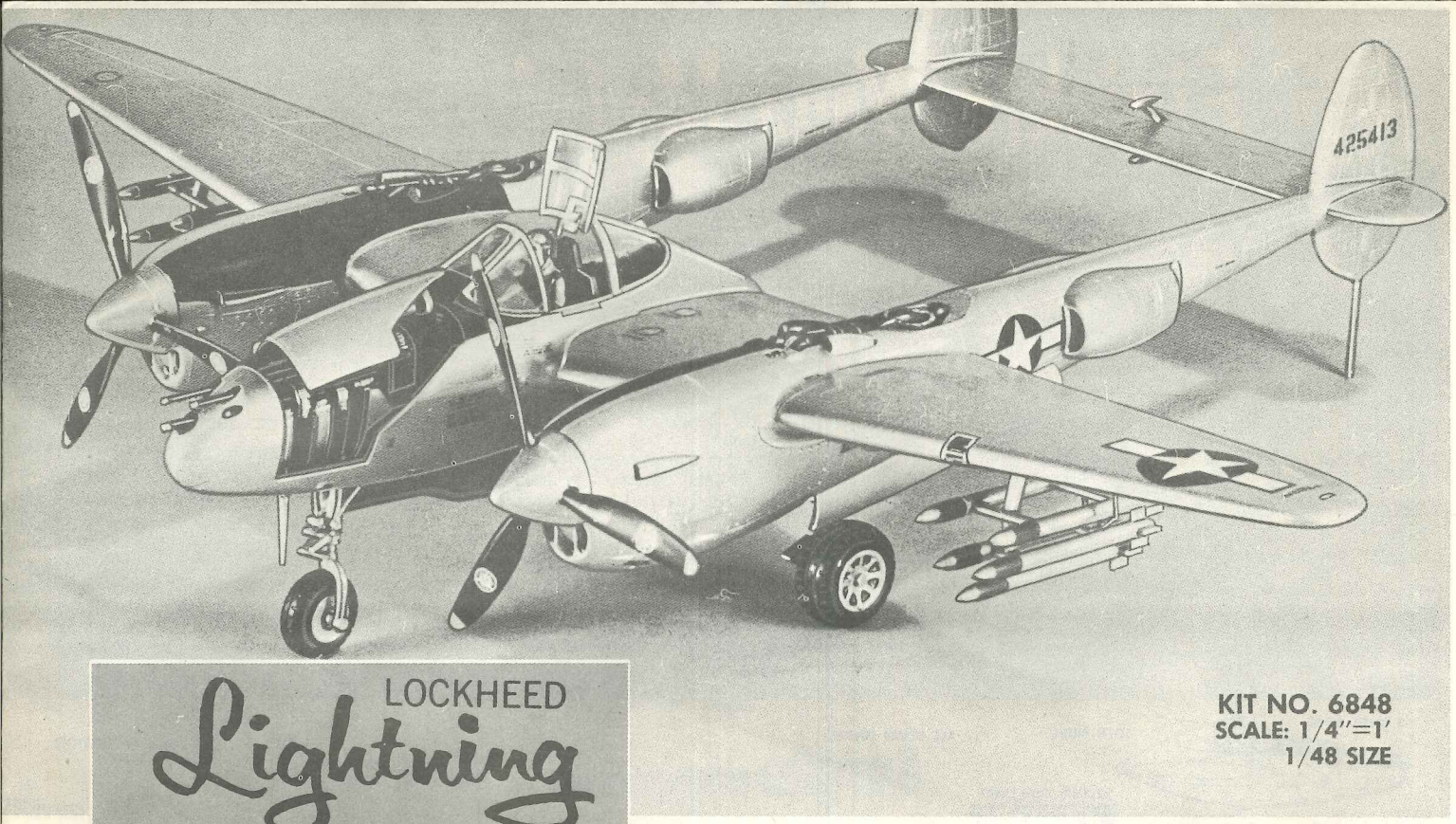
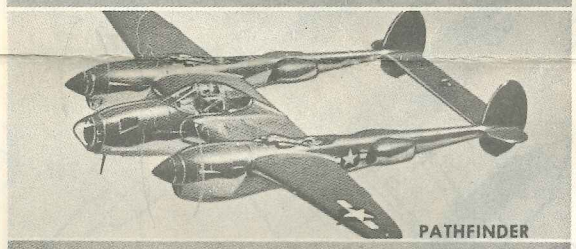
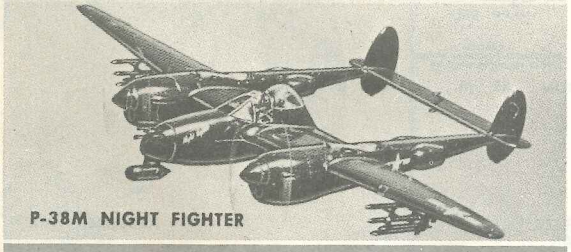


LOCKHEED Lightning P-38

KIT NO. 6848
SCALE: 1/4″=1′
1/48 SIZE


PATHFINDER


F5B PHOTO RECONNAISSANCE


P-38M NIGHT FIGHTER

MONOGRAM®

The Lockheed Lightning P-38 was one of the great American warplanes of the Second World War. It was used on almost every front and soon came to be respected. In North Africa, where it caused great losses to Rommel's airborne supply lines, the Germans called it "the fork-tailed devil". In the South Pacific, the Lightning is credited with more Japanese aircraft destroyed than any other fighter. Major Richard Bong scored 40 victories, flying a Lightning in this area, to become the Leading American Fighter Ace of World War II.

In 1936 the Army issued a specification calling for a high-speed, high altitude interceptor. The requirements for this plane were such, that Lockheed's designers felt that a single-engine of the existing types could not supply sufficient power for the performance required. They employed a radically new design with a center fuselage and twin-booms which would not only house twin engines, but the turbo-superchargers, radiators, and landing gear as well. This would leave the main fuselage for the pilot and a concentration of four .50 caliber machine guns and a 20mm. cannon, without being hampered by synchronizing gear.

Although originally designed for bomber interception, the P-38 underwent numerous production modifications and was pressed into a variety of duties of which the role of a fighter was most notable. Some of the other duties included a role as a fighter-bomber, long range photo reconnaissance, a pathfinder aircraft to lead formations of bomb carrying P-38's, and finally as a radar equipped night fighter. Of the 9,923 Lightnings built the P-38J and P-38L were the most numerous, from which the Pathfinder, Photo Reconnaissance, and Night Fighter were converted. These versions had a length of 37′ 10″, were 9′ 10″ high, with a span of 52 feet. They were powered by two Allison V-12, turbo-supercharged, 1,425 h.p., liquid cooled engines with counter-rotating propellors. This gave the Lightning a top speed of 420 m.p.h. at 26,000 feet, a range of over 2,000 miles with drop tanks, and a service ceiling of 44,000 feet.

This Monogram 1/48 scale kit was designed from photographs and measurements of actual P-38's. The kit includes all of the parts and decals necessary for assembling any one of five versions of this famous fighter.

6848-0203

Important !

PLEASE READ CAREFULLY BEFORE YOU BEGIN ASSEMBLY

Read the instructions and study the exploded drawings to become familiar with all the parts. As your P-38 may be built to any one of five versions, you must decide on which version you want before you begin. The assembly procedure is written for the P-38L version. The assembly of the other four versions is the same with the exceptions listed under "conversions". Read "conversions" before starting the assembly if you are going to build any version other than the P-38L. It is recommended that you do not attempt the conversions, unless you are an experienced model builder.

The landing gear may be assembled in an up or down position. If the up position is desired, the landing struts, strut supports and wheel assembly should be omitted. The doors should then be cemented in a closed position.

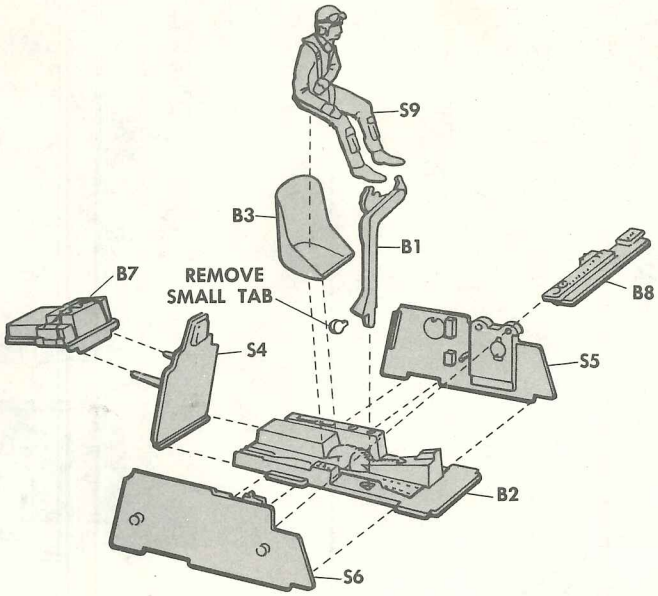
Each "tree" of plastic parts is molded with identifying numbers, appearing on the part or on a tab next to the corresponding part. In the assembly instructions, identifying numbers are preceded by the letter S, B, or CL, to indicate whether the part can be found on a SILVER, BLACK or CLEAR parts tree. This method makes it easy for you to locate parts during the assembly.

Do not detach parts from the trees until you are ready to use them. After cutting or breaking off the required part, trim away any excess bits of plastic. Use a small sharp knife, such as a modeling knife, available at your hobby counter. Check the fit of each part before you cement it in place.

Keep in mind the importance of not rushing the assembly of your model and avoid the use of excessive amounts of cement. All plastic cements contain solvents that dissolve plastic in order to form a weld between the cemented parts. Too much cement can soften and distort the plastic, spoiling your models appearance. When applying cement to small or confined areas, use cement on the end of a toothpick instead of the tube nozzle to better regulate the amount of cement being applied.

If you plan to paint your model, refer to the instructions, "Finishing Your Model", for helpful hints on painting. It is best to paint some parts before cementing them in place. Remember to scrape paint away from areas which will be cemented. Cement will not stick to paint.

1 COCKPIT ASSEMBLY



(a) Remove small round tab from control column B1 and cement to floor B2.

(b) Cement seat B3 in place using raised lines on bottom to position.

(c) Cement sides S5 and S6 to floor, then cement armor plate S4 between sides.

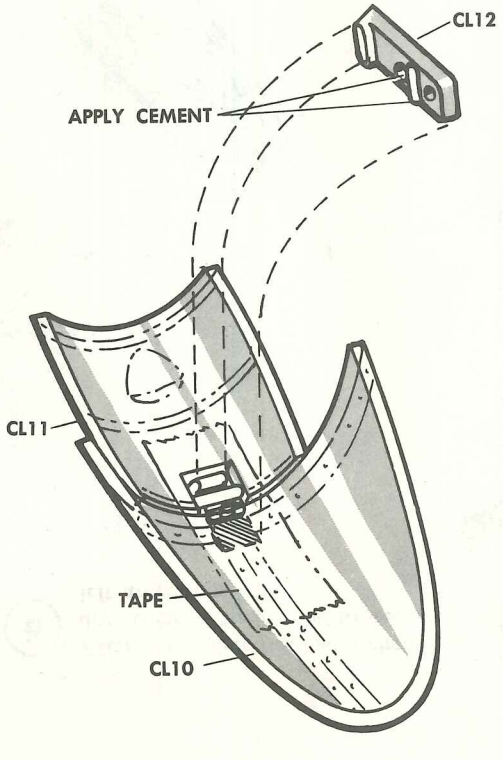
(d) Cement radio equipment B7 to pins on back of armor plate. Rear of radio equipment will be lower than the front

(e) Cement switch panel B8 to top edges of cockpit sides at front.

(f) Cement pilot S9 in place.

2 CANOPY ASSEMBLY

NOTE! Assembly of hinged canopy may be difficult for the inexperienced builder. You may prefer to cement the parts described.



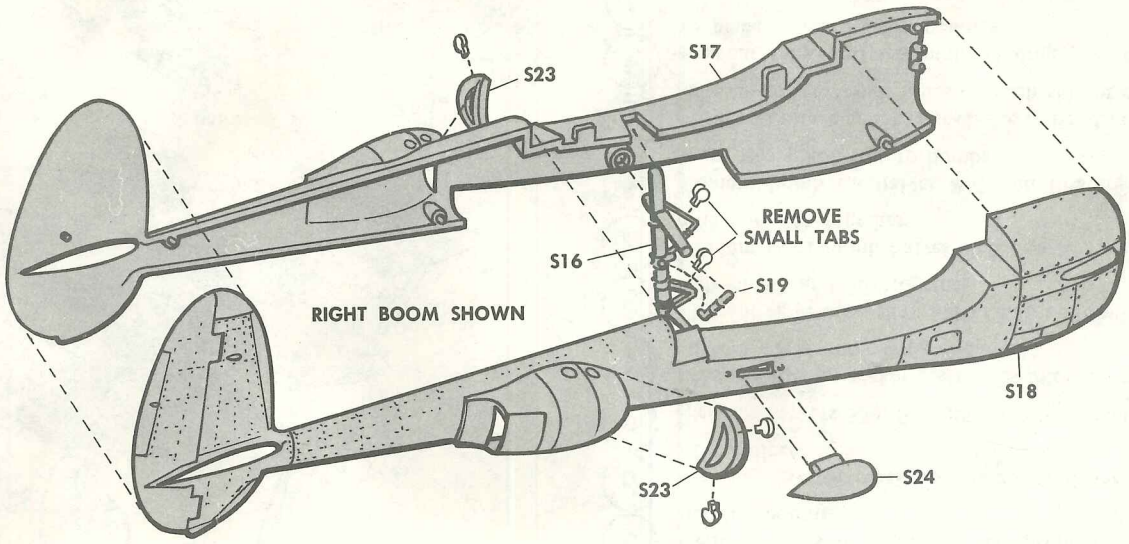
(a) Use tape on the outside to hold canopy top CL11 to rear portion of canopy CL10.

(b) Using tweezers to hold hinge plat CL12, apply cement sparingly with th tip of a toothpick to holes in plate an fit plate down over pin on CL10, trapping bar of CL11.

(c) Remove tape after cement has dried

3 RIGHT AND LEFT BOOM ASSEMBLIES

NOTE! Long pin on rear of left boom is to enable the finished model to set on tricycle gear without adding weight to the nose. Pin may be cut off if model is assembled with the landing gear retracted. If gear is desired in the retracted position omit a and c of this step.



(a) Remove two small round tabs from landing strut S16 and cement to boom half S17.

(b) Cement boom half S18 to S17. Make sure long pin on strut fits into hole in S18. Wrap boom with rubber bands until cement dries.

(c) Cement strut support S19 into hole in landing strut and opposite end to end of boss on boom.

(d) Remove round tabs from radiator fronts S23 and cement to radiators.

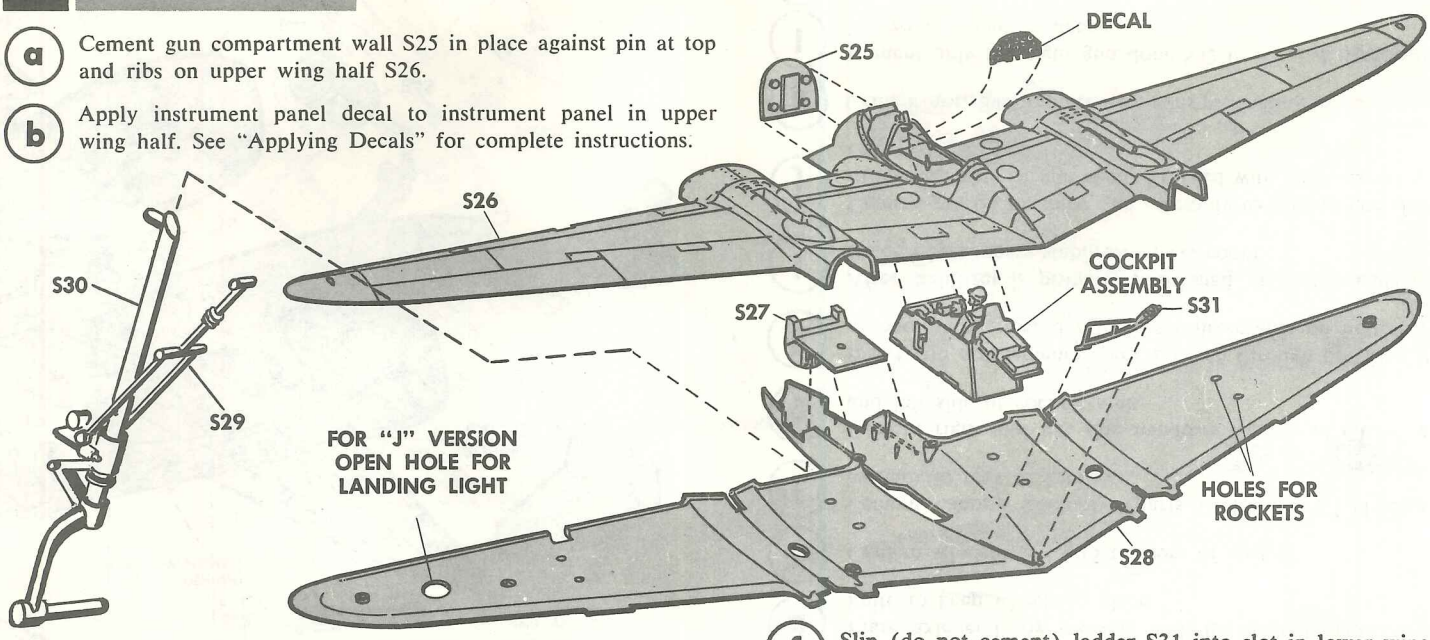
(e) Cement air scoop S24 to slot in boom. Repeat procedure for assembling left boom using parts S19, S20, S21, S22, S23, and S24.

4 WING ASSEMBLY

NOTE! If gear is desired in the retracted position omit paragraphs h and i of this step.

(a) Cement gun compartment wall S25 in place against pin at top and ribs on upper wing half S26.

(b) Apply instrument panel decal to instrument panel in upper wing half. See "Applying Decals" for complete instructions.



(c) Cement cockpit assembly into upper wing half using ribs on inside of opening and instrument panel at front to locate properly. Hold in place tightly until cement sets.

(d) Cut through two small holes in outer wing ends of S28 bottom wing half if rockets are going to be used.

(e) Cement gun shelf S27 into position in lower half using ribs and pins to position.

(f) Slip (do not cement) ladder S31 into slot in lower wing half until pins on ladder are in notches in wing then . . .

(g) Cement top and bottom wing halves S26 and S28 together. Use rubber bands to hold wing firmly together until cement dries.

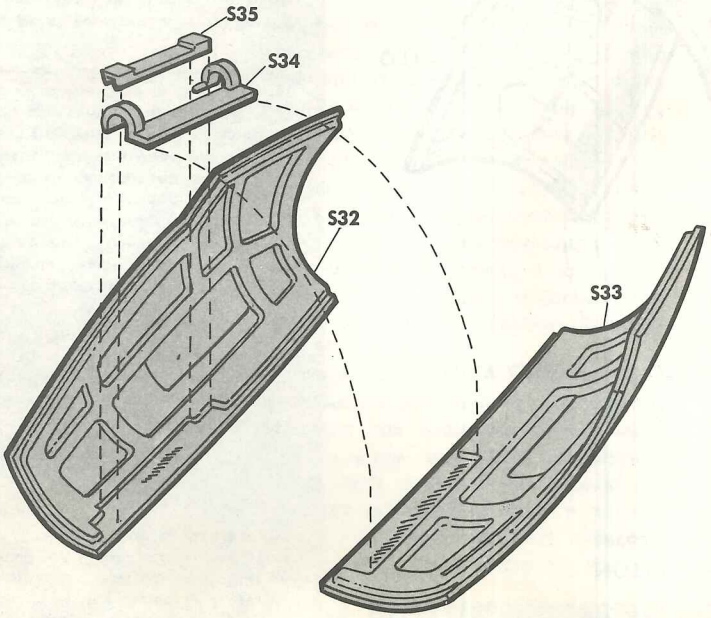
(h) Remove four round tabs from strut support S29. Cement four small pins on strut support S29 into holes in nose strut S30.

(i) Cement nose gear in place using ribs at front of nose gear opening for position.

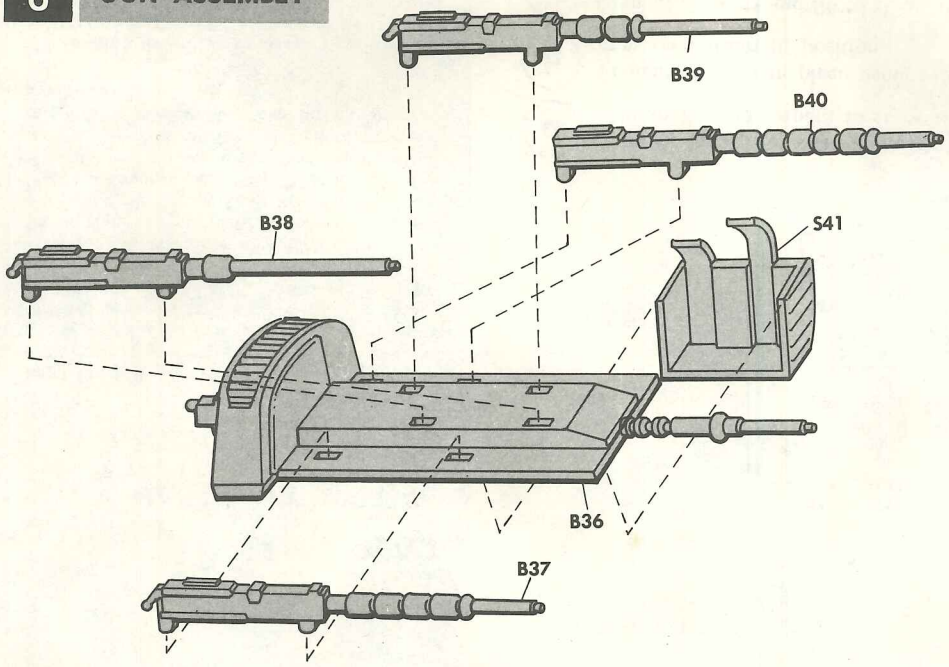
5 ARMAMENT DOORS

(a) Fit notches in plate S35 over pins on hinge S34. Hold pieces together and apply cement to bottom of plate S35, being careful not to get cement onto hinge pins. Now attach hinge assembly to right arms door S32.

(b) After hinge plate has had a chance to dry, cement hinge S34 to recess in left arms door S33.



6 GUN ASSEMBLY

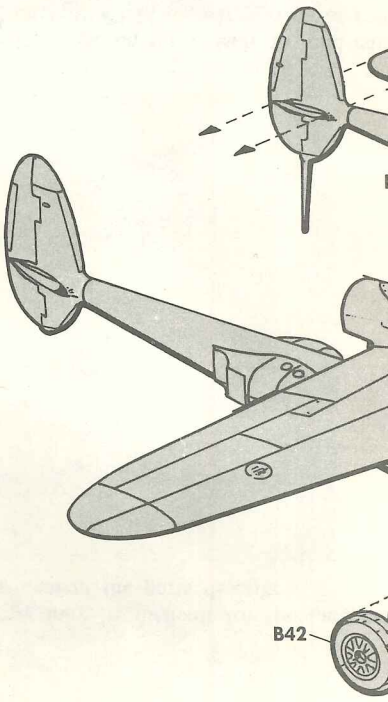


(a) Fit the tabs on machine guns B37, B38, B39, and B40 to gun tray B36 in the positions shown. Be sure to position correctly!

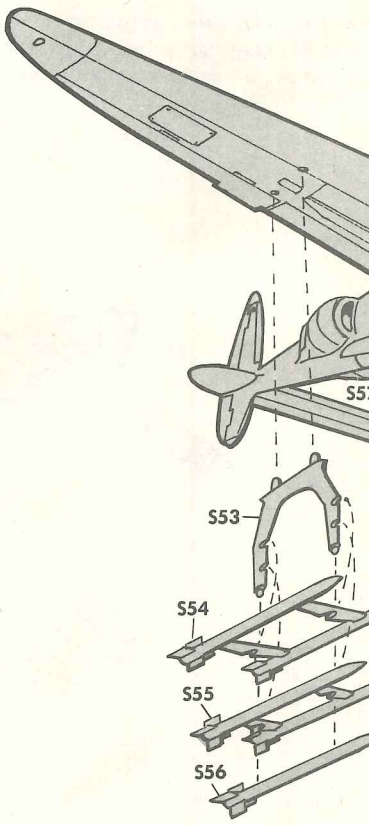
(b) Apply cement from the bottom of the gun tray to tabs on guns.

(c) Cement ammunition carriers S41 to left side of gun tray, using pins on bottom of tray for correct position.

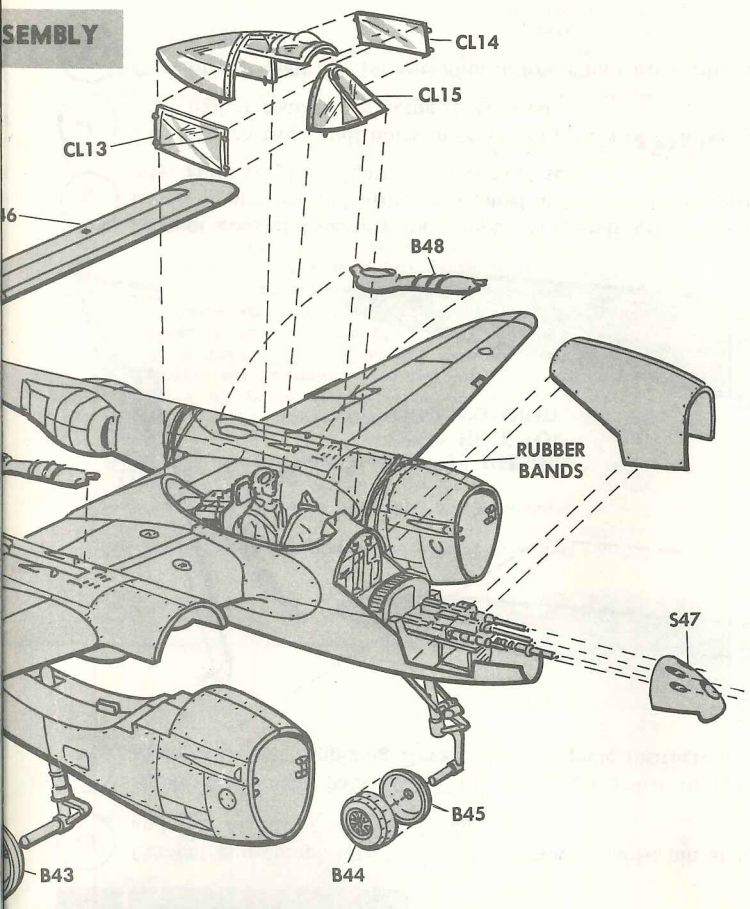
7 MAJOR COMPONENTS



8 DETAIL ASSEMBLY



SEMBLY



(a) Cement right and left booms to wing. Left boom has long pin on rudder. Use rubber bands to hold boom securely until cement dries.

(b) Cement wheel halves B42 to B43 and B44 to B45.

(c) Slip large wheels onto axles of main gear and small wheel onto nose gear axle. Wheels should have spoke side facing away from landing struts in all cases.

(d) Flare axle ends by pressing with the heated blade of an old knife to keep wheels in place.

(e) Cement windshield CL15 to front of cockpit.

(f) Cement canopy assembly (parts CL10 and CL11 assembled earlier) to rear of cockpit.

(g) Cement right and left side windows CL13 and CL14 to right and left side of cockpit area.

(h) Insert (do not cement) stabilizer S46 through openings in rear of booms. Numbered side of stabilizer goes on bottom.

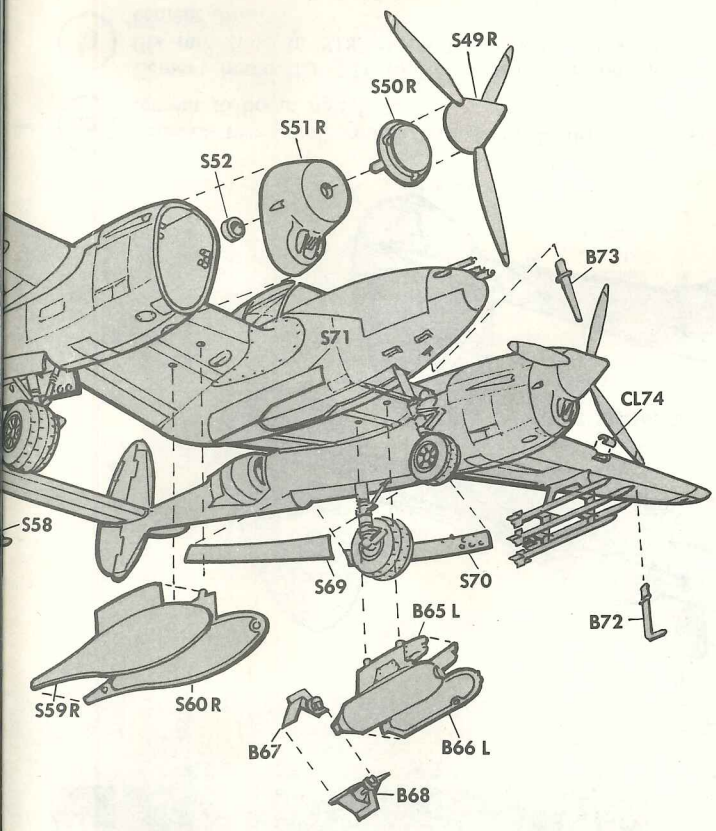
(i) After stabilizer is properly positioned, cement sparingly lower inside edges where stabilizer meets boom.

(j) Cement pin on machine gun assembly to hole in gun shelf and to leading edge of gun shelf. Proceed with next assembly while cement is still tacky.

(k) Cement nose S47 in place with guns protruding through gunports.

(l) Cement only the right gun door S32 in place. Left gun door is hinged so it can be opened.

(m) Cement superchargers B48 in place on top of each boom.



(a) Cement right and left propellors S49 to corresponding backing plates S50. Parts are stamped with letters R and L so be sure to attach them as shown.

(b) Slip propellor shaft of right and left propellors through holes in corresponding cowls S51 and cement a retainer S52 to end of each shaft. Be careful not to get cement between retainer or shaft and cowl, as this will prevent propellors from rotating.

(c) Cement cowls of right and left propellor assemblies to right and left booms.

(d) Cement elevator mass weights S57 and S58 to top and bottom of stabilizer.

(e) Cement rockets S54, S55, and S56 to rocket launcher S53.

(f) Cement pins on rocket assemblies into two small holes (opened in step 4) in outer wing ends.

(g) Cement right drop tank halves S59 and S60 and left drop tank halves S61 and S62 together.

(h) Cement right bomb halves B63 and B64 and left bomb halves B65 and B66 together.

(i) Cement bomb fin halves B67 and B68 together and then cement assembled fins to bombs.

(j) Now you may cement your choice of bombs or drop tanks or one of each to two small holes on each side of center wing section.

(k) Cement right and left main landing gear doors S69 and S70 in place at main gear openings.

(l) Cement nose gear door S71 in place on right side of opening.

(m) Cement pitot tube B72 and landing light CL74 in place in left wing.

(n) Cement antenna B73 to hole in front of nose gear opening.

Finishing Your Model

PAINTING — The plastic parts in this kit are molded in silver, black, and clear polystyrene. A realistic and attractive model can be completed without painting. However, if you wish to paint additional details or camouflage your model, suggestions are given here.

It is best to paint most of the parts before cementing them. The large outside surfaces such as wings and fuselage may be painted after assembly. Only ENAMEL or PAINT FOR PLASTICS should be used. All colors used should have a flat finish except for the black used on the Night Fighter. A small pointed brush is best for painting small parts.

Larger areas are best covered with a soft brush about ¼ in. 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. The following suggestions are for all versions:

OLIVE DRAB — Instrument hood at of cockpit—seat and armor plate— chute harness—turbo-superchargers— on rockets—bombs

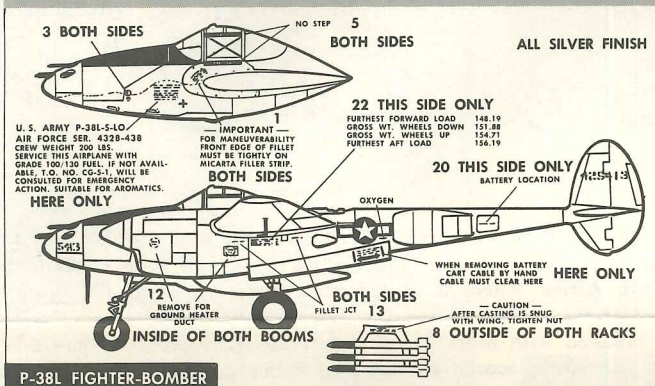
ZINC CHROMATE (Apple Green) — pit floor—side panels—interior of all —gun compartment—two ribs betwee munition cannisters—gun tray

BLACK — Switch boxes on cockpit sid gun sight—propellor blades—center of tion chutes—goggle frames on pilot

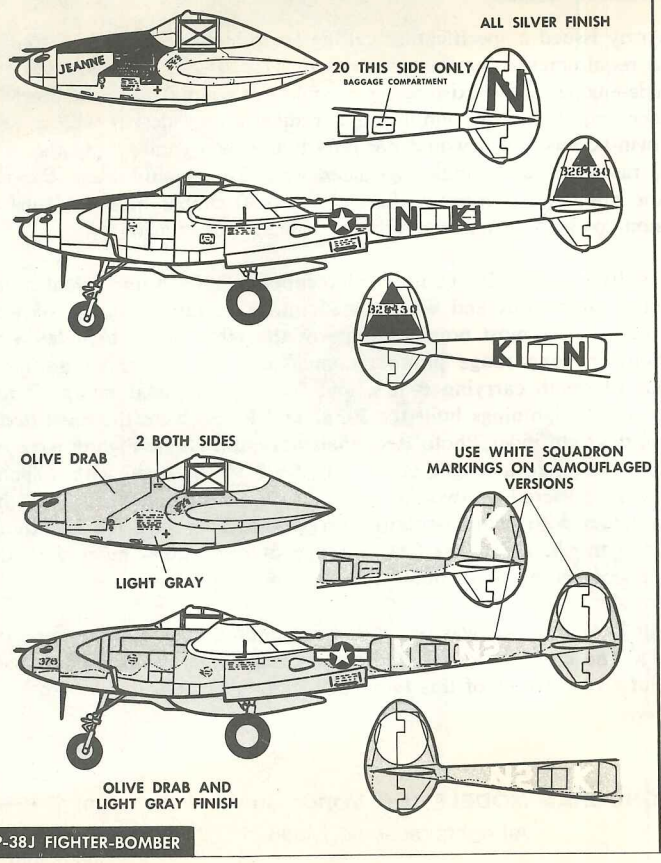
SILVER —Cannon ammunition cannis kickplates, raised lines, and switch on floor and sides of cockpit—machin blast tubes and solenoid on one ma gun—goggle lenses—wheel rims and s —details on turbo-superchargers

LIGHT GRAY — Heater and oxygen on floor of cockpit—goggle strap

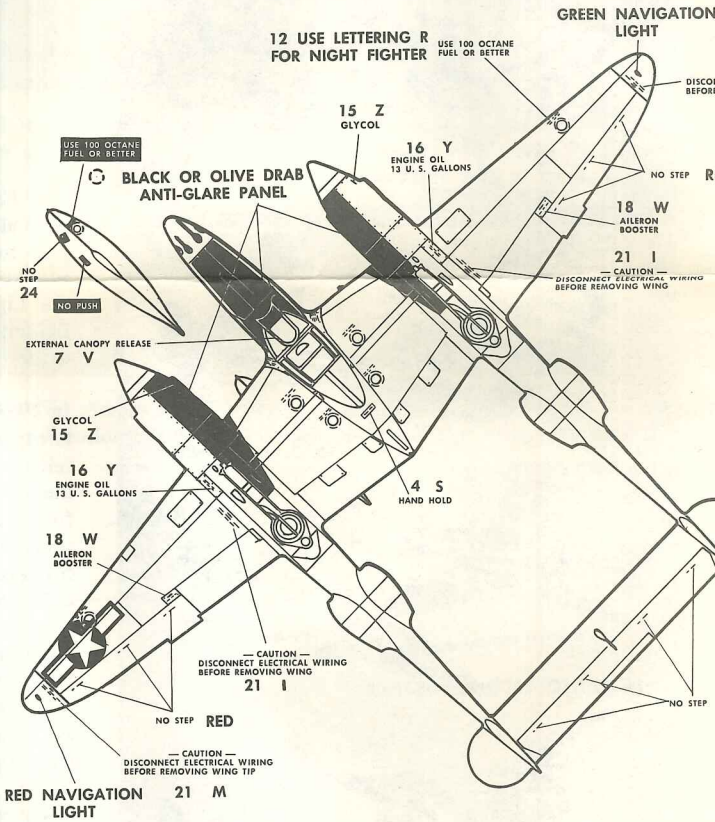
BROWN — Pilot's helmet and shoes

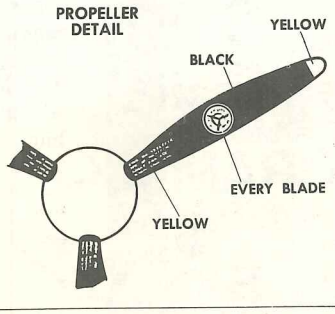


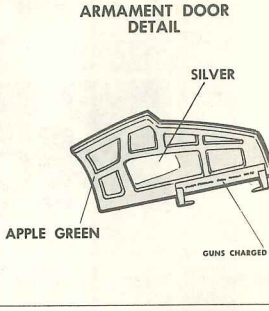
P-38L FIGHTER-BOMBER



P-38J FIGHTER-BOMBER







KHAKI — Pilot's shirt and pants

FLESH — Pilot's hands and face

YELLOW — Tips of propellor blades—Mae-West

The following suggestions are for these specific versions only.

P-38L — Black or olive drab anti-glare panels

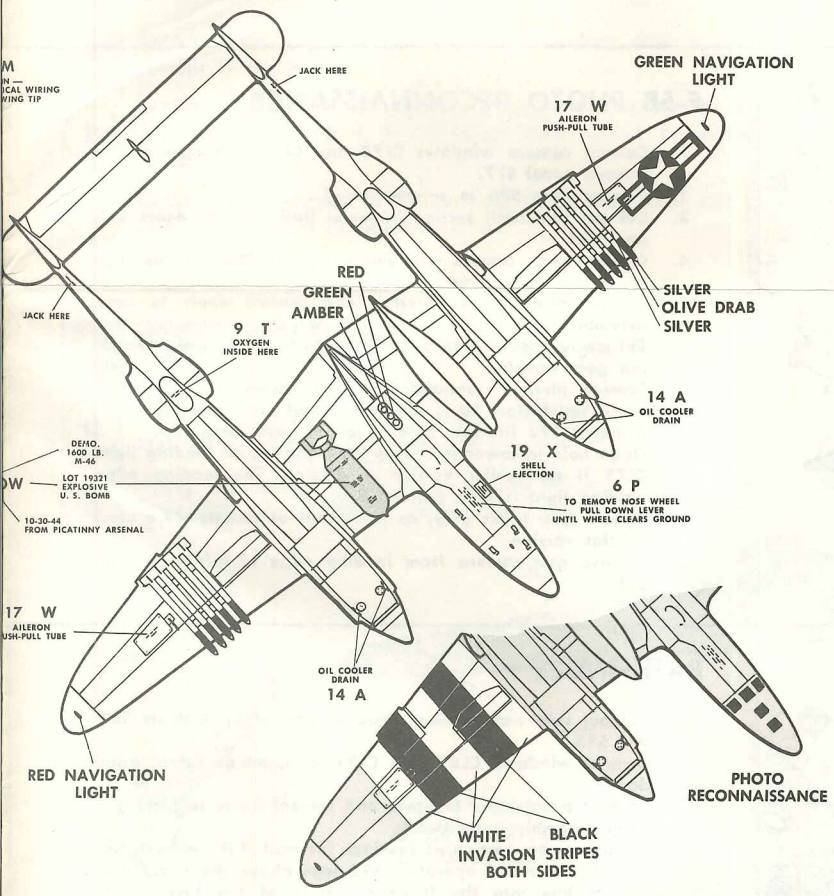
P-38J — Black or olive drab anti-glare panels or if desired entire upper surfaces may be olive drab with lower surfaces light gray (see drawing), invasion stripes may be used on either color scheme.

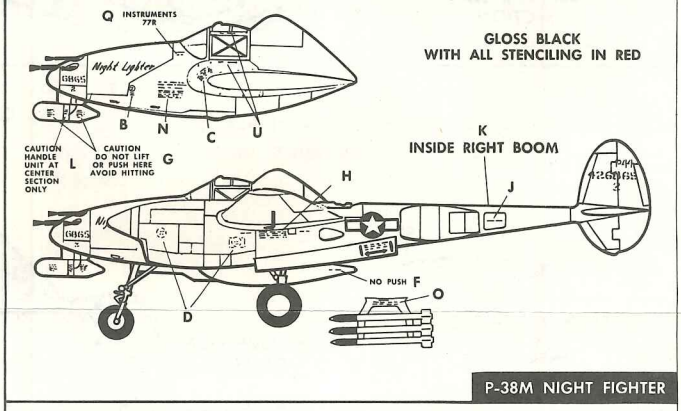
P-38 Night Fighter—Entire exterior surfaces gloss black

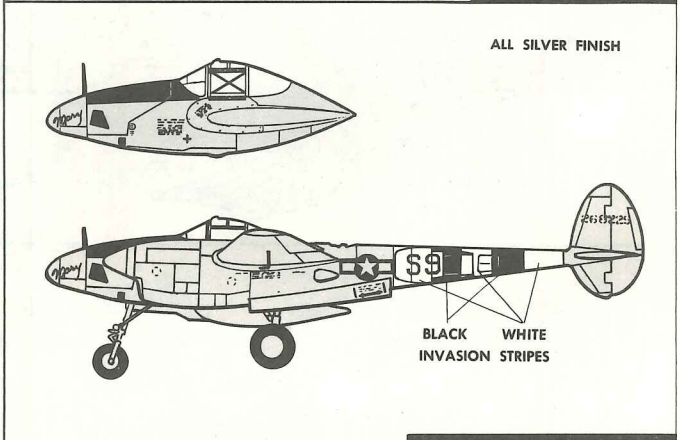
F-5B Photo Reconnaissance — Black or olive drab anti-glare panels with invasion stripes if desired or cerulean blue overall.

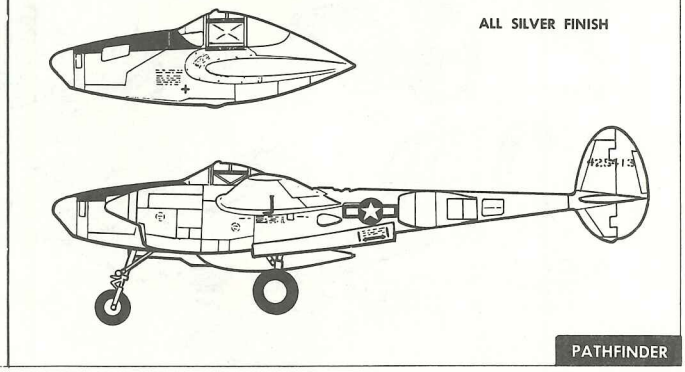
Pathfinder — Black or olive drab anti-glare panels or if desired entire upper surfaces may be olive drab with lower surfaces light gray (see drawing for P-38J)

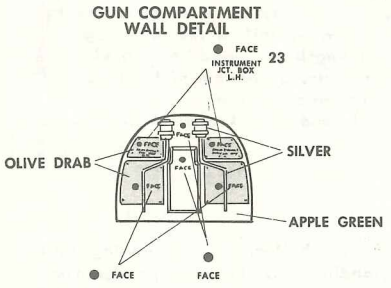
APPLYING DECALS — When applying decals refer to the drawing for the specific version you have assembled. The large center section of the drawing applies to all versions. The bold numbers shown are in reference to those on the decal sheet. For the Night Fighter red stenciling is used throughout. These are denoted on the decal sheet by letters rather than numbers. The side stenciling for all versions is the same as that shown for the P-38L unless otherwise shown in the drawing for your specific version. To apply decals, select the item you wish to attach and cut it from the sheet with scissors. For a neat job work with one subject at a time, and trim it close to color outline. Dip the decal in water for a few moments until it slides easily on the paper backing. Next, slide the decal into correct position. After the decal is in the correct position, press out trapped air bubbles and blot with a soft rag. Before drying, decals should be pressed firmly against surface contours, such as rivet and lines.

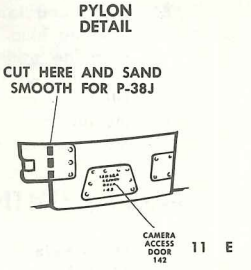








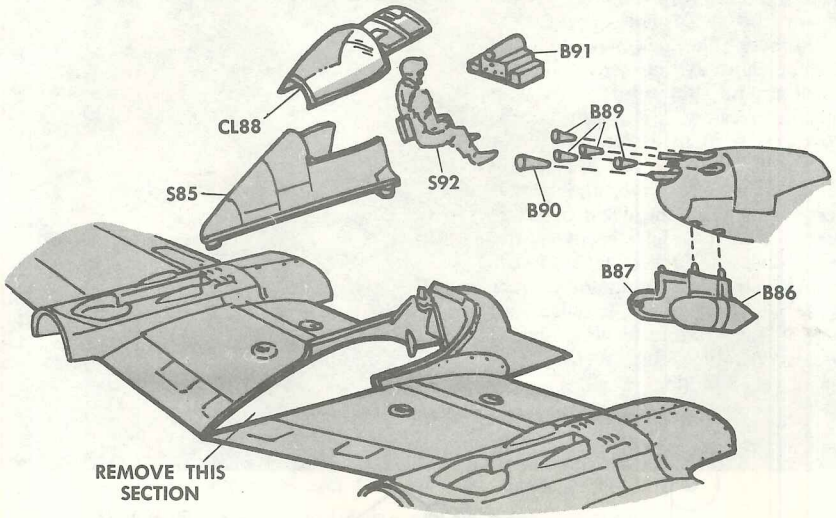




Conversions

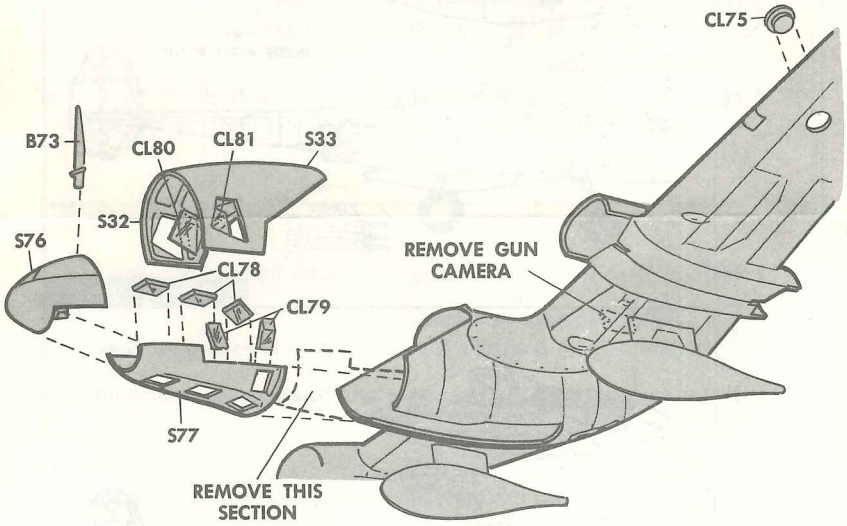
BUILD YOUR LIGHTNING TO ANY ONE OF THESE FAMOUS MODELS

The assembly procedure for building the versions listed here, is the same as the main assembly procedure, with the exceptions listed below. It is recommended that you do not attempt these conversions unless you are an experienced model builder.



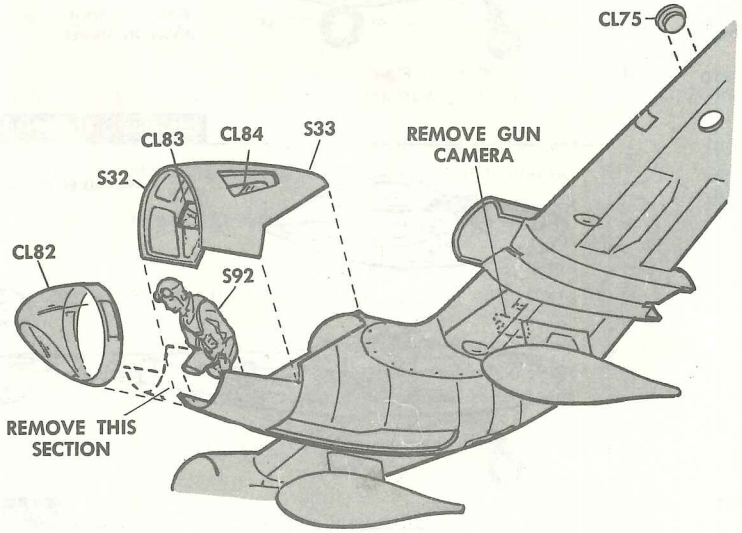
P-38M NIGHT FIGHTER

1. Remove the rear portion of the cockpit opening following along on the inside of the raised line which is located on the underside of the upper wing half.
2. Sand edges of cutout until a smooth fit is accomplished with radar cockpit S85.
3. Cement tab on radar operator S92 into slot in radar cockpit and cement radar cockpit to the opening you have made in the upper wing half.
4. Assemble radar canopy CL88 with canopy top CL11 and hinge plate CL12 in the manner described in step 2.
5. Cement canopy assembly in place on radar cockpit.
6. Use radar equipment B91 instead of radio equipment B7 described in step 1.
7. Cement radome halves B86 and B87 together.
8. Cement radome to front of fuselage bottom using antenna hole (step 8) and flashed over hole in front of this to locate pins.
9. Add a small flash hider B89 to each of the four machine guns and a large flash hider B90 to the cannon muzzle.



F-5B PHOTO RECONNAISSANCE

1. Cement camera windows CL78 and CL79 into openings in camera panel S77.
2. Cement nose S76 to camera panel.
3. Cut out thin wall section in lower half of arms doors S32 and S33.
4. Cement large camera windows CL80 and CL81 to openings cut out of arms doors.
5. Cement arms doors together and cement doors to nose assembly.
6. Cut away nose section of lower wing half forward of landing gear opening.
7. Cement photo reconnaissance nose assembly to fuselage when satisfactory fit is attained. (Omit gun assembly.)
8. Antenna B73 fits into hole in top of nose piece S76.
9. Open hole in lower left wing half and install landing light CL75 if an earlier version is desired. The leading edge landing light is then painted over.
10. Attach drop tanks only, as no bombs or rockets were used on this version.
11. Remove gun camera from leading edge of left drop tank pylon.



PATHFINDER

1. Cut out thin wall section in upper part of arms doors S32 and S33.
2. Cement windows CL83 and CL84 to openings cut in arms doors.
3. Cement arms doors together and cement doors to fuselage. (Gun assembly is omitted.)
4. Cut away nose section of fuselage forward of the arms doors.
5. Cut off the radar operators S92 legs above the knees and cement him into the forward section of the fuselage to simulate a bombardier. Cement clear nose CL82 in place.
6. The round landing light CL75 may be used if desired by opening hole in lower left wing half. If the round light is used the leading edge landing light should be painted over.
7. File off four shell ejector chutes on bottom of fuselage and fill in antenna hole as no antenna is used.
8. No rockets or bombs were used on this version. Drop tanks may be used if desired.

P-38J LIGHTNING

1. Open hole in lower left wing half and install landing light CL75. The leading edge landing light should be painted over.
2. No rockets were used on this version. Bombs or drop tanks may be used.
3. Remove gun camera from leading edge of left bomb or drop tank pylon.