

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#8227



INTRO

There are few aircraft types that took part in combat during World War Two, that can be described with such one sided outcomes in terms of kill : loss ratio as the Hellcat. Representing the middle of the Grumman Cat lineage, the Hellcat was a unique type right from its beginnings. Success of its older brother, the Wildcat, which carried on its shoulders the bulk of the strain of the Pacific air war in 1942, prompted the US Navy to give Grumman free reign over the independent development of a new fighter. This type was to act as insurance in the event the concept of the F4U Corsair turned out unsuccessful. Grumman designers set forth with the design, with emphasis on ease of manufacture, performance and suitability for carrier ops.

On the 30th June, 1941, as Corsair production was initiating, the Navy signed an order for two prototype XF6F-1s, and a star was born. Original expectations centered around development of the proven F4F Wildcat, which was to be dominated by installation of more powerful engine. As such, this eventually evolved into a new fighter altogether. The US Navy also had accumulated combat experience, and was able to incorporate pilot suggestions into the design. The Hellcat was some 60% heavier than the Wildcat, was more heavily armed, had a more powerful engine, was more heavily armored, carried more fuel and was generally of a more robust construction. The first prototype took to the air on June 26th, 1942, and by January 1943 equipped the first Navy unit, VF-9, on the deck of the USS Essex.

The new type was called Hellcat. The name not only suggested the place to which her enemies would be sent, but was also a play on words. The term in the old west referred to barroom brawlers, and that was what the Navy wanted: a tough fighter with hard fists, that could absorb punishment and had stamina. The Hellcat line didn't result in the most elegant of fighters. It was, after all, over twice as heavy as its main adversary, the Japanese A6M Zero. But elegance certainly doesn't play a pivotal role in terms of the potential survival of the pilot. It was a fighter first and foremost in every sense of the word, designed around the requirements of the pilot to fulfill the combat mission for which it was designed and he was trained. The initial version, F6F-3, was supplanted by the dash five, which modified the canopy, cowl, bombracks and droptanks.

The first combat engagement of the enemy occurred on September 1st, 1943, when an Emily was flamed by the half inch guns of two Hellcats. Their advantage over Japanese fighters was well demonstrated on February 16th, 1944, when, in the vicinity of Truk, over 100 fighters were claimed in the air and over 150 on the ground for the loss of four aircraft. Five days later, in the Marianas, a further 160 enemy aircraft were destroyed in the air and on the ground. Often one sided combat was documented in the battle for the Philippine Sea that culminated on June 19th, 1944 in the now legendary 'Great Marianas Turkey Shoot', where Hellcat pilots claimed some 350 enemy aircraft destroyed. A further turkey hunt took place between October 12th and 14th, 1944 over Formosa, seeing the destruction, at the hands of Hellcat pilots, of 300 enemy aircraft for the loss of 27.

In October 1944, the Japanese began to escalate night attacks, bringing on a requirement for night fighters to counter them. USAAF P-61s were too far off. Night fighting variants of the Hellcat were introduced in the form of the F6F-3N and F6F-5N, equipped with radar. This new role for the Hellcat first appeared at the end of fall 1944 during the intensification of kamikaze attacks, that required the interception of unorthodox attacks by aircraft that avoided air to air combat. Other major combat was seen over the Japanese islands over the first half of 1945.

Although the Hellcat was progressively replaced by its stablemate F4U Corsair, it served in the combat role up to the end of the war. Under the designation Hellcat Mk.I and II, several hundred served with the Royal Navy, notably in the Atlantic covering convoys, and also in the Far East.

According to statistics, there were 12275 Hellcats of all versions made. For the loss of 270 of these, Hellcat pilots claimed 5156 kills. That accounts for over half of USN and USMC victories. The Hellcat also became the most successful carrier based fighter in the Pacific in under two years of ops. Lumbering, awkward at first glance, lacking in elegance, barroom brawler – wild, tough, a fearless hulk, able to clear a saloon before turning three times.....that was the Hellcat in the skies over the Pacific.



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
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



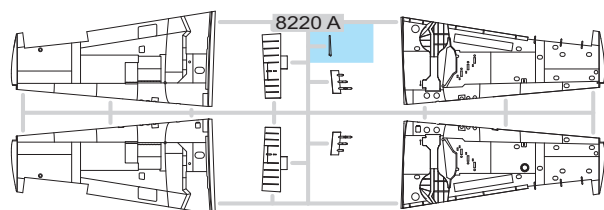
PIÈCES



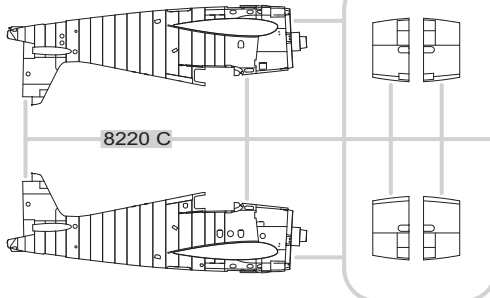
部品

PLASTIC PARTS

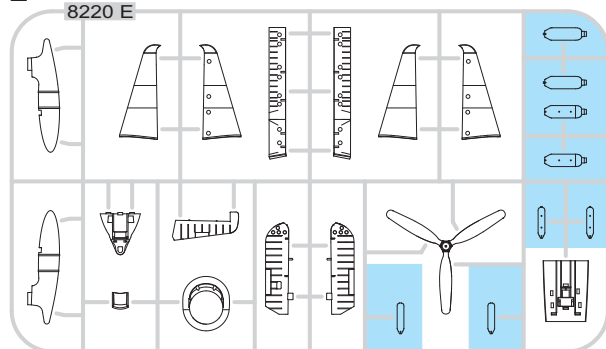
A>



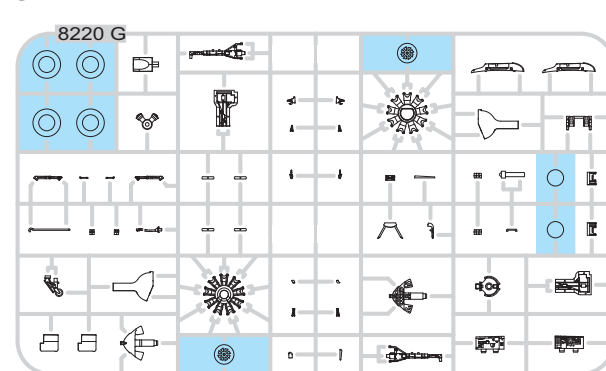
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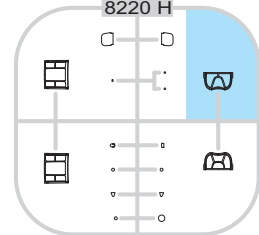
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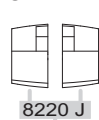
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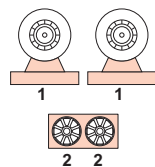
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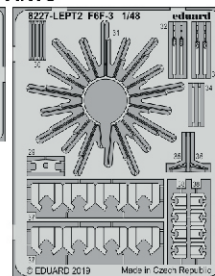
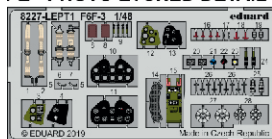
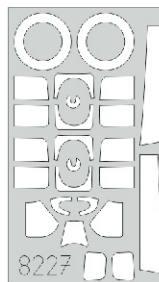
J>



RP - RESIN PARTS



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

-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



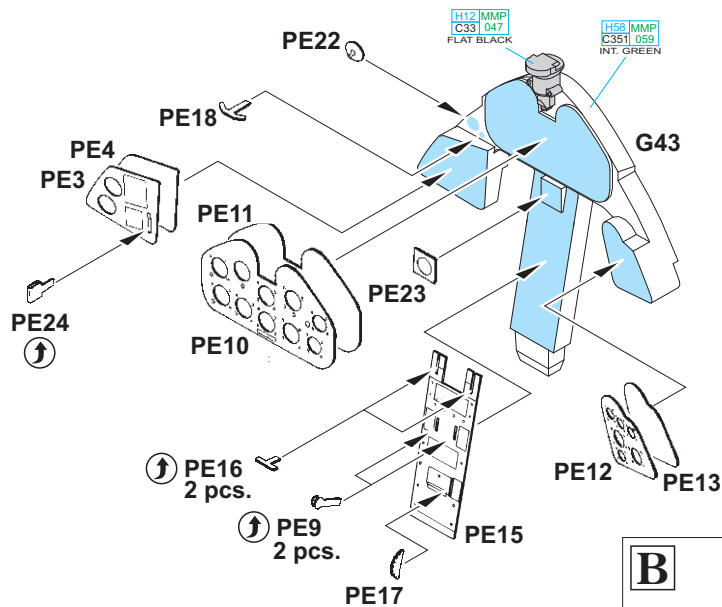
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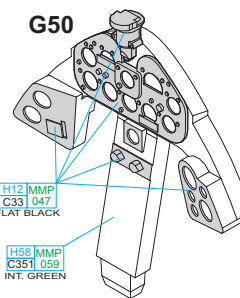
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H12	C33	MMP-047	FLAT BLACK
H54	C365	MMP-065	NAVY BLUE
H56	C366	MMP-071	INTERMEDIATE BLUE
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H91	C48		CLEAR YELLOW
H93	C50		CLEAR BLUE
H94	C138		CLEAR GREEN
H306	C308	MMP-118	MEDIUM GRAY

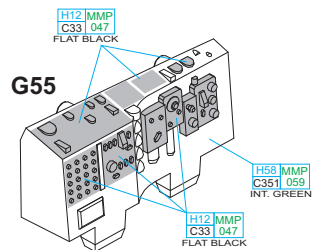
GSI Creos (GUNZE)			MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS	
H316	C316	MMP-104	WHITE
H325	C325	MMP-063	GRAY
H327	C327	MMP-101	RED
H329	C329	MMP-041	YELLOW
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM01		MMC-001	SUPER CHROME

A

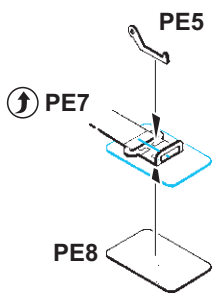
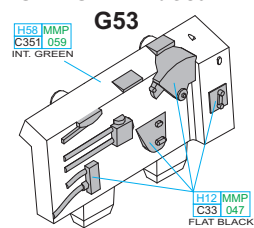
OPTIONAL: decal 39, 40, 41, 42

**B**

OPTIONAL: decal 43

**C**

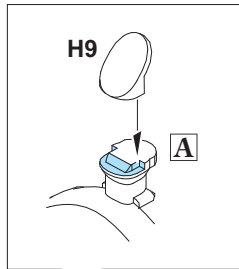
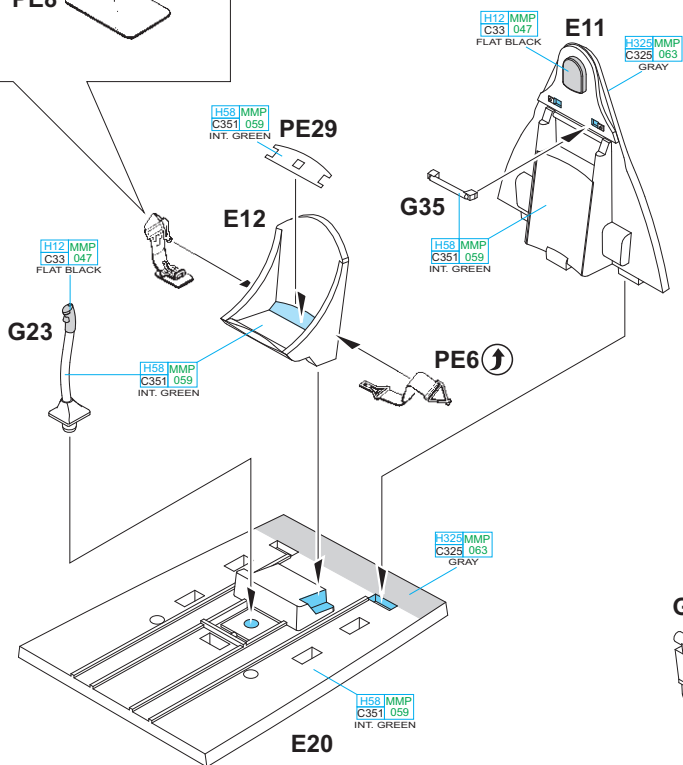
OPTIONAL: decal 44



PE5

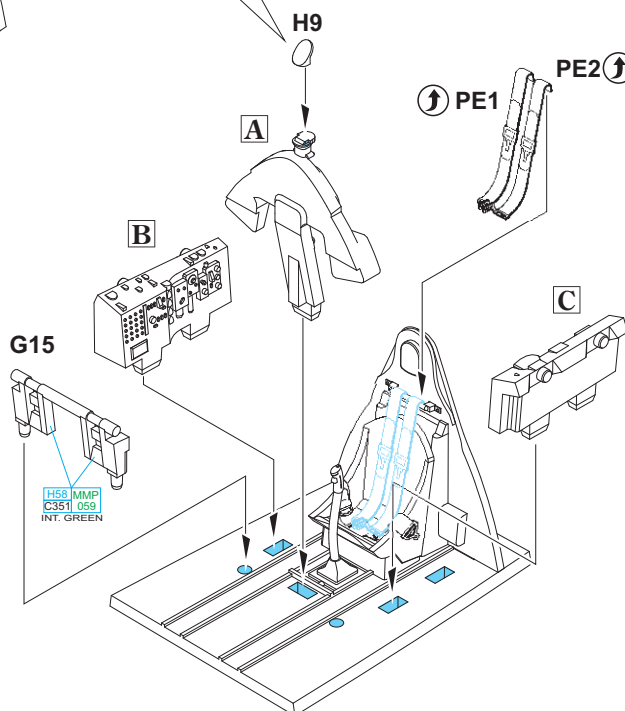
PE7

PE8



H9

A

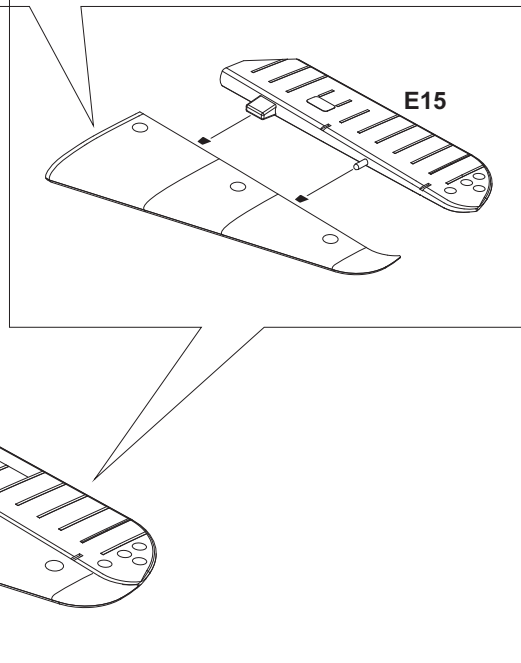
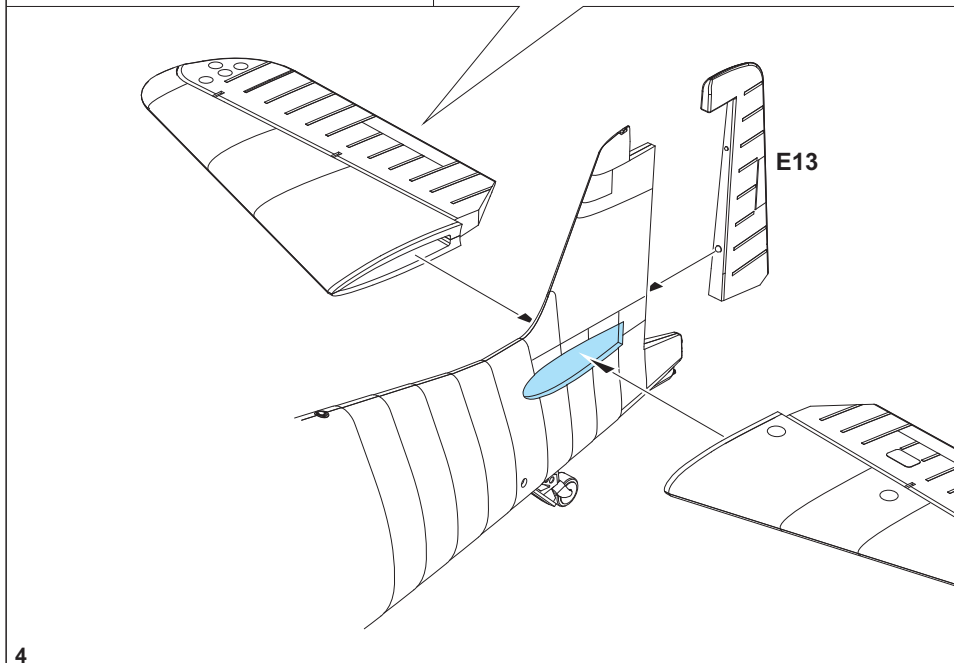
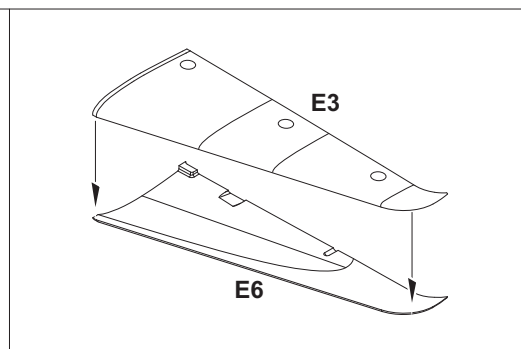
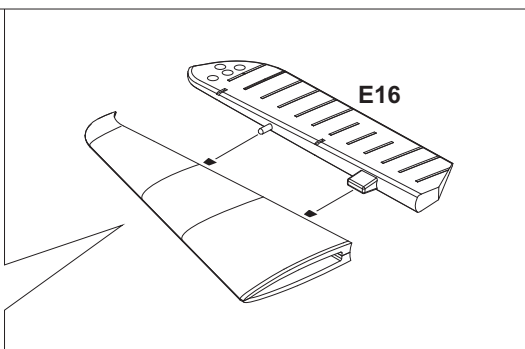
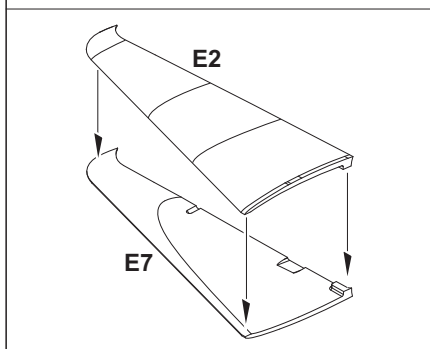
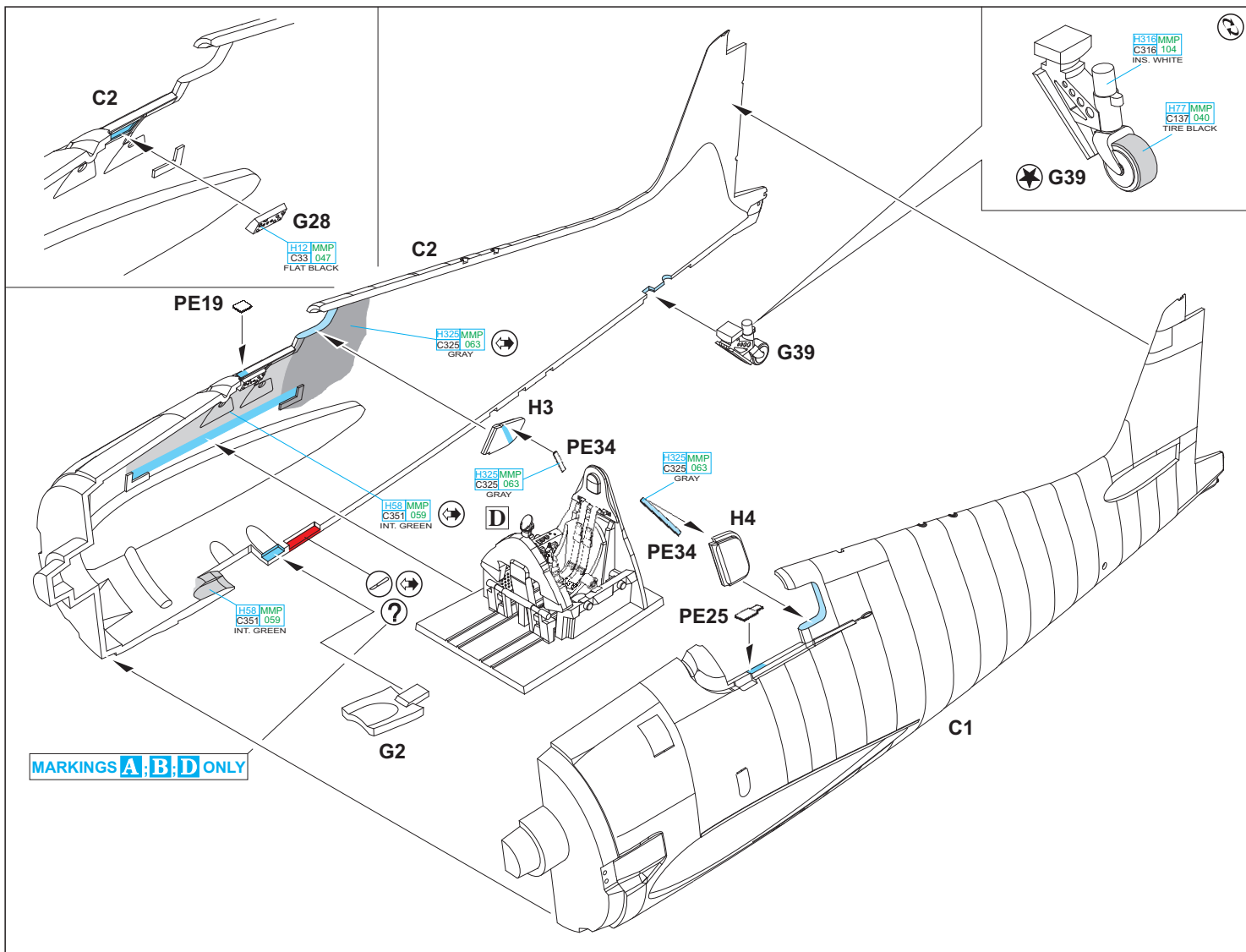
D

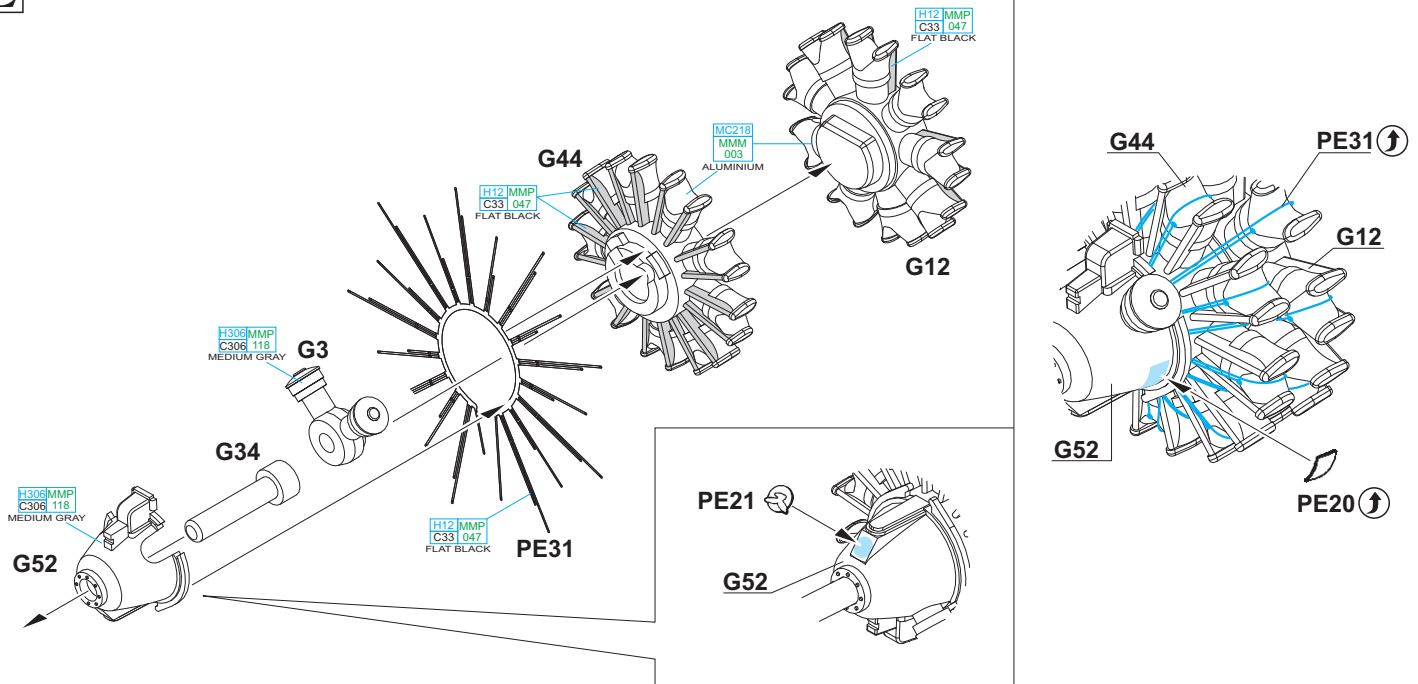
B

G15

H58 MMP C351 059 INT. GREEN

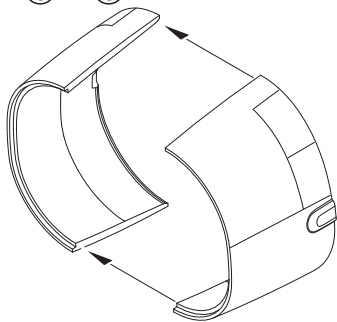
C



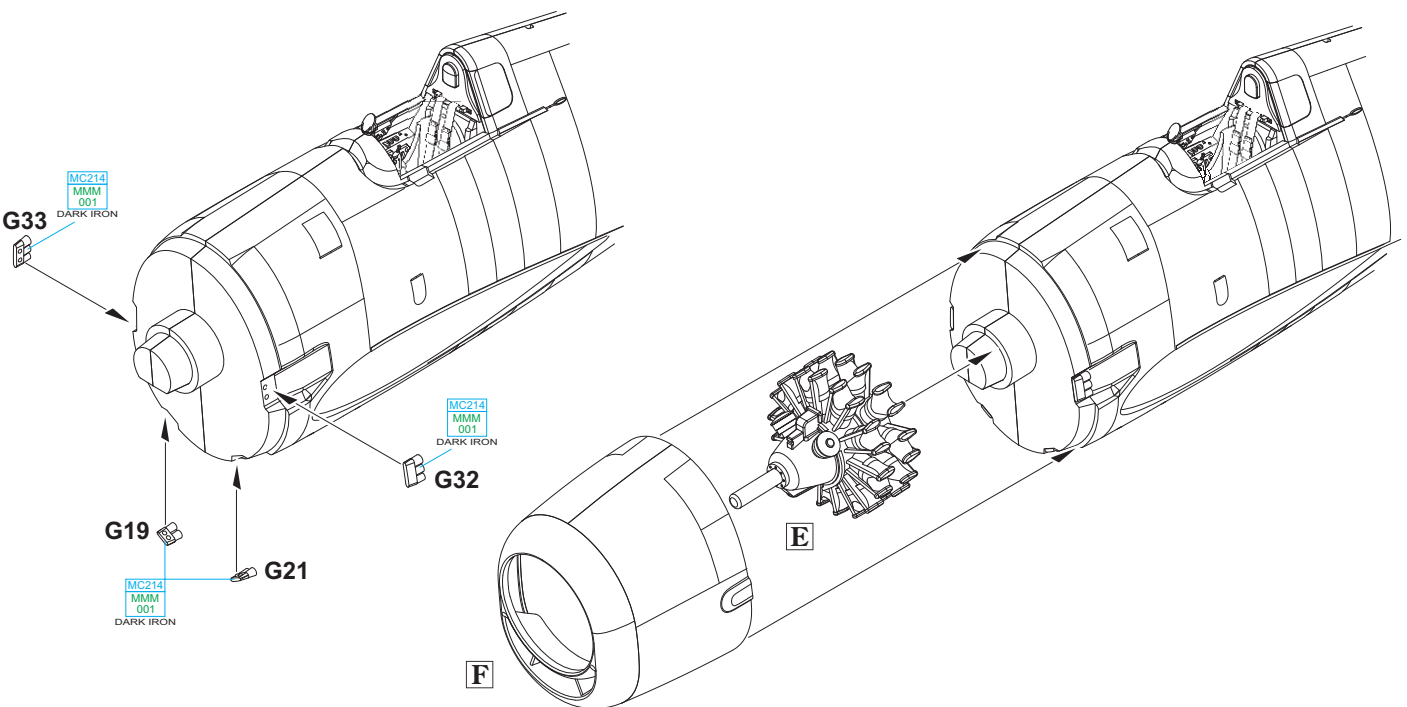
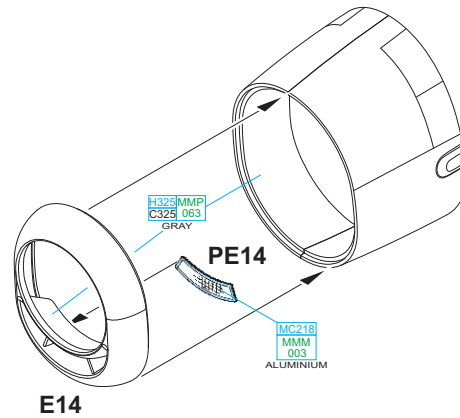
E**F**

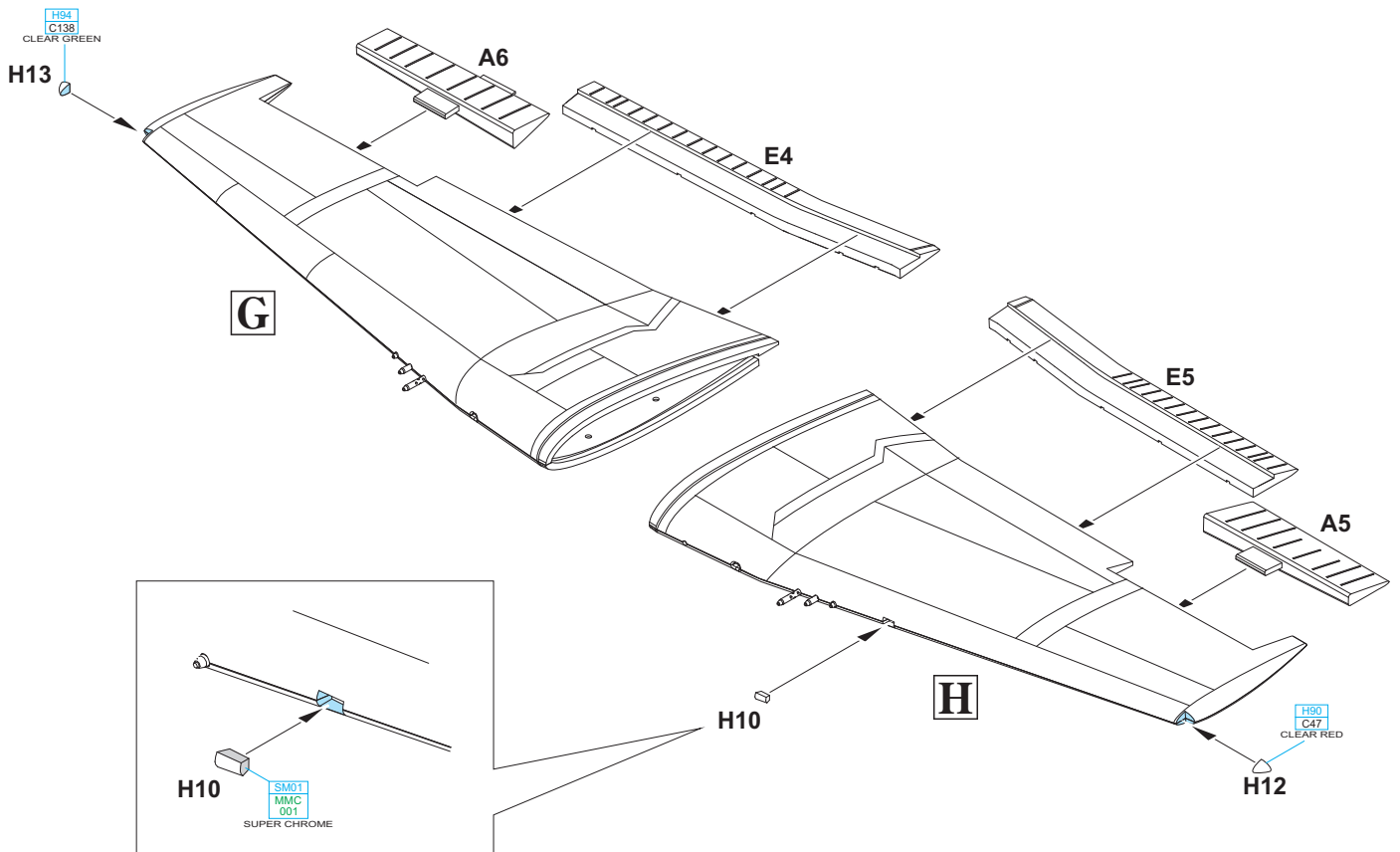
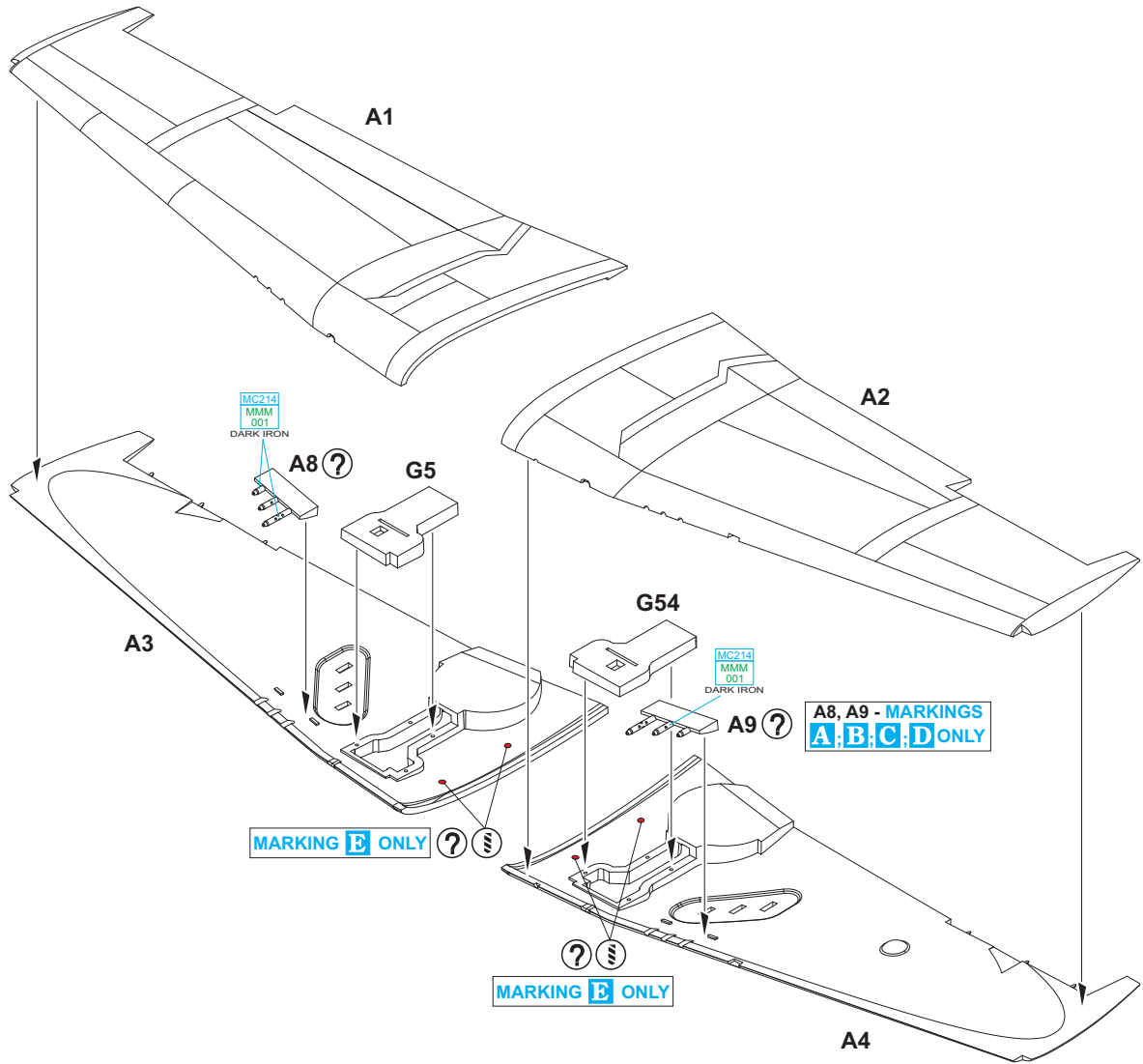
C3, C4 - MARKING **A**
 C5, C6 - MARKINGS **C; D**
 J3, J4 - MARKINGS **B; E**

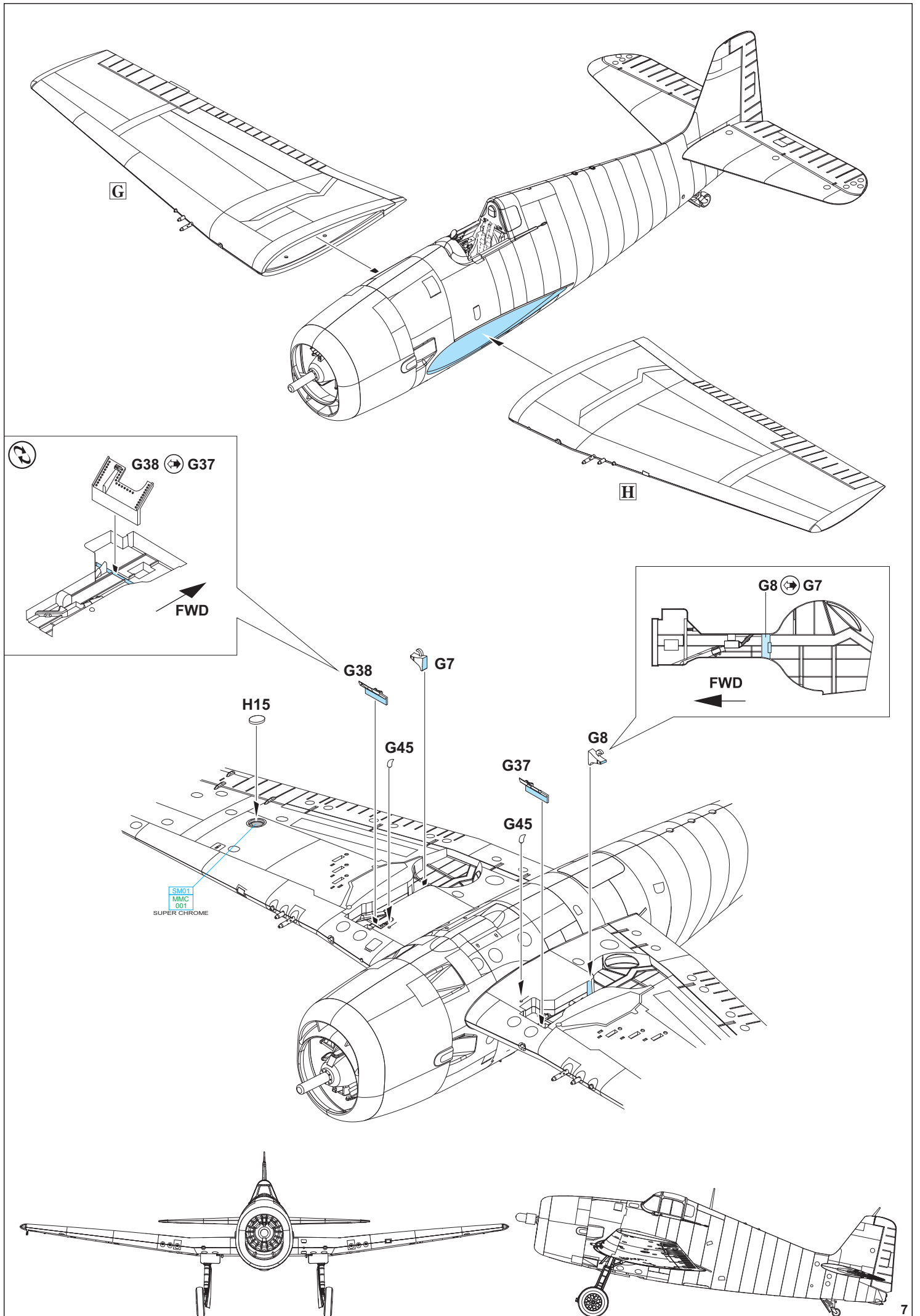
C4 ? C5 ? J4



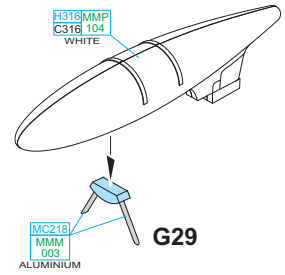
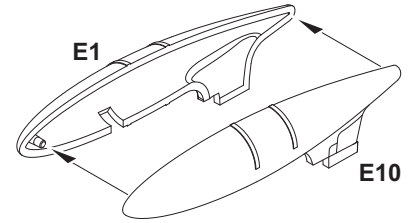
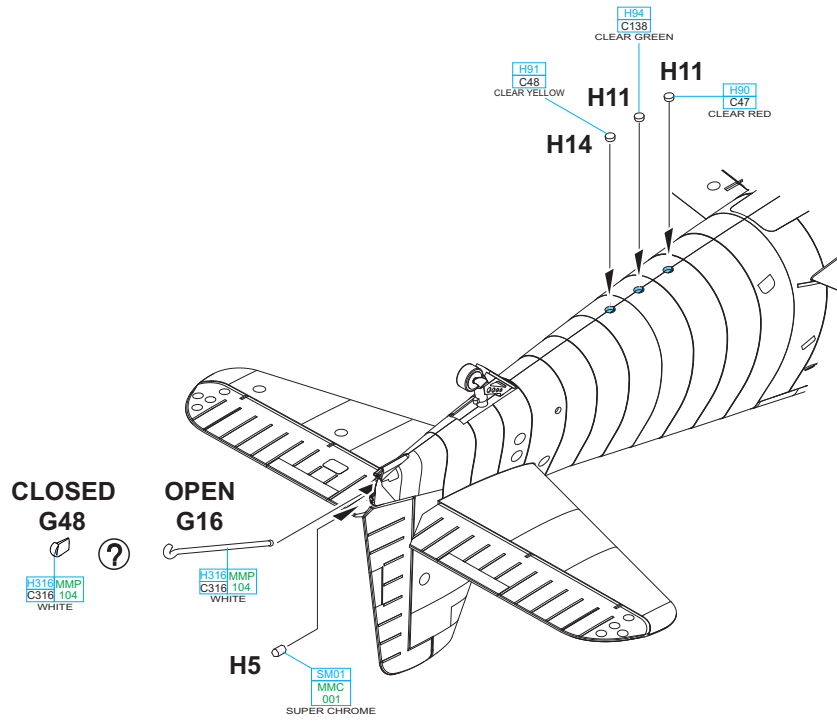
C3 ? C6 ? J3





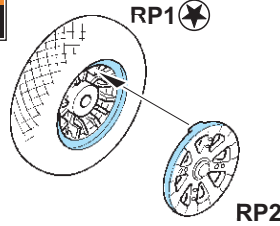


I MARKINGS **A;B;D** ONLY

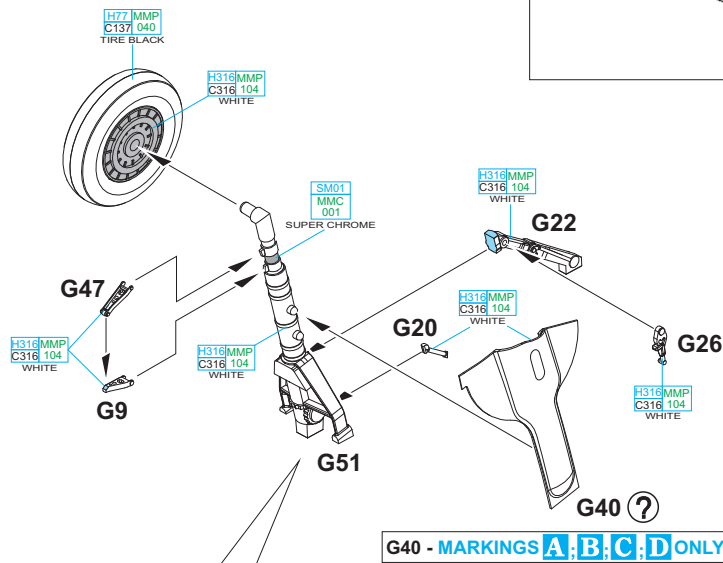


L

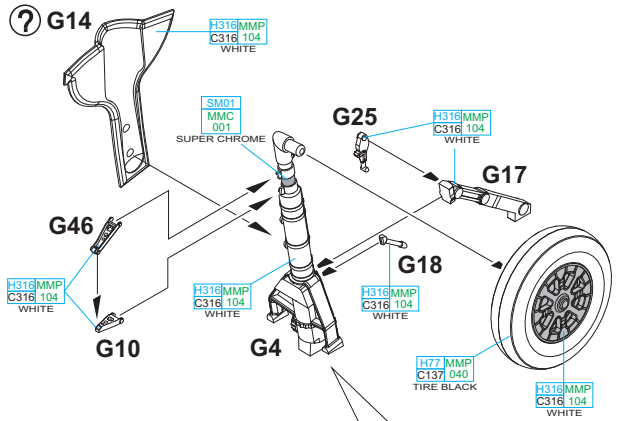
eduard
BRASSIN
2 pcs.



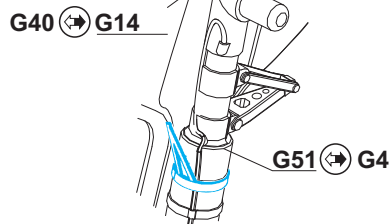
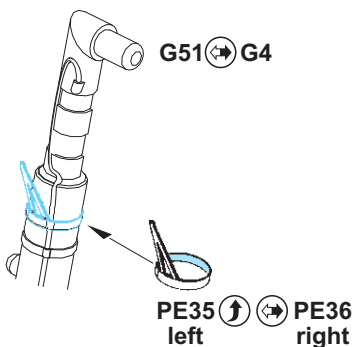
R



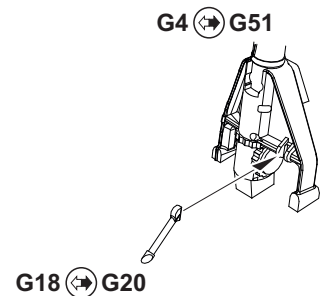
G14 - MARKINGS A;B;C;D ONLY

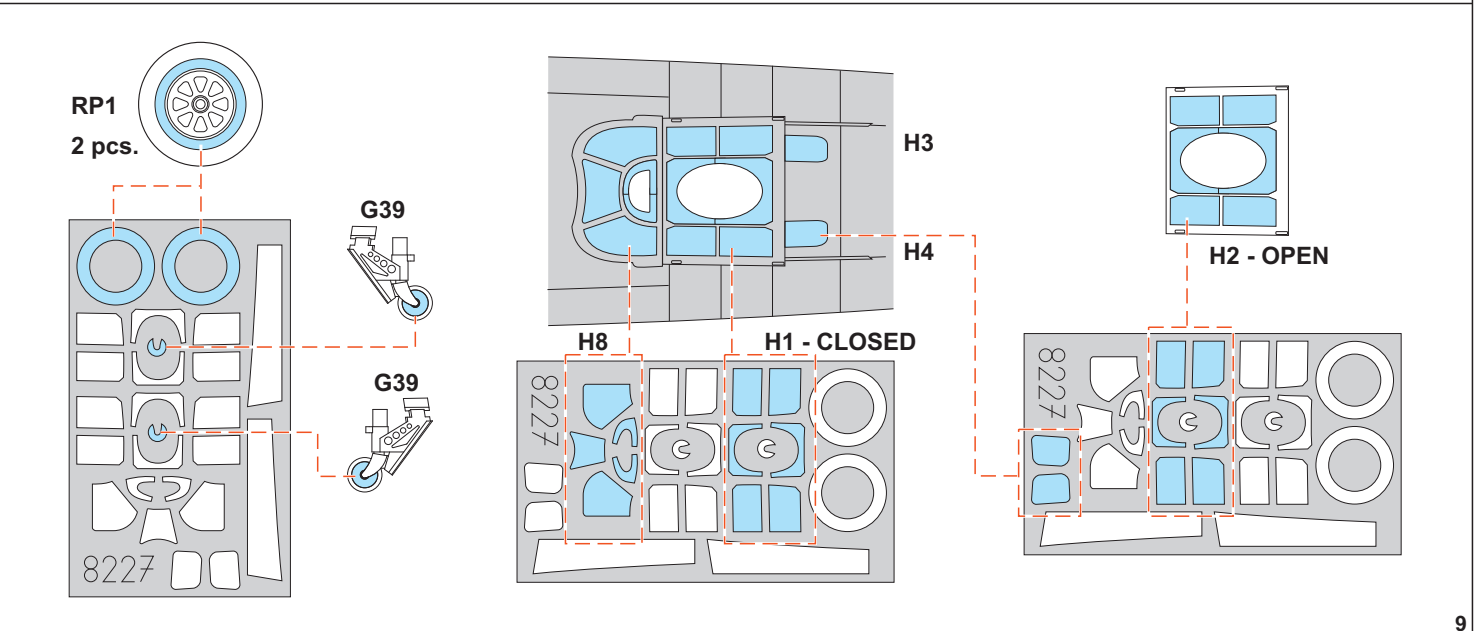
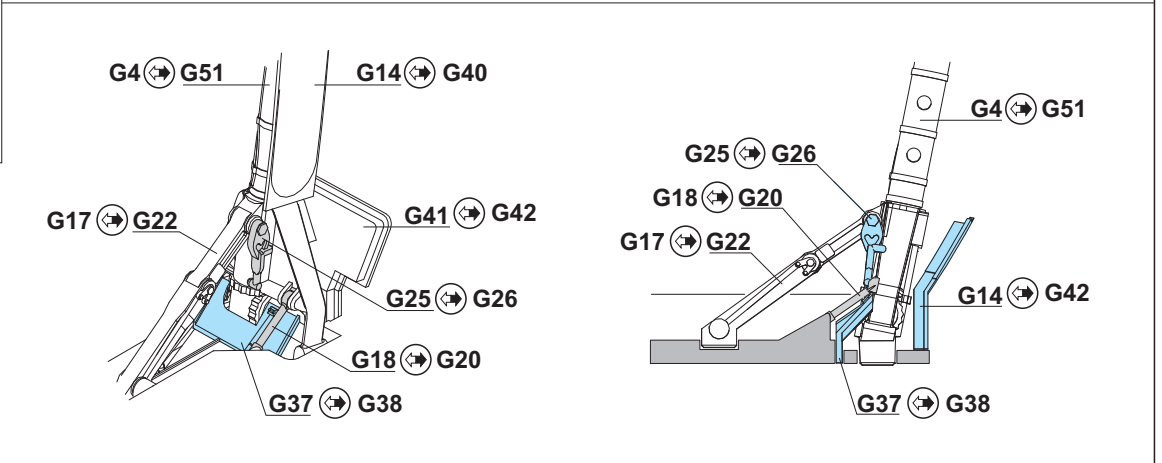
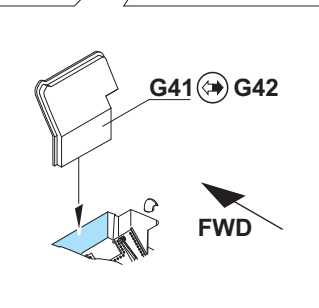
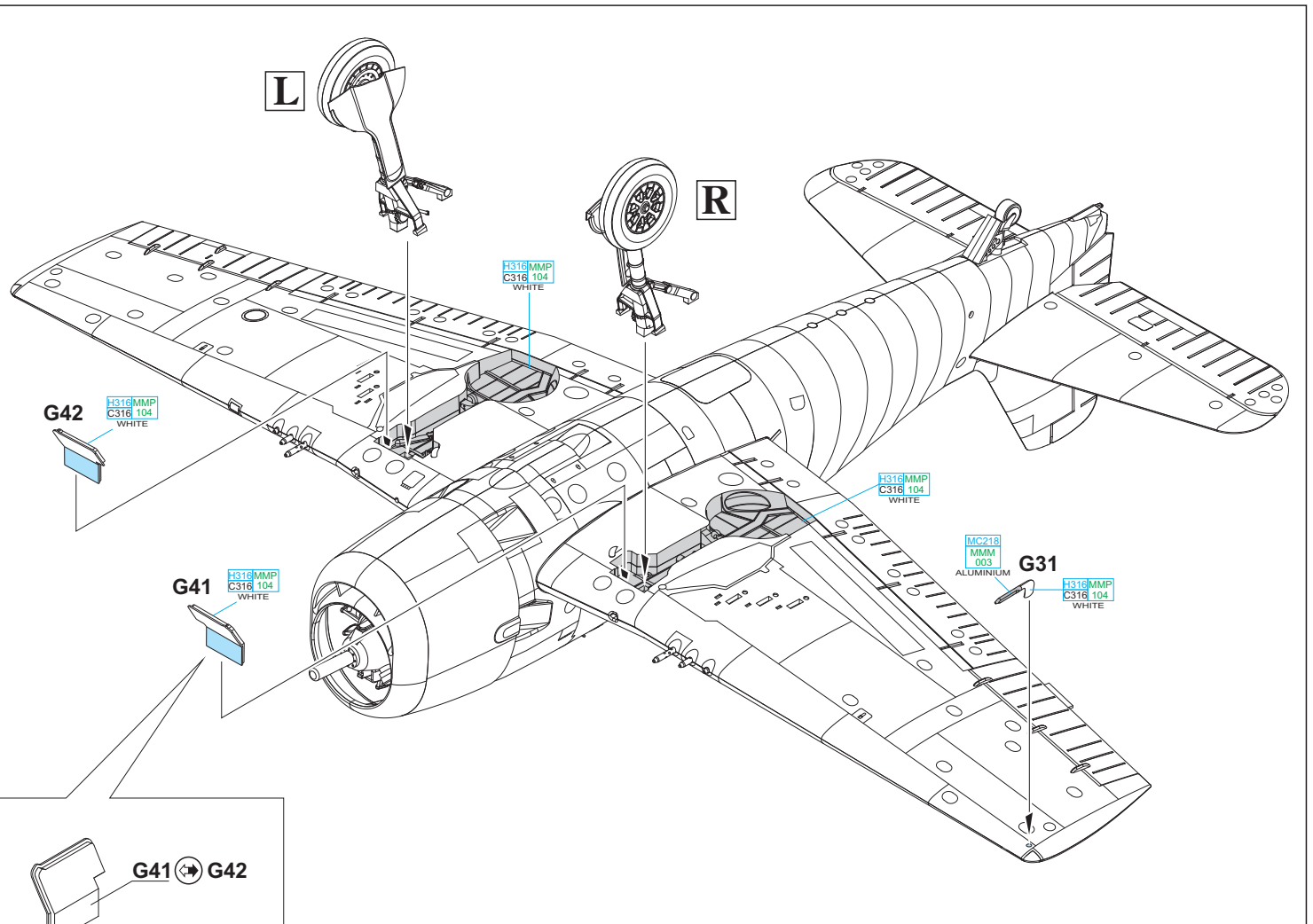


8

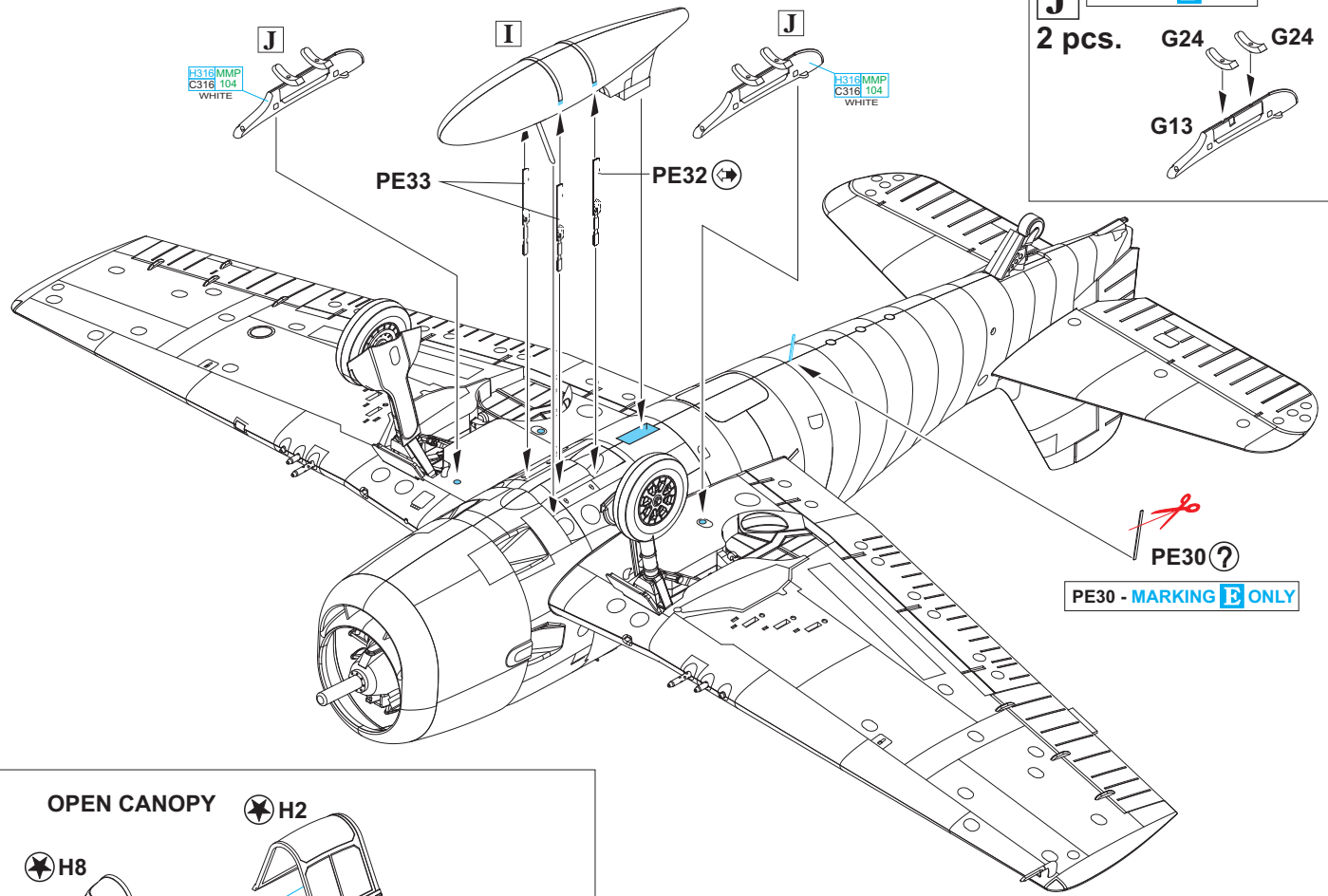


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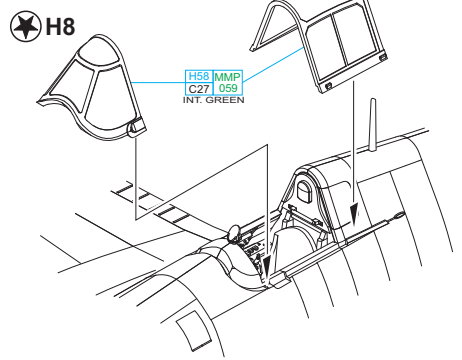


J MARKING E ONLY
 2 pcs. G24 G24
 G13

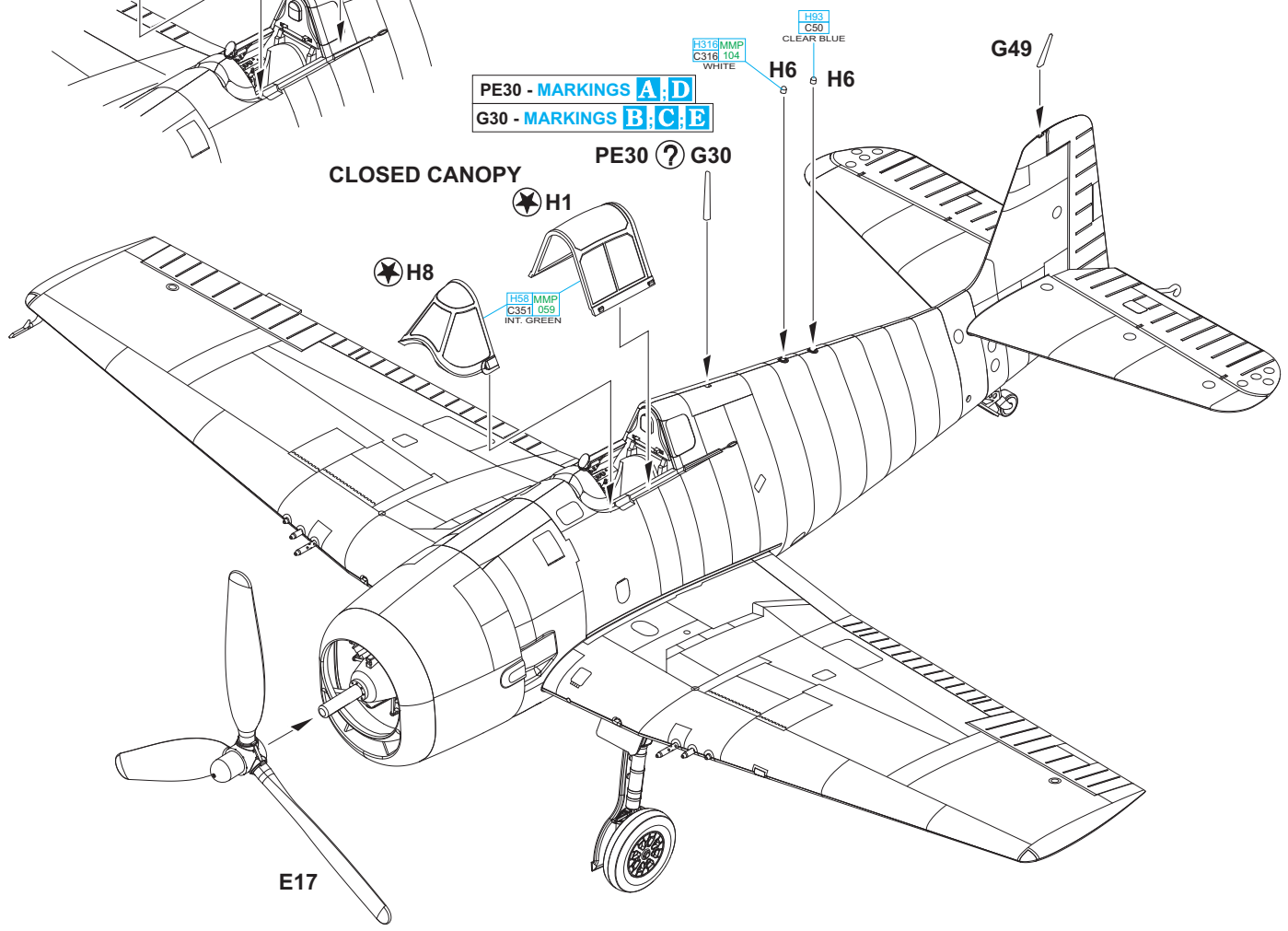


PE30 - MARKING E ONLY

OPEN CANOPY H2



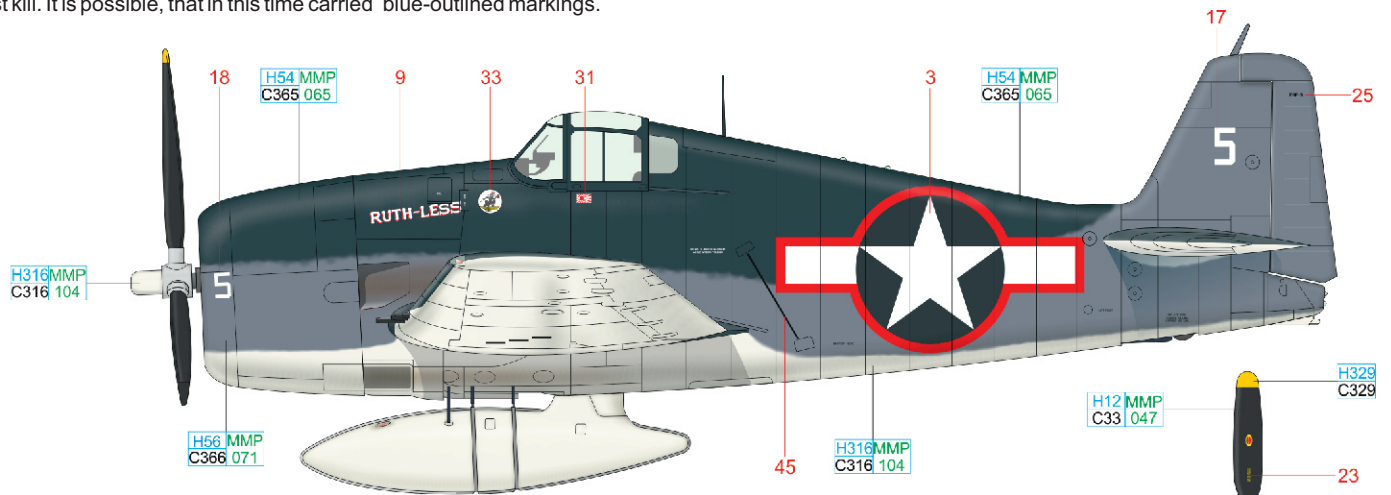
CLOSED CANOPY H1



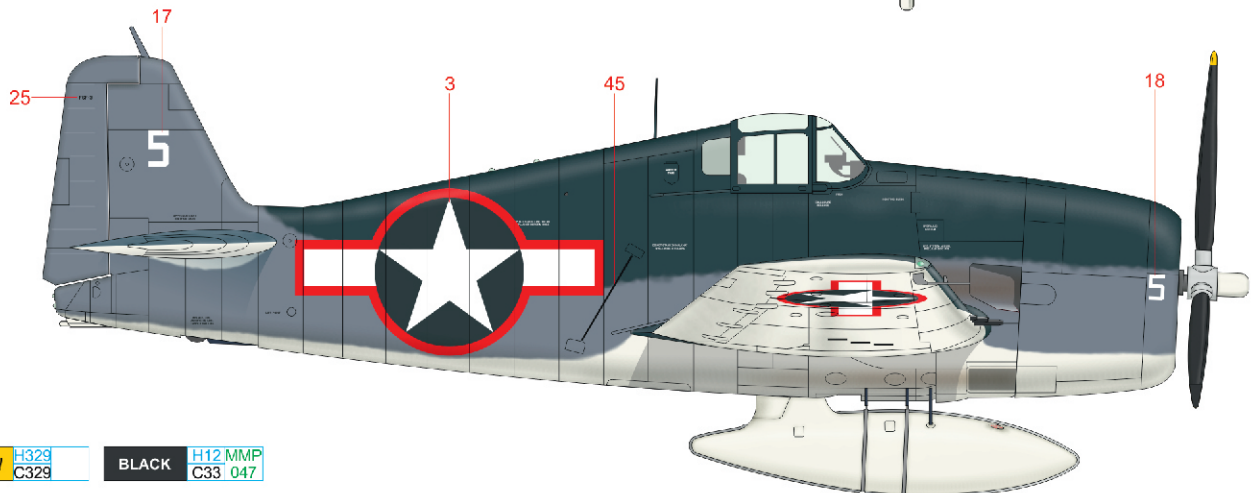
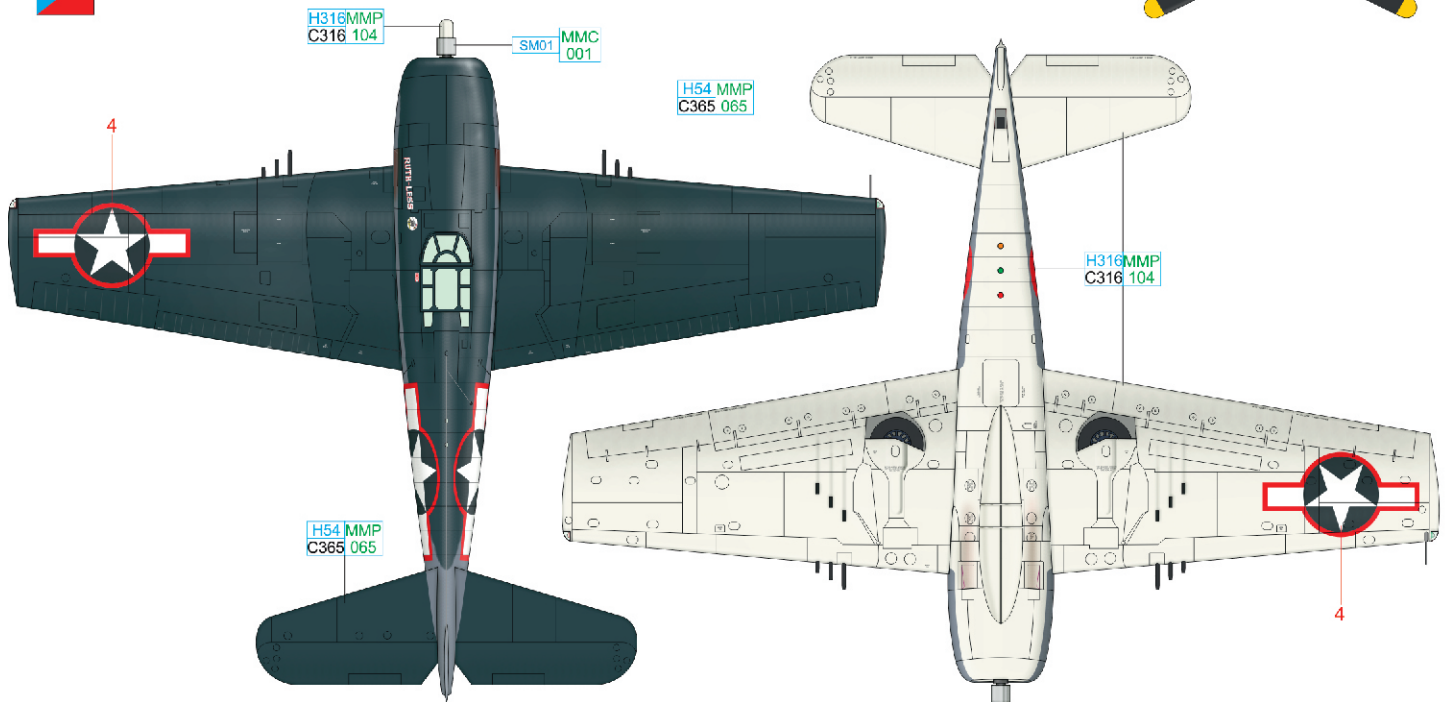
PE30 - MARKINGS A, D
 G30 - MARKINGS B, C, E

A flown by Lt. Oscar Chenoweth, VF-38, Segi Point airstrip, New Georgia Island, September 1943

Oscar Chenoweth was born on July 16th, 1917, in Salem, Oregon. Having graduated from the High School he continued his studies at the Oregon State University, however he interrupted his education and in October of the same year enlisted in the US Navy. Having completed the fighter training course, Chenoweth flew as an instructor at a training unit. In the middle of 1943 he was assigned to VF-38 operating in the Pacific. Here he achieved his first kill on September 15th, 1943, when he shot down a Japanese Zero nearby Ballale island. Since January 1944 he flew Corsairs with VF-17 achieving another 7.5 victories over Japanese aircraft. Since June 1944 he was in command of the dive bomber squadron. In 1954 he retired from the US Navy and worked for Chance Vought. He passed away on May 9th, 1968 due to a heart attack. Red outline of the national markings was discontinued as of August 14th, 1943, due to the possible confusion with the Japanese Hinomaru. There is no photographic proof that Chenoweth aircraft carried the red outlines at the time of his first kill. It is possible, that in this time carried blue-outlined markings.



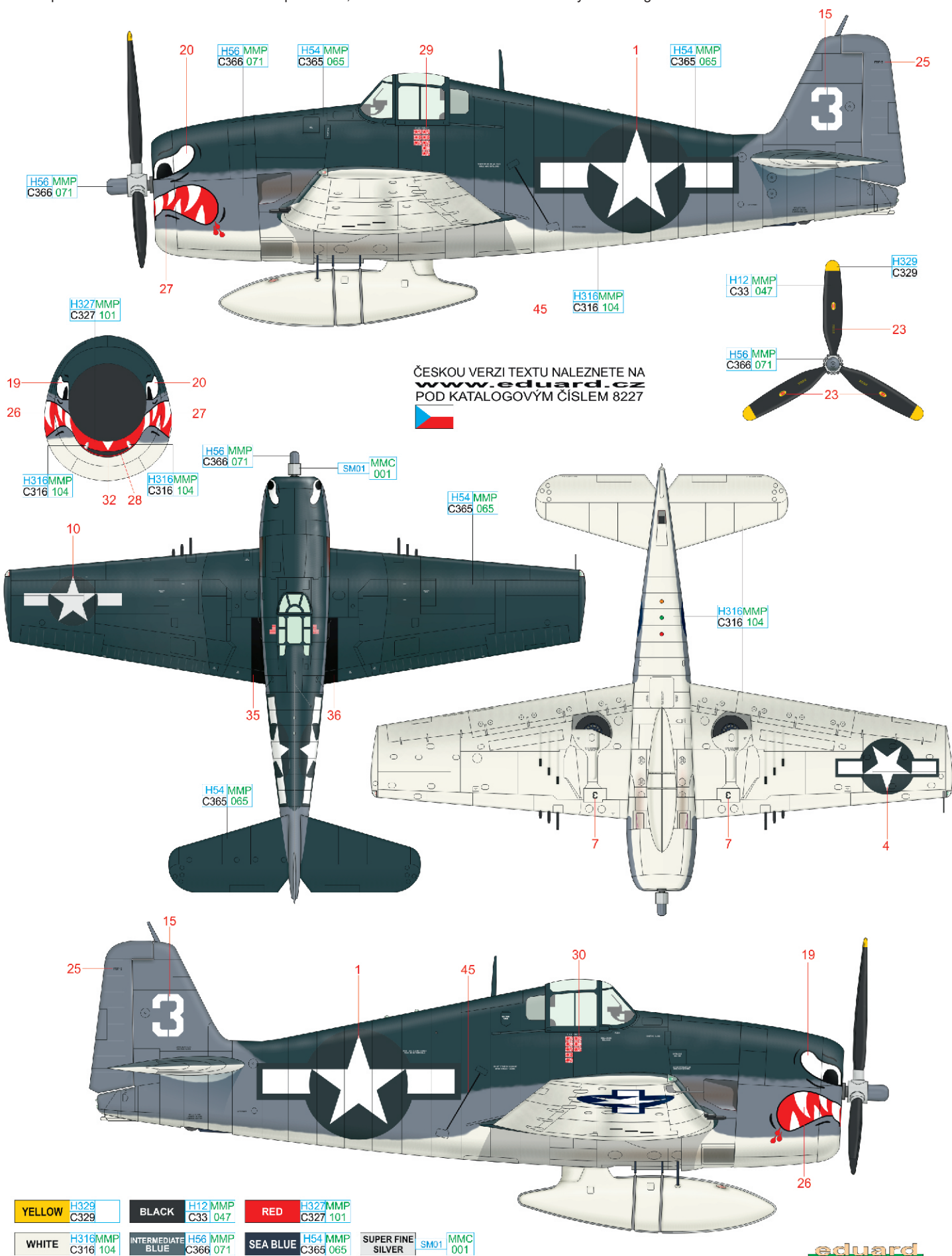
ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.cz POD KATALOGOVÝM ČÍSLEM 8227



YELLOW	H329 C329	BLACK	H12 MMP C33 047
WHITE	H316 MMP C316 104	INTERMEDIATE BLUE	H56 MMP C366 071
SEA BLUE	H54 MMP C365 065	SUPER FINE SILVER	SM01 MMC 001

B flown by Ens. Gordon Arthur Stanley, VF-27, USS Princeton (CVL-23), October 1944

Gordon Arthur Stanley, born on July 13th, 1921, in Seattle, Washington state, shot down 8 enemy airplanes in the course of World War Two, all achieved flying with VF-27. This unit became famous thanks to its unique marking - cat mouth and eyes, painted by Robert Burnell on all noses of the Hellcats belonging to this unit. Most of the Hellcats sporting the cat mouth with eyes was destroyed on October 24th, 1944, during the Battle of Leyte Gulf. The aircraft ended up on the ocean bottom together with Light Aircraft Carrier Princeton sunk by the single bomb launched from the D4Y Suisui (Judy) dive-bomber. Afterwards VF-27 operated from the board of CVL-22 Independence, however without the cat-mouth and eyes markings.



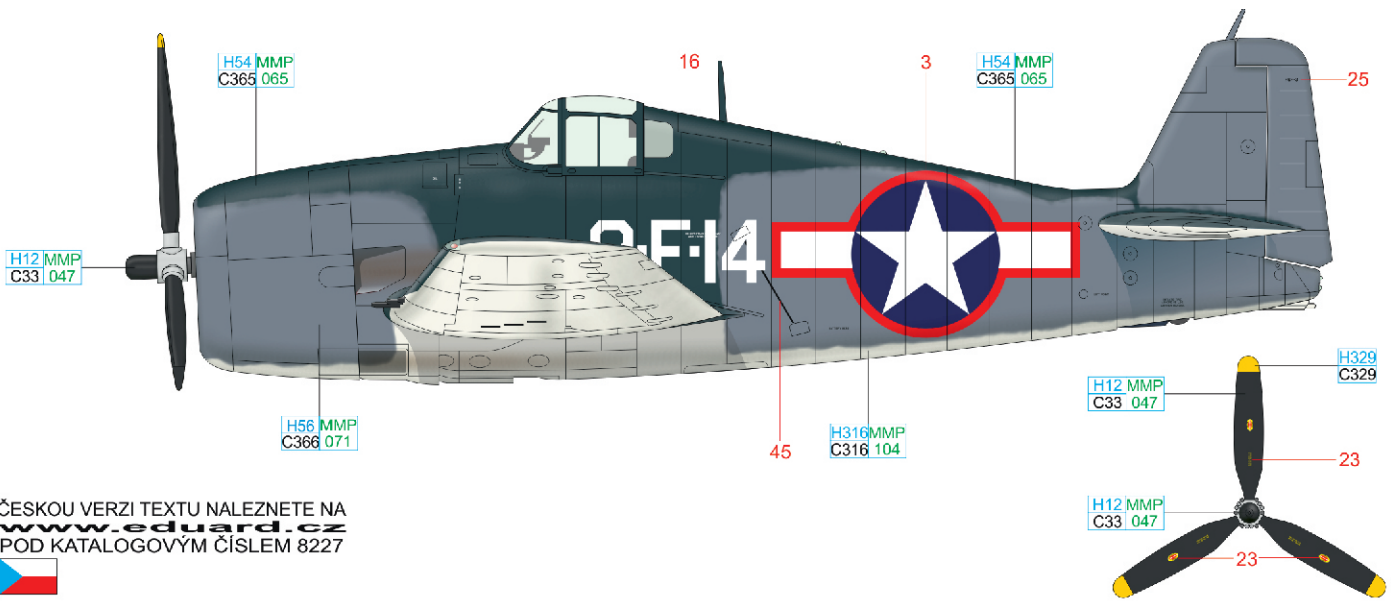
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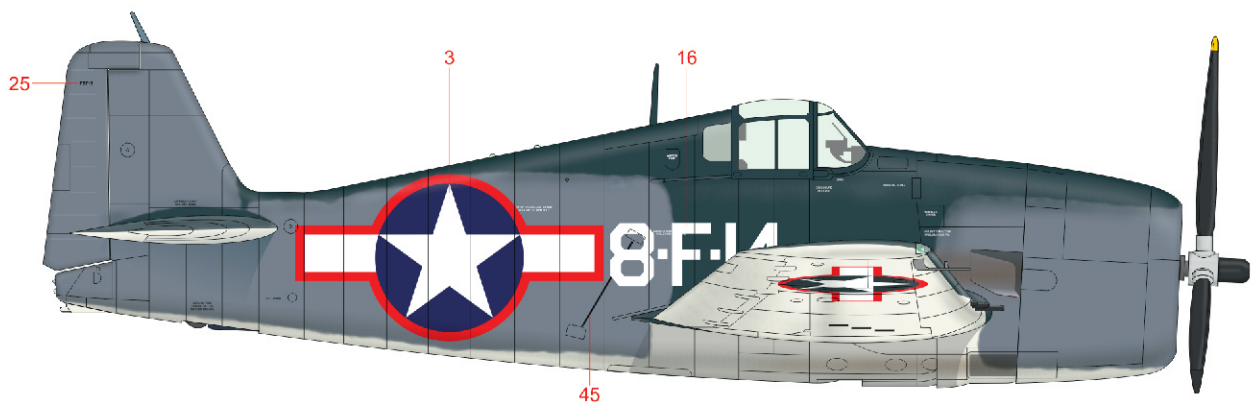
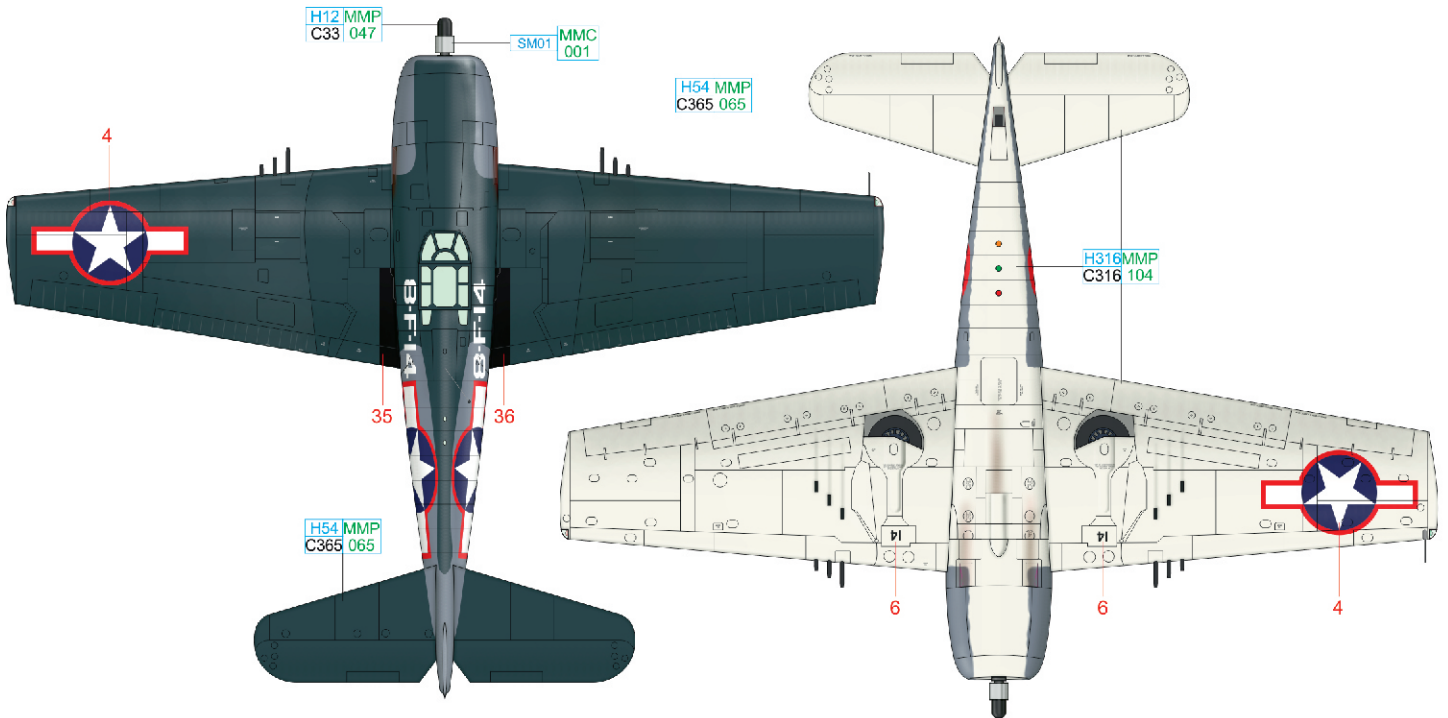
YELLOW	H329 C329	BLACK	H12 MMP C33 047	RED	H327 MMP C327 101
WHITE	H316 MMP C316 104	INTERMEDIATE BLUE	H56 MMP C366 071	SEA BLUE	H54 MMP C365 065
		SUPER FINE SILVER	SM01	MMC 001	

C VF-8, USS Intrepid (CV-11), Summer 1943

Second unit marked as VF-8 was established on June 1st, 1943 under the command of LCdr. William M. Collins Jr. and was dispatched for the operational training aboard USS Intrepid which was sailing in the Caribbean Sea at that time. Tri-color camouflage, introduced as of January 5th, 1943, for the application on the aircraft deployed to Pacific, composed of Non-specular Sea Blue, Semi-gloss Sea Blue, Intermediate Blue and Non-specular White, was applied slightly differently than on the other aircraft. National markings featuring the red outline were introduced as of June 28th, 1943.



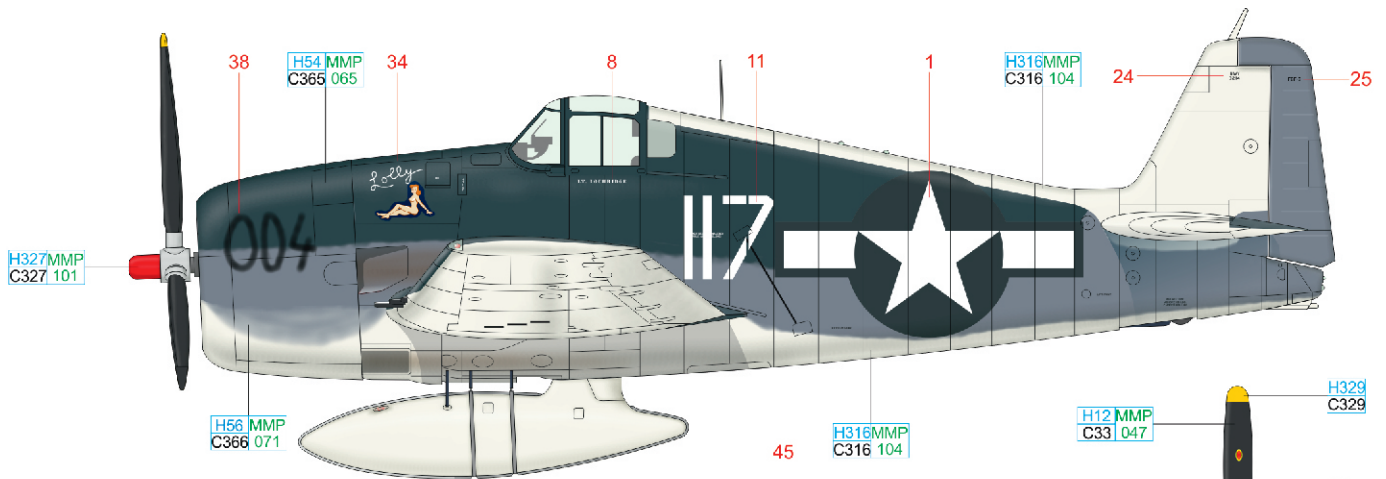
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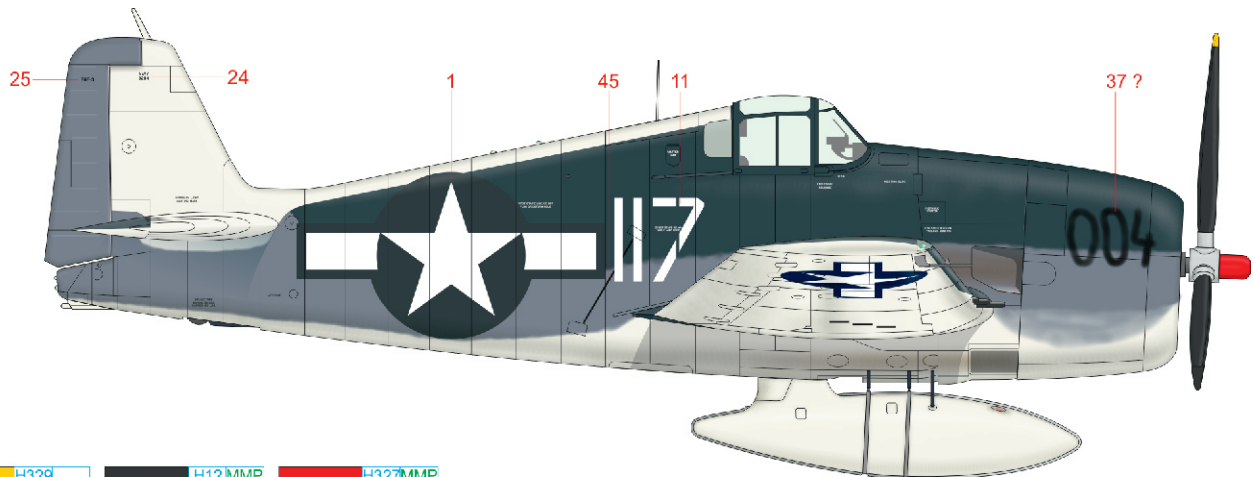
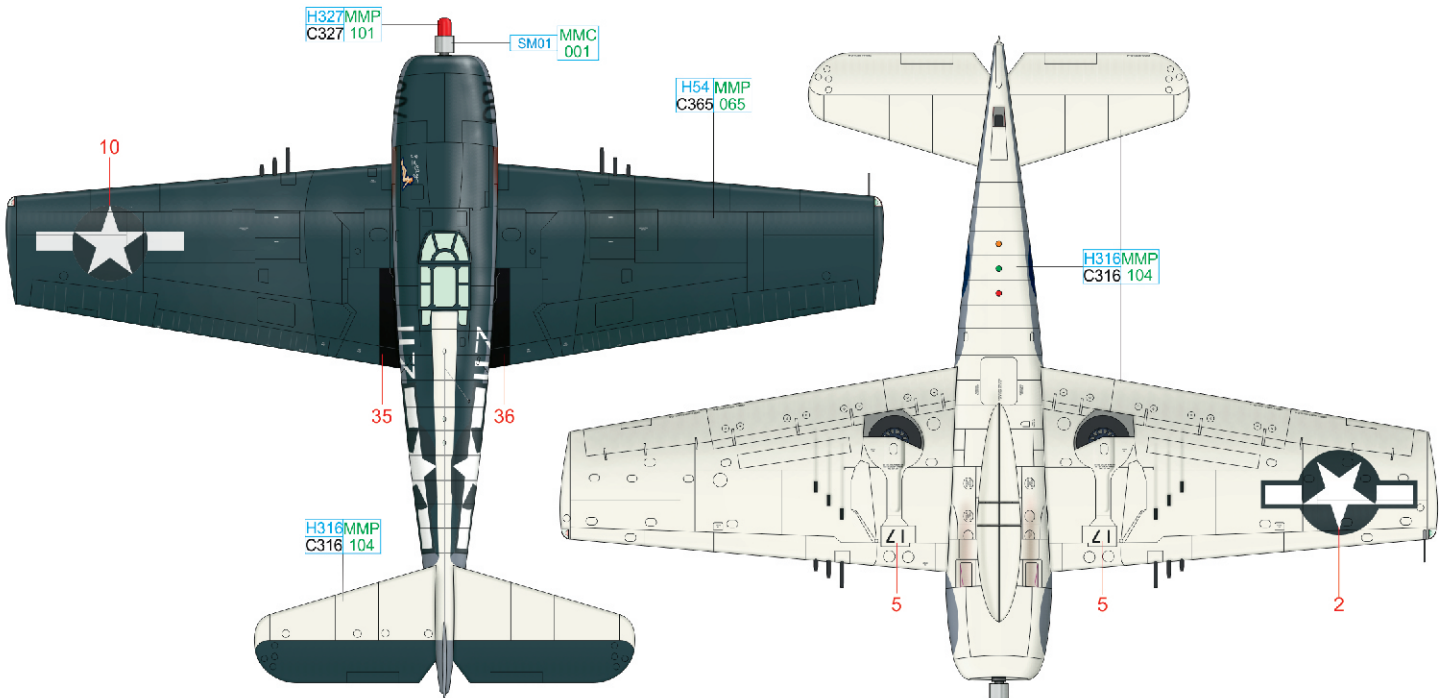
YELLOW	H329 C329	BLACK	H12 MMP C33 047
WHITE	H316 MMP C316 104	INTERMEDIATE BLUE	H56 MMP C366 071
SEA BLUE	H54 MMP C365 065	SUPER FINE SILVER	SM01 MMC 001

D flown by Lt. Lochridge, VF-34, Nissan island, 1944

The very unusual marking consisting of a white spine and part of the tail was typical for VF-34 Hellcats. Even more rare were pin-up girls on U.S. Navy fighter aircraft. Registration number is spray-painted on the engine cowling, used obviously during the deliveries from the manufacturer to the units.



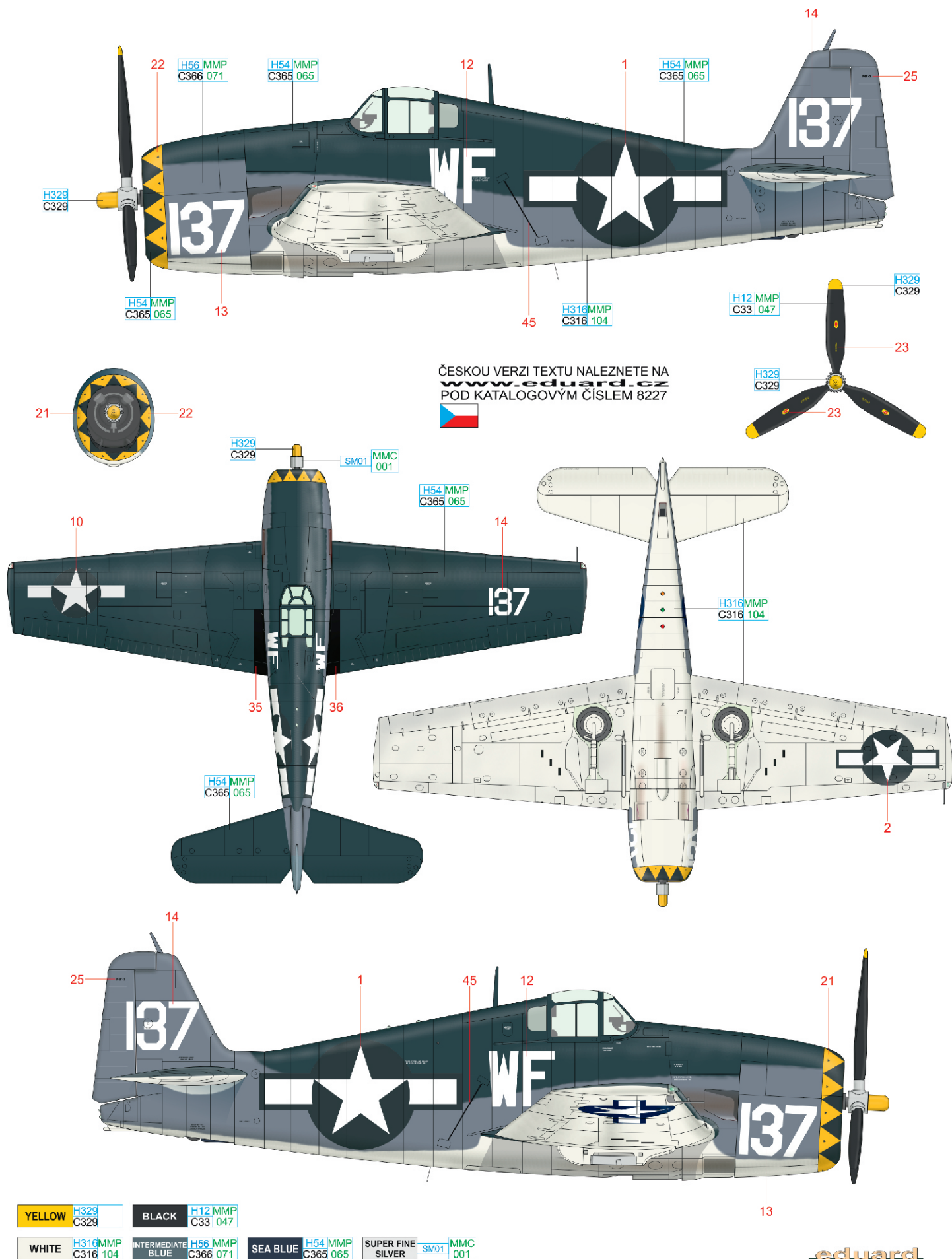
ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.cz POD KATALOGOVÝM ČÍSLEM 8227

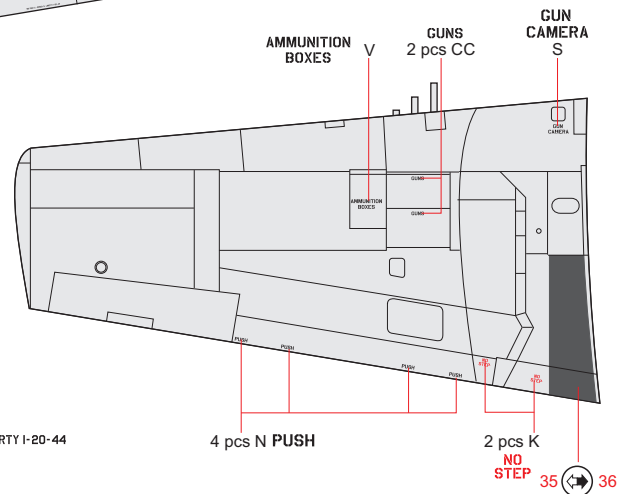
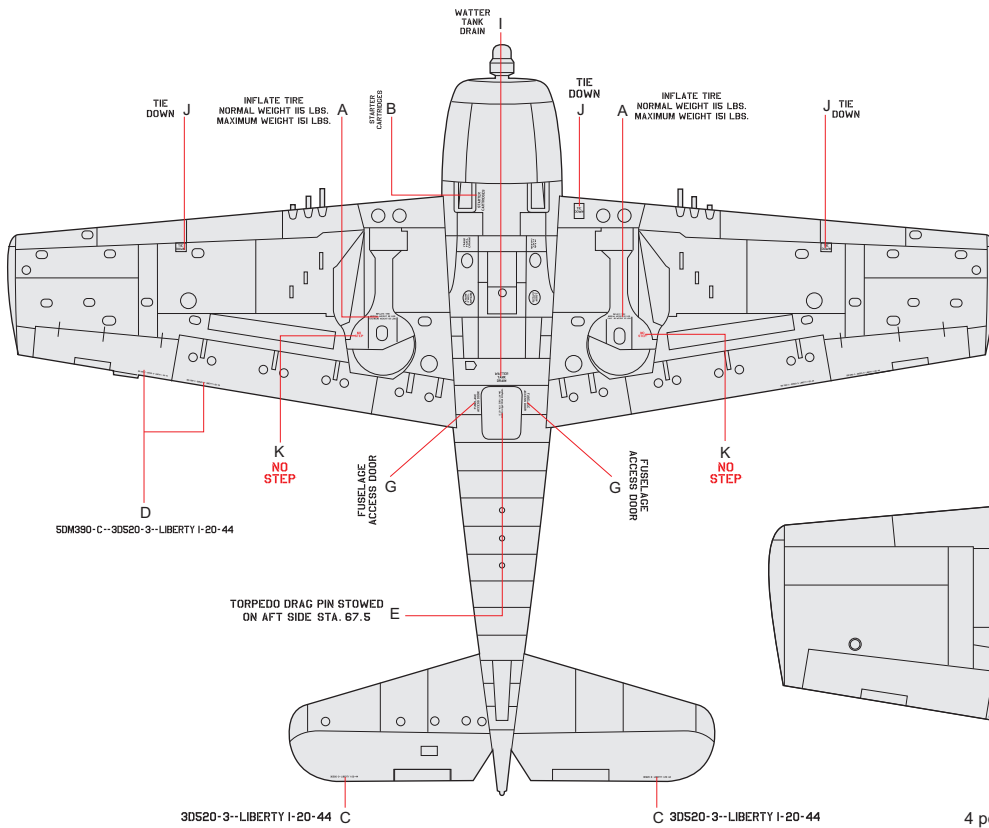
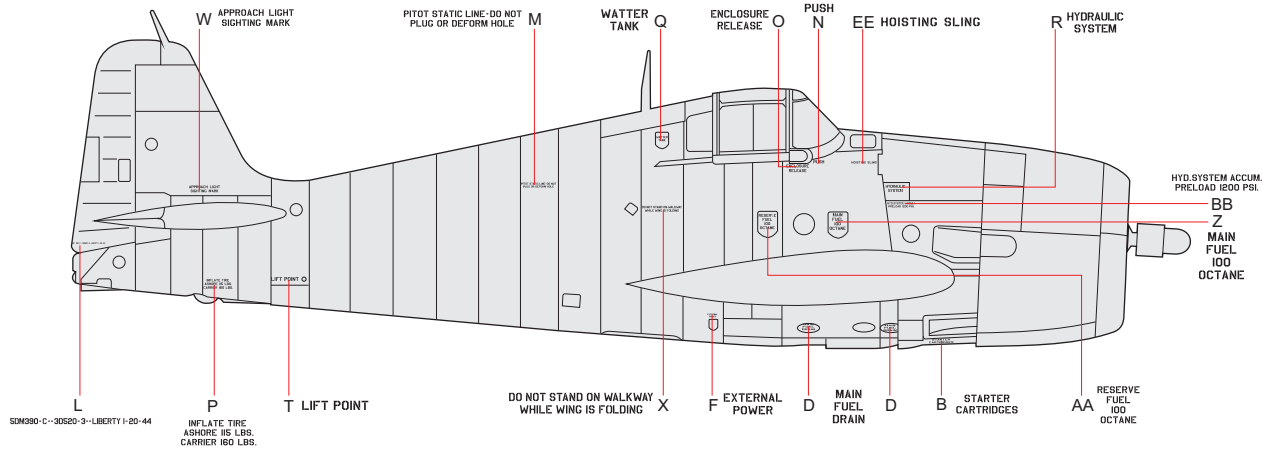


YELLOW	H329 C329	BLACK	H12 MMP C33 047	RED	H327MMP C327 101
WHITE	H316MMP C316 104	INTERMEDIATE BLUE	H56 MMP C366 071	SEA BLUE	H54 MMP C365 065
		SUPER FINE SILVER	SM01 MMC 001		

E OTU VF-2, NAS Melbourne, United States of America, October 1944

Naval Air Station Melbourne was established on October 20th, 1942 and the first training course commenced on January 18th, 1943 on F4F Wildcat aircraft. Hellcats started to arrive at the unit as of June 1st, 1943, fully replaced originally operated Wildcats as of October 1st, 1944 and their inventory varied between 75 and 150 machines. During 1944, 546 pilots completed their pilot training at this base, another 916 pilots from January to October 1944. Hellcats belonging to this unit sported a prominent marking carried on the front part of the engine cowling consisting of stripes or other geometrical shapes.





BLACK H12 MMP C33 047

