

VESPA MODEL KITS

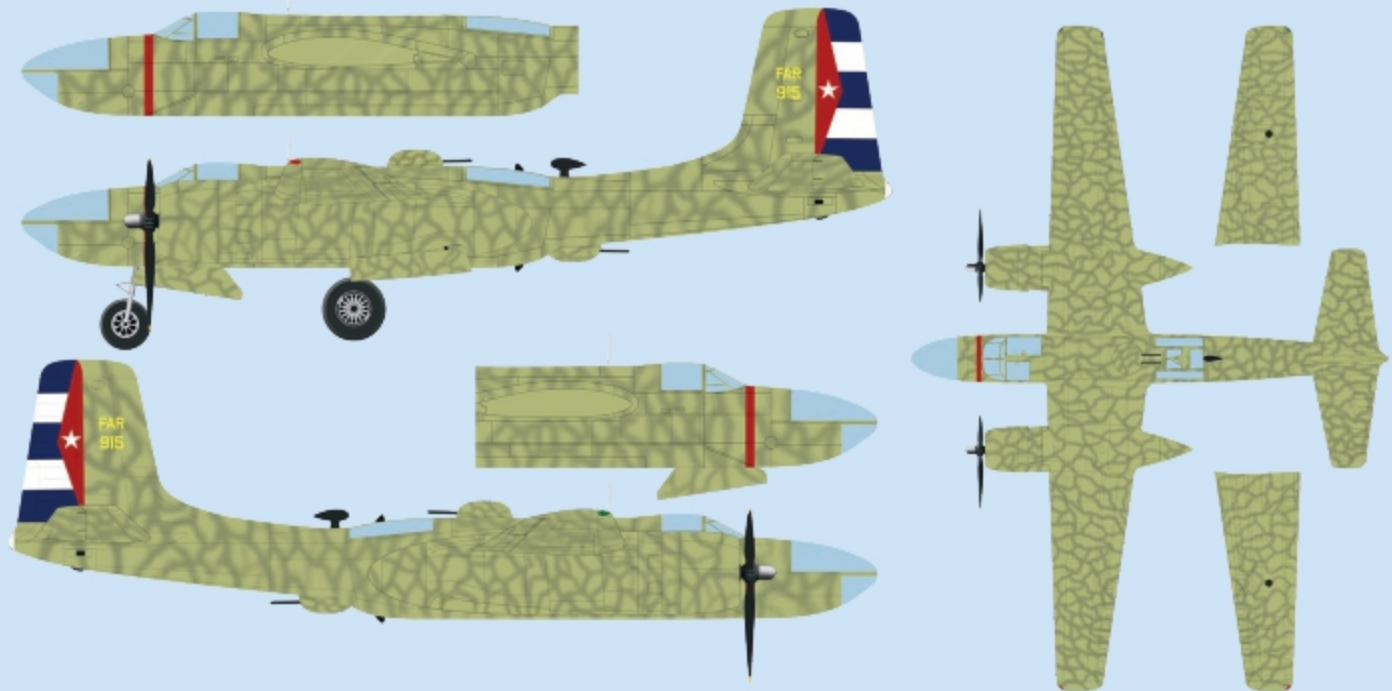


LATIN AMERICAN INVADERS



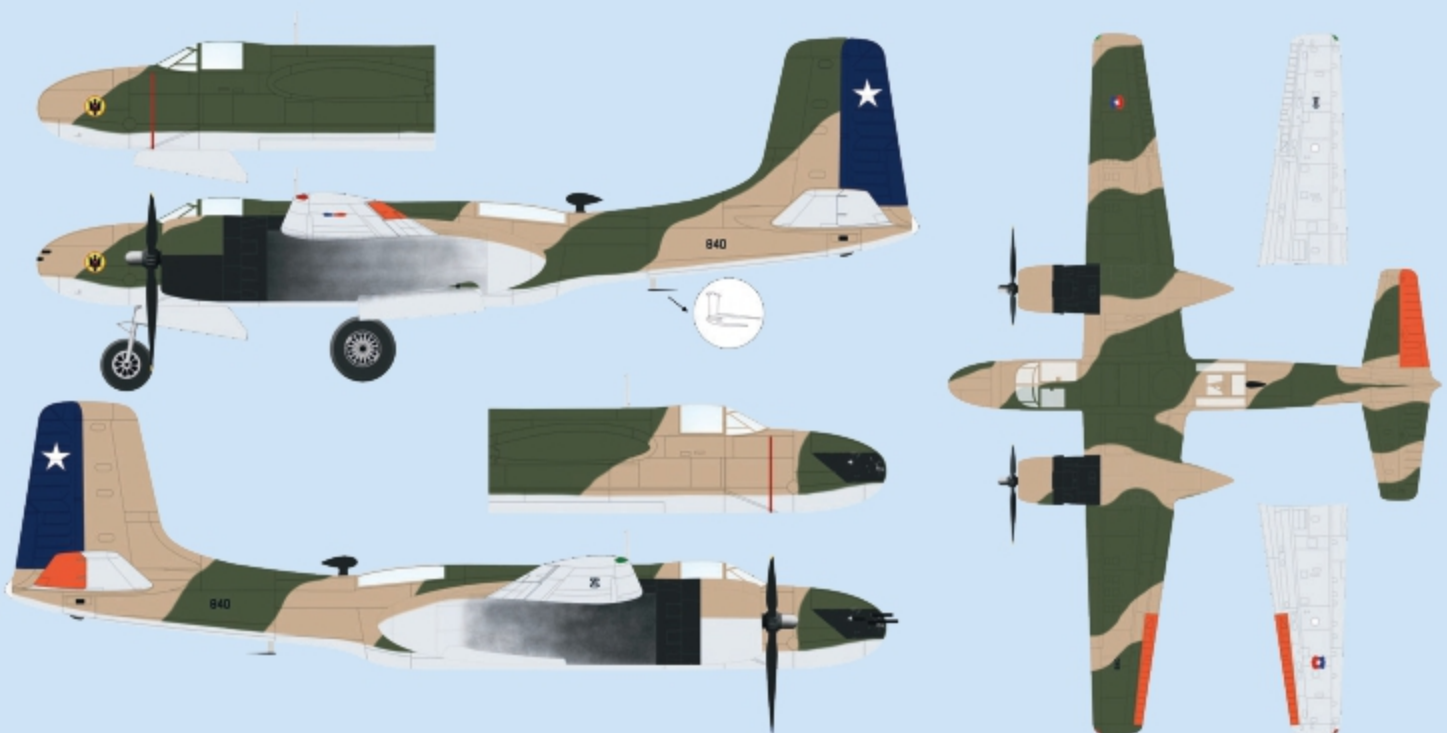
Vespa Model Kits

VMD 48001



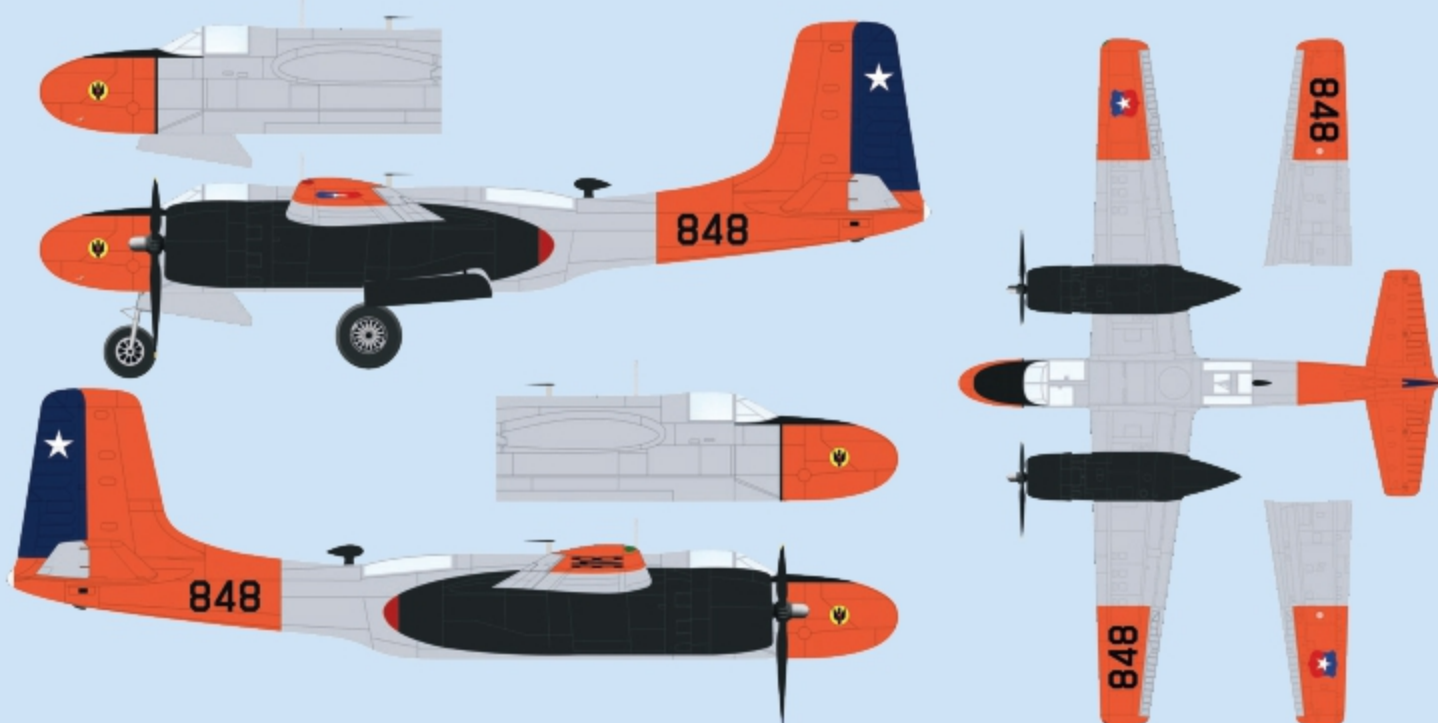
1. A-26C "FAR 915" Yellow-Green Dark Green

One of the few bombers that the Cuban Fuerza Aérea Revolucionaria managed to bring back to airworthy condition to face the Bay of Pigs invasion. References show this Invader was field painted with stocks of RAF Dark Green (or US Dark Green FS34079) with heavy blotches of "grass green" (we suggest US Interior Yellow-Green as a match) in an "Italian"-style pattern.



2. B-26B "FACH 840" Light Tan Forest Green Light Blue-Grey

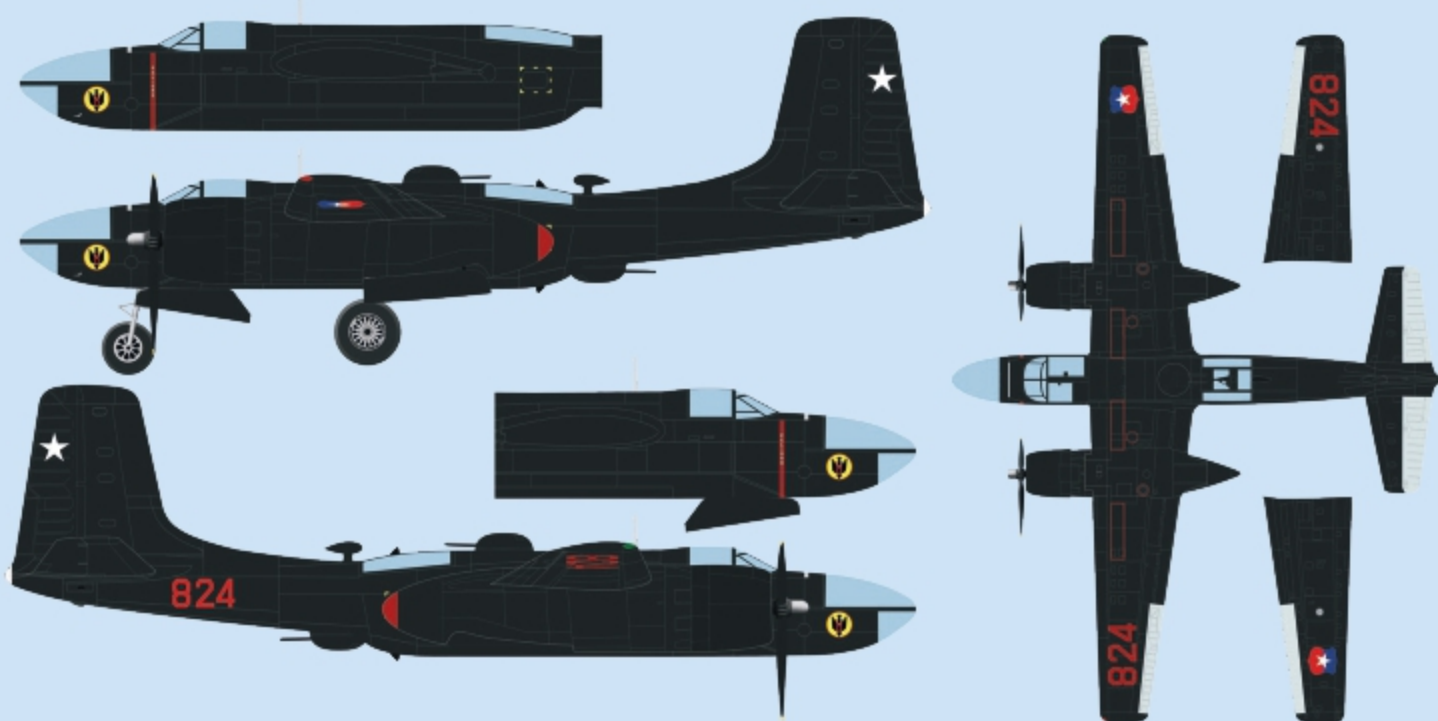
By the late sixties some of the Invaders from Grupo de Aviación N°8, FACH, received a new paint scheme consisting in a two-tone camouflage of Light Tan (FS 33531) and Forest Green (FS 34079) over Light Blue-Grey under surfaces, with insignias and serials reduced in size. FACH 840 had the starboard elevator and the port wing aileron painted International Orange, probably a replacement from a cannibalized aircraft. Grupo de Aviación N°8 insignia was applied on the port side of the nose.



3. TB-26B "FACH 848"

International Orange Aluminum Black

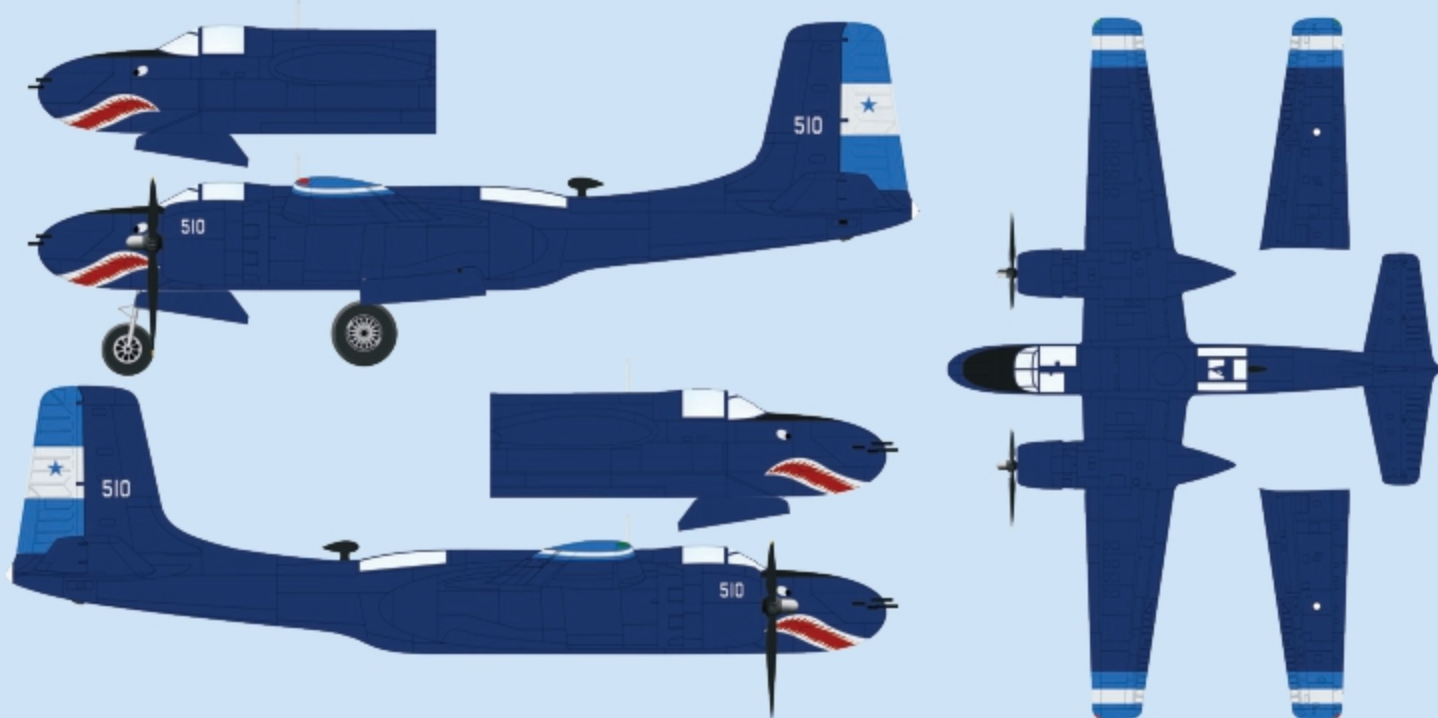
Fuerza Aérea de Chile was a major South American operator of the Invader, with Grupo N°8 based at Cerro Moreno receiving no less than 37 airframes from 1954, including four TB-26B's which served as trainers and trailer tugs. From 1956 ahead the surviving TB-26Bs were stripped of paint and received a coat of international orange in the nose, tail and wing tips with black and red engine nacelles. Natural metal horizontal control surfaces. Grupo de Aviación N°8 insignia was retained on the nose. Target tug hook fitted in the rear fuselage, in place of the belly turret.



4. B-26C "FACH 824"

Black

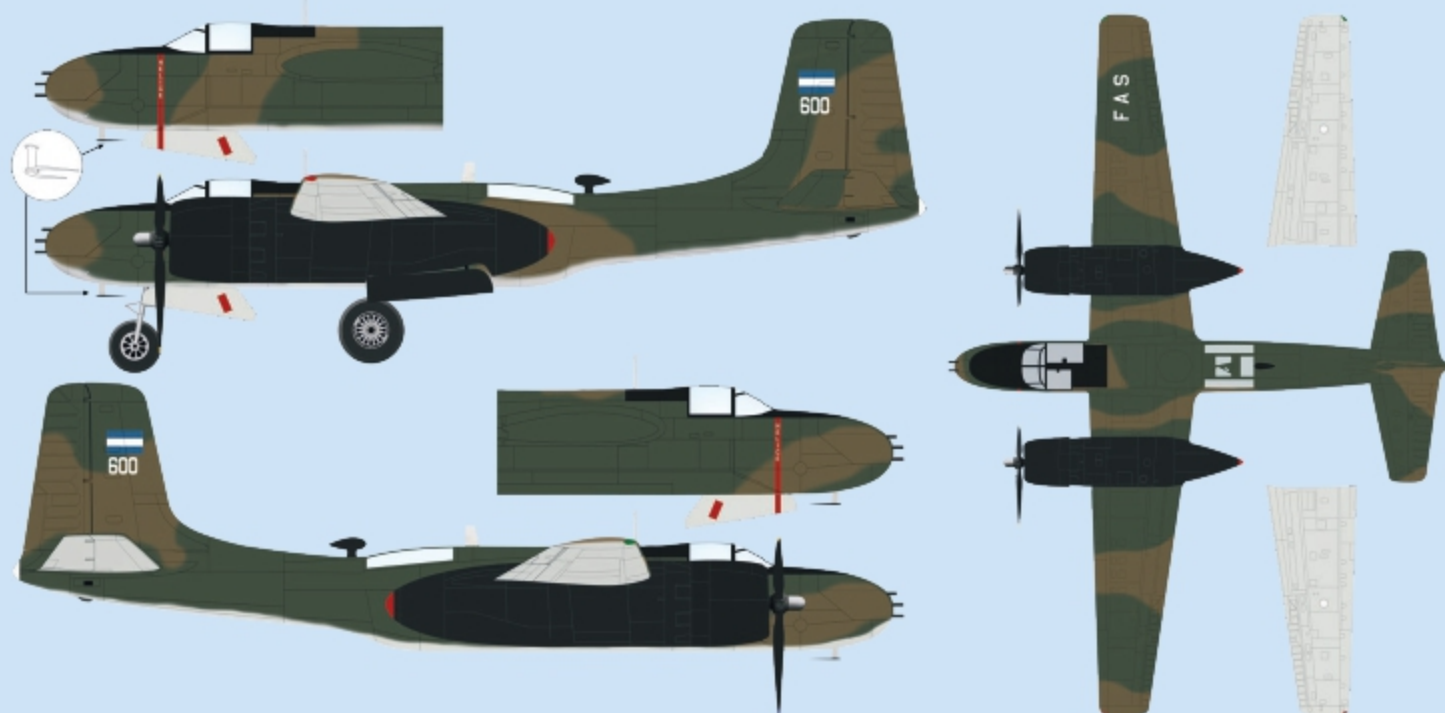
Originally an A-26C-45-DT, it was sold to Chilean Air Force as a B-26C in 1957. After ten years serving with Grupo de Aviación N°8 as a bomber, it was modified locally into B-26B in late 1966 as part of the "Gun Nose" conversion program, which included the removal of electric gun turrets and the fitting of a solid nose armed with six .50 caliber machine guns. The aircraft was painted with a worn out satin black finish overall.



5. A-26B "FAH 510"

■ Blue ■ Cobalt Blue ■ White

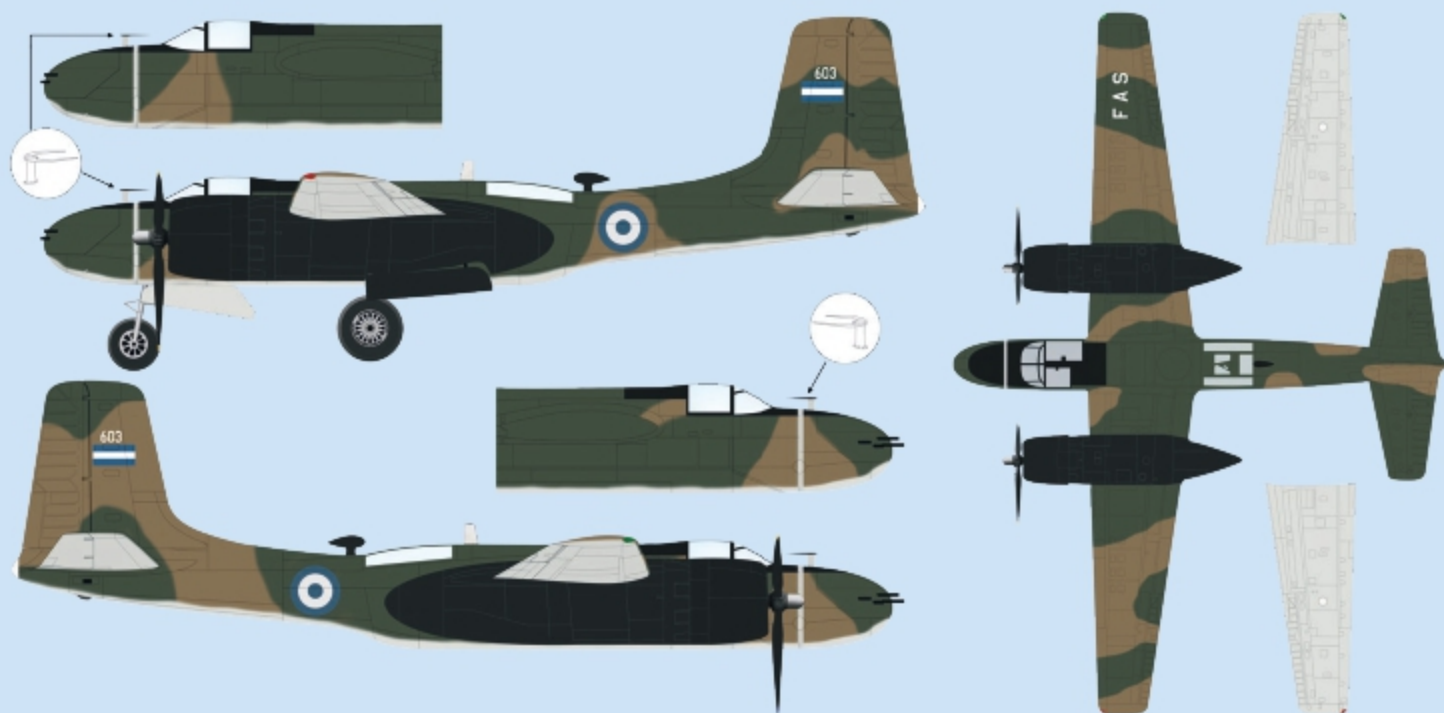
When the B-26B serial FAH 510 entered in service with Fuerza Aérea Hondureña in 1969, it became the last Invader to enter service worldwide. At the time it wore a glossy US Navy blue (FS 35044) finish overall, which was later replaced by a green/tan camouflage. Honduran flag (a slightly lightened Cobalt Blue FS15080 + Insignia White FS17875) was applied on wingtips in addition to the standard rudder position. Black anti-glare panel in front of the cockpit. No visible stencils.



6. B-26D "FAS 600"

■ Dark Green ■ Dark Tan ■ Black ■ Camouflage Grey

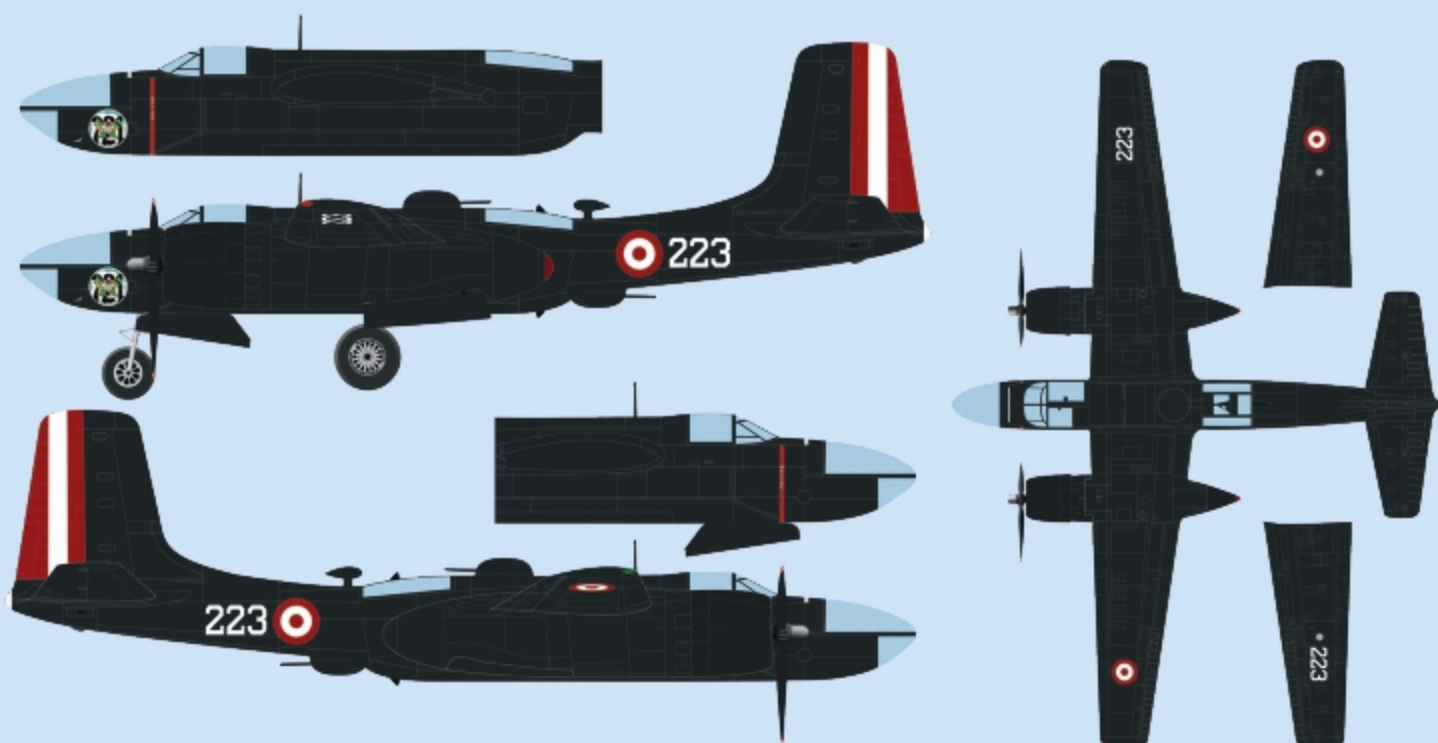
As a result of the tensions between El Salvador and Honduras in the aftermath of the so-called "100-hour war", the Fuerza Aérea Salvadoreña (Salvadorean Air Force) jumped to the market to procure additional combat aircraft, managing to secure four (some sources quote up to six) Douglas B-26B/C Invaders. These all arrived painted in more or less weathered paint schemes of Dark Green FS34079 and Dark Tan FS30219 over Camouflage Grey. FAS 600, an A-26B with an eight-gun nose, has black engine nacelles with red trailing edges.



7. B-26B "FAS 603"

Dark Green
 Dark Tan
 Black
 Camouflage Grey

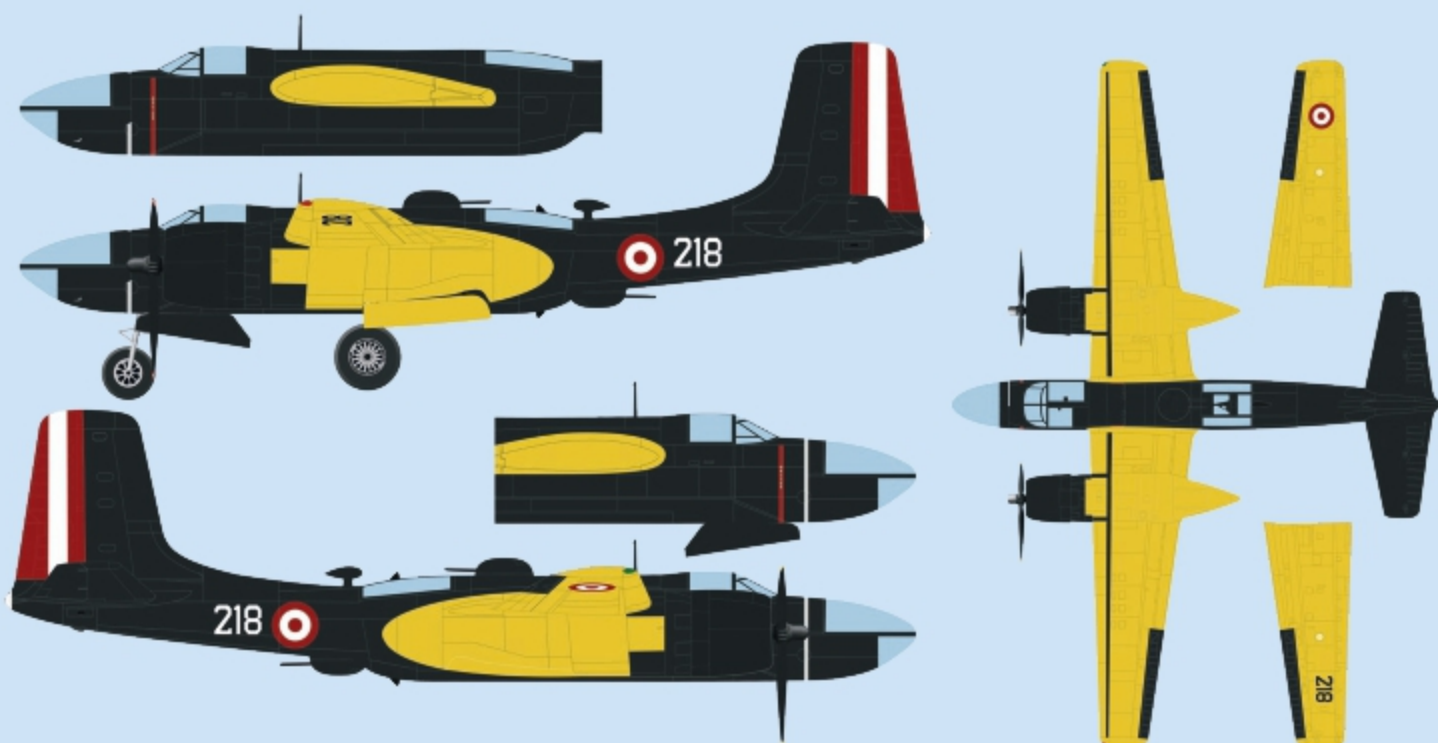
FAS 603 was a six-gun nose B-26B painted in Dark Green FS34079 and Dark Tan FS30219 over Camouflage Grey. Black engine cowlings with camouflaged engine nacelles.



8. B-26C "FAP 223"

Black

Between 1954 and 1962 the Fuerza Aérea del Perú took delivery of a total of twenty Douglas B-26Cs. These were placed under the command of the 21 Escuadrón de Bombardeo based in Chiclayo, replacing the veteran North American B-25J Mitchell bombers. FAP 223 was one of the surviving examples when the aircraft were finally phased out of service in the early seventies.

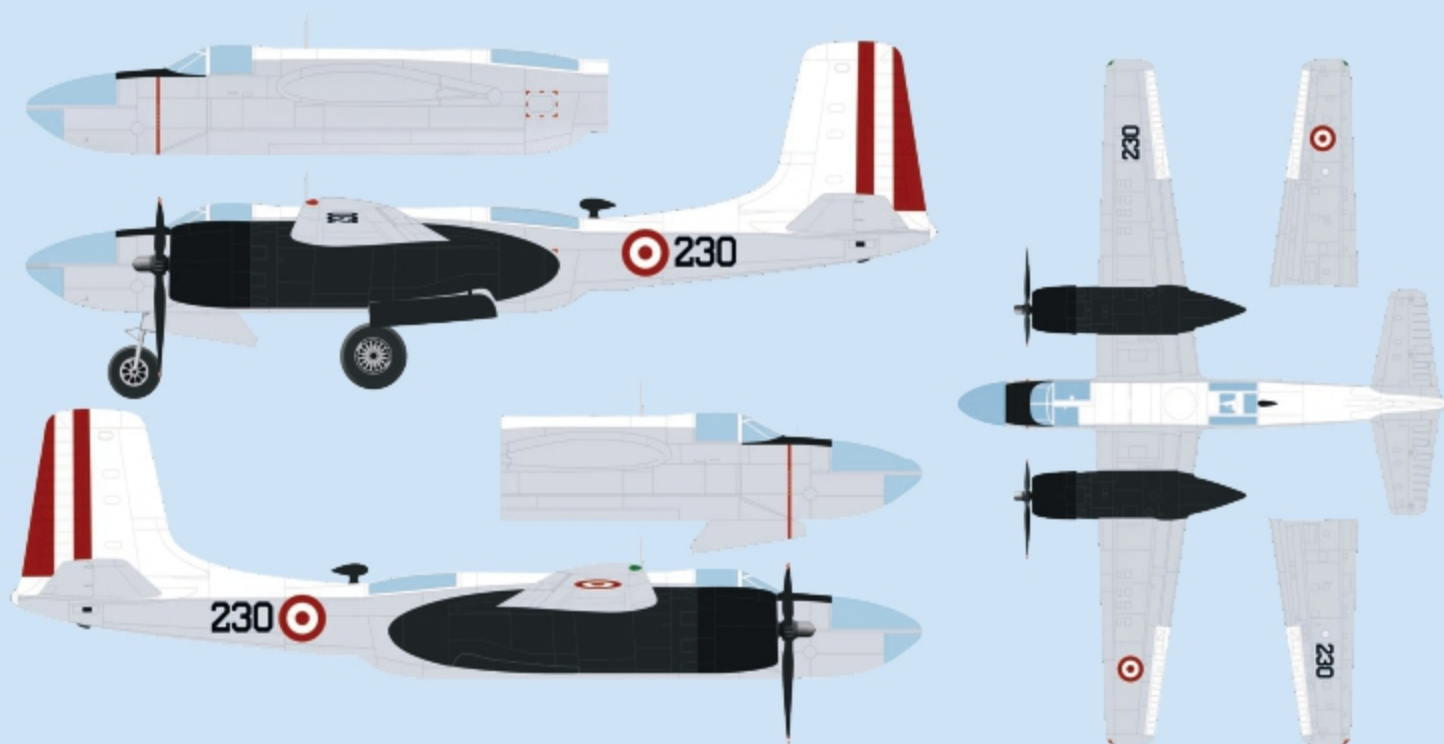


9. B -26C "FAP 218"

■ Black

■ Yellow Zinc Chromate

At the beginning of 1964 a wing spar replacement program for the B-26C was implemented by the 6th US Command and financed by the US within the MAP. FAP 218 was one of the aircraft undergoing this process when it suffered the collapse of its left landing gear, causing damage whose repair caused a delay in its delivery for a few weeks. Standard satin Black finish overall with Yellow Zinc Chromate wings.



10. "B-26C FAP 230"

■ Aluminium

■ Black

■ White

The B-26C serial FAP 230 was the last airframe of this type delivered to the Peruvian Air Force in 1960. Painted in aluminium with white upper surfaces and black engine nacelles and cowlings, FAP 230 was the only FAP Invader that wore a different paint scheme other than the standard black overall finish on these aircraft.