

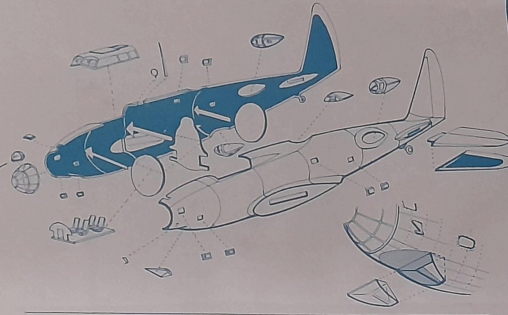
Guide to assembling your

# Boeing YB-17

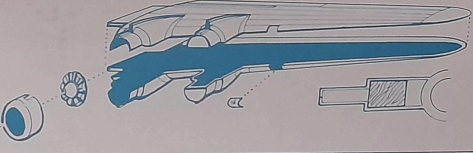
With a sharp knife, make a light cut around the outline of each moulded part, bending and snapping away the excess plastic with fingers or small pliers. Sand all cut edges flat. Use a medium grade of wet sandpaper straining paper with plenty of water to which has been added a drop or two of liquid detergent to make the sanding action smoother. As each part is sanded correctly, a thin line of 'flash' will break away from the component. Check frequently for over-sanding. Ensure a perfect joint is obtained between parts. Much heavier sanding is required on trailing edges of rudders, wings and elevators to obtain knife-like edges. Cut off all moulding 'joints' with a sharp razor blade before assembly. A light touch coat of liquid cement will smooth down sanded areas.

1. Cut out all transparencies. They can be used for a guide in cutting their positions on the fuselage.

2. Drill holes in fuselage halves where windows occur and file to fit transparencies, affixing these in place with white glue or clear insect adhesive. Cut off nose cone, pilot's cockpit, front armour window and the four blister gun positions. Assemble cockpit floor, four seats and dashboard and cement between the first and second bulkheads into the fuselage halves before cementing liquid cement. Do only a little at a time to ensure accurate alignment. When dry, sand down the smooth finish around the cockpit. Fill remaining transparencies in place and cut out wing and tail root fairings to take into the main fuselage halves.



3. Sand wings, making sure trailing edges are sharp and that the wing root section matches the fuselage fairing. If not, add a small latex block inside the wing to enlarge the section to correct depth. Cement wing halves together and cut out landing lights, undercarriage openings and fronts of oil coolers. Add motors to front of engine nacelles and cement cowling over. Make up tailplane ready for insertion into fuselage.



5. Cement tailplane to fuselage and align from rear and above. Add undercarriage to wings, checking correct angle with frontal drawing. Cement wings into fuselage tongues and check fuselage dihedral angle when cement is drying. Add body putty to any gaps.

4. Cement together each pair of undercarriage mouldings, adding a short axle from plastic rod to allow wheels to be strongly glued in place.

6. Trim out propellers carefully and cement spinners in place. A short length of plastic rod is needed for prop shafts. Make up and glue into plastic tubes, d/f loop, stick aerial and landing wheel doors.

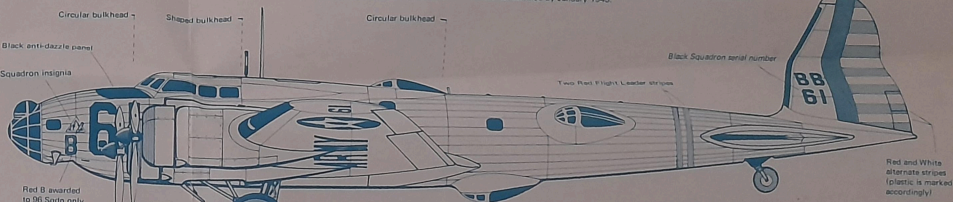


Being made thirteen YB-17 aircraft and these were delivered to the US Army between January and August 1937. The first example was sent to Wright Field for test purposes and the remaining twelve to Langley Field, Virginia where they equipped the squadrons of the 2nd Bombardment Group, as shown below.

| Unit          | Aircraft Number | Colour                      | Other Markings   |
|---------------|-----------------|-----------------------------|--|
| HQ Flight     | BB 10           | Red, Yellow, White segments | 3 wing stripes   |
| 20th Squadron | BB 50/51/52/53  | White                       | BB50 had 3 wing stripes<br>BB51 had 2 wing stripes<br>BB52 was camouflaged later |
| 96th Squadron | BB 60/61/62/63  | Red                         | BB61 had 2 wing and 2 fuselage stripes   |
| 49th Squadron | BB 80/81/82     | Yellow                      | BB80 had 2 wing and 2 fuselage stripes   |

These YB-17s remained in Group service until the early 1940s and during their time, had many marking changes and differences in equipment. Refer to photos of individual aircraft to discover insignia details and to ascertain if spinners were removed, de-ice strips fitted and radio mast or d/f loops installed. Eventually the 13 aircraft were used by several units and schools, but all were condemned by January 1943.

Aircraft overall natural aluminium finish unless otherwise stated on drawings.  
Paint fuselage interior chromate green.

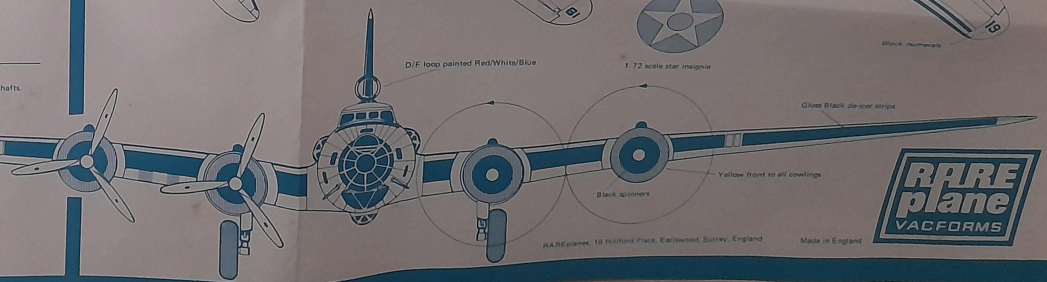


Representative scale figures to cover all YB-17 squadrons. Black.

10 51 63 82

U.S. ARMY

actual size lettering



Published references on the early B-17 aircraft:  
Aero Album Fall 1971 - Squadron history  
Aeromodeller Jan 1982 - RAF Fortress pics and plans  
Airfix Magazine April 1969 - Modelling YB-17  
Air Pictorial Dec 1984 - Fortress I in RAF  
Airpower Sept 1974 - early B-17s  
Flying Fortress - Collins/Schriener 1944  
Scale Modeller Vol 1 No 3 - 'Swoose' profile  
Scale Modeller Vol 5 No 10 - Ultimate B-17  
Wings Aug 1971 - The First Fortresses  
Wings Aug 1974 - Birth of the B-17

Also, announced for publication is Fortress in the Sky, a comprehensive volume by Peter M Bowers (Sentry Books)

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