

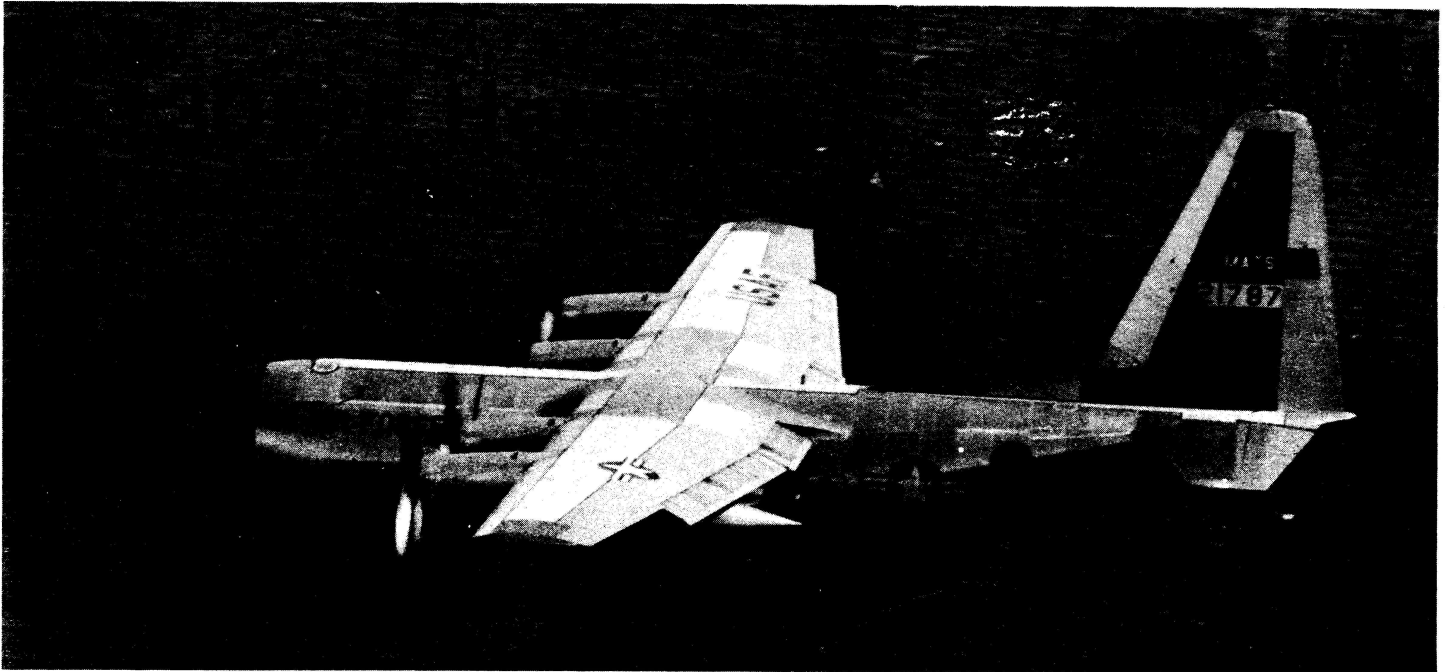
LOCKHEED C-130 E/F HERCULES

1/72 SCALE MODEL KIT

TESTORS

KIT 695

ITALERI



HISTORY

On August 23, 1954, the Lockheed C-130 lifted into the air for the very first time. With its rotation into the air from the Lockheed facility runway at Burbank, California, a new era in military air transport began.

Hardly a beautiful aircraft, the C-130 is noted for its ability to operate out of unimproved airfields with large and heavy loads. This criteria came from lessons being learned in the Korean War and General Operational Requirements were clearly defined by the Air Force in a Request for Proposal released on 2 February 1951. Lockheed, Fairchild, Douglas and Boeing responded. On 2 July 1951 the initial C-130 contract was issued to Lockheed.

The first 2 C-130 aircraft were fabricated at Lockheed's Burbank, California facility and all subsequent Hercules aircraft were built in the huge Lockheed-Georgia Division plant at Marietta near Atlanta, Georgia.

The C-130 has become the DC-3 of the gas turbine age with 42 nations operating the aircraft in a variety of roles as broad as the Air Force mission itself. The C-130E is the Hercules' greatest production version with 389 of the craft built.

The Blue Angels C-130F uses the same powerplant as the E with a basic internal and structural configuration being that of U.S. Navy C-130B's. Fat Albert flies wherever the Navy precision aerobatic team performs carrying spare parts and maintenance personnel. The Blue Angels C-130F is flown by U.S. Marine Corp flight crews.

SPECIFICATIONS

Power	4 Allison T56-A-7 of 4,050 hp each
Weight	155,000 lb gross (C-130E) 135,000 lb gross (C-130F)
Span	132.6 ft.
Length	97.8 ft.
Range	2,030 nautical miles (C-130E)
Max. Speed	312 kts. (C-130E)

REFERENCES

Herk: Hero of the Skies; Dabney (Coppie House Books)

C-130 Hercules in Action; Drendel (Squadron Signal)

Lockheed C-130 Hercules; Archer (Aviation News)

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runners (sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor enamels. Detailed descriptions of type of paint and color are included throughout the pages that follow.

Good brushes are essential for proper detailing. **Testor Model Master** brushes are recommended and available at good hobby stores. Be sure you have the entire selection for all your modeling needs. Always keep your brushes clean and soft by cleaning in Testor thinner, washing in soap and water, and storing flat or with bristles up when not in use.

Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left from the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and lint.

Most small parts are best painted while still attached to the sprue or they may be detached and held with tweezers or "magic" type transparent tape. Paint in one direction only. If your paint is the correct consistency, brush strokes will disappear as the color dries. If the paint seems too thick, thin it with Testor Paint Thinner. Wheels may be detached from the sprue and fit onto toothpicks or matchsticks for painting. Then just hold the paintbrush against the edge of the wheel and rotate the wheel to obtain a neat clean finish.

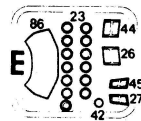
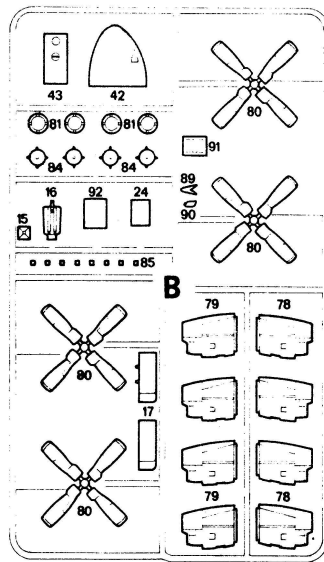
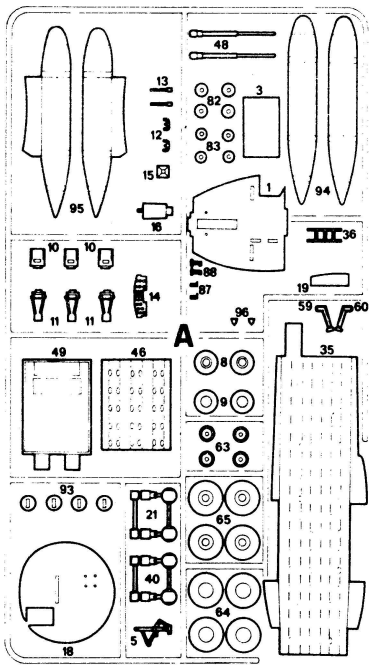
Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not stick to painted surfaces. Using your Testor Hobby Knife, carefully remove paint from all surfaces to be cemented. After you have assembled your model you may touch up areas where cement has marred the finish.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do not use large amounts of cement.

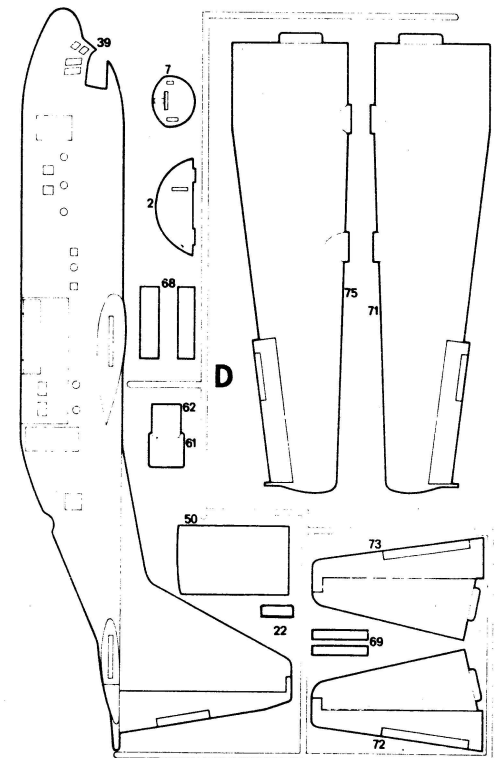
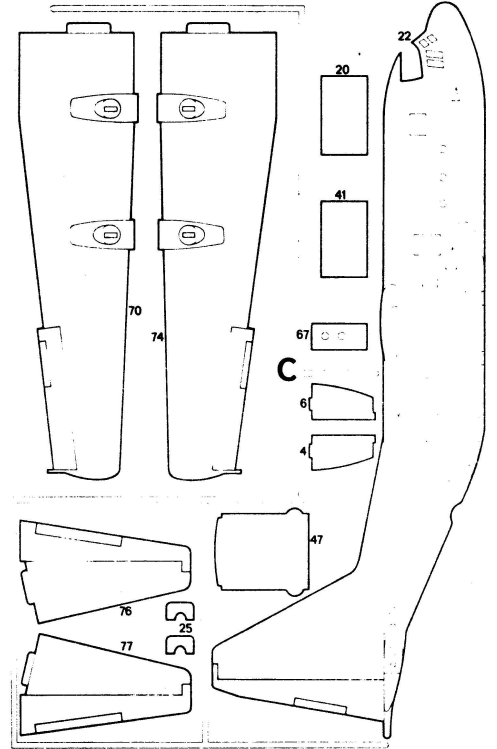
The Testor **Model Master** paint system is specially designed to be used on military models. The **Preliminary Painting** instructions in this sheet indicate which **Model Master** colors to use by FS number and name. These colors are called out by **bold italic type**. Wherever **Model Master** colors are not applicable, the required Testor color will be called out by number and name in **regular bold type**.

Tweezers will be useful in assembling the many small parts in this kit. The type used by postage stamp collectors is recommended.

Remove this page from the instruction sheet by cutting along indicated line. Use the drawings of the complete sprue as a part-locating reference when building the model.



NOTE: Clear parts are best glued in place with white glue, which will not mar the plastic, and thus results in a better appearance than conventional model cement.



1

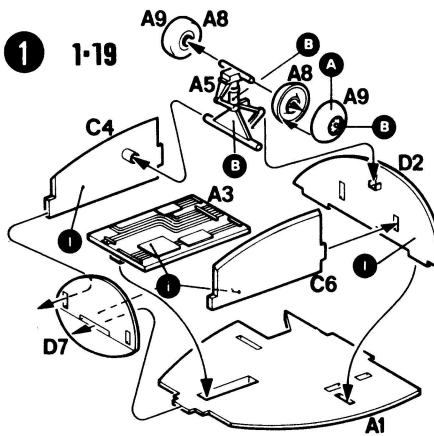
Parts as shown

Preliminary painting

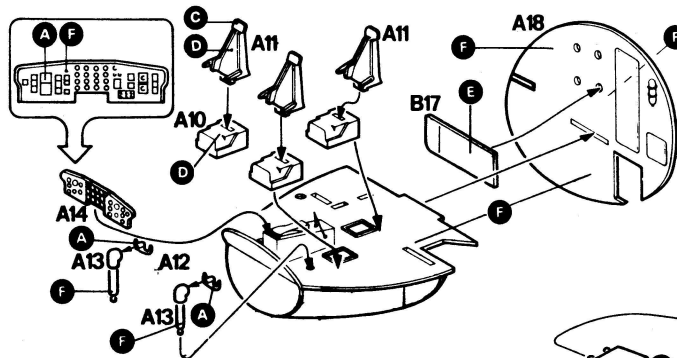
Paint parts with **Testor Model Master** paints as indicated by the solid circled letters and the paint able shown on this page.

Assembly

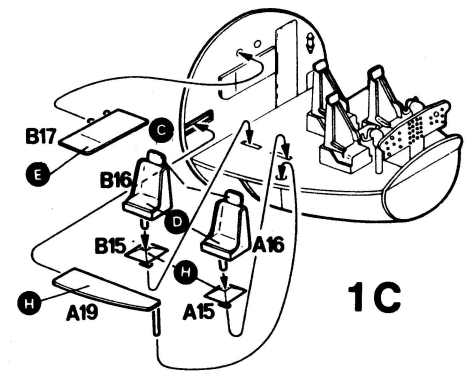
1. Assemble parts as shown in drawings A, B and C beginning with A.



1A



1B



1C

CODE

- A FS 37038 Flat Black
- B FS 17178 Chrome Silver
- C FS 31136 Insignia Red
- D FS 34127 Forest Green
- E FS 34087 Olive Drab
- F FS 36495 Light Gray
- G Testor #1780 Steel
- H FS 36118 Gun Ship Grey
- I Testor #1734 Zinc Chromate

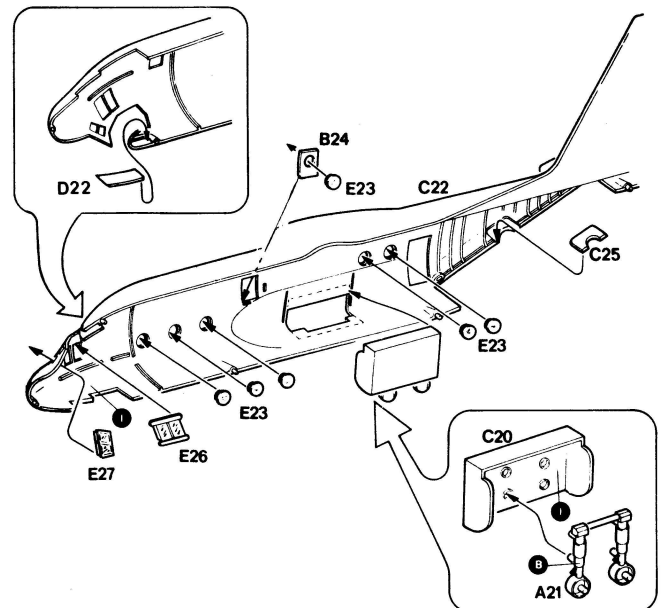
2

Parts as shown

Paint with **Testor Model Master** museum quality paints as shown.

Assembly

1. Assemble parts as shown.
2. Clear plastic window parts are best glued in place with white glue or very carefully glued with plastic cement.



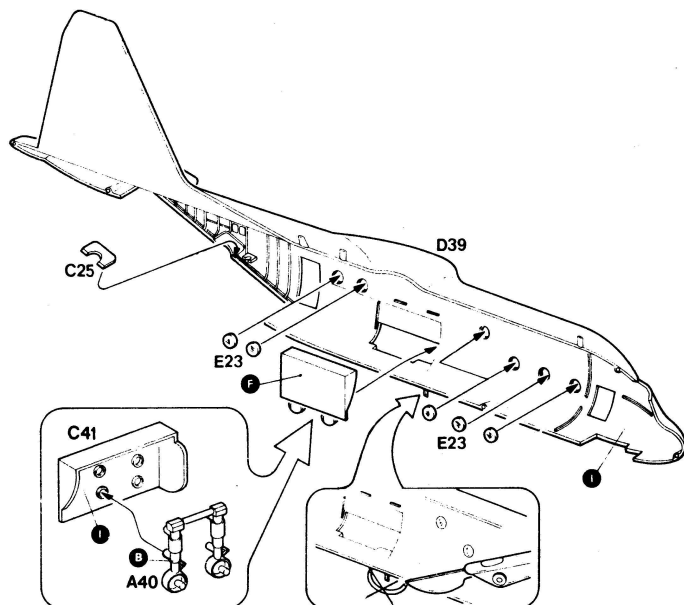
3 Parts as shown

Preliminary painting

Paint with **Testor Model Master** museum quality paints as shown. Use the paint table on page 5 as your guide.

Assembly

1. Assemble parts as shown.



4 Parts as shown

Preliminary painting

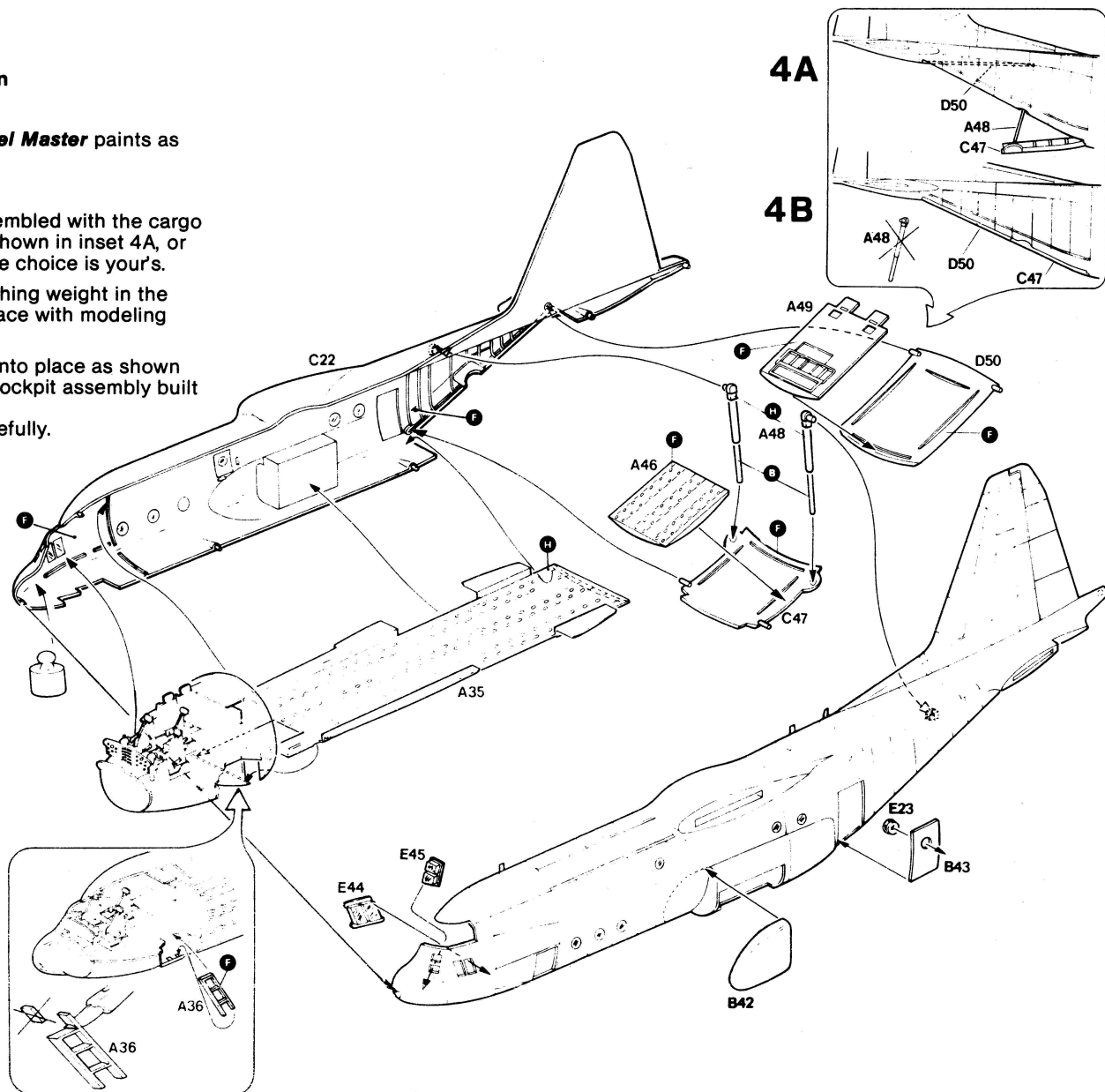
Paint with **Testor Model Master** paints as shown.

Assembly

The model can be assembled with the cargo ramp either down, as shown in inset 4A, or up, as shown in 4B. The choice is your's.

Add a 1/2 ounce lead fishing weight in the very nose. Hold it in place with modeling clay.

1. Now glue the parts into place as shown beginning with the cockpit assembly built in **Step 1**.
2. Work slowly and carefully.



5

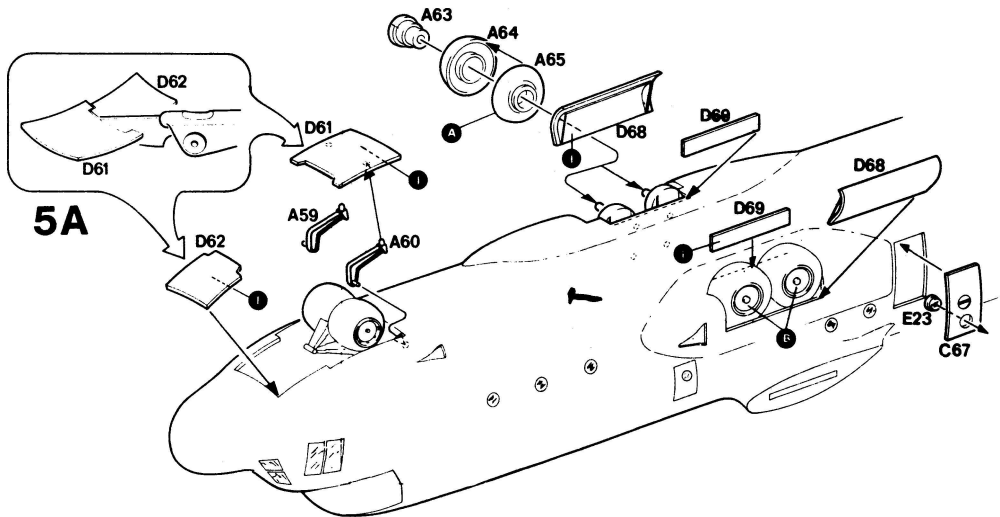
Parts as shown
Preliminary painting

Paint with **Testor Model Master** museum quality paints as shown. Use the paint table on this page as your guide.

Assembly

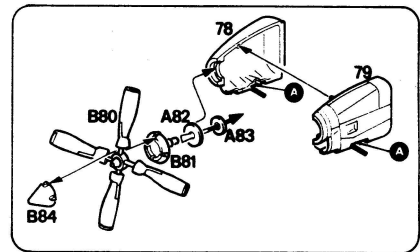
If you are building your C-130 with the landing gear retracted simply glue doors **D61/62**, **D68** and **D69** into place.

If building the model with landing gear down cut door **D61/62** apart as shown. Now assemble the parts as shown.



CODE

- A FS 37038 Flat Black
- B FS 17178 Chrome Silver
- C FS 31136 Insignia Red
- D FS 34127 Forest Green
- E FS 34087 Olive Drab
- F FS 36495 Light Gray
- G Testor #1780 Steel
- H FS 36118 Gun Ship Grey
- I Testor #1734 Zinc Chromate



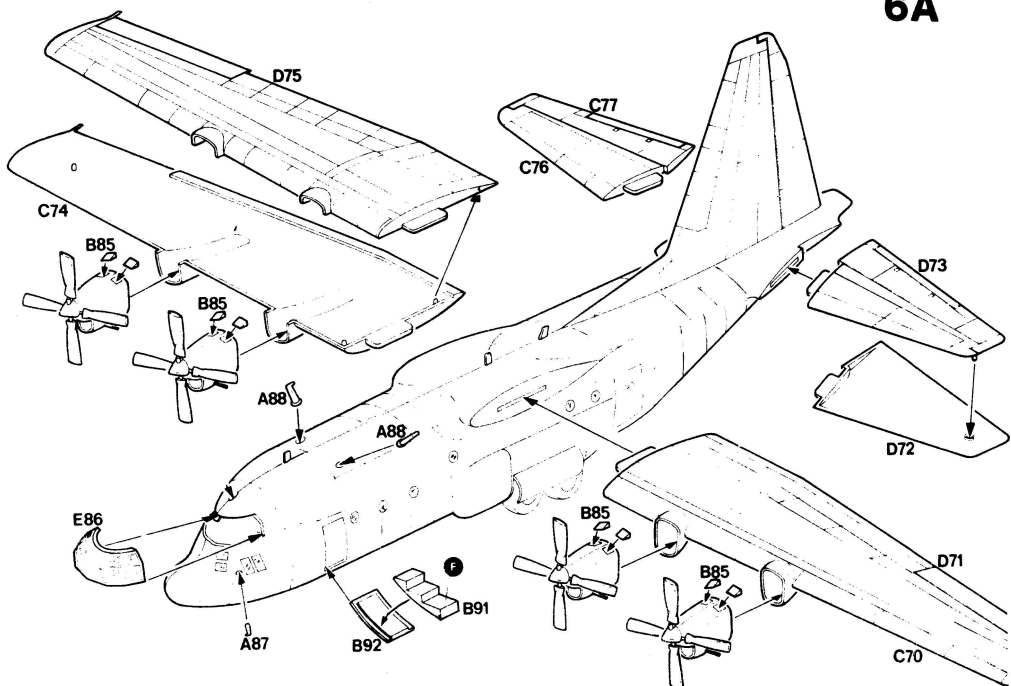
6

Parts as shown
Preliminary painting

See propeller painting instructions on pages 7 and 8. Paint propellers according to the version you are building. Use **Testor Model Master** paints to ensure accurate color matching.

Assembly

1. Glue wing halves and tail halves together. Now glue to fuselage.
2. It is better to let the wing/fuselage glue joint dry overnight before proceeding. A few books under the wingtips to hold the wings in alignment while drying is a good idea. Add the remaining parts tomorrow.



7

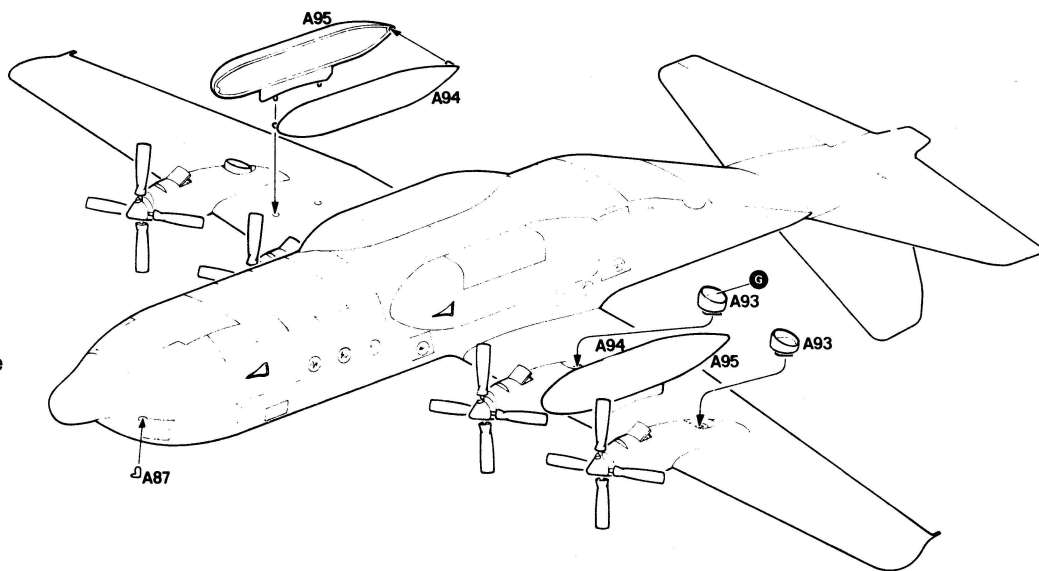
Parts as shown

Preliminary painting

Use **Testor Model Master** paints. Fuel tanks when used on the Blue Angel C-130F are **Testor FS 15050 Blue Angel Blue**. On the MATS C-130E the tanks are **Testor FS 17178 Chrome Silver**.

Assembly

1. Assemble, paint, and glue the parts to the model as shown.
2. Your model is best allowed to dry thoroughly before handling.



APPLYING DECALS

1. After carefully masking canopy and other clear areas, spray entire model with Testor Glosscote #1261. Decals adhere best to a smooth surface and the shinier the finish, the smoother it is. Allow the Glosscote to dry thoroughly before going further.
2. Select the decals you plan to use, and cut each of them out from the decal sheet with small scissors or Testor Hobby Knife.
3. Working with only one decal at a time, dip the decal in clear water for no more than five seconds, then remove it from the water and place on a dry paper towel for about one minute.
4. When the decal slides easily on the backing paper, slide it to the edge of the paper and onto the surface of the model with a soft paintbrush or tweezers. Remember: the decals are very thin and can be easily ripped if care is not taken. Work slowly and patiently.
5. Once the decal is in the desired position, apply a small amount of Testor Decal Set #8804. This will help the decal to conform to any irregularities in the surface of the model (rivets, curves, etc.). Allow the decal to dry undisturbed. Should you find the decal has moved or should you desire to purposely move it, apply a little Decal Set to a soft brush and push the decal slowly into the desired position.
6. When the decals are completely dry (usually overnight), apply a coat of Testor Dullcote #1260 to the entire model. This will give it an authentic, dull finish and protect the surface of the model. Then carefully remove masking from canopy and other clear areas.

WEATHERING HINTS

Nearly all military aircraft show some signs of wear. The process by which the modeler imparts this look to the model is referred to as weathering. Many times the weathering, that is, the representing on the model of soot, oil stains, or chipped paint, etc., can really make a model stand out and give it amazing authenticity.

After you have painted your model the proper colors, you can add the decals. If you first paint your model with Testor Glosscote, the decal carrier film will seem to disappear. Apply one or two coats of Glosscote for a smooth, glossy finish. Then, after the paint dries, apply the decals. This gives them a "painted on" look. If you want your model to have a matte finish, wait 24 hours for the decals to dry. Then spray on one or two coats of Testor Dullcote. After this dries, you can begin weathering.

Always try to be logical in applying weathering techniques. For instance, you wouldn't want to put exhaust stains on a model and then apply a bright clean decal to the sooty area. Airplanes are normally well cared for, so they don't usually appear very battered. However, soot stains do tend to collect behind exhaust stacks and sometimes oil leaks onto the outside of the plane. Paint chips sometimes appear on leading edges or where crew members or maintenance men walk across the plane. However, try to remember that any well kept plane would only show minimum amounts of wear.

There are two methods of showing exhaust stains. The first is with an airbrush. This is a rather expensive item and requires practice to get the right effect. The second method is by using soft artist pastels or charcoal in shades of gray or black. Begin by grinding this material into a fine powder. Apply the powder to the model by rubbing it on with an old paint brush. Apply the color thicker and blacker near the exhaust outlet, and feather it out as it gets further away from the outlet. You should practice this on an old model or on a scrap of paper before trying it on your model. This technique is not very permanent, so it is a good idea to give your model a coat or two of Testor Dullcote to avoid rubbing off the stains.





Oil stains should be done very subtly. Oil really has very little color, so it only leaves light stains. Tint a small amount of thinner lightly with black paint. Add a small drop to the area you want to appear oily. Now with a strong breath, blow the "oil" back along the plane. Keep in mind the direction in which the plane flies, making sure you are blowing the "oil" from front to back. It is very easy to overdo this, so remember, one or two places are enough.

Paint chips are the simplest technique, but like the others, are easily overdone. An average military plane wouldn't have very many chips. They usually appear on the cutting edges of the propeller blades, the leading edges of wings and flying surfaces, and any areas where crew members or mechanics walk across the plane (i.e., wing roots). Use **#1781 Aluminum** for paint chips, applying with a fine pointed brush. With a very little amount of paint on the brush, apply the chips in small dots, the smaller the better. Large amoeba shaped chips look too obtrusive. Be wary of fabric covered control surfaces though; they don't chip.

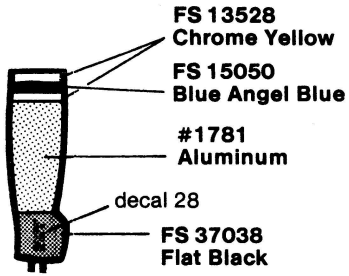
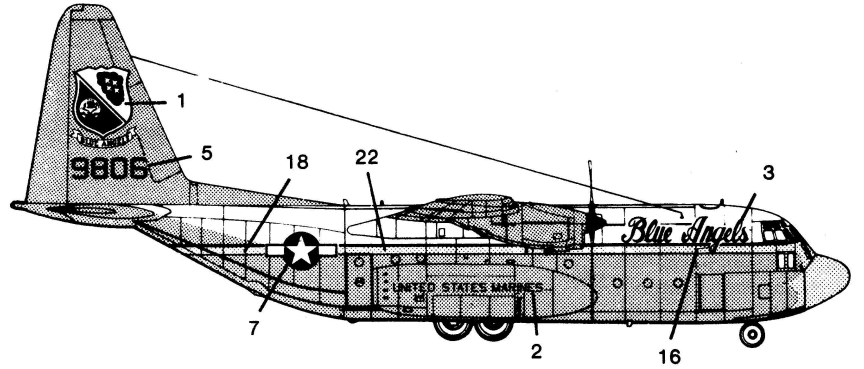
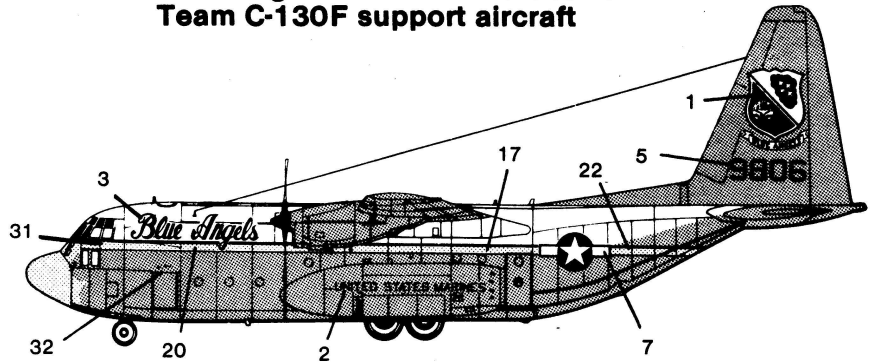
Experienced modelers do several things to aid them in their hobby. One of the most helpful is attending meetings at their local International Plastic Modeling Society chapter. Here they see and discuss modeling techniques. Your local hobby shop will help you locate your local I.P.M.S. group. Serious modelers also collect books and photographs to use as reference when they finish their models. Again, your local hobby shop can help. Last, but certainly not least, your own observation will prove helpful. Visit museums. Look at buildings and vehicles around you. Notice how rust streaks a metal roof. See the oil and dirt on a piece of road grading equipment. Study railroad boxcars and locomotives to see what the weather has done to them. Your own observation can be the best aid of all.

Remember: try not to overdo weathering — and *keep practicing*. Be patient, it takes time to discover and master all the tricks of this fascinating hobby.

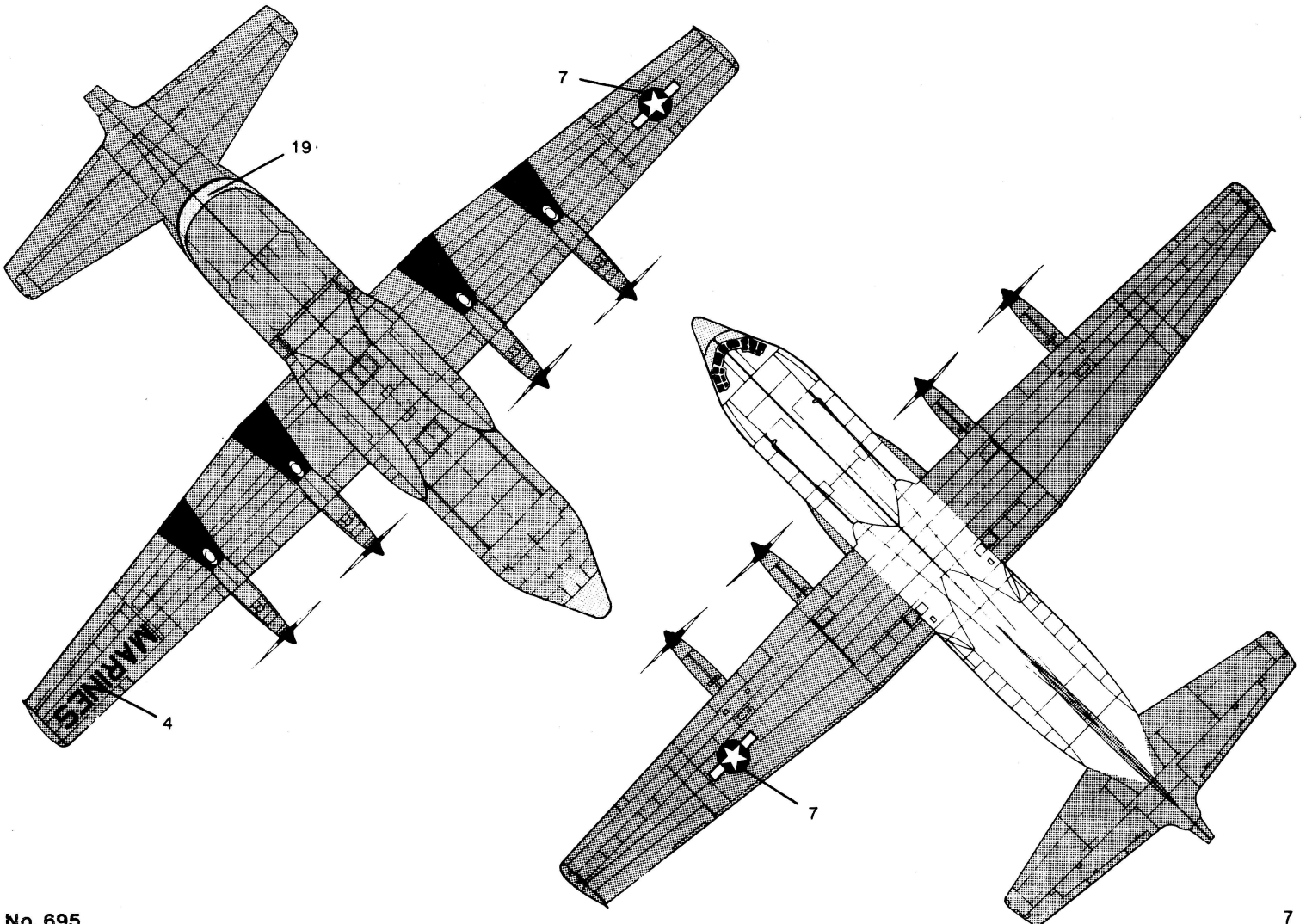
PAINTING

-  FS 17875 Insignia White
-  FS 13538 Chrome Yellow
-  FS 15050 Blue Angel Blue
-  FS 17038 Gloss Black






Blue Angels Precision Aerobatic Team C-130F support aircraft



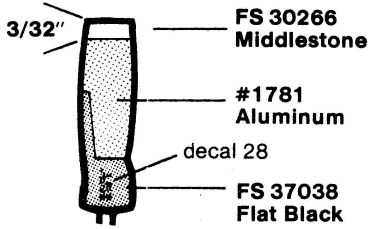
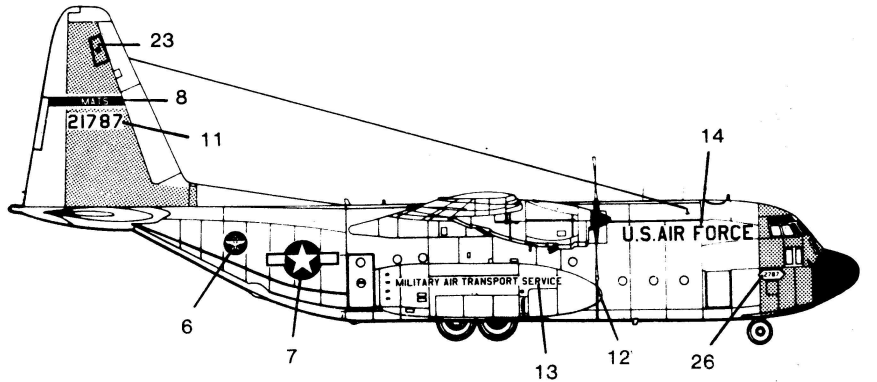
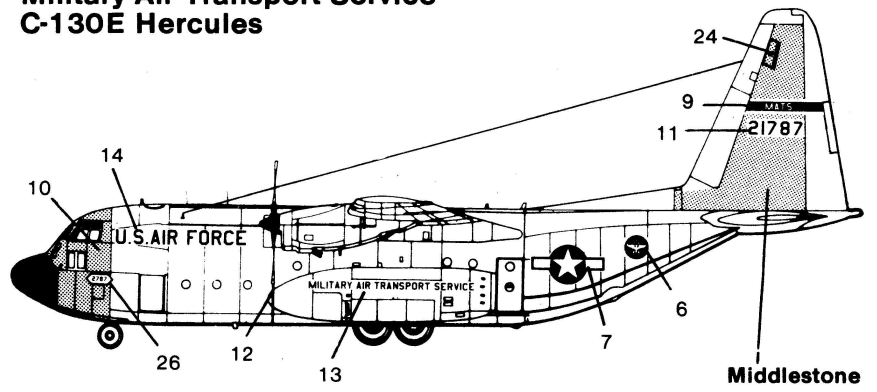
Propeller tip stripes and flat black cuff are painted on both front and back of blades.



PAINTING

-  FS 17178 Chrome Silver
-  FS 37875 Flat White
-  FS 36231 Dark Gull Gray
-  FS 30266 Middlestone: mix 6 parts #1735 Wood with 1 part FS 34227 Pale Green
-  Fs 17038 Gloss Black

Military Air Transport Service C-130E Hercules



Propeller tip stripes and flat black cuff are painted on both front and back of blades.

