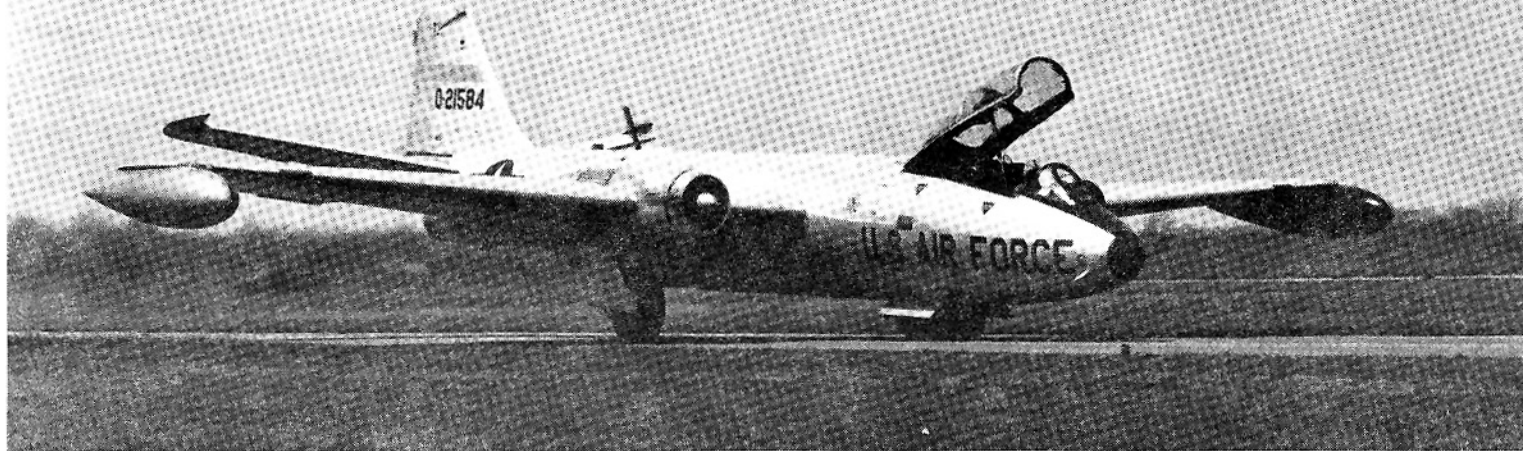


# MARTIN B-57B CANBERRA

No. 698

TESTORS



## HISTORY

The experiences of the Korean War pointed up the need for a new all-weather night intruder aircraft. Our overwhelming air superiority practically halted enemy supply lines during the day but, under the cover of darkness the North Koreans encountered little resistance. The aging Douglas B-26 Invader was the only available plane suited to this mission, however there were never enough of them and their high attrition rate and obsolescence insured the need for a more modern replacement. Because of the urgency, the U.S. Air Force had decided to select from among currently available aircraft. Choosing an "off the shelf" aircraft which could be readily adapted to the night intruder configuration, in theory, would minimize the time needed to get the plane into service.

An Air Force Review Board selected five candidates from Britain, Canada and the U.S.A. The contenders were: the North American AJ-1 Savage, N.A. B-45 Tornado, Martin XB-51, A.V. Roe CF-100 (from Canada) and the English Electric Canberra from Britain. The two North American entries were eliminated because of obsolescence and excess size respectively. The CF-100 Canuck was a promising design with good performance but it lacked the bomb and fuel capacity necessary for the requirements. This left the XB-51 and the Canberra as the primary contenders. A strong faction was pushing for the Martin entry, but those who were familiar with the fighter-like flying qualities of the Canberra had little doubt as to which plane would be the winner. A formal fly-off left no questions in anybody's mind and negotiations with English Electric began immediately.

Because of the logistical problems of introducing an aircraft into U.S. service which was built to British standards, and the fact that English Electric could not fill U.S. orders at the necessary pace, it was decided that Martin should produce the Canberra under license as the Martin B-57 Canberra. In the event, the B-57 did not enter service in time to participate in the Korean war and, in fact, the first production

batch were actually delivered as photo-reconn. aircraft. The B-57B night intruder version did not reach service use until 1955. The Americanized Canberra followed the basic appearance of the British Canberra very closely, the only noticeable changes being the new cockpit and dive brakes. The American version retained all the excellent handling qualities of the original Canberra and was very well liked by all who flew it. It remained in U.S. service for some 27 years and eventually fought in its intended role during the Viet Nam war.

## SPECIFICATIONS

Engines	2 Wright J65-W-5 turbo-jets of 7,220 lbs. thrust
Bomb Load	5,000 lbs (internal) plus 8 5 in. rockets and 2 500 lb. bombs or napalm tanks
Weights	49,000 lbs. normal loaded 55,000 lbs. max. loaded
Wing Span	63 ft. 11½ in.
Length	65 ft. 6 in.
Height	15 ft. 7 in.
Wing Area	960 sq. ft.
Max. Speed	582 mph @ 40,000 ft.
Service Ceiling	48,000 ft.
Combat Radius	1,100 miles

## BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.

5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

## PREPARATION OF PARTS

1. Never tear parts off the runners (sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

## PAINTING

You can obtain an excellent finish on your model using Testor enamels. Detailed descriptions of type of paint and color are included throughout the pages that follow.

Good brushes are essential for proper detailing. **Testor Model Master** brushes are recommended and available at good hobby stores. Be sure you have the entire selection for all your modeling needs. Always keep your brushes clean and soft by cleaning in Testor thinner, washing in soap and water, and storing flat or with bristles up when not in use.

Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left from the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and lint.

Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not stick to painted surfaces.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do **not** use large amounts of cement.

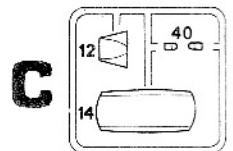
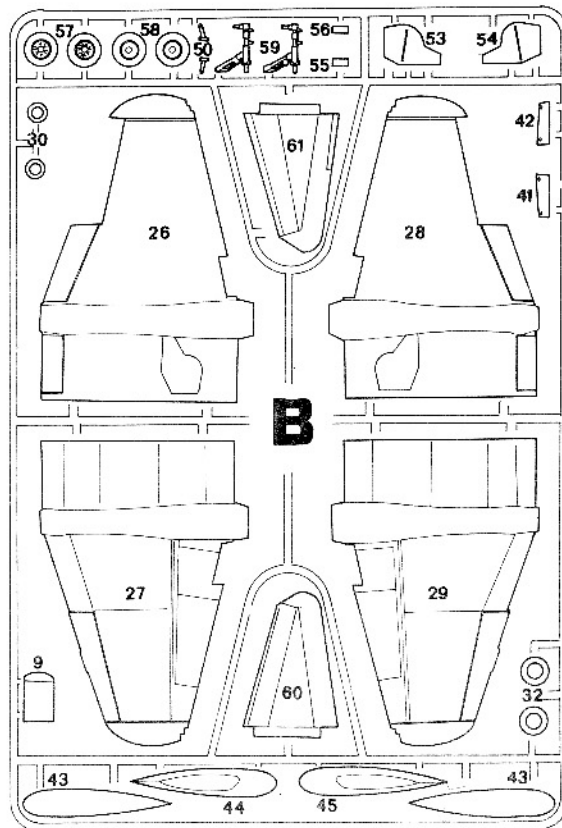
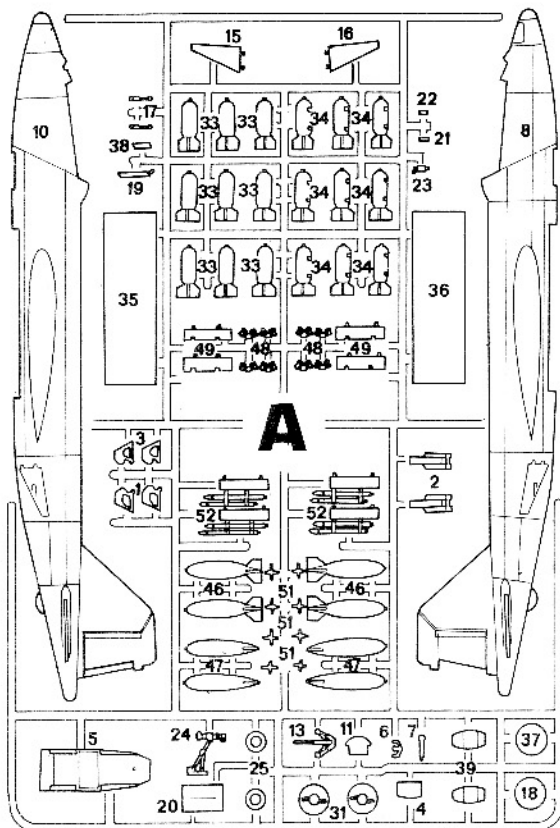
Tweezers will be useful in assembling the many small parts in this kit. The type used by postage stamp collectors is recommended.

**NOTE:** Clear parts are best glued in place with white glue, which will not mar the plastic, and thus results in a better appearance than conventional model cement.

**NOTE:** In order for this model to rest properly on its tricycle landing gear, weight must be added inside the nose before assembling the fuselage halves. Lead split shot as used in fishing is recommended. Lead weights should be held in place with modeling clay or epoxy.

## APPLYING DECALS

1. After carefully masking canopy and other clear areas, spray entire model with Testor Glosscote #1261. Decals adhere best to a smooth surface and the shinier the finish, the smoother it is. Allow the Glosscote to dry thoroughly before going further.
2. Select the decals you plan to use, and cut each of them out from the decal sheet with small scissors or Testor Hobby Knife.
3. Working with only one decal at a time, dip the decal in clear water for no more than five seconds, then remove it from the water and place on a dry paper towel for about one minute.
4. When the decal slides easily on the backing paper, slide it to the edge of the paper and onto the surface of the model with a soft paintbrush or tweezers. Remember: the decals are very thin and can be easily ripped if care is not taken. Work slowly and patiently.
5. Once the decal is in the desired position, apply a small amount of Testor Decal Set #8804. This will help the decal to conform to any irregularities in the surface of the model (rivets, curves, etc.). Allow the decal to dry undisturbed. Should you find the decal has moved or should you desire to purposely move it, apply a little Decal Set to a soft brush and push the decal slowly into the desired position.



Cut and remove this sheet.  
Remove this page from the instruction sheet by cutting along indicated line. Use the drawings of the complete sprue as a part-locating reference when building the model.

The Testor **Model Master** paint system is specially designed to be used on military models. The **Preliminary Painting** instructions in this sheet indicate which **Model Master** colors to use by FS number and name. These colors are called out by **bold italic type**. Wherever **Model Master** colors are not applicable, the required Testor color will be called out by number and name in **regular bold type**.

Any parts not called out in **Preliminary Painting** instructions should be painted **Overall Color**, which differs depending on which version you are building. Refer to drawings on pgs. 7 and 8 to determine **Overall Colors**.

# 1 COCKPIT/FUSELAGE

## Preliminary Painting

**A1, A2, A3, A4, A5, A7, A11 A13; A8, A10** canopy sills and rear bulkhead:

**FS 36231 Dark Gull Gray**

**A4, A5, A11** instrument details; **A11** panel shroud; **A8, A10** instrument panel fairing;

**C14** inner side of canopy sills:

**FS 37038 Flat Black**

**A2** headrests; **A1, A3** arm rests:

**#1736 Leather**

**A2** seat and back cushions:

**FS 34087 Olive Drab** with **FS 33531**

**Sand** seat belts

**A6:**

**FS 17038 Gloss Black**

**A13** actuator rod:

**FS 17178 Chrome Silver**

**B9** interior of wheel well:

**FS 34151 Interior Green**

## Assembly

- 1. Assemble parts in numerical sequence as indicated in drawings. Note that cockpit interior and wheel well **B9** must be installed inside a fuselage half before assembling fuselage. Weight must also be added inside nose before fuselage assembly so that model will rest properly on its nose gear. At least  $\frac{3}{4}$  oz. of weight should be added inside nose. We recommend lead fishing weights or split shot. These weights can be held in place with modeling clay or epoxy glue. Do not use model cement to hold weights in place. Note that canopy can be assembled in either open or closed positions: the drawings at **fig. a** shows closed position, that at **fig. b** shows the open position.

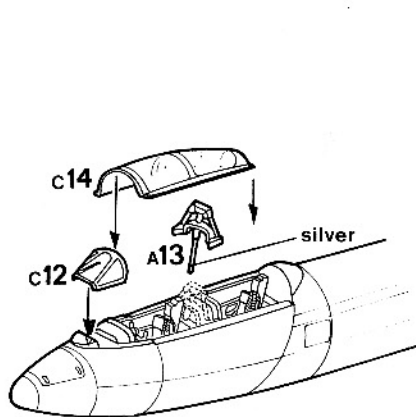
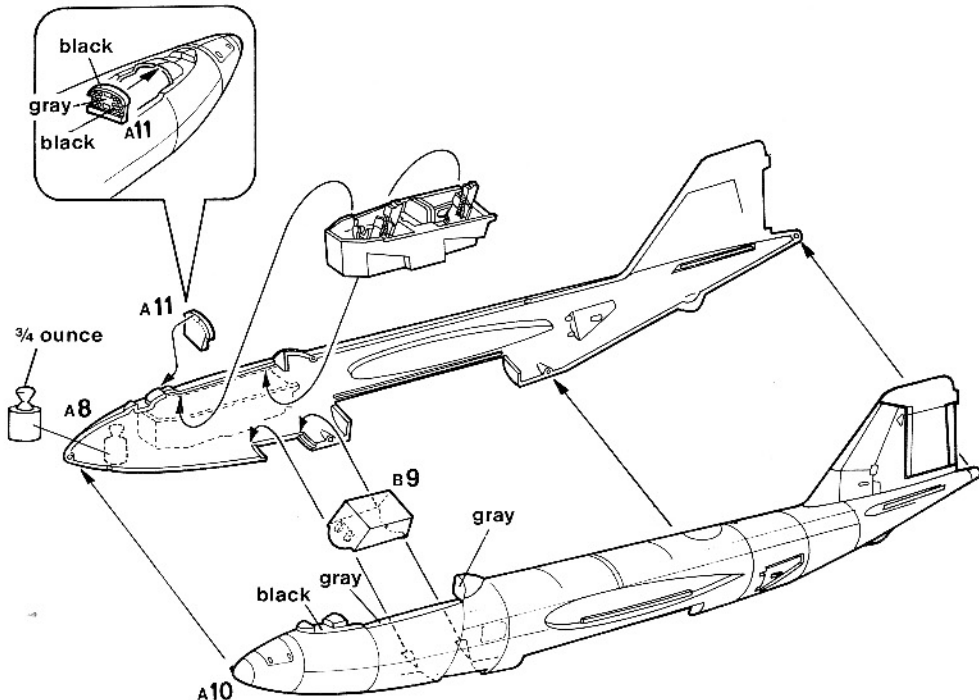
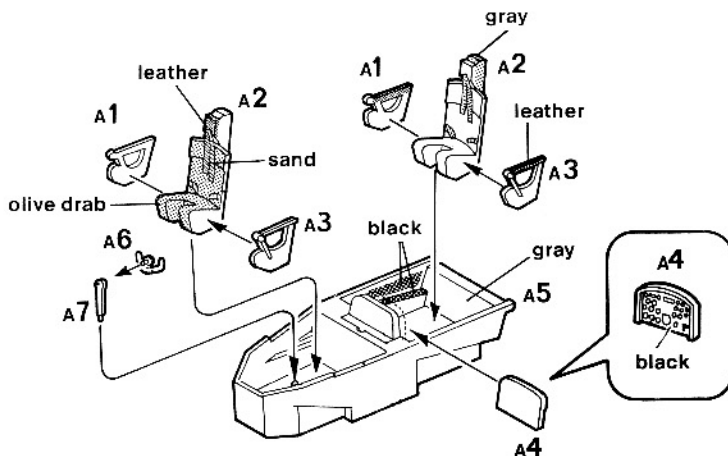


fig. a

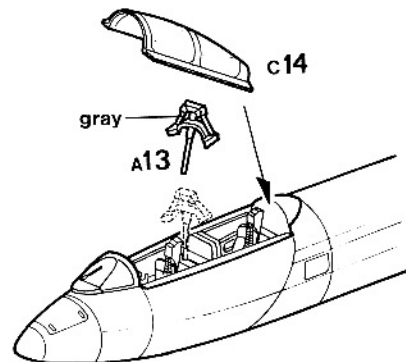


fig. b

# 2 FUSELAGE DETAILS/WINGS

## Preliminary Painting

Interior of dive brake wells; **A15, A16** inner side of doors; **A17; B26, B27, B28, B29** interior of flap area:

**FS 31136 Insignia Red**

**A17** actuator rod only; **A21, A23** tips of antennae:

**FS 17178 Chrome Silver**

**A25** wheel hubs only; **A31** starter fairing only; **A24:**

**#1781 Aluminum**

**A25** tires only; **B30** interior of exhaust pipe: **FS 37038 Flat Black**

**A31** all except bullet fairing; **B30** all except interior:

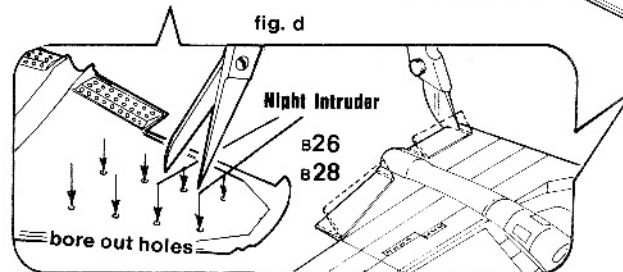
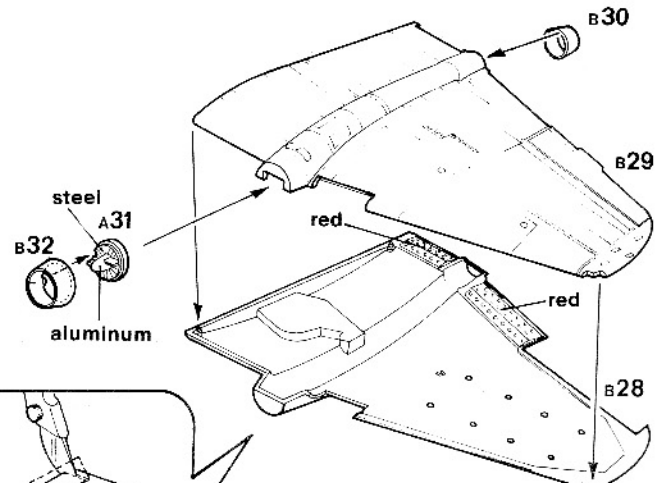
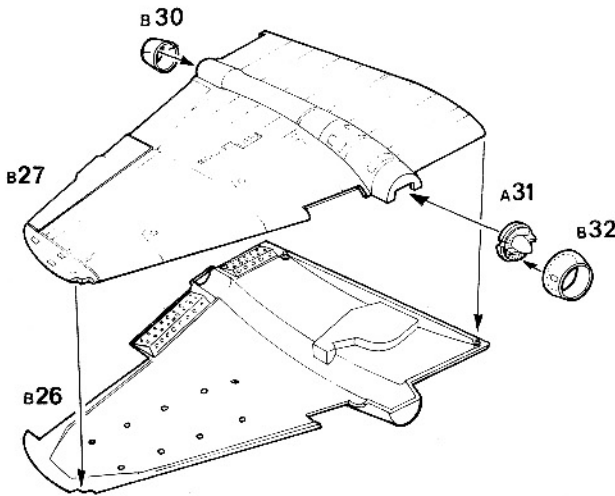
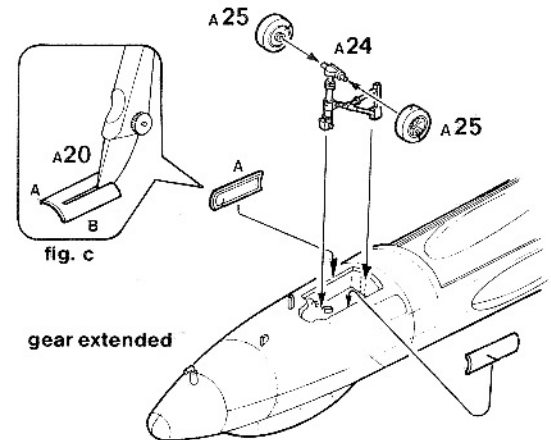
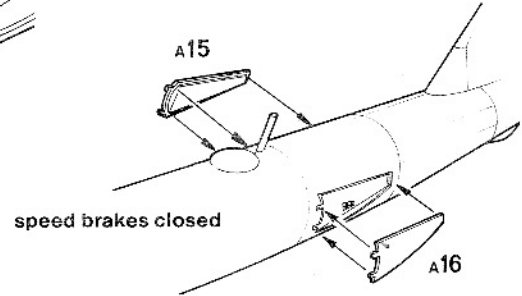
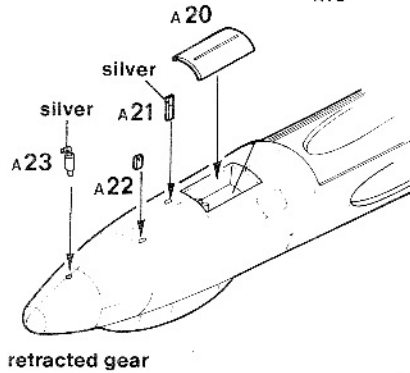
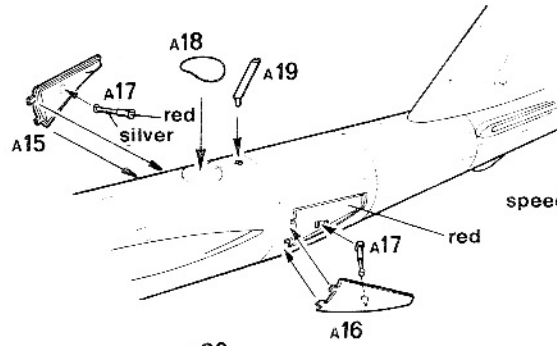
**#1780 Steel**

**A20** inner side of doors:

**FS 34151 Interior Green**

## Assembly

- 1. Assemble parts in numerical sequence as shown in drawings. Note that speed brakes may be assembled in either extended or closed positions. Decide which way you would like your model displayed, then cement the affected parts together as shown in the appropriate drawings. Note that the nose gear doors **A20** will have to be separated from each other with a sharp hobby knife in order to display the landing gear extended as shown in **fig. c**. If you wish to display your model with under wing stores and/or flaps lowered consult the drawings at **fig. d**. To add stores, the four pairs of holes in each lower wing half must be bored out. To open flaps, carefully slit them along each end then bend them downwards. Both of these operations should be performed before assembling wing halves.



# 3 WINGS/STORES

## Preliminary Painting

### A35:

FS 34151 Interior Green

A35 side panels only (see drawing);

#1731 Aluminum

A33, A34, A46, A47:

FS 34087 Olive Drab

A48:

#1780 Steel

notched portions on wing tips (see drawing)

#1104 Red and #1124 Green

## Assembly

1. Cement parts together in numerical sequence as shown in drawings. The bomb door may be assembled in either open or closed position, the drawing at fig. e shows assembly of the open door. Carefully bore out the two lower flashed over holes in each leading edge fairing B41 and B42 as indicated before cementing to wings. The lower drawing shows assembly of external stores. Bombs and drop tanks are optional, however, B-57's carried the wing tip tanks more often than not.

The diagram illustrates the assembly of the bomb door and wing components. An inset labeled 'fig. e' shows the bomb door mechanism with parts A33, A34, and A35, and a 'silver' surface. The main drawing shows the wing assembly with the bomb door in both 'open' and 'closed' positions. Labels include A35, A36, A37, A38, A39, B41, B42, c40, red, and green. The wing is shown with a 'red' fairing and a 'green' fairing. The bomb door is shown in both 'open' and 'closed' positions.

The diagram shows the assembly of external stores on the wings. Labels include A46, A47, A48, A49, B43, B44, B45, B50, and B51. The stores are shown being attached to the wing structure.

5

# 4 FINAL ASSEMBLY

## Preliminary Painting

A51, A52 missiles only:

*FS 34087 Olive Drab*

A52 pylons only; B57, B58 tires only:

*FS 37038 Flat Black*

B57, B58 wheel hubs only; B59:

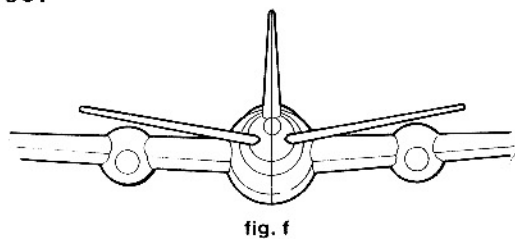
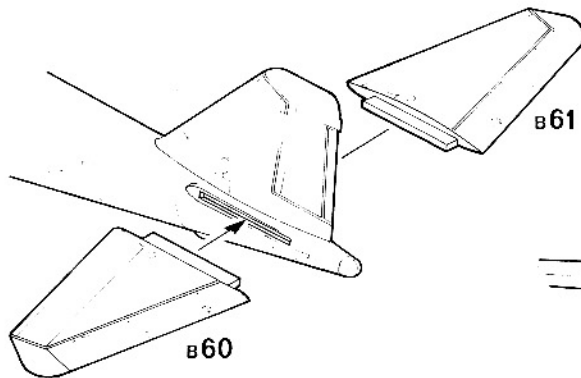
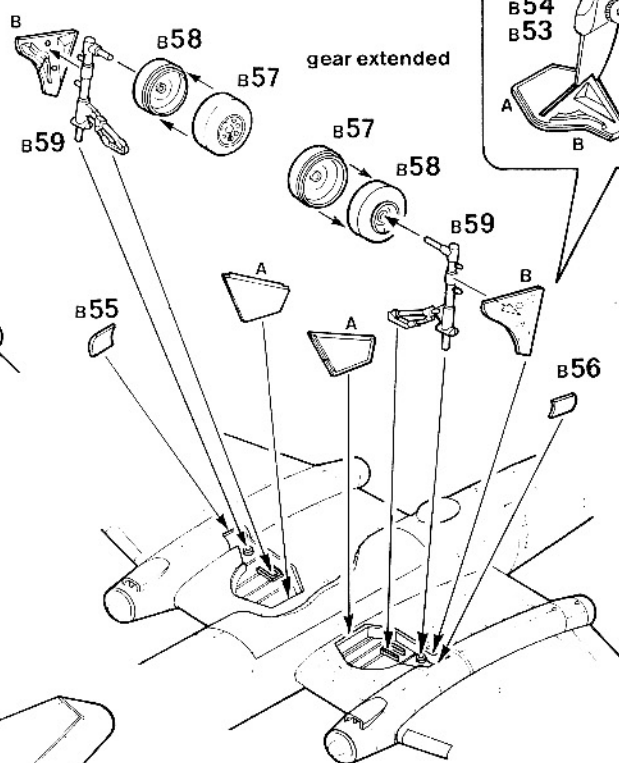
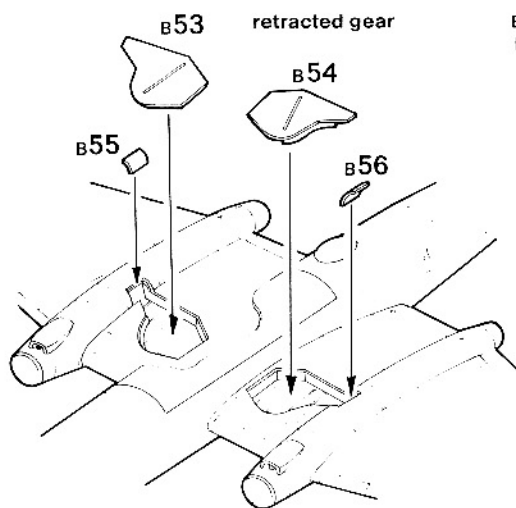
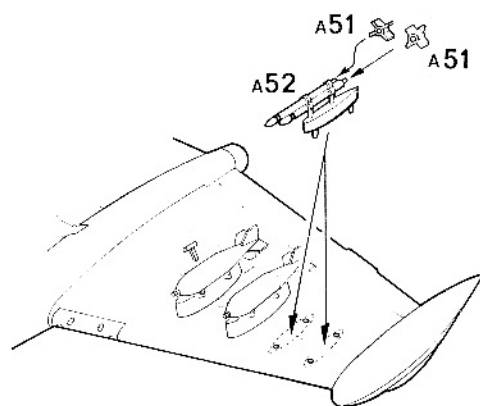
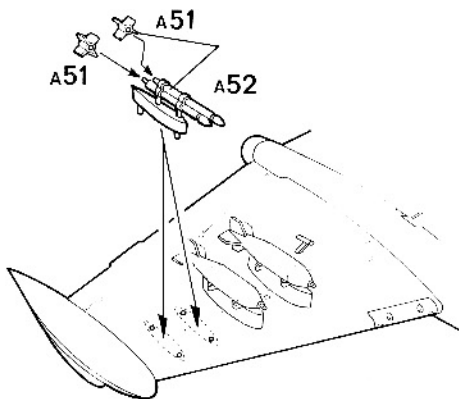
*#1781 Aluminum*

B52, B54, B55, B56 inner side of doors:

*FS 34151 Interior Green*

## Assembly

- 1. Cement parts together in numerical sequence as shown in drawings. If you wish to build your model with landing gear extended, you will have to separate the main gear doors B53 and B54 into their A and B components, as shown in the drawings. When fitting the horizontal stabilizers, consult the drawing at **fig. f** to make sure they appear at the proper angle.



**COLOR KEY**

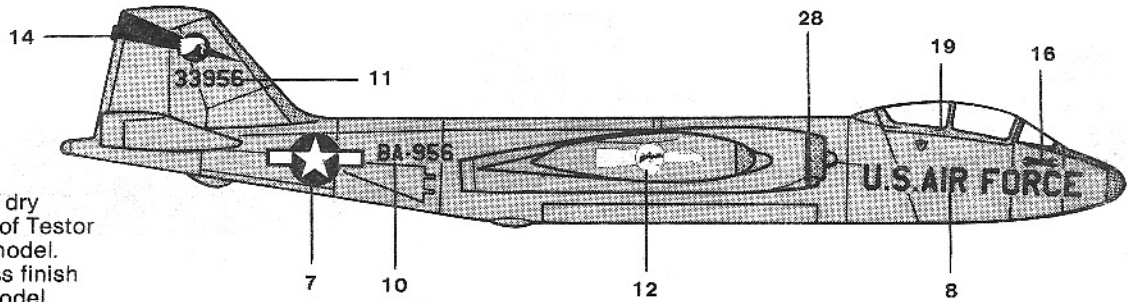
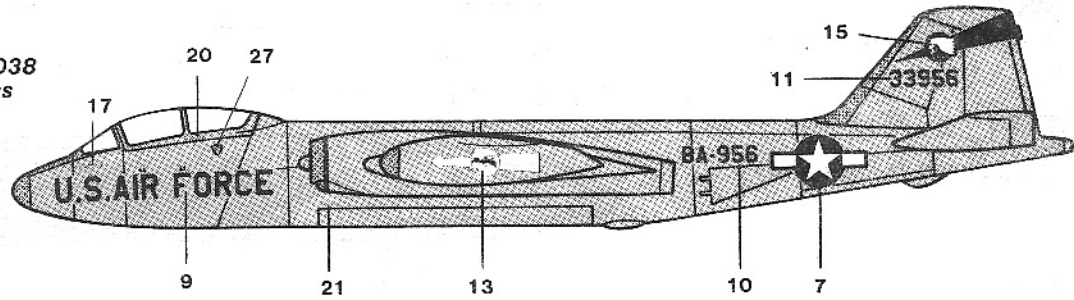
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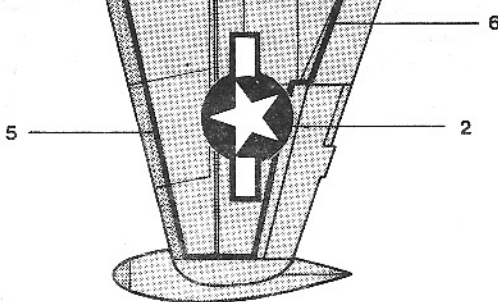
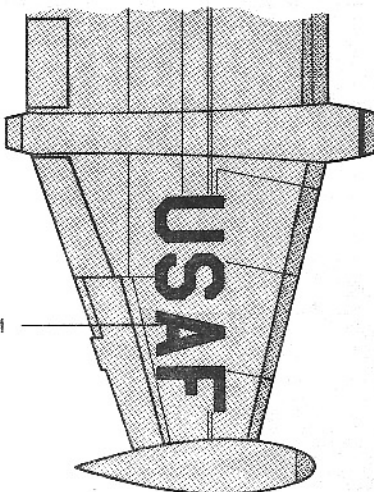
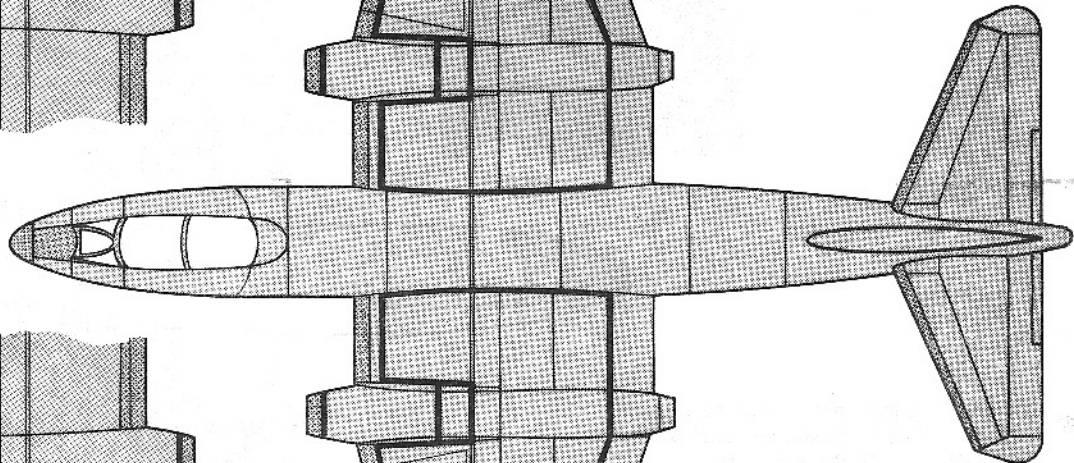
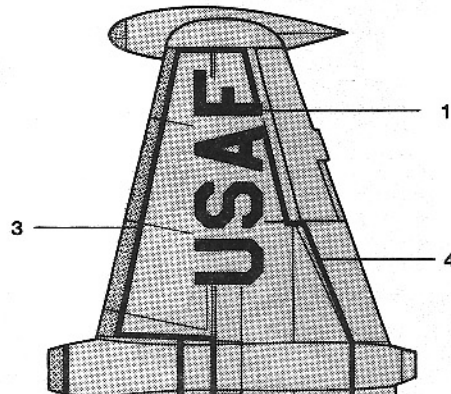
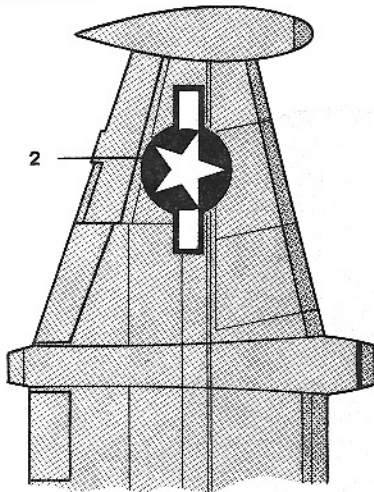
1. "Semi-Gloss Black" (mix 1 part *FS 37038 Flat Black* and 2 parts *FS 17038 Gloss Black*)



2. *FS 37038 Flat Black*



6. When the decals are completely dry (usually overnight), apply a coat of Testor Glosscote #1261 to the entire model. This will give it an authentic gloss finish and protect the surface of the model. Then carefully remove masking from canopy and other clear areas.



# COLOR KEY

B-57B, The last jet bomber to leave Vietnam in Nov. 1969



1. FS 34079 Dark Green



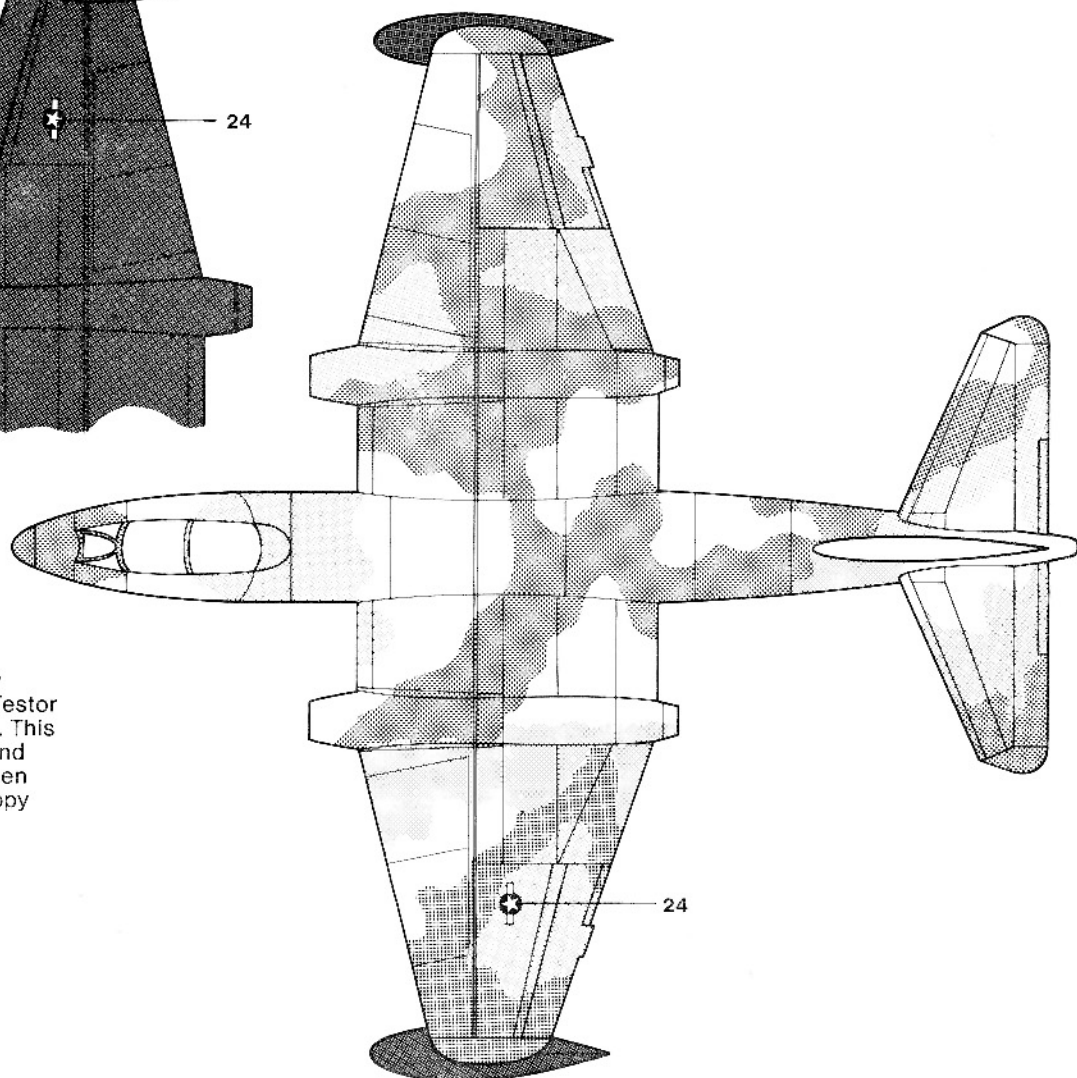
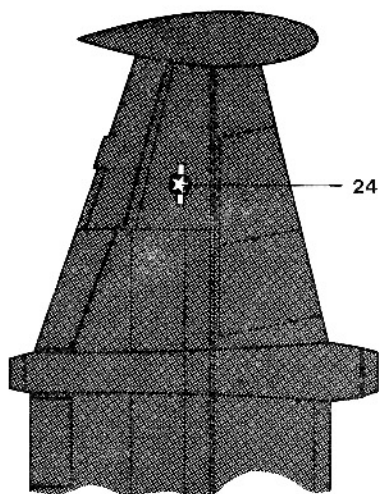
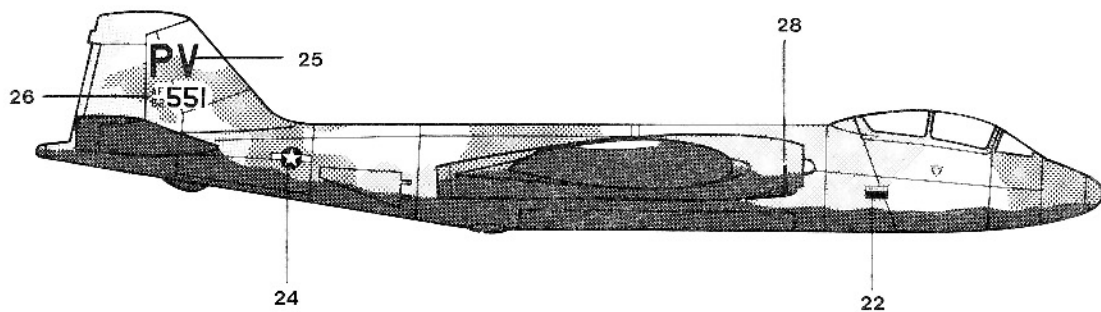
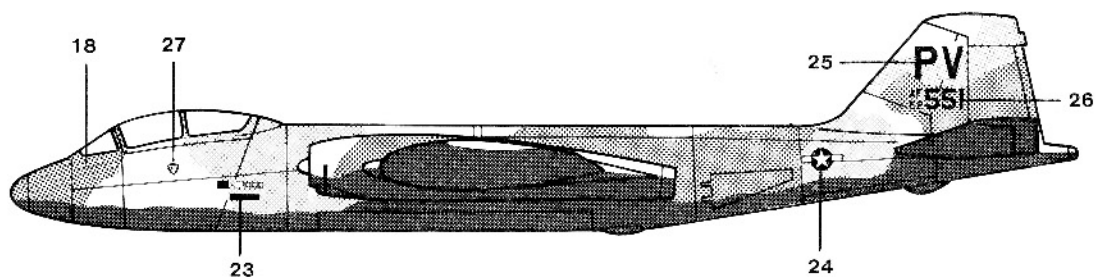
2. FS 34102 Medium Green



3. FS 30219 Dark Tan



4. FS 37038 Flat Black



6. When the decals are completely dry (usually overnight), apply a coat of Testor Dullcote #1260 to the entire model. This will give it an authentic, dull finish and protect the surface of the model. Then carefully remove masking from canopy and other clear areas.



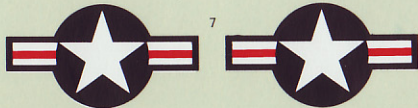
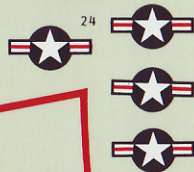
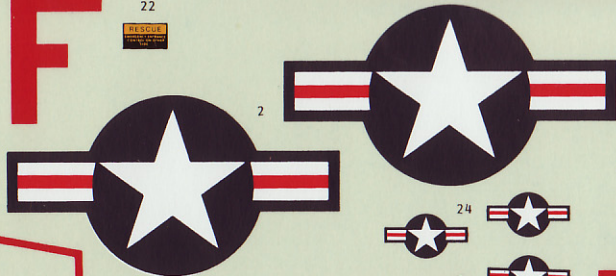
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MARTIN B-57B CANBERRA #698



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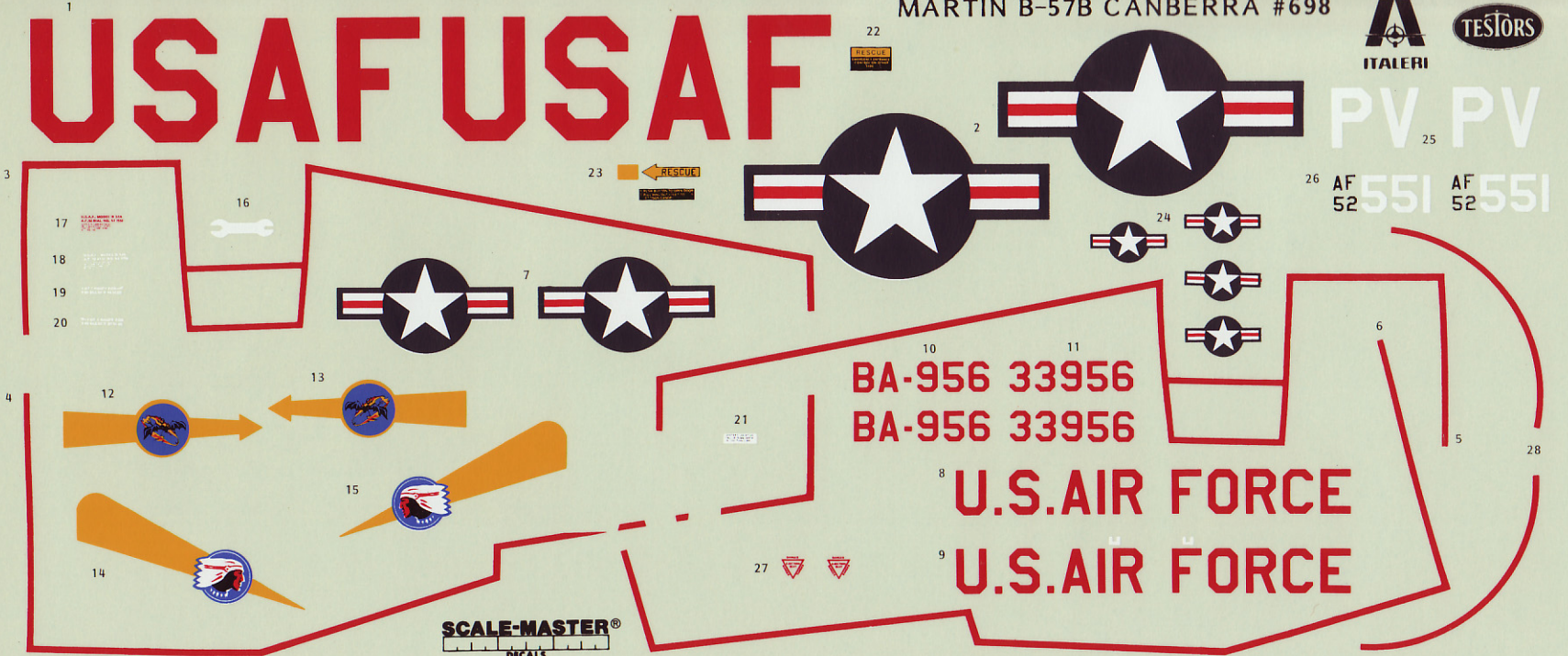
AF 52 551 AF 52 551



BA-956 33956  
BA-956 33956

U.S. AIR FORCE

U.S. AIR FORCE



- 17 LOCAL NUMBER & NAME OF AIRFIELD TO WHICH THIS AIRCRAFT IS ASSIGNED
- 18 UNIT NUMBER
- 19 AIRCRAFT TYPE
- 20 THE AIRCRAFT TYPE



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