



If ever the word "sexy" could be used to describe an aircraft, Convair's gorgeous, rakish, curvaceous B-58 Hustler certainly fits the description. This decal is designed to fit the Monogram 1/48 kit, and since this kit is the only game in town in 1/48, if you don't use it, have fun carving one out of a block of wood. Although the B-58 wasn't noted for being the USAF's most colorful aircraft, we have tried to pick some of the more colorful flight test

wasn't noted for being the USAr's most colorful aircraft, we have thed to pick some of the more colorful flight test examples, as well as operational aircraft with interesting markings or histories.

The B-58 was a mass of differing shades of natural metal. We can only suggest the excellent photos contained in the references listed below as a guide. The good news is that not all Hustlers were (as is often assumed) kept highly polished. In active SAC service, some of them got downright ratty looking.

The Monogram kit, while not their best 1/48 effort, is basically accurate in shape and detail. As far as decals and markings go, you can feel free to build the kit out of the box and be very happy with your model. The rest of your well you know who you are don't you? Cat help now.

you, well, you know who you are, don't you? Get help now...

We have provided enough red turbine warning stripe to allow any aircraft to be done accurately, along with red fire access panels for the nacelles. The turbine stripes will have to be trimmed to fit certain aircraft (see drawings on reverse). Likewise, we've provided enough "WALKWAY", "NO STEP", "CAUTION", and "WARNING" stenois to allow you to put them where you want them. Use the Monogram kit instructions and decals as a guide.

Notes on Specific Aircraft:

A: YB-58A, 55-662, B-58 Test Force, Edwards AFB, California, 1958

Our first subject is the number three YB-58A. She first flew at Fort Worth on 5 June 1957. '662 was initially involved in various aspects of the flight test program, later serving as the test bed for the General Electric YJ93 engine for the North American XB-70 Valkyrie. The aircraft was the first to complete its flight test program, and later became a TB-58A trainer. It participated in the XB-70 program as a chase plane, and was eventually delivered to the 305th Bomb Wing at Bunker Hill AFB, Indiana. It distinguished itself as the B-58 with the highest number of sorties completed without a late or missed takeoff (256 of them - an amazing accomplishment for a

machine this complex).

Colors: As one of the service test aircraft, '662 carried the very attractive Convair house colors scheme. While colors: As one of the service test aircraft, foc camed the very attractive Convair house colors scheme. While basically natural metal overall, the nose, vertical fin, and wingtips were adorned with high visibility markings in white and red-orange. Color photos published in books, though they may look really good, cannot be trusted as an absolutely true representation of what the real color looked like. However, after looking at most of the published color photos of aircraft in this scheme and consulting experts (yeah, we know), we've decided that it was most likely an orange shade somewhere near FS 11302. PLEASE DO NOT TAKE THIS AS GOSPELI It's merely a suggestion. If you like another color befter, by all means use it. As with most of the flight test aircraft depicted, '662 there are leaves to have corried approximations on the pose.

does not seem to have carried any refueling alignment markings on the nose.

Since everyone has their own favorite method for doing natural metal and paint finishes, we won't try to tell you how to do it. If you're not sure, try logging on to an Inemet newsgroup and posting a question. You stand a great chance of getting an answer you may never have thought of.

Modified tail gun position. The aircraft lacked the gun and its articulated, segmented cone. It was replaced

with a smooth, solid piece with a relatively pointed end.

At this stage in its life '662 usually flew without a fuel or weapons pod. However, if you want to mount one (and Hustlers do look naked without it), feel free. You could use the ones intended for aircraft B (below), as this was a fairly common test configuration.

The pilot boom on the nose appears to be red-orange with a natural metal tip. The anti-glare panel came to a point just aft of where the boom intersects the nose cone.
 Add an extra pilot tube to the leading edge of the vertical fin as shown in the profile. It was also orange with

atural metal tip.

No black ECM antennas on the inboard edge of the wing roots as on operational aircraft.

B: YB-58A, 55-662, B-58 Test Force, Edwards AFB, California, 1964

This scheme represents '662 at a slightly later point in her Edwards AFB career. Although we're not sure why, she had acquired a winged eight ball (billiards ball), indicating that she may have had a less than stellar reputation for reliability or that she had some unusual maintenance quirks.

Colors: Basically as above, but with the addition of a black mask around the windscreen panels. Again, no refuelling alignment markings on the nose.

Mainly the same as as above. Photos show her carrying the TCP pod finished with a white portion and black stripes and numbers.

C: YB-58A, 58-1015 "Ginger", Edwards AFB, California, 1959

"Ginger" was one of the many early B-58As to be service tested at Edwards AFB as YB-58As. She was the first Hustler to make a sustained Mach 2 flight, flying from Seattle, Washington to Dallas, Texas in 70 minutes during October of 1959 (with no change of plane in Salt Lake City - Delta Air Lines, take note). She was the last of the test fleet to be converted to production configuration, and was delivered to the USAF's 43rd Bomb Wing in

Colors: Overall natural metal. Radome and anti-glare panel are black, and the pitot boom also appears to have been black with a natural metal tip. The pattern of the black antennas on top of the vertical fin is noteworthy. No refuelling alignment markings on the nose

The odd pattern of the black antenna panel at the top of the fin.

No tail gun. The radome shape for the gun-laying radar was metal.

D: B-58A, 59-2428, 43rd BW(M), "Project Bullseye", Eglin AFB, Florida, 1967

Probably no other piece of the B-58 story has generated more interest or controversy than the much-rumored camouflaged B-58. In Jay Miller's original Aerograph 4 on the B-58 mention was made of the USAF T.O. 1-1-4 camouflage scheme which was, in fact, published. But the conclusion was (at that time) that no actual aircraft had camounage scheme which was, in fact, published. But the conclusion was (at that time) that no actual aircraft had ever been painted in this scheme. However, in the revised version of the book a story is recounted, purportedly by the actual pilot of the aircraft involved, of "Project Bullseye". This project is supposed to have taken place at Eglin AFB, Florida, and involved using the B-58 as an armed pathfinder for F-4 and F-105 bombers in Vietnam to improve bombing accuracy. Reportedly, the B-58 was fitted with four bomb racks (what kind we have no idea) on its external hard points, and would have provided the little guys with navigation and ECM support.

Without photographic evidence we won't try to prove or disprove the existence of a B-58 in this paint scheme. But since the report even quotes a tail number for a 43rd BW(M) aircraft, and since we know what the T.O.

but since the report even quotes a tail number for a 43rd SW(M) aircraft, and since we know which the 7.5 scheme should have looked like, we've provided these markings. Based on the finish applied to SAC's other aircraft at the time, we've surmised that this may have been what it looked like. Barring photo(s) of the aircraft surfacing, this is about as close as we can possibly get to authoritative on her appearance.

Colors: The T.O. 1-1-4 clearly shows the aircraft in SAC SIOP (Single Integrated Operational Plan) camouflage as applied to the B-52 fleet, but with the same glossy black belly and vertical fin as the SAC camouflaged B-52Ds. Is this correct? Is it for real? Who knows? Until and unless some photo documentation on this aircraft surfaces, it remains an educated quiess. It seems likely that it would have had the refuelling aircraft. this aircraft surfaces, it remains an educated guess. It seems likely that it would have had the refuelling alignment

Most likely a standard SAC B-58 configuration. We've mentioned the possibility of there being weapons
mounted on the external hard points. What kind? Who knows? But MERs with 750 lb. bombs would look really

E: YB-58A, 58-1007, "Super Sue", Edwards AFB, California, 1959 Yet another member of the test fleet. "Super Sue" was used in development work on the bomb/nav system.

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Colors: Overall natural metal. Radome and anti-glare black, with a black mask around the windscreen. The pitot boom appears to be natural metal. You can use the pod markings from aircraft B, as "Super Sue" was photographed carrying either this exact same pod, or one marked identically. She was also seen with other pods and pod markings, so use your discretion and check references. No refuelling alignment markings.

Extra pitot tube at the top of the vertical fin, same as aircraft A

EXM a pitot tube at the top of the vertical inf, same as all craft At.

"Super Sue" had odd yellow-on-black rescue markings.

No tail gun fitted. Same solid cone as other YB-58s above.

Odd antenna fit on top of vertical fin (same as "Ginger").

F: B-58A, 59-2451, "The Firefly", 43rd BW(M), 1961

"The Firefly" was an operational aircraft from the 43rd BW(M) at Little Rock AFB, Arkansas. In 1961 she was used to set several new world speed records. Her accomplishments included (among others) a new record for New York to Paris of 3 hours, 19 minutes, 51 seconds. This was set on her way to the Paris Airshow, where she was displayed. On 3 June 1961 during the airshow, her pilot was attempting low level aerobatics.

Tragically, the aircraft crashed, killing all three of the crew in full view of the airshow crowd.

Colors: Overall natural metal. Radome and anti-glare black. The pitot boom appears to be black also. Otherwise, standard colors and markings. Refuelling alignment markings on nose.

She flew to Paris carrying an MB-1 pod as shown.

G: B-58A, 61-2053, 305th BW(M), Bunker Hill AFB, Indiana, 1960s

Not much information on this bird, except that with the 2nd Air Force emblem on the tail, it's likely she was participating in one of the annual SAC bombing competitions. Somewhat unusual markings in any event.

Colors: Overall natural metal. Radome and anti-glare black. Pitot boom is fluorescent red-orange. Otherwise, standard colors and markings.

Shown carrying a TCP pod, but the choice is yours.

H: YB-58A, 55-661, "Mach-In-Boid", Edwards AFB, California, 1957

One of the more interesting B-58 test aircraft. We haven't been able to uncover the significance of the name "Mach-In-Boid", but it's definitely a play on words of some sort. For the ornithologically challenged among you, there is a species of bird in North America called the Mocking Bird which immitates (mocks) the calls of other birds. She was used in Phase II testing, and later became a TB-58A with the 305th Bomb Wing.

Colors: Very similar to aircraft A and B above, except that she had a black radome and a natural metal windscreen frame. We've provided the name for both sides, although we only have a left side photo. It may or may not have been on both sides, but undoubtedly the B-58 flight test program badge was. Simply cut off the name if you choose not to use it and apply the badge by itself. Refuelling alignment markings in forward position.

Similar to aircraft A and B. She had what appears to be the stump of a fin top pitot tube.

The photo shows her carrying a natural metal MB-1 pod as shown
 No tail gun carried (see notes on service test a/c above).

J: B-58A, 59-2429, 43rd BW(M), Little Rock AFB, Arkansas, 1960

This was one of the first B-58s in service with SAC. She participated in the 1960 SAC Bombing Competition at Bergstrom AFB, Texas wearing this rather flashy color scheme.

Colors: Overall natural metal. Radome, anti-glare panel, and pitot boom black. Otherwise, standard colors and markings. The ECM antenna panels aft of the radome were natural metal with a black center. Black mask around windscreen. Note the abbreviated turbine warning stripes and lack of fire warning panels on the nacelles.

Standard for in-service aircraft. She carried MB-1 pod B-181 at the bomb comp.

References:

- "Aerograph #4, Convair B-58," by Jay Miller (essential)
 "Famous Airplanes of the World, #64, 1997," published by Bunrin-Do