

1/72 SCALE PLASTIC KIT

ProfiPACK
edition

#7074



INTRO

In September 1941, a hitherto unknown German radial engine fighter appeared in the west. 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 of 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 engines. 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, bombbracks 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 F Mk 1 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. Armed the backbone of the newly born Israeli air force in the fight against their Arab neighbours.



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.



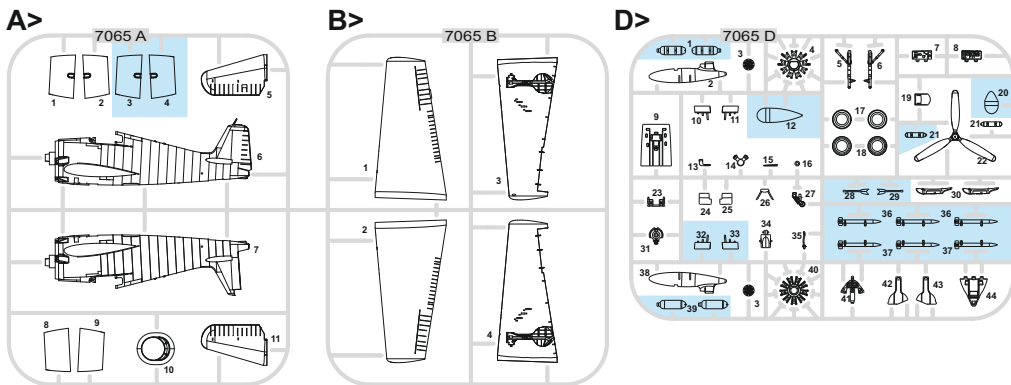
Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

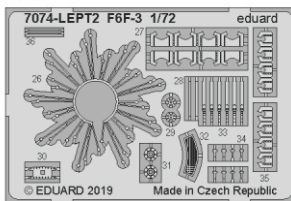
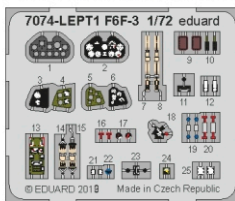
- 
 OPTIONAL
VOLBA
- 
 BEND
OHNOUT
- 
 SAND
BROUSIT
- 
 OPEN HOLE
VYVRTAT OTVOR
- 
 SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
- 
 REMOVE
ODRŽNOUT
- 
 REVERSE SIDE
OTOCIT
- 
 APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS * DÍLY * TEILE * PIĘCES * 部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS



 -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

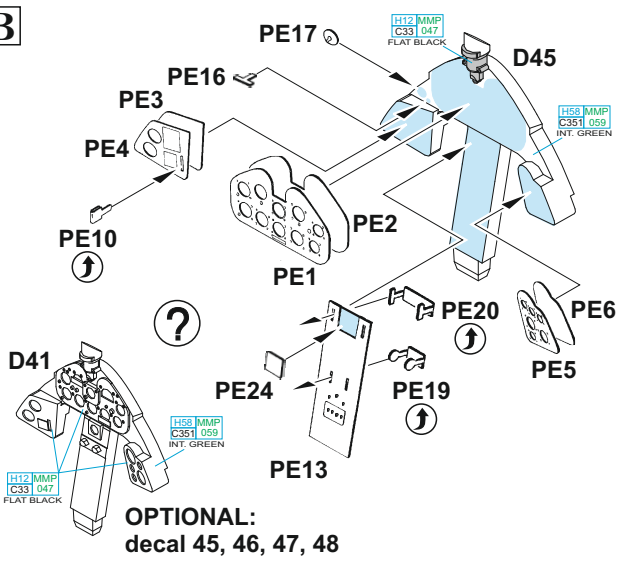
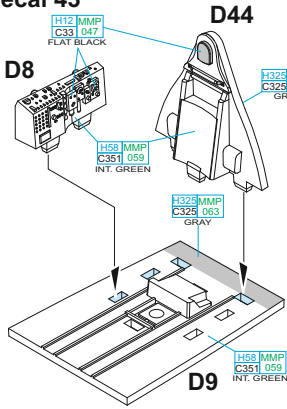
COLOURS * BARVY * FARBEN * PEINTURE * 色

GSI Creos (GUNZE)			MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS	
[H12]	C33	[MMP-047]	FLAT BLACK
[H54]	C365	[MMP-065]	NAVY BLUE
[H66]	C366	[MMP-071]	INTERMEDIATE BLUE
[H58]	C351	[MMP-059]	INTERIOR GREEN
[H77]	C137	[MMP-040]	TIRE BLACK
[H90]	C47		CLEAR RED
[H93]	C50		CLEAR BLUE
[H94]	C138		CLEAR GREEN
[H306]	C306	[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
[H320]	C329		YELLOW
Mr.METAL COLOR		METALLICS	
[MC214]	[MMM-001]		DARK IRON
[MC218]	[MMM-003]		ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
[SM01]	[MMC-001]		SUPER CHROME

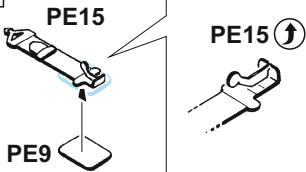
A **B**

**OPTIONAL:
decal 43**



**OPTIONAL:
decal 45, 46, 47, 48**

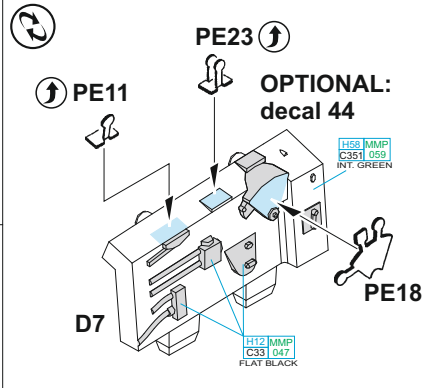
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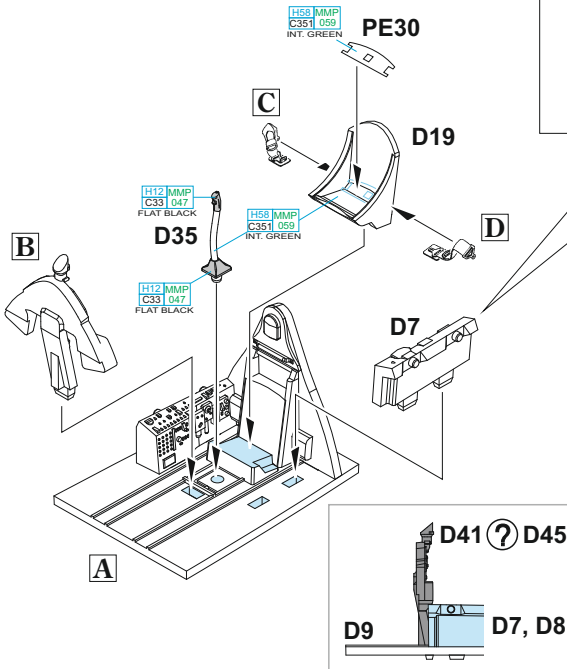
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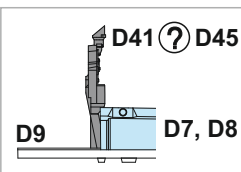
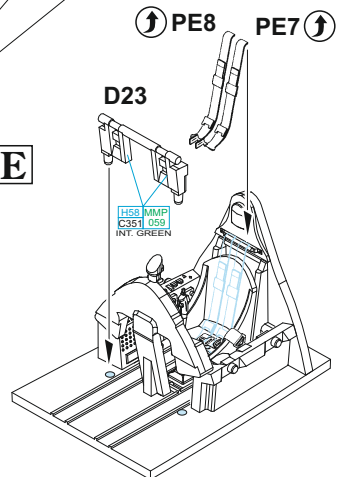
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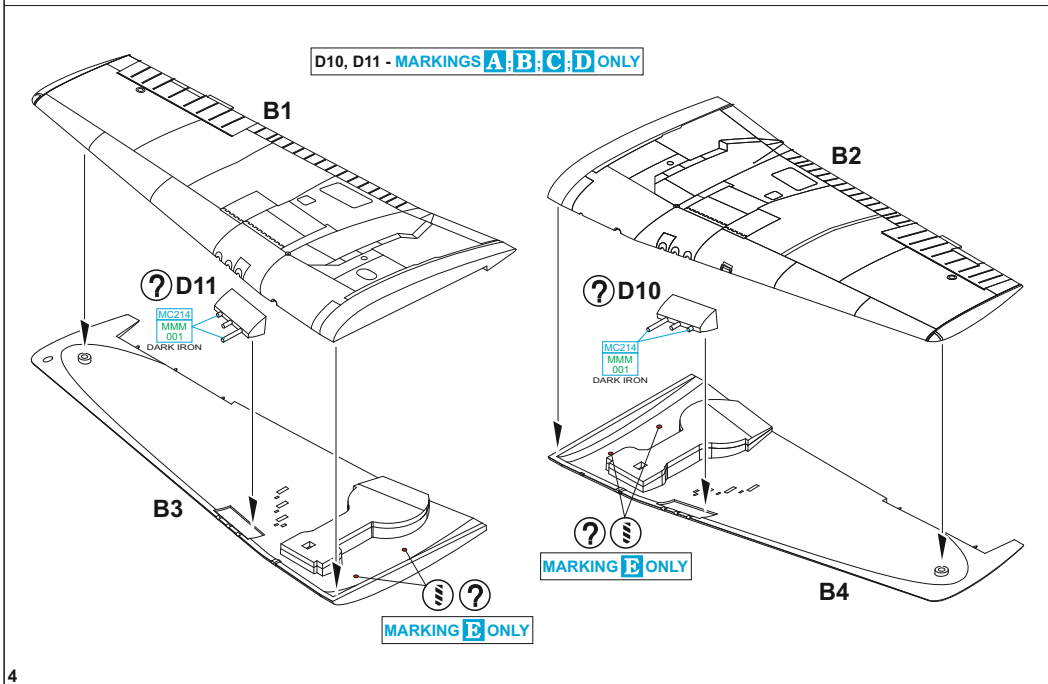
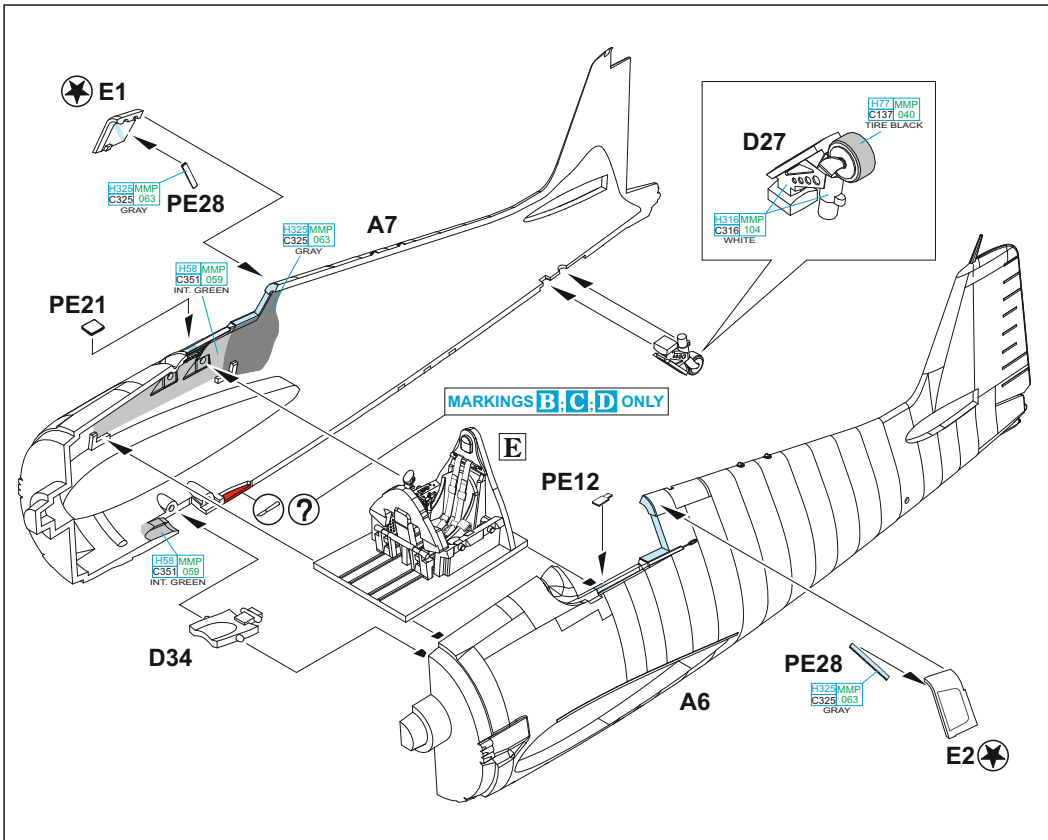


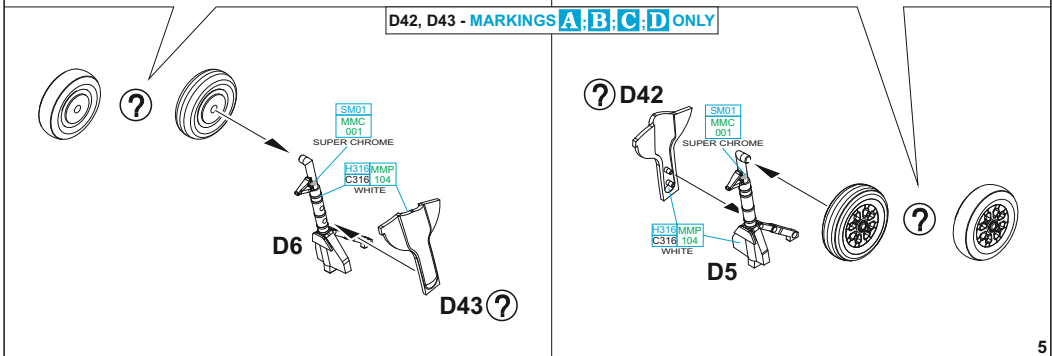
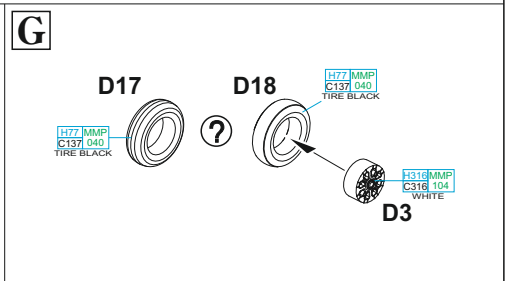
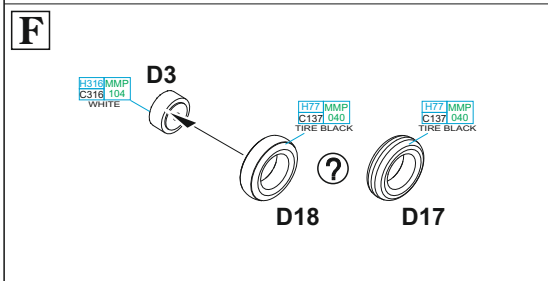
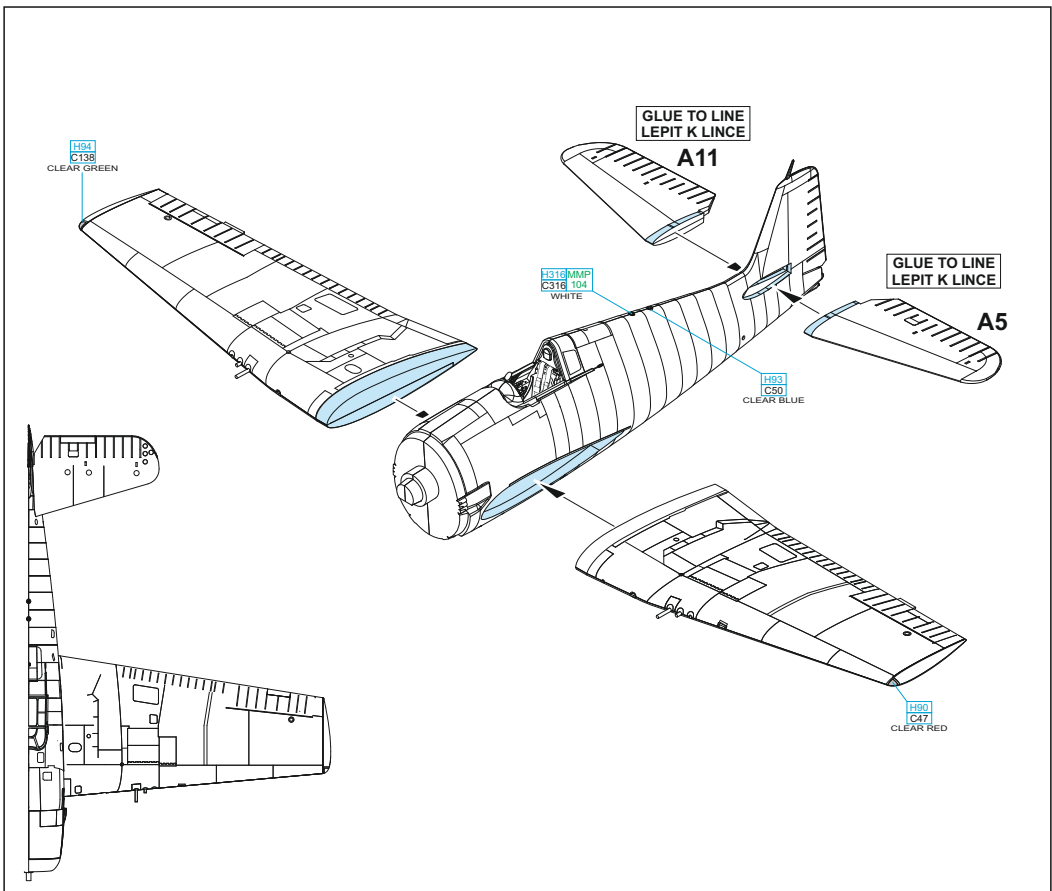
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decal 44**

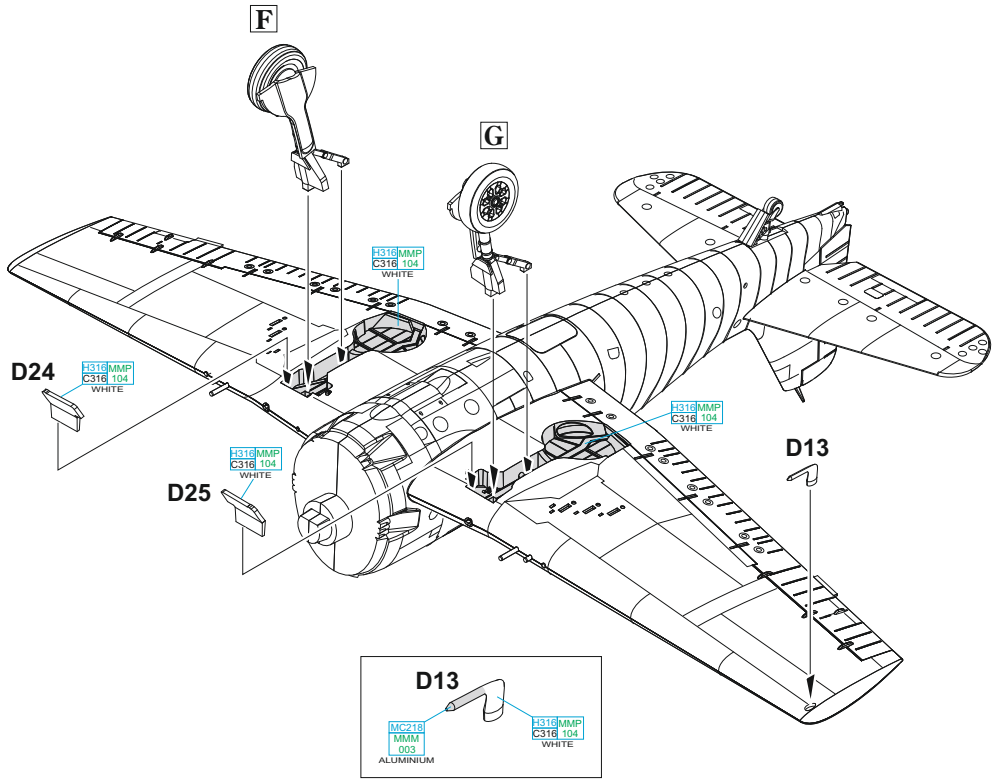


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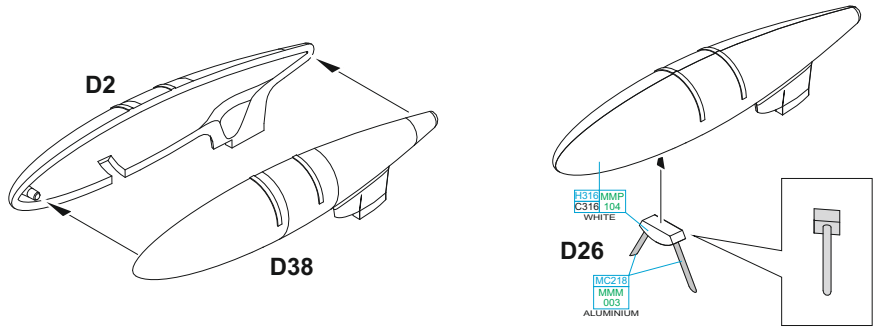








H



D30 - MARKING **E** ONLY

H118 MMP
C316 104
WHITE

? D30

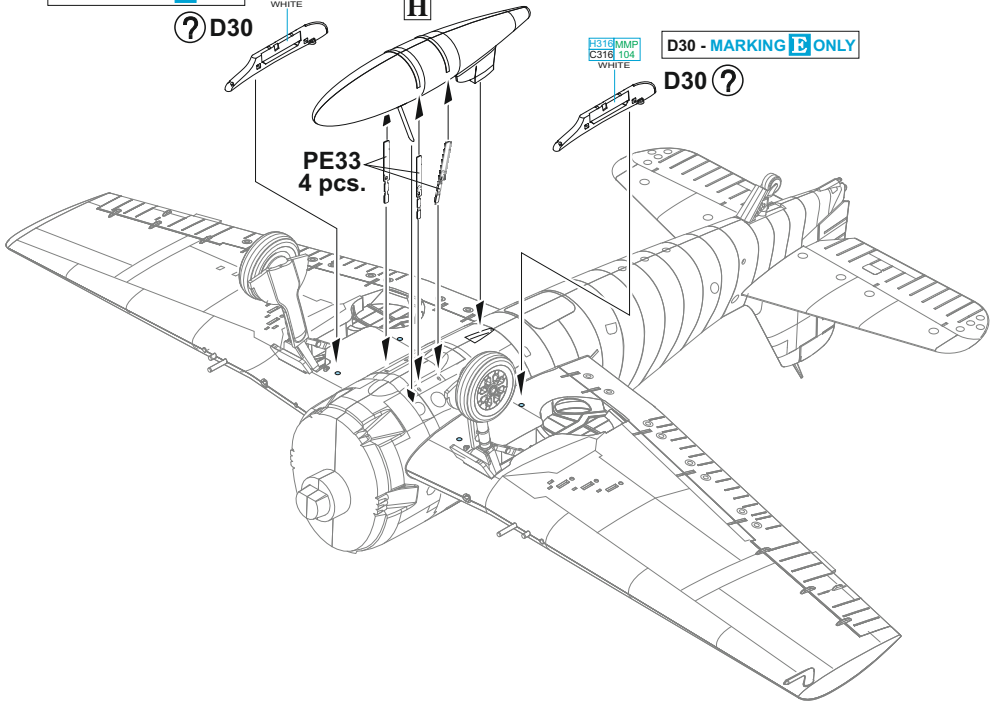
H

PE33
4 pcs.

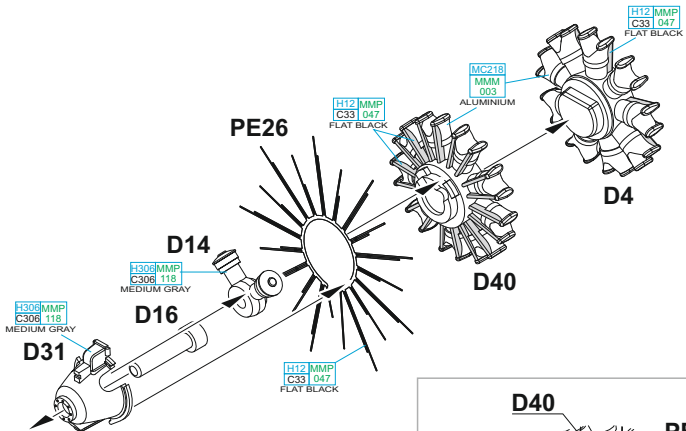
H118 MMP
C316 104
WHITE

D30 - MARKING **E** ONLY

D30 ?

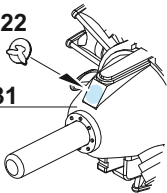


I



PE22

D31



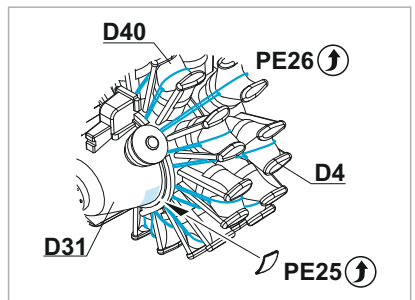
D40

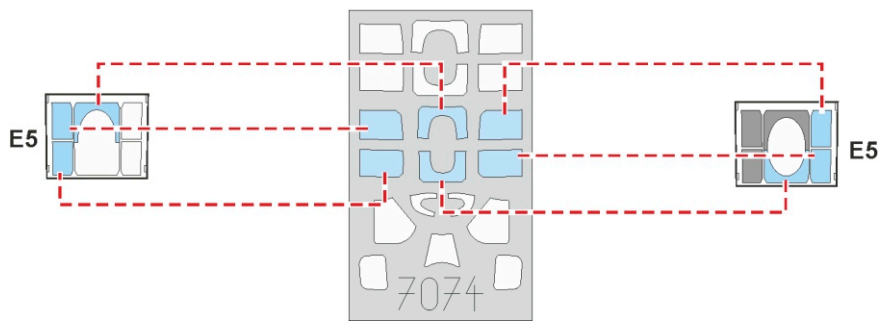
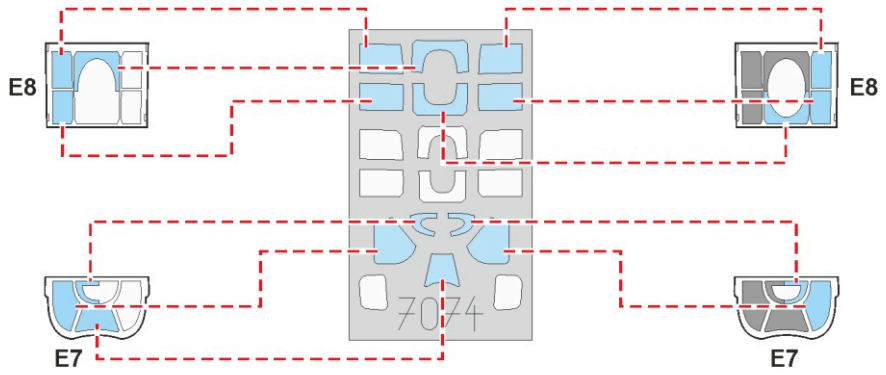
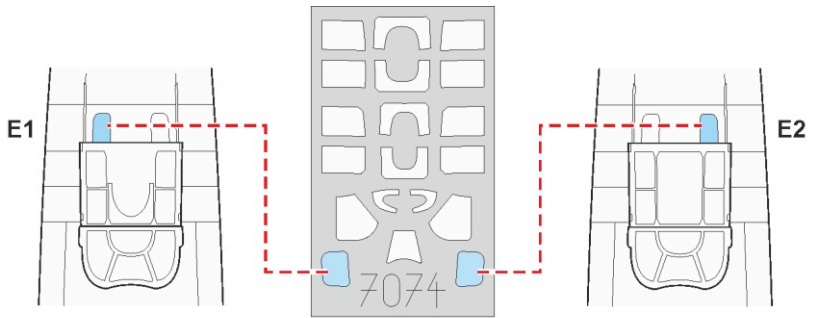
PE26 ↗

D4

D31

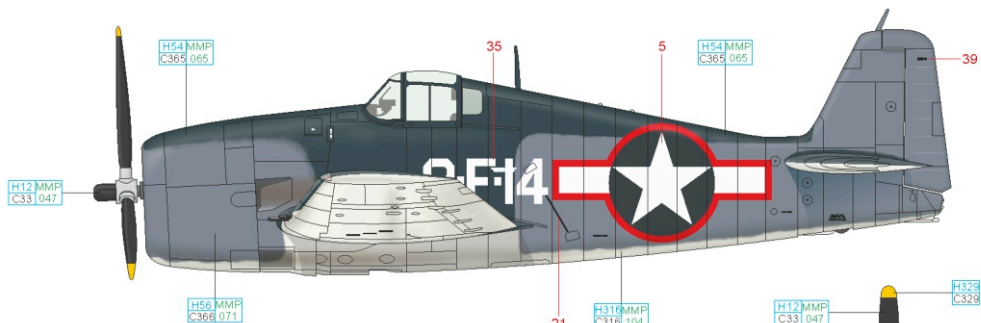
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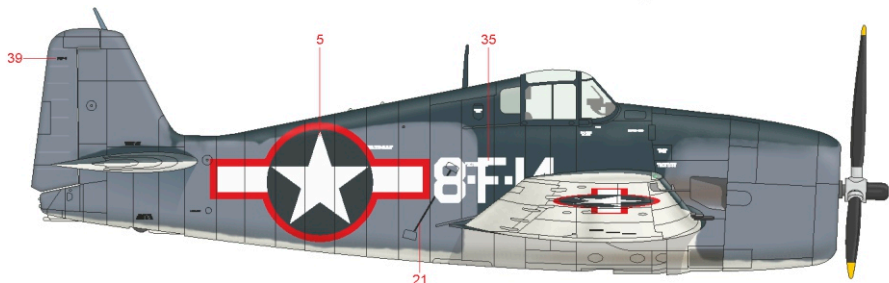
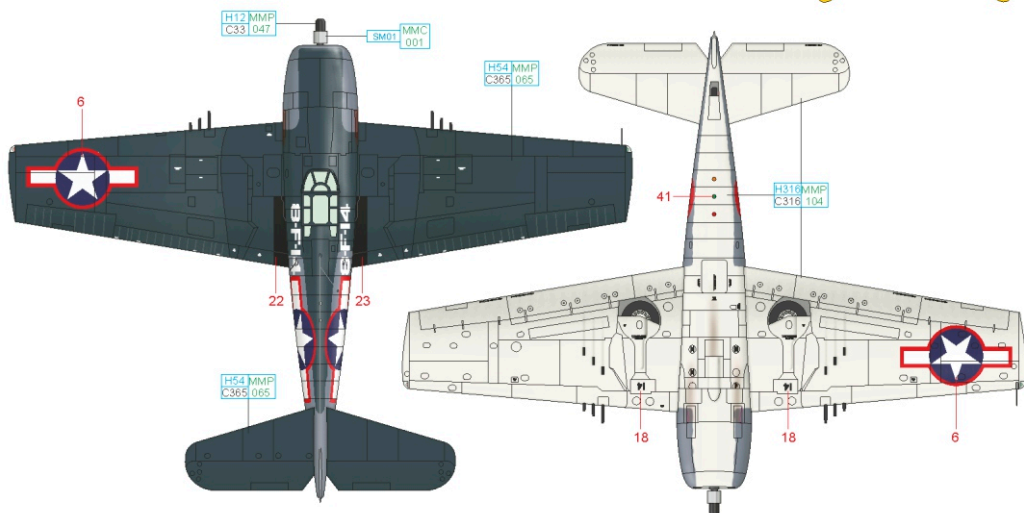
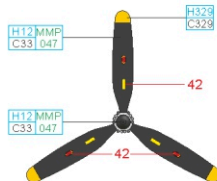


A VF-8, USS Intrepid (CV-11), Summer 1943

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.



ČESKOU VERZI TEXTU NALEZNETE NA
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 POD KATALOGOVÝM ČÍSLEM 7074



YELLOW H54 MMP C365 065 BLACK H12 MMP C331 047

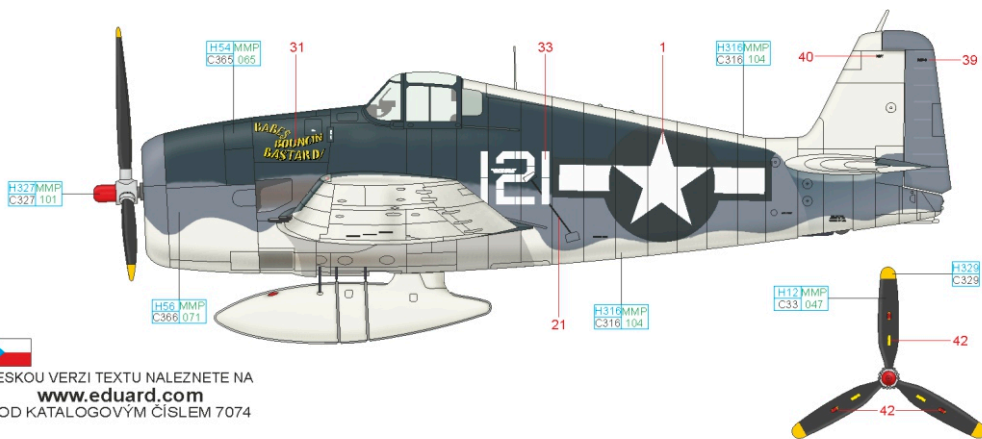
WHITE H316 MMP C316 104 INTERMEDIATE BLUE H56 MMP C366 071

SEA BLUE H54 MMP C365 065 SUPER FINE SILVER SM01 MMC 001

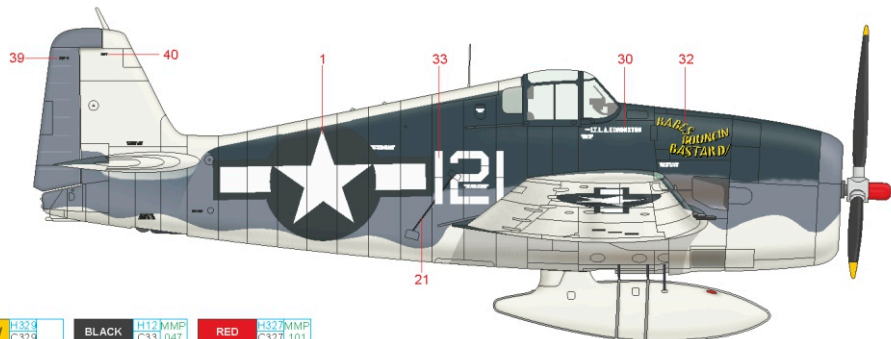
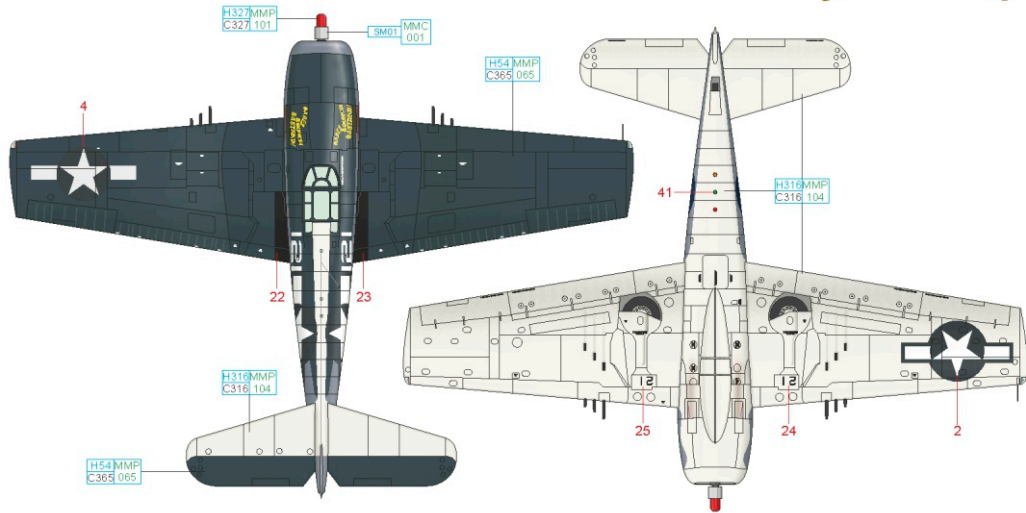
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C flown by LT L. A. Edmonston, VF-34, Nissan Island, May 1944

VF-34 Hellcats went into combat in the Solomon chain of islands at the beginning of 1944, and so took part in the closing battles of this part of the Pacific. They first flew off of Bougainville, and then in the spring, off the coral island of Nissan. There, these aircraft were given a white spine and tail surfaces. Some pilots took advantage of a relatively relaxed view on the subject, and decorated their aircraft with various inscriptions and artwork. As was the case with LT Edmonston, several pilots were photographed on Nissan with their Hellcats, and names such as PIGGY II, BEAUFORD BLUENOSE, LOLLY and JEANE were documented.



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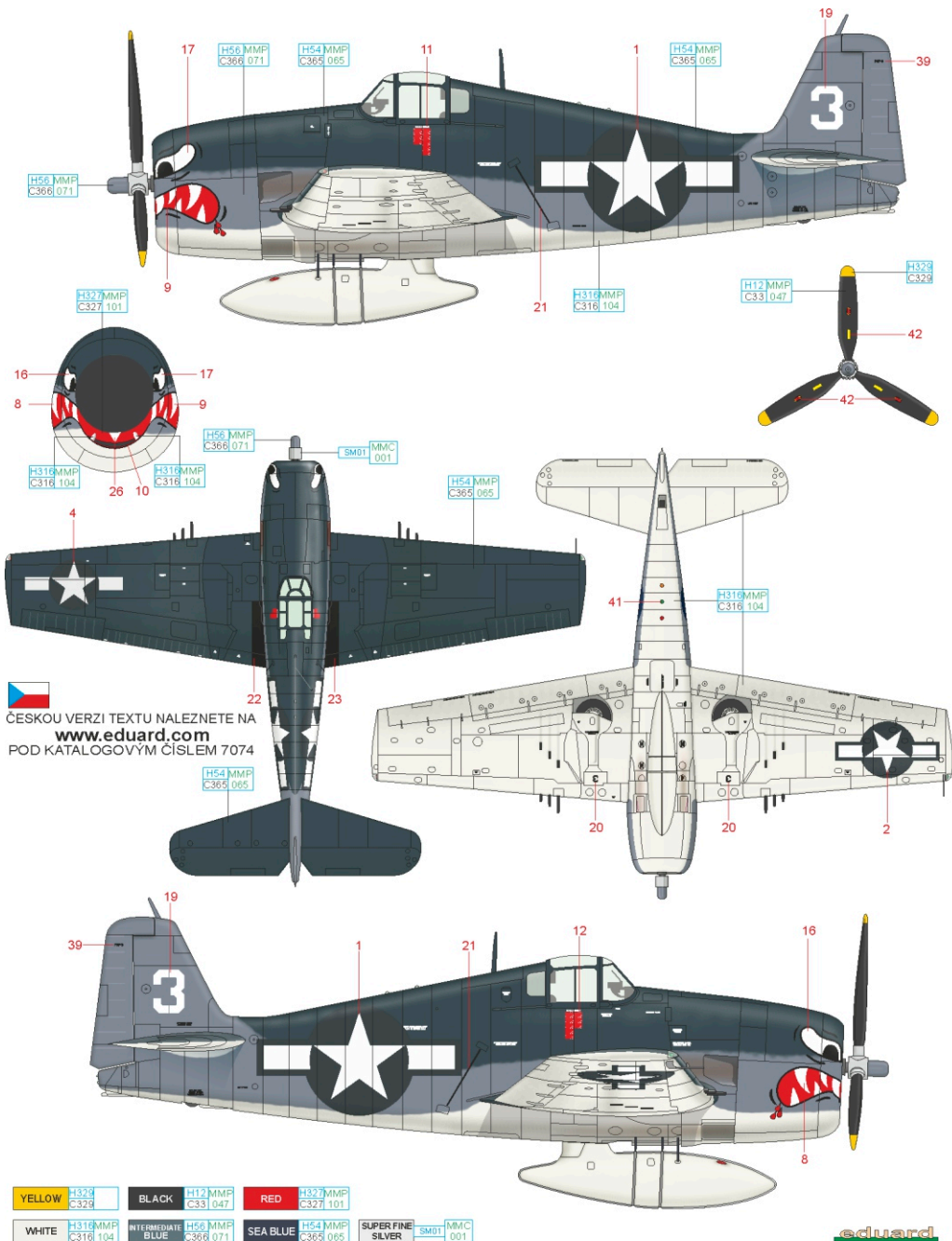


YELLOW	H34 C32	BLACK	H12 MMP C33 047	RED	H327 MMP C327 101
WHITE	H316 MMP C316 104	INTERMEDIATE BLUE	H56 MMP C366 071	SEA BLUE	H54 MMP C365 065
				SUPER FINE SILVER	SM01 MMC 001

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D 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 Suisei (Judy) dive-bomber. Afterwards VF-27 operated from the board of CVL-22 Independence, however without the cat-mouth and eyes markings.



 CESKOU VERZI TEXTU NALEZNETE NA www.eduard.com POD KATALOGOVÝM ČÍSLEM 7074

YELLOW	H526 C326	BLACK	H112 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

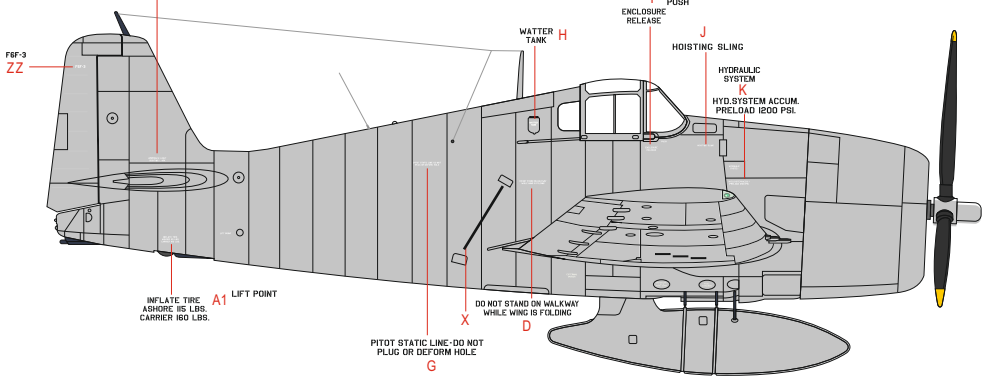
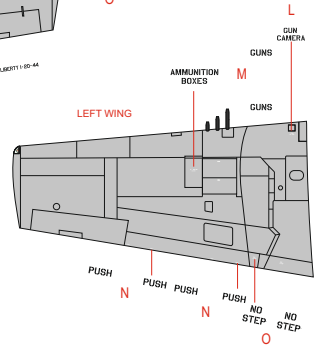
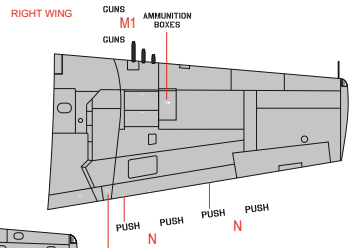
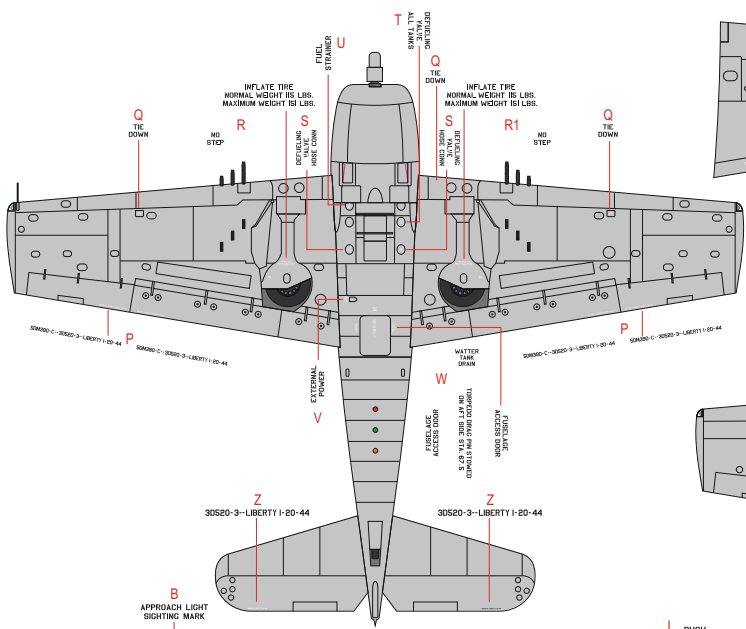
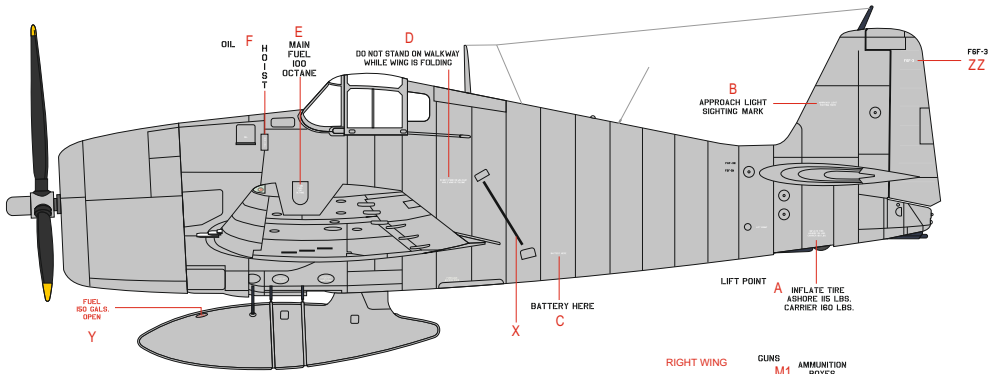
E OTU VF-2, NAS Melbourne, United States, October 1944

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 cowlings consisting of stripes or other geometrical shapes.



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YELLOW	H33C C324	BLACK	H12 MMP C33 047
WHITE	H31G MMP C316 104	INTERMEDIATE BLUE	H56 MMP C366 071
		SEA BLUE	H54 MMP C365 065
		SUPER FINE SILVER	SM01 MMC 001



F6F-3

1/72

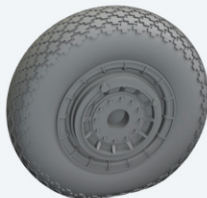
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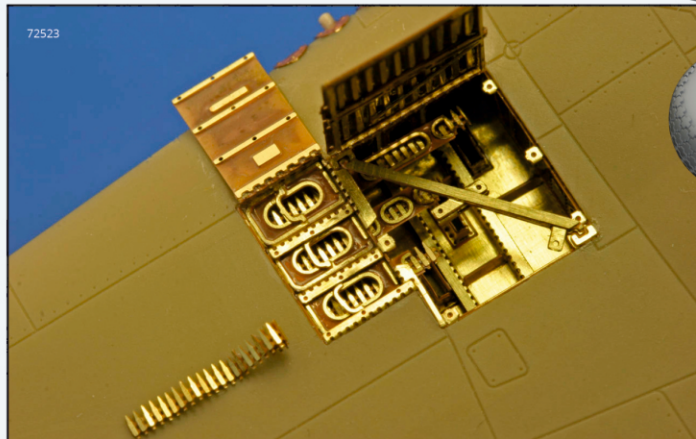
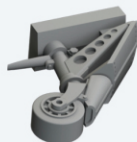
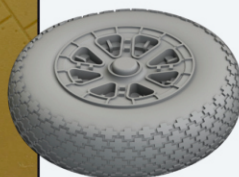
RELATED PRODUCTS:

- 72522 F6F-3 exterior 1/72 (PE-Set)
- 72523 F6F gun bay 1/72 (PE-Set)
- 73042 Seatbelts USN WWII fighters STEEL 1/72 (PE-Set)
- SS591 Seatbelts USN WWII fighters STEEL 1/72 (PE-Set)
- 672203 F6F wheels 1/72 (Brassin)

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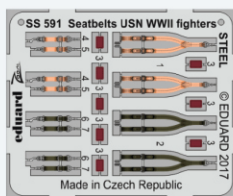


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72523

SS591



F6F-5 Hellcat

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Cat. No. 7077 F6F-5 Hellcat

F6F-5N Nightfighter

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Cat. No. 7079 F6F-5N Nightfighter

Hellcat Mk.I / Mk.II

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Cat. No. 7078 Hellcat Mk.I / Mk.II

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F6F-3



Cat. No. 7441 F6F-3