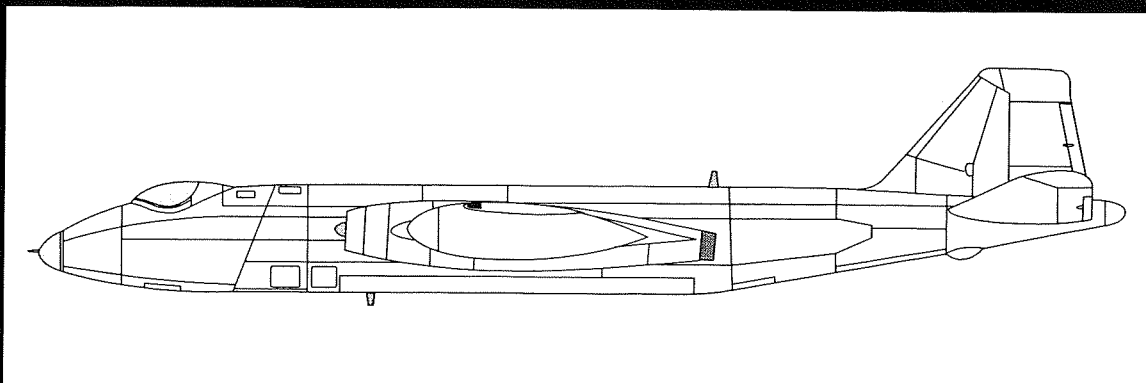




# Classic Airframes



## Canberra B.2

Kit #4126

The Canberra had its origins in 1944 as a replacement was considered for the unarmed, high-speed, high-altitude DH Mosquito. That year the Ministry of Aircraft Production issued a specification calling for a fast, high-altitude Jet-powered medium bomber. W.E.W. Petter and his team took up the challenge, and conceived the aircraft that was to become the world-famous Canberra. Four prototypes were ordered in January 1946, and the first, designated EE A.1, took to the sky on May 13, 1949. During flight testing, it became obvious that the Canberra was a success beyond expectation, its maneuverability more like contemporary fighters than a bomber.

The first four B Mk.1 prototypes were intended for use with a radar-guided bomb aiming system, but delays with development of this system led to the production of a day-bomber version with optical bomb aiming, the Canberra B Mk.2. Canberra production was ordered under Air Ministry specification B.5/47 and the first production B Mk.2 was flight tested in April 1950, the design equipping 101 Squadron RAF in 1951. Over 1352 Canberras were eventually produced, equipping thirty RAF squadrons, and over a dozen foreign operators.

As a tribute to the brilliance of the design, the Canberra was still in operational service over fifty years from its debut.

### Canberra B.2 Specifications

Powerplant:	2x Avon 101 jet engines (6,500 lb. thrust per)	Armament:	6x 1000 lb. bombs or 2x 4000 lb. bombs or single 5000 lb. bomb
Wing Span:	64'		
Length:	65' 6"		
Maximum Speed:	~609 mph		

This model kit is intended for *experienced* modelers. The nature of low-pressure molded kits such as this require additional time and effort to clean up and fit the parts, as well as experience with the various media utilized to provide the most accurate effect on the finished model. Use CyA ('super') glue to assemble Resin parts.

Classic Airframes, Inc.  
P.O. Box 577580 Chicago, IL 60657-7580 USA

# Assembly Instruction Symbols

**2X**  
MULTIPLE ASSEMBLIES

**BEND**

**OPTIONAL**

**DRILL**

**CUT**

**SYMMETRICAL ASSEMBLIES**

## Paint Reference Guide

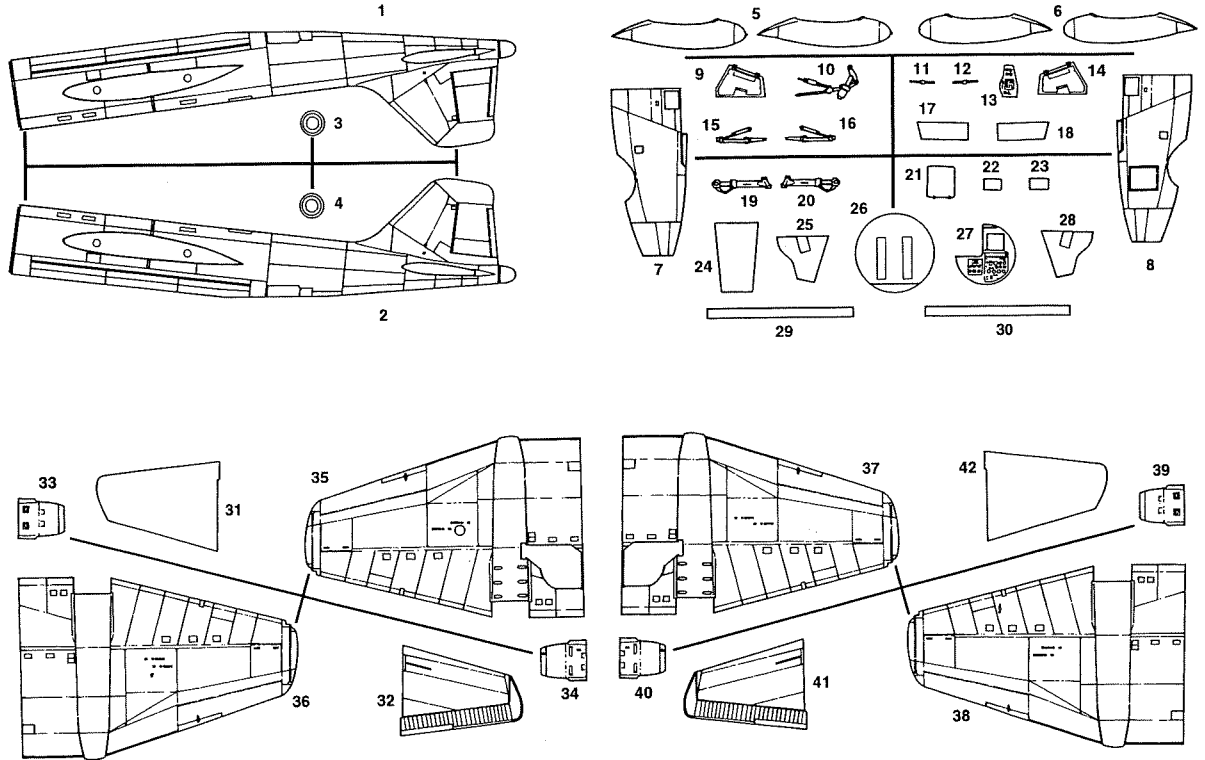
**A** Black-grey  
**B** Black

**C** Burnt Metal  
**D** Silver

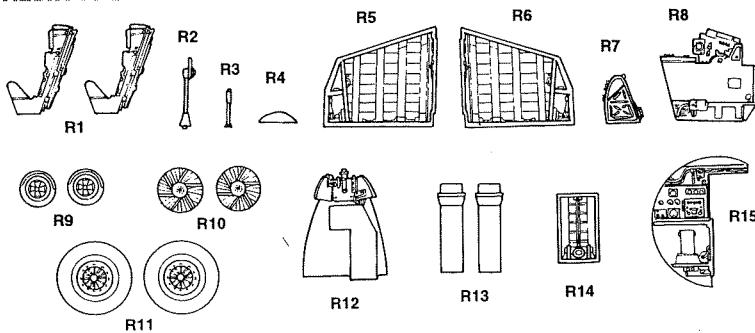
**E** Aluminum  
**F** Gunmetal

## Parts

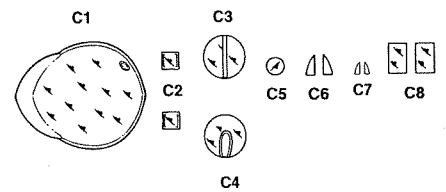
### PLASTIC PARTS



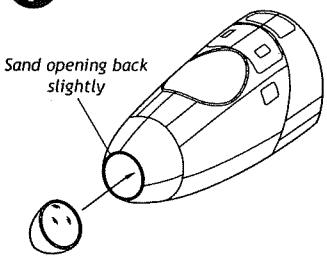
### RESIN PARTS



### CLEAR PARTS



**1**

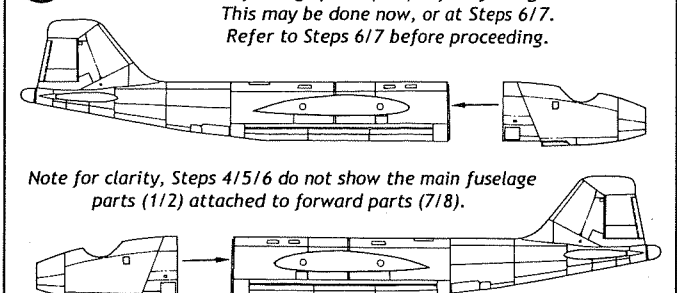


Sand opening back slightly

Align and temporarily tape fuselage nose parts 7/8 together. Gently sand back the nose opening, carefully test-fitting the clear nose part of your choice for an optimal fit. Separate nose parts and proceed with assembly.

Refer to Step 6.

**2**

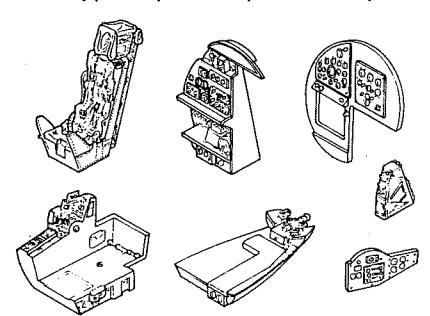


It is recommended to glue the forward fuselage halves (7/8) to the main fuselage parts (1/2) before joining the halves. This may be done now, or at Steps 6/7. Refer to Steps 6/7 before proceeding.

Note for clarity, Steps 4/5/6 do not show the main fuselage parts (1/2) attached to forward parts (7/8).

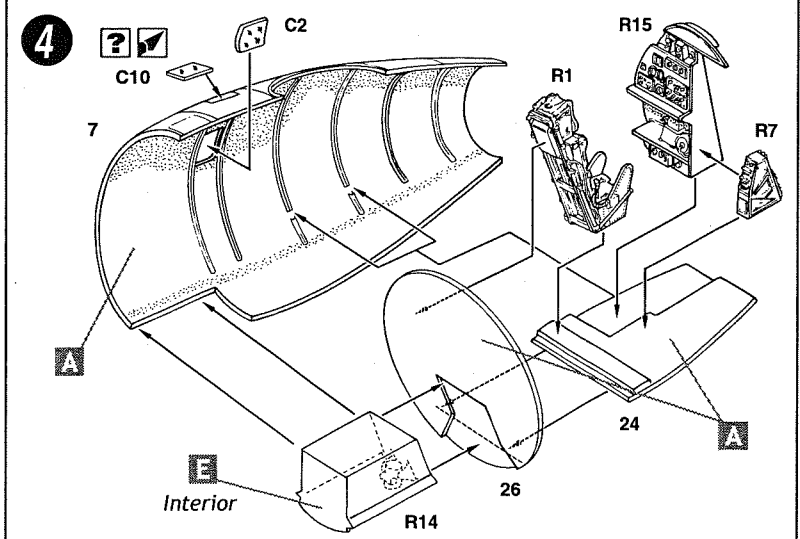
**3**

Part preparation - remove all casting blocks from resin parts. Remove ejector pin marks from interiors of plastic parts. Prepaint interior parts.



**A** All cockpit parts are Black-grey. Instrument panels have Black instrument faces and Silver and White details. Seats are Black-grey with Light Grey belts; cushions and headrests are Black.

**4**



7

**A**

**E** Interior

**R14**

**26**

**24**

**A**

**R1**

**R15**

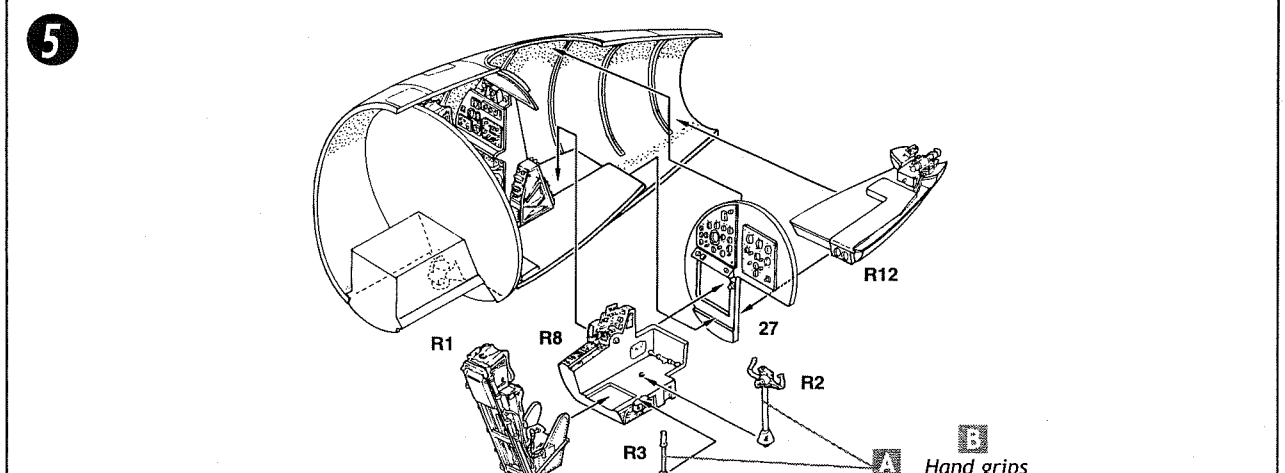
**R7**

**C10**

**C2**

**Steps 4/5- Refer to parts location drawing on next page - Be sure to dry-fit and check alignment before gluing.**

**5**



**R1**

**R8**

**R12**

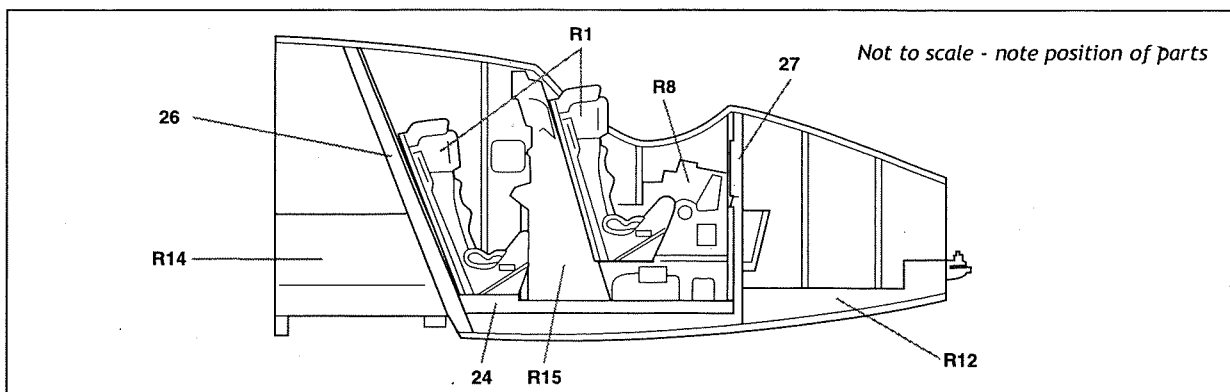
**R2**

**R3**

**27**

**A**

**B** Hand grips

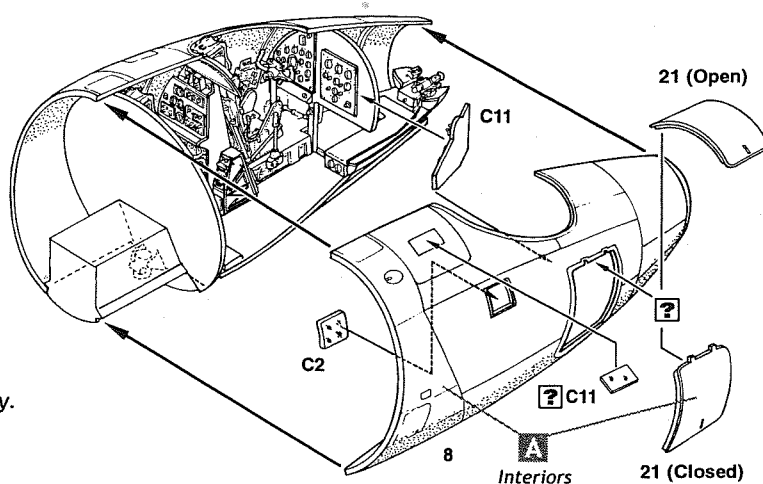


**6**

**NOTE**

Add nose weight behind bulkhead (Part 26) before assembling fuselage halves and proceeding to Step 7. It is recommended to proceed with assembly of all steps, then dry-fit and tape all major parts together to determine the amount of weight needed to properly balance the model on the landing gear. Once balanced, glue fuselage halves together and proceed with assembly.

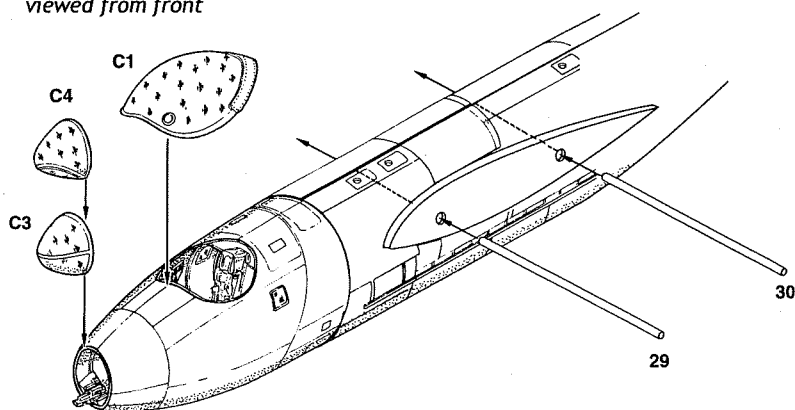
Main fuselage parts 1/2 not shown for clarity.



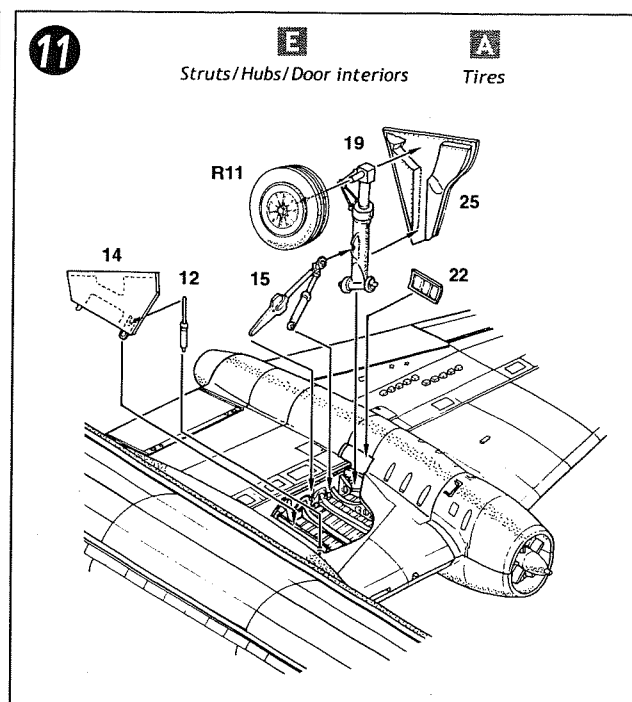
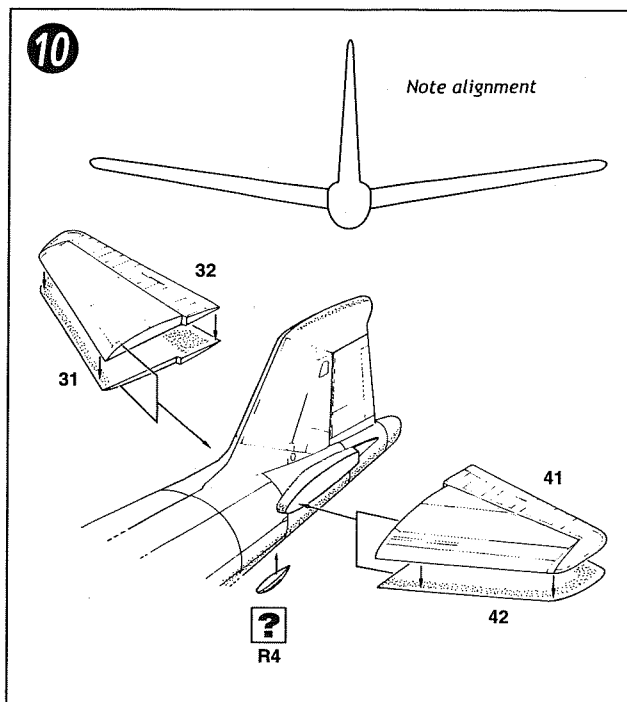
**7**



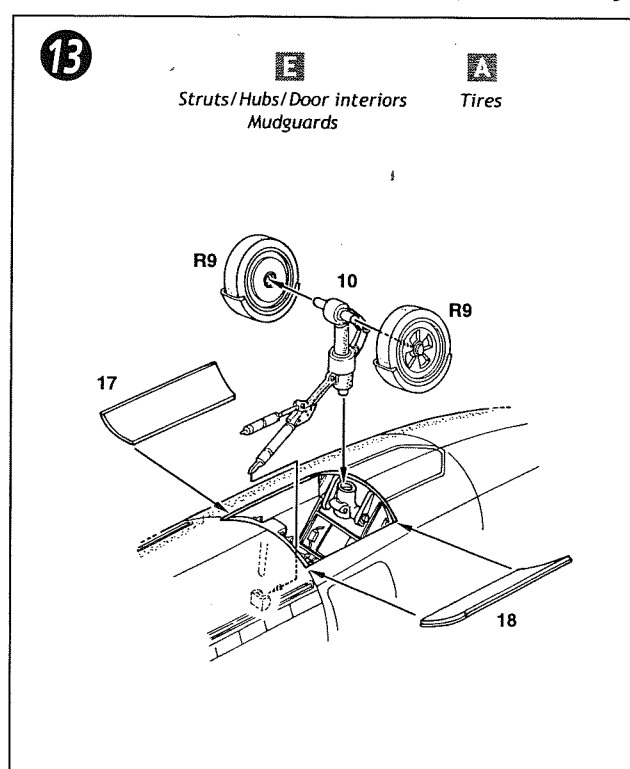
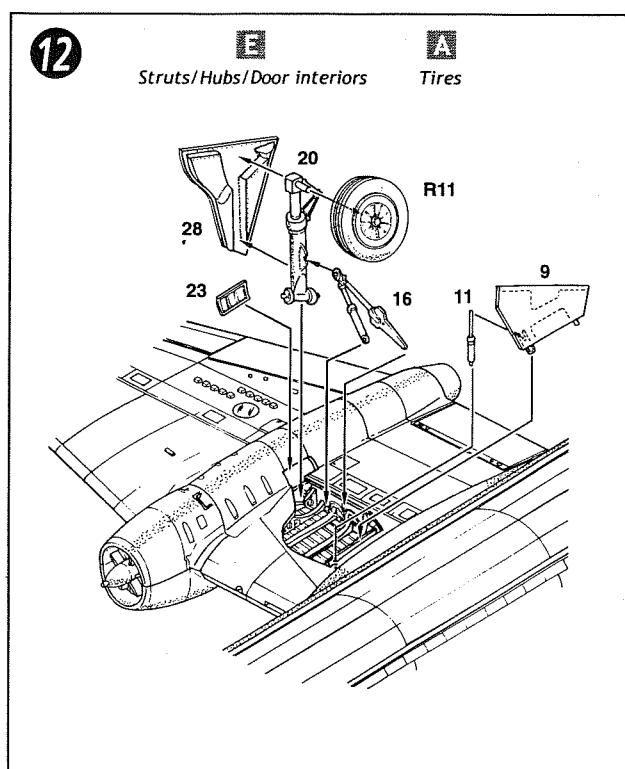
Note orientation of framing viewed from front





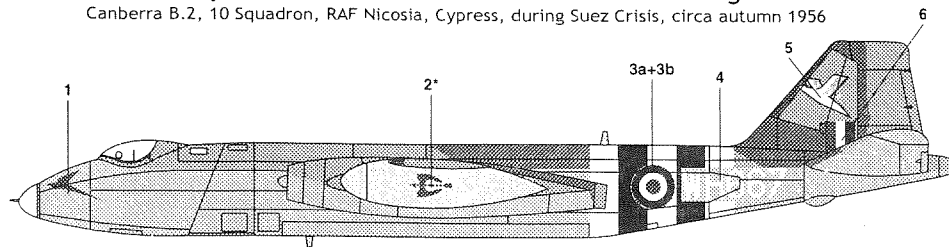








**NOTE - Be sure to dry-fit and check alignment of all parts during assembly**



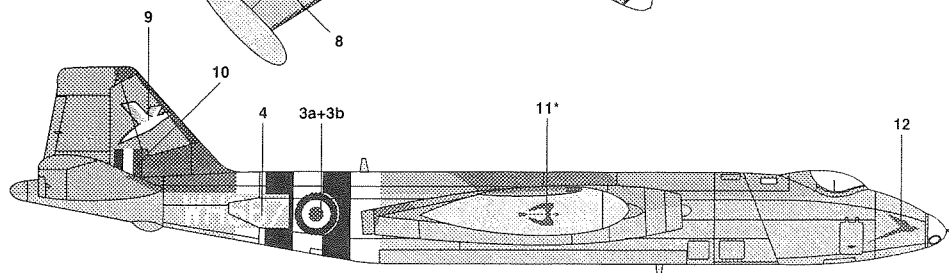
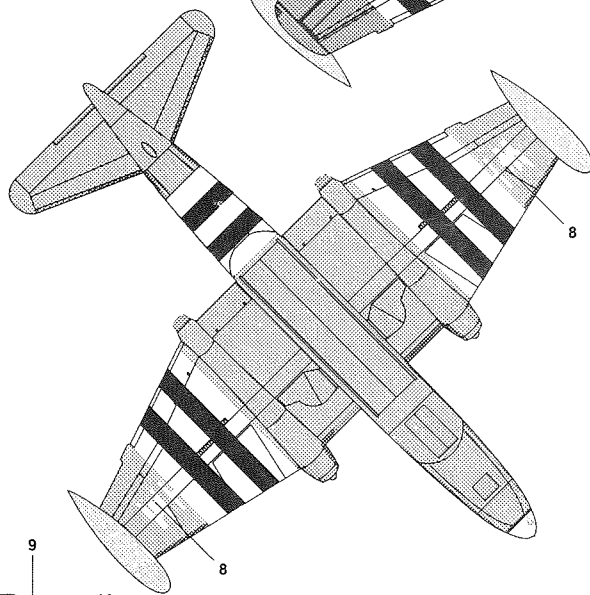
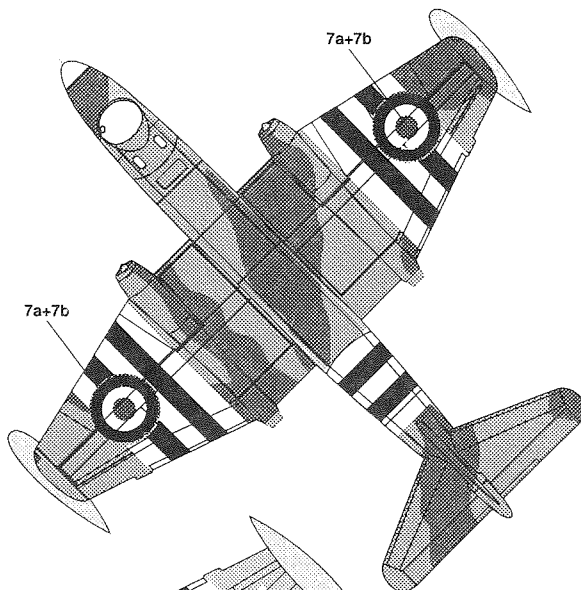
# Classic Airframes #4126 • Canberra Color & Marking Guide

Canberra B.2, 10 Squadron, RAF Nicosia, Cypress, during Suez Crisis, circa autumn 1956

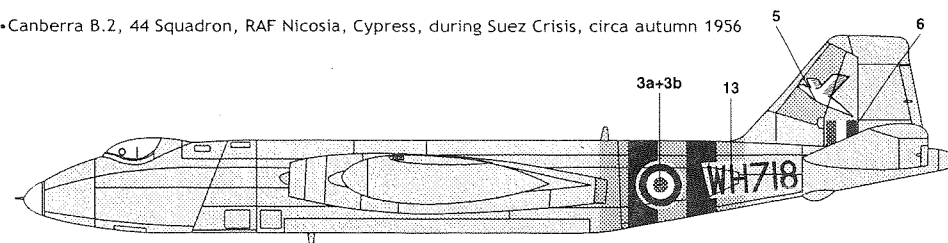


	
RAF Medium Sea Grey FS 36270 BS381C:637	RAF Light Slate Grey FS 34159 BS381C:639
	
RAF PRU Blue FS 35189 BS381C:636	Aluminum (Tip tanks)
	
Black	White

\* Some renderings show wingtip tank markings as all Red, some Black and Red. Decals 2a and 11a are provided as alternate markings.

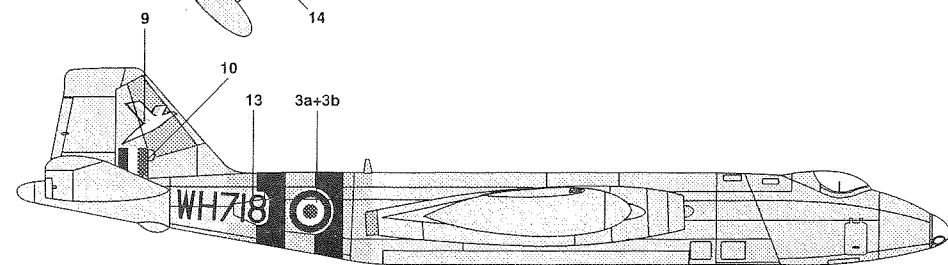
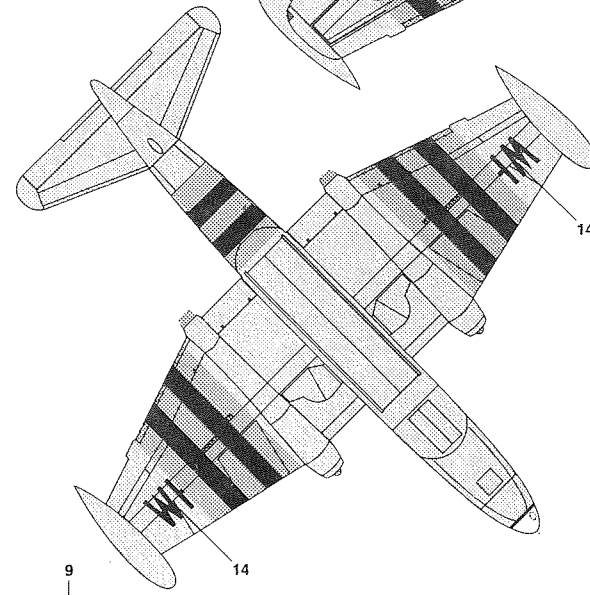
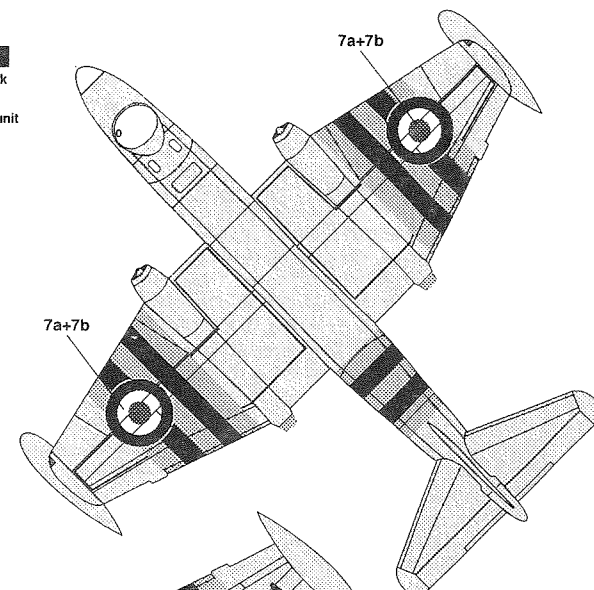


•Canberra B.2, 44 Squadron, RAF Nicosia, Cypress, during Suez Crisis, circa autumn 1956

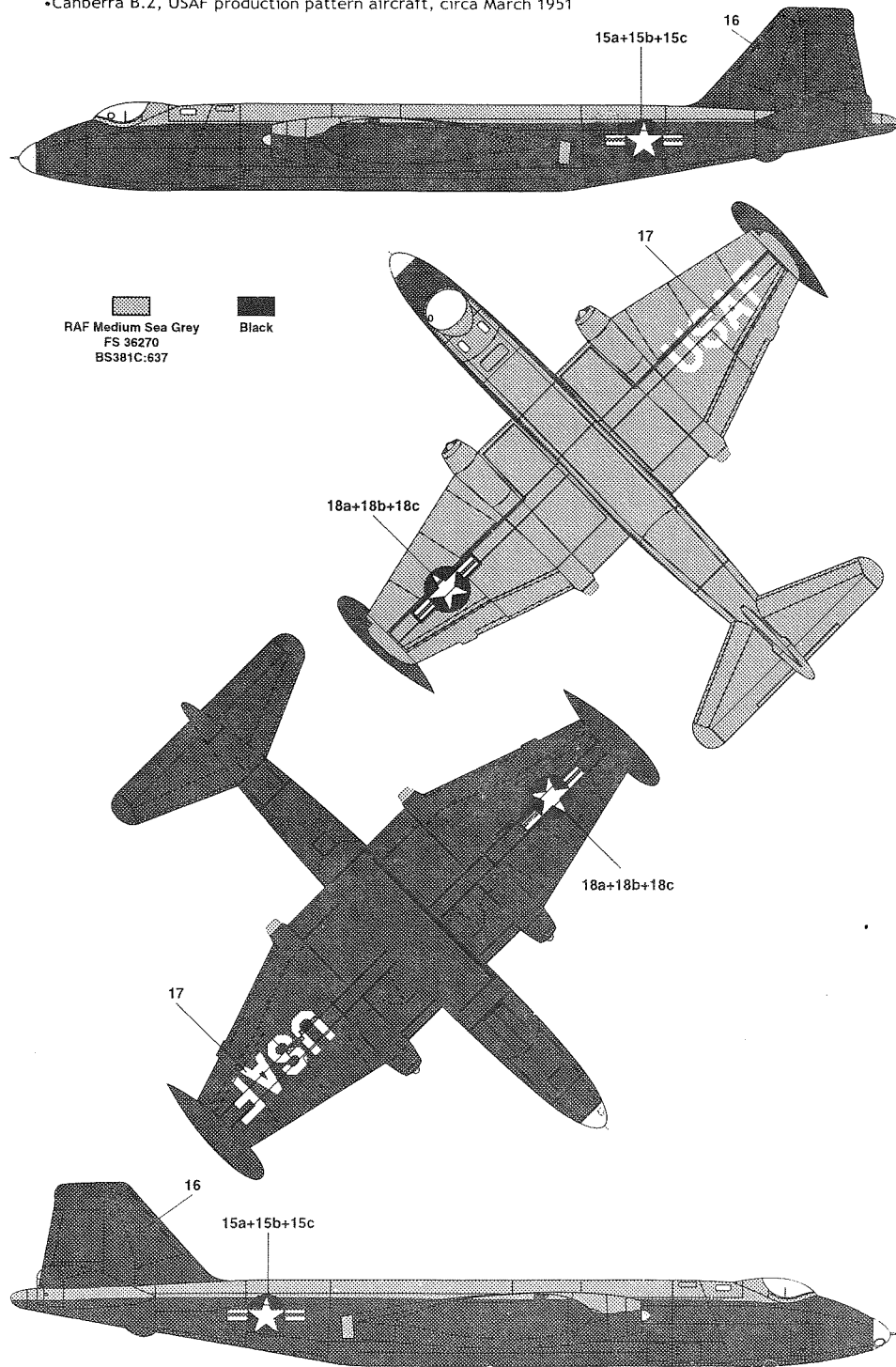


		
Mixed "Cream"	Aluminum	Black

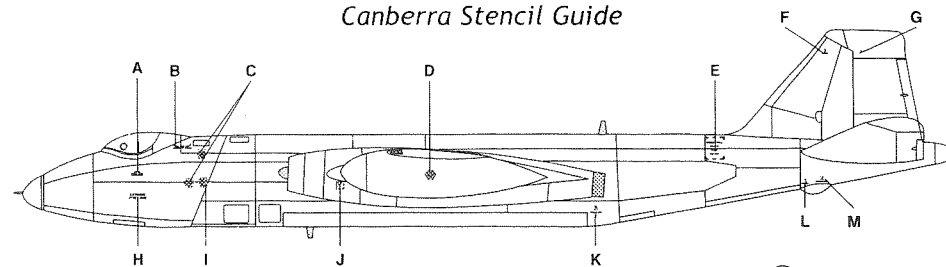
\* Due to a shortage of Yellow paint stocks at unit level, White was mixed with Yellow to extend supplies, making the applied color a light Yellowish-Cream.



•Canberra B.2, USAF production pattern aircraft, circa March 1951



## Canberra Stencil Guide



Use Black canopy chopmarks on Silver aircraft,  
Yellow on camouflaged aircraft

Some stencils are provided in Black and  
Yellow versions. Use Black on Silver  
aircraft, Yellow on camouflaged aircraft

Use Black, Yellow  
or Red stripes provided to lay out wingwalks.  
Note that some aircraft carried wingwalks in  
Yellow with additional Red 'hashmarks'.  
Consult your references for the specific  
aircraft you are modeling.

