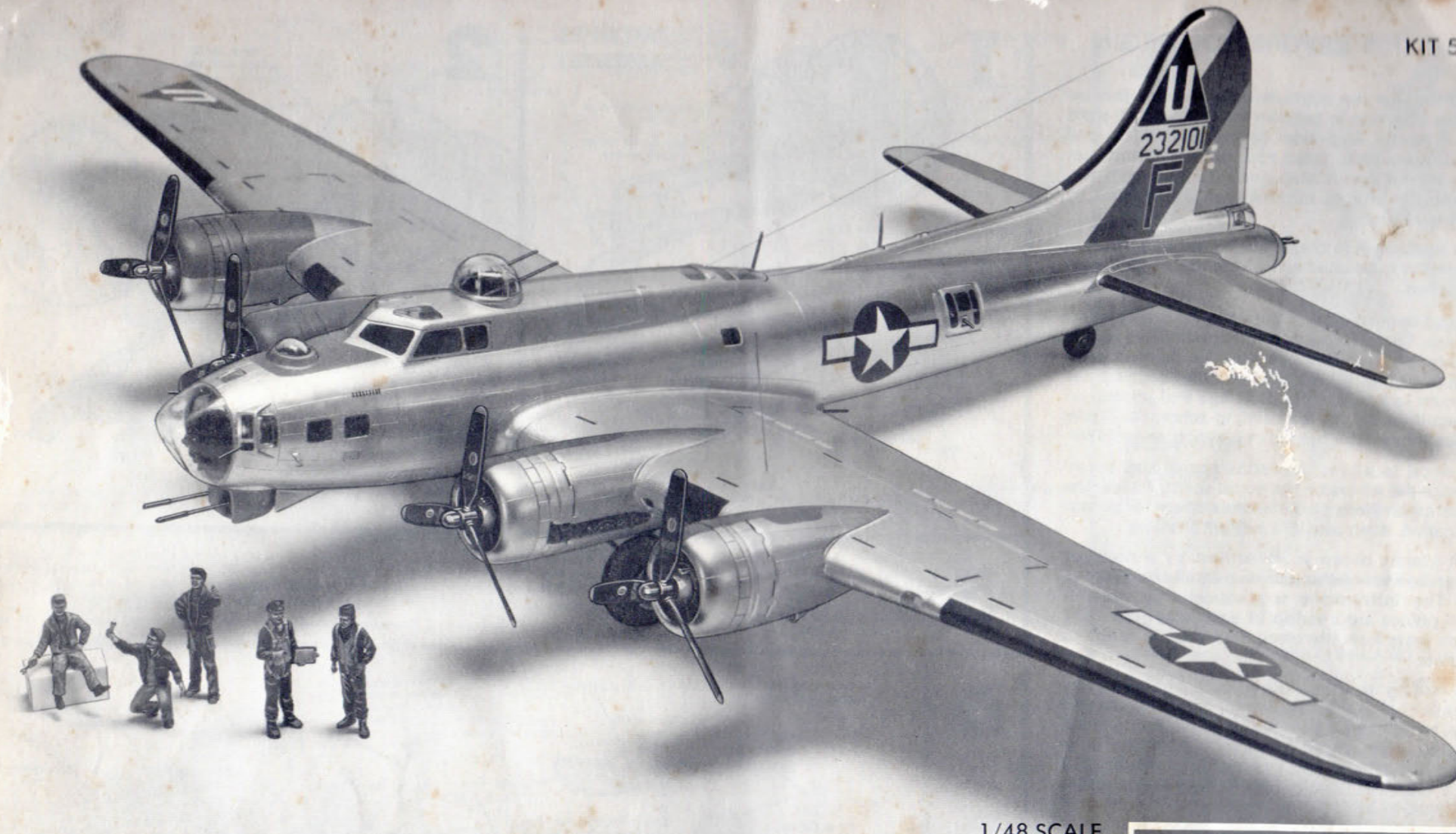
KIT 5600



1/48 SCALE

B-17G FLYING FORTRESS

MONOGRAM®

5600-0200

READ THIS BEFORE YOU BEGIN

Read through the instructions and study the assembly drawings to become familiar with all parts of the model. Also refer to the PAINTING and DECAL directions. Once you have done this, begin assembly with step one. Do not rush the assembly — serious mistakes can be avoided by working carefully.

Each illustration in the assembly procedure indicates color to be used and where the paint should be applied.

It is best to paint most of the parts before cementing them. The large outside surfaces such as wings, fuselage and tail sections may be painted after assembly. Carefully read the painting suggestions and refer to the airplane drawings and photos on the last three pages for painting schemes. These suggestions will be helpful in building your model.

The decal locations are letter coded and correspond to the letters on the decal sheet. Follow the directions on the back of the decal sheet for proper application. Work with one subject at a time.

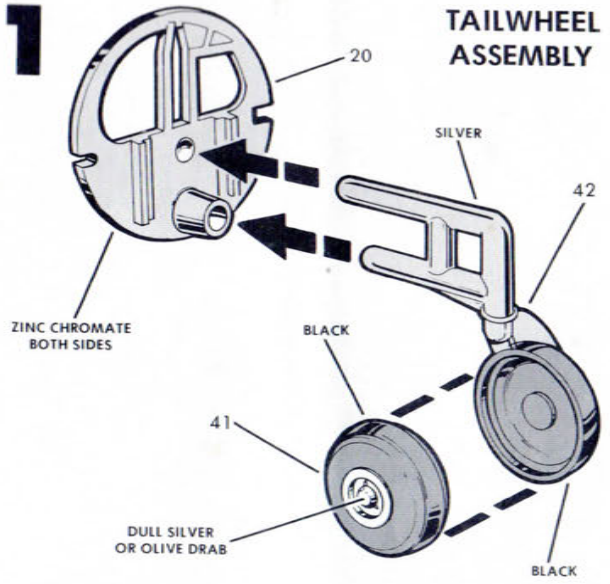
Each plastic piece is identified by a number stamped either on the part or a small tab near the part. The instructions will indicate by number which pieces are needed in each step. DO NOT detach parts from the trees until you are ready to use them.

After cutting off the required part, trim away any excess bits of plastic that are not part of the usable piece. Use a sharp knife, such as a modeling knife, available at your hobby counter. Check the fit of each piece before you cement it in place. USE ONLY CEMENT SPECIFIED FOR USE WITH STYRENE PLASTIC.

Apply cement quickly and carefully to the very large pieces so cement does not dry before the parts are joined together. DO NOT use too much cement to join the parts. All plastic cements contain solvents that dissolve the plastic forming a weld between the parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. The tip of a toothpick is helpful in applying cement to small or confined areas. Keep fingers clean of cement so that the outer surfaces of the parts are not marred when handling them.

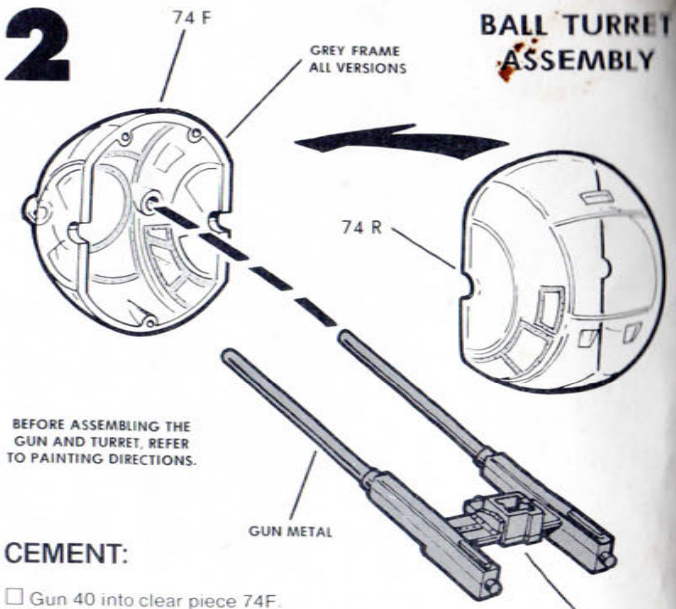
For better paint and decal adhesion, it is advisable to wash the plastic parts trees in a mild detergent solution. Rinse and let dry. After washing, handle the parts carefully to avoid skin-oil which may affect the adhesion.

1 TAILWHEEL ASSEMBLY



☐ Cement 41 and 42 together then into piece 20.

2 BALL TURRET ASSEMBLY



CEMENT:

☐ Gun 40 into clear piece 74F.

☐ Clear piece 74R to 74F.

5

☐ Cement pieces 55 into floor 21.

☐ Cement 49 and 50 together then into floor.

☐ Cement piece 47 into flight position OR into stored position as in small sketch.

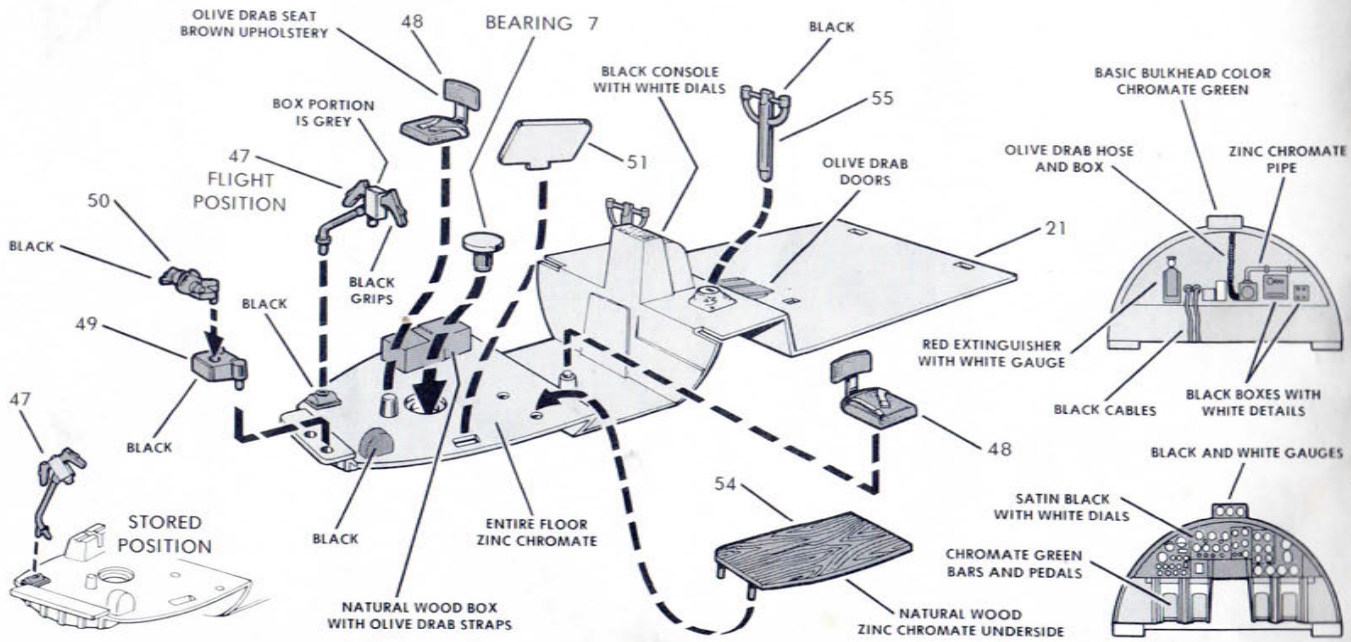
☐ Cement 58 into 16, then 16 into floor.

☐ Cement braces 9L and 9R into slots in seats 56 (Stamped P). Cement braces into floor.

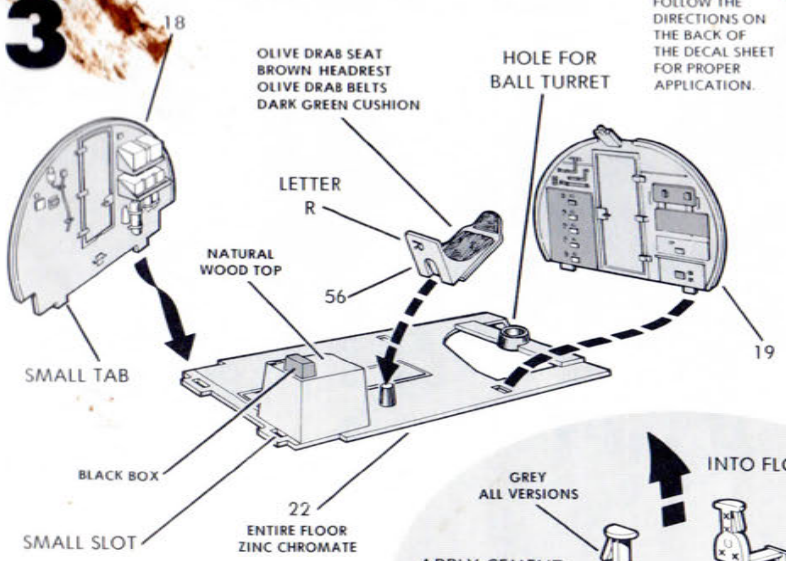
☐ Cement bulkhead 17 into floor.

☐ Now, push (do not cement) bearing into hole in nose gun assembly.

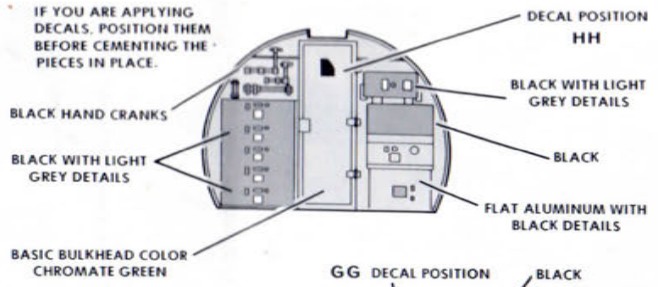
☐ Cement pieces 48, 51 and 54 onto floor.

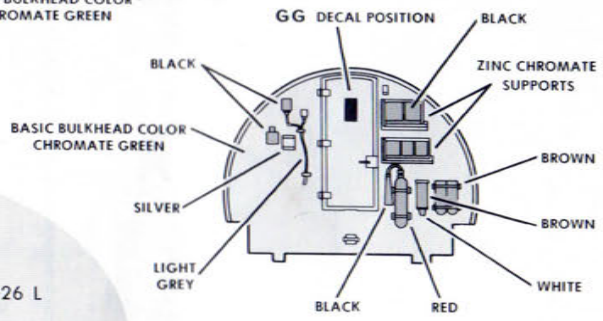


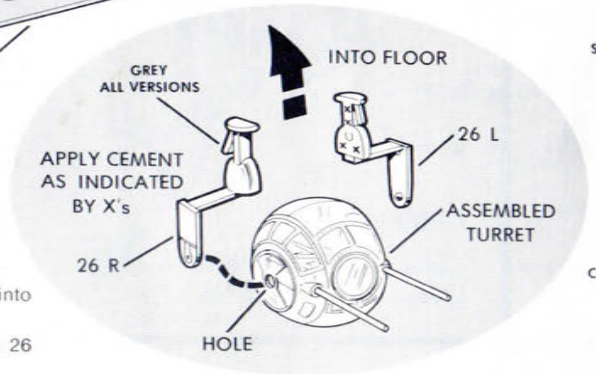
3

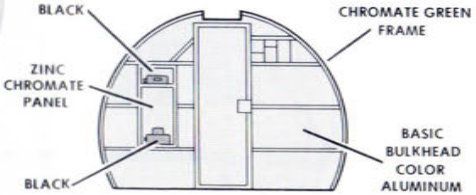


FOLLOW THE DIRECTIONS ON THE BACK OF THE DECAL SHEET FOR PROPER APPLICATION.



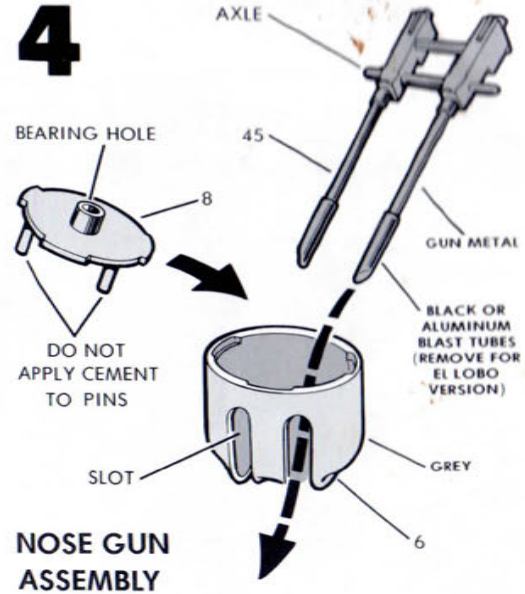






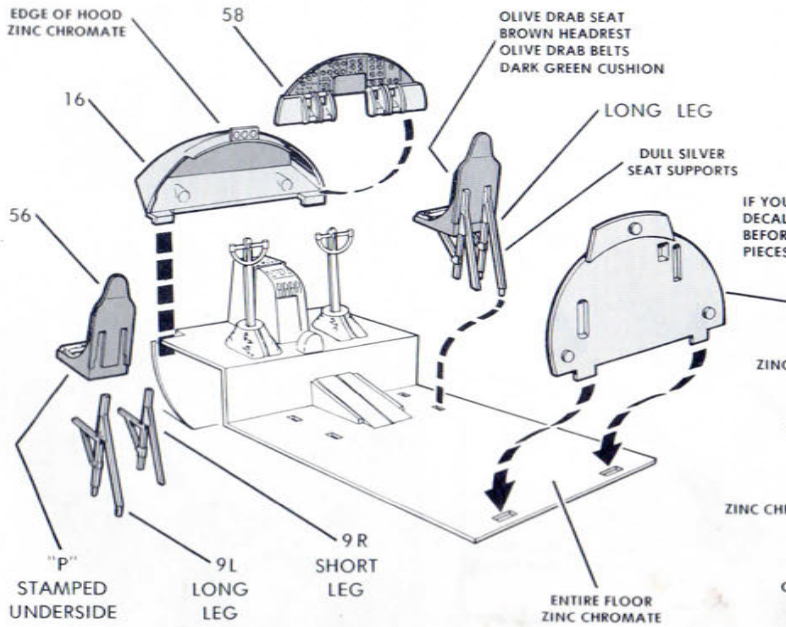
- ☐ Cement pieces 18, 19, 56 (Stamped R) onto floor 22.
- ☐ Cement pieces 26L and 26R together.
- ☐ Slip (do not cement) pins on parts 26 into holes as shown.
- ☐ Snap (do not cement) ends of pieces 26 into hole in floor as shown.

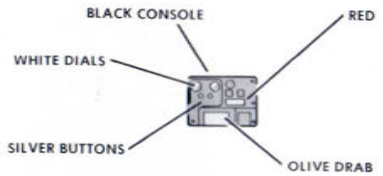
4

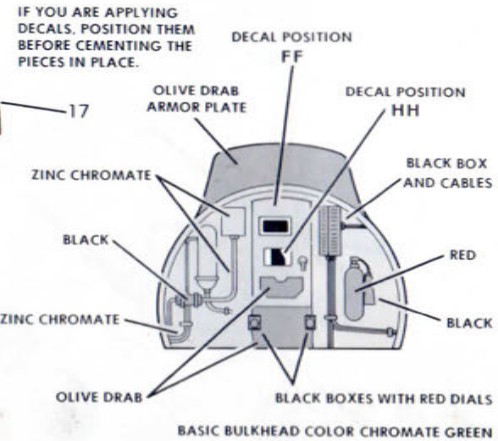


NOSE GUN ASSEMBLY

- ☐ Slip (do not cement) guns 45 into part 6. Axles fit into notches on inside of part 6.
- ☐ Cement cover 8 onto part 6.



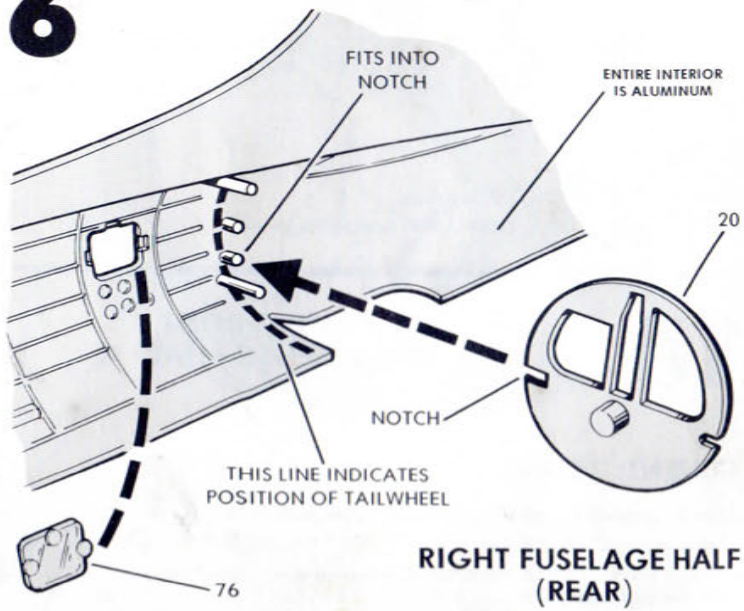




CEMENT:

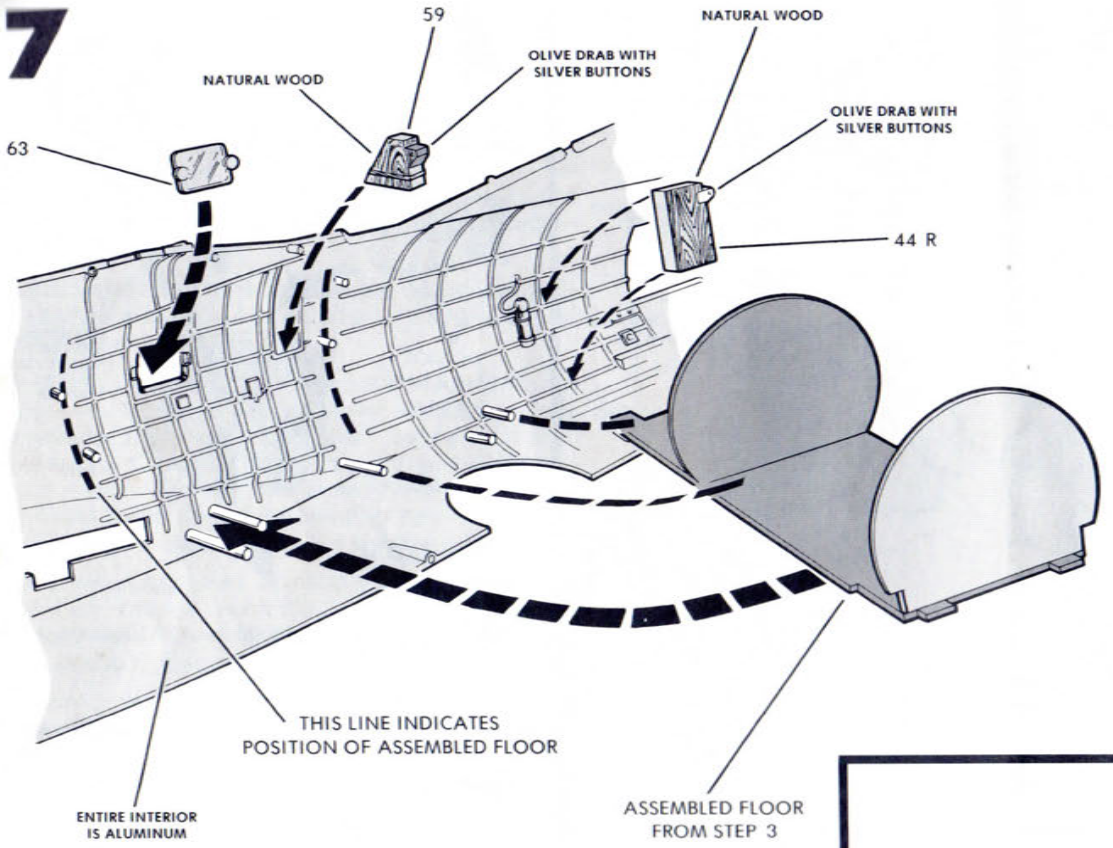
- ☐ clear piece 76 into RIGHT FUSELAGE HALF 1R.
- ☐ tailwheel assembly (FROM STEP 1) into place.

6



RIGHT FUSELAGE HALF (REAR)

7



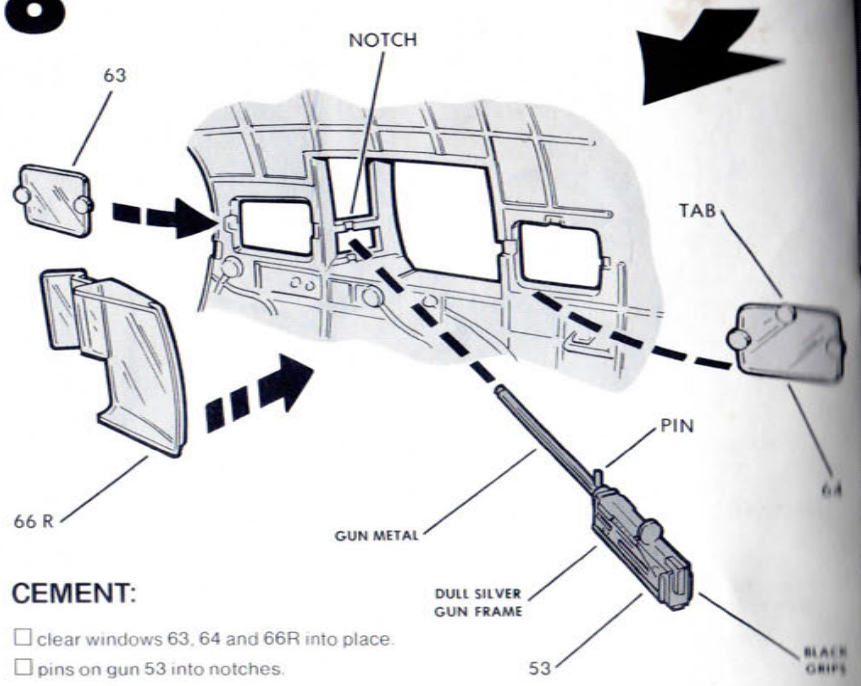
RIGHT FUSELAGE

CEMENT:

- ☐ pieces 44R, 59 and 63 into fuselage.
- ☐ floor assembly (FROM STEP 3) into fuselage as shown.

8

INSIDE FRONT RIGHT FUSELAGE HALF 1R

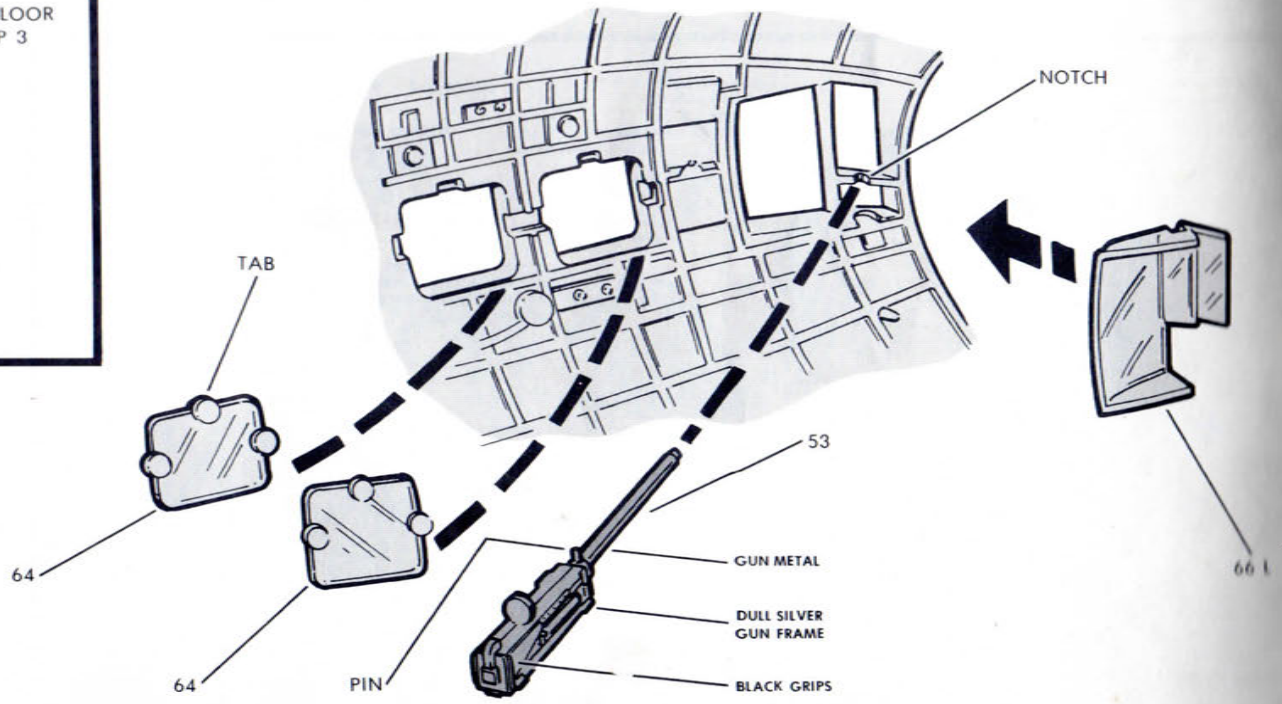


CEMENT:

- ☐ clear windows 63, 64 and 66R into place.
- ☐ pins on gun 53 into notches.

10

INSIDE FRONT LEFT FUSELAGE HALF 1L



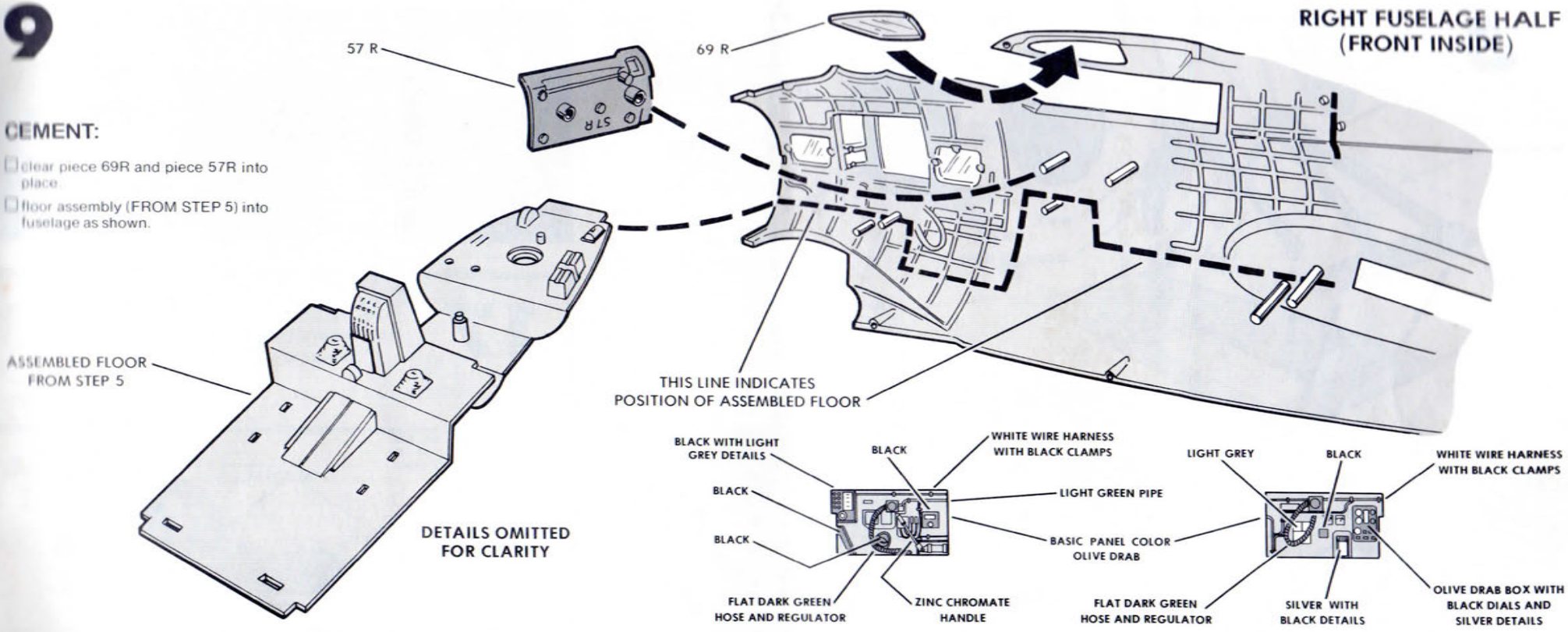
CEMENT:

- ☐ clear windows 64 and 66L into LEFT FUSELAGE HALF 1L.
- ☐ pins on gun 53 into notches.
- ☐ pieces 63, 44L, 57L and 69L into fuselage in same positions as on RIGHT FUSELAGE.

9

CEMENT:

- ☐ clear piece 69R and piece 57R into place.
- ☐ floor assembly (FROM STEP 5) into fuselage as shown.

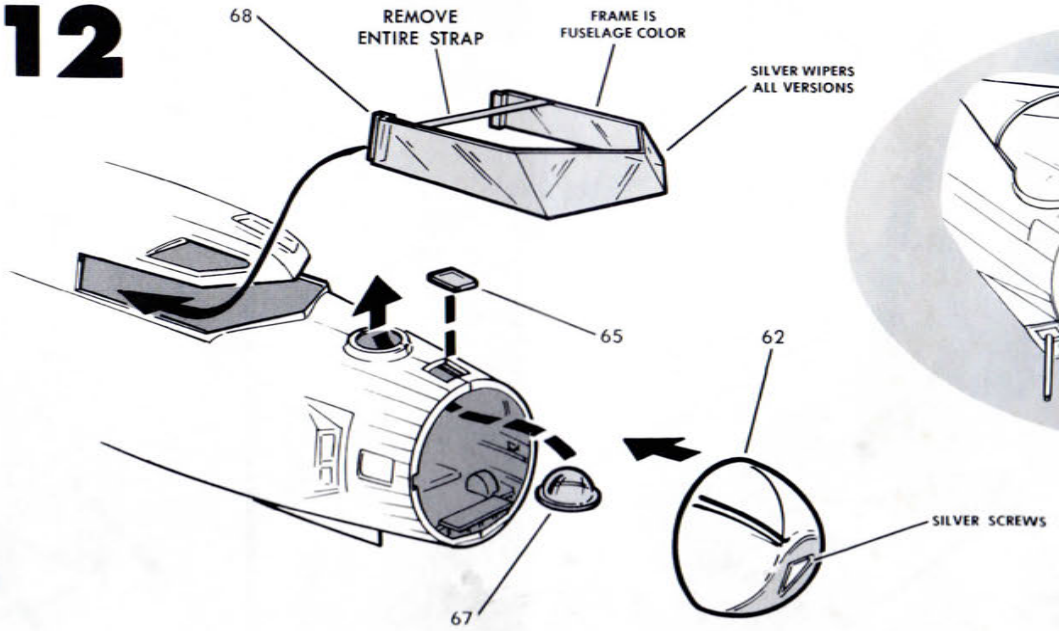


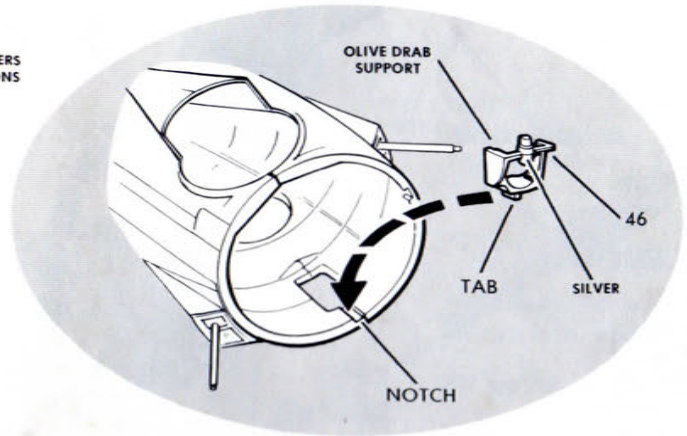
11

FUSELAGE ASSEMBLY

■ Cement left fuselage half to right fuselage half.

12

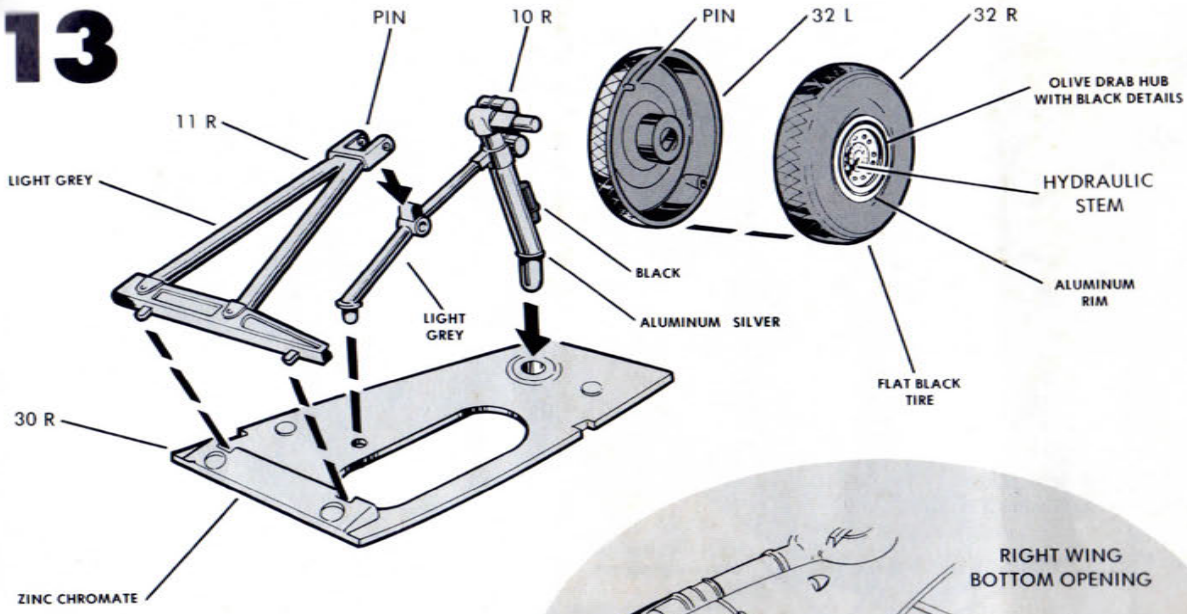


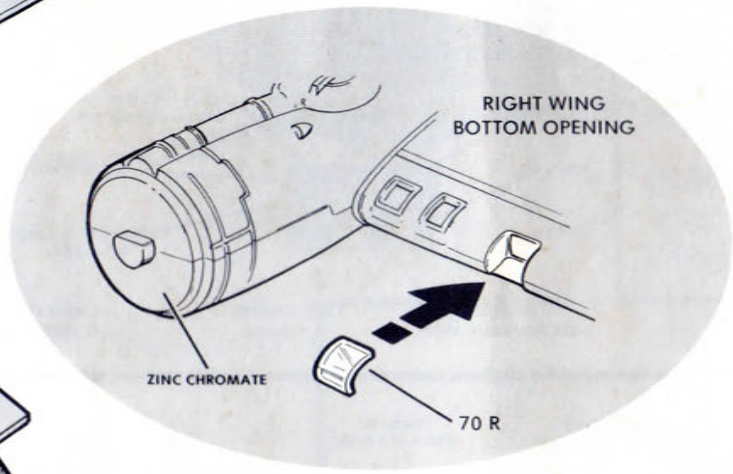


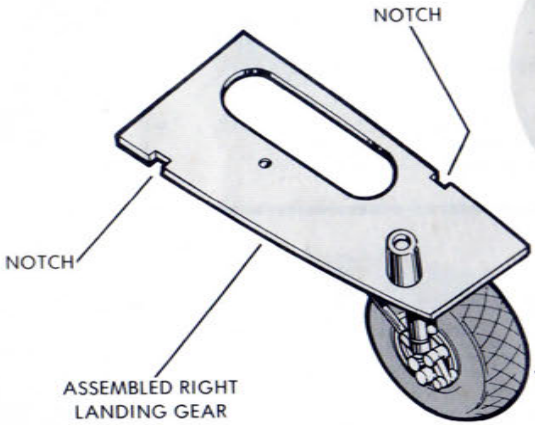
CEMENT:

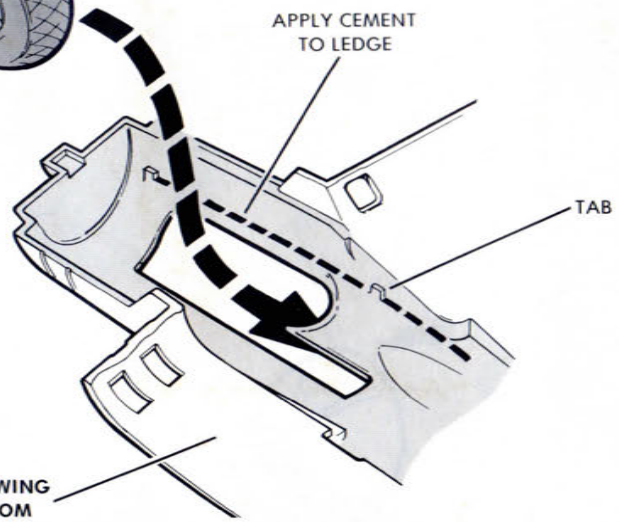
- ☐ pieces 65, 67 and 68 into fuselage.
- ☐ sight 46 into notch.
- ☐ clear nose 62 to fuselage.

13









CEMENT:

- ☐ strut 10R into plate 30R.
- ☐ linkage 11R to plate and strut.
- ☐ tire halves 32L and 32R together.
- ☐ tire to strut — NOTE POSITION OF HYDRAULIC STEM.
- ☐ plate into RIGHT WING BOTTOM 3R.
- ☐ RIGHT WING TOP 4R to wing bottom.
- ☐ clear light 70R into opening.

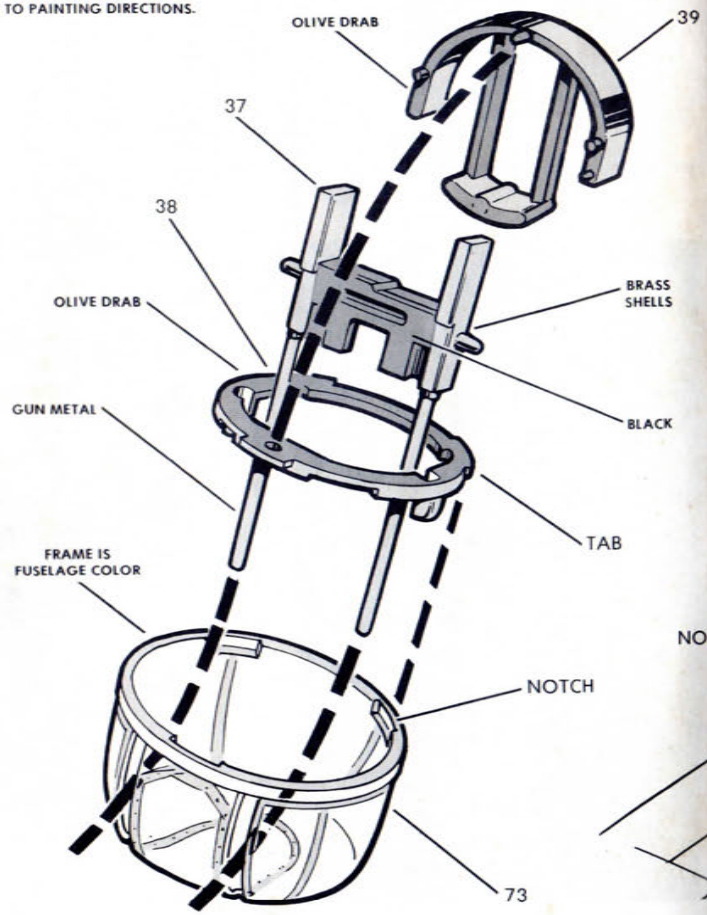
14 LEFT WING ASSEMBLY

■ **Repeat assembly as for right wing (STEP 12) using pieces 10L, 11L, 30L, 32L, 32R, 3L, 4L and 70L.**

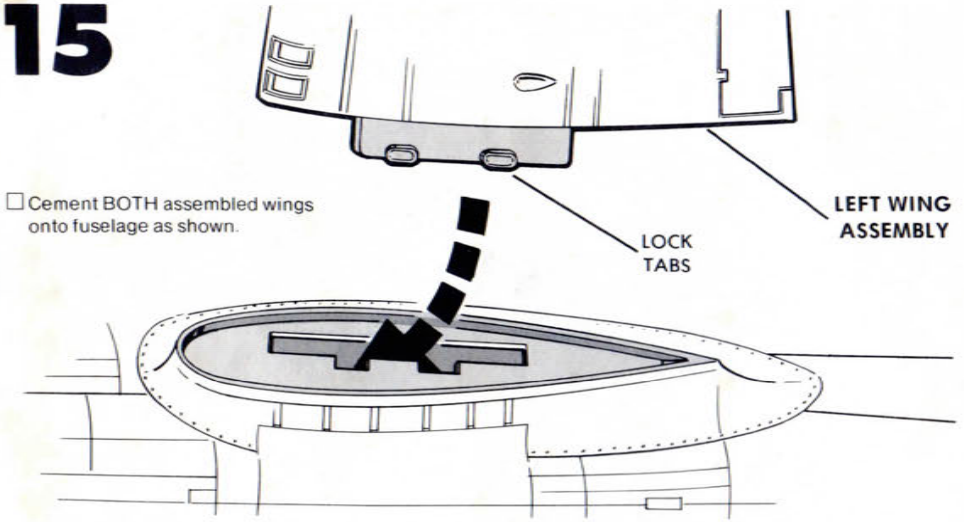
17

- ☐ Slip (do not cement) guns 37 into notches in ring 38.
- ☐ Cement retainer 39 to ring 38.
- ☐ Cement tabs on ring 38 into turret clear piece 73.
- ☐ Place (do not cement) tabs on turret into notches on TOP of fuselage. Twist turret into any position.

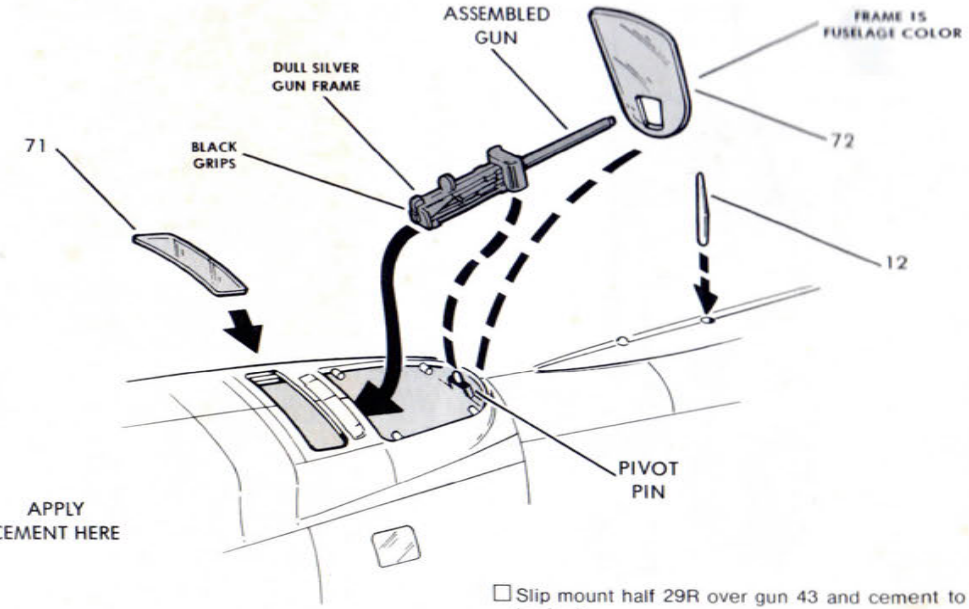
BEFORE ASSEMBLING THE GUN AND TURRET, REFER TO PAINTING DIRECTIONS.



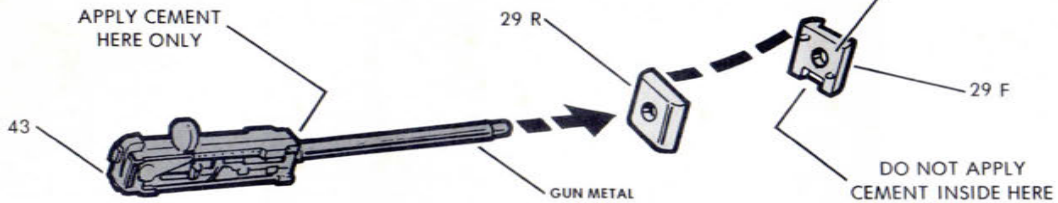
15



☐ Cement BOTH assembled wings onto fuselage as shown.



16



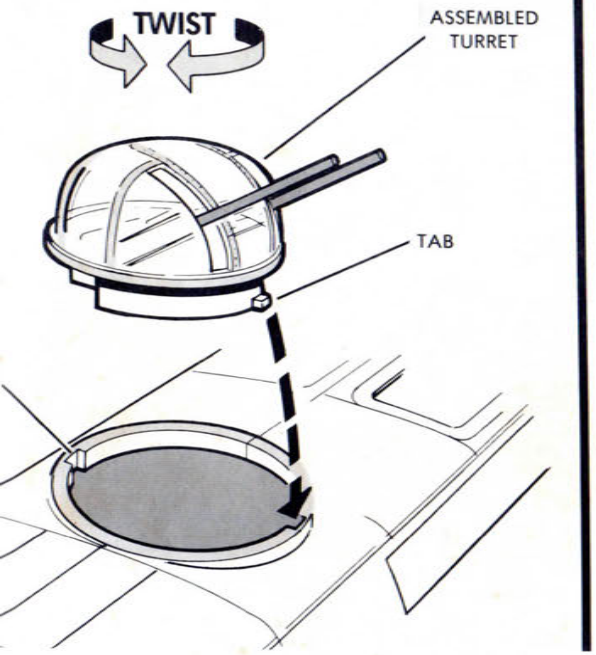
☐ Slip mount half 29R over gun 43 and cement to back of gun.

☐ Slip mount half 29F over gun and cement to mount half 29R.

☐ Slip (do not cement) mount onto pin on fuselage.

☐ Slip clear piece 72 over gun and cement to fuselage.

☐ Cement clear piece 71 and antenna 12 into fuselage.



18

BEFORE ASSEMBLING, REFER TO PAINTING DIRECTIONS

☐ Apply cement to piece 52F ONLY where shown.

☐ Place (do not cement) piece 52F ONTO pins on clear piece 75L.

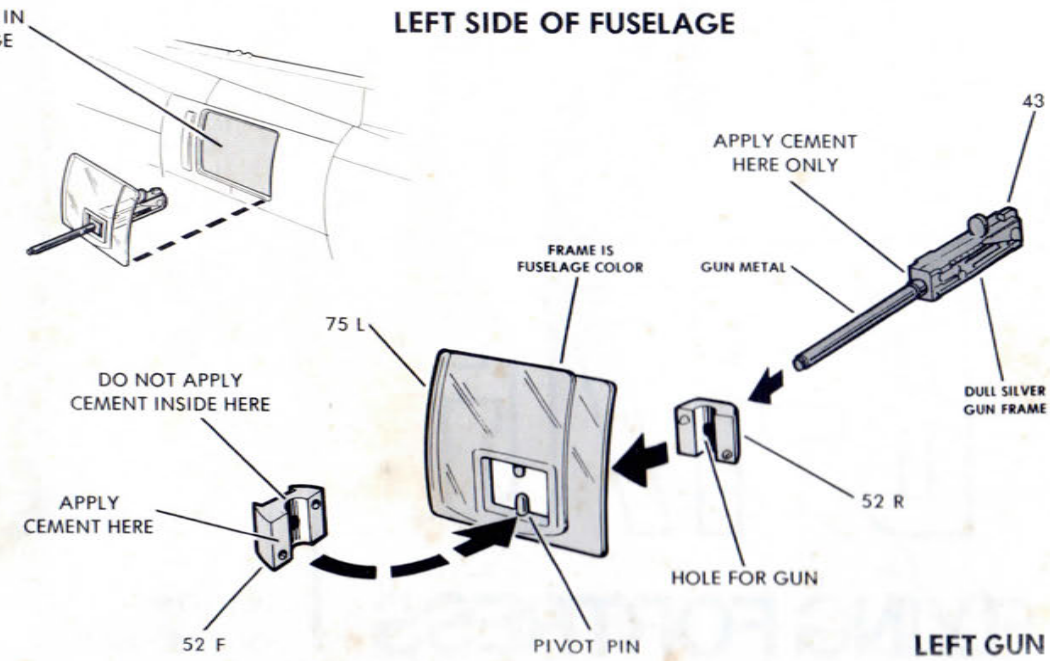
☐ Press piece 52R onto piece 52F.

☐ Slip gun 43 into hole in pieces 52F and 52R and cement gun to piece 52R.

☐ Cement clear piece with gun into LEFT FUSELAGE SIDE as shown.

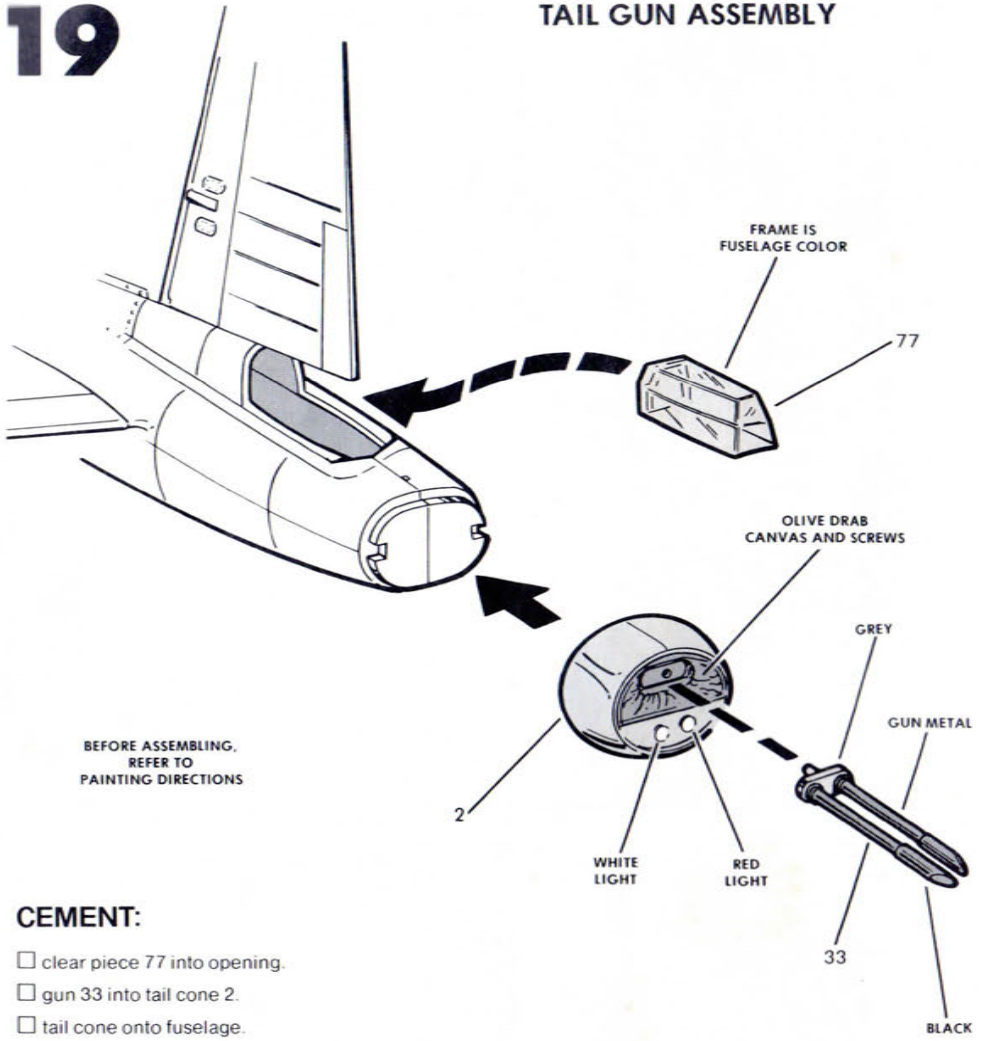
☐ REPEAT assembly for RIGHT SIDE GUN USING PIECES 75R, 52F, 52R and 43. Cement to RIGHT FUSELAGE SIDE.

LEFT SIDE OF FUSELAGE



LEFT GUN

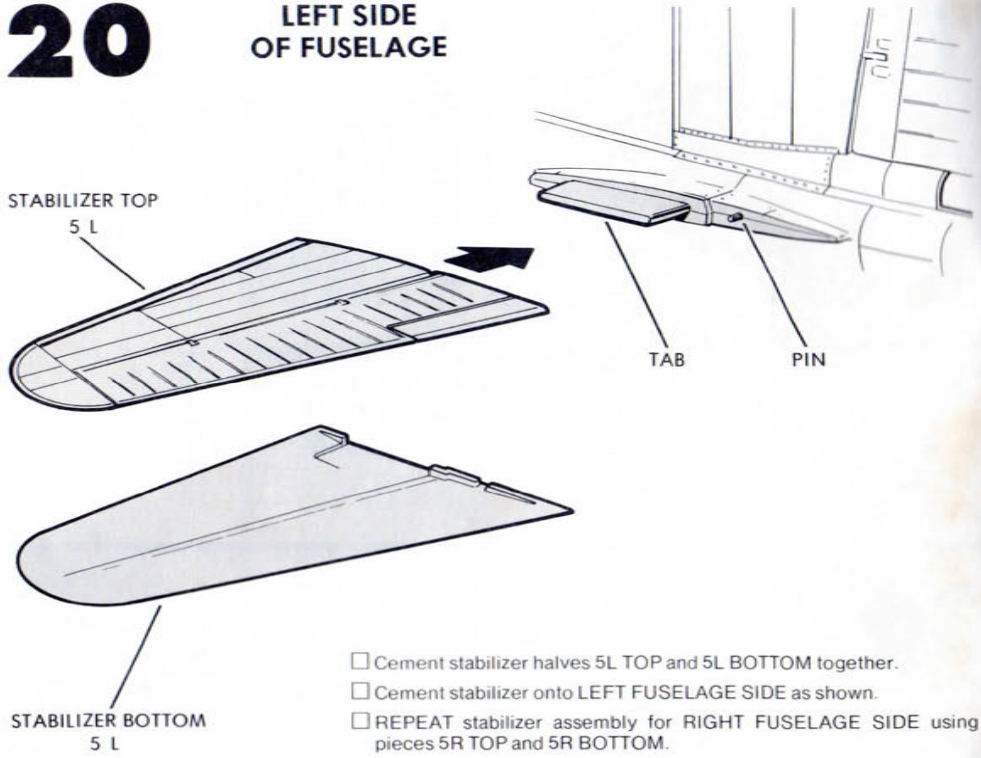
19 TAIL GUN ASSEMBLY



CEMENT:

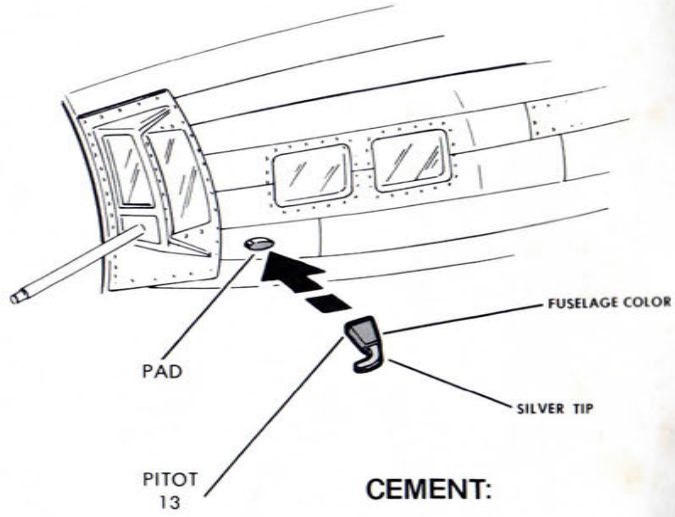
- ☐ clear piece 77 into opening.
- ☐ gun 33 into tail cone 2.
- ☐ tail cone onto fuselage.

20 LEFT SIDE OF FUSELAGE



- ☐ Cement stabilizer halves 5L TOP and 5L BOTTOM together.
- ☐ Cement stabilizer onto LEFT FUSELAGE SIDE as shown.
- ☐ REPEAT stabilizer assembly for RIGHT FUSELAGE SIDE using pieces 5R TOP and 5R BOTTOM.

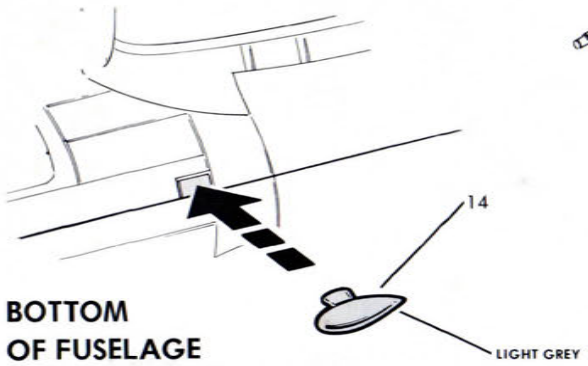
22 LEFT FRONT OF FUSELAGE



CEMENT:

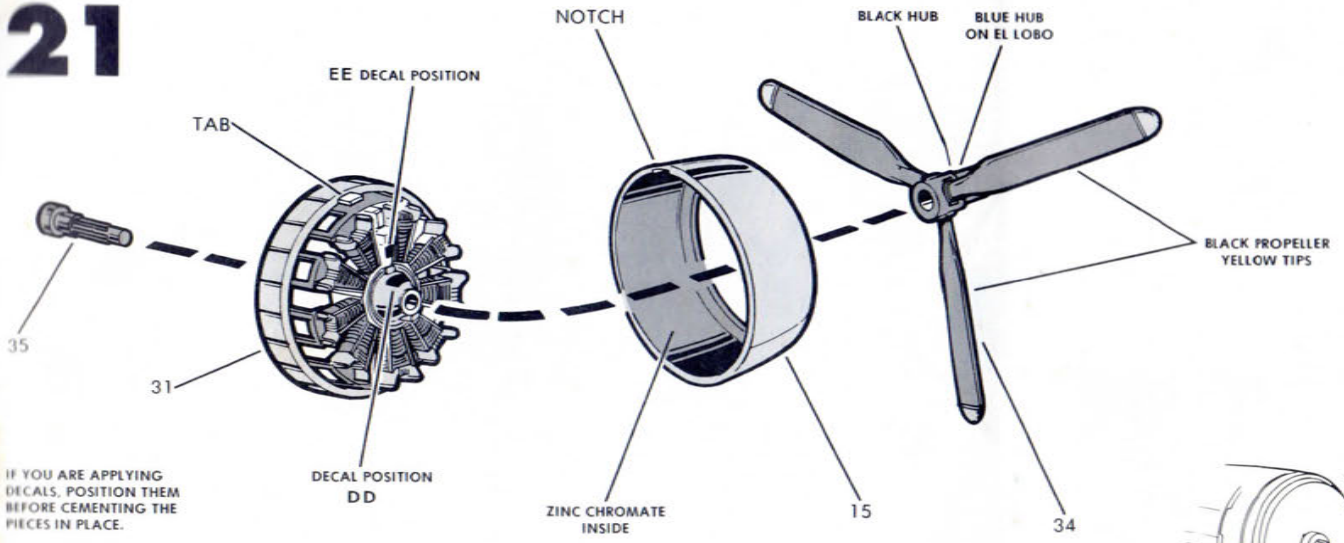
- ☐ pitot tube 13 to LEFT FRONT OF FUSELAGE.
- ☐ antenna 14 to BOTTOM of fuselage.

B-17G FLYING FORTRESS



BOTTOM OF FUSELAGE

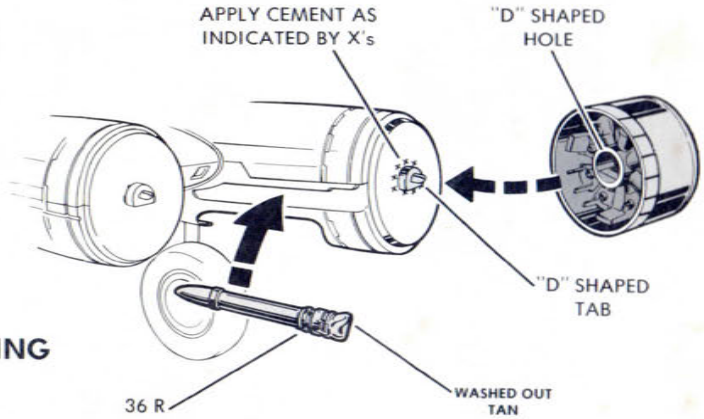
21



IF YOU ARE APPLYING DECALS, POSITION THEM BEFORE CEMENTING THE PIECES IN PLACE.

ENGINE ASSEMBLY

- ☐ Cement engine 31 into cowling 15.
- ☐ Slip (do not cement) bearing 35 through hole in engine.
- ☐ Apply cement to wings as shown, press engines onto wing.
- ☐ Cement exhaust pipe 36R to RIGHT WING as shown.
- ☐ Cement exhaust pipe 36L to LEFT WING.
- ☐ REPEAT for other THREE engines.
- ☐ Press (do not cement) propellers 34 onto bearings.



RIGHT WING

ENGINE PAINTING

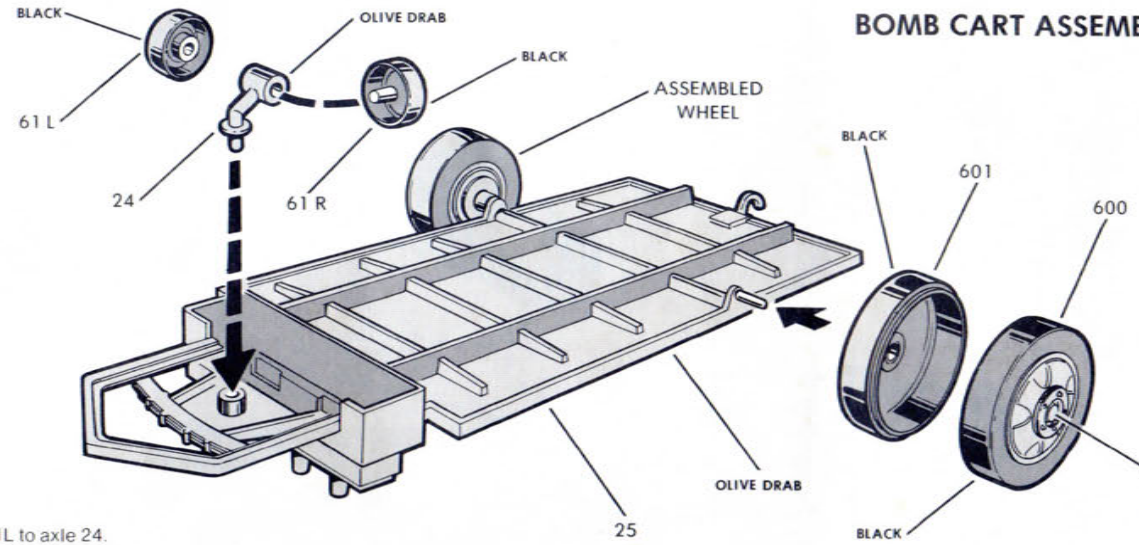
GLOSS GREY — Gear box and crank shaft.

DULL ALUMINUM — Cylinder heads.

DULL GREY — Ignition wire harness.

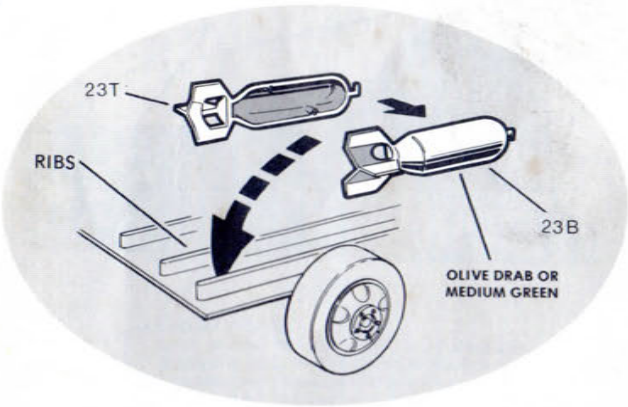
GLOSS BLACK — Push rods, distributors, exhaust pipes, rocker covers, ring and brackets.

23



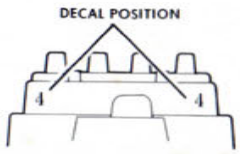
FOLLOW THE DIRECTIONS ON THE BACK OF THE DECAL SHEET FOR PROPER APPLICATION.

BOMB CART ASSEMBLY

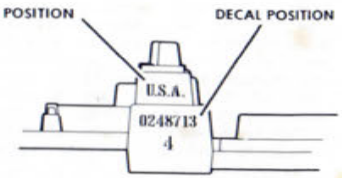


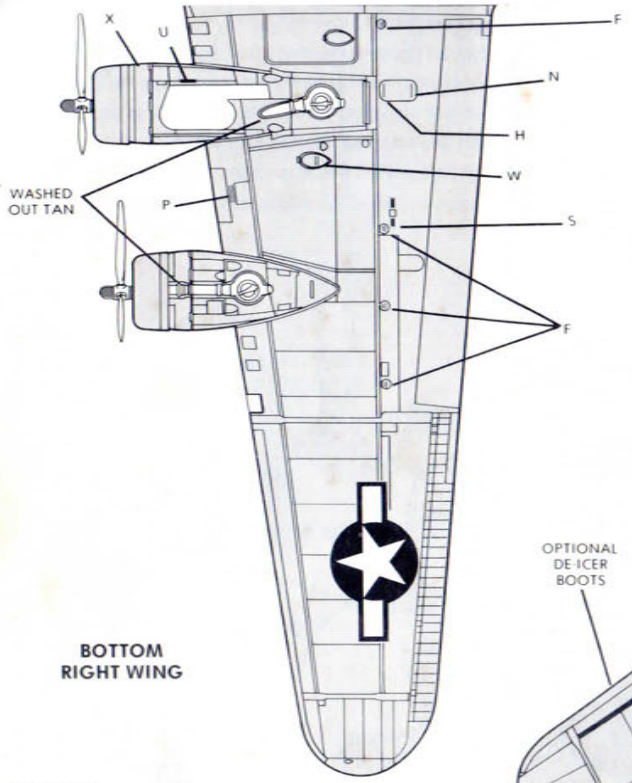
CEMENT:

- ☐ wheels 61R and 61L to axle 24.
- ☐ axle into bomb cart bottom 25.
- ☐ wheel halves 600 and 601 together, then onto cart.
- ☐ eight bomb halves 23T and 23B together.
- ☐ bombs between ribs on cart or placed (not cemented) on cart.



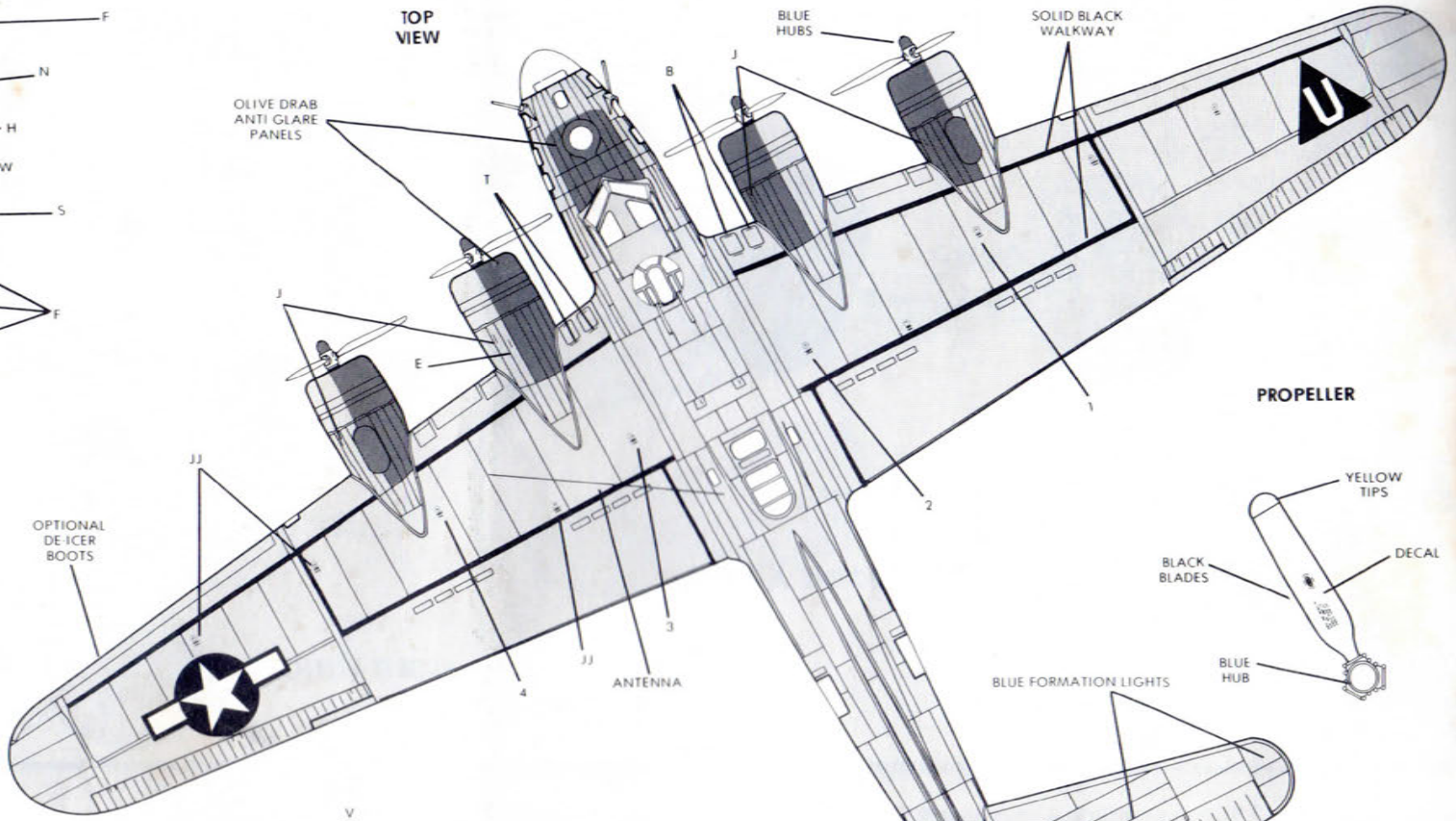
FOLLOW THE DIRECTIONS ON THE BACK OF THE DECAL SHEET FOR PROPER APPLICATION.



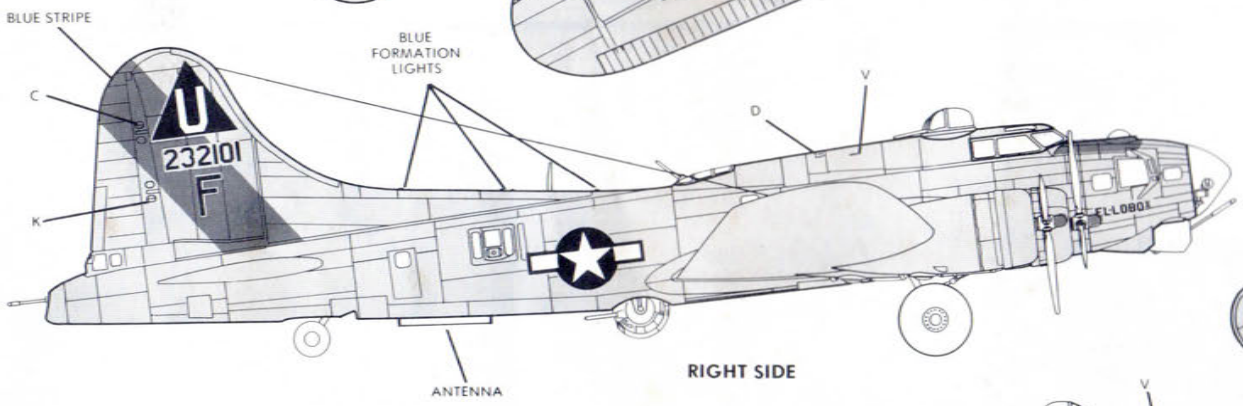


BOTTOM RIGHT WING

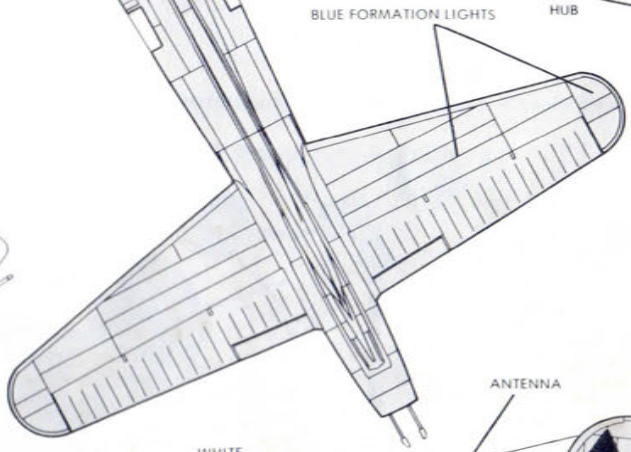
TOP VIEW

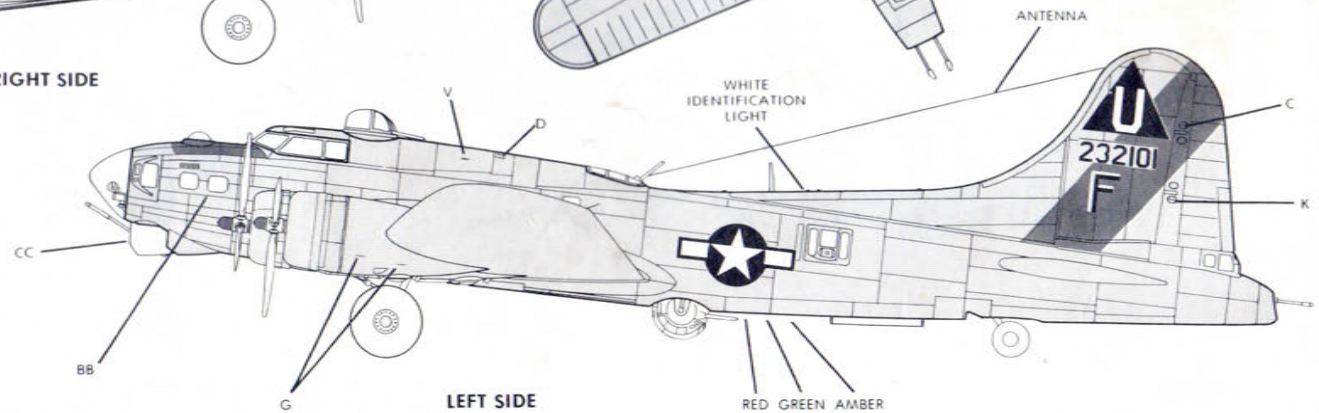


PROPELLER



RIGHT SIDE

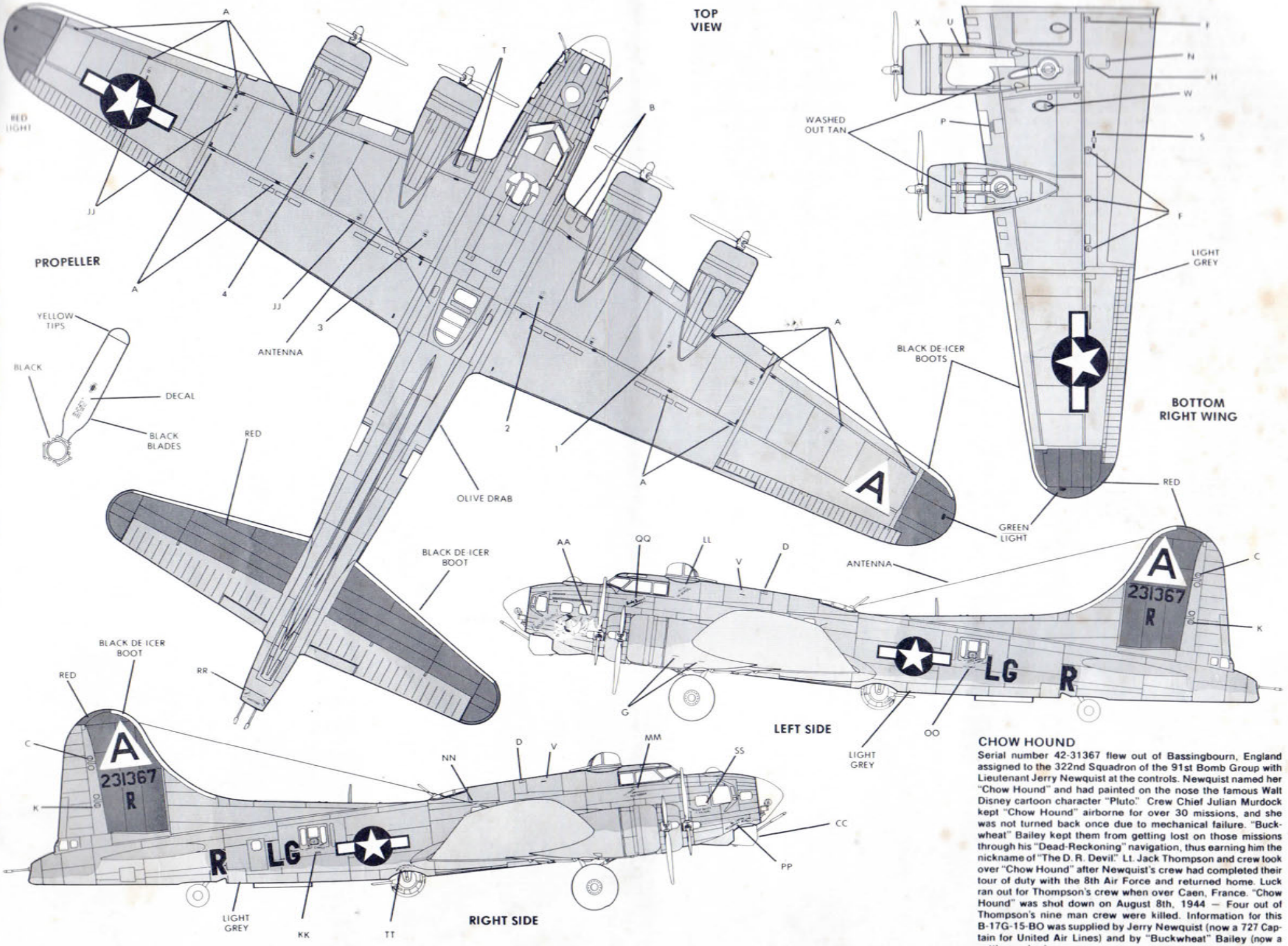




LEFT SIDE

EL LOBO II

"El Lobo II" served with the 457th Bomb Group's 748th Squadron based at Army Air Force Station #130 in Glatton, England. Lt. Kelly took her over Bernberg, an aircraft assembly plant, on 2nd November, 1944. Ball Turret gunner, Staff Sergeant Bernard F. Sitek was kept busy that day by several of those massed Luftwaffe "wolfpack" attacks, as was every other 457th gunner on this the Group's worst mission. The original "El Lobo" was piloted by Lt. Cornelius Woolf & crew after their arrival overseas on 21 January, 1944 — just in time to take part in the 8th Air Force's "Big Week" offensive against German industry one month later. Both aircraft helped the 457th live up to its reputation as "The Fireball Outfit." No. 42-32101 was a Boeing B-17G-35-BO, and carried the blue prop bosses denoting the 748th Squadron.



CHOW HOUND

Serial number 42-31367 flew out of Bassingbourn, England assigned to the 322nd Squadron of the 91st Bomb Group with Lieutenant Jerry Newquist at the controls. Newquist named her "Chow Hound" and had painted on the nose the famous Walt Disney cartoon character "Pluto." Crew Chief Julian Murdock kept "Chow Hound" airborne for over 30 missions, and she was not turned back once due to mechanical failure. "Buckwheat" Bailey kept them from getting lost on those missions through his "Dead-Reckoning" navigation, thus earning him the nickname of "The D. R. Devil." Lt. Jack Thompson and crew took over "Chow Hound" after Newquist's crew had completed their tour of duty with the 8th Air Force and returned home. Luck ran out for Thompson's crew when over Caen, France. "Chow Hound" was shot down on August 8th, 1944 — Four out of Thompson's nine man crew were killed. Information for this B-17G-15-BO was supplied by Jerry Newquist (now a 727 Captain for United Air Lines) and by "Buckwheat" Bailey (now a cattle rancher).

During the second world war, the Boeing B-17 "Flying Fortress" became a visible symbol of the United States' unceasing desire to defeat the oppressive Nazi war machine. While allied ground forces assaulted Hitler's "Fortress Europe" in Italy and France, waves of rugged B-17's flown by courageous American aircrews battled relentlessly through swarms of Luftwaffe fighters and murderous flak to attack the German heartland. Even though they suffered heavy losses throughout most of the allied offensive, Boeing's "Flying Forts" proved themselves overwhelmingly capable of implementing the concept of long-range daylight bombing against strategic German targets.

The B-17 was originally designed to intercept enemy invasion forces before they reached our coasts, but found its fame as a strategic bomber over the skies of Europe. This classic aircraft relied heavily upon the proven concepts of mass production and the interchangeability of parts. The Boeing engineers recognized that a global war would subject air crews and maintenance personnel to highly-accelerated training programs, and designed their new bomber to be easy to maintain and fly. The main structures of the aircraft were of a rugged semi-monocoque construction that enabled the four-engined giant to safely absorb massive amounts of battle damage. All versions of the "Flying Fortress" were powered by four R-1820 Wright "Cyclone" radial engines.

The B-17G was the final mass produced version of the immortal "Flying Fortress" series. During the twenty-three months that the "G" model was produced, manufacturing facilities operated by Boeing, Douglas and Vega created over 8600 examples of this famous bomber. Though the new version was quite similar to its predecessor, the B-17F; the major external change was the addition of a Bendix movable turret fitted on the underside of the nose. The twin .50 caliber guns mounted in this turret provided improved firepower to combat the daring head-on attacks of the skilled Luftwaffe pilots. The aircraft was capable of carrying 4,000 lbs. of bombs over 1,800 miles at a cruising speed of 170 mph.

Throughout the war, the various versions of the B-17 served primarily with the Eighth, Twelfth and Fifteenth Air Force in the European Theater of Operations. The initial B-17F's were delivered to Eighth Air Force units in Great Britain during September of 1943. These new aircraft were welcome replacements for older models of the B-17 lost or damaged during the unceasing strategic air offensive over Germany. The initial B-17G's to join operational units in Europe were finished in the standard Army Air Force camouflage that was prevalent through most of the war. As the crushing bombing offensive continued, allied air superiority negated the need for camouflage, and later versions appeared in a striking natural silver finish.

The heroic efforts of countless allied bomber crews destroyed the Nazi threat, and immortalized the sturdy B-17. Although untold thousands of these classic aircraft were scrapped after the end of World War II, enough of them have been preserved throughout the world to remind future generations that she was truly a "Fighting Lady."

This accurately detailed model was designed from authentic drawings and photos of the B-17G. Also much technical information was furnished by Harl V. Brackin Jr. of Boeing Historical Services. Aviation historian R. W. Jackson assisted in assuring authentic markings.

DECALS

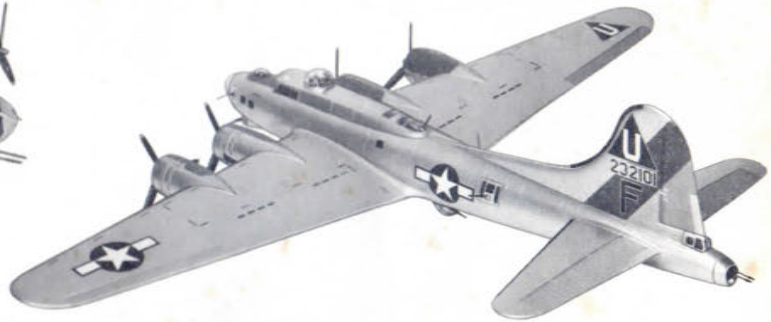
When applying decals, refer to the drawing or photo of the specific version you have assembled. The numbers shown on the drawings are in reference to those on the decal sheet. These numbered decals are used on both versions. Larger decals are easily identified for position.

For a neat job, carefully follow the application instructions on the back of the decal sheet. Work with one subject at a time. Before they are completely dry, decals should be firmly pressed against surface contours.

PAINTING

It is best to paint most of the parts before cementing them. The large outside surfaces such as wings and fuselages may be painted after assembly. Only ENAMEL or PAINT FOR PLASTICS should be used.

A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about ¼ inch wide. Allow time for paint to dry thoroughly before handling parts. Scrape paint away from areas which will be cemented because cement will not hold to paint.



EL LOBO II

Served with the 457th Bomb Group's 748th Squadron based at Army Air Force Station #130 in Glatton, England.

CHOW HOUND

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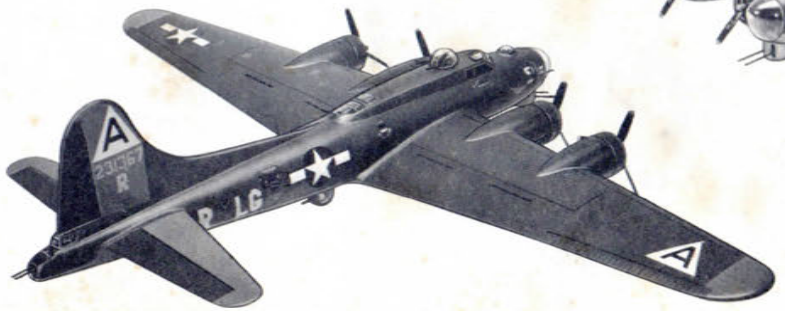

Clear windshield and turret details can be easily and neatly done by using one of the dull finish acetate mending tapes. Cut a strip about five inches long and stick it to a piece of glass or plastic. paint this strip the color indicated in the assembly steps. Allow the paint to dry thoroughly. Using a straight edge and a razor blade cut strips from the tape the same width as the detail ribs. Lift up the strips and apply over each rib. Another method of achieving realism is by masking the entire clear piece with transparent tape. Use a sharp knife and very carefully cut the tape from any area that is to be painted. Paint the exposed parts and allow to dry thoroughly. Remove the remaining tape from the clear piece by lifting it with the tip of your knife. Either method will result in an extremely realistic clear part.

The ball turret details, on both versions, is painted a light grey.
Inside fuselage details not indicated for painting in the instructions may be painted to builder's choice. Use black, red, silver, olive drab, white, yellow, green and aluminum.

FIGURES

Refer to the box side for the colors used in painting the five figures. The full leather flying suit was only used in the early years of the war; the jacket continued in use, but the pants were changed to olive drab cloth.

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