



# TRANSPORT WINGS

1:72 Mixed-media conversion pack



*Copyright unknown*  
South African Airways DC-7B

## Douglas DC-7 & DC-7B

History, Notes and Instructions

*These instructions must be used in  
conjunction with the Heller kit instructions*

## History

The DC-7, first flown in May 1953, was basically a stretched longer-range development of the DC-6B with more powerful Wright Turbo Compound engines, four-blade propellers, a 40 inch fuselage stretch and additional fuel capacity. The DC-7 used the DC-6 wing with very minor changes. The improved DC-7B (1955) had the same dimensions as the DC-7 with a further increase in fuel capacity.

The DC-7 changes from the DC-6 were:

- four Wright Turbo Compound engines.
- increased fuel capacity on the DC-7 and yet further increased fuel capacity on the DC-7B
- four-bladed propellers
- a 40 inches fuselage stretch aft of the wing
- a longer and more pointed nose on aircraft fitted with radar

Description of this conversion pack

This conversion pack is for use with the Heller DC-6B kit and consists of resin parts for the fuselage plug and engines with metal propellers. Saddle tanks and a non-radar nose are available separately when required.

The conversion is in two parts, the fuselage and the wings, and is suitable for an experienced modeller.

## Parts List

### Resin parts

Engine - cowling . . . . .	4 off
Engine - core . . . . .	4 off
Engine - gills (closed) . . . . .	4 off
Engine - gills (open) . . . . .	4 off
Engine - exhaust section . . . . .	4 off
Fuselage plug (left) . . . . .	1 off
Fuselage plug (right) . . . . .	1 off

### Metal parts

Propeller . . . . .	4 off
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### Miscellaneous

Instructions . . . . .	1 set
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1 GENERAL

WARNINGS

- 1 THIS KIT CONTAINS SMALL AND/OR SHARP PARTS. KEEP THE CONTENTS OF THE KIT AWAY FROM CHILDREN.
- 2 USE ALL SOLVENTS, PAINTS, FILLERS AND OTHER MATERIAL IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION. OBEY ALL SAFETY WARNINGS.

2 PREPARE THE PARTS OF THE DC-6 KIT

A Cut the fuselage halves as shown in Figure 1.

- 1 Tape the fuselage halved together,
- 2 Cut the fuselage behind the wing. The important things are that the cut is in the parallel section of the fuselage and that the cuts in the two halves of the fuselage are aligned. Position the cuts to suit the window pattern of the aircraft being modelled.

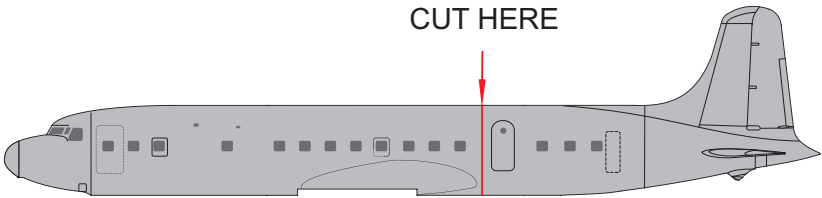
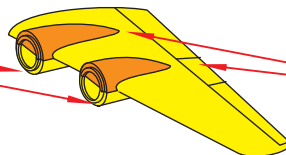


Figure 1

B Modify the wings if necessary as shown in Figure 2. No modification is necessary unless you are modelling an aircraft of Pan American or South African Airways. These two airlines had saddle tanks installed for greater range.

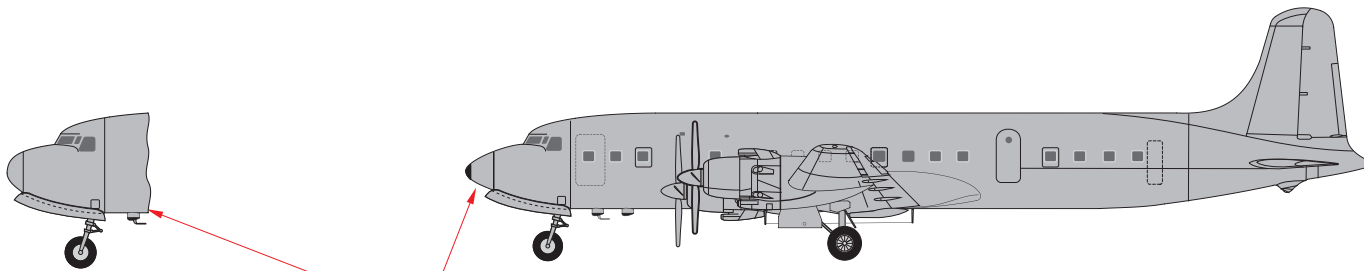
- 1 To prepare each lower wing, remove the engine alignment tabs from the front of each nacelle.
- 2 Remove the nacelles from each upper wing and put a plastic card filler in the space left where the nacelles are removed. When completed the upper wing surface should be a smooth aerofoil surface.

REMOVE ENGINE  
ALIGNMENT TABS



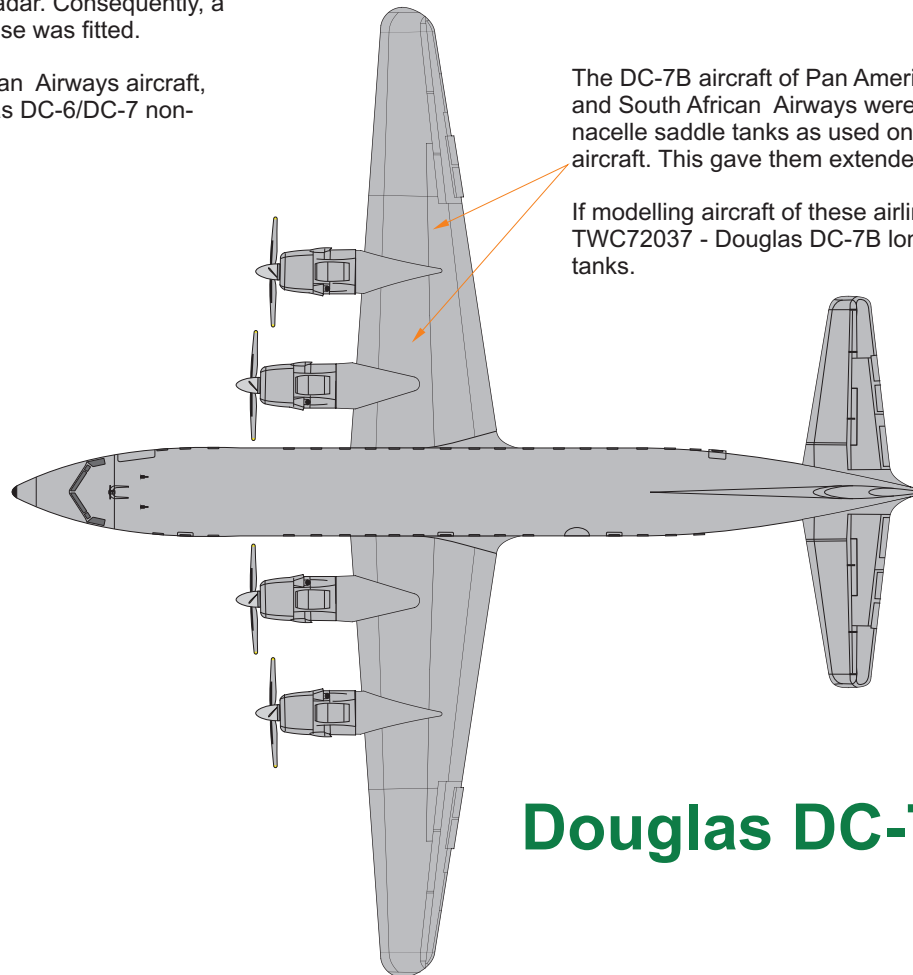
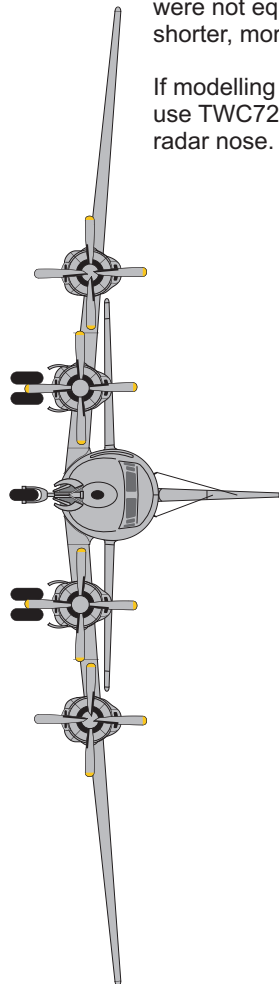
REMOVE UPPER  
NACELLES AND  
FILL SPACE WITH  
PLASTIC CARD

The left wing is shown.  
The right wing is similar.



The DC-7B aircraft of South African Airways were not equipped with radar. Consequently, a shorter, more rounded nose was fitted.

If modelling a South African Airways aircraft, use TWC72036 - Douglas DC-6/DC-7 non-radar nose.



The DC-7B aircraft of Pan American Airways and South African Airways were fitted with nacelle saddle tanks as used on all DC-7C aircraft. This gave them extended range.

If modelling aircraft of these airlines, use TWC72037 - Douglas DC-7B long range fuel tanks.

## Douglas DC-7 & DC-7B

3 ASSEMBLE THE ENGINES

A Paint the engine details on the front of each engine core as shown in Figure 3.

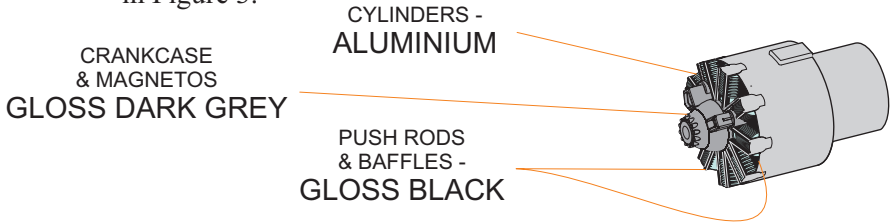


Figure 3

B Assembles the engine as shown in Figure 4.

- 1 Decide if the gills are to be shown open or closed and use the appropriate part.
- 2 The engine core is used to assemble the other three parts.
- 3 The propeller is not attached at this time.
- 4 Do steps 3 A thru 3 B 2 again for the other three engines.

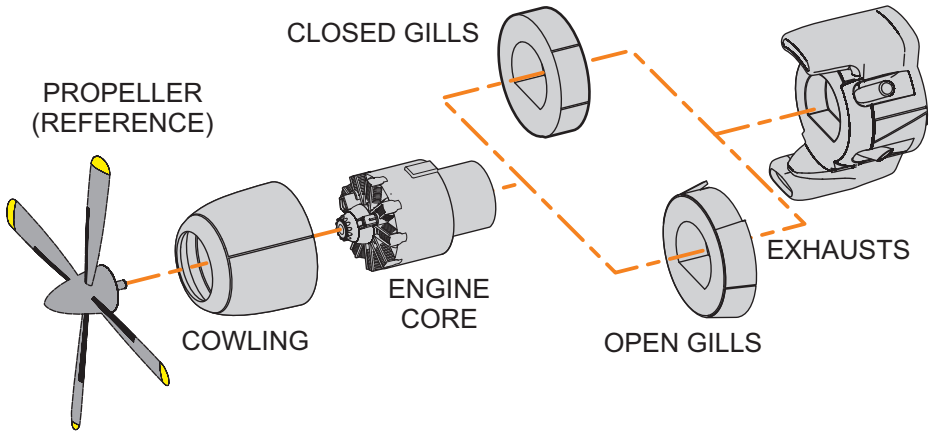


Figure 4

4 Assemble the fuselage as shown in Figure 5.

- A Fit the window glazing strips in each section of fuselage,
- B Cut window apertures in the fuselage plugs (if appropriate).
- C Build the fuselage in accordance with the kit instructions for the flight deck and nose landing gear bay.
- D Assemble the fuselage sections and the fuselage plug aft of the wing, making sure that the fuselage parts are correctly aligned.

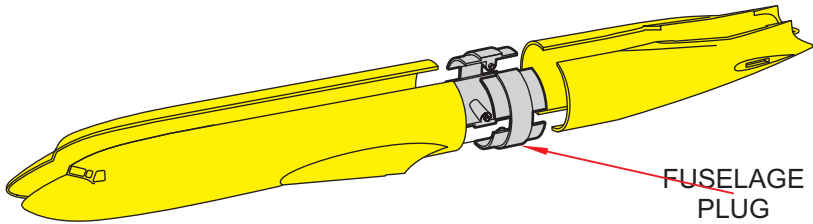


Figure 5

- 5 Attach the wings, engines and saddle tanks as shown in Figure 6.
  - A Assemble the wing in accordance with the instructions in the Heller kit.
  - B Attach the assembled wing to the fuselage. Make sure it is correctly aligned before the adhesive cures.
  - B Attach the outer wings which were prepared in step 2 B 2 to the centre section.
  - C Clip No.1 engine assembly to the front of the nacelle firewall - do not attach it at this time. Align the engine and the No.1 saddle tank and attach the saddle tank to the wing. Do this procedure again for the other three engines and saddle tanks. Allow the adhesive to cure, then remove the four engine assemblies.
  - D Attach the engines permanently and allow the adhesive to cure..

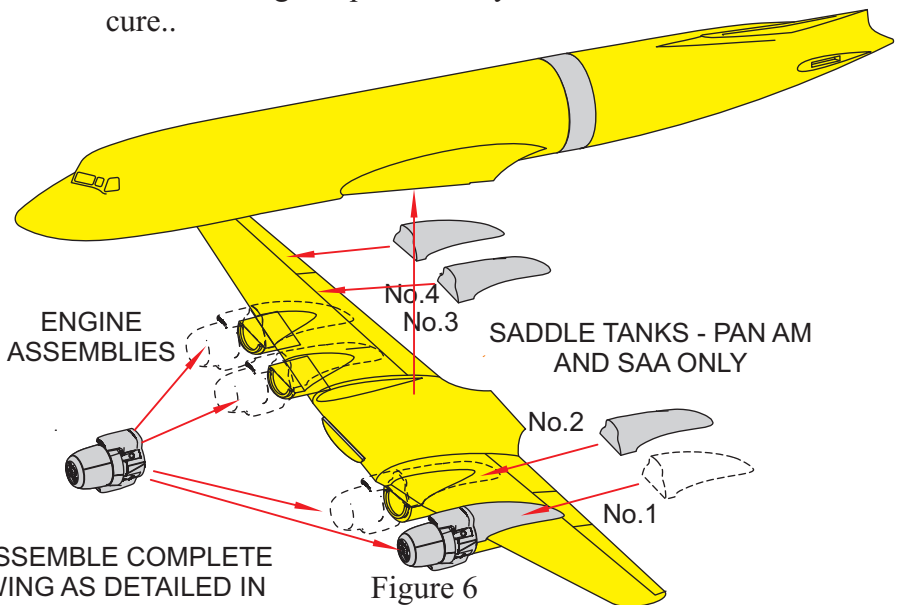


Figure 6

ASSEMBLE COMPLETE WING AS DETAILED IN THE KIT INSTRUCTION, LESS ENGINES.

- 6 Attach the horizontal stabilizers.
  - A Assemble the horizontal stabilizers.
  - B Attach the horizontal stabilizers to the rear fuselage and make sure that they are horizontal while the adhesive cures.
- 7 Final assembly
  - A Fill and sand all joints in the airframe as necessary.
  - B Attach the landing gear as shown in the kit instructions.
  - C Paint the propellers with yellow blade tips and black deicer boots.
  - D Mask all transparencies, then paint the model as required.
  - E Remove all the masking.
  - F Attach the propellers.

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Errors And Omissions Excepted.

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