

## LOCKHEED U-2

Certainly one of the most controversial aircraft ever produced, the Lockheed U-2 is a masterpiece of U.S. technology. Design for this aircraft was begun in 1954 and the prototype flew in 1955. While a highly secret project the U-2 was seen and reported by aviation enthusiasts and photos even appeared in Japanese magazines, however, the U-2 did not become known to the general public until May 1960 when F.G. Powers "spy plane" was shot down over the soviet union. It is said that such recon missions had been in progress for several years before 1960 and the fact that such flights were carried out with impunity was a great embarrassment to the soviets. The U-2 was also used as a weather recon aircraft and by S.A.C. for high altitude air sampling research. The chinese nationalist air force also used the U-2 for recon over mainland China and several were shot down.

### Construction:

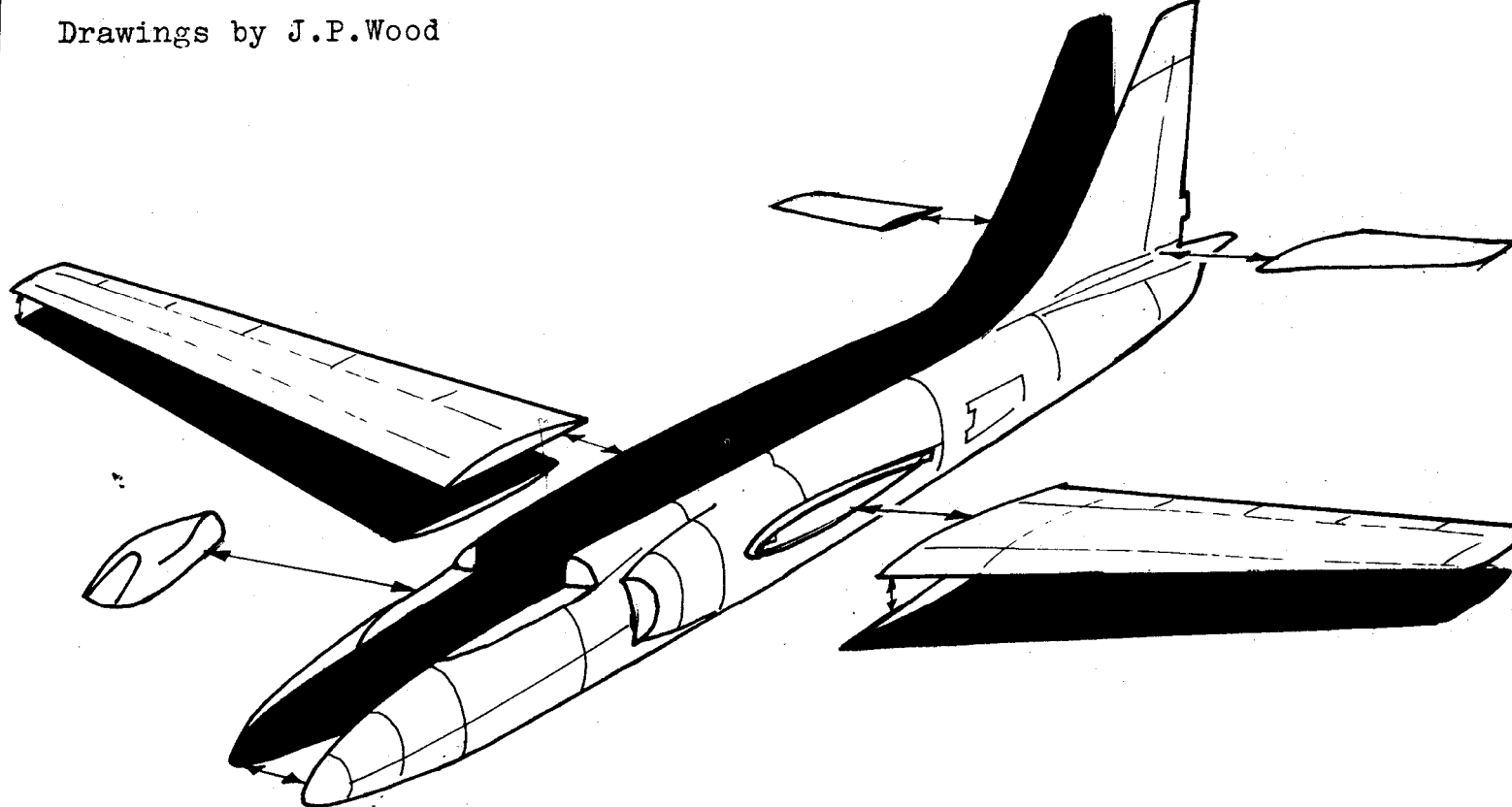
After separating parts from the sheet glue wing halves, top and bottom, together, then fuselage halves. The stabilizer surfaces are moulded top only as they are a thin cross section. Sand to an airfoil section. Add all flying surfaces to fuselage and add canopy. The landing gear must come from the spares box.

### Hints and tips:

The main gear is double wheeled and as it is short (see G.A. DWG.) practically any modern jet aircraft nose wheel (1/72 scale will do). Any phantom nose gear will do with larger wheels. A good part to use for the tail gear would be a 1/100 scale Phantom nose gear and wheels.

### References:

U.S. Military aircraft since 1909 - Putnam  
 The Northwest Modeler Vol. 2 No. 4  
 The Scale aircraft Modeler Vol. 1 No. 1



white

red

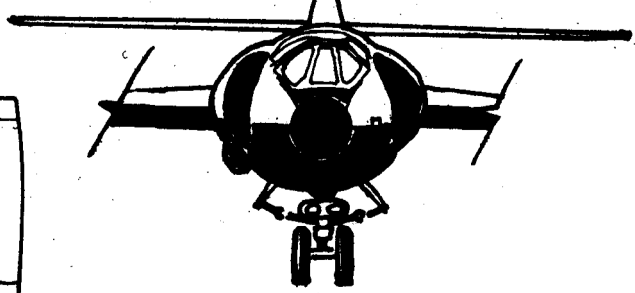
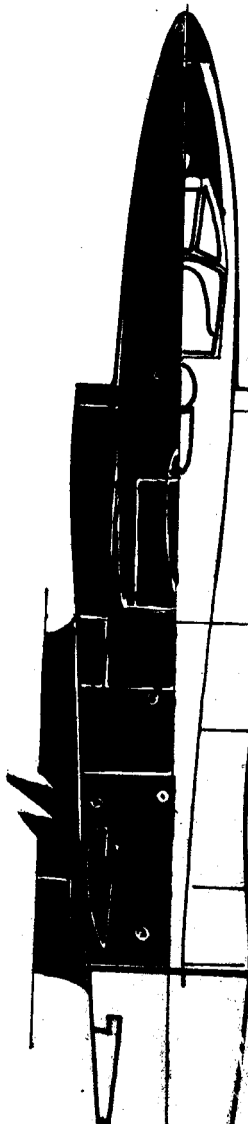
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U.S. AIR FORCE

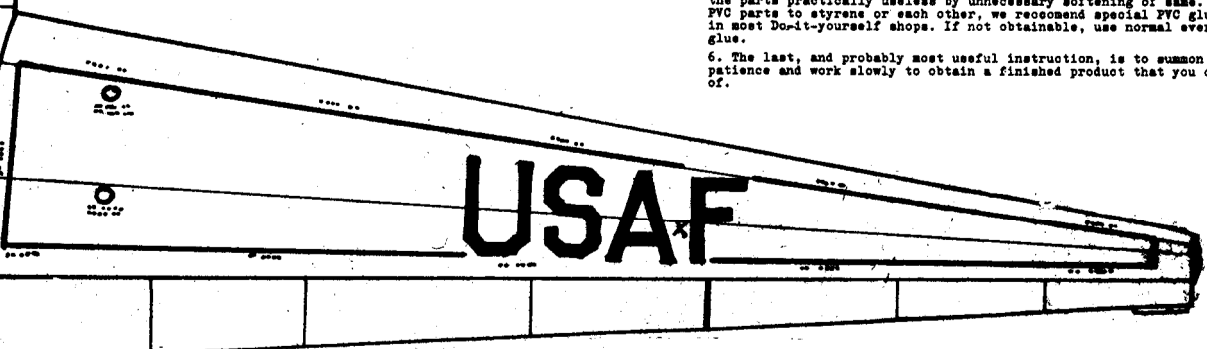
U-2 D  
HASP a/c, Wright Patterson AFB

J.P. WOOD



**General instructions**

1. Cut out all polystyrene parts with a sharp modeling knife by scoring around the contours at their base and then breaking away from the sheet.
2. It is recommended that PVC transparencies be cut out with scissors after soaking in hot water as this will help soften this type plastic which is very brittle.
3. Carefully sand all parts edges with wet-and-dry paper, using a generous quantity of water. Place the paper on a flat work surface and remove approximately 0.8 mm from the parts edges, thus insuring correct contours after construction. A piece of wood fastened to the inside of the part with double faced tape will help avoid unequal sanding during this procedure.
4. Airmodel Vacu-formed kits use a much thicker plastic than other manufacturers and therefore construction is made simpler, however, we recommend use of scrap plastic strips under long joints and bulkheads, as required, to insure structural integrity of your model.
5. Use fast drying cement for all styrene joints as tube cement will render the parts practically useless by unnecessary softening of same. When bonding PVC parts to styrene or each other, we recommend special PVC glue available in most Do-it-yourself shops. If not obtainable, use normal everyday white glue.
6. The last, and probably most useful instruction, is to summon all available patience and work slowly to obtain a finished product that you can be proud of.



Colours: Flat black undersurfaces  
Very light grey uppers  
Natural metal behind trailing edge of wing

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