

DOUGLAS A-26B INVADER

1/48 SCALE MASSTAB 1:48 ESCALA 1/48 1/48 ECHELLE



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The A-26 Invader was a direct descendant of the Douglas Aircraft Company's previous attack aircraft, the A-20 Havoc. The A-20 had entered service in late 1940, and it had been used extensively in combat operations by the time the first A-26B Invaders began to roll off the production line in August 1943.

The XA-26 was the first of three Invader prototypes to be built, and this experimental aircraft featured a glass nose not unlike that which would appear later on the A-26C version. The XA-26A was fitted with night fighting equipment which included a radar set in the nose. A third prototype, known as the XA-26B was designed specifically to perform the light bombing and attack missions. Because the A-26A was cancelled, the A-26B became the first variant of the Invader to enter production. The first 820 A-26Bs had a solid nose with six .50-caliber machine guns, each of which was supplied with four hundred rounds of ammunition. On subsequent A-26Bs, the number of nose guns was increased to eight.

The two gun turrets each contained two .50-caliber machine guns with 500 rounds per gun. Normally, the two turrets were operated by a single gunner located in the center section of the aircraft just aft of the bomb bay. The gunner aimed and fired the turrets through a periscopic sight that provided a view above and below the aircraft.

The top turret could also be locked in the forward position and fired by the pilot to augment the fixed guns in the nose. Additional forward-firing guns could be carried under the wings in pods, and on late A-26Bs three .50-caliber guns were mounted inside each of the wings in much the same way as they were on fighter aircraft. This

left the under-wing stations free to carry up to 2,000 pounds of rockets, additional bombs, or external fuel tanks. Internally, the A-26B could carry an additional 4,000 pounds of bombs on racks within its bomb bay.

As originally designed, the A-26B had a flat canopy, but this proved to be unsatisfactory. It had limited visibility, but more importantly, it restricted the pilot's exit if he had to bail out. This was because it opened only on the right side above the navigator's seat. As a result, later aircraft were produced with an enlarged canopy with more of a bubble shape. This provided better visibility, and because it opened on both sides, it made escape for the pilot much easier in an emergency. This improvement was so important that the new canopy was retrofitted to many existing aircraft as well as being standard for later aircraft coming off the production line.

After World War II, the U. S. Army Air Force became the U. S. Air Force, and the Martin B-26 Marauder was retired from service. The remaining A-26s were subsequently redesignated B-26Bs. Many Invaders saw service in Korea and then were placed in storage. When a counter-insurgency (COIN) aircraft was needed in Vietnam, B-26Bs were taken out of storage and converted to the B-26K configuration and called Counter-Invaders. During its service in Vietnam, the designation of the aircraft was changed again, this time to A-26A.

The Invader has the distinction of being the only combat aircraft used by the United States in World War II, Korea, and Vietnam. Its thirty-plus years of service attest to its excellent design, versatility, and rugged durability.

5920M0200

READ THIS BEFORE YOU BEGIN

- Study the assembly drawings.
- Each plastic part is identified by a number.
- Let paint dry completely before handling parts.
- Check the fit of each piece before cementing into place.
- Do not use too much cement to join parts.
- Use only cement for polystyrene plastic.
- Model may be painted to match photos on box.
- Scrape paint from areas to be cemented.
- For better paint and decal adhesion, wash the plastic parts in a mild detergent solution.

ALLGEMEINE HINWEISE

- Die Anordnung der Bauteile ist aus den Zeichnungen der Anleitung ersichtlich.
- Jedes Plastikteil ist durch eine Nummer gekennzeichnet.
- Die Teile vor dem Verkleben ungeleimt zusammenhalten, um ihren Passitz zu prüfen.
- Klebstoff nicht zu dick auftragen.
- Nur Modellbaukleber für Polystyrol verwenden.
- Man kann das Modell nach den Fotos auf der Schachtel anstreichen.
- Bemalte Teile vor der Weiterverwendung gut trocken lassen.
- Die Farbe muss von allen späteren Klebestellen abgeschabt werden.
- Damit die Farbe und die Abziehbilder besser kleben, sind die Plastikteile in einer milden Seifenlauge zu waschen.



OPTIONAL PARTS
BAUTEILE NACH WAHL
PECER EN OPTION
PIEZAS OPCIONALES



PAINTING
TIPS:



DO NOT CEMENT
NE PAS COLLER
NICHT KLEBEN
NO US PEGAMENTO



REPEAT SEVERAL TIMES
À RÉPÉTER PLUSIEURS FOIS
ARBEITSGANG MEHRMALS WIEDERHOLEN
REPETA VARIAS VECES



DECAL (DIP IN WATER)
DECALCOMANIE (À PLONGER DANS L'EAU)
ABZIEHBILD
DECALCOMANIA (MOJE CON AGUA)

LEA ESTO ANTES DE EMPEZAR

- Estudie los dibujos de ensamblaje.
- Cada pieza de plástico se identifica por un número.
- Verifique que cada pieza encaje bien antes de pegar en posición.
- No use demasiado pegamento para unir las piezas.
- Use únicamente pegamento para plástico de poliestirena.
- El Modelo puede pintarse de acuerdo con las fotografías de la caja.
- Permita que se seque la pintura completamente antes de focar las piezas.
- Raspe la pintura de las superficies que serán pegadas.
- Para una mejor fijación la pintura y de las calcomanías, lavense las piezas plásticas en una solución de detergente suave. Enjuáguese y dejense secar al aire.

LISEZ CE QUI SUIT AVANT DE COMMENCER LE MONTAGE

- Etudier les schémas d'assemblage.
- Chaque pièce plastique porte un numéro d'identification.
- Contrôler que chaque pièce soit bien conforme avant de la coller à sa place.
- N'utilisez pas trop de colle pour réunir les pièces.
- Utilisez uniquement une colle spéciale pour polystyrène.
- Le modèle peut être conformément aux photos sur la boîte.
- Laissez sécher la peinture complètement, avant de manipuler les pièces.
- Grattez la peinture sur les surfaces devant être collées.
- Pour assurer la meilleure adhésion possible de la peinture et des calcomanies, laver les pièces de plastique avec une légère solution savonneuse. Rincer et laisser sécher à l'air.

FLAT BLACK	NOIR TERNE	NEGRO APAGADO	GLÄNZLOSES SCHWARZ
YELLOW	JAUNE	AMARILLO	GELB
LIGHT BROWN	MARRON CLAIR	MARRON CLARO	HELLBRAUN
OLIVE DRAB	VERT OLIVE	ACEITUNADO	OLIVGRÜN
INTERIOR GREEN	INTERIEUR VERT	INTERIOR VERDE	INNENSEITE GRÜN
ZINC CHROMATE	CHROMATE DE ZINC	CHROMATO DE ZINC	ZINK CHROMAT
GRAY	GRIS	GRIS	GRAU
STEEL	METALLIC	METALICO	METALLIC
SILVER	ARGENT	PLATA	SILBERN
ALUMINIUM	ALUMINIUM	ALUMINIO	ALUMINIUMFARBEN

**A COMPLETE GUIDE FOR PAINTING THIS AIRCRAFT
APPEARS AT THE END OF THIS INSTRUCTION
BOOKLET.**

Many of the military paint colors shown on this instruction sheet can be found at your local hobby shop or mail order hobby supplier.

Monogram Model Kits has put forth every effort to create and manufacture the finest model kit available. If a part may be missing, please write to:

Monogram Model Kits
Consumer Service Department
301 North Third Avenue
Des Plaines, Illinois 60016

Be sure to include the kit number, part number, description, and your return address.

**If you have any problems building this
model,
call our modeling tips hotline at:
(800) 833-3570**

FEDERAL STANDARD COLOR NUMBERS

The box top can be used as a guide to paint your model, or you may wish to use the painting information at the end of this instruction booklet to achieve a more accurate finish. The listed numbers refer to color samples printed in GSA SPECIFICATIONS. This publication is available from:

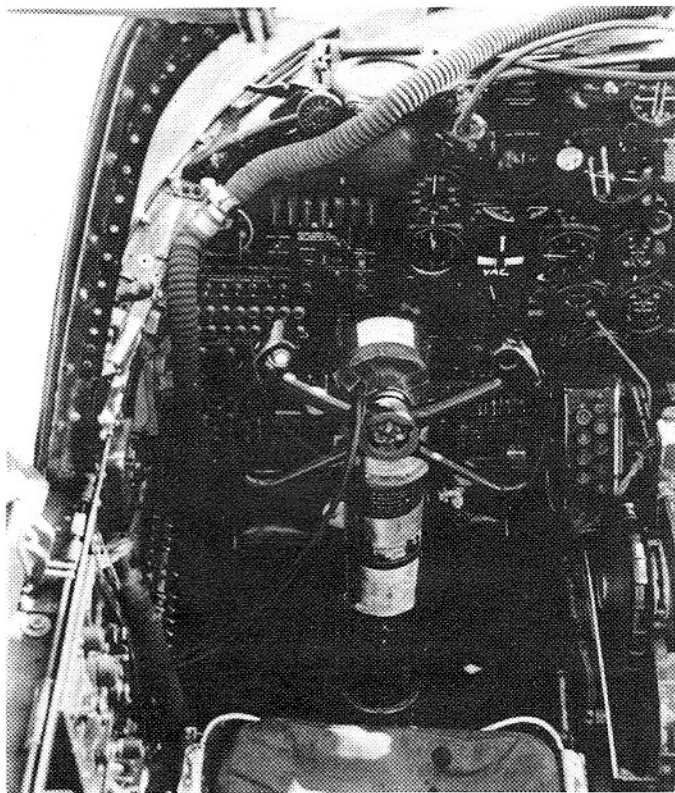
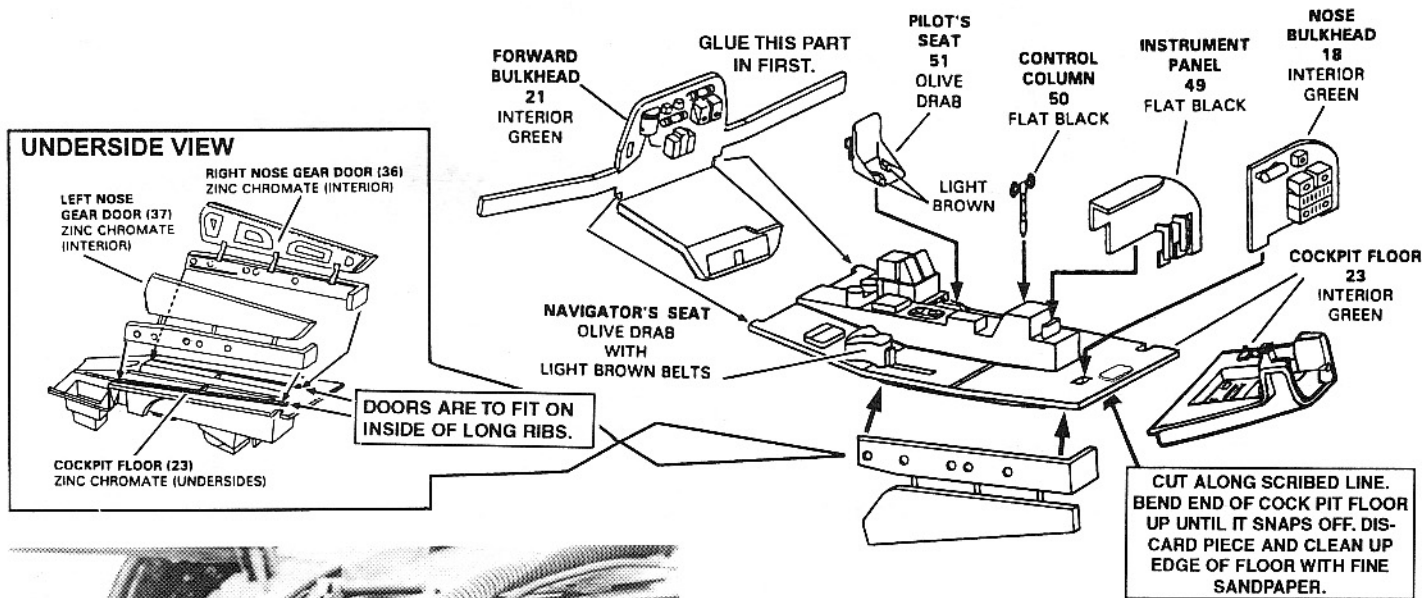
FEDERAL SUPPLY SERVICE BUREAU
GSA SPECIFICATIONS
470 East Lafant Plaza SW.
Suite 8100
Washington, D. C. 20407

Write to GSA for information regarding current price and availability.

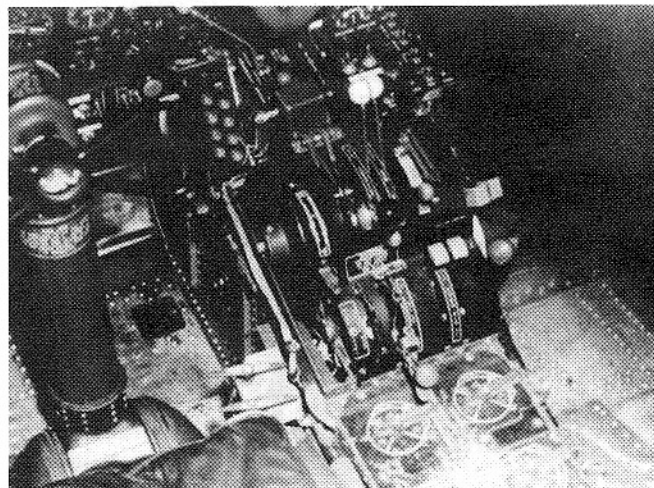
5920M0200

NOTE: Before beginning construction of your model, take a look at the last two pages of this instruction booklet. You will find that you have an option to build one of two aircraft. Aircraft Number 1 is A-26B, tail number 322369, which was named *Stinky* and assigned to the 552nd BS of the 386th BG at Beaumont, France. Aircraft Number 2 is A-26B, tail number 434220, which was assigned to the 437th BS of the 319th BG on Okinawa. You should choose which aircraft you want to build before you start. During the assembly steps, you will see references to "AIRCRAFT NUMBER 1" and "AIRCRAFT NUMBER 2." You should follow the instructions for the aircraft you have decided to build.

STEP 1: COCKPIT ASSEMBLY



PAINT ALL PARTS BEFORE ASSEMBLY



Left: Details of the pilot's instrument panel and control yoke can be seen here.

(Squadron/Signal photo via Jim Mesko)

Above: Throttles and propeller controls were located on the center console.

(Squadron/Signal photo via Jim Mesko)

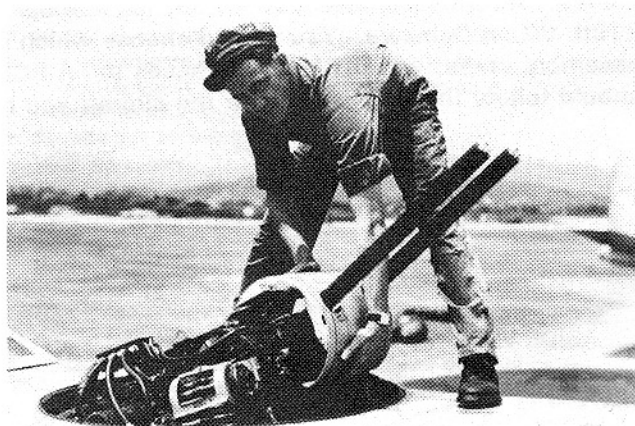
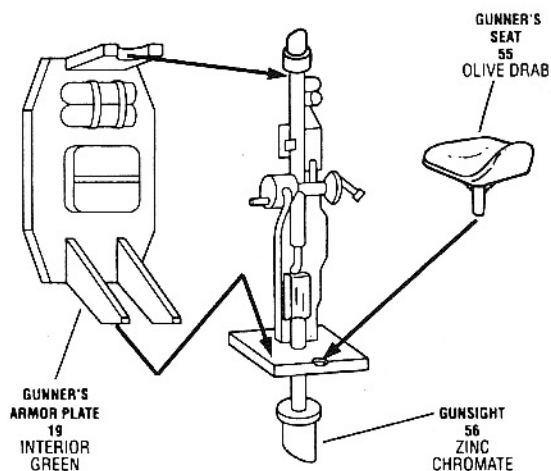
PAINTING TIPS:



1: Lightly dry brush steel colored paint over the bulkheads and cockpit floor to bright out details and to simulate weathering.

2: Paint the face of the INSTRUMENT PANEL (49) gloss white then allow it to dry overnight. Next paint flat black over the gloss white and allow to dry completely. Use the point of a razor knife to gently scrape the flat black off of the raised details of the instruments on the panel allowing the white to show through. This is an easier way to bring out tiny details on an instrument panel rather than trying to paint them on with a brush. Finally, place a drop of clear gloss on each instrument to simulate the glass on its face.

STEP 2: GUNSIGHT ASSEMBLY



With the turret cover removed, a gunner services the top turret on an A-26 Invader.

(Squadron/Signal photo via Jim Mesko)

PAINT ALL PARTS BEFORE ASSEMBLY

1. Glue GUNNER'S ARMOR PLATE (19) to GUNSIGHT (56).
2. Glue GUNNER'S SEAT (55) to GUNSIGHT (56).

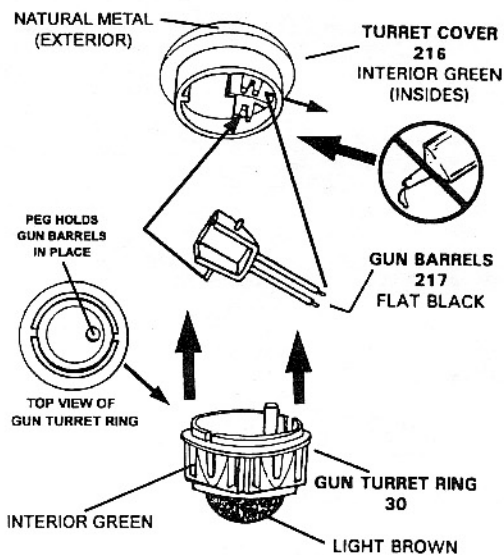


PAINTING TIP:

As you did with the cockpit, dry brush steel colored enamel lightly on the gunsight and armor plate to represent weathering and wear. Also use a black wash to highlight details on the gunsight.

STEP 3: TURRET ASSEMBLIES

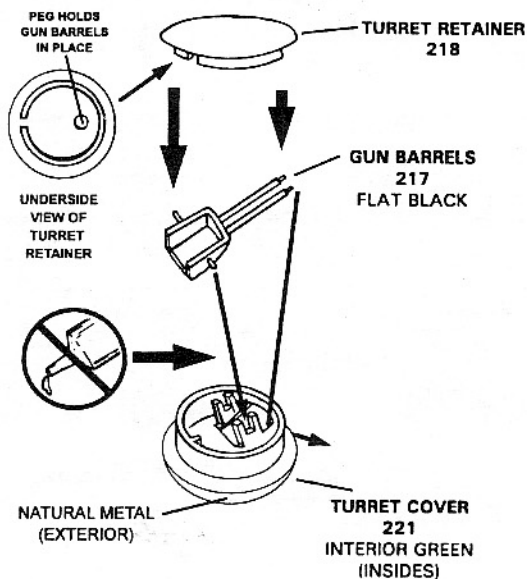
UPPER TURRET ASSEMBLY



PAINT ALL PARTS BEFORE ASSEMBLY

1. Place [DO NOT CEMENT] GUN BARRELS (217) inside TURRET COVER (216) as shown.
2. Carefully glue the GUN TURRET RING (30) to TURRET COVER (216) making sure no cement gets on the guns or the rim where the turret assembly will come in contact with the fuselage.

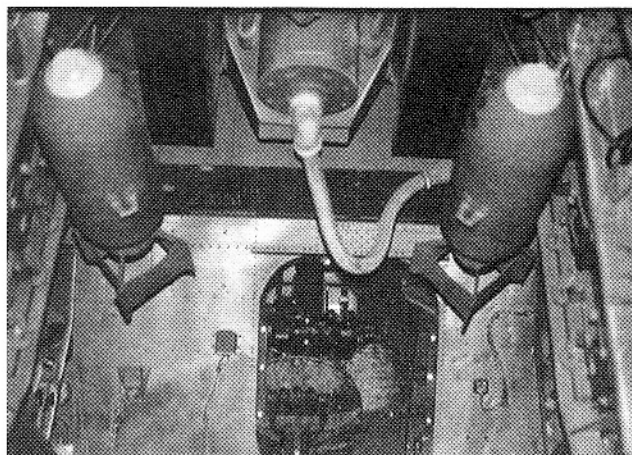
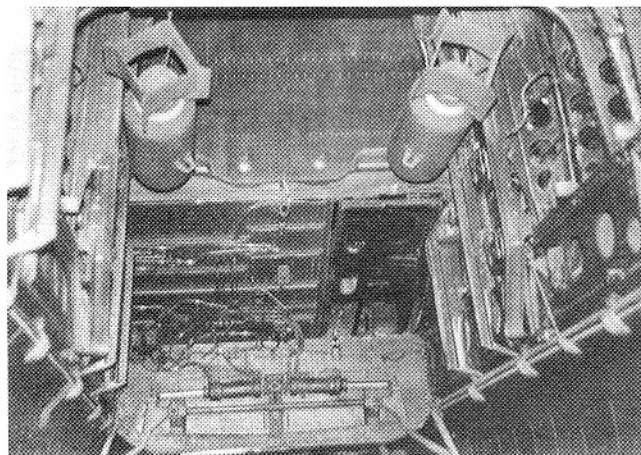
LOWER TURRET ASSEMBLY



PAINT ALL PARTS BEFORE ASSEMBLY

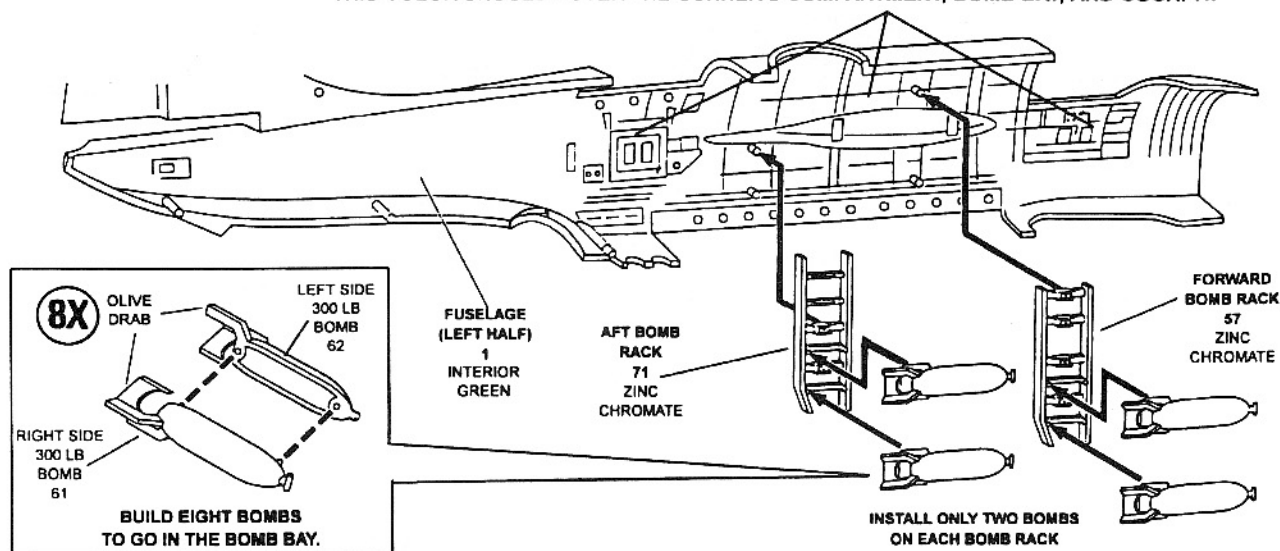
1. Place [DO NOT CEMENT] GUN BARRELS (217) inside TURRET COVER (221) as shown.
2. Carefully glue the TURRET RETAINER (218) to the TURRET COVER (221) making sure no cement gets on the guns or the rim where the turret assembly will come in contact with the fuselage.

STEP 4: BOMB ASSEMBLY



The view at left looks forward in the bomb bay of an A-26, while the one at right looks aft. The gunner's chair and gunsight can be seen through the open hatch in the background. (Squadron/Signal photos via Jim Mesko)

PAINT THE INTERIOR OF BOTH FUSELAGE HALVES INTERIOR GREEN. THIS COLOR SHOULD COVER THE GUNNER'S COMPARTMENT, BOMB BAY, AND COCKPIT.



PAINT ALL PARTS BEFORE ASSEMBLY



An armorer checks the ordnance inside the bomb bay of an A-26 Invader. Bombs often had yellow stripes painted on them to indicate that they were live ordnance.

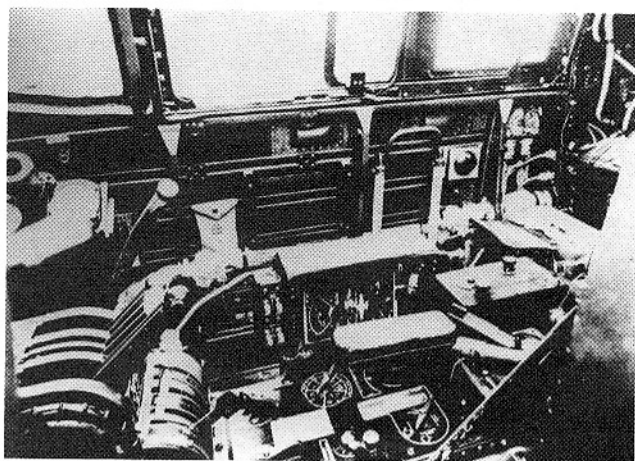
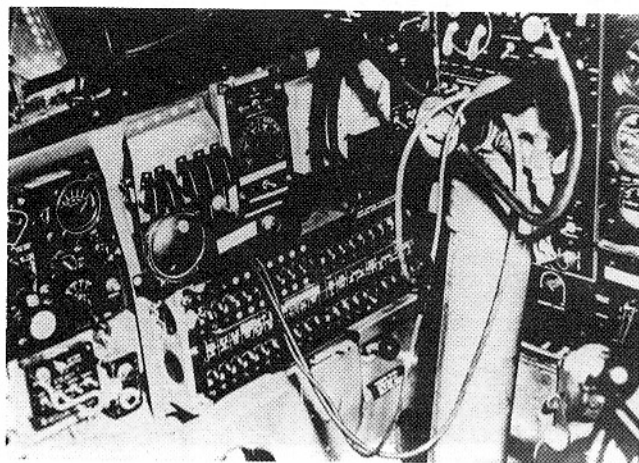
(Squadron/Signal photo via Jim Mesko)

1. Glue FORWARD BOMB RACK (57) and AFT BOMB RACK (71) into FUSELAGE [LEFT HALF] (1) as shown.
2. Make eight bombs by assembling eight 300 LB BOMB [RIGHT SIDES] (61) to eight 300 LB BOMB [LEFT SIDES] (62).
3. Cement two bombs to the FORWARD BOMB RACK, and two bombs to the AFT BOMB RACK.
4. Repeat steps 1, 2, and 3 above for the right side using FUSELAGE [RIGHT HALF] (2) and FORWARD BOMB RACK (58) and AFT BOMB RACK (73). Glue two bombs to each of these racks.

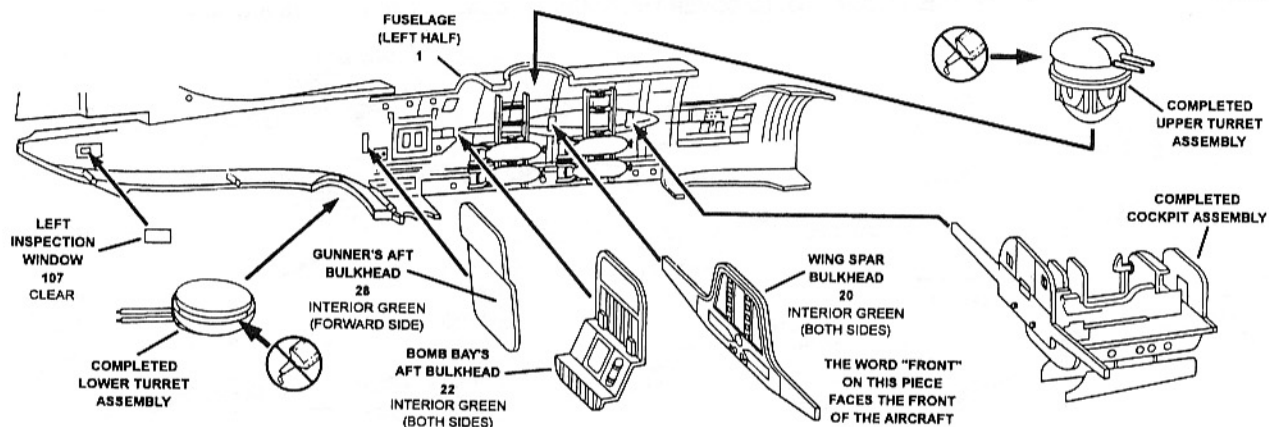
PAINTING TIP

After the interior green paint on the insides of the fuselage halves has dried completely, mix a few drops of flat black paint with a small amount of paint thinner to form a black wash. Using a small pointed brush, run a little black wash along the edges of the raised details in the bomb bay, cockpit and gunner's compartment. This will help highlight the details and make the areas look weathered. Once the wash has dried, lightly dry brush some steel colored paint over the high points of the details.

STEP 5: FUSELAGE ASSEMBLY

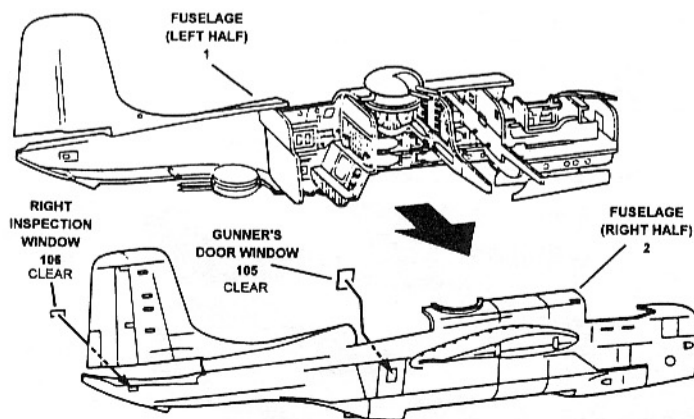


At left is a photograph of the left cockpit wall, and at right is a view of the right side of the cockpit. Details varied slightly from aircraft to aircraft depending on the production it was in, but the basic color was interior green. The panels were usually flat black, and the small switches were silver. (Both are Squadron/Signal photos via Jim Mesko)



MODELING TIPS:

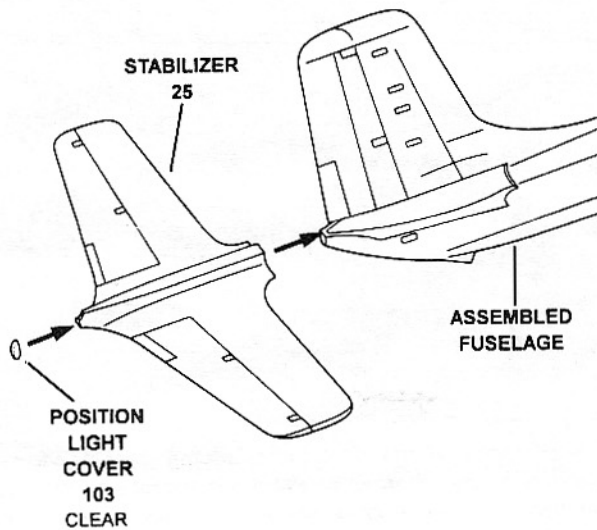
1. Use a water-based white glue to attach clear parts. It will not mar their surface and can be washed off with water if needed.
2. A toothpick can be used to add a small amount of VEGETABLE OIL to the rings where the turret assemblies meet the fuselage. This will help the turrets turn more easily after the fuselage halves are joined.



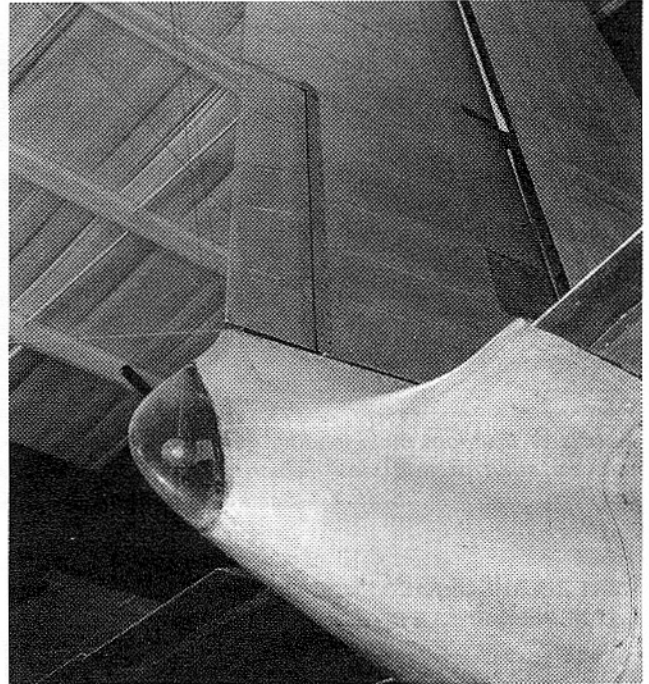
PAINT ALL PARTS BEFORE ASSEMBLY

1. After all cockpit detailing and painting is complete, including on the sides of the fuselage, glue the completed cockpit assembly into place in the forward end of the FUSELAGE [LEFT HALF] (1) as shown.
2. Glue the GUNNER'S AFT BULKHEAD (28), BOMB BAY'S AFT BULKHEAD (22), and WING SPAR BULKHEAD (20) into FUSELAGE [LEFT HALF] (1).
3. Glue the LEFT INSPECTION WINDOW (107) into place in the aft end of FUSELAGE [LEFT HALF] (1).
4. Glue RIGHT INSPECTION WINDOW (106) into place in the aft end of FUSELAGE [RIGHT HALF] (2).
5. Cement the GUNNER'S DOOR WINDOW (105) into the hole in FUSELAGE [RIGHT HALF] (2) as indicated.
6. Place (DO NOT CEMENT) completed UPPER TURRET ASSEMBLY and LOWER TURRET ASSEMBLY into position on the FUSELAGE [LEFT HALF] (1).
7. Carefully glue FUSELAGE [LEFT HALF] (1) to FUSELAGE [RIGHT HALF] (2), making sure that no glue touches the turret assemblies.

STEP 6: STABILIZER ASSEMBLY

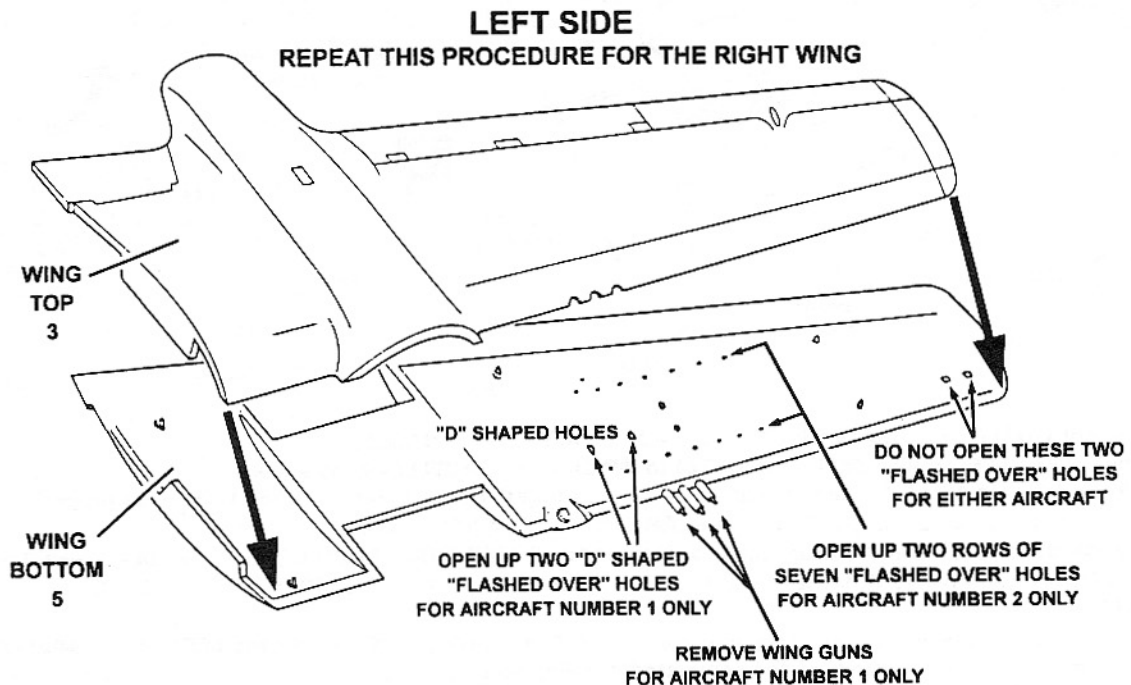


1. Cement the STABILIZER (26) into the slot at the rear of the assembled fuselage. Be careful to properly adjust alignment before the glue sets.
2. Glue the POSITION LIGHT COVER (103) to the aft end of the STABILIZER (26) as shown. (Some modelers may want to delay gluing this piece in place until after the model is completely painted.)



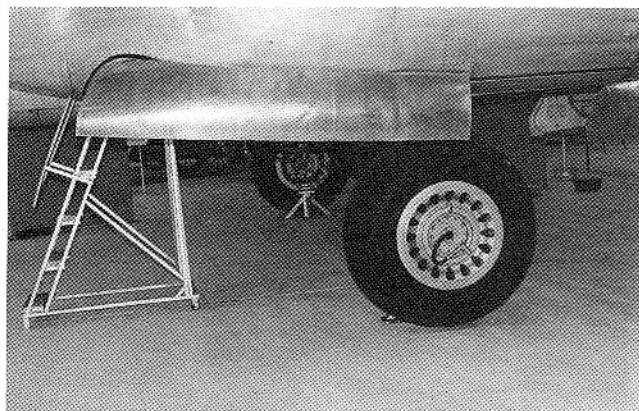
*This photograph shows the tail section of an A-26, and it reveals the details of the aft position light and its cover.
(Detail & Scale photo by Bill Slatton)*

STEP 7: WING INITIAL ASSEMBLY

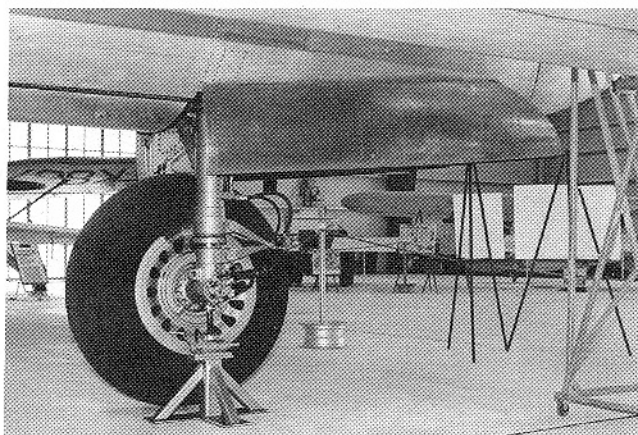


1. Before cementing the top and bottom halves of the left wing together, study the drawing and notes above to determine which holes need to be opened up for the aircraft you are building. Then use the point of a razor knife to open up the appropriate holes from the inside of the bottom wing. Remove the wing guns if you are building aircraft number 1.
2. Glue WING TOP (3) to WING BOTTOM (5) as shown.
3. Repeat steps 1 and 2 above for the right wing using WING TOP (4) and WING BOTTOM (6).

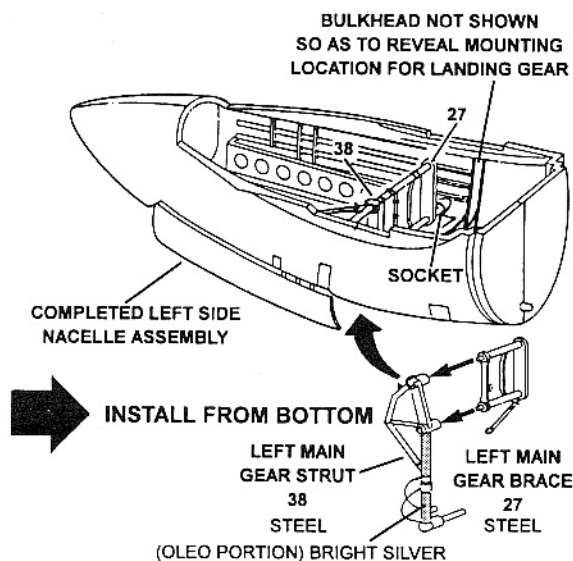
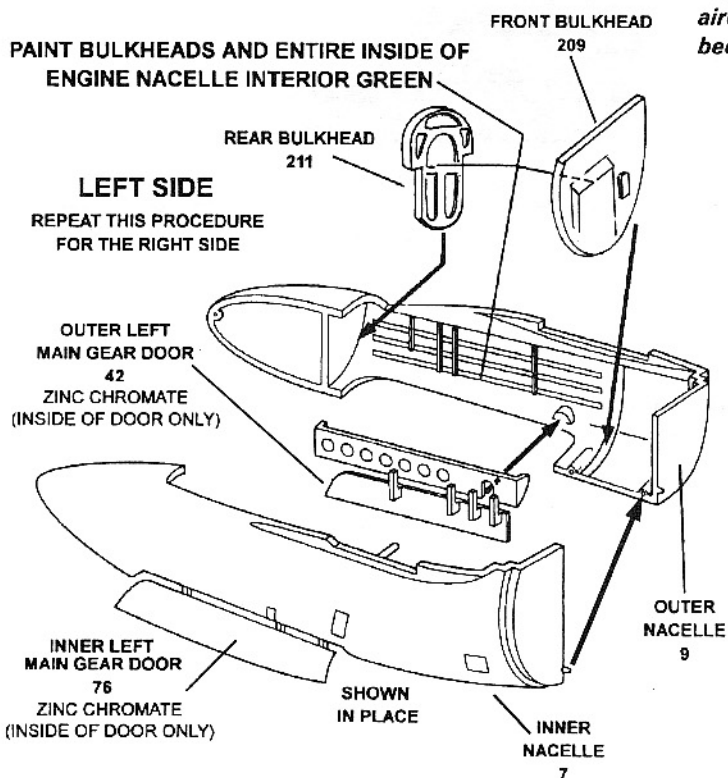
STEP 8: ENGINE NACELLE ASSEMBLY



Details of the right main landing gear and the outer door can be seen in this view which was taken from the outside. (Detail & Scale photo by Bill Slatton)



Here is a look at the right main landing gear as viewed from the inside. Details of the inner wheel are revealed. The hydraulic brake lines are a very dark brown. This aircraft is on display at a museum, and a jack pad has been placed under the strut to remove stress on the tire. (Detail & Scale photo by Bill Slatton)



PAINT ALL PARTS BEFORE ASSEMBLY

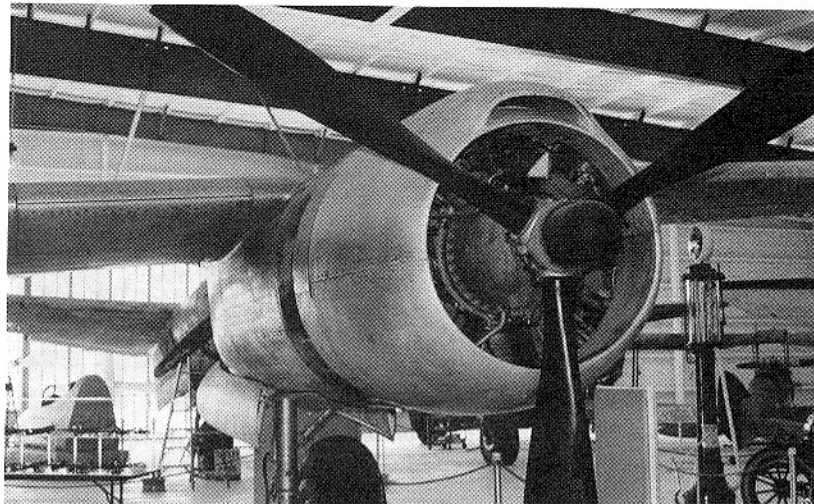
1. Cement OUTER LEFT MAIN GEAR DOOR (42) to OUTER LEFT NACELLE (9).
2. Glue INNER LEFT MAIN GEAR DOOR (76) to INNER LEFT NACELLE (7) as shown.
3. Glue INNER NACELLE (7) and OUTER NACELLE (9) together. Be careful to align bulkheads properly.
4. Cement FRONT BULKHEAD (209) and REAR BULKHEAD (211) in place.
5. Repeat steps 1, 2, 3, and 4 using the following parts: OUTER RIGHT MAIN GEAR DOOR (41), INNER RIGHT MAIN GEAR DOOR (75), FRONT BULKHEAD (210), REAR BULKHEAD (212), INNER RIGHT NACELLE (10) and OUTER RIGHT NACELLE (8).
6. Refer to the drawing at right, and glue the LEFT MAIN GEAR BRACE (27) to the LEFT MAIN GEAR STRUT (38). Then, working from the bottom of the completed nacelle, cement the landing gear strut and brace in place inside the nacelle. Be sure that the glue has dried before working further with these pieces.
7. Repeat step 6 using RIGHT MAIN GEAR BRACE (40) and RIGHT MAIN GEAR STRUT (39), then glue it inside the completed right nacelle.

PAINTING TIP:



Wait until the model is completely finished before painting the oleo portion of the struts bright silver. This will insure that the brightness is not affected as work continues on the model.

STEP 9: ENGINE ASSEMBLY

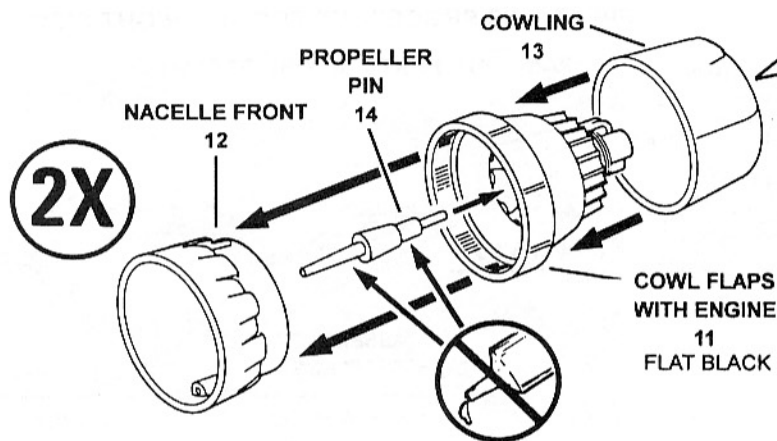
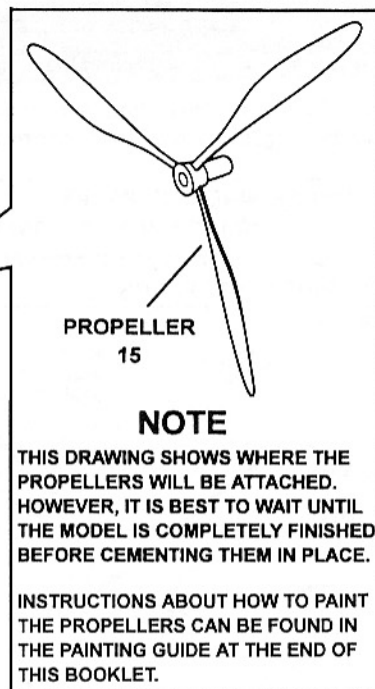


Left: This is what the final engine nacelle and engine cowling assembly should look like. Note that the scoop is at the top of the cowling.

(Detail & Scale photo by Bill Slatton)

ENGINE PAINTING DETAILS:

Crankcase		Dark Gray
Rods		Flat Black
Cylinders		Steel



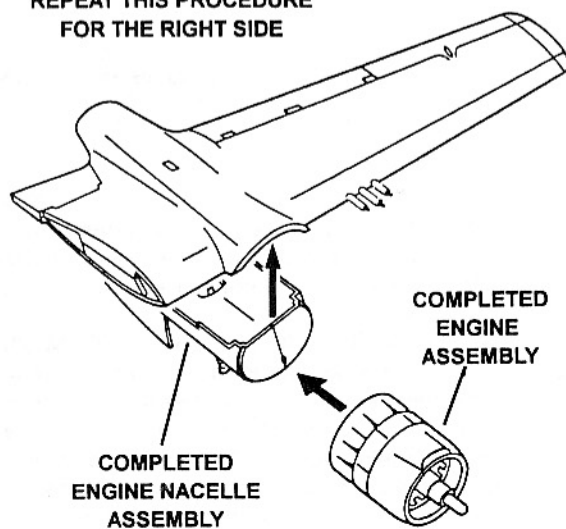
PAINT ALL PARTS BEFORE ASSEMBLY

1. Place (DO NOT CEMENT) PROPELLER PIN (14) into hole in COWL FLAPS WITH ENGINE (11).
2. Cement NACELLE FRONT (12) on to COWL FLAPS WITH ENGINE (11) making sure that no glue touches the PROPELLER PIN.
3. Attach COWLING (13) to COWL FLAPS WITH ENGINE (11).
4. The PROPELLER (15) will be glued to the front of the PROPELLER PIN (14) later, but it is best if this is not done until the model is completed.
5. Repeat steps 1, 2, and 3 to build a second engine assembly.
6. Refer to the drawing at right and attach the two completed engine nacelle assemblies to the completed wing assemblies as shown.
7. Finally, attach the two completed engine assemblies to the front of the wing and nacelle assemblies. Be sure that the air scoop is at the top of the engine cowling when it is mounted to the wing and nacelle. (See photo above.)

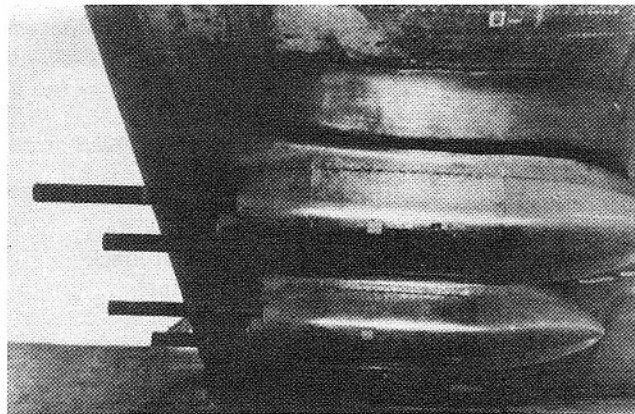
MODELING TIP:

Exhaust stains were common on the sides of the engine nacelles during extended combat operations. A good way to simulate these stains is with black and dark gray pastel chalk. After the model is finished, rub some pastel chalk on fine sandpaper to make chalk dust. Then, using a small brush, apply the chalk in streaks along the sides of the nacelles. Begin at the exhaust pipes and work rearward in a streaking motion.

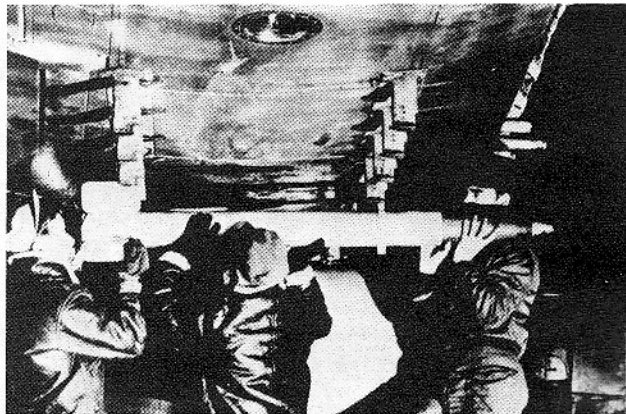
LEFT SIDE SHOWN REPEAT THIS PROCEDURE FOR THE RIGHT SIDE



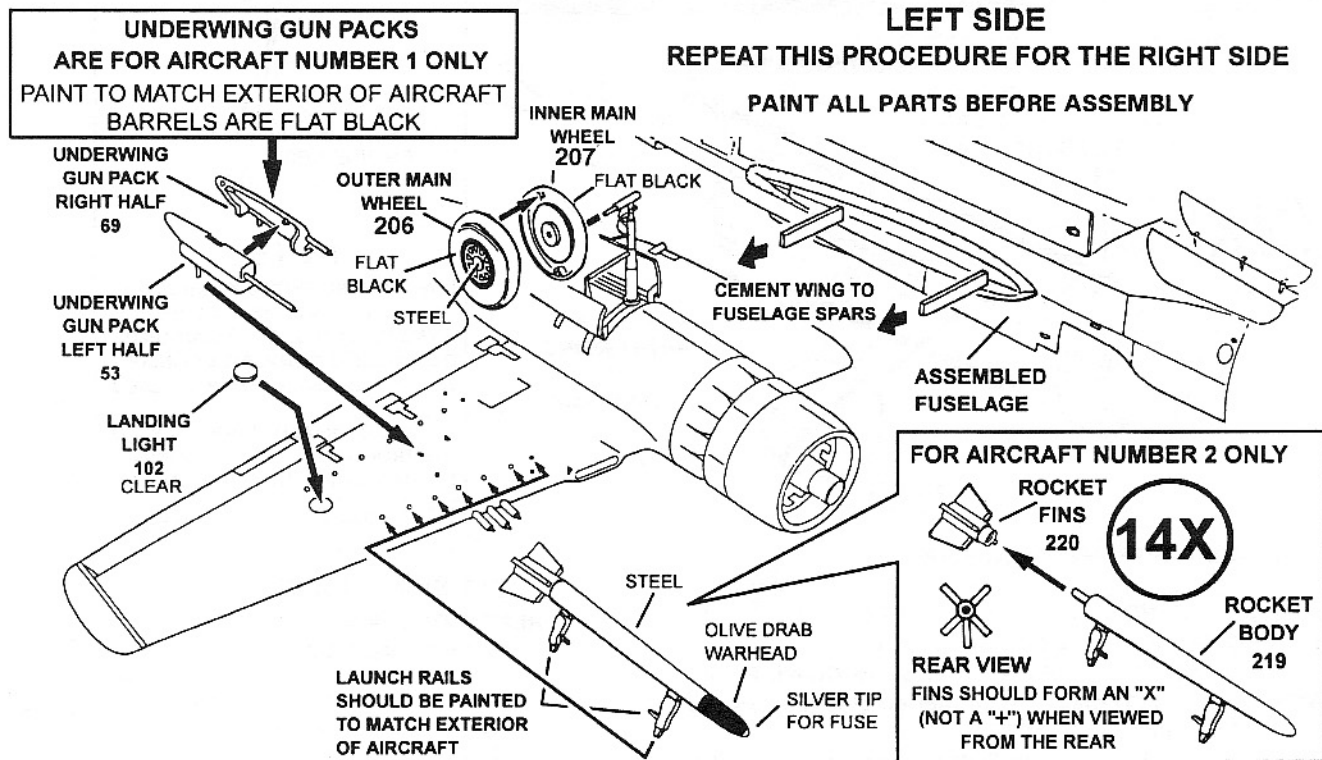
STEP 10: WING FINAL ASSEMBLY



Two gun packs can be seen mounted under the left wing of this Invader. (Squadron/Signal photo via Jim Mesko)



A 5-inch rocket is hoisted into place on its launch rails. (Squadron/Signal photo via Jim Mesko)

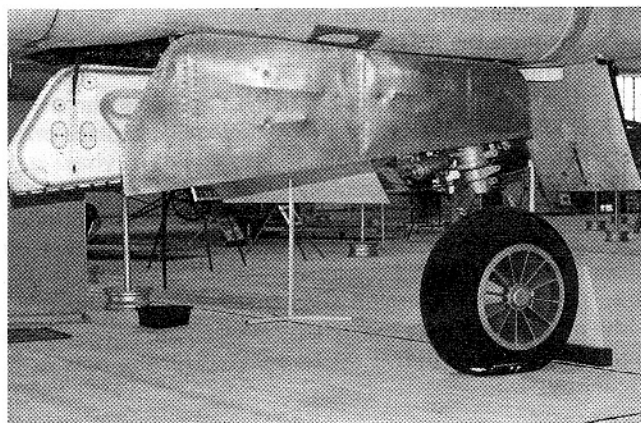
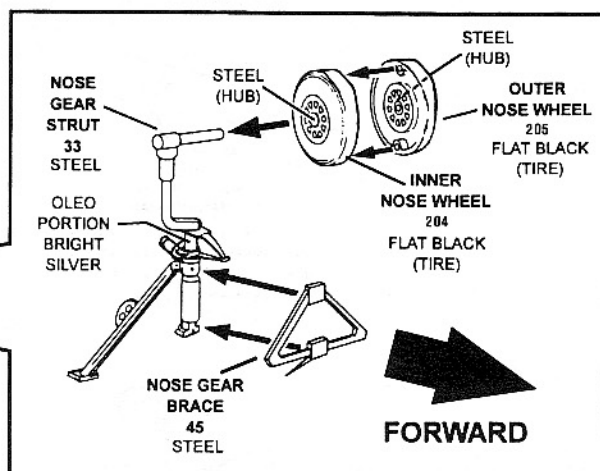
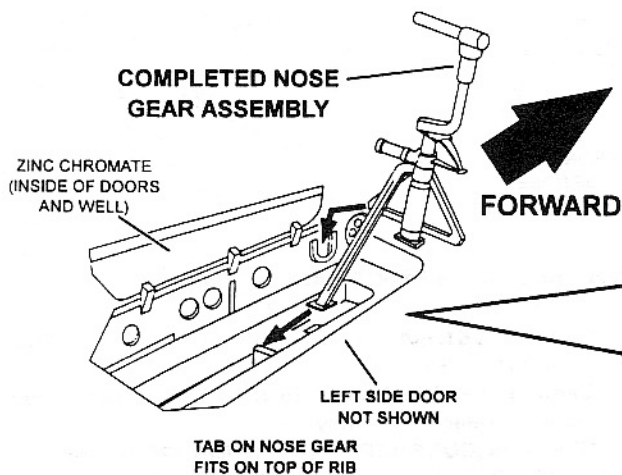


1. FOR AIRCRAFT NUMBER 1 ONLY, glue UNDERWING GUN PACK [LEFT HALF] (53) to UNDERWING GUN PACK [RIGHT HALF] (69), then cement the assembled gun pack to the two "D" shaped holes under the wing.
2. FOR AIRCRAFT NUMBER 2 ONLY, make fourteen 5-inch rockets by gluing the ROCKET BODY (219) to the ROCKET FINS (220). Cement seven completed rockets in place in the parallel rows of holes. Use the remaining seven rockets for the right wing.
3. Glue INNER MAIN WHEEL 207 to OUTER MAIN WHEEL 206. Although the drawing above illustrates how the wheel is located on the main gear strut, it is recommended that you not glue the completed wheel in place until the model is completely finished. Instead, set the wheel aside until all other assembly steps and painting is finished. When the wheel is glued in place, be sure that the flattened side is down and fits squarely on a flat surface.
4. Glue the landing light (102) in place as shown. (See MODELING TIP below.)
5. Repeat steps 1 or 2 as appropriate and steps 3 and 4 for the right wing.
6. After both wings are complete, glue them to the fuselage. Be careful to check for proper alignment of both wings before the glue sets.

MODELING TIP:

Paint one side of each LANDING LIGHT (102) silver. When the paint has dried, put a small drop of white glue on the silver side, then glue the light into place under the wing. The silver will show through the clear side and make it look like there is a lens inside the clear part.

STEP 11: NOSE LANDING GEAR ASSEMBLY

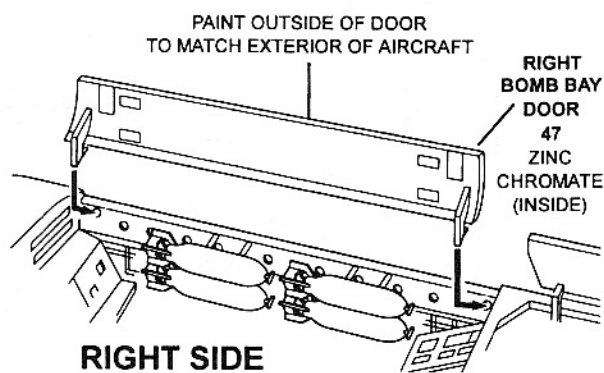
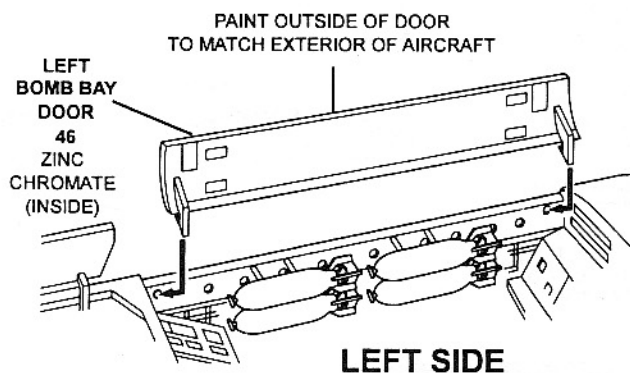


The nose gear and its doors are seen here in this photograph that was taken from the right side of the aircraft. (Detail & Scale photo by Bill Slatton)

PAINT ALL PARTS BEFORE ASSEMBLY

1. Cement INNER NOSE WHEEL HALF 204 to OUTER NOSE WHEEL HALF 205. Although the drawing above shows how the nose wheel is located on the strut, it is best not to glue the nose wheel in place until all of the construction steps are completed and the model is painted. Set the nose wheel aside to be added later. When the nose wheel is glued in place on the strut, make sure that the flattened side of the tire is down and that it fits squarely on a flat surface.
2. Glue the NOSE GEAR BRACE (45) to the NOSE GEAR STRUT (33).
3. Cement the nose gear strut into place in the wheel well as shown. Check alignment of the strut from the front and sides.

STEP 12: BOMB BAY DOOR ASSEMBLY

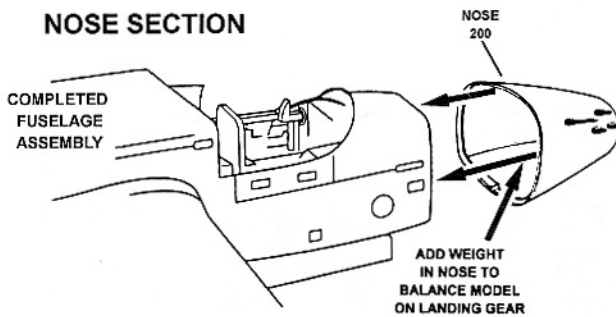


PAINT ALL PARTS BEFORE ASSEMBLY

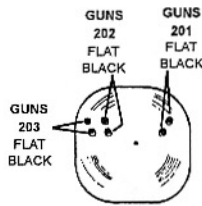
Cement the LEFT BOMB BAY DOOR (46) and the RIGHT BOMB BAY DOOR (47) into place on the underside of the aircraft. The doors should hang straight down when properly aligned.

STEP 13: FINAL AIRCRAFT ASSEMBLY

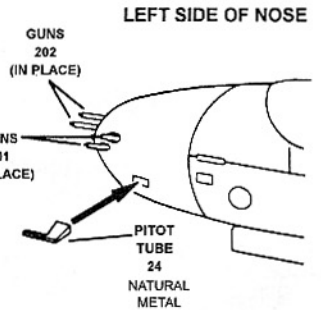
NOSE SECTION



NOTE: FILL THE NOSE WITH SOFT MODELING CLAY TO WEIGHT IT DOWN. THIS WILL INSURE THAT THE MODEL WILL SIT PROPERLY ON ITS LANDING GEAR. LEAD FISHING SINKERS CAN BE PRESSED INTO THE CLAY FOR EXTRA WEIGHT.

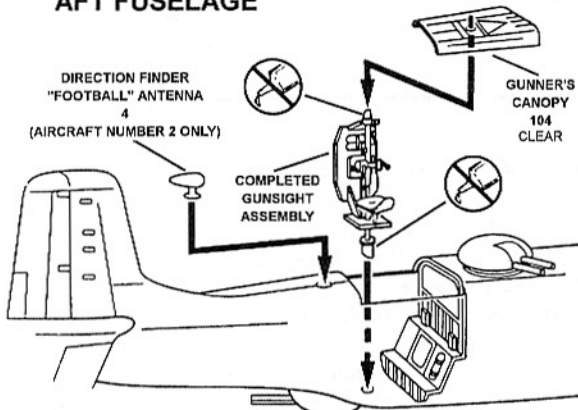


FRONT VIEW OF NOSE (GUNS INSTALLED)



LEFT SIDE OF NOSE

AFT FUSELAGE



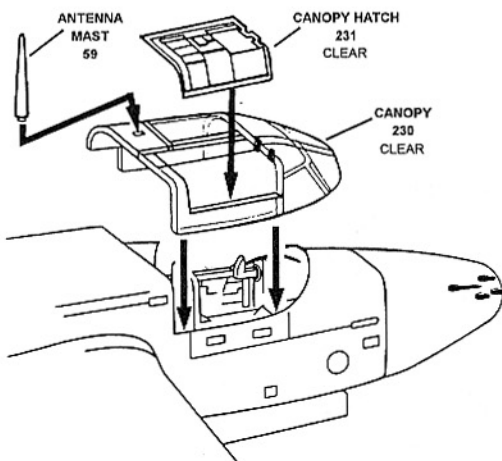
PAINT ALL PARTS BEFORE ASSEMBLY

1. Add some weight to the inside of the NOSE (200) before attaching it to the fuselage.
2. Cement the NOSE (200) to the forward end of the completed fuselage assembly.
3. Glue two GUNS (201), two GUNS (202), and two GUNS (203) into place. Refer to the FRONT VIEW of the nose for the correct location of each gun.
4. Cement the PITOT TUBE (24) in place on the left side of the nose.
5. For AIRCRAFT NUMBER 2 ONLY, cement the DIRECTION FINDER "FOOTBALL" ANTENNA (54) in place on the spine of the aircraft.
6. Place, DO NOT CEMENT, the completed gunsight assembly into the hole in the bottom of the gunner's compartment. Be sure that no glue comes in contact with the gunsight.
7. Attach the GUNNER'S CANOPY (104) to the top of the aft fuselage. As the canopy is placed in position, align the gunsight so that it sticks up through the hole in the canopy.

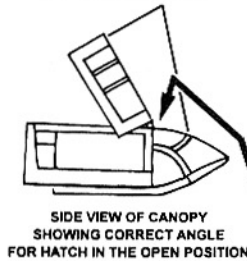
CANOPY SELECTION AND INSTALLATION

AIRCRAFT NUMBER 1, FLAT CANOPY

THE CANOPY HATCH CAN BE INSTALLED IN EITHER THE CLOSED OR OPEN POSITION



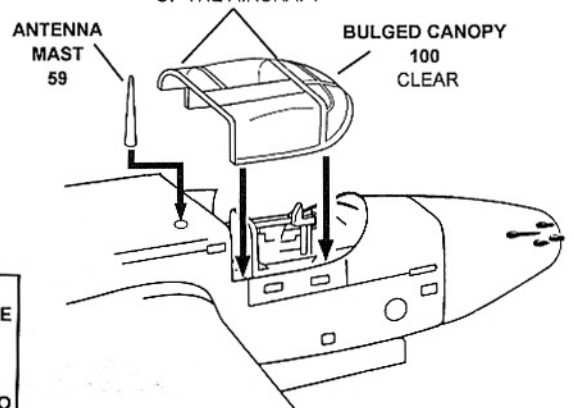
PAINT CANOPY FRAMEWORK THE SAME AS THE EXTERIOR OF THE AIRCRAFT



NOTE: IF YOU CHOOSE TO HAVE A CLOSED-CANOPY YOU MUST FIRST REMOVE THE TWO TABS IN FRONT.

AIRCRAFT NUMBER 2, BULGED CANOPY

PAINT CANOPY FRAMEWORK THE SAME AS THE EXTERIOR OF THE AIRCRAFT



AIRCRAFT NUMBER 1

8. Use the flat canopy and install the CANOPY (230) in place over the cockpit.
9. Glue the CANOPY HATCH (231) in either the open or closed position as shown in the drawing at left.
10. Cement the ANTENNA MAST (59) to the hole in the CANOPY (230).

AIRCRAFT NUMBER 2

11. Use the single piece bulged canopy and glue the CANOPY (100) in place over the cockpit.
12. Cement the ANTENNA MAST (59) in place on the fuselage just aft of the canopy.

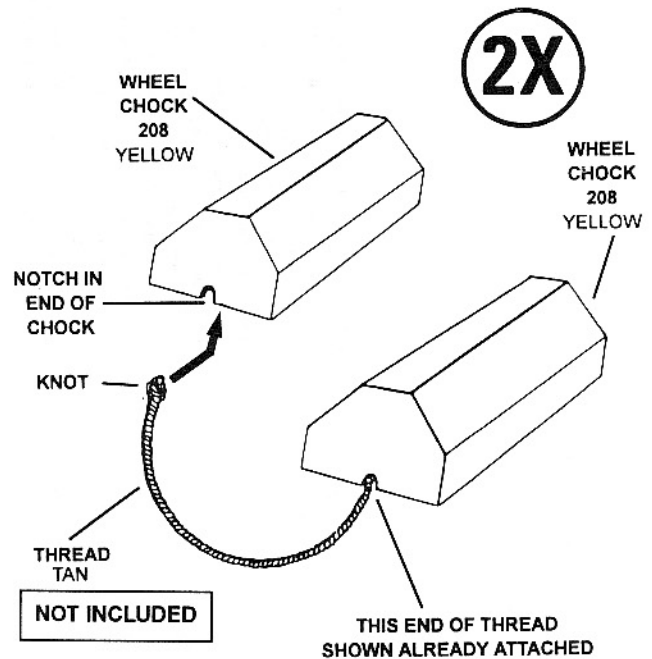
STEP 14: WHEEL CHOCKS

PAINT ALL PARTS BEFORE ASSEMBLY

Make two pair of wheel chocks using the following procedure:

1. Using some tan colored thread to represent hemp rope, tie two knots in the thread about two inches apart. Cut the thread just outside of the knots so that there is a knot at each end of the remaining piece. In this manner, make two pieces of thread which are each two inches long with a knot at both ends.
2. Using a water-based white glue, attach each end of the thread to a WHEEL CHOCK (208). The knot should go inside the chock to provide strength, and the thread should pass through the small notch located at one end of each chock.
3. After making two pairs of chocks using two pieces of thread and four WHEEL CHOCKS (208), place one pair of chocks next to each main landing gear wheel. One chock should be in front of and one should be behind each wheel.

Chocks were used to make sure the aircraft did not roll away from the spot where it was parked. When the plane was ready to taxi, a ground crewman simply pulled on the rope to remove both chocks from the tire.



STEP 15: FIGURES



Three figures are included with your A-26B Invader model, including a mechanic, pilot, and navigator. The following colors are typical for World War II uniforms worn by these personnel as well as some of their equipment.

MECHANIC: Standard issue caps were olive drab, gray, or khaki, but some units used baseball caps of almost any color to display unit pride. The coveralls were olive drab, gray, or khaki, and were usually quite greasy and dirty after many hours working on the aircraft. They were also quite faded with use. The boots were brown or black. The tool box could have been almost any color, but most often they were olive drab, black, or natural metal.

PILOT: The standard uniforms were khaki including the shirt and pants. A dark brown or black leather flying jacket was worn in colder climates and seasons. The Mae West life vest was yellow. The holster was a dark brown leather, and the web belt to which it was attached was olive drab or a faded light gray-green. The headphones should be painted flat black. Parachute packs could be khaki, olive drab, or gray, but regardless of color, the straps on the packs were flat white. Boots were brown or black leather.

NAVIGATOR: The uniform colors of the navigator were the same as for the pilot. There was a gold emblem on the front of his "saucer" style hat, and the brim was dark brown. The style of boots this navigator is wearing had a white fur lining that showed at the top of the boot. The map board (or clipboard) would have been dark brown or black with a steel clip.

Douglas A-26B Invader



Natural metal



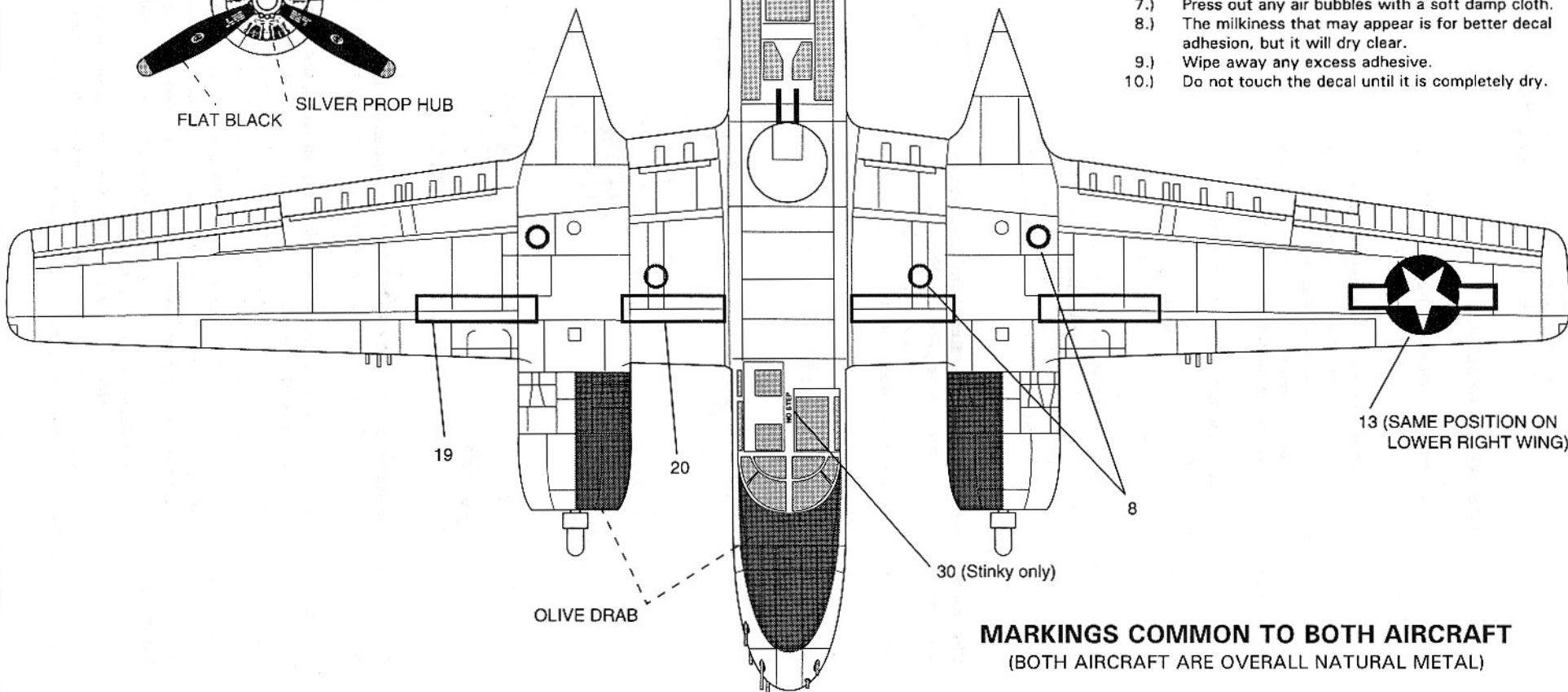
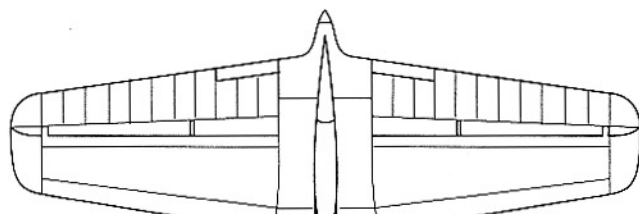
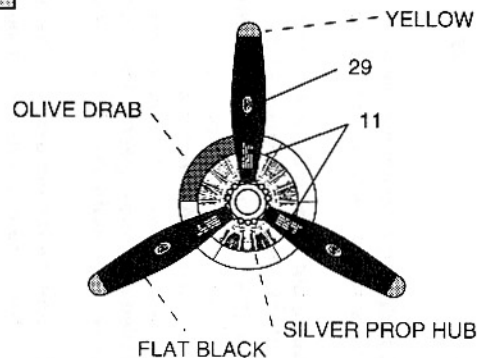
Olive Drab FS34079



Insignia Blue FS15044



Yellow FS13538



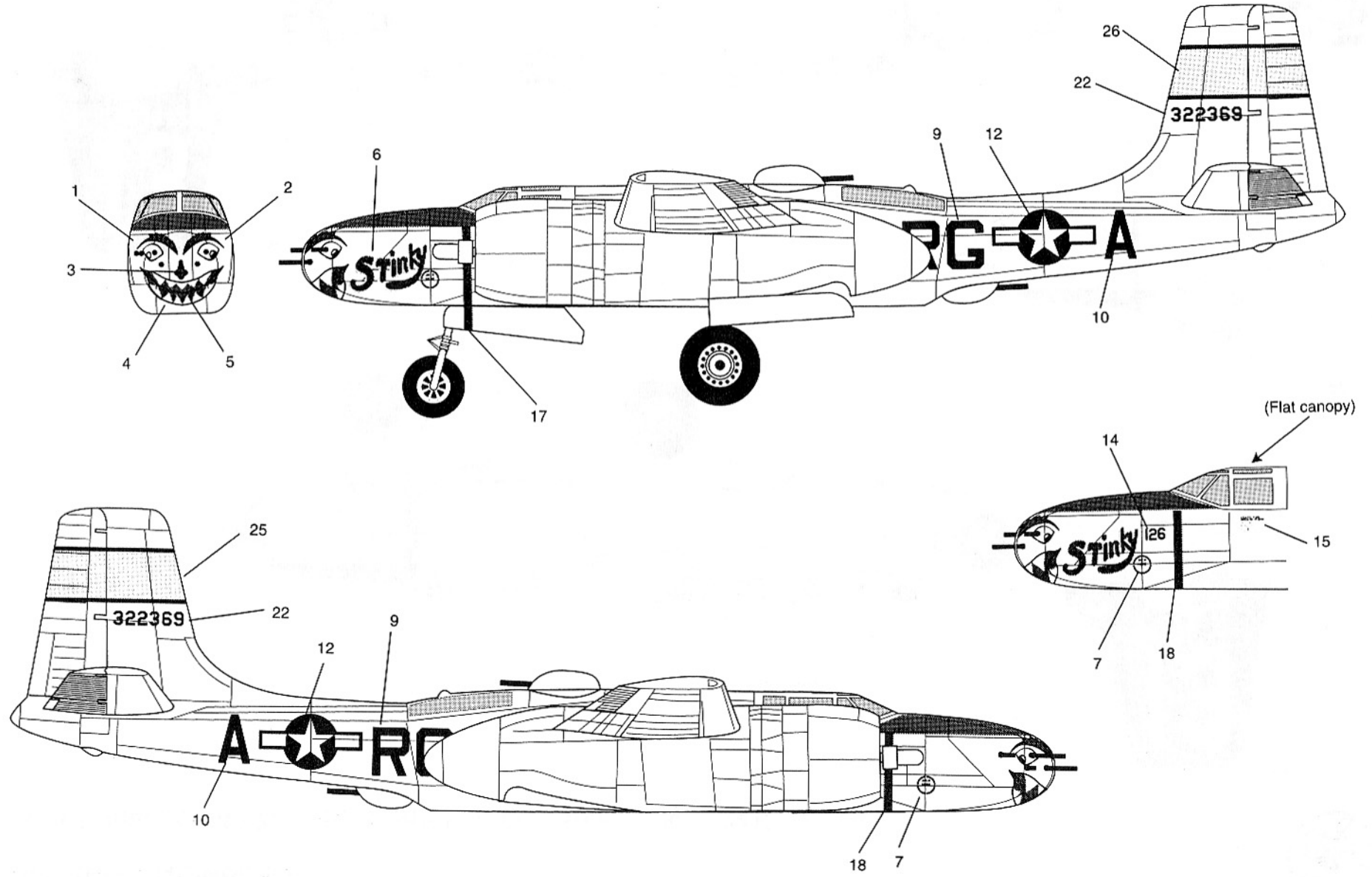
DECAL APPLICATION INSTRUCTIONS:

- 1.) Wash plastic parts in a mild detergent solution, then rinse and let dry.
- 2.) Cut the desired decal from the sheet.
- 3.) Dip the decal in water for a few seconds.
- 4.) Place the wet decal on a paper towel.
- 5.) Wait until the decal is movable on its paper backing.
- 6.) Place the decal in position on the model with its face up, then slide the backing away.
- 7.) Press out any air bubbles with a soft damp cloth.
- 8.) The milky appearance that may appear is for better decal adhesion, but it will dry clear.
- 9.) Wipe away any excess adhesive.
- 10.) Do not touch the decal until it is completely dry.

MARKINGS COMMON TO BOTH AIRCRAFT
(BOTH AIRCRAFT ARE OVERALL NATURAL METAL)

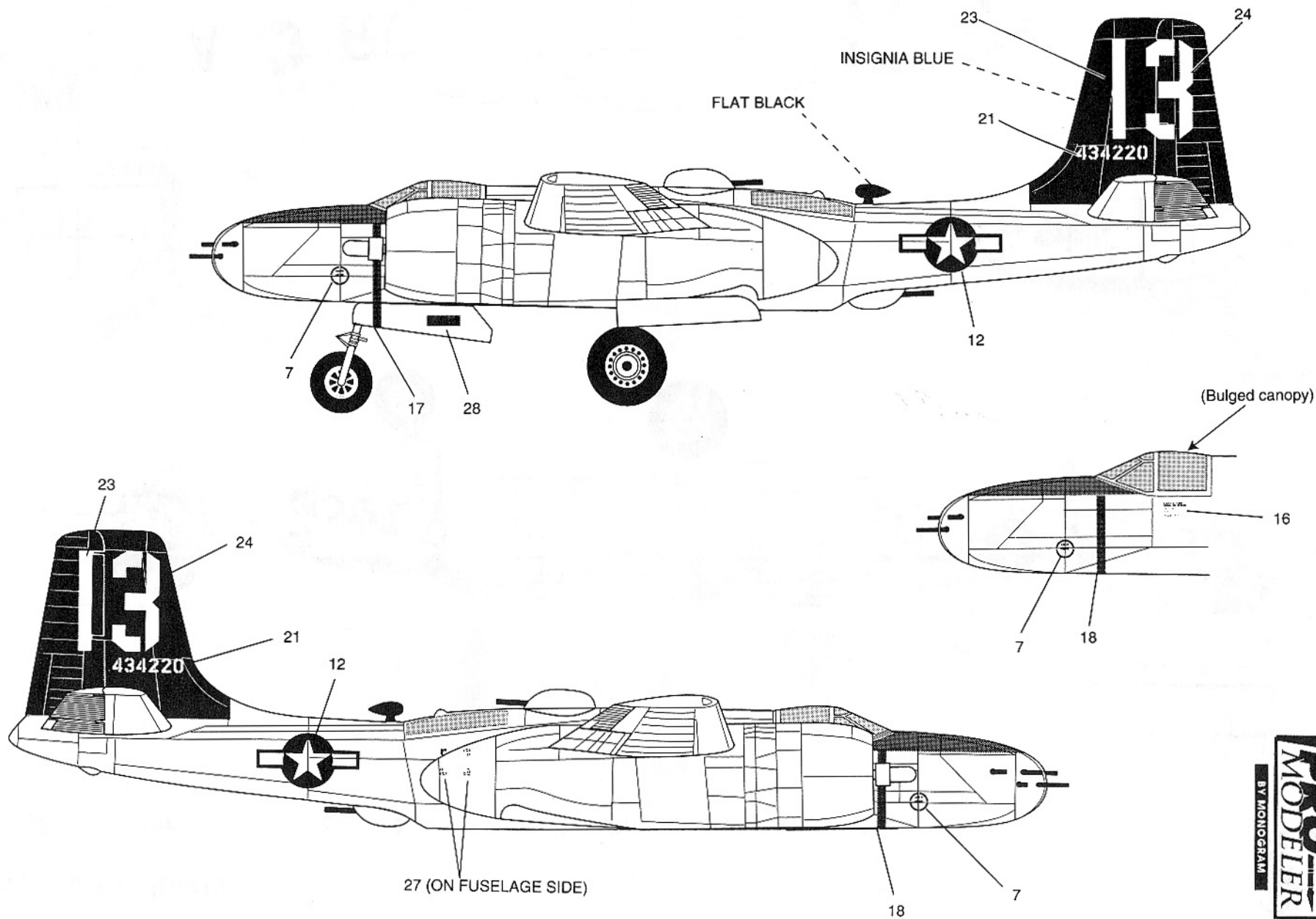
AIRCRAFT NUMBER 1

A-26B Invader, "Stinky," 552nd BS, 386th BG, Beaumont, France, April, 1945



AIRCRAFT NUMBER 2

A-26B Invader, 437th BS, 319th BG, Okinawa, July, 1945



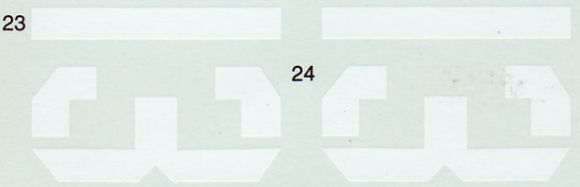


Invisi-clear

6 **Stinky**



22 **322369**
322369
28 FIRE EXTINGUISHER INSIDE FIRE EXTINGUISHER INSIDE

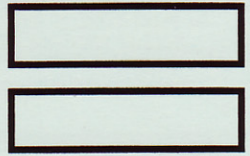
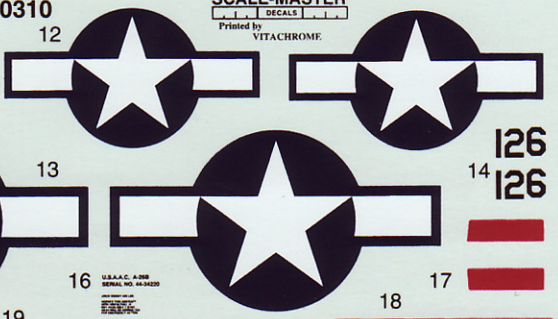
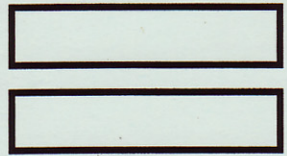


A-26B INVADER 5920M0310

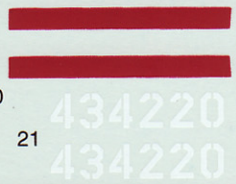


10 **RG A**

RG A
RG A



30 NO STEP



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