



# BOEING KC-135R STRATOTANKER

STOCK No. 8909

Form No. 099-1207C

As the KC-135A soldiered on, several things became clear: 1) The solidly-built aircraft (a hallmark of Boeing) could serve for a LONG time; 2) the old J-57 turbojet engines were gas guzzlers and severely limited in performance, and; 3) newer, more advanced and efficient engines were available which could enhance both longevity and performance.

The first re-engineing was done with JT3D/TF-33 turbofan engines taken primarily from old civil 707s in storage in the Arizona desert, along with their larger horizontal stabilizers, as well as avionics upgrades. These aircraft, designated KC-135Es, went to ANG and AFRes units. A KC-135E may be built from the AMT EC-135 kit by using the engines provided for the EC-version but otherwise building a standard tanker.

The Air Force (as opposed to the ANG and AFRes) chose a different approach to overcoming the chronically-under powered J-57s. The CFM56, a very large turbofan built by the consortium of General Electric and Snecma of France, was chosen to power the "new" version (actually a rebuild) of the KC-135. The new engines provided 22,000 lb thrust, over 8,000 lb more thrust per engine, while using less fuel. In addition to lower fuel consumption, less noise, shorter take off runs, greater load-carrying capability; less

pollution and greater reliability were also realized. In fact, in some instances two KC-135Rs can perform the same task it previously took three KC-135As. to accomplish.

Each of the CFM56s are nearly 1 1/2 tons heavier than the J-57s, necessitating a substantial strengthening of both the wing spars and the landing gear struts. Also, larger horizontal stabilizers were added for improved longitudinal stability, mid-air refueling capability was added, new avionics and two Auxiliary Power Units (APUs) were added. This new version was initially to be designated the KC-135RE, most likely because the KC-135R designation had been used for a reconnaissance version. However, it was soon changed to KC-135R. In addition to the 108 U.S. Air Force aircraft modified, the French Armee de l'Air has modified their KC-135F's to the KC-135FR configuration.

There has been considerable discussion regarding up-engineing all KC-135 derivatives (such as the EC, RC, etc.) to CFM56s. However, shrinking military budgets make this appear less and less likely.

Your AMT kit provides you with the parts necessary to build a highly-detailed replica of this latest version of the U.S. Air Force's long-serving classic, the KC-135R.

# 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 clean 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.

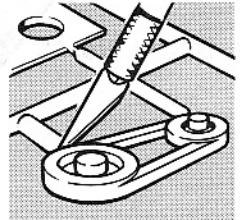
When painting a multi color scheme, the lightest color should be painted first. Use frosted, or "magic," tape to mask off the area you do not want painted. After the second color is dry to the touch, the tape can be removed. Use a very fine brush to touch up edges if necessary. If decals are to be added, do so after adding a 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

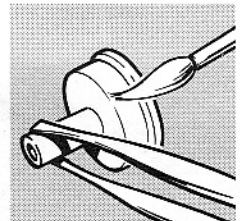
### HOBBY KNIFE

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



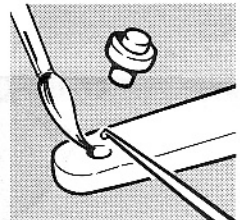
### TWEEZERS

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

# **BOEING** **KC-135R STRATOTANKER**

**Latest and most capable version of the U.S. Air Force's classic, combat-proven air-to-air refueling aircraft.**

**Powerplant:** Four CFM56-2B-1/F108-CF-100 turbofan engines with 22,000 lb. thrust each.

**Crew:** Four

**Wingspan:** 130 ft 10 inches

**Max. fuel weight:** 203,288 lbs.

**Length:** 136 ft 3 inches

**Max. speed:** 610 mph

**Height:** 41 ft 8 inches

**Av. cruising speed:** 530mph between 30,500 ft. and 40,000 ft.

**Max. Weight:** 322,500lbs

**Range:** 11,309 miles

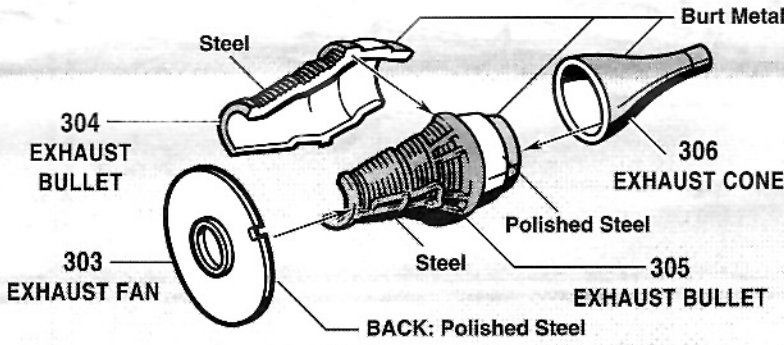


**STOCK No. 8909**

**Form No. 099 - 8909**

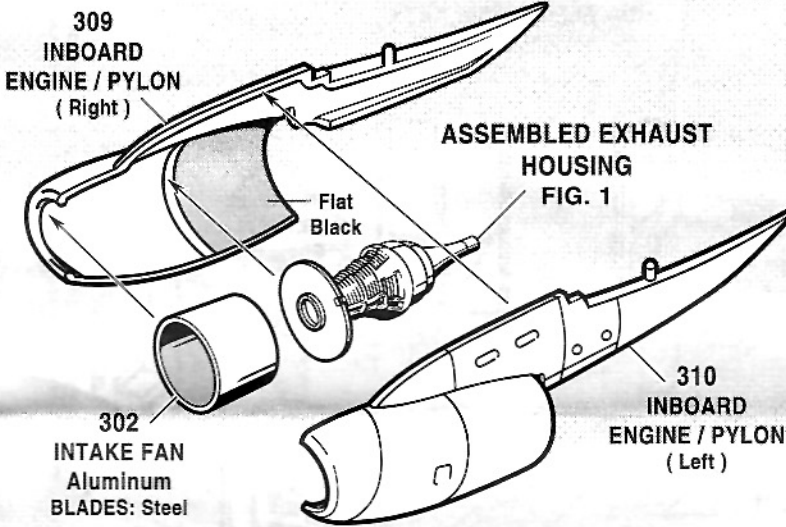
**FIG. 1**

**ASSEMBLE 4 SETS**



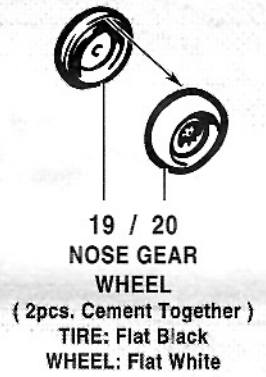
**FIG. 2**

**ASSEMBLE 2 SETS**



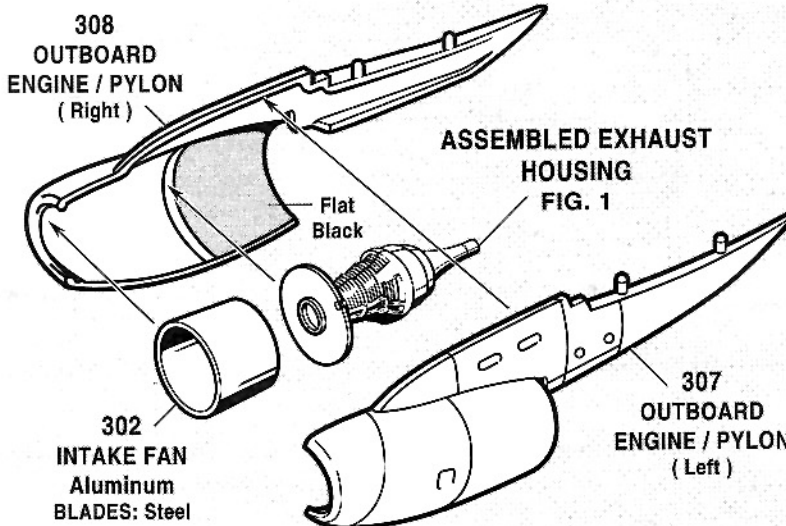
**FIG. 4**

**ASSEMBLE 2 SETS**



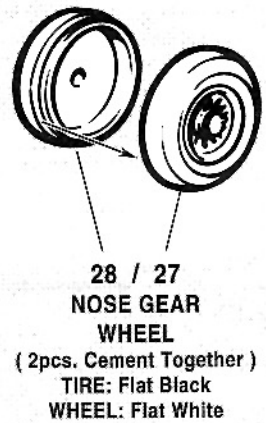
**FIG. 3**

**ASSEMBLE 2 SETS**



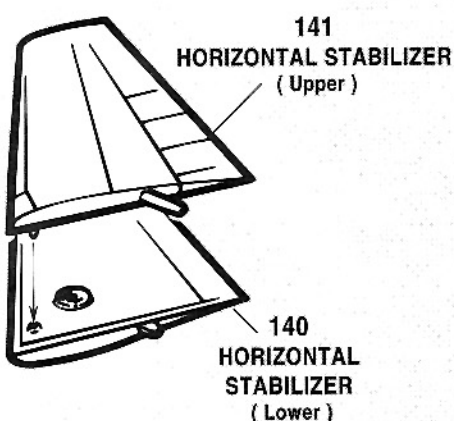
**FIG. 5**

**ASSEMBLE 8 SETS**



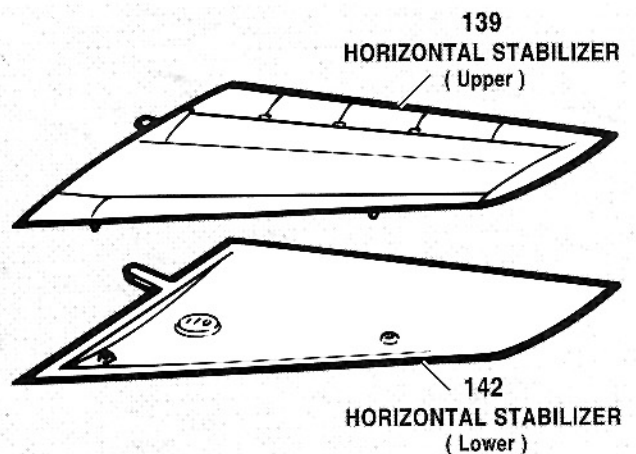
**FIG. 6**

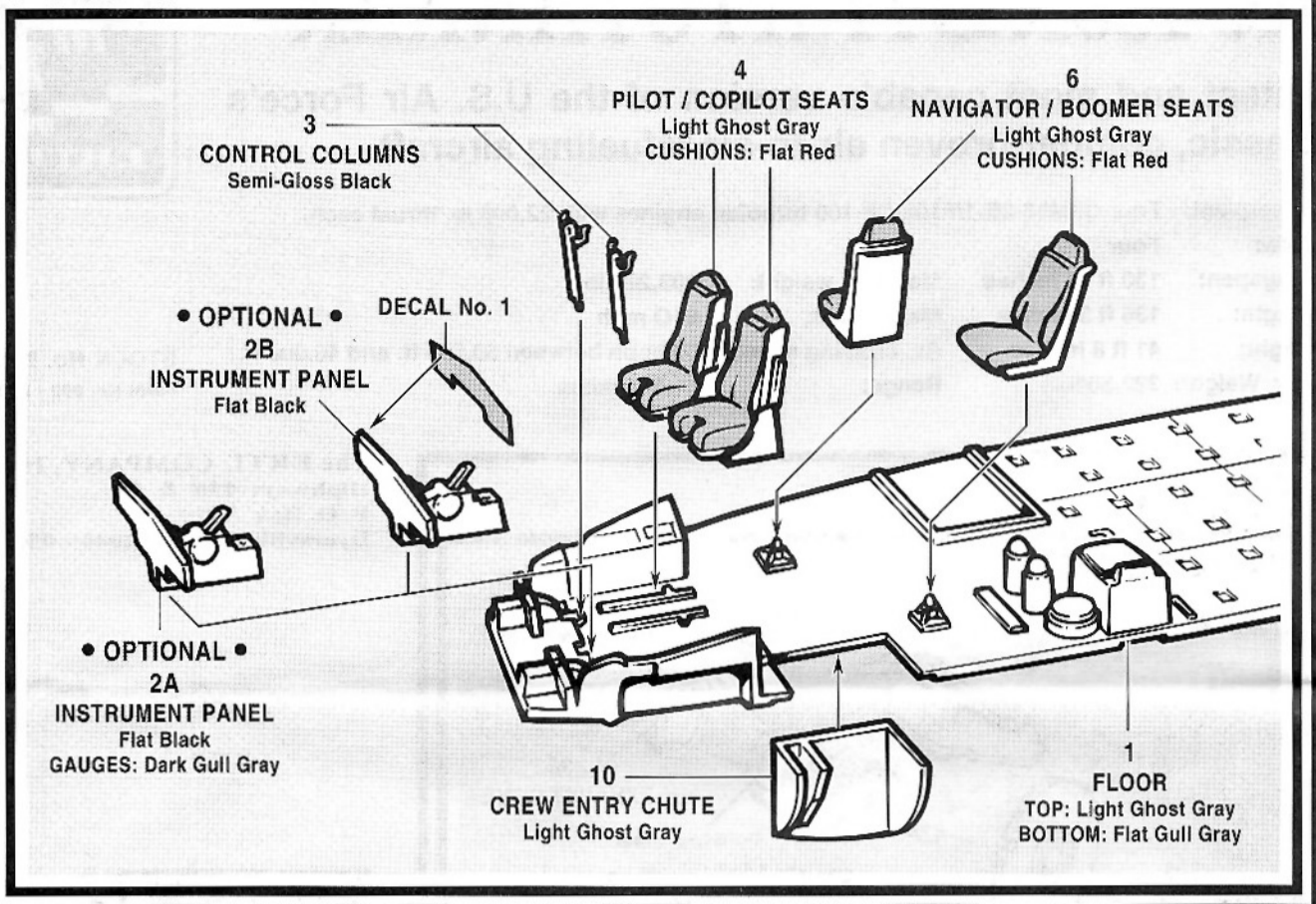
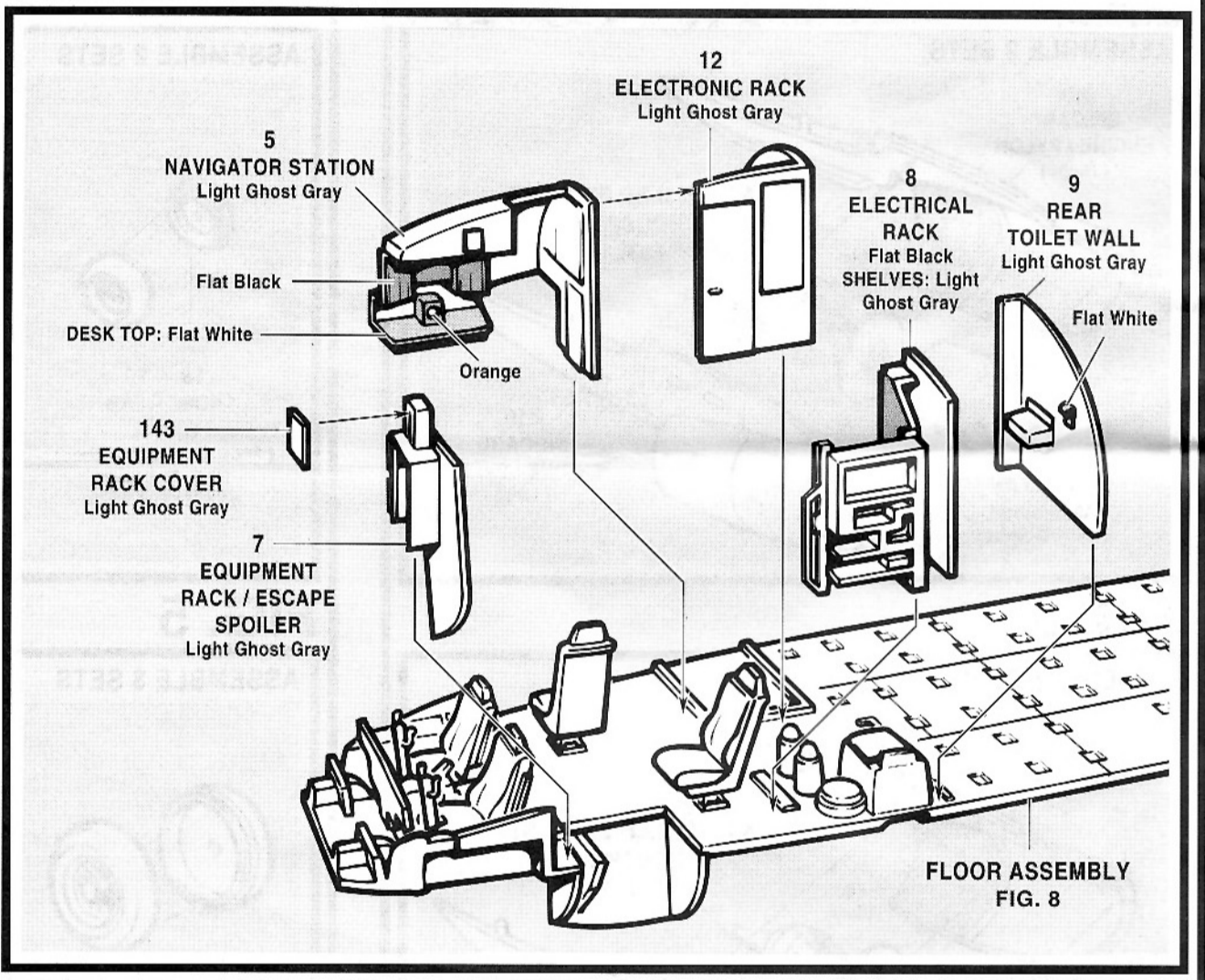
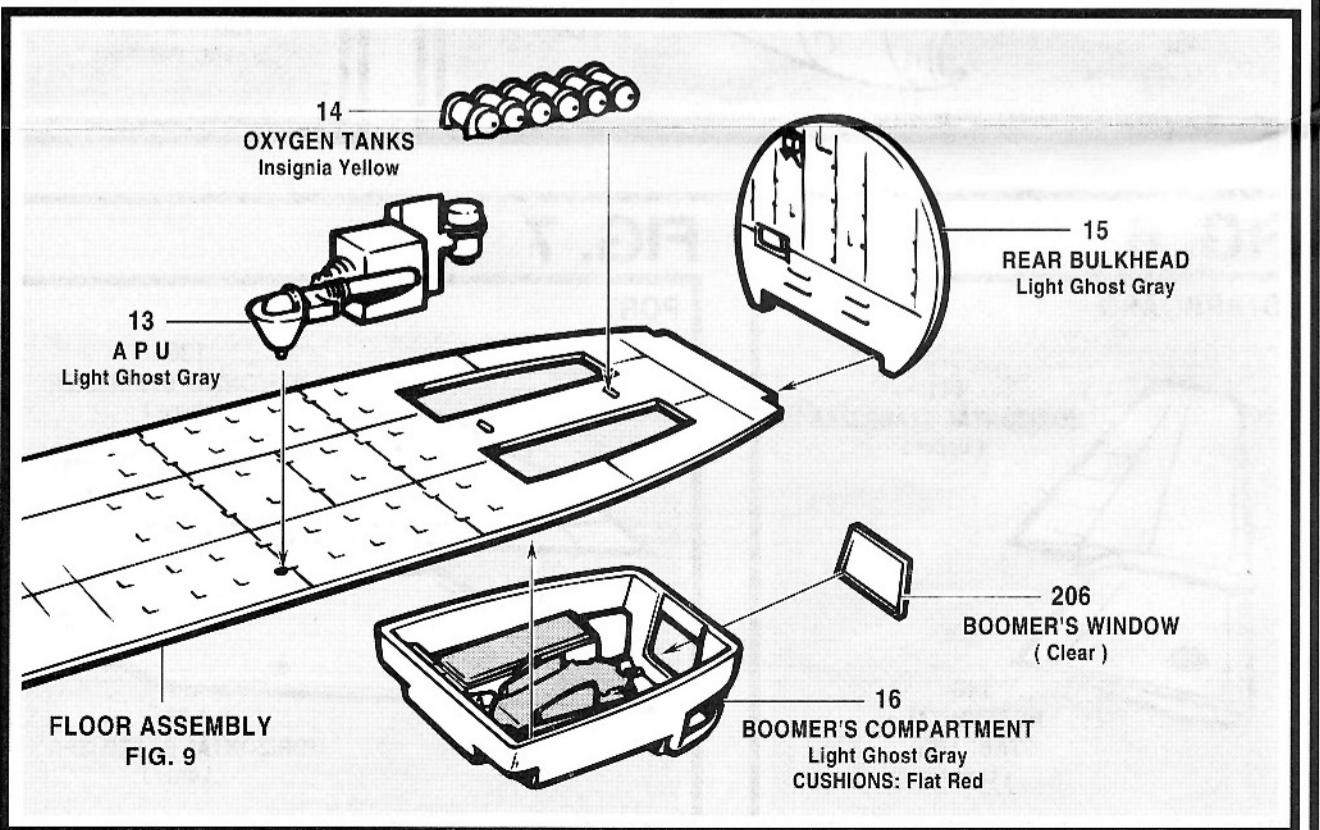
**STARBOARD**



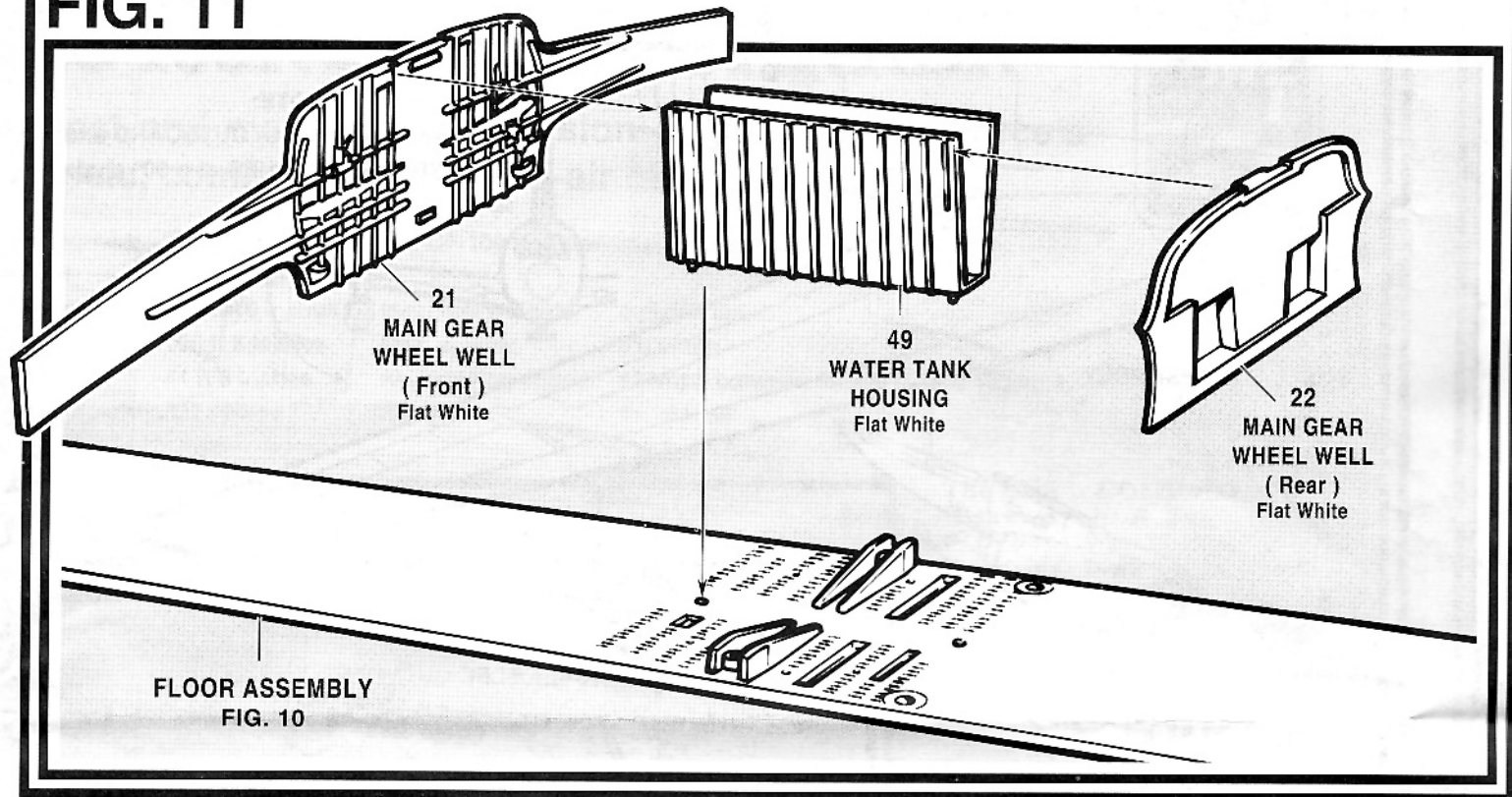
**FIG. 7**

**PORT**



**FIG. 8****FIG. 9****FIG. 10**

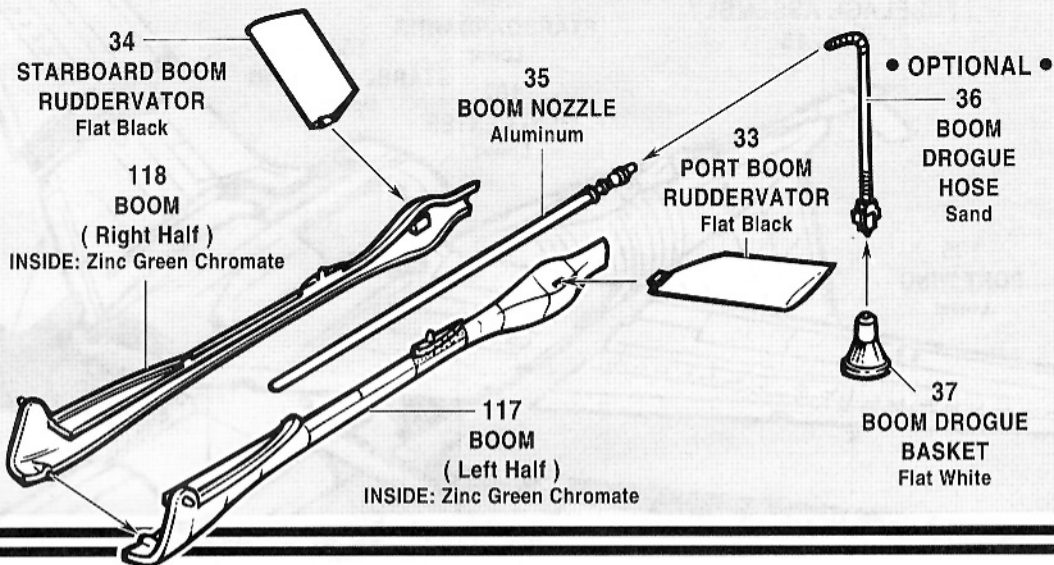
# FIG. 11



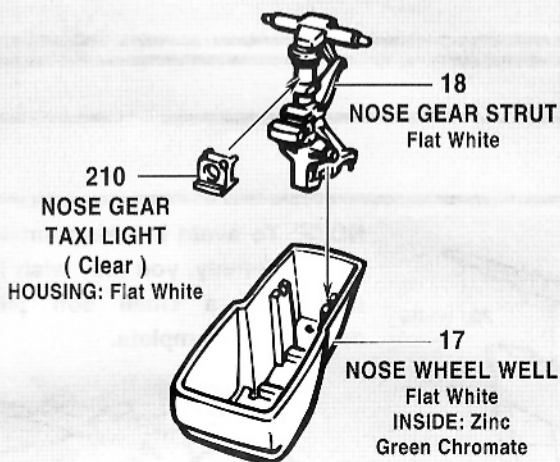
## ASSEMBLY SEQUENCE

- A ) COMPLETE STEPS 1 THROUGH 14.
- B ) IF BUILDING CREW DOOR ( #112 ), CARGO DOOR ( # 114 ) OR GEAR WELL DOORS ( #S 113, 127, 128, 129 and 130 ) IN THE CLOSED POSITION, CEMENT THESE PARTS TO THE FUSELAGE NOW ( SEE STEPS 11 and 12 ).
- C ) PAINT THE INSIDE OF THE FUSELAGE Flat Gull Gray.
- D ) IF BUILDING WITH LANDING GEAR IN THE LOWERED POSITION, CEMENT THE ASSEMBLED NOSE GEAR WELL TO THE RIGHT FUSELAGE ( # 101 ).
- E ) CEMENT THE ASSEMBLED FLOOR TO THE LEFT FUSELAGE ( # 100 ).
- F ) ADD 20 GRAMS OF WEIGHT TO THE INSIDE OF THE NOSE OF THE AIRCRAFT.
- G ) CEMENT BOTH FUSELAGE HALVES TOGETHER TRAPPING THE ASSEMBLED BOOM AND BOOMER'S WINDOW BETWEEN THEM.
- H ) CEMENT THE BOOMER'S HOUSING ( 115 ) TO THE ASSEMBLED FUSELAGE.

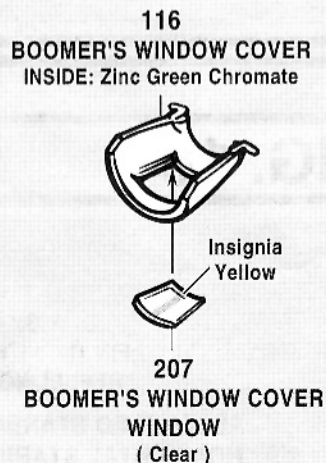
# FIG. 12



# FIG. 13

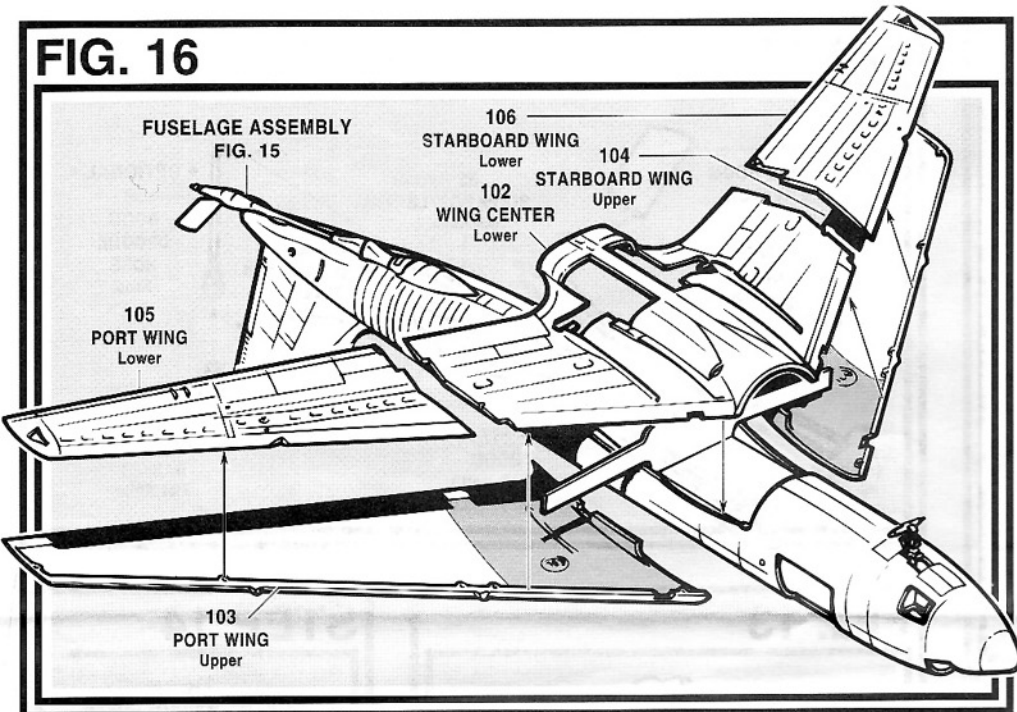
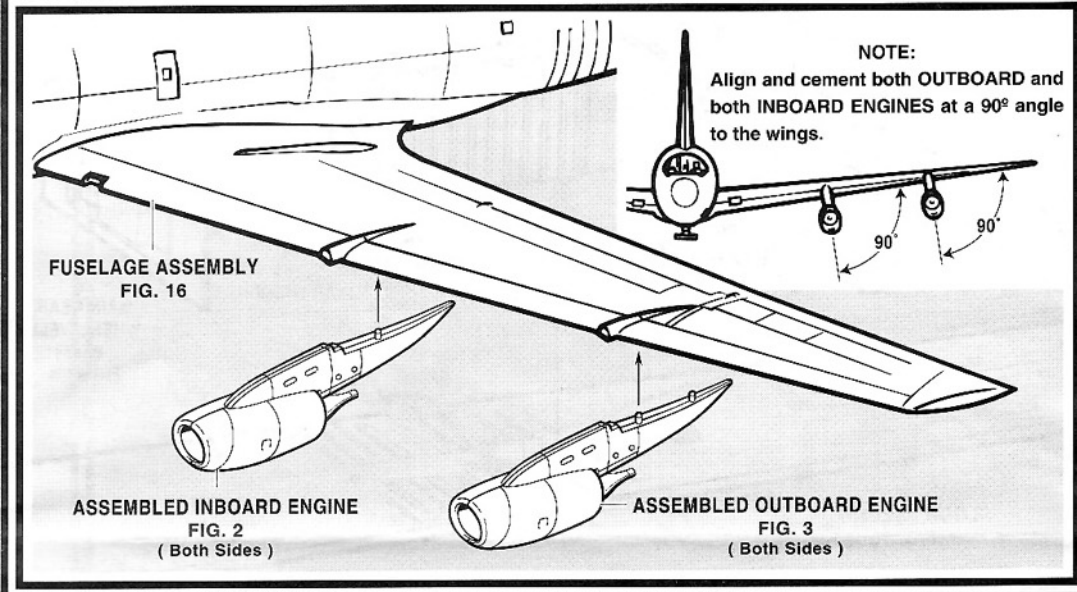
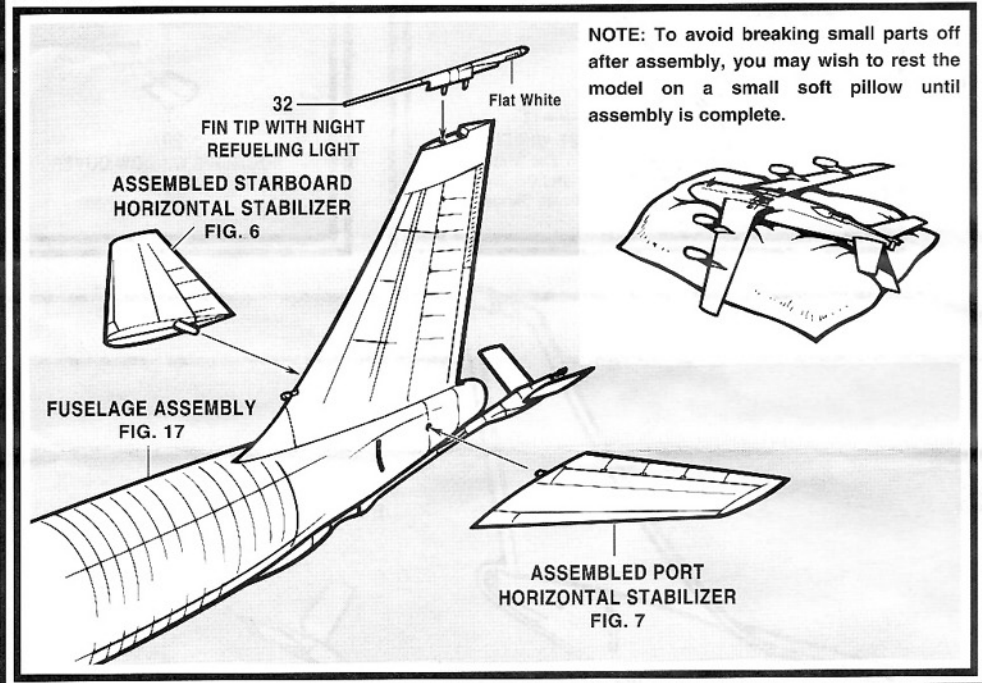
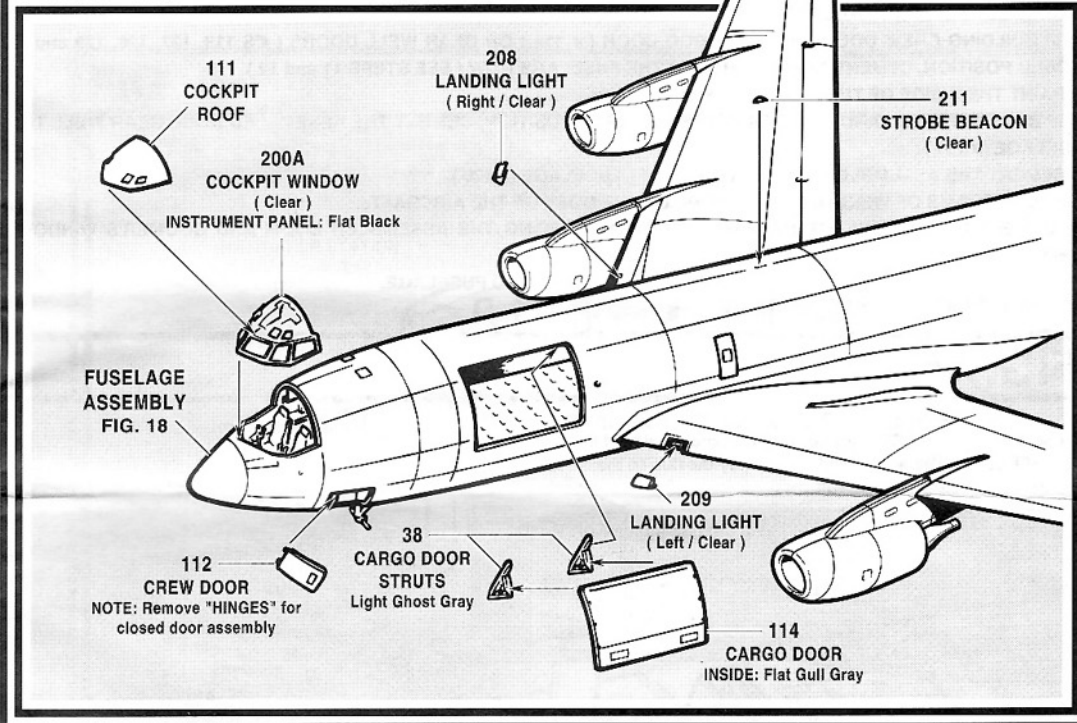


# STEP 14



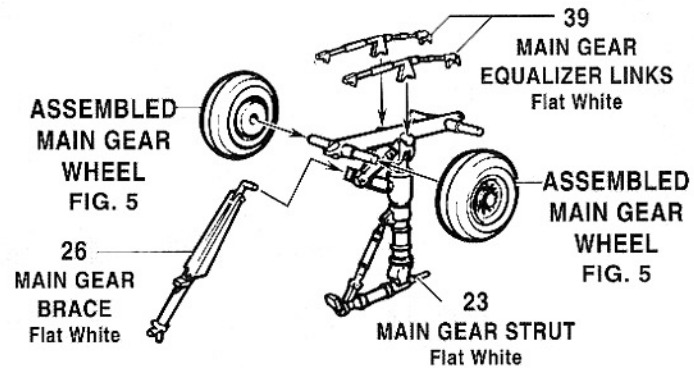




**FIG. 16****FIG. 17****FIG. 18****FIG. 19**

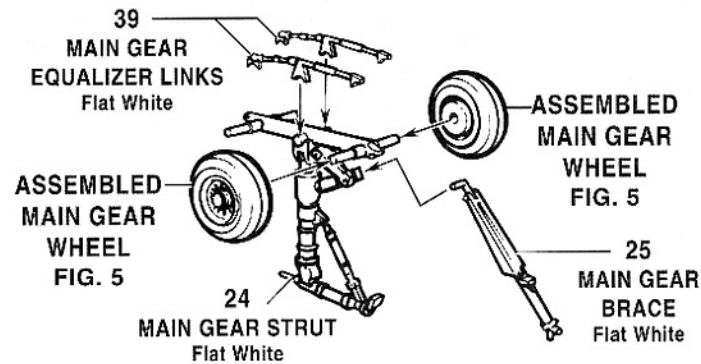
# FIG. 20

STARBOARD

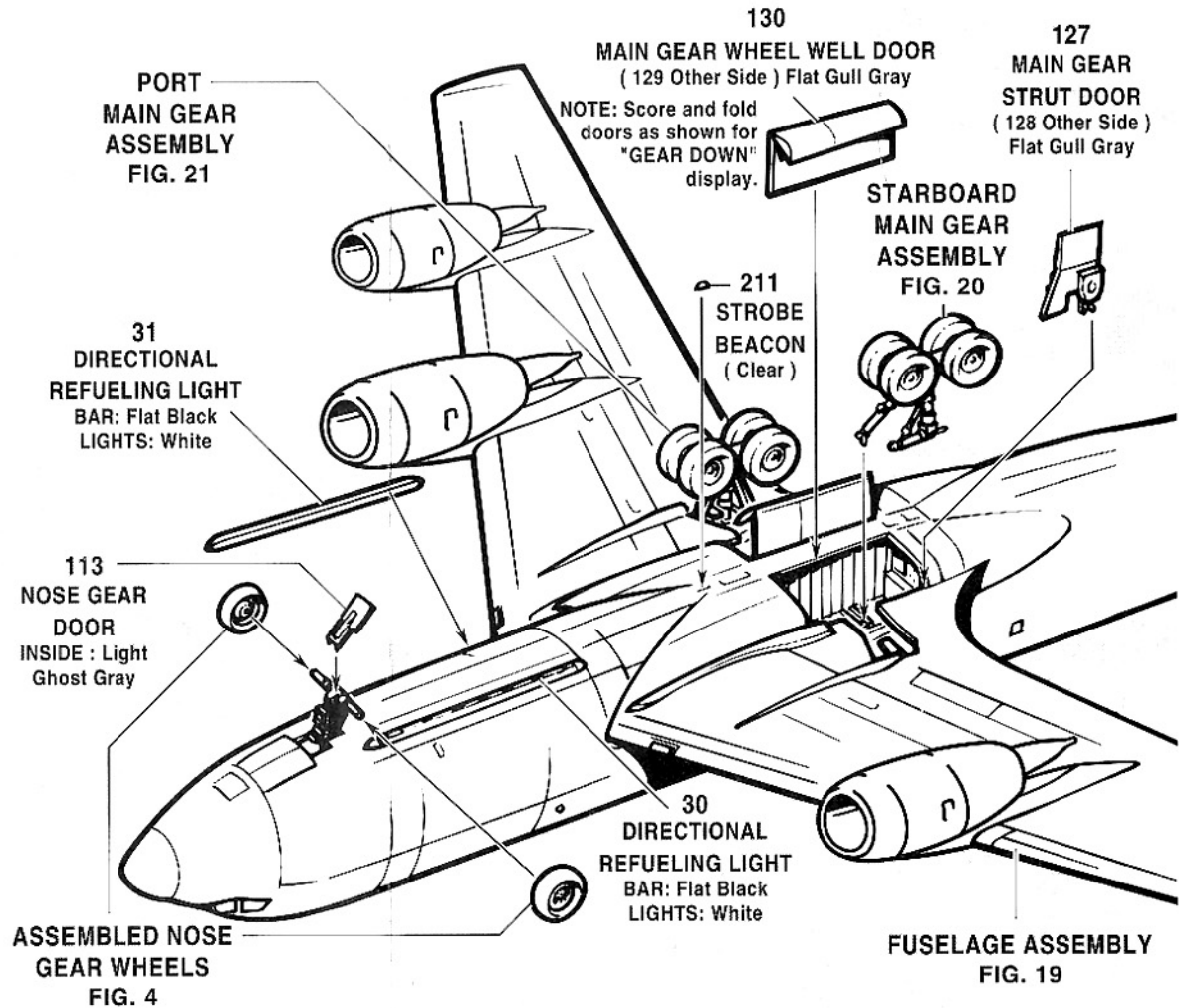


# FIG. 21

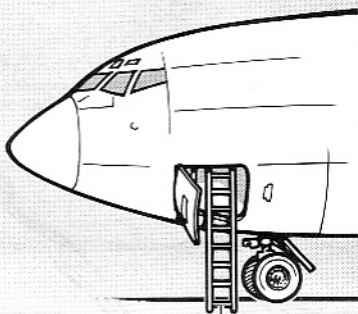
PORT



# FIG. 22

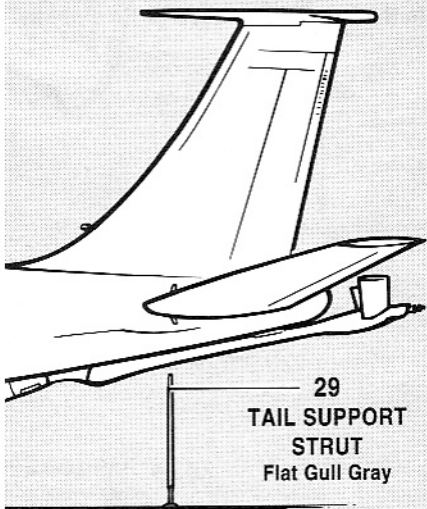


# FIG. 23



11

**CREW LADDER**  
Aluminum



29

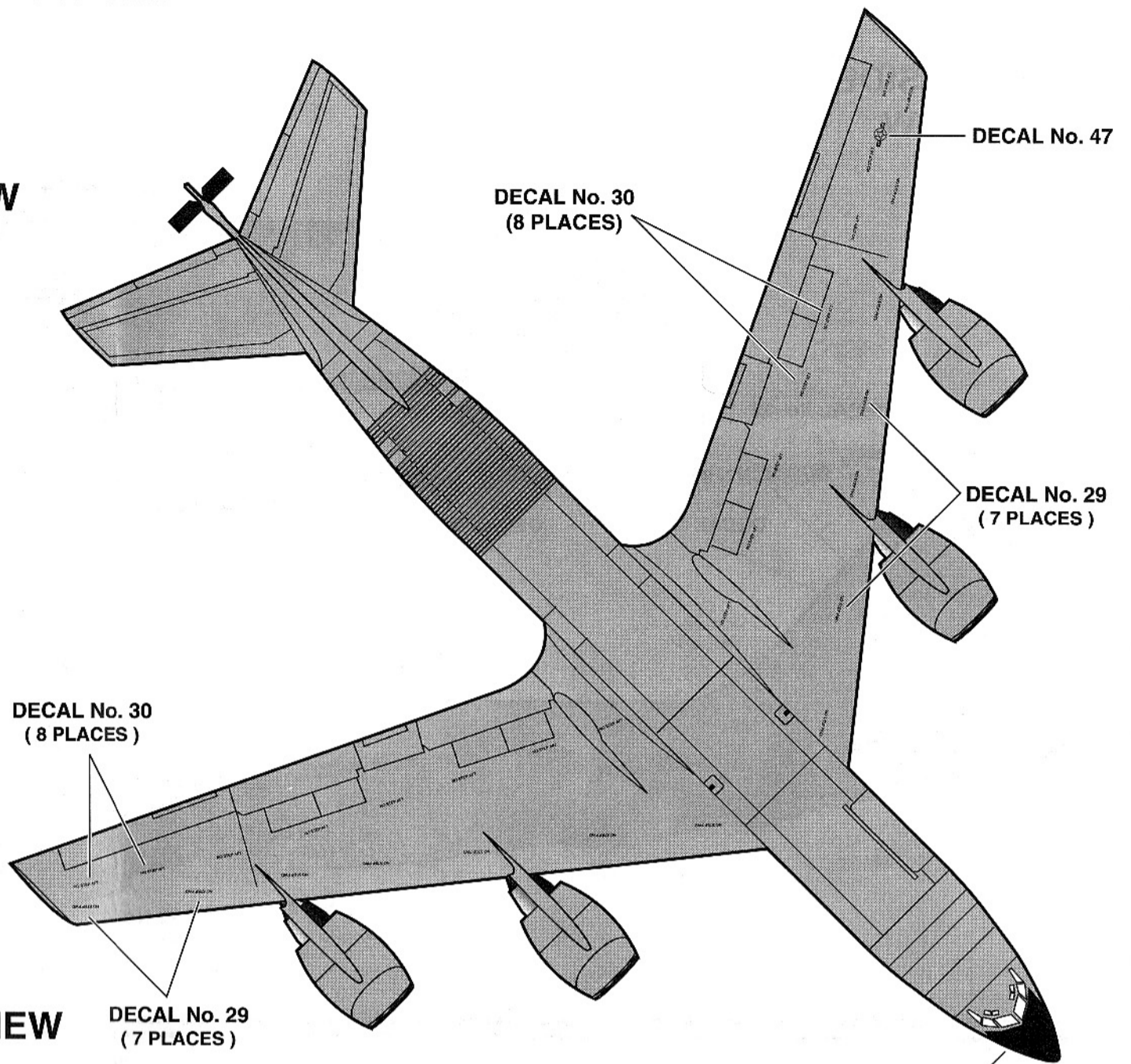
**TAIL SUPPORT  
STRUT**  
Flat Gull Gray

# VERSION 1: SKY RUNNER, KC-135R

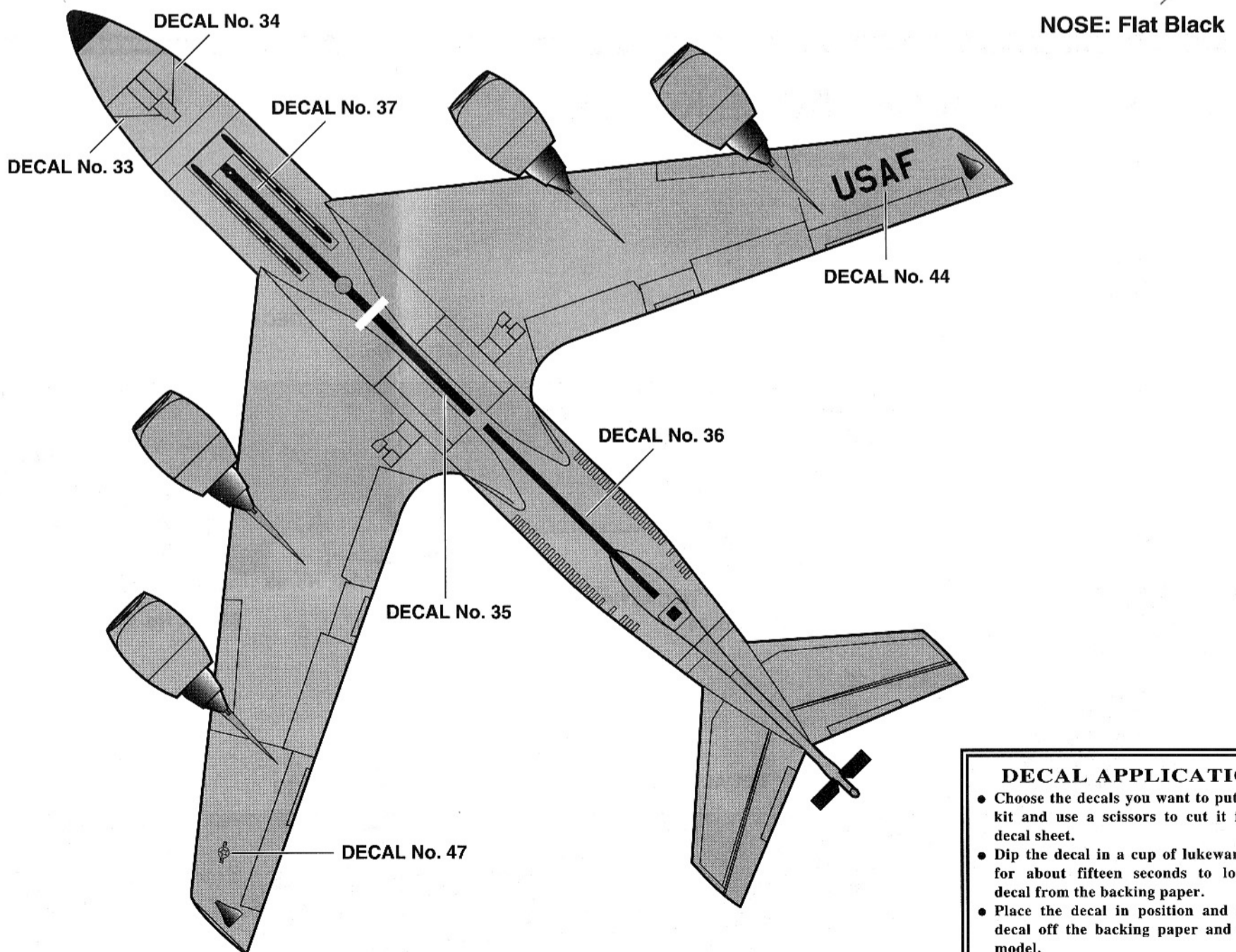
19th Air Refueling Wing, Robins Air Force Base, Georgia  
new Air Mobility Command scheme.

This aircraft painted FS36173 Flat Battle Gray

## TOP VIEW



## BOTTOM VIEW



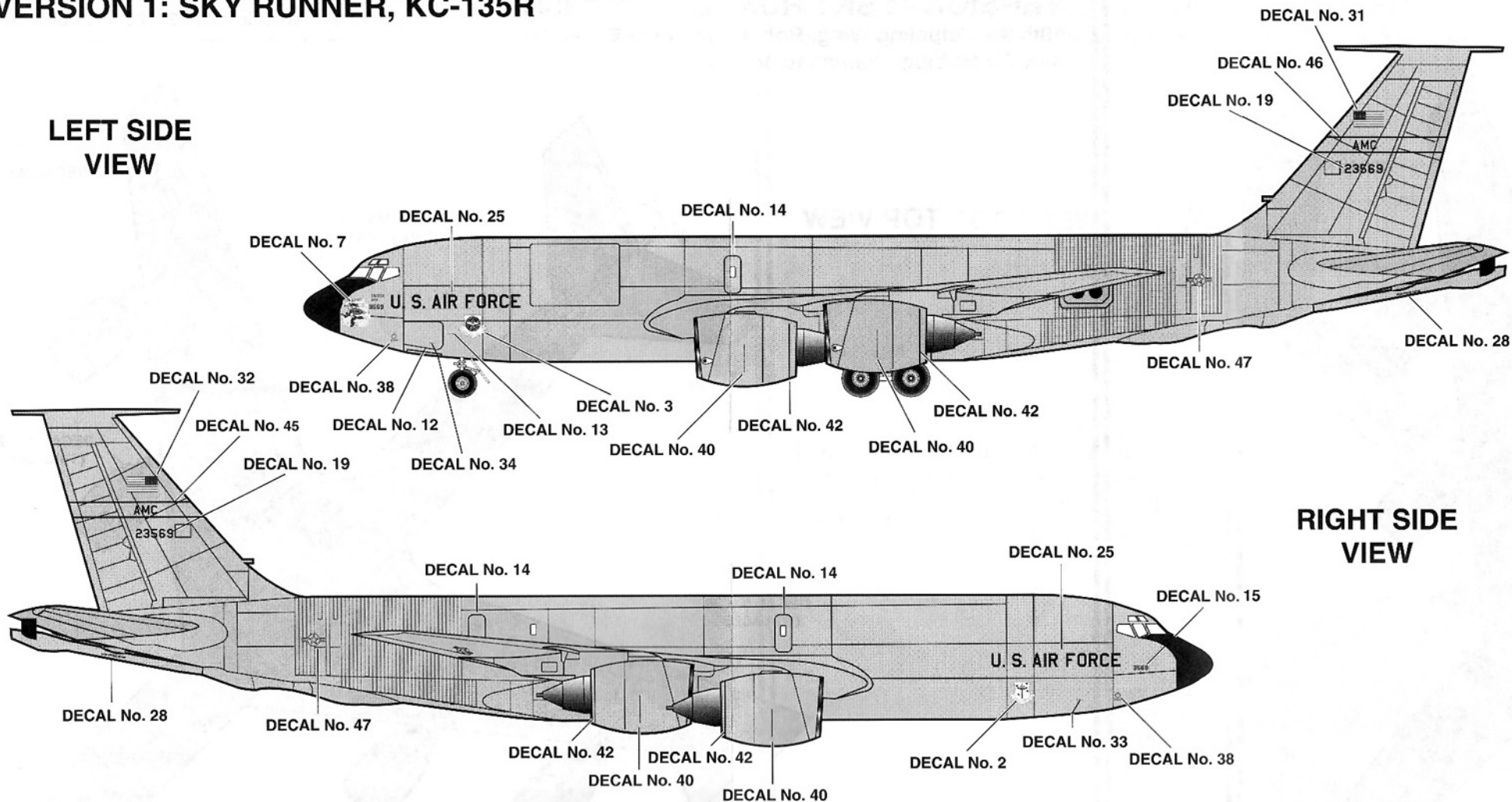
### DECAL APPLICATION

- 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.

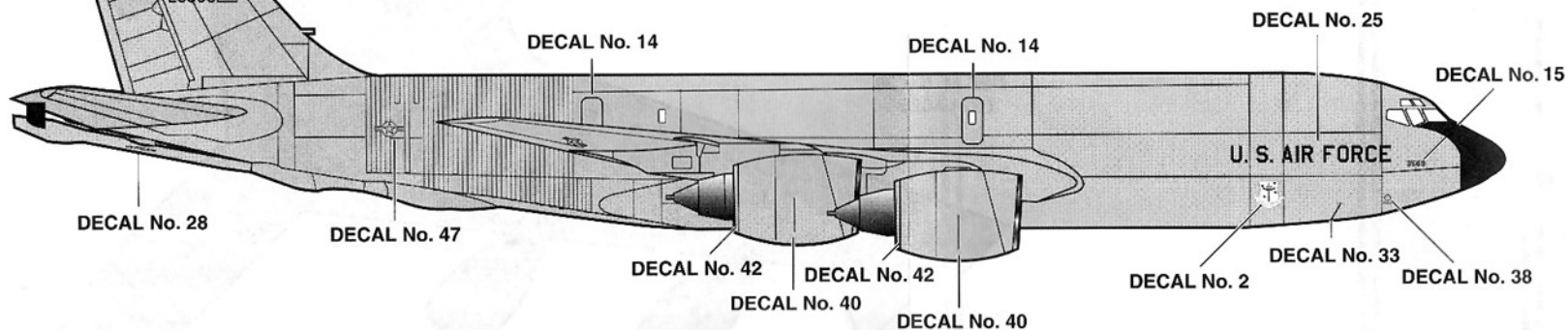
SEE OTHER SIDE TO COMPLETE  
DECAL APPLICATION

# VERSION 1: SKY RUNNER, KC-135R

## LEFT SIDE VIEW



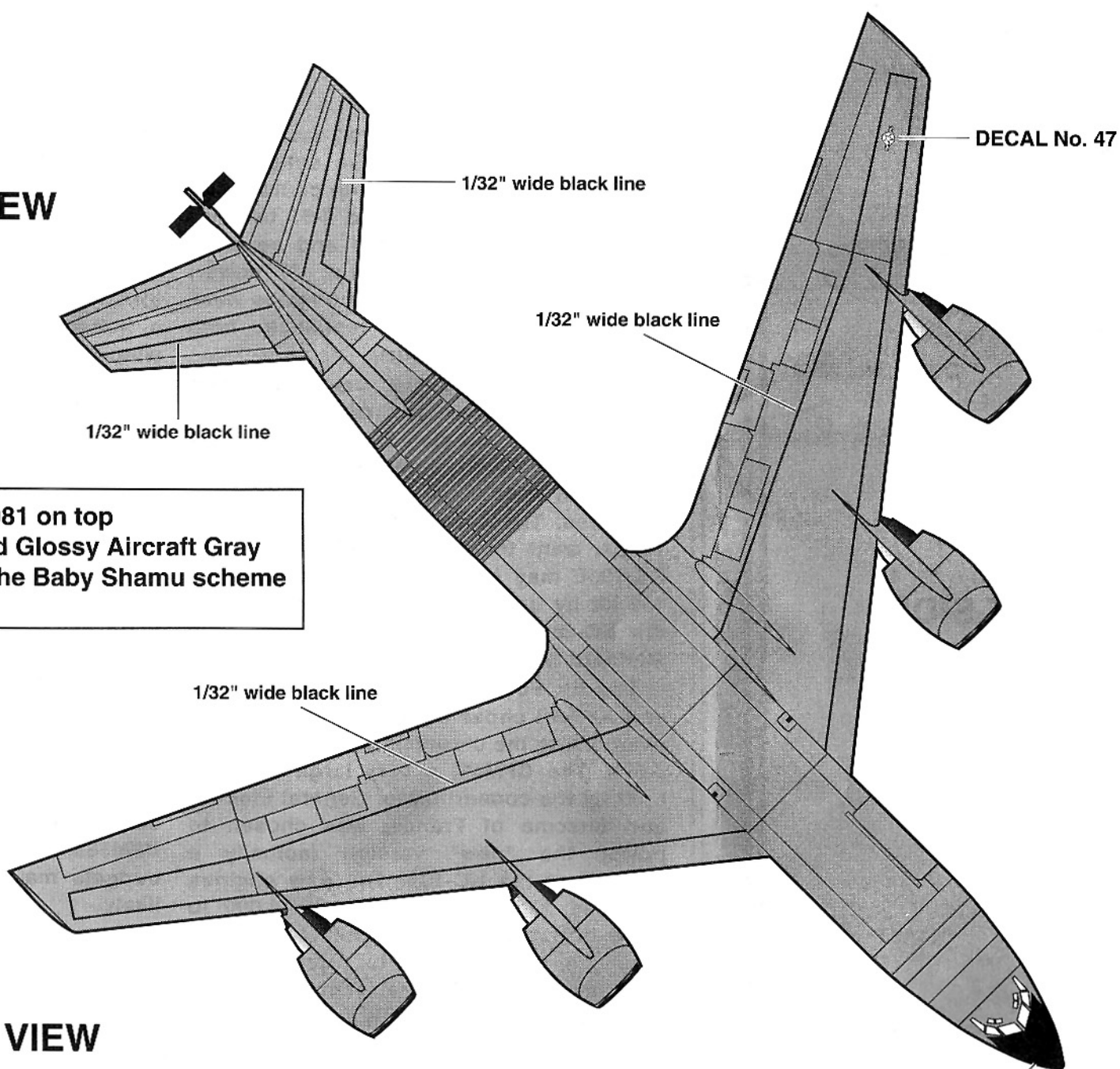
## RIGHT SIDE VIEW



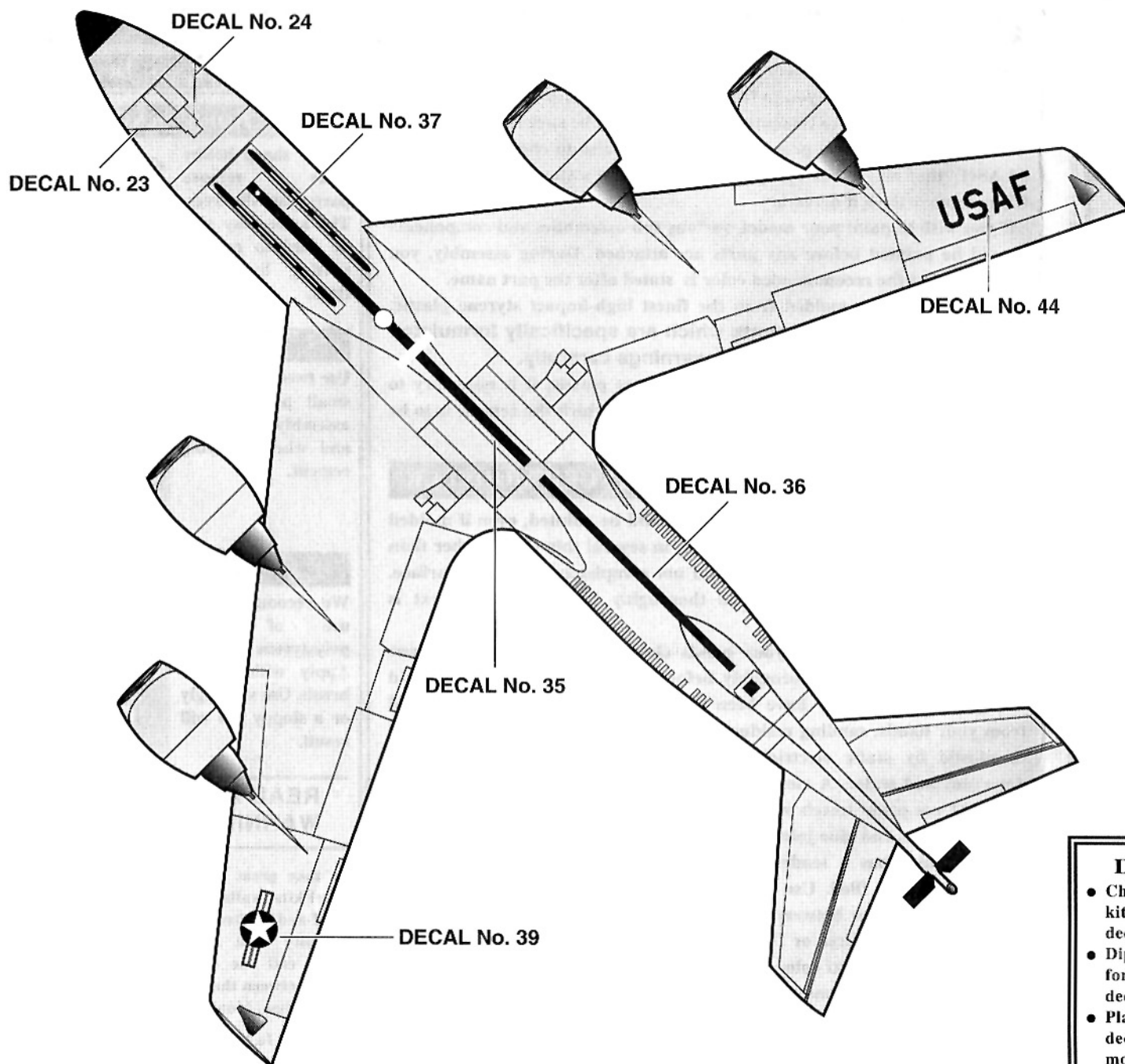
# VERSION 2: CHEROKEE ROSE, KC-135R

World Record aircraft, 19th Air Refueling Wing, Robins Air Force Base, Georgia  
Baby Shamu scheme.

## TOP VIEW



## BOTTOM VIEW



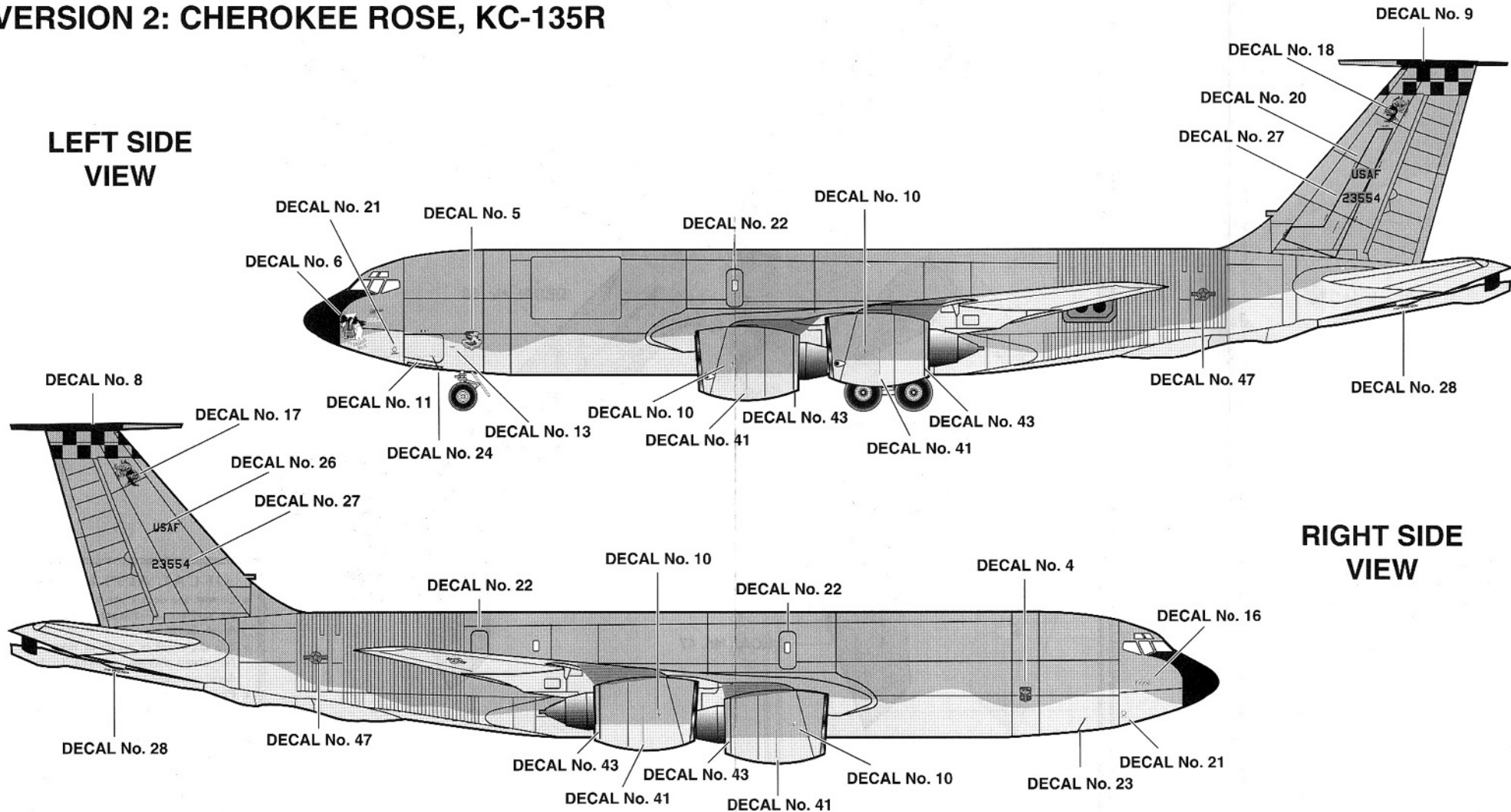
### DECAL APPLICATION

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- 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.

SEE OTHER SIDE TO COMPLETE  
DECAL APPLICATION

# VERSION 2: CHEROKEE ROSE, KC-135R

## LEFT SIDE VIEW



## RIGHT SIDE VIEW

