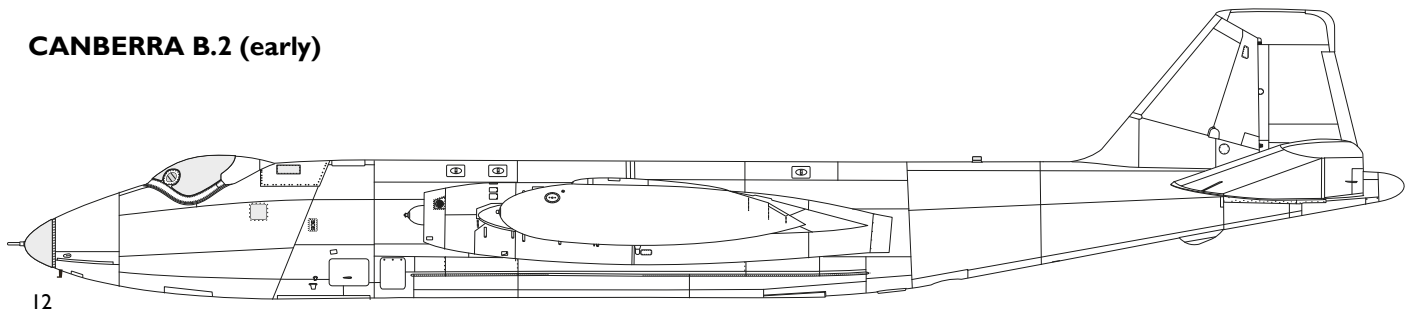
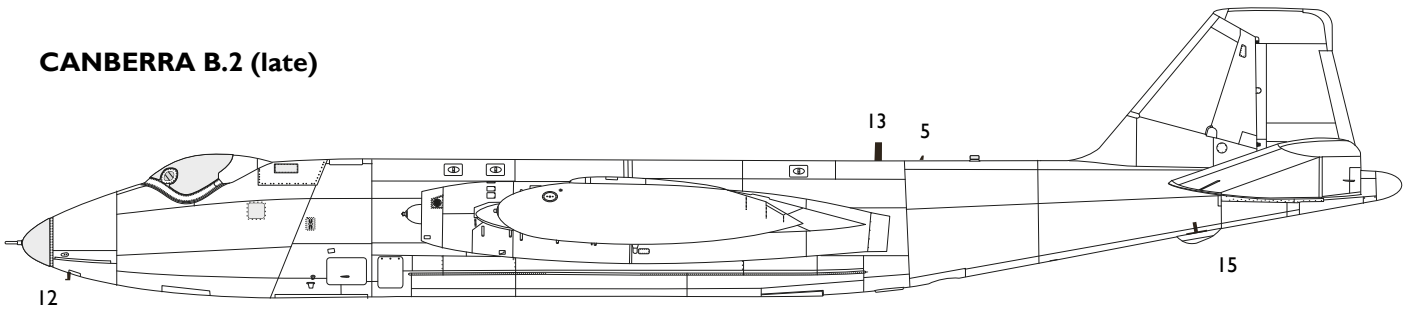


### CANBERRA B.2 (early)



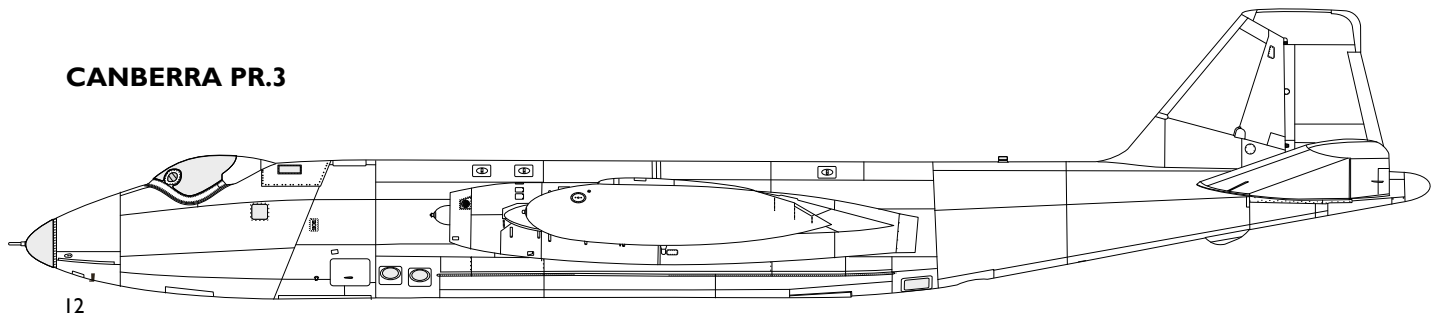
Most service B.2 aircraft had a simple pitot under the nose.

### CANBERRA B.2 (late)



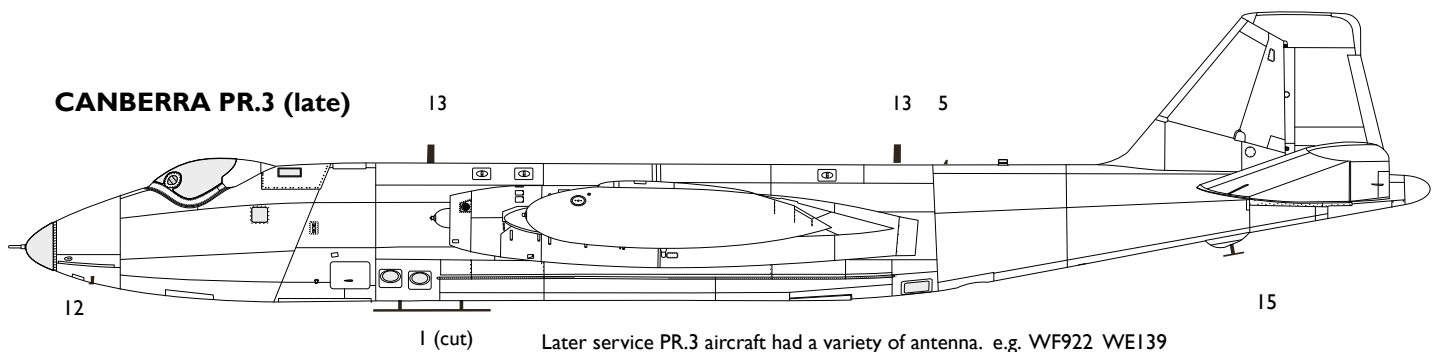
Aircraft that were used after withdrawal from frontline service were fitted with quite a variety of antenna fits. It is best to consult photographic evidence.

### CANBERRA PR.3



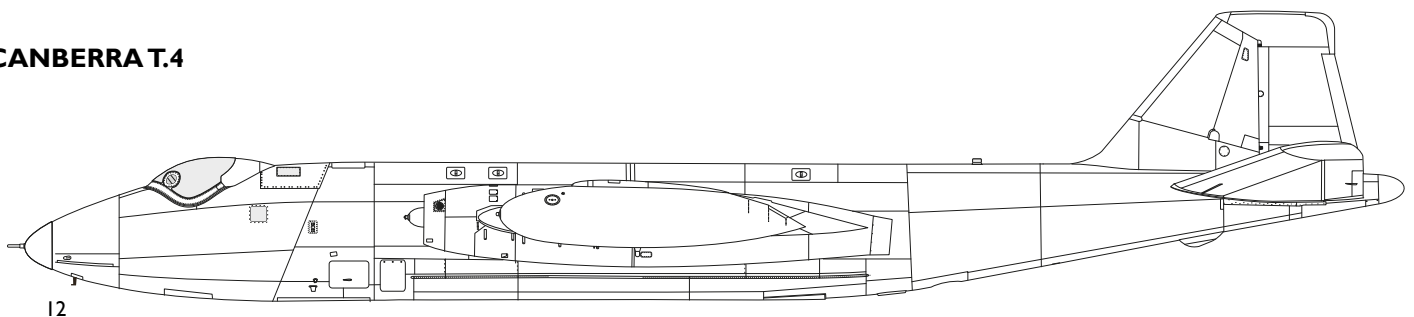
Most service PR.3 aircraft had a simple pitot under the nose.

### CANBERRA PR.3 (late)



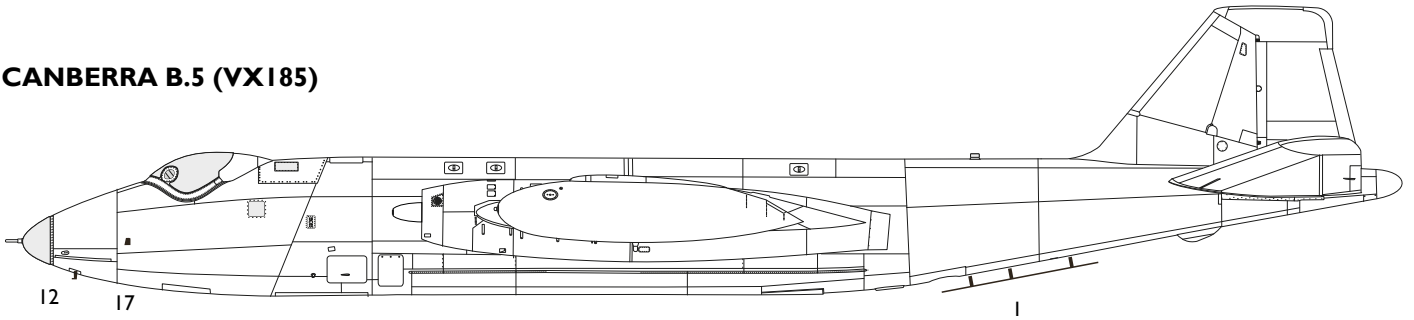
Later service PR.3 aircraft had a variety of antenna. e.g. WF922 WE139

### CANBERRA T.4

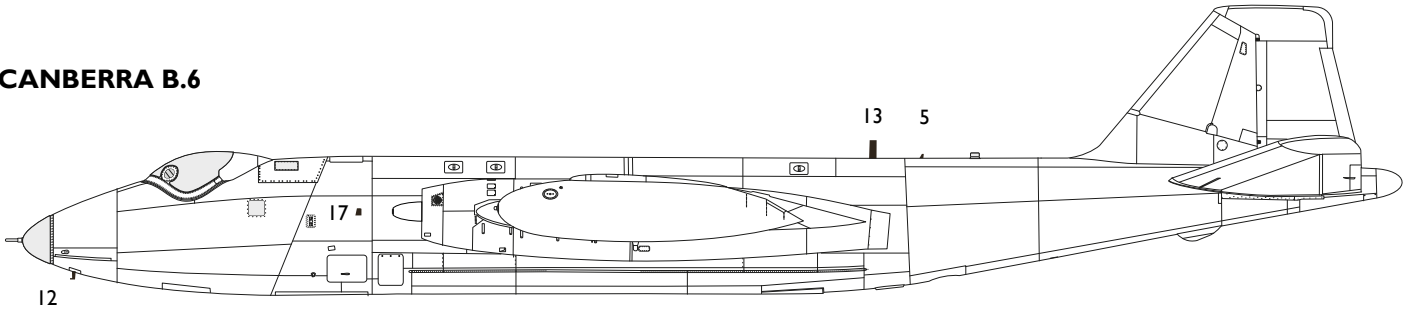


Most service T.2 aircraft had a simple pitot under the nose. Aircraft that were used after withdrawal from frontline service were fitted with quite a variety of antenna fits. It is best to consult photographic evidence.

**CANBERRA B.5 (VX185)**

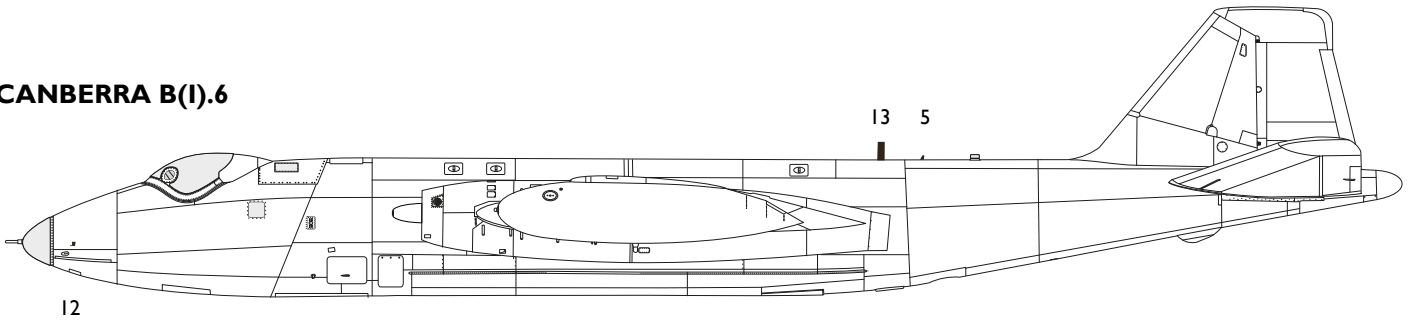


**CANBERRA B.6**

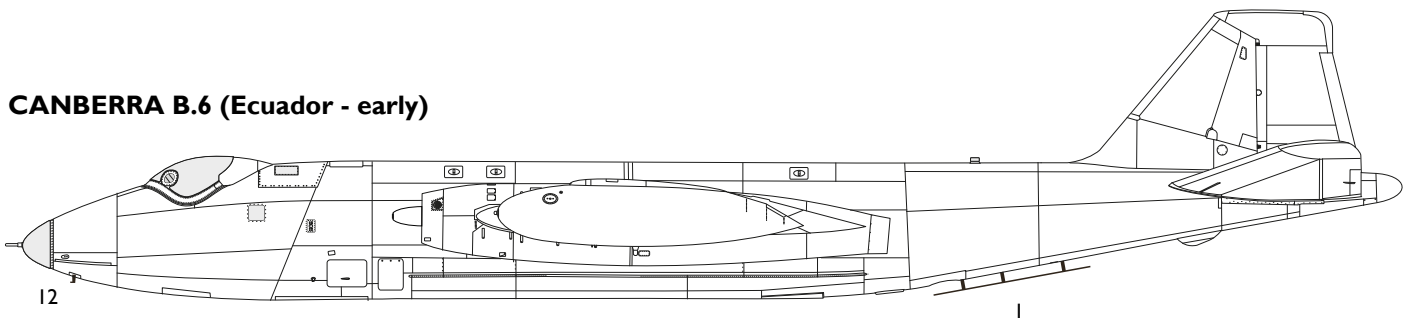


NOTE: Some B.6 & B(I).6 aircraft have the 'squared' style of starter cartridge housing.

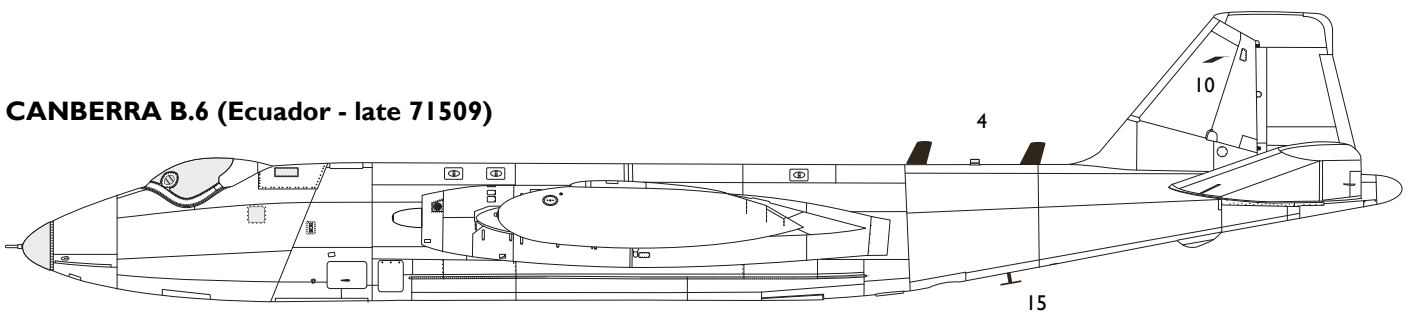
**CANBERRA B(I).6**



**CANBERRA B.6 (Ecuador - early)**

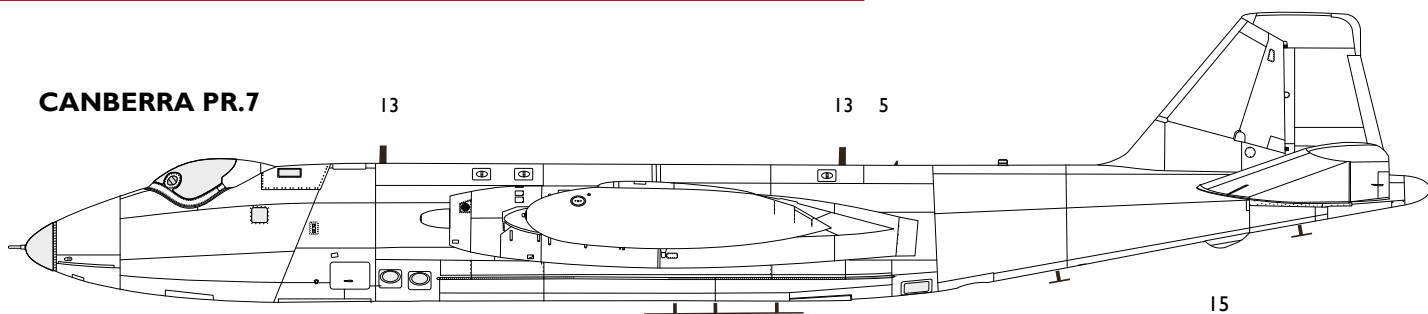


**CANBERRA B.6 (Ecuador - late 71509)**



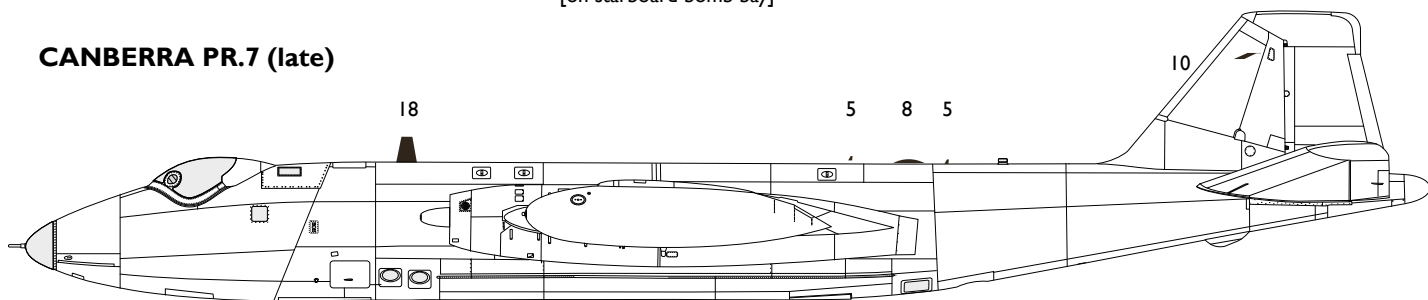
NOTE: Ecuador operated the Canberra from 1955 to 1981. The avionics were updated on individual aircraft and we have seen a number of variations.

**CANBERRA PR.7**

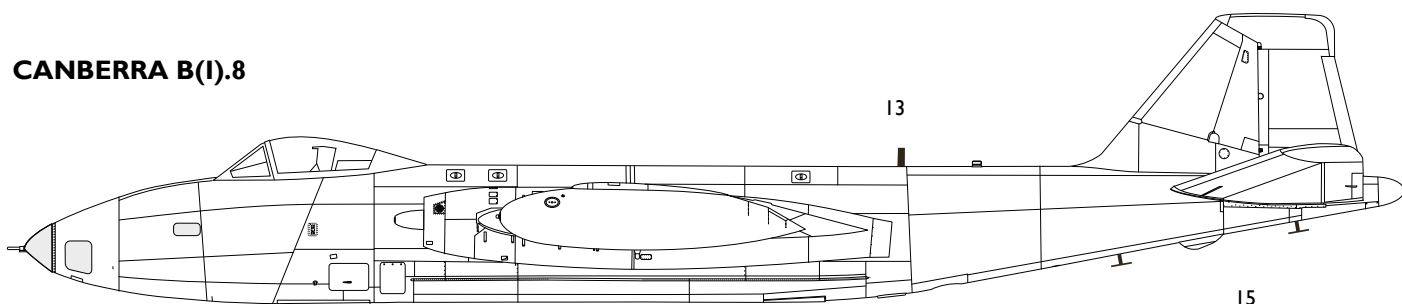


replaces 15 on some aircraft  
[on starboard bomb bay]

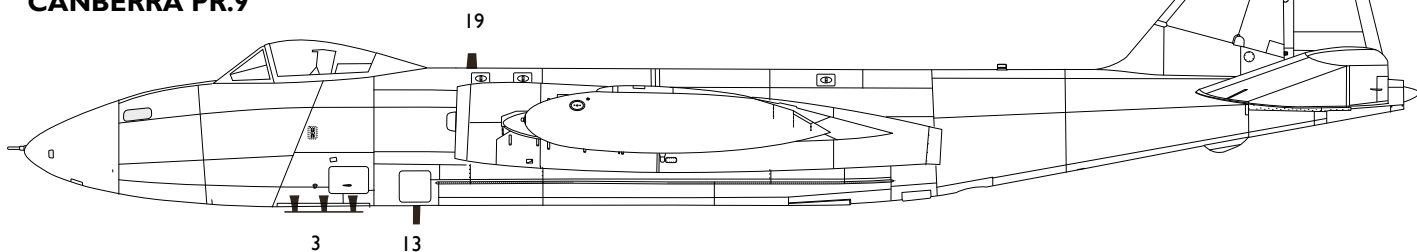
**CANBERRA PR.7 (late)**



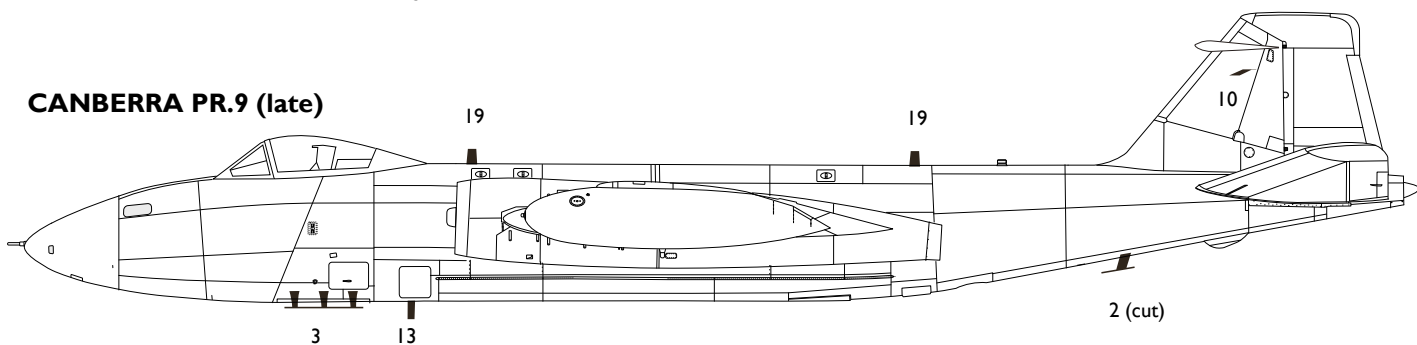
**CANBERRA B(I).8**



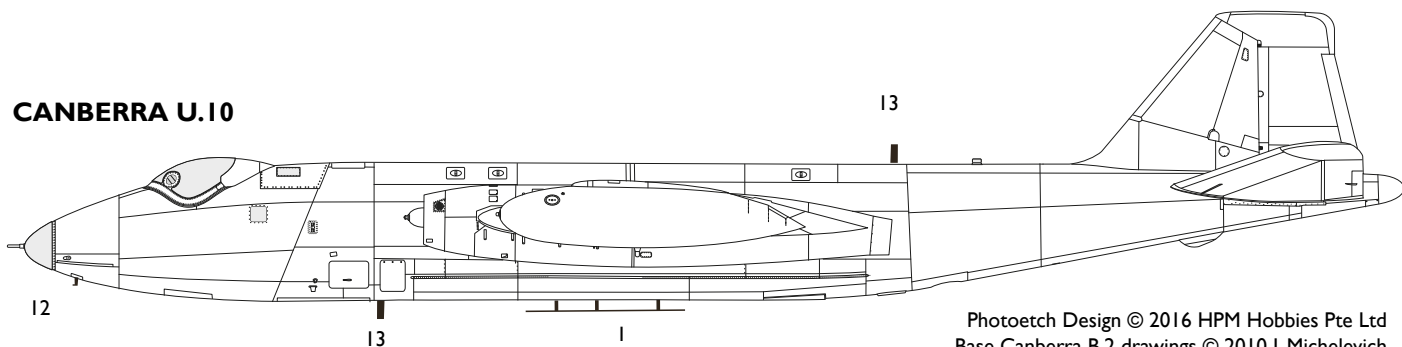
**CANBERRA PR.9**



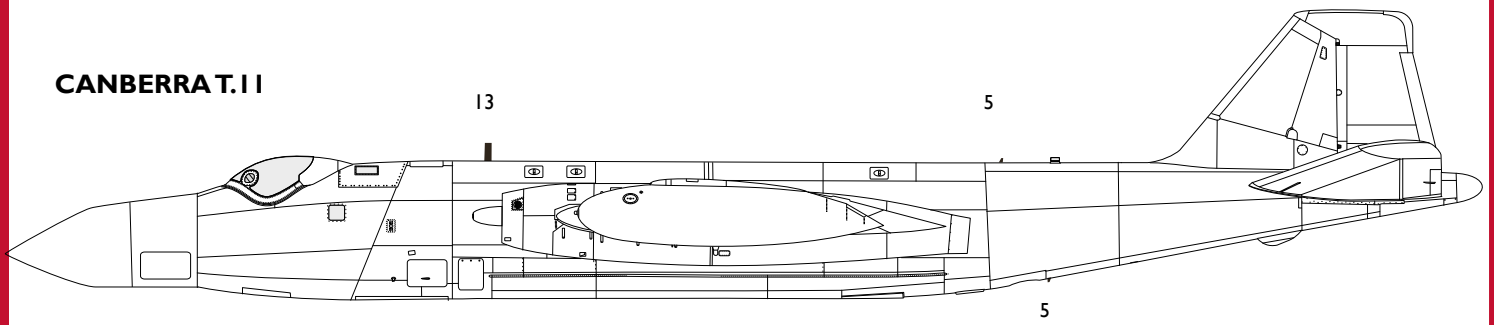
**CANBERRA PR.9 (late)**



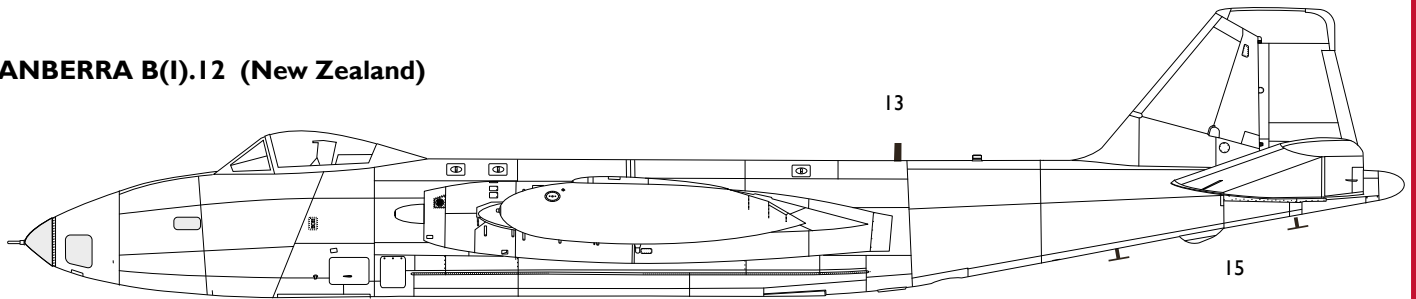
**CANBERRA U.10**



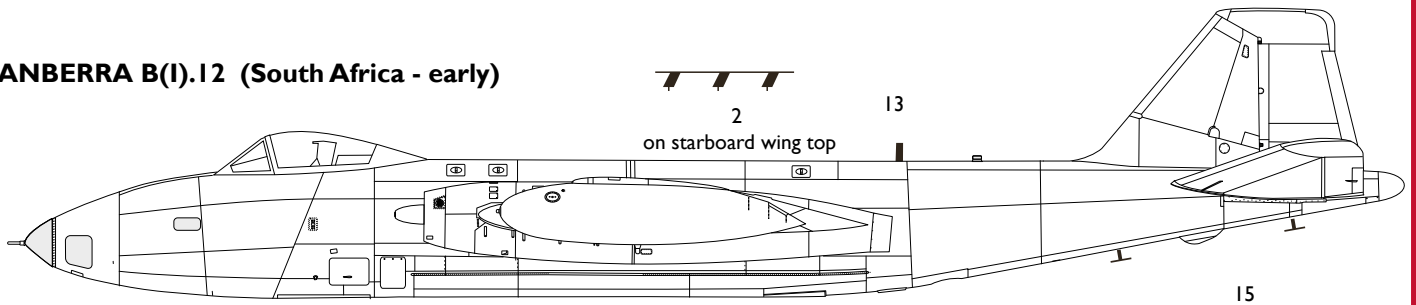
**CANBERRA T.11**



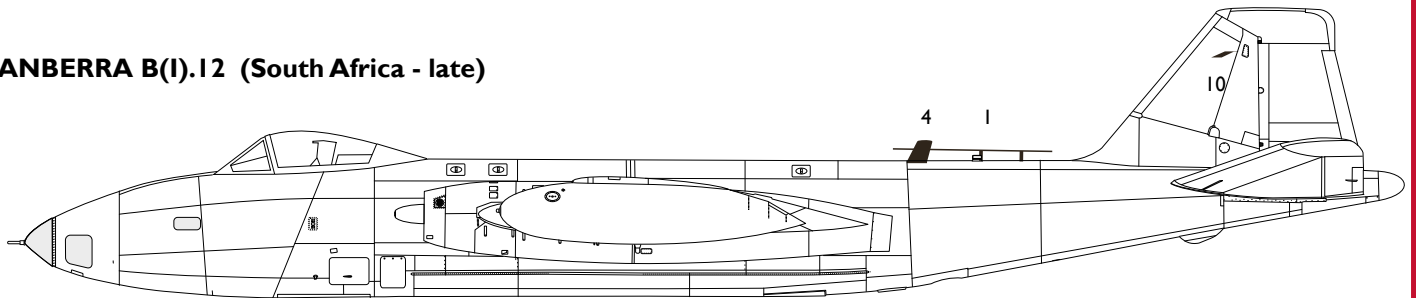
**CANBERRA B(I).12 (New Zealand)**



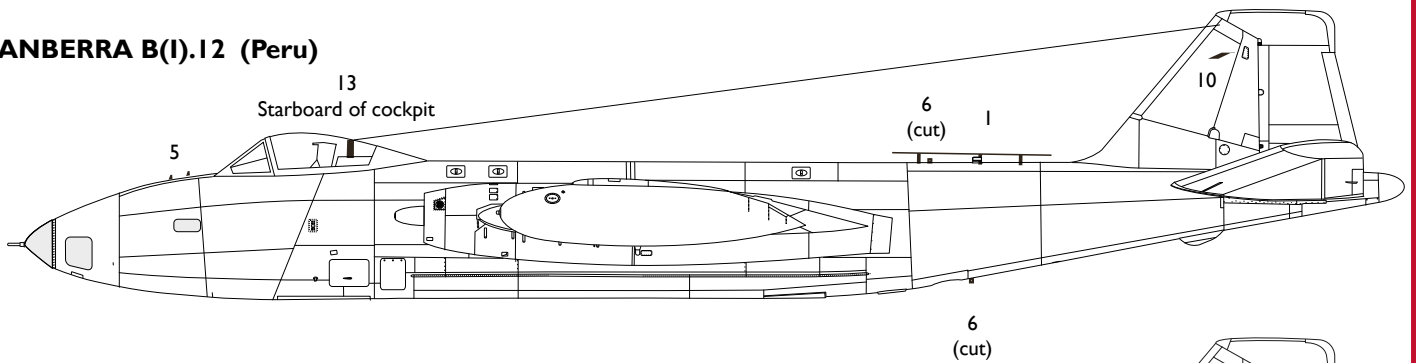
**CANBERRA B(I).12 (South Africa - early)**



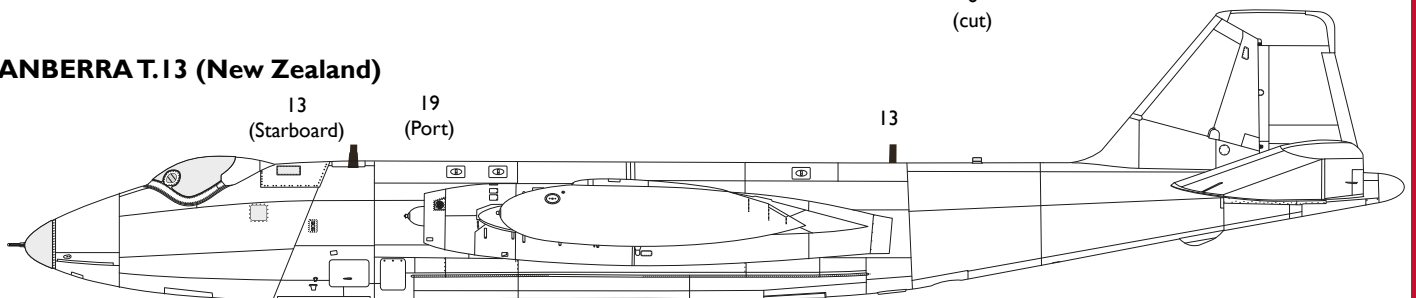
**CANBERRA B(I).12 (South Africa - late)**



**CANBERRA B(I).12 (Peru)**

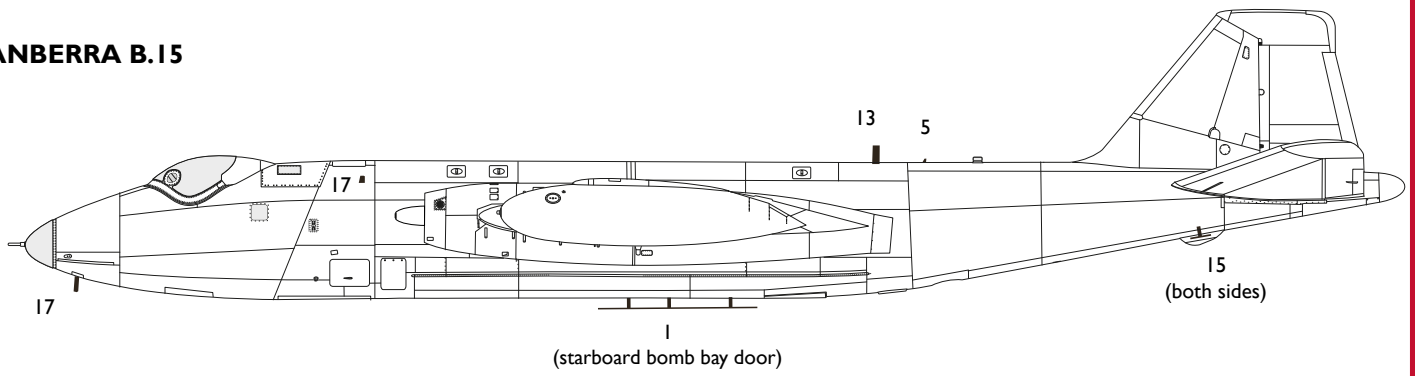


**CANBERRA T.13 (New Zealand)**

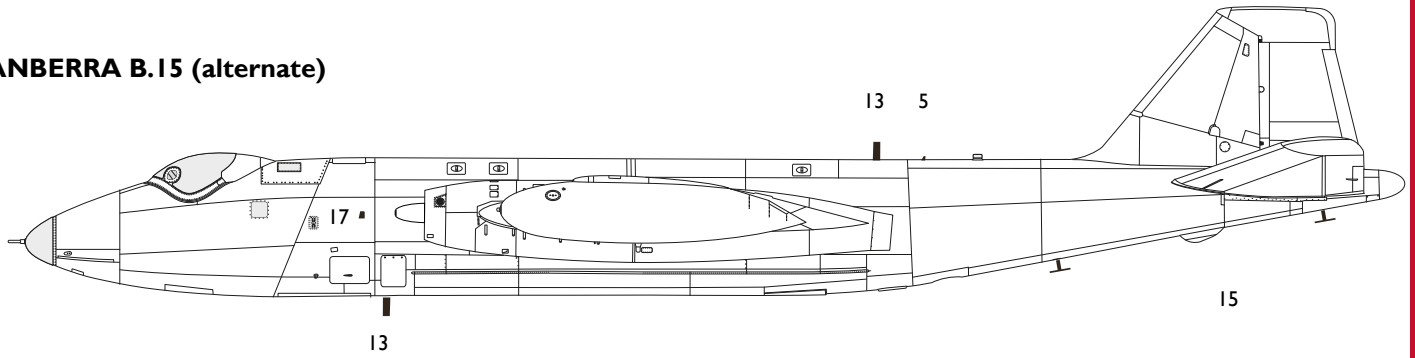


**CANBERRA U.14 - see U.10**

**CANBERRA B.15**

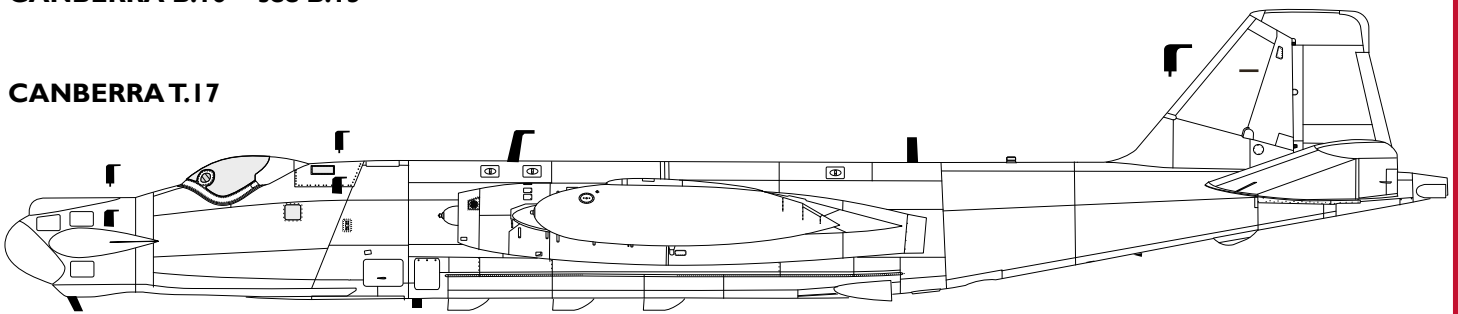


**CANBERRA B.15 (alternate)**



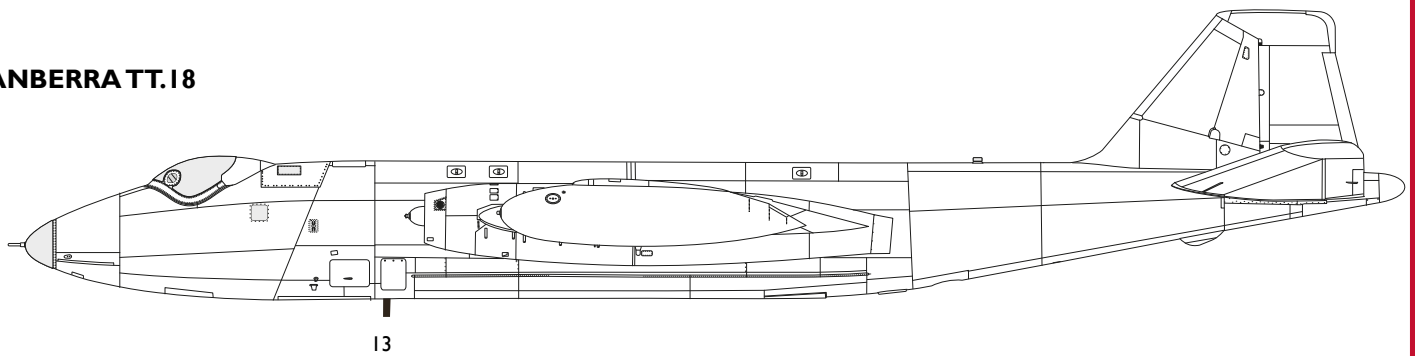
**CANBERRA B.16 - see B.15**

**CANBERRA T.17**

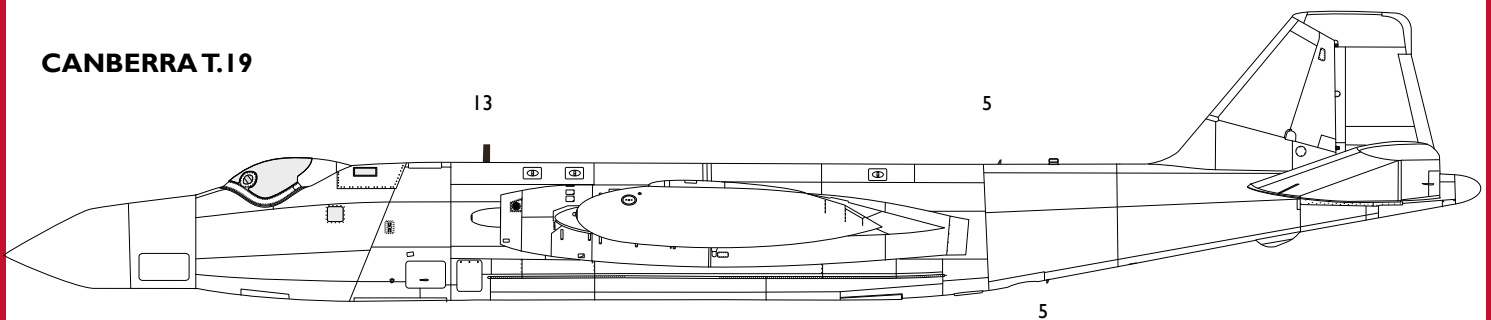


These aerials are not included in the photo-etch fret. The information is here for completeness.

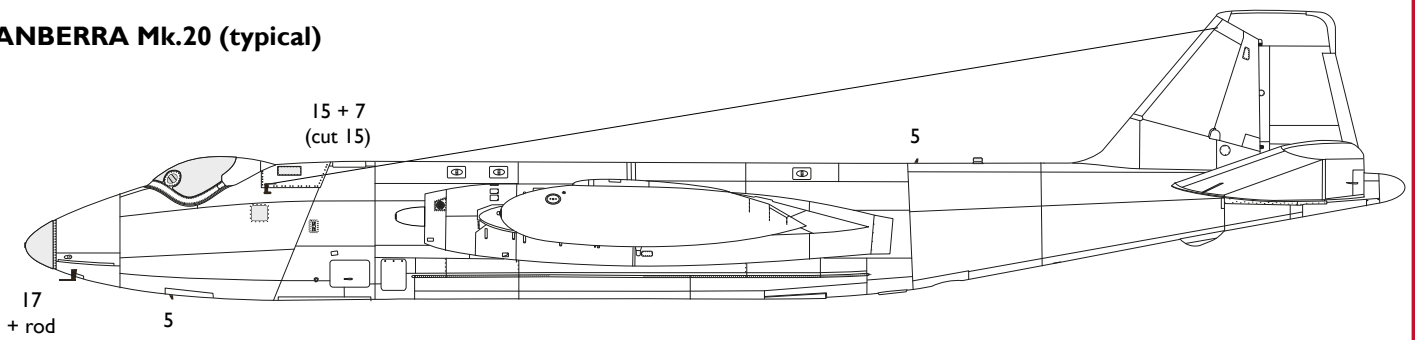
**CANBERRA TT.18**



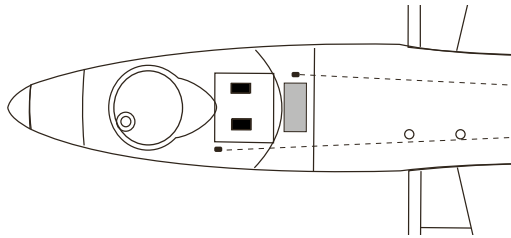
**CANBERRA T.19**



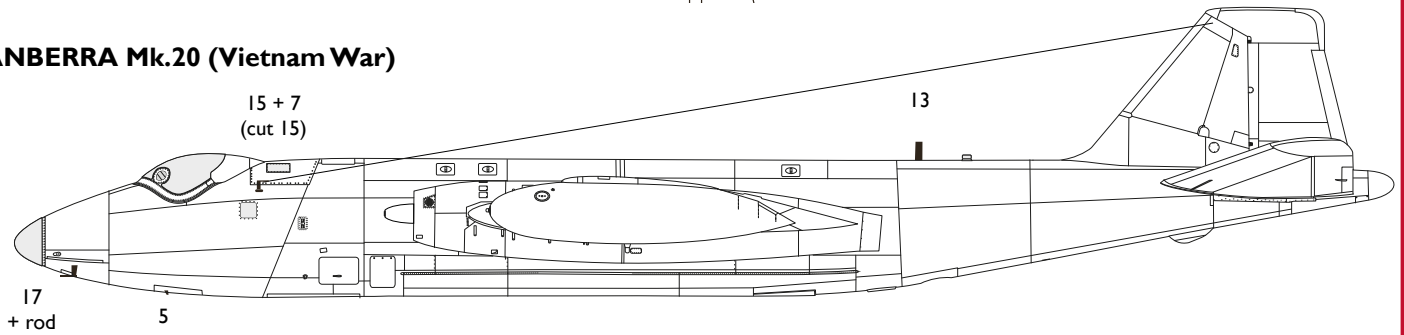
**CANBERRA Mk.20 (typical)**



NOTE: the two aerial wires are fitted asymmetrically

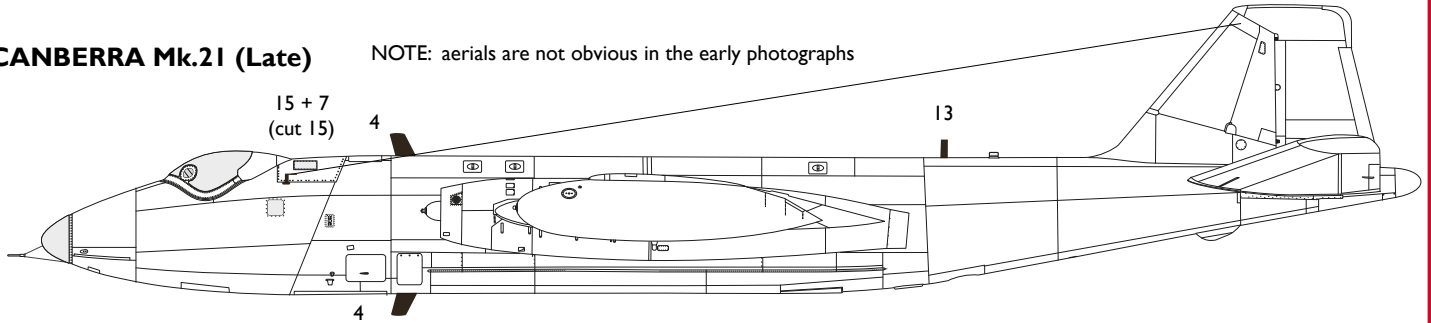


**CANBERRA Mk.20 (Vietnam War)**

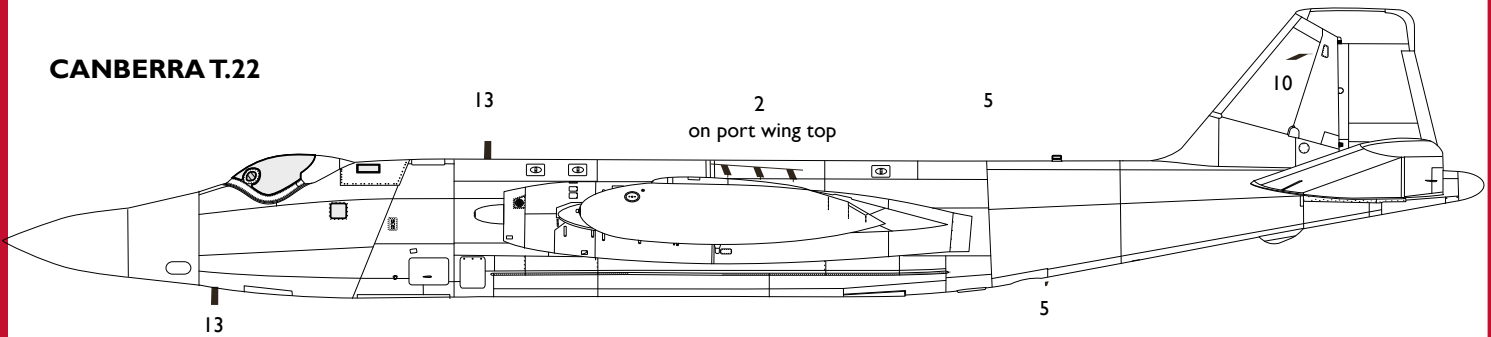


**CANBERRA Mk.21 (Late)**

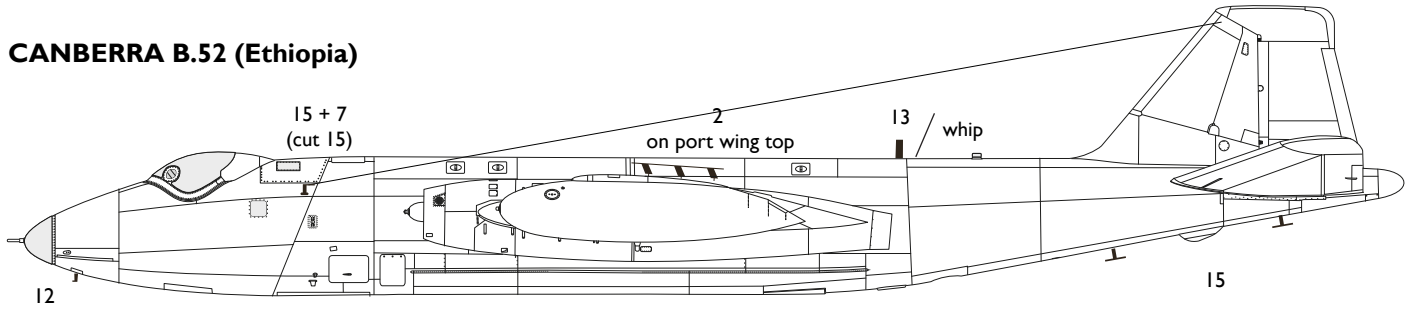
NOTE: aerials are not obvious in the early photographs



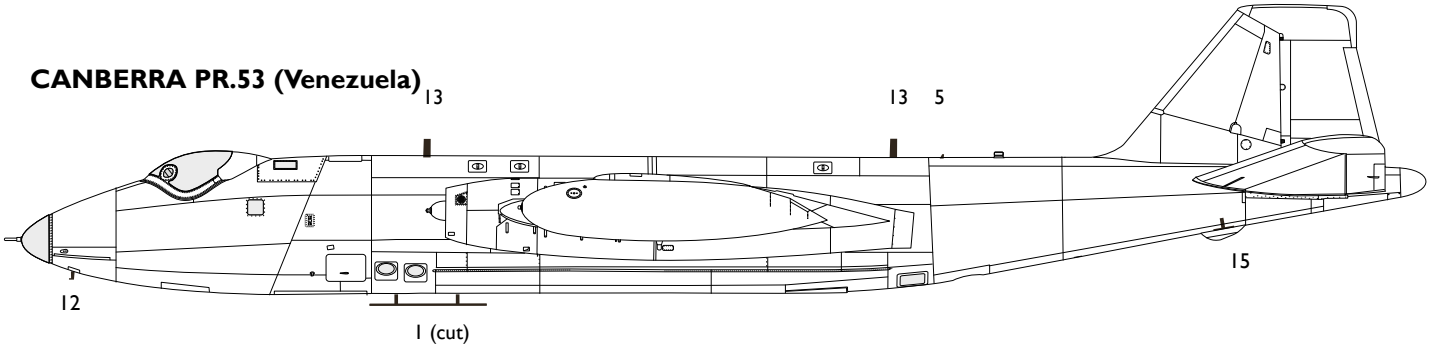
**CANBERRA T.22**



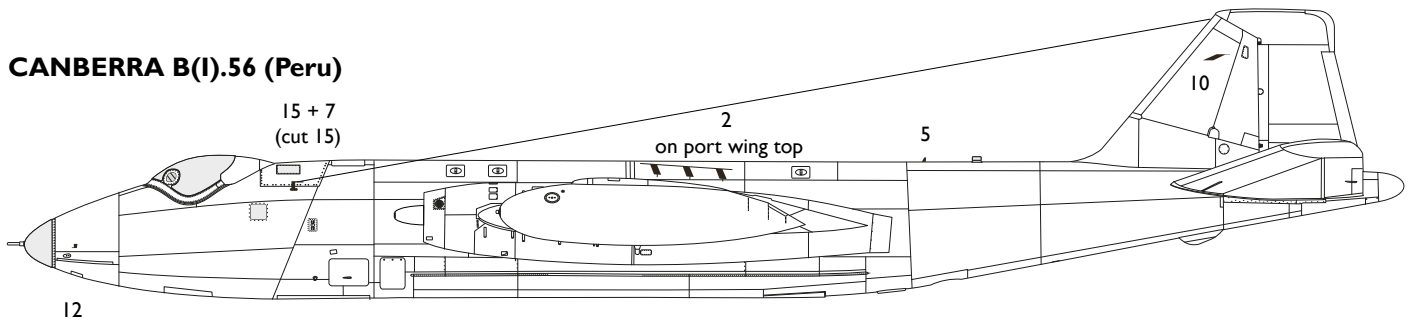
**CANBERRA B.52 (Ethiopia)**



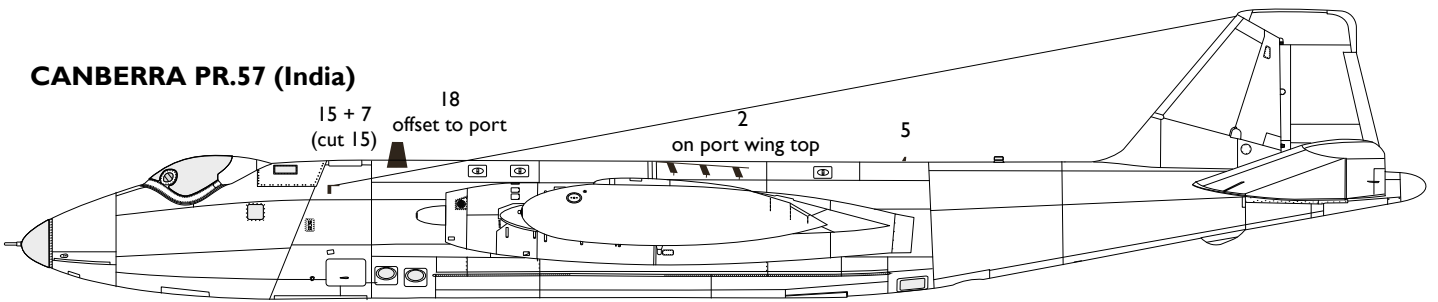
**CANBERRA PR.53 (Venezuela)**



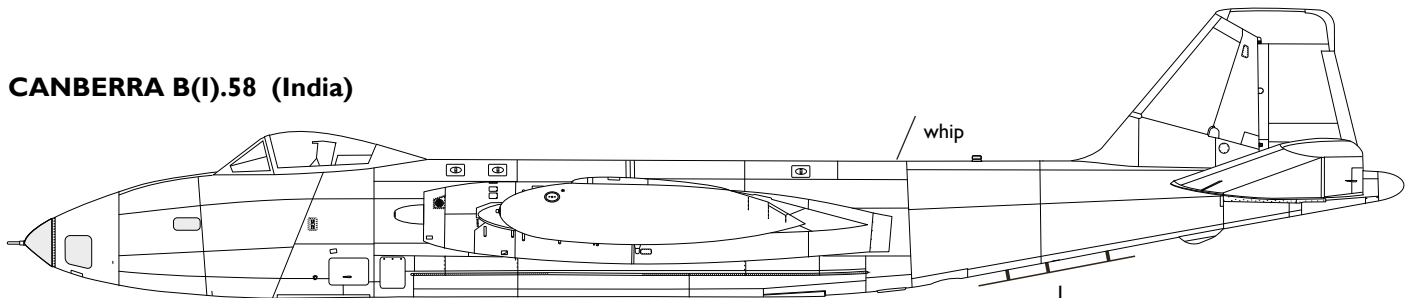
**CANBERRA B(I).56 (Peru)**



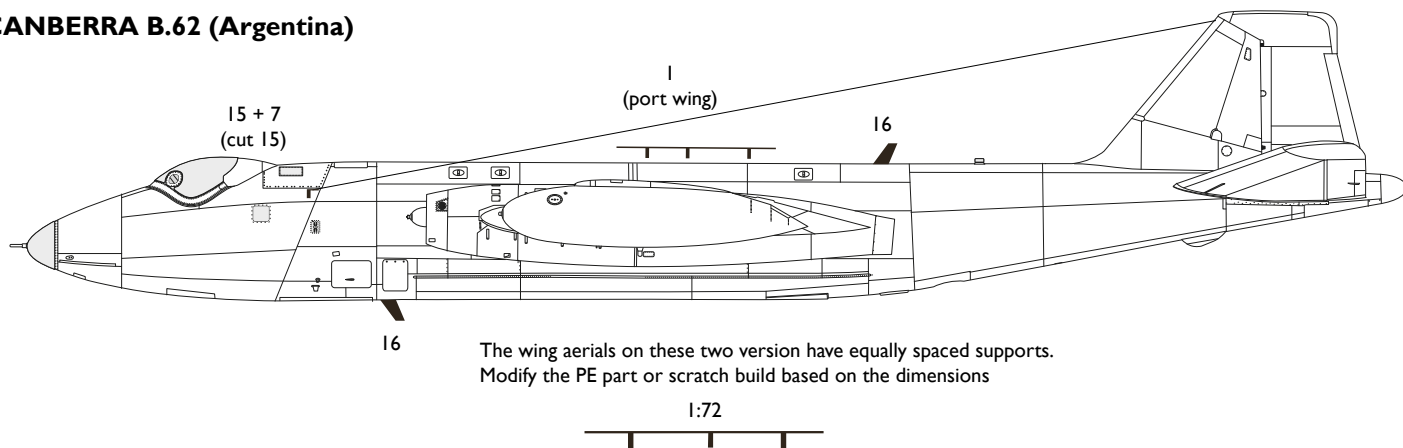
**CANBERRA PR.57 (India)**



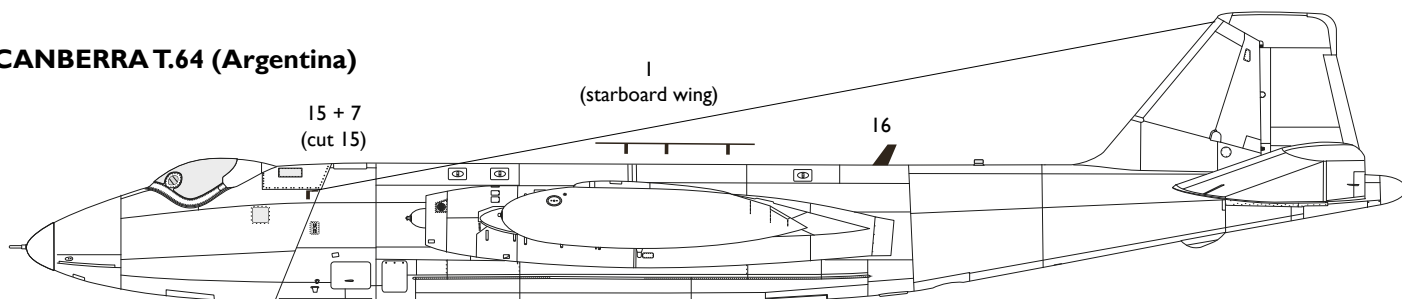
**CANBERRA B(I).58 (India)**



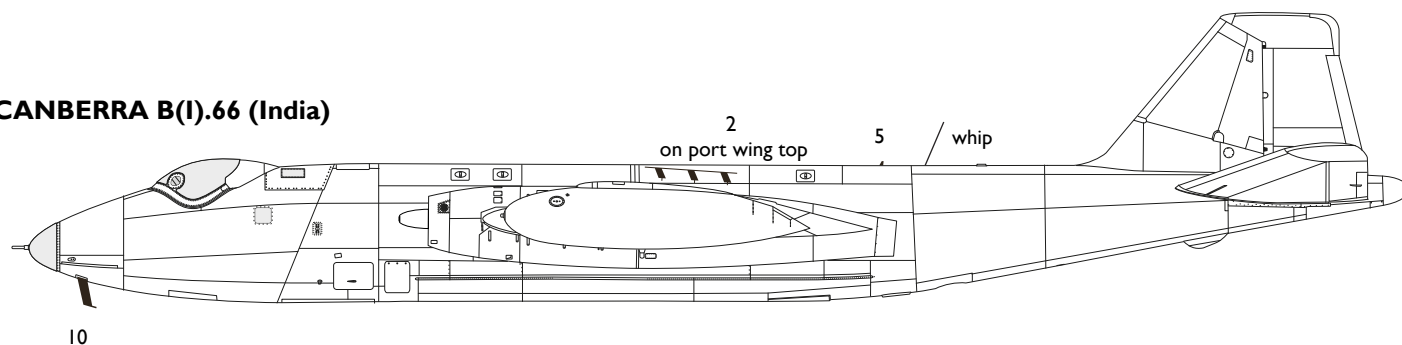
### CANBERRA B.62 (Argentina)



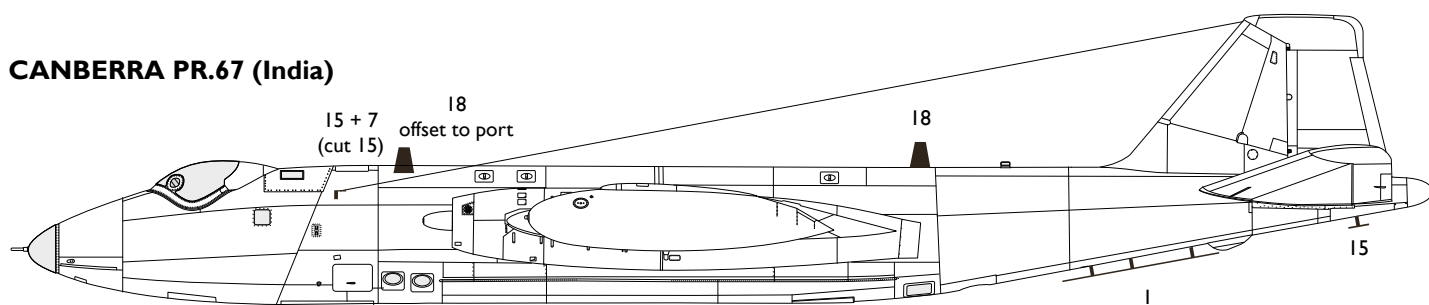
### CANBERRA T.64 (Argentina)



### CANBERRA B(I).66 (India)



### CANBERRA PR.67 (India)



### CANBERRA B(I).68 (Peru)

