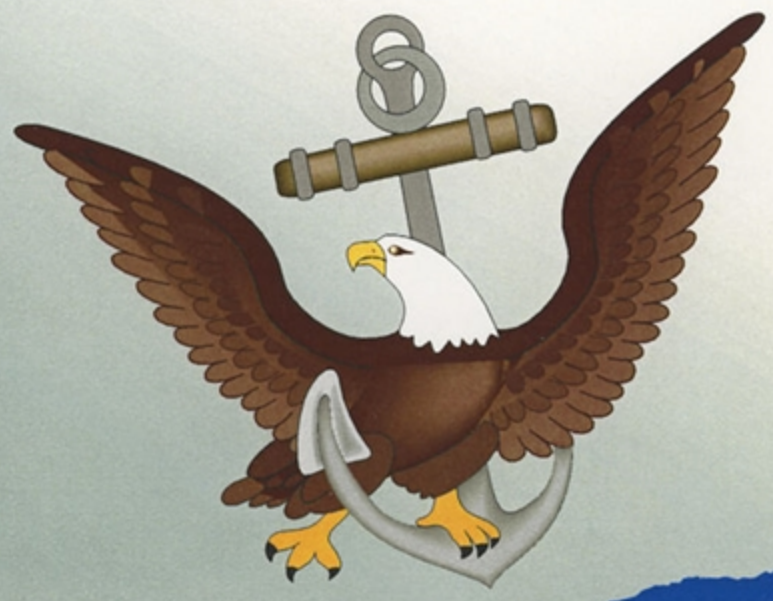
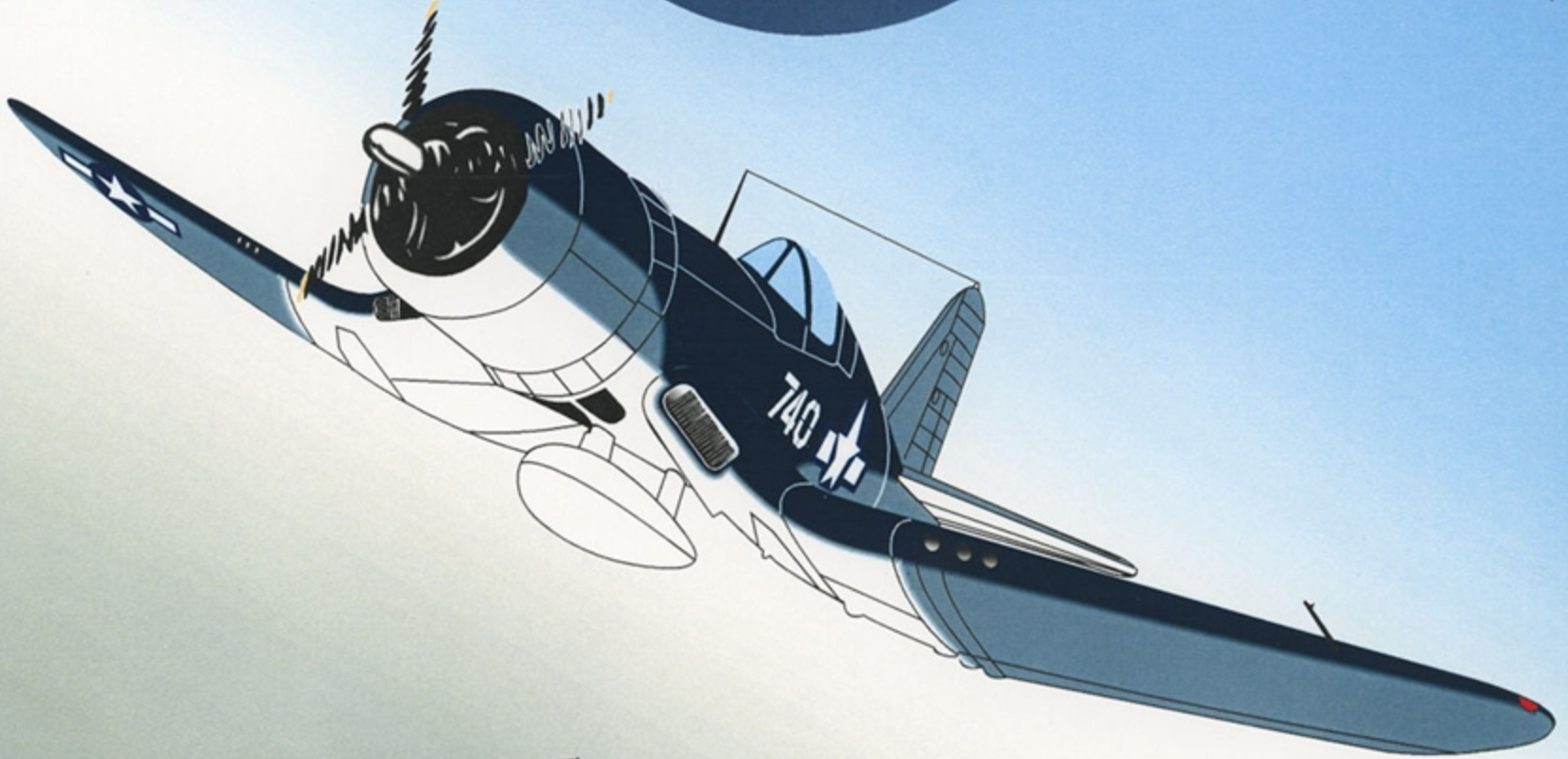


AeroMaster.

US Navy - Marine



Top Guns WW II



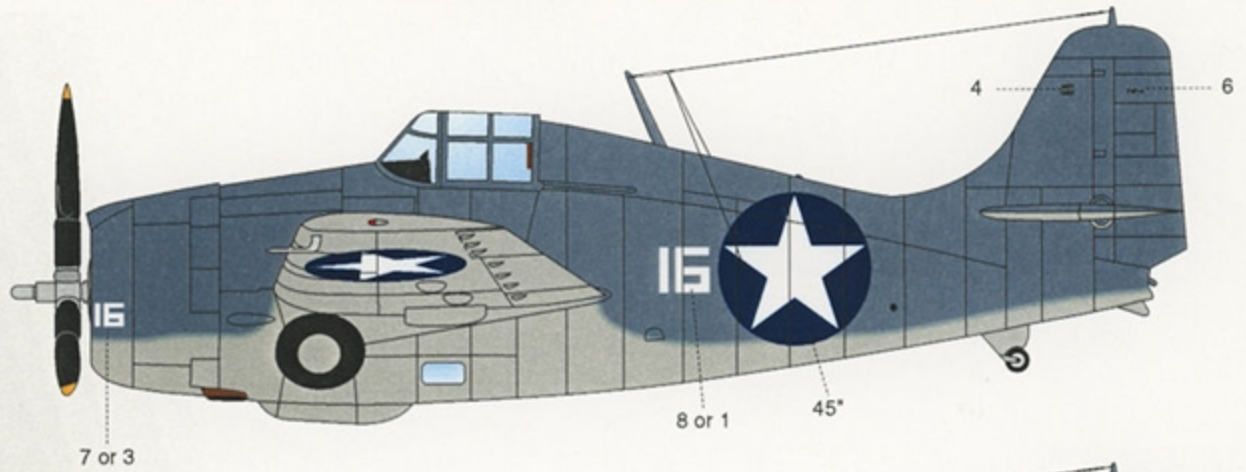
SP48-08



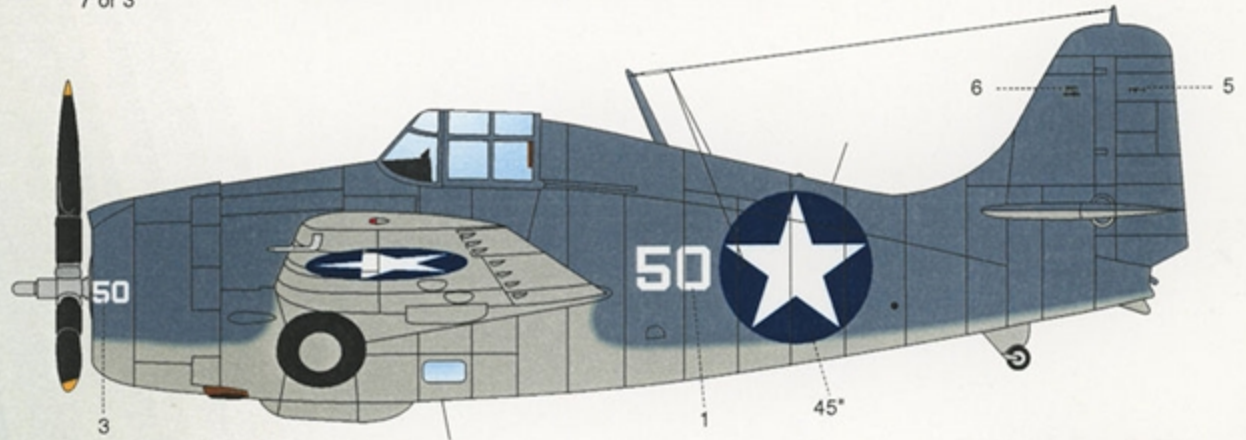
US Navy - Marine

Top Guns WW II

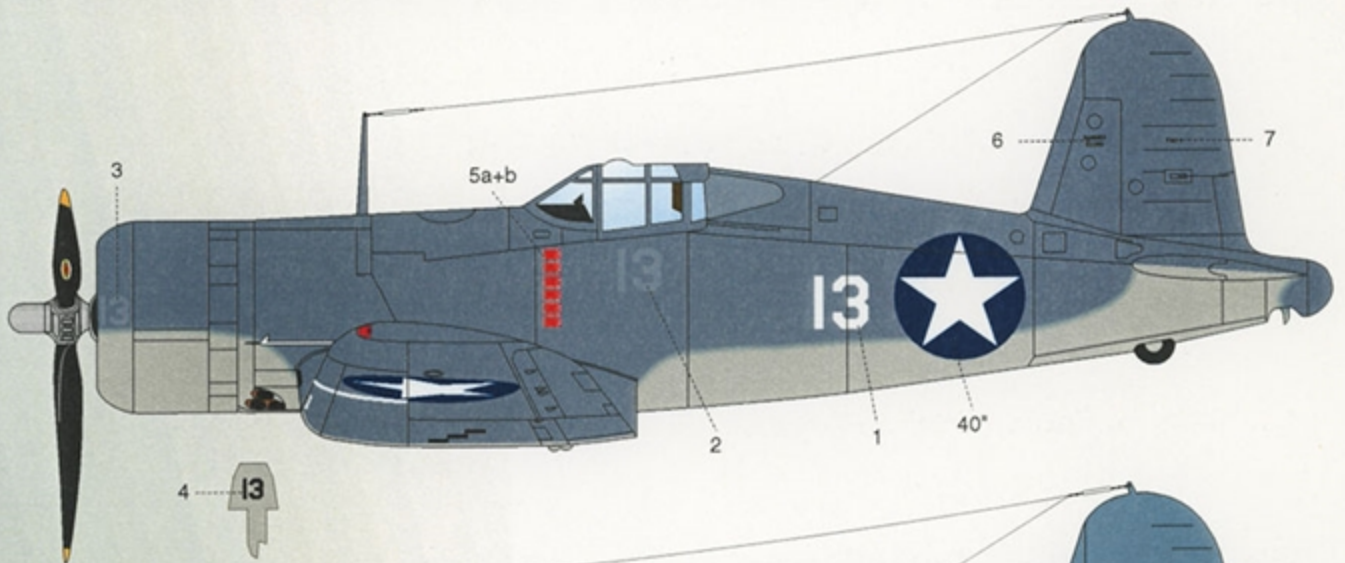
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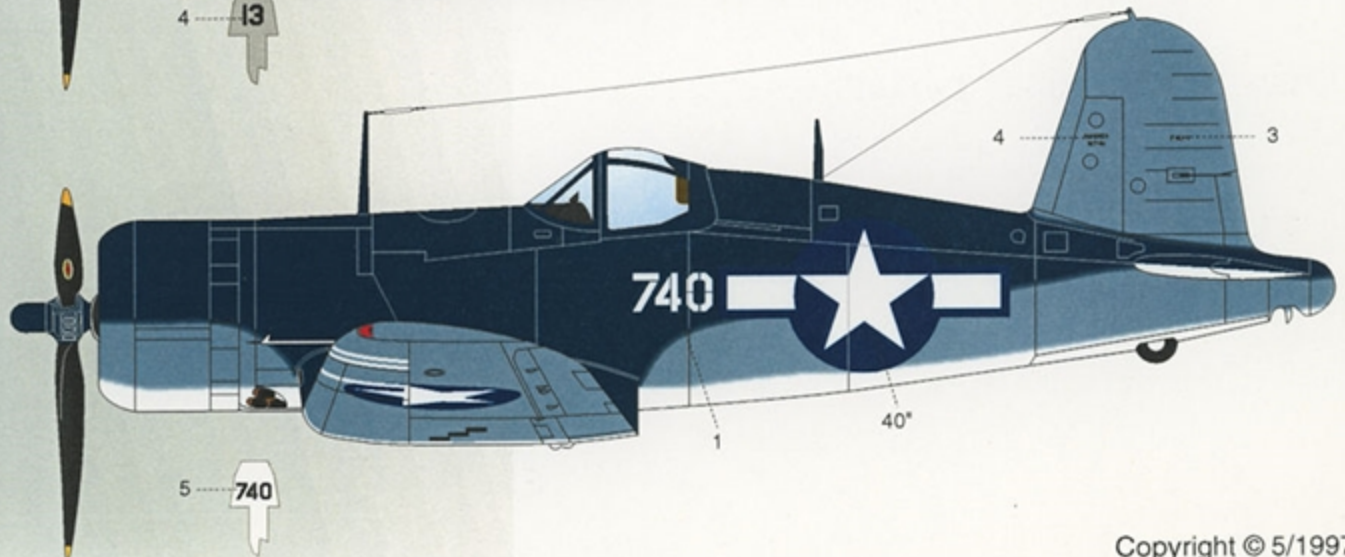
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3



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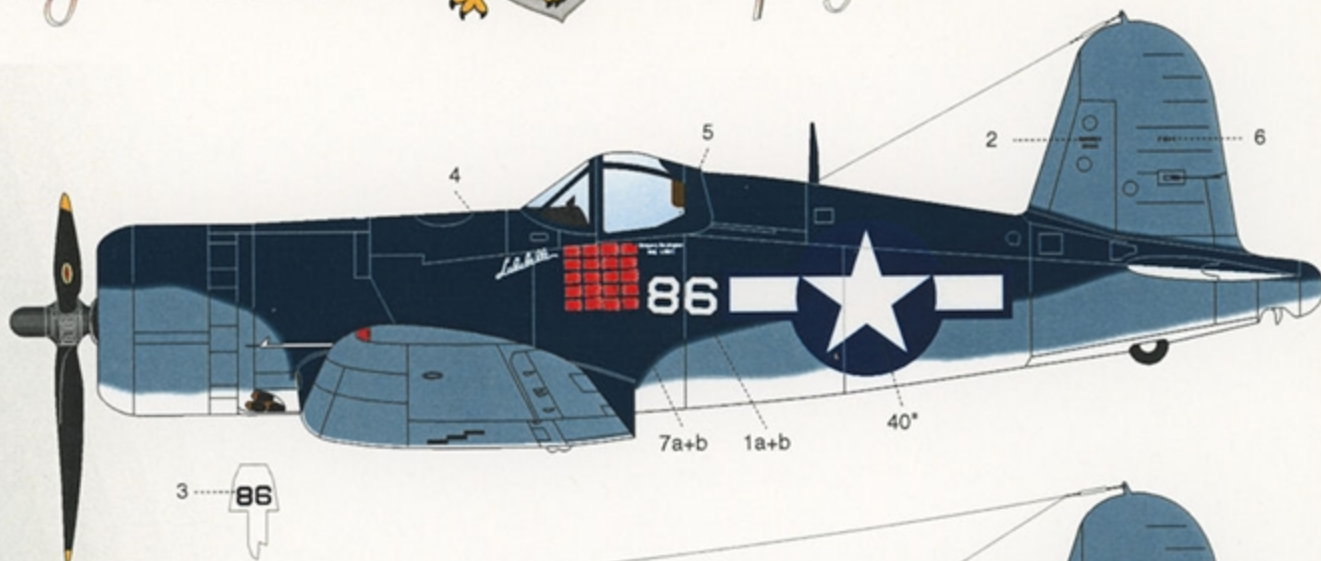


US Navy-Marine

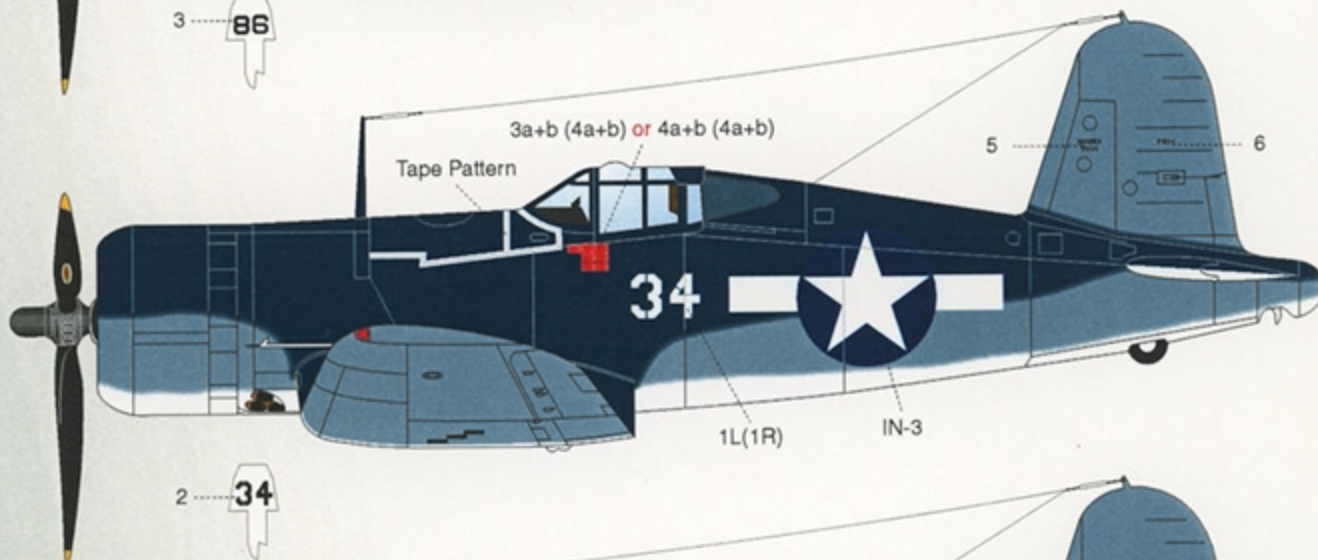


Top Guns WW II

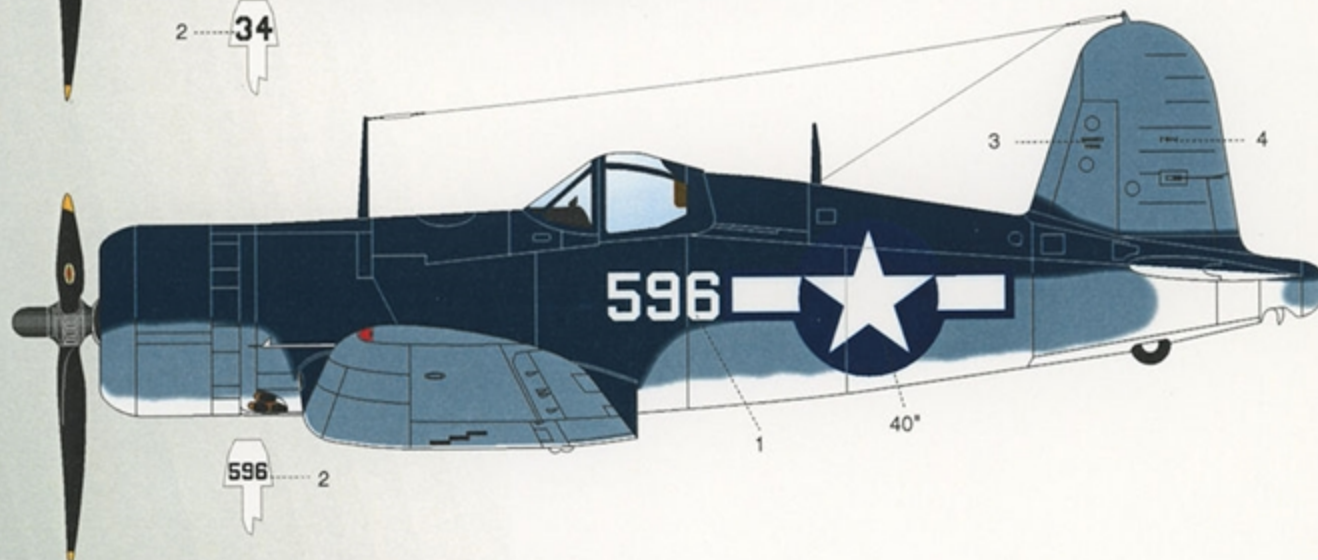
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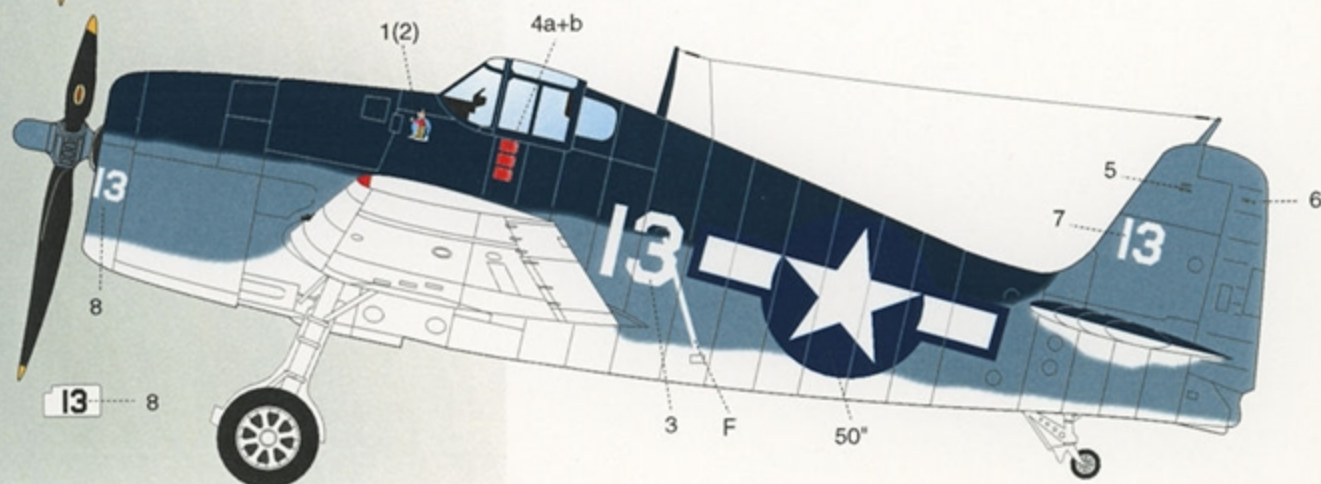
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7



8

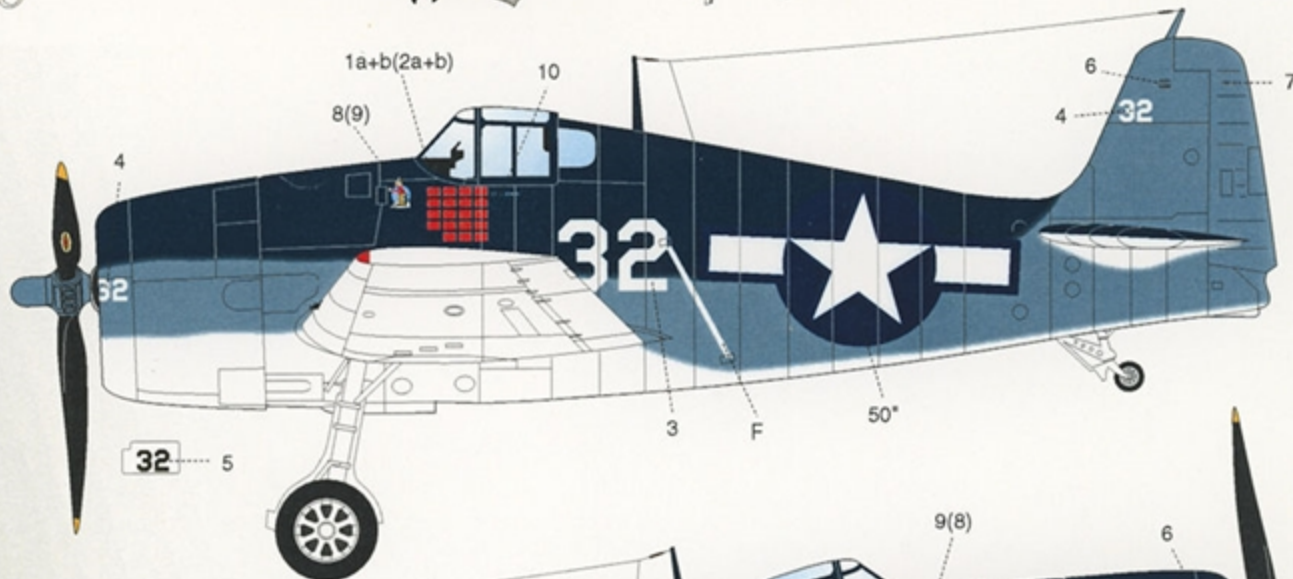


US Navy-Marine

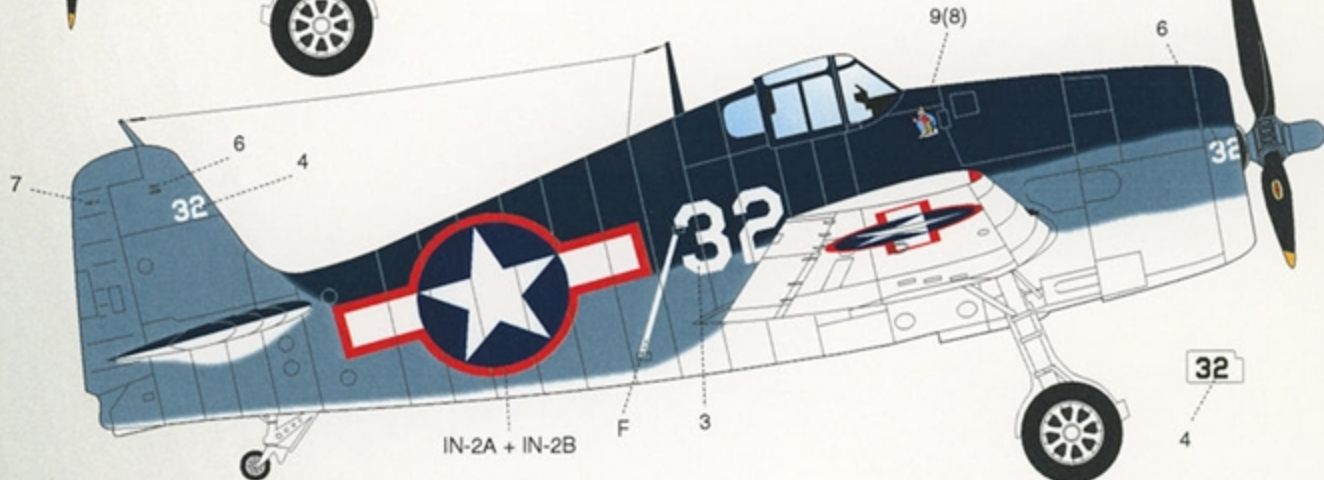


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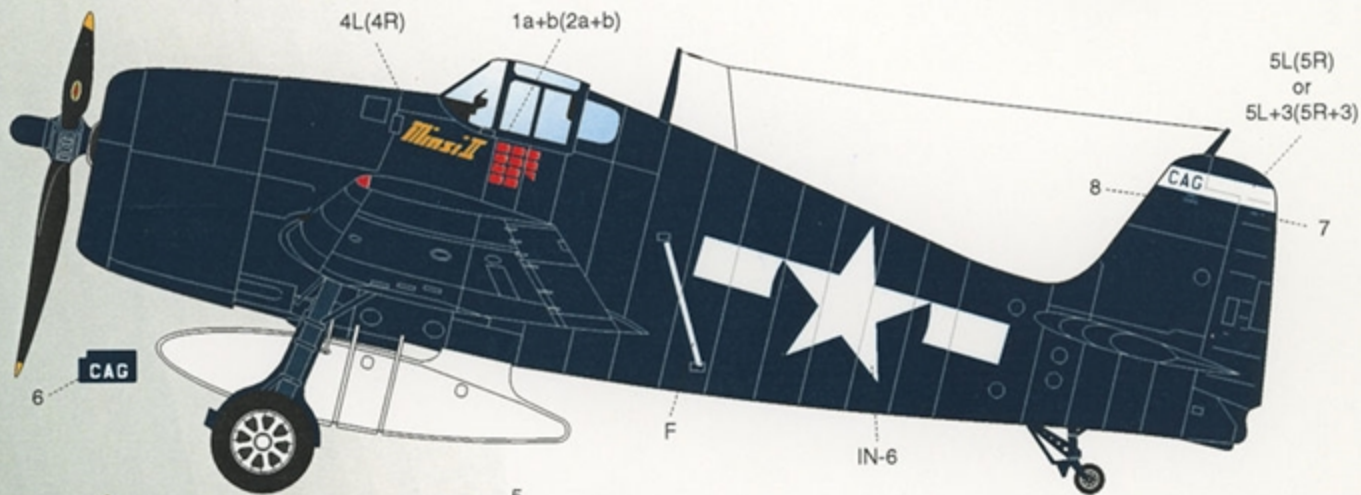
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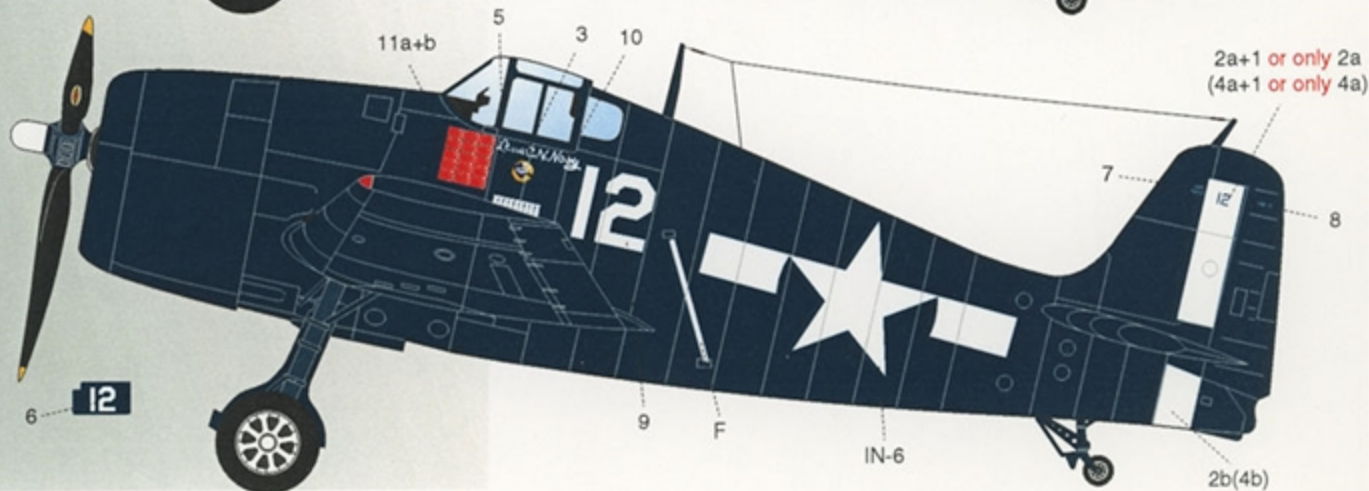
9
OPTIONAL



10



11

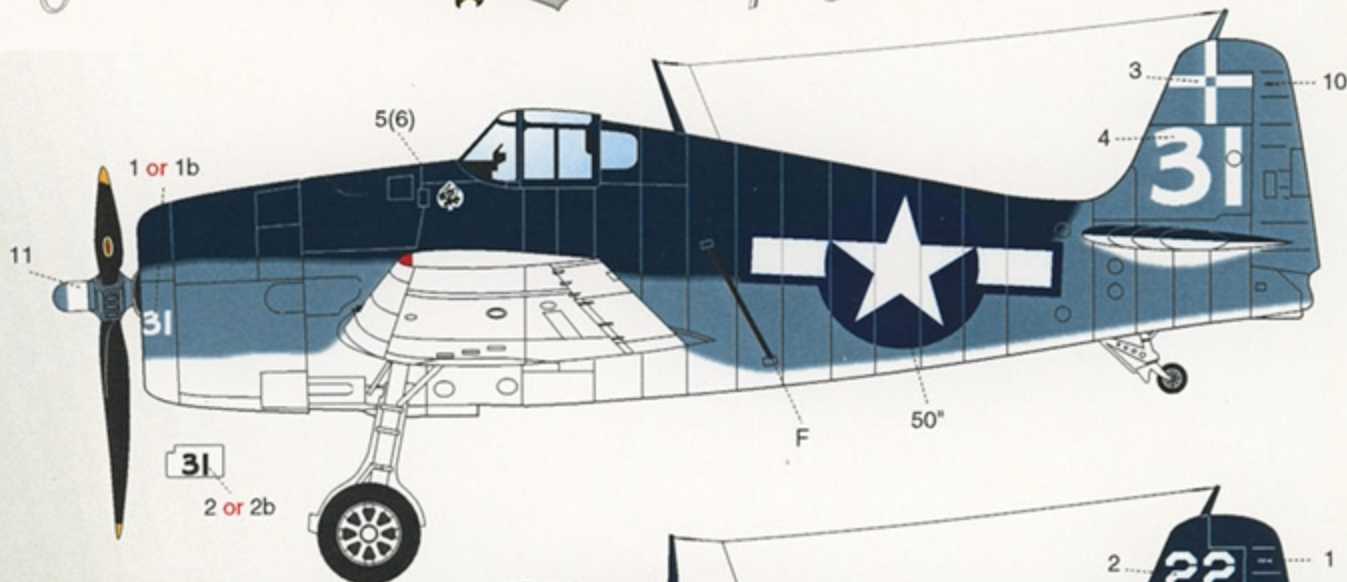


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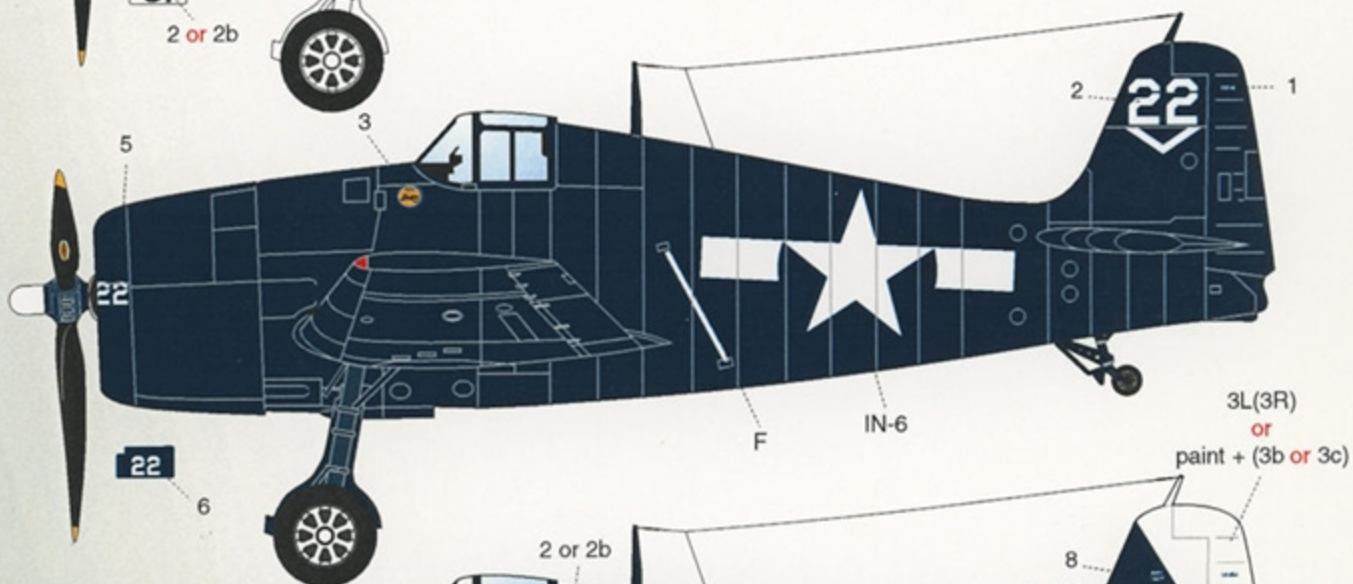


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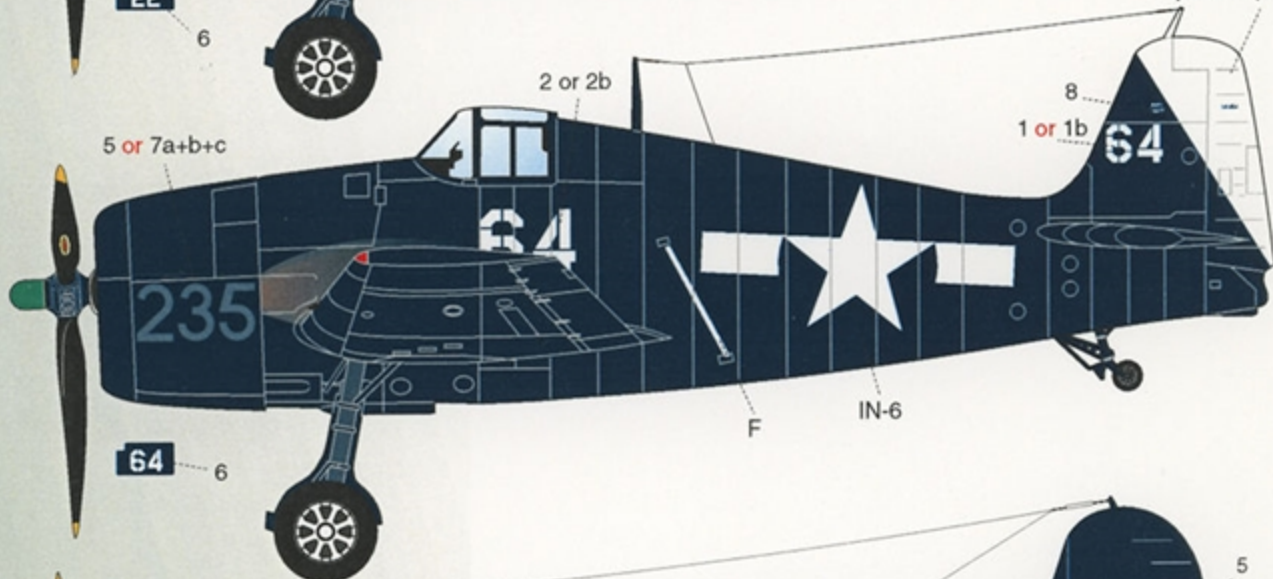
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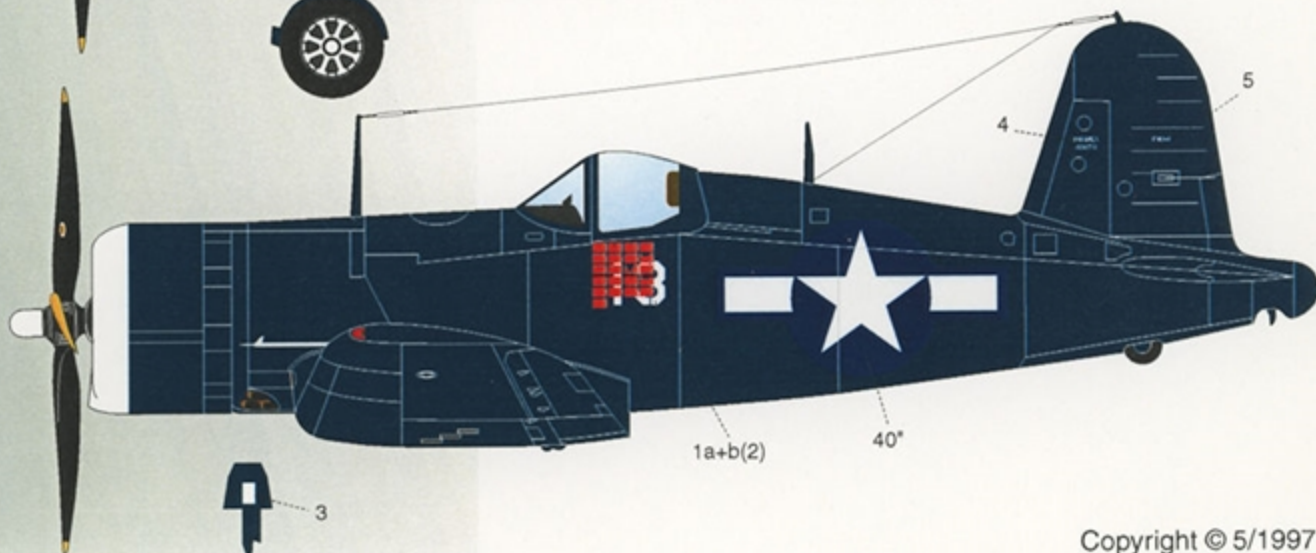
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14



15

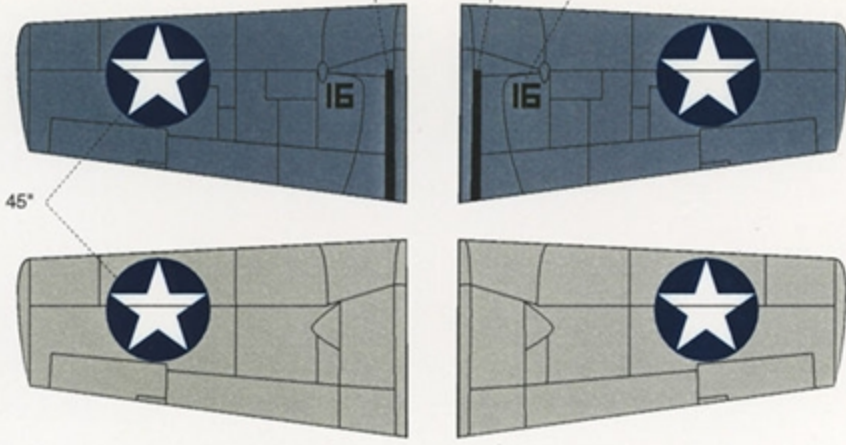


WILDCAT
A/C #1 & 2

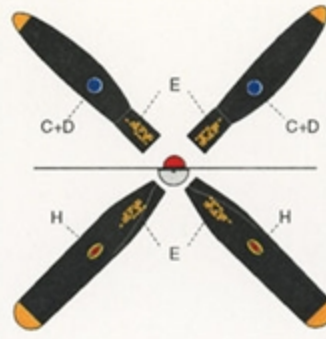
A/C #1: 9 or 2
A/C #2: 2

4L

4R



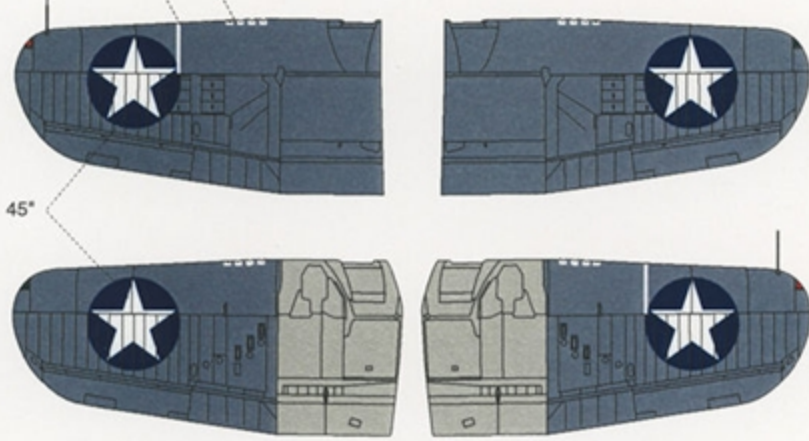
TAPE PATTERN POSITION



CORSAIR
A/C #3

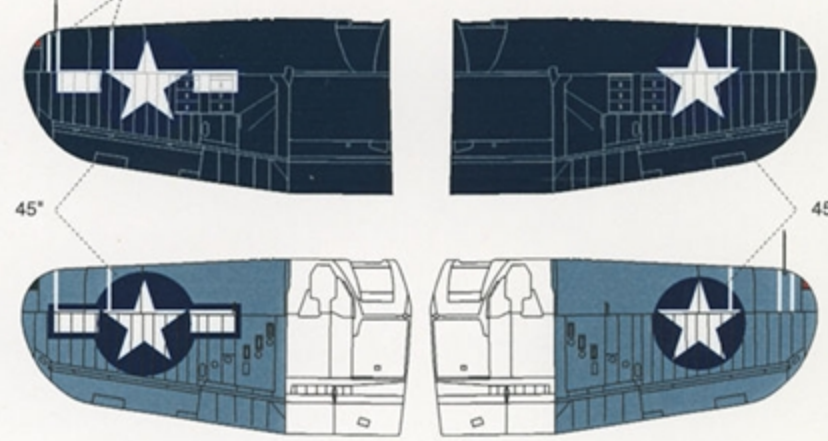
8

G

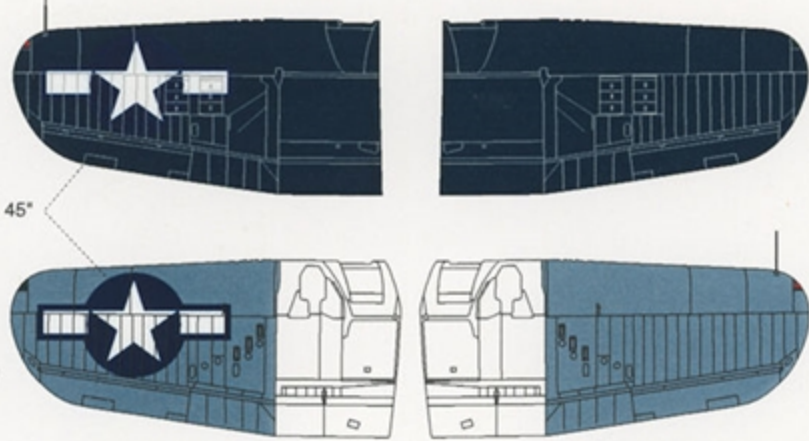


CORSAIR
A/C #4

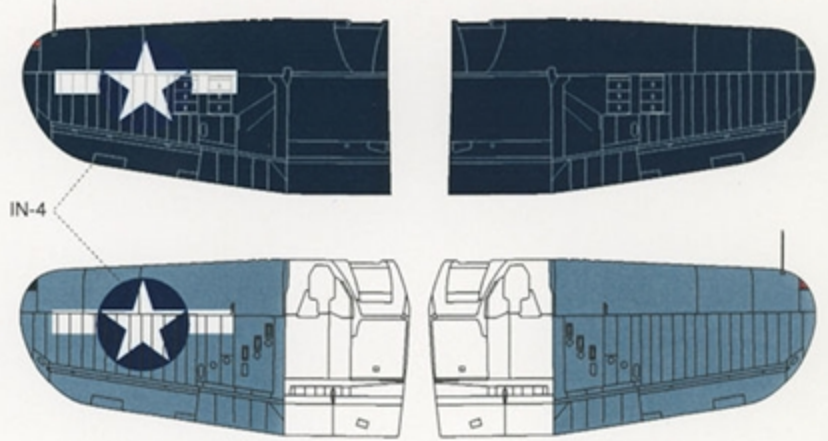
2



CORSAIR
A/C #5, 7, & 15

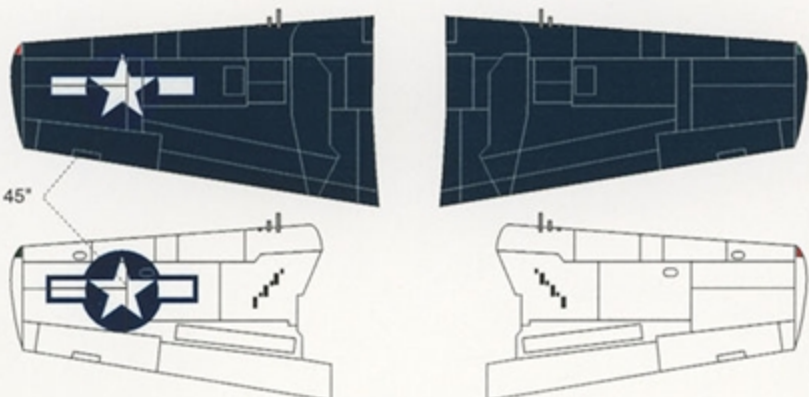


CORSAIR
A/C #6



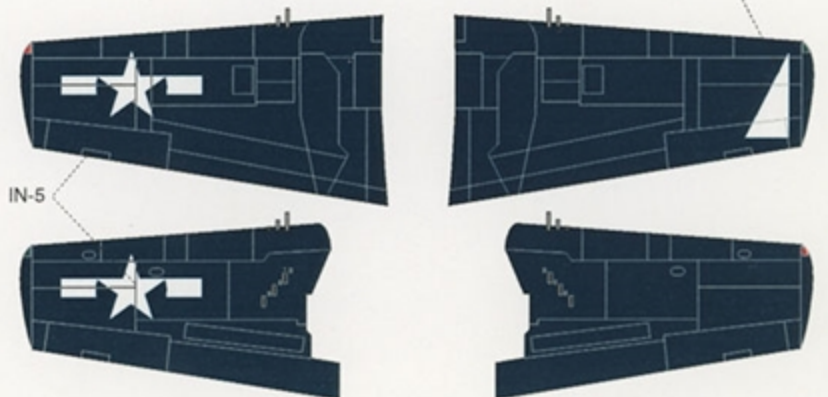
F6F-3 HELLCAT
A/C #8, 9, & 12

Note:
For optional A/C 9, use
item # IN-1A+IN-1B



F6F-5 HELLCAT
A/C #10, 11, 13, & 14

A/C 14 only



MODEL BUILDING SUGGESTIONS AND NOTES

AIRCRAFT #1

F4F-4 Wildcat, BuNo 2127, VMF-223, flown by Major John L. Smith, USMC, Guadalcanal, October 2, 1942. Smith scored his second last victory, a Zero, in this aircraft on October 2, 1942 over Henderson Field, and may have flown this aircraft to shoot down a Betty on September 28, 1942.

AIRCRAFT #2

F4F-4 Wildcat, BuNo 3450, VMF-121, flown by Captain Joseph J. Foss, USMC, Guadalcanal, November 12, 1942. Foss scored his 19th, 20th, and 21st victories, two Bettys and a Zero, respectively, in this aircraft on November 12, 1942.

AIRCRAFT #3

F4U-1 Corsair, BuNo 2350, VMF-124, flown by 2nd Lieutenant Kenneth Walsh, USMC, Munda, Solomon Islands, August 1943. This was Walsh's personal aircraft in VMF-124 at the time, and although he scored no kills in this plane, it bears the six kills that Walsh was credited with to date. This aircraft had fake gun ports painted outboard of the real guns, a standard practice in VMF-124 at the time.

AIRCRAFT #4

F4U-1A Corsair, BuNo 18740, VMF-214, flown by Major Gregory Boyington, USMC, Vella Lavella, Solomon Islands, December 4, 1943. This is the aircraft that VMF-214 posed on wearing the baseball caps sent to them by the World Series champion St. Louis Cardinals in exchange for Japanese aircraft shot down. Boyington's score at this time stood at sixteen, including two kills from his AVG days. Note the very unusual application of national insignia on this aircraft. This aircraft has circumferential tread mainwheels.

AIRCRAFT #5

F4U-1A Corsair "LuluBelle," BuNo 18086, VMF-214, flown by Major Gregory Boyington, USMC, Vella Lavella, Solomon Islands, December 1943. The kill markings were applied for publicity photo purposes only and were removed immediately afterwards, as Boyington believed that they would scare away Japanese pilots! As a result, the modeler can choose not to apply the kill markings. The kill markings include the six aerial victories which Boyington claimed while flying with the AVG and fourteen scored to date with VMF-214.

AIRCRAFT #6

F4U-1 Corsair, BuNo 17034, VMF-215, flown by Captain Donald N. Aldrich, USMC, Torokina, Solomon Islands, January 1944. Aldrich's score at this time was seven, which dates this photo as taken on January 12, 13, or 14, 1944. Note the very unusual national insignia on this aircraft.

AIRCRAFT #7

F4U-1A Corsair, BuNo 17596, VMF-215, flown by 1st Lieutenant Robert M. Hanson, USMC, Torokina, Solomon Islands, February 1944. Hanson flew this aircraft just before his death on February 3, 1944. He had scored all 25 of his kills by this date.

AIRCRAFT #8

F6F-3 Hellcat, BuNo 40794, VF-16, USS Lexington, flown by Lieutenant (j.g.) Alexander Vraciu, USN, Marianas, June 19, 1944. This is the aircraft which Vraciu was flying when he shot down six Judys (his thirteenth through eighteenth victories) during the Marianas "Turkey Shoot," despite the fact that the aircraft had a faulty supercharger. There is considerable controversy surrounding the modex of this aircraft; what is known for certain is that it was not White 32, Vraciu's personal aircraft at the time.

AIRCRAFT #9

F6F-3 Hellcat, BuNo 66016, VF-16, USS Lexington, flown by Lieutenant (j.g.) Alexander Vraciu, USN, Marianas, July 1944. This was Vraciu's personal aircraft in VF-16, and the one on which Admiral Marc Mitscher congratulated Vraciu for his exploits of June 19. Note that the name painted under the canopy reads "LT. A. VRACIU" and not "LT. (j.g.)," his rank at the time. This aircraft is from the fourth F6F-3 production block, with a BuNo in the 65890-66244 range. Photos of the aircraft show it fitted with the wing root bomb racks, as well as diamond-tread mainwheels. Note that Lt. Vraciu also flew the optional aircraft # 9.

AIRCRAFT #10

F6F-5 Hellcat "Minsi II," BuNo Unknown, CVG-15, USS Essex, flown by Commander David McCampbell, USN, Ulithi, July 30, 1944. This aircraft is from the first F6F-5 production block, with a BuNo in the 58000-58999 range. After this aircraft's engine quit twice on him in combat, McCampbell passed it on to VF-15 and selected a brand-new F6F-5 to become "Minsi III" (rank has its privileges). McCampbell's score stood at 10.5 when he flew this aircraft.

AIRCRAFT #11

F6F-5 Hellcat, BuNo 58937, VF-31, USS Cabot, flown by Lieutenant (j.g.) Cornelius Nooy, USN, Saipan, September 1944. Nooy posed for publicity photos in this aircraft at the end of his tour aboard the Cabot, when his score stood at fifteen aerial victories; it is not known whether he flew this aircraft when he scored any of those victories. Several other VF-31 aces, including Lt. (j.g.) Ray Hawkins and Lt. Jack Wirth, also posed for publicity photos in this aircraft.

AIRCRAFT #12

F6F-3 Hellcat, BuNo Unknown, VF-18, USS Intrepid, possibly flown by Lieutenant Cecil E. Harris, USN, Philippines, October 29, 1944. Although VF-18 was primarily equipped with F6F-5s by this time, several F6F-3s (including this one) were assigned to the squadron to replace losses. It has not been possible to positively identify any F6F flown in combat by Harris, but this aircraft was attached to VF-18 on this date, when Harris shot down three Tojos and a Zeke over Clark Field. This Hellcat is from the final F6F-3 production block, with a BuNo in the 40634-42184 range.

AIRCRAFT #13

F6F-5 Hellcat, BuNo Unknown, VF-80, USS Ticonderoga, possibly flown by Lieutenant Patrick D. Fleming, USN, Philippines, November 5, 1944. It has not been possible to positively identify any F6F flown by Fleming, but this aircraft was attached to VF-80 on this date, when Fleming scored his first kill, a Zeke 52, over Manila Bay. This Hellcat is from the first F6F-5 production block, with a BuNo in the 58000-58999 range.

AIRCRAFT #14

F6F-5 Hellcat, BuNo 72235, VF-9, USS Yorktown, flown by Lieutenant Eugene Valencia, Okinawa, May 1945. Valencia and the other members of his "Mowing Machine" division (French, Smith, and Mitchell) posed in front of this aircraft at the end of their combat tour aboard the Yorktown, when Valencia's individual score stood at 23 and the division's collective score was 50. The number on the cowling is the remnants of aircraft ferry number (235). Note that this aircraft has very heavy exhaust stains over the wing roots.

AIRCRAFT #15

F4U-4 Corsair, BuNo 80879, VMF-222, flown by Captain Kenneth Walsh, USMC, Okinawa, June 22, 1945. In this aircraft Walsh scored his 21st and last victory, a Zeke, on June 22, 1945. In a photo taken immediately after the event, the F4U-4 is carrying a 150 gal. drop tank under the starboard wing root. This aircraft has diamond-tread mainwheels. The white cowling band is believed to be a temporary identification marking, perhaps applied with water-soluble paint.