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Publications

**WARPAINT PROFILE AND LINE DRAWING
SPECIAL NO. 1**

AMERICAN AIRCRAFT OF WORLD WAR II

Compiled by Jan Polc



5 010791 956004



Above: B-24J-155-CO, 44-40341, *Maid in the USA*, of the 319th BS/90th BG (Terry Panopolis Collection).



Left: This Curtiss P-40 was originally intended for RAF use as AK987 although it would spend its time with the RCAF. Recovered and restored by the USAFM at Wright-Patterson it is now serialled 104 as flown by Colonel Bruce Holloway of the Flying Tigers. USAF/DRJ Collection

This rare photo of an early build B-25A shows the straight wing of these early machines plus the early USAAF 'meatball' national markings. USAAF/NARO





This Curtiss P-40E-1 was originally intended for RAF service as EV250, however it was retained in America for training purposes being lost in a collision in December 1942 whilst departing Hillgrove AAB. USAAF/NARA

Curtiss P-40 Tomahawk/Warhawk

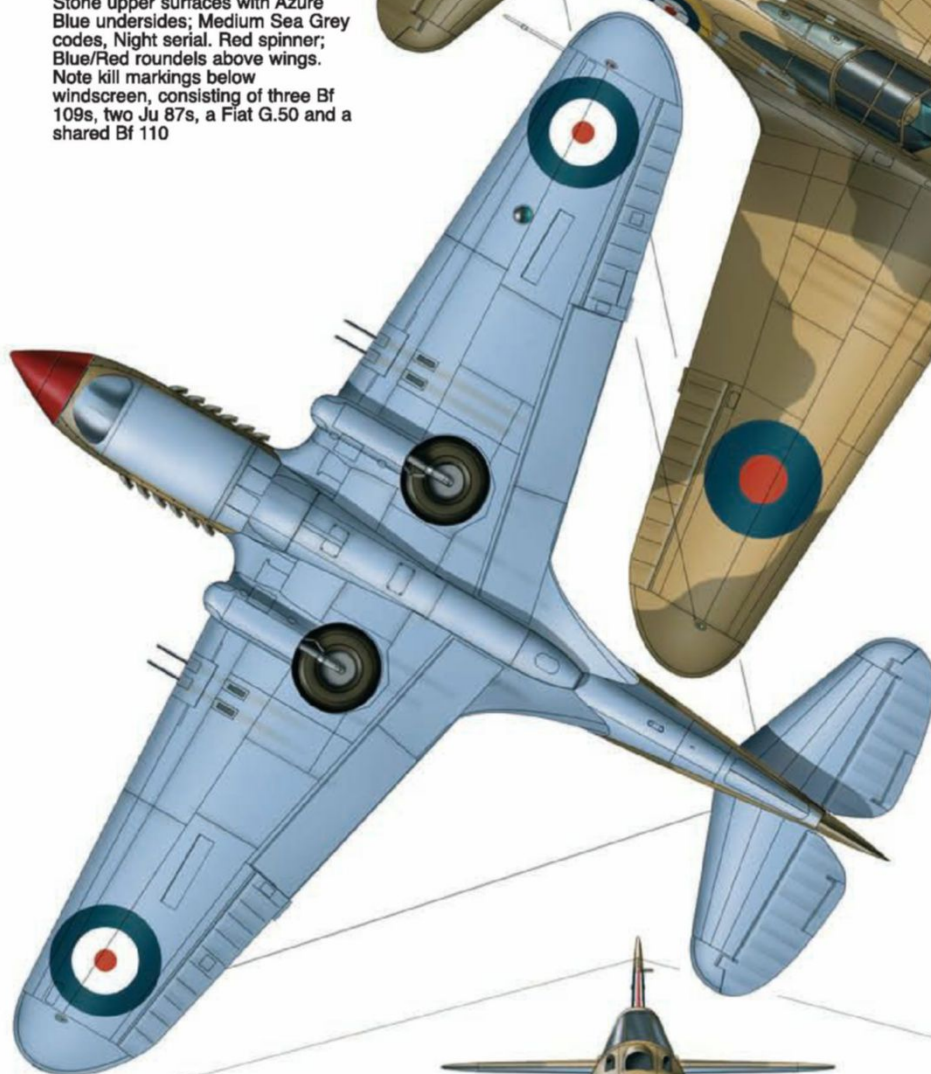
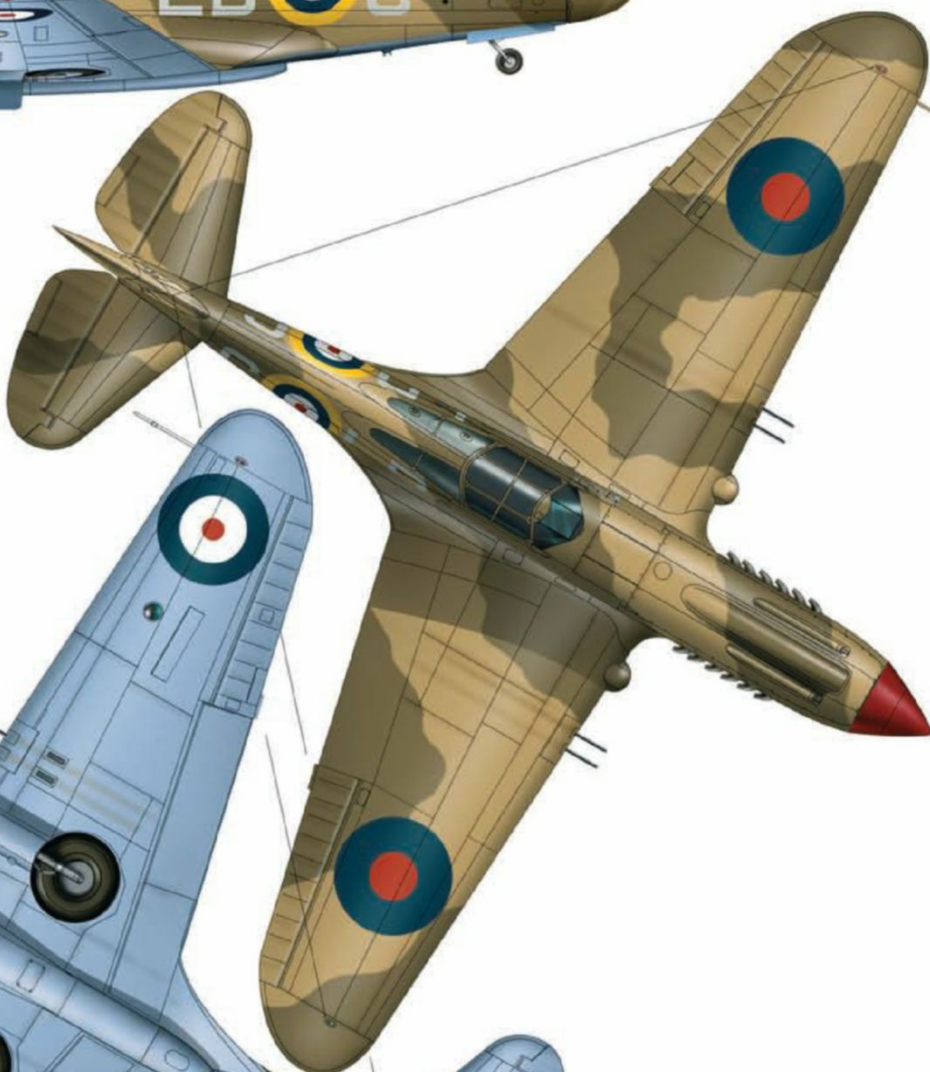
First flying in October 1938 as the XP-40 the aircraft that was to serve so widely as the Curtis Warhawk was a development of the Curtiss P-36 Hawk, with its Pratt & Whitney R-1830 Twin Wasp 14-cylinder air-cooled radial engine replaced by a liquid-cooled, supercharged Allison V-1710 V-12 engine. The V-12 offered as much power as a radial engine but had a smaller frontal area and allowed for a more streamlined cowl promising a greater top speed. Being a development of the existing Hawk the design was able to enter rapidly into production and operational service, first seeing combat with the British Commonwealth squadrons of the Desert Air Force in the Middle East and North African campaigns, during June 1941. P-40 Warhawk was the name the United States Army Air Corps, and subsequently the USAAF, adopted for all models. The British Commonwealth and Soviet air forces used the name Tomahawk for models equivalent to the P-40B and P-40C, and the name Kittyhawk for models equivalent to the P-40D and all later variants. The P-40's lack of a two-speed

supercharger made it inferior to Luftwaffe fighters such as the Messerschmitt Bf 109 or the Focke-Wulf Fw 190 in high-altitude combat and it was rarely used in operations in Northwest Europe. However, between 1941 and 1944, the P-40 played a critical role with Allied air forces in North Africa, the Southwest Pacific, and China where the aircraft performed well as an air superiority fighter inflicting a heavy toll on enemy aircraft. Over 200 Allied fighter pilots from seven different nations became aces flying the P-40, mostly in the North Africa, China-Burma-India, Pacific, and Russian Front theatres. The aircraft was agile at low and medium altitudes and at medium and high speeds could out turn most opponents it faced in North Africa and Russia. Only in the Pacific Theatre was it out turned at lower speeds by lightweight fighters such as the A6M Zero and Nakajima Ki-43 Oscar, which lacked the P-40's structural strength for high-speed hard turns. The P-40 offered the additional advantage of low cost, which kept it in production as a ground-attack aircraft long after it was obsolete as a fighter,

and thus it remained in frontline service until the end of the war. It was the third most-produced American fighter of World War II, after the P-51 and P-47, and by November 1944, when production ceased, 13,738 had been built, all at Curtiss-Wright Corporation's main production facilities at Buffalo, New York. The P-40 was used by over two dozen countries during and after the war, while the last P-40s in military service, used by the Brazilian Air Force, were only retired in 1954.



Curtiss Tomahawk Mk IIB
 AK498/LD-C flown by Flt Lt C.R.
 Cardwell of No. 250 Squadron RAF,
 North Africa, 1942. Dark Earth/Mid
 Stone upper surfaces with Azure
 Blue undersides; Medium Sea Grey
 codes, Night serial. Red spinner;
 Blue/Red roundels above wings.
 Note kill markings below
 windscreen, consisting of three Bf
 109s, two Ju 87s, a Fiat G.50 and a
 shared Bf 110



**Drawings by
 Richard J. Caruana**



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 SCALE 1:72

CURTISS P-40 CAMOUFLAGE & MARKINGS

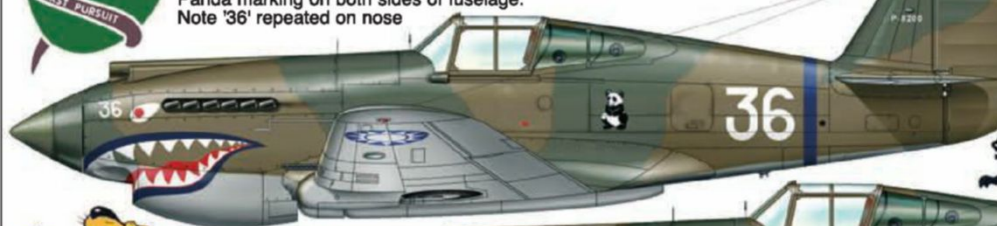
By Richard J. Caruana



Curtiss Hawk 81A-2, P-8200/36, 2nd Pursuit Squadron, American Volunteer Group, Toungoo, Burma, December 1941. Blue fuselage band; Panda marking on both sides of fuselage. Note '36' repeated on nose



Above: Curtiss Hawk 81A-2, P-8182/21, 1st Pursuit Squadron, Air Volunteer Group, Magwe, Burma, March 1942. White fuselage band and grey individual aircraft number; 'Adam & Eve' badge on fuselage



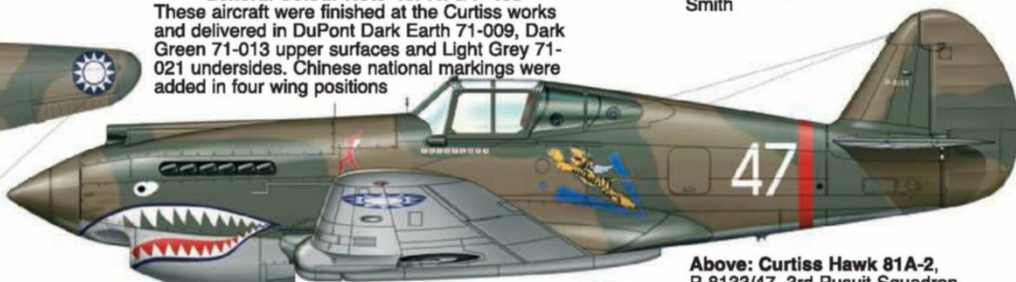
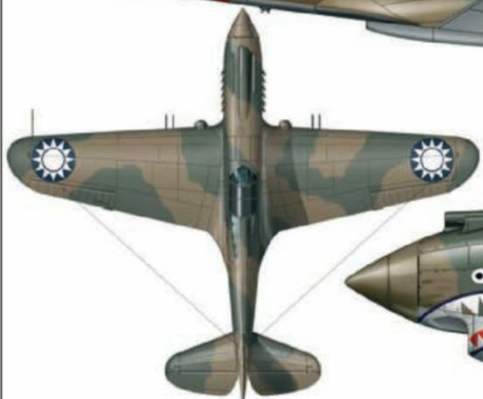
Above: Curtiss Hawk 81A-2, P-8200/38, 2nd Pursuit Squadron, Toungoo, February 1942. Blue rear fuselage band; Panda marking on fuselage sides. Two victory markings below cockpit; pilot's name in white ahead of windscreen. Black panther painted on forward fuselage



Left: Curtiss Hawk 81A-2, P-8136/40, 13rd Pursuit Squadron, Air Volunteer Group, Red fuselage band and white individual aircraft number; 'Flying Tiger' marking on fuselage sides, over a patch of freshly painted Olive Drab. Flown by Flight Leader Robert T. Smith

General Colour Note for AVG P-40s

These aircraft were finished at the Curtiss works and delivered in DuPont Dark Earth 71-009, Dark Green 71-013 upper surfaces and Light Grey 71-021 undersides. Chinese national markings were added in four wing positions



Above: Curtiss Hawk 81A-2, P-8133/47, 3rd Pursuit Squadron, American Volunteer Group, Mingaladon, Burma, 1942. White 47 code with red rear fuselage band. Nine kill markings below cockpit; red/white 'angel' on forward fuselage. Flying Tiger and blue motif on fuselage sides

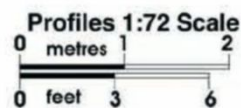


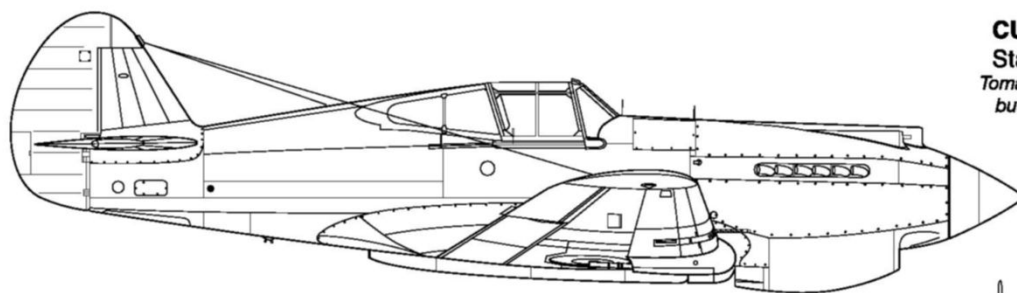
Below: Curtiss Hawk 81A-2, P-8136/75, 3rd Pursuit Squadron, Air Volunteer Group, Kunming. DRed fuselage band and white individual aircraft number; three victory markings below windscreen

Above: Curtiss Hawk 81A-2, P-8109/68, flown by Charles H. Older of 3rd Pursuit Squadron, Air Volunteer Group, Mingaladon, Burma, January 1942. Red fuselage band; tiger marking on both sides of fuselage; 'Hell's Angel' on forward fuselage and a tally of ten 'kills' under the cockpit. Rudder seems to come from another aircraft while camouflage on the nose section shows signs of heavy retouching



Left: Curtiss Hawk 81A-2, P-8173/77, 3rd Pursuit Squadron, Air Volunteer Group, piloted by Robert T.S. Smith. Red rear fuselage band. White code; Chinese national markings in four wing positions. Five kill markings below cockpit; red/white 'angel' on forward fuselage

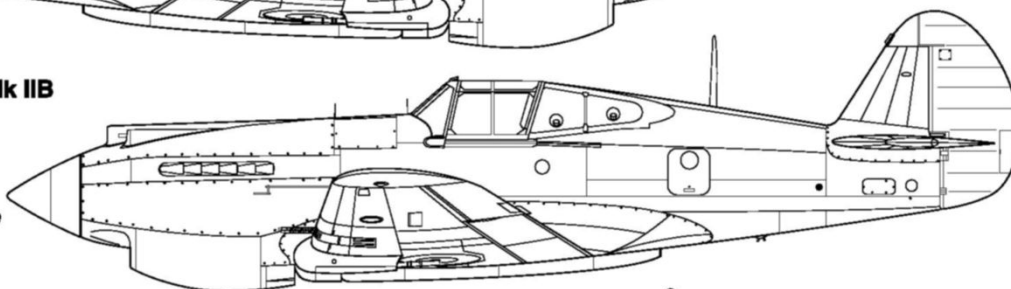




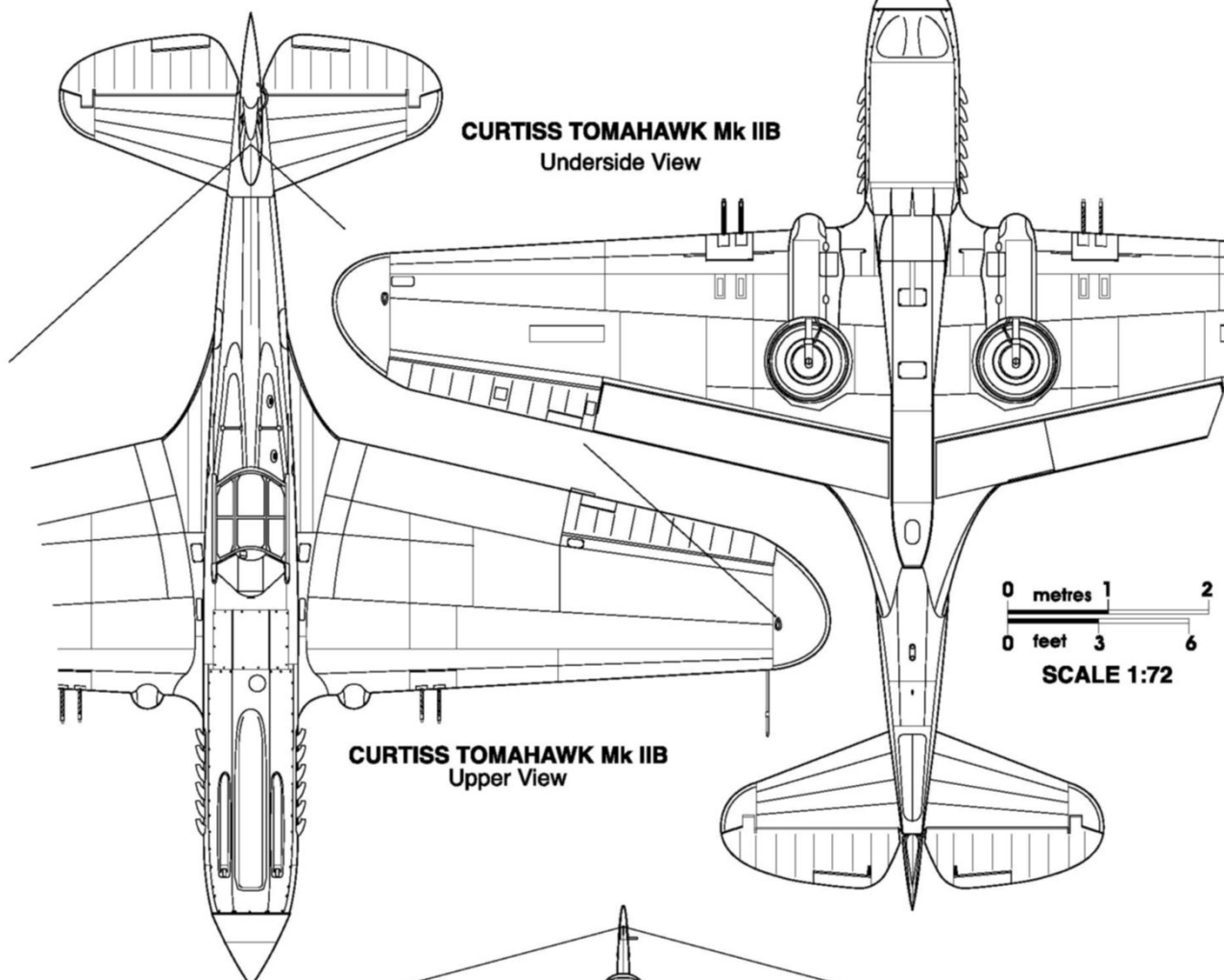
CURTISS P-40B
Starboard Profile
*Tomahawk Mk IIA similar
but with 4 wing guns*

CURTISS TOMAHAWK Mk IIB
Port Profile
P-40C similar

*Note revised shape of
exhaust stubs on some late
Tomahawks Mk IIB*



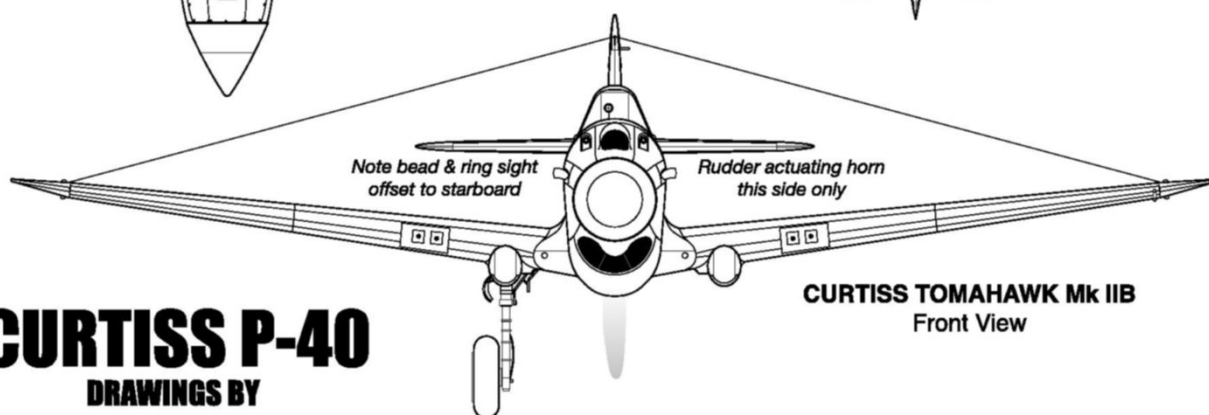
CURTISS TOMAHAWK Mk IIB
Underside View



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SCALE 1:72

CURTISS TOMAHAWK Mk IIB
Upper View

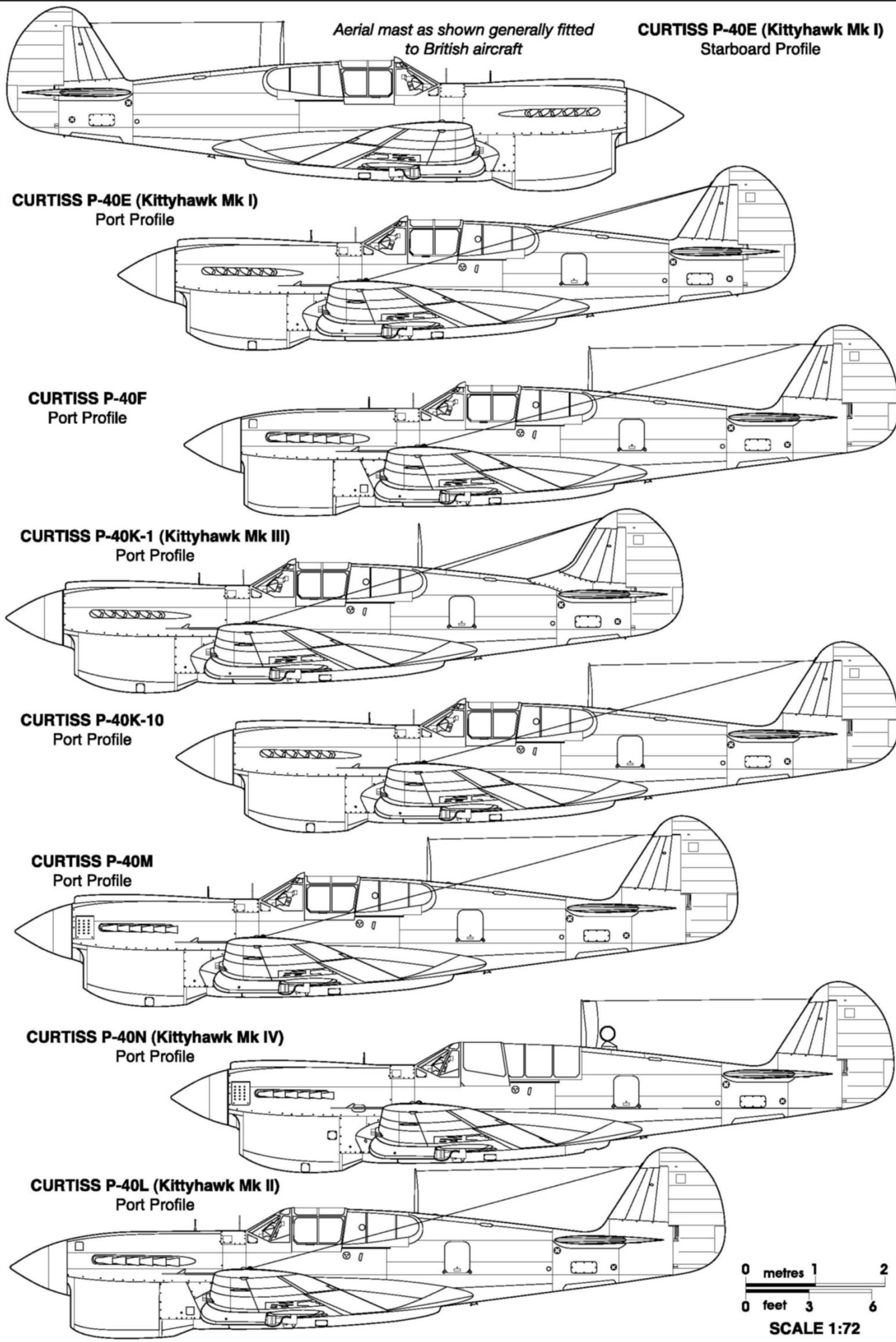


*Note bead & ring sight
offset to starboard*

*Rudder actuating horn
this side only*

CURTISS TOMAHAWK Mk IIB
Front View

CURTISS P-40
DRAWINGS BY
RICHARD J. CARUANA





No. 26 Squadron badge carried in white section of fin flash

H

Curtiss Tomahawk Mk IIB
AK354/GA-L, No. 112 Squadron RAF, North Africa, October 1941. Dark Earth/Mid Stone upper surfaces with Azure Blue undersides. Red spinner, Medium Sea Grey codes, Night serial; Blue/Red roundels above wings



Curtiss Tomahawk Mk IIA
AH756/OE-V, No. 268 Squadron RAF, Bottisham, 1942. Ocean Grey and Dark Green upper surfaces with Medium Sea Grey undersides. Sky spinner, codes and rear fuselage band; Night serial. Blue/Red roundels above wings



Curtiss Kittyhawk Mk IA, ET789/GA-C, flown by Sgt Hogg (SAAF) of No. 112 Squadron (RAF), No. 239 Wing, LG91, Amriyha (Egypt), October 1942. Dark Earth/Mid-Stone upper surfaces with Azure Blue undersides; white codes and Night serials. Red spinner. Red/white 'sharkmouth' motif, outlined in black; Blue/Red roundels above wings



Curtiss Kittyhawk Mk III, FR781/OK-K, No. 450 Squadron RAAF, 239 Wing, Ta' Qali (Malta), 'Operation Husky' July 1943. Dark Earth/Mid-Stone upper surfaces with Azure Blue undersides; red spinner, white codes; note partially concealed serial number. Blue/Red roundels above wings



Curtiss Tomahawk Mk IIA
AH896/RM-Y, No. 26 Squadron, Gatwick, summer 1941. Dark Earth/Dark Green upper surfaces with Sky undersides; temporary black port wing undersides (Anti-Invasion Exercises); Medium Sea Grey codes, Night serial; black 'H' below nose (ex-403Sg RCAF marking)

Curtiss Tomahawk Mk IIB AN413/K, No. 112 Squadron RAF, Sidi Haneish, November 1941. Dark Earth/Mid Stone upper surfaces with Azure Blue undersides. Red spinner; red/white/dark blue sharkmouth motif; Medium Sea Grey codes, Night serial. Blue/Red roundels above wings; note name 'Nan' in white outline under the cockpit

Curtiss Tomahawk Mk I
AH806/SP-W, No. 400 (RCAF) Squadron, Odiham, 1942. Dark Green/Ocean Grey upper surfaces with Medium Sea Grey undersides; Sky spinner, rear fuselage band and codes. Night serial; Blue/Red roundels above wings

Curtiss Kittyhawk Mk IIA, FL307/CV-I, No. 3 Squadron, RAAF, No. 239 Wing, Ta' Qali (Malta), 'Operation Husky' July 1943. Dark Earth/Mid-Stone upper surfaces with Azure Blue undersides; red spinner, white codes. Blue/Red roundels above wings

Curtiss Kittyhawk Mk IV, FX740/GA-7, flown by Sgt. Plt G.F. Davis, No. 112 Squadron RAF, Cutella/Sant'Angelo (Italy), March 1944. Dark Earth/Mid-Stone/Azure Blue finish; red/blue roundels above wings. Black/white and red sharkmouth marking around nose

Profiles 1:72 Scale
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Curtiss P-40B, 23-20P, 79th Pursuit Squadron, 20th Pursuit Group, USAAF, Hamilton Field, 1941. Olive Drab upper surfaces with Neutral Gray undersides; yellow spinner and lettering on fin. Star insignia in four wing positions with 'U.S.' and 'ARMY' in black under starboard and port wing respectively

Curtiss P-40B, 51-57P, 77th Pursuit Squadron, USAAF. Olive Drab upper surfaces with Neutral Gray undersides. Fin stripes removed and star insignia carried on both fuselage sides, top of port wing and underneath starboard wing; US ARMY legend under wings retained. Yellow motif around nose, with red spinner

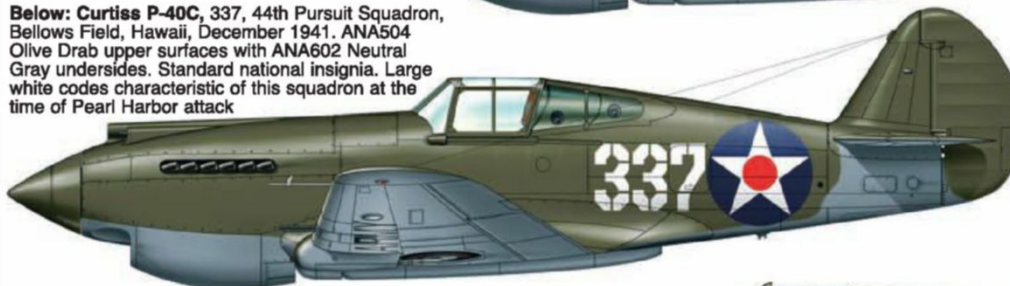


Curtiss P-40B, 100-20P of the 55th Pursuit Squadron, 20th Pursuit Group, USAAF. ANA504 Olive Drab upper surfaces with ANA602 Neutral Gray undersides. White bands around rear fuselage; white spinner. Standard rudder markings; star insignia in four wing positions with 'U.S.' and 'ARMY' in black under starboard and port wing respectively. Code 20P100 is repeated above the port wing in yellow, inboard of the wing insignia

Curtiss P-40B, 17-35P, 33rd Pursuit Squadron, 35th Pursuit Group, USAAF, late 1941. ANA504 Olive Drab upper surfaces with ANA602 Neutral Gray undersides; red spinner, white nose section and two bands around rear fuselage. All lettering in black; US star markings on fuselage sides and above wings



Below: Curtiss P-40C, 337, 44th Pursuit Squadron, Bellows Field, Hawaii, December 1941. ANA504 Olive Drab upper surfaces with ANA602 Neutral Gray undersides. Standard national insignia. Large white codes characteristic of this squadron at the time of Pearl Harbor attack

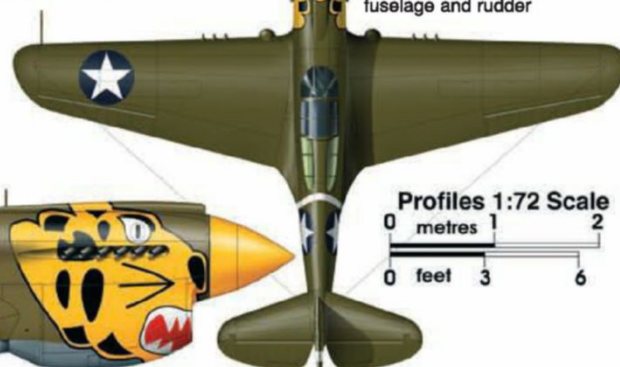


Below: Curtiss P-40E, 'White 7', flown by Colonel Robert L. Scott, 23rd Fighter Group, 14th Air Force, USAAF, Burma, 1942. Olive Drab 41 upper surfaces with Neutral Gray 43 undersides; standard USAAF markings on wings. Blue/red/white 'sharkmouth' around nose; white '7' on fuselage sides

Below: Curtiss P-40E, '104', flown by Maj Edward F. Rector, C.O. of the 76th FS, 23rd FG, USAAF, Kweilin, China, 1942. Sand 26 and Medium Green 42 upper surfaces with light blue-grey undersides; white serial and medium blue band around rear fuselage. Chinese Nationalist markings above wings; blue/white/red 'sharkmouth' motif around nose. AVG 'Flying Tiger' marking aft of cockpit; five victory markings in white and red beneath windscreen



Below & Bottom Left: Curtiss P-40E, 'Yellow 96', flown by Lt Col John S. Chennault of the 11th FS, 343rd FG, 11th AF, USAAF, Fort Glenn, Aleutian Island, late 1942. Olive Drab 41 upper surfaces with Neutral Gray 43 undersides; yellow/black/white/red tiger's head motif on nose. Yellow spinner and serial on fin; US star markings in standard positions; 'U.S.' in black below starboard wing, reading from trailing edge, and similarly 'ARMY' below port wing. White bands around fuselage and rudder



Profiles 1:72 Scale
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0 feet 3 6



While it sports a serial that belongs to a Ryan PT-22 this preserved P-40 does at least wear the correct finish for 1941. John Ryan Collection

Below: Curtiss P-40K-10, 42-9985/J1, USAAF Tactical Training Center, Orlando Field (Florida), 1943. Olive Drab 41 upper surfaces with blotches of Medium Green 42 to leading and trailing edges of flying surfaces; Neutral Gray 43 undersides. Red/white sharkmouth around nose, outlined in white; yellow/red/black/white bands on spinner and rear fuselage. White code, yellow serial; US national marking on fuselage sides, above port and below starboard wings



Above: Curtiss P-40L, '24', 317th Fighter Squadron, 325th Fighter Group USAAF, Tunisia, May 1943. Dupont 71-065 Dark Earth and 71-069 Middle Stone upper surfaces with 71-062 Azure Blue undersides; red spinner, white codes. Yellow/black checks on tail surfaces



Curtiss P-40M, 'G', Air (Fighter) Training Center, Gunter Air Base, 1944. Olive Drab 41 upper surfaces with Neutral Gray 43 undersides; yellow rear fuselage section and band around nose. Yellow code; US national markings in standard positions



Below: Curtiss P-40N-5, 42-105711/17, 502nd FS, Napier, 1942. Olive Drab 41 upper surfaces with Neutral Gray 43 undersides; yellow codes and serials; bird head on nose in red and yellow, outlined in black



Curtiss P-40N, '239' 'Margie', 25th Fighter Squadron, 51st Fighter Group, 14th Air Force, USAAF. Olive Drab 41 upper surfaces with Medium Green 42 mottles on tail, and Neutral Gray 43 undersides; white serial on fin. White spinner with two black bands; red/white/black sharkmouth on cowl. National markings in standard positions; white name on cowl. Personal marking on rudder in red/white/yellow



Profiles 1:72 Scale
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Curtiss P-40F, 41-13696/5-5 of the 65th Fighter Squadron, 57th Fighter Group, based in Egypt. Sand 26 upper surfaces with Neutral Gray 43 undersides. Red spinner and '55' on front fuselage; white '5-5' on fuselage, block-shaded in black. Serial on fin and rudder in yellow



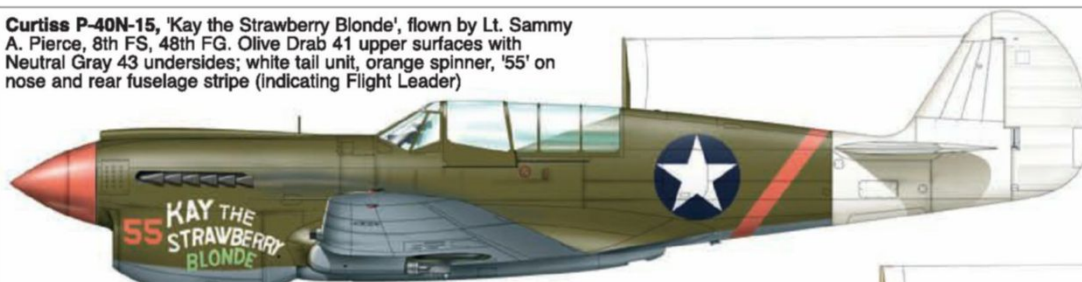
Curtiss P-40F, 'White 7-8', 66th Fighter Squadron, 57th Fighter Group, USAAF, Tunisia, March 1943. Sand 26 upper surfaces with Neutral Gray 43 undersides; white codes. Star markings on fuselage sides edged in yellow. Red spinner; unit badge over a white cross on nose. RAF style flash on fin

Curtiss P-40F, x2-1, 86th Fighter Squadron, 79th Fighter Group, North Africa, 1943. Dupont 71-065 Dark Earth and 71-069 Middle Stone upper surfaces with 71-062 Azure Blue undersides; red spinner, white codes. Yellow outlined star on fuselage sides, above port and below starboard wings; unit badge on nose, 'angel' art on rudder. RAF style flash on fin

A group of fighter pilots pose for the camera around this Curtiss P-40, 255, of the 26th Fighter Squadron, part of the 51st Fighter Group. USAAF/NARA



Curtiss P-40N-15, 'Kay the Strawberry Blonde', flown by Lt. Sammy A. Pierce, 8th FS, 48th FG. Olive Drab 41 upper surfaces with Neutral Gray 43 undersides; white tail unit, orange spinner, '55' on nose and rear fuselage stripe (indicating Flight Leader)



Curtiss P-40N, '57', 'Squirrelbait' flown by Capt. Richard J. Vorda, 8th FS, 49th FG, New Guinea, 1943. Mid-Stone/Dark Green upper surfaces with Neutral Gray 43 underside; white tail surfaces with black checkerboard on fin. White/yellow spinner with white backplate; '57' in yellow. Name in yellow, thinly outlined in white; national markings in standard positions



Curtiss P-40N, '16', flown by Capt Nathaniel H. Blanton of 7th FS, 49th FG USAF, New Guinea, 1943. Olive Drab 41 Neutral Gray 43 finish with white tail section and wing leading edges; mid-blue/white spinner and rudder. Code on nose in white; national markings in standard positions



Curtiss P-40N, '24', flown by Lt Elliott Dent, 7th Fighter Squadron, 49th Fighter Group, Gusap, spring 1943. Olive Drab 41 upper surfaces with Medium Green mottling to leading and trailing edges of flying surfaces; Neutral Gray 43 undersides. White tail section and wing leading edges; white code on nose. Medium blue spinner with white central band; red-edged national markings on fuselage sides, above port and below starboard wings



Curtiss P-40N-1, 210/73, 80th FS, 85th FG, 10th Air Force, Tingwak Sakan (Burma) 1943. Olive Drab 41 upper surfaces with Middle Green mottling on leading edges of flying surfaces and Neutral Gray 43 undersides; white spinner and '73' on fin/rudder. '210' in black on fin; national markings in standard positions



Curtiss P-40N-20, 43-23266/194, 'Lope's Hope', flown by 1st Lt. Don S. Lopez, 75th FS, 23rd FG, China, summer 1944. Olive Drab 41 upper surfaces with Middle Green mottling on tail edges and Neutral Gray 43 undersides; white spinner front, name above exhaust stacks and code on fin. Black/white/red sharkmouth motif. Two victory markings below windscreens; national markings in standard four positions



Curtiss P-40N-20, 43-23194/34, 7th FS, 49th FG, Middleburg Island, New Guinea, 1944. Natural metal overall with white tail surfaces and wing leading edges; yellow/blue spinner and tail fin/rudder top. Lettering in black; markings in standard positions. Olive Drab anti-dazzle panel



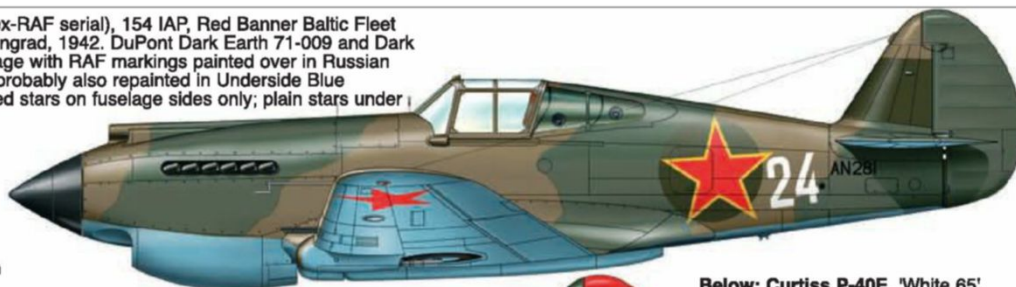
Below: Curtiss P-40N-25, 43-24380/10-B, 398th Fighter Squadron, 368th Fighter Group USAF, Hamilton Field, 1944. Natural metal overall with black anti-dazzle panels and all lettering; red spinner, fin tip and fuselage band (the latter outlined in black). Unit badge on engine cowling



Profiles 1:72 Scale



Curtiss Tomahawk Mk IIB, AN281 (ex-RAF serial), 154 IAP, Red Banner Baltic Fleet Air Force of the Soviet Air Force, Leningrad, 1942. DuPont Dark Earth 71-009 and Dark Green 71-013 upper surface camouflage with RAF markings painted over in Russian Dark Green (AMT4), and undersides probably also repainted in Underside Blue (AMT7). Black spinner, yellow-bordered stars on fuselage sides only; plain stars under wings, no star markings above wings



Below: Curtiss Tomahawk Mk IIB, '3', Turkish Air Force, 1942. Dark Earth/Dark Green upper surfaces with Sky undersides; white spinner and red rudder with a white crescent and star superimposed. National markings (red square, bordered in white) in four wing positions



Below: Curtiss P-40E, 'White 65', flown by Maj. Petr Afanas'evich Pokryshev, 154th IAP, Soviet Air Force, Leningrad, Summer 1942. Dark Earth/Dark Green upper surfaces with Sky undersides; white spinner and code on fuselage sides. Red national markings in six positions. Star victory markings in yellow and red, outlined in white, aft of cockpit



Below: Curtiss P-40F-10, 41-14268/6, flown by Lt Legrand of 3e Escadrille, GC II/5 'Lafayette', Armée de l'Air, Souk el-Arba (Morocco), spring 1943. Dark Earth/Mid Stone upper surfaces with Azure Blue undersides; standard French roundels in six positions. French Blue code '6' on fuselage sides; yellow '114' on fin. Lafayette badge on fuselage sides and stork badge below windscreen



Below: Curtiss P-40E, '01', Brazilian Air Force, Natal Air Base, 1942. Dark Earth/Dark Green upper surfaces with Sky Blue undersides; red/white spinner; Red/white/grey/black 'sharkmouth' motif. Previous USAAF identity markings overpainted; national markings in six positions. Serial '01' in black on fin



Below: Curtiss P-40N, FAB-4079/1, flown by the C.O. of 1/14^e GAV, Pampa Squadron, Brazilian Air Force, October 1953. Natural metal overall with black anti-dazzle panel; dark blue/white/mid-blue/red spinner and rear fuselage band. National markings in six positions; green/yellow rudder stripes. Serials and codes in black



Below Left: Curtiss Kittyhawk Mk IV, C3-503, 'Wham Bam!', No. 120 Squadron, Netherlands East Indies Air Force, Merauke, Dutch New Guinea, late 1944. Olive Drab 41 upper surfaces with Neutral Gray 43 undersides; red spinner. Serial above engine exhaust stack in white. National markings in six positions; name on nose in white

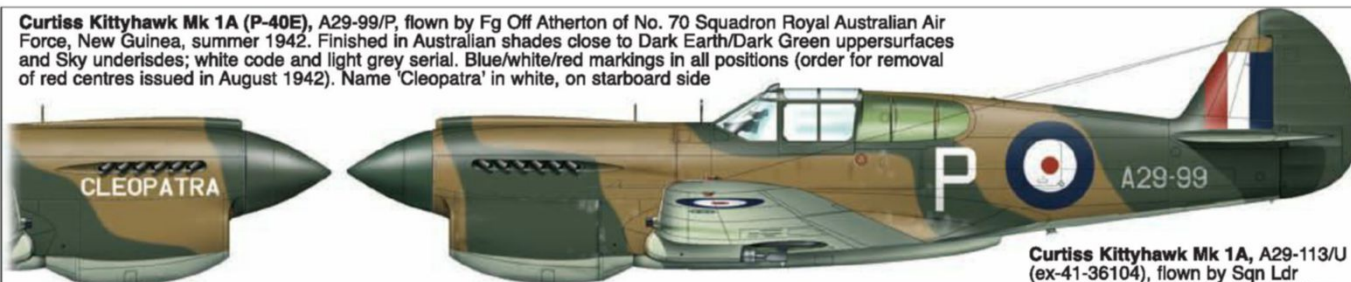


Bottom: Curtiss P-40N-5, 663/13, flown by Cpt Wang Kuang Fu, Laohow, China, January 1945. Olive Drab 41 upper surfaces with Neutral Gray 43 undersides; black/white/red sharkmouth motif. White serials and codes. National markings in six positions; script above engine cowling in red



Profiles 1:72 Scale
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Curtiss Kittyhawk Mk 1A (P-40E), A29-99/P, flown by Fg Off Atherton of No. 70 Squadron Royal Australian Air Force, New Guinea, summer 1942. Finished in Australian shades close to Dark Earth/Dark Green upper surfaces and Sky undersides; white code and light grey serial. Blue/white/red markings in all positions (order for removal of red centres issued in August 1942). Name 'Cleopatra' in white, on starboard side



Curtiss Kittyhawk Mk 1A, A29-113/U (ex-41-36104), flown by Sqn Ldr 'Dicky' Cresswell of No. 77 Squadron (RAAF), late 1942. Earth Brown/Foliage Green/Sky Grey finish with blue/white markings in all positions; blue/white spinner. Code 'U' is usually quoted to be in red/outlined in white, but is more likely to have been blue/white similar to spinner. Serial in Medium Grey. Cresswell shot down the first RAAF victory over Australian territory, a 'Betty' over Darwin on 23 November 1942



Curtiss Kittyhawk Mk IV, A29-547 'Hot Stuff', No. 78 Squadron (RAAF), Noemfoor (Dutch New Guinea). Foliage Green upper surfaces with Neutral Gray undersides; white radiator air intake, wing leading edges and entire tail unit. Spinner in Indent Blue and white; Ident Blue top of fin/rudder. Standard national markings in six positions; codes and name on cowl in white



Kittyhawk Mk IV (P-40N-20-CU), A29-671/BU-R, flown by Flt Lt Goldring of No. 80 Squadron, RAAF, Hatetabako, January 1945. Olive Drab 41 upper surfaces with Neutral Gray 43 undersides; white tail surfaces and codes. Roundels in six positions; '71' in white on nose ahead of nose art



Kittyhawk Mk IV NZ3287/E, 'Esma Lee', flown by P/O A.A. Watson, No. 19 Squadron (RNZAF), Guadalcanal, 1944. Olive Drab 41 upper surfaces with Neutral Gray 43 undersides; white spinner, fuselage bands and tail unit. White name and 'E' on cowl; national markings in six positions, with those on the fuselage and above wings thinly outlined in yellow. Note narrow-style fin flash



Curtiss P-40K-1, 42-45954/G, No. 111 Squadron, Royal Canadian Air Force, Umnak (Aleutian Islands), September 1942. ANA504 Olive Drab upper surfaces with ANA602 Neutral Gray undersides; white spinner and code, yellow rear fuselage band and serial on vertical tail surfaces. RAF style flash on fin; roundels in six positions



Curtiss P-40E, 'White 65', flown by Maj.P.Pokryshev, 154th IAP, Soviet Air Force, Leningrad, Autumn 1943. Dark Earth/Dark Green upper surfaces with Sky undersides; white spinner and code on fuselage sides. Red star markings in six positions. Star victory markings in yellow and red, outlined in white, aft of cockpit



Curtiss P-40E, 'White 50', flown by Maj.Petr Afanas'evich Pokryshev, 154th IAP, Soviet Air Force, Leningrad, Summer 1942. Dark Earth/Dark Green upper surfaces with Sky undersides; white spinner and code on fuselage sides. Red national markings in six positions. Star victory markings in yellow and red, outlined in white, aft of cockpit



Profiles 1:72 Scale
0 metres 1 2
0 feet 3 6



Two early production F6F-3s in flight
July/Aug 1943. T Panopalis Collection

Grumman F6F HELLCAT

Designed to replace the earlier F4F Wildcat and to counter the Japanese Mitsubishi A6M Zero, the F6F made its combat debut in September 1943 and rapidly became the United States Navy's dominant fighter in the second half of the Pacific War. Powered by a 2000hp (1500kW) Pratt & Whitney R-2800 Double Wasp, the Hellcat was a rugged, well-conceived carrier fighter that was able to outperform the nimble but vulnerable Zero and secure air superiority over the Pacific theatre. The Hellcat was designed to absorb combat damage and featured a bullet-resistant windshield and a total of 212lb (96kg) of cockpit armour, along with additional armour plating around the oil tank and oil cooler. Standard armament on the initial F6F-3 consisted of six .50in (12.7mm) M2/AN Browning air-cooled machine guns with 400 rounds per gun. A hardpoint under the fuselage could carry a single 150US gal (570l) disposable drop tank, while later aircraft had single bomb racks installed under each wing, inboard of the undercarriage bays. Late model F6F-3s could carry a total bomb load in excess of 2000lb (910kg), while six 5in (127mm) high-

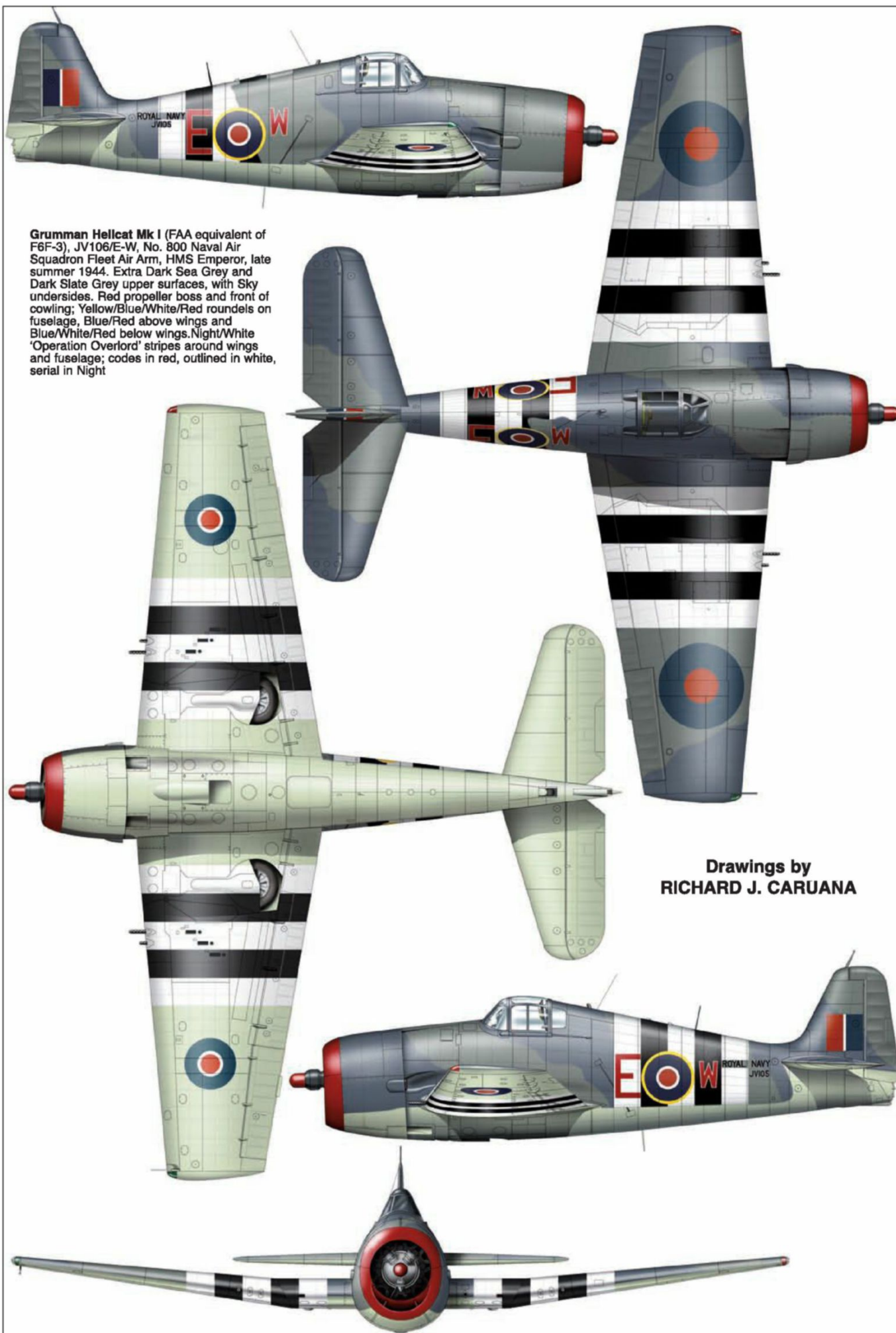
velocity aircraft rockets (HVARs) could be carried under the wings on zero-length launchers.

The F6F-5 saw several improvements, including a more powerful R-2800-10W engine employing a water-injection system and housed in a slightly more streamlined engine cowl. The F6F-5N night-fighter variant was fitted with an AN/APS-6 radar in a fairing on the outer-starboard wing while a few standard F6F-5s were also fitted with camera equipment for reconnaissance duties as the F6F-5P. The F6F-5 was the most common F6F variant, with 7870 being built.

The British Fleet Air Arm received 1263 F6Fs under the Lend-Lease Act, initially known as the Grumman Gannet Mark I, but reverting to the name Hellcat in early 1943. British Hellcats saw action off Norway, in the Mediterranean, and in the Far East. Several were fitted with photographic reconnaissance equipment similar to the F6F-5P, receiving the designation Hellcat FR Mk II. Postwar the Hellcat was used for second-line duties with the US Navy, including training, Naval Reserve squadrons, and a handful were

converted to target drones. In late 1952, Guided Missile Unit 90 used F6F-5K drones, each carrying a 2000lb (910kg) bomb, to attack bridges in Korea, flying from USS Boxer, radio controlled from an escorting AD Skyraider.

The French Aéronavale was equipped with F6F-5 Hellcats and used them in Indochina, while the Uruguayan Navy employed the type until the early 1960s. With a total of 12275 built in just over two years, Hellcats were credited with destroying a total of 5223 enemy aircraft while in service with the US Navy, US Marine Corps, and Fleet Air Arm - more than any other Allied naval aircraft.



GRUMMAN F6F HELLCAT – CAMOUFLAGE AND MARKINGS

By Richard J. Caruana



Below: Grumman F6F-3 Hellcat, '6', VF-1, on board USS Yorktown (CV 10), March 1943. Non-Specular Blue Gray (FS.35042) upper surfaces with undersurfaces in Light Gray (FS.36440); white code '6' on fuselage sides. Star markings in six positions

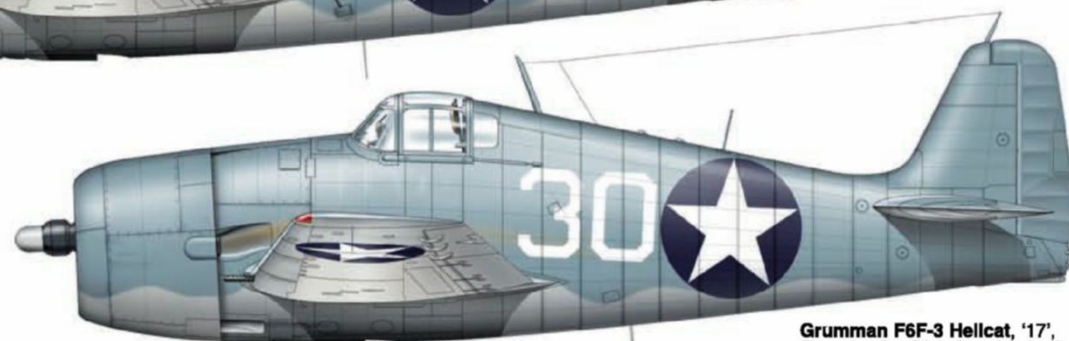
Above: Grumman F6F-3 Hellcat, '00', Down by the CO of Carrier Air Group (CAG) 5, 1942. Fuselage is in Non-Specular Intermediate Blue with Non-Specular Sea Blue top decking; top of wings and tailplane is Non-Specular Sea Blue. Undersides are in Non-Specular Insignia White. US star markings (outlined in red) on fuselage, top of port wing and below starboard wing; '00' in white on fuselage sides, repeated below tailplane in black. Diagonal white stripe on Ch denotes CAG 5



Grumman F6F-3 Hellcat, 'F-36', VF-4, Naval Air Station Alameda (California), May 1943. Non-Specular Blue Gray upper surfaces with undersurfaces in Light Gray; code in black. Star markings in six positions



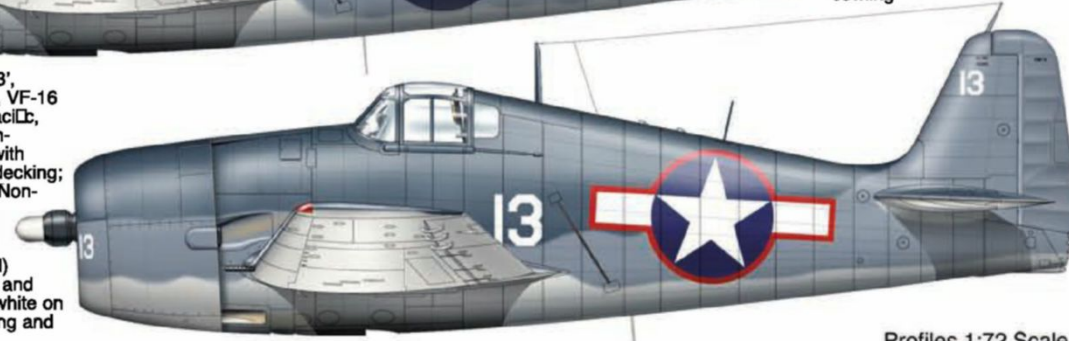
Grumman F6F-3 Hellcat, 'White 30', VF-9, embarked on USS Essex, 1943. Non-Specular Blue Gray upper surfaces with Light Gray undersides; blue/white star national markings in six position. Code in white on fuselage sides



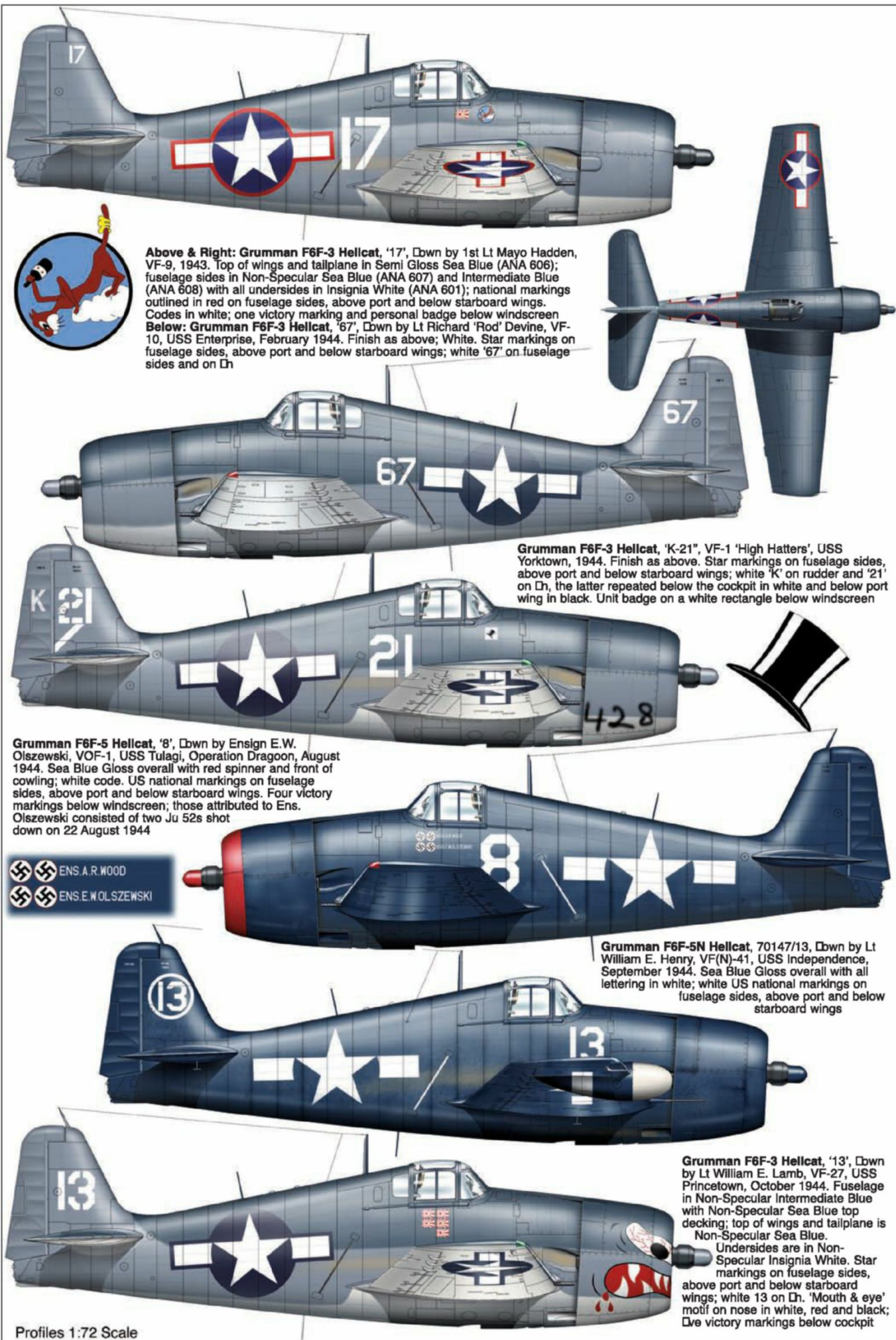
Grumman F6F-3 Hellcat, '17', Down by Cpt Dick Stambok of VF-27, USS Princetown (CVL 23), 1944. Fuselage is in Non-Specular Intermediate Blue with Non-Specular Sea Blue top decking; top of wings and tailplane is Non-Specular Sea Blue. Undersides are in Non-Specular Insignia White. US star markings on fuselage, top of port wing and under starboard wing; code '17' on Ch in white, repeated below port wing in black. Sharkmouth motif on engine cowlings



Grumman F6F-3 Hellcat, '13', Down by Ensign Ed Wendorf, VF-16 US Navy, USS Lexington, Pacific, late 1943. Fuselage is in Non-Specular Intermediate Blue with Non-Specular Sea Blue top decking; top of wings and tailplane is Non-Specular Sea Blue. Undersides are in Non-Specular Insignia White. US star markings (outlined in red) on fuselage, top of port wing and under starboard wing; 13 in white on fuselage sides, front of cowlings and top of Ch



Profiles 1:72 Scale

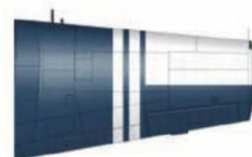
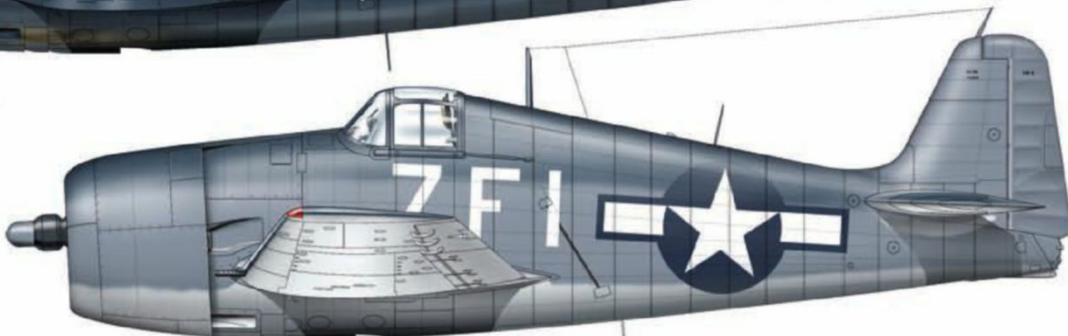


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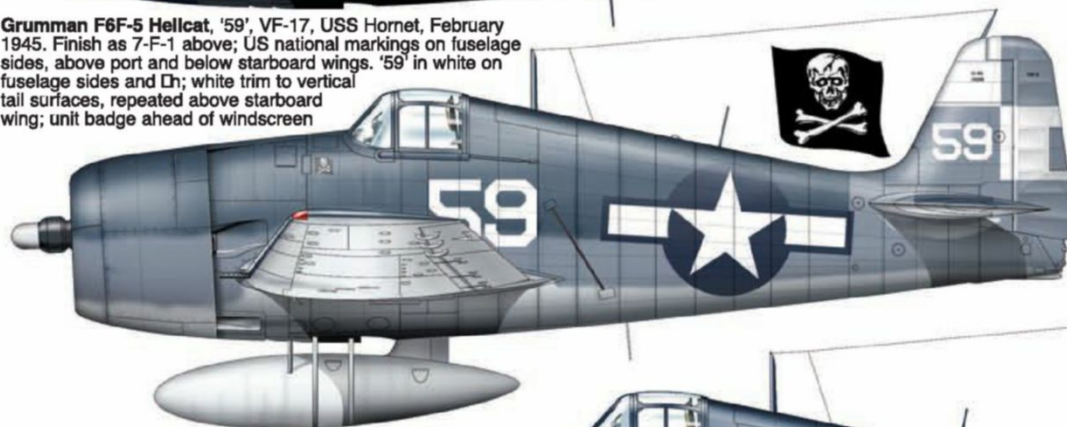
Grumman F6F-5 Hellcat, 'Minsi III', Down by CAG Commander David McCampbell, USS Essex, October 1944. Sea Blue FS.35042 overall with US star and bar national markings in white on fuselage sides, above port and below starboard wings; white band across top of Dh and rudder with 'CAG' in black. 30 victory markings below cockpit and name 'Minsi III' in yellow, both sides

Grumman F6F-5 Hellcat, '7-F-1' of VF-7, USS Hancock (CV 19), 1944. Fuselage is in Non-Specular Intermediate Blue with Non-Specular Sea Blue top decking; top of wings and tailplane is Non-Specular Sea Blue. Undersides are in Non-Specular Insignia White; national markings on fuselage sides, above port and below starboard wings. Codes in white

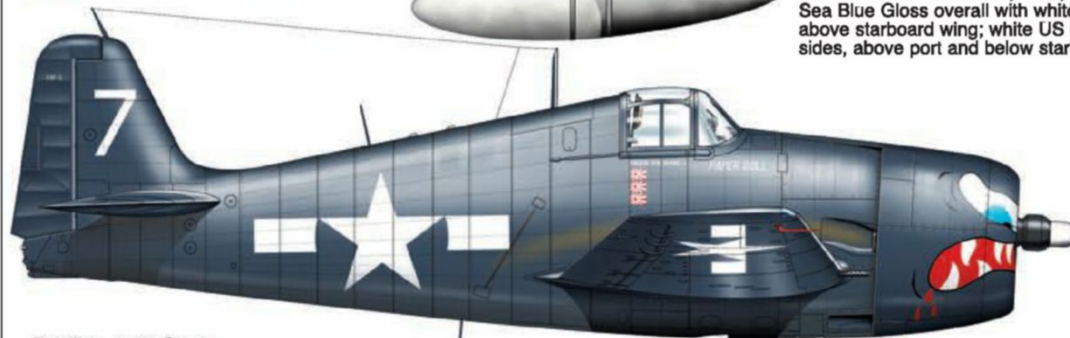


Grumman F6F-5 Hellcat, 'D-15', VF-40, embarked on USS Swanee (CVE 27), 1945. Sea Blue Gloss overall with white top of vertical tail surfaces and two white bands around rear fuselage; same white panels applied to top of starboard wing. White US national markings on fuselage sides, above port and below starboard wings; codes in white, with '15' repeated on front of engine cowl

Grumman F6F-5 Hellcat, '59', VF-17, USS Hornet, February 1945. Finish as 7-F-1 above; US national markings on fuselage sides, above port and below starboard wings. '59' in white on fuselage sides and Dh; white trim to vertical tail surfaces, repeated above starboard wing; unit badge ahead of windscreen



Grumman F6F-5 Hellcat, '122', VF-83, USS Essex, April 1945. Sea Blue Gloss overall with white trim to vertical tail surfaces and above starboard wing; white US national markings on fuselage sides, above port and below starboard wings. '122' in black on Dh

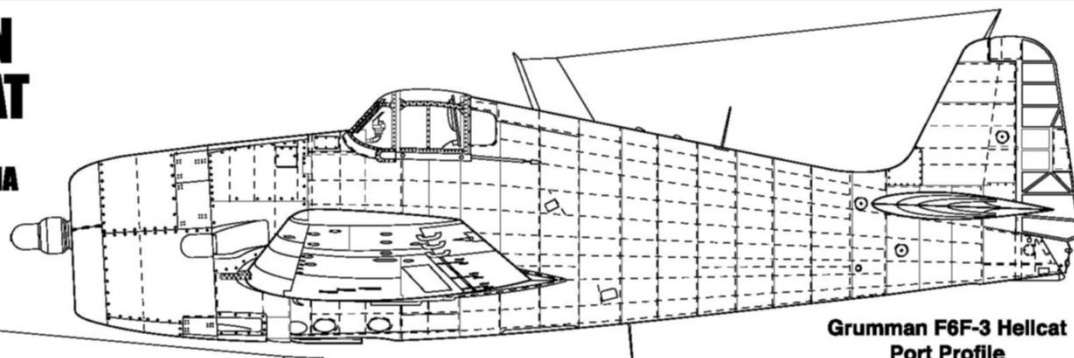


Grumman F6F-5 Hellcat, '7/Paper Doll', Down by Ensign Bob Burnell, VF-27, USS Princetown (CVL 23), October 1944. Sea Blue Gloss overall with national markings in white on fuselage sides, above port and below starboard wings; pilots name and 'Paper Doll' in white below cockpit. Three kill markings below cockpit; 'sharkmouth' motif on engine cowl

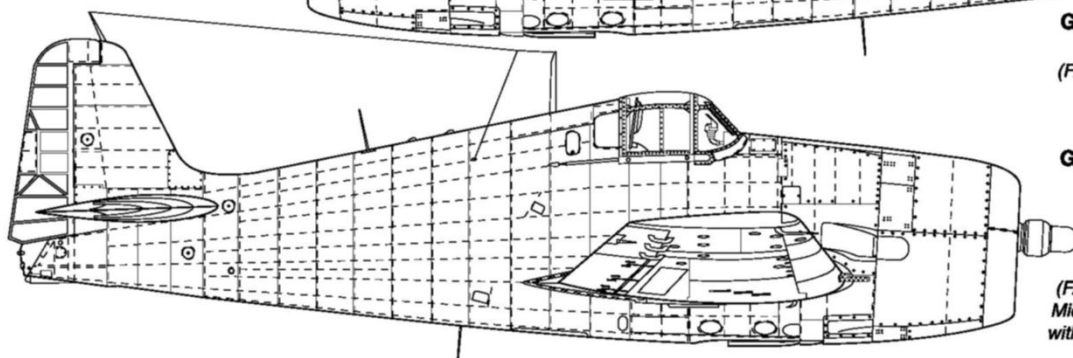
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GRUMMAN F6F HELLCAT

DRAWINGS BY
RICHARD J. CARUANA

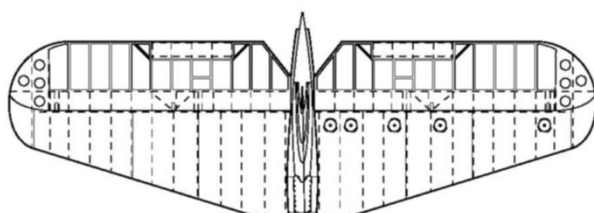


**Grumman F6F-3 Hellcat
Port Profile**
(FAA Equivalent: Hellcat Mk I)



**Grumman F6F-3 Hellcat
Starboard Profile**

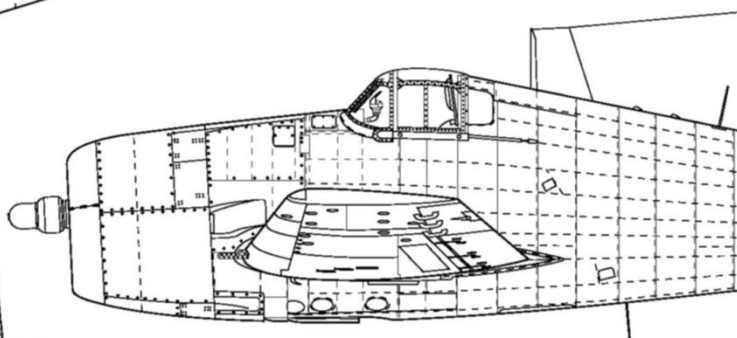
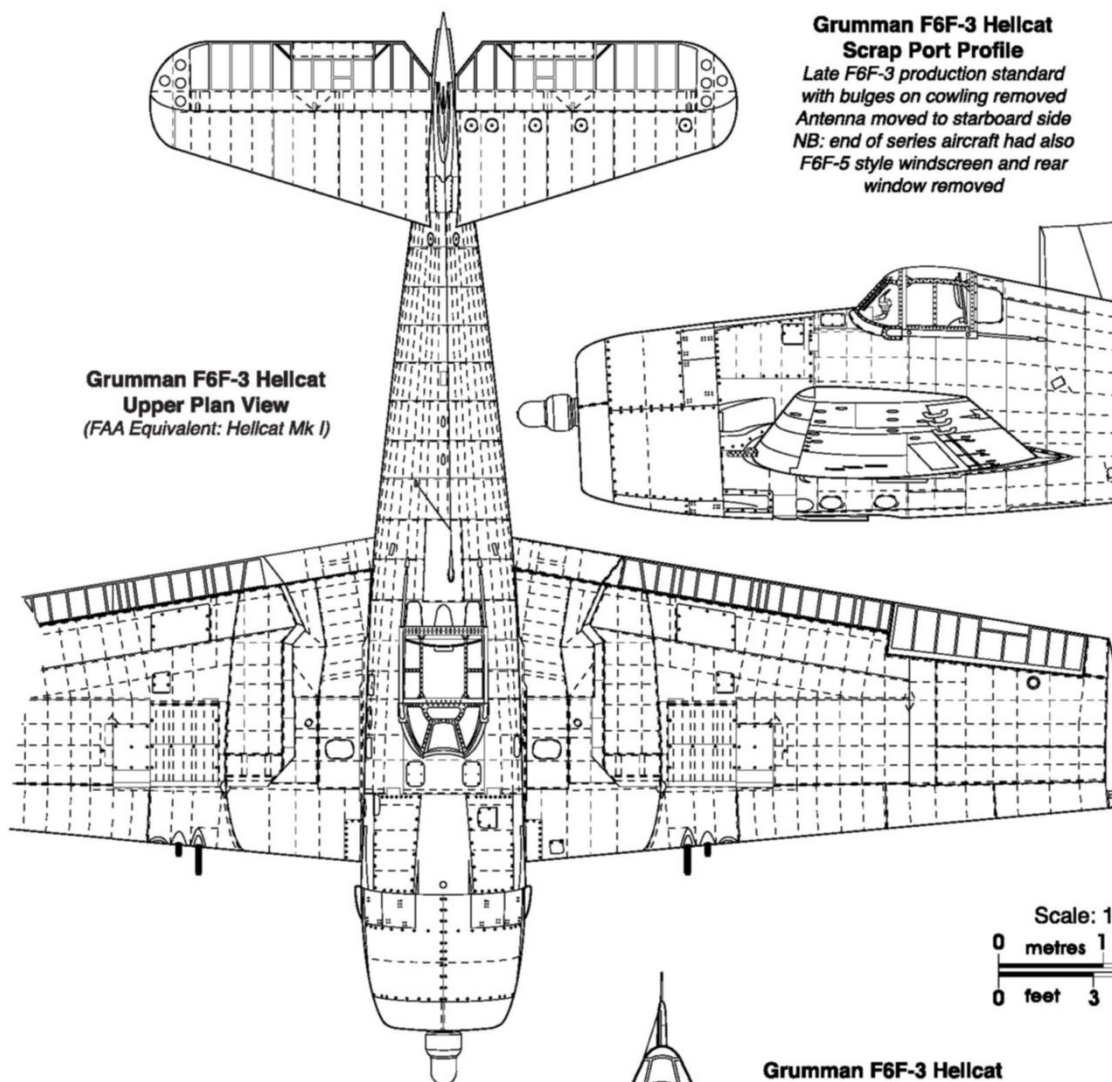
(FAA Equivalent: Hellcat Mk I)
Mid-F6F-3 production standard
with revised lower exhaust flaps
and straight aerial



**Grumman F6F-3 Hellcat
Scrap Port Profile**

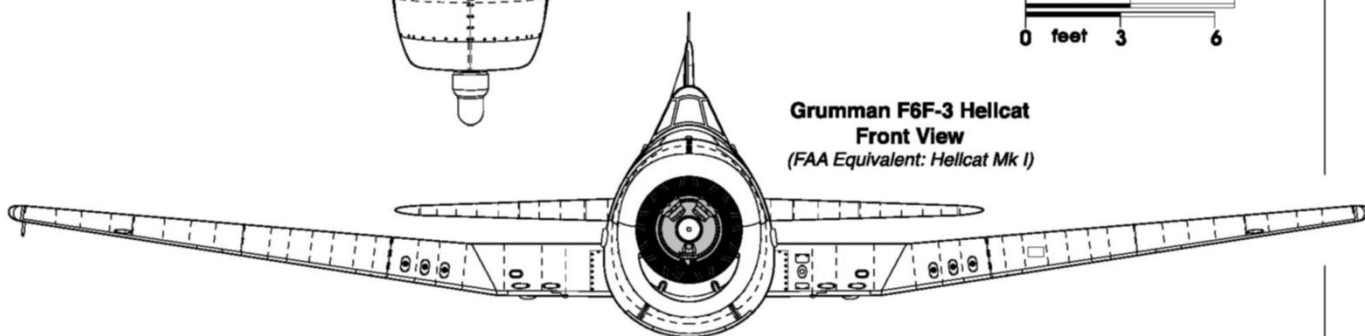
Late F6F-3 production standard
with bulges on cowling removed
Antenna moved to starboard side
NB: end of series aircraft had also
F6F-5 style windscreen and rear
window removed

**Grumman F6F-3 Hellcat
Upper Plan View**
(FAA Equivalent: Hellcat Mk I)

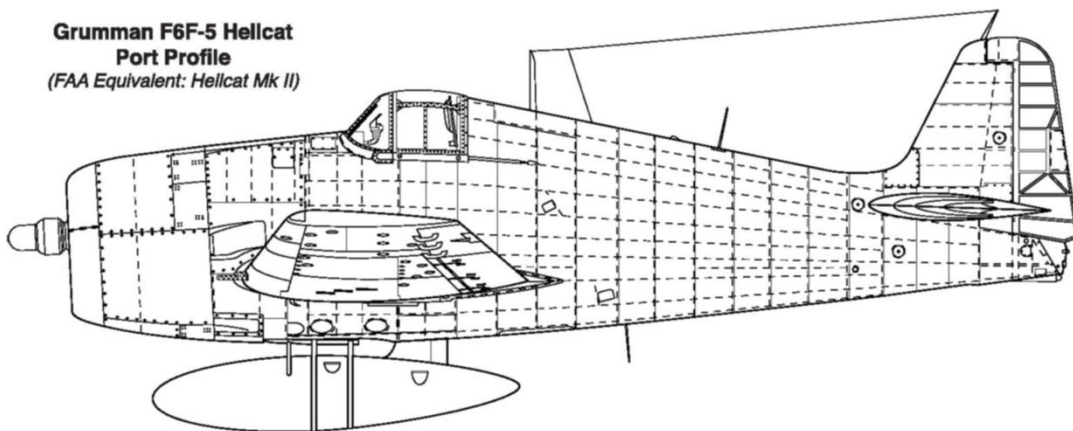


**Grumman F6F-3 Hellcat
Front View**
(FAA Equivalent: Hellcat Mk I)

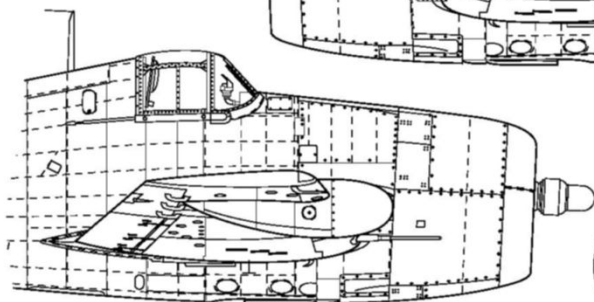
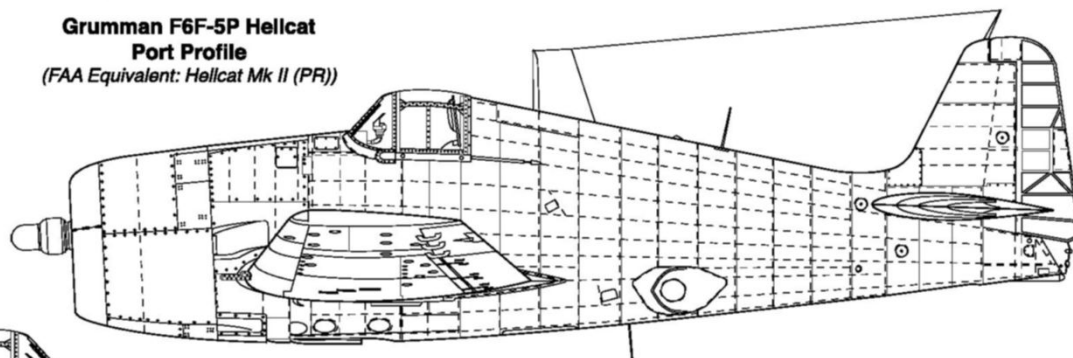
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0 feet 3 6



Grumman F6F-5 Hellcat
Port Profile
 (FAA Equivalent: Hellcat Mk II)

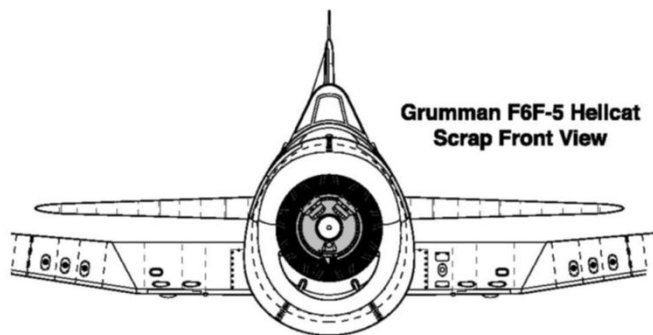


Grumman F6F-5P Hellcat
Port Profile
 (FAA Equivalent: Hellcat Mk II (PR))

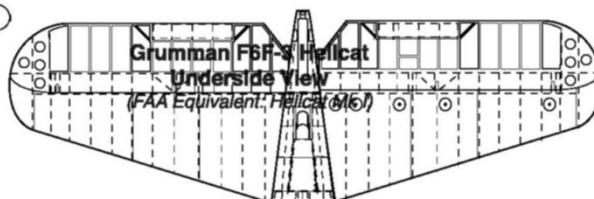


Grumman F6F-5N Hellcat

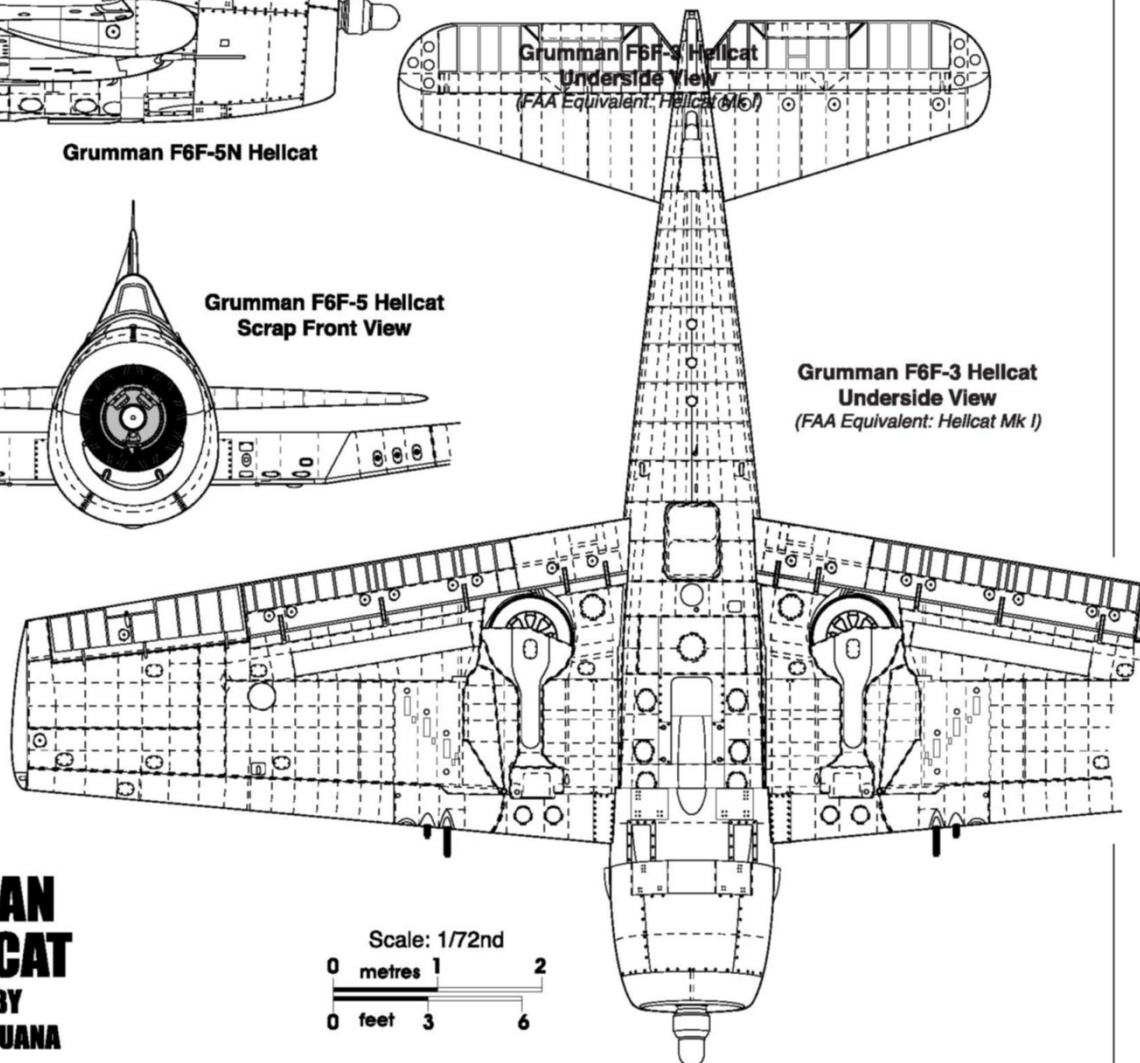
Grumman F6F-5 Hellcat
Scrap Front View



Grumman F6F-3 Hellcat
Underside View
 (FAA Equivalent: Hellcat Mk I)

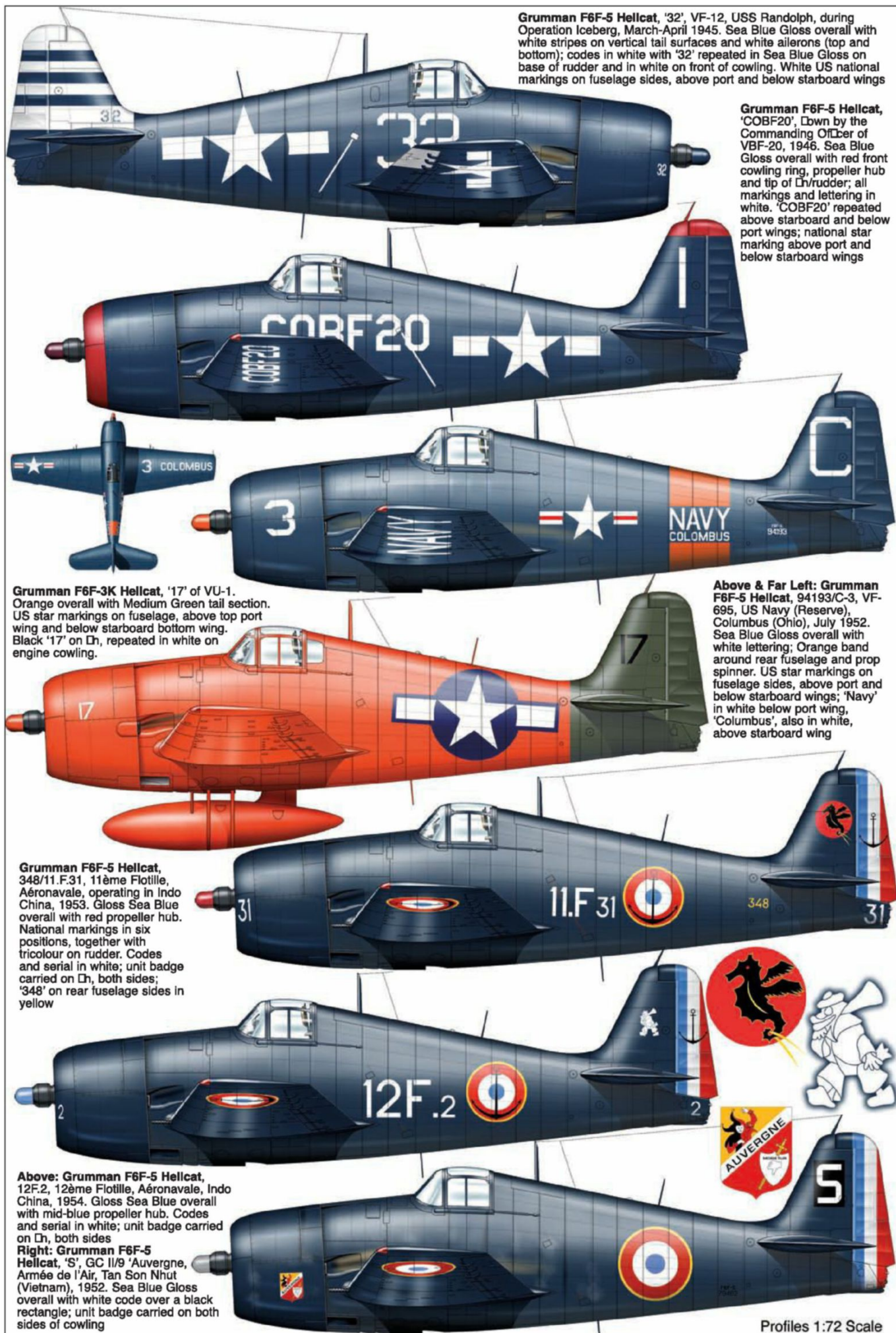


Grumman F6F-3 Hellcat
Underside View
 (FAA Equivalent: Hellcat Mk I)



GRUMMAN
F6F HELLCAT
 DRAWINGS BY
 RICHARD J. CARUANA

Scale: 1/72nd
 0 metres 1 2
 0 feet 3 6



Grumman F6F-5 Hellcat, '32', VF-12, USS Randolph, during Operation Iceberg, March-April 1945. Sea Blue Gloss overall with white stripes on vertical tail surfaces and white ailerons (top and bottom); codes in white with '32' repeated in Sea Blue Gloss on base of rudder and in white on front of cowlings. White US national markings on fuselage sides, above port and below starboard wings

Grumman F6F-5 Hellcat, 'COBF20', flown by the Commanding Officer of VBF-20, 1946. Sea Blue Gloss overall with red front cowlings, propeller hub and tip of Cn/rudder; all markings and lettering in white. 'COBF20' repeated above starboard and below port wings; national star marking above port and below starboard wings

Grumman F6F-3K Hellcat, '17' of VU-1. Orange overall with Medium Green tail section. US star markings on fuselage, above top port wing and below starboard bottom wing. Black '17' on Cn, repeated in white on engine cowlings.

Above & Far Left: Grumman F6F-5 Hellcat, 94193/C-3, VF-695, US Navy (Reserve), Columbus (Ohio), July 1952. Sea Blue Gloss overall with white lettering; Orange band around rear fuselage and prop spinner. US star markings on fuselage sides, above port and below starboard wings; 'Navy' in white below port wing, 'Columbus', also in white, above starboard wing

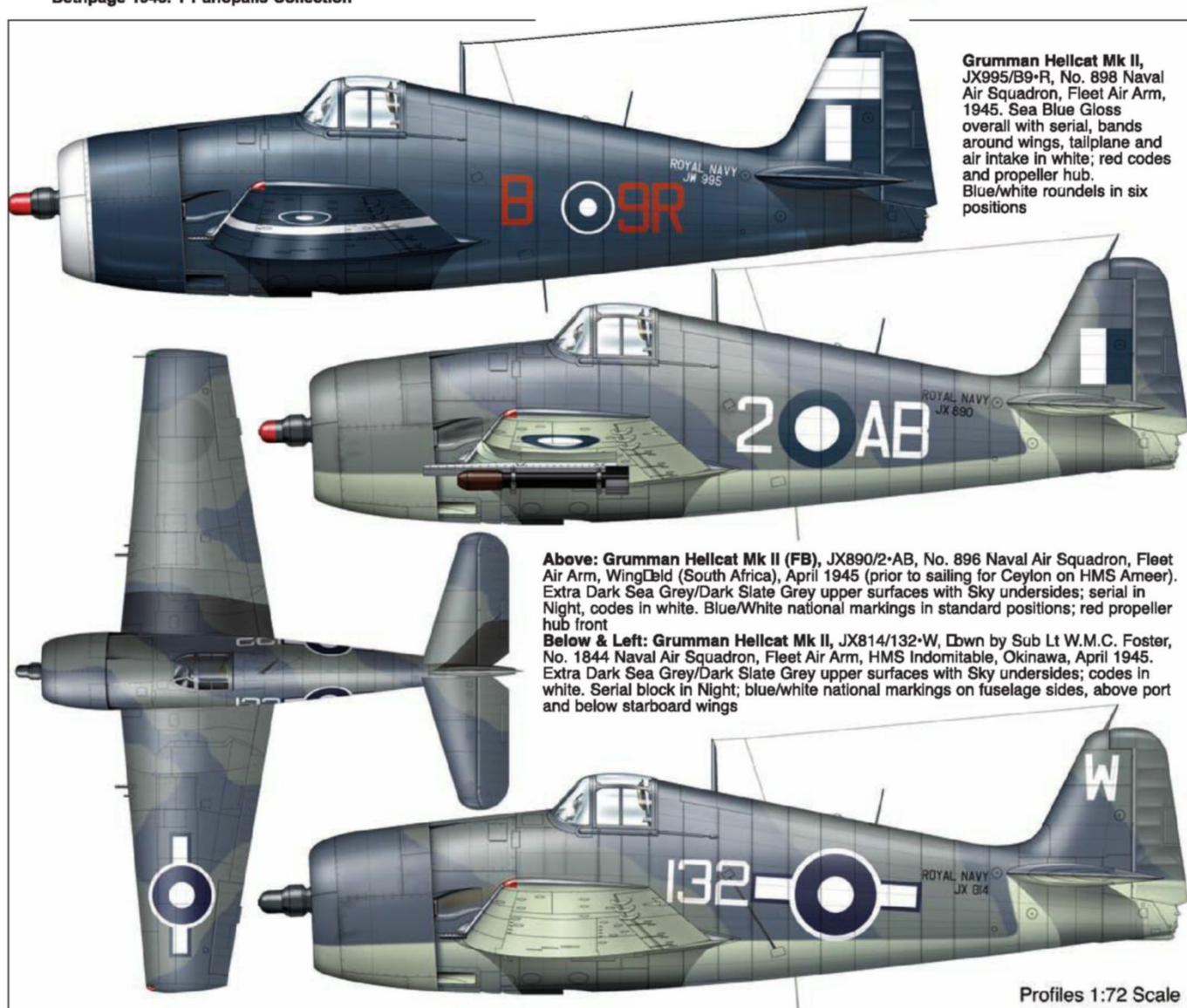
Grumman F6F-5 Hellcat, 348/11.F.31, 11ème Flotille, Aéronavale, operating in Indo China, 1953. Gloss Sea Blue overall with red propeller hub. National markings in six positions, together with tricolour on rudder. Codes and serial in white; unit badge carried on Cn, both sides; '348' on rear fuselage sides in yellow

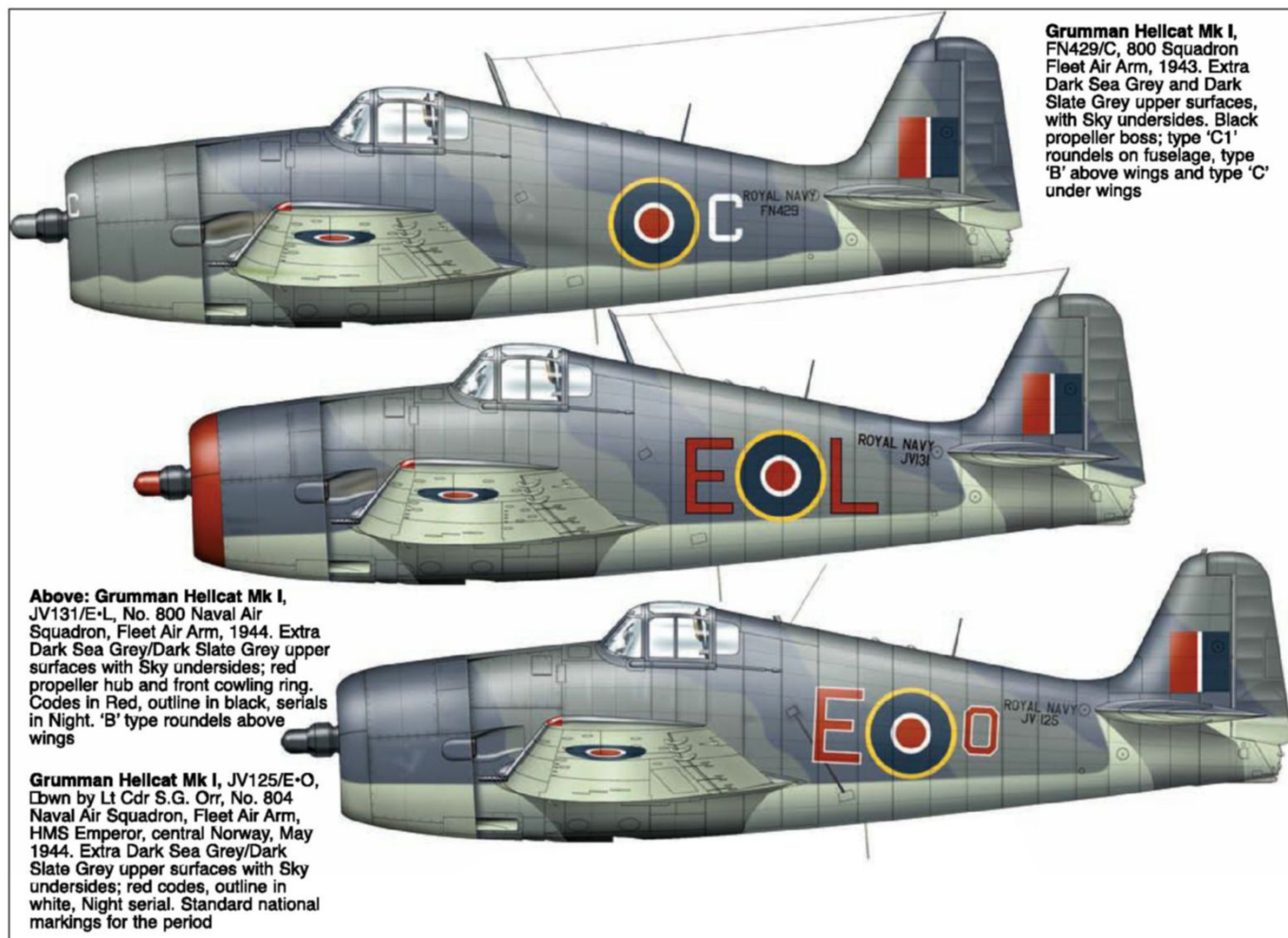
Above: Grumman F6F-5 Hellcat, 12F.2, 12ème Flotille, Aéronavale, Indo China, 1954. Gloss Sea Blue overall with mid-blue propeller hub. Codes and serial in white; unit badge carried on Cn, both sides
Right: Grumman F6F-5 Hellcat, 'S', GC II/9 'Auvergne', Armée de l'Air, Tan Son Nhut (Vietnam), 1952. Sea Blue Gloss overall with white code over a black rectangle; unit badge carried on both sides of cowlings

Profiles 1:72 Scale



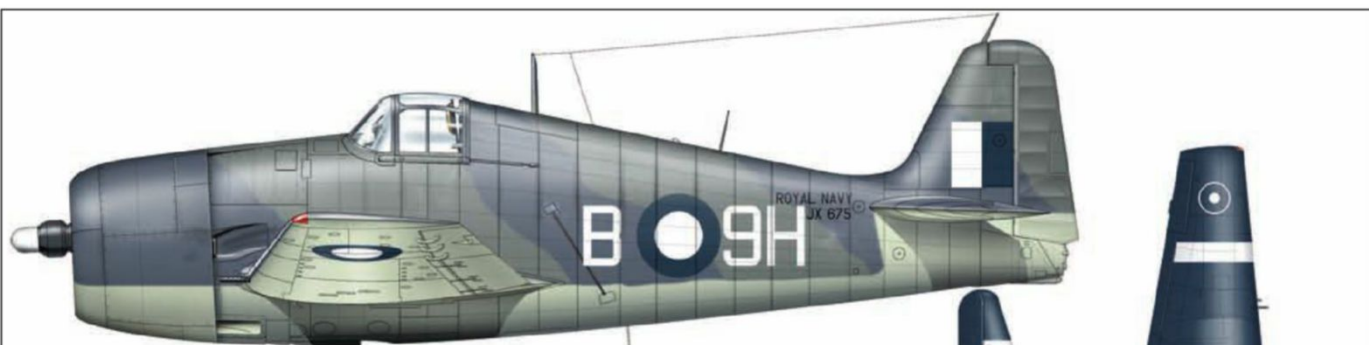
Hellcat I FAA ground check at Grumman Bethpage 1943. T Panopalis Collection





GMU-90 F6F-5K drone preparing to be launched from USS Boxer. Note AD Skyraider drone director in foreground, ready to launch as well. Tommy Thomason via T Panopolis



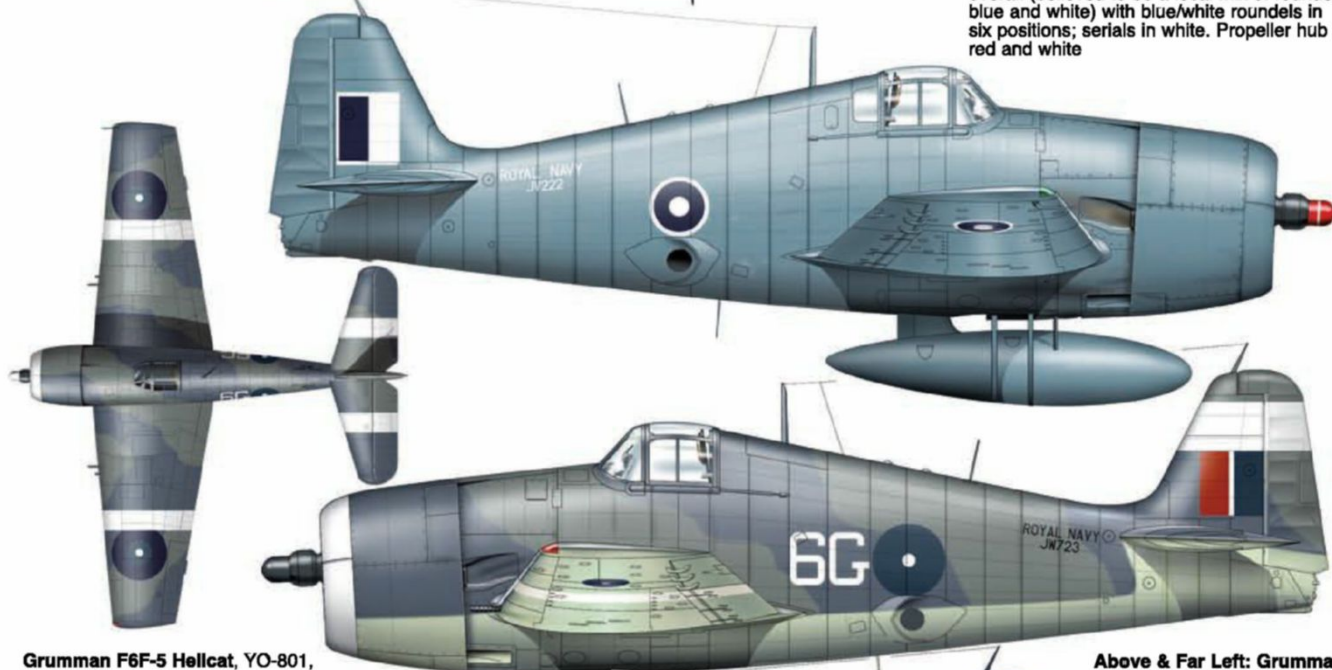


Above: Grumman Hellcat Mk II, JX675/B-9H, No. 896 Naval Air Squadron, Fleet Air Arm, Trincomalee, before embarking on HMS Emperor, mid-1945. Extra Dark Sea Grey/Dark Slate Grey upper surfaces with Sky undersides; codes and spinner in white. Night serial; blue/white national markings

Below & Far Right: Grumman Hellcat Mk II, JZ788/C7-J, No. 808 Naval Air Squadron, Fleet Air Arm, HMS Khedive, August 1945. Sea Blue overall with white propeller boss, front of engine cowling and bands around fuselage, wings, tailplane and Dn; white lettering. Ident Blue/white national markings in six positions



Grumman Hellcat Mk II (PR), JV222, No. 888 Naval Air Squadron, 1945. Mid-blue overall (believed to be a local mix of roundel blue and white) with blue/white roundels in six positions; serials in white. Propeller hub in red and white



Grumman F6F-5 Hellcat, YO-801, captured by Japanese forces and discovered by US Forces on Okinawa, 1945. Sea Blue Gloss overall with white code and top of Dn; Hinomaru, outlined in white, in six positions



Above & Far Left: Grumman Hellcat Mk II (FR), JW723/6G, No. 804 Naval Air Squadron, Fleet Air Arm, HMS Ameer, 1945. Extra Dark Sea Grey/Dark Slate Grey upper surfaces with Sky undersides; white bands around wings, tail surfaces and cowling front. Serial in Night, codes in white; blue/white roundels in six positions

Grumman F6F-5 Hellcat, A-401, Aviacion Naval, Uruguay. Dark Sea Blue on all top surfaces; Light Blue undersides. Codes and lettering in white, with '01' of code repeated in white on the engine cowling. National markings in four wing positions



Profiles 1:72 Scale



AU-1 129320 in flight. This colour shows that the anti-glare area was not black but a lighter shade of matt blue. (Vought via T.Panopalis)

Vought F4U CORSAIR

The Vought F4U Corsair entered service in large numbers with the US Navy in late 1944 and early 1945, quickly becoming one of the most capable naval fighter-bombers of World War II, only eclipsed as a fighter by the Hellcat due to early problems with carrier landings. These issues led to it becoming widely deployed as a land-based fighter by the US Marines, in which service it attained great distinction.

The first flight of the XF4U-1 was made on 29 May 1940, powered by an XR-2800-4 prototype of the Pratt & Whitney R-2800 Double Wasp twin-row, 18-cylinder radial engine, rated at 1805hp (1346kW). The XF4U-1 had the biggest and most powerful engine, largest propeller and probably the largest wing on any naval fighter then in service and it became the first single-engine US fighter to fly faster than 400mph (640km/h). The aircraft had an excellent rate of climb and in full-power dive tests speeds of up to 550mph (890km/h) were achieved, albeit at cost to the airframe. Acceptance trials for the XF4U-1 began in February 1941 and the first production F4U-1 performed its initial flight a year later, on 24 June 1942.

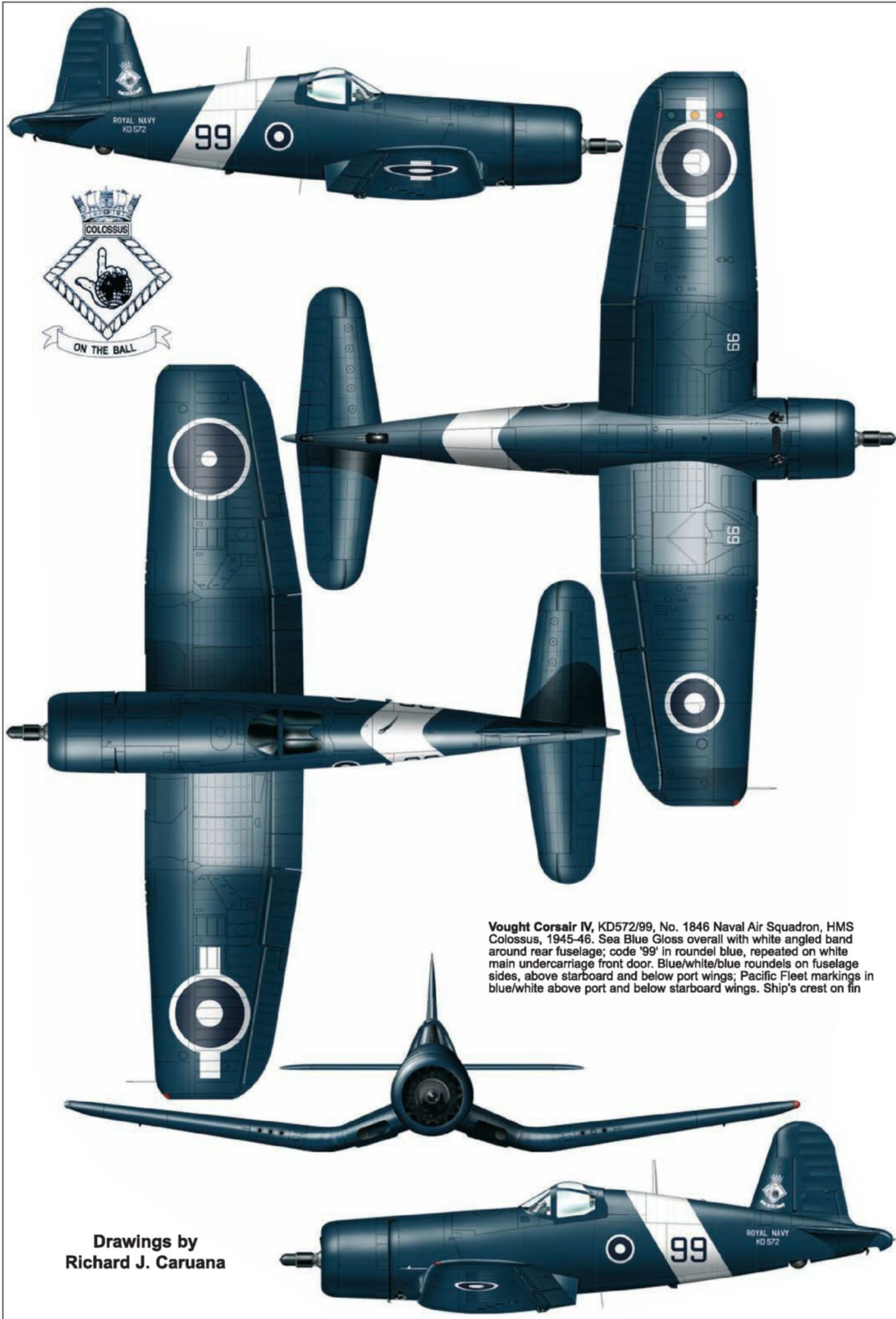
By the end of 1942 it was declared ready for combat, although in order to simplify spares problems and to ensure flexibility in carrier operations initial practice in the Pacific was to assign all Corsairs to the Marines. The Marines needed a better fighter than the Brewster Buffalo and the F4F Wildcat and readily took to the powerful new design. From February 1943 onward, the F4U operated from Guadalcanal with the first recorded combat engagement taking place on 14 February.

In Royal Navy service, because of the limited hangar deck height in several classes of British carrier, many Corsairs had their outer wings clipped by 8in (200 mm) to clear the deckhead. Fleet Air Arm pilots solved the aircraft's landing visibility problem by approaching the carrier in a medium left-hand turn, which allowed the pilot to keep the carrier's deck in view over the anhedral in the left wing root, a technique later adopted by US Navy and Marine pilots operating the machine.

The Corsair served in Korea from 1950 to 1953 as the AU-1, F4U-4B, -4P and -5N and 5-NL, seeing dogfights with Soviet-built Yak-9 fighters. More

commonly, Corsairs performed attacks with cannons, napalm tanks, various iron bombs and unguided rockets. After the war, the French Navy had an urgent requirement for a powerful carrier-born close-air support aircraft to operate from the four aircraft carriers that it acquired in the late 1940s. French Corsairs were subsequently deployed in the First Indo-China War, and subsequently in Algeria and the Suez Crisis. Corsairs flew their final combat missions as late as 1969 during the incident known as the 'Football War' between Honduras and El Salvador, with the aircraft in service with both air forces.

From delivery of the XF4U-1 in 1940, to final deliveries in 1953 to the French, 12571 F4U Corsairs were manufactured, its 1942-53 production run being the longest of any US piston-engined fighter.



Vought Corsair IV, KD572/99, No. 1846 Naval Air Squadron, HMS Colossus, 1945-46. Sea Blue Gloss overall with white angled band around rear fuselage; code '99' in roundel blue, repeated on white main undercarriage front door. Blue/white/blue roundels on fuselage sides, above starboard and below port wings; Pacific Fleet markings in blue/white above port and below starboard wings. Ship's crest on fin

**Drawings by
Richard J. Caruana**

Vought Corsair Camouflage and Markings

Drawings by Richard J. Caruana

Vought F4U-1 Corsair, '15', 'Daphne C', flown by Cpt James N. Cupp, VMF-213, Munda, September 1943. Non Specular Sea Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602).. Code in white, repeated in black on front main undercarriage doors; national markings in six positions. Name on cowl in white with black drop shadow; six victory markings below cockpit



Vought F4U-1 Corsair, '114', flown by Lt K.A. Walsh, VMF-12, Munda, summer 1943. Non Specular Sea Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). Code in white; national markings in six positions, modified with the addition of a white bar



Vought F4U-1 Corsair, '31', flown by Maj D.H. Sapp, VMF-222, Emirau, March 1944. Non Specular Sea Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). Code in white; national markings (in six position) modified with the addition of a white bar



Vought F4U-1 Corsair, '590', flown by Cpt A.R. Conant, VMF-215, Torokina, early 1944. Non Specular Sea Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). Code in white; national markings (in six positions) modified with the addition of a white bar



Vought F4U-1 Corsair, '13', flown by Lt Kenneth Walsh, VMF-124, Munda Alstrip, August 1943. Non Specular Sea Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). Plain US star markings on fuselage sides, those above port and below starboard wing backed by a white bar; code '13' in white



Vought F4U-1 Corsair, 17-F-13, flown by Lt James A. Halford, VF-17 'Jolly Rogers', USS Bunker Hill, August 1943. Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601), except for folding wing areas which are painted in Intermediate Blue; plain US national markings in six positions. 'Jolly Roger' badge on both sides of cowl; four 'victory' markings below cockpit on port side; code in white



Vought F4U-1 Corsair, '104', VMF-213, Russell Islands, September 1943. Non Specular Sea Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). White code repeated in black on front main undercarriage doors, national markings, outlined in red, in six positions (modified from earlier markings)



Vought F4U-1A Corsair, '34' (BuNo.17932), flown by Lt Doris 'Chico' Freeman, VF-17 USN. Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601), except for folding wing areas which are painted in Intermediate Blue. White codes; national markings outlined in red on fuselage sides, above port and below starboard wings. Unit badge on nose; personal marking on fin



Vought F4U-1A Corsair, '9' 'Lonesome Polecat', flown by Lt Merl W. Davenport, VF-17, Ondonga, November 1943. Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601), except for folding wing areas which are painted in Intermediate Blue. White code and pilot's name below cockpit; black name on fin. Four victory markings below windscreen; standard national markings



Vought F4U-1A Corsair, 'Ole 122', of VMF-111 'Devil Dogs', US Marines. Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601), except for folding wing areas which are painted in Intermediate Blue. Codes and bomb tally in white; propeller hub is red



Vought F4U-1A Corsair, '722', (BuNo. 17722) flown by 1st Lt Phillip C. DeLong, VMF-212, Vella-Laviella, Zutumn 1943. Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601), except for folding wing areas which are painted in Intermediate Blue.

White codes, with '22' in black repeated on front main undercarriage doors; national markings in standard position



Vought F4U-1A Corsair, '86' (BuNo.18086) 'Lulubelle', flown by Maj. Gregory 'Pappy' Boyington, CO VMF-214, Vella-Lavella, late 1943. Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601), except for folding wing areas which are painted in Intermediate Blue. Code in white, repeated in black on front main undercarriage doors; white name and 20 victory markings below windscreen



Vought F4U-1A Corsair, '042' (BuNo. 50042), flown by Lt J.J. O'Connell, VMF-321 'Hell's Angels', USS Kwajalein, 1943. Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601), except for folding wing areas which are painted in Intermediate Blue. Code and name below cockpit in white; white front of cowl, fin and rear fuselage tips. '42' in black on front main undercarriage doors



Vought F4U-1A Corsair, '596' (BuNo. 17596), flown by 1st Lt Robert M. Hanson, VMF-215, Torokina, February 1944. Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601), except for folding wing areas which are painted in Intermediate Blue. White code, with '96' repeated in black on front main undercarriage doors; national markings in standard position



Vought F4U-1D Corsair, '26', VBF-10, USS Intrepid (CV-11), April 1945. Sea Blue Gloss overall (ANA 623) with all markings in white; standard national marking for the period. White lightning bolt below port wing actually refers to this aircraft's service on USS Shangri La; '26' repeated in white on front main undercarriage doors

Above: Vought F4U-1D Corsair, '28', VBF-6, USS Hancock (CV-19), March 1945. Glossy Sea Blue (ANA 623) overall with Non-Specular Sea Blue (ANA 607) anti-dazzle panel. All markings in white, except front of cowl which is in yellow; angled white band repeated on top of starboard and below port

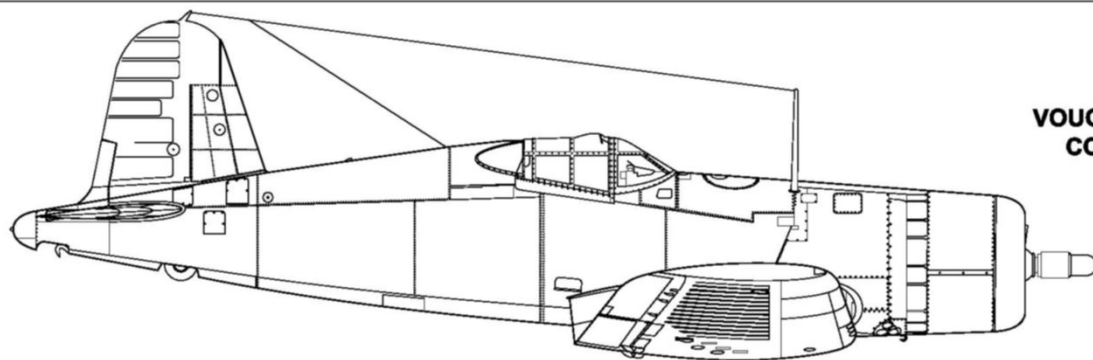
Vought F4U-1D Corsair, '122', VMF-221, USS Bunker Hill (CV-17), March 1945. Sea Blue Gloss overall (ANA 623) with all markings in white; standard national markings. Orange-yellow front of engine cowlings. Arrow marking repeated above starboard wing; '122' repeated on fin and nose, '22' on front main undercarriage doors, all in white

Right: Vought F4U-1D Corsair, FF59, VMF-351, USS Cape Gloucester, summer 1945. Glossy Sea Blue overall (ANA 623) with white panel on rear fuselage; vertical bands and code in yellow. Standard national markings

Vought F4U-4 Corsair, '413-A' (BuNo. 80788), VF-884, USS Boxer, Korea, summer 1951. Glossy Sea Blue overall (ANA 623) Non-Specular Sea Blue anti-dazzle panel (ANA 607); all lettering in white. Yellow trim to top of rudder and propeller hub; '413' repeated on front main undercarriage doors

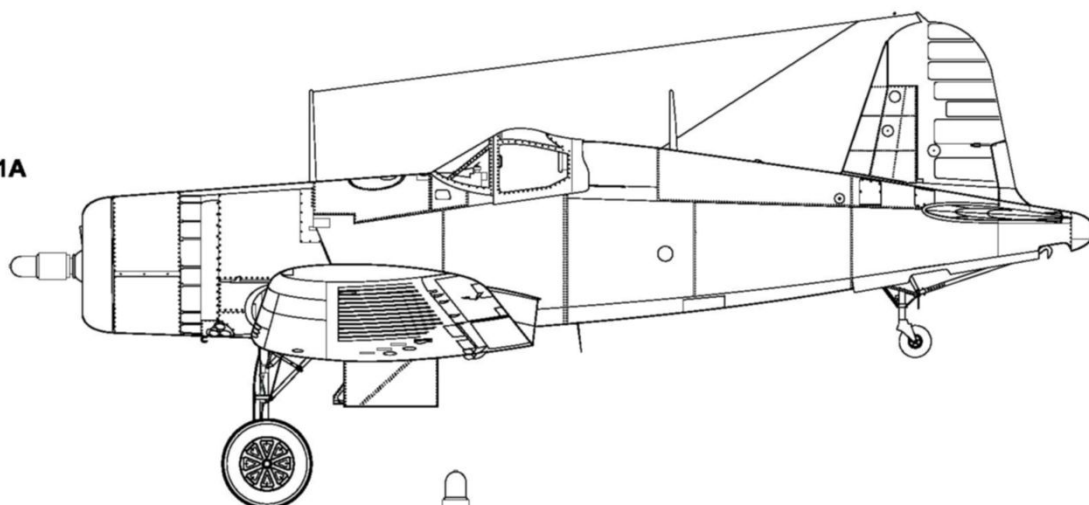
Vought F4U-4 Corsair, 11-LF, VMFT-20, MCAS Cherry Point, 1952. Glossy Sea Blue (ANA 623) overall with all lettering in white; standard national markings. Green/white trim to engine cowlings, fuselage and wings; 'Marines' repeated below port wing; 11LF repeated above starboard wing

Vought F4U-4 Corsair, 16-MR (BuNo. 62969), VMA-332, USS Bairoko (CVE-115), Korea, July 1953. Glossy Sea Blue overall (ANA 623) with all lettering in white. White band around engine cowlings with red polka dots; white tail cone and propeller hub. Standard national markings; '16MR' repeated above starboard wing

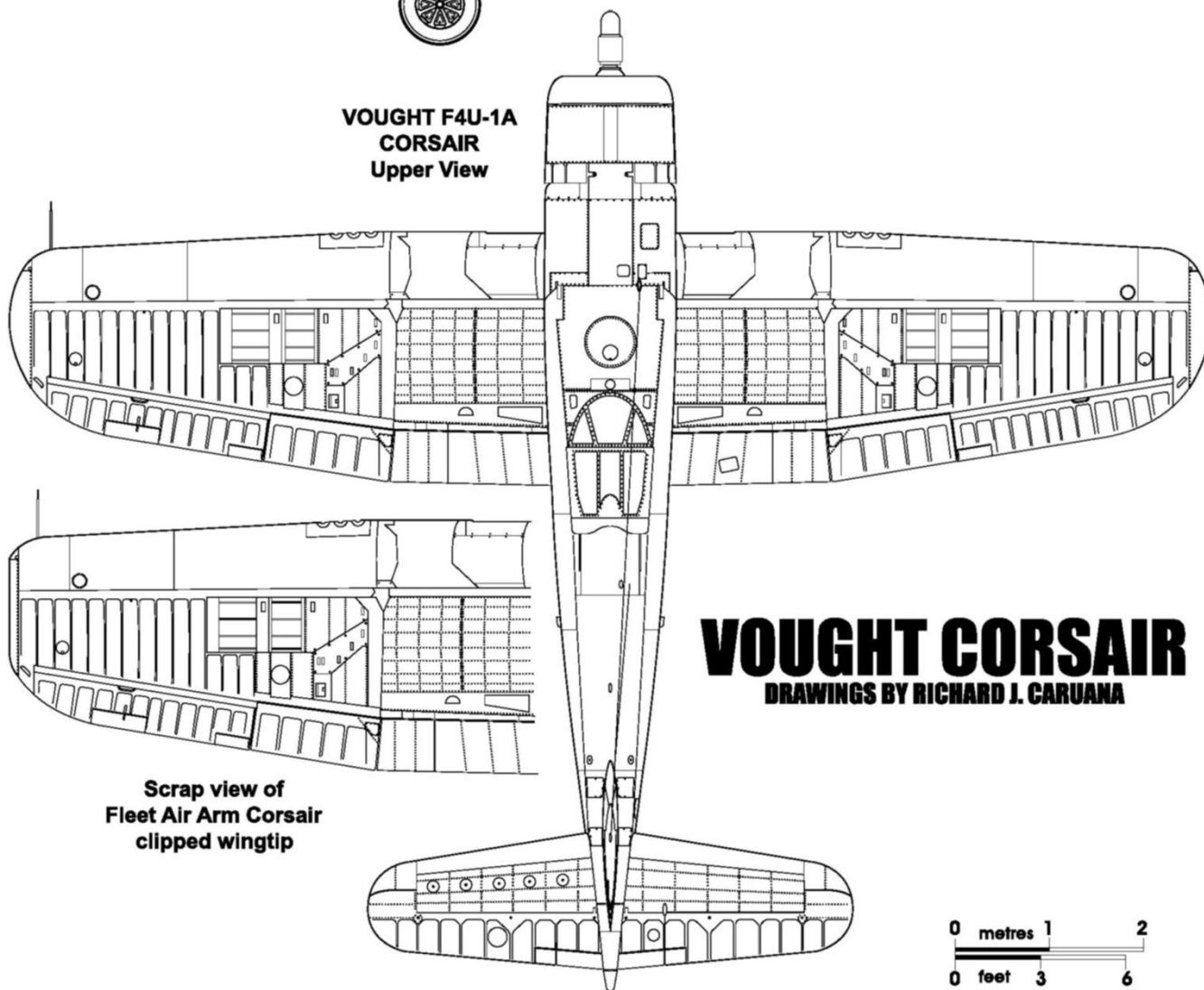


**VOUGHT F4U-1
CORSAIR**

**VOUGHT F4U-1A
CORSAIR**



**VOUGHT F4U-1A
CORSAIR
Upper View**



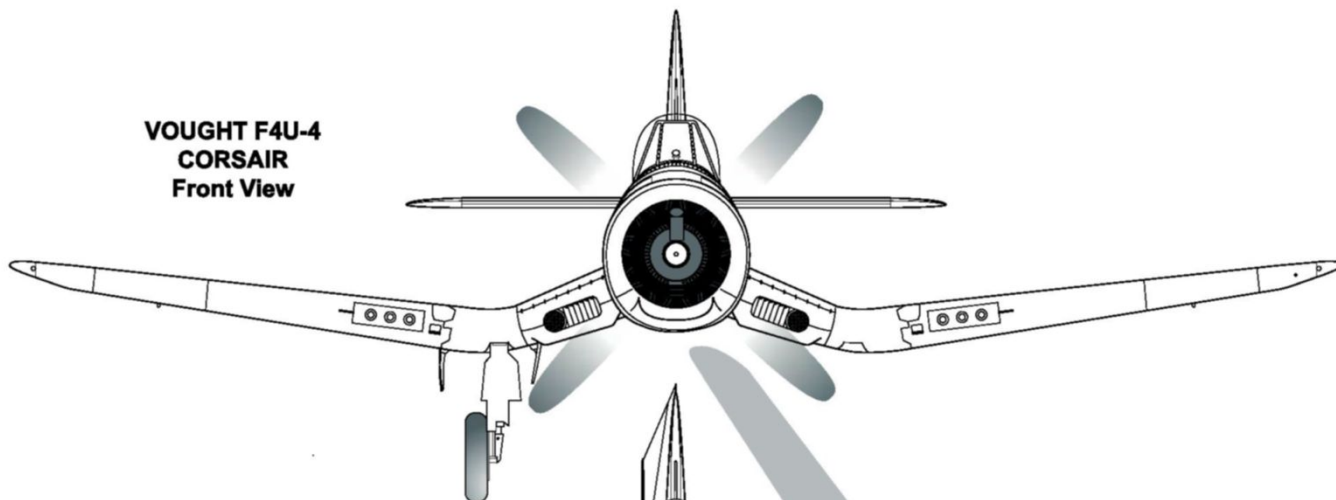
**Scrap view of
Fleet Air Arm Corsair
clipped wingtip**

VOUGHT CORSAIR

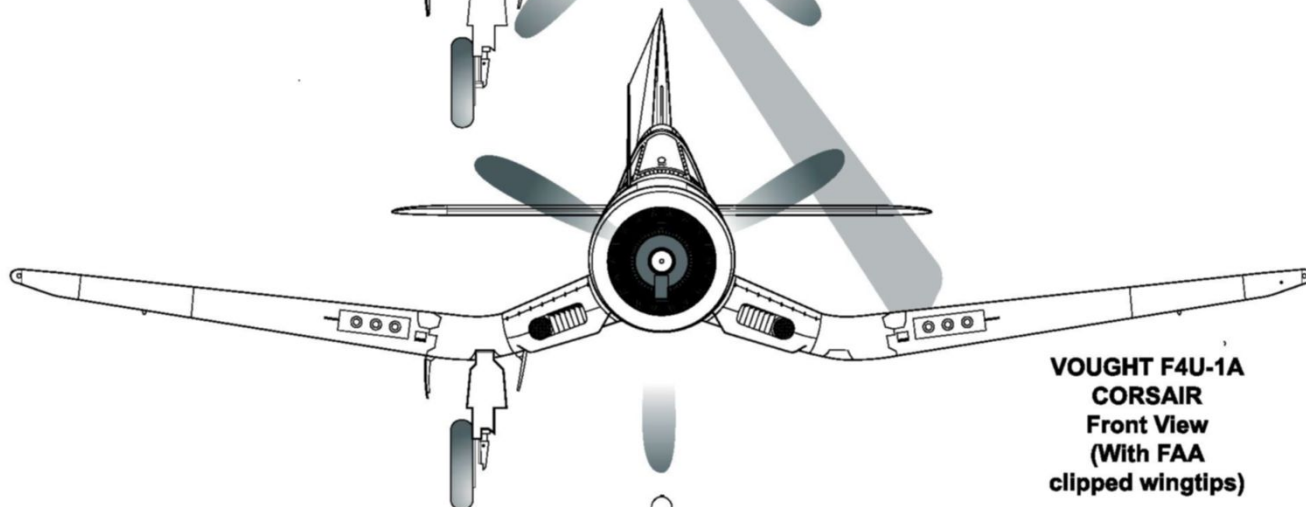
DRAWINGS BY RICHARD J. CARUANA

0 metres 1 2
0 feet 3 6
1:72 SCALE

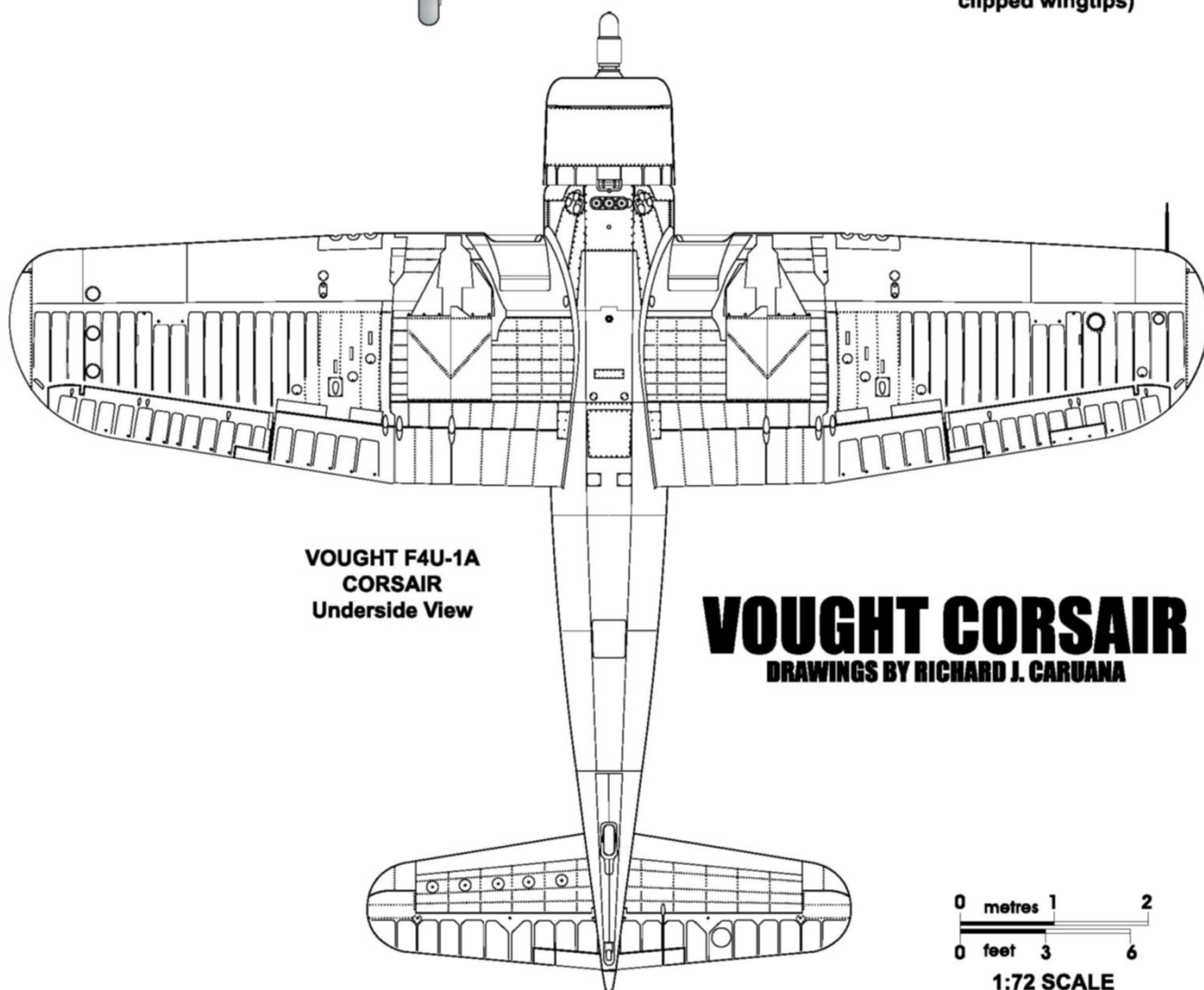
**VOUGHT F4U-4
CORSAIR
Front View**



**VOUGHT F4U-1A
CORSAIR
Front View
(With FAA
clipped wingtips)**



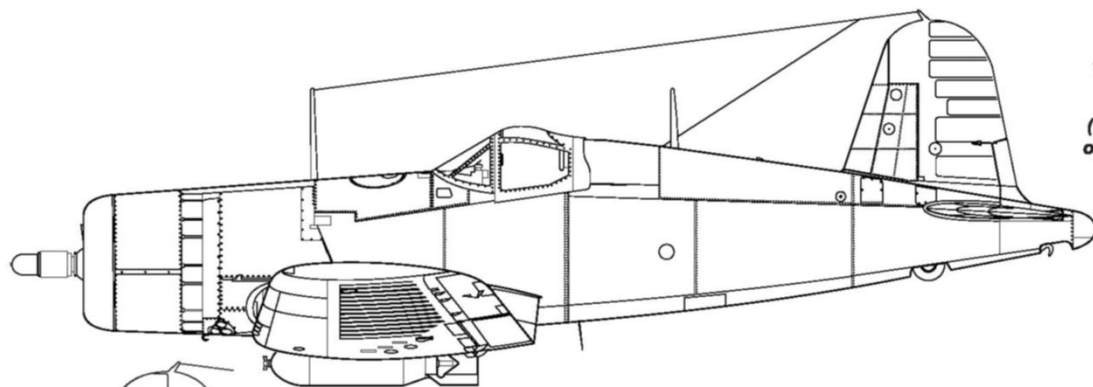
**VOUGHT F4U-1A
CORSAIR
Underside View**



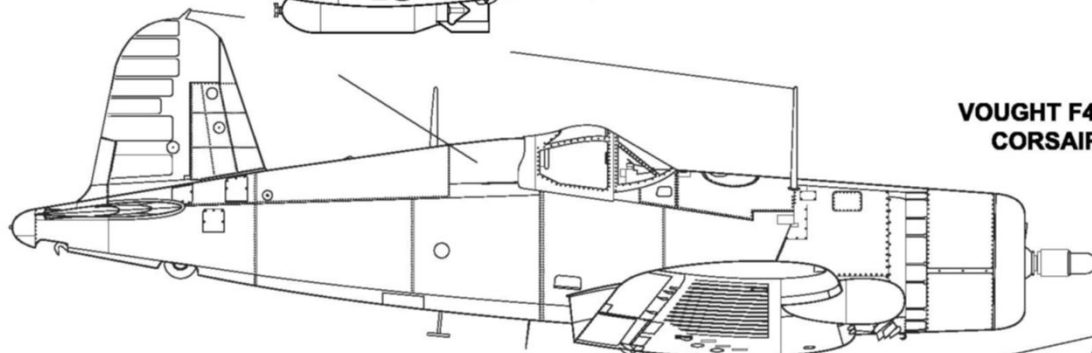
VOUGHT CORSAIR
DRAWINGS BY RICHARD J. CARUANA

0 metres 1 2
0 feet 3 6
1:72 SCALE

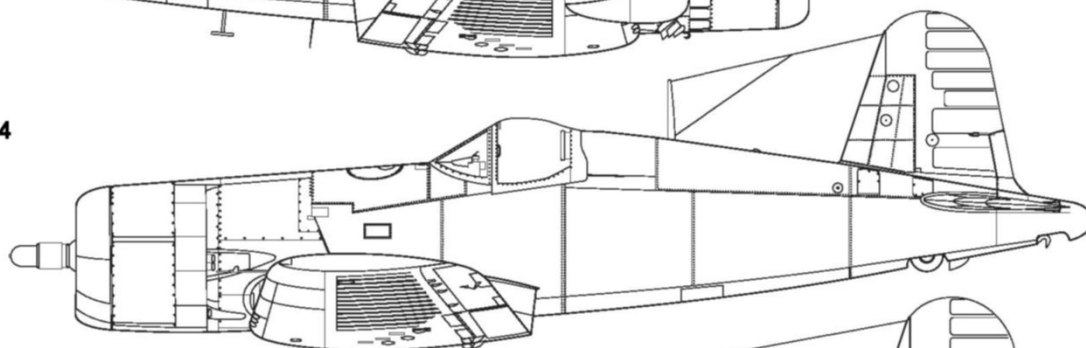
**VOUGHT F4U-1D
CORSAIR**
(With 2 x 454kg bombs
on inboard wing pylons)



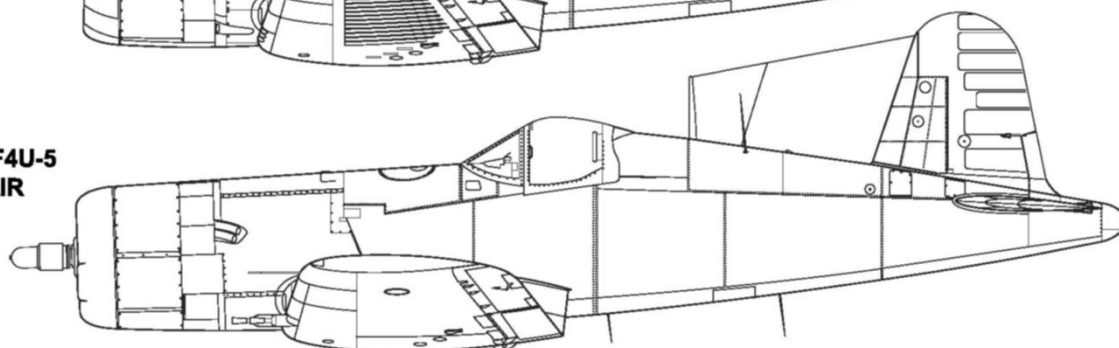
**VOUGHT F4U-2
CORSAIR**



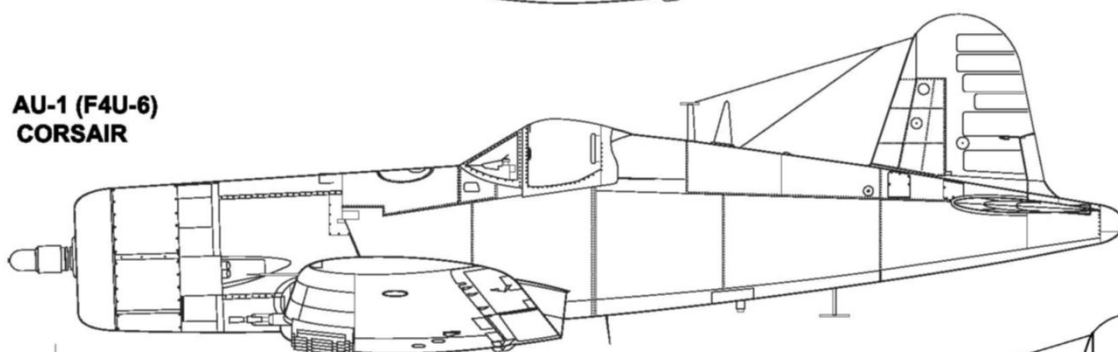
**VOUGHT F4U-4
CORSAIR**



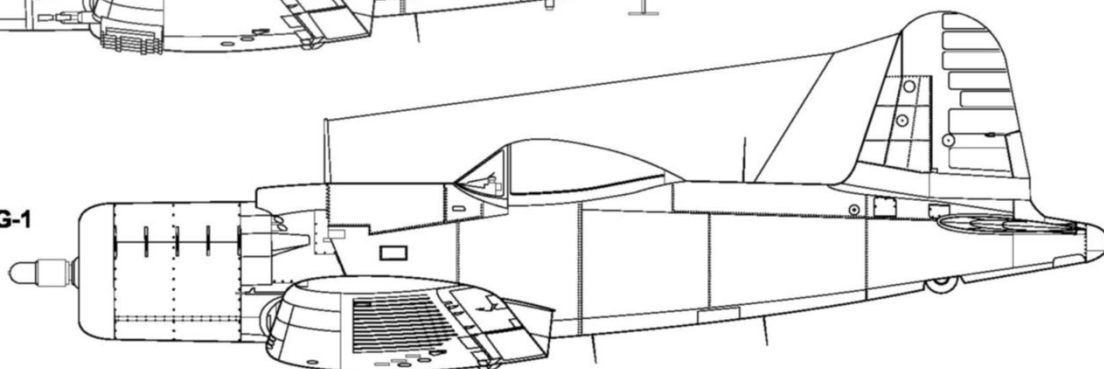
**VOUGHT F4U-5
CORSAIR**



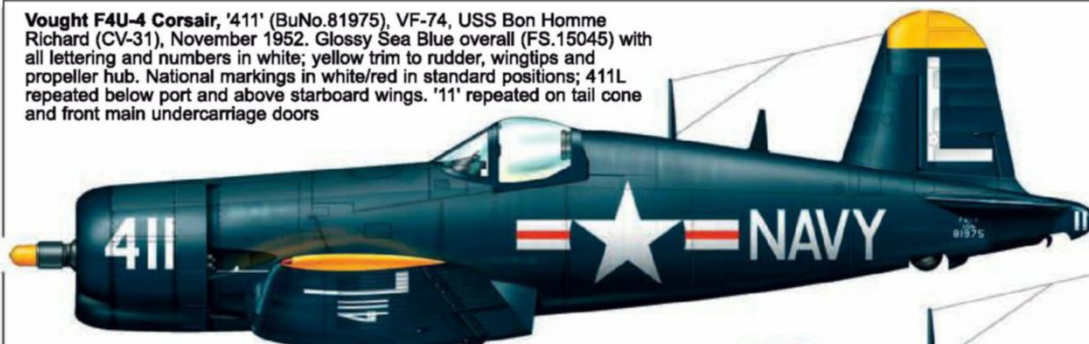
**AU-1 (F4U-6)
CORSAIR**



**GOODYEAR F2G-1
CORSAIR**



Vought F4U-4 Corsair, '411' (BuNo.81975), VF-74, USS Bon Homme Richard (CV-31), November 1952. Glossy Sea Blue overall (FS.15045) with all lettering and numbers in white; yellow trim to rudder, wingtips and propeller hub. National markings in white/red in standard positions; 411L repeated below port and above starboard wings. '11' repeated on tail cone and front main undercarriage doors



Vought F4U-4 Corsair, '314', VF-193 'Ghostriders' USS Princetown CV-37, 1951. Glossy Sea Blue (ANA 623) overall with all lettering and numbers in white; light blue trim to rudder, rear fuselage and wingtips. National markings in white/red only in standard positions; 314B repeated below port and above starboard wings. Unit badge below windscreen; white mission markings on front fuselage



Vought F4U-4 Corsair, 22-WE (BuNo.63008), VMF-214 'Black Sheep', USMC, Pohang (Korea), 1951. Glossy Sea Blue (ANA 623) overall with all lettering in white; standard national markings. Unit badge on engine cowlings



Vought F4U-4 Corsair, 7286-K, Air Station Olathe (Kansas). Dark Gull Gray (ANA 621) upper surfaces with Insignia White (ANA 601) undersides; black anti-dazzle panel. Rudder and folding sections of the wings in black (above and below); all horizontal moving control surfaces are in Insignia White. International Orange rear fuselage band; all lettering in black, except for those on black areas which are in white. Standard national markings. Note 'Olathe' repeated in white below wings along leading edge



Goodyear NFG-1D Corsair, 50-UF (BuNo. V-92286), VF-76A, NAS St Louis (Missouri), April 1948. Glossy Sea Blue overall (ANA 623) with International Orange rear fuselage band; all lettering in white. Standard national markings; '50' repeated on front main undercarriage doors



Vought F4U-5N, 6-NP (BuNo.124713), VC-3 USN, 1954. Glossy Sea Blue (ANA 623) overall with black anti-dazzle panel; red/white trim to rudder top, rear fuselage cone and wingtips. Red/white flash on nose, red propeller hub; '6Navy' repeated in white below port and above starboard wings. Red/white national markings in standard positions



Vought AU-1 Corsair, 10-LD (BuNo.129359), 'Miss Penny', VMA-212 'Lancers' USMC, K-47 (Korea), summer 1952. Glossy Sea Blue overall (ANA 623) with matt black anti-dazzle panel; all lettering in white. Standard national markings in white/red with 'Marines' repeated above starboard wing and below port wing; white flash along forward fuselage. Name 'Miss Penny' in white on engine cowlings





Vought Corsair I, JT162/6A, No. 1830 Naval Air Squadron FAA, the first unit to be formed on this type at Quonset Point in June 1943. US colours of ANA 613 Olive Drab and ANA 603 Sea Gray upper surfaces with ANA 602 Light Gray undersides; standard national markings. Code in white over a patched up area of the camouflage, serial block in black

Vought Corsair II, JT410/T8H, flown by Lt DJ Sheppard, No. 1836 Naval Air Squadron FAA, HMS Victorious, Sumatra, January 1945. US colours of ANA 613 Olive Drab and ANA 603 Sea Gray upper surfaces with ANA 602 Light Gray undersides; codes in white. Blue/white markings in standard positions; serial block in black.



Vought Corsair II, JT260/P54, No. 757 Naval Air Squadron FAA, embarked on HMS Unicorn, June 1944. US colours of ANA 613 Olive Drab and ANA 603 Sea Gray upper surfaces with ANA 602 Light Gray undersides; colours are extremely faded and weathered. Blue/White roundels in six positions. Note overpainted C1 roundels on fuselage sides overpainted but still slightly visible



Below: Vought Corsair II, JT601/12VS, No. 1848 Naval Air Squadron, FAA, Machrihanish, 3 November 1944. US colours of ANA 613 Olive Drab and ANA 603 Sea Gray upper surfaces with ANA 602 Light Gray undersides; codes in yellow, serial block in black. Standard national markings. Unit disbanded on 21 November 1944, less than 3 weeks after its arrival with Corsairs



Below: Vought Corsair II, JT427/TRH, flown by Lt RC Hay, Royal Marines, commanding 47th Wing (1834NAS & 1836NAS), HMS Victorious, Java, 1945. US colours of ANA 613 Olive Drab and ANA 603 Sea Gray upper surfaces with ANA 602 Light Gray undersides; blue/white roundels in six positions. Codes in white, serial block in black with 'R' in black repeated on mainwheel front doors



Vought Corsair III, JS479/Q-BH2 of No. 718 Squadron FAA, Ballyhalbert, 1945. Typical USN finish of Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601), except for folding wing areas which are painted in Intermediate Blue. Yellow codes aft of the roundel over a patch of blue



Vought Corsair IV, KD780/122-D, No. 1846 Naval Air Squadron, FAA, HMS Colossus, 1946. Glossy Sea Blue (ANA 623) overall with all lettering and numbers in white; '22' in white on front door of main undercarriage. Pacific Fleet markings on fuselage sides, above port and below wings



Vought F4U-7 Corsair, 14.F.9 (BuNo.133660), F.14, French Aeronavale, aboard the French carrier 'Arromanches', Egypt, November 1956. Bleu Marine overall with all lettering in white; national markings in six positions. Yellow/black 'Suez' bands around rear fuselage and wings; unit badge on fin



Below: Vought F4U-5N Corsair, 3-A-202, 2ª Escuadrilla Aeronaval de Ataque, Fuerza Aérea Argentina, early 1960s. Gull Gray overall with black anti-dazzle panel and exhaust panel on fuselage sides; black lettering. Naval marking on fuselage sides, black anchor in four wing positions; note rudder colours repeated on movable horizontal tail surfaces



Vought F5U-5 Corsair, FH-601, Fuerza Aérea Hondureña, 'Soccer War', 1969. Glossy Sea Blue (ANA 623) overall with Medium Blue/White national markings on rudder and wingtips; black anti-dazzle panel ahead of cockpit. Serials in white



Goodyear FG-1D Corsair, '207', Fuerza Aérea Salvadoreña, 'Soccer War', 1969. Note patched-up appearance due to cannibalisation from other aircraft, including a camouflaged front cowl ring. Basic finish is in Sea Blue (ANA 6223) with yellow trim; lettering in white

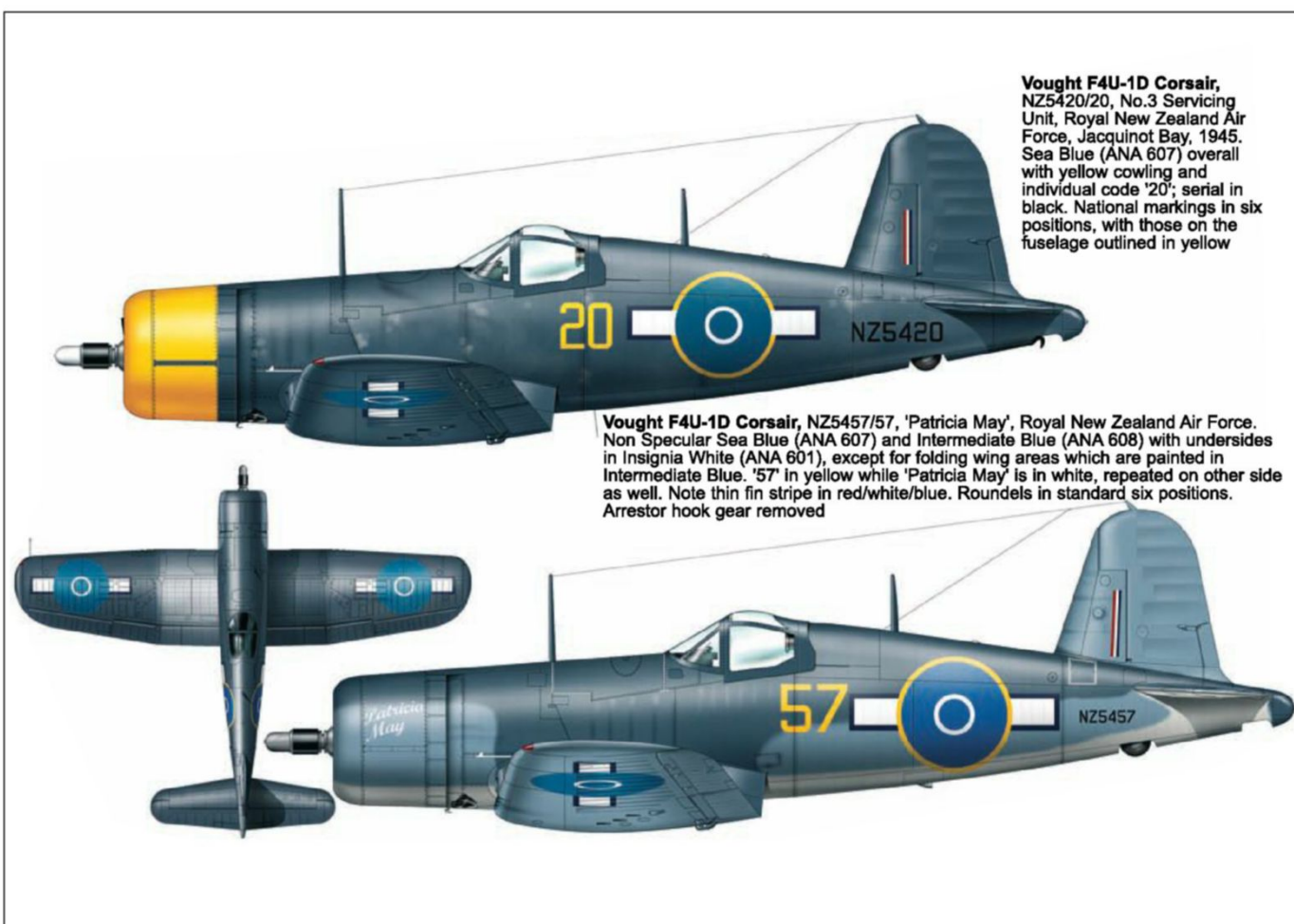


F4U-4 614 (ex-BuNo 96995) and 612 (ex-97288) of the Honduras AF (Vought via T.Panopolis)





Honduras AF F4U-4 serialled 612 (ex-BuNo 97288) (Vought via T.Panopolis)





Douglas Boston Mk.III of No. 24 Squadron, No. 3 Wing, South African Air Force which operated in the Western Desert through to Tunisia and then into Sicily and Italy. Additional filters have been fitted to the tops of the engines to avoid damage by desert sand. (IWM)

Douglas A-20 BOSTON/HAVOC

One of the less well known twin engine designs of the Second World War the Douglas A-20 Havoc (company designation DB-7) served with several Allied air forces, principally the United States Army Air Forces, the Soviet Air Forces, Soviet Naval Aviation, and the Royal Air Force.

The design dated from 1937 when a proposal was put forward for a light bomber powered by a pair of 450hp (336kW) Pratt & Whitney R-985 Wasp Junior radial engines mounted on a shoulder wing. Underpowered by contemporary standards, the Model 7A, as it was known, excited little enthusiasm until later that year, the United States Army Air Corps (USAAC) issued its own specification for an attack aircraft. The Douglas team took the Model 7A, upgraded with 1100hp (820kW) Pratt & Whitney R-1830 Twin Wasp engines, and submitted the design as the Model 7B. Although an improvement, this did not attract any US orders but instead drew the attention of the French Armée de l'Air, seeking higher performance aircraft in the wake of the Munich Crisis.

The French order called for substantial

modifications, resulting in the DB-7 variant. Aircraft were shipped in sections to Casablanca for assembly and service in France and French North Africa and in May 1940 the sixty four available aircraft were deployed against the advancing Germans. Aircraft evacuated to North Africa fell under control of the Vichy government and briefly engaged the Allies during Operation Torch in November 1942.

Through Lend-Lease, Soviet forces received more than two-thirds of the A-20B variant manufactured and a significant portion of G and H variants. The A-20 was the most numerous foreign aircraft in the Soviet bomber inventory, and more A-20s saw service with Soviet Air Arms than with the USAAF.

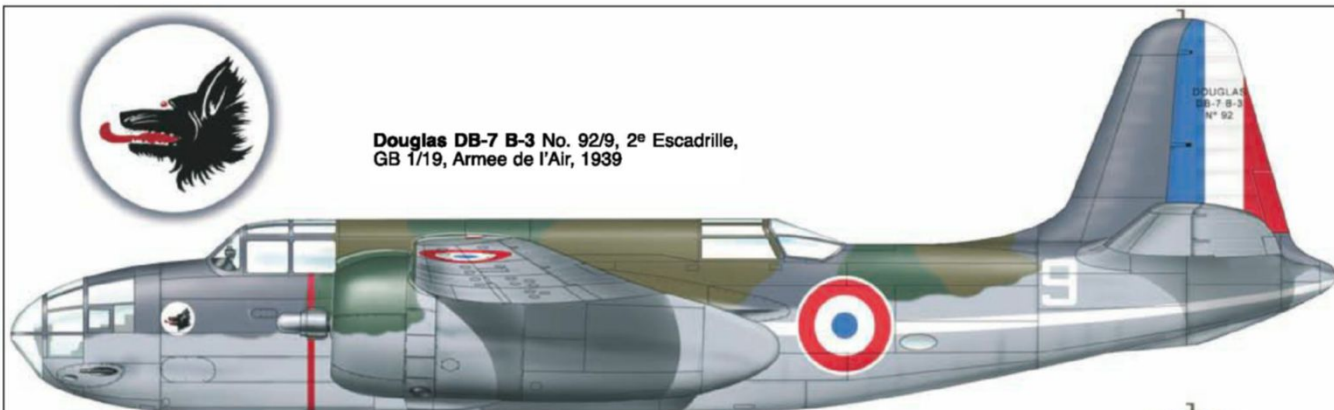
In Europe it was decided USAAF A-20 crews would fly their first combat missions attached to RAF units. On 4 July 1942, crews from the 15th Bombardment Squadron became the first members of the 8th Air Force to enter combat, operating Bostons belonging to No. 226 Squadron RAF, from bases in England, attacking enemy airfields in the Netherlands.

In British Commonwealth air forces, bomber/attack variants of the DB-7 were usually known by the service name Boston, while night fighter and intruder variants became the Havoc. The USAAF referred to night fighter variants as the P-70.

When series production finally ended in September 1944, a total of 7098 had been built by Douglas and a further 380 by Boeing.



Douglas DB-7 B-3 No. 92/9, 2^e Escadrille,
GB 1/19, Armee de l'Air, 1939



Douglas DB-7 B-3 No. 97/5, 2^e Escadrille, GB
1/32, Armee de l'Air, 1940



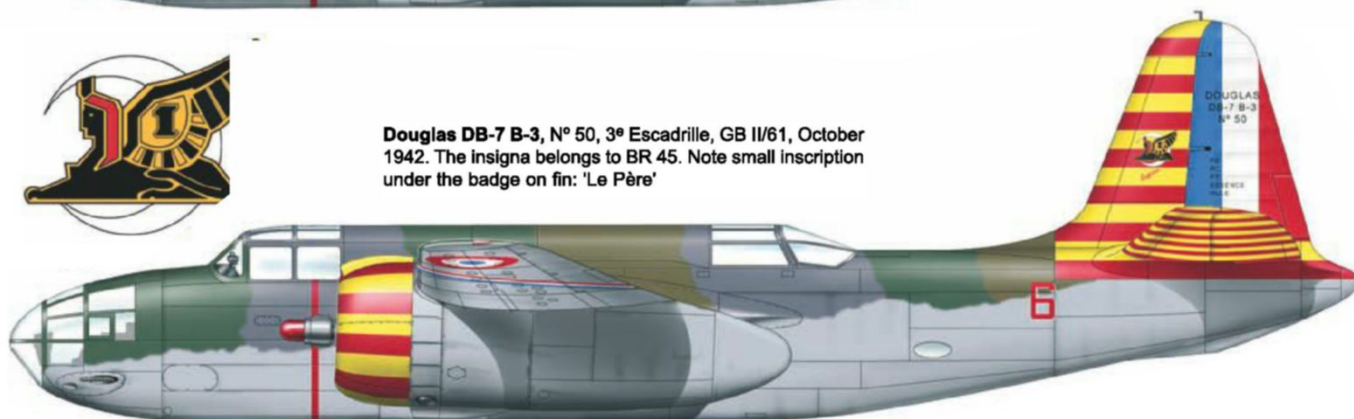
Douglas DB-7 B-3, No 44/9 of 2^e Escadrille,
GB 1/19, Vichy Air Force, late 1940.



Douglas DB-7 B-3, No. 100/12 of 1^e
Escadrille, GB 1/19, Vichy Air Force, 1942

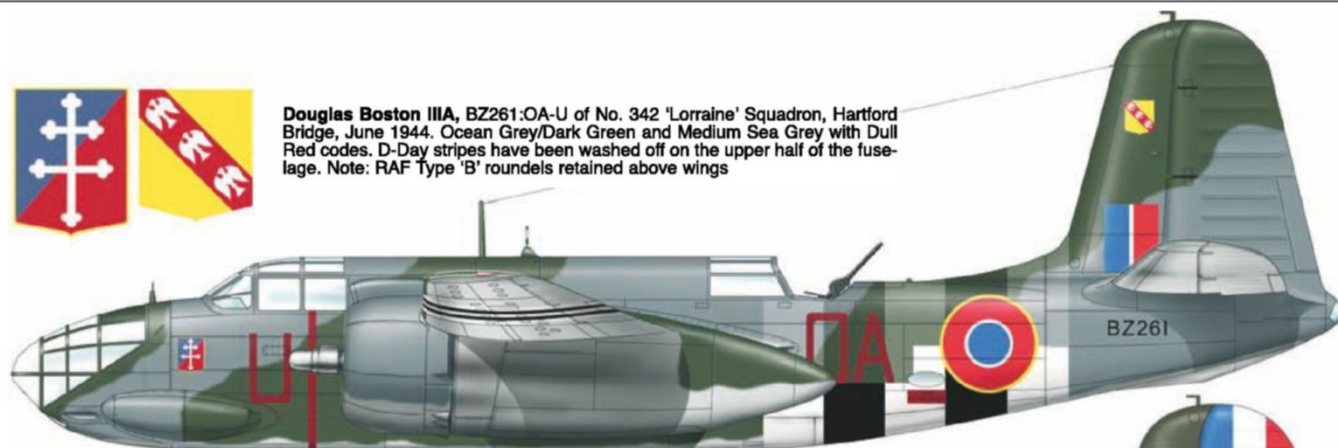


Douglas DB-7 B-3, N° 50, 3^e Escadrille, GB II/61, October
1942. The insigna belongs to BR 45. Note small inscription
under the badge on fin: 'Le Père'

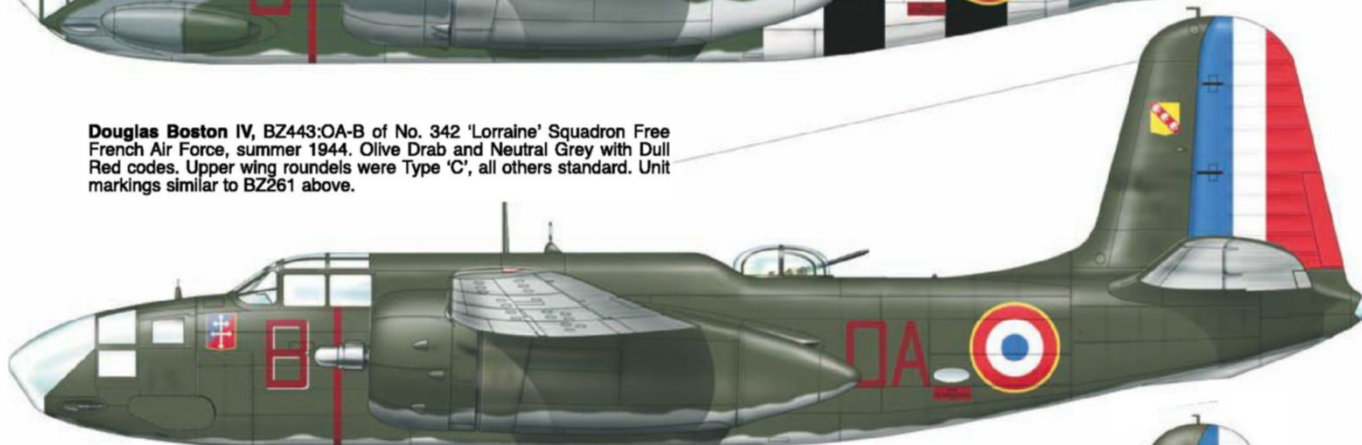




Douglas Boston IIIA, BZ261:OA-U of No. 342 'Lorraine' Squadron, Hartford Bridge, June 1944. Ocean Grey/Dark Green and Medium Sea Grey with Dull Red codes. D-Day stripes have been washed off on the upper half of the fuselage. Note: RAF Type 'B' roundels retained above wings



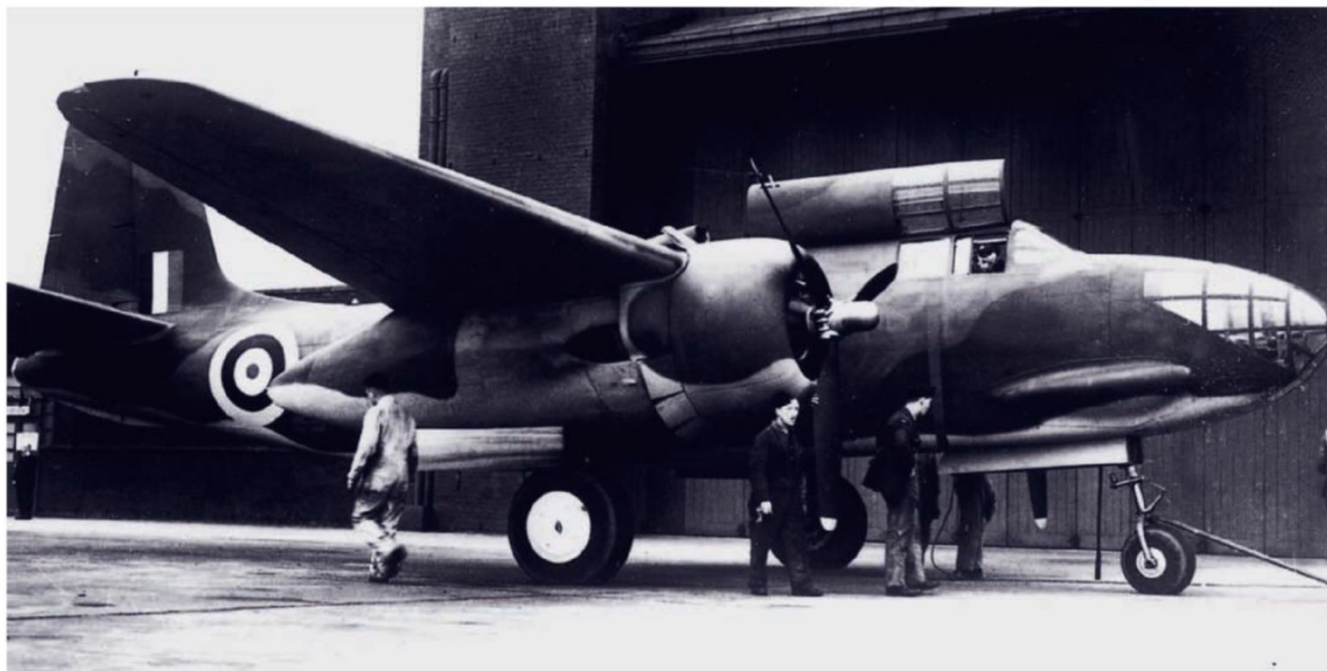
Douglas Boston IV, BZ443:OA-B of No. 342 'Lorraine' Squadron Free French Air Force, summer 1944. Olive Drab and Neutral Grey with Dull Red codes. Upper wing roundels were Type 'C', all others standard. Unit markings similar to BZ261 above.

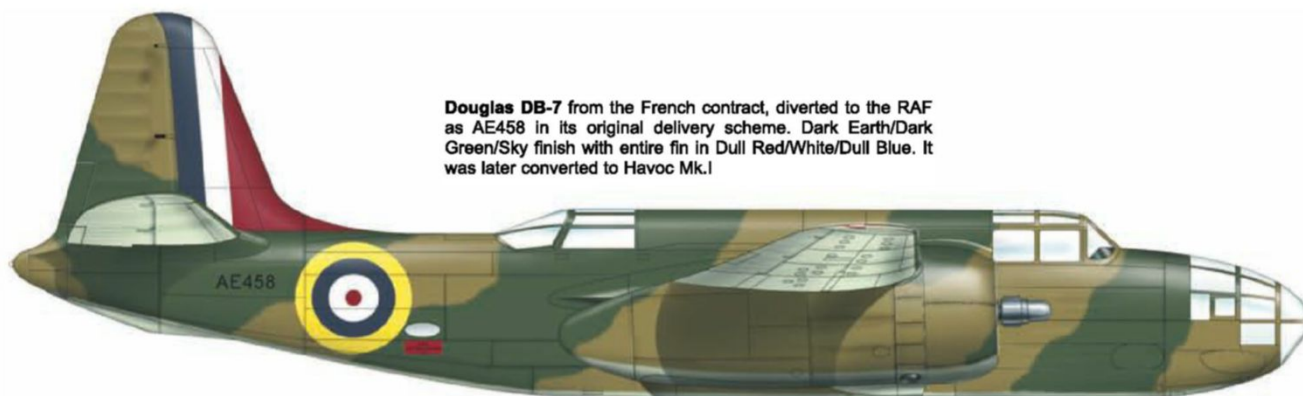


Douglas DB-7 B-3, N° 129/A, GB 1/31, April 1945. Note heavily faded top camouflage, patched in parts. Black/white bands above and below wings



The serial on this Boston III cannot be seen but because of its immaculate appearance it was probably shortly after delivery. It is interesting to see the length of the entrance hatch for the pilot which hinged at the right hand side. (MAP)





Douglas DB-7 from the French contract, diverted to the RAF as AE458 in its original delivery scheme. Dark Earth/Dark Green/Sky finish with entire fin in Dull Red/White/Dull Blue. It was later converted to Havoc Mk.I



Douglas Boston Mk.I, BD111, in a scheme carried for a short while before being converted to Turbinlite. Dark Earth/Dark Green/Night



Havoc Mk.I (Night Fighter), BL228/VY-Y, of N° 85 Squadron, December 1940. RDM 2A overall with Sky Grey codes, Dull Red serials. A1 fuselage roundel converted to B type and external Yellow overpainted Sky Grey



Havoc Mk.I, BD112/YP-T, N° 23 Squadron, Ford, early 1941. RDM 2A overall with Sky Grey codes and Dull Red serials.

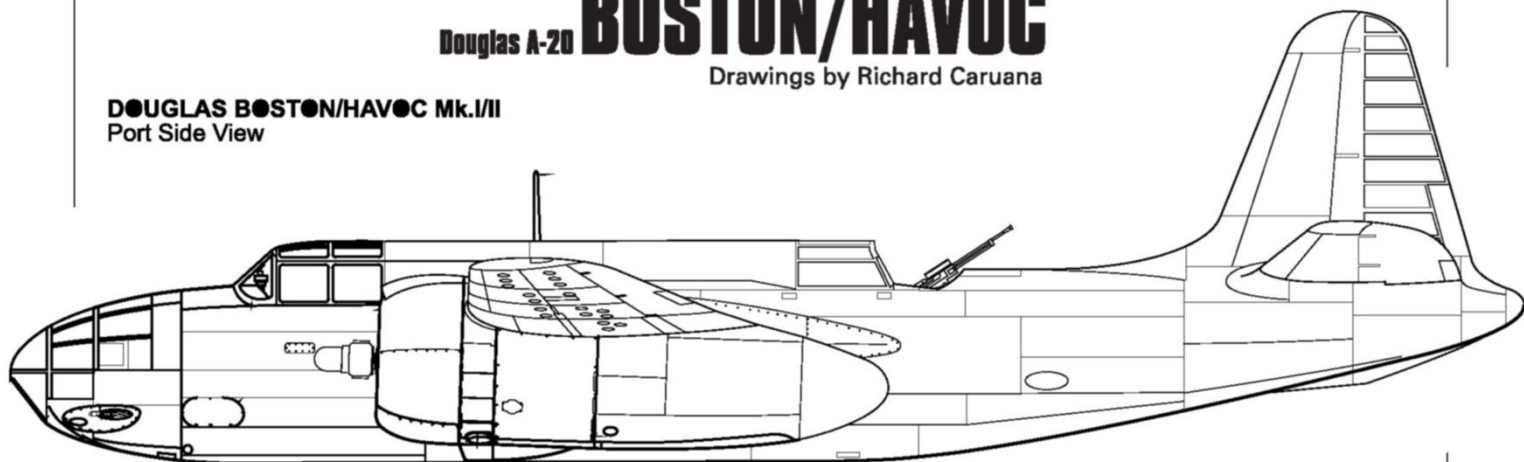
Havoc Mk.I (Intruder), BJ496, used for night camouflage trials with N° 23 Squadron at Ford, February 1941. Previous Dark Earth and Dark Green upper scheme which reached the full length of the fuselage was covered up to a high line, and completely overpainted on the nose section as far back as the first whip aerial; the two top colours retained above wings and horizontal tail surfaces.



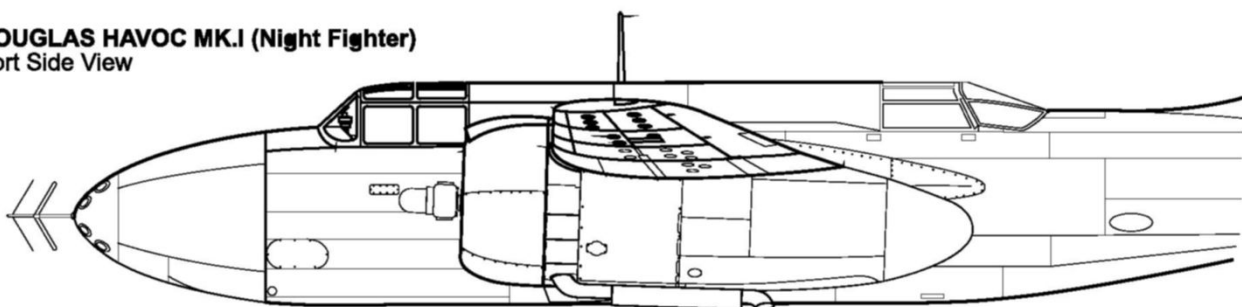
Douglas A-20 **BOSTON/HAVOC**

Drawings by Richard Caruana

DOUGLAS BOSTON/HAVOC Mk.I/II
Port Side View

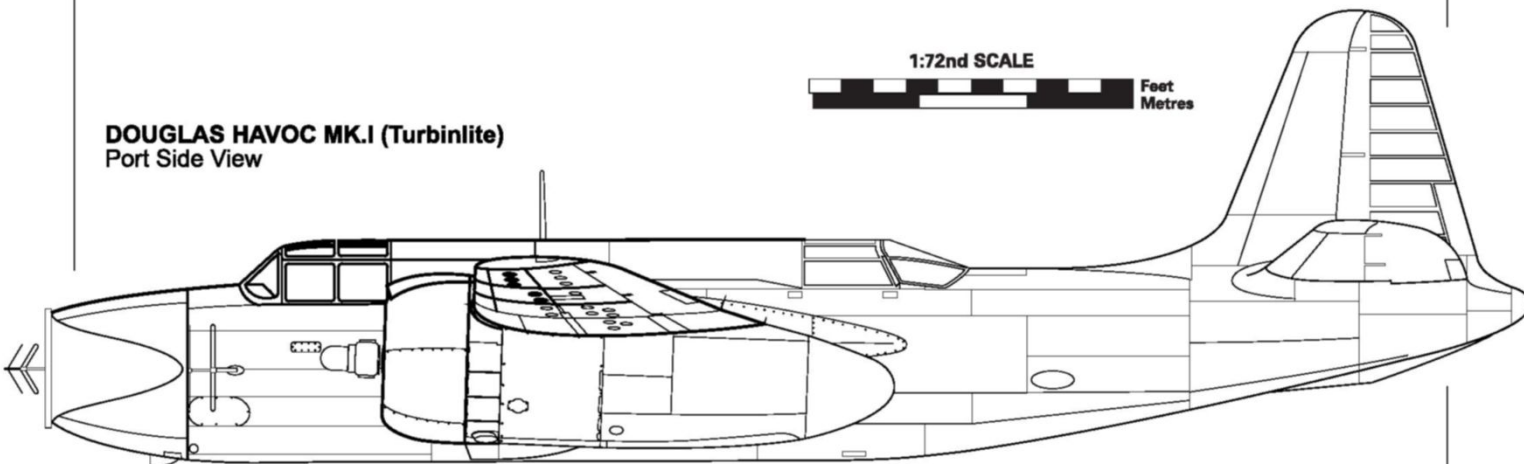


DOUGLAS HAVOC MK.I (Night Fighter)
Port Side View

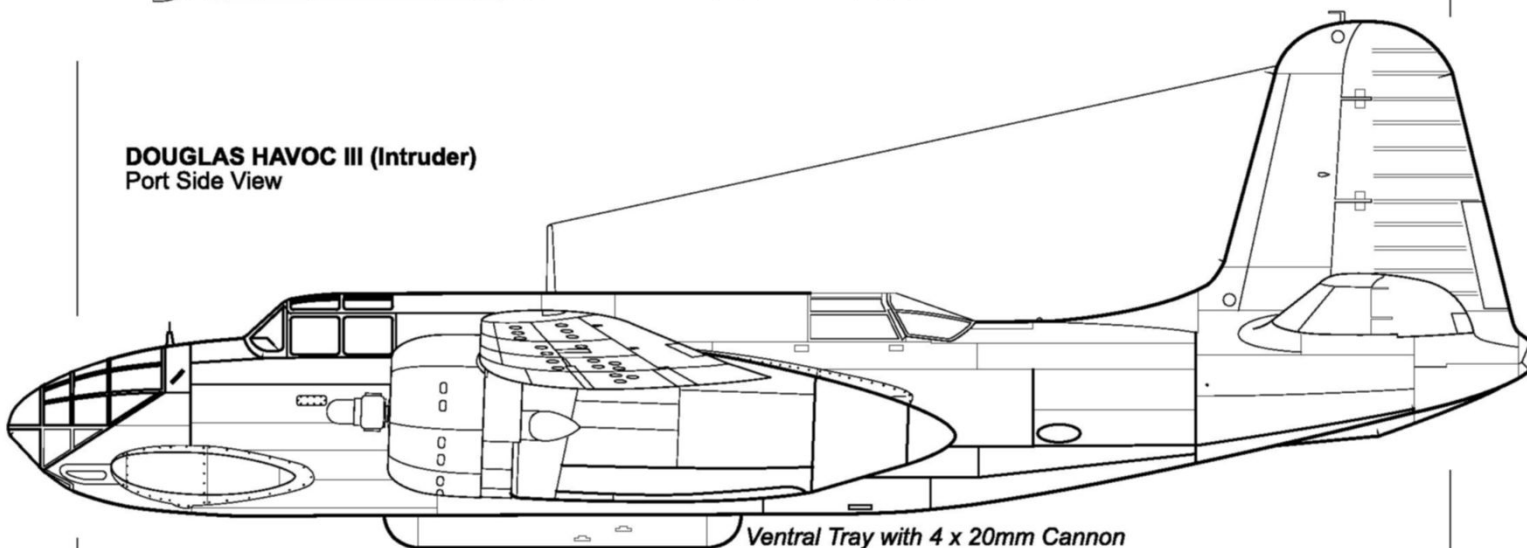


DOUGLAS HAVOC MK.I (Turbinlite)
Port Side View

1:72nd SCALE



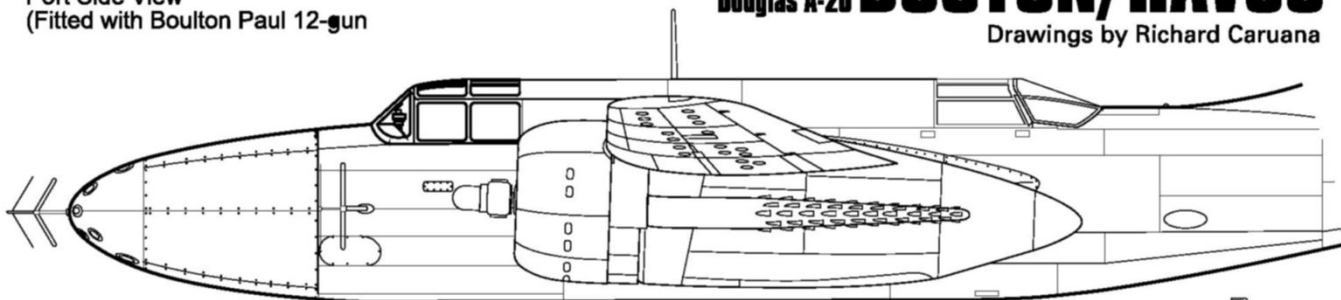
DOUGLAS HAVOC III (Intruder)
Port Side View



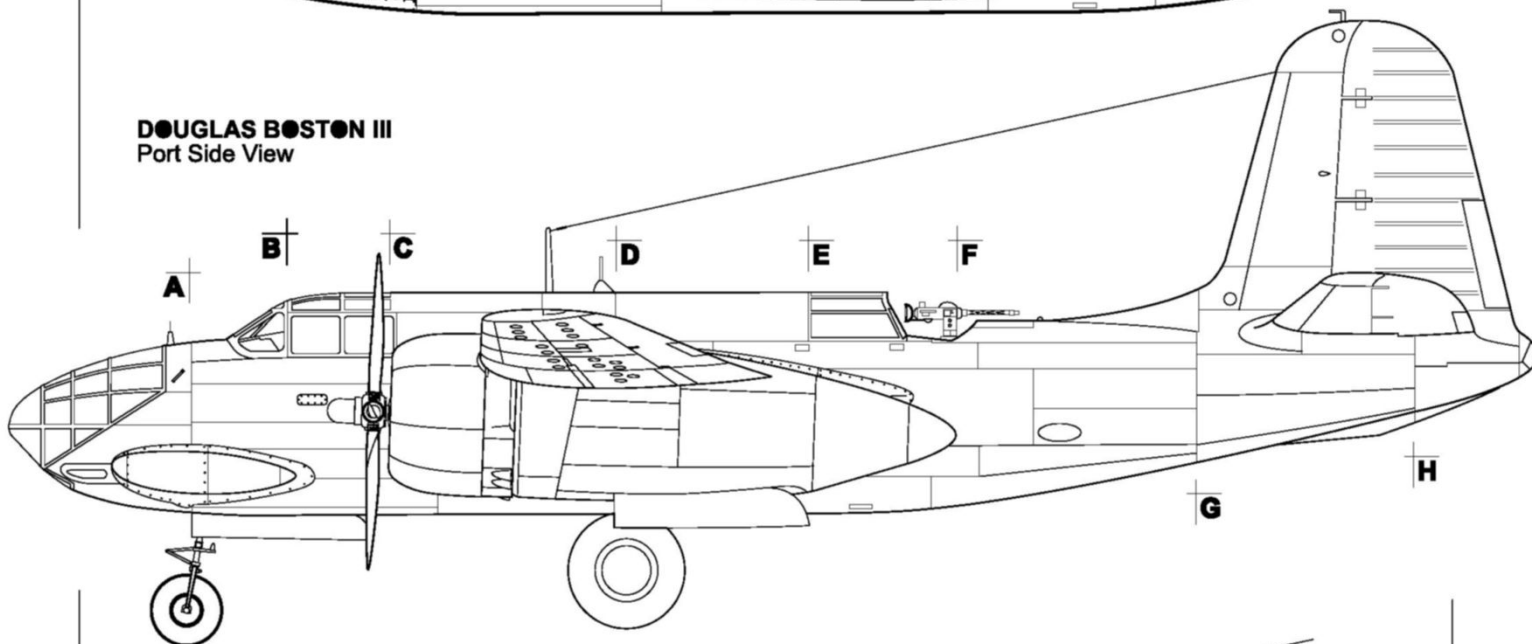
DOUGLAS HAVOC II (Night Fighter)
 Port Side View
 (Fitted with Boulton Paul 12-gun

Douglas A-20 **BOSTON/HAVOC**

Drawings by Richard Caruana

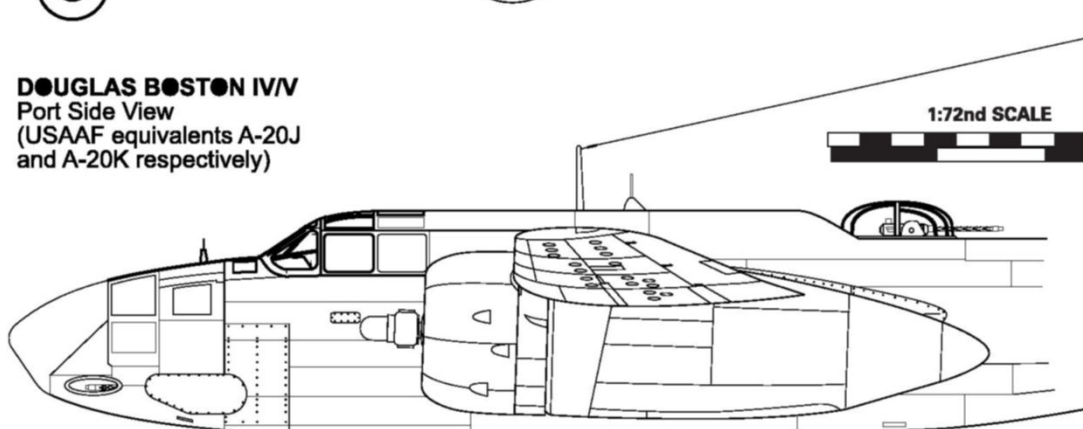


DOUGLAS BOSTON III
 Port Side View

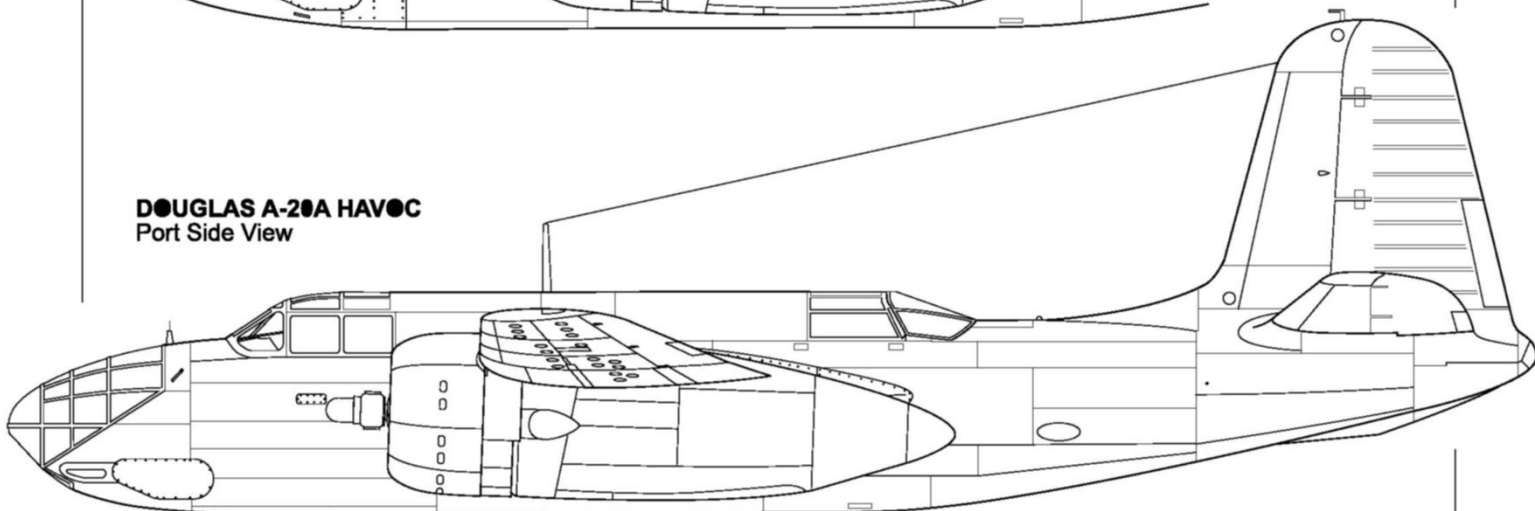


DOUGLAS BOSTON IV/V
 Port Side View
 (USAAF equivalents A-20J
 and A-20K respectively)

1:72nd SCALE



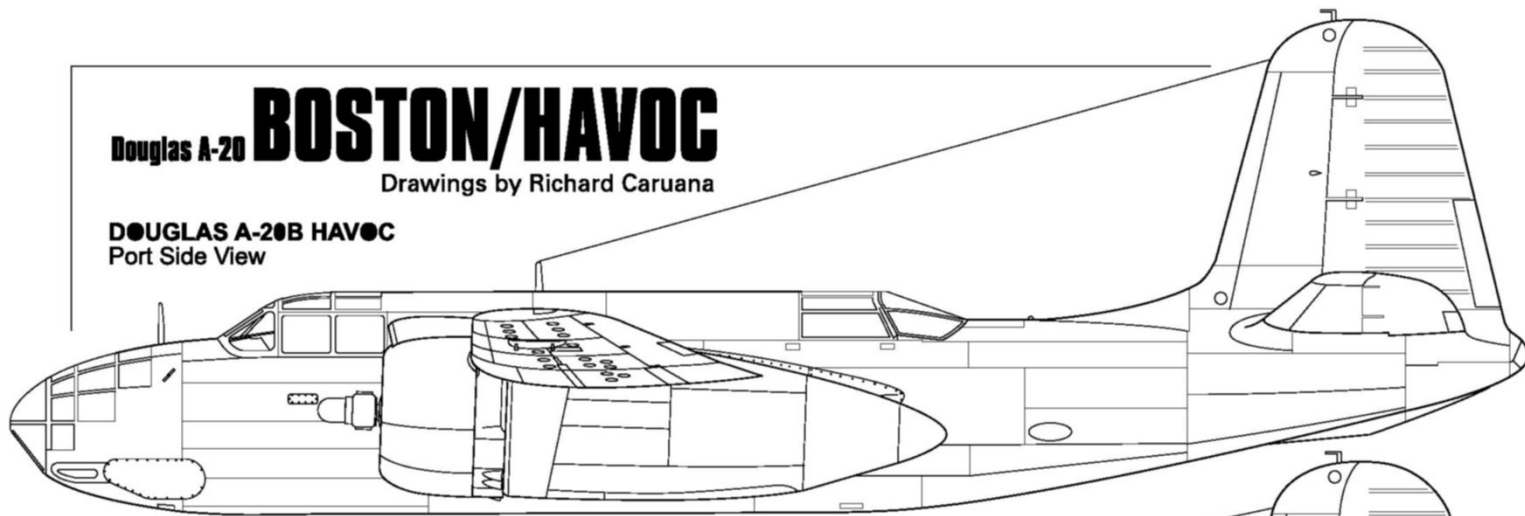
DOUGLAS A-20A HAVOC
 Port Side View



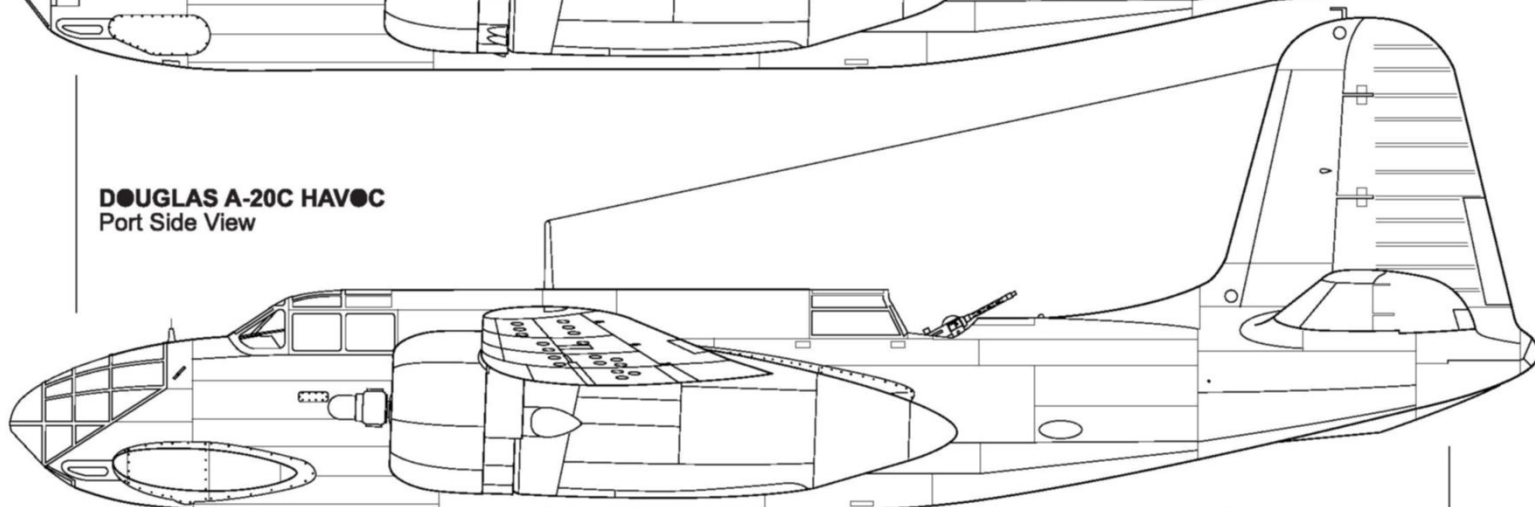
Douglas A-20 **BOSTON/HAVOC**

Drawings by Richard Caruana

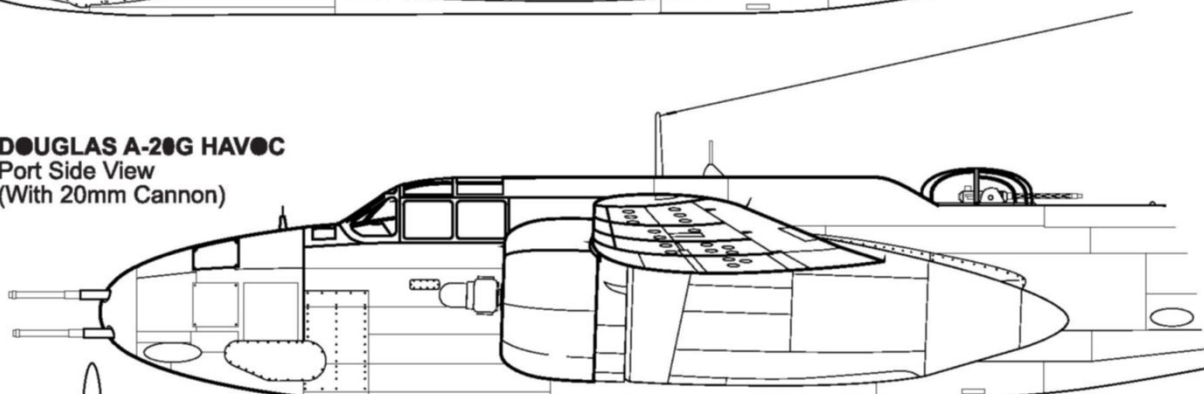
DOUGLAS A-20B HAVOC
Port Side View



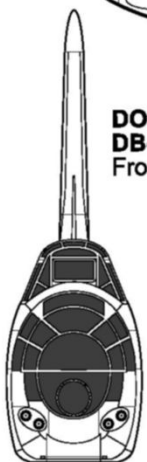
DOUGLAS A-20C HAVOC
Port Side View



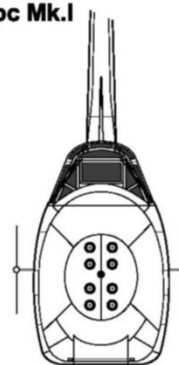
DOUGLAS A-20G HAVOC
Port Side View
(With 20mm Cannon)



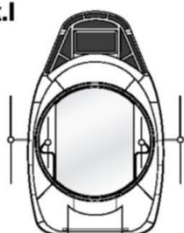
DOUGLAS DB-7/Havoc Mk.I
Front View



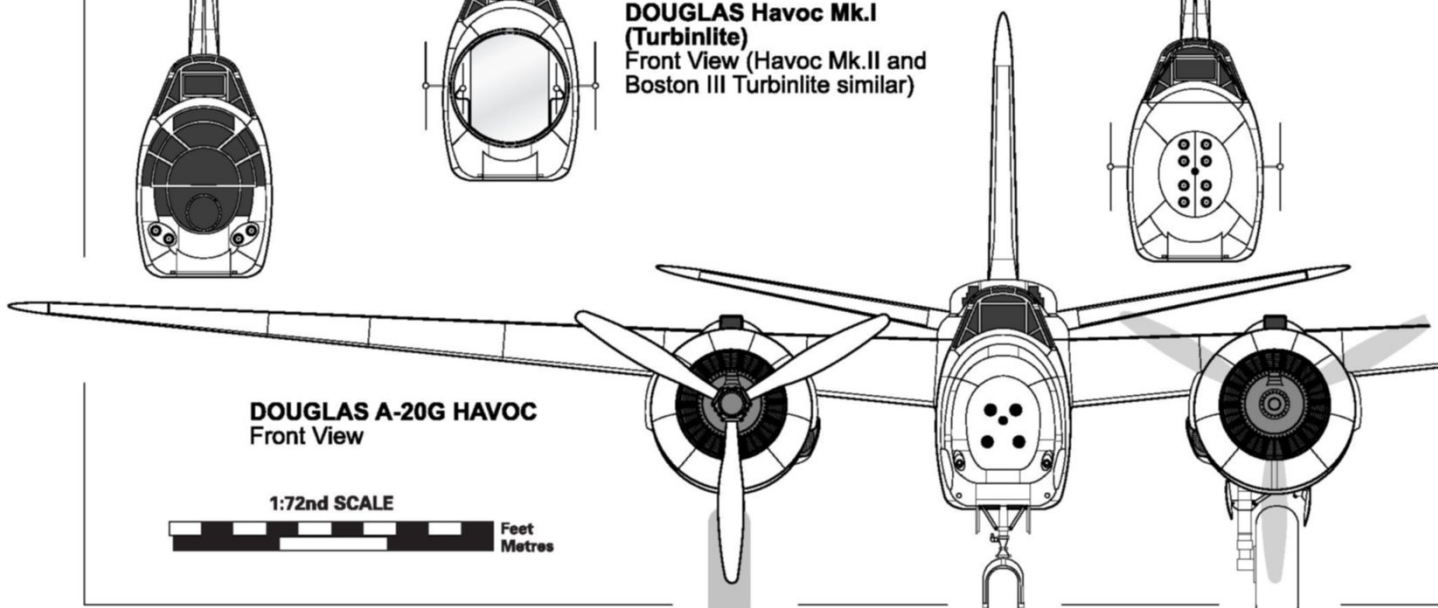
DOUGLAS Havoc Mk.I (Night Fighter)
Front View



DOUGLAS Havoc Mk.I (Turbinlite)
Front View (Havoc Mk.II and Boston III Turbinlite similar)

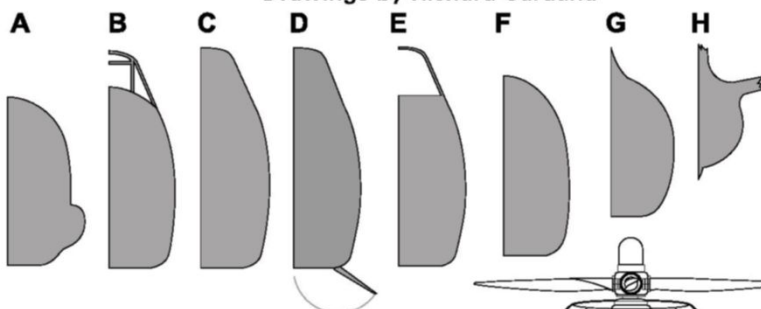


DOUGLAS A-20G HAVOC
Front View

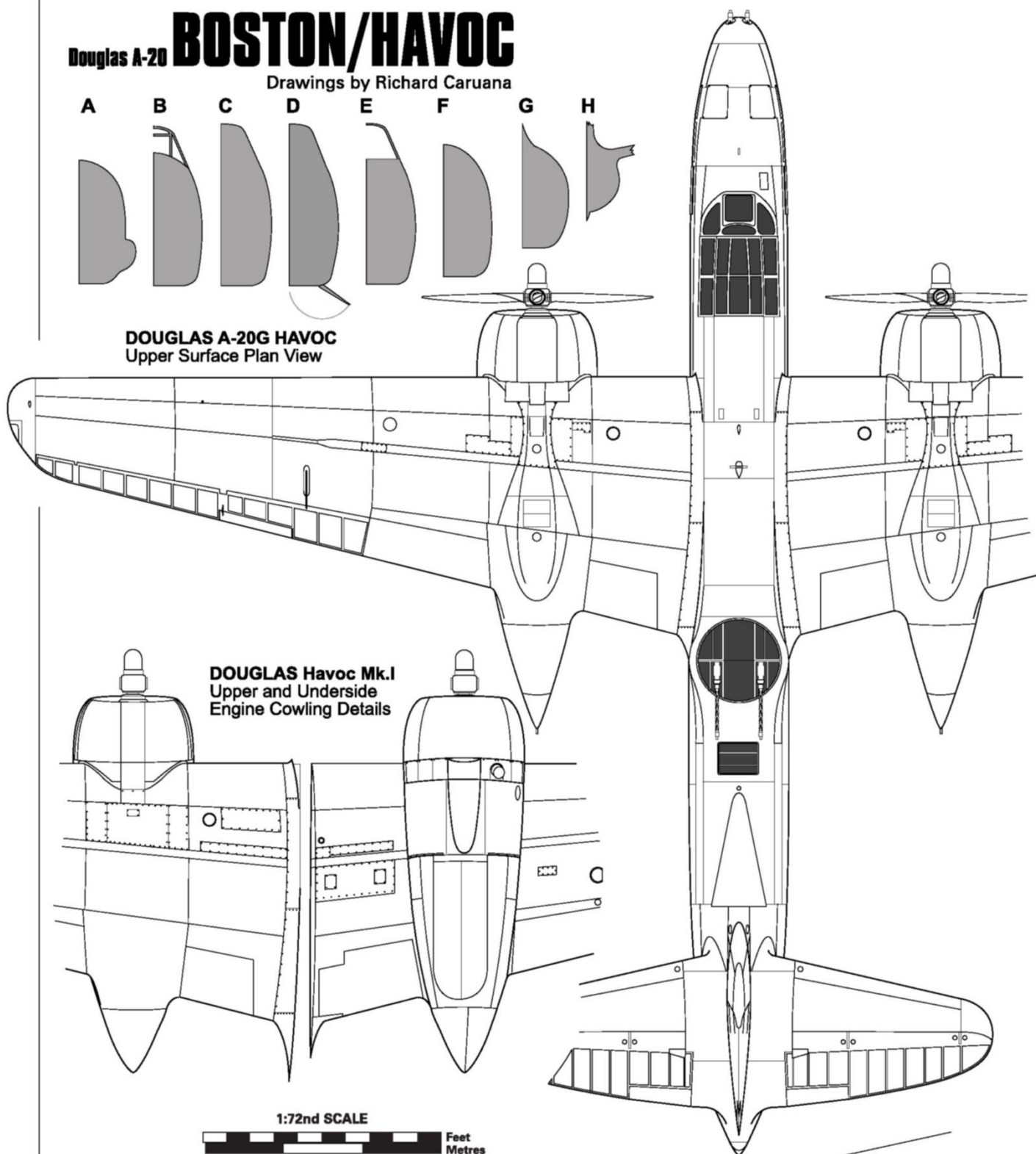


Douglas A-20 **BOSTON/HAVOC**

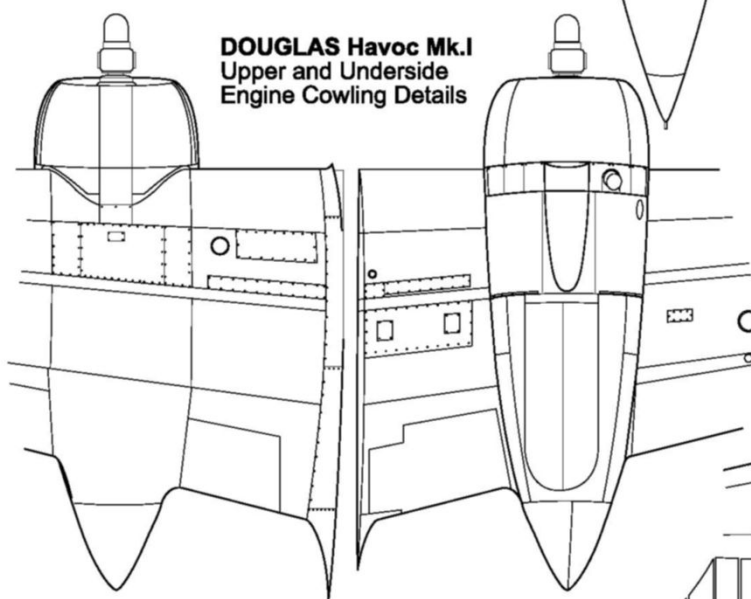
Drawings by Richard Caruana



DOUGLAS A-20G HAVOC
Upper Surface Plan View



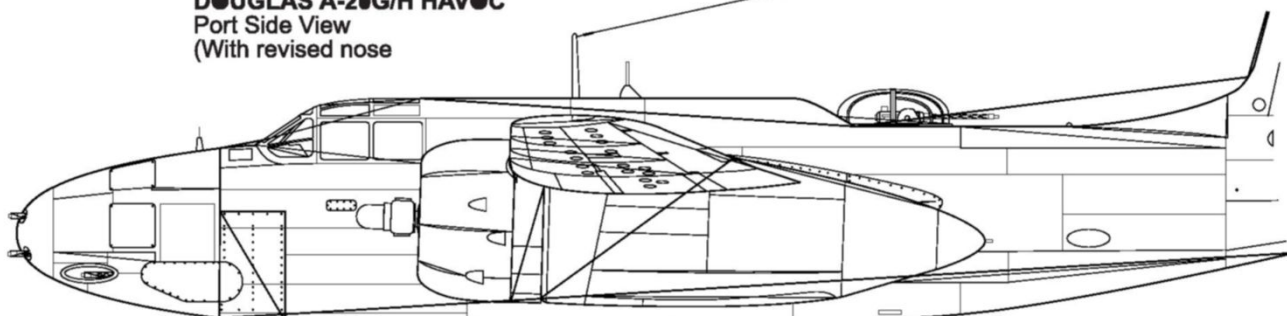
DOUGLAS Havoc Mk.I
Upper and Underside
Engine Cowling Details



1:72nd SCALE



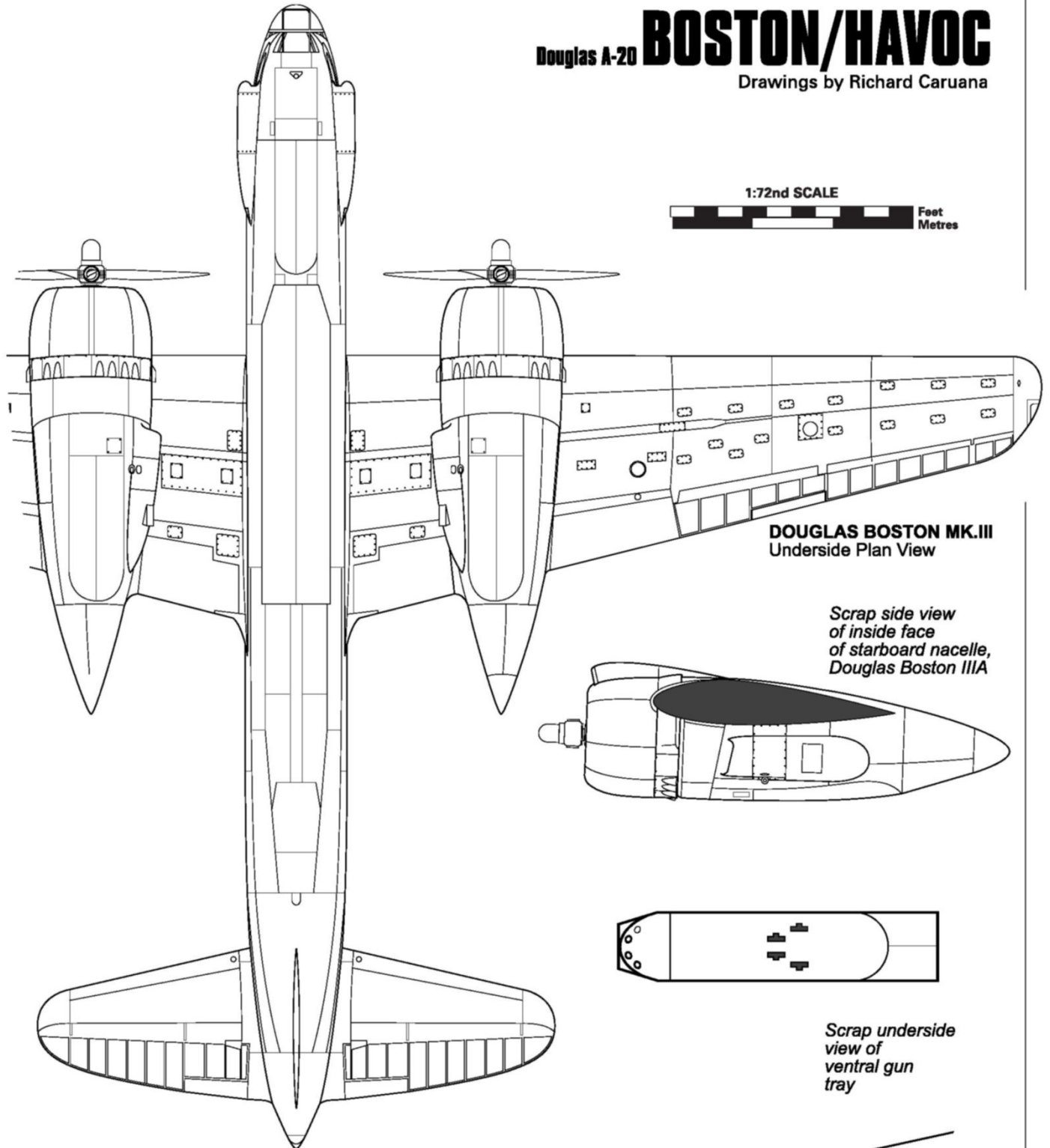
DOUGLAS A-20G/H HAVOC
Port Side View
(With revised nose)



Douglas A-20 **BOSTON/HAVOC**

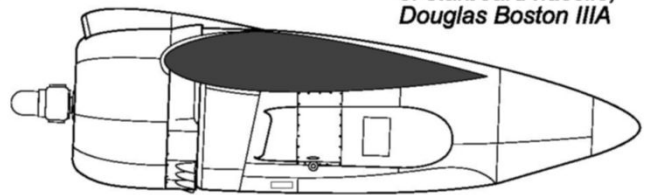
Drawings by Richard Caruana

1:72nd SCALE



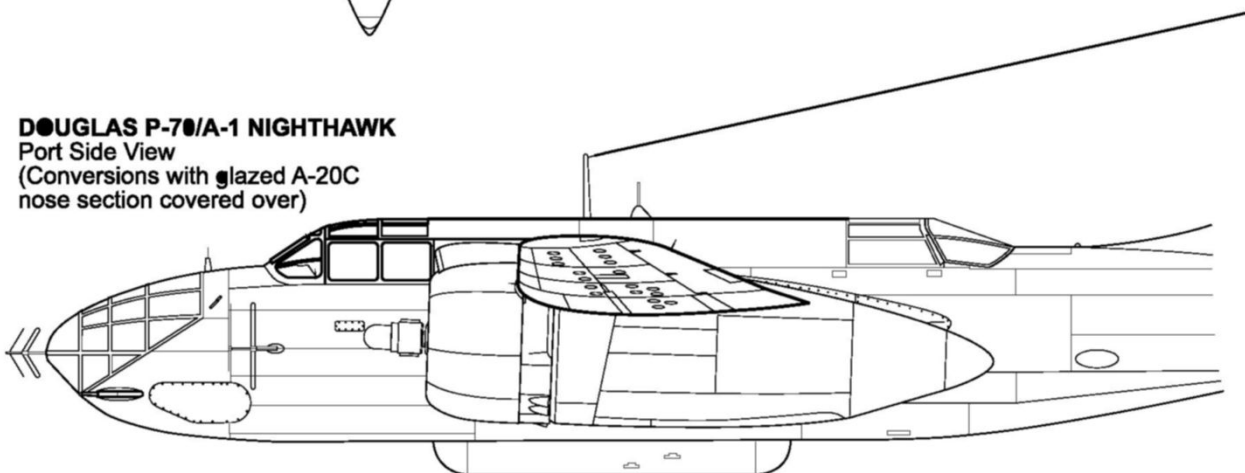
DOUGLAS BOSTON MK.III
Underside Plan View

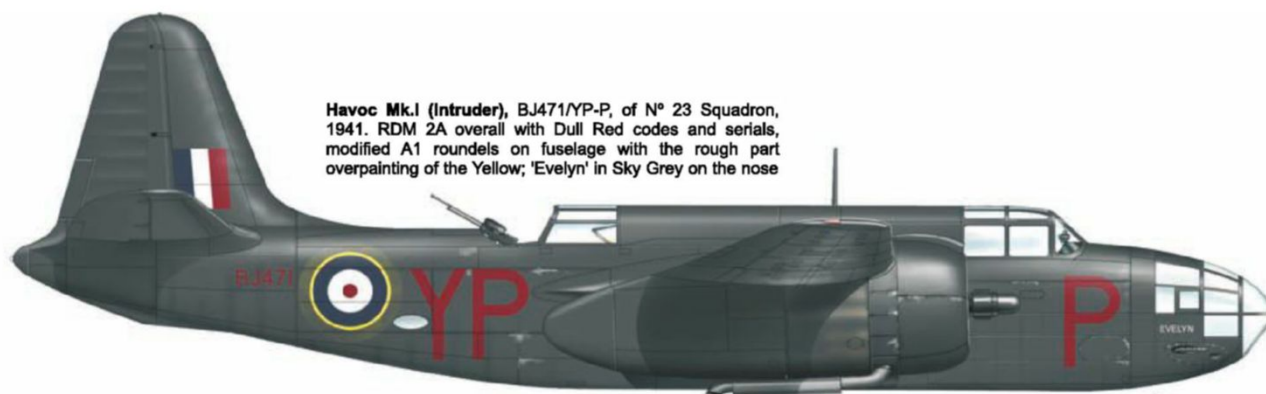
*Scrap side view
of inside face
of starboard nacelle,
Douglas Boston IIIA*



*Scrap underside
view of
ventral gun
tray*

DOUGLAS P-70/A-1 NIGHTHAWK
Port Side View
(Conversions with glazed A-20C
nose section covered over)





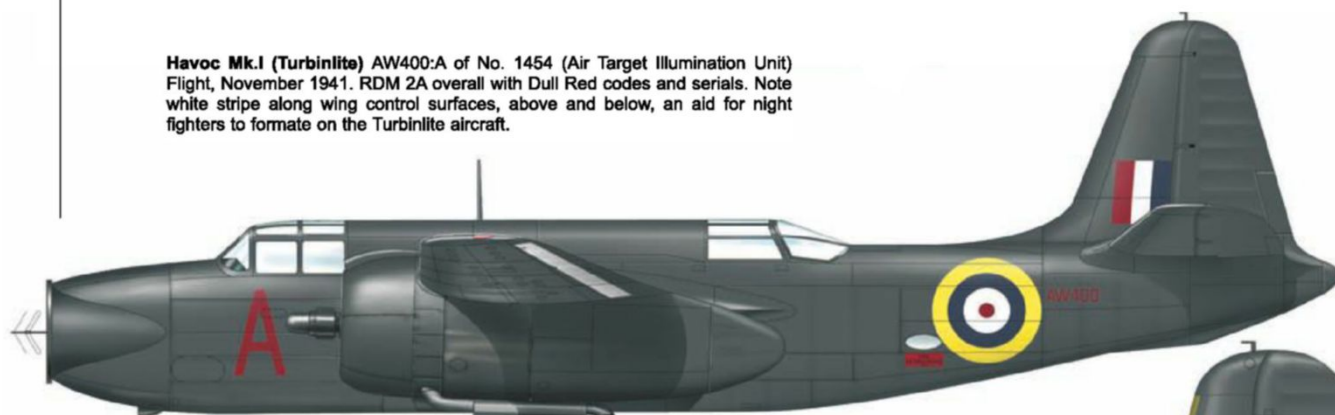
Havoc Mk.I (Intruder), BJ471/YP-P, of N° 23 Squadron, 1941. RDM 2A overall with Dull Red codes and serials, modified A1 roundels on fuselage with the rough part overpainting of the Yellow; 'Evelyn' in Sky Grey on the nose



Havoc Mk.I (Intruder), BJ495/YP-W, of N° 23 Squadron, Ford, 1941. RDM 2A overall, with Dull Red serials and codes. On 23 April 1941, Sqdn Ldr B.R. O'B. Hoare DFC, shot down a Focke Wulf Fw 200 in this aircraft



Havoc Mk.II (Night Fighter), AH523/VY-Z of N° 85 Squadron, Hunsdon, July 1941. RDM 2A overall with Medium Sea Grey codes and Dull Red serial



Havoc Mk.I (Turbinlite) AW400:A of No. 1454 (Air Target Illumination Unit) Flight, November 1941. RDM 2A overall with Dull Red codes and serials. Note white stripe along wing control surfaces, above and below, an aid for night fighters to formate on the Turbinlite aircraft.



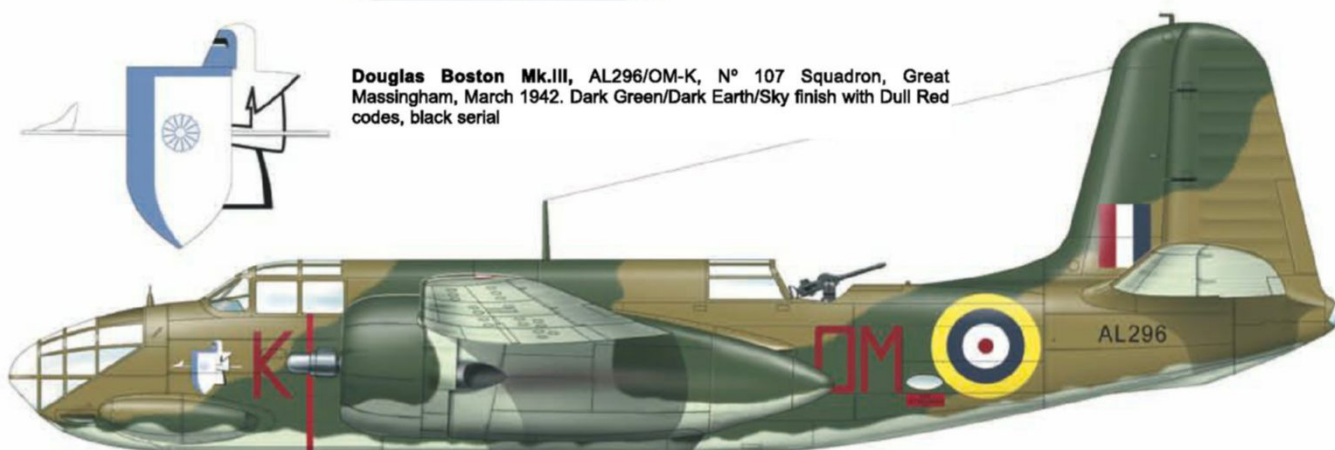
Havoc Mk.II (Turbinlite), AH497/H of N° 536 Squadron (ex-1457 Flight), September 1942. RDM 2A overall with Dull Red codes and serials, and white formation markers on wing control surfaces. Fuselage roundel converted from A1 to C, while fin flashes remained in the old style. Note anti-icing Lanolin paste along leading edges of fin, elevators and wings



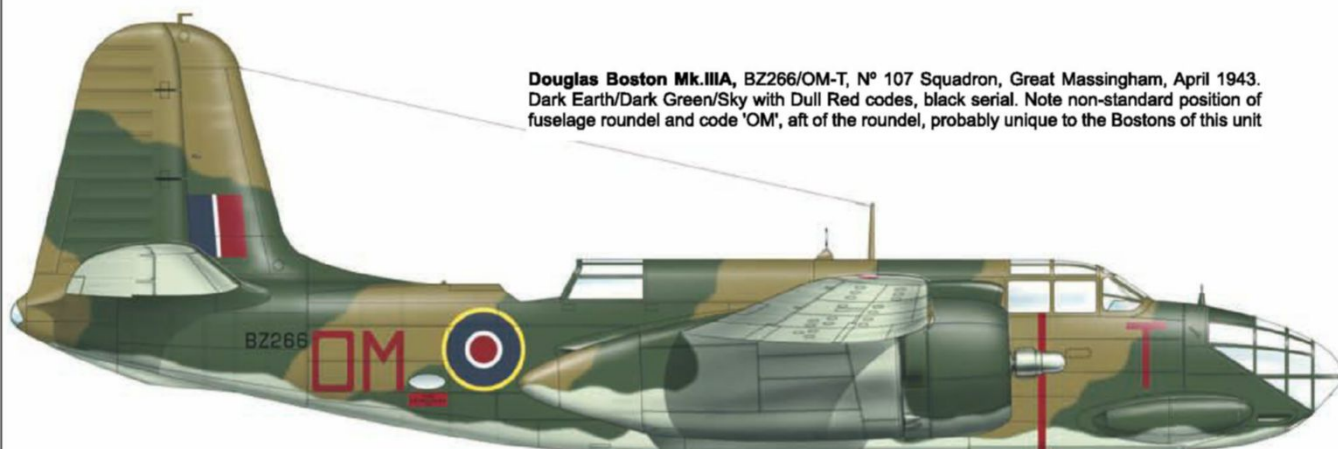
Boston Mk.III (Intruder), W8395/TH-C, of N° 418 Squadron, RCAF, Bradwell Bay, April 1942. RDM 2A overall with Dull Red codes and serials. Inset shows W8268/TH-O of the same squadron. The 14 mission markings on 'C' and 'Ottowa' and 'Ontario' on 'O' are also in Dull Red. Note under-belly gun pack. Individual aircraft letters are repeated at the tail end of fuselage



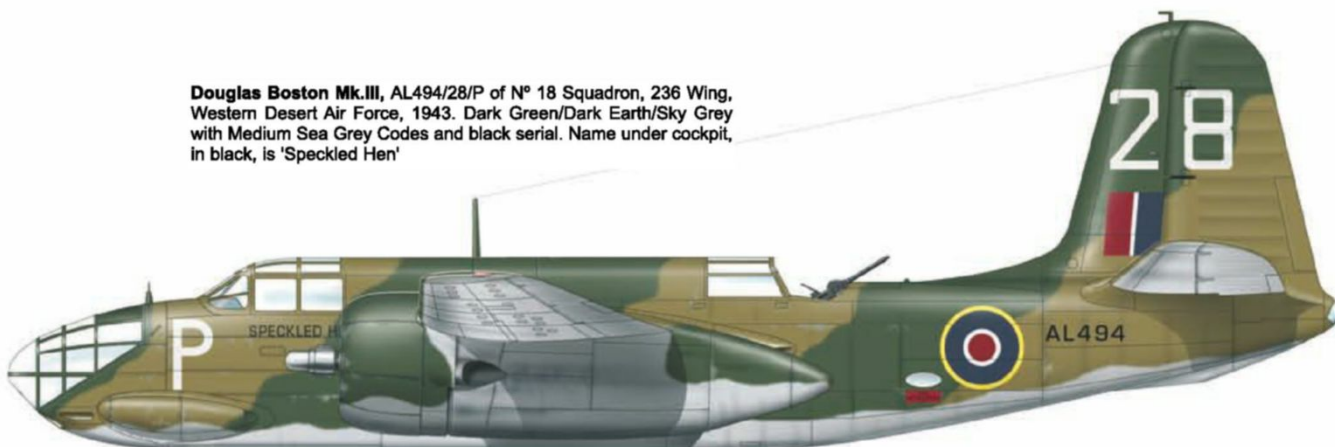
Douglas Boston Mk.III, AL296/OM-K, N° 107 Squadron, Great Massingham, March 1942. Dark Green/Dark Earth/Sky finish with Dull Red codes, black serial



Douglas Boston Mk.IIIA, BZ266/OM-T, N° 107 Squadron, Great Massingham, April 1943. Dark Earth/Dark Green/Sky with Dull Red codes, black serial. Note non-standard position of fuselage roundel and code 'OM', aft of the roundel, probably unique to the Bostons of this unit

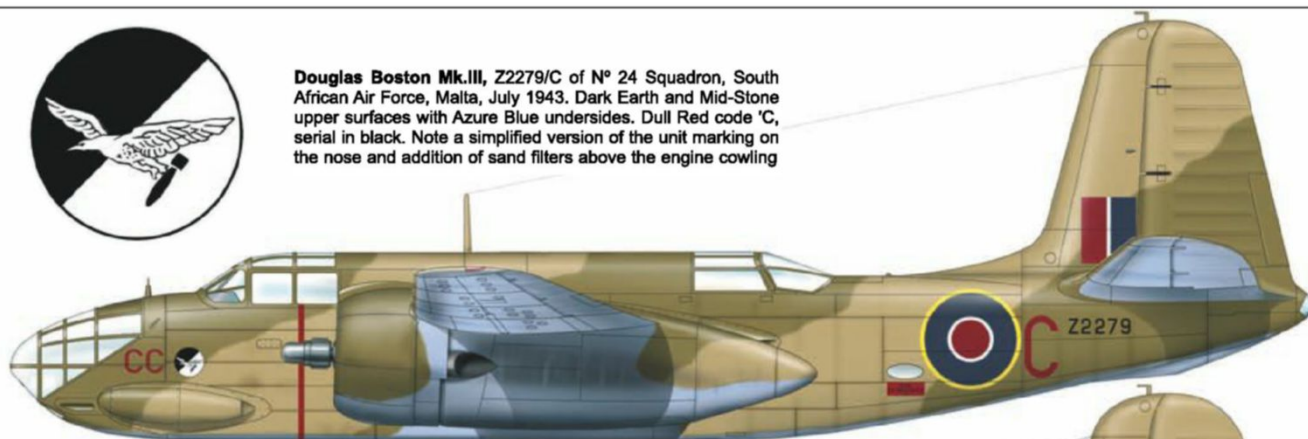


Douglas Boston Mk.III, AL494/28/P of N° 18 Squadron, 236 Wing, Western Desert Air Force, 1943. Dark Green/Dark Earth/Sky Grey with Medium Sea Grey Codes and black serial. Name under cockpit, in black, is 'Speckled Hen'

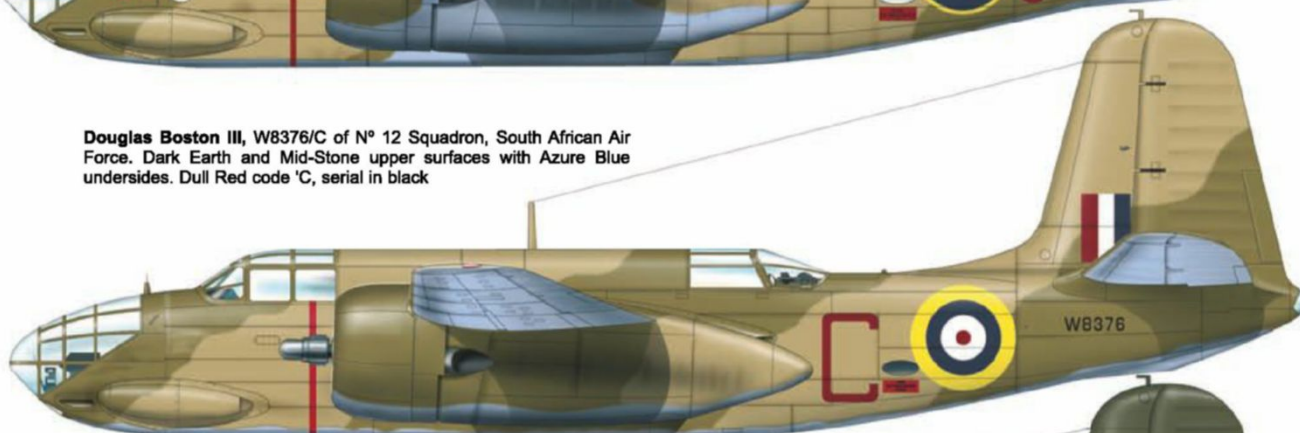




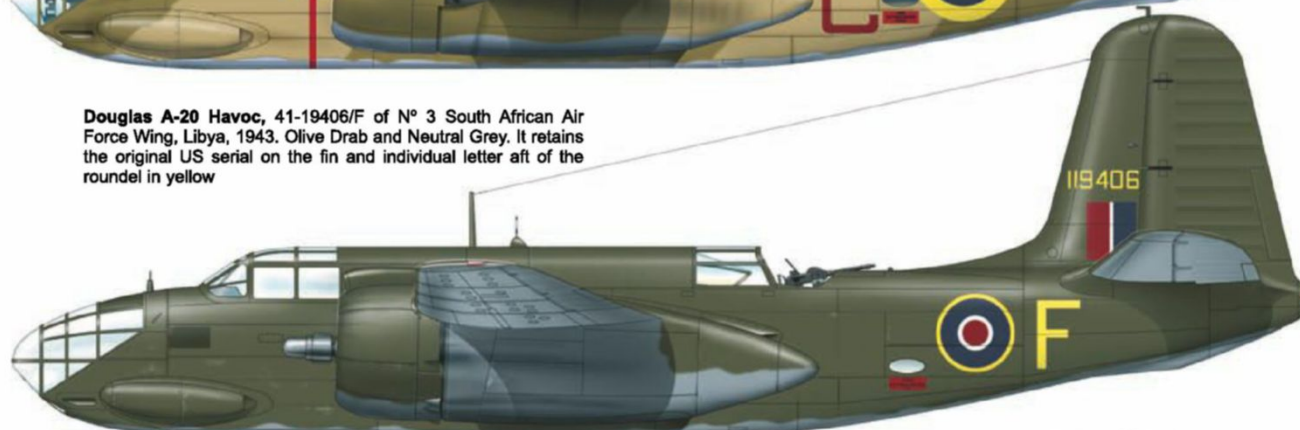
Douglas Boston Mk.III, Z2279/C of N° 24 Squadron, South African Air Force, Malta, July 1943. Dark Earth and Mid-Stone upper surfaces with Azure Blue undersides. Dull Red code 'C', serial in black. Note a simplified version of the unit marking on the nose and addition of sand filters above the engine cowlings



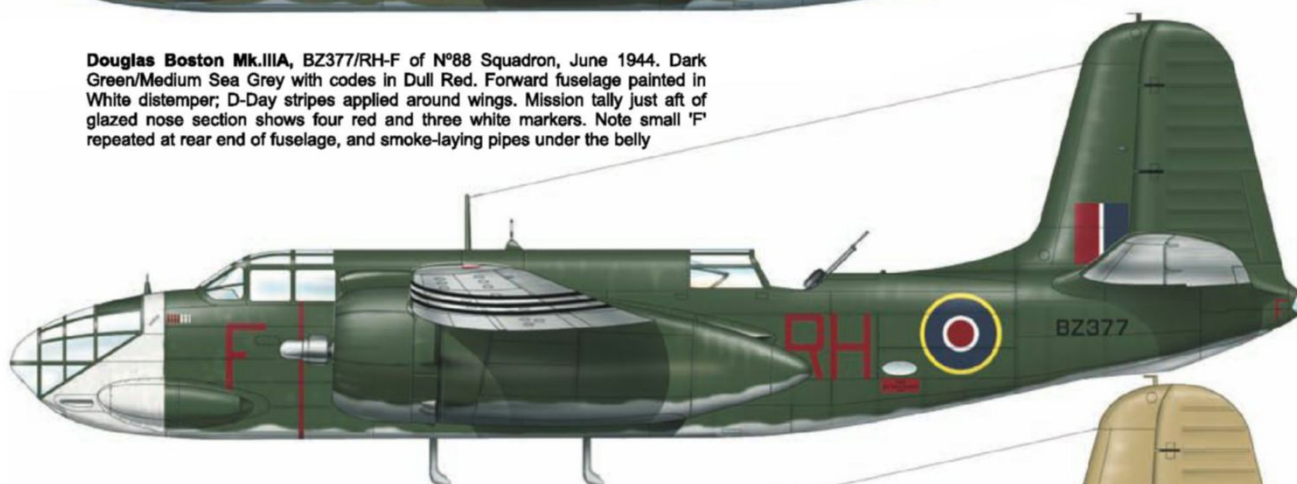
Douglas Boston III, W8376/C of N° 12 Squadron, South African Air Force. Dark Earth and Mid-Stone upper surfaces with Azure Blue undersides. Dull Red code 'C', serial in black



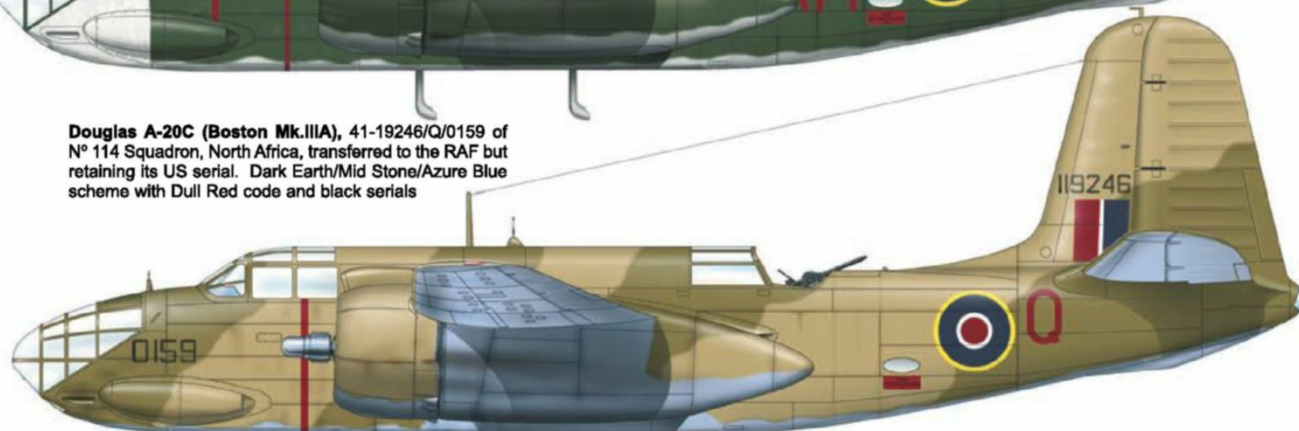
Douglas A-20 Havoc, 41-19406/F of N° 3 South African Air Force Wing, Libya, 1943. Olive Drab and Neutral Grey. It retains the original US serial on the fin and individual letter aft of the roundel in yellow



Douglas Boston Mk.IIIA, BZ377/RH-F of N°88 Squadron, June 1944. Dark Green/Medium Sea Grey with codes in Dull Red. Forward fuselage painted in White distemper; D-Day stripes applied around wings. Mission tally just aft of glazed nose section shows four red and three white markers. Note small 'F' repeated at rear end of fuselage, and smoke-laying pipes under the belly



Douglas A-20C (Boston Mk.IIIA), 41-19246/Q/0159 of N° 114 Squadron, North Africa, transferred to the RAF but retaining its US serial. Dark Earth/Mid Stone/Azure Blue scheme with Dull Red code and black serials

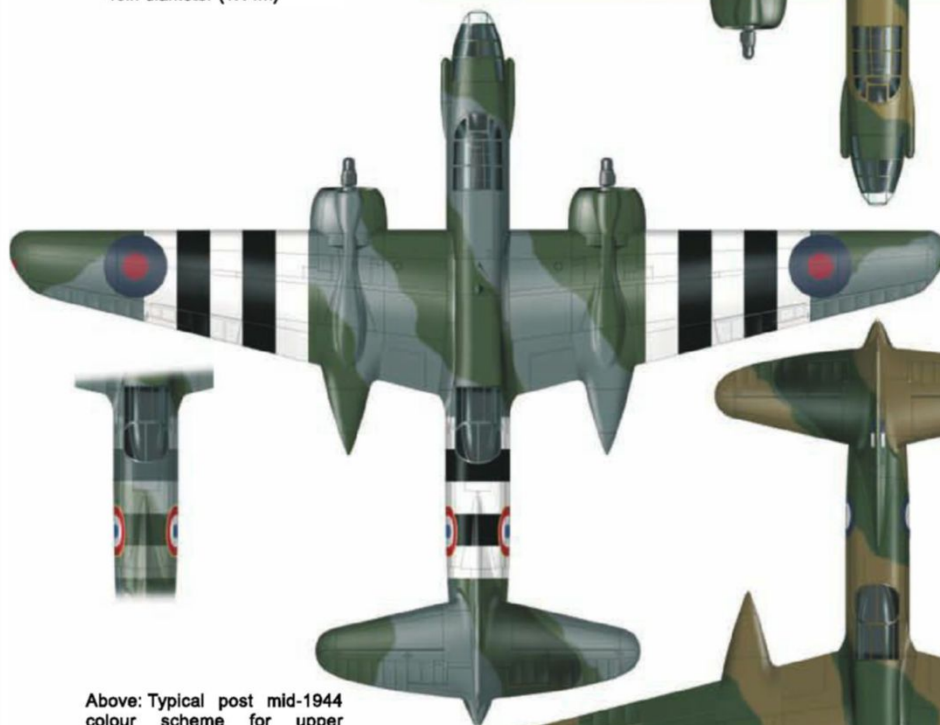




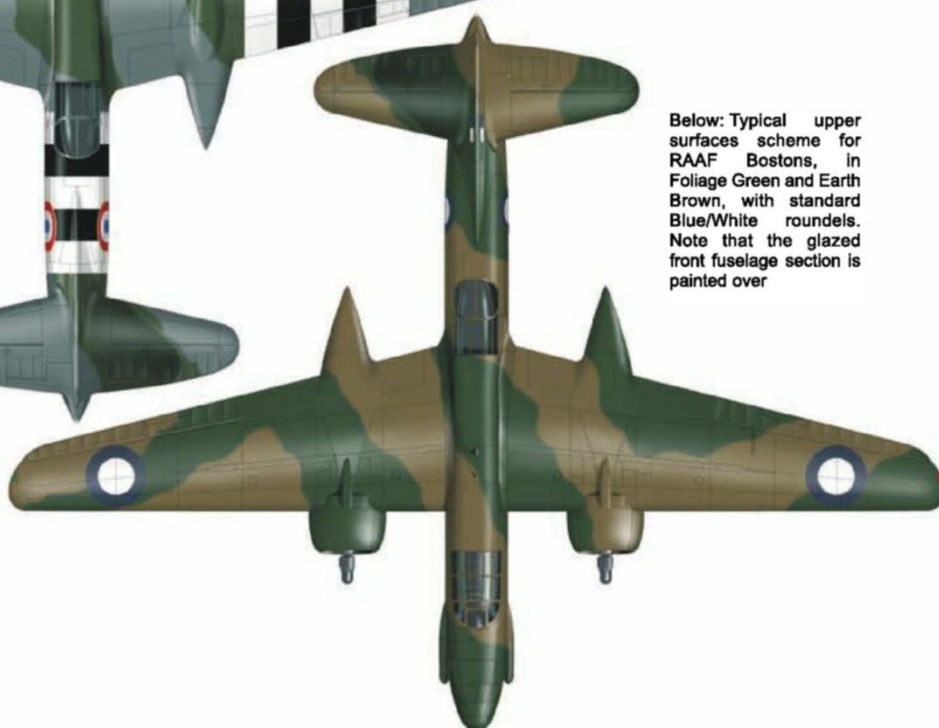
Left: Typical upper surfaces colour scheme for RAF and SAAF aircraft used in North Africa in Dark Earth and Mid-Stone. Standard 'B' style roundel is 45in diameter (1.14m)



Right: Typical upper surfaces colour scheme for RAF and other Allied aircraft in Dark Earth and Dark Green. Standard 'B' style roundel is 45in diameter (1.14m)

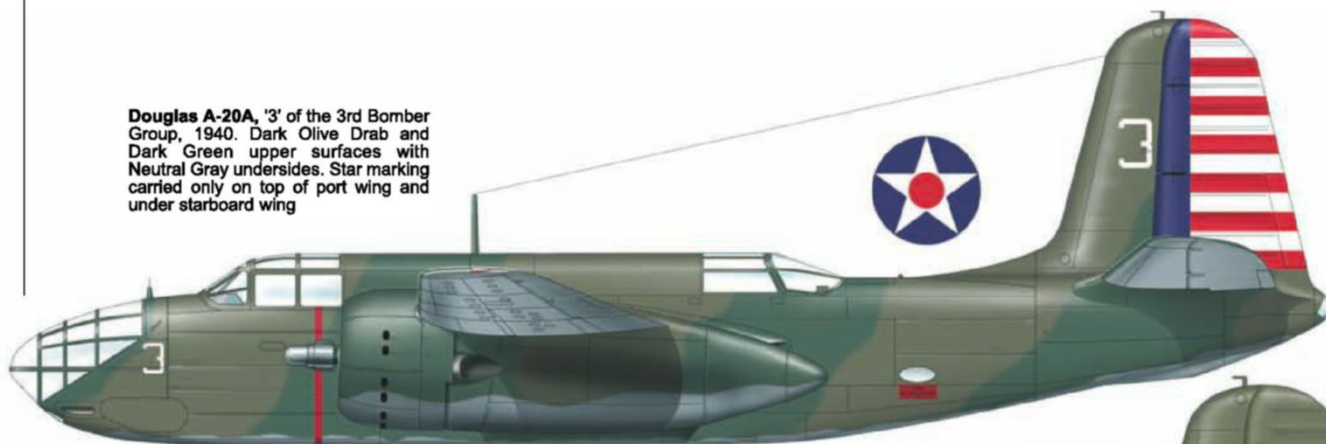


Above: Typical post mid-1944 colour scheme for upper surfaces in Ocean Grey and Dark Green, with D-Day (Invasion) stripes in black/white, 24in (62cm) wide. This view applies to BZ261 of N° 342 'Lorraine' Squadron and the scrap view on the left shows how the upper half of the fuselage stripes were washed down some time after the landings in Normandy. Although French roundels are carried on the fuselage sides, 'B' style RAF roundels were retained above the wing

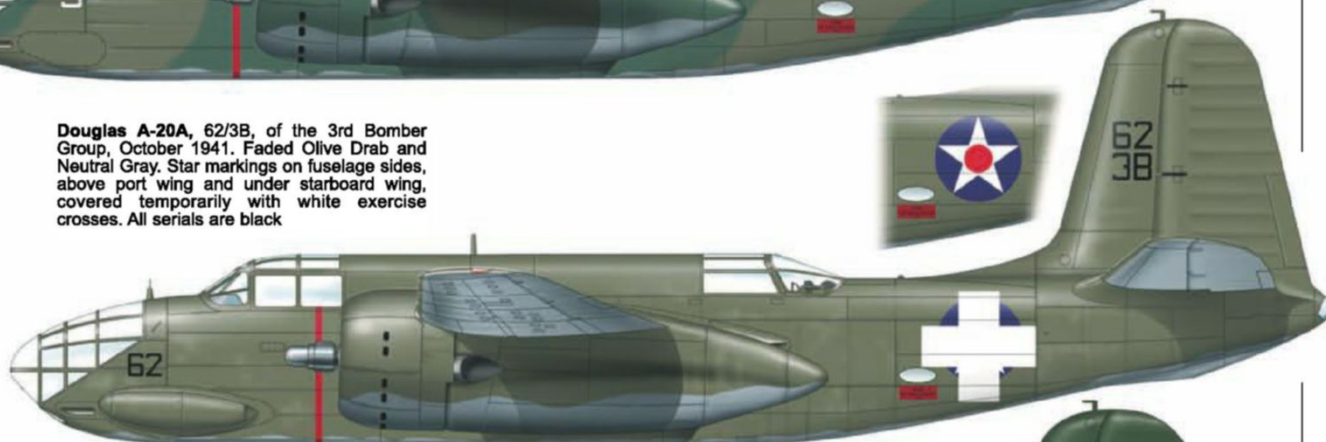


Below: Typical upper surfaces scheme for RAAF Bostons, in Foliage Green and Earth Brown, with standard Blue/White roundels. Note that the glazed front fuselage section is painted over

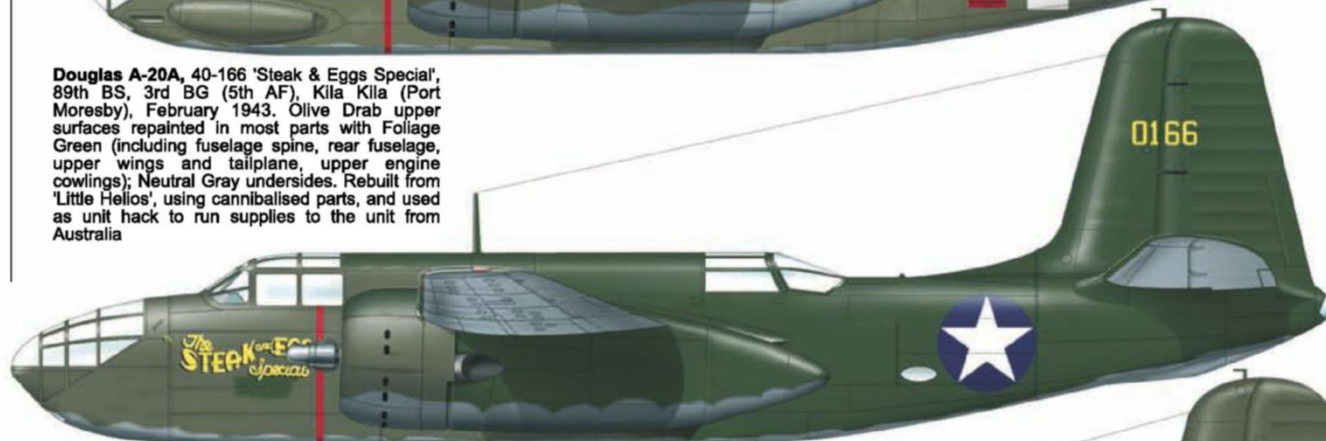
Douglas A-20A, '3' of the 3rd Bomber Group, 1940. Dark Olive Drab and Dark Green upper surfaces with Neutral Gray undersides. Star marking carried only on top of port wing and under starboard wing



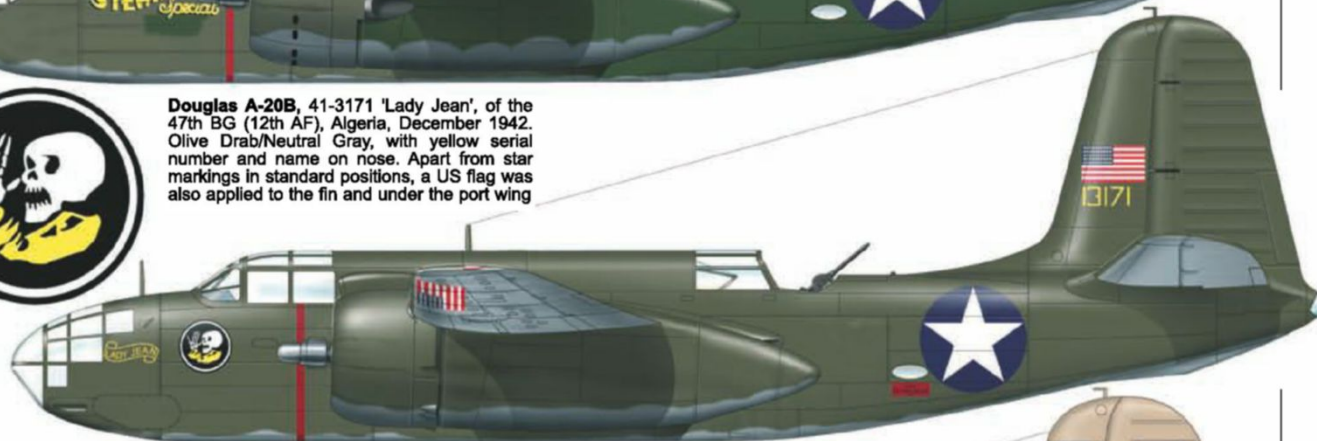
Douglas A-20A, 62/3B, of the 3rd Bomber Group, October 1941. Faded Olive Drab and Neutral Gray. Star markings on fuselage sides, above port wing and under starboard wing, covered temporarily with white exercise crosses. All serials are black



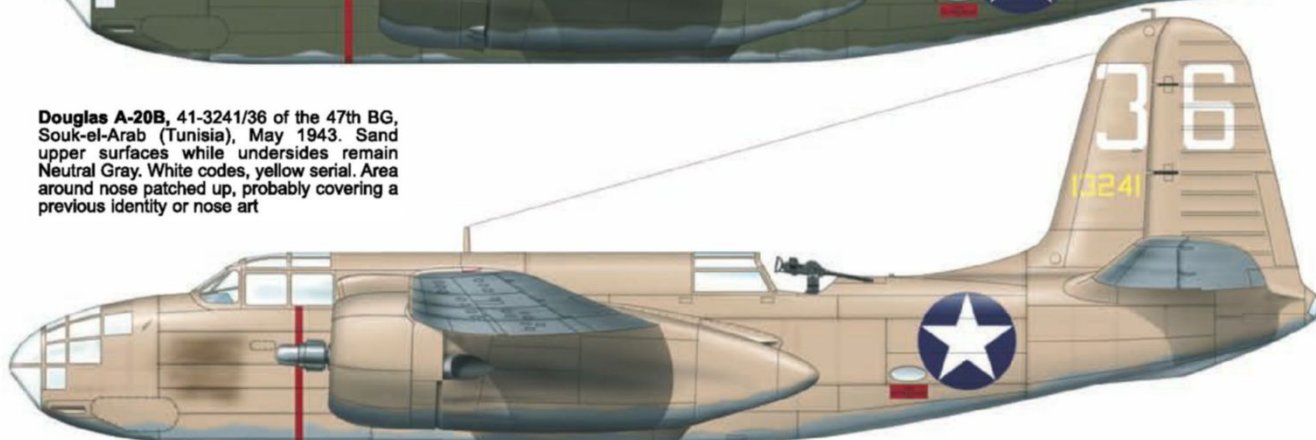
Douglas A-20A, 40-166 'Steak & Eggs Special', 89th BS, 3rd BG (5th AF), Kila Kila (Port Moresby), February 1943. Olive Drab upper surfaces repainted in most parts with Foliage Green (including fuselage spine, rear fuselage, upper wings and tailplane, upper engine cowlings); Neutral Gray undersides. Rebuilt from 'Little Helios', using cannibalised parts, and used as unit hack to run supplies to the unit from Australia



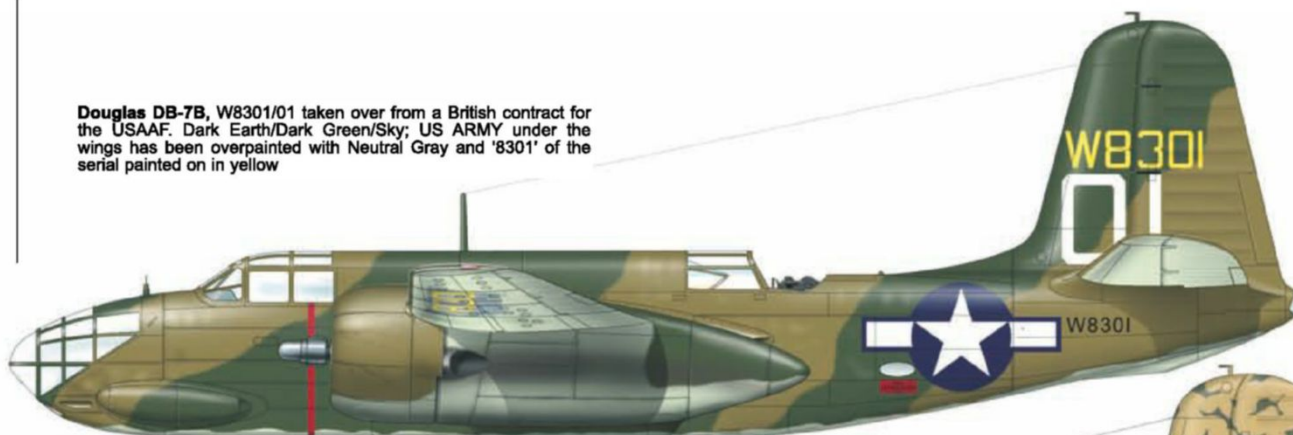
Douglas A-20B, 41-3171 'Lady Jean', of the 47th BG (12th AF), Algeria, December 1942. Olive Drab/Neutral Gray, with yellow serial number and name on nose. Apart from star markings in standard positions, a US flag was also applied to the fin and under the port wing



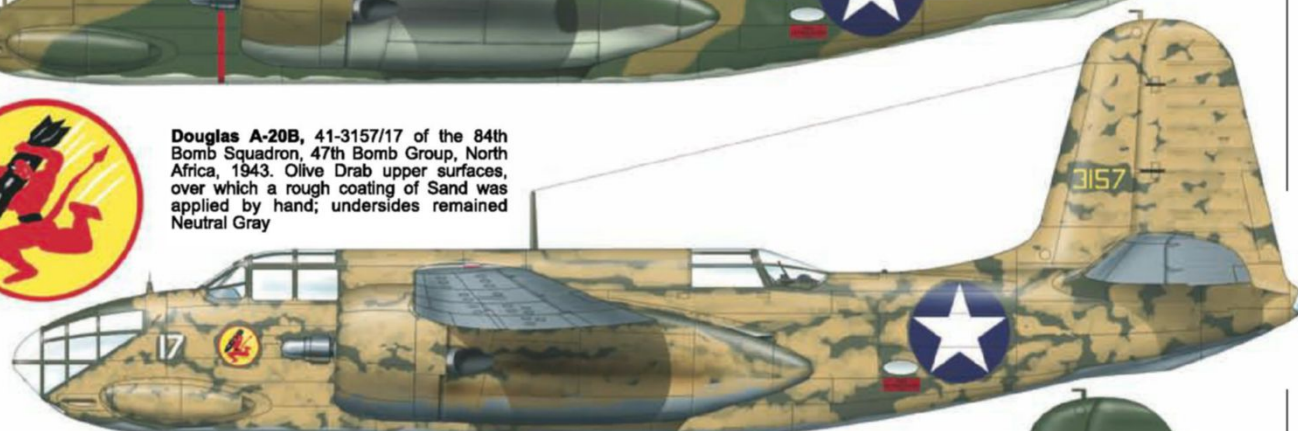
Douglas A-20B, 41-3241/36 of the 47th BG, Souk-el-Arab (Tunisia), May 1943. Sand upper surfaces while undersides remain Neutral Gray. White codes, yellow serial. Area around nose patched up, probably covering a previous identity or nose art



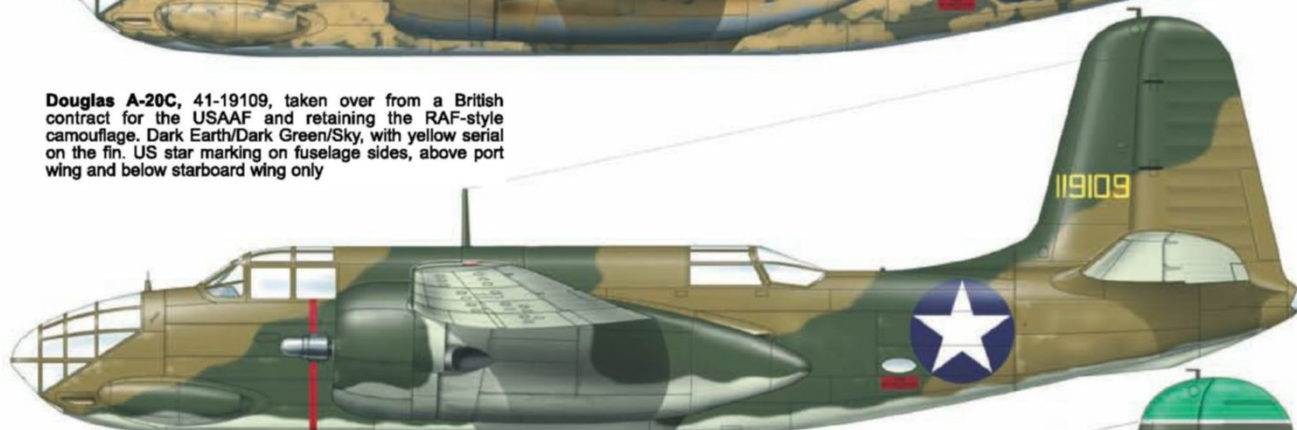
Douglas DB-7B, W8301/01 taken over from a British contract for the USAAF. Dark Earth/Dark Green/Sky; US ARMY under the wings has been overpainted with Neutral Gray and '8301' of the serial painted on in yellow



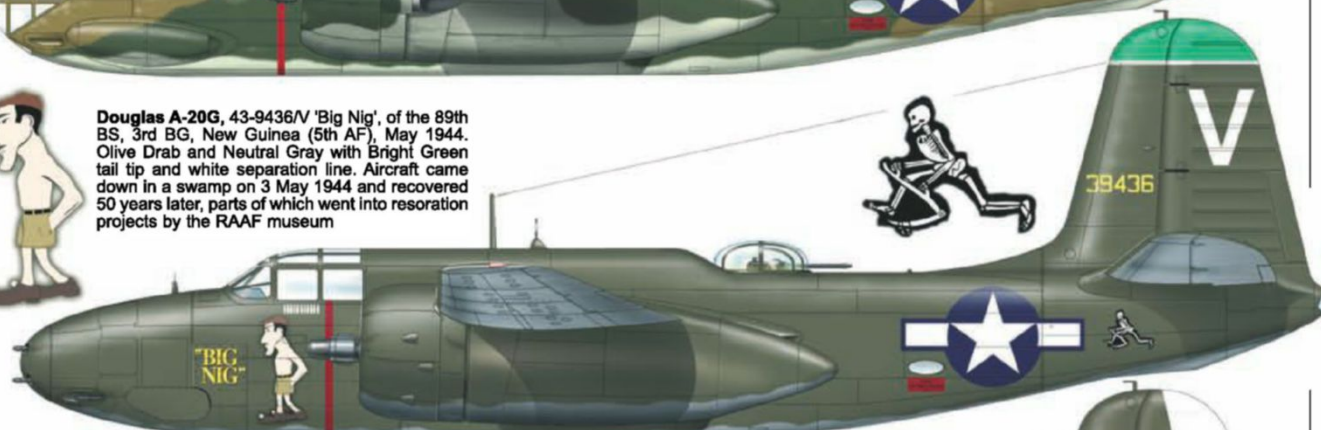
Douglas A-20B, 41-3157/17 of the 84th Bomb Squadron, 47th Bomb Group, North Africa, 1943. Olive Drab upper surfaces, over which a rough coating of Sand was applied by hand; undersides remained Neutral Gray



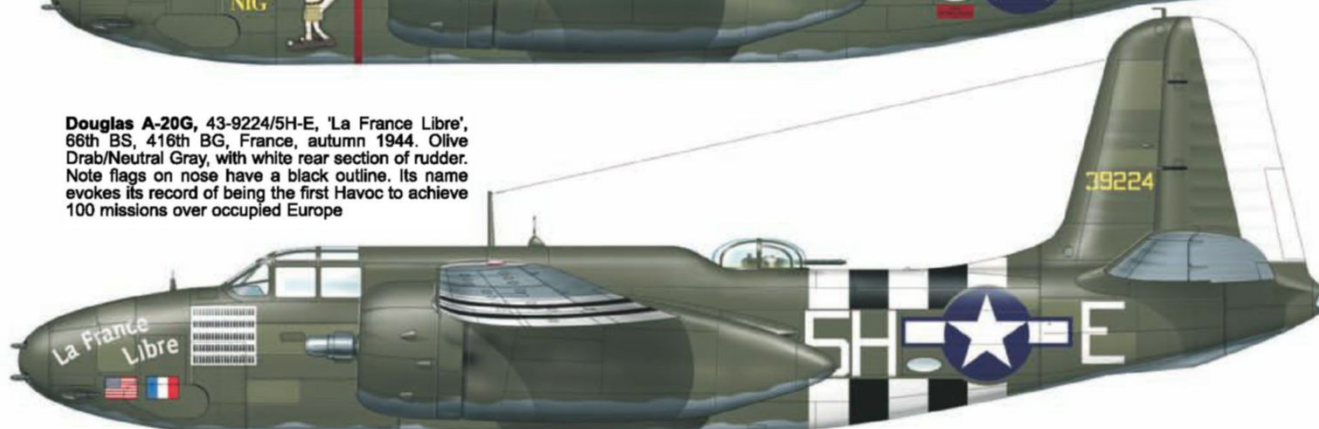
Douglas A-20C, 41-19109, taken over from a British contract for the USAAF and retaining the RAF-style camouflage. Dark Earth/Dark Green/Sky, with yellow serial on the fin. US star marking on fuselage sides, above port wing and below starboard wing only



Douglas A-20G, 43-9436/V 'Big Nig', of the 89th BS, 3rd BG, New Guinea (5th AF), May 1944. Olive Drab and Neutral Gray with Bright Green tail tip and white separation line. Aircraft came down in a swamp on 3 May 1944 and recovered 50 years later, parts of which went into restoration projects by the RAAF museum



Douglas A-20G, 43-9224/5H-E, 'La France Libre', 66th BS, 416th BG, France, autumn 1944. Olive Drab/Neutral Gray, with white rear section of rudder. Note flags on nose have a black outline. Its name evokes its record of being the first Havoc to achieve 100 missions over occupied Europe

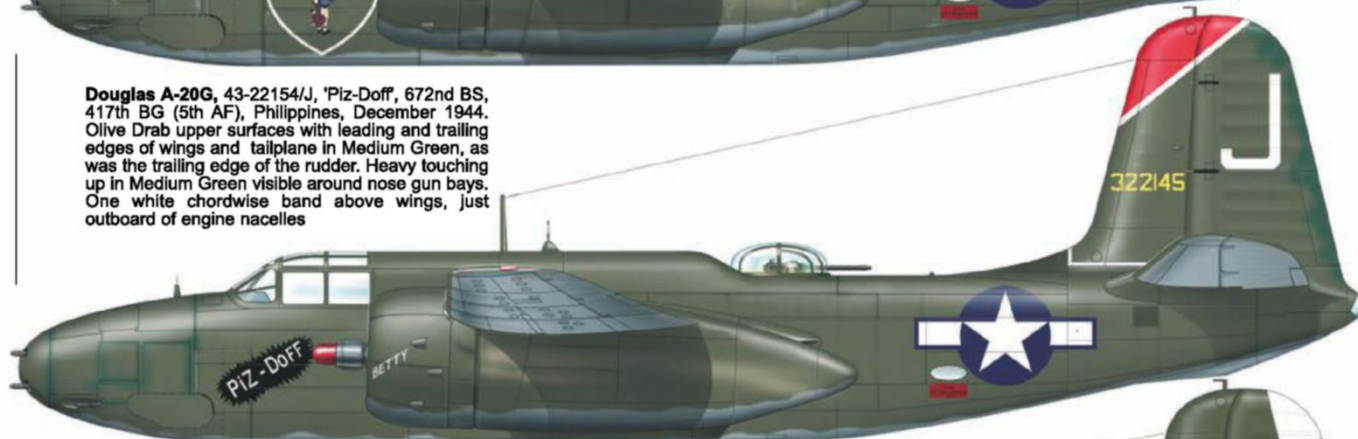




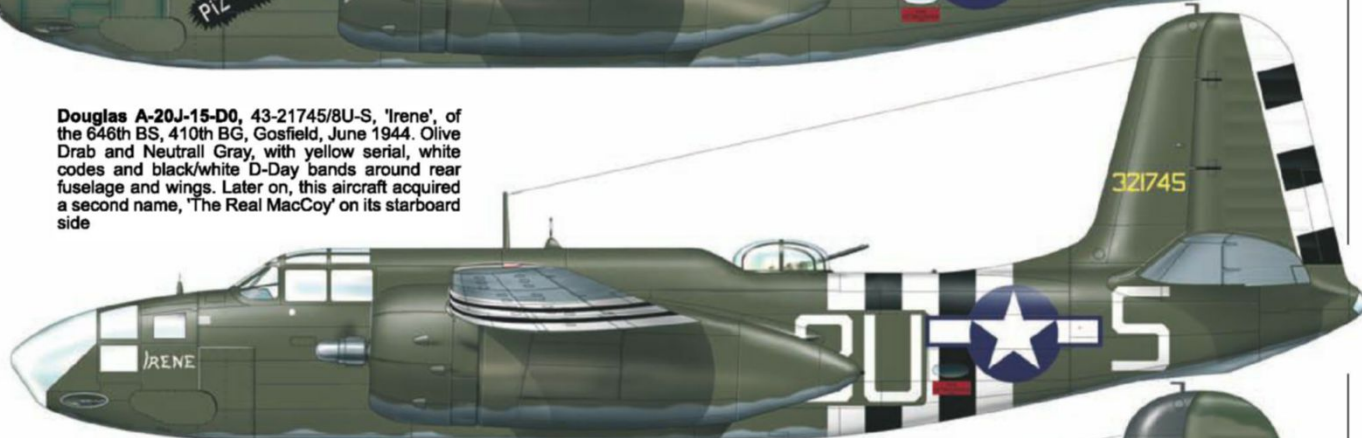
Douglas A-20G, 43-21904/W, 'Miss Pam', 388th BS, 312th BG, veteran of more than 126 missions. Olive Drab and Neutral Grey with white code and yellow serial. Note skull and cross-bones marking on nose as seen from front



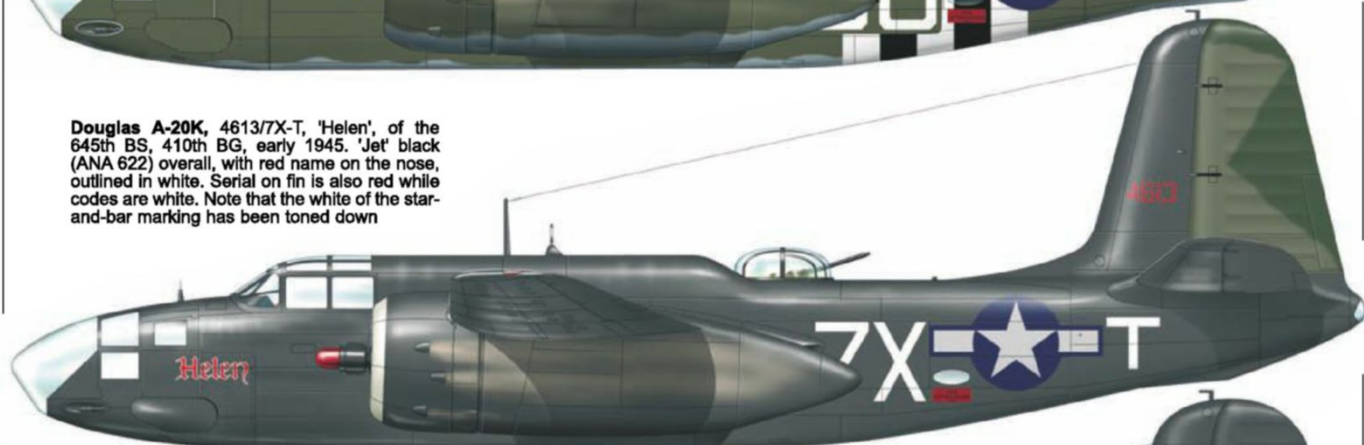
Douglas A-20G, 43-22154/J, 'Piz-Doff', 672nd BS, 417th BG (5th AF), Philippines, December 1944. Olive Drab upper surfaces with leading and trailing edges of wings and tailplane in Medium Green, as was the trailing edge of the rudder. Heavy touching up in Medium Green visible around nose gun bays. One white chordwise band above wings, just outboard of engine nacelles



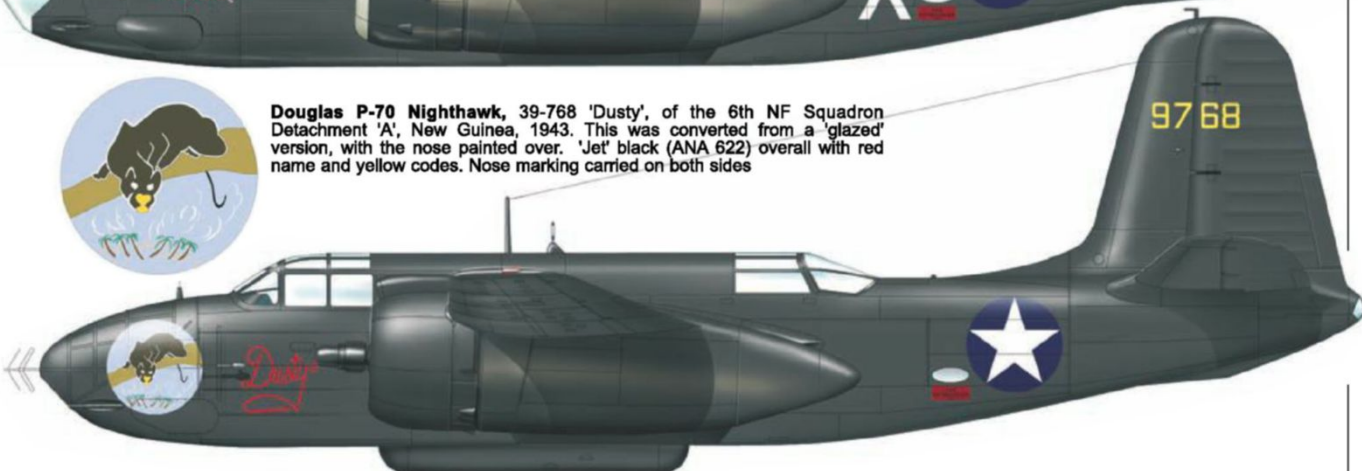
Douglas A-20J-15-D0, 43-21745/8U-S, 'Irene', of the 646th BS, 410th BG, Gosfield, June 1944. Olive Drab and Neutral Gray, with yellow serial, white codes and black/white D-Day bands around rear fuselage and wings. Later on, this aircraft acquired a second name, 'The Real MacCoy' on its starboard side



Douglas A-20K, 4613/7X-T, 'Helen', of the 645th BS, 410th BG, early 1945. 'Jet' black (ANA 622) overall, with red name on the nose, outlined in white. Serial on fin is also red while codes are white. Note that the white of the star-and-bar marking has been toned down



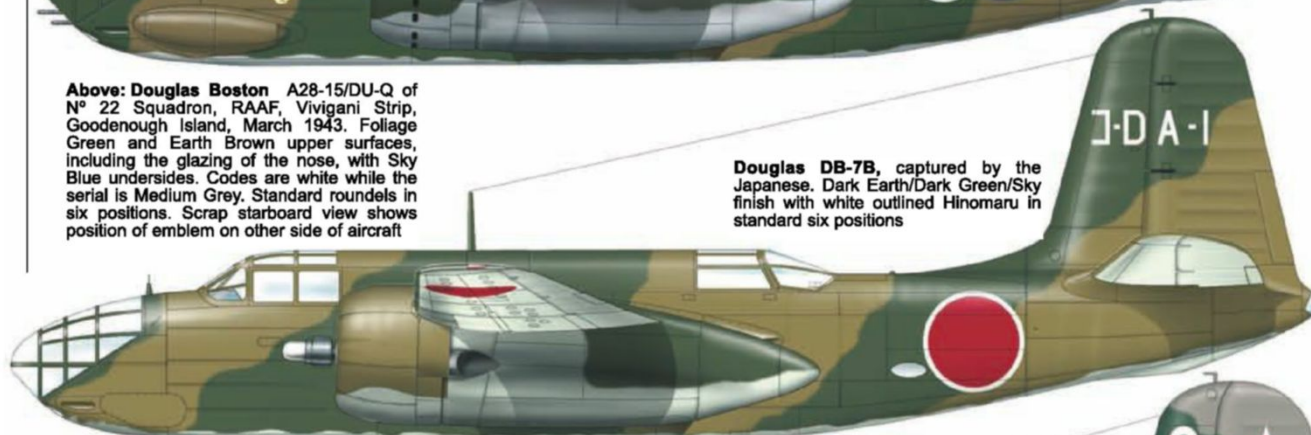
Douglas P-70 Nighthawk, 39-768 'Dusty', of the 6th NF Squadron Detachment 'A', New Guinea, 1943. This was converted from a 'glazed' version, with the nose painted over. 'Jet' black (ANA 622) overall with red name and yellow codes. Nose marking carried on both sides



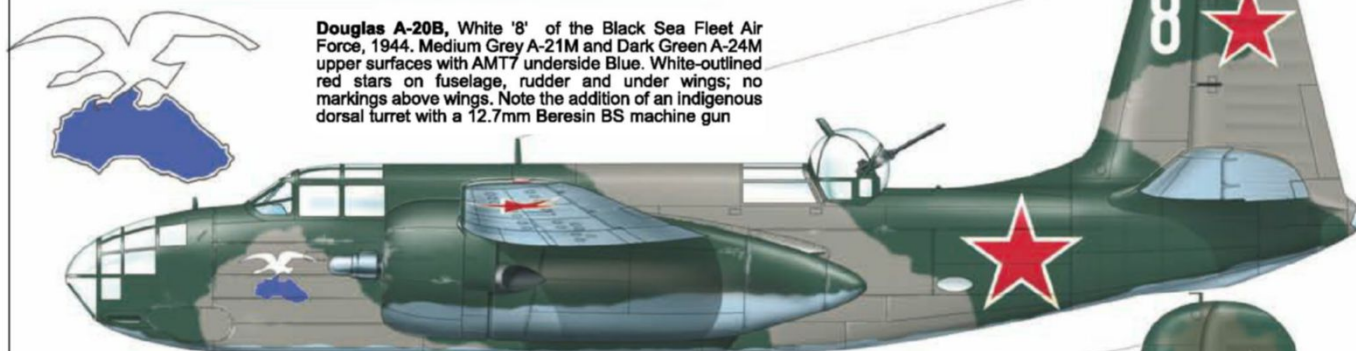


Above: Douglas Boston A28-15/DU-Q of N° 22 Squadron, RAAF, Vivigani Strip, Goodenough Island, March 1943. Foliage Green and Earth Brown upper surfaces, including the glazing of the nose, with Sky Blue undersides. Codes are white while the serial is Medium Grey. Standard roundels in six positions. Scrap starboard view shows position of emblem on other side of aircraft

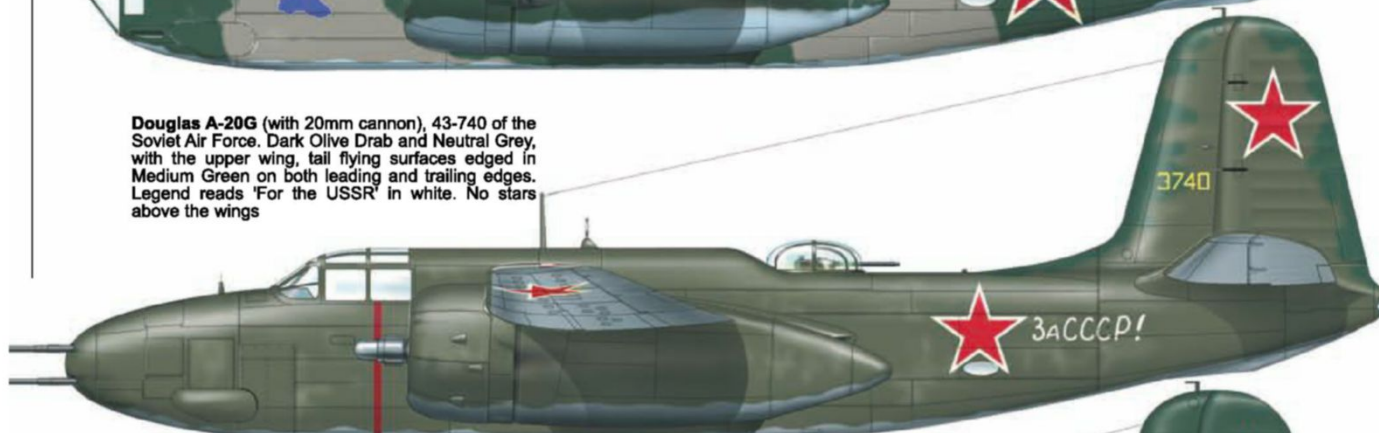
Douglas DB-7B, captured by the Japanese. Dark Earth/Dark Green/Sky finish with white outlined Hinomaru in standard six positions



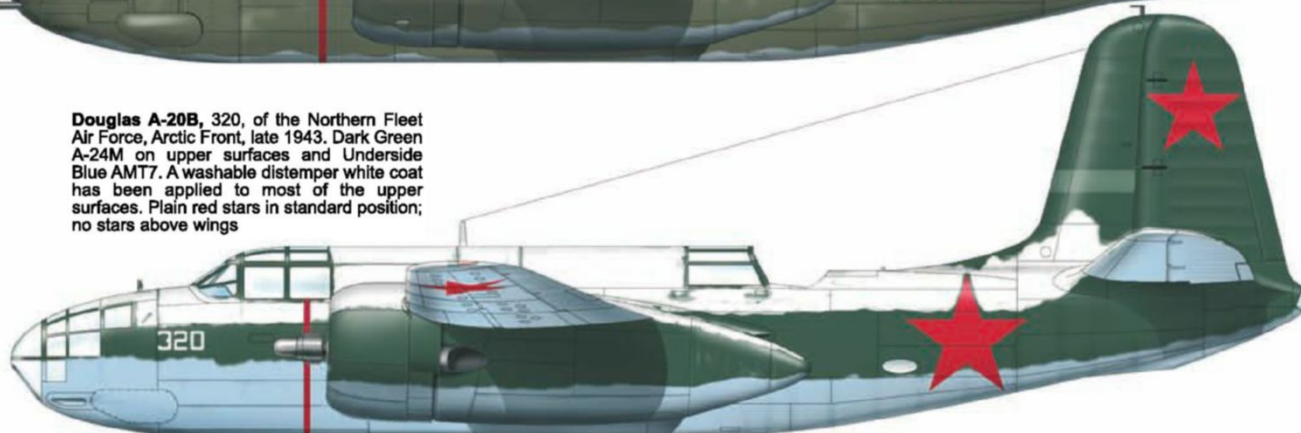
Douglas A-20B, White '8' of the Black Sea Fleet Air Force, 1944. Medium Grey A-21M and Dark Green A-24M upper surfaces with AMT7 underside Blue. White-outlined red stars on fuselage, rudder and under wings; no markings above wings. Note the addition of an indigenous dorsal turret with a 12.7mm Beresin BS machine gun



Douglas A-20G (with 20mm cannon), 43-740 of the Soviet Air Force. Dark Olive Drab and Neutral Grey, with the upper wing, tail flying surfaces edged in Medium Green on both leading and trailing edges. Legend reads 'For the USSR' in white. No stars above the wings



Douglas A-20B, 320, of the Northern Fleet Air Force, Arctic Front, late 1943. Dark Green A-24M on upper surfaces and Underside Blue AMT7. A washable distemper white coat has been applied to most of the upper surfaces. Plain red stars in standard position; no stars above wings





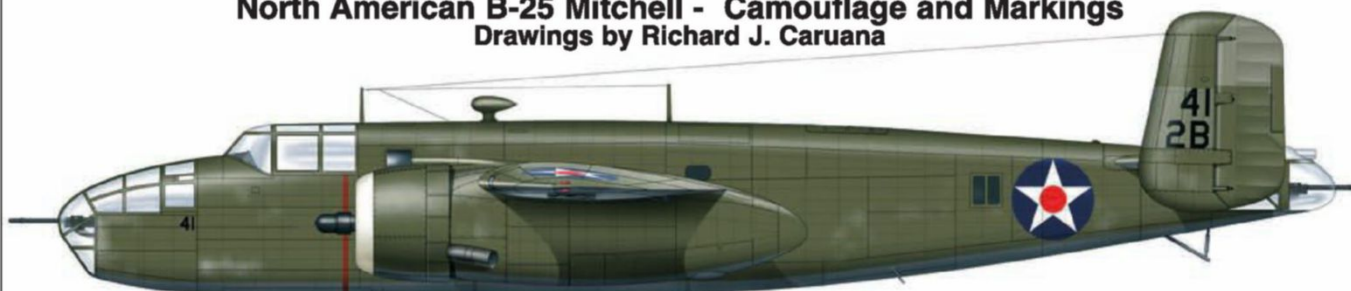
North American B-25 MITCHELL

The US Army Air Corps issued a specification for a medium bomber in March 1939 that was capable of carrying a payload of 2400lb (1100kg) over 1200mi (1900km) at 300mph (480km/h) in response to which North American delivered the NA-40 for evaluation. Following further design and development both the B-25A and B-25B entered USAAF service in 1940 – 1941, with the latter becoming operational in 1942. The gunship design concept dated to late 1942 and the B-25G entered production followed by the redesigned B-25H gunship. The subsequent B-25J reverted to the bomber role but could also be outfitted as a straffer. Best known for its role in the Doolittle raid against Tokyo in April 1942, the majority of B-25s in American service were used in Asia and the Pacific, including campaigns in the Aleutian Islands, Papua New Guinea, the Solomon Islands, New Britain, China, Burma and the island hopping campaign in the Central Pacific. An ever-increasing number of forward firing guns made the B-25 a formidable strafing aircraft for island warfare. The first B-25s arrived in Egypt and

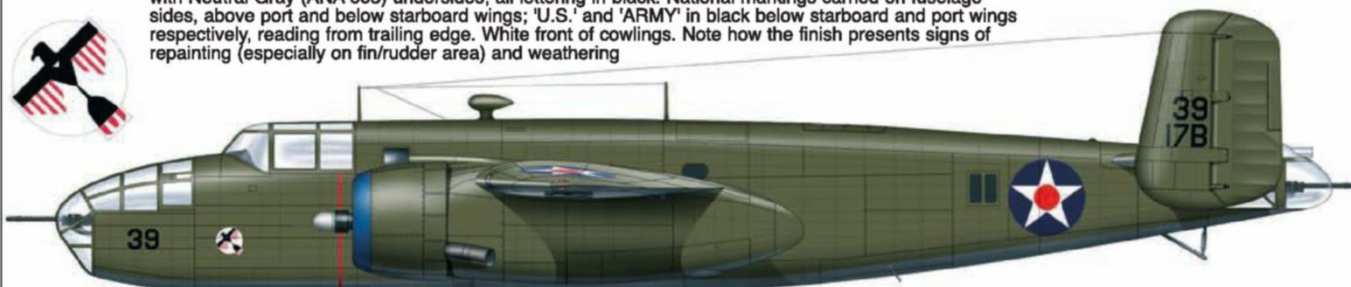
were carrying out independent operations by October 1942. Operations there against Axis airfields and motorized vehicle columns supported the ground actions of the Second Battle of El Alamein. Thereafter, the aircraft took part in the rest of the campaign in North Africa, the invasion of Sicily, and the advance up Italy. The US Navy designation for the Mitchell was the PBJ-1 and nearly all served with Marine Corps squadrons as land-based bombers. The RAF received nearly 900 Mitchells, the type entering RAF service in January 1943. At first, it was used to bomb targets in occupied Europe. After the Normandy invasion, the RAF and France used Mitchells in support of the Allies in Europe. The RAF was allocated 316 B-25Js, which entered service as Mitchell IIIs, while the US supplied 862 B-25s (B, D, G, and J types) to the Soviet Union under Lend-Lease during World War II via the Alaska–Siberia ALSIB ferry route. Well over 100 B-25Cs and Ds were supplied to the Nationalist Chinese during the Second Sino-Japanese War in addition to which a further 131 B-25Js

were supplied to China under Lend-Lease. Used by many Allied air forces, the B-25 served in every theatre of World War II, and after the war ended, many remained in service, operating across four decades. Produced in numerous variants, nearly 10000 B-25s were built.

North American B-25 Mitchell - Camouflage and Markings Drawings by Richard J. Caruana



Above: North American B-25A Mitchell, 41-2B, 2nd BG, 1941. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; all lettering in black. National markings carried on fuselage sides, above port and below starboard wings; 'U.S.' and 'ARMY' in black below starboard and port wings respectively, reading from trailing edge. White front of cowlings. Note how the finish presents signs of repainting (especially on fin/rudder area) and weathering



Above: North American B-25A Mitchell, 39-17B, 17th BG, Pendleton (Oregon), September 1941. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; all lettering in black. National markings carried on fuselage sides, above port and below starboard wings; 'U.S.' and 'ARMY' in black below starboard and port wings respectively, reading from trailing edge. Unit badge on nose (both sides); Mid-Blue front of cowlings



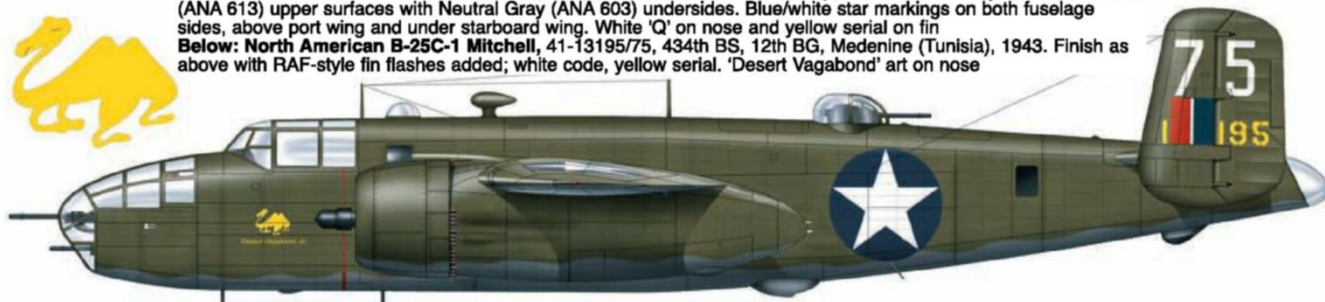
Above: North American B-25B Mitchell, 40-2249 (plane No. 11, 'Hari Carrier'), flown by Cpt C. Ross Greening, from USS Hornet during Doolittle's raid, attacking Yokohama. Olive Drab upper surfaces (ANA 613) with Neutral Gray (ANA 603) undersides; yellow codes on vertical tail surfaces. Blue/white national markings, with red centre dot, on fuselage sides, above port and below starboard wings; white 'angel' nose art on both sides. Note removal of ventral and nose gun positions and addition of dummy twin guns in extreme tail



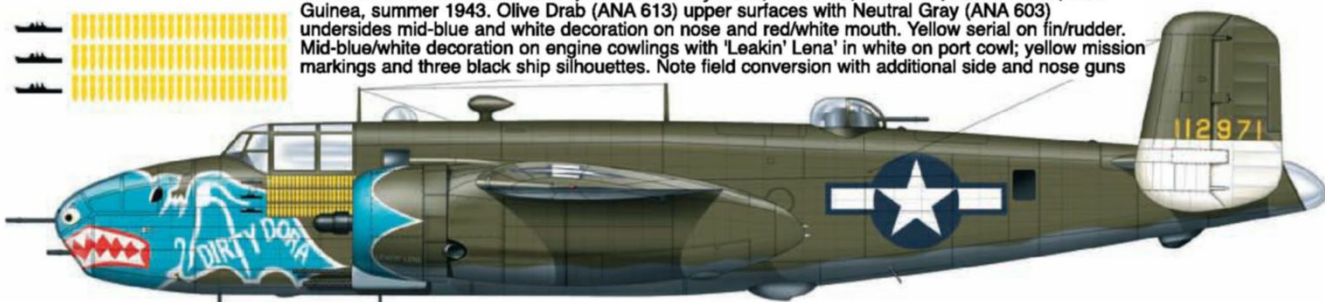
Above: North American B-25C-1 Mitchell, 41-13070/Q, 310th Bomber Group, Dodecanese. Very faded Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides. Blue/white star markings on both fuselage sides, above port wing and under starboard wing. White 'Q' on nose and yellow serial on fin



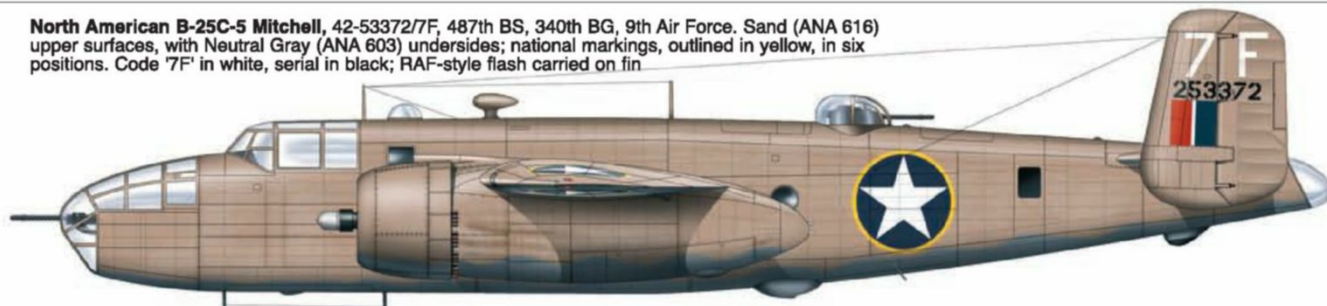
Below: North American B-25C-1 Mitchell, 41-13195/75, 434th BS, 12th BG, Medenine (Tunisia), 1943. Finish as above with RAF-style fin flashes added; white code, yellow serial. 'Desert Vagabond' art on nose



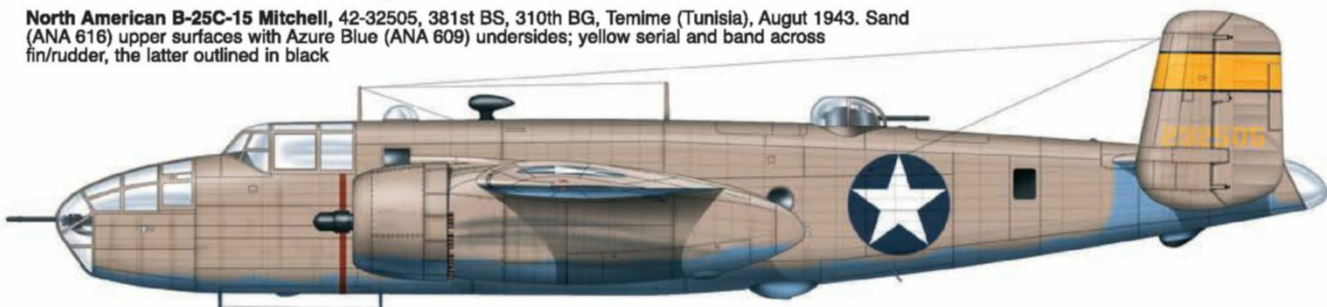
North American B-25C Mitchell, 21-12971 'Dirty Dora', 499th BS, 345th BG, 5th Air Force, New Guinea, summer 1943. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides mid-blue and white decoration on nose and red/white mouth. Yellow serial on fin/rudder. Mid-blue/white decoration on engine cowlings with 'Leakin' Lena' in white on port cowl; yellow mission markings and three black ship silhouettes. Note field conversion with additional side and nose guns



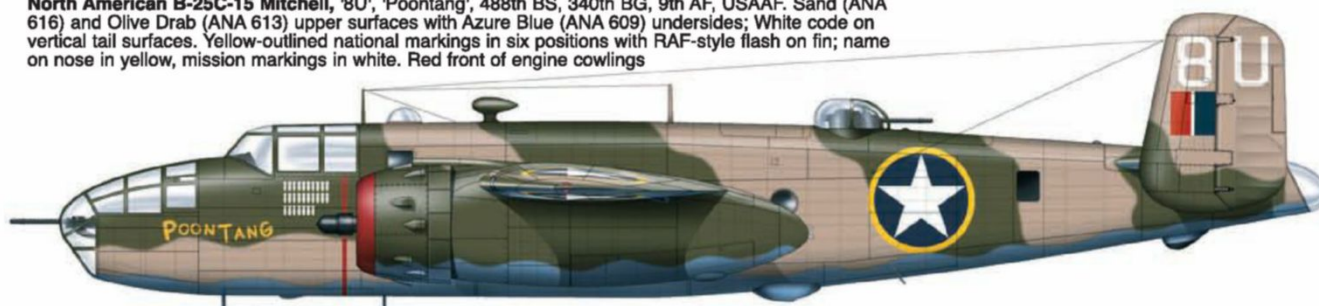
North American B-25C-5 Mitchell, 42-53372/7F, 487th BS, 340th BG, 9th Air Force. Sand (ANA 616) upper surfaces, with Neutral Gray (ANA 603) undersides; national markings, outlined in yellow, in six positions. Code '7F' in white, serial in black; RAF-style flash carried on fin



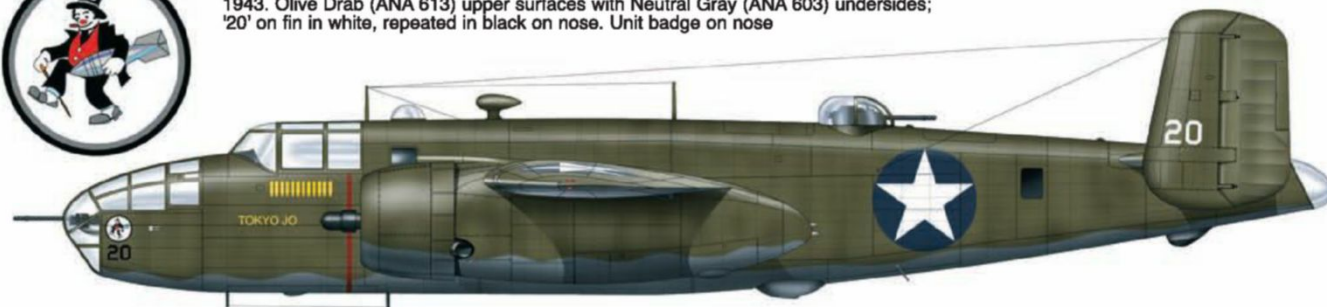
North American B-25C-15 Mitchell, 42-32505, 381st BS, 310th BG, Temime (Tunisia), August 1943. Sand (ANA 616) upper surfaces with Azure Blue (ANA 609) undersides; yellow serial and band across fin/rudder, the latter outlined in black



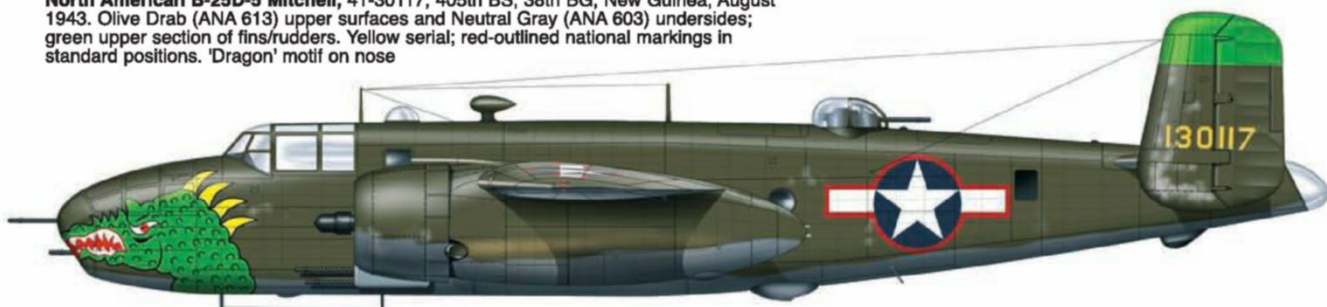
North American B-25C-15 Mitchell, '8U', 'Poontang', 488th BS, 340th BG, 9th AF, USAAF. Sand (ANA 616) and Olive Drab (ANA 613) upper surfaces with Azure Blue (ANA 609) undersides; White code on vertical tail surfaces. Yellow-outlined national markings in six positions with RAF-style flash on fin; name on nose in yellow, mission markings in white. Red front of engine cowlings



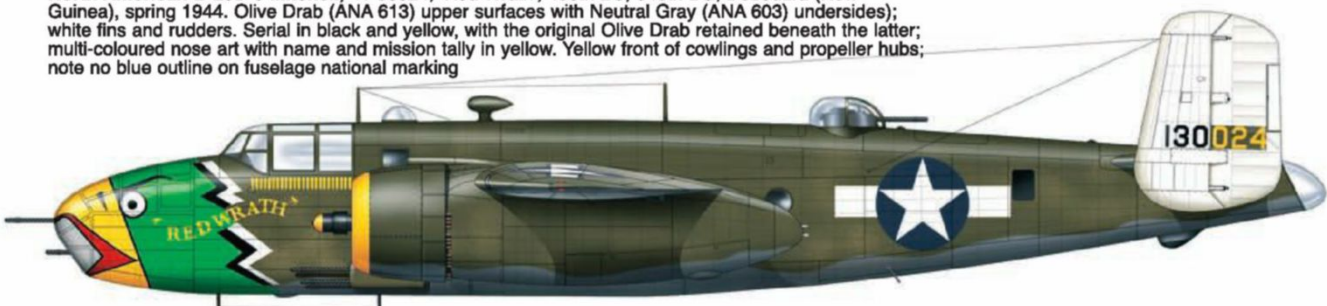
North American B-25D Mitchell, '20', 'Tokyo Jo', 11th BS, Kunming (China), early 1943. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; '20' on fin in white, repeated in black on nose. Unit badge on nose

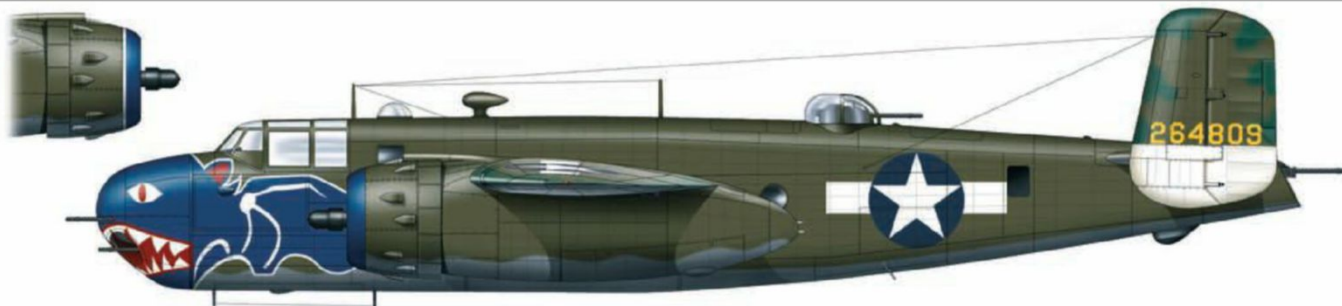


North American B-25D-5 Mitchell, 41-30117, 405th BS, 38th BG, New Guinea, August 1943. Olive Drab (ANA 613) upper surfaces and Neutral Gray (ANA 603) undersides; green upper section of fins/rudders. Yellow serial; red-outlined national markings in standard positions. 'Dragon' motif on nose



North American B-25D-5 Mitchell, 41-30024, 'Red Wrath', 498th BS, 345th BG, Dobodura (New Guinea), spring 1944. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; white fins and rudders. Serial in black and yellow, with the original Olive Drab retained beneath the latter; multi-coloured nose art with name and mission tally in yellow. Yellow front of cowlings and propeller hubs; note no blue outline on fuselage national marking



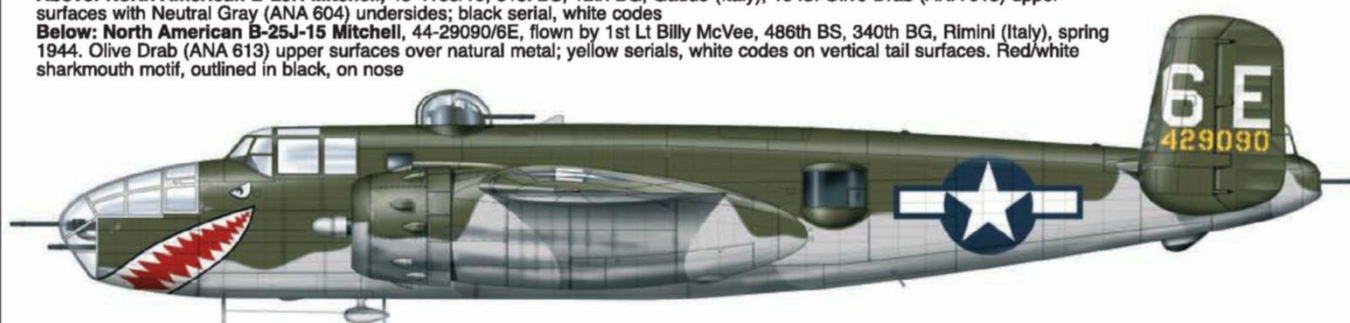


Above: North American B-25G Mitchell, 42-64809, 499th BS, 345th BG, Blak (New Guinea), 1944. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; Medium Green (ANA 612) mottles to leading edges of flying surfaces. White lower section of vertical tail surfaces; blue cowling fronts, with a white band added to starboard cowling. Blue/red/white design covering entire nose section; yellow codes on tail. Note national markings lack blue outline

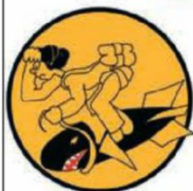
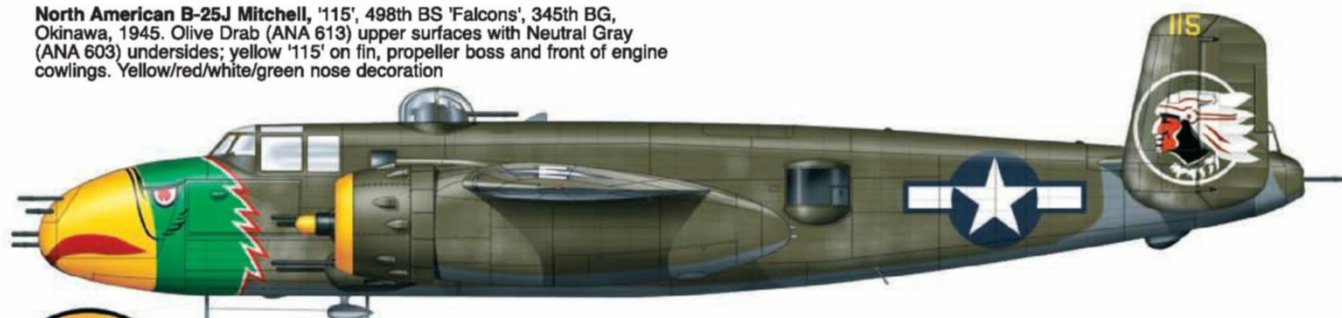


Above: North American B-25H Mitchell, 43-4183/10, 81st BS, 12th BG, Gaudo (Italy), 1943. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 604) undersides; black serial, white codes

Below: North American B-25J-15 Mitchell, 44-29090/6E, flown by 1st Lt Billy McVee, 486th BS, 340th BG, Rimini (Italy), spring 1944. Olive Drab (ANA 613) upper surfaces over natural metal; yellow serials, white codes on vertical tail surfaces. Red/white sharkmouth motif, outlined in black, on nose



North American B-25J Mitchell, '115', 498th BS 'Falcons', 345th BG, Okinawa, 1945. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; yellow '115' on fin, propeller boss and front of engine cowlings. Yellow/red/white/green nose decoration

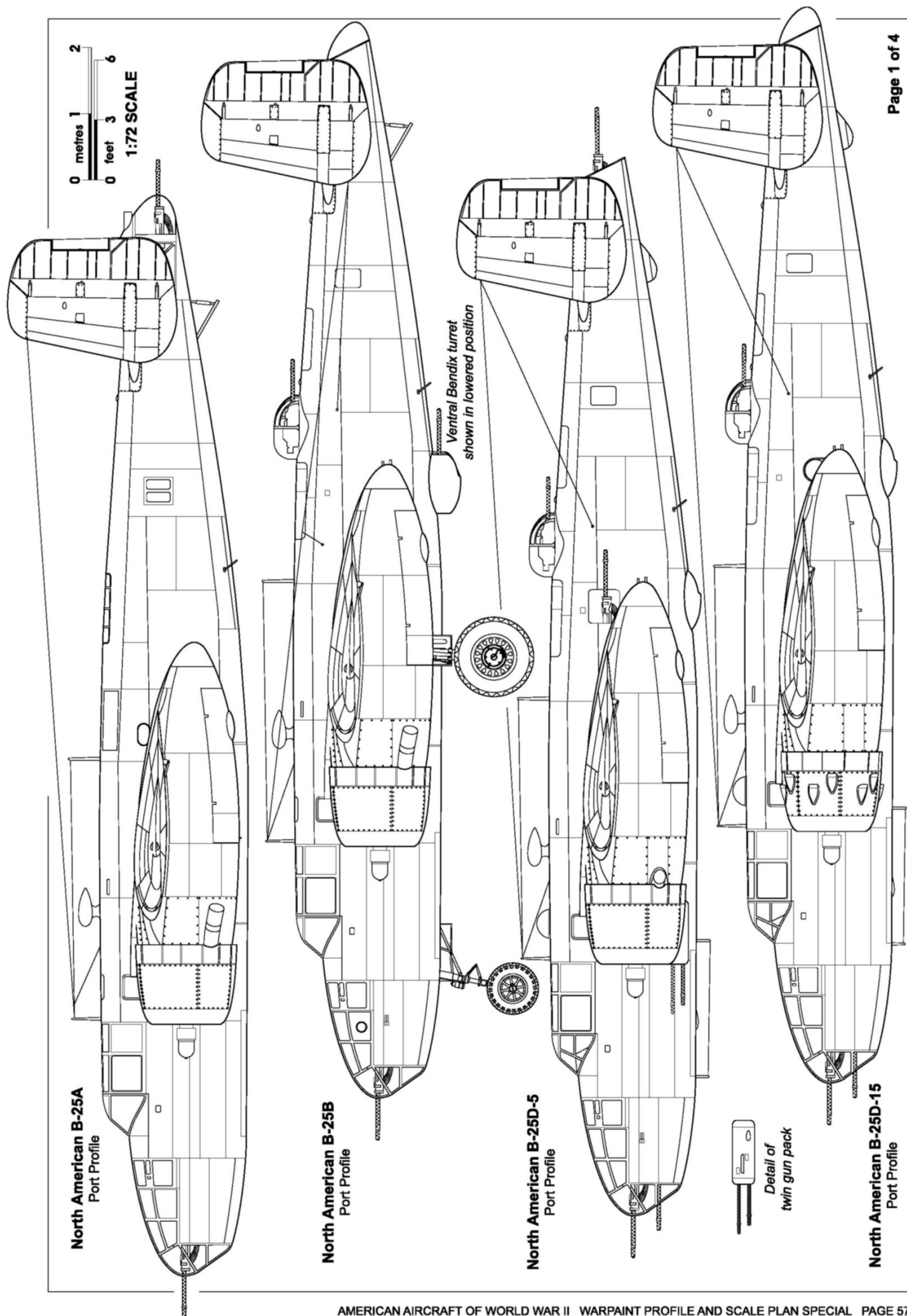


North American B-25J-10 Mitchell, 44-29375, 17th RBS, 71st TRG, Luzon, 1945. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; vertical tail surfaces white lower section, yellow flashes and white stars. Serial in black; unit badge on fin

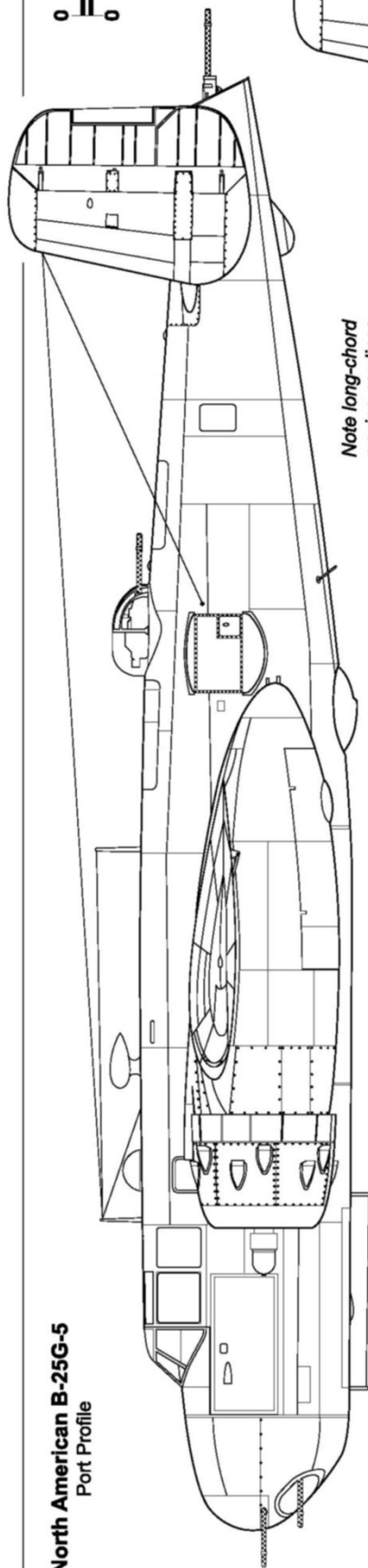


North American PBJ-1 Mitchell, 17762/26, US Marine Corps, Espirito Santo, early 1944. Intermediate Blue (ANA 608) upper surfaces with Light Gray (ANA 602) undersides; standard national markings. Code on nose and lettering on fin in black





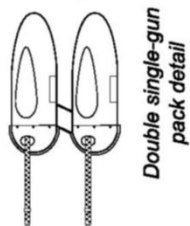
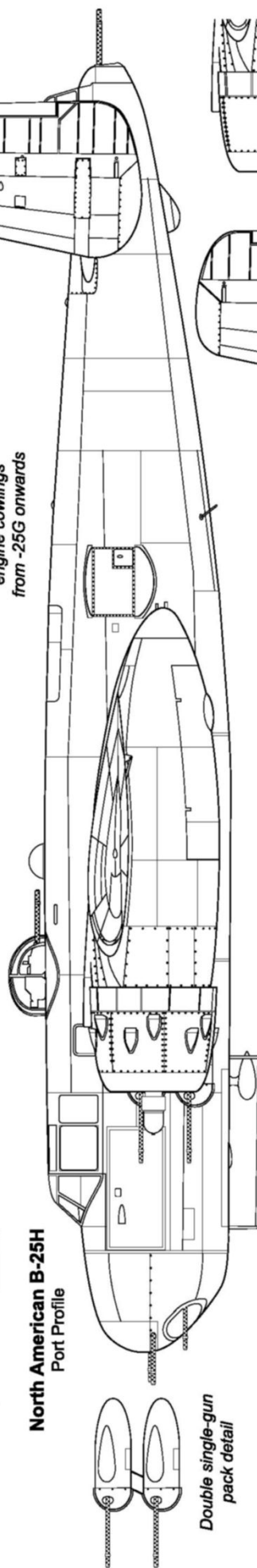
North American B-25G-5
Port Profile



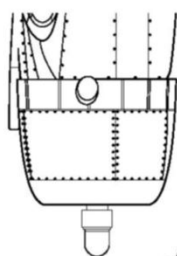
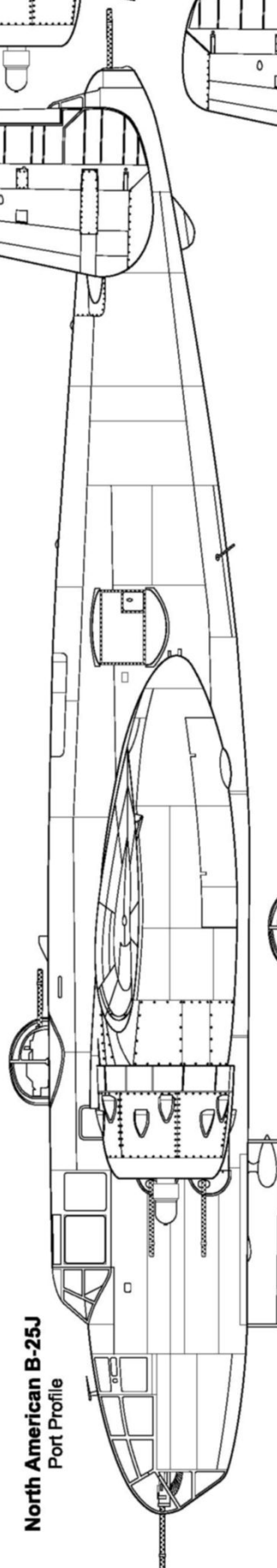
0 metres 1 2
0 feet 3 6
1:72 SCALE

*Note long-chord
engine cowlings
from -25G onwards*

North American B-25H
Port Profile

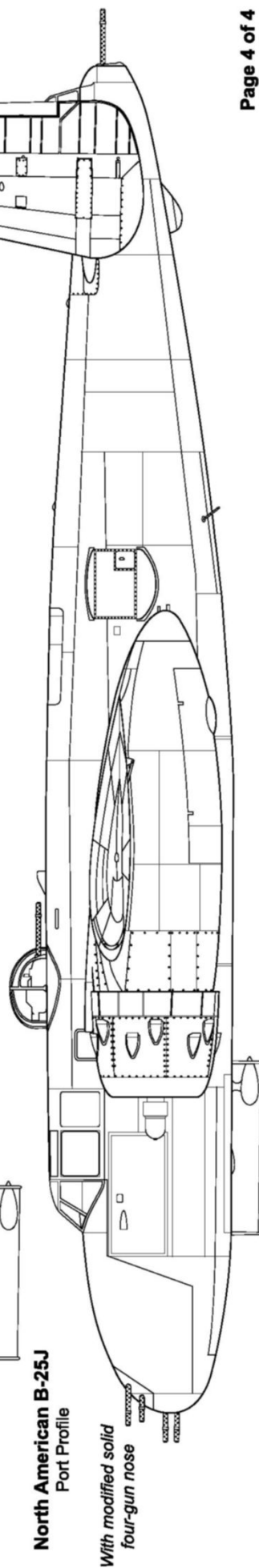


North American B-25J
Port Profile



*Late production
B-25 engine
cowl detail*

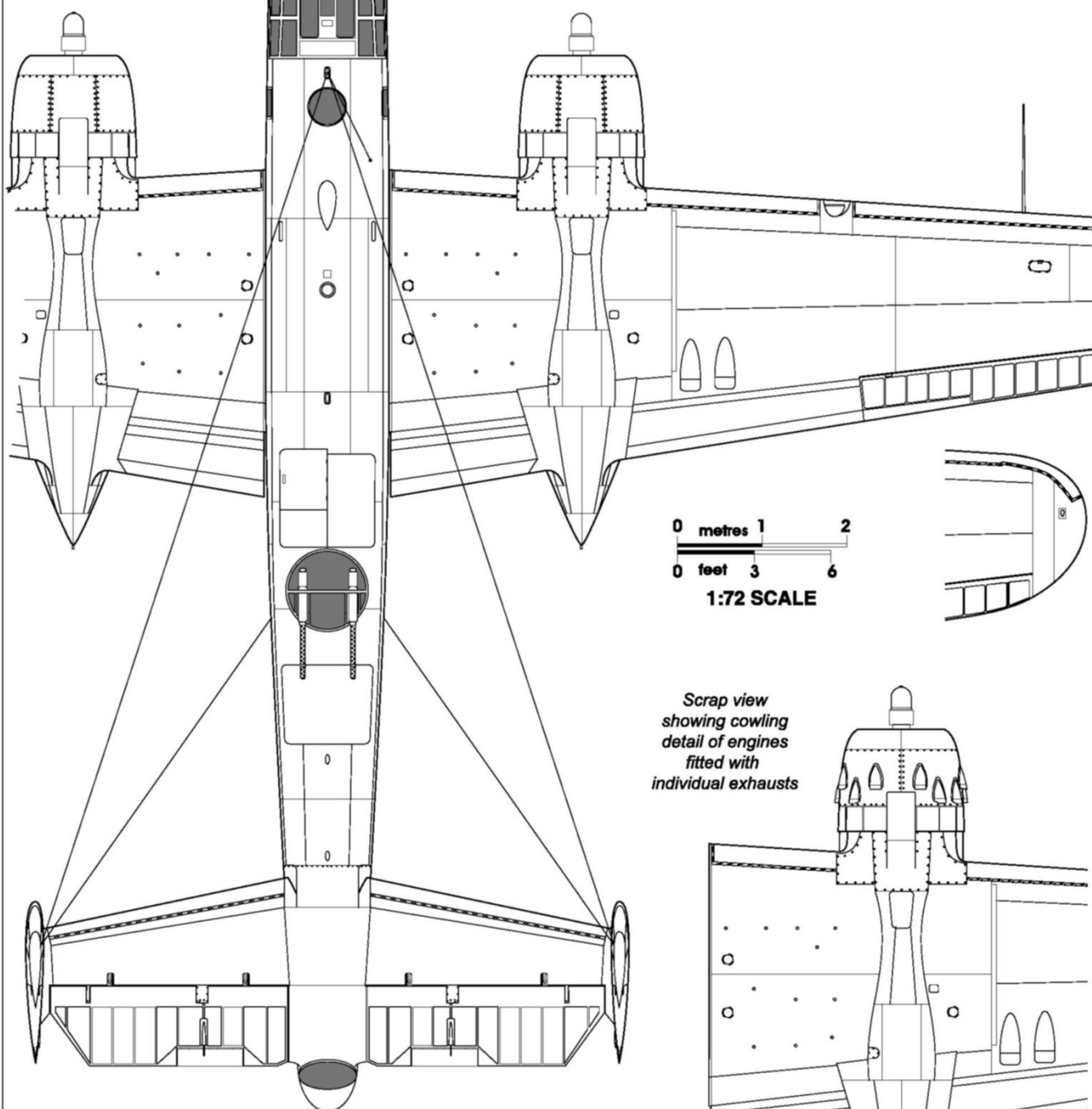
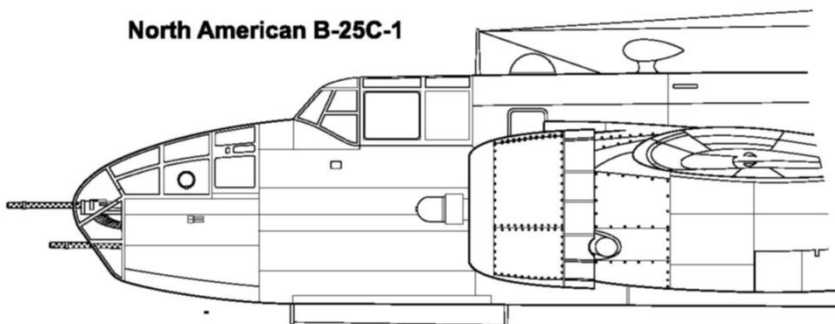
North American B-25J
Port Profile



*With modified solid
four-gun nose*

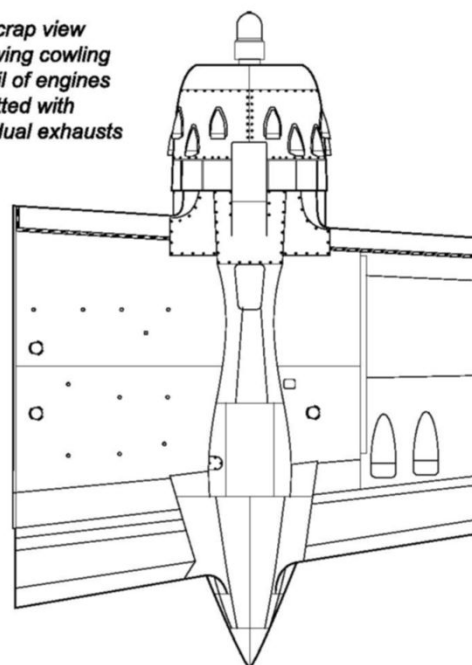
North American B-25C-1
Upper View

North American B-25C-1



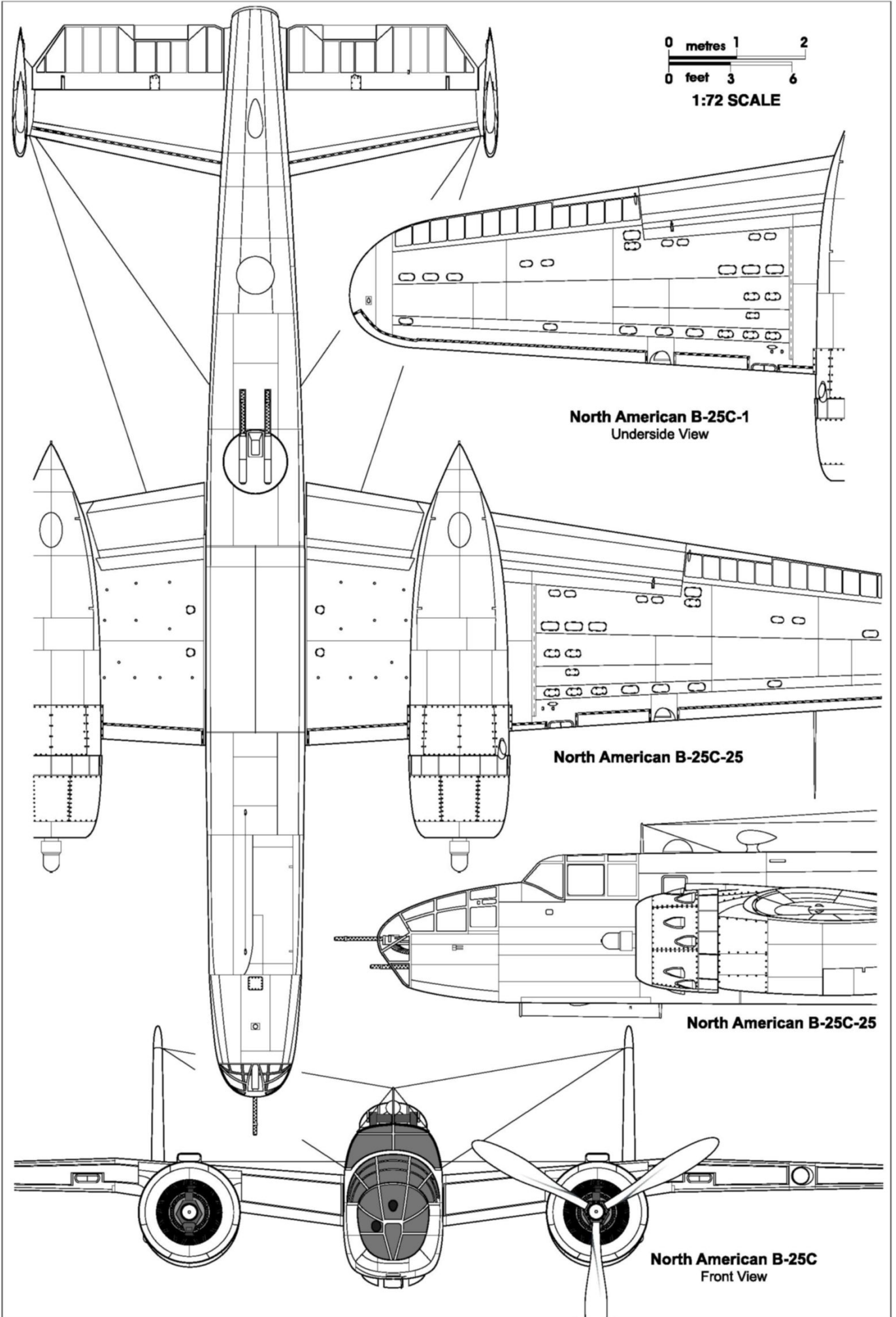
0 metres 1 2
0 feet 3 6
1:72 SCALE

Scrap view
showing cowling
detail of engines
fitted with
individual exhausts



North American B-25

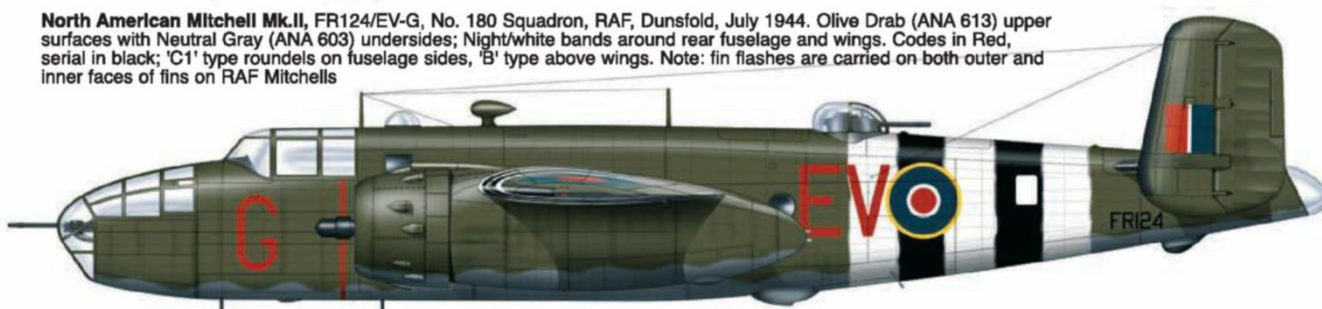
DRAWINGS BY RICHARD J. CARUANA



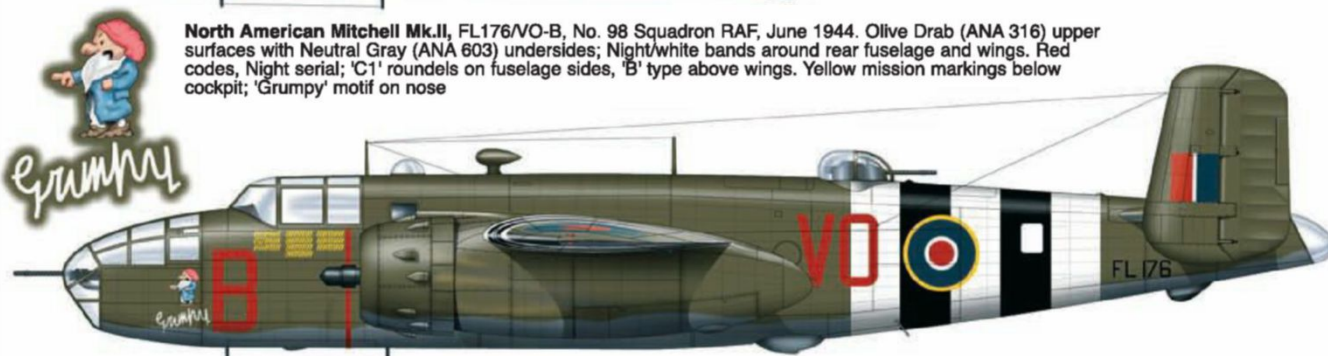
North American TB-25J Mitchell, 0-4672/BD-672, USAF Instrument School, Moody Air Force Base, mid-1950s. Natural metal overall with red trim on fuselage and vertical tail surfaces; all lettering in black. Serial on fin over a white background; US markings on fuselage sides, above port and below starboard wings. 'USAF' in black above starboard and below port wings; black engine nacelles with red cowlings



North American Mitchell Mk.II, FR124/EV-G, No. 180 Squadron, RAF, Dunsfold, July 1944. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; Night/white bands around rear fuselage and wings. Codes in Red, serial in black; 'C1' type roundels on fuselage sides, 'B' type above wings. Note: fin flashes are carried on both outer and inner faces of fins on RAF Mitchells



North American Mitchell Mk.II, FL176/VO-B, No. 98 Squadron RAF, June 1944. Olive Drab (ANA 316) upper surfaces with Neutral Gray (ANA 603) undersides; Night/white bands around rear fuselage and wings. Red codes, Night serial; 'C1' roundels on fuselage sides, 'B' type above wings. Yellow mission markings below cockpit; 'Grumpy' motif on nose



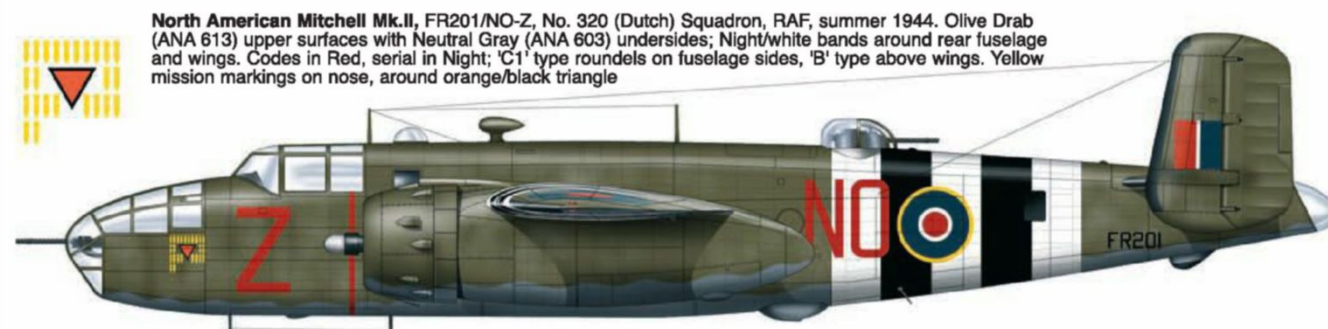
North American Mitchell Mk.II, FR397/MQ-V, No. 226 Squadron RAF, Gilze Rijen (Holland), June 1944. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; Night/white bands around rear fuselage and wings. 'B' type roundels above wings. Codes in Dull Red with 'V' repeated on fin in yellow



North American Mitchell Mk.II, FV-948/SM-Q, No. 305 (Polish) Squadron, RAF, Swanton-Morely, October 1943. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; codes in Red, serial in Night. 'C1' type roundels on fuselage sides, 'B' type above wings; Polish flag and 'Poland' in white on nose



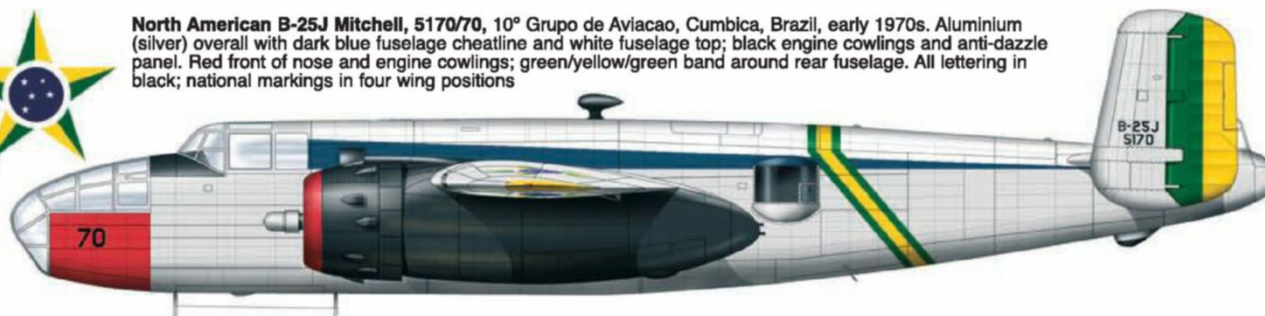
North American Mitchell Mk.II, FR201/NO-Z, No. 320 (Dutch) Squadron, RAF, summer 1944. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; Night/white bands around rear fuselage and wings. Codes in Red, serial in Night; 'C1' type roundels on fuselage sides, 'B' type above wings. Yellow mission markings on nose, around orange/black triangle



North American Mitchell Mk.III, KJ667/OA-X, No. 342 'Lorraine' Squadron RAF, Vitry-en-Artois, 1945. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; red codes (with 'X' repeated at base of fin), Night serial. Free French roundels on fuselage sides and above wings



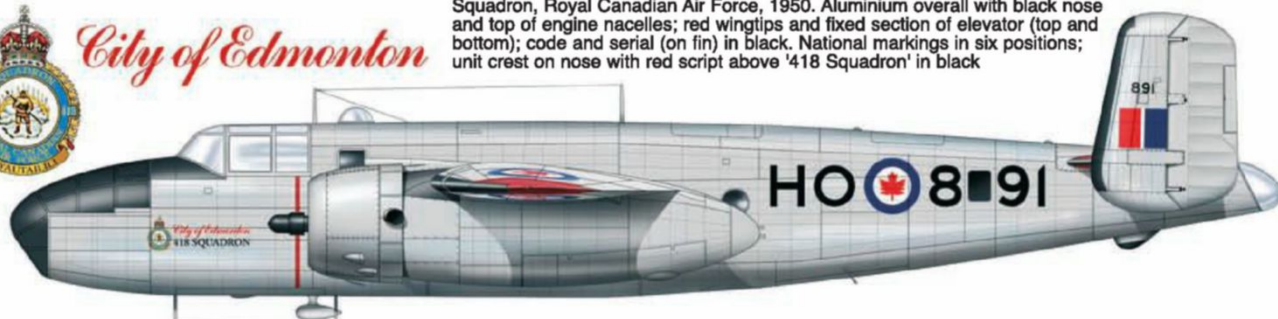
North American B-25J Mitchell, 5170/70, 10º Grupo de Aviação, Cumbica, Brazil, early 1970s. Aluminium (silver) overall with dark blue fuselage cheatline and white fuselage top; black engine cowlings and anti-dazzle panel. Red front of nose and engine cowlings; green/yellow/green band around rear fuselage. All lettering in black; national markings in four wing positions



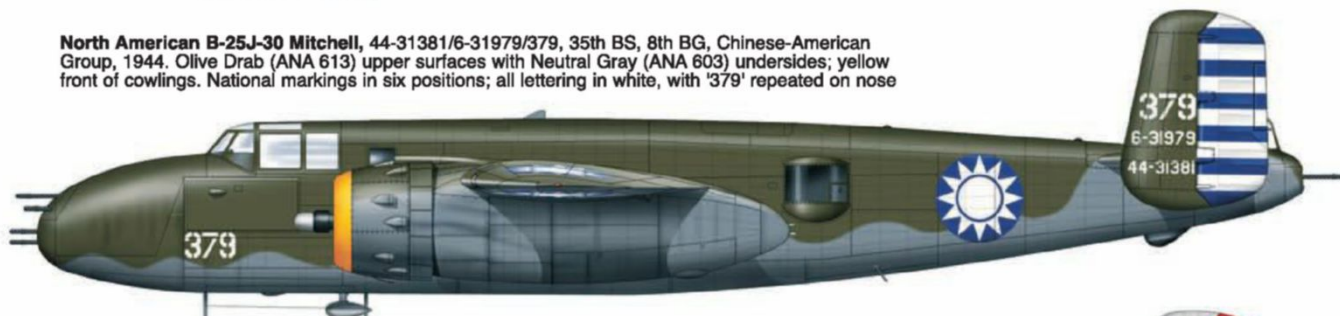
North American B-25C Mitchell, HO-891, No. 418 'City of Edmonton' Squadron, Royal Canadian Air Force, 1950. Aluminium overall with black nose and top of engine nacelles; red wingtips and fixed section of elevator (top and bottom); code and serial (on fin) in black. National markings in six positions; unit crest on nose with red script above '418 Squadron' in black



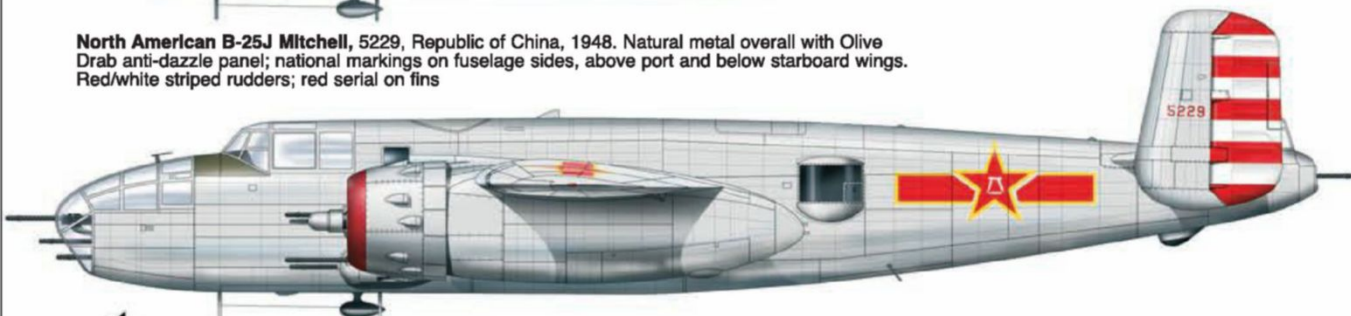
City of Edmonton



North American B-25J-30 Mitchell, 44-31381/6-31979/379, 35th BS, 8th BG, Chinese-American Group, 1944. Olive Drab (ANA 613) upper surfaces with Neutral Gray (ANA 603) undersides; yellow front of cowlings. National markings in six positions; all lettering in white, with '379' repeated on nose



North American B-25J Mitchell, 5229, Republic of China, 1948. Natural metal overall with Olive Drab anti-dazzle panel; national markings on fuselage sides, above port and below starboard wings. Red/white striped rudders; red serial on fins



North American B-25J Mitchell, M-421, Skadron Udara 1, Indonesian Air Force, early 1960s. Dark Green upper surfaces with Light Grey undersides and rudders; national markings on fuselage sides, above port and below starboard wings. Code in black, outlined white, repeated in black above starboard wing and below port wing. Unit badge on fin, with '1' and golden ram repeated on nose





One of the few colour photographs available of the B-26 in wartime, 'Beefeater' was a Martin B-26B assigned to the 596th BS of the 397th BG whose X2-A coding it wears. It served with the 9th Air Force when based in Britain. The aircraft was serialised 42-96142.

Martin B-26 MARAUDER

In March 1939, the United States Army Air Corps issued a specification for a fast twin-engined medium bomber with a maximum speed of 350mph (560km/h), a range of 3000mi (4800km) and a bomb load of 2000lb (910kg). Martin's design was greeted with enthusiasm and a contract for 201 aircraft was awarded with orders for a further 930 in September 1940, prior to the aircraft's first flight.

The B-26's relatively small wing area and resulting high wing loading required a high landing speed and the aircraft quickly earned a reputation for being difficult to fly. Its early service was dogged by accidents chiefly attributed to its handling characteristics and the inexperience of new crews but following aerodynamic modifications and further pilot training it ended the war with the lowest loss rate of any US bomber. The B-26 was initially deployed to the South West Pacific in early 1942, where the 22nd BG flew its first combat mission as an attack, on Rabaul, which required an intermediate stop at Port Moresby, New Guinea, on 5 April 1942. Most aircraft were subsequently assigned to England and the

Mediterranean Theatre.

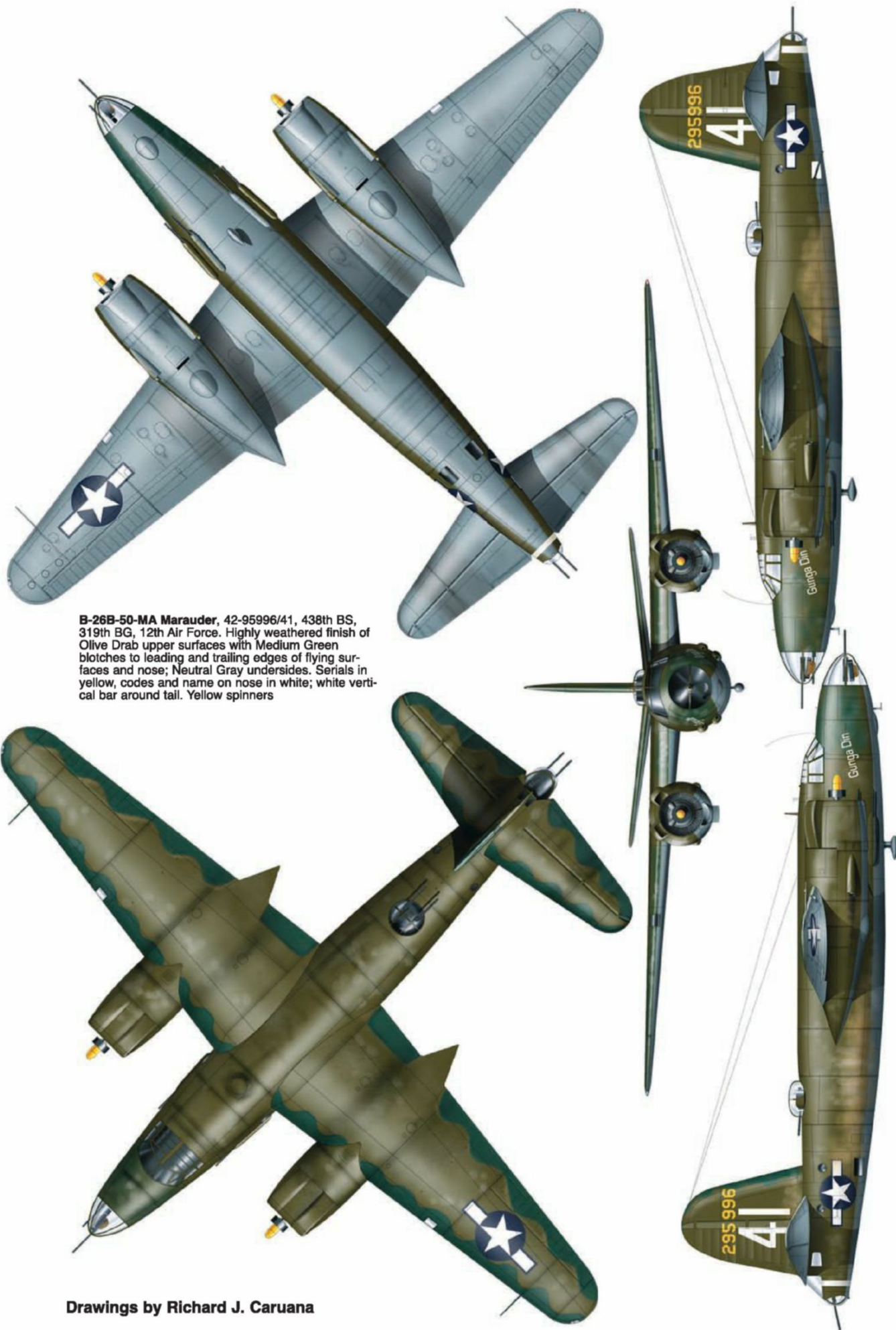
Three Bombardment Groups were allocated to support the Allied invasion of French North Africa in November 1942. They were initially used to carry out low-level attacks against heavily defended targets, incurring heavy losses with poor results, before switching to medium level attacks. By the end of the North African Campaign, the three B-26 groups had flown 1587 sorties, losing eighty aircraft. The switch to medium level bombing proved efficacious and the B-26 continued in service with the Twelfth Air Force, supporting the Allied advance through Sicily, Italy and southern France.

The type entered service with the Eighth Air Force in the UK in early 1943, flying its first missions that May. As in the MTO early experiences with low-level strikes proved costly and the aircraft was again switched to the medium level role. In 1942, a batch of B-26A Marauders (designated Marauder I by the RAF) were offered to the United Kingdom under Lend-Lease. These aircraft were sent to the Mediterranean, flying their first operational mission on 6 November 1942, and subsequently being used for

long range reconnaissance, mine-laying and anti-shipping strikes. The RAF's 14 Squadron used the aircraft effectively as a torpedo bomber, sinking several merchant ships. The Marauder also proved useful in disrupting enemy air transport, shooting down considerable numbers of German and Italian transport aircraft flying between Italy and North Africa.

An interesting footnote to the aircraft's successful wartime role as a medium level bomber saw a small number of Marauders converted as high-speed executive transports, in the immediate post-war years, accommodating up to fifteen passengers.

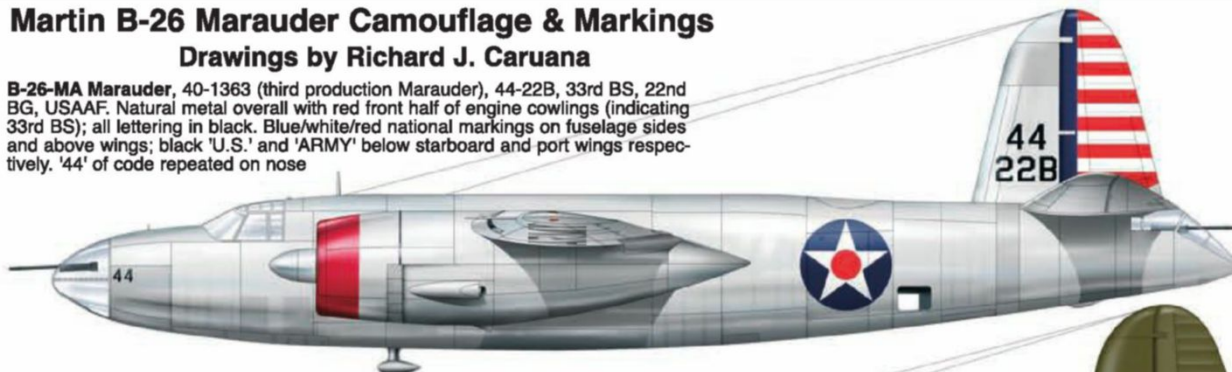
By the end of World War II the B-26 had flown more than 110,000 sorties, dropped 150,000 tons of bombs and had been used in combat by British, Free French and South African forces as well as US units. In 1945, when B-26 production was halted, 5,266 had been built.



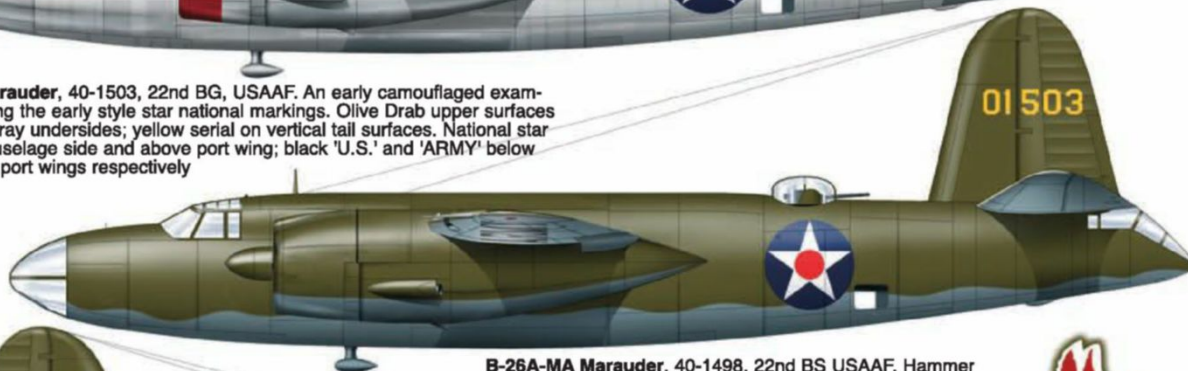
Martin B-26 Marauder Camouflage & Markings

Drawings by Richard J. Caruana

B-26-MA Marauder, 40-1363 (third production Marauder), 44-22B, 33rd BS, 22nd BG, USAAF. Natural metal overall with red front half of engine cowlings (indicating 33rd BS); all lettering in black. Blue/white/red national markings on fuselage sides and above wings; black 'U.S.' and 'ARMY' below starboard and port wings respectively. '44' of code repeated on nose



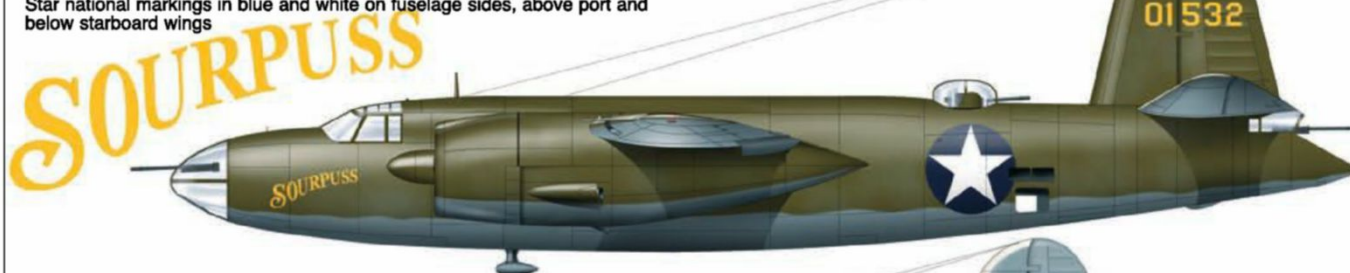
B-26A-MA Marauder, 40-1503, 22nd BG, USAAF. An early camouflaged example still retaining the early style star national markings. Olive Drab upper surfaces with Neutral Gray undersides; yellow serial on vertical tail surfaces. National star markings on fuselage side and above port wing; black 'U.S.' and 'ARMY' below starboard and port wings respectively



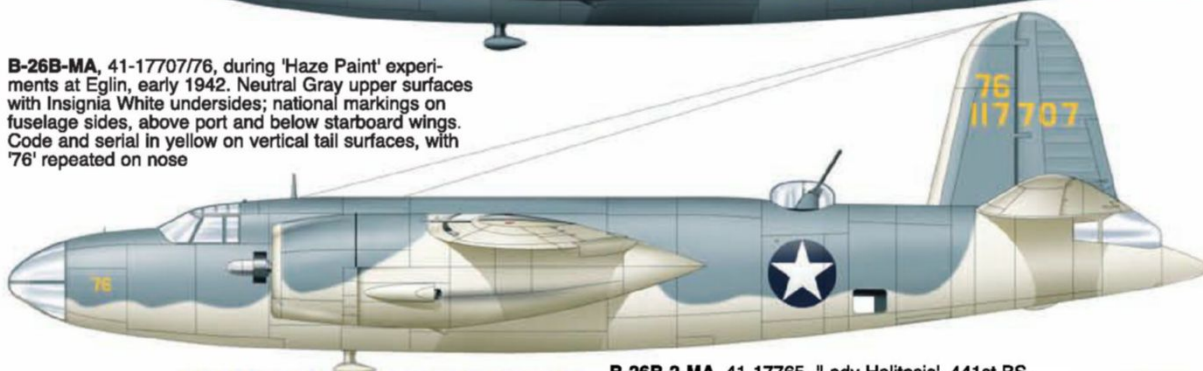
B-26A-MA Marauder, 40-1498, 22nd BS USAAF, Hammer Field (California), spring 1942. Olive Drab upper surfaces with Neutral Gray undersides; star national markings on fuselage sides, above port and below starboard wings. Serial on vertical tail surfaces in yellow; unit marking in red and white on nose. Front of engine cowlings natural metal



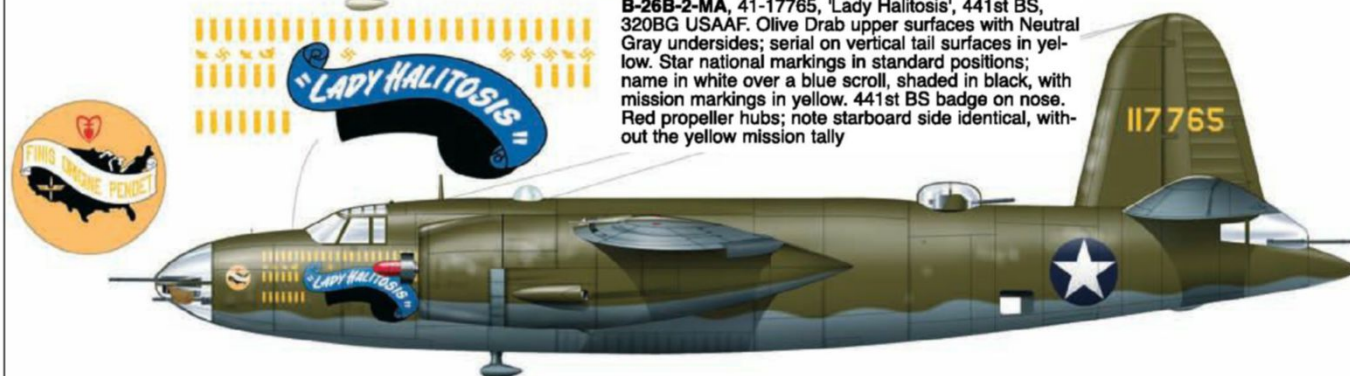
B-26A-MA Marauder, 40-1532, 'Sourpuss', 22nd BG, 5th Air Force USAAF. Olive Drab upper surfaces with Neutral Gray undersides; name on nose and serial on vertical tail surfaces in yellow. Star national markings in blue and white on fuselage sides, above port and below starboard wings



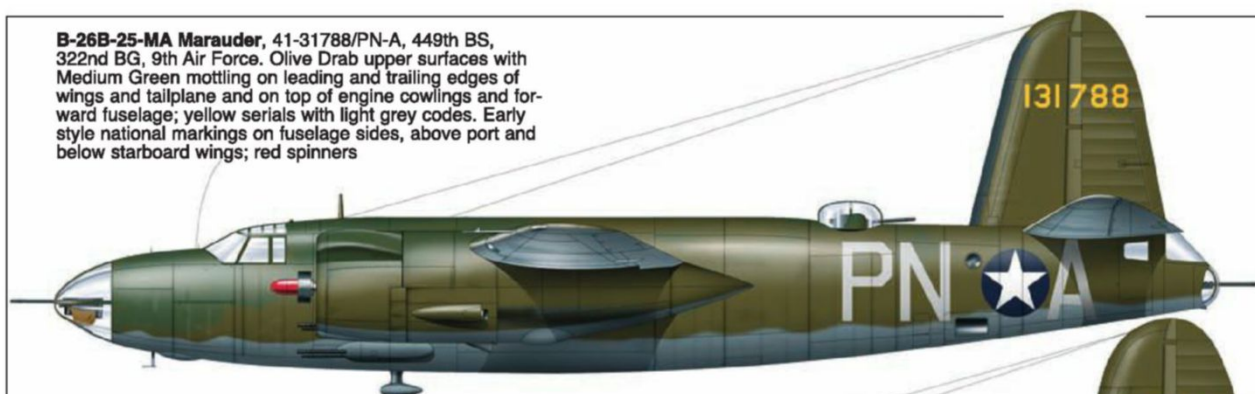
B-26B-MA, 41-17707/76, during 'Haze Paint' experiments at Eglin, early 1942. Neutral Gray upper surfaces with Insignia White undersides; national markings on fuselage sides, above port and below starboard wings. Code and serial in yellow on vertical tail surfaces, with '76' repeated on nose



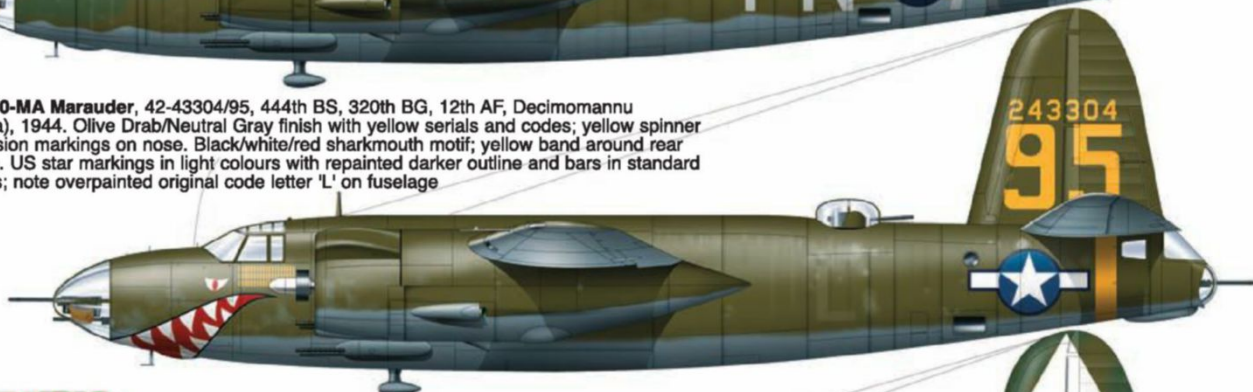
B-26B-2-MA, 41-17765, 'Lady Halitosis', 441st BS, 320BG USAAF. Olive Drab upper surfaces with Neutral Gray undersides; serial on vertical tail surfaces in yellow. Star national markings in standard positions; name in white over a blue scroll, shaded in black, with mission markings in yellow. 441st BS badge on nose. Red propeller hubs; note starboard side identical, without the yellow mission tally



B-26B-25-MA Marauder, 41-31788/PN-A, 449th BS, 322nd BG, 9th Air Force. Olive Drab upper surfaces with Medium Green mottling on leading and trailing edges of wings and tailplane and on top of engine cowlings and forward fuselage; yellow serials with light grey codes. Early style national markings on fuselage sides, above port and below starboard wings; red spinners

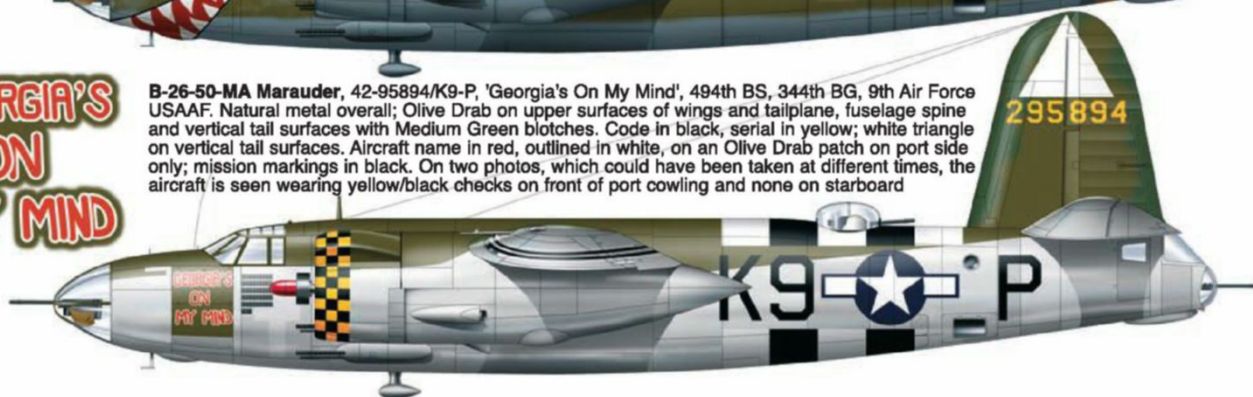


B-26B-40-MA Marauder, 42-43304/95, 444th BS, 320th BG, 12th AF, Decimomannu (Sardinia), 1944. Olive Drab/Neutral Gray finish with yellow serials and codes; yellow spinner and mission markings on nose. Black/white/red sharkmouth motif; yellow band around rear fuselage. US star markings in light colours with repainted darker outline and bars in standard positions; note overpainted original code letter 'L' on fuselage



**GEORGIA'S
ON
MY MIND**

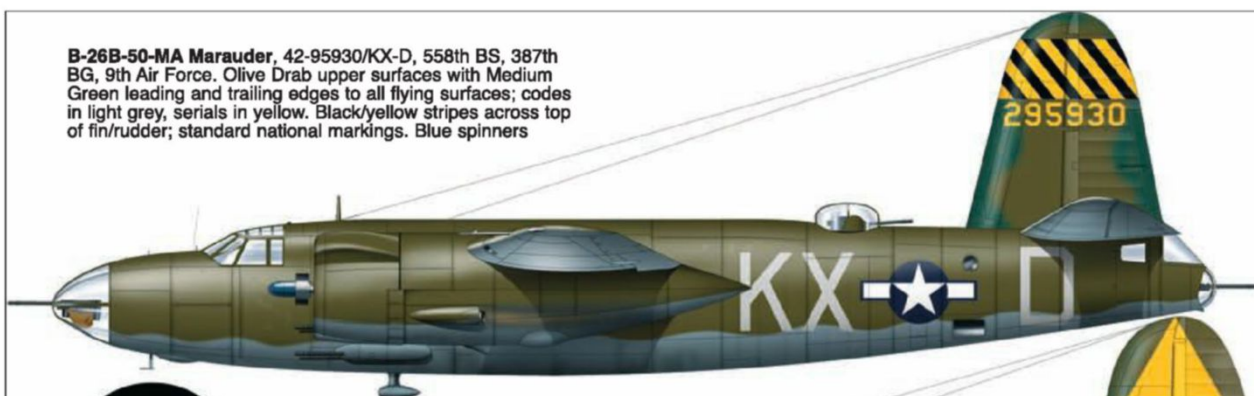
B-26-50-MA Marauder, 42-95894/K9-P, 'Georgia's On My Mind', 494th BS, 344th BG, 9th Air Force USAAF. Natural metal overall; Olive Drab on upper surfaces of wings and tailplane, fuselage spine and vertical tail surfaces with Medium Green blotches. Code in black, serial in yellow; white triangle on vertical tail surfaces. Aircraft name in red, outlined in white, on an Olive Drab patch on port side only; mission markings in black. On two photos, which could have been taken at different times, the aircraft is seen wearing yellow/black checks on front of port cowl and none on starboard



Below: Martin B-26B 'Jaywalker' was assigned to the 9th Tactical Air Force when photographed.



B-26B-50-MA Marauder, 42-95930/KX-D, 558th BS, 387th BG, 9th Air Force. Olive Drab upper surfaces with Medium Green leading and trailing edges to all flying surfaces; codes in light grey, serials in yellow. Black/yellow stripes across top of fin/rudder; standard national markings. Blue spinners



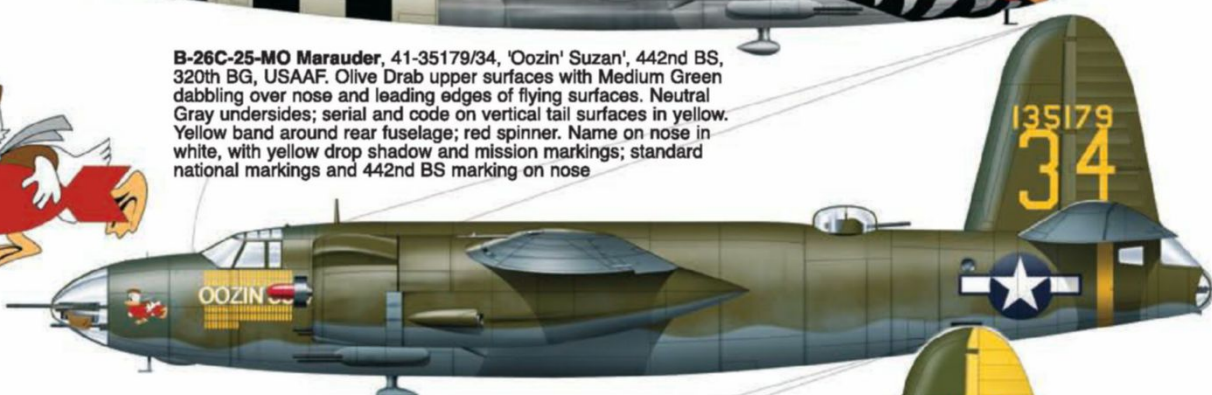
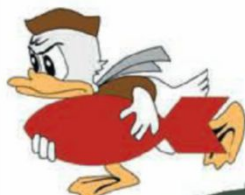
B-26B-50-MA Marauder, 42-95866/4L-X 'Eight Ball', 574th BS, 391st BG, 9th Air Force USAAF. Olive Drab upper surfaces with Neutral Gray undersides; yellow triangle and serial on vertical tail surfaces. Light Grey codes; nose art in black and white. Early style star national markings converted with the addition of white bars and blue outline, in standard positions



B-26B-55-MA Marauder, 42-96165/6B-T, 'The Big, Hairy Bird', 599th BS, 397th BG, 9th Air Force, England, June 1944. Natural metal overall with black serials and codes; black/white stripes around wings and rear fuselage. Yellow band, outlined in black on fin/rudder; yellow/black/red/white sharkmouth motif with Olive Drab top fuselage and 'hair' aft of cabin canopy, and white bull's horns aft of cockpit



B-26C-25-MO Marauder, 41-35179/34, 'Oozin' Suzan', 442nd BS, 320th BG, USAAF. Olive Drab upper surfaces with Medium Green dabbling over nose and leading edges of flying surfaces. Neutral Gray undersides; serial and code on vertical tail surfaces in yellow. Yellow band around rear fuselage; red spinner. Name on nose in white, with yellow drop shadow and mission markings; standard national markings and 442nd BS marking on nose



B-26C-45-MO Marauder, 42-107685/ER-V, 451st BS, 322nd BG, 9th Air Force, Great Sailing, June 1944. Natural metal overall with Olive Drab rear fuselage section, fin and anti-dazzle panels (ahead of cockpit and inside faces of engine cowlings); codes in black. White/Black stripes around rear fuselage and wings; national markings in standard positions. Yellow rudder and serial on fin; black serial on rudder

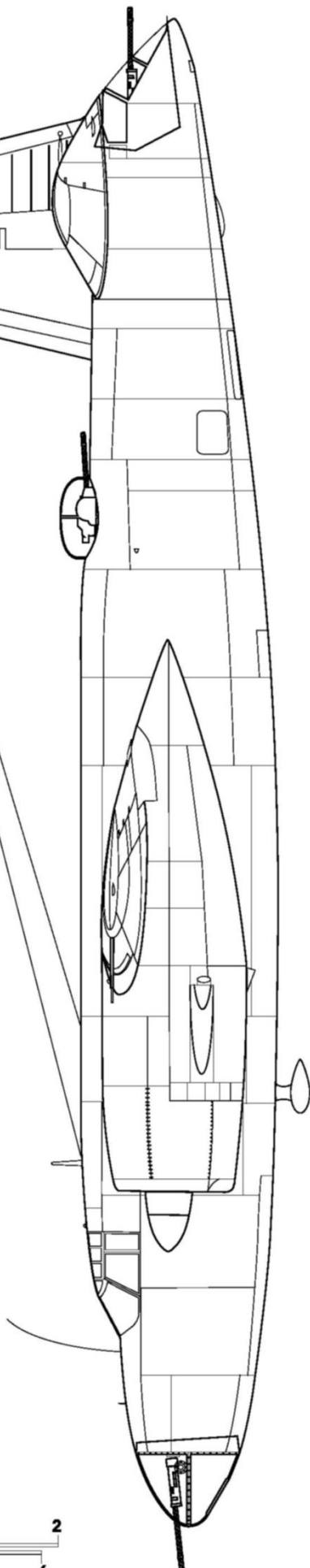


B-26C-45-MO Marauder, 42-107666/Y5-F 'Barracuda', flown by Lt A. M. Brewer, 395th BS, 344th BG, 9th Air Force, USAAF. Natural metal overall with Olive Drab anti-dazzle panel; black/white D-Day stripes around rear fuselage and wings. Black code and serial; white triangle on vertical tail surfaces, edged in black. Nose marking in red/white/black, with black mission markings; note early star national markings with white bars and darker blue outline added



MARTIN B-26A-MA MARAUDER
Port Profile
(RAF Marauder Mk.I similar)

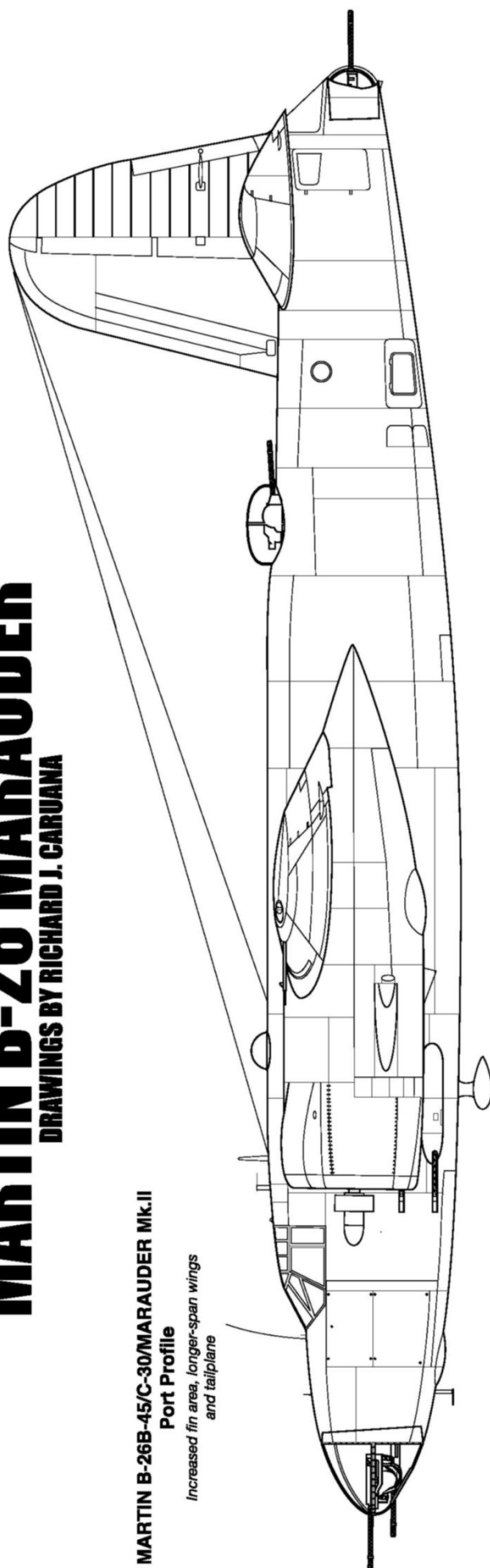
0 metres 1 2
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1:72 SCALE



MARTIN B-26 MARAUDER

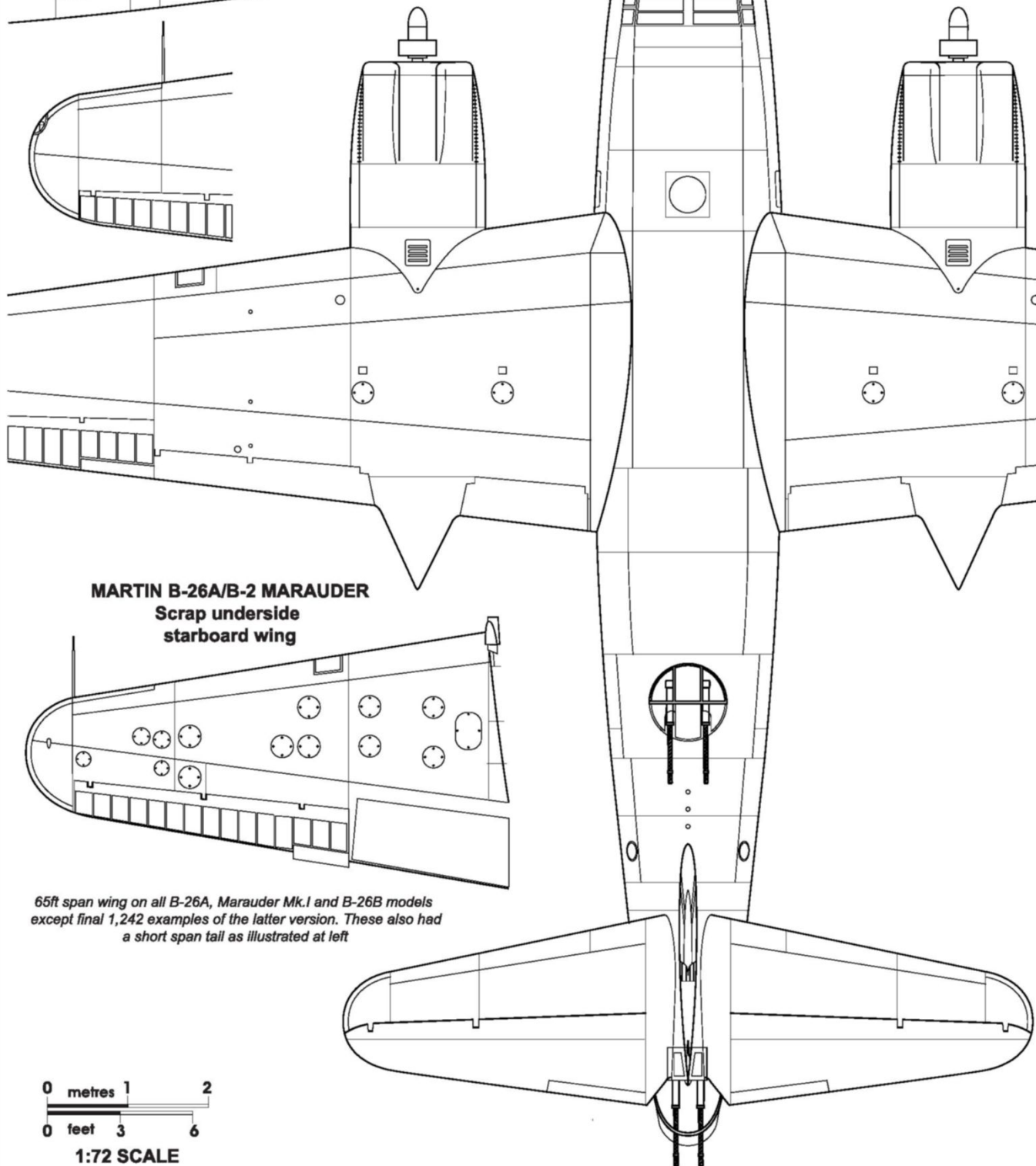
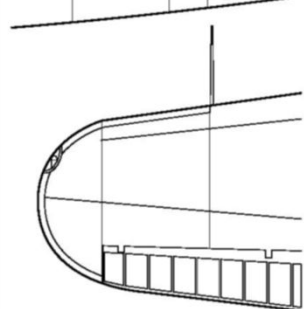
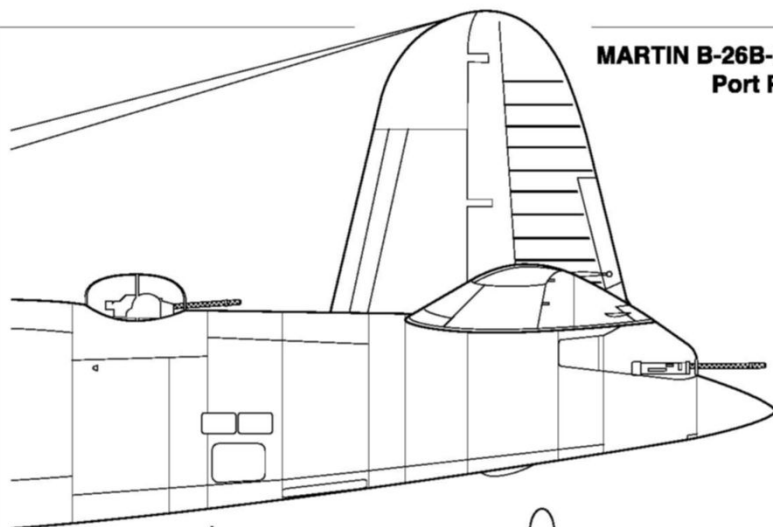
DRAWINGS BY RICHARD J. CARUANA

MARTIN B-26B-45/C-30/MARAUDER Mk.II
Port Profile
Increased fin area, longer-span wings and tailplane

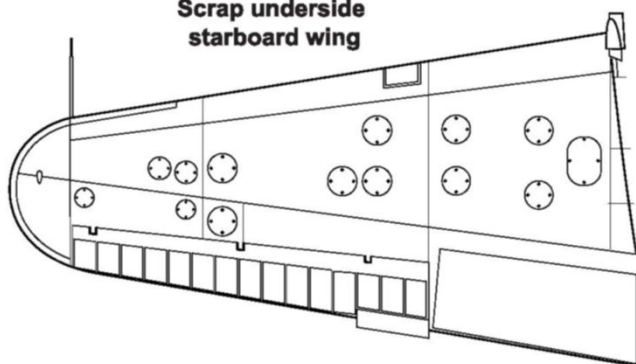


MARTIN B-26B-MA MARAUDER
Port Profile

MARTIN B-26B-40/C-30
Upper View
(RAF Marauder Mk.II similar)



MARTIN B-26A/B-2 MARAUDER
Scrap underside
starboard wing



65ft span wing on all B-26A, Marauder Mk.I and B-26B models except final 1,242 examples of the latter version. These also had a short span tail as illustrated at left

0 metres 1 2
0 feet 3 6
1:72 SCALE

MARTIN B-26 MARAUDER

DRAWINGS BY RICHARD J. CARUANA

MARTIN B-26B-40/C-30

Underside View

(RAF Marauder Mk.II similar)

71ft span on last 1,242 examples of B-26B,
and B-26C/F/G models together with
increased tailplane span

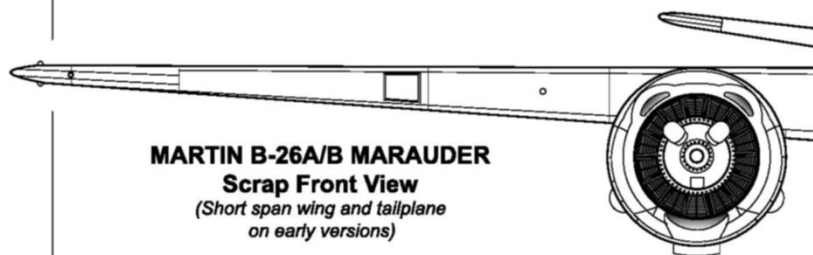
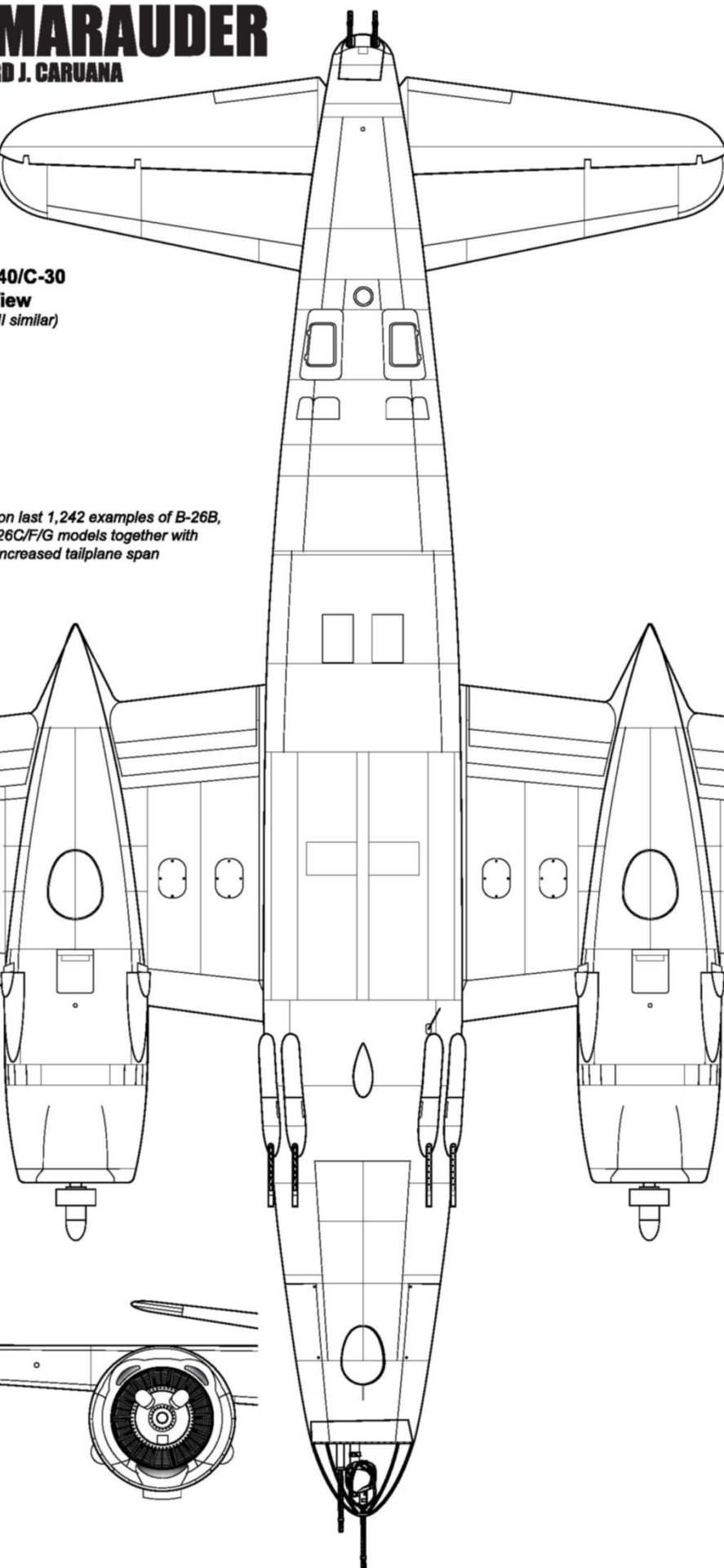
0 metres 1 2
0 feet 3 6

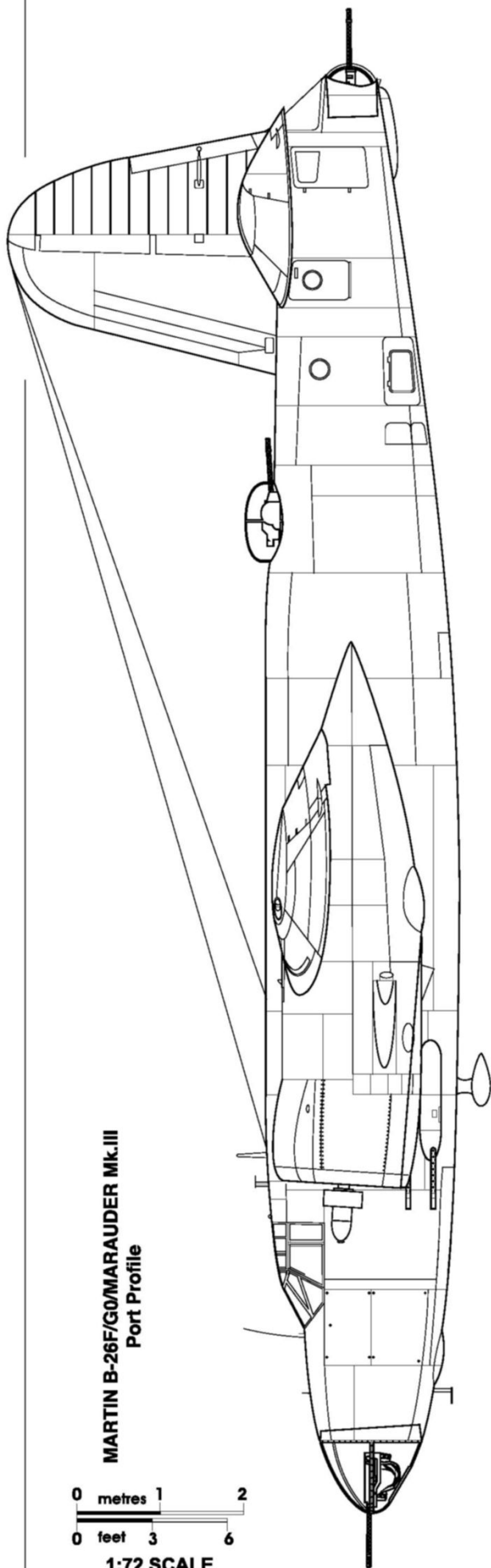
1:72 SCALE

MARTIN B-26A/B MARAUDER

Scrap Front View

(Short span wing and tailplane
on early versions)



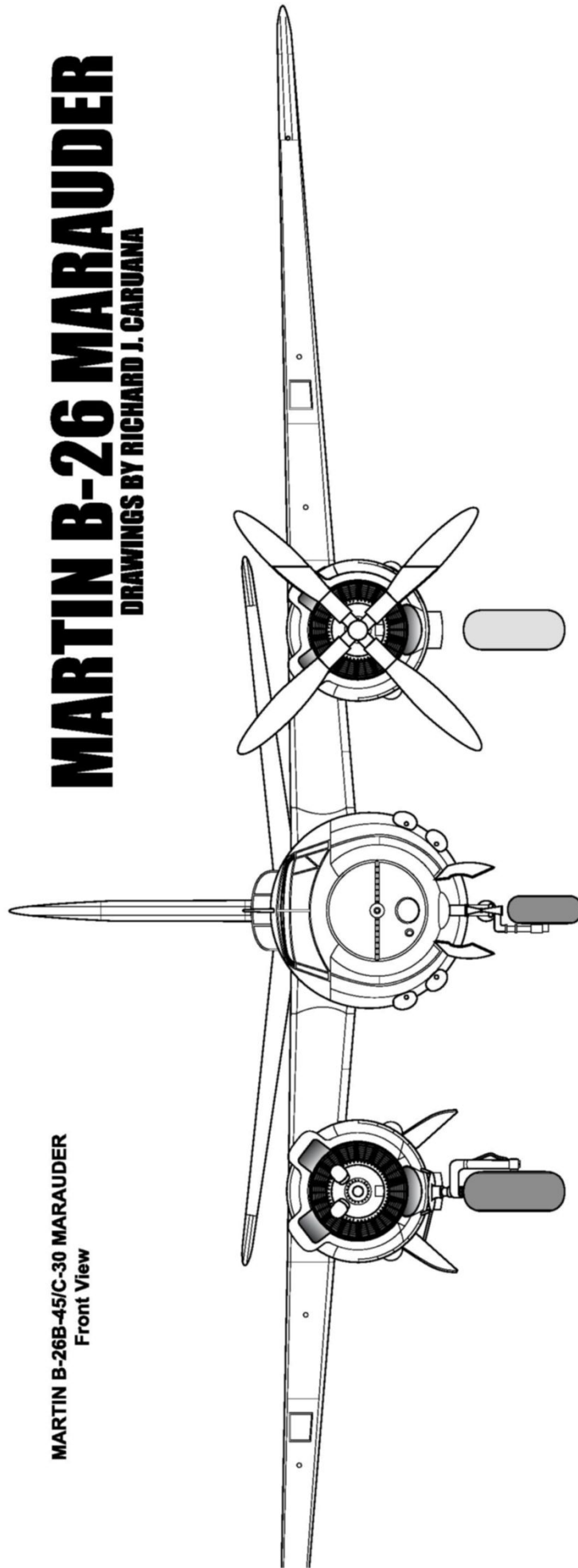


MARTIN B-26F/G0/MARAUDER Mk.III
Port Profile

0 metres 1 2
0 feet 3 6
1:72 SCALE

MARTIN B-26 MARAUDER

DRAWINGS BY RICHARD J. CARUANA



MARTIN B-26B-45/C-30 MARAUDER
Front View

THUMPER II



B-26C-45-MO Marauder, 42-107783/23, 'Thumper II', 411st BS, 320BG, USAAF. Natural metal overall with Olive Drab anti-dazzle panel; red spinners. Yellow rear fuselage band, yellow '23' on fin, outlined in red. Serial in black on vertical tail surfaces; 411st BS badge on nose (both sides) and 'Thumper' art on port side only, together with yellow mission markings

2107783
23



B-26C-45-MO Marauder, Marauder, 42-107617/80, 'Dizzy Blond', 432nd BS, 17th BG, USAAF. Natural metal overall with Olive Drab anti-dazzle panel; red '80' on vertical tail surfaces and band around rear fuselage. Name on nose in yellow, thinly outlined in black; mission markings in red. 'Sylvia' in black on port cowlings; standard national markings

2107617
80

**DIZZY
BLOND**

2107811

B-26C-45-MO Marauder, 42-107811/HI-H, flown by Lt Edward B. Fitch, 1st Pathfinder Squadron, 9th Air Force. Olive Drab/Neutral Gray finish with white codes and yellow serials; black/white bands around wings and below rear fuselage. National markings in standard positions

B-26G-1-MA Marauder, 43-34133/WT-C, 456th BS, 323BG, France, winter 1944-45. Semi-gloss black overall with light grey codes and yellow serials; white band across fin/rudder. Standard national markings

334133

WT-C

B-26G-5-MA Marauder, 43-34344/RJ-H, 454th BS, 323rd BG, 9th Air Force, USAAF. Medium Green overall with codes in Light Gray; national markings in standard positions. Yellow serial and horizontal band on vertical tail surfaces

334344

RJ-H

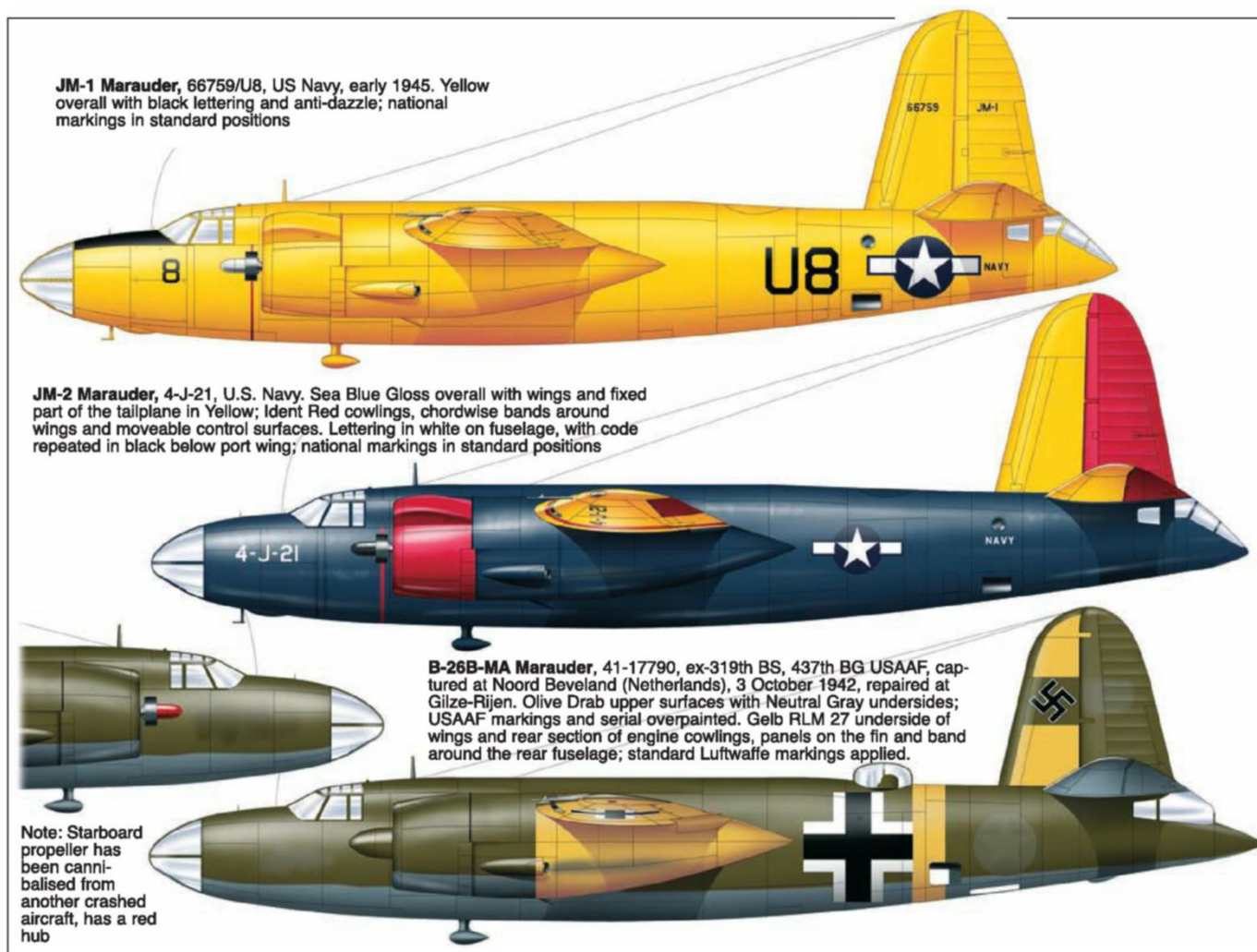
B-26G-25-MA Marauder, 44-58119/4T-Z, 585th BS, 394th BG, France, late 1944. Natural metal overall with Olive Drab above wings, tailplane and fuselage top decking; Olive Drab vertical tail surfaces. Black codes, yellow serials; white band across fin/rudder. Standard national markings

468119

4T-Z



Above: Martin B-26B 42-95857 'Shootin' In' is preserved at the USAF Museum at Wright Patterson. Although sporting USAAF markings the aircraft had been donated to the museum by France.

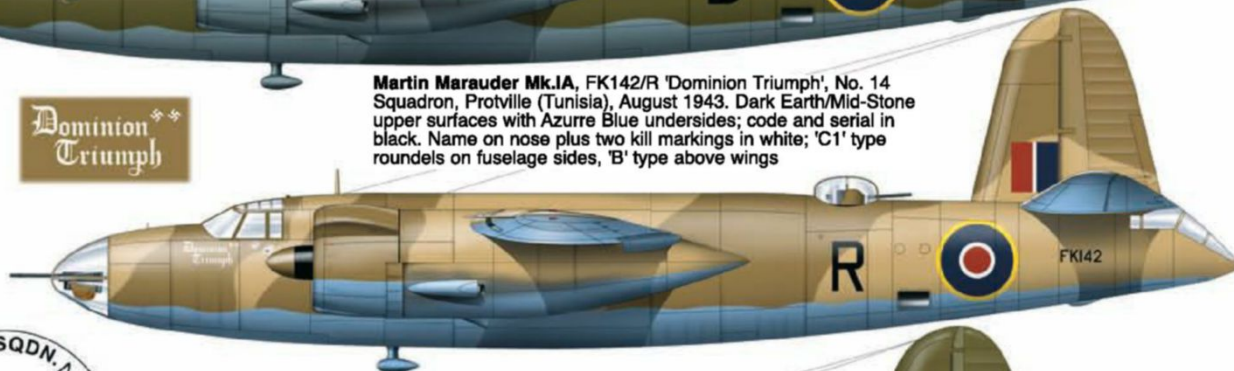


Martin Marauder Mk.IA, FK375/D 'Dominion Revenge', flown by Dick Maydwell of No. 14 Squadron RAF, Fayid, 1942. Olive Drab upper surfaces with Neutral Gray undersides; 'C1' type roundels on fuselage sides, 'B' type above wings. Code and serial in black; nose art on port side only. This aircraft is depicted as it appeared before being repainted in 'desert' colours



Martin Marauder Mk.IA, FK142/R 'Dominion Triumph', No. 14 Squadron, Protville (Tunisia), August 1943. Dark Earth/Mid-Stone upper surfaces with Azure Blue undersides; code and serial in black; name on nose plus two kill markings in white; 'C1' type roundels on fuselage sides, 'B' type above wings

Dominion Triumph



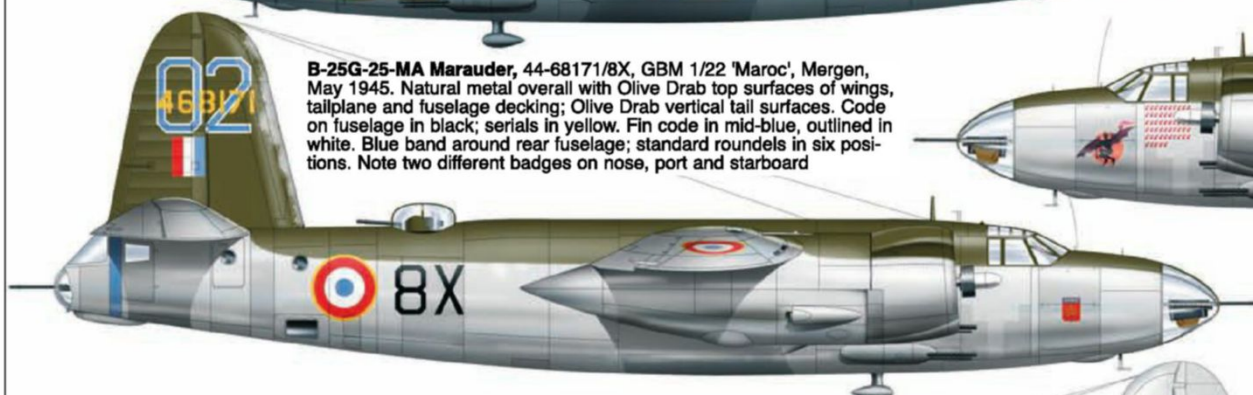
Martin Marauder Mk.II, FB590/X, No. 24 Squadron, South African Air Force, Italy, 1943. Olive Drab/Neutral Gray finish with codes in light grey and serial in black; 'B' type roundels above wings (RAF style markings with orange centre in place of Ident Red). Unit badge on nose



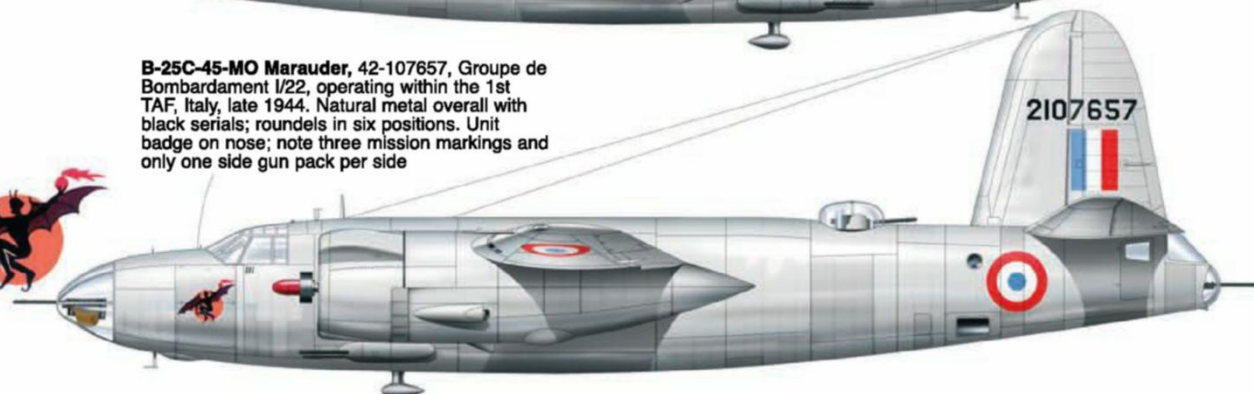
Martin Marauder Mk.II, FB591/Z, No. 24 Squadron, South African Air Force, Italy, 1943. Olive Drab/Neutral Gray finish with codes in light grey and serial in black; 'B' type roundels above wings (RAF style markings with orange centre in place of Ident Red). Unit badge on nose



B-25G-25-MA Marauder, 44-68171/8X, GBM 1/22 'Maroc', Mergen, May 1945. Natural metal overall with Olive Drab top surfaces of wings, tailplane and fuselage decking; Olive Drab vertical tail surfaces. Code on fuselage in black; serials in yellow. Fin code in mid-blue, outlined in white. Blue band around rear fuselage; standard roundels in six positions. Note two different badges on nose, port and starboard



B-25C-45-MO Marauder, 42-107657, Groupe de Bombardement I/22, operating within the 1st TAF, Italy, late 1944. Natural metal overall with black serials; roundels in six positions. Unit badge on nose; note three mission markings and only one side gun pack per side





Nicknamed 'Flak Magnet' B-17G 43-37675 of the 381st BG wings its way towards another target. USAAF via DRJ

Boeing B-17 Flying Fortress

The prototype B-17, designated Model 299, was developed in the 1930s for the United States Army Air Corps and from its introduction in 1938, the B-17 Flying Fortress evolved through numerous design advances to become the third-most produced bomber of all time. Promulgated from the outset as a strategic weapon, the B-17 was a relatively fast, high-flying, long-range bomber with heavy defensive armament at the expense of bomb load, but as the production line developed Boeing engineers continued to improve upon the basic design. The B-17E saw the fuselage extended by 10ft (3.0m) and a much larger rear fuselage, vertical tailfin, rudder, and horizontal stabilizer were added to the design.

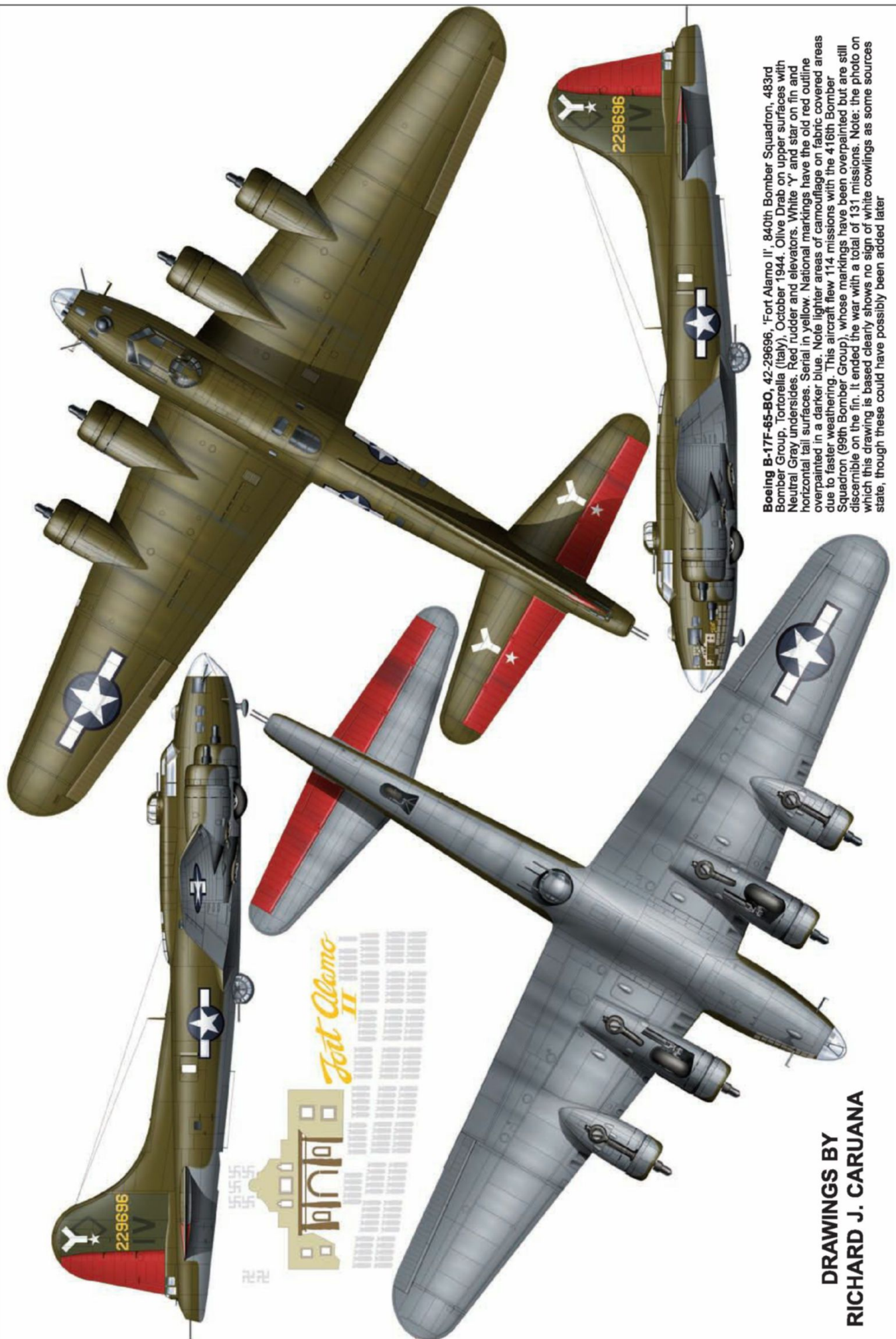
The B-17F was the primary version to face the Germans in 1943, and had standardized the manned Sperry ball turret for ventral defence, while with the definitive B-17G the number of guns had been increased from seven to thirteen. The B-17G was the final version with 8680 built, the last in July 1945. Many B-17Gs were converted for other missions such as cargo hauling, engine testing, and reconnaissance while a handful,

designated SB-17G, were also converted for search-and-rescue duties, later to be redesignated B-17H.

Combat operations began with the Royal Air Force in 1941, and in the Southwest Pacific with the US Army, where the 19th Bombardment Group had deployed to the Philippines a few weeks before the Japanese attack on Pearl Harbor. Half were lost on 8 December 1941 when they were caught on the ground while the survivors operated against the Japanese invasion force until they were withdrawn to Darwin, in Australia's Northern Territory. In July 1942, the first USAAF B-17s were sent to England to join the Eighth Air Force and later that year two groups moved to Algeria to join Twelfth Air Force for operations in North Africa. The B-17s were primarily involved in the daylight precision strategic bombing campaign against German targets ranging from U-boat pens, docks, warehouses, and airfields to industrial targets such as aircraft factories. Following the end of World War II, the B-17 was quickly phased out of use as a bomber. Flight crews ferried the aircraft back across the Atlantic to the United

States where the majority were sold for scrap and melted down, although significant numbers remained in use in second-line roles such as VIP transports, air-sea rescue and photo-reconnaissance.

The B-17 served in dozens of USAAF units in theatres of combat throughout World War II, and in other roles for the RAF but its main use was in Europe, where its shorter range and smaller bomb load relative to other aircraft did not hamper it as much as in the Pacific. Peak USAAF inventory (in August 1944) was 4574 worldwide.



Boeing B-17F-65-BO, 'Fort Alamo II', 840th Bomber Squadron, 483rd Bomber Group, Tortorella (Italy), October 1944. Olive Drab on upper surfaces with Neutral Gray undersides. Red rudder and elevators. White 'Y' and star on fin and horizontal tail surfaces. Serial in yellow. National markings have the old red outline overpainted in a darker blue. Note lighter areas of camouflage on fabric covered areas due to faster weathering. This aircraft flew 114 missions with the 416th Bomber Squadron (99th Bomber Group), whose markings have been overpainted but are still discernible on the fin. It ended the war with a total of 131 missions. Note: the photo on which this drawing is based clearly shows no sign of white cowlings as some sources state, though these could have possibly been added later

**DRAWINGS BY
RICHARD J. CARUANA**

BOEING B-17 FLYING FORTRESS COLOUR SCHEMES

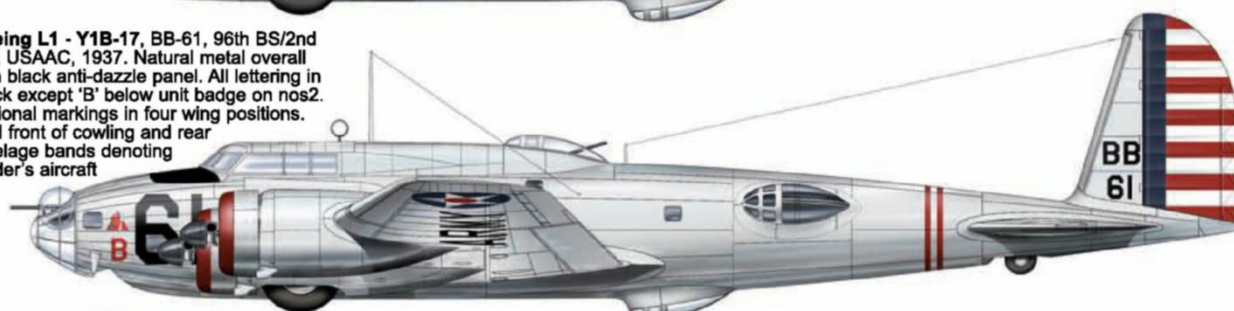
BY RICHARD J. CARUANA



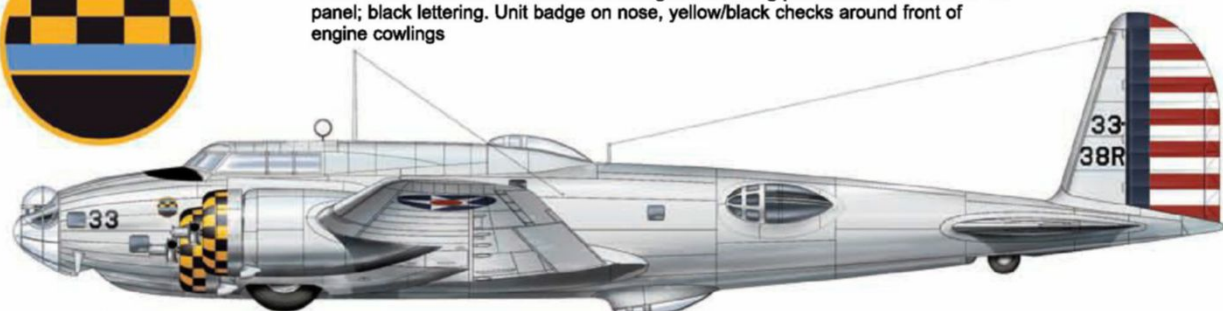
Boeing L1 - Y1B-17, 36-158/82, 49th BS, 2nd BG, USAAC, 1937. Natural metal overall with Olive Drab anti-dazzle panel. Yellow front of cowlings and wheel hub centres. All lettering in black; national markings in four wing positions. Unit badge on nose



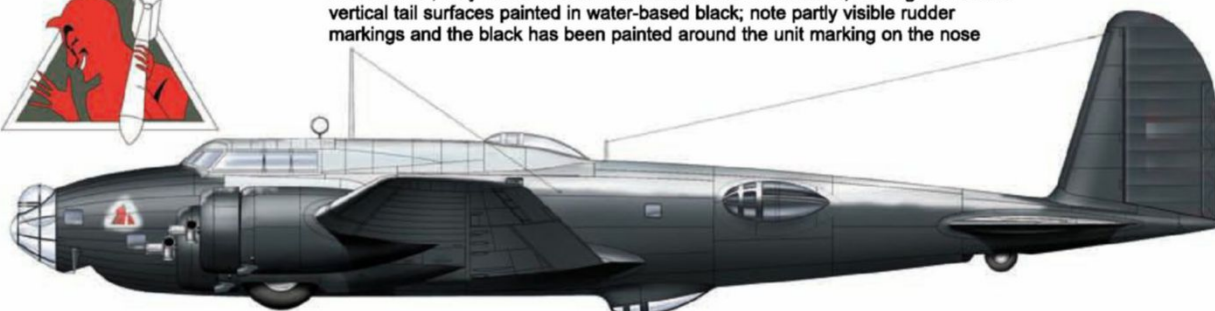
Boeing L1 - Y1B-17, BB-61, 96th BS/2nd BG, USAAC, 1937. Natural metal overall with black anti-dazzle panel. All lettering in black except 'B' below unit badge on nos2. National markings in four wing positions. Red front of cowlings and rear fuselage bands denoting leader's aircraft



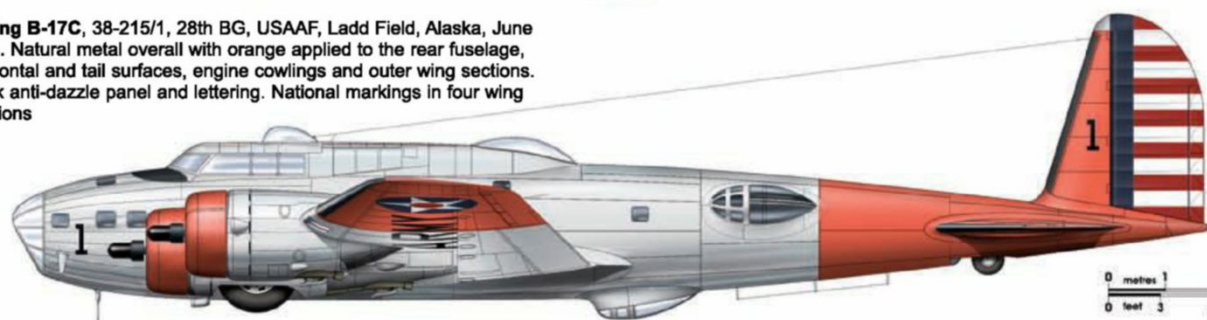
Boeing L1 - Y1B-17, 33-38R, 38th Reconnaissance Squadron, USAAC, 1938. Natural metal overall with national markings in four wing positions. Black anti-dazzle panel; black lettering. Unit badge on nose, yellow/black checks around front of engine cowlings



Boeing L1 - Y1B-17, No 60, 96th BS, 2nd BG USAAC, GHQAF Anti-Aircraft Manoeuvres, May 1938. Natural metal overall with undersides, fuselage sides and vertical tail surfaces painted in water-based black; note partly visible rudder markings and the black has been painted around the unit marking on the nose

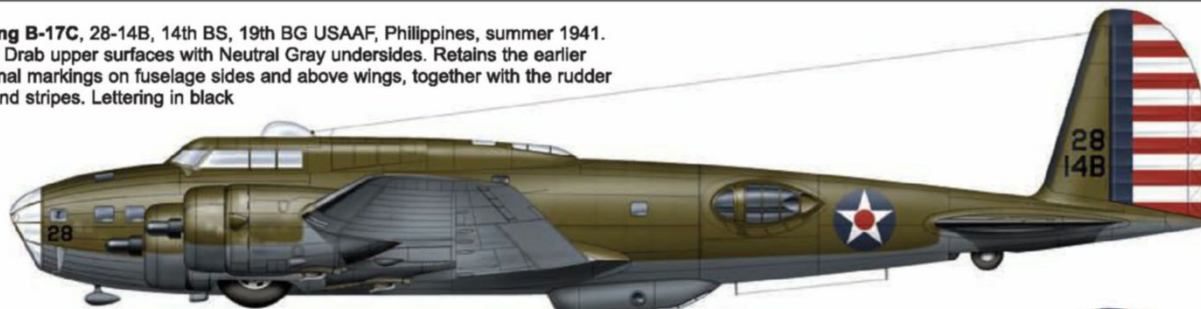


Boeing B-17C, 38-215/1, 28th BG, USAAF, Ladd Field, Alaska, June 1941. Natural metal overall with orange applied to the rear fuselage, horizontal and tail surfaces, engine cowlings and outer wing sections. Black anti-dazzle panel and lettering. National markings in four wing positions



0 metres 1 2
0 feet 3 6

Boeing B-17C, 28-14B, 14th BS, 19th BG USAAF, Philippines, summer 1941. Olive Drab upper surfaces with Neutral Gray undersides. Retains the earlier national markings on fuselage sides and above wings, together with the rudder bar and stripes. Lettering in black

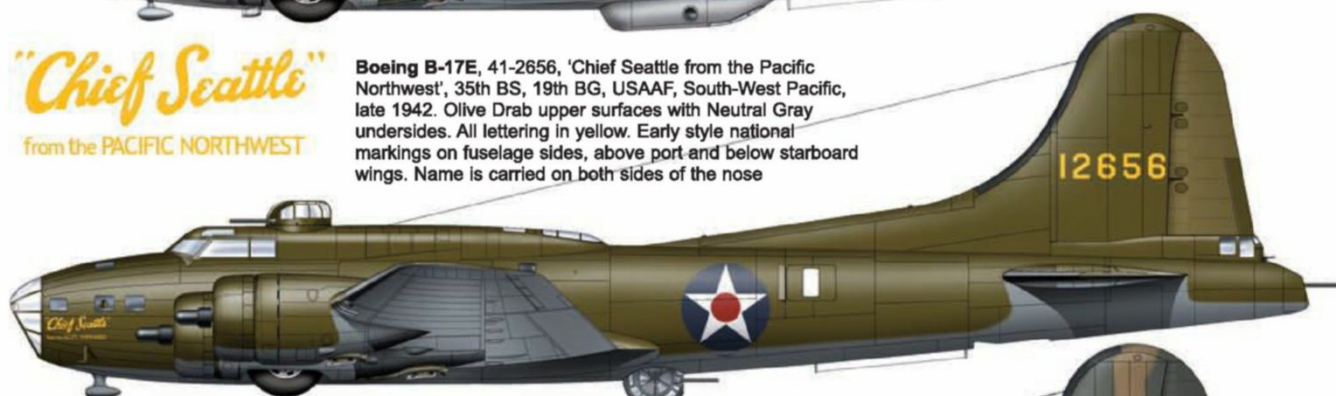


Boeing B-17D, 69, 19th BG, USAAF, Clark Field (Philippines), December 1941. Natural metal overall with Olive Drab anti-dazzle panel. National markings in four wing positions. Code on fin in black. '69' was one of the B-17s destroyed on the ground during the attack on Pearl Harbor

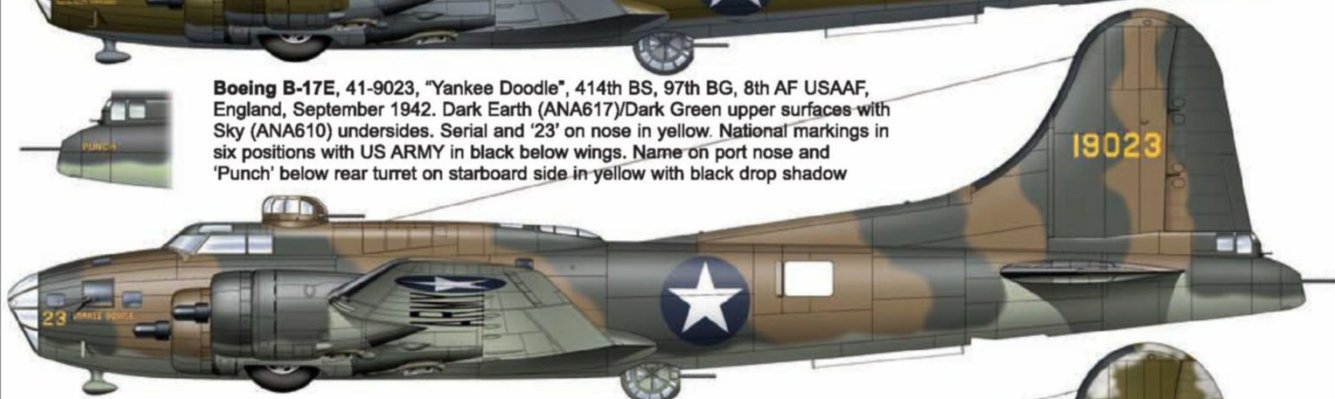


"Chief Seattle"
from the PACIFIC NORTHWEST

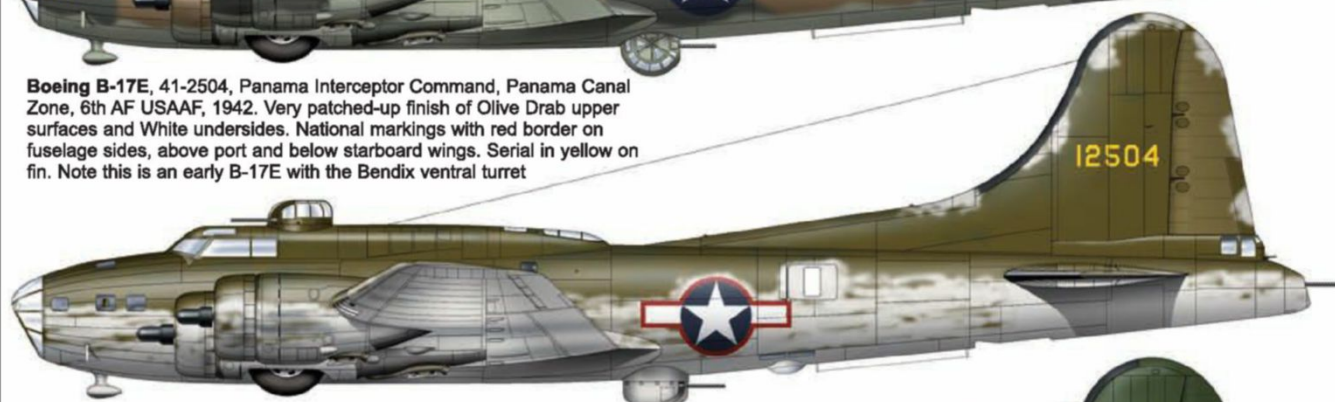
Boeing B-17E, 41-2656, 'Chief Seattle from the Pacific Northwest', 35th BS, 19th BG, USAAF, South-West Pacific, late 1942. Olive Drab upper surfaces with Neutral Gray undersides. All lettering in yellow. Early style national markings on fuselage sides, above port and below starboard wings. Name is carried on both sides of the nose



Boeing B-17E, 41-9023, "Yankee Doodle", 414th BS, 97th BG, 8th AF USAAF, England, September 1942. Dark Earth (ANA617)/Dark Green upper surfaces with Sky (ANA610) undersides. Serial and '23' on nose in yellow. National markings in six positions with US ARMY in black below wings. Name on port nose and 'Punch' below rear turret on starboard side in yellow with black drop shadow



Boeing B-17E, 41-2504, Panama Interceptor Command, Panama Canal Zone, 6th AF USAAF, 1942. Very patched-up finish of Olive Drab upper surfaces and White undersides. National markings with red border on fuselage sides, above port and below starboard wings. Serial in yellow on fin. Note this is an early B-17E with the Bendix ventral turret

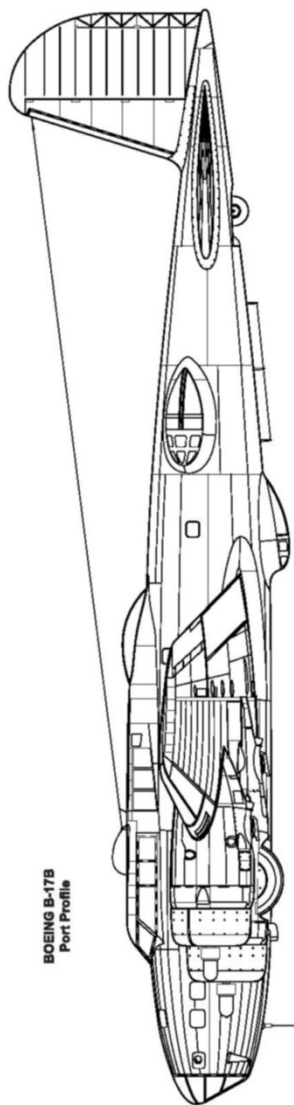


Boeing B-17E, 41-2409, 'Old Maid', 11th BG, Guadalcanal, 1943. Originally finished in Olive Drab and Neutral Gray; tan, light green, dark green and dark brown were added in irregular patches over the upper surfaces. National markings in six position. Serial in yellow on fin, name also in yellow on nose

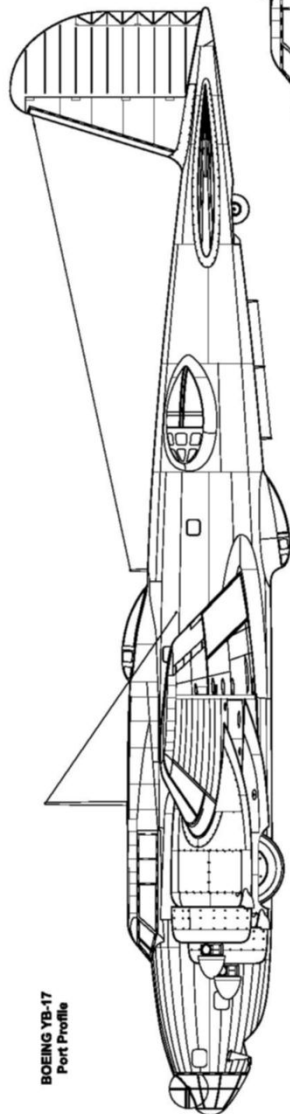


0 metres 1 2
0 feet 3 6

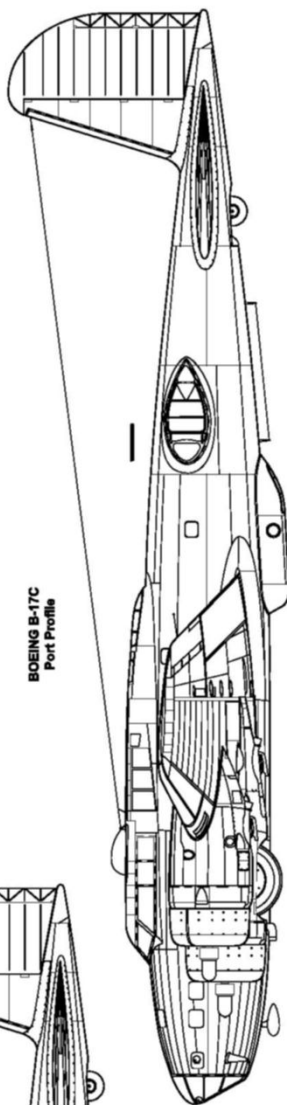
BOEING B-17 SCALE PLANS



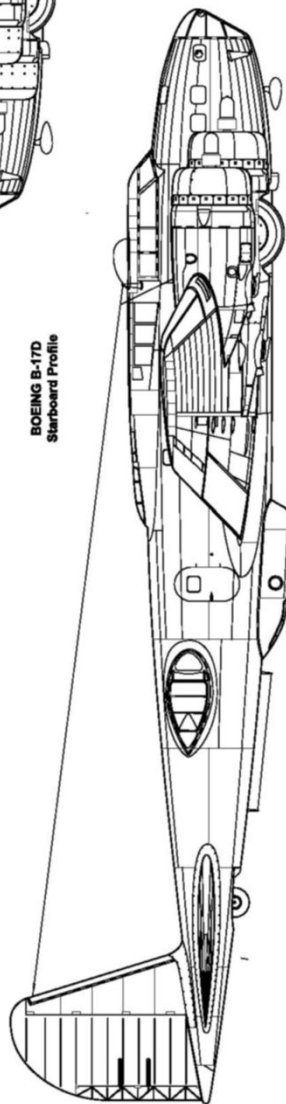
BOEING B-17B
Port Profile



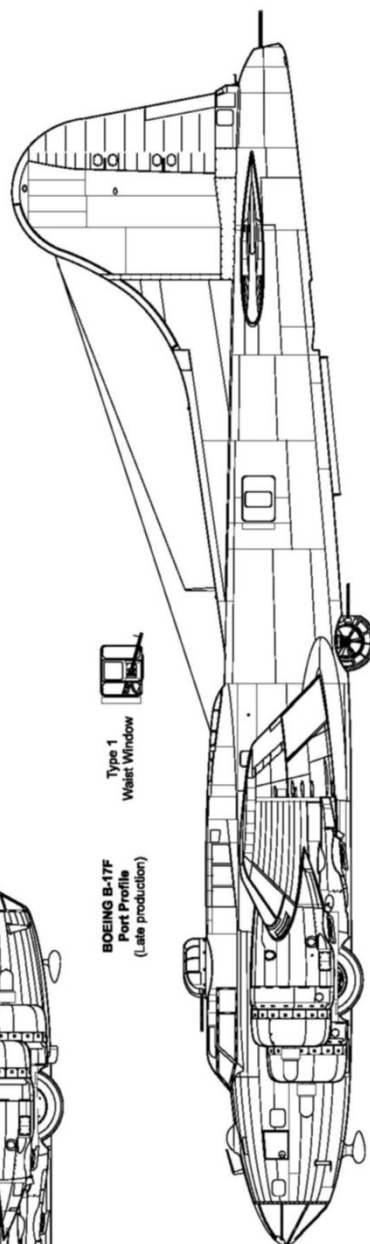
BOEING YB-17
Port Profile



BOEING B-17C
Port Profile



BOEING B-17D
Starboard Profile



BOEING B-17F
Port Profile
(Late production)

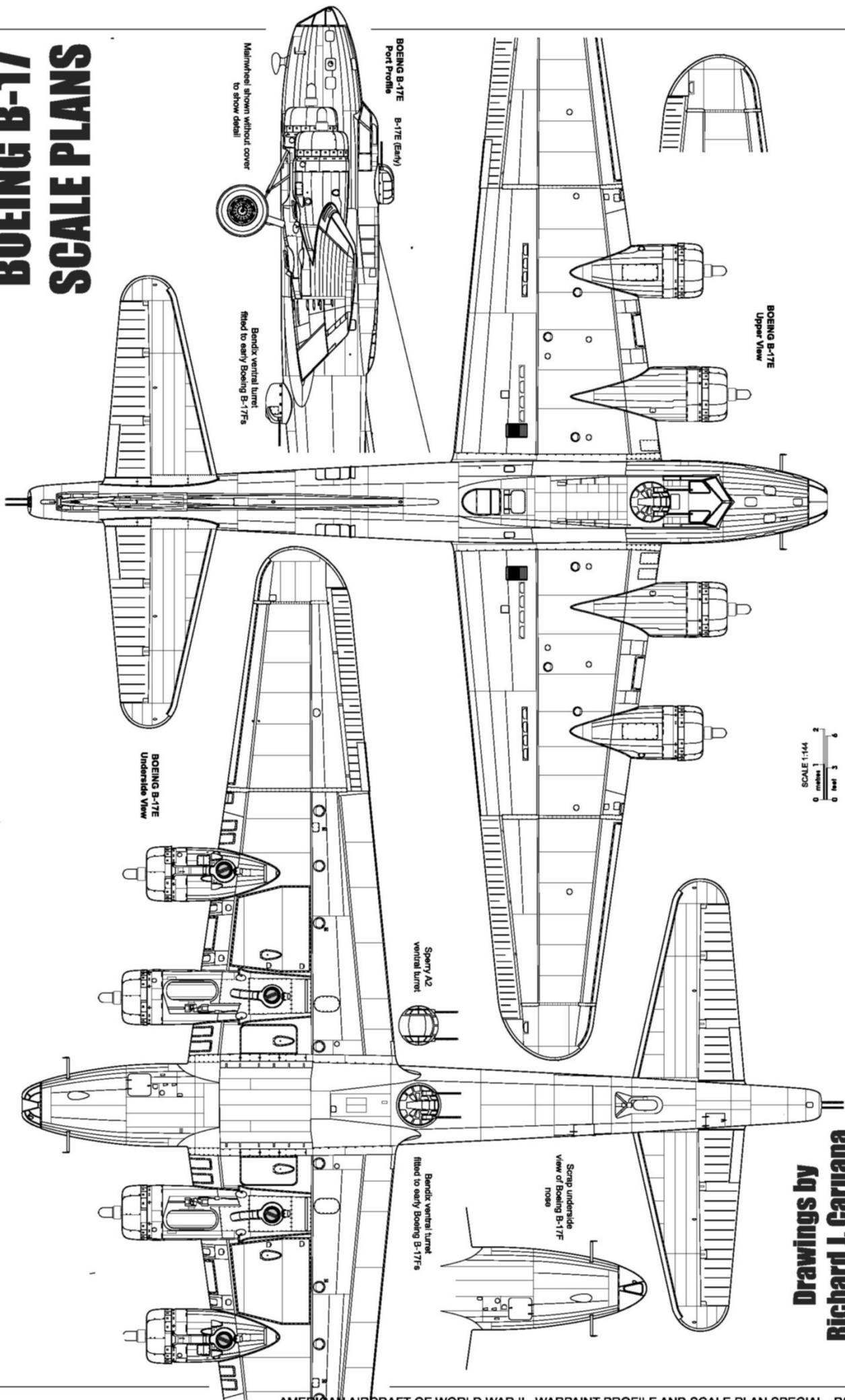


Type 1
Waist Window

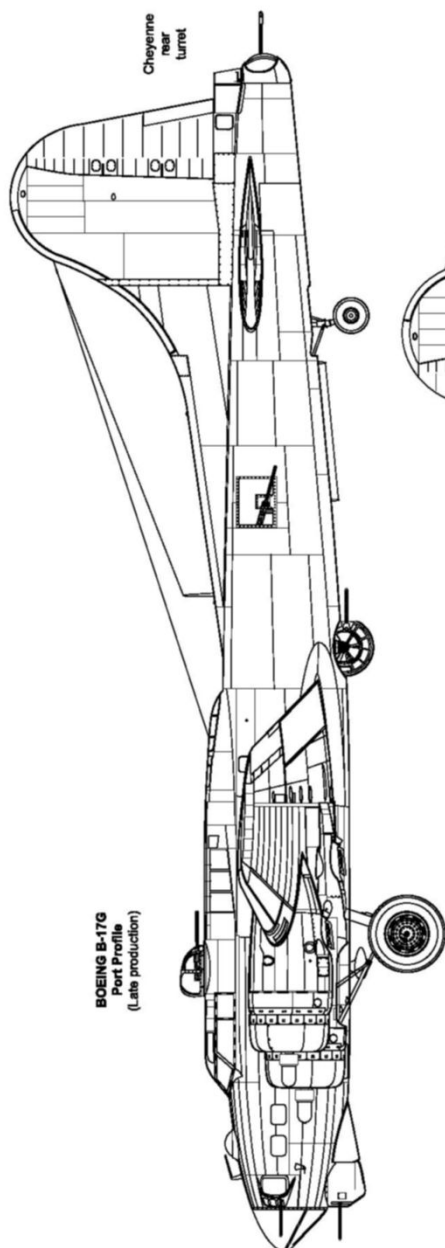


**Drawings by
Richard J. Caruana**

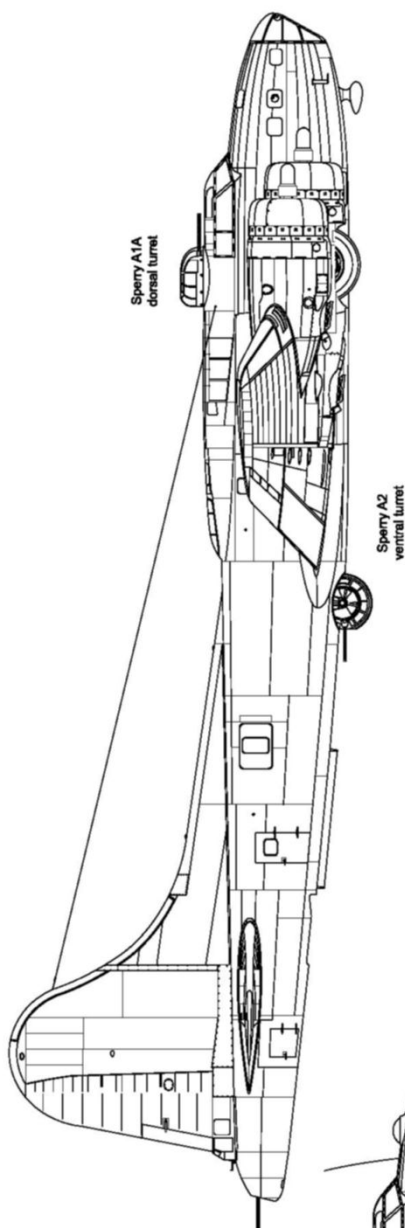
BOEING B-17 SCALE PLANS



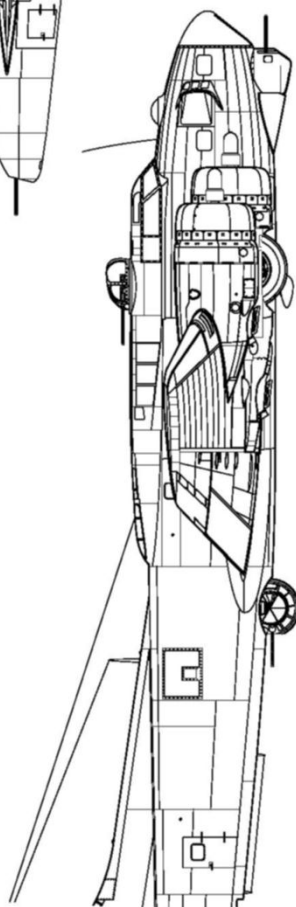
BOEING B-17 SCALE PLANS



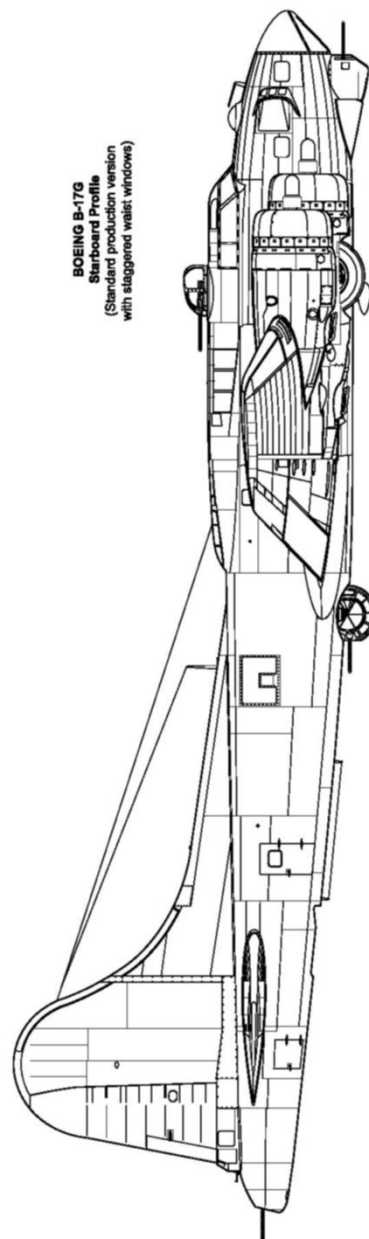
BOEING B-17G
Port Profile
(Late production)



BOEING B-17E
Starboard Profile



BOEING B-17G-50-VE
Starboard Profile
(With final production style
nose glazing of reduced size)



BOEING B-17G
Starboard Profile
(Standard production version
with staggered waist windows)

SCALE 1:144
0 meters 1 2
0 feet 3 6

**Drawings by
Richard J. Caruana**



Boeing B-17E, 41-9244 (penultimate B-17E built), 64th BS, 43rd BG, USAAF, Hawaii, 1943. Olive Drab upper surfaces with Neutral Gray undersides. Serial in yellow. Early style national markings on fuselage sides, above port and below starboard wings. Shot down over Rabaul, 23 May 1943



Boeing B-17F 41-24579/PU-F, 'Thumper', 360th BS, 303rd BG, 8th AF, USAAF, October 1942. Olive Drab with Medium Green dabbling on upper surface; Neutral Gray undersides. Fin lettering in yellow, codes in Neutral Gray

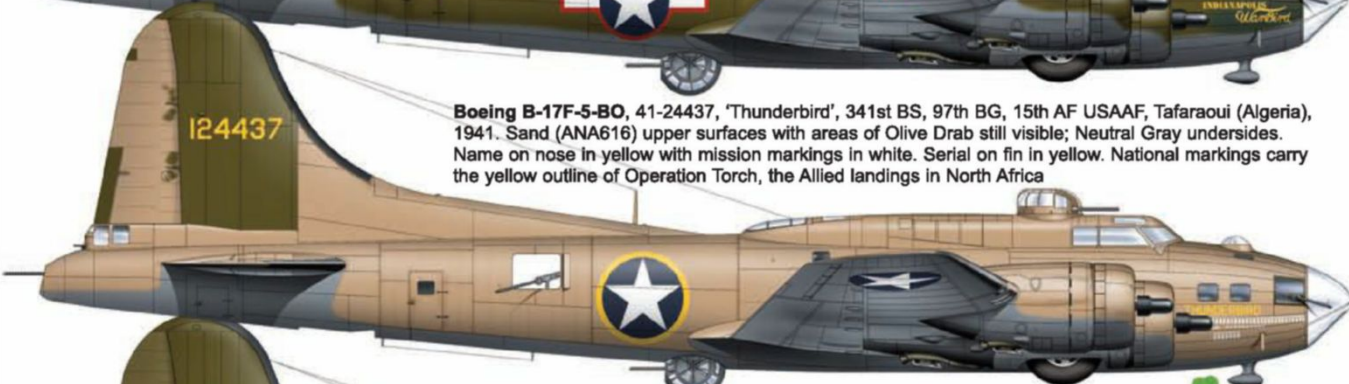


Boeing B-17F-25-BO, 41-24571, 'Indianapolis Warbird', 49th BS, 2nd BG, 15th AF USAF, Tunisia, summer 1943. Olive Drab with dabbling of Medium Green upper surfaces; Neutral Gray undersides. Name on nose and serial on fin in yellow. National markings with red surround on fuselage sides, above port and below starboard wings. Unit markings in white on fin

INDIANAPOLIS
WarBird

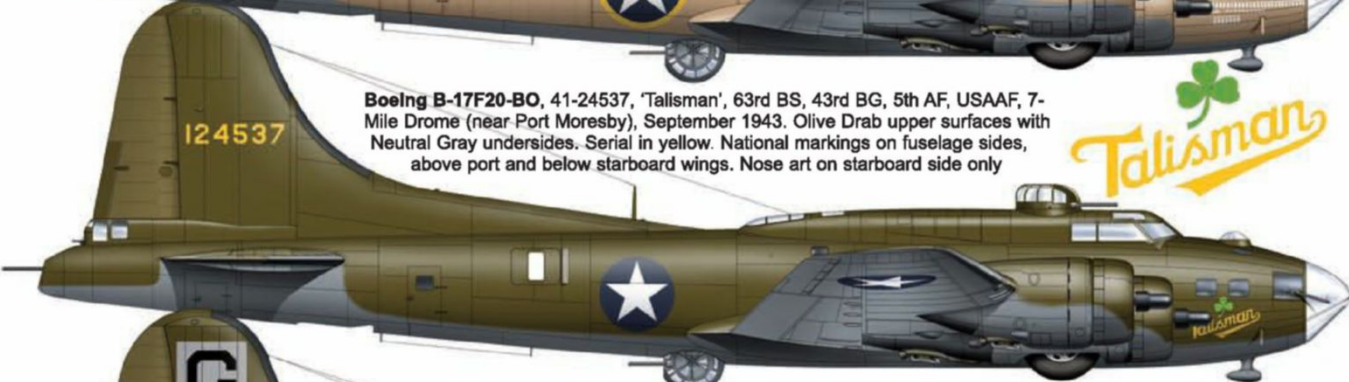


Boeing B-17F-5-BO, 41-24437, 'Thunderbird', 341st BS, 97th BG, 15th AF USAAF, Tafaraoui (Algeria), 1941. Sand (ANA616) upper surfaces with areas of Olive Drab still visible; Neutral Gray undersides. Name on nose in yellow with mission markings in white. Serial on fin in yellow. National markings carry the yellow outline of Operation Torch, the Allied landings in North Africa



Boeing B-17F20-BO, 41-24537, 'Talisman', 63rd BS, 43rd BG, 5th AF, USAAF, 7-Mile Drome (near Port Moresby), September 1943. Olive Drab upper surfaces with Neutral Gray undersides. Serial in yellow. National markings on fuselage sides, above port and below starboard wings. Nose art on starboard side only

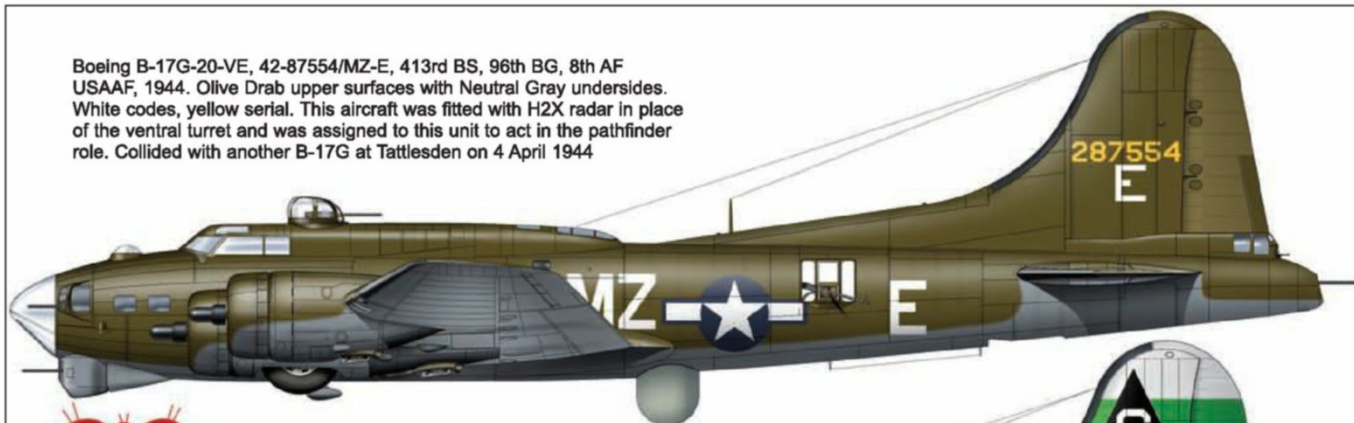

Talisman



Boeing B-17F-75-DL, 42-3547/Q/G, 'Latest Rumor', 549th BS, 385th BG, 8th AF USAAF, late 1943. Olive Drab upper surfaces with Neutral Gray undersides. Black 'G' on light gray panel on fin, serial and code in yellow. Red/white sharkmouth around chin turret



Boeing B-17G-20-VE, 42-87554/MZ-E, 413rd BS, 96th BG, 8th AF USAAF, 1944. Olive Drab upper surfaces with Neutral Gray undersides. White codes, yellow serial. This aircraft was fitted with H2X radar in place of the ventral turret and was assigned to this unit to act in the pathfinder role. Collided with another B-17G at Tattlesden on 4 April 1944



Boeing B-17G-40-DL, 44-6009/WF-J/G-J, 'Flak Eater', 364th BS, 305th BG, 8th AF, USAAF, September 1944. Natural metal overall with Olive Drab anti-dazzle panel and inner faces of engine cowlings; green band across vertical tail surfaces with black triangle and white code 'G'. White/red/black sharkmouth motif around chin turret



Boeing B-17G-15-BO, 42-31353/LG-Q 'Queenie', 322nd BS, 91st BG, 8th AF, USAAF, England, 1944. Olive Drab upper surfaces with Neutral Gray undersides; white triangle on fin with black 'A' superimposed. Codes and serial in yellow; 'Queenie' art on nose. Participated in the first large daylight raid on Berlin, 6 March 1944; shot down over Berlin the following 29 April



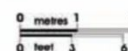
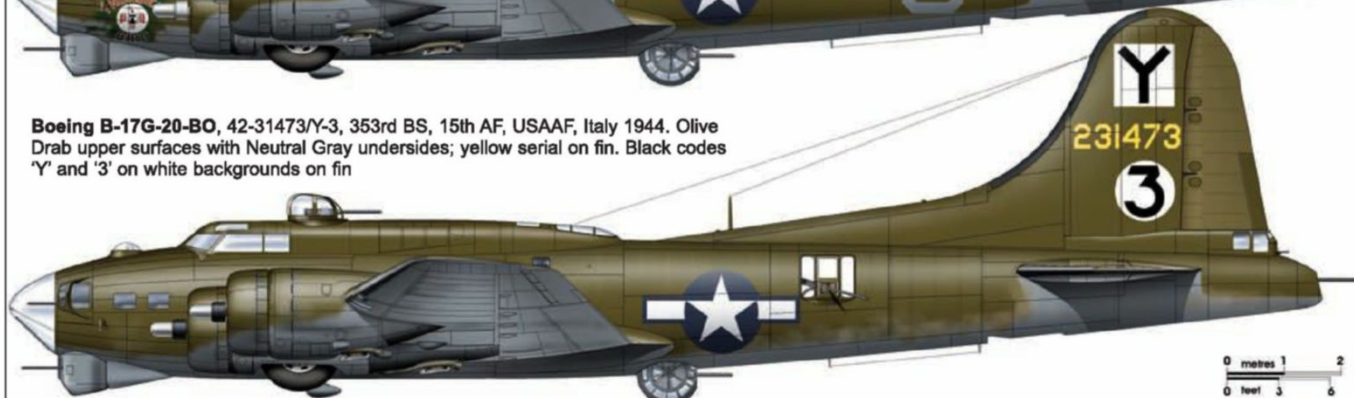
Boeing B-17G-60-DL, 44-6616, 'The Short Arm', 833rd BS, 487th BG, 8th AF USAAF, England, late 1944. Natural metal overall with yellow vertical and horizontal tail surfaces, wingtips and three bands around the rear fuselage. Green band around nose. Red/blue chevron above starboard wing. Lettering in black, except 'W' which is white over a black rectangle



Boeing B-17G-25-DL 42-38050/C/U, 'Thunder Bird', 359th BS, 303rd BG, 8th AF USAAF, England, 1944. Olive Drab upper surfaces with Neutral Gray undersides. Red/white triangle on vertical tail surfaces and above starboard wing with black 'C' superimposed. Codes in Neutral Gray

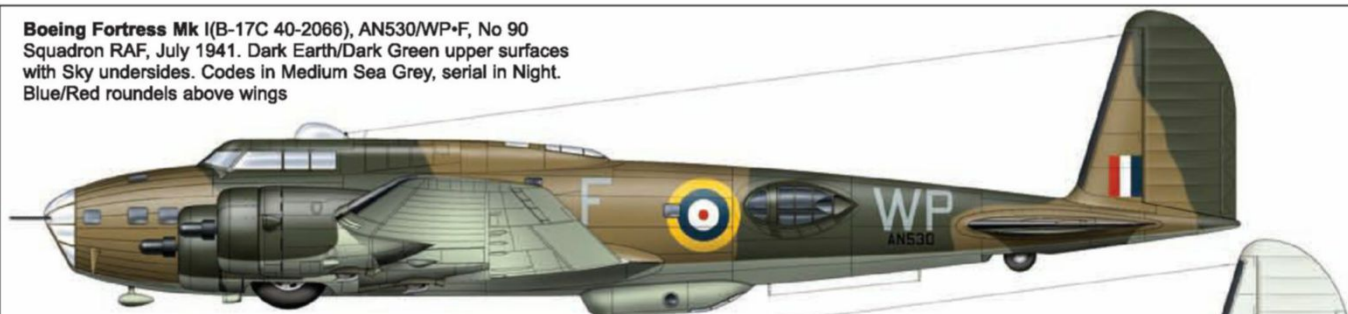


Boeing B-17G-20-BO, 42-31473/Y-3, 353rd BS, 15th AF, USAAF, Italy 1944. Olive Drab upper surfaces with Neutral Gray undersides; yellow serial on fin. Black codes 'Y' and '3' on white backgrounds on fin





Boeing Fortress Mk I (B-17C 40-2066), AN530/WP-F, No 90 Squadron RAF, July 1941. Dark Earth/Dark Green upper surfaces with Sky undersides. Codes in Medium Sea Grey, serial in Night. Blue/Red roundels above wings



Boeing Fortress Mk I (B-17C 40-2061), AN527/NR-L, No 220 Squadron RAF, 1942. Extra Dark Sea Grey/Dark Slate Grey upper surfaces with White undersides. Codes in Dull Red, serial in Dark Sea Grey



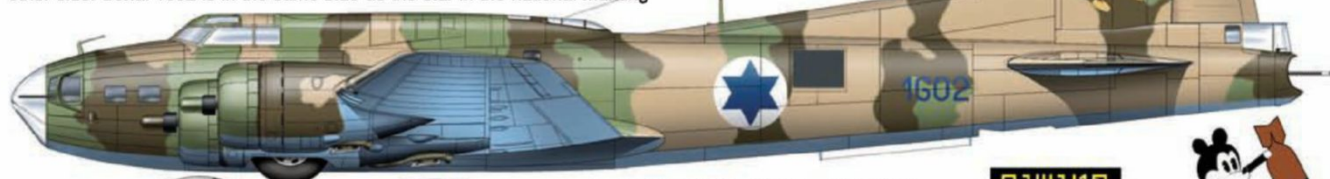
Boeing Fortress Mk III, (believed to be HB789/42-102940) BU-Q, No 214 Squadron RAF (100 Group), 1945. Dark Earth/Dark Green upper surfaces with Night undersides; codes and serials in Red, with 'Q' repeated on fin. Blue/Red roundels above wings. 214 Sqn was a Radio Countermeasures unit (RCM) equipped with H2S radome below the nose, Airborne Grocer jamming antennae near the tail turrets



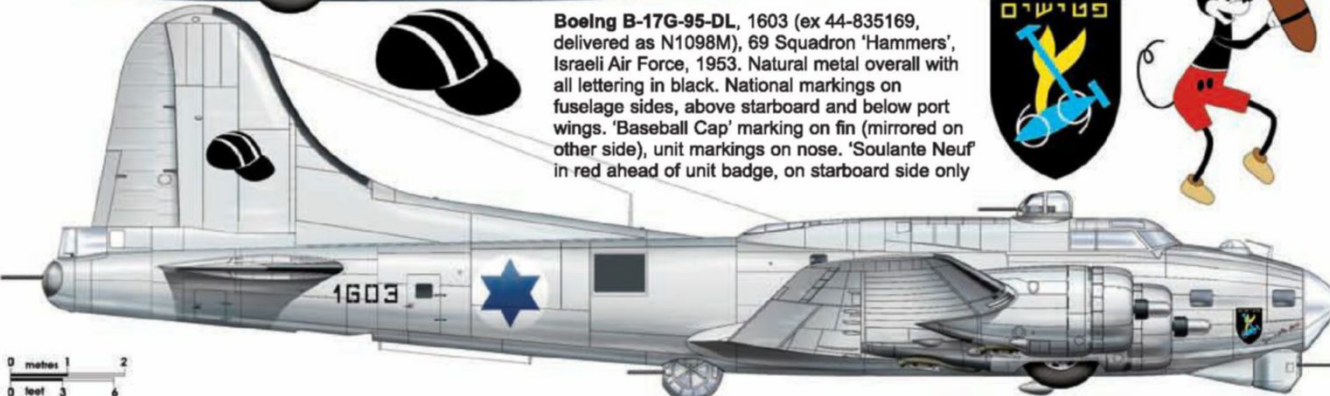
Boeing SB-17G, 5409 (ex 440-83764), Força Aérea Brasileira, 1964. Natural metal overall with yellow areas on fuselage extending to centre of inboard engines; yellow life boat, rear fuselage band and wingtips. All lettering in black. National markings in four wing positions



Boeing B-17G-95-DL, 1602 (ex 44-83753 delivered as NL5034M), Israeli Air Force, 1949. Upper surfaces with Dark Brown (FS20095), Avia Green (FS34258) and Light Stone (FS30475). Undersides in Light Mediterranean Blue (FS35177). National markings on fuselage sides only. 'Mickey Mouse' emblem on fin is not mirrored on the other side. Serial 1602 is in the same blue as the star in the national marking



Boeing B-17G-95-DL, 1603 (ex 44-835169, delivered as N1098M), 69 Squadron 'Hammers', Israeli Air Force, 1953. Natural metal overall with all lettering in black. National markings on fuselage sides, above starboard and below port wings. 'Baseball Cap' marking on fin (mirrored on other side), unit markings on nose. 'Soulante Neuf' in red ahead of unit badge, on starboard side only



0 metres 1 2
0 feet 3 4



B-24H-15-CF, 41-29490, *Gemini*, of the 834th BS/486th BG based at Sudbury, Suffolk (US Air Force Academy Library SMS 347).

Consolidated B-24 Liberator

With approximately 18500 units built the B-24 hold the record as the most widely produced American military aircraft in history. The Liberator originated from a United States Army Air Corps request in 1938 for Consolidated to produce the B-17 under license. Consolidated decided instead to submit a more modern design of its own and in January 1939, the USAAC, under Specification C-212, formally invited the company to submit a design study for a bomber with longer range, higher speed and greater ceiling. The resulting aircraft paved the way for other ground breaking designs such as the B-29 and Consolidated's own B-32 and B-36.

The Liberator carried a crew of up to 10 and featured a tricycle undercarriage, the first American bomber to do so. Early orders, placed before the XB-24 prototype had flown, included thirty six for the USAAC, 120 for the French Air Force and 164 for the Royal Air Force. The name Liberator was originally given to it by the RAF, and subsequently adopted by the USAAF as the official name for the Model 24.

The first Liberators entered RAF service in 1941 with Coastal Command, Bomber

Command, and British Overseas Airways Corporation, who along with the RAF used converted Liberator IIs as unarmed long-range cargo carriers.

These aircraft flew between Britain and Egypt while BOAC also flew trans-Atlantic services and other various long-range air transportation routes.

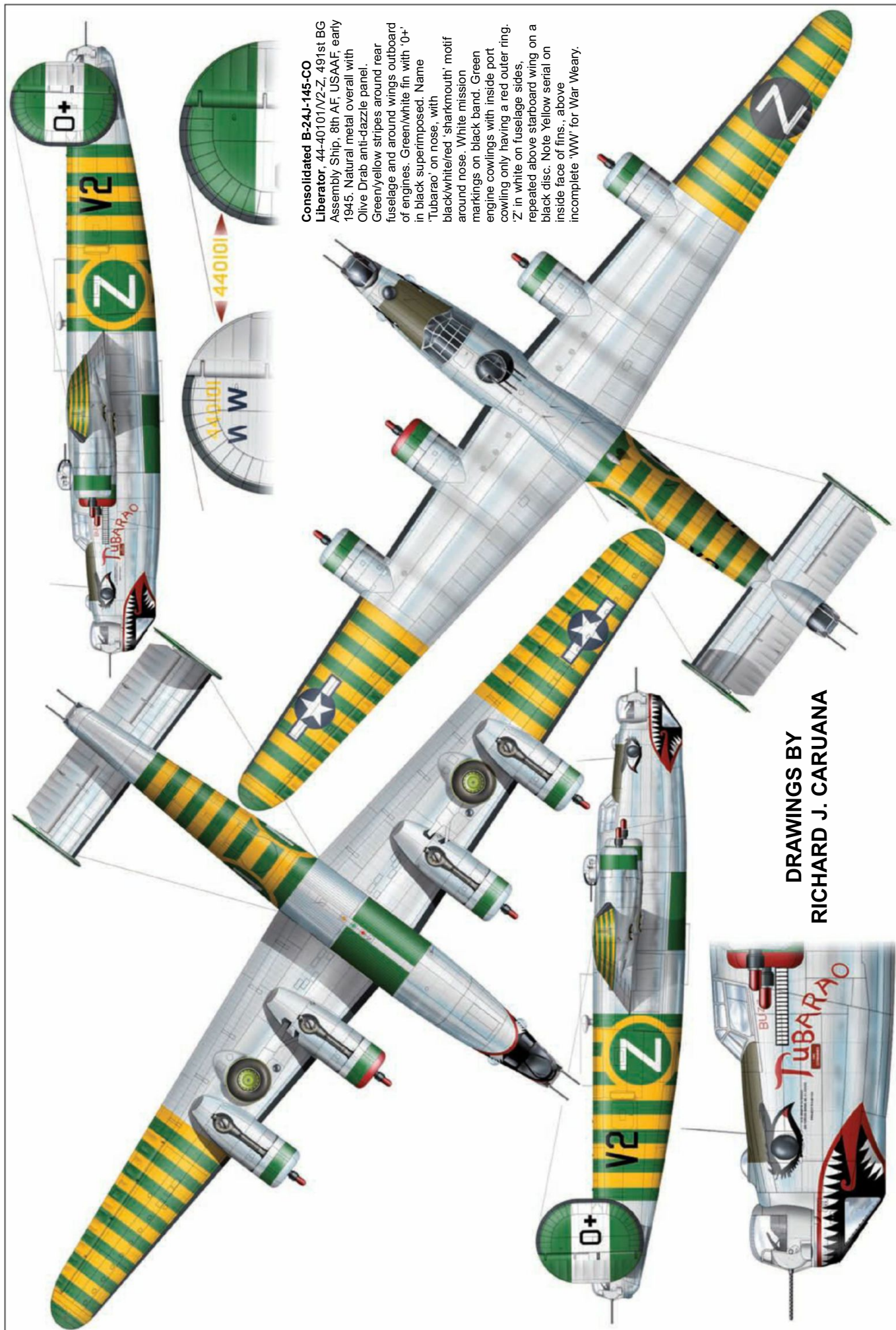
Liberators were used as anti-submarine patrol aircraft by RAF Coastal Command and were also operated as bombers from India by SEAC. The USAAF took delivery of its first B-24As in mid-1941 and over the next three years US B-24 squadrons deployed to all theatres of the war.

A total of 177 B-24s carried out the famous second attack on Ploiești (Operation Tidal Wave) on 1 August 1943, which was to prove the B-24's most costly mission. For much of 1944, the B-24 was the predominant bomber in the strategic air offensive against Germany, forming nearly half of its heavy bomber strength in the ETO prior to August and most of the Italian-based force.

Some of the most recognisable B-24s were those operating as assembly ships. They were equipped with signal

lighting, flares, and were painted with distinctive group-specific high-contrast patterns of stripes, checkers or polka dots to enable easy recognition by their accompanying bombers. All armament and armour was removed and in some cases the tail turret. As these aircraft normally returned to base once a formation had been established, a skeleton crew of two pilots, navigator, radio operator and one or two flare discharge operators were carried. B-24s were also used by the US Navy and US Marine Corps for ASW, anti-ship patrol, and photographic reconnaissance in the Pacific Theatre, and by the US Coast Guard for patrol and SAR. Naval B-24s were redesignated PB4Y-1.

Although chiefly remembered as a heavy bomber, Liberators served in a wide range of roles including transports, the clandestine delivery and supply of agents and insurgent forces, and as a dedicated fuel transporter, in the guise of the C-109, which saw converted bombers configured with internal stowage tanks to carry fuel to B-29s based in Central China.



Consolidated B-24J-145-CO Liberator, 44-40101/V2-Z, 491st BG Assembly Ship, 8th AF, USAAF, early 1945. Natural metal overall with Olive Drab anti-dazzle panel. Green/yellow stripes around rear fuselage and around wings outboard of engines. Green/white fin with 'O+' 'Tubarao' on nose, with black/white/red 'sharkmouth' motif around nose. White mission markings on black band. Green engine cowlings with inside port cowling only having a red outer ring. 'Z' in white on fuselage sides, repeated above starboard wing on a black disc. Note Yellow serial on inside face of fins., above incomplete 'WW' for War Weary.

**DRAWINGS BY
RICHARD J. CARUANA**



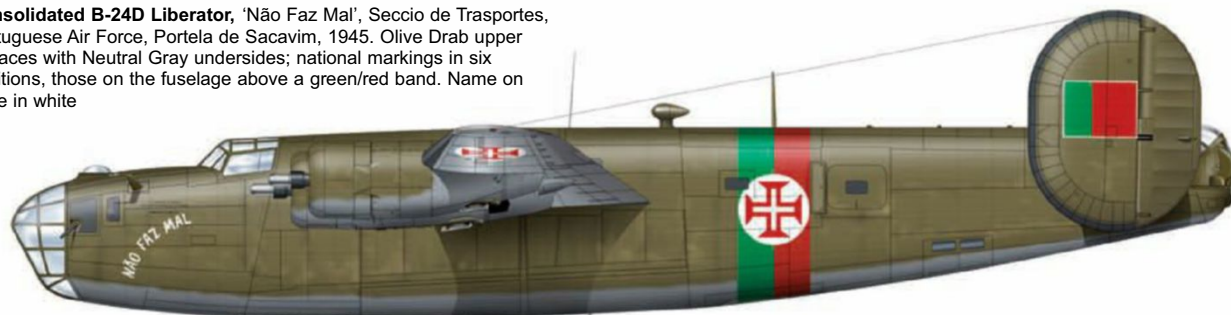
Consolidated B-24H Liberator, HE807/K, No 6 'Dragons' Squadron, Indian Air Force, 1961. Natural metal overall with black anti-dazzle panel. All lettering in black. National markings in six positions. Unit badge on nose



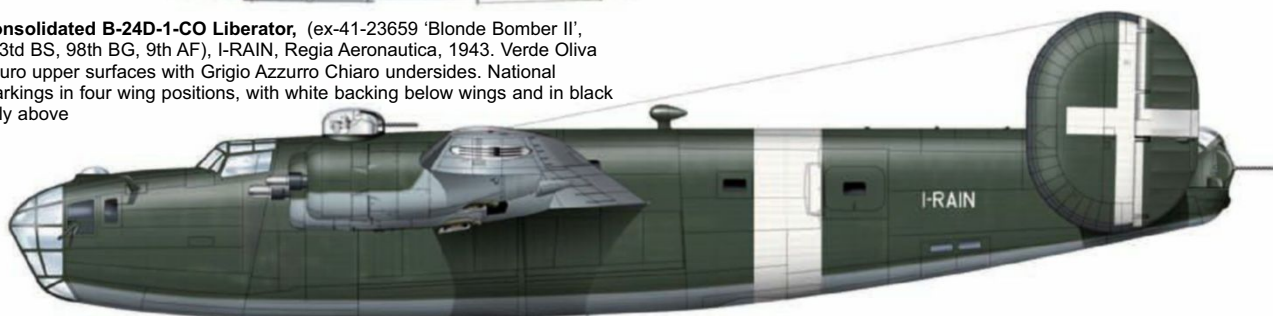
Consolidated Liberator GR Mk VI, KH138/W (ex RAF, ex 44-10703), No 321 Squadron, Marine Luchtvaartdienst (Royal Netherlands Navy), Java, 1945. Extra Dark Sea Grey and Dark Slate Grey upper surfaces with White undersides. Black serial, red code 'W'



Consolidated B-24D Liberator, 'Não Faz Mal', Seccio de Trasportes, Portuguese Air Force, Portela de Sacavim, 1945. Olive Drab upper surfaces with Neutral Gray undersides; national markings in six positions, those on the fuselage above a green/red band. Name on nose in white



Consolidated B-24D-1-CO Liberator, (ex-41-23659 'Blonde Bomber II', 343rd BS, 98th BG, 9th AF), I-RAIN, Regia Aeronautica, 1943. Verde Oliva Scuro upper surfaces with Grigio Azzurro Chiaro undersides. National markings in four wing positions, with white backing below wings and in black only above



Consolidated B-24H-5-DT Liberator, A3-KB (ex 41-28641, 732nd BS, 543rd BG, 3rd BW USAAF), tested by the Luftwaffe at Rechling's KG.200 after being captured on 4 February 1944. Olive Drab upper surfaces with all original US markings overpainted in RLM.71. Undersides overpainted in RLM.04. Black codes with 'KB' being outlined in white. A3 KB repeated in black below wings. White crosses on fuselage and above wings; black below wings



Consolidated B-24D-25-CO Liberator, 41-24294, captured and operated in the training role by the Rumanian Air Force. Olive Drab upper surfaces with Neutral Gray undersides. Yellow rear fuselage band and underside of wingtips. National markings in six positions. Serial in white on fins



CONSOLIDATED B-24 LIBERATOR COLOUR SCHEMES

BY RICHARD J. CARUANA



Above: Consolidated LB-30/B-24A, 40-2376, US Army Air Corps Ferry Command, November 1941. DuPont Dark Earth 71-009 and Dark Green 71-013 upper surfaces with Black 710006 undersides. 48-star flag on nose (both sides) and above fuselage. Air Corps Ferry Command badge on rear fuselage

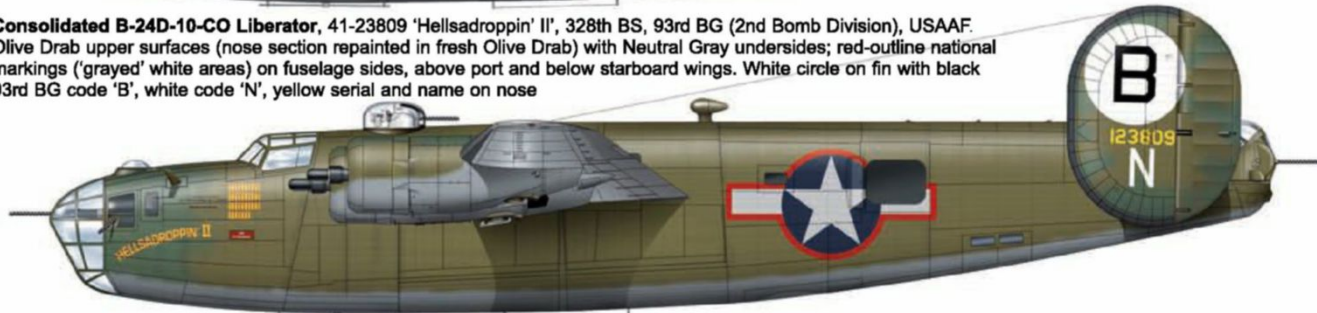
Consolidated LB-30/B-24B, 11th BS, 7th BG, Java, early 1942. Finish and markings as above



Consolidated B-24D Liberator, 41-23722/C, 328th BS, 93rd BG, Alconbury, March 1942. Olive Drab and Medium Green upper surfaces with Neutral Gray undersides; national markings on fuselage sides, above port and below starboard wings (very faded blue and 'grayed' white). Serial and code on fin in yellow; RAF style fin flash on fin



Consolidated B-24D-10-CO Liberator, 41-23809 'Hellsadroppin' II', 328th BS, 93rd BG (2nd Bomb Division), USAAF. Olive Drab upper surfaces (nose section repainted in fresh Olive Drab) with Neutral Gray undersides; red-outline national markings ('grayed' white areas) on fuselage sides, above port and below starboard wings. White circle on fin with black 93rd BG code 'B', white code 'N', yellow serial and name on nose



Consolidated B-24D-50-CO Liberator, 42-40333/10-C, 480th Anti Submarine Group USAAF, North Africa, post Operation Torch. Neutral Gray upper surfaces with White undersides; national markings (outlined in yellow) on fuselage sides, above port wing and (without yellow outline) below starboard wing. Serial on fin and '10' on nose in yellow; Code 'C' in white



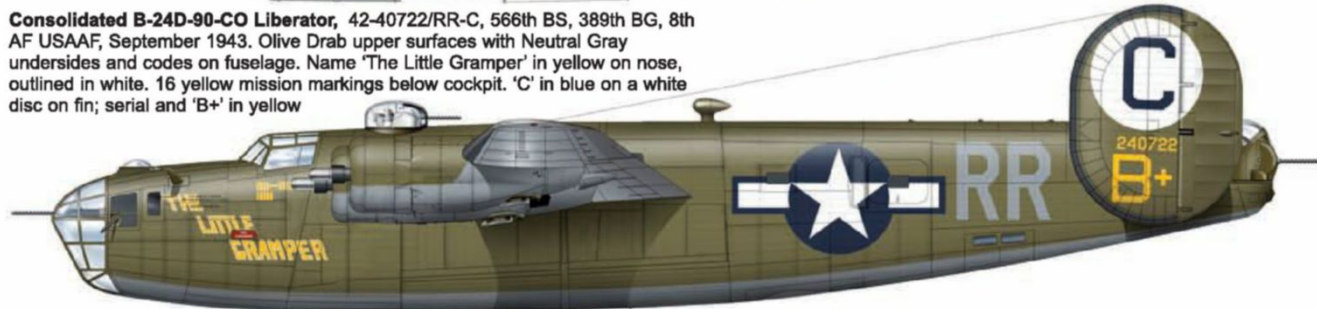
Consolidated B-24D-85-CO Liberator, 42-40657/74, 524th BS, 376th BG, 9th AF USAAF North Africa. Desert Sand (FS.30279) upper surfaces with Neutral Gray undersides; yellow-outlined national markings in six positions. White code on nose; black serial on fin. RAF-style fin flash on fin



Consolidated B-24D-7-CO Liberator, 41-23849, 320th BS, 90th BG USAAF, Port Moresby, early 1943. Olive Drab upper surfaces with Neutral Gray undersides. Red lower half of fin with black/white skull and bombs motif. Serial on fin and name 'The Eager Beaver' on nose in yellow



Consolidated B-24D-90-CO Liberator, 42-40722/RR-C, 566th BS, 389th BG, 8th AF USAAF, September 1943. Olive Drab upper surfaces with Neutral Gray undersides and codes on fuselage. Name 'The Little Gramper' in yellow on nose, outlined in white. 16 yellow mission markings below cockpit. 'C' in blue on a white disc on fin; serial and 'B+' in yellow



Consolidated B-24H-1-FO Liberator, 42-7549/K, 67th BS, 44th BG, Shipdham, late 1943. Olive Drab upper surfaces with Neutral Gray undersides. White disk on vertical tail surfaces with black 'A', other lettering on fin in yellow. Black/red/white 'sharkmouth' motif on nose. Red-bordered national markings in standard positions



Consolidated B-24H-10-FO Liberator, 42-52244/H6/654, 735th BS, 453rd BG USAAF, summer 1944. Olive Drab upper surfaces with Neutral Gray undersides. All lettering in white, except serial and 'Z' on fin. White disk on fins with black 'J' superimposed. Name 'Black Jed' in white on nose



Consolidated B-24H-1-FO Liberator, 42-7697/48, 726th BS, 451st BG USAAF, Castelluccio (Italy), summer 1944. Olive Drab upper surfaces with Neutral Gray undersides. Red/white vertical tail trim with serial in yellow over an Olive Drab patch. Fuselage code in Neutral Gray. Nose numbers in white. Name 'The Stork' also in white



Consolidated B-24H-15-FO Liberator, 42-52318, 757th BS, 459th BG USAAF. Olive Drab upper surfaces with Neutral Gray undersides. Yellow front of cowlings, checks on vertical tail surfaces, name 'Naughty Angel' and mission tally on nose. Serial in yellow with the section falling on the white diamond being in black. Red heart on rudder, outlined in white

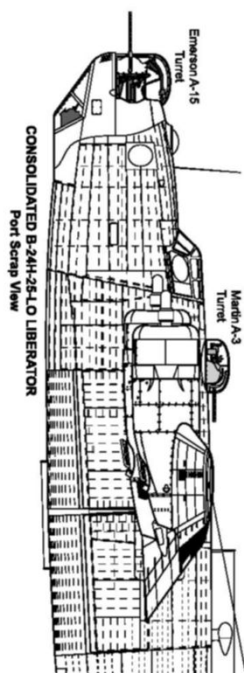


CONSOLIDATED B-24 LIBERATOR SCALE PLANS

CONSOLIDATED B-24J LIBERATOR
Upper View

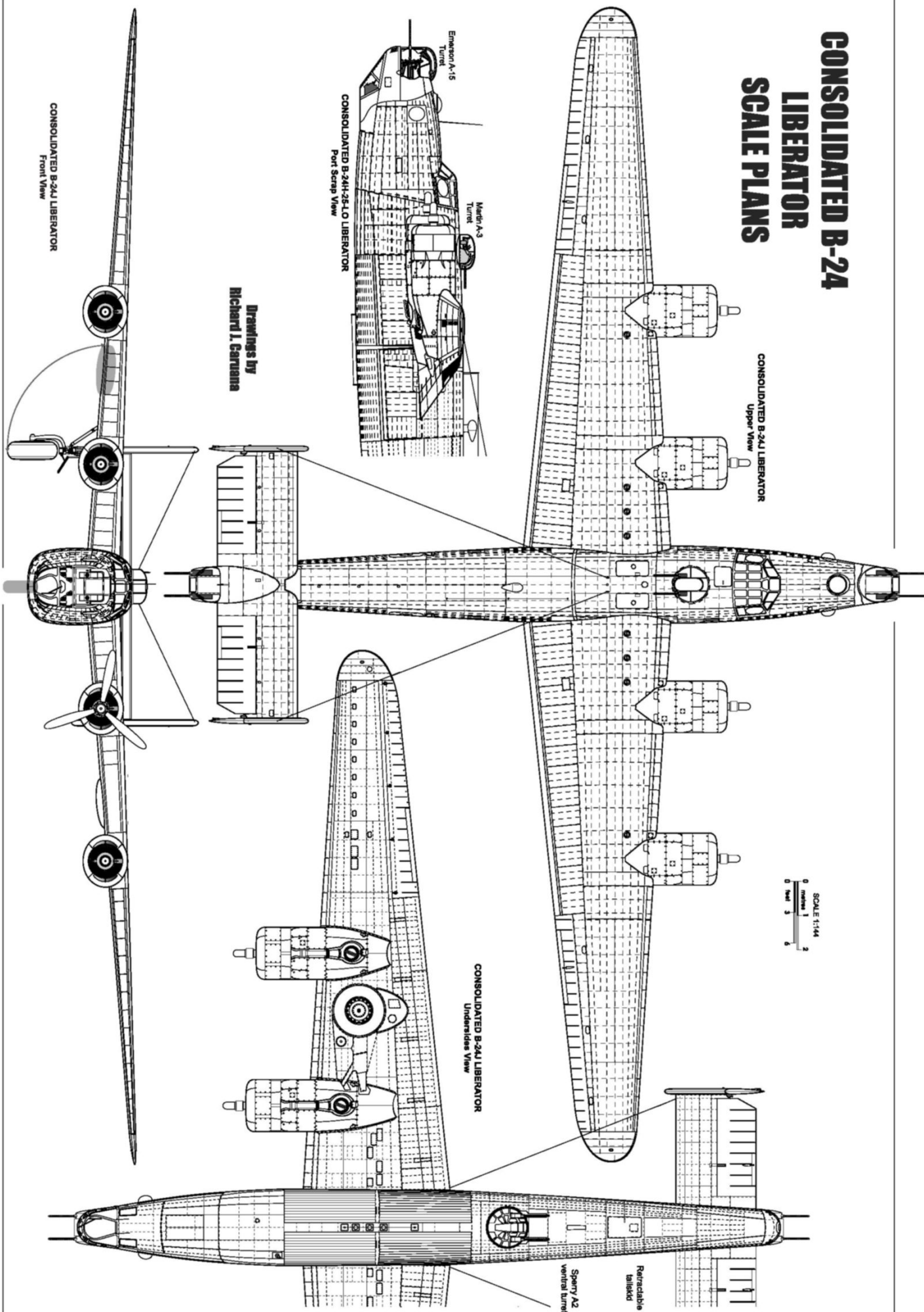
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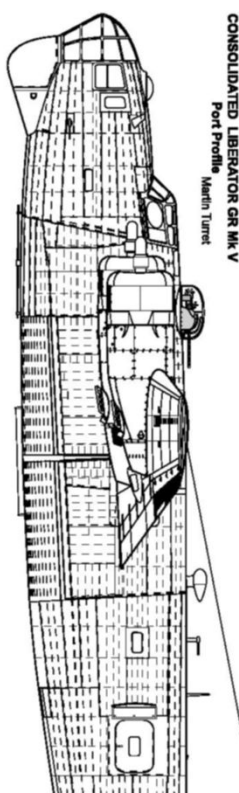
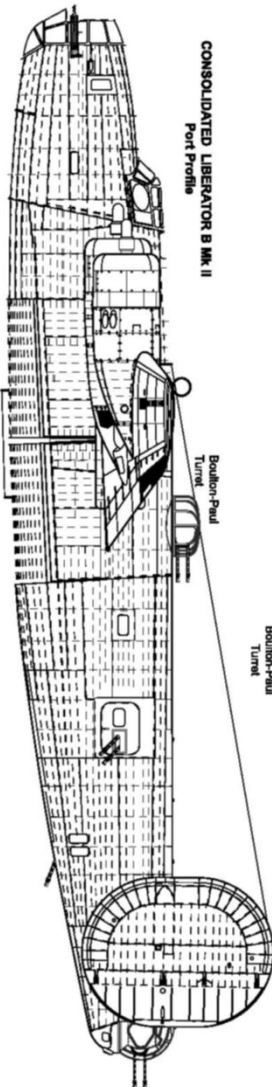
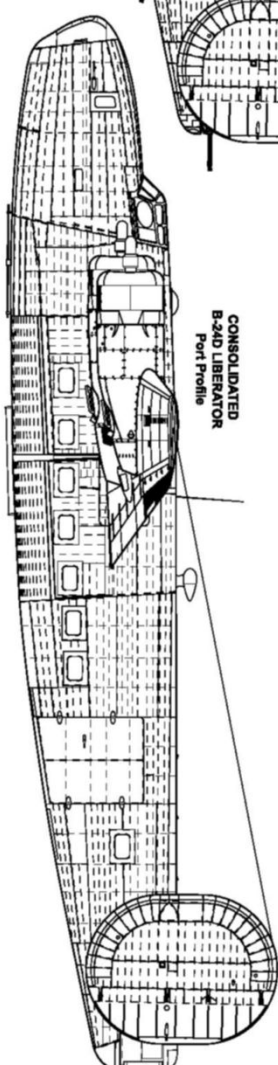
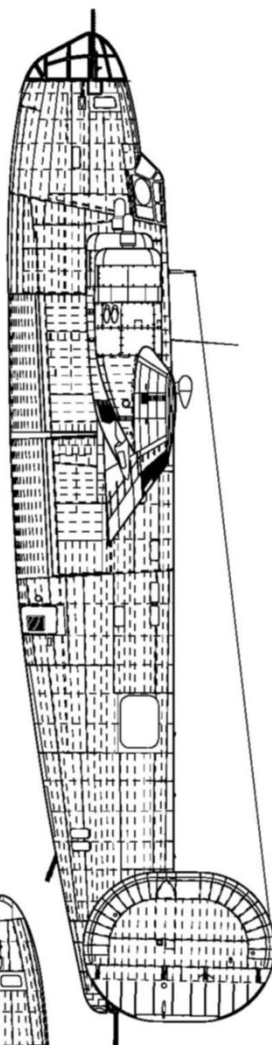
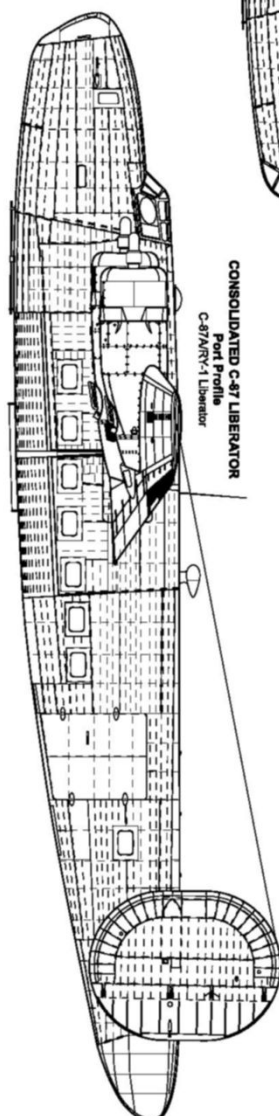
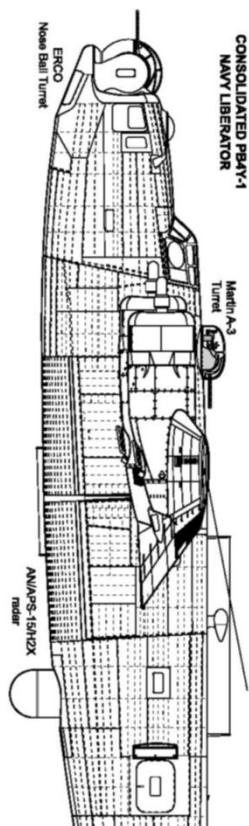
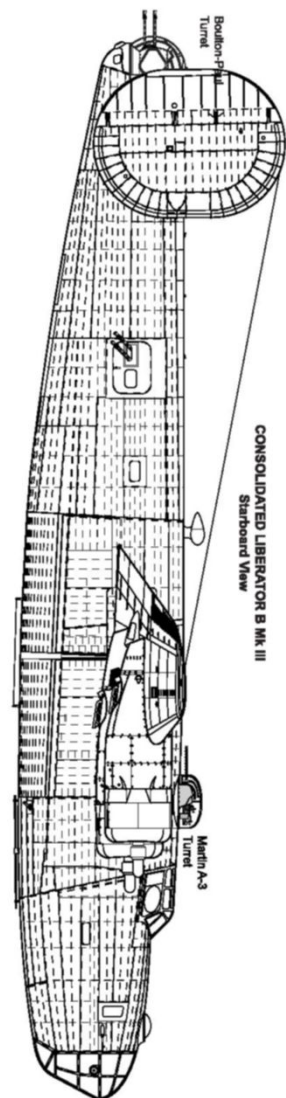
CONSOLIDATED B-24J LIBERATOR
Undersides View



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CONSOLIDATED B-24J LIBERATOR
Front View





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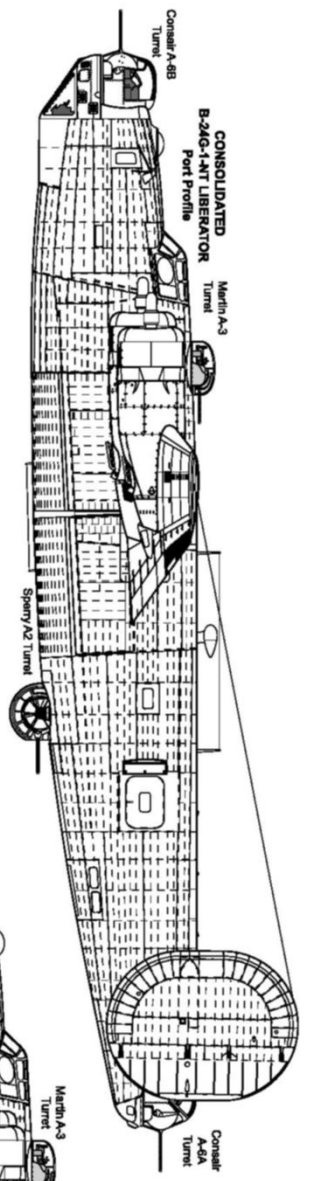
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CONSOLIDATED B-24 LIBERATOR SCALE PLANS

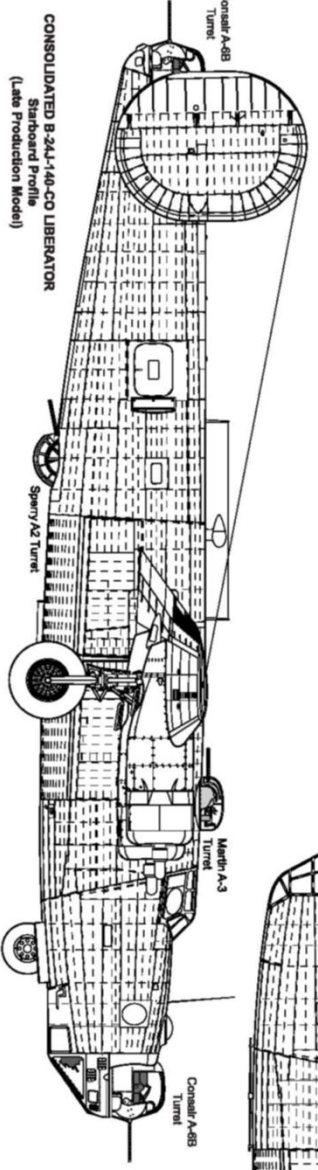
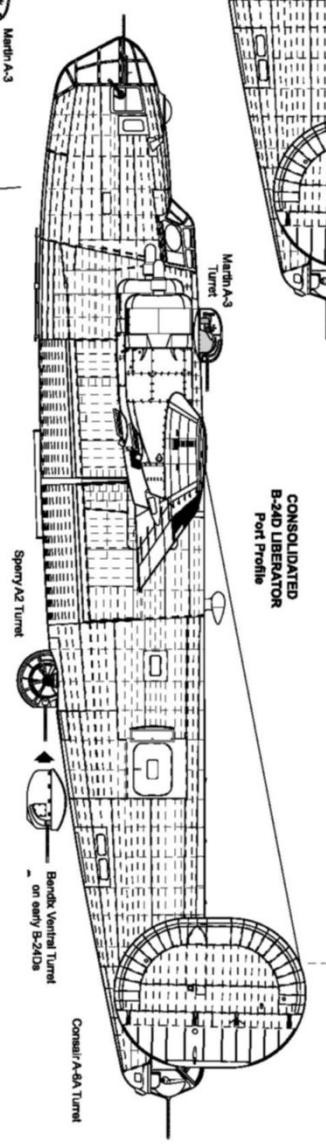
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**CONSOLIDATED
B-24D-1-NT LIBERATOR**
Port Profile



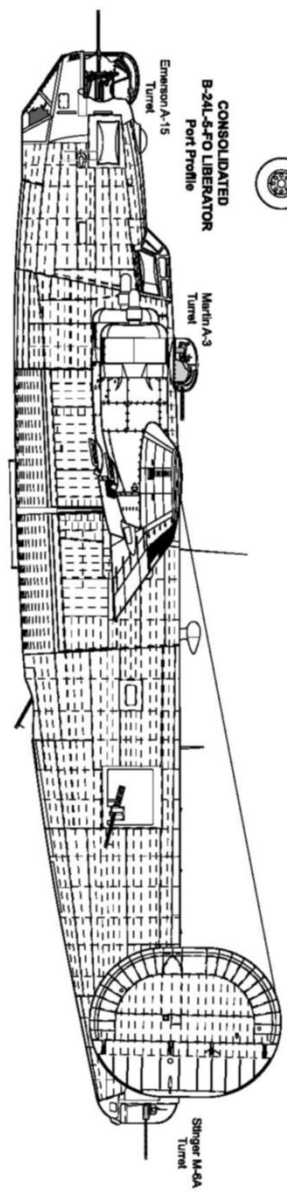
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**CONSOLIDATED
B-24D LIBERATOR**
Port Profile

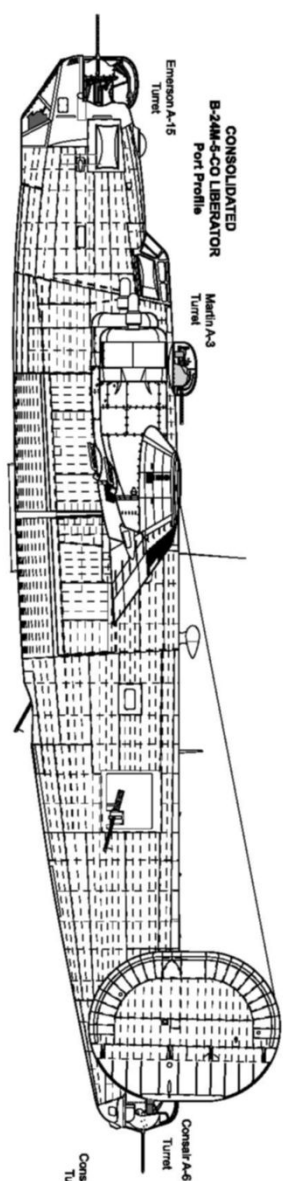


CONSOLIDATED B-24J-140-CO LIBERATOR
Starboard Profile
(Late Production Model)

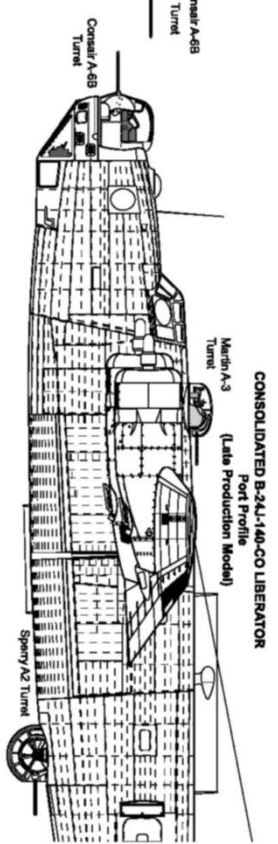
CONSOLIDATED B-24 LIBERATOR SCALE PLANS



**CONSOLIDATED
B-24L-5-FO LIBERATOR**
Port Profile



**CONSOLIDATED
B-24M-9-CO LIBERATOR**
Port Profile

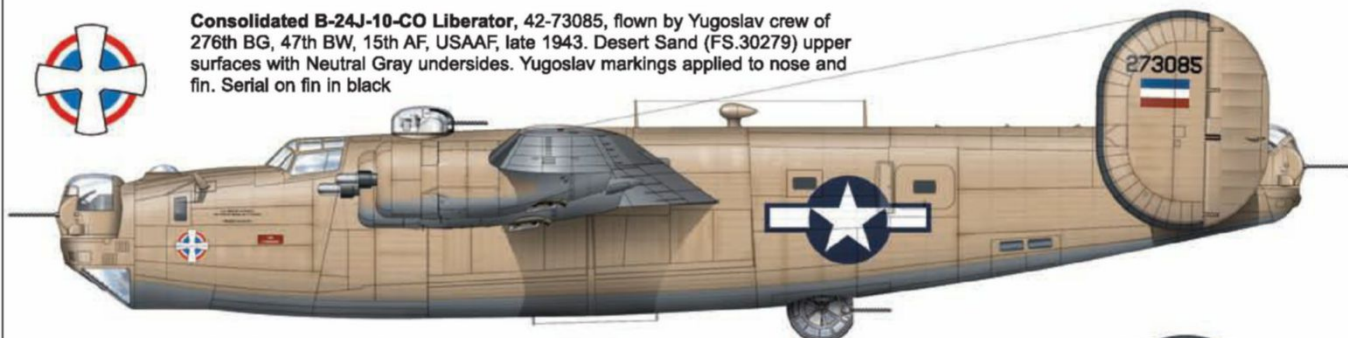


CONSOLIDATED B-24J-140-CO LIBERATOR
Port Profile
(Late Production Model)

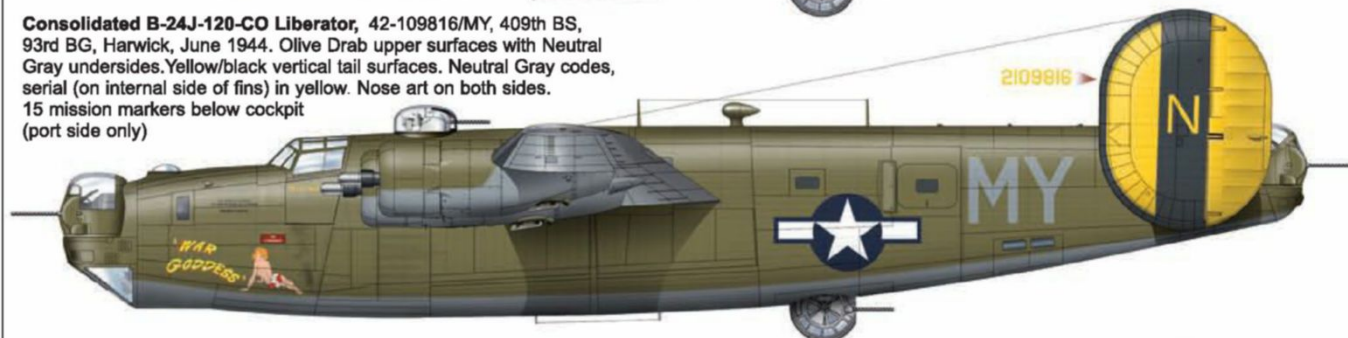
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Consolidated B-24J-10-CO Liberator, 42-73085, flown by Yugoslav crew of 276th BG, 47th BW, 15th AF, USAAF, late 1943. Desert Sand (FS.30279) upper surfaces with Neutral Gray undersides. Yugoslav markings applied to nose and fin. Serial on fin in black



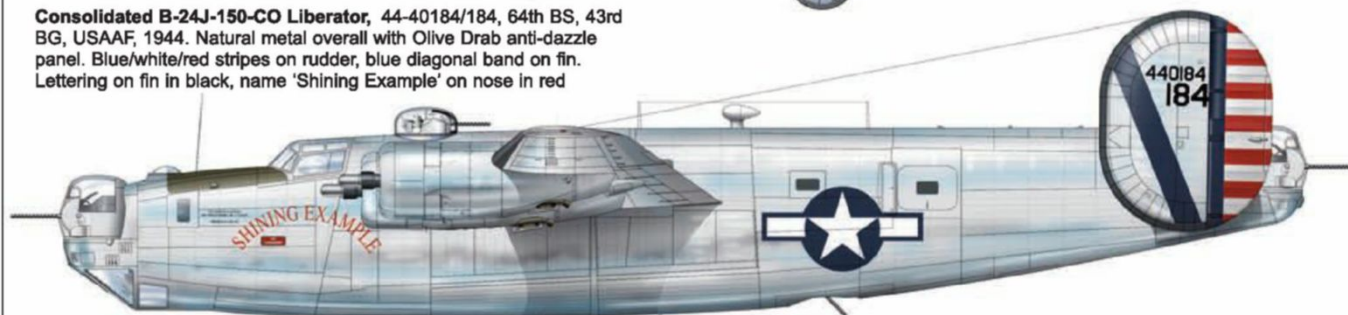
Consolidated B-24J-120-CO Liberator, 42-109816/MY, 409th BS, 93rd BG, Harwick, June 1944. Olive Drab upper surfaces with Neutral Gray undersides. Yellow/black vertical tail surfaces. Neutral Gray codes, serial (on internal side of fins) in yellow. Nose art on both sides. 15 mission markers below cockpit (port side only)



Consolidated B-24J-30-CO Liberator, 42-73286, 347th BS, 308th BG, USAAF, Luilang (China), 1944. Olive Drab upper surfaces with Neutral Gray undersides. Red rudders. Yellow serial. National markings outlined in dark blue. Name 'Esky' in white, outlined in black. Yellow mission markings below cockpit



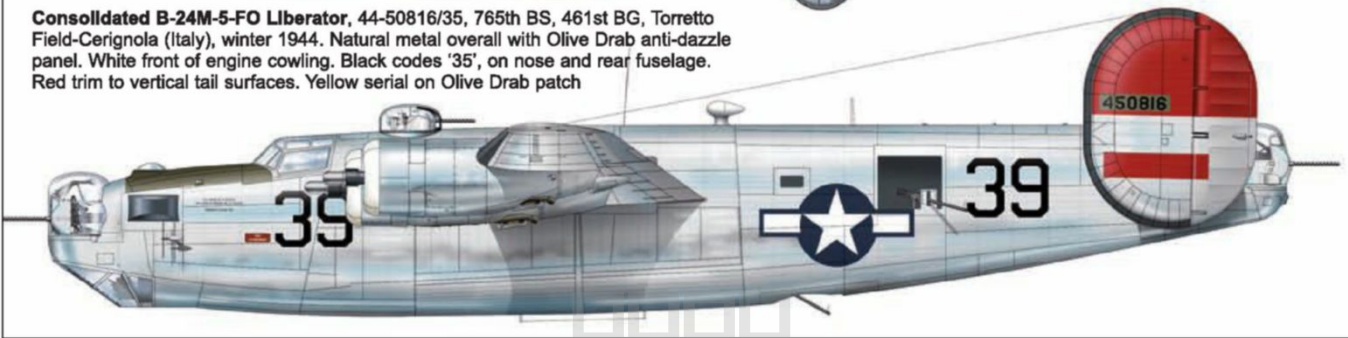
Consolidated B-24J-150-CO Liberator, 44-40184/184, 64th BS, 43rd BG, USAAF, 1944. Natural metal overall with Olive Drab anti-dazzle panel. Blue/white/red stripes on rudder, blue diagonal band on fin. Lettering on fin in black, name 'Shining Example' on nose in red



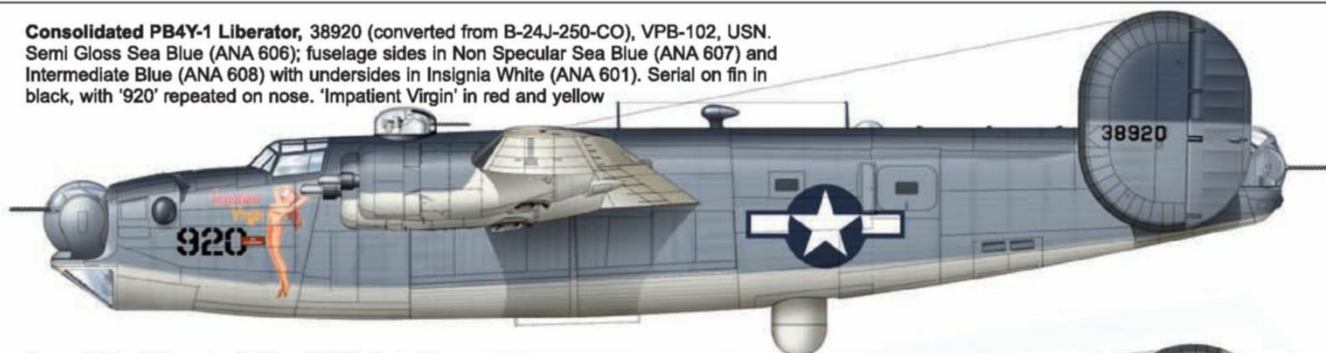
Consolidated B-24J-145-CO Liberator, 44-40117/3Q, 852nd BS, 491st BG USAAF, North Pickenham, late 1944. Natural metal overall with Olive Drab anti-dazzle panel. Green/white trim to vertical tail surfaces with black code 'J'. Code '3Q' on fuselage in Neutral Gray. Red front of cowlings, yellow prop spinners. 'Hare Power' nose art



Consolidated B-24M-5-FO Liberator, 44-50816/35, 765th BS, 461st BG, Torretto Field-Cerignola (Italy), winter 1944. Natural metal overall with Olive Drab anti-dazzle panel. White front of engine cowlings. Black codes '35', on nose and rear fuselage. Red trim to vertical tail surfaces. Yellow serial on Olive Drab patch



Consolidated PB4Y-1 Liberator, 38920 (converted from B-24J-250-CO), VPB-102, USN. Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Serial on fin in black, with '920' repeated on nose. 'Impatient Virgin' in red and yellow



Consolidated Liberator B Mk I, AM259, first of its type to arrive in UK on 14 March 1941. DuPont Dark Earth 71-009 and Dark Green 71-013 upper surfaces with Black 710006 undersides. Early style national markings with Blue/Red roundels above wings. Serial in black



Consolidated Liberator GR Mk I, AM916/OH-L, No 120 GR Squadron Coastal Command, RAF, Nutts Corner (North Ireland), 1942. Extra Dark Sea Grey and Dark Slate Grey upper surfaces. Codes and serials in Light Slate Grey Blue/Red roundels above wings



Liberator GR Mk III, FK228/M, No. 120 Squadron, Aldergrove, RAF Coastal Command, 1943. Extra Dark Sea Grey/Dark Slate Grey upper surfaces; White undersides. Blue/Red roundels above wings. Red 'M' ahead of roundel, repeated on nose; serial in Light Slate Grey



Consolidated Liberator B Mk III, BZ949/GR-T, No 1586 (Polish) Special Duties Flight, RAF, 1944. Olive Drab upper surfaces with Neutral Gray undersides. Blue/Red roundels above wings. Codes in Red, serial in Night. Polish flag on nose with personal marking in white, outlined in black



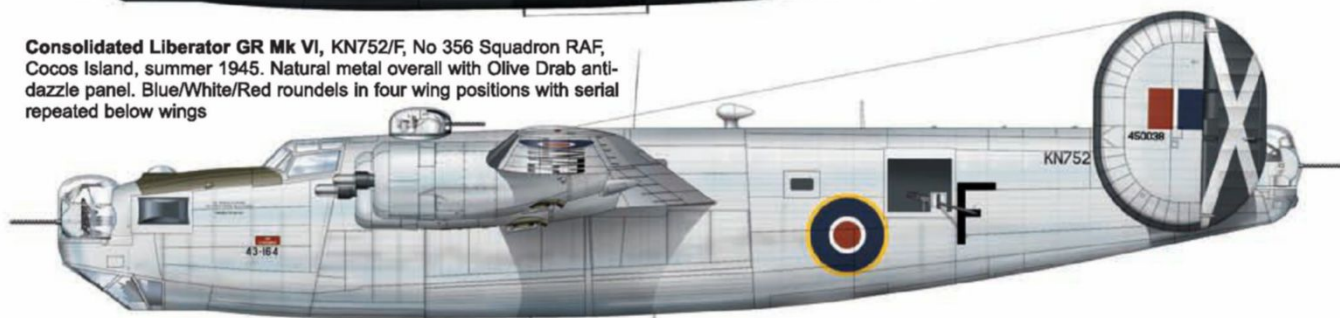
Liberator GR Mk V, 595/X No. 10(BR) Squadron Royal Canadian Air Force, November 1942. Extra Dark Sea Grey upper surfaces with White undersides. Blue/Red roundels above wings. Light Slate Grey codes and serial



Consolidated Liberator B Mk VI, (B-24H-15-DT), TS520/6G-J (41-28868), No 223 Squadron RAF, Oulton (Norfolk), summer 1944. Dark Earth and Dark Green upper surfaces with Night undersides. Ident Red codes and serial. Blue/Red roundels above wings. Eight mission markings in yellow on nose



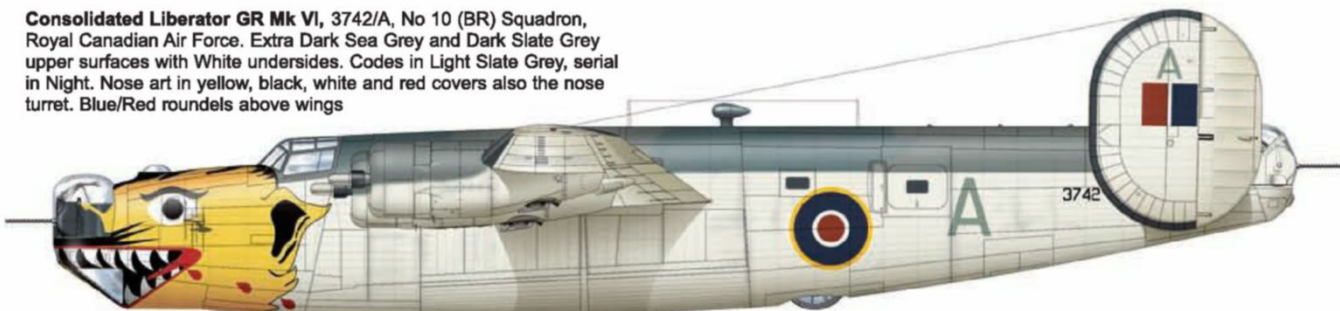
Consolidated Liberator GR Mk VI, KN752/F, No 356 Squadron RAF, Cocos Island, summer 1945. Natural metal overall with Olive Drab anti-dazzle panel. Blue/White/Red roundels in four wing positions with serial repeated below wings



Consolidated B-24L-CO Liberator, 44-41516/A72-150, SJ-L, No 25 Squadron, Royal Australian Air Force, Cunderdin, 1945. Natural metal overall with Olive Drab anti-dazzle panel. All markings in black. National markings in six positions



Consolidated Liberator GR Mk VI, 3742/A, No 10 (BR) Squadron, Royal Canadian Air Force. Extra Dark Sea Grey and Dark Slate Grey upper surfaces with White undersides. Codes in Light Slate Grey, serial in Night. Nose art in yellow, black, white and red covers also the nose turret. Blue/Red roundels above wings



Consolidated B-24M-30-CO Liberator, B-24034 (44-23034)/8, 8th BG, Chinese Nationalist Air Force. Natural Metal overall with Olive Drab anti-dazzle panel. Lettering on fin and mission markings in black. National flag on nose, yellow '8' over a blue motif on fin. Blue/white rudder stripes. National markings in six positions



Consolidated Liberator GR Mk VI, KG859/PP-U, No 311th BS (ex No 311 Czech Squadron Coastal Command, RAF), spring 1945. Extra Dark Sea Grey upper surfaces with White undersides. Codes and serial in Light Slate Grey. Name 'Ursula' on nose in black. National Czech markings in four wing positions and small version carried below cockpit





F6F-3 being run up at a naval air station in 1944.
T Panopalis Collection

View of 'Shootin' in' which shows the high standards achieved during restoration although it is far too clean to be a genuine combat aircraft.



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