

## Belcher Bits BL-31: Canadair CL-52 1/72

### Background

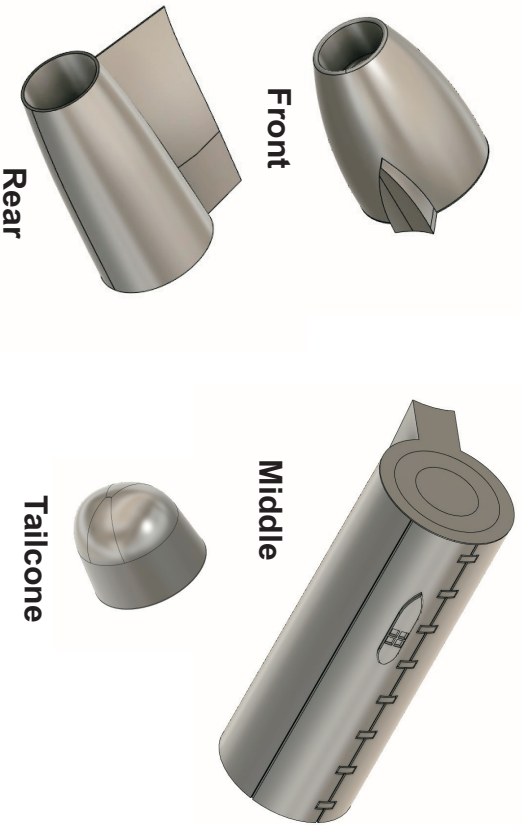
The only seven-engined plane that ever flew, the Canadair CL-52 was an engine test bed for the massive Iroquois engine which was intended to power the Avro Arrow. A conversion of the Boeing B-47 (USAF 51-2059), the aircraft was heavily modified with engine controls in the cockpit, test instrumentation in the bomb bay and of course the asymmetric pylon and nacelle on the rear fuselage. It was delivered to Canadair in 1956 for these mods, then flown to Avro in Malton in 1957 for test flying. The Iroquois was capable of 20,000 lb of thrust but it was only run up once to full power in flight (resulting in an in-flight fire) and the aircraft proved somewhat difficult to fly. After only 31 flight hours, the test program was ended and the machine returned to the USAF. Because of the modifications made, the aircraft was scrapped at Davis-Monthan AFB.

### Construction

This conversion is of course designed for the Hasegawa B-47E Strato Jet kit, which can be built from the box with the exception of the tail turret (step 14) which is not required. No details exist of cockpit mods, but you can't see much up front anyways.

Glue the tailcone to the aft end and fill any seams. Glue the front and rear nacelle sections to the middle section (note the small teardrop shaped intake on the side of the middle section is towards the rear). While there are no locating pins for the front and rear, it is easy to match up the pylon mating faces. Fill and sand to achieve a nice smooth appearance. The engine nacelle is then fitted to the rear fuselage, its aft end approximately in line with the joint for the tailcone. There are no locating pins for the nacelle either, but the complex shape of the mounting pylon really only allows it to fit in one place. Just be aware the engine nacelle thrust line is angled up a few degrees and the whole nacelle is canted down a few degrees as well. See the drawing at left.

### BL31 Parts



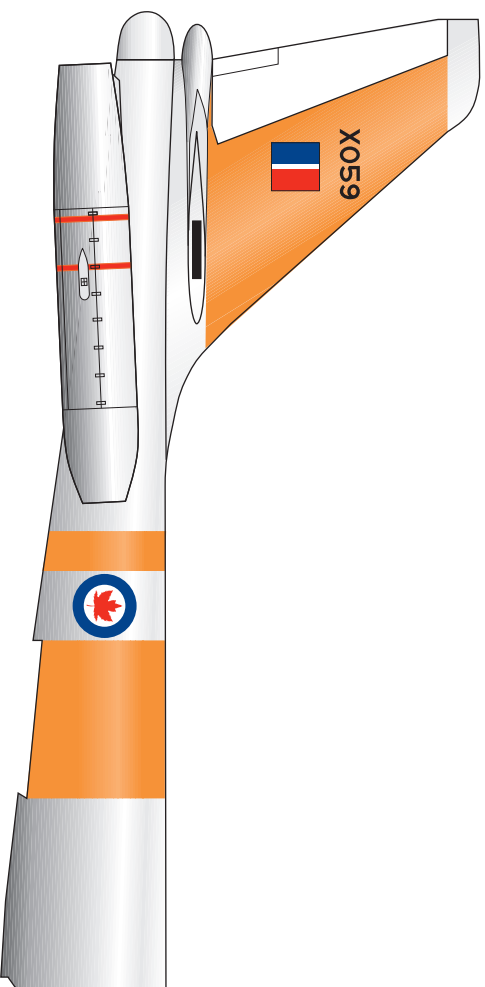
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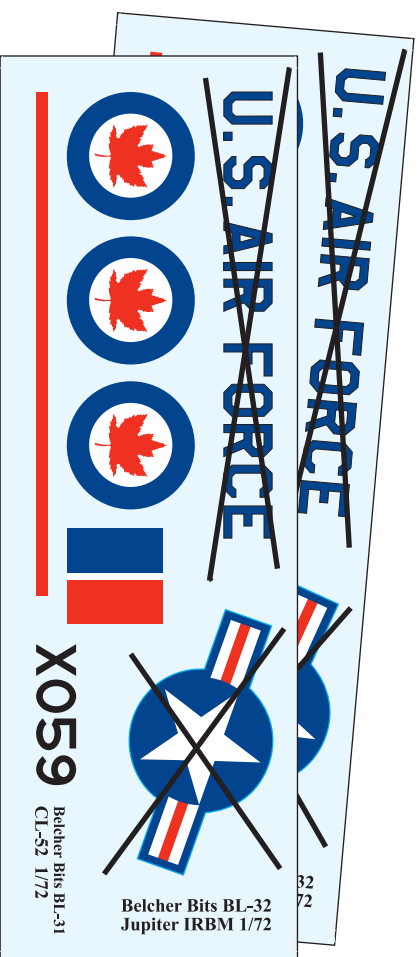


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### Painting

The basic aircraft is overall natural metal, with the vertical stabilizer (not the rudder) in dayglo orange-red. There are also two large dayglo stripes around the rear fuselage, spaced far enough apart to clear the RCAF roundels placed just aft of the rear landing gear bay doors. The Iroquois nacelle had two turbine warning bands around the nacelle where indicated. There were also RCAF roundels above and below the wings. On the tail was the CL52 registration number X059 and the early RCAF fin flash. These are all provided as decals on two strips included with the set. The other markings are not required for this set.



### References

1. Various internet searches for photos and info.
2. Canada's Air Force Vol.3 by Larry Milberry