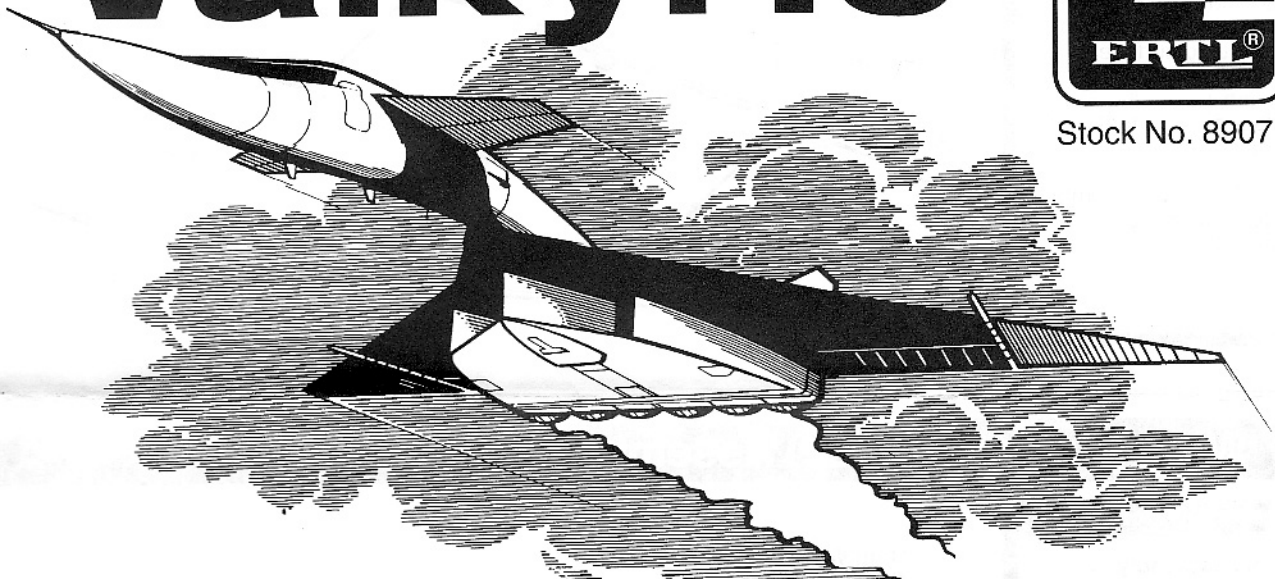


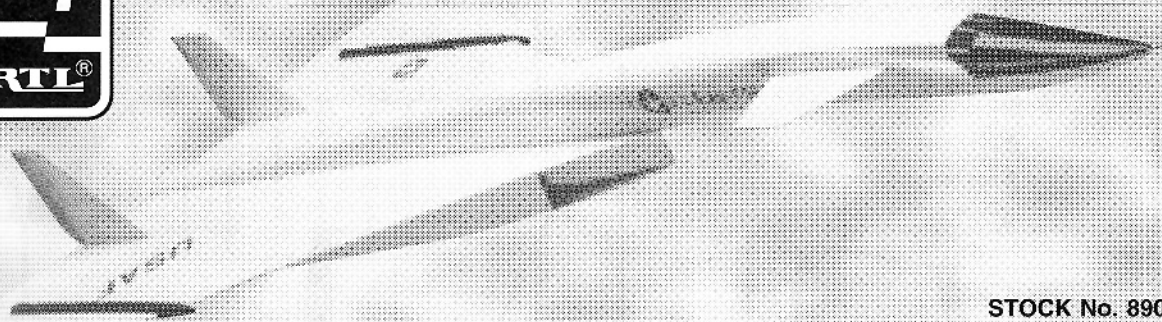
North American XB-70 **Valkyrie**



Stock No. 8907



NORTH AMERICAN XB-70-A1 VALKYRIE



STOCK No. 8907

Form No. 099 - 1250

1944, jet aircraft first fly combat missions.

1947 mankind first officially flew faster than the speed of sound, Mach 1.

1952 the first prototype of the first operational jet strategic bomber flies - the B-52 is born.

1955, Boeing and North American initiate studies for the next generation of manned strategic bombing platforms.

1956 - a manned experimental aircraft flies at three times the speed of sound for the first time.

1957 - North American receives a contract to build a boron powered (later dropped) strategic (nuclear) bomber a 500,000 lb, 200-foot long, behemoth which would CRUISE at 1982 mph at an altitude of 75,250 feet the XB-70 Valkyrie.

1964 - It flies....

The 1950's saw tremendous advances in jet-powered aviation. It was also the decade when guided-missiles were finally perfected, creating a debate of missiles vs. manned nuclear deterrent which continues to this day. In essence, the argument can be boiled down to this: Missiles provide a cheaper, more-easily protected and faster means of nuclear deterrence you can wait for the last minute to fire as they go up and out of sight in a hurry. Manned deterrence (bombers) provide the opportunity to think about what you are doing for a long time - and possibly recall the strike if you are wrong - as well as providing the ability to redirect assets to other targets as the situation changes. There is still little that can be done to protect against a missile attack bombers are vulnerable to a number of things.. This argument essentially began around the XB-70 project.

The XB-70 was a remarkable aircraft. It's Mach 3 CRUISING speed was based on the ingenious concept of "compression lift". This involved literally squeezing the supersonic air

traveling beneath the aircraft and "riding" its own supersonic shock wave, much as a surfer rides a wave to shore. The outer wing panels of the Valkyrie would fold down to trap the edge of the supersonic shock wave and "ride" it to target at nearly 2000 miles per hour, powered by six massive GE J-93 constant after-burning engines buried in the broad center section.

The downing of Francis Gary Power's U-2 essentially put an end to the high altitude strategic bomber (though not the argument), left the XB-70 without a mission and caused the early retirement of the 1600 mph but short-ranged B-58 Hustler. Thus only two XB-70s were to be built, to be used in a variety of tests until one crashed following a freak mid-air collision of an F-104 and the XB-70 during a GE publicity photo session of aircraft powered by GE jet engines. The other aircraft was eventually donated to the U.S. Air Force Museum in Dayton, Ohio. It remains there today, a reminder of the days when American technology seemed to meet every challenge and the USAF ruled the skies in the preservation of world peace.

Your AMT kit of the XB-70 provides a striking scale replica of this massive, impressive aircraft. We wish to express our heartfelt thanks and gratitude to the staff of the United States Air Force Museum for their assistance in the design of this kit. Their generosity and help in allowing AMT to crawl all over the real bird to take precise measurements, opening the aircraft up to enable us to provide items like the detailed cockpit, complete with the ejection capsules, is greatly appreciated.

We hope you enjoy your AMT kit of the XB-70, which, with the AMT XB-35 Flying Wing, B-52G and B-52H kits provides the discerning modeler with a stunning history of post-war U.S. strategic bombing platforms in constant-scale plastic.

IMPORTANT

Before you begin to assemble your model kit, study the instructions carefully. This will help you to familiarize yourself with the part locations as you proceed. Prior to cementing parts together, be sure to "TEST FIT" them in order to assure proper alignment and also to check for excess "FLASH" that may occur along parting lines. Use a sharp hobby knife or file to remove flash if necessary.

If you wish to paint your model, various sub-assemblies and components should be painted before any parts are attached. During assembly, you may note that the recommended color is stated after the part name.

This model kit is molded from the finest high-impact styrene plastic. Use only paints and cements which are specifically formulated for styrene. Read all labels and warnings carefully.

Because the cement will only adhere to bare plastic, it is necessary to remove any paint or "plating" from the area to which the cement is to be applied.

BUILDING TIPS FOR THE ADVANCED MODELER

For the best possible finish, your kit should be painted, even if molded in color. Paint should be applied evenly, in several thin coats rather than one heavy coat. The first coat should not completely cover the surface. Each layer should be allowed to thoroughly dry before the next is applied.

It is important to keep your hands clean when working with your model and wash parts thoroughly before painting to remove any mold release agent that may have been used during manufacture, body oil from your hands, sanding residue, and dust, which is naturally attracted to plastic by static electricity. Use a mild solution of dishwashing detergent and water. A tack rag should be used to dry the parts, DO NOT use paper towels or tissues, since they will leave lint on the part.

Parting lines and glue joints should be sanded or filed prior to painting. Because paint has a tendency to draw away from sharp edges, they should be lightly filed. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend contours. This should be done only after the first, or "primer," coat of paint is applied.

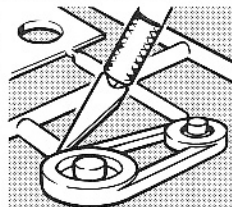
When painting a multi color scheme, the lightest color should be painted first. Use frosted, or "magic," tape to mask off the area you do not want painted. After the second color is dry to the touch, the tape can be removed. Use a very fine brush to touch up edges if necessary. If decals are to be added, do so before adding any gloss coat. A gloss coat will help even out the edges between the two colors as well as set the decals.

NOTE: The United States military services use standardized colors known as Federal Standard or FS colors. Each Color receives a specific five digit identification number. Grays, for instance, are all 6000, and gloss paints begin with a 1, semi-gloss 2, flats 3. Thus a gray color can be gloss (16251), semi-gloss (26251) or flat (36251).

RECOMMENDED TOOLS

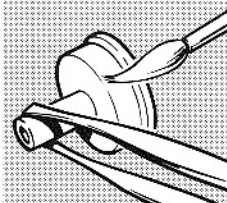
HOBBY KNIFE

Use a sharp hobby knife to remove parts from the trees. The knife may also be used to remove parting lines and flash.



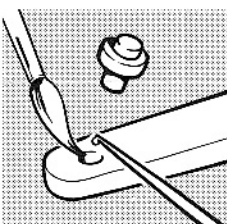
TWEEZERS

Use tweezers to hold small parts during assembly, painting and when applying cement.



BRUSH

We recommend the use of liquid polystyrene cement. Apply with a fine brush. Use sparingly or a sloppy job will result.



READ ALL LABELS AND WARNINGS CAREFULLY

We take great pride in providing the finest model kits available, giving strong attention to detail and craftsmanship. Should you have any difficulty with assembly or missing parts, please call the appropriate number listed below between the hours of 8:00 am to 4:30 pm central time, Monday through Friday.

In the U.S.A. call toll free

800 - 553 - 4886

Outside of the United States call

1 - 319 - 875 - 2000

Please visit the ERTL Company for a free tour of the AMT production facilities in Dyersville, Iowa. Tours Daily - Reservations suggested. Call (319) 875 - 5699

PRINCIPAL DIMENSION OF THE XB-70:

WING SPAN:	105 ft.
LENGTH:	194 ft.
HEIGHT:	30 ft.
WING AREA:	6,297 square feet
WEIGHT:	550,000 lbs.
SPEED:	(Top) Mach 3 / 2000mph @ 70,000 ft.
ALTITUDE:	70,000 ft. +
RANGE:	Intercontinental
POWER:	6 General Electric YJ-93 Turbo Jets Generating 30,000 lbs Thrust each

The logo for PRIN, featuring the word "PRIN" in a bold, stylized, blocky font with a registered trademark symbol (®) to the right. The letters are white with black outlines and are set against a dark background. The logo is positioned at the bottom left of the page, within a decorative border that consists of a thick black line forming a large L-shape.

1 Cockpit Assembly

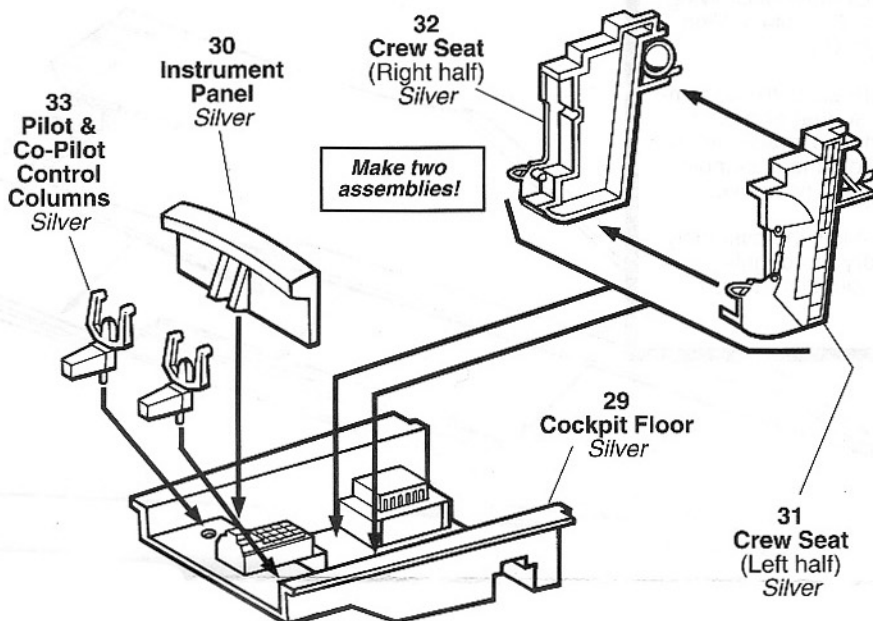
Assembly Note:

1...Cement Seat Module halves (31,32) together to make one Pilot Seat Module and one Co-Pilot Crew Seat Module.

2...Cement the Crew Seat Modules to the Cockpit Floor (29).

3...Cement Instrument Panel (30) to Cockpit Floor (29).

4...Cement Control Columns (33) in to position, one in front of the Pilot and one in front of the Co-Pilot.



2 Nose Gear Assembly

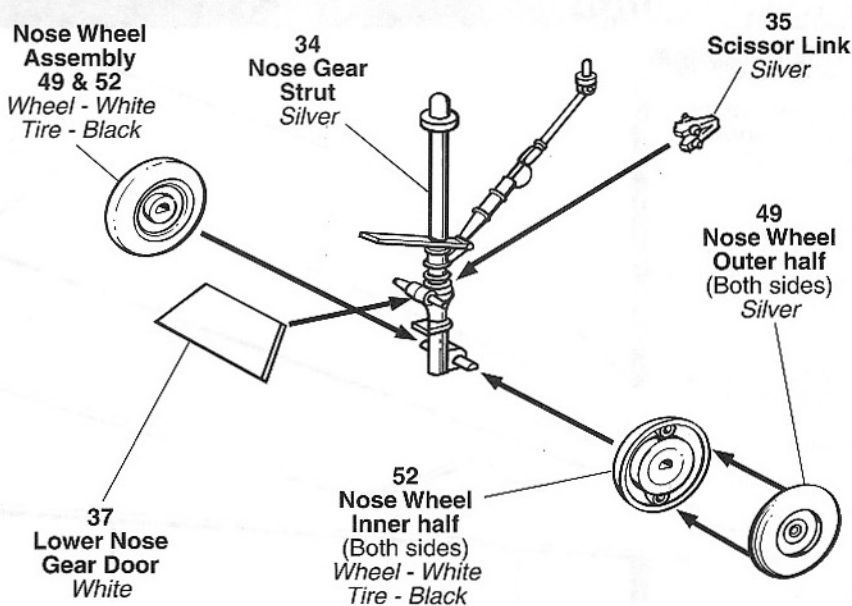
Assembly Note:

1...Cement the Nose Wheel halves (49,52) together. Make two assemblies.

2...Cement the Nose Wheel assemblies to the Nose Gear Strut (34).

3...Cement the Scissor Link (35) into slots on the right rear side of the Nose Gear Strut.

4...Cement Lower Nose Gear Door (37) to the Gear Strut as indicated.



3 Left Main Gear Assembly

Assembly Note:

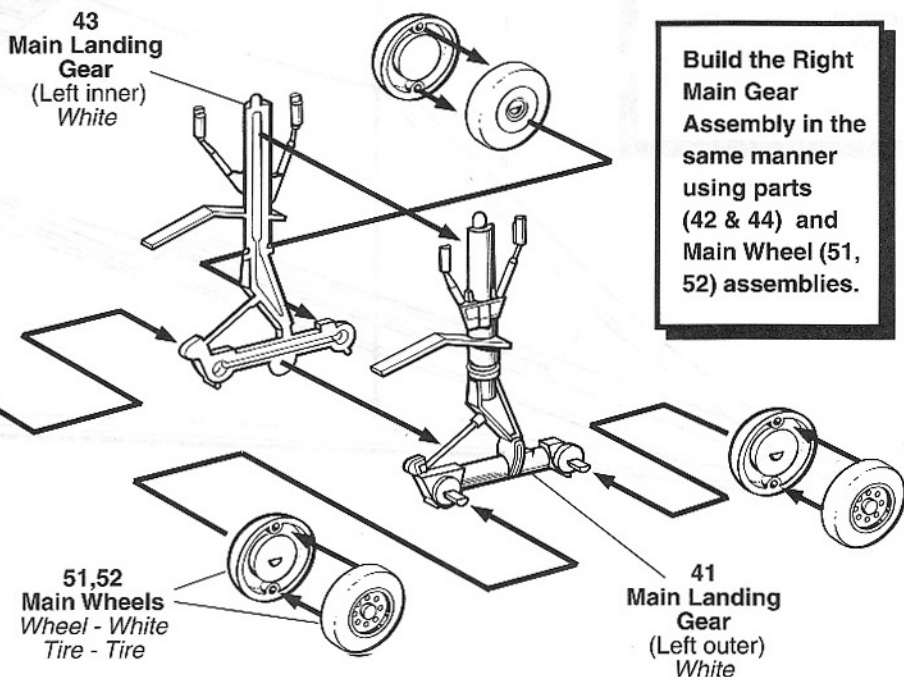
1...Cement Main Wheel halves (51,52) together. Make eight sets.

2...Cement Left Main Gear Strut halves (41, 43) together.

3...Cement Right Main Gear halves (42,44) together.

4...Cement the eight Main Wheel assemblies to the Left and Right Main Gear Struts.

5...Set the Main Gear assemblies aside to dry thoroughly.



4 Wing (Lower Surface) Assembly

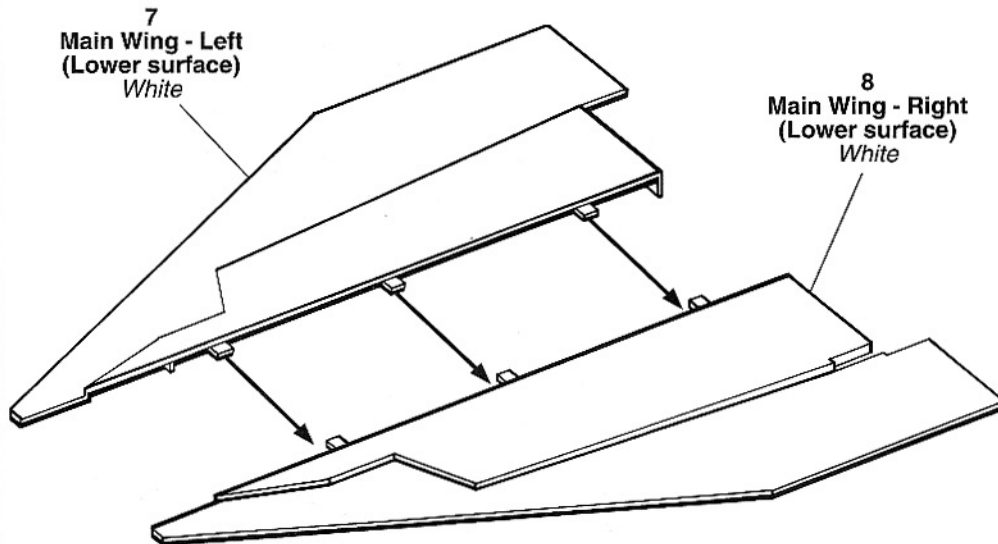
Assembly Note:

This wing assembly procedure is shown upside down.

1...Cement Main Wing - Left (7) to Main Wing - Right (8).

2...Carefully position the assembly so that all gluing surfaces match evenly. Then weight the assembly so that it will not move.

3...Allow the assembly to dry thoroughly without disturbing it.



5 Wing (Upper Surface) Assembly

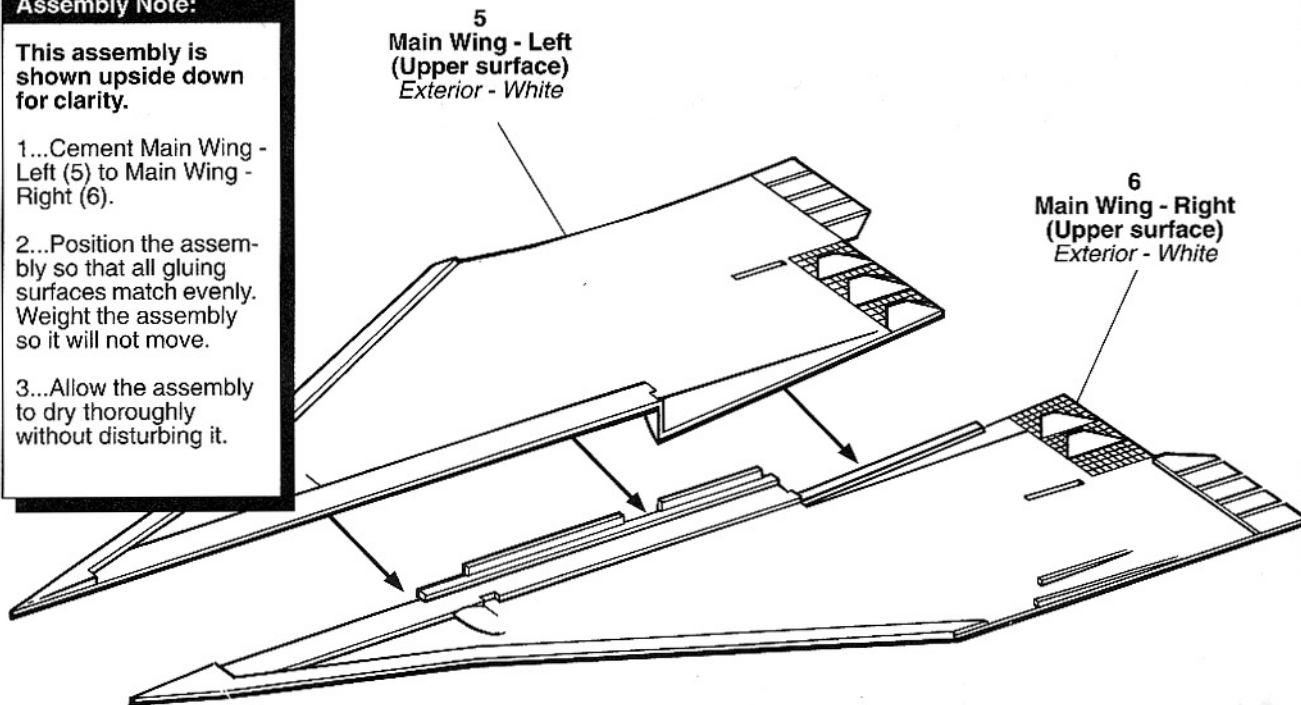
Assembly Note:

This assembly is shown upside down for clarity.

1...Cement Main Wing - Left (5) to Main Wing - Right (6).

2...Position the assembly so that all gluing surfaces match evenly. Weight the assembly so it will not move.

3...Allow the assembly to dry thoroughly without disturbing it.



6 Wing Assembly

Assembly Note:

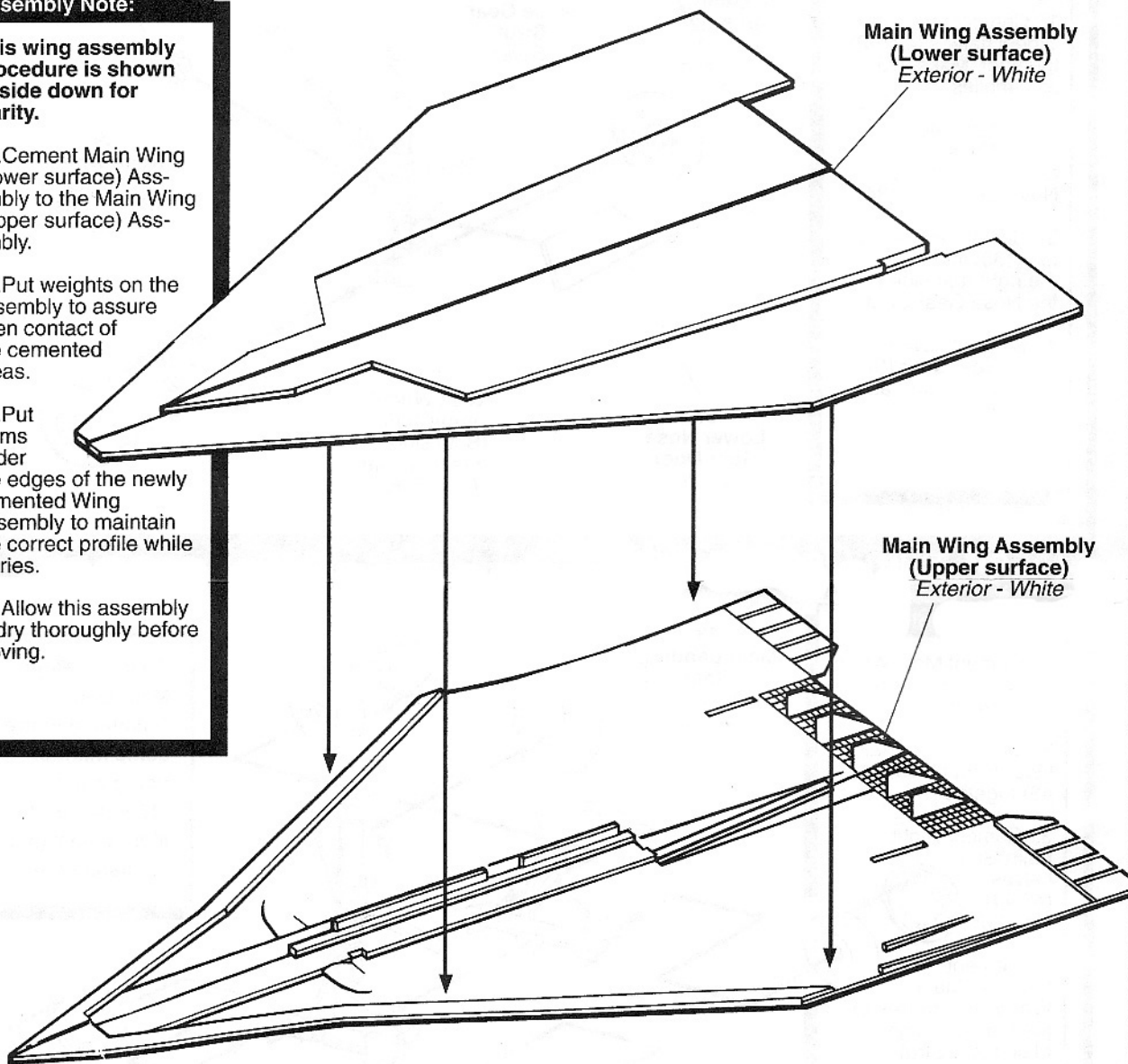
This wing assembly procedure is shown upside down for clarity.

1...Cement Main Wing (Lower surface) Assembly to the Main Wing (Upper surface) Assembly.

2...Put weights on the assembly to assure even contact of the cemented areas.

3...Put shims under the edges of the newly cemented Wing Assembly to maintain the correct profile while it dries.

4...Allow this assembly to dry thoroughly before moving.



7 Lower Fuselage Assembly

Assembly Note:

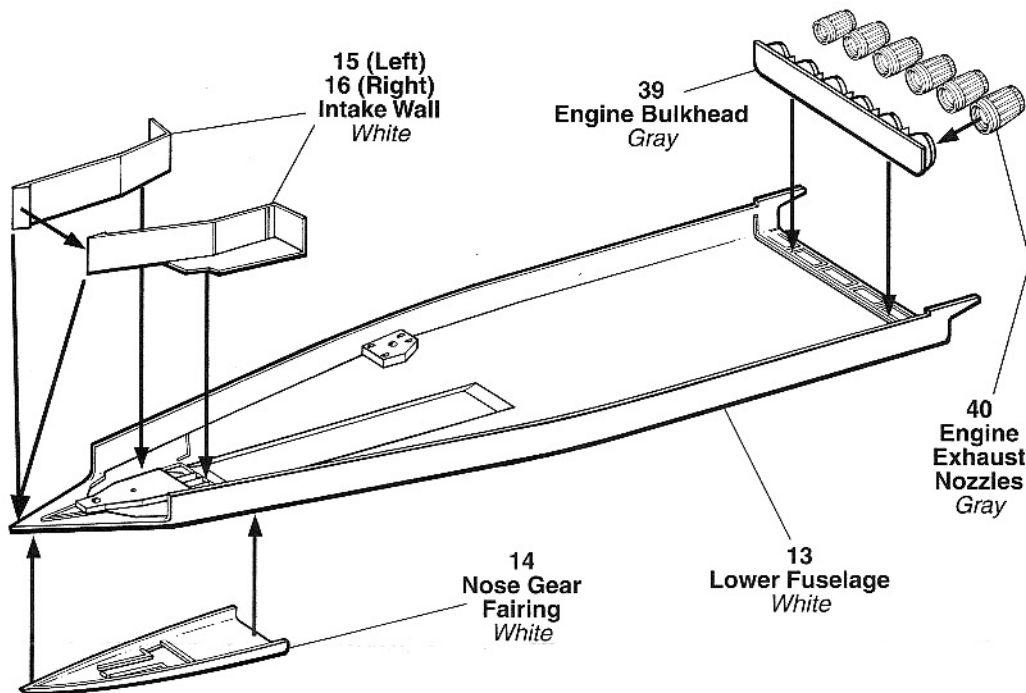
1...Cement the Engine Intake Walls (15,16) to the inside of the Lower Fuselage (13) and to each other at the nose of each Wall as indicated.

2...Cement the Engine Bulkhead (39) into the Lower Fuselage (13).

3...Cement Exhaust Nozzles (40) to (39).

4...Cement the Nose Gear Fairing (14) to the underside of the fuselage as shown.

5...Allow the assembly to dry thoroughly before proceeding.



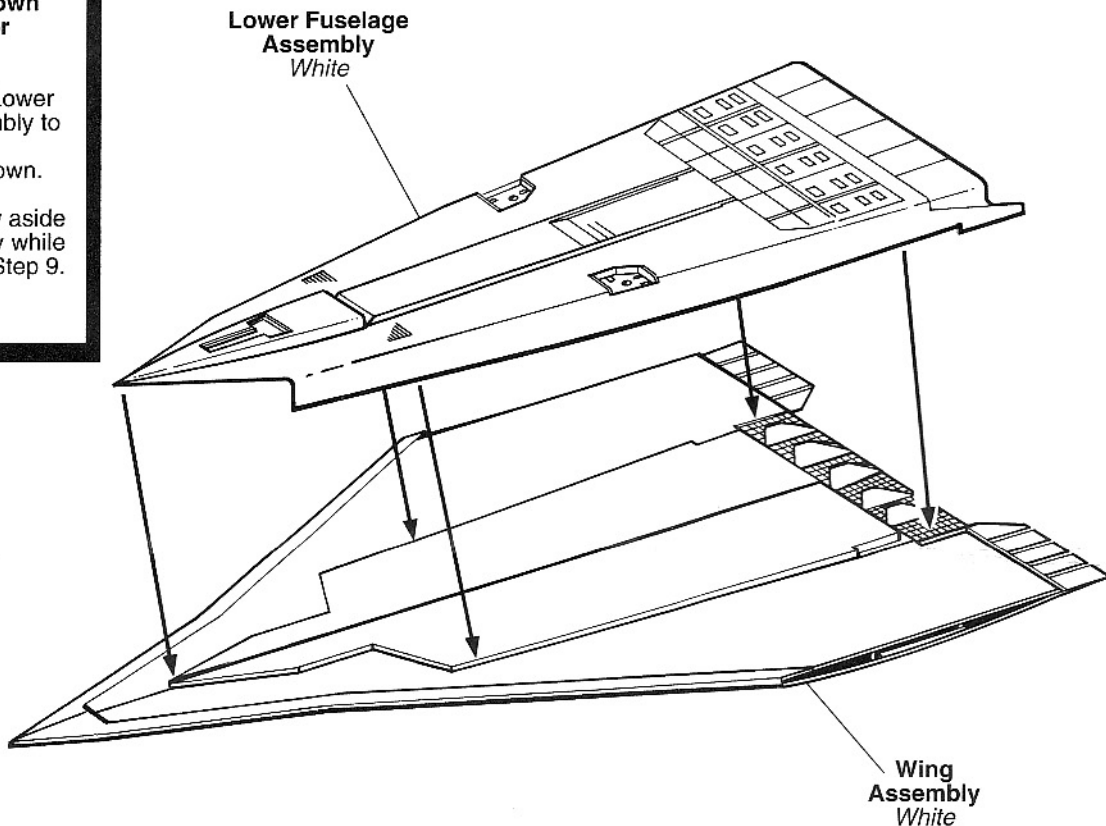
8 Lower Fuselage to Wing Assembly

Assembly Note:

This step is shown upside down for clarity.

1...Cement the Lower Fuselage Assembly to the Main Wing Assembly as shown.

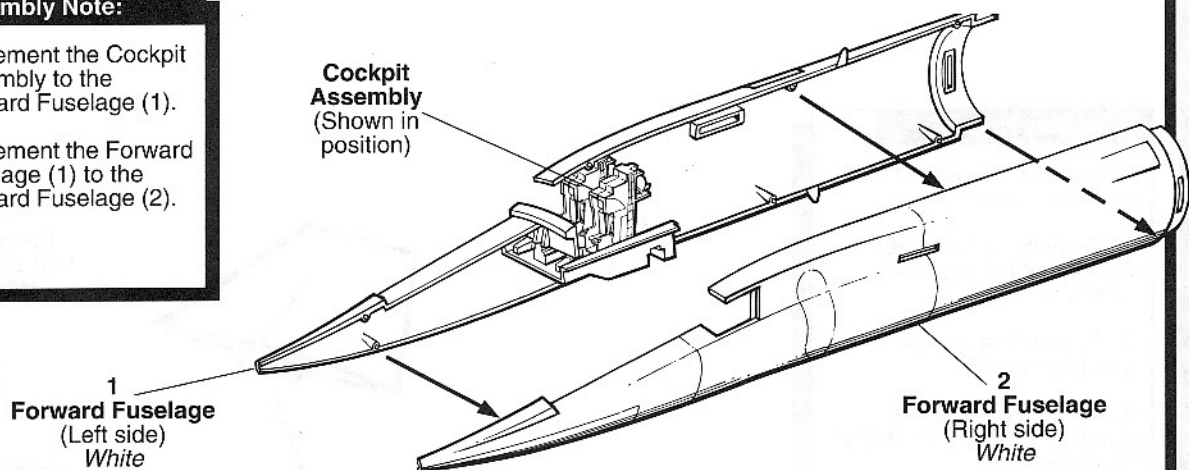
2...Set assembly aside to dry thoroughly while you proceed to Step 9.



9 Front Fuselage Assembly

Assembly Note:

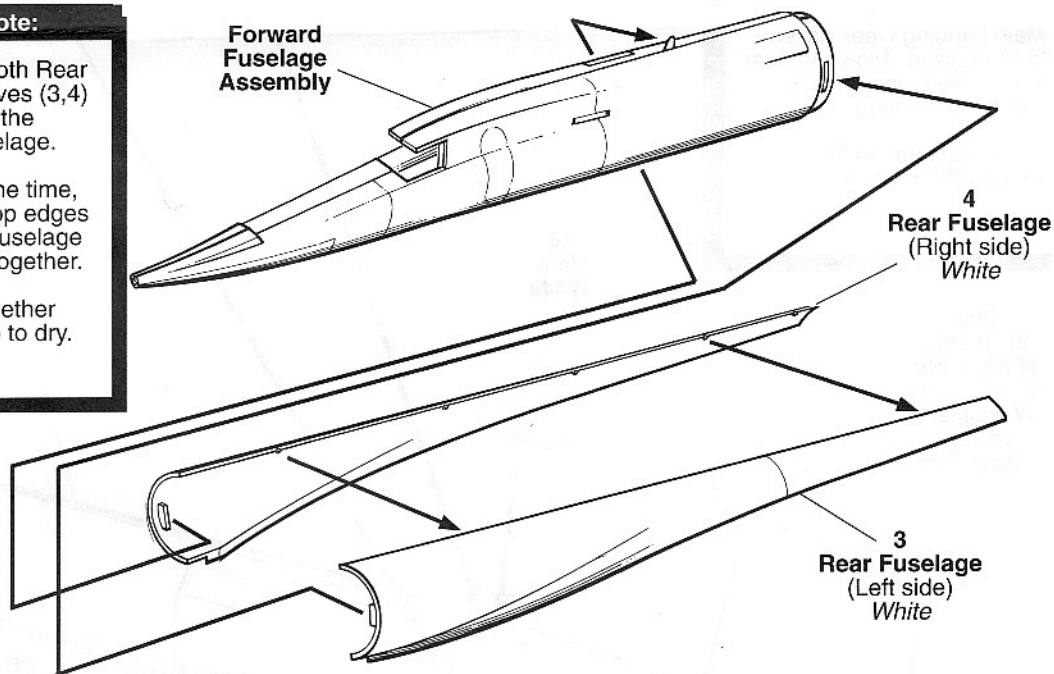
- 1...Cement the Cockpit Assembly to the Forward Fuselage (1).
- 2...Cement the Forward Fuselage (1) to the Forward Fuselage (2).



10 Rear Fuselage Assembly

Assembly Note:

- 1...Cement both Rear Fuselage halves (3,4) to the rear of the Forward Fuselage.
- 2...At the same time, cement the top edges of the Rear Fuselage halves (3,4) together.
- 3...Clamp together and set aside to dry.

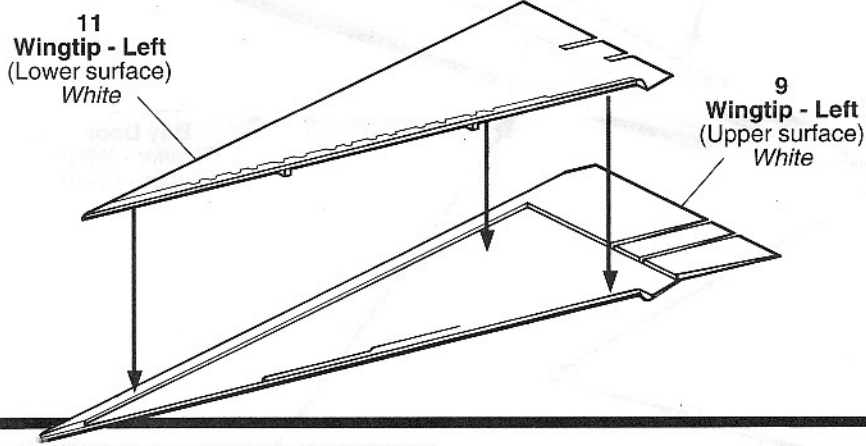


11 Wing Tip Assembly

Assembly Note:

Assembly shown inverted for clarity.

- 1...Cement the Left Wingtip Lower Surface (11) to the Left Wingtip Upper Surface (9)
- 2...Assemble the Right Wingtip in the same manner using parts (10,12).

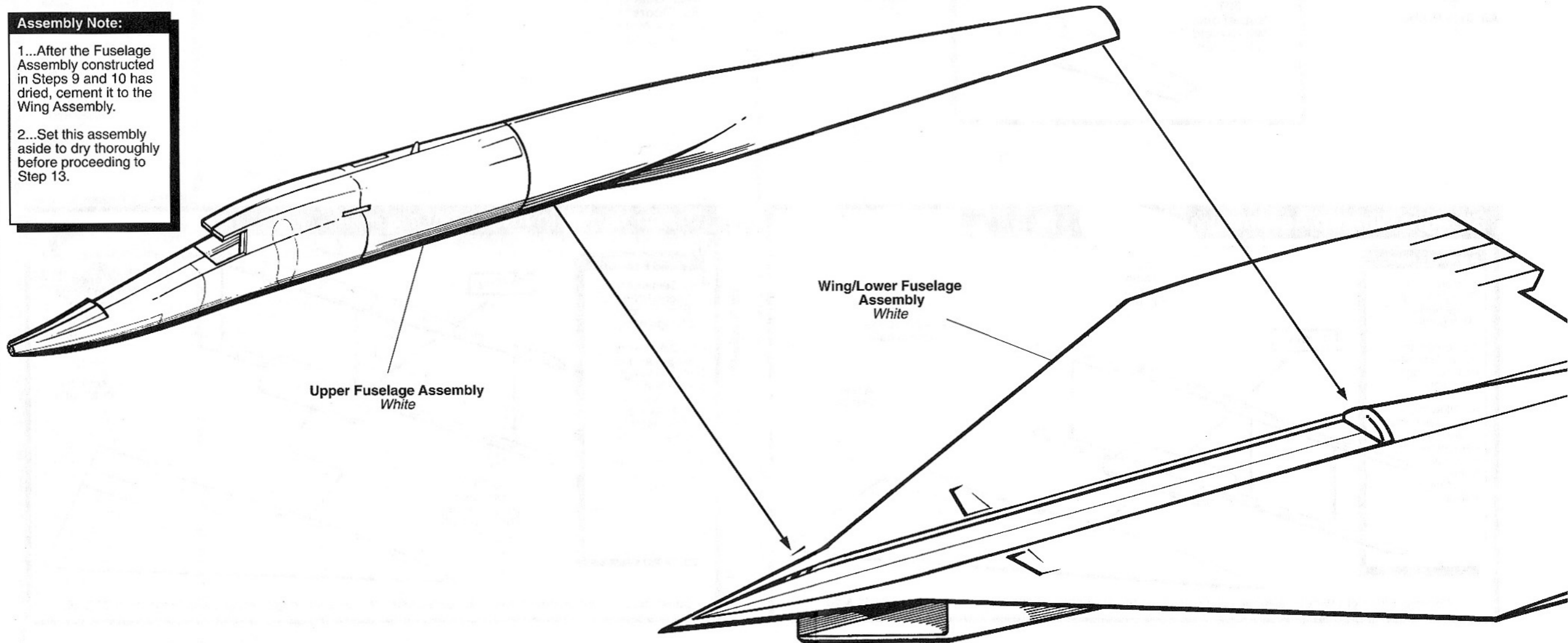


12 Upper Fuselage to Wing Assembly

Assembly Note:

1...After the Fuselage Assembly constructed in Steps 9 and 10 has dried, cement it to the Wing Assembly.

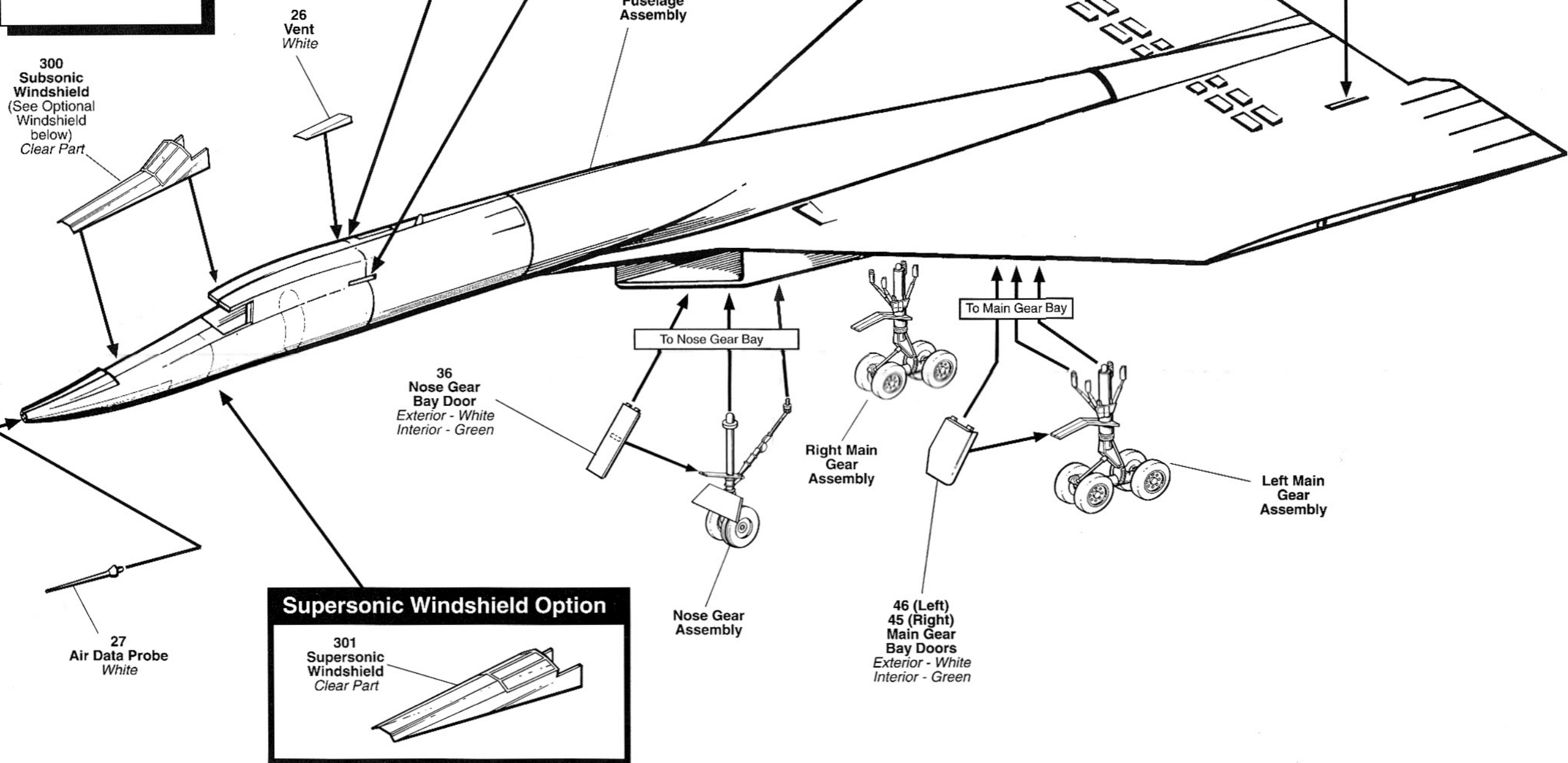
2...Set this assembly aside to dry thoroughly before proceeding to Step 13.



Assembly Note:

- 1...Cement Windshield (300) or (301) in place.
- 2...Cement the Vent (26) to the top right of the fuselage as shown.
- 3...Cement the Canards (28) into position.
- 4...Cement the Vertical Stabilizers (38) to the rear of the fuselage.
- 5...Complete the Wingtip Assemblies as shown below and cement them into position.
- 6...Cement the Nose and Main Landing Gear Assemblies in place. Allow the gear to dry fully before setting model on the gear.
- 7...Cement the Air Data Probe (27) in place.

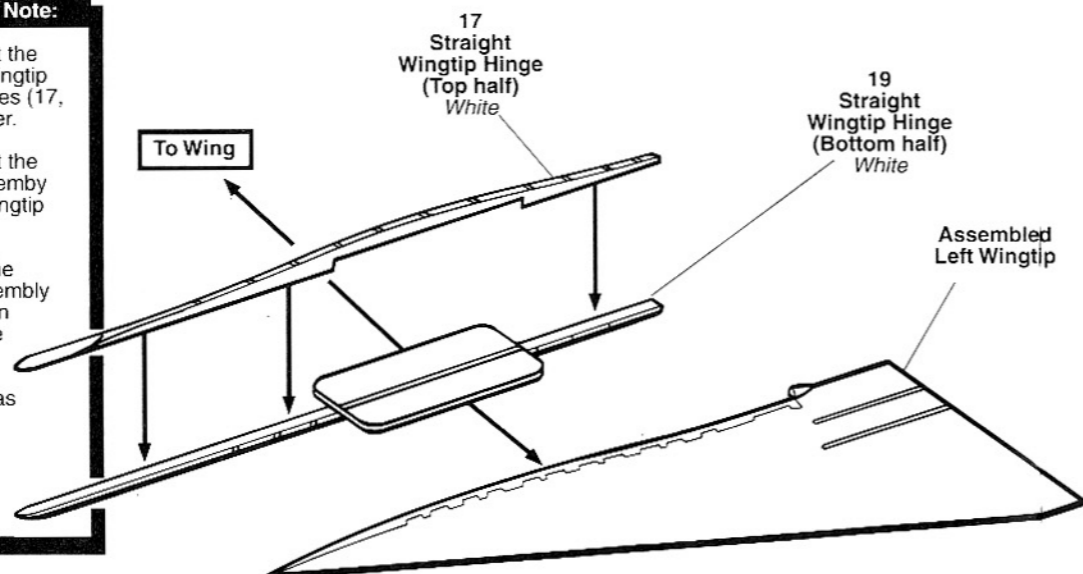
300 Subsonic Windshield
(See Optional Windshield below)
Clear Part



Straight Wingtip Assembly (Left shown)

Assembly Note:

- 1...Cement the Straight Wingtip Hinge halves (17, 19) together.
- 2...Cement the Hinge Assembly into the Wingtip Assembly.
- 3...Allow the whole assembly to dry. Then cement the assembly to the Left Wing as indicated.

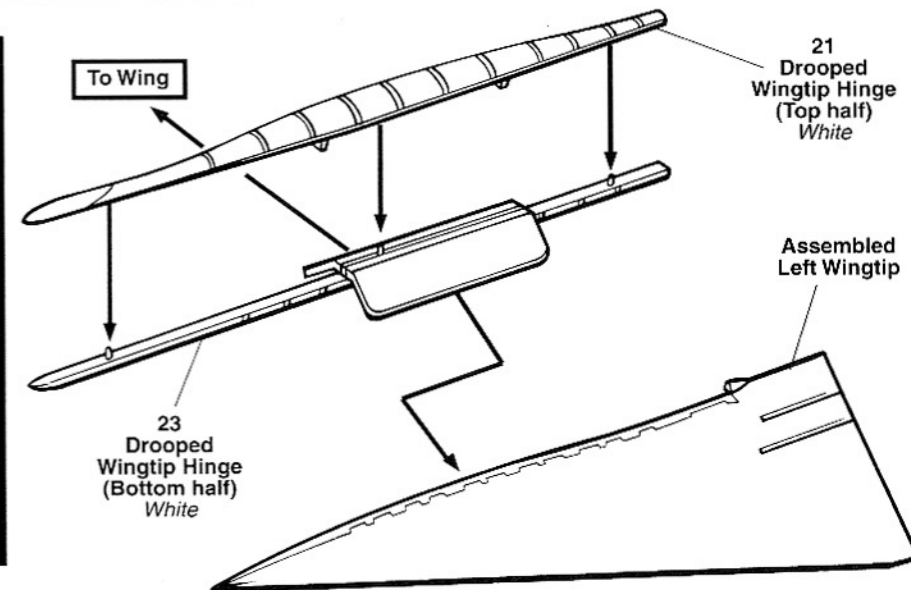


Construct the right Wingtip & Hinge assembly using the assembled right wingtip and hinge parts 18 & 20.

Droop Wing Tip Assembly (Left shown)

Assembly Note:

- 1...Cement the Drooped Wingtip Hinge halves (21, 23) together.
- 2...Cement the Hinge Assembly into the Wingtip Assembly.
- 3...Allow the whole assembly to dry. Then cement the assembly to the Left Wing as indicated.

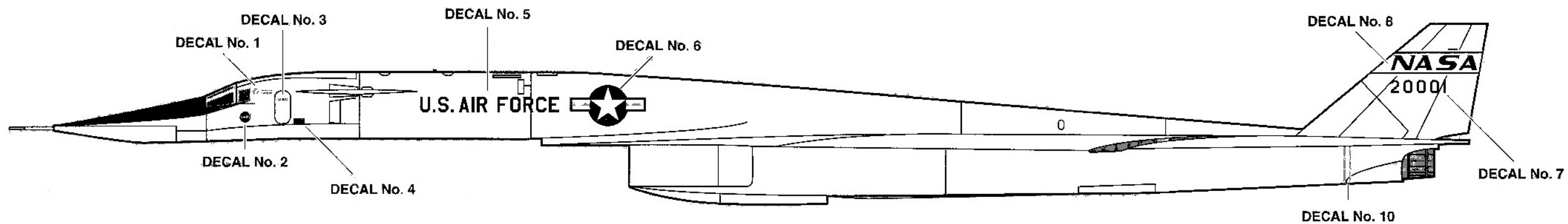
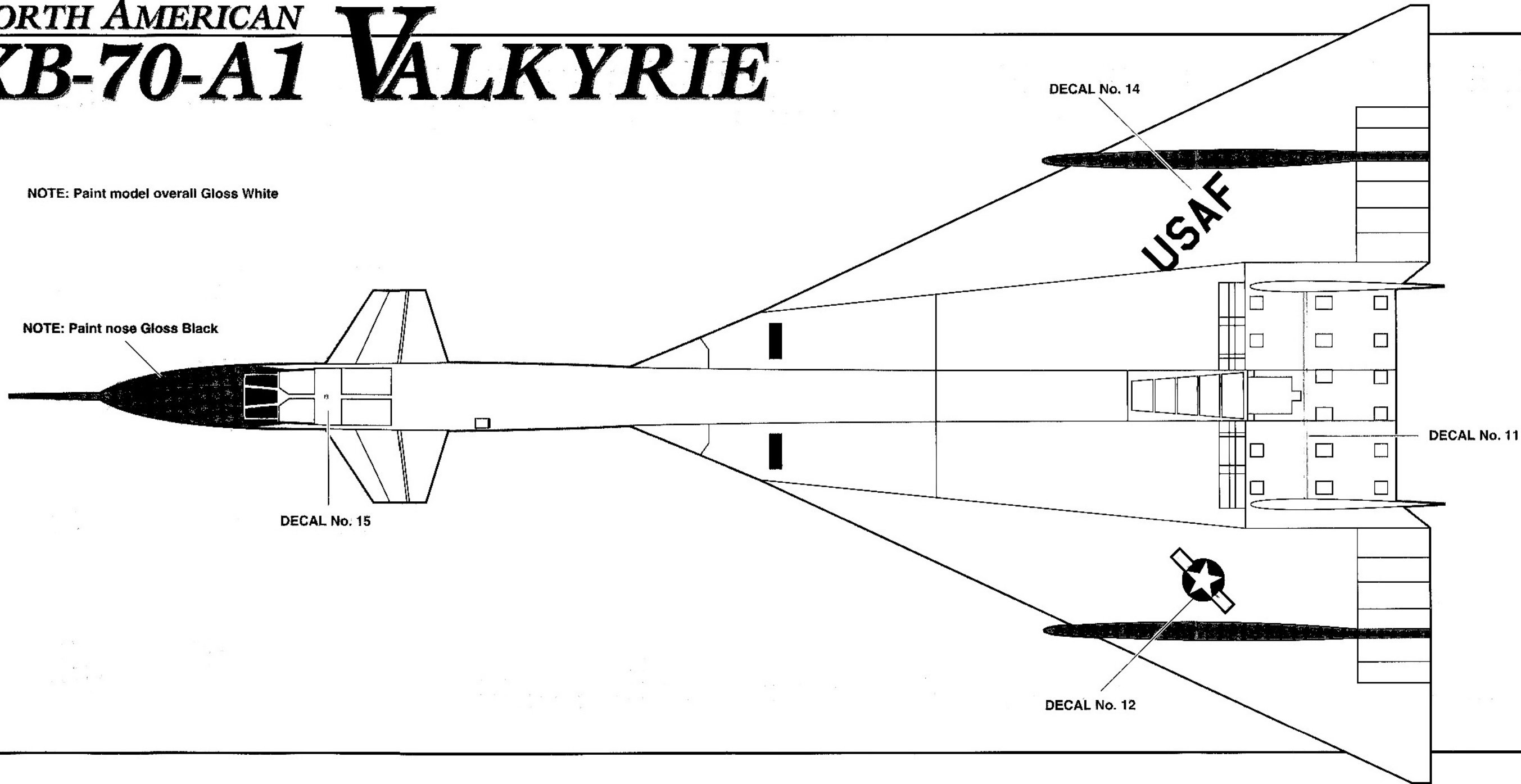


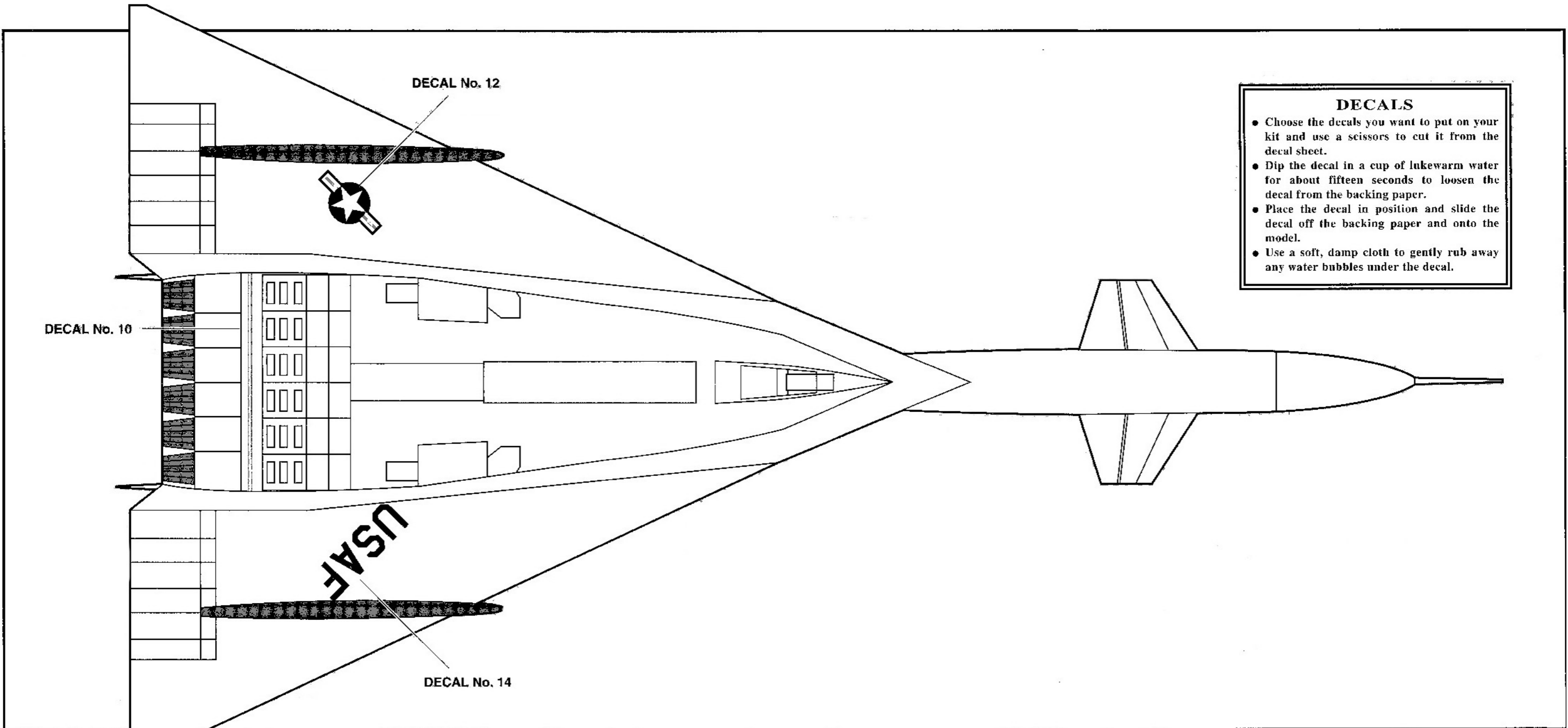
Construct the right Wingtip & Hinge assembly using the assembled right wingtip and hinge parts 22 & 24.

NORTH AMERICAN ***XB-70-A1*** ***VALKYRIE***

NOTE: Paint model overall Gloss White

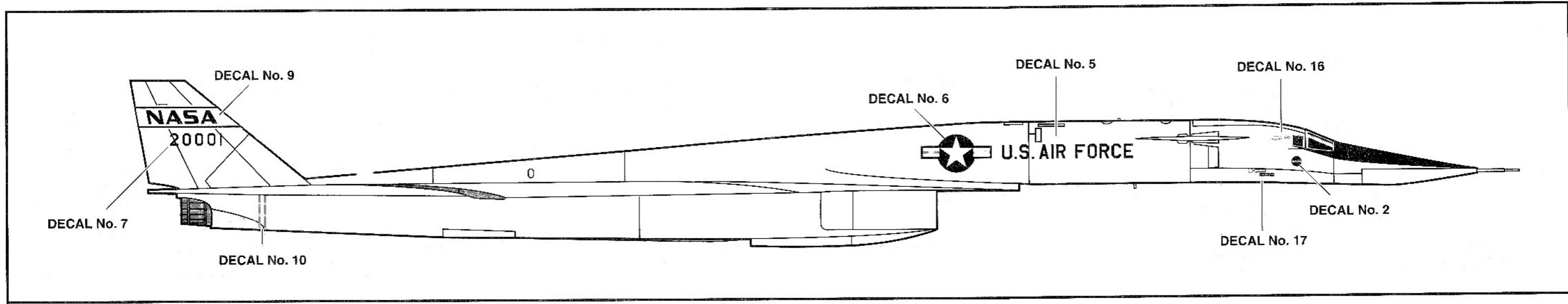
NOTE: Paint nose Gloss Black

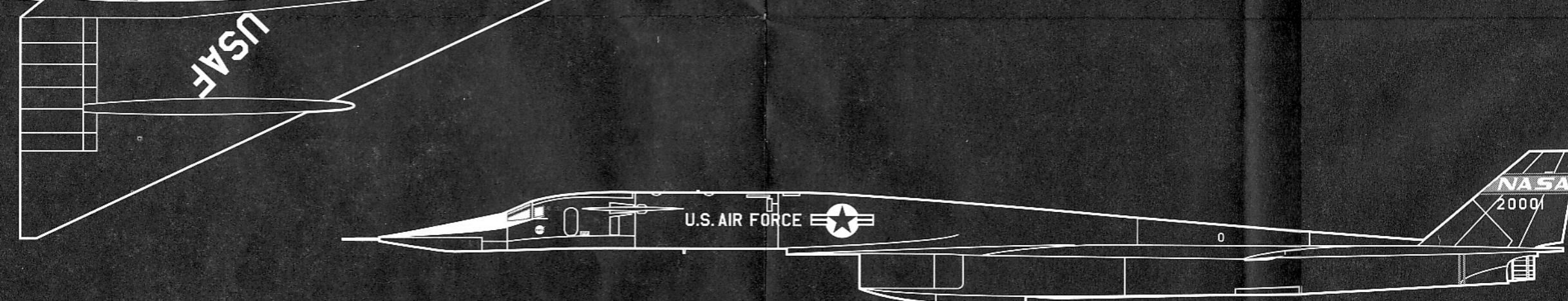
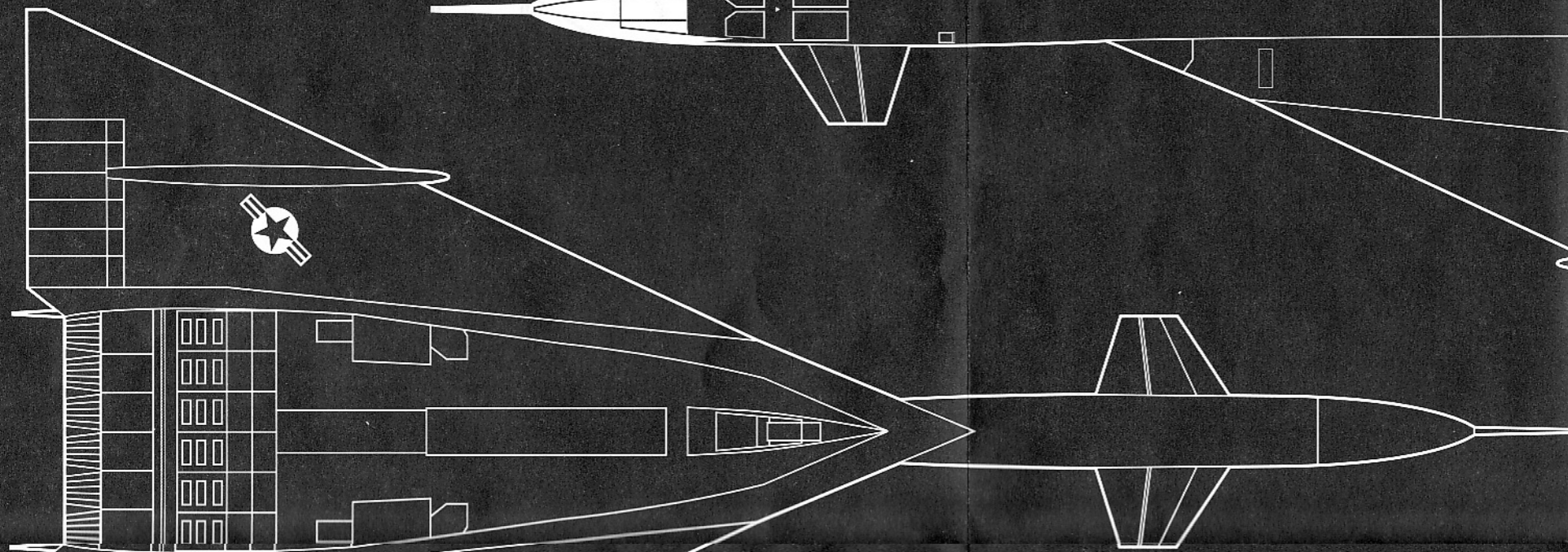
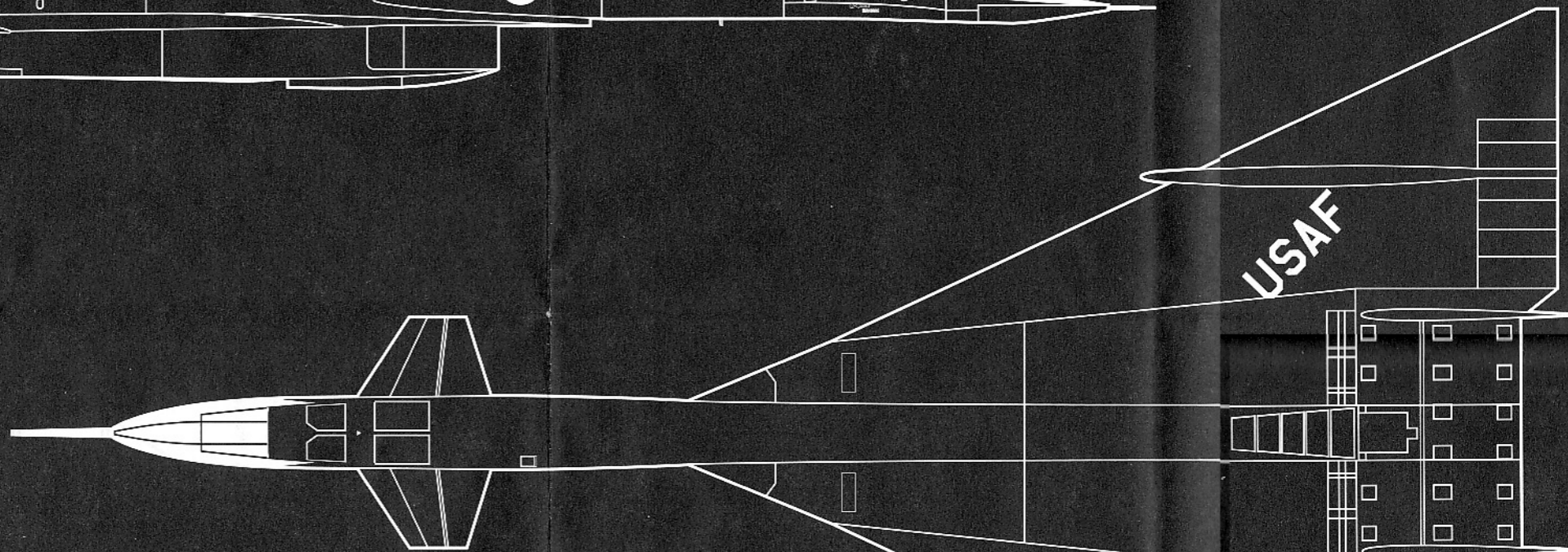
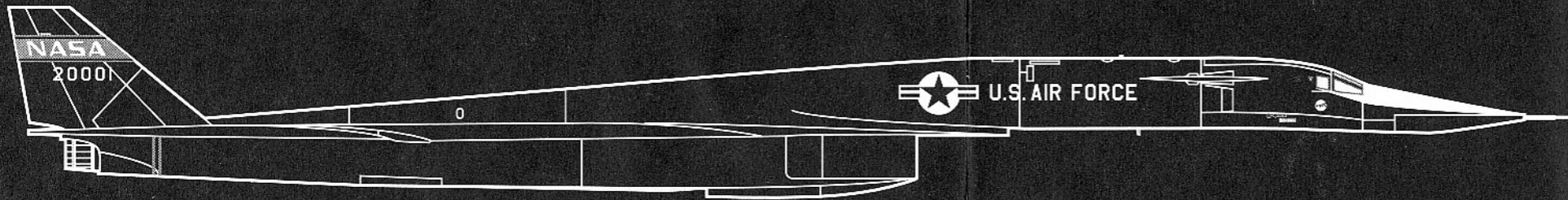




DECALS

- Choose the decals you want to put on your kit and use a scissors to cut it from the decal sheet.
- Dip the decal in a cup of lukewarm water for about fifteen seconds to loosen the decal from the backing paper.
- Place the decal in position and slide the decal off the backing paper and onto the model.
- Use a soft, damp cloth to gently rub away any water bubbles under the decal.





XB-70 VALKYRIE #8907-9530

NASA

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U.S. AIR FORCE

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U.S. AIR FORCE



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USAF

USAF

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