

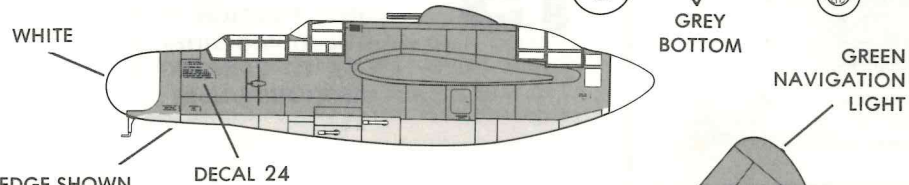
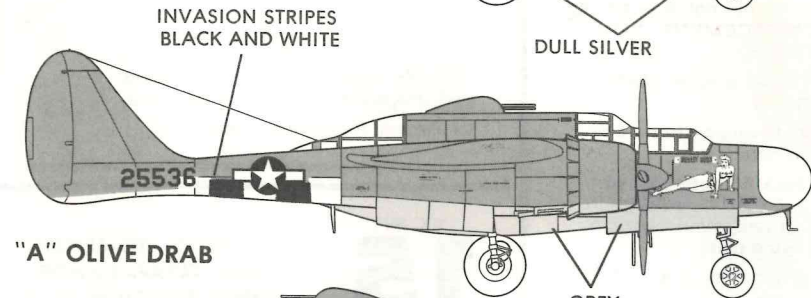
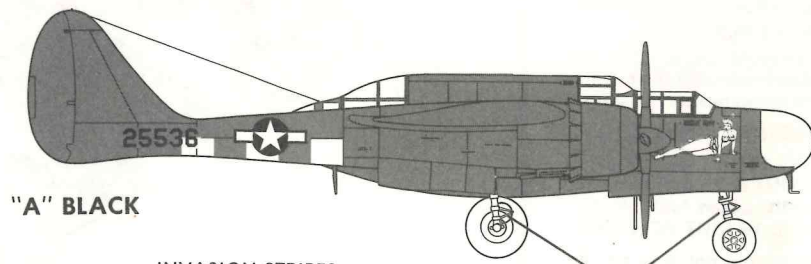
MONOGRAM

BLACK WIDOW P-61

1/48 SCALE

KIT 7546

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GREY EDGE SHOWN NOT A SHARP EDGE - IT IS A BLENDED EDGE

STRIPES ARE 3/64" WIDE CUT FROM WIDE RED STRIP ON DECAL

BLACK PROPELLER (ACTUAL SIZE)

WHITE TIPS

DECAL

RED DOTS

EMERGENCY RELEASE

WHITE TIPS

ANTENNA

LEFT WING ONLY ALL VERSIONS

RED NAVIGATION LIGHT

TOP VIEW
DECAL LOCATIONS
IDENTICAL FOR
ALL VERSIONS

The Northrop P-61, was shrouded in secrecy from its inception. Known as the "BLACK WIDOW", it was the first U.S. aircraft designed exclusively as a night fighter. The P-61 was the heaviest aircraft to ever bear the designation "P" for pursuit, with its initial weight of over 27,400 pounds. Specifications of the WIDOW were those of a medium bomber, with a wing span of 66 feet and an overall length of 48 feet 11 inches. Two Pratt and Whitney R-2800 engines powered the P-61A developing initially 1600 horsepower each. The P-61B had two R2800-65 engines, with an increased horsepower of 2200 each. Top speed of this aircraft was over 370 miles per hour.

The P-61 was the most advanced night fighter of its day, possessing incredible capabilities of destruction. Four .50 calibre machine guns were mounted in a dorsal turret and four 20 millimeter cannons in the ventral location on the fuselage pod. The four .50 calibre machine guns were designed initially as defensive weapons and could be controlled by any one of the three crew members, pilot, rear gunner, or radar operator who sat in the extreme rear of the fuselage pod. The dorsal gun turret could be rotated 360° and elevated to a 90° angle.

The first thirty-six P-61A's carried the dorsal turret. The remainder of the A production of 200 had the dorsal turret deleted due to a buffeting problem caused when the turret was rotated.

The P-61B was approximately 8 inches longer than the "A" model, its overall length being 49 feet 7 inches. Of the four hundred-fifty "B's" produced, only the second two hundred had the dorsal turret which was re-introduced. The buffeting problem had been lessened by redesign of the structure. The P-61B also incorporated many improvements requested by pilots who had used the P-61A in combat.

The P-61B was painted an overall gloss black as were many P-61A's, although initially the P-61A was painted in the conventional olive drab over neutral gray. The P-61B, when painted a glossy black, was almost invisible in the night skies.

The premier ace of World War II night fighter fame was Major Carroll C. Smith of the 418th Night Fighter Squadron stationed in the Pacific. On December 29th, 1944, Major Smith and his radar operator, Lt. Phillip Porter, accomplished a feat unheard of in night fighter history as they intercepted and destroyed four Japanese aircraft in a single night with their P-61, "Times A Wastin' ". With these four Japanese aircraft, destroyed off the coast of Mindoro in the Philippines, Major Smith became the highest scoring U.S. Night Fighter Ace with a total of seven kills.

This accurately detailed model was designed from authentic drawings and photos taken of the P-61 at Wright Patterson Air Force Base.

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

ZINC CHROMATE

SATIN BLACK

GUNMETAL

FLAT BLACK

GRAY

TAN

YELLOW

FLESH

SATIN WHITE

GOLD

EMERALD

DARK TAN

OLIVE DRAB

NEUTRAL GRAY

BRIGHT RED

ALUMINUM

PLEASE READ CAREFULLY BEFORE YOU BEGIN

Read the instruction and study the assembly drawings to become familiar with all the parts. Refer to the PAINTING and DECAL directions under step 18 before assembly. Each illustration in the assembly procedure indicates color to be used and where the paint should be applied.

As your P-61 may be built to any one of three versions, you must decide on which version you want before you begin.

Refer to airplane drawings after Step 18 for "A" and "B" Versions and for painting schemes.

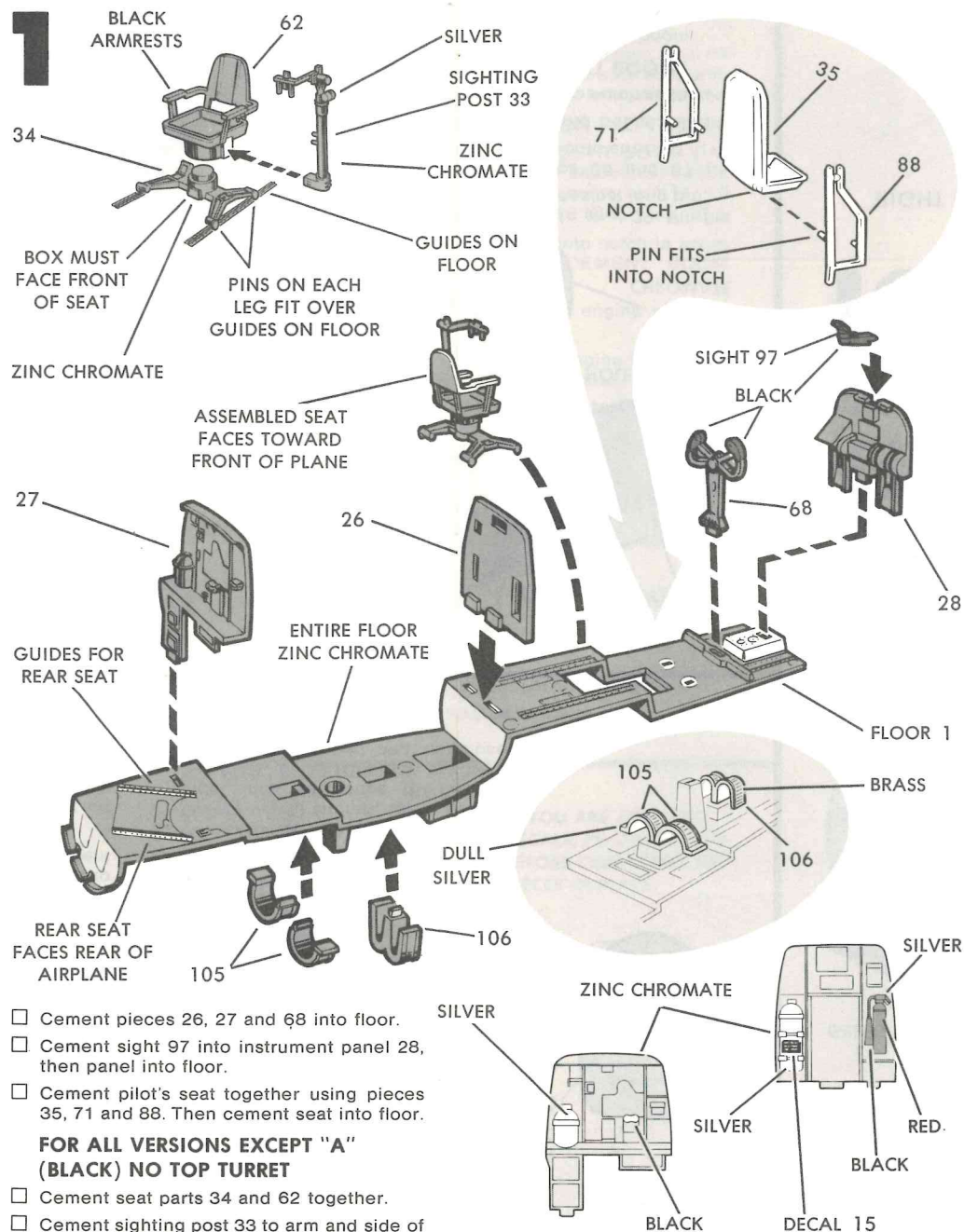
The assembly procedure is written for all three versions. The assembly of a specific version is helped by the LARGE titles in the steps. Where NO title is used, the assembly is identical for all three versions.

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 indicated. 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 parts, 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 model's 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.

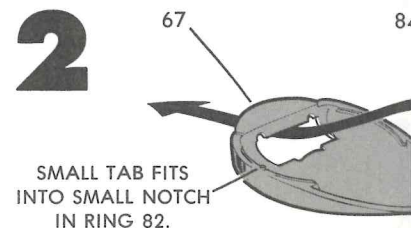
For better paint and decal adhesion, it is advisable to wash the plastic parts trees in a mild detergent solution. Rinse and let dry. After washing, handle the parts carefully to avoid skin-oil which may affect the adhesion.



- Cement pieces 26, 27 and 68 into floor.
 - Cement sight 97 into instrument panel 28, then panel into floor.
 - Cement pilot's seat together using pieces 35, 71 and 88. Then cement seat into floor.
- FOR ALL VERSIONS EXCEPT "A" (BLACK) NO TOP TURRET**
- Cement seat parts 34 and 62 together.
 - Cement sighting post 33 to arm and side of seat.
 - Repeat for other seat.
 - Cement seats onto guides on floor—one seat must face rear of airplane—the other must face front as shown.
 - Cement two feed chute parts 105 into notch in floor as shown.
 - Cement chute part 106 into other notch.

FOR "A" VERSION (BLACK) NO TOP TURRET

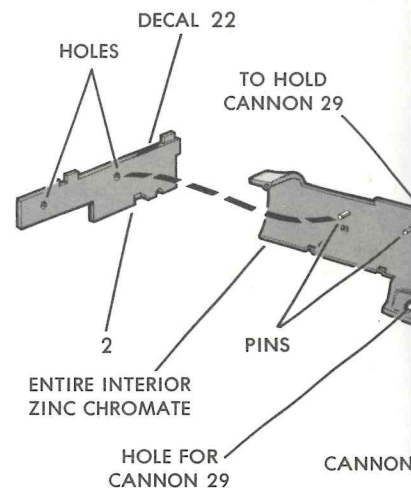
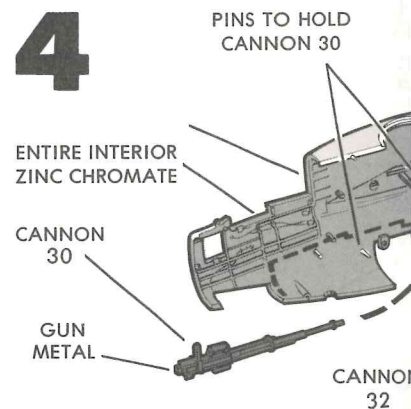
- DO NOT cement sighting posts 33 onto seats.
- Cement two feed chute parts 105 into notch in floor as shown.
- Cement chute part 106 into other notch.

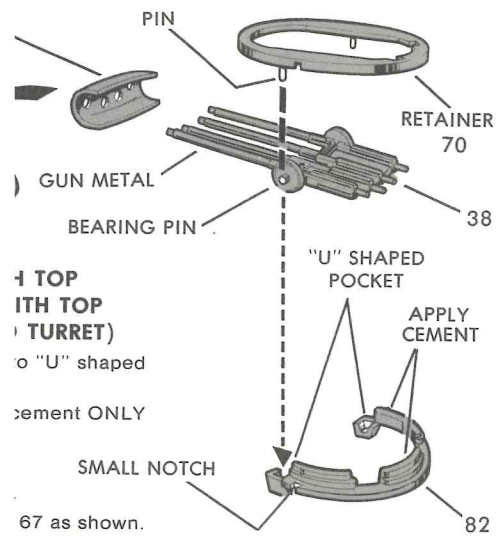


SMALL TAB FITS INTO SMALL NOTCH IN RING 82.

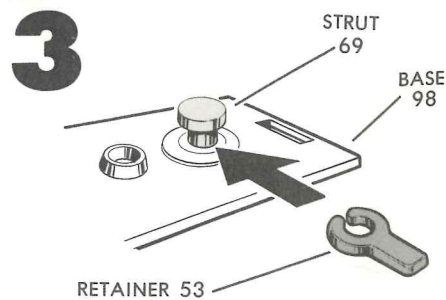
FOR "A" VERSION (OLIVE DRAB) TURRET AND "B" VERSION (BLACK) TURRET ("A" VERSION BLACK HAS

- Place (do not cement) pins on guns 3 pockets on ring 82.
- With the tip of a toothpick, carefully ap to top of rib on ring.
- Place retainer 70 onto ring.
- Slide (do not cement) cover 84 over g
- Cement ring on assembled guns into t

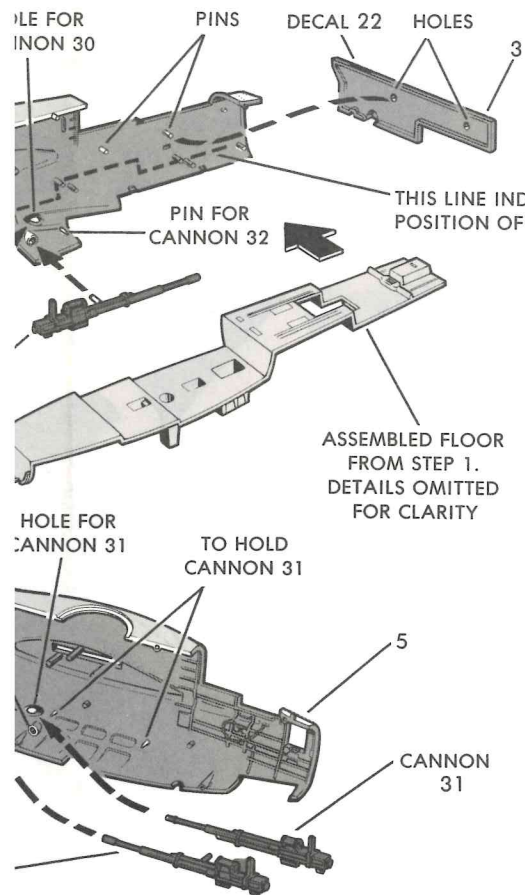
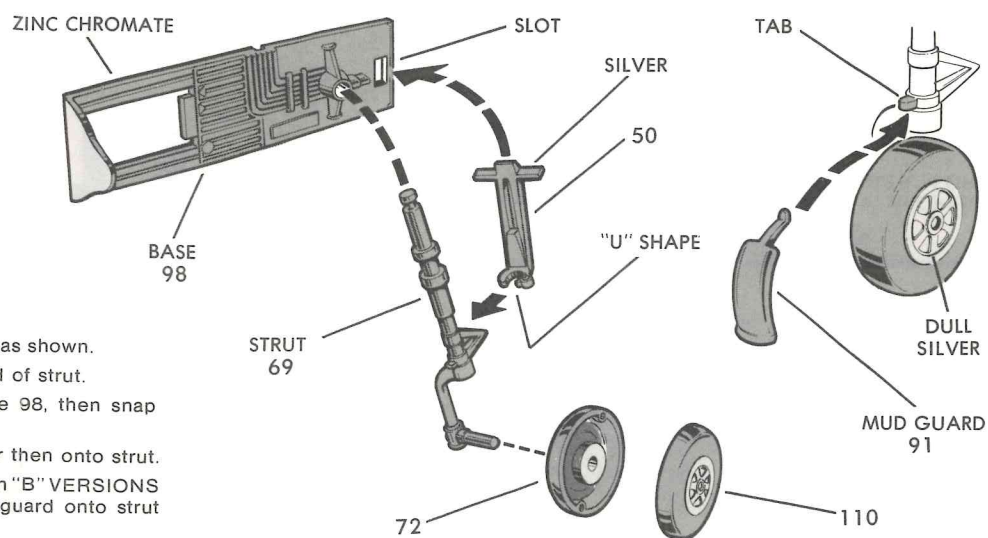




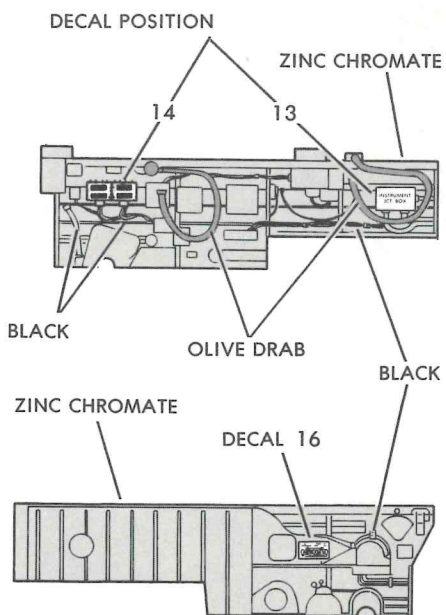
3



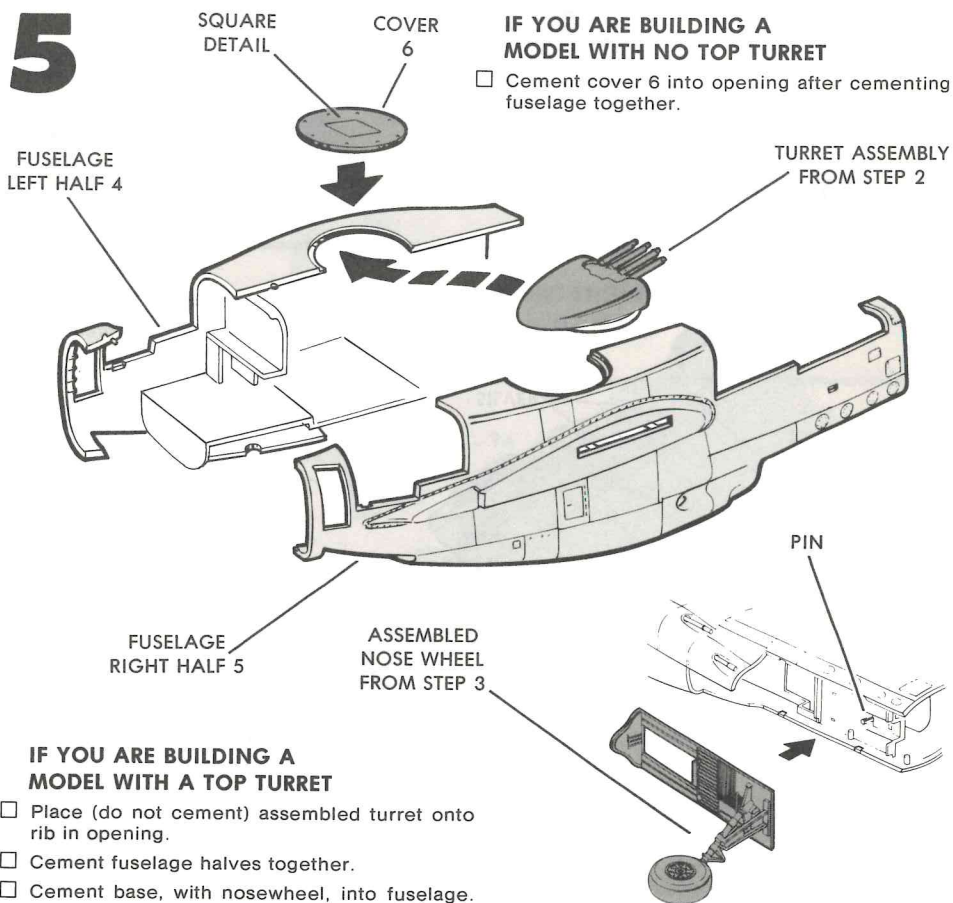
- Slip (do not cement) strut 69 into base 98 as shown.
- Snap (do not cement) retainer 53 over end of strut.
- Cement end of brace 50 into slot in base 98, then snap (do not cement) "U" shape over strut.
- Cement wheel halves 72 and 110 together then onto strut.
- MUD GUARD (PART 91) was mostly used on "B" VERSIONS and seldom on "A" VERSIONS. Cement guard onto strut under the tab as shown.



- Cement panel 3 onto fuselage 4.
- Cement cannons 30 and 32 into fuselage.
- Repeat for fuselage 5 using cannons 29 and 31 and panel 2.
- Cement assembled floor (FROM STEP 1) into fuselage as shown.



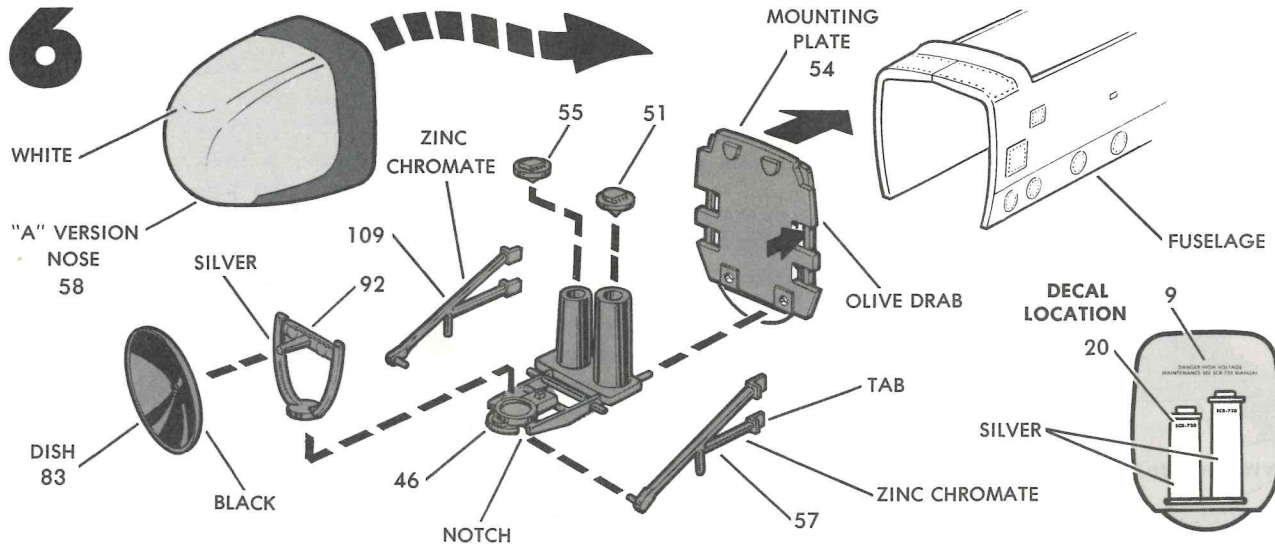
5



- IF YOU ARE BUILDING A MODEL WITH NO TOP TURRET**
- Cement cover 6 into opening after cementing fuselage together.

- IF YOU ARE BUILDING A MODEL WITH A TOP TURRET**
- Place (do not cement) assembled turret onto rib in opening.
 - Cement fuselage halves together.
 - Cement base, with nosewheel, into fuselage.

6



"A" VERSION

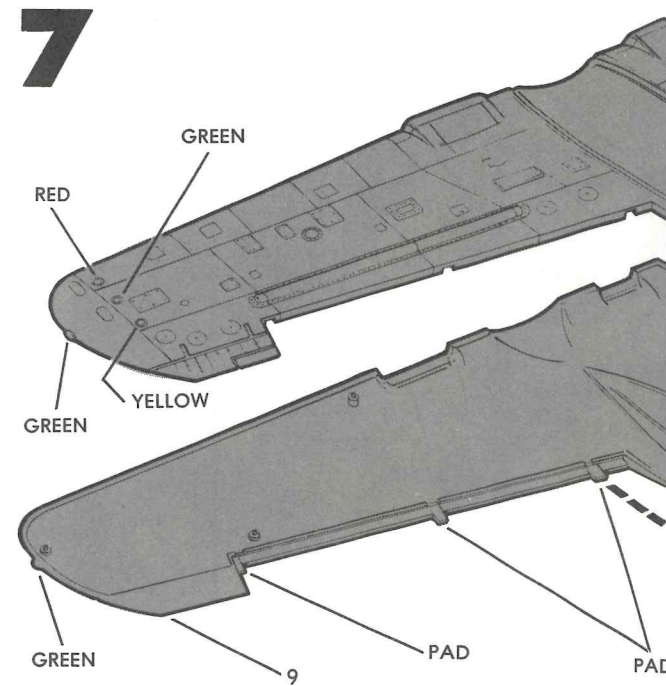
- Cement plate 54 to end of fuselage.
- Cement caps 51 and 55 onto unit 46, then cement unit onto plate.
- Next, cement braces 57 and 109 onto unit and plate.

- Cement dish 83 onto bracket 92, then cement bracket into unit.
- NOSE (PART 58) may be cemented in place OR only pressed into place without cement so that it can be removed.

"B" VERSION

- Cement plate 54 to end of fuselage.
- Cement NOSE (PART 42) to fuselage. On the actual aircraft, there was an eight inch difference (BETWEEN "A" AND "B" VERSIONS) in where the fuselage ended and the nose began.

7



"B" VERSION ONLY

- Clean out FOUR slots in wing halves 7 and 8 shown in SKETCH D.

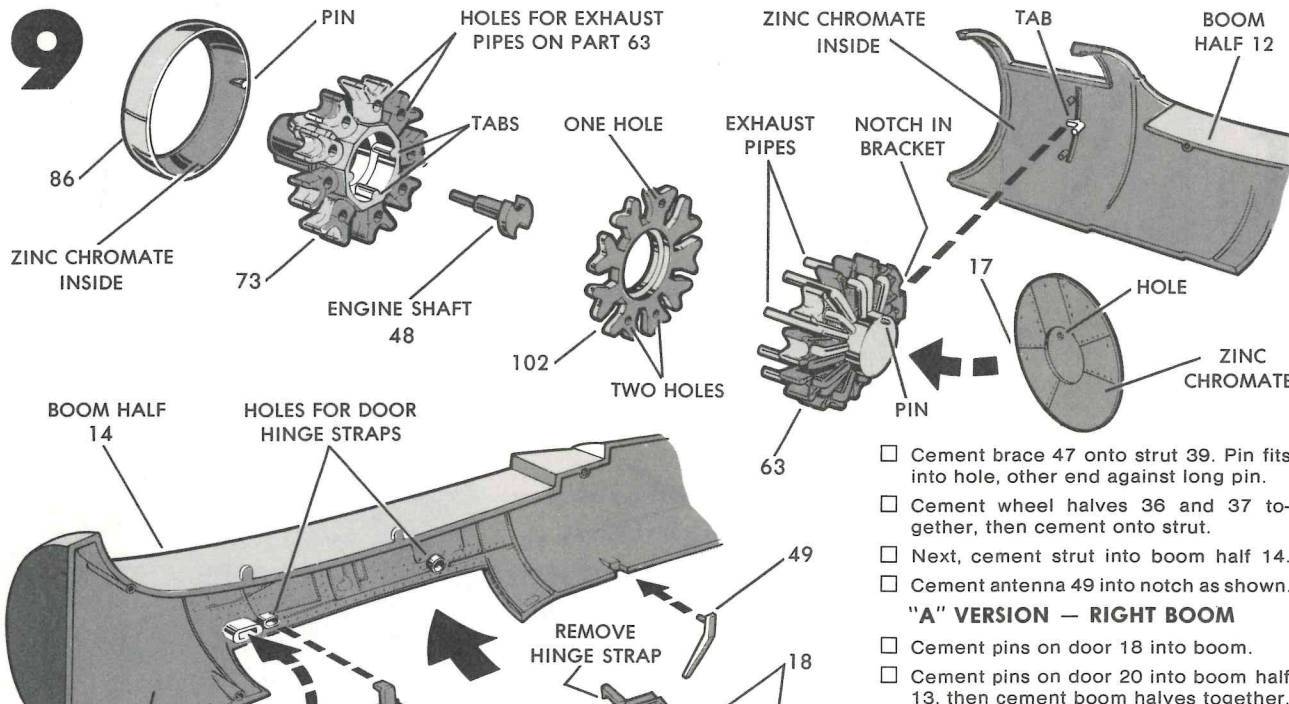
ALL VERSIONS — FOR "FLAPS DOWN"

- Cement flap halves 61 and 103 together.
- Cement three legs on flaps onto three pads on wing half 9 as shown in SKETCH A.
- Next, cement flap halves 23 and 25 together, then cement legs onto wings as before.
- Cement wing half 7 onto wing half 9.
- Repeat for wings 8 and 10, flaps 85, 104, 22, and 24.

ALL VERSIONS

- Cement wing halves 7 and 8 together.
- Cement flap halves 23 and 25 together.
- Cut off portion of flaps as shown in SKETCH B.
- Cement flap halves 61 and 103 together.
- Repeat for wings 8 and 10, flaps 85, 104, 22, and 24.

9

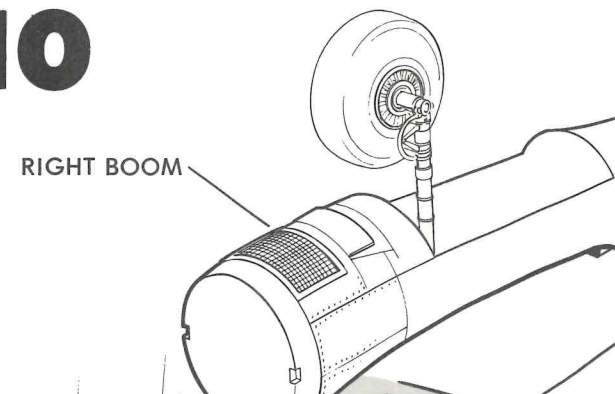


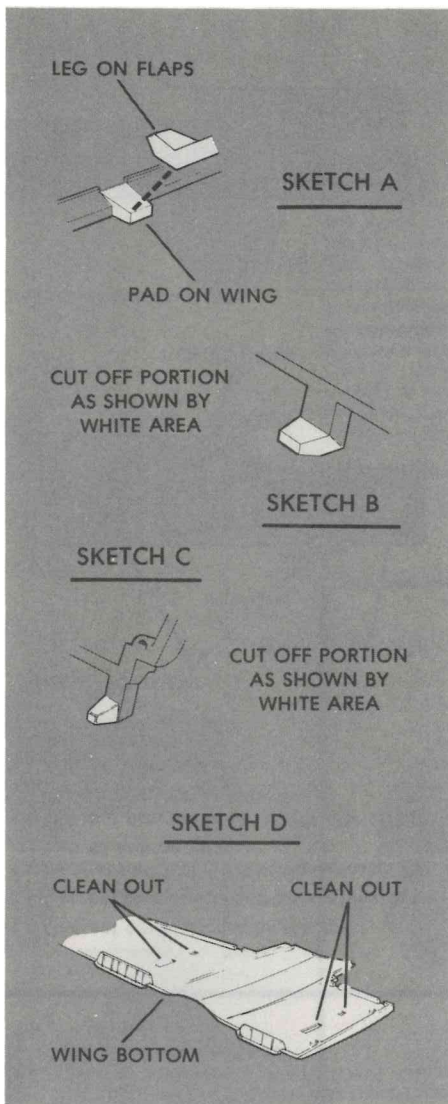
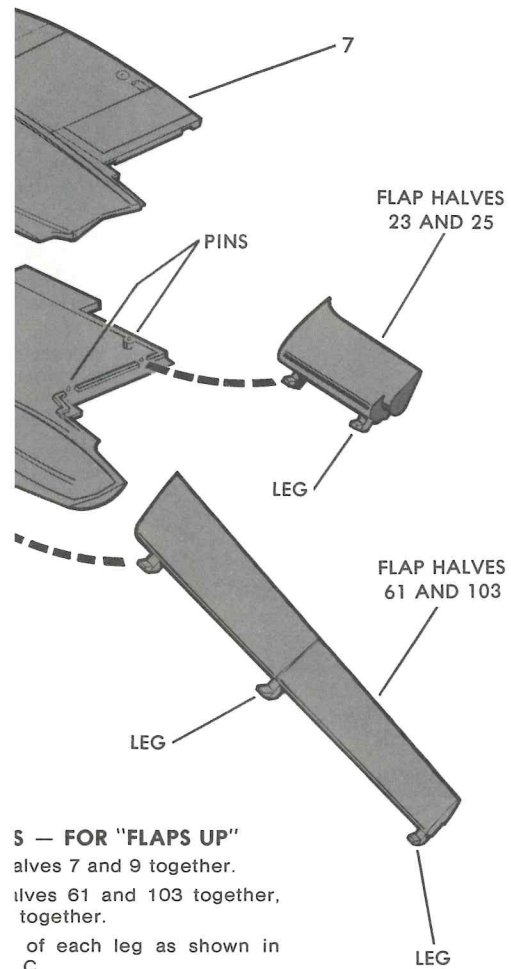
- Cement brace 47 onto strut 39. Pin fits into hole, other end against long pin.
- Cement wheel halves 36 and 37 together, then cement onto strut.
- Next, cement strut into boom half 14.
- Cement antenna 49 into notch as shown.

"A" VERSION — RIGHT BOOM

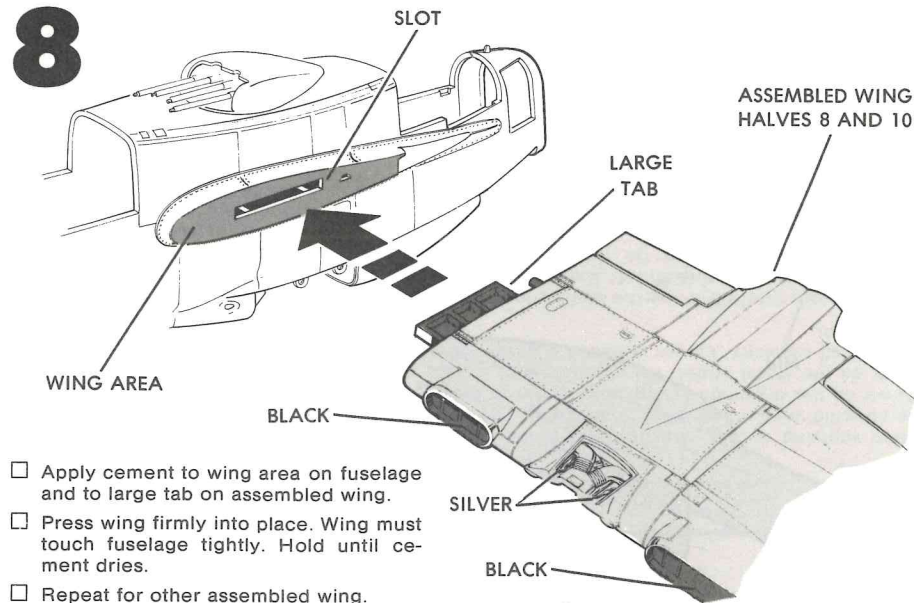
- Cement pins on door 18 into boom.
- Cement pins on door 20 into boom half 13, then cement boom halves together.

10

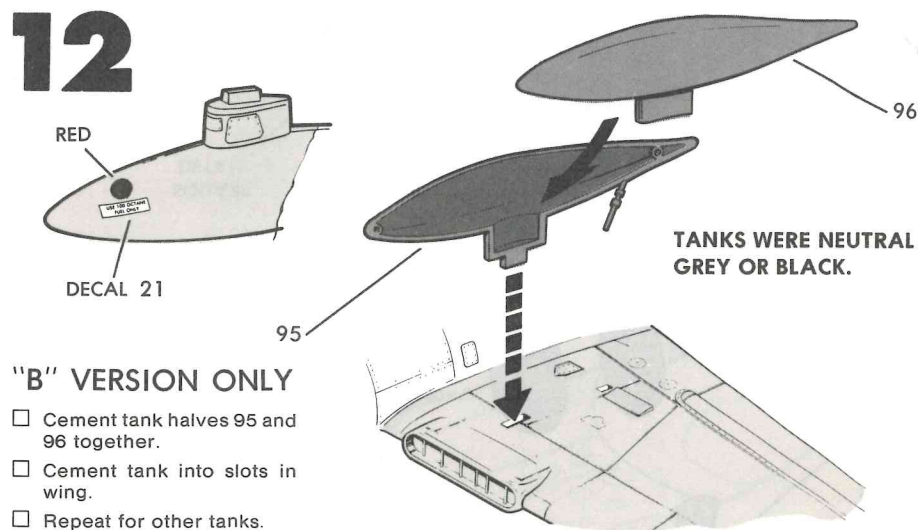




5 — FOR "FLAPS UP"
 Flap halves 7 and 9 together.
 Flap halves 61 and 103 together,
 together.
 One of each leg as shown in
 C.
 Assemble with wings.
 Cement flap halves 8 and 10, flaps 85
 92 and 24.

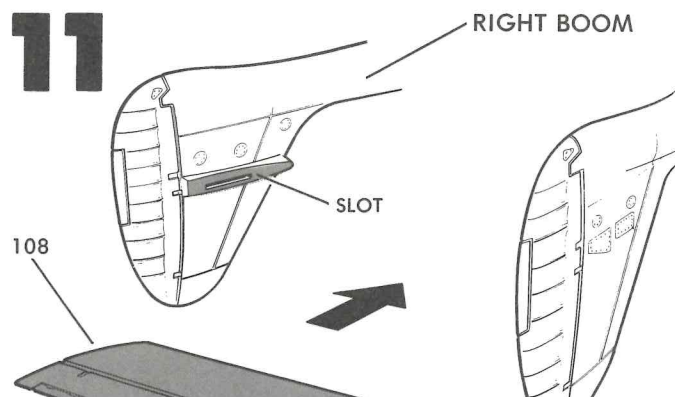


- Apply cement to wing area on fuselage and to large tab on assembled wing.
- Press wing firmly into place. Wing must touch fuselage tightly. Hold until cement dries.
- Repeat for other assembled wing.

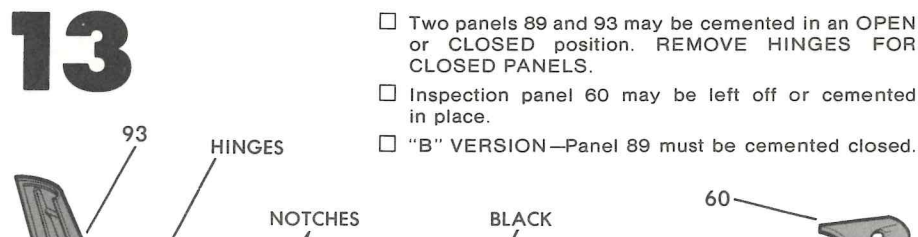


"B" VERSION ONLY

- Cement tank halves 95 and 96 together.
- Cement tank into slots in wing.
- Repeat for other tanks.



APPLY CEMENT AS INDICATED BY DASHED LINE



- Two panels 89 and 93 may be cemented in an OPEN or CLOSED position. REMOVE HINGERS FOR CLOSED PANELS.
- Inspection panel 60 may be left off or cemented in place.
- "B" VERSION—Panel 89 must be cemented closed.

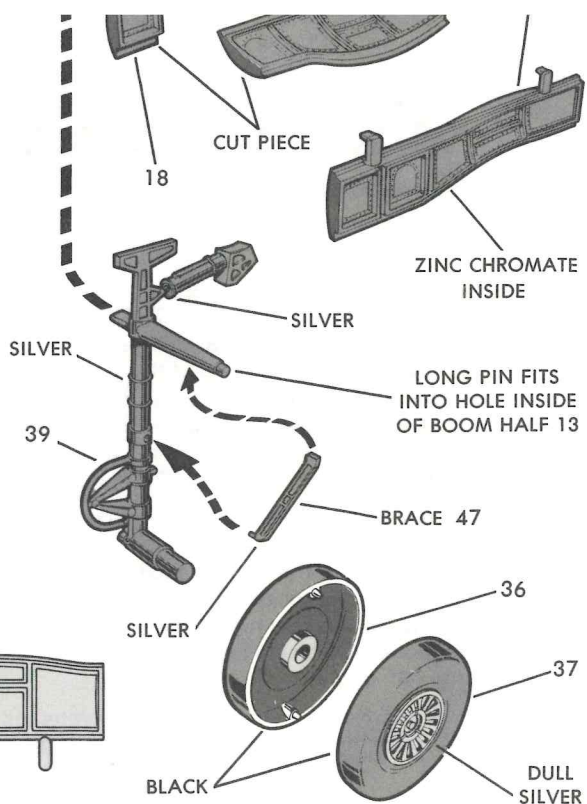
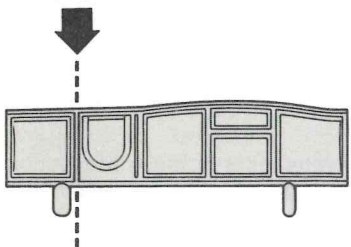
ZINC CHROMATE
INSIDE

ENGINE PAINTING

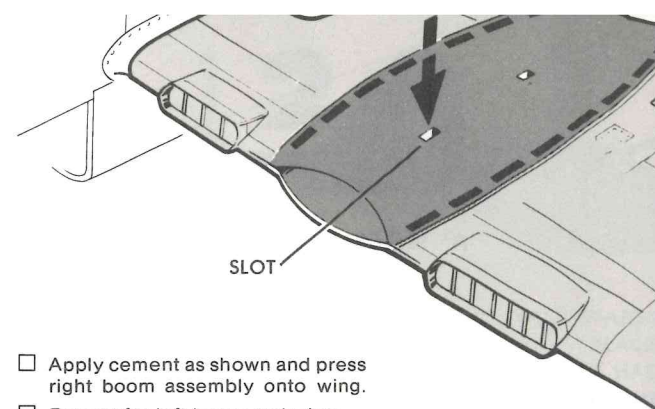
DULL GREY—Ignition wire harness.
GLOSS GREY—Gear box and crank shaft.
GLOSS BLACK—Push rods, distributors and exhaust pipes.
DULL ALUMINUM—Rocker covers and cylinder heads.

"B" VERSION
ONLY

CUT THROUGH
HERE

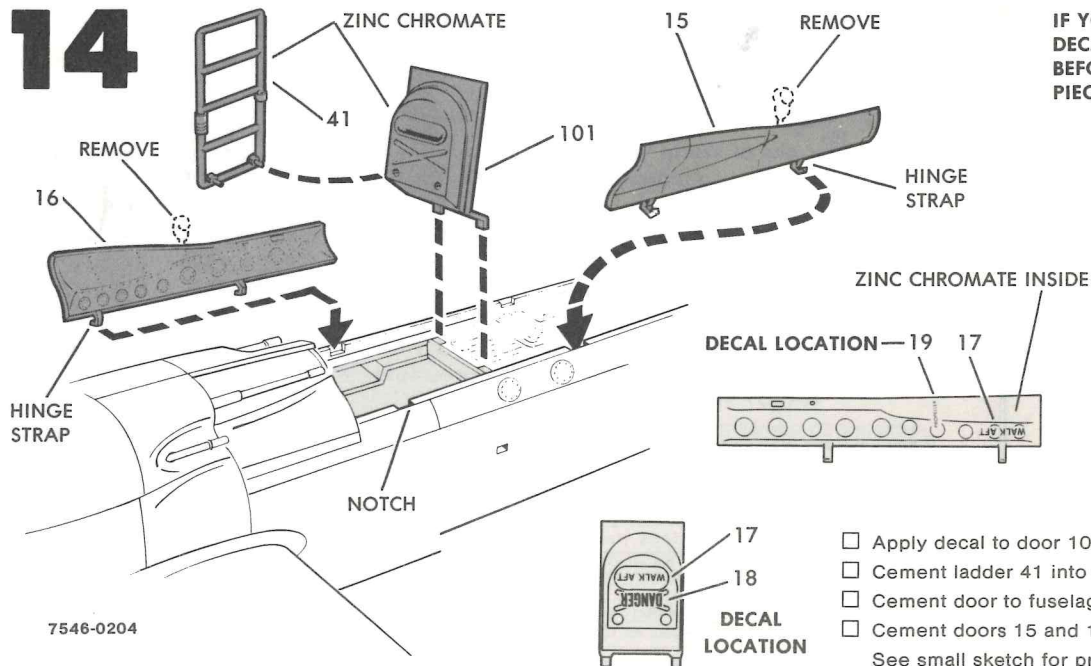


- Cut door 18 as shown and cement pieces into boom 14 as shown.
 - Other door 20 remains uncut. Cut off hinge straps and cement door flush with boom 13. Cement boom halves together.
- "A" AND "B" VERSION—LEFT BOOM**
- Use procedure for RIGHT BOOM ("A" AND "B" VERSION) and cement parts 47, 40, 36, 37, into boom half 11, 19 (UNCUT FOR "A"), 19 (CUT FOR "B").
 - Cement antenna 49 into notch in boom half 12. DO NOT CEMENT BOOM HALVES TOGETHER.
 - Slip (do not cement) engine shaft 48 into engine front 73.
 - Cement plate 102 to engine front. Line-up three tabs and notches.
 - Cement engine back 63 to engine plate and engine front. Exhaust pipes fit into holes. Three pins on engine back fit into three holes in engine plate.
 - Next, cement engine support 17 to back of engine.
 - Apply cement to bracket on engine and press into boom half 12.
 - Door 21 remains uncut. Cement door into boom half 12. "A" version is open. "B" version is closed. (REMOVE HINGE STRAPS.)
 - NOW cement boom halves together.
 - Cement ring 86 to boom.

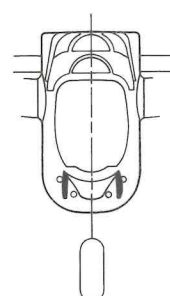


- Apply cement as shown and press right boom assembly onto wing.
- Repeat for left boom and wing.

14



IF YOU ARE APPLYING
DECALS, POSITION THEM
BEFORE CEMENTING THE
PIECES IN PLACE.

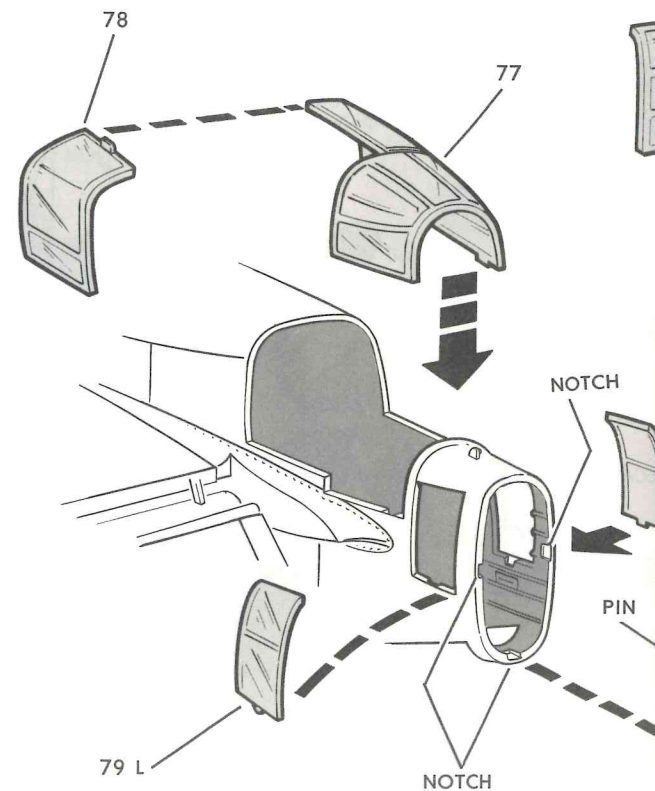


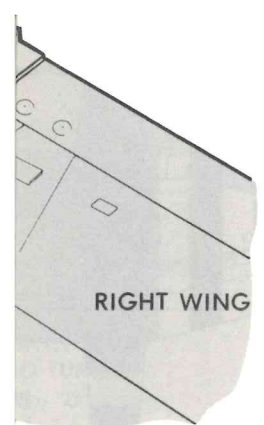
SMALL SKETCH
ANGLE OF DOORS

- Apply decal to door 101.
 - Cement ladder 41 into door 101.
 - Cement door to fuselage.
 - Cement doors 15 and 16 to fuselage.
- See small sketch for proper angle of doors.

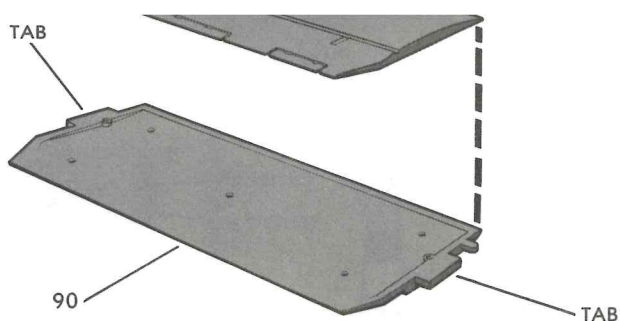
15

BEFORE CEMENTING
THE CLEAR CANOPIES
INTO POSITION, PAINT
THE RAISED LINES. RE-
FER TO PAINTING DI-
RECTIONS UNDER STEP
18.

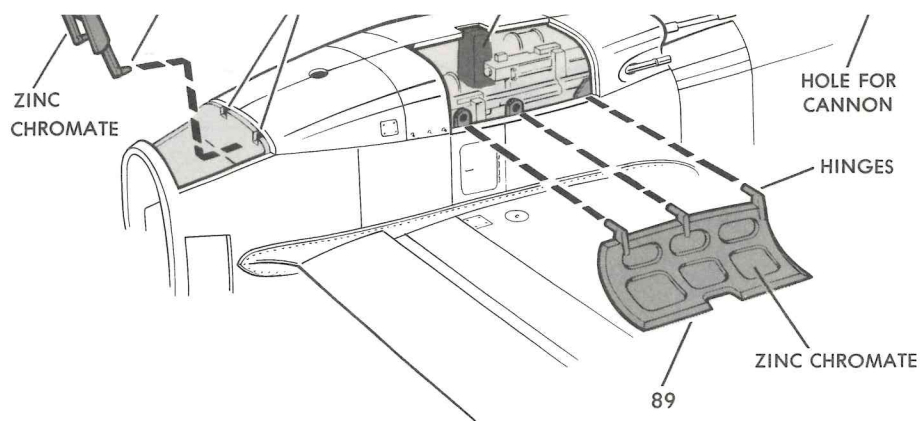




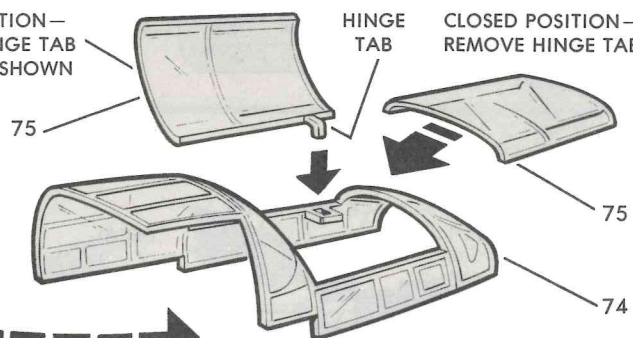
RIGHT WING



- Cement stabilizer halves 90 and 108 together.
- Cement stabilizer into slots in rudders as shown.

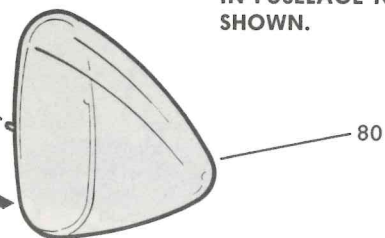


OPEN POSITION—
CEMENT HINGE TAB
INTO HOLE SHOWN



79 R

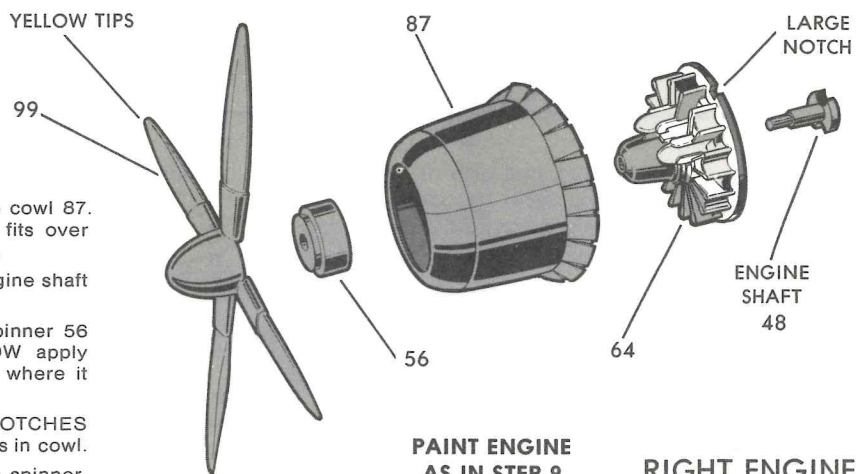
INTERIOR DETAILS
IN FUSELAGE NOT
SHOWN.



PIN ON BOTTOM

- Carefully cement large canopies 74 and 77 to fuselage.
- Door 75 may be cemented open or closed as shown.
- Doors 76 and 78 may be cemented in place or placed on the display surface.
- Cement pieces 79R, 79L and 80 into place.

16

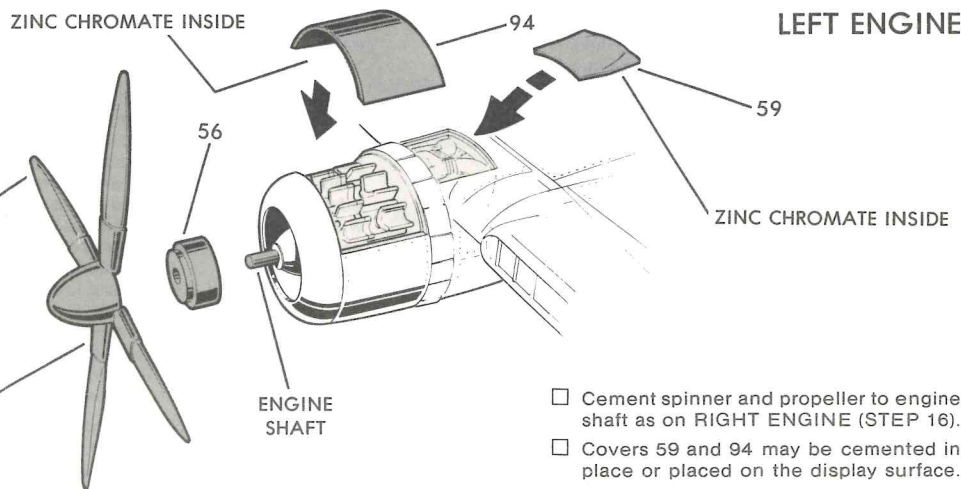


- Cement engine 64 into cowl 87. Large notch in engine fits over large tab inside of cowl.
- Slip (do not cement) engine shaft 48 into hole in engine.
- Slip (do not cement) spinner 56 over engine shaft. NOW apply cement to end of shaft where it touches the spinner.
- Cement cowl to boom. NOTCHES in boom line up with tabs in cowl.
- Cement propeller 99 to spinner.

PAINT ENGINE
AS IN STEP 9

RIGHT ENGINE

17



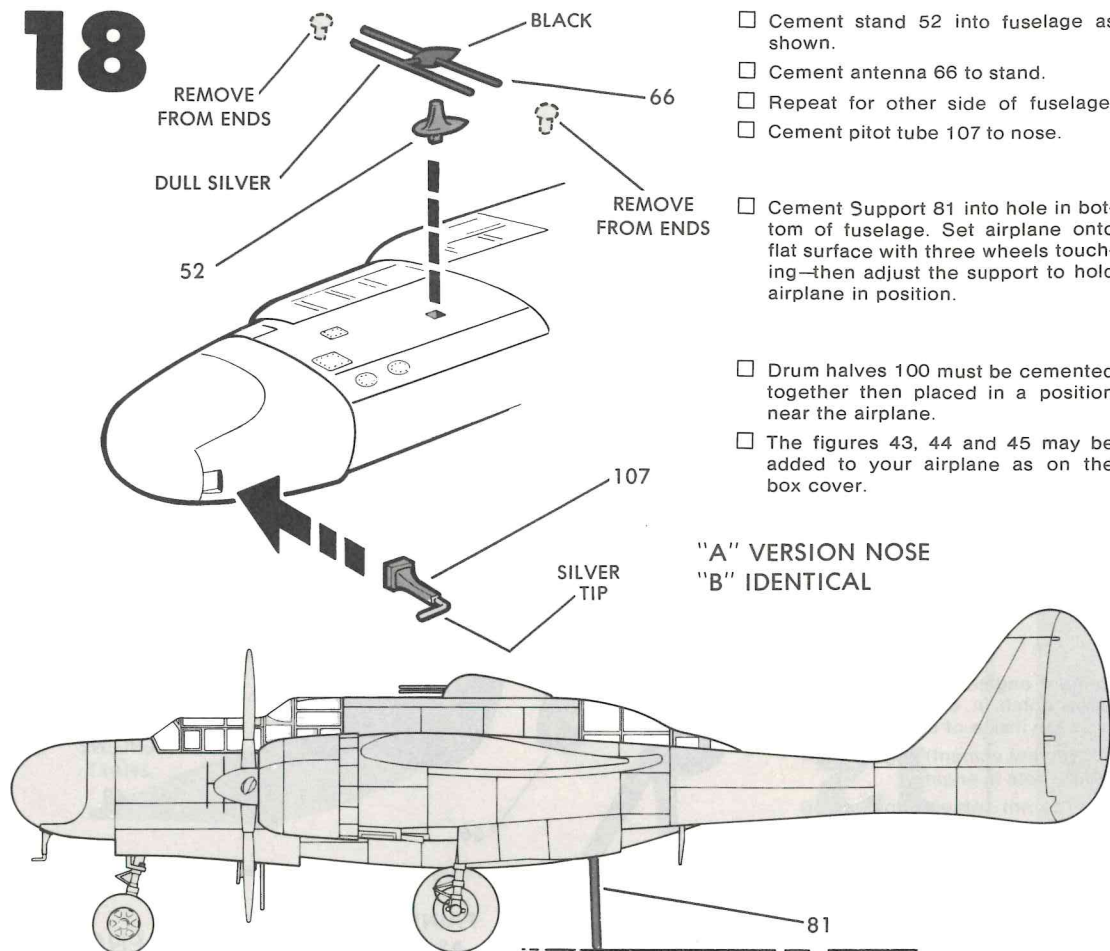
YELLOW
TIPS

99

ENGINE
SHAFT

- Cement spinner and propeller to engine shaft as on RIGHT ENGINE (STEP 16).
- Covers 59 and 94 may be cemented in place or placed on the display surface.

LEFT ENGINE



- Cement stand 52 into fuselage as shown.
- Cement antenna 66 to stand.
- Repeat for other side of fuselage.
- Cement pitot tube 107 to nose.

- Cement Support 81 into hole in bottom of fuselage. Set airplane onto flat surface with three wheels touching—then adjust the support to hold airplane in position.

- Drum halves 100 must be cemented together then placed in a position near the airplane.
- The figures 43, 44 and 45 may be added to your airplane as on the box cover.

"A" VERSION NOSE
"B" IDENTICAL

Every effort has been made to create and manufacture a model kit that is the finest available. If a part may be missing, please write to:

Monogram Models, Incorporated
Consumer Service Department
395 North Third Avenue
Des Plaines, Illinois 60016

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

DECALS

When applying decals, refer to the drawing or photo of the specific version you have assembled. The numbers shown on the drawings and photos are in reference to those on the decal sheet. These numbered decals are used on all versions. Larger decals are easily identified for position.

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

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.

Canopy detail 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 same color as the upper part of your model. Allow the paint to dry thoroughly. Using a straight edge and a razor blade cut strips from the tape the same width as the canopy ribs. Lift up the strips and apply over each rib on the canopy. Another method of achieving canopy realism is by masking the entire canopy 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 canopy by lifting it with the tip of your knife. Either method will result in an extremely realistic canopy.

Figures—Flesh face and hands, light brown shirt and pants, dark brown belt, black shoes, light or dark brown cap

