

# INSTRUCTIONS FOR ASSEMBLING THE BOEING B-52 "STRATOFORTRESS" ALL-PLASTIC SCALE MODEL

BEFORE ASSEMBLING THE B-52 STRATOFORTRESS, CAREFULLY STUDY SKETCH TABLE AND PLACE ALL PARTS ON WORK TABLE, AS INDICATED. IMPORTANT—APPLY CEMENT TO INSIDE SURFACES ONLY. AVOID GETTING CEMENT ON OUTER SURFACES OR PLANE SECTIONS. USE CEMENT VERY SPARINGLY AND AVOID GETTING CEMENT ON HANDS, SO AS NOT TO MARK OR SMEAR PLASTIC SURFACES. DO NOT HURRY. WORK CAREFULLY AND PATIENTLY FOR BEST RESULTS. ASSEMBLE MODEL EXACTLY IN THE MANNER INDICATED. BEFORE PROCEEDING TO LOCATE PARTS TOGETHER, IT IS ADVICED TO FIT PARTS TOGETHER IN ADVANCE TO BE SURE THEY GO TOGETHER (WITHOUT CEMENT) SO THAT YOU MAY FAMILIARIZE YOURSELF WITH THE PARTS AND HOW THEY GO TOGETHER. ALSO NOTING THE POINTS WHERE CEMENT IS TO BE APPLIED.

1. Locate and cement DUAL MAIN WHEELS together and set aside to dry.
2. Locate and cement ENGINE STRUTS to slots in top side of DUAL JET ENGINES and set aside to dry.
3. Locate and cement TOP HALF OF LEFT WING (marked LT) to BOTTOM HALF OF LEFT WING (marked LB).
4. Repeat same procedure for cementing RIGHT WING (RT to RB) and set aside to dry.
5. Locate and cement FUSELAGE HALVES together.
6. Locate and cement LEFT and RIGHT WINGS to FUSELAGE.
7. Locate and cement ELEVATORS to FUSELAGE.
8. Locate and cement DUAL JET ENGINES in stepped slot on underside of WINGS.
9. Cement WING TIP TANKS in locating slots in underside of WINGS.
10. Cement DUAL MAIN WHEEL ASSEMBLIES in locating holes in underside of FUSELAGE.
11. Locate and cement MAIN WHEEL DOORS to underside of FUSELAGE.
12. Cement AUXILIARY WHEELS in locating holes in underside of WINGS.
13. Cement AUXILIARY WHEEL DOORS in locating slots in underside of WINGS.
14. Locate and cement COCKPIT CANOPY to FUSELAGE.
15. Cut out sections of DECALS to correspond with markings on plane. Read directions on back of DECALS before applying. Allow to dry before any further handling.

**SUGGESTED DETAIL PAINTING SCHEME**  
 BLACK — WHEELS  
 INSIDE OF JET INTAKES  
 YELLOW — WING TIPS

For Cementing, Use AURORA'S POLYSTYRENE CEMENT for plastic model airplanes.

**CAUTION**  
 Apply the cement only to those places which are to stick together.



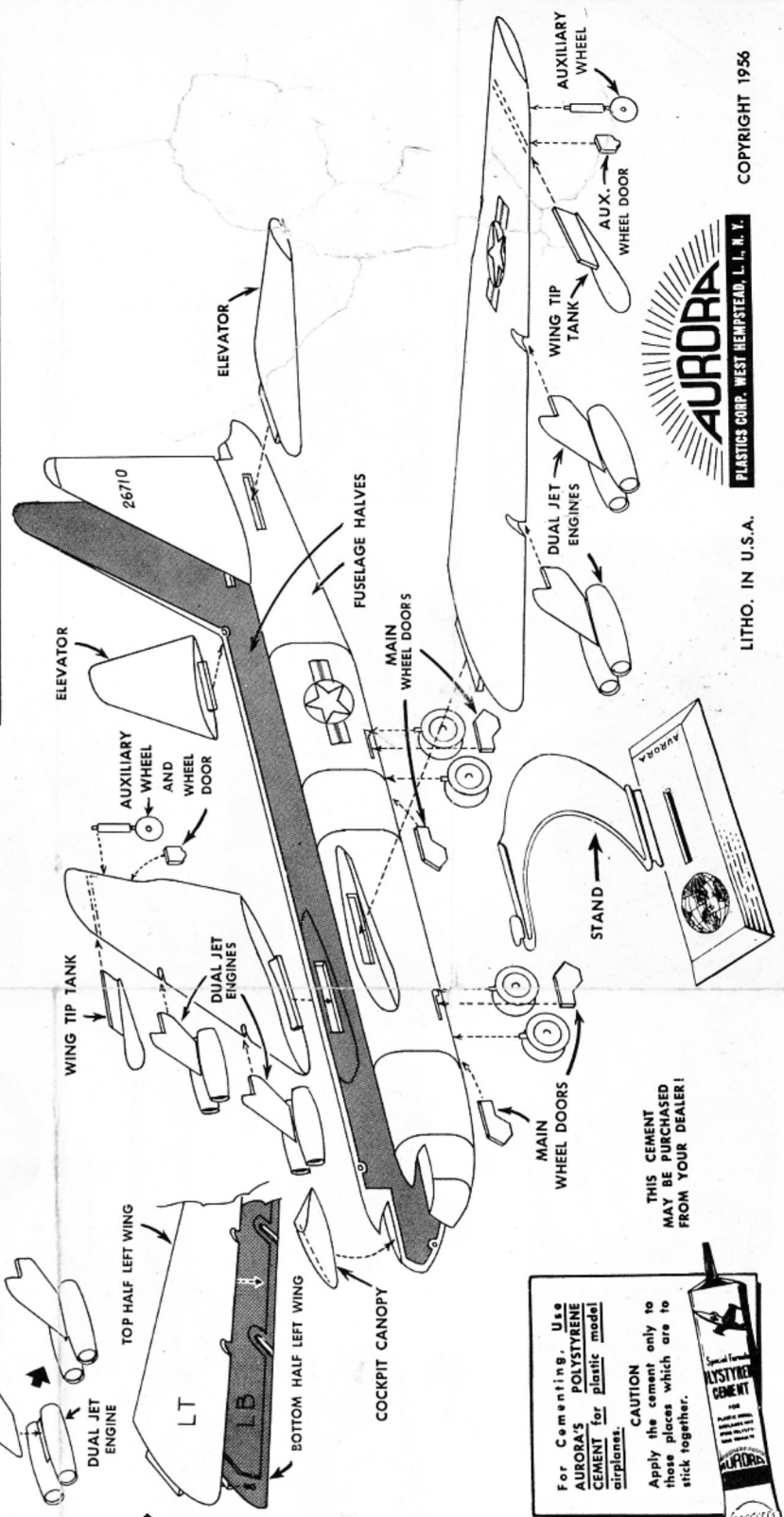
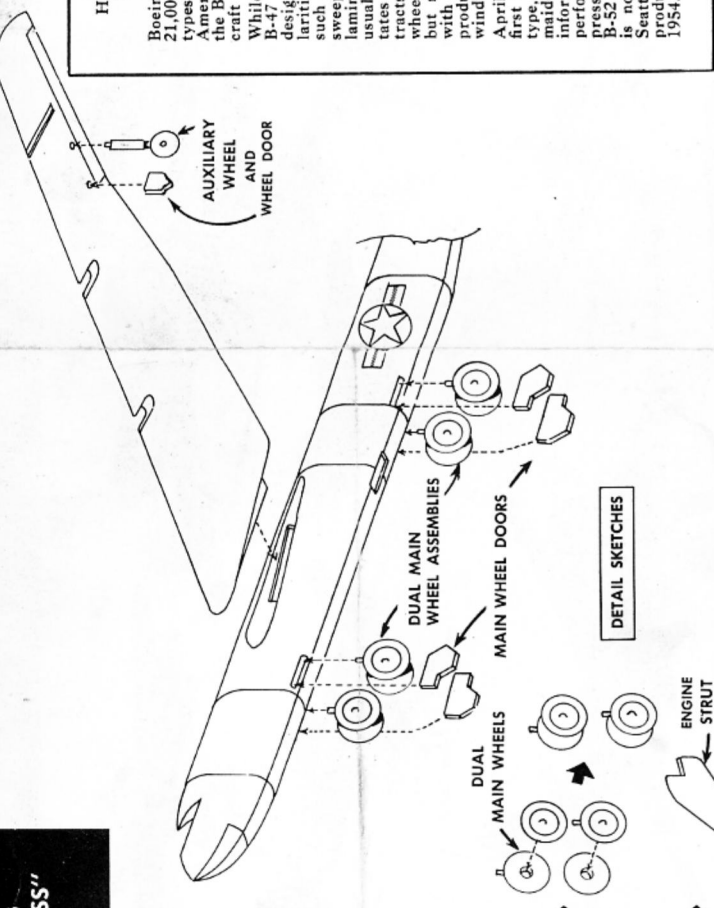
THIS CEMENT MAY BE PURCHASED FROM YOUR DEALER!

## HISTORY OF THE BOEING B-52 STRATOFORTRESS

Boeing, having produced more than 21,000 aircraft of some 200 different types since 1916, is a potent factor in American airpower. From piston power the Boeing trail leads on to jet-powered craft... the B-47 and then the B-52. While the B-52 is different from the B-47, as to the type of service and design, there are some marked similarities between the two airplanes, such as the anhedral wing, with a sweep-back of 35 degrees, and thin laminar flow wing section. The unusually thin, flexible wing design dictates this bicycle type gear that retracts into the fuselage. Protection wheels are mounted near the wing tip but normally do not come in contact with the ground. The main gear on the production aircraft is of the "Crosswind" type.

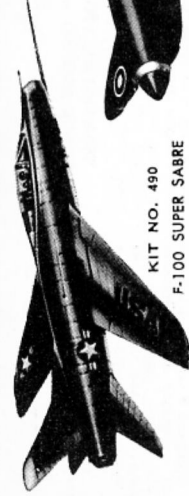
April 15, 1952, marked the day the first flight was made in the first prototype, the YB-52. The XB-52 made its maiden flight on October 2, 1952. The information obtained from the flight performance of these ships so impressed the U.S. Airforce that the B-52 was ordered into production and is now in quantity production at the Seattle and Wichita plants. The first production B-52A flew on August 5, 1954. The most obvious changes over

the prototype consisted of a redesigned nose and crew compartments, the latter with a side-by-side seating configuration for the pilot and co-pilot. Production contracts have also been placed for the B-52B, B-52C and B-52D models, but no details on these versions are currently available. A long-range strategic bomber designated the RB-52 is likewise under construction. The B-52A boasts eight Pratt & Whitney J57-P-1 turbojet engines, each developing over 10,000 pounds thrust. These are mounted in pairs in four nacelles on cantilever struts under the wings. Emergency escape facilities are provided for all of the six crew members, three being ejected upwards, two downwards, while the tail gunner is ejected complete with the tail turret. This giant of the air has a wingspan of 185 feet and measures 156 feet 6 inches long, with the tail towering over 8 feet above the runway. Loaded, the B-52A weighs more than 400,000 pounds. Performance is marked by speeds of over 685 miles an hour and a ceiling of over 50,000 feet. Security regulations prevent listing other data. The tremendous ability of the B-52 was demonstrated to the world when, on January 16, 1957, a flight of three B-52's took off from Castle Air Force Base, California, and flew non-stop around the world, a distance of 24,325 miles, in 45 hours 19 minutes.



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KIT NO. 490  
F-100 SUPER SABRE



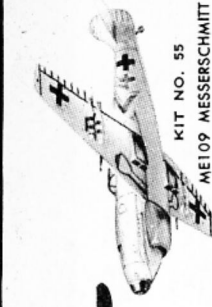
KIT NO. 20  
BRITISH SPITFIRE



KIT NO. 30  
FOCKE-WULF



KIT NO. 44  
P-40 FLYING TIGER



KIT NO. 55  
ME109 MESSERSCHMITT



KIT NO. 22  
F9F PANTHER JET



KIT NO. 40  
HELLCAT



KIT NO. 66  
RUSSIAN MIG 19



KIT NO. 77  
F86D SABRE JET



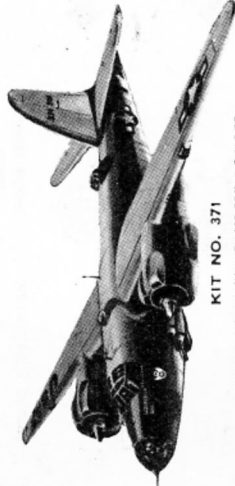
KIT NO. 33  
F90 LOCKHEED



KIT NO. 504  
PIASECKI H-21 "WORK HORSE"



KIT NO. 70  
AT-6 "TEXAN"



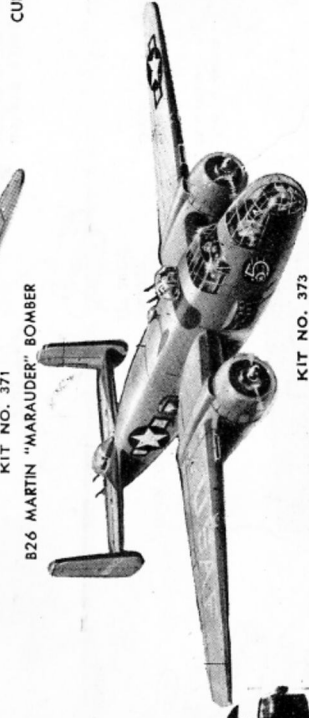
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B26 MARTIN "MARAUDER" BOMBER



KIT NO. 117  
CURTISS SBC-3 "HELLDIVER"



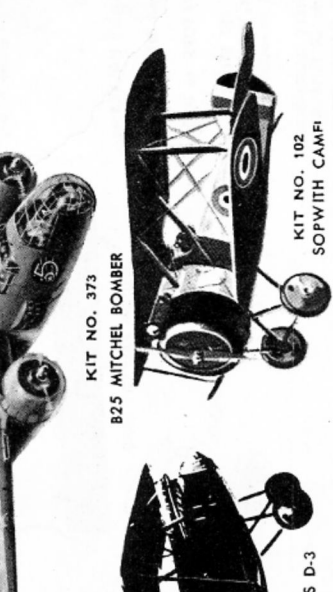
KIT NO. 116  
CURTISS "HAWK" P-6E



KIT NO. 373  
B25 MITCHEL BOMBER



KIT NO. 101  
FRENCH NIEUPORT



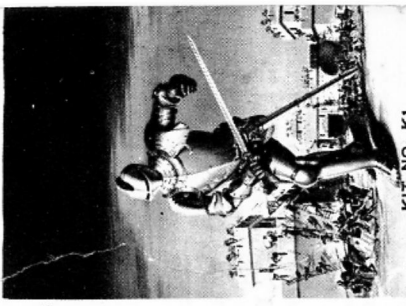
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SOPWITH CAMP



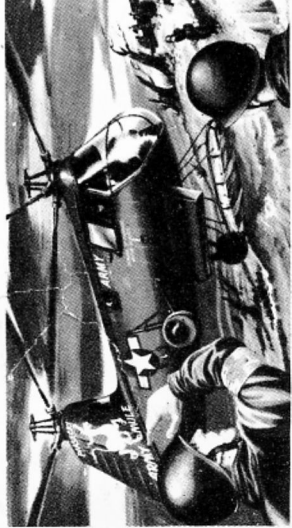
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GERMAN ALBATROSS D-3



KIT NO. 106  
FOKKER D-7



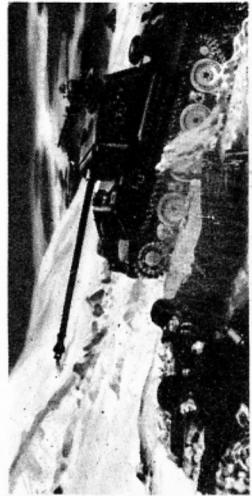
KIT NO. K1  
SILVER KNIGHT OF AUGSBURG



KIT NO. 503  
SIKORSKY S-55 "WINDMILL"



KIT NO. 303  
RUSSIAN "STALIN" TANK



KIT NO. 302  
GERMAN "PANTHER" TANK



KIT NO. 301  
M-46 "PATTON" TANK

KIT NO. 502  
PIASECKI H-25A "ARMY MULE"