

A6M2 Zero Type 11

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82211

The Mitsubishi Zero became the symbol of the Japanese air power during WWII. The A6M2 Type 11 introduced by the Imperial Japanese Navy in 1940 was not only first version used in combat, but also the only Zero not designed for carrier operations.

During the 1920s and 1930s the Japanese aircraft industry was oriented towards the production of foreign license-built aircraft. However, the armed forces, especially the Navy with regard to the specifics of the Chinese and Pacific battlefields, came up with requirements that foreign aircraft designs did not offer. Hence, Mitsubishi Heavy Industries developed the Type 96 naval fighter aircraft, better known as the A5M Claude. The head of the design team was a young Japanese engineer, Jirō Horikoshi. With an engine that lacked some power, he managed to design a light and fast fighter with a fixed landing gear, which had no comparison in the world regarding maximum speed. In October 1937, Mitsubishi and Nakajima were approached to develop prototype 12-shi Carrier-based Fighter. The requirements were so extreme, and in some cases contradictory, that the two design teams investigated whether they could be less stringent. Nakajima eventually withdrew from the project, while the criteria for the prototype were even raised based on experience on the Chinese battlefield. In the end, Horikoshi's team managed to meet the technical specifications, not only thanks to the aerodynamic design and a new type of light alloy used for the aircraft's skin, but also thanks to the Nakajima Sakae 11 engine. During the flight tests, the wing skin suffered cracking during overload, and aileron control during high-speed maneuvers had also to be addressed. The new fighter had an armament of two cannons and two machine guns, extremely long range (over 1,800 km) and excellent maneuverability. It also reached top speed of 533 km/h at an altitude of 4,550 m. However, it lacked armor and other protective features and a structural speed limit was set at 600 km/h only.

Further development

Additional modifications to design of Zero were made during 1941, creating the A6M2 Type 21. There were several changes, the most visible of them being arresting hook and folding wingtips for easier handling on the carrier decks. In carrier service, this early version of the Zero lasted until mid-1944. After four years of war in the Pacific, the Type 21 faced far more modern enemy aircraft while keeping unchanged design from the time of the Pearl Harbor attack. Most Zeros, however, fought as ground-based aircraft from 1943 until the end of the war. Thus, the shortened wingspan (Type 32 and 52) or folding wingtips (Type 21 and 22) and tail hook were unnecessary.

Zero colors in China

The colors of Japanese aircraft from the Second World War, and especially of the Zero fighters, have been subject of long and complex research both in Japan and abroad. Our main guide to the selection of decal colors and recommended paint shades is publication "Painting the Early Zero-Sen, A Primer for Modellers & Artists" by Nicholas Millman. We highly recommend everyone to read it. For example, it is a great guide to explaining the use of the J3 Ameirō paint that Zero was painted with, as well as understanding its appearance in quite different shades. The grey color with which Zeros were painted is

interpreted as grey-green in some contemporary Allied records. Many scholars, however, believe it was pure grey.

Some of the A6M2 Zero Type 11 fighters photographed on the Chinese battlefield carried two remarkably different shades of grey. The rear half of the fuselage, the vertical tail surfaces, and the upper part of the horizontal tail surfaces had a lighter grey. On these aircraft, the lighter paint is also documented on the top of the wing, all the way down from the inner part of ailerons to the wingtip. Various theories have been advanced in the past to explain this coloration. It is now considered highly probable that the lighter shade of grey was created due to the long-term effect of the sun. Zeros have been parked in open air at the airfields in China. The front of the fuselage, the engine cowling and the upper wing sections near the fuselage were usually hidden from sun under protective covers. The parts of the older Zeros with such a maintenance were darker, the interfaces with the lighter color being blurred and their position varying slightly from aircraft to aircraft. It is therefore necessary to use some reference ideally in form of contemporary photographs when building the model.

The kit: A6M2 Zero Type 11

The new aircraft entered service in 1940 with the 940hp engine Sakae 12 and received the official designation Rei shiki Kanjō sentōki (Type 0 carrier fighter), with the "zero" being derived from the imperial year 2600 (1940). Japanese pilots usually abbreviated it as „Rei-Sen". That was also the origin of the name Zero often used by Allied pilots instead of the official code name, derived from the male name Zeke. As part of the Navy's system, the new aircraft was given the type designation A6M, where A6 meant that it was the sixth type of carrier fighter to enter service, and M stood for the Mitsubishi company name.

The first combat deployed version was the A6M2 Type 11. It was a fighter aircraft designed for ground bases. Therefore, it did not have folding wingtips, an arresting hook, nor was it equipped with a DF antenna and associated radio equipment. Mitsubishi produced a total of 65 examples of this version between December 1939 and November 1940. Minor modifications were made during production partly based on the experience of the combat units. Three Type 11 aircraft were used for modifications related to the planned use on the Zeros for carrier service.

The Zero Type 11 was successfully deployed on the Chinese battlefield beginning in the summer of 1940 as part of the 12th Kōkūtai from airfields in China and starting with autumn 1940 with the 14th Kōkūtai from bases in French Indochina. In the first aerial engagement with the enemy on September 13, 1940, Zero pilots of the 12th Kōkūtai claimed 27 victories. By September 1941, fighters from both units had shot down a total of 103 aircraft and destroyed another 163 on the ground. Three Zeros were lost in combat, but all were shot down by anti-aircraft fire. The Zero fundamentally changed the balance of power in the air war on the Chinese battlefield. But the Allies downplayed the news from China until December 7, 1941.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

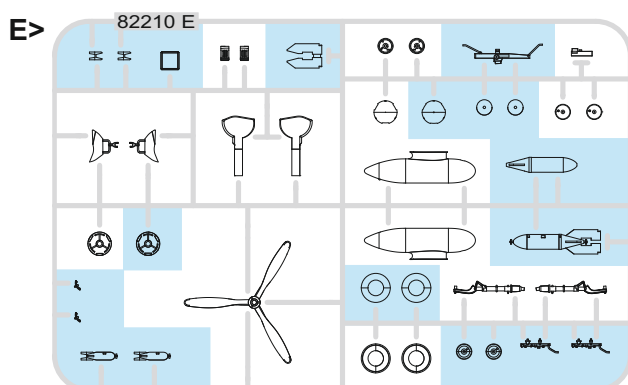
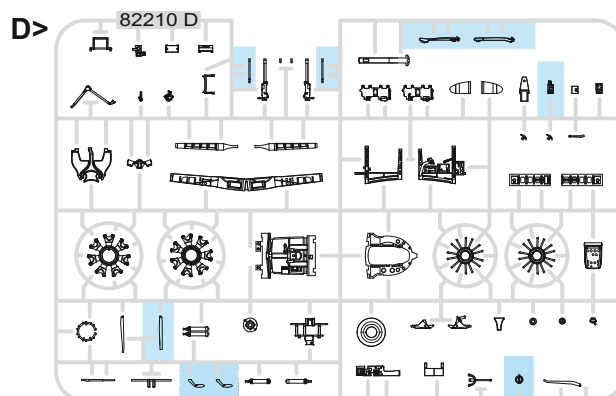
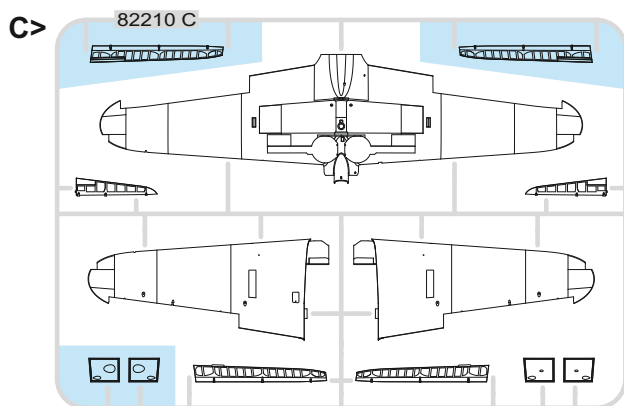
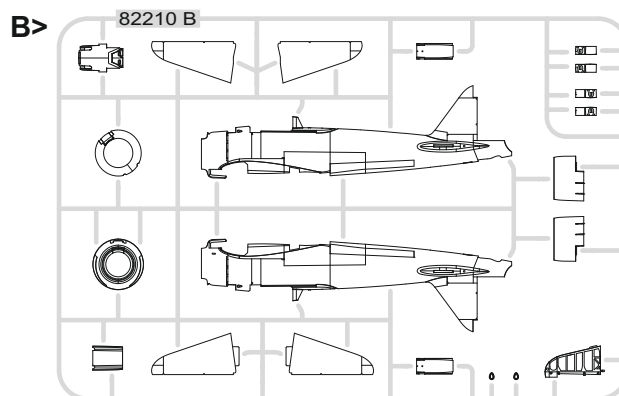
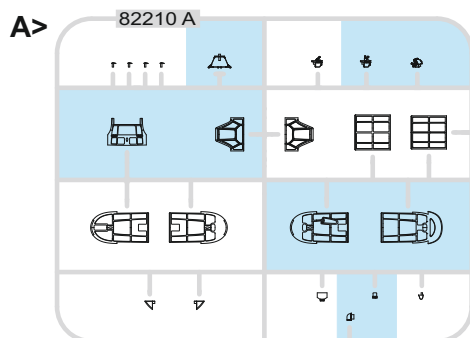


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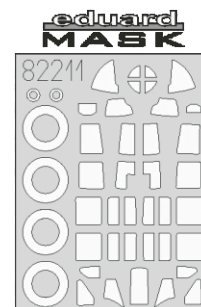
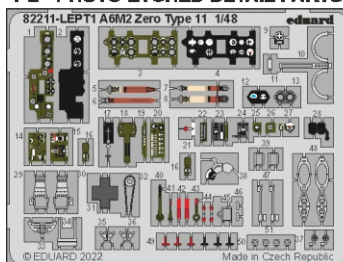


部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



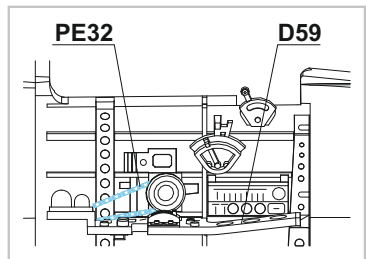
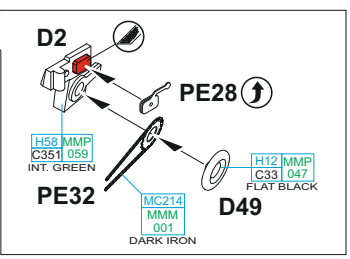
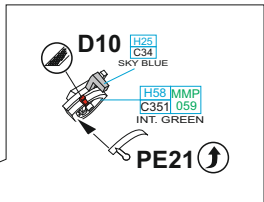
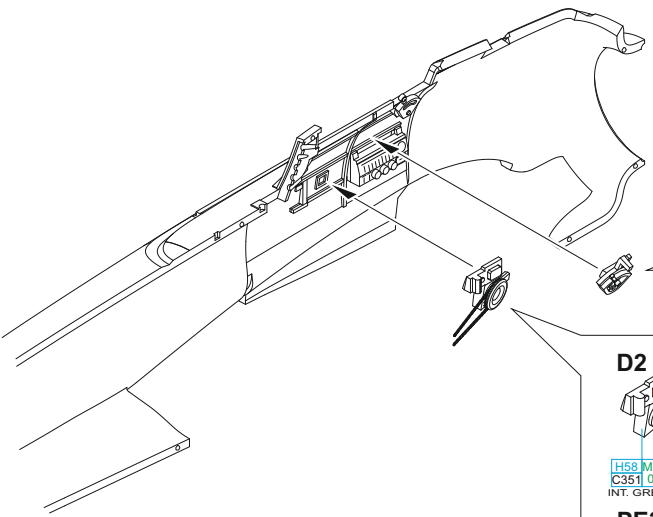
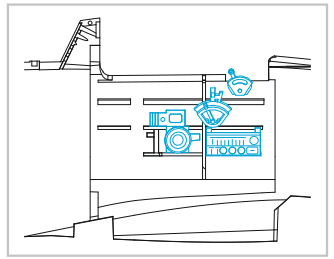
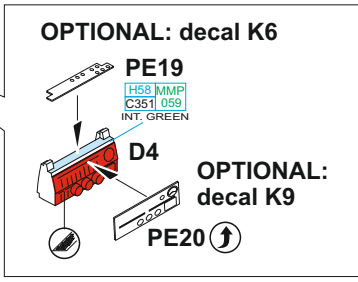
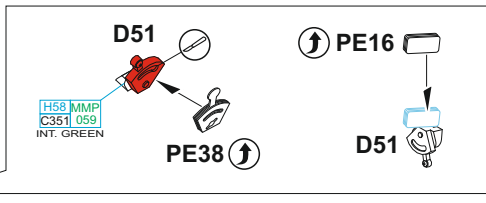
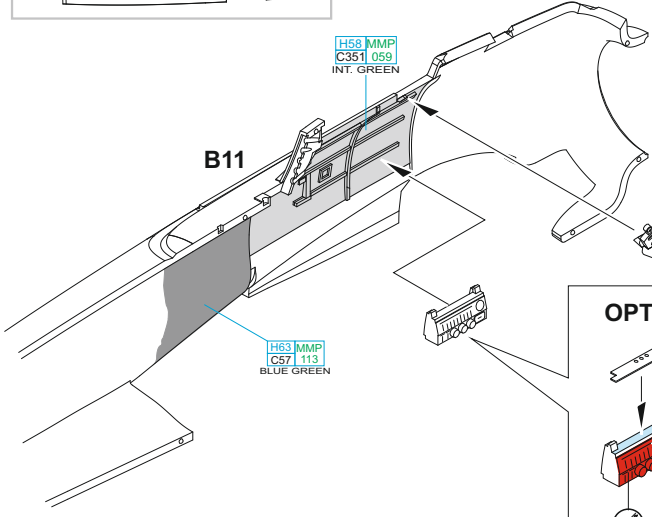
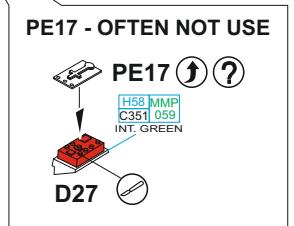
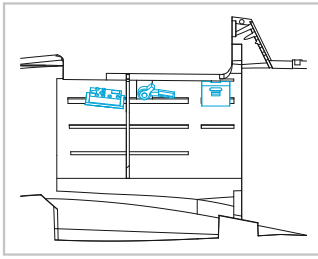
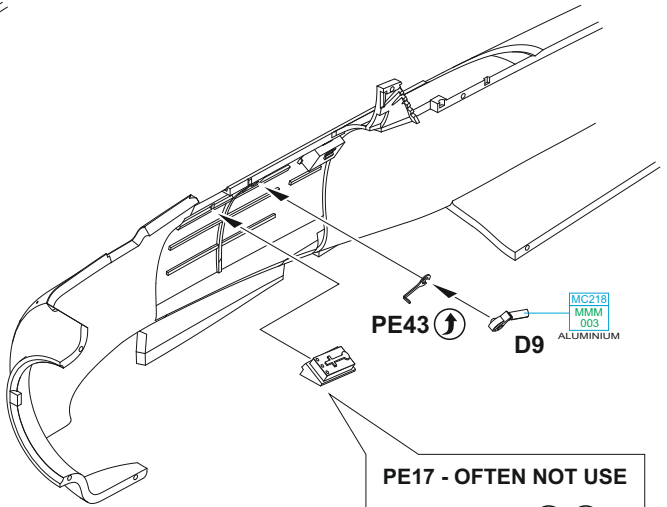
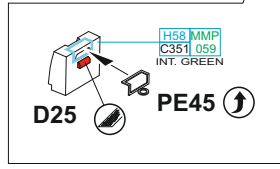
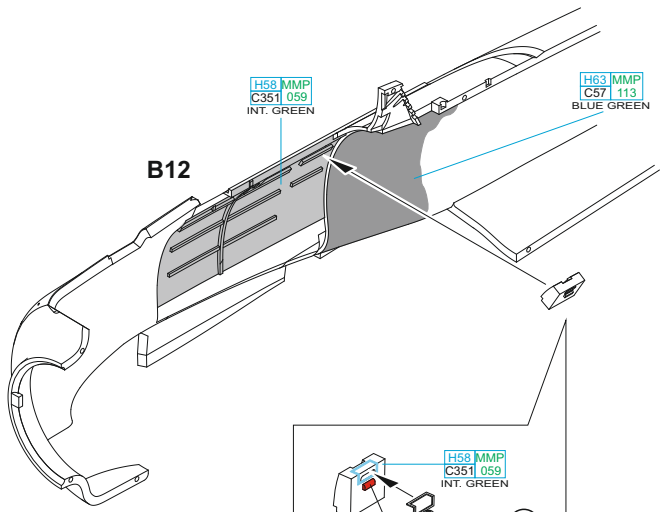
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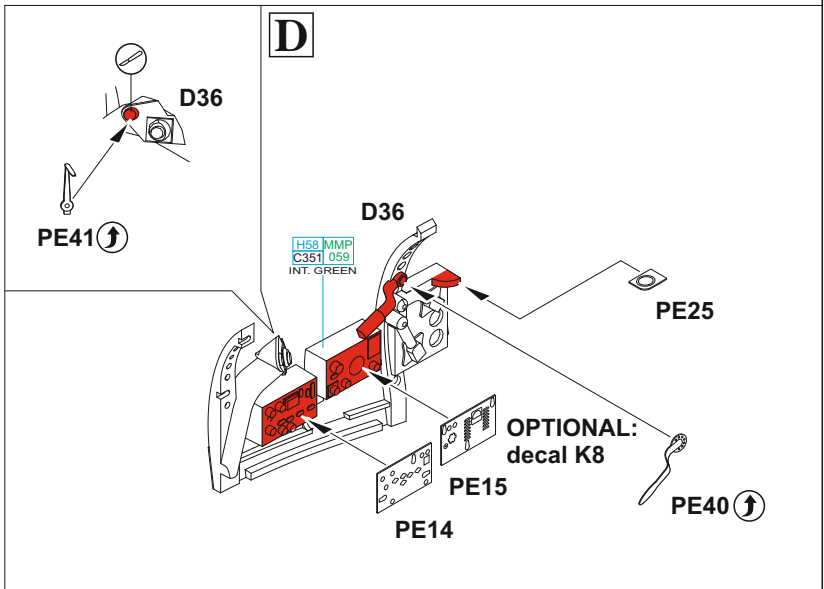
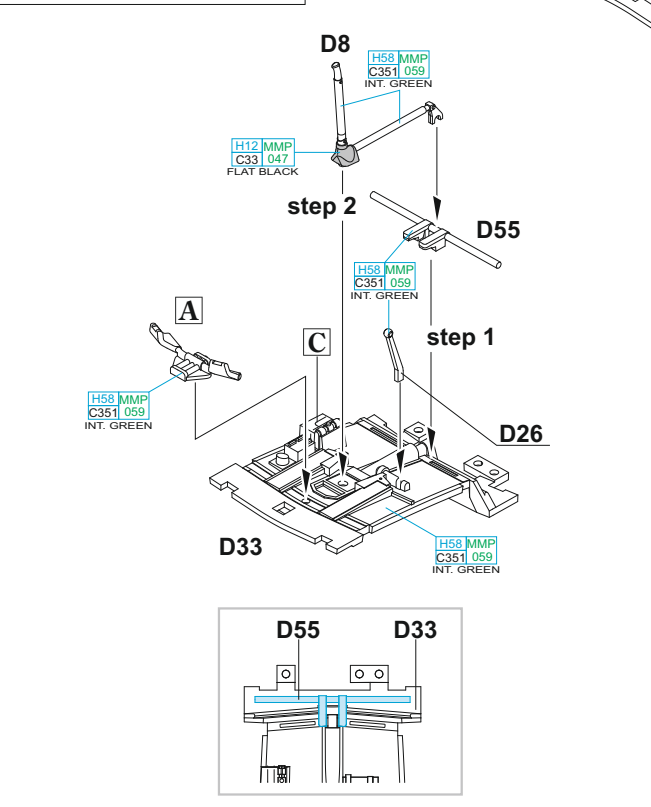
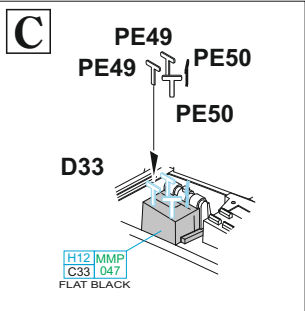
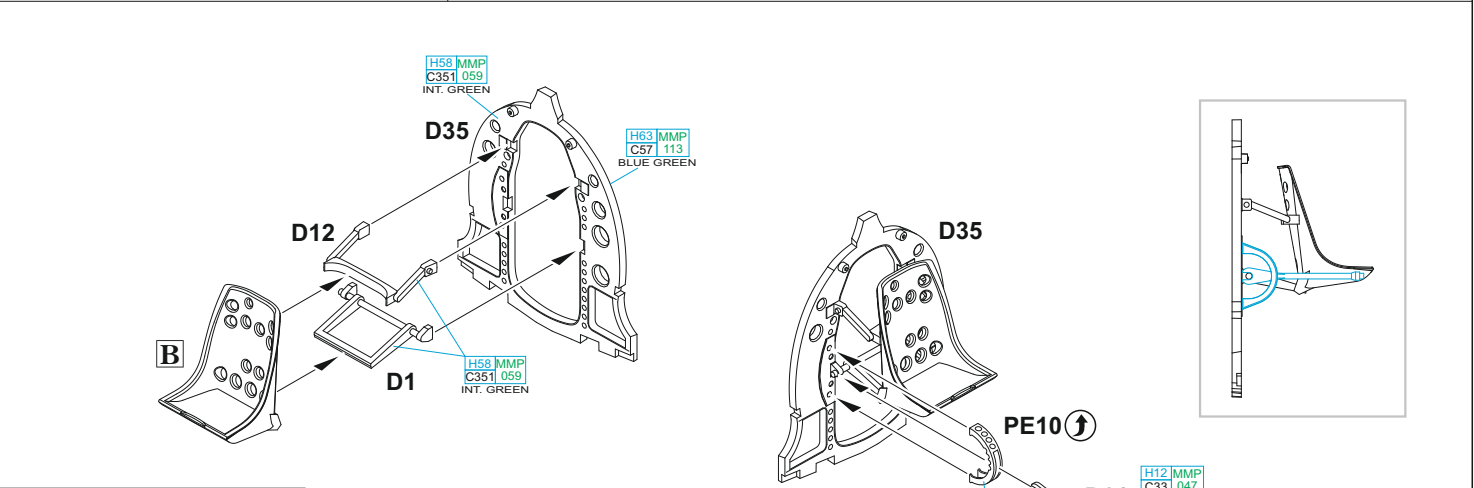
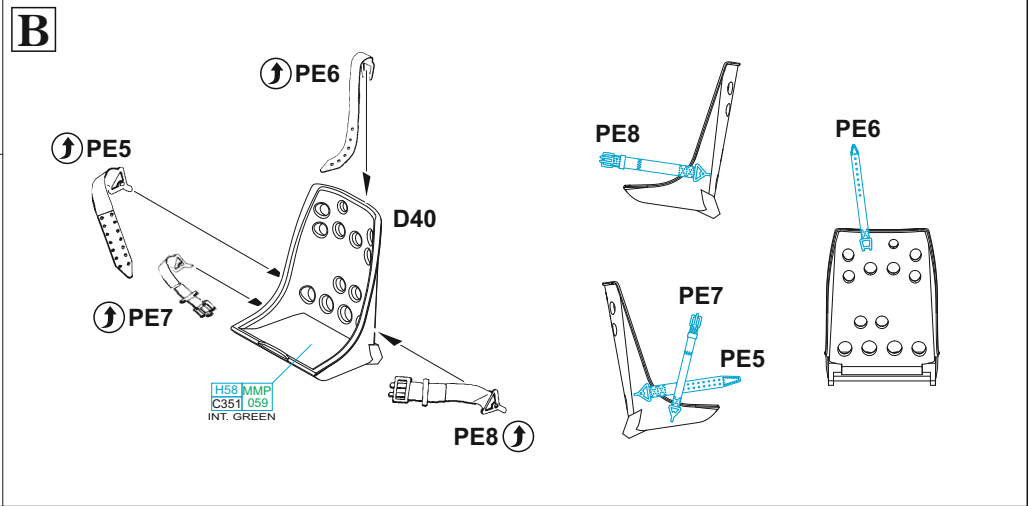
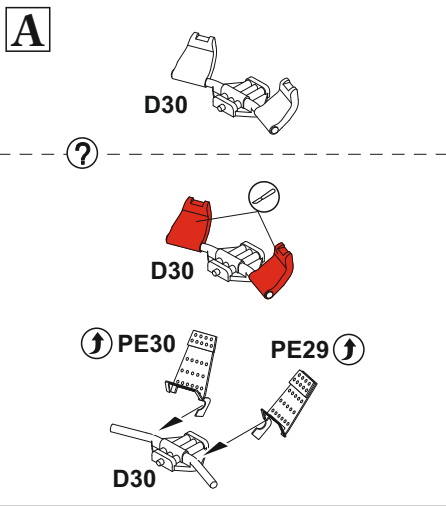


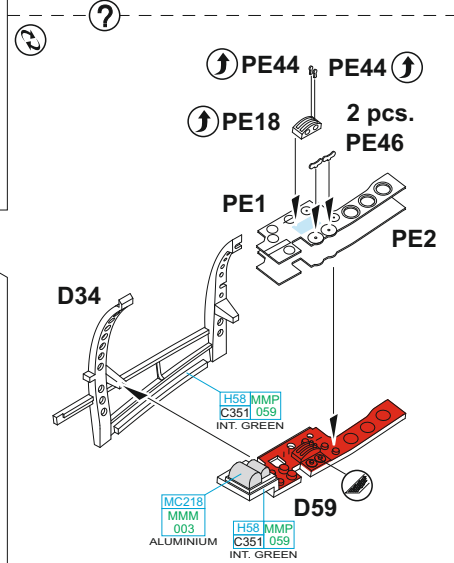
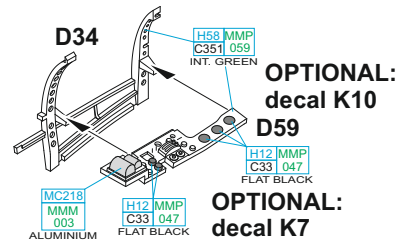
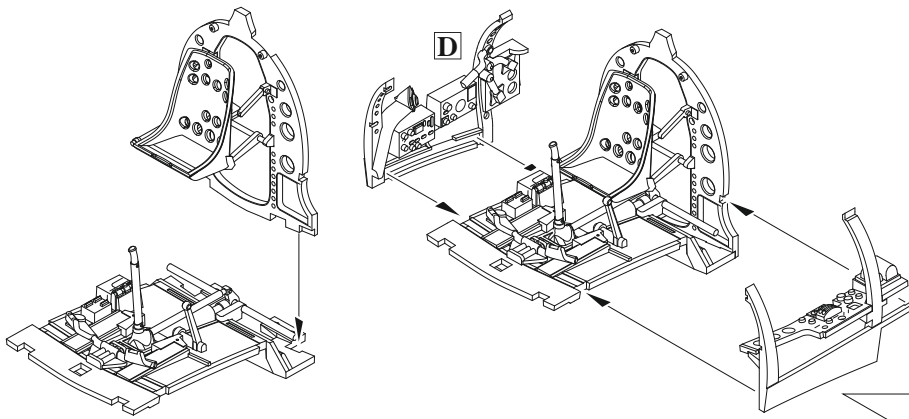
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H2]	[C2]	[MMP-047]	BLACK
[H8]	[C8]		SILVER
[H11]	[C62]	[MMP-001]	FLAT WHITE
[H12]	[C33]	[MMP-047]	FLAT BLACK
[H25]	[C34]		SKY BLUE
[H47]	[C41]	[MMP-012]	RED BROWN
[H58]	[C351]	[MMP-059]	INTERIOR GREEN
[H63]	[C57]		METALLIC BLUE GREEN
[H70]	[C60]	[MMP-056]	GRAY
[H77]	[C137]	[MMP-040]	TIRE BLACK
[H90]	[C47]		CLEAR RED

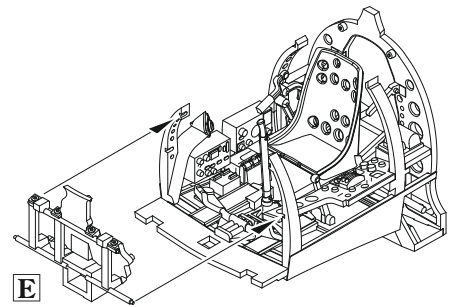
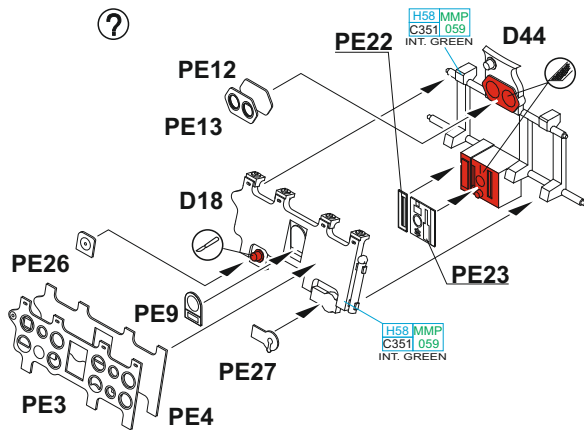
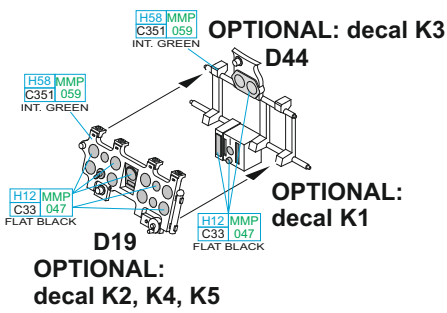
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H93]	[C50]		CLEAR BLUE
[H336]	[C336]		HEMP
[H417]	[C117]	[MMP-051]	LIGHT BLUE
	[C125]	[MMP-108]	COWLING COLOR
	[C131]	[MMP-115]	RED BROWN
Mr.METAL COLOR		METALLICS	
	[MC214]	[MMM-001]	DARK IRON
	[MC218]	[MMM-003]	ALUMINIUM
	[MC219]	[MMM-009]	BRASS
Mr.COLOR SUPER METALLIC		METALLICS	
	[SM201]	[MMC-001]	SUPER FINE SILVER



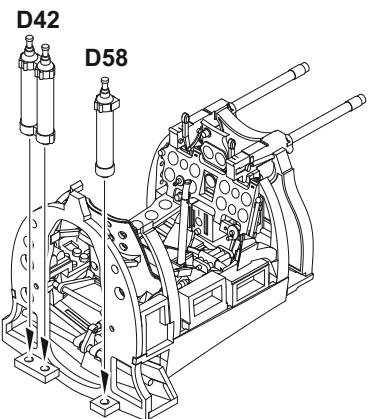
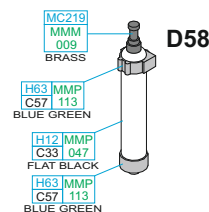
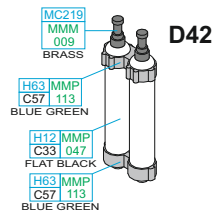
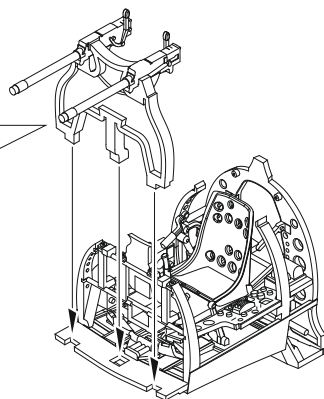
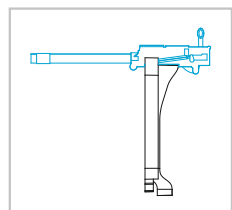
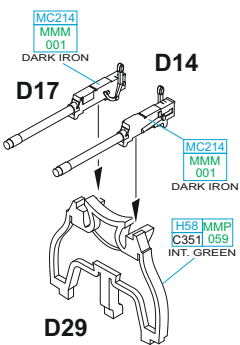


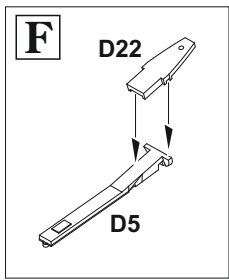


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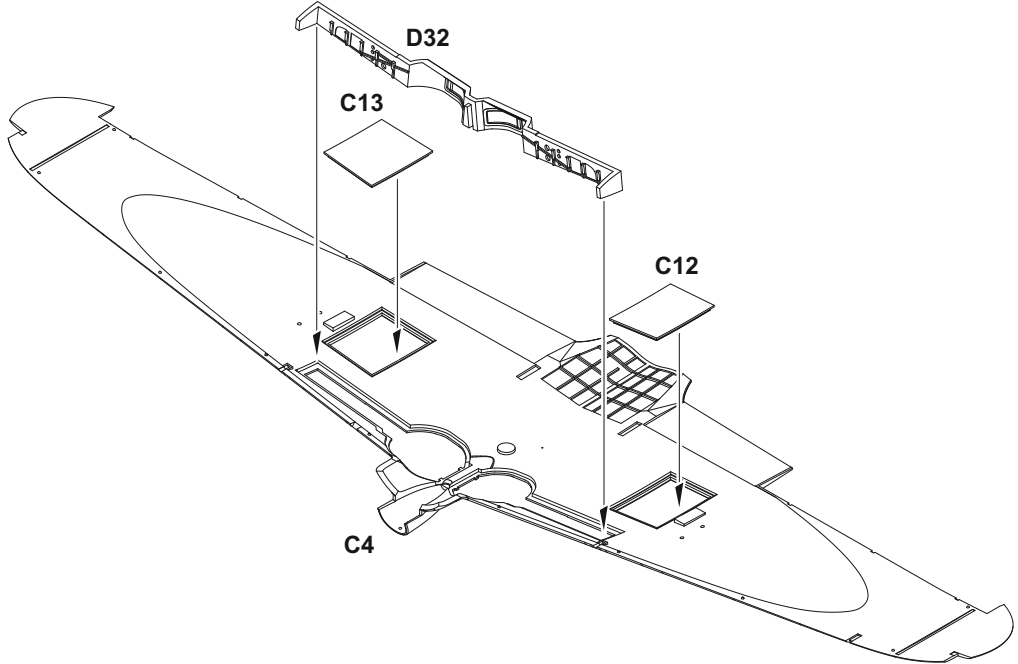
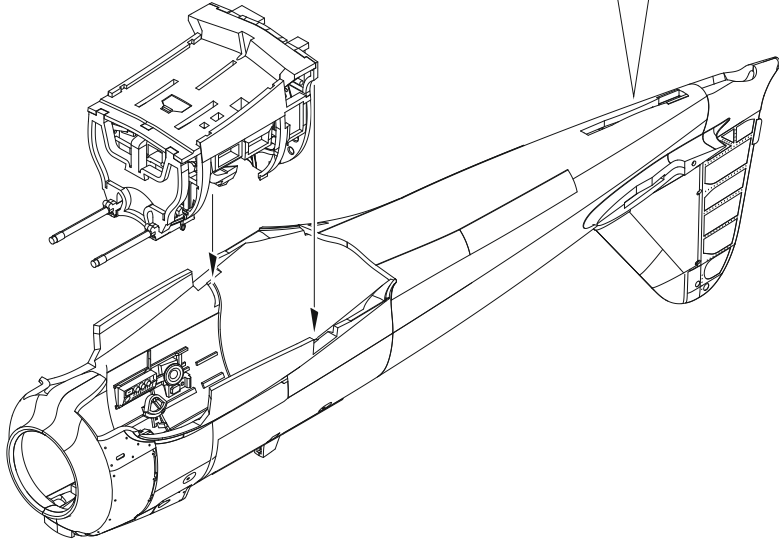
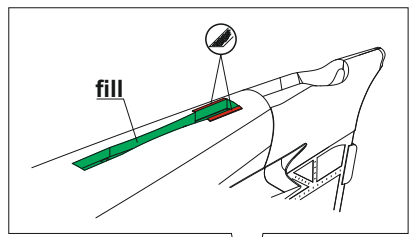
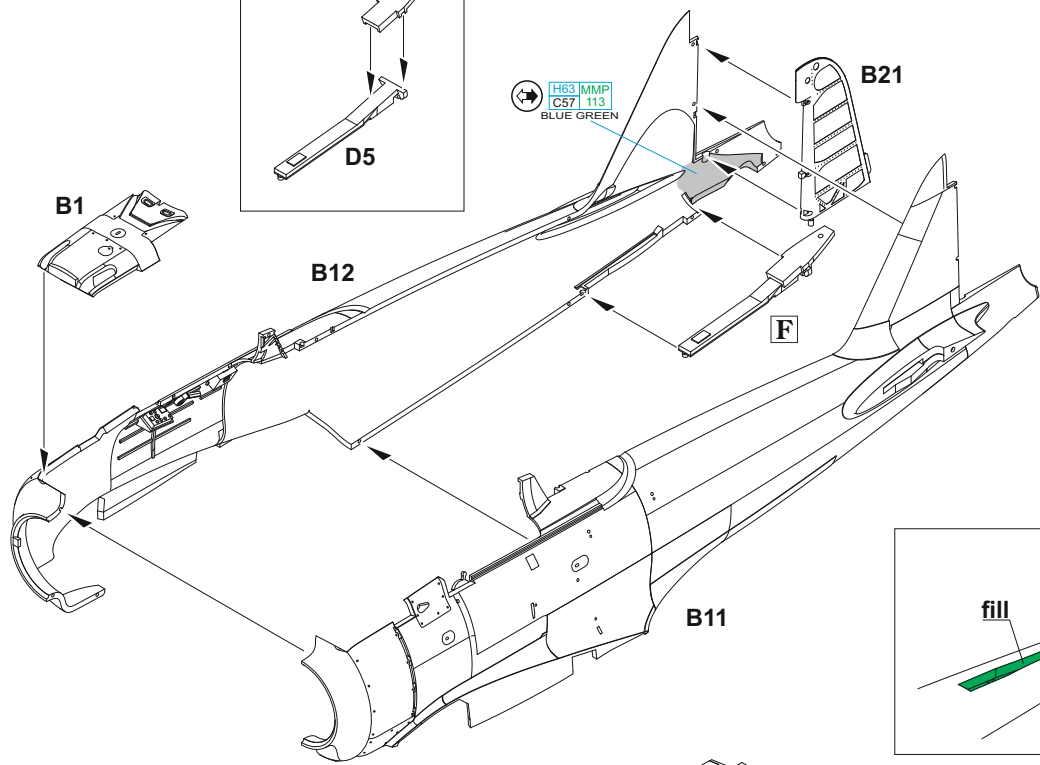


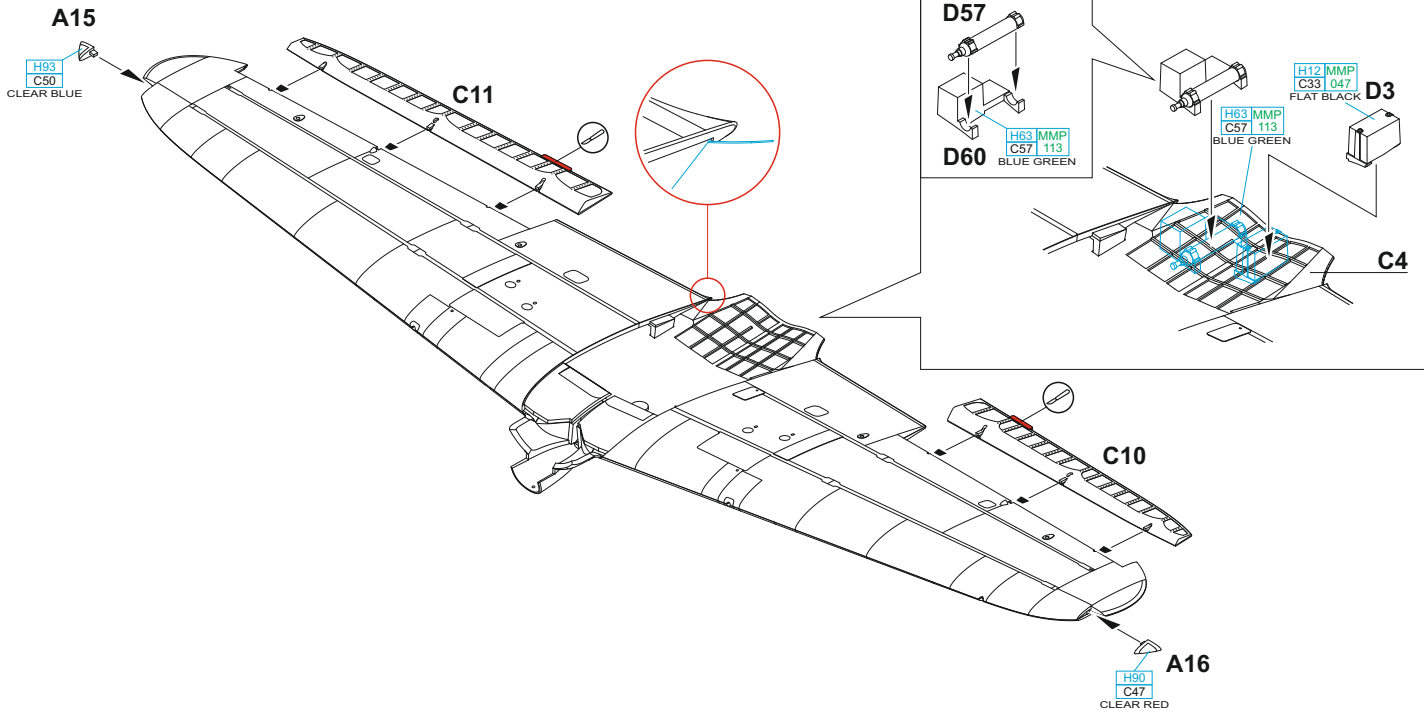
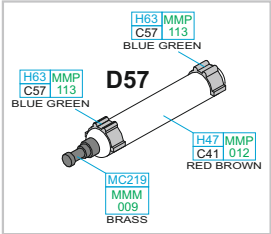
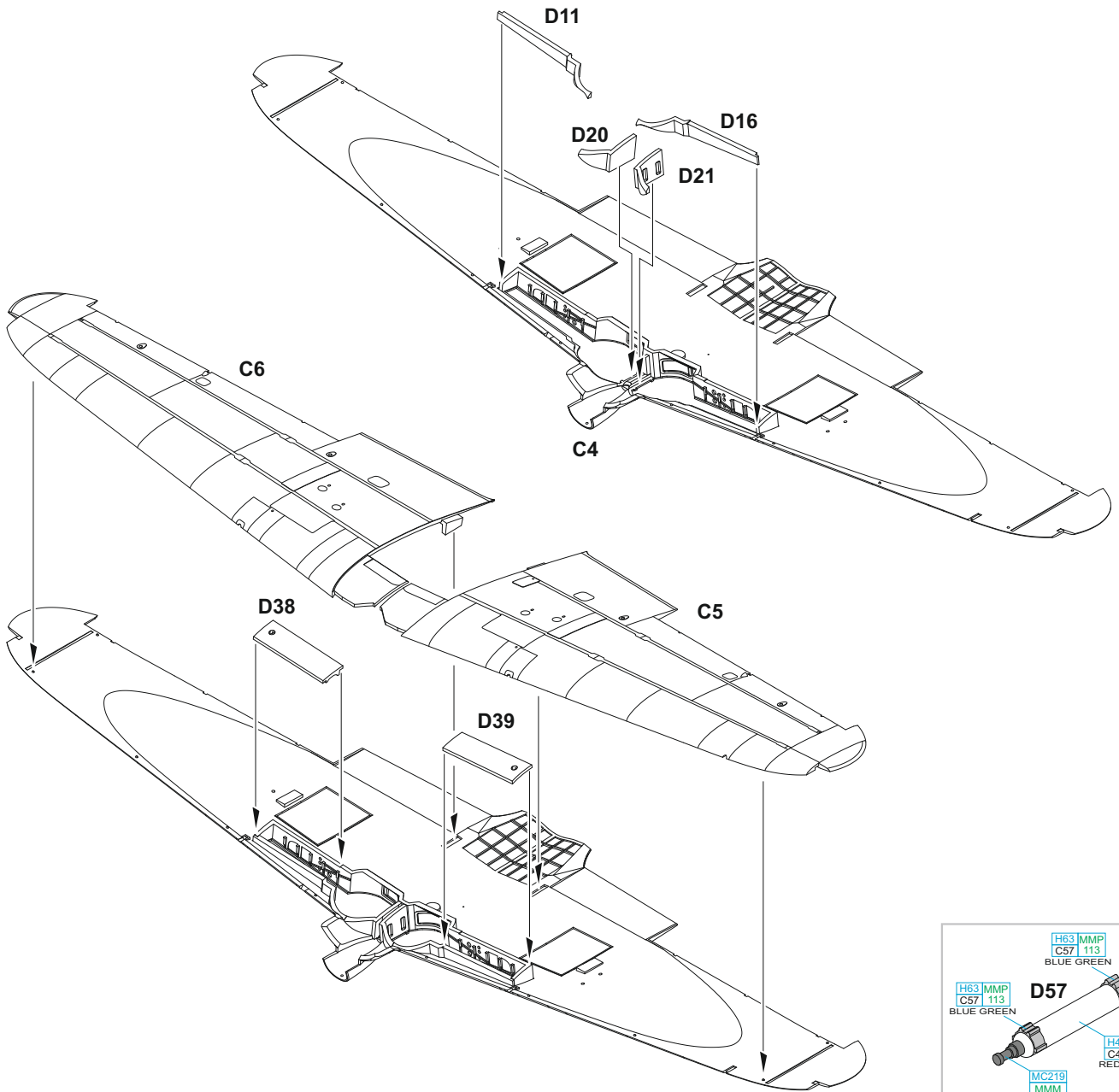
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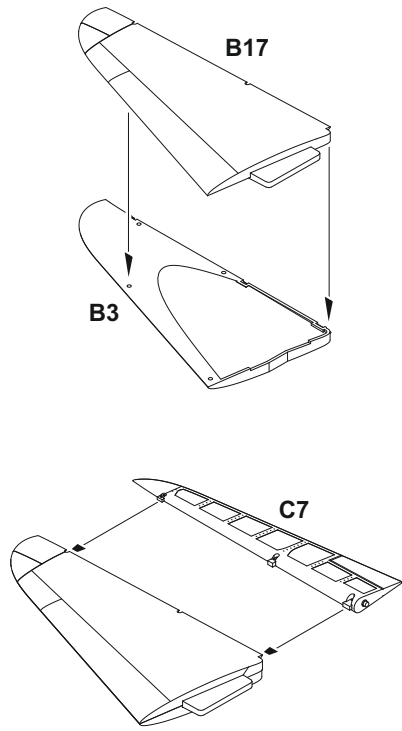
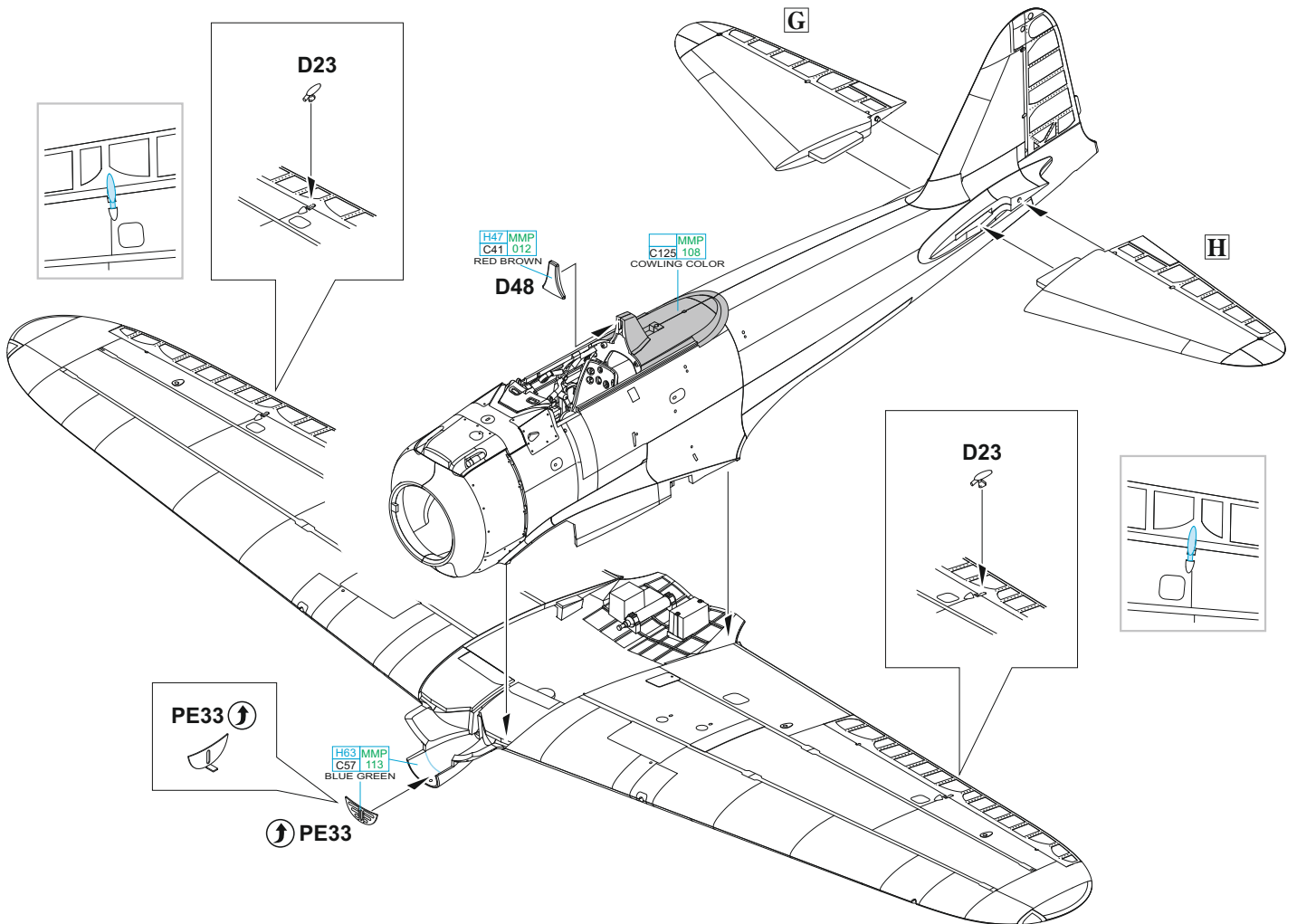
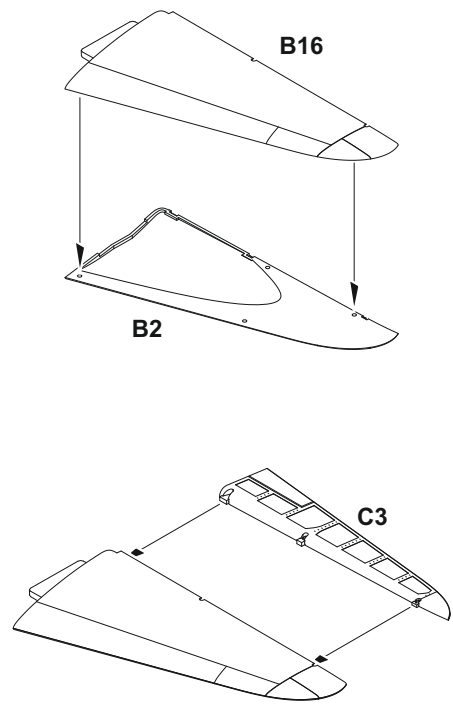




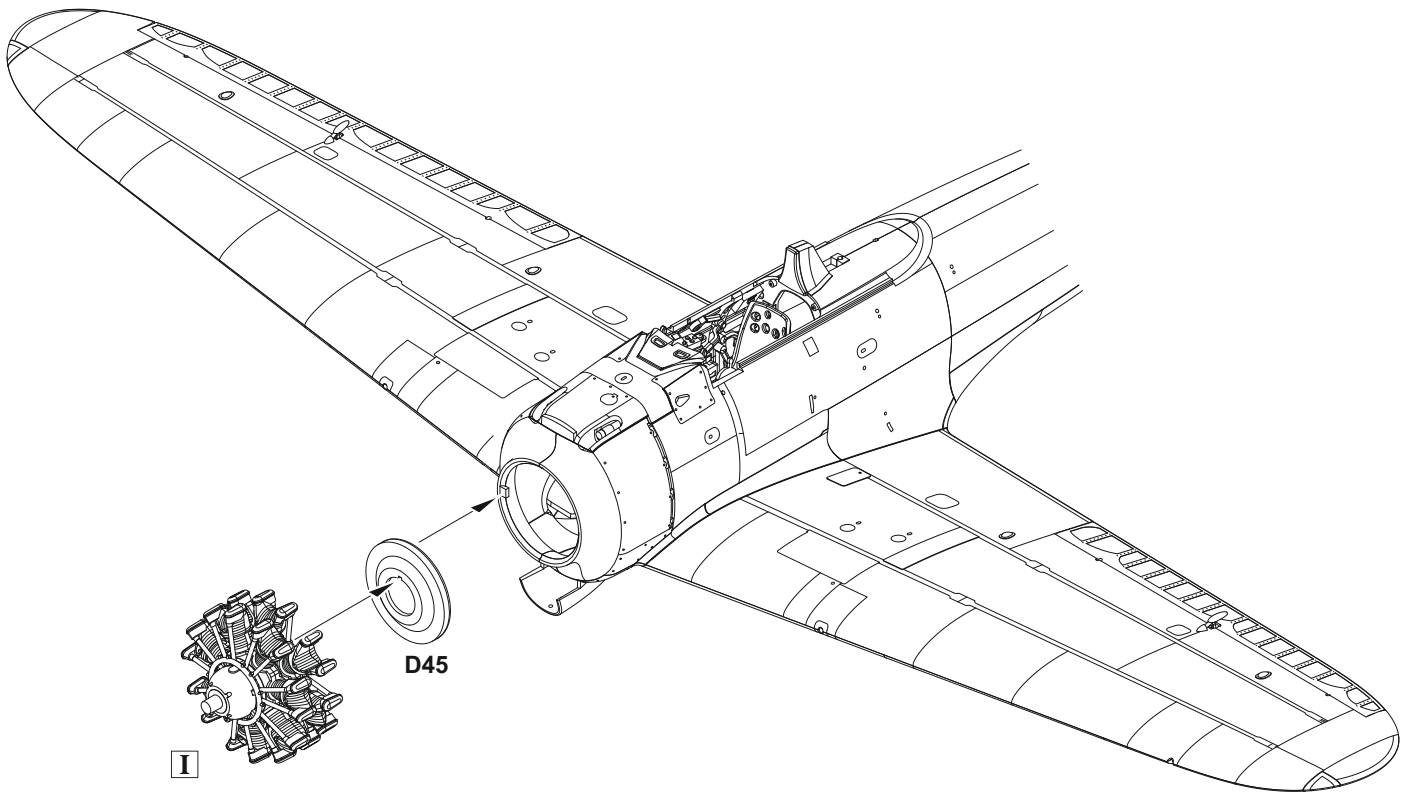
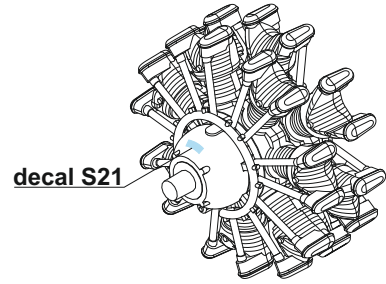
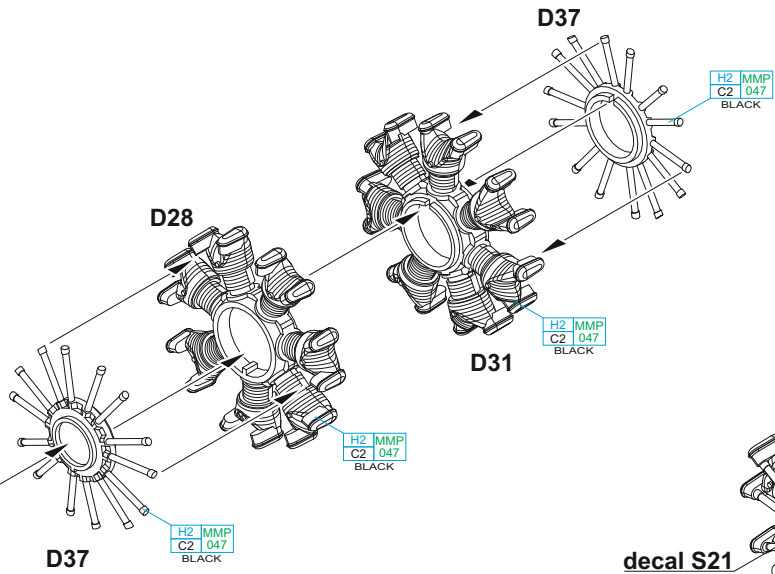
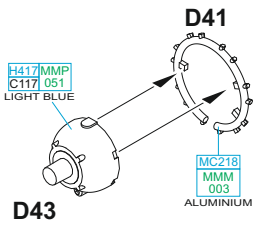
H63 MMP
CS7 113
BLUE GREEN





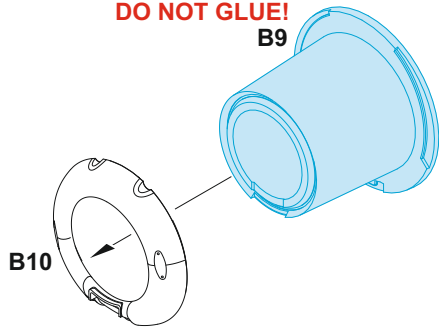
G**H**

I



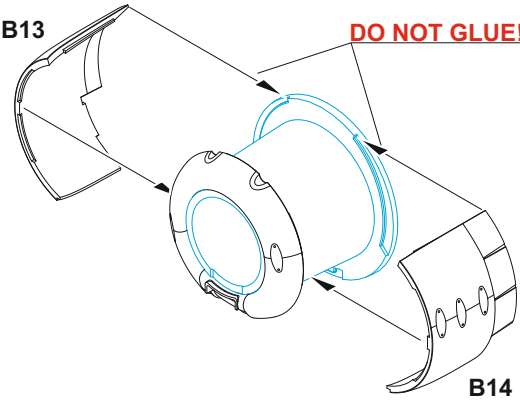
J

DO NOT GLUE!



B13

DO NOT GLUE!

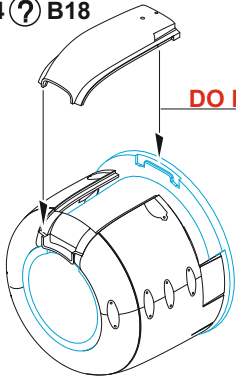


B4 - MARKINGS B, E

B18 - MARKINGS A, C, D

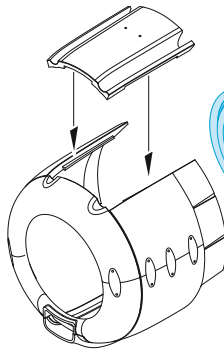
B4 ? B18

DO NOT GLUE!



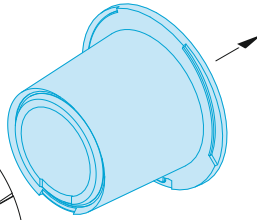
step 2

B15

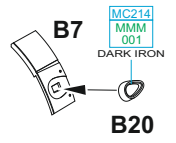
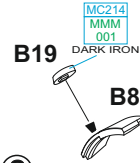


step 1

B9



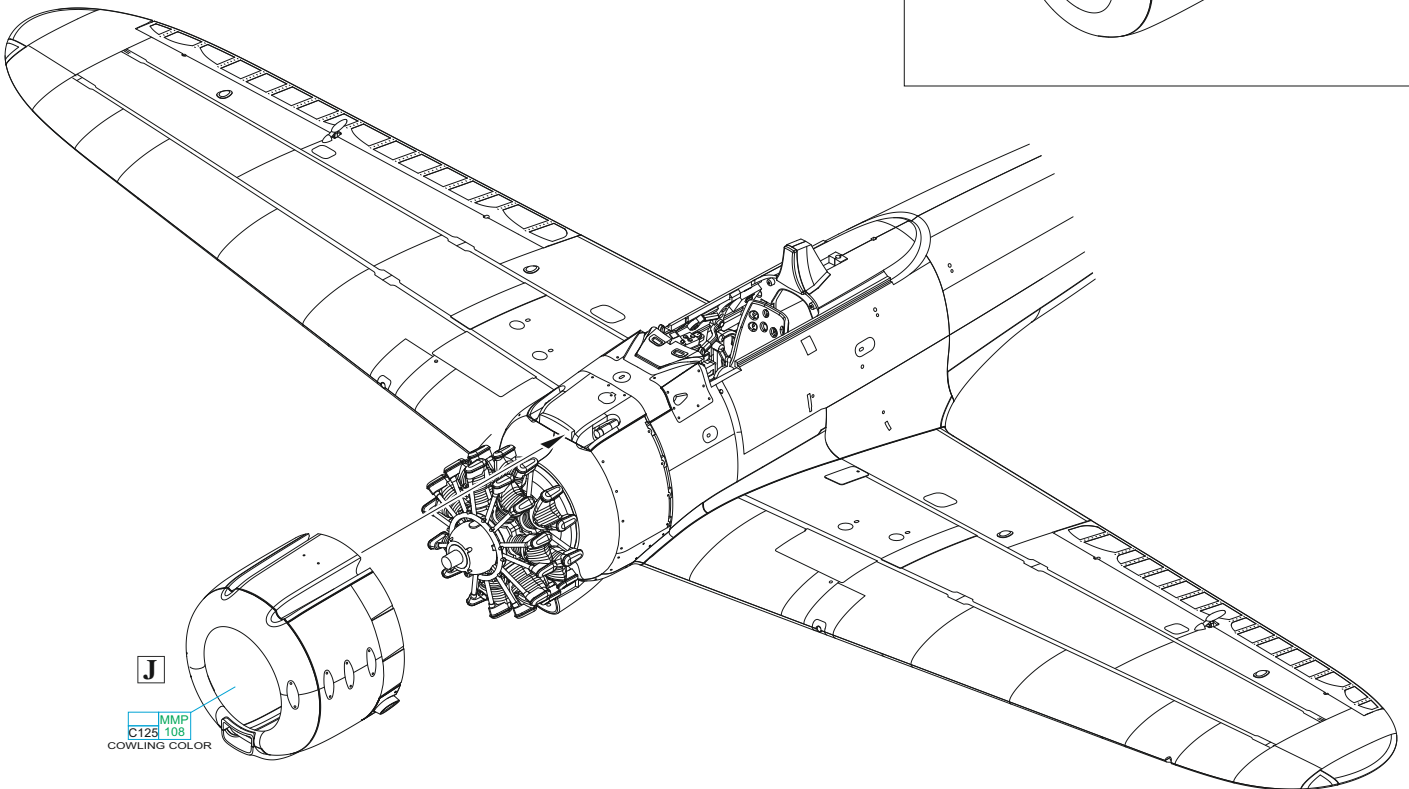
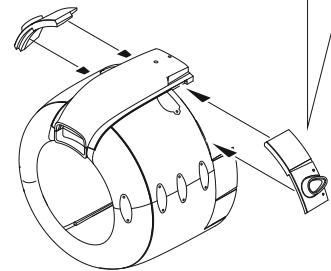
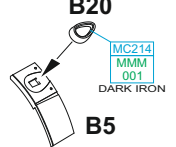
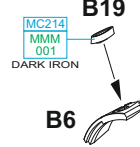
MARKINGS A, C



?

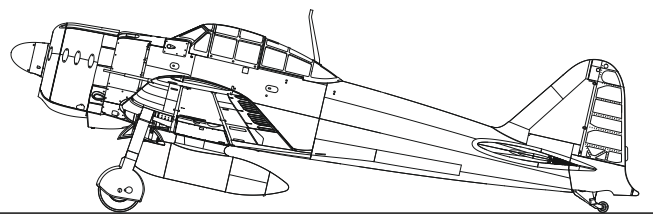
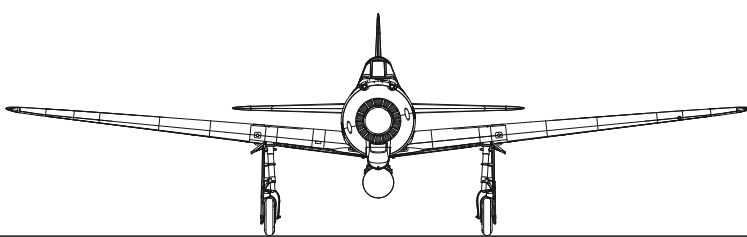
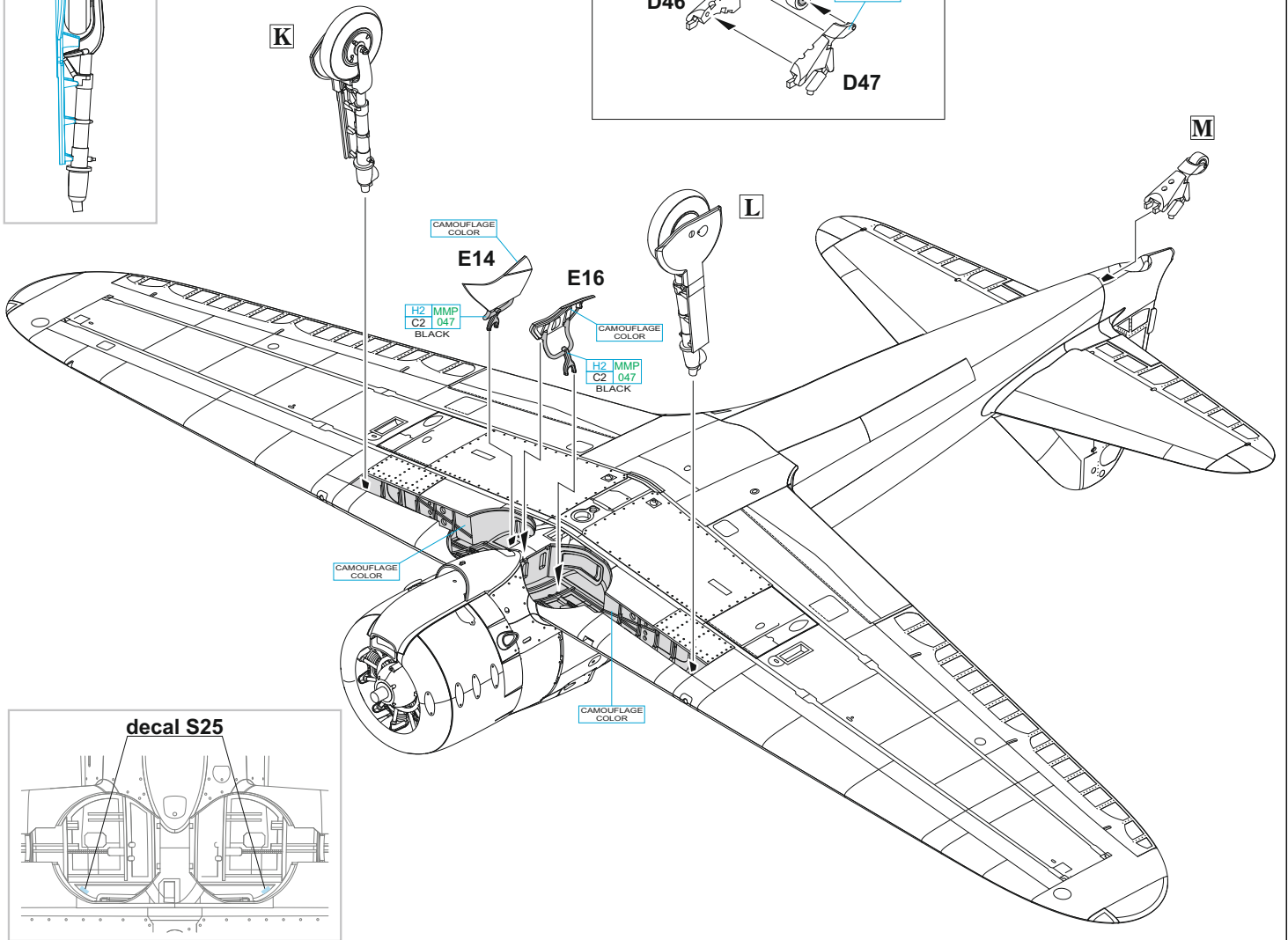
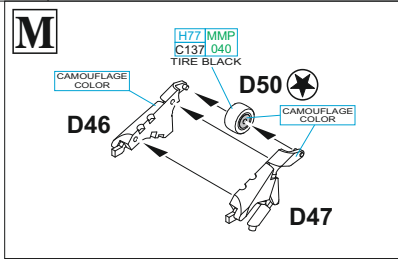
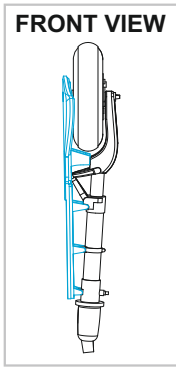
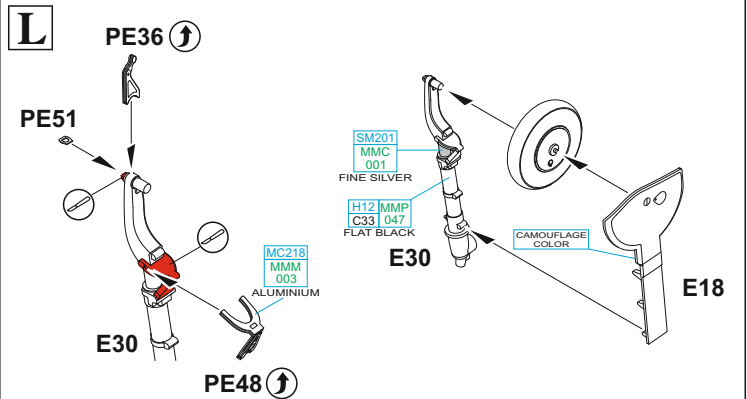
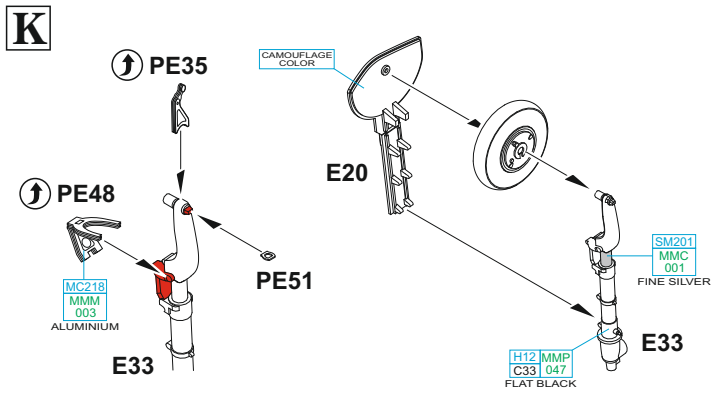
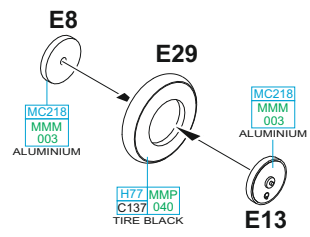
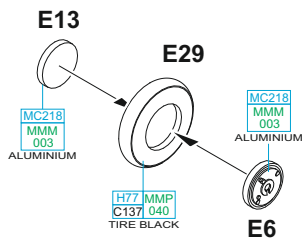
MARKINGS B, D, E

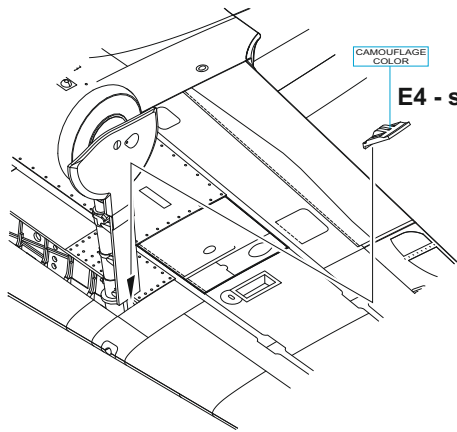
?



J

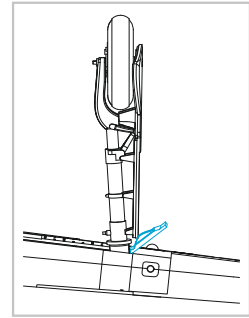
MMP C125 108 COWLING COLOR





CAMOUFLAGE
DOLOR

E4 - starboard ↔ E3 - port side

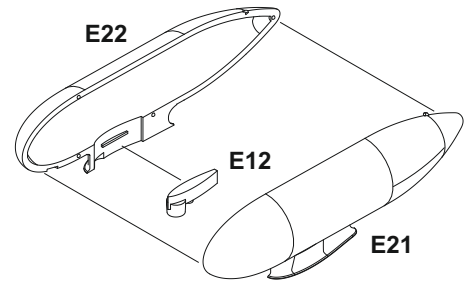


N

E22

E12

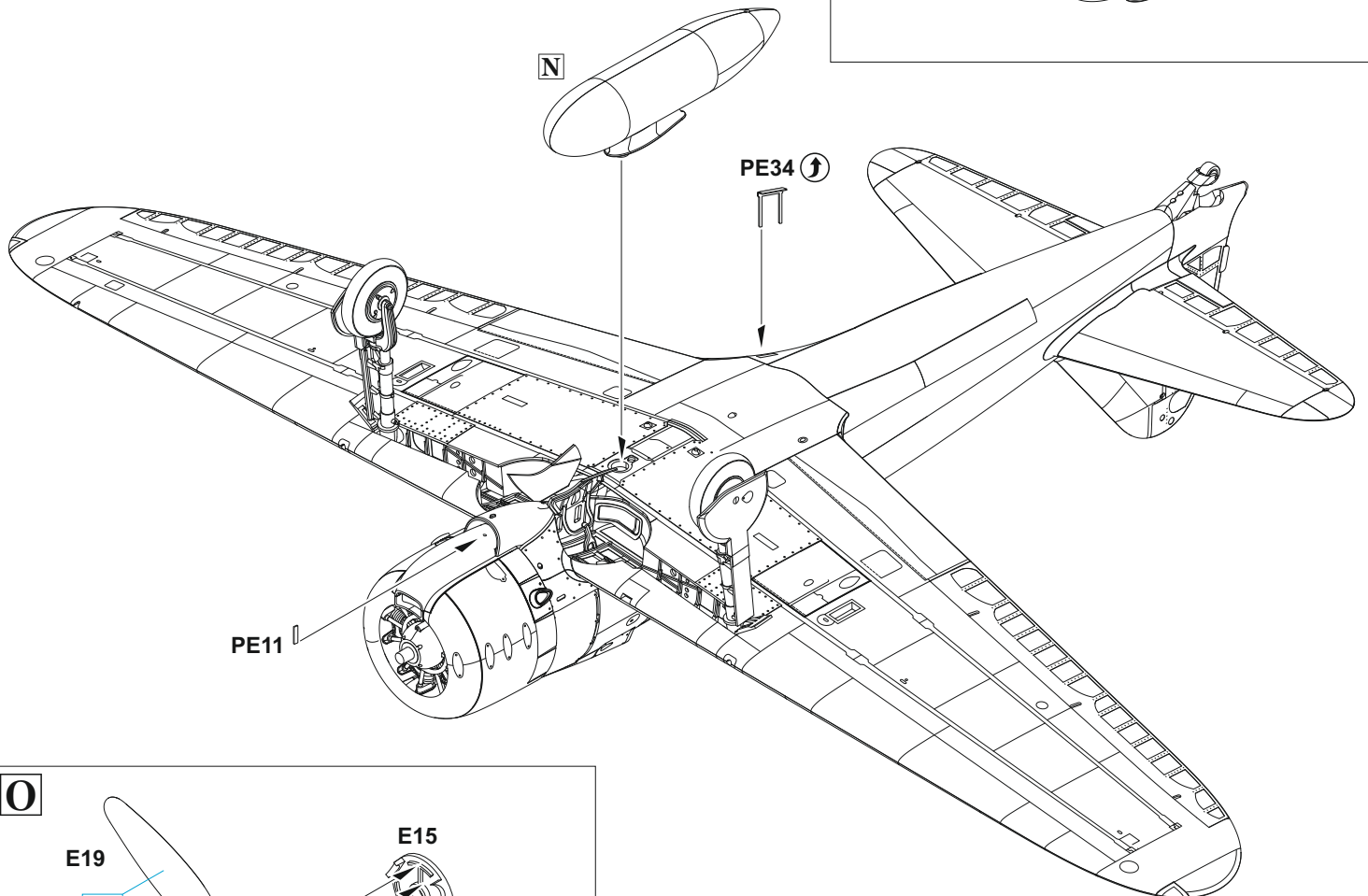
E21



N

PE34 ↗

PE11



O

E19

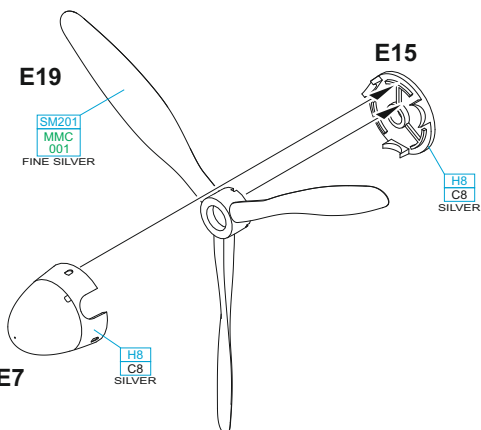
SM201
MMC
001
FINE SILVER

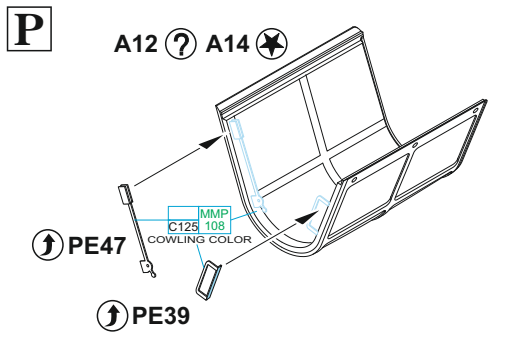
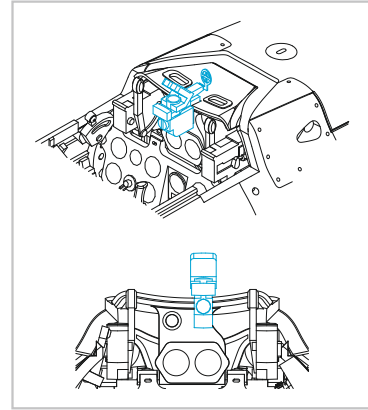
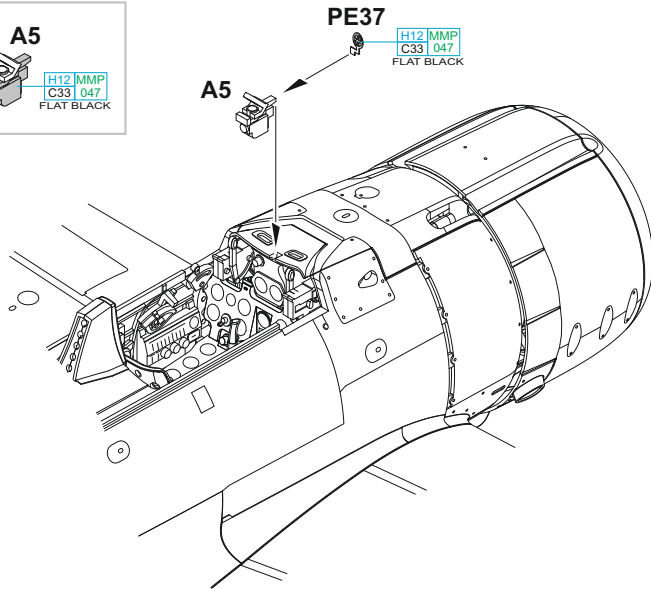
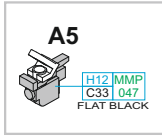
E15

H8
C8
SILVER

E7

H8
C8
SILVER





CLOSED CANOPY

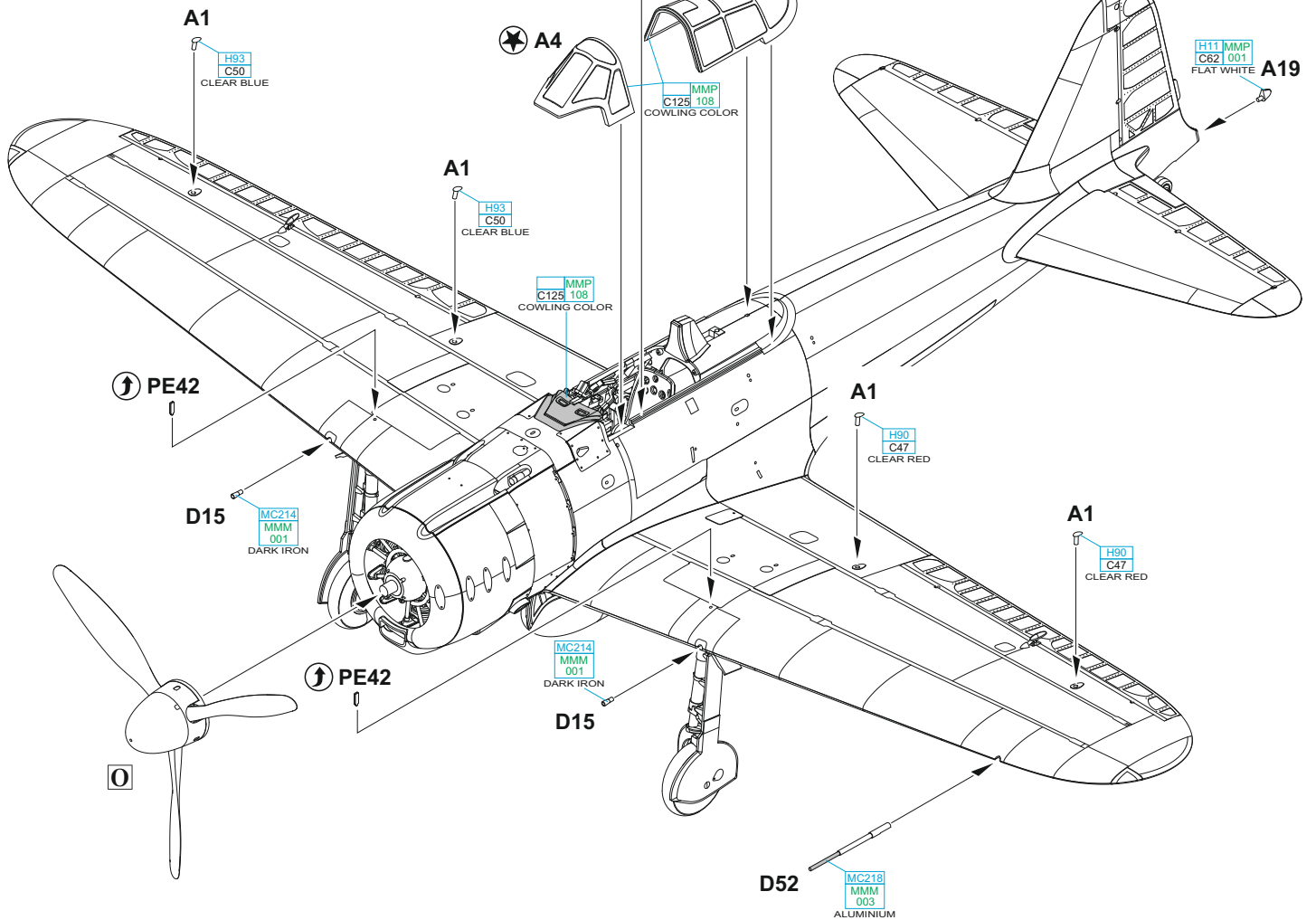
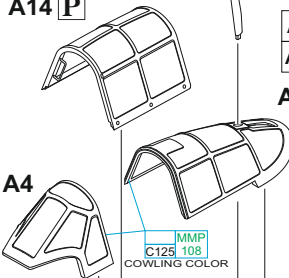
D53 - MARKINGS **B, E**
D63 - MARKINGS **A, C, D**

D53 ? D63

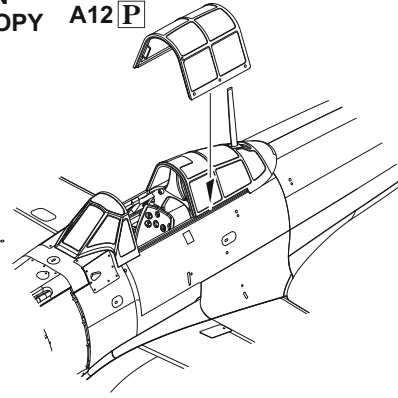
A9 - MARKINGS **A, C, D**
A10 - MARKINGS **B, E**

A9 ? A10

A14 P

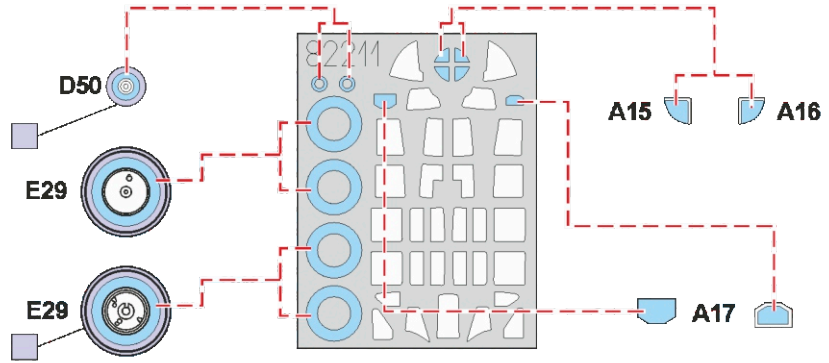


OPEN
CANOPY A12 P

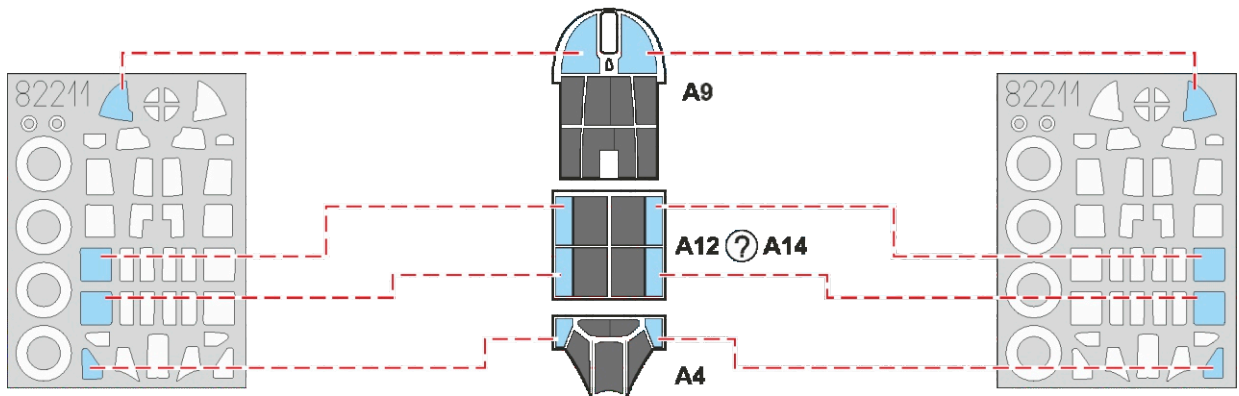
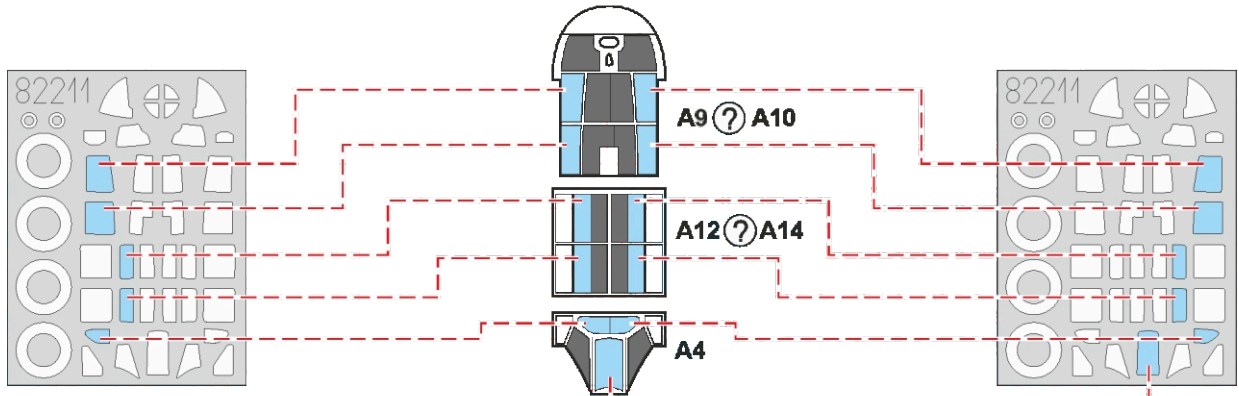
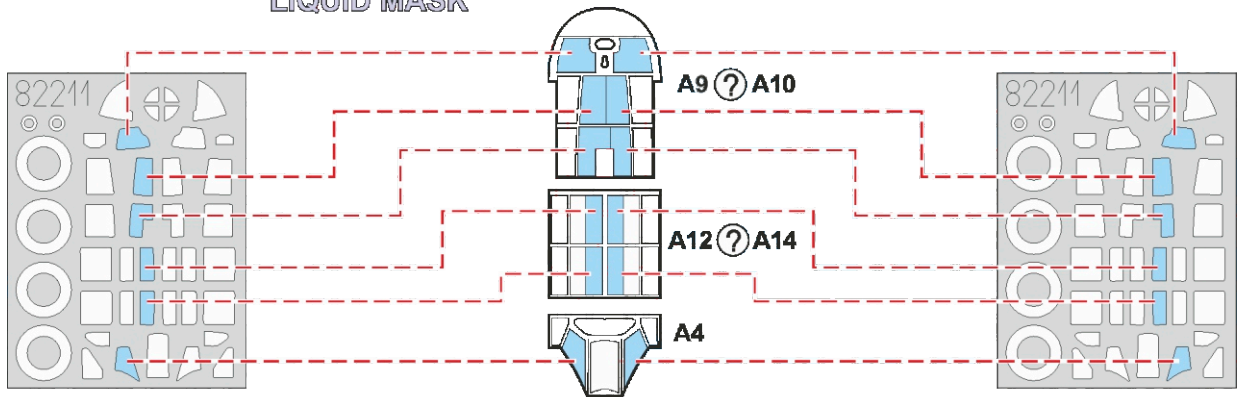


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MASK

82211

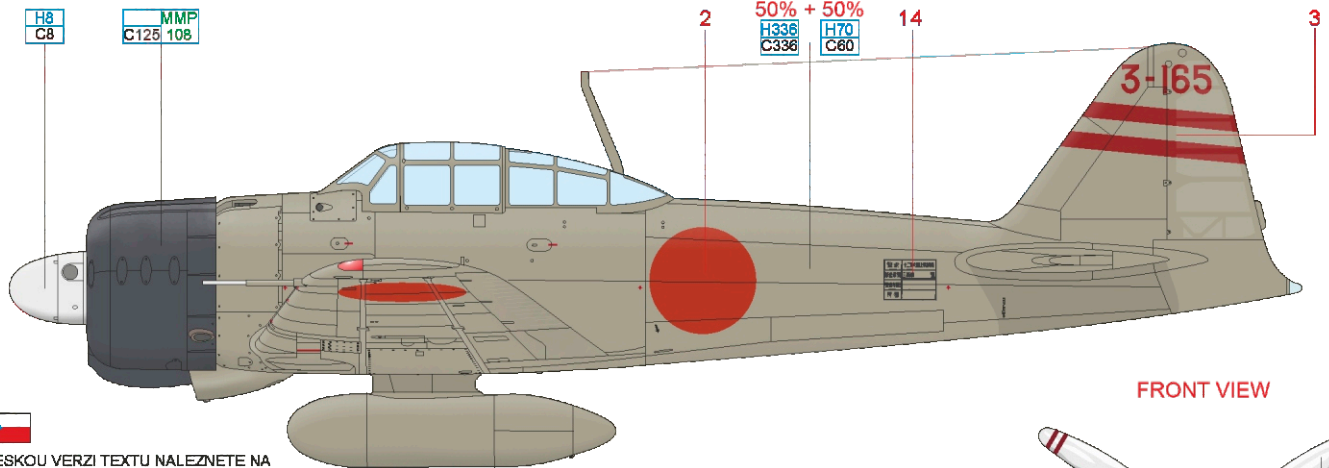


LIQUID MASK



A CPO Koshirō Yamashita, 12th Kōkūtai, Hankow airfield, China, September 1940

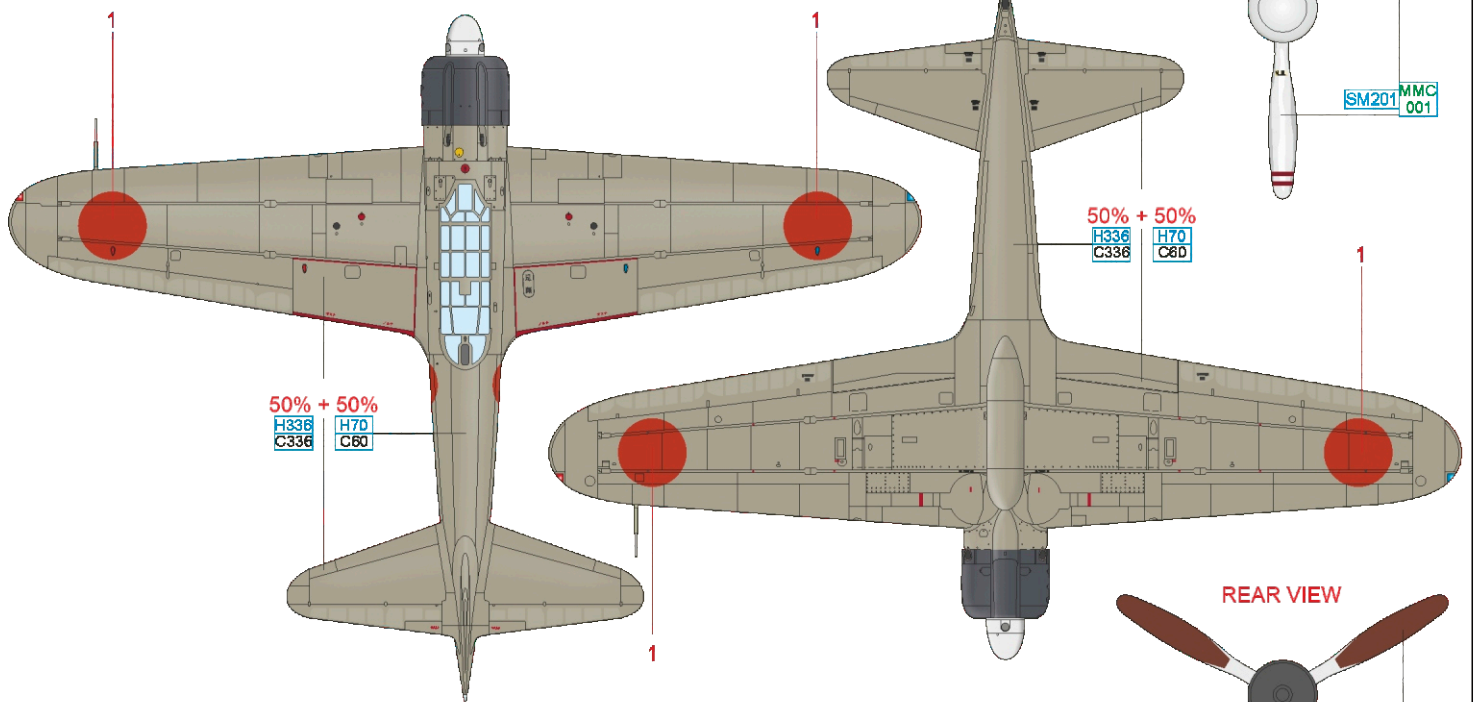
This is an early production A6M2 Zero Type 11 with longer rear canopy glazing, curved air intake under the engine cowling and higher mounted exhausts. It was Koshirō Yamashita's personal plane. At the time he flew with the Zeros at 12th Kōkūtai he was already thirty years old, yet he became the most successful ace of that unit. From 1927 he served as a fireman at the Yokosuka Naval Barracks. He became a fighter pilot in 1932. During the war against China, he served aboard the aircraft carriers Akagi and Ryūjō. In May 1940, he was assigned to the 12th Kōkūtai and scored five victories on September 13 during the first engagement of Zeros against the enemy. His personal aircraft, 3-165, was piloted in this action by PO2c Toshiyuki Yoneda and Yamashita flew the 3-171. During the fighting in China, Yamashita scored a total of ten victories. He later served as an instructor with Kasumigaura, Tainan and Tsuiki Kōkūtai. In January 1944, he was assigned to Kōkūtai 201 on the island of Palau and was killed on March 30 in combat with US Navy aircraft.



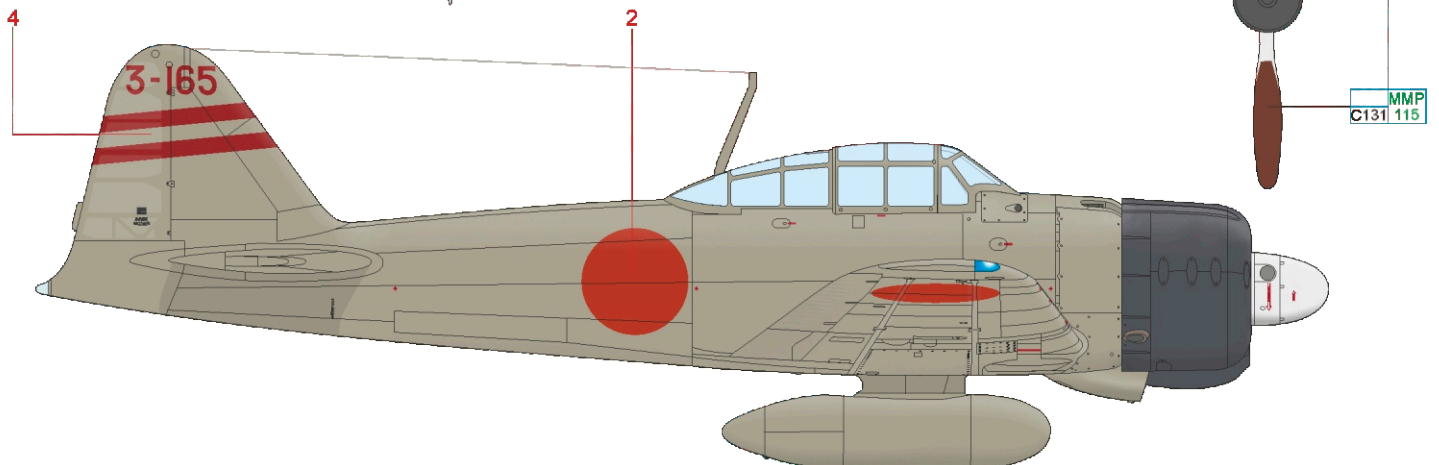
FRONT VIEW



ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com POD KATALOGOVÝM ČÍSLEM 82211



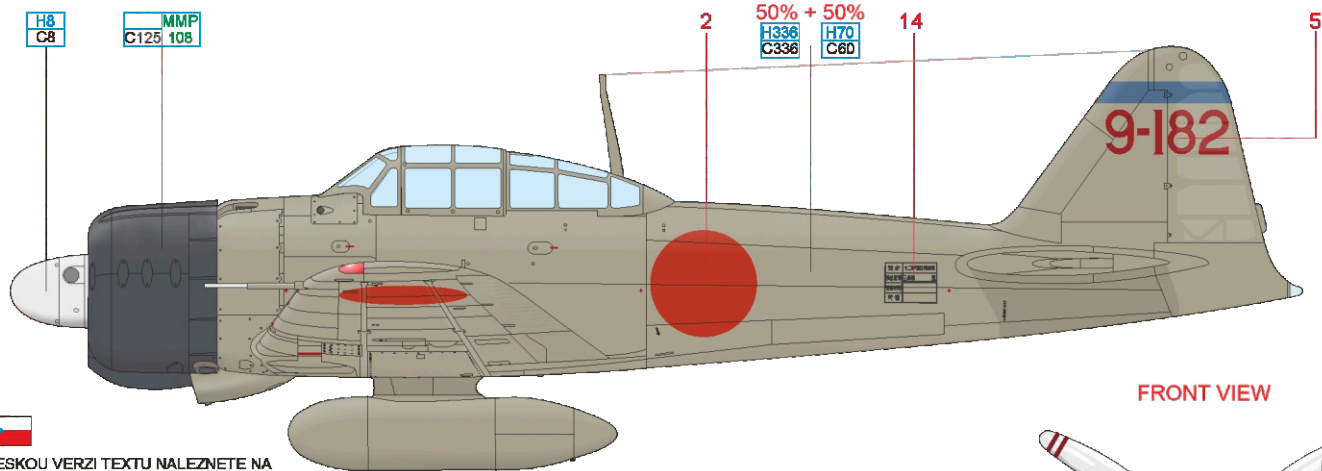
REAR VIEW



SILVER	H8 C8					
SUPER FINE SILVER	SM201 MMC 001	HEMP	H336 C336	GRAY	H70 C60	RED BROWN
						MMP C131 115
						COWLING COLOR
						MMP C125 108

B Lt. Mitsugu Kofukuda, 14th Kōkūtai, Hanoi airfield, French Indochina, October 1940

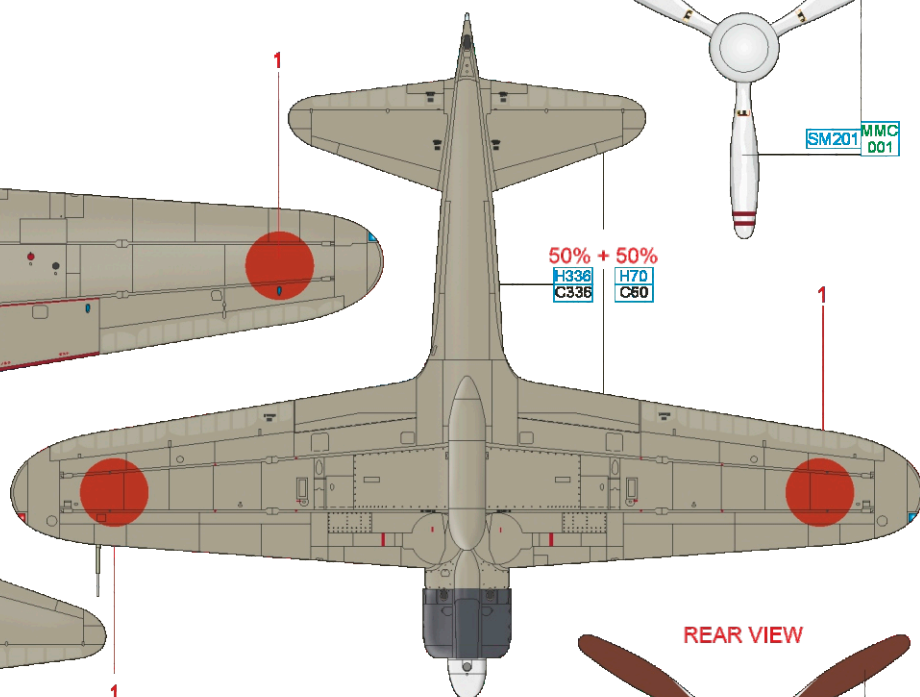
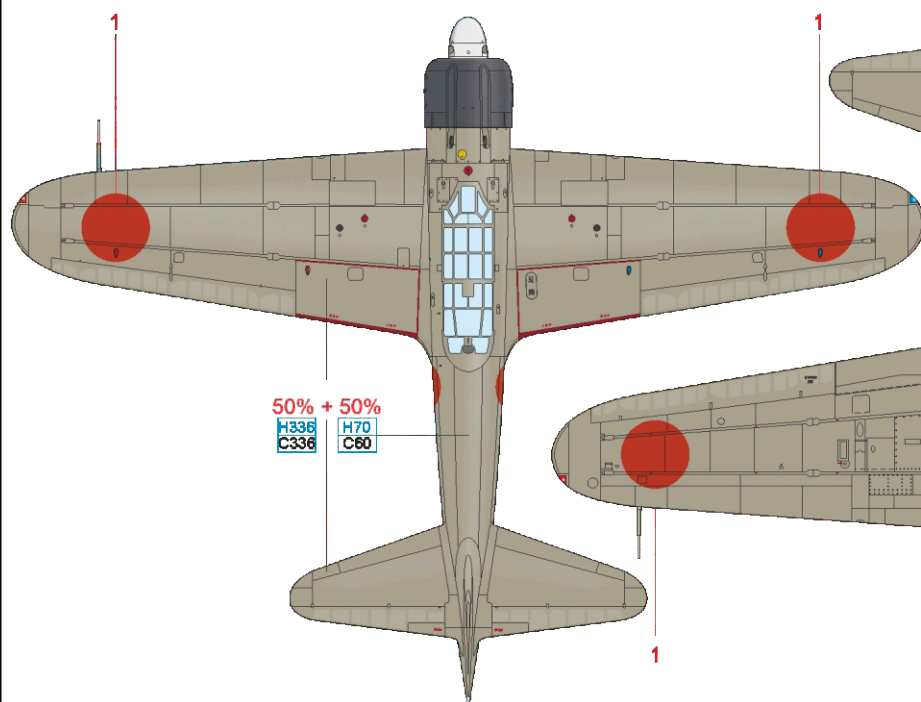
This is a late production A6M2 Zero Type 11 with shorter rear canopy glazing, standard air intake under the engine cowl and lower mounted exhausts. Mitsugu Kofukuda graduated from the Naval Academy in 1931. After fighter training, he served in several units, including the aircraft carriers Kaga and Ryūjō. From June 1938 until the end of the year, he served in China with the 12th Kōkūtai. A year later he was assigned to the 14th Kōkūtai, which received Zero fighters in the fall of 1940. After moving to the Hanoi base in French Indochina, Kofukuda's unit was able to engage in combat over southern China with new fighters. Lt. Kofukuda with his Zero 9-182 led a fighter escort in a raid on Kunming on October 7, and his six-man formation managed to shoot down 13 enemy aircraft. In June 1942 he held the position of Hikōtaichō with the 6th Kōkūtai, which was to be based at Midway. The unit participated in the fighting for Guadalcanal from August 1942 and was redesignated Kōkūtai 204. From the spring of 1943 until the end of the war, Kofukuda served mostly with the Yokosuka Kōkūtai. He participated in the testing of the Heinkel He 100 and in the development of the Mitsubishi J2M Raiden and A7M Reppu fighters. At the end of the war he was promoted to the rank of Commander. After the war he changed his name to Terufumi Kofukuda and worked for the police. He joined the JASDF in 1954 and retired in 1967 with the rank of Lieutenant General. He died in July 1995 at the age of 86.



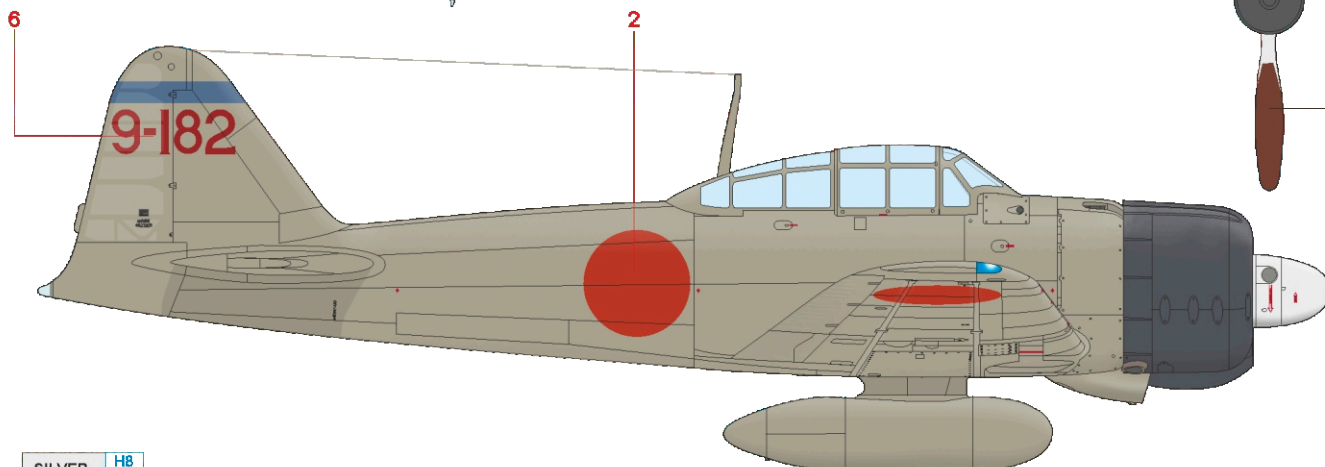
FRONT VIEW



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REAR VIEW



SILVER H8 C8

SUPER FINE SILVER SM201 MMC 001

HEMP H336 C336

GRAY H70 C60

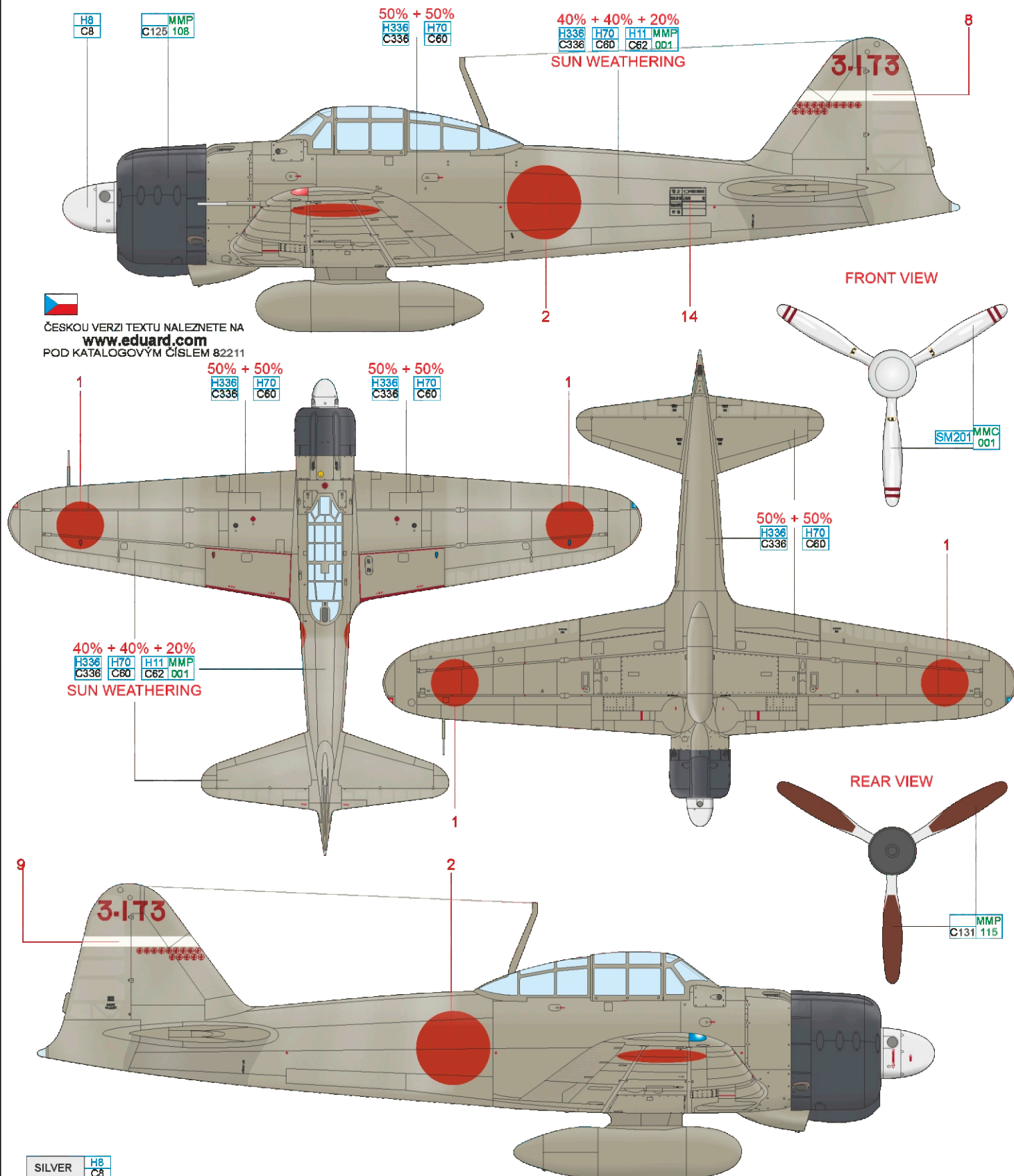
RED BROWN MMP C131 115

COWLING COLOR MMP C125 108

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C P02c Hideo Ôishi, 12th Kōkūtai, Hankow airfield, China, March 1941

This is an early production A6M2 Zero Type 11 with longer rear canopy glazing, curved air intake under the engine cowling and higher mounted exhausts. Hideo Ôishi, after serving on the aircraft carrier Hōshō, began his combat activities in 1938 aboard the aircraft carrier Sōryū. He was then assigned to the 12th Kōkūtai and was among the pilots who delivered the new Zero fighters to the Chinese battlefield in the summer of 1940. During the famous battle of September 13, 1940, Zero 3-173 was piloted by PO3c Hatsumasa Yamaya who scored two victories. Ôishi became famous on October 4, 1940, when, during aerial combat south of Chengdu, he landed with three other pilots at an enemy base and attempted to set fire to the parked aircraft. The 3-173 is marked with 14 victories achieved by various pilots. Ôishi shot down two planes with it on March 14, 1941. After the disbandment of the 12th Kōkūtai, Ôishi served with several units as an instructor and returned to combat in June 1944 with Kōkūtai 201 in the Philippines. He was killed in action over Cebu on September 12, 1944. He achieved a total of six victories.

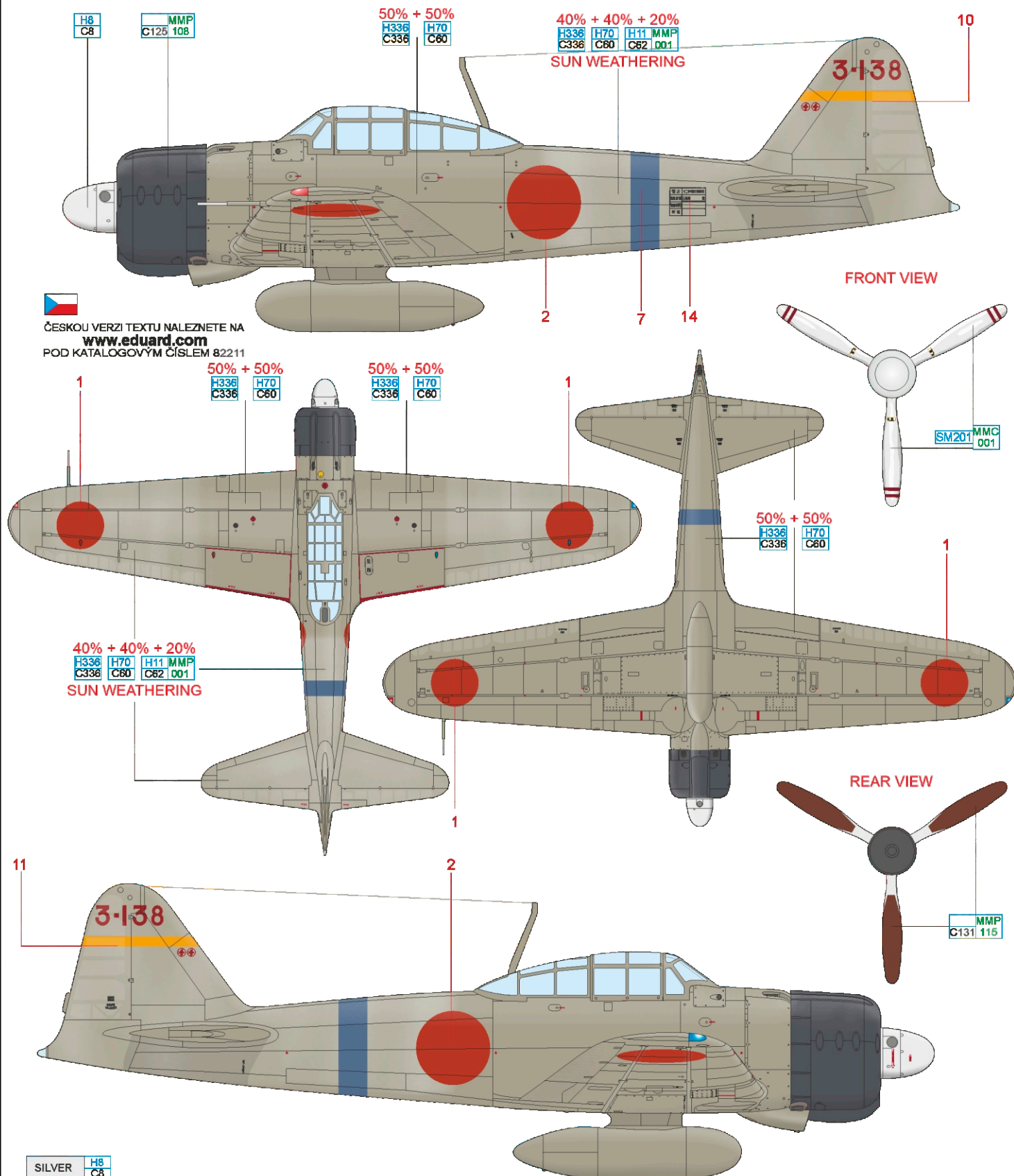


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SILVER	H8 C8	HEMP	H336 C336	GRAY	H70 C60	RED BROWN	MMP C131 115	COWLING COLOR	MMP C125 108
SUPER FINE SILVER	SM201 MMC 001	WHITE	H11 C62	MMP 001					

D P03c Kunimori Nakakariya, 12th Kōkūtai, Hankow airfield, China, May 1941

This is a mid-production A6M2 Zero Type 11 with longer rear canopy glazing, curved air intake under the engine cowl and lower mounted exhausts. Nakakariya became a fighter pilot in March 1940 and then within a year underwent further training and service with Ōita, Ōmura and Kanoya Kōkūtai. In April 1941, he was assigned to the 12th Kōkūtai in China as a twenty-year-old but talented aviator. With 3-138, he achieved two victories over I-15 biplanes during a long-range flight over Tiansu on May 26, 1941. In September 1941 he was assigned to the newly formed 3rd Kōkūtai and, after fighting over the Philippines and the Dutch East Indies, he was involved in aerial combat over Australia until May 1943. He then served for a year as an instructor in the Ōmura Kōkūtai. In May 1944, he was assigned with the rank of Warrant Officer to Kōkūtai 653, which participated in the Battle of the Philippine Sea with the carriers Chitose, Chiyoda, and Zuihō. With this unit he took part also in the Battle of Leyte Gulf and then fought from land bases in the Philippines. After returning to Japan, he was assigned to Kōkūtai 601. He achieved a total of 16 victories.

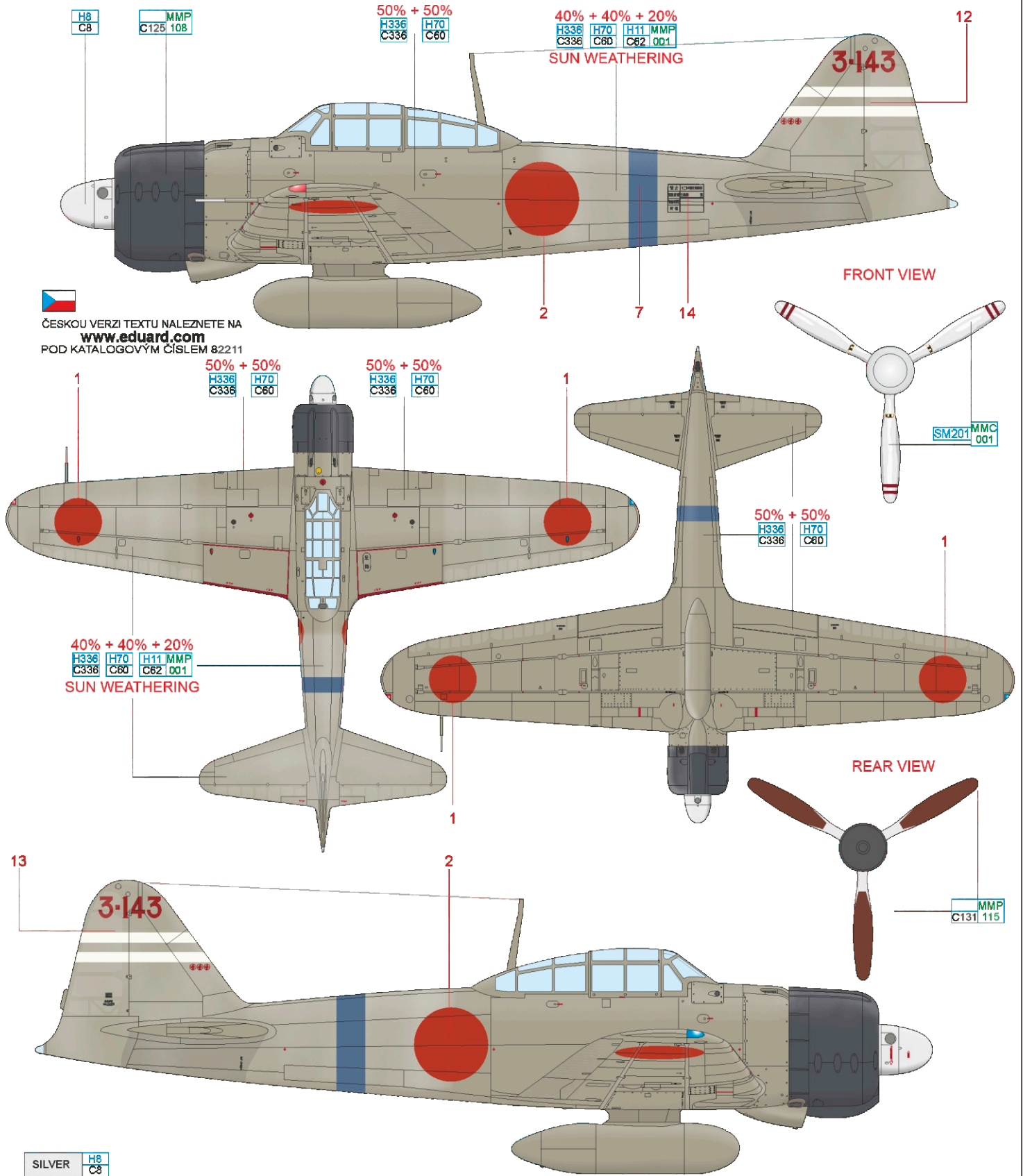


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SILVER	H8 C8	HEMP	H336 C336	GRAY	H70 C80	RED BROWN	MMP C131 115	COWLING COLOR	MMP C125 108
SUPER FINE SILVER	SM201 MMC 001								

E P03c Masayuki Nakase, 12th Kōkūtai, Hankow airfield, China, May 1941

This is a late production A6M2 Zero Type 11 with shorter rear canopy glazing, standard air intake under the engine cowl and lower mounted exhausts. Nakase underwent training with the Yokosuka Kōkūtai and after completing fighter training in March 1938 was assigned to the Ōmura Kōkūtai. He then served in China for six months with the 14th Kōtūtai but did not come into contact with the enemy. In the summer of 1940, he was assigned to the 12th Kōkūtai as a Zero pilot. During an air battle south of Chengdu on October 4, 1940, he landed with three other pilots at an enemy base and set fire to a command post. In another raid on Chengdu, this time on March 14, 1941, he shot down five I-15 biplanes and claimed as probable. He achieved three more victories over Nanzheng on May 26 with the machine 3-143. From September 1941 Nakase served with the newly formed 3rd Kōkūtai. He was killed on February 9, 1942, during an attack on a Dutch Army vehicle. He was posthumously promoted two ranks to the rank of Ensign and his name was cited in the All Units Bulletin. He is credited with 18 victories.



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SILVER	H8 C8	HEMP	H336 C336	GRAY	H70 C60	RED BROWN	MMP C131 115	COWLING COLOR	MMP C125 108
SUPER FINE SILVER	SM201 MMC 001	WHITE	H11 C62	MMP 001					

