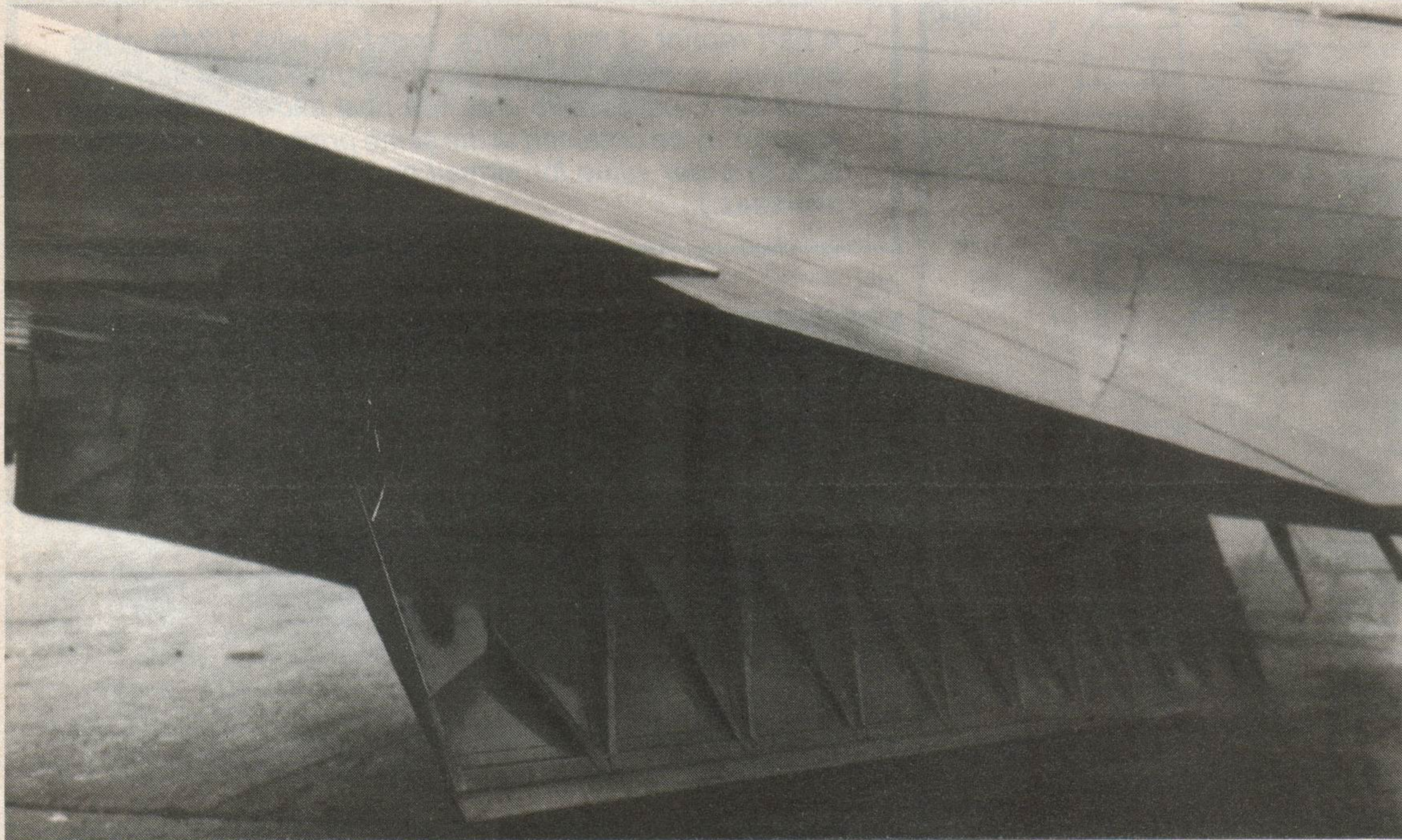


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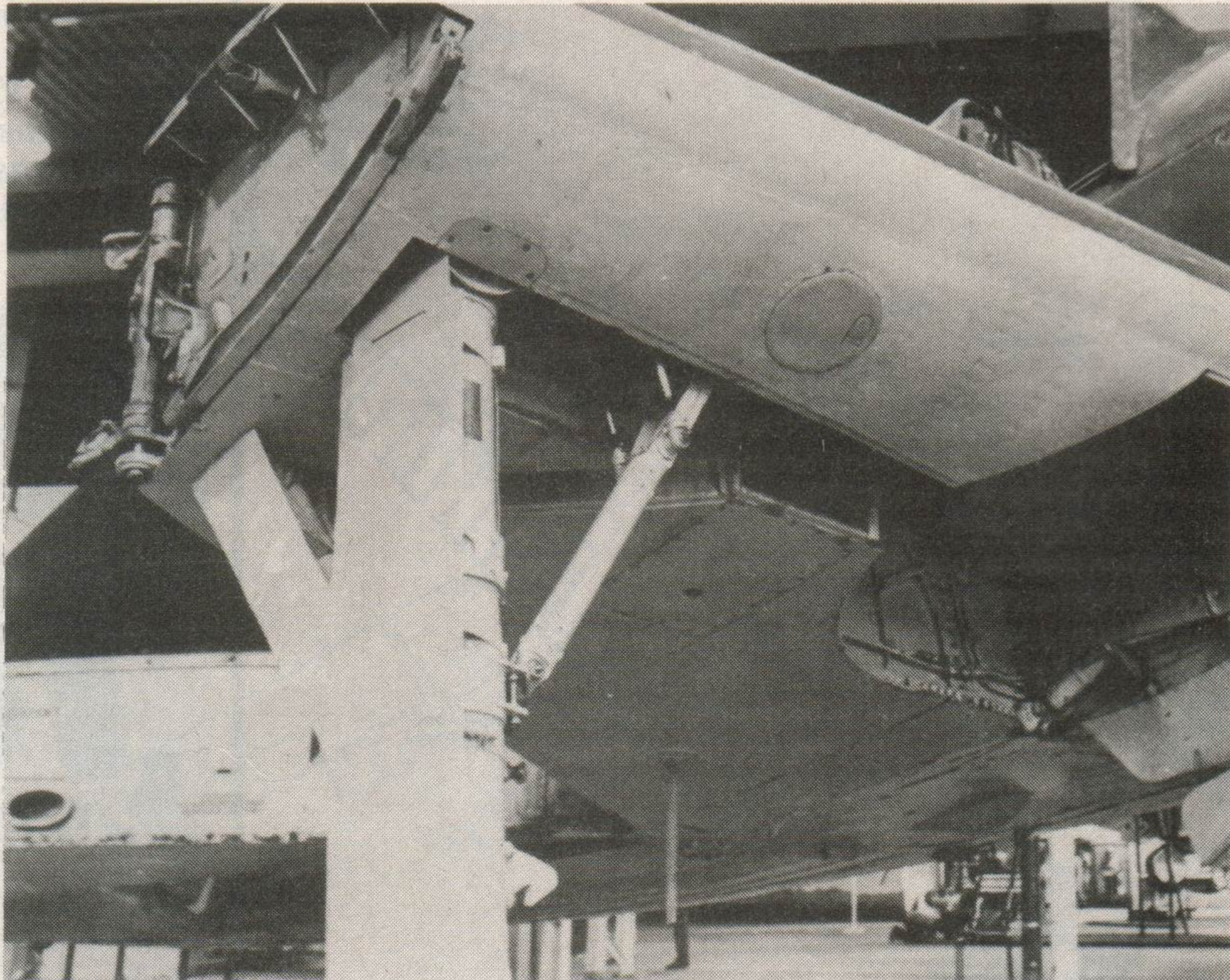


48. Port flap of K7555, modified P4/34 as 08/38 prototype. (Fulmar production models were almost identical.) Note main undercarriage door flap detail. 49 and 50. Undercarriage. Finer points of the preserved prototype at Yeovilton. 51. Fulmar prototype N1854, at the time of its first flight, in full camouflage – see drawings opposite. Night undersurfaces except for white starboard wing and starboard tailplane undersurfaces.

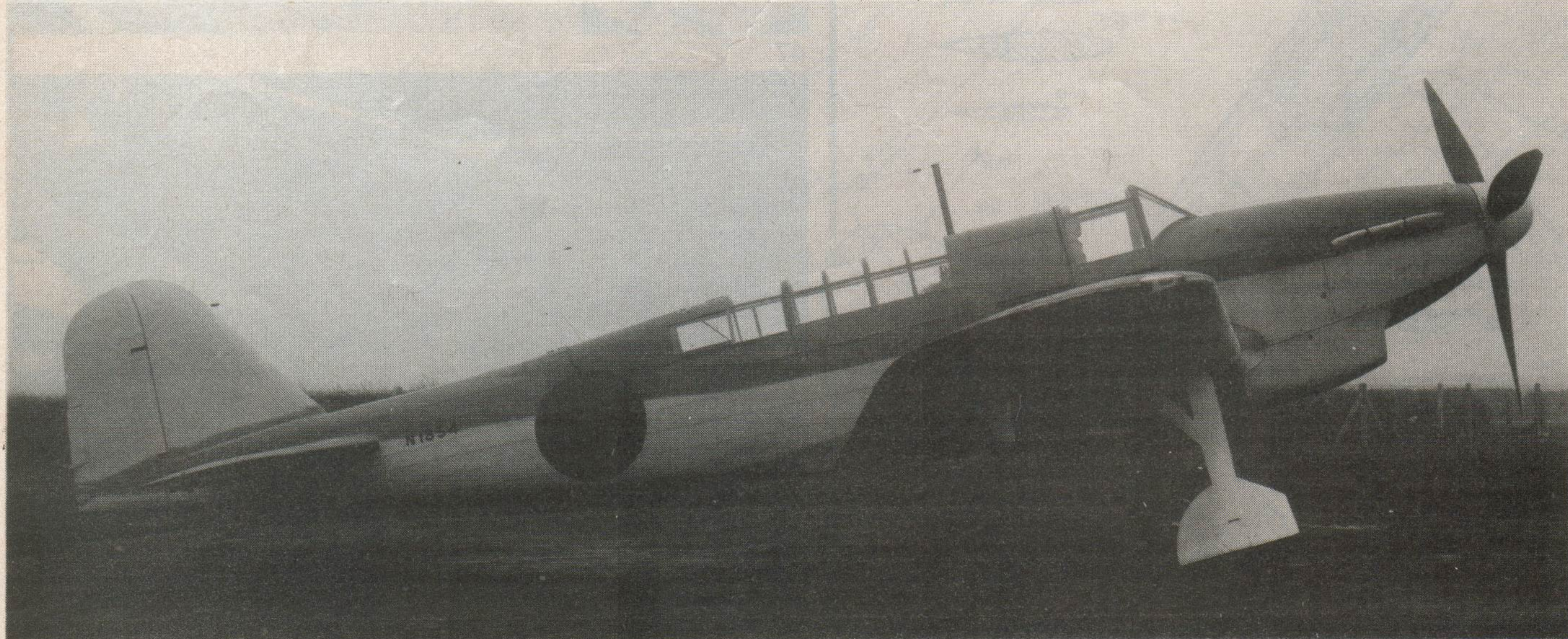
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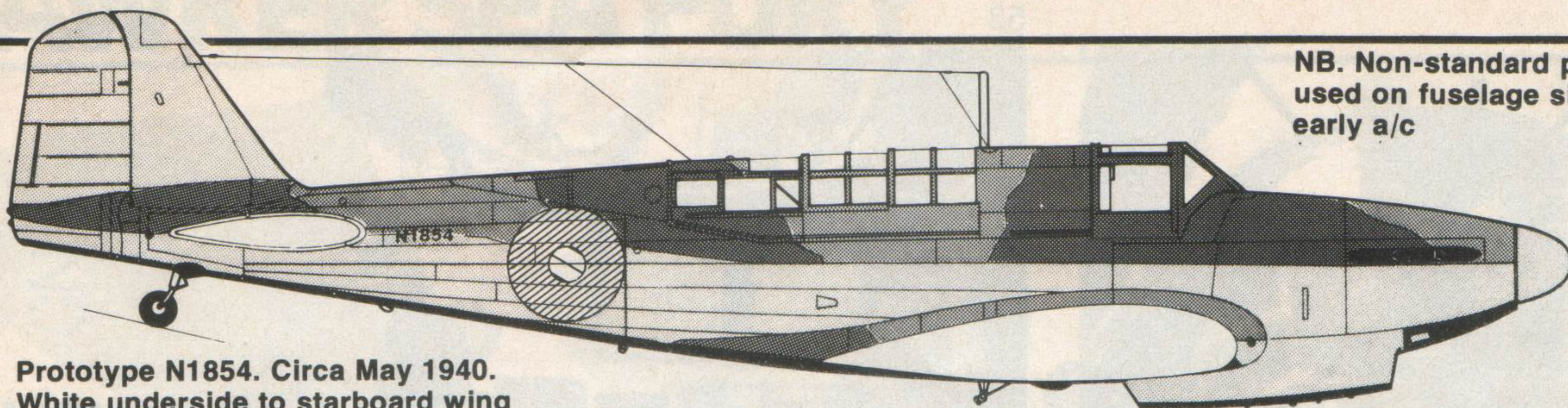
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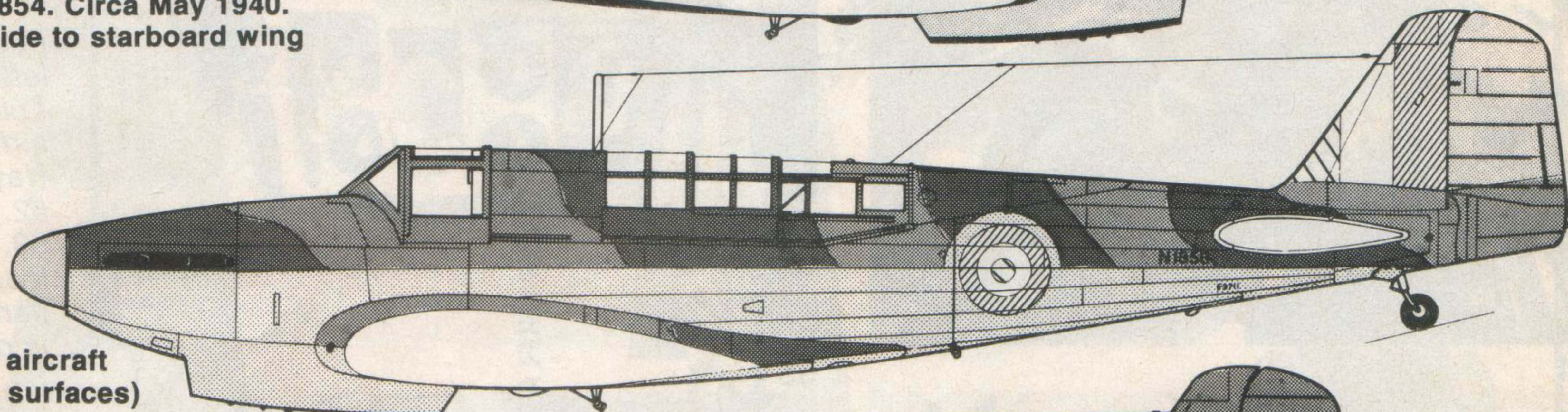
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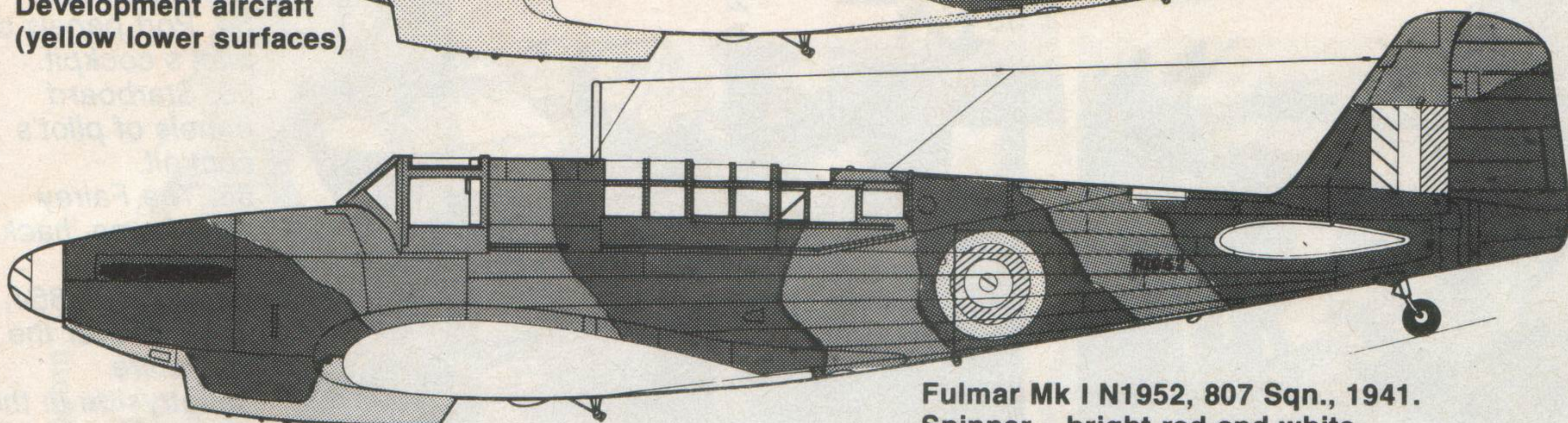
NB. Non-standard patterns were used on fuselage sides of early a/c



Prototype N1854. Circa May 1940.
White underside to starboard wing

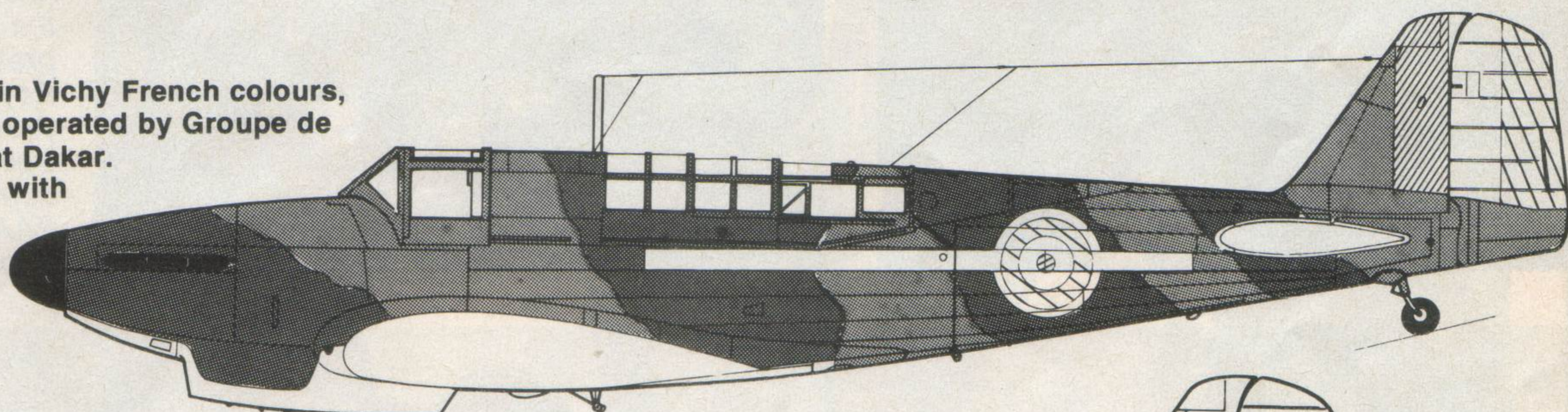


N1858
Development aircraft
(yellow lower surfaces)

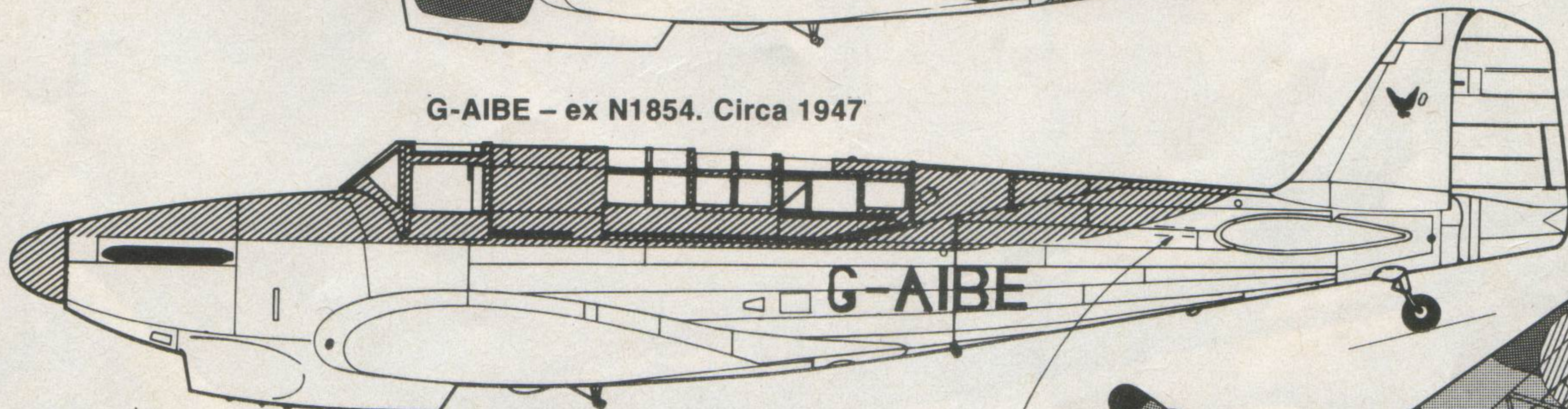


Fulmar Mk I N1952, 807 Sqn., 1941.
Spinner – bright red and white

Fulmar Mk I in Vichy French colours,
ex 807 Sqn., operated by Groupe de
Chasse 1/4 at Dakar.
FAA scheme with
French
national
markings



G-AIBE – ex N1854. Circa 1947



■ Night (black)

■ Extra dark sea grey

■ Dark slate grey

■ Sky grey

■ 'Trainer' yellow

■ Roundel blue

■ Roundel red

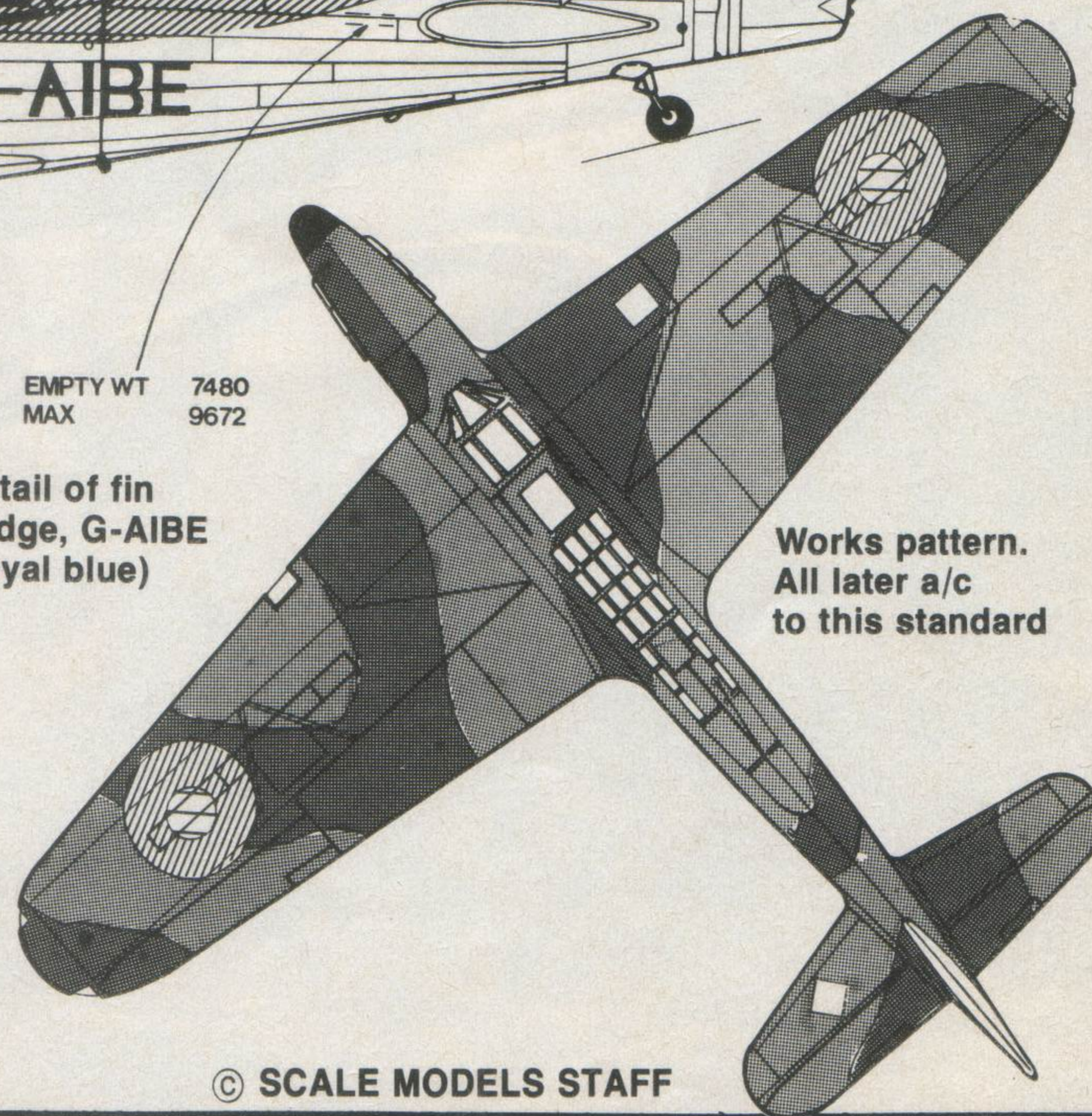
■ White



EMPTY WT 7480
MAX 9672

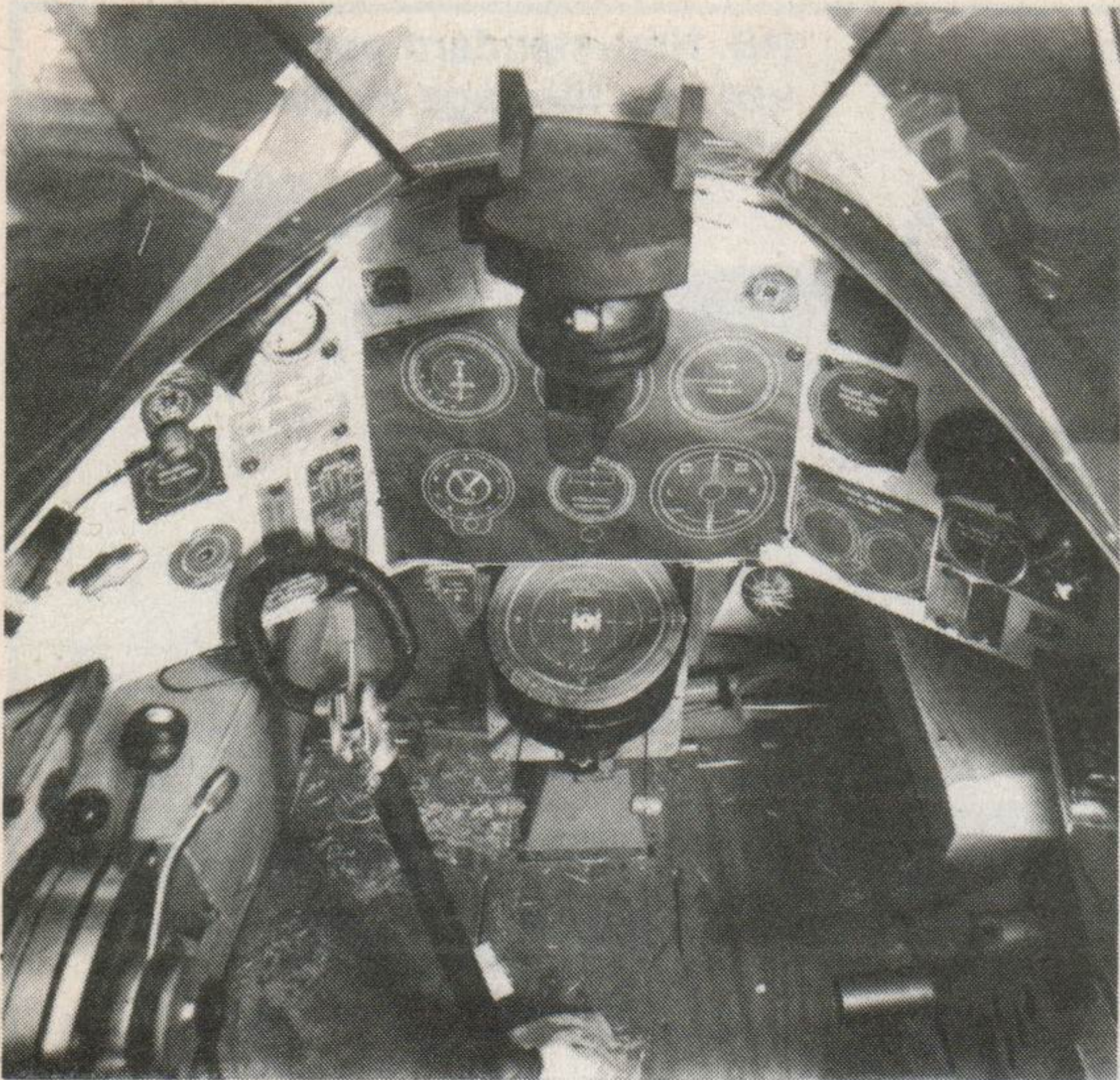
Detail of fin
badge, G-AIBE
(royal blue)

Works pattern.
All later a/c
to this standard



© SCALE MODELS STAFF

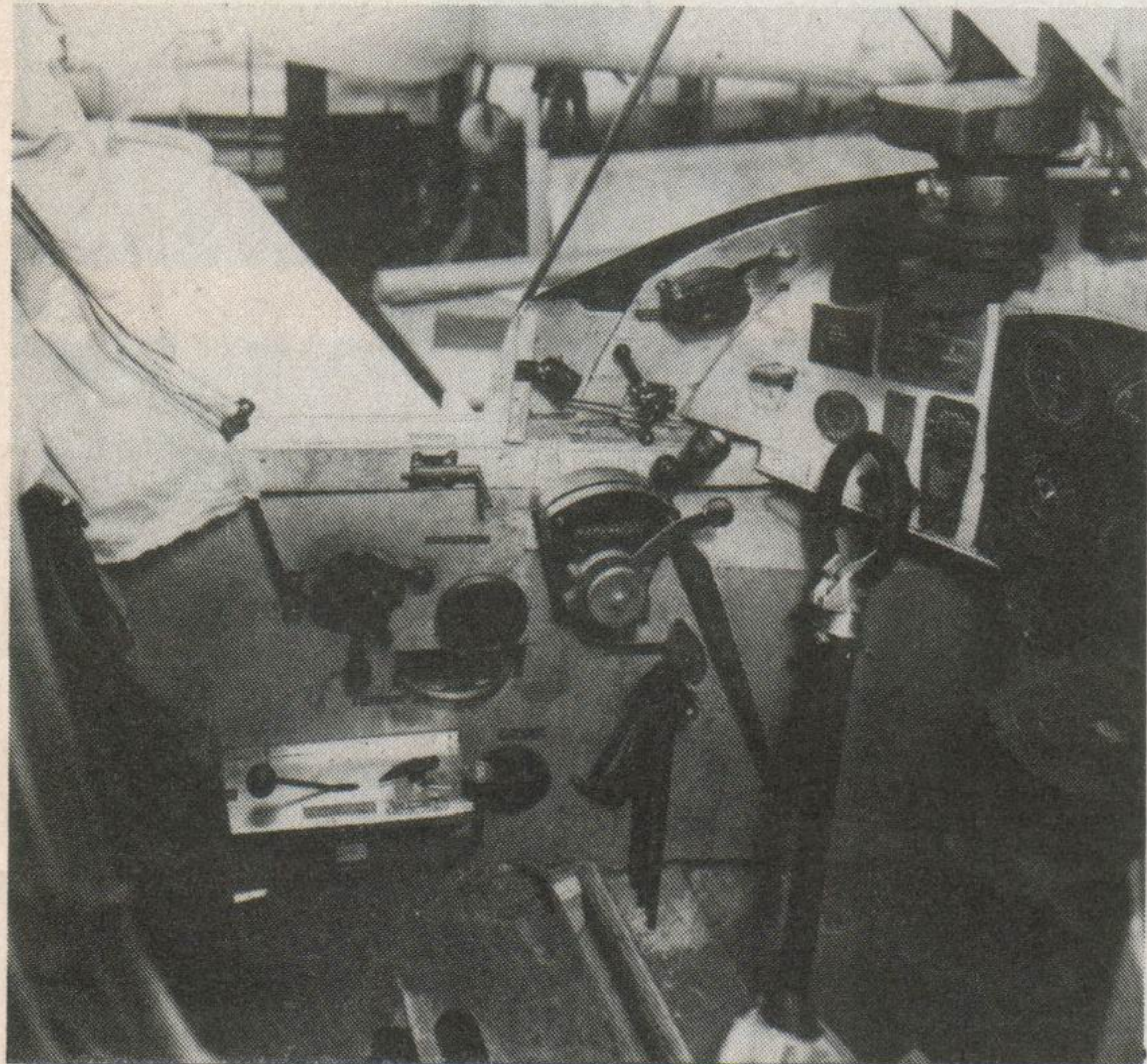
52



53



54



55



Four rare photos at left show the original Fulmar mock-up airframe at the Hayes plant.

52. Pilot's cockpit.

53. Rear cockpit looking aft – note flare marker chute is off-centre.

54. Port panels of pilot's cockpit.

55. Starboard panels of pilot's cockpit.

56. The Fairey aerodrome 'hack', ex-prototype Mk I/Mk II/N1854, as G-AIBE over the Berkshire countryside in the late 1940s. In 1962 the aircraft was presented to the Royal Navy and ten years later it was transferred to its current home, the FAA Museum, Yeovilton.

56



CONTINUED ON PAGE 51

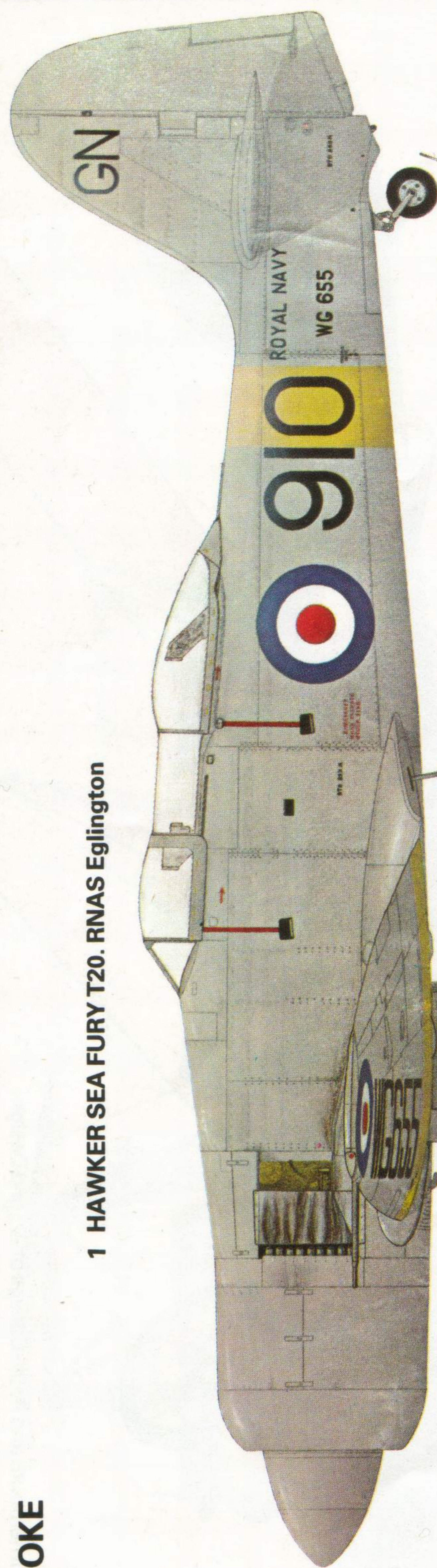
SCALE MODELS

HAWKER SEA FURY

PLATE 1

© PETER COOKE

1 HAWKER SEA FURY T20. RNAS Eglington



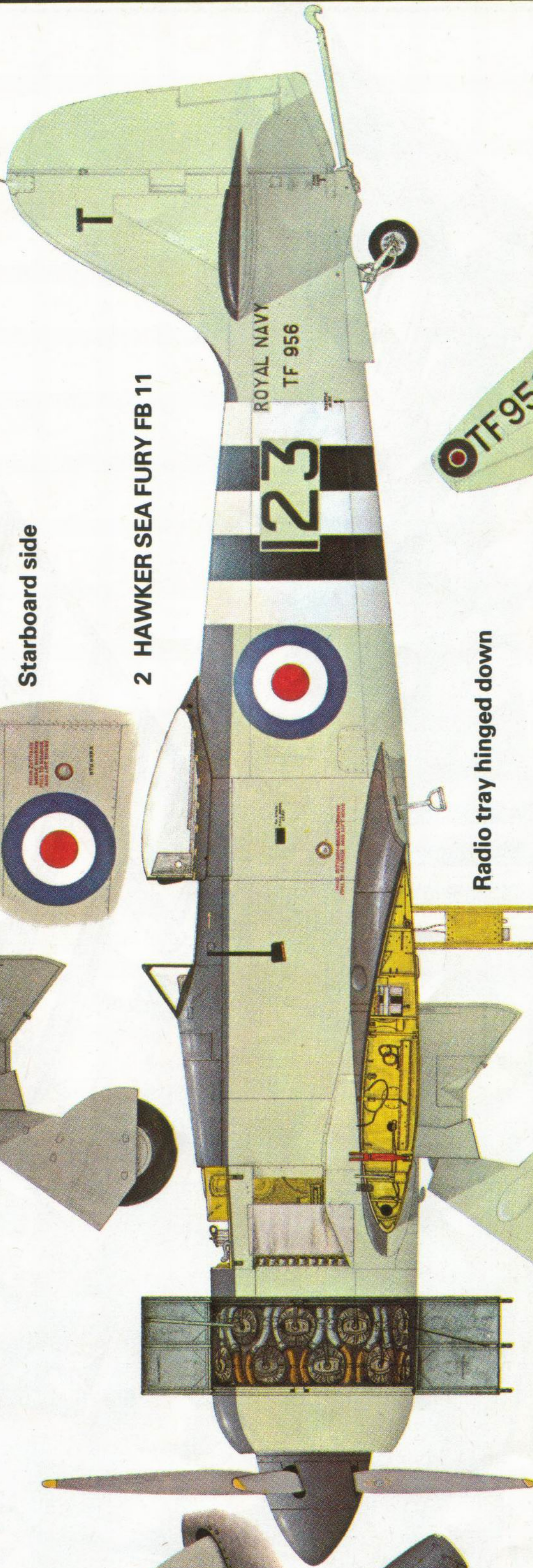
Walkways on wings, both sides



Starboard side



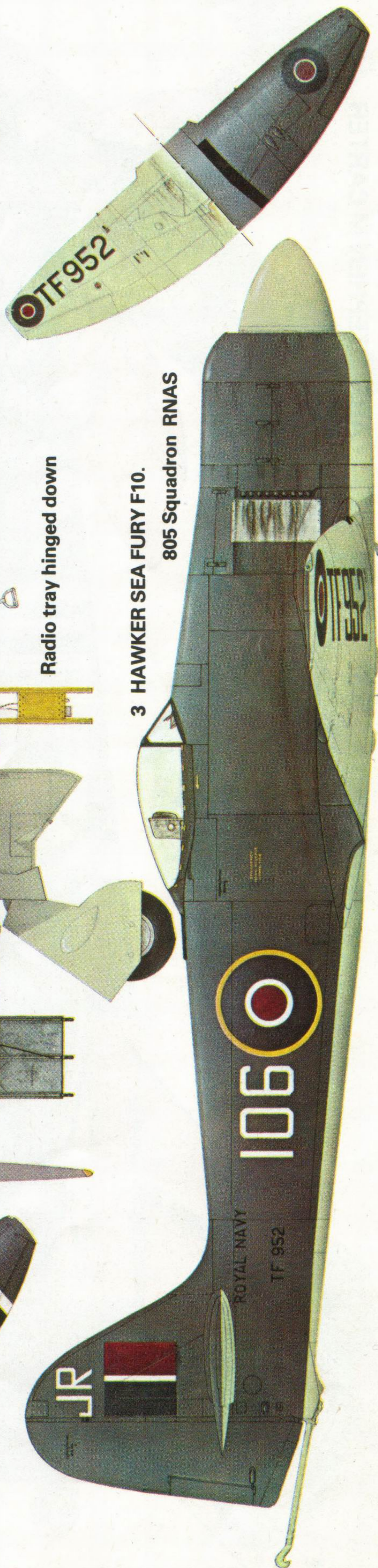
2 HAWKER SEA FURY FB 11



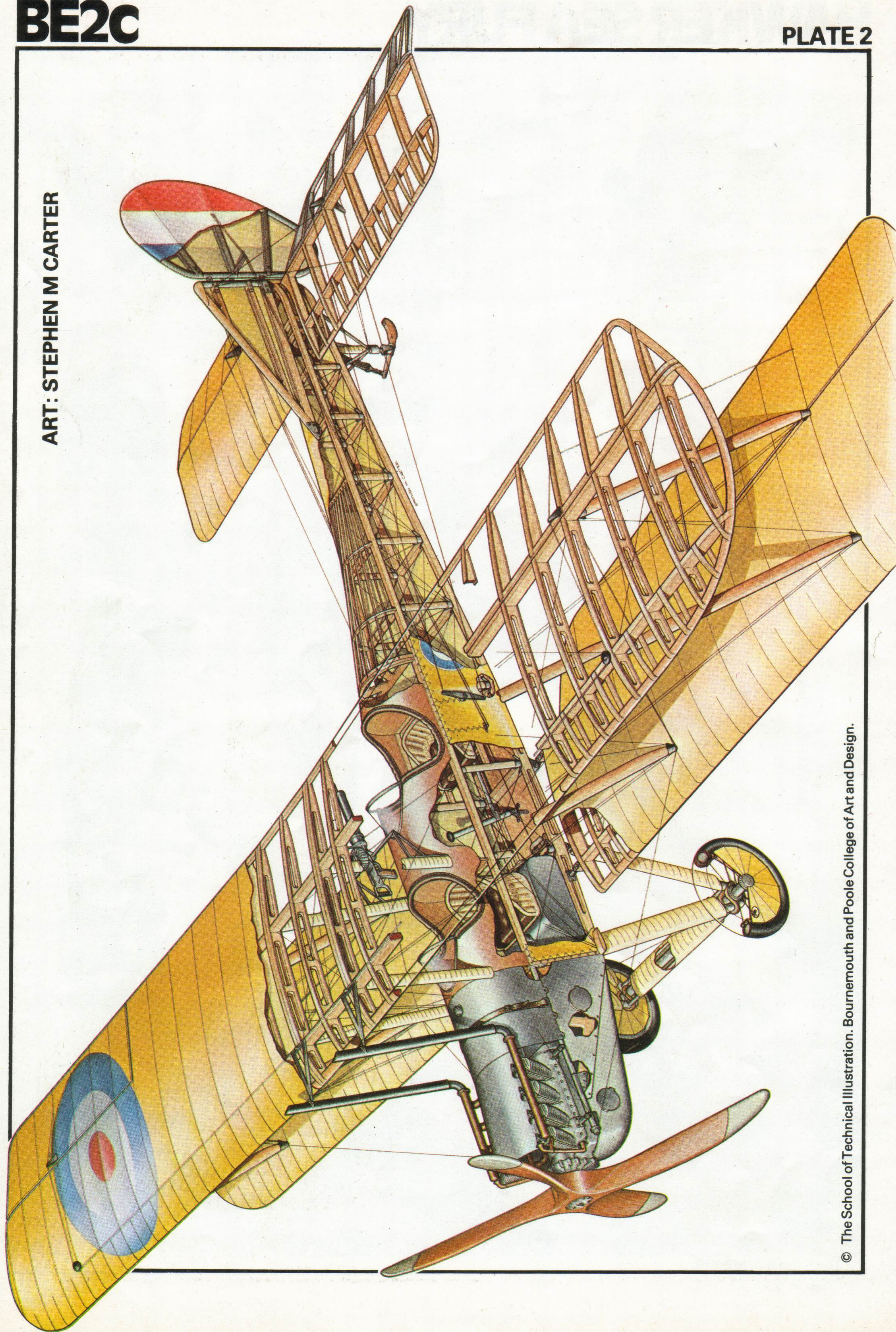
Radio tray hinged down



3 HAWKER SEA FURY F10.
805 Squadron RNAS



ART: STEPHEN M CARTER



SOPWITH F1 CAMEL

PLATE 3

SOPWITH F1 CAMEL. 43 Squadron RAF



SOPWITH F1 CAMEL. 139 Squadron RAF



1B



© Ray RIMMELL

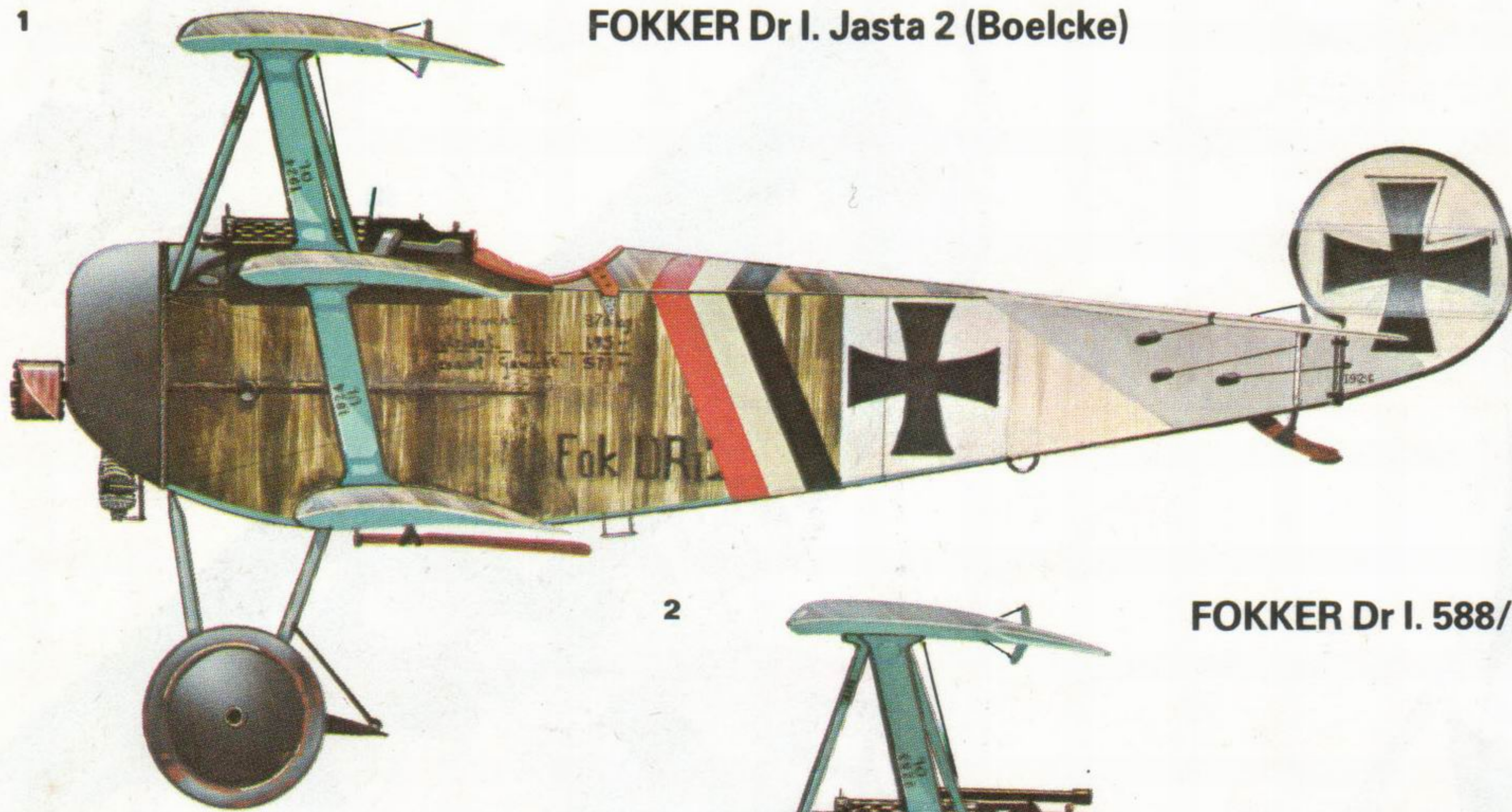


FOKKER Dr I TRIPLANE

PLATE 4

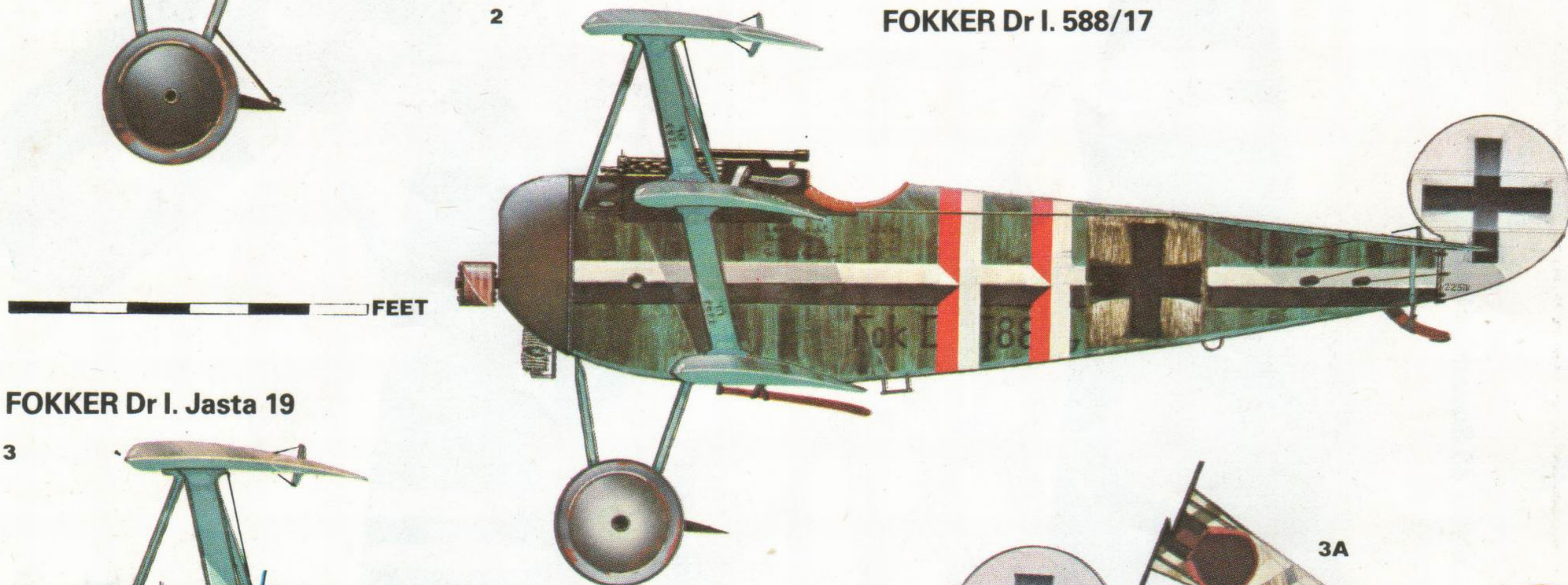
1

FOKKER Dr I. Jasta 2 (Boelcke)



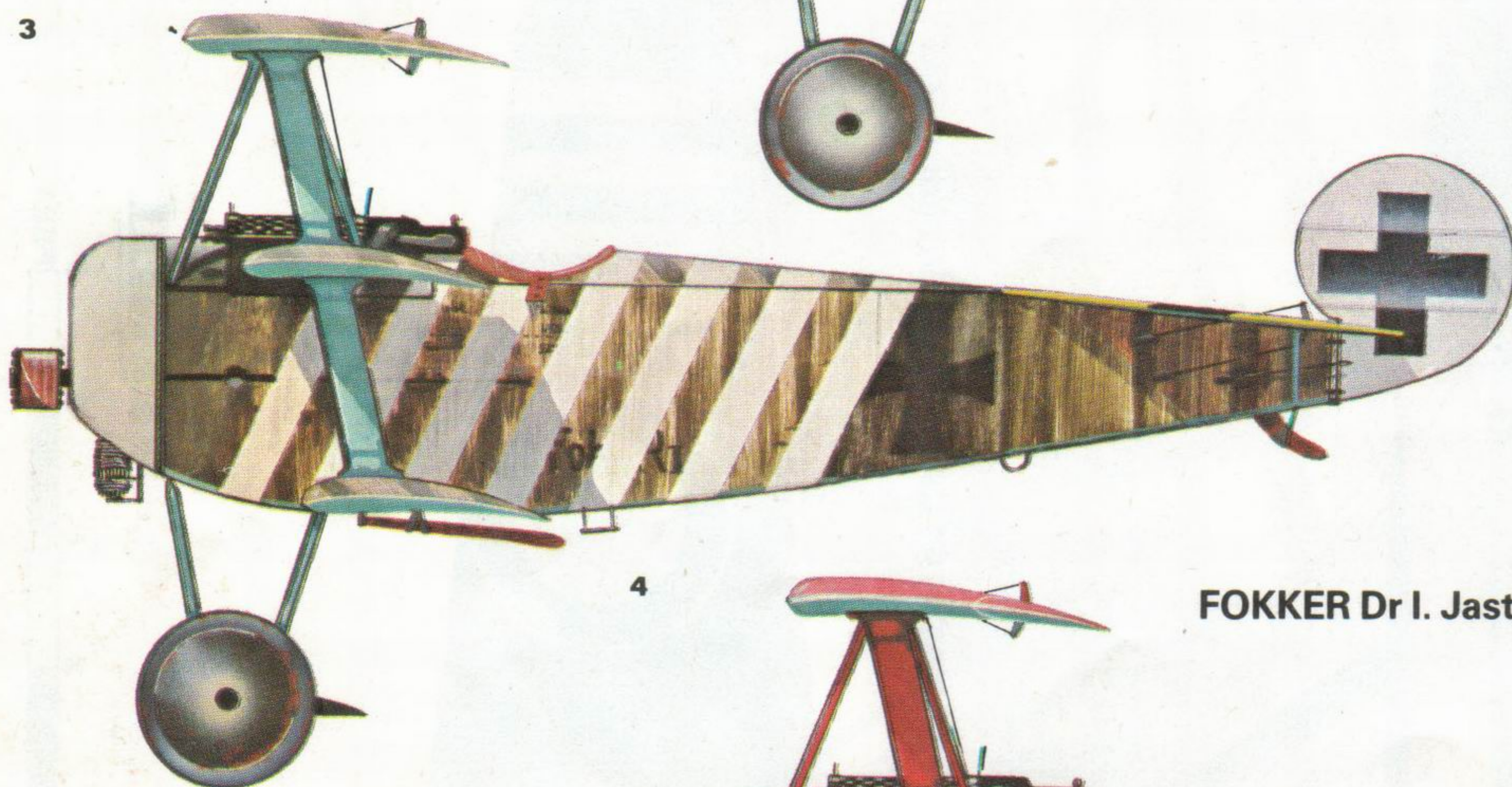
2

FOKKER Dr I. 588/17



FOKKER Dr I. Jasta 19

3



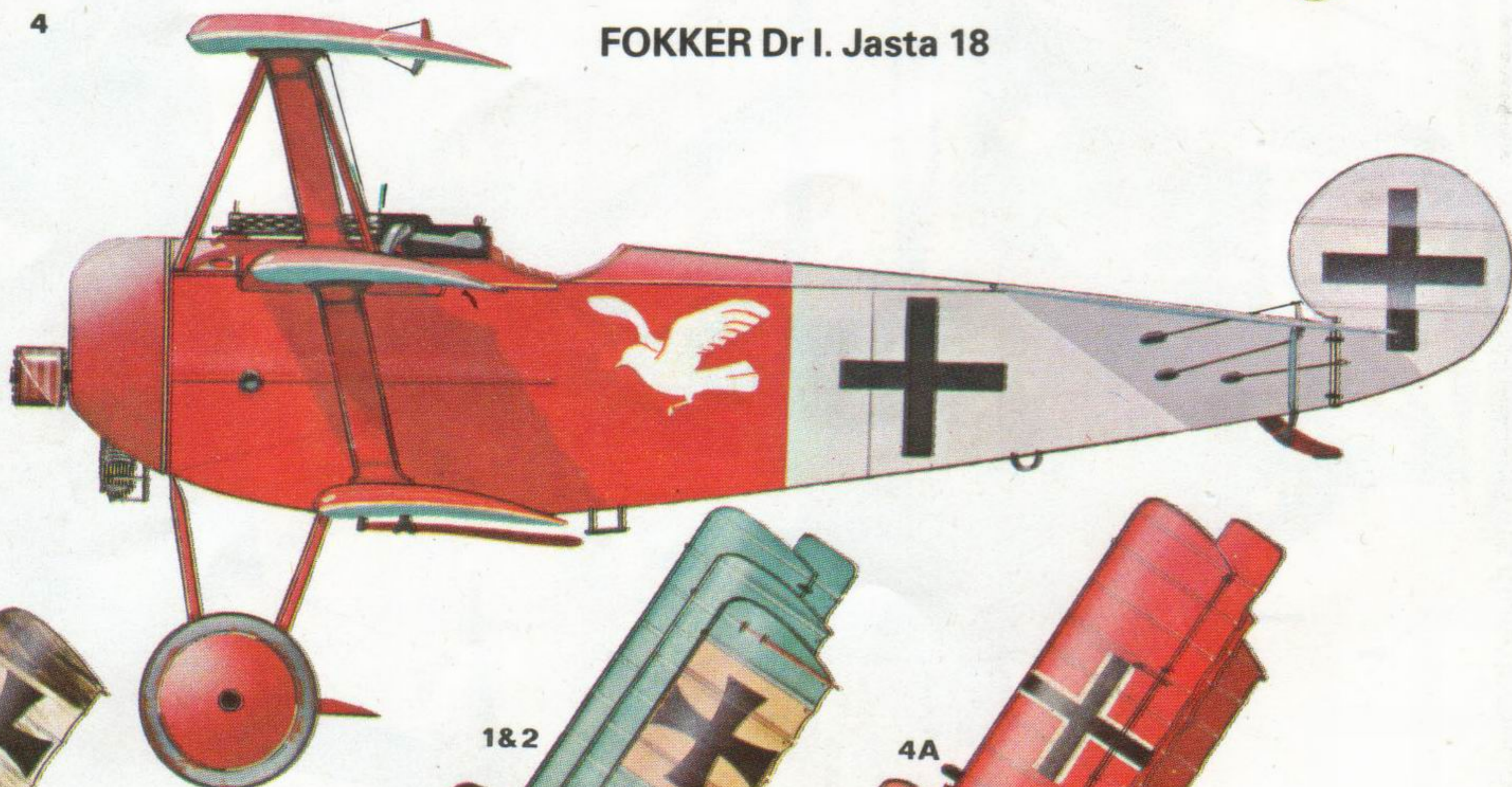
3A

Jasta 19
tail markings



4

FOKKER Dr I. Jasta 18

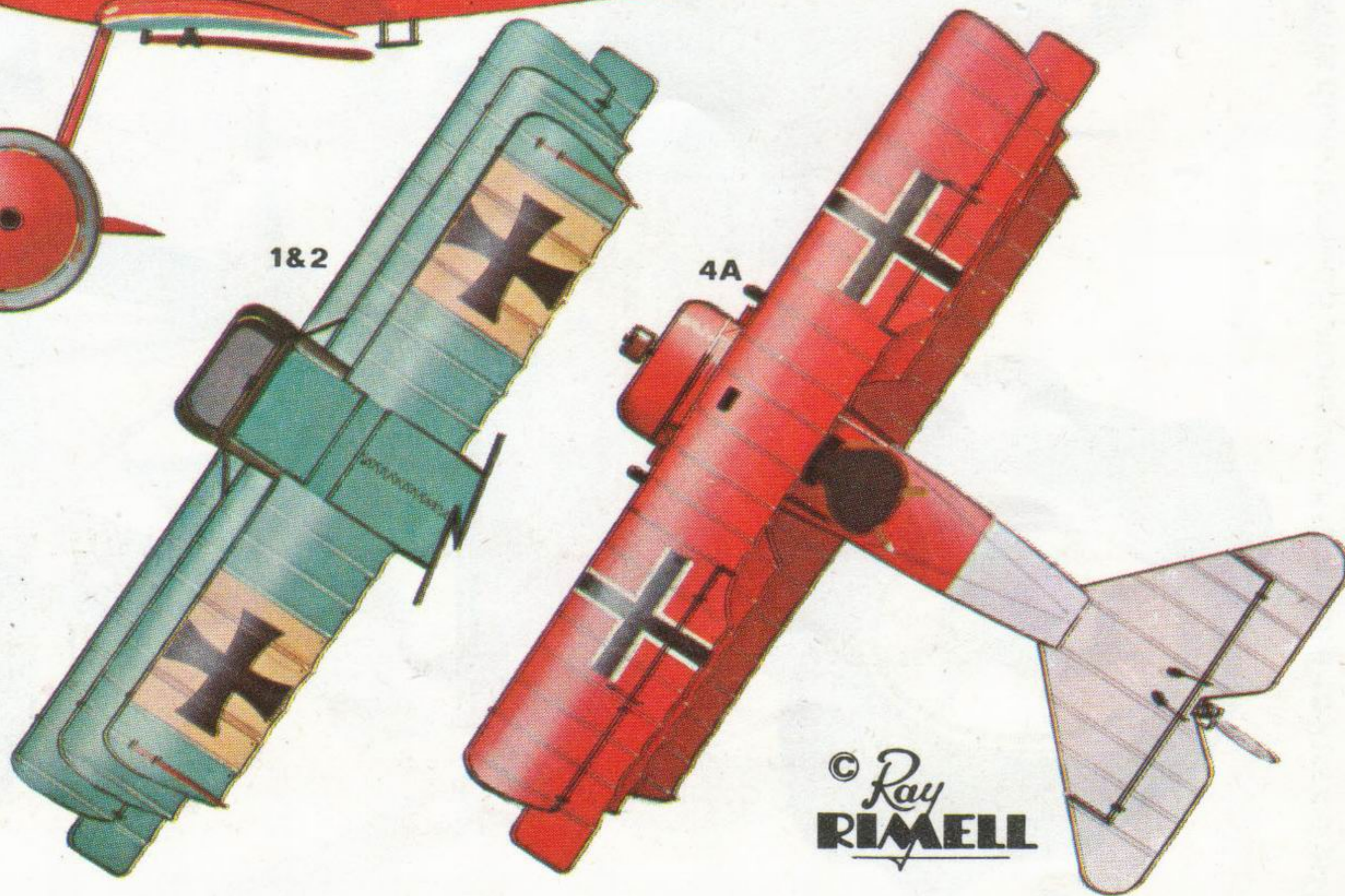
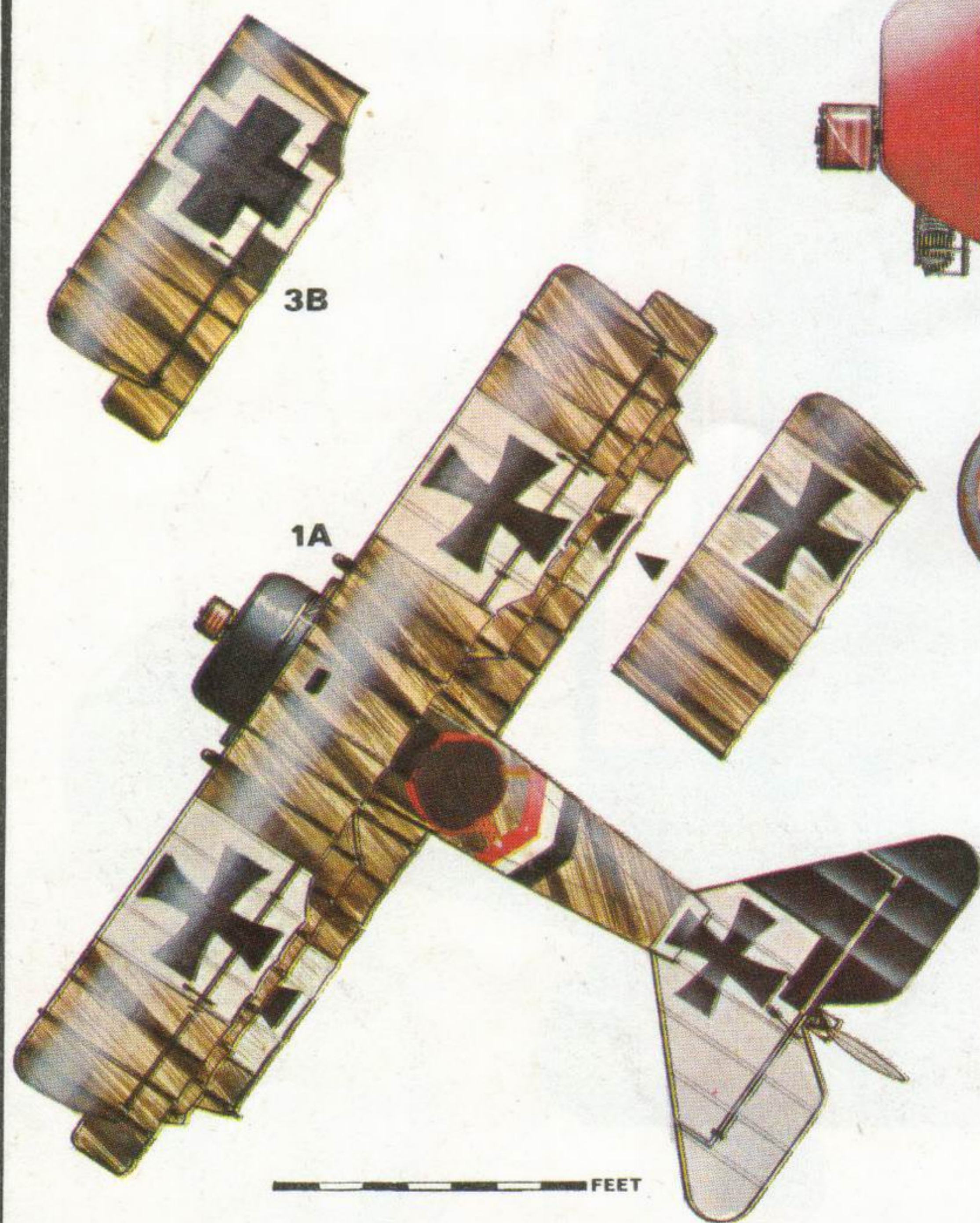


3B

1A

1&2

4A



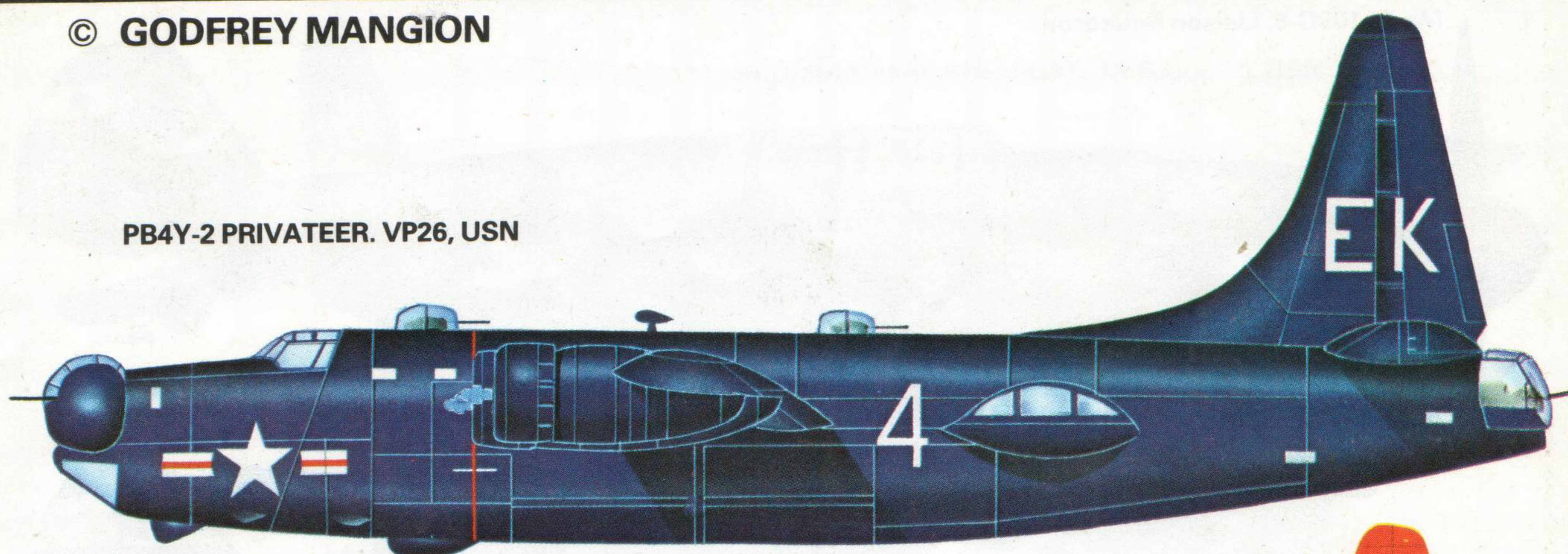
© Ray
RIMELL

CONVAIR PRIVATEER

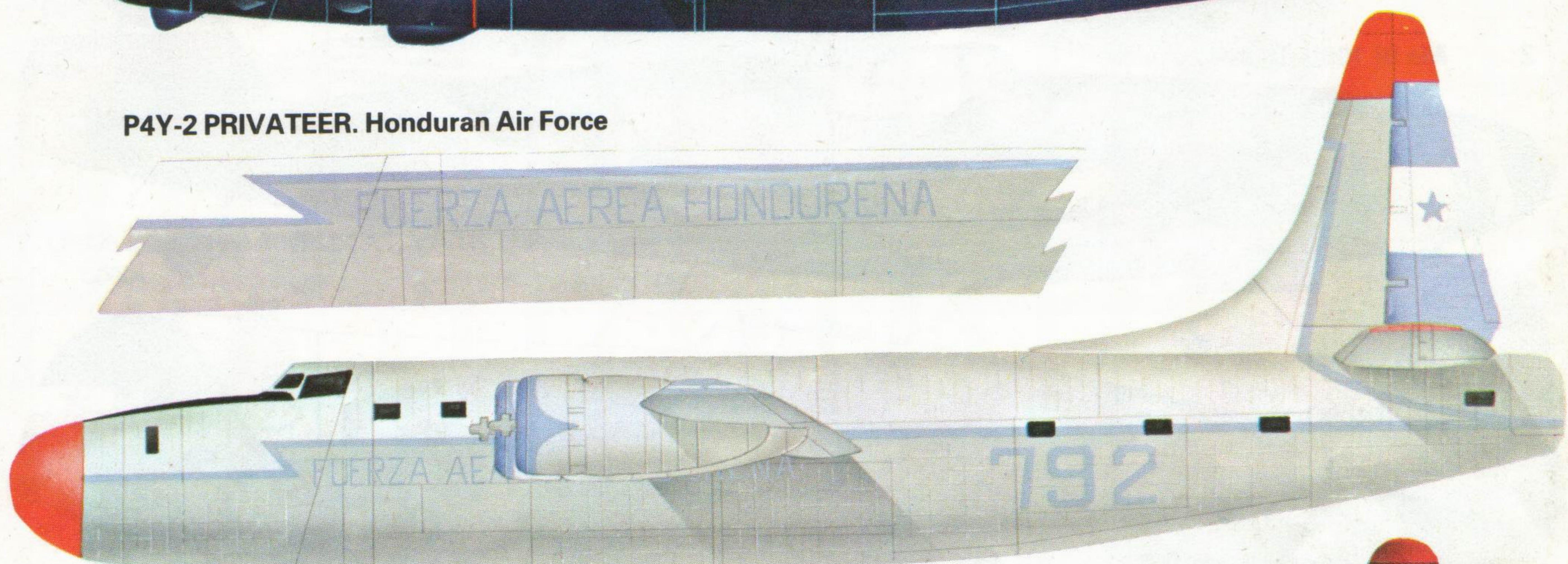
PLATE 5

© GODFREY MANGION

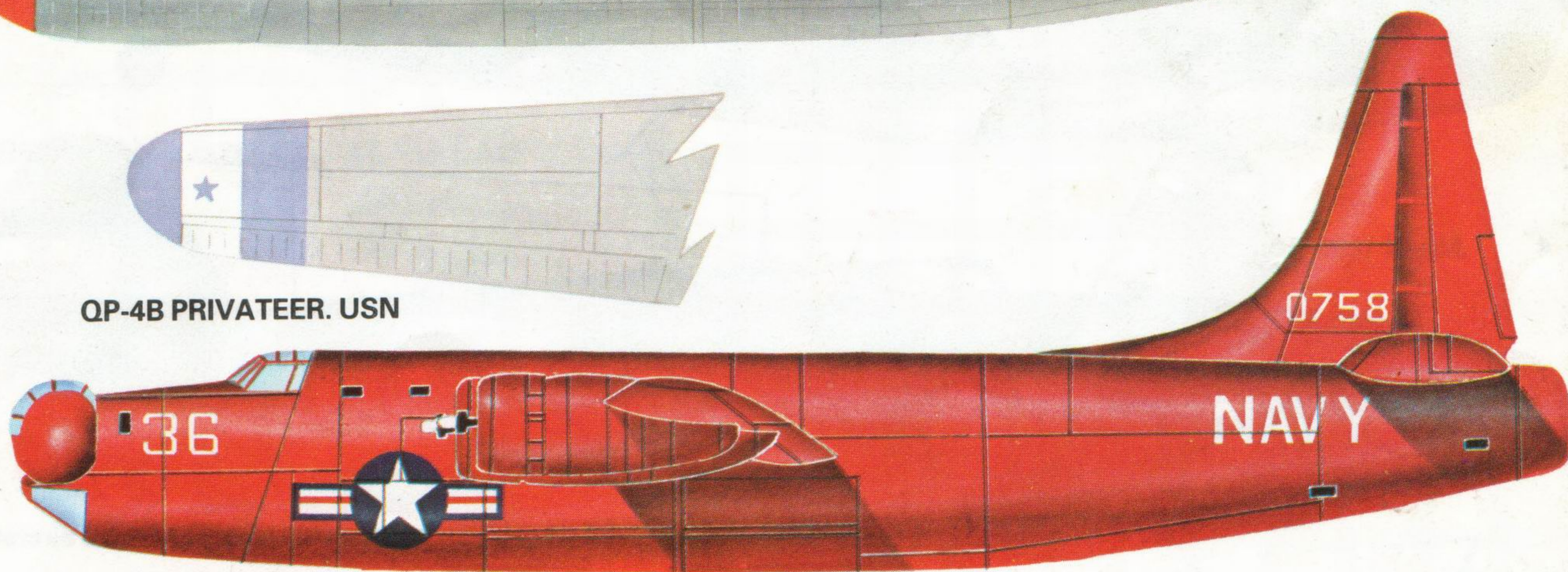
PB4Y-2 PRIVATEER. VP26, USN



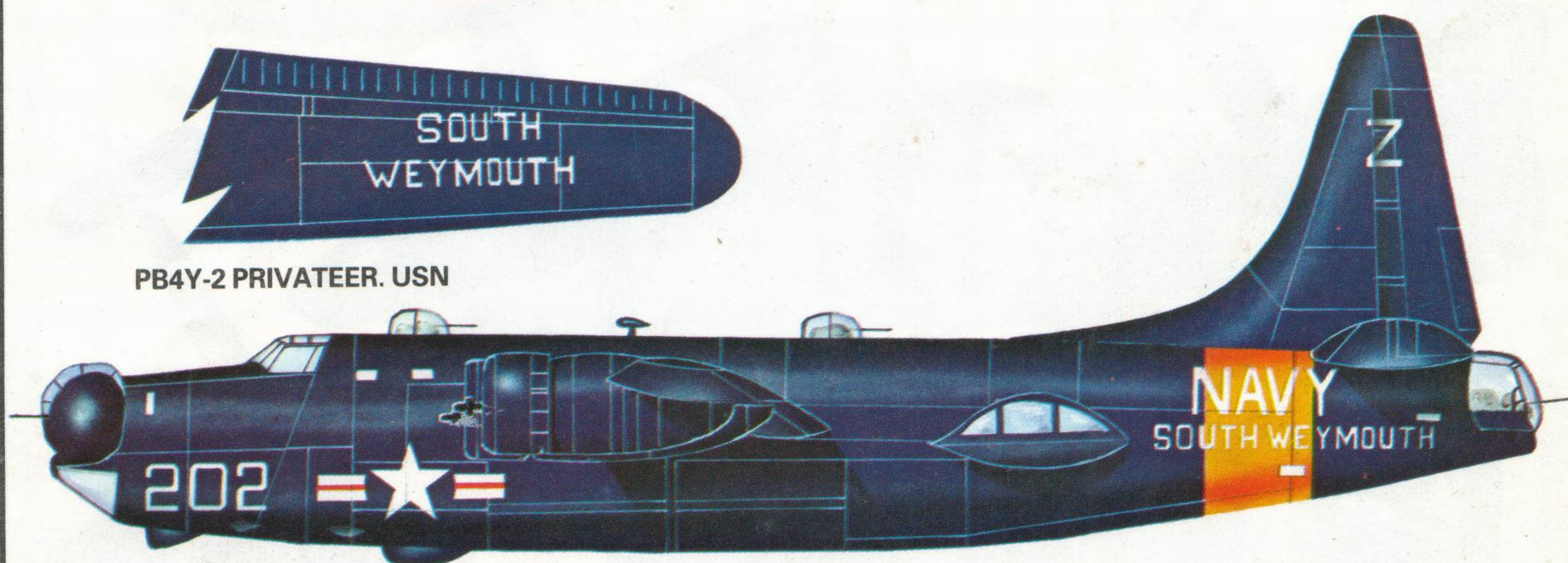
P4Y-2 PRIVATEER. Honduran Air Force



QP-4B PRIVATEER. USN



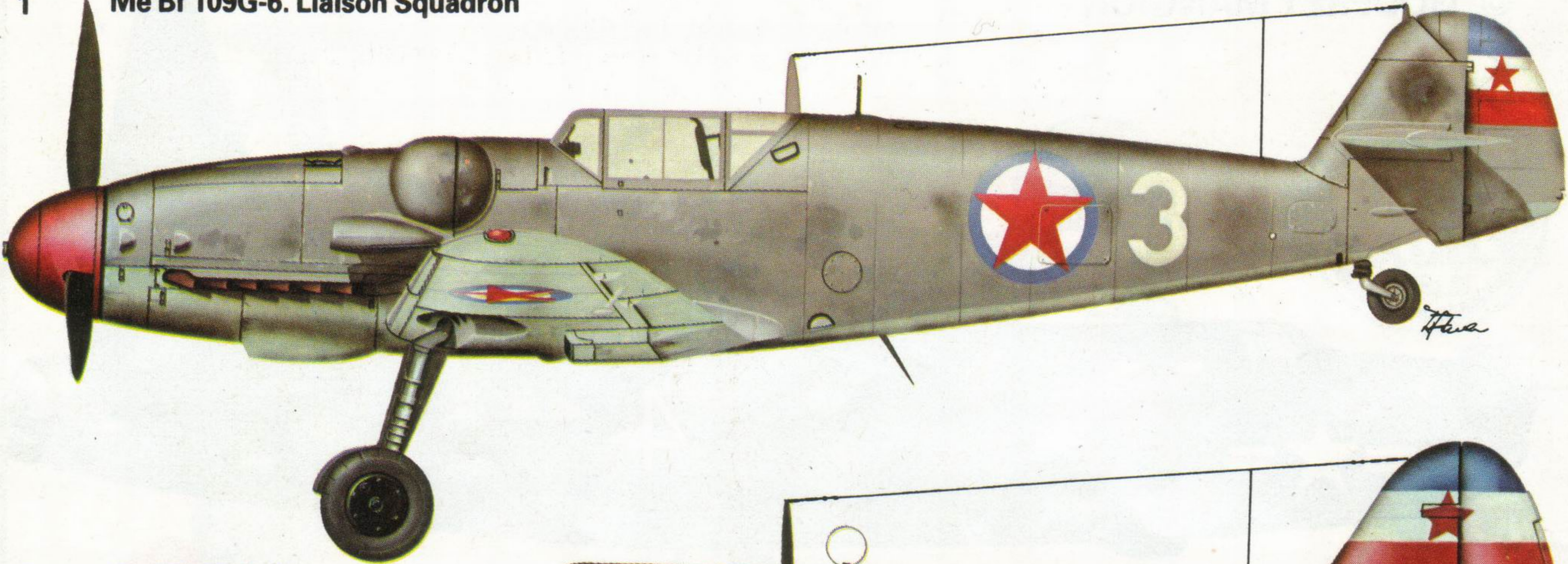
PB4Y-2 PRIVATEER. USN



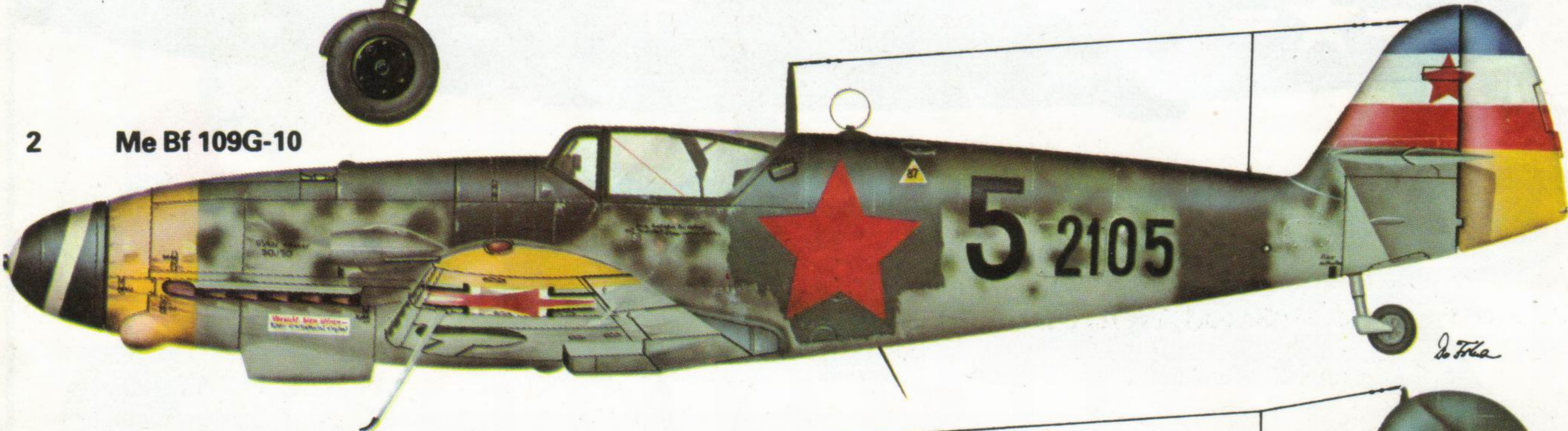
MESSERSCHMITT Bf109G

PLATE 6

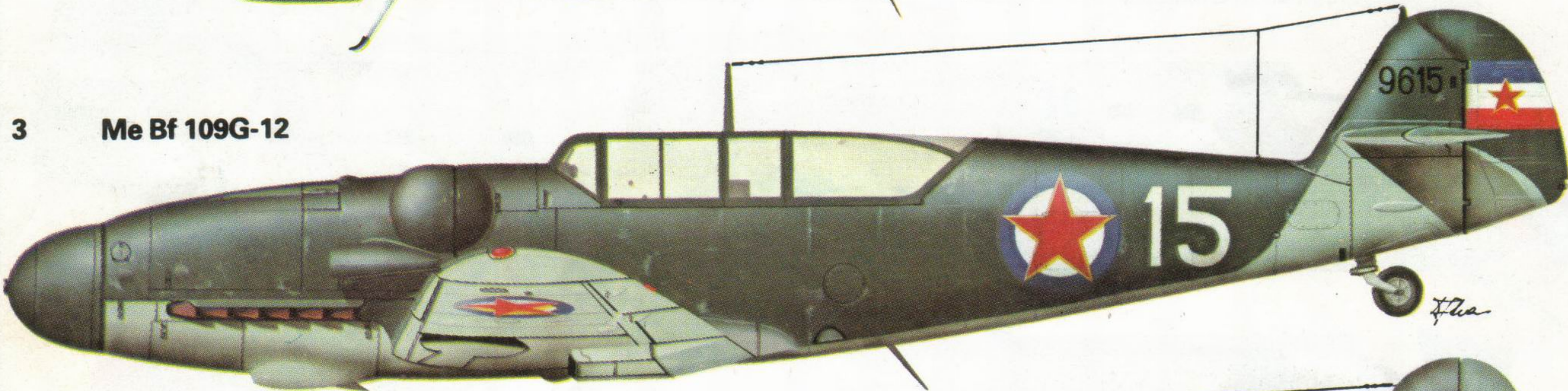
1 Me Bf 109G-6. Liaison Squadron



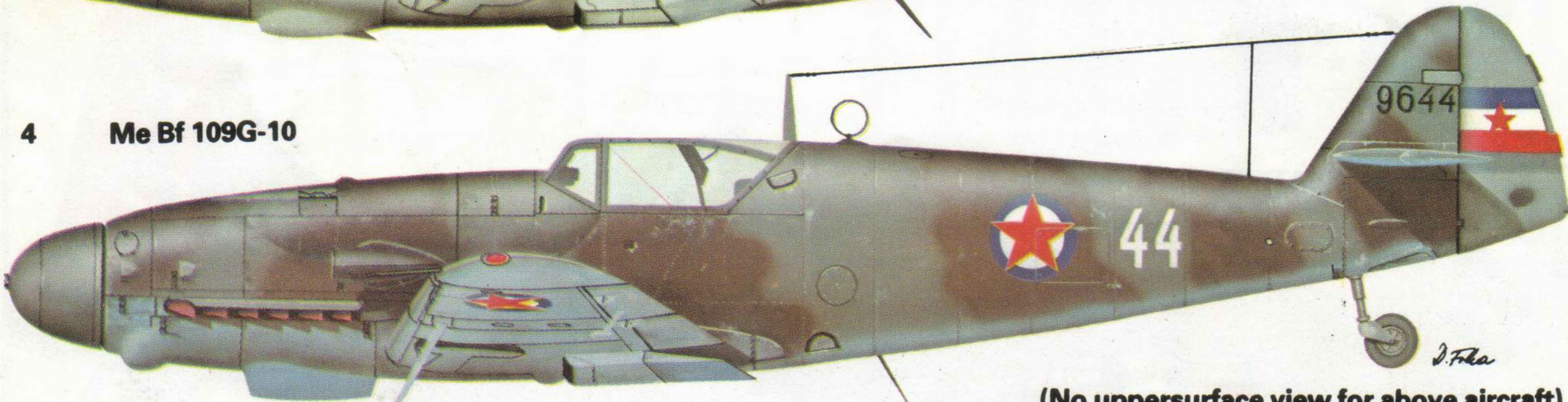
2 Me Bf 109G-10



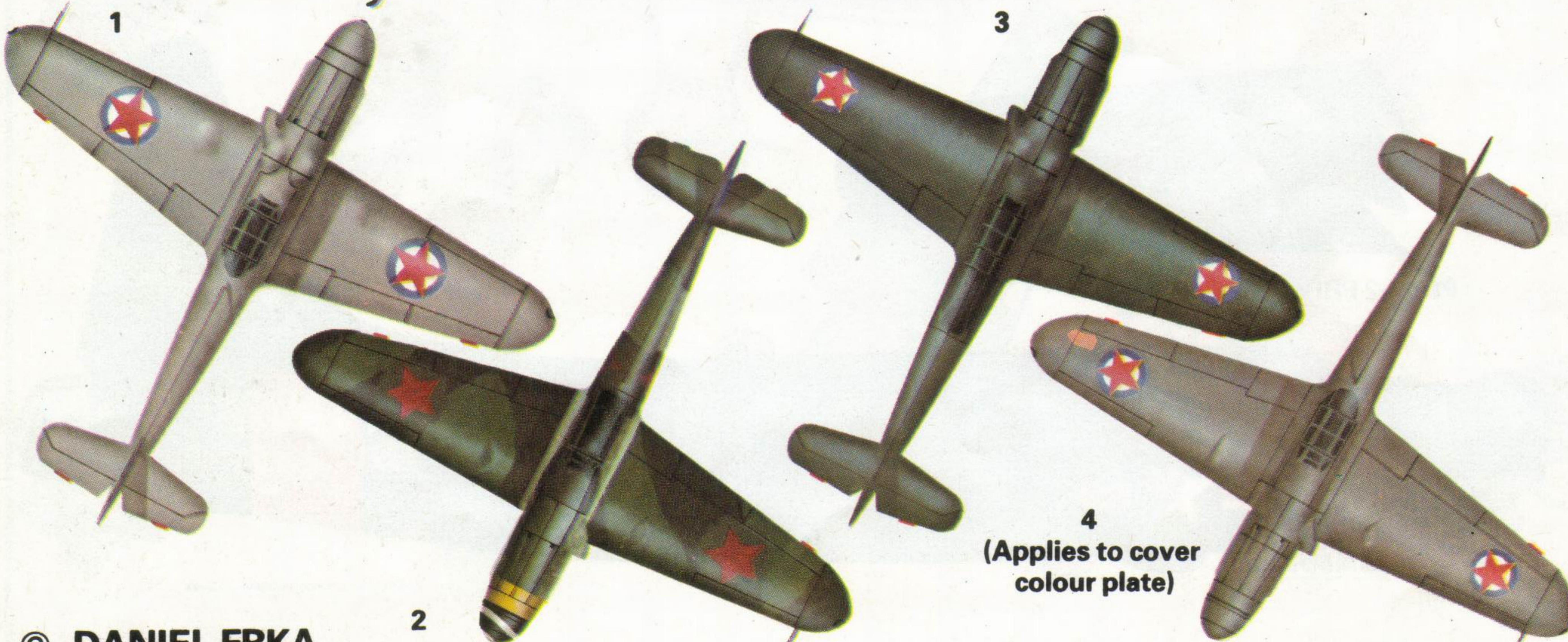
3 Me Bf 109G-12



4 Me Bf 109G-10



(No uppersurface view for above aircraft)



4
(Applies to cover
colour plate)

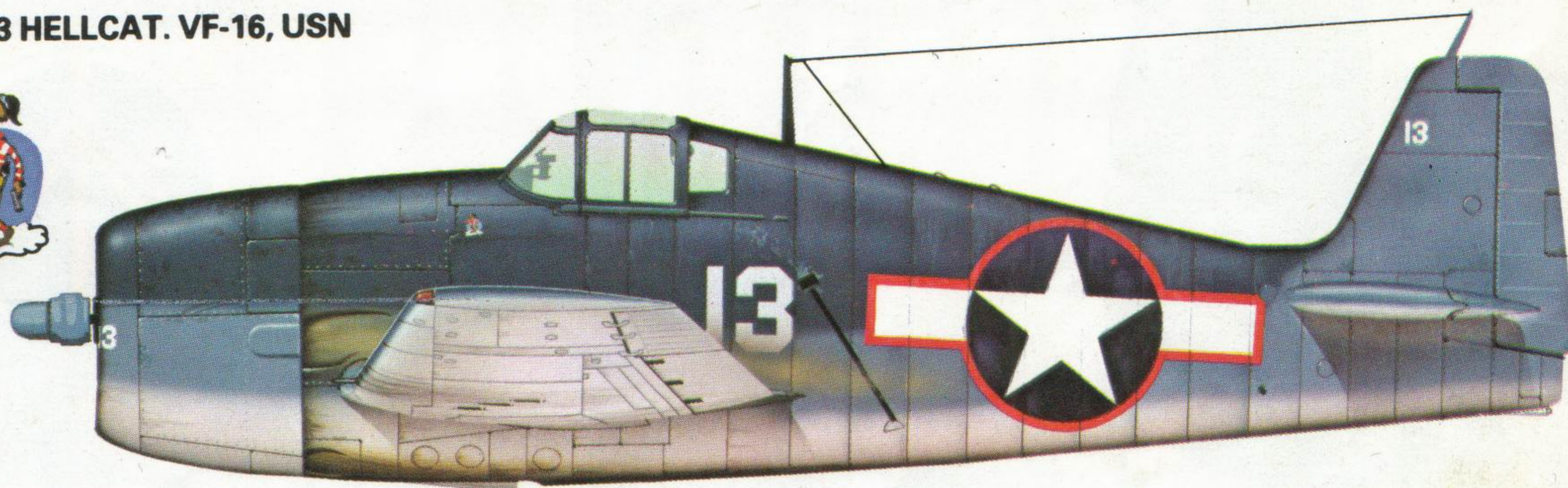
GRUMMAN HELLCAT

PLATE 7

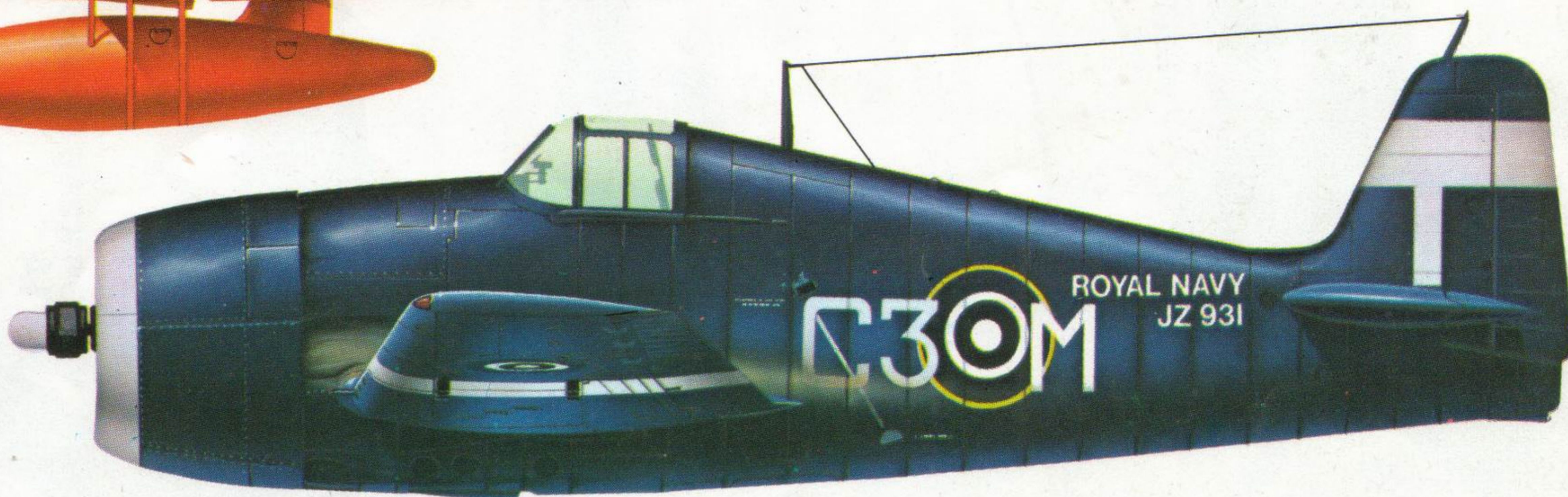
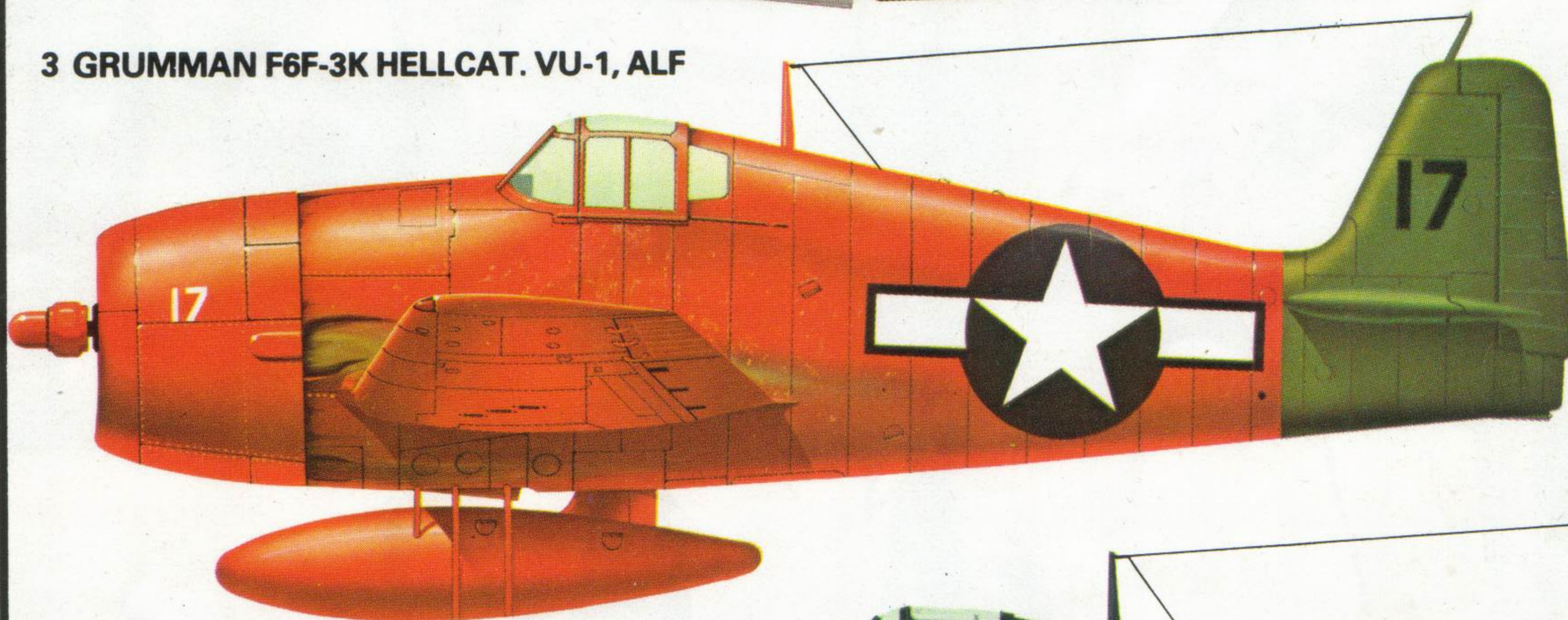
1 GRUMMAN F6F-5 HELLCAT. Air Group 36, USN



2 GRUMMAN F6F-3 HELLCAT. VF-16, USN

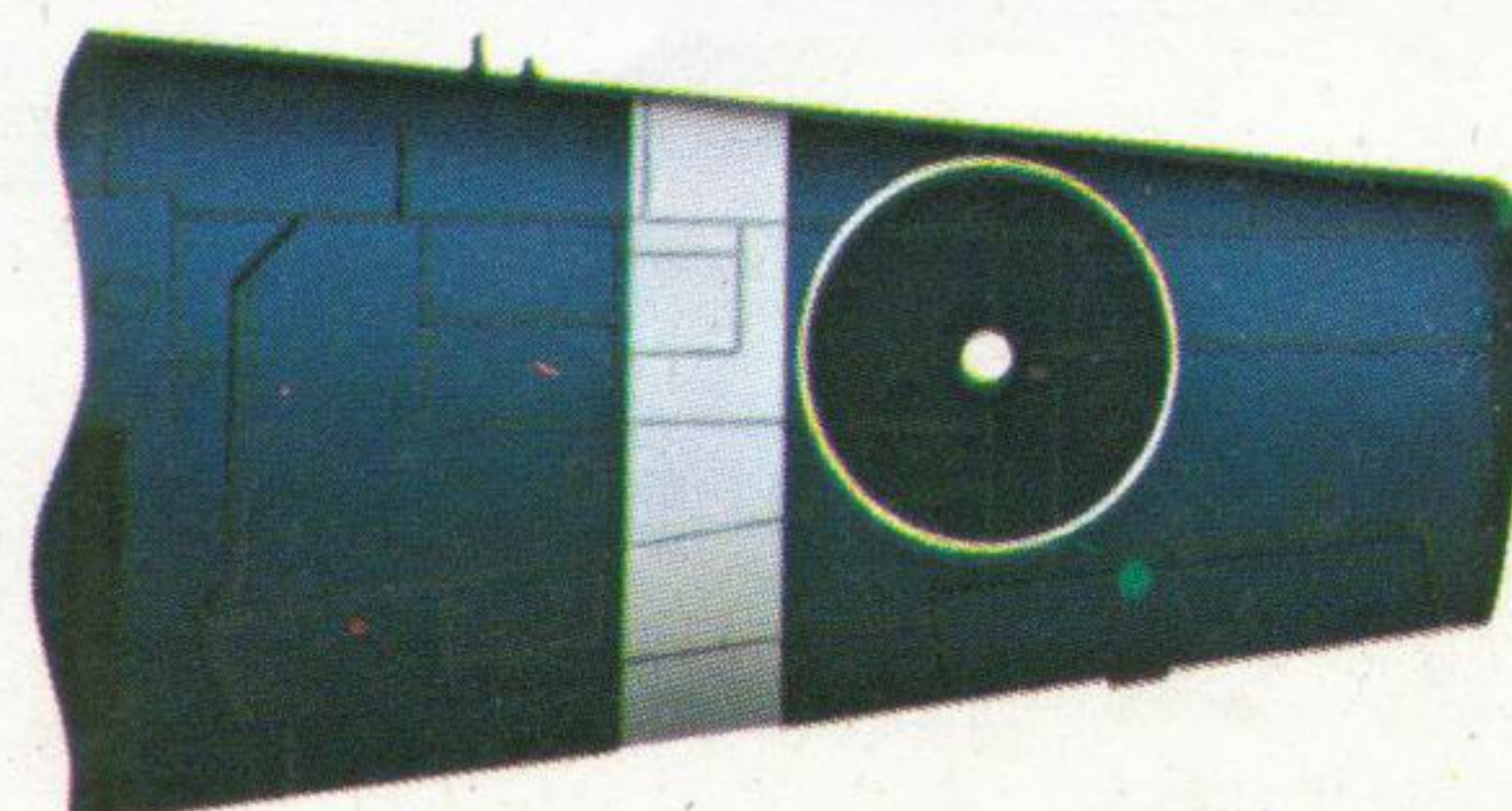
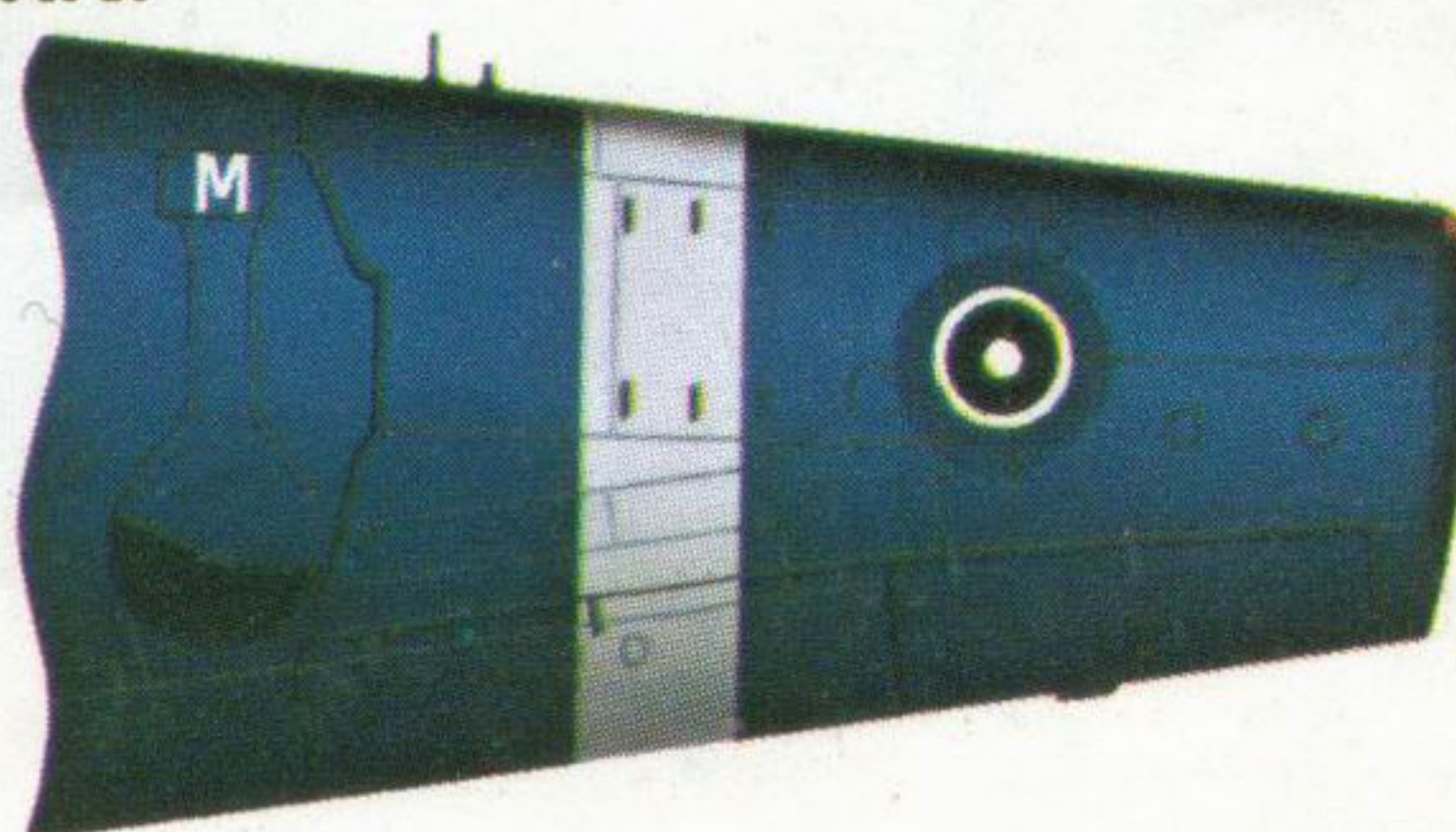
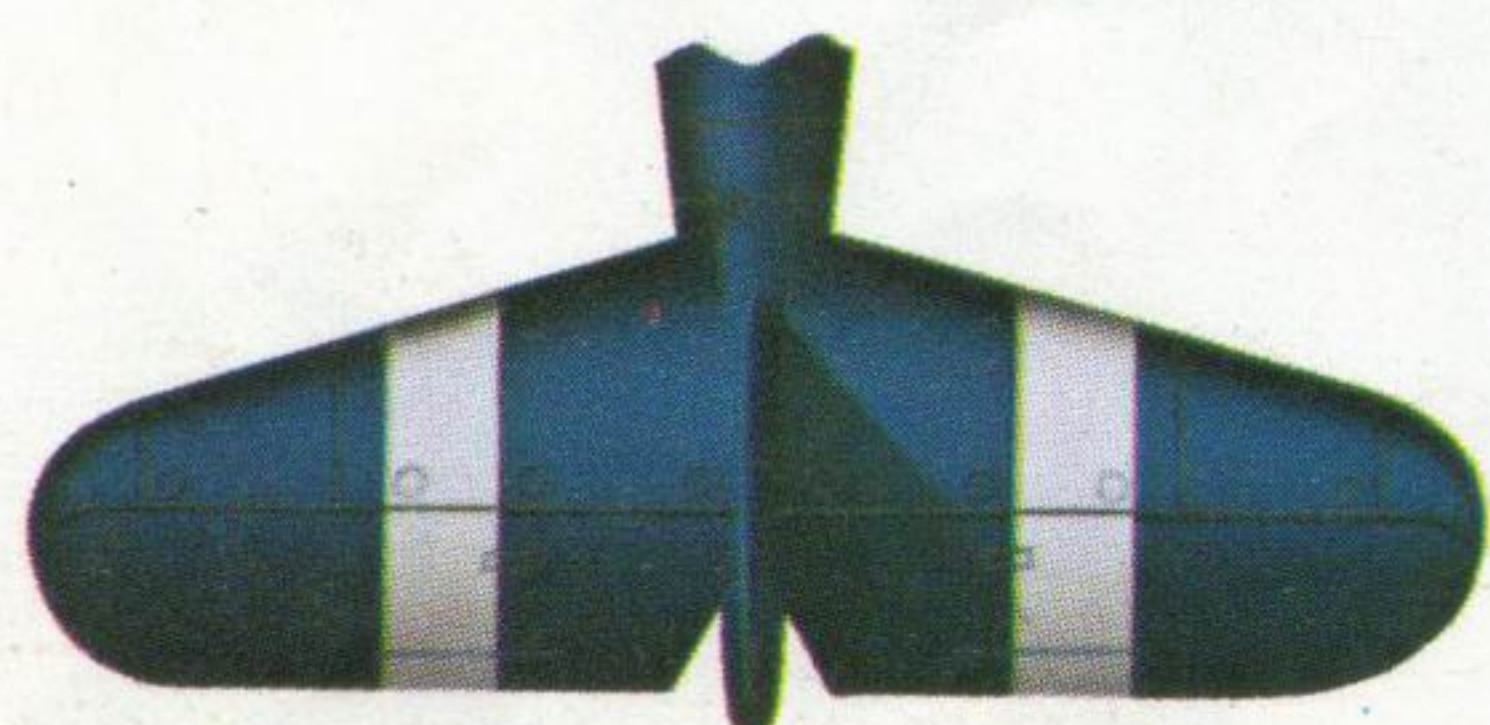


3 GRUMMAN F6F-3K HELLCAT. VU-1, ALF



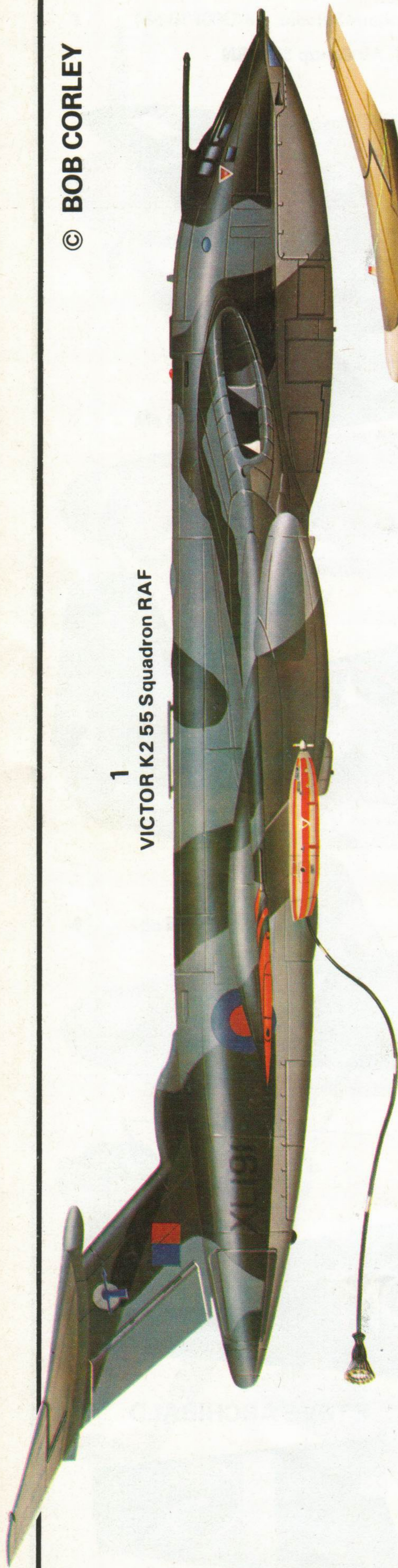
4 GRUMMAN F6F-5 HELLCAT. 800 Squadron, RN.

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© BOB CORLEY

1
VICTOR K2 55 Squadron RAF



2
VICTOR B2. 139 Squadron RAF



139 Squadron



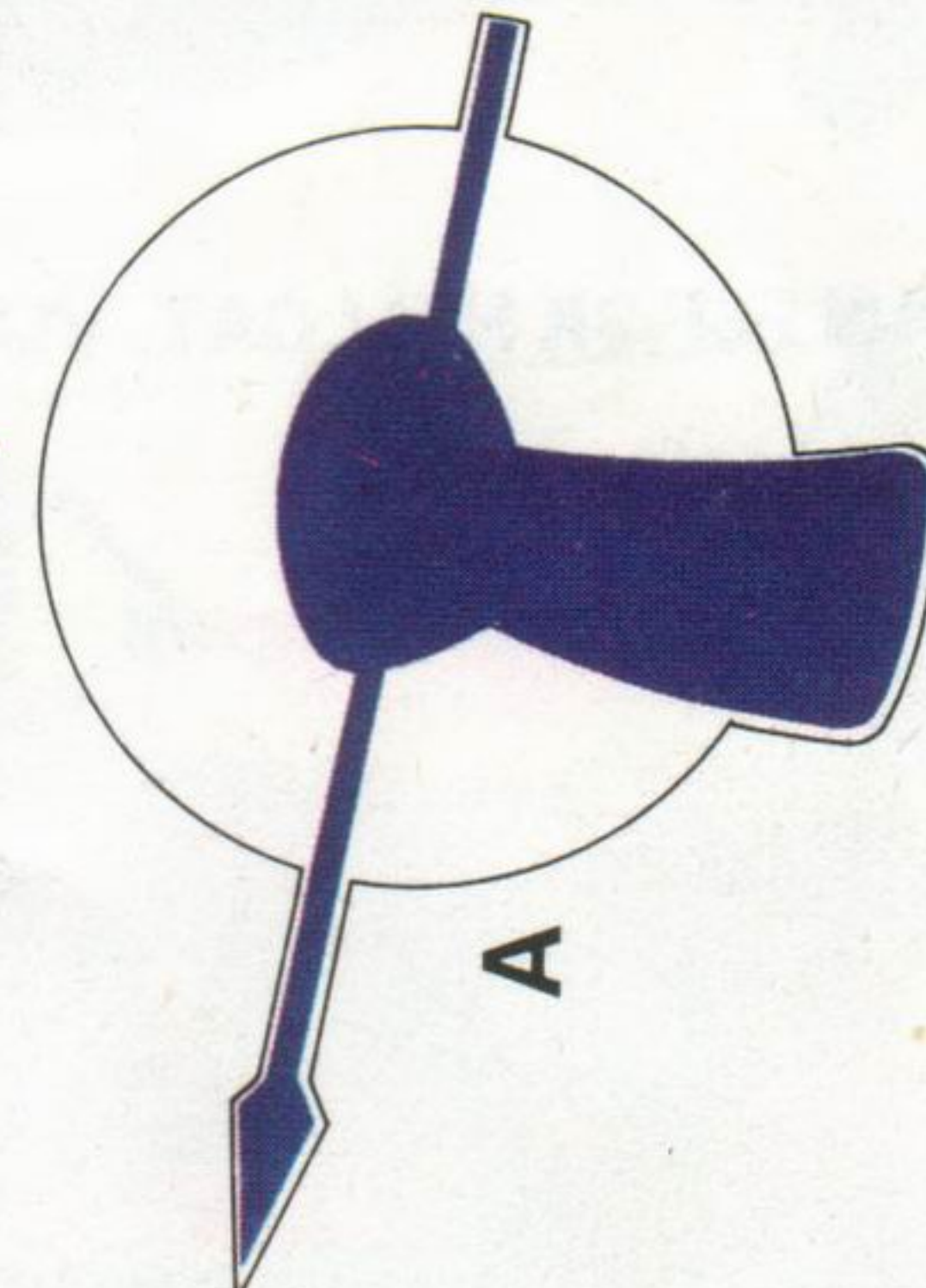
57 Squadron



232 OCU



55 Sqn



VICTOR K2 55 Squadron
1A



VICTOR SR2. 543 Squadron RAF 3

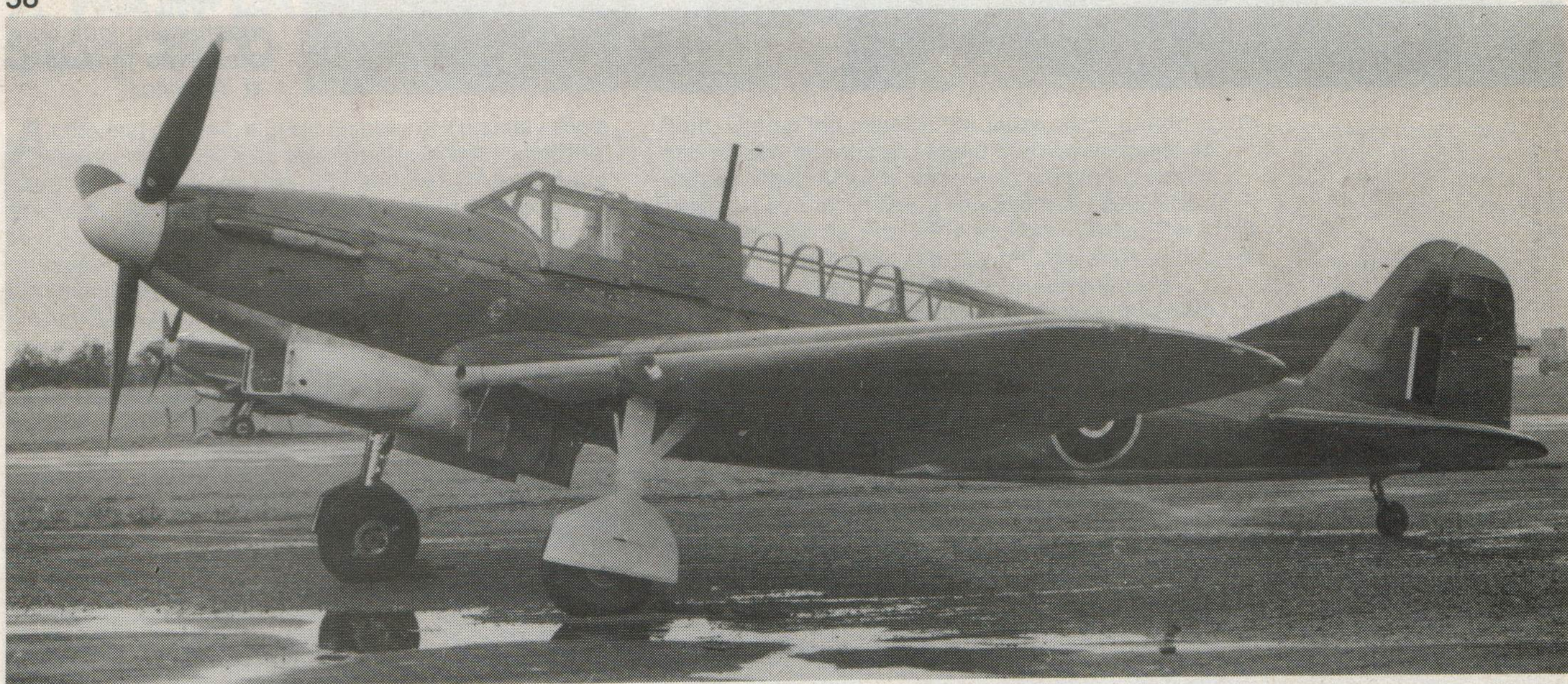


57

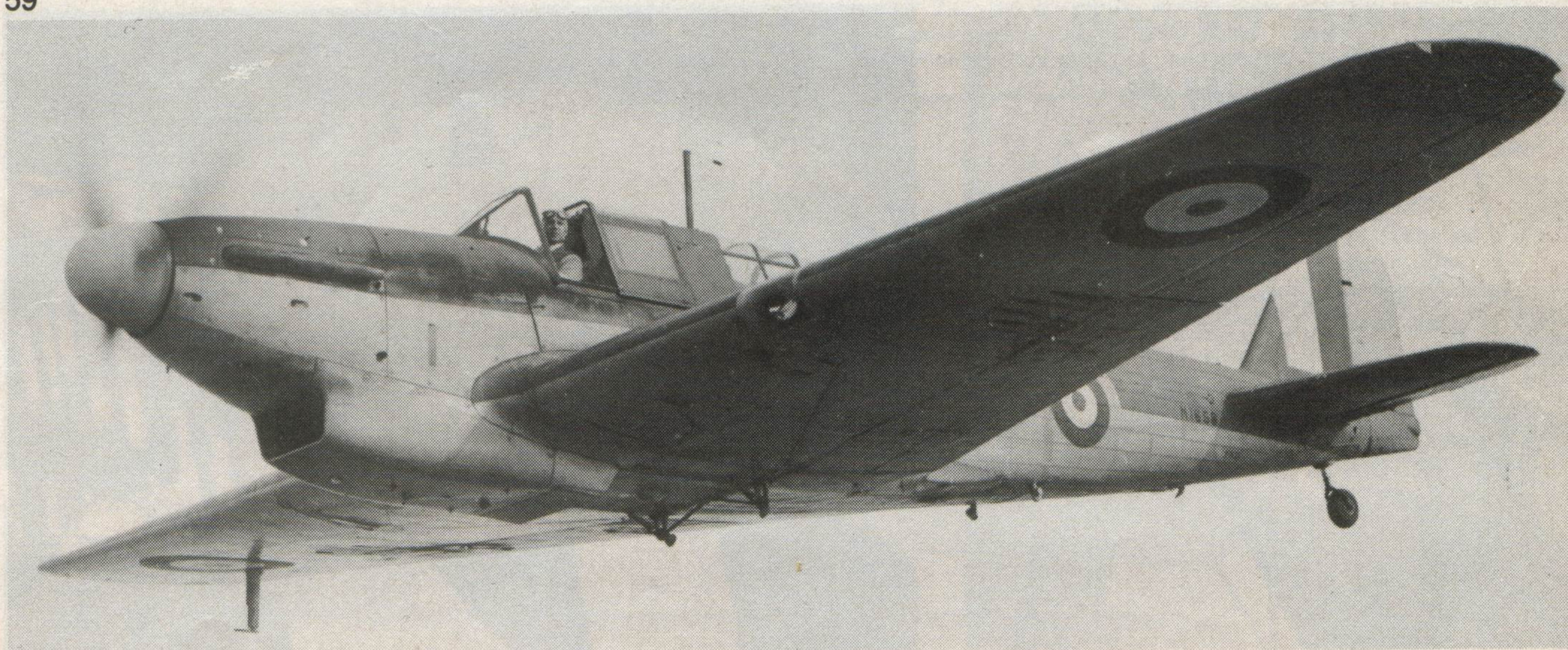


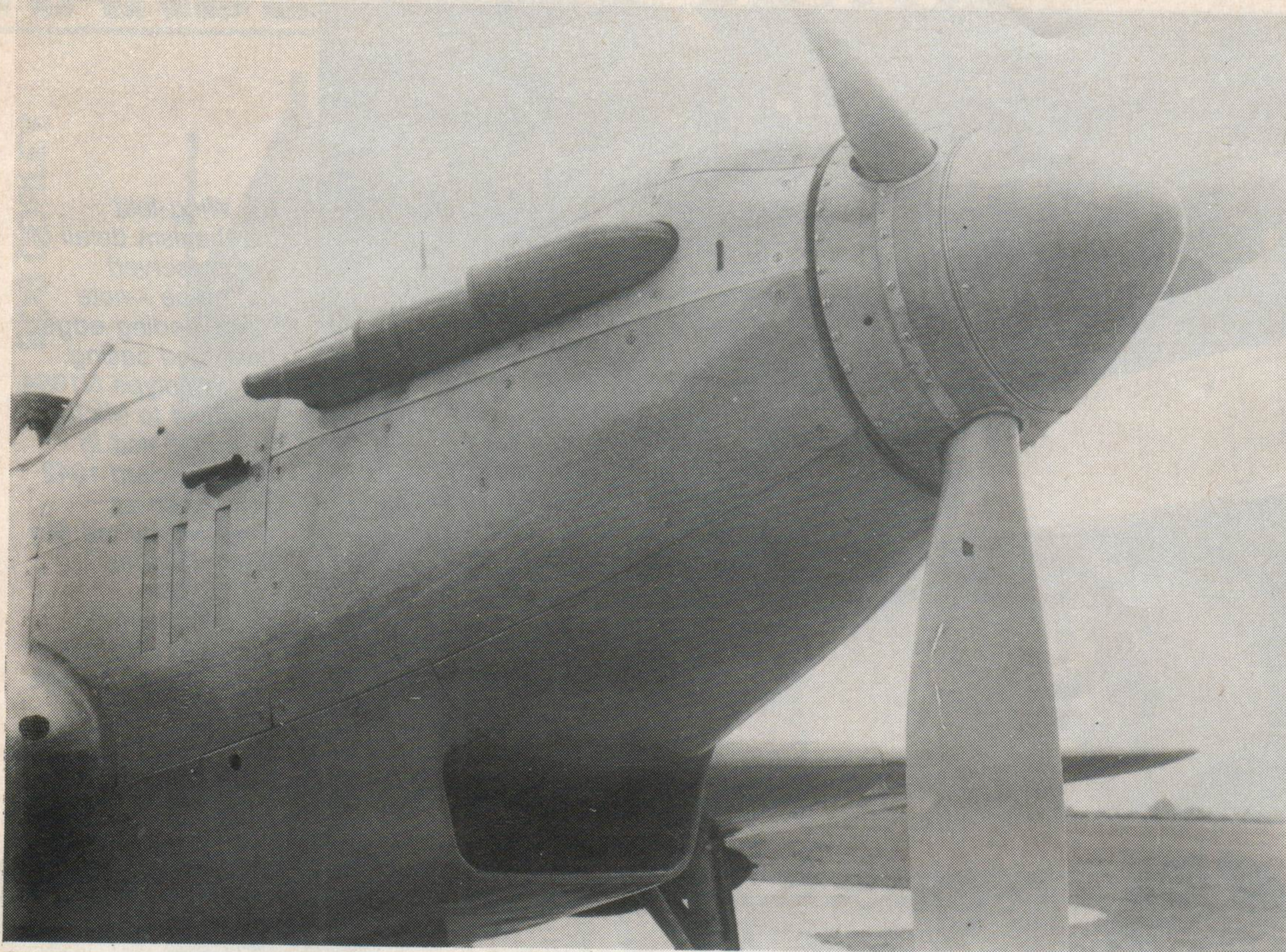
57. Wing-fold mechanism detail of the preserved prototype – note large leading-edge lamp and casing.
58. Prototype N1854 modified to Mk II standard and in non-standard 1942 type finish as revealed by the Sky Grey Spinner.
59. N1858 development airframe with yellow undersides. A large gas-detecting square was applied to the port tailplane of the aircraft.

58



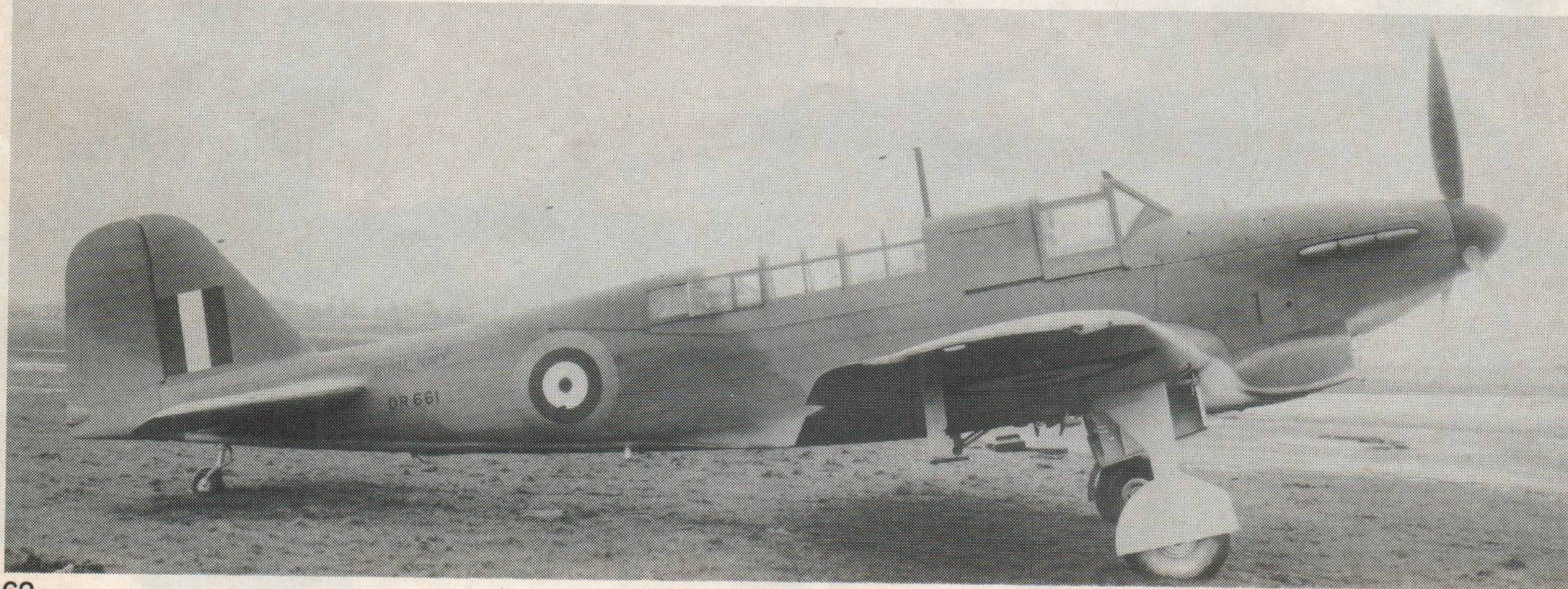
59



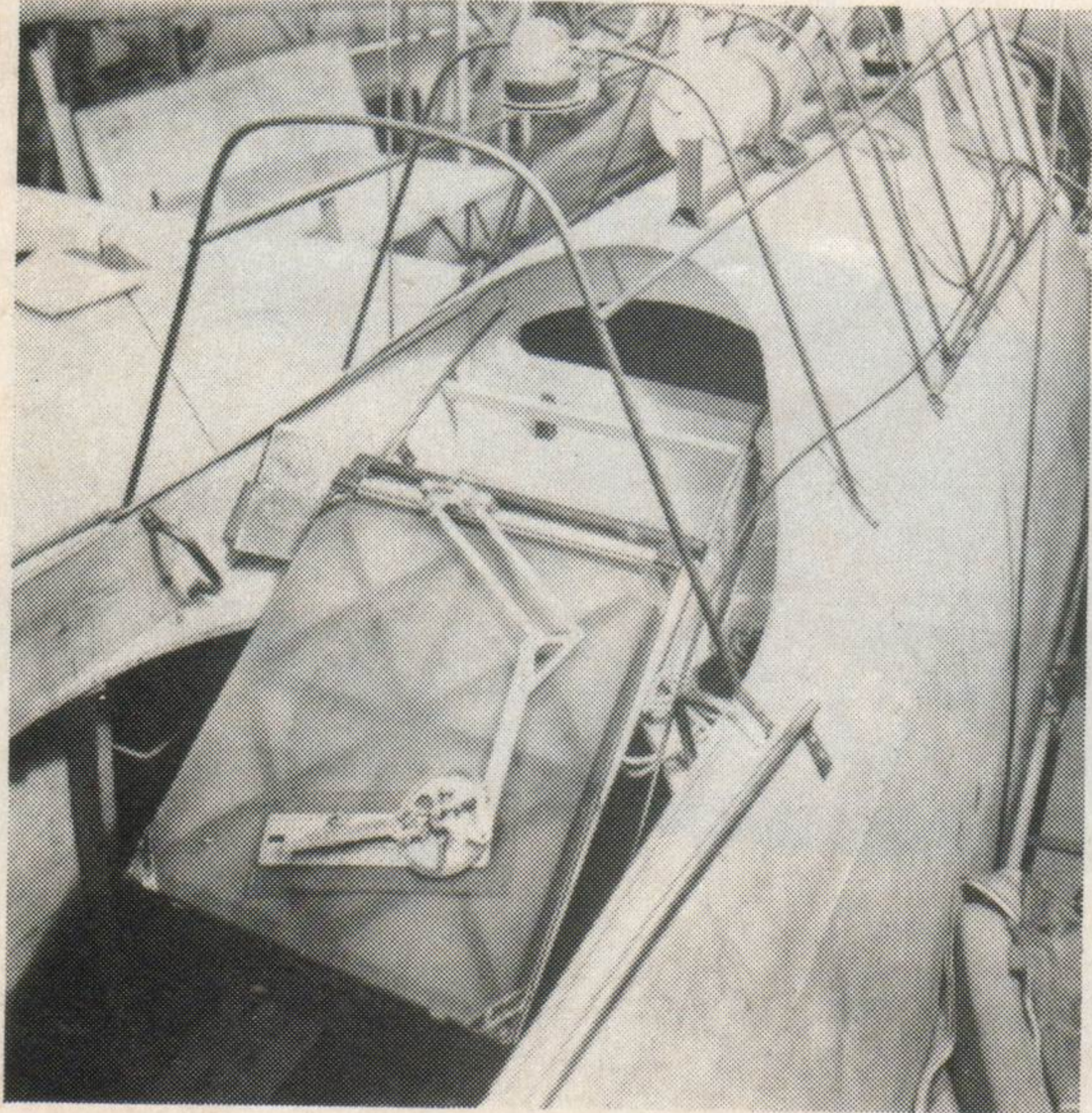


60. K7555, modified P4/34 as 08/38 prototype. Ejector exhaust fitted and Fairey metal variable-pitch airscrew. That elusive 'bump' over the Merlin cylinder banks is well shown.
61. Fulmar Mk II DR661 (F3898) April, 1942. EDSG/DSG/S finish prior to change of roundel style. Spinner, instrument panels and consoles were in Night, wheel well and cockpit interiors: Aircraft Grey Green.
62. Rear cockpit, chartboard extended, of Fulmar mock-up.
63. Wing fold mechanism lock on preserved prototype at Yeovilton.

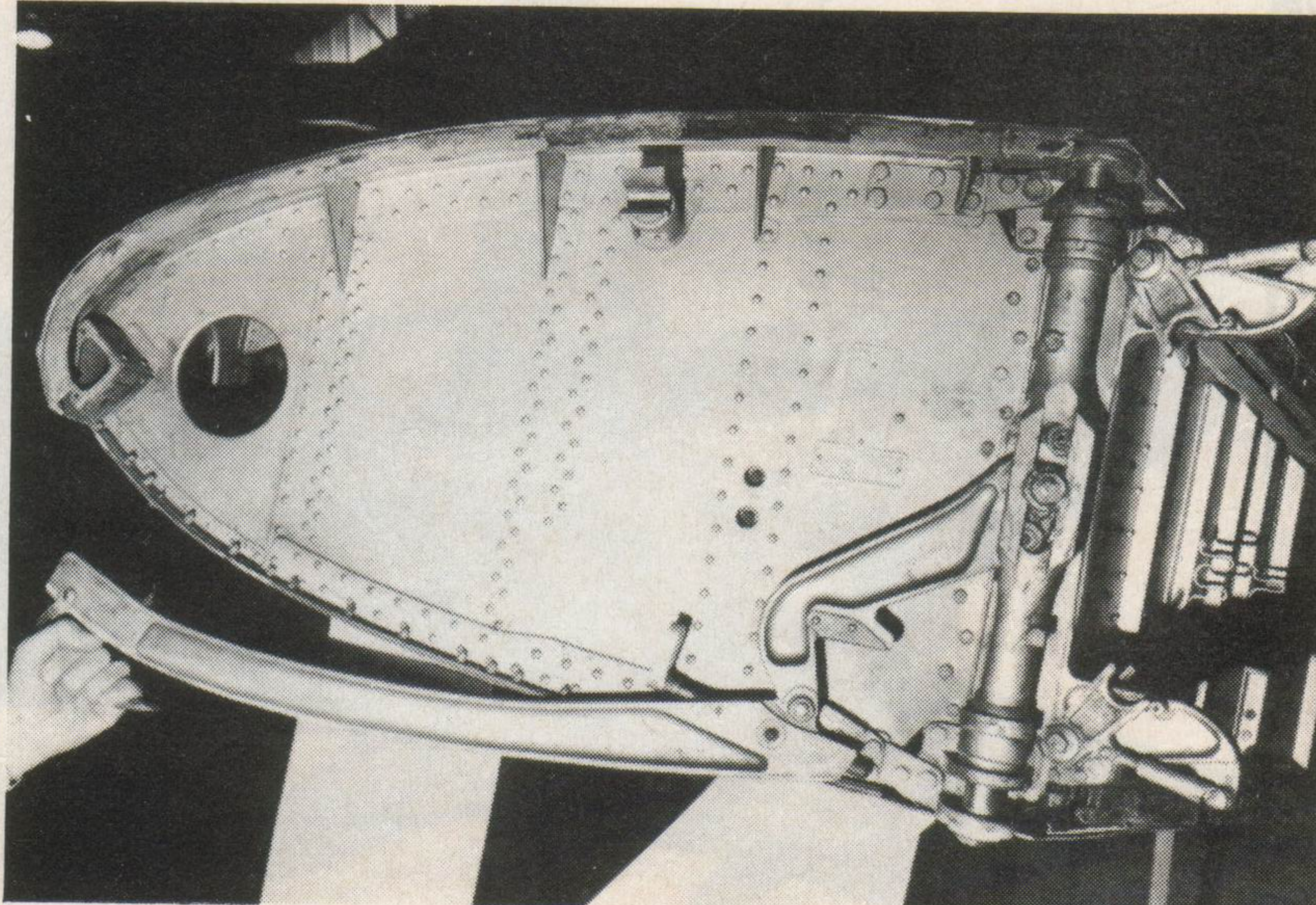
61



62



63



YUGOSLAVIAN Bf109 GUSTAVS



A WARPLANE SPECIAL Exclusive. Story by D Brašnović

At the end of 1944, a great number of Yugoslav pilots flew sorties over their own country, some joining the 1st or 2nd squadrons (No. 352 and 351 RAF) and the others fighting with the Russians in their Group of Air Divisions. Despite this, there were never enough aircraft to support the ground troops of the Yugoslav People's Liberation Army which fought heavy battles against strong German and Quisling forces. Therefore every aircraft found, or captured, on enemy airfields was a welcome reinforcement. These aircraft were repaired and immediately used by some of the pilots that joined the partisan forces after the occupation of Yugoslavia.

It is known that in October 1944, at least 10 Messerschmitt 109s (probably G-6 and G-10 variants) were found on the Kovin airfield in Banat. Half of them were given to the Russians who had taken part in operations with the Yugoslavian liberation army. The rest of the *Gustavs* belonged to the Yugoslav army. These machines were repaired and served in the so-called *Eskadrila za vezu*, a squadron comprising only captured aircraft, and used for liaison duties. Two *Gustavs* were flown over from the Croat Air Force to liberated territory. On April 20, 1945, Majors Helebrant and Zastavnik, Warrant Officer Tatarević, with two other pilots, took off from Zagreb airfield with orders to attack the Yugoslav army concentrations on the Srem

front. During the mission the latter pilots turned south and landed on Mostar airfield in the mountains of Hercegovina. Already there was a mixed group of captured aircraft in flying condition: JU-87B Stukas, Do-17s, Ca-313s, Fizir FP3s and Me-109 Gs. The Croat markings were hastily overpainted, red stars added and the newly-formed 'Independent Headquarter's Escadrille of Mostar Airfield, was thrown into battle.

Pilots were taken from the Croat Air Force who wanted to fight with the Liberation army. At the beginning of May 1945, the *escadrille* bombed Quisling forces and fortifications in a corner between the Sava and Bosna rivers. *Gustavs* escorted the bombers and joined in the ground strafing. Helebrant and Tatarević flew alone for a few more operations, diving through the canyons, strafing the retreating enemy in hazardous low-level missions, through heavy flak. Luckily they survived two days in this style before they both lost orientation and made forced-landings far from their base. One machine (Helebrant's 2103) was later repaired. It is interesting to note that the last air operation against the German army was made on May 28, 1945, when a Stuka, escorted by Me-109 G-10s, bombed some troops who had refused to surrender. Shortly after that, the war finally ended.

After the war, 17 *Gustavs* were concentrated at the Zagreb and Beograd airfields. They were not used until

64. Two pilots of the 'Independent Headquarters Escadrille' pose in front of a Me Bf109G10. Left, Me Bf109G-2 9663, as depicted in colour on the cover, of the 44th Fighter Division, Zemunik Zadar airfield, 1951. Light Grey (FS 26270) uppersurfaces and Light Blue (FS 35488) undersurfaces. This scheme was standard for all fighters of the JRV in the early 1950s. This particular aircraft is preserved in the Yugoslav Air and Space Museum, Belgrade. (An uppersurface painting of this aircraft can be found in the colour section – PLATE 6.)



1947, when Yugoslavia received 59 more Messerschmitts (mostly G-2, G-10 and G-12 variants) plus 15 spare engines in exchange for a large number of metal tail surfaces for Bulgarian IL-2 *Sturmoviks*. All these aircraft were transported to Zagreb where they were repaired, checked over and painted. *Gustavs* formed the 83rd Fighter Wing based at Cerklje airfield. This Wing also gave a number of their *Gustavs* to the newly-formed 172nd Fighter Wing, based on the same airfield.

As the dangerous years went by, the *Gustavs* were not written off. Training of young pilots started on nine aircraft, three of them two-seaters. On November 16, 1950, the 172nd, its training completed, moved to the Adriatic coast at the Zemunik airfield near Zadar. The 83rd and 172nd both flew *Gustavs* on patrol sorties alongside the Italian frontier during confrontation with Italy for the free zone of Trieste. Each wing flew 50 hours daily with few accidents. In August 1952, the preparations were made for receiving new fighter types, and so the *Gustavs* were gradually withdrawn from active service.

During their service life with the JRV (*Jugoslavensko Ratno Vazduhoplovstvo*) all the *Gustavs* underwent some changes. Radio sets were exchanged in favour of the ARS-10 type for compatibility with all other Soviet-built aircraft. Photo versions received a new camera, the K-24. On a number of training aircraft a gun camera (G-45) was fitted to aid in combat training and dummy dogfights while the first-aid kit was moved closer to the cockpit. It is interesting to note that all G-12 two-seaters had the so-called 'Galland hood' or 'Erla haube' fitted over the second seat. This modification was probably carried out while the machines served with the Bulgarians.

Today, two examples of the Me-109G exist in Yugoslavia. One, restored by the Air and Space Museum, and the other, a G-10, is awaiting restoration. Both aircraft will one day be displayed in a new building of the Air and Space Museum near Beograd Airport.

MESSERSCHMITT Bf 109G

Available models (non-flying)

Model	Manufacturer	Scale
Me Bf 109G-6	Revell	1/32nd
Me Bf 109G-10	Revell	1/48th
Me Bf 109G-6	Otaki	1/48th
Me Bf 109G-6	Fujimi	1/48th
Me Bf 109G-6	Airfix	1/72nd
Me Bf 109G-6	Hasegawa	1/72nd
Me Bf 109G-10	Heller	1/72nd

CONSULTED REFERENCES

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Messerschmitt 'O-Nine' Gallery by T Hitchcock. Monogram Aviation Publishers.
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Monogram Close-up No. 7 — Gustav Part 2 by T. Hitchcock. Monogram Aviation Publishers.
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Front. September 1981
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Random Thoughts (IPMS Canada). January 1978.
 SCALE MODELS. December 1978; February 1982.

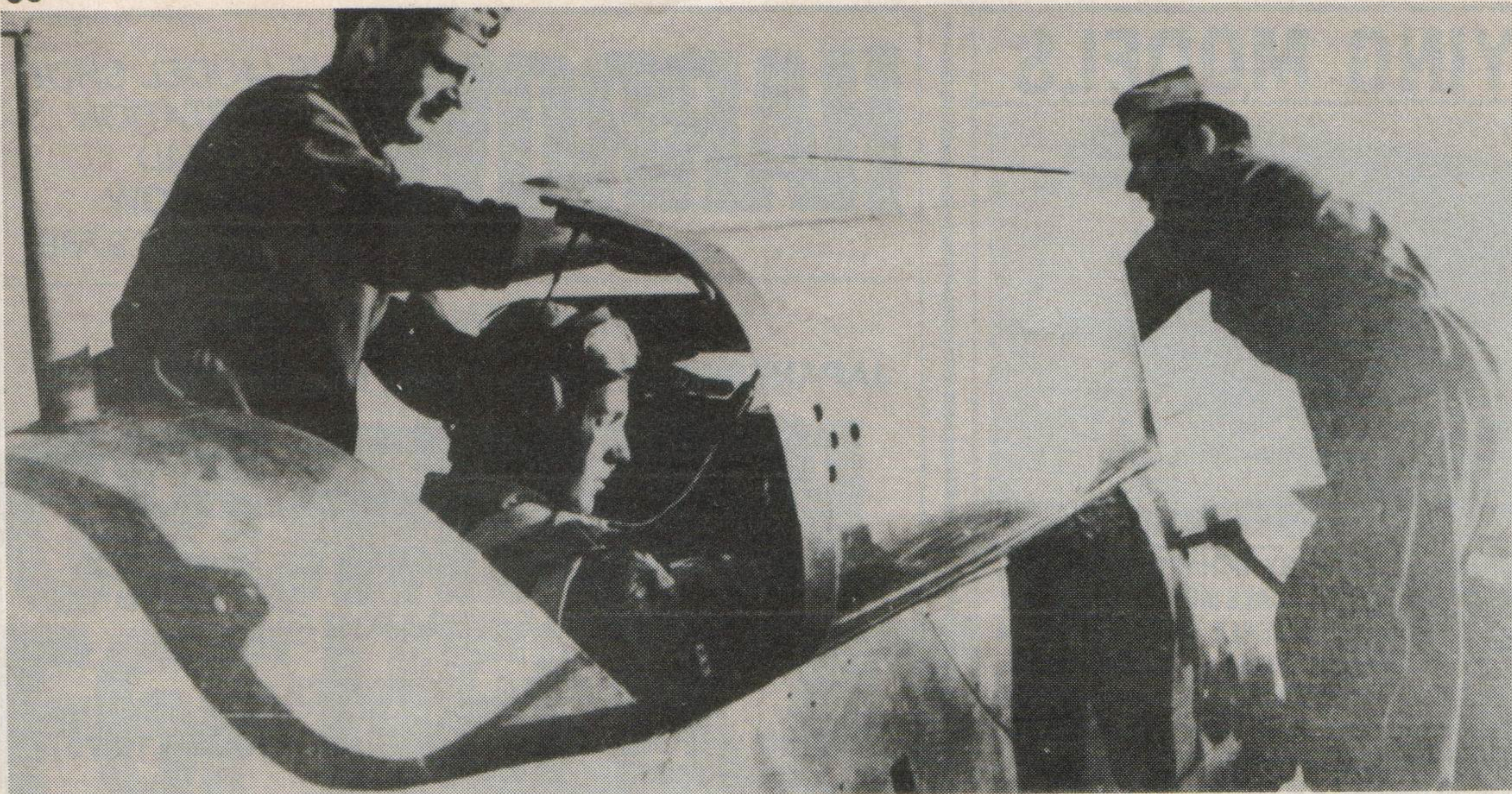
65



65. A long line-up of Messerschmitt Bf109Gs, probably on the airstrip at Cerklje. The second aircraft from the right is a two-seater with 'Erla' Hood — and all the machines are painted green on their upper surfaces and light blue below.

With so many Me Bf109G kits and references available worldwide, one would have thought all possible alternative schemes to have been covered. Our Yugoslav authors have proven us wrong with this carefully-researched feature on an aspect of Gustav history hitherto neglected.

Similar features dealing with other aircraft — notably the Me Bf109e Emil — are under preparation by the authors for future publication in SCALE MODELS — watch out for them...

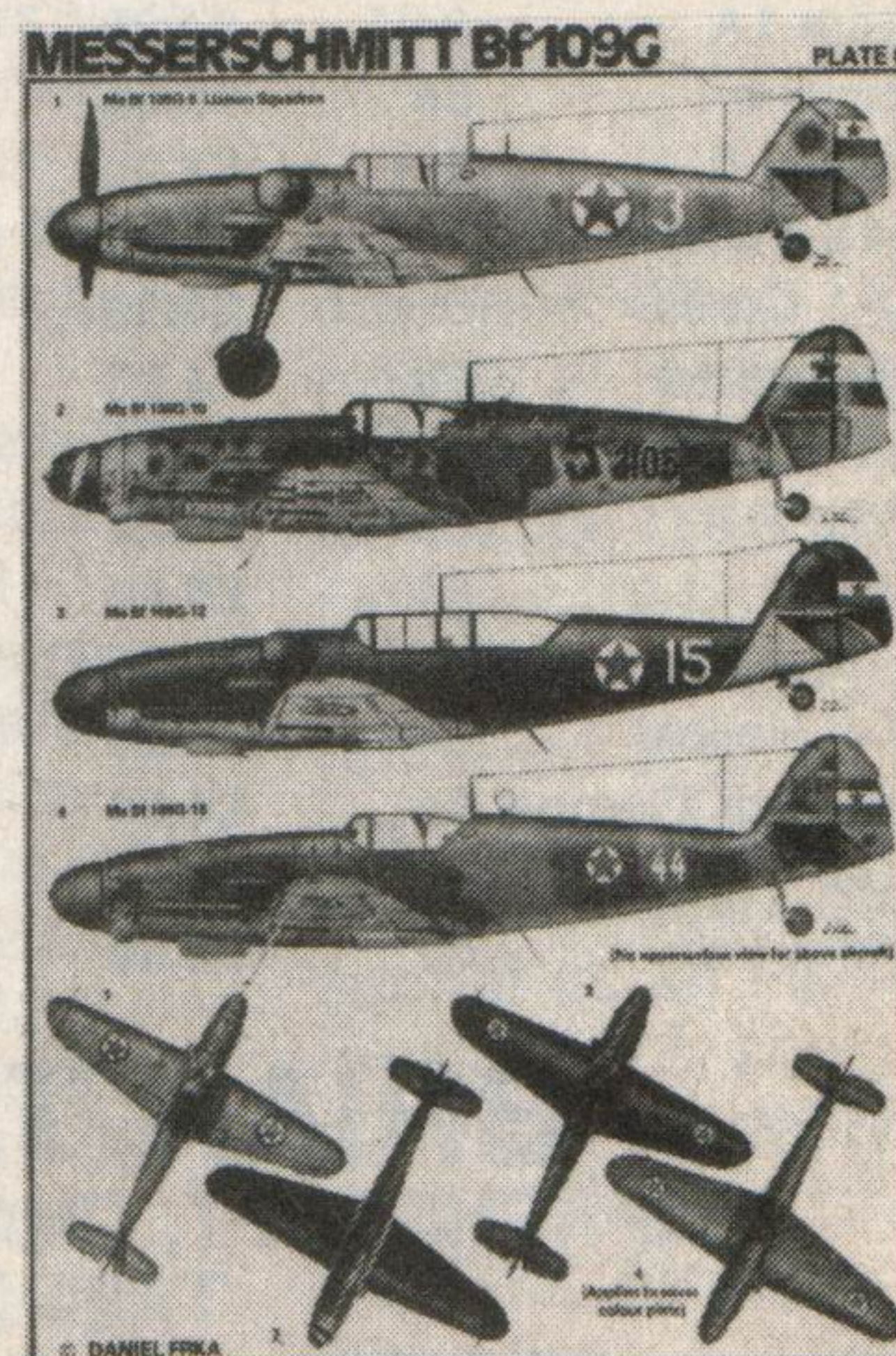


66. While one mechanic prepares to close the canopy of this Me 109G-10, his companion awaits the signal to start the engine . . .
67. One of the two Gustavs that 'defected' from the Croats, pictured on Mostav airfield in May, 1945. Note wavy pattern of camouflage on wing leading edges and stars painted over underwing Croat insignia. (Two USAF C47s can be seen in the background.)



KEY TO PLATE 6. ME BF109Gs by D FRKA

1. Me Bf 109G-6. Liaison Squadron of the VŠ NOVJ (Vrhovni Štab Narodnooslobodilačke Vojske Jugoslavije – Headquarters of the People's Liberation Army). Zemun-Beograd airfield, winter, 1944–45. The entire aircraft is painted in Light Grey with German Luftwaffe markings still barely visible under the paint. Undersurfaces in Hellblau 65 (Methuen 24(B-C)4). Note spiral on overpainted spinner, early style national markings and battle-damage repairs.
2. Me 109G-10. Croat serial 2105. 'Headquarters' Escadrille of Mostav Airfield, May 1945. (Flown by Tatarevič.) Fuselage colours are 81 Braunviolet (Methuen 3(F-H)2)/82 Dunkelgrün (Methuen (25-26)F4) over 76 Hellgrau (Methuen (23-24)A2). Undersurfaces in 76 with 81/82 on uppersurface of wings and tail. Croat markings over-painted in green and red stars added. Note that the underwing stars are the wrong way round and rear fuselage yellow band has been overpainted in 81.
3. Me Bf 109G-12. Jugoslavensko ratno Vazudhoplovstvo, 83rd Fighter Wing, Cerklje airfield, 1950. Dark Green (close to 71 Dunkelgrün (Methuen (29-30)F3) uppersurfaces and Hellblau 65 below. Note later style markings and black serial: typical for all JRV aircraft.
4. Me Bf 109G-10. 9644 of the 172nd Fighter Wing, Zadar 1951. This aircraft carries an unusual scheme of Dark Brown (Federal Standard 20117) over Light Grey. Note that the markings and squadron number have been much reduced in size. This aircraft is currently awaiting restoration by the Air and Space Museum staff; note also that the rudder has been replaced and repainted.



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GRUMMAN F6F HELLCAT



B Robertson describes the US Navy's potent carrier fighter

The Grumman F6F Hellcat is undoubtedly one of the most famous of all naval fighter aircraft due to the vast number built (12275) and its notable operational record; the US Navy claimed the destruction of 4947 enemy aircraft in air-to-air combat by carrier-based Hellcats alone. Two prototypes, designed in 1941, took up the F6F-1 and -2 designations with the re-designed F6F-3 first flying on July 30, 1942, setting the style for initial production early in 1943. Night-fighter versions, carrying APS-4 or APS-6 radar in a pod under the starboard wing, were introduced as F6F-3Es and F6F-3Ns respectively. The main production version was the refined F6F-5, also with an F6F-5N night-fighting version.

Hellcats were armed with six wing-mounted Colt-Browning 0.50 in. machine guns, or alternatively four of these guns in combination with two 20 mm cannon. The 2100 hp Pratt and Whitney R-2800-IOW Double Wasp engine, standard for all but experimental versions, gave the Hellcat a maximum speed of 373 mph at 23400 feet. The range of 950 miles could be increased by a jettisonable fuel tank under the fuselage and smaller auxiliary tanks could be carried on inboard underwing store positions. In an offensive role, up to two 1000 lb. bombs could be carried from these inboard underwing racks or six 5-in. rocket projectiles from underwing zero-length launching rails; three each on outboard positions.

When the Hellcat was put into production, the US Navy had adopted a three-colour camouflage scheme, with *Semi Gloss Sea Blue* ANA 606 (Methuen 22G4 approx.) top surfaces fading to *Intermediate Blue* ANA608 (22D4 approx.) on fuselage sides to meet *Insignia White* undersurfaces. But in March 1944, *Semi Gloss Sea Blue* was adopted as the overall colour for naval fighters and extended to all carrier-borne aircraft the following June. This description of *Sea Blue*, in reality a very dark naval blue, was generally referred to as *Midnight* or *Midnite Blue*.

On the dark finish, the blue circle of the United States national insignia barely contrasted so that, functionally, the national markings on Hellcats were a large white star with white bands each side. These were displayed on fuselage sides and on port upper and starboard lower wing surfaces only. While this applied to the vast majority of Hellcats, early production aircraft went

through a series of insignia changes until August 1943 when red was finally eliminated from the insignia for the rest of the war.

The display of unit markings varied greatly. For 1943, the officially decreed markings were 12 in. letters forward of the fuselage roundel to indicate the number of the aircraft in its squadron, prefixed by F for its fighting role. For the years 1944-45, numbers only were specified; 16 ins. high on fins and rudders in *Insignia White*. In practice the numbers were presented additionally, or alternatively, on cowlings or fuselage sides.

Hellcats bore their type designation in 1 in. high white characters on their rudders, one-third down the distance between rudder tip and tailplane. The Bureau of Aeronautics serial number was similarly painted in white, matching figures on the fin at the same level. The designations and their number ranges were: XF6F-1, also the XF6F-4 prototype, 02981; XF6F-2 modified to 3, 66244; F6F-3 (including -3E and -3N), 04775-04958, 08798-09047, 25721-26195, 65890-66243, 39999-43137; F6F-5 (including -5N), 58000-58999, 69992-72991, 77259-80258, 93652-94521. Two F6F-5 airframes, 70188 and 70913, were fitted with more powerful P and W R2800-18W engines as XF6F-6s. Postwar, in 1947, designations and serial numbers were re-located at the rear fuselage and displayed in larger form. Some of the F6F-5s remaining in use were modified to F6F-5P reconnaissance aircraft and others as F6F-5K target drones; the latter used operationally against North Korean targets in 1952.

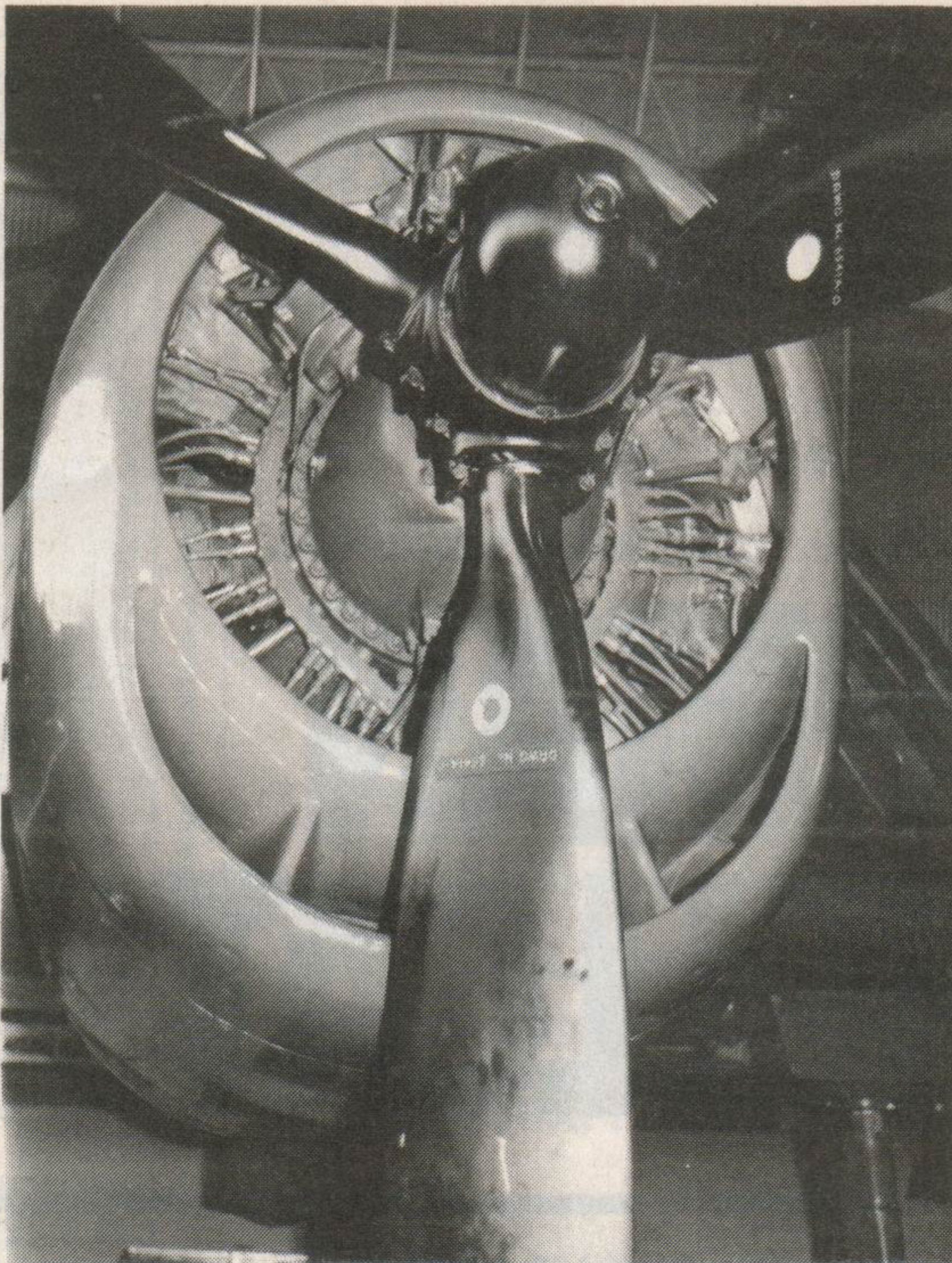
Offset from US Navy production (1943-45) were 252 F6F-3 and 925 F6F-5/5Ns for the Royal Navy, where the respective versions were classified Mk I and II respectively, the fighter versions were given the role prefix F and the 'N' night-fighter versions the letters NF. These Hellcats were re-numbered in British service: FI, FN320-449, JV100-221; FII, JV222-324, JW700-784, JW857-899, JX970-964, JX968-999, JZ775-827, JZ912-946, JZ960-964, JZ968-994, KD118-152, KD158-160, KE118-159, KE170-214, KE220-265; NFII, JX965-967, JZ890-911, JZ947-959, JZ965-967, JZ995-999, KE108-117, KE153-157, KE160-169, KE215-219. These numbers were displayed in 4 in. characters below the words 'ROYAL NAVY' on the rear fuselage, black on grey surfaces, white on Dark Blue.

68. Royal Navy Hellcat at Roosevelt Field, Long Island, New York, USA circa October 1943. Note serial FN 355 roughly rendered in chalk on the engine cowling which identifies this aircraft as an F6F-3 Hellcat Mk I. The type was allegedly named Gannet for the Fleet Air Arm when first ordered...

The FIs were given the British Temperate Sea Scheme of a disruptive pattern of *Dark Slate Grey* and *Extra Dark Sea Grey* with 'Sky' undersurfaces. The Mk IIs in the main retained their US Navy overall finish. (See Fulmar feature for Methuen refs.)

The Hellcat entered RN service in mid-1943 with No. 800 Squadron and eventually served in Nos 808, 881, 885, 888, 889, 891, 896, 898, 1839, 1840, 1844 and 1847 Squadrons. Those in the European and Atlantic Theatres bore RAF Type C roundels, those in the Indian Ocean SEAC roundels and those with the Pacific Fleet, from March 31, 1945, adopted white bands each side of the roundel to conform with American aircraft and, similarly, limited the wing roundels to port upper and starboard lower surfaces only. At one point, to avoid mis-identification as Japanese fighters of the same basic configuration, white bands were marked around mainplanes, tailplane, fin and rudder, and the front of the cowling was also painted white. Unit identification and individual aircraft letters were normally placed each side of the roundel in white.

The surviving Royal Navy Hellcats supplied under Lend/Lease, were returned to the US Navy in 1946. In 1951 the French Navy's *Aéronavale* acquired F6F-5 Hellcats to replace *Seafires* on their carrier *Arromanches* (ex-HMS *Collossus*) and these were used as fighter bombers later in Indo-China. Small numbers of F6F-5s were supplied under Mutual Aid to the naval air arms of Argentina and Uruguay.



69. Preserved example at the FAA Museum, Yeovilton offers opportunity for close study. Note legends on airscrew blade roots – 'DRWG No 6541A-O'.

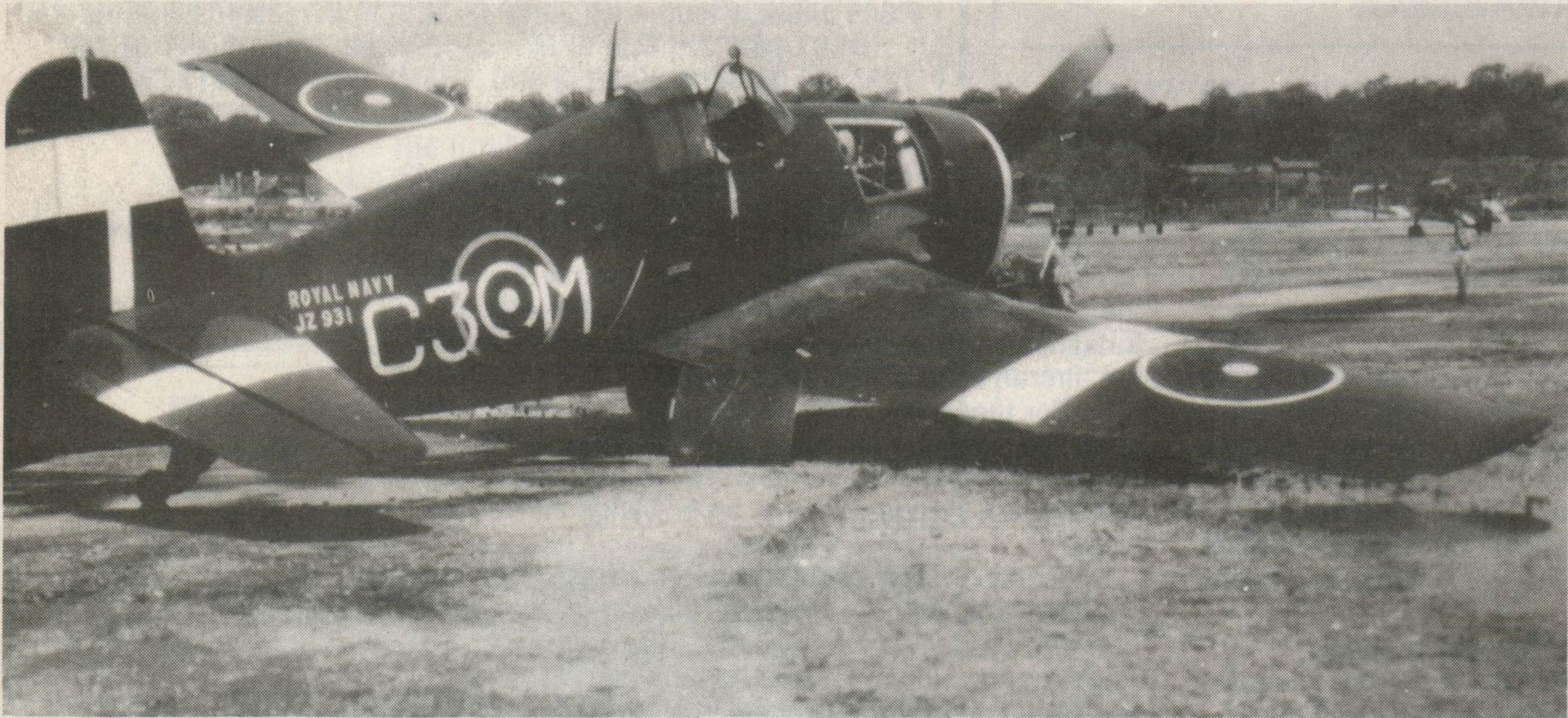
70. F6F-5 Hellcat of 800 Squadron, Trincomalee, September 1943.

This aircraft also appears in PLATE 7 of our colour centre section. Note mixed style of national insignia.

71. Grumman F6F-5 photographed in August 16, 1946.

Minutiae for modellers to note include the distinctive exhaust stain, white stencil legends, bird guano beyond aerial mast (!) and doped patches over wing gunports.

70



71



GRUMMAN HELLCAT

Available models (non-flying)

Model	Manufacturer	Scale
Grumman F6F3/5 Hellcat	Hasegawa	1/32nd
Grumman F6F3/5 Hellcat	Hasegawa	1/72nd
Grumman F6F Hellcat	Monogram	1/48th
Grumman Hellcat	Otaki	1/48th
Grumman F6F Hellcat	Airfix	1/72nd
Grumman F6F5 Hellcat	Heller	1/72nd
Grumman F6F3/Mk 1 Hellcat	'MATCHBOX'	1/72nd

Plans for flying scale models Brian Taylor Plans

Grumman F6F/5 Hellcat	(R/C Power)	64 in. span
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Study of the preserved example at the Fleet Air Arm Museum, Yeovilton.

The 1/72nd scale drawings overleaf, by AL Bentley, are available from MAP Plans Service as Plan Pack 3045. These, a further page of drawings, together with more photographs, will be published in a forthcoming issue of **SCALE MODELS**. The pack also includes the drawings in 1/48th and 1/24th scales. Price is £3.25 plus 40p postage.

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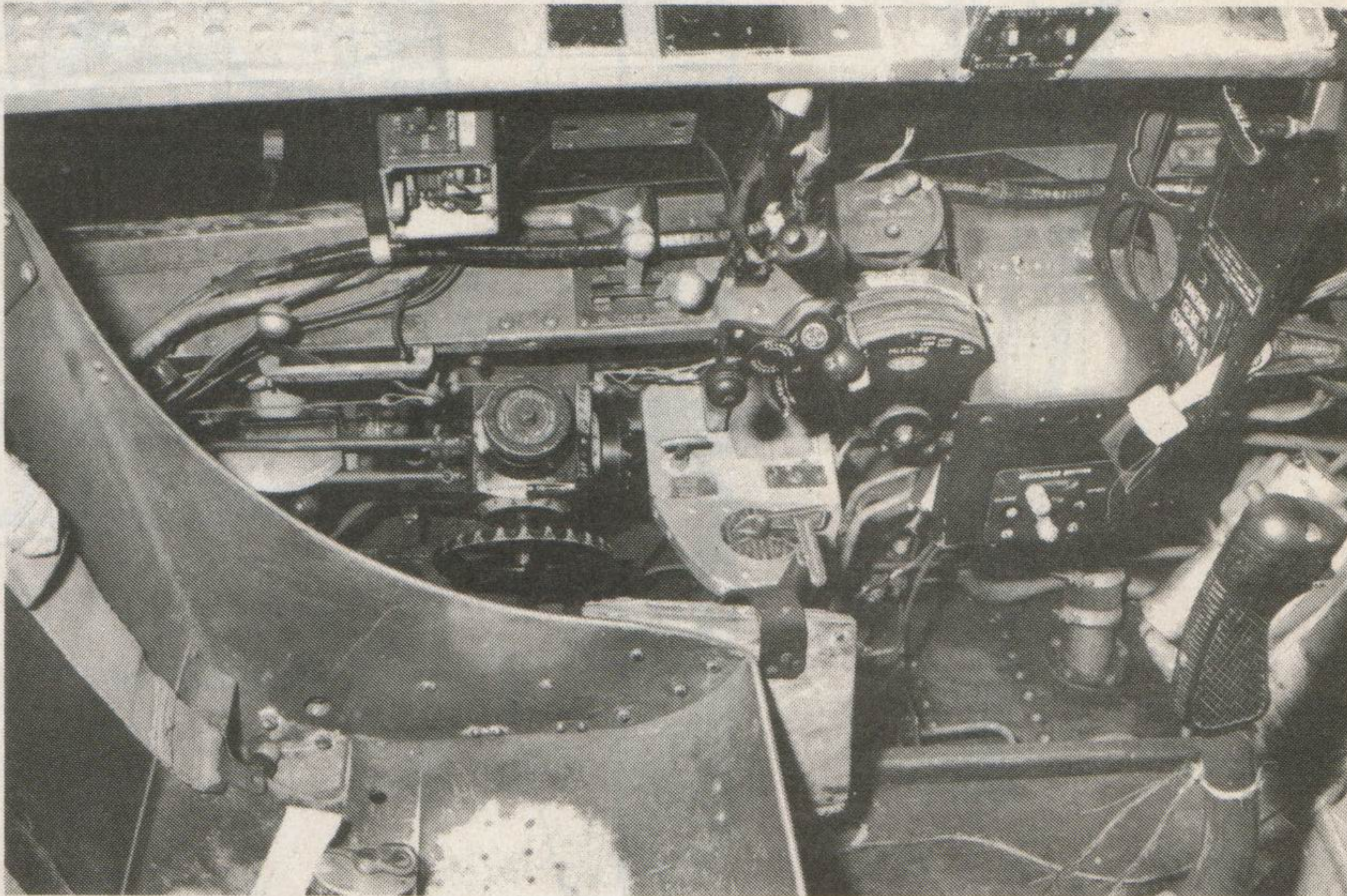
72. Cockpit rear of Yeovilton Hellcat. Note simple bar for strap support, padded head rest, and stark 'bucket' seat.

73. Cockpit of an 800 Squadron Hellcat, JV 131, reveals battle damage to windshield. Dash display is uncomplicated with gunsight being the most prominent feature.

74. Port side of Hellcat cockpit at Yeovilton. Although some instruments are missing, the preserved aircraft offers plenty of scope for careful study.

75. Rudder pedals and control column of the FAAM Hellcat.

74



75



72

