

F4F-4 Wildcat late

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82203

At the outbreak of the War in the Pacific, the Wildcat was the main fighter aircraft on the carrier decks of US Navy ships. And even the introduction of more advanced Hellcat and Corsair fighters was not the end of story for their predecessor. In fact, Wildcat became a star of the escort carrier fleet and served until the end of the war.

In the early 1930's Grumman company became a major supplier of fighter aircraft to the US Navy with the FF biplane and its successors, the F2F and F3F. By 1935, however, the biplanes were reaching their limits and with the XF4F-1 prototype (factory designation G-19) Grumman failed against the cantilever monoplane Brewster F2A-1 Buffalo in the US Navy's competition for a new fighter. The XF4F-1 prototype was retained as a backup, but at Grumman they realized biplanes had become obsolete, so they redesigned it as an all-metal mid-wing monoplane, designated the XF4F-2 (G-18).

The fuselage was adopted with only minor changes, the wing employed the newly-developed NACA 230-series airfoil. Powered was delivered by a 1,000 hp (750 kW) Pratt & Whitney R-1830-66 Twin Wasp engine with a single-stage single-speed supercharger. The 110 gal (415 l) fuel tank was located beneath the cockpit with a 20 gal (75 l) reserve tank behind the pilot's seat. Armament consisted of two .30 (7.62 mm) machine guns in the fuselage and two .50 (12.7 mm) machine guns in the wing. There were also provisions for two 100lb (45kg) bombs under the wing. Undercarriage was structurally complex design adopted from previous types, which the pilot retracted manually into the fuselage using a crank.

The maiden flight of the XF4F-2 occurred on September 2, 1937, and in April 1938 comparative trials were conducted with the XF2A-1 Buffalo and with the Seversky XFN-1. Although the Wildcat prototype was the fastest, it still did not meet the Navy's requirement of 300 mph (482 km/h). Finally, it was Brewster who received an order to deliver 54 units of the F2A-1 Buffalo, as this handled better, had hydraulically operated landing gear and was powered by less complicated Cyclone engine. Grumman did not give up, however, and work on an improved version of the XF4F-3 (G-36) began.

On the third try

The fuselage was lengthened to 28ft (8.53m) but otherwise was almost unchanged. The wingspan was also increased from 34ft (10.36m) to 38ft (11.58m) with squared-off tips. A P&W XR-1830-76 engine with a two-stage, two-speed supercharger rated at 1,200 hp (890 kW) was selected. The prototype made its maiden flight on February 12, 1939, and reached a speed of 333,5 mph (537 km/h). As deliveries of the Buffaloes were delayed, the Navy decided to order 54 Grummans, which were named Wildcat on August 8, 1939. The first of these was delivered in February 1940. Production F4F-3s had .30 fuselage machine guns removed and four .50 guns were installed in the wing. The F4F-3 wing did not yet have a folding mechanism, this was not introduced until the F4F-4 version.

In the British service

Even before the US Navy ordered the new aircraft, France rushed in, ordering 81 aircraft with the export designation

G-36A. These were powered by the Wright R-1820-G205A-2 Cyclone engine with a single-stage, two-speed supercharger, developing up to 1,000 (850 kW). Armament was to consist of six 7.5 mm Darné machine guns. However, these aircraft never made it to the customer. After the fall of France, they were rebuilt to British specification (the armament changed to four .50 machine guns) and were used by Fleet Air Arm. They served under the name Martlet (changed to Wildcat in January 1944). In all, 1,200 Wildcats of various versions were delivered to the FAA.

Pacific Lumberjack

The Wildcat was the main carrier-borne fighter of the US Navy and USMC at the time of the attack on Pearl Harbor and as such had to face a new and dangerous adversary, the Japanese Zero. Although the Wildcat lagged in terms of performance and maneuverability, its rugged design, strong armor protection and self-sealing fuel tanks made it tough opponent. In addition, their pilots were also helped by the defensive tactics developed by Lt. Cmdr. John S. "Jimmy" Thach and named the Thach Weave. During the fighting for Guadalcanal, Wildcat pilots also used the "hit and run" high altitude ambush tactics with success. In 1943 new American fighters Grumman F6F-3 Hellcat and Vought F4U-1 Corsair were introduced and Grumman stopped the production of the Wildcat. A total of 7,860 Wildcats and Martlets of all versions were produced.

This kit: F4F-4 Wildcat late

As experience has shown, the armament of four .50 (12.7 mm) machine guns was insufficient for fighting multi-engine bombers. Thus, the British Admiralty made a request for increase in weight of fire, as did a request to add a folding wing. The resulting F4F-4 received a pair of extra .50 machine guns, however, Grumman was faced with an additional weight of the aircraft, which already was lacking power. As they sought a means to limit the weight increase, the ammunition was reduced. Instead of the 450 rounds per barrel of the F4F-3, the F4F-4 had only 250 rounds for each of its six barrels, which cut the firing time from 34 to 20 seconds.

The "Sto-Wing" system, developed by Leroy Grumman, was used for folding wing, in which the outer part of the wing was folded to the rear while being rotated to a near-vertical position. This allowed more of the wing to be folded than would be the case with a vertical-folding wing, limited by the height of the hangar overhead aboard an aircraft carrier.

The F4F-4s were received with reservations by pilots. Increased weight made them less agile and the rate of climb was noticeably reduced. The early production aircraft retained the lifeboat stowage in the fuselage ridge behind the cockpit, with the box only opening to the right.

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



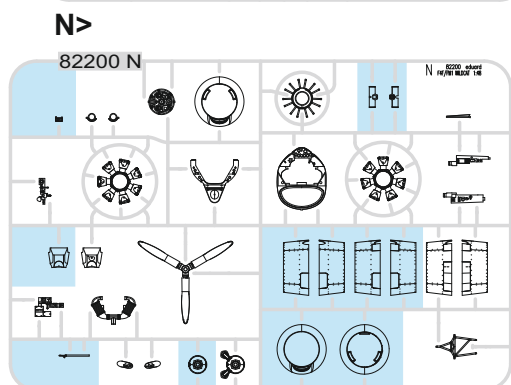
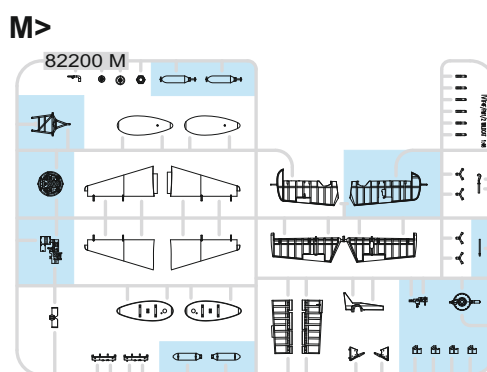
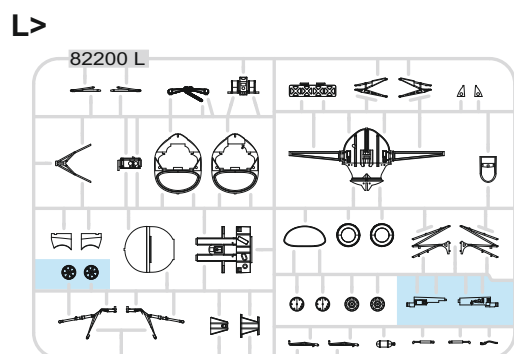
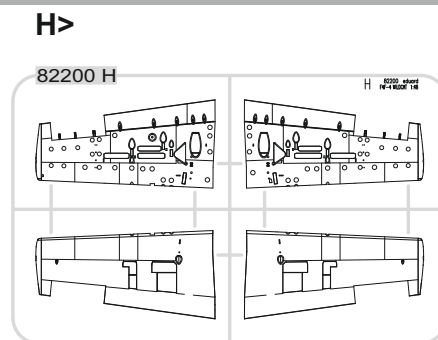
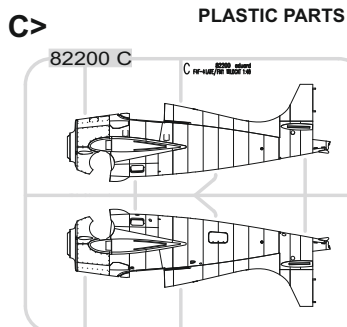
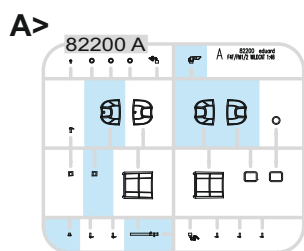
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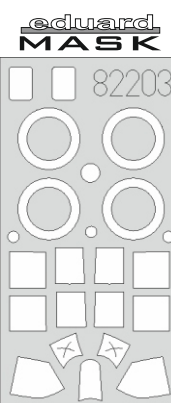
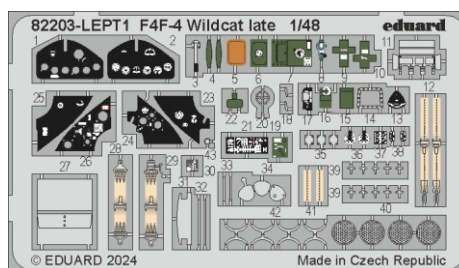
PIÈCES



部品



PE - PHOTO ETCHED DETAIL PARTS



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

COLOURS



BARVY



FARBEN



PEINTURE

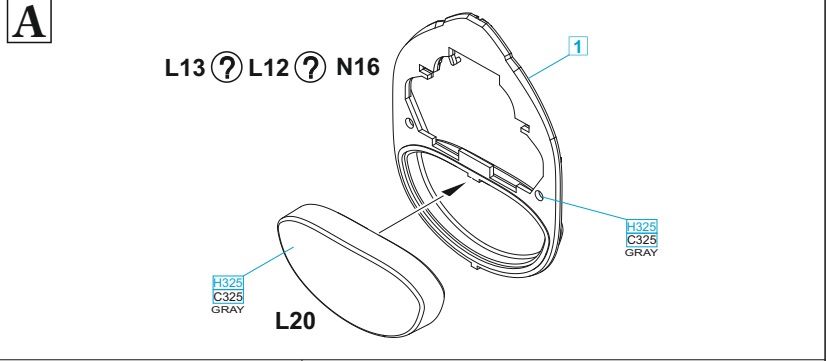
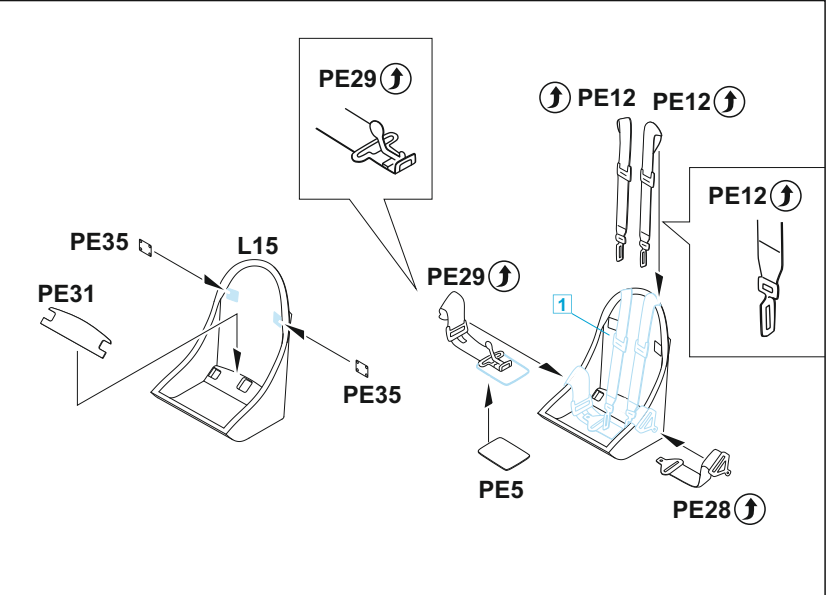
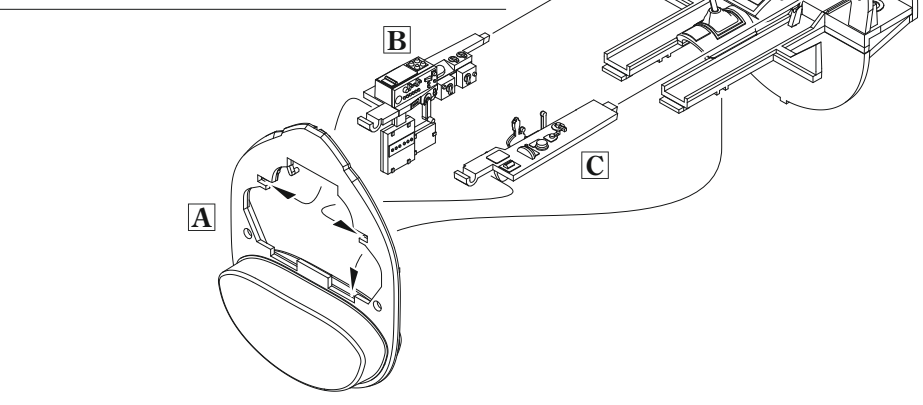
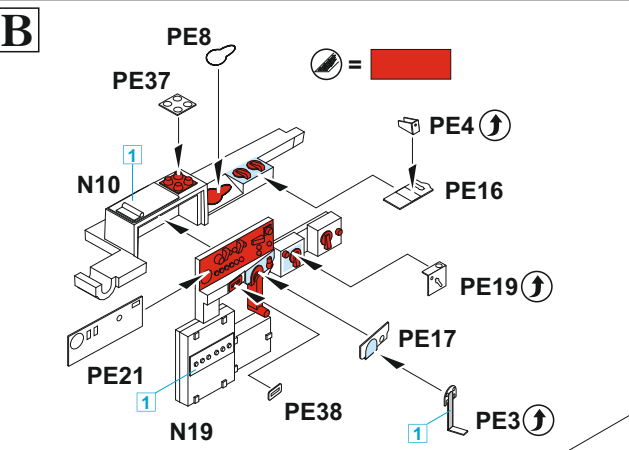
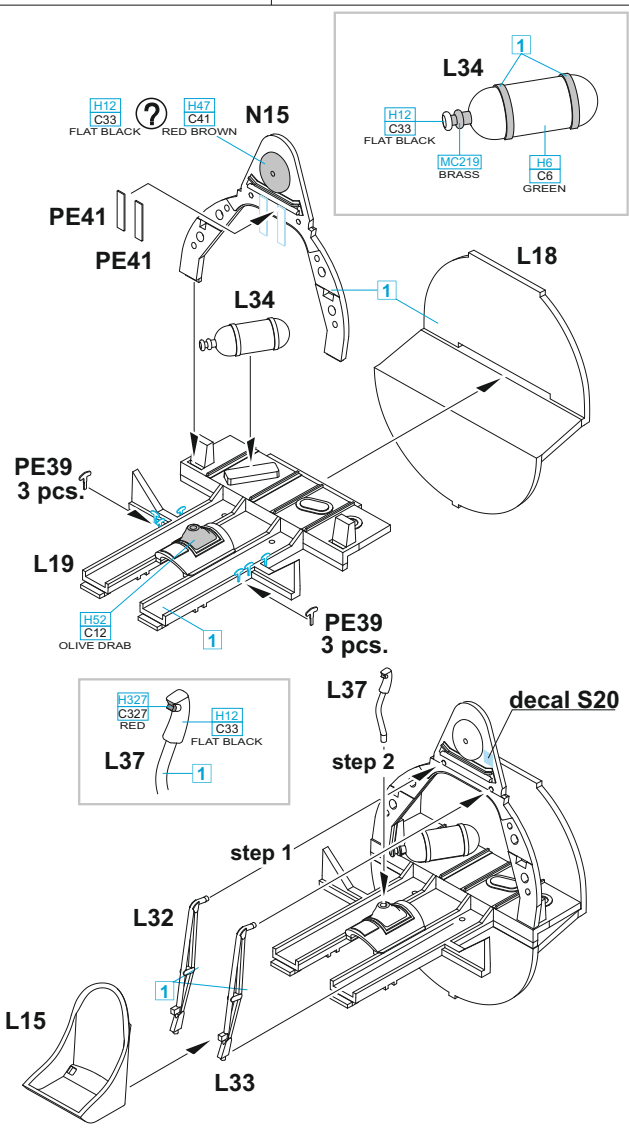


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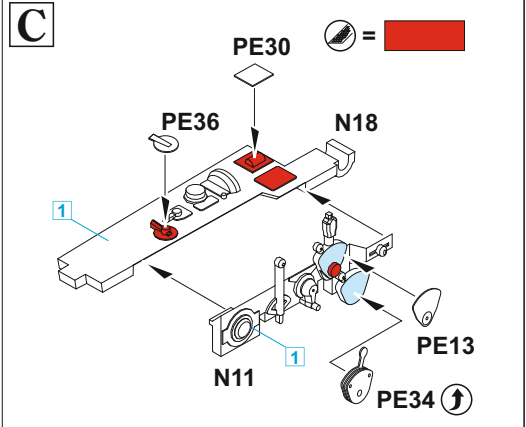
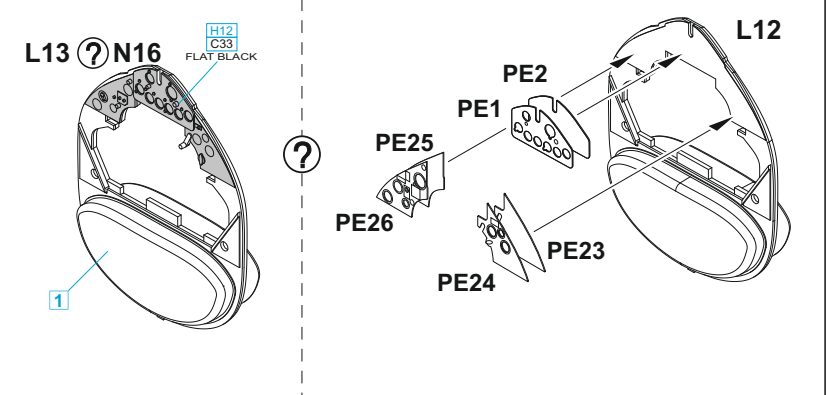
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AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H6	C6	GREEN
H8	C8	SILVER
H12	C33	FLAT BLACK
H47	C41	RED BROWN
H52	C12	OLIVE DRAB
H54	C365	NAVY BLUE
H56	C366	INTERMEDIATE BLUE
H58	C351	INTERIOR GREEN
H77	C137	TIRE BLACK
H85	C45	SAIL COLOR
H90	C47	CLEAR RED
H92	C49	CLEAR ORANGE

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H93	C50	CLEAR BLUE
H94	C138	CLEAR GREEN
H306	C306	MEDIUM GRAY
H316	C316	WHITE
H325	C325	GRAY
H327	C327	RED
H329	C329	YELLOW
	C367	BLUE GRAY
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER

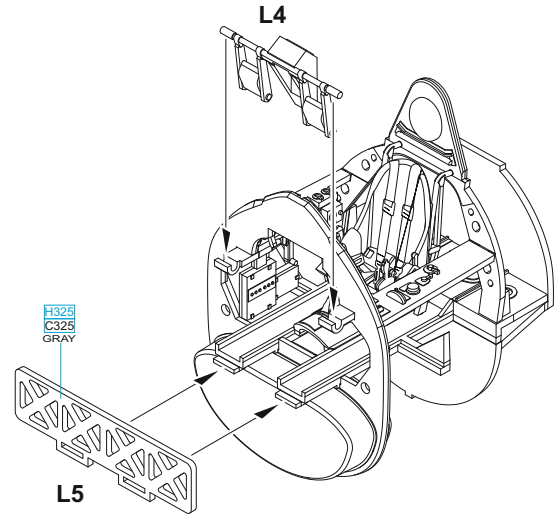
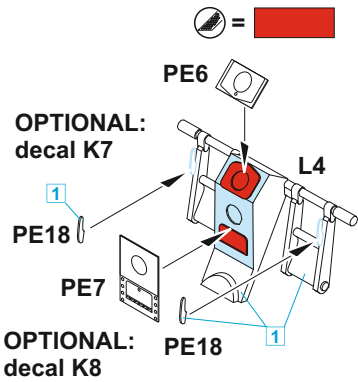
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 H58 C351 INT.GREEN H12 C33 FLAT BLACK



OPTIONAL:
 decals K11, K12, K13

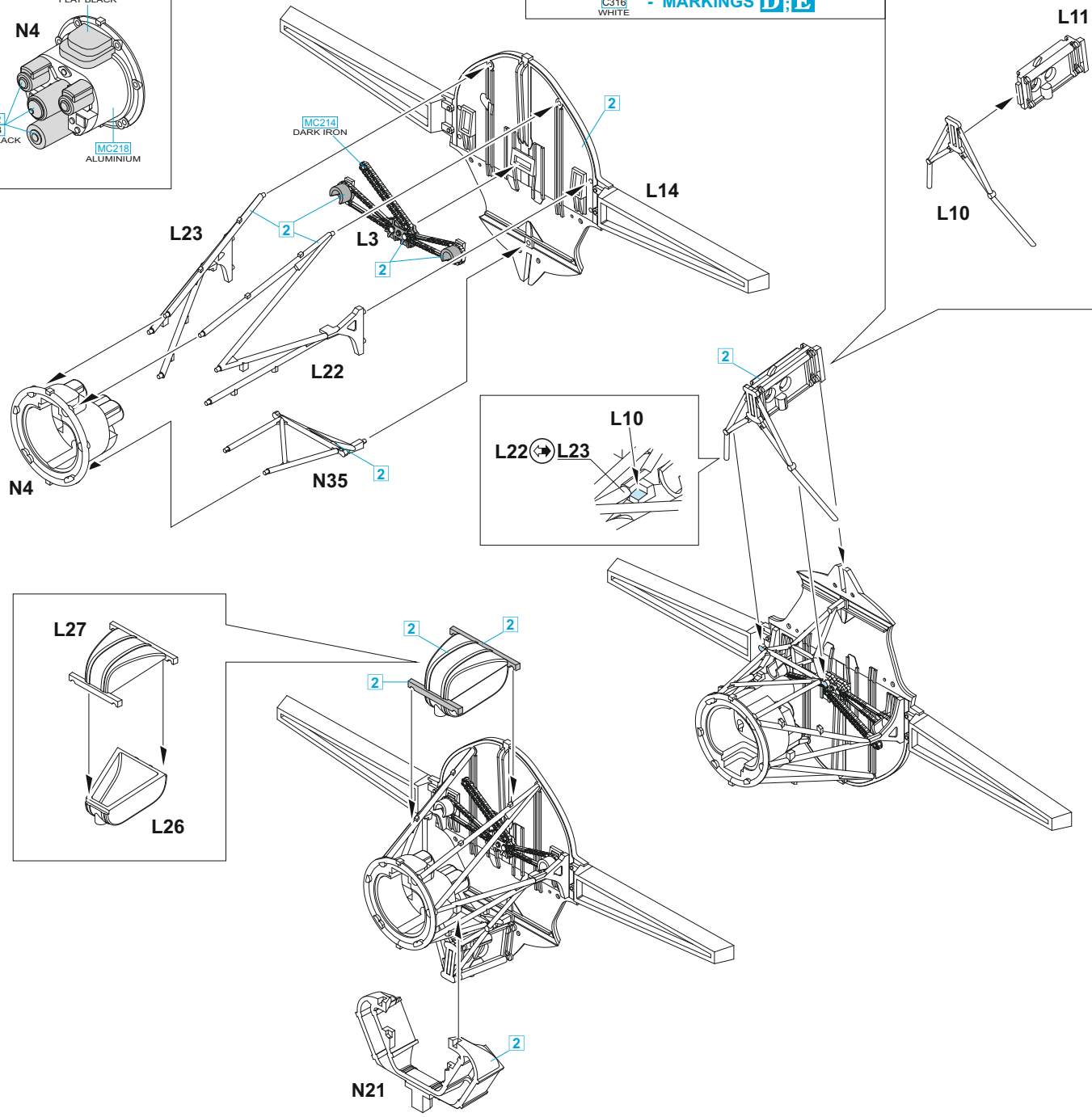
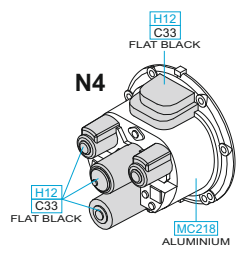


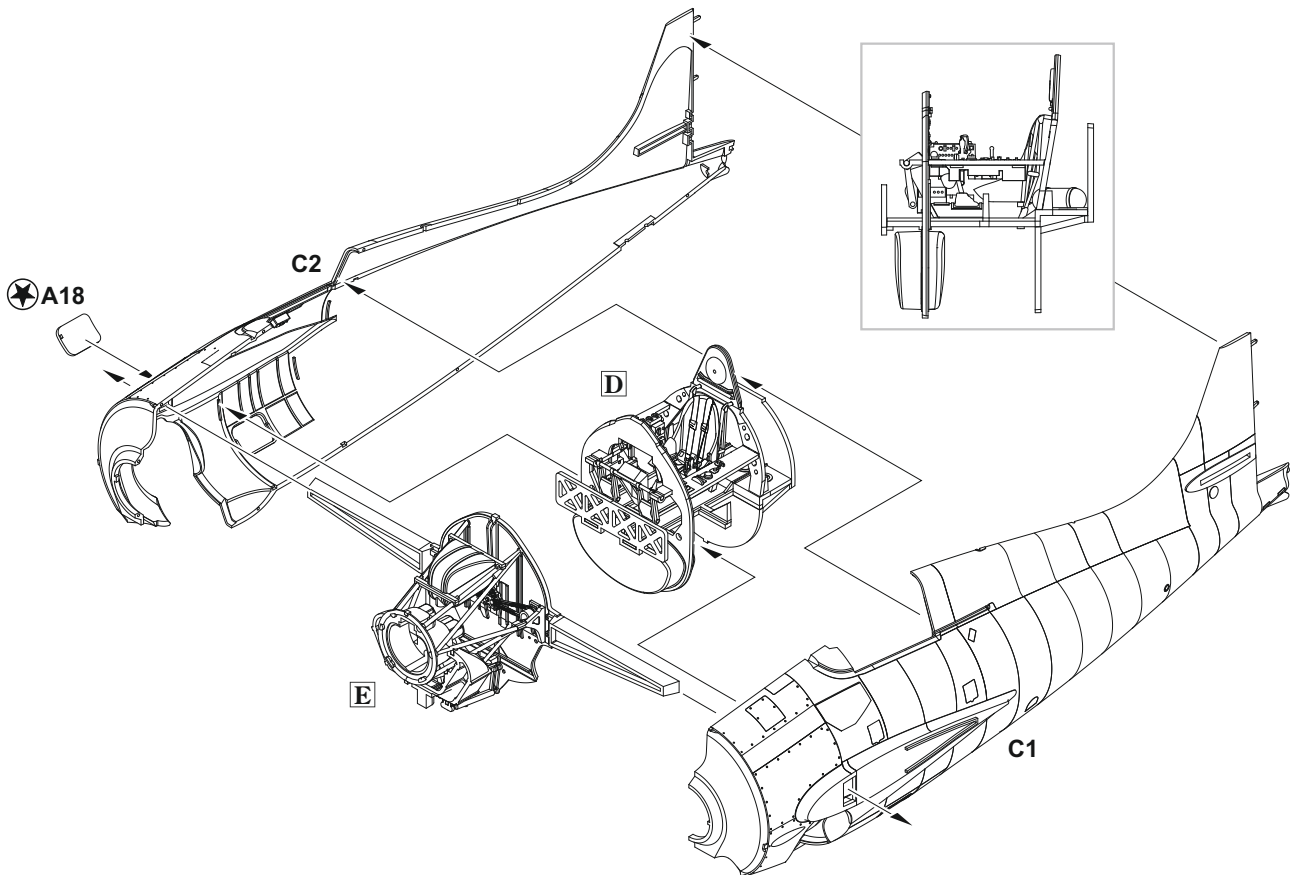
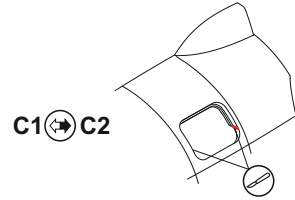
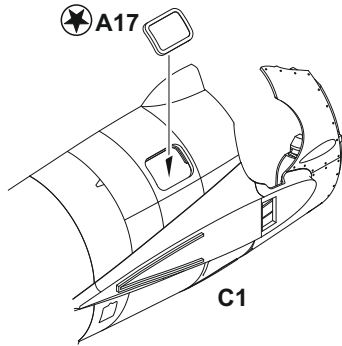
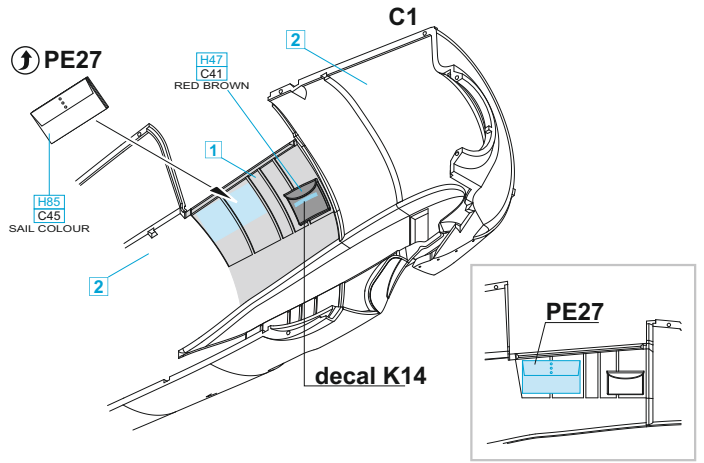
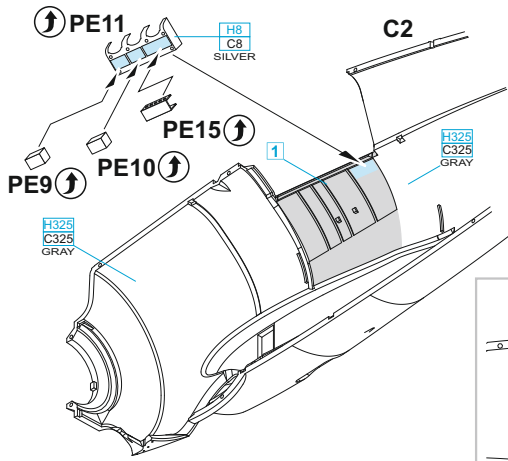
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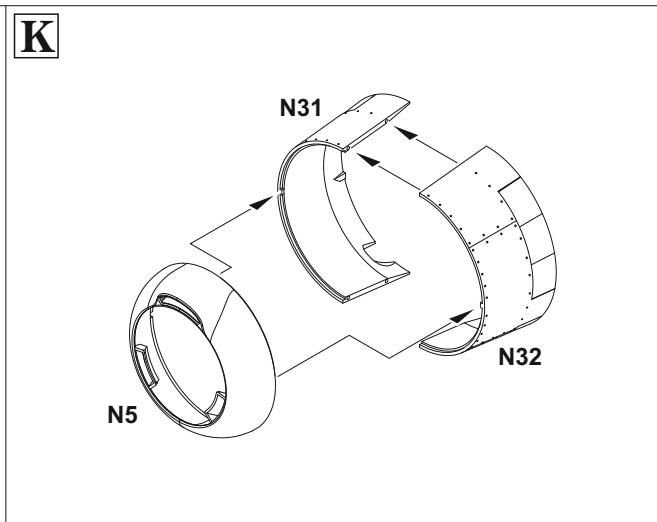
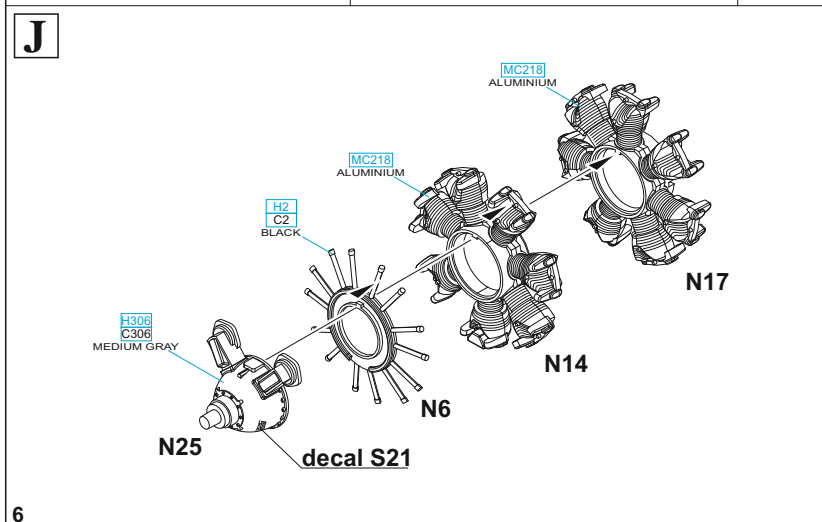
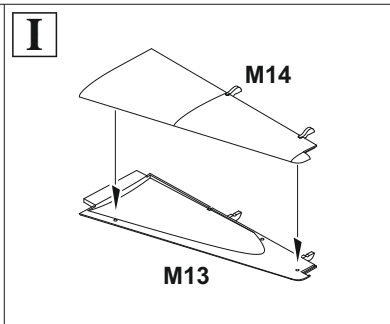
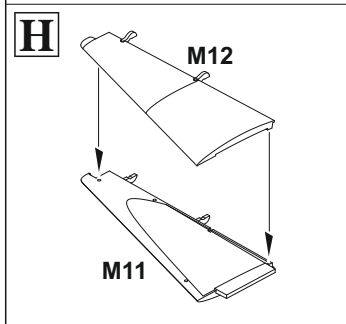
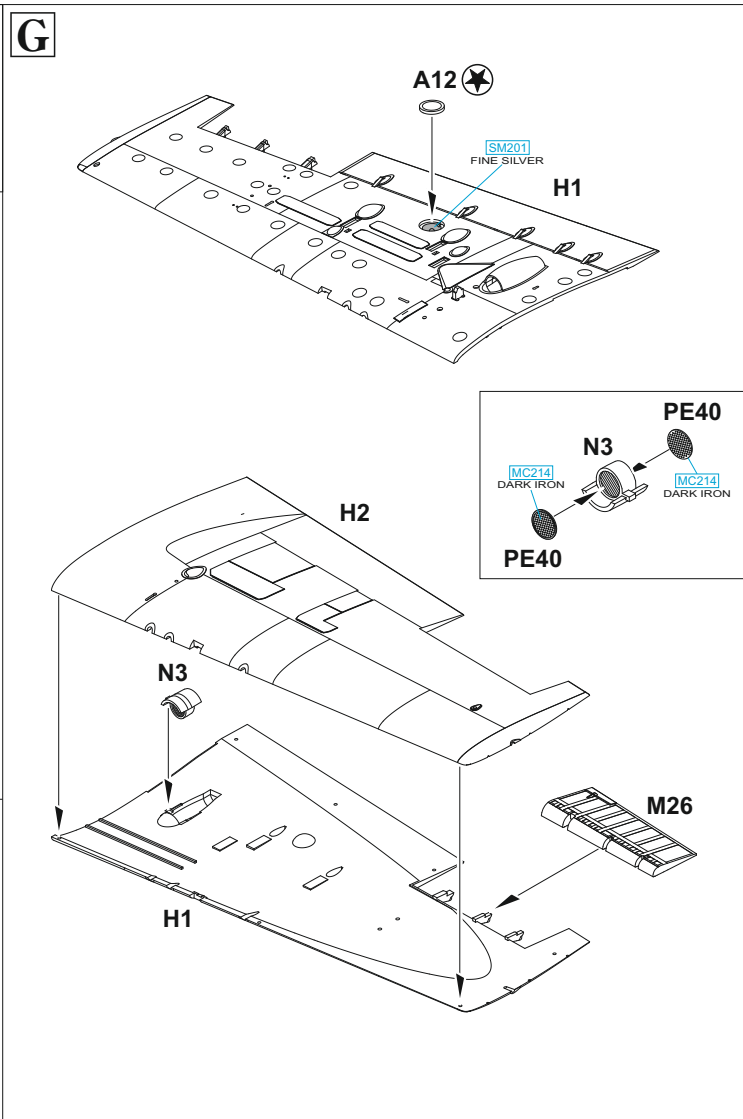
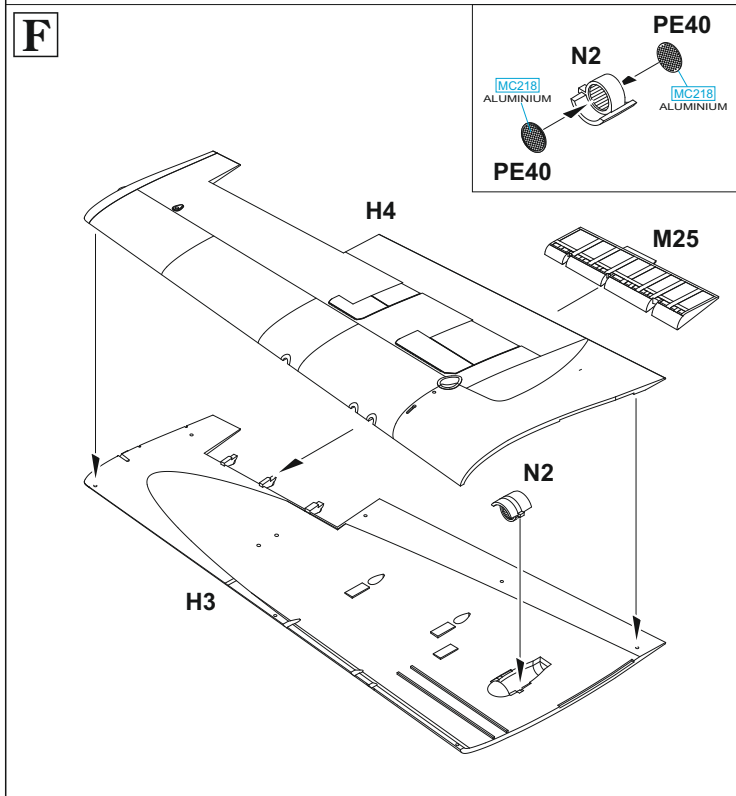
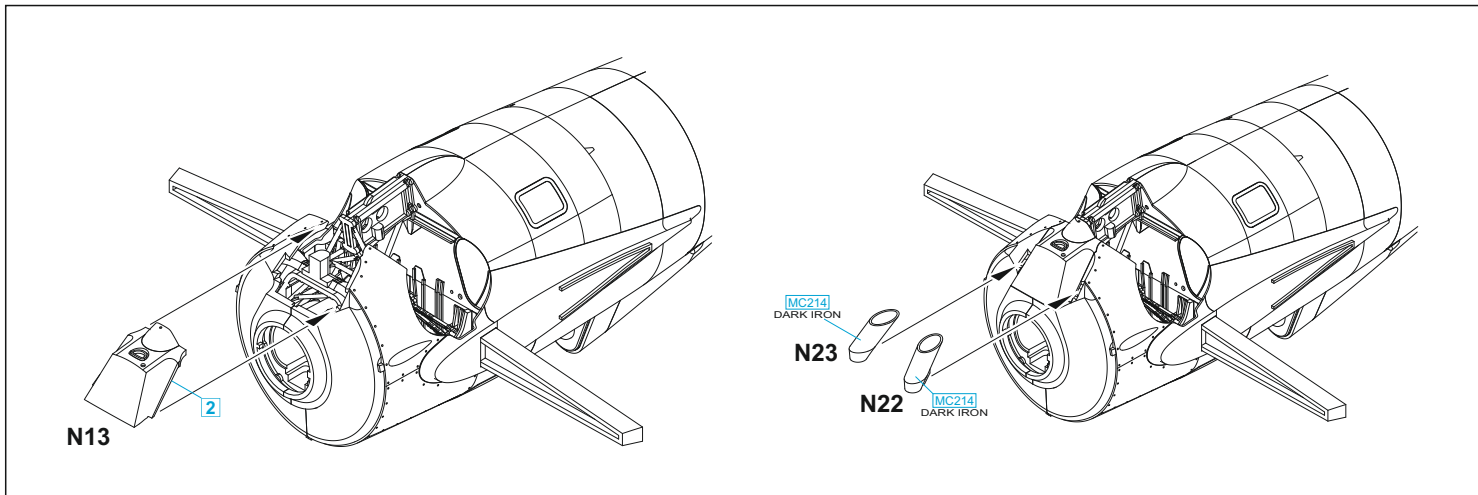


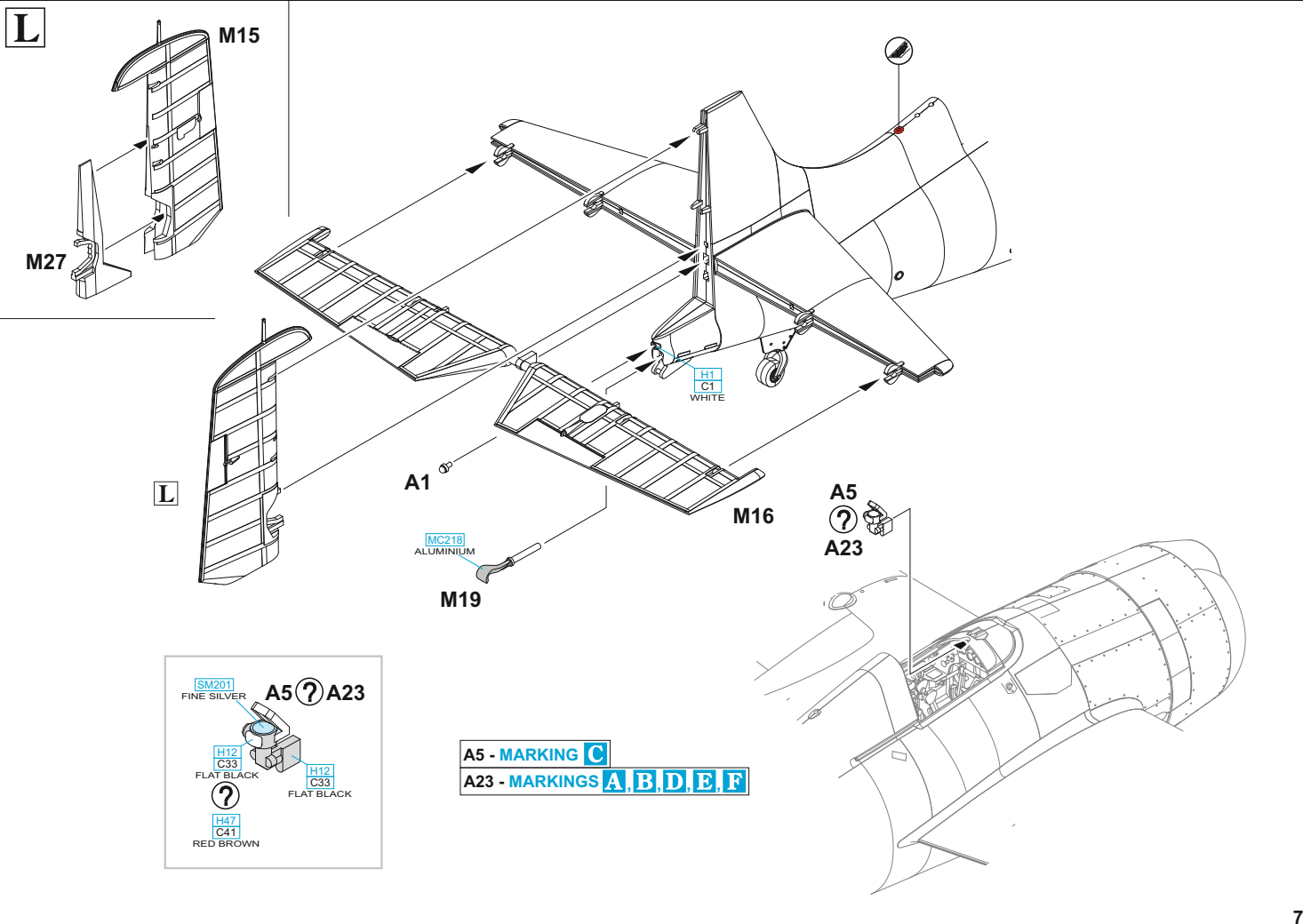
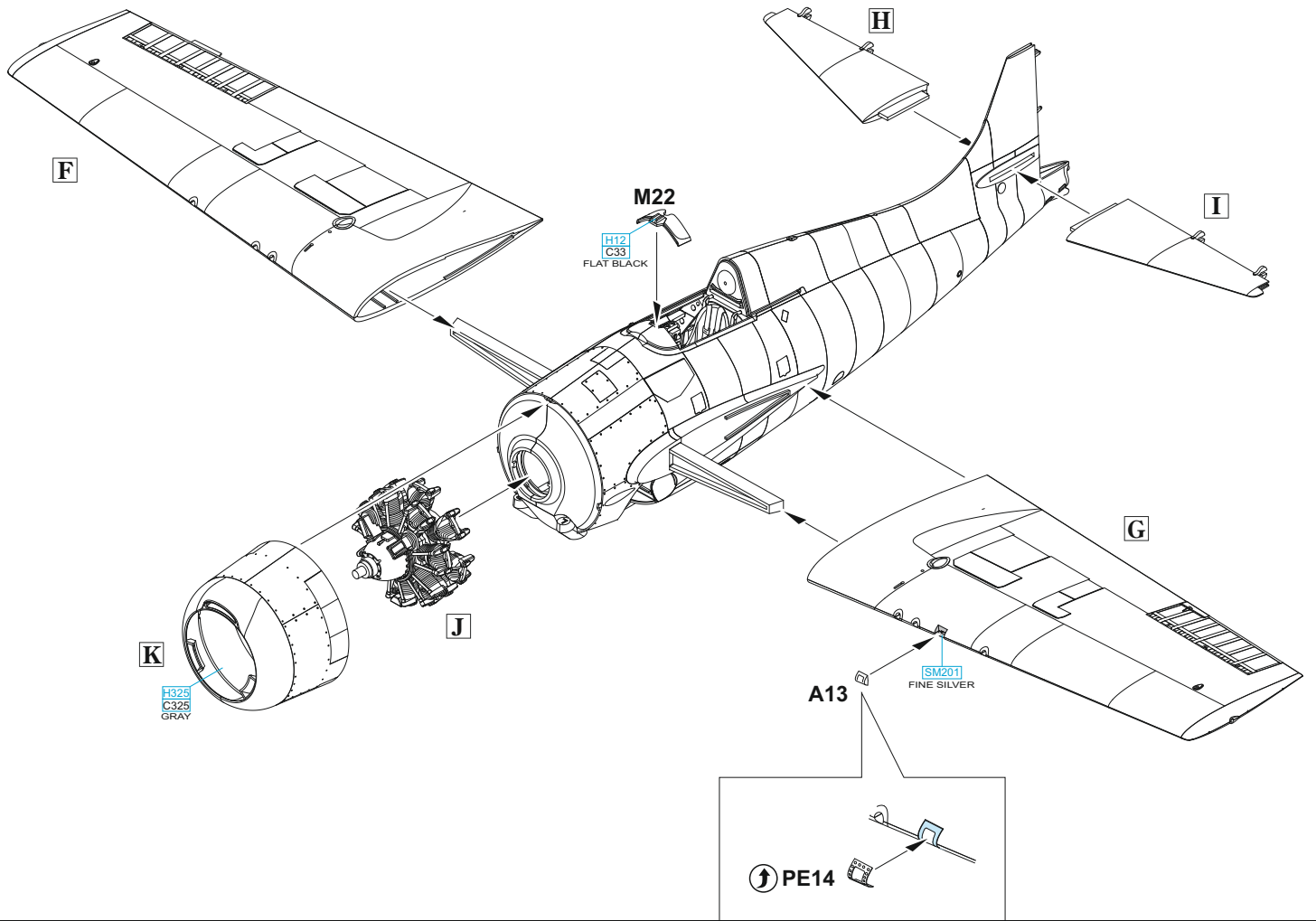
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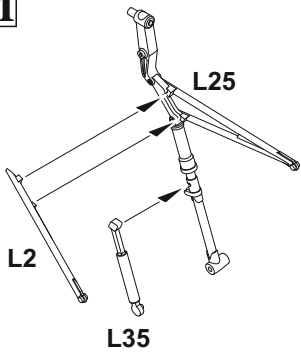
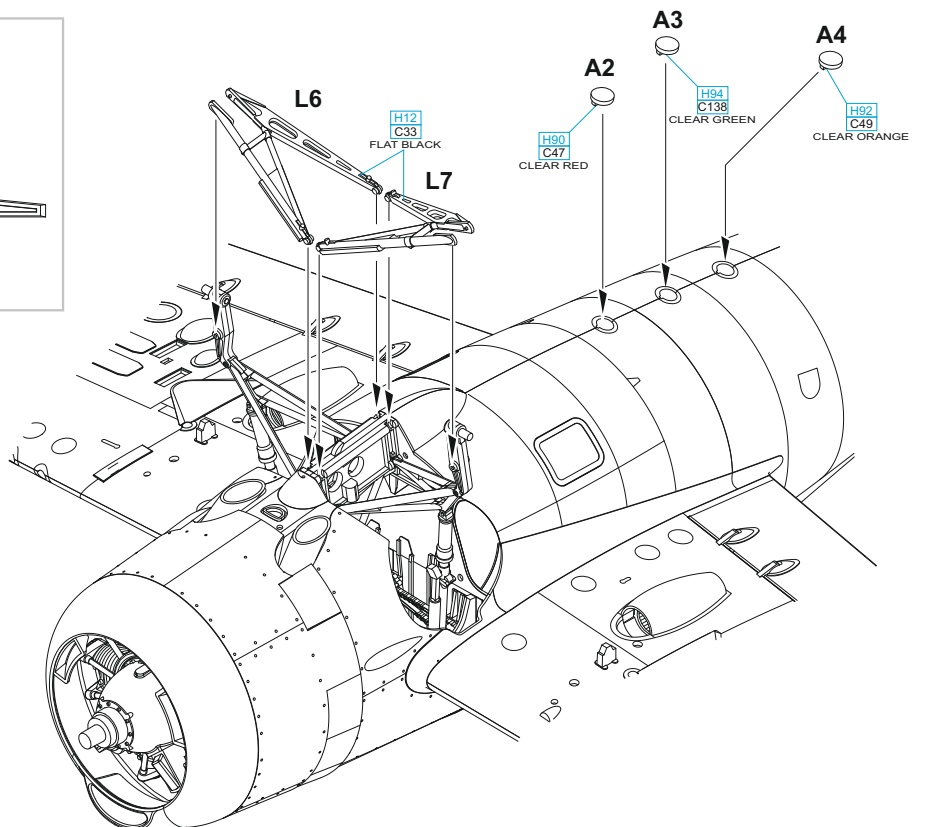
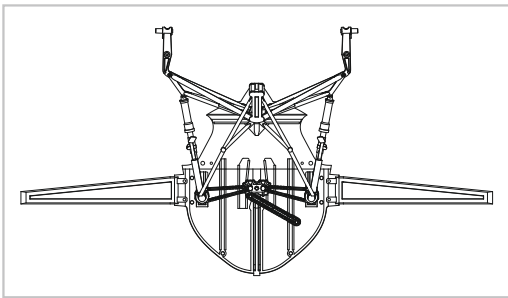
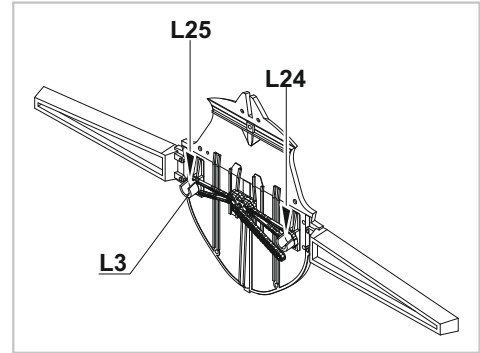
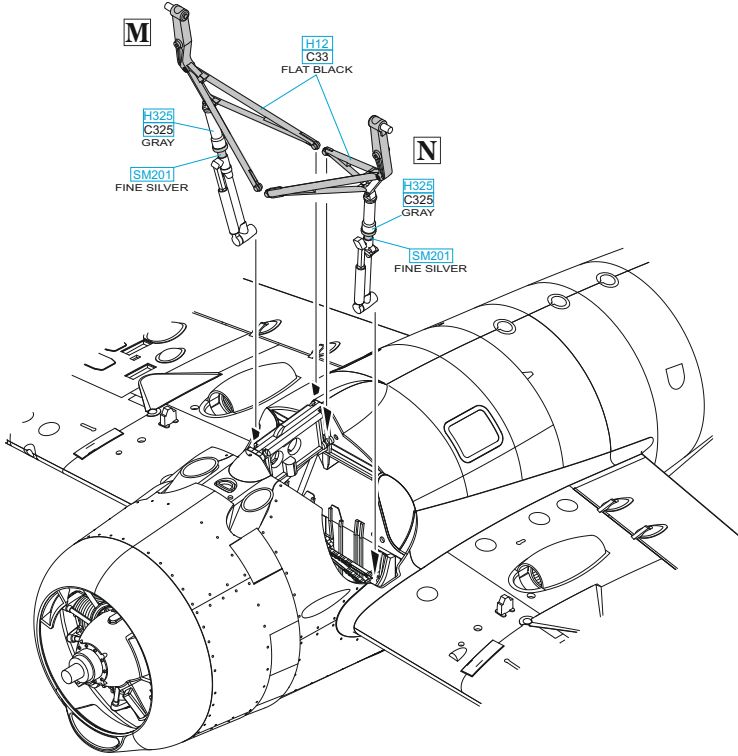
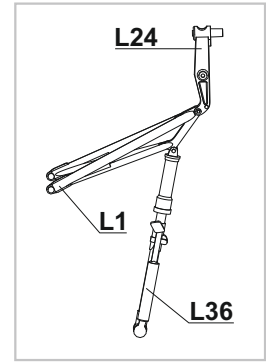
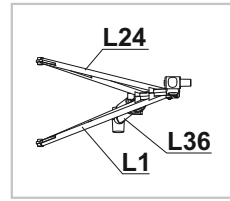
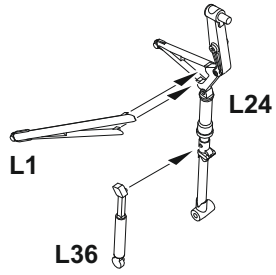
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C325
GRAY - MARKINGS **A;B;C;F**
H316
C316
WHITE - MARKINGS **D;E**

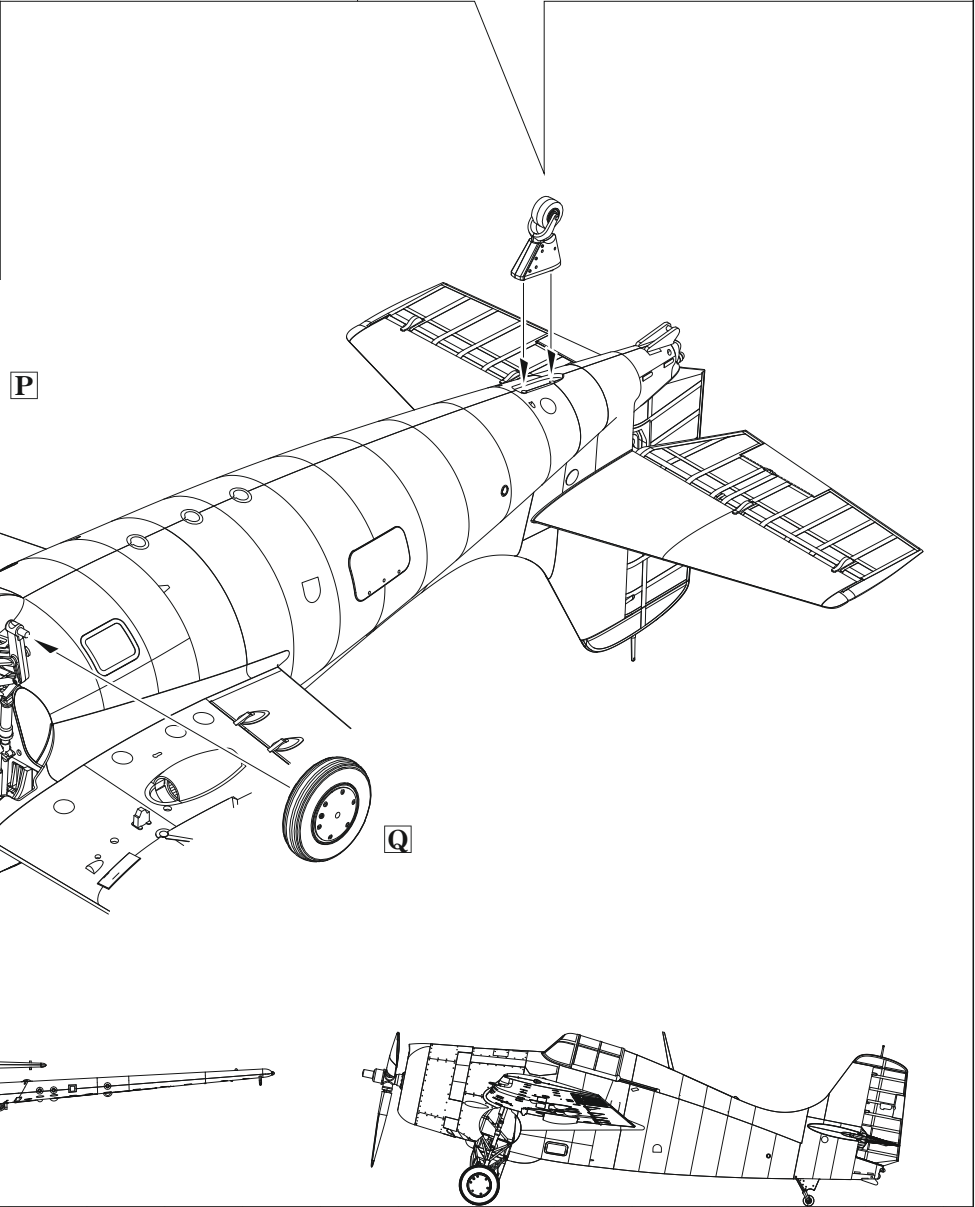
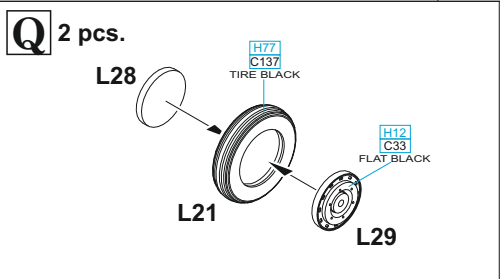
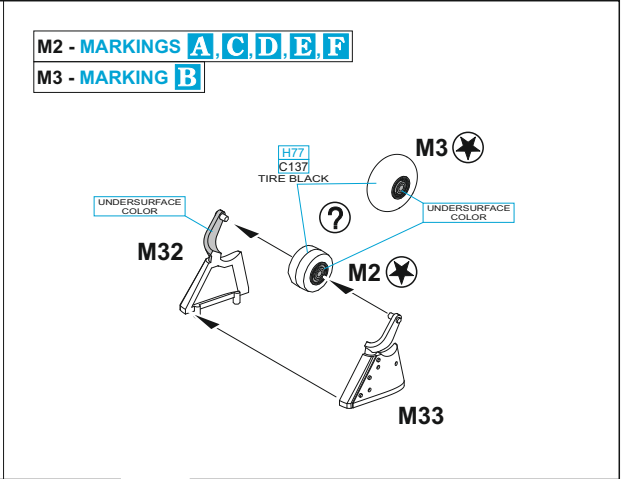
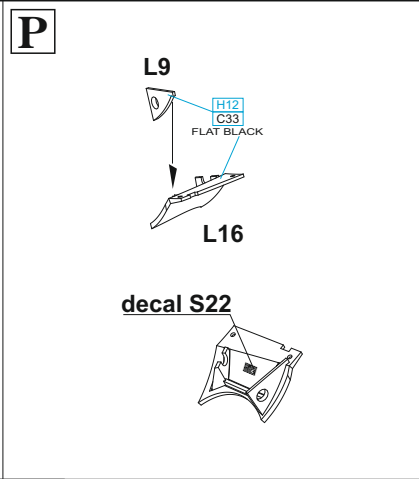
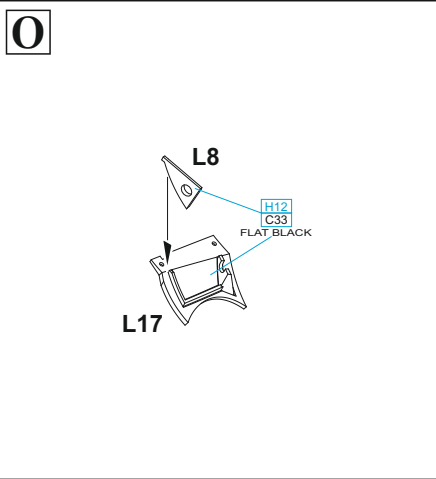




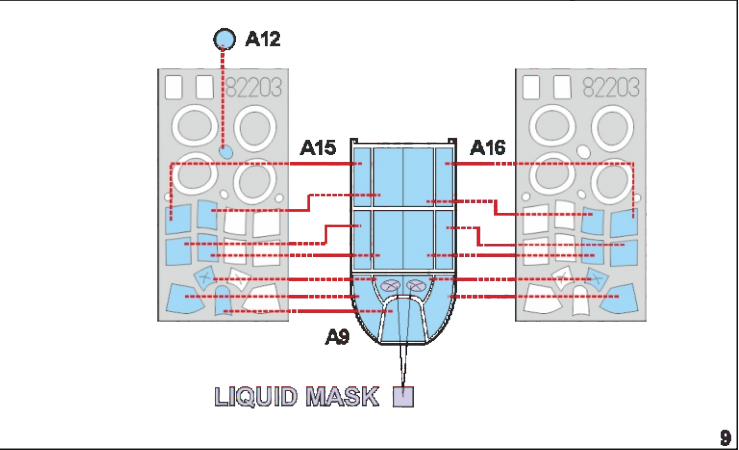
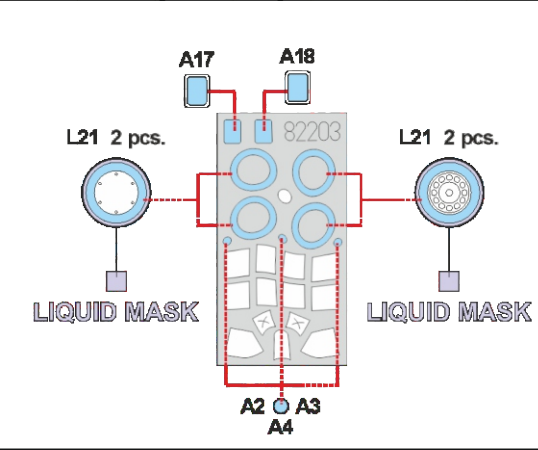




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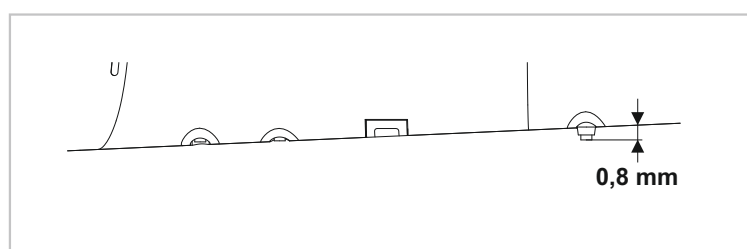
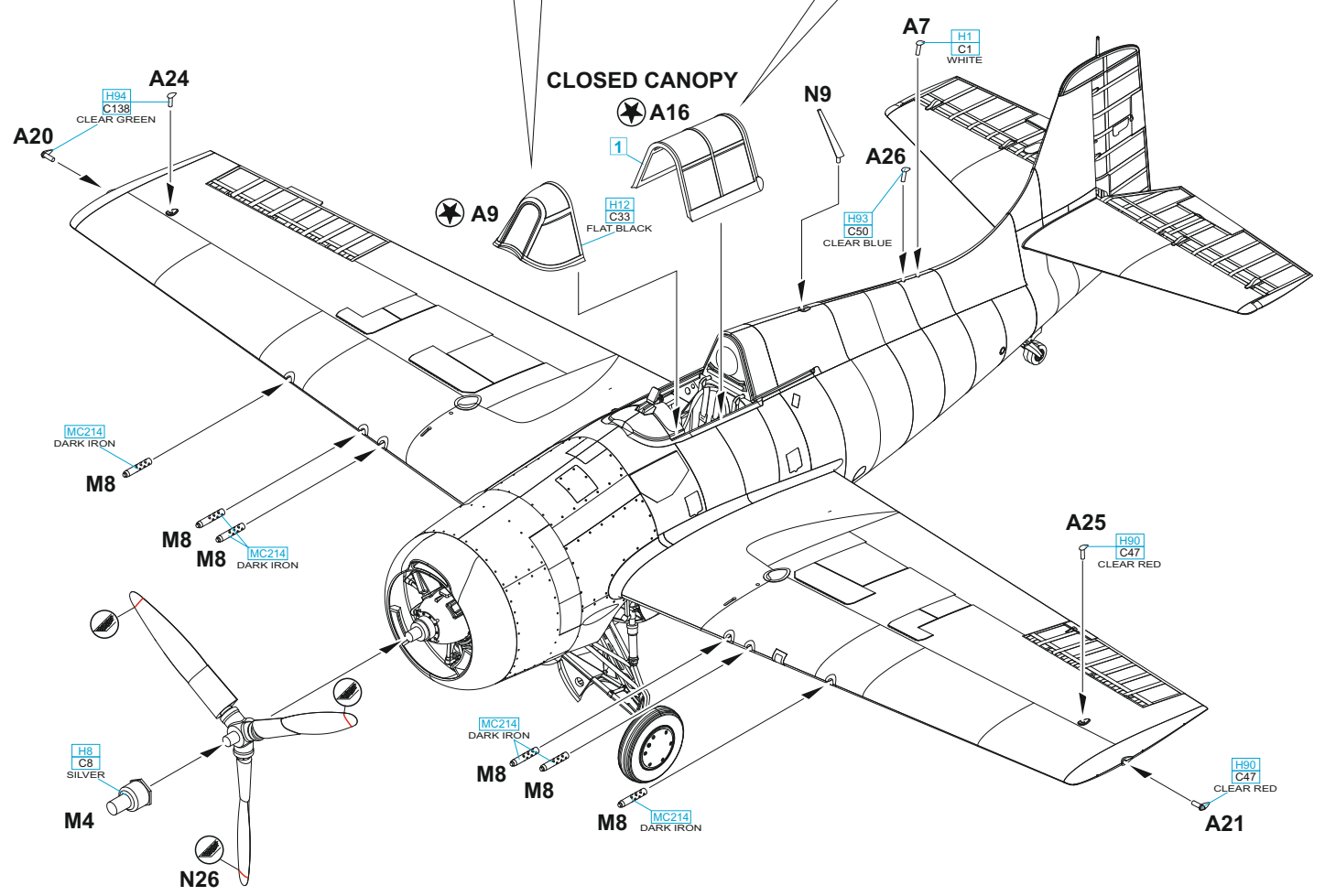
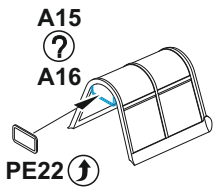
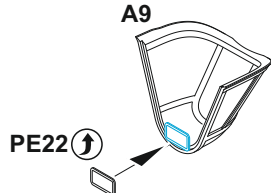
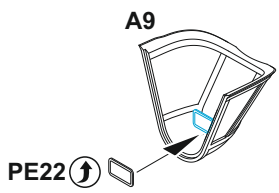
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MASK
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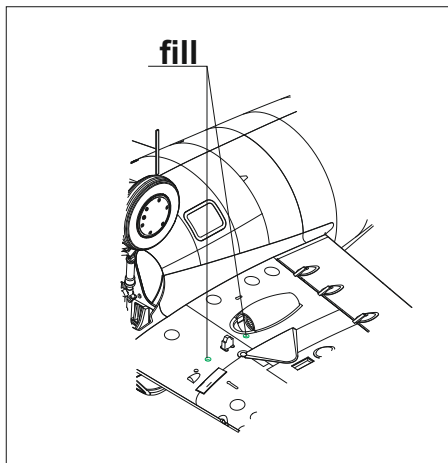
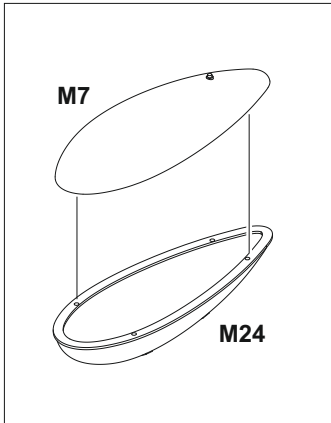
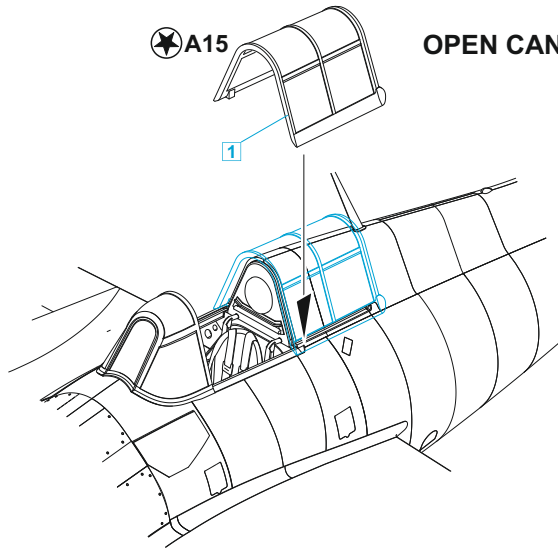
MARKINGS B, E ONLY

MARKING A ONLY

MARKINGS C, D, F ONLY

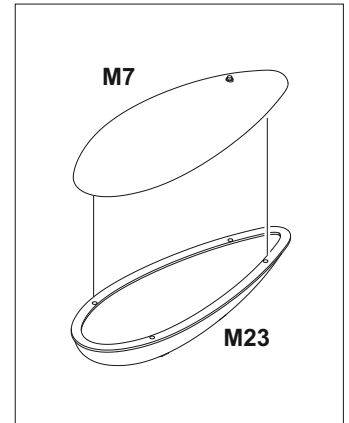
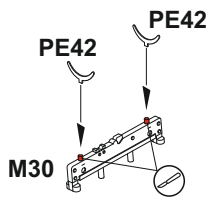


★A15 **OPEN CANOPY**

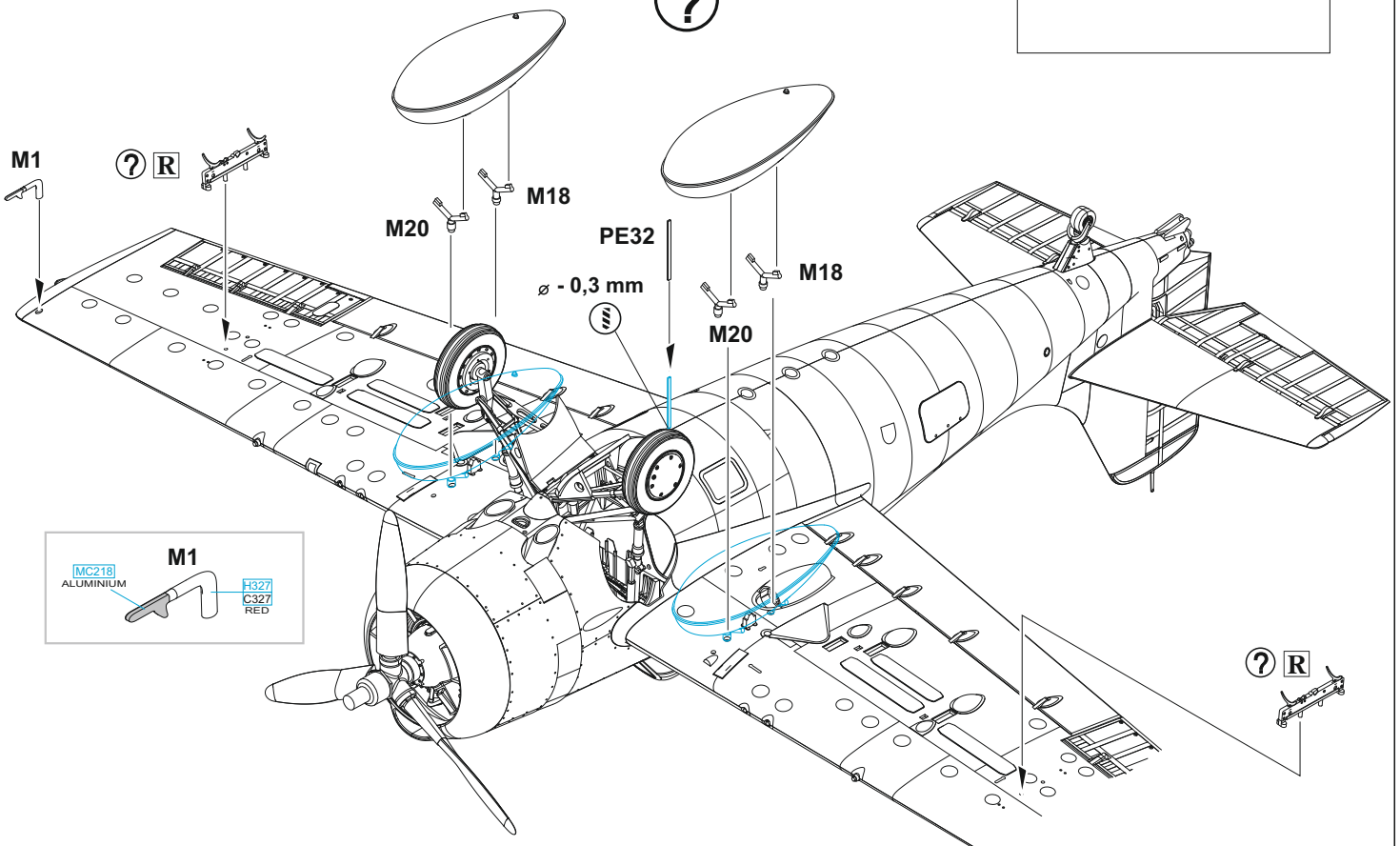


R ? MARKINGS **A, C** ONLY

2 pcs.



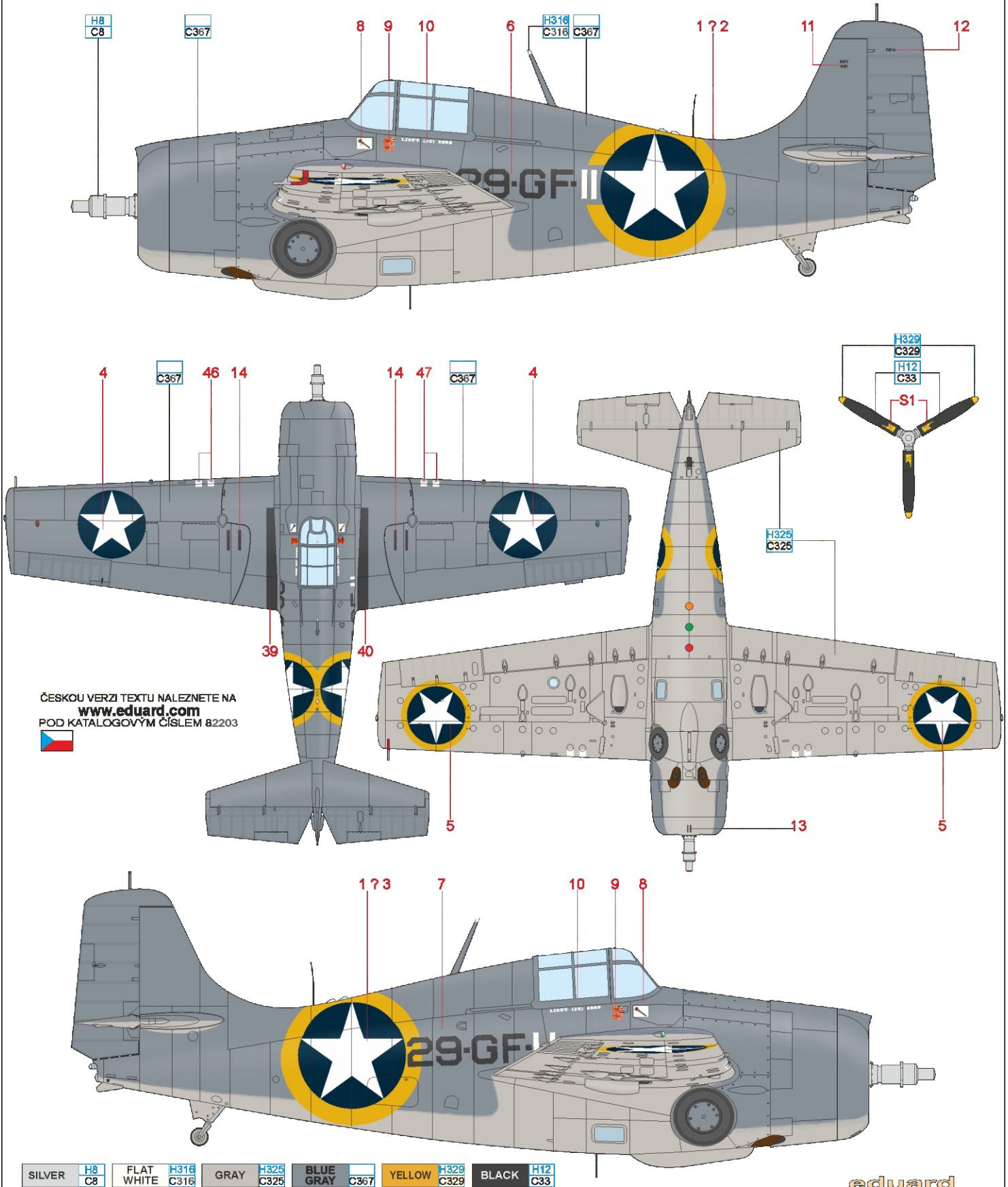
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A Lt.(Jg) William E. Eder, VGF-29, USS Santee (CVE-29), November 1942

Prior to his assignment to VGF-29, William Eder fought with VF-3 at the Battle of Bougainville and with VF-2 at the Battle of the Coral Sea. He downed one Zero and shared a victory over a Betty bomber plus one probable kill of a Val bomber during these engagements. In all, Eder is credited with 6.5 kills of Japanese aircraft, and he destroyed another 10 of them on the ground. He also destroyed three French aircraft during Operation Torch. The Wildcat that Eder flew during Operation Torch wore standard camouflage consisting of shades of Light Gray and Blue Gray, the insignia being complemented by a yellow border on the fuselage and underside of the wing. Below the cockpit, two kills and the unit emblem were painted on both sides.



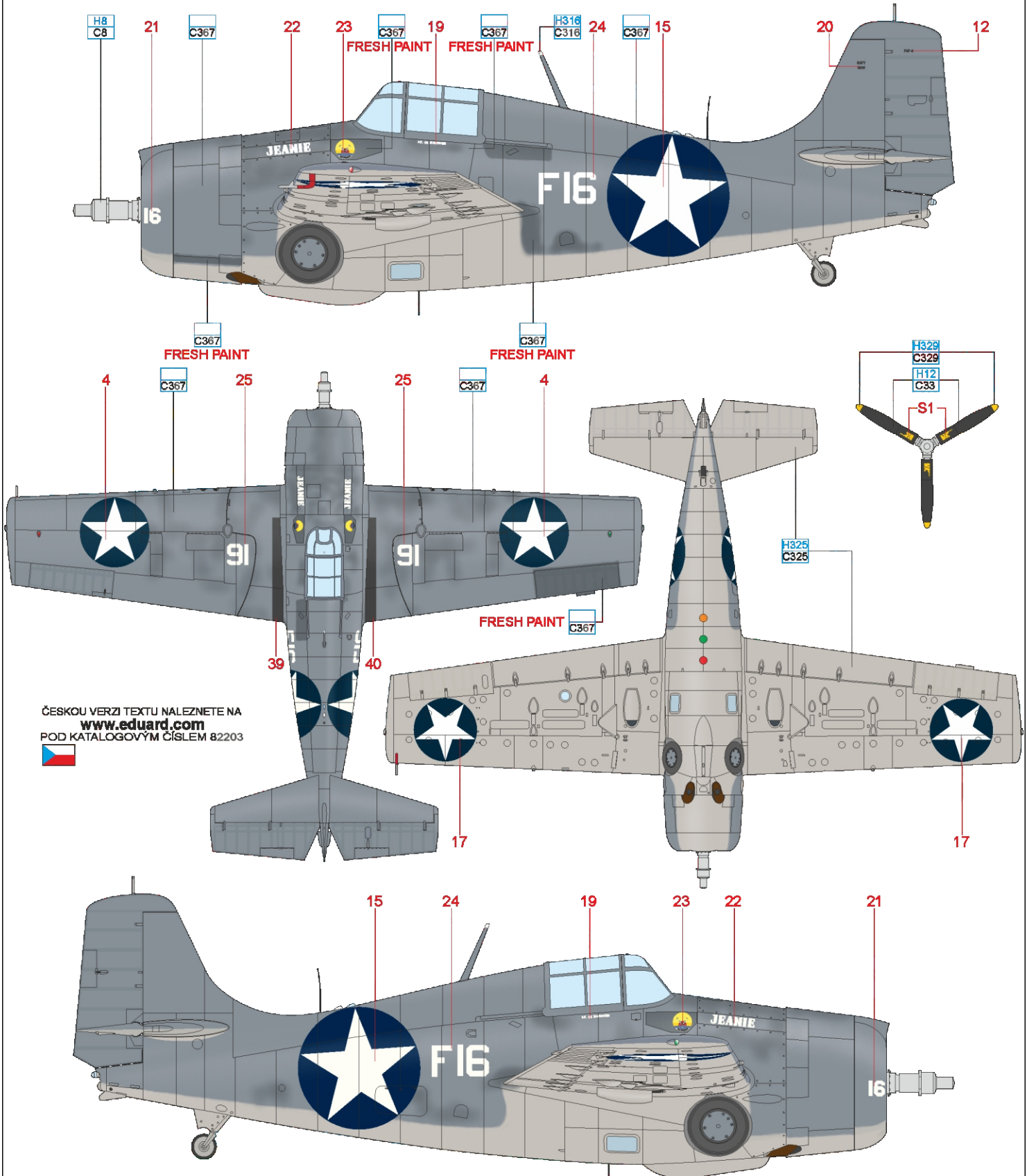
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www.eduard.com
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SILVER	H8 C8	FLAT WHITE	H316 C316	GRAY	H325 C325	BLUE GRAY	C367	YELLOW	H329 C329	BLACK	H12 C33
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B BuNo. 11992, Ens. Leroy Childs, VF-11, Guadalcanal, May 1943

VF-11 was established at NAS North Island California on October 10, 1942 and was equipped with Wildcats. To emphasize its fighting spirit and superiority over the Japanese, the squadron chose the name Sundowners. The emblem featured two Wildcats shooting down a rising sun. From April to July 1943, VF-11 Wildcats shot down a total of 55 enemy aircraft in aerial combat at Guadalcanal. After returning to the U.S. and rearming with the new F6F Hellcat, VF-11 embarked on the USS Hornet (CV-12) in October 1944 and joined the fighting. By February 1945, her pilots had achieved 102 enemy kills in the air and destroyed dozens more on the ground. With this Wildcat was shot down Ens. Leroy Child on May 6, 1943. He was last seen breaking away from the formation and his body was never recovered. He was posthumously awarded the Air Medal and the Purple Heart. Wildcat number 16 was painted in standard camouflage shades of Light Gray and Blue Gray with a diffuse gradient of colors. On both sides of the fuselage there were the white lettering "JEANIE" and the unit emblem of VF-11 painted. The aircraft had numerous camouflage repairs to the fuselage and wings.



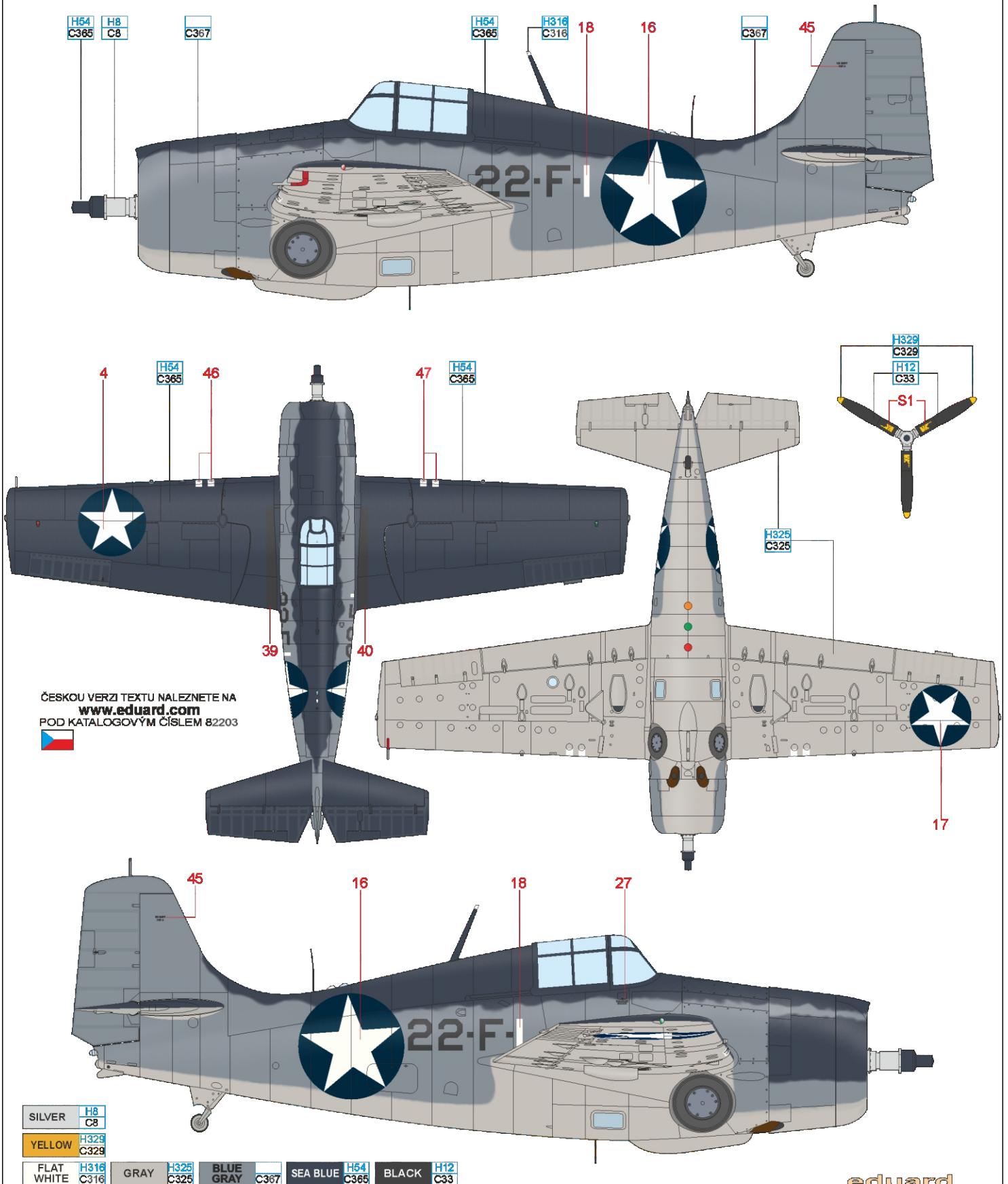
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SILVER	H8 C8	FLAT WHITE	H316 C316	GRAY	H325 C325	BLUE GRAY	C367	YELLOW	H329 C329	BLACK	H12 C33
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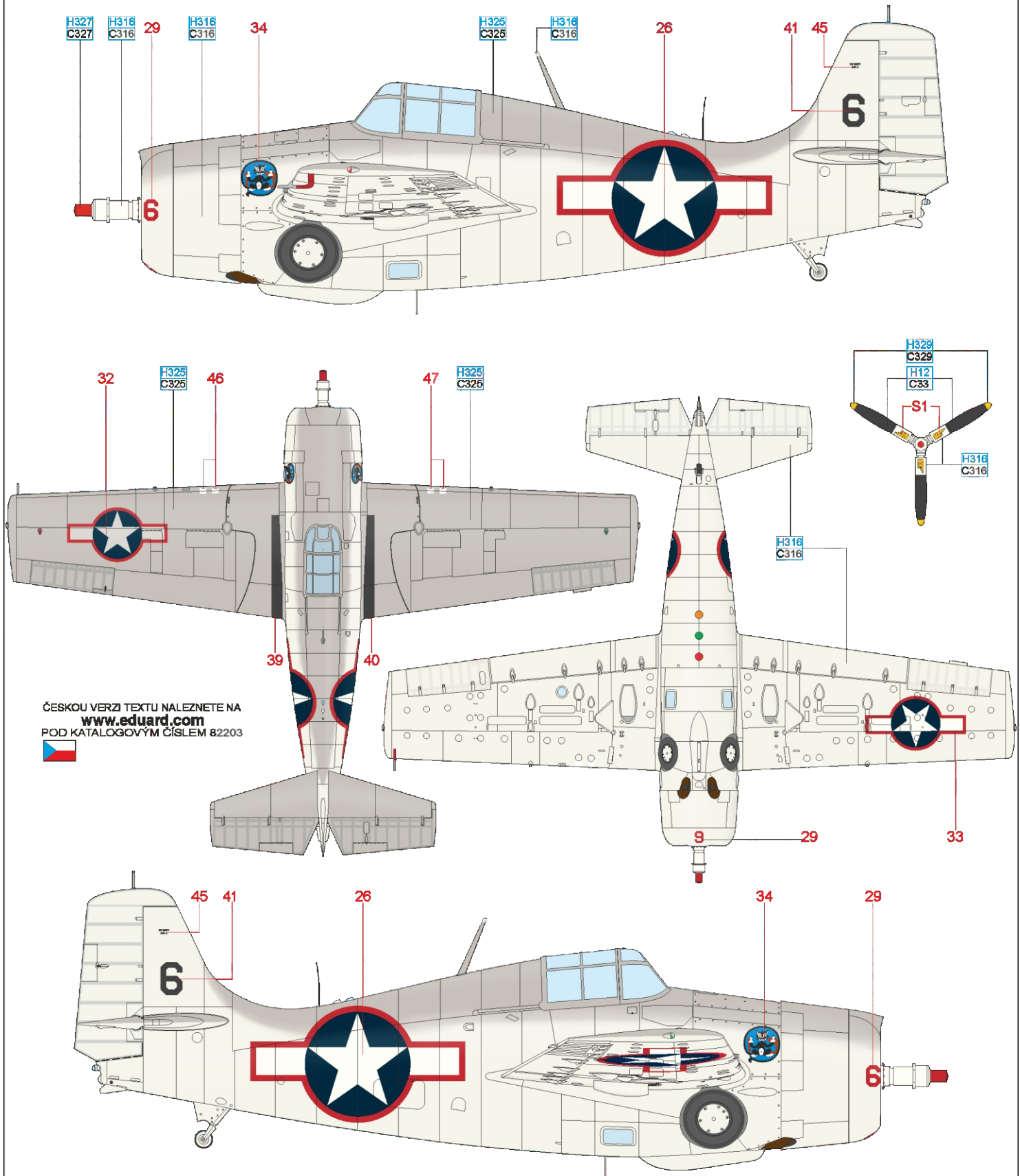
C Lt. Philip H. Torrey Jr., CO of VF-22, USS Independence (CVL-22), June 1943

The VF-22 unit was activated on September 30, 1942 and flew from the aircraft carrier USS Independence (CVL-22) during World War II. The unit was flew F4F Wildcats, later F6F Hellcats. The unit's first commander was Lt. Philip H. Torrey Jr. who commanded the unit until the summer of 1943. During the summer of 1943, Torrey became the commanding officer of Fighting Squadron 9 (VF-9), operating from the USS Essex (CV-9). In March 1944, he was transferred to Carrier Air Group 9 (CAG-9) operating aboard USS Lexington (CV-16) with F6F Hellcats. On February 16, 1945, Torrey volunteered for his first mission which was to fly over Tokyo. Over the target, however, his Hellcat was shot down by a Japanese fighter and Torrey fatally crashed in the village of Habu near Narita. His Wildcat, which he flew with VF-22, had a non-standard camouflage with a third shade of Semi-Gloss Sea Blue applied to the original older Blue Gray/Light Gray scheme on the upper fuselage and wings.



D VC-13, USS Core (CVE-13), August–September 1943

The Tacoma-built Bogue-class escort carrier USS Core (CVE-13) was commissioned on December 10, 1942, and named after Core Sound. USS Core operated on the west coast off San Diego, but soon joined the Atlantic Fleet to take part in the bloody war against submarines with TBF-1C Avengers and F4F-4 Wildcats on board. Core's first combat cruise in the Atlantic lasted from June 27 to July 31, 1943, during which VC-13 hit a pair of submarines. USS Core and VC-13 scored a total of four submarine kills by the end of 1943, helping to end the good times of the German U-boat fleet. The Wildcats on USS Core carried an interesting combination of colors from the factory blue-grey NS through light grey NS as well as both the then-new ASWN I and II schemes designed for the Atlantic. The aircraft shown, with the black identification number 6 on the rudder, had a unique design of the unit emblem painted on the fuselage with the number 13 inscribed on it. This made it a popular background for photographs of VC-13 pilots.



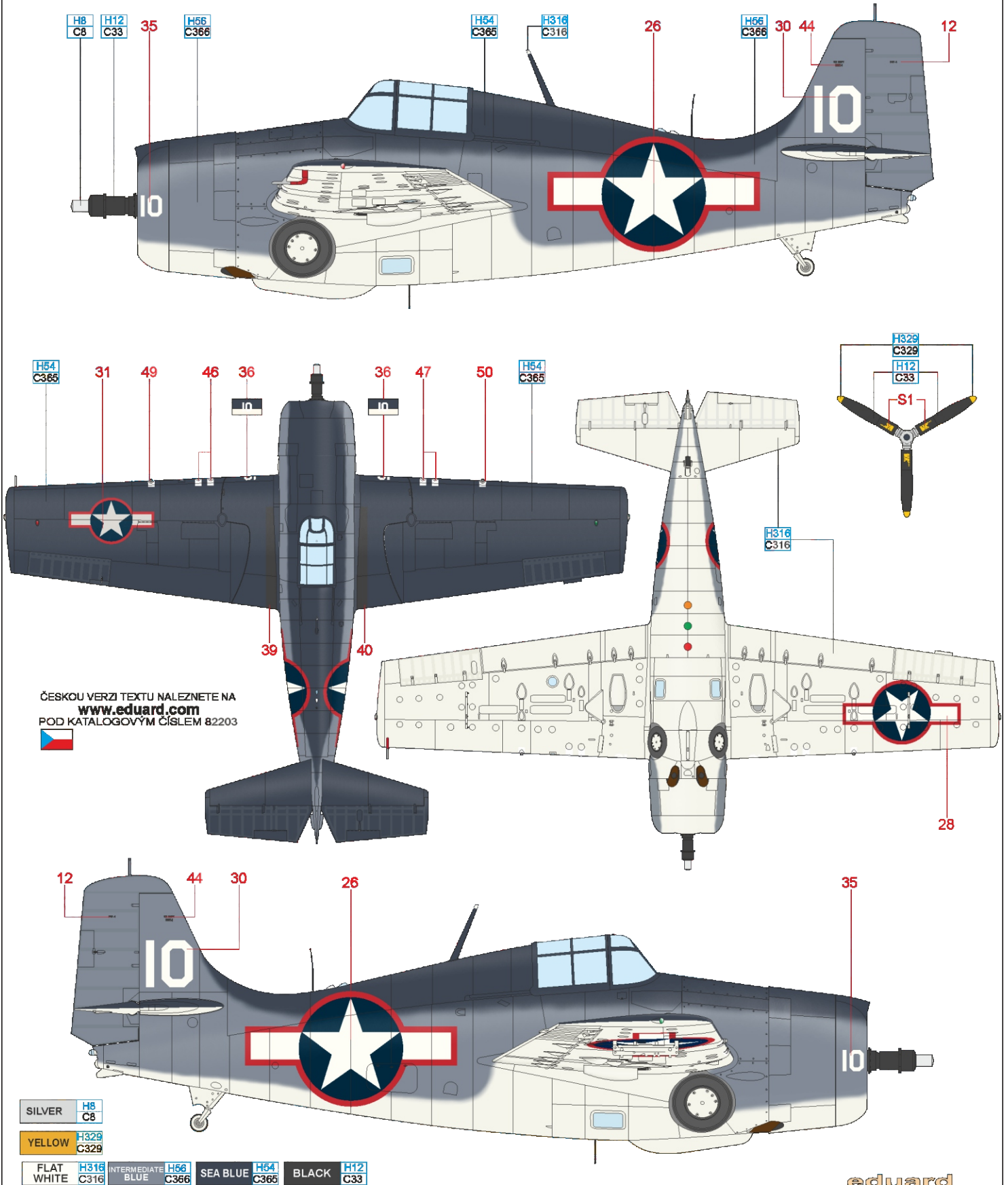
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FLAT WHITE	H316 C316	GRAY	H325 C325	YELLOW	H329 C329	RED	H327 C327	BLACK	H12 C33
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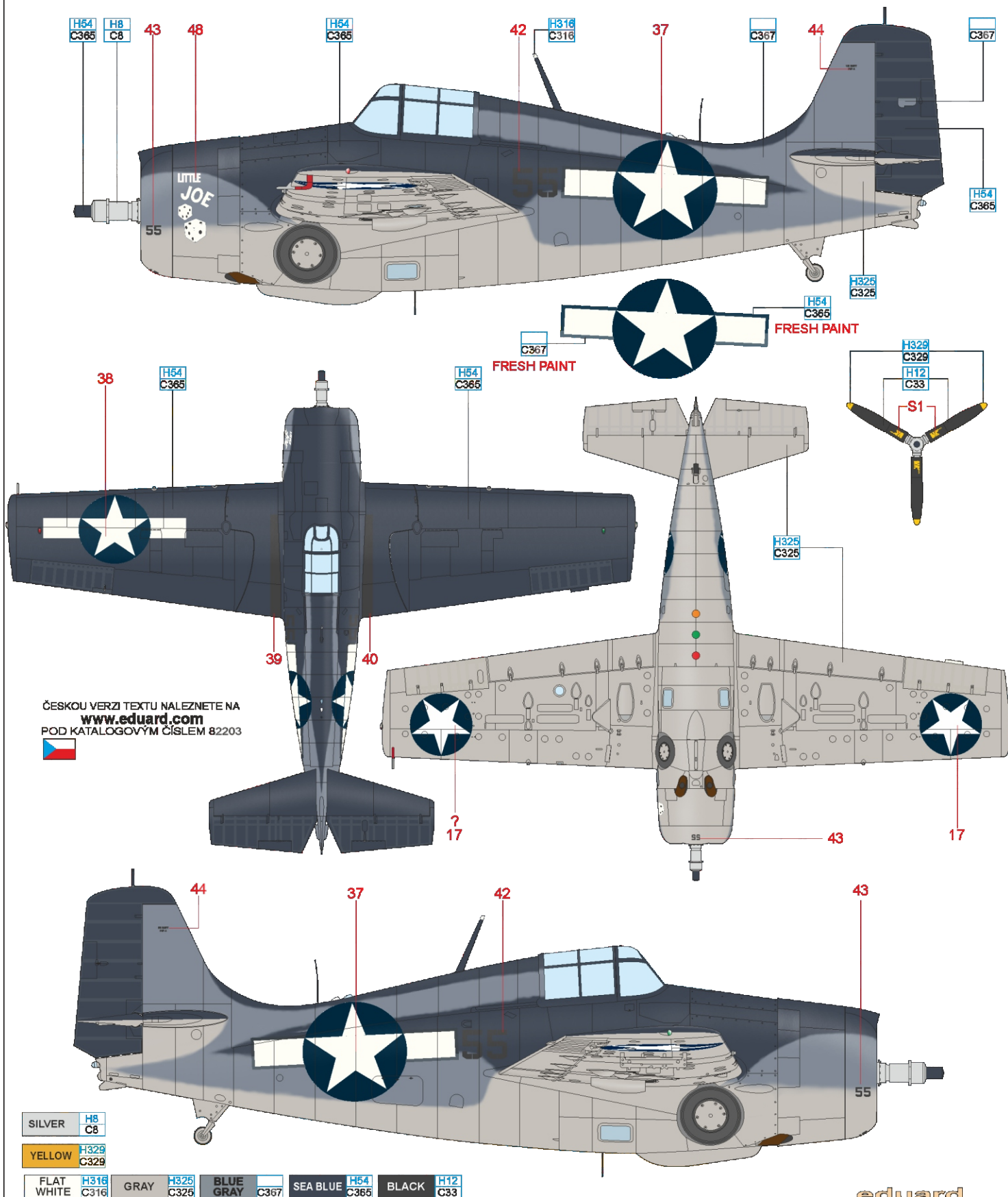
E Lt. (jg) Dean S. Laird, USS Ranger (CV-4), October 1943

Dean Samuel "Diz" Laird was the only US Navy ace with kills on both the Pacific and European battlefields. He also served in the Korean War and Vietnam War after the World War II. Laird shot down 5.75 enemy aircraft in combat and damaged one. Two of his victims were German Ju 88 and He 115 aircraft, shot down in October 1943 near Norway during Operation Leader. The others were Japanese aircraft. Laird flew 138 combat sorties during World War II and was awarded the Distinguished Flying Cross and the Congressional Gold Medal, among other awards. He flew the F4F Wildcats and then the F6F Hellcats and was assigned to the aircraft carrier USS Ranger (CV-4) from November 1942 to March 1943. From November 1944 to March 1945, he operated from the USS Essex (CV-9). In 1969, he was one of the three lead pilots in the movie *Tora! Tora! Tora!* Laird helped reenact the attack on Pearl Harbor during its filming and flew approximately 164 hours during the production.

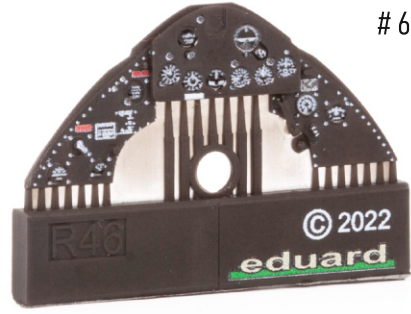


F VMF-441, Nanumea, November 1943

Marine Fighting Squadron 441 (VMF-441) was formed on October 1, 1942 at Tutuila, American Samoa, from part of VMF-111 and flew F4F Wildcats. By the end of May 1943, the entire squadron moved to Funafuti in the Ellice Islands, followed by another move to Nanumea Base on September 28, 1943. The squadron moved back to Tutuila in December 1943, where it rearmed to the F4U-1 Corsair. VMF-441 was also known as "The Blackjacks". The unit was credited with a total of 49 aircraft shot down during World War II and was inactivated after the surrender of Japan on July 11, 1946. The Wildcat shown here wore non-standard camouflage with a third shade of Semi-Gloss Sea Blue added to the original older Blue Gray/Light Gray scheme on the upper fuselage and wing surfaces. The nose of the aircraft was decorated with a white "Little Joe" inscription on the left side of the engine cowling with a dice motif.

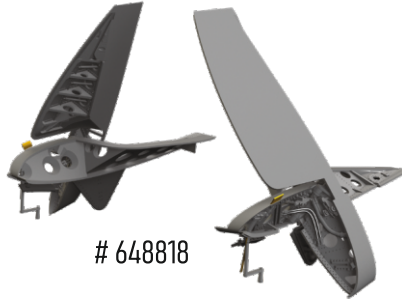
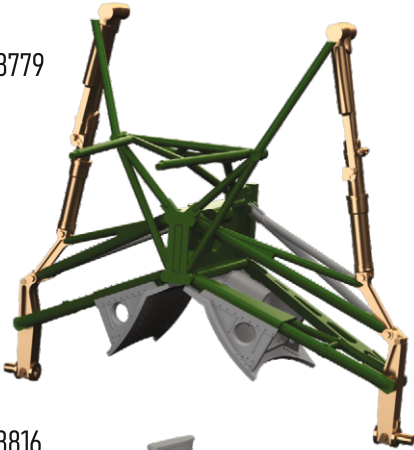


- 481093 F4F-4 landing flaps (PE-Set)
- FE1290 F4F seatbelts STEEL (PE-Set)
- 644164 F4F-4 LööK (Brassin)
- 648769 F4F gun barrels PRINT (Brassin)
- 648779 F4F undercarriage legs BRONZE (Brassin)
- 648803 F4F-4 cockpit PRINT (Brassin)
- 648815 F4F-4 wheels early (Brassin)
- 648816 F4F-4 wheels late (Brassin)
- 648817 F4F-4 landing flaps PRINT (Brassin)
- 648818 F4F-4 folding wings PRINT (Brassin)
- 648820 F4F-4 exhausts PRINT (Brassin)
- 648828 F4F-4 engine PRINT (Brassin)
- 648829 F4F-4 wheel bay PRINT (Brassin)
- 648853 F4F-4 gun bays PRINT (Brassin)
- 3DL48090 F4F-4 SPACE (3D Decal Set)
- EX904 F4F-4 TFace (Mask)

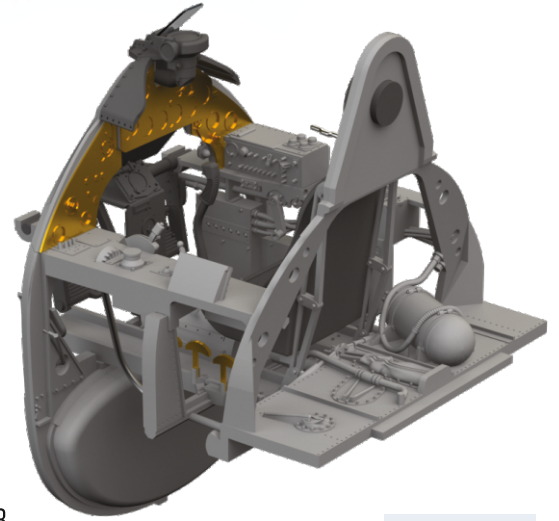


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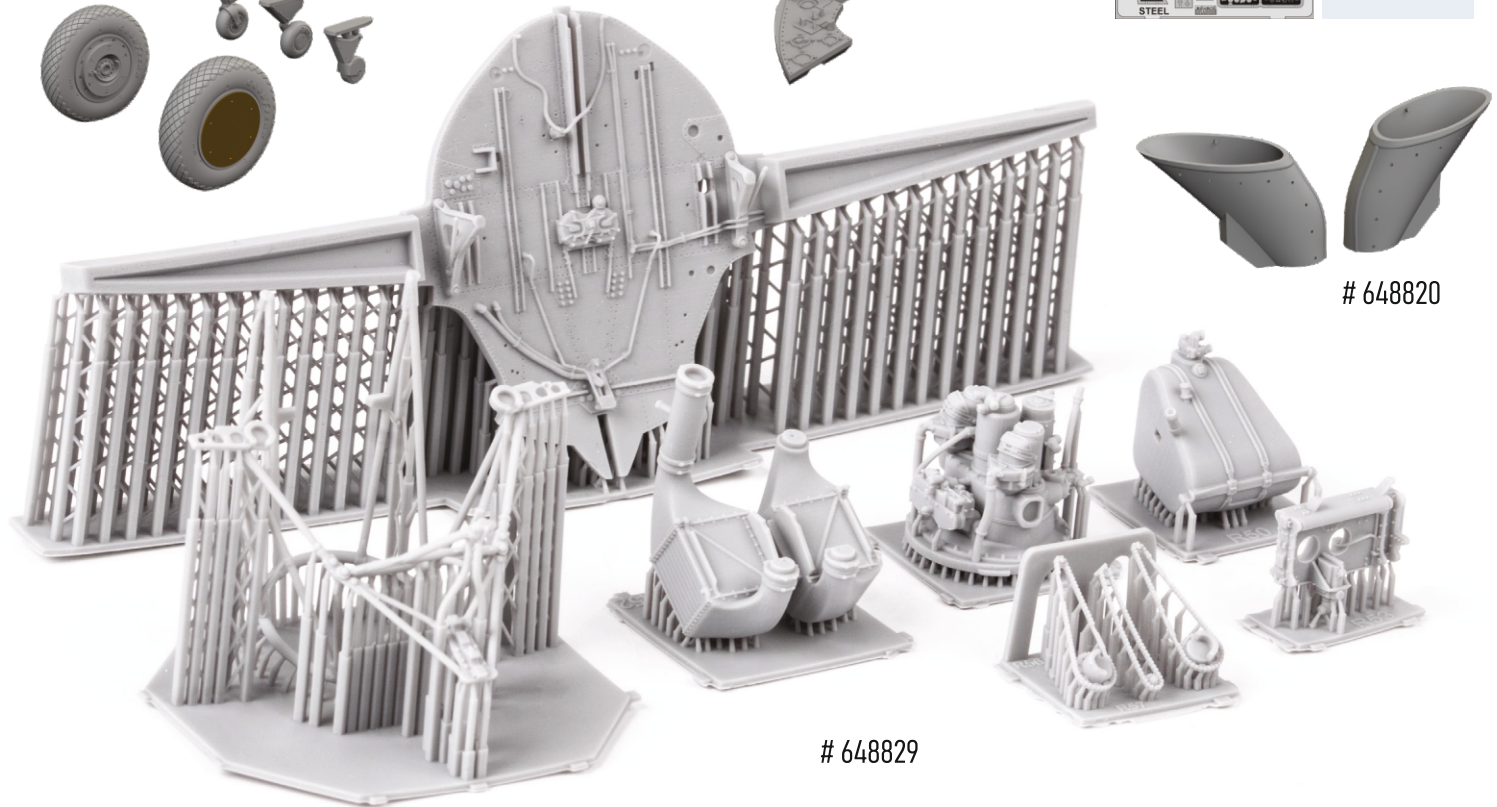
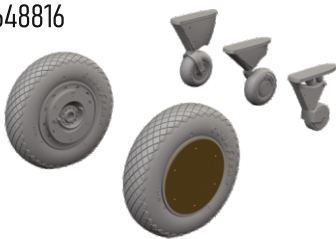


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