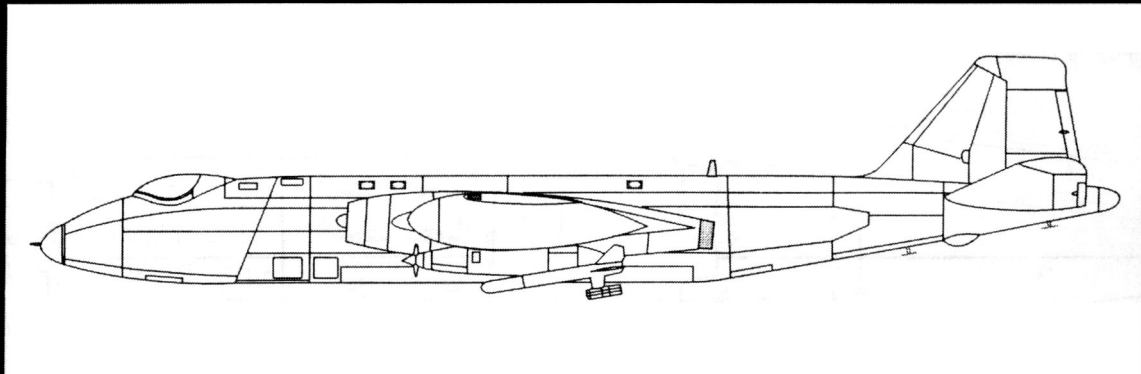




Classic Airframes



Canberra TT.18

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 TT.18 Specifications

Powerplant:	2x Avon 101 jet engines (6,500 lb. thrust per)	Armament:	(Target towing equipment)
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

C

Burnt Metal

E

Aluminum

B

Black

D

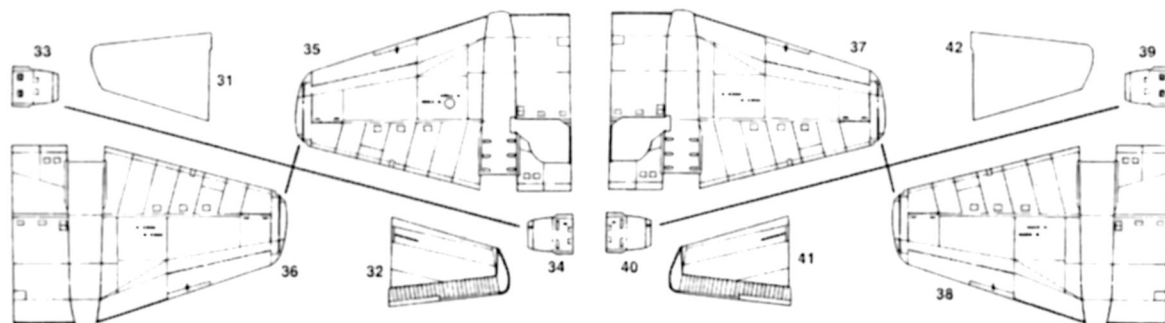
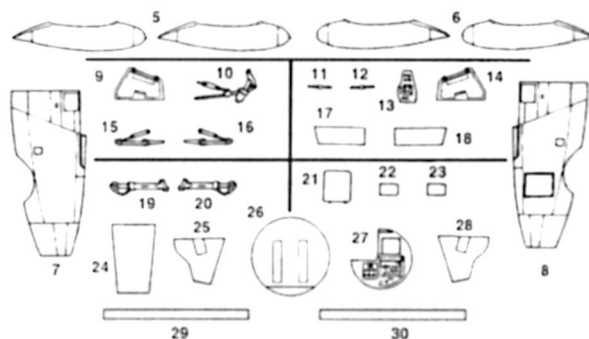
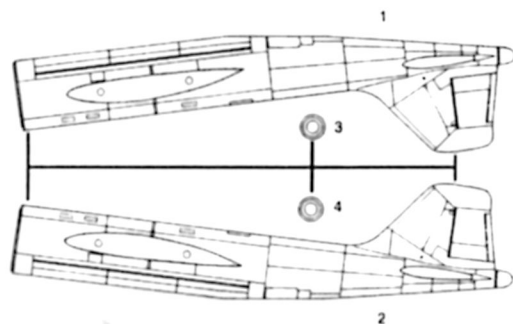
Silver

F

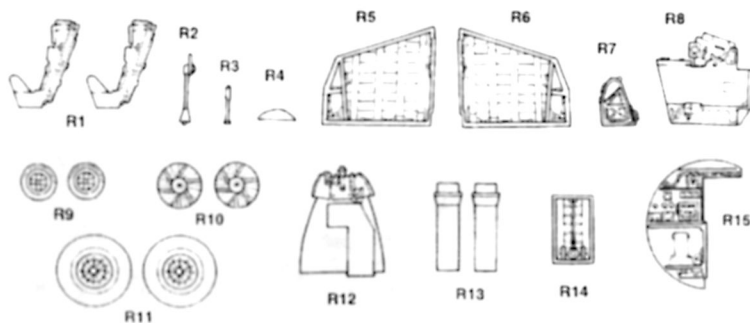
Gunmetal

Parts

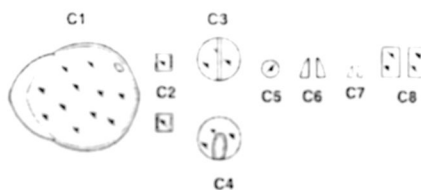
PLASTIC PARTS



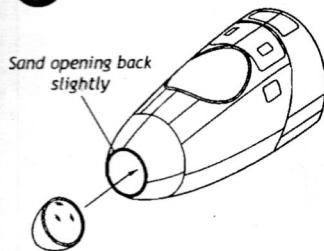
RESIN PARTS



CLEAR PARTS



1

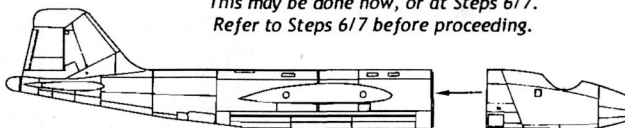


Align and temporarily tape fuselage nose parts 7/8 together. Gently sand back the nose opening, carefully test-fitting the clear nose part of your choice for an optimal fit. Separate nose parts and proceed with assembly.

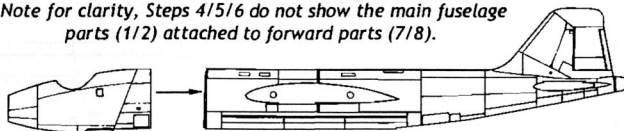
Refer to Step 6.

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.

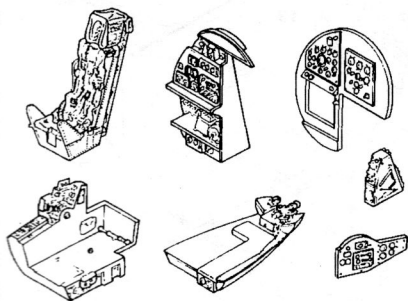


Note for clarity, Steps 4/5/6 do not show the main fuselage parts (1/2) attached to forward parts (7/8).



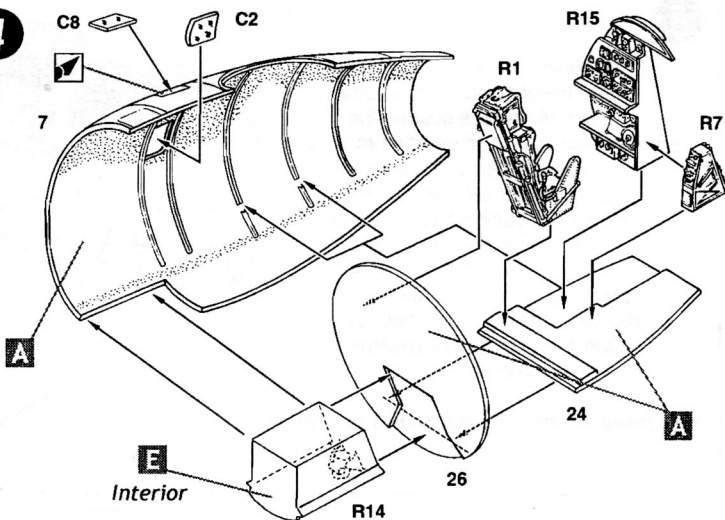
3

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



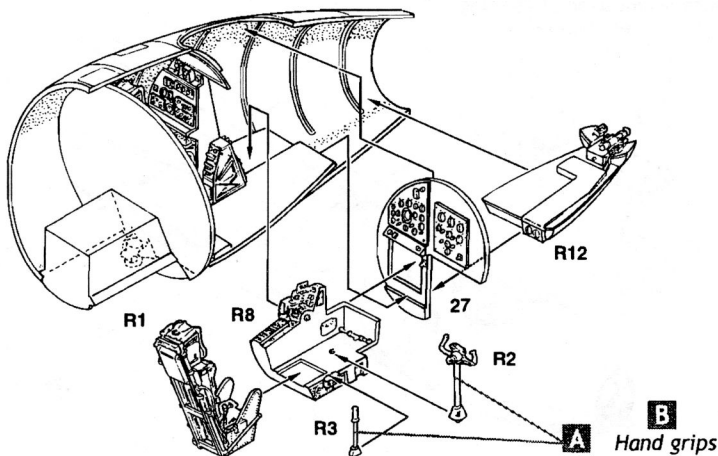
A All cockpit parts are Black-grey. Instrument panels have Black instrument faces and Silver and White details. Seats are Black-grey with Light Grey belts; cushions and headrests are Black.

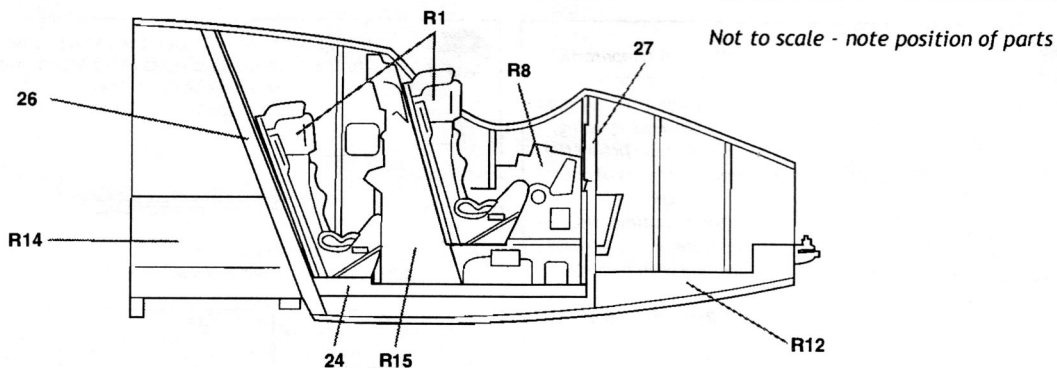
4



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

5



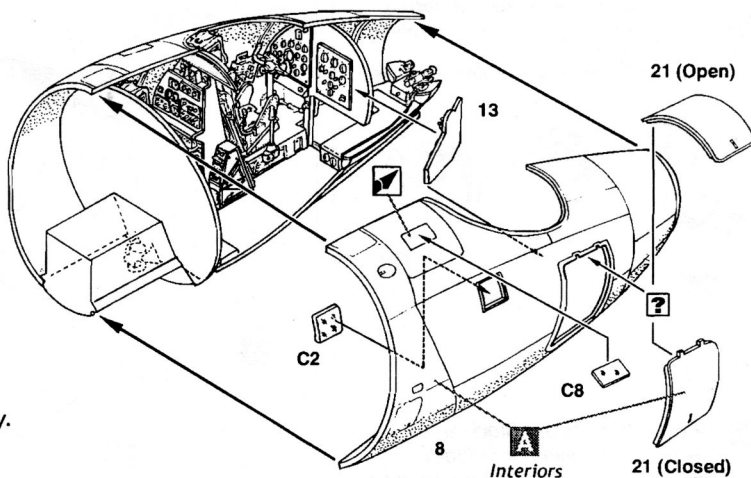


6

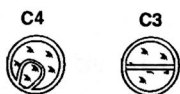
NOTE

Add approximately 6 oz. (170 g) 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.

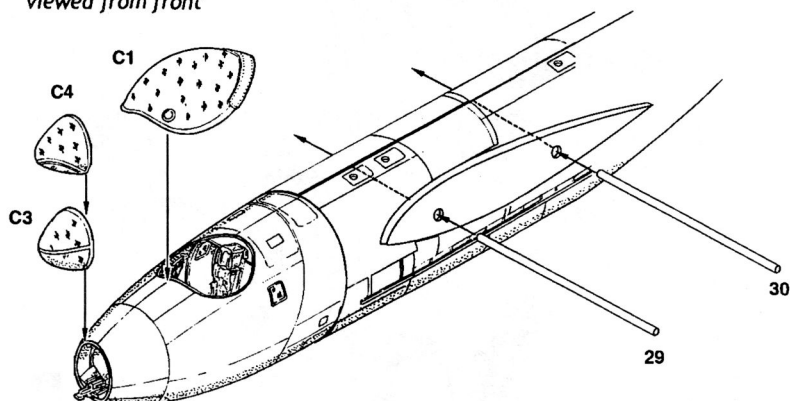
Main fuselage parts 1/2 not shown for clarity.



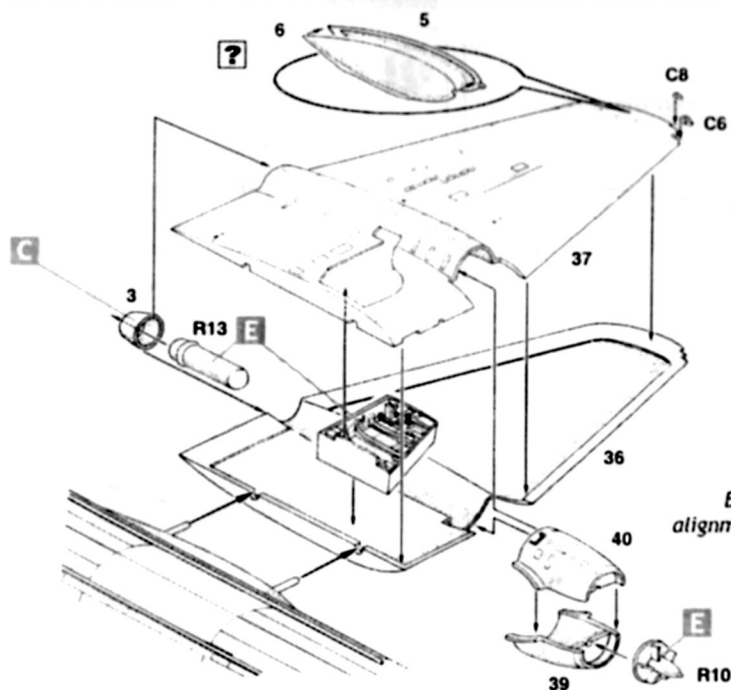
7



Note orientation of framing viewed from front

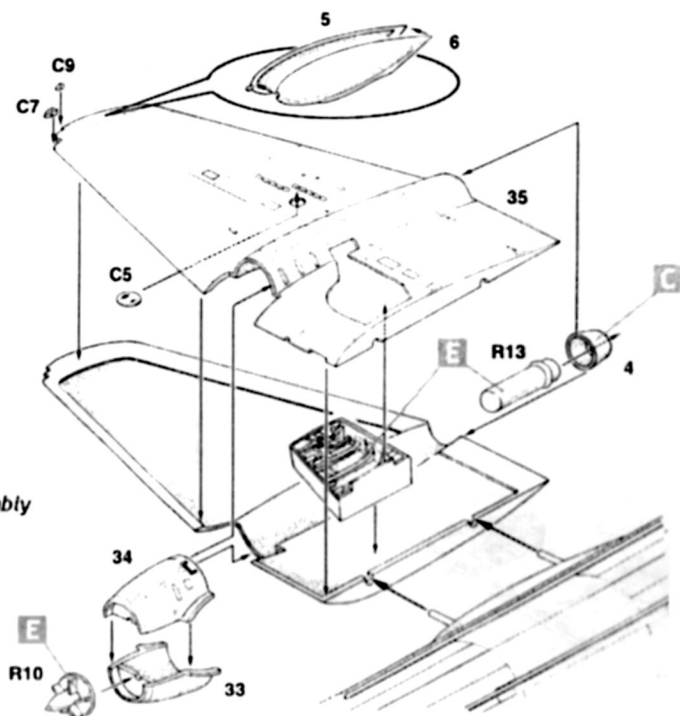


8



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

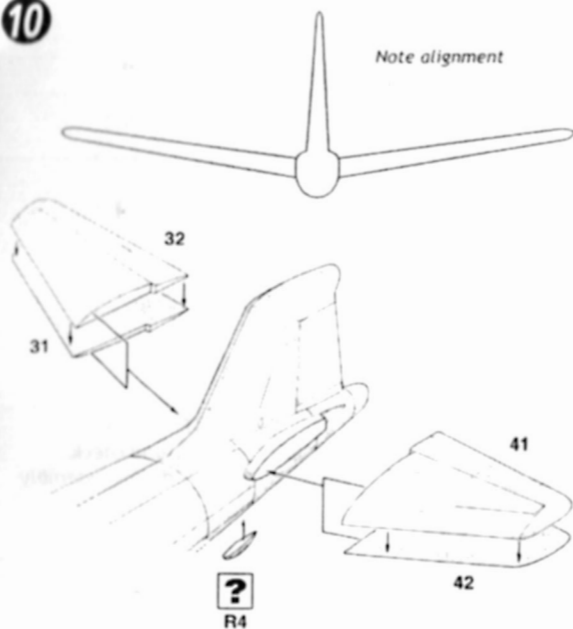
9



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

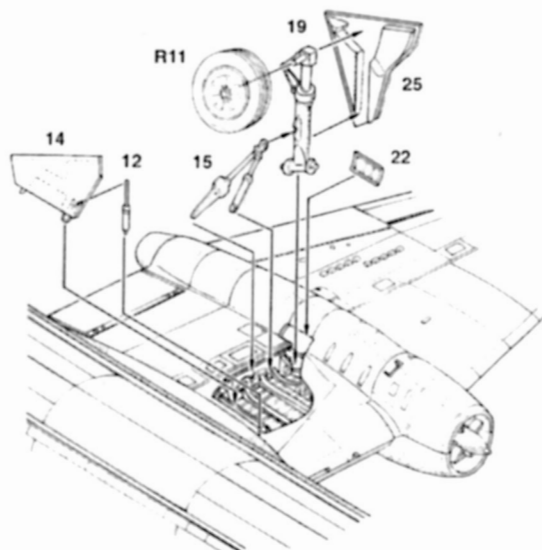
10

Note alignment



11

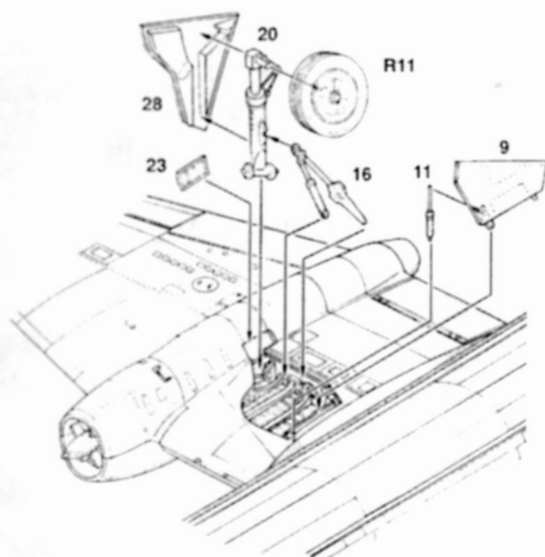
E Struts/Hubs/Door interiors
A Tires



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

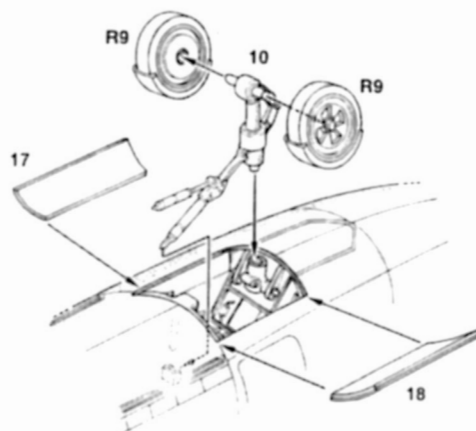
12

E Struts/Hubs/Door interiors
A Tires



13

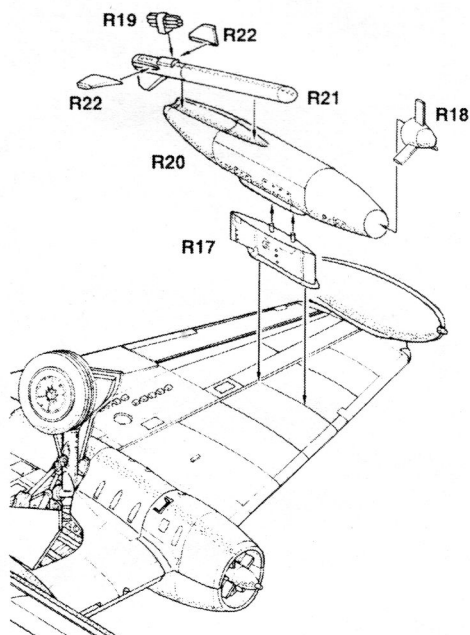
E Struts/Hubs/Door interiors
Mudguards
A Tires



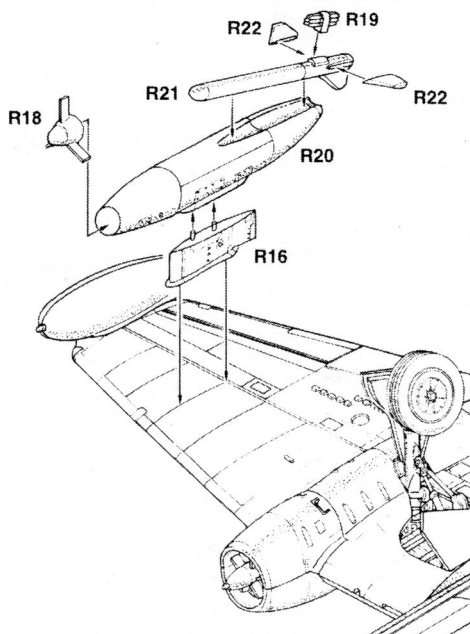
Classic Airframes Canberra TT.18

Instructions Addendum

14



15



Classic Airframes #4128 • Canberra TT.18 Color & Marking Guide

Canberra TT.18, 7 Squadron RAF, St. Mawgan, circa April 1976

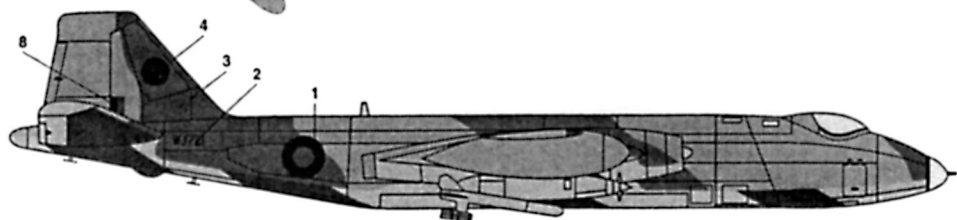
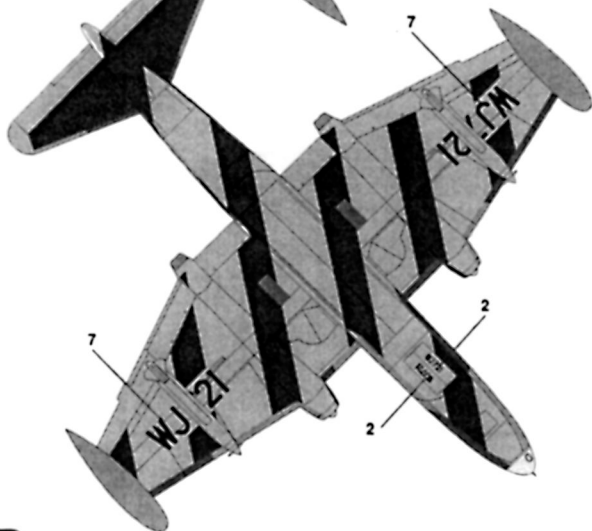
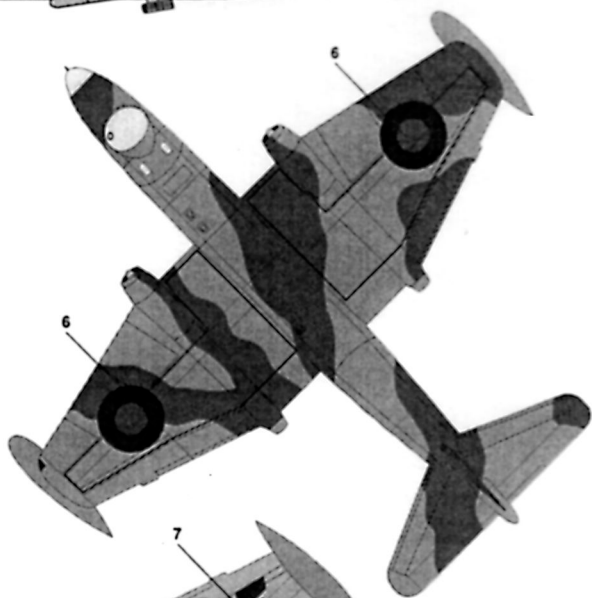


RAF Dark Green
BS381C:641

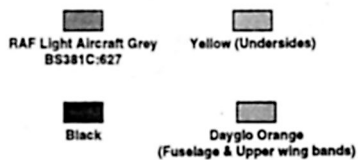
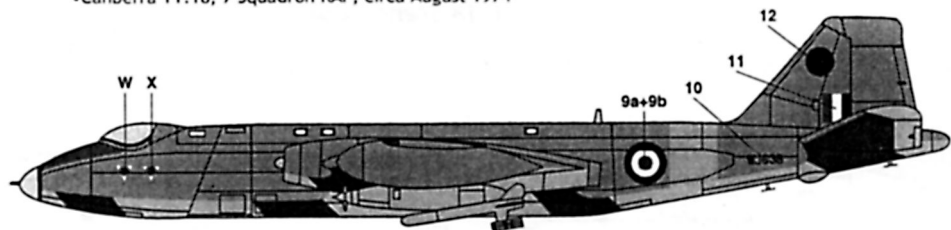
RAF Dark Sea Grey
BS381C:638

Yellow (Undersides)

Black

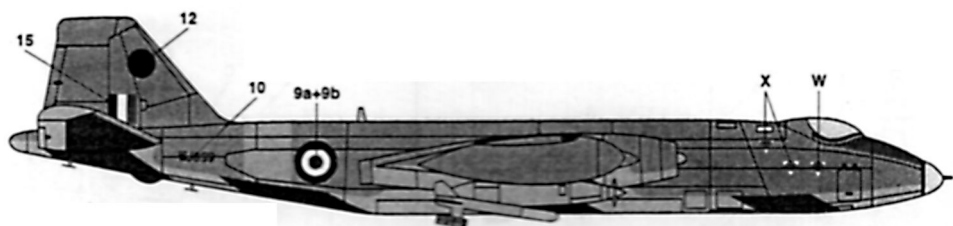
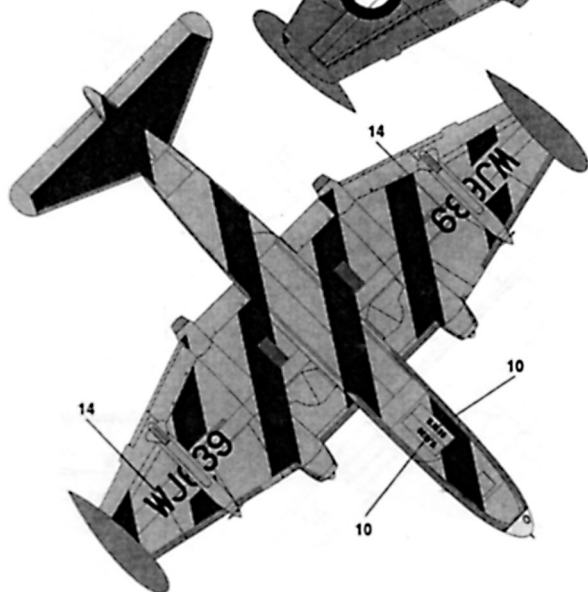
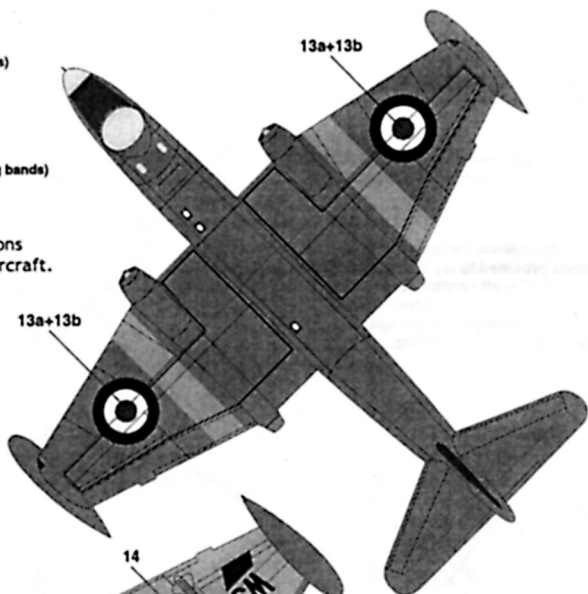


•Canberra TT.18, 7 Squadron RAF, circa August 1974

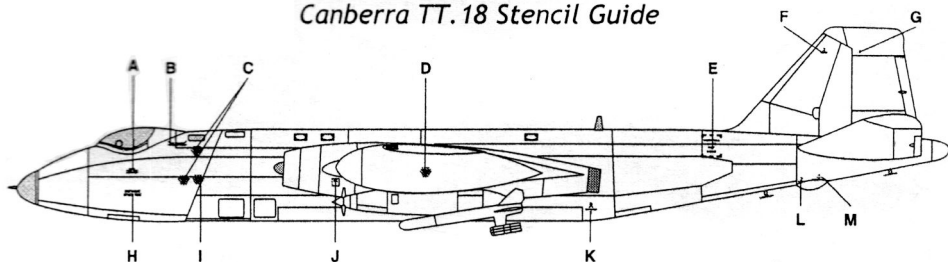


NOTE

Please note that stencil positions shown here are specific for this aircraft.



Canberra TT.18 Stencil Guide



Use Yellow canopy chopmarks on camouflages aircraft, Black on Grey aircraft.

Some stencils are provided in Black and Yellow versions. Both aircraft used a mix of colors.

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

