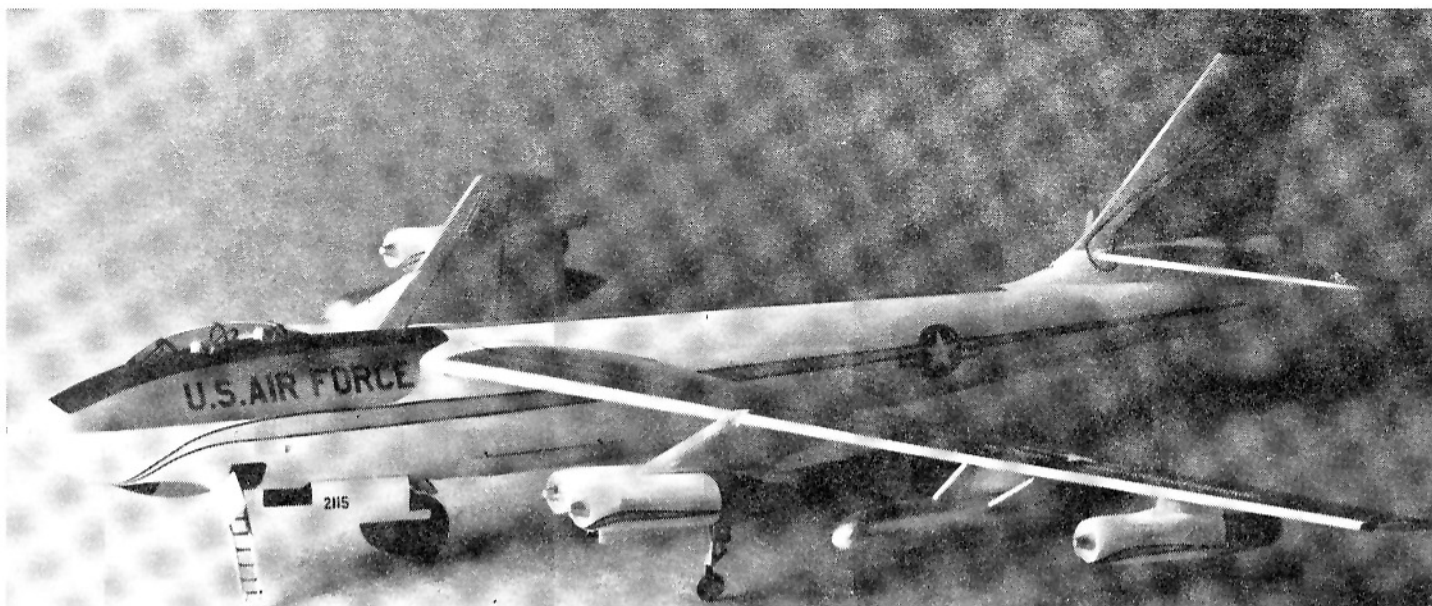


BOEING B-47E STRATOJET



HISTORY

The Boeing B-47 Stratojet holds an important position in the development of modern jet aircraft. The adoption of a thin, sweptback wing was a bold step forward in aviation technology and the success of the Stratojet showed the value of this new feature.

The thin wing brought about some other new design features. The six engines were spread out across the span to relieve stress, and an entirely unconventional landing gear was engineered. A tandem, or bicycle type, landing gear was mounted in the fuselage and small balancing outriggers were built into the inboard engine nacelles. The maximum speed of the B-47 was equal to, or greater than, the current jet fighters and, therefore, the only armament was carried in the tail. The designers relied upon the Stratojet's great speed as protection from attacks from other quarters.

The XB-47 was first flown on Dec. 17, 1947, the 40th anniversary of the Wrights' famous flight. Its successful test program led to the construction of more than 2,000 B-47's; more than any other post war strategic bomber. The B-47 provided the backbone of the Strategic Air Command through the 1950's and into the mid-sixties.

The B-47E made its first flight on January 20, 1953 and carried a radar-directed tail barbette with two 20mm cannons for defense. The three man crew rode on ejection seats - the first to be used in the Stratojet. Production of the B-47E reached 1,359 units making it the major production variant of the Stratojet series. By 1957, over 1,800 B-47's were in use in the U. S. Air Force. To extend the useful life of this powerful force, a program to increase the structural strength of the aircraft was devised. The wings were strengthened and new fittings were installed to attach the wings to the fuselage. These modified Stratojets were designated B-47E-II and could withstand the rough air encountered on low-level, high-speed bombing runs.

Many of the big bombers were altered to carry secret surveillance electronics and cameras. These planes, RB-47H's, were distinguished by longer noses and a profusion of radar bulges along the fuselage.

To slow the Stratojet during landing, a 16 foot ribbon parachute was released while the plane was on its final approach. Landing on the bicycle gear was a delicate operation at best. The plane had to be held in a perfect attitude to insure that both sets of wheels touched the runway simultaneously.

CHARACTERISTICS

Wingspan - 116 feet.

Length - 109 feet 10 inches.

Engines - Six General Electric J47-GE-25 of 6,000 lbs thrust, boosted to 7,200 lbs with water injection.

Armament - Two radar directed 20 mm M24A2 cannon with 350 RPG. For short range missions, 20,000 lbs. of bombs may be carried - either high explosive or nuclear. Normal bomb load consisted of ten 1,000 lb. bombs.

Top Speed - 606 mph at 16,300 feet (Mach .84).

Service Ceiling - 40,500 feet.

Unrefueled Range - over 4,000 miles.

MINICRAFT MODELS, INC.

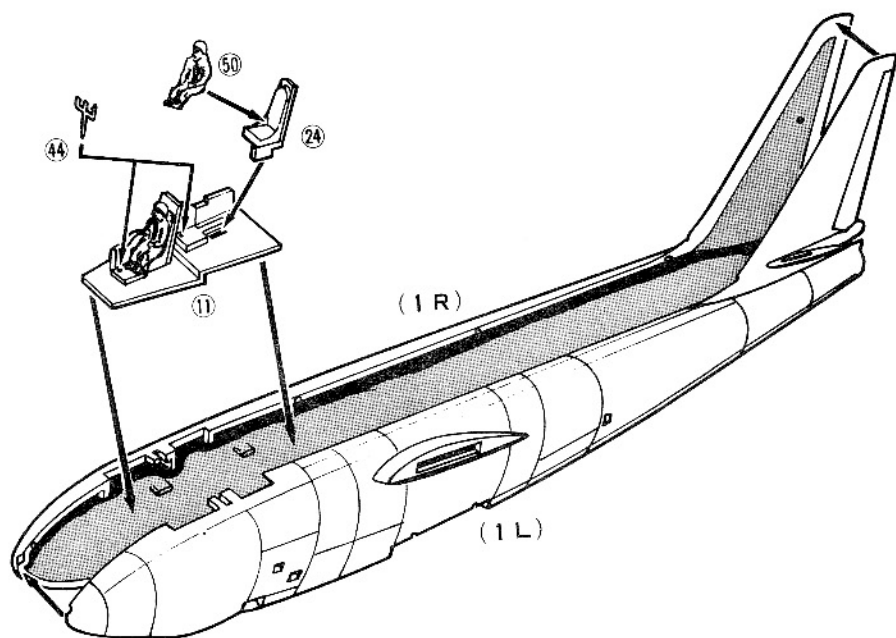
1510 W. 228th STREET

TORRANCE, CALIFORNIA 90501



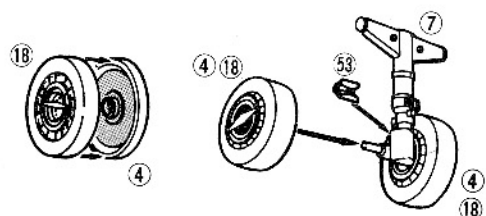
1

Cement two seats (24) to cockpit floor (11). Cement crew figures (50) to seats. Cement two control yokes (44) into holes in front of crew figures. Now attach cockpit assembly to right fuselage side (1R) and cement left fuselage side (1L) to right side.



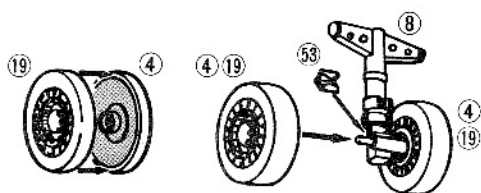
2

NOTE: landing gear strut braces on front strut (part 7) have only one hole each side. Cement scissors (53) to front landing gear strut. Make two front wheels by cementing two parts (18) to two parts (4). Now cement assembled wheels to axles on front strut. Set aside to dry.



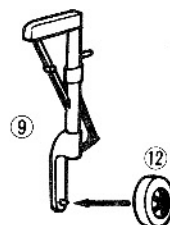
3

NOTE: landing gear strut braces on rear strut (part 8) have two holes on each side. Cement scissors (53) to rear landing gear strut. Make two rear wheels by cementing two parts (19) to two parts (4). Now cement assembled wheels to axles on rear strut. Set aside to dry.



4

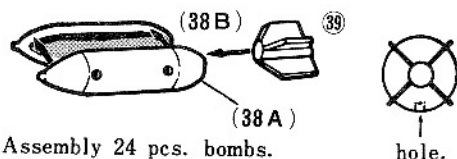
Make two outrigger landing gear assemblies by cementing an outrigger wheel (12) to outrigger struts (9 and 10). Set aside to dry.



- Parts 9 12 for left wing.
- Parts 10 12 for right wing.

5

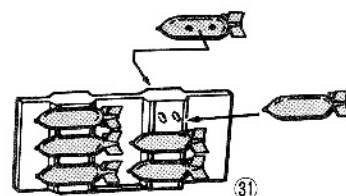
Make 24 bombs by cementing one (38A) with holes to each (38B). Cement one set of tail fins (39) to bombs. Note position of holes on bomb shown in illustration.



- Assembly 24 pcs. bombs.
- Cement Part 39 as shown.

6

To make bomb rack, place one part (31) on table as shown in illustration. Short edge of divider should be pointing left, locating rib on long edge should be on the bottom. Now cement six bombs on each side of rack facing left as shown. Repeat with second part (31) and remaining 12 bombs.

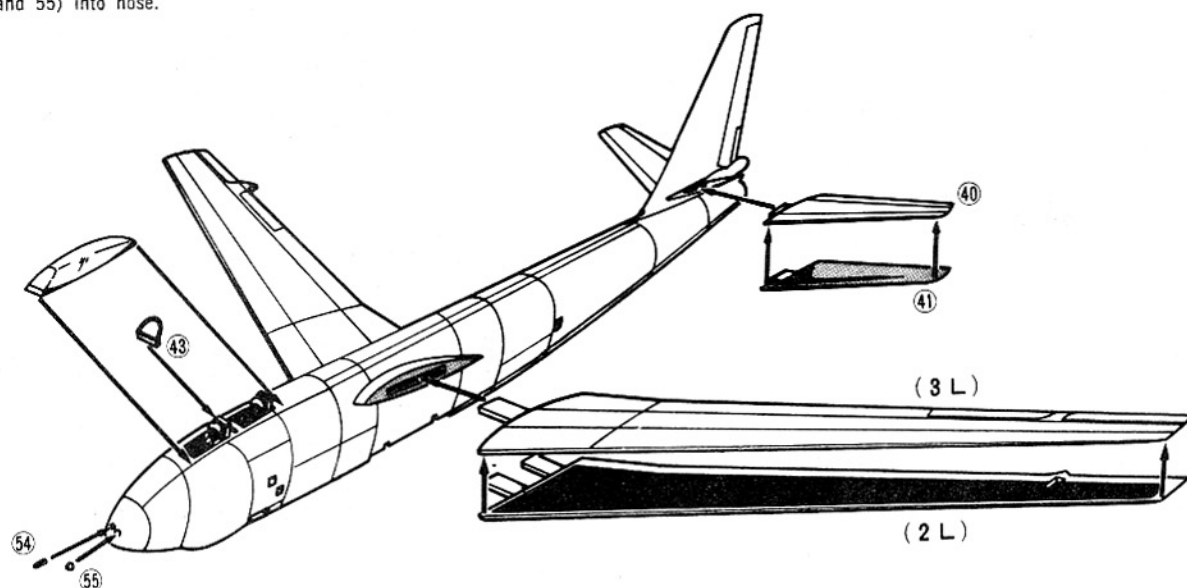


7

Make left wing by cementing left wing halves, parts (2L and 3L) together. Repeat for right wing using parts (2R and 3R). When dry, cement into fuselage assembly. The B-47's wings should droop downward slightly; be sure to align them properly before the cement sets.

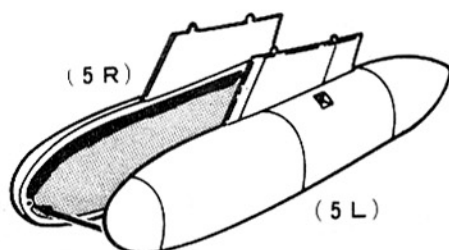
To make left stabilizer, cement stabilizer halves (40 and 41) together. Repeat for right stabilizer using remaining parts (40 and 41) and attach to fuselage assembly.

Cement canopy brace (43) to rib on fuselage between crew figures. Now cement clear canopy in place over cockpit. Cement blisters (54 and 55) into nose.



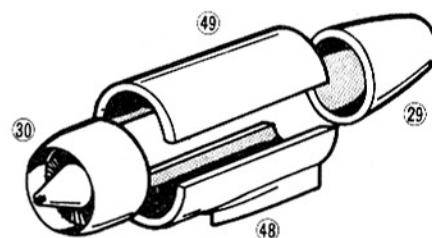
8

Cement left fuel tank halves (5R and 5L) together and let dry. Repeat for right fuel tank using parts (6R and 6L).



9

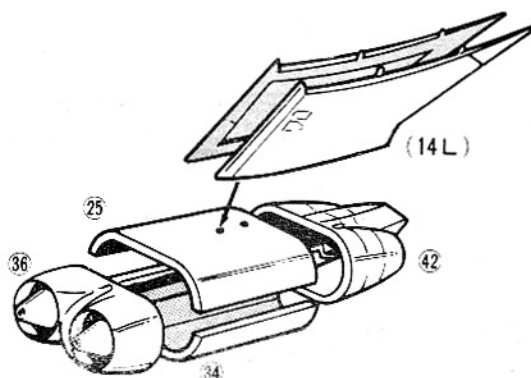
Make two outboard jet pods in the following manner: cement lower pod half (49) to top pod half (48). Be sure to align them carefully. Now cement intake (30) and exhaust (29) as shown. Pylon on top of nacelle should point toward intake. Set aside to dry.



10

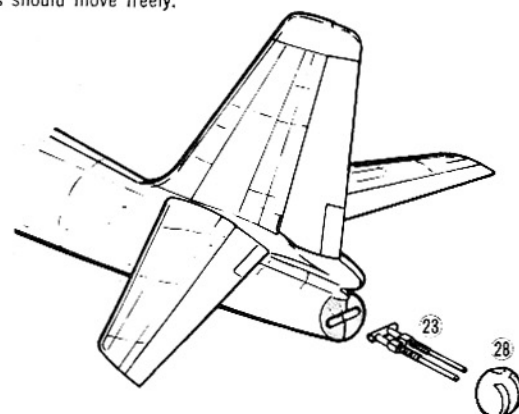
Make the left inboard engine nacelle by cementing nacelle top (25) to nacelle bottom (34 with numbers 1 - 2 printed in wheel well). The number 1 indicates the forward end of the nacelle. Note position of two locating holes in part (25). These should be toward the rear. Now cement nacelle intakes (36) to front and exhaust (42) to rear of nacelle assembly. Cement nacelle pylon halves (14L and 14R) together and attach to nacelle as shown.

Repeat for right nacelle using remaining parts (25, 34, 36, and 42). NOTE: number 3 indicates front edge of remaining part (34). Cement right nacelle pylon halves (15L and 15R) together and attach to right nacelle assembly.



11

Slide - do not cement - 20 mm cannons (23) into tail piece (28) and carefully cement tail piece to end of fuselage. Guns should move freely.



12

Locate rear wheel well (33) inside fuselage by placing the well into the bomb bay opening (middle hole in fuselage bottom) and sliding it into place above the rear opening. Rectangular slot in top of well should be in front. With open side facing out, carefully cement well into rear opening.

Using the same method, place front wheel well (32) into front opening. Once again be sure opening in well faces out and slot is forward, then cement in place.

Now place bomb bay (16) into middle hole with large curved side to the rear and the opening facing outward. Carefully cement in place.

13

Cement pod fairings (57) into hollows on pylons at wingtips as shown. Cement small doors (45, 46 and 47) into place in front of bomb bay. Now cement rear landing gear assembly (with two holes in each brace) into rear wheel well on notched ribs at rear. Attach rear drag link (22) into notches in front of wheel strut and top of wheel well. Cement front landing gear assembly into front well in the same manner. Strut should fit into notch in fuselage at rear of front well. Cement front drag link (21) into place. Now cement parachute doors (20) in place beneath tail.

14

Cement nose wheel doors (35L and 35R) in place. Be sure extended tab faces rearward. Cement rear wheel doors in place, curved edge forward.

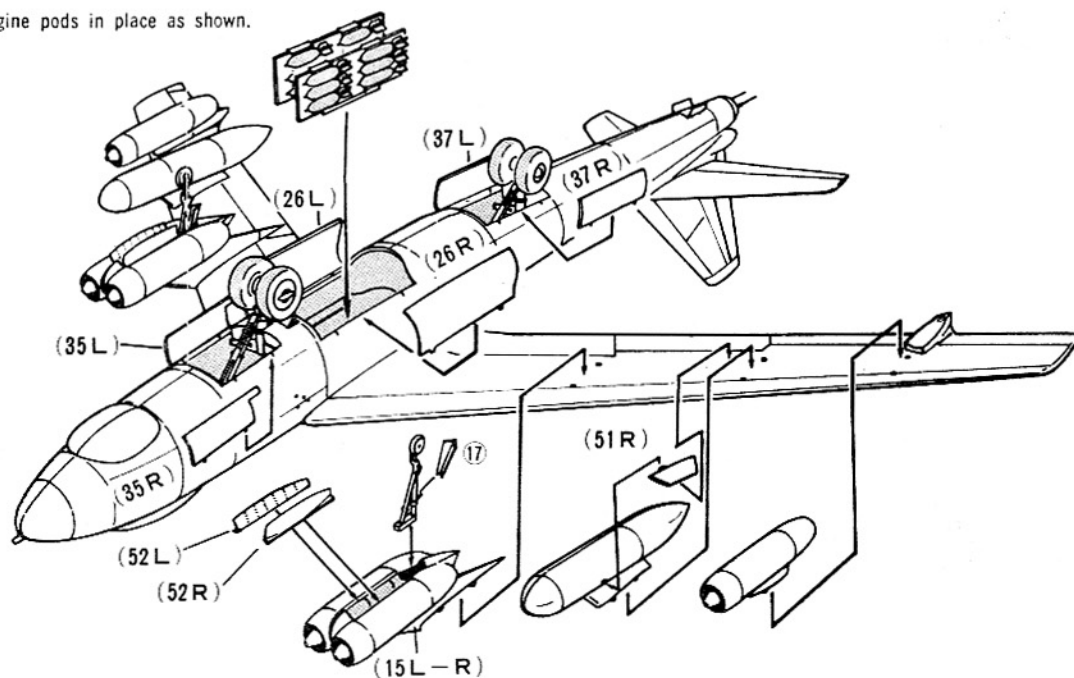
Now cement bomb rack assemblies into bomb bay as shown. Cement bomb bay doors (26L and 26R) in place with curved edge to the rear.

Locate right engine nacelle (with numbers 3-4 in bottom) and cement left outrigger assembly in place. Note that wheel faces outward and drag link angles forward. Cement wheel doors (52L and 52R) to nacelle bottom. Cement door (17) to pin on rear of outrigger strut. Now attach entire right nacelle unit to right wing at inboard locating holes.

Repeat for left nacelle using remaining wheel doors.

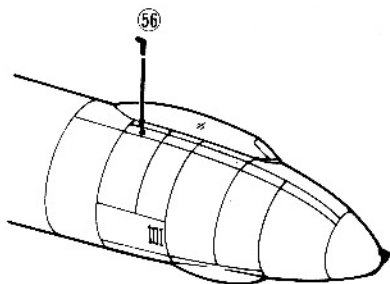
Cement fuel tank brace (51R) to right fuel tank and attach tank to middle holes on right wing. Repeat for left fuel tank using brace (51L) and attach to left wing.

Now cement both outboard engine pods in place as shown.



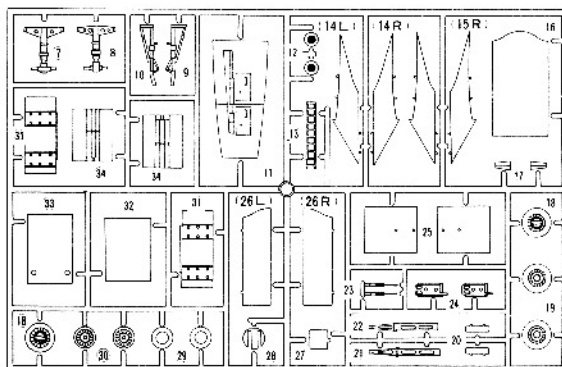
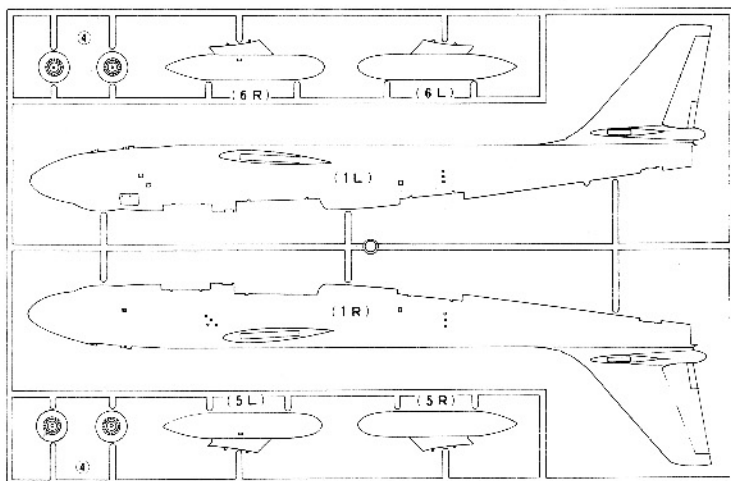
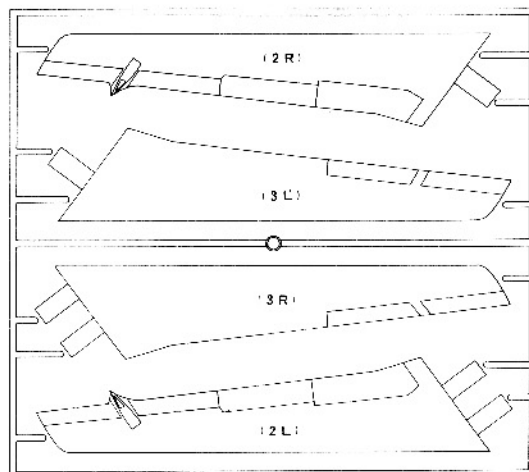
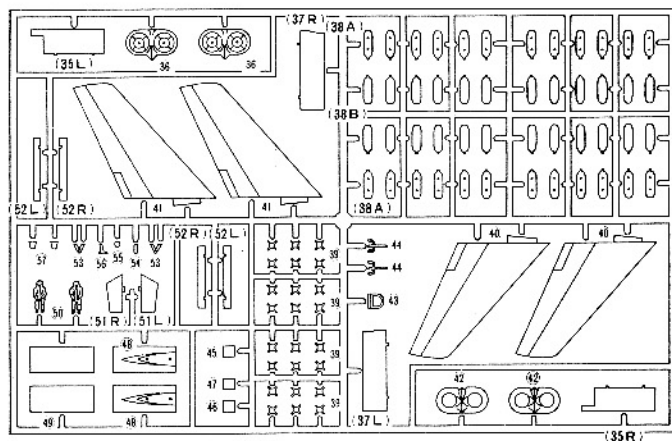
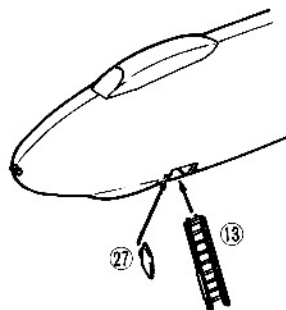
15

Cement vent pipe (56) into hole next to cockpit.

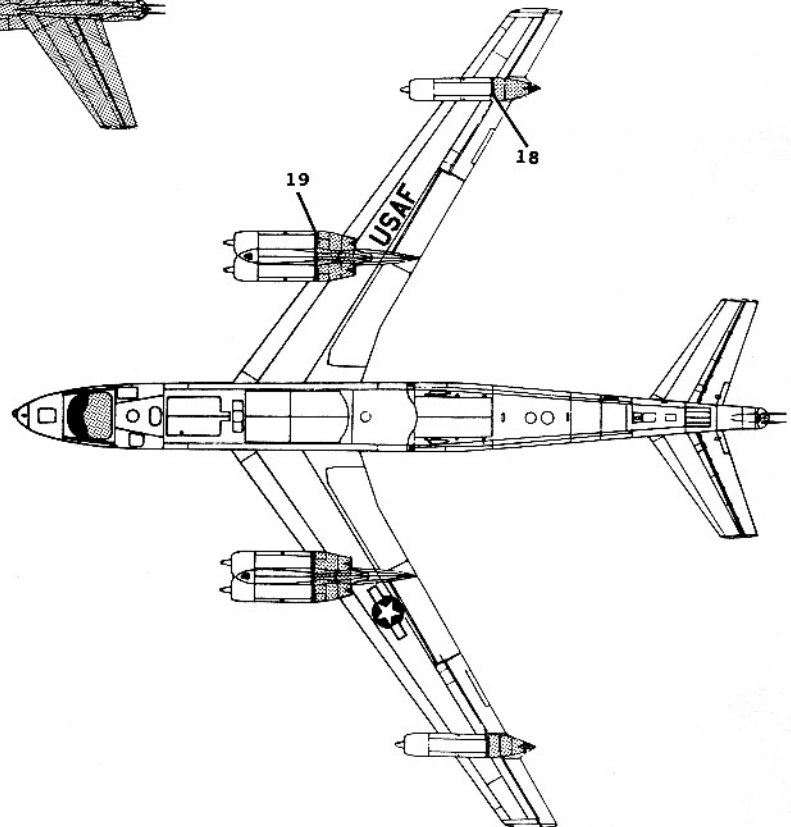
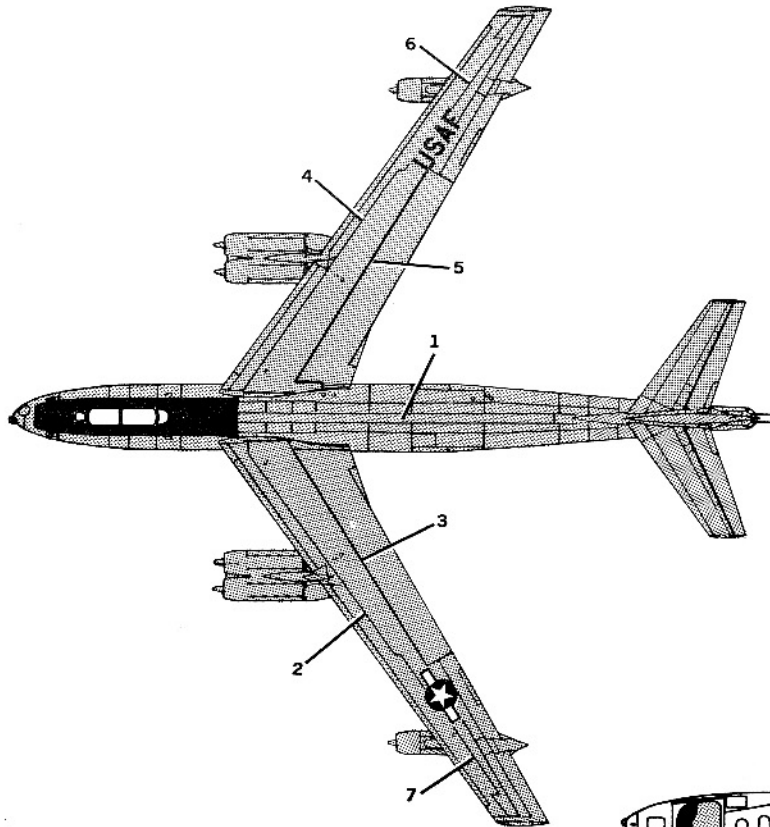
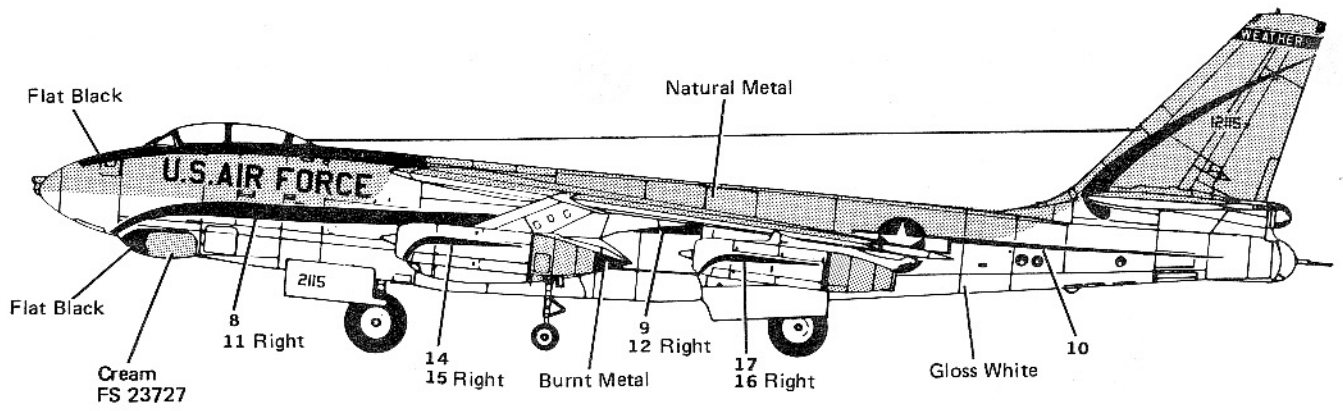


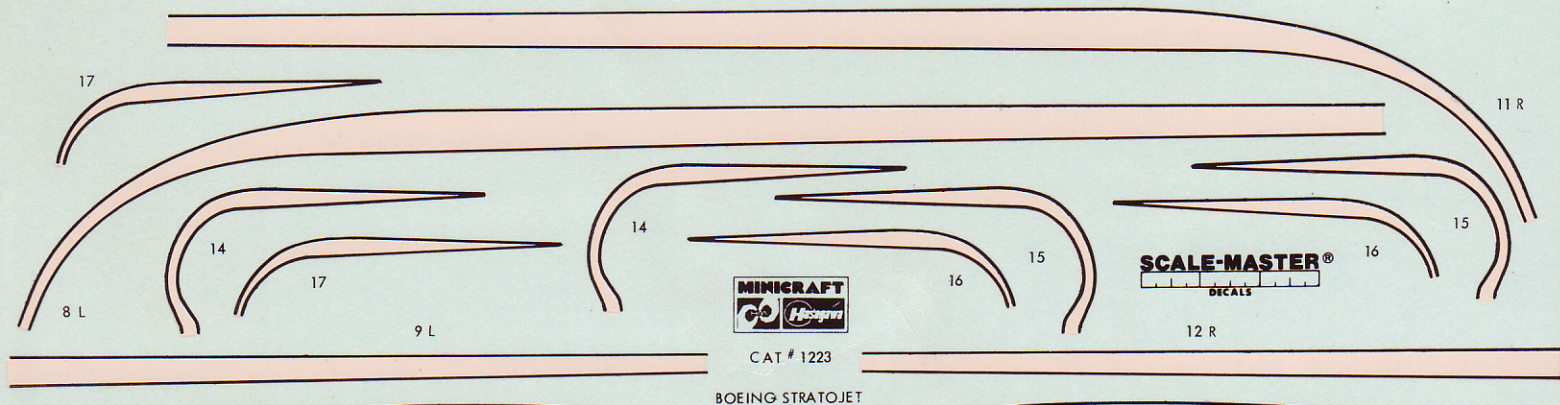
16

Cement ladder (13) and crew entrance hatch (27) in place as shown.



NUMBERS REFER TO DECALS





U.S. AIR FORCE

WEATHER

WEATHER

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USAF

USAF

12115
12115
2115
2115

