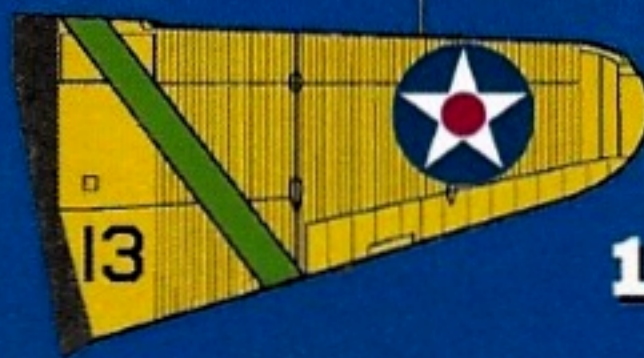


YELLOW-WINGS DECALS



1930

U.S.N. U.S.M.C. U.S.A.A.C.



1942

1/72 1/48 1/32

Wayne Teplin



**48-059
USN & USMC**

**SBD-2 DAUNTLESS #2106
"MIDWAY MADNESS"**



1/48 Scale

All 5 Paint Schemes



12/30/1940 Thru 6/11/1943

Survivor Of Pearl Harbor & The Battle Of Midway

PROFILE ARTWORK COURTESY OF
RICH DAVIS



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Or contact us at:
yellow-wingsdecals@att.net*



Douglas SBD-2, #2106

“Midway Madness”

A Brief History

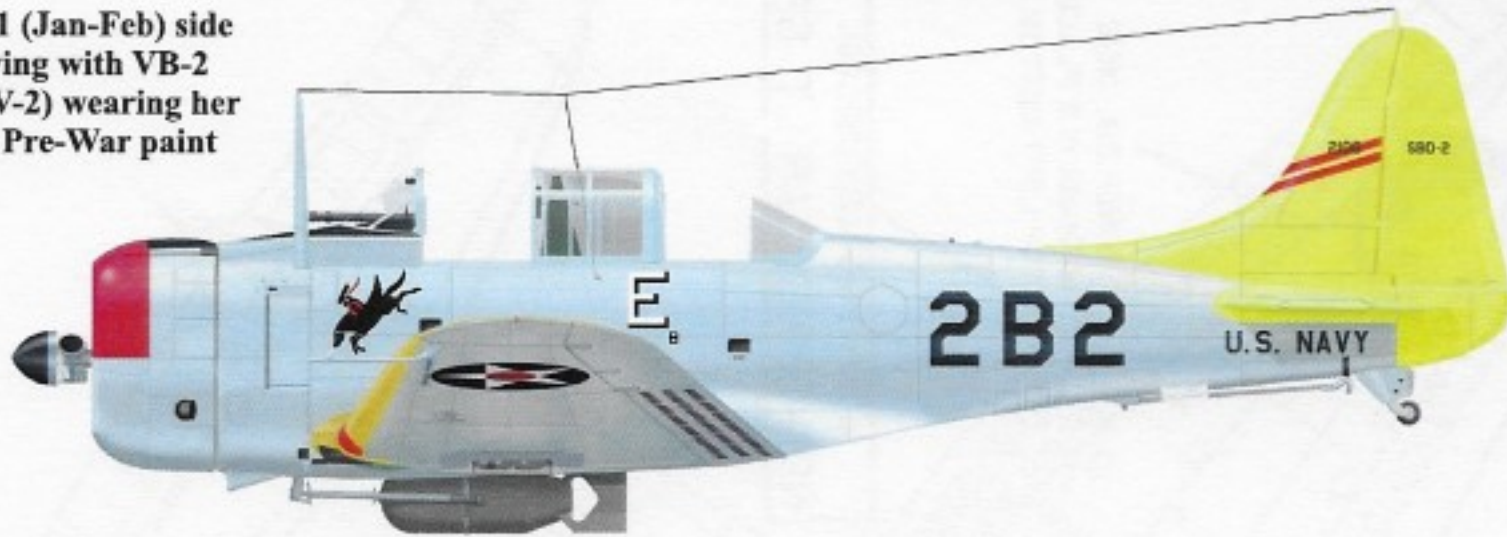
The Bureau of Aeronautics along with the U.S. Navy awarded many contracts to the Douglas Aircraft Company at El Segundo, California, in the years 1937-40. The *Douglas Dauntless* design was one of those contracts (#C-65969). It was conceived through the combined efforts of aeronautical engineers John K. Northrop, Ed Heinemann and Donald Wills and dated back all the way to 1934. This aircraft played a significant role in many of the Allied tactical and strategic successes in the Pacific Theatre of Operations, ultimately emerging as one of the most important and successful aircraft designs of the Second World War.

Research shows that BuNo 2106 is an aircraft that is not only rare, but also possesses unusual historical significance. Of the 87 SBD-2 *Dauntless* models built by *Douglas*, this is the only model that presently survives intact for study. The wrecks of four others, BuNos 2111, 2117, 2183, and an unidentified SBD-2, still remain in Lake Michigan.

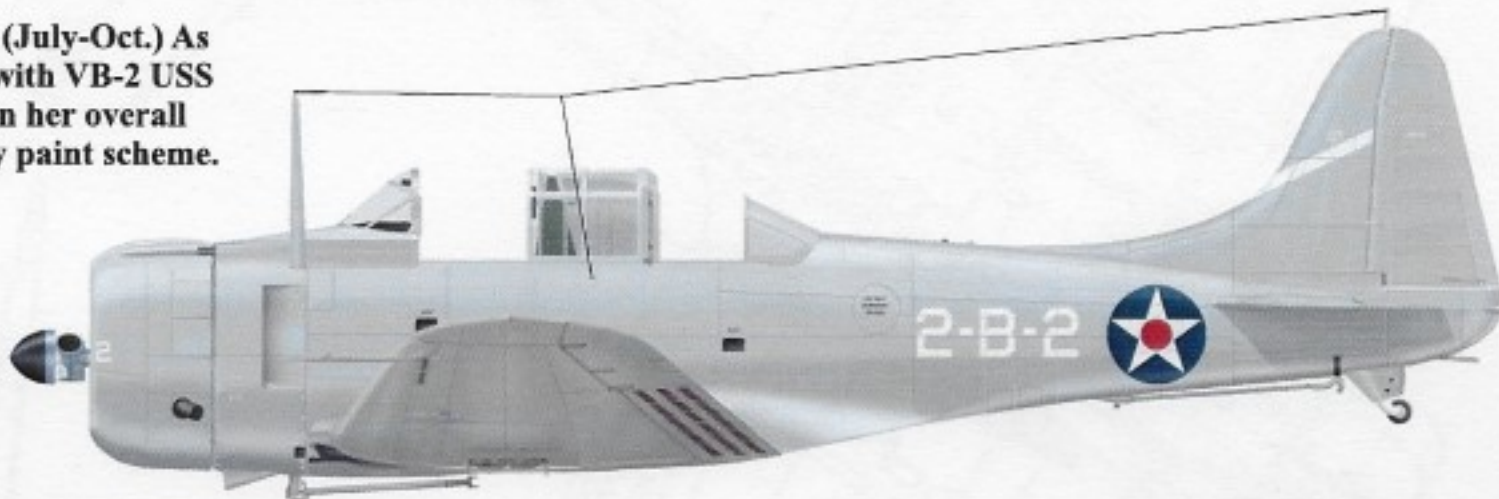
This aircraft was initially assigned to Bombing Squadron Two (VB-2), aboard one of the Navy's first aircraft carriers, the *Lexington* (CV-2). BuNo 2106 operated from *Lexington* wearing the side-code 2-B-2 during most of 1941 and early 1942. An important exception in this timeline was a *Lexington* cruise, in which BuNo 2106 was left at Naval Air Station (NAS) Ford Island, Territory of Hawaii on 5 December 1941 to repair engine damage incurred during the 1941 Army-Navy General Headquarters (GHQ) war games and maneuvers in *Louisiana*. As a result, this aircraft was present for, and survived, the Imperial Japanese Navy's devastating carrier-based attack on the U.S. Pacific Fleet at Pearl Harbor, 7 December 1941. After the attack, on 12 December 1941 BuNo 2106 rejoined *Lexington* with her new power-plant. While still with *Lexington*, BuNo 2106 participated in early Pacific Fleet wartime operations, including the 10 March 1942, Lae-Salamaua Raid off the East Coast of New Guinea, still wearing the 12" high side-code 2-B-2 in white lettering. (*Lexington's* air group was the only one that did not comply with the orders issued in October of 1941 to change all fuselage codes to Non Specular Black.) During the raid, LT (JG) Mark Twain Whittier and radioman-gunner ARM2 Forest G. Stanley flew BuNo 2106. Whittier received a Navy Cross for his actions in this engagement.

When *Lexington* sailed for the South Pacific in late April 1942, BuNo 2106 again remained behind at the Pearl Harbor aircraft pool, this time for reassignment. It was a very fortunate occurrence for BuNo 2106, as *Lexington* never returned, lost at the Battle of the Coral Sea, along with all but five of the *Dauntlesses* assigned to its VB-2 squadron. Instead of suffering a similar fate, BuNo 2106 was 1 of 19 SBD-2's carried to Midway Island on the aircraft transport *Kitty Hawk* (APV-1) on 26 May 1942 for the purpose of strengthening the U.S. Marine Corps' Scout Bombing Squadron Two Forty One (VMSB-241) in preparation for the Japanese offensive that Naval Intelligence Agencies were anticipating. (The SBD-2's were all ex-Navy *Dauntlesses*.) On 4 June, 1942 BuNo 2106, wearing the white side-code of 6 (the B and the dash had been painted over), an abbreviated form of 241-MSB-6, and manned by 1stLT Daniel Iverson Jr., pilot and PFC Wallace J. Reid, radioman-gunner, participated in the decisive Battle of Midway. BuNo 2106 survived the costly Marine attack on the Japanese aircraft carrier *Hiryu* that cost VMSB-241 half of its *Dauntlesses*. This engagement resulted in both Iverson and Reid being wounded in action, and BuNo 2106 collecting at least 210, perhaps as many as 259, holes in its airframe from projectiles, as well as suffering further damage upon its return and crash landing on Midway. The Navy awarded Iverson with the Navy Cross and Reid with the Distinguished Flying Cross for their heroism during the mission.

#2106 In early 1941 (Jan-Feb) side coded as 2 B 2 serving with VB-2 USS Lexington (CV-2) wearing her colorful U.S. Navy Pre-War paint scheme



#2106 In mid 1941 (July-Oct.) As 2-B-2 still serving with VB-2 USS Lexington (CV-2) in her overall Non Specular Gray paint scheme.



#2106 In late 1941 to early 1942 (Dec-May) as 2-B-2 serving with VB-2 USS Lexington (CV-2) sporting her new Blue-Gray over Lt. Gray Camo & oversize National Insignia & Red and White tail stripes.



#2106 In mid 1942 (May-June) as B-6 serving with Marine Scouting Squadron VMSB-241 at the Battle of Midway still wearing her Blue-Gray over Lt. Gray Camo.



Note: The B- of the side code as well as the Red & White tail stripes have been painted over. The Red dot in the center of the National Insignia has also been painted over.

#2106 In mid 1943 (May-June) as B-7 serving with the Carrier Qualification Training Unit (CQTU) at N.A.S. Glenview, Illinois

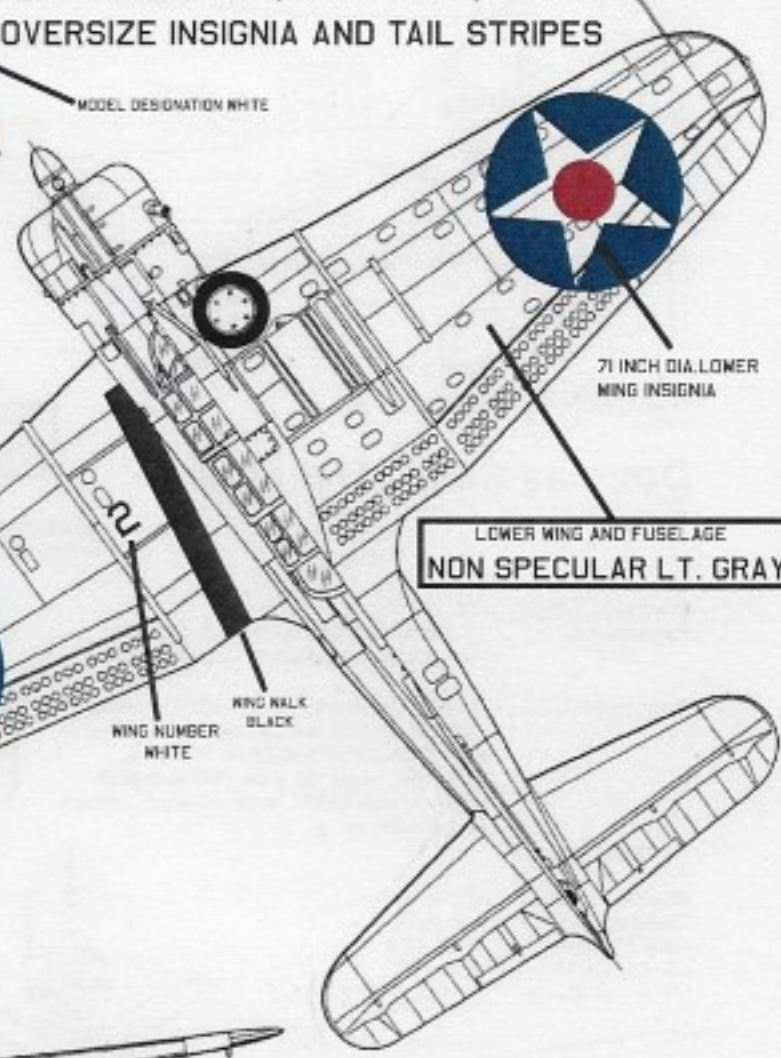
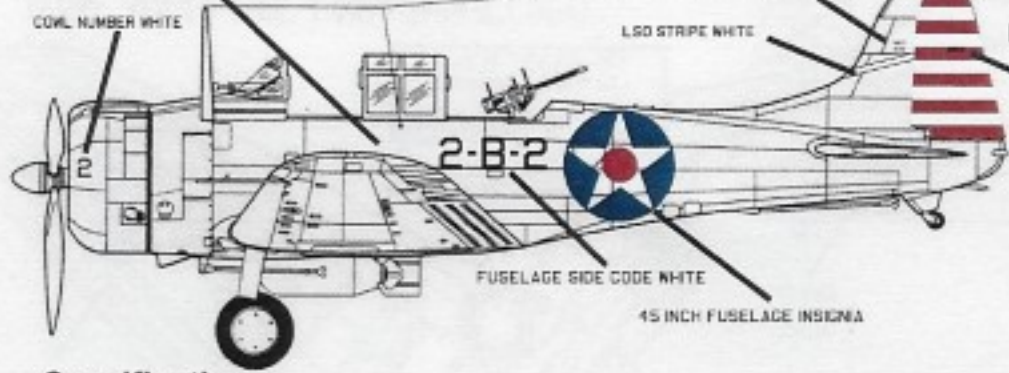


PROFILE ARTWORK COURTESY OF:
RICH DANN

FUSELAGE COLOR
NON SPECULAR BLUE-GRAY

48-059

2106 COLOR SCHEME NUMBER 3
USS LEXINGTON (DEC. - MAY) 1941-42
OVERSIZE INSIGNIA AND TAIL STRIPES



Specifications:

Douglas SBD-2 Dauntless

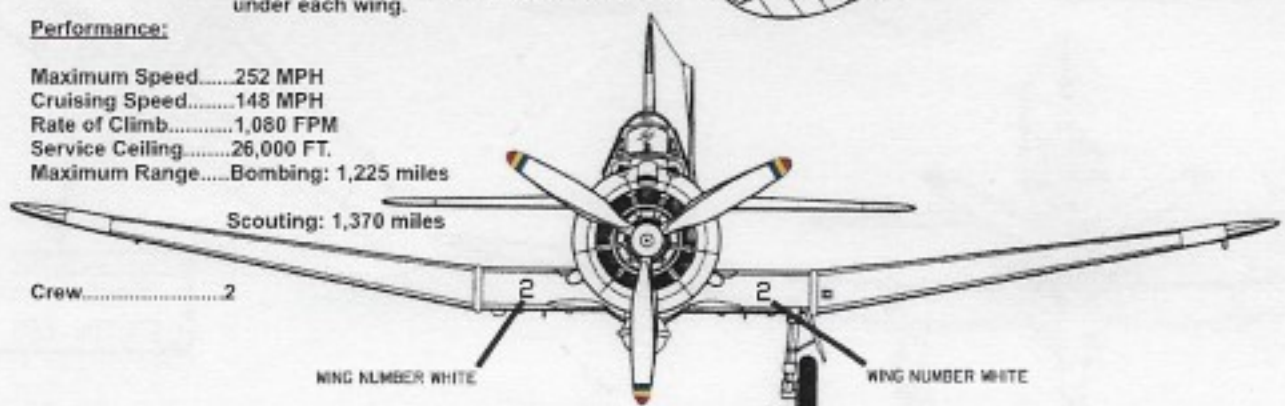
Wingspan.....41 feet 7 inches
Length.....32 feet 1 inch
Height.....13 feet 7 inches
Empty Weight.....6293
Maximum Weight.....10,360 lbs.
Powerplant.....1-1000HP Wright Cyclone R-1820-32
nine-cylinder, air cooled, radial engine.

Armament.....1 or 2 cowl mounted .50 caliber machine
guns and 1 flexible .30 caliber machine
gun in the radio operators position.
1-1600 lb. bomb on a centerline crutch
plus a single 100lb. bomb or depth charge
under each wing.

Performance:

Maximum Speed.....252 MPH
Cruising Speed.....148 MPH
Rate of Climb.....1,080 FPM
Service Ceiling.....26,000 FT.
Maximum Range.....Bombing: 1,225 miles
Scouting: 1,370 miles

Crew.....2



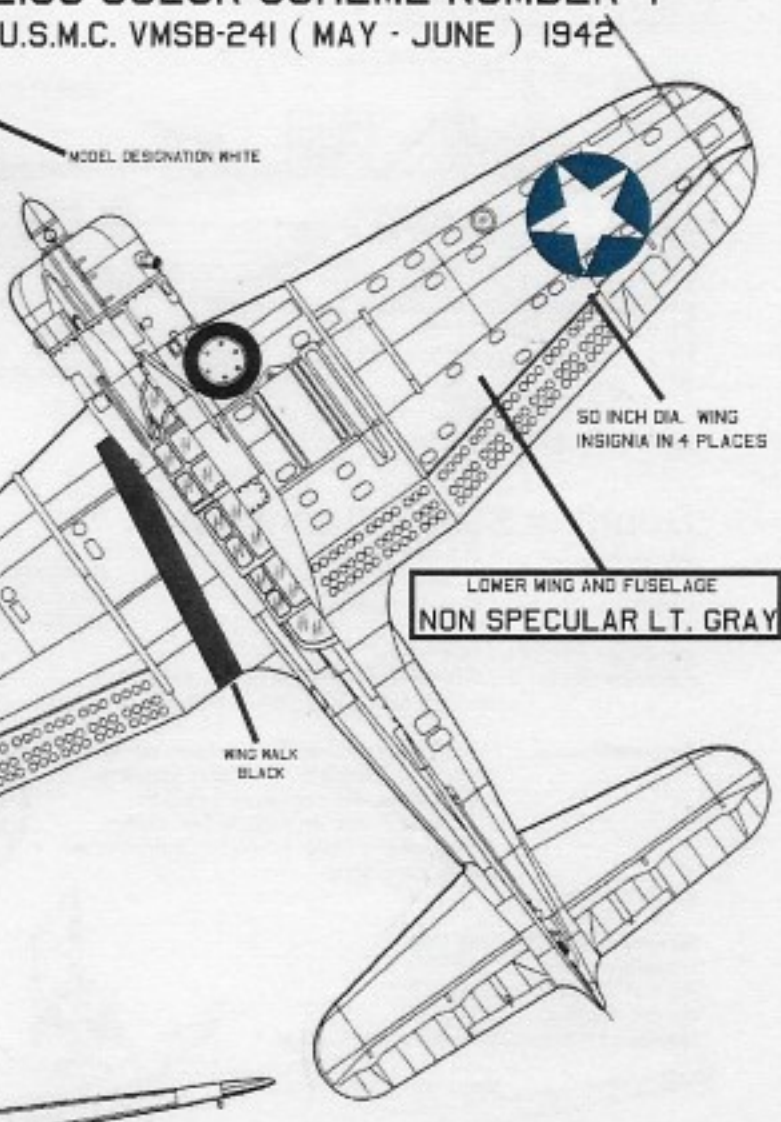
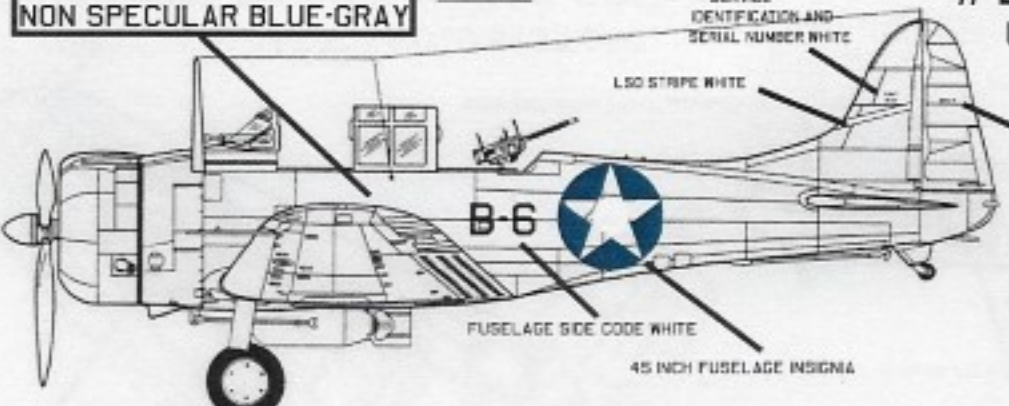
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FUSELAGE COLOR
NON SPECULAR BLUE-GRAY

48-059

2106 COLOR SCHEME NUMBER 4
U.S.M.C. VMSB-241 (MAY - JUNE) 1942



Specifications:

Douglas SBD-2 Dauntless

Wingspan.....41 feet 7 inches
Length.....32 feet 1 inch
Height.....13 feet 7 inches
Empty Weight.....6293
Maximum Weight.....10,360 lbs.
Powerplant.....1-1000HP Wright Cyclone R-1820-32
nine-cylinder, air cooled, radial engine.

Armament.....1 or 2 cowl mounted .50 caliber machine
guns and 1 flexible .30 caliber machine
gun in the radio operators position.
1-1600 lb. bomb on a centerline crutch
plus a single 100lb. bomb or depth charge
under each wing.

Performance:

Maximum Speed.....252 MPH
Cruising Speed.....148 MPH
Rate of Climb.....1,080 FPM
Service Ceiling.....26,000 FT.
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Crew.....2



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