

# P-38J over Europe

# 1170

## US WWII FIGHTER 1:48 SCALE PLASTIC KIT



### intro

The Lockheed P-38 Lightning was developed to a United States Army Air Corps requirement. It became famous not only for its performance in the skies of WWII, but also for its unusual appearance.

The Lightning, designed by the Lockheed team led by Chief Engineer Clarence 'Kelly' Johnson, was a complete departure from conventional airframe design. Powered by two liquid cooled inline V-1710 engines, it was almost twice the size of other US fighters and was armed with four .50 cal. machine guns plus a 20 mm cannon, giving the Lightning not only the firepower to deal with enemy aircraft, but also the capability to inflict heavy damage on ships.

The first XP-38 prototype, 37-457, was built under tight secrecy and made its maiden flight on January 27, 1939. The USAAF wasn't satisfied with the big new fighter, but gave permission for a transcontinental speed dash on February 11, 1939. During this event, test pilot Kelsey crashed at Mitchell Field, NY. Kelsey survived the crash but the airplane was written off. Despite this, Lockheed received a contract for thirteen preproduction YP-38s.

The first production version was the P-38D (35 airplanes only armed with 37mm cannon), followed by 210 P-38Es which reverted back to the 20 mm cannon. These planes began to arrive in October 1941 just before America entered World War II.

The next versions were P-38F, P-38G, P-38H and P-38J. The last of these introduced an improved shape of the engine nacelles with redesigned air intakes and cooling system. Also, the curved windscreen was replaced by a flat one.

One of the Lightning's weaknesses was a huge vibration during dive attacks caused by transsonic airflow on the wings. Lockheed never solved this problem, but dive brakes were installed under each wing from P-38J-25 production block to maintain control when diving at high-speed.

The fastest of the Lightnings was the P-38J with a top speed of 420 mph, and the version produced in the greatest quantity was the P-38L - 3,735 left the Lockheed factory while 113 left Vultee assembly lines. So-called 'Drop Snoots' were fitted with bombardier type noses, and used to lead formations of bomb-laden P-38s to their targets.

The P-38M was a two-seat radar-equipped night fighter, a few of which had become operational before the war ended.

As noted above, the P-38 was the biggest single-seat fighter to serve with the USAAF. Its overall length was 11.53 m; height was 3.00 m and wingspan was 15.85 m. The -J version weighed in at 6,214 kg empty and 9,980 kg loaded.

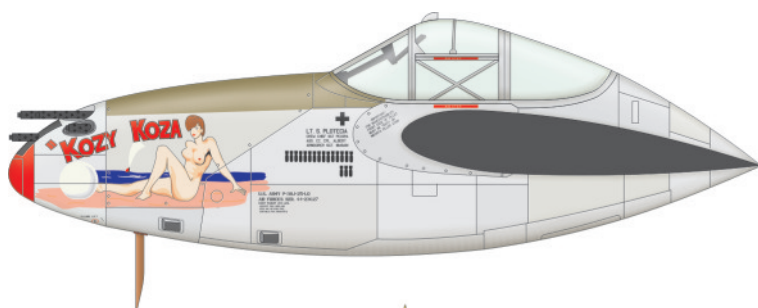
The P-38 was the only US fighter aircraft produced throughout US involvement in World War Two, from Pearl Harbor to Victory over Japan Day.

The P-38 was used in a number of roles, including dive bombing, horizontal bombing, ground-attack, photo reconnaissance missions, and extensively as a long-range escort fighter.

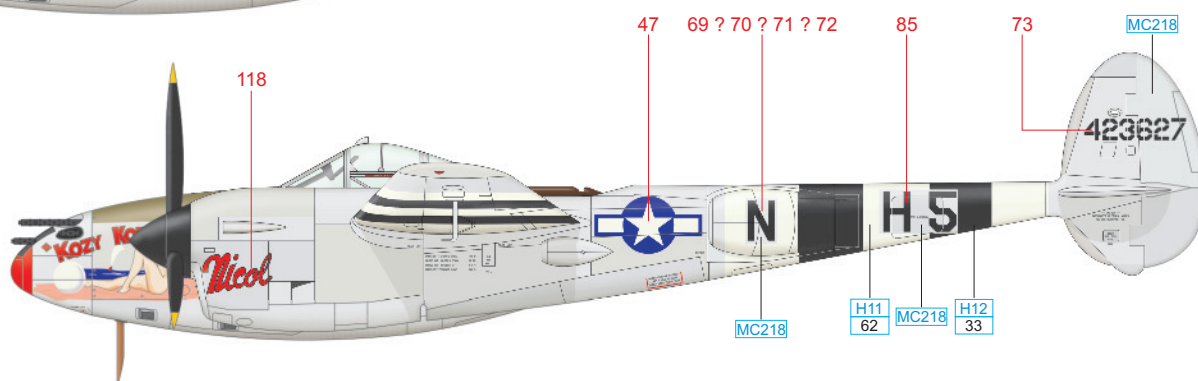
The US top aces, Richard Bong (40 victories) and Thomas McGuire (38 victories), flew this aircraft in the Pacific Theater of Operations. P-38s also served in the China-Burma-India Theater and in the South West Pacific area, and was the primary long-range fighter of the USAAF until the arrival of adequate numbers of P-51D Mustangs in 1944/45.

The internal fuel capacity of 410 gallons could be increased to 1,010 gallons with two external drop tanks. This enabled the Lightning to fly a distance of 3,640 km, allowing it to become one of the most feared fighters in the Pacific War as well as the first fighter ready and able to carry out long range escort missions for four-engined bombers over Europe.

**P-38J-25-LO, s/n 44-23627, flown by 1stLt. Sam Plotecia, 392nd FS, 367th FG, Juvincourt AB, France, 1944**



ČESKOU VERZI TEXTU A KOMPLETNÍ KAMUFLÁŽNÍ SCHÉMA NALEZNETE NA [www.eduard.com/info/photos/1170](http://www.eduard.com/info/photos/1170)



There is a very interesting story behind this nose art. The artwork was based on the picture taken on the beach. The artist didn't forget to depict the ball and the steam boat floating in the background. After the war Sam Plotecia married the girl from the picture and they lived together till his death in 2004. Nowadays Anastassia Plotecia (her maiden name was Koza) lives in Maryland. Despite of the help coming from the pilot's family side we didn't managed to fully restore the appearance of the aircraft – the individual code letter is chosen randomly. Only first two letters – Ni... from the female name on the left engine are known. Nicol has been chosen. Sam Plotecia was one of the participants in the aerial battle over Clastres airfield on August 25, 1944. He is credited with one Focke-Wulf damaged. The 367th FG was awarded with Presidential Unit Citation for this battle, the highest award for the combat unit.

The full story of our research focused on this aircraft is available in Info No. 7 Vol. 12 on [www.eduard.cz](http://www.eduard.cz).

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře vetrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.



lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨ててください。

INSTRUCTION SIGNS \* INSTR. SYMBOL \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明



OPTIONAL  
VOLBA  
FACULTATIF  
NACH BELIEBEN  
選択する



BEND  
OHNOUT  
PLIER SIL VOUS PLAIT  
BITTE BIEGEN  
折る



OPEN HOLE  
VYVRTAT OTVOR  
FAIRE UN TROU  
OFFNEN  
穴を開ける



SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ  
MONTAGE SYMÉTRIQUE  
SYMMETRISCHE AUFBAU  
左右均等に組み立てる



NOTCH  
ZÁŘEZ  
L'INCISION  
DER EINSCHNITT  
切る



REMOVE  
ODŘÍZNOUT  
RETIRER  
ENTFERNEN  
移す



APPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

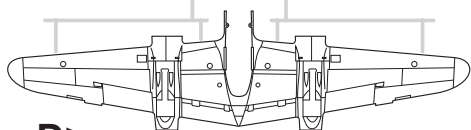
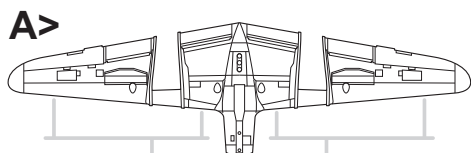
PARTS

DÍLY

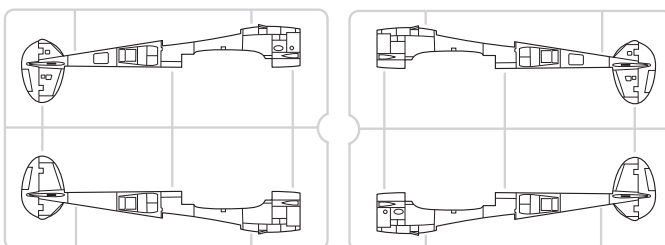
TEILE

PIÈCES

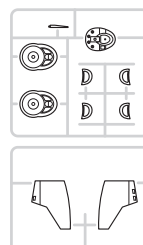
部品



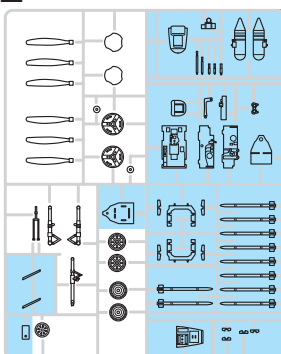
B> PLASTIC PARTS



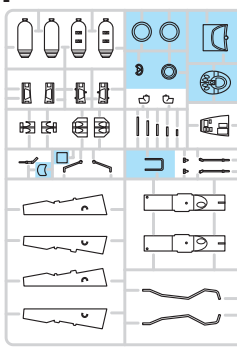
C>



E>



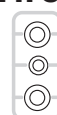
F>



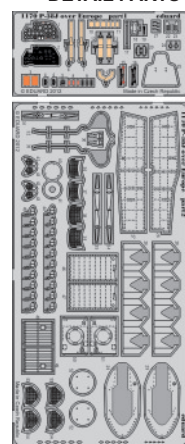
G>



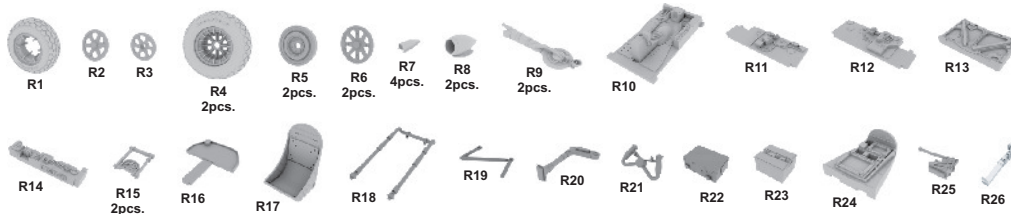
Tire>



PE - PHOTO ETCHED  
DETAIL PARTS



eduard BRASSIN RP - RESIN PARTS



eduard MASK



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



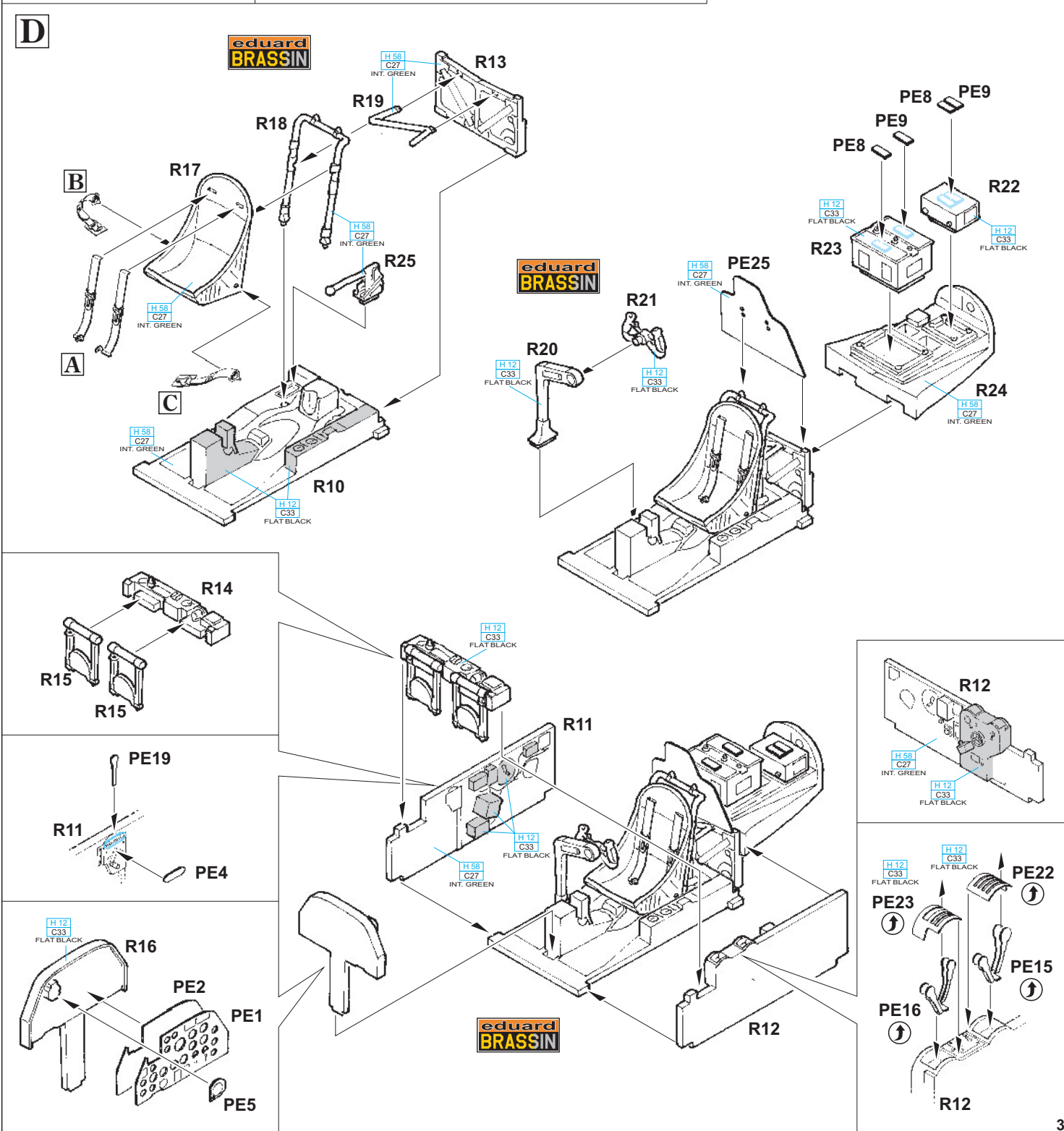
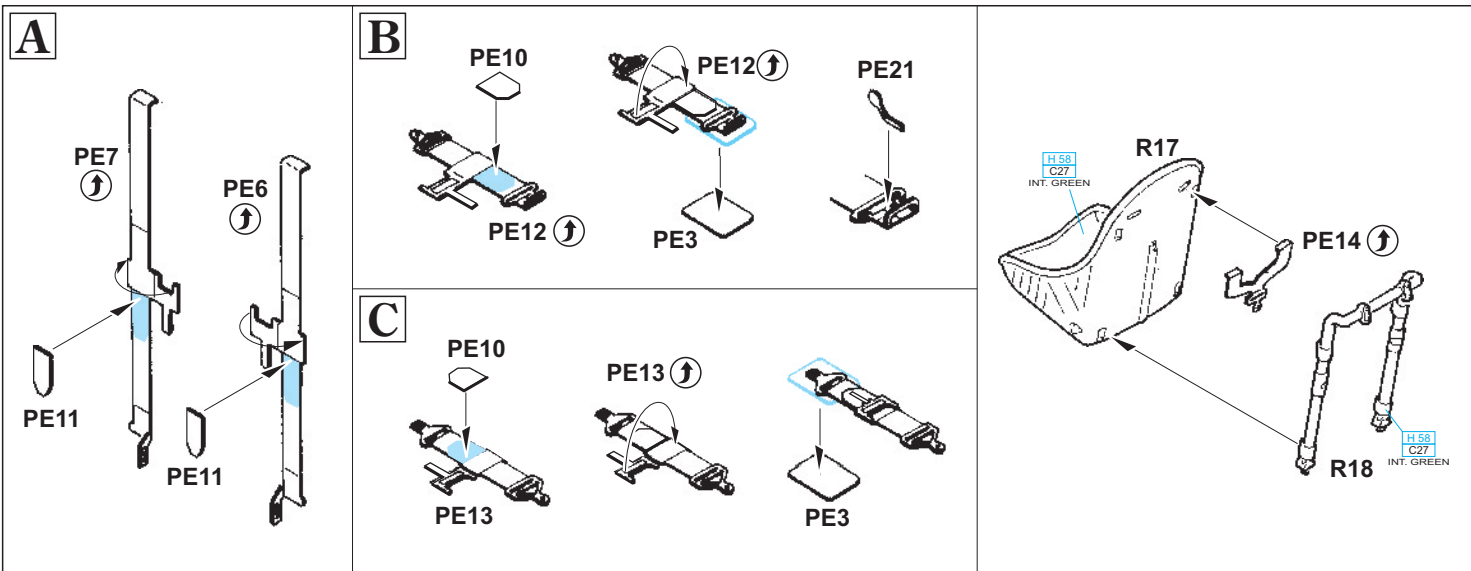
PEINTURE

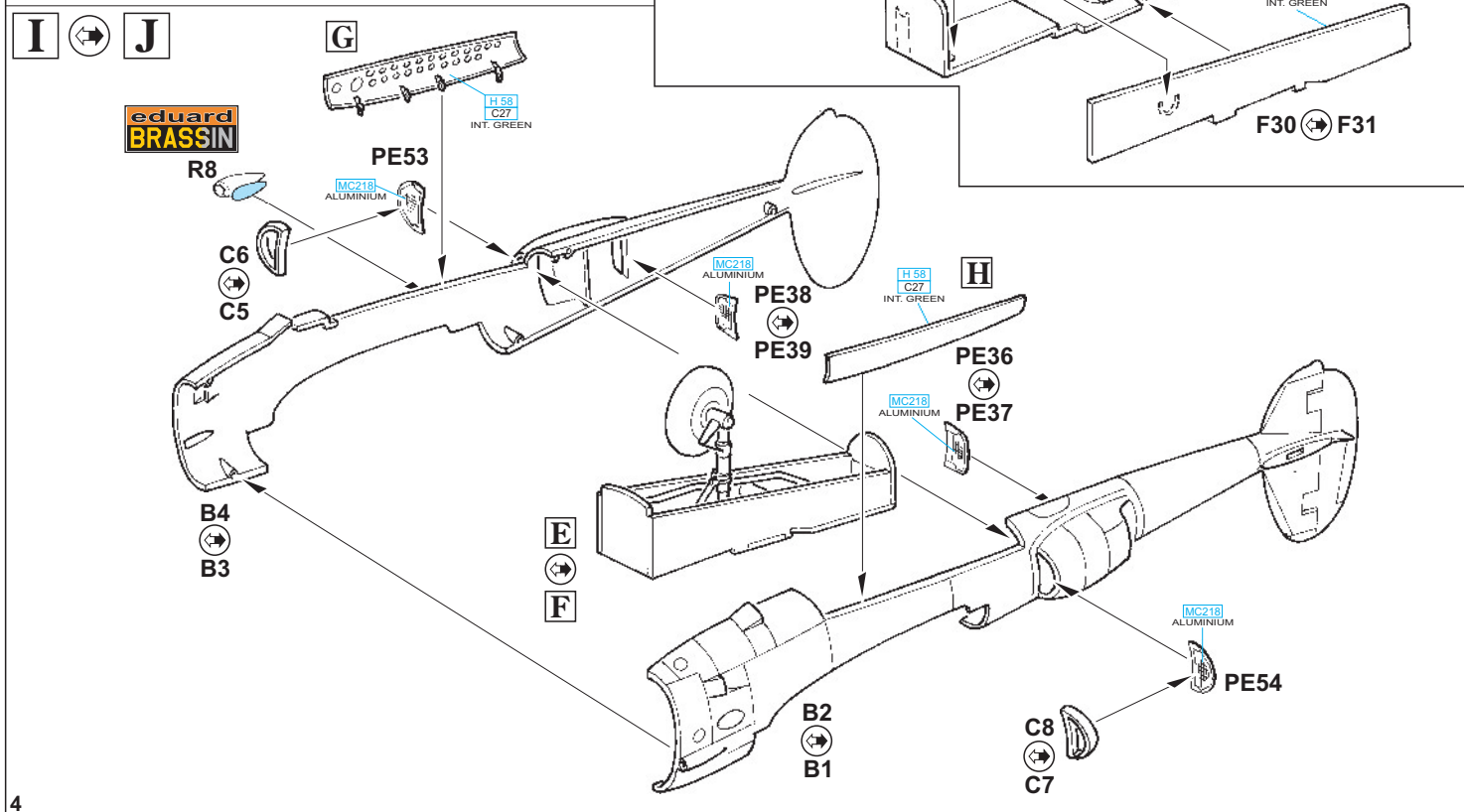
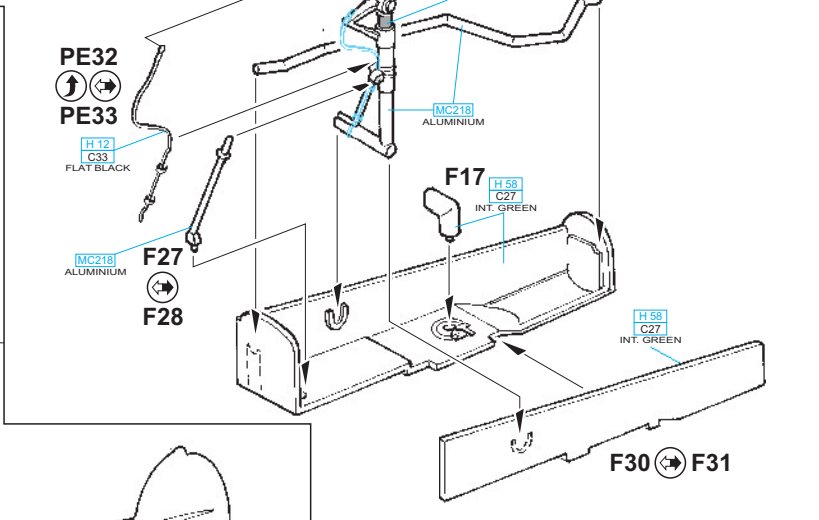
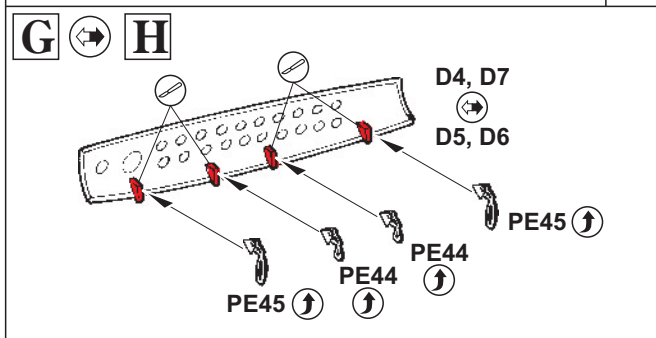
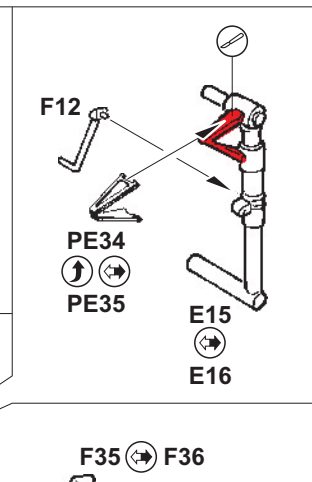
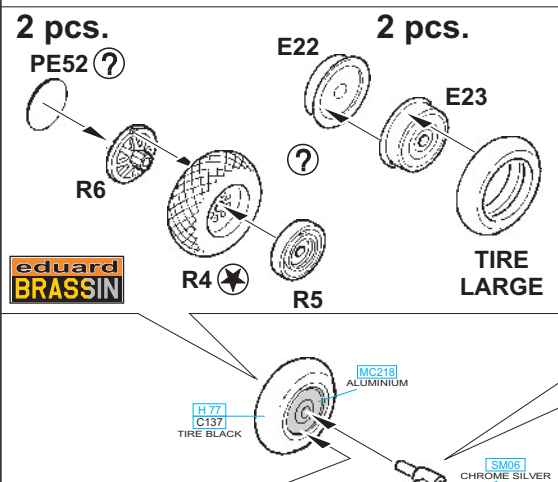
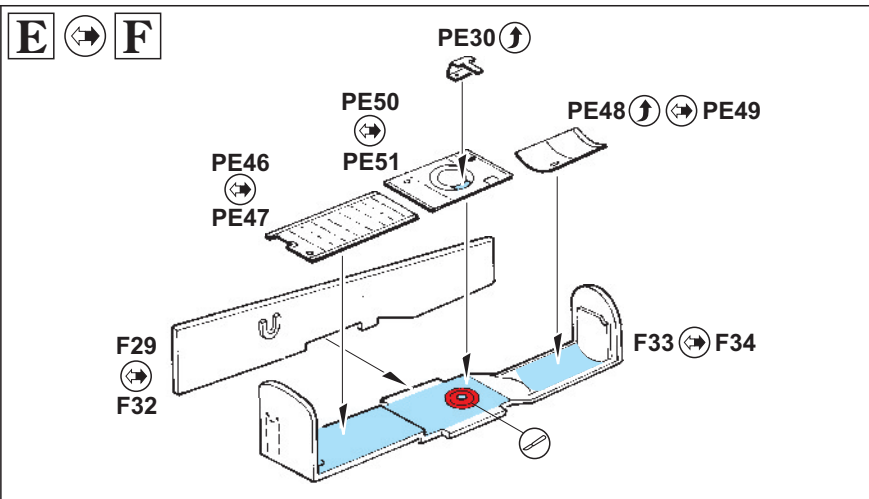
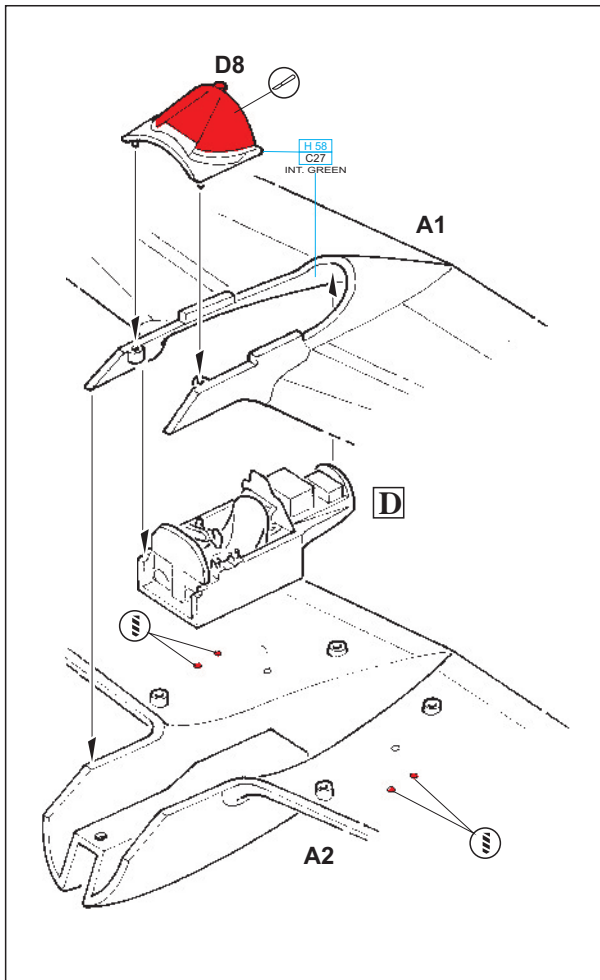


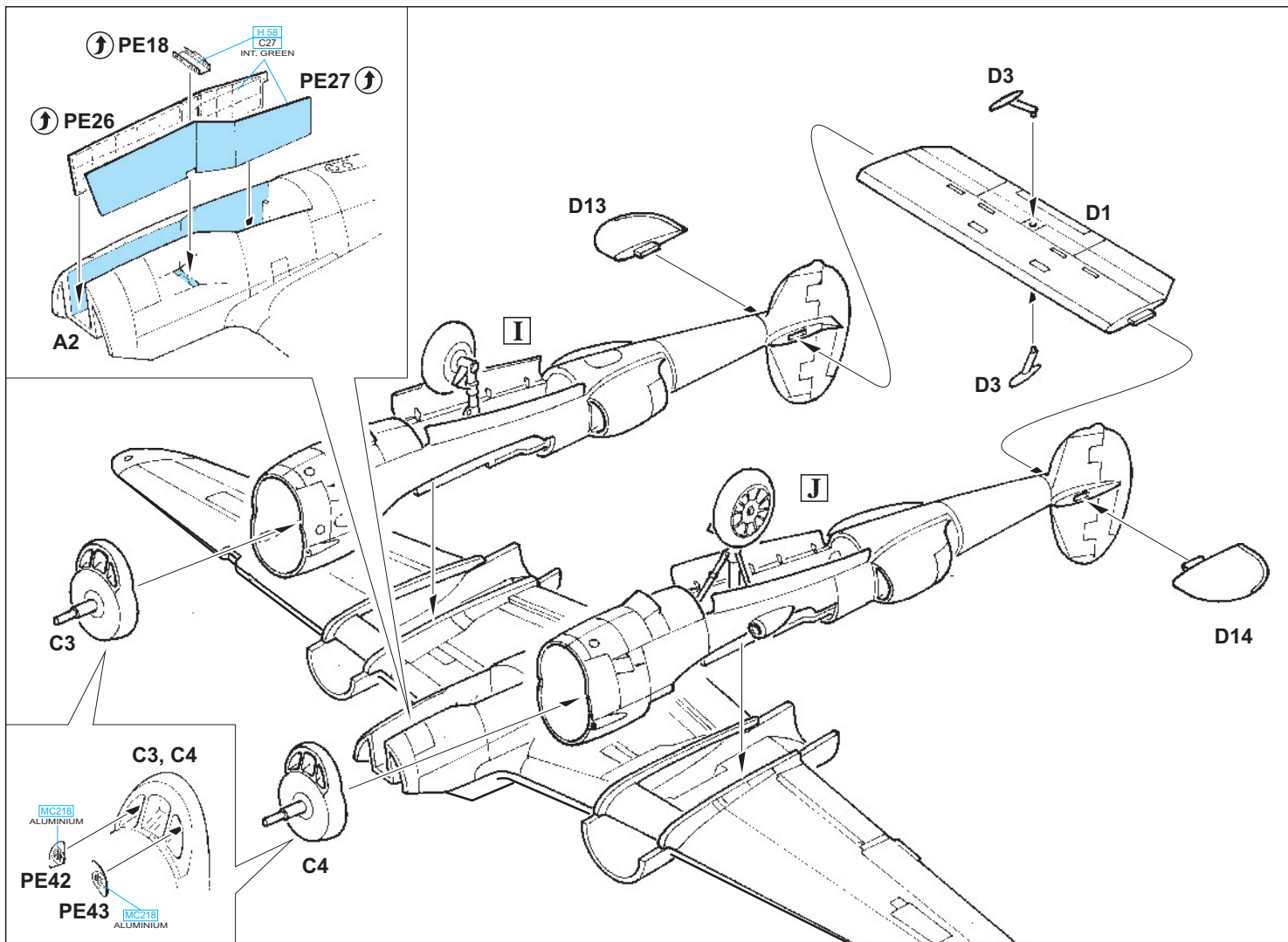
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 4	C4	YELLOW
H 11	C62	FLAT WHITE
H 12	C33	FLAT BLACK
H 13	C3	FLAT RED
H 17	C12	COCOA BROWN
H 25	C34	SKY BLUE
H 35	C80	COBALT BLUE
H 52	C38	OLIVE DRAB

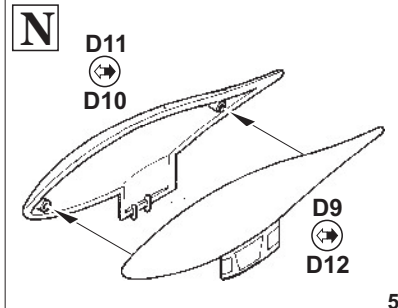
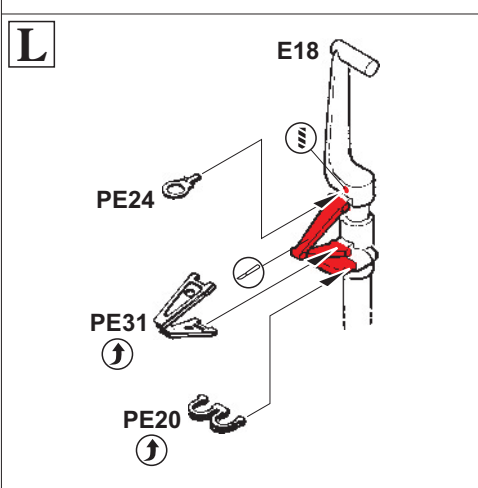
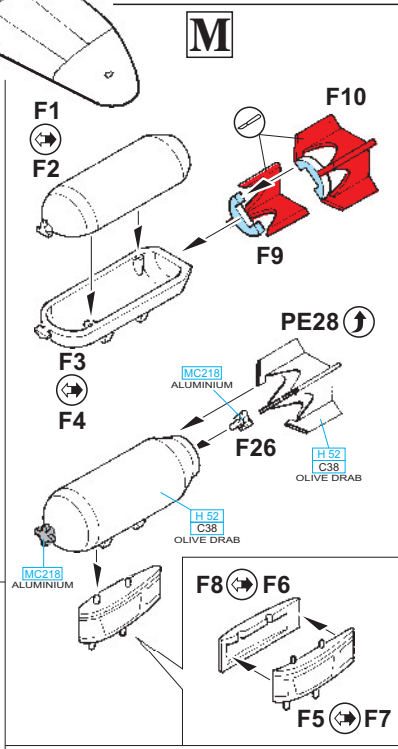
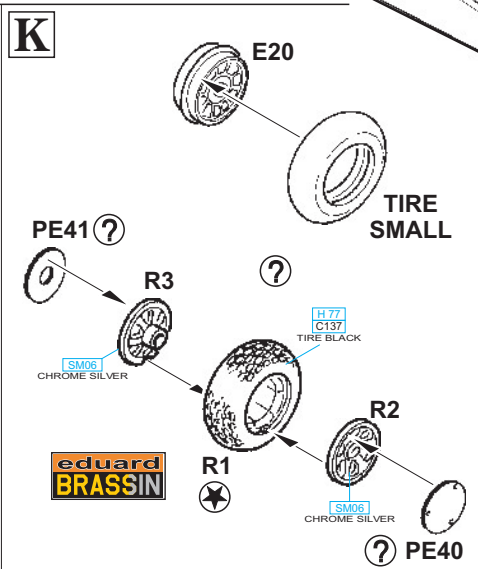
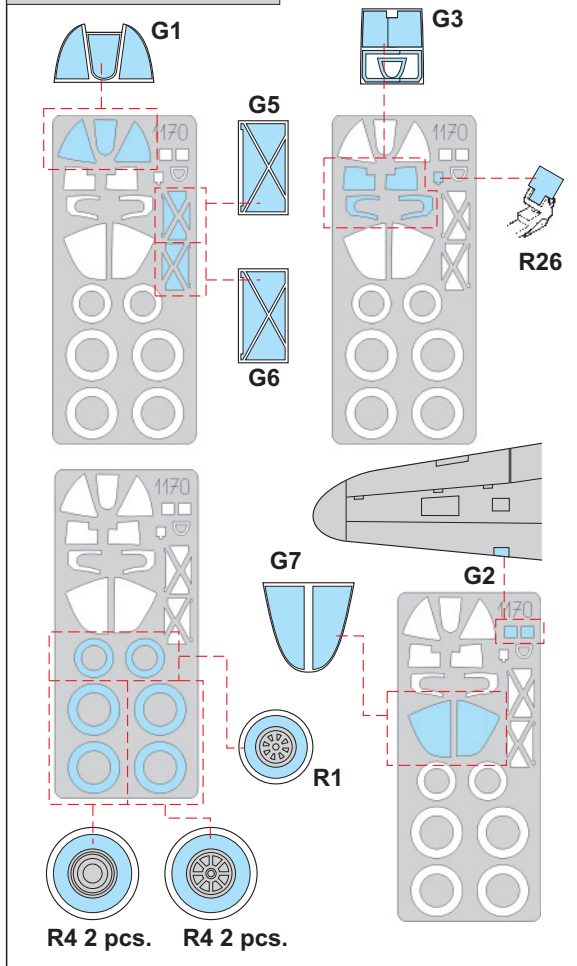
AQUEOUS	Mr.COLOR	
H 53	C13	NEUTRAL GRAY
H 58	C27	INTERIOR GREEN
H 77	C137	TIRE BLACK
Mr.METAL COLOR		
MC213		STAINLESS
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM06		CHROME SILVER

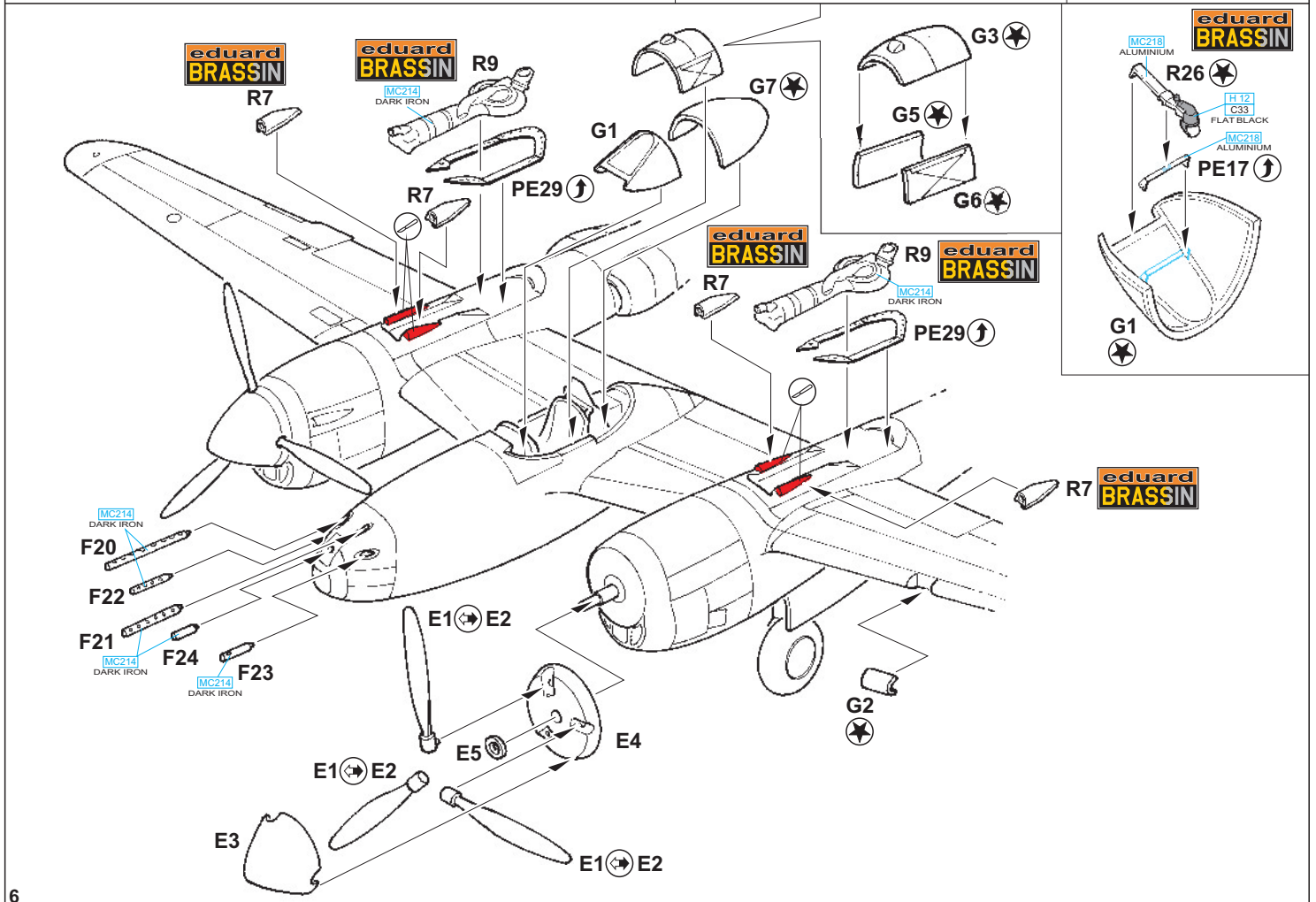
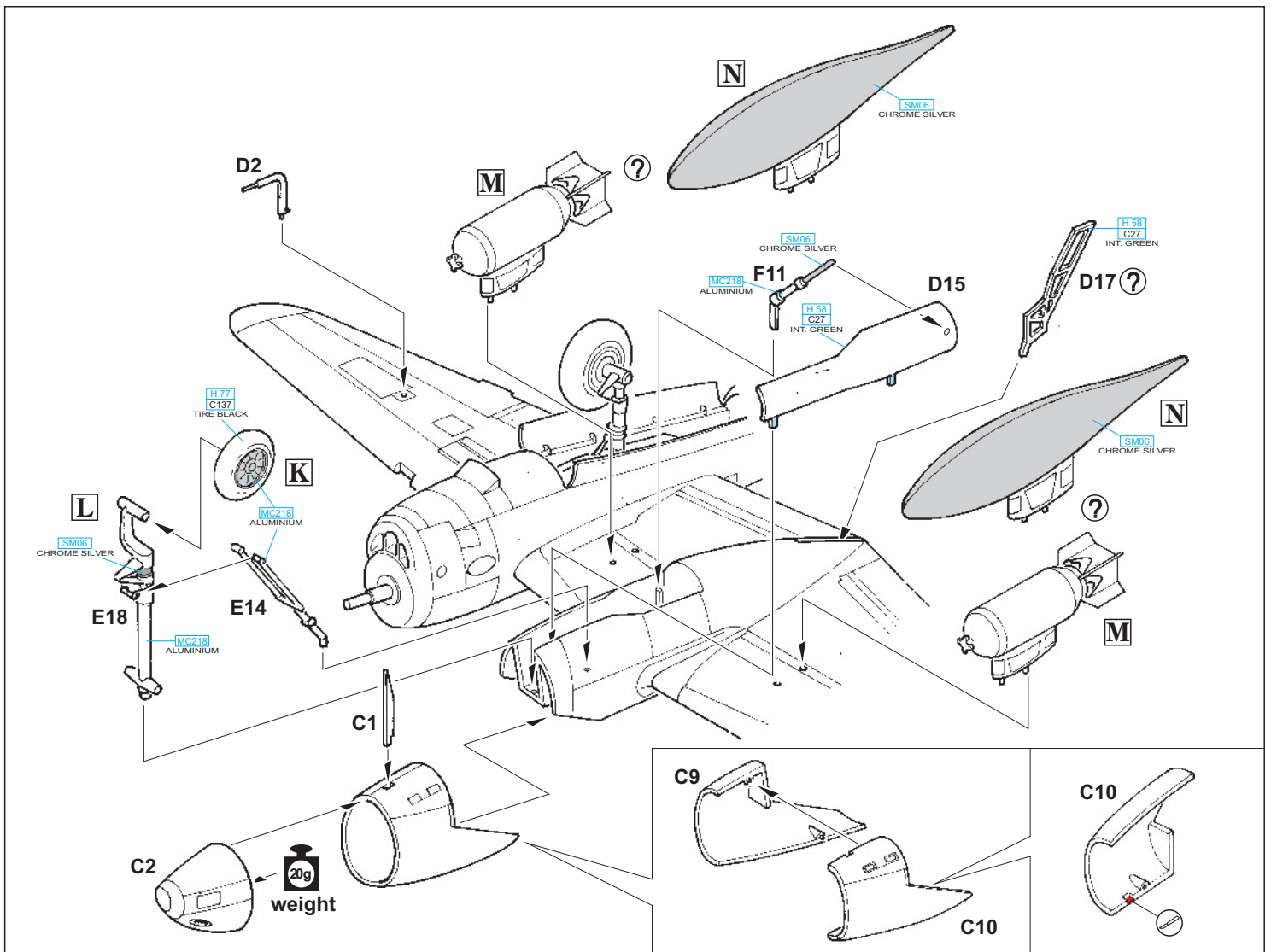






**eduard**  
**MASK**

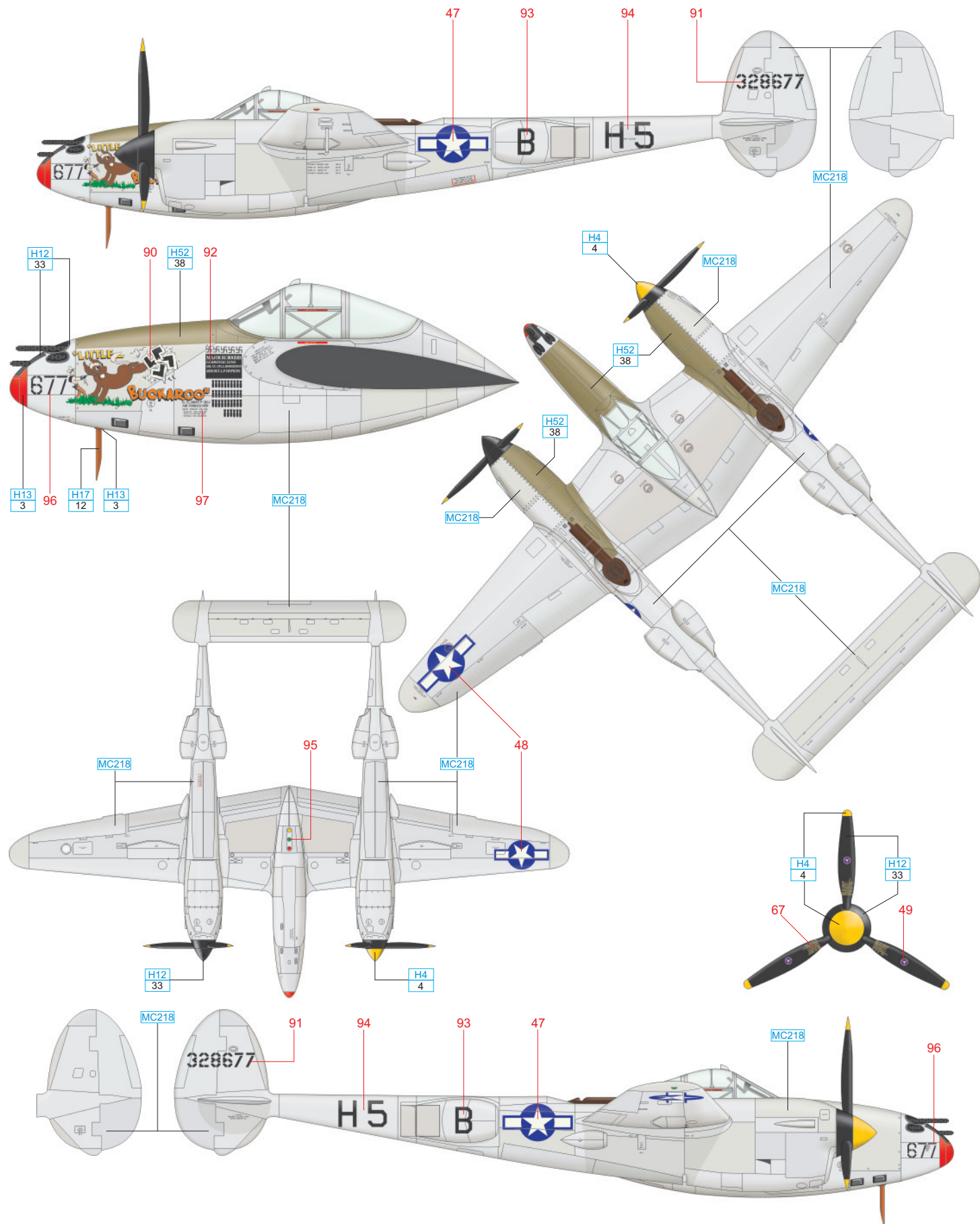




# A P-38J-25-LO, s/n 44-23677, flown by Maj. Robert C. Rogers, 492nd FS, 367th FG, Peray, France, August, 1944

This Lightning was flown by Maj. R. C. Rogers, CO of 392nd Fighter Squadron. Five swastikas beneath the cockpit symbolize five Junkers Ju 52s destroyed on the ground during attack on French airfields on August 25, 1944. Rogers served with USAF though many years after the war, he became the air attache in US embassy in Brazil also. He passed away on March 2, 2010.

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www.eduard.com/info/photos/1170

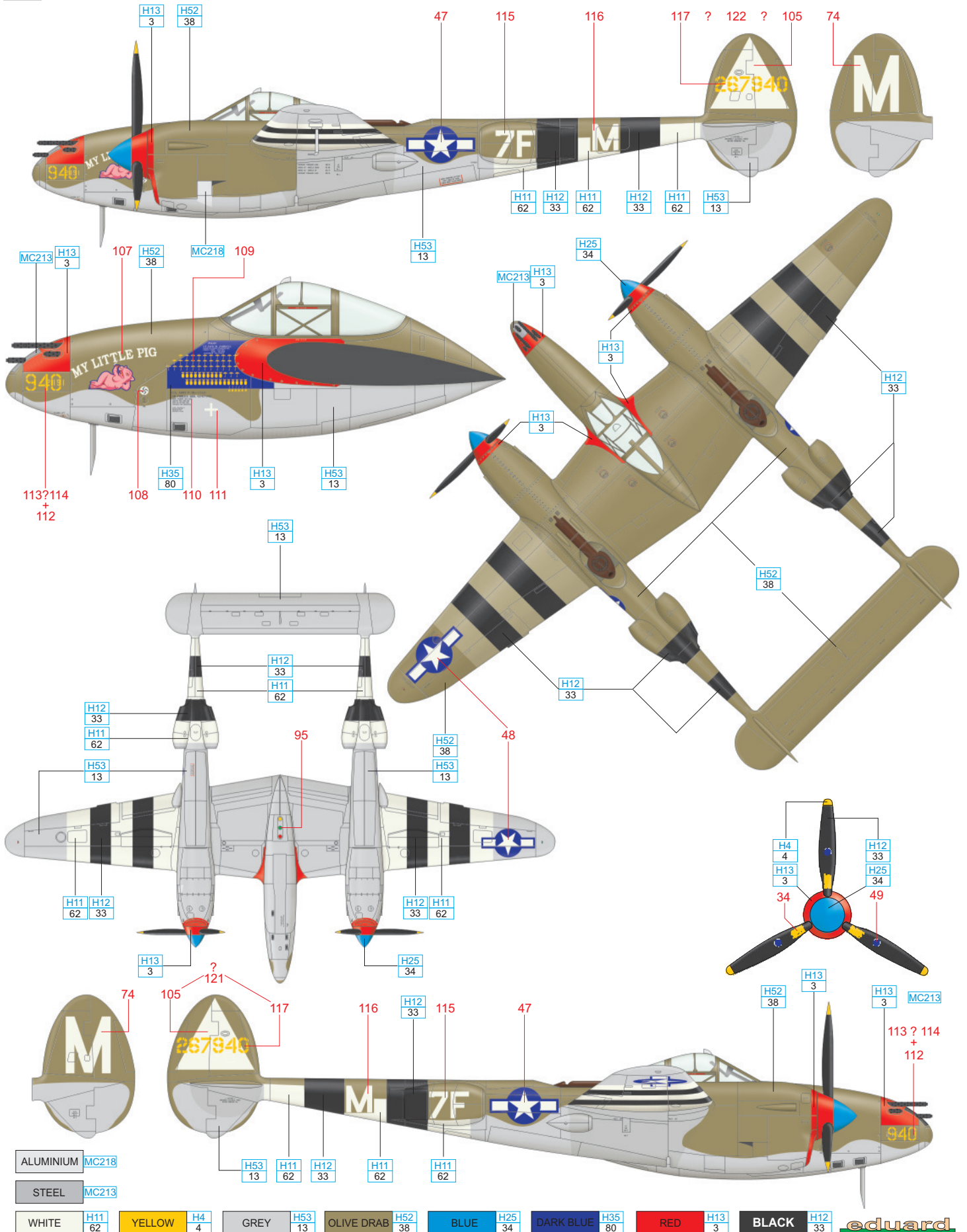


- ALUMINIUM MC218
- YELLOW H4 4
- OLIVE DRAB H52 38
- RED H13 3
- BROWN H17 12
- BLACK H12 33

# B P-38J-10-LO, s/n 42-67940, flown by Lt. Jack M. Jarell, 485th FS, 370th FG

Lt. Jack M. Jarell died on December 14, 1944 being shot down during the aerial clash near Wiesbaden. He managed to bail out from his airplane but his fate remains a mystery and has been noted as missing in action. He fell victim to Oblt. Lothar Wolff (min. 6 kills) from 14./JG 4 who flew Bf 109 fighter. The black&white D-day stripes were removed from the upper surfaces of his personal P-38 but the remains are still visible. The individual letter „M” was painted on the inner side of both tails.

ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/info/photos/1170](http://www.eduard.com/info/photos/1170)



ALUMINIUM MC218

STEEL MC213

WHITE H11 62

YELLOW H4 4

GREY H53 13

OLIVE DRAB H52 38

BLUE H25 34

DARK BLUE H35 80

RED H13 3

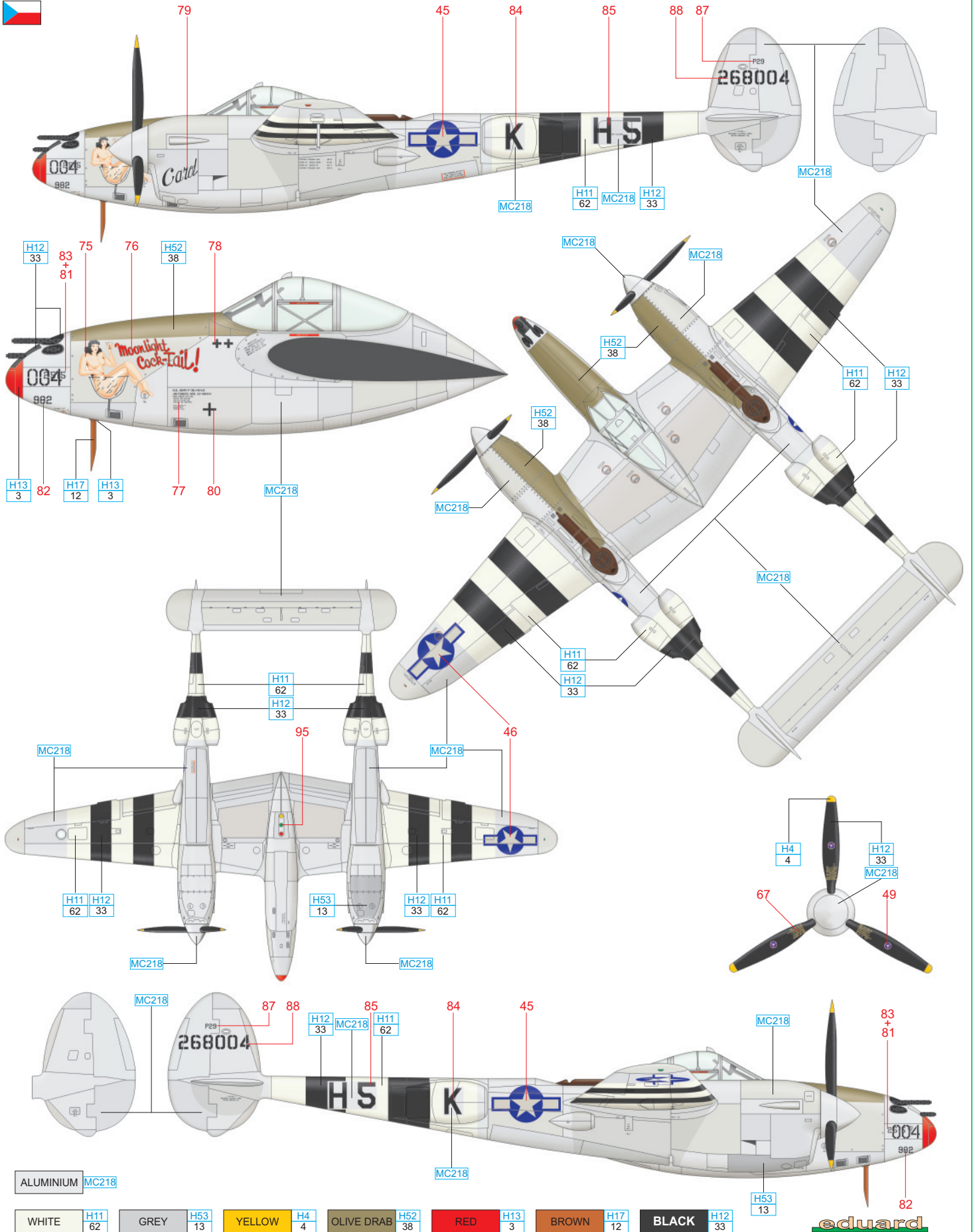
BLACK H12 33

eduard



Livingston's Lightning wore D-day stripes on upper surfaces formerly. The photos show that the stripes were applied by hand and the lines between black & white are not straight. The black and white paints were not applied directly on the natural metal surface but on the Olive Drab paint to improve the adhesion of the b&w paint. The D-day stripes were removed from the upper surfaces later on. Note the unpainted area surrounding the individual code letters. Livingston also took part in the aerial battle with Focke-Wulfs from II. Gruppe of JG 6 over Clastres on August 25, 1944. He was awarded with one confirmed kill and one probable kill. US forces lost 17 Lightnings from 367th FG, Luftwaffe had to write off 17 destroyed and 2 damaged Fw 190s.

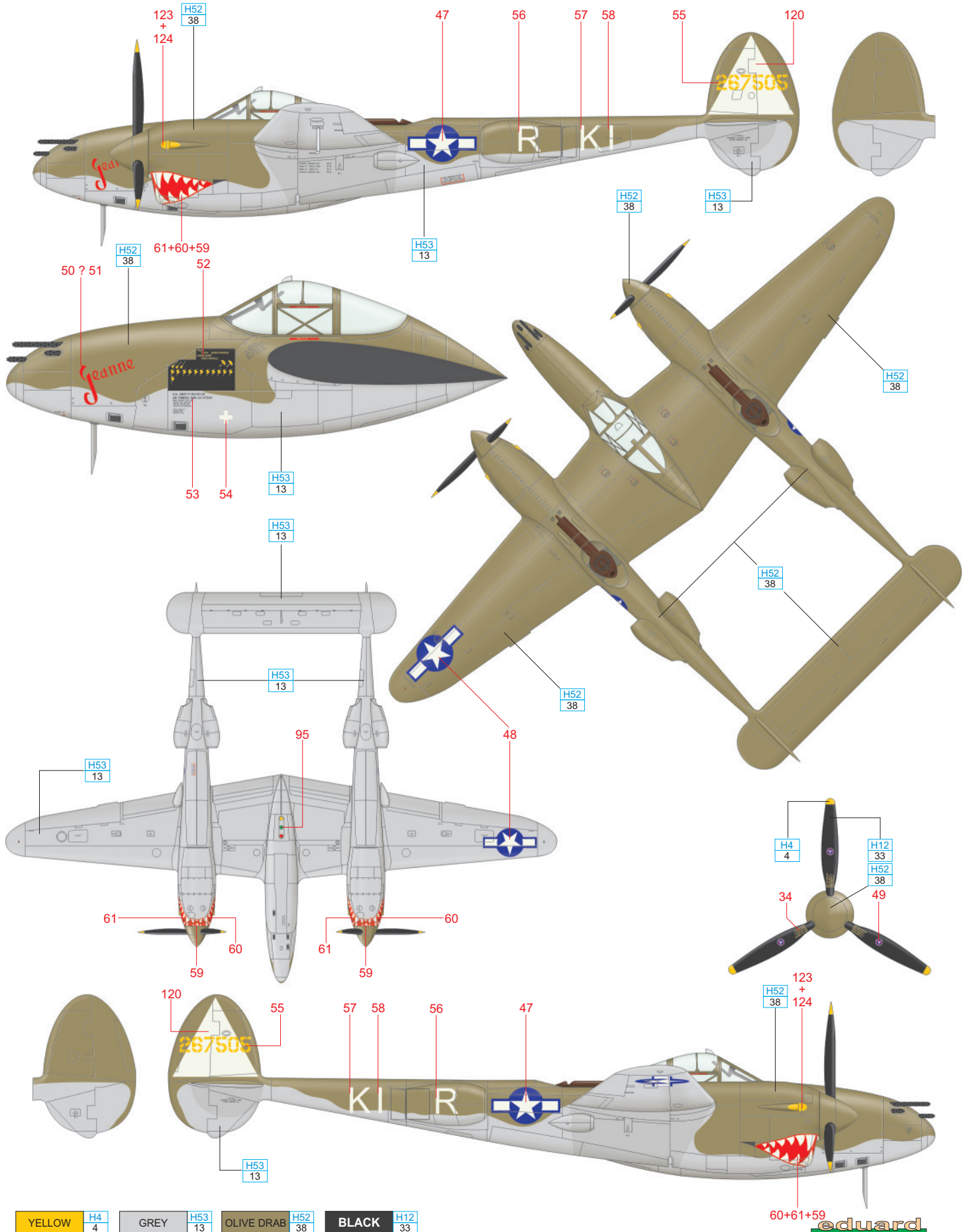
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[www.eduard.com/info/photos/1170](http://www.eduard.com/info/photos/1170)



# D P-38J-10-LO. s/n 42-67505, flown by Capt. Roy Scruthfield, 55th FS, 20th FG, King's Cliffe AB, England, 1943-44

The shark mouths are to be seen on the single-engined fighters more frequently than on two-engined Lightnings, especially in ETO. This kind of artwork was perfectly visible on the Olive Drab / Neutral Gray camouflage on Capt. Scruthfield's personal aircraft. The white triangles identified 55th FS within 20th FG. You can see temporary Scruthfield's score on the nose – a dozen of bomber escort missions (tophats), two top cover missions (umbrellas) and three sweeps (broomsticks).

ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/info/photos/1170](http://www.eduard.com/info/photos/1170)

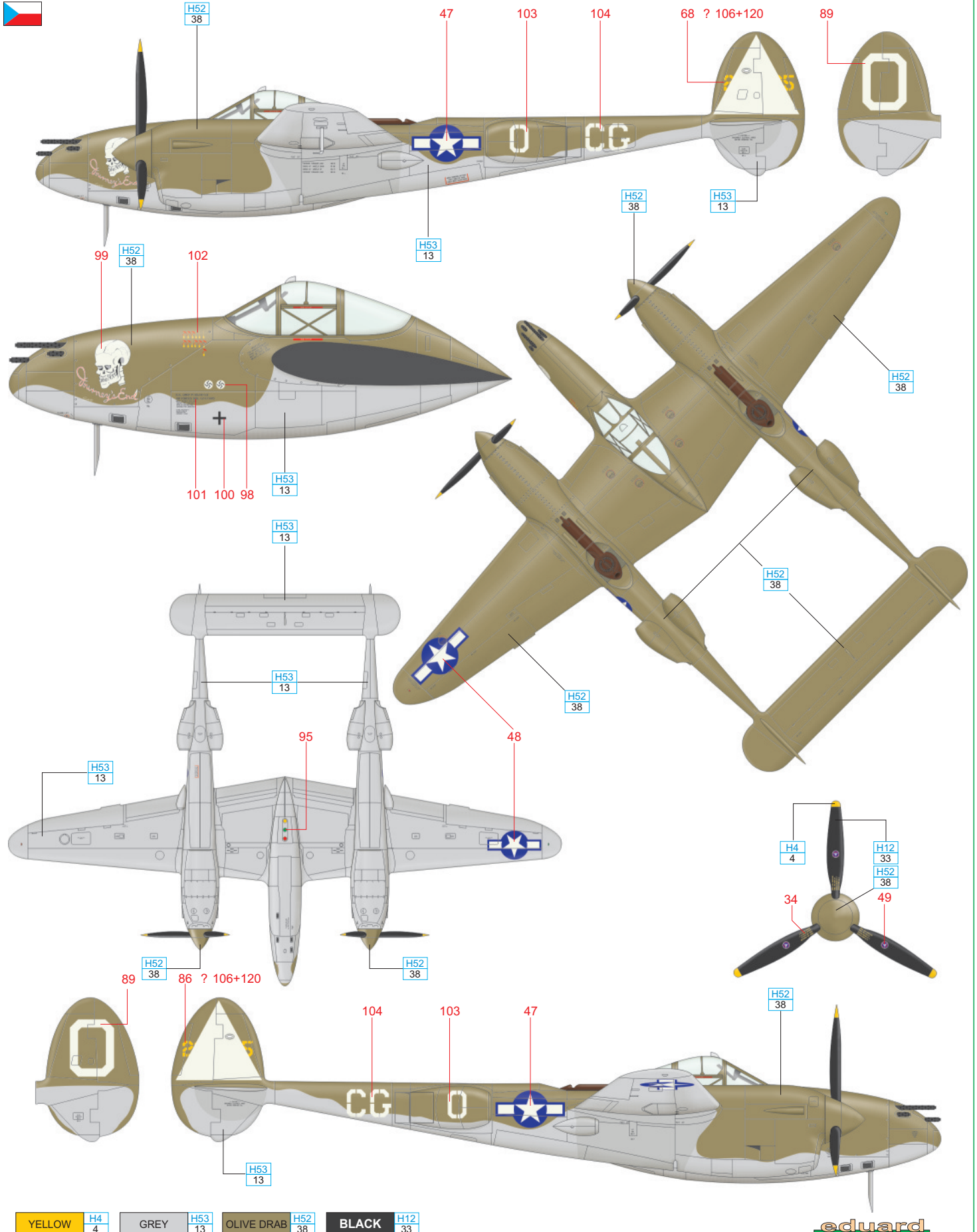


YELLOW	H4	GREY	H53	OLIVE DRAB	H52	BLACK	H12
	4		13		38		33

# E P-38J-10-LO, s/n 42-67685, flown by Maj. Joseph Myers, 38th FS, 55th FG, Nuthampstead AB, England, November, 1943

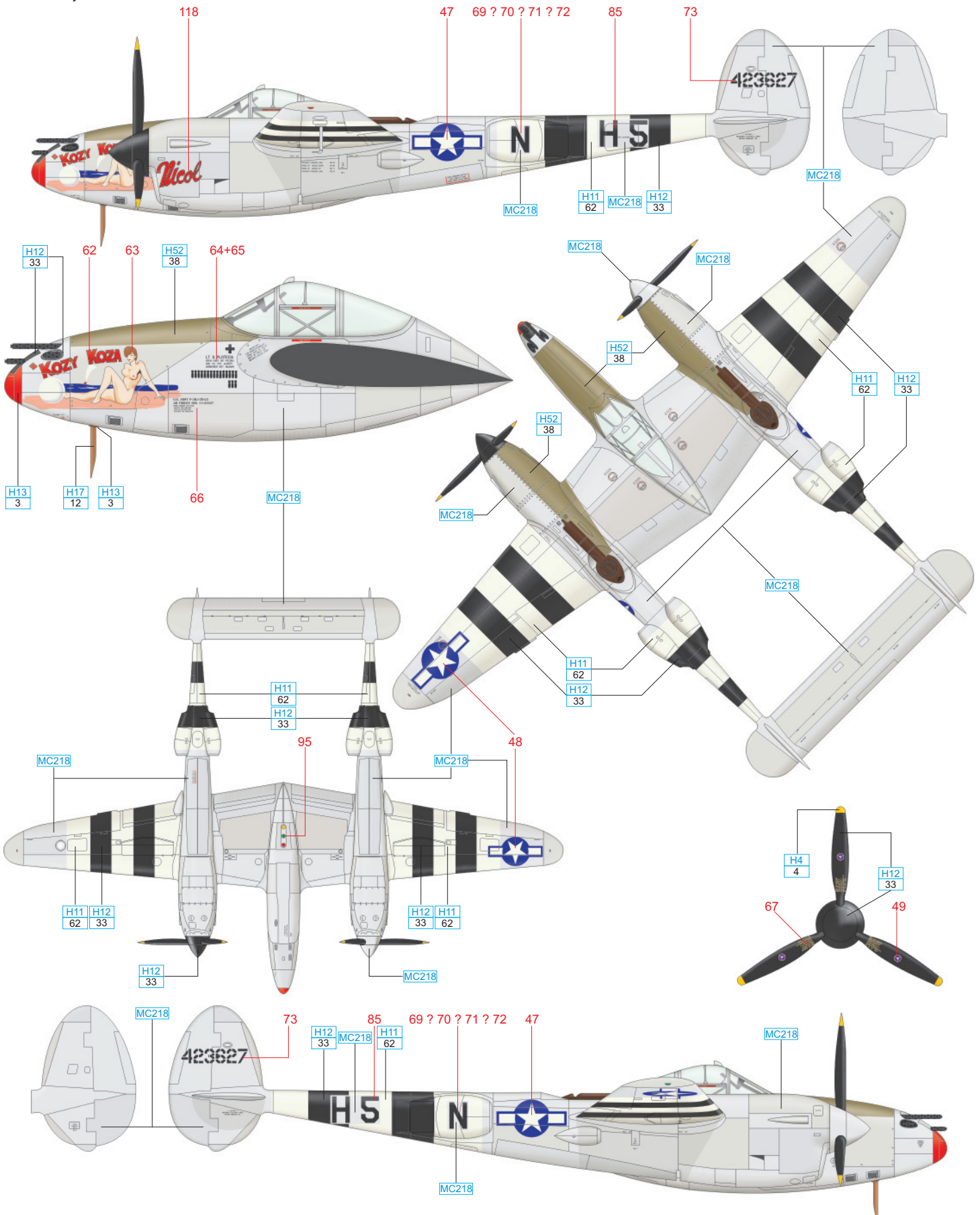
Joe Myers was awarded with three confirmed and two probable kills during WW2. He downed three Bf 109s and damaged one Fw 190 and one Ju 88. The aircraft depicted was flown by this pilot by January 4, 1944. Myers crashed this Lightning during the take off that days. Besides the aircraft he destroyed 2000 lt fuel tank also. Myers's P-38 wore camouflage scheme of Olive Drab / Neutral Gray. The white triangle indentified the 38th FS within the 55th FG. The nose-art is in the interesting contrast with pin-up girls. Note the author's, Mr. Robert T. Sand's sign. The individual code letter „O“ was present on the both inner sides of the tail. The serial number on the tail is not photographically documented. Mission symbols in the form of broomsticks, sometimes with red umbrella are visible on the nose.

ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/info/photos/1170](http://www.eduard.com/info/photos/1170)



**P-38J-25-LO, s/n 44-23627, flown by 1stLt. Sam Plotecia, 392nd FS, 367th FG, Juvincourt AB, France, 1944**

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ALUMINIUM	MC218	WHITE	H11 62	YELLOW	H4 4	OLIVE DRAB	H52 38	RED	H13 3	BROWN	H17 12	BLACK	H12 33
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