

MONOGRAM

KIT 5974

85597400200

# P-38F/G/H LIGHTNING



Designed in 1937 by Clarence L. "Kelly" Johnson at the Lockheed Aircraft Company in Burbank, California, the XP-38 first flew on January 27, 1939, with Ben Kelsey at the controls. Nicknamed the Lightning, its twin-boom layout made it the most recognizable fighter aircraft used by any nation during World War II. The P-38E was the first version to be produced in large numbers with 210 being completed, but these were used almost exclusively in the United States for training. The P-38F was the variant to see extensive combat, and 527 Lightnings of this version were produced. It was the only genuine high altitude, long range fighter in the Army inventory in mid-1942. Before the end of the year, Lightnings were engaged in extensive combat in North Africa and throughout the Pacific.

The P-38G version was powered by two Allison V-1710-15/-55 F-10 powerplants, each of which produced 1,325 shaft horsepower. It could carry up to 4,000 pounds of bombs on strengthened external wing pylons, and 1,082 P-38Gs were built. P-38Gs of the 339th Fighter Squadron of the 347th Fighter Group were based on Guadalcanal in April 1943. Relying on the Lightning's long range, this unit planned and successfully flew a mission to Bougainville where they intercepted and shot down a Japanese Betty bomber carrying Admiral Isoroku Yamamoto. This engagement resulted in the death of the man who had planned the attack on Pearl Harbor, and it was a serious blow to the Japanese. The P-38H had V-1710-89/-91 F-17 engines that could produce 1,425 shaft horsepower each, but cooling problems restricted this to 1,240 horsepower in operational use. P-38H production was limited to 601 aircraft.

The P-38 proved to be a highly effective aircraft. Many of America's leading aces during World War II scored all or many of their kills in the Lightning, and this includes the two aces, Richard Bong with forty victories and Thomas McGuire with thirty-eight.



\* REPEAT SEVERAL TIMES  
\* A REPETER PLUSIEURS FOIS



\* OPTIONAL PARTS  
\* PIECES EN OPTION



\* DECAL  
\* DECAL COMANIE



\* ALTERNATIVE ASSEMBLY  
\* ENSEMBLAGE ALTERNATIVE



\* CEMENT TOGETHER  
\* A COLLER



\* REMOVE AND THROW AWAY  
\* A RETIRER ET JETER



\* DO NOT CEMENT  
\* NE PAS COLLER



\* PAINTING TIPS AND NOTES  
\* PEINTURE POINTES ET NOTES



\* MODELING TIPS AND NOTES  
\* MODELANT POINTES ET NOTES



\* MAKE A HOLE  
\* FAIRE UN TROU

This optional paint guide is provided if you choose to detail paint your model.

Ce guide de peinture vous sera fourni si vous choisissez de peindre votre modèle en détail.

### READ THIS BEFORE YOU BEGIN

- \* Study the assembly drawings.
- \* Each plastic part is identified by a number.
- \* For better paint and decal adhesion, wash the plastic parts in a mild detergent solution. Rinse and let air dry.
- \* Check the fit of each piece before cementing in place.
- \* Use only cement for polystyrene plastic.
- \* Scrape paint from areas to be cemented.
- \* Allow paint to dry thoroughly before handling parts.
- \* Any unused parts may be discarded.

### DECAL APPLICATION INSTRUCTIONS

1. Cut desired decal from sheet.
2. Dip decal in water for a few seconds.
3. Place wet decal on paper towel.
4. Wait until decal is movable on paper backing.
5. Place decal in position on model, face up and slide backing away.
6. Press out air bubbles with a soft damp cloth.
7. Milkiness that may appear is for better decal adhesion and will dry clear. Wipe away any excess adhesive.
8. Do not touch decal until fully dry.
9. Allow the decals 48 hours to dry before applying clear coat.

**NOTE:** Decals are compatible with setting solutions or solvents.

### LIRE CE QUI SUIT AVANT DE COMMENCER

- \* Etudier les schémas de montage.
- \* Chaque pièce en plastique est identifiée par un numéro.
- \* Pour une meilleure prise de la peinture et des autocollants, laver les pièces en plastique avec une solution détergente peu concentrée. Les rincer et les laisser sécher à l'air.
- \* Vérifier que chaque pièce s'ajuste bien avant de la coller en place.
- \* N'utiliser que de la colle pour polystyrène.
- \* Gratter les parties à coller pour enlever la peinture.
- \* Laisser la peinture bien sécher avant de manipuler les pièces.
- \* Toute pièce inutilisée peut être jetée.

### DIRECTIVES D'APPLICATION DES AUTOCOLLANTS

1. Découper l'autocollant désiré de la feuille.
2. Tremper l'autocollant dans de l'eau pendant quelques secondes.
3. Placer l'autocollant mouillé sur une serviette en papier.
4. Attendez que l'autocollant puisse être déplacé sur son support en papier.
5. Mettre l'autocollant en position sur le modèle face sur le dessus et faire glisser le support pour l'enlever.
6. Appuyer avec un chiffon doux humide pour éliminer les bulles d'air.
7. La substance laiteuse qui peut apparaître est destinée à améliorer l'adhésion de l'autocollant et devient incolore au séchage. Essuyer pour enlever tout excédent d'adhésif.
8. Ne pas toucher l'autocollant tant qu'il n'est pas bien sec.
9. Laisser l'autocollant sécher pendant 48 heures avant d'appliquer une couche transparente.

**REMARQUE:** Les autocollants sont compatibles avec les solutions de fixation ou les solvants.

Aluminum	Aluminum
Chromate Green	Vert chromate
Flat Black	Noir mat
Flat Yellow FS 13538	Jaune mat
Gunmetal	Bronze
Insignia Red FS 31136	Rouge emblème
Interior Green FS 34151	Vert intérieur
Neutral Gray FS 36270	Gris neutre
Olive Drab FS 34087	Olivet
Rubber	Cautouchouc
Rust	Rouille
Silver	Argent
Steel	Acier
Transparent Green	Vert transparent
Transparent Red	Rouge transparent
Transparent Yellow	Jaune transparent

If you have any questions or comments, call our hotline at: **(800) 833-3570** or, please write to:

Revell-Monogram Consumer Service Department, 8601 Waukegan Road, Morton Grove, Illinois 60053

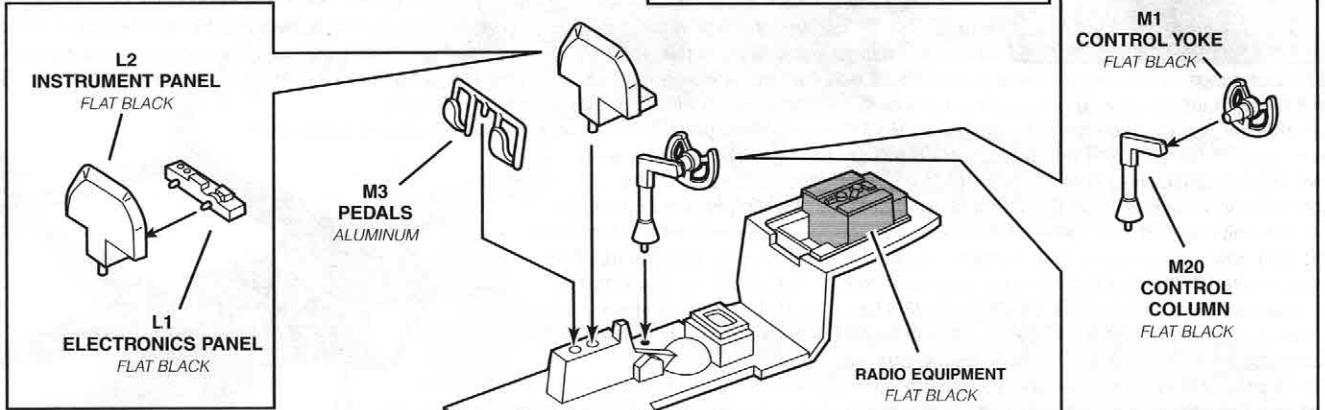
Be sure to include the plan number (85597400200), part number, description, your return address and phone number.

Visit our website: [www.revell-monogram.com](http://www.revell-monogram.com)

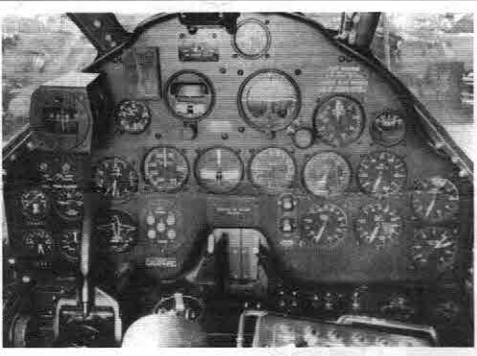
# COCKPIT ASSEMBLY

**A**

**PAINTING TIP**  
 DRY BRUSH A LITTLE FLAT WHITE PAINT ON THE INSTRUMENT PANEL (L2) AND ELECTRONIC PANEL (L1) TO BRING OUT THE HIGHLIGHTS

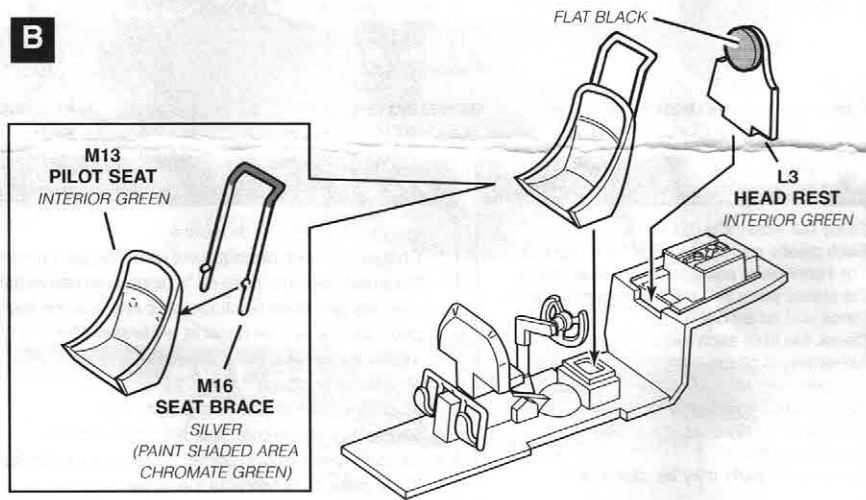


**PAINTING TIP**  
 DRY BRUSH A LITTLE STEEL COLORED PAINT ON THE PILOT SEAT (M13) AND THE COCKPIT FLOOR (L11) TO GIVE THESE PARTS A WORN AND WEATHERED LOOK. THIS WEATHERING WOULD TAKE PLACE AS THE PILOT CLIMBED IN AND OUT OF THE COCKPIT



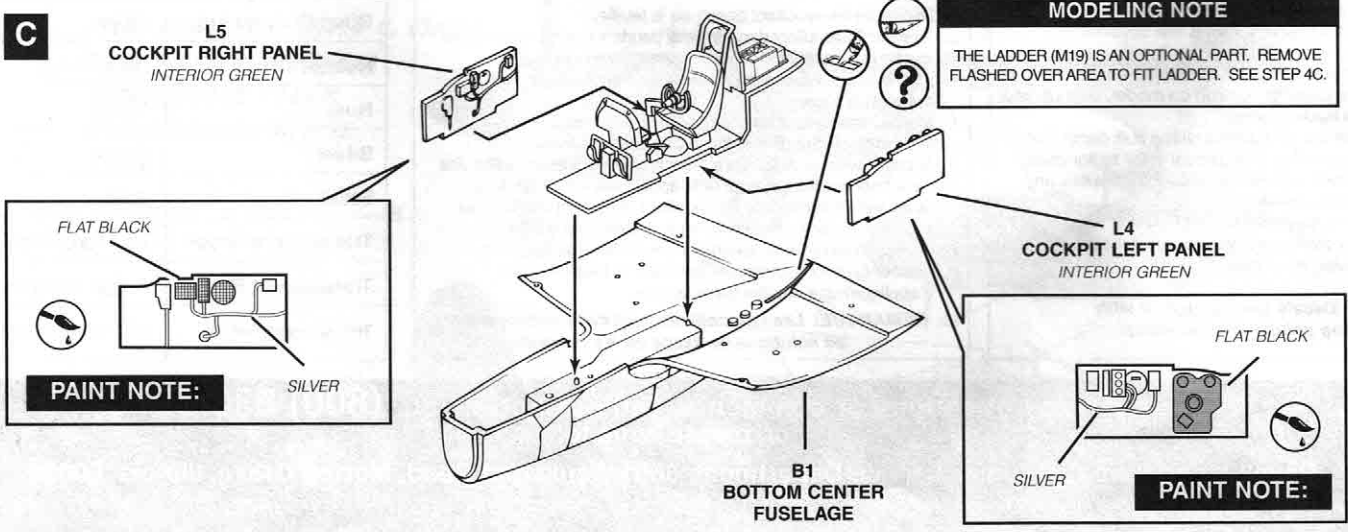
The instrument panel remained basically the same in the P-38F, G and H versions of the Lightning, and the details were as shown here in this P-38F (USAF Museum collection via Detail & Scale)

**B**



**C**

**MODELING NOTE**  
 THE LADDER (M19) IS AN OPTIONAL PART. REMOVE FLASHED OVER AREA TO FIT LADDER. SEE STEP 4C.



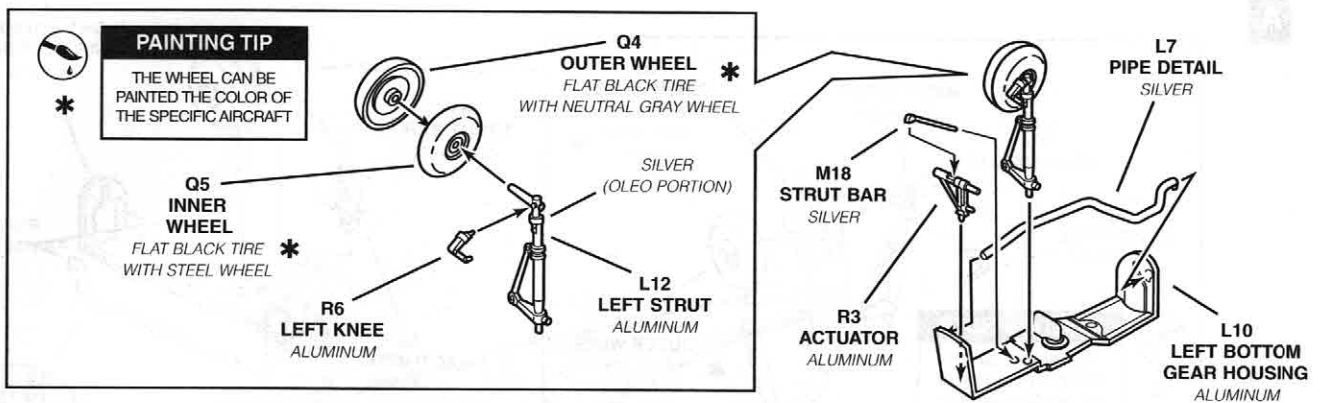
**PAINT NOTE:**

**PAINT NOTE:**

# 2

# LEFT SIDE MAIN GEAR ASSEMBLY

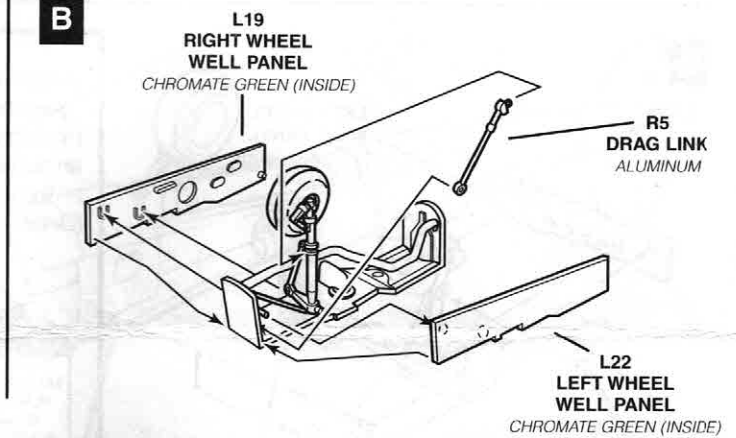
**A**



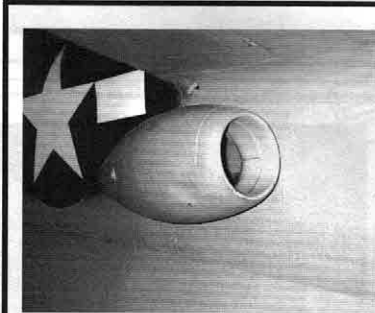
**PAINTING TIP**

USE A DROP OF FLAT BLACK PAINT IN A LITTLE PAINT THINNER TO MAKE SOME BLACK WASH. RUN THIS BLACK WASH AROUND THE RIDGES AND DETAILS OF THE LANDING GEAR STRUTS AND THE INTERIOR OF THE WHEEL WELLS. THIS WILL REPRESENT LEAKING GREASE AND HYDRAULIC FLUID THAT WAS OFTEN PRESENT IN THESE AREAS

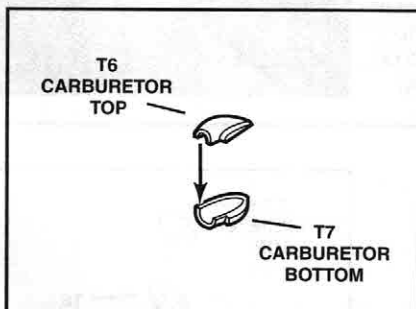
**B**



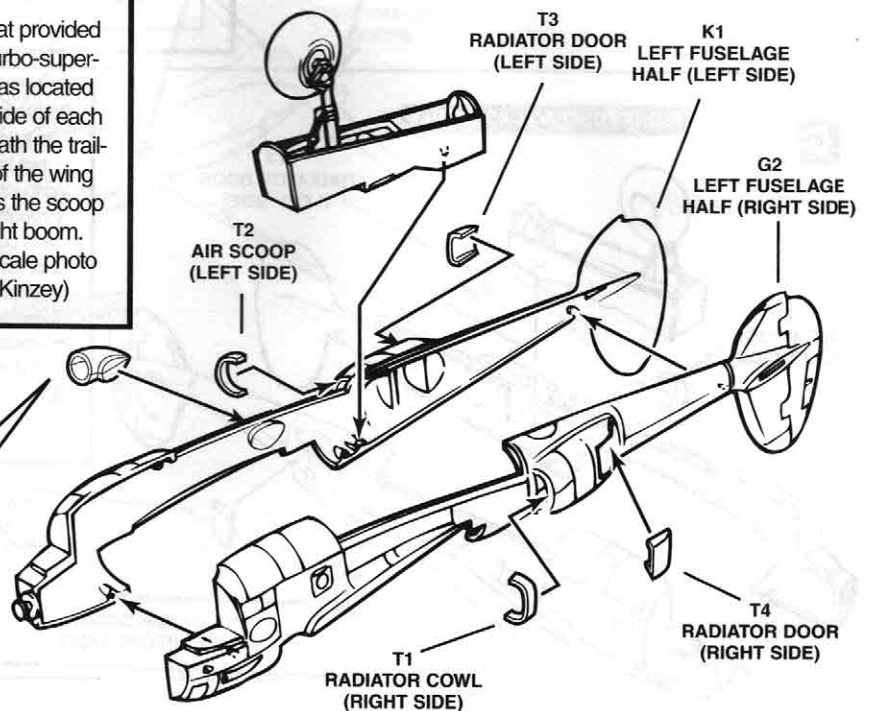
**C**



A scoop that provided air to the turbo-supercharger was located on the outside of each boom beneath the trailing edge of the wing root. This is the scoop on the right boom. (Detail & Scale photo by Bert Kinzey)



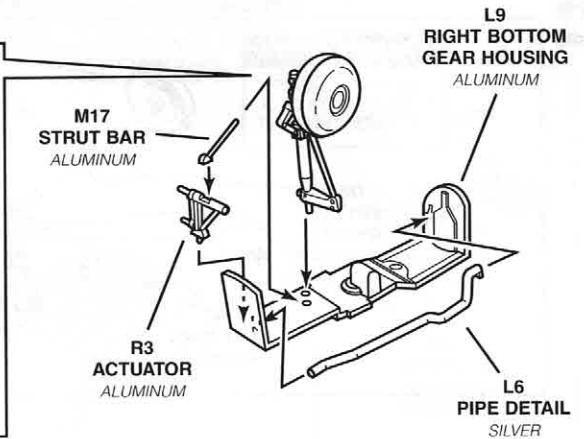
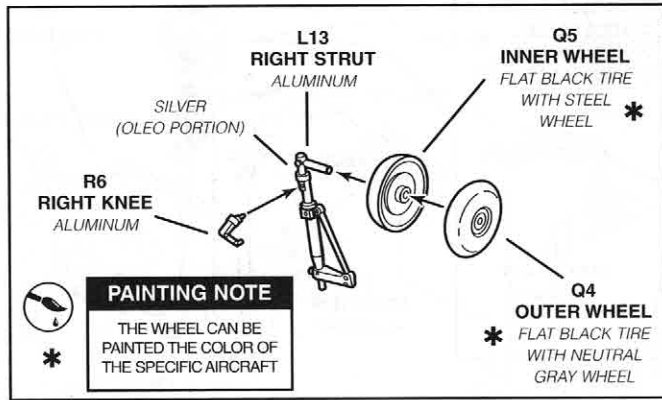
**LEFT FUSELAGE ASSEMBLY**



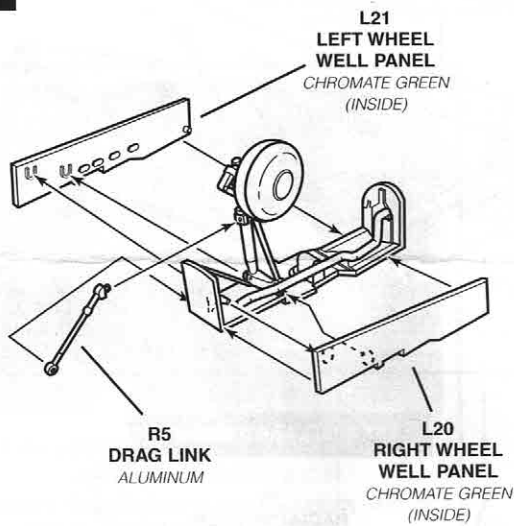
# 3

# RIGHT SIDE MAIN GEAR ASSEMBLY

**A**



**B**



A rear view of the right main landing gear shows details of the strut. On most lightnings, the strut was painted an aluminum color, and the oleo portion was unpainted bright silver. (Detail & Scale photo by Bert Kinzey)

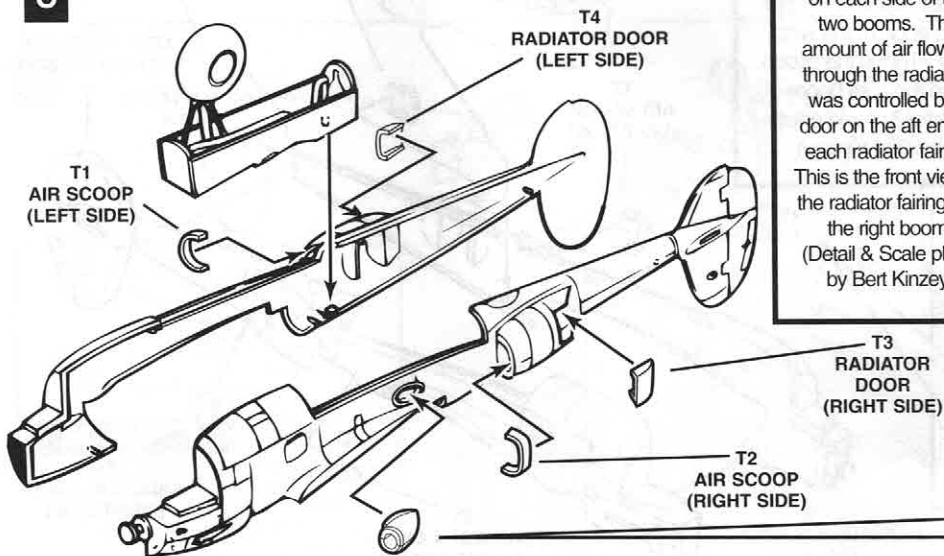


**PAINTING TIP**

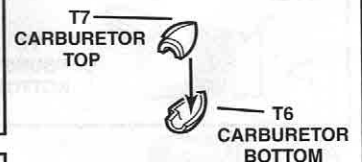
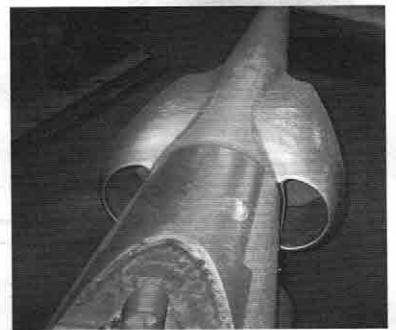
MIX SOME FLAT GRAY PAINT WITH THE FLAT BLACK USED TO PAINT THE TIRES. ONLY BRAND NEW TIRES ARE REALLY FLAT BLACK, AND SHADING THEM A DARK GRAY COLOR WILL MAKE THEM APPEAR USED. SOME TAN AND BROWN PAINT CAN ALSO BE DRY BRUSHED ON THE TIRES TO MAKE IT APPEAR LIKE THEY PICKED UP DIRT AND MUD. MANY LIGHTNINGS OPERATED FROM UNPAVED FIELDS DURING THE WAR.

**C**

**RIGHT FUSELAGE ASSEMBLY**



Radiators were located on each side of the two booms. The amount of air flowing through the radiators was controlled by a door on the aft end of each radiator fairing. This is the front view of the radiator fairings on the right boom. (Detail & Scale photo by Bert Kinzey)





# 4

# FUSELAGE ASSEMBLY

A

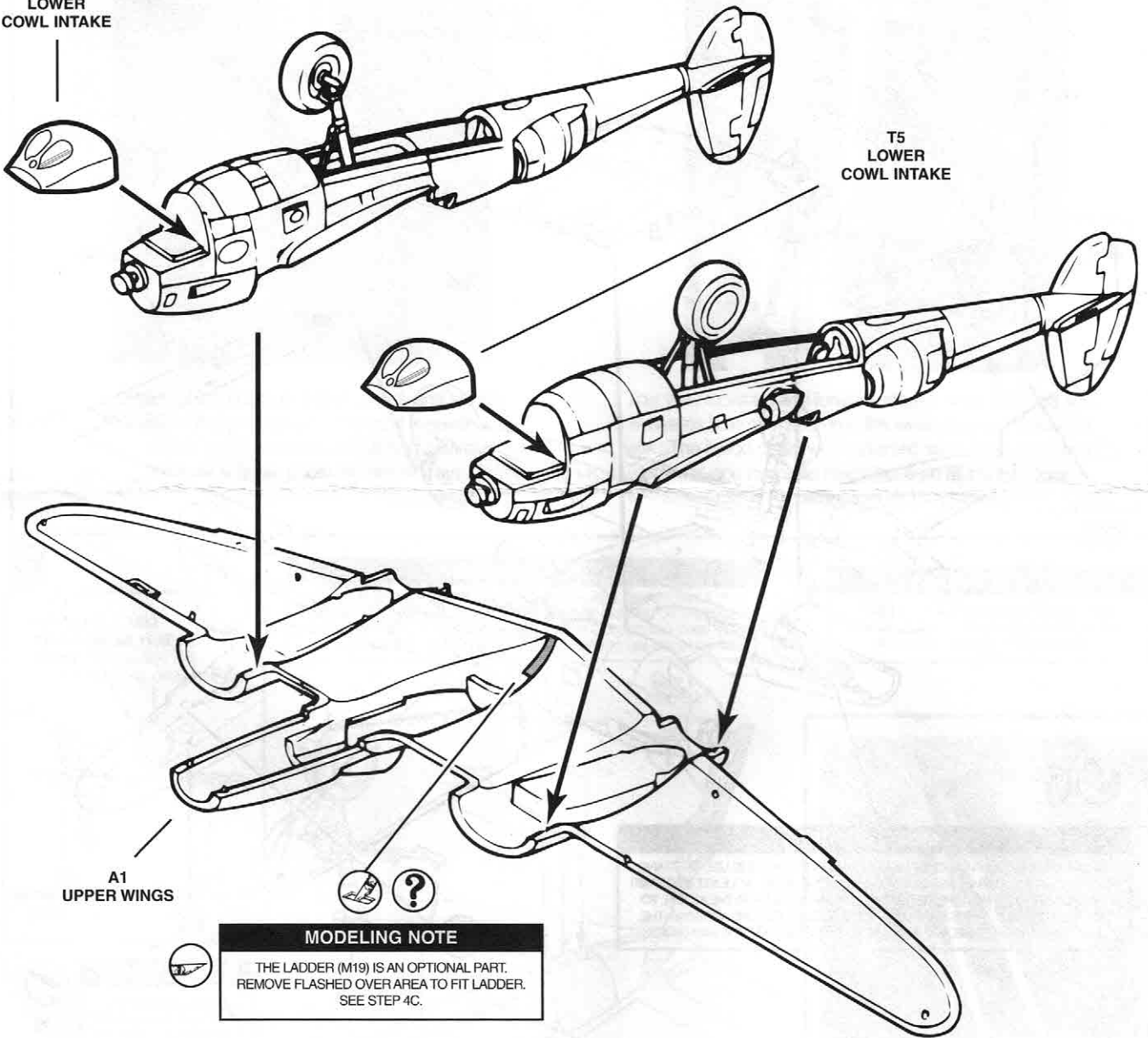
T5  
LOWER  
COWL INTAKE

T5  
LOWER  
COWL INTAKE

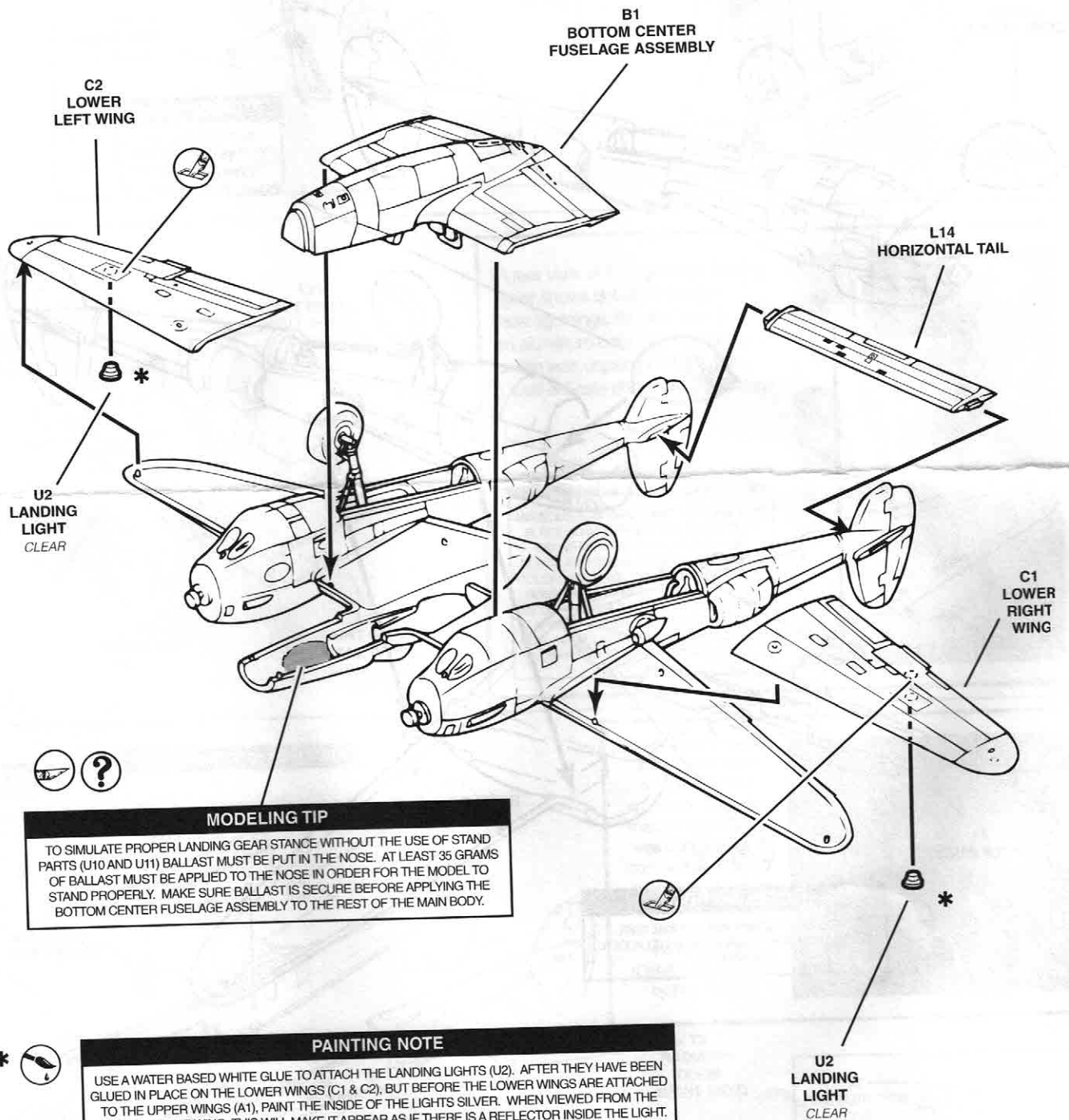
A1  
UPPER WINGS

**MODELING NOTE**

THE LADDER (M19) IS AN OPTIONAL PART.  
REMOVE FLASHED OVER AREA TO FIT LADDER.  
SEE STEP 4C.

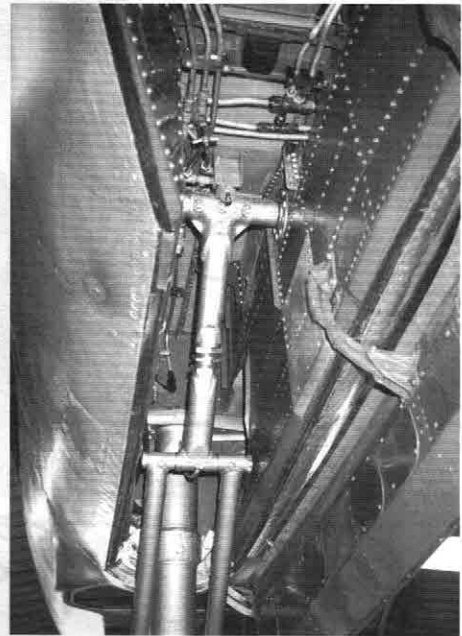


B



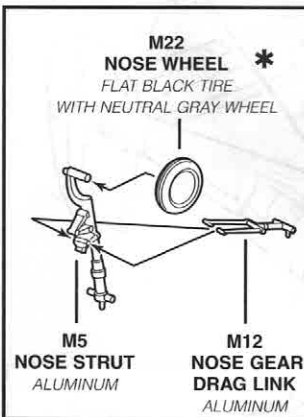


Details of the nose gear strut, wheel, and tire are revealed in this photograph. The strut is painted aluminum, and the oleo portion is bright silver.  
(Detail & Scale photo by Bert Kinzey)



This view looks up and forward into the nose gear well and illustrates how strut and drag link were attached inside the well. The inside of the well is painted with Chromate Green primer, and hydraulic plumbing is an aluminum color  
(Detail & Scale photo by Bert Kinzey)

### C

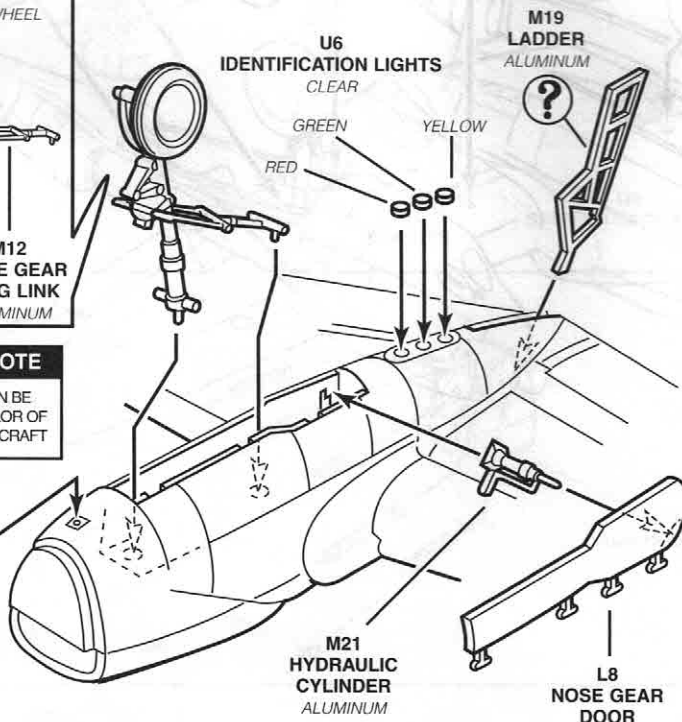


**PAINTING NOTE**  
PAINT THE THREE IDENTIFICATION LIGHTS (U6) BEFORE ASSEMBLY. THE RED, GREEN, AND YELLOW COLORS SHOULD BE PAINTED ON THE INSIDE SURFACE OF THE LIGHTS USING TRANSPARENT COLORS AND THEN SILVER BEHIND THE TRANSPARENT COLORS TO RESEMBLE LIGHTS

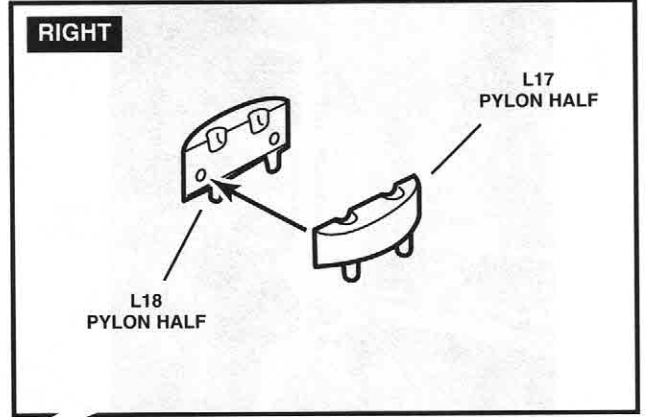
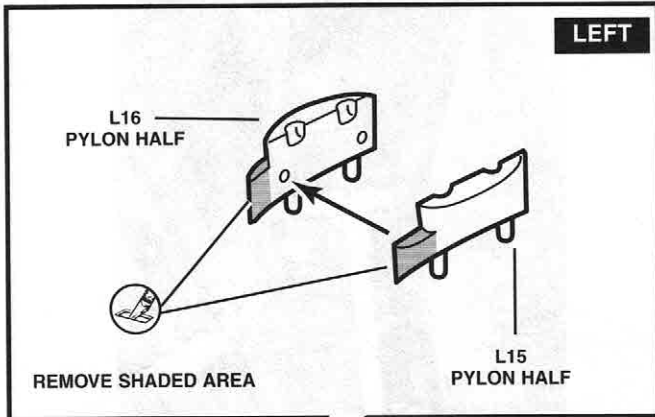


**MODELING NOTE**  
THE LADDER (M19) IS AN OPTIONAL PART. REMOVE FLASHED OVER AREA TO FIT LADDER. SEE PHOTO BELOW FOR PLACEMENT

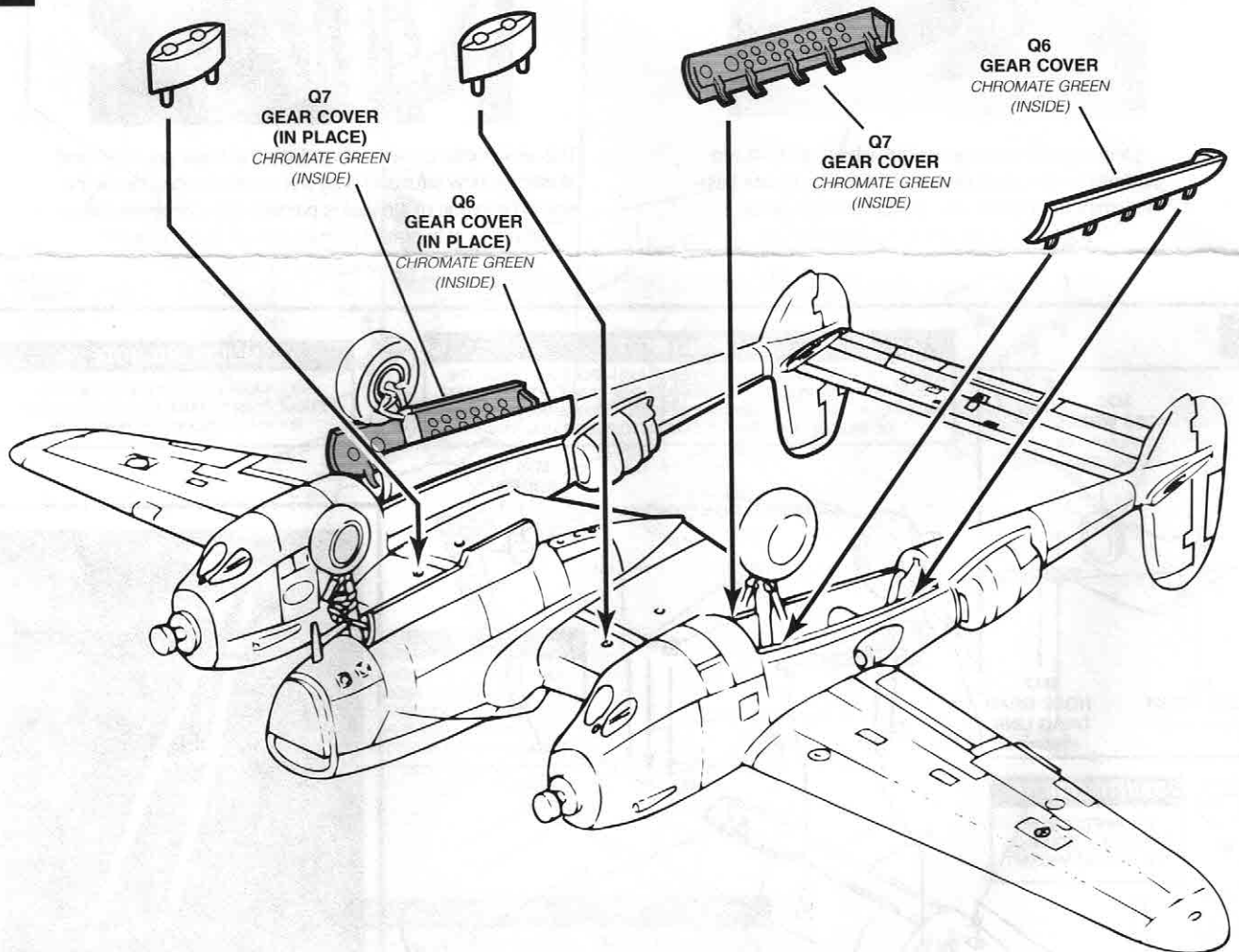
**PAINTING NOTE**  
\* THE WHEEL CAN BE PAINTED THE COLOR OF THE SPECIFIC AIRCRAFT



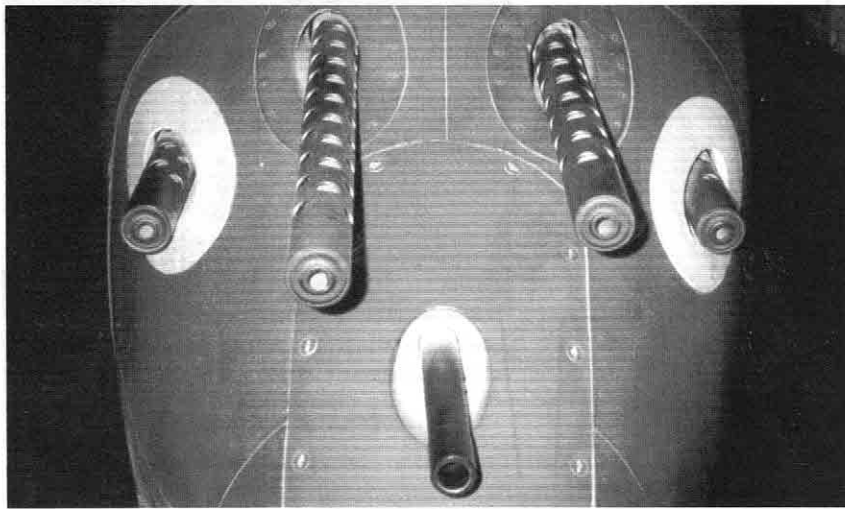
A retractable boarding ladder was located at the aft end of the center fuselage section. This photo shows the correct angle for the ladder when it was in the fully extended position.  
(Detail & Scale photo by Bert Kinzey)



**D**

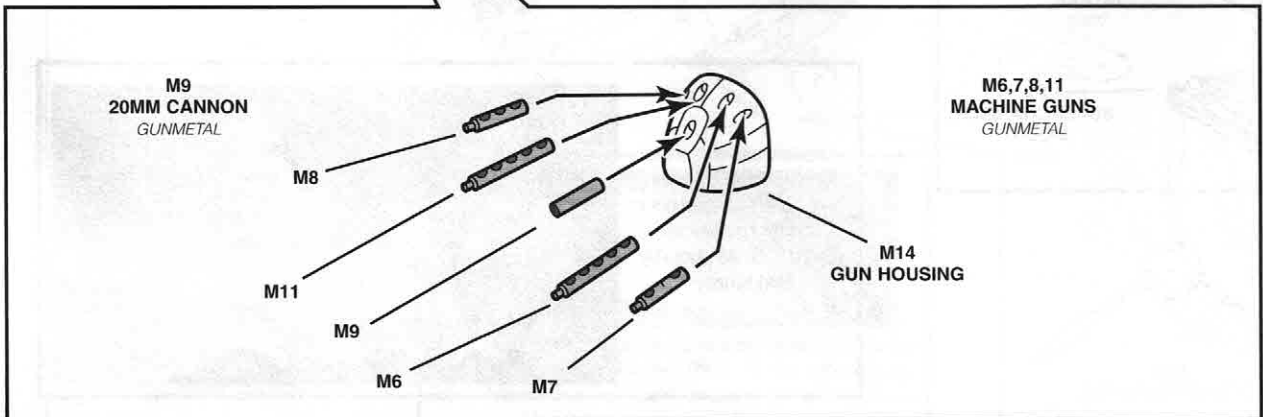
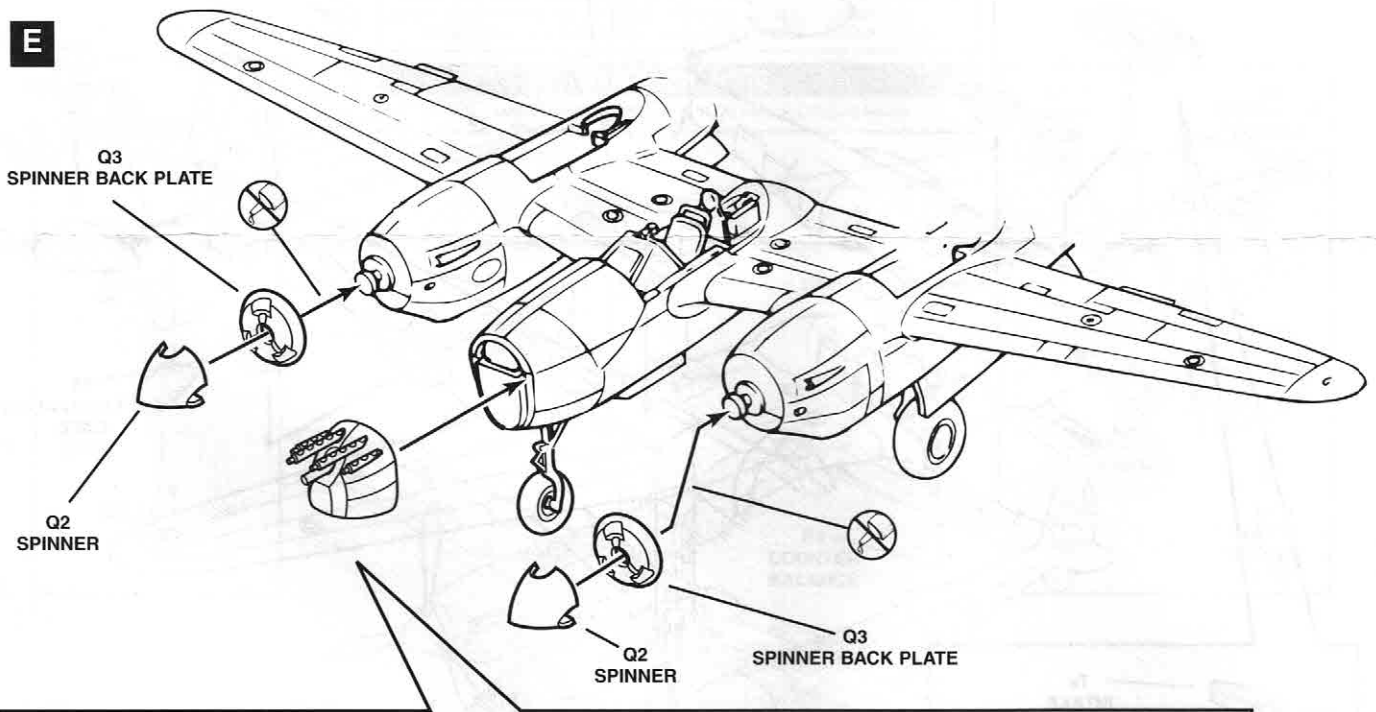




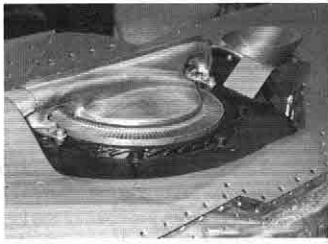


This view shows how far each of the machine guns and the 20-mm cannon extended from the nose of the Lightning. (Detail & Scale photo by Bert Kinzey)

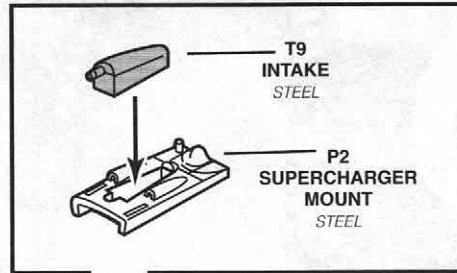
E



F



This is the aft end of the turbo-supercharger. It is restored and is in new condition, so it has not weathered as it did quickly in the field.  
(Detail & Scale photo by Bert Kinzey)

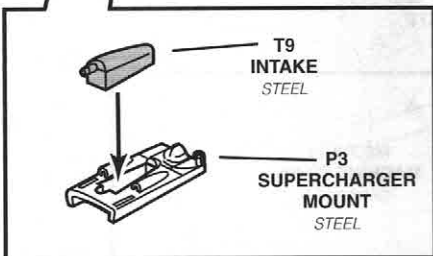
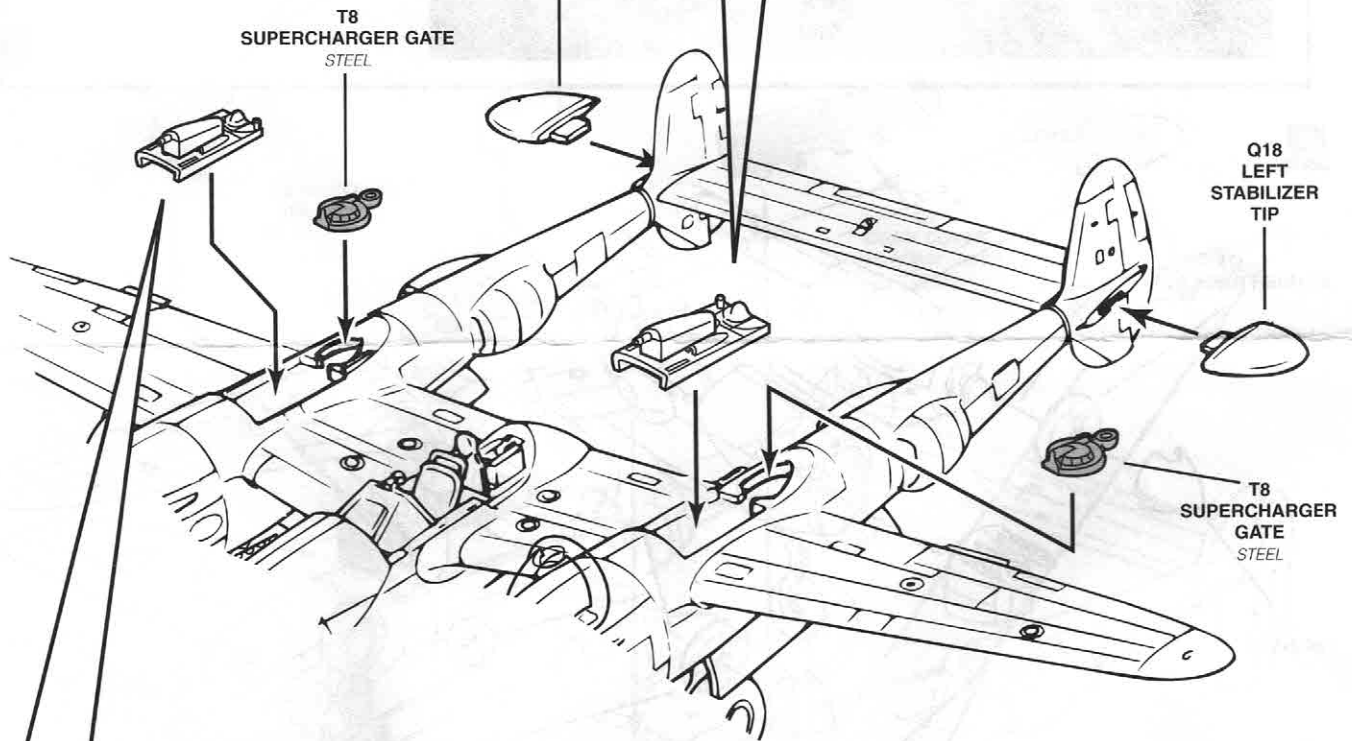


Q18  
RIGHT STABILIZER  
TIP

T8  
SUPERCHARGER GATE  
STEEL

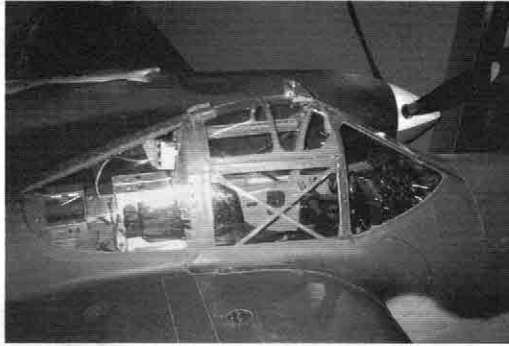
Q18  
LEFT STABILIZER  
TIP

T8  
SUPERCHARGER  
GATE  
STEEL

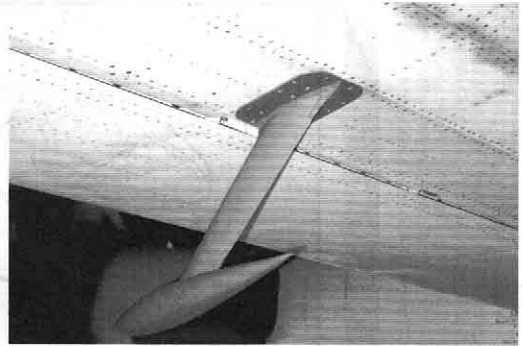


The forward end of the turbo-charger is shown here, It was a steel color and had a silver tip.  
(Detail & Scale photo by Bert Kinzey)





Details of the windscreen and canopy are illustrated here. Note how the framework is painted the same color as the surrounding fuselage.  
(Detail & Scale photo by Bert Kinzey)



A counterbalance was mounted on the top and bottom of the elevator. This photograph shows the correct mounting angle for the counterbalances.  
(Detail & Scale photo by Bert Kinzey)

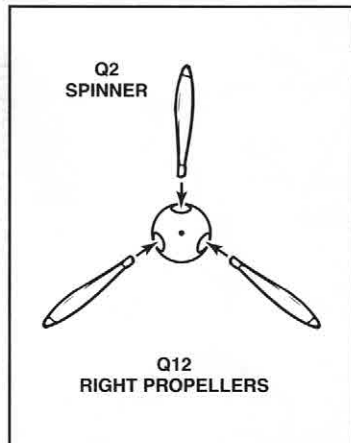
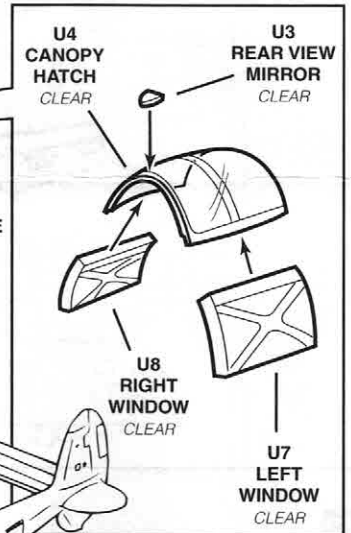
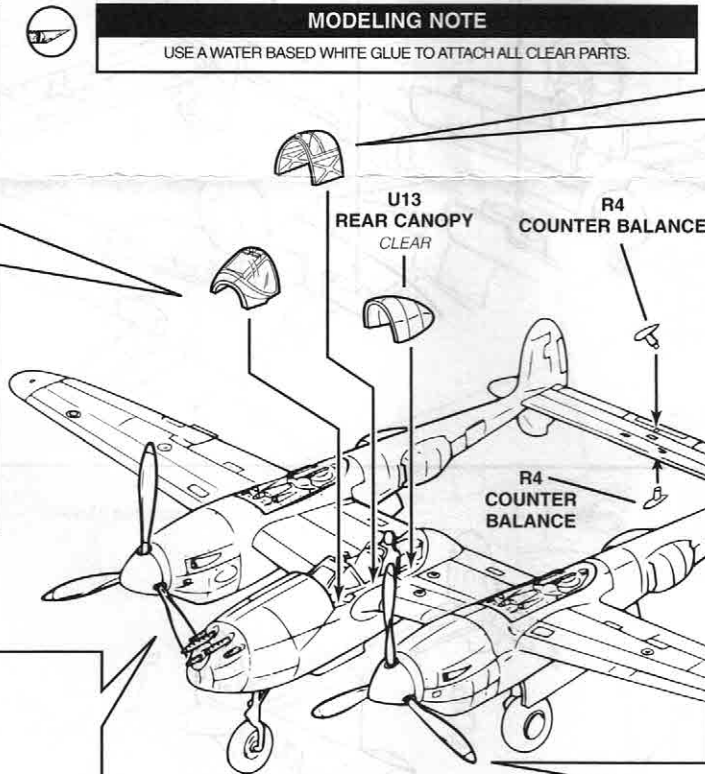
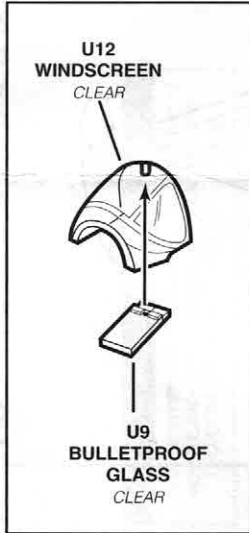
**A**

**PAINTING NOTE**

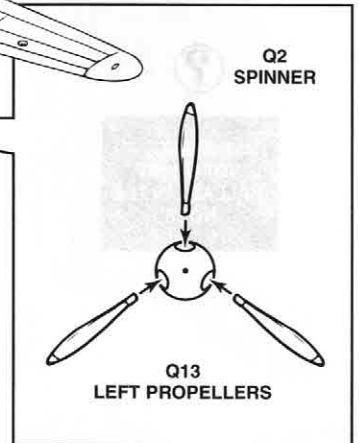
THE OUTSIDE OF THE FRAMEWORK ON THE WINDSCREEN (U12), CANOPY HATCH (U4), RIGHT WINDOW (U8), LEFT WINDOW (U7), AND THE REAR CANOPY (U13) SHOULD BE PAINTED THE SAME COLOR AS THE SURROUNDING FUSELAGE. THE INSIDE OF THE FRAMEWORK SHOULD BE PAINTED INTERIOR GREEN.

**MODELING NOTE**

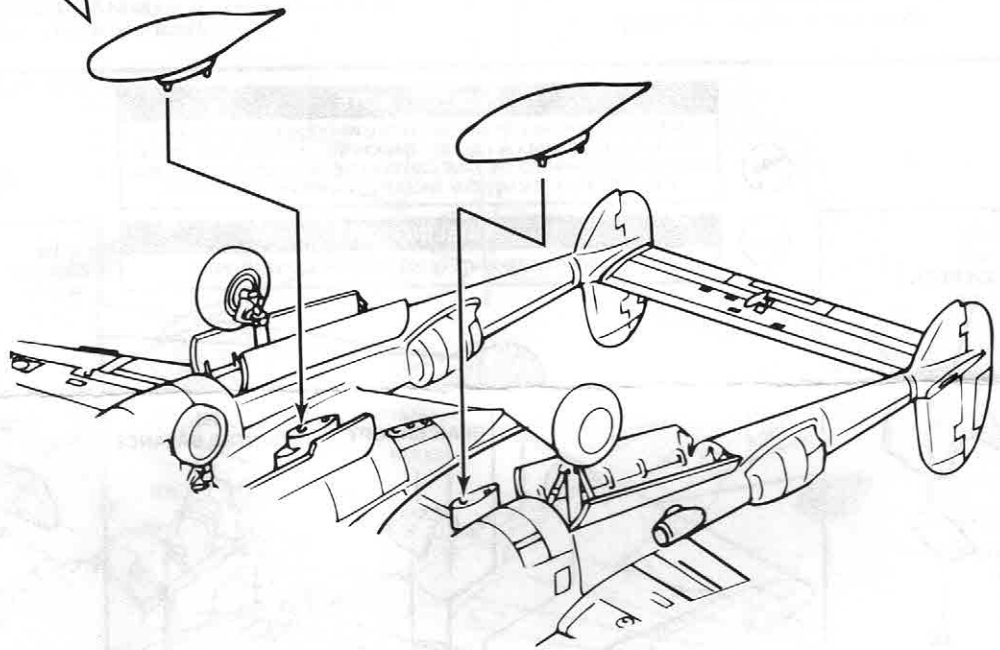
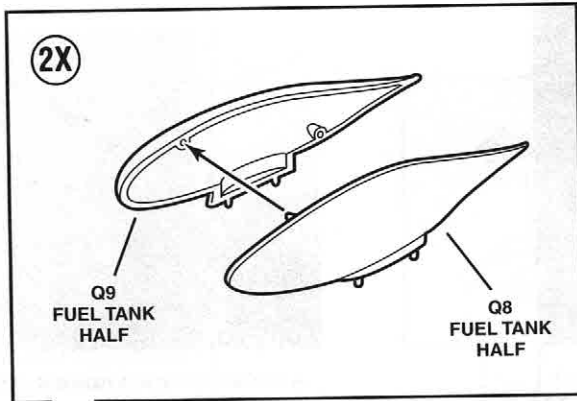
USE A WATER BASED WHITE GLUE TO ATTACH ALL CLEAR PARTS.



Teardrop shaped navigation lights were located on the top and bottom of each wing tip. Those on the right wing tip were blue-green in color, while those on the left wing were red. This is the light on top of the right wing tip  
(Detail & Scale photo by Bert Kinzey)



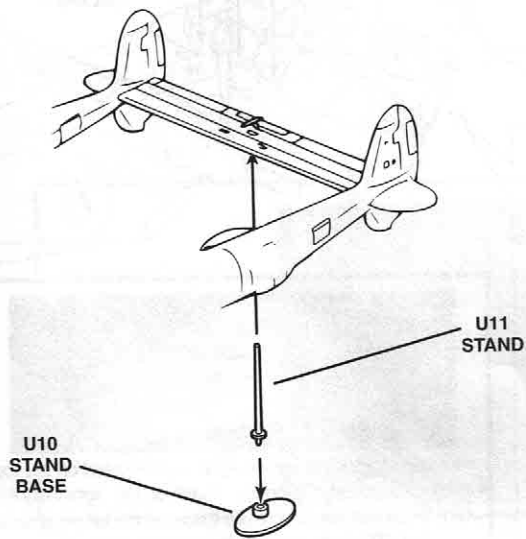
B



C



USE STAND, IF NOT USING BALLAST IN THE NOSE

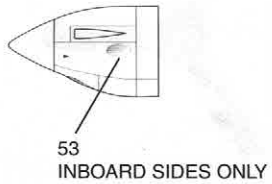
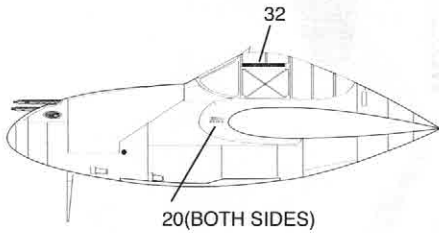
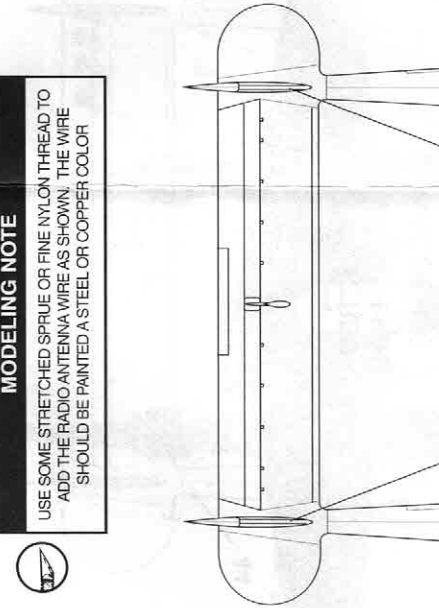
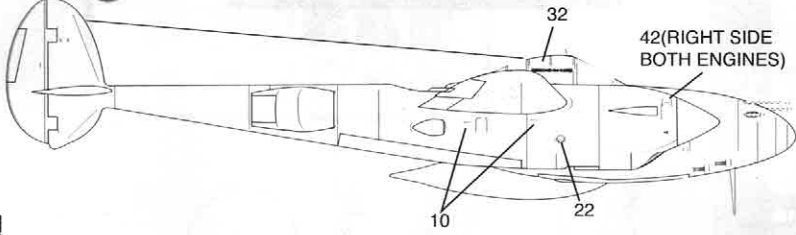
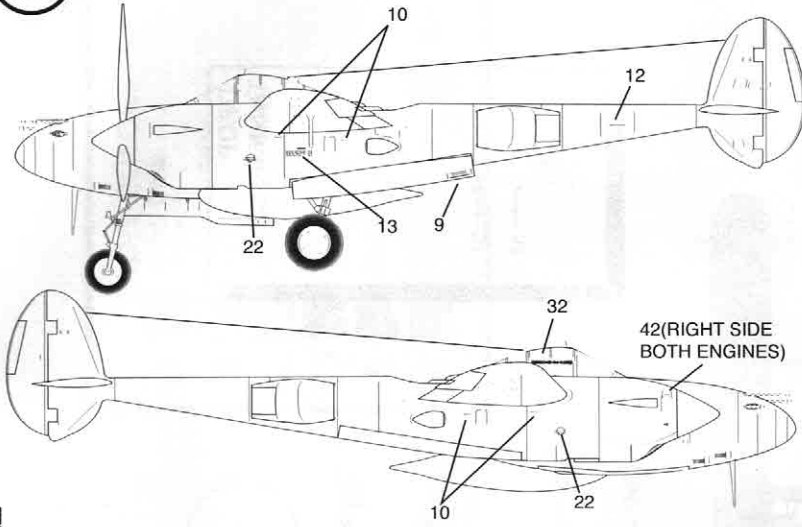




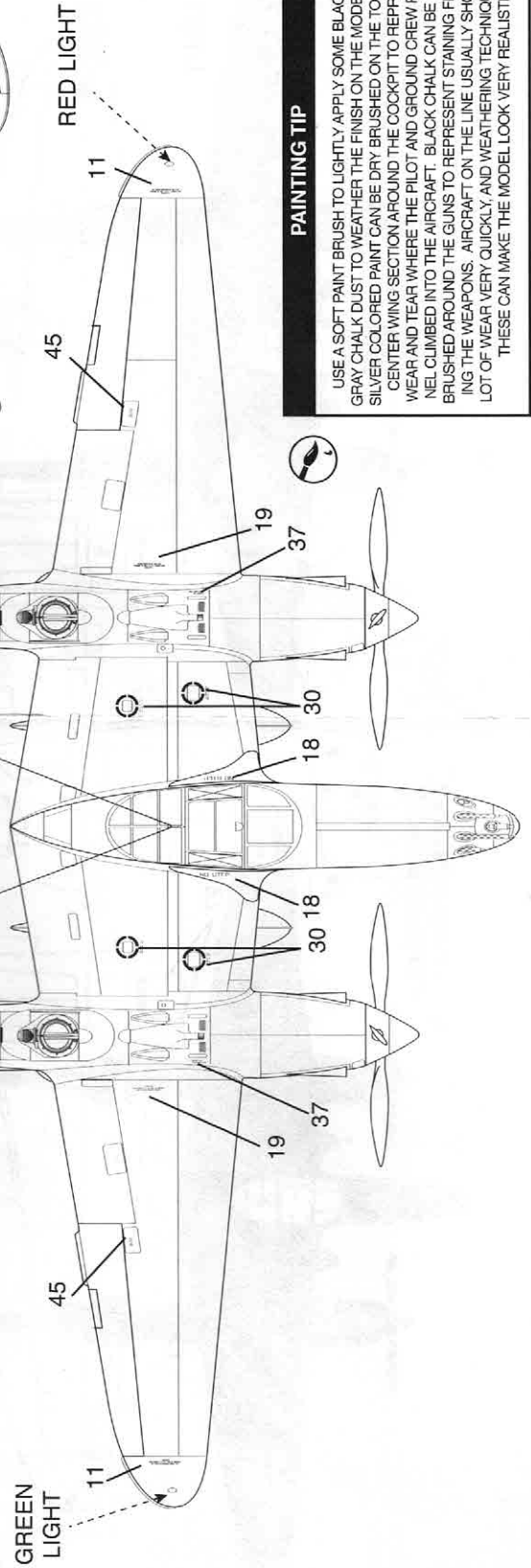
RESEARCH MATERIALS PROVIDED BY BERT KINZEY OF DETAIL & SCALE

**MODELING NOTE**

USE SOME STRETCHED SPRUE OR FINE NYLON THREAD TO ADD THE RADIO ANTENNA WIRE AS SHOWN. THE WIRE SHOULD BE PAINTED A STEEL OR COPPER COLOR

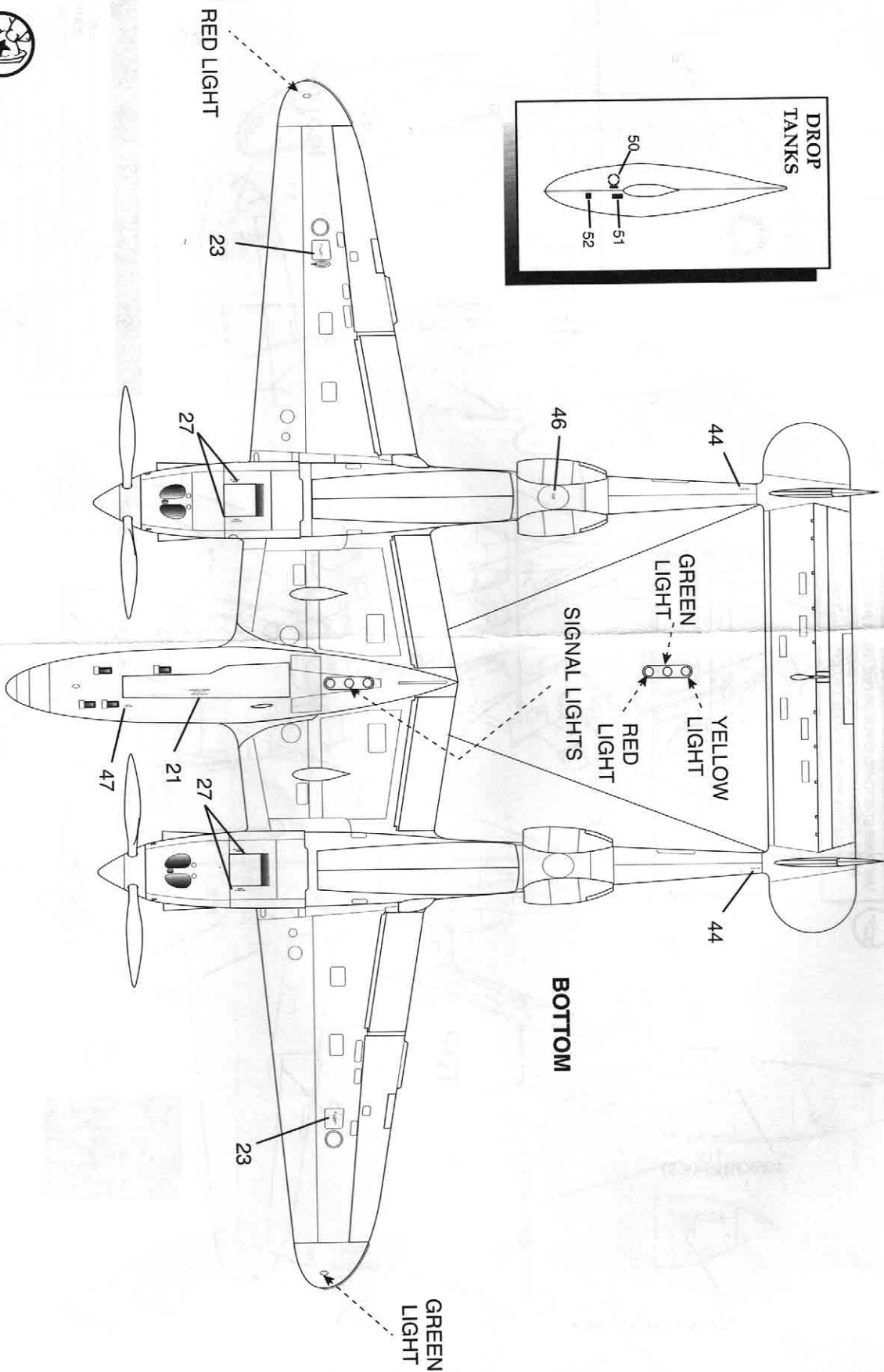


**TOP**



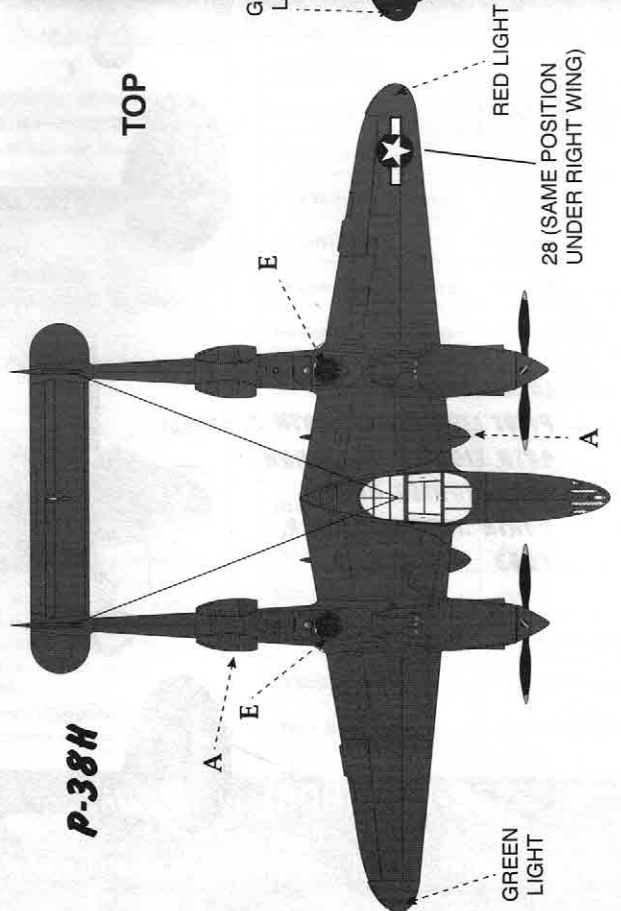
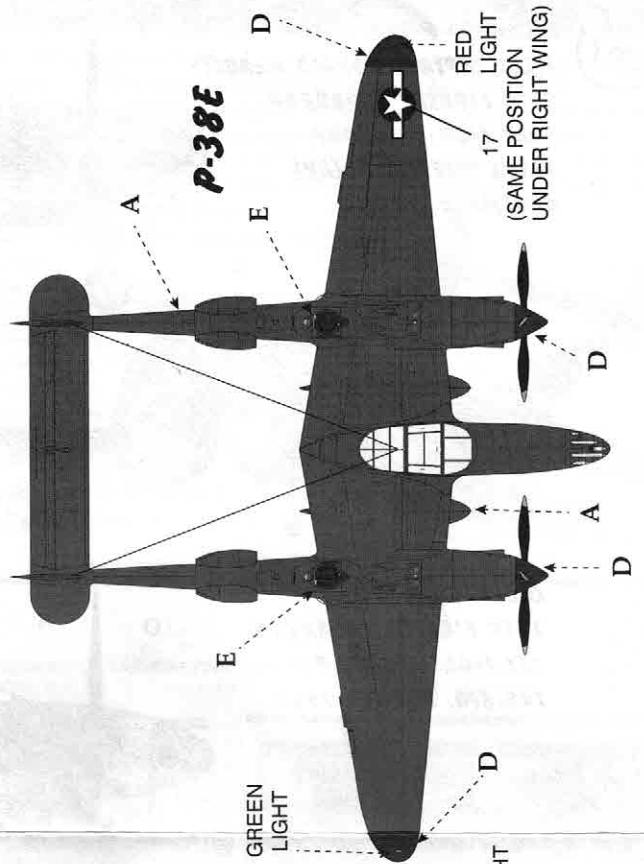
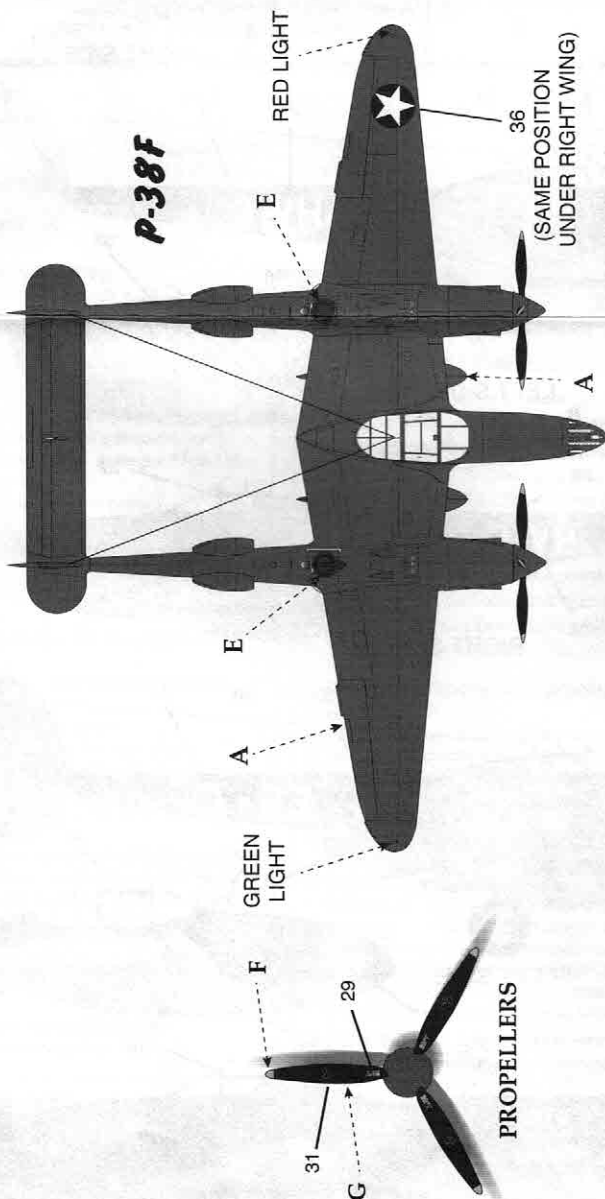
**PAINTING TIP**

USE A SOFT PAINT BRUSH TO LIGHTLY APPLY SOME BLACK AND GRAY CHALK DUST TO WEATHER THE FINISH ON THE MODEL. SOME SILVER COLORED PAINT CAN BE DRY BRUSHED ON THE TOP OF THE CENTER WING SECTION AROUND THE COCKPIT TO REPRESENT WEAR AND TEAR WHERE THE PILOT AND GROUND CREW PERSONNEL CLIMBED INTO THE AIRCRAFT. BLACK CHALK CAN BE LIGHTLY BRUSHED AROUND THE GUNS TO REPRESENT STAINING FROM FIRING THE WEAPONS. AIRCRAFT ON THE LINE USUALLY SHOWED A LOT OF WEAR VERY QUICKLY, AND WEATHERING TECHNIQUES LIKE THESE CAN MAKE THE MODEL LOOK VERY REALISTIC.



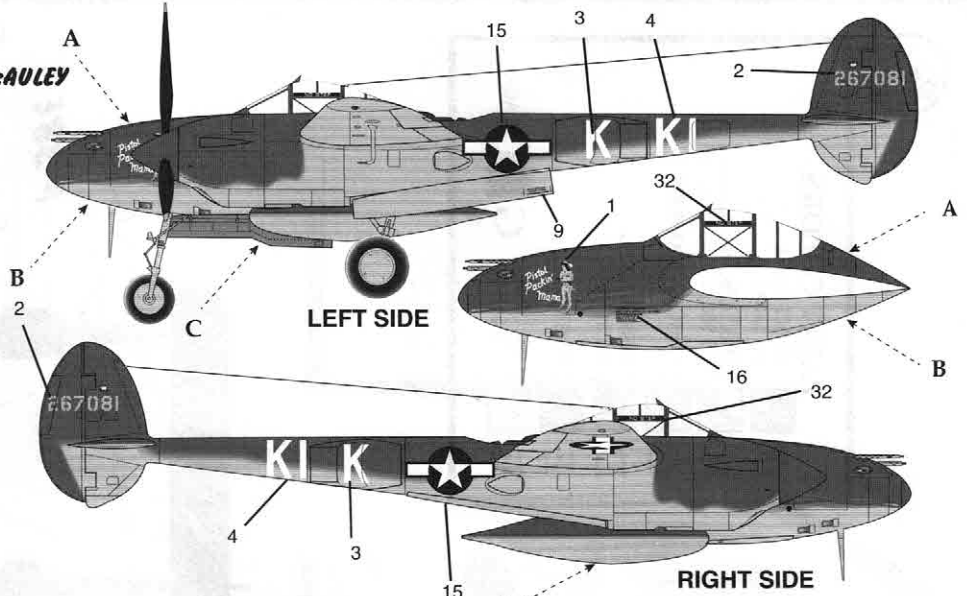


PAINT COLORS	
<b>A</b>	OLIVE DRAB FS 34087
<b>B</b>	NEUTRAL GRAY FS 36270
<b>C</b>	CHROMATE GREEN
<b>D</b>	INSIGNIA RED FS 31136
<b>E</b>	RUST
<b>F</b>	YELLOW 13538
<b>G</b>	BLACK

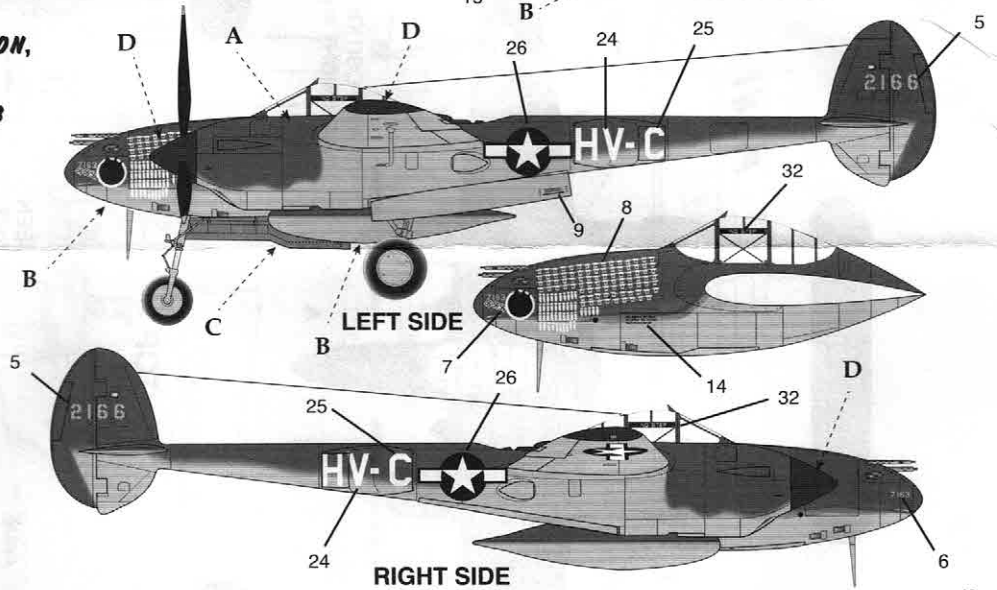




**LOCKHEED P-38H,  
PILOT CAPTAIN DONALD MCAULEY  
55TH FIGHTER SQUADRON  
20TH FIGHTER GROUP  
KINGS CLIFFE, ENGLAND  
NOVEMBER, 1943**



**LOCKHEED P-38E,  
27TH FIGHTER SQUADRON,  
1ST FIGHTER GROUP  
TUNISIA, AUGUST, 1943**



**LOCKHEED P-38F  
PILOT LIEUTENANT ERVIN C. ETHELL  
48TH FIGHTER SQUADRON  
14TH FIGHTER GROUP  
NORTH AFRICA, WINTER,  
1943**

