

EAGLE STRIKE



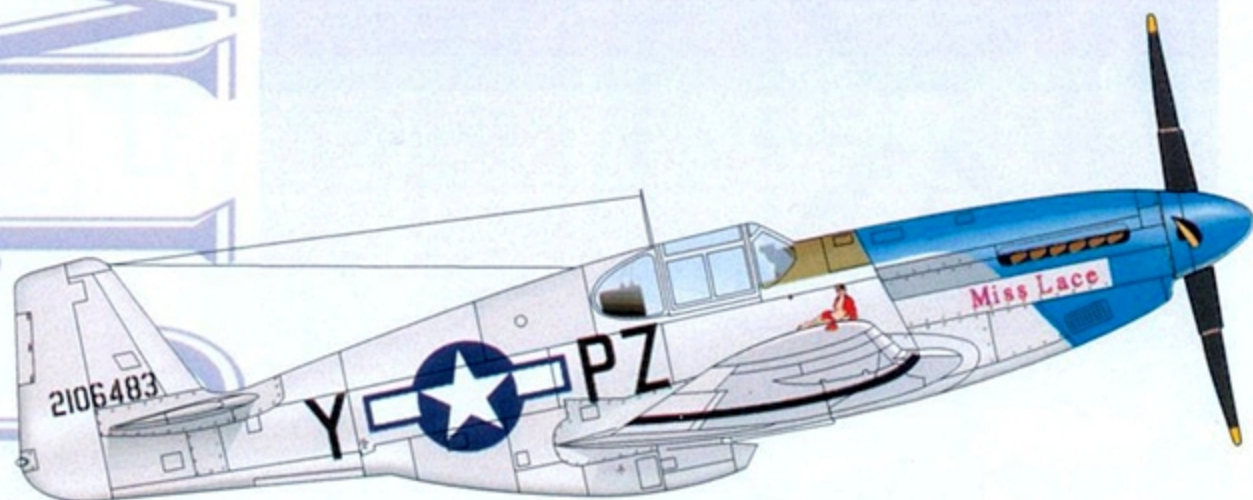
IP4812

BLUE NOSE

BIRDS OF *Bodney*

IN PROFILE

PART 6 OF 6



SUGGESTED KIT: TAMIYA 1/48 P-51 FAMILY



BLUE NOSE

BIRDS OF *Bodney*

IN PROFILE PART 6

A/C Type	P-51B-10, s/n 43-6934.
Pilot & Unit	Capt. Henry White, 328 F.S.
Locale & Date	U.K., 1944.
Camouflage & Markings	O.D. over Neutral Gray with White bands on flying surfaces. Med Blue nose with NaturalMetal canopy frames. Black rear view mirror.



A/C Type	P-51B-10, s/n 42-106483.
Pilot & Unit	Lt. Donald Mc. Kibben, 486 F.S.
Locale & Date	U.K., 1944.
Camouflage & Markings	Med Blue nose with NaturalMetal canopy frames. Section forward of wind shield is O.D. Black ID stripes around horizontal flying surfaces.



A/C Type	P-51K-5, s/n 44-11626.
Pilot & Unit	Lt. Robert W. Dodd, 486 F.S.
Locale & Date	1945.
Camouflage & Markings	Natural Metal with Dk. Blue nose, wing gun panel and canopy frames. If Red Supermouse is used, spinner should be Dk. Blue. If Black Supermouse is used, spinner should be N.M., and wing tapes MUST be used. Aero Products prop on this A/C. Black rear view mirror.



Remarks Early P-51 K aircraft with the new Aero Products Prop had some vibration problems. So happened to SuperMouse and the A.P. prop was replaced with a new Hamilton Standard with N.M. spinner and all the works. To simplify the case: BLUE SPINNER, A.P. Propeller, Red SuperMouse/NATURAL METAL SPINNER, H.S. Propeller, Black SuperMouse. Dark Blue gun panel and Black sighting tapes apply to N.M. spinner version only. Notice shrouded exhausts.

A few facts about the 352 nd F.G.

This Fighter Group, better known as The Blue Nose Bastards Of Bodney, was one of the most colorful and famous of the 8th A.F.

Based at Bodney, Norfolk, UK in 1944, it had some of the best nose art artists of any airforce during W.W.II, as this series of decals will prove. Most of their A/C (never say all) were characterized by a Blue Nose, and according to our contributors, three very specific shades were used.

The dark shade matches German Imperial Infantry Blue (Floquil's 303080 or F.S. 15052) and it had a Reddish tint to it. This color was used on most D's arriving after September 44 and on replacement aircraft, or repair jobs.

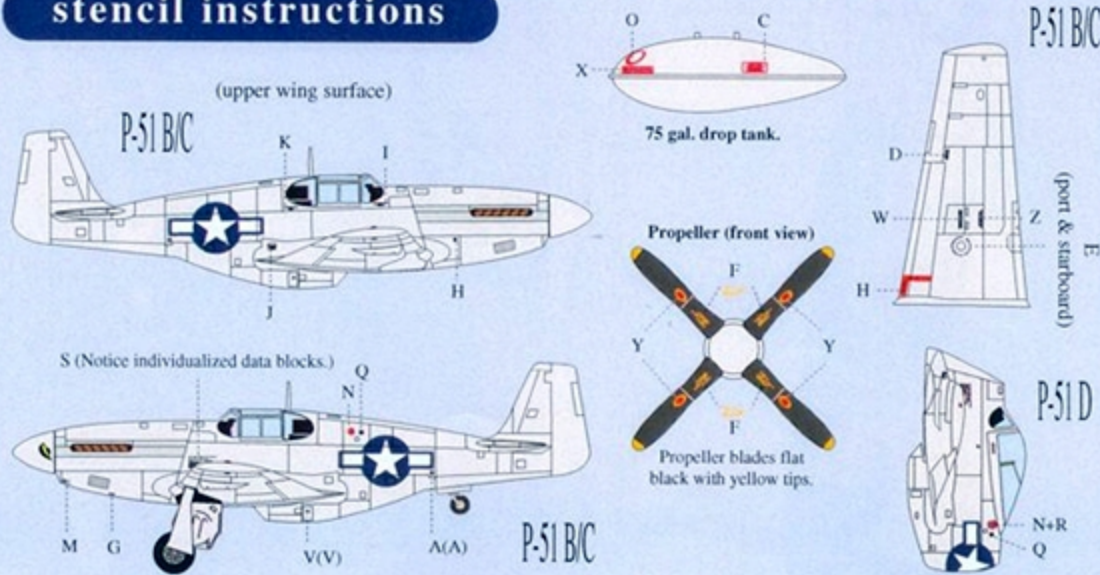
The Medium Blue has been identified as USAAC Blue 23 (Floquils 303275 or F.S.15092) and very likely the early B's and D's may have received this color.

The third color might have been an oxidation of these two colors. We suggest you add a drop or two of White or very Light Gray to the original shade if you must depict this weathering process (F.S. 15182-15087).

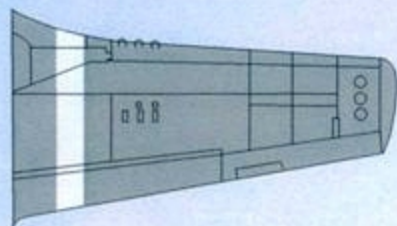
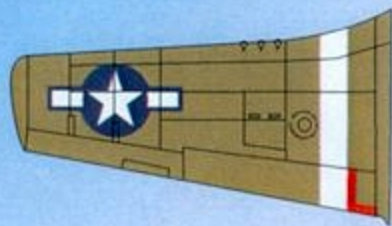
Crew chief Art "Snoots" Snyder who was also the squadron barber, was one of their most talented artists, hence the barber pole and White/Red/Blue decorations. Two of his masterpieces were "Snoot Sniper" and Preddy's Cripes A' Mighty.

We hope you enjoy this decal series on this very famous Fighter Group. Do not miss it !!

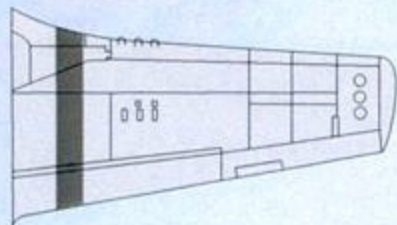
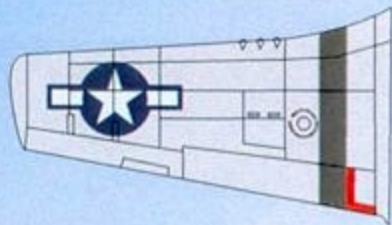
stencil instructions



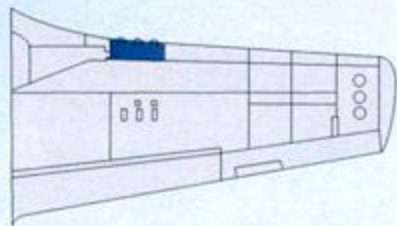
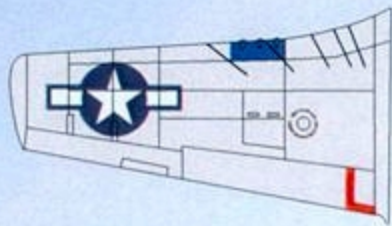
A/C 1



A/C 2



A/C 3



Catch us on the net!



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Right side for A/C 3 when Supermouse is depicted in Red letters. Notice Blue spinner. The rest of the A/C remains the same. Aero Products prop.

F.S. 00000 F.S. 16440 F.S. 35237 F.S. 36320 F.S. 36375



COLOR SCHEMES



12902 SW 132nd Ct. Miami, FL. 33186 U.S.A.
Ph: (786) 293-0411, Fax: (786) 293-8822.

EAGLE STRIKE
Productions

D-Day stripe decals are available for P-51 B/C and D on AMD48-646/647. Try them!

Suggested Kits:

- We suggest that modellers use the Tamiya P-51 Family in 1/72 and 1/48 scale. The Academy kit is recommended for the 1/72 P-51B.
- Notice that many other good kits of the Mustang exist, and they may also be used.

Decaling: Apply decals only to a glossy surface.

1. With a sharp scissors or knife, carefully cut item to be used, being careful of not cutting off the clear film around it or that belonging to an adjacent item.
2. Submerge in clean tap water for over 10 seconds and lay over an absorbent paper towel. Decal will slide freely in about 20 seconds. Do not leave decal on water bowl over ten seconds, or adhesive quality will suffer.
3. With a clean brush, apply a setting solution to the area where the decal will finally lay. (Micro, Super or Aero Set will do). With a clean pointed brush slide the decal on to the final area. Allow the setting solution to dry for about 3-5 minutes.
4. With another clean brush, apply a solvent solution over the decal (Micro, Super or Aero Sol will do). Do this if possible in one stroke since your decal will soften up and wrinkle immediately. This is an important step in the process, whatever you do DO NOT TOUCH THE DECAL, after this process until it is totally dry, preferably overnight.
5. When thoroughly dry, rinse your model with tap water and mild soap to wash of excess glue.
6. Finish your model with the desired final coat (gloss, flat, or semi-gloss).

Research by Norris Graser.

References:

- 352 FG Association.
- Robert Punchy Powell, Sam Sox, Marc Hamel (photos and information).
- 352ndfightergroup.com (photos and information).

Notes from meetings with Bobby Dodd beginning 1 October 1991:

I met Bobby through Wendell Murphy as part of an effort by several local modelers to produce a display of WWII aircraft with Kentucky connections for the Bluegrass Airport in commemoration of the 50th anniversary of the attack on Pearl Harbor. After describing the project to him by telephone, he invited me to his office, where we spent about two hours discussing his experiences. As I left that first meeting, he took a large black and white photo of his aircraft off the wall of his office and handed it to me, saying that I'd need to borrow it for a while to get the model right. Several months later, after the display was removed from the airport, I gave Bobby the model. His wife Abby assures me that it's among his favorite possessions. I've since borrowed the model from him on two occasions, the 1992 and 1997 reunions of the 8th Air Force Historical Society, in Louisville, KY and Minneapolis, MN.

Robert W. (Bobby) Dodd is a native of central Kentucky. He was a freshman at the University of Kentucky when the US entered WWII, and he enlisted soon after. He was selected for pilot training and started his training after completing his freshman year. After primary flight training, he was assigned to fighters and trained on P-40's and Allison-engined P-51A's in Florida before being sent to England. In a later conversation he remarked that he'd flown a P-51A that had been used earlier in a Humphrey Bogart movie, with the aircraft portraying a German aircraft. He said that the German markings had been painted out after the movie was finished, but still faintly showed through, and that everyone wanted to fly it since it was a "movie star".

He was assigned to the 328th FS, 352nd FG, 8th AF from July 1944 until VE Day. The 352nd FG produced several notable aces, including John C. Meyer (24 air + 13 strafing + 2 MiG15's in Korean War), George E. Preddy (26.83 air + 5 strafing), and William T. Whisner (15.5 air + 3 strafing + 5.5 MiG 15's in Korean War).

Arriving as a 21 year old Flight Officer, he was promoted to 2nd, and later 1st Lieutenant, for which he credits his squadron commander, George Preddy. Bobby flew 56 missions with the 352nd, many while flying a P51K named "It's Supermouse", which was assigned to him in early September 1944. He scored no aerial victories, and recalls seeing German aircraft in the air on only about a half dozen occasions. He credits this to his luck, as the group always seemed to get involved in the largest dogfights when he wasn't scheduled to fly. He flew bomber escort, strafing, and a few bombing missions.

Prior to being assigned his P-51K, he was forced to make an emergency landing while flying a mission in Capt. Maxwell's aircraft, possibly a P-51C with a Malcolm hood. The plane was hit by antiaircraft fire, but he did not feel the hit. The aircraft developed a coolant leak, which caused a larger than normal contrail. He throttled back to reduce overheating and turned for Bodney. Realizing that the aircraft could not make England, he began a landing at an abandoned Luftwaffe airfield at Lille/Vendeville, France. The airfield had been bombed, but a portion of one runway remained intact. As he was about to land, a French civilian scavenger pulled a cart across the runway in front of him. Altering his approach, he pulled up and over the cart before landing. (Bobby later remarked that his recollection was that group practice was to call the normal-canopied "razorback" Mustangs as "B" models, while the ones that had been modified with Malcolm hoods were referred to as P-51Cs. This is incorrect, as the B.vs.C designator actually indicated point of manufacture, but it does seem like it would be a useful convention.)

This forced him to land further down the runway than he intended, and he could not brake the plane to a stop before it rolled into a bomb crater. As he sat in the cockpit, shaken but uninjured, smoke and flames appeared from under the wing. A ruptured hydraulic line had sprayed oil on the hot brakes, and the oil ignited. He scrambled out of the plane and saw an armed group headed toward him in a truck, so he ran for cover in the underbrush near the runway. The group of men jumped into the bomb

crater and began shoveling dirt onto the fire, extinguishing it.

Realizing that they were French civilians, Dodd returned to the aircraft. The civilians asked him for the gasoline remaining in the tanks, and in return gave him a ride to a nearby British army unit. He was returned to England by C-47. The aircraft was later repaired and flown back to Bodney.

Bobby went with the group when it moved from its home base at Bodney, England, to the continent. They first moved to an airfield near Asch, Belgium, which carried the USAAF designation Y-29. They later moved to Chievres, Belgium, an abandoned Luftwaffe base about 18 km. from Mons. (My note: The 352nd and 361st FG, 8th AF, were temporarily assigned to 9th AF in late December 1944. 352nd FG was stationed at Asch with 366th FG, 9th AF, flying P-47's. The 361st FG went to St. Dizier. Only about 100 of most essential ground echelon accompanied 352nd's aircraft to Asch. Both groups later moved to Chievres, Belgium, the 352nd on 27 January and the 361st on 15 February. Both groups were returned to 8th AF control on 01 February. The 361st FG relocated to their home base, Little Walden, England, on 9 April and the 352nd returned to Bodney on 13 April.)

In a later meeting, Bobby provided details of his flight to Belgium. He and another pilot were flying over together. There was a heavy cloud layer near the ground and another layer higher. They were flying between the two cloud layers and were unable to find Asch. They finally landed at Brussels and spent the night there before flying on to Y-29. Bobby bought a pair of wooden shoes in Brussels as a souvenir. He had packed the cockpit of his plane so full with extra clothes, blankets, chocolate bars, and the like, that he couldn't fit the wooden shoes in the cockpit. He stashed them in the gun bay in the wing before flying on to Asch.

Bobby provided several details of life at Asch. The runway was pierced steel plate (PSP). They lived in tents in a small wooded area near the field. There was a "lounge" tent that served bread and orange marmalade. Apparently that was its only commodity, as he remarked that to this day he still can't stand the thought of eating marmalade. Their water supply was a tank trailer, and it was guarded for fear that Belgians sympathetic to the Nazis would try to poison them. This fear apparently did not deter them later, when they found a cache of cognac(?) under the flooring of a former Luftwaffe barracks at Chievres.

A spectacular aerial battle over the Y29 airfield occurred on 01 January 1945, when about 50 German aircraft attacked as part of Operation Bodenplatte (Baseplate). See the accounts of this battle on p.138 of "The Ninth Air Force in World War II" by Ken C. Rust and on p.204-5 of "The Mighty Eighth" by Roger A. Freeman. An account from the German point of view is in Werner Gerbig's book "Six Months to Oblivion", pages 99-103. The aerial battle over Asch that day led to a Distinguished Unit Citation for the 487th FS of the 352nd FG. This was the only time a DUC was awarded to a single fighter squadron in the 8th AF. Bobby was in town on leave that day and rushed back to the air field, arriving after the battle, which started at 09:10 and lasted 45 minutes.

Bobby described the loss of Major Earl Abbott on 17 (21?) January 1945. (My note: Possibly on 24 January. Freeman's "Mighty Eighth War Diary" indicates that as the nearest date with a 352nd FG loss.) About 20P-51's were aloft on patrol. (My note: 70 aircraft, with 67 effective, in four flights from 352nd and 361st FG's, same source.) They were flying at 20,000 feet when a pair of Bf 109's crossed their path at right angles approximately 5,000 feet below them. White flight, a group of four Mustangs, was dispatched to intercept them. White flight consisted of Major Abbott, his wingman, Lt. Dodd and "Frenchy" Dubay. Dubay was a former French air force pilot. When the two Bf 109's spotted their pursuers, they performed a "split ess" and dove away in opposite directions. Dodd and Dubay chased one, while the Major and his wingman trailed the other. The Major and his wingman became separated while diving through a layer of clouds, and the Major's Mustang was never seen

again. No crash site was found, and no body recovered.

On 22 January 1992, Bobby told me of the details of the death of Francis McCarthy, a fellow pilot in the 352nd FG. While on a mission from Chievres over northern Germany, McCarthy's P-51 was damaged (by flak?) and began losing coolant. Bobby was detailed to escort McCarthy back to friendly territory. Bobby was flying as McCarthy's wingman as they made their way back. He said that he could see an occasional gout of flame coming from the exhaust stacks of McCarthy's plane and knew that the engine must be getting very hot. They were gradually descending, and looking for a place to land the plane. At about 2000 feet, they spotted a large plowed field, with the furrows pointing in their direction. (Bobby indicated that it was preferable to land along the furrows, rather than across them.)

McCarthy began his approach, but at about 1000 feet, the aircraft burst into flames and rolled over on its back. McCarthy apparently opened (jettisoned?) the canopy in an attempt to bail out, but when he did the flames engulfed the cockpit, and the aircraft crashed inverted, killing him. Bobby buzzed the wreckage several times, trying to note the position, but there were no nearby landmarks to help identify where the crash occurred. He continued on his way back to Chievres alone. Since flying alone and at low altitude over enemy territory was dangerous, he immediately began climbing. At about 16,000 feet, he saw the contrail of an aircraft pass 10,000 feet under him. Continuing to climb, he watched the other aircraft carefully. When the other aircraft began a climbing turn toward him, Bobby turned on his gun sight and turned into him.

As they drew nearer to each other, Bobby was able to identify the other aircraft as a Me 262 jet. The jet broke off his attack before either was in gun range. Bobby again turned for home, but the jet once more turned toward him. Bobby turned into the jet, and once more the jet veered off. When Bobby turned for home again, the jet bounced him once more, and again broke off when Bobby turned. Both finally headed for home, without any gunfire being exchanged. (My Note: Most likely date for this incident is either 25 or 30 March, 1945. The next time the 352nd suffered a loss was on 16 April and again on 17 April, after the group had returned to Bodney. Source is "...War Diary".)

Bobbys assigned aircraft was a P-51K, serial #44-11626. It was bare aluminum overall, with the medium blue nose and upper cowling that identified the 352nd FG. The lower canopy frame only for both the windscreen and sliding portions were also in medium blue. When Bobby complained to his crew chief of propeller vibration, the propeller and spinner were changed to the Hamilton-Standard type found on the P-51D. (My note: The only differences, at least externally, between a P-51D and a P-51K were: (1) a cuffed Hamilton-Standard propeller on the "D" and an uncuffed AeroProducts propeller on the "K", and (2) the sliding portion of the canopy's profile was altered slightly to provide more headroom. This style of canopy was also fitted to a number of later "D" models. See Squadron/Signal publication "P-51 Mustang in Action" for details.) The new spinner was not painted blue, but left in bare aluminum, as Bobby thought it looked good that way. To his knowledge, it was the only Mustang in the group with an unpainted spinner.

The sliding portion of the canopy frame had "Lt. R.W. Dodd" in white in a Gothic script (left side only). Dodd's crew chief installed two round-backed rear view mirrors to the top of the windscreen. The rudder, including the hinge, was painted red to indicate the 328th FS. However, the rudder trim tab was left in its original aluminum color, and Bobby added 13 small red discs to it, tracing the circles around a British coin. When the rudder was painted, the serial number was partially obscured, leaving only the numbers 411 on the left side of the fin, and 626 on the right side*. The radio call letters were PEZ. The two letter squadron code PE was located on the fuselage, forward of the national insignia. The individual aircraft letter Z was located on the vertical fin, as was the custom with the 352nd FG. The letters were black, 24" tall, with 45 degree corners**. Aft of and below the exhaust stacks on the left side of the nose was a cartoon

Supermouse. The background for the mouse was yellow, and he is wearing a red cape, blue costume and black boots. The mouse is wearing a brown helmet, with black goggles hanging around his neck. He is diving, clutching a machine gun in his left hand and a bomb in his right. (Bobby jokes that the yellow background was used because yellow was his "family color".)

The aircraft's name, "IT'S SUPERMOUSE" is in black at the top of the artwork. Bobby indicated that the mouse stems from an observation made when several members of his group and he saw a movie and a Supermouse cartoon. One of the other pilots remarked that Supermouse looked like Dodd, who is 5'5" tall and weighed 120 lbs. at the time. Apparently, after Bobby was promoted, Supermouse was given a shiny Lieutenant's bar on his shoulder! (Note: The character of Supermouse was later renamed Mighty Mouse after the threat of a lawsuit from the creators of Superman.)

The right side of the nose carried the words "Sweet Sue" in white script with black shadows under the exhaust stack. Bobby had no regular girlfriend at the time, but was corresponding with a schoolgirl named Sue. (Note from a later conversation with Bobby: Though he has not heard from her in many years, his recollection is that Sue is married, living in Fort Wayne, Indiana, and selling insurance.) The photos of the airplane date from after November 1944, as that is when the squadrons were assigned colored rudders. At that time the aircraft looks very clean and polished, but he indicated that by the time he was stationed at Chievres the paint on the nose was chipped rather heavily.

A color profile of the aircraft was produced by illustrator Darrell Crosby for inclusion in the book "The Blue Nosed Bastards of Bodney" a group history written by Robert "Punchy" Powell, who was an ace with the 352nd FG. In a later conversation, Bobby told me that Powell's nickname derives from the fact that he had been an amateur boxer.

Bobby remarked that a few days before he was to depart for the US after the war, he'd watched his aircraft leave Bodney, headed for a depot, but does not know its eventual fate. At least one of the group's Mustangs turned up in Israel in the 1950s, where it saw duty with the IAF before being placed in a park for children to play in. This aircraft was eventually reclaimed and has been restored to flying condition in its 352nd FG markings.

Bobby returned to the University of Kentucky, earning a degree in mechanical engineering(?). He now owns and operates a mechanical contracting service. Bobby served as the first vice president of the Eighth Air Force Historical Society in 1975-76, and was the society's second president in 1976-77.

We want to thank Dennis Sparks, whose cooperation was paramount in the conclusion of this decal set, by providing us with the story you have just read.

Although limited with space, we thought you would enjoy reading a little story from one of the people that helped make HISTORY back in the early 40's. This gentleman is Captain Bobby Dodd.

To Captain Dodd and all the crews of the 352 Fighter Group, the Blue Nose Bastards of Bodney goes our gratitude for helping preserve the freedom we now enjoy.

AMD/ESP

* We have pictures of Dodd's A/C with the Red rudder and complete serial number.

** We have pictures of Dodd's A/C with codes as depicted on our decal sheet.