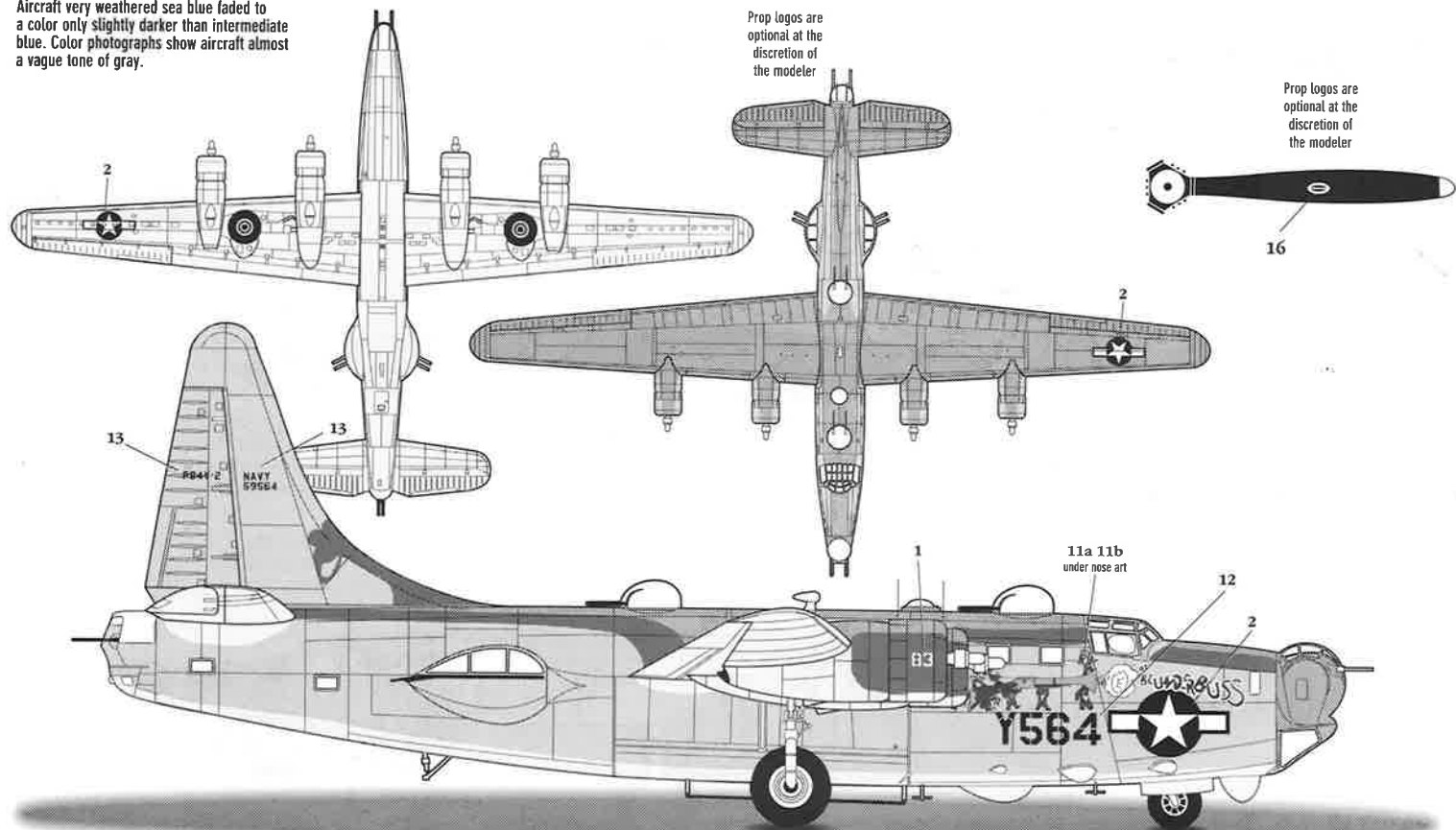


OL BLUNDERBUS

PB4Y-2 • Bu. No. 59564 • VPB-121

Aircraft very weathered sea blue faded to a color only slightly darker than intermediate blue. Color photographs show aircraft almost a vague tone of gray.



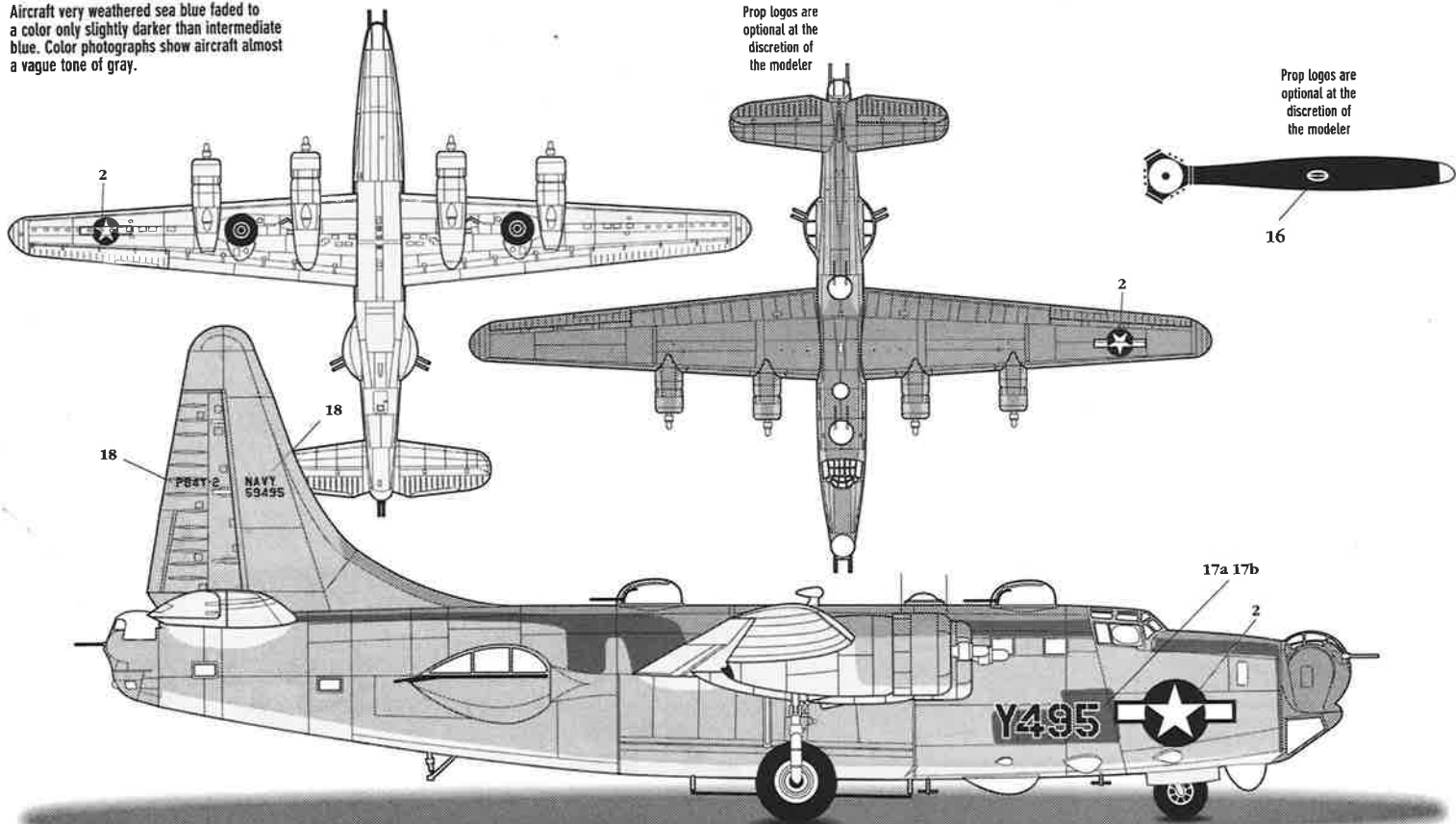
Y - 495

PB4Y-2 • Bu. No. 59495 • VPB-121

Aircraft very weathered sea blue faded to a color only slightly darker than intermediate blue. Color photographs show aircraft almost a vague tone of gray.

Prop logos are optional at the discretion of the modeler

Prop logos are optional at the discretion of the modeler



"Tail Chaser"

VPB-121
PB4Y-2
Bu. No. 59491

Use standard upper turrets. This A/C did not have the "high hat" upper turrets.

Modify the rear turret to represent the MPC A-6B turret with the fairings removed from the machine guns. The guns were exposed as in the earlier CAC A-6A turret used on B-24D's. Use the Squadron canopy set to obtain the clear portion of the turret. Install an astrodome aft of the forward top turret as shown in the drawings. The Privateer did not use the paddle bladed prop utilized by B-24's. Reshape the props. The nose doors opened outward. The canopy featured a bulged side window panel.

"Y495"

VPB-121
PB4Y-2
Bu. No. 59495

Use standard upper turrets. This A/C did not have the "high hat" upper turrets.

Modify the rear turret to represent the MPC A-6B turret with the fairings removed from the machine guns. The guns were exposed as in the earlier CAC A-6A turret used on B-24D's. Use the Squadron canopy set to obtain the clear portion of the turret. Install an astrodome aft of the forward top turret as shown in the drawings. The Privateer did not use the paddle bladed prop utilized by B-24's. Reshape the props. The nose doors opened outward. The canopy featured a bulged side window panel.

"Ol' Blunderbuss"

VPB-121
PB4Y-2
Bu. No. 59564

Install "high hat" upper turrets. Modify the rear turret to represent the MPC A-6B turret with the fairings removed from the machine guns. The guns were exposed as in the earlier CAC A-6A turret used on B-24D's. Use the Squadron canopy set to obtain the clear portion of the turret. Install an astrodome aft of the forward top turret as shown in the drawings. The Privateer did not use the paddle bladed prop utilized by B-24's. Reshape the props. The nose doors opened outward. The canopy featured a bulged side window panel.

Instructions for Using the PhotoFlex™ Nose Art Decal

Caution: The PhotoFlex™ nose art decal requires the use of a white backing to maintain the intensity of color. The white backing decal is located on the main decal sheet. Be certain to use only the white decal that matches nose art you are applying. Some decal sheets may have more than one white backing decal.

1. Locate and apply the appropriate white background decal from the main decal sheet to the desired location on your model. Be careful not to stretch or distort the white decal. Let dry overnight.
2. The nose art is printed on a continuous clear film. Using a sharp razor knife, carefully trim the excess decal film from around the nose art image. Cut through the surface film only. Cutting through the paper backing is not required.
3. The clear film is very thin to minimize the layered thickness of the finished nose art marking. Be careful not to stretch or distort the nose art decal. Soak the nose art decal off the paper backing and apply over the white backing. Use a setting solution only if required. Let dry overnight. An overcoat of clear flat will seal and protect the decal.

PhotoFlex™ is a trade mark of Archer Fine Transfers™.

The Last Encounter

Don Fenton ©1996

At the end of WWII, VPB-121 was stationed on Iwo Jima. During the evening of 10 August, 1945, the announcement of a cease fire and surrender offer from the Japanese caused celebration and excitement. Bombing missions scheduled for the next day were canceled. However, VPB-121 was ordered to fly, on 11 August, a mission to search for and strike, if required, shipping in the mouth of Tokyo Bay. The mission was assigned to Lt.'s Rainey and Allen. On the morning of 11 August, Lt. Allen and crew took off for the mission in "Tail Chaser", usually flown by Lt. Norman J. Ebel. Allen's aircraft, "Pirate Princess" was down for repairs that day. The squadron had fifteen aircraft and eighteen crews. So, swapping crews among the bombers was not uncommon. Lt. Rainey and crew departed in "Y495" to fly as wingman to Allen. With the cease fire in effect, action was not anticipated, but the crews made ready for combat.

The flight north along the Japanese coastline was uneventful. Low cloud cover, seven mile visibility and mist up to 1,000 feet made the crews nervous and wary. After patrolling the mouth of Tokyo Bay at low altitude, the Privateers prepared to return to Iwo. Rainey's bomber lagged about 200 feet behind "Tail Chaser". At 400 feet altitude, Allen slowed and began to weave to allow Rainey to close up. Six A6M5 Zekes dropped out of the clouds, two on each side of the nose of "Tail Chaser". The other two at the 8 o'clock position closed on "Y495". Gunners opened fire. Allen broke hard to port and was raked by cannon and machine gun fire. The number one engine, port outboard, was disabled and Kelly, the rear turret gunner was wounded in the shoulder. "Y495", with the port wing afire, cartwheeled into the water. All that was left was fire and smoke. The Zekes circled around for another pass at "Tail Chaser" as she spiraled downward to the left caused



Allen's crew:

Back row l. to r.: Art Raines, Jack Robbins, Tom Allen, John Strutt, Morris Shaffer. Front row l. to r.: Frank McCay, N.L. Garrett, Reef Kelly, William Martin, W.R. Chambers, H.C. Cook.
Not shown: W.H. Webster



Rainey crew:

Back row l. to r.: Karl Garber, C.A. Bremer*, R.E. Guth*, Jack Frashure, Richard Cox, Arthur Dugger
Front row l. to r.: D.W. Mott*, Harold Whitted, John Rainey, E.J. Heeb*, William Long

* Killed in Action

by the turn to port and the dead outboard engine. A pair of Zekes made another attack from head on, firing simultaneously line abreast and breaking over the wings of the Privateer. Another engine was momentarily knocked out, but started again. The Zekes circled around for the third and final attack, again from head on. "Tail Chaser" suffered more cannon hits, a damaged fuel line and severed mixture controls to Number Four Engine. As the port wing

neared the waves, Lt. Allen, with a desperate lunge on the control yoke, started to level the plane out just 50 to 70 feet above the sea. The Zekes ceased the attack and flew to the mainland, assuming the Privateer sure to crash. The crew worked to repair the fuel line, treat Kelly's wound and throw out everything not essential. The pilots struggled to feather the prop and gain altitude. Quick in-flight repairs and lightening the aircraft allowed "Tail Chaser" to return to Iwo, a four hour flight.

The engagement lasted about thirty minutes. Two Zekes were claimed as shot down and another damaged. 3,830 rounds of .50 caliber ammunition were fired by the gunners. Kelly, the rear turret gunner survived his wound and was awarded the Navy Cross for returning repeatedly to his guns to answer each attack despite his severe wound. Miraculously, Lt. Rainey and seven other crew members of "Y495" survived the crash to be made POW's. The pilots of the Zeke's amazed Lt. Allen and his crew with their determined, coordinated and skillful attacks. These pilots were certainly from an elite group. Although it cannot be proved, the pilots were probably from the 302 NAS based at Atsugi. The intercept of the Privateers and shoot down of "Y495" is considered to have been the last encounter between a multi-engined naval bomber and Japanese fighters.



Blunderbuss crew:

**Back row l. to r.: Bob West, Marvin Modman, Fred Inscore, Irv Seal, Dick Evans, John Purdie. Front row l. to r.: Charlie Arensberg, Addison Dunn, Russ Hamilton, Jack Null, Johnny Dingle.
Not shown: Jerry Goldfind**



Ebel's crew:

Back row left to right: Robert Duncan, Mike Runnels, John Hardison, Francis Henderson, Forrest Perry, Bobby Fagala. Front row l to r: Louis Busch, Stanley Holiday, Norman Ebel, James Riseley, Paul Maguire

Suggested kit:

Matchbox PB4Y-2

Detail sets:

Squadron Crystal Clear Canopies Convair PB4Y-2 Privateer #9145 and #9146

True Details B-24 Wheel Set #72016 (checkerboard pattern tires)

Resin nacelles to correct kit - Ron's Resins, #72002, Meteor Productions, PO Box 3956, Merrifield, VA

References:

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Liberator: America's Global Bomber, Alwyn T. Lloyd, Pictorial Histories Publishing Co., 1993

Liberator!, 1989 IPMS National Convention Booklet, David H. Klaus, International Plastic Modelers Society, USA.

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Acknowledgements:

Without the assistance of Mr. John Ebel, Mr. John Dingle and other crew members of VPB-121, this decal sheet could not have been produced.



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