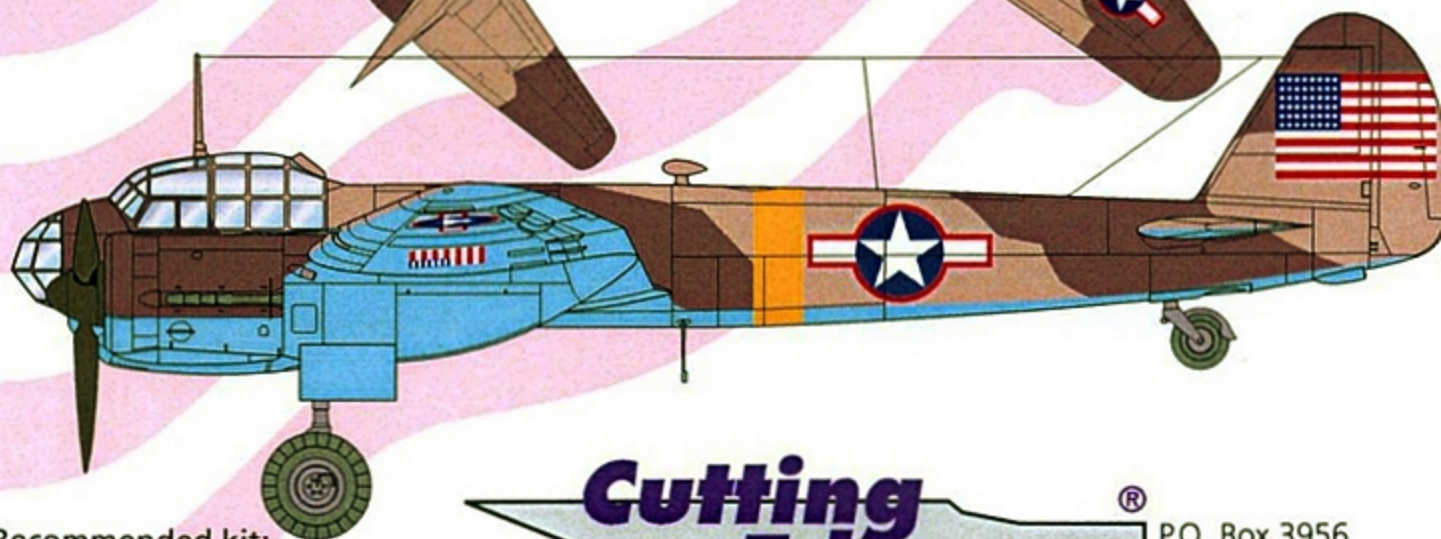
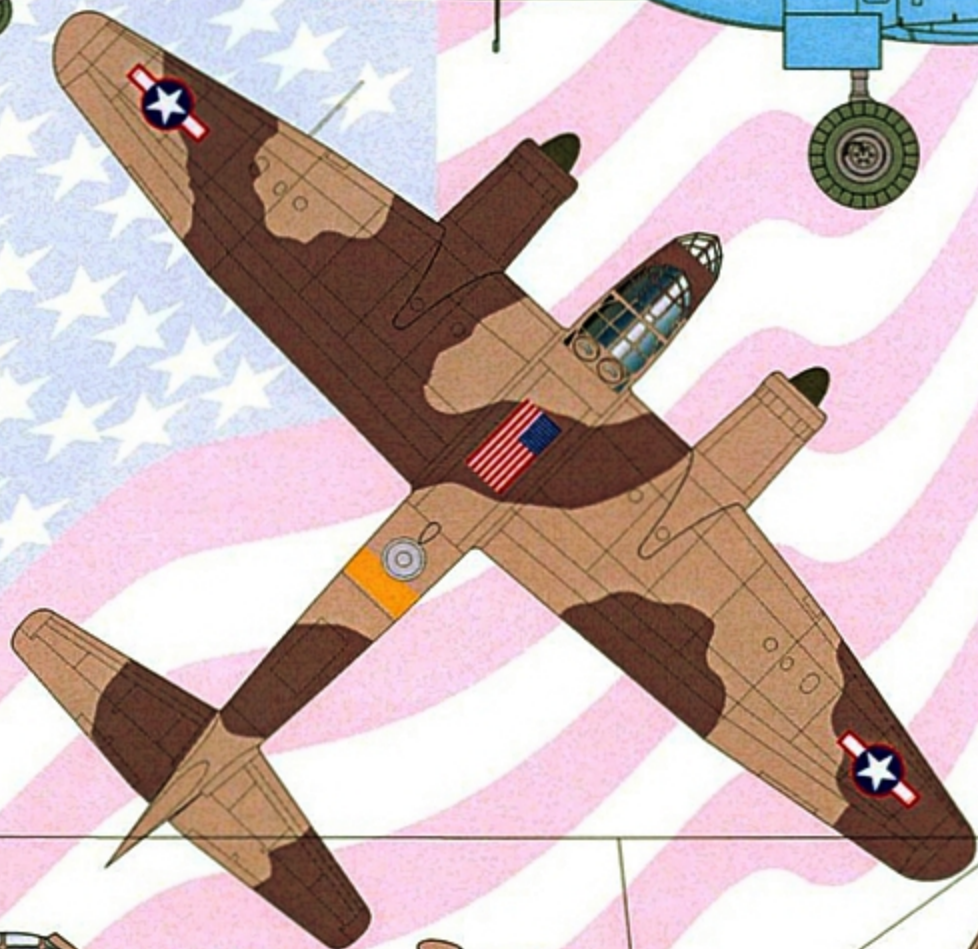
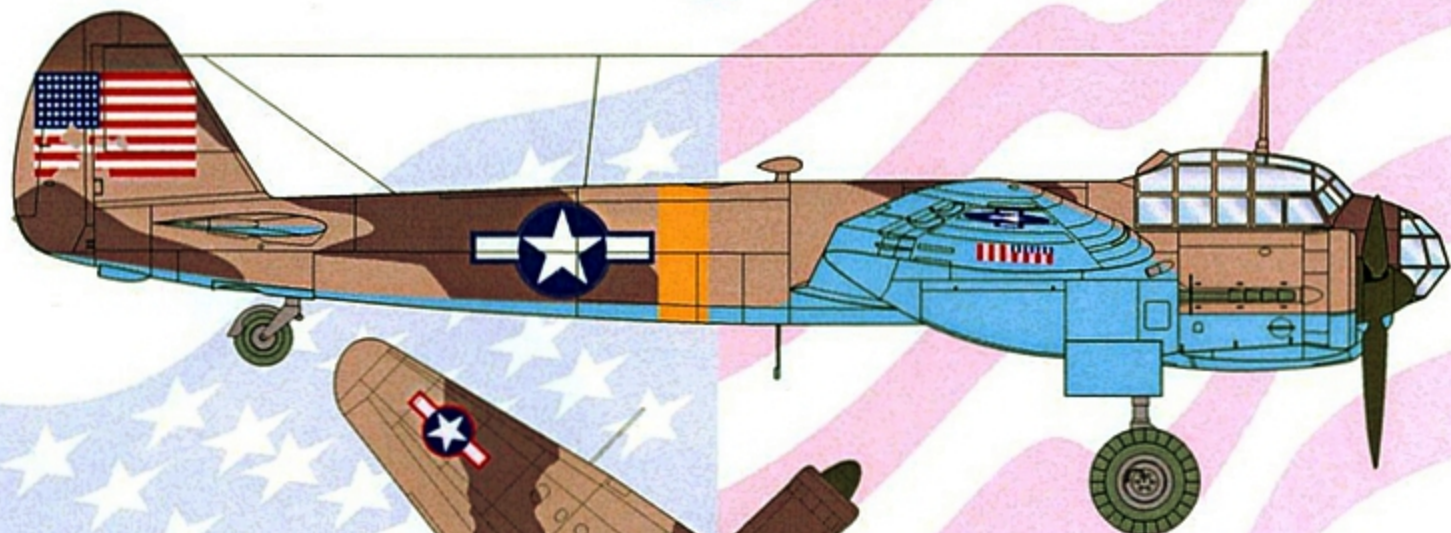


LIMITED EDITION!

CED48222

Ju 88D-1/Trop "American Flag"



Recommended kit:
1/48 Hasegawa Ju 88A-4

**Cutting
Edge**

®

P.O. Box 3956
Merrifield, VA 22116
USA

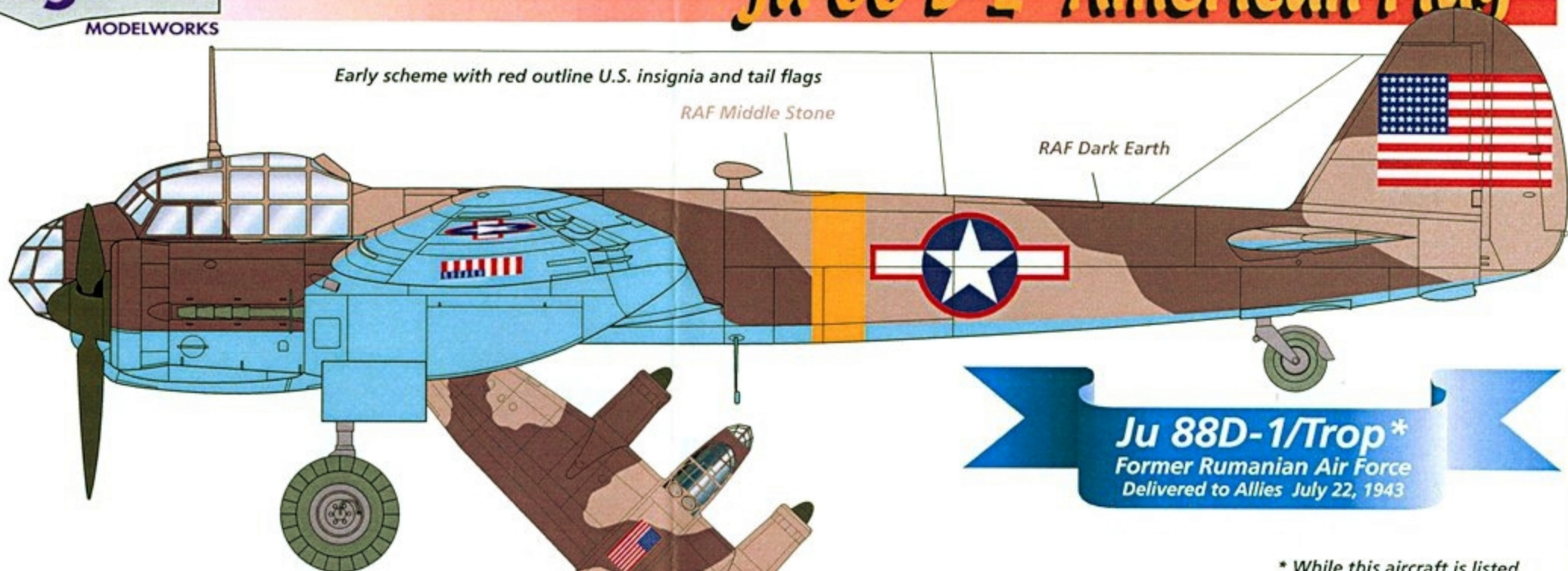
MODELWORKS www.meteorprod.com

**Cutting
Edge**

MODELWORKS

CED48222

Ju 88 D-1 "American Flag"



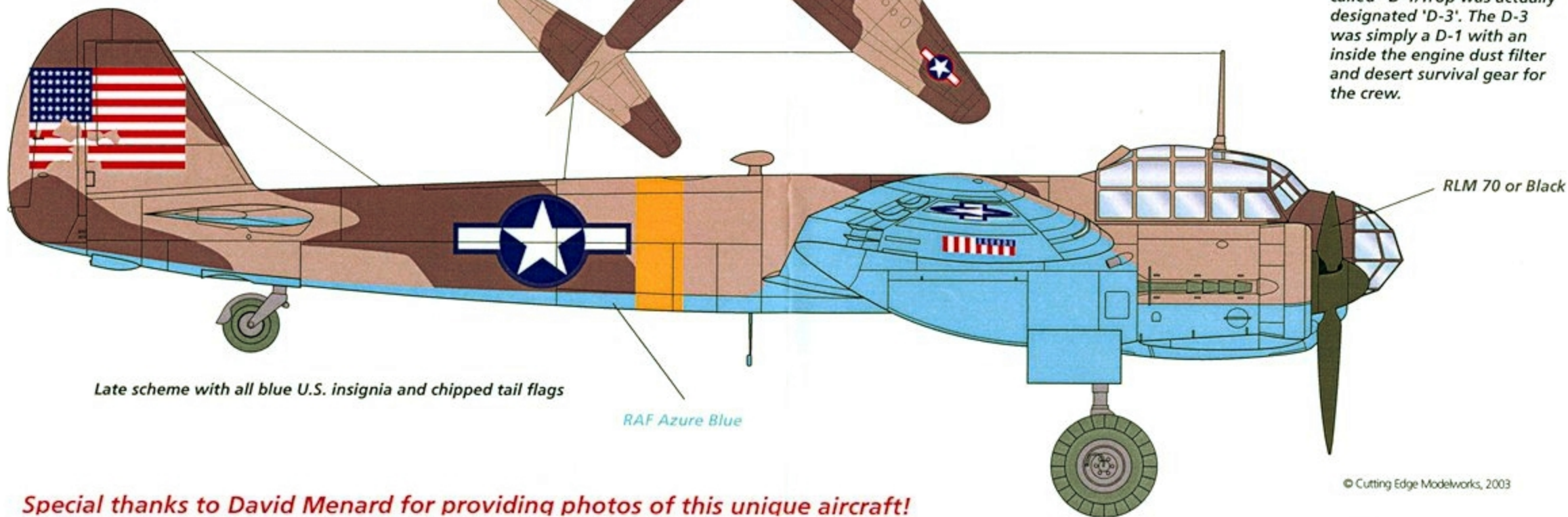
Early scheme with red outline U.S. insignia and tail flags

RAF Middle Stone

RAF Dark Earth

Ju 88D-1/Trop*
Former Rumanian Air Force
Delivered to Allies July 22, 1943

* While this aircraft is listed by the U.S. Air Force Museum as a 'D-1/Trop', other sources state the "so-called" D-1/Trop was actually designated 'D-3'. The D-3 was simply a D-1 with an inside the engine dust filter and desert survival gear for the crew.

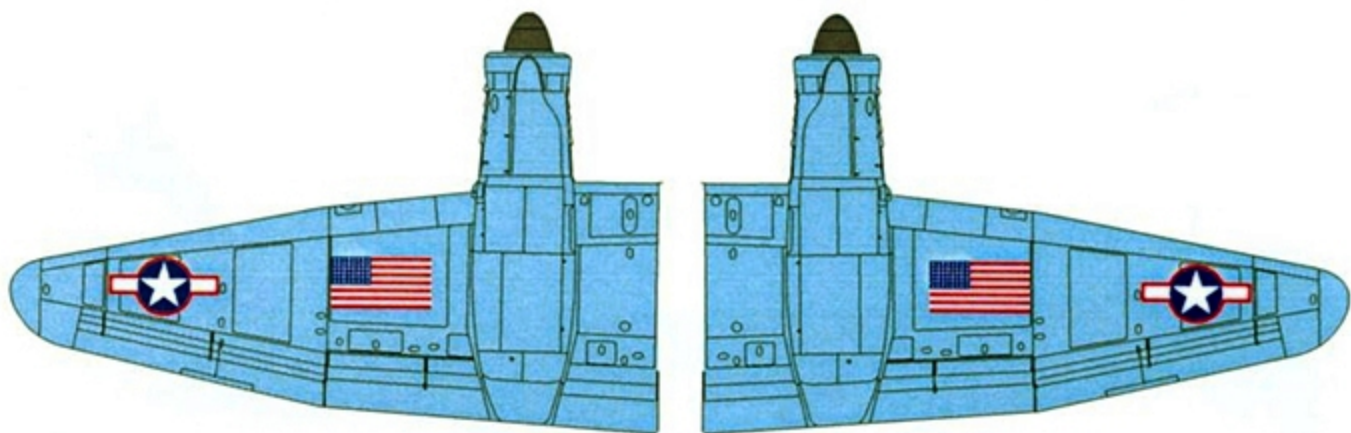


Late scheme with all blue U.S. insignia and chipped tail flags

RAF Azure Blue

RLM 70 or Black

Special thanks to David Menard for providing photos of this unique aircraft!



...available from

Meteor

Productions
Inc.

P.O. Box 3956, Merrifield, VA 22116 USA

☎ 703/971-0500 FAX 703/971-8111

www.meteorprod.com

Write, call, or visit our home page to order our 120+ page catalog of decals, kits, conversions, tools, books, magazines, etc., and we'll send it to you right away!

© Cutting Edge Modelworks, 2003



- This aircraft is currently on display at the USAF Museum in Dayton, Ohio. The Museum lists it as a D-1/Trop, but a D-1 with tropical conversion is supposed to be designated a D-3. We're going with the USAF's designation, but be aware of the difference.
- The D-1/Trop (D-3) was just a straight conversion of the D-1 with an internal engine intake air filter and desert survival gear for the crew. The basic D-1 was the recce version of the Ju 88A-4.
- The USAF report & photos list the colors on the aircraft when it flew at Wright Field as "RAF Mediterranean Scheme", having been flown by the RAF before turning it over to the U.S. with the RAF serial HK959. The USAF number was FE-1598 and flew at Wright Field between November 1943 and March 1944.
- Our photos show the aircraft with the tail flags severely chipped and the U.S. stars/bars having faded center cocardes, but dark outlines. The aircraft originally had red outlined cocardes, then had the red outlines painted over by fresh Insignia Blue, leaving a two-toned star-and-bar. We've supplied both versions on the decal sheet.

Applying the 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.

FS 595 Color Cross Reference

Middlestone Xtracolor X9; Floquil 303153

Dark Earth Xtracolor X2; Floquil 303145

Bibliography

Original USAF photos provided by David Menard.