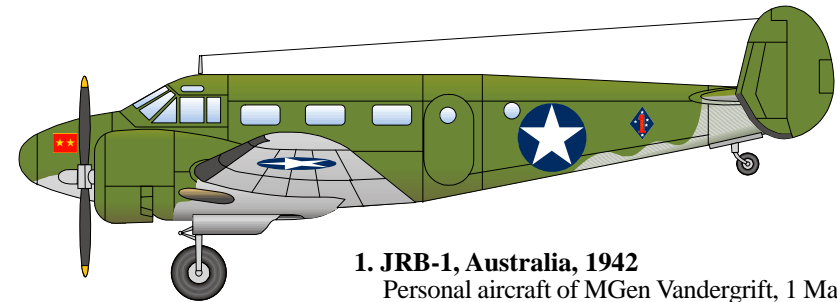


Belcher Bits Decal BD-29: Beechcraft Expeditor 1/48

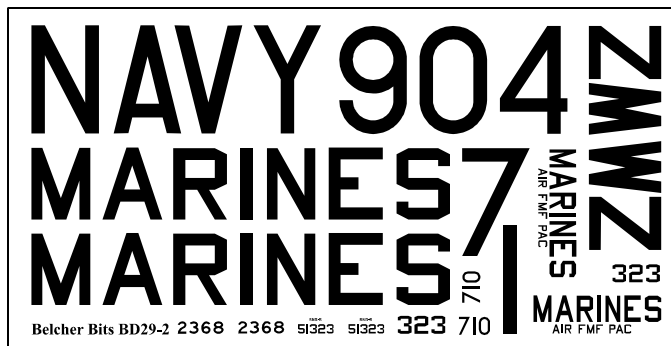
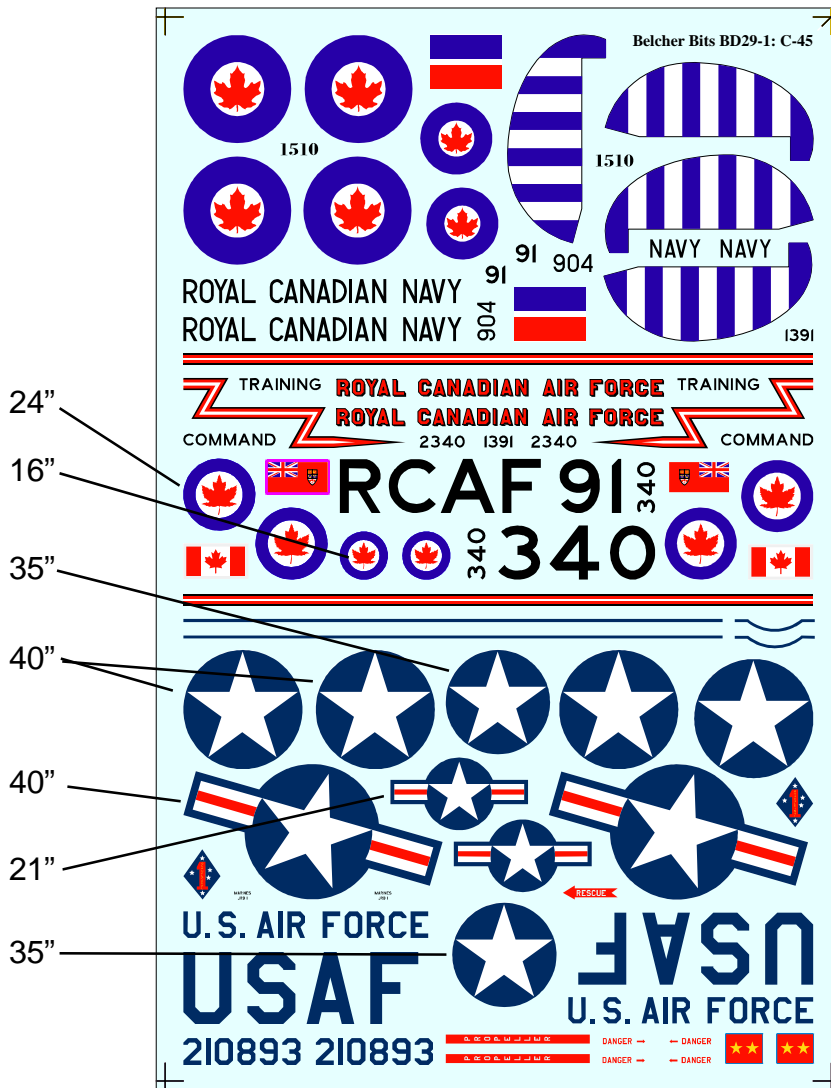
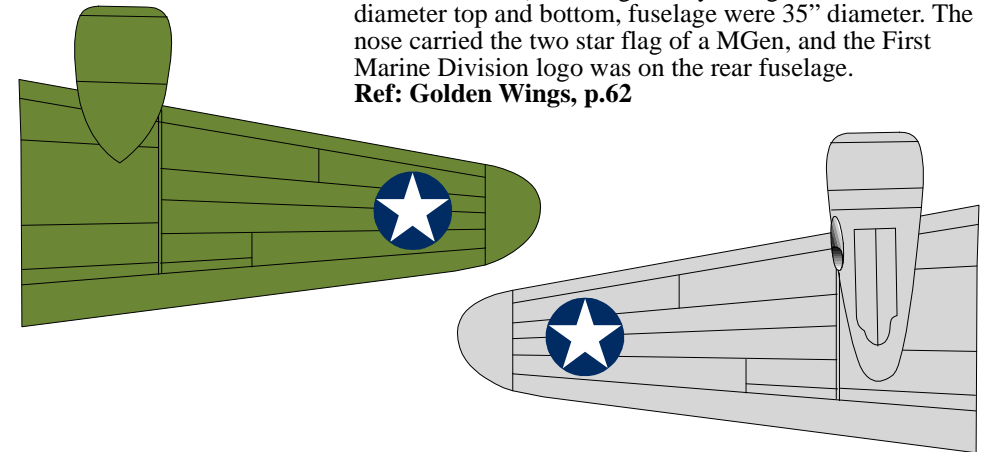
The Beechcraft Model 18 is one of the most successful light twin aircraft in the world with over 9000 produced. Introduced in 1937, sales of the Beech 18 started slowly in comparison with its main competitor, the Lockheed 12. However, WWII provided a tremendous market for pilot trainers and light transport aircraft and it was used by USAAC as the C-45 and USN as the SNB, both in many variants. Post-war, it was sold to many foreign air forces and continues in civilian service in limited numbers to the present day.

One of the distinguishing features of early aircraft (up to Beech 18C, around 1945) was a straight leading edge and short upper wing nacelles; the ICM C-45F represents this configuration. In an attempt to reduce drag, the wing chord inboard of the engines was increased and swept back to the nacelles. At the same time the upper nacelles were extended to the rear, matching the under-wing nacelles. A Belcher Bits resin modification kit is available for the ICM kit (BB39) which will allow you to model late-model and post-war Expeditors.

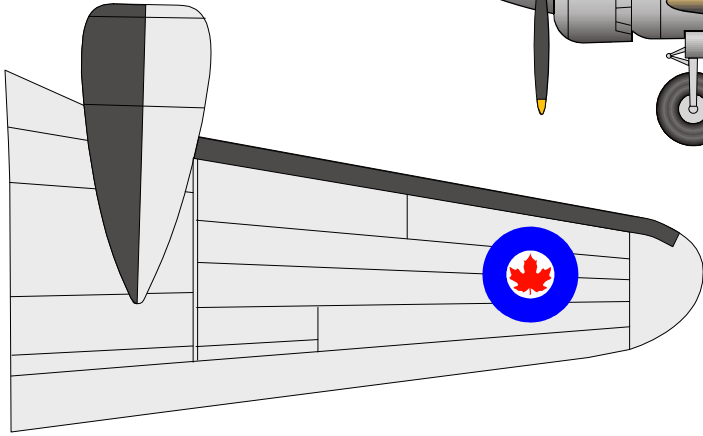
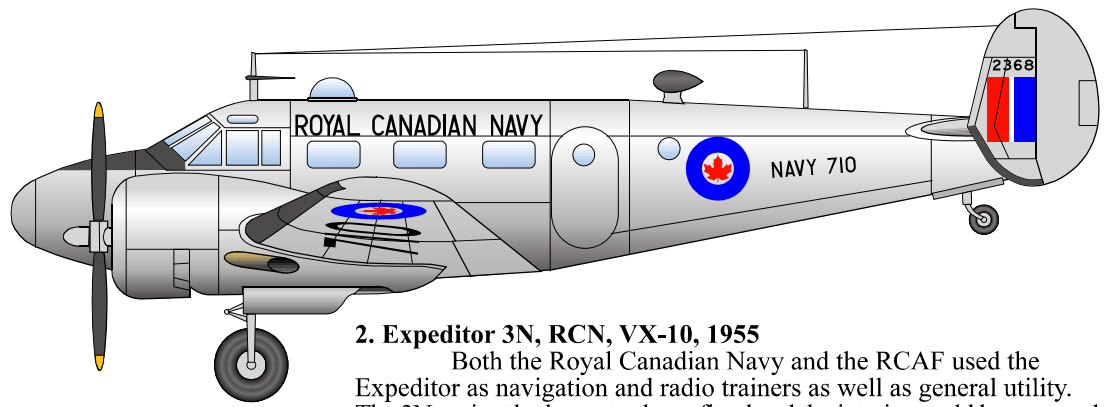


1. JRB-1, Australia, 1942

Personal aircraft of MGen Vandergrift, 1 Marine Division. This is an early Beech 18 with short nacelles as per the ICM kit. Olive Green (not Olive Drab, but greener like Field Green FS 34095) over Light Gray. Wing roundels were 40" diameter top and bottom, fuselage were 35" diameter. The nose carried the two star flag of a MGen, and the First Marine Division logo was on the rear fuselage.
Ref: Golden Wings, p.62



33 Norway Spruce St, Stittsville, ON, Canada, K2S 1P3
 Phone: 813-836-6575, Email: info@belcherbits.com
 Web: www.belcherbits.com

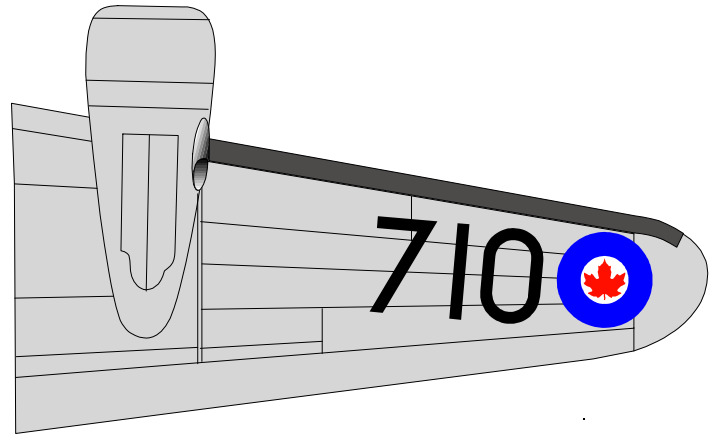
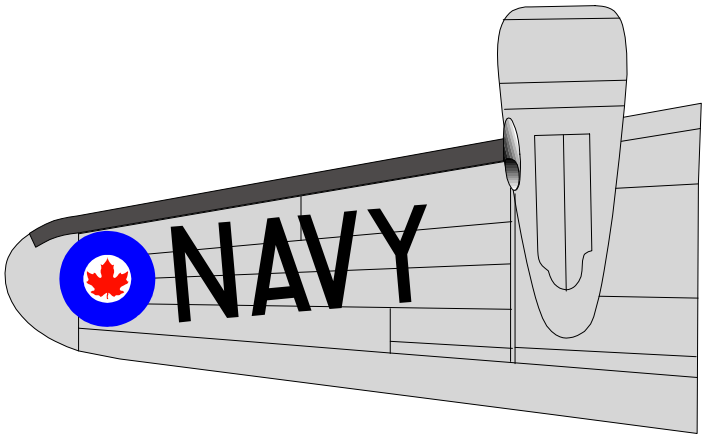


2. Expeditor 3N, RCN, VX-10, 1955

Both the Royal Canadian Navy and the RCAF used the Expeditor as navigation and radio trainers as well as general utility. The 3N variant had an astrodome fitted and the interior could be arranged to include several plotting tables. Early RCN machines were overall natural metal with black anti-glare on the nose and the inside of the upper nacelles (all post-war machines had the longer nacelles and new inboard leading edge).

Upper wing 36" roundels, same size lower wing but further outboard and 36" NAVY and code (note: NOT the last 3 of the serial). Black markings on fuselage sides with 24" roundel. Tail flash was 18" x 24" with 4" serial number above.

Ref: Photo via Larry Milberry

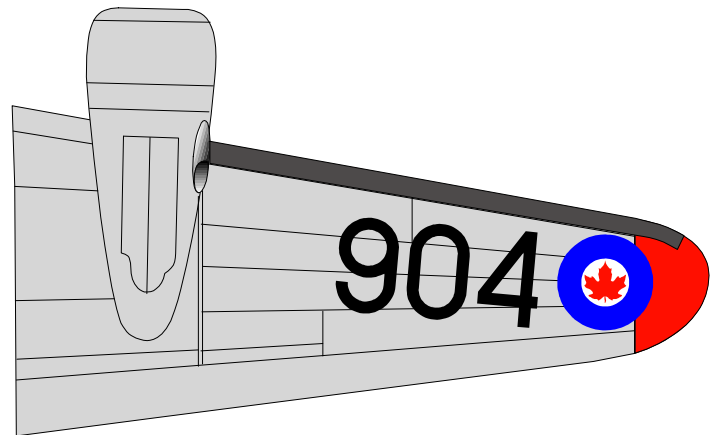
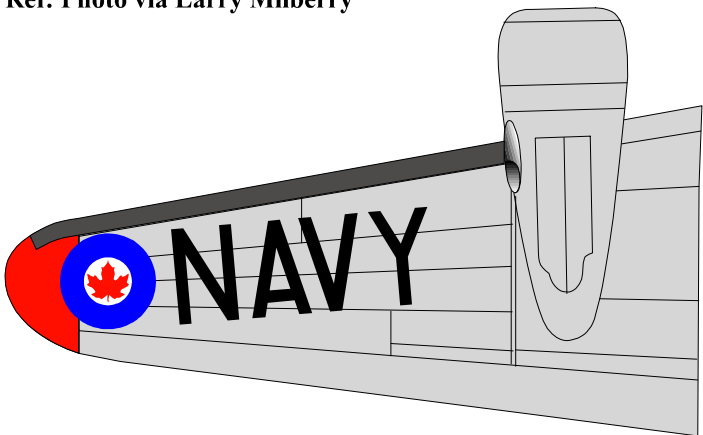
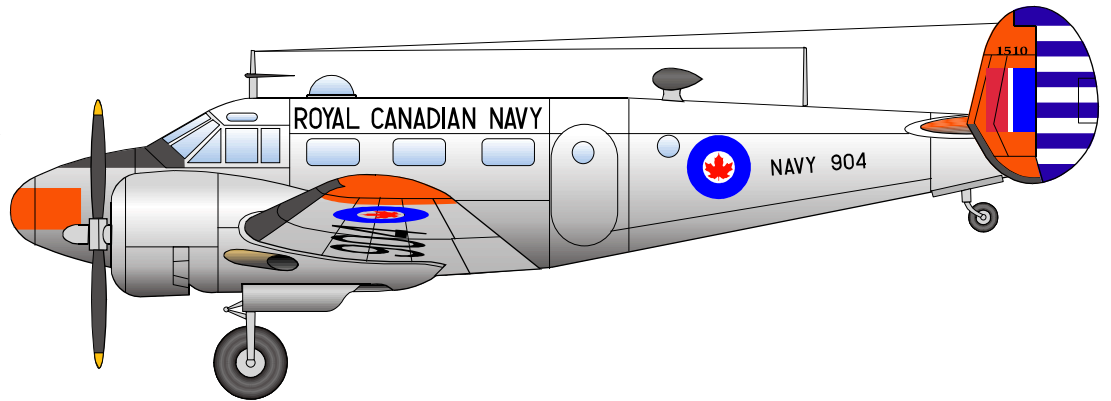


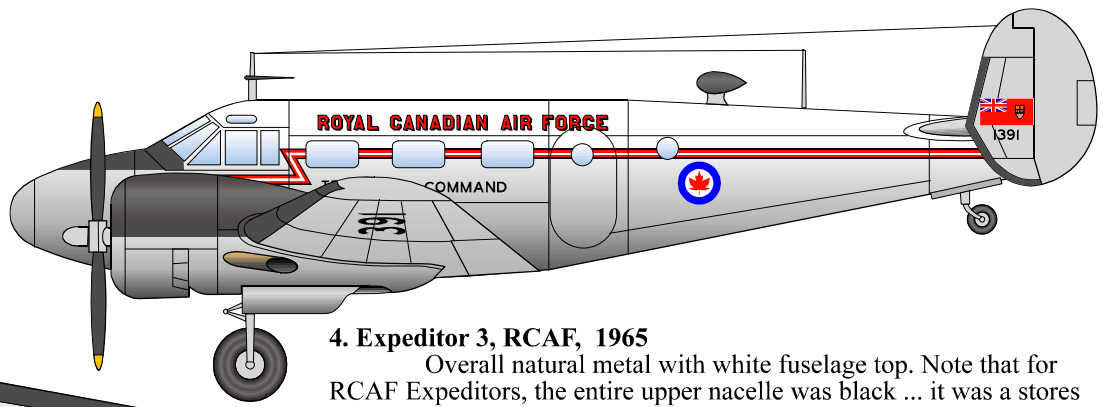
3. Expeditor 3N, RCN, VC-920, 1960

Similar to the previous scheme but much more colourful. White fuselage top, high visibility red wingtips (top view not shown, but tips are like bottom), horizontal stabilizer (not the elevator), vertical fins and nose panel. Rudders were blue and white stripes.

Upper wing 36" roundels, same size lower wing but further outboard and 36" NAVY and code (note: NOT the last 3 of the serial). Black markings on fuselage sides with 24" roundel. Tail flash was 18" x 24" with 4" serial number above.

Ref: Photo via Larry Milberry



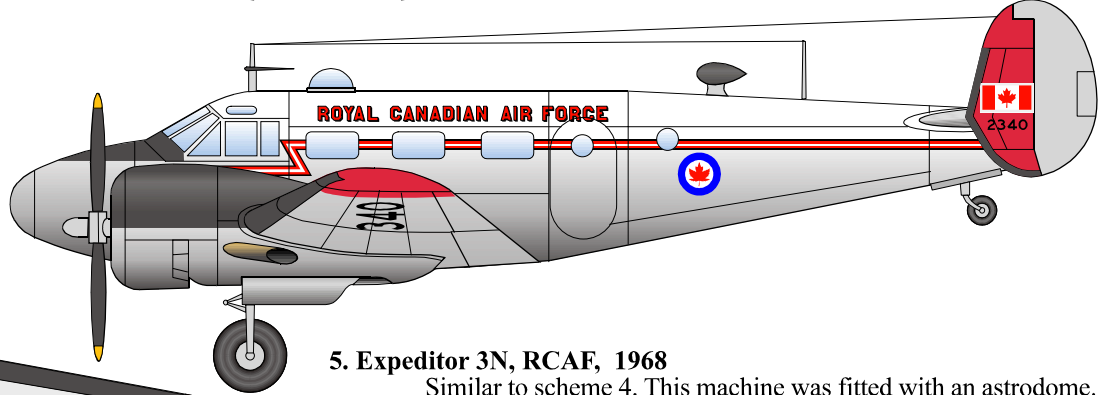
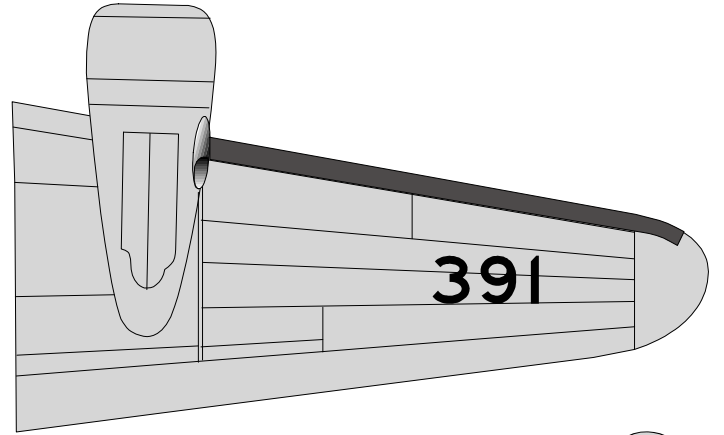
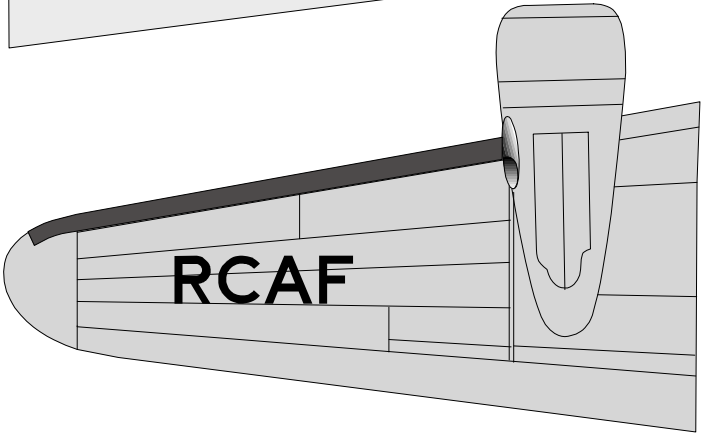
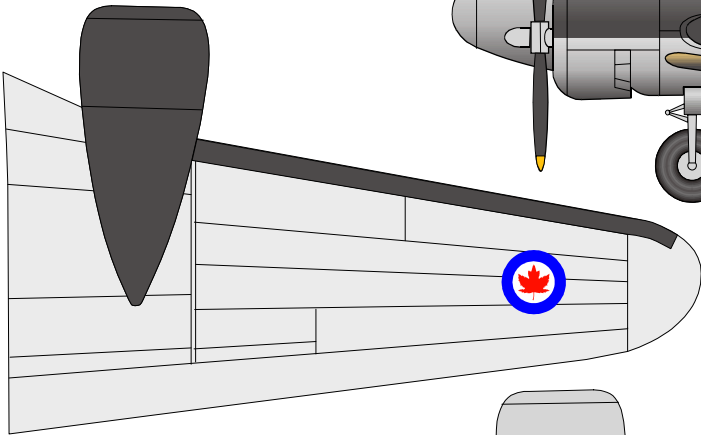


4. Expeditor 3, RCAF, 1965

Overall natural metal with white fuselage top. Note that for RCAF Expeditors, the entire upper nacelle was black ... it was a stores thing so they didn't have to stock left and right cowling parts. 6" fuselage flash and 6" shadow lettering above. 4" TRAINING COMMAND below windows. 24" roundel rear fuselage. On the vertical stab is a 29" Red Ensign (Union Jack to the front on both sides) with 4" serial below.

Upper wing 24" roundels, lower wing 18" black letters.

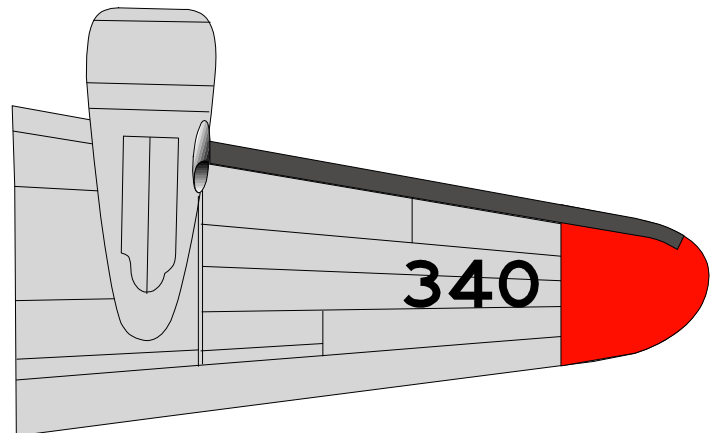
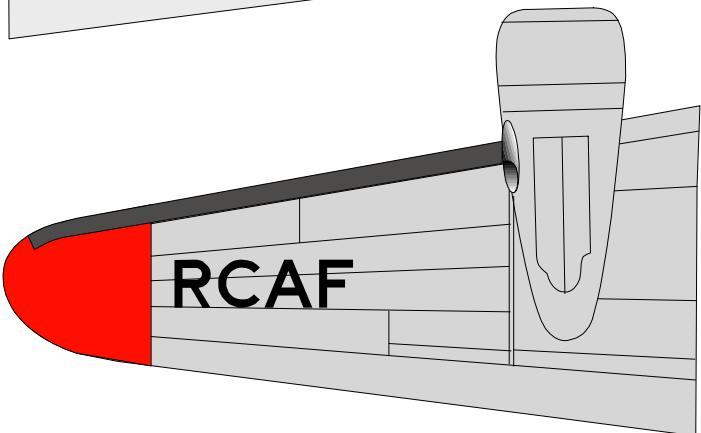
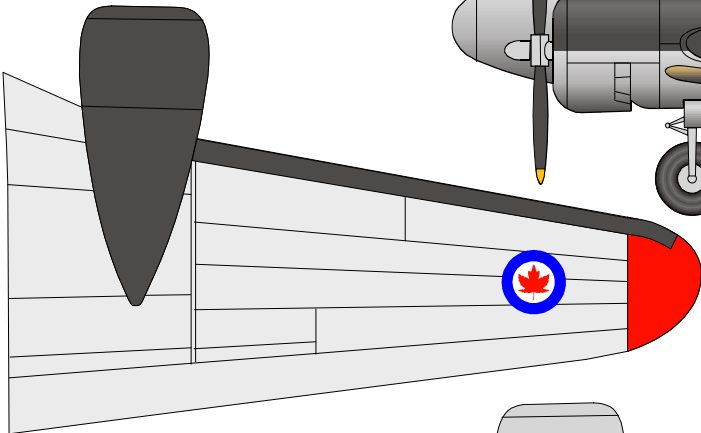
Ref: Photo via Larry Milberry

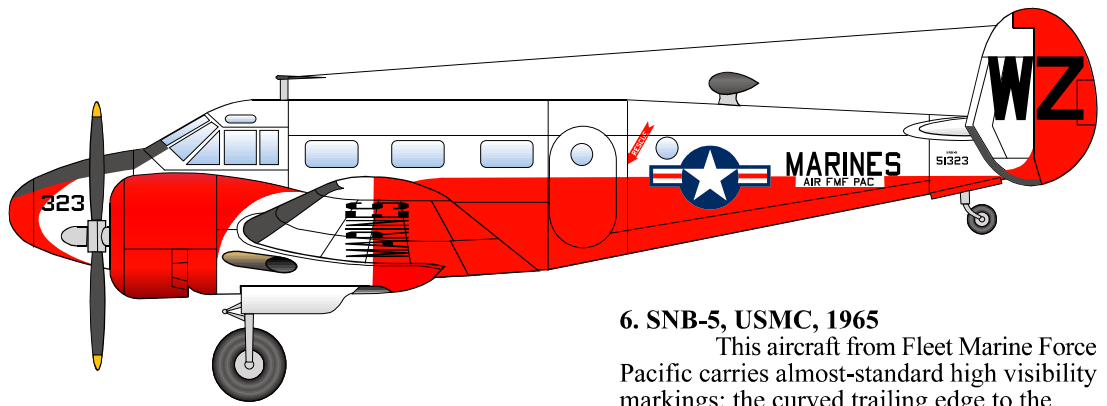


5. Expeditor 3N, RCAF, 1968

Similar to scheme 4. This machine was fitted with an astrodome. The vertical and horizontal stabs are red as are the wingtips. The new Canadian flag (introduced in 1965) is on the vertical fin.

Ref: Photo via Larry Milberry

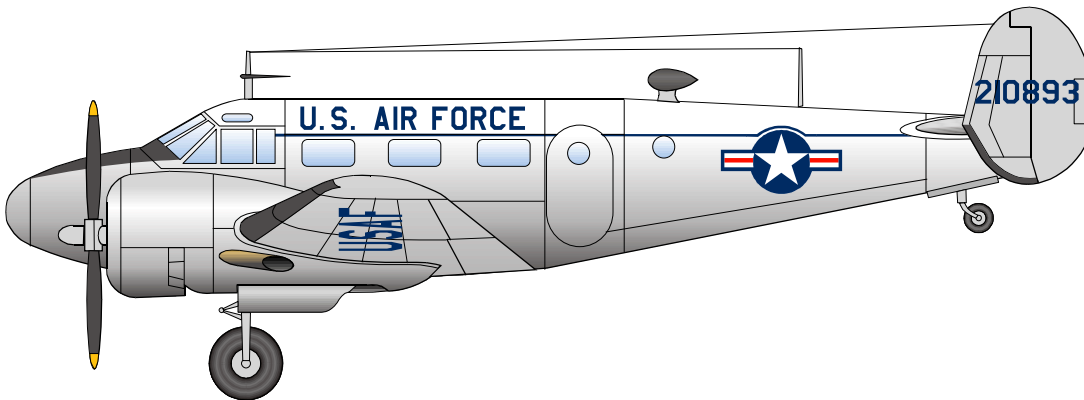
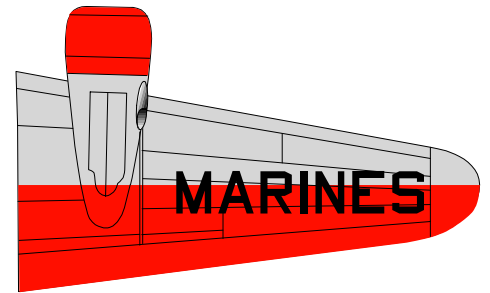
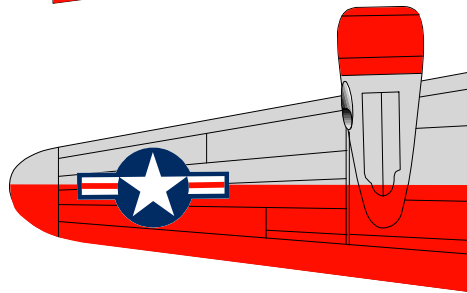
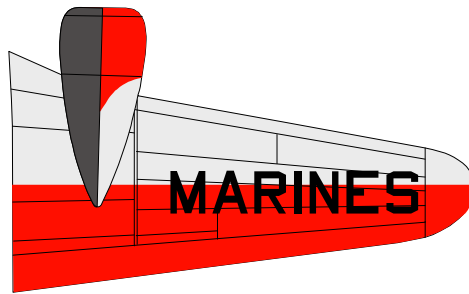
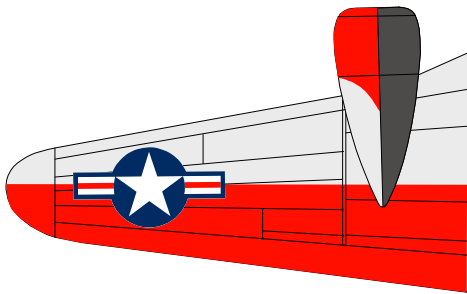




6. SNB-5, USMC, 1965

This aircraft from Fleet Marine Force Pacific carries almost-standard high visibility markings; the curved trailing edge to the coloured part of the nacelle and the curve at the bottom of the rudder must be local touches. Otherwise, white and hi-vis international orange with black markings. Not visible here, the elevator was also orange.

Ref: Monogram USN/USMC Markings Vol. 3, p.68-69



7. C-45H, USAF, 1966

Clean and shiny, this is actually the C-45H belonging to the USAF Museum. Polished natural metal with a white fuselage top separated from the lower fuselage by an Insignia Blue cheatline, which passes over the 21" (non-standrd size: 25" was too big, 20" was too small compared to photos of the real aircraft) star and bars on the rear fuselage. Above the windows, U.S. AIR FORCE in Insignia Blue letters. On the port wing top, a 30" star and bar while on the starboard wingtop is USAF in 24" Insignia Blue letters. On the tail is the serial, also in Insignia Blue.

Ref: USAF Museum

