



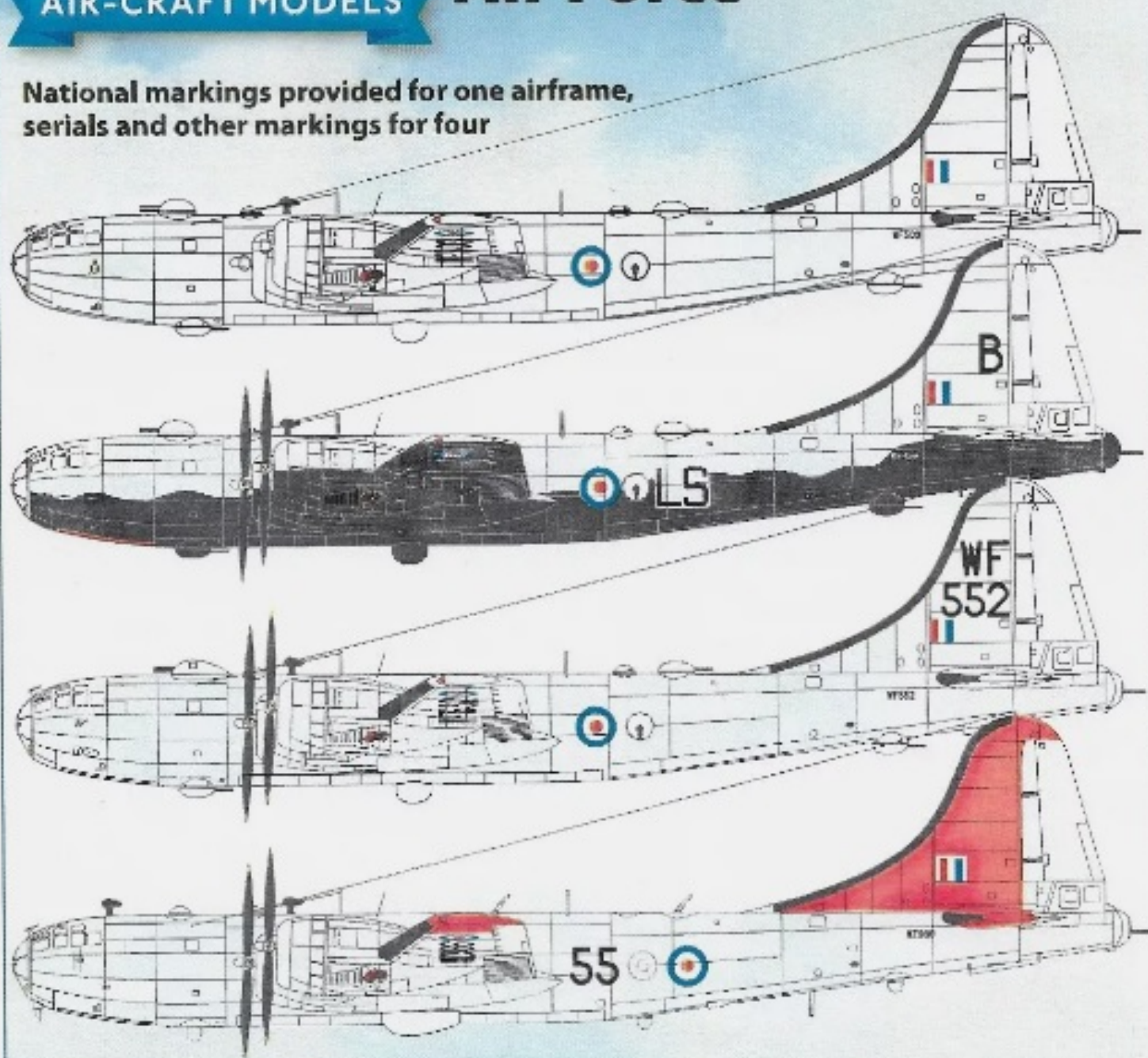
AIR-CRAFT MODELS

Washingtons of the Royal Air Force

ACD48002

Also available in
1:144 and 1:72

National markings provided for one airframe,
serials and other markings for four



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Colour profiles and
instructions inside

FROM THE MAKERS OF COASTAL CRAFT

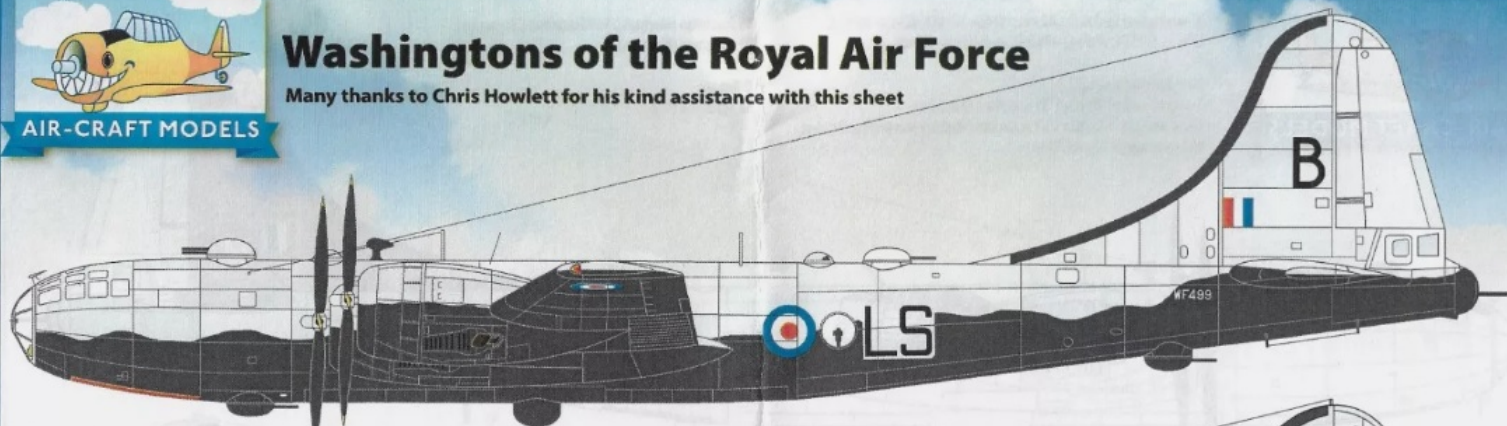




AIR-CRAFT MODELS

Washingtons of the Royal Air Force

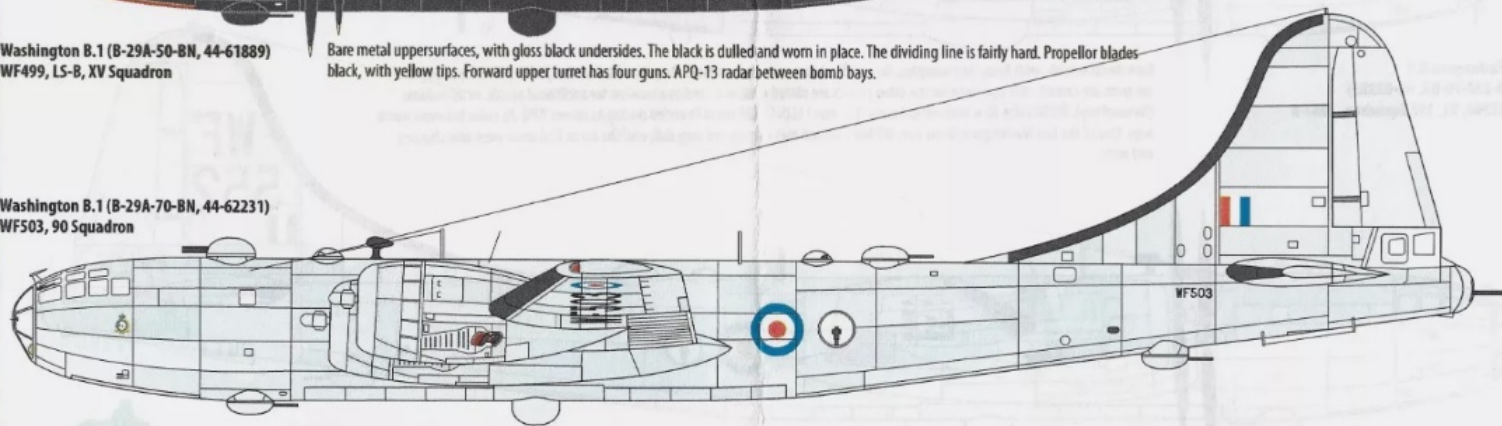
Many thanks to Chris Howlett for his kind assistance with this sheet



Washington B.1 (B-29A-50-BN, 44-61889)
WF499, LS-B, XV Squadron

Bare metal upper surfaces, with gloss black undersides. The black is dulled and worn in place. The dividing line is fairly hard. Propellor blades black, with yellow tips. Forward upper turret has four guns. APQ-13 radar between bomb bays.

Washington B.1 (B-29A-70-BN, 44-62231)
WF503, 90 Squadron



Bare metal overall. Propellor blades black, with yellow tips. APQ-13 radar between bomb bays. WF503 previously served with the 2nd Bombardment Group, and was named 'Forever Ambling'. It was the last B-29 operated by the 2nd BG. The remains of the pin-up artwork can be seen on the port side. The middle of the titling (between V and B in the original name) is missing, as a fuselage panel has either been polished clean or replaced. This panel is noticeably brighter on many Washingtons.

The entire titling is provided as a pale grey decal, to suggest the remains of the nose art. The nose art was removed before transfer to the RAF.

Useful references

- <http://rafwatton.info/>
- **Airfix Modelworld Magazine**, May 2012
- **Listening In**. RAF Elint Gathering Since 1945. D. Forster and C. Gibson. Hikoki. 2014



AIR-CRAFT MODELS

Washington Serial Numbers: WF434-WF448, WF490-WF514, WF545-WF574, WW342-WW355 and WZ966-WZ968

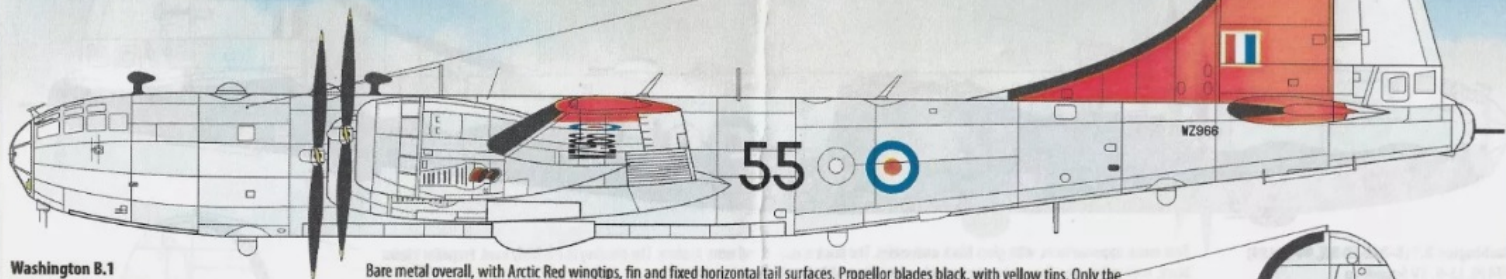
Bomber Command:

15 Squadron (Coningsby), 35 Squadron (Marham),
44 Squadron (Coningsby), 57 Squadron (Waddington and Coningsby),
90 Squadron (Marham),

115 Squadron (Marham), 149 Squadron (Coningsby),
207 Squadron (Marham).

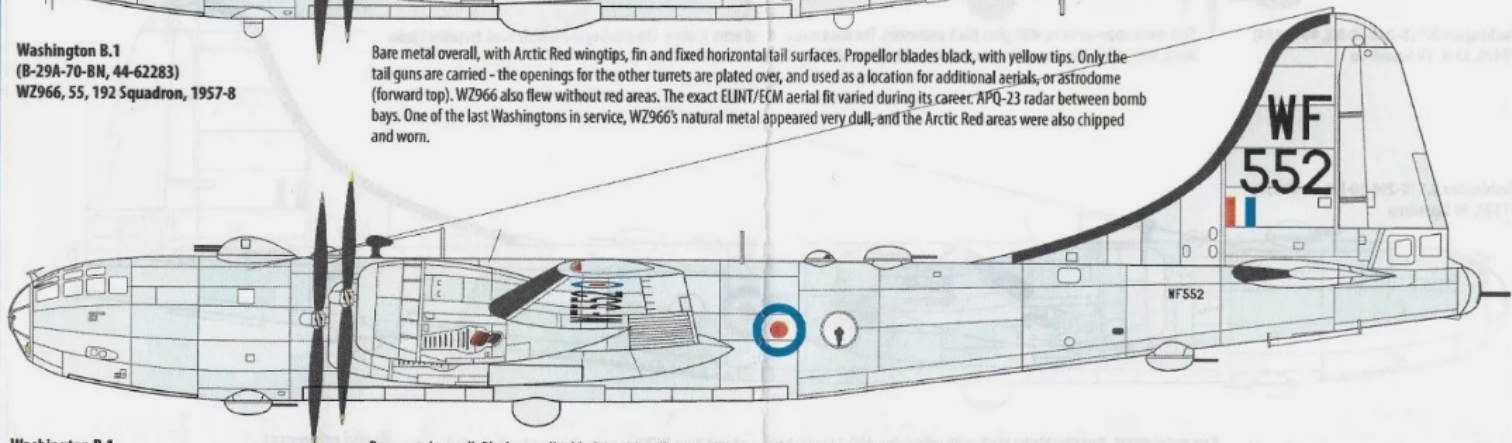
90 Group:

192 Squadron (Watton).



Washington B.1
(B-29A-70-BN, 44-62283)
WZ966, 55, 192 Squadron, 1957-8

Bare metal overall, with Arctic Red wingtips, fin and fixed horizontal tail surfaces. Propellor blades black, with yellow tips. Only the tail guns are carried - the openings for the other turrets are plated over, and used as a location for additional aerials, or astrodome (forward top). WZ966 also flew without red areas. The exact ELINT/ECM aerial fit varied during its career: APQ-23 radar between bomb bays. One of the last Washingtons in service, WZ966's natural metal appeared very dull, and the Arctic Red areas were also chipped and worn.



Washington B.1
(B-29A-70-BN, 44-62326)
WF552, 115 Squadron.

Bare metal overall. Black propellor blades, with yellow tips. '552' carried its serial number large on the fin, and was one of the few RAF B-29s to be fitted with the large streamlined fairing over the top forward turret. This was similar to that fitted to B-50s. This aircraft took part in the 1953 Coronation Review, and was highly polished.

Aerials and probes. Whip aerials and masts were fitted where noted on the profiles. The ELINT aircraft carried numerous blisters, blade aerials, masts and fairings. These were for collecting signals, but some may have been for jamming (ECM).

Windscreen wipers. Many (but not all) Washingtons had wipers fitted to the windows immediately in front of the pilot and co-pilot. WF499 did not, the others on this sheet probably did.

Washington B.1
(B-29A-50-BN, 44-61889)
WF499, LS-B, XV Squadron

De-icer boots and intakes. There was a prominent rectangular air intake in the wing leading edge, between the fuselage and inboard engine. Outboard of each engine was a smaller intake, resembling an '8' lying on its side. The de-icer boot was not continuous along the leading edge; there was a small gap outboard, between the inner and out wing sections.

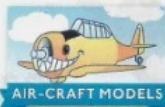
Outside Air Temperature probe. A small probe protruded from a window on the port side of the nose, above and port of the bomb-aimer's window.

Navigator's drift sight. This was covered by a small, clear blister on the underside (location goes here). On the ELINT aircraft, this sight was moved to a prominent 'plinth', under the bomb-aimer's windows (see profile for detail).

Auxiliary Power Exhaust. This vented via a small, rectangular panel in the lower rear fuselage side, below and aft of the crew hatch on the port side of the fin.

Washington B.1
(B-29A-70-BN, 44-62231)
WF503, 90 Squadron

Propellers. Washingtons were fitted with two different props - Curtiss, with prominent cuffs at the roots - and uncuffed Hamilton Standard. At least one aircraft flew with a mixture of both types.



Colours. The majority of Washingtons were bare-metal overall, although a few had gloss black undersurfaces. The black was removed in places to allow squadron codes to be added. The Washingtons used for ELINT duties eventually received areas of Arctic Red on their wingtips and tail. Many Washingtons appear to have had a panel on the port forward fuselage replaced, the brighter metal being clearly visible in many photos.

Radomes. The rear-most thimble radome underneath covered the aerial for the AN/APA-17 receiver. The other two thimbles were for ARI 18021 'Flange' antennae. Both systems were used for direction finding. The large mast in front of the AN/APA-17 radome may be an APA-24 receiver.

Pitot tubes. Two pitots were fitted, low down on the forward port fuselage.

Squadron codes and badges. Some Washingtons carried codes on the fuselage sides and tail. The squadron code appeared on the fuselage, with the aircraft's individual letter on the fin. These were often in mixed styles, with 'square' on the fuselage, and 'round' on the fin. Squadron badges (if carried) appeared on the forward fuselage, one on one or both sides.

Static discharge wicks. Three wicks were fitted to the trailing edge of the ailerons, close to the wingtip.

Aerials. Note the aerial runs from the forward fuselage. On the starboard side, one aerial goes to a mast on the upper fuselage, with a second running to the starboard tailplane. On the port side, the aerial goes to fin tip. The horseshoe-shaped aerial over the nose is for the RC-103 blind landing equipment. The 'H'-shaped aerials on the cockpit sides are for the SCR.729 Blind Approach Beacon System (BABS).

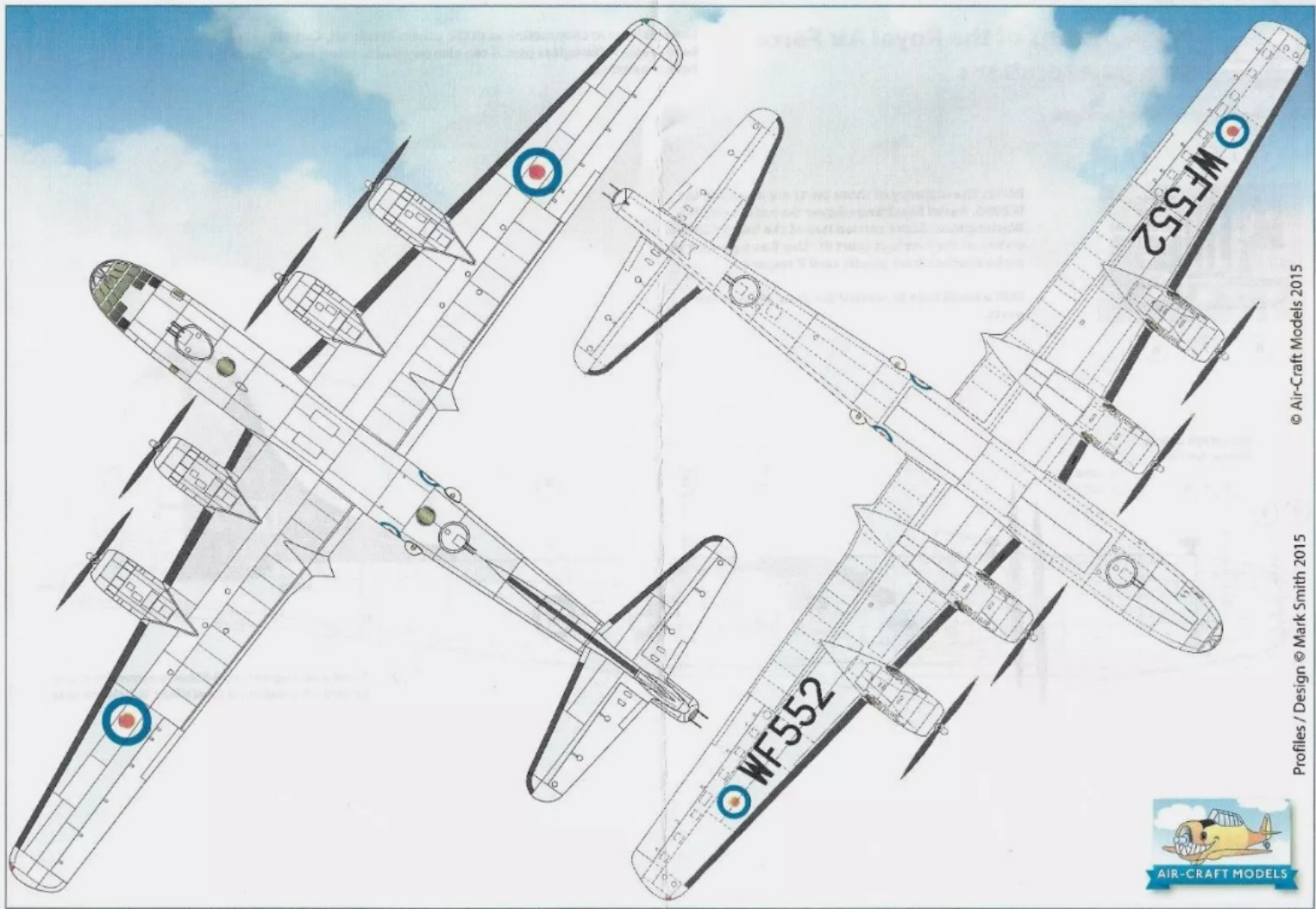
Serials. In common with other RAF aircraft of the period, these were in one of several styles, with characters in 'round', 'square' or 'square-stencilled' styles - see 966 for the round style, and 503 for the square style. Some Washingtons had the fuselage serial in the stencilled style. Underwing serials (if carried) were either round or square. On some aircraft, the serial additionally appeared large on the fin. These were usually 'round' characters, but a few 'squares' appear in photos.

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Washington B.1
(B-29A-70-BN, 44-62283)
WZ966, 55, 192 Squadron, 1957-8

Armament. Washingtons had the four-gun forward upper turret. WF552 and WF547 had larger streamlined fairings for this turret, similar to those fitted to the B-50. The ELINT platforms had their turrets removed and plated over, with the exception of the tail turret.







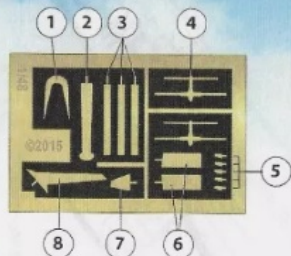
Washingtons of the Royal Air Force

Etch part locations

Use this view in conjunction with the others in this set. Carefully wash the fret before use. A fibreglass pencil can also be used to clean and prepare the brass before painting.

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Parts - waste tags removed for clarity

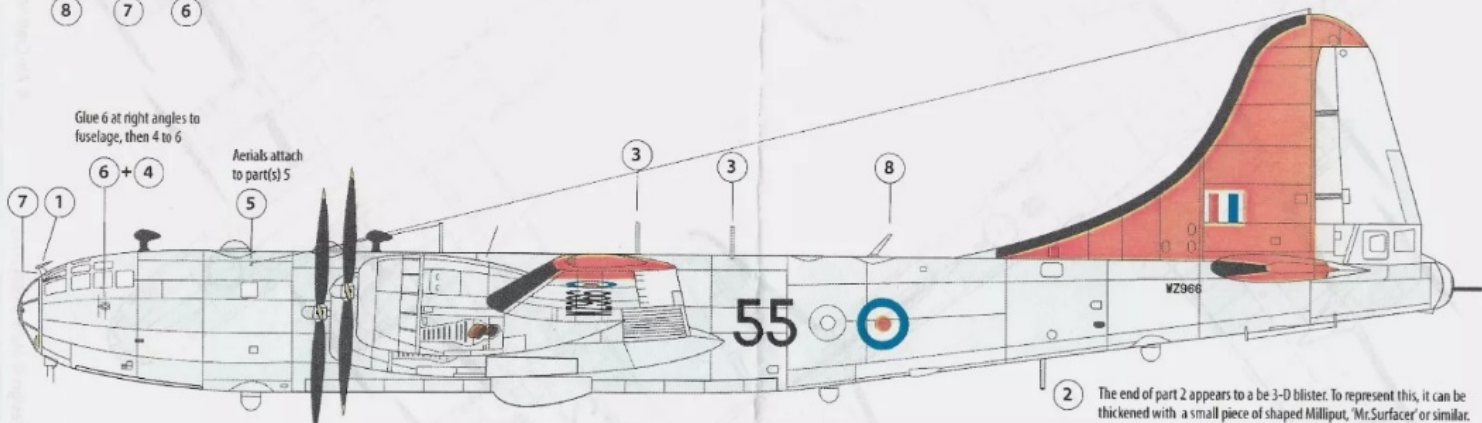


NOTE: The majority of these parts are intended for WZ966. Aerial fits changed over time on the ELINT Washingtons. Some carried two of the 'swept' aerials on top of the fuselage (part 8). Use 8 as a pattern to make another from plastic card if required.

Drill a small hole to receive the 'pins' on the etch parts.

Glue 6 at right angles to fuselage, then 4 to 6

Aerials attach to part(s) 5



2 The end of part 2 appears to be a 3-D blister. To represent this, it can be thickened with a small piece of shaped Milliput, 'Mr.Surfacer' or similar.