

X-RAY BRAVO ALPHA

The Make Over

A sign of confidence in what the recovery team was doing, not un-noticed by them, was the early approval by the Qantas Board to allow the 707 to be repainted in the original livery in which it appeared in 1959.

This elegant and simple colour scheme would finish off the job, adding the gloss to the project and bringing the historical significance of this unique aeroplane into focus. XBA would fly home in the same clothes it wore as when it first came to Sydney.

In the continuation of the good fortune that surrounded this project, not only were there two generous engineering organisations on our doorstep but there was also that last

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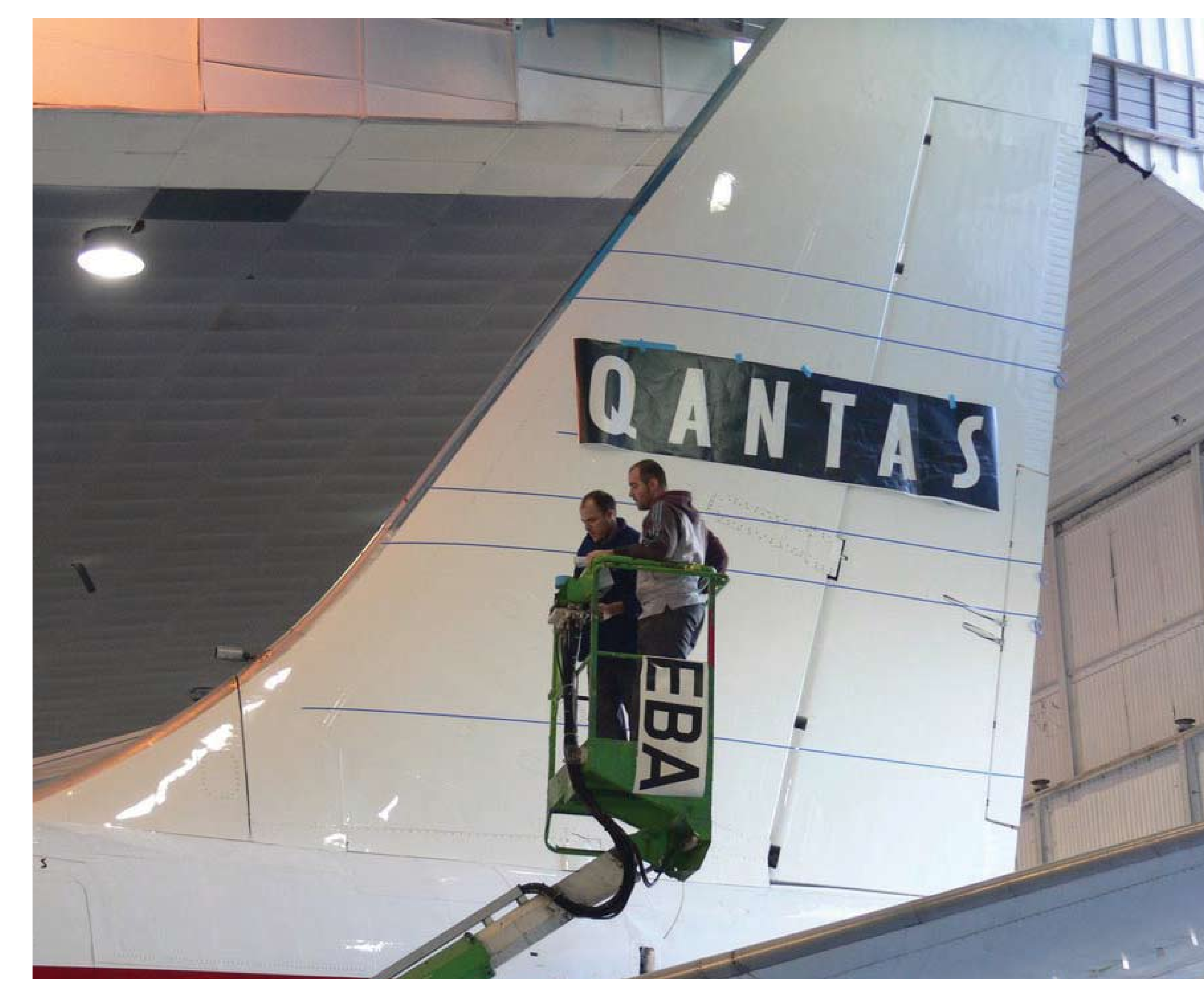
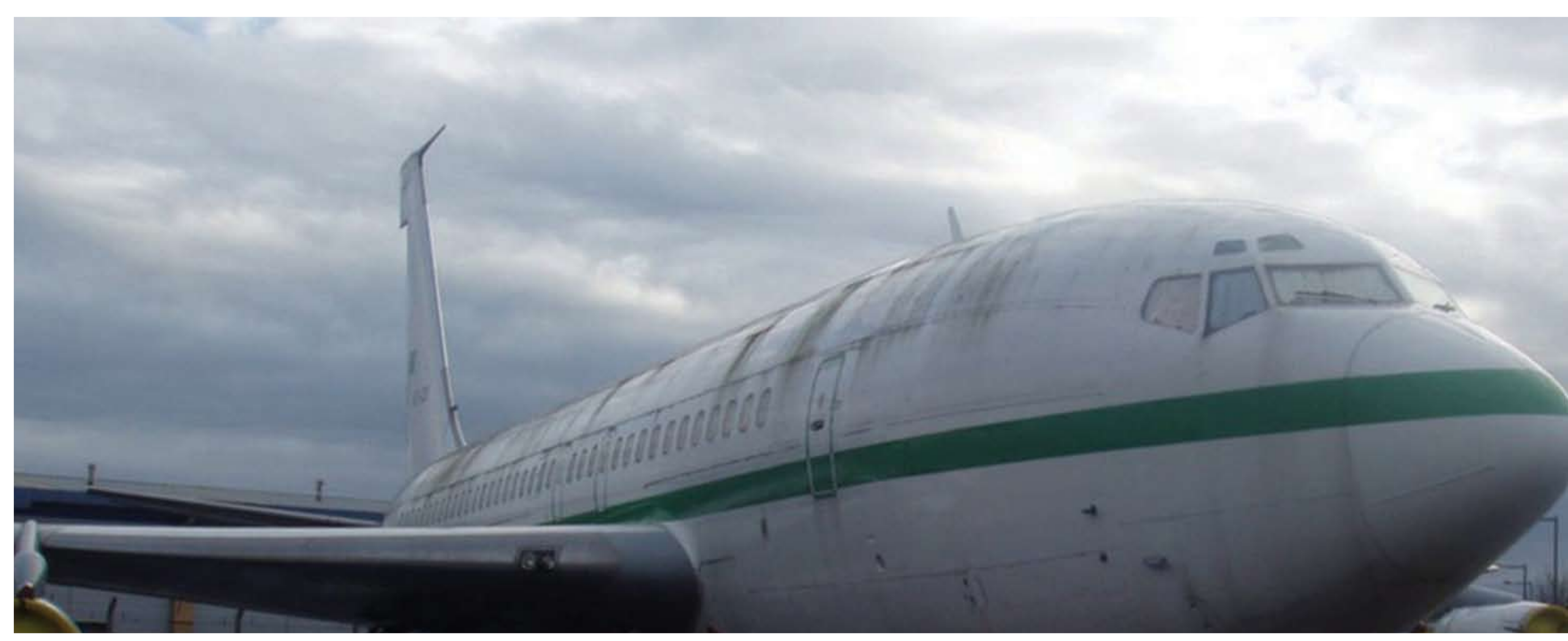
facility it needed to complete the cosmetic transformation, a paint shop.

Based at Southend was an aircraft refinishing organisation, Air Livery Plc, with two hangars dedicated to aircraft painting.

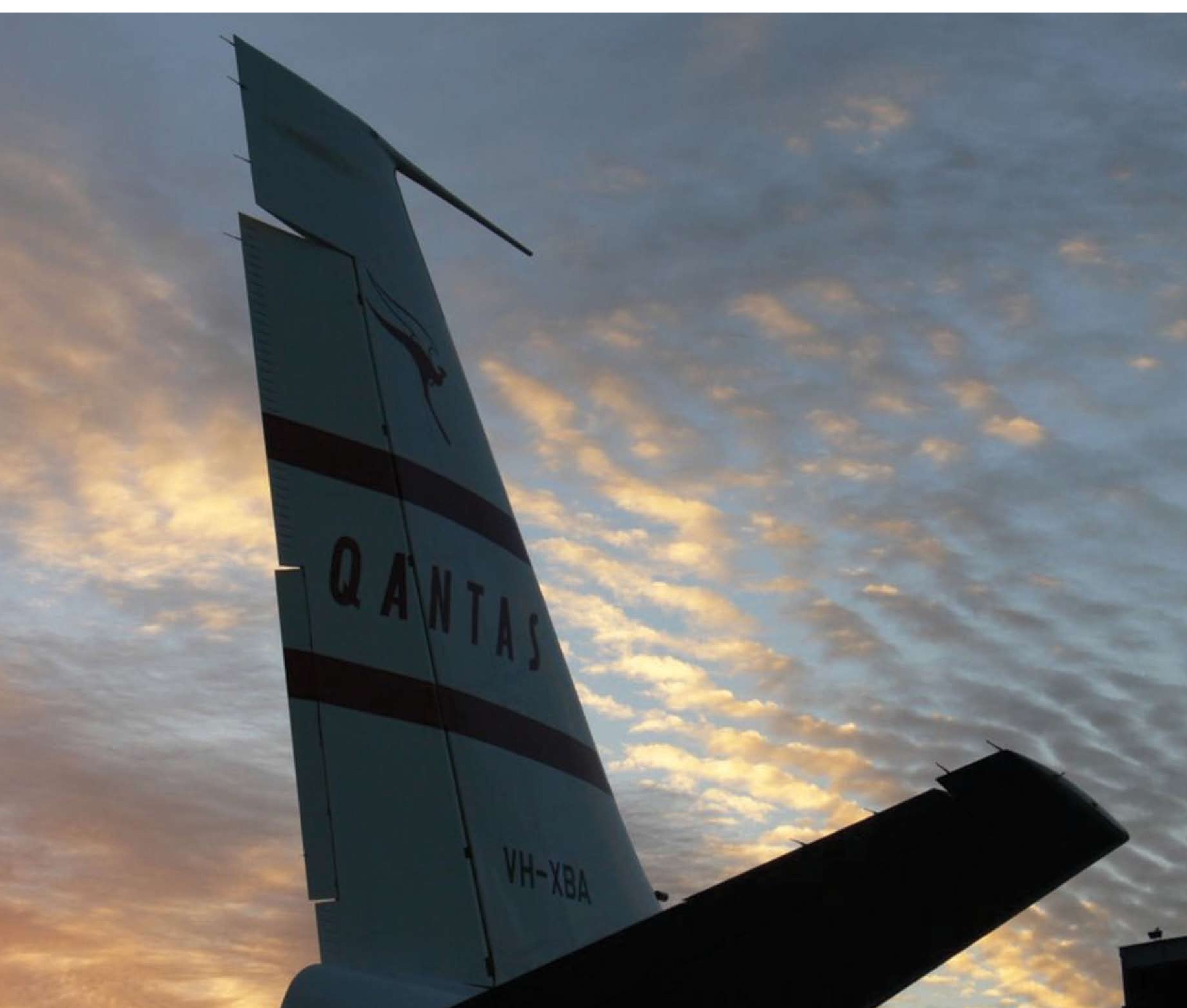
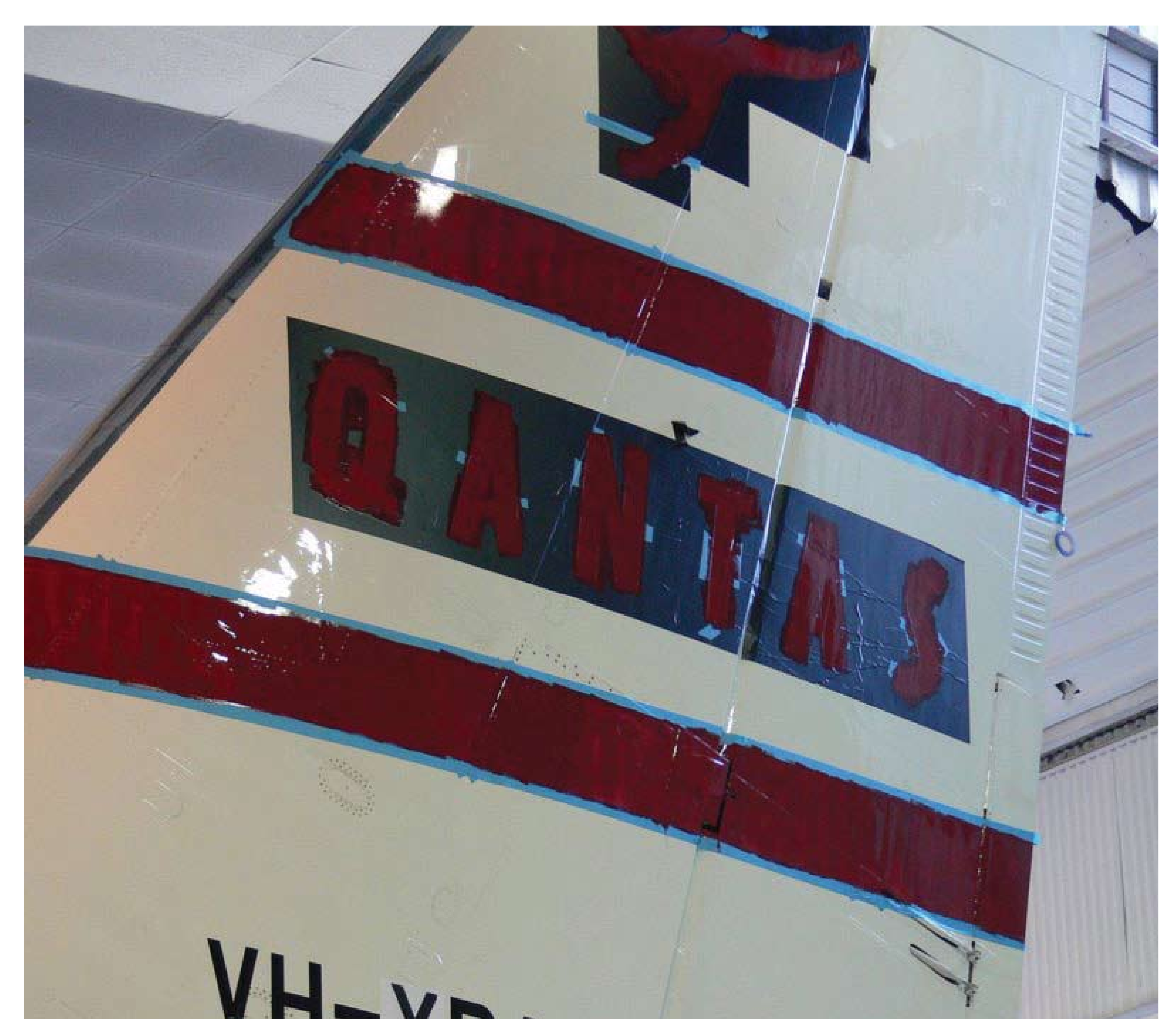
Negotiations with that company revealed that there was a vacancy of the hangar big enough for XBA that fitted in with the project schedule. We took it.

Once again, the project was aided by some generosity, with paint stripper and sealants, as well as the paint itself, donated by the suppliers. We were not able to make it three out of three though, with QFM Ltd having to pay the painters.

The pictures tell the story of the transformation from the dull, all-white to a thing of beauty.



HEIGHT GIVEN AT FULL GROSS WEIGHT
HEIGHT WILL INCREASE 4" TO 6" AT EMPTY WEIGHT



LEADING
EDGE FLAPS

FILLET FLAP

707-138

FUELING SYSTEM

BOEING
707