

eduard

LIMITED

GUNN'S BUNNY



**INSTRUCTION
SHEET**

B-25J
Strafers
in the Pacific and CBI

1/72

2139-NAV1

eduard

Pappy Gunn

and his strafers

Paul Irvin Gunn became a legend among airmen and troops in the Pacific during World War II. "Pappy", as they called him, was a brilliant pilot and technical innovator. He created a completely new category of attack aircraft: the heavily armed twin-engine aircraft with massive firepower.

Paul Irvin Gunn was born in the small town of Quitman, Arkansas, in 1899 and was already a skilled mechanic when the United States entered World War I. He enlisted in the Navy, where he became an aircraft mechanic. After the war he was learning to fly on his own time while continuing his military service. When his enlistment in the Navy ended in 1923, he was told that if he would reenlist, he would be assigned to a new aviation program. Shortly after his training, he became a member of the VF-1 High Hats fighter squadron (now VFA-14 Tophatters) and was soon considered one of the finest pilots in the US Navy. He subsequently passed on his skills to many future fighter aces in Pensacola.

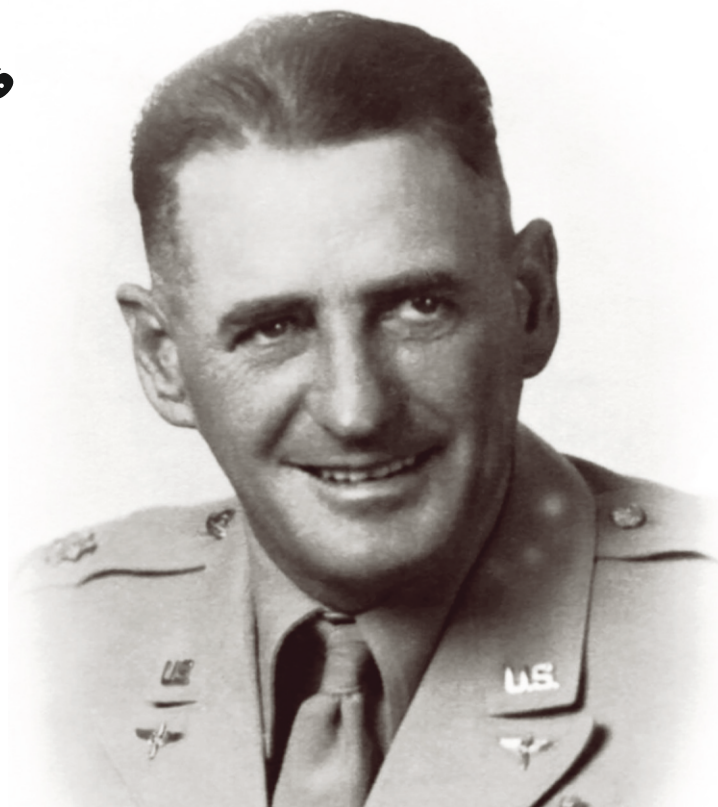
From the mechanic to the pilot

By the time USA found themselves in World War II, Gunn had retired from the Navy and had moved to Philippines where he was operating a small airline. Immediately after the USA entered the war, he started to evacuate American citizens from the Philippines to Australia and was subsequently called up into the ranks of the U.S. Army with the rank of captain. He was put in charge of a small transport unit and carried on with the same missions. Gunn flew his personal Twin Beech tirelessly and, on several occasions, found himself being attacked by Japanese fighters. He was shot down over the jungle on one of the missions but managed to return to his unit. During these low-altitude flights, he thought several times what damage a plane armed with multiple machine guns would be able to do if it suddenly emerged over enemy positions. When it became apparent the Philippines would fall, Gunn with his unit continued with missions from Australia. After the Air Transport Command was established in early 1942 for Far East region, Gunn was appointed commander of it. The new air arm received Douglas DC-3s, including Army C-47s and C-53s, as well as a trio of B-24 Liberators converted to transport aircraft. With these aircraft, Gunn's men and himself made countless supply and transport flights. His knowledge of the Pacific was extraordinary, which is why he was also given command of the P-40 formation to Java. He stayed there for a time and became involved in combat operations. During one of them, he was shot down again, and his hair temporarily turned white during the stay in the jungle. Together with his age (he was 43 years old at the time), this led to the nickname "Pappy".

Turning bombers to strafers

When in Australia, Pappy Gunn had previously met Lieutenant Colonel James Davies, a dive-bomber pilot and commander of the 27th Bombardment Group. This unit had been disbanded after the defeat in Java, and part of its personnel formed 3rd Attack Group, awaiting new Douglas A-20 medium bombers. Until their arrival they had to keep fighting with A-24 Dauntless dive-bombers. After his return from Java, Gunn continued to fly transport missions from Australia, but also spent much of his spare time hanging out with 3rd AG and helping the mechanics. During a flight to Melbourne, Pappy spotted a couple of dozen brand-new B-25 Mitchells, sitting on the airfield he was flying over. He landed to check them out and he found these were aircraft supposed to be delivered to the Netherlands East Indies Air Force. But, after the defeat at Java, the NEAF was practically non-existent, so Pappy told Davies he had "found" new B-25s with no one to fly them. He persuaded his friend to contact Colonel Eubanks, Commander of the Far Eastern Bomber Command, to authorize the transfer of these aircraft to the 3rd AG. This was eventually accomplished, and Pappy personally took charge of preparing the B-25s for combat missions.

The 3rd AG conducted its first combat mission with the B-25s on April 5, 1942, when they attacked the Japanese airfield at Gasmata. Subsequently, Gunn was officially transferred to this unit and the group used its Mitchells with great success. During April they also began to take delivery of A-20s. When Pappy inspected them, he immediately started to persuade Davies to install .50 machine guns in the nose instead of the bombardier's place.



There were plenty of these machine guns in Australia available from destroyed fighters, and Gunn promptly prepared the technical groundwork for mounting six of them in the aircraft – four in the nose and one each on the port and starboard side of the fuselage. He was just working with mechanics to modify the A-20 when General George C. Kenney visited for an inspection. He was impressed by Pappy's modifications, and immediately asked him to design hangers for the small 60 lb (27 kg) caliber fragmentation bombs he had designed himself before the war. Kenney figured he had met a great technical innovator and had him transferred to his staff as soon as the installation of the machine guns on the A-20 was completed.

Modified A-20s were doing great, so Pappy's attention shifted to the B-25. He modified them in a similar fashion to the A-20. The bigger fuselage and more power allowed the installation of as many as four machine guns on the fuselage sides, with up to eight ones in the nose. General Kenney picked the 90th BS to test the modified Mitchells and placed Major Ed Lerner in command of the unit.

In early March 1943, the modified B-25s and A-20s distinguished themselves during the Battle of the Bismarck Sea. Their actions were described by U.S. Navy historian Samuel Eliot Morison as "The most devastating aircraft attack against ships." Twelve transport vessels were sunk in two days, as well as four escort destroyers. After this event, the name of Pappy Gunn became well known even to the War Department in Washington and the head of the Army Air Corps, General Henry H. Arnold wished to get him to the States to work with engineers at Wright-Patterson Air Force Base. But General Kenney agreed to only a temporary stay, so Pappy Gunn showed the Army engineers, as well as the designers at North American Aviation, the company that produced the B-25, how to make a proper "Strafer" from the Mitchell. In return, he was presented a B-25 with a 75mm gun installed right at the factory.

Gunn tested these aircraft directly in combat shortly after his return to Australia and suggested several changes and modifications. However, these "Air Artillery" Mitchells were not very effective, and many of them eventually underwent conversion to a machine-gun nose, much like the conventional bombers with a glass nose. After field modifications, which varied in detail from bomber group to bomber group, a standardized version was produced, either supplied to the bomber groups' technical departments or installed right at the factory.

End of the war

Pappy Gunn was a respected and popular companion with enlisted men and officers both on the ground and in combat. He was also looked on as a hero, and a hero he truly was. The war ended for him after he was seriously wounded by fragments of a phosphorus bomb during the bombing of the airfield at Tacloban. He was taken to a hospital in Australia where he remained in convalescence until the end of the war.

Although Pappy Gunn was renowned for his stories, which often entertained the company, he was tormented by concern for his family. His wife and children had fallen to the Japanese hands at the beginning of the war. When Americans landed on Luzon, General Douglas MacArthur personally ordered 1st Cavalry Division to liberate the Santo Thomas internment camp where the Gunn family was being held. Two weeks later, he put them on a plane and sent them to see their father and husband, who had become a legend during the three years of separation.

After the war, Pappy Gunn returned to the Philippines and continued flying for Philippine Air Lines and for his own charter company. His main customer was the US government. While trying to avoid a tropical storm during a flight on October 11, 1957, he crashed fatally. His remains were flown to the US and buried in the US Navy Cemetery at Pensacola Air Force Base.

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

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

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

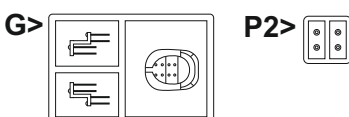
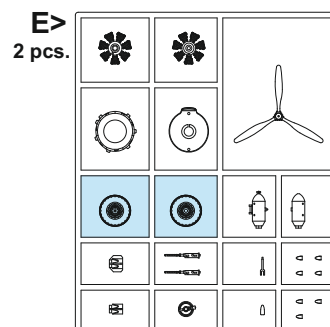
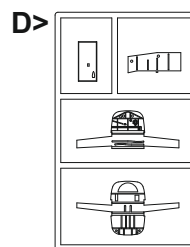
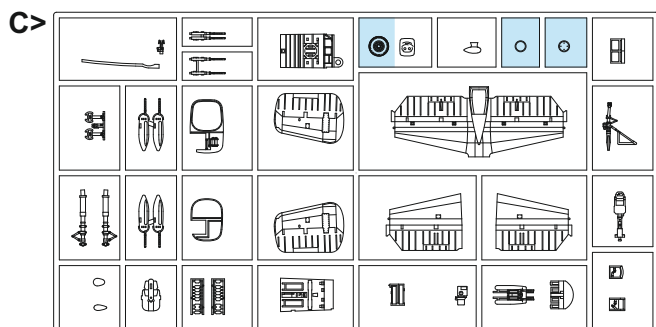
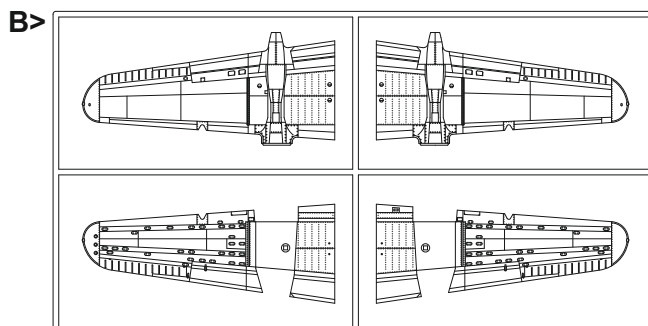
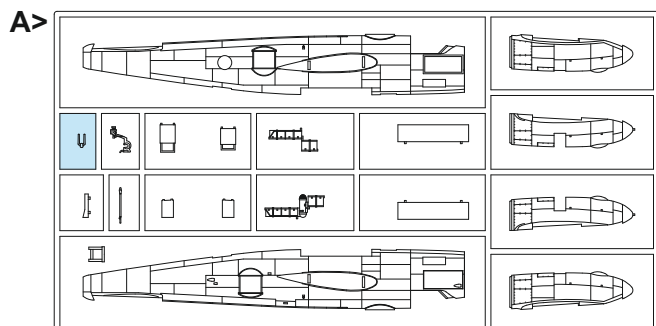


PIÈCES

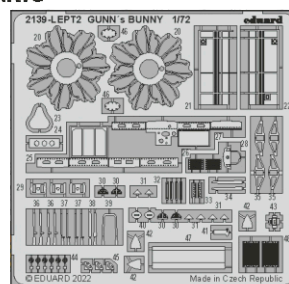
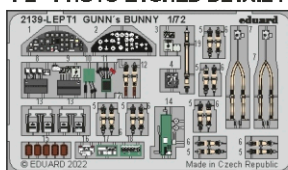
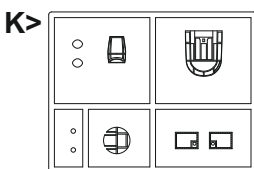
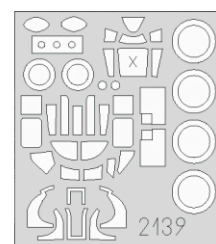
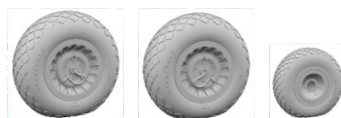


部品

PLASTIC PARTS



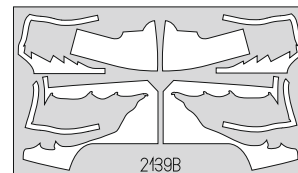
PE - PHOTO ETCHED DETAIL PARTS

eduard
MASKeduard
BRASSIN RP - RESIN PARTS

R1

R2

R3



2139B

-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



色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H6	C6	MMP-004	GREEN
H8	C8		SILVER
H12	C33	MMP-047	FLAT BLACK
H26	C66		GREEN
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H53	C13		NEUTRAL GRAY
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H316	C318	MMP-104	WHITE

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H327	C327	MMP-101	RED
H328	C328		BLUE
H329	C329	MMP-041	YELLOW
	C135	MMP-018	GREEN
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STEEL
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

INTERIOR COLOR - BARVA INTERIÉRU

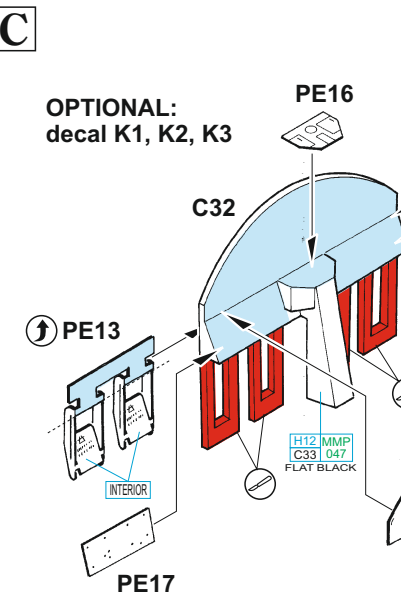
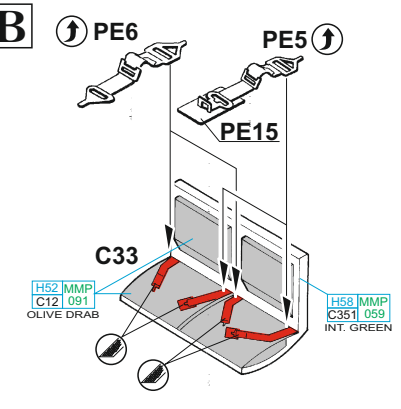
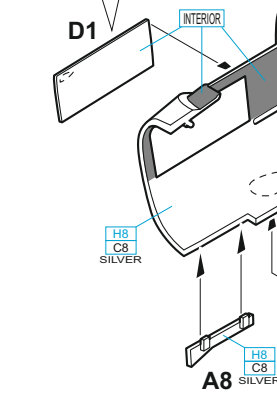
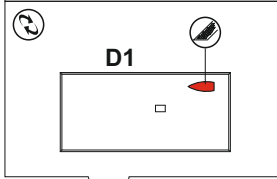
INTERIOR

90% + 10%

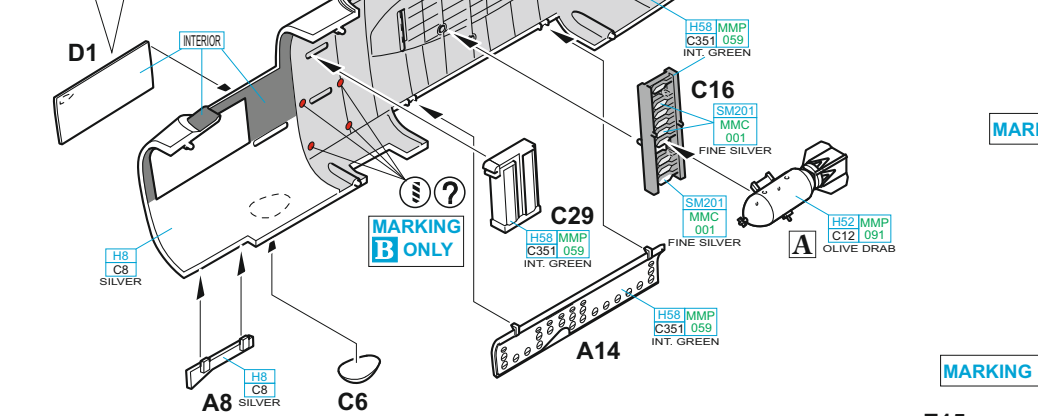
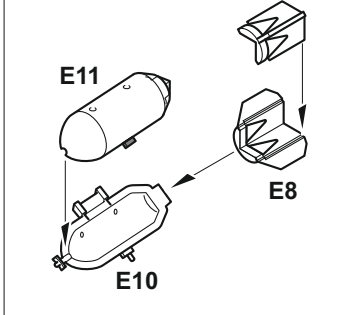
H58 MMP
C351 059
INT. GREEN

H12 MMP
C33 047
FLAT BLACK

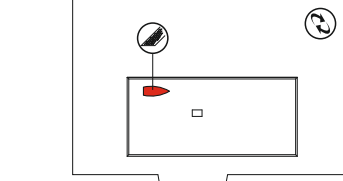
MARKINGS A, C, D, E, F, G, H, I, J ONLY



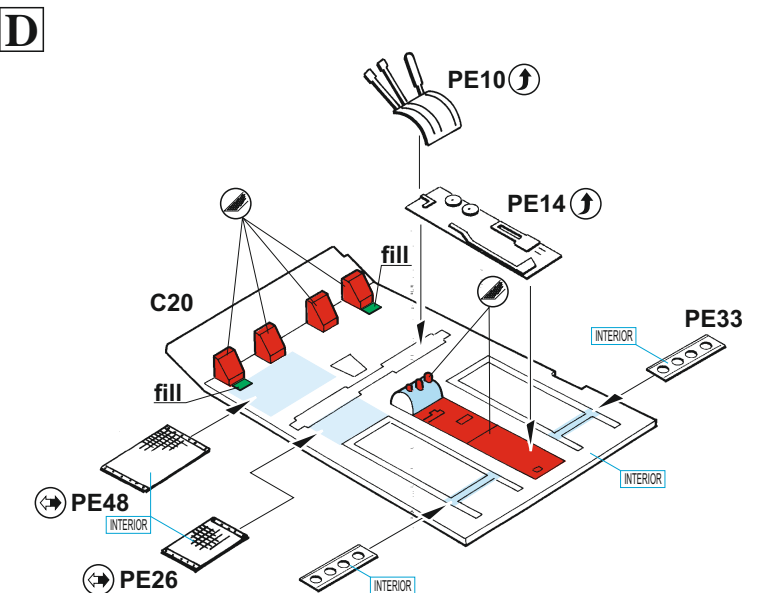
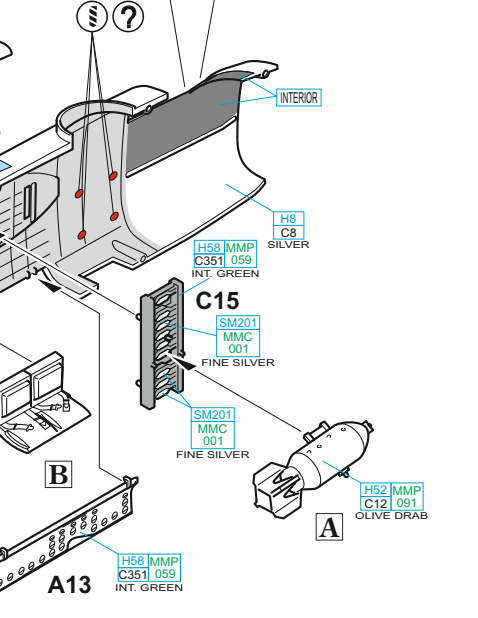
A 2 pcs.

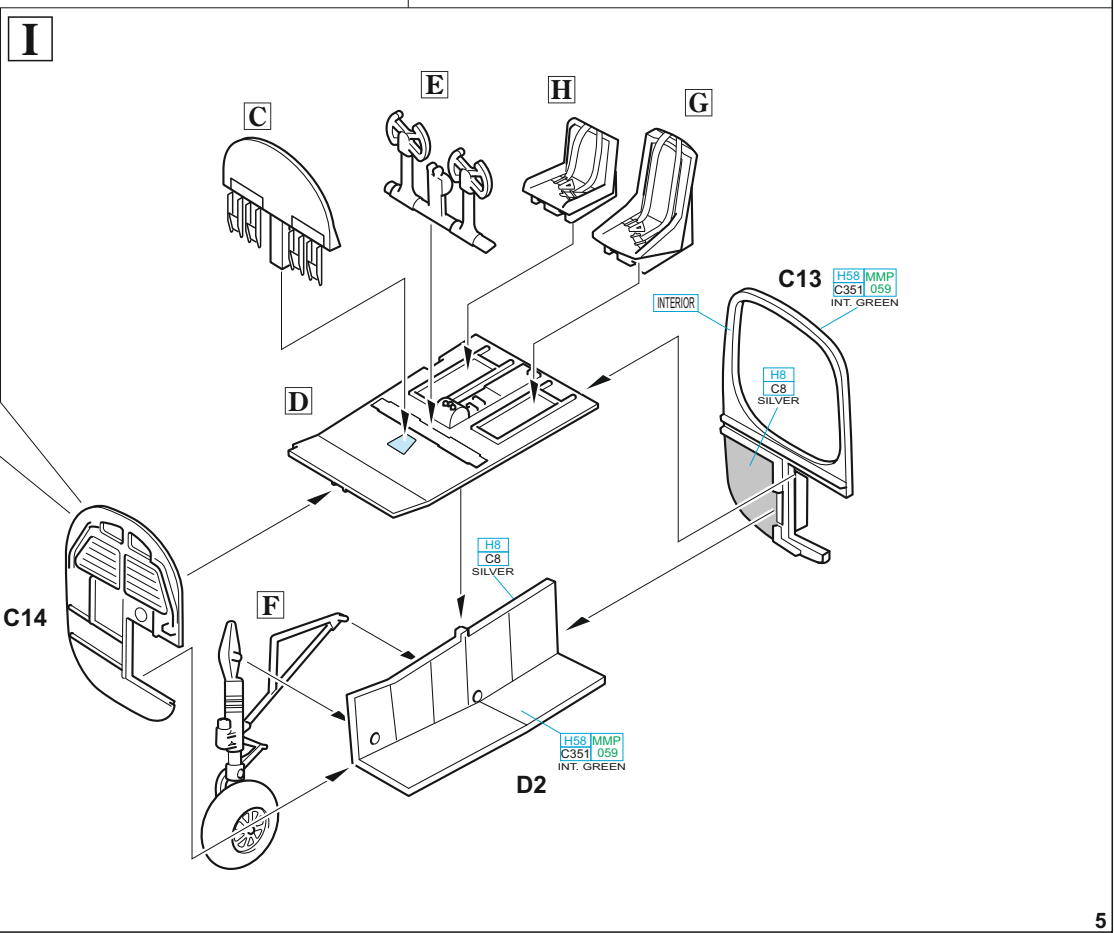
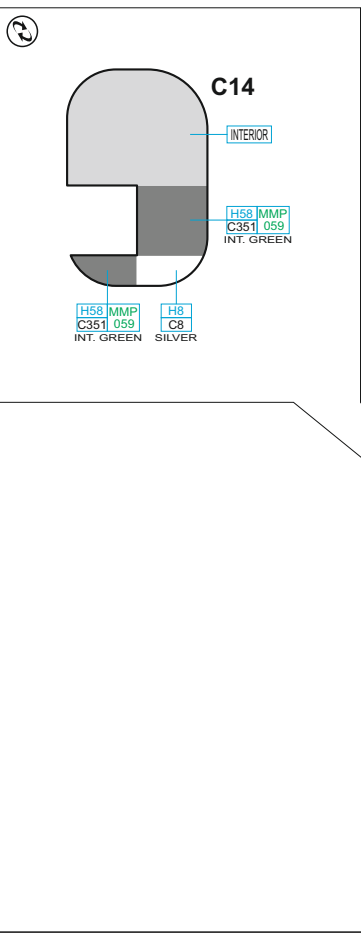
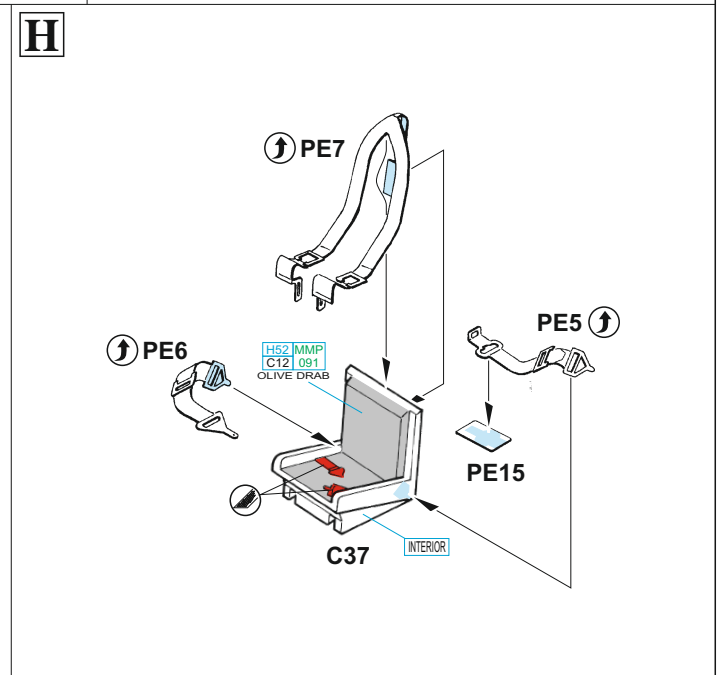
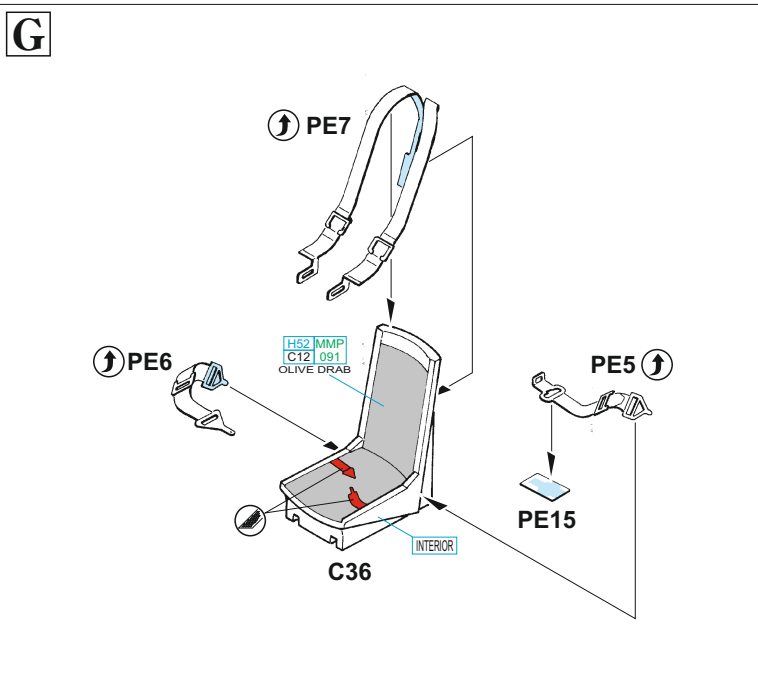
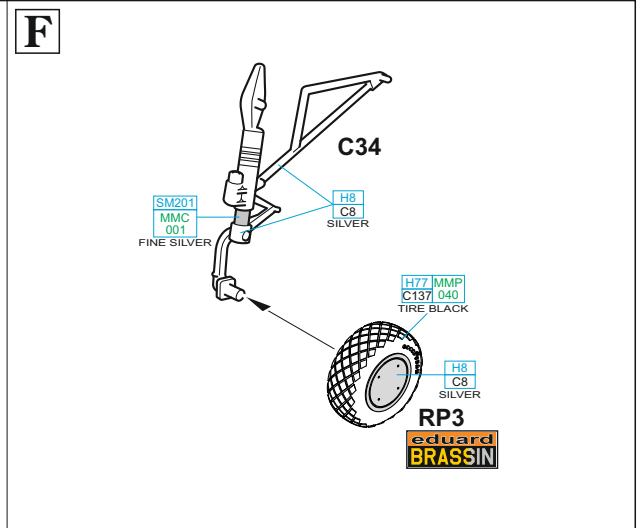
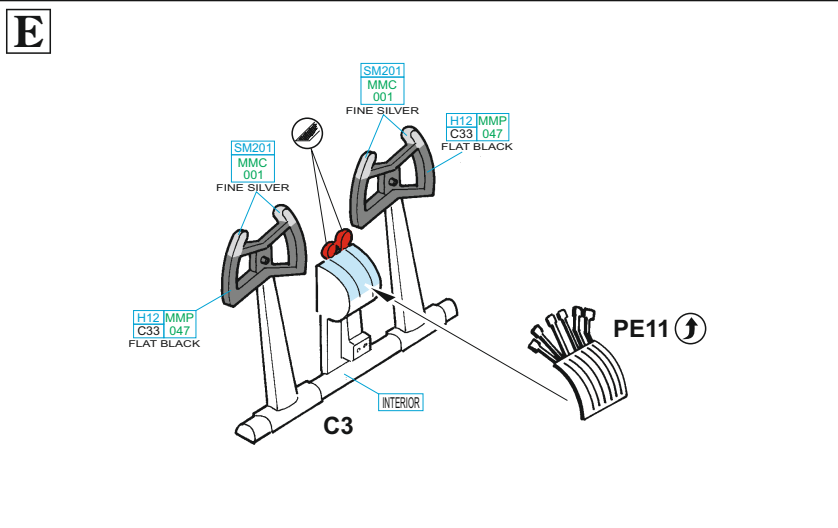


MARKINGS A, C, D, E, F, G, H, I, J ONLY

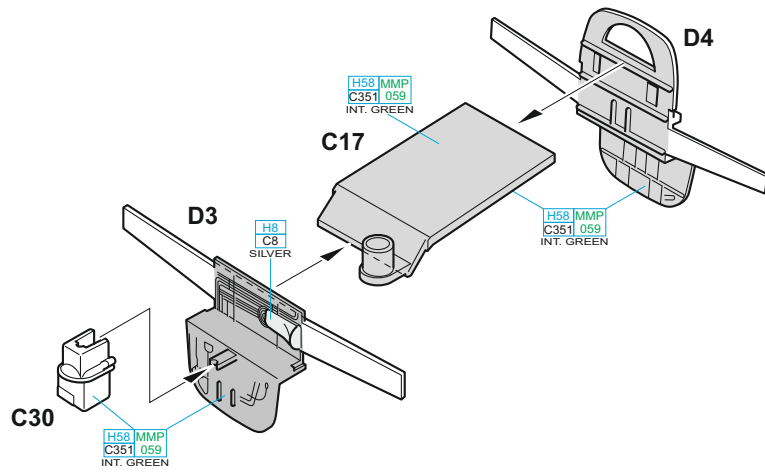


MARKING B ONLY

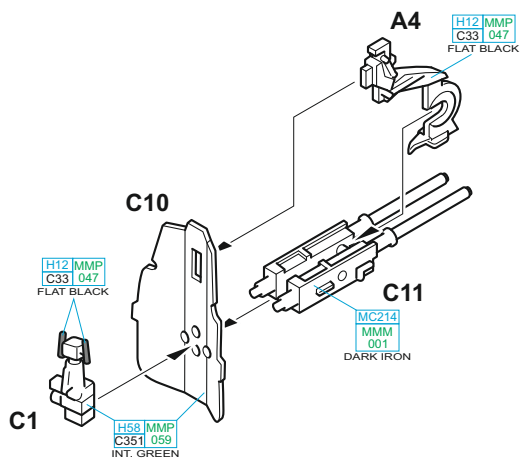




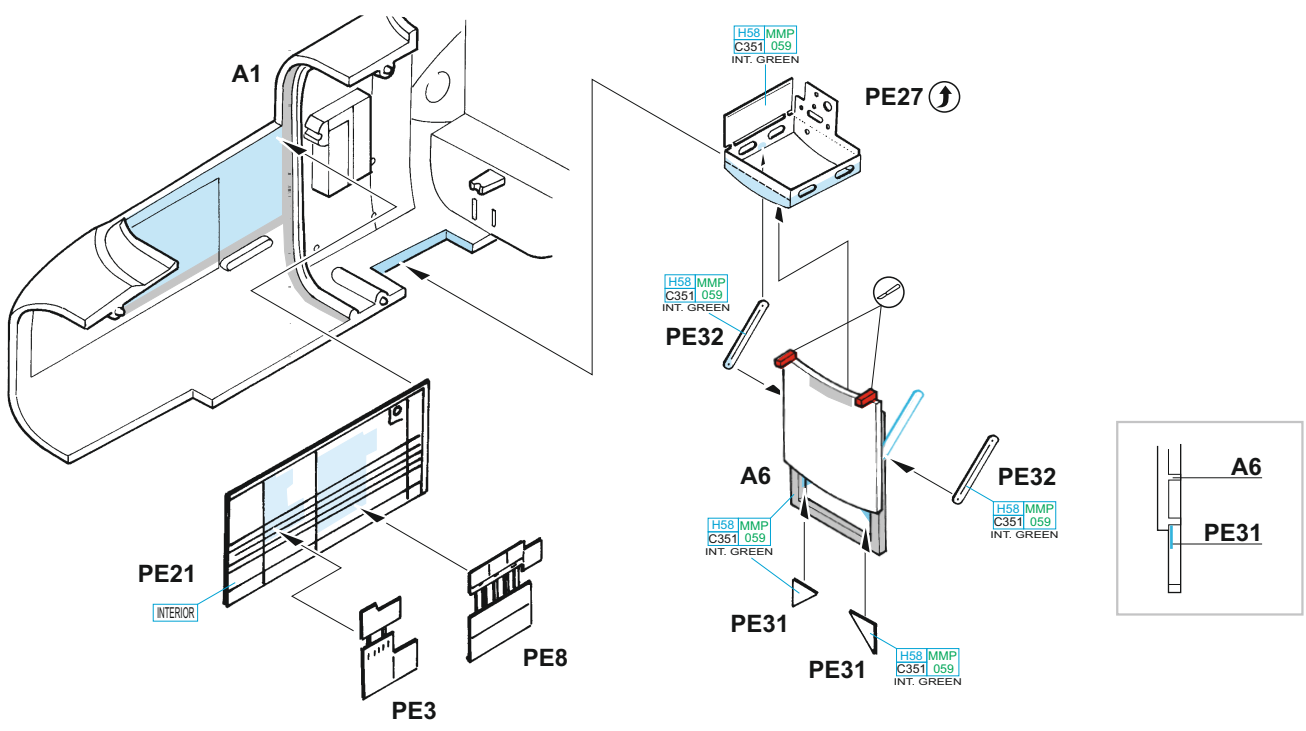
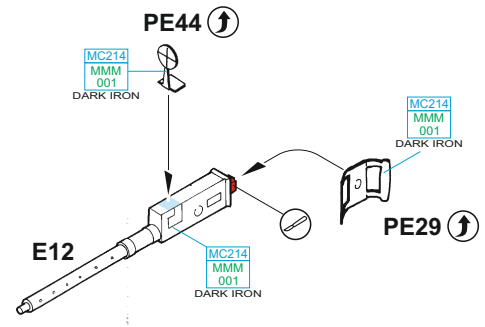
J

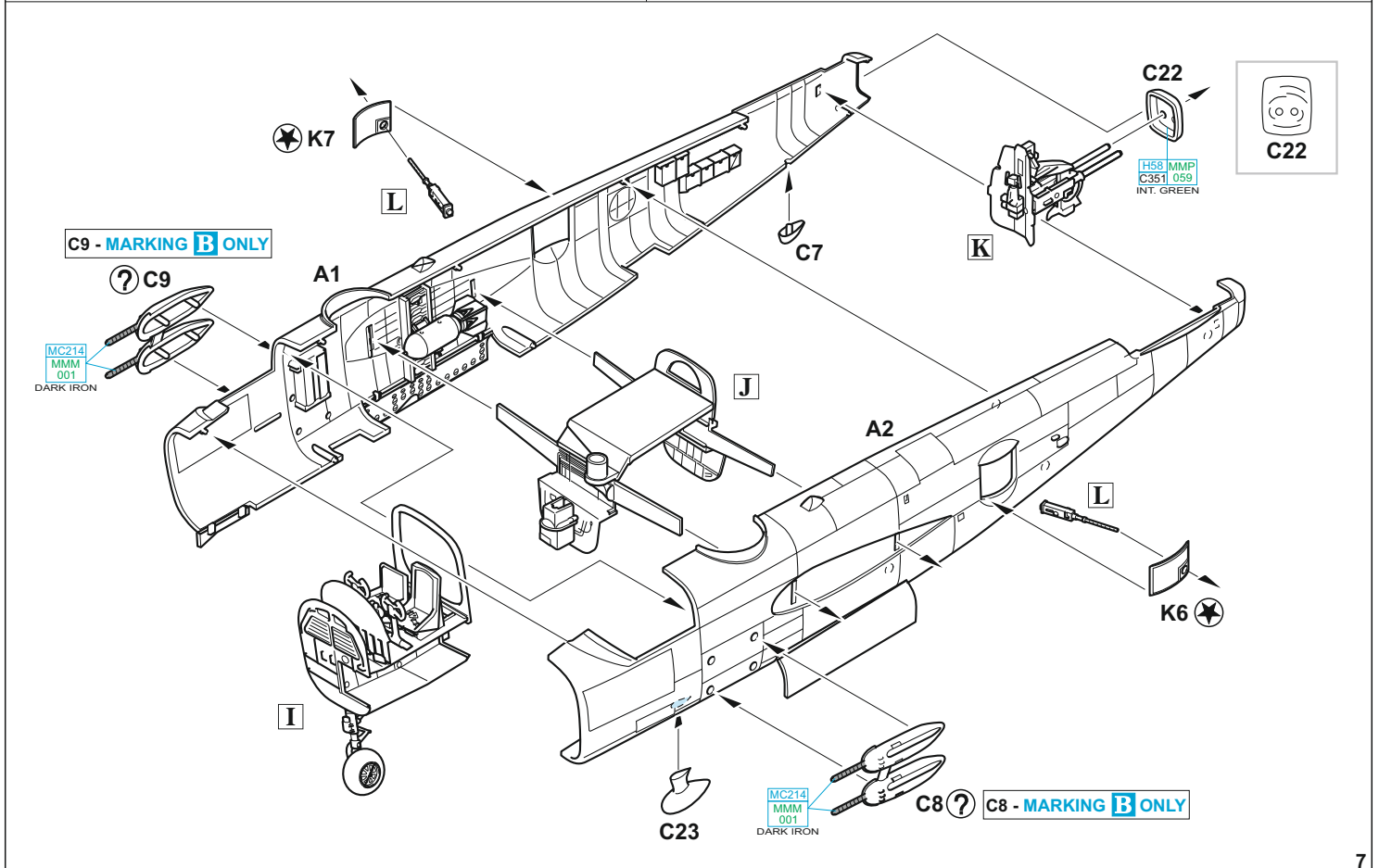
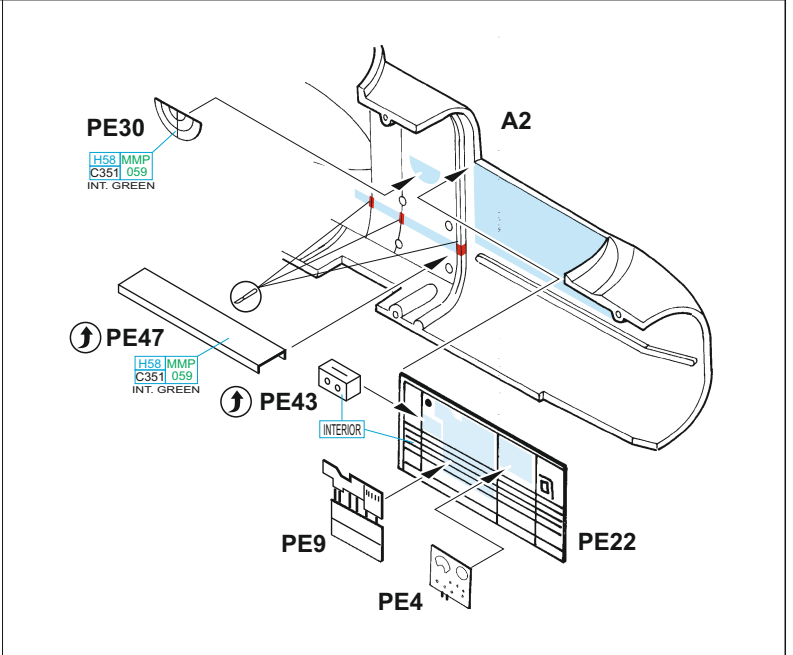
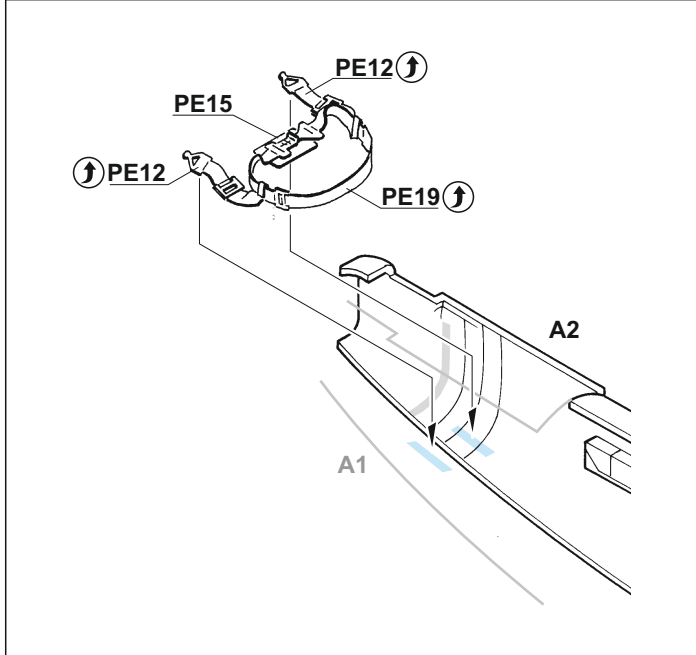
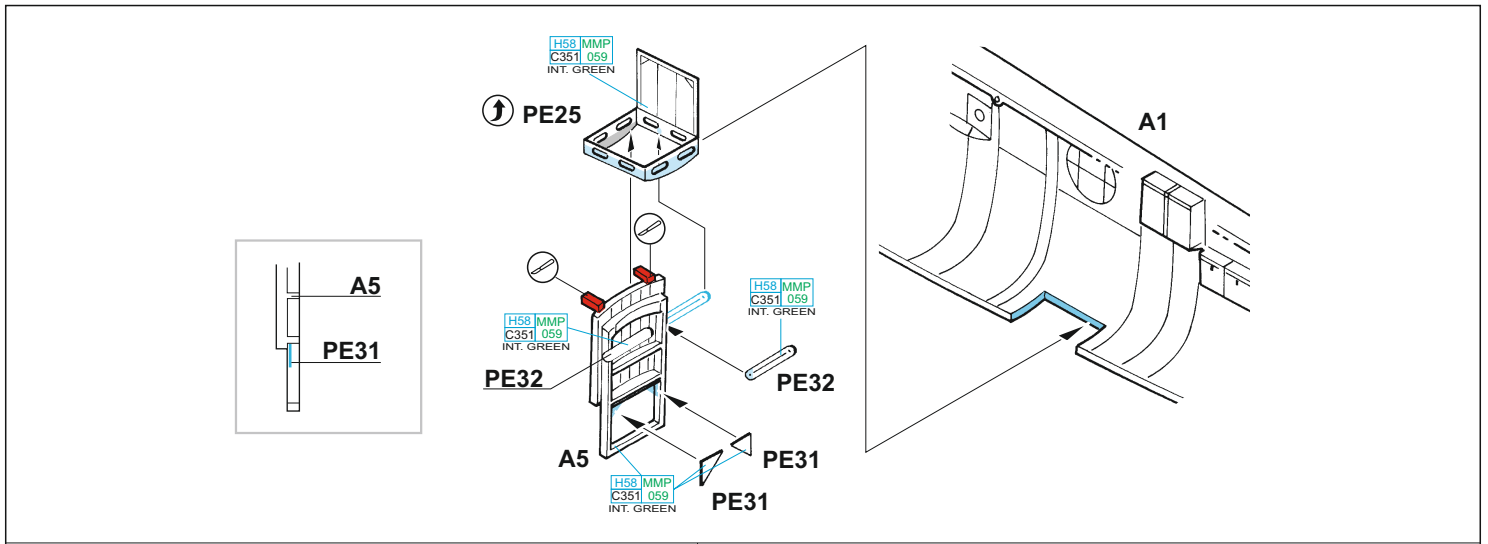


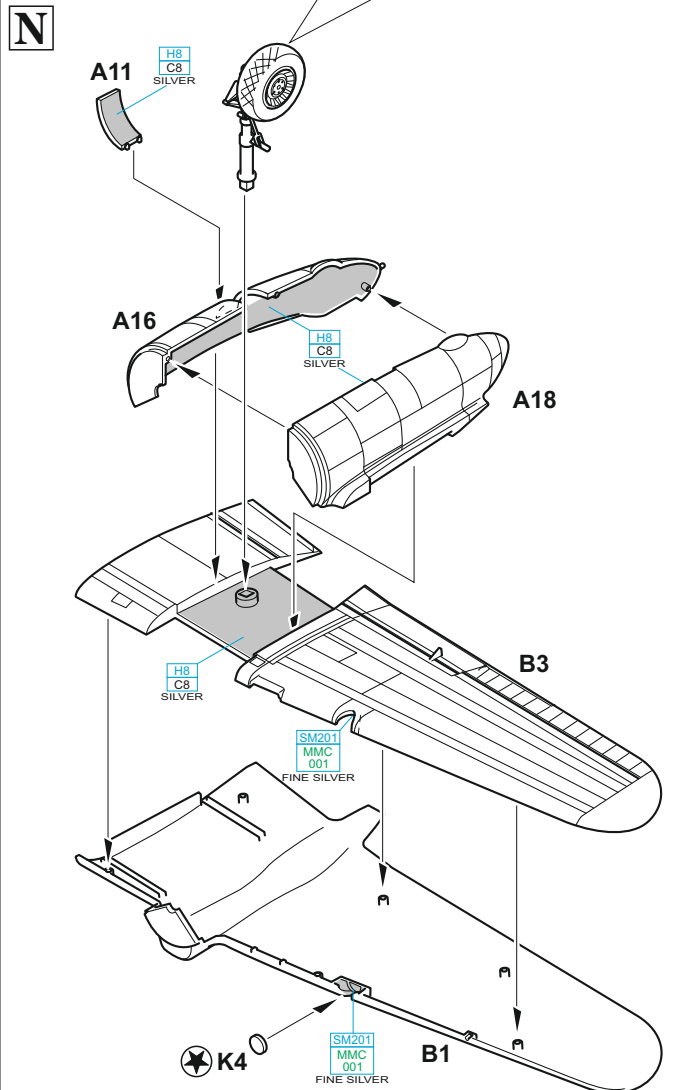
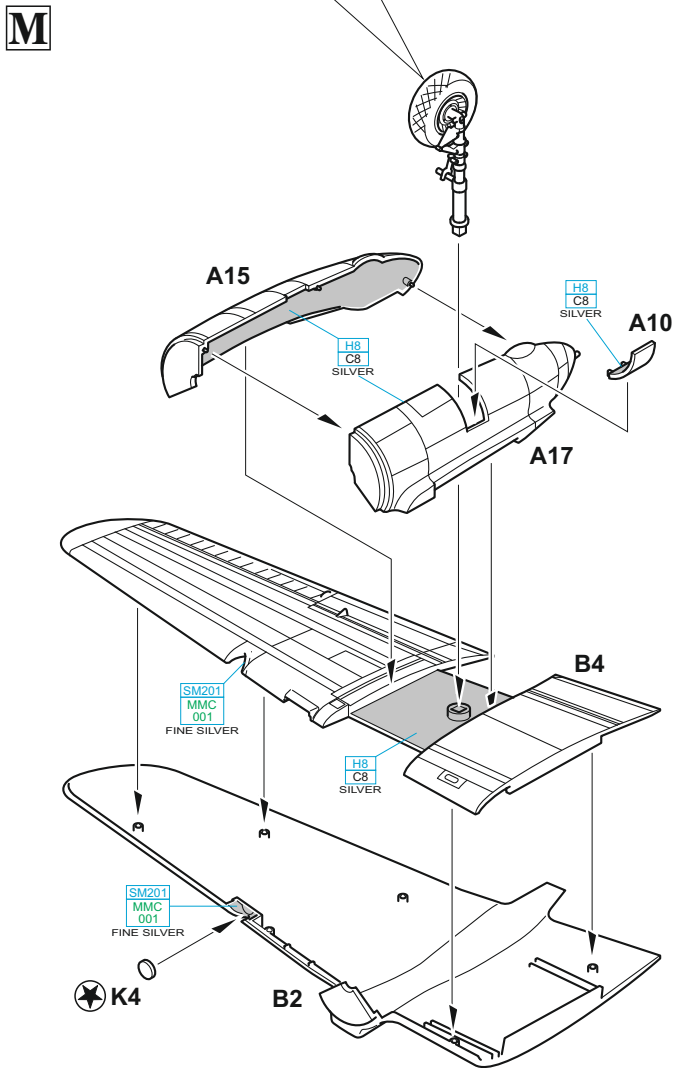
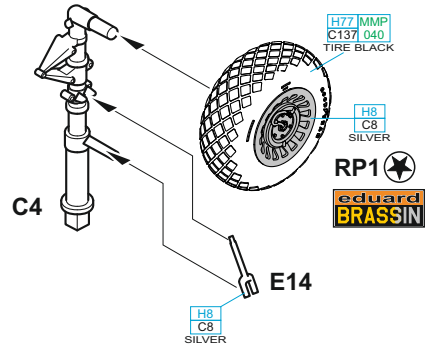
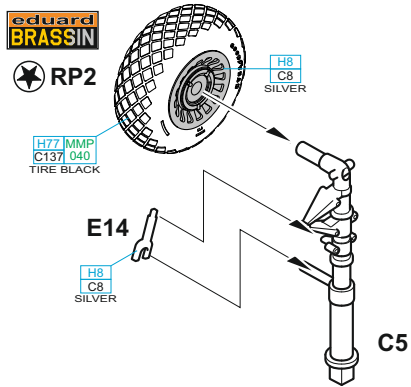
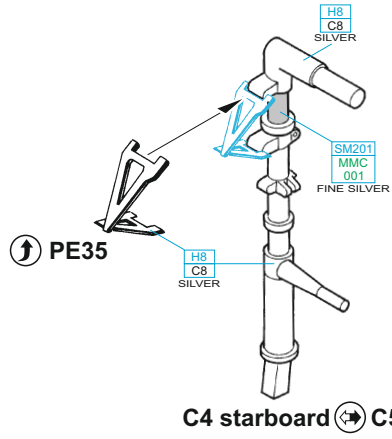
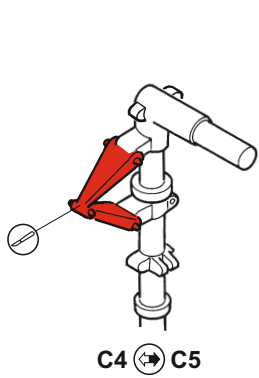
K



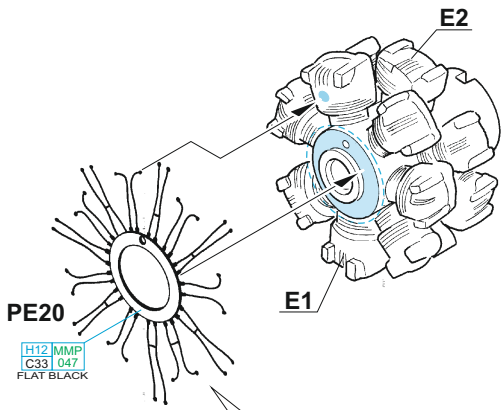
L 2 pcs.



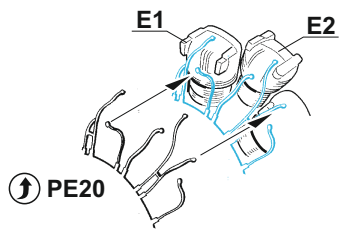
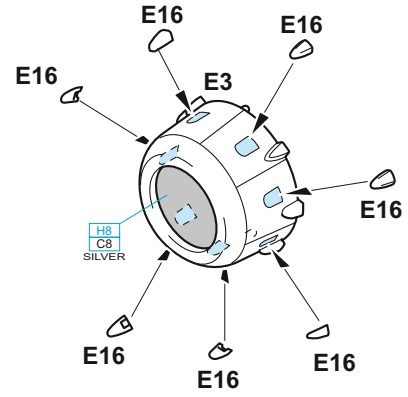




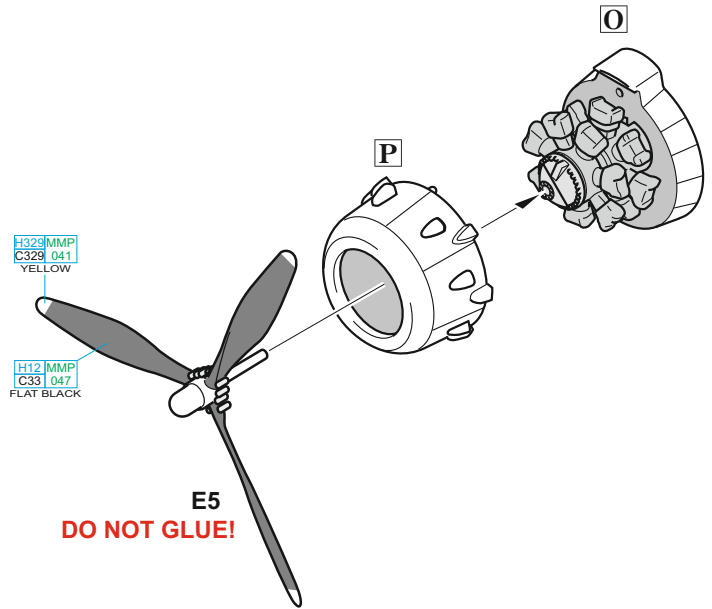
O 2 pcs.



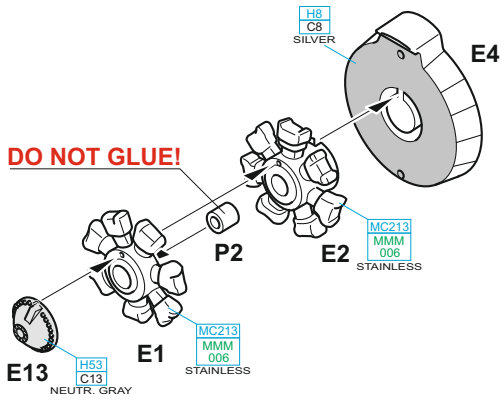
P 2 pcs.



Q 2 pcs.

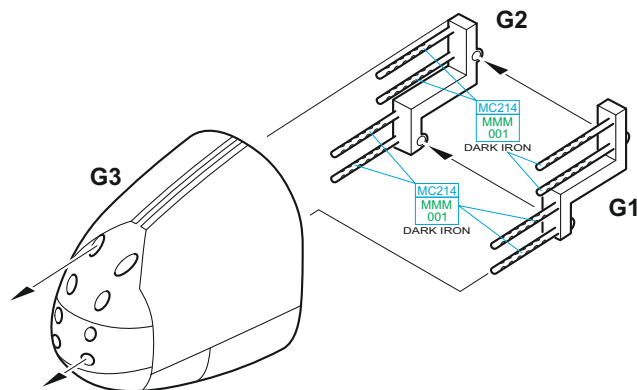


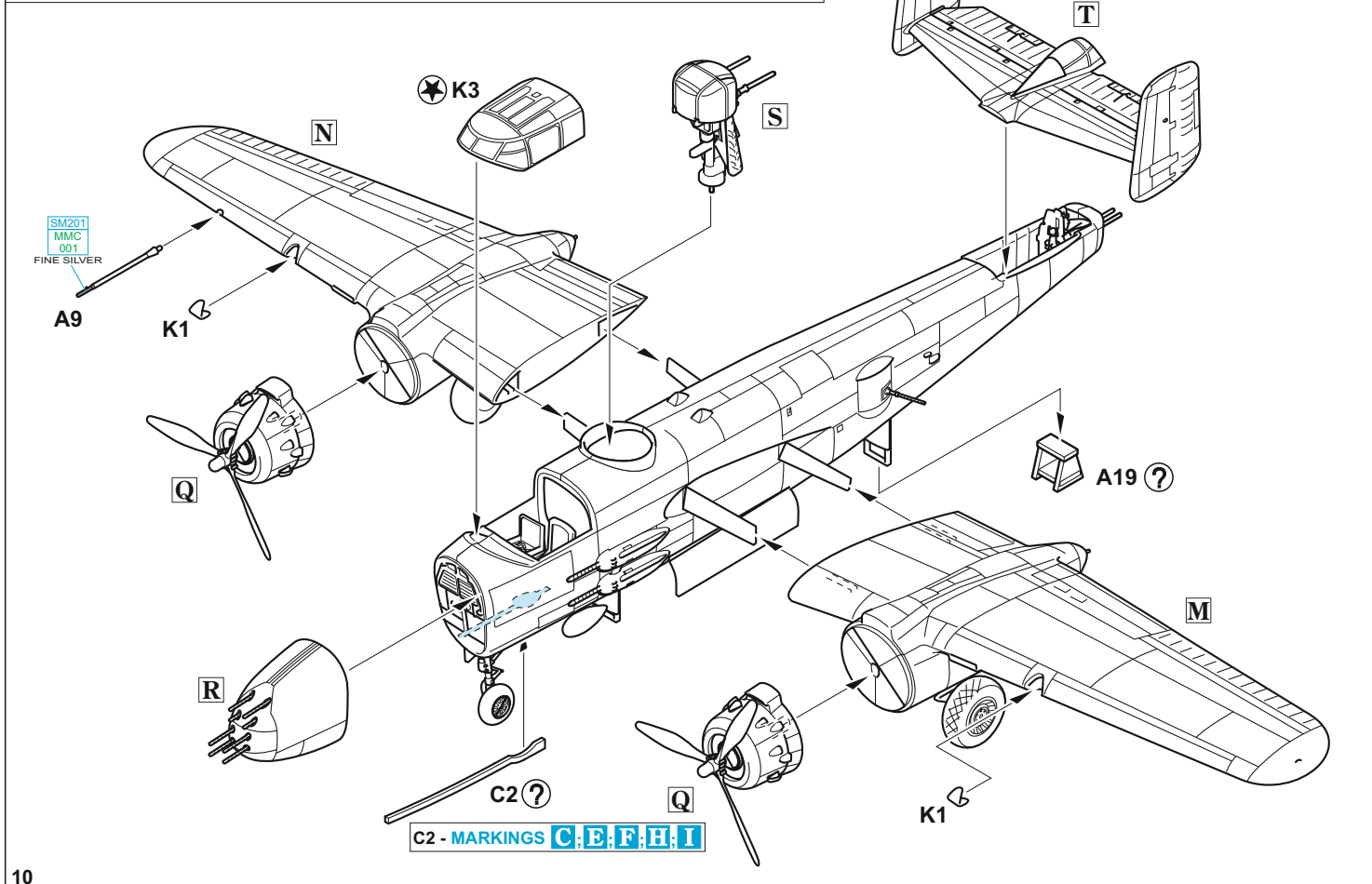
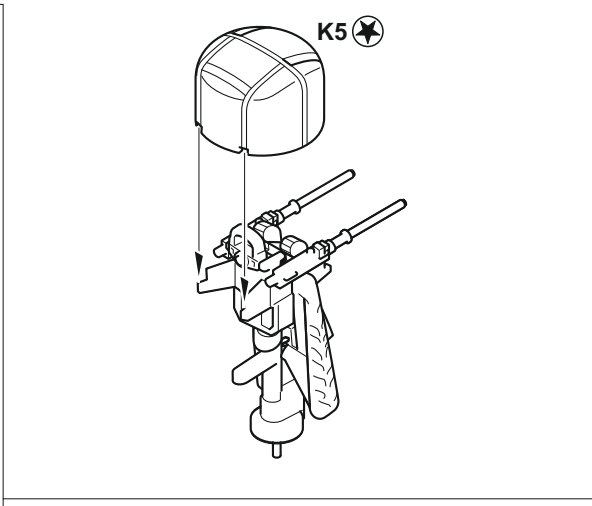
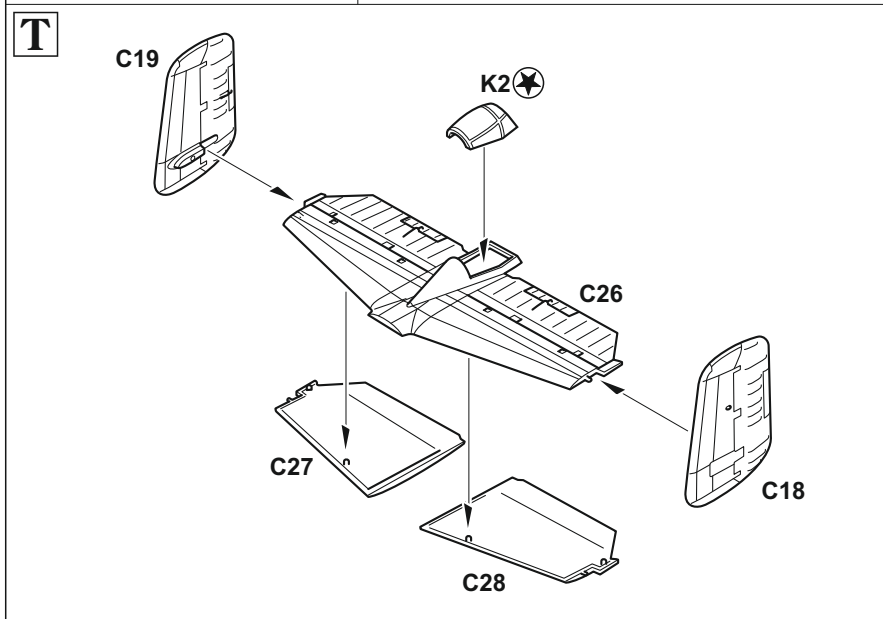
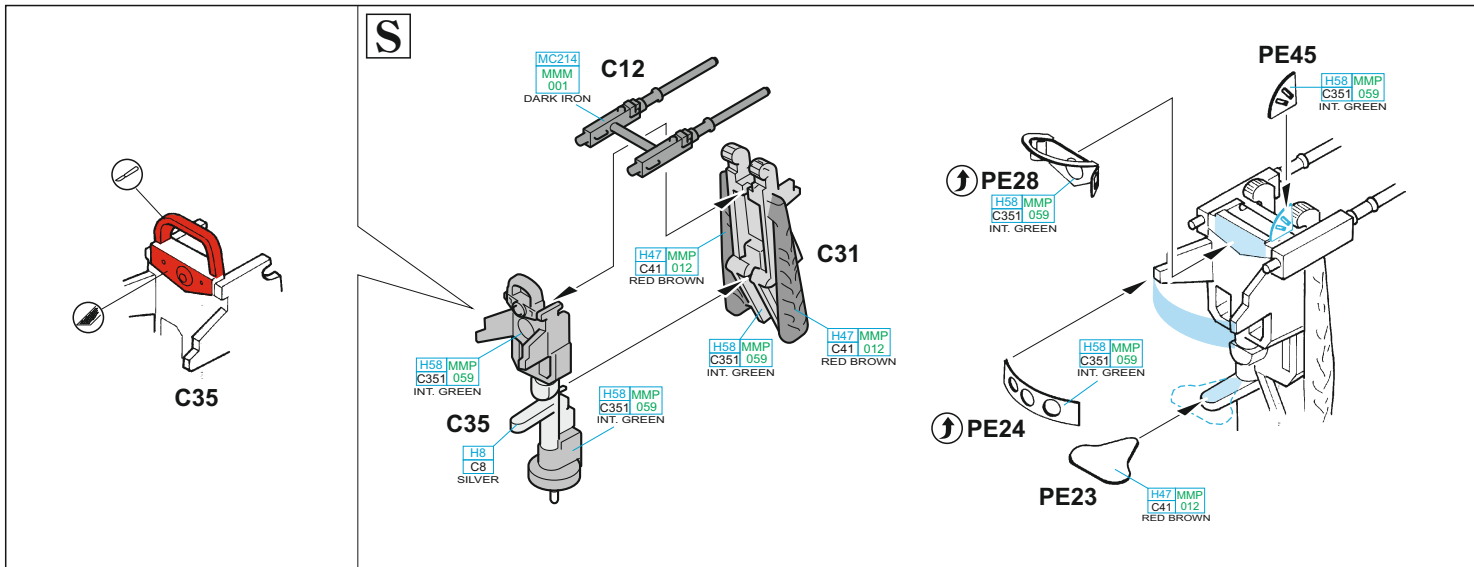
DO NOT GLUE!

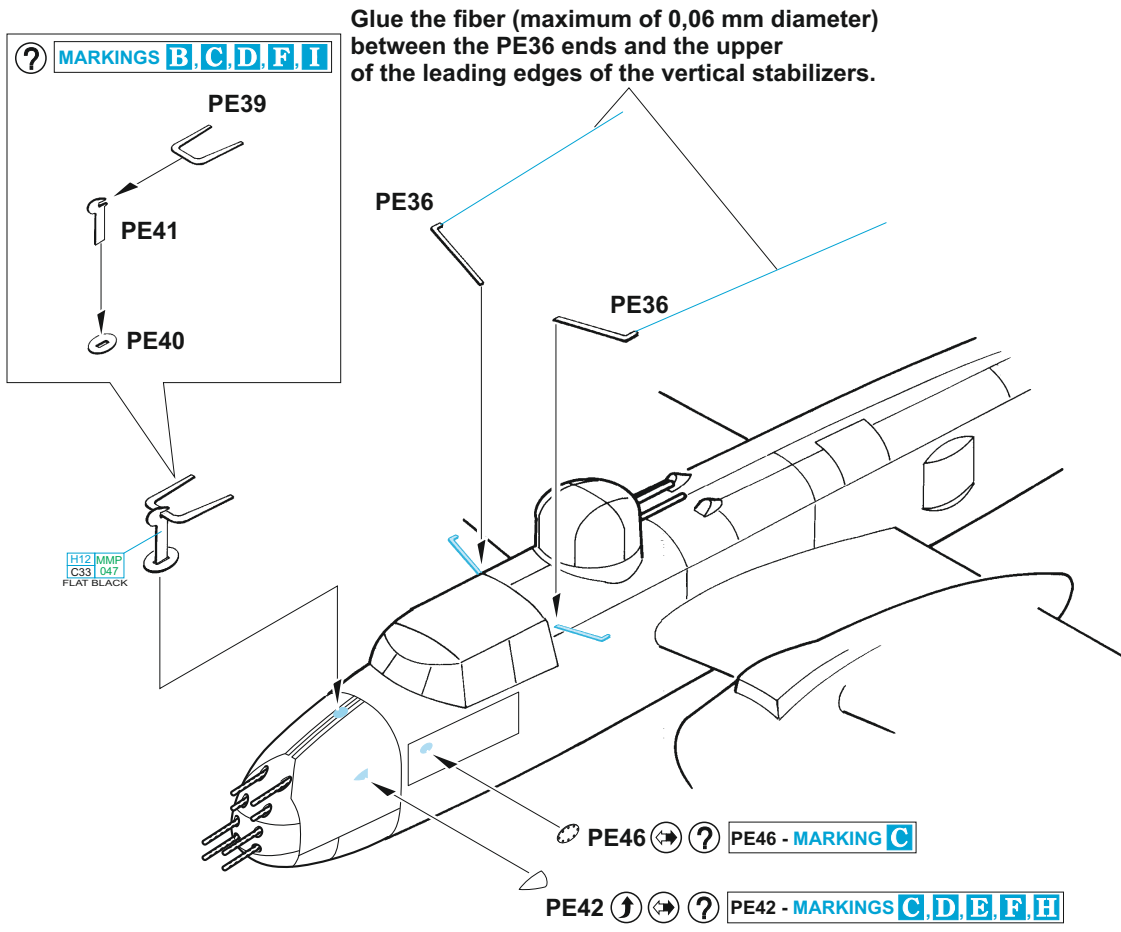
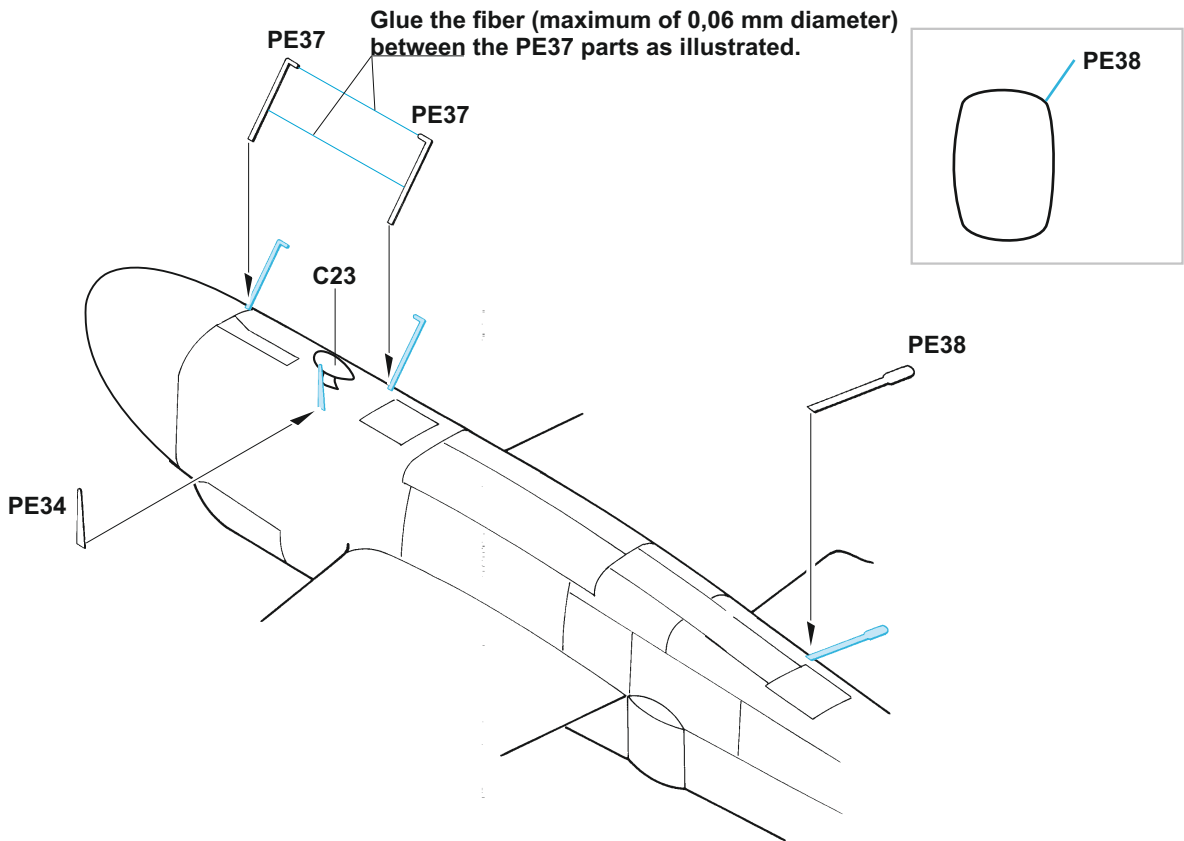


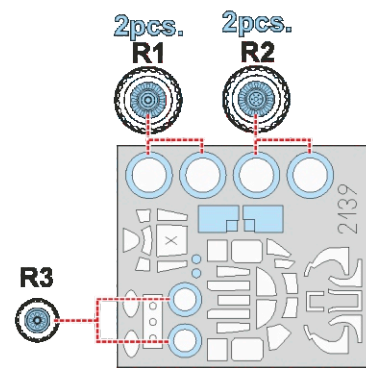
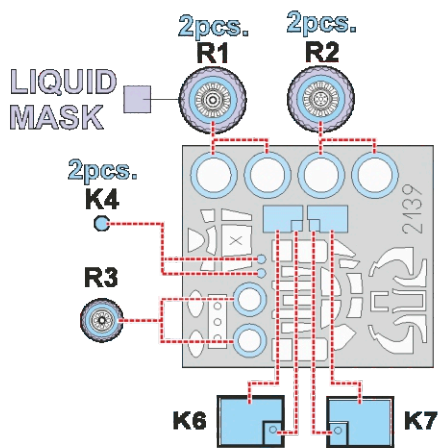
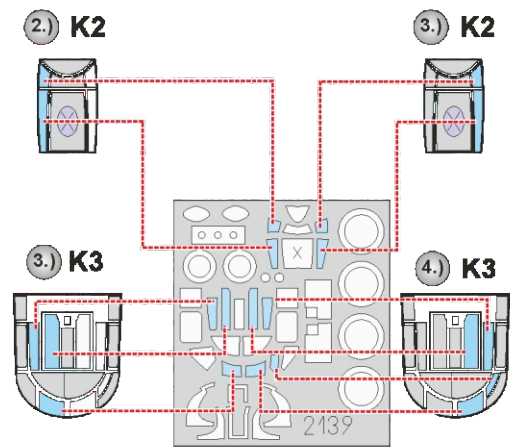
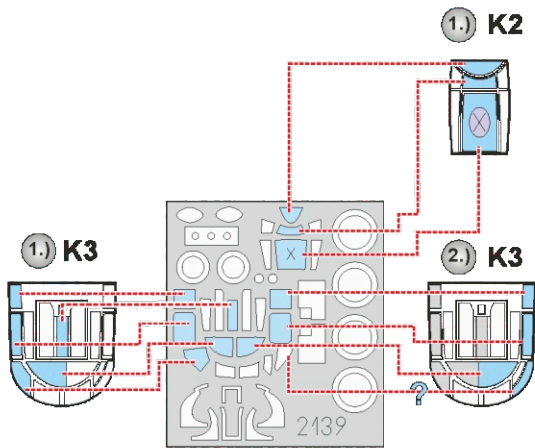
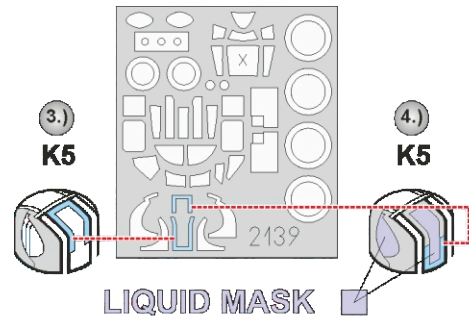
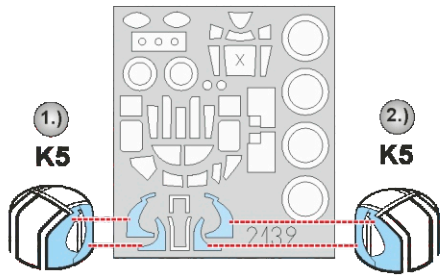
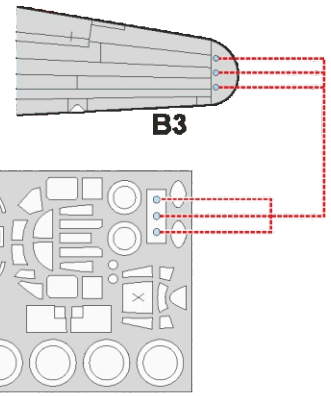
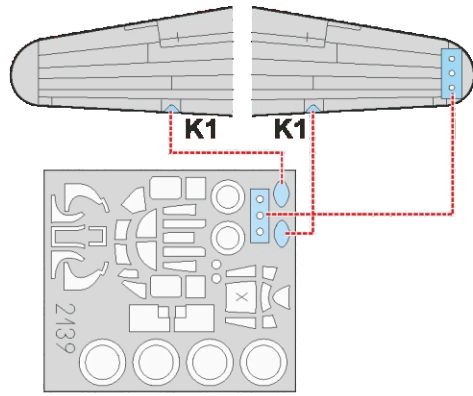
DO NOT GLUE!

R







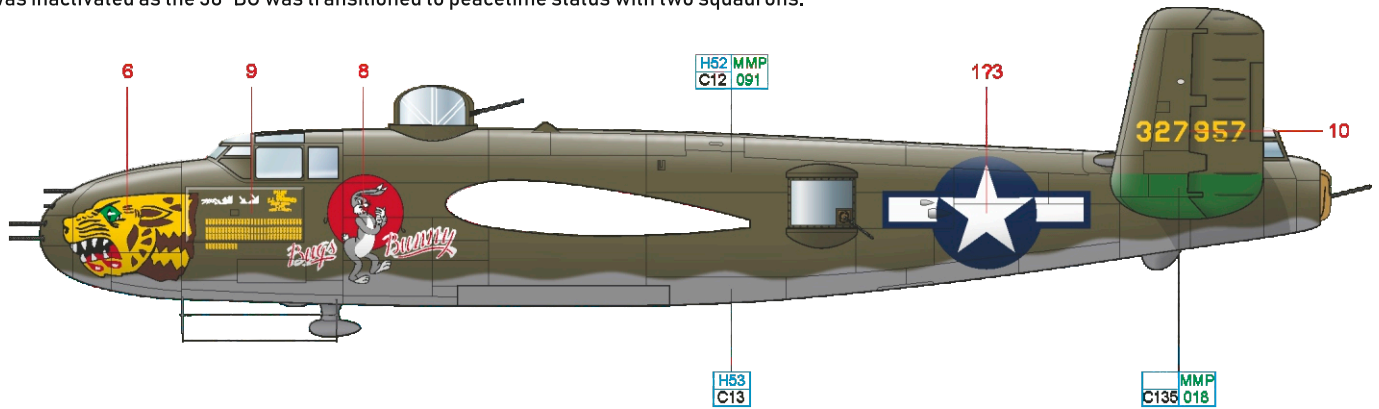


- 1.)  INTERIOR COLOR
- 2.)  CAMOUFLAGE COLOR
- 3.)  REMOVE MASK

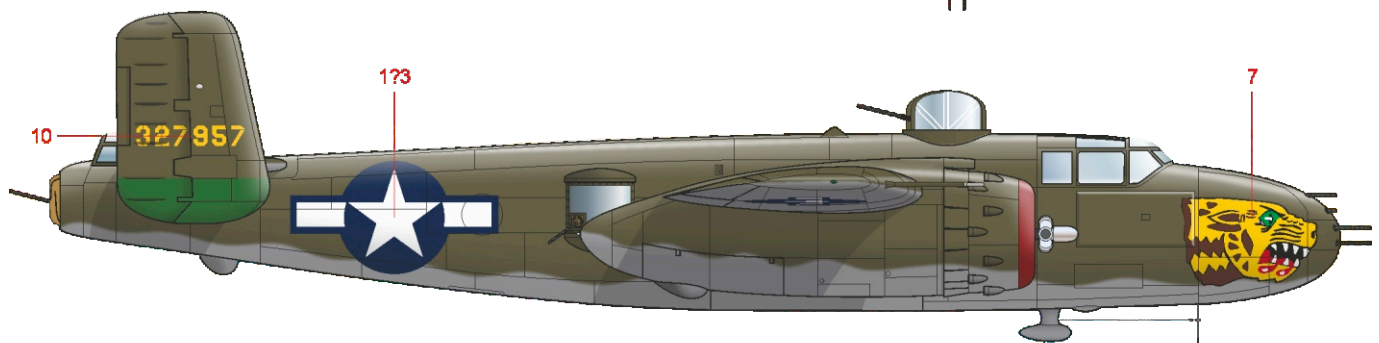
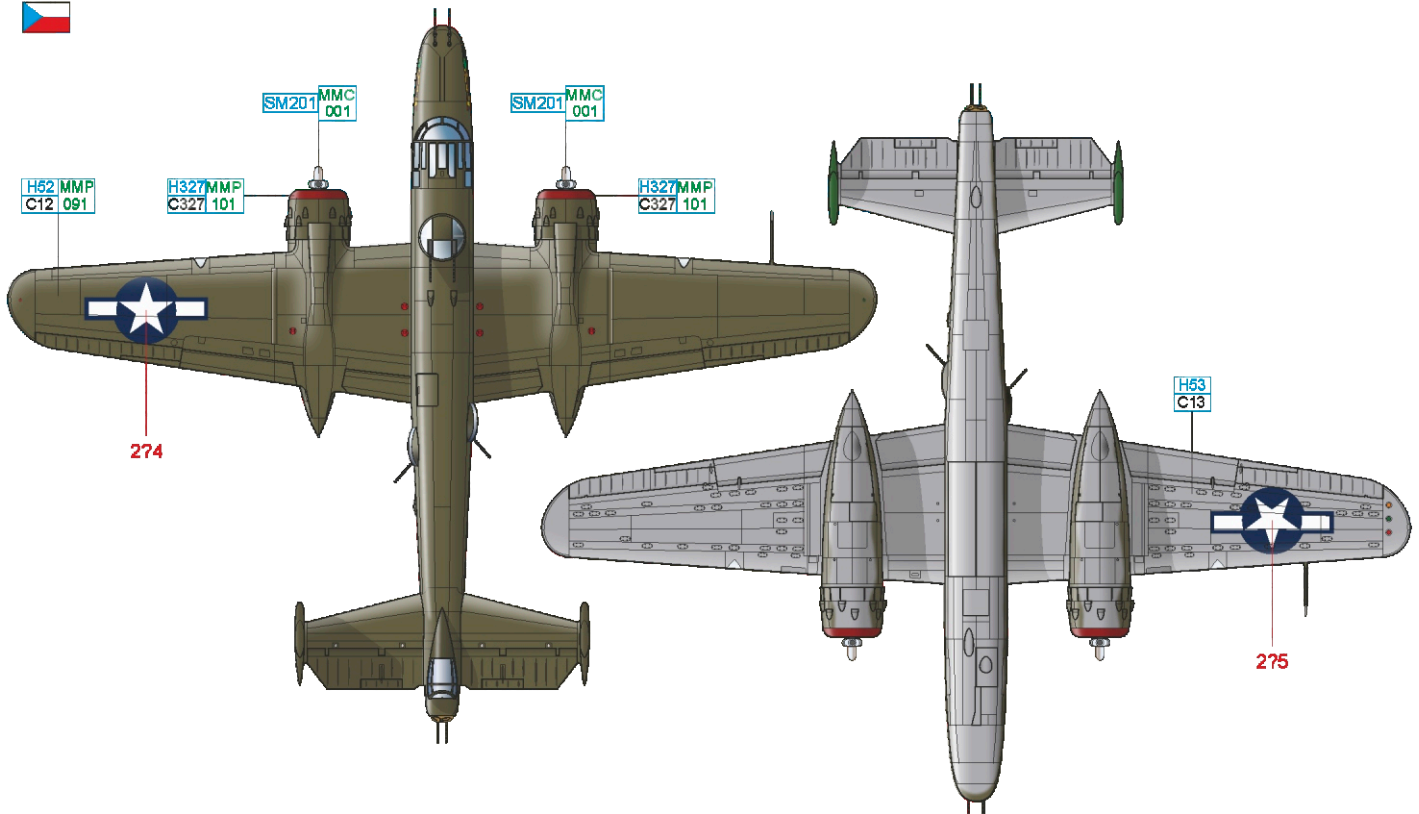


A B-25J-6, 43-27957, Capt. Ervin J. Werhand, 823rd BS, 38th BG, 5th AF, Kadena, Okinawa, July 1945

This ship was originally named Little Princess Deanna and was assigned to Capt. Zane E. Corbin. He was succeeded by Capt. Ervin J. "Joe" Wehrand who renamed the ship Bugs Bunny, an animated cartoon character best known for his starring roles in the Looney Tunes and Merrie Melodies series. The name of the 823rd BS was "Terrible Tigers," and the noses of their aircraft were decorated with a tiger painting. This unit, along with the 822nd BS, was activated in Australia in April 1943 as replacements for two squadrons that had been withdrawn from the 38th BG "Sun Setters" composition. However, the 823rd Squadron did not reach its full strength until the end of June that year when it moved to Port Moresby, New Guinea. By August, the unit was already engaged in offensive action against the Japanese at Cape Gloucester, New Britain and received a Distinguished Unit Citation (DUC) for this activity. The second time they received DUC, in June 1944, it was for attacks on Japanese airfields, ports and ships on New Guinea. From October 1944, the "Terrible Tigers" operated from the Maluku Archipelago in eastern Indonesia, from where they attacked targets in the Philippines in support of Operation Leyte. Then, on November 10, the pilots of the 823rd BS dispersed a large enemy convoy, for which they received their third DUC. In February 1945, the unit moved to Okinawa, from where it attacked targets in southern Japan until the end of the war. It was then part of the occupation forces until September 1946, when it was inactivated as the 38th BG was transitioned to peacetime status with two squadrons.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139

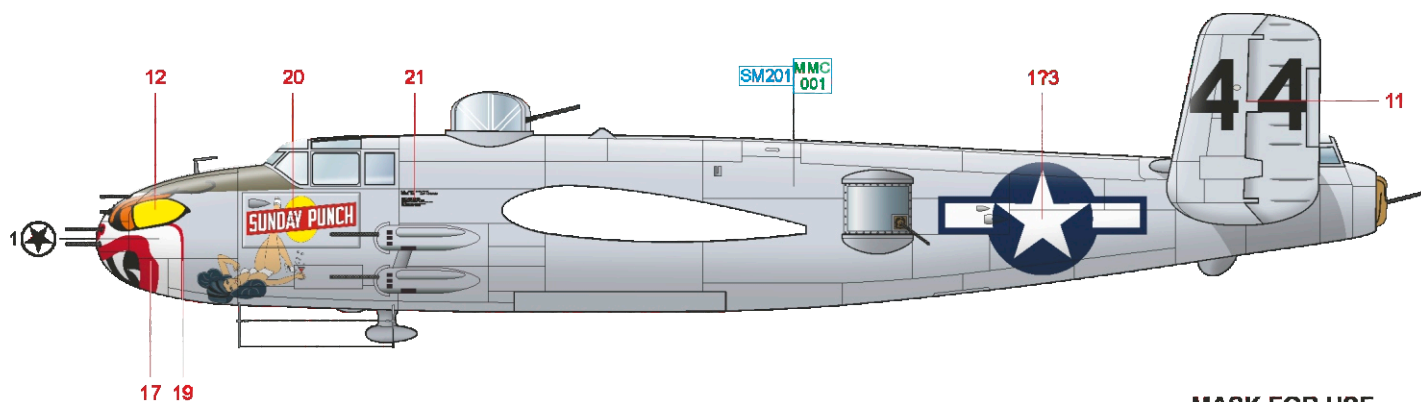


OLIVE DRAB	H52 MMP C12 091	NEUTRAL GRAY	H53 C13	RED	H327 MMP C327 101	GREEN	MMP C135 018	SUPER FINE SILVER	SM201 MMC 001
------------	-----------------	--------------	---------	-----	-------------------	-------	--------------	-------------------	---------------

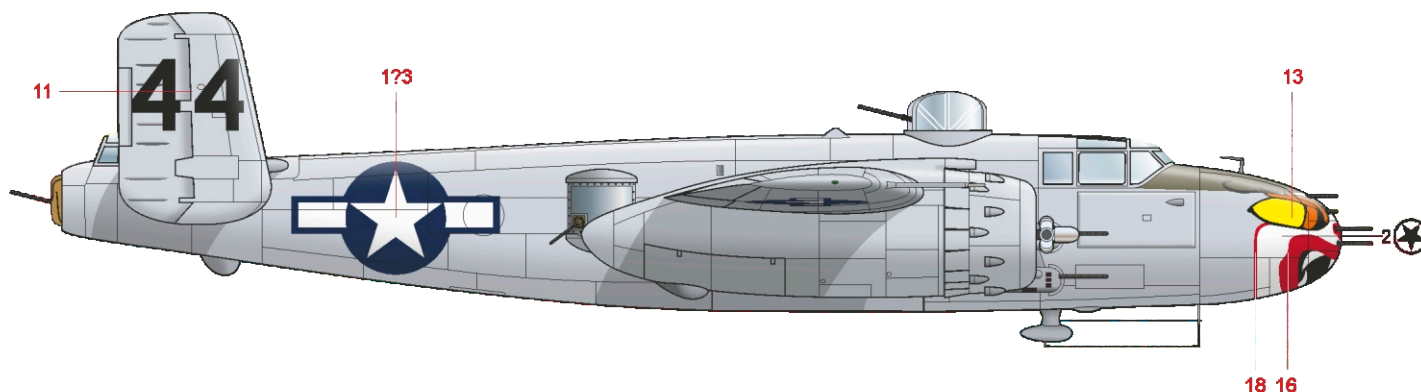
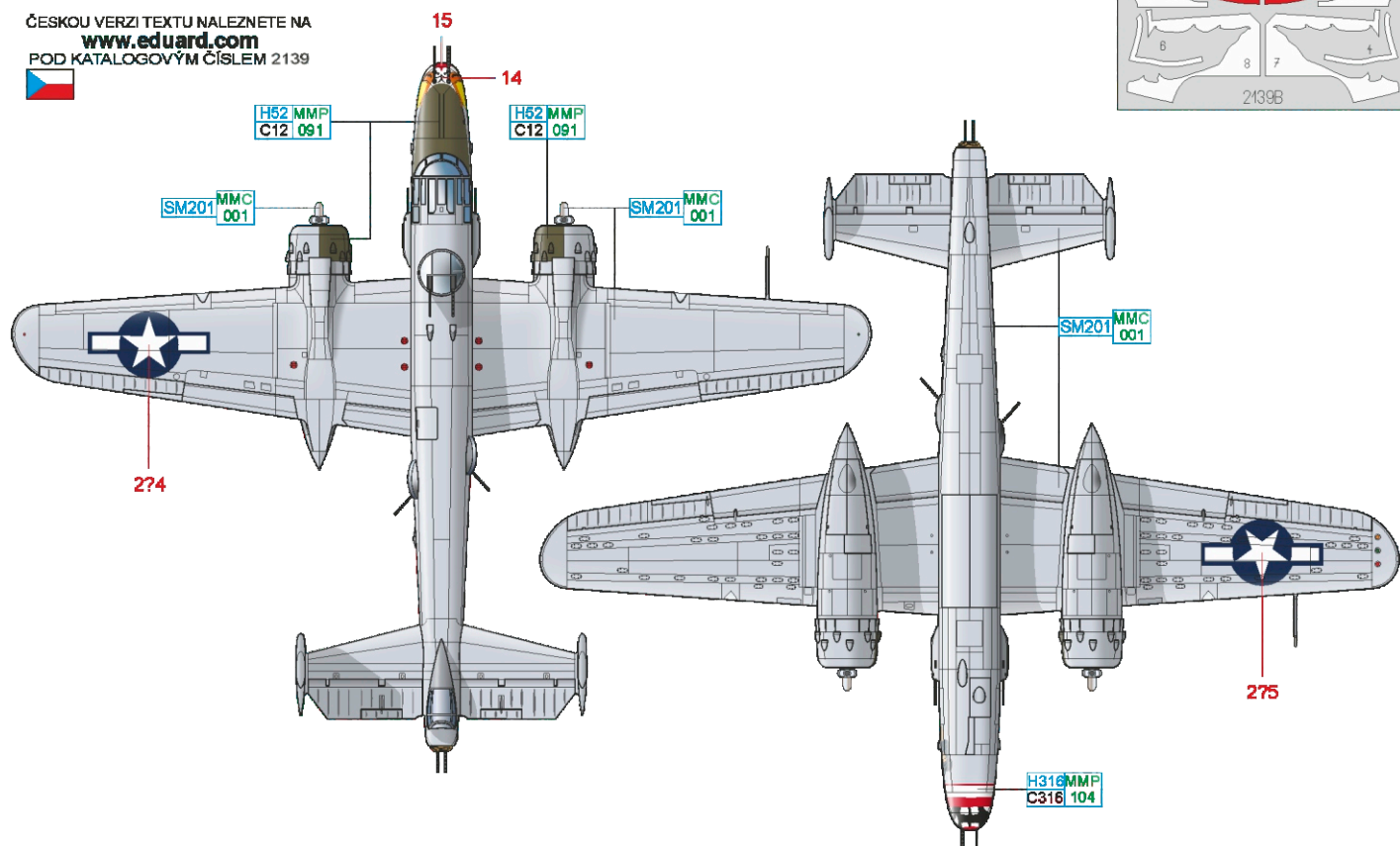
eduard

B B-25J-27, 44-30866, 1/Lt. Thomas Evans, 82nd BS, 12th BG, 10th AF, Fenny, India, spring 1945

The ship with the name Sunday Punch was purchased thanks to the fundraising campaign conducted by employees of the Oak Ridge (K-25) plant in Tennessee. The plant was part of the Manhattan Project, and when each employee donated their two Sunday overtime pay checks, \$250,000 was raised – enough to buy one Mitchell. Factory representatives then christened the plane with a bottle of champagne at McGhee Tyson Airport in Knoxville on March 18, 1945, with the name SUNDAY PUNCH. The name referred to the Sunday punch card paychecks. After shipment to India, the aircraft was assigned to the 82nd BS, where the staff added a drawing of a scantily clad girl to the lettering. And when one of the pilots, 1/Lt. Thomas Evans, learned that the ship had been purchased thanks to the campaign conducted in his home state, he requested her assignment. By the end of the war, Evans had flown 14 of his 28 combat missions with her. One of these was the May 27 attack on Takli Airfield in Thailand. In poor weather conditions, they made a total of 2,580 km (1,600 miles) flight and subsequent attack.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139

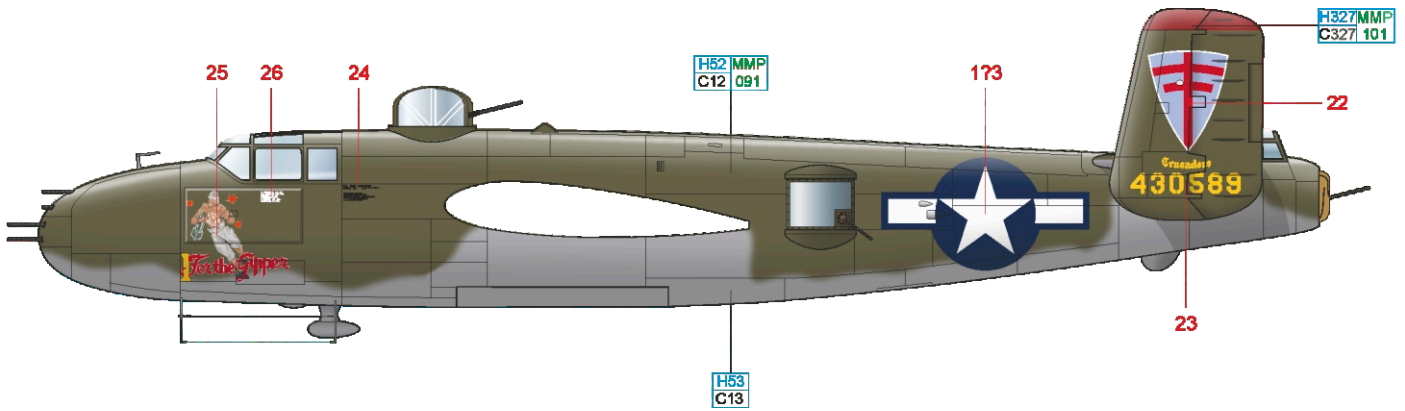


OLIVE DRAB H52 MMP C12 091 WHITE H316 MMP C316 104 SUPER FINE SILVER SM201 MMC 001

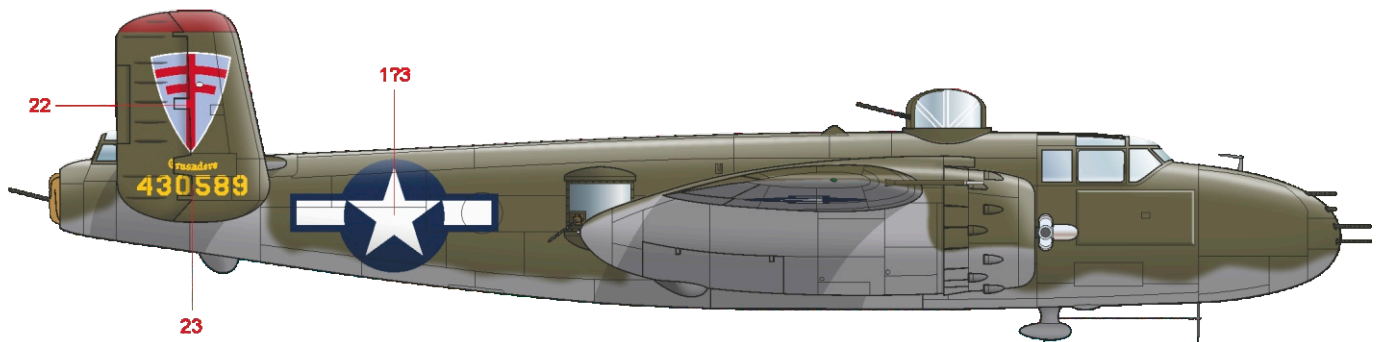
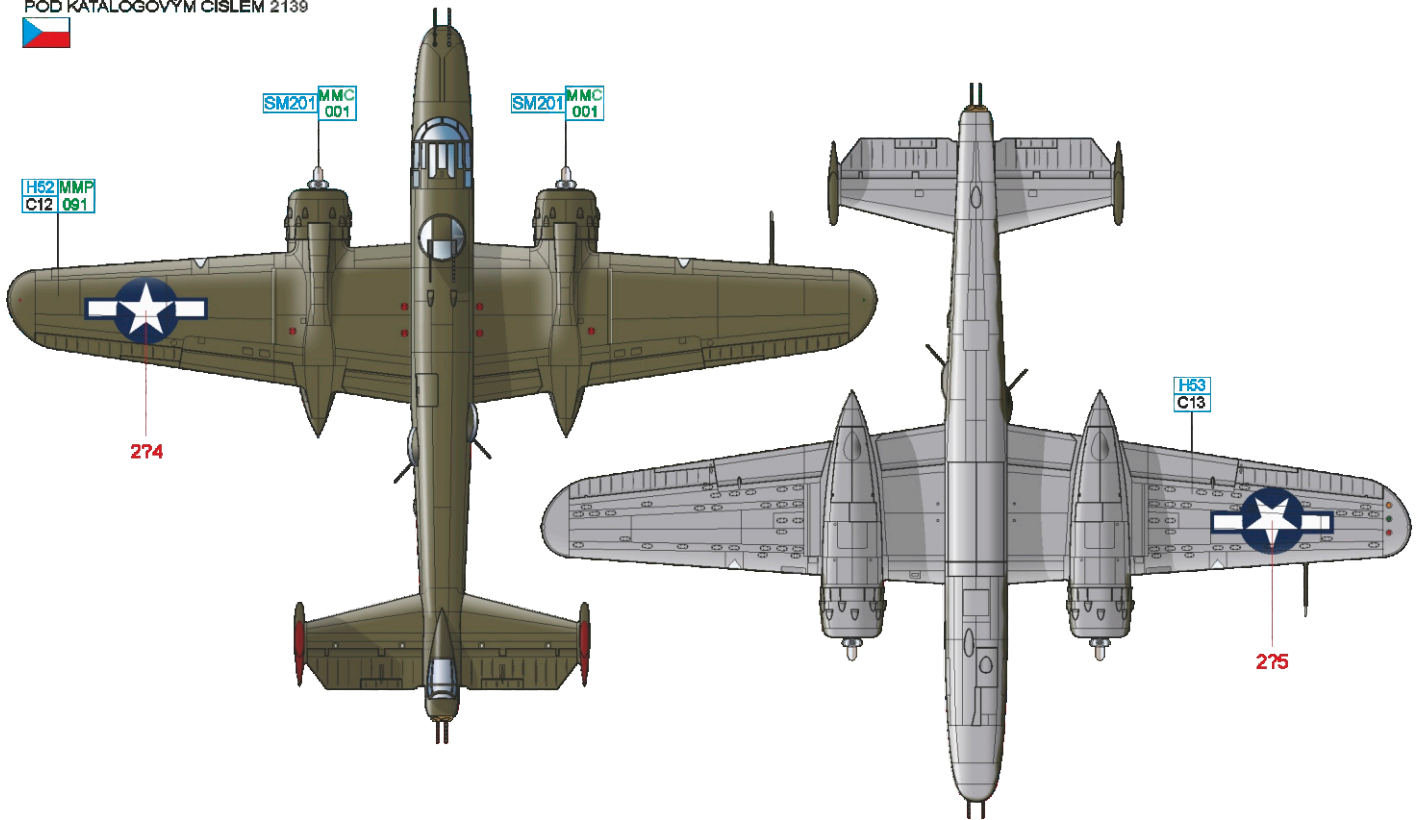
eduard

C B-25J-27, 44-30583, 1/Lt. Don McKenzie, 100th BS, 42nd BG, 13th AF, Puerto Princesa, Palawan, Philippines, March 1945

The name of this ship from the 100th BS, part of the 42nd BG "Crusaders" composition, refers to the poignant story of one of the best college football players of all time, George "Gipper" Gipp, who died at age 25 of streptococcal throat infection and pneumonia. On his deathbed, he told visiting coach Knut Rockne, "I've got to go, Rock. It's all right. I'm not afraid. Some time, Rock, when the team is up against it, when things are wrong and the breaks are beating the boys, ask them to go in there with all they've got and win just one for the Gipper. I don't know where I'll be then, Rock. But I'll know about it, and I'll be happy." A movie was made about the legendary coach in 1940, which includes this scene. The role of George Gipp was portrayed by Ronald Reagan, who years later used the slogan "Win one for the Gipper" during his presidential campaign, as the role earned him the nickname Gipper. Crew Chief Sgt. William A. Bean was in charge of the aircraft honored with the slogan.



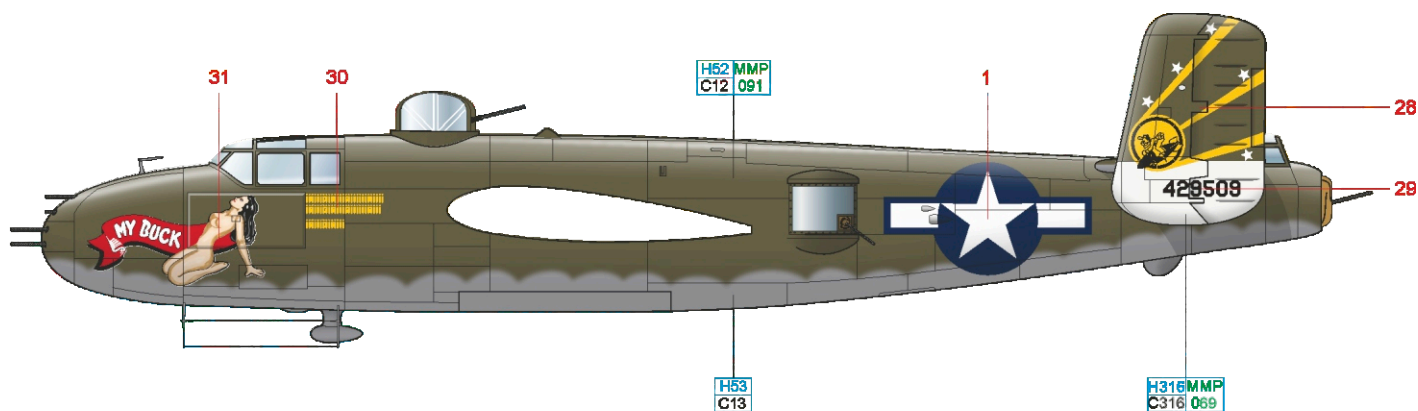
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139



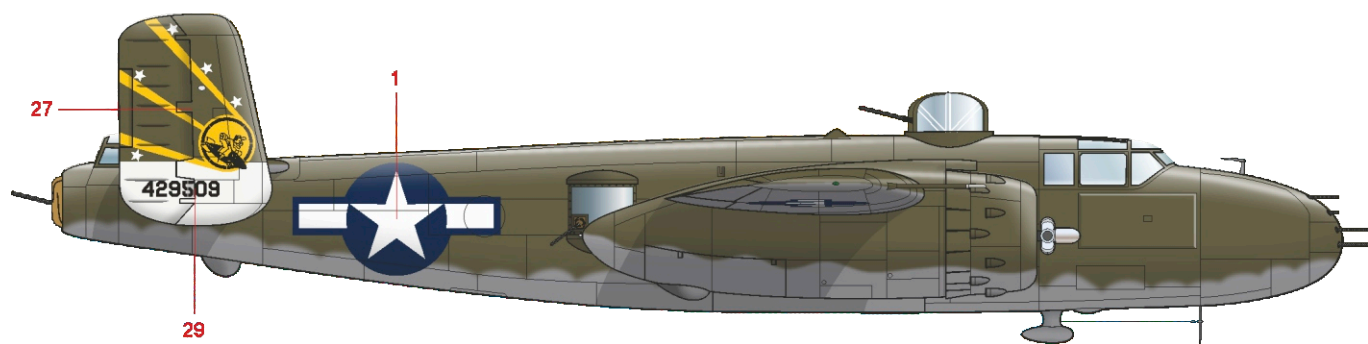
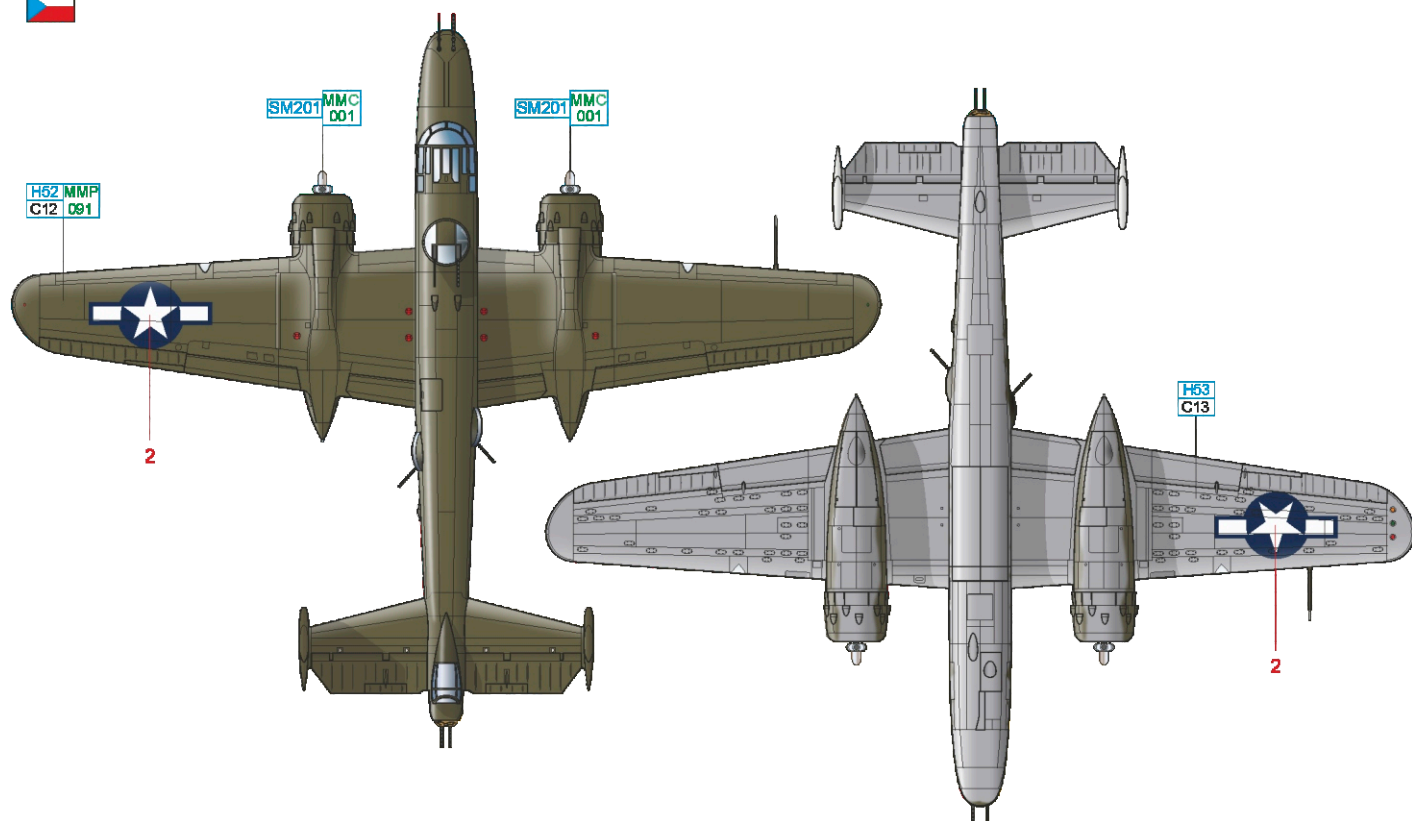
OLIVE DRAB	H52 MMP C12 091	NEUTRAL GRAY	H53 C13	RED	H327 MMP C327 101	SUPER FINE SILVER	SM201 MMC 001
------------	-----------------	--------------	---------	-----	-------------------	-------------------	---------------

D B-25J-20, 44-29590, Capt. Link Piazza, 17th RS, 71st RG, 5th AF, Lingayen, Philippines, 1945

The ship named My Buck belonged to the 17th RS (Reconnaissance Squadron) which was nicknamed "Reckoners". It was a heavy reconnaissance squadron of the 71st Reconnaissance Group which was activated on March 2, 1942, and conducted anti-submarine patrols on the US West Coast until September of that year. From April 2, 1943, the group was in process of rearming to B-25s and moved to New Guinea in January 1944. Although it was a reconnaissance squadron, the pilots also routinely conducted bombing and attack missions in support of ground troops. Even during long-range reconnaissance flights, their Mitchells were fully armed so they could attack ground targets they found enroute. The unit moved to the Philippines in November 1944 and flew reconnaissance missions over Luzon from there. On April 27, 1946, the unit was deactivated. The My Buck ship looks quite new for numerous mission symbols painted on the fuselage. Also, the border of the Olive Drab and Neutral Grey colors is unusually shaped. It is possible, therefore, that she received a new paint job at the unit for some reason.

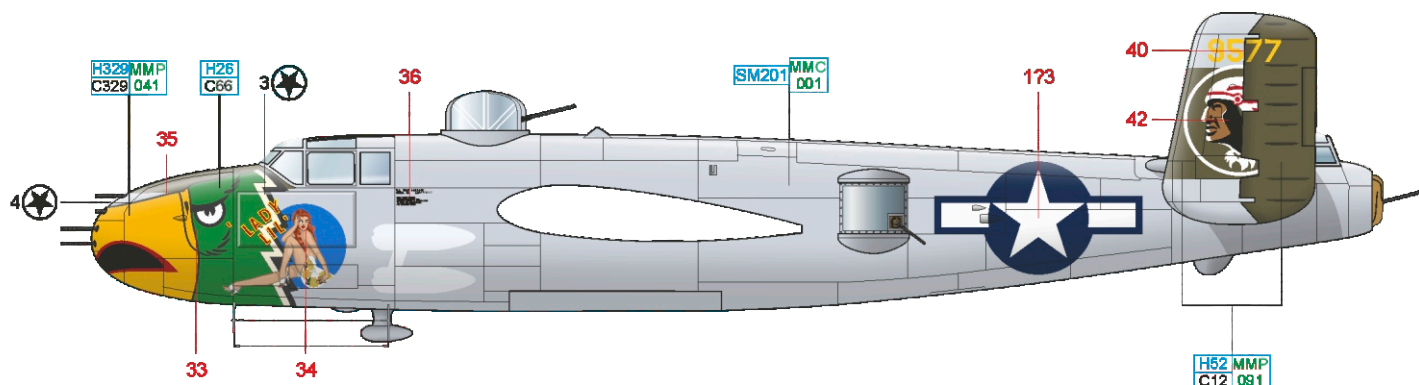


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139



OLIVE DRAB H62 MMP C12 091 NEUTRAL GRAY H53 C13 WHITE H316 MMP C316 069 SUPER FINE SILVER SM201 MMC 001

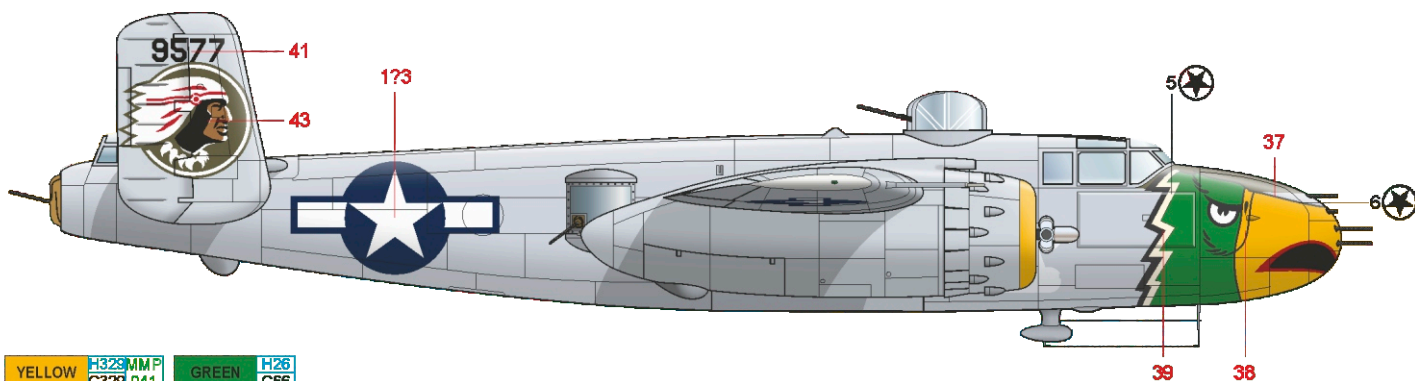
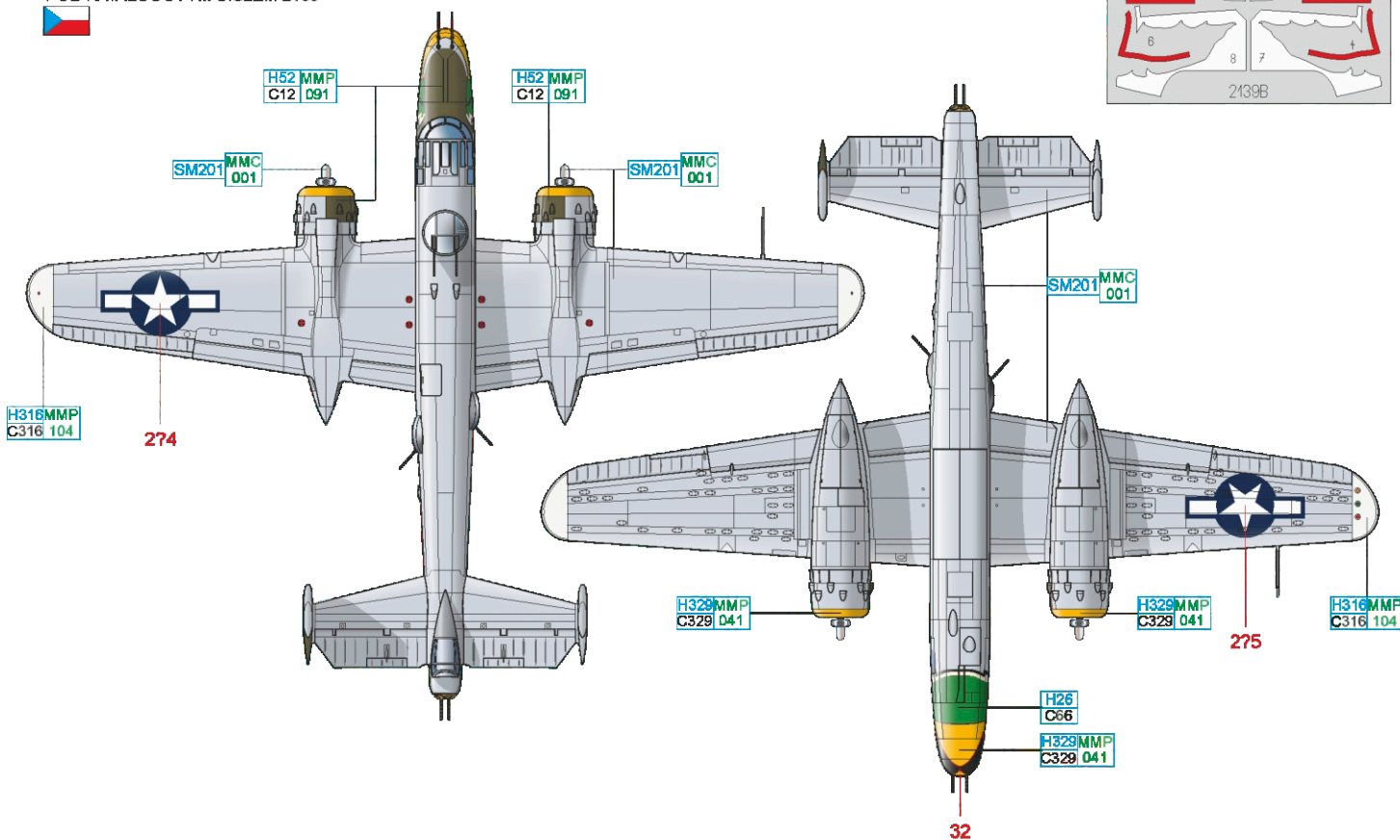
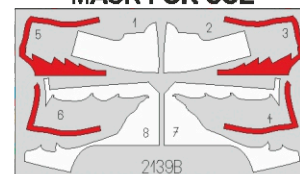
Paintings of scantily dressed girls by the famous painter Albert Vargas have decorated countless American aircraft, and not just during World War II. A particularly hilarious drawing of a January 1944 calendar girl made its way onto several aircraft, and the drawing on a B-25J, named Lady Lil, is certainly one of the best. The name Lady Lil referred to the girlfriend of pilot Albert Beiga, who had this Mitchell assigned as the pilot-in-command. The ship was painted in Olive Drab originally but was decolorized to bare metal later, retaining only the stripe of olive color around the Indian's head on the left stabilizer and rudder. The rudder was later changed for one from another ship and the one was in olive color as well, making the whole left vertical surfaces looking quirky. Remnants of the olive paint were visible on the nose and behind the cabin for some time. The green and yellow falcon head on the nose, the symbol of the 498th BS bearing the name Falcons, was of course retained. This squadron was part of the 345th Bombardment Group, the famous Air Apaches.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139



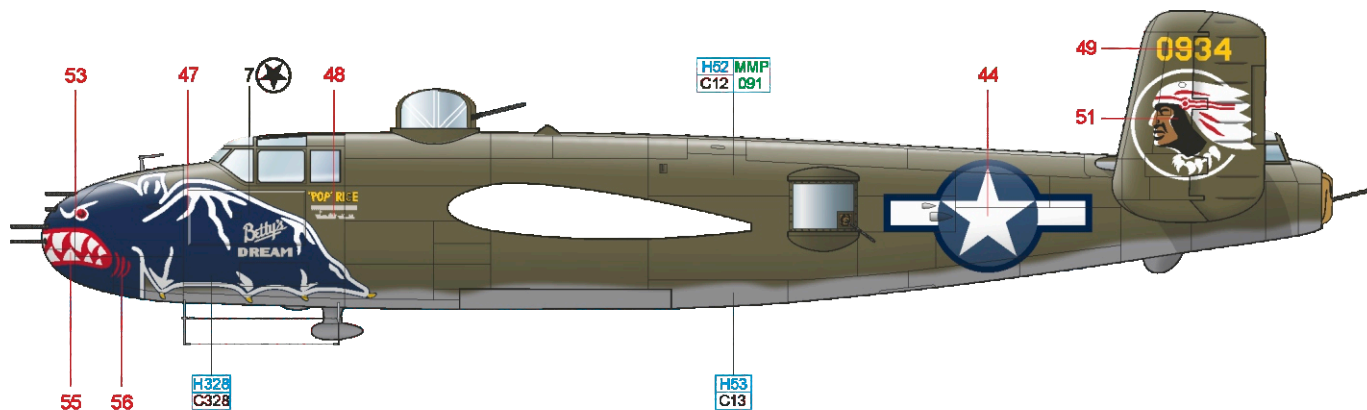
MASK FOR USE



YELLOW	H329MMP C329 041	GREEN	H26 C66
WHITE	H316MMP C316 104	OLIVE DRAB	H52 MMP C12 091
		SUPER FINE SILVER	SM201 MMC 001

F B-25J-30, 44-30934, 1/Lt. Charles E. Rice, Jr., 449th BS, 345th BG, 5th AF, Kadena, Okinawa, July 1945

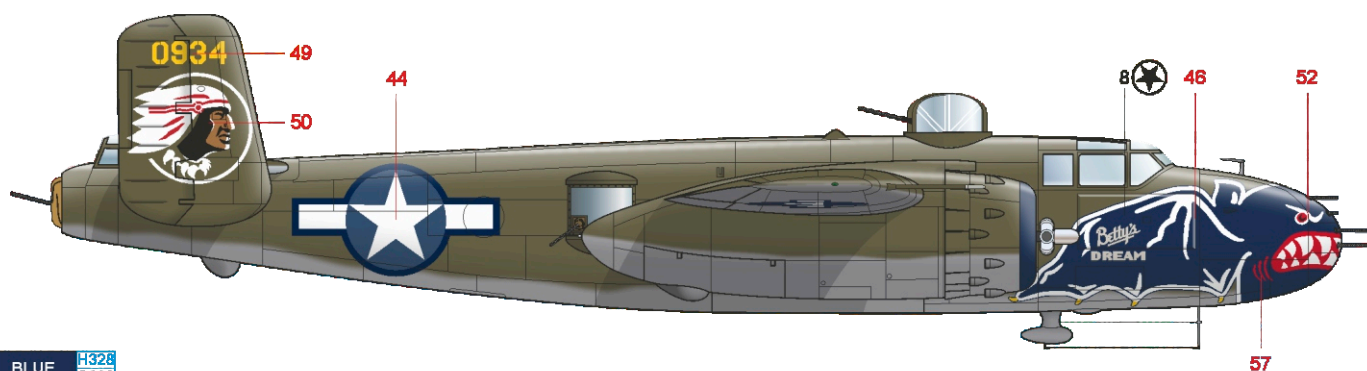
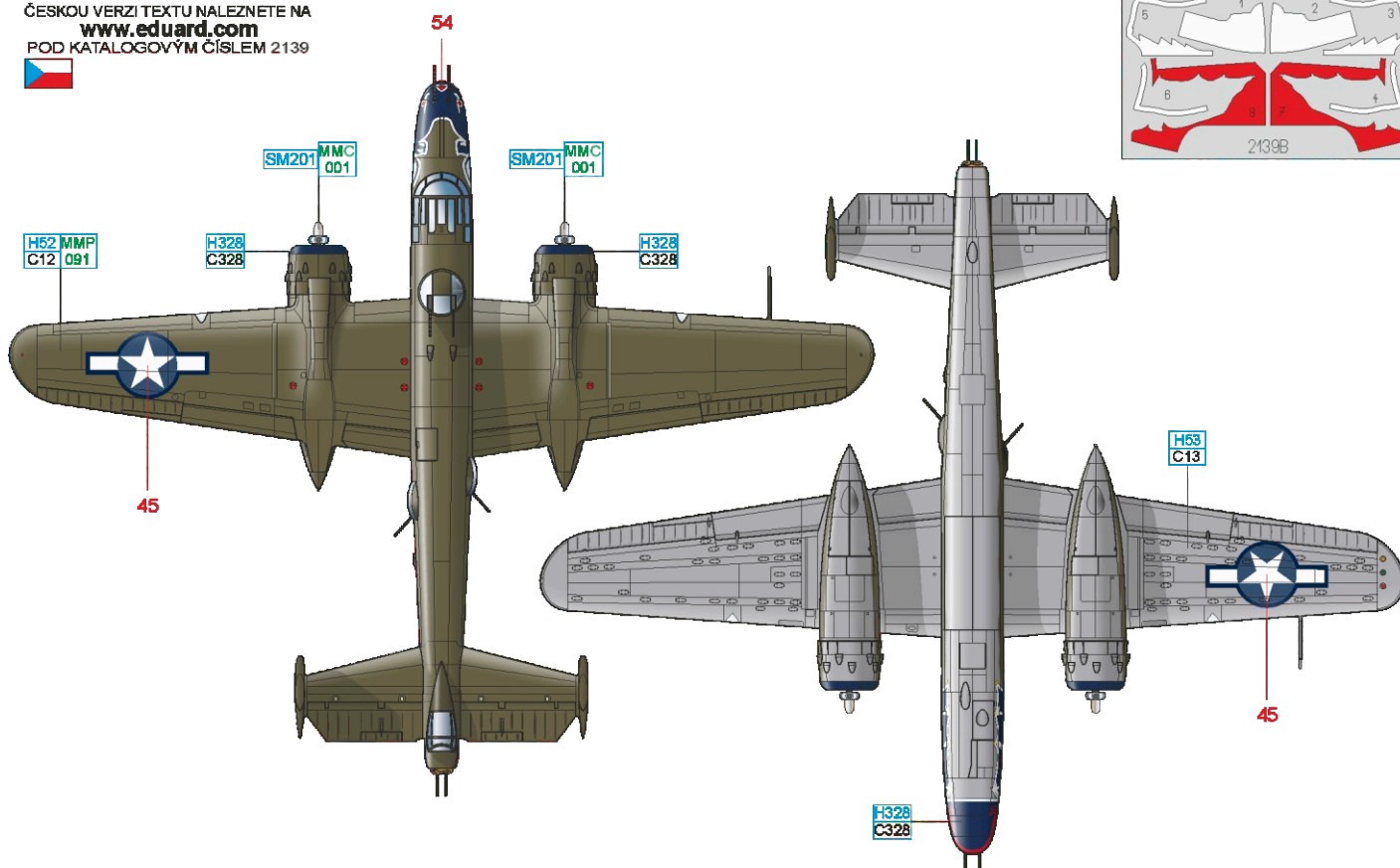
The most significant mission of the Mitchell named Betty's Dream was escorting two white Betty bombers aboard which Japanese peace envoys traveled to Ie Shima on August 21, 1945, after the previous surrender in Manila. The aircraft was assigned to 1/Lt. Charles "Pop" Rice, Jr. who later became the unit's operations officer. The Betty's Dream ship was only briefly with the 449th BS, having been assigned to the unit in June 1945, so it showed just little sign of war wear and tear. The typical drawing of a bat on the nose referred to the unit's name, Bats Outa'Hell.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139

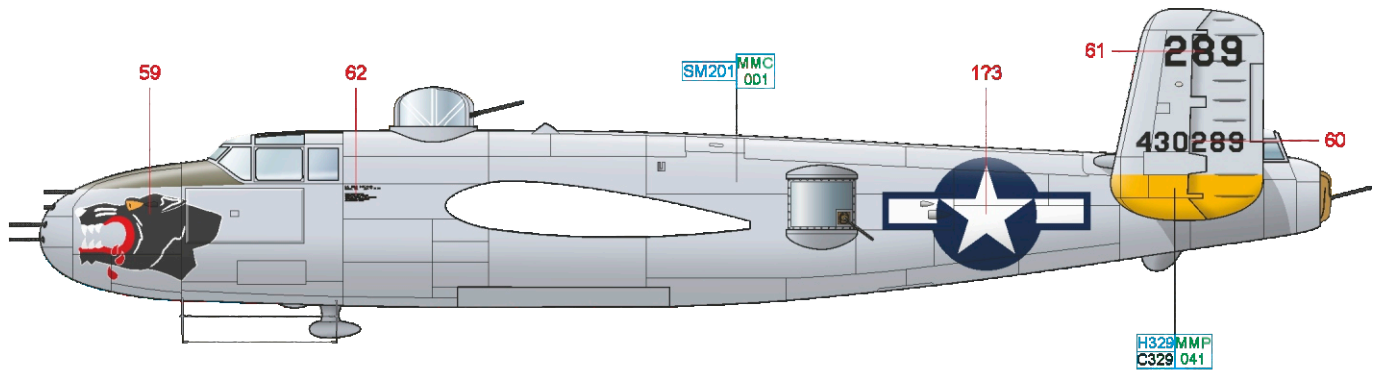


MASK FOR USE

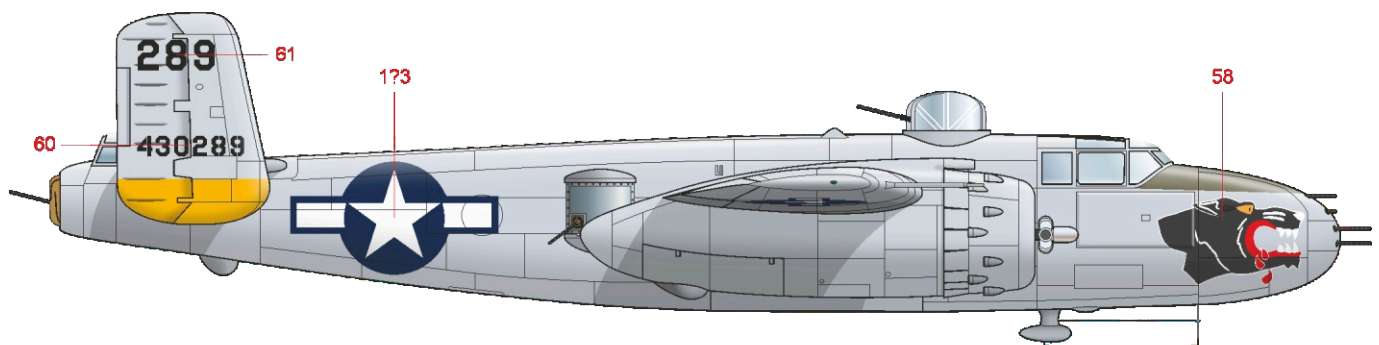
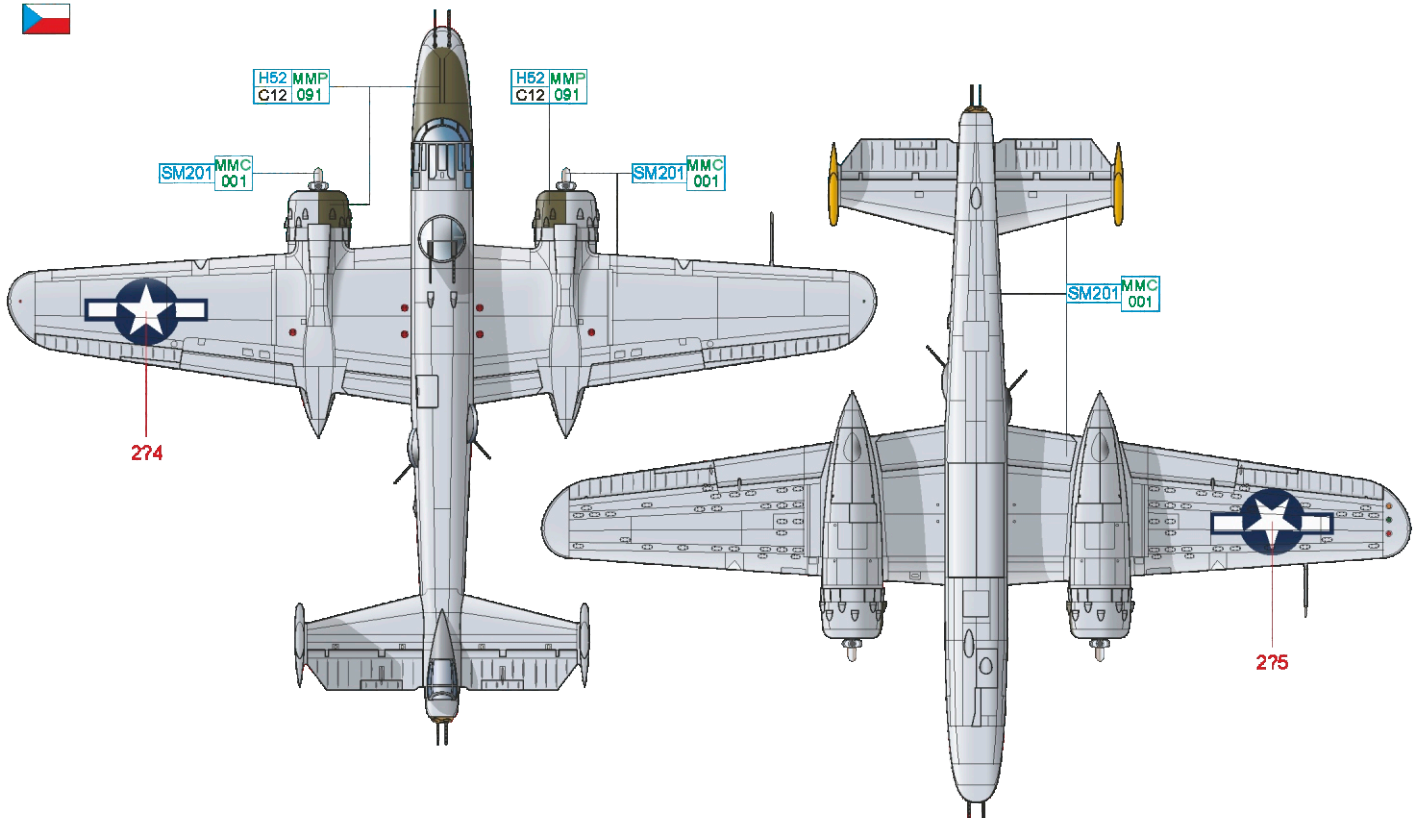


BLUE	H328 C328	OLIVE DRAB	H62 MMP C12 D91	NEUTRAL GRAY	H63 C13	SUPER FINE SILVER	SM201 MMC 001
------	--------------	------------	--------------------	--------------	------------	-------------------	------------------

The 822nd BG was christened Black Panthers and this name was expressed in the form of the black panther's head displayed on both sides of this unit's ship. The ship No. 289 (the last three digits of the serial number) was no exception. On the same day Paul Tibbets carried out the bombing of Hiroshima, this Mitchell was flown by Lt. Ramonis Markwart in the attack on Kagoshima on Kyūshū Island. After dropping napalm bombs, the Mitchell crews then strafed the remaining ground targets, whereupon they were mistakenly attacked by a trio of A-26s. Fortunately, their pilots recognized their mistake in time.



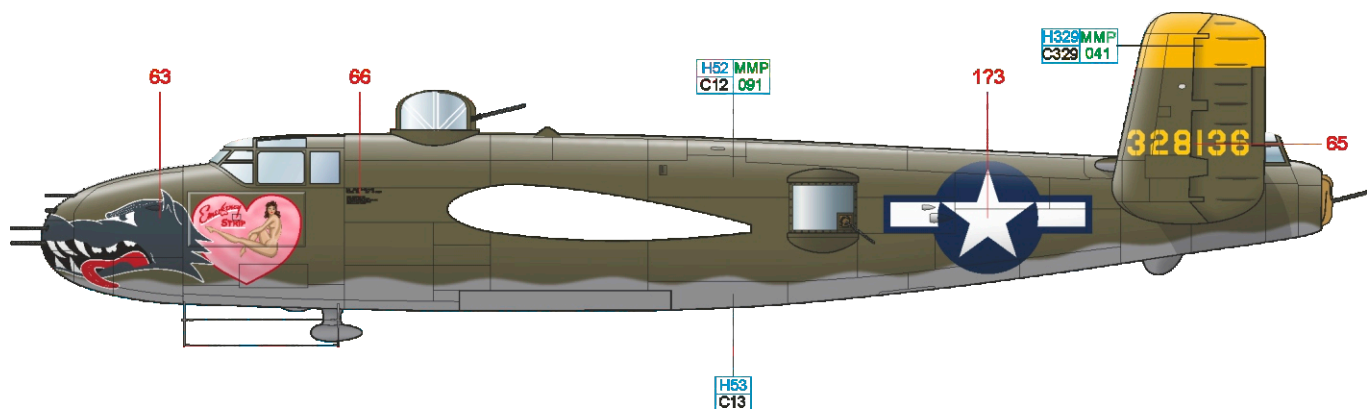
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139



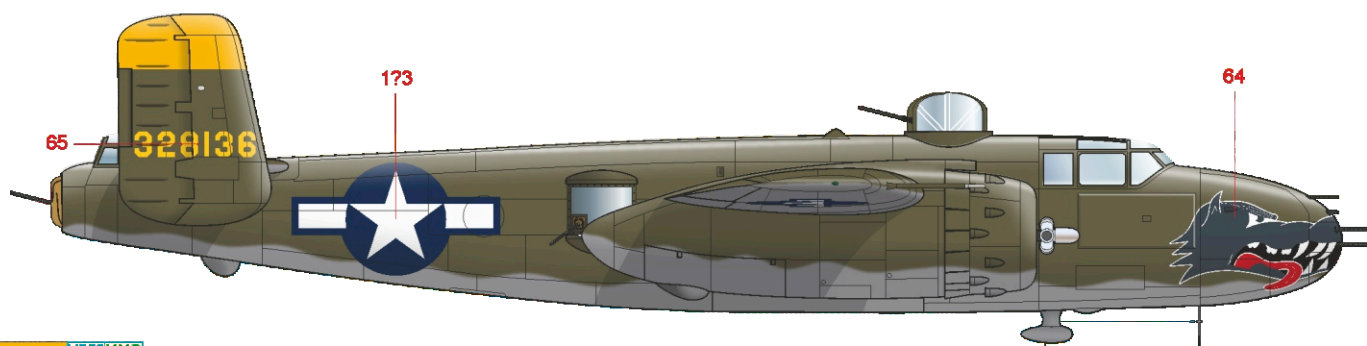
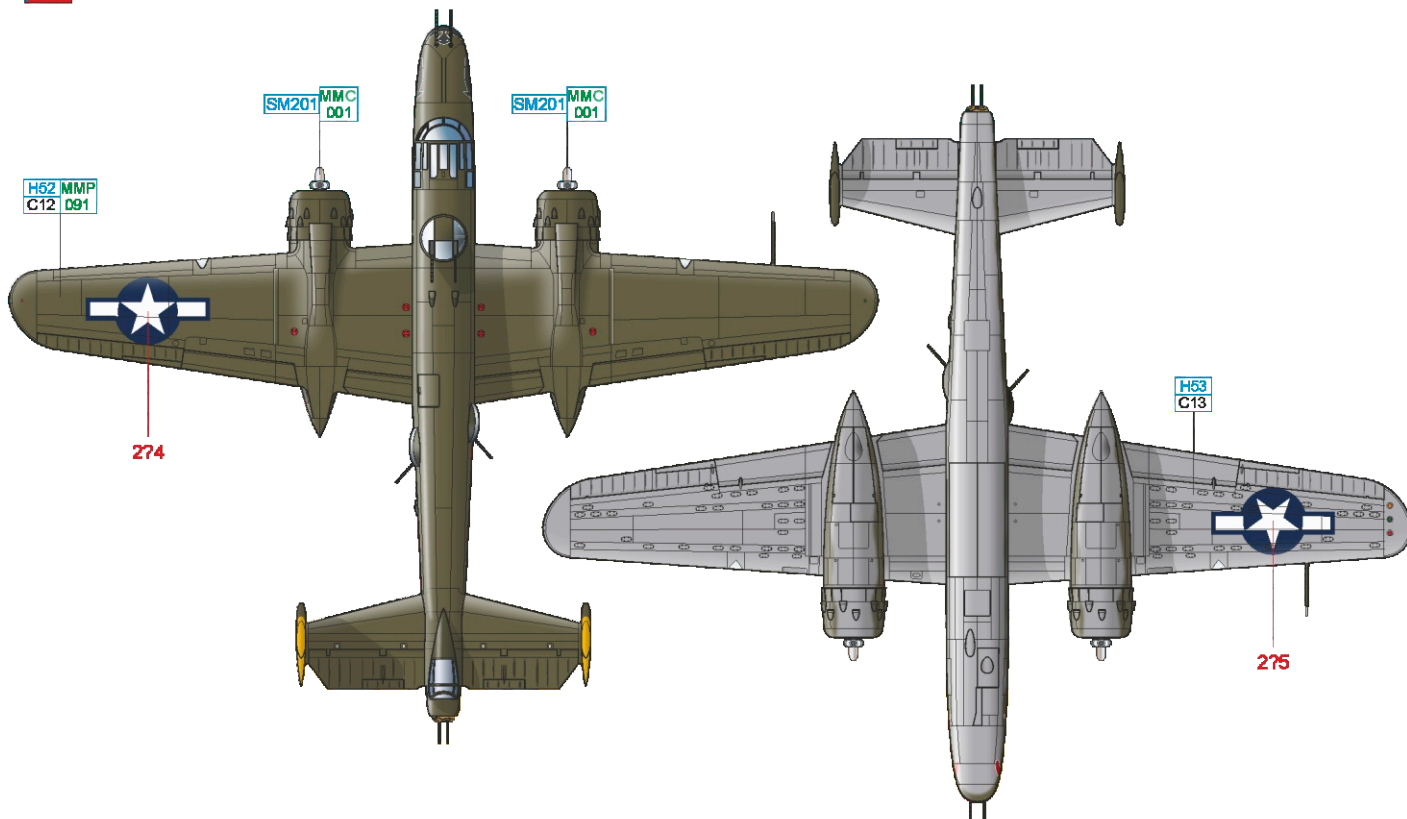
YELLOW	H329 MMP C329 041	OLIVE DRAB	H52 MMP C12 091	SUPER FINE SILVER	SM201 MMC 001
--------	----------------------	---------------	--------------------	----------------------	------------------

H B-25J-10, 43-28136, 71st BS, 38th BG, 5th AF, Luzon, Philippines, 1945

This Mitchell originally served with the 388th BS, 312th BG where it also received a drawing of a pink heart with a naked girl. At that time, it had a glass nose. In mid-June 1945 the ship was transferred to the 71st BS "Wolf Pack", part of the 38th BG, and subsequently underwent conversion to a solid gun nose. The nose was then decorated on both sides with the unit's emblem, a drawing of a wolf's head. The aircraft was not assigned to any particular pilot, and, interestingly, there are no records of operational flights for either the 312th BG or the 38th BG. It is therefore possible that it served as a liaison aircraft for the needs of the staff. There is, on the other hand, a record of an accident in 1946. By that time, however, the aircraft had been stripped of both the wolf's head and pink heart artwork.



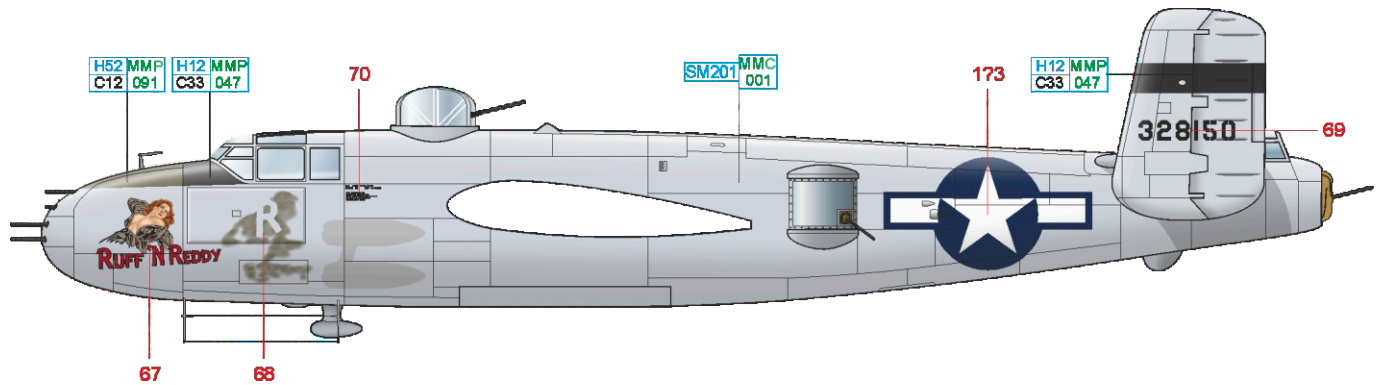
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139



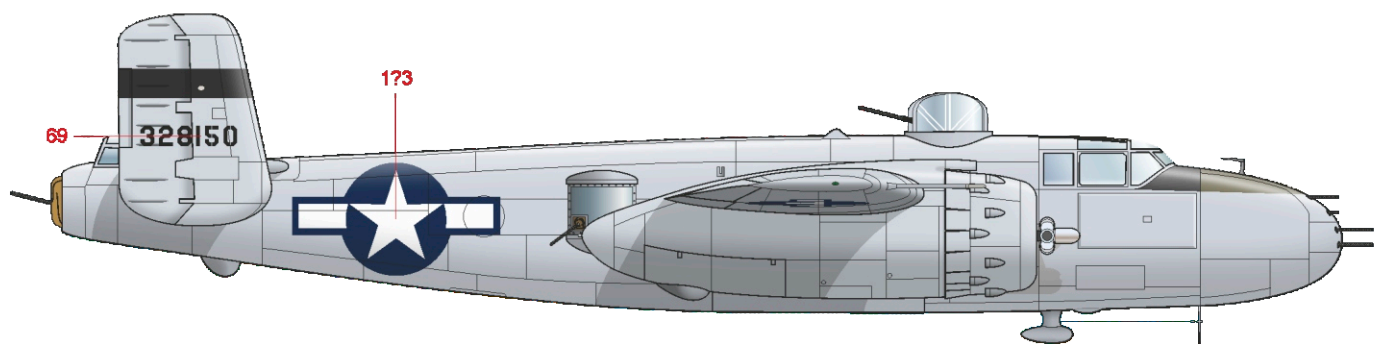
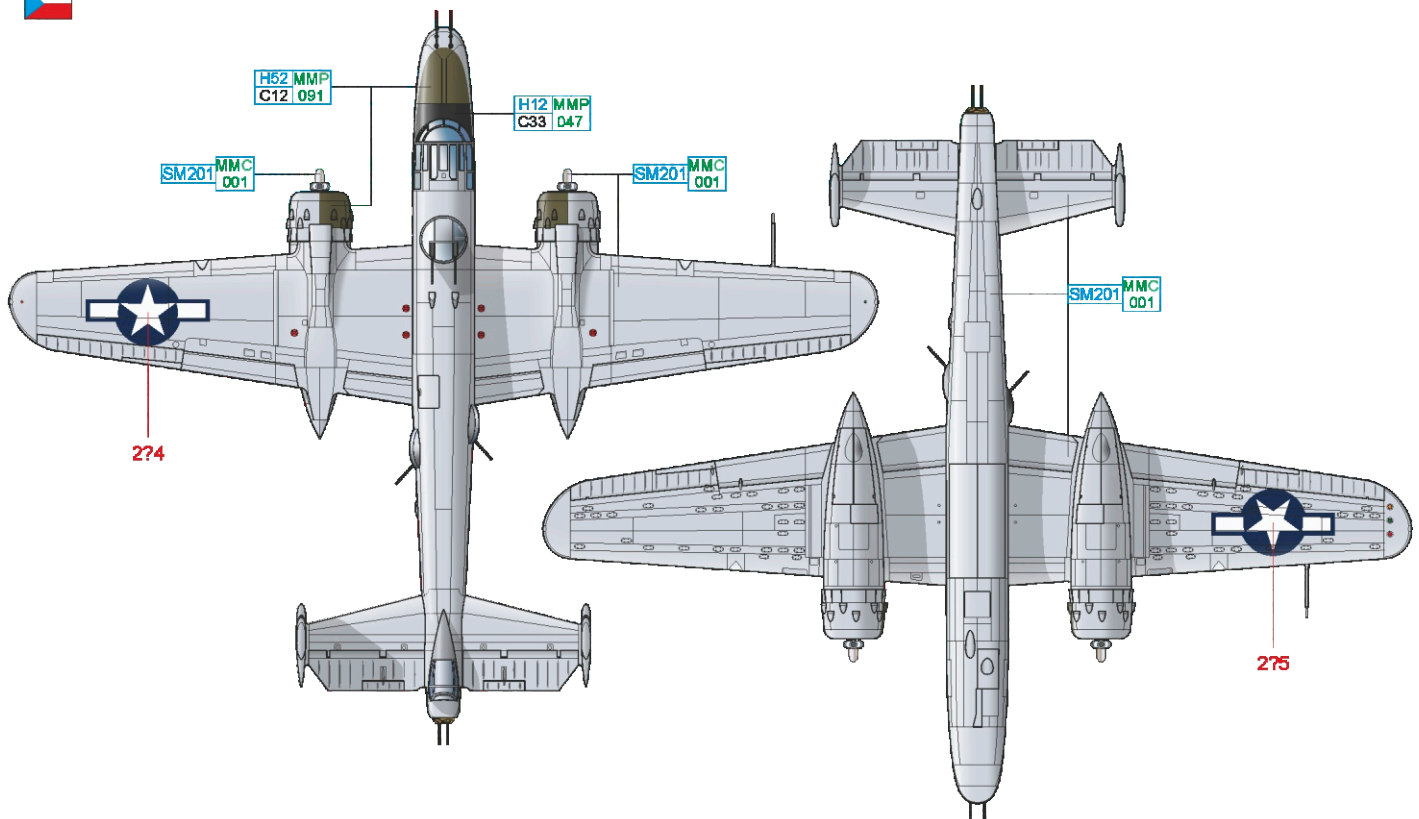
YELLOW	H329 MMP C329 041	NEUTRAL GRAY	H53 C13	SUPER FINE SILVER	SM201 MMC 001
OLIVE DRAB	H52 MMP C12 091				

B-25J-10, 43-28150, 1/Lt. Chauncy Kershaw, 48th BS, 41st BG, 7th AF, Kadena, Okinawa, July 1945

The 41st BG was activated on January 15, 1941, with pilots training on B-18 Bolo and A-29 Hudson aircraft. Later, the group was equipped with Mitchells and patrolled the US West Coast during 1942 and 1943. In October 1943, it moved to the Hawaiian Islands, where it was assigned to the 7th Air Force. After completing the final phase of training, the unit then moved to the Gilbert Islands and conducted attacks on enemy positions and installations on the Marshall Islands. After February 1944, it moved several times, primarily conducting attacks on enemy vessels. After a break on Hawaii, where crews trained rocket firing, the 41st BG moved to Okinawa. This ship originally served as a glass-nose one and bore the name PER. She retained this name even after conversion to a solid-nose version, the renaming to RUFF'N REDDY did not occur until August 1945 when the aircraft was assigned to 1/Lt. Chauncy Kershaw. The pilot himself was the author of both the drawing and the name. While still a KER, the aircraft had fuselage machine guns fitted, but no longer has them in the pictures where it carries the girl's drawing.



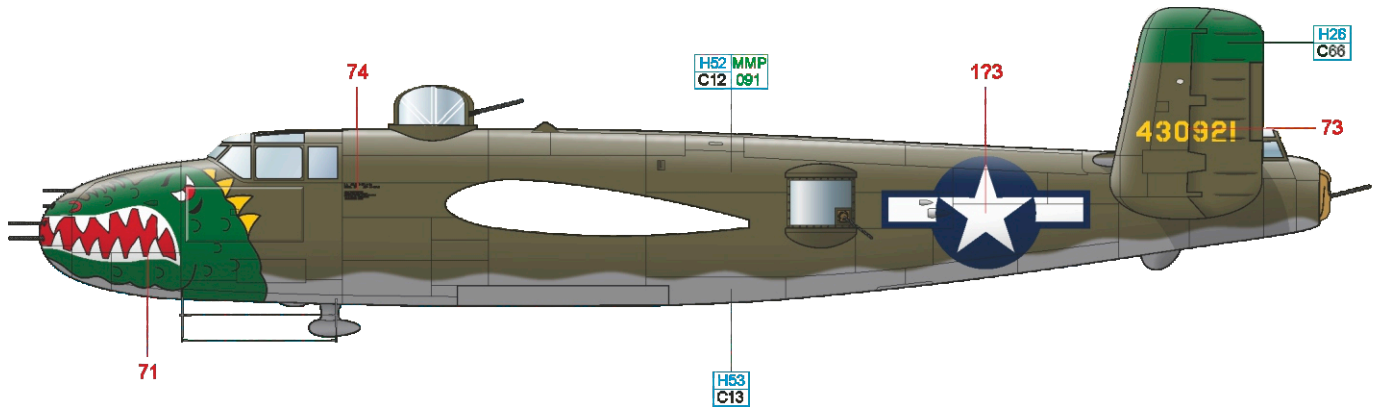
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139



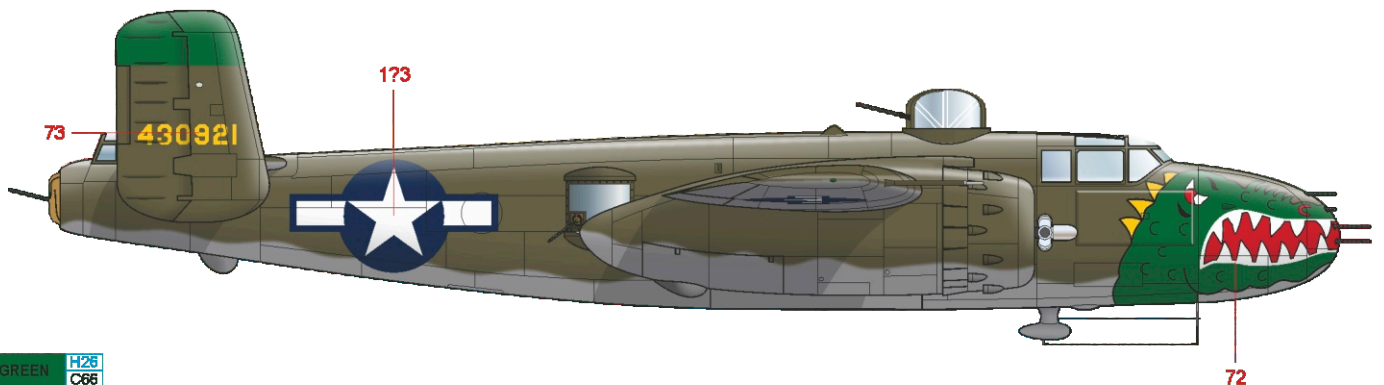
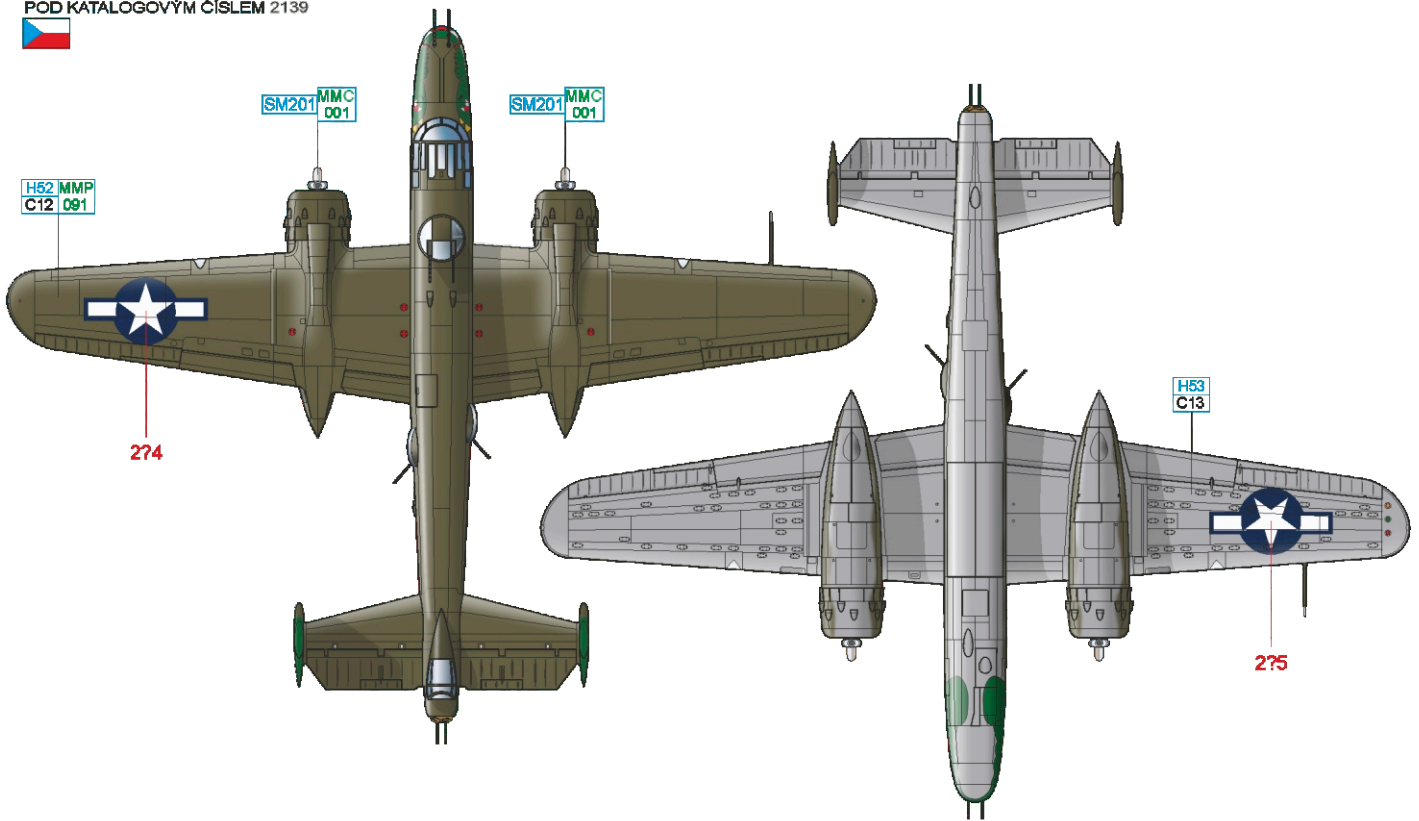
OLIVE DRAB H52 MMP C12 091 BLACK H12 MMP C33 047 SUPER FINE SILVER SM201 MMC 001

J B-25J-32, 44-30921, 405th BS, 38th BG, 5th AF, Yonan, Okinawa, July 1945

The original cadre of the 38th BG consisted of men transferred from the 22nd BG. Three bomber squadrons (69th BG, 70th BG, and 71st BG) supplemented by one reconnaissance squadron (15th RS) were part of the group. In October 1941, the 38th BG received its first Marauders and ground echelon moved to Australia in early 1942. Two squadrons (69th and 70th) were sent to Hawaiian Islands and got involved in combat after arrival in May 1942. They were withdrawn from the 38th BG composition, while the remainder of the group arrived to Australia in August 1942. It became a part of the 5th AF and transferred to B-25s. Here the 405th BS, or Green Dragons as its members called themselves, was also incorporated into the 38th BG. Their aircraft carried a green dragon head with yellow spikes and a red tongue or muzzle on the nose. This unit, along with the 71st BG, remained with the group until its deactivation in 1949 (from 1943 to 1946, the 822nd BS and 823rd BS were also part of the 38th BG). From bases in Australia, New Guinea and Biak, the 38th BG operated until October 1944. After moving to the Philippines in January 1945, it supported US Army units on Luzon, bombed industrial targets on Formosa, and attacked ships along the China coast. After a brief stay on Palawan, the group then moved to Okinawa in July 1945, from where it carried out several attacks on targets in Japan before the war ended.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 2139



GREEN	H26 C66	NEUTRAL GRAY	H53 C13	SUPER FINE SILVER	SM201 MMC 001
OLIVE DRAB	H52 MMP C12 091				

