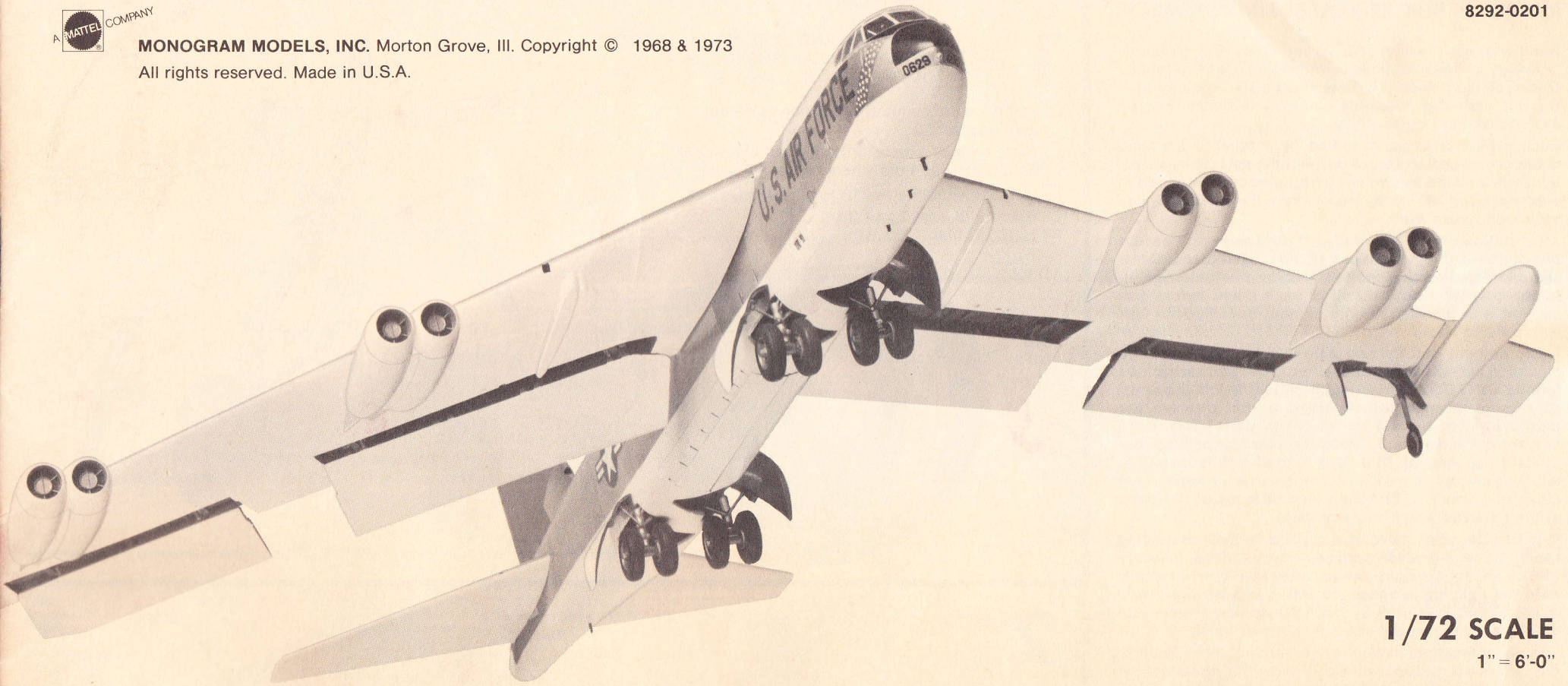




MONOGRAM MODELS, INC. Morton Grove, Ill. Copyright © 1968 & 1973

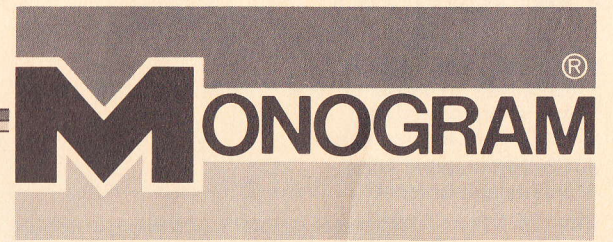
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8292-0201



1/72 SCALE

1" = 6'-0"



KIT NO. 8292

B-52 STRATOFORTRESS

READ THIS BEFORE YOU BEGIN ASSEMBLY

Read through the instructions and study the assembly drawings to become familiar with all parts of the model. Once you have done this, begin assembly with step one. Do not rush the assembly—serious mistakes can be avoided by working carefully.

Each plastic piece is identified by a number stamped either on the part or a small tab near the part. The instructions will indicate by number which pieces are needed in each step. DO NOT detach parts from the trees until you are ready to use them.

After cutting off the required part, trim away any excess bits of plastic that are not part of the usable piece. Use a sharp knife, such as a modeling knife, available at your hobby counter. Check the fit of each piece before you cement it in place. Use only cement specified for use with styrene plastic.

Apply cement quickly and carefully to the very large pieces so cement does not dry before the parts are joined together. DO NOT use too much cement to join the parts. All plastic cements contain solvents that dissolve the plastic forming a weld between the parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. The tip of a toothpick is helpful in applying cement to small or confined areas. Keep fingers clean of cement so that the outer surfaces of the parts are not marred when handling them.

It is best to paint most of the parts before cementing them. The large outside surfaces such as wings, fuselage and tail sections may be painted after assembly. Carefully read the painting suggestions which appear along side of the STRATEGIC AIR COMMAND version. These suggestions will be helpful in building either version.

The decal locations are letter coded and correspond to the letters on the decal sheet. Follow the directions on the back of the decal sheet for proper application. Work with one subject at a time.

WHAT YOU WILL NEED . . .

1. Cellulose or masking tape for holding large pieces while cement dries.
2. OLD knife for flaring axles.
3. Sharp modeling knife.
4. Paints and brushes for finishing model.

DECIDE ON HOW MODEL WILL BE BUILT . . .

CAN BE ASSEMBLED IN ONE OF FOUR WAYS:

1. With landing gear retracted for in-flight display. Provision is made for suspending model on strong thread or fish line.
2. With landing gears down for ground display. Left outboard nacelle may be assembled with doors open to display the jet engine OR with doors closed.
3. With or without bomb pylons.
4. With or without bombs.

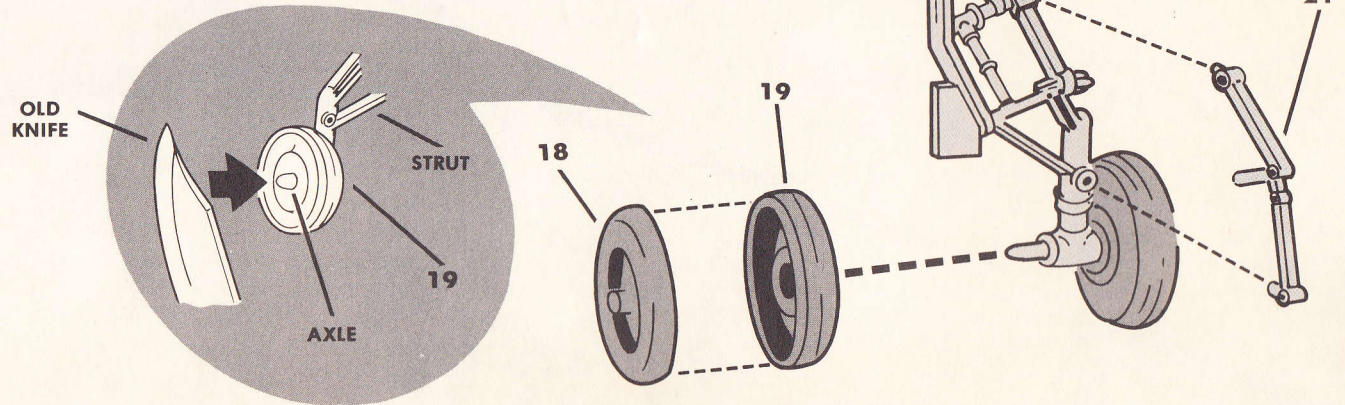
TWO CHOICES OF PAINTING AND MARKINGS . . . CAMOUFLAGE OR STRATEGIC AIR COMMAND . . .

Decide how you will assemble your B-52 and follow the instructions accordingly.

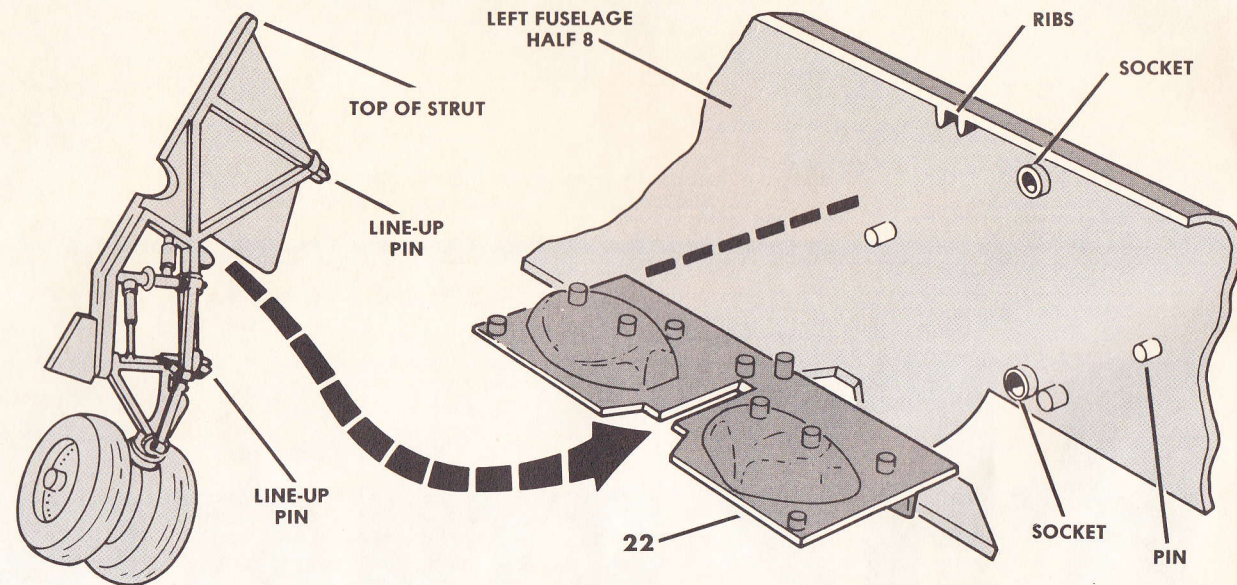
1

NOTE: IF PLANE IS BEING BUILT WITH RETRACTED LANDING GEAR—OMIT STEPS 1, 2 AND 6.

- Place (do not cement) wheel halves 19 onto axle on strut 20.
- Flare ends of axle with the heated blade of an old knife to hold wheel halves in place.
- Cement wheel halves 18 to wheel halves 19.
- Cement linkage 21 to strut.
- Repeat for other THREE struts.

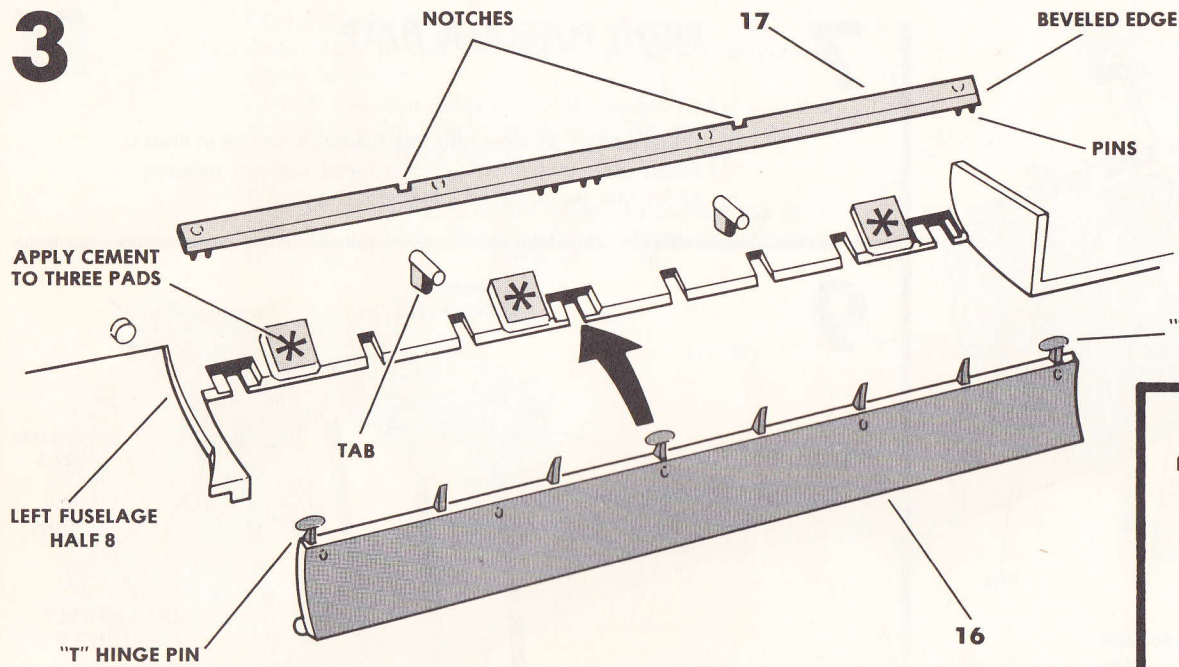


2



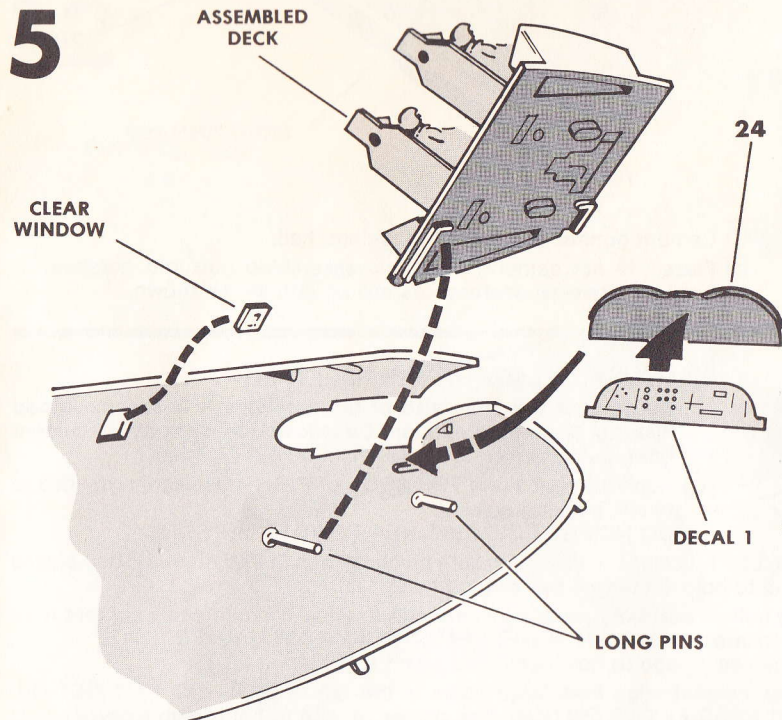
- Cement assembled strut (FROM STEP 1) into plate 22 as shown.
- Cement line-up pins on strut into sockets on LEFT fuselage half 8.
- Cement top of strut between ribs.
- Apply cement to pins where pins touch bottom of plate.
- Repeat procedure for front fuselage opening.

3



- Carefully CUT door 16 from plastic tree so as not to damage three "T" hinge pins.
 - Insert (do not cement) door into slots in fuselage half 8.
 - Put a drop of cement on the three pads on fuselage as shown.
 - Position hinge retainer 17 in place with pins facing down. Notches fit with tabs on fuselage.
- ★ BE CAREFUL NOT TO GET CEMENT ON HINGE PINS.
- Tape outside ends of door to fuselage. This will prevent damage to door.

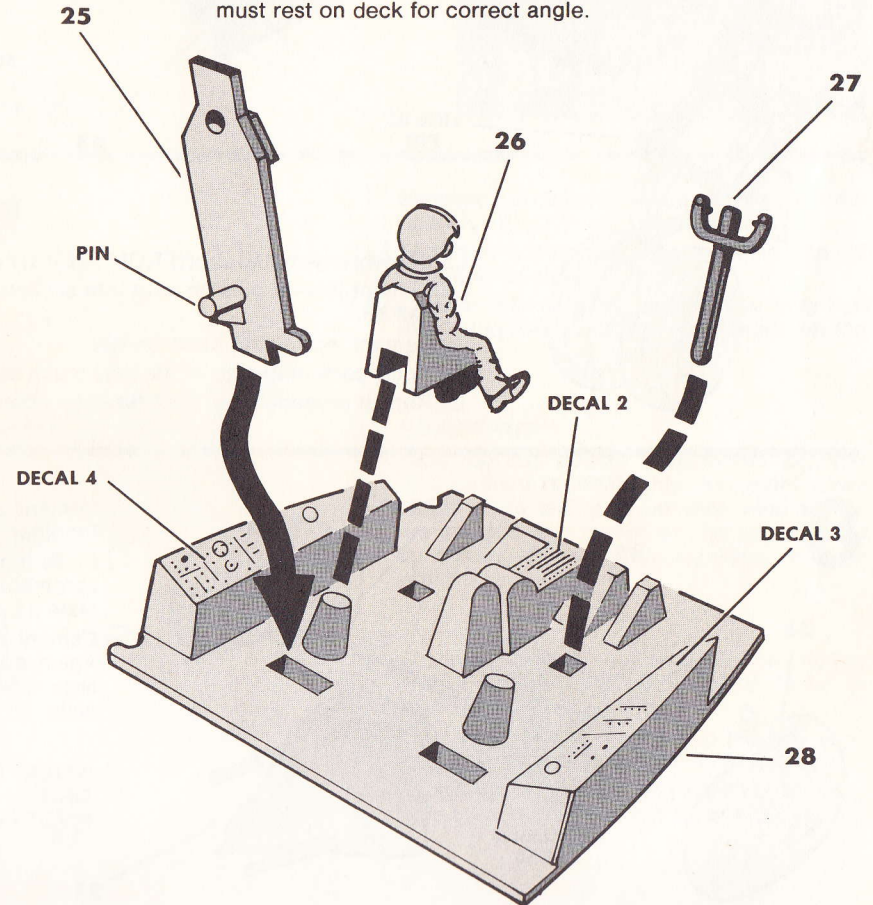
5



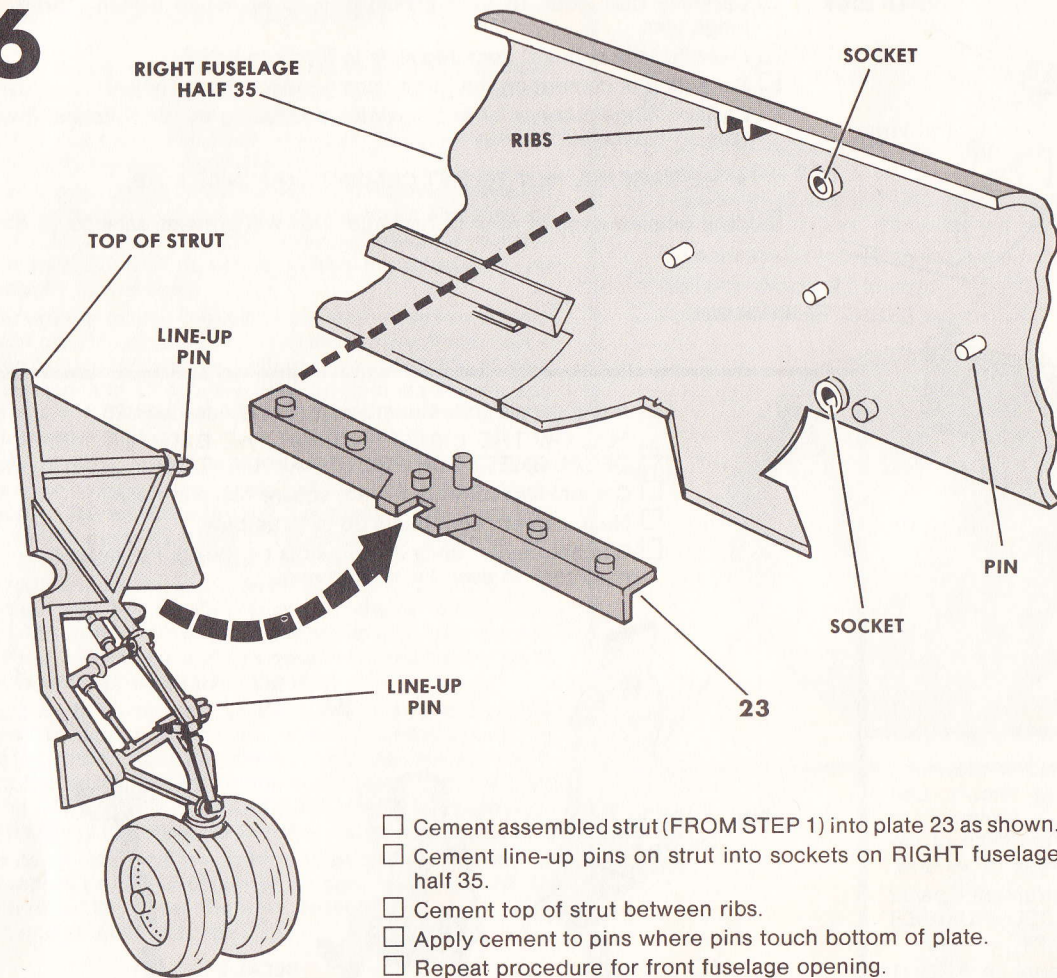
- Press a clear window into the opening shown. Use the tip of a toothpick to apply tiny amounts of cement to edges of window.
 - Apply instrument panel decal (CODED NUMBER 1) to panel 24.
 - Cement panel to FRONT EDGE of cockpit opening with corner of panel fitting into notch as shown.
 - Cement assembled deck (FROM STEP 4) onto the two long pins on the fuselage.
- THIS COMPLETES THE ASSEMBLY OF THIS LEFT FUSELAGE HALF.

4

- Apply decals coded numbers 2, 3 and 4 to deck 28. FOLLOW THE DIRECTIONS ON THE BACK OF THE DECAL SHEET FOR PROPER APPLICATION.
- Cement two controls 27 into square holes in deck.
- Next, cement both pilots 26 to large pins.
- Cement ejector units 25 into slots as shown. Pin on unit must rest on deck for correct angle.

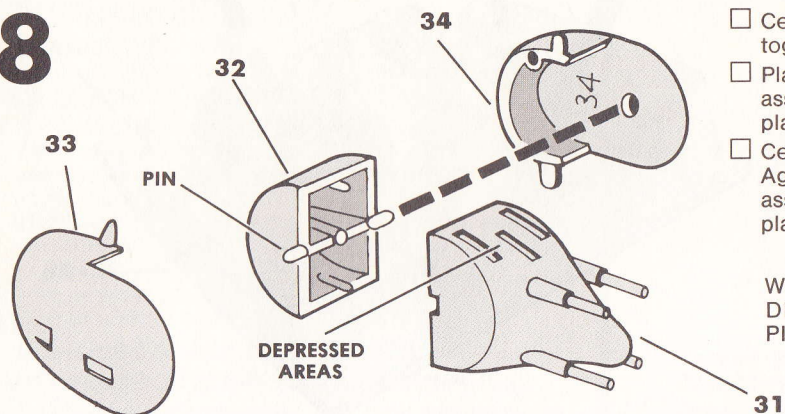


6



- Cement assembled strut (FROM STEP 1) into plate 23 as shown.
- Cement line-up pins on strut into sockets on RIGHT fuselage half 35.
- Cement top of strut between ribs.
- Apply cement to pins where pins touch bottom of plate.
- Repeat procedure for front fuselage opening.

8



- Cement gun halves 31 and 32 together.
- Place (do not cement) pin on assembled gun into hole in plate 34 as shown.
- Cement plate 33 to plate 34. Again do not cement pin on assembled gun into hole in plate.

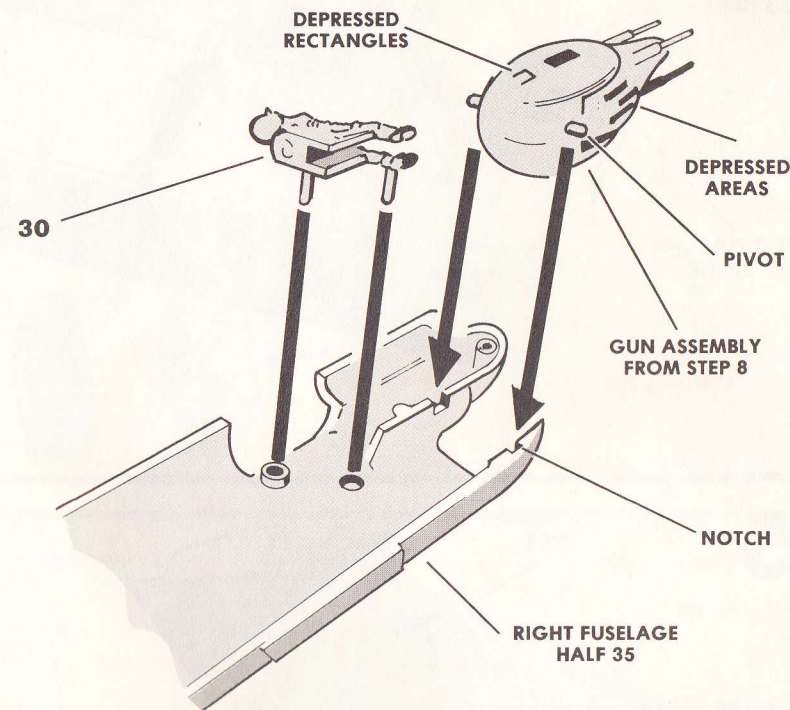
WHEN THE CEMENT HAS DRIED, THE GUN WILL PIVOT INSIDE THE PLATES.

7

RIGHT FUSELAGE HALF

- Press a clear window into this fuselage half as in step 5.
- Insert (do not cement) door 15 and cement retainer 17 to this fuselage as other door in step 3.

9



- Cement gunner 30 into right fuselage half.
- Place (do not cement) pivots on assembled gun into notches in fuselage. Be sure depressed areas on gun are as shown.

10

CEMENT FUSELAGE HALVES TOGETHER

Because of the large size of the fuselage, it is recommended that the following procedure be followed to prevent the cement from drying before the halves can be put together.

- Apply cement along TOP EDGE of RIGHT fuselage from nose to tail, working quickly.
DO NOT GET CEMENT NEAR PIVOTS ON GUN.
- Attach LEFT fuselage half, making sure pivots on gun fit into notches. Use pieces of tape to hold cemented seams together.
- Open bottom seam of fuselage just enough to allow room to apply cement from nose to large door. DO NOT GET CEMENT ON DOOR HALVES. Use pieces of tape to hold cemented seam together.
- Finally, cement edge from large doors to the tail. AGAIN—DO NOT GET CEMENT NEAR PIVOTS ON GUN. Use pieces of tape to hold seam together.

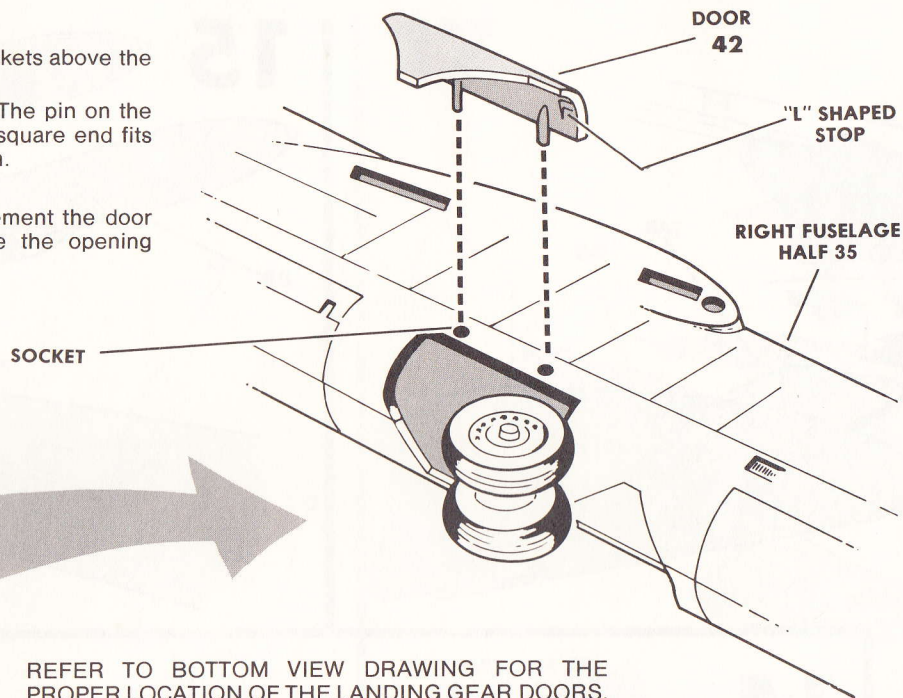
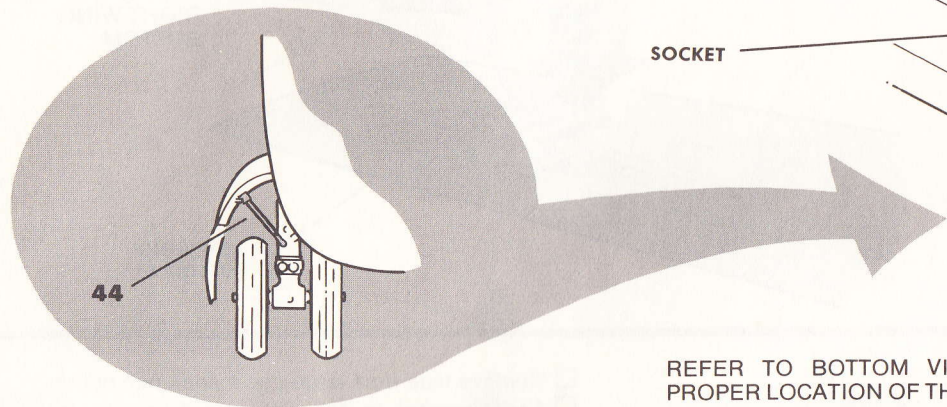
11

FOR DOORS OPEN

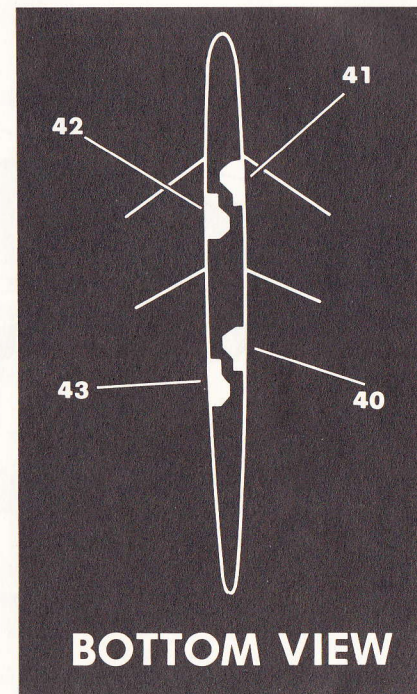
- Cement the pins on the doors into the sockets above the wheel openings.
- Cement the door actuator 44 into place. The pin on the end fits into the hole in wheel strut. The square end fits into the "L" shaped stop in door as shown.

FOR DOORS CLOSED

- Trim off the two pins on the door and cement the door into the opening. The two holes above the opening should be plugged and trimmed smooth.

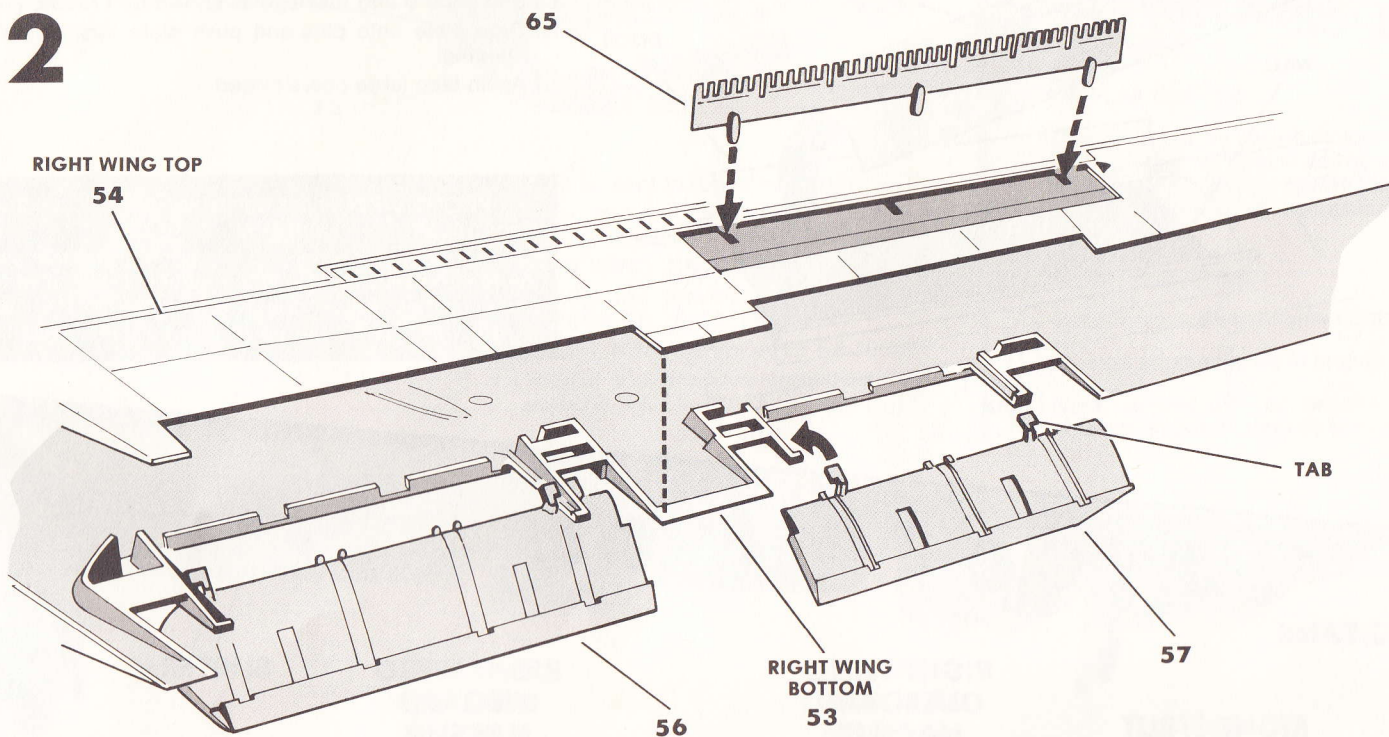


REFER TO BOTTOM VIEW DRAWING FOR THE PROPER LOCATION OF THE LANDING GEAR DOORS.



BOTTOM VIEW

12



- Slide (do not cement) two tabs on flap 57 onto rails on RIGHT WING bottom 53.
- Slide (do not cement) two tabs on flap 56 onto rails as shown.
- Cement RIGHT WING top 54 onto wing bottom being careful NOT to get cement on the wing flaps.

IMPORTANT:

Tape top and bottom wing halves together until cement is thoroughly dry. Sight down edges while taping to be sure wing panels are straight. Any curves can be straightened by curving them in the opposite direction while taping.

- Fit (do not cement) tabs on spoiler 65 into top wing. Friction fit will allow spoiler to be in raised or lowered position.
- Tape large flaps and spoiler to prevent damage while continuing assembly of model.
- Repeat procedure for LEFT WING bottom 51, flaps 55 and 58, wing top 52 and spoiler 65.

13

PORTION REMOVED TO SHOW INSIDE

RIGHT FUSELAGE HALF 35

RIBS

TAB

LEFT WING

- Apply cement to end of LEFT WING and to end of tab on wing.
- Insert tab into slot in fuselage.
- End of tab fits between ribs on opposite side of fuselage. DRAWING shows part of fuselage removed to help show the ribs. Wing tab and ribs CAN BE SEEN through the large opening on fuselage bottom when the large doors are opened.
- Repeat procedure for the RIGHT WING.
- Close large doors and replace tape on doors.

NOTE:

The wings are heavy and should be supported overnight while the cement dries.



15

89

88

- Cement wing tank halves 88 and 89 together.
- Cement tabs on tanks into slots in LEFT WING bottom as shown.
- Cement wing tank halves 90 and 91 together and then cement tabs into RIGHT WING BOTTOM.

LEFT WING BOTTOM 51

14

9

WALL

DOOR

PIN

- Remove tape from large doors and open doors.
- Apply cement to top edges of four pins inside of fuselage.
- Slip plate 9 into fuselage as shown by LARGE arrow.
- Drop plate onto pins and push plate against wall in opening.
- Again tape large doors closed.

The FRONT VIEW photo below will help in building steps 15, 16, 17, 18 and 19.

The outrigger wheels do not touch the ground unless the plane is fully fueled. When the 3,000 gallon wing tanks are full, the wing sags under the tremendous weight which is supported by the outrigger wheels.

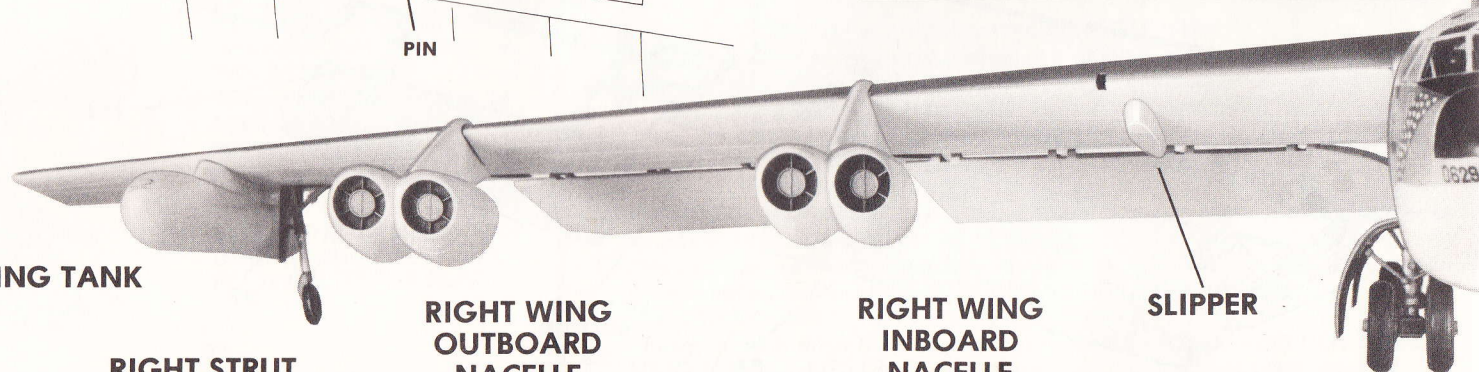
WING TANK

RIGHT STRUT

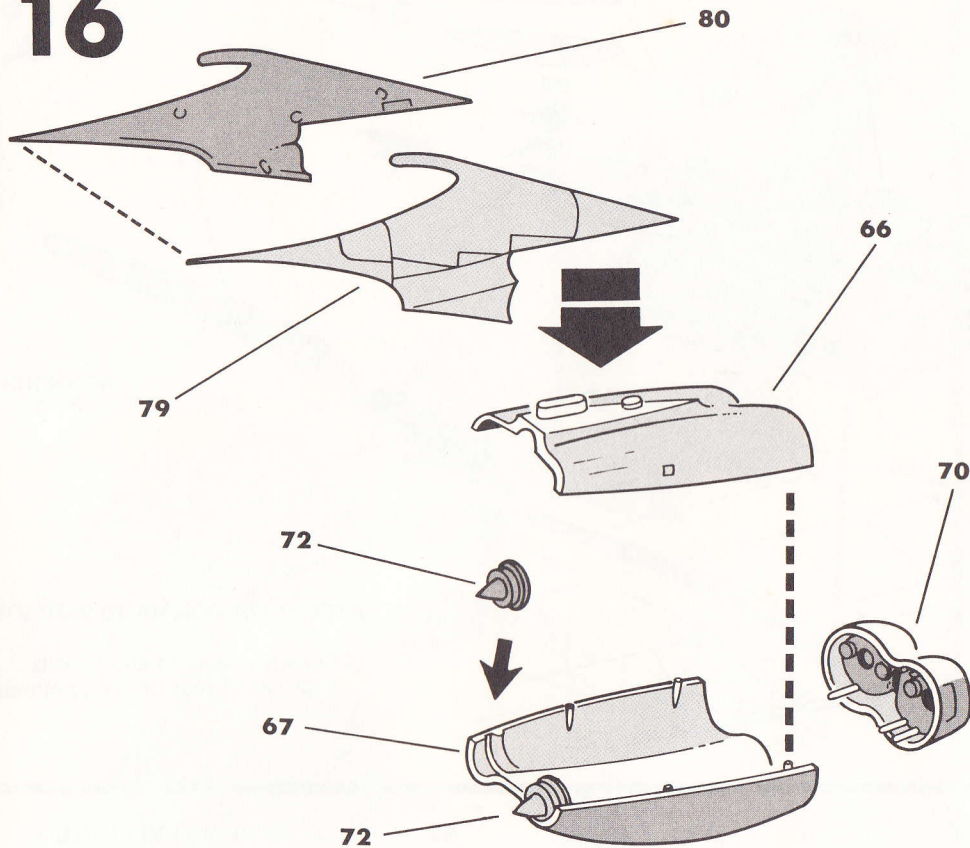
RIGHT WING OUTBOARD NACELLE

RIGHT WING INBOARD NACELLE

SLIPPER



16



RIGHT WING INBOARD NACELLE

- Cement two cones 72 into grooves in nacelle bottom 67.
- Cement top 66 to bottom 67.
- Next, cement front 70 to the nacelle.
- Cement strut halves 79 and 80 together,

then cement to top of nacelle.

- Now cement assembled nacelle to RIGHT WING.

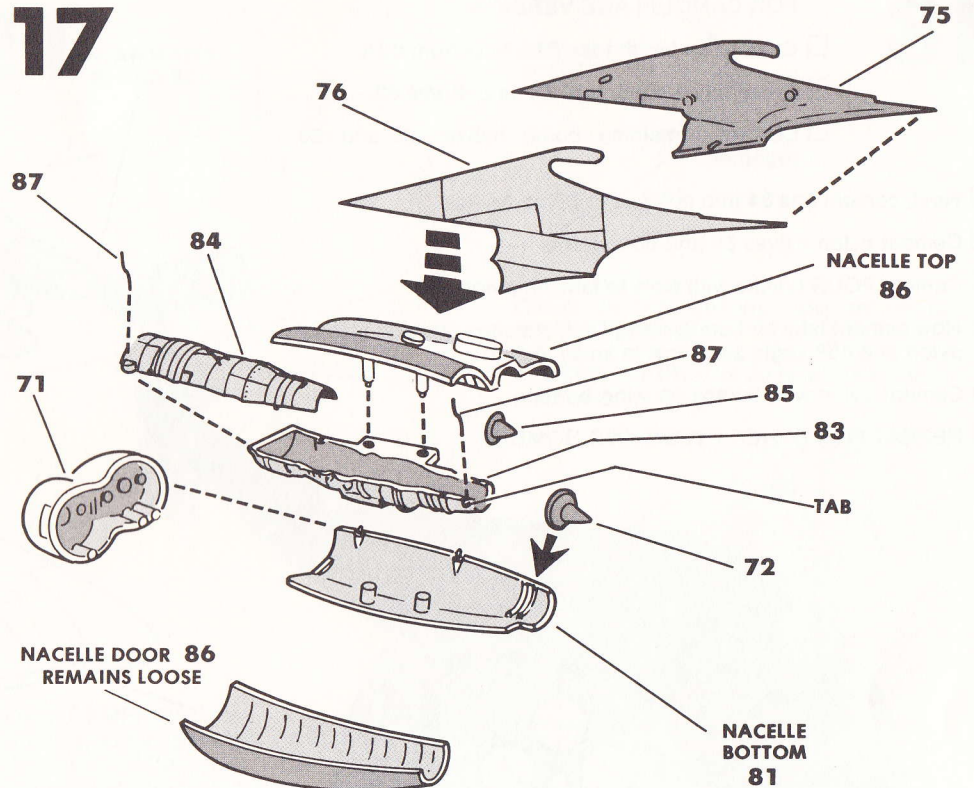
LEFT WING INBOARD NACELLE

- Repeat the previous procedure using parts 66, 67, 70, 72, 77 and 78.

RIGHT WING OUTBOARD NACELLE

- Repeat the previous procedure using parts 68, 69, 71, 72, 73 and 74.

17



DISPLAY ENGINE

There is a display engine included in this kit. If desired, the engine can be mounted on the LEFT WING OUTBOARD NACELLE location for an interesting ground display.

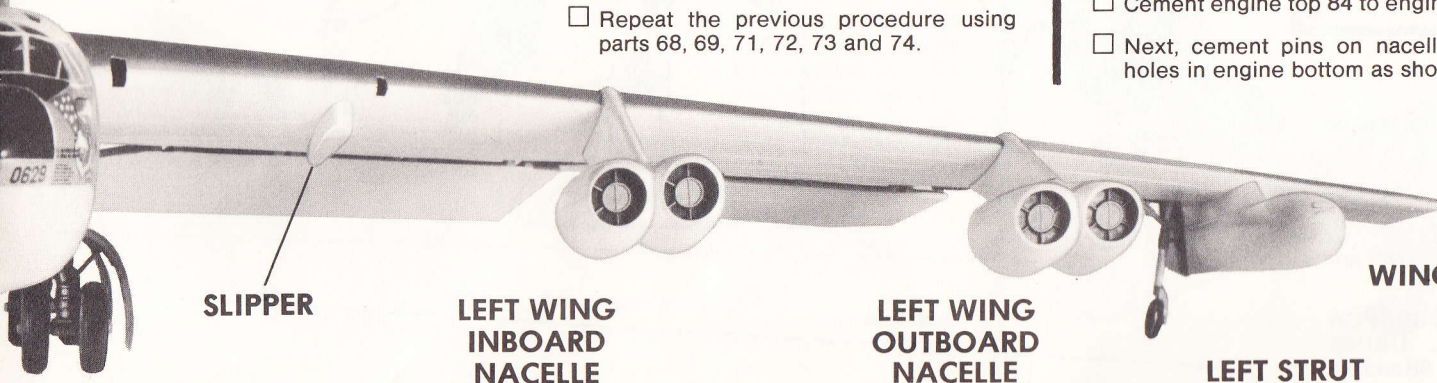
Assemble as follows:

- Cement cone 85 to engine bottom 83.
- Cement engine top 84 to engine bottom.
- Next, cement pins on nacelle 86 into holes in engine bottom as shown.

- Cement cone 72 into nacelle 81.
- Cement bottom 81 to top 86.
- Cement engine front 71 to the nacelle.
- Now cement props 87 to two small tabs on engine as shown and to corners of nacelle top.
- Cement strut halves 75 and 76 together, then cement to top of nacelle.
- Cement assembled nacelle to wing bottom.
- Nacelle door 86 remains loose and should be placed on the display surface under the engine.

IMPORTANT

IF DISPLAY ENGINE NOT USED complete the LEFT WING OUTBOARD NACELLE by repeating the procedure in STEP 16 using parts 68, 69, 71, 72, 75 and 76.



SLIPPER

LEFT WING
INBOARD
NACELLE

LEFT WING
OUTBOARD
NACELLE

LEFT STRUT

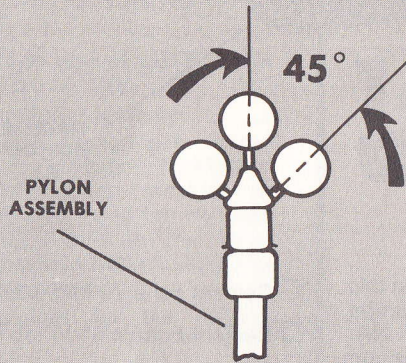
WING TANK

18

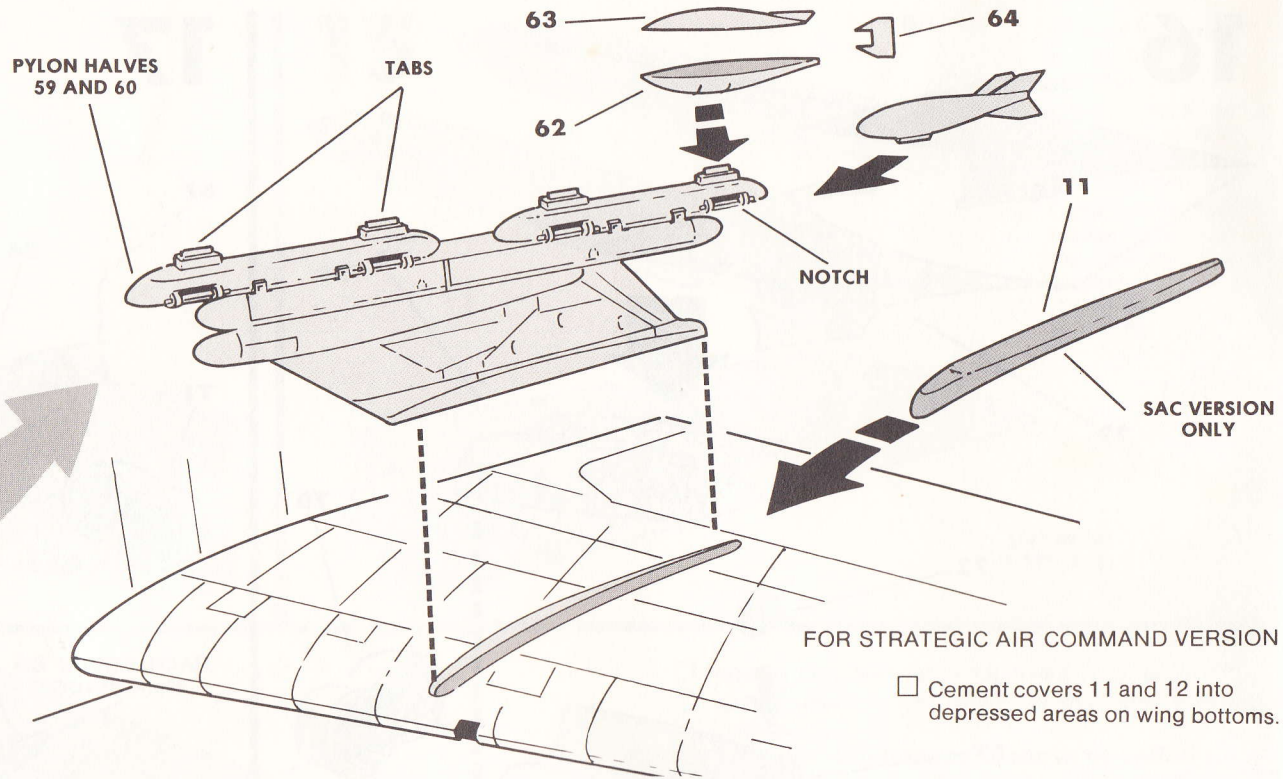
FOR CAMOUFLAGE VERSION

- Cement six bomb tops 61A to bottom 63A.
- Cement two bomb tops 61 to bottoms 63.
- Cement remaining bomb halves 62 and 63 together.

- Next, cement fins 64 into notches in bomb bodies.
- Cement pylon halves 59 and 60 together.
- Cement FOUR bombs with slots to tabs on pylon.
- Now cement tabs on bombs into FOUR notches on each side of pylon at a 45° angle as shown in small sketch.
- Cement pylon with bombs on wing bottom.
- REPEAT FOR OTHER PYLON AND BOMBS.



END VIEW



- Cement covers 11 and 12 into depressed areas on wing bottoms.

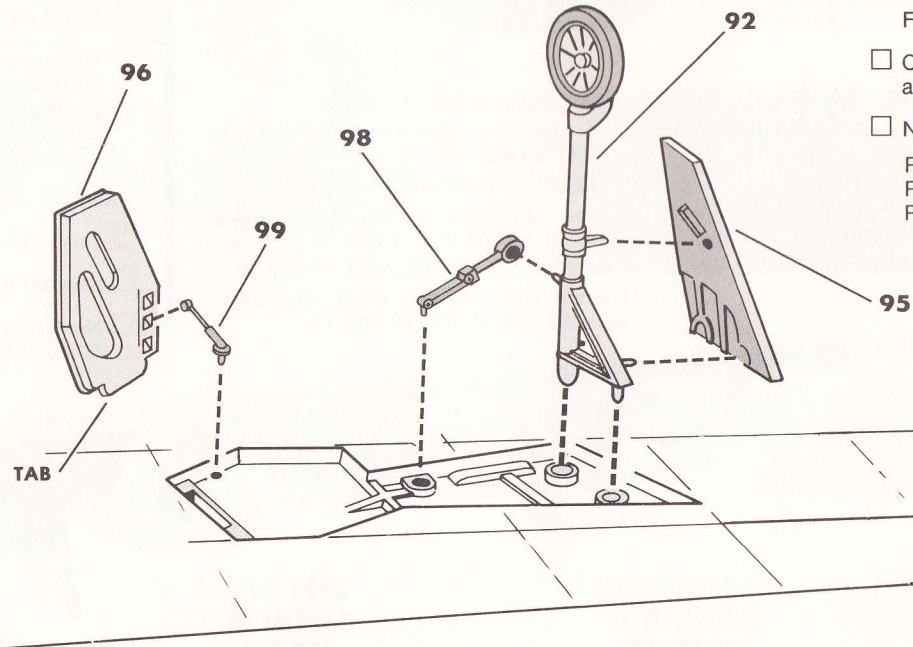
19

FOR WHEELS DOWN:

- Cement door 95 to THREE pins on left strut 92 as shown.
- Cement strut into left wing bottom.

- Cement link 98 to pin on strut and into wing.
- Cement tab on cover 96 into wing.
- Cement arm 99 to cover and into wing as shown.

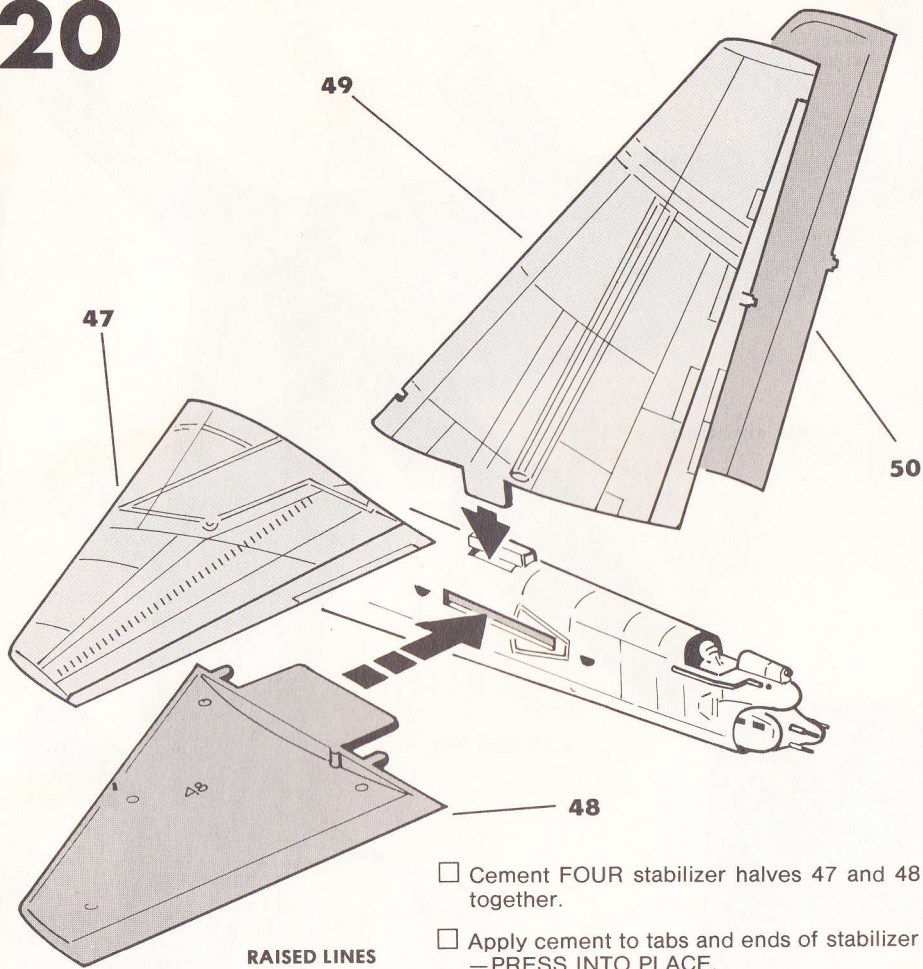
REPEAT PROCEDURE FOR RIGHT WHEEL USING PARTS 93, 94, 97, 98 and 99.



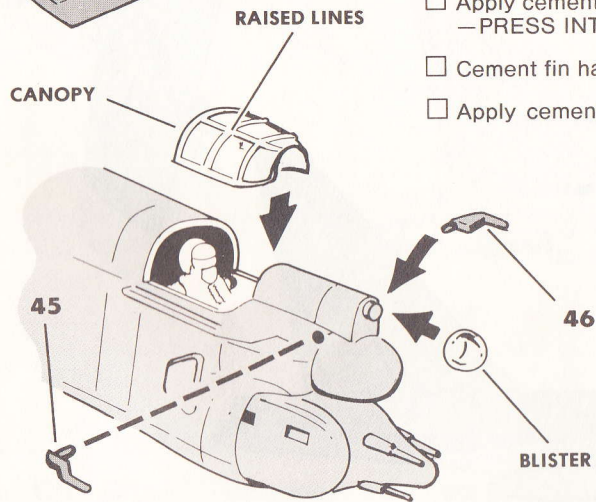
FOR DOORS CLOSED:

- Cut TAB off end of cover 96 and cement it into opening.
 - Next cement door 95 to wing.
- REPEAT PROCEDURE FOR RIGHT WING USING PARTS 94 and 97.

20



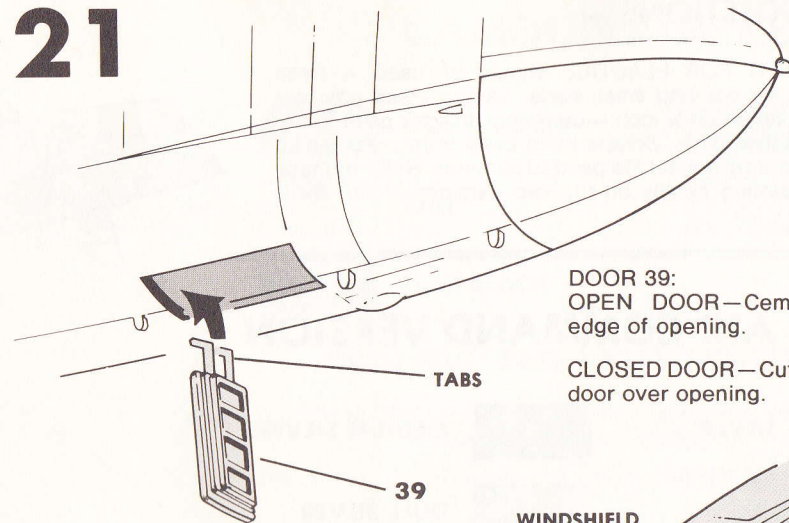
- Cement FOUR stabilizer halves 47 and 48 together.
- Apply cement to tabs and ends of stabilizer —PRESS INTO PLACE.
- Cement fin halves 49 and 50 together.
- Apply cement to bottom edges and press into place.



BEFORE CEMENTING the clear canopy into position, paint the raised lines as indicated. After paint has dried thoroughly, cement into place being careful NOT to get cement on clear pieces.

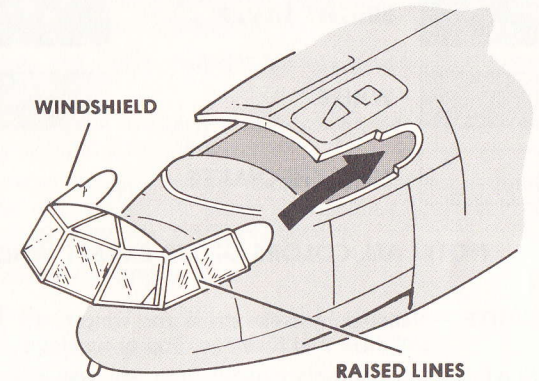
- Cement clear canopy and clear blister into place.
- Cement two antennae 45 and 46 into holes as shown.

21



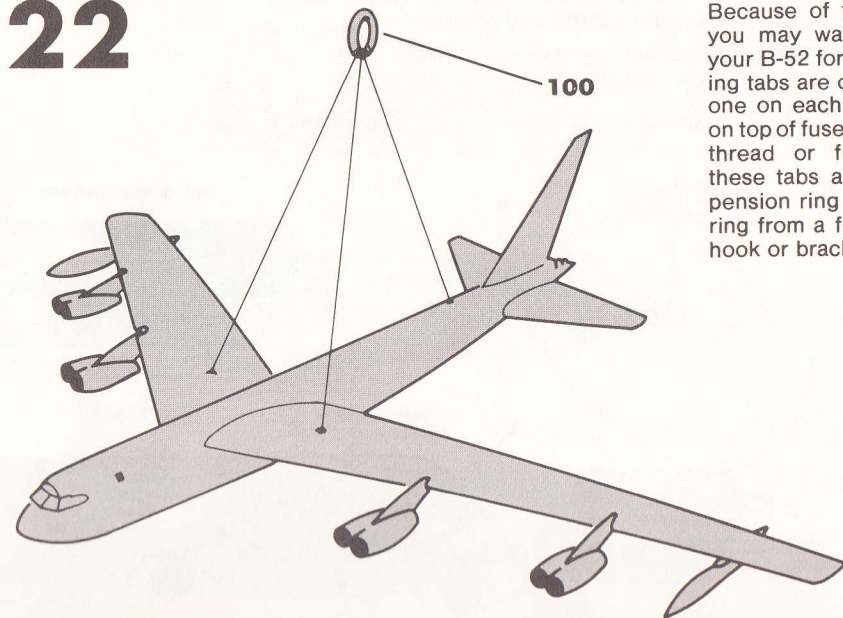
DOOR 39:
OPEN DOOR—Cement tabs to inside edge of opening.

CLOSED DOOR—Cut off tabs and cement door over opening.



BEFORE CEMENTING the clear windshield into position, paint the raised lines as indicated. After paint has dried thoroughly, cement into place being careful NOT to get cement on clear pieces.

22





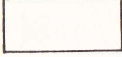


Because of the large size, you may want to suspend your B-52 for display. Hanging tabs are on the model—one on each wing and one on top of fuselage. Tie strong thread or fishing line to these tabs and to the suspension ring 100. Hang the ring from a firmly anchored hook or bracket.

PAINTING SUGGESTIONS

Only ENAMEL or PAINT FOR PLASTICS should be used. A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about 1/4 inch wide. Allow time for paint to dry thoroughly before handling parts. Scrape paint away from areas which will be cemented, cement will not hold to painted surfaces. Refer to these next two pages for painting details on the two versions of the B-52.

STRATEGIC AIR COMMAND VERSION

	BRIGHT SILVER		MEDIUM SILVER
	WHITE		DULL SILVER
	ZINC CHROMATE		

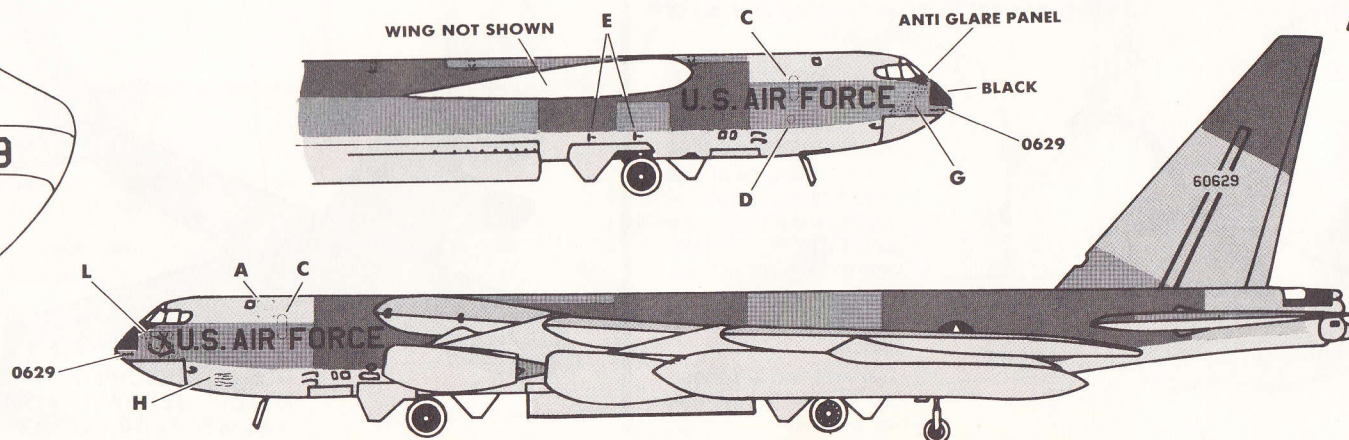
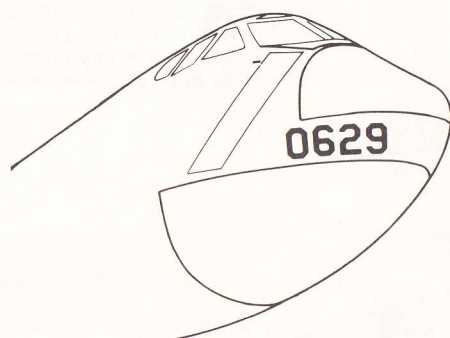
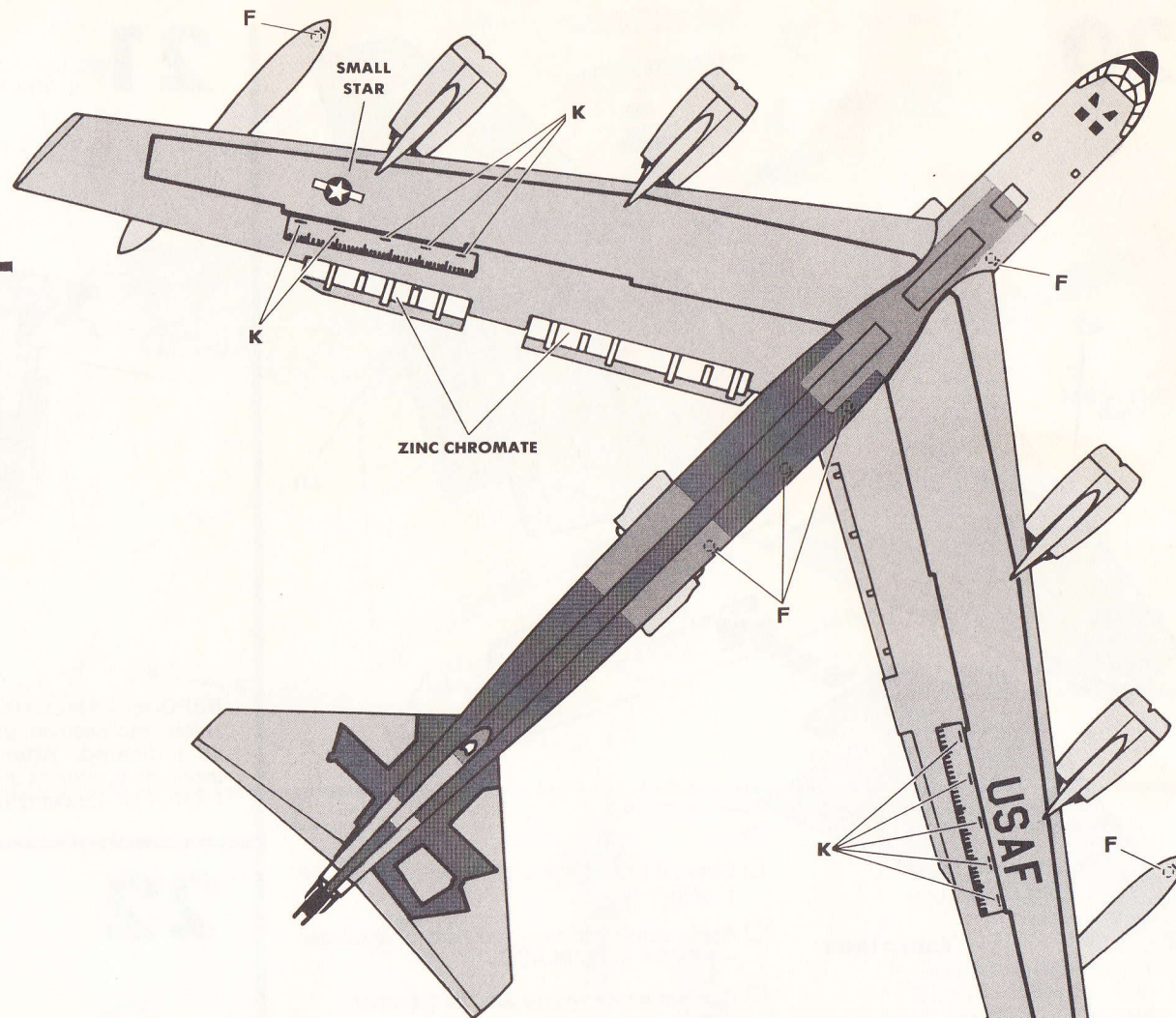
NOTE: ALL COLORS GLOSS EXCEPT WHERE INDICATED..

WHITE — Nacelles, nacelle struts and wing tanks. Underside of wings, stabilizer and fuselage. Top of fuselage at front.

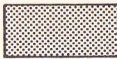




FLAT BLACK — Anti-glare panel, tires, walkway stripes on fuselage, wing and tail.

FLAT ZINC CHROMATE (Yellow Green) —
Wheel wells, inside of large doors, inside of wheel doors, inside of flap openings and top inner portion of flaps.

BRIGHT SILVER — Nacelle tail cones and exhaust fairings.
Wheel struts and wheels.



CAMOUFLAGE KEY

	LIGHT GREEN		DARK GREEN
	TAN		GLOSS BLACK
	FLAT BLACK		

NOTE: ALL COLORS FLAT EXCEPT WHERE INDICATED.

GLOSS BLACK—Underside of wing, stabilizer, wing tanks and fuselage
Nacelle struts and vertical fin.

SILVER —Nacelle tail cones, exhaust fairings, wheels and wheel struts.

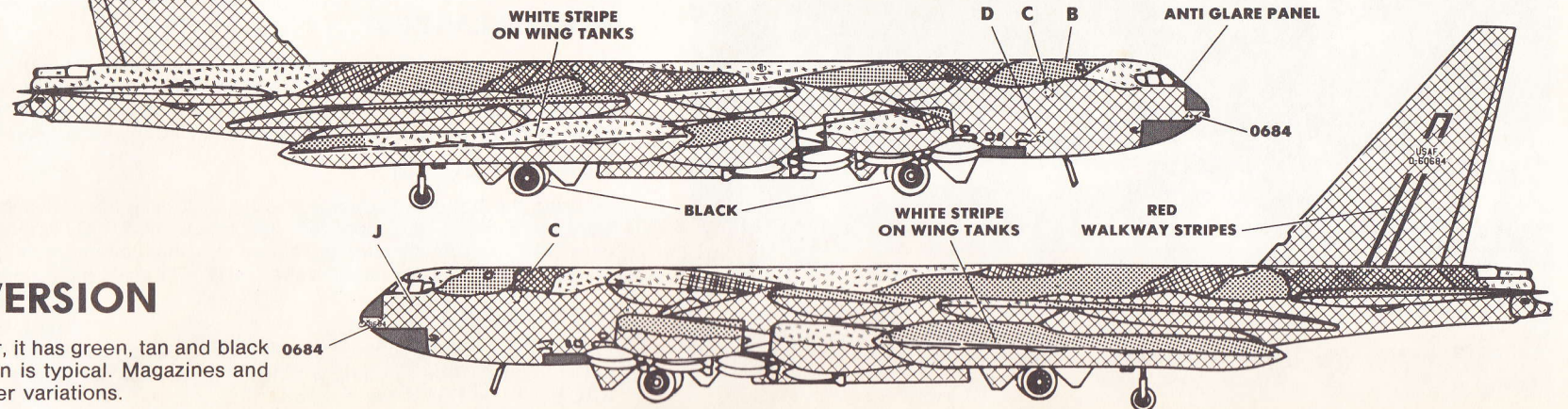
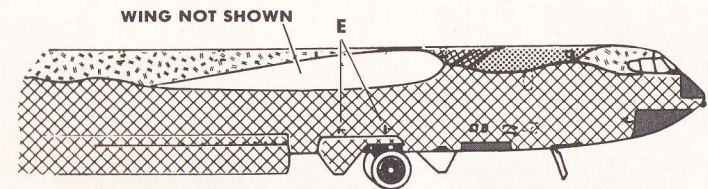
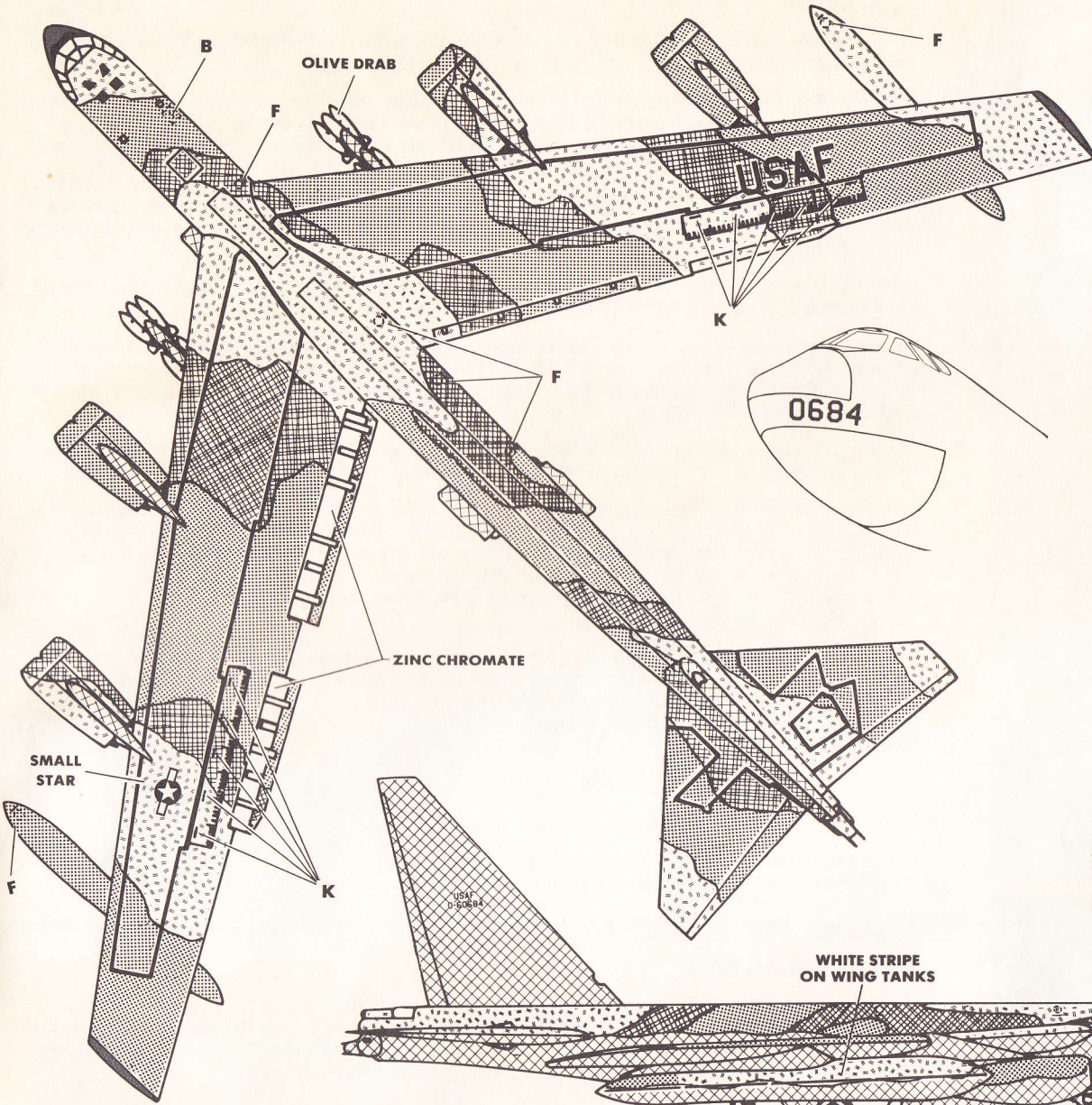
FLAT BLACK —Radome, tires, walkway stripes on fuselage and wings, wing tips and instrument covers.

ZINC CHROMATE (Yellow Green)—Wheel wells, inside of large doors, inside of wheel doors, inside of flap openings, top inner portion of flaps and inside of spoilers.

RED —Vertical fin walking stripes.

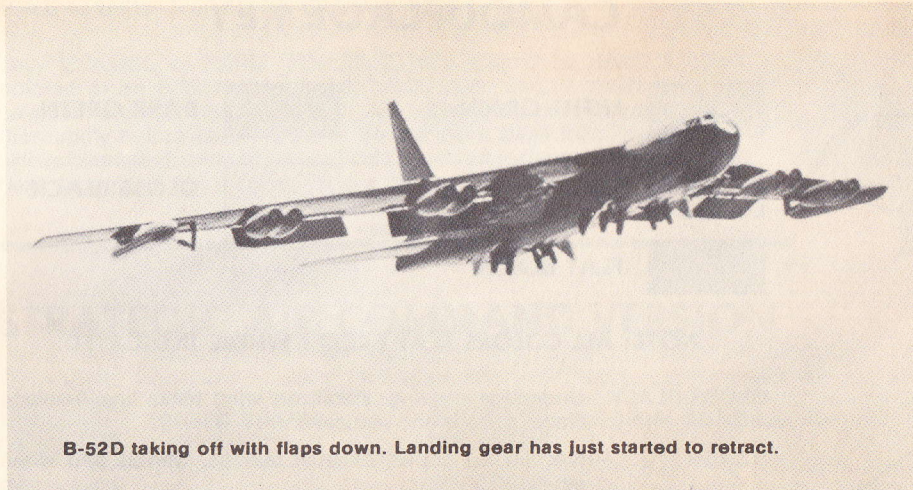
OLIVE DRAB —Bombs.

YELLOW —Axle tip on wheels.

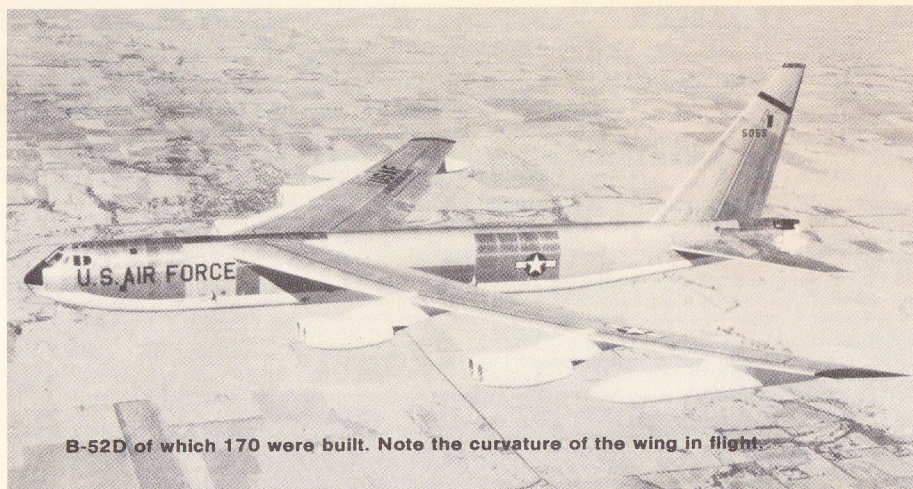


CAMOUFLAGE VERSION

In its role as an operational bomber, it has green, tan and black camouflage pattern. Scheme shown is typical. Magazines and library books can be helpful in other variations.



B-52D taking off with flaps down. Landing gear has just started to retract.



B-52D of which 170 were built. Note the curvature of the wing in flight.



B-52D at high altitude. Note vapor trails.

PEDIGREE OF A GIANT

There hasn't been another bomber in U.S. Military history that has remained operational the length of time of the Strategic Air Command's Boeing B-52.

In April, 1945, the U.S. Air Force first indicated to Boeing an interest in a turbine powered long-range bomber. Boeing was asked to design such a plane along with the Phase 1 development of the XB-47. In June 1946, Boeing won a U.S.A.F. sponsored design competition for a heavy bomber and started plans for further development of the idea.

Boeing received a contract for 2 prototypes of the long range bomber in July 1948. These were to be designated as the X (Experimental) B-52 and specified as a turbo-prop powered aircraft with a 20° wing sweep-back.

By the end of 1948, this idea was scrapped in favor of the scaled up B-47, calling for eight jet engines and a 35° sweep-back of the wings.

Two prototypes were built, XB-52 (serial number 49-230) and the YB-52 (49-231)*. The XB-52, under cover of gigantic tarpaulins, rolled from its birthplace on November 29, 1951 for extensive ground tests and was returned to the factory for the installation of additional equipment. This aircraft did not fly until October of 1952.

The XB-52's sister ship, the YB-52, rolled out of the factory on March 15, 1952 and made her maiden flight on April 15th of the same year, under the capable hands of pilot A. M. "Tex" Johnson.

Like the B-47, the B-52 was a high wing monoplane of all metal stressed skin construction. The thin flexible wing has a natural sag when the aircraft is at rest, which is eliminated when in flight. Because of the vast size of the aircraft and the extreme thinness of the wings, the main landing gear is housed in the fuselage. The main gear consists of four separate twin wheel units in two staggered pairs, fore and aft. Small outrigger struts for lateral balance, retract into the wings.

From November of 1951 until the end of the B-52 program in October of 1962, a total of 742 B-52 Stratofortress' were built by Boeing at plants in Seattle and Wichita. During that time, the B-52 underwent a total of eight major changes designated as the B-52A thru B-52H.

*On January 1958, YB-52 was presented to the Wright-Patterson A.F.B. Museum in Dayton, Ohio.

WORLDS LARGEST

Your Monogram B-52D Stratofortress Kit is unquestionably the largest 1/72 scale plastic model airplane manufactured. To fully appreciate the enormous size of the Monogram B-52D model, it should be noted that in 1/72 scale, one foot equals .1666 inches or if the type on this page was in the same scale as the full size B-52, each letter would be six inches high.

PERFECT SCALE

To bring the finest in accuracy and detail to scale model enthusiasts, Monogram's engineers have spent over twelve months in developing this kit. By working closely with the Boeing Company, who generously supplied actual drawings, photographs and other pertinent information, Monogram was able to develop the finest 1/72 scale model ever produced.

B-52D — 170 BUILT

The long-range B-52, from which Monogram patterned this kit, was built at both Boeing-Seattle and Boeing-Wichita. The first B-52D flight (55-049) was made on June 4, 1956 and deliveries to SAC began on December 1, 1956.

