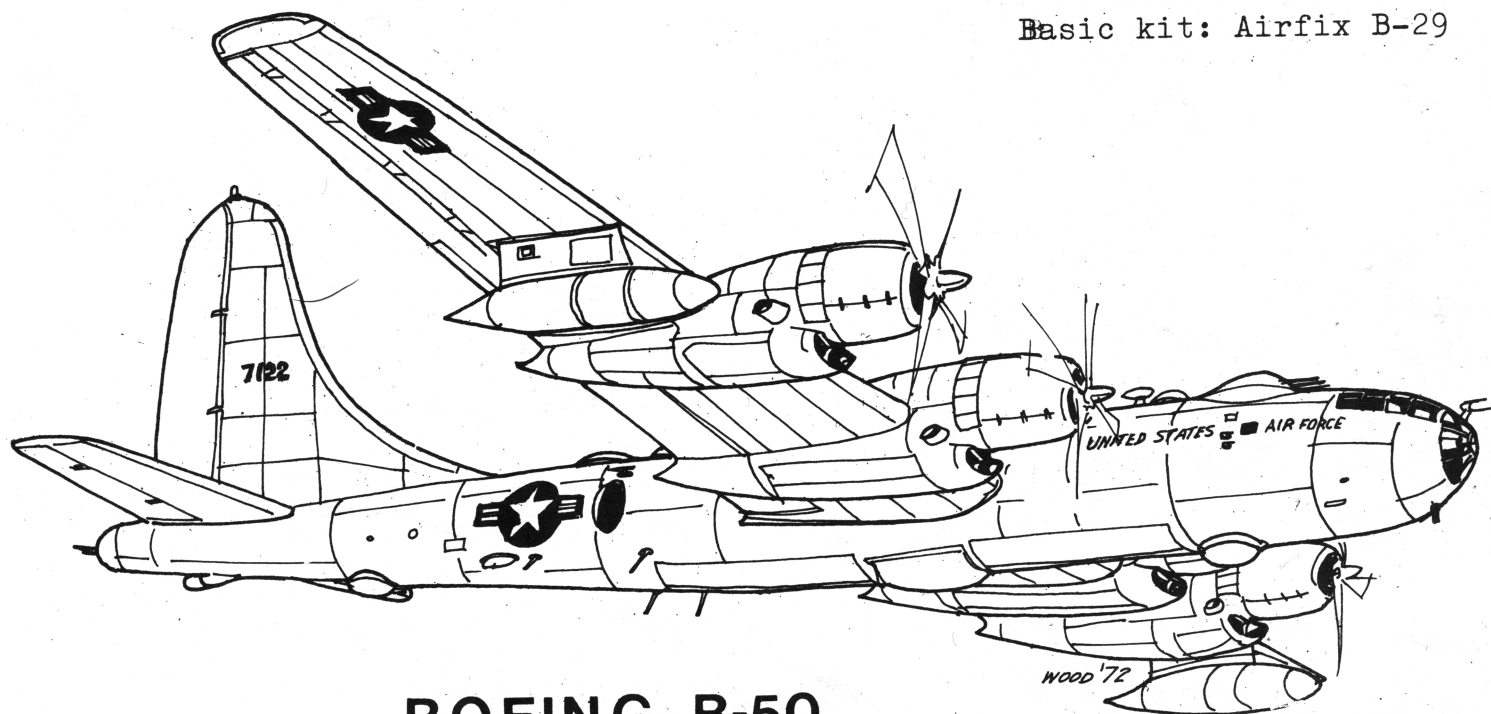


Basic kit: Airfix B-29



BOEING B-50

Originally called the XB-44, the B-50 was to have been a converted B-29 Superfortress with R-4360 engines to replace the R-3450s of the B-29. While externally similar to the B-29, the B-50 was in fact an 80% re-design. The B-50 was not only used as strictly a bomber aircraft but was also used as a reconnaissance aircraft, crew trainer, tanker and ultimately weather reconnaissance aircraft.

Kit Assembly:

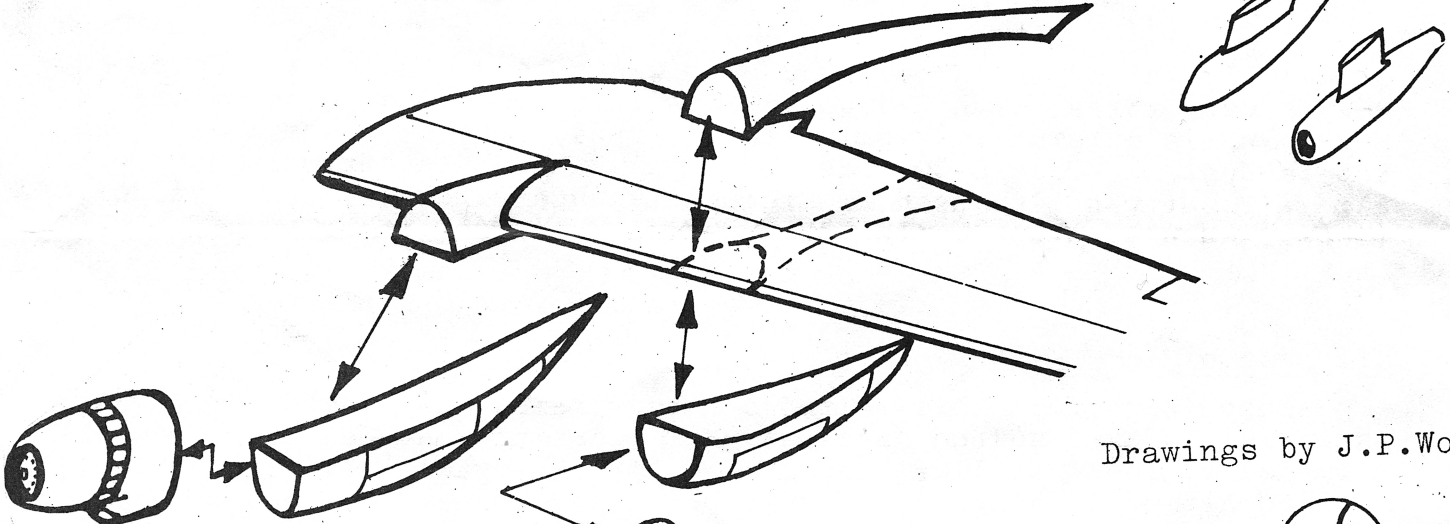
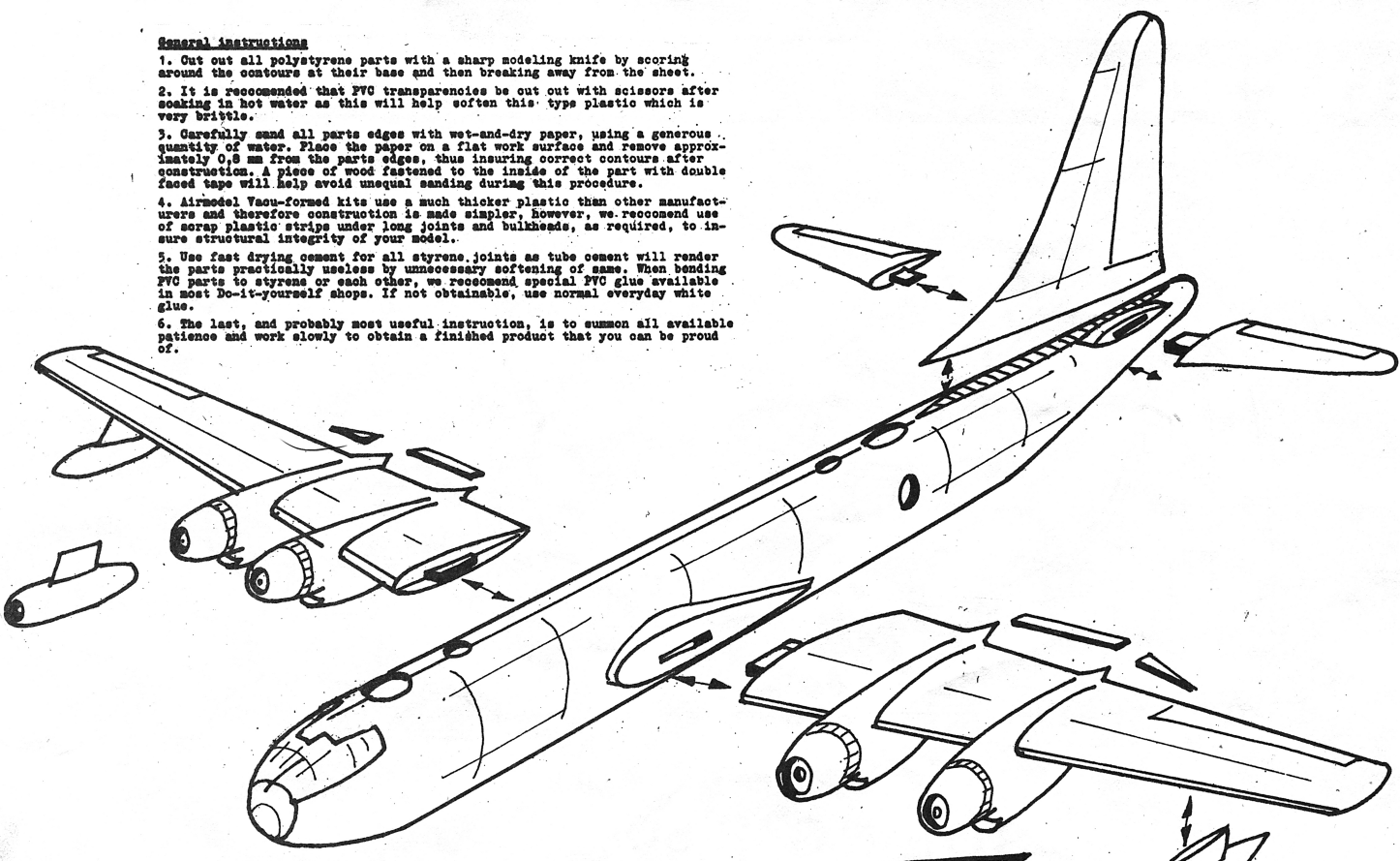
A plastic kit for this Airmodel conversion is the Airfix B-29. Assemble Airfix fuselage as per kit instruction add wings with Airmodel engine nacelles and remove Airfix vertical fin and rudder. Now add Airmodel enlarged fin and rudder. In order to make a B-50A, it is not necessary to add either the jet pods or the drop tanks. To make the B-50B add drop tanks. To make a TB-50B no drop tanks are required and remove upper and lower turrets. The B-50D also requires drop tanks. The KB-50J requires the removal of the turrets, the addition of a small radome on the top of the fuselage and the inclusion of the jet pods. The refueling apparatus on the wings may be represented with reasonable accuracy by addition of the two drop tanks, outboard of the jet pods. It will also be necessary to fashion from the spares box a third refueling position in the shape of an enlarged fairing at the rear of the aircraft.

Wing Construction:

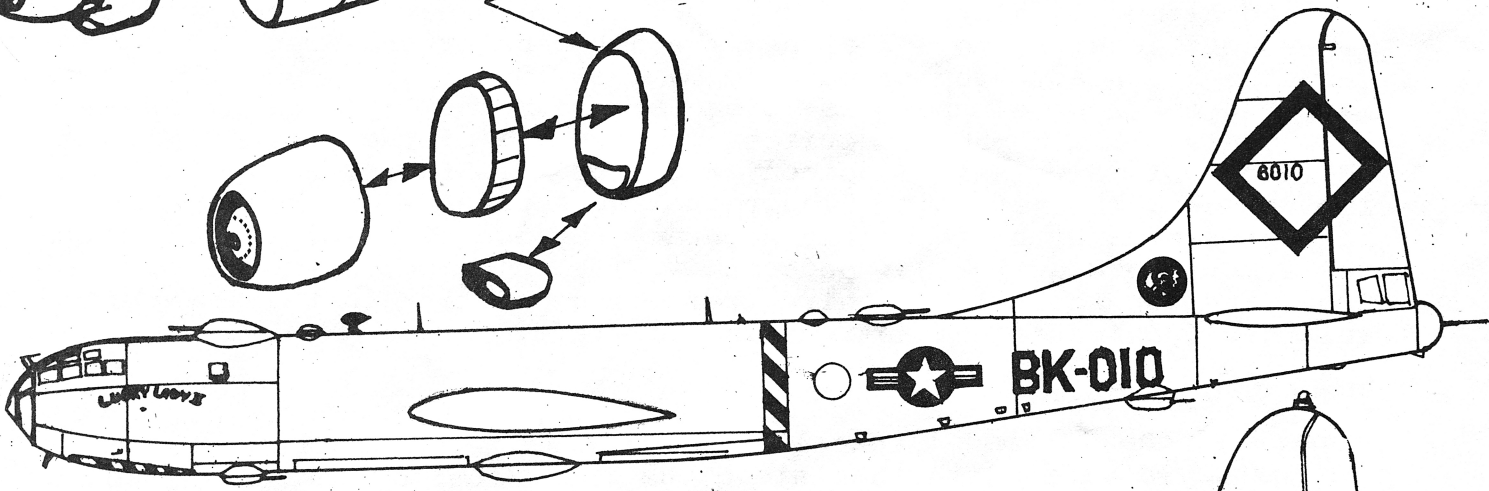
Separate the Airmodel nacelles from the wing sections which are integrally moulded with them along the intersection line. The inboard nacelles are made so that the lower portion (Airmodel part) is mated with the Airfix upper portion already on the upper wing half. The outboard nacelles come in two halves and are positioned at the same place as the B-29 outboard engines. It will be necessary to remove the fairing from the upper wing half at the outboard engine positions. The trailing edge of the C-97 wing is slightly different than the B-29, so two new wing trailing edge fillets must be fashioned from scrap plastic and added as shown

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 FVG 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 0,5 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 bending FVG parts to styrene or each other, we recommend special FVG 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.



Drawings by J.P.Wood



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