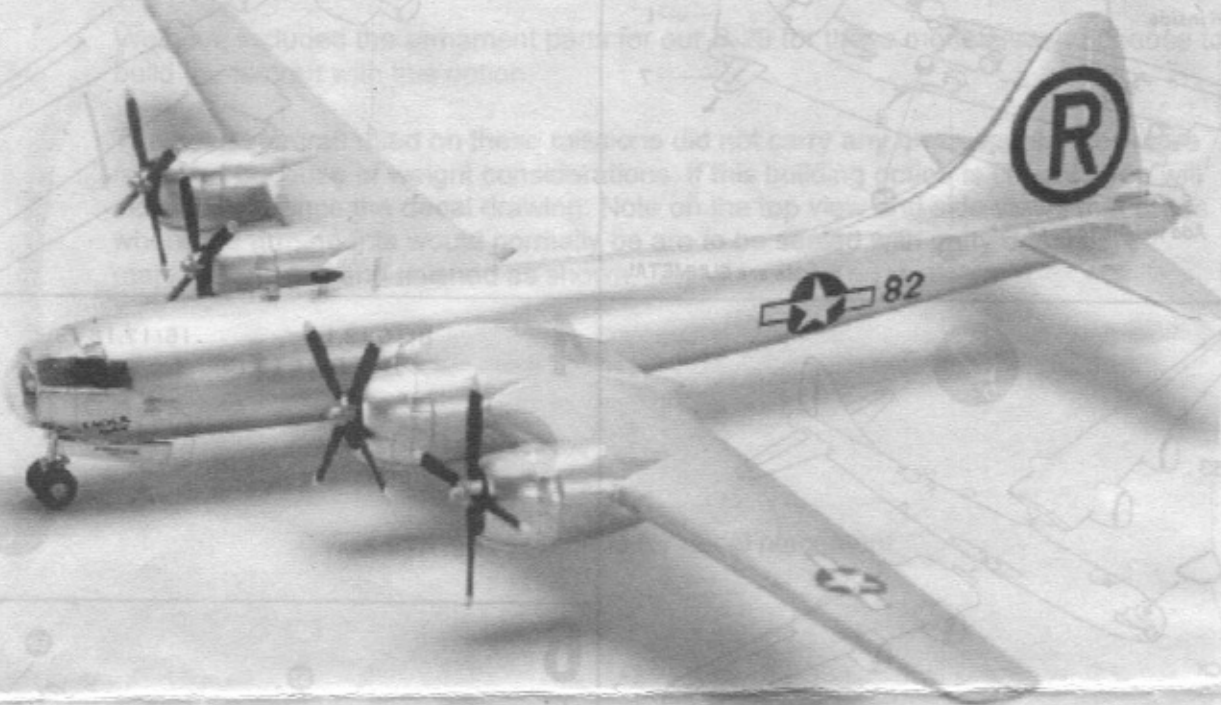


B-29 ENOLA GAY

in 1/144 scale

MINICRAFT
MODELKITS

Legends
in the making



In the relatively short span of aviation development, three events stand out as turning points in history. The first, of course, is the Wright brothers accomplishment of powered flight; the second is Charles Lindbergh's proof that aircraft are reliable enough to be capable of covering long distances with safety. The Third, aircraft are a means of delivering massive destruction, represented by the B-29 bomber used in the atomic raids on Japan to end the Second World War.

When the B-29 Superfortress was unveiled to the American public, it was already making history with long ranging flights from China to the heart of the Japanese Empire. As effective as these raids were, the Japanese, now on the defensive, planned to create a formidable force to fend off the advancing American juggernaut. This would require an invasion of the Japanese islands which could cost millions of lives on both sides.

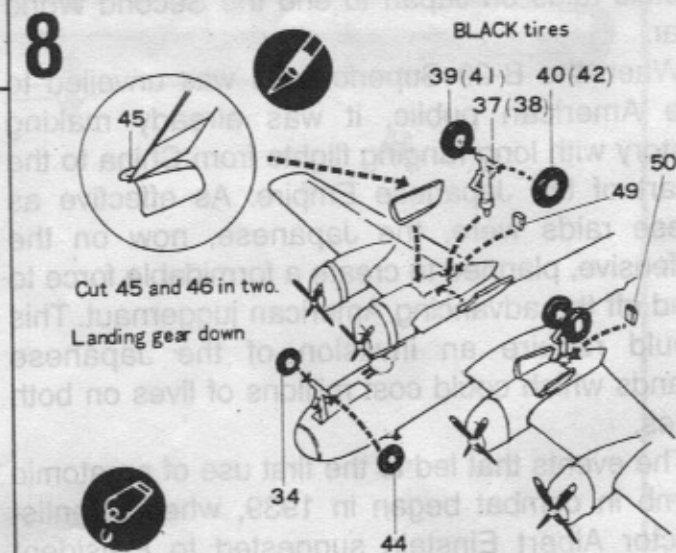
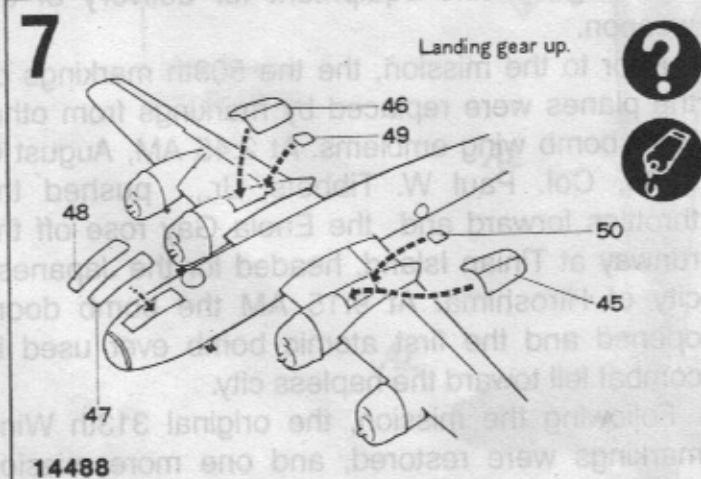
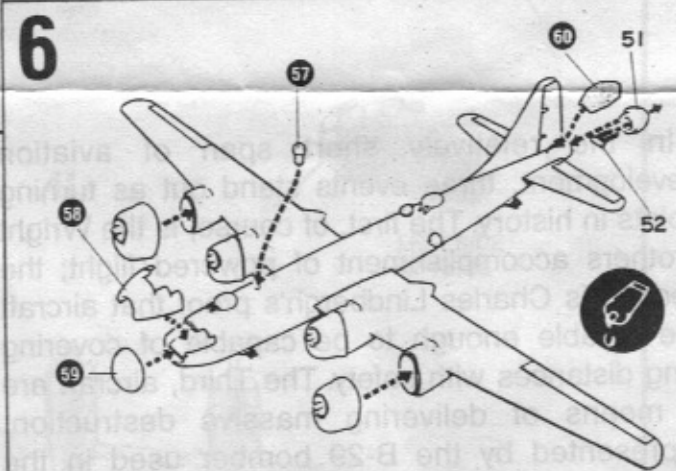
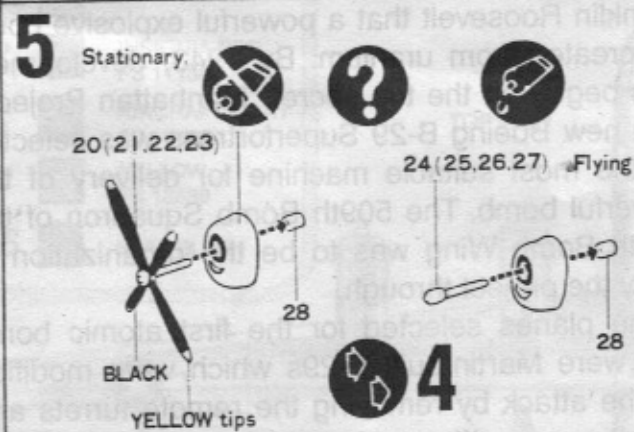
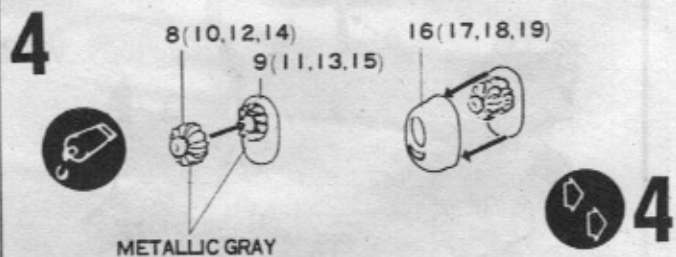
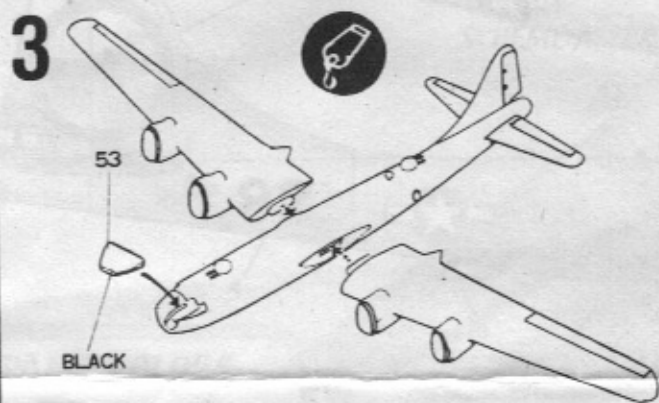
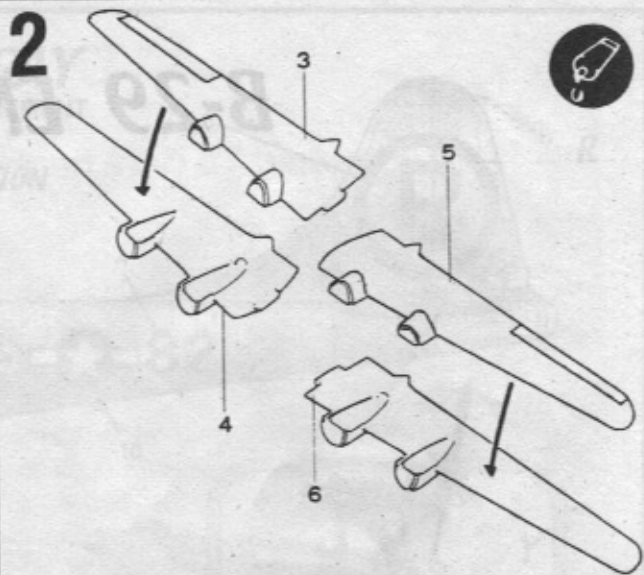
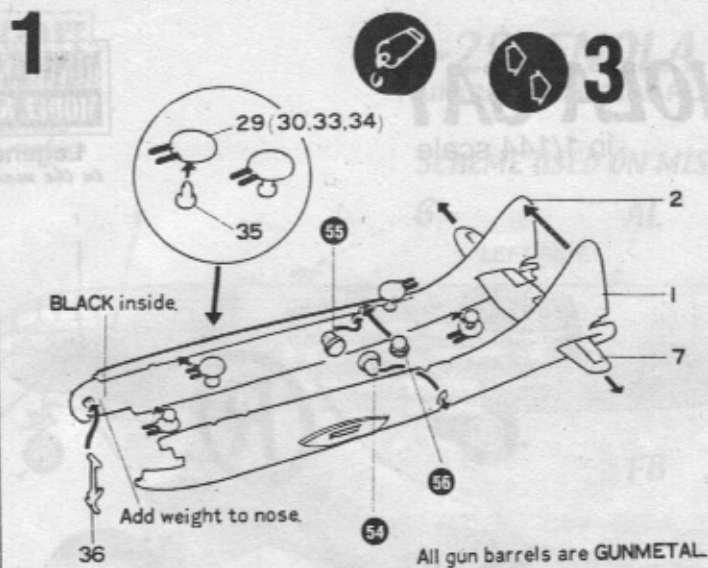
The events that led to the first use of an atomic bomb in combat began in 1939, when scientist Doctor Albert Einstein suggested to President

Franklin Roosevelt that a powerful explosive could be created from uranium. By 1943, development was begun on the top secret "Manhattan Project". The new Boeing B-29 Superfortress was selected as the most suitable machine for delivery of the powerful bomb. The 509th Bomb Squadron of the 313th Bomb Wing was to be the organization to carry the project through.

The planes selected for the first atomic bomb raid were Martin-built B-29s which were modified for the attack by removing the remote turrets and installing specific equipment for delivery of the weapon.

Prior to the mission, the the 509th markings on the planes were replaced by markings from other B-29 bomb wing emblems. At 2:45 AM, August 6, 1945, Col. Paul W. Tibbets, Jr., pushed the throttles forward and the Enola Gay rose off the runway at Tinian Island, headed for the Japanese city of Hiroshima. At 9:15 AM the bomb doors opened and the first atomic bomb ever used in combat fell toward the hapless city.

Following the mission, the original 313th Wing markings were restored; and one more mission marker was added to the Enola Gay: a tiny red silhouette of a fat man.



14488



Cement Parts
Collar
Kleben
Pegar
Incollare
Collar
Kleban



DO NOT cement
No glue
Nicht Kleben
No glue
Nicht Kleben
No glue
Nicht Kleben



Cut away
Cover
Schneiden
Cover
Teplere
Cover
Snijden



Optional parts
Opsi
Auszubehagückheit
Election
Scelta
Opwa
Keuze



Repeat operation
Repeat operation
Vergak wiederholen
Repeatir la operation
Repetira
Repetir a Operacao
Hampan



3

Addendum To B-29 Enola Gay & Bocks Car Instructions:

We have included the armament parts for our B-29 for those modelers who choose to build the aircraft with this option.

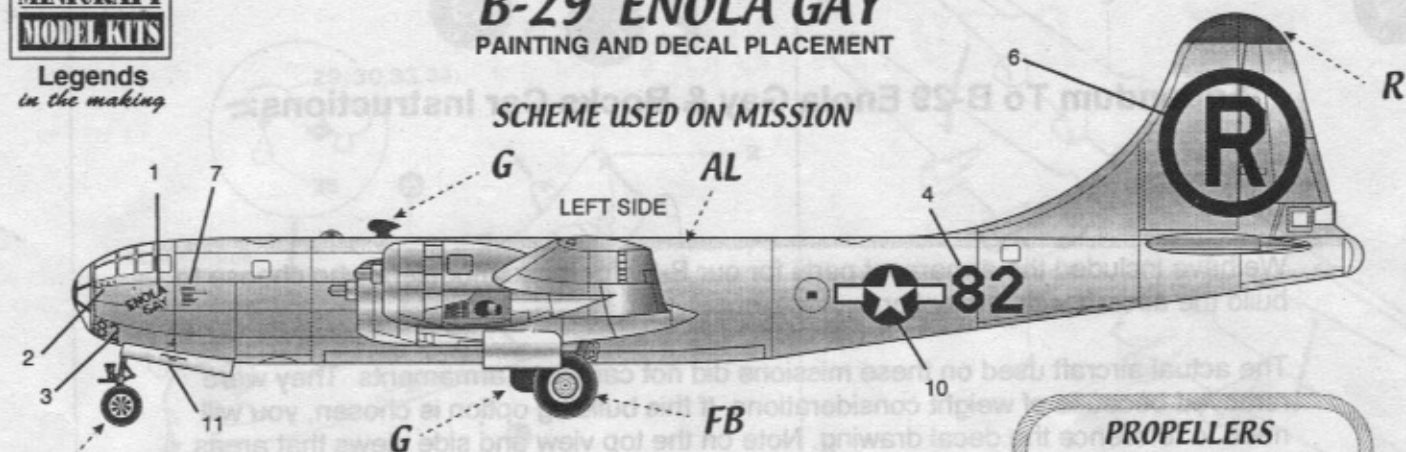
The actual aircraft used on these missions did not carry any armaments. They were removed because of weight considerations. If this building option is chosen, you will need to reference the decal drawing. Note on the top view and side views that areas where the armaments would normally be are to be sealed with putty or similar material, sanded and finished as shown.

See last page for decal placement

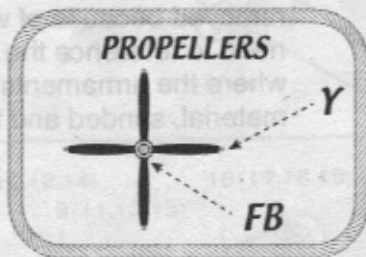
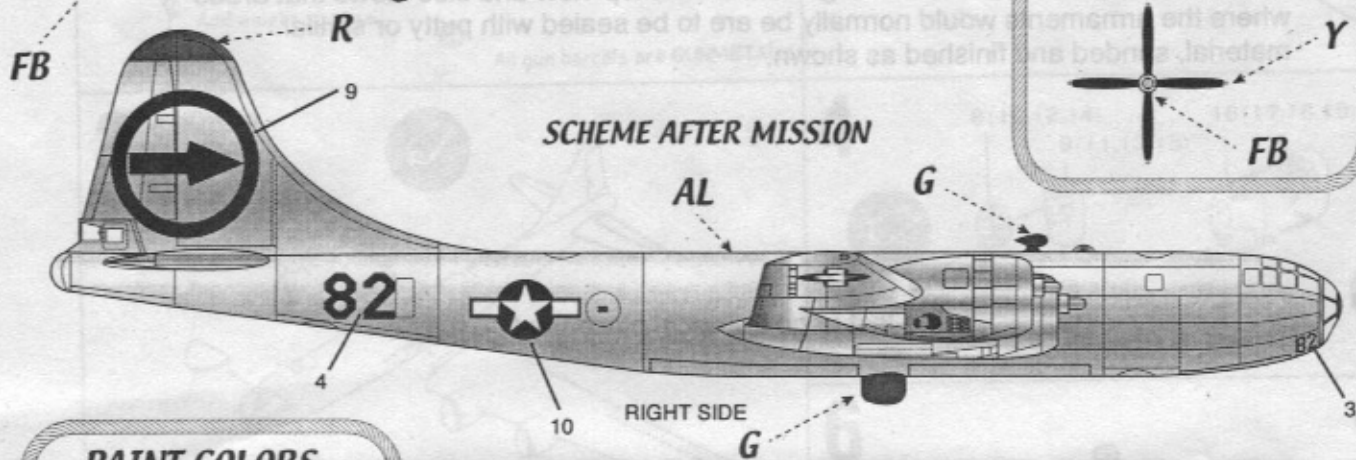
B-29 ENOLA GAY

PAINTING AND DECAL PLACEMENT

SCHEME USED ON MISSION



SCHEME AFTER MISSION



PAINT COLORS

AL		ALUMINUM
R		INSIGNIA RED FS 11136
G		AIRCRAFT GRAY FS 16473
Y		YELLOW FS 13538
FB		FLAT BLACK

TOP VIEW

