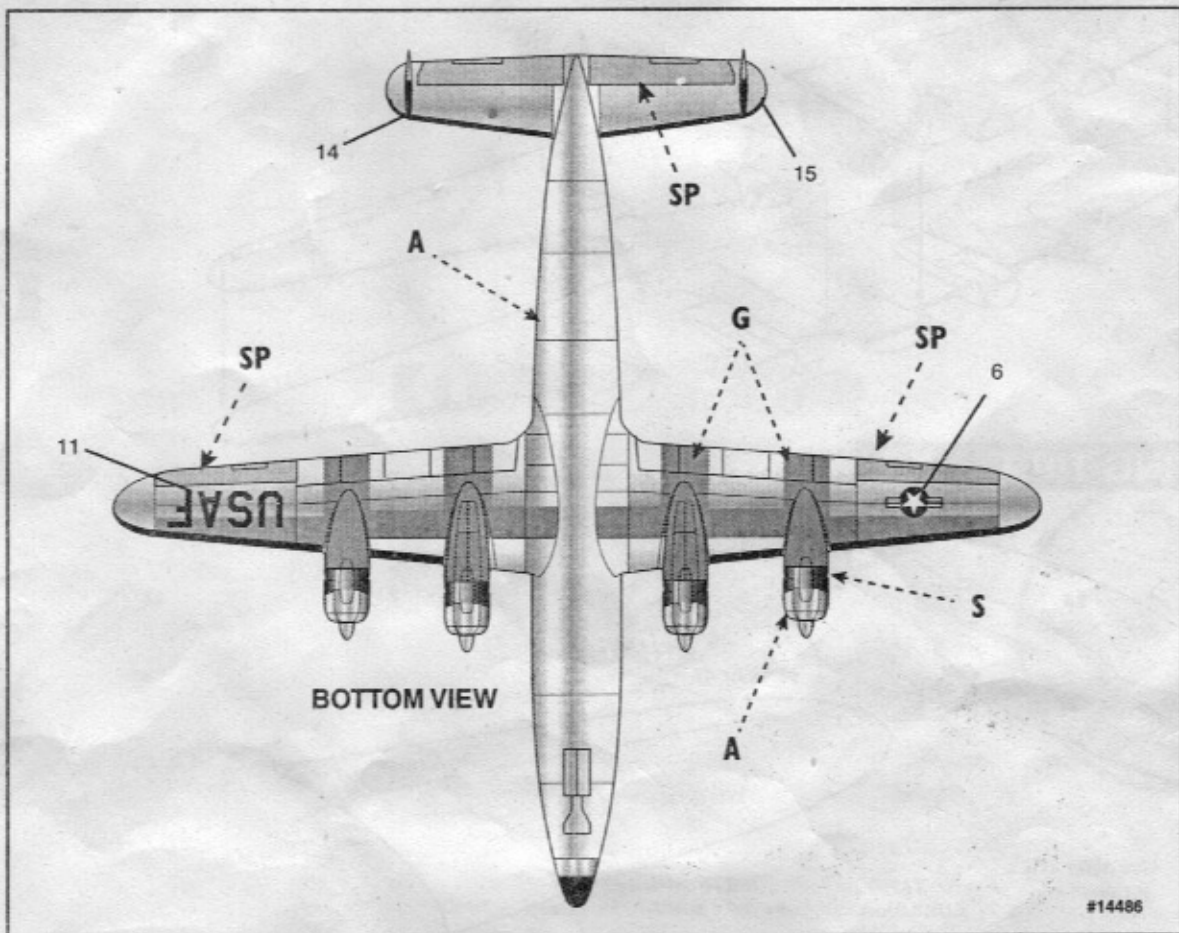
It was during a flight after Eisenhower became president that a significant event occurred which was to become a permanent part of presidential trivia.

Following take-off from Washington Airport, Columbine, identified by her USAF serial number, received a call from the air traffic controller. Moments later, the pilot of a commercial airliner responded, asking if the call was for him; his flight number matched Columbine's number! The po-

tential problems were clearly evident and, after a quick consultation, it was determined that from thence on, whatever aircraft the president was on would become "Air Force One".

Columbine III was begun as a Navy R7V-1, Bureau No. 131650, and was converted while on the Lockheed production line into the only Air Force VC-121E. It differs from the standard USAF C-121 in having rectangular windows instead of the "porthole" type. It was assigned the Air Force serial 53-7885 and entered service on September 10, 1954.

On January 20, 1961, Columbine was retired from presidential service and transferred to the 89th Military Airlift Group, at Andrews Air Force Base, in Virginia, where it served as a VIP transport for USAF personnel. On April 20, 1966, the plane made its final flight, landing at Wright Patterson AFB, where it has been restored to its presidential splendor and is now on display.

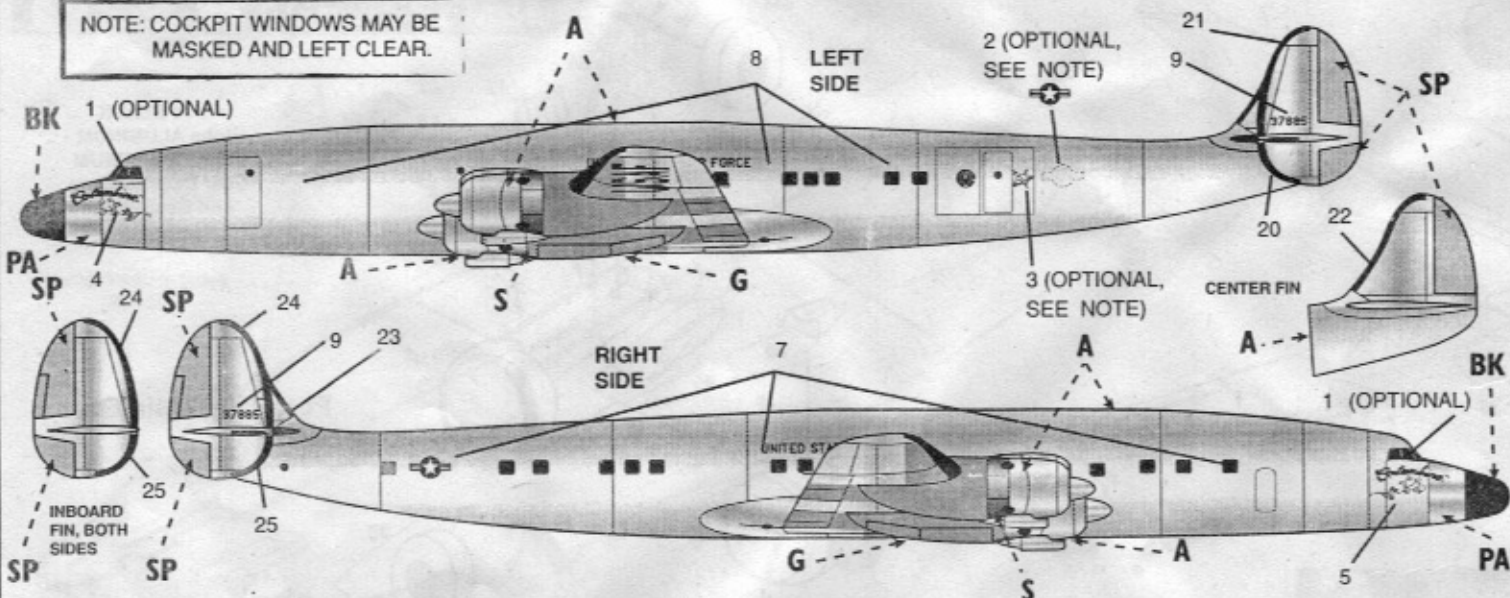






*Lockheed VC-121E Columbine III*

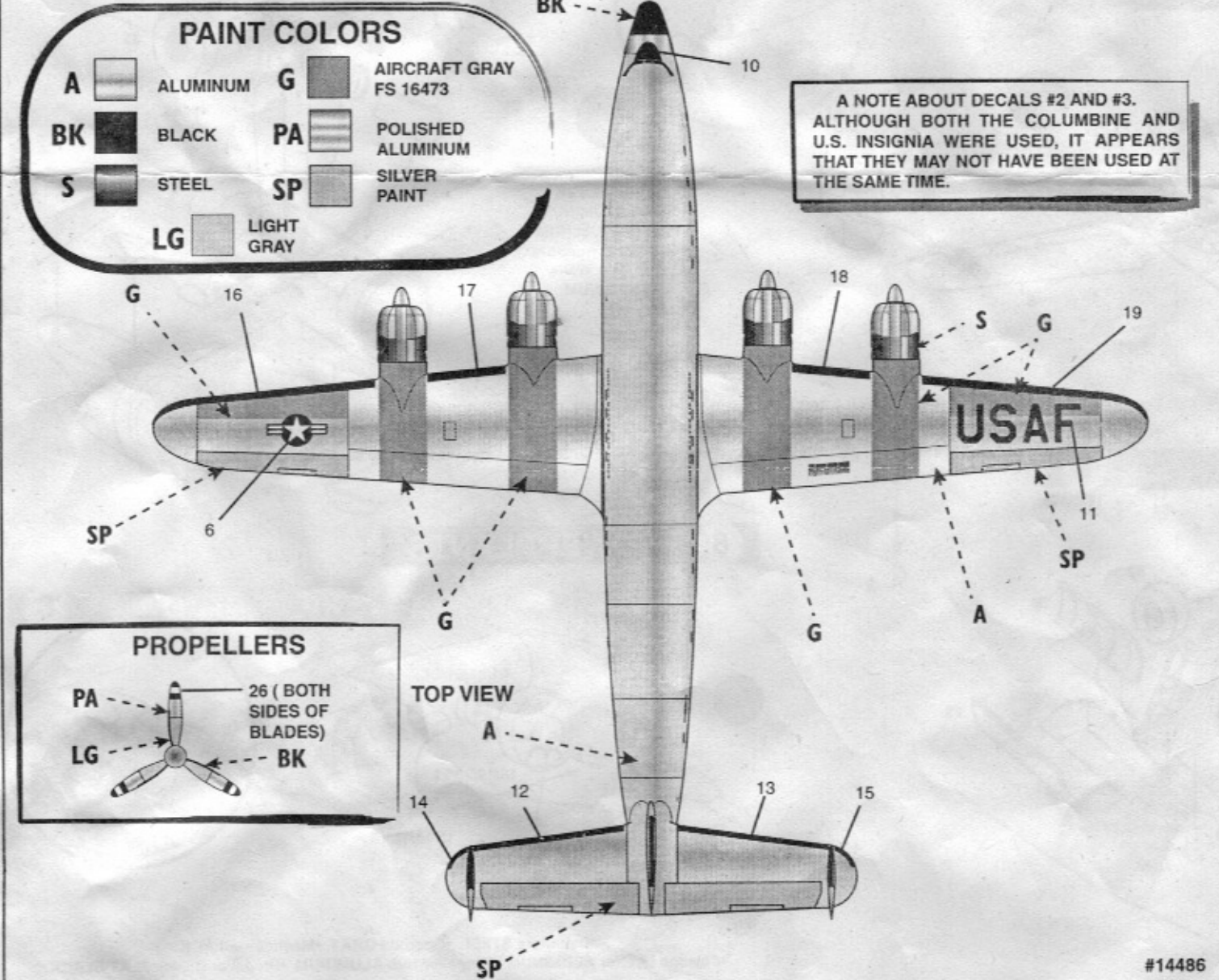
NOTE: COCKPIT WINDOWS MAY BE MASKED AND LEFT CLEAR.



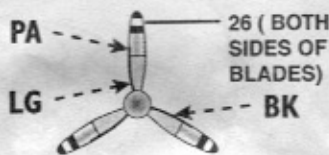
**PAINT COLORS**

<b>A</b>	ALUMINUM	<b>G</b>	AIRCRAFT GRAY FS 16473
<b>BK</b>	BLACK	<b>PA</b>	POLISHED ALUMINUM
<b>S</b>	STEEL	<b>SP</b>	SILVER PAINT
<b>LG</b>	LIGHT GRAY		

A NOTE ABOUT DECALS #2 AND #3. ALTHOUGH BOTH THE COLUMBINE AND U.S. INSIGNIA WERE USED, IT APPEARS THAT THEY MAY NOT HAVE BEEN USED AT THE SAME TIME.



**PROPELLERS**







# BOEING USAF VC-137C "AIR FORCE ONE"

IN 1/144 SCALE

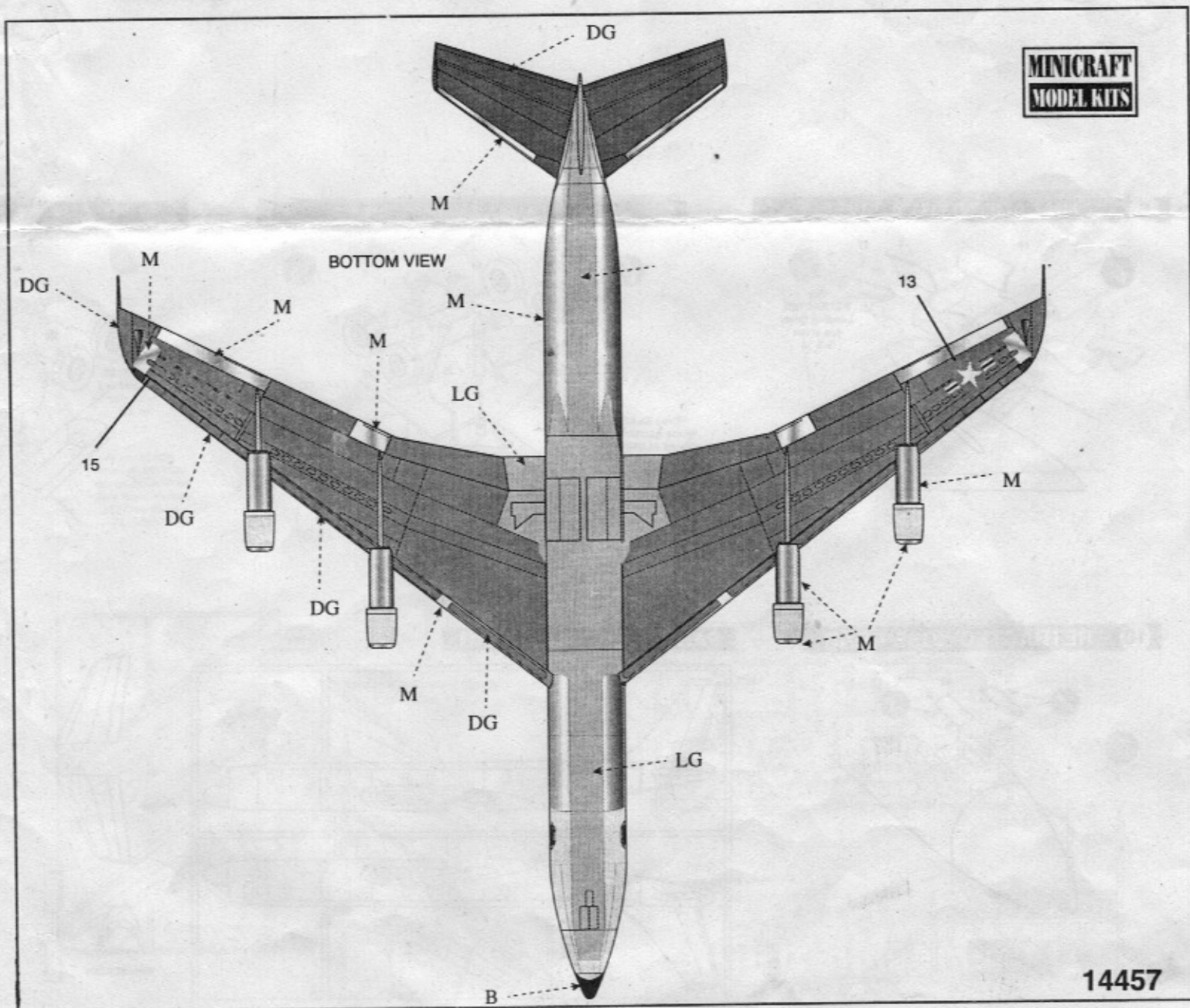
One of the best known airplanes in the world today is that in which the President of the United States is carried on official flights. The first "Presidential" airliner was a Douglas C-54, which was outfitted especially for President Franklin Roosevelt, who referred to it as "the Sacred Cow". Since then, each President has been provided with an aircraft for his specific use.

Aside from an individual name or decoration, no distinctive color schemes were applied to these aircraft. With the arrival of the jet 707 during the Eisenhower Administration, the new jets were painted with white and orange Day-glo trim and wore the markings of the 89th Airlift Wing, Military Airlift Command.

Designer Raymond Loewy developed the distinctive

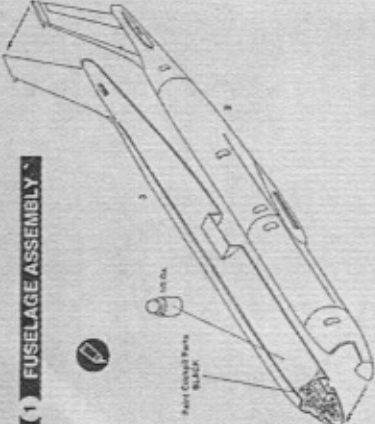
two-tone blue scheme depicted by this model, which remained in use from Kennedy through the Ford administration. The Carter administration had the blue trim removed but the planes retained the gold stripe. The Reagan years saw the blue scheme reinstated, and it has been the standard ever since, including its application to the new 747 version of the Presidential transport. The call sign "Air Force One" applies to any aircraft on which the President is present.

The VC-137C is developed from the intercontinental Boeing 707-300 series and is powered by four 18,000 lb. thrust Pratt & Whitney JT3D-3 turbofan engines which provide a maximum cruising speed of 456 mph at 25,000 ft. Service ceiling is 36,000.

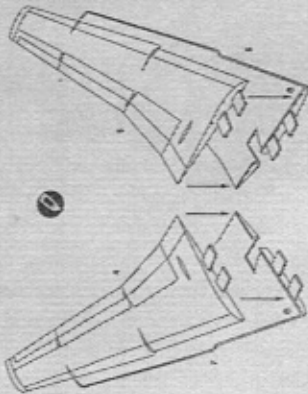


-  Part not included
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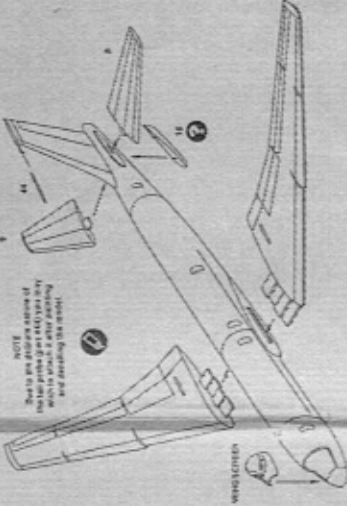
**1 FUSELAGE ASSEMBLY**



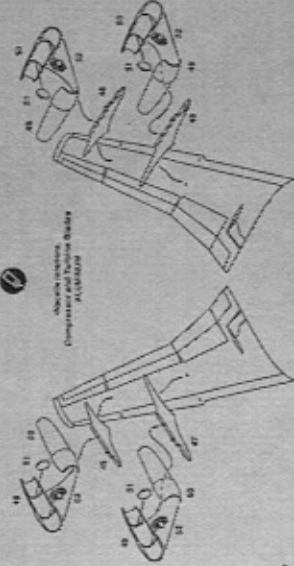
**2 WING ASSEMBLY**



**3 WING / FUSELAGE / STABILIZERS**



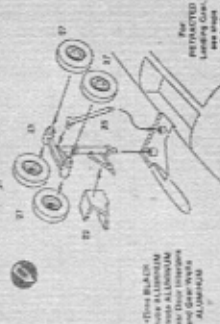
**4 ENGINES / PYLONS**



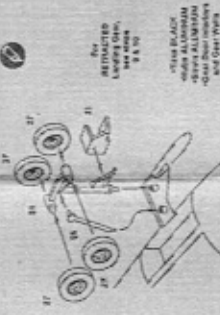
**5 MAIN LANDING GEAR WELL**



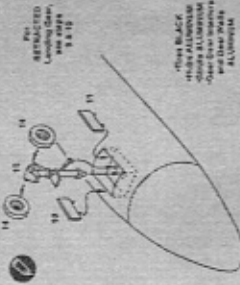
**6 LEFT MAIN LANDING GEAR**



**7 RIGHT MAIN LANDING GEAR**



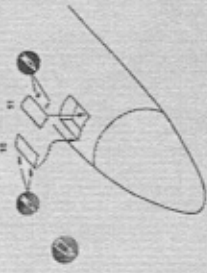
**8 NOSE LANDING GEAR**



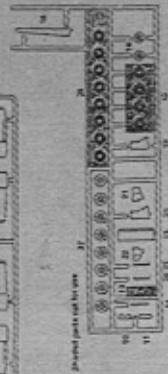
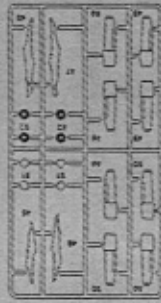
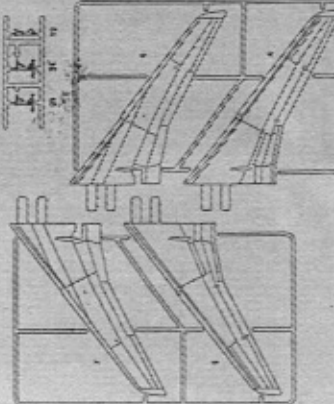
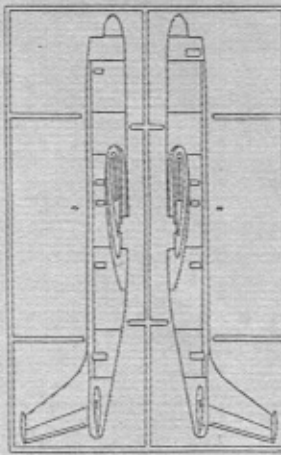
**9 RETRACTED MAIN GEAR**



**10 RETRACTED NOSE GEAR**

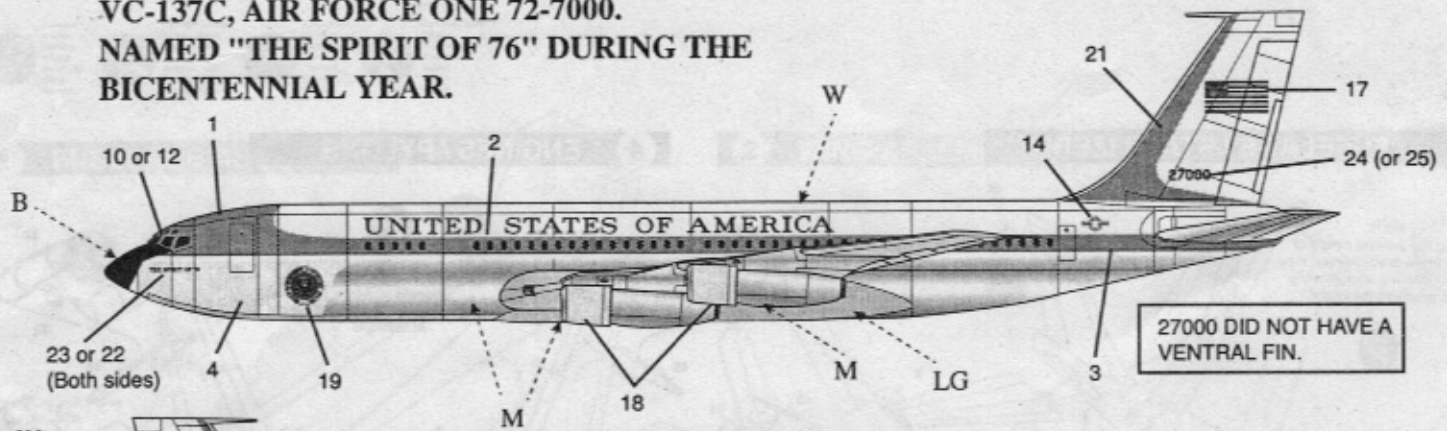


**PARTS LAYOUT DIAGRAM**

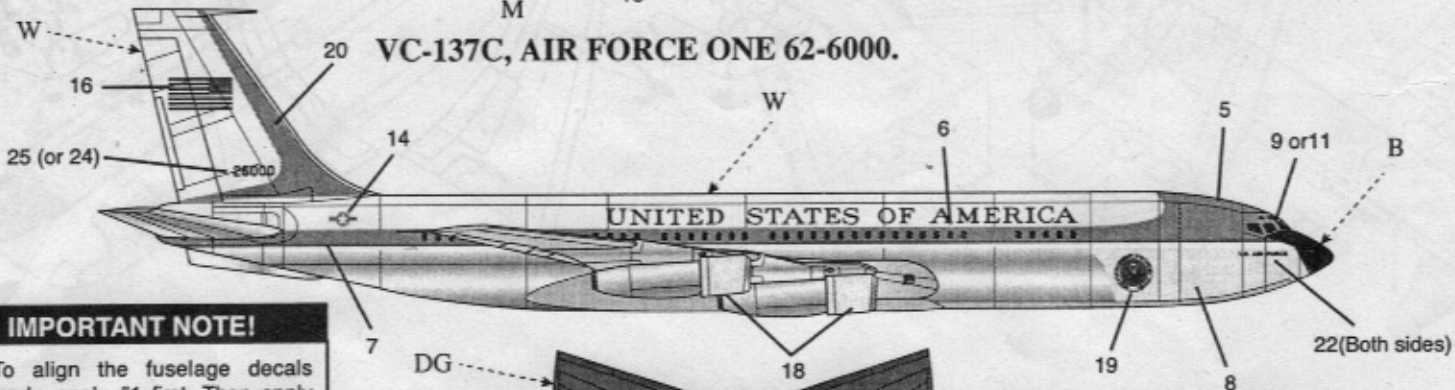




**VC-137C, AIR FORCE ONE 72-7000.  
NAMED "THE SPIRIT OF 76" DURING THE  
BICENTENNIAL YEAR.**

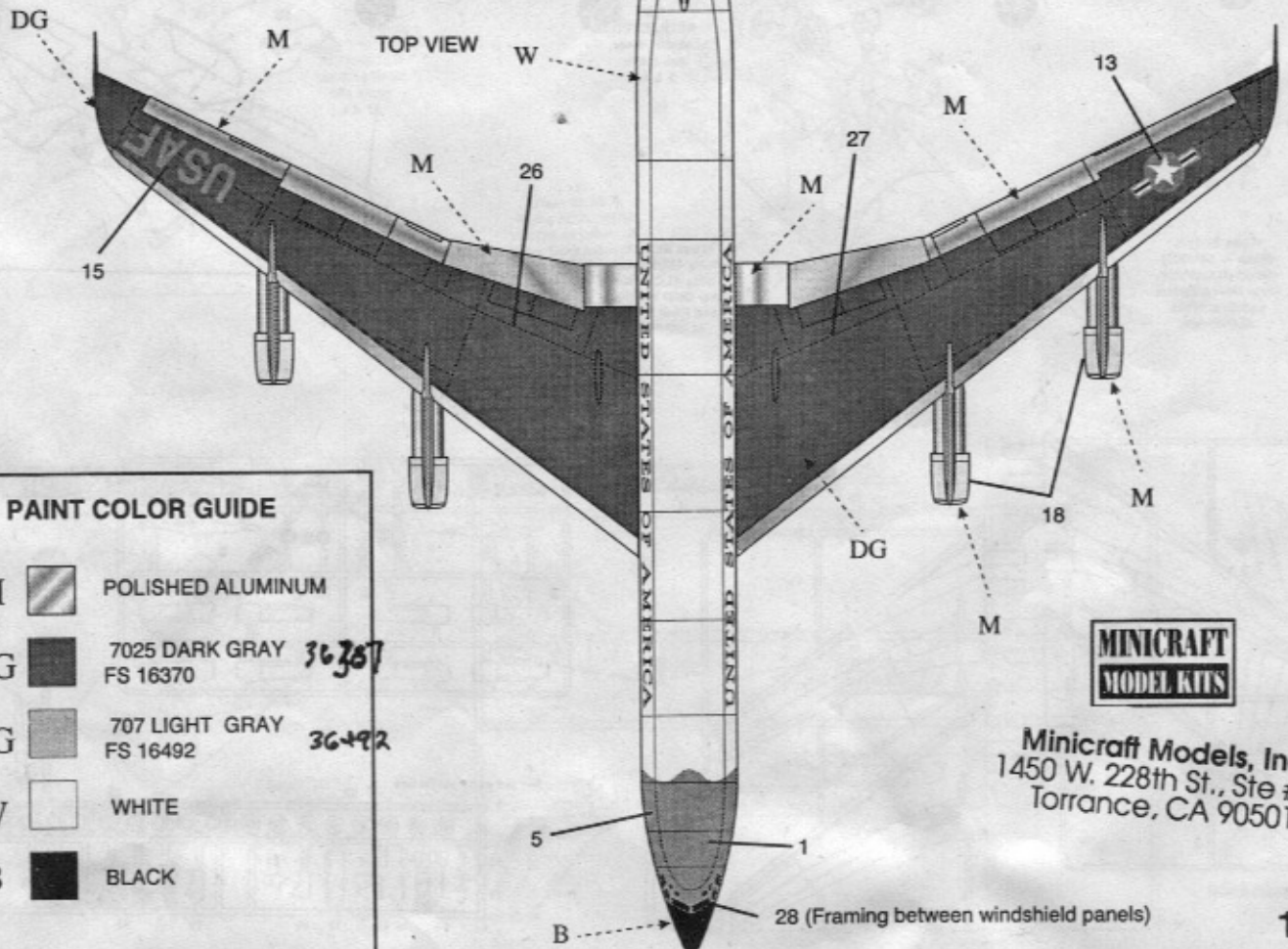


**VC-137C, AIR FORCE ONE 62-6000.**



**IMPORTANT NOTE!**

To align the fuselage decals properly, apply #1 first. Then apply #2, matching the top edge of the blue stripe with #1. Apply #3, then fit #4, aligning the gold stripe with #2. Repeat with #5, 6, 7, and 8 for the right side.



**PAINT COLOR GUIDE**

✓ M		POLISHED ALUMINUM	
DG		7025 DARK GRAY FS 16370	36387
LG		707 LIGHT GRAY FS 16492	36492
✓ W		WHITE	
B		BLACK	



Minicraft Models, Inc.  
1450 W. 228th St., Ste #17,  
Torrance, CA 90501