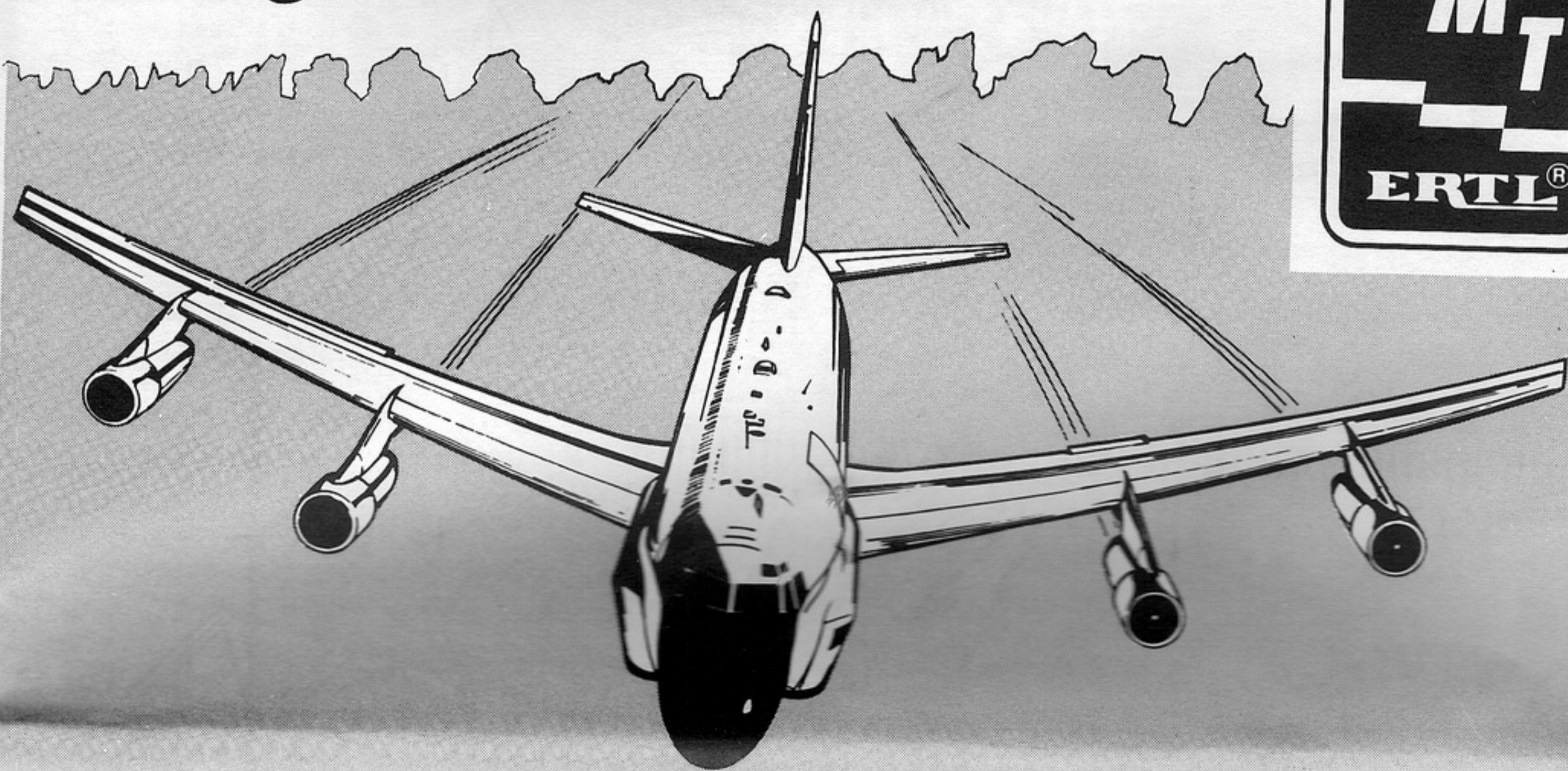


RC-135 "V" Strategic Recon

Stock No. 8956
Form No. 099-8956



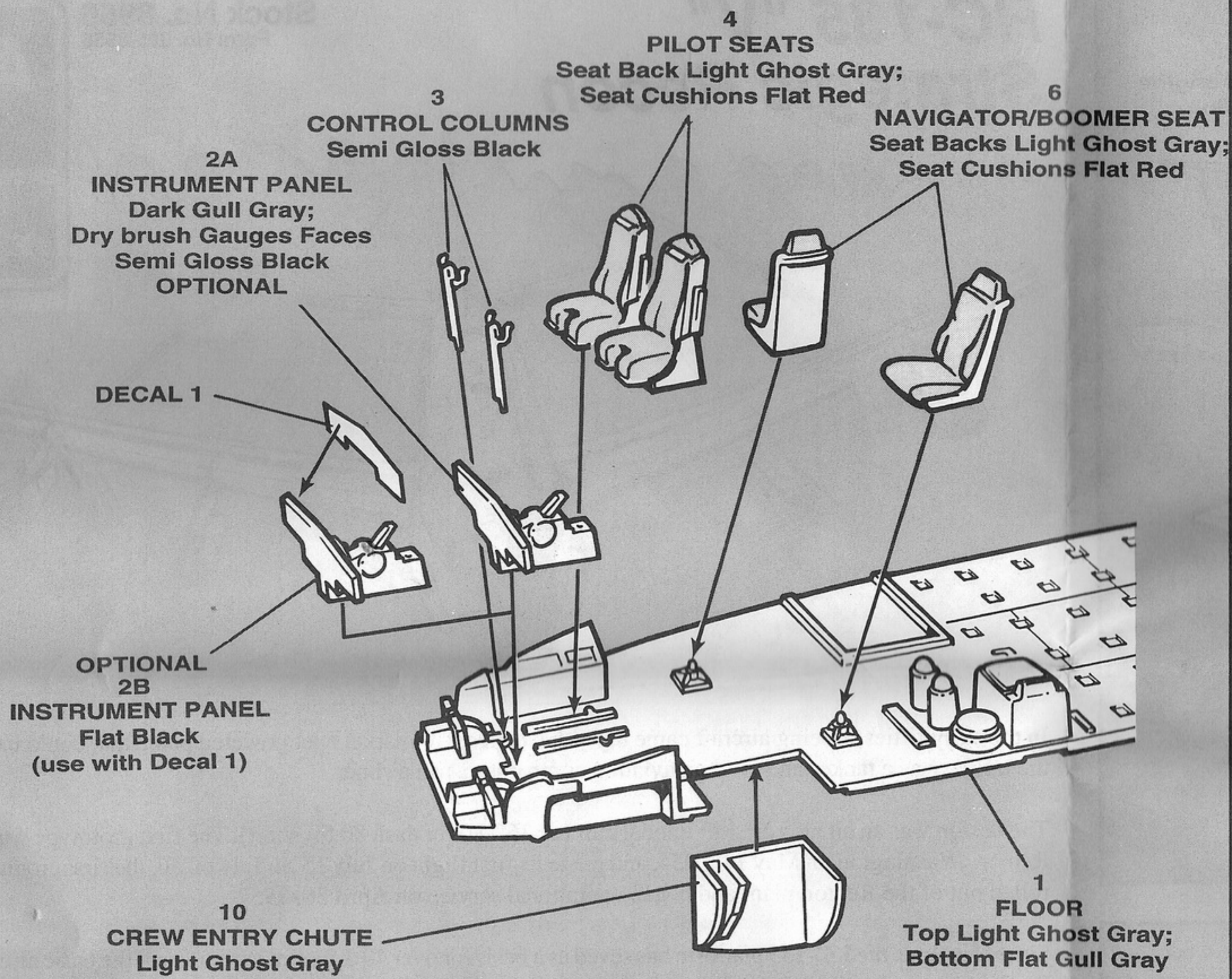
In the early fifties, Boeing aircraft came up with a concept to market a jet powered plane that could be used by both the military as a tanker and civilian aviation companies as an airliner.

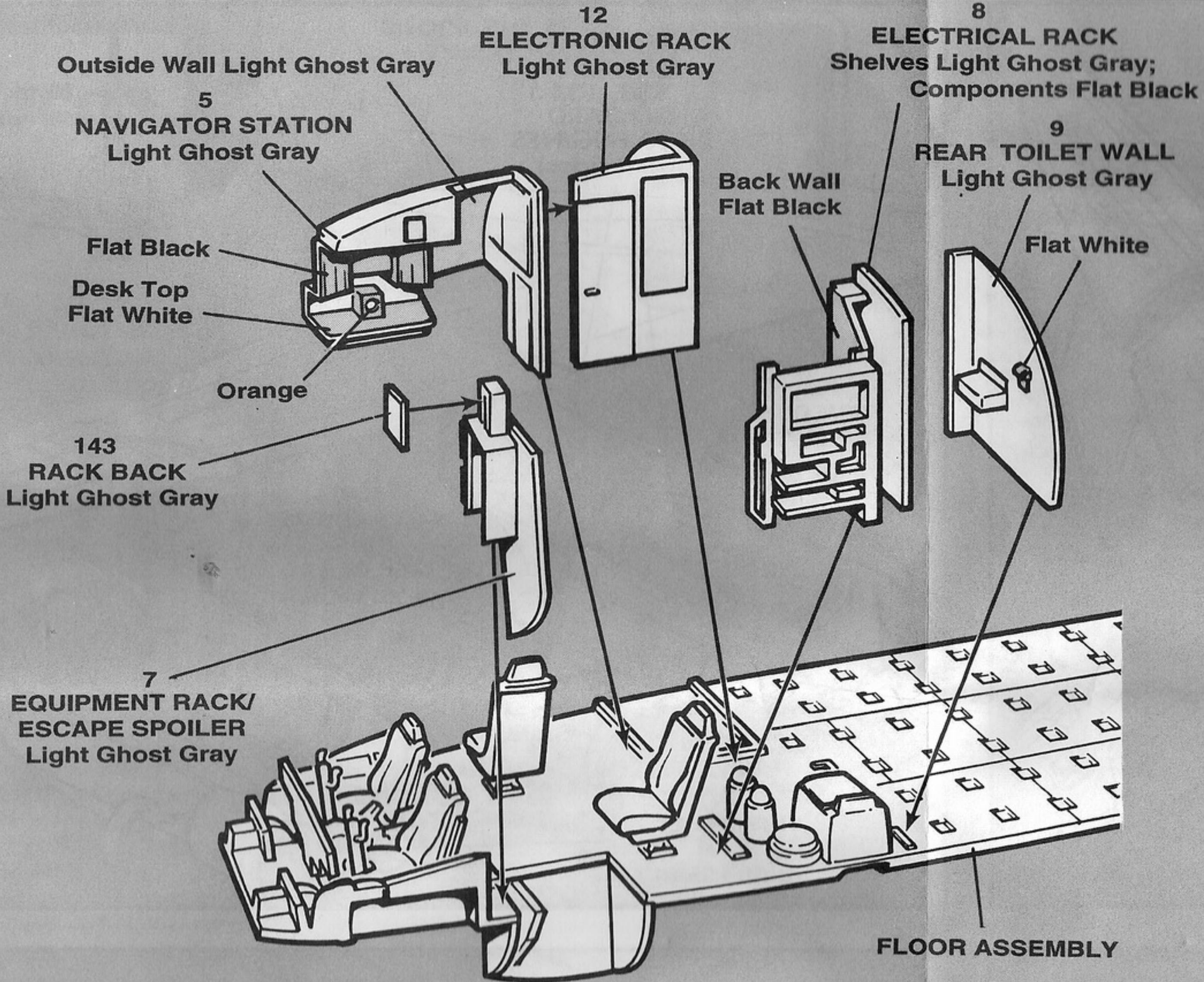
The design was an all new aircraft, model number 367-80 (or dash 80 for short). The first prototype was rolled out at Renton, Washington on May 14, 1954, and made its first flight on July 15. In July of '56, the first production KC-135 rolled out of the Renton plant and began operational service on April 30, 1957.

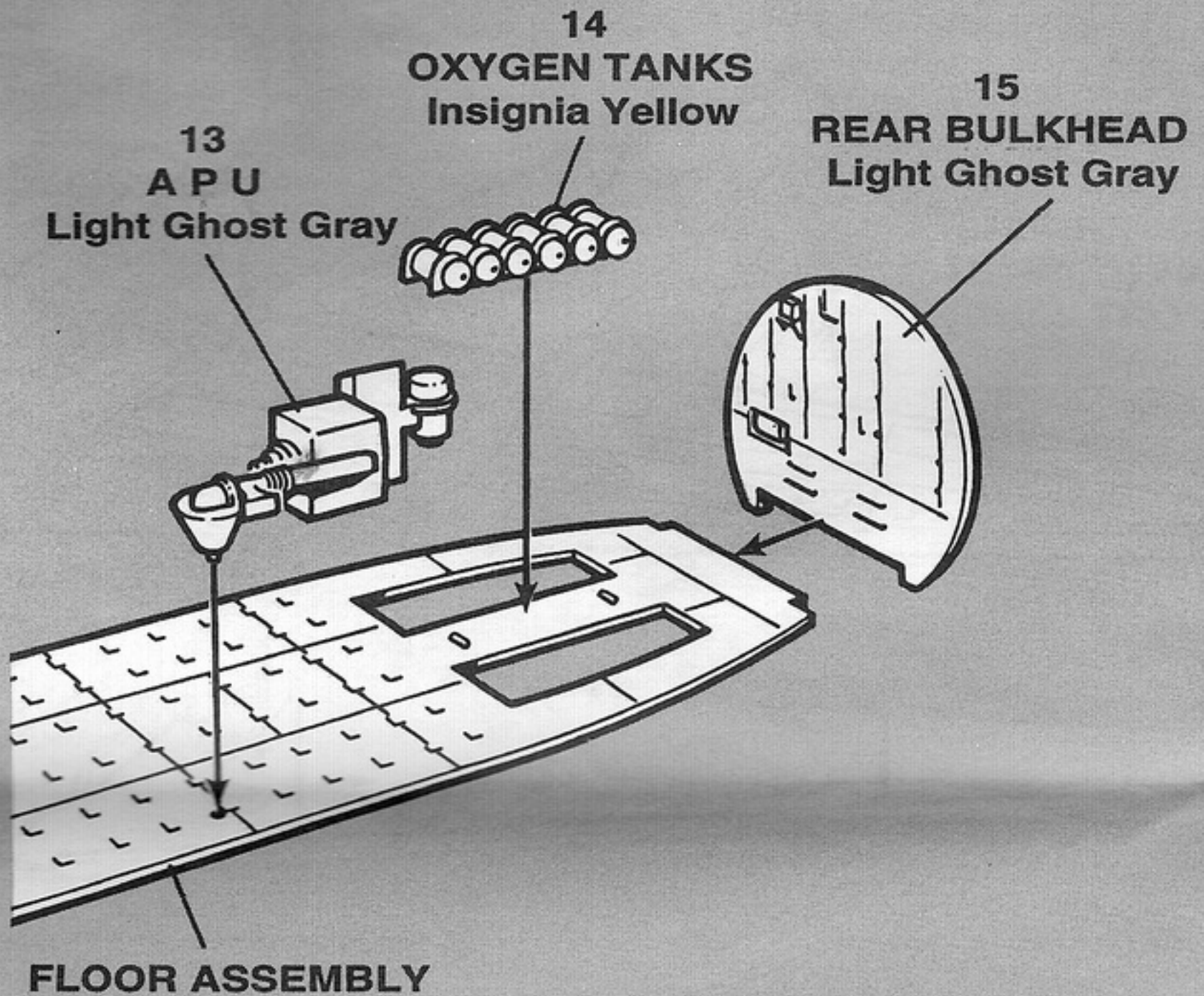
Since that time, the KC-135 platform has served as a basis for over 40 different variations of the basic aircraft. Strategic Reconnaissance variants have played a vital role in the U.S. Air force's intelligence gathering operations for the last 20 years. The RC-135"V" (Radar variant "V" configuration), a recent version engaged in these information gathering operations, is the most numerous of the Recon mission RC-135s.

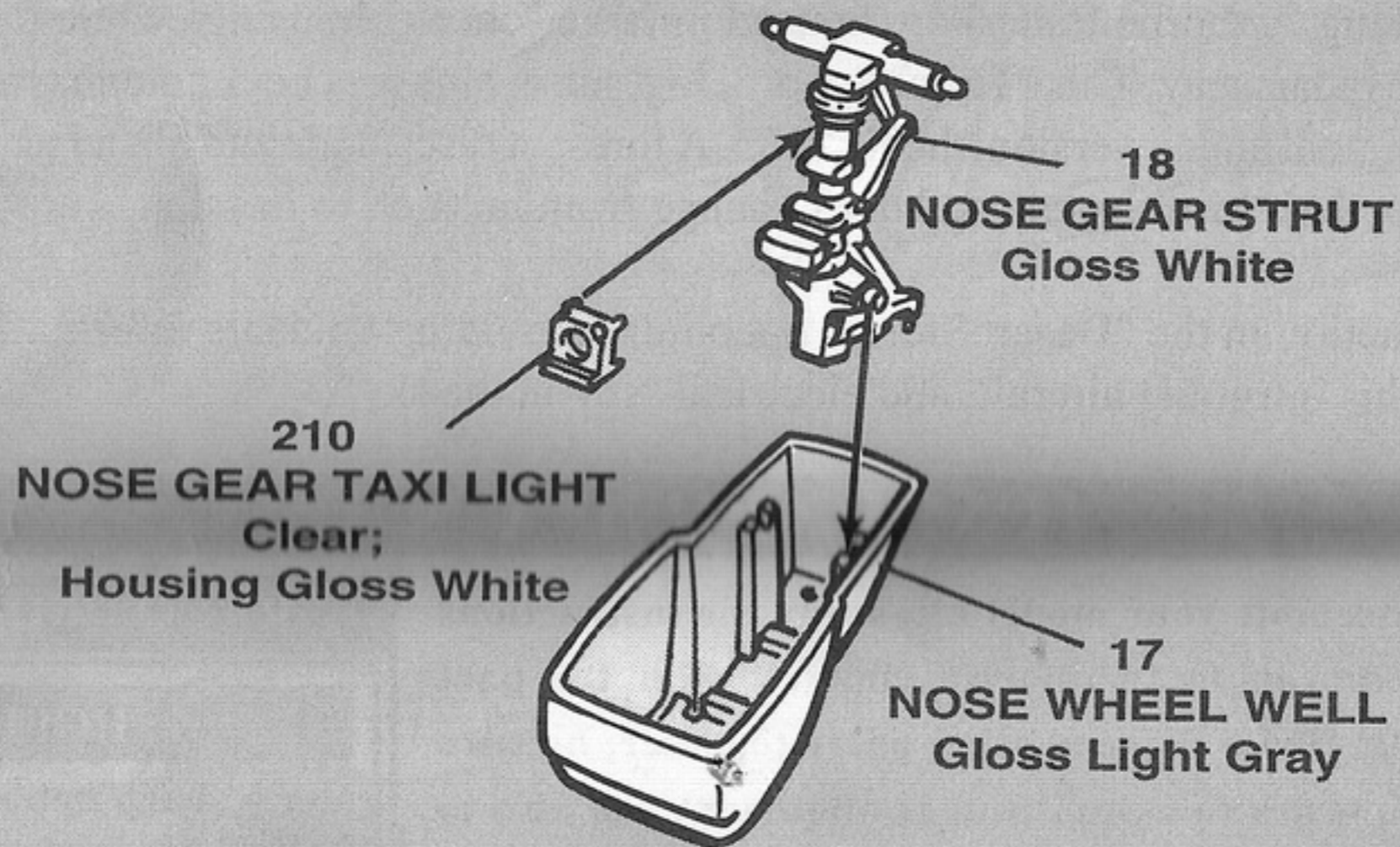
The RC-135s large size allows for the installation of a wide variety of mission-specific equipment. This equipment can be changed over to suit particular needs without making major changes to the outside of the aircraft. On the outside the SLARs (Side Looking Airborne Radar) are housed in large "cheek" housings while the extended front radome covers forward looking radar array. This "Thimble," or "Hog" nose, plus the cheek antennas are a quick way to identify the RC-135 from the original tanker version, the KC-135. A forest of disc, blade and blister antenna decorate the bottom and top of the fuselage, their location can and does change from mission to mission.

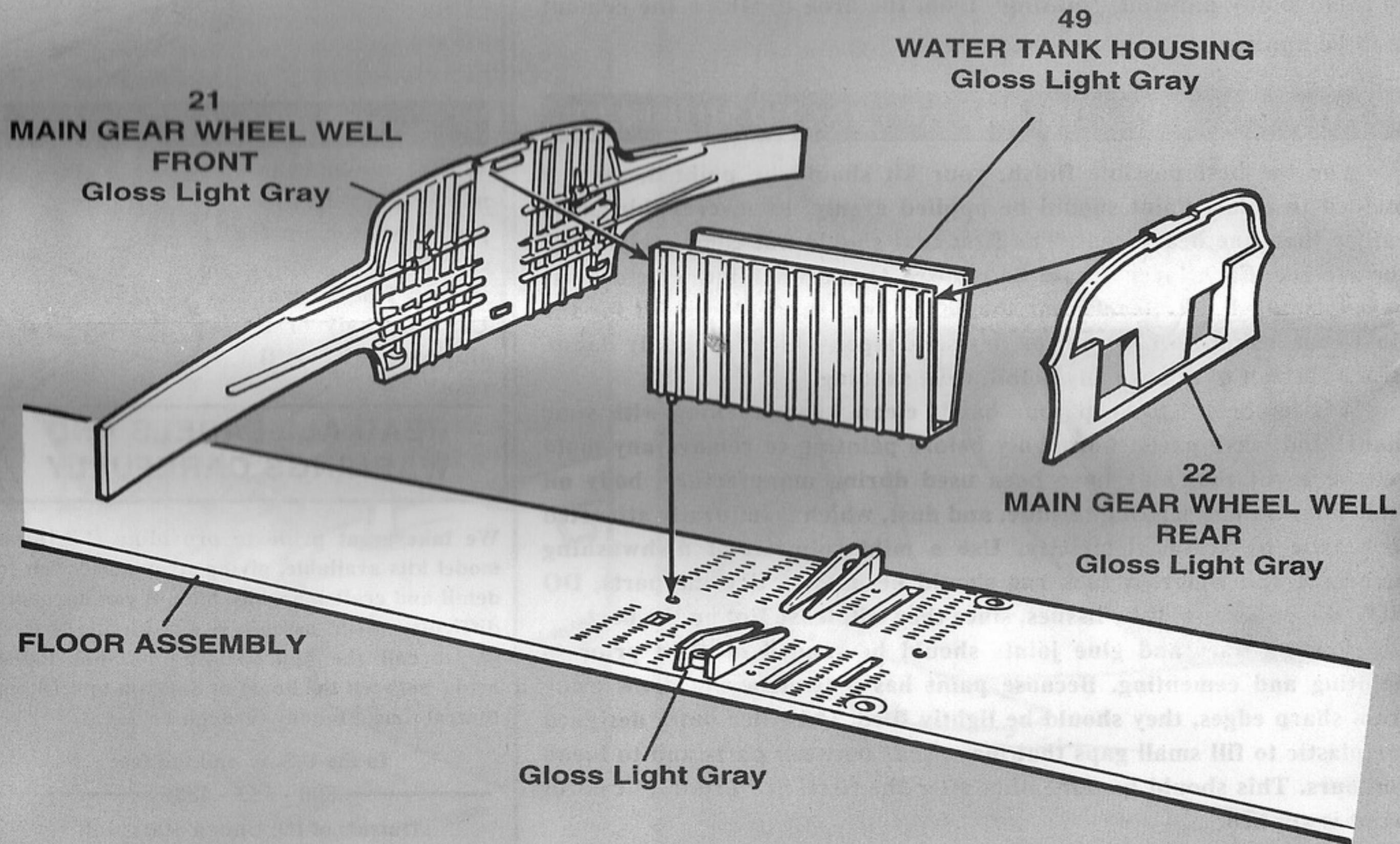
The RC-135 "V" saw action in the "Desert Storm" operation, providing valuable information on the Iraqi defenses. Enjoy your model of this intriguing aircraft, and electrical "spy in the sky".











Assembly Sequence

A. Finish Steps 1 through 5.

B. If building with the Crew Door (#112) or the Gear Well Doors (#113, 127, 128, 129, and 130) in the closed position. Cement these parts to the fuselage now (see Steps 9 and 10).

C. Cement Cargo Door (#114) into Fuselage.

D. Paint the inside of the Fuselage Flat Gull Gray.

E. If building with Landing Gear in lower position, cement the assembled Nose Gear Well to the Left Fuselage.

F. Cement the Assembled Floor to the Left Fuselage (#100).

G. Add 20 grams of weight to the inside of the nose of the aircraft.

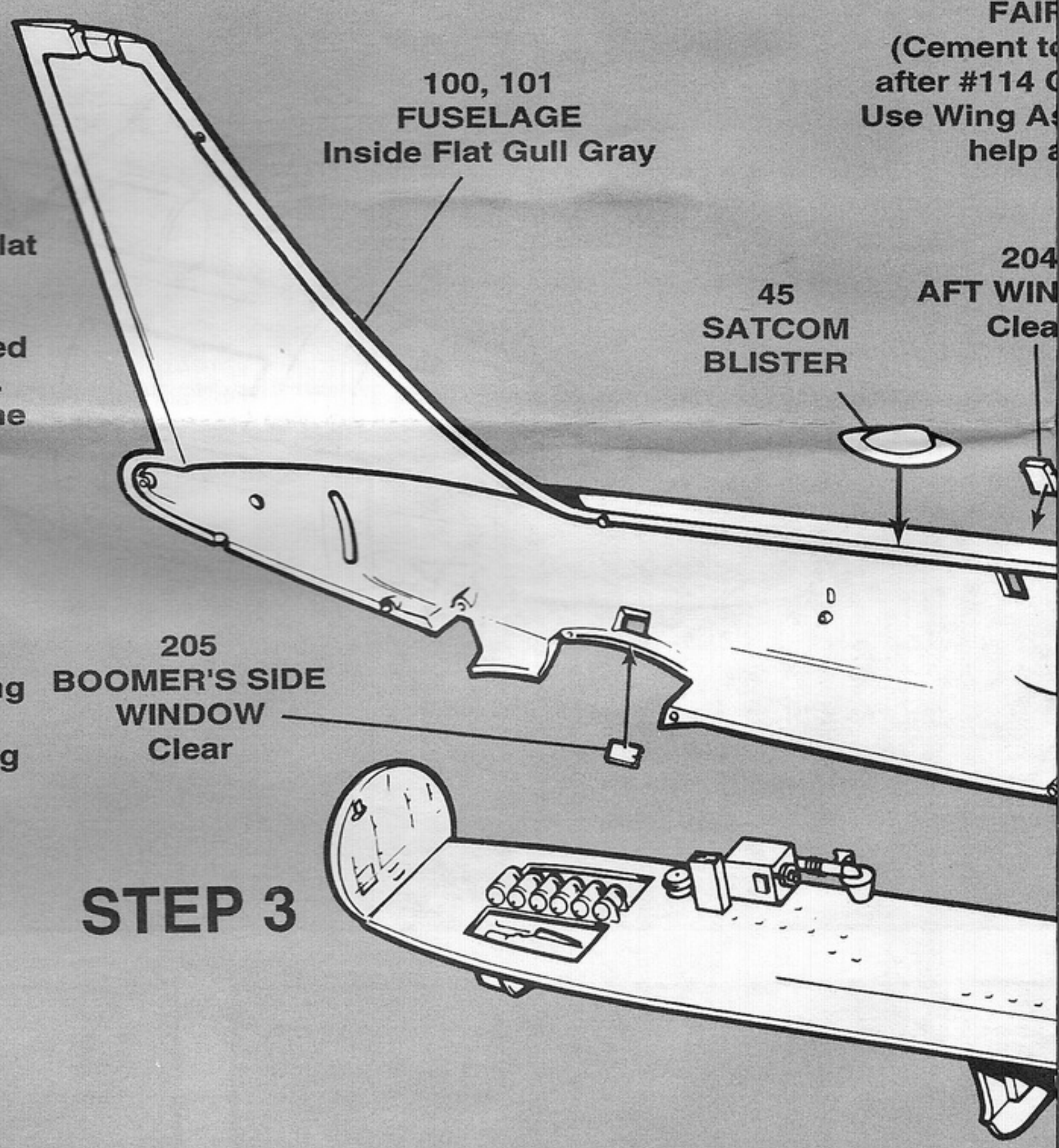
H. Cement both Fuselage halves together.

I. Cement Satcom Blisters (#45), Fuel Dump (#119), Ventral Housing (#55), and Star Cheek Antenna Fairing to Assembled Fuselage.

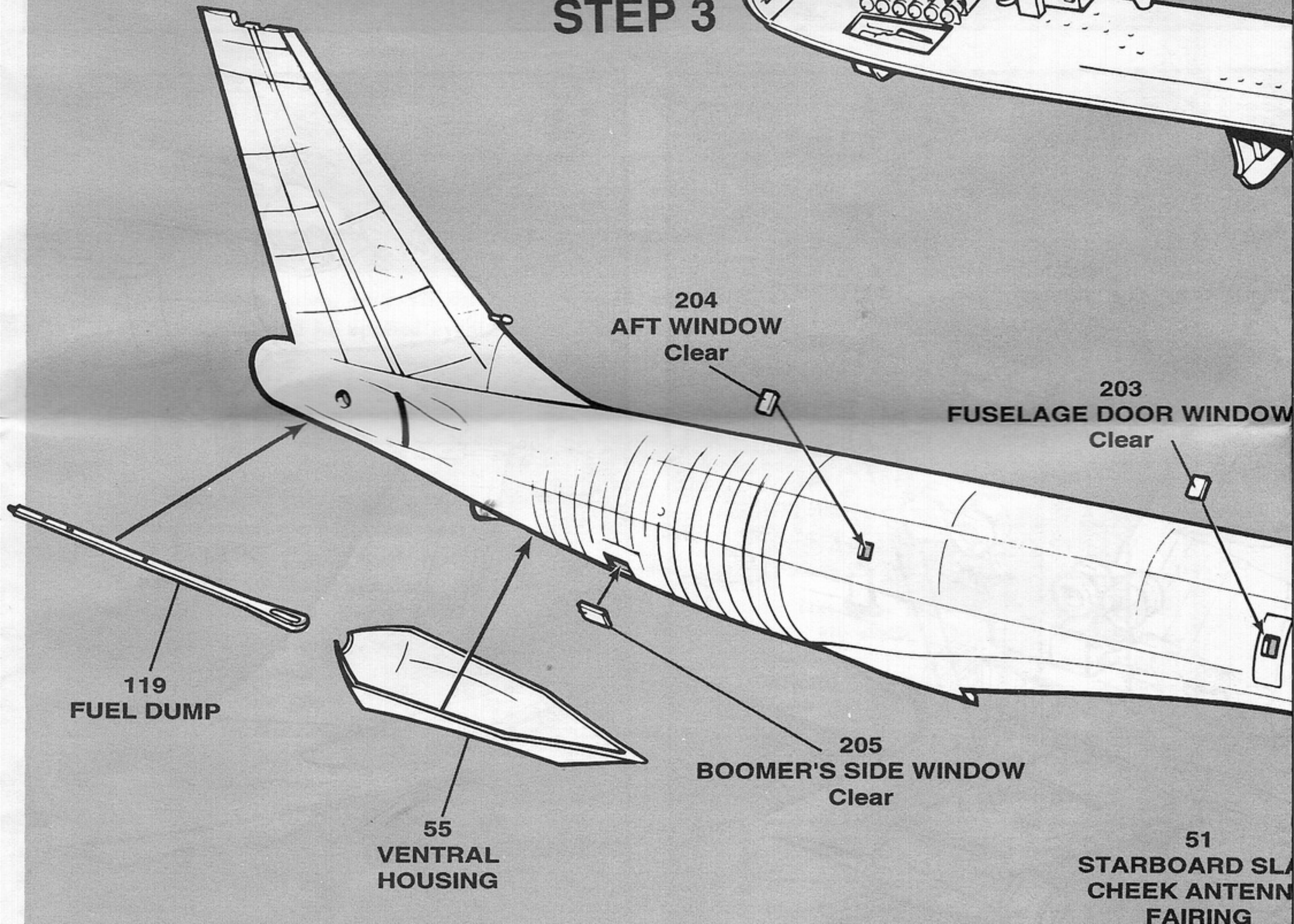
NOTE: You may want to use the Wing Assemblies to properly align the SLAR Cheek Antennas (see step 9).

5
PORT
CHEEK A
FAIR
(Cement to
after #114 C
Use Wing As
help a

204
AFT WIN
Clear



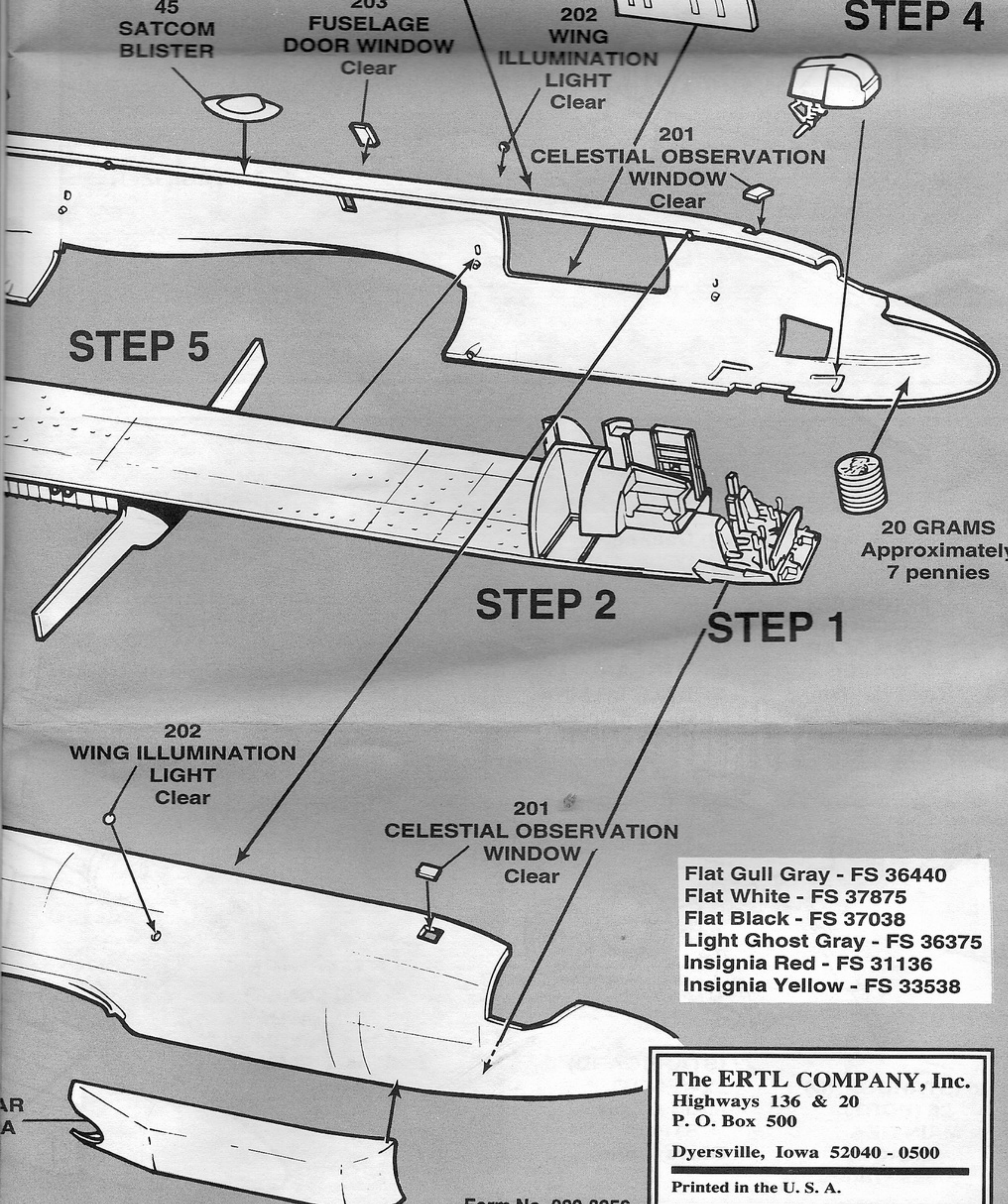
STEP 3



51
STARBOARD SLAR
CHEEK ANTENNA
FAIRING

SOLAR ANTENNA
ING
Fuselage
Cargo Door,
assemblies to
align.)

DOW
R



STEP 4

STEP 5

STEP 2

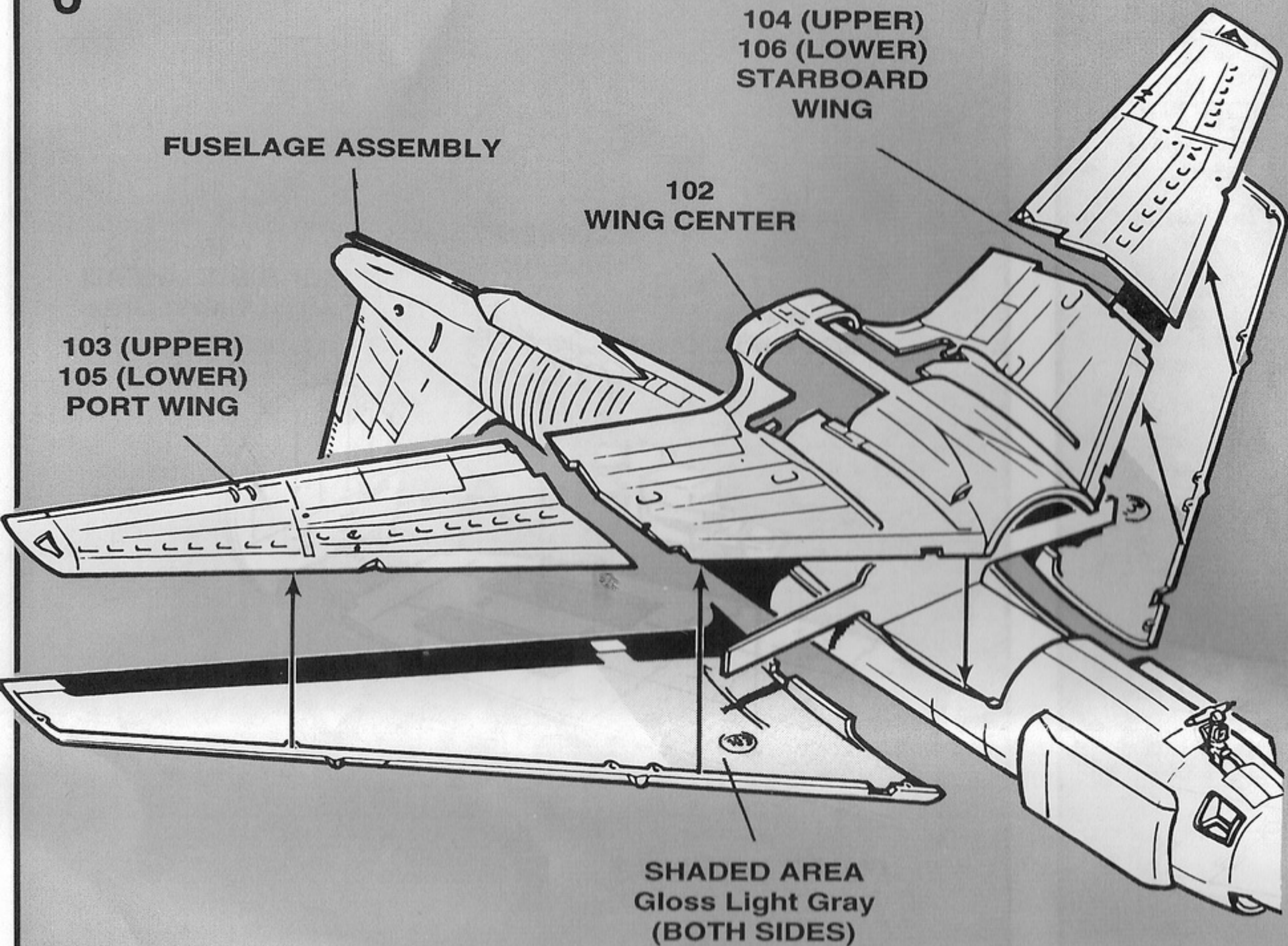
STEP 1

20 GRAMS
Approximately
7 pennies

- Flat Gull Gray - FS 36440
- Flat White - FS 37875
- Flat Black - FS 37038
- Light Ghost Gray - FS 36375
- Insignia Red - FS 31136
- Insignia Yellow - FS 33538

The ERTL COMPANY, Inc.
 Highways 136 & 20
 P. O. Box 500
 Dyersville, Iowa 52040 - 0500
 Printed in the U. S. A.

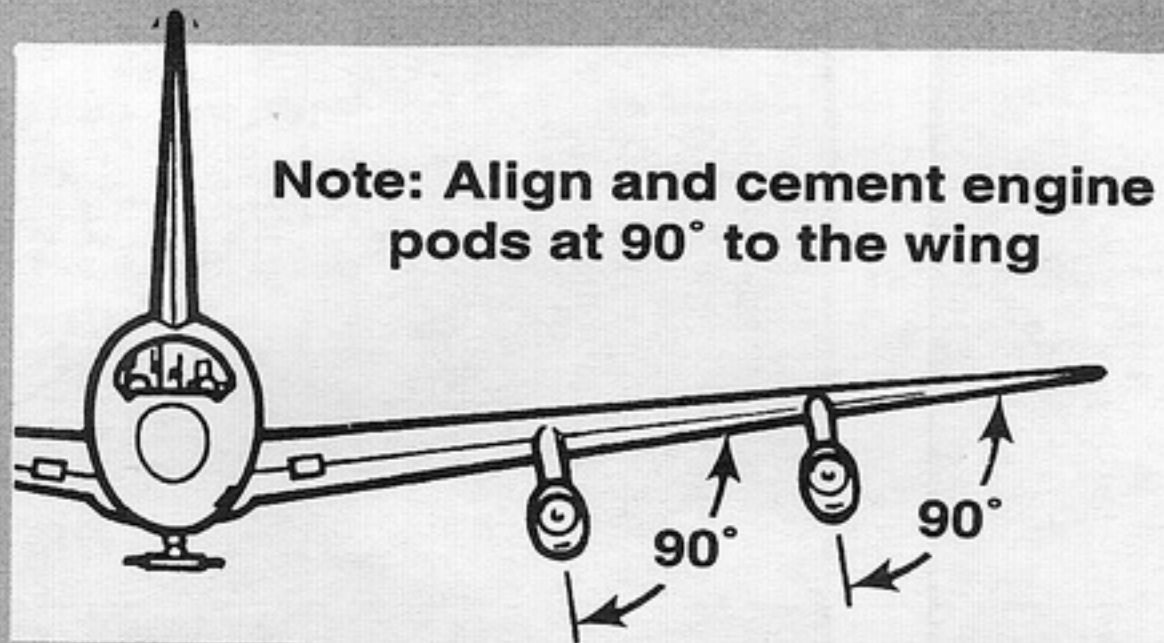
6



7

133, 134
INBOARD
TF-33 ENGINES
(both sides)

Note: Align and cement engine
pods at 90° to the wing



44
HF TUNER
ANTENNA
(both sides)

135
REVERSE
SLEEVE

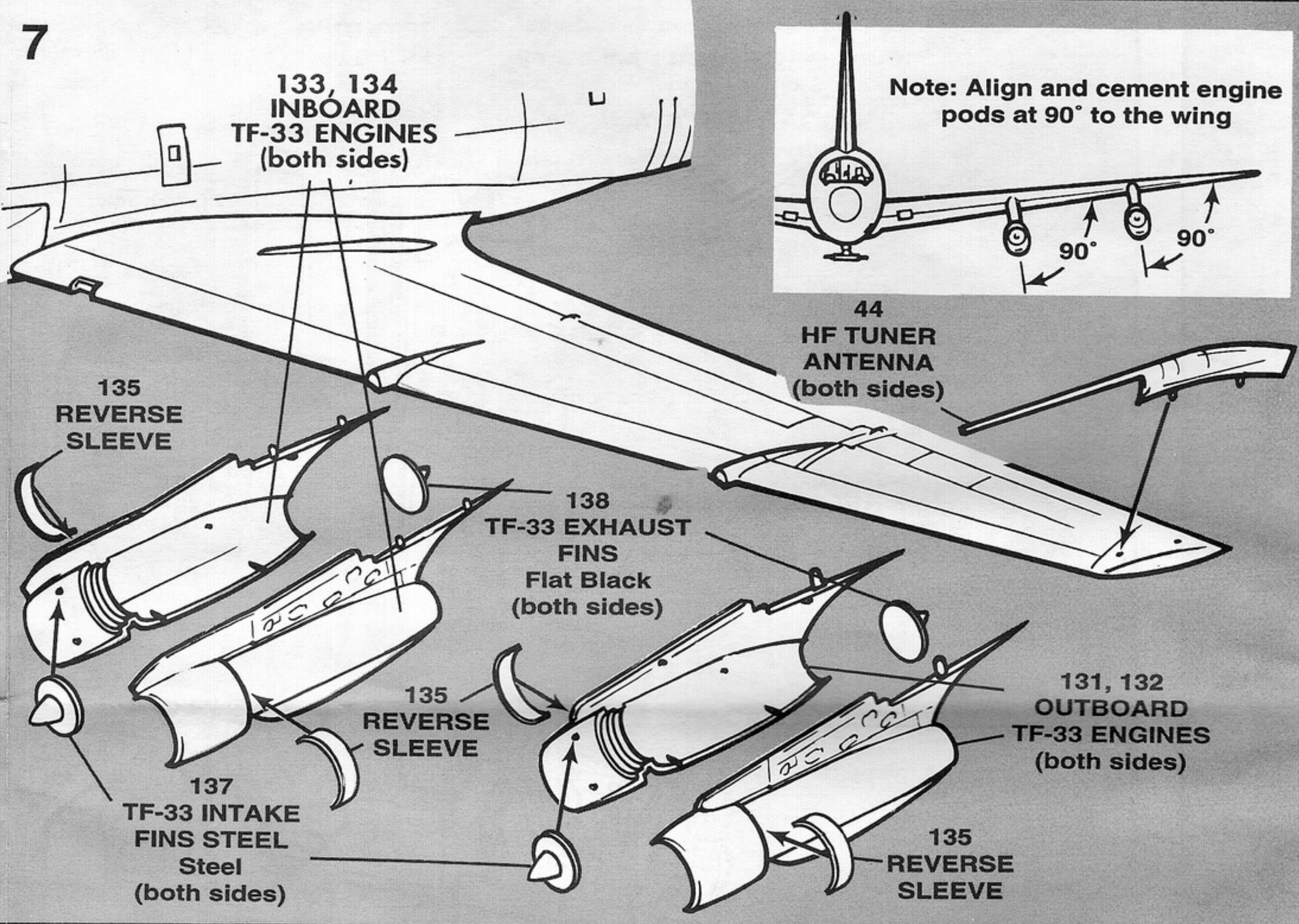
138
TF-33 EXHAUST
FINS
Flat Black
(both sides)

135
REVERSE
SLEEVE

131, 132
OUTBOARD
TF-33 ENGINES
(both sides)

137
TF-33 INTAKE
FINS STEEL
Steel
(both sides)

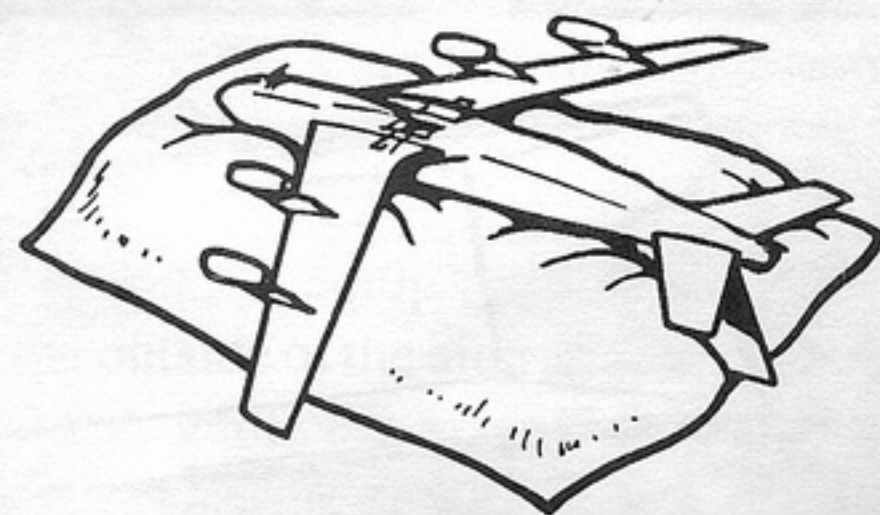
135
REVERSE
SLEEVE



120
FIN TIP

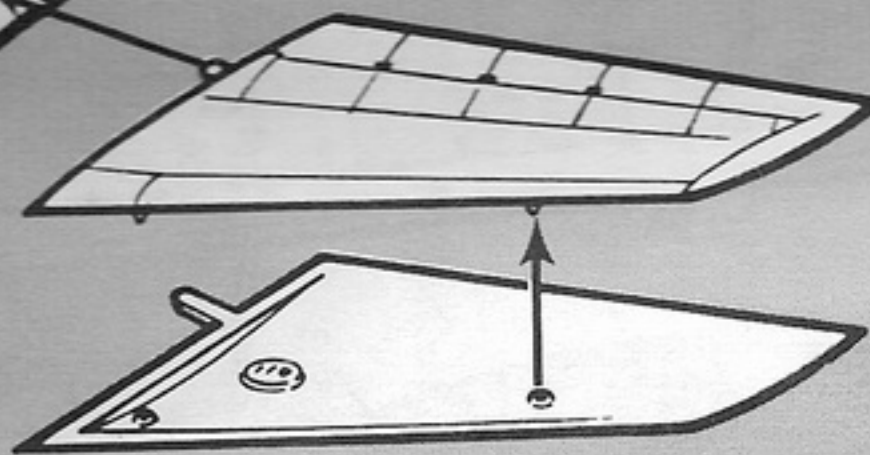
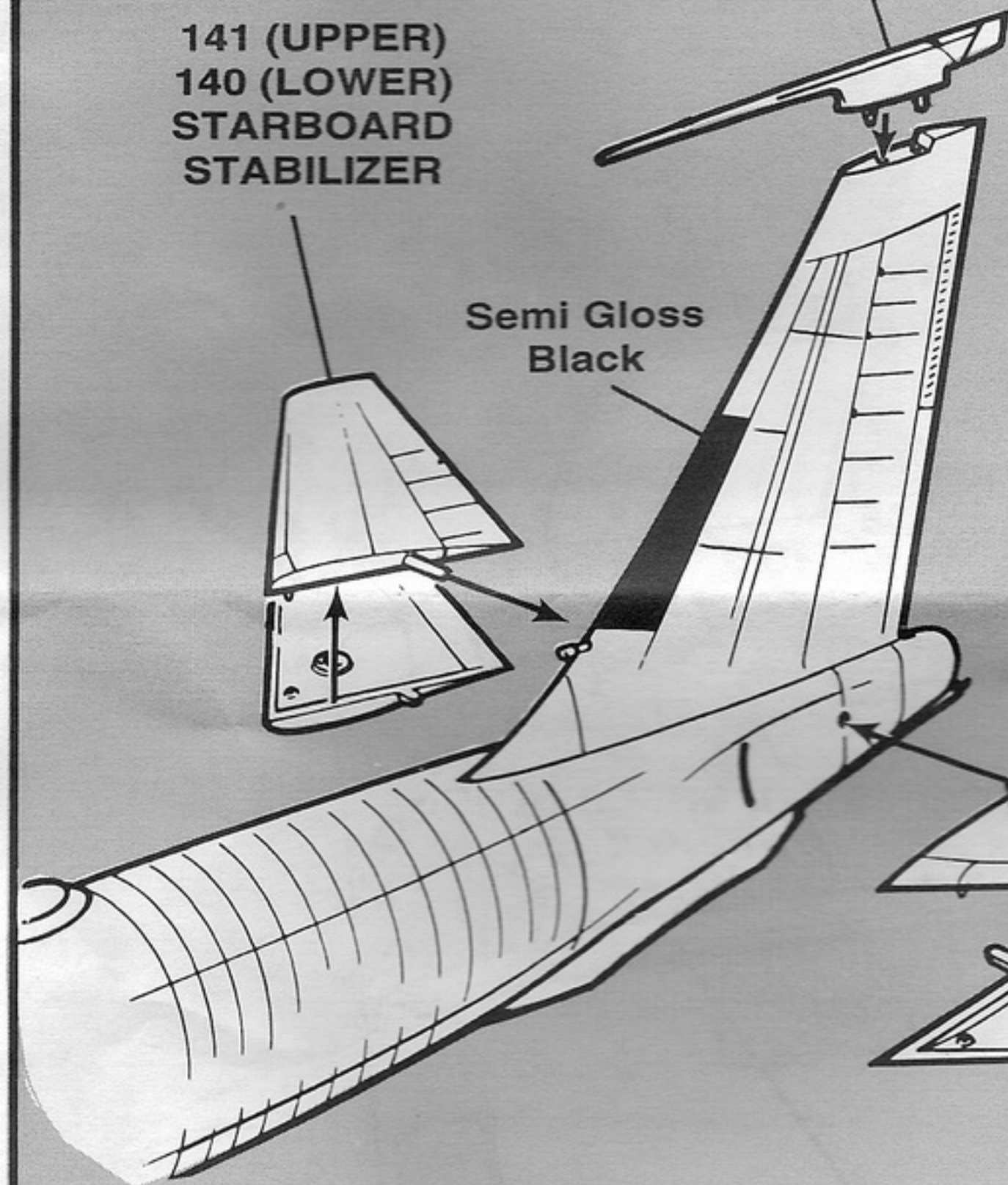
141 (UPPER)
140 (LOWER)
STARBOARD
STABILIZER

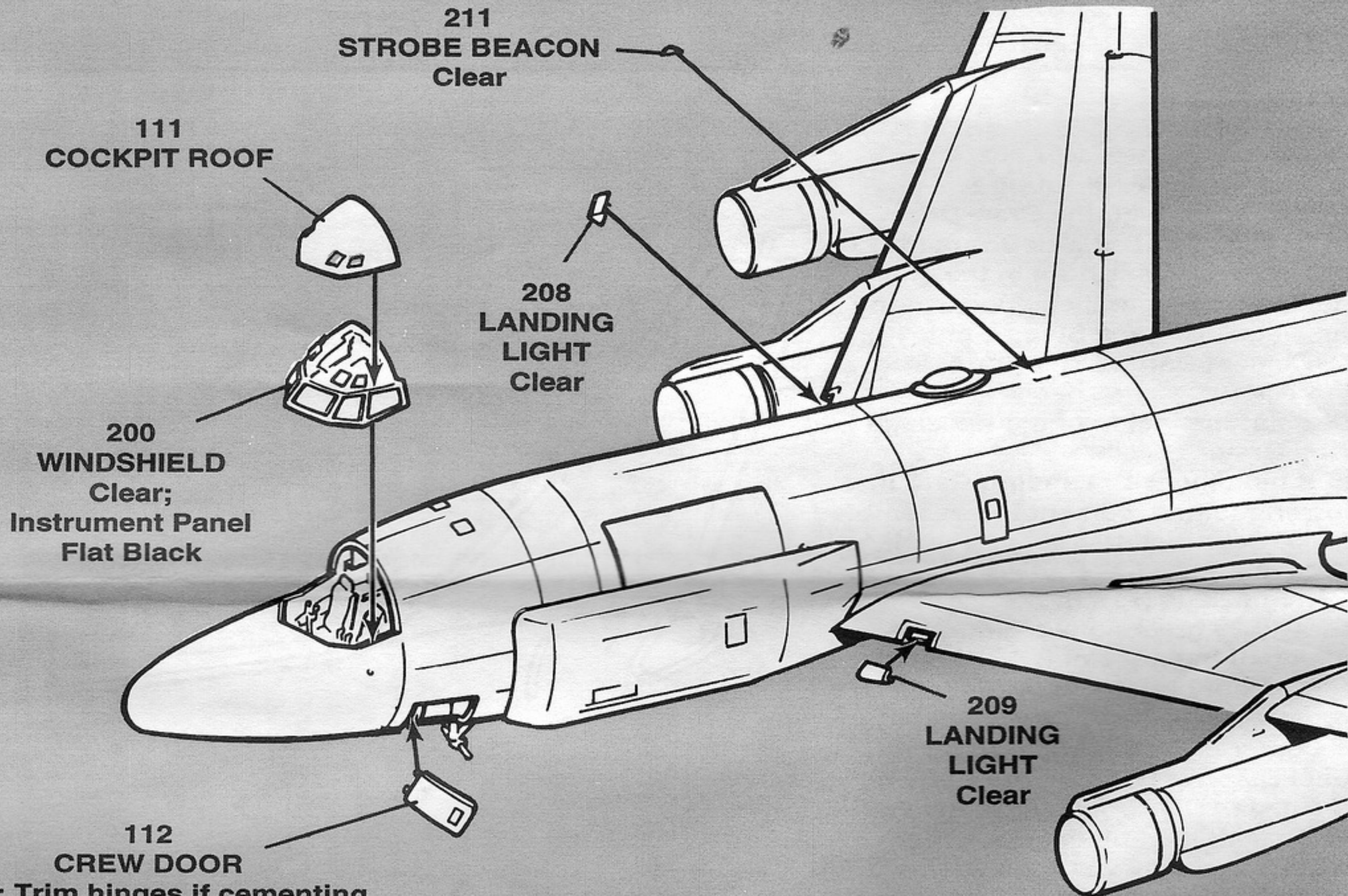
Semi Gloss
Black



Note: To avoid breaking small parts off after assembly, you may wish to rest the aircraft on a small soft pillow as needed until assembly is completed.

139 (UPPER)
142 (LOWER)
PORT
STABILIZER

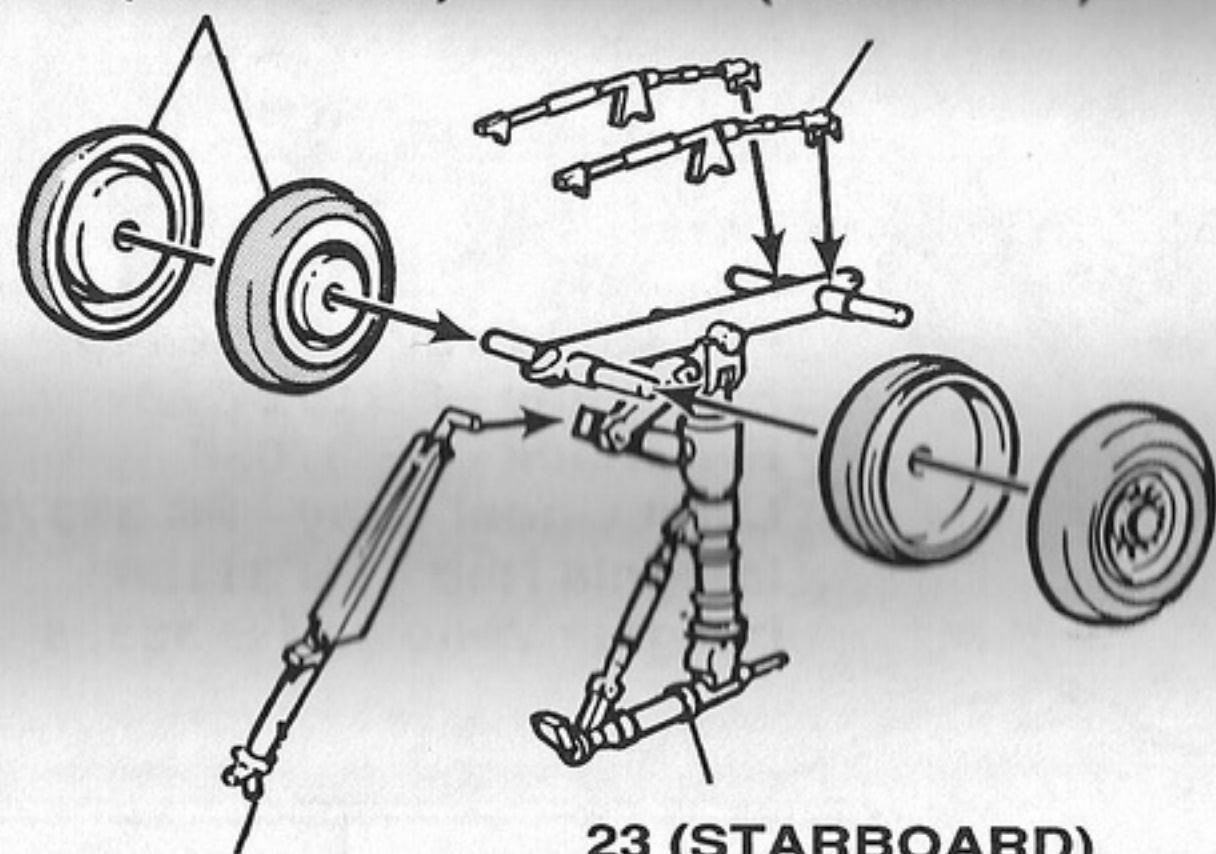




Assemble 8 Main Gear sets

27 (OUTER)
28 (INNER)
MAIN GEAR
WHEEL
Tire Flat Black;
Wheel Flat White
(both sides)

39
GEAR
EQUALIZER LINK
Gloss White
(both sides)



25 (STARBOARD)
26 (PORT)
MAIN GEAR
BRACE
Gloss White

23 (STARBOARD)
24 (PORT)
MAIN GEAR
STRUT
Gloss White

54
WING-TIP
PROBE
(both sides)

52
VENTRAL
DISC ANTENNA
Flat Black
(4 pieces)
(Location Optional,
see box cover)

113
NOSE GEAR
DOOR
Inside Gloss
Light Gray

19 (OUTER)
20 (INNER)
NOSE WHEEL
Tire Flat Black;
Wheel Flat White

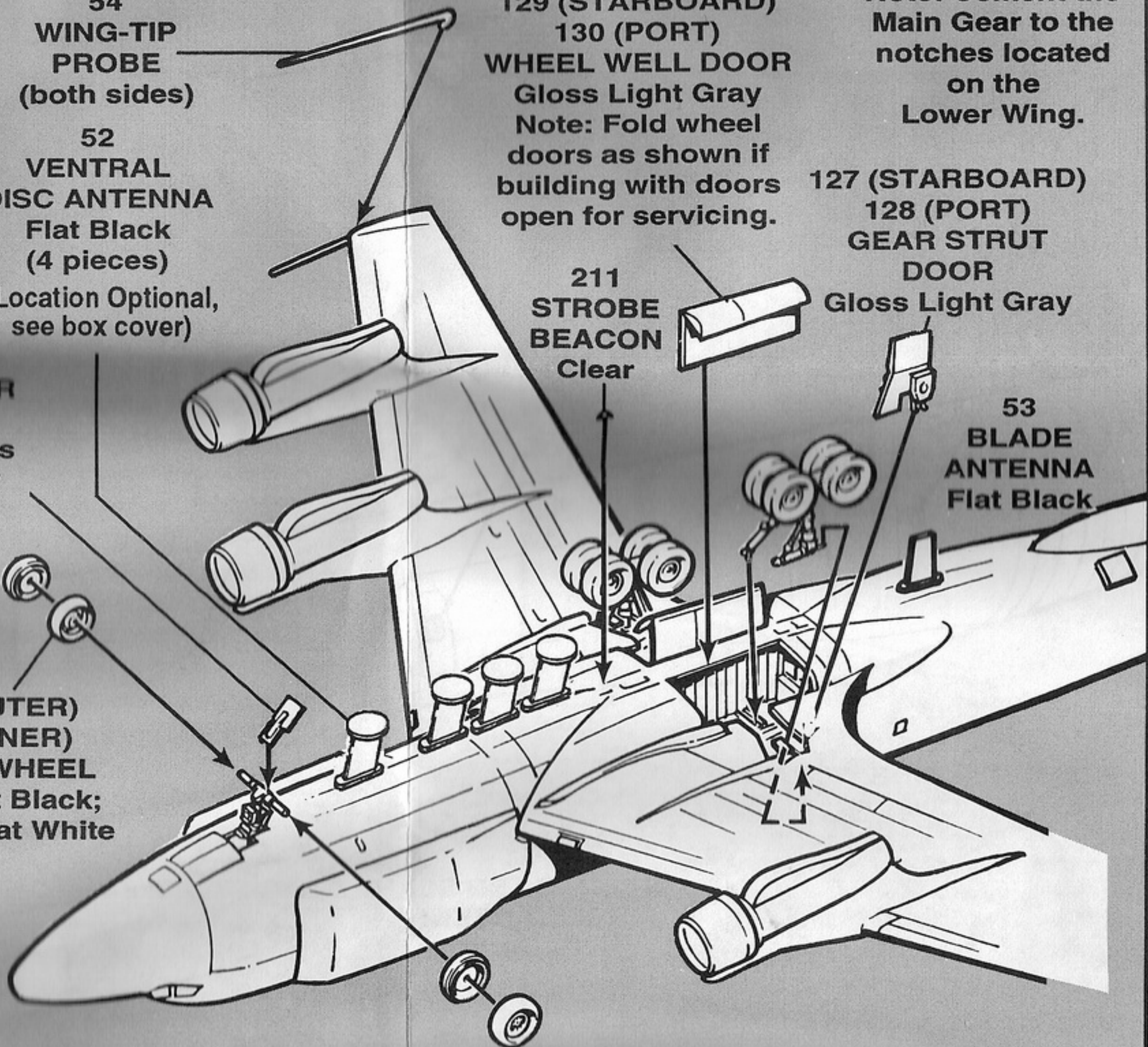
129 (STARBOARD)
130 (PORT)
WHEEL WELL DOOR
Gloss Light Gray
Note: Fold wheel
doors as shown if
building with doors
open for servicing.

127 (STARBOARD)
128 (PORT)
GEAR STRUT
DOOR
Gloss Light Gray

53
BLADE
ANTENNA
Flat Black

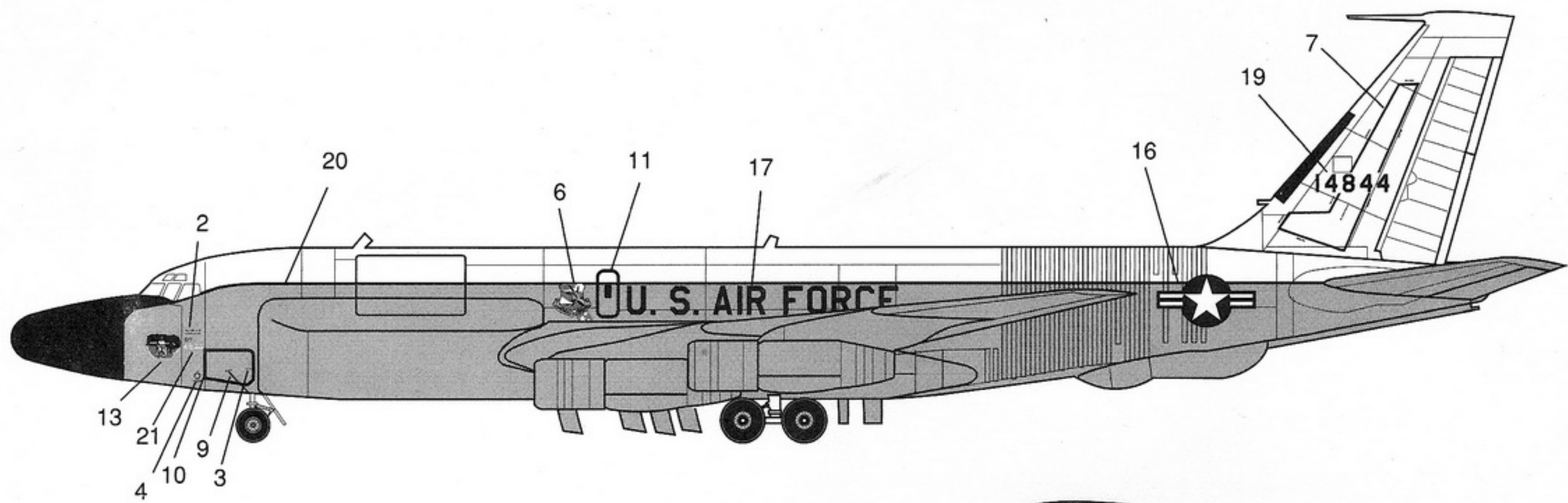
211
STROBE
BEACON
Clear

Note: Cement the
Main Gear to the
notches located
on the
Lower Wing.

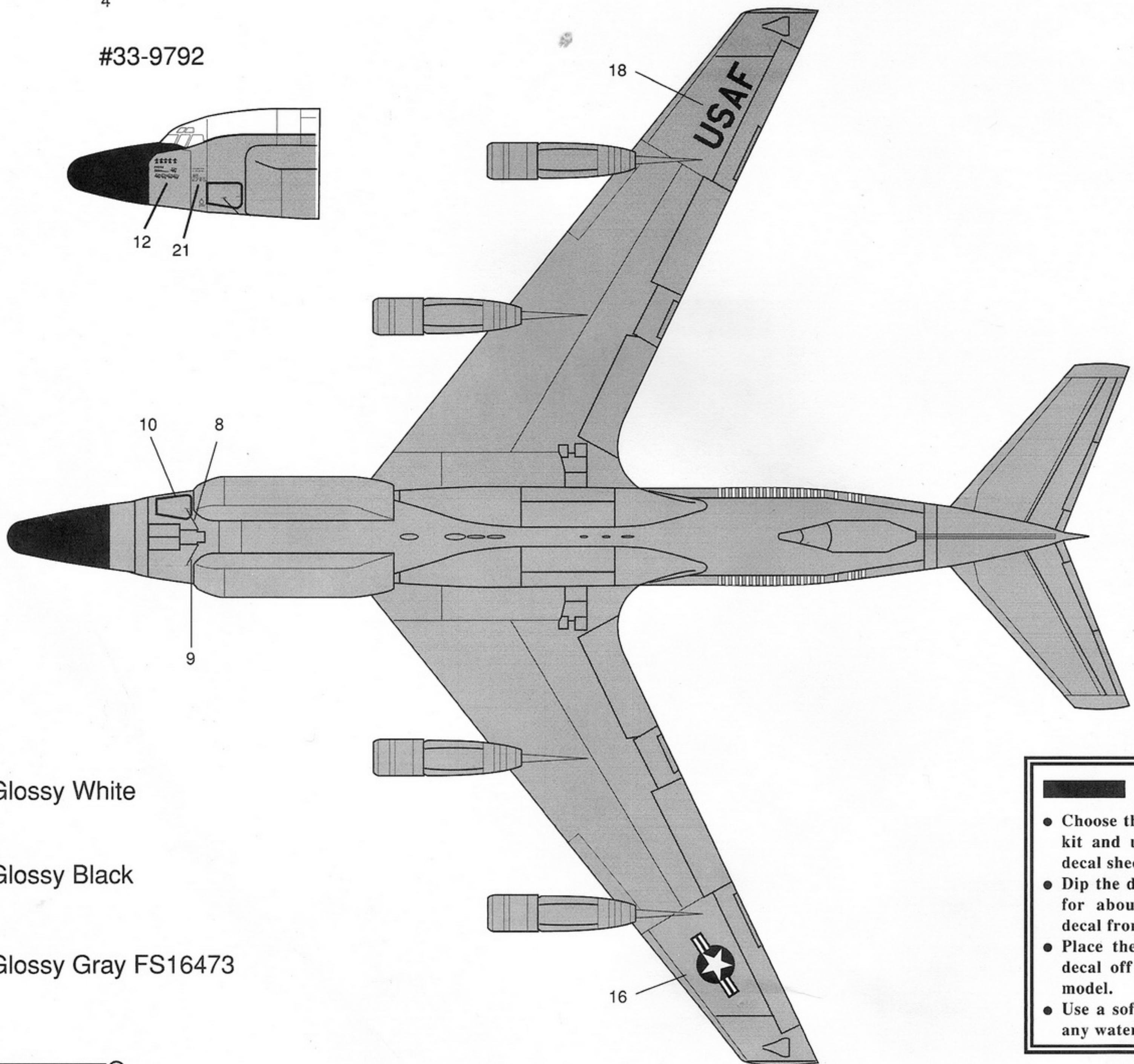
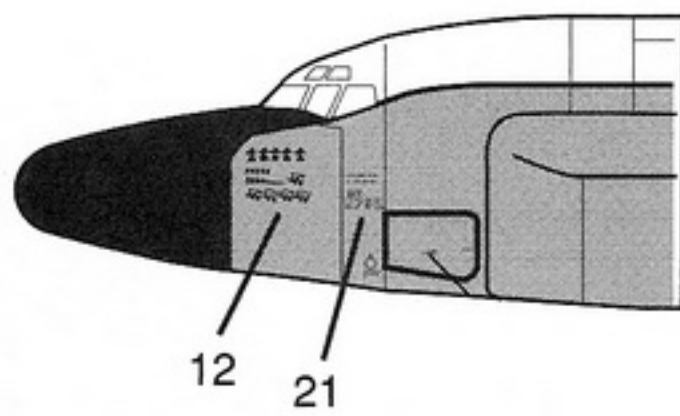


11





#33-9792



Glossy White

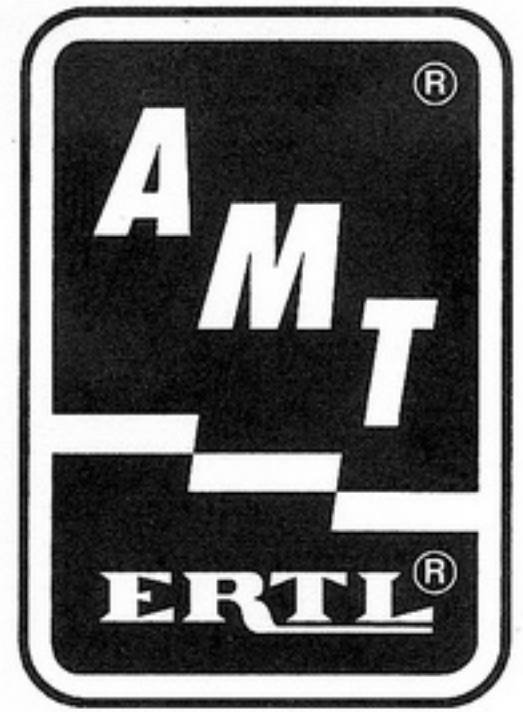


Glossy Black

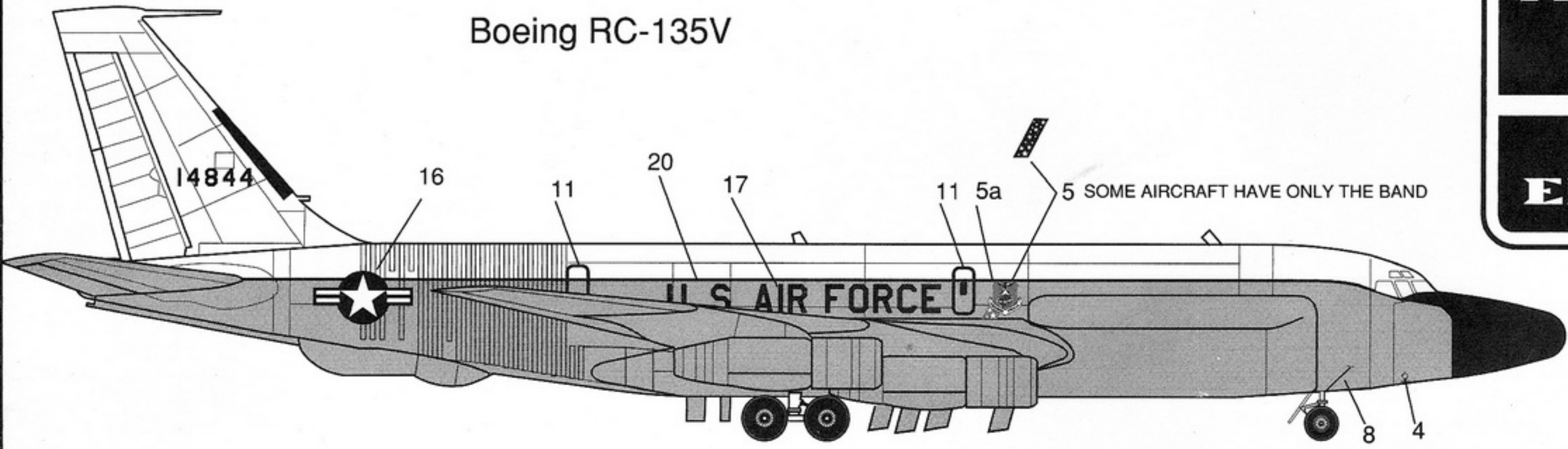


Glossy Gray FS16473

- Choose the kit and use the decal sheet.
- Dip the decal in water for about 30 seconds.
- Place the decal on the model.
- Use a soft brush to smooth any water.



Boeing RC-135V



Eight RC-135V's were built.

Tail numbers are:

14841, 14842, 14843, 14844,

14845, 14848, 24139 and

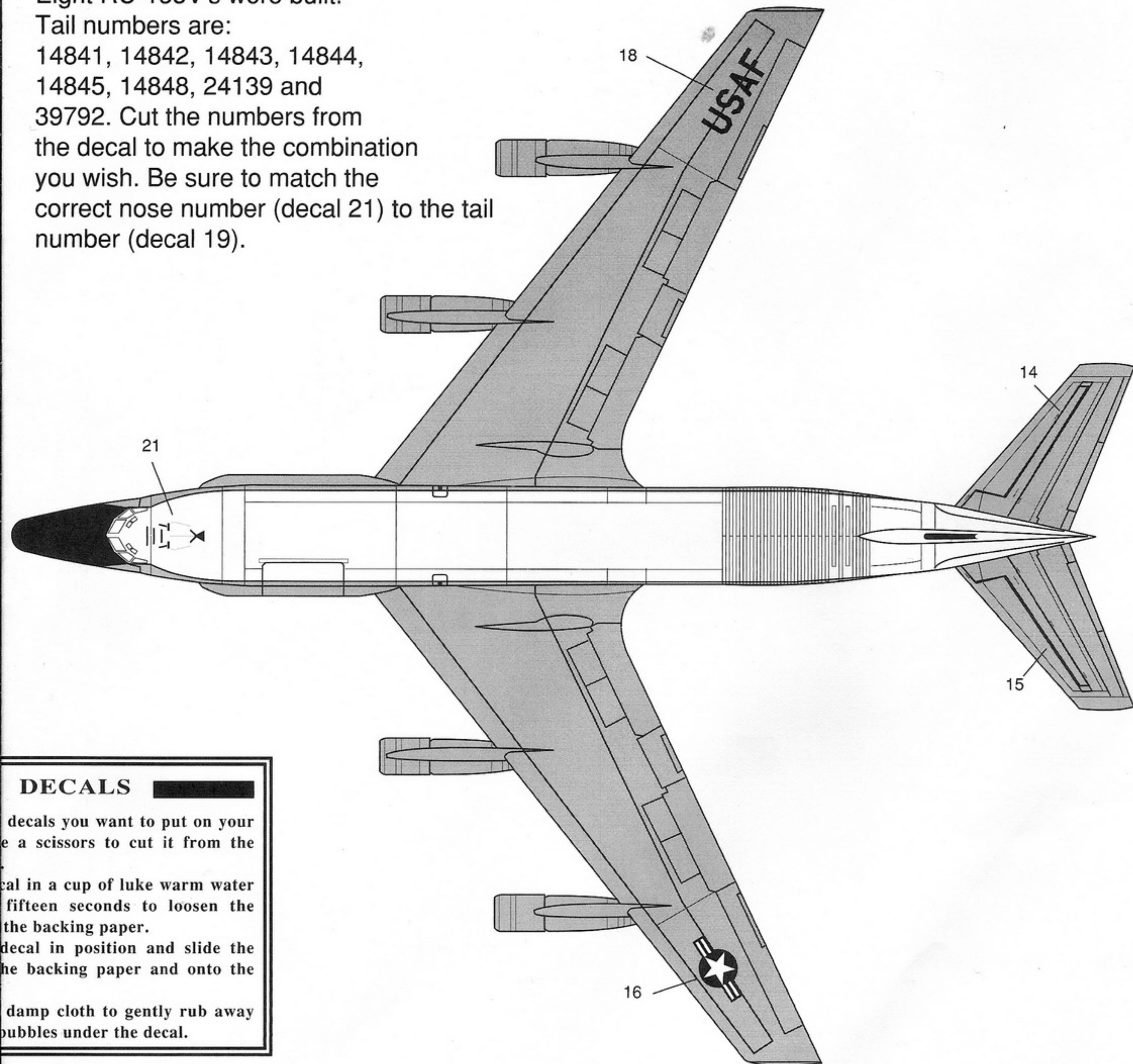
39792. Cut the numbers from

the decal to make the combination

you wish. Be sure to match the

correct nose number (decal 21) to the tail

number (decal 19).



DECALS

decals you want to put on your
 e a scissors to cut it from the
 cal in a cup of luke warm water
 fifteen seconds to loosen the
 the backing paper.
 decal in position and slide the
 he backing paper and onto the
 damp cloth to gently rub away
 bubbles under the decal.