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Decals

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NoseART



PYND48002

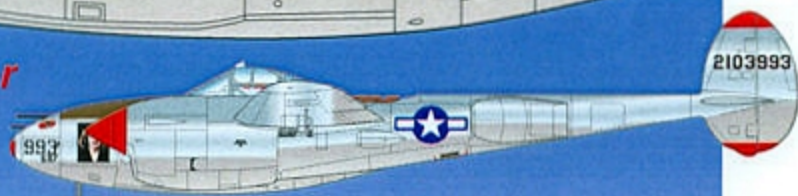
NEW!



America's "Ace of Aces"



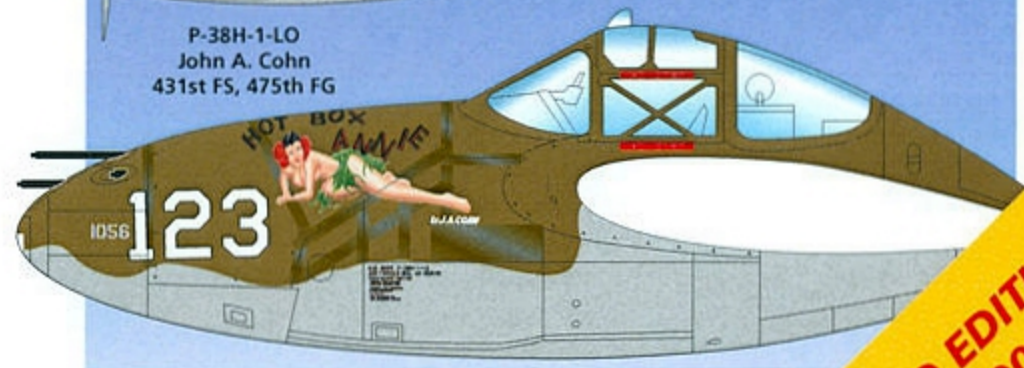
Medal of Honor
winner
Dick Bong



FOR ADVANCED MODELERS ONLY



P-38H-1-LO
John A. Cohn
431st FS, 475th FG



**LIMITED EDITION
OF 300!**

Fork-tailed Beauties Part 2

PYN-up

Decals

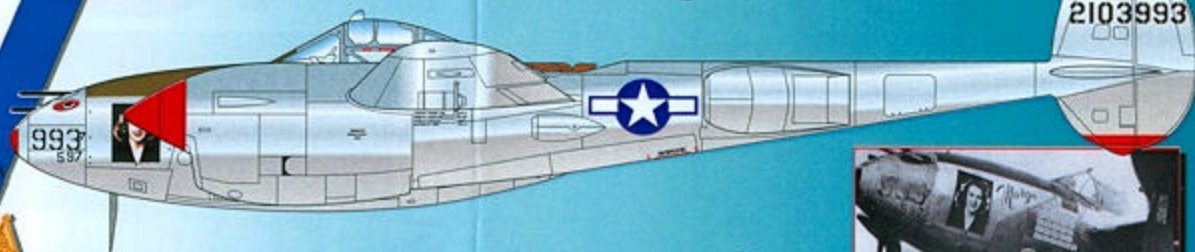
Pick
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America's "Ace of Aces"

Medal of Honor
winner
Dick Bong

PYND48002



P-38J-15-LO
5th Fighter Cmd

Capt. Richard I. Bong
42-103993
Cape Gloucester
March 1944

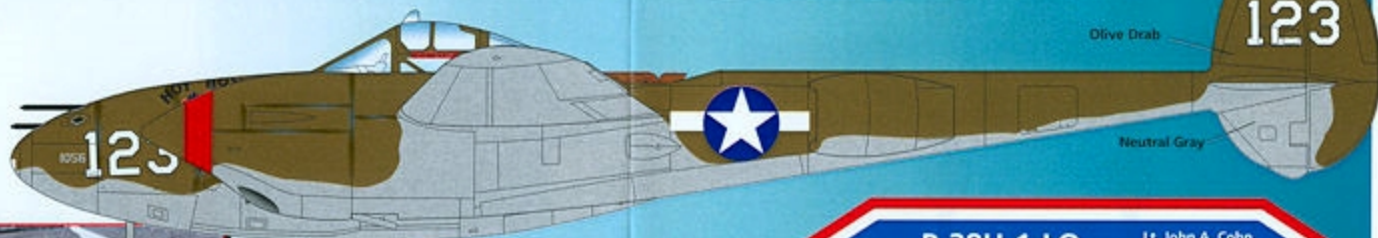


Olive Drab

Olive Drab

123

Neutral Gray



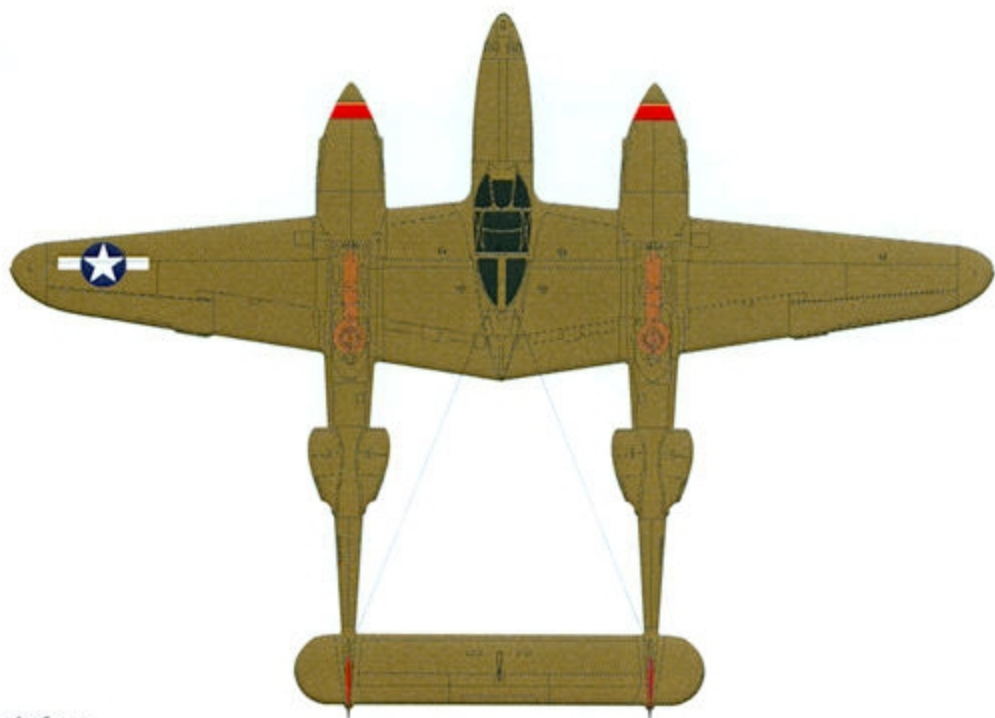
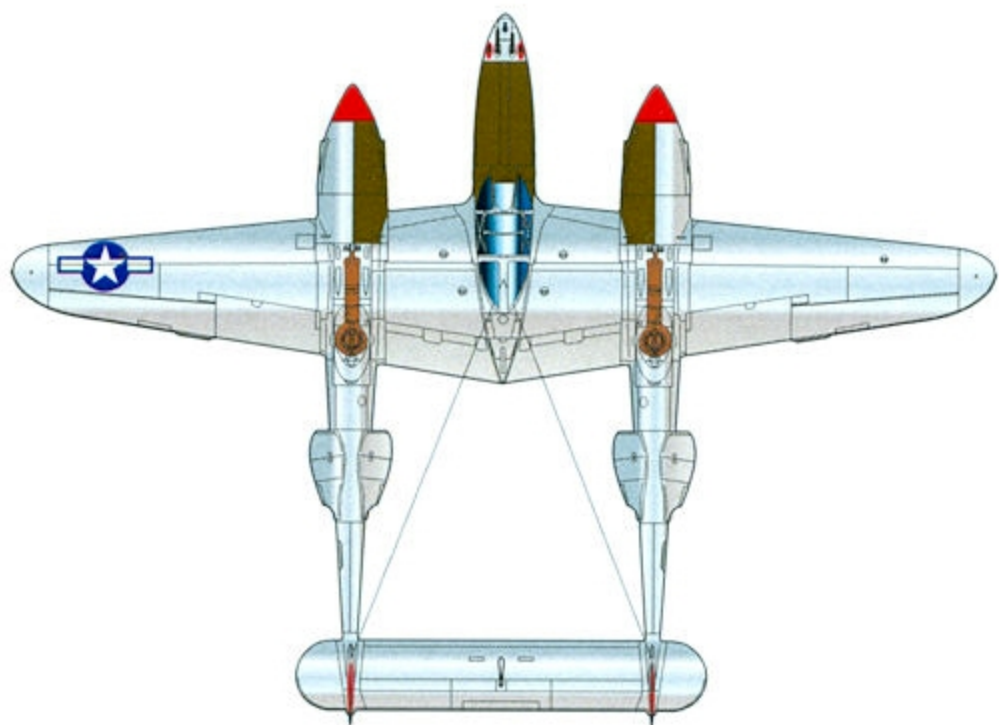
P-38H-1-LO
431 FS, 475 FG

Lt. John A. Cohn
Dobodura & Port Moresby
New Guinea
Summer, 1943



123 is applied at a slight down angle

Special thanks to "Eagle Eye" Mike Lamoreaux!



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PYN48002 P-38 Part 2

Marge

- Richard I. Bong was America's "Ace of Aces," with 40 confirmed combat air-to-air victories—all against Japanese aviators. Along the way he was awarded the Medal of Honor (America's highest military decoration, awarded for bravery under fire) in December 1944; the Distinguished Service Cross, two Silver Stars, seven Distinguished Flying Crosses, and 15 Air Medals! He was killed while test flying one of the first P-80 jet fighters, 44-85048, at Burbank, California, on 6 August 1945. This was the same day the Enola Gay dropped the first atomic bomb on Hiroshima. I should also mention that Dick Bong was an avid model airplane builder as a youngster!
- The real "Marge" in question was Marjorie Vattendahl, first Bong's girlfriend, then fiancée, then wife. He had a wonderful studio portrait of his beautiful girlfriend hand colorized by a 5th Fighter Command A-2 (Intelligence) member, Jim Nichols, who Bong asked to take care of the artwork he had in mind. Nichols hand painted, or colorized, on a large photo of Marge. However, because although they were actually glued to the P-38's nose and varnished, they ripped and blew off after every few missions, and the photo had to be replaced. Although no color photos of Bong's P-38J are known to exist, the photo on the nose was in "color!" We've included both "colorized" and grayscale versions of the photo, in case any die-hards want to put the inaccurate black & white version on their model.
- During the period Dick Bong flew this particular P-38J, he was assigned as the Assistant Operations Officer for the 5th Fighter Command under Tommy Lynch as Ops Officer. Bong and Lynch were allowed to fly with whichever groups they wished as long as their ops work got done. Being fighter pilots, both flew as much as possible!
- Bong flew several P-38s that had similar, but distinctly different, markings.

1. The plane portrayed here is the original "Marge." It was combat veteran P-38J-15-LO 42-103993.

- This was the **ONLY** combat P-38 flown by Bong to carry the actual name "Marge" on the nose, as confirmed by photos. While it's possible other aircraft had the name added, no known photos show this, although at least two other combat P-38s carried the large photo of Marge.

- It carried 25 victory markings, a large colorized portrait of Marge, and the name "Marge" in a script style in red with white drop shadowing on the "M" only. No known photos show the white drop shadow under the "arge," although it's certainly possible the additional shadows were added later. We give you both versions of the "Marge" marking on our decal sheet. Please note the "Marge" logo has been incorrectly depicted as black in the past. It was red.

- Although most previous decal sheets and other renditions of this plane have shown red wingtips and red horizontal stabilizer tips, this is not shown conclusively in any available photos. At the time of our markings, the horizontal stabilizer tips were definitely **NOT** red. Available photos that show the wingtips are all too overexposed to conclusively prove they were red, and careful scrutiny indicates they probably were not—at the time the photos were taken. But hey, it's your model, so paint 'em red if you want!

- This plane was lost on 24 March 1944 on a weather reconnaissance flight while being flown by Capt Tom Malone, who parachuted to safety.

2. A later P-38J-15-LO, 42-104380, had 27 kill markings on a white rectangular background, along with a portrait of Marge.

- This plane is actually quite easy to identify in photos because of the peculiar configuration of the white rectangle behind the kill markings. The lower front edge of the rectangle had a distinct upward curve, and the top left kill marking carried over onto the removable gun compartment cover. In fact, in some photos it's clear that a replacement gun cover has been fitted because the top left corner of the top left Japanese flag, the part that was originally painted on the gun cover, is missing.

- It's unlikely this plane had the word "Marge" painted on it, but we would appreciate additional photographic information.

- Photos of this plane have repeatedly been mis-identified as 42-104012. These photos typically show the plane without a photo of Marge, but with a large dark smudge indicating the glue residue where the photo had been. Other photos clearly show that the photo was applied, so the "no-Marge-photo" pictures presumably were taken during the times when the photo was being replaced.

- In addition, this plane had red wingtips (but NOT horizontal stabilizer tips) in addition to the red tips and bottoms of the fins/rudders. The spinners have occasionally been misidentified as black, although they were actually red.

3. Another later plane that appears in photos was a presumably a P-38J (the photos are highly overexposed). This ship had 27 Japanese flag kills, and was remarkable because the photo of Marge was immediately in front of the scoreboard—it nearly touched the first column of Japanese flags! The plane has been identified as 42-104380, but it definitely was not. It could, perhaps, be 42-104012, another P-38J Bong is reputed to have flown in his personal markings.

4. Finally, he flew a brand-new TP-38J-20-LO, 44-23461, only in the US during his War Bond tour. This plane was easily identified by the word "MARGE" in red capital letters with white drop shadows near the large photo of Marge. Originally it lacked Japanese flag kill markings, but eventually 40 kill marks were added. As a TP-38, this plane had the radio equipment deleted and a seat installed in the radio space. This is almost certainly the aircraft in the famous photo with Bong in the pilot seat and a smiling Marge in the rear seat looking at the camera over Bong's shoulder. This plane has repeatedly been misidentified as 44-23481, but there is also no available photographic evidence that Bong ever flew a P-38J with the serial 44-23481. More likely a typographical error crept into an early photo caption that has been repeated over the years.

5. The Bong Memorial in Superior, Wisconsin, has a P-38 painted to resemble 993 (the subject of our decal sheet). There are some differences, which are not borne out in photos: the museum bird has red wingtips, and the nose cap is black (it certainly was NOT black in the photos of 993).

- Finally, there are a couple of other salient points about 993's markings:

- There were no manufacturer's prop logos on any of the blades, although they do appear to have stenciled information on them.

- The shell ejection chutes were DEFINITELY NOT painted red (or black) on this aircraft. We're not sure where this fable arose, as colored chutes do not appear in any photos of any of Bong's later P-38s.

- There is a black "+" directly under the kill markings, aft of the data block. It was applied sometime during the life of 993 with Bong, because the mark is there in some photos and not in others. We've included it on the decal sheet, but cut it off before decal application if you wish.

Hot Box Annie

- The 431st Fighter Squadron was based at Port Moresby from 8 August 1943 to 3 October 1943.

They then moved to Dobodura, New Guinea, from 14 August 1943 to 26 March 1944.

- Note the heavy staining and overpainting along the panel lines on the nose. This was presumably carried over to most panel lines on the aircraft, making this a very well-worn ship. Have fun with the weathering!
- We do not know how the tail numbers or the right hand nose number looked. Enough decals are supplied for all possibilities in case additional photos are discovered. The markings supplied come from a detailed study of the other aircraft in the squadron and group at the same time, which shows that their markings were surprisingly consistent. Please contact us if you have additional photographic information on this aircraft.
- This plane did not have manufacturer's logos on the prop blades.

Applying the Specialty Nose Art

- PYN-up Decals has supplied you with the thinnest possible decal material to help make your model a true masterpiece. Considerable care is required when handling these nose art decals. After applying the white background decal from the main decal sheet and LETTING IT THOROUGHLY DRY, carefully trim around the nose art decal to separate it from the rest of the paper.
- Use cool water (no warmer than room temperature). Do NOT leave the decal in the water, since the backing paper will curl. Two methods will work:

1. Place the nose art decal in the water and hold the opposite edges down against the paper (either with your fingers or cotton swabs) and wait for the decal to separate from the paper. Once it has separated, the tendency to curl will have passed for the most part.

2. Wet the nose art decal in the cool water, then place it face up and flat on a smooth surface such as glass or sheet styrene. Allow the backing paper to soak through, and when the decal can move, apply it as noted below.

Finally, gently slide the nose art decal on top of the previously applied white background decal. Use your normal decal placing skills to position the nose art decal exactly on top of the white background decal. BE SURE TO AVOID bending or folding the wet nose art decal! We have found that Microscale's Micro-Sol and Micro-Set work well with these decals. DO NOT use a strong decal softener such as Solvaset!

Applying the Standard Decals

You probably already know all this stuff, so feel free to use your regular process; however, if you're new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out without trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath.
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.