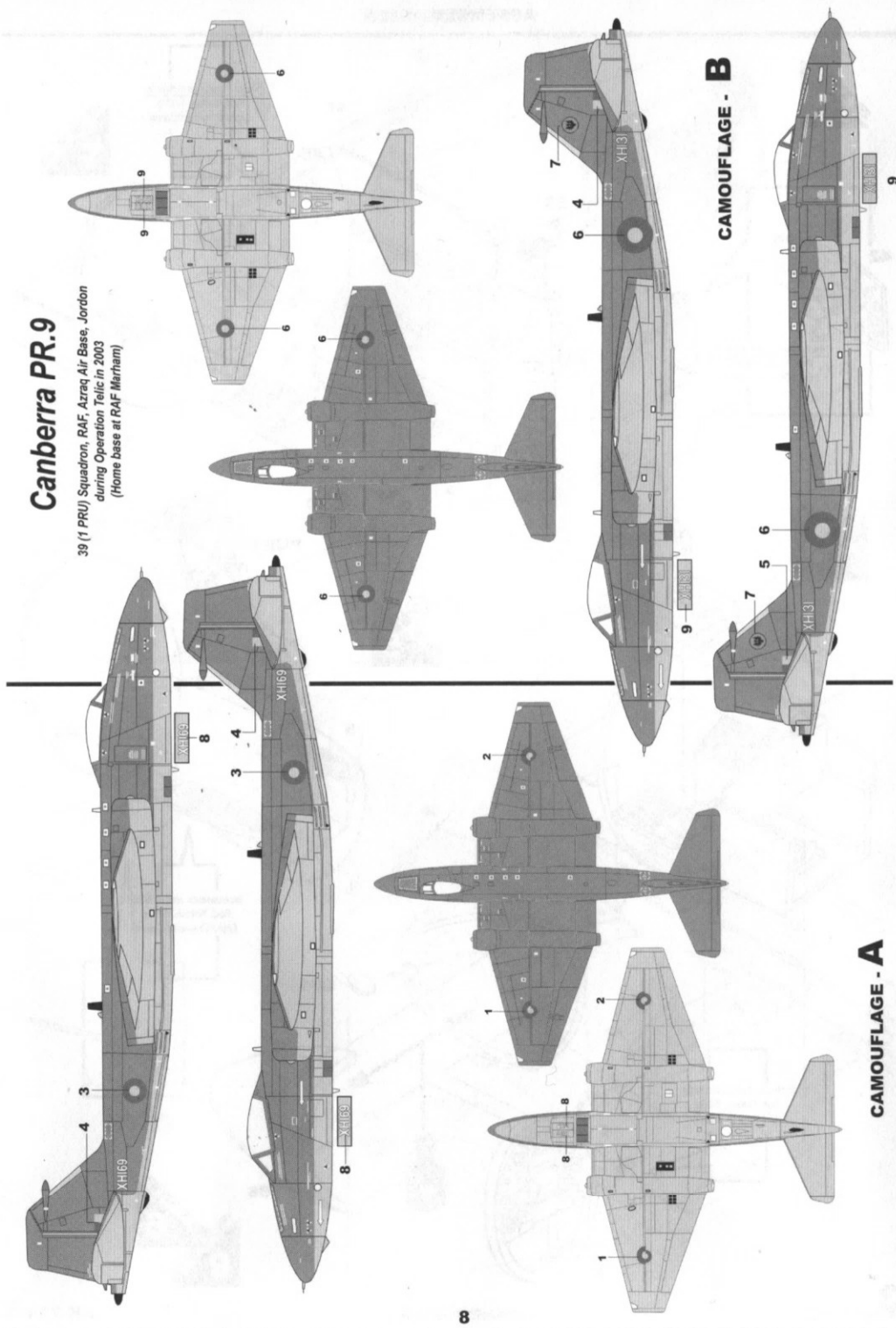


Canberra PR.9

39 (1 PRU) Squadron, RAF, Azraq Air Base, Jordan during Operation Telic in 2003 (home base at RAF Marham)

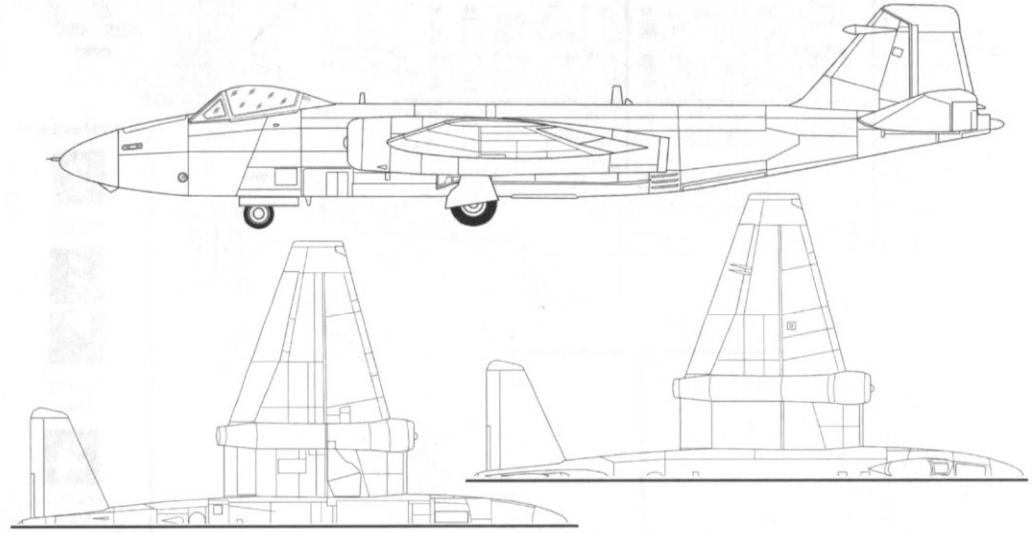


8

XTRAKIT

PLASTIC AIRCRAFT KIT

Canberra PR.9



1/72 scale

XK 72004

The Canberra was the RAF's first jet bomber and entered service in 1951. The design was modified with several different versions and the PR 9 was the result of a need for a higher flying photo-reconnaissance aircraft and it could operate at an altitude in the region of 70,000 ft (21,350m).

To attain this altitude the wing was modified with additional span to 67' 10" and increased chord, most noticeably inboard of the engines. A 14" extension was put into the fuselage forward of the engines to accommodate a camera bay and additional fuel, making the length 66' 8" and the engines

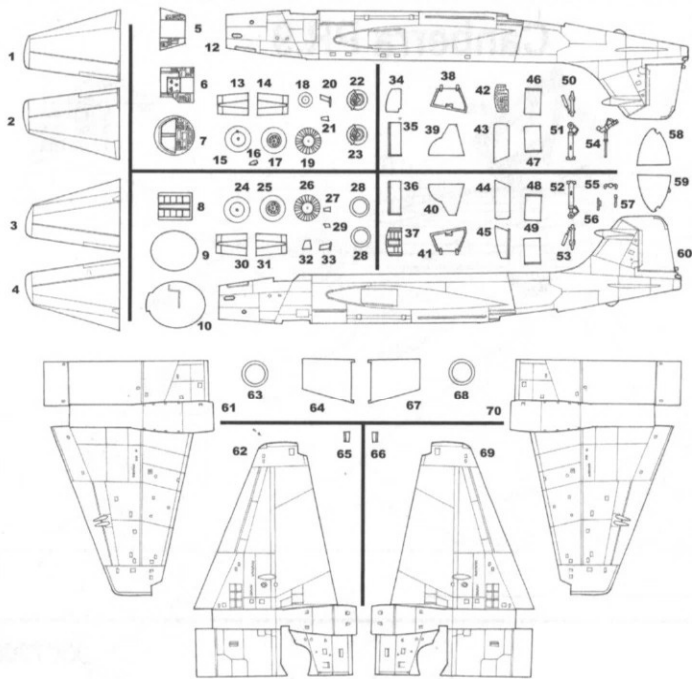
changed to Avon Mk 206 with 11,250 lb Static Thrust. The original order was for 43 aircraft but this had been reduced to 23 by the time of the prototype's (XH129) first flight on 27 July 1958, flown by test pilot Peter Hillwood. All PR 9s were built by Short Bros and Harland in the serial ranges XH129-XH137 and XH164-XH177 and these were the last new build Canberras.

Much of their early service life was spent in the Mediterranean area at Malta and Cyprus and PR 9s from 39 Squadron took part in the Falklands War, operating secretly from airfields in Chile. On June 2 1982 the aircraft were transferred to No 1 Photo Reconnaissance Unit, however in 1992 the unit was redesignated No 39 (1 PRU) and based at RAF Wyton. In 1992 the Squadron transferred once again to RAF Marham to form part of the Marham Reconnaissance Wing with the five remaining PR 9s alongside Tornados of 2 and 13 Squadrons.

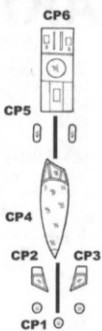
They played an important role in both Iraq conflicts and their final operational roles were over Afghanistan until the Squadron was finally disbanded on 28 July 2006.

This kit has been designed from plans kindly supplied by John Adams of Aeroclub Models which we believe to be the most accurate available.

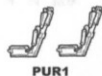
KIT PARTS



CLEAR PARTS



POLYURETHAN PARTS



SYMBOLS



OPTIONAL



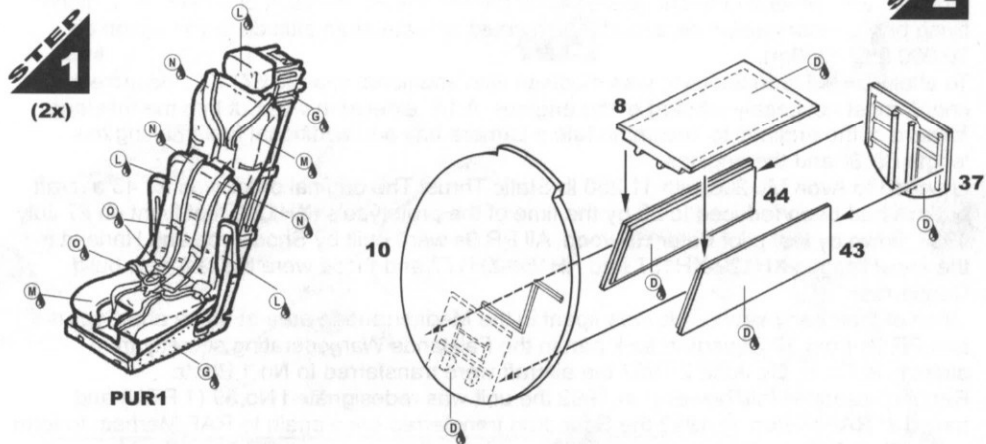
CUT OFF DRILL



SCRATCH BUILD

ASSEMBLY

STEP 2



XTRACOLOR / XTRACRYLIX References

A RAF Dark Green X 001 (BS241) - XA1001	E RAF Light Aircraft Grey X015 - XA1015	I Tyre Black X404
B RAF Dark Sea Grey X004 (No BS number) - XA1004	F RAF Hemp X016 - XA1016	J Burn metal X508
C RAF Medium Sea Grey X003 (BS637) - XA1003	G Black X012 - XA1012	K Silver X1216
D High Speed Silver X038	H Aluminium X142	L Leather

M Sand	N Light Grey	O Chrome
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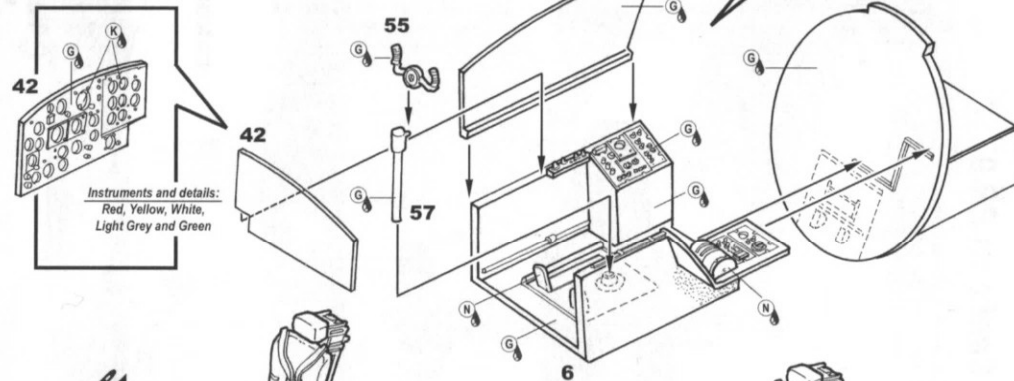
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Canberra PR.9

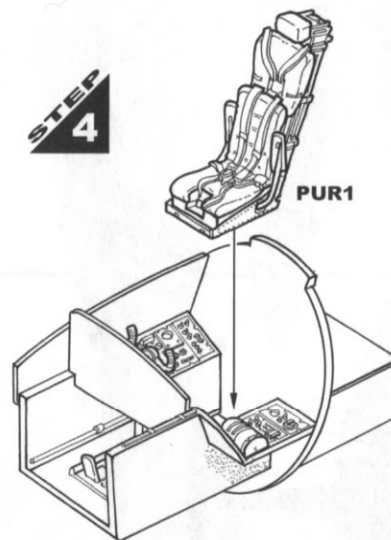
XK 72004

ASSEMBLY

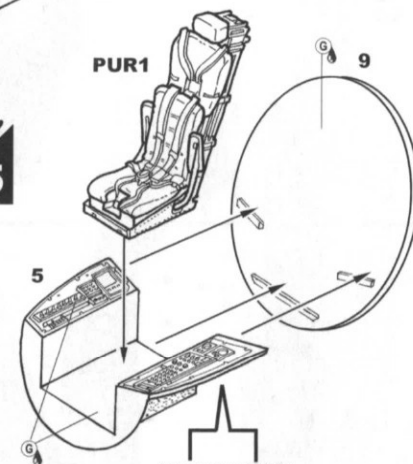
STEP 3



STEP 4



STEP 5



Instruments and details:
Red, Yellow, White,
Light Grey and Green

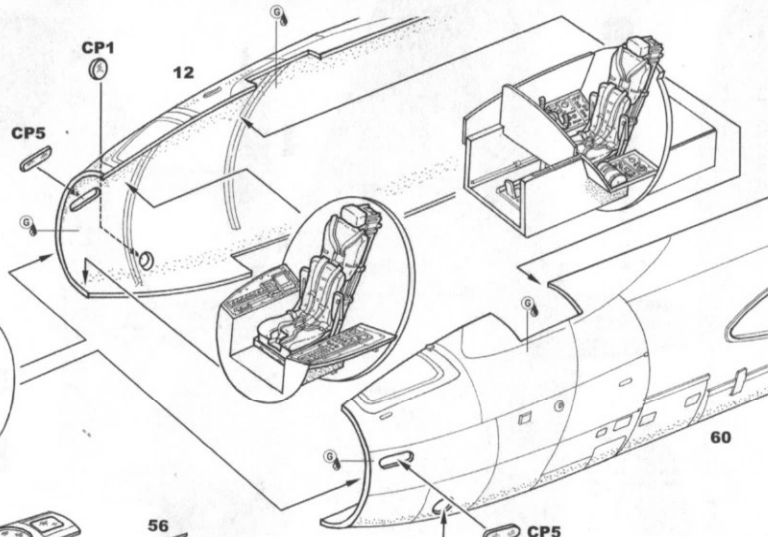
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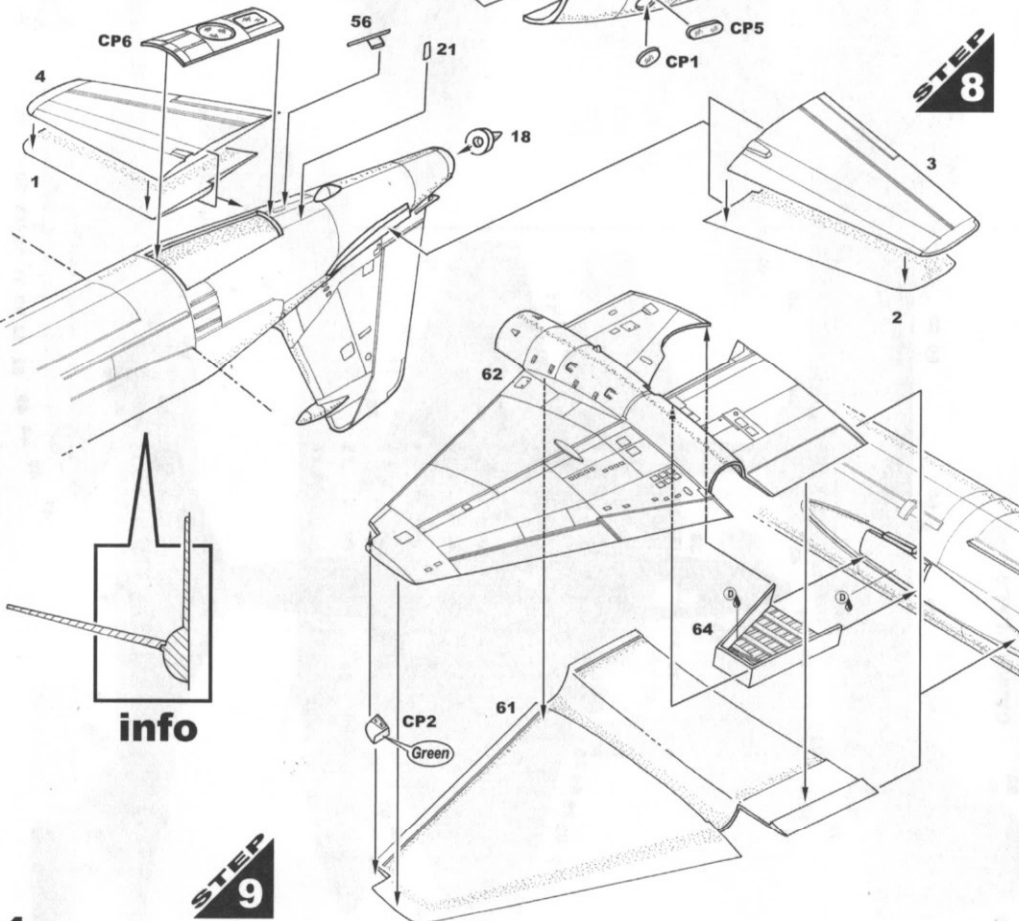
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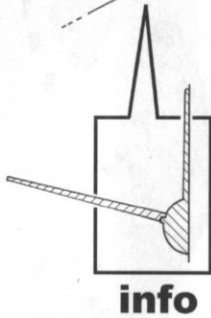
STEP 7



STEP 8



STEP 9



info

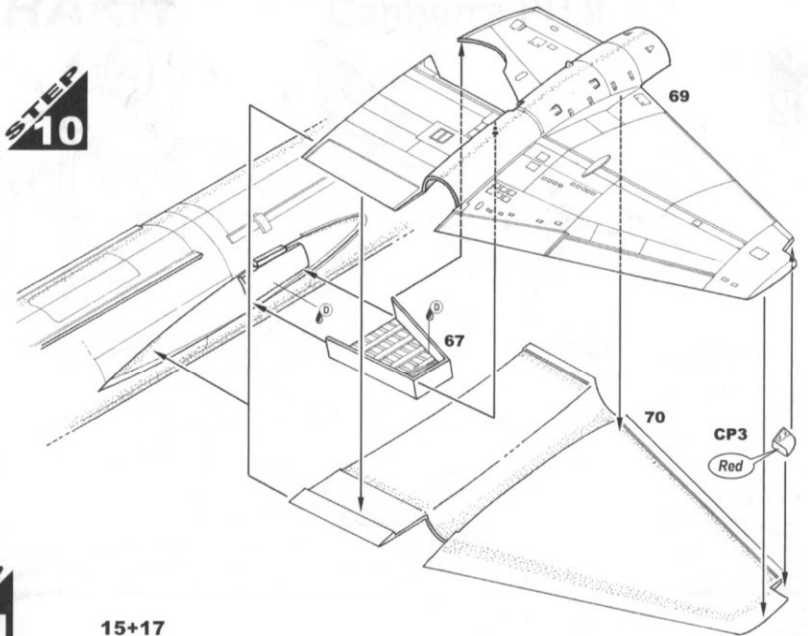
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Canberra PR.9

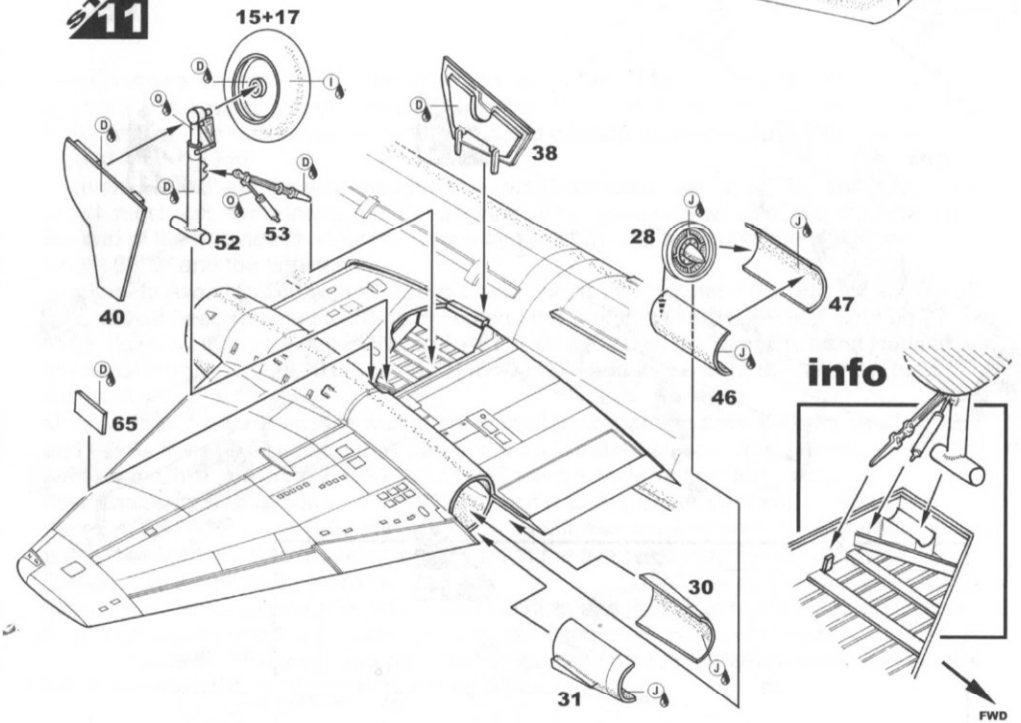
XK 72004

ASSEMBLY

STEP 10



STEP 11



info



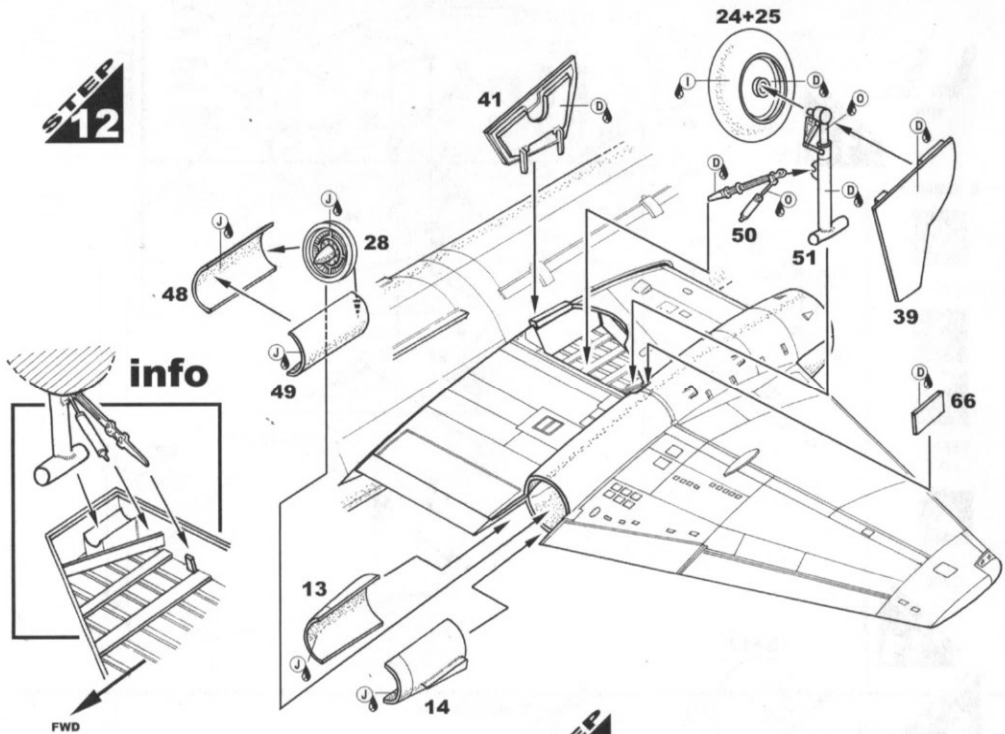
FWD

5

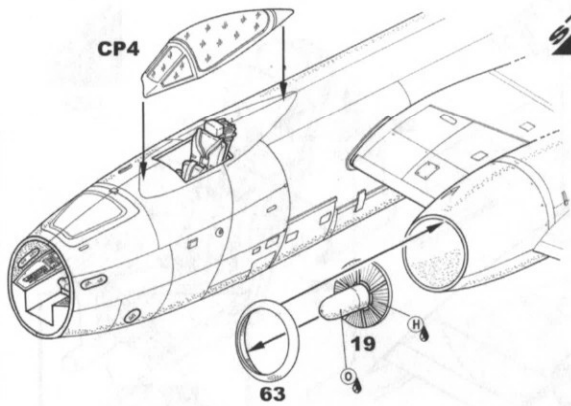
Canberra PR.9

XK 72004

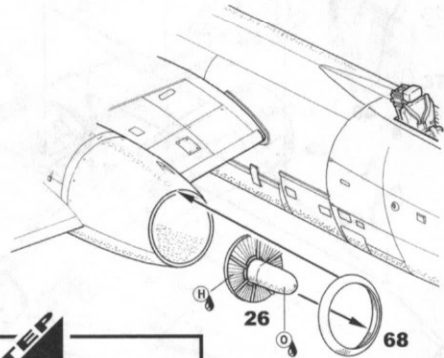
STEP 12



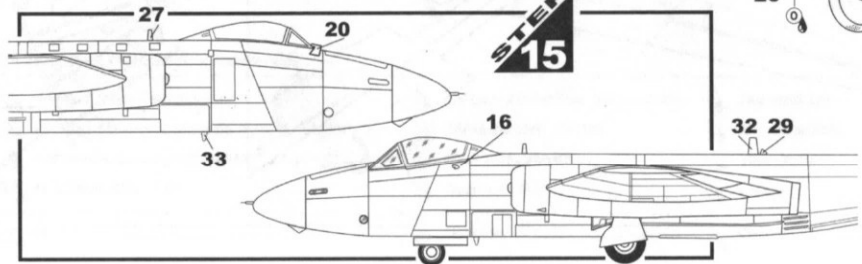
STEP 13



STEP 14



STEP 15

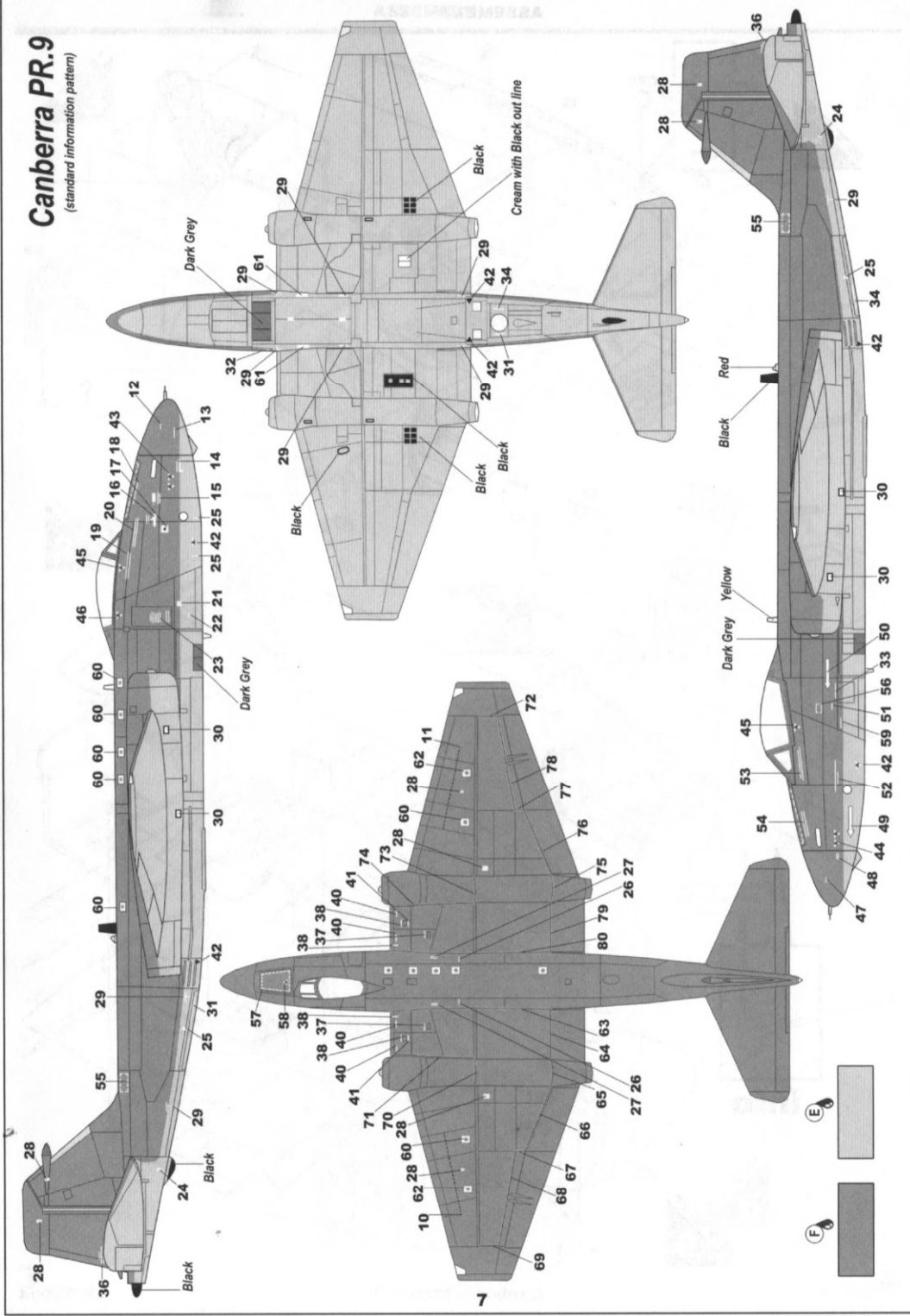


6

Canberra PR.9

XK 72004

Canberra PR.9
(standard information pattern)



7