

Throughout the Second World War, courageous American and British airmen manhandled their ungainly Consolidated "Liberators" into the skies over Europe and the South Pacific to relentlessly attack Axis strongholds. Though often overshadowed by the highly publicized exploits of Boeing's "Flying Fortresses," the incredible B-24 saw action over more operational fronts than any other American bomber. Interestingly, the inadequacies of the B-17 eventually spawned the "Liberator." On December 29, 1939, the first of more than eighteen thousand "Liberators" took to the air. This remarkable aircraft was an engineering marvel, for though it was neither sleek nor graceful, it relied on a magnificent wing design that not only improved the aircraft's operational range, but reduced drag as well. The long, high aspect ratio Davis wing was not the only development that amazed the Army Air Corps, for this incredible new bomber possessed tricycle landing gear, two slab-like rudders, and two cavernous bomb bays that ended all doubt that the B-24 was, indeed, a heavy bomber. During the service life of the aircraft, the deep, long fuselage enabled the Air Corps to adapt the "Liberators" to an endless variety of wartime tasks. They served admirably, not only as strategic bombers, but as photo-reconnaissance aircraft, anti-submarine patrol ships, and cargo transports as well.

Though initial versions of the B-24 were deployed to the Mediterranean and Great Britain, the desperate need for long range aircraft in the South Pacific caused the "Liberator" to become the mainstay of Allied operations in the island campaigns. By 1943, the B-24 had replaced the B-17 as the standard long range heavy

bomber in the South Pacific. Piloted by Army and Navy aircrews, as well as British aviators, the "Liberators" fought valiantly until replaced by the massive waves of silver B-29s.

As with most aircraft, the B-24J was a refinement of previous "Liberators," but during the production run of the "J" model, over 6600 aircraft were constructed by five different aircraft factories. Even though all B-24Js appeared to be similar externally, wartime priorities created variations in components and construction procedures among the five manufacturers that created numerous detail differences in the aircraft that were produced. Powered by four Pratt and Whitney R-1830 radial engines, the lumbering B-24J could carry a maximum bomb load in excess of 12,000 pounds. Continual engineering refinement and equipment changes raised the weight of the B-24J to 38,000 pounds, and adversely affected the aircraft's flight characteristics. The long wing that enabled the B-24 to carry such massive bomb loads proved to be unable to absorb a great deal of battle damage, but the fuselage and tail assembly were unbelievably rugged.

The "Liberator" proved to be one aircraft created during the Second World War that was capable of performing such a diversity of missions. Though the end of the war sounded the death knell for the old warriors, the B-24 "Liberators" created a unique chapter in aviation history.

Monogram Models would like to express their gratitude to the Pima County Air Museum for their invaluable assistance in creating your B-24J.

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 photos on the last two 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.

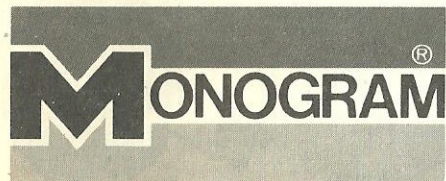
Each plastic piece is identified by a number stamped either on the part or a small tab near the part. The instructions will indicate by number which pieces are needed in each step. DO NOT detach parts from the trees until you are ready to use them.

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.

B-24J LIBERATOR



KIT 5601

1/48 SCALE

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5601-0201

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 1/4 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.

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

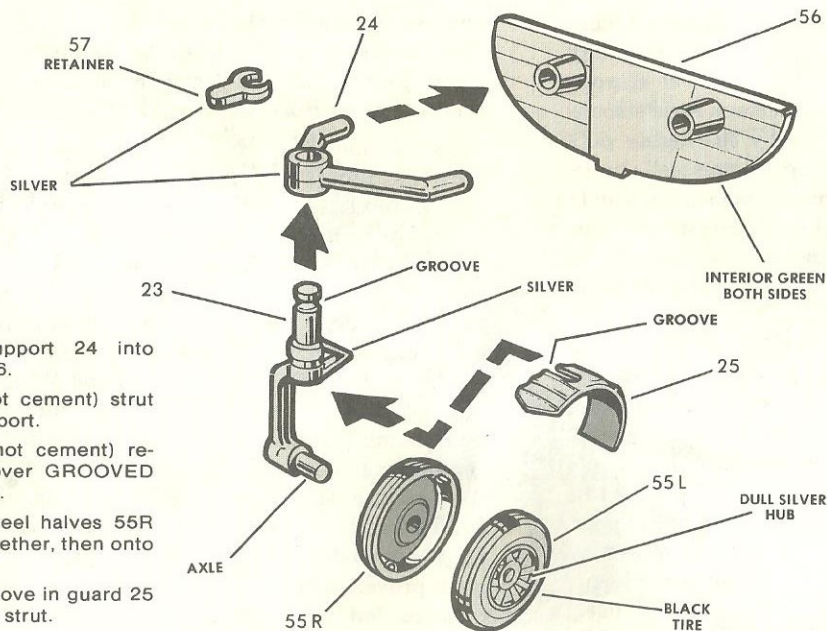
Refer to the box photos for the colors used in painting the five figures. The full leather flying suit was only used in the early years of the war, the jacket continued in use, but the pants were changed to olive drab cloth.

DECALS

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

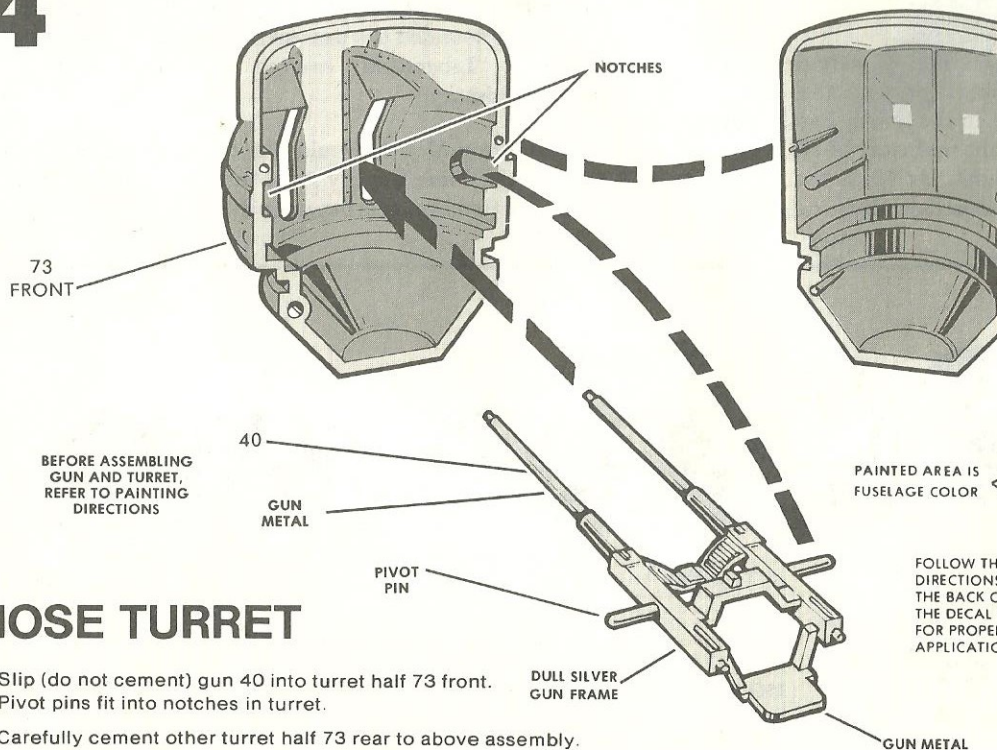
For a neat job, carefully follow the application instructions on the back of the decal sheet. Work with one subject at a time. Before they are completely dry, decals should be firmly pressed against surface contours.

1



- Cement support 24 into bulkhead 56.
- Slip (do not cement) strut 23 into support.
- Snap (do not cement) retainer 57 over GROOVED end of strut.
- Cement wheel halves 55R and 55L together, then onto strut.
- Cement groove in guard 25 onto tab on strut.

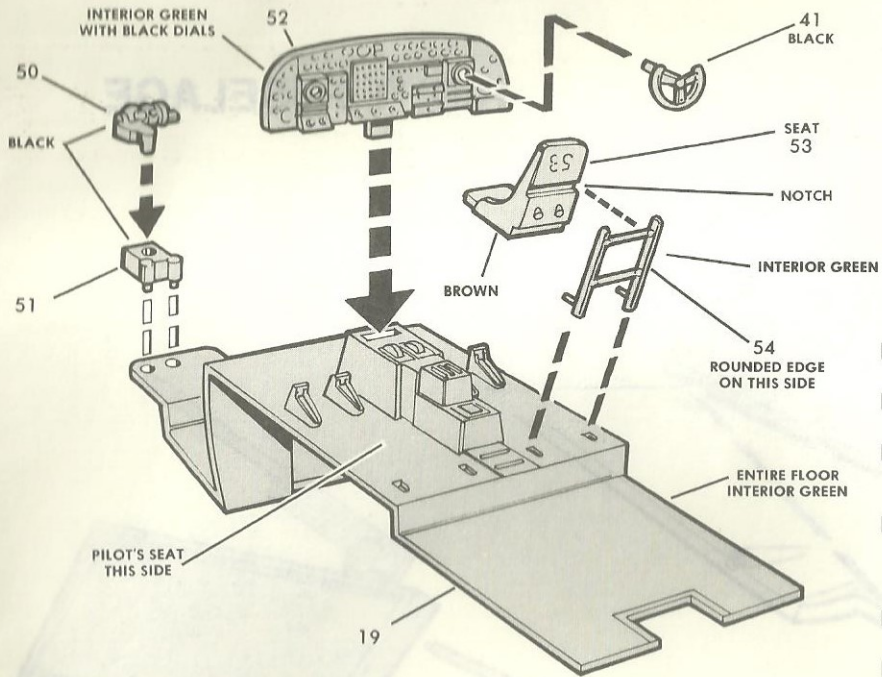
4



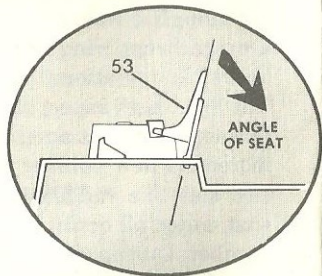
NOSE TURRET

- Slip (do not cement) gun 40 into turret half 73 front. Pivot pins fit into notches in turret.
- Carefully cement other turret half 73 rear to above assembly.

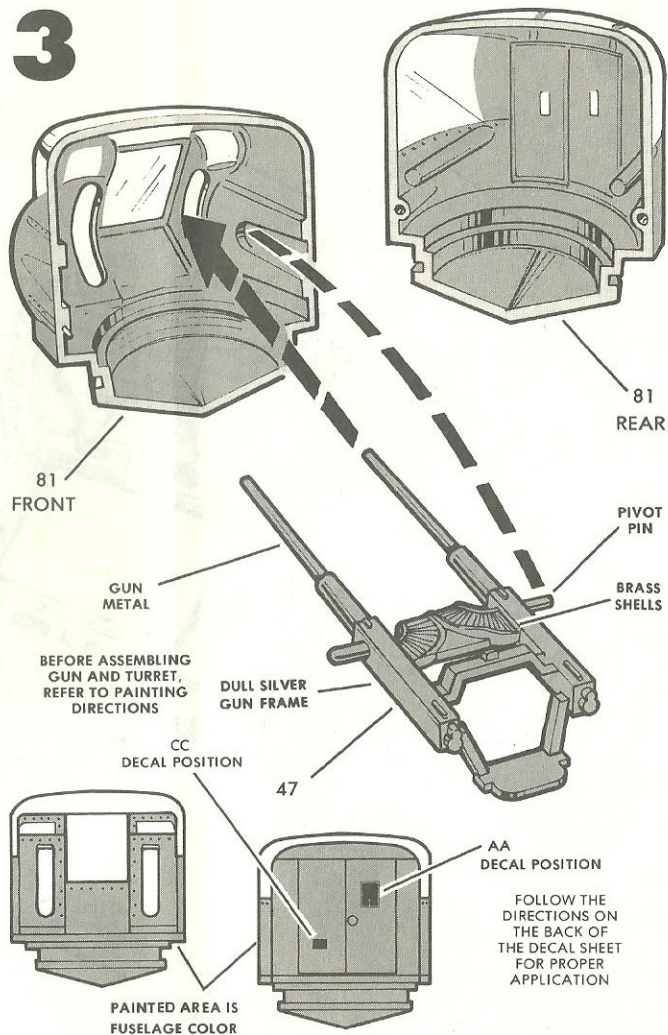
2



- Cement sight halves 50 and 51 together, then into flight deck 19.
- Cement supports 54 onto seats 53 as shown.
- Next, cement seats into flight deck. Seats are angled as shown in SMALL ILLUSTRATION.
- If you desire, the pilot (FIGURE "D") may be cemented into the pilot's seat. Refer to the box photos for the colors used in painting the pilot.
- Cement two control columns 41 into holes in panel 52.
- Cement panel into flight deck.

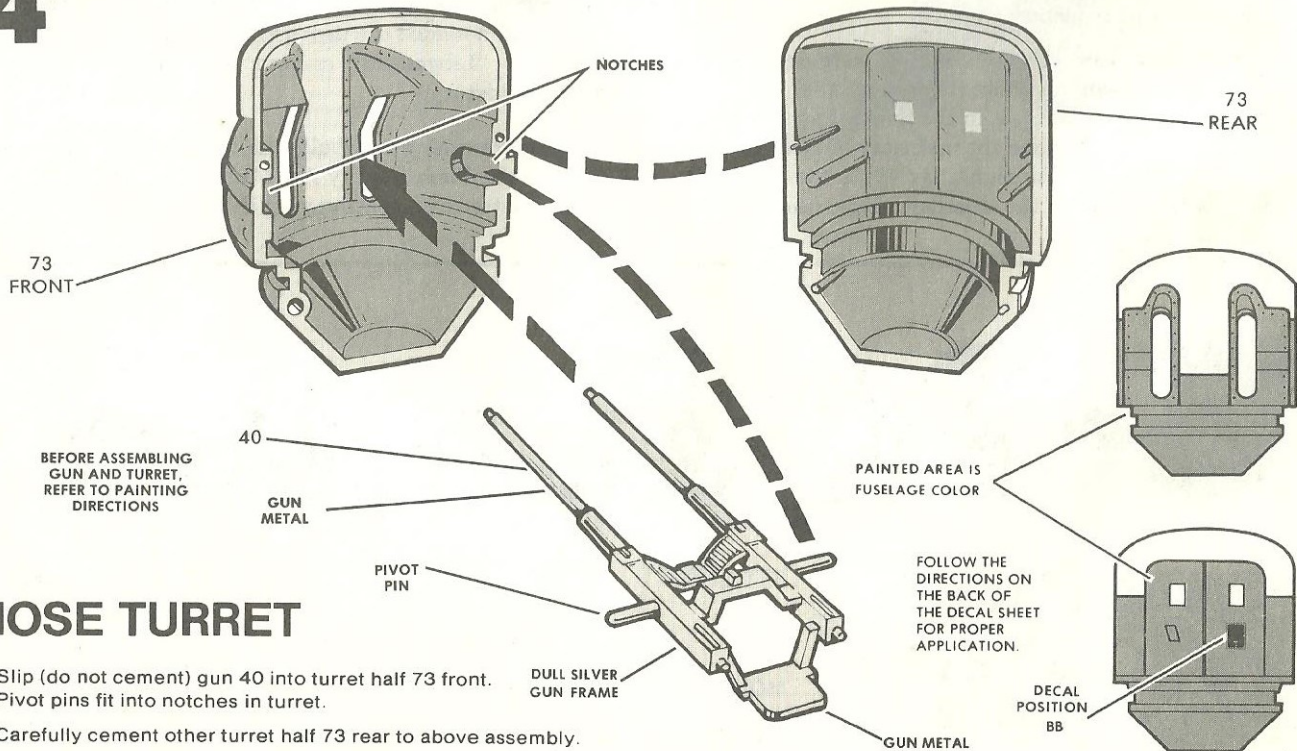


3



- Slip (do not cement) gun 47 into turret half 81 front. Pivot pins fit into notches in turret.
- Carefully cement other turret half 81 rear to above assembly.

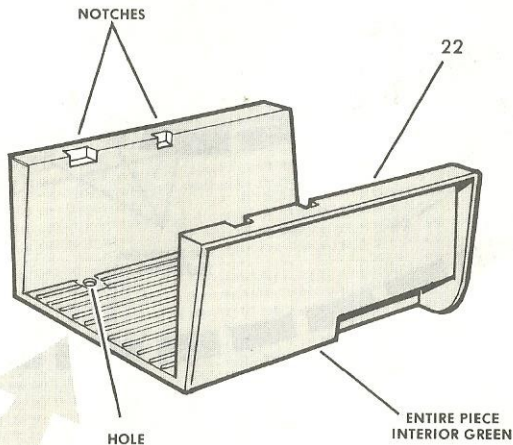
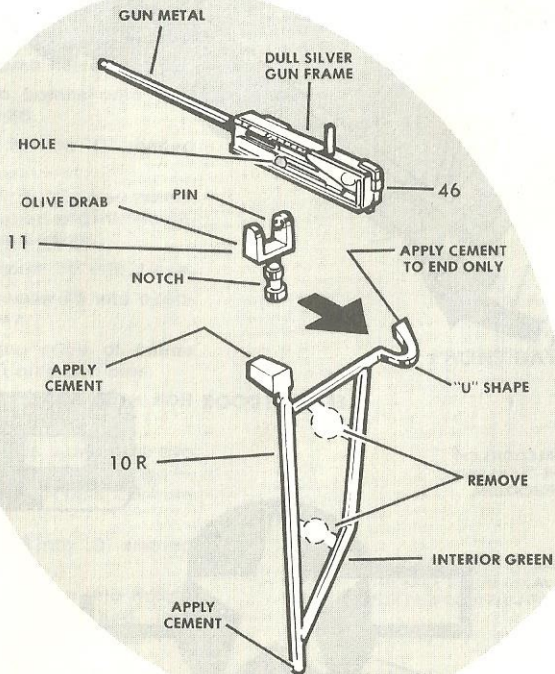
4



NOSE TURRET

- Slip (do not cement) gun 40 into turret half 73 front. Pivot pins fit into notches in turret.
- Carefully cement other turret half 73 rear to above assembly.

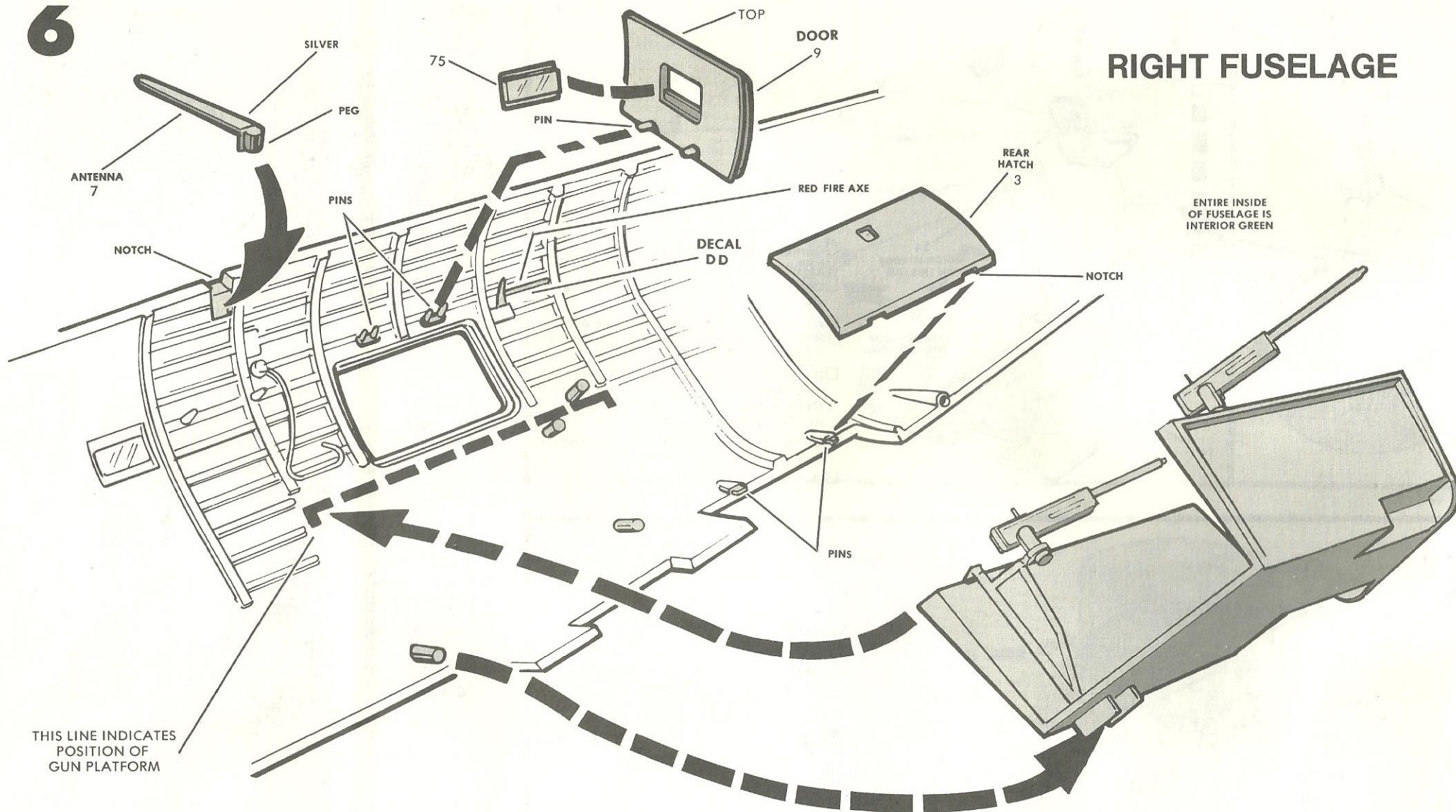
5



- Snap (do not cement) pins on pivot 11 in holes in gun 46.
- Clean out excess plastic in gun mount 10R.
- Place (do not cement) notch in pivot into "U" shape in gun mount 10R.
- Apply cement (as indicated) to gun mount, then position mount into hole and notches in rear gun platform 22.
- Repeat for other gun 46, mount 10L and pivot 11.

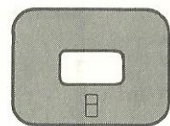
6

RIGHT FUSELAGE

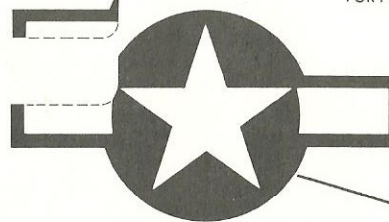


CEMENT:

- antenna 7 into notch.
- notches in rear hatch 3 onto two pins on fuselage and other end against fuselage side.
- clear window 75 into door 9, then apply DECAL to corner as shown.
- pins on door 9 between pins on fuselage and top edge of door against fuselage.
- assembled rear gun platform into place as shown.



RIGHT SIDE DOOR



DECAL

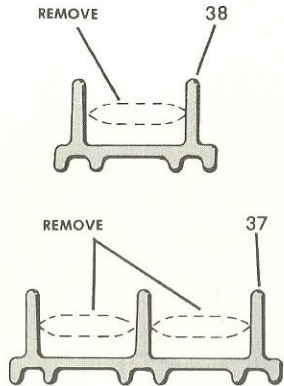
LEFT SIDE DOOR



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

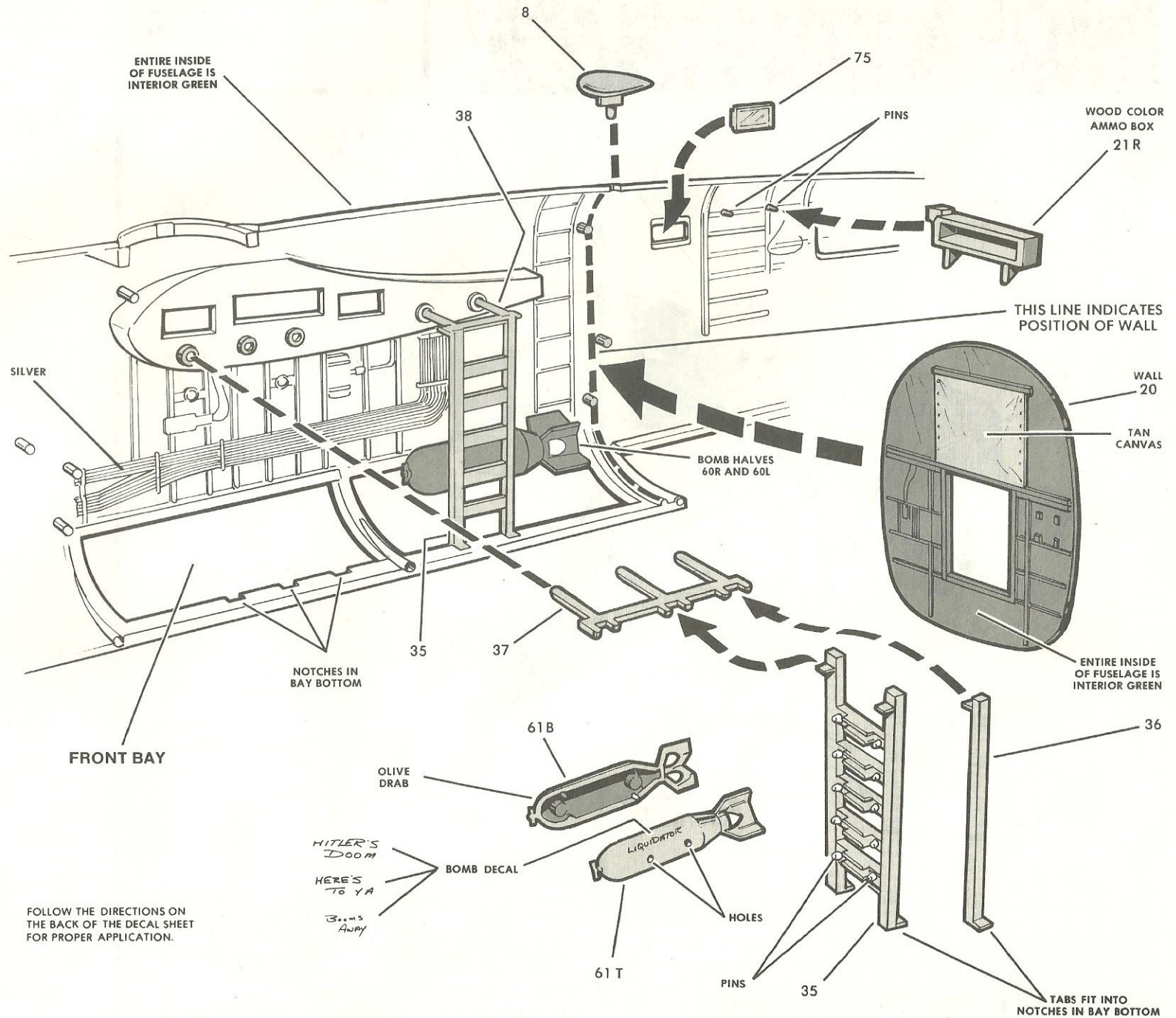
7

REMOVE EXCESS PLASTIC FROM SUPPORTS 37 and 38 AS SHOWN.



CEMENT:

- three bomb halves 61T to three bomb halves 61B.
- holes in bombs onto pins on rack 35.
- support 37 into "D" shaped holes.
- rack with bombs into notches in support and into notches in bay bottom.
- bay support 36 into place.
- clear window 75 into opening shown.
- inside top edge of ammo box 21R onto two pins.
- bomb halves 60L and 60R together.
- two holes in bomb onto two pins on rack 35 as shown — second set of pins UP from bottom.
- support 38 into "D" shaped holes.
- rack with bomb into notches in support and into notches in bay bottom.
- housing 8 into place.
- wall 20 into place as shown.



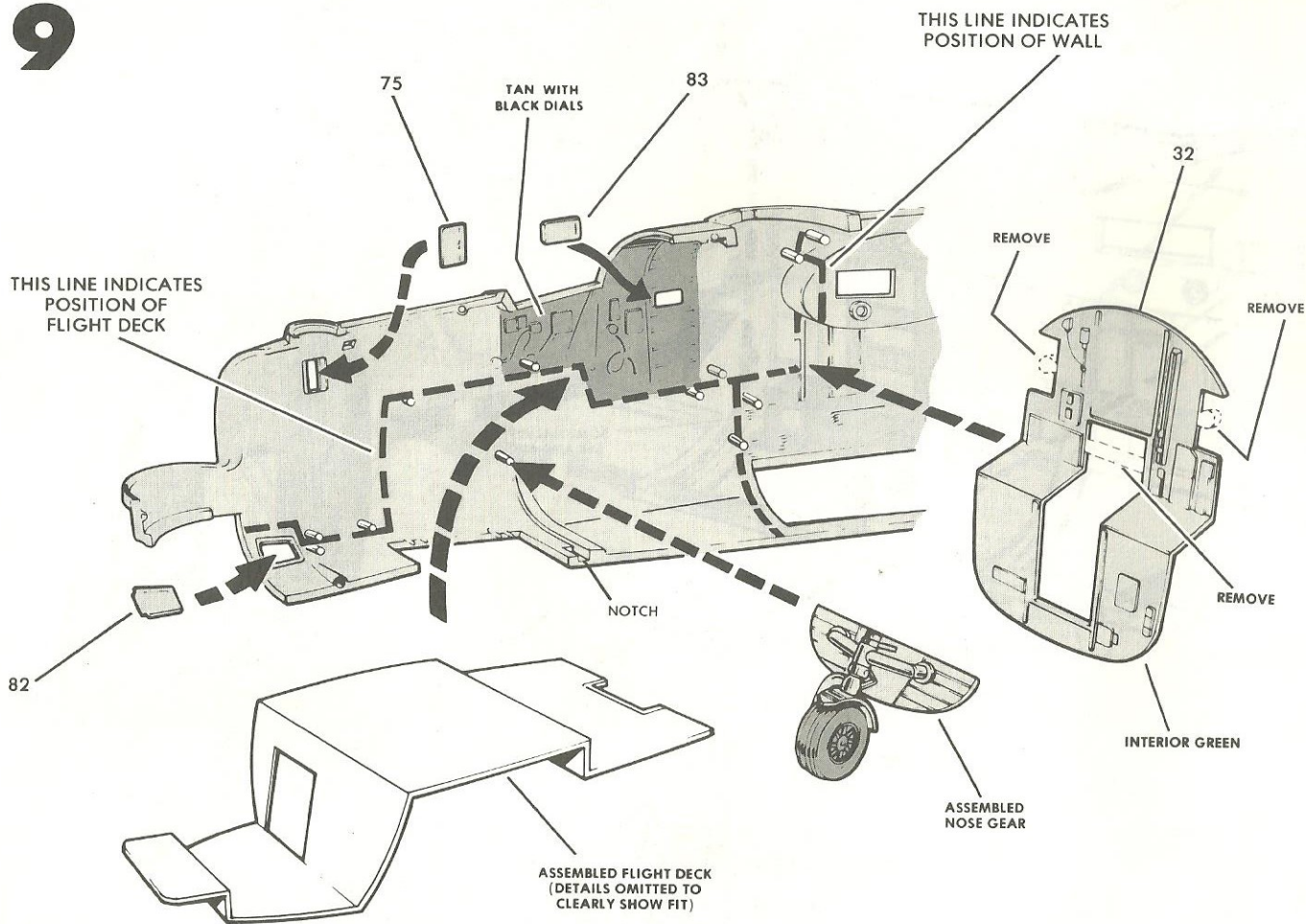
FOLLOW THE DIRECTIONS ON THE BACK OF THE DECAL SHEET FOR PROPER APPLICATION.

8

CEMENT:

- bombs and racks into LEFT FUSELAGE HALF as in RIGHT FUSELAGE HALF.
- windows, door 9 and ammo box 21L into place as in RIGHT FUSELAGE.

9



CEMENT:

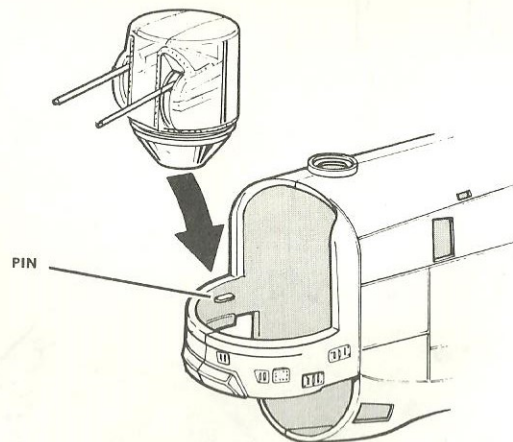
- windows 75, 82 and 83 into RIGHT & LEFT fuselage halves.
- assembled nose gear into RIGHT FUSELAGE HALF. Tab on bulkhead fits into notch in fuselage. Entire assembly angles against rib.
- front wall 32 into place as indicated.
- assembled flight deck against side of fuselage as indicated.

RIGHT FUSELAGE SHOWN

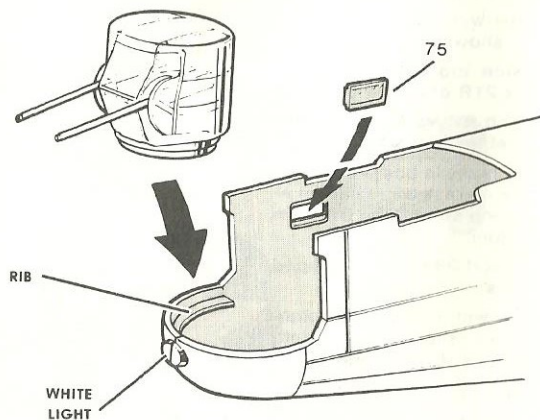
10

- Cement RIGHT and LEFT FUSELAGE HALVES together.
- Cement clear window 75 into opening shown.
- Snap (do not cement) NOSE TURRET and TAIL TURRET into place.
- Check fuselage around turrets to be sure that the cement is bonding the fuselage together.

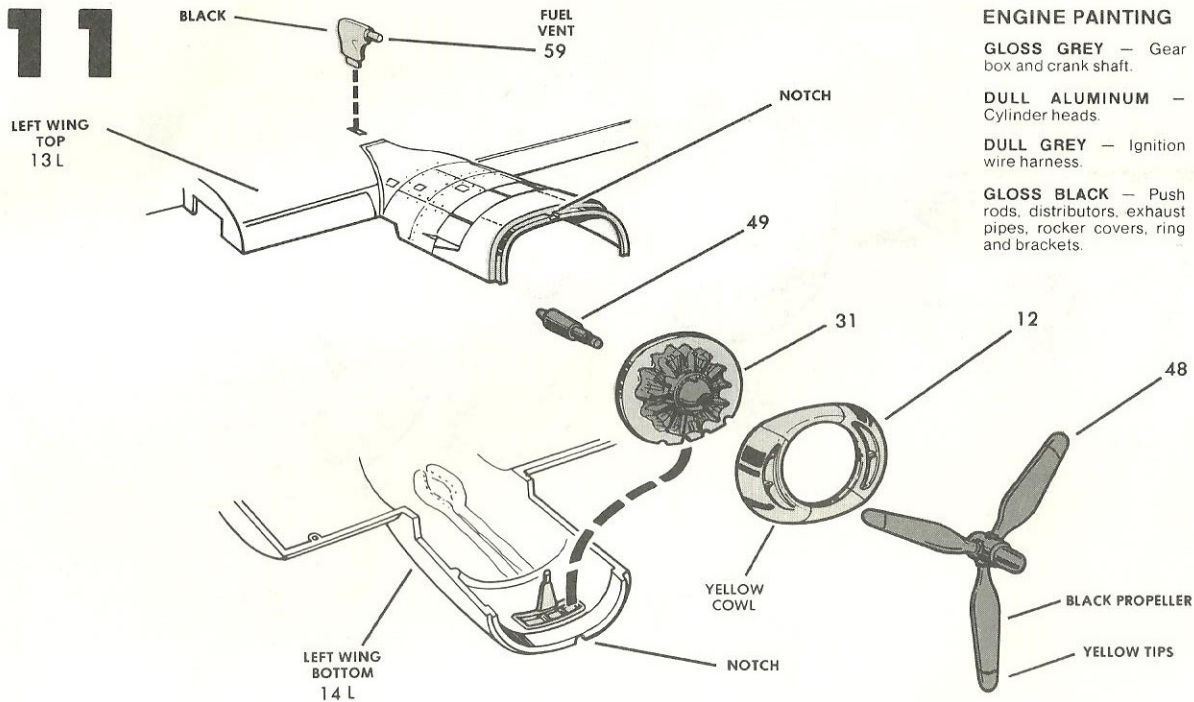
NOSE TURRET



TAIL TURRET



11



- Push (do not cement) propeller shaft 49 through hole in engine 31.
- Place (do not cement) cowling 12 over engine.
- Press (do not cement) propeller 48 onto propeller shaft.
- Repeat for other three engines, propellers, cowlings and shafts.

- Cement edge of engine into wing bottom 14L as shown.
- Repeat for other engine.
- Cement wing top 13L to wing bottom and to top of both engines.
- Now, cement both cowlings to wing.
- Repeat procedure for RIGHT WING top and bottom (13R and 14R).
- Next, cement two fuel vents 59 into top of both wings.

ENGINE PAINTING

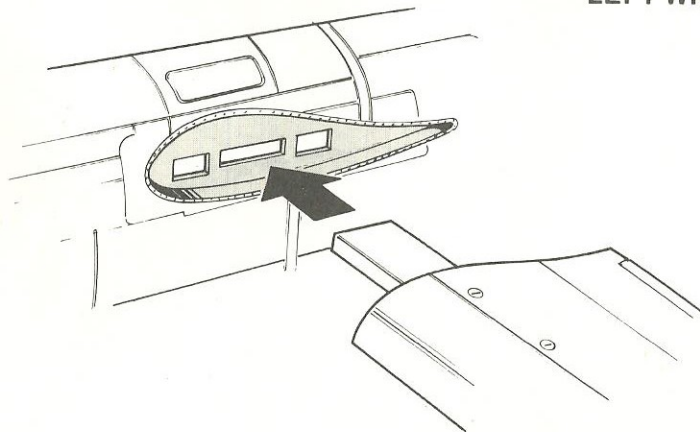
GLOSS GREY — Gear box and crank shaft.

DULL ALUMINUM — Cylinder heads.

DULL GREY — Ignition wire harness.

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

13

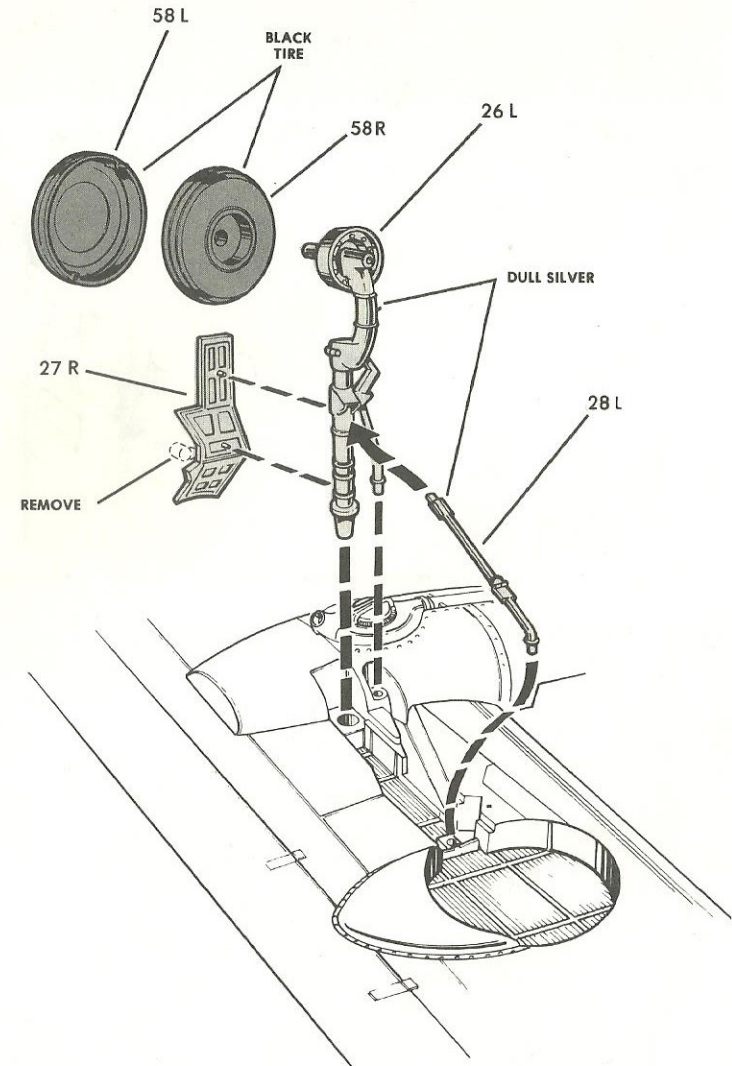


- Cement BOTH assembled wings onto fuselage as shown.

LEFT WING SHOWN

12

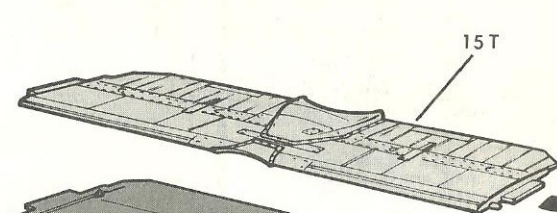
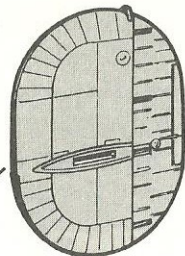
LEFT WING SHOWN



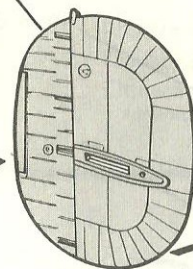
- Cement wheel halves 58R and 58L together.
- Cement wheel onto strut 26L.
- Cement pins on cover 27R into holes in strut.
- Now cement strut into LEFT WING.
- Cement brace 28L to strut and wing.
- Repeat for RIGHT WING.

14

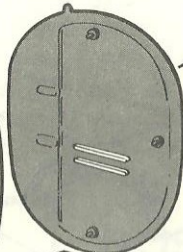
ASSEMBLED
RUDDER HALVES
16R(IN) AND 16R(OUT)



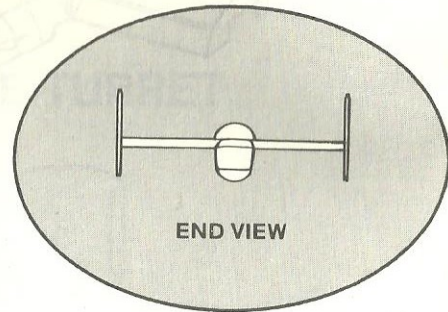
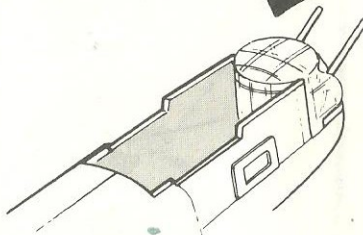
16 L (IN)



16L(OUT)

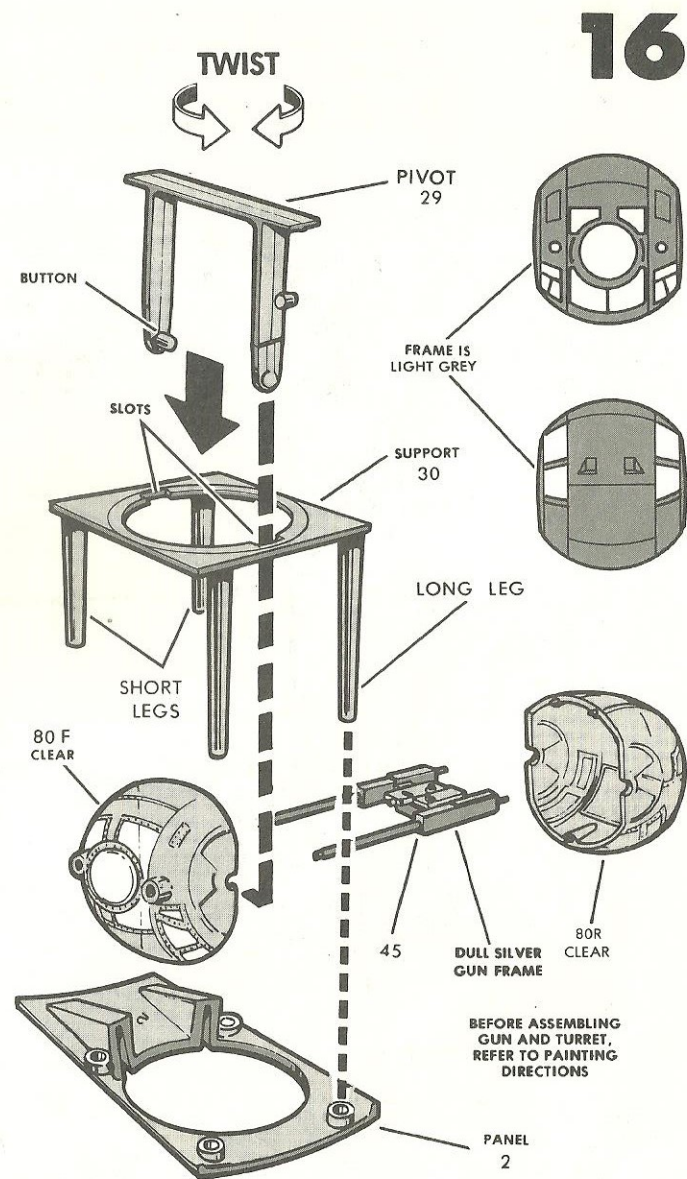
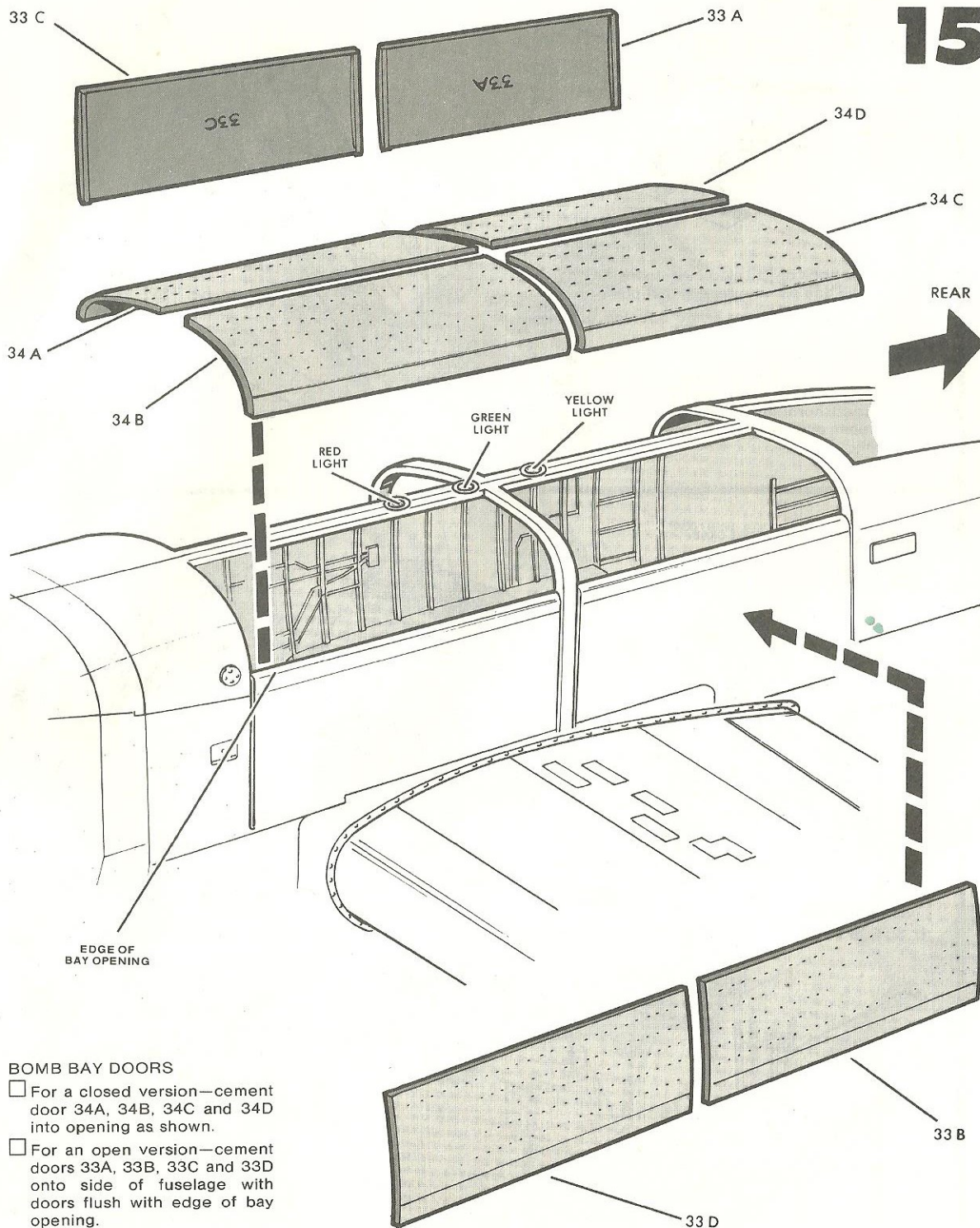


15 B



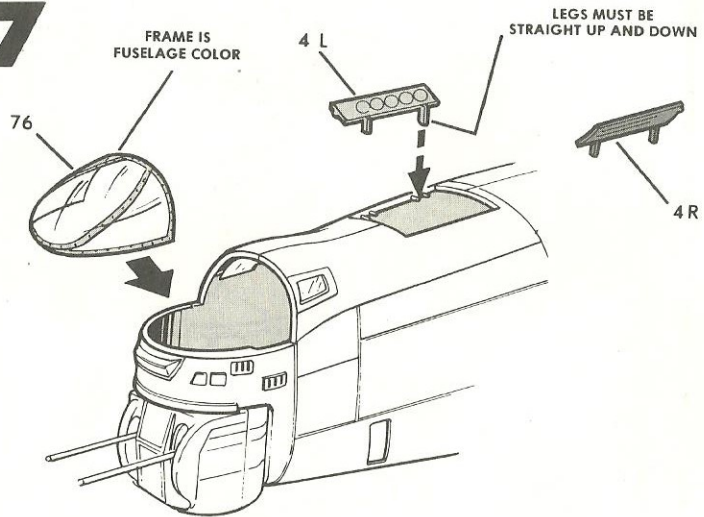
END VIEW

- Cement stabilizer halves 15T and 15B together.
- Cement rudder halves 16L (IN) and 16L (OUT) together then onto end of stabilizer as shown.
- Repeat for rudder halves 16R (IN) and 16R (OUT).
- Cement stabilizer into opening on top of fuselage.



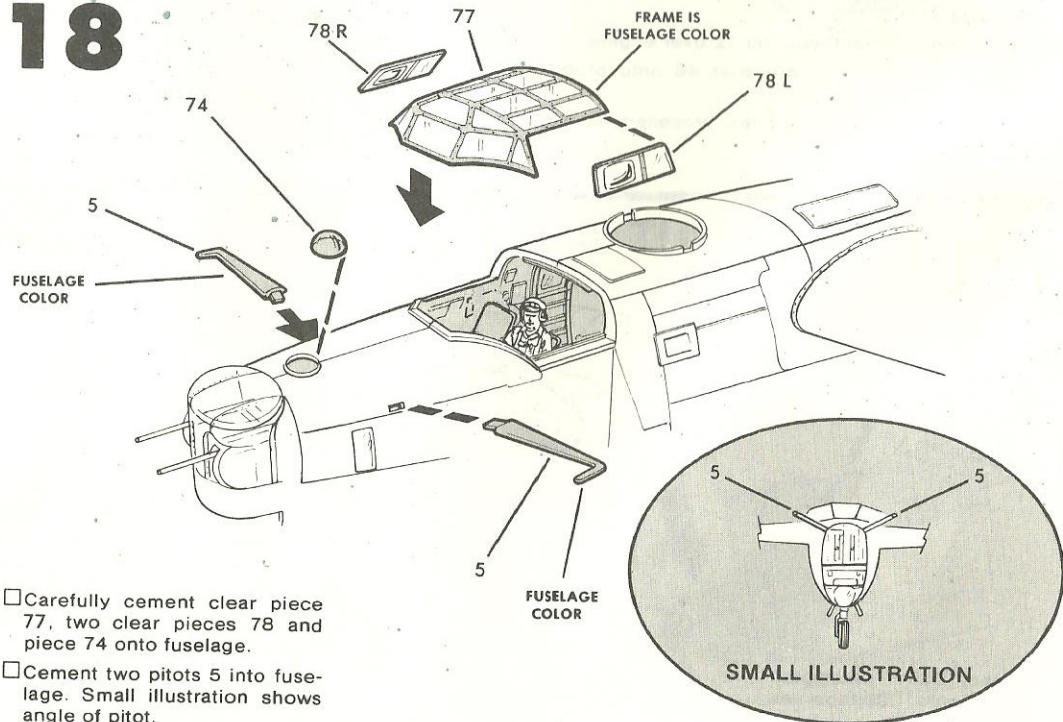
- Slip (do not cement) gun 45 into turret half 80F.
- Carefully cement turret half 80R to turret half 80F.
- Slip (do not cement) pivot 29 through slots in support 30.
- Slip (do not cement) buttons on pivot into holes in assembled turret.
- Cement legs on support into holes in panel 2 as shown.
- Cement panel into opening in bottom of fuselage.
- When cement has dried thoroughly, the turret may be rotated, lowered and raised for storage. When stored the guns will fit into the depressions in the panel.

17



- Carefully cement clear window 76 into nose opening.
- Cement pins on doors 4R and 4L between pins on fuselage as shown. Pins on doors must be straight up and down.

18

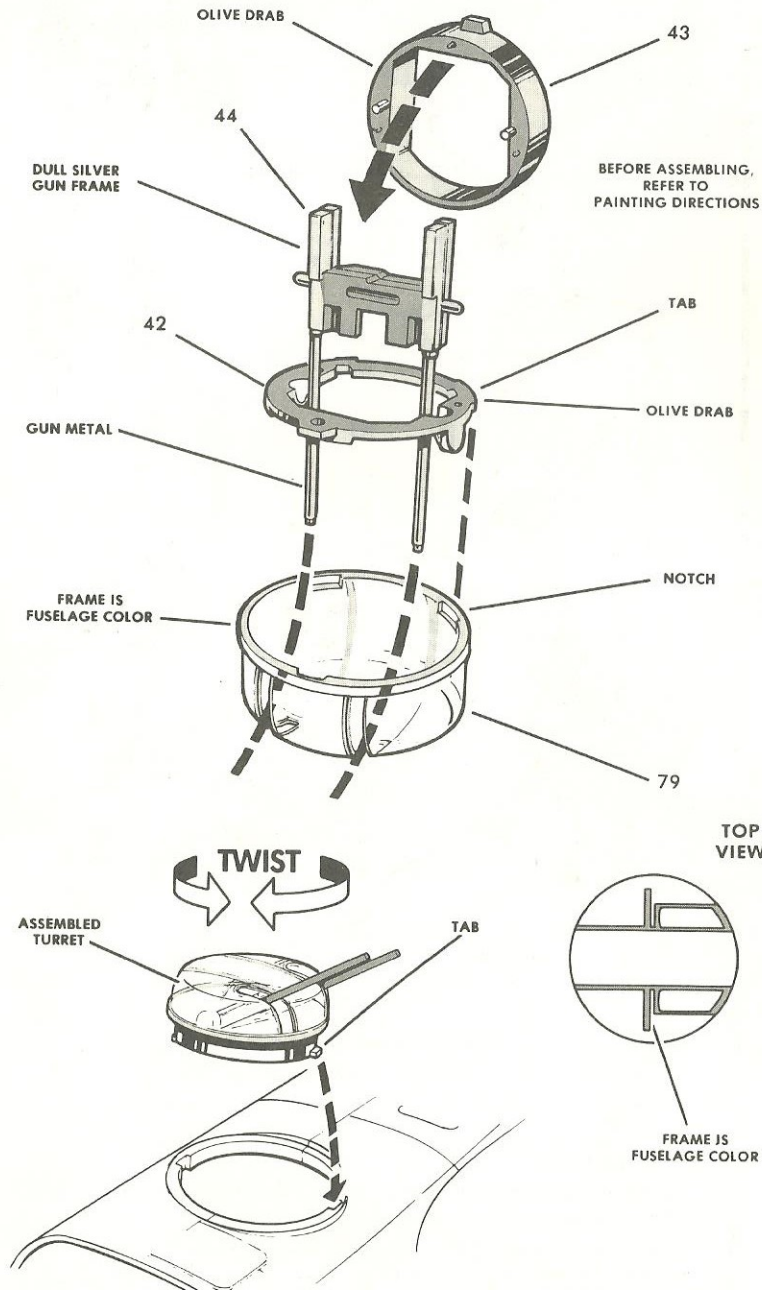


- Carefully cement clear piece 77, two clear pieces 78 and piece 74 onto fuselage.
- Cement two pitots 5 into fuselage. Small illustration shows angle of pitot.

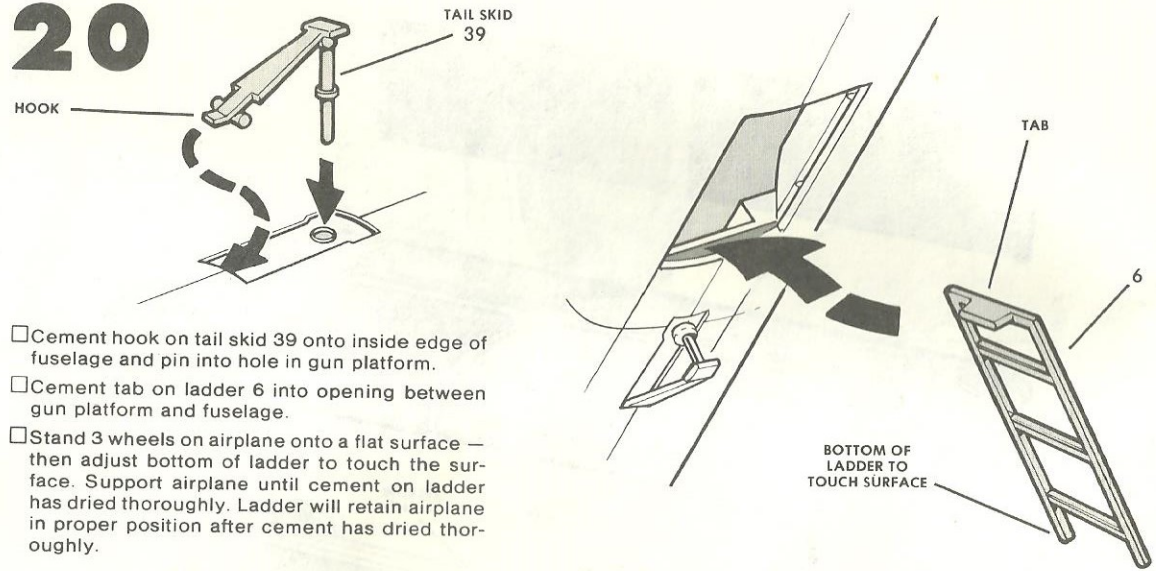
SMALL ILLUSTRATION

19

- Slip (do not cement) guns 44 into notches in ring 42.
- Cement retainer 43 to ring 42.
- Cement tabs on ring 42 into turret clear piece 79.
- Place (do not cement) tabs on turret into notches on TOP of fuselage. Twist turret into any position.

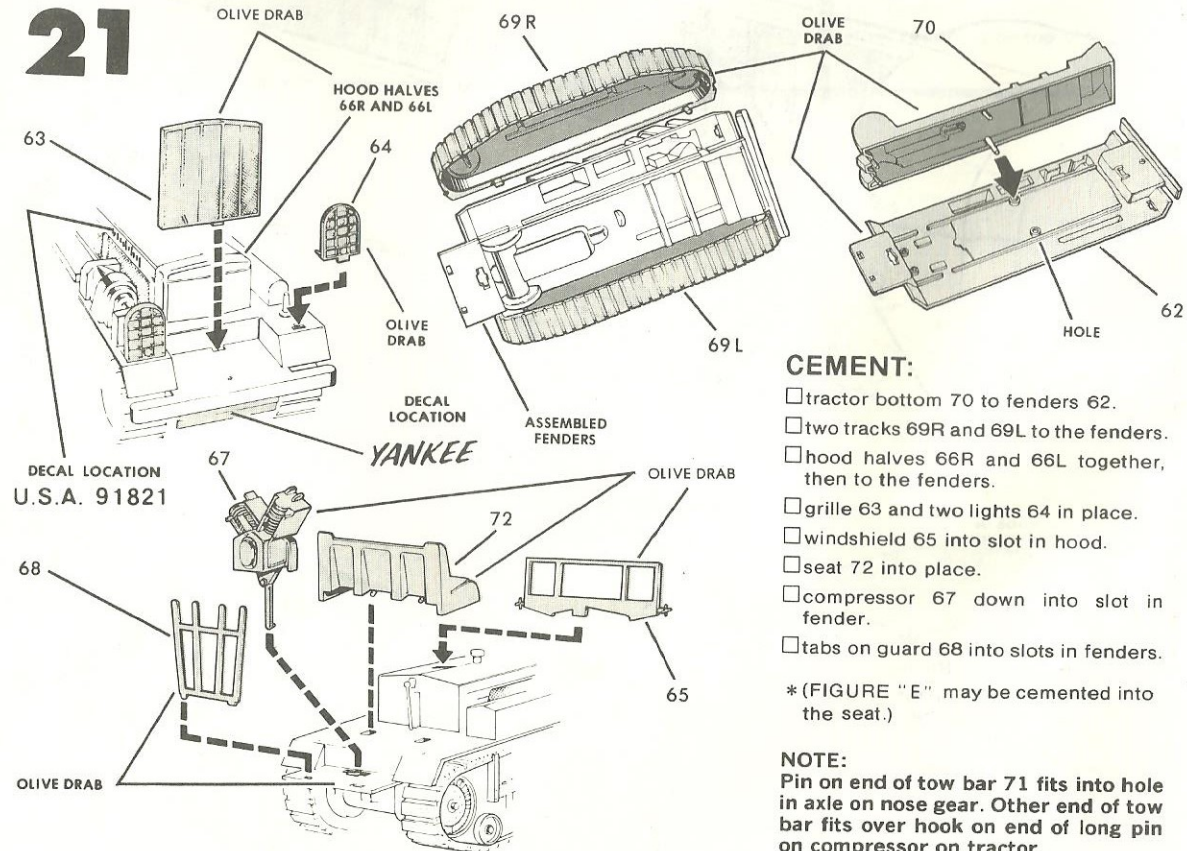


20



- Cement hook on tail skid 39 onto inside edge of fuselage and pin into hole in gun platform.
- Cement tab on ladder 6 into opening between gun platform and fuselage.
- Stand 3 wheels on airplane onto a flat surface — then adjust bottom of ladder to touch the surface. Support airplane until cement on ladder has dried thoroughly. Ladder will retain airplane in proper position after cement has dried thoroughly.

21



CEMENT:

- tractor bottom 70 to fenders 62.
- two tracks 69R and 69L to the fenders.
- hood halves 66R and 66L together, then to the fenders.
- grille 63 and two lights 64 in place.
- windshield 65 into slot in hood.
- seat 72 into place.
- compressor 67 down into slot in fender.
- tabs on guard 68 into slots in fenders.

* (FIGURE "E" may be cemented into the seat.)

NOTE:

Pin on end of tow bar 71 fits into hole in axle on nose gear. Other end of tow bar fits over hook on end of long pin on compressor on tractor.

