

## 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 windscreens were 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.

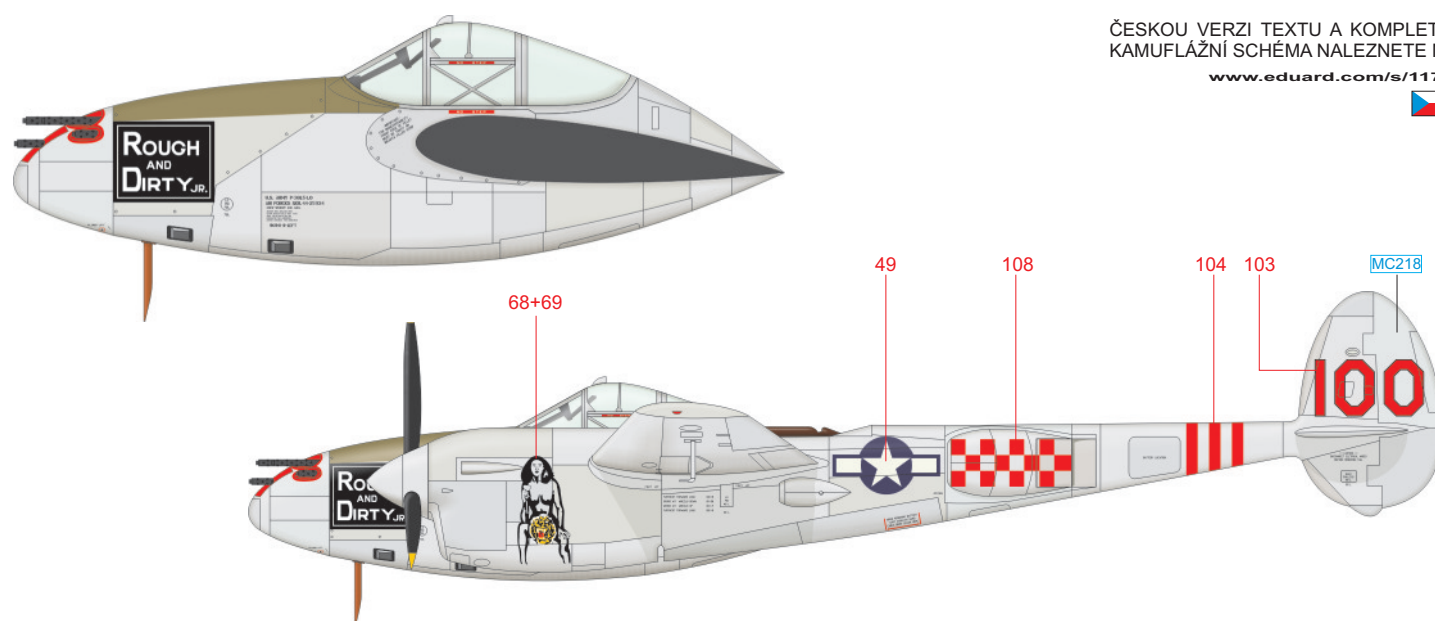
The P-38 was the only US fighter aircraft produced throughout US involvement in World War Two, from Pearl Harbor to Victory over Japan Day.

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-38L, flown by the CO of 70th FS, 18th FG, Moret Field, Zamboanga, the Philippines, 1945



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The first P-38s were obtained by the 18th FG in June, 1944 and this fighter was used by the FG till the end of WW2. In 1945 the group was based at various airbases in the Philippines. The Lightnings with a red checker board and fuselage numbers from 100 to 150 belonged to the 70th Fighter Squadron. Three tail bands and the number 100 indicate this aircraft was flown by the squadron CO.

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、破り捨ててください。

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



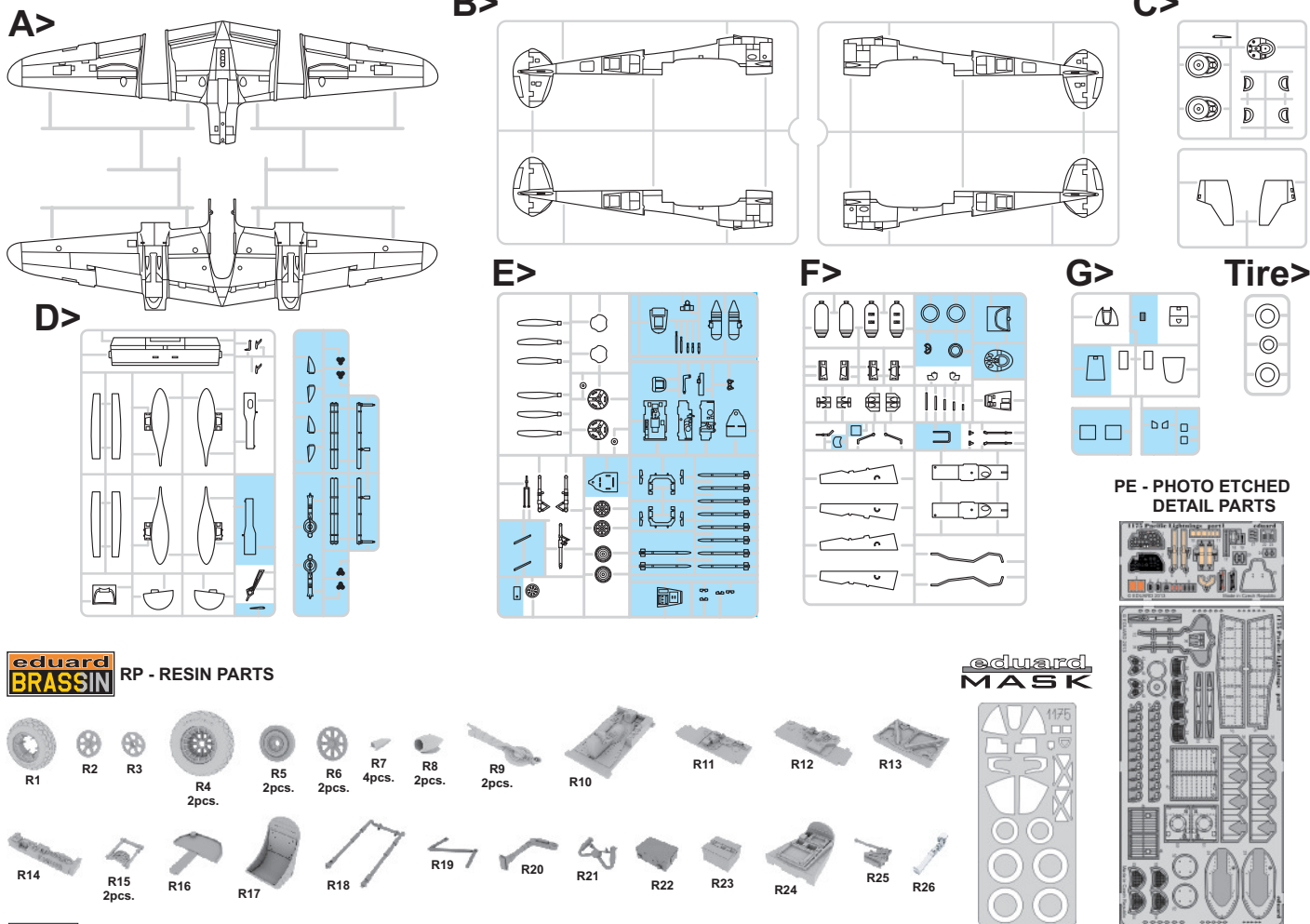
TEILE



PIÈCES



部品



COLOURS



BARVY



FARBEN



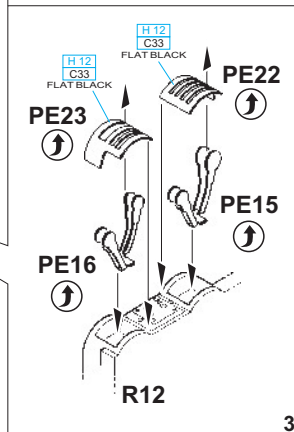
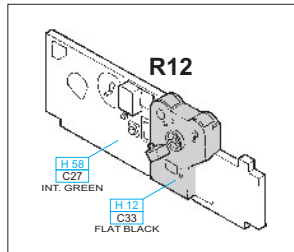
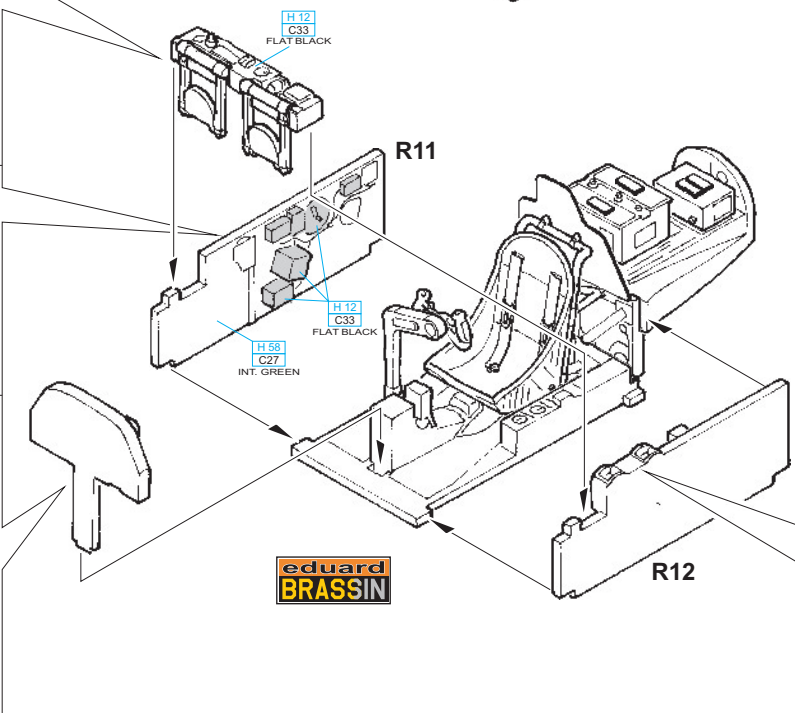
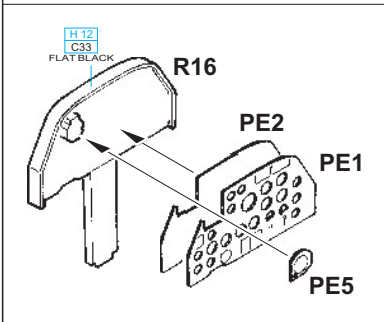
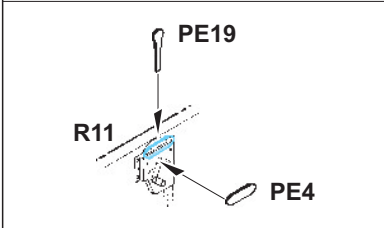
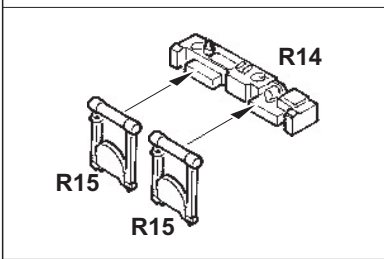
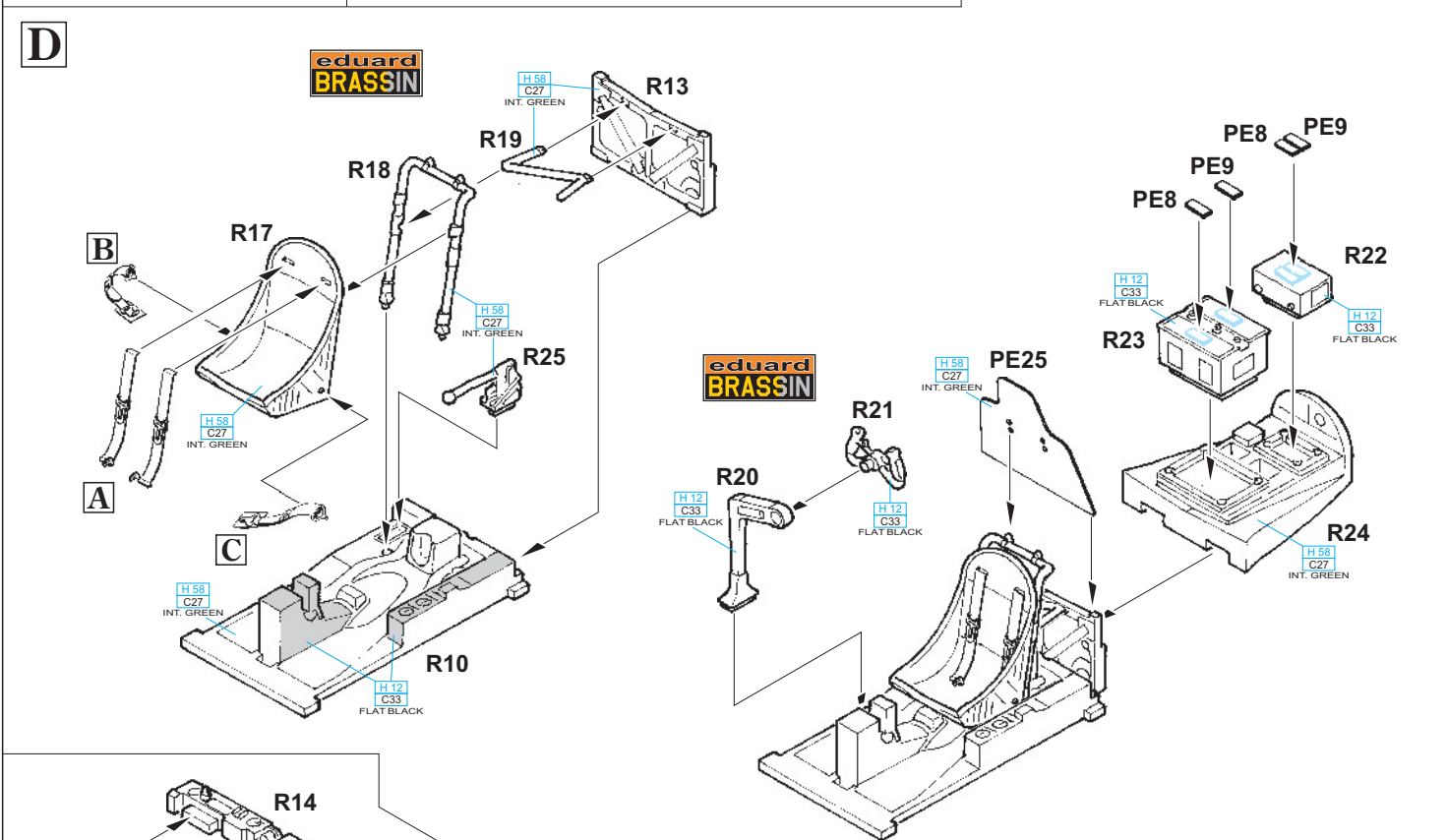
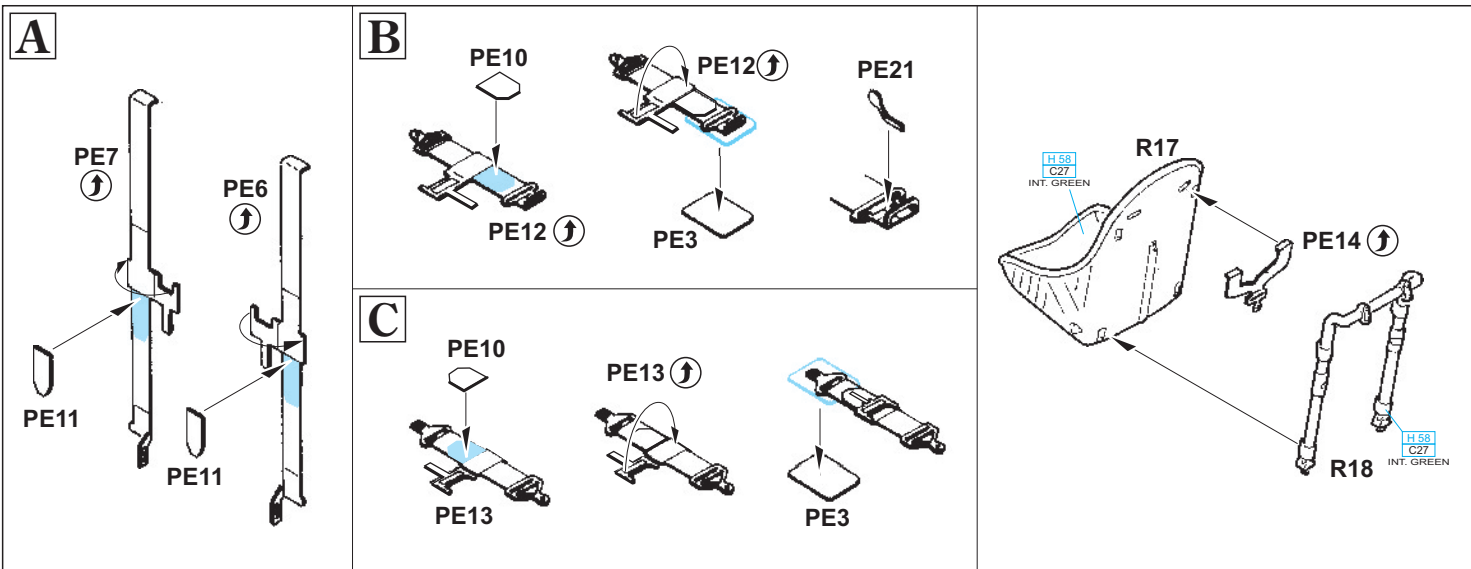
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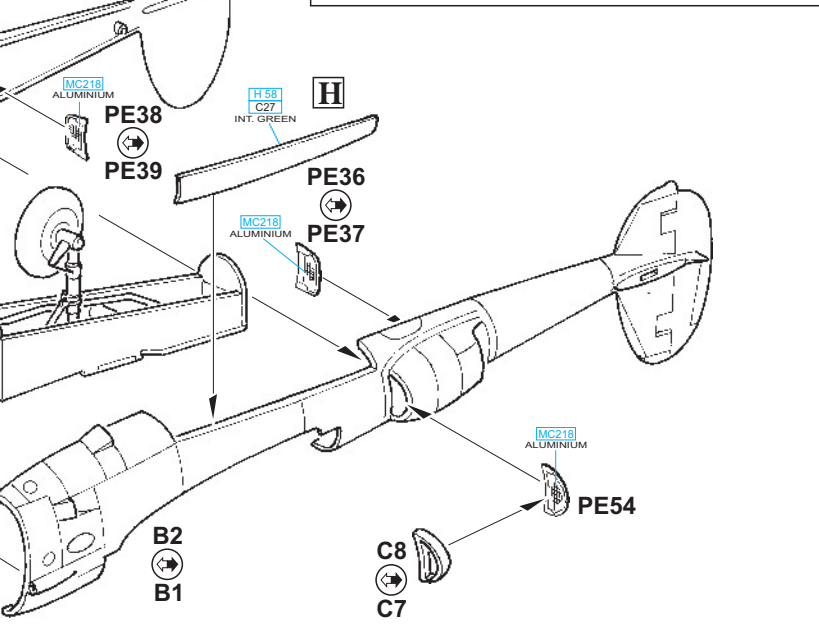
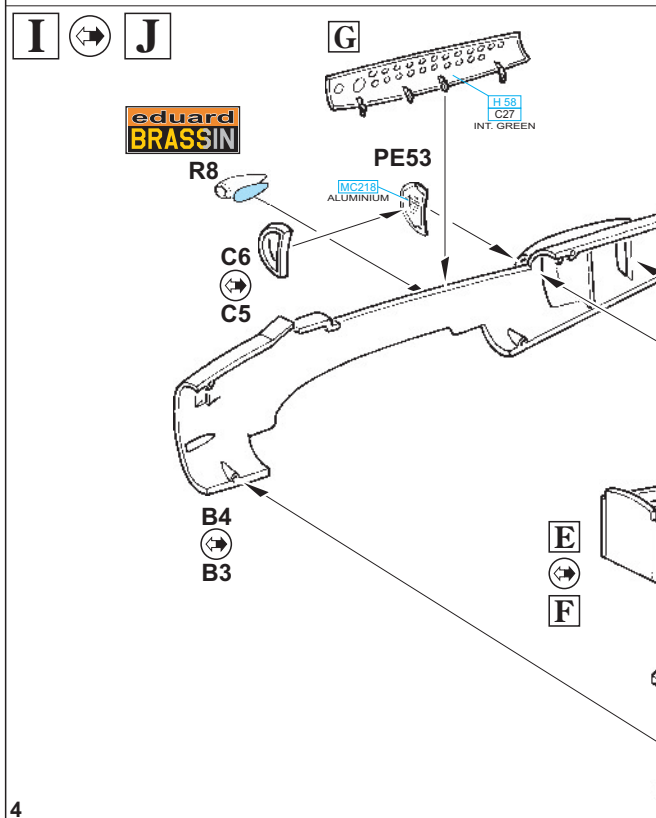
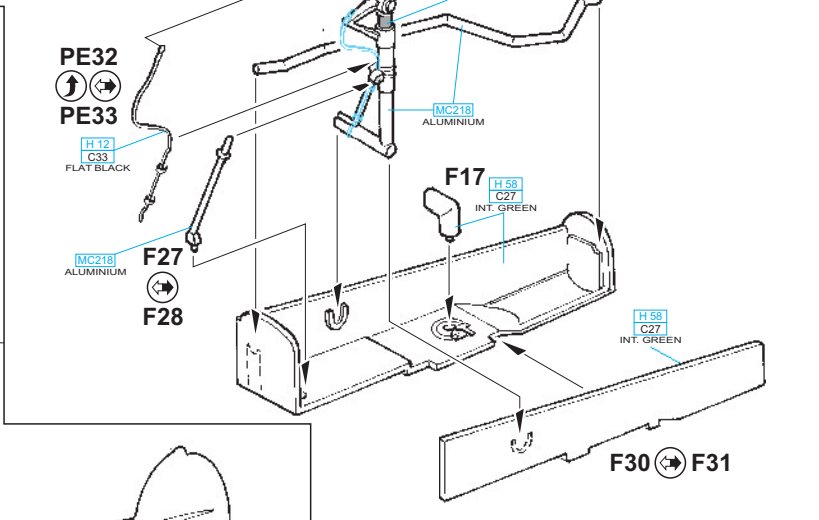
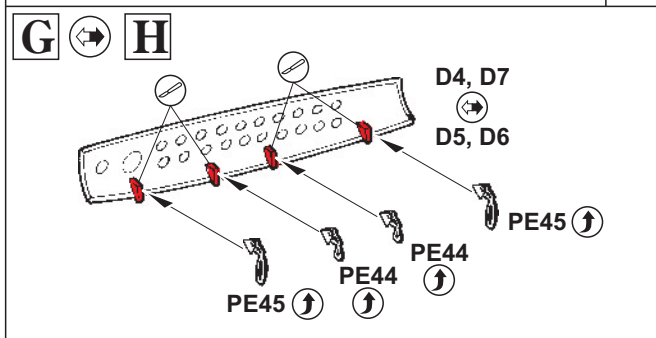
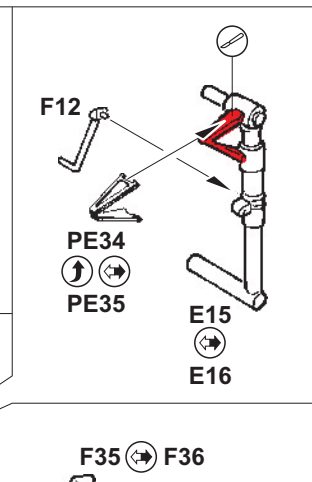
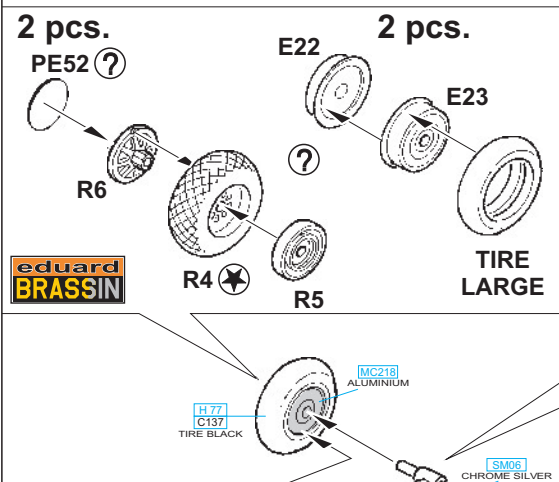
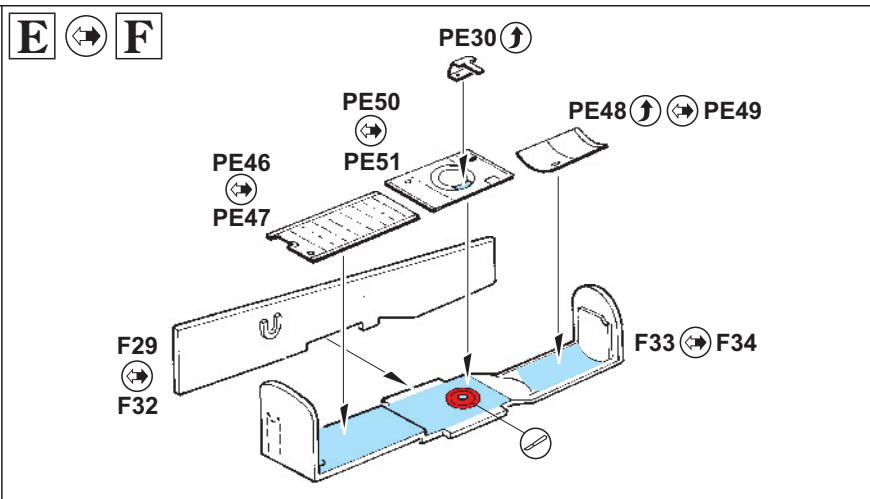
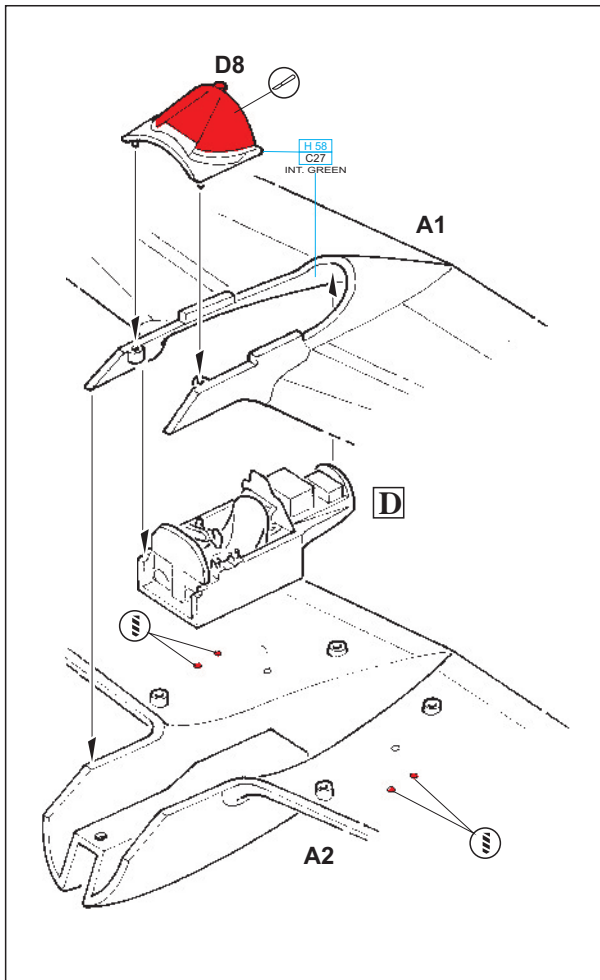


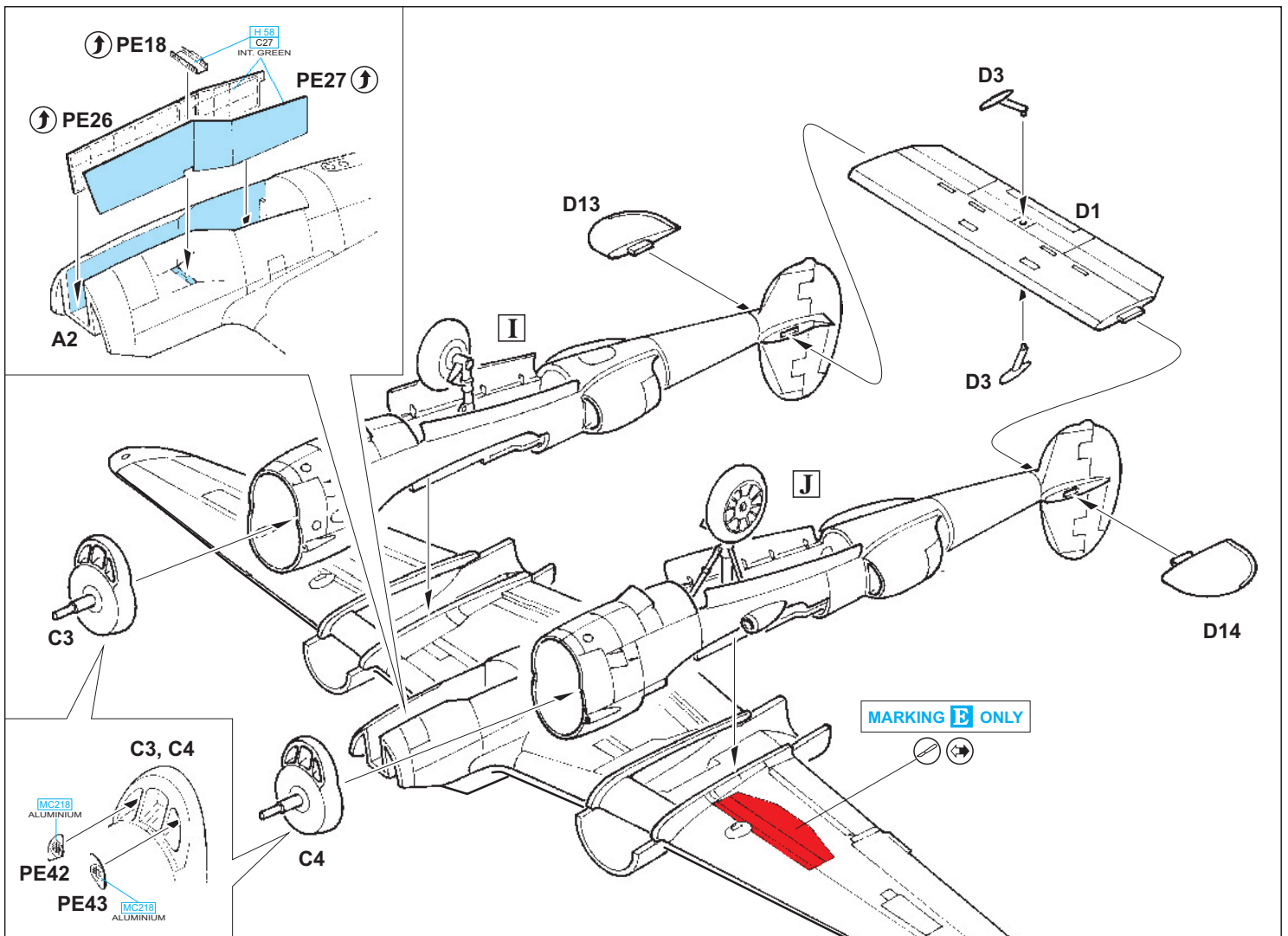
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 4	C 4	YELLOW
H 5	C 5	BLUE
H 11	C 62	FLAT WHITE
H 12	C 33	FLAT BLACK
H 13	C 3	FLAT RED
H 47	C 41	RED BROWN
H 52	C 12	OLIVE DRAB

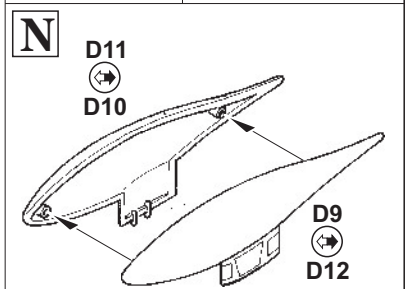
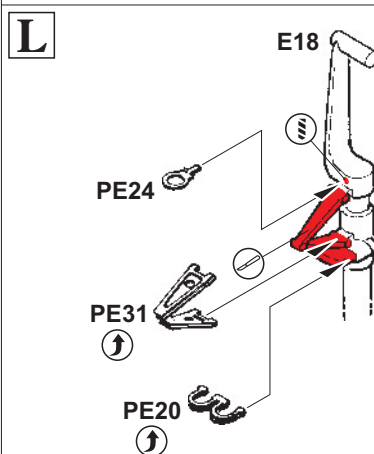
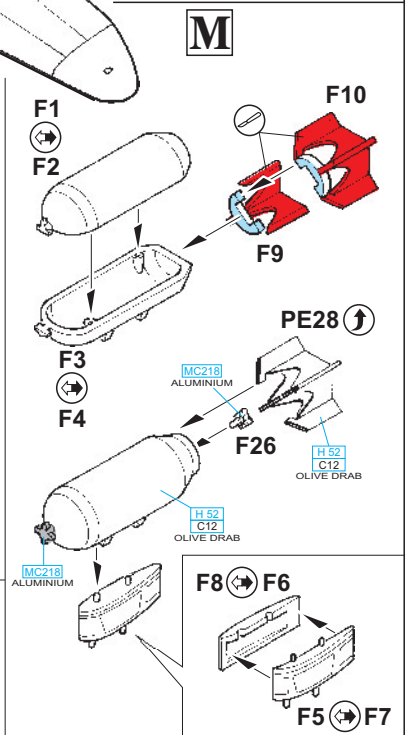
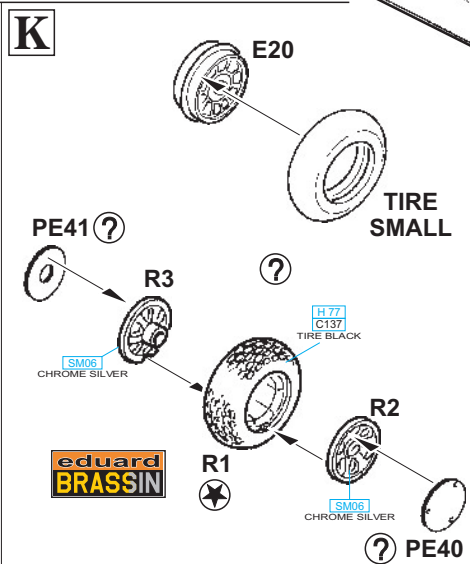
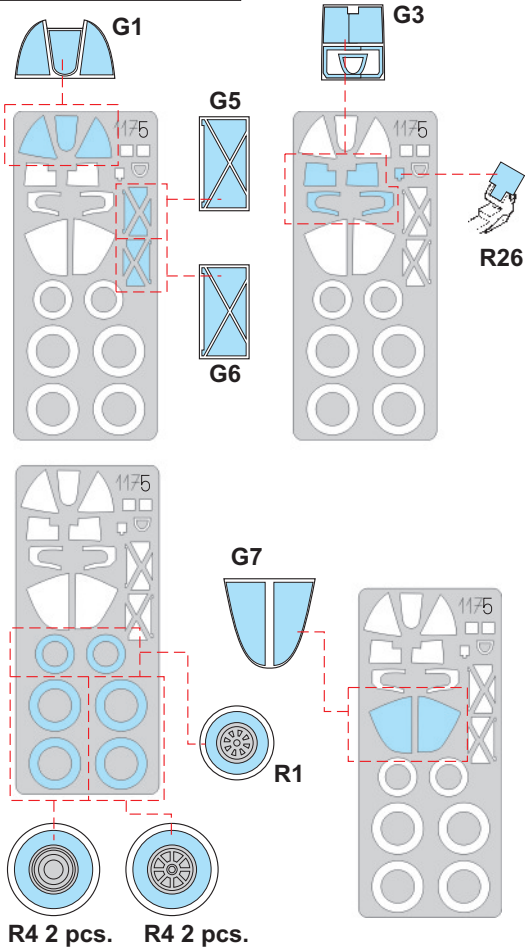
AQUEOUS	Mr.COLOR	
H 53	C 13	NEUTRAL GRAY
H 58	C 27	INTERIOR GREEN
H 77	C 137	TIRE BLACK
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM06		CHROME SILVER

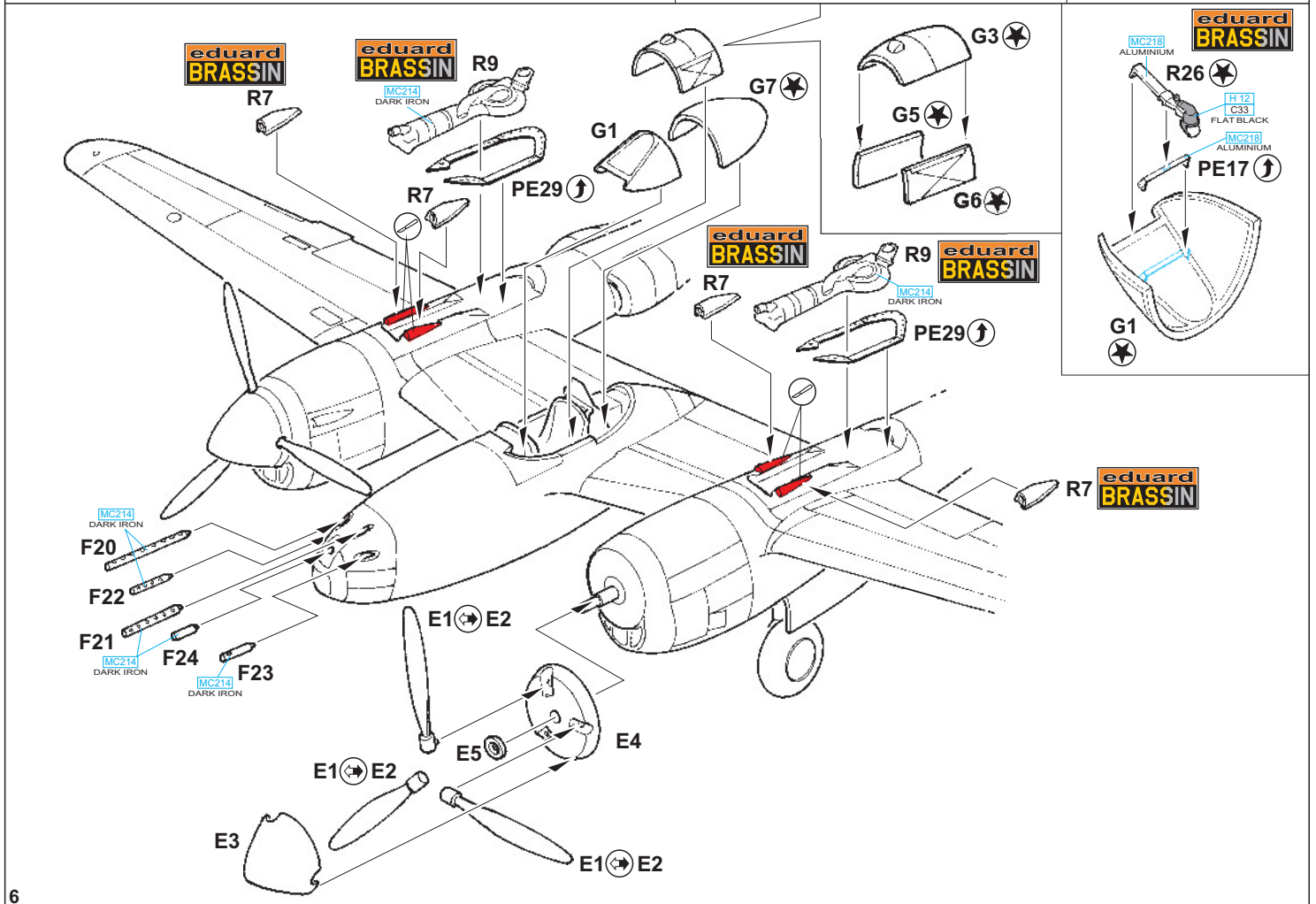
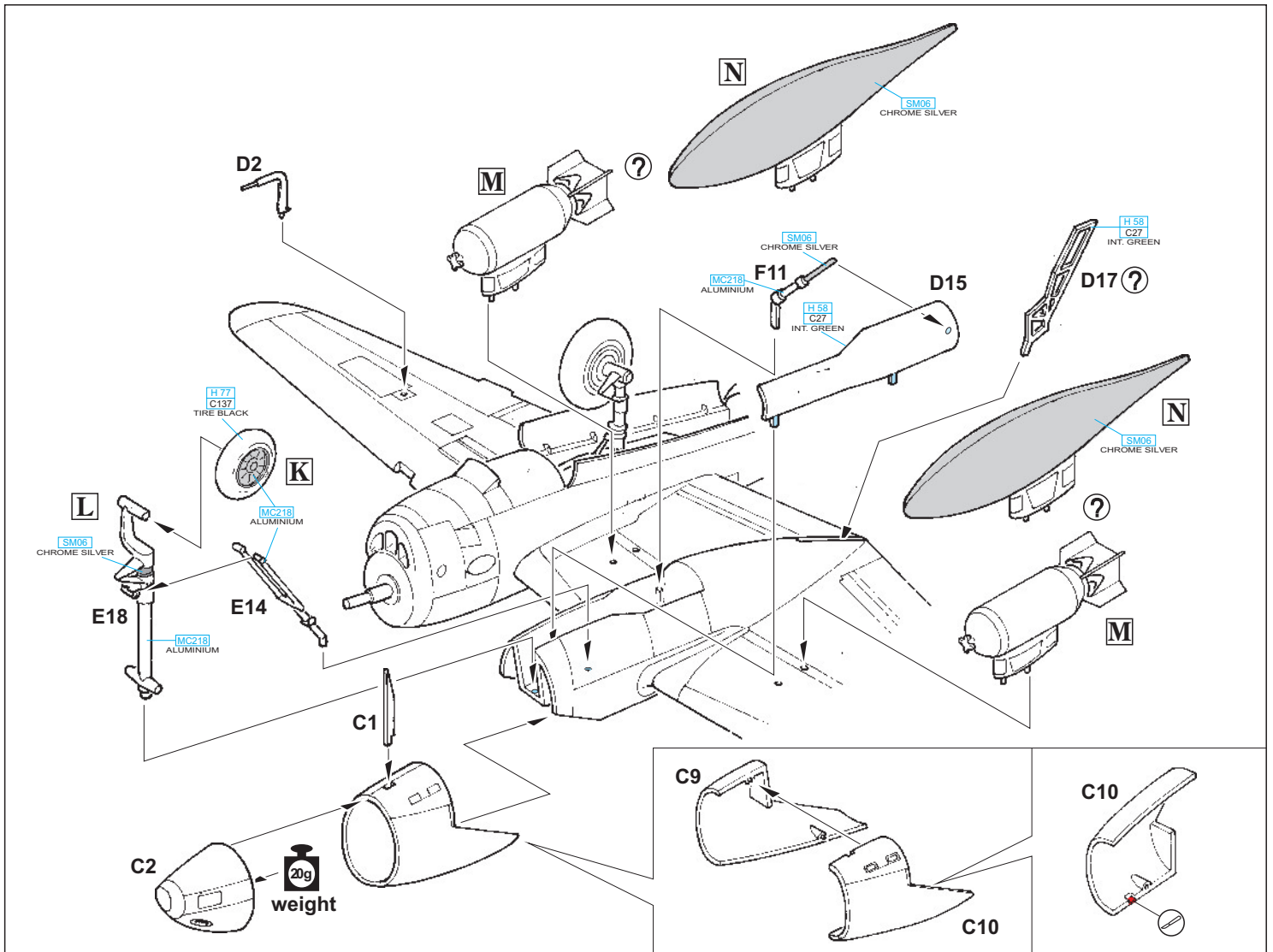






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**MASK**



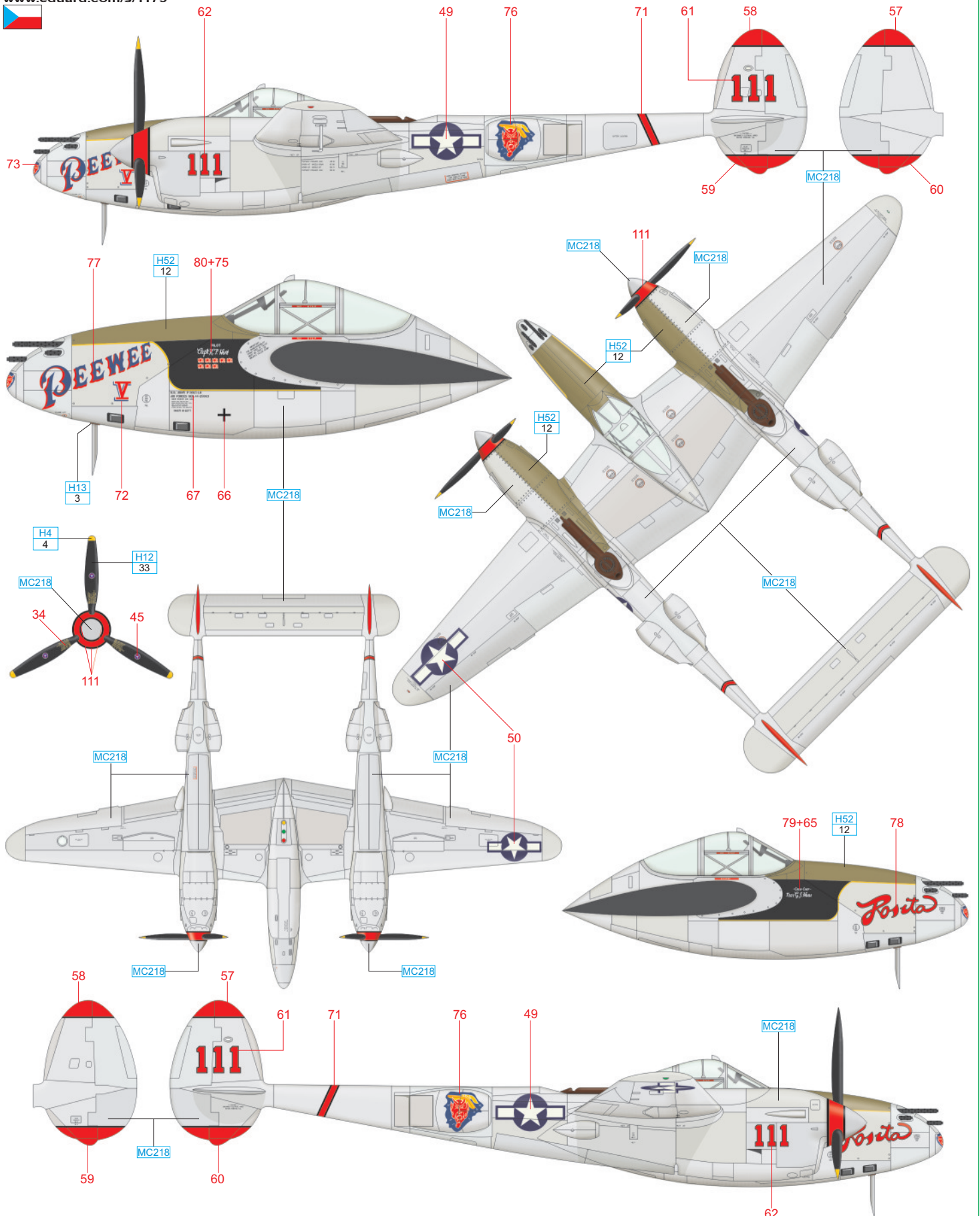


# A P-38L-5, s/n 44-25863, flown by Capt. Ken Hart, 431st FS, 475th FG, Lingayen, the Philippines, June, 1945

Ken Hart managed to achieve all his kills at the controls of the L version of the Lightning. This mount was assigned to Hart shortly after March, 28, 1945 when he had downed the last two of a total of eight Japanese aircraft. Hart's personal Lightning sports the typical 431st FS 'Satan's Angels' marking. The airplanes of this squadron had red tail tips and spinners and the fuselage numbers in the range from 110 to 139. The unit patch is painted on the radiator cowling and on the nose tip as well. Whereas the inscription 'PeeWee' is widely known thanks to period photos, the female name of the nose right side has remained unclear. Our reconstruction offers one possibility – 'Rosita'.

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ALUMINIUM	MC218	YELLOW	H4 4	OLIVE DRAB	H52 12	RED	H13 3	BLACK	H12 33
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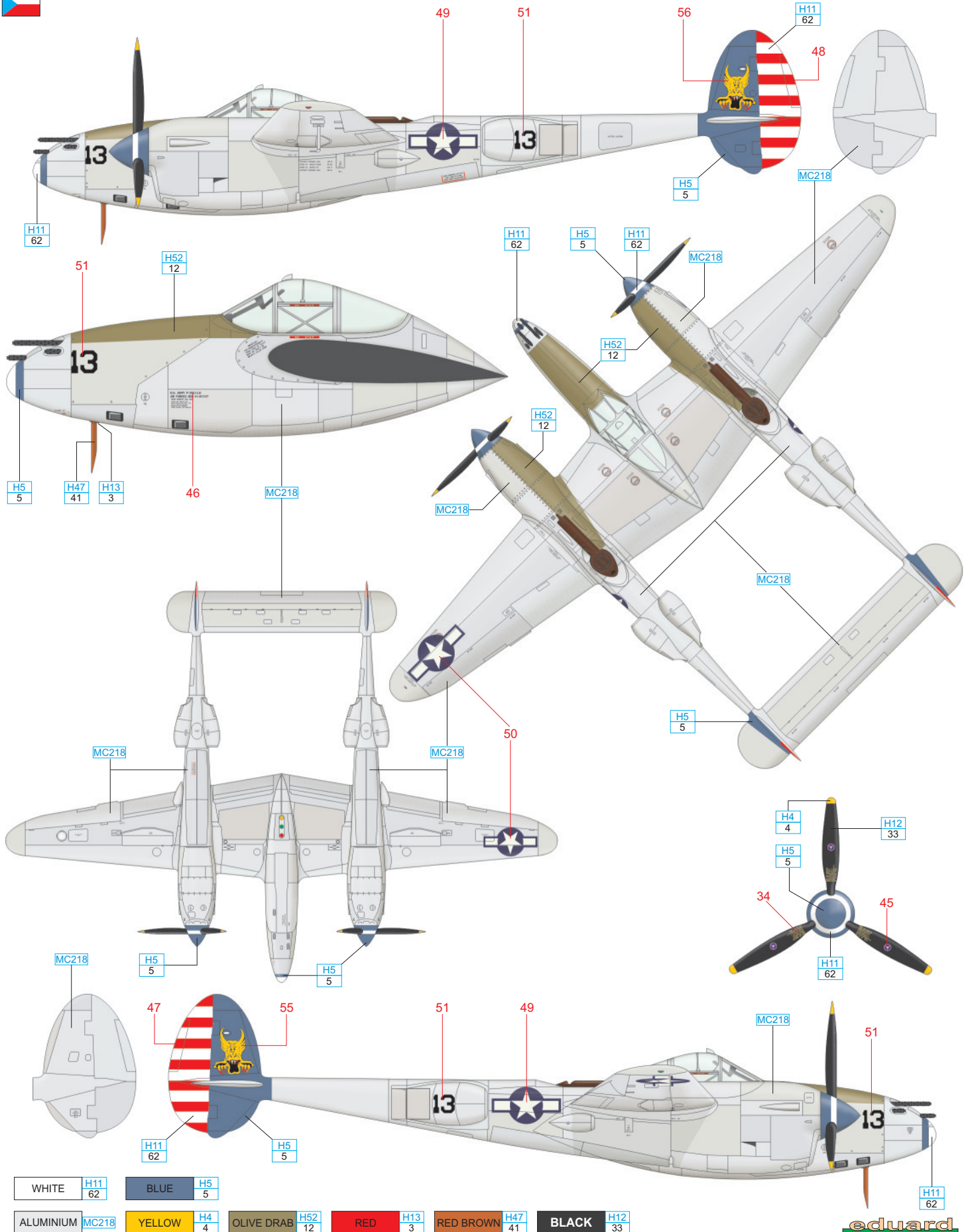
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# B P-38L-5, flown by Capt. Bob DeHaven, 7th FS, 49th FG, Tacloban, October, 1944

This Lightning was flown by Bob DeHaven over Leyte in October, 1944 and destroyed during one of the Japanese bombing raids later on. The incredible artwork on the tail depicted the head of a demon – the 7th Fighter Squadron was dubbed the 'Screaming Demons'. The demon was based on the death of the aboriginal demon Bunyap. DeHaven is credited with fourteen kills and his lucky number was 13. Most of his aircraft wore this number. DeHaven is considered to be the fighter pilot who killed Japanese ace Shigeo Nango (15 kills) over New Guinea on January 23, 1944.

ČESKOU VERZI TEXTU NALEZNETE NA

[www.eduard.com/s/1175](http://www.eduard.com/s/1175)



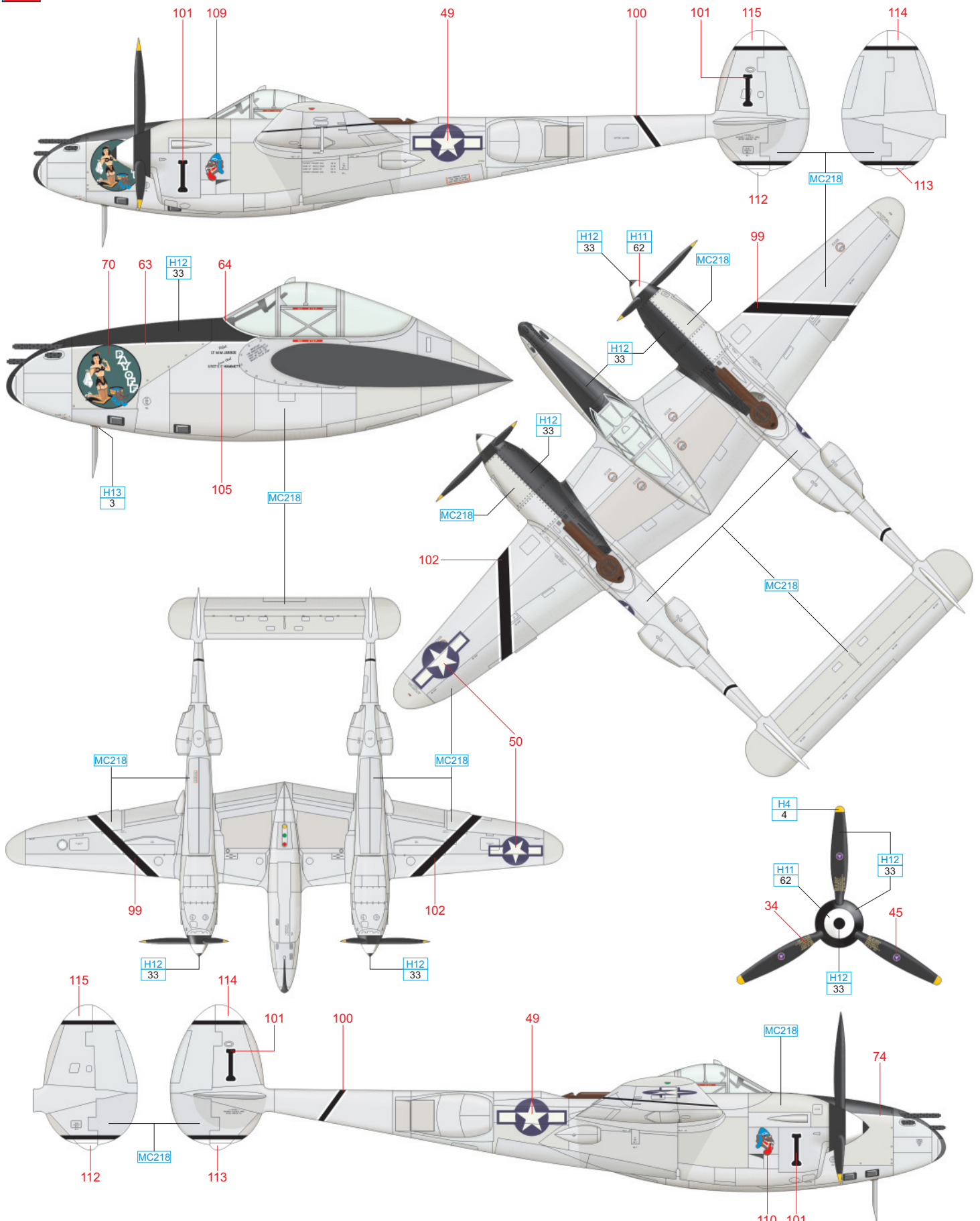
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# C P-38L, flown by Lt. M. M. Jarboe, 36th FS, 8th FG, Ie Shima, Okinawa, May 1945

One of the 8th FG's component units was the 36th Fighter Squadron, Flying Fiends. Many aircraft that belonged to this unit wore very nice artwork. The 36th FS aircraft were distinguished with black-white markings. The squadron patch – a fiend head – is painted on the engine cowlings. Period photos show an irregular shape of the letter 'I'.

ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/s/1175](http://www.eduard.com/s/1175)



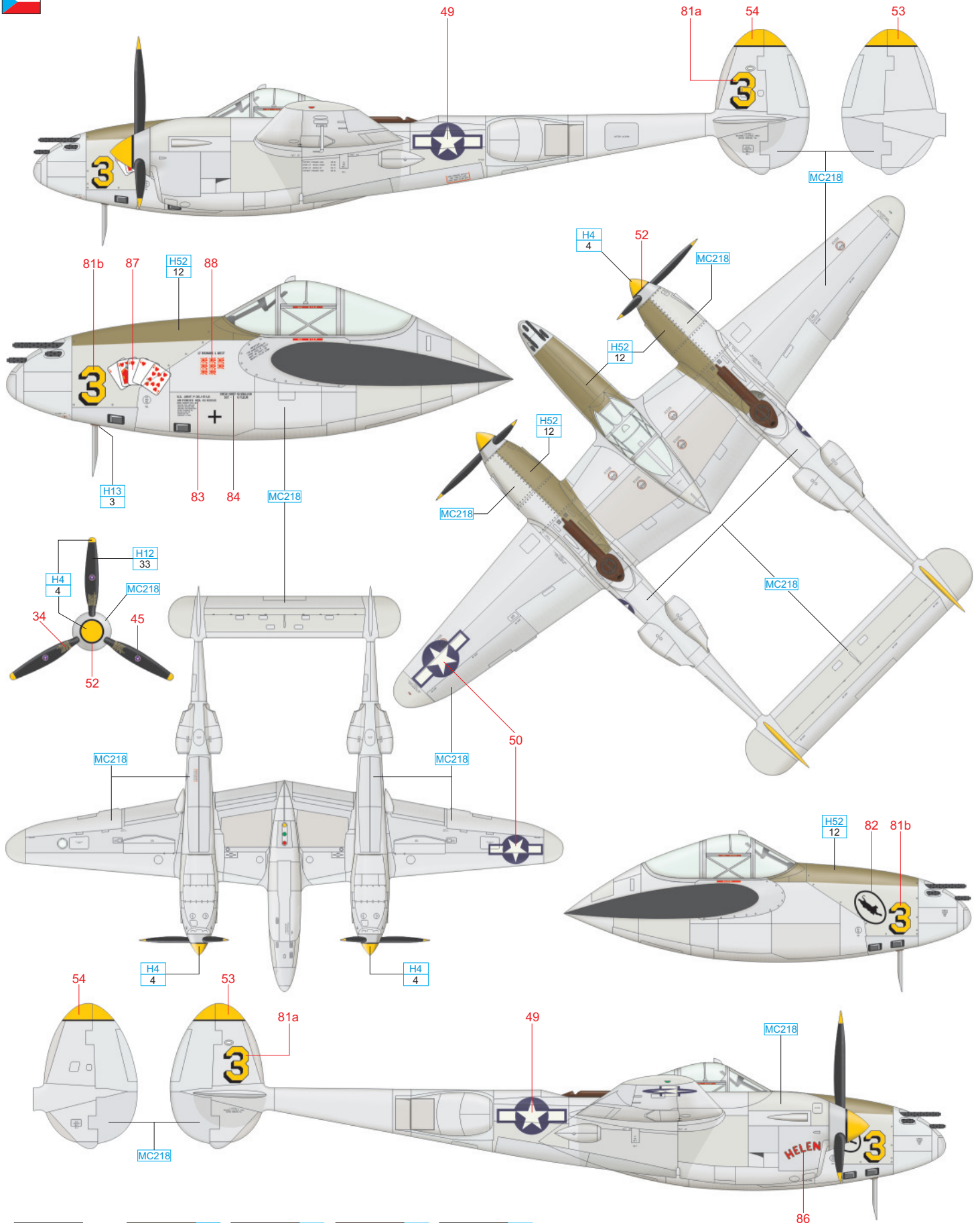
ALUMINIUM	MC218	YELLOW	H4 4	RED	H13 3	BLACK	H12 33	WHITE	H11 62
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# D P-38J-15, s/n 42-103921, flown by Lt. Richard L. West, 35th FS, 8th FG, Owi, July, 1944

Richard West flew this aircraft from April 1944 and managed to destroy two enemy airplanes with it. The first of them was a Zeke on June 16, the second was a Tony on July 27, 1944. The previous six kills were achieved flying a P-40 Warhawk. A further eight Japanese aircraft were downed by West by the end of WW2, all of them flying the P-38. Note the squadron patch, the jumping puma, on the right side of the fuselage gondola.

ČESKOU VERZI TEXTU NALEZNETE NA  
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ALUMINIUM	MC218	YELLOW	H4 4	OLIVE DRAB	H52 12	RED	H13 3	BLACK	H12 33
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# E P-38J-10, s/n 42-67590, flown by Capt. Jay T. Robbins, CO, 80th FS, 8th FG, Finschhafen, December, 1943

Jay Robbins is credited with 22 kills in total, thereby becoming the fourth highest ranking US Army pilot in the Pacific Theatre of Operations. The unusual marking on the spinners identified the aircraft flown by the squadron CO. The green tail tips were typical for 80th FS aircraft. The Buddha monk character was repeated on other Robbins's Lightnings. After the war, Robbins moved up in the US Air Force hierarchy, becoming a General and a member of the highest USAF command.

ČESKOU VERZI TEXTU NALEZNETE NA  
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