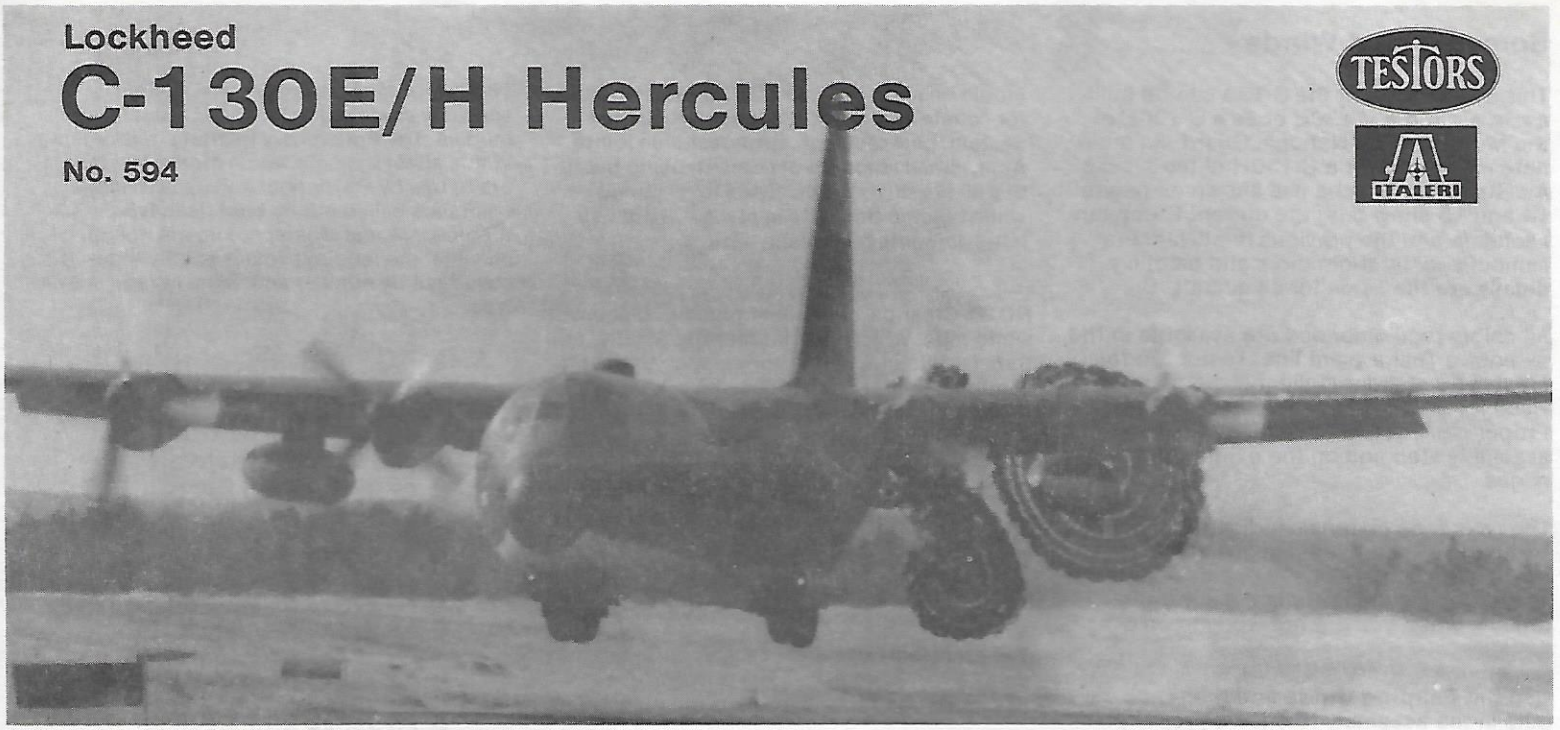
Lockheed

C-130E/H Hercules

No. 594



HISTORY

The Lockheed C-130 Hercules has proven itself to be the most utilitarian and adaptable airplane since the Douglas DC-3. Though designed as a tool of war, the C-130 has proved itself an important vehicle for peace and humanitarian missions. With its high tail, bulbous fuselage and 4 turboprops making it clearly identifiable, the Hercules has been seen coming and going in nearly every nation of the world.

Initially developed at Lockheed's Burbank, California, facility by a design team headed by Willis Hawkins, the design emerged as the Lockheed Model L-206 on lines layed out by Project Leader Art Flock. It is interesting to note the famous "Skunk Works" head at Lockheed, Kelly Johnson, had little to do with the design. In fact, Kelly Johnson did not like the C-130 design and refused to sign the proposal presented to the U.S. Air Force. Fortunately for Lockheed, and the world, the Air Force, even without Kelly Johnsons's sanction, liked the C-130 design proposal and gave Lockheed a contract to proceed with development. The date was 2 July 1951. Two prototypes, designated YC-130, were to be built. 3 years later, on 23 August 1954, the first flight of the C-130 took place from the Burbank construction site with the airplane landing at Edwards AFB to begin a rigorous and extensive flight test program.

Production versions of the C-130 were built in Marietta, Georgia, at the Lockheed-operated Air Force Plant 6 complex. The very first production C-130 flew on 7 April 1955 – the beginning of a production run that continues to this day. First flight of a C-130E took place 15 August 1961. The C-130H followed when on 19 November 1964 it took to the air for the first time.

The airplane's missions have ranged from cargo hauling to gunship; electronic warfare to humanitarian hauling of grain to Ethiopia. The airplane has operated in the hottest Saharan deserts and the frigid clime of the South Pole. Each time the airplane has proven itself adaptable, reliable and capable. The C-130 is certain to become an aviation classic.

SPECIFICATIONS

Span	132.6 ft.
Length	97.8 ft.
Weight	155,000 lbs.
Range	2038 nautical miles
Cruise	385 mph.
Power	4 Allison T56-A-15 of 4,591 shp each

REFERENCES

Herk: Hero of the Skies; Dabney (Copple House Books)
C-130 Hercules in Action; Drendel (Squadron Signal)
Lockheed C-130 Hercules; Archer (Aviation News)

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runners(sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor enamels. Detailed descriptions of type of paint and color are included throughout the pages that follow.

Good brushes are essential for proper detailing. ***Testor Model Master*** brushes are recommended and available at good hobby stores. Be sure you have the entire selection for all your modeling needs. Always keep your brushes clean and soft by cleaning in Testor thinner, washing in soap and water, and storing flat or with bristles up when not in use.

Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left form the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and lint.

Some Helpful Words

This scale model of the C-130 can be built as an Air Force C-130E or as a C-130E of the Minnesota Air National Guard. An alternate marking is for a C-130H of the Alaska Air Guard. Color schemes shown on pages 14 and 15 show both the current European I scheme and the previous (Viet Nam era) camouflage. Interior colors and painting details are the same for all aircraft.

All colors recommended are available in the extensive Testor paint line. Testor ***Model Master*** FS standard military colors are advised for best results and easy application. Proper paint colors are called out in each assembly step and on the exterior finish pages.

The reference materials indicated on the first page will be helpful in giving you ideas on how the actual C-130 appears in service. These publications also make enjoyable reading when you are not working on a model.

Use the **Painting Guide** and reference callouts in the assembly to ensure proper paint scheme.

Each parts tree has a letter assigned to it – see below and on page 3. This letter appears in front of the part numbers in the assembly steps throughout construction. This letter allows you to quickly find the part on the parts trees.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do **not** use large amounts of cement.

NOTE: Clear parts are best glued in place with white glue, which will not mar the plastic, and thus results in a better appearance than conventional model cement.

Tweezers will be useful in assembling the many small parts in this kit. The type used by postage stamp collectors is recommended.

The Testor ***Model Master*** paint system is specially designed to be used on military models. The **Preliminary Painting** instructions in this sheet indicate which ***Model Master*** colors to use by FS number and name. These colors are called out by ***bold italic type.*** Wherever ***Model Master*** colors are not applicable, the required Testor color will be called out by number and name in **regular bold type**.

PAINT CHART

Testor Model Master

A FS 34079 Dark Green
B FS 36622 Camouflage Gray
C FS 34102 Med. Green
D FS 30219 Dark Tan
E FS 17178 Silver
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G FS 37038 Flat Black
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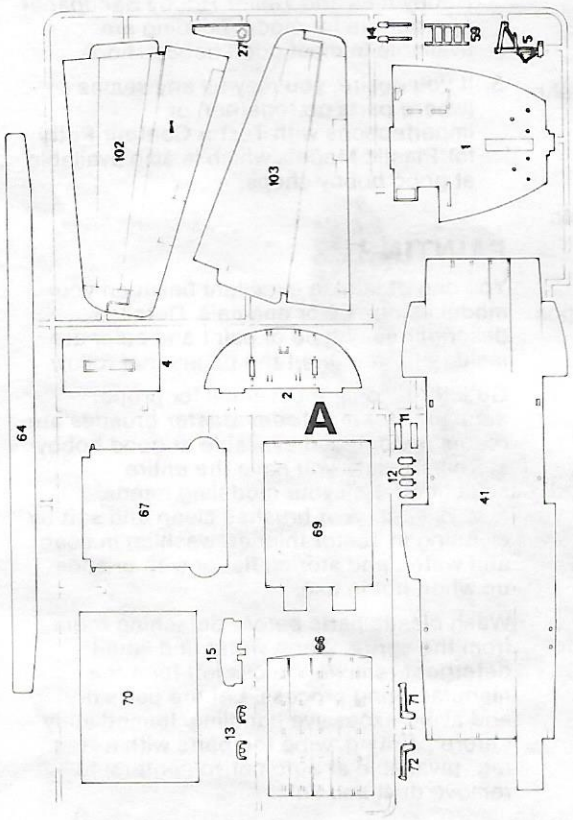
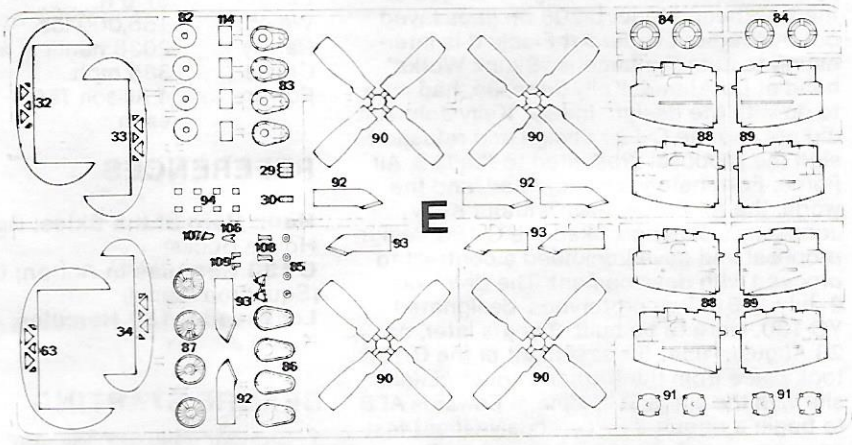
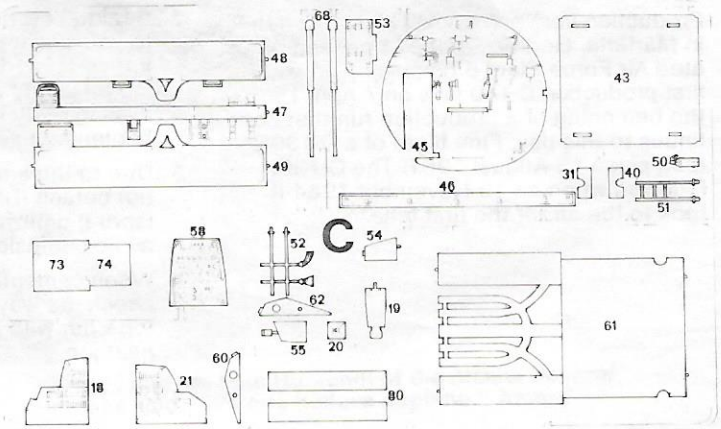
I FS 36231 Dark Gull Gray
L FS 33613 Radome Tan
M FS 35044 Insignia Blue
N FS 35622 Duck Egg Blue
O No. 1781 Aluminum
P No. 1780 Steel
R FS 30117 Military Brown
T FS 13538 Chrome Yellow
S No. 1736 Leather

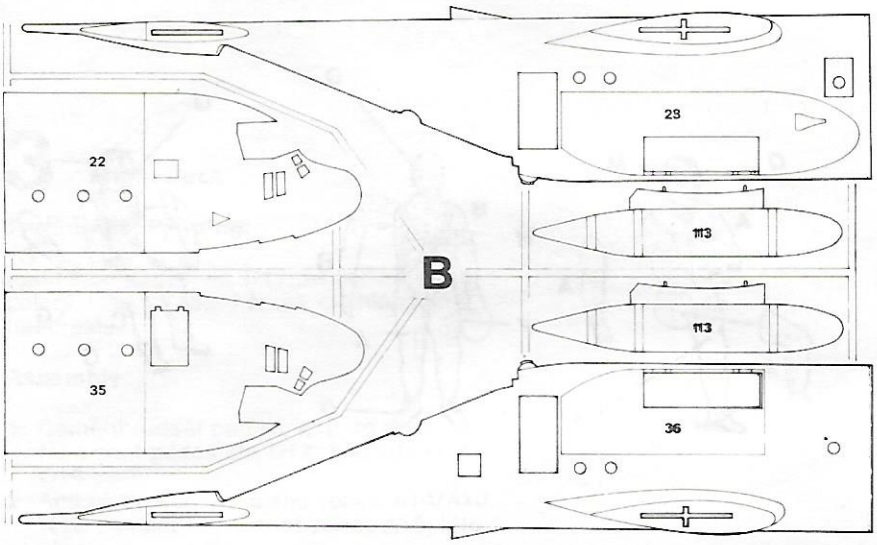
Testor Bottle Paints

J No. 1103 Red
K No. 1124 Green
Q No. 1170 Flat Light Tan

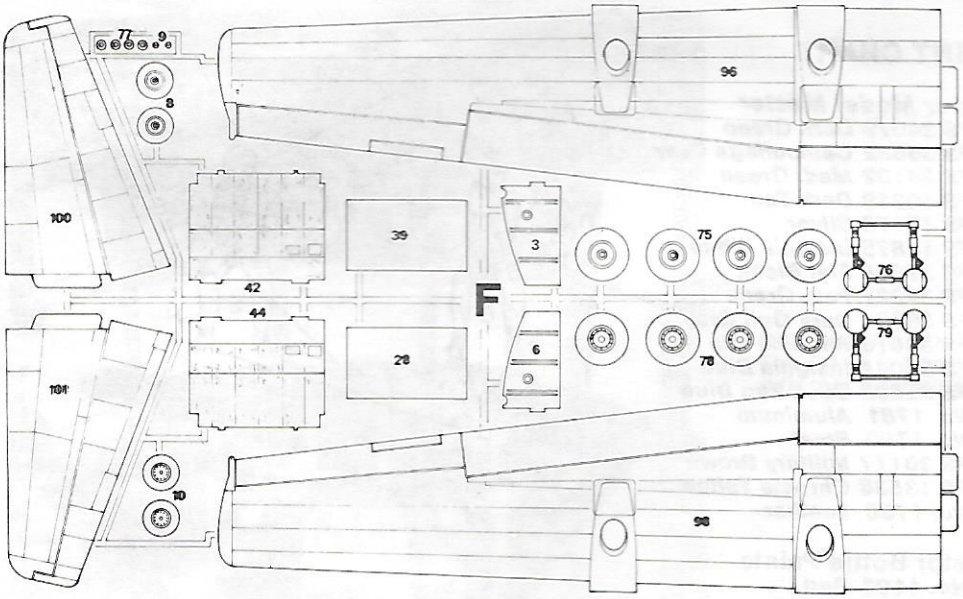


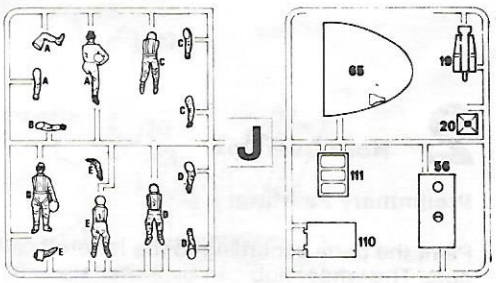


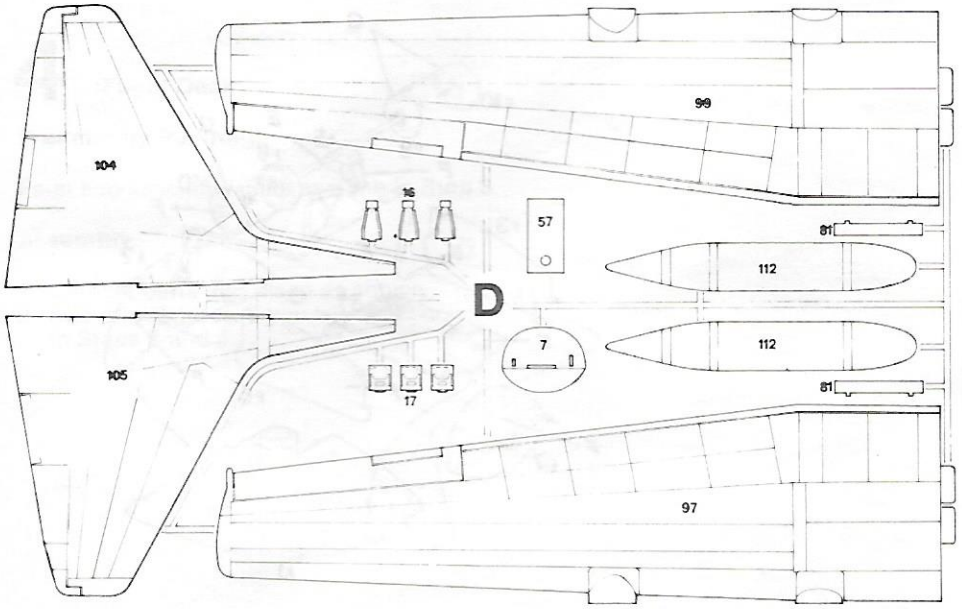


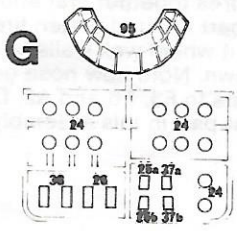


HISTORICAL NOTE
The C-130 was operated at the South Pole for the first time in February of 1960.









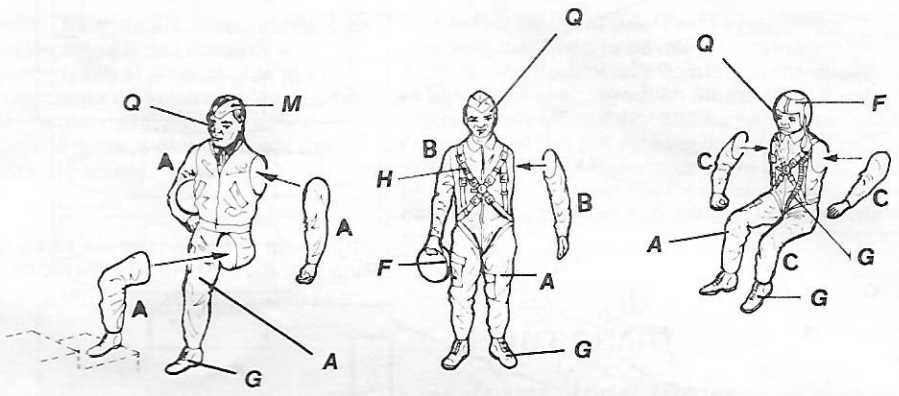
1 Crew Figures

Preliminary Painting:

None.

Assembly

1. The 3 helmeted figures are the pilot, co-pilot and navigator. The two other figures are flight engineer and loadmaster as they appear without helmets either boarding or leaving the aircraft.
2. Assemble as shown and paint as indicated by the lettered callouts and Paint Chart.



PAINT CHART

Testor Model Master

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T FS 13538 Chrome Yellow
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Testor Bottle Paints

J No. 1103 Red
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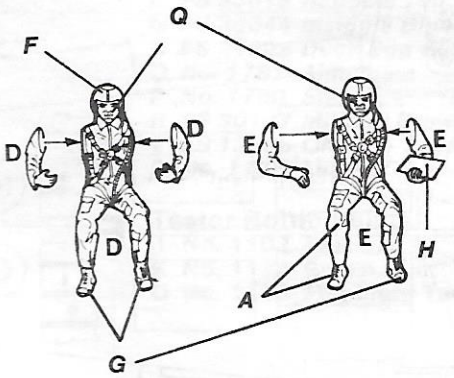


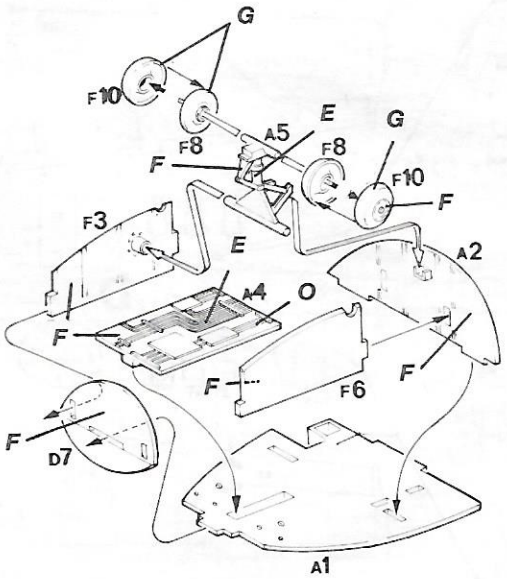
2 Nose Gear Box

Preliminary Painting:

Paint the parts according to the lettered call-outs. The wheel hub can be either silver or white. Sometimes a C-130 will have a silver hub on one side and white on the other.

Assembly

1. Study the assembly step. Glue wheel hubs/tires together first and paint. Paint strut, part A5, and attach tires.
2. Cement wheel well walls to cockpit floor as shown. Note how nose gear strut cements to F3, F6 and A2. D7 should be the last part in this assembly.



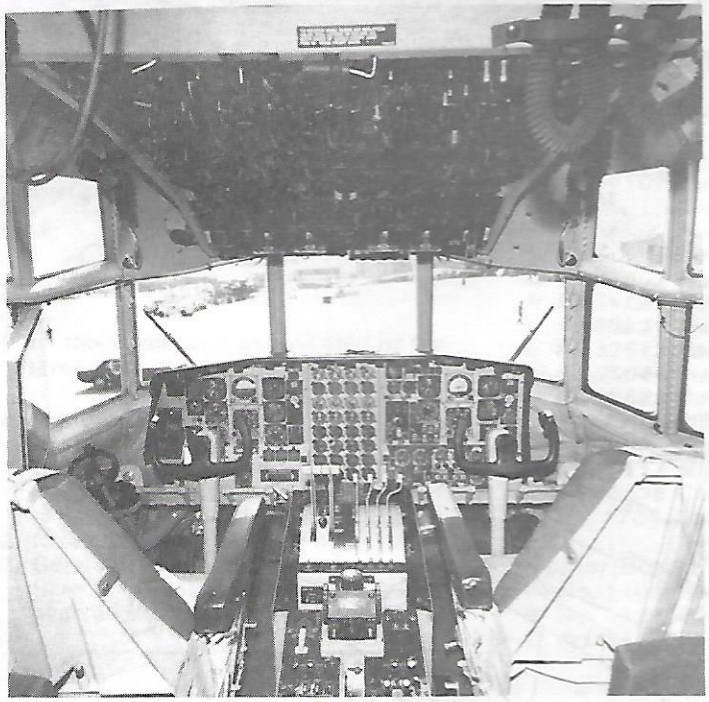
3 Flight Deck

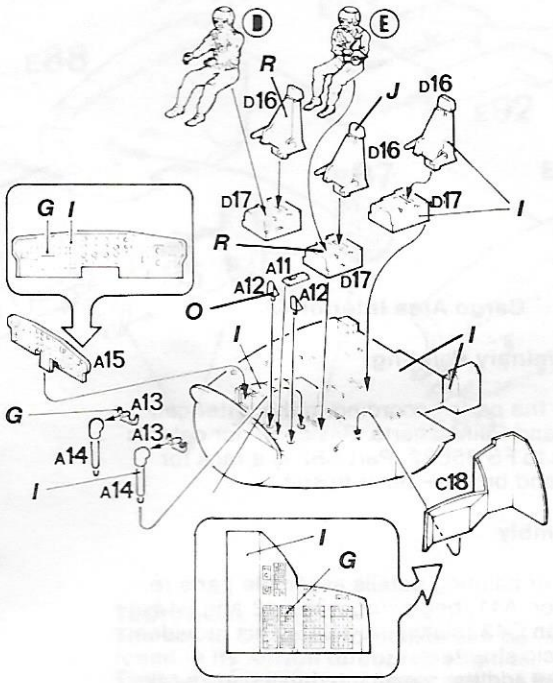
Preliminary Painting:

Paint seat pedestals, D17, as shown. Note colors used for seat frames, cushions and headrests.

Assembly

1. Cement rudder pedals, A12, to floor. Now seat pedestals, D17, and add seats, D16.
2. Add control columns and yokes, A14/A13. Now cement instrument panel, A15, into place.
3. Add electrical panel, C18, next.





HISTORICAL NOTE
The C-130 is flown by operators in 57 different countries.

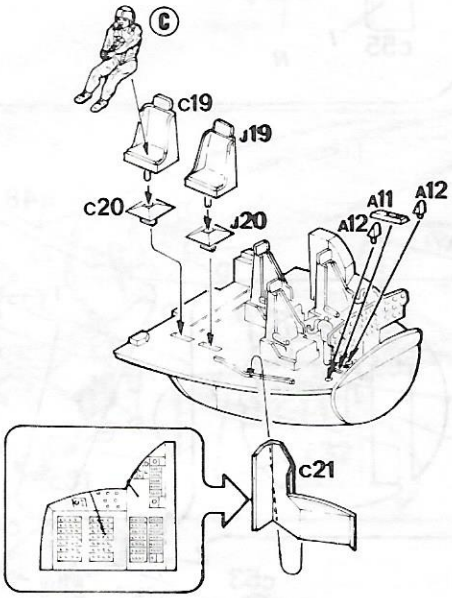
4 Flight Deck

Preliminary Painting:

Paint sub-assembly units as done in Step 3.

Assembly

1. Cement parts into place as shown.
2. Add crew figures, if you wish, as shown in Steps 3 and 4.



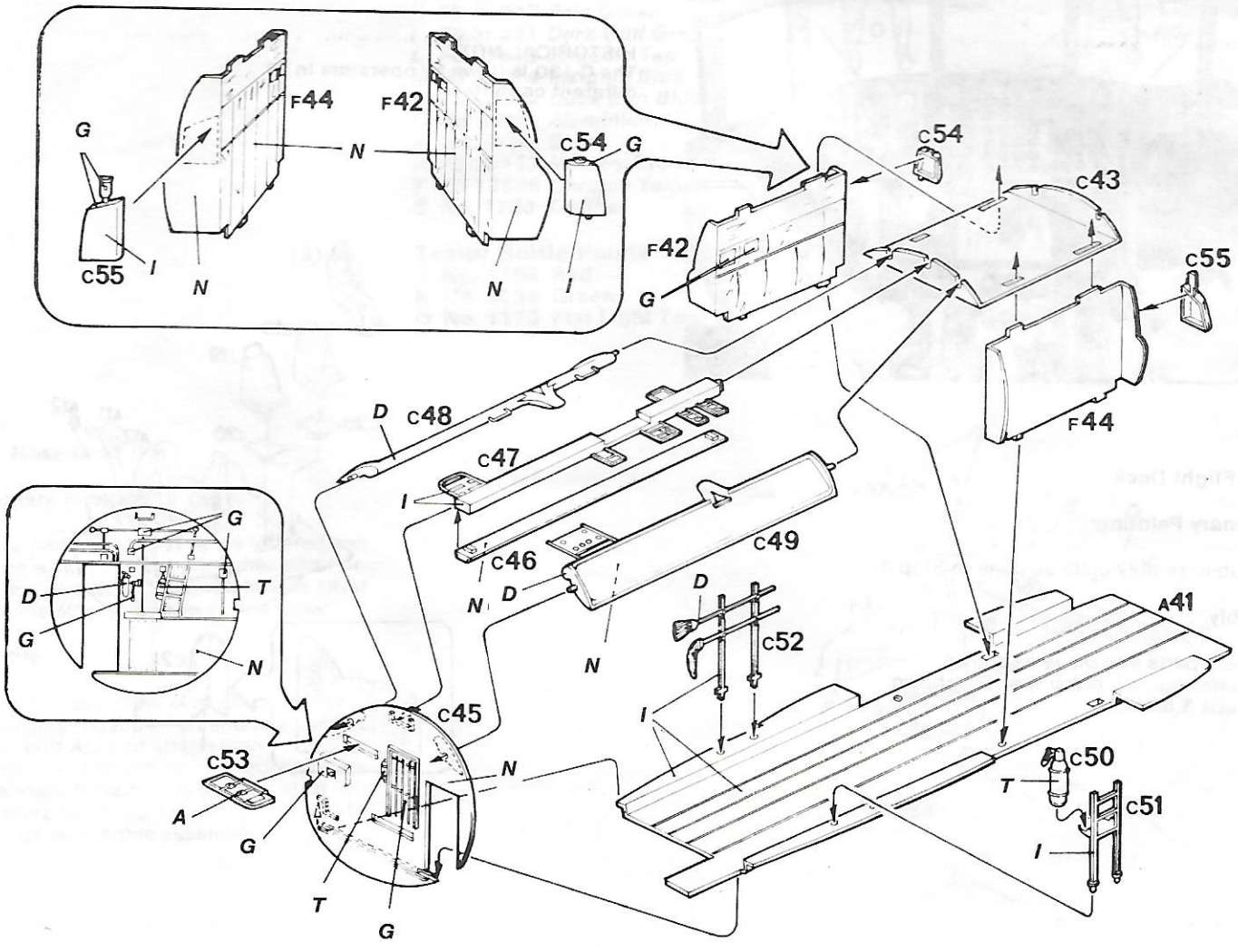
5 Cargo Area Interior

Preliminary Painting:

Paint the parts according to the letter call-outs and Paint Charts. Basic interior color is close to FS 35622. Part C52 is a rack for mop and broom – paint to suit.

Assembly

1. After painting details assemble parts to floor, A41, beginning with F42 and F44, then C43 followed by C45. This provides basic structure.
2. Now add the remaining detail parts beginning with the cementing of C46 to C47. Work slowly and carefully.



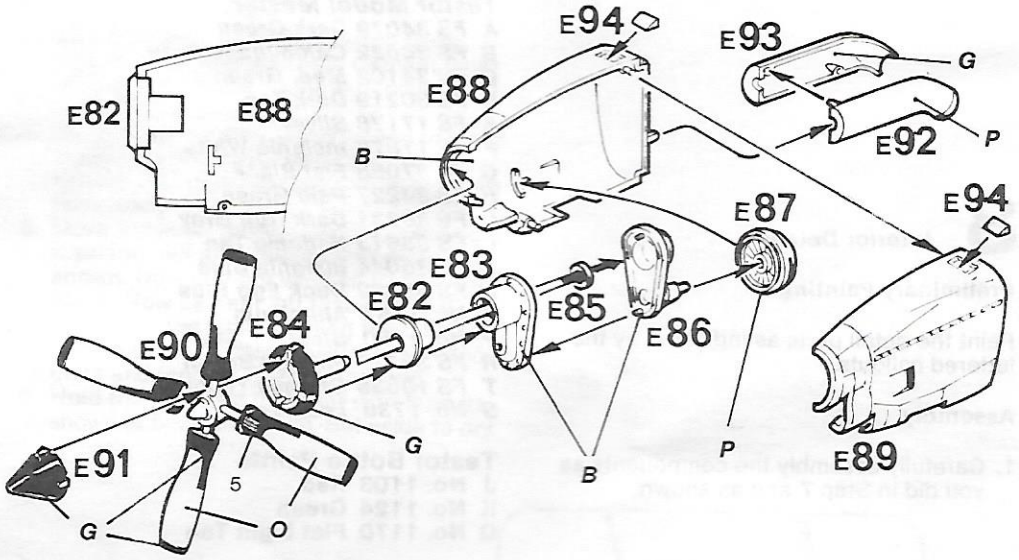
6 Engine Power Pods

Preliminary Painting:

Paint the components as indicated in the letter callouts. Allow paint to dry before beginning assembly. The propellers require decals – see decaling instructions elsewhere on this sheet.

Assembly

1. Begin by slipping E84 through E82 and carefully cement retainer, E85 to shaft of E84 – DO NOT GET CEMENT ON E82.
2. E82 can now be cemented to E88.
3. Assemble the gearbox components, E85 and E86 and add the engine compressor 1st stage, E87. Cement into the engine nacelle half, E88, as shown.
4. Cement E89 to E88 and add the vents, E94, to the nacelle. Assemble the exhaust outlet, E92 and E93, and cement to the nacelle. Complete all four power pods.
5. The propeller and spinner, E90 and E91, can be added to the model as the last step in construction in Step 14. Leaving the propellers off until last will prevent breakage.



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S No. 1736 Leather

Testor Bottle Paints
J No. 1103 Red
K No. 1124 Green
Q No. 1170 Flat Light Tan

TECHNICAL NOTE
The key to C-130 performance can be found in its Allison turboprop engines. These engines run at a near-constant RPM whether at idle or on takeoff – the fuel flow and propeller pitch do change however.

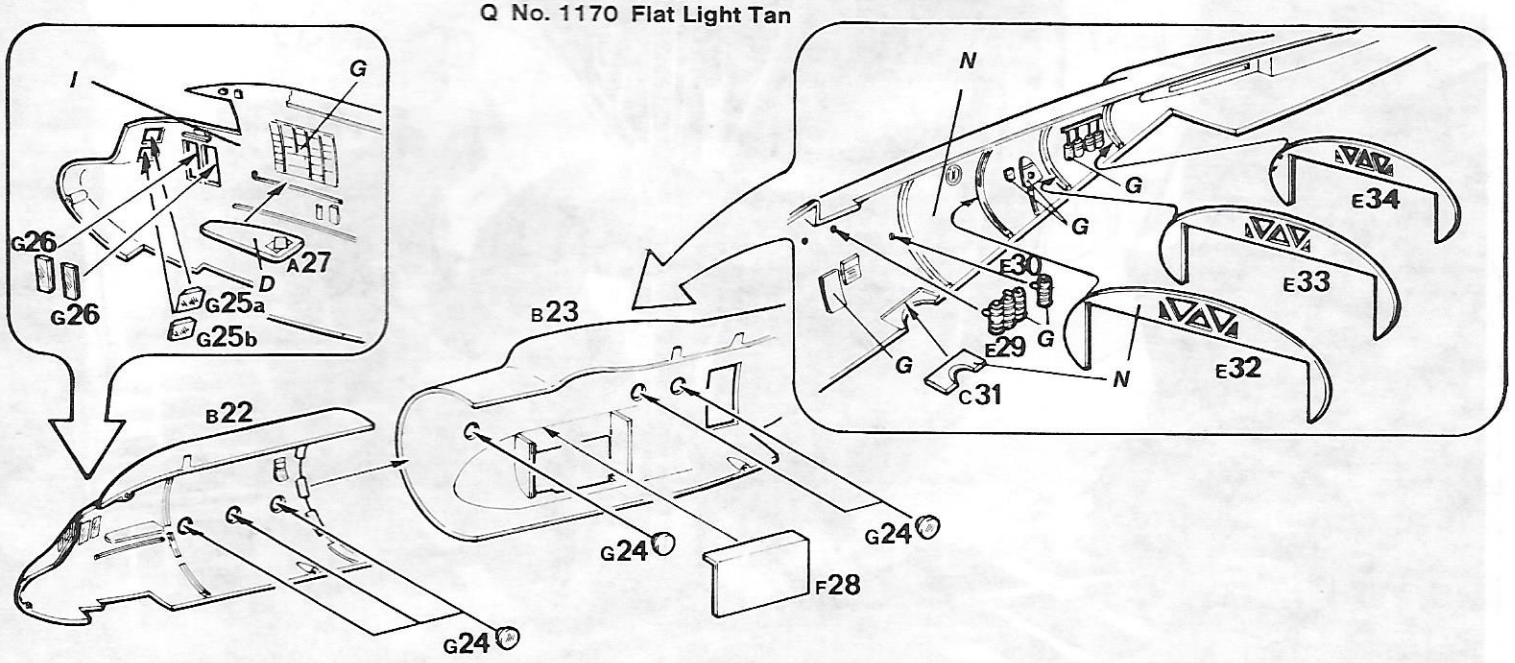
7 Interior Details

Preliminary Painting:

Paint the detail parts as indicated by the lettered callouts.

Assembly

1. Carefully cement in the windows as shown. You might wish to use white glue instead of model cement to glue in the clear parts.
2. Now cement in the other detail parts.
3. Carefully cement the nose section, B22, to main fuselage, B23, being careful to align all parts.



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TECHNICAL NOTE
The prop-driven C-130 has cruised at 37,000 ft – incredible! And it is not unusual to cruise long distances on only 2 of the 4 engines.

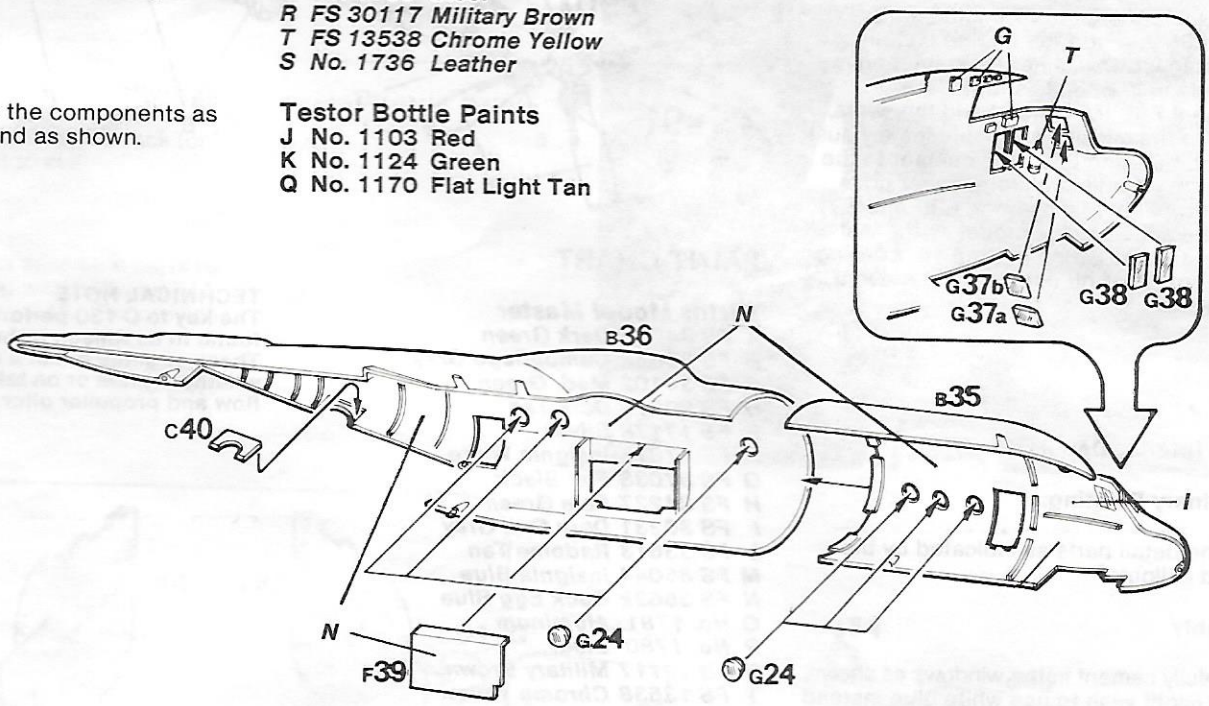
8 Interior Details

Preliminary Painting:

Paint the detail parts as indicated by the lettered callouts.

Assembly

1. Carefully assembly the components as you did in Step 7 and as shown.



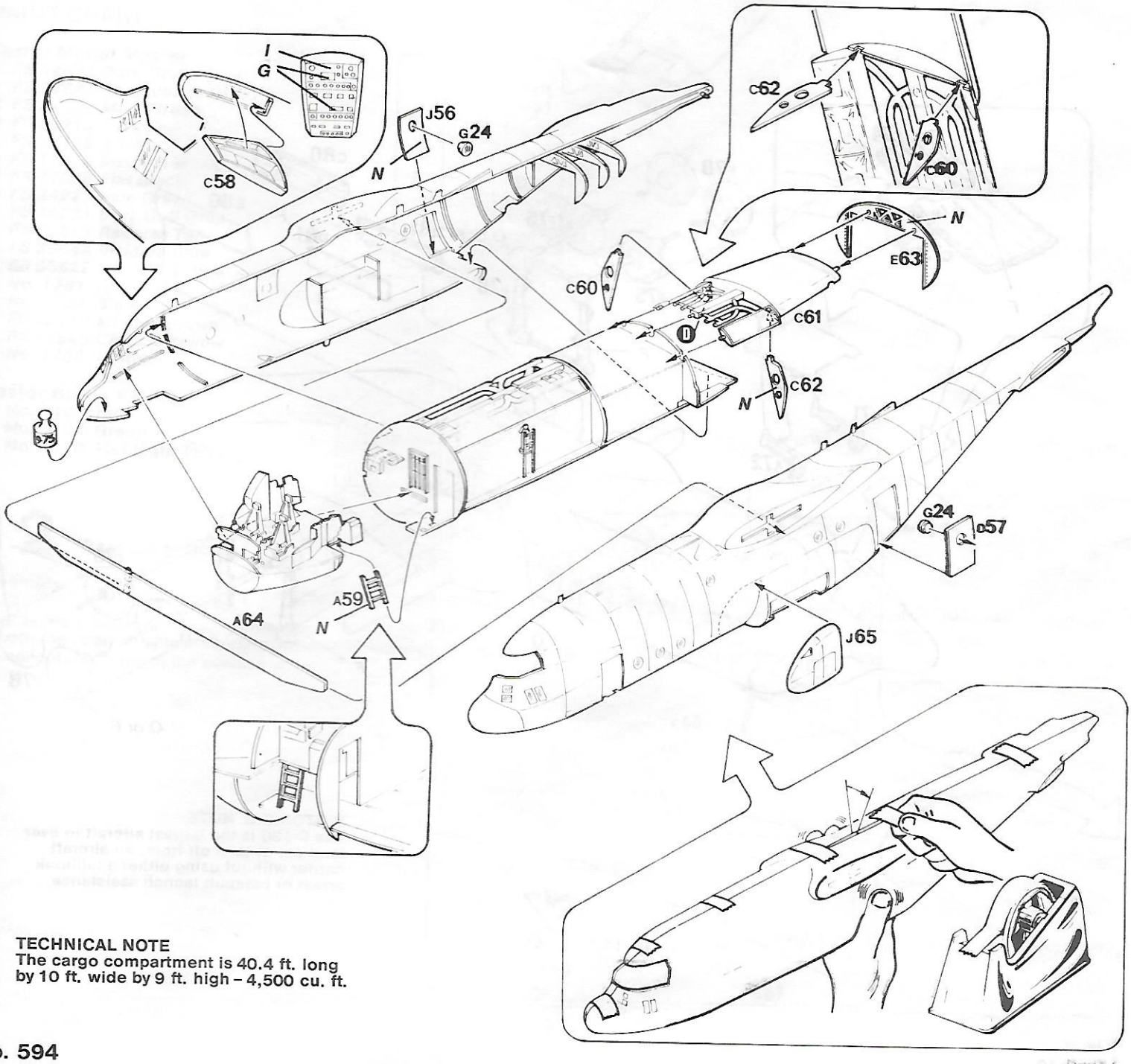
9 Fuselage Assembly

Preliminary Painting:

Follow the lettered callouts and Paint Chart for reference.

Assembly

1. NOTE: 3½ oz. of weight is needed in the nose to balance the model on its landing gear. Lead fishing weights, held in place with modeling clay in the nose as shown, will work well.
2. Cement flight deck (from Step 3 and 4) to cargo compartment forward bulkhead. Now cement aft overhead, C61, to rear cargo bulkhead, E63. Cement unit to cargo compartment unit built in Step 5.
3. Cement pilot's overhead switch panel, C58, to right fuselage half. Cement flight deck access ladder, A59, into place. Add parts C60 and C62.
4. For the next sequence you'll need to move rapidly before all the cement sets hard. Have some sticky cellophane or masking tape ready.
5. Move the inner fuselage unit into the right fuselage half and cement into place as shown. Now cement wing spar, A64, into place. Now cement left fuselage, B36, to right fuselage while guiding the internal parts into place. Now assemble the door units and landing gear fairing, J65.
6. Hold the fuselage together with tape as shown at bottom of page. Set aside to dry.



TECHNICAL NOTE
The cargo compartment is 40.4 ft. long by 10 ft. wide by 9 ft. high – 4,500 cu. ft.

10 Landing Gear

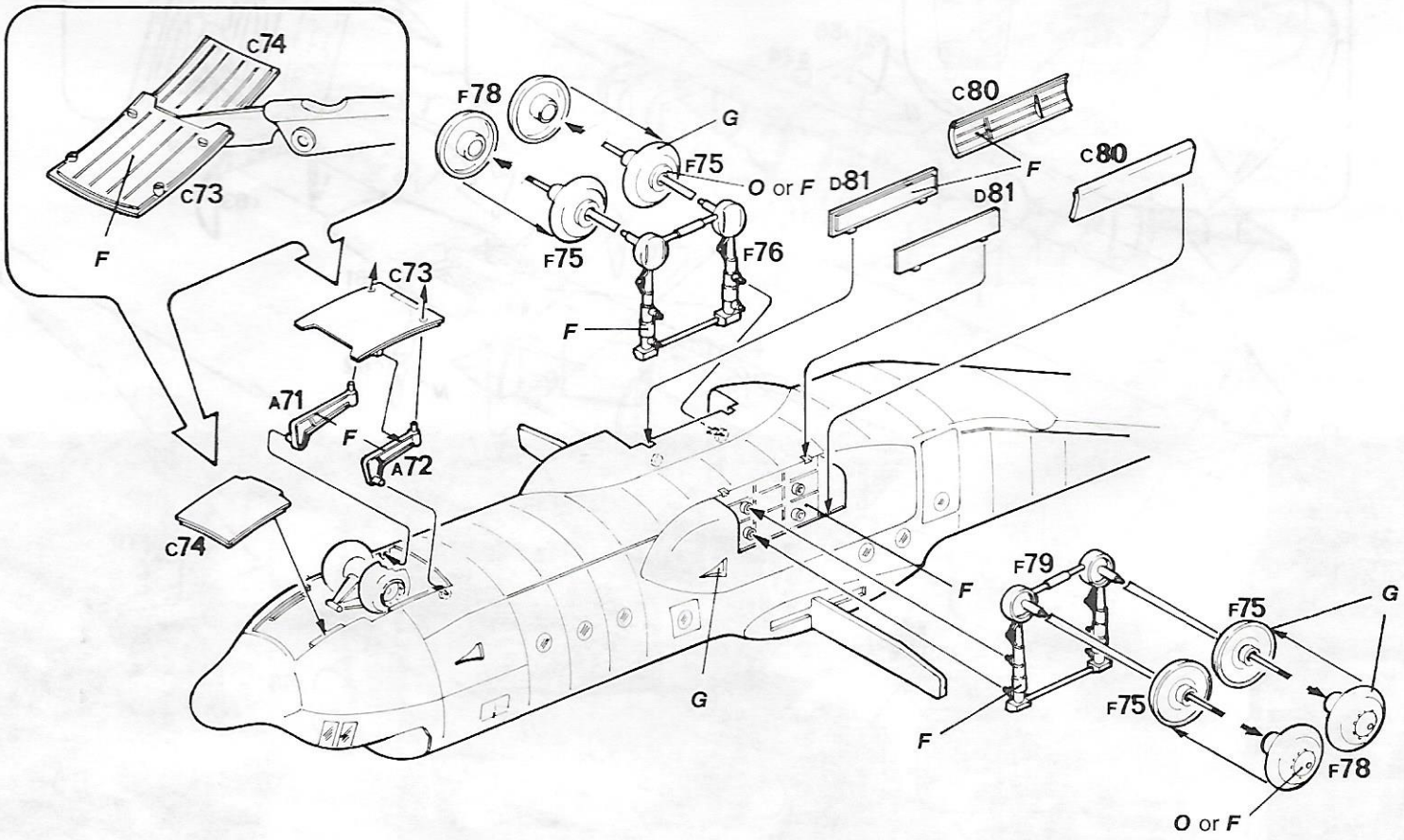
Preliminary Painting:

Paint details as indicated.

Assembly

1. Assemble main wheel units and cement to struts, F76 and F79. Now cement struts to fuselage. Add main gear doors, D81 and C80.
2. Assemble nose gear doors as shown. Note the nose gear doors must be cut apart. (If you were building your model gear-up this would not be necessary.)

HISTORICAL NOTE
The famous anti-terrorist raid on the airport at Entebbe, Uganda, was flown by 4 C-130 aircraft of the Israeli Defense Force in an operation codenamed: THUNDERBALL. It was successful.



HISTORICAL NOTE
The C-130 is the largest aircraft to ever land on, or take off from, an aircraft carrier without using either a tailhook arrest or catapult launch assistance.

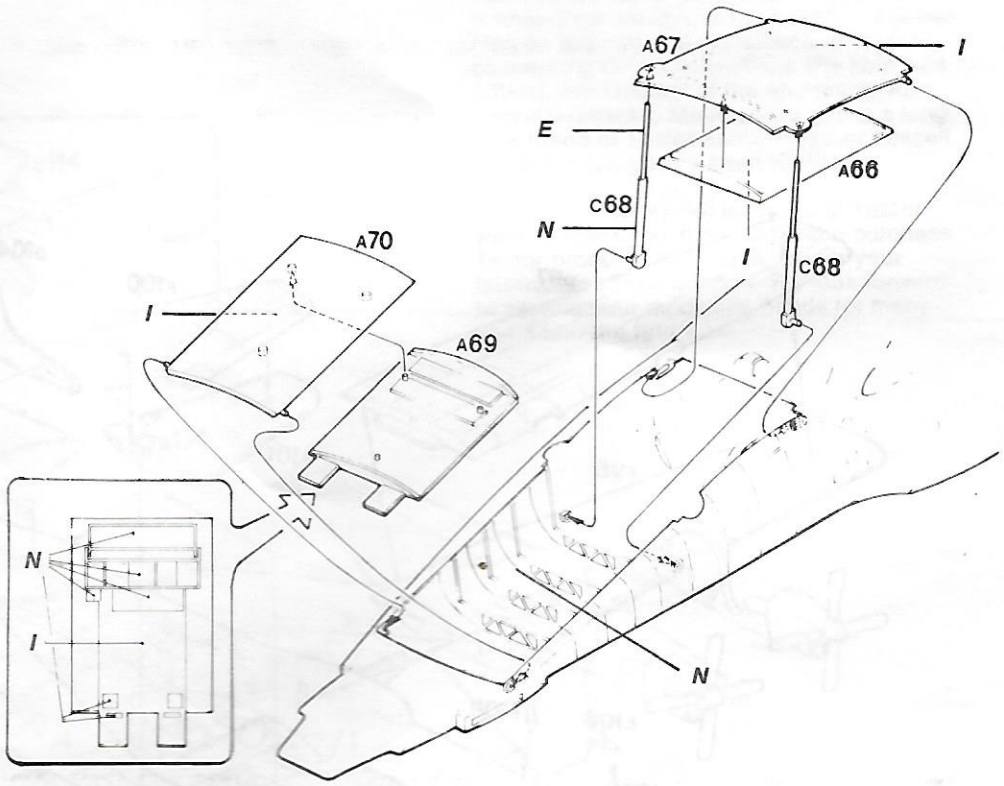
11 Rear Cargo Doors

Preliminary Painting:

Follow callouts for paint details.

Assembly

1. If you do not want the loading ramp of your model open discard parts C68.
2. Assemble ramp components as shown.
3. Slide pins on sides of ramps, A67 and A70, into fuselage grooves as shown. If your choice is a lowered ramp model glue hydraulic actuators, C68, into place as shown.



PAINT CHART

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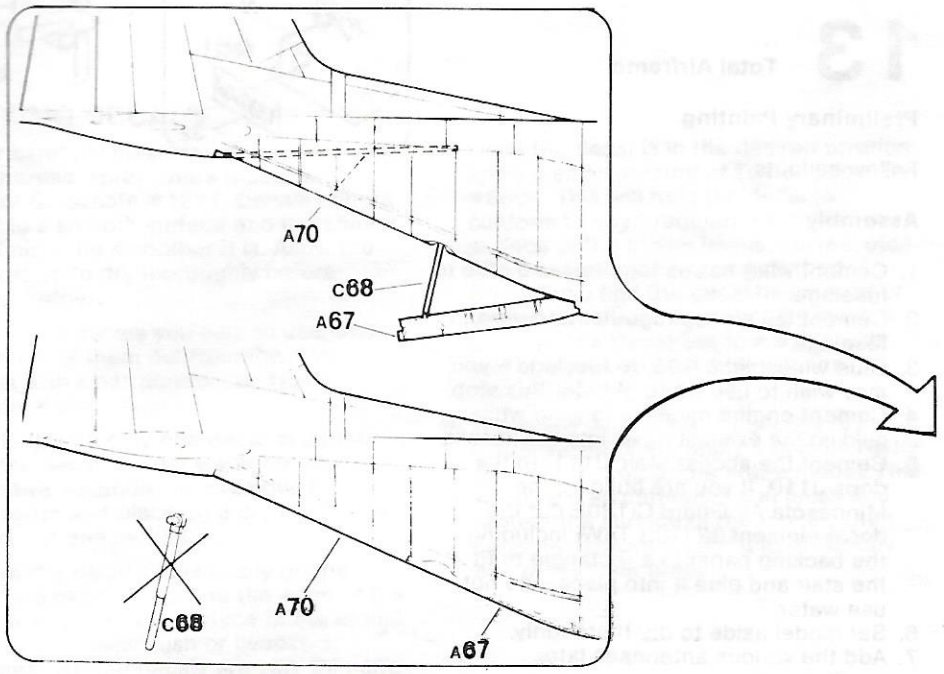
Testor Bottle Paints

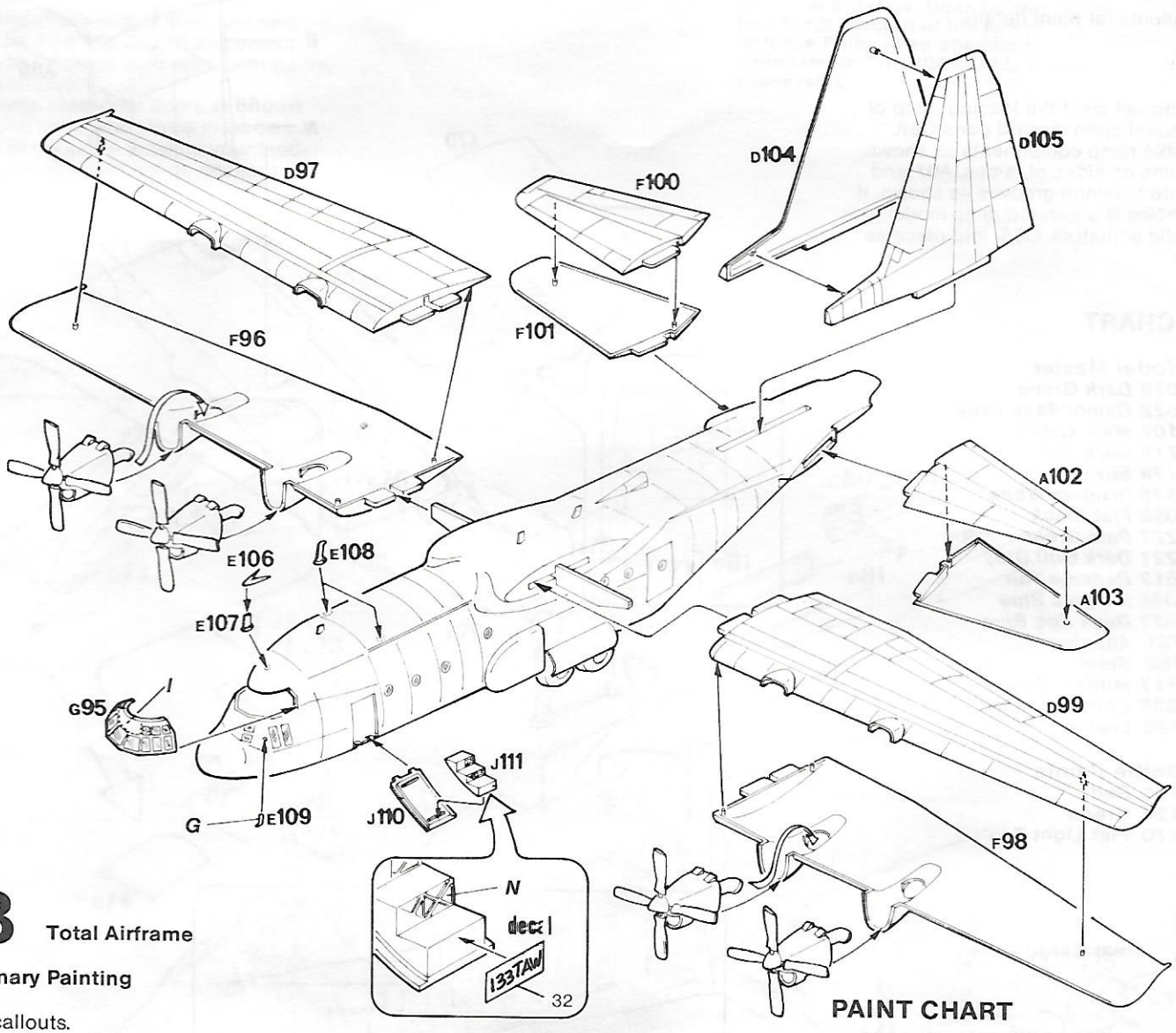
J No. 1103 Red
K No. 1124 Green
Q No. 1170 Flat Light Tan

12 Rear Cargo Doors

Assembly

1. Note the position of the cargo doors in both the open and closed arrangement.
2. Cement the doors in the position you prefer.





13 Total Airframe

Preliminary Painting

Follow callouts.

Assembly

1. Cement wing halves together and glue to fuselage.
2. Cement tail pieces together and glue to fuselage.
3. Glue windshield, G95, to fuselage – you may wish to use white glue for this step.
4. Cement engine nacelles to wing while guiding the exhaust pipes into the nacelle.
5. Cement the access stair, J111, to the door, J110. If you are building the Minnesota Air Guard C-130E cut the decal element 32 (133 TAW) including the backing paper in a rectangle to fit the stair and glue it into place – do not use water.
6. Set model aside to dry thoroughly.
7. Add the various antennaes later.

PAINT CHART

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Testor Bottle Paints

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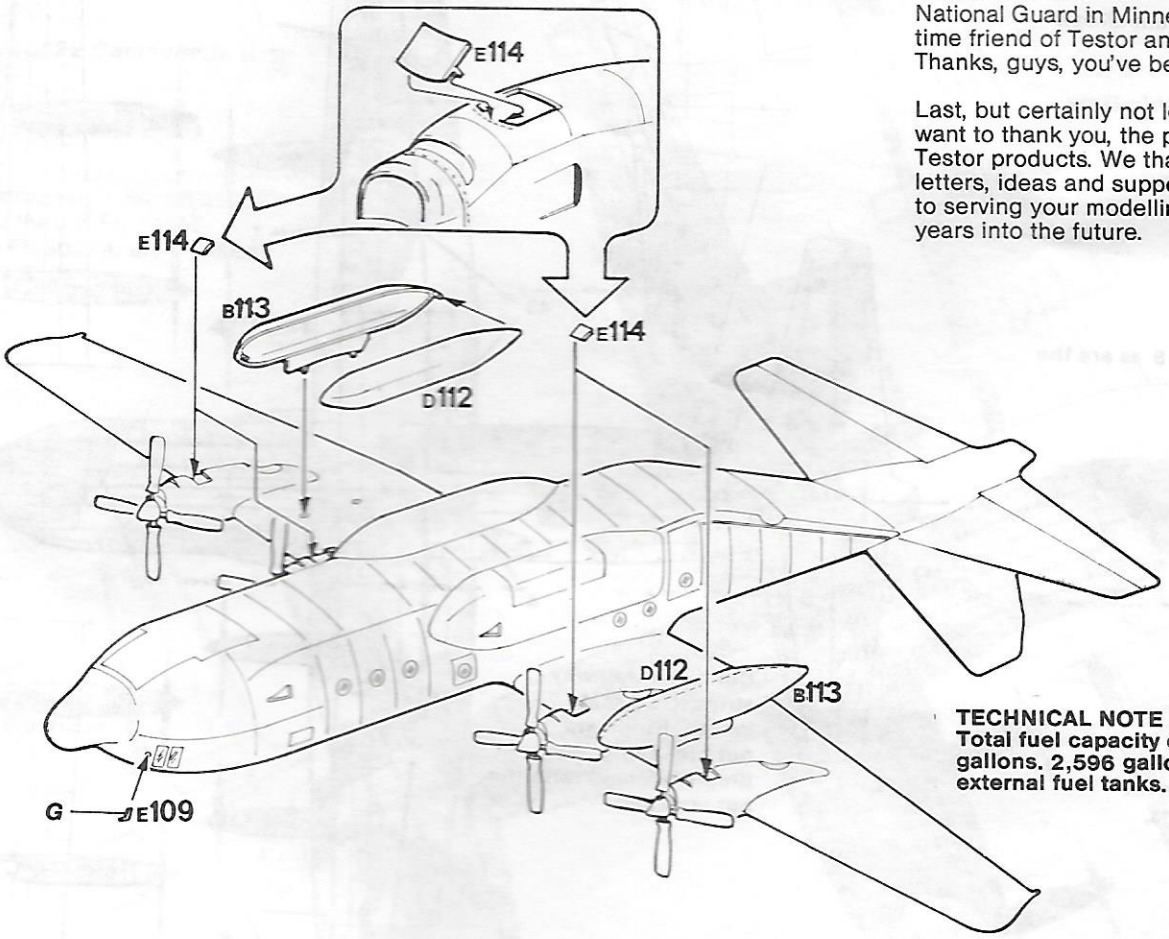
The Testor Corporation would like to thank the following people for their assistance in making this 1:48th C-130 model a reality: Joe Dabney, Public Relations Cooordinator at Lockheed-Georgia Company . . . helpful, knowledgeable and fast. We count him a friend. Dave Davenport – "Mr. C-130." Dave is known for his love of the C-130, his photo files on the bird and his collection of trivia concerning C-130 operations. His help was critical. Jim Goodall of the Minnesota Air National Guard in Minneapolis. Jim is a long-time friend of Testor and a modeller himself. Thanks, guys, you've been terrific.

Last, but certainly not least, we at Testor want to thank you, the people who purchase Testor products. We thank you for your letters, ideas and support. We look forward to serving your modelling needs for many years into the future.



TECHNICAL NOTE
Total fuel capacity of a C-130 is 9,248 U.S. gallons. 2,596 gallons of this are in the external fuel tanks.

14 Airframe Underside

Preliminary Painting:

See paint schemes pages.

Assembly

1. Cement fuel tank halves together and cement tanks to underwing.
2. Cement nacelle outlet doors to nacelles as shown. Add pitot tube, E109, to fuselage. The model is now basically complete except for final paint and decals. See pages 14 and 15 for details.

APPLYING DECALS

1. After carefully masking canopy and other clear areas, spray entire model with Testor Glosscote #1261. Decals adhere best to a smooth surface and the shinier the finish, the smoother it is. Allow the Glosscote to dry thoroughly before going further.
2. Select the decals you plan to use, and cut each of them out from the decal sheet with small scissors or Testor Hobby Knife.
3. Working with only one decal at a time, dip the decal in clear water for no more than five seconds, then remove it from the water and place on a dry paper towel for about one minute.
4. When the decal slides easily on the backing paper, slide it to the edge of the paper and onto the surface of the model with a soft paintbrush or tweezers. Remember: the decals are very thin and can be easily ripped if care is not taken. Work slowly and patiently.
5. Once the decal is in the desired position, apply a small amount of Testor Decal Set #8804. This will help the decal to conform to any irregularities in the surface of the model (rivets, curves, etc.). Allow the decal to dry undisturbed. Should you find the decal has moved or should you desire to purposely move it, apply a little Decal Set to a soft brush and push the decal slowly into the desired position.
6. When the decals are completely dry (usually overnight), apply a coat of Testor Dullcote #1260 to the entire model. This will give it an authentic, dull finish and protect the surface of the model. Then carefully remove masking from canopy and other clear areas.

C-130E
133 Tactical Air Wing
Minnesota Air Guard

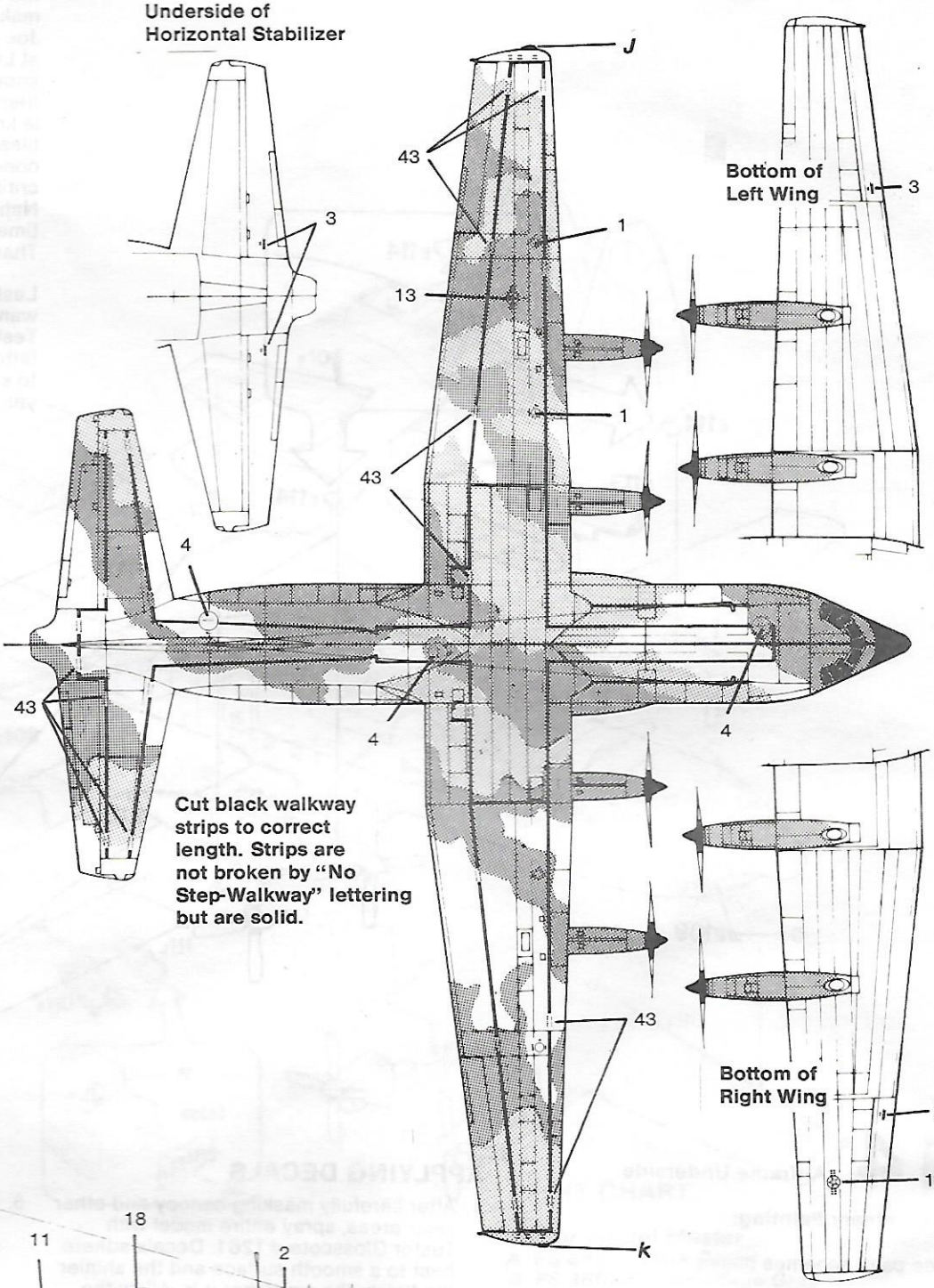
PAINTING

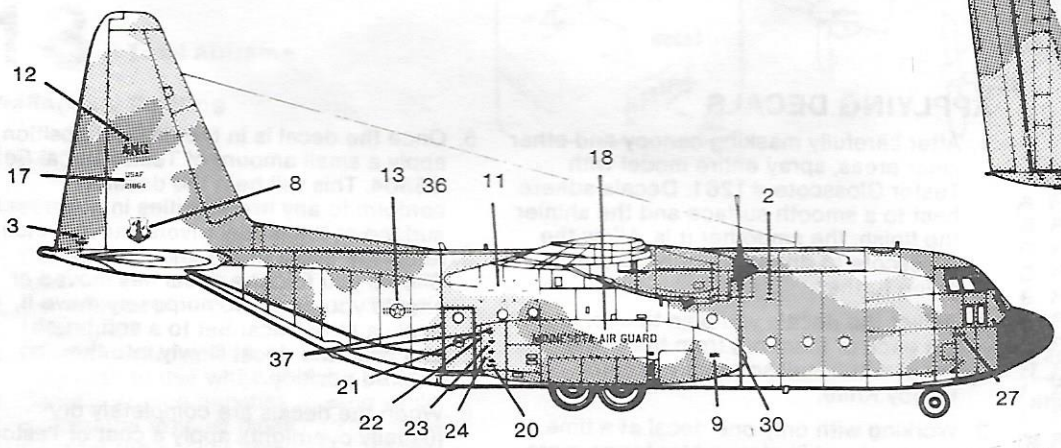
- *FS 34092 Euro I Dk. Green*
- *FS 34102 Medium Green*
- *FS 36118 Gunship Grey*
- *FS 37038 Flat Black*

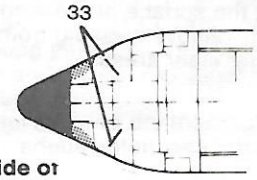
Drop tanks are FS 36118 as are the tank pylons.

See page 16 for Alaska Air Guard C-130H markings.

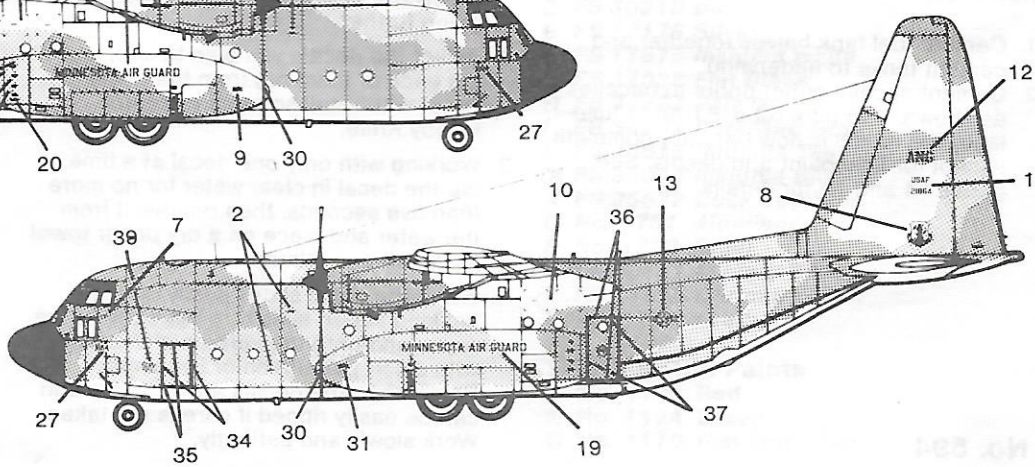
Underside of Horizontal Stabilizer







Underside of Nose



PAINTING

C-130E
21 Tactical Airlift Squadron
Japan

FS 34079 Dark Green

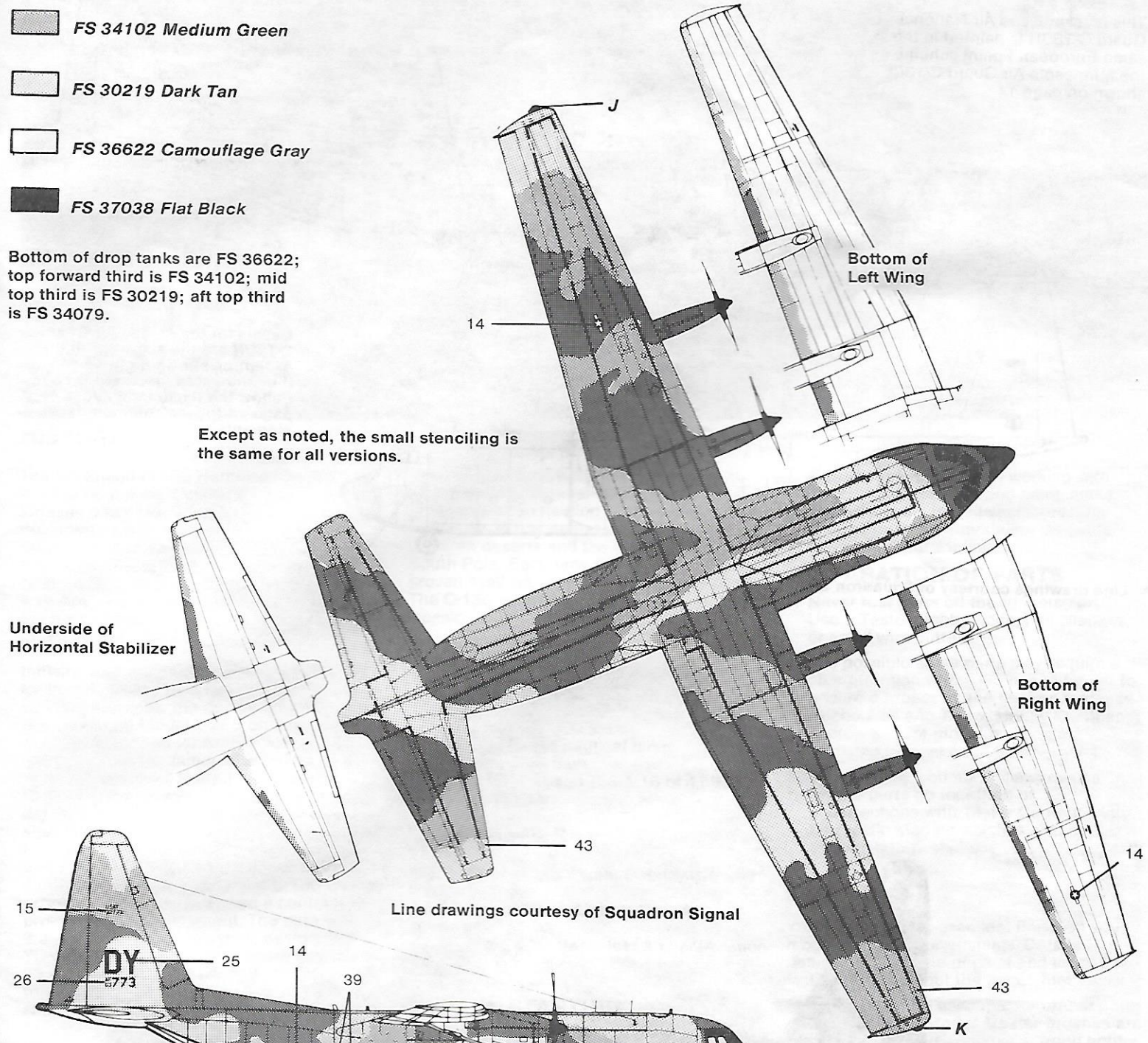
FS 34102 Medium Green

FS 30219 Dark Tan

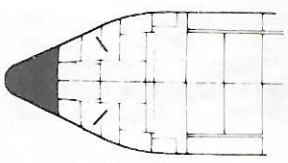
FS 36622 Camouflage Gray

FS 37038 Flat Black

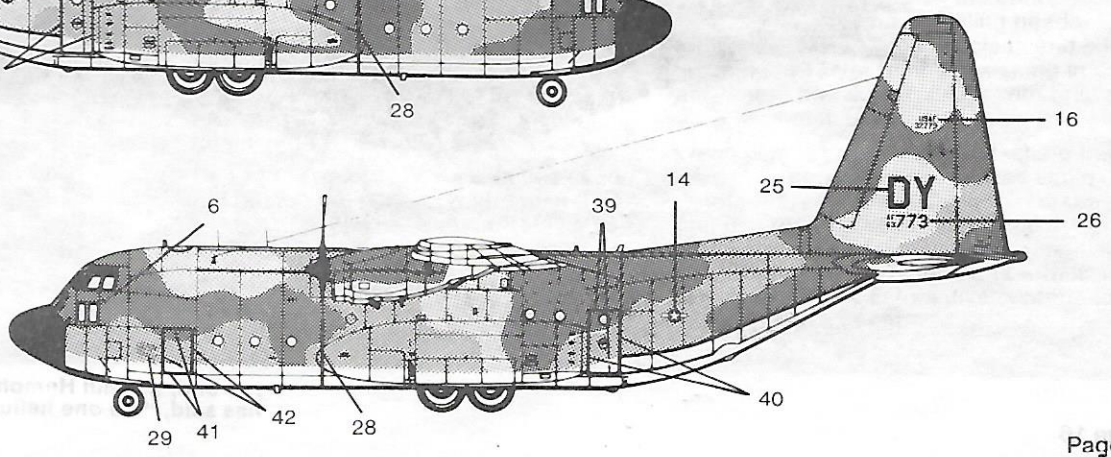
Bottom of drop tanks are FS 36622; top forward third is FS 34102; mid top third is FS 30219; aft top third is FS 34079.



Line drawings courtesy of Squadron Signal



Underside of Nose

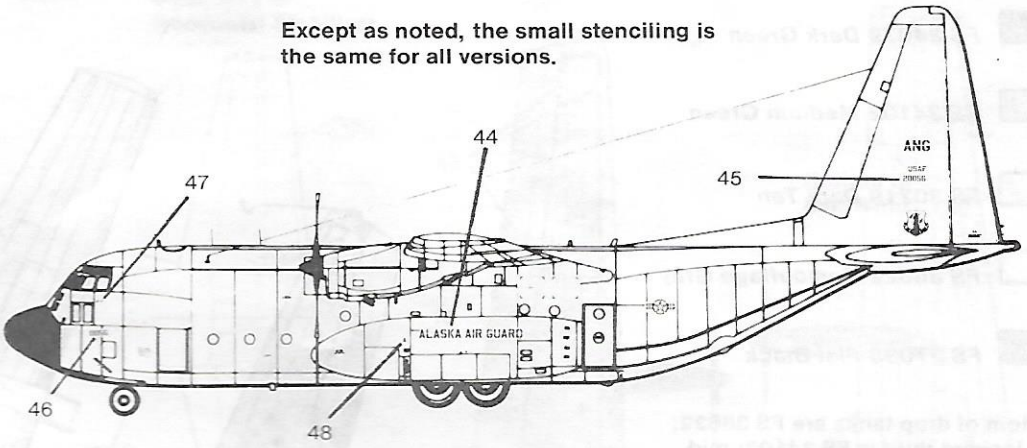


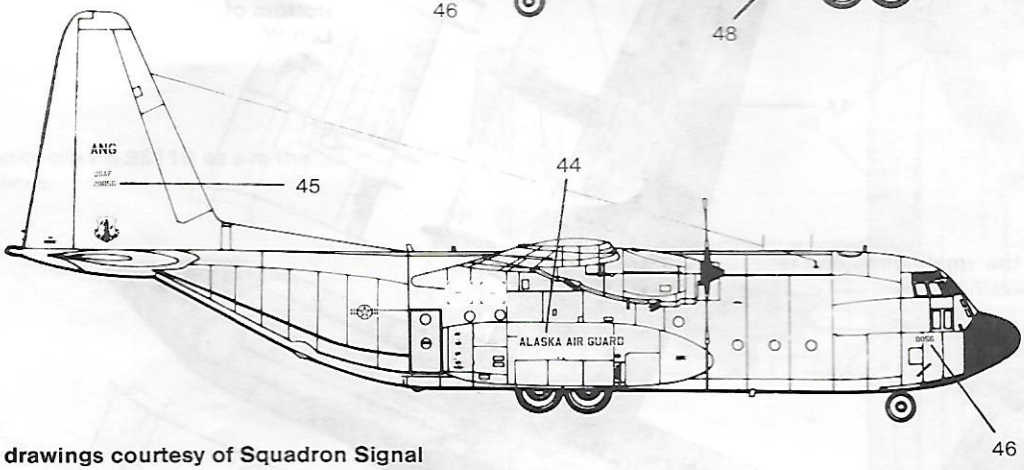
C-130H
Alaska Air Guard

PAINTING

This Alaska-based Air National Guard C-130H is painted in the same European I paint scheme as the Minnesota Air Guard C-130E shown on page 14.

Except as noted, the small stenciling is the same for all versions.





Line drawings courtesy of Squadron Signal

Decals for the Alaska Air Guard C-130H are the same – with the exception shown on this page – as the Minnesota Air Guard C-130E. Follow the decal indications on page 14 for the common decal elements.

. . . and, as Paul Hemphill of the *Atlanta Journal* has said, "It's one helluva airplane." Amen.