







DELTA AIR LINES BOEING 727

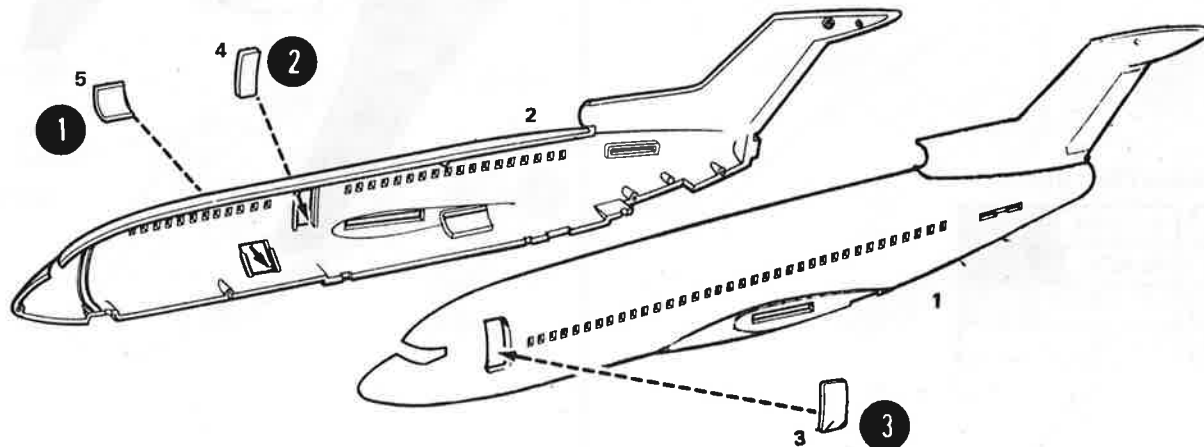
The Boeing 727 has become the best selling tri-jet in the world with more than 1,200 ordered or in service. Production of the Boeing 727 began at the end of 1960, the go-ahead decision being prompted by orders from two American companies, United Air Lines and Eastern Air Lines, for 40 aircraft each. The first 727 passenger service was operated by Eastern on February 1st, 1964. In common with other types of airliner designed in the early 1960s, the Boeing 727 employed a rear mounted arrangement for its jet engines. This reduced cabin noise and gave a greater flexibility on power. Free of podded or "buried" engines, the wing was designed to make full use of advanced moving surfaces to reduce landing speeds and increase take-off performance. A novel feature of the 727 is the self-contained "Airstairs" unit which facilitates passenger boarding and deplaning. The unit drops down under the tail, retracting flush when not in use. At major terminals jetways are used to board and deplane passengers via the first-class compartment through the forward cabin door. Seats and passenger service units are mounted on tracks and the cabin compartment divider is also movable, giving a flexible seating arrangement. Typical accommodation on Lufthansa aircraft is 8 first-class and 99 economy. The West German airline has a fleet of 48 Boeing 727s (including those operated by its Condor subsidiary) of which eleven are 727-100s with the shorter fuselage and the type depicted in this kit. Lufthansa flies the 727 on its medium-range European routes in conjunction with the smaller short-range Boeing 737 twin-jet. The Boeing 727 is powered by three 14,000lb-thrust Pratt & Whitney JT8D-1 turbofan engines giving a maximum cruising speed of 605 m.p.h. at 19,000ft. Wing span is 108ft. and length 134ft.

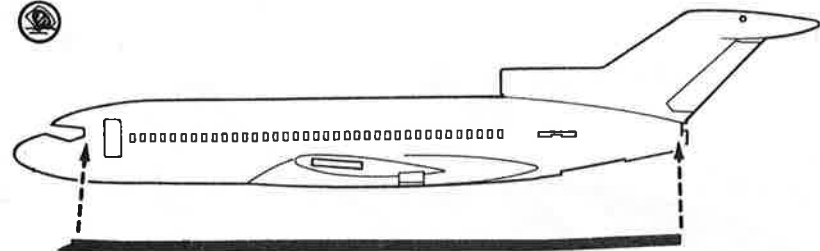
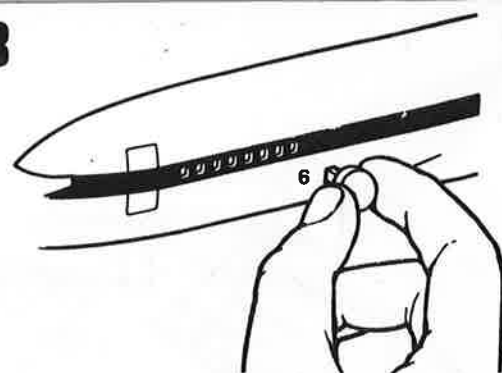
IMPORTANT! READ THIS FIRST

- Study assembly drawings carefully before starting.
- Each part is identified by a part number (14).
- Scrape paint from areas to be cemented.
- Before cement is used, check the fit of each part.
- Use only enough cement to join parts.
- Apply cement to small parts with a toothpick.
- Use cement made for styrene plastic only.
- Allow paint to dry thoroughly before handling.
- Your model may be painted to match the box photos.
- Cement all parts except where Do Not Cement symbol  is shown.
- Follow the step numbers ⑤ in each assembly drawing.
- ★ Refer to other assembly drawing for location.
- Refer to last page for decal and painting instructions.

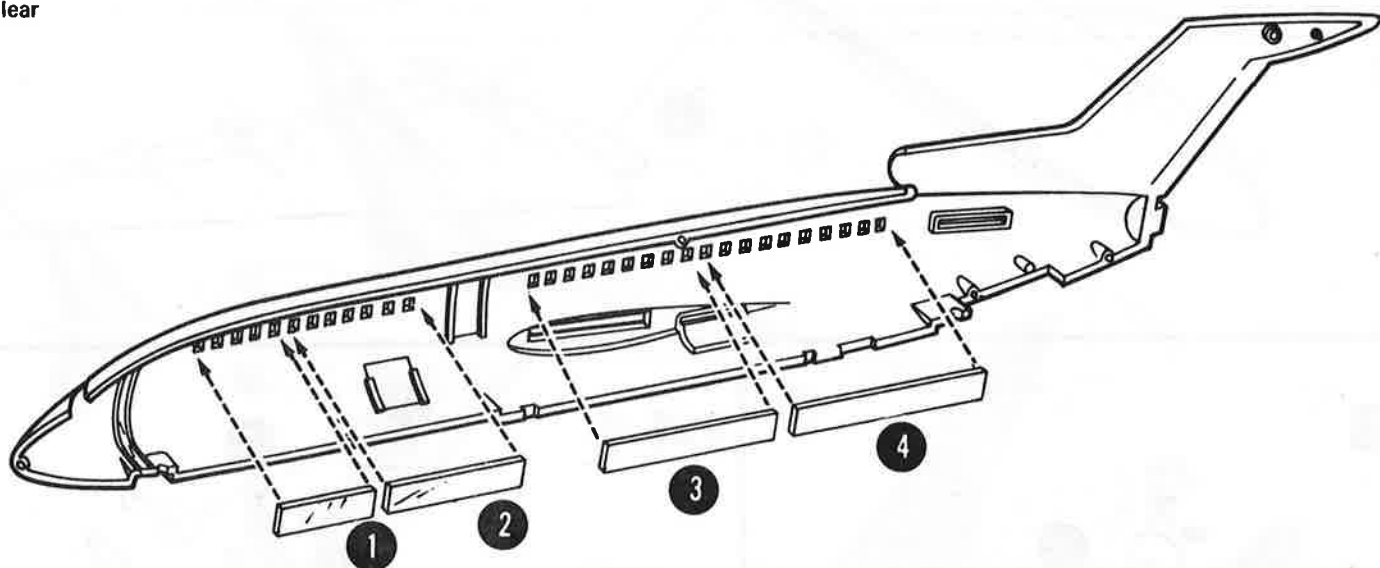
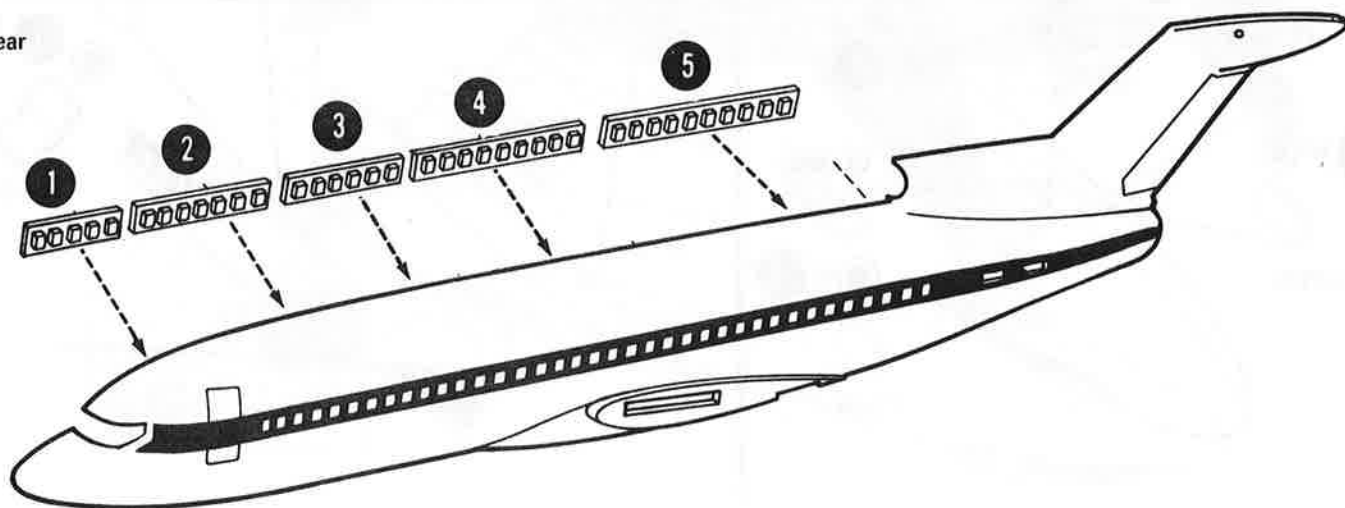
- ⑤ — STEP NUMBERS
- 32 — PLASTIC PART NUMBERS
-  — OPTIONAL
-  — DO NOT CEMENT
-  — CEMENT HERE ONLY
- 2X — REPEAT SEVERAL TIMES
-  — REMOVE
- ★ — REFER TO
-  — DECAL

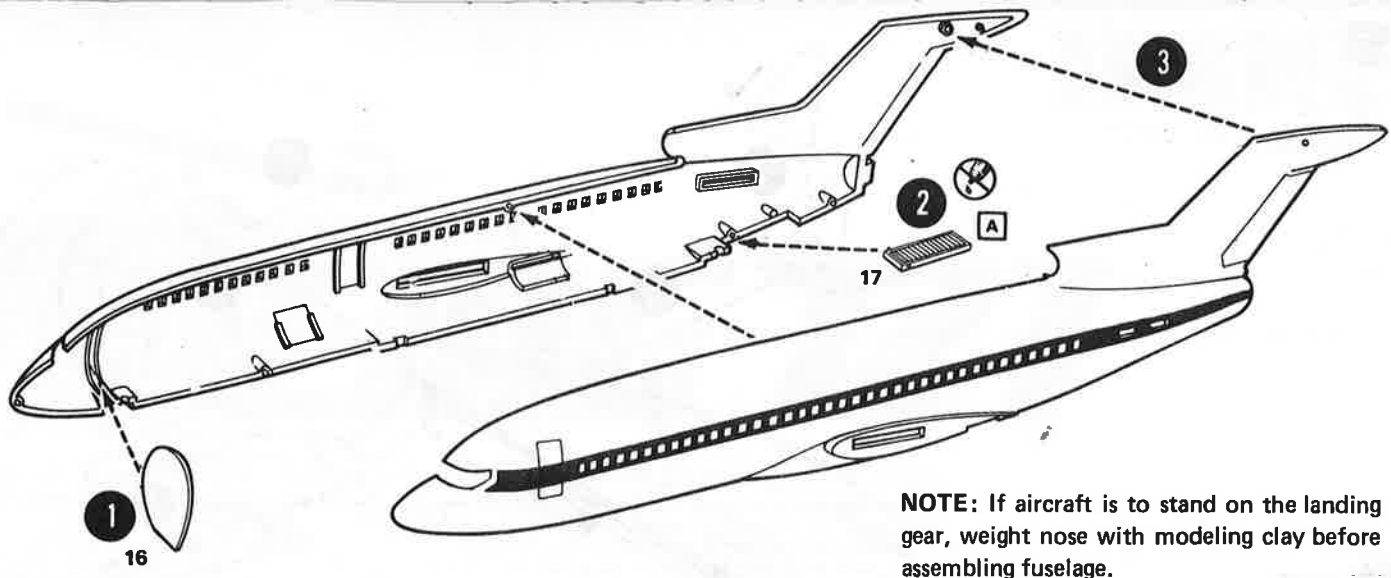
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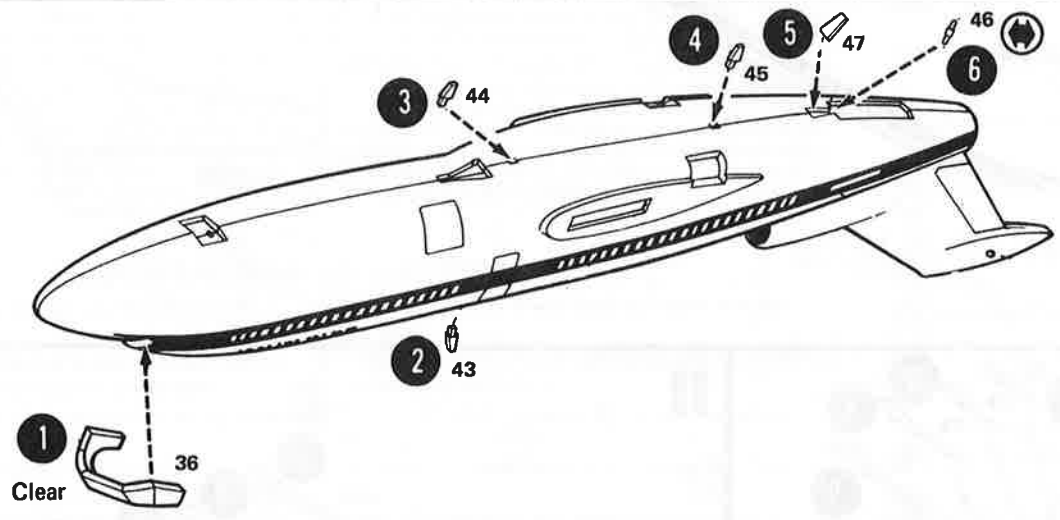
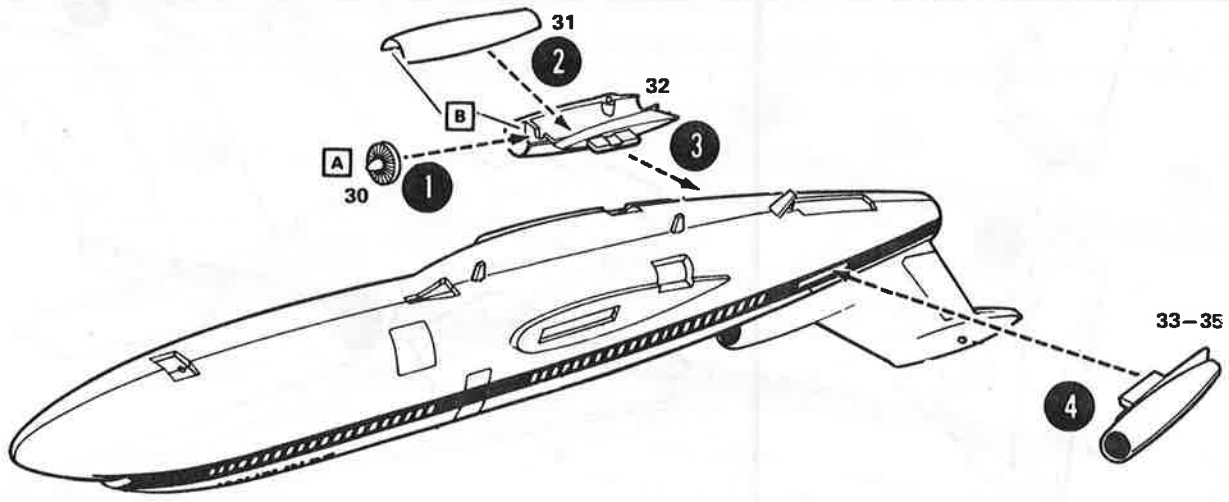
2 (2x)**3**

After applying decal and decal has dried, use part no. 6 to pierce the windows.

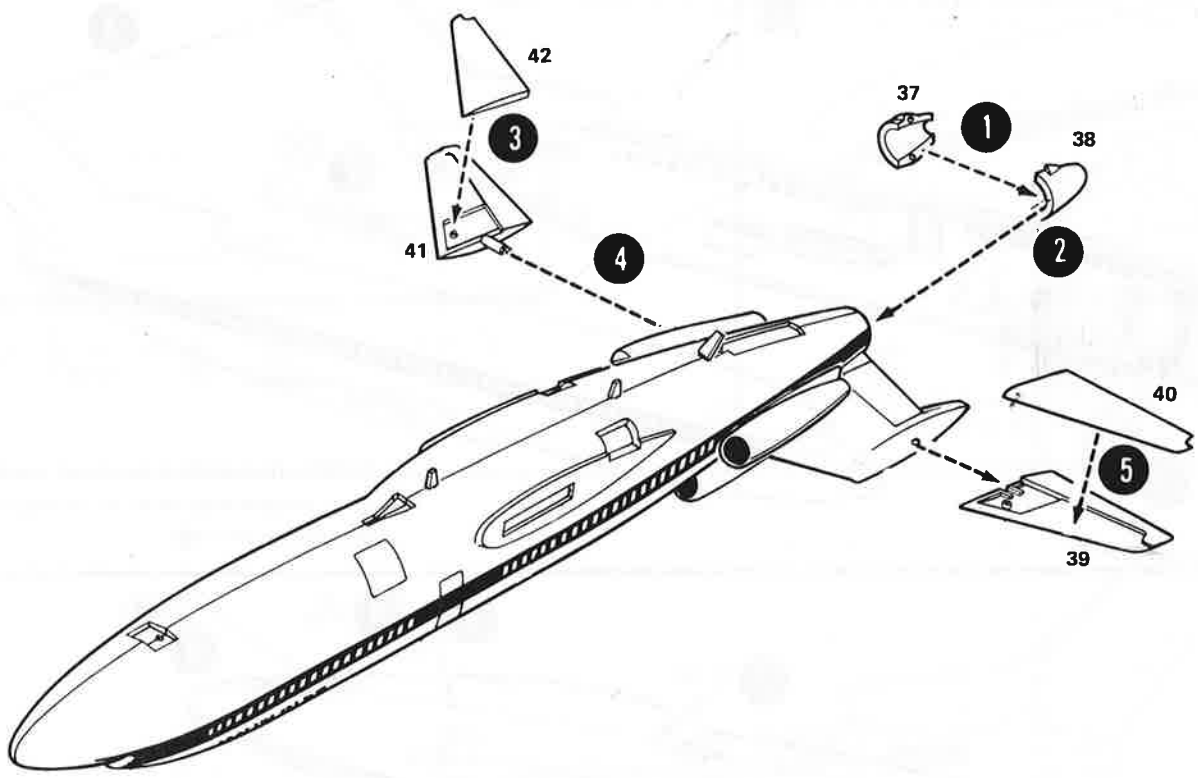
4 Clear**5** Clear

6

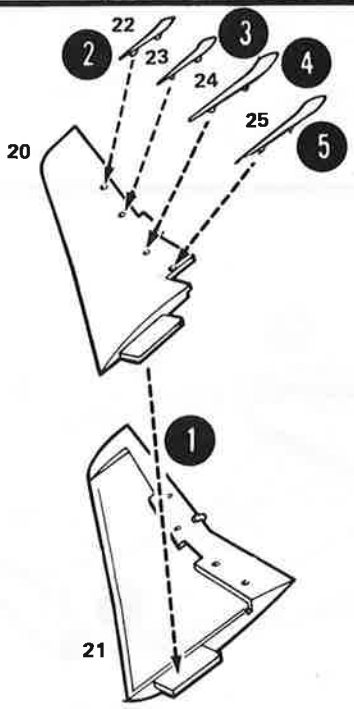
NOTE: If aircraft is to stand on the landing gear, weight nose with modeling clay before assembling fuselage.

7**8**

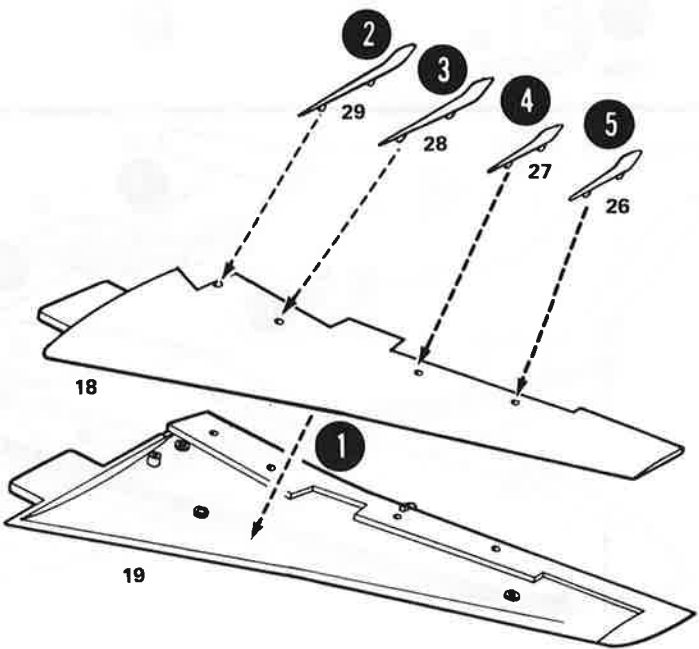
9



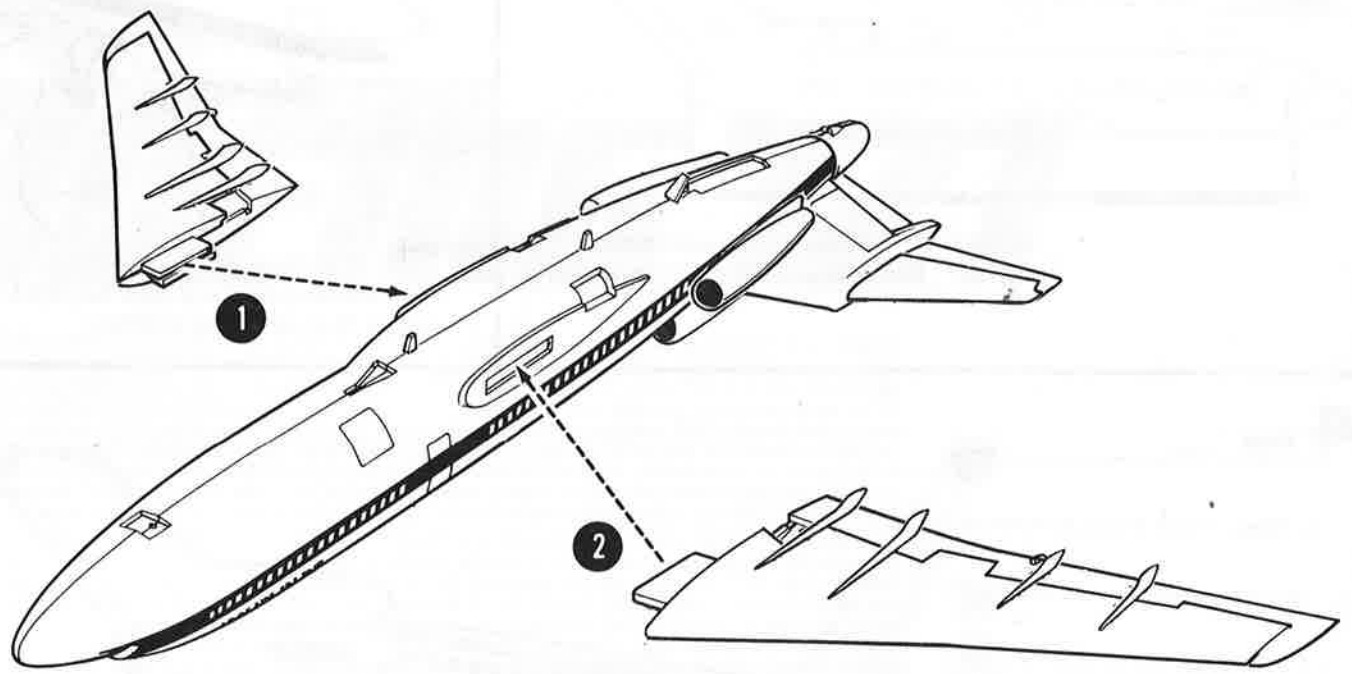
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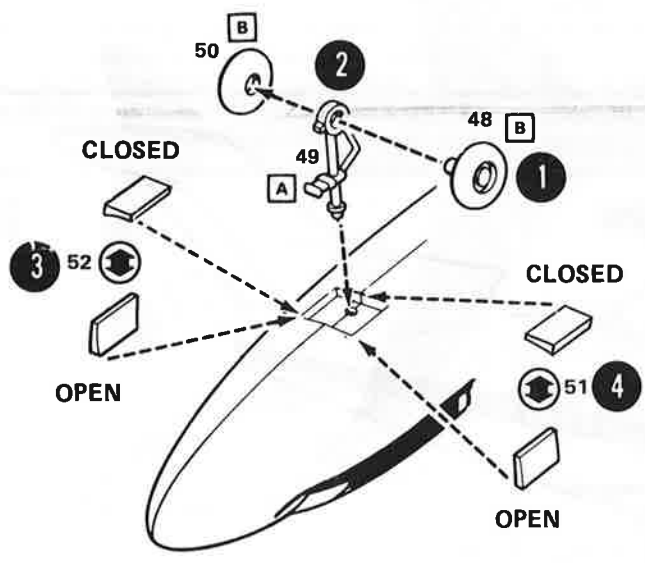
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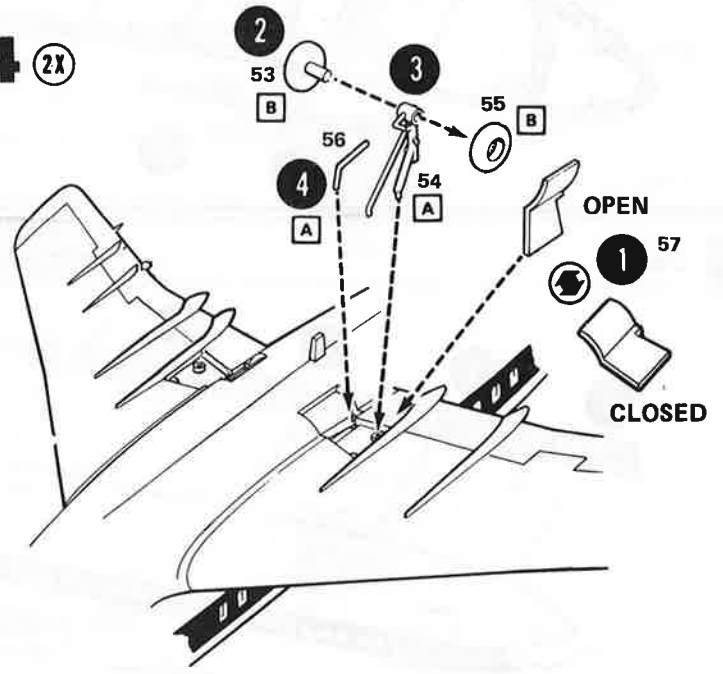
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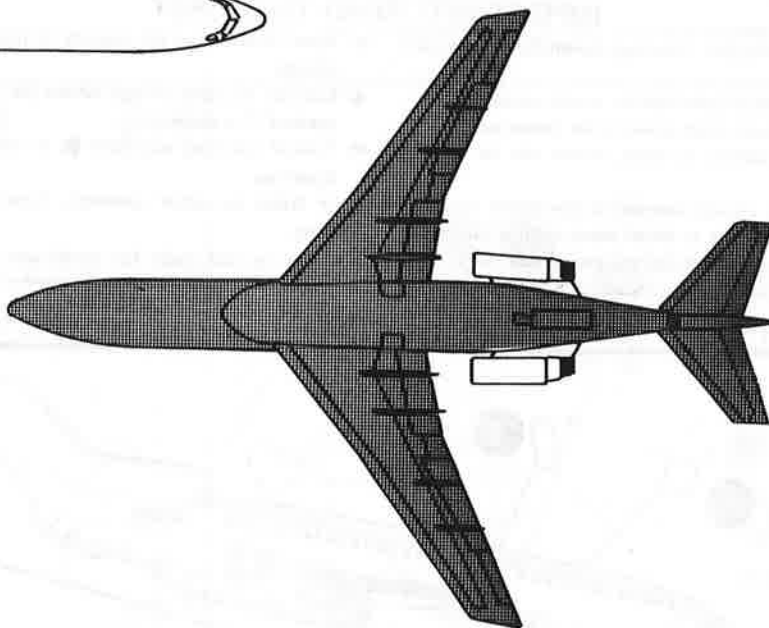
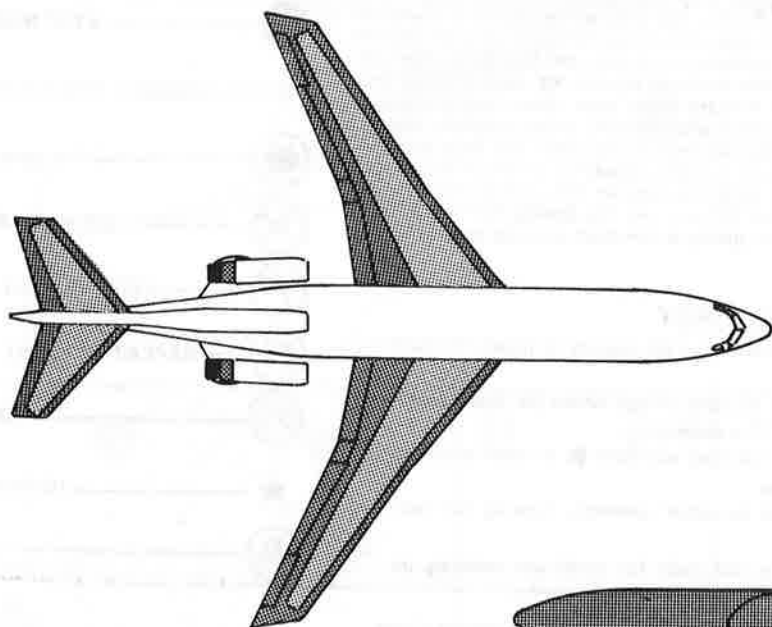
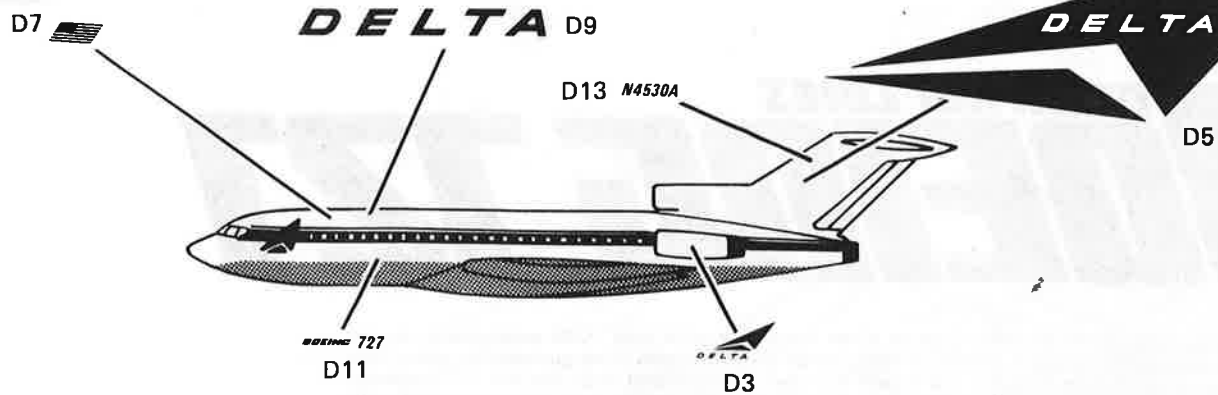


13



14 (2X)





PAINTING GUIDE

A	SILVER	
B	BLACK	
C	LT. GREY	
D	WHITE	