

ENGLISH ELECTRIC CANBERRA T.4

HIGH PLANES MODELS

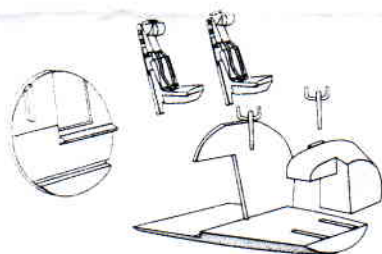
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With the introduction of the first RAF jet bomber, the Canberra, it became obvious there existed a need for a conversion trainer. This was to be a 'minimum change' aircraft, and while adequate, always suffered from overcrowding. This resulted from the need to squeeze two seats into a cockpit designed for one and a half. As there was not enough room for two ejection seats, two new non ejecting, and smaller ones were substituted. The instructors seat (on right) was on a pivot, it tilted forward to allow navigator in, backward to let student pilot in, finally upright and locked once instructor strapped in! The only other change was another set of controls for the instructor, and a solid nose, there being no need for bomb aiming. Naturally, the T Mk 4 became an essential part of the training syllabus in the OCU, and further, most squadrons were allocated examples for continuation training. The aircraft continued in service for more than 50 years, and of course was exported to most countries that operated Canberras. As the RAF reduced its squadrons, surplus aircraft were reworked for numerous new roles.

BEFORE YOU BEGIN:

Cut all parts from the sprues with snippers or razor saw. Clean up all mating surfaces with a flat file and test fit all parts before committing with glue. It may be advisable to trim the canopies at an early stage and test fit them to their locations before gluing. In this way the width of fuselage can be easily adjusted before gluing to ensure a tight fit of the transparencies. Where feasible we have left a lip around the canopy join area to provide a good attachment position. It may be necessary to carefully scrape back the thickness to allow the outer face of the canopies to fit flush. Wash all parts in warm soapy water to remove mould release agent. Glue canopies with either PVA, Super Glue, or Araldite, and the white metal or resin parts with super glue or Araldite type epoxies.



Cockpit assembly should be fairly straight forward if trial fitting within the fuselages is undertaken. On the rear bulkhead the protruding horizontal and vertical pieces can be removed, as these are for the B 8 variant. Jiggle the complete assembly so it fits snug, particularly ensuring the instrument panel is up as high as possible. Basic interior color is black overall. Seat cushions dark green or mid brown, seat straps brown/gold and mid blue.

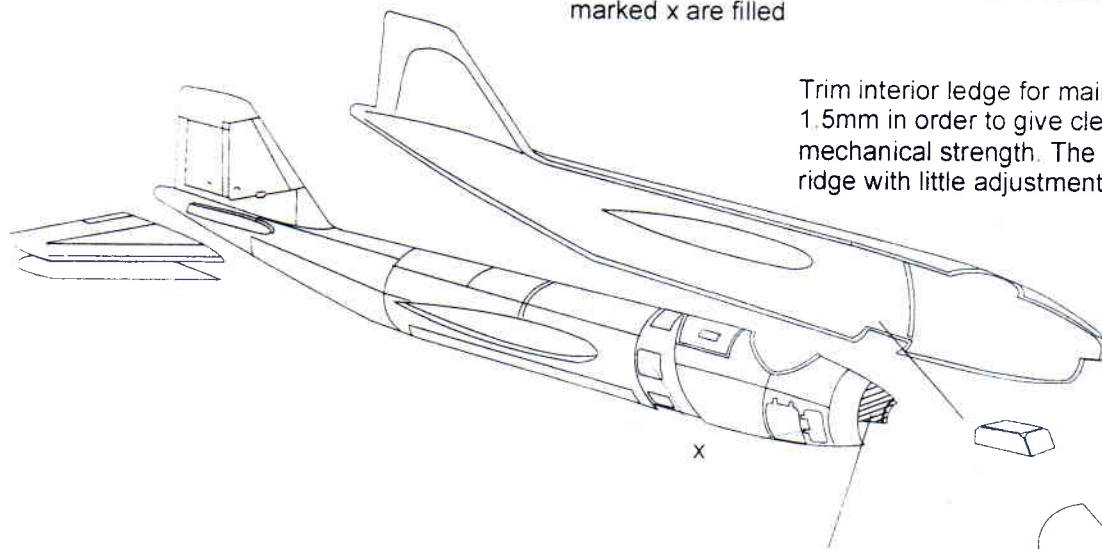
For the T4 variants some panels need filling. On the right side the blast panel forward of the crew entry door and the large hatch forward of the wing leading edge are filled. On the left the window marking directly under the cockpit and the small NACA inlet above the undercarriage bay marked x are filled

Trim interior ledge for main canopy. Leave ridge of 1.5mm in order to give clear canopy attachment some mechanical strength. The canopy should fit over the ridge with little adjustment.

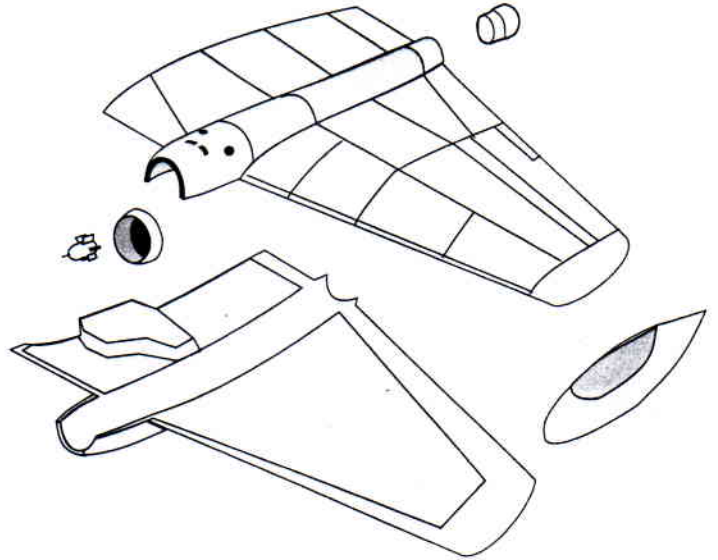
If desired, cut out the observers side window on the left side, and the two windows in the upper escape hatch, and fill with clear plastic. Or, a good result can be obtained by painting these gloss black.

Remove this area from nose in order to fit resin insert. Ensure it is well faired in, as this join is not on a panel line.

Solid resin nose.



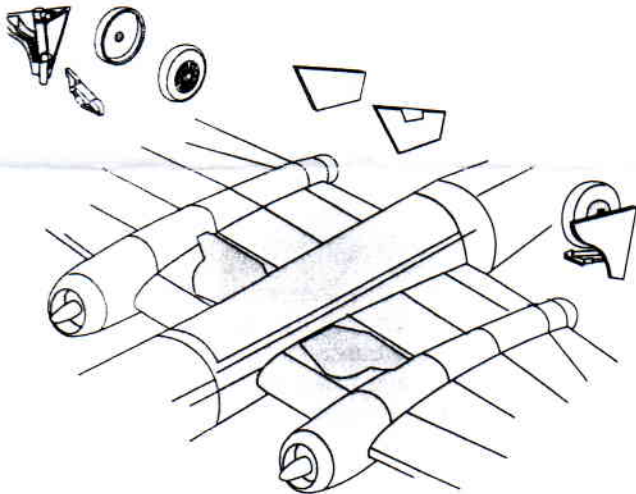
Assemble upper and lower wing halves. Install resin exhausts and intakes after attachments have been squared up with file. The intakes are mounted so the little holes in the sides are at 2.30 and 8.30. This is an area I am uncertain about as there are many variations, some have 2.30 and 11 o'clock. Check references. Remove resin from the backs of the starter cones and install into intakes, ensuring some of the larger vanes coincide with the external holes.



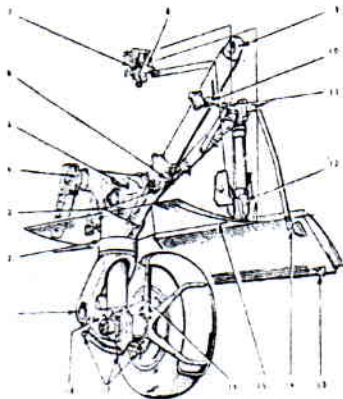
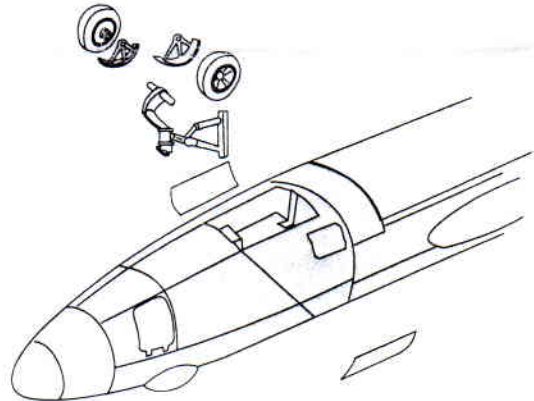
For these early Canberras, fill in the two small slots and the circles atop the cowling, leaving just the one slot behind the leading edge.

Fit wings, tailplanes and drop tanks. Once all is dry fit undercarriage components and canopies

Wing tanks often not fitted to rainers.



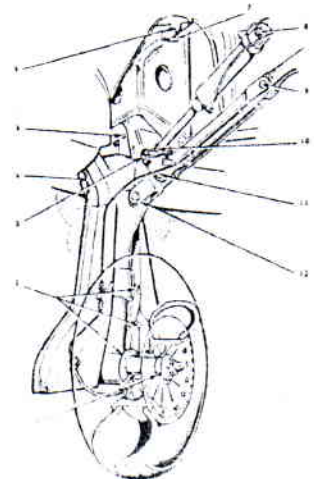
Mudgards to rear of wheels



UNDERCARRIAGE

Wheelwells and doors semi gloss white.

Mainwheel assembly.
Hub aluminium, legs light aircraft grey.

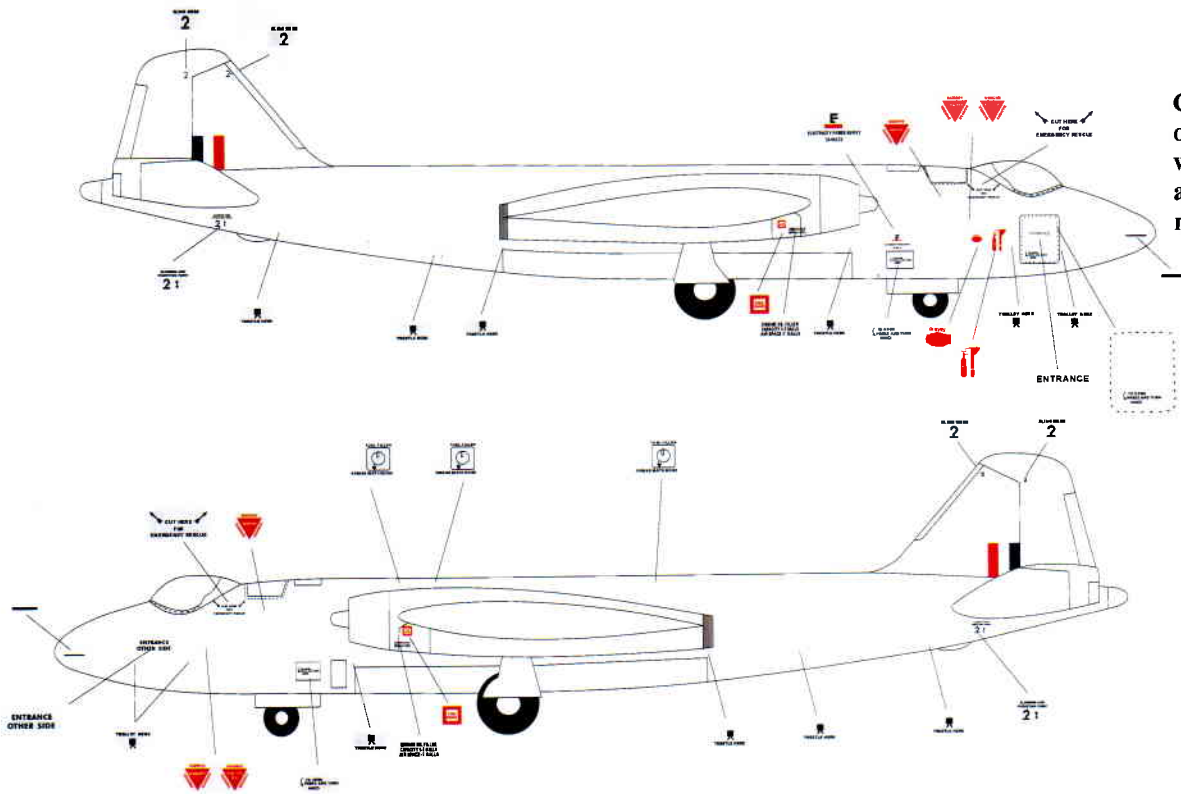


Canberra nosewheel assembly.
Hubs aluminium, legs and struts light aircraft grey.
Mudgards were optional. If fitted, they were white or light aircraft grey.

Diagrams courtesy RAAF museum.

Decal Placement Drawings

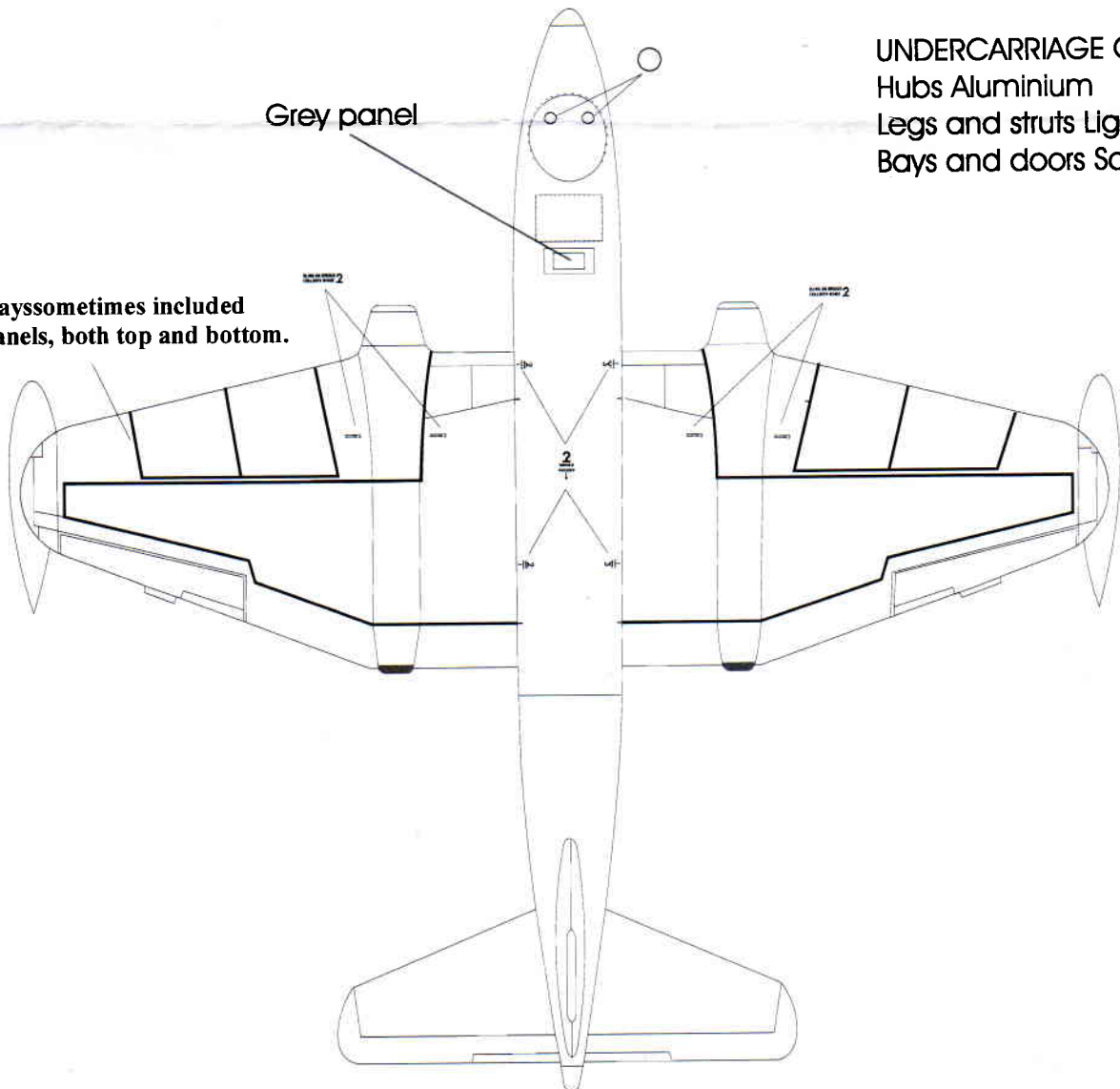
Clearly, this varied widely. This is what seems to be most common.
Extra lifting hooks and trestles supplied if you have more information.





Check decal options for warning stencils as they varied most.

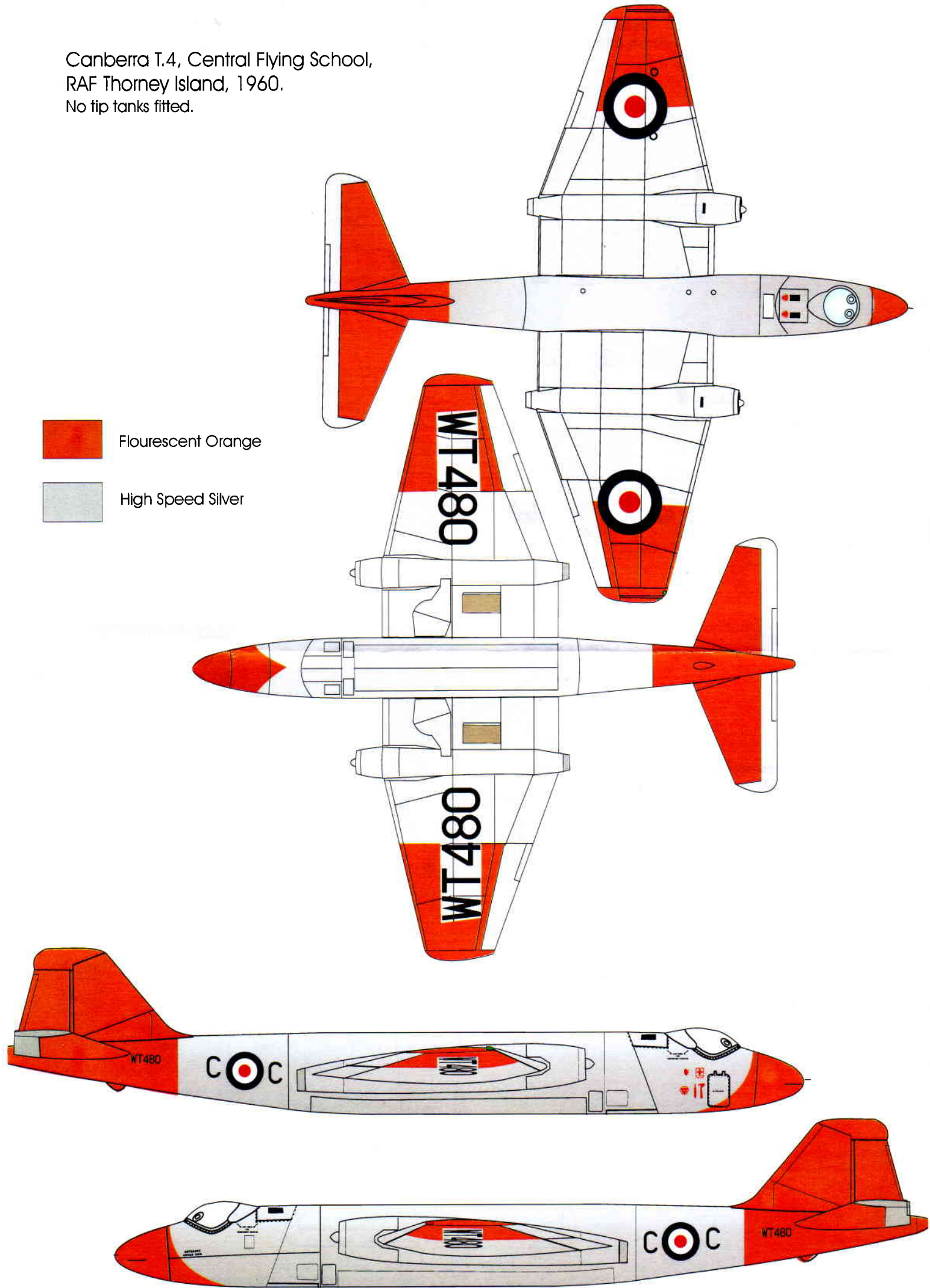
UNDERCARRIAGE COLOURS
Hubs Aluminium
Legs and struts Light Grey
Bays and doors Satin White

Black walkways sometimes included these wing panels, both top and bottom.



Canberra T.4, Central Flying School,
RAF Thorney Island, 1960.
No tip tanks fitted.

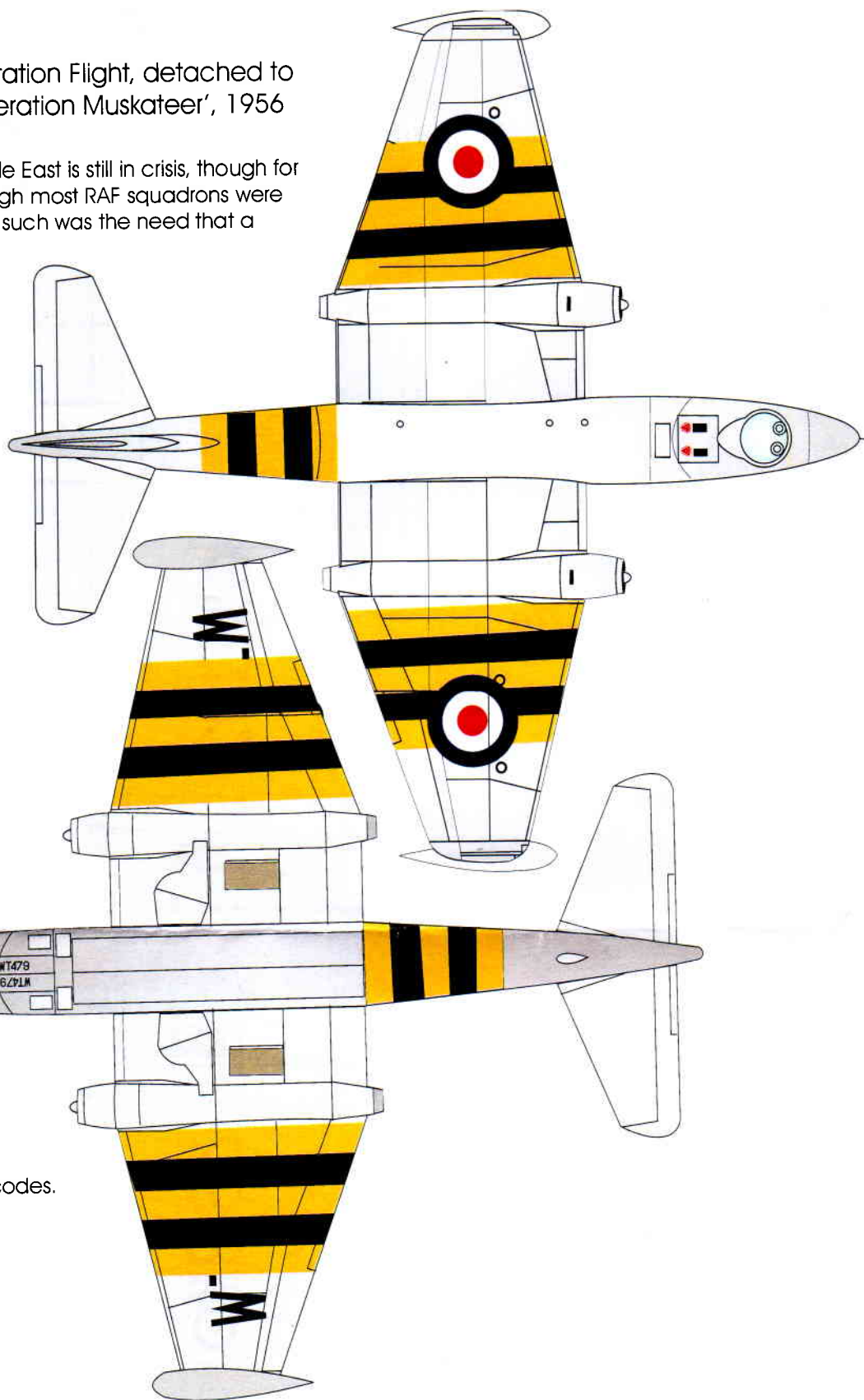
-  Flourescent Orange
-  High Speed Silver



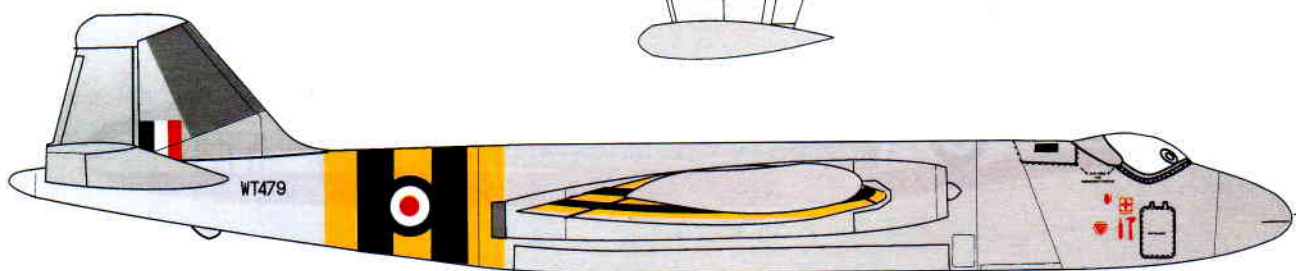
Canberra T.4 RAF Upwood Station Flight, detached to RAF Nicosia, Cyprus, for 'Operation Muskateer', 1956 Suez Crisis.

Now, 50 years later, and the Middle East is still in crisis, though for now the RAF is not involved...Though most RAF squadrons were equipped with B.2/B.6 Canberras, such was the need that a number of trainers were also sent.

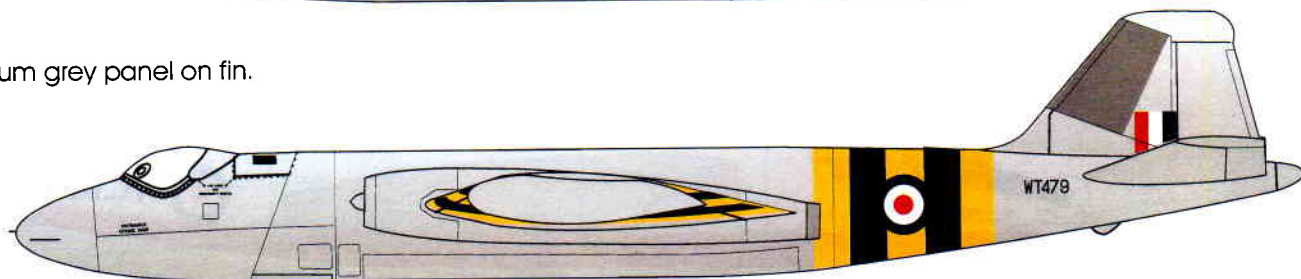
-  Cream Yellow
-  Flat Black
-  High Speed Silver overall



Note wingbands painted over codes.
Cut these from WT 480.



Note medium grey panel on fin.



Canberra T4 231 O.C.U. RAF Cottesmore, 1974.
Wing tip tanks not fitted.



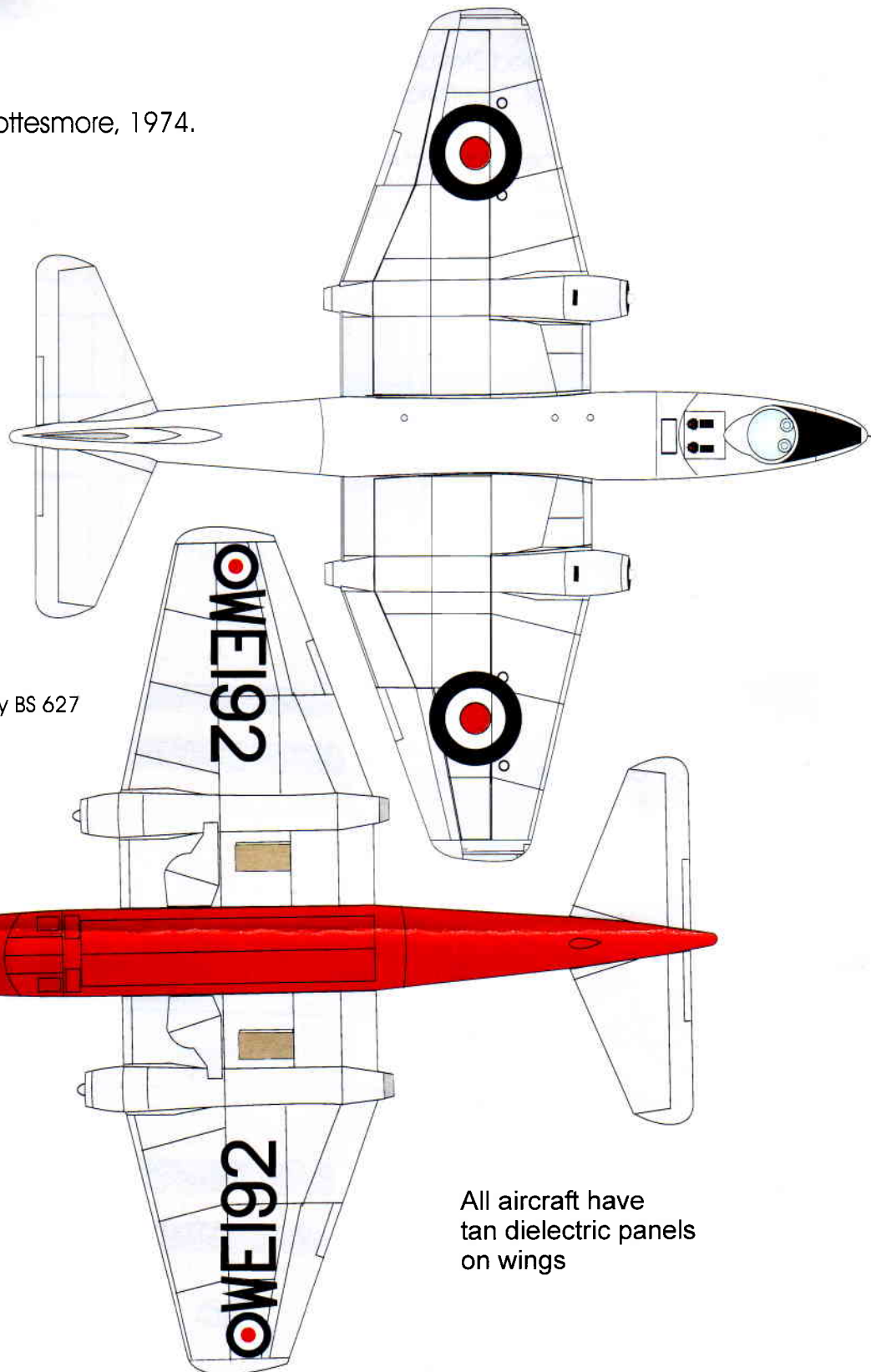
Gloss Red BS 537



Gloss Light Aircraft Grey BS 627



Gloss White



All aircraft have
tan dielectric panels
on wings

