

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

THE BOEING B-29 SUPERFORTRESS

The Superfortress will probably be always remembered as the aircraft which first dropped an atomic bomb and was thus directly responsible for the sudden ending of the Second World War, but should also be considered as one of the most important of all weapons in the war against Japan.

The B-29 represented an enormous advance over previous heavy bombers and yet was designed, built, tested and put into service in only four years. Design began early in 1940 in response to a specification for a high altitude long range "superbomber" to replace the B-17 and B-24 bombers which were then entering service. The Boeing XB-29 prototype first flew in September 1942. The XB-29 was powered with new and comparatively untried Wright Double Cyclone engines and its fuselage was divided into three pressurised compartments, the nose and midships being connected by a tunnel: another radical development was the remote control fire system directing the gun turrets, the only manned turret was that in the tail. Flight tests continued into 1943, marred by a tragic accident in February when the second XB-29 crashed, killing Boeing Test pilot Eddie Allen in the aircraft as well as factory workers on the ground.

Even before the prototype had flown the U.S. Army had ordered large scale production and B-29's were being built by Boeing at Wichita and Renton, and by Bell and Martin: the Superfortress becoming the largest single aircraft programme of the war. Crew training was carried out at the same time as flight testing and in March 1944 the first squadrons of the 20th Air Force were sent out to India. Initial operations were in the China-Burma-India theatre and all raids on Japan had to be carried out from advanced bases in China, this entailed using B-29's as freighters to carry the necessary fuel and bombs "over the hump" from India. Later as American ground forces captured the islands of the Marianas in the Pacific, enormous airfields were built within reach of Japan and all operations were transferred to this theatre. The first daylight raids from high altitudes had only limited success but in March 1945 low altitude night bombing with incendiaries began with devastating effect.

The first of the two individual Superfortresses featured in this kit is the famous 'Eddie Allen', an early B-29-40-BW operated by 45th Bomb Squadron, 40 Bomb Group of 58 Wing in the China-Burma-India theatre markings. The 'Eddie Allen' completed 10 transport missions and at least 23 combat missions, most of them after the squadron moved to Tinian.

'Joltin' Josie, the Pacific Pioneer', the second individual aircraft is a late B-29-40-BW flown by 873 Bombardment Squadron, 498 Bomb Group of 73 Wing. This aircraft was the first to land on Saipan and took part in the first Tokyo raid. It was lost with all its crew on 1st April 1945. Superfortress production ceased with the end of the war when 3,970 had been built, but this was by no means the end of the B-29's career. Many of the surplus bombers were put into storage to emerge again for the Korean conflict in which nine squadrons operated, other B-29's were supplied to the R.A.F. where it served as the 'Washington' and several hundred others were converted by the U.S.A.F. for air to air refuelling. The B-29 also had the distinction of being produced post-war in Russia. During the war three Superfortresses had been forced to land at Vladivostok when short of fuel and these machines were seized by the Russians. In 1947 the TU-4, a carbon copy of the B-29 appeared and went into service as the standard long range bomber.

The B-29 was powered by four 19 cylinder Wright Double Cyclone engines, each of 2,300 h.p. giving a maximum speed of 350 m.p.h. Maximum bomb load was 20,000 lbs and armament consisted of either eight or ten 0.5 in. machine guns in remote-control turrets plus two 0.5 in. guns and one 20 mm. cannon in the tail turret. In some cases the 20 mm. cannon was omitted and in many late B-29's all armament except the tail guns was deleted. Wing span was 141 ft. 3 ins. and length 99 ft.

NOTE: Airfix Products wish to acknowledge the assistance of the Boeing Company and the American Aviation Historical Society whose help has been invaluable in the research required for this model.

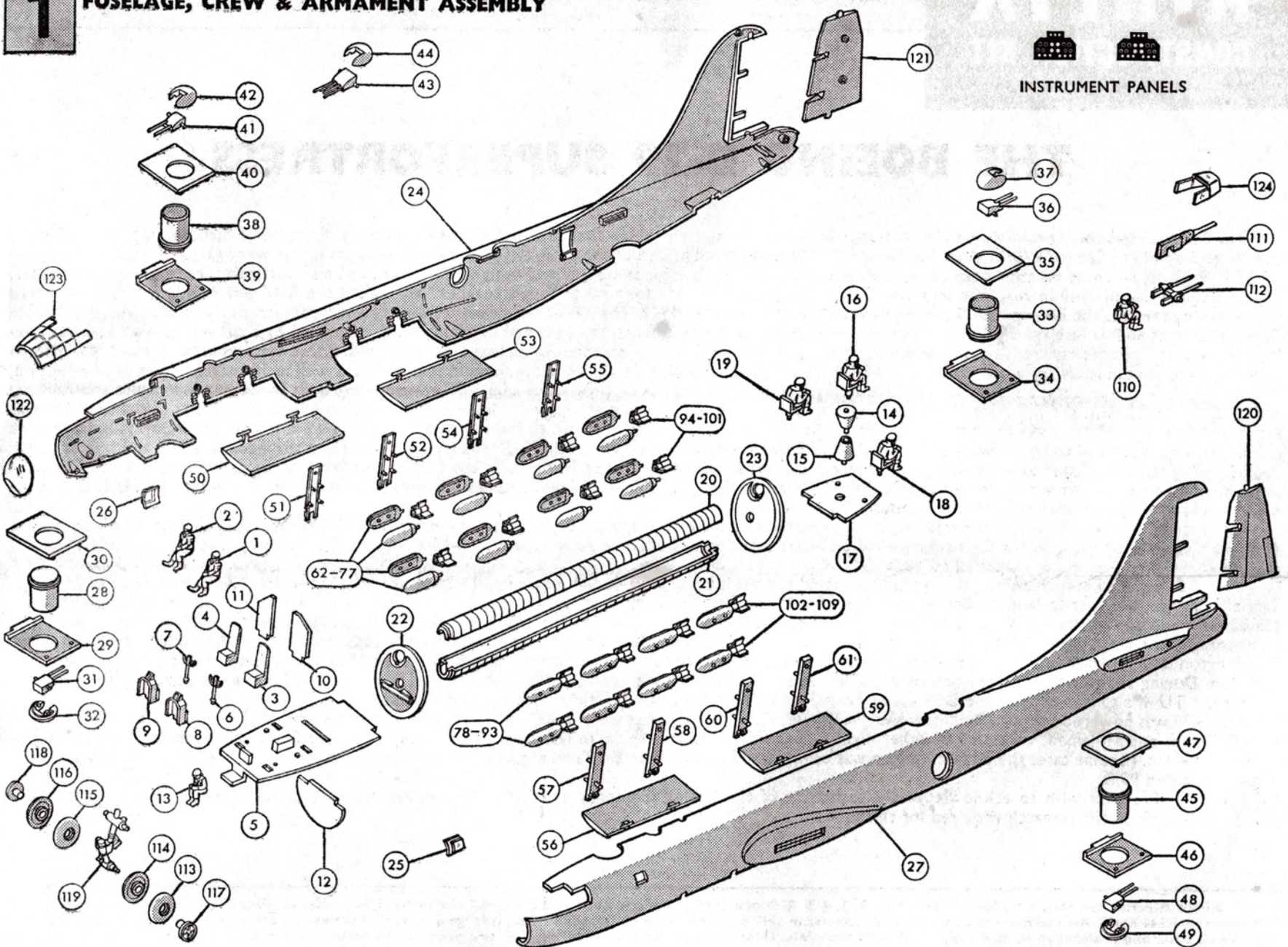
All Airfix Aircraft Construction Kits in series (1, 2, 3, 4, 5 & 6) are made to a constant 1/72 scale. All the airfix -1/144 series of aircraft models are made to a common 1/144 scale. All models are designed with the same skill and attention to details so that a large and varied collection can be built up. Each model is true to scale and realistic in relationship to all other models. Other fine Airfix Construction Kits are available in various series such as Historical Ships, 00 Rolling Stock, Trackside Houses and accessories, 1/32 Vintage cars and 1/12 Model Figures. A list of the many other Airfix models which you can make will be found on a slip in this package.

IT IS RECOMMENDED THAT WHEN USING CAPSULE ADHESIVE THE END OF THE CAPSULE BE CUT OFF WITH A PAIR OF SCISSORS APPROXIMATELY ONE-EIGHTH OF AN INCH FROM THE END: EXCESSIVE PRESSURE ON THE CAPSULE IS UNDESIRABLE AS THIS MATERIAL IS IN LIQUID FORM, AND CARE SHOULD BE TAKEN IN WHICH DIRECTION THE CAPSULE IS POINTED TO AVOID GETTING ADHESIVE IN THE EYES OR ON CLOTHING.

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1 FUSELAGE, CREW & ARMAMENT ASSEMBLY



It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as the crew, bombs and fuselage interior, this should be done before assembly. Fuselage interior is pale green, bombs olive drab.

1. Cement pilot (1) and co-pilot (2) to seats (3, 4) then cement locating pins on seats into locating holes in cockpit floor (5).
2. Locate and cement dual control columns (6, 7) into locating holes in cockpit floor in front of seats.
3. Cut out printed instrument panels and cement in position on control consoles (8, 9), then cement tabs on control consoles into forward slots in cockpit floor.
4. Cement tabs on rear armour plating sections (10, 11) into

rear slots in cockpit floor, angles of plating outboard in each case.

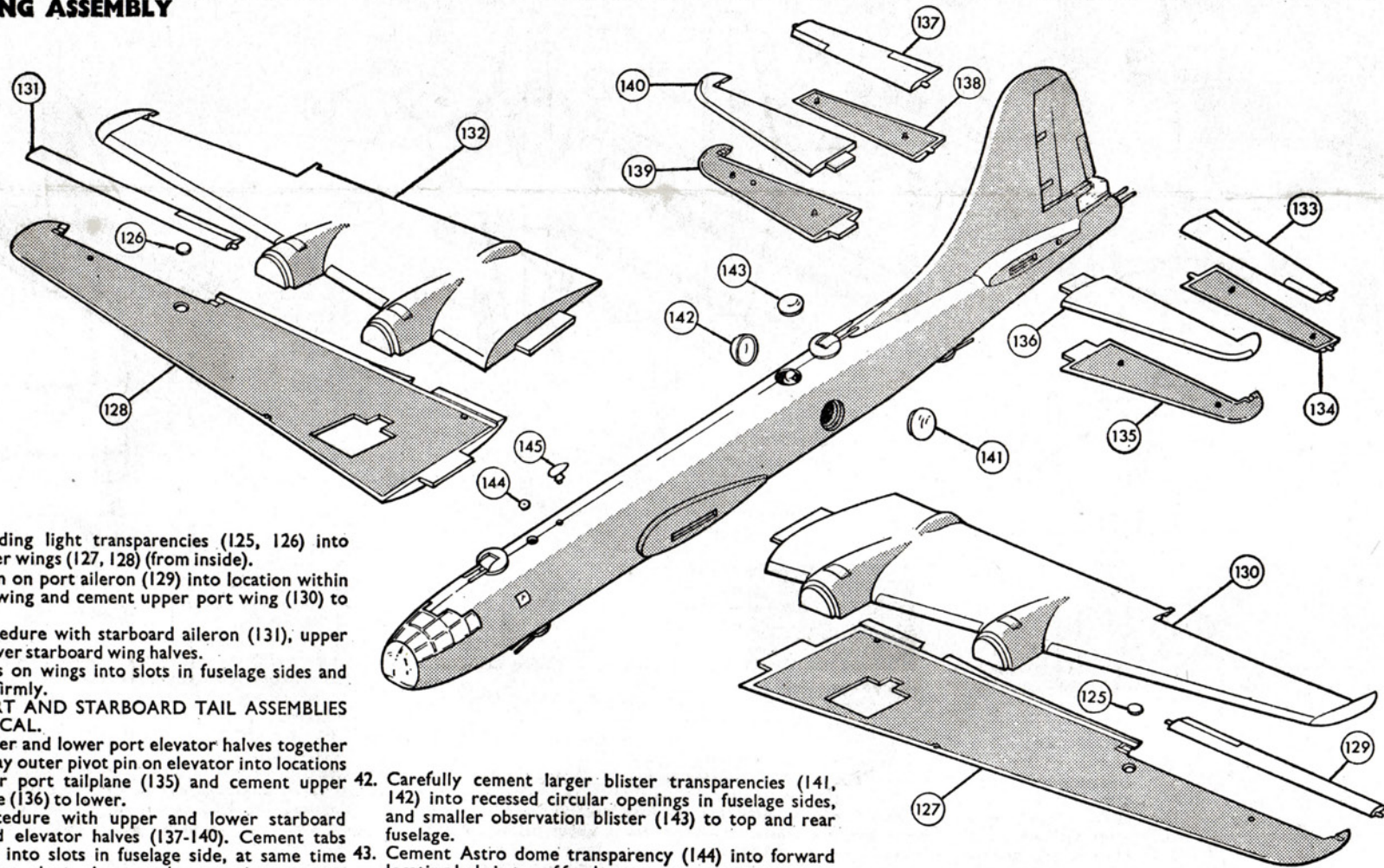
5. Locate and cement large tab on half bulkhead (12) into large slot beneath cockpit floor.
6. Cement bombardier (13) to forward step on cockpit floor. Set cockpit assembly aside to dry.
7. Cement upper and lower halves of central mounting (14, 15) together.
8. Cement locating pin on long seat support beneath gunner (16) into locating hole in upper half of central mounting. Cement pin beneath lower half of central mounting into large locating hole in rear gun control floor (17).
9. Cement locating pins on short seat supports beneath

gunners (18, 19) into outer locating holes in rear gun control floor. Set assembly aside to dry.

NOTE: Gunners can be positioned to face any desired direction.

10. Cement together upper and lower halves of connecting tunnel (20, 21).
11. Cement one end of connecting tunnel into rear recess of forward pressure bulkhead (22) which has large slot to front. **NOTE:** Lug on end of tunnel fits small cut out in bottom of recess, and slots on outer ends of bulkheads differ.
12. Similarly cement in place rear pressure bulkhead (23), with smaller locating slot, onto opposite end of tunnel. Cement completed assembly into starboard fuselage

- side (24), tunnel at top, and sides of bulkhead inside ribs.
13. Locate and cement square forward window transparencies (25, 26) to inside of port (27) and starboard fuselage sides, applying cement to the window surrounds only.
 14. NOTE: All four turret bases are identical. From above insert lower forward turret base (28) through large circular opening in turret platform with tab (29). Then cement pins on platform without tab (30) into locating holes and to rib on turret platform. ENSURE NO CEMENT COMES INTO CONTACT WITH TURRET AND IT IS FREE TO MOVE.
 15. Press, DO NOT CEMENT pivot pins on twin 0.5 in. guns (31) into pivot recesses beneath turret cover (32), then carefully cement turret cover to turret, ribs beneath cover fitting recesses in turret, ENSURING NO CEMENT COMES INTO CONTACT WITH ELEVATING GUNS.
 16. From below insert rear upper turret base (33) through tabbed turret platform (34). Then similarly assemble as before platform without tab (35), twin 0.5 in. guns (36) and turret cover (37).
 17. Similarly assemble forward upper turret base (38), tabbed turret platform (39), platform without tab (40). At this stage the version being modelled has to be decided. For Eddie Allen—twin 0.5 in. guns (41) and turret cover (42); for Joltin' Josie—quadruple 0.5 in. guns (43) and cover with larger opening (44).
 18. From above insert rear lower turret base (45) through tabbed platform (46) and similarly assemble platform without tab (47), twin 0.5 in. guns (48) turret cover (49). NOTE: THE TURRET PLATFORMS IN THIS ASSEMBLY ARE SMALLER. Cement tabs on platforms of turret assemblies into slots in locations in upper and lower starboard fuselage side.
 19. Select one bomb bay door (50) and place pivot pins on hinges into hinge recesses within first bomb bay door opening in starboard fuselage side, then select two bomb racks (51, 52) and cement locating pins on bottom and locating holes at top of racks, into lower locating holes in bushes and onto upper locating pins within starboard fuselage sides. ENSURE NO CEMENT COMES INTO CONTACT WITH HINGES AND BOMB BAY DOOR IS FREE TO MOVE.
 20. Repeat procedure with remaining racks and bomb bay doors (53-61) within starboard and port fuselage sides.
 21. Cement together male and female halves of bombs (62-93).
 22. Cement locating pins on end of bombs into locating holes in bomb fins (94-109). NOTE: Port bombs and fins are shown assembled. When dry cement bombs onto pins on racks.
 23. Cement tab on rear gunner (110) onto locating pins at rear of fuselage.
 24. If desired, cement square cut out below optional 20 mm. cannon (111) over square section between rear twin 0.5 in. guns (112).
 25. Cement male and female nosewheel halves (113-116) together.
 26. Press hubs (117-118) through centre of wheels and cement onto port and starboard axles on nosewheel leg (119).
 27. Cement port and starboard rudder halves (120-121) together.
 28. Locate and cement tab on cockpit floor into slot in front of forward pressure bulkhead and to ribs on starboard and fuselage sides.
 29. Cement tab on rear of gun control floor into slot at back of rear pressure bulkhead and to ribs on starboard fuselage sides.
 30. Press one of the pivot pins on top of nosewheel leg into hole in bush within forward starboard fuselage side. DO NOT CEMENT.
 31. Similarly press one of the pivot pins on the rear twin 0.5 in. guns into bush within rear fuselage side.
 32. Lay, DO NOT CEMENT, pivot pins on top and bottom of rudder into recesses inside fin on starboard fuselage side, then cement port and starboard fuselage halves together, at same time locating pivot pins on nose wheel leg, twin guns and rubber into opposite locations, and floors and bulkheads onto corresponding ribs in port fuselage half.
 33. Cement nose transparency (122) to front of fuselage.
 34. Cement cockpit transparency (123) to top of fuselage.
 35. Cement tail gunners transparency (124) to rear of fuselage.



36. Cement landing light transparencies (125, 126) into holes in lower wings (127, 128) (from inside).

37. Lay pivot pin on port aileron (129) into location within lower port wing and cement upper port wing (130) to lower.

38. Repeat procedure with starboard aileron (131), upper (132) and lower starboard wing halves.

39. Cement tabs on wings into slots in fuselage sides and allow to set firmly.

NOTE: PORT AND STARBOARD TAIL ASSEMBLIES ARE IDENTICAL.

40. Cement upper and lower port elevator halves together (133, 134). Lay outer pivot pin on elevator into locations within lower port tailplane (135) and cement upper port tailplane (136) to lower.

41. Repeat procedure with upper and lower starboard tailplane and elevator halves (137-140). Cement tabs in tailplanes into slots in fuselage side, at same time locating inner pivot pins on elevators into corresponding locating halves. DO NOT CEMENT

42. Carefully cement larger blister transparencies (141, 142) into recessed circular openings in fuselage sides, and smaller observation blister (143) to top and rear fuselage.

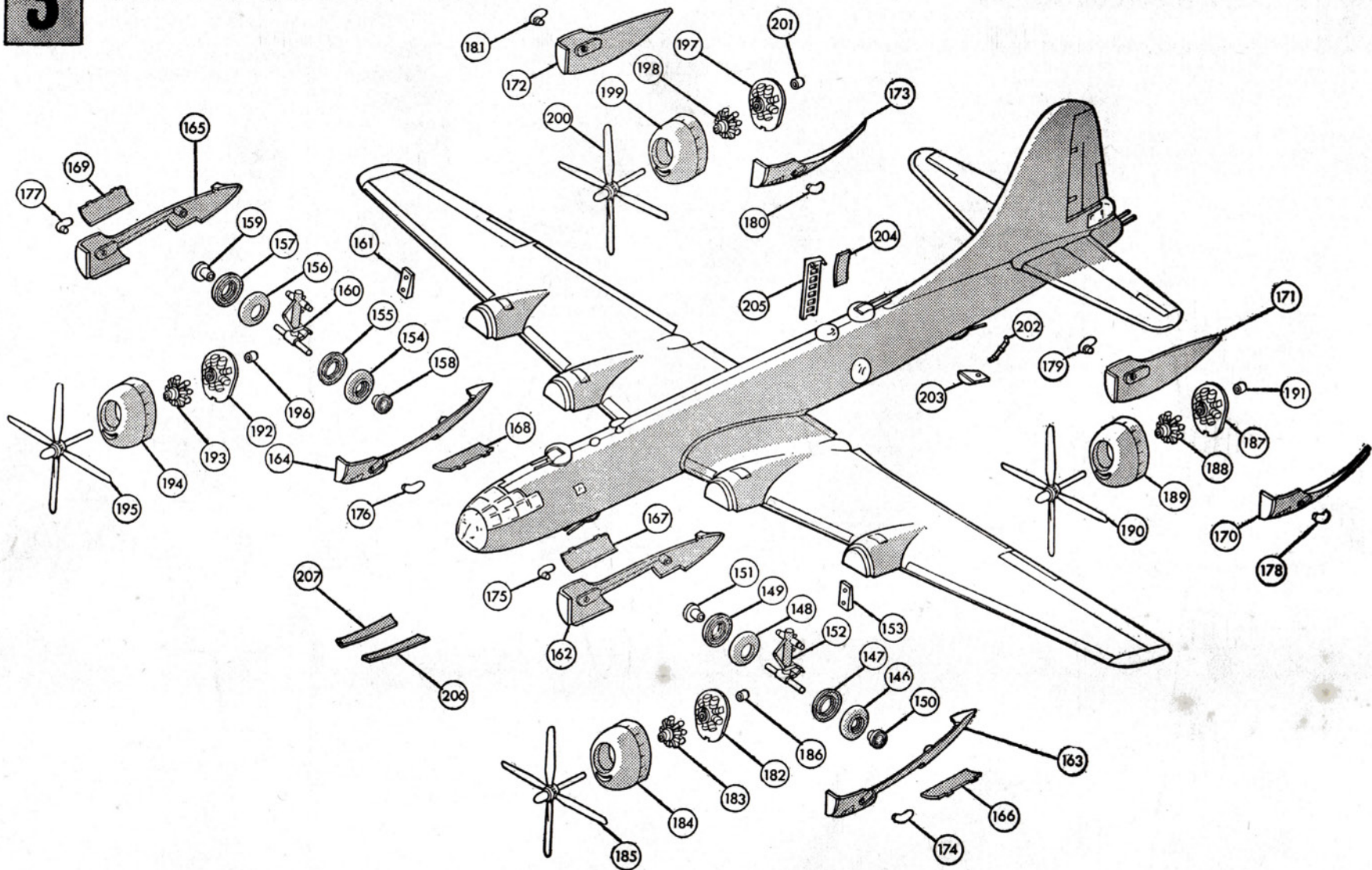
43. Cement Astro dome transparency (144) into forward locating hole in top of fuselage.

44. Cement D.F. loop (145) into locating hole on top of fuselage behind Astro dome.

ELEVATORS.

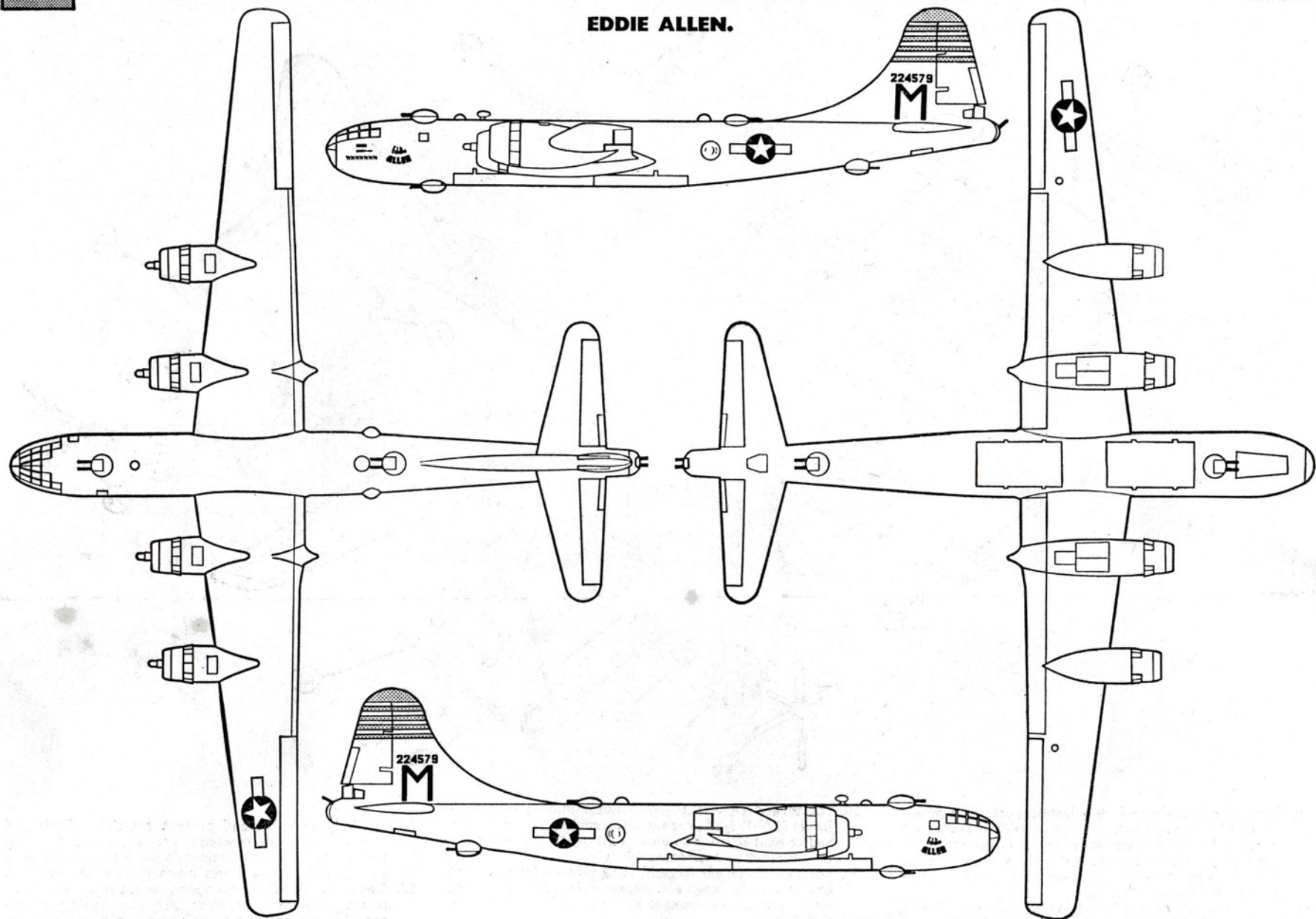
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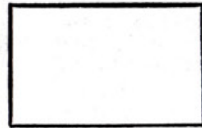
ENGINE & UNDERCARRIAGE ASSEMBLY



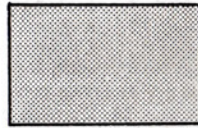
45. Cement two male and two female port main wheel halves (146-149) together, press hubs (150, 151) through centre of each completed wheel and cement onto projecting inner and outer axles on main wheel leg (152). Cement port wheel cover (153) onto locating pins at rear of main wheel leg.
46. Similarly assemble starboard wheel halves (154-157), wheel hubs (158, 159), main wheel leg (160), wheel cover (161). Set assemblies aside to dry.
47. Locate and cement together inner and outer nacelle halves (162, 163) of inboard port engine, at same time engaging pivot pins on top of port undercarriage leg into holes in bosses to rear, and within nacelle halves. Position, and cement assembly to upper nacelle half of inboard port engine, fitting beneath port wing, and cut out to rear of wing.
48. Similarly assemble and cement in position inboard on starboard wing, starboard nacelle halves (164, 165) and starboard undercarriage leg.
49. The desired undercarriage position should now be selected. For a model with lowered undercarriage. Locate and cement port and starboard main undercarriage doors (166-169) to outer and inner steps within wheel wells, doors hang vertically. For a model with raised undercarriage, the undercarriage is retracted and doors cemented flush.
50. Locate and cement together outer and inner nacelle halves (170-173) of port and starboard outboard engines and cement in place to upper outboard nacelle sections beneath port and starboard wings.
51. Locate and cement large locating pins on inboard port and starboard engine exhausts (174-177) into large locating holes in recesses in inner and outer nacelle sides.
52. Locate and cement outboard engine exhausts (178-181), locating pins into recesses in locating holes in outboard engines; NOTE: outboard engine exhausts differ. Outer exhaust of port outboard engine is identical with inner exhaust of starboard outboard engine and vice versa.
53. Cement one rear engine row (182) into back of front engine row (183) lug on face of rear engine fitting cut out in recess at back of front engine.
54. Cement assembled engine into rear of one cowling (184), cut out at bottom of rear engine fitting over locating pin within cowling.
55. Insert pin on one propeller (185) through hole in centre of engine. Press propeller retaining bush (186) over end of pin and place a drop of cement on end of protruding pin; ensure propeller is free to turn. Cement completed engine assembly to front of inboard port nacelle.
56. Similarly assemble and cement remaining front and rear engine rows, cowlings, propellers and retaining bushes (187-201) and cement in place on inboard port nacelle and outboard and inboard starboard nacelles.
57. Cement optional tail bumper support strut (202) into locating hole in tail bumper (203) then cement pin on top of strut into locating hole in recess at rear of fuselage and front of bumper to forward edge of recess. Alternatively omit strut and cement bumper flush into recess if undercarriage is retracted.
58. If desired cement rear starboard fuselage door (204) into side of fuselage. If desired open, locating pins on top of ladder (205) can be cemented into locating holes in rib within door opening. If the model is to stand on its undercarriage this ladder will support the rear fuselage.
59. Cement nose wheel doors (206, 207) onto ribs within nose wheel well. Doors hang vertically when undercarriage is lowered, if raised retract wheels and cement doors flush.
60. All painting should be completed at this stage.
61. Cement arm of stand into slot in "A" base then insert arm of stand through slot in cradle and cement. Cement protruding end of arm into slot provided beneath fuselage.

EDDIE ALLEN.





SILVER G8



YELLOW G.2.

Separate appropriate transfers, dip into warm water and slide off backing into position shown on illustration. The words EDDIE ALLEN to port and starboard fuselage sides. NOTE: Positions differ on either side. Large star insignia above port and below starboard wings, the smaller stars to port and starboard fuselage sides. the large M with serial numbers to port and starboard sides of fin, mission markings to port side of nose. The aircraft name to base of stand.

MATT BLACK M6

Wheel tyres, guns, engines, propeller blades.

YELLOW G2

Fin top and four bands on either side of fin, propeller tips.

SILVER G8

All surfaces.

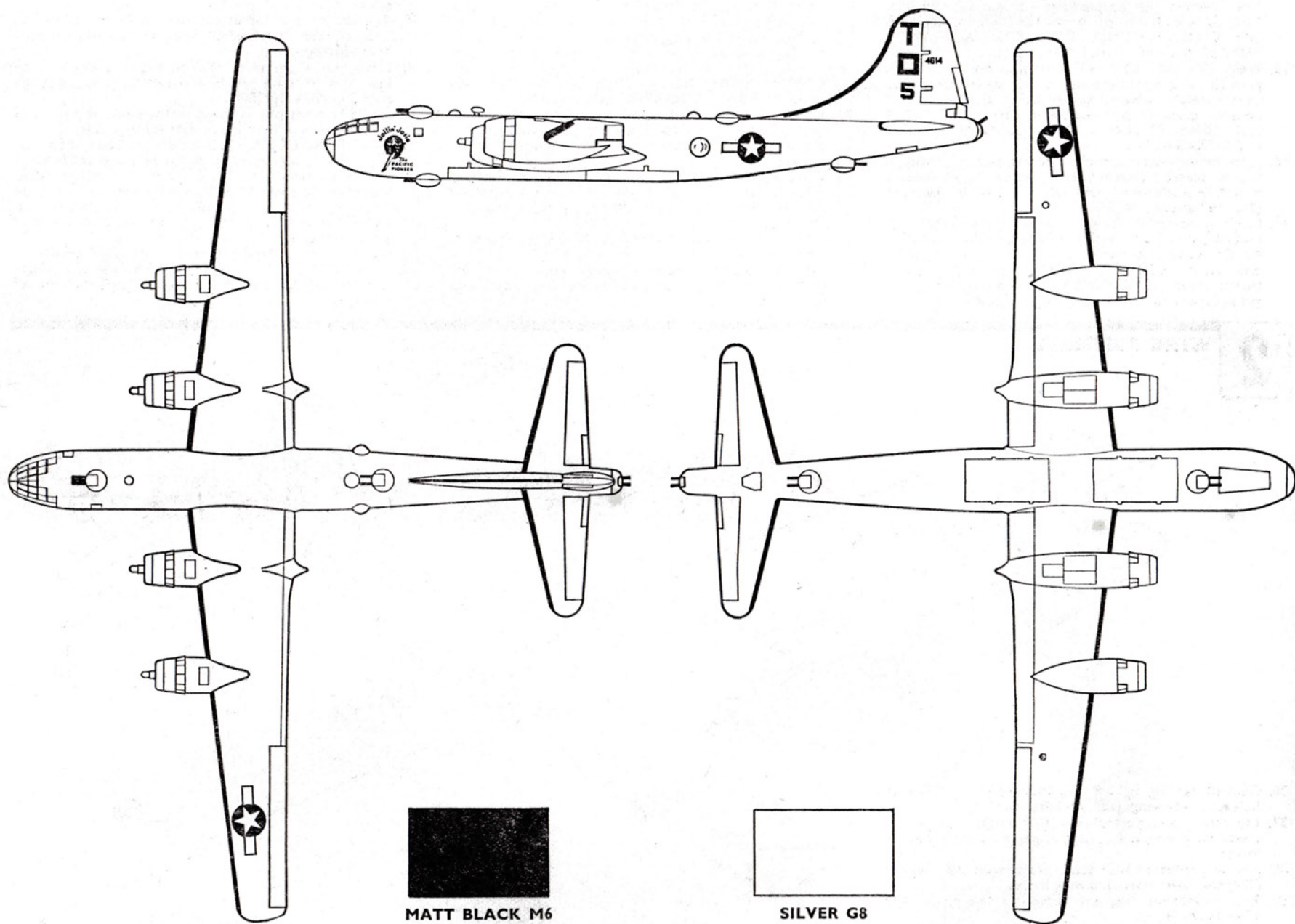
MATT GREEN M3

Bombs.

PALE GREEN

Fuselage interior.

'JOLTIN' JOSIE'



Separate appropriate transfers, dip into warm water and slide off backing into position shown on illustration. 'Joltin' Josie' insignia to forward port fuselage side, large stars above port and below starboard wings, the smaller stars to port and starboard fuselage sides, the black letter T with square and five beneath to either side of fin, the serial number 4614 to rudder sides, the aircraft name to base of stand.

SILVER G8
MATT BLACK M6

OLIVE DRAB M3
PALE GREEN
YELLOW G.2.

All surfaces.
Wheel tyres, guns, engines, propeller blades de-icing strips on leading edges of wings, fin and tailplane.
Bombs.
Fuselage interior.
Propeller tips.