

KIT 5600



1/48 SCALE



B-17G

85560070206

READ THIS BEFORE YOU BEGIN

Read through the instructions and study the assembly drawings to become familiar with all parts of the model. Also refer to the PAINTING and DECAL directions. Once you have done this, begin assembly with step one. Do not rush the assembly — avoid serious mistakes.

Each illustration in the assembly procedure indicates color to be used and where the paint should be applied.

It is best to paint most of the parts before cementing them. The large outside surfaces such as wings, fuselage and tail sections may be painted after assembly. Carefully read the painting suggestions and refer to the airplane drawings and photos on the last three pages for painting schemes.

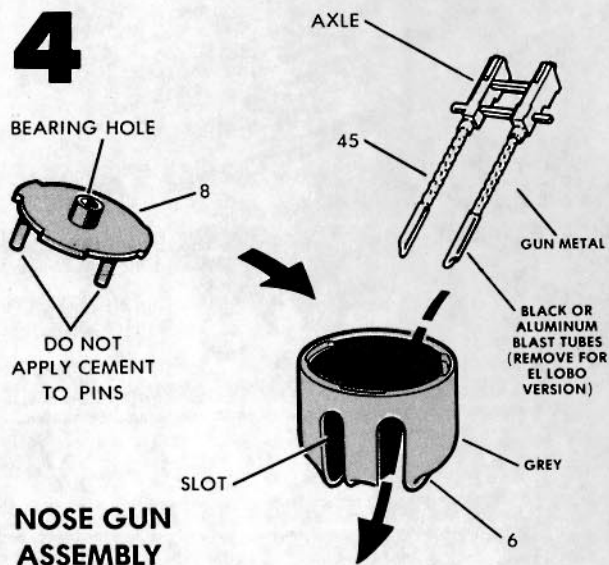
Each plastic piece is identified by a number stamped either on the part or a small tab near the part. The instructions will indicate by number which pieces are needed in each step. DO NOT detach parts from the trees until you are ready to use them.

After cutting off the required part, trim away any excess bits of plastic that are not part of the usable piece. Use a sharp knife, such as a modeling knife, available at your hobby counter. Check the fit of each piece before you cement it in place. USE ONLY CEMENT SPECIFIED FOR USE WITH STYRENE PLASTIC.

Apply cement quickly and carefully to the very large pieces so cement does not dry before the parts are joined together. DO NOT use too much cement to join the parts. All plastic cements contain solvents that dissolve the plastic forming a weld between the parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. The tip of a toothpick is helpful in applying cement to small or confined areas. Keep fingers clean of cement so that the outer surfaces of the parts are not marred when handling them.

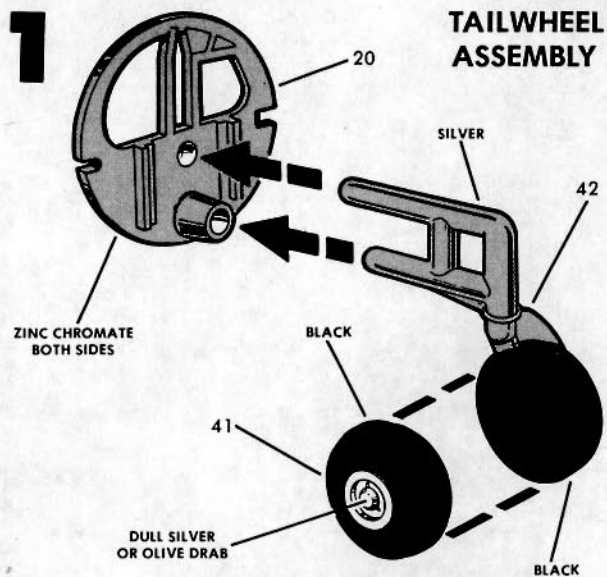
For better paint and decal adhesion, it is advisable to wash the plastic parts trees in a mild detergent solution. Rinse and let dry. After washing, handle the parts carefully to avoid skin-oil which may affect the adhesion.

4



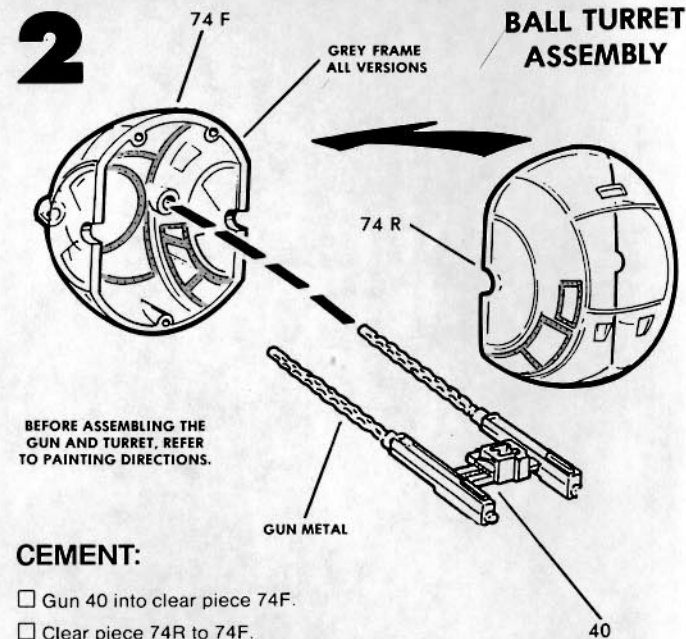
- Slip (do not cement) guns 45 into part 6. Axles fit into notches on inside of part 6.
- Cement cover 8 onto part 6.

1



- Cement 41 and 42 together then into piece 20.

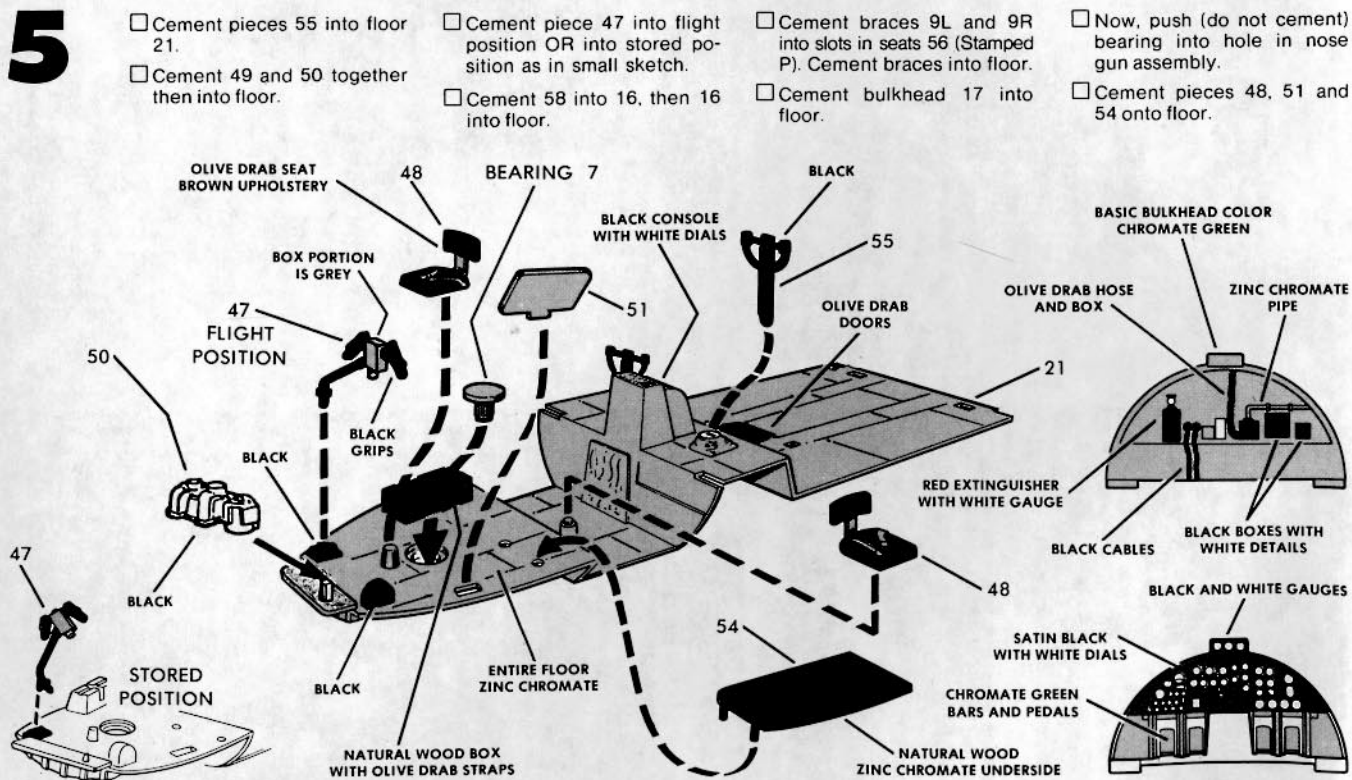
2



CEMENT:

- Gun 40 into clear piece 74F.
- Clear piece 74R to 74F.

5



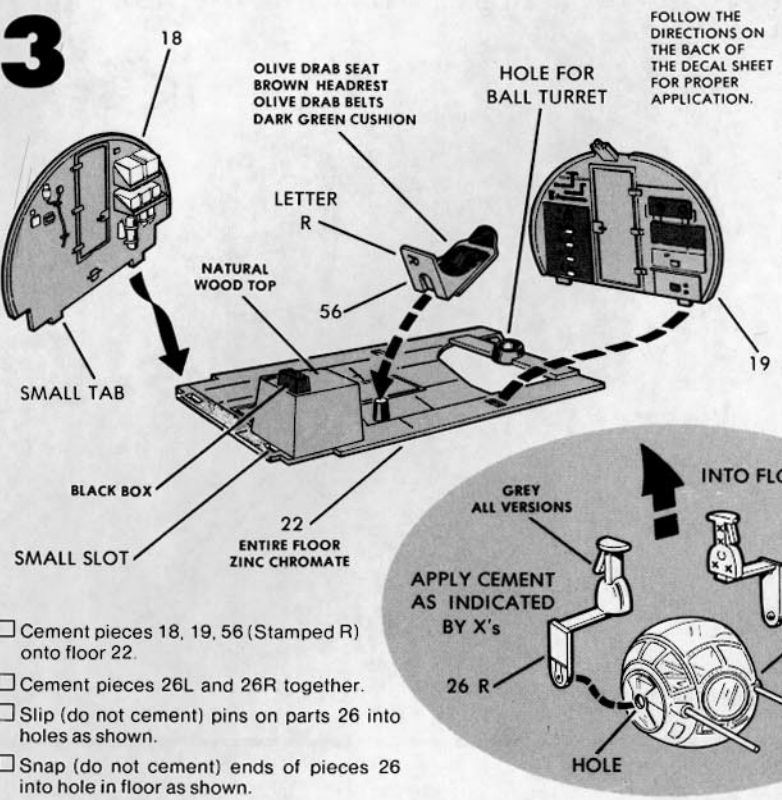
- Cement pieces 55 into floor 21.
- Cement 49 and 50 together then into floor.

- Cement piece 47 into flight position OR into stored position as in small sketch.
- Cement 58 into 16, then 16 into floor.

- Cement braces 9L and 9R into slots in seats 56 (Stamped P). Cement braces into floor.
- Cement bulkhead 17 into floor.

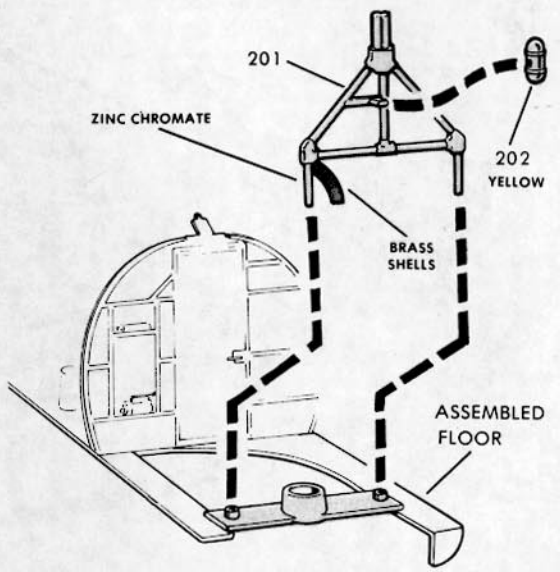
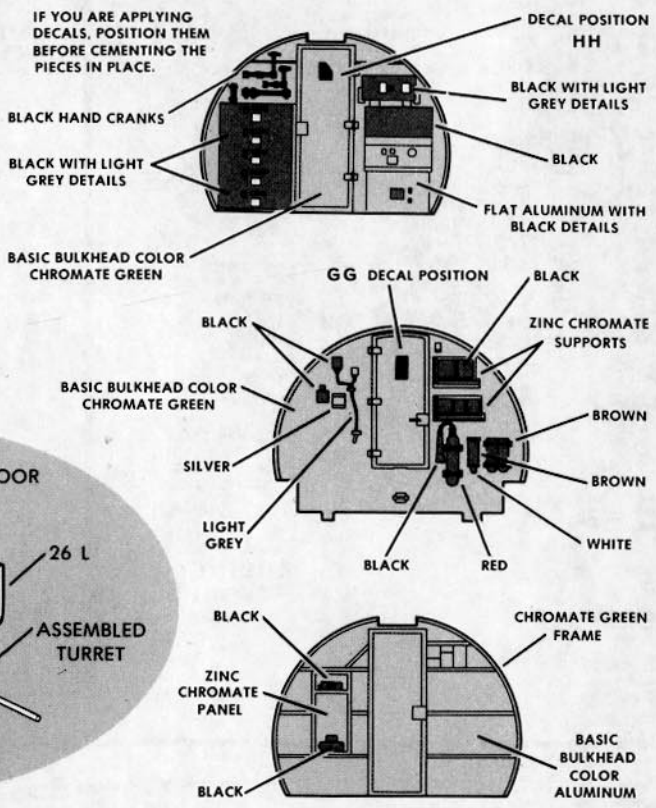
- Now, push (do not cement) bearing into hole in nose gun assembly.
- Cement pieces 48, 51 and 54 onto floor.

3



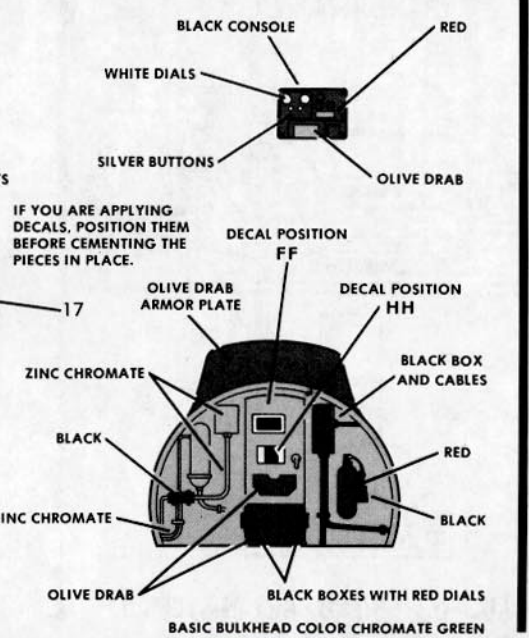
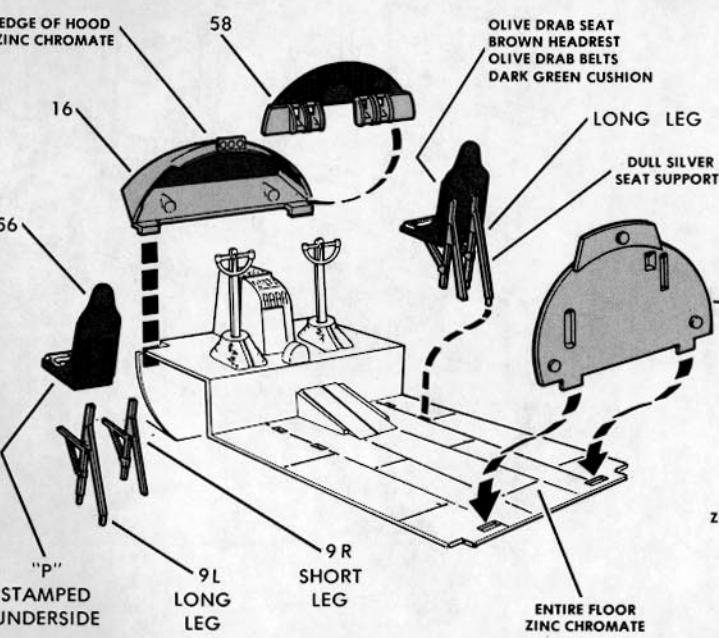
- Cement pieces 18, 19, 56 (Stamped R) onto floor 22.
- Cement pieces 26L and 26R together.
- Slip (do not cement) pins on parts 26 into holes as shown.
- Snap (do not cement) ends of pieces 26 into hole in floor as shown.

FOLLOW THE DIRECTIONS ON THE BACK OF THE DECAL SHEET FOR PROPER APPLICATION.

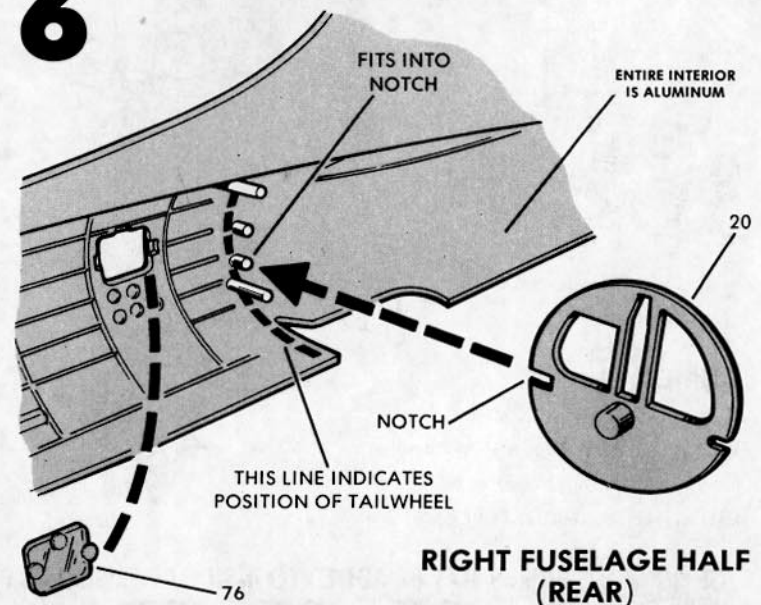


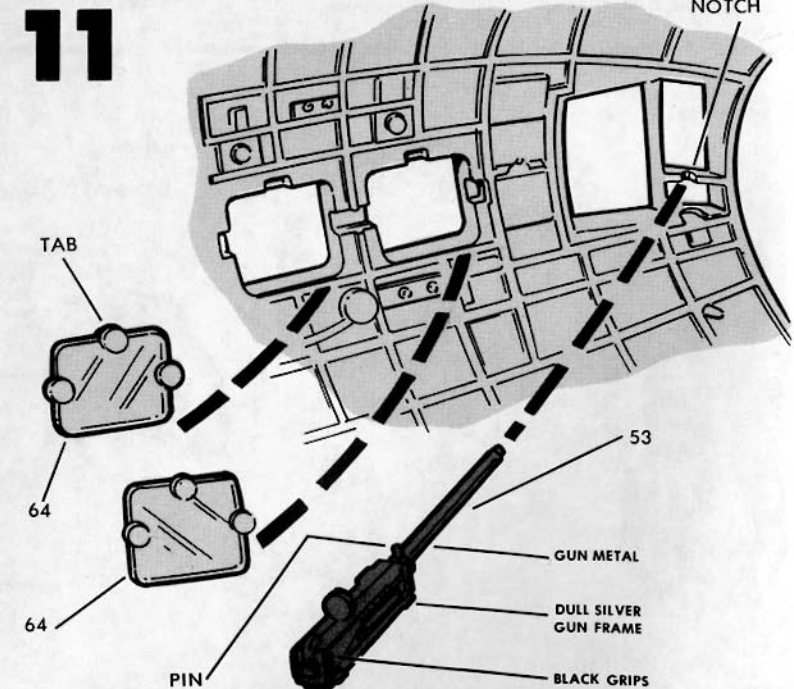
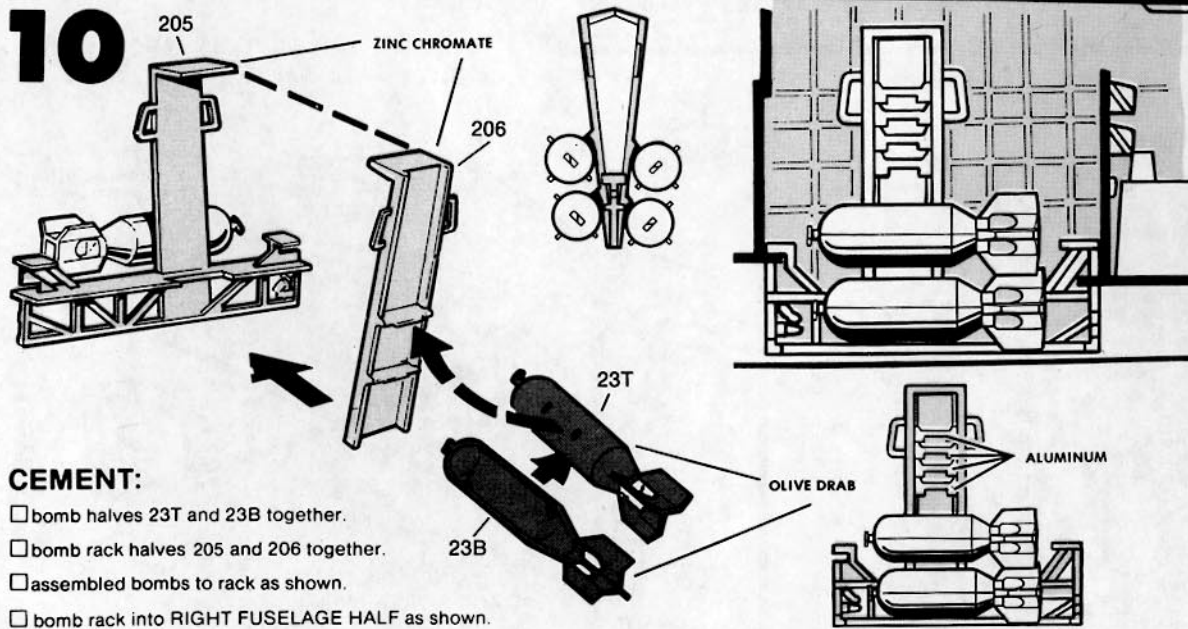
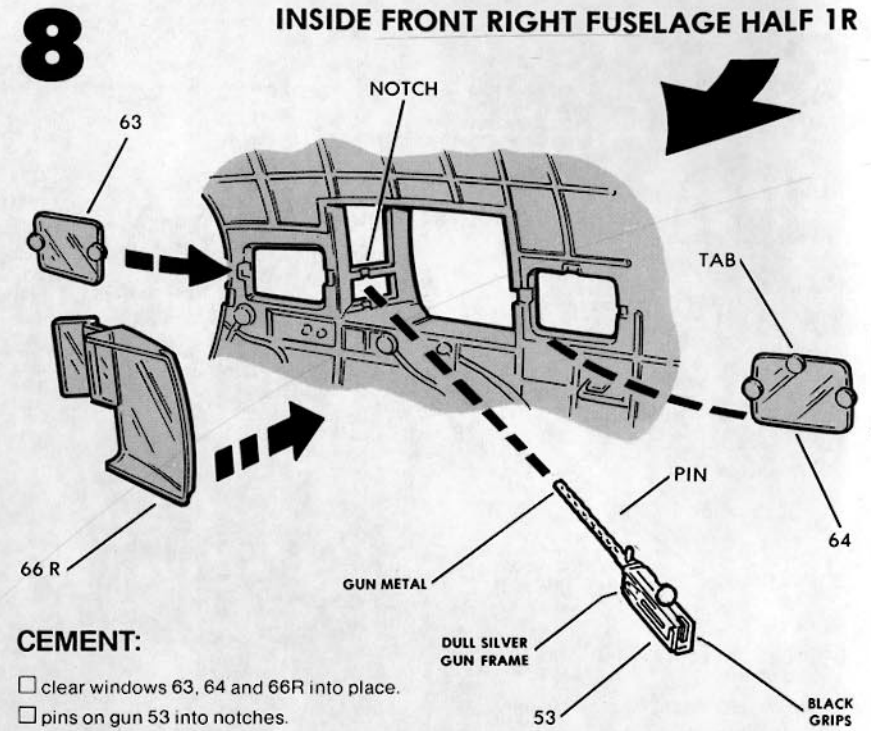
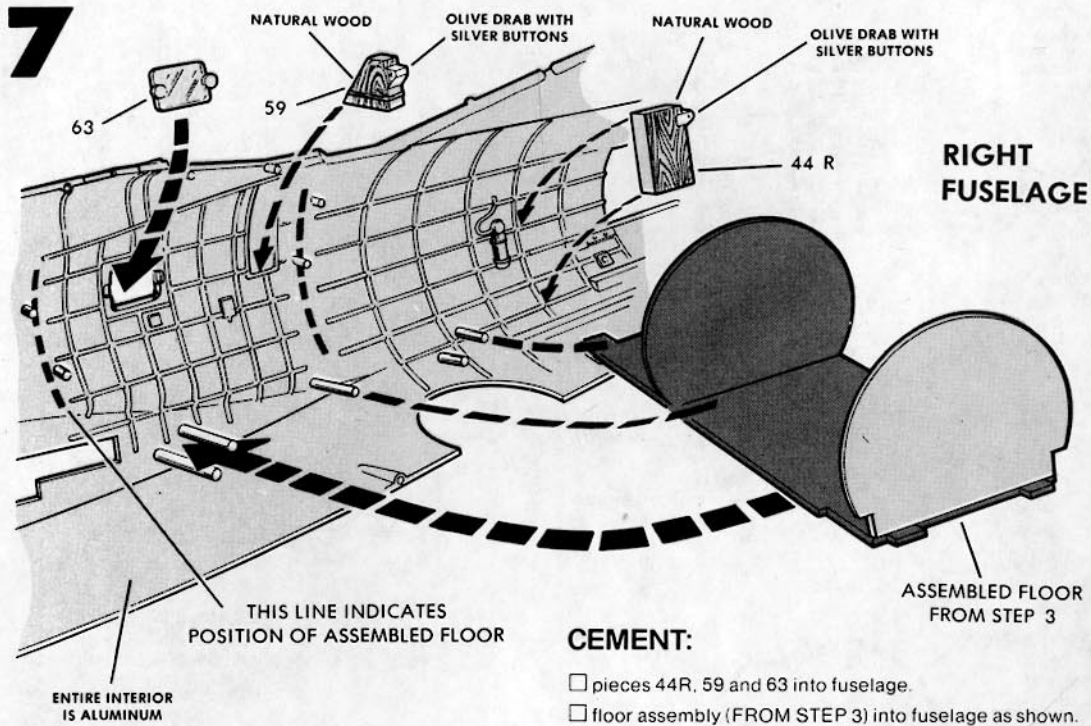
- CEMENT:**
- cylinder 202 onto frame 201.
 - frame into assembled floor.

- CEMENT:**
- clear piece 76 into RIGHT FUSELAGE HALF 1R.
 - tailwheel assembly (FROM STEP 1) into place.



6





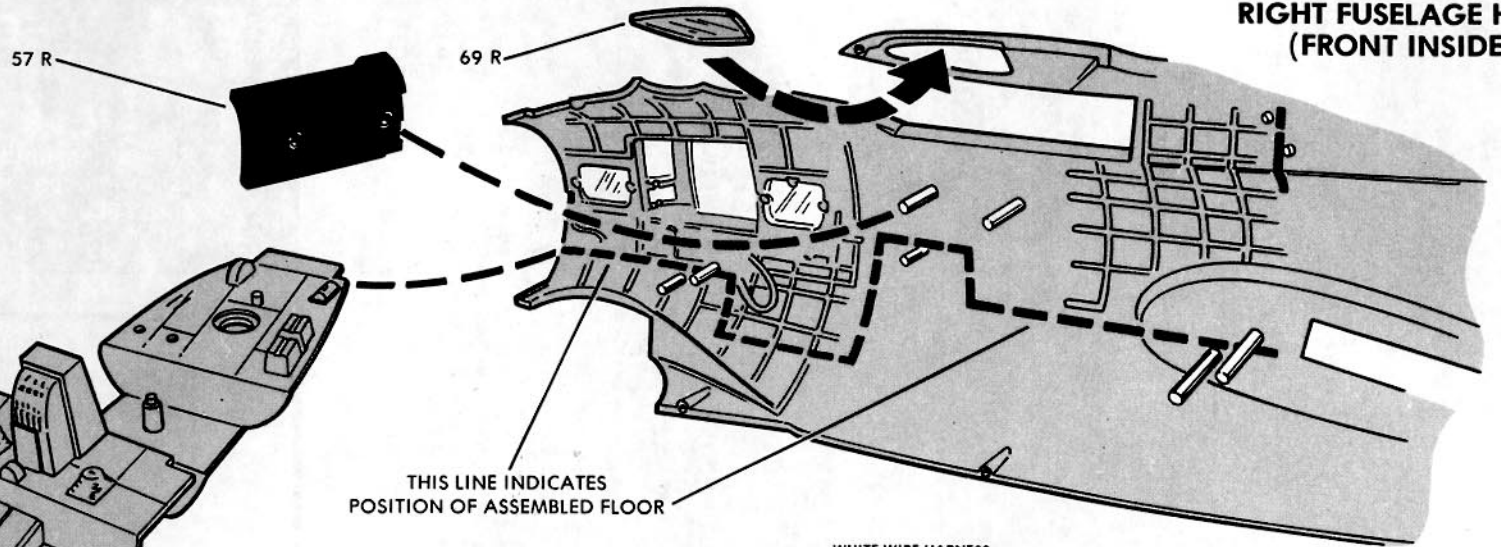
OPTIONAL: BOMBS MAY BE ADDED TO INSIDE OF FUSELAGE OR ADDED TO BOMB CART IN STEP 25.

RIGHT FUSELAGE HALF (FRONT INSIDE)

CEMENT:

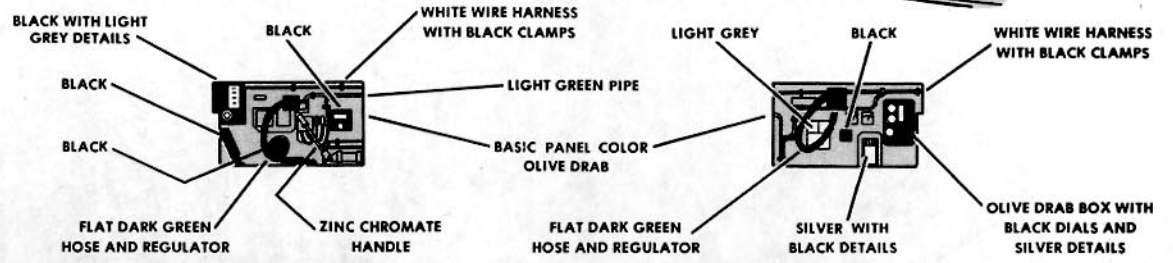
- clear piece 69R and piece 57R into place.
- floor assembly (FROM STEP 5) into fuselage as shown.

ASSEMBLED FLOOR FROM STEP 5

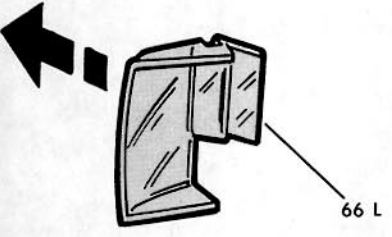


THIS LINE INDICATES POSITION OF ASSEMBLED FLOOR

DETAILS OMITTED FOR CLARITY

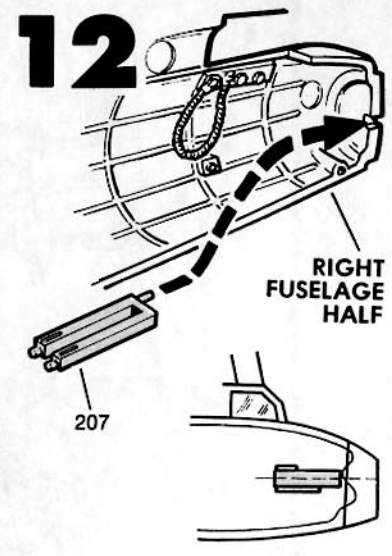


INSIDE FRONT LEFT FUSELAGE HALF 1L



CEMENT:

- clear windows 64 and 66L into LEFT FUSELAGE HALF 1L.
- pins on gun 53 into notches.
- pieces 63, 44L, 57L and 69L into fuselage in same positions as on RIGHT FUSELAGE.



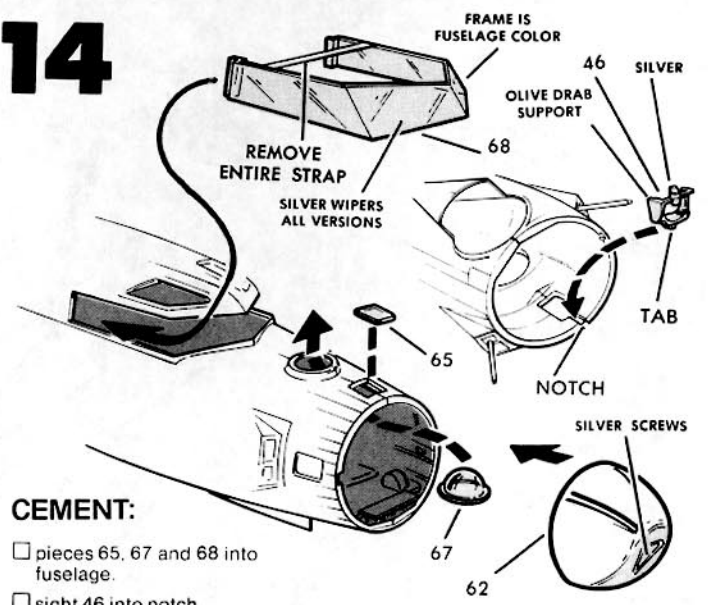
- Cement gun portion 207 into fuselage as shown.

13

FUSELAGE ASSEMBLY

- Cement left fuselage half to right fuselage half.

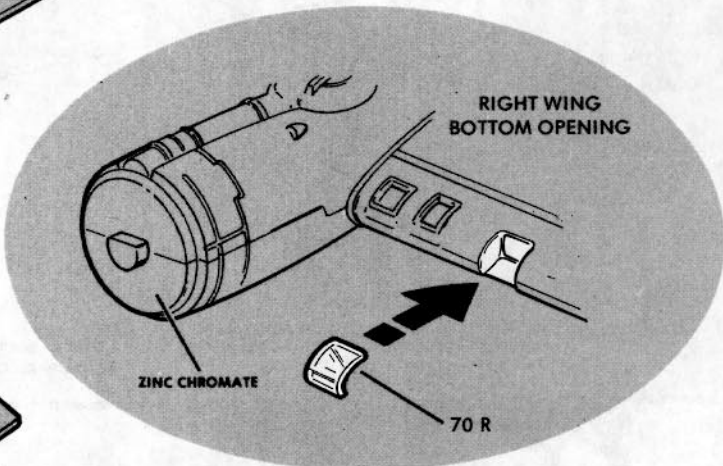
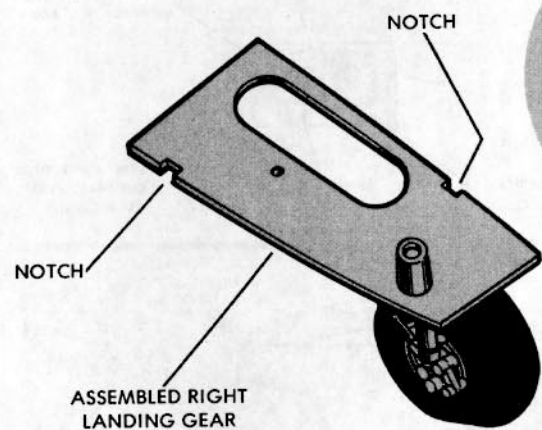
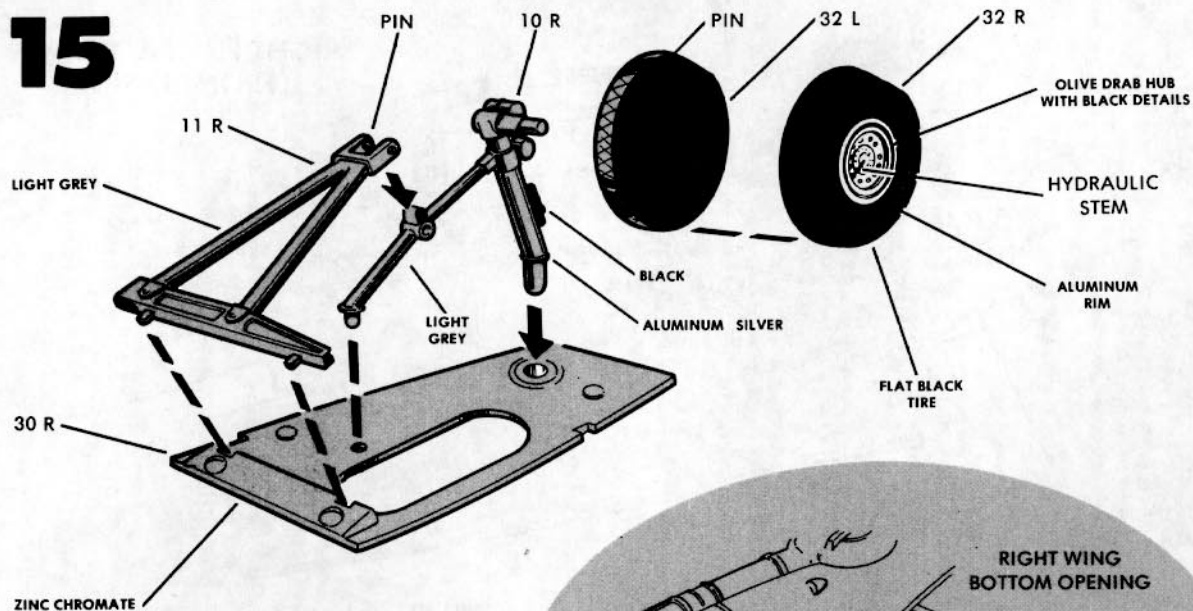
14



CEMENT:

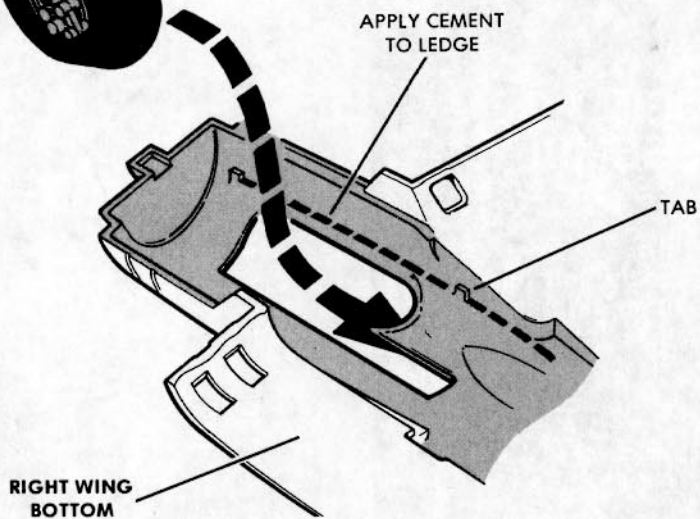
- pieces 65, 67 and 68 into fuselage.
- sight 46 into notch.
- clear nose 62 to fuselage.

15



CEMENT:

- strut 10R into plate 30R.
- linkage 11R to plate and strut.
- tire halves 32L and 32R together.
- tire to strut — NOTE POSITION OF HYDRAULIC STEM.
- plate into RIGHT WING BOTTOM 3R.
- RIGHT WING TOP 4R to wing bottom.
- clear light 70R into opening.



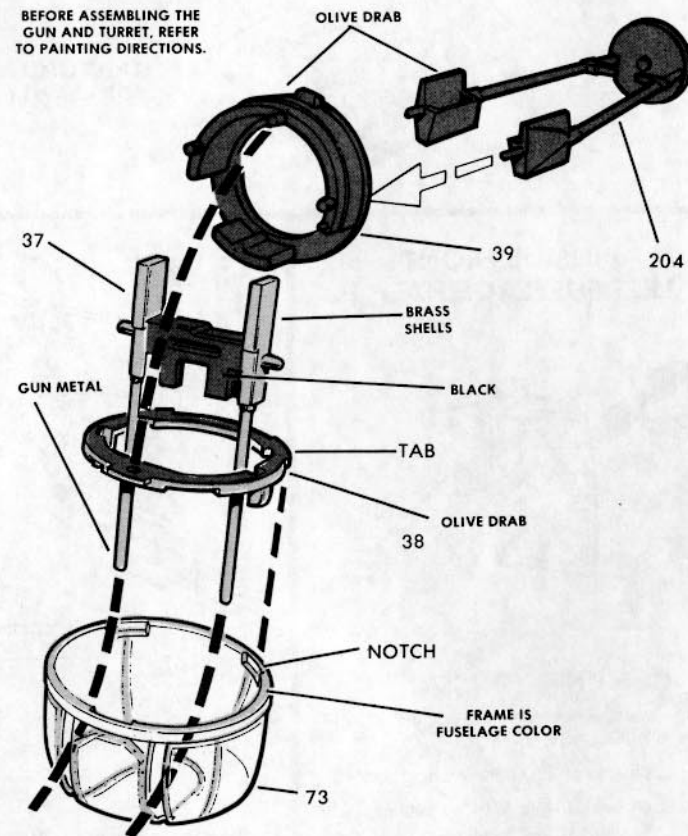
16 LEFT WING ASSEMBLY

- Repeat assembly as for right wing (STEP 15) using pieces 10L, 11L, 30L, 32L, 32R, 3L, 4L and 70L.

19

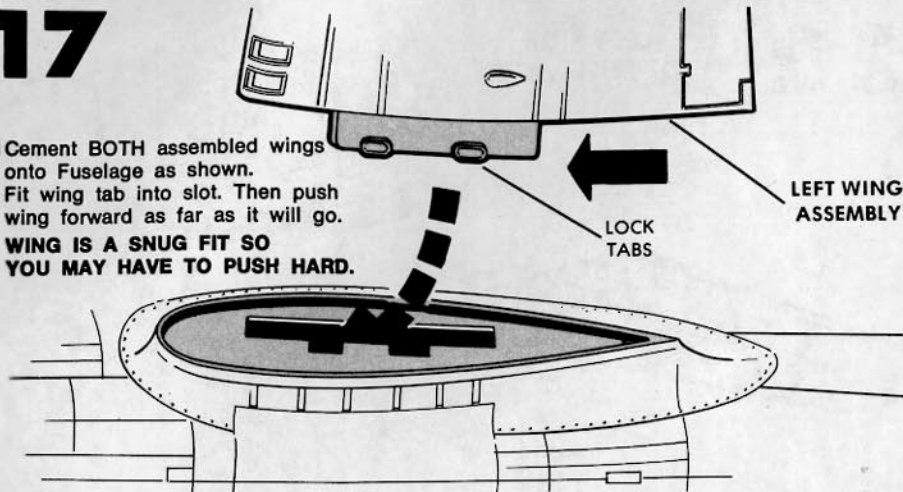
- Slip (do not cement) guns 37 into notches in ring 38.
- Cement retainer 39 to ring 38.
- Cement tabs on ring 38 into turret clear piece 73.
- Cement bracing 204 into place as shown.
- Place (do not cement) tabs on turret into notches on TOP of fuselage. Twist turret into any position.

BEFORE ASSEMBLING THE GUN AND TURRET, REFER TO PAINTING DIRECTIONS.

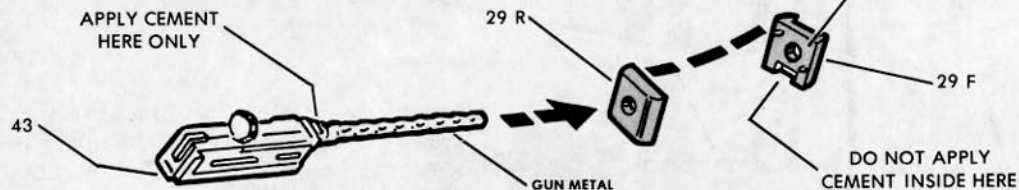


17

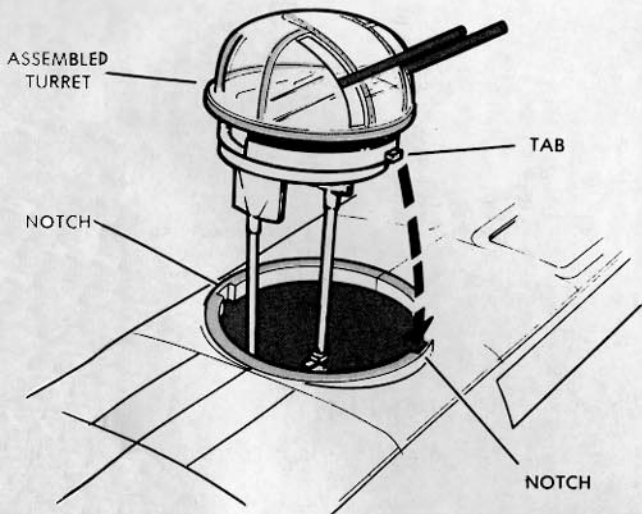
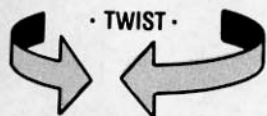
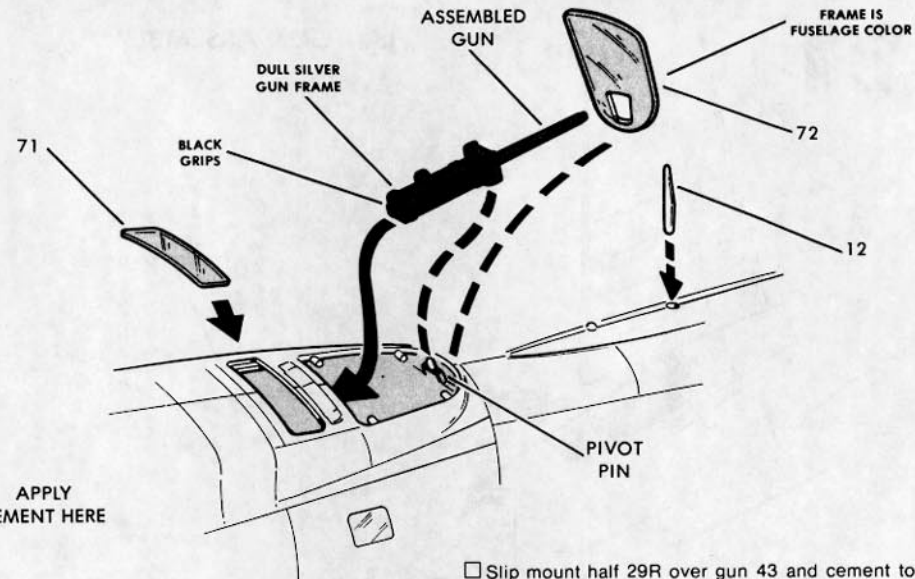
- Cement BOTH assembled wings onto Fuselage as shown. Fit wing tab into slot. Then push wing forward as far as it will go. **WING IS A SNUG FIT SO YOU MAY HAVE TO PUSH HARD.**



18



- Slip mount half 29R over gun 43 and cement to back of gun.
- Slip mount half 29F over gun and cement to mount half 29R.
- Slip (do not cement) mount onto pin on fuselage.
- Slip clear piece 72 over gun and cement to fuselage.
- Cement clear piece 71 and antenna 12 into fuselage.

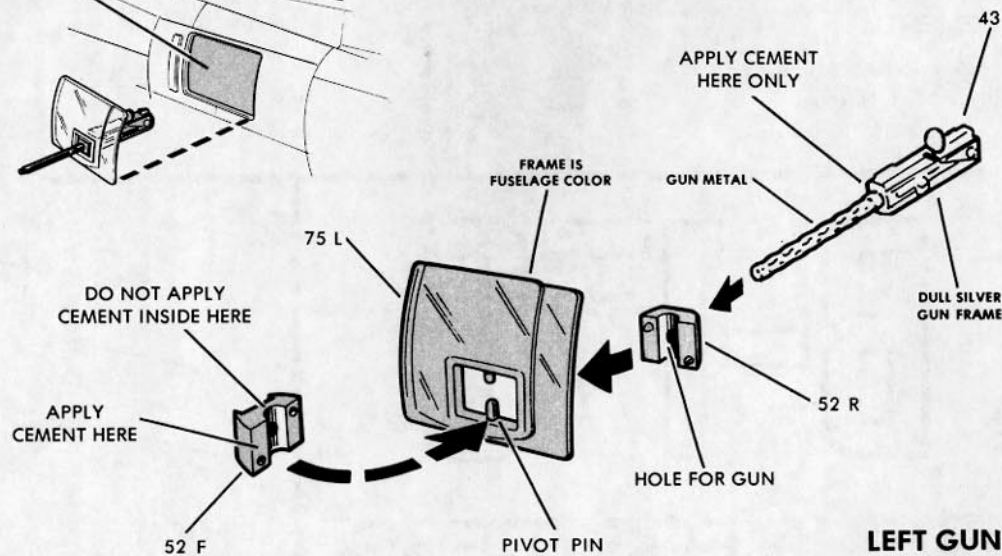


20

BEFORE ASSEMBLING, REFER TO PAINTING DIRECTIONS

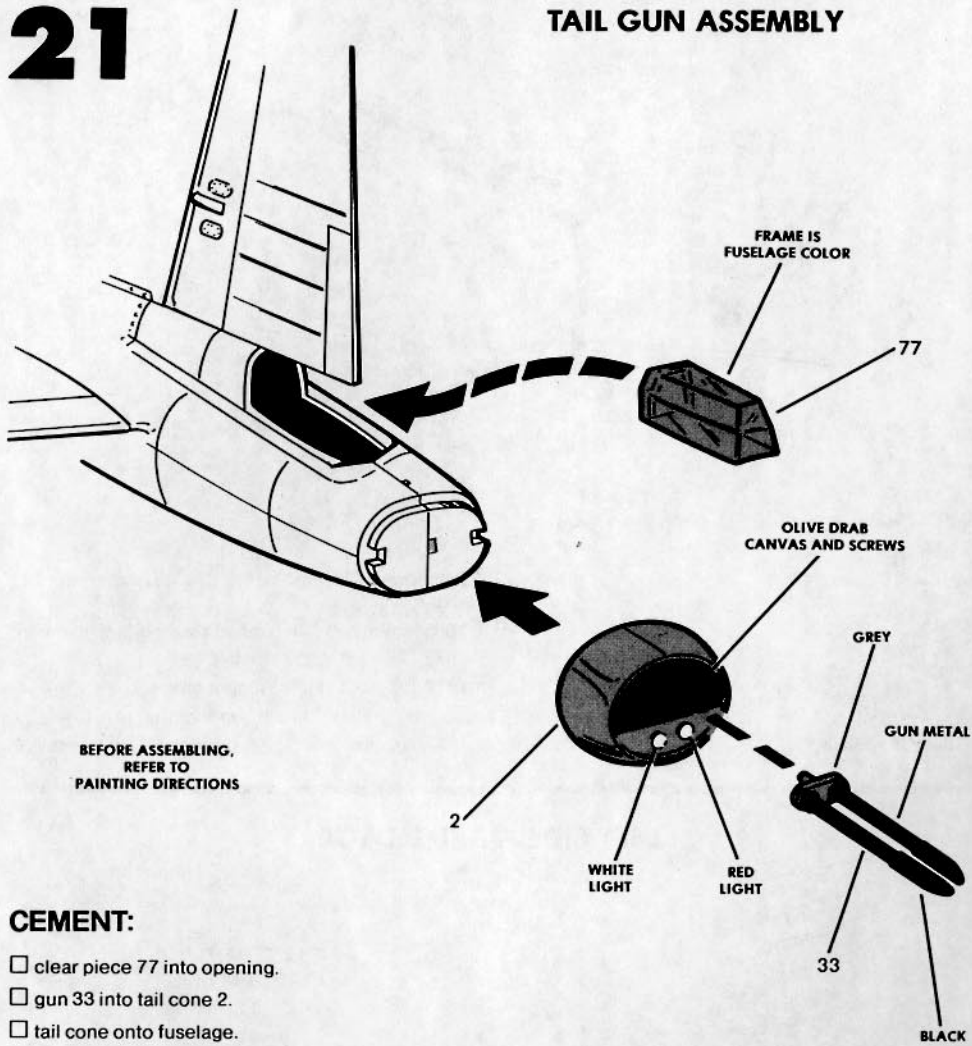
- Apply cement to piece 52F ONLY where shown.
- Place (do not cement) piece 52F ONTO pins on clear piece 75L.
- Press piece 52R onto piece 52F.
- Slip gun 43 into hole in pieces 52F and 52R and cement gun to piece 52F.
- Cement clear piece with gun into LEFT FUSELAGE SIDE as shown.
- REPEAT assembly for RIGHT SIDE GUN USING PIECES 75R, 52F, 52R and 43. Cement to RIGHT FUSELAGE SIDE.

OPENING IN FUSELAGE LEFT SIDE OF FUSELAGE



21

TAIL GUN ASSEMBLY

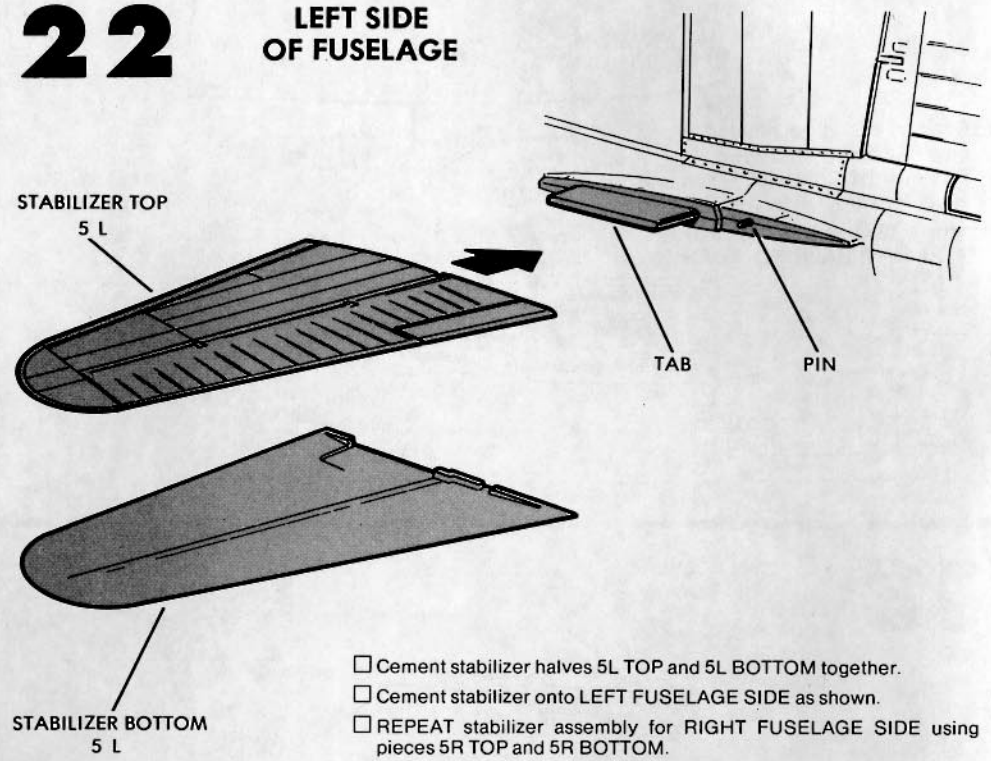


CEMENT:

- clear piece 77 into opening.
- gun 33 into tail cone 2.
- tail cone onto fuselage.

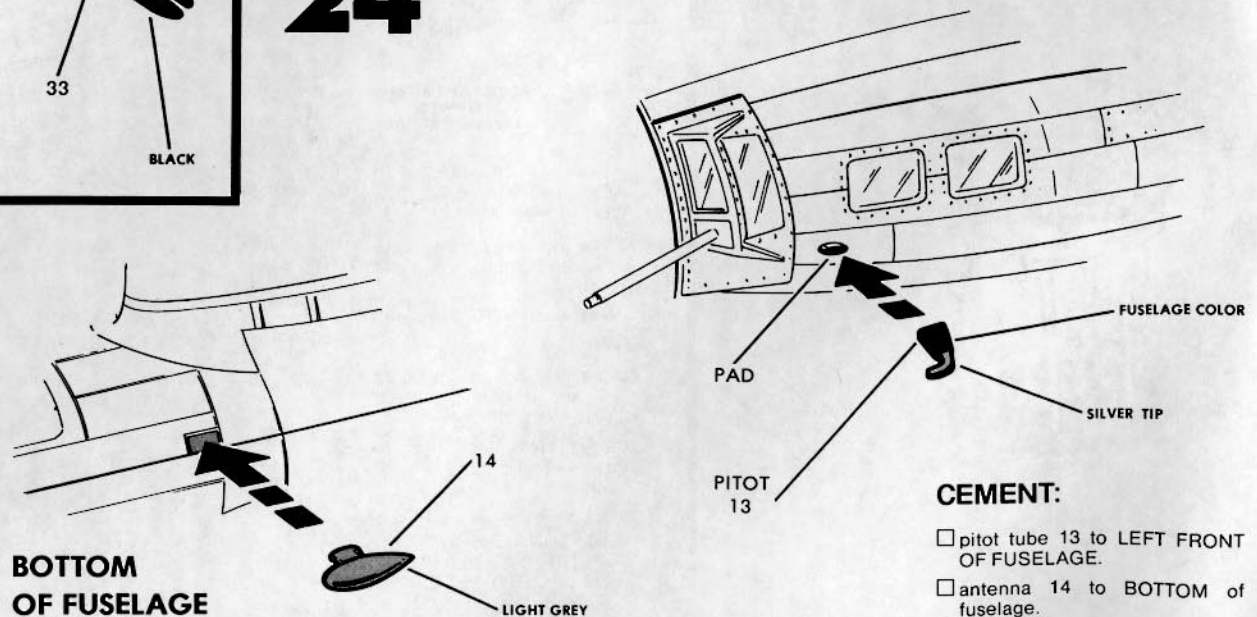
22

LEFT SIDE OF FUSELAGE



24

LEFT FRONT OF FUSELAGE



CEMENT:

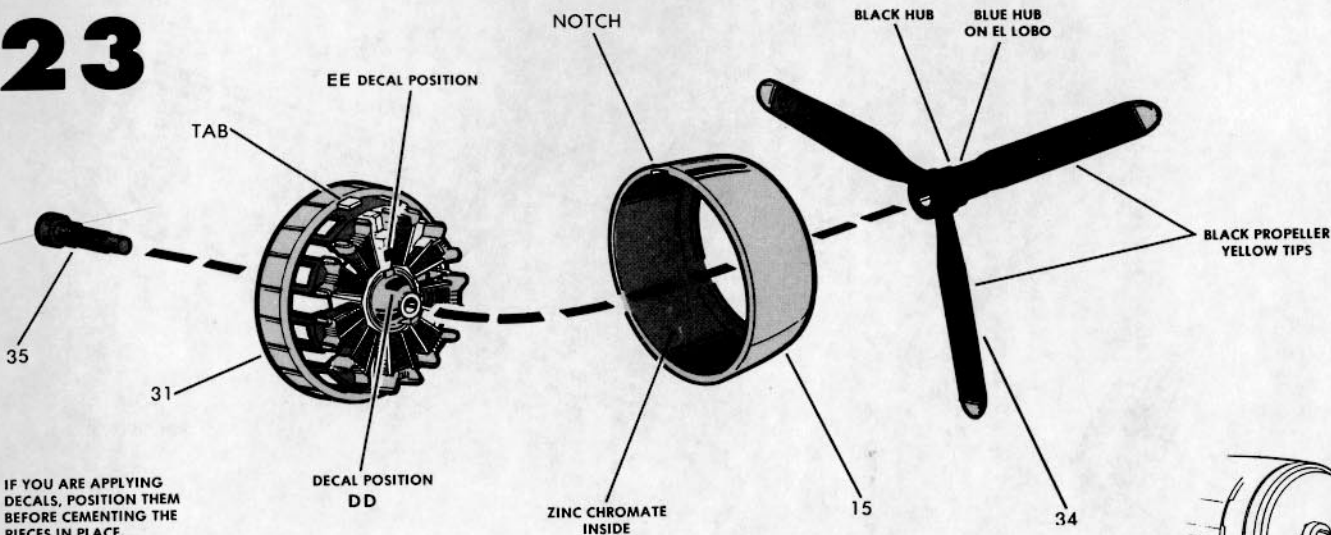
- pitot tube 13 to LEFT FRONT OF FUSELAGE.
- antenna 14 to BOTTOM of fuselage.

B-17G

FLYING FORTRESS

BOTTOM OF FUSELAGE

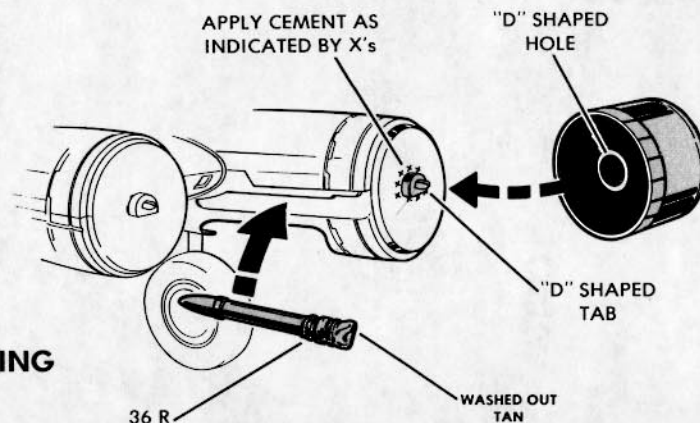
23



- Cement engine 31 into cowling 15.
- Slip (do not cement) bearing 35 through hole in engine.
- Apply cement to wings as shown, press engines onto wing.
- Cement exhaust pipe 36R to LEFT WING.
- Cement exhaust pipe 36L to RIGHT WING as shown.
- REPEAT for other THREE engines.
- Press (do not cement) propellers 34 onto bearings.

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

ENGINE ASSEMBLY



RIGHT WING

ENGINE PAINTING

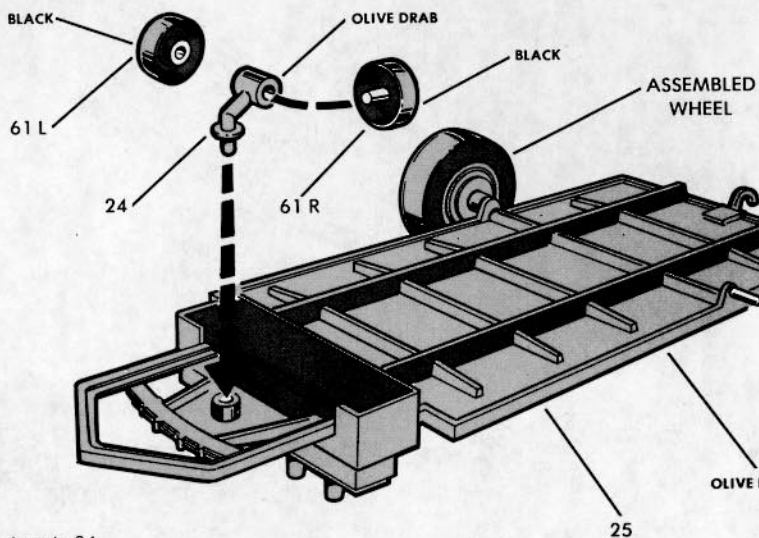
GLOSS GREY — Gear box and crank shaft.

DULL ALUMINUM — Cylinder heads.

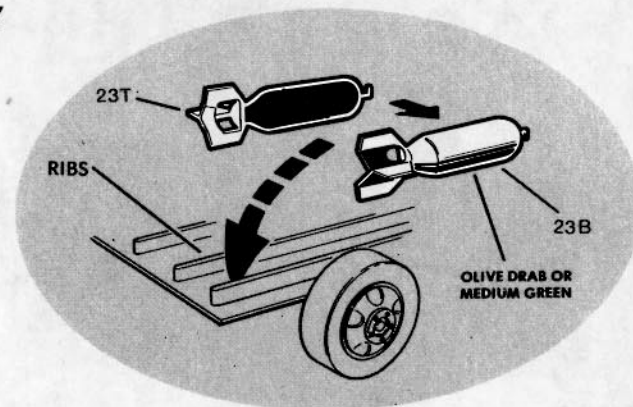
DULL GREY — Ignition wire harness.

GLOSS BLACK — Push rods, distributors, exhaust pipes, rocker covers, ring and brackets.

25



BOMB CART ASSEMBLY

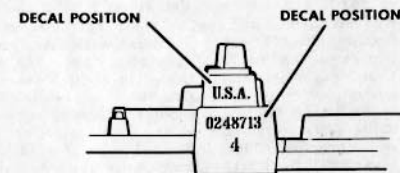
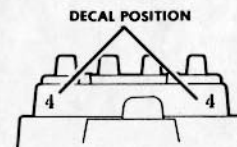


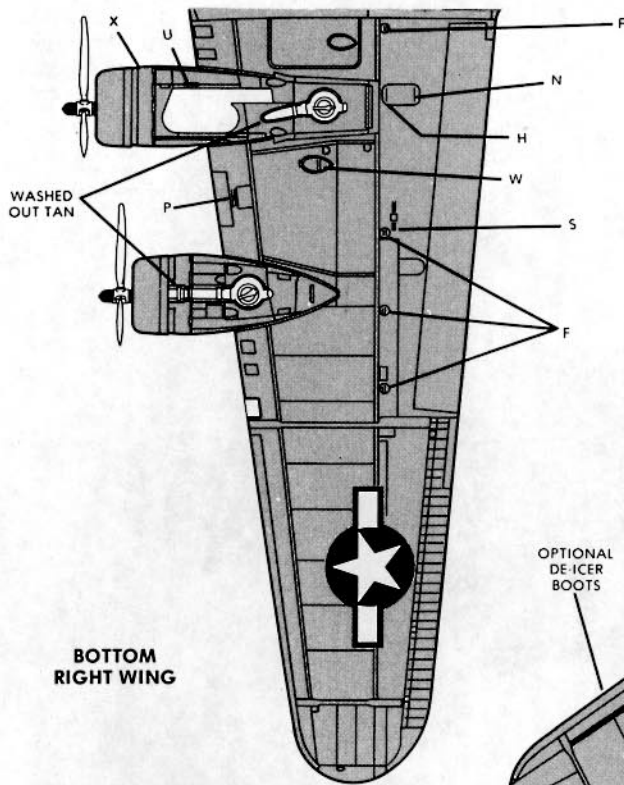
FOLLOW THE DIRECTIONS ON THE BACK OF THE DECAL SHEET FOR PROPER APPLICATION.

CEMENT:

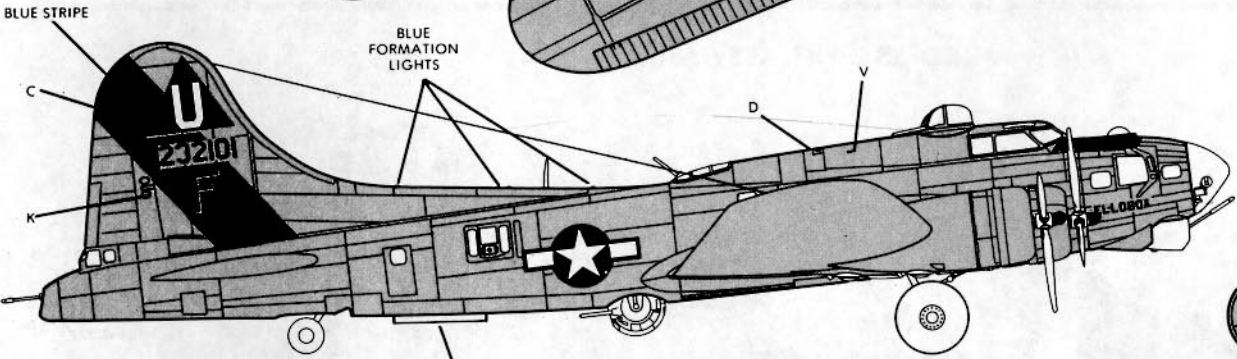
- wheels 61R and 61L to axle 24.
- axle into bomb cart bottom 25.
- wheel halves 600 and 601 together, then onto cart.
- eight bomb halves 23T and 23B together.
- bombs between ribs on cart or placed (not cemented) on cart.

FOLLOW THE DIRECTIONS ON THE BACK OF THE DECAL SHEET FOR PROPER APPLICATION.





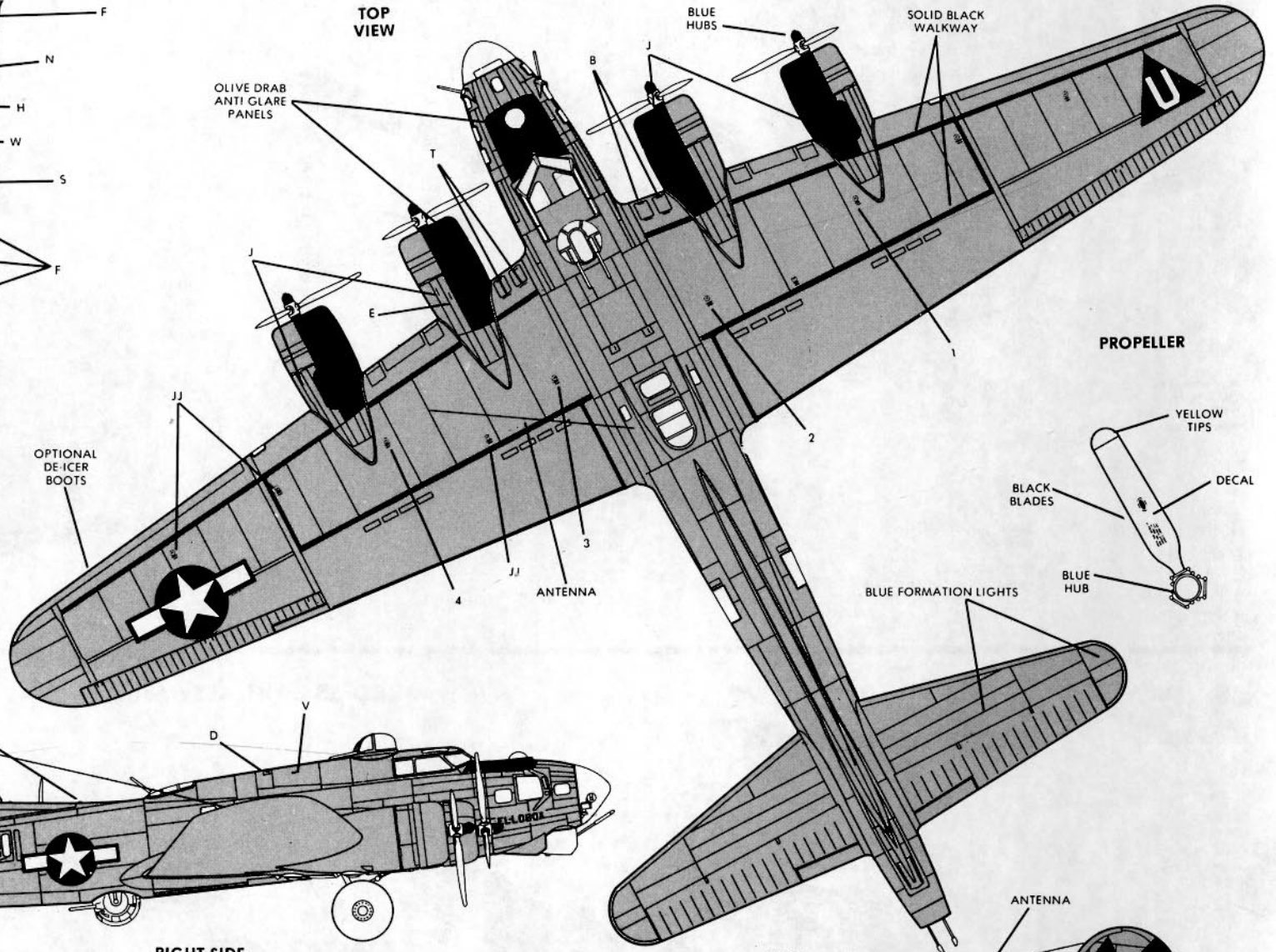
BOTTOM RIGHT WING



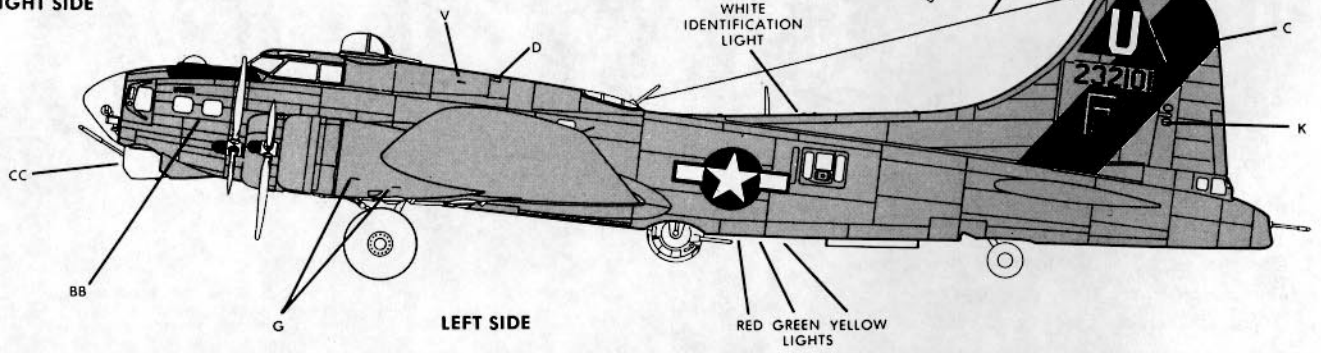
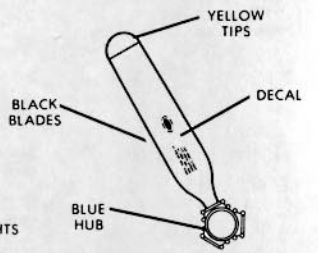
RIGHT SIDE

EL LOBO II
 "El Lobo II" served with the 457th Bomb Group's 748th Squadron based at Army Air Force Station #130 in Glatton, England. Lt. Kelly took her over Bernberg, an aircraft assembly plant, on 2nd November, 1944. Ball Turret gunner, Staff Sergeant Bernard F. Sitek was kept busy that day by several of those massed Luftwaffe "wolfpack" attacks, as was every other 457th gunner on this the Group's worst mission. The original "El Lobo" was piloted by Lt. Cornelius Woolf & crew after their arrival overseas on 21 January, 1944 — just in time to take part in the 8th Air Force's "Big Week" offensive against German industry one month later. Both aircraft helped the 457th live up to its reputation as "The Fireball Outfit" No. 42-32101 was a Boeing B-17G-35-BO, and carried the blue prop bosses denoting the 748th Squadron.

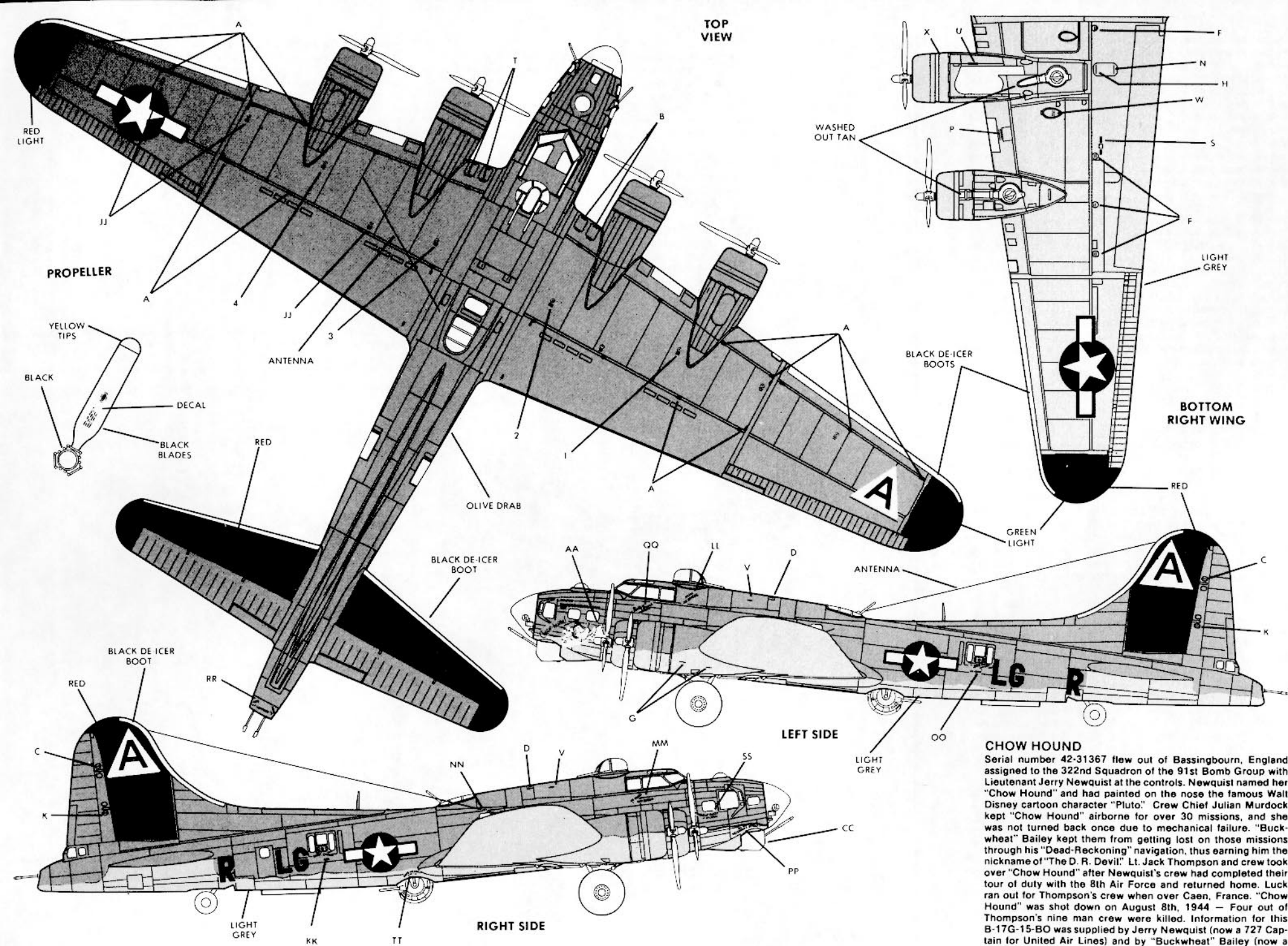
TOP VIEW



PROPELLER



LEFT SIDE



During the second world war, the Boeing B-17 "Flying Fortress" became a visible symbol of the United States' unceasing desire to defeat the oppressive Nazi war machine. While allied ground forces assaulted Hitler's "Fortress Europe" in Italy and France, waves of rugged B-17's flown by courageous American aircrews battled relentlessly through swarms of Luftwaffe fighters and murderous flak to attack the German heartland. Even though they suffered heavy losses throughout most of the allied offensive, Boeing's "Flying Forts" proved themselves overwhelmingly capable of implementing the concept of long-range daylight bombing against strategic German targets.

The B-17 was originally designed to intercept enemy invasion forces before they reached our coasts, but found its fame as a strategic bomber over the skies of Europe. This classic aircraft relied heavily upon the proven concepts of mass production and the interchangeability of parts. The Boeing engineers recognized that a global war would subject air crews and maintenance personnel to highly-accelerated training programs, and designed their new bomber to be easy to maintain and fly. The main structures of the aircraft were of a rugged semi-monocoque construction that enabled the four-engined giant to safely absorb massive amounts of battle damage. All versions of the "Flying Fortress" were powered by four R-1820 Wright "Cyclone" radial engines.

The B-17G was the final mass produced version of the immortal "Flying Fortress" series. During the twenty-three months that the "G" model was produced, manufacturing facilities operated by Boeing, Douglas and Vega created over 8600 examples of this famous bomber. Though the new version was quite similar to its predecessor, the B-17F; the major external change was the addition of a Bendix movable turret fitted on the underside of the nose. The twin .50 caliber guns mounted in this turret provided improved firepower to combat the daring head-on attacks of the skilled Luftwaffe pilots. The aircraft was capable of carrying 4,000 lbs. of bombs over 1,800 miles at a cruising speed of 170 mph.

Throughout the war, the various versions of the B-17 served primarily with the Eighth, Twelfth and Fifteenth Air Force in the European Theater of Operations. The initial B-17F's were delivered to Eighth Air Force units in Great Britain during September of 1943. These new aircraft were welcome replacements for older models of the B-17 lost or damaged during the unceasing strategic air offensive over Germany. The initial B-17G's to join operational units in Europe were finished in the standard Army Air Force camouflage that was prevalent through most of the war. As the crushing bombing offensive continued, allied air superiority negated the need for camouflage, and later versions appeared in a striking natural silver finish.

The heroic efforts of countless allied bomber crews destroyed the Nazi threat, and immortalized the sturdy B-17. Although untold thousands of these classic aircraft were scrapped after the end of World War II, enough of them have been preserved throughout the world to remind future generations that she was truly a "Fighting Lady."

This accurately detailed model was designed from authentic drawings and photos of the B-17G. Also much technical information was furnished by Boeing Historical Services.

DECALS

When applying decals, refer to the drawing or photo of the specific version you have assembled. The numbers shown on the drawings are in reference to those on the decal sheet. These numbered decals are used on both versions. Larger decals are easily identified for position. For a neat job, carefully follow the application instructions on the back of the decal sheet. Work with one subject at a time. 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.

Clear windshield and turret details 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 color indicated in the assembly steps. Allow the paint to dry thoroughly. Using a straight edge and a razor blade cut strips from the tape the same width as the detail ribs. Lift up the strips and apply over each rib. Another method of achieving realism is by masking the entire clear piece 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 clear piece by lifting it with the tip of your knife. Either method will result in an extremely realistic clear part.

The ball turret details, on both versions, is painted a light grey.

Inside fuselage details not indicated for painting in the instructions may be painted to builder's choice. Use black, red, silver, olive drab, white, yellow, green and aluminum.

FIGURES

Refer to the box side for the colors used in painting the five figures. The full leather flying suit was only used in the early years of the war; the jacket continued in use, but the pants were changed to olive drab cloth.

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.

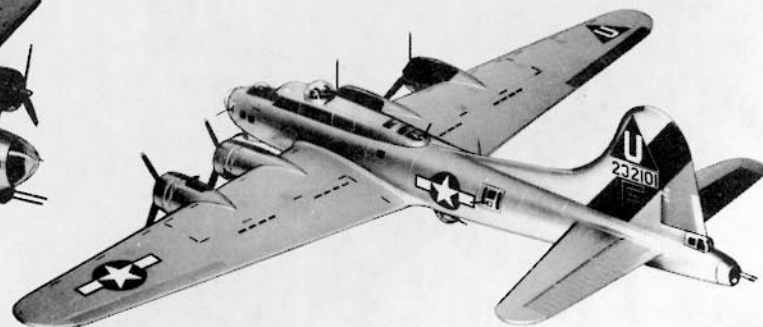
If you have any problems building this model,
call our modeling tips hotline at:

(800) 833-3570



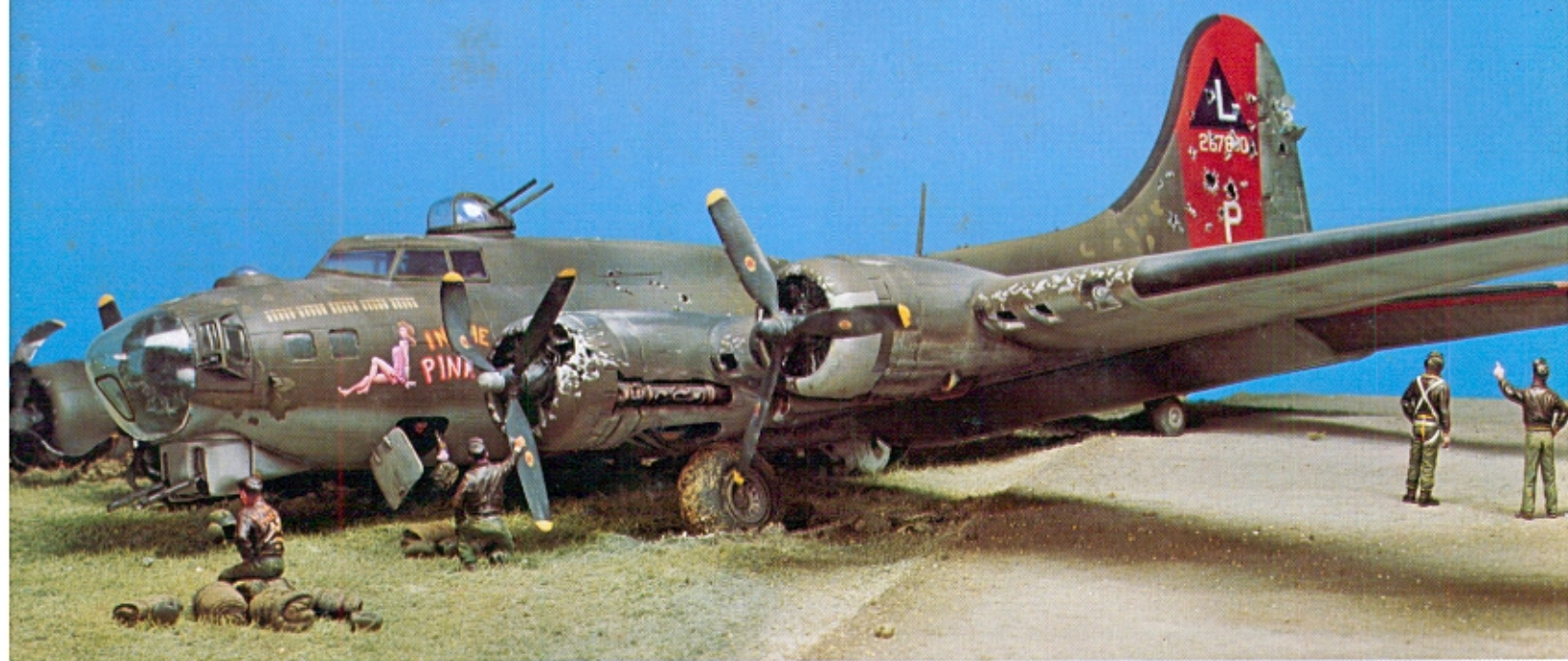
EL LOBO II

Served with the 457th Bomb Group's 748th Squadron based at Army Air Force Station #130 in Glatton, England.



CHOW HOUND

Serial number 42-31367 flew out of Bassingbourn, England assigned to the 322nd Squadron of the 91st Bomb Group.



Diorama created by Sheperd Paine

TIPS ON BUILDING DIORAMAS

ABOVE: Our battle-scarred 381st bomb group B-17G has suffered a main gear failure while taxiing in from yet another hazardous mission during the summer of 1944. Note that this aircraft portrays the ravages of combat, weather, and her maintenance crew's determined efforts to keep the old veteran in the air. This aircraft is outfitted with replacement components from newer aircraft, and is still marked with the outdated national insignia on the fuselage.

BELOW: This overall view of our diorama depicts the relatively-featureless ground that was found on many of Britain's airfields. It is obvious that the underside of the fuselage and wing deeply furrowed the grass verges adjoining the taxiway. A large base is recommended for the massive "Flying Fortress."



Building a diorama is an interesting and realistic way of displaying a favorite model. A scale model aircraft placed in an authentic setting will receive more attention and comments than the usual static model display. All it requires is average model building skills, some imagination and materials usually found in or around the home. Other materials can readily be purchased. Here's how it's done.

PLANNING

Before you begin the assembly of the model, you should have a good idea of what you want to show in your diorama. You may want to duplicate the scene shown here, or you may wish to develop one of your own. Of help in this area are numerous aircraft magazines and books which have photos showing various types of activity involving aircraft. The photos don't necessarily have to include the specific airplane you are modeling, but they may provide an interesting setting for your model. Of special interest are crashed airplanes and ground maintenance shots showing technicians at work, with related ground vehicles and equipment.

Imagination is the key ingredient in any diorama. A good imaginative idea does not necessarily need a slick and professional looking execution to be successful; even the average modeler can easily pull it off. On the other hand, don't try anything too elaborate, especially at first. Find out what your limitations are, then work within them.

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BUILDING DIORAMAS

After you've decided what you want to do, the next step is take the plane, figures and any equipment you've made or collected and plan what space you will need. As much of the model as possible should be put together as will be convenient for painting.

Torn or bent parts of a damaged or crashed airplane, as well as shell or bullet holes should be made before the pieces are assembled. Any parts which would be impossible to reach with a paint brush, such as those in the cockpit, should be painted and fitted into place first. Others should be fitted or tacked in place for easy removal prior to actual painting and final assembly. You want a fairly complete model so you can fit the terrain to it. Additional accessories such as bundles of camouflage netting, tarpaulins, ammo boxes etc. can be made, painted, and attached in the final stages of assembly.

A plywood base at least $\frac{1}{2}$ " thick is ideal for the average size diorama. It can be cut to the exact size and shape you want. To obtain the dimensions for the base, place the airplane, figures and other components on a sheet of paper, spaced as they will be in the diorama. Using a straightedge, pencil an outline that looks right. Allow room for a border of about $\frac{3}{4}$ " or less all the way around it. The border and sides of the base can be finished by gluing thin hardwood veneer to the plywood. Remember that the base is the frame for your "picture," and that while a sloppy base can make a good diorama look bad, a really classy-looking base can make a not-so-good job look pretty sharp. Varnish or shellac your base to keep it from warping when applying groundwork, and to give it a nice appearance. Even plywood, nicely sanded and varnished can look quite attractive.

Concrete runways can be posterboard or cardboard with a rough texture. You can paint the runway and allow it to dry. Next add oil spills and dirty wear areas for a natural look. Panel separation lines are then penciled lightly and tar caulking is applied. Acrylic paint (tube type) works well for this. Use a gray color because black is too intense. Put some of the paint in a glue syringe and apply, using a straightedge as a guide. The caulking should not be of uniform width. Strive for the appearance seen on actual runways. This is accomplished by increasing and reducing the pressure on the plunger of the glue syringe as you move it along the straightedge. Above all, don't make the caulk lines too wide.

You may wish to show a dirt runway or groundwork adjacent to the edge of a concrete runway. A material similar to papier maché is ideal for this and is available at art supply stores. Mix with water as per directions on the package, then add white glue in a ratio of one part glue to four or five of the ground material for added durability. You can use masking tape to keep the border of the base clean and give a crisp edge. Provide undercuts by scoring the base with a sharp knife to give the ground material something to stick to.

While the ground material is still wet, sprinkle it with fine sand and tiny pebbles. The kind found in the street is best. Next make footprints and tire tracks. Unraveled hemp rope makes excellent grass, and should be stuck into the ground while it is still wet. As it is difficult to paint the ground in the middle of a clump of grass, you might want to dye the ground material before applying it, using food coloring. Saw-

dust can also be used for short grass. Paint your ground after it has dried thoroughly. For best appearance keep the ground distinctly yellowish but slightly green and your grass slightly brown.

EXTRA EQUIPMENT — MINOR CONVERSIONS

Extra equipment used in aircraft maintenance adds immensely to the interest of a diorama. Open or removed inspection panels and engine cowlings are very effective, but remember that internal equipment thus exposed must be produced and involves research and the ability to scrounge up or make the parts. Also effective are service vehicles, maintenance stands and hoists. Less difficult to include are wheels, ammo boxes, crates, fuel drums, bomb carts and bombs, ladders, tools, fire extinguishers, etc. Some of these parts can be found in various kits, others have to be constructed. Tarpaulins can be made by folding moist facial tissue. Place moist tissue over a stack of boxes in a natural drape for a canvas cover. Work in some wrinkles and then apply a thinned solution of white glue to stiffen it. Paint when dry. Rolled camouflage nets can be made using cheesecloth. Ammo boxes and crates can be made with small blocks of wood. You can also use thin sheet balsa wood, index card or sheet plastic, available in many hobby shops. The thin sheets are good for open boxes, cases and lids. Assemble these like real boxes. Other convenient materials to use for scratch-building the equipment are metal or plastic tubing, soft wire, and fine wire screen.

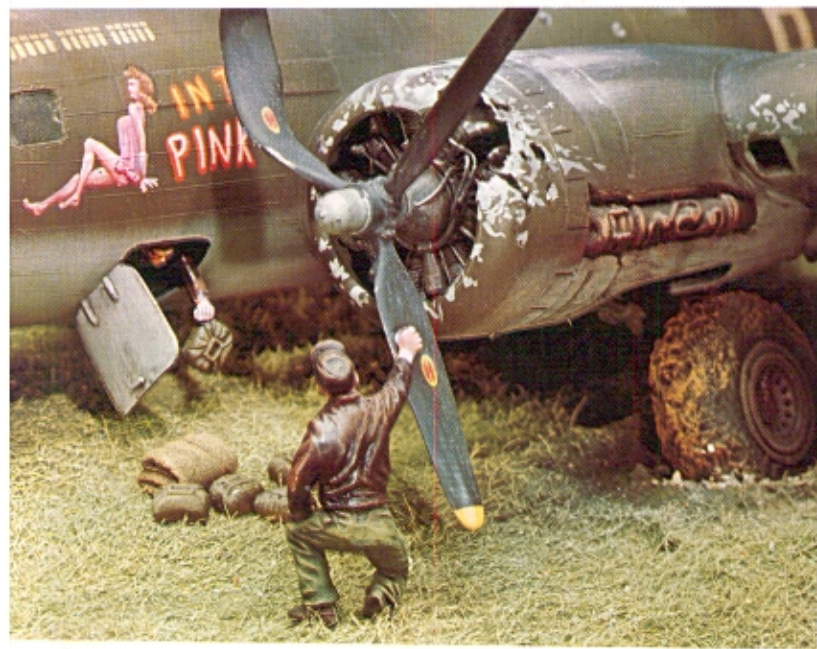
Ground maintenance men near equipment shown in reference photos, help in scaling the units to size. Sketch these on paper, using the figures supplied to get the approximate heights and proportions. This makes it easier to build the parts.

WEATHERING

Assembling the model is only the beginning. You should spend at least as long painting it as you do putting it together. Oil base paints or paints for styrene plastic should be used. Painting instructions accompanying your model kit will indicate whether flat or glossy paint was used on a particular airplane.

Combat aircraft were maintained in flying condition but did show signs of the beating they took. Dents and patches were sometimes apparent. A diorama of a crashed plane would of course show extreme damage. Propellers would be bent and fuselage and wing might be broken, with jagged edges at the breaks.

To bend propeller blades, heat the plastic over the flame of a candle very carefully. Be patient and hold the plastic high above the flame. You want to soften the plastic, not melt it. Remember that the thinner places are liable to melt before the thicker ones are soft. Test the plastic occasionally with a blunt instrument to make the desired bends. Scrape smooth any sharp edges which have been rounded by the heat. You want them to look bent, not melted. Practice this technique a few times with some plastic scraps before trying it on the model. Plastic melts very suddenly and you don't want to ruin it.



Flak damage and a resulting fire forced the crew to shut down the number two engine. The feathered prop can be duplicated by cutting the blades where they meet the spinner, and rejoining them as shown. To duplicate flak damage and shell holes, carefully use a hobby grinder to thin out the cowling, fuselage, and any other panels you may wish to depict as being damaged.



In that most B-17's taxied on their outboard engines, only the bottom blade of the inboard prop was bent, whereas the whirling blades of the outboard propeller were severely distorted by the mishap. The blades are bent as described in the text. Note the nose art on this B-17. Though you may wish to copy an actual aircraft, you can also create your own nose art, as our modeler did.



The radio gunner's compartment clearly shows the effects of a nearby flak burst. Note the extended flaps on the trailing edge. See the construction photos to duplicate the flap detail. The damaged landing gear that caused the accident can be created in the same manner as the bent propeller blades.



Though he may have a headache, this veteran crewman gazes in awe at the flak helmet that saved his life. The flak helmet was scratchbuilt, and the gear he is sitting on was formed from moist rolled facial tissue. The unofficial jacket decoration was readily available from the Squadron artist. It is difficult to paint such intricate detail, but be patient and try it if you so desire.

To simulate torn jagged edges of a broken wing, sand the plastic from the inside of the piece until it is thin. A small powered hand grinder is very handy for this. Next cut through with a knife to create the jagged break. Bullet and shell holes can be made with the point of a hot knife.

It is wise to refer to photos showing this type of damage so that a realistic effect can be duplicated. Some of the internal details such as spars, ribs and bracing will also need to be reproduced using thin sheet plastic.

In painting the model, weathering accomplishes several things — it indicates aging and wear, and it highlights detail, thereby making the model more realistic. Weathering of small scale aircraft requires somewhat different and more subtle techniques than those used for armored vehicles. Tanks get filthy, airplanes merely dirty.

An operational plane flown for long periods will exhibit noticeable signs of service. Exposure to the sun and other elements, plus age, will alter its original color to a lighter shade. This change would occur mostly on the upper surfaces, so painting the model an authentic factory fresh olive drab for instance will not be suitable for a weathered plane. Other service signs are oil and exhaust stains, and some chipped paint exposing the metal in heavy wear areas. You don't want to overdo the aging process to the point where it loses realism. It is best to refer to photos to check stain patterns which would occur on the specific plane you are weathering.

The drybrush technique so effective for armor is usually too heavy-handed for use with aircraft, except in small areas. There are two techniques which seem to work best for aircraft — pastels and the "wash".

Pastels are colored artist's chalk, which is powdered by rubbing on a piece of sandpaper and applied with a soft brush. Some dazzling and very subtle effects can be achieved with this method. Its chief disadvantage is that it is not very permanent, being only a powder. If you do not expect your model to last for centuries, and plan to keep it covered and protected from dust and greasy fingerprints, this is a shortcoming you can easily live with. Pastels may be made more permanent by overspraying with a matte varnish or fixative, but since this will greatly alter their tone and appearance, experiments should be done on different colored sample pieces before proceeding to the actual model.

The "wash" technique is more permanent, but requires the use of two different kinds of paint. Paint the model with one type of paint, and weather it with the other. The two types should have no possibility of mixing or dissolving the coat of paint underneath. Usually the best way to proceed is to paint the model with an oil-base paint, and weather it with a water-base paint, or even simple poster colors. To apply paint, and weather it with a water-base paint, or even simple poster colors. To apply oil streaks, for example, place a small dot or dots of brownish black to the point at which the oil spill is supposed to originate. Take a tissue lightly moistened with water and wipe across the dots (still wet) from front to rear. This should give a gradual fading effect, and ensure that the streaks run parallel, as they would if they were caused by the flow of air across the surface. If you don't achieve the effect you want the first time, use the tissue to wipe it clean and try again. The wash technique is also excellent to run black paint into the recesses of the ailerons, rudder and flaps to pop out the detail. A draftsman's ruling pen and india ink is also good for this. There is no reason why you can't use the "wash" and pastel methods together, in fact, this is probably the best method.

CONVERTING AND PAINTING FIGURES

A frequent problem facing the modeler is how to indicate in a small scale the size and proportion of the original. Some sort of yardstick is required, and the most easily read yardstick is the height of a man. For this reason, it is always a good idea to include at least one figure with your model, preferably standing next to it.

Most Monogram aircraft kits include a pilot figure. Some have two or three figures. Other 1/48 scale figures can be obtained by shopping around. These may not be molded in the exact action poses to suit your diorama but all is not lost. The pose of figures can be converted quite easily with a bit of practice. Using a fine razor saw, the figures can be cut apart at the waist and "swapped." The same can be done with arms, legs and heads.

Heads, torsos, arms and legs can also be turned, and resultant gaps filled with plastic body putty and sanded smooth if necessary. If you find it too difficult to cut and fit figures in this manner, you should attempt to create a scene which will look good using available figures.

The appearance of the figures will be greatly improved if you paint in additional highlights and shadows, following the sculpted clothing folds already on the figures. The same technique can also do a great deal for the face. For good faces remember two things — servicemen are out in the sun a lot and their faces should literally be a shade of tan or light brown, rather than pink or off-white.

For variety, don't paint any two articles of clothing the same shade. Color depends on how often the item was washed and a variety of colors can add life and give a weatherbeaten appearance to the figures.

When adding highlights and shadows to the figure, don't be timid. If you are too subtle in your color changes, they won't be noticeable at all and all your effort will be wasted. Even dramatic changes from highlight to shadow can be made to look quite subtle by carefully blending the edge between the two colors with a brush moistened with turpentine, if oil base paints are used. For other paints, use the solvent specified.

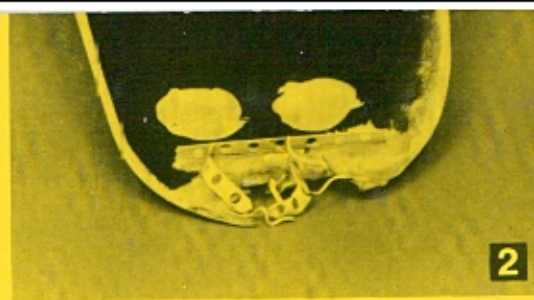
FINAL ASSEMBLY

Use epoxy or white glue for attachment of the plane, figures and any remaining accessories. Tires should be flattened a little where they come in contact with the ground. Use the point of a razor knife to make undercuts in rubber or plastic so the glue will hold well. After the glue has dried, touch up areas which require paint or build-up of terrain. Pay close attention to little details. Clever little touches can do much to enhance the fascination of your diorama.

Imagination, not skill, is the key ingredient. Imagination, in painting, in "pirating" parts from other kits for super-detailing, in scratch building or in designing your diorama, can put you on par with the best model builders in the world.



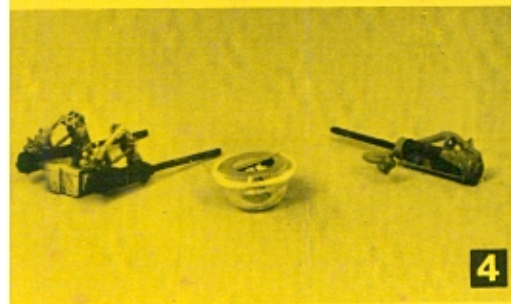
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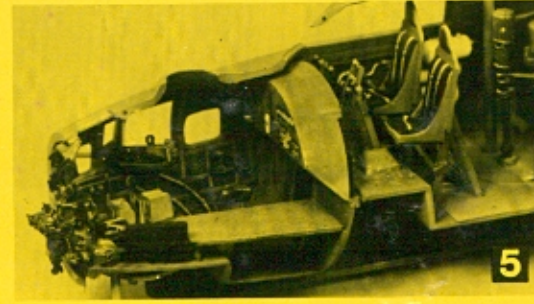
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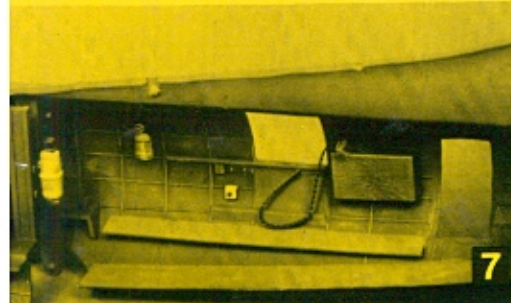
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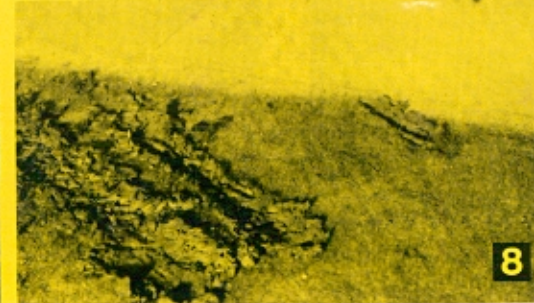
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1. To create holes caused by flak, use a hand grinder to thin out the wall thickness. Then punch a hole through the thinned styrene with a hobby knife and twist it to make the edges jagged.

2. If you decide to portray damage in a larger area, you will have to add some internal structure. Small strips of styrene have been added to this wingtip prior to final assembly.

3. Carefully cut the flaps from each bottom wing. The open section formed by the two wing halves was filled with sheet styrene, and detailed as shown.

4. Detailing small items throughout the diorama can add a great deal to the overall authenticity of the finished diorama. The machine guns and astrodome have been modified as shown above.

5. The detailed interior years to be super-detailed here and there, but remember that much of your work may be quite difficult to see after final assembly.

6. Shell casings were scratchbuilt from stretched sprue, and a piece of sheet styrene was added to simulate an open door.

7. Since we chose to open the rear door, it was necessary to add floor detail and scratchbuilt ammo belts to the waist area.

8 & 9. Before it is dry, shape the ground to simulate the damage done by the careening aircraft. It is probably best to put your model in place to check the authenticity of the overall diorama.

CONSTRUCTION NOTES

The aircraft that was modeled does not depict any specific aircraft of the 381st bomb group. Although the overall color scheme is accurate, the aircraft name and squadron code is fictitious. This enabled us to portray an aircraft that exhibited many of the marking and finish details found on the average WWII heavy bomber after extended use in the skies over Europe.

Be careful with the battle damage that you decide to duplicate. Remember, that the damage must be placed in such a manner that the aircraft could fly home safely or so severe that it would force the aircraft to crash before the mission was completed. Don't hesitate to consult photos of damage that occurred to actual aircraft.

When weathering your aircraft, remember that an engine fire would create smokey black stains on the wing and quite possibly the stabilizer. Surely, flak damage or shell holes in the wings would create some fuel seepage before the tanks sealed. If you apply silver paint to simulate areas of chipped paint, remember that the control surfaces were fabric, and some areas along the leading edges were fitted with rubber de-icer boots. Fine wire can be added in numerous areas to provide extra detail. The elevators were sectioned from the stabilizers and repositioned as shown.

The figures used in the diorama were changed very little from their original configuration. The crewman that is inside the forward crew hatch was taken from a "Black Widow" kit. Have patience painting your figures, as they can make or break a diorama.



The flak-ravaged tail surfaces were formed by carefully grinding the styrene on the back side before assembly, and then cutting the thin remaining wall of styrene to resemble jagged metal. Remember, if major damage is attempted, as shown on the horizontal stabilizer, that some interior details must be added. Note that the B-17 control surfaces were fabric-covered, and would not be jagged after they were damaged.