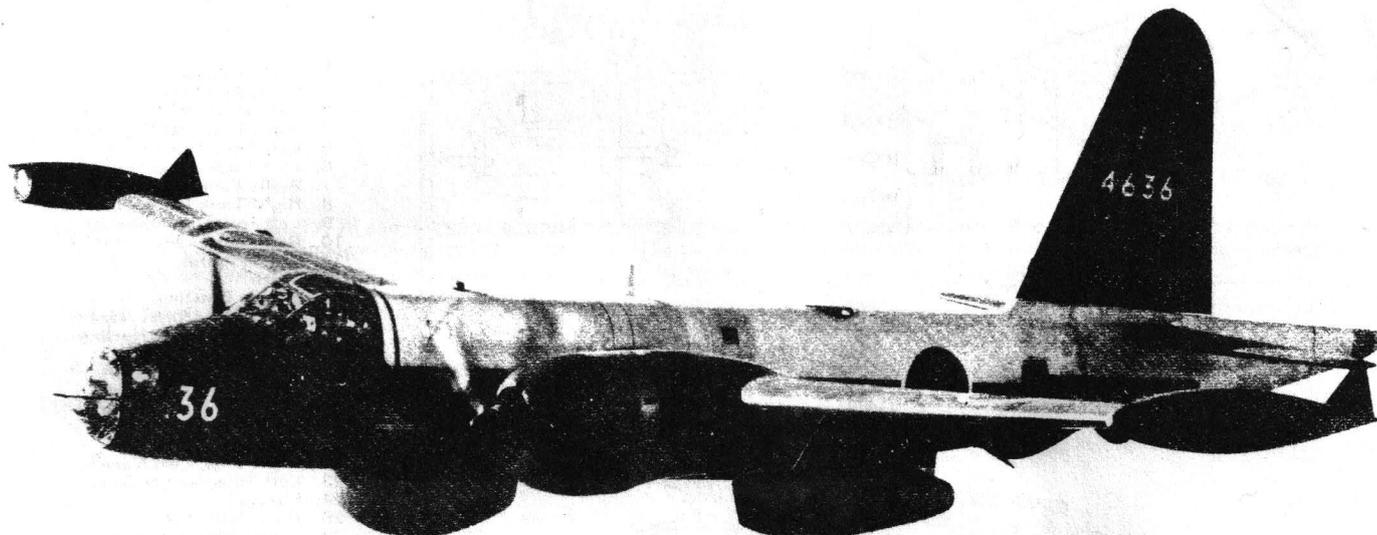


# LOCKHEED P-2H(P2V-7) NEPTUNE



## HISTORY

At the outbreak of World War II, the U.S. Navy patrol bomber fleet consisted of seaplanes or amphibians. By their very nature these planes were clumsy and slow since the ability to land on water required floats or pontoons. Breaking the otherwise clean lines of the airplane, the floats were useful only on the water; in the air they simply caused drag which slowed the plane or reduced its range.

During the war, heavy land-based bombers were modified into long-ranging patrol craft. Although not specifically designed for the patrol bomber role, these planes were clearly superior to the flying boats for the job. In April of 1944 the U.S. Navy placed an order with Lockheed for a land-based bomber designed expressly for the patrol operation. Originally designated XP2V-1 and called Neptune in keeping with Lockheed's tradition of naming their planes after heavenly bodies, the new plane was first flown on May 17, 1945.

The third production Neptune was fitted with a streamlined extended nose and extra fuel tanks for a record setting endurance flight. With a fuel load of 8,396 gallons and a gross weight of 85,500 lbs this P2V-1 lifted from the runway at Perth, Australia and 55 hours later landed at Port Columbus, Ohio. Nicknamed "Truculent Turtle", this Neptune set a non-refueled straight-line distance record of 11,236 miles. (Today the "Truculent Turtle" is preserved and on display at NAS Norfolk, VA.)

The second production version of the Neptune, the P2V-2, featured the streamlined nose of the record breaking "Turtle" although the new nose contained six 20 mm cannons. Further refinements led to the P2V-3, to which more powerful engines were added. Eleven of this type were equipped for carrier operations and one was flown from the carrier Coral Sea at a gross weight of 74,000 lb and flown 4,000 miles dropping a 10,000 lb dummy atomic bomb at the half-way point.

The next major milestone in the development of the Neptune came during the production life of the P2V-5. In a test to improve performance even more, two Westinghouse J34 turbojet engines were added. The resulting performance increase resulted in the addition of the jets to all P2V-5's. Through the nineteen year production life of the Neptune this versatile patrol bomber had grown from a gross weight of 54,527 lbs to 79,895 lbs as more electronic equipment was added to keep it abreast of anti-submarine technology. A Magnetic Anomaly Detection (MAD) boom sprouted from the tail on the P2V-6 version while the P2V-7 combined the MAD boom with the auxiliary jets of the -5 model.

This final version of the Neptune, redesignated P-2H in 1962, was first flown on April 26, 1954. Many of the P-2H's were delivered to the Navy with an Emerson dorsal turret carrying two 20 mm cannons but this was eventually omitted from the plane.

The success of the Neptune is apparent by the fact that, until the appearance of the P-3A Orion, the P-2 was virtually the only land-based patrol plane ordered by the U.S. Navy in the years following the war. A small quantity of similar Martin P4M-1 Mercators were ordered but even these were replaced by Neptunes. In 1959 Lockheed supplied the Neptune to the Japanese Self Defense Force and a contract was awarded to the Kawasaki Company to manufacture the bomber under license. Other countries to operate Neptunes were Canada, France, Australia, the Netherlands and Portugal.

One interesting variation to the Neptune configuration was the replacement of the piston engines by GE T64 turbo-props. This version was produced by Kawasaki as the P-2J.

## SPECIFICATIONS

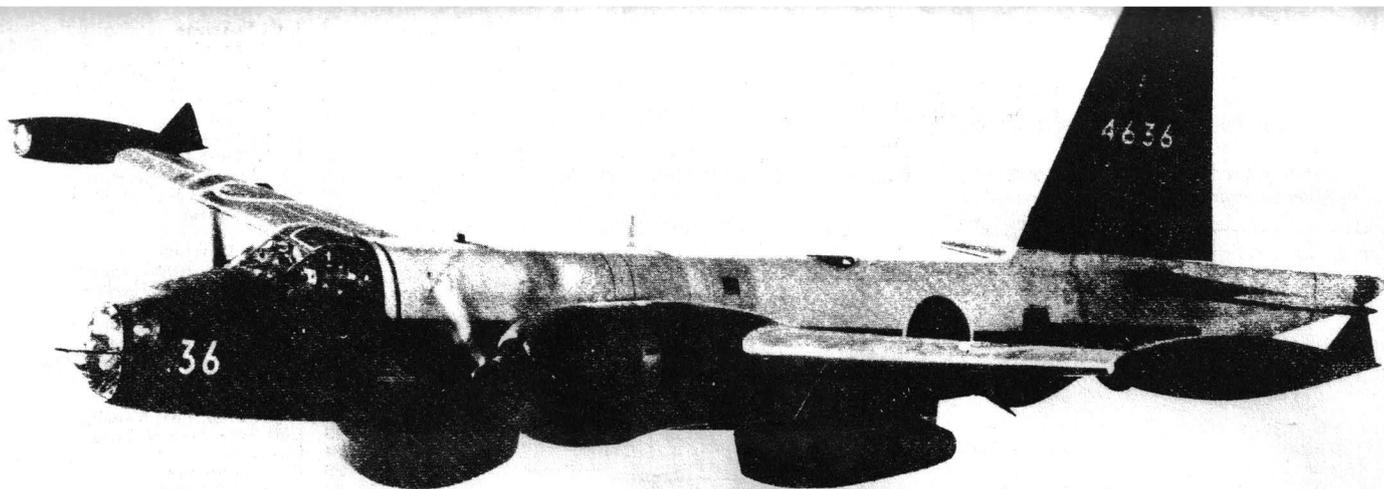
Wingspan: 103 feet 10 inches

Length: 91 feet 8 inches

Powerplant: Two 4,000 hp Wright R-3350-32W piston engines; Two 3,400 lbs thrust Westinghouse J34-WE-36 jets

Performance: Maximum speed 356 mph at 10,000 feet. Range 2,200 miles

Armament: Varies. Weapons bay has provision for more than 8,000 lbs of weapons including two 2,165 lb torpedoes, two Mk 55 mines, twelve depth charges, four 2,000 lb bombs or sixteen 500 lb bombs with sixteen 5 inch High Velocity rockets (HVAR's) on



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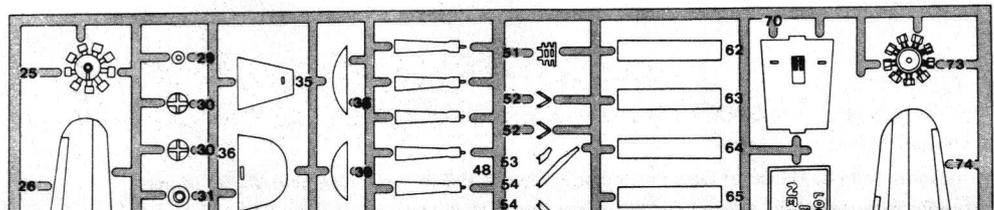
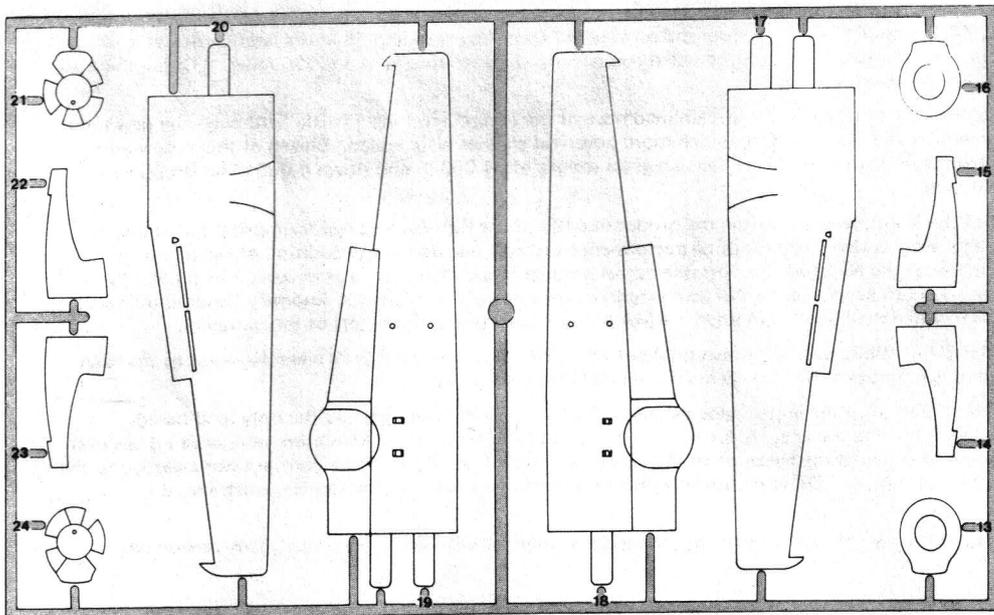
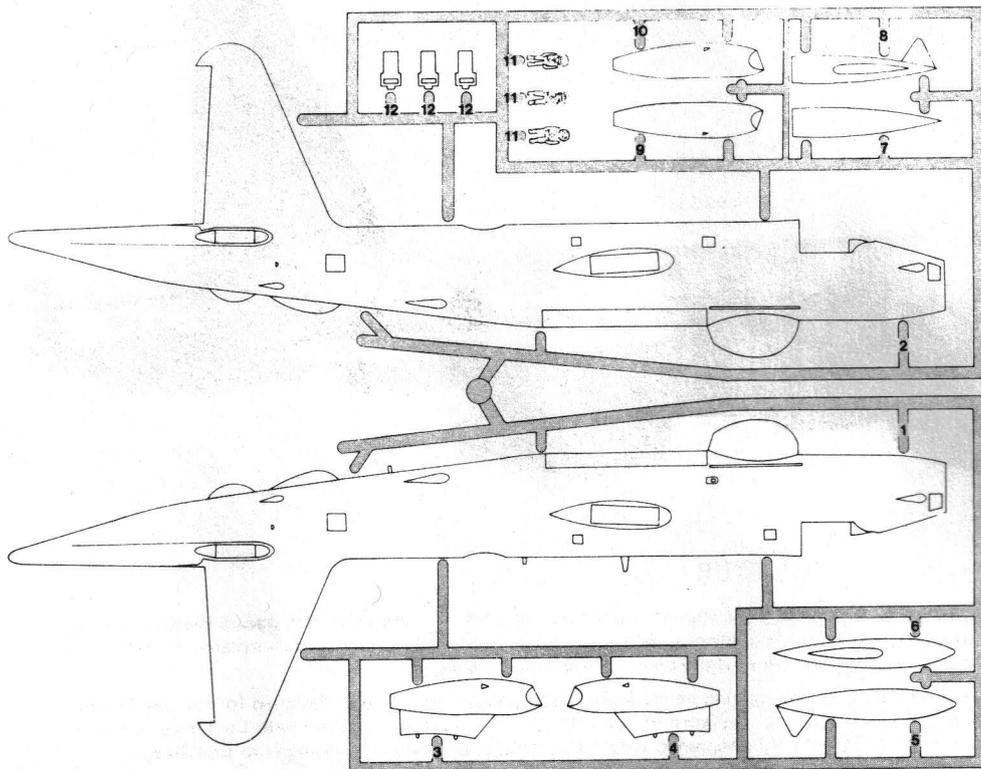
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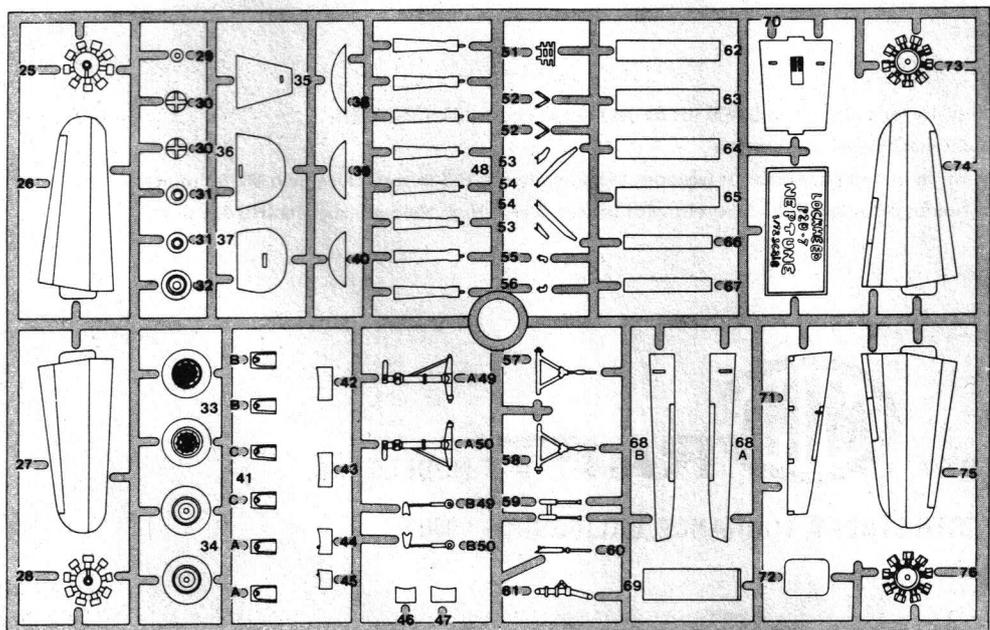
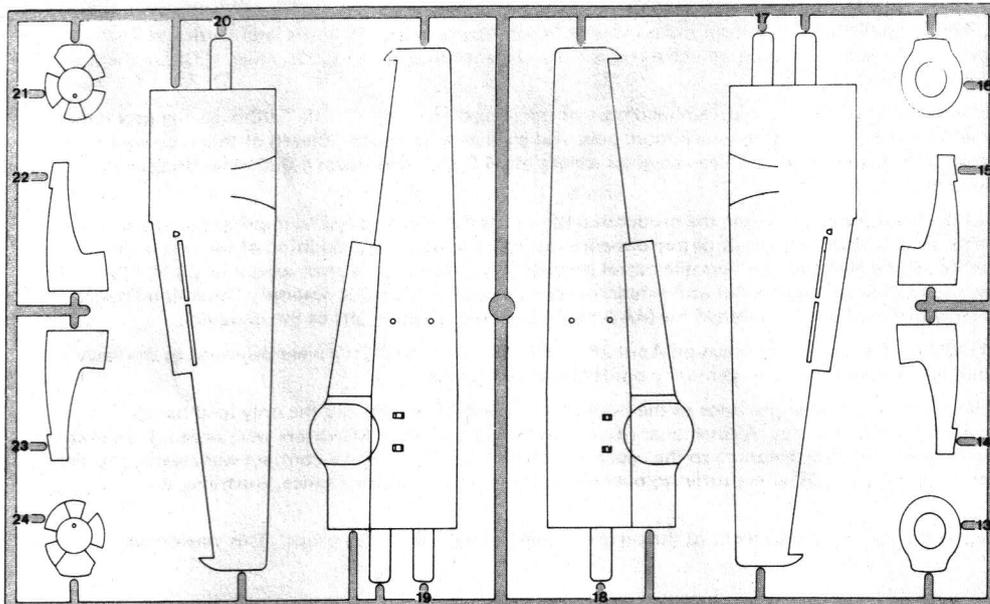
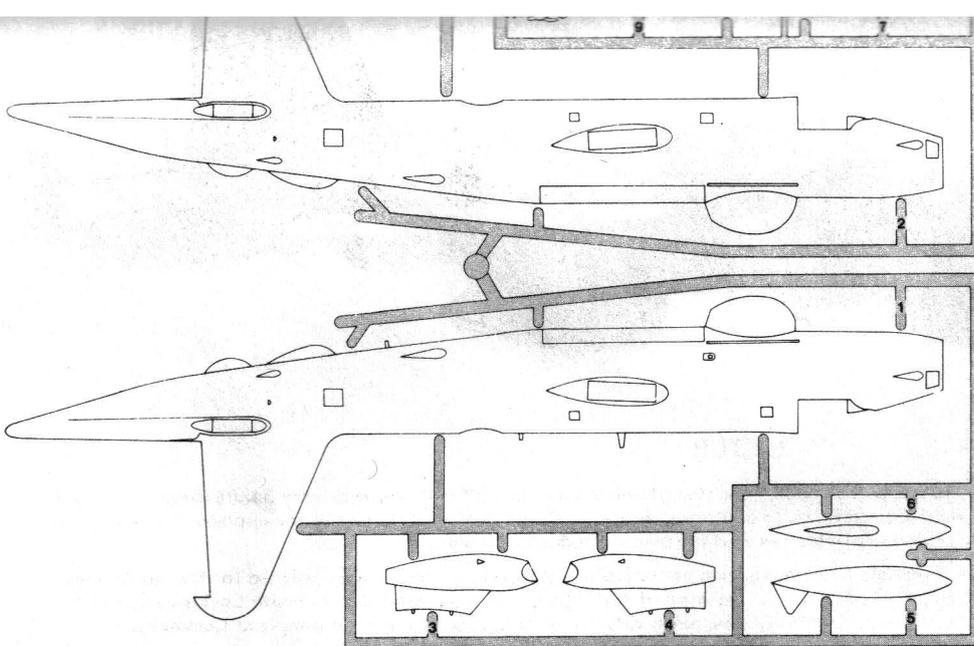
1510 W. 228TH STREET, TORRANCE, CALIFORNIA 90501

## PART DRAWINGS AND PART NUMBERS (Before Assembling Your Kit)

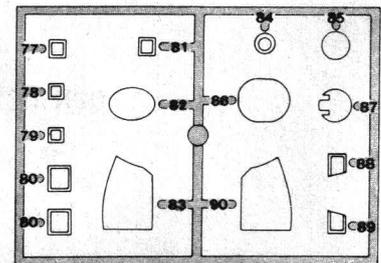
Read these instructions carefully before assembling your model and check the exact fit of the parts before cementing. Clean off excess plastic, if any, with a sharp knife or a file. Since many tiny parts are included, check them with the assembly drawing before assembling. Do not tear off parts from the stem, but cut them off carefully with a knife or clippers. Do not cut off all of the parts at the beginning, but cut each part to be assembled, one by one, to assure each part being properly identified. Do not use too much cement since surplus adhesive can spoil the finish.



1. Left Fuselage
2. Right Fuselage
3. Left Outer Jet Pod Half
4. Right Inner Jet Pod Half
5. Left Tank Inner Half
6. Left Tank Outer Half
7. Right Tank Inner Half
8. Right Tank Outer Half
9. Left Inner Jet Pod Half
10. Right Outer Jet Pod Half
11. Crew Figures
12. Seats
13. Engine Cowling
14. Right Side, Right Nacelle
15. Left Side, Right Nacelle
16. Engine Cowling
17. Left Wing Upper Half
18. Left Wing Lower Half
19. Right Wing Lower Half
20. Right Wing Upper Half
21. Firewall
22. Right Side, Left Nacelle
23. Left Side, Left Nacelle
24. Firewall
25. Rear Cylinders
26. Lower Left Stabilizer
27. Lower Right Stabilizer
28. Rear Cylinders
29. Searchlight
30. Prop Shaft
31. Spinner
32. Nose Wheel
33. Outer Main Wheel Half
34. Inner Main Wheel Half
35. Nose Floor
36. Bulkhead
37. Bulkhead
38. Instrument Panel
39. Nacelle Fairing
40. Nacelle Fairing
- 41A, B, C. Exhaust Stacks
42. } Cowl Flaps
43. }
44. }
45. }
46. }
47. }
48. Propeller Blades
- 49A. Gear Strut 49B. Left Gear Arm
- 50A. Gear Strut 50B. Right Gear Arm
51. Basket
52. Scissors
53. Small Antenna
54. Large Antenna
55. Left Pitot Head
56. Right Pitot Head
57. Left Strut (Landing Gear)
58. Right Strut (Landing Gear)
59. Machine Guns
60. Nose Gear Retracting Arm
61. Nose Gear Strut
62. Main Gear Door
63. Main Gear Door
64. Main Gear Door
65. Main Gear Door
66. Nose Gear Door
67. Nose Gear Door
68. Ailerons (A = Left, B = Right)
69. Nose Wheel Well
70. Cockpit Floor
71. Rudder
72. Gun Platform
73. Front Cylinders
74. Left Stabilizer Top
75. Right Stabilizer Top
76. Front Cylinders
77. Window, Left
78. Window, Left
79. Window, Right
80. Window, Left and Right
81. Window, Right
82. Turret Cover
83. Canopy Right Half
84. Astrodome
85. Searchlight Lens
86. Nose
87. Turret
88. Nose Window, Right
89. Nose Window, Left

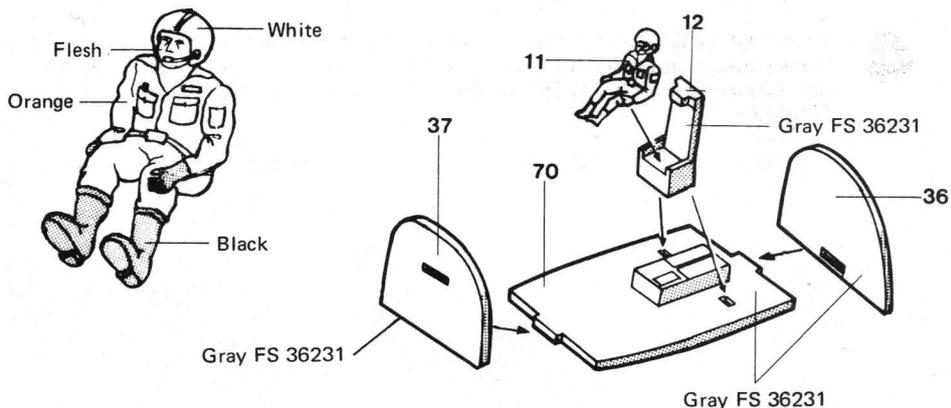


- 8. Right Tank Outer Half
- 9. Left Inner Jet Pod Half
- 10. Right Outer Jet Pod Half
- 11. Crew Figures
- 12. Seats
- 13. Engine Cowling
- 14. Right Side, Right Nacelle
- 15. Left Side, Right Nacelle
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- 20. Right Wing Upper Half
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- 22. Right Side, Left Nacelle
- 23. Left Side, Left Nacelle
- 24. Firewall
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- 26. Lower Left Stabilizer
- 27. Lower Right Stabilizer
- 28. Rear Cylinders
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- 30. Prop Shaft
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- 79. Window, Right
- 80. Window, Left and Right
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- 84. Astrodome
- 85. Searchlight Lens
- 86. Nose
- 87. Turret
- 88. Nose Window, Right
- 89. Nose Window, Left
- 90. Canopy Left Half



# 1

Cement two crew figures (11) to two seats (12) and cement seats to cockpit floor (70). Cement bulk-heads (36 and 37) to floor as shown.



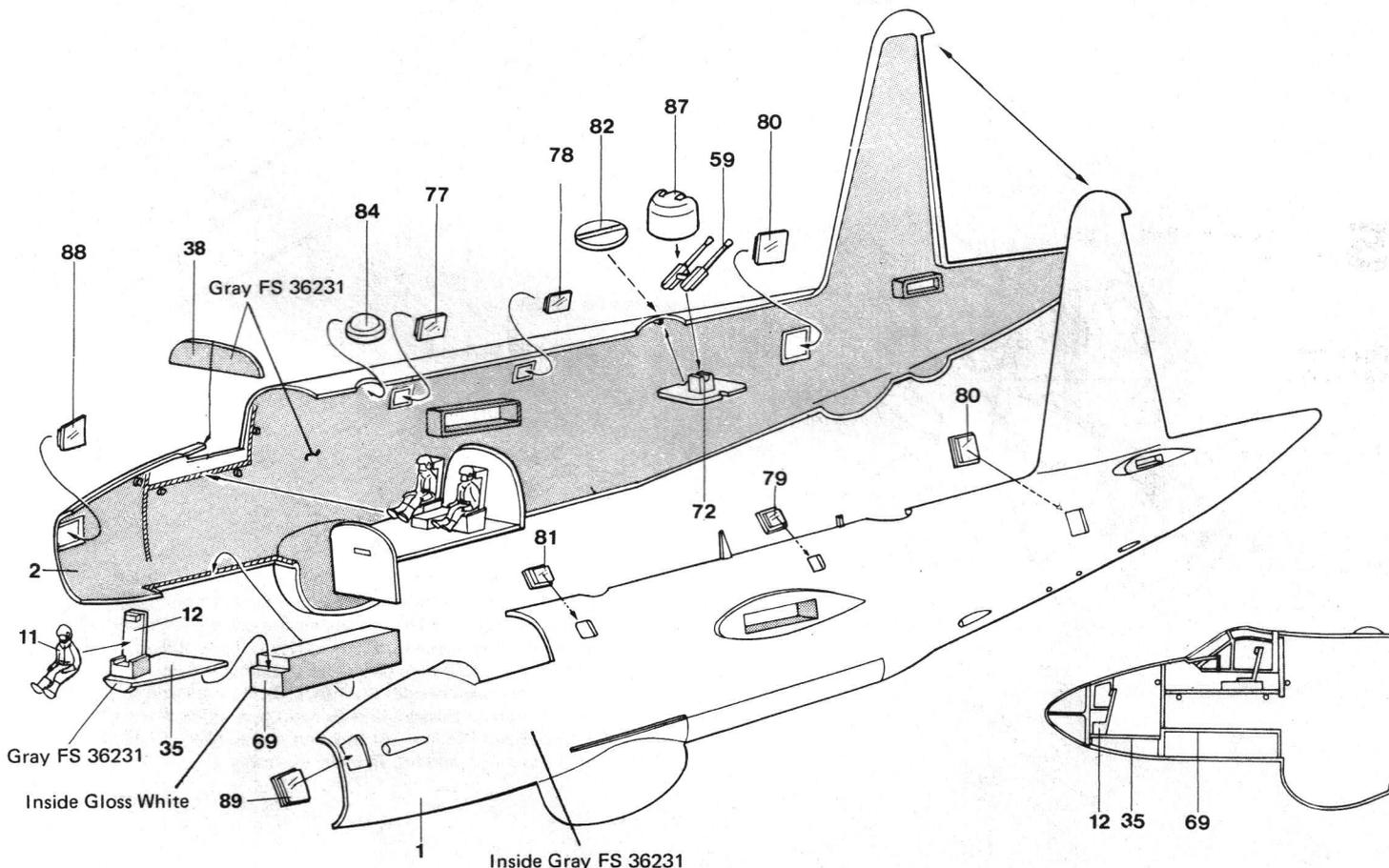
# 2

Cement clear windows (88, 77, 78 and 80) into right fuselage side (2). Cement cockpit assembly from Step 1 into position on right fuselage side as shown. Cement remaining crew figure (11) to seat (12). Cement seat to nose floor (35) and cement floor to notch in nose wheel well (69). Cement assembly into nose of right fuselage side. Cement instrument panel (38) and astrodome (84) in right fuselage.

FOR U. S. NAVY VERSION: Cement gun platform (72) into fuselage. Place guns (59) into notch on platform then cement clear turret (87) to platform.

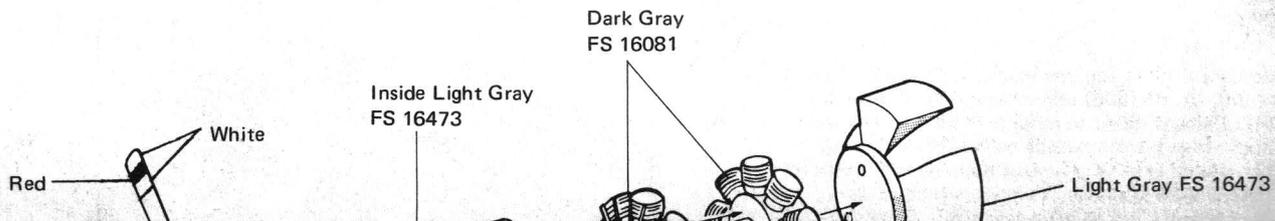
FOR JAPANESE AND FRENCH VERSIONS: Do not use turret parts. Cement clear cover (82) into opening.

FOR ALL VERSIONS: Cement clear windows (89, 81, 79 and 80) into left fuselage side (1) and cement fuselage halves together.



# 3

Cement spinner (31) to shaft (30). Cement four propeller blades (48) into holes in spinner. Cement front cylinder bank (73) to rear cylinder bank (28) and to firewall (24). Cement cowling (13) over engine to firewall. Cement propeller assembly to engine. Repeat for second engine using parts (30, 31, 48, 16, 76, 28 and 21).



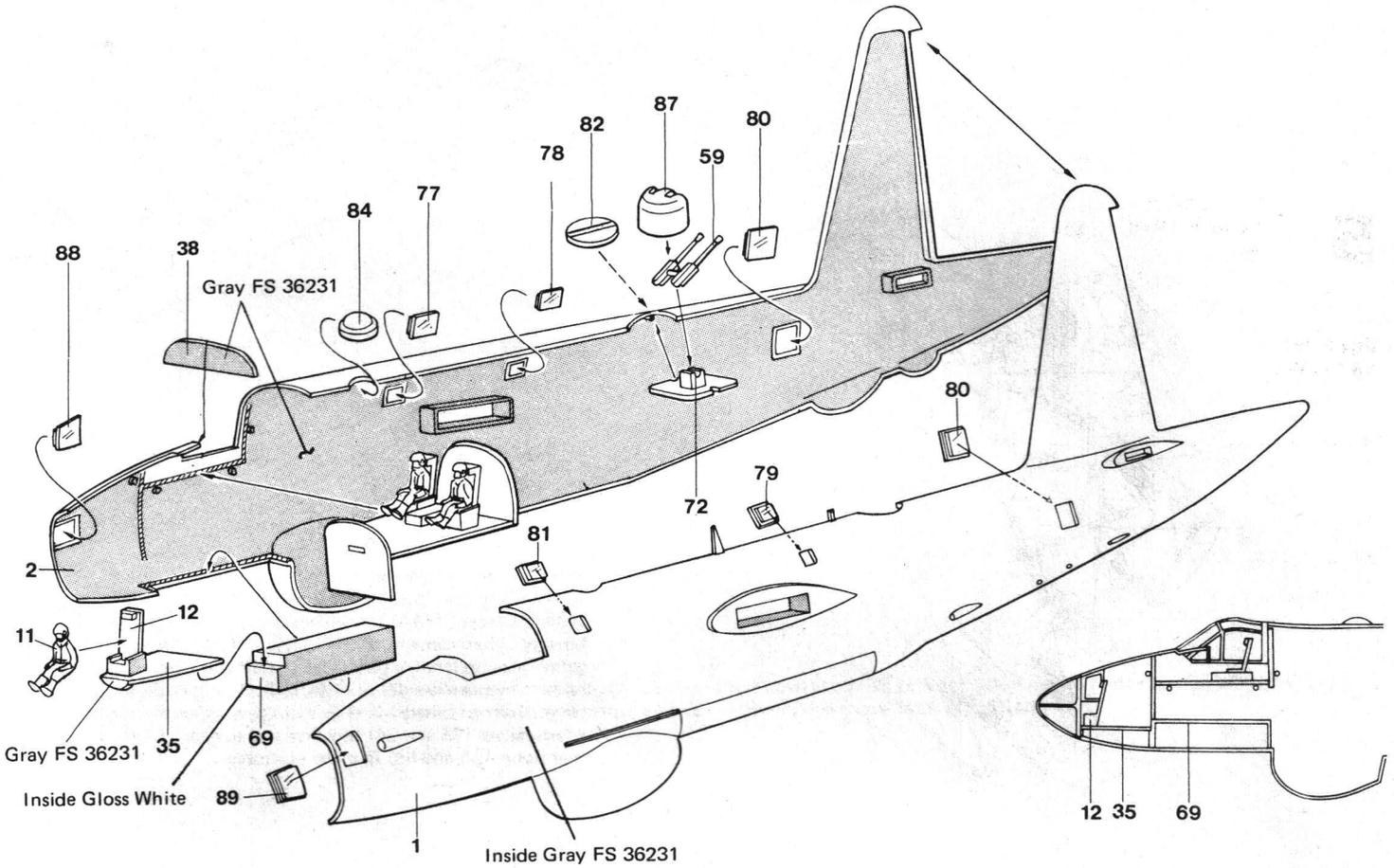
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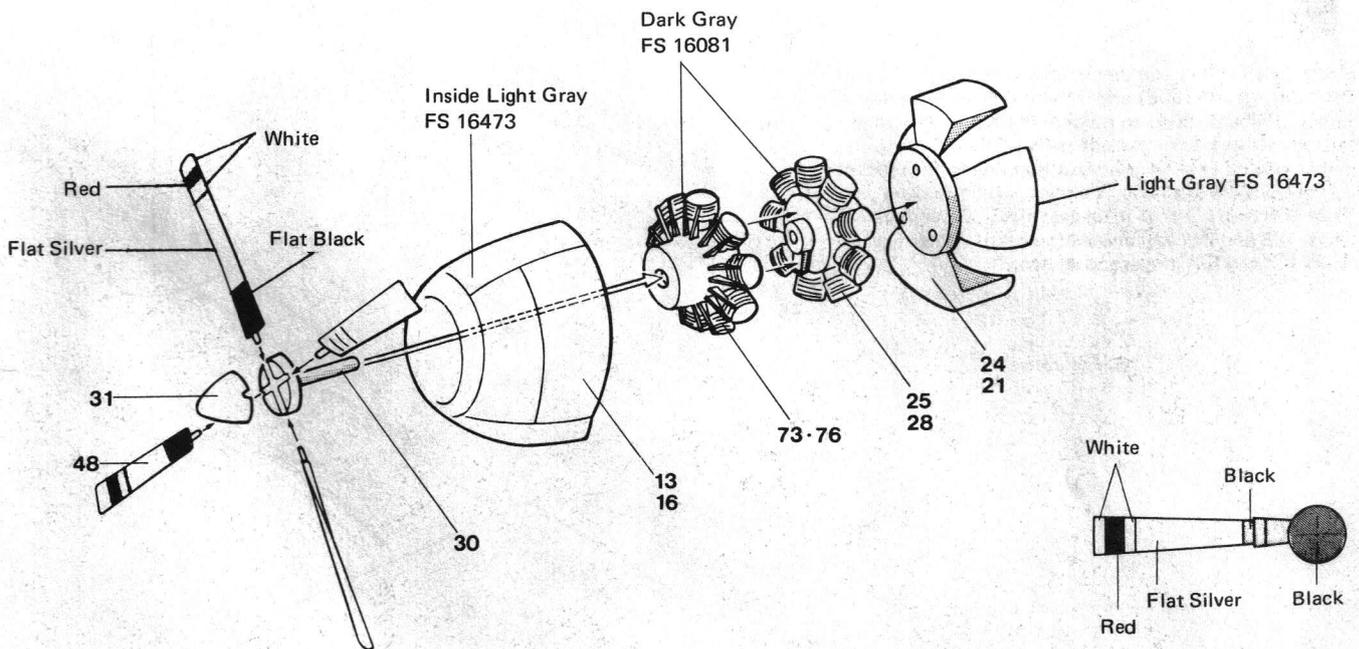
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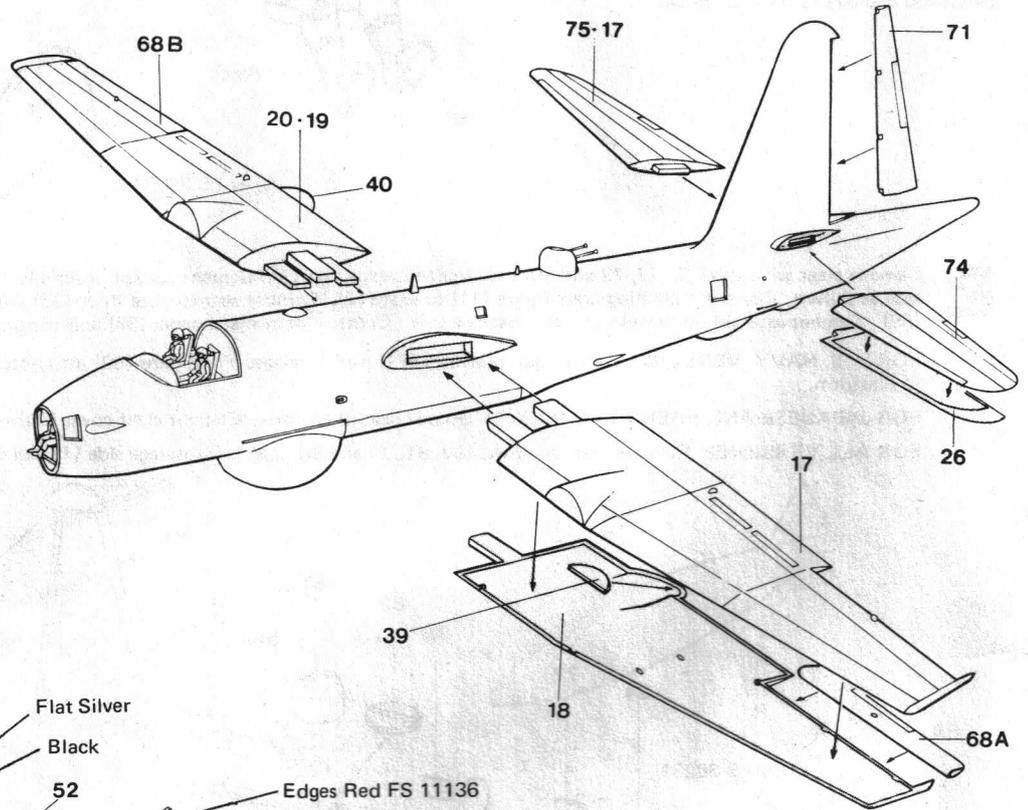


# 3

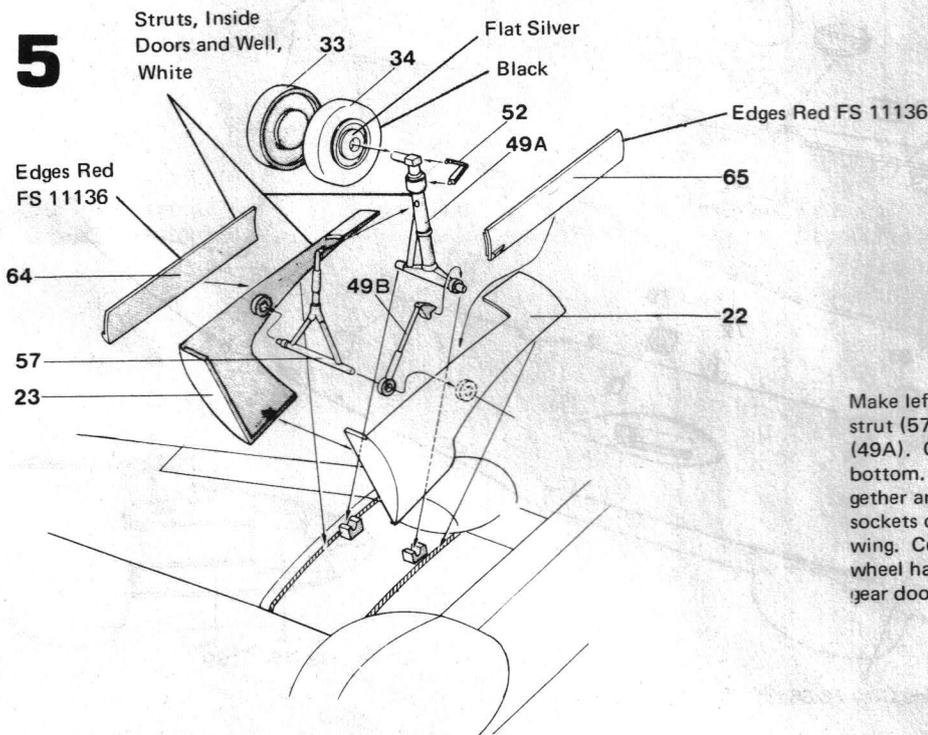
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**4** Cement left wing halves (17 and 18) together. Cement left aileron (68A) to wing. Cement nacelle fairing (39) in place as indicated by arrow. Cement wing to fuselage. Assemble right wing in the same manner using parts (19, 20, 68B and 40). Cement right wing to fuselage. Cement left stabilizer halves (74 and 26) together and to fuselage. Cement right stabilizer halves (75 and 17) together and to fuselage. Cement rudder (71) to fin.



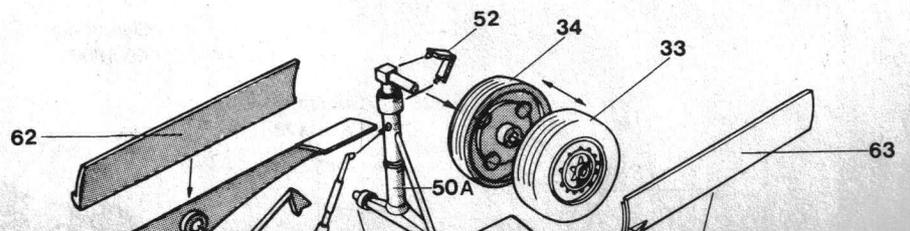
**5**

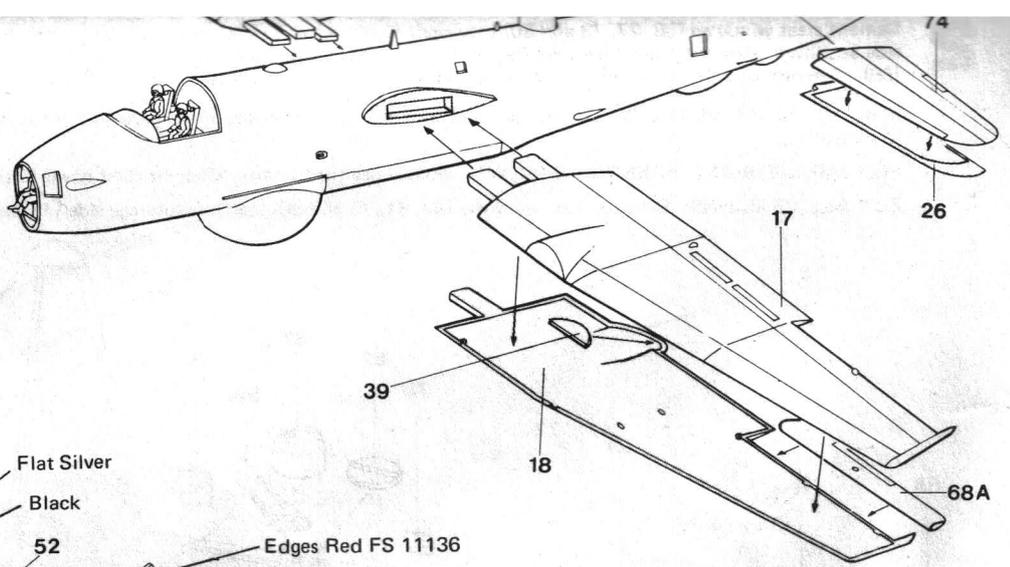


Make left landing gear and nacelle as follows: Cement strut (57) to arm (49B) and cement unit to main gear (49A). Cement (49A) to notches in pads on left wing bottom. Now cement nacelle halves (22 and 23) together around landing gear strut trapping (57) in sockets on nacelle sides as shown. Cement nacelle to wing. Cement scissors (52) to main gear strut. Cement wheel halves (33 and 34) together and to gear. Cement gear doors (64 and 65) in place as shown.

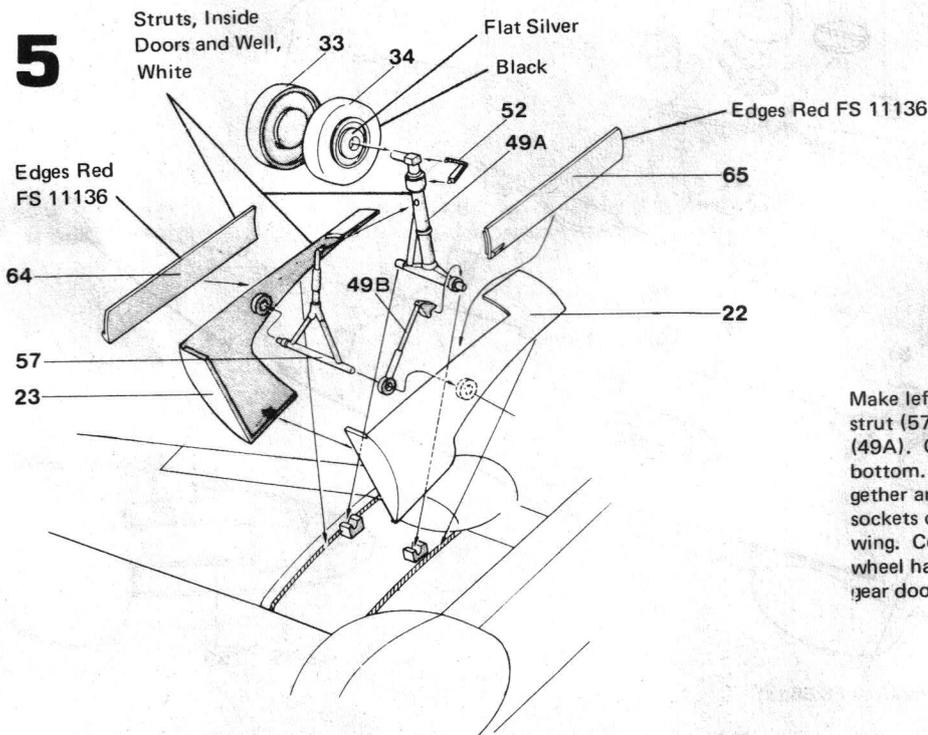
**6**

Make right landing gear and nacelle as follows: Cement strut (58) to arm (50B) and cement unit to main gear (50A). Cement (50A) to notches in pads on left wing bottom. Now cement nacelle halves (14 and 15) together around landing gear strut trapping (58) in sockets on nacelle sides as shown. Cement nacelle to wing. Cement scissors (59) to main gear strut. Cement wheel





# 5

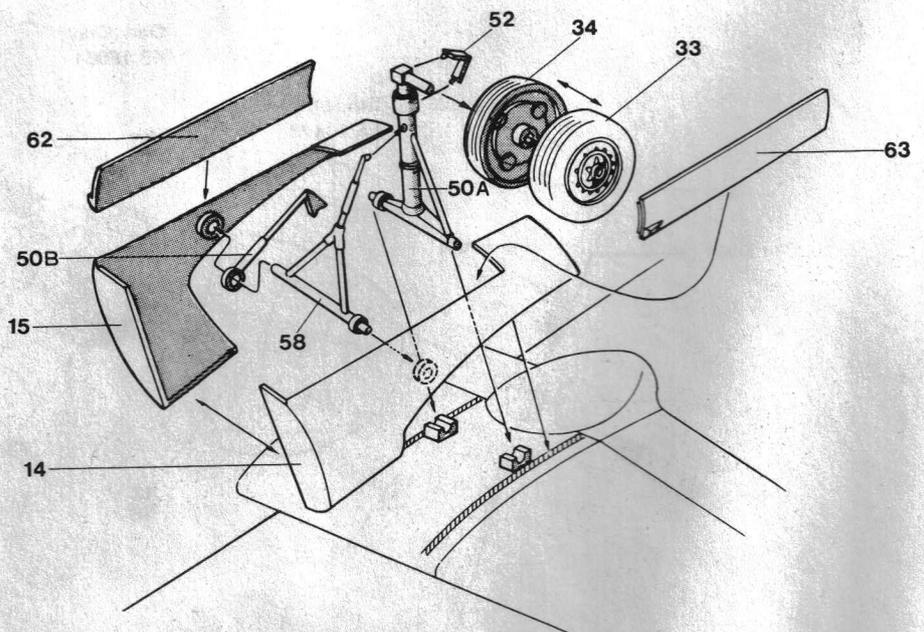


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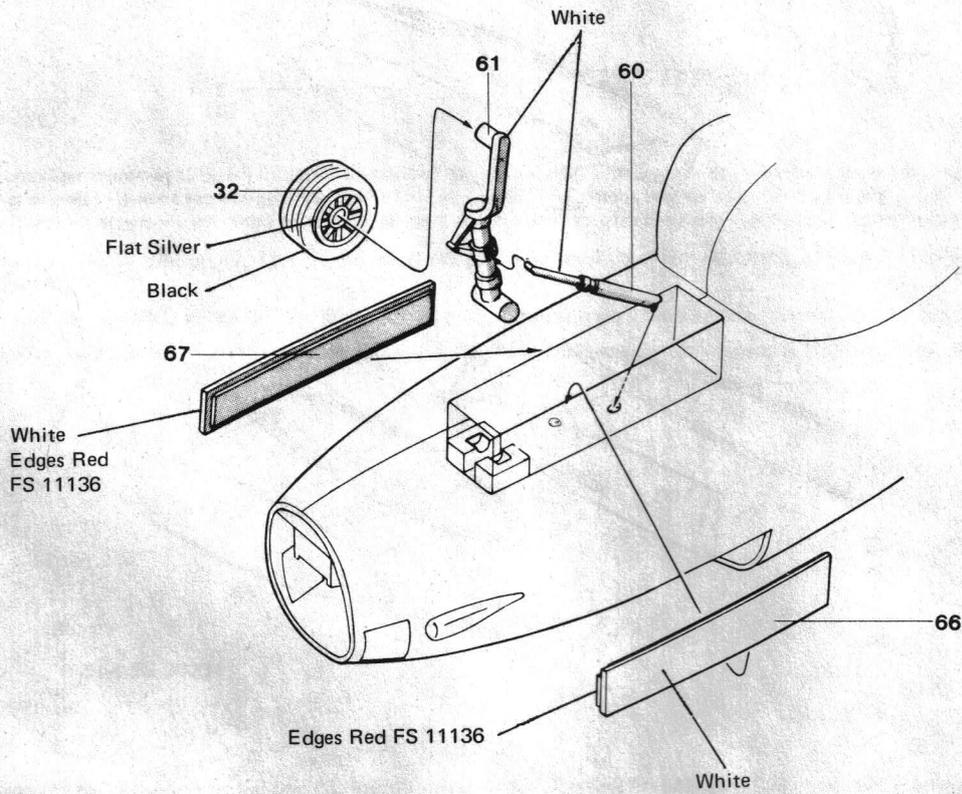
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Color as above



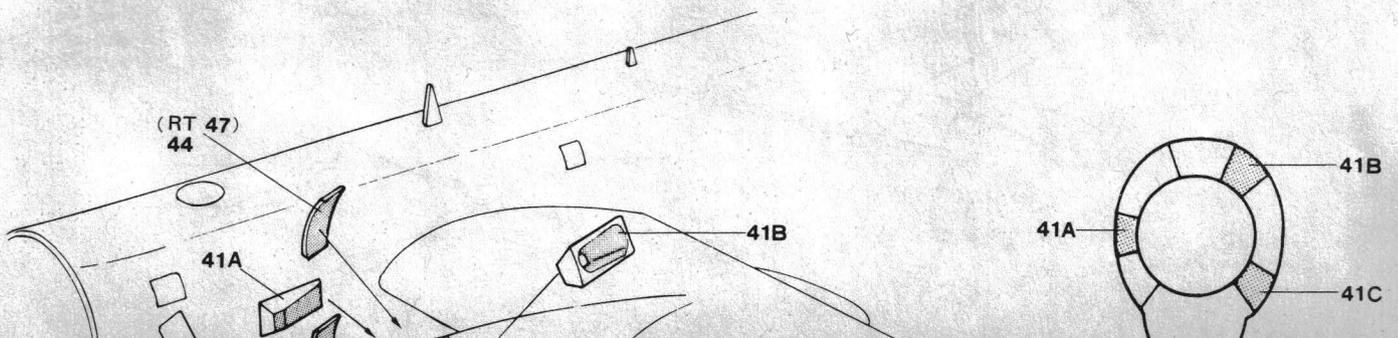
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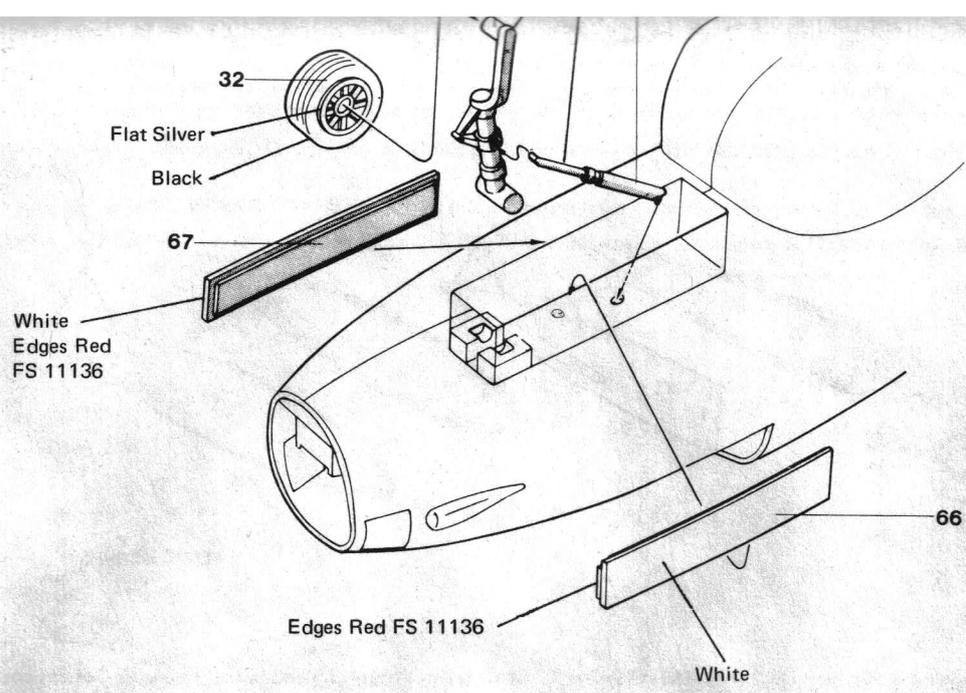
Cement nose wheel (32) to nose strut (61). Cement retracting arm (60) to strut and cement unit into nose wheel well. Cement nose gear doors (66 and 67) in place beside well.



# 8

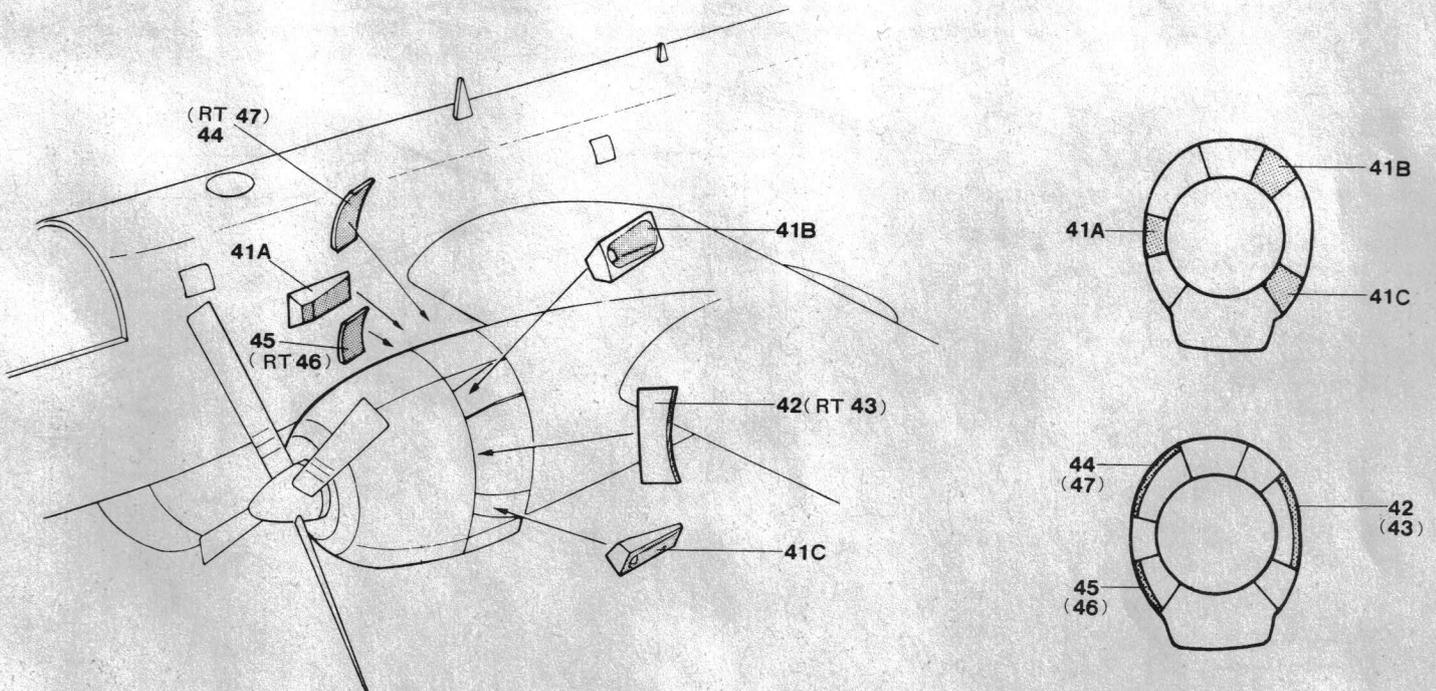
Cement cowling assemblies to wings. Cement three exhaust stacks (41) into left cowl as shown in front view. Cement left cowl flaps (42, 44 and 45) into position as shown. Repeat for right engine using remaining three (41's) and right cowl flaps (43, 46 and 47).





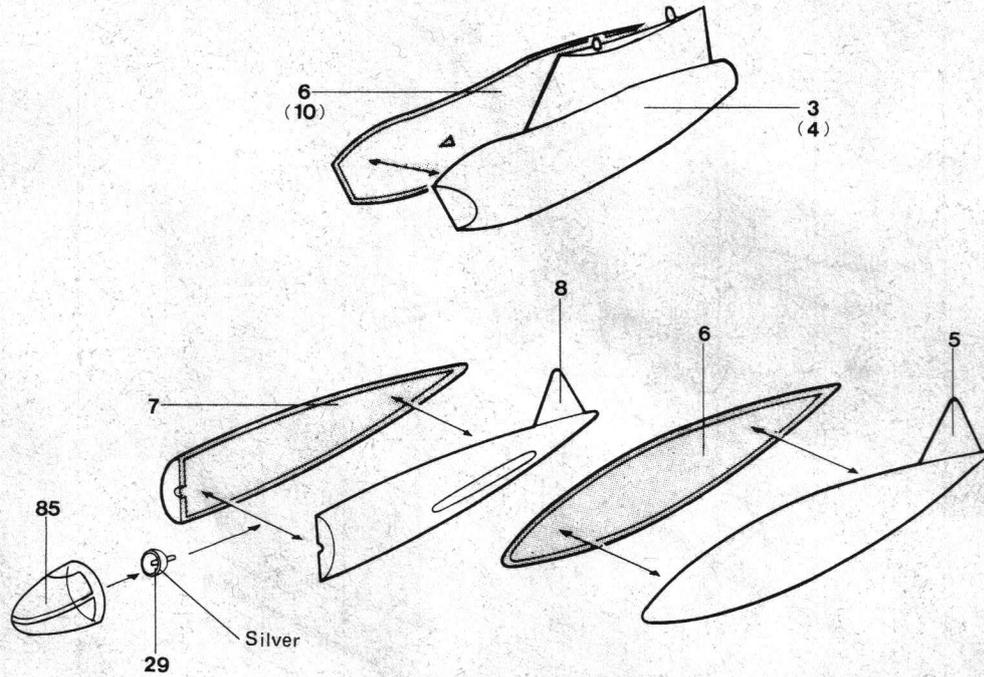
# 8

Cement cowlings to wings. Cement three exhaust stacks (41) into left cowl as shown in front view. Cement left cowl flaps (42, 44 and 45) into position as shown. Repeat for right engine using remaining three (41's) and right cowl flaps (43, 46 and 47).



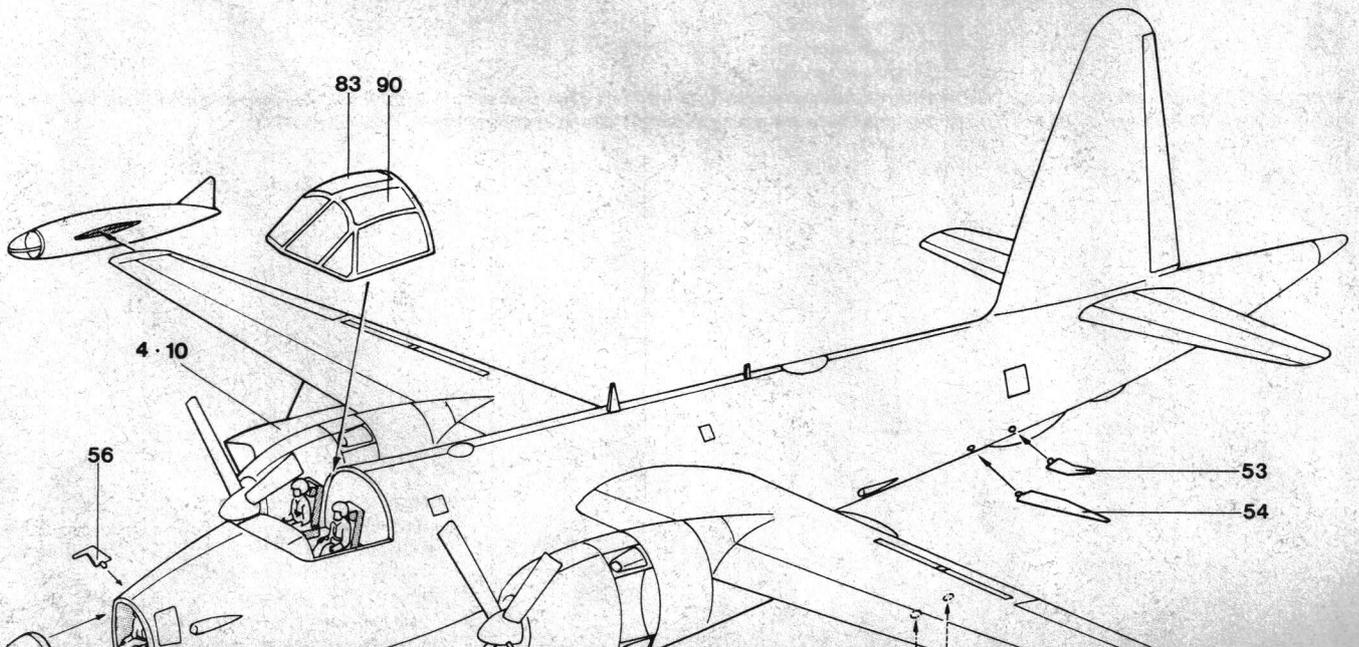
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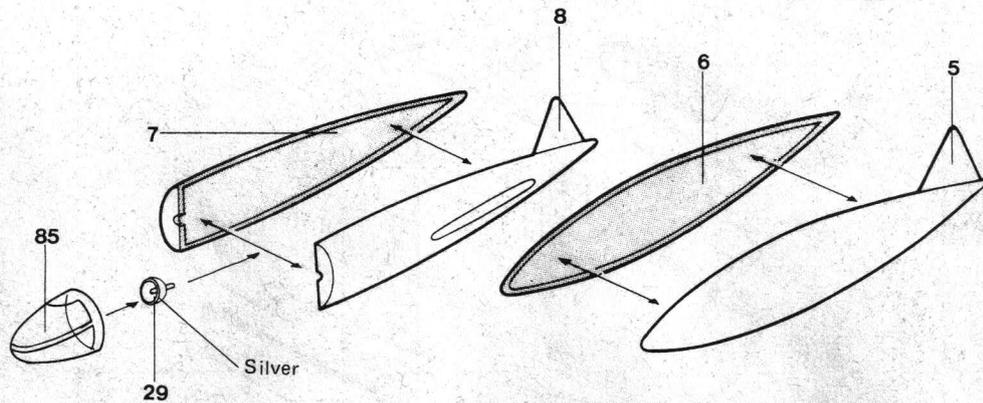
Cement left jet pod halves (6 and 3) together and right jet pod halves (10 and 4) together. Cement right fuel tank halves (7 and 8) together. Cement light (29) to front of tank and cement clear lens (85) to front of tank. Cement left fuel tank (5 and 6) together.



# 10

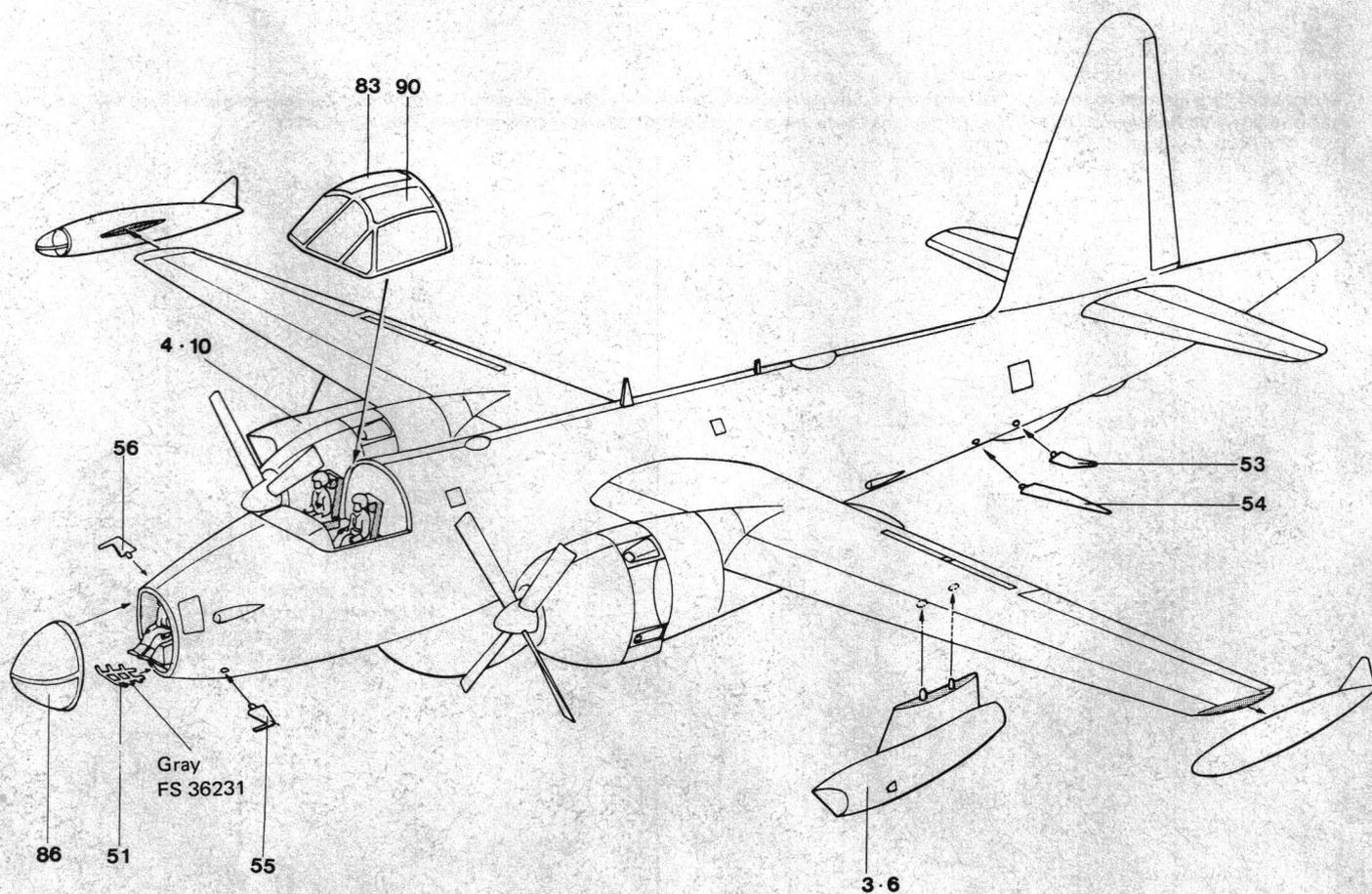
Cement basket (51) inside nose. Cement clear nose (86) to fuselage. Cement pitot tubes (55 and 56) to fuselage. Cement cockpit canopy halves (83 and 90) together and over cockpit. Cement fuel tanks and jet pods in place. Cement antennas (53 and 54) to rear of fuselage.





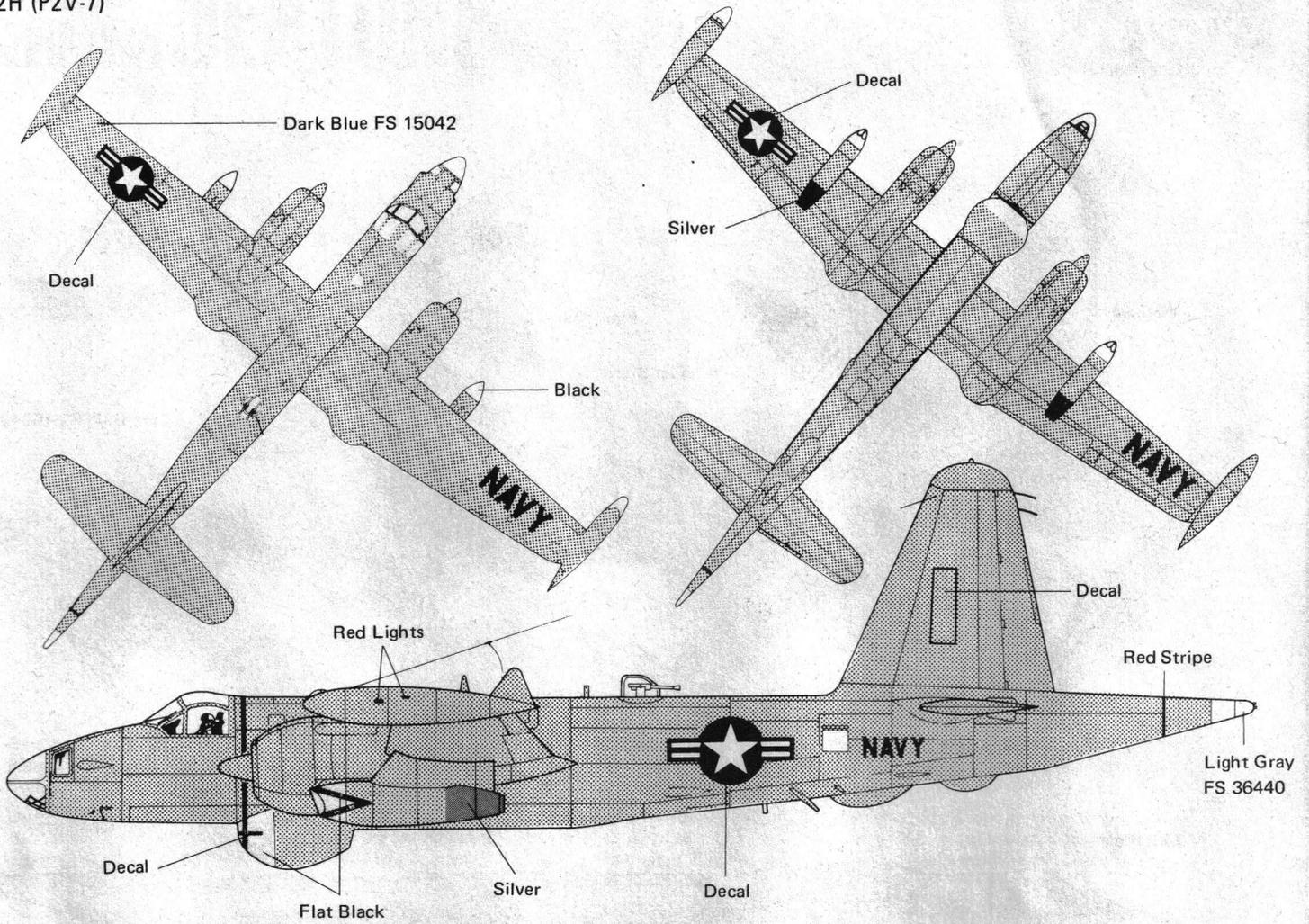
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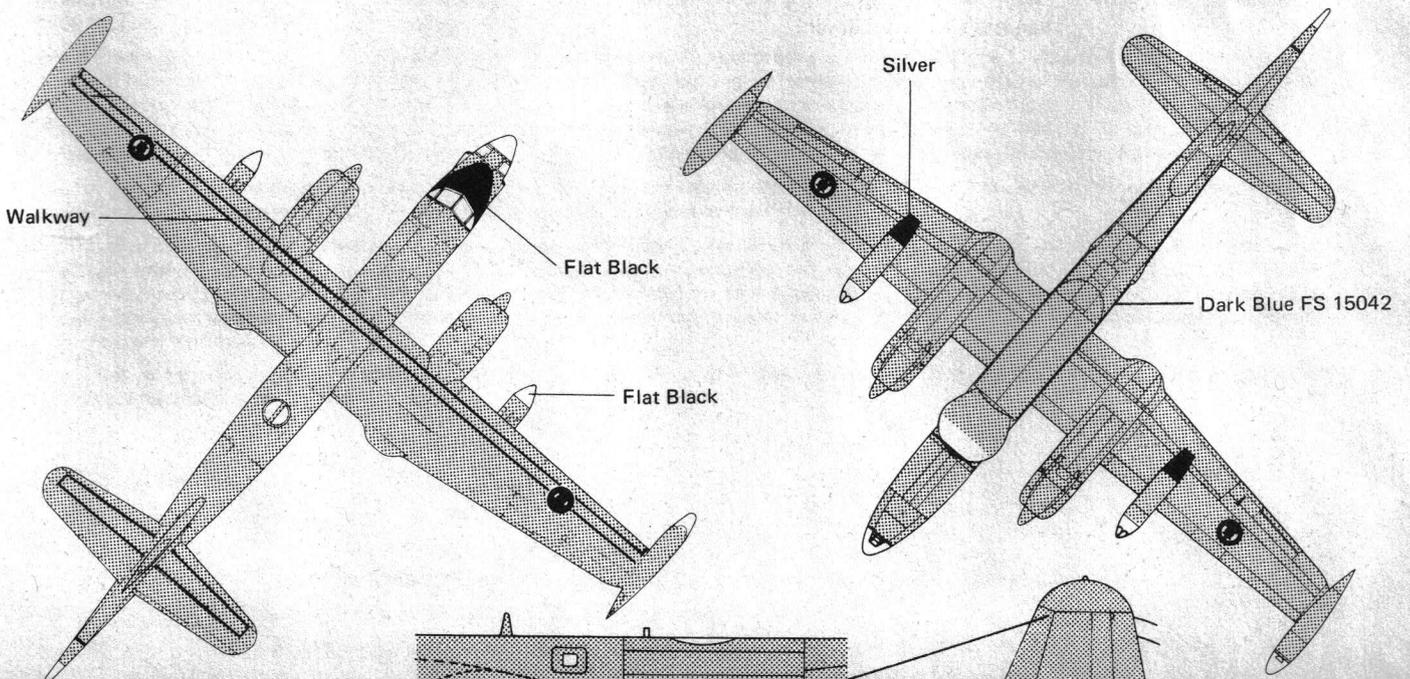


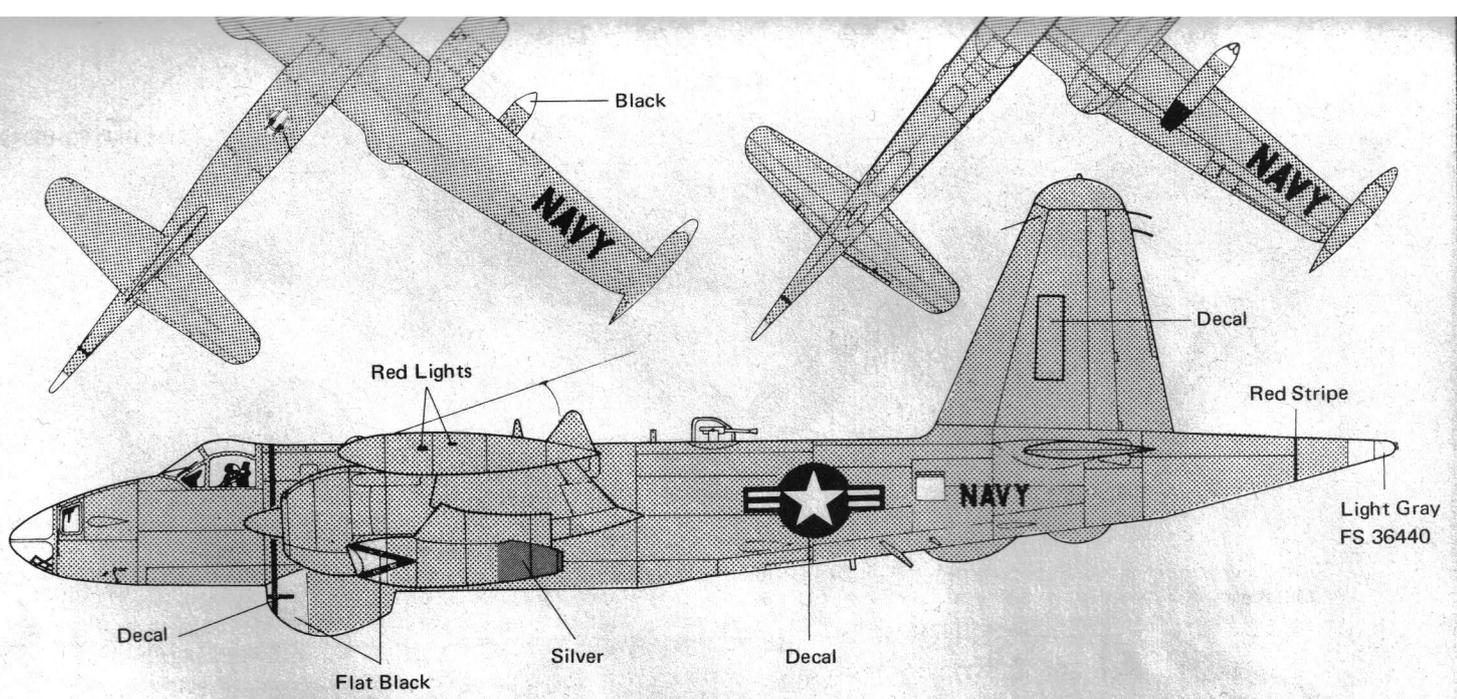
# PAINTING SUGGESTIONS

## P-2H (P2V-7)

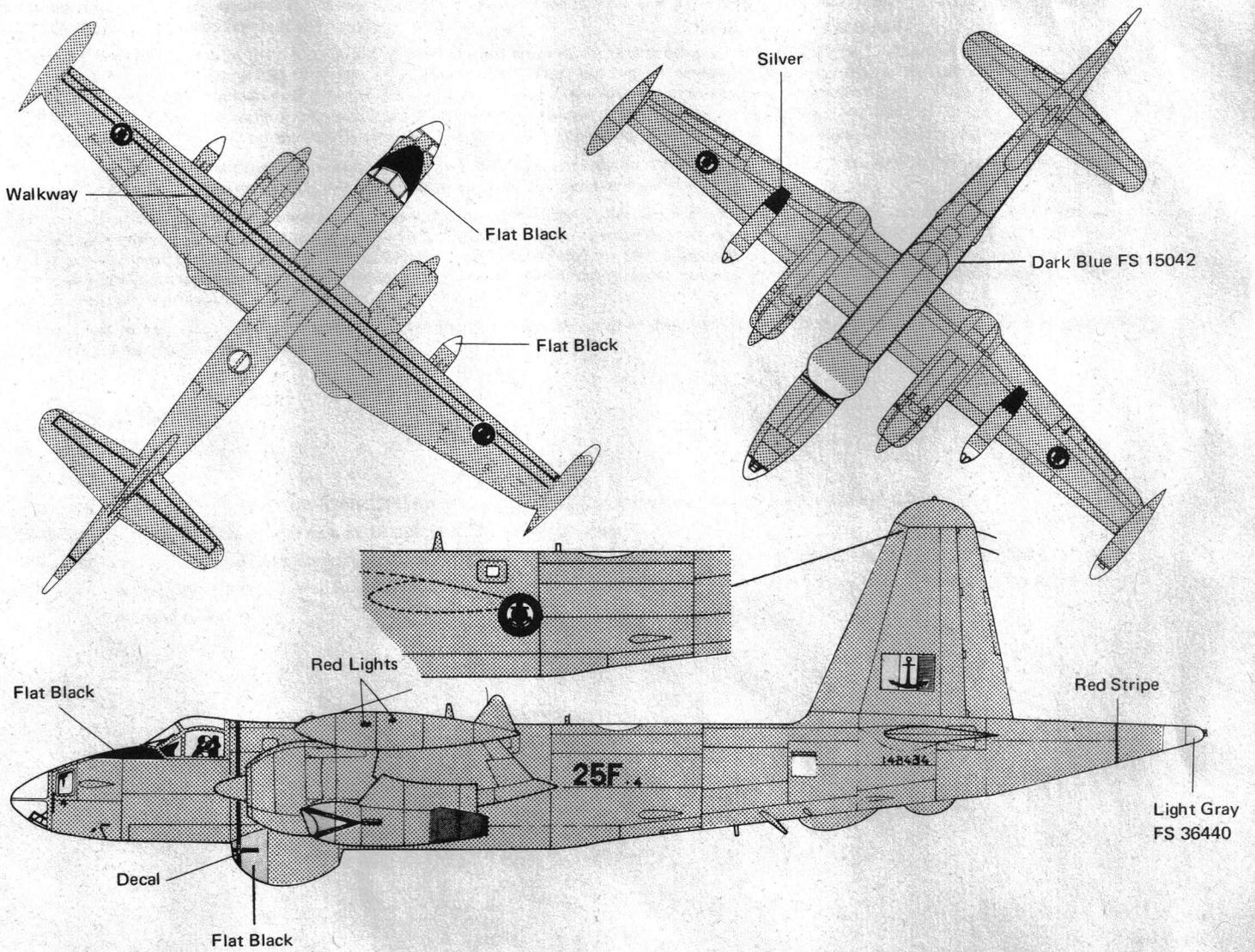


## P-2H (P2V-7)





P-2H (P2V-7)



P-2H (P2V-7)

