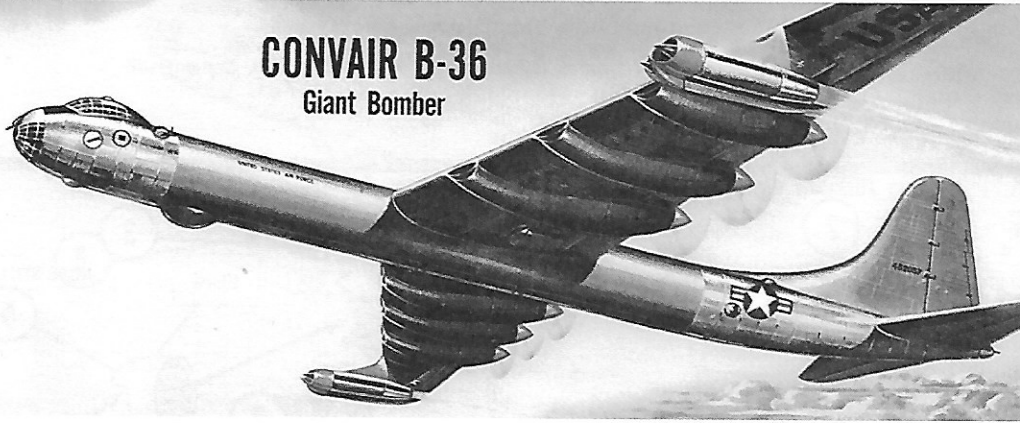


# B-36 PEACEMAKER 1/184

"Preserving the Past while Building the Future"

## CONVAIR B-36 Giant Bomber



### DECAL APPLICATION INSTRUCTIONS

1. Cut desired decal from sheet.
2. Dip decal in water for a few seconds be patient.
3. Remove excess water with paper towel.
4. Wait until decal is movable on paper backing.
5. Place decal in position on model, face up and slide backing away.
6. Press out air bubbles with a soft damp cloth.
7. Milkyness that may appear is for better decal adhesion and will dry clear. Wipe away any excess adhesive.
8. Do not touch decal until fully dry.
9. Allow the decals 48 hours to dry before applying clear coat.

**NOTE:** Decals are compatible with setting solutions or solvents.

### READ THIS BEFORE YOU BEGIN

- \* Study the assembly drawings.
- \* Each plastic part is identified by a number.
- \* Follow the assembly drawings carefully.
- \* For better paint and decal adhesion, wash the plastic parts in a mild detergent solution. Rinse and let air dry.
- \* Check the fit of each piece before cementing in place.
- \* Use only cement for polystyrene plastic.
- \* Take your time building your model.
- \* Allow paint to dry thoroughly before handling parts.
- \* Any unused parts may be discarded.

### LISEZ CECI AVANT DE COMMENCER

- \* Étudiez les plans d'assemblage.
- \* Chaque pièce de plastique est identifiée par un numéro.
- \* Suivez attentivement le schéma de montage.
- \* Pour une meilleure adhésion de la peinture et de la décalcomanie, lavez les pièces en plastique dans une solution de détergent doux. Rincez et laissez sécher à l'air.
- \* Vérifiez l'ajustement de chaque pièce avant de la coller en place.
- \* Utilisez uniquement de la colle pour plastique au polystyrène.
- \* Grattez toute peinture et le placage sur les régions à coller.
- \* Laissez sécher la peinture complètement avant de manipuler des pièces.
- \* Toute pièce non-utilisée peut être jetée.

### LEA ESTO ANTES DE EMPEZAR

- \* Estudie los dibujos de ensamblaje.
- \* Cada parte plástica está identificada con un número.
- \* Siga el dibujo de montaje con cuidado.
- \* Para mejor adhesión de pintura y calcomanías, lave las partes plásticas en una solución de detergente suave. Enjuague y deje secar al aire.
- \* Verifique el encastrado de cada pieza antes de cementar en su lugar.
- \* Use sólo cemento para plástico de poliestireno.
- \* Raspe las placas y la pintura de las áreas a cementar.
- \* Deje secar la pintura totalmente antes de manipular las partes.
- \* Cualesquiera partes sin usar se pueden descartar.

### History of the Convair B-36 Bomber.

The Convair B-36 Bomber, a 385,000 pound example of aeronautical achievement, was the world's largest combat aircraft. Entering service in 1948, the B-36 was the primary nuclear weapons delivery vehicle of Strategic Air Command (SAC) until it was replaced by the jet-powered Boeing B-52 Stratofortress beginning in 1955.

Four General Electric J-47 turbojet engines paired in 'pods' under the outer wings supplemented six 3,500 hp Pratt & Whitney engines to accomplish over-target speed in excess of 435 mph. Old sliding type bomb-bay doors became obsolete with the installation of the B-36 snap-action doors, which opened or closed in 2 seconds! Pressurized crew compartments forward and aft of the bomb-bay accommodated fifteen men, including a four-man relief crew. Communication and passage between compartments was via a four wheeled cart, which ran in a 25 inch diameter pressurized tunnel extending the entire 85 ft length of the all metal circular middle fuselage structure.

Because of its 40,000 foot service ceiling, the pilot and bombardier's compartments, the gun sighting blisters in the rear crew compartment, and the leading edges of the tailplane and fin of the B-36 were all provided with thermal anti-icing and defrosting. Heated surface anti-icing kept the wings ice free.

Ten 20mm cannons, six in retractable remotely-controlled turrets, two on flexible mountings in the nose, and two in the radar controlled tail turret, comprised the armament of the huge B-36. Standing 46 feet 9 inches high, the bomber was 162 ft long and had a wingspan of 230 ft. She carried a standard bomb load of 84,000 lbs.

The B-36 was the first bomber capable of delivering any of the nuclear weapons in the U.S. arsenal from inside its four bomb bays without aircraft modifications. With a range of 10,000 mi (16,000 km) and a maximum payload of 87,200 lb (39,600 kg), the B-36 was capable of intercontinental flight without refuelling.

The B-36 had a solid overall safety record, well above average for the class and time. A total of 32 B-36s were written off in accidents between 1949 and 1957. When a crash occurred, the magnesium-rich airframe burned easily.

B-36's were involved in two "Broken Arrow" incidents. On Feb. 13 1950, one crashed in an unpopulated region of British Columbia, resulting in the first loss of an American atom bomb. The bomb's plutonium core was dummy lead, but it did have TNT, and it detonated over the ocean before the crew bailed out. On May 22, 1957, another B-36 accidentally dropped a Mark 17 nuclear bomb 4.5 miles from the control tower while landing at Kirtland Air Force Base in Albuquerque, New Mexico. Only the conventional trigger detonated, the bomb being unarmed. These incidents were classified for decades.

The B-36 was featured in the 1949 documentary, Target: Peace, about the operations of the 7th Bombardment Wing at Carswell AFB. There was also a full length feature film Strategic Air Command in 1955, which starred James Stewart who is called back to active duty to become a B-36 pilot.

All but five of the original 384 aircraft were scrapped. One is currently in parts but there are restored aircraft on display at the National Museum of the U.S. Air Force Dayton, OH, Pima Air and Space Museum Tucson, AZ, Strategic Air Command and Aerospace Museum Omaha, NE and Castle Air Museum Atwater, CA.

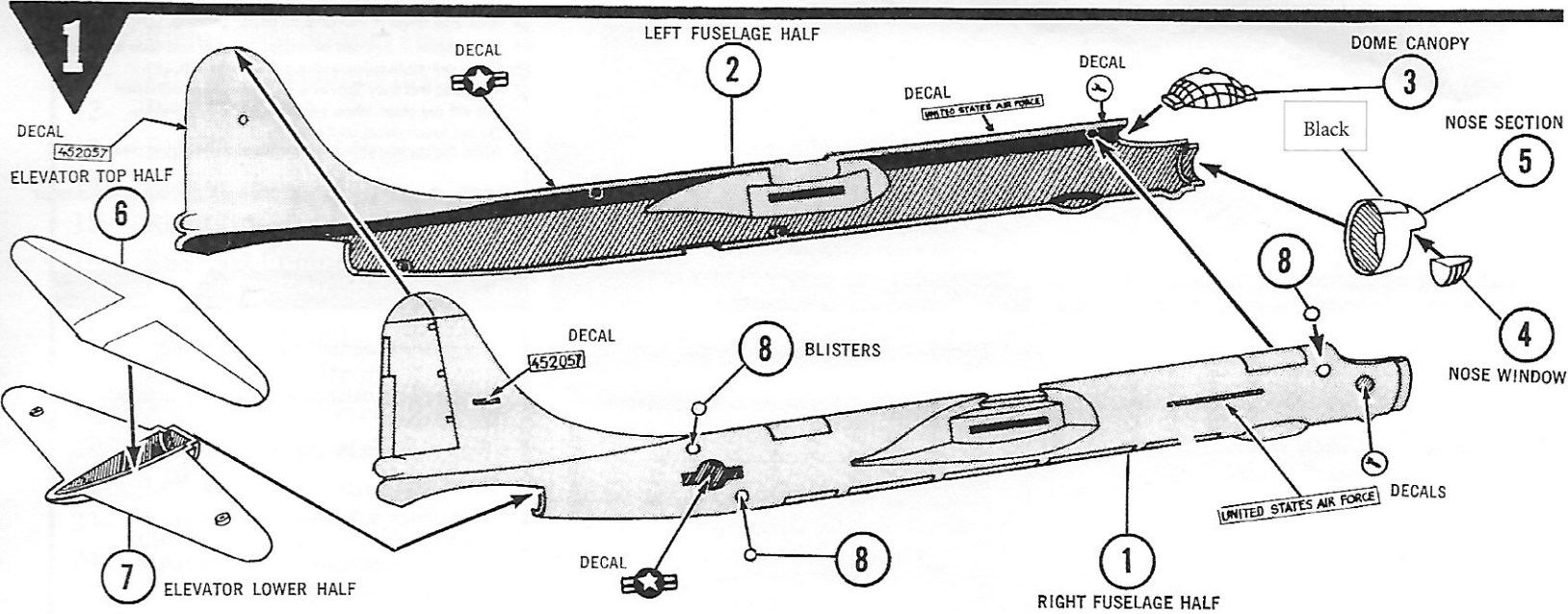
# GET YOUR TOOLS READY:

★ ★ ★ BEFORE YOU BEGIN ★ ★ ★



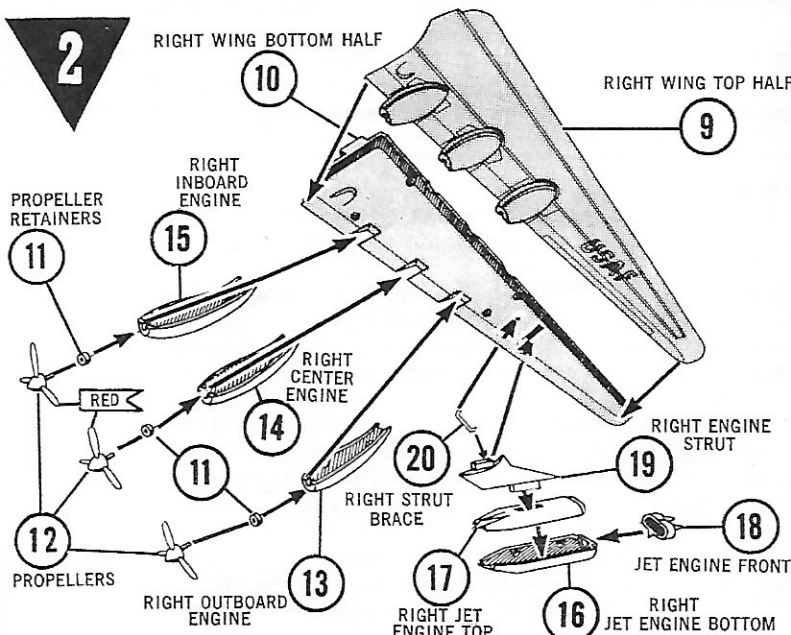
FIRST, FIT PARTS TOGETHER and TRIM EXCESS PLASTIC. THEN, APPLY CEMENT SPARINGLY. Too much cement will damage your model. Use a toothpick, pin or small paint brush to apply cement.  
If you wish to stop at any point during the construction of your model do so at the end of an Assembly Step.

IF YOU WISH TO PAINT YOUR MODEL — See PAINTING on all steps for color suggestions.  
• Paint small parts before detaching from runner.  
• Start with the lighter colors.  
• Scrape off paint where cement is to be applied. Cement will not work on paint.

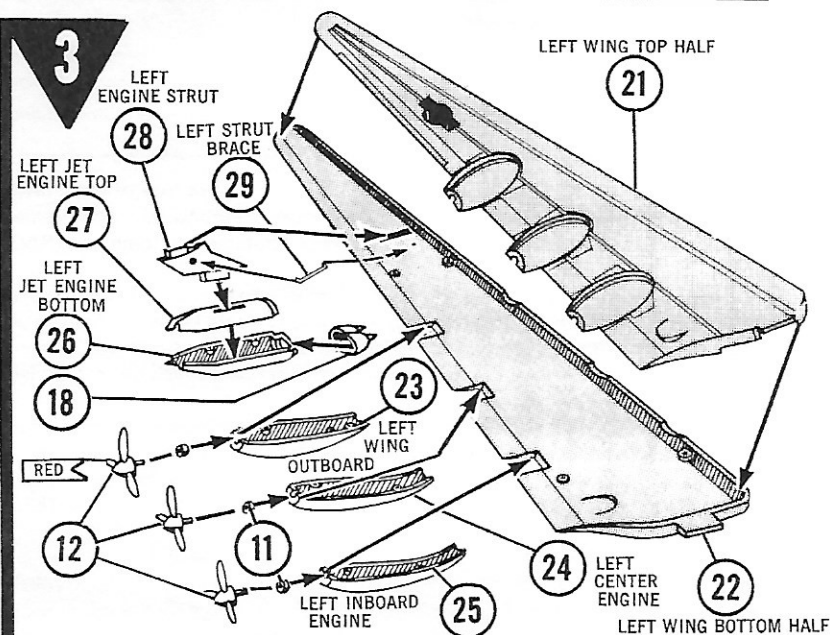


**FUSELAGE ASSEMBLY** — Cement Parts 1 and 2 together. Use rubber bands to hold fuselage halves together until dry. Next, cement Part 3 into Parts 1 and 2. Now cement Part 4 into Part 5, then cement this assembly to front of

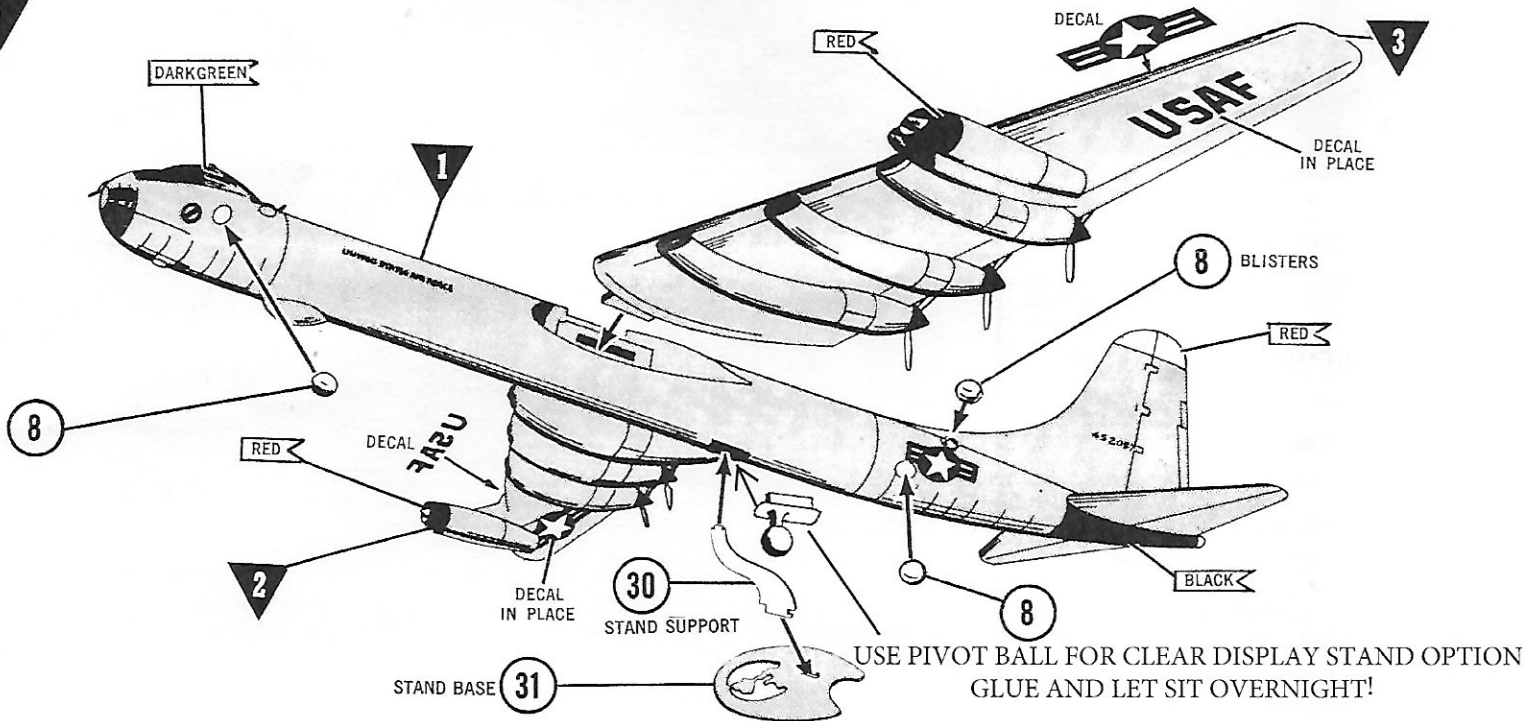
Fuselage. Cement Parts 6 and 7 together, then cement assembly into rear of Fuselage. Finally, cement (3) Parts 8 to Fuselage as shown, apply decals, then set aside to dry.



**RIGHT WING ASSEMBLY** — PAINT ALL DETAILS AS SHOWN AND LET DRY BEFORE ASSEMBLING. Cement Parts 9 and 10 together. Next, cement (1) Part 11 onto (1) Part 12. Make (6) sets. Now Place, DO NOT cement (1) assembled Propeller into notch in Part 13, then cement Part 13 onto bottom of assembled Wing. In the same way, cement (2) more assembled Propellers and Parts 14 and 15 to Wing. DO NOT let cement touch Propellers or they will not turn. Next, cement Parts 16 and 17 together, then cement (1) Part 18 to front of assembled Jet Engine. Now, cement Part 19 into assembled Engine, then cement completed Engine up into bottom of Wing, as shown. Finally, cement Part 20 to Engine Mounting Strut and to Wing, then set aside to dry.



**LEFT WING ASSEMBLY** — PAINT ALL DETAILS AS SHOWN, AND LET DRY BEFORE ASSEMBLING. Cement Parts 21 and 22 together. Next, Place, DO NOT cement, (1) assembled Propeller into notch in Part 23, then cement Part 23 up into assembled Wing as shown. Caution: DO NOT allow cement to touch Propeller or it will not turn. In the same way, cement remaining assembled Propellers, Parts 24 and 25 up into Wing. Now cement Parts 26 and 27 together, then cement remaining Part 18 to front of assembled Jet Engine. Next, cement Part 28 down into slot of assembled Engine, as shown. Cement completed Engine up into bottom of Wing. Finally, cement Part 29 to Engine Mounting Strut and to Wing, then set aside to dry.

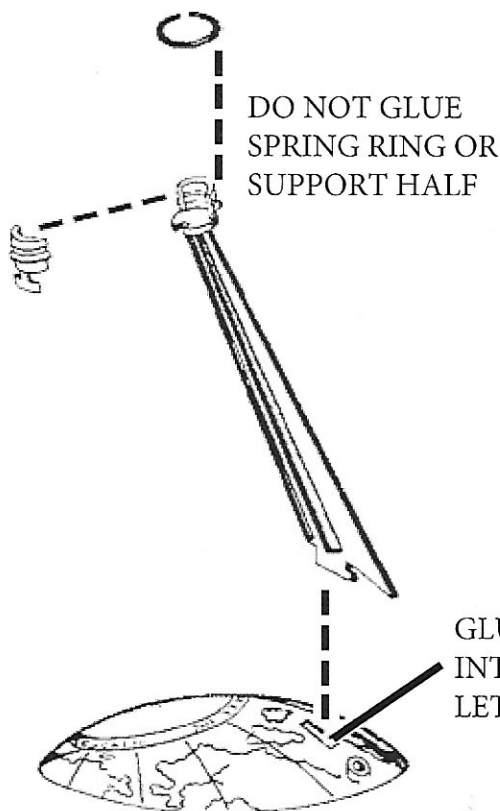


**FINAL ASSEMBLY** — PAINT ALL DETAILS AS SHOWN, AND LET DRY BEFORE ASSEMBLING. Cement Assemblies 2 and 3 into Assembly 1 as shown. Next, cement remaining Parts 8 onto Fuselage at locations shown. Now cement

Parts 30 and 31 together, then cement completed Stand into bottom of Fuselage. Finally, apply decals, then set aside to dry.

- A- Ball Support Half
- B- Ball Main Support
- C- Spring Ring
- D- Globe Base
- E- Pivot Ball

**GLOBE STAND ASSEMBLY INSTRUCTIONS**



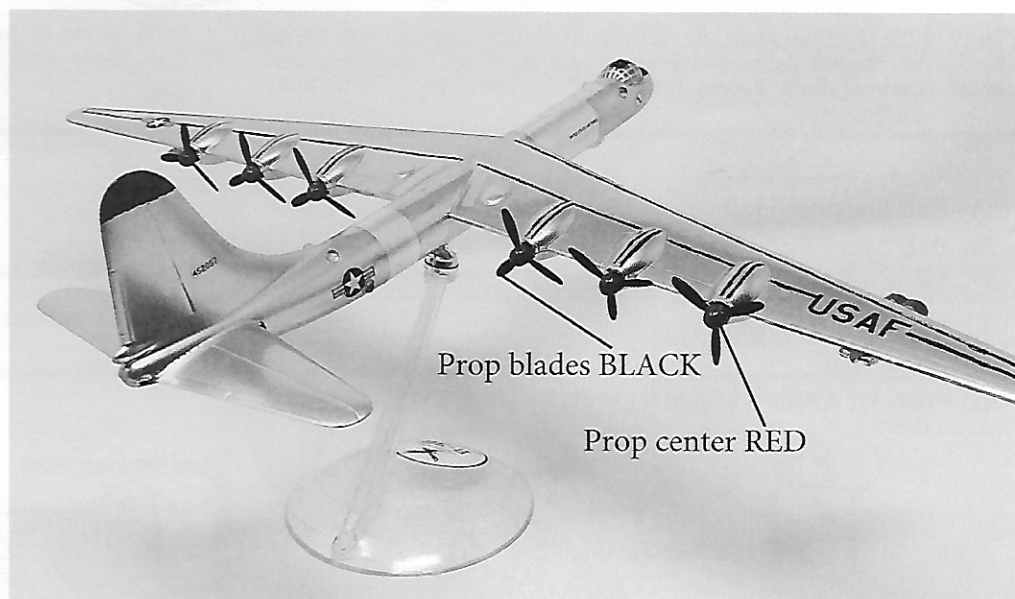
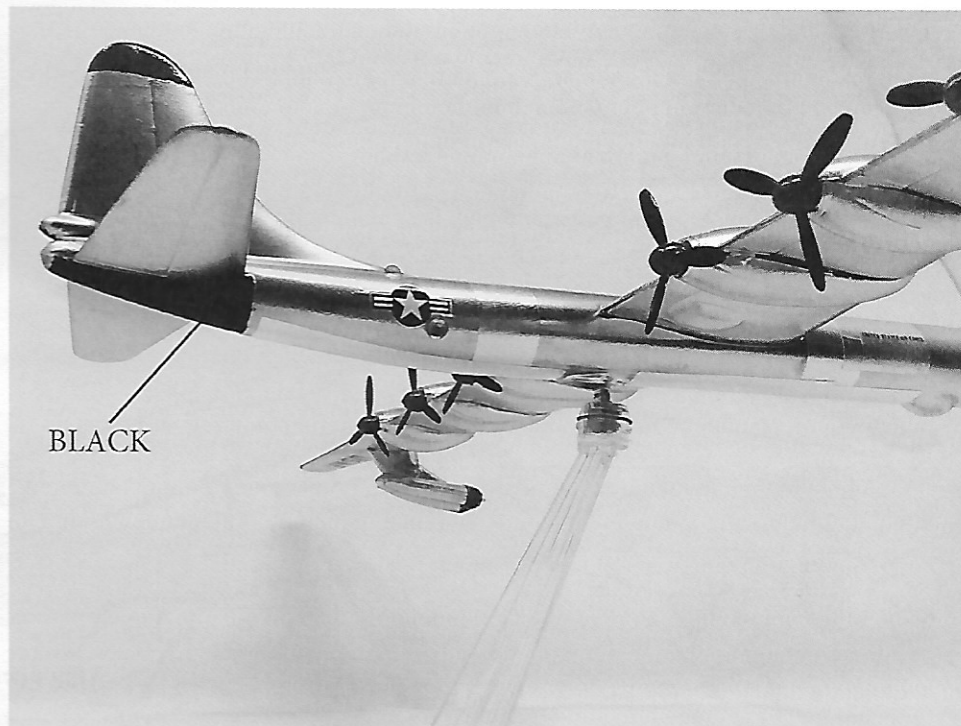
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## B-36 Parts List

- 1- Right Fuselage Half
- 2- Left Fuselage Half
- 3- Dome Canopy (clear)
- 4- Nose Window (clear)
- 5- Nose Section
- 6- Elevator Top Half
- 7- Elevator Bottom Half
- 8- Clear Blisters (6) 2 extra
- 9- Right Wing Top Half
- 10- Right Wing Bottom Half
- 11- Propeller Retainers (6)
- 12- Propellers (6)
- 13- Right Outboard Engine
- 14- Right Center Engine
- 15- Right Inboard Engine
- 16- Right Jet Engine Bottom
- 17- Right Jet Engine Top
- 18- Jet Engine Front
- 19- Right Engine Strut
- 20- Right Engine Brace (1 extra)
- 21- Left Top Wing Half
- 22- Left Wing Bottom Half
- 23- Left Wing Outboard
- 24- Left Center Engine
- 25- Left Inboard Engine
- 26- Left Jet Engine Bottom
- 27- Left Jet Engine Top
- 28- Left Engine Strut
- 29- Left Strut Brace (1 extra)
- 30- Stand Support
- 31- Stand Base



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