

US WWII FIGHTER 1:48 SCALE PLASTIC KIT



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intro

The Lockheed P-38 Lightning was developed to a United States Army Air Corps requirement. It became famous not only for its performance in the skies of WWII, but also for its unusual appearance.

The Lightning, designed by the Lockheed team led by Chief Engineer Clarence 'Kelly' Johnson, was a complete departure from conventional airframe design. Powered by two liquid cooled inline V-1710 engines, it was almost twice the size of other US fighters and was armed with four .50 cal. machine guns plus a 20 mm cannon, giving the Lightning not only the firepower to deal with enemy aircraft, but also the capability to inflict heavy damage on ships.

The first XP-38 prototype, 37-457, was built under tight secrecy and made its maiden flight on January 27, 1939. The USAAF wasn't satisfied with the big new fighter, but gave permission for a transcontinental speed dash on February 11, 1939. During this event, test pilot Kelsey crashed at Mitchell Field, NY. Kelsey survived the crash but the airplane was written off. Despite this, Lockheed received a contract for thirteen preproduction YP-38s.

The first production version was the P-38D (35 airplanes only armed with 37mm cannon), followed by 210 P-38Es which reverted back to the 20 mm cannon. These planes began to arrive in October 1941 just before America entered World War II.

The next versions were P-38F, P-38G, P-38H and P-38J. The last of these introduced an improved shape of the engine nacelles with redesigned air intakes and cooling system. Also, the curved windscreen was replaced by a flat one.

One of the Lightning's weaknesses was a huge vibration during dive attacks caused by transsonic airflow on the wings. Lockheed never solved this problem, but dive brakes were installed under each wing from P-38J-25 production block to maintain control when diving at high-speed.

The fastest of the Lightnings was the P-38J with a top speed of 420 mph, and the version produced in the greatest quantity was the P-38L - 3,735 left the Lockheed factory while 113 left Vultee assembly lines. So-called 'Drop Snoots' were fitted with bombardier type noses, and used to lead formations of bomb-laden P-38s to their targets.

The P-38M was a two-seat radar-equipped night fighter, a few of which had become operational before the war ended.

As noted above, the P-38 was the biggest single-seat fighter to serve with the USAAF. Its overall length was 11.53 m; height was 3.00 m and wingspan was 15.85 m. The -J version weighed in at 6,214 kg empty and 9,980 kg loaded.

The P-38 was the only US fighter aircraft produced throughout US involvement in World War Two, from Pearl Harbor to Victory over Japan Day.

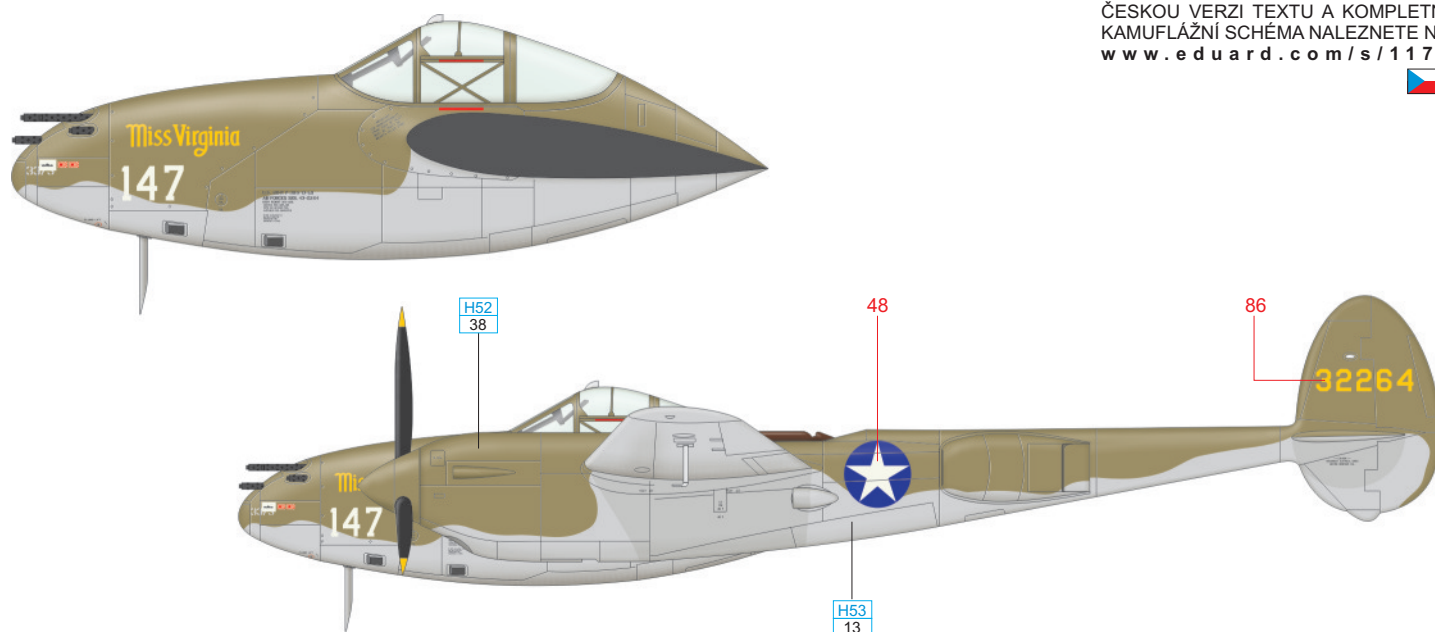
The P-38 was used in a number of roles, including dive bombing, horizontal bombing, ground-attack, photo reconnaissance missions, and extensively as a long-range escort fighter.

The US top aces, Richard Bong (40 victories) and Thomas McGuire (38 victories), flew this aircraft in the Pacific Theater of Operations. P-38s also served in the China-Burma-India Theater and in the South West Pacific area, and was the primary long-range fighter of the USAAF until the arrival of adequate numbers of P-51D Mustangs in 1944/45.

The internal fuel capacity of 410 gallons could be increased to 1,010 gallons with two external drop tanks. This enabled the Lightning to fly a distance of 3,640 km, allowing it to become one of the most feared fighters in the Pacific War as well as the first fighter ready and able to carry out long range escort missions for four-engined bombers over Europe.

F P-38G-13-LO, s/n 43-2264, flown by Lt. Rex Barber, 347th FG, 339th FS, Guadalcanal, April 18, 1943

ČESKOU VERZI TEXTU A KOMPLETNÍ
KAMUFLÁŽNÍ SCHÉMA NALEZNETE NA
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Miss Virginia was the personal aircraft of Robert Petit of the 70th FS / 349th FG. On April 18, 1943 it was borrowed by Lt. Rex Barber for a special mission. The task of this mission was destroying the airplane that carried Admiral Isoroku Yamamoto, the most important person of the Japanese armed forces and architect of the Pearl Harbor attack. Thanks to Yamamoto's tendency to be on time, the mission was a success and Barber and Capt. Thomas Lanphier shared the kill that brought down Yamamoto. Barber's P-38 had over 100 holes suffering damage from pieces of Yamamoto's stricken bomber. The kill marks symbolize a destroyer sunk on March 29, 1943 and two Rufe floatplanes downed on February 27, 1943. The aircraft was named after Petit's fiancée, Miss Virginia Woodard.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře vetrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.



lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てて下さい。

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOUT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る



OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる



NOTCH
ZÁŘEZ
L INCISION
DER EINSCHNITT
切る



REMOVE
ODŘÍZNOUT
RETIRER
ENTFERNEN
移す



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



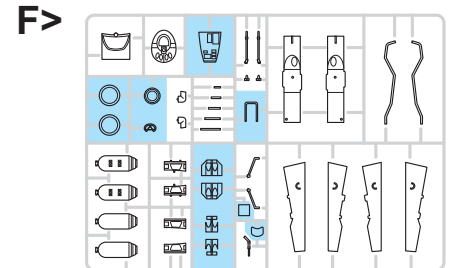
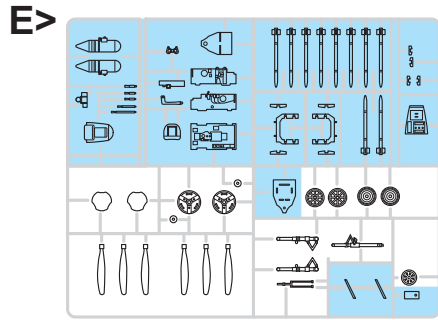
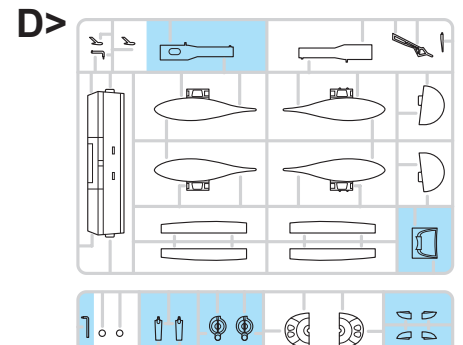
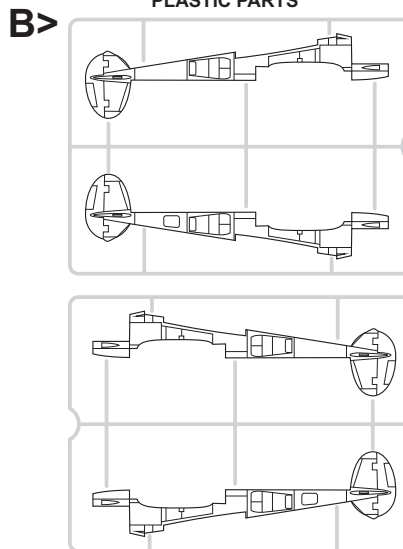
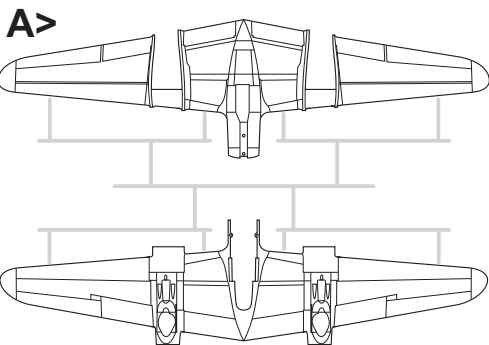
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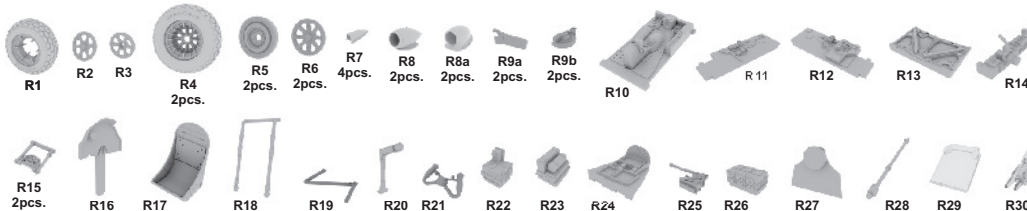
PIÈCES



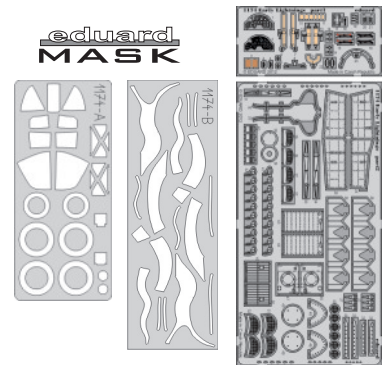
部品



RP - RESIN PARTS



PE - PHOTO ETCHED
DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

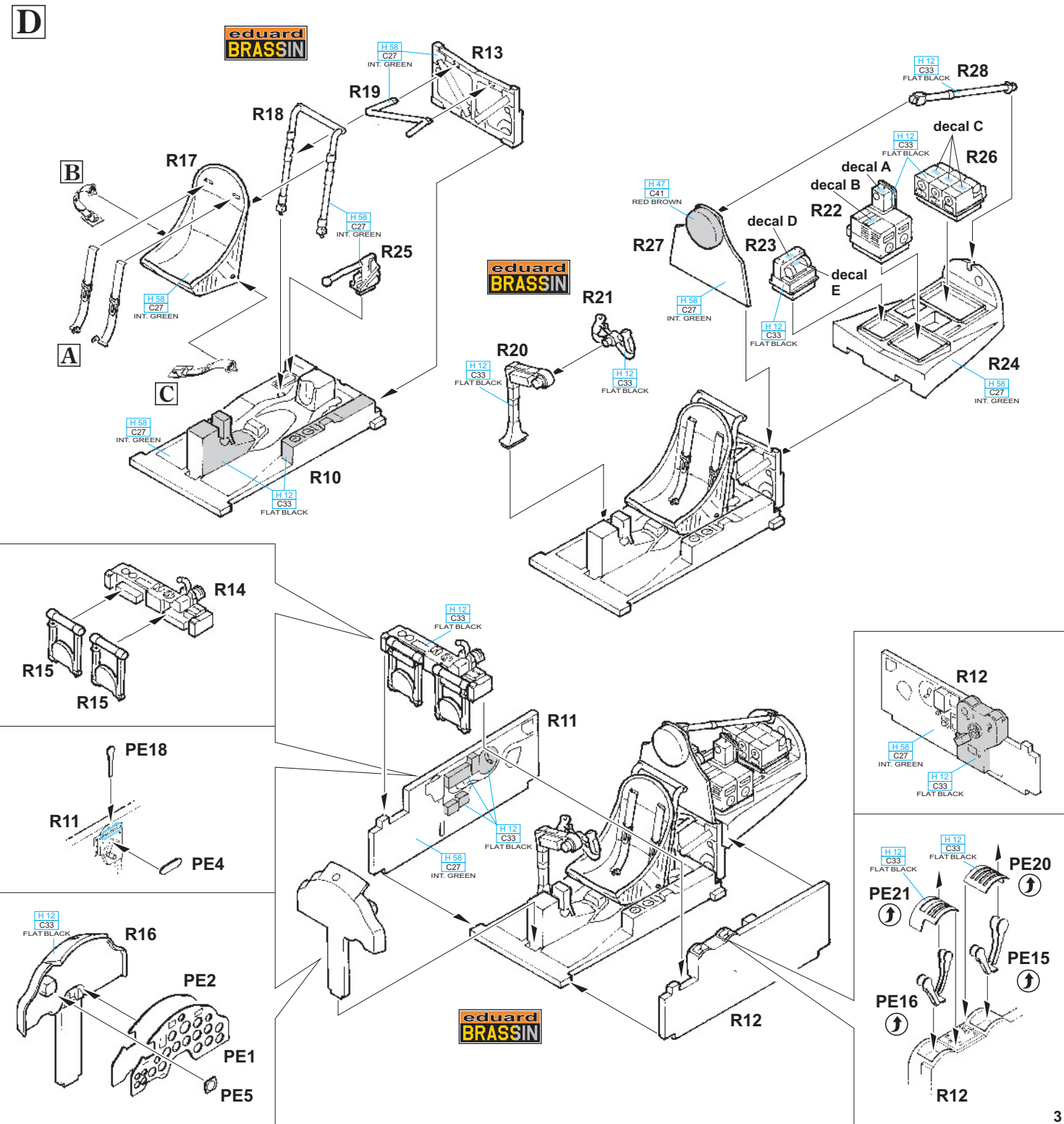
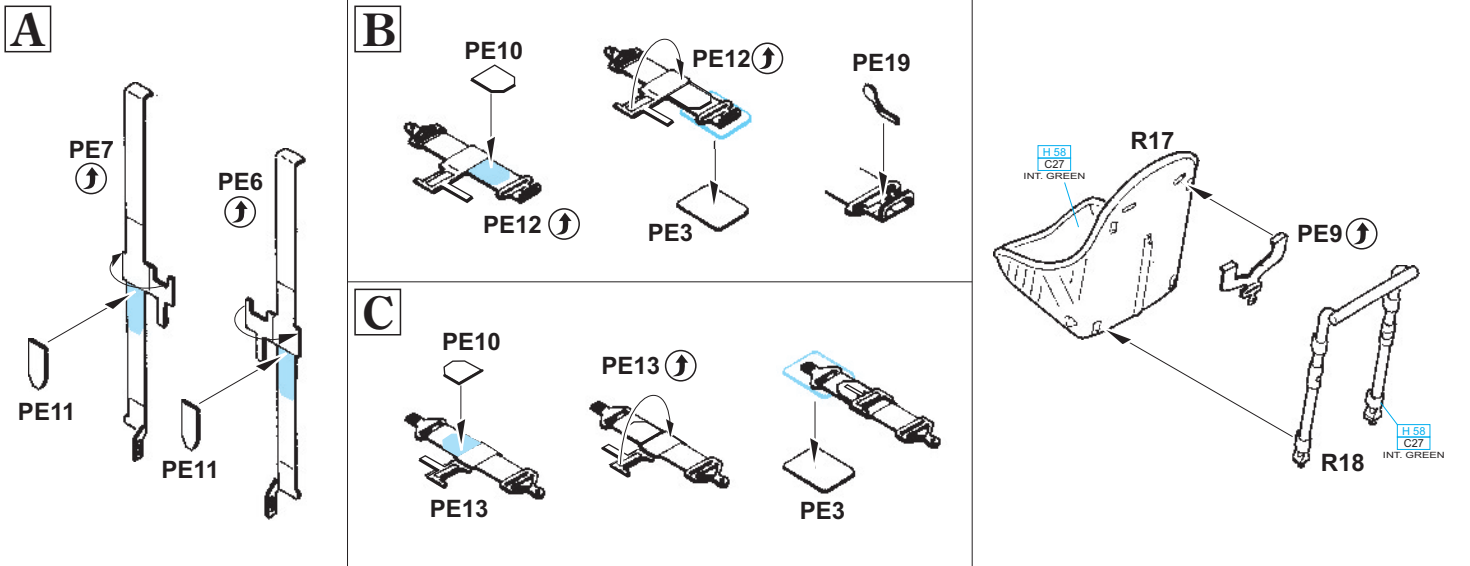


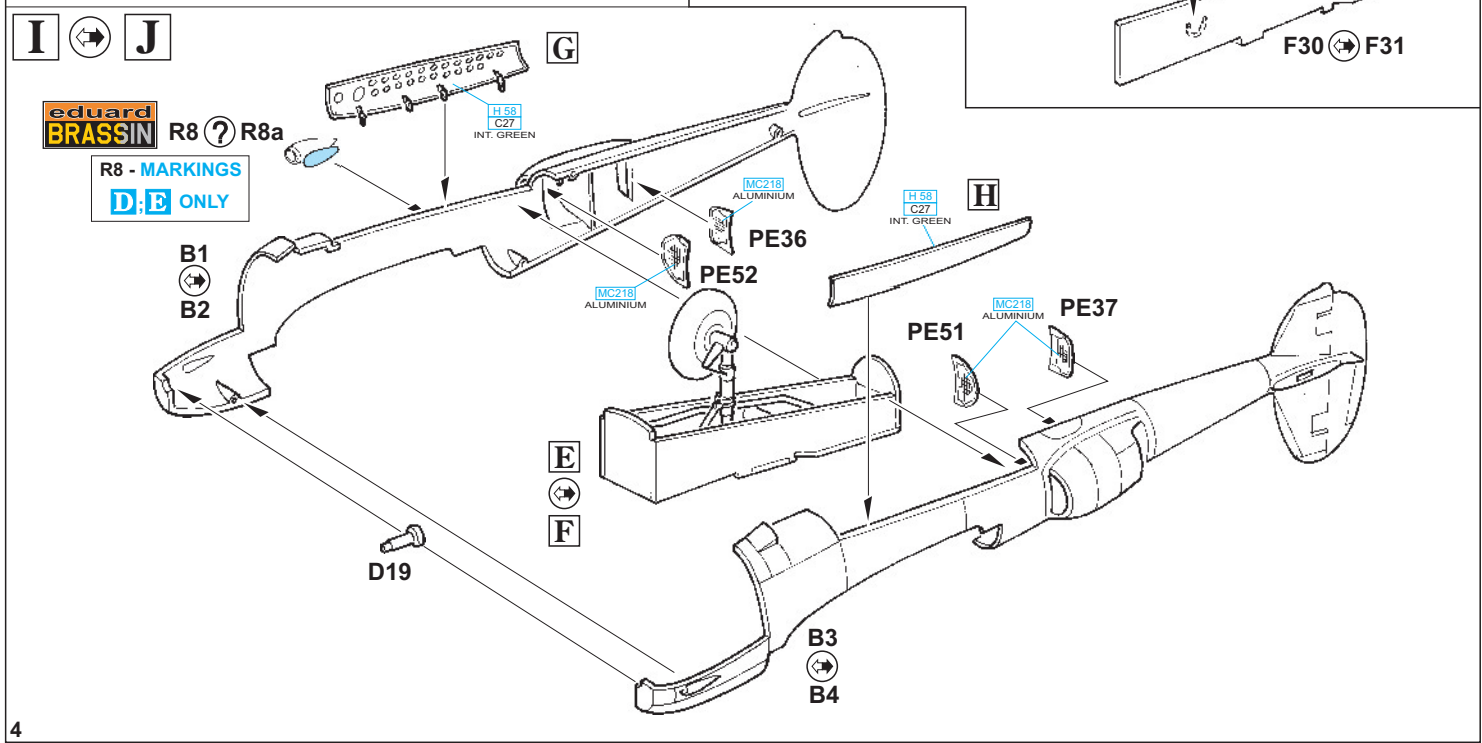
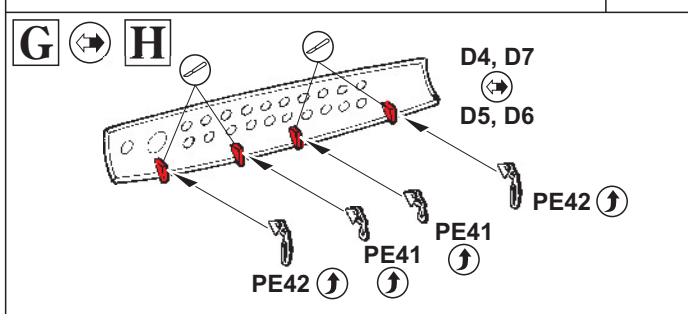
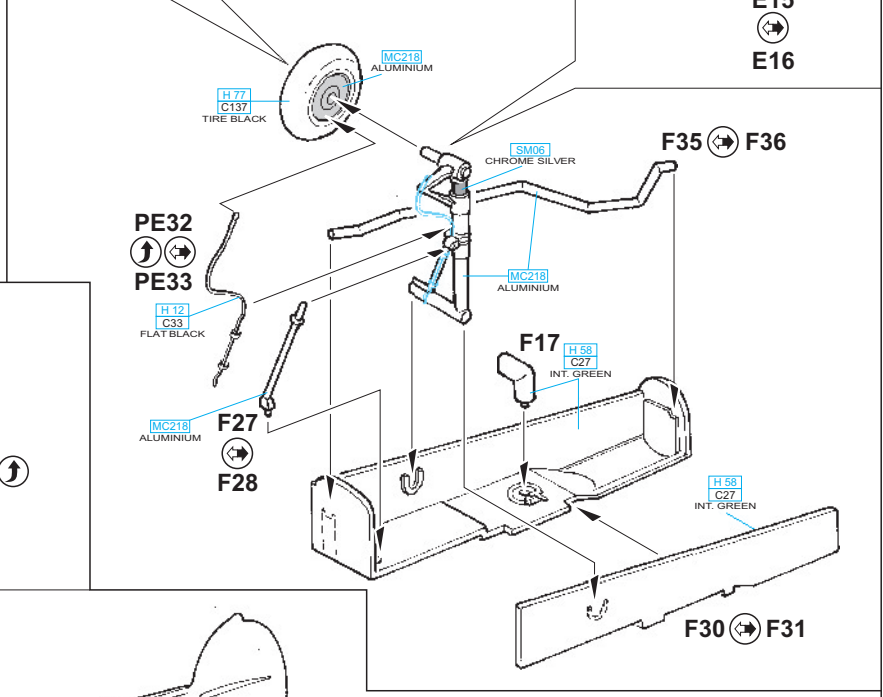
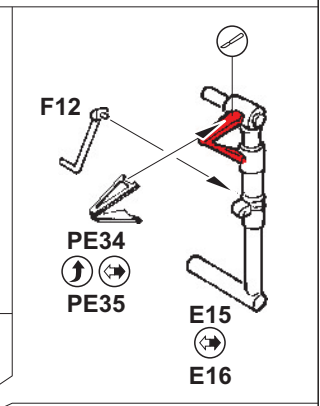
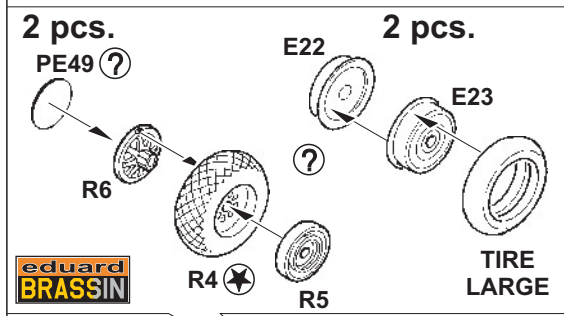
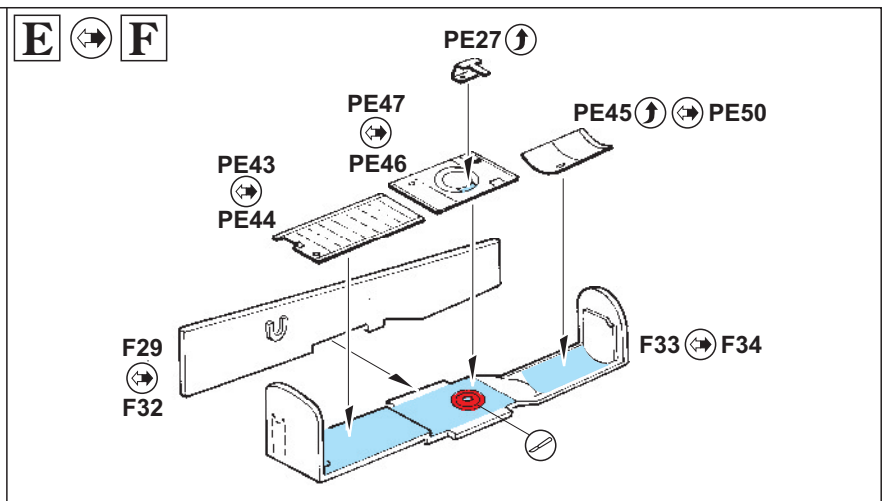
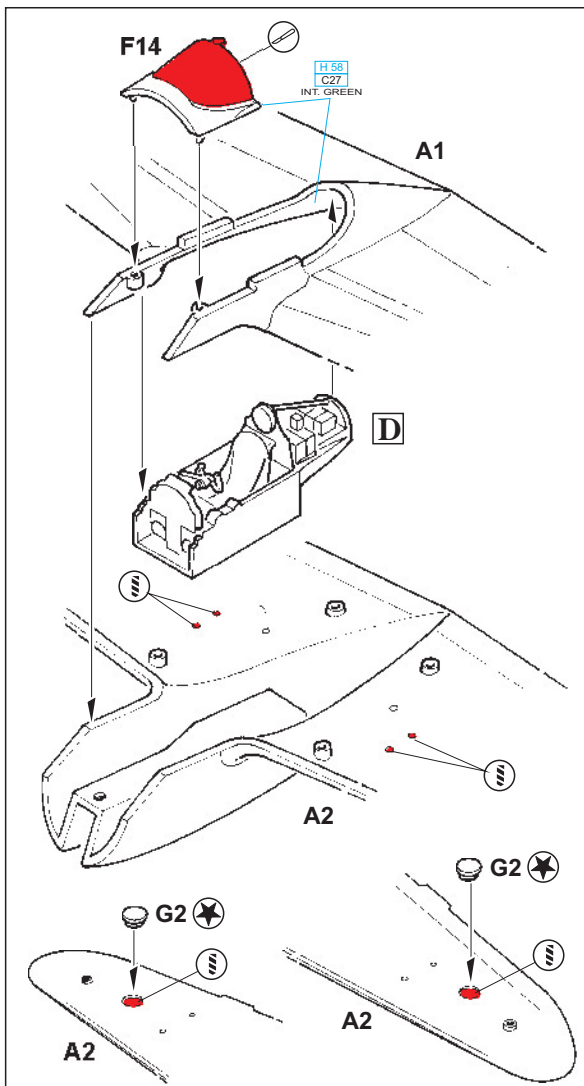
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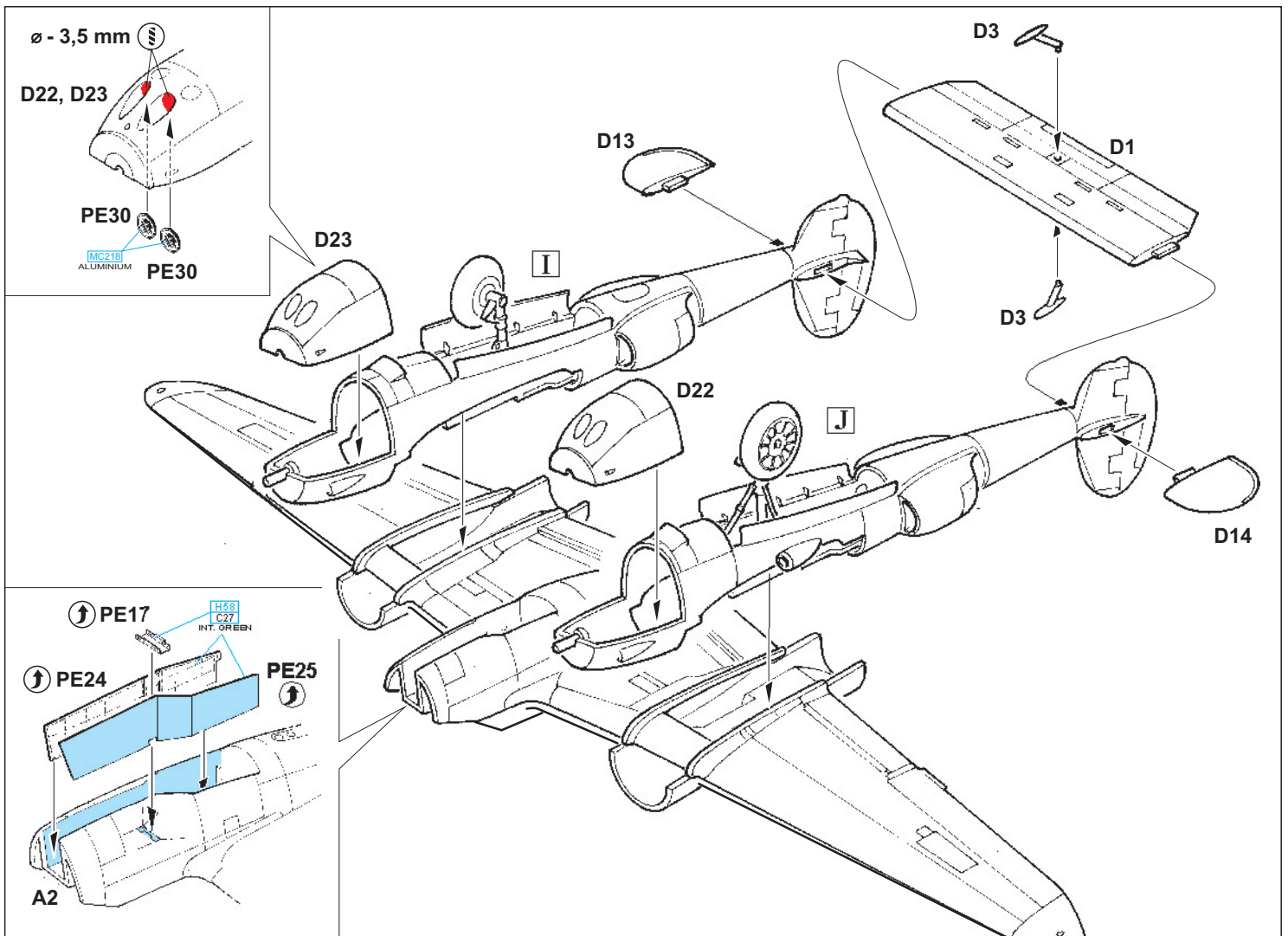
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 4]	[C4]	YELLOW
[H 5]	[C5]	BLUE
[H 6]	[C6]	GREEN
[H 11]	[C62]	FLAT WHITE
[H 12]	[C33]	FLAT BLACK
[H 13]	[C3]	FLAT RED

AQUEOUS	Mr.COLOR	
[H 47]	[C41]	RED BROWN
[H 52]	[C38]	OLIVE DRAB
[H 53]	[C13]	NEUTRAL GRAY
[H 58]	[C27]	INTERIOR GREEN
[H 77]	[C137]	TIRE BLACK
[H 302]	[C302]	GREEN

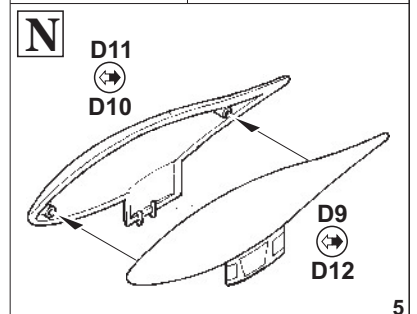
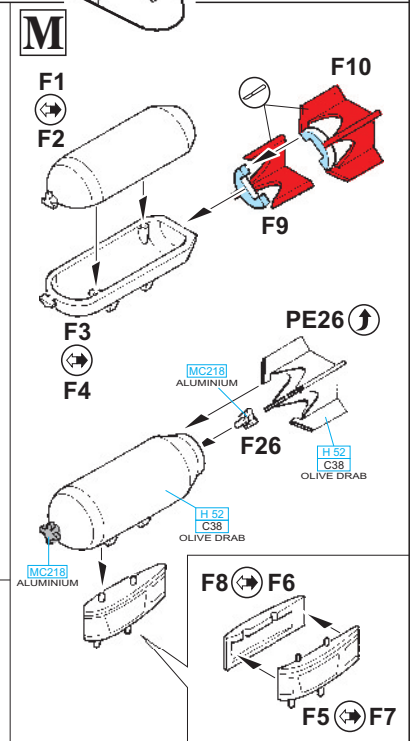
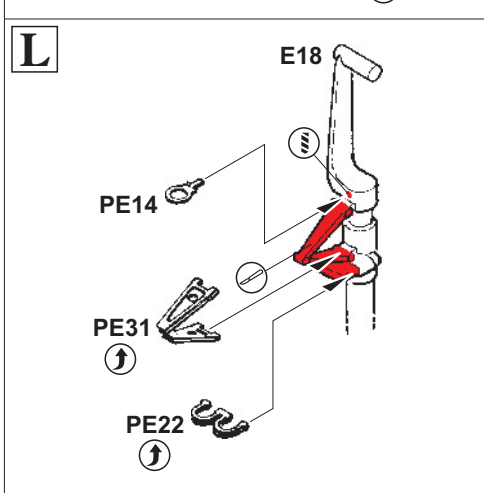
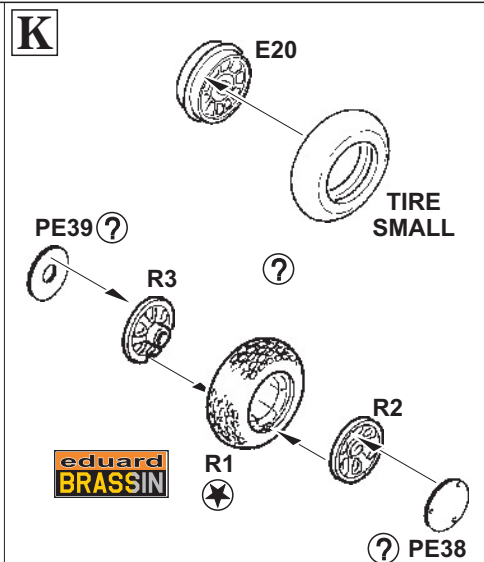
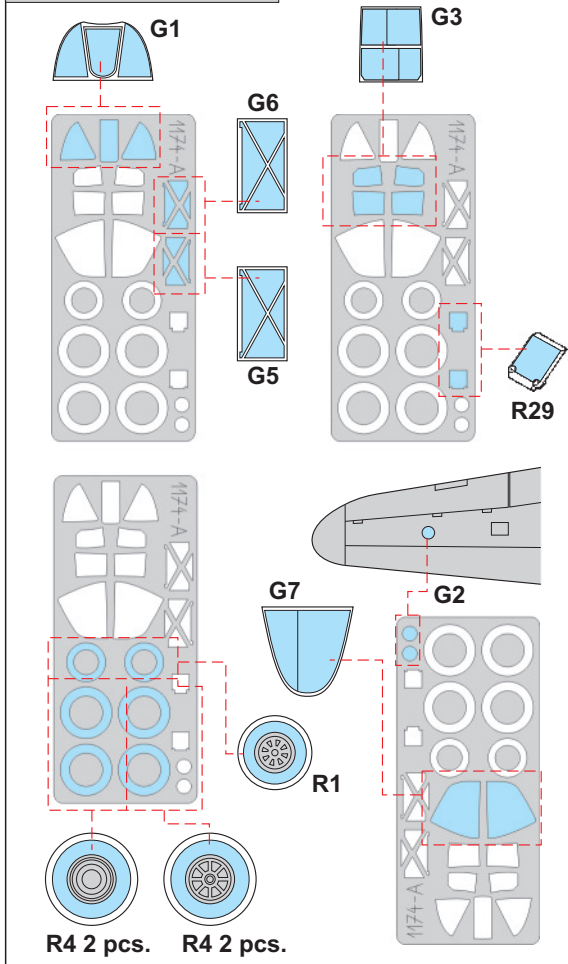
Mr.METAL COLOR	
[MC214]	DARK IRON
[MC218]	ALUMINIUM
Mr.COLOR SUPER METALLIC	
[SM06]	CHROME SILVER

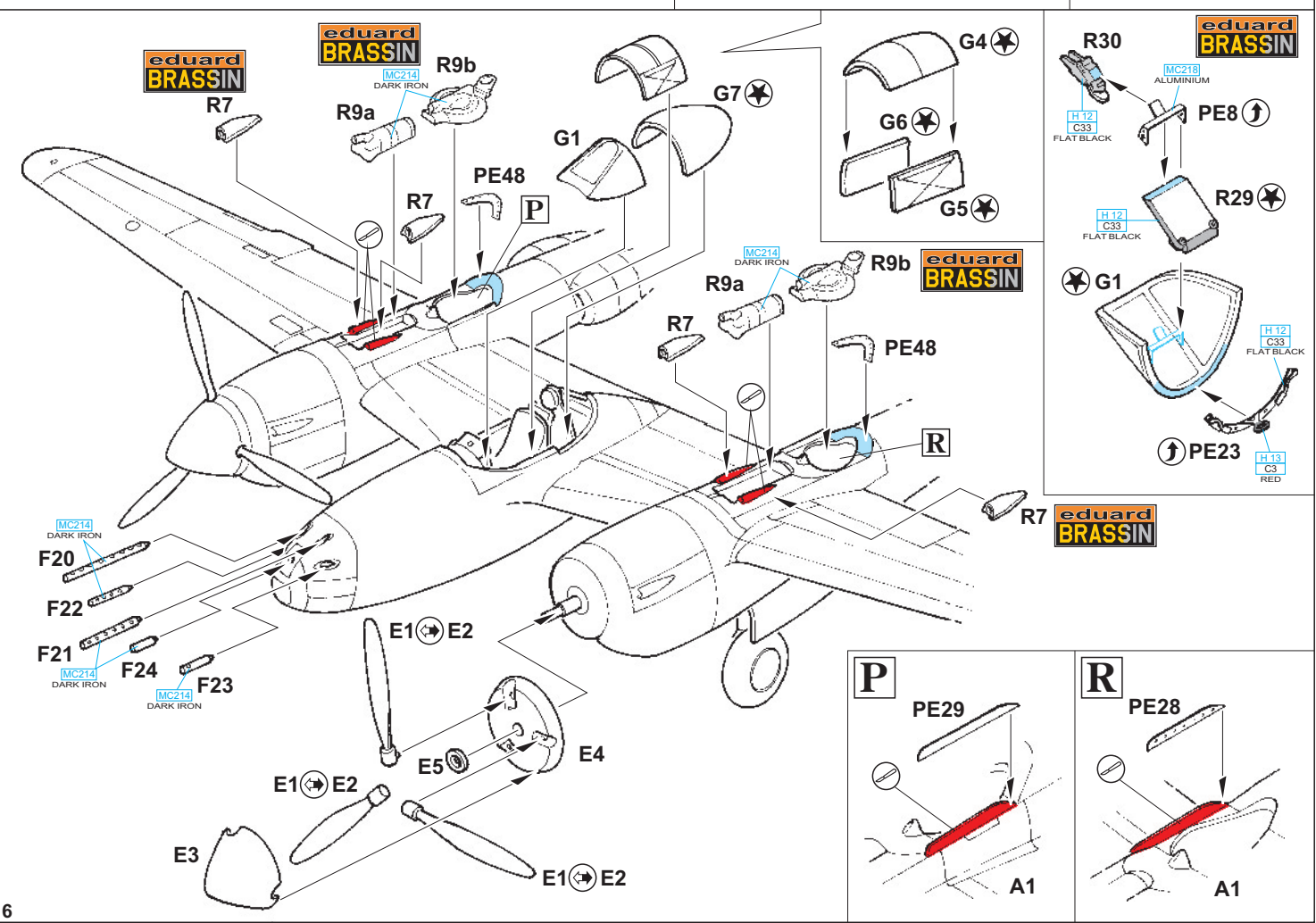
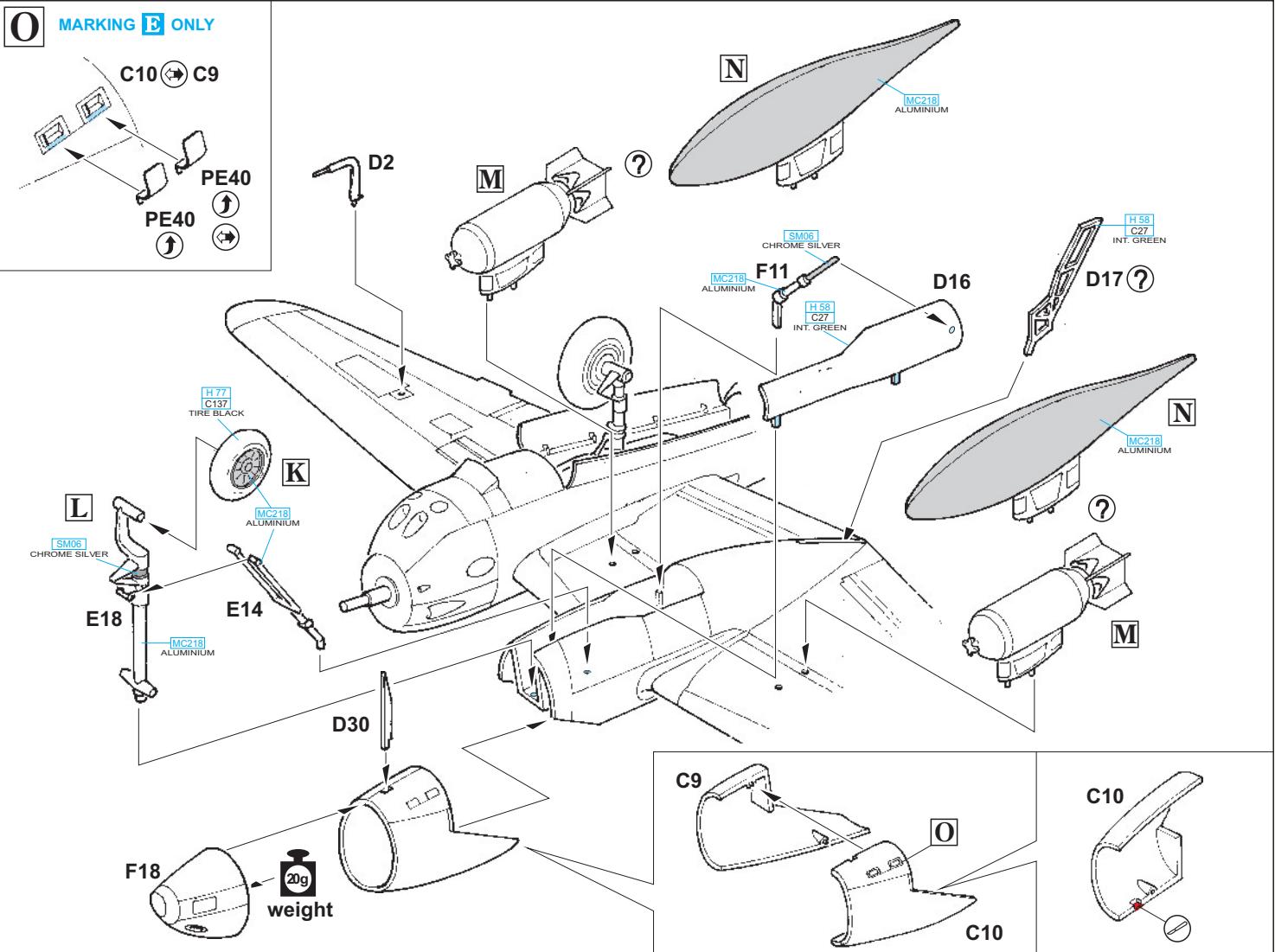
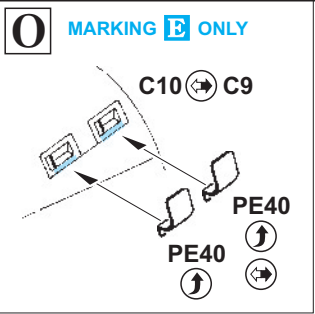






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MASK

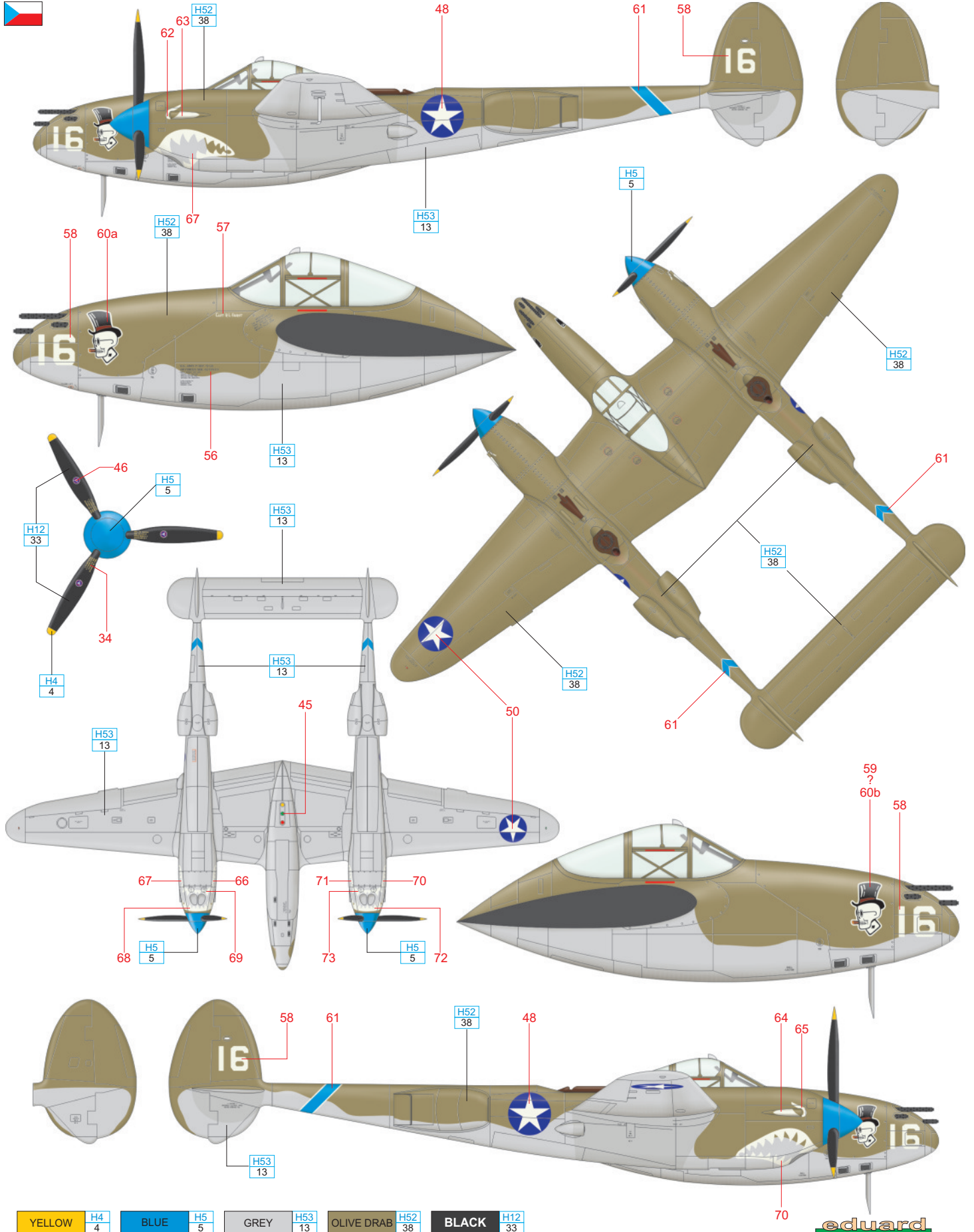




A P-38F-5-LO, s/n 42-12623, flown by Capt. Robert L. Faurot, 35th FG, 39th FS, Port Moresby, New Guinea, January, 1943

Robert L. Faurot (2 v.) flew Spitfires and Hurricanes with No. 303 (Polish) and No. 306 Squadrons, RAF, before his transfer to the Pacific area. He was the very first pilot of the 5th AF to down a Japanese aircraft. The unusual kill happened on November 11, 1942 over the Japanese airbase at Lae, New Guinea. As Faurot passed over the Japanese airstrip, he quickly released two 500 pound bombs so he could engage in the pending dogfight. The bombs exploded in the water at the end of the airstrip, just as the Japanese aircraft rotated off the runway. A Zero flew through the explosion and crashed into the water. Robert Faurot was awarded the Air Medal for this mission. Faurot was killed in action on March 3, 1943, escorting B-17s. His Lightning was hit by Zeros during the Battle of the Bismarck Sea.

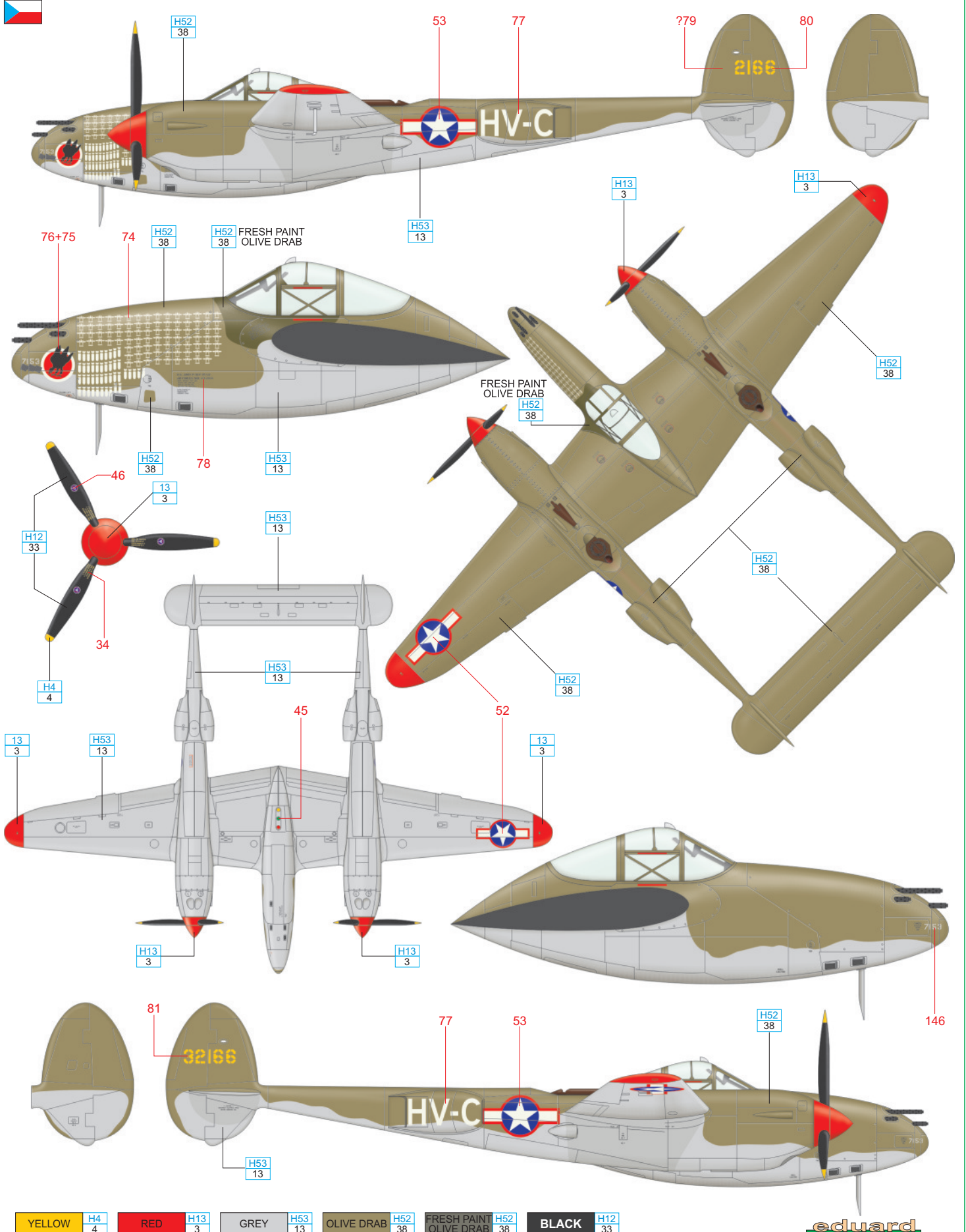
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B P-38F-15-LO, s/n 43-2166 , 1st FG, 27th FS, Tunisia, 1943

The 1st Fighter Group entered WWII in Great Britain and moved to North Africa as a part of the forces to support Operation Torch, the Allied landing in North Africa. The Lightning here sports a huge scoreboard indicating mission tallies and three kills, typical of P-38s of the 27th Fighter Squadron. The standard camouflage scheme of Olive Drab / Neutral Gray also carries the HV code letters and red markings. The serial number on the port vertical stabilizer is rendered unusually with only four digits. The missing digit, a '3', likely was obliterated during superficial touch-ups during maintenance or repair.

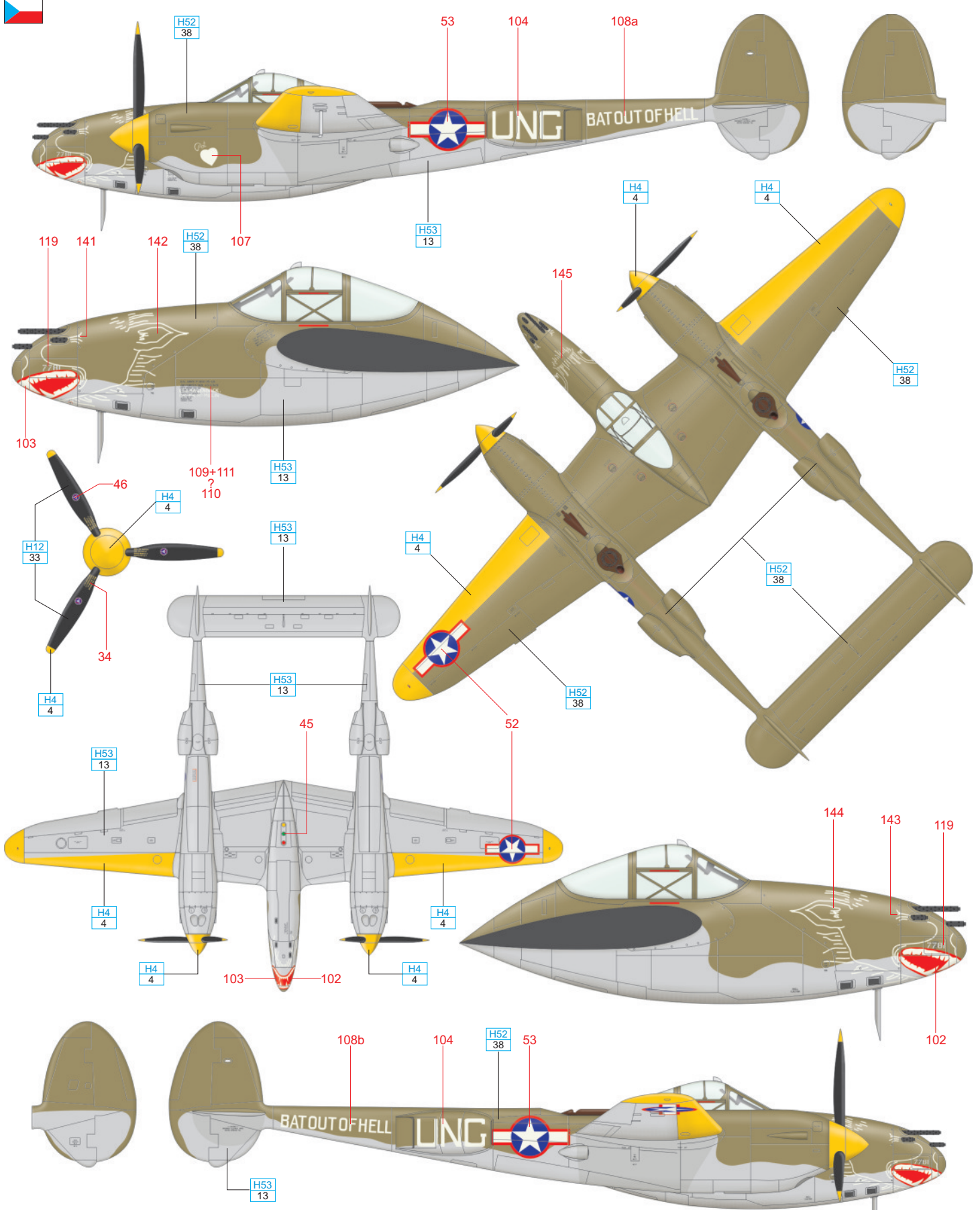
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C P-38G-15-LO, flown by Lt. James Hagenback, 1st FG, 94th FS, Monserrato, Sardinia, 1943

The 1st FG moved from North Africa to Italy in December, 1943, as the first unit of the newly formed 15th AF. Based in Italy, the group operated over Europe, including the famous attacks on the oil refineries at Ploesti, Romania. This Lightning was flown by Lt. J. Hagenback, with the 94th FS. The color profile shows the aircraft prior to September 27th, 1943. Promoted to the rank of Captain, Hagenback served as squadron CO between the 27th of September 1943 to January 24th, 1944. The yellow marking and UN code letters identified this as a 94th Fighter Squadron aircraft.

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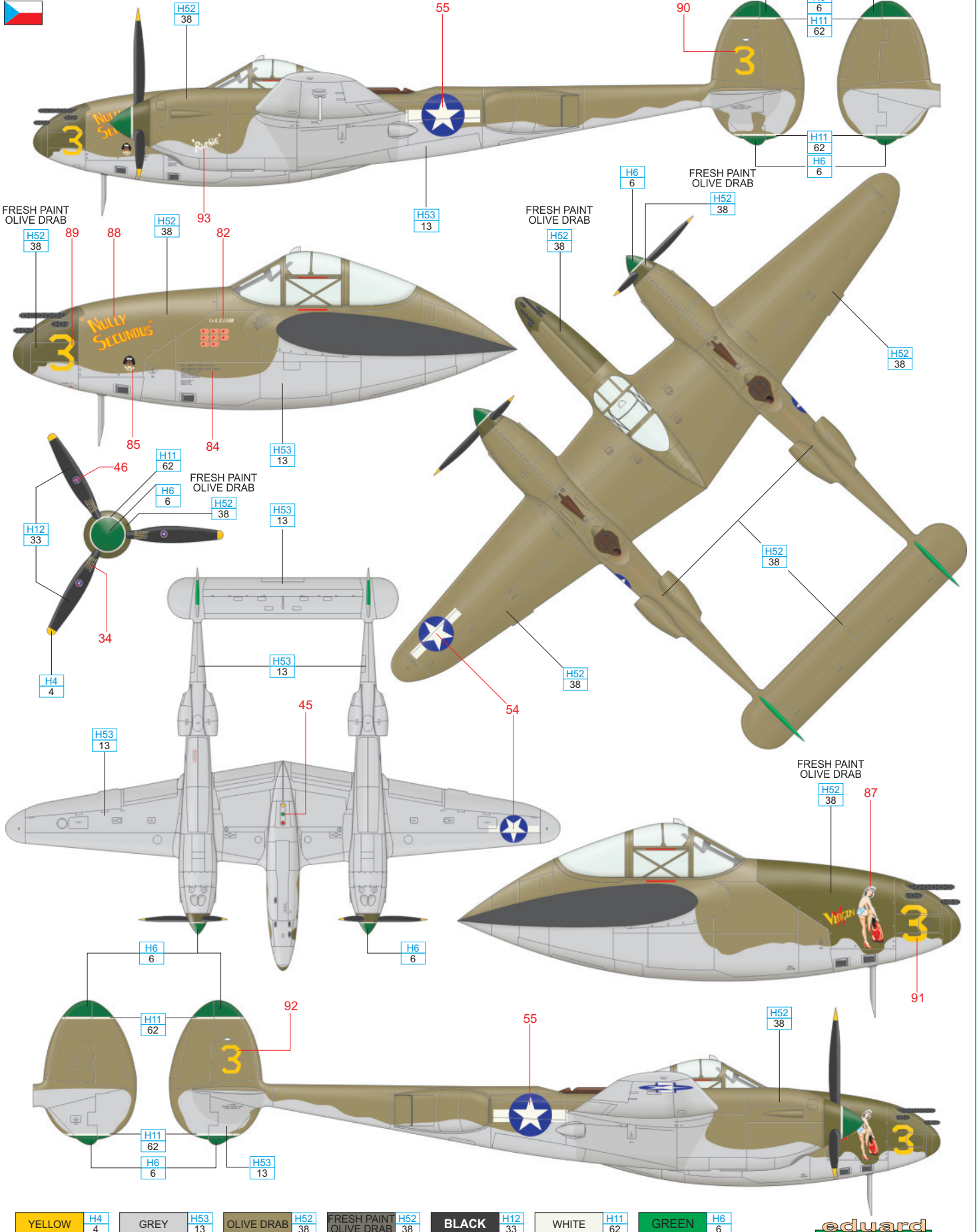
YELLOW	H4 4	GREY	H53 13	OLIVE DRAB	H52 38	BLACK	H12 33
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D P-38H-5-LO, flown by Lt. Kenneth G. Ladd, 8th FG, 80th FS, Dobodura AB, New Guinea, February, 1944

Kenneth G. Ladd is credited with 12 victories. The starboard nose sports the artwork of an almost nude girl with a very interesting inscription. Some modellers read it as 'Virgin X'. In fact, it is not the red letter 'X', but the word 'Virgin' crossed out in red. The nose art then takes on a different meaning altogether. This is a good example of how free American pilots were to express their feelings on their aircraft. The green marking identifies this as an 80th FS aircraft, the unit badge - a native - is painted on the port side of the nose. The national insignia are not the standard ones outlined in red or blue, but an intermediate rendition created from the older circular insignia with added white bars.

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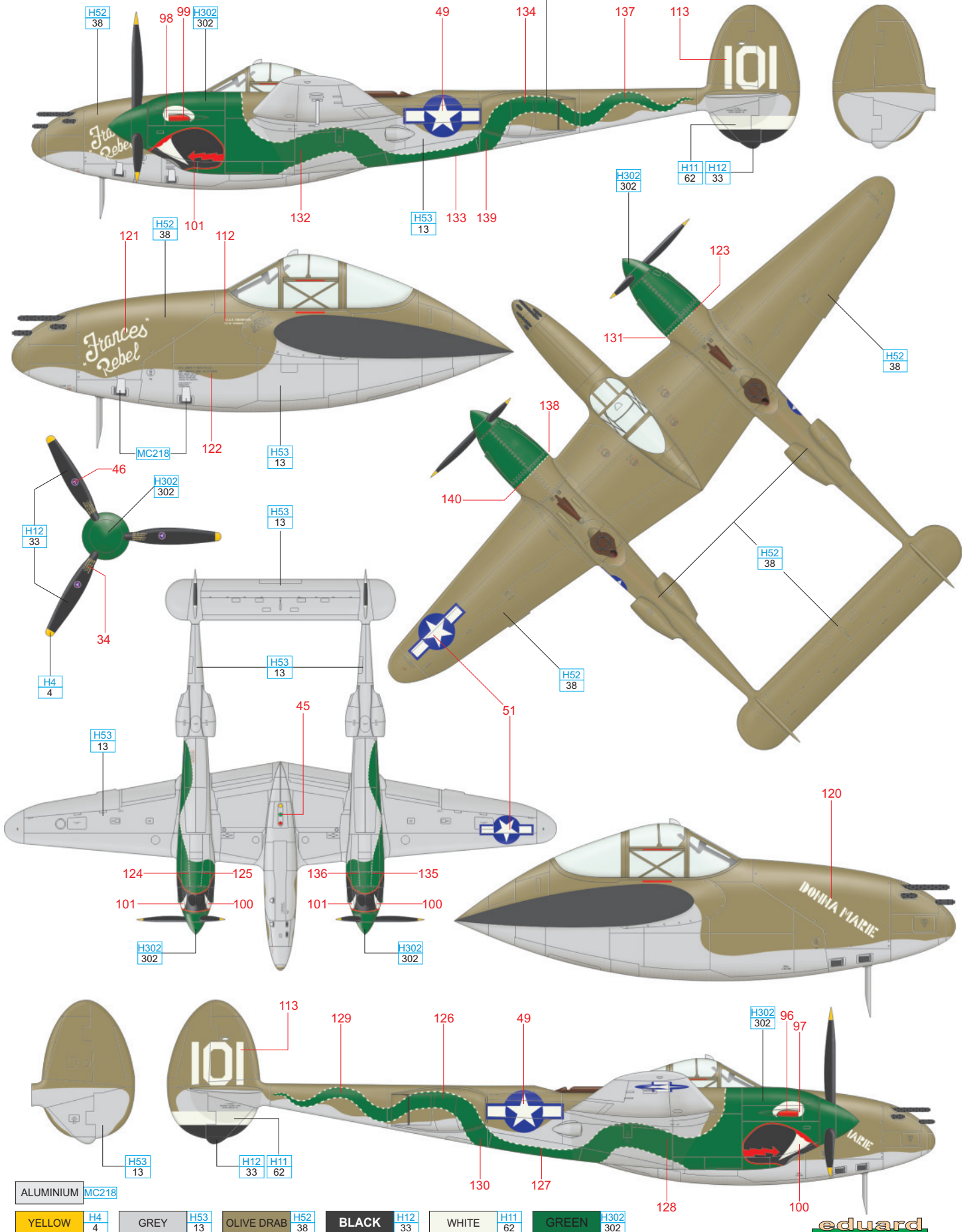
E P-38H-5-LO, s/n 42-67008, flown by Lt. A. F. Thompson, 80th FG, 459th FS, Burma, 1944

Lightnings flown by the 459th Fighter Squadron are easily recognised thanks to their unique green snake artwork. The unit was active against the Japanese forces in Burma and took delivery of their P-38s in April, 1944. The majority of P-38s delivered were late variant P-38Js and only one P-38H is known, recently uncovered. Based on rough documents, it was flown by Lt. F. A. Thompson.

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APPLY MASK, STEP 1

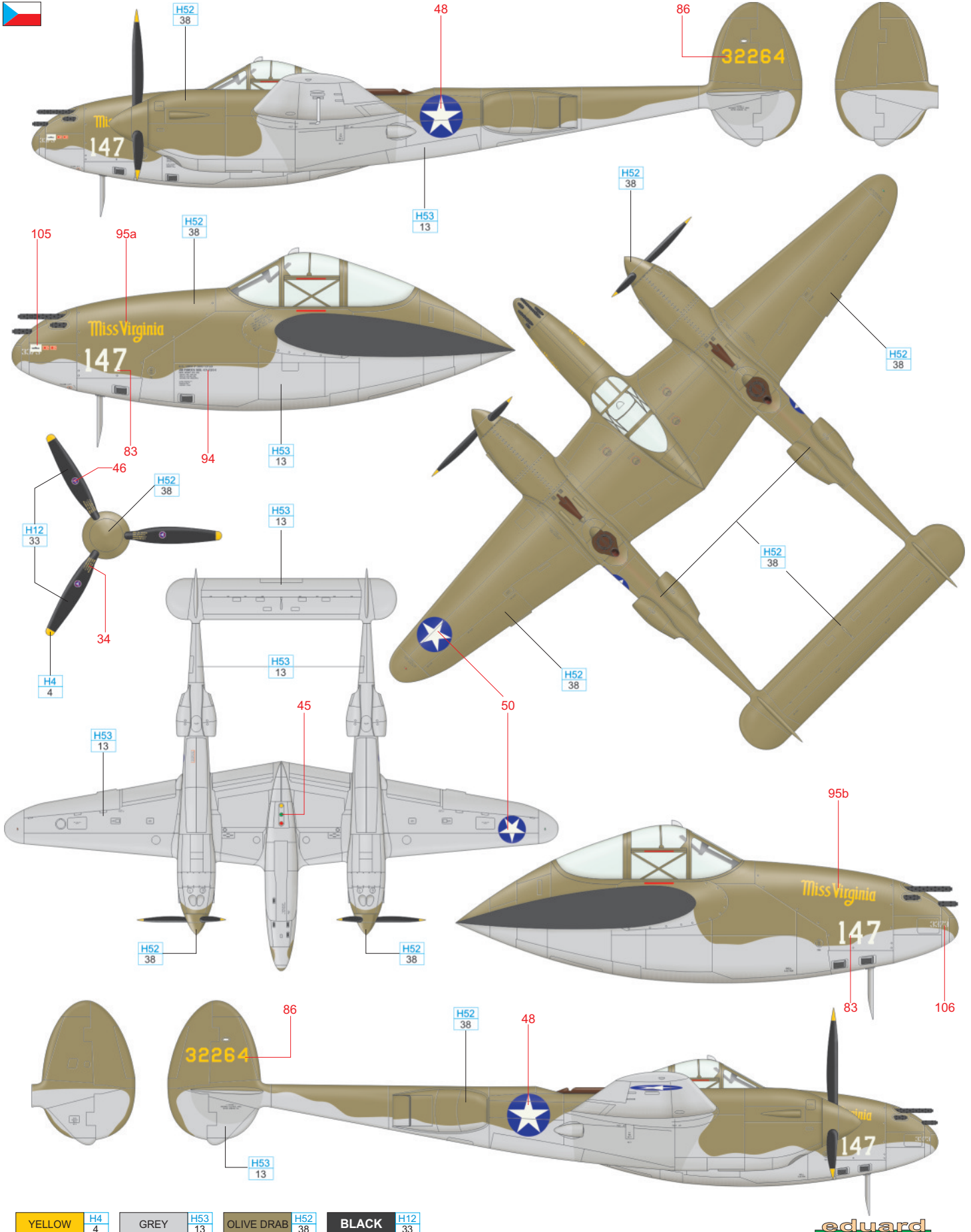


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F P-38G-13-LO, s/n 43-2264, flown by Lt. Rex Barber, 347th FG, 339th FS, Guadalcanal, April 18, 1943

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YELLOW H4 4 GREY H53 13 OLIVE DRAB H52 38 BLACK H12 33

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EARLY LIGHTNIGS

STENCIL VARIANTS

