F6F-5 Hellcat late

1/48 Scale Plastic Model Kit

item No. 8229

ProfiPACK edition

There are just a few fighter aircraft of WW2 that can be described with such one-sided outcome in terms of kill-to-loss ratio as Grumman Hellcat.

Representing another step in the "cat" line of the Grumman aircraft, Hellcat was a unique type right from its beginnings. As the war in the Pacific theatre moved on, it was more and more evident the Hellcat's predecessor, Wildcat, which carried the bulk of the strain of the Pacific air war on its shoulders in 1942, is inferior to the Mitsubishi Zero in several aspects. The Zero had better maneuverability and also its top speed was higher, as well as endurance or range. On the other side, the Wildcat was better in dive, more stable in high-speed turns and much more rugged aircraft. Anyway, the aircraft bettering the A6M in overall was needed.

With an eye on experience

In fact, Grumman designers were working on a successor to F4F Wildcat since 1938 (i.e., just three years after the Wildcat had been developed), so they were not to start from the scratch when designing the XF6F-1. But the original plan to further develop the F4F with more powerful engine was scrapped in order to deliver what Navy and Marine Corps needed. To find their real needs, Leroy Grumman and his chief designers Jake Swirbul and Bill Schwendler worked closely with experienced F4F pilots and US Navy Bureau of Aeronautics (BuAer) to develop new fighter. There were many inputs from pilots, like a higher position of the cockpit or sloped forward fuselage for better pilot's view. Finally, the design was completely different compared to the Wildcat, with wing position moved from center of the fuselage to its lower part, although still not creating fully low-wing design. The wing folding mechanism allowed for both hydraulic and manual folding around diagonal axis pivoting system. Folded stowage position of the outer parts of the wing was parallel to the fuselage with the leading edges pointing down. Instead of the Wildcat's fuselage-mounted narrow-track main undercarriage operated manually the new fighter got robust wide-track wing-mounted hydraulically operated main gear legs, rotating 90° while retracting backwards into the wing.

More power, more speed

The Wright R-2600 Twin Cyclone 14-cylinder two-row radial 1,700 hp (1,300 kW) engine was originally intended for new carrier-based fighter, but the BuAer directed Grumman to use more powerful 18-cylinder Pratt & Whitney R-2800 Double Wasp 2,000 hp (1,500 kW) engine for second prototype. The change necessitated strengthening the airframe, but the change paid off, as the performance raised significantly. The first prototype with the Cyclone engine flew for the first time on June 26, 1942, the XF6F-3 powered by the Double Wasp made its maiden flight on July 30, 1942. Two months later the first production F6F-3 powered by R-2800-10 engine made its inaugural flight (October 3, 1942) and the type reached its operational readiness with VF-9 on the deck of USS Essex in February 1943.

The name Hellcat was chosen to continue with the habit of "cat fighters" of Grumman design. The name not only suggested the place to which the enemies would be sent, it was also a play on words. The term in the Old West referred to barroom brawlers, and that was what the Navy wanted: A tough fighter with hard fists, that could also absorb some punishment.

The Hellcat was some 60 % heavier than the Wildcat, while the armament remained the same as of F4F-4 version, i.e., six .50 in (12,7 mm) M2 Browning machine guns in the wing. The difference was in the ammunition. While F4F-4 had only 250 rounds per barrel, pilot of F6F could use 400 rounds per gun, which increased fire time significantly. Hellcat had a more powerful engine and carried more fuel. It was, after all, over twice as heavy as its main adversary, the A6M Zero. But it was a fighter first and foremost in every sense of the word, designed around the requirements of the pilots to fulfill the combat missions for which it was designed. The initial version, F6F-3, was supplanted by the F6F-5, also night fighter variants were developed.

Shooting turkeys

The first combat engagement of the enemy occurred on September 1, 1943, when an H8K Emily was sent down in flames by two Hellcats. The advantage over Japanese fighters was well demonstrated by Hellcat pilots on February 16, 1944, when, in the vicinity of Truk, they sent down over 100 Japanese fighters and destroyed more than 150 of them on the ground for the loss of only four own aircraft. Five days later, in the Marianas, a further 160 enemy aircraft were destroyed. Often one-sided nature of combats was emphasized in the battle for the Philippine Sea that culminated on June 19, 1944, in the legendary "Great Marianas Turkey Shoot". There Hellcat pilots claimed some 350 enemy aircraft destroyed. Similar results were achieved between October 12 and 14, 1944, over Formosa, now with some 300 of enemy aircraft destroyed for the loss of 27 Hellcats. Other major combat was seen over the Japanese islands during the first half of 1945.

Under the designation F. Mk.I and Mk.II, several hundred Hellcats served with the Royal Navy, notably in the Atlantic and also in the Far East, post war use by French Armée de l´Air put the Hellcat to the action again in the French Indochina. According to statistics, there were 12,275 Hellcats produced and for the loss of 270 of them, the Hellcat pilots claimed 5,156 kills. That accounts for over half of USN and USMC victories during the war!

The kit: F6F-5 Hellcat late

The F6F-5 featured several improvements over the previous F6F-3. The more powerful R-2800-10W engine with water-injection system was the main technical change. The engine cover was slightly reshaped, as it lacked bulges around exhausts below the cooling regulation flaps seen on F6F-3. Also, the windshield was different, as the F-6F3 had a rounded plexiglass with internally mounted armor glass, while the F6F-5 got the flat armor glass integrated in the windshield. The side windows behind the cabin were retained for early production aircraft, while late production batches had them deleted. Apart from several early production aircraft, most of the F6F-5s were painted in an overall gloss sea-blue color. All of the F6F-5s were capable of carrying one 20mm M2 cannon in each of the gun bays along with two pairs of standard .50 in (12,7 mm) Browning machine guns. But this configuration was used only on F6F-5N night fighters and some French aircraft.

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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre 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. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

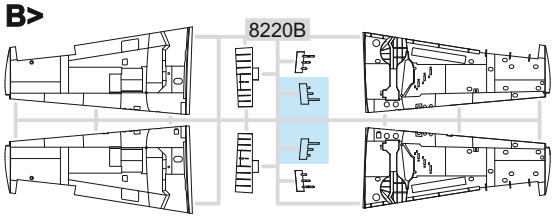
OPTIONAL VOLBA	BEND OHNOUT	SAND BROUSIT	OPEN HOLE VYVRTAT OTVOR	SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ	REMOVE ODŘÍZNOUT	REVERSE SIDE OTOČIT	APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

PLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTION ON www.eduard.com

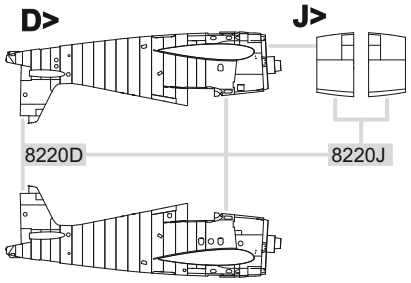
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

B>



D> **J>**



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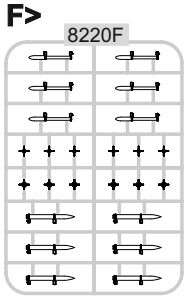

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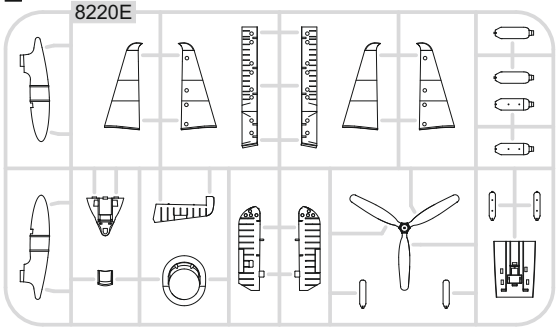

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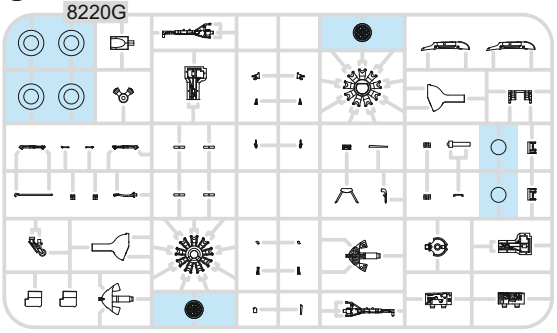

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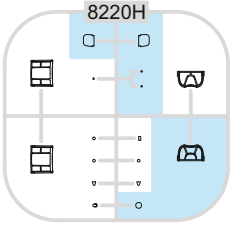
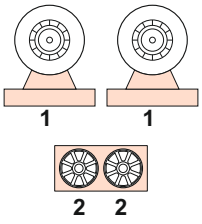
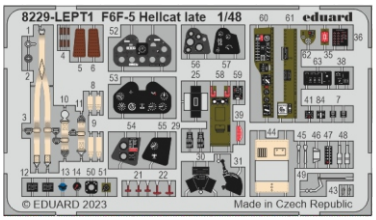
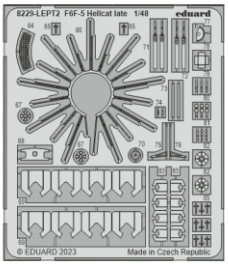


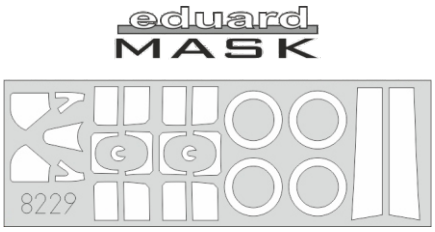
RP - RESIN PARTS



PE - PHOTO ETCHED DETAIL PARTS





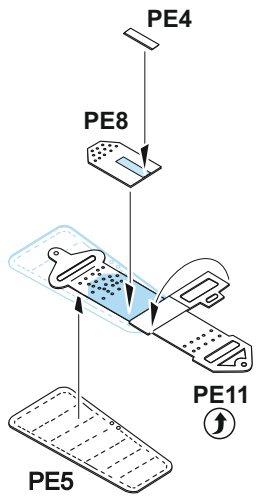


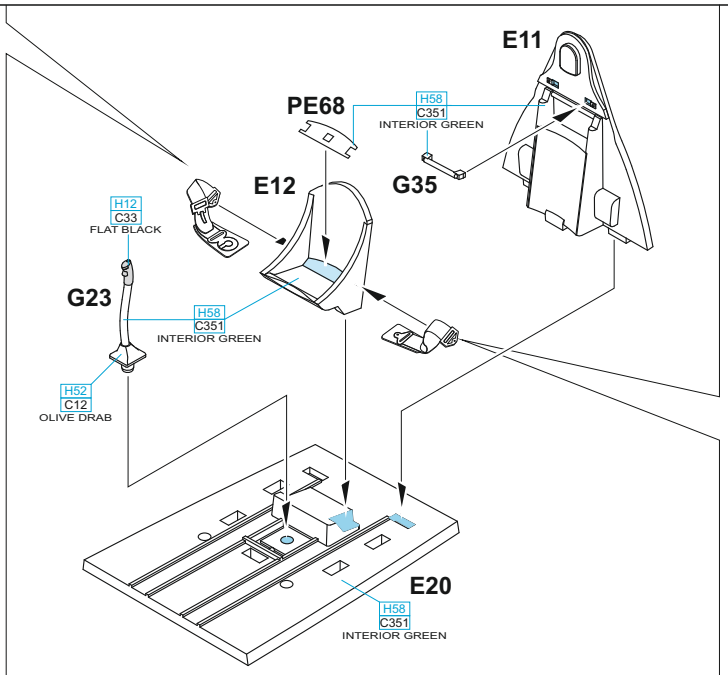
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

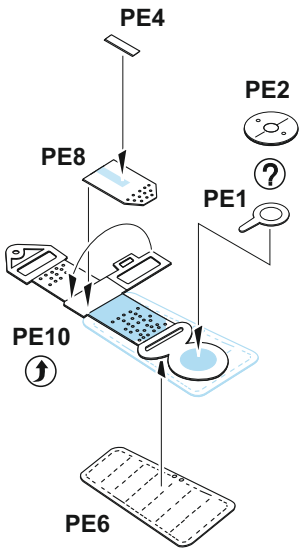
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H12	C33	FLAT BLACK
H51	C11	LIGHT GRAY
H52	C12	OLIVE DRAB
H54	C365	NAVY BLUE
H58	C351	INTERIOR GREEN
H77	C137	TIRE BLACK
H80	C54	KHAKI GREEN
H90	C47	CLEAR RED
H91	C48	CLEAR YELLOW

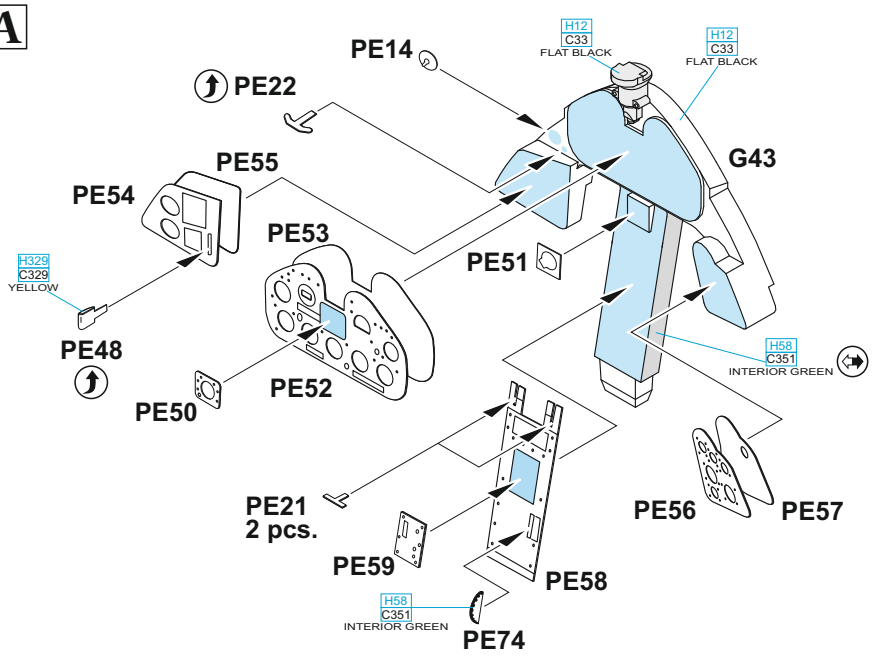
AQUEOUS	Mr.COLOR	
H94	C138	CLEAR GREEN
H306	C306	GRAY
H316	C316	WHITE
H327	C327	RED
H329	C329	YELLOW
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM203		SUPER IRON

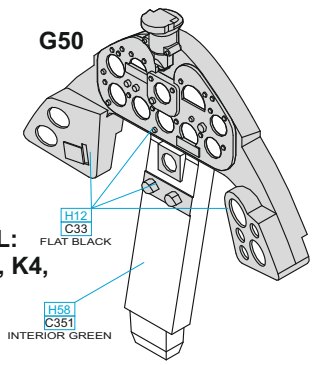

PE4
PE8
PE11
PE5


E11
PE68
H58
C351
INTERIOR GREEN
G35
E12
H12
C33
FLAT BLACK
G23
H58
C351
INTERIOR GREEN
H52
C12
OLIVE DRAB
E20
H58
C351
INTERIOR GREEN

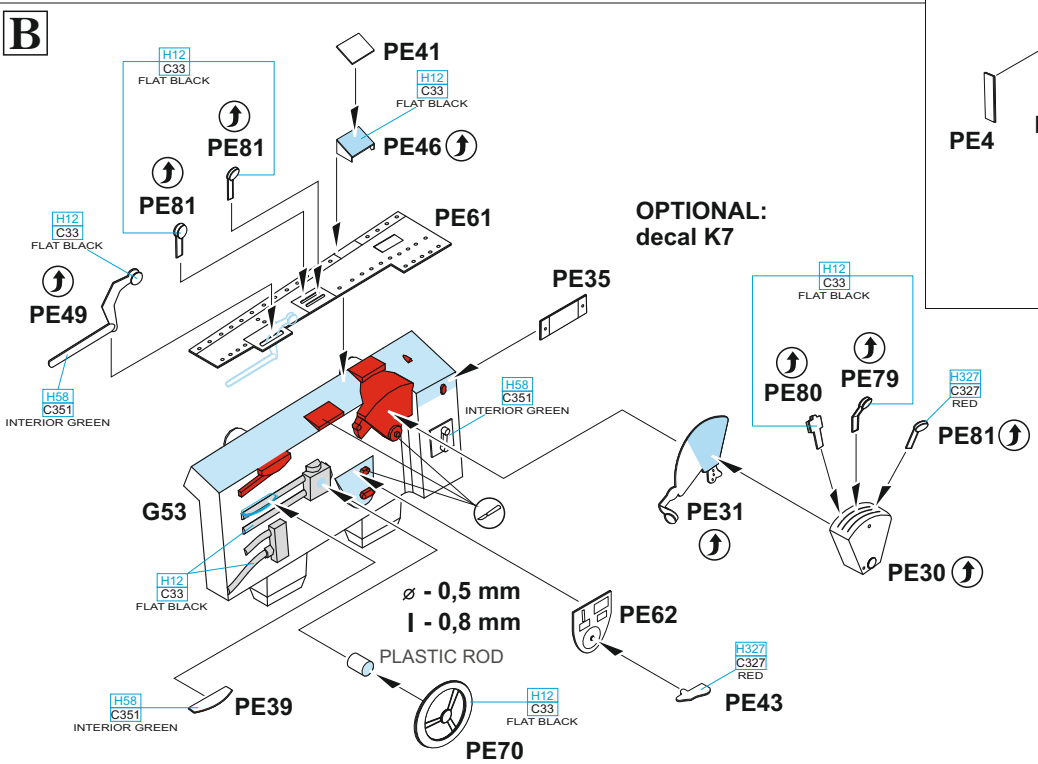

PE4
PE2
PE8
PE1
PE10
PE6

A


PE14
H12
C33
FLAT BLACK
H12
C33
FLAT BLACK
PE22
PE55
PE54
G43
PE53
PE51
H329
C329
YELLOW
PE48
PE52
PE50
H58
C351
INTERIOR GREEN
PE21
2 pcs.
PE56
PE57
PE59
PE58
H58
C351
INTERIOR GREEN
PE74

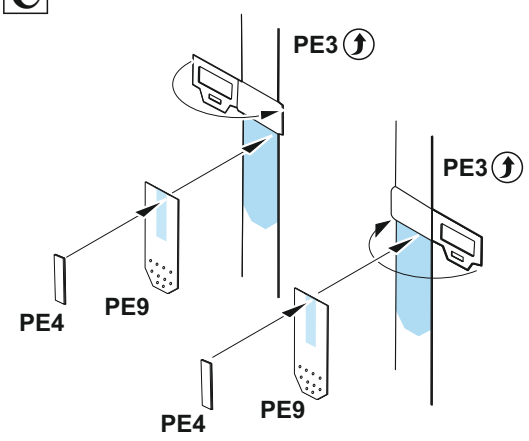

G50
H12
C33
FLAT BLACK
OPTIONAL:
decals K3, K4,
K5, K9
H58
C351
INTERIOR GREEN

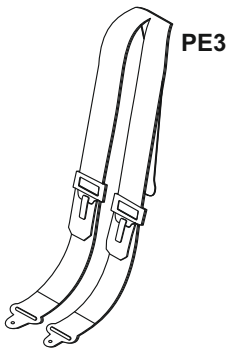
B


H12
C33
FLAT BLACK
PE41
H12
C33
FLAT BLACK
PE81
PE46
PE81
PE61
H12
C33
FLAT BLACK
PE49
PE35
H58
C351
INTERIOR GREEN
H58
C351
INTERIOR GREEN
G53
H12
C33
FLAT BLACK
⌀ - 0,5 mm
I - 0,8 mm
PLASTIC ROD
PE62
H327
C327
RED
PE43
H58
C351
INTERIOR GREEN
PE39
H12
C33
FLAT BLACK
PE70

OPTIONAL:
decal K7
H12
C33
FLAT BLACK
PE80
PE79
H327
C327
RED
PE81
PE31
PE30

C


PE3
PE3
PE4
PE9
PE4
PE9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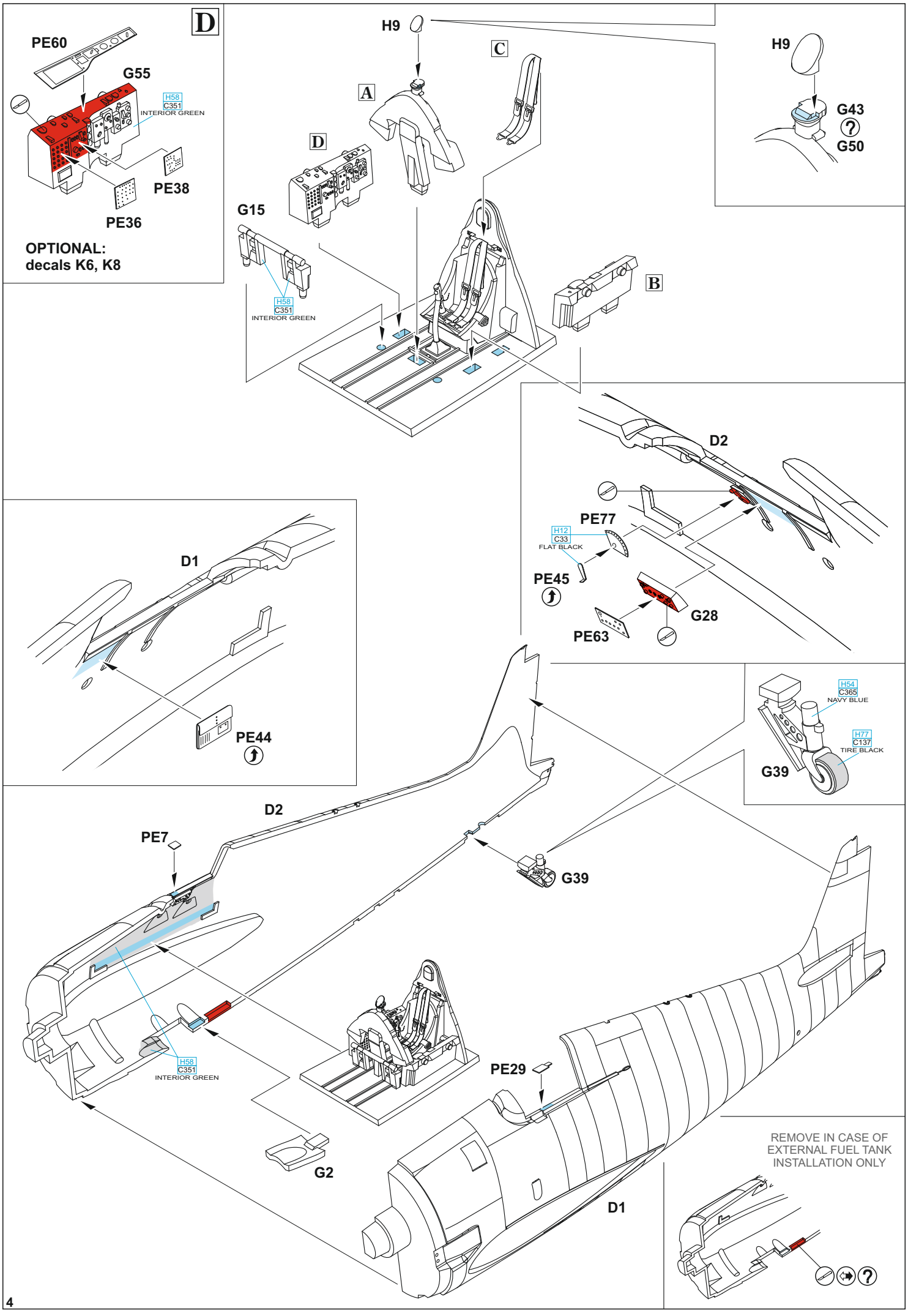
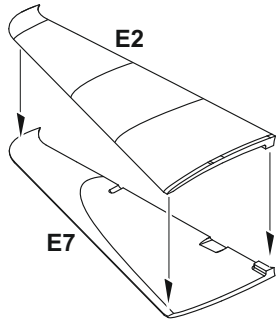
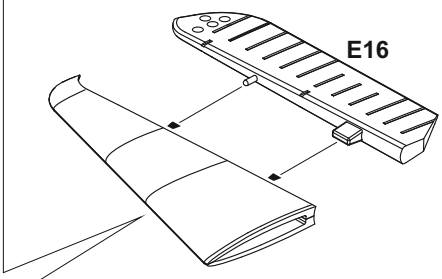

D
PE60
G55
H58
C351
INTERIOR GREEN
PE38
PE36
OPTIONAL:
decals K6, K8
H9
C
A
D
G15
H58
C351
INTERIOR GREEN
B
H9
G43
G50
D2
PE77
H12
C33
FLAT BLACK
PE45
G28
PE63
D1
PE44
H54
C365
NAVY BLUE
H77
C137
TIRE BLACK
G39
D2
PE7
G39
H58
C351
INTERIOR GREEN
PE29
G2
D1
REMOVE IN CASE OF
EXTERNAL FUEL TANK
INSTALLATION ONLY


E2
E7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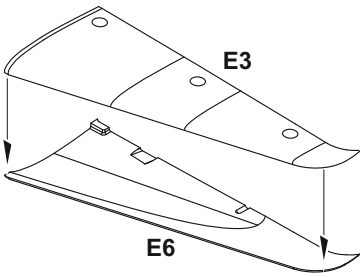
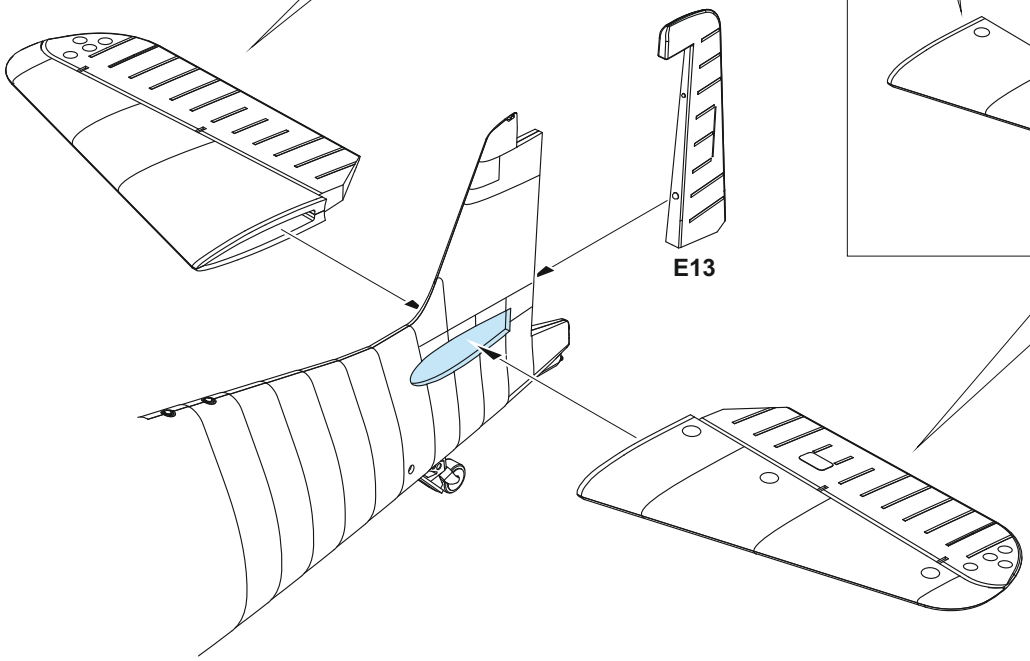

E3
E6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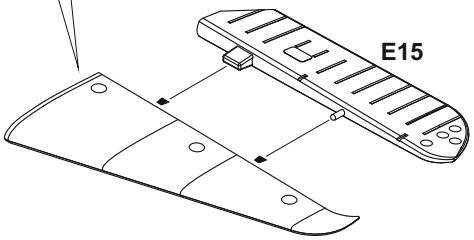
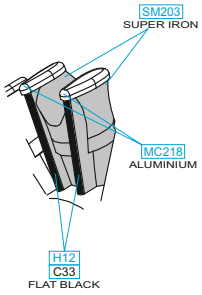
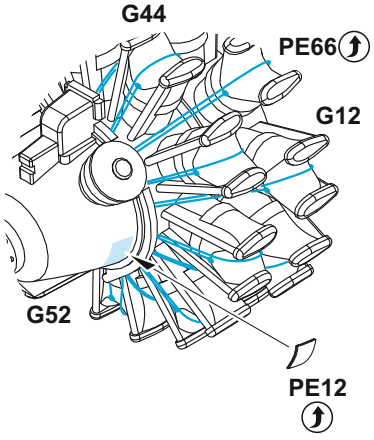

E15

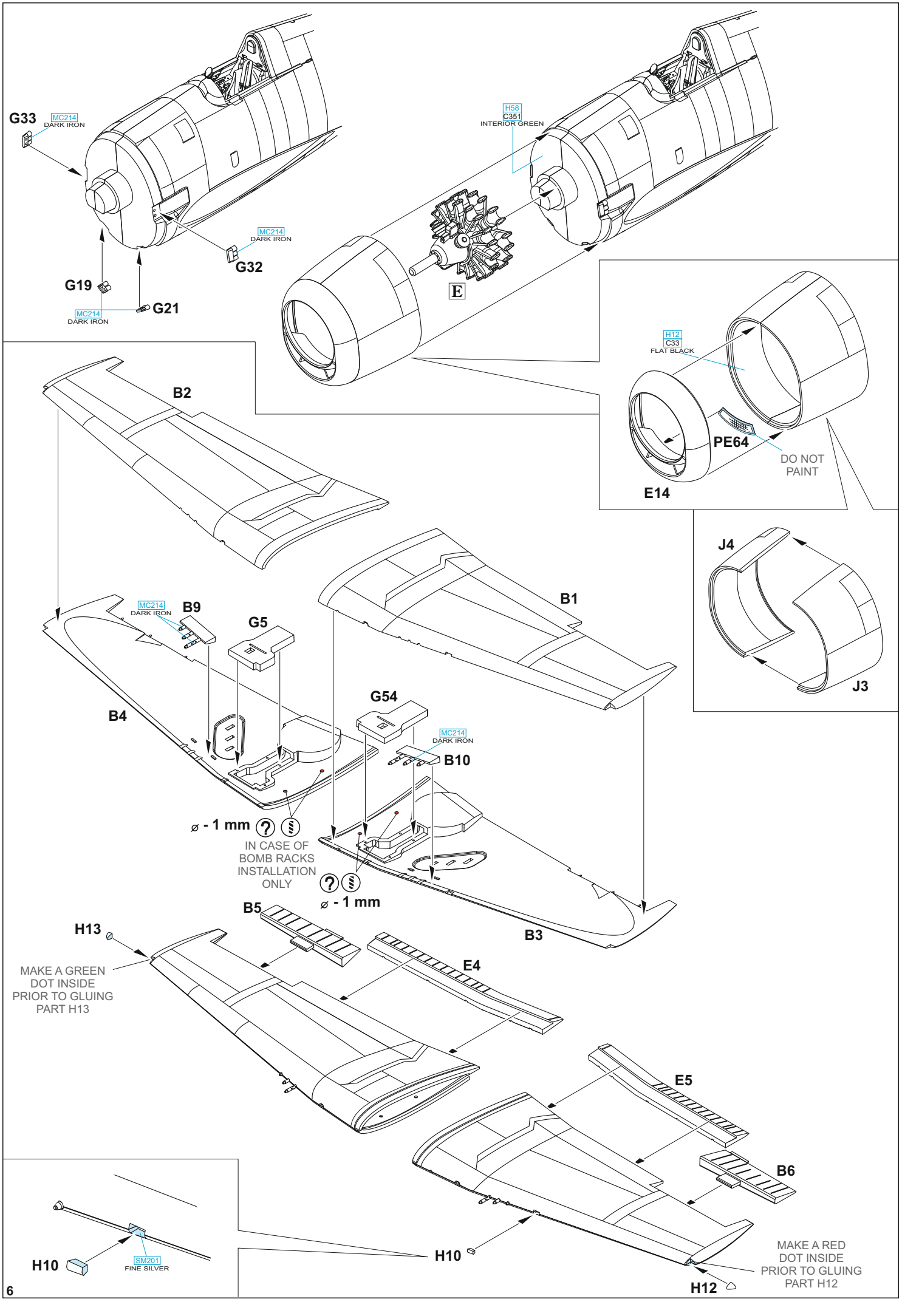

SM203
SUPER IRON
MC218
ALUMINIUM
H12
C33
FLAT BLACK

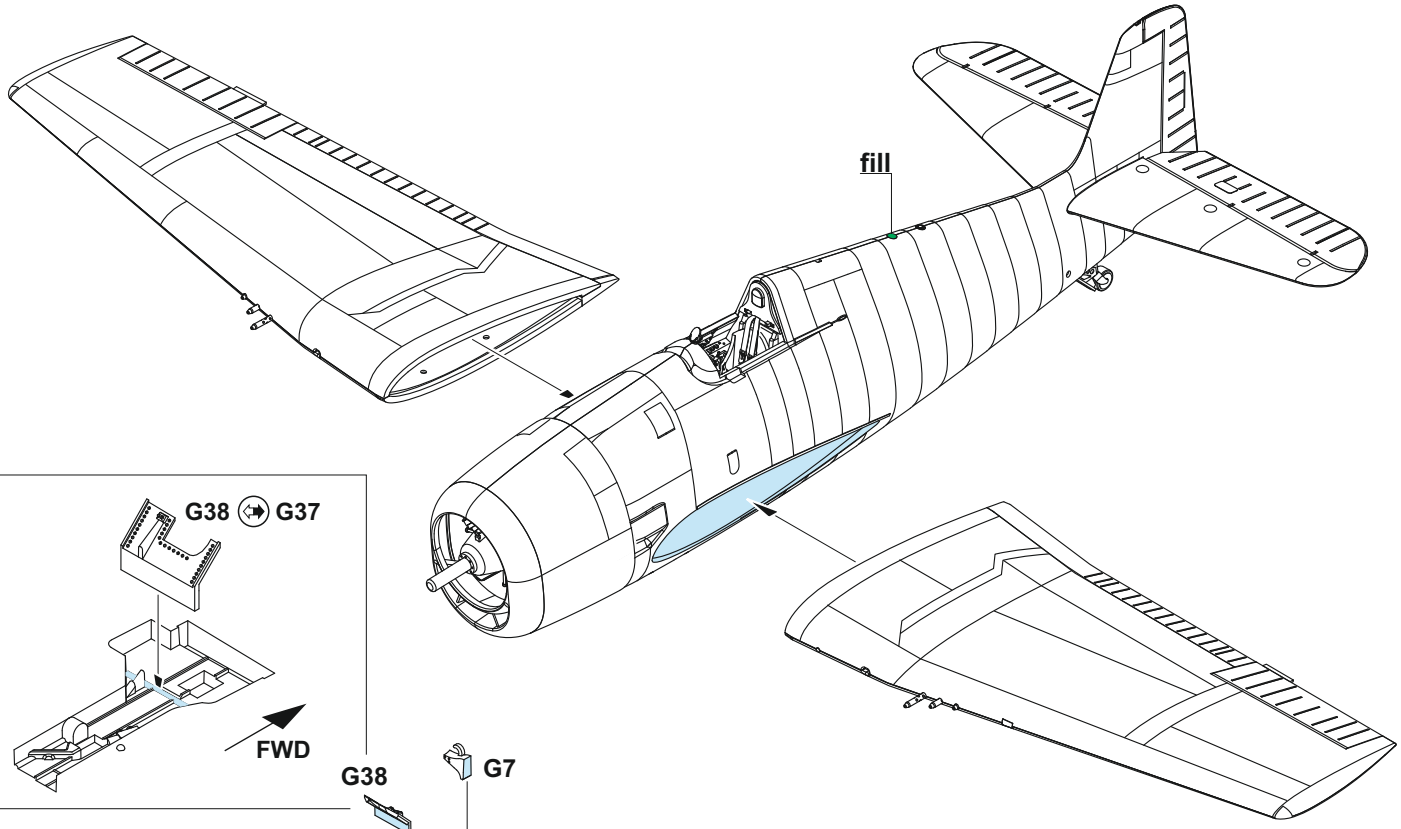
E

G44
H12
C33
FLAT BLACK
SM203
SUPER IRON
G12
G3
H306
C306
MEDIUM GRAY
G34
G52
PE66

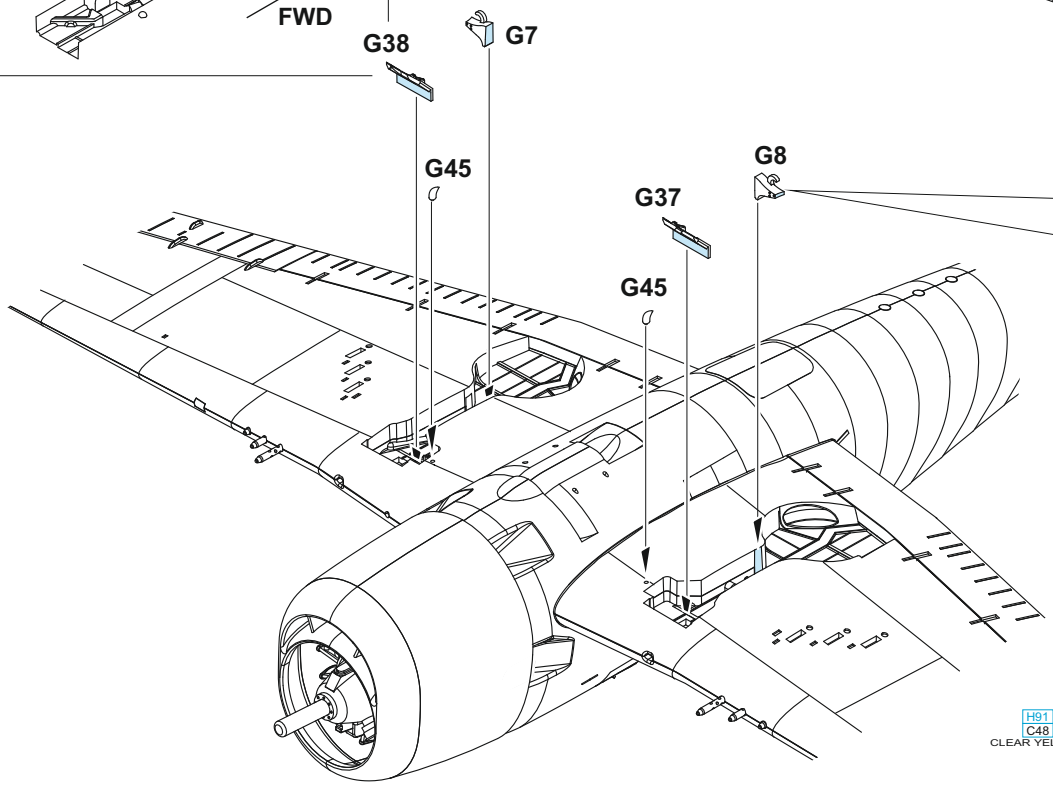
decal K10
PE13
G52

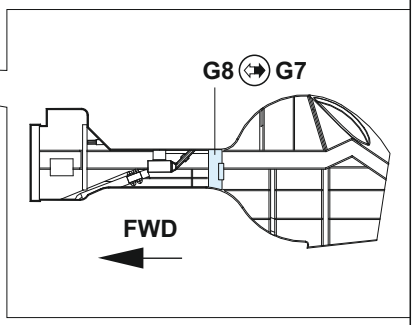

G44
PE66
G12
G52
PE12

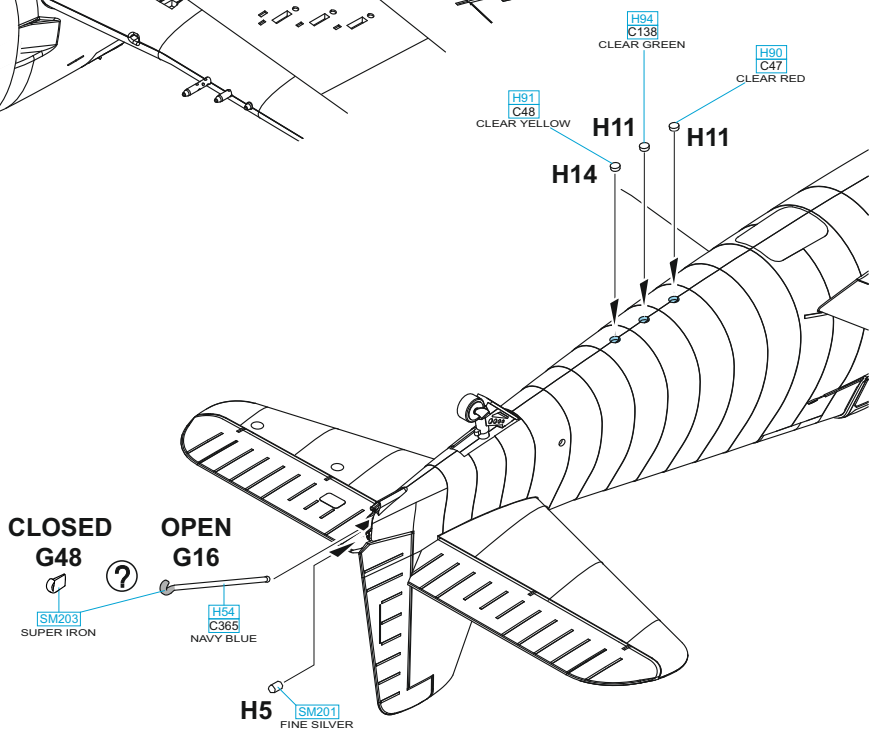

G33
MC214
DARK IRON
G19
G21
MC214
DARK IRON
MC214
DARK IRON
G32
H58
C351
INTERIOR GREEN
E
H12
C33
FLAT BLACK
PE64
DO NOT
PAINT
E14
B2
J4
J3
B1
MC214
DARK IRON
B9
G5
B4
G54
MC214
DARK IRON
B10
⌀ - 1 mm
IN CASE OF
BOMB RACKS
INSTALLATION
ONLY
⌀ - 1 mm
B5
B3
H13
MAKE A GREEN
DOT INSIDE
PRIOR TO GLUING
PART H13
E4
E5
B6
H10
SM201
FINE SILVER
H10
MAKE A RED
DOT INSIDE
PRIOR TO GLUING
PART H12
H12


fill

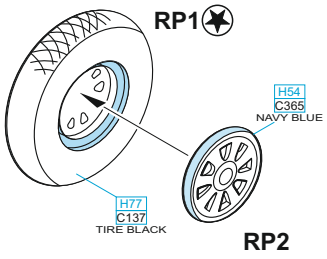
G38
G37
FWD

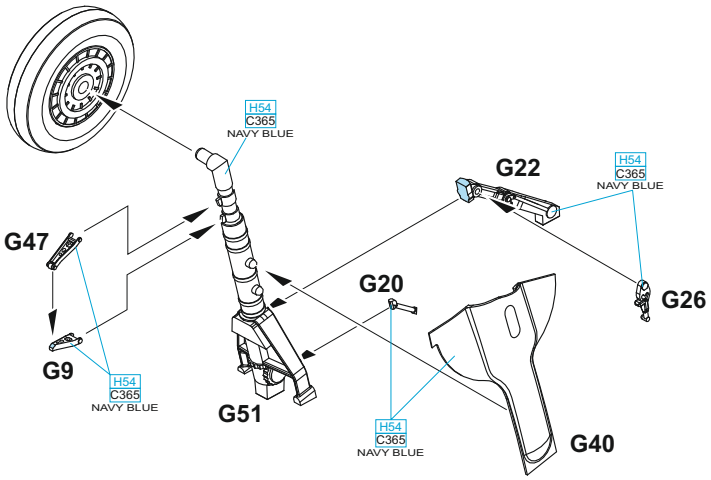

G38
G7
G45
G8
G37
G45


G8
G7
FWD


H94
C138
CLEAR GREEN
H90
C47
CLEAR RED
H91
C48
CLEAR YELLOW
H11
H11
H14
CLOSED
G48
OPEN
G16
SM203
SUPER IRON
H54
C365
NAVY BLUE
H5
SM201
FINE SILVER

F


RP1
H54
C365
NAVY BLUE
H77
C137
TIRE BLACK
RP2


H54
C365
NAVY BLUE
G22
H54
C365
NAVY BLUE
G47
G20
G26
G9
H54
C365
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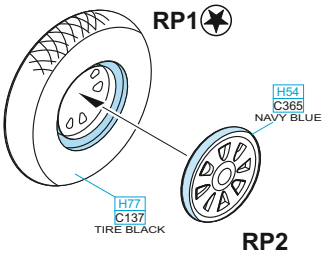
G51
H54
C365
NAVY BLUE
G40

G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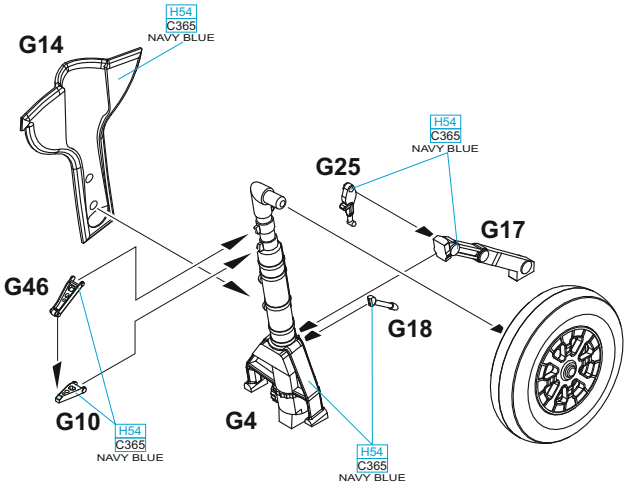
RP2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G14
H54
C365
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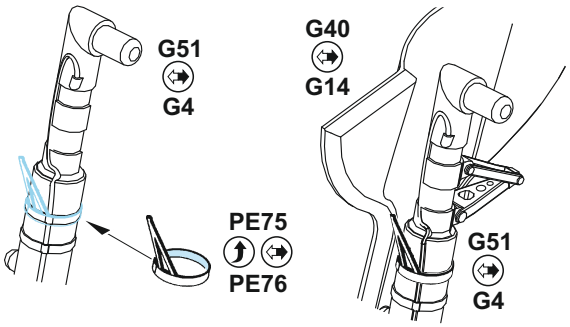
C365
NAVY BLUE
G4
H54
C365
NAVY BLUE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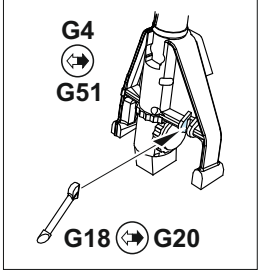
G4
G40
G14
PE75
PE76
G51
G4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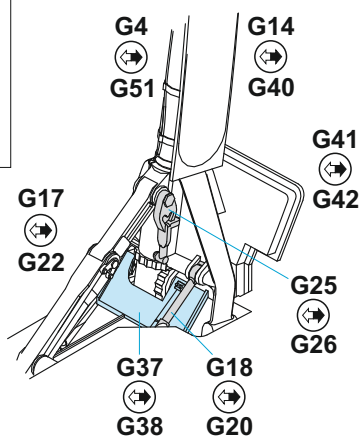
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G38
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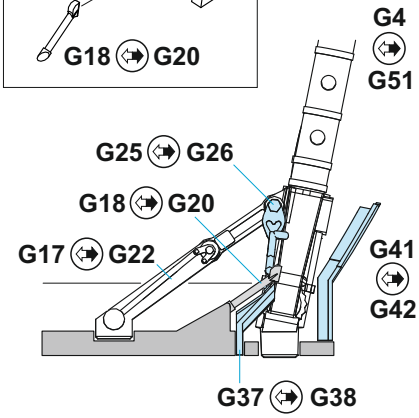
G20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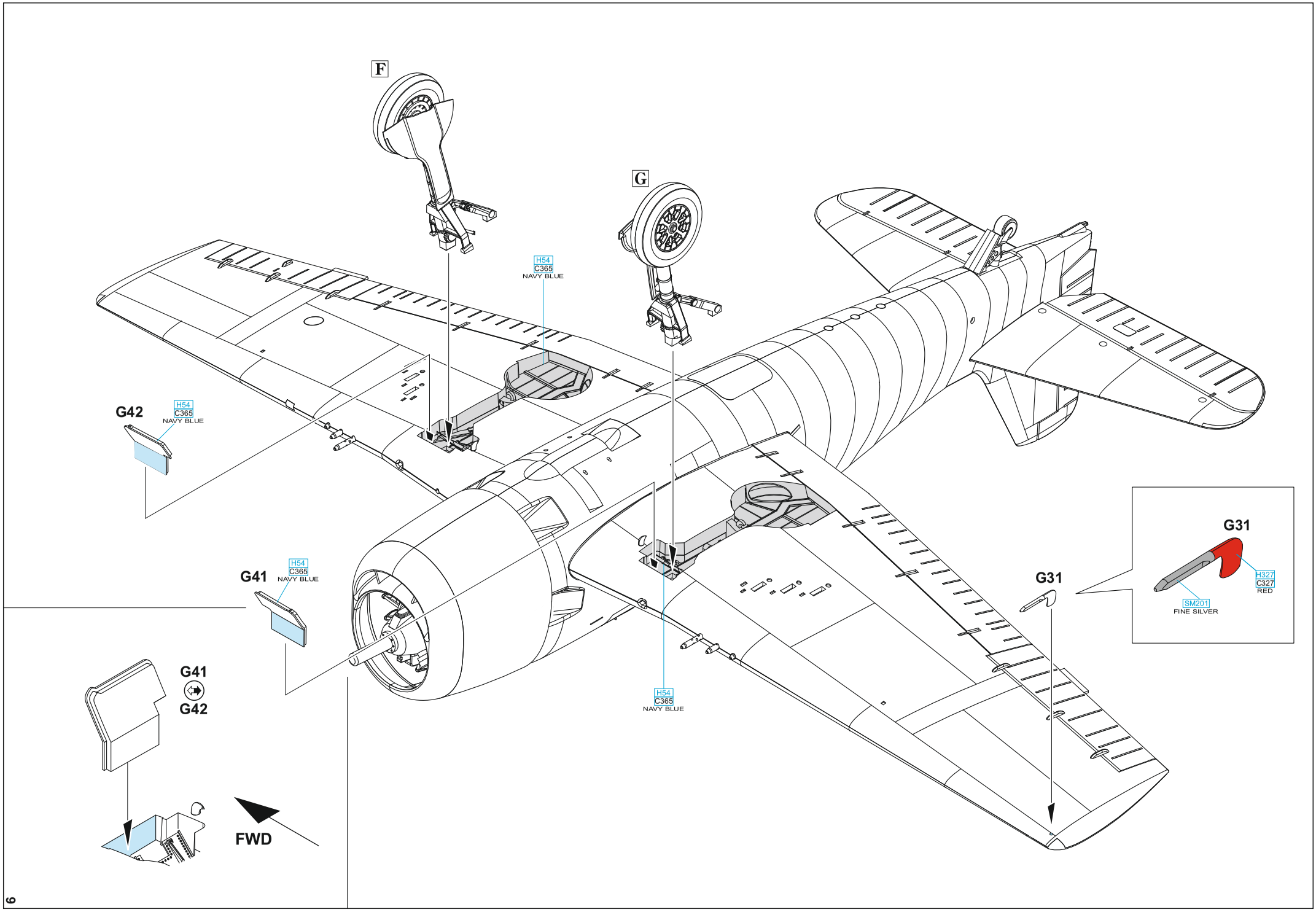
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C365
NAVY BLUE
G42
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H54
C365
NAVY BLUE
H54
C365
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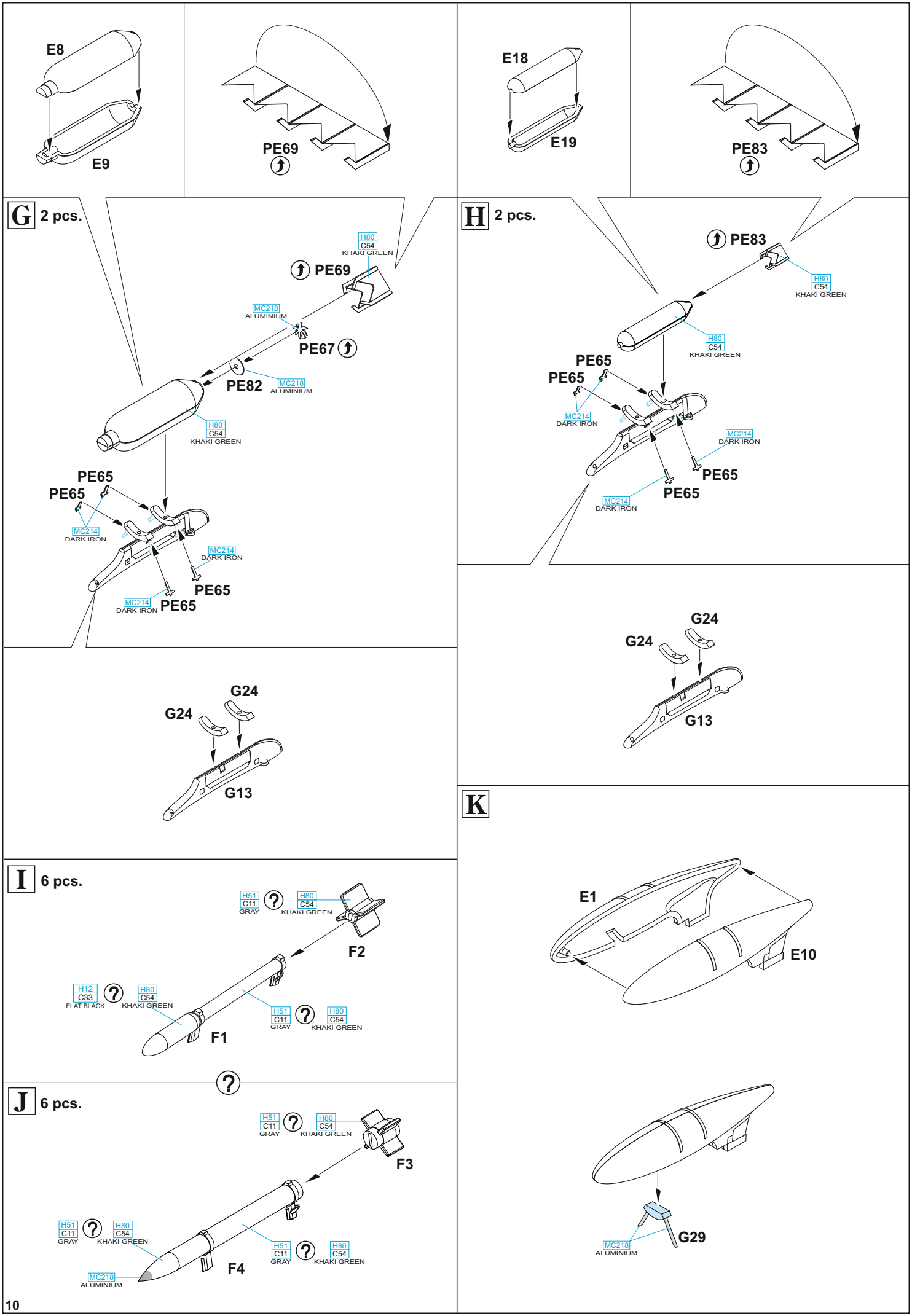
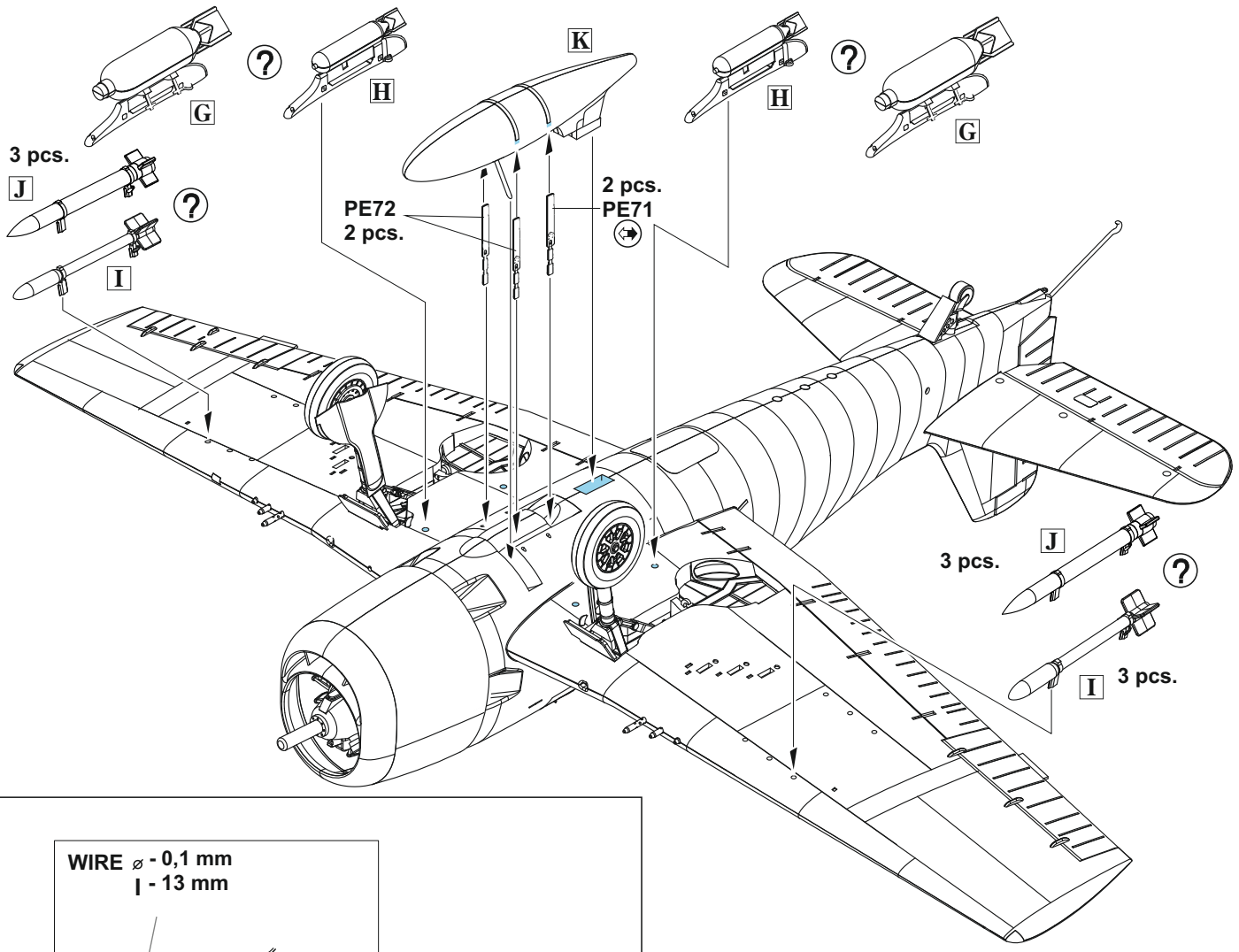
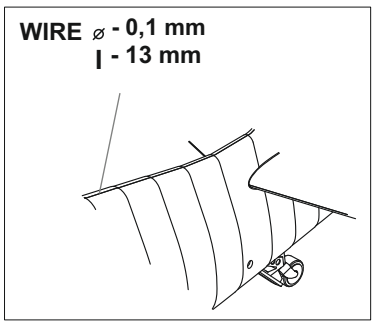
G31
G31
H327
C327
RED
SM201
FINE SILVER
G41
G42
FWD

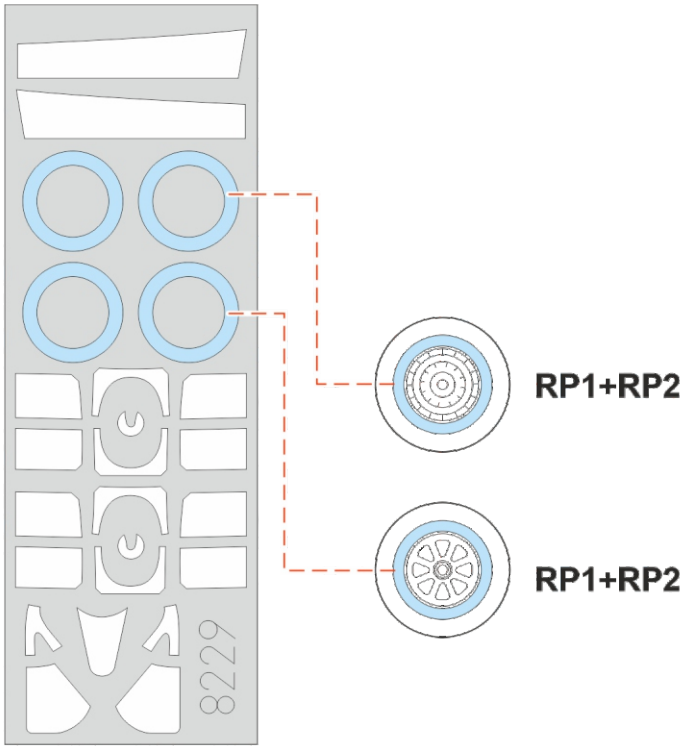

E8
E9
PE69
E18
E19
PE83
G 2 pcs.
H80 C54 KHAKI GREEN
PE69
MC218 ALUMINIUM
PE67
PE82
MC218 ALUMINIUM
H80 C54 KHAKI GREEN
PE65
PE65
MC214 DARK IRON
MC214 DARK IRON
PE65
MC214 DARK IRON
PE65
H 2 pcs.
PE83
H80 C54 KHAKI GREEN
H80 C54 KHAKI GREEN
PE65
PE65
MC214 DARK IRON
MC214 DARK IRON
PE65
PE65
MC214 DARK IRON
G24
G24
G13
G24
G24
G13
K
I 6 pcs.
H51 C11 GRAY
H80 C54 KHAKI GREEN
F2
H12 C33 FLAT BLACK
H80 C54 KHAKI GREEN
H51 C11 GRAY
H80 C54 KHAKI GREEN
F1
E1
E10
J 6 pcs.
H51 C11 GRAY
H80 C54 KHAKI GREEN
F3
H51 C11 GRAY
H80 C54 KHAKI GREEN
H51 C11 GRAY
H80 C54 KHAKI GREEN
MC218 ALUMINIUM
F4
MC218 ALUMINIUM
G29

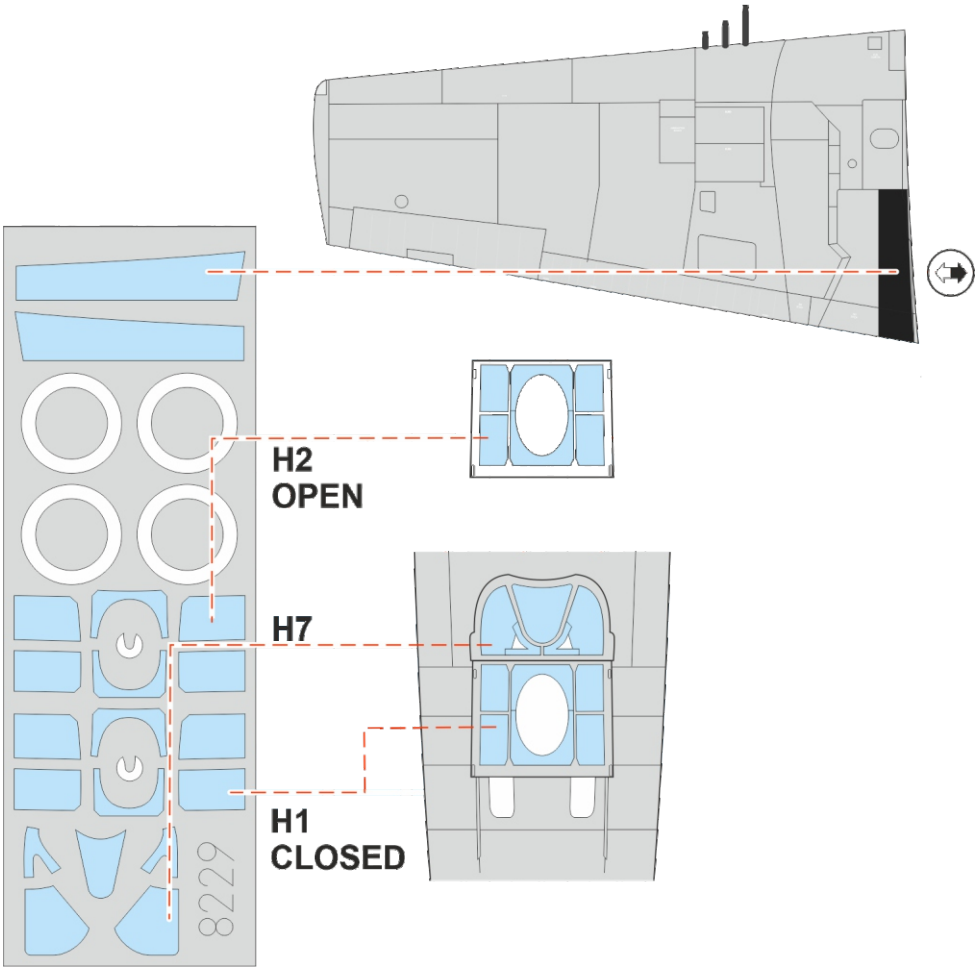

G
H
K
H
G
3 pcs.
J
I
PE72
2 pcs.
2 pcs.
PE71
3 pcs.
J
I
3 pcs.


WIRE ⌀ - 0,1 mm
l - 13 mm

G49
OPEN H2
CLOSED H1
G30
H1
C1
WHITE
H7
E17

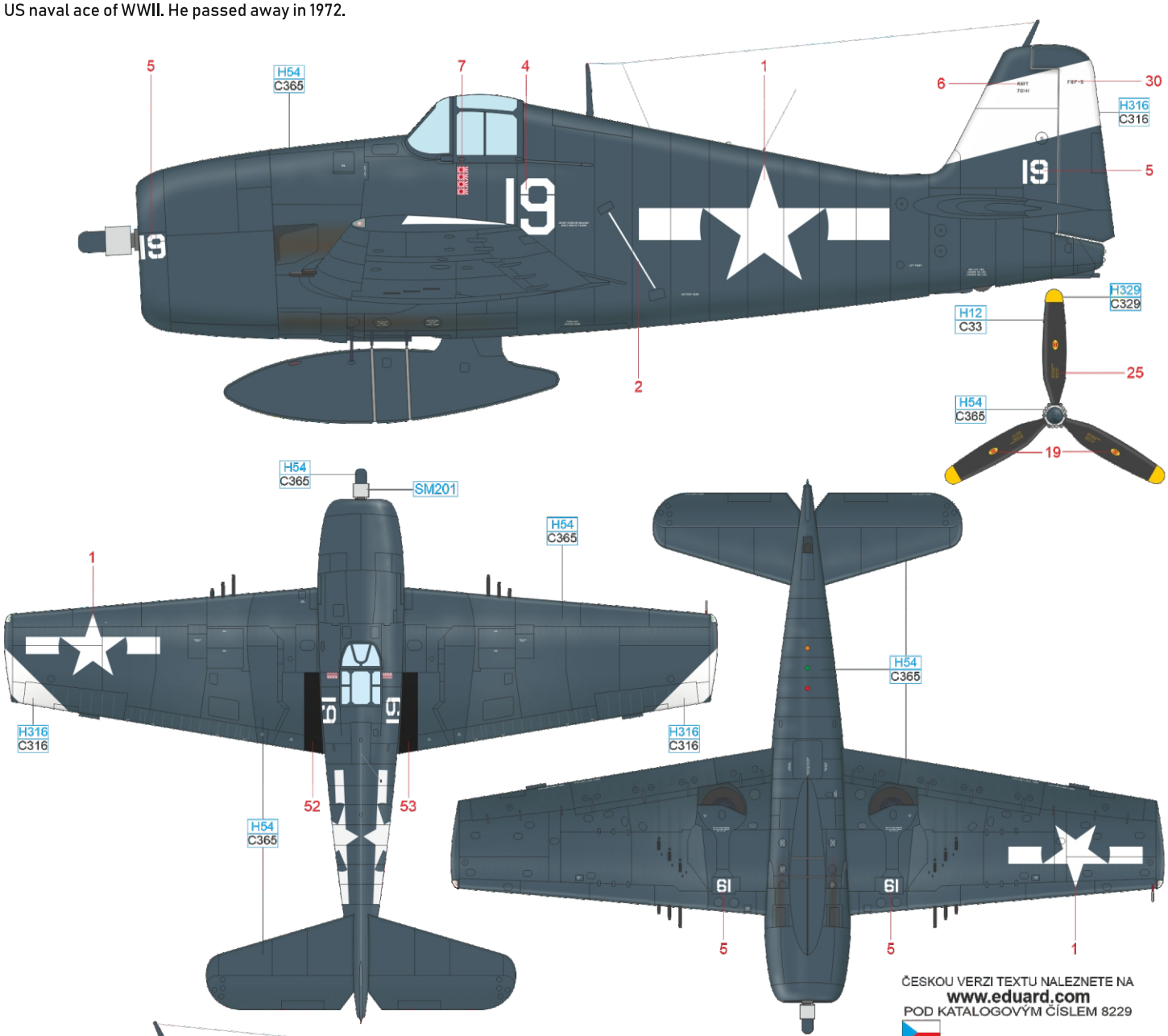
eduard
MASK
8229





A Lt. Eugene A. Valencia, VF-9, USS Lexington (CV-16), February 1945

One of the highest scoring naval fighter aces, Eugene Anthony Valencia, made himself famous as leader of the "Valencia Circus", which was the name given to his division because of their ability to shoot down enemies and also thanks to their rather flamboyant demeanor. He was born on April 13, 1921, in San Francisco and joined the US Navy in 1941. He was designated a Naval Aviator on February 9, 1942, and after a stint as an instructor, he reported to VF-9 on board of USS Essex (CV-9) a year later. When November 11 came, the day of the massive, combined strike on Rabaul, Valencia achieved three full victories plus one shared. After one victory at the end of January 1944, he became ace with three Zeros shot down on February 17. When back from his first combat tour, he worked with selected pilots on the tactics "Mowing Machine", the idea he got during fights over Truk archipelago. In this tactic a pilot could constantly be on the attack while his mates would be providing cover for him. The VF-9 returned to Pacific in January 1945 and soon after Valencia's division started to reap the benefits of their training. Valencia increased his score steadily from February 16, 1945, when he added his eighth full victory near the Imba lake. At the end of the tour, his score counted 23 confirmed enemies shot down, two probably and two damaged, making him the third best US naval ace of WWII. He passed away in 1972.



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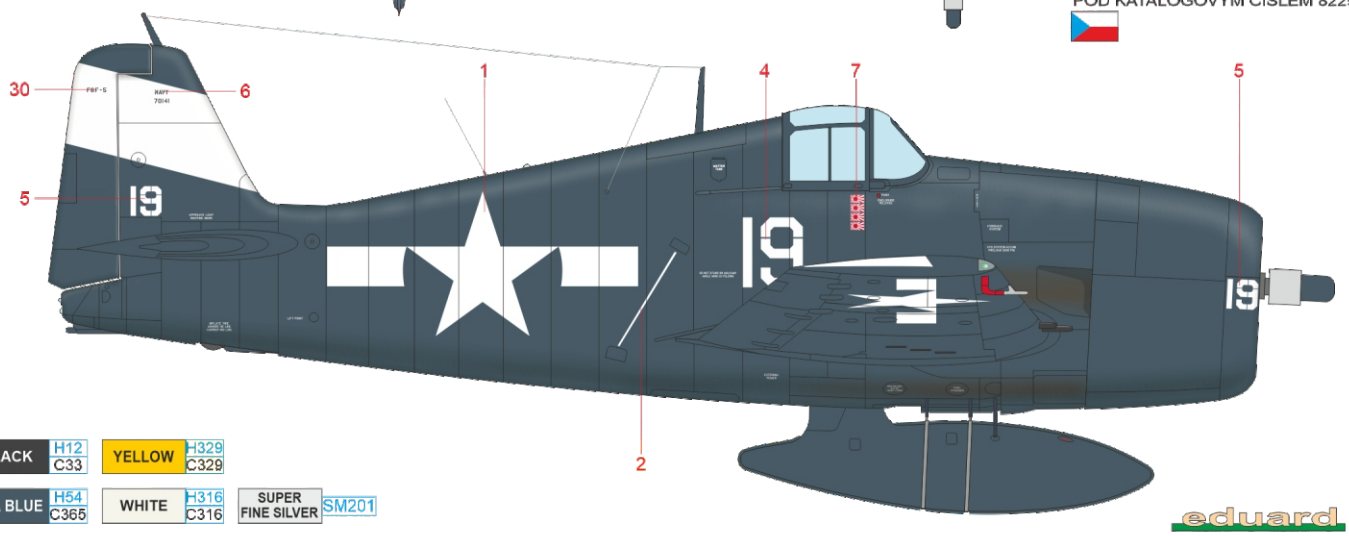
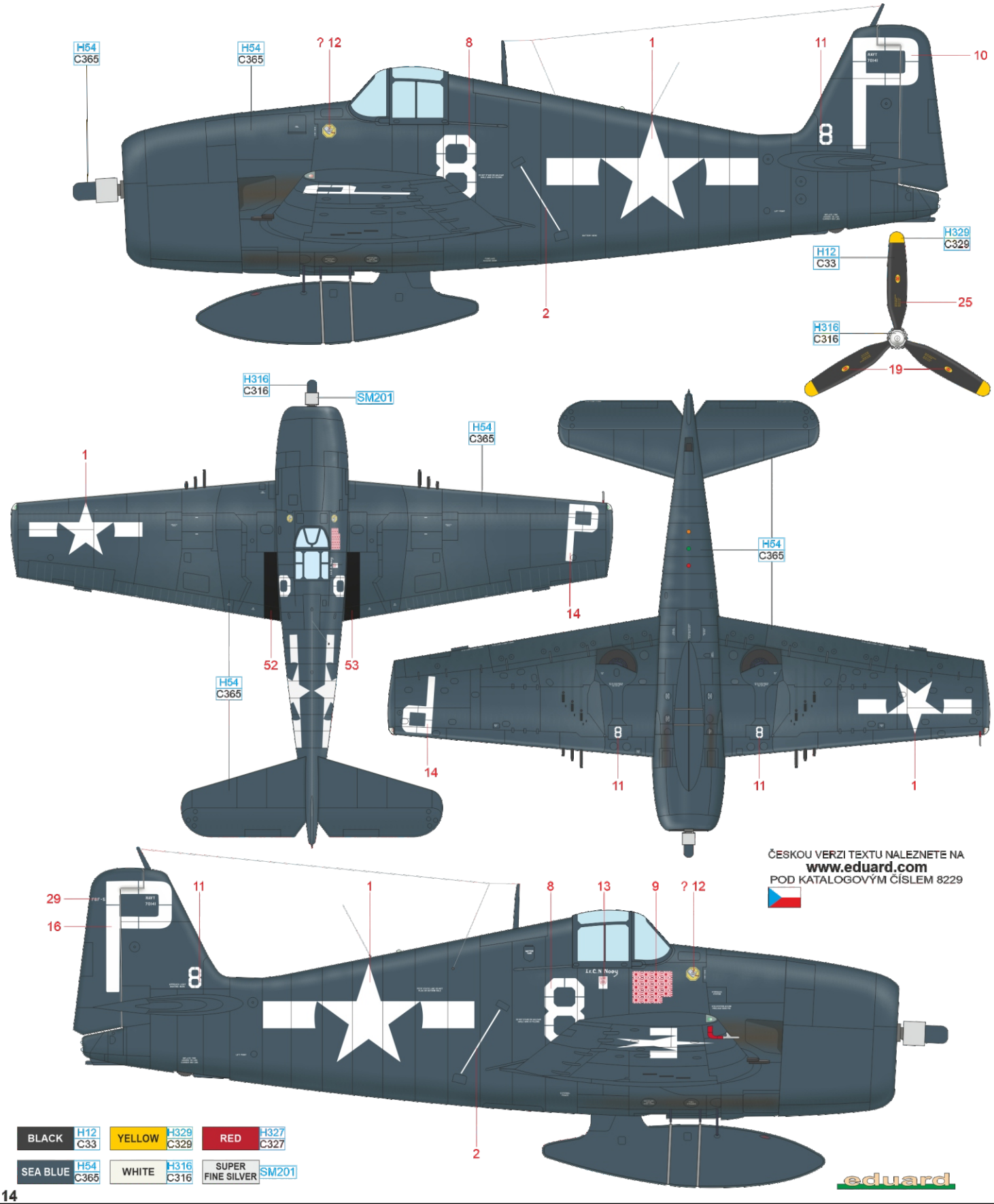


BLACK	H12 C33	YELLOW	H329 C329		
SEA BLUE	H54 C365	WHITE	H316 C316	SUPER FINE SILVER	SM201

B Lt. Cornelius N. Nooy, VF-31, USS Belleau Wood (CVL-24), August 1945

Cornelius Nicholas Nooy was born on April 15, 1921, in Smithtown and became probably the deadliest ornamental gardener in the world, as he graduated with a bachelor's degree in Ornamental Horticulture from the New York State Institute of Agriculture in 1941 and also became one of the most successful Naval fighters. He enlisted in the US Navy on March 18, 1942, and started his flight training on August 1, 1942. Four and a half months later he was designated a Naval Aviator and became member of VF-31. There he did not waste time and achieved his first aerial victory on January 29, when he shot down one Zero while another was classified as probable. In the end he had 19 victories to his credit, ranking him the fifth most successful US naval fighter of WWII (rank shared with Alexander Vraciu and Patrick Fleming) and the most successful fighter operating from light aircraft carriers. The Hellcat depicted here sports symbols of all of his victories under the windshield and also his name and the emblem of the VF-31. Between them, there was probably the emblem of NYSIA. This aircraft served several pilots to take commemorative photos at the end of the tour and so all the logos and names were temporary. As the unit's symbol was usually placed in front of the windshield, we presume it was also the case of this aircraft. Nooy left active duty on December 28, 1945, and served in the Naval Reserve, where he was promoted to Lt Cdr on February 1, 1952. He died of cancer just a month before his 37th birthday.



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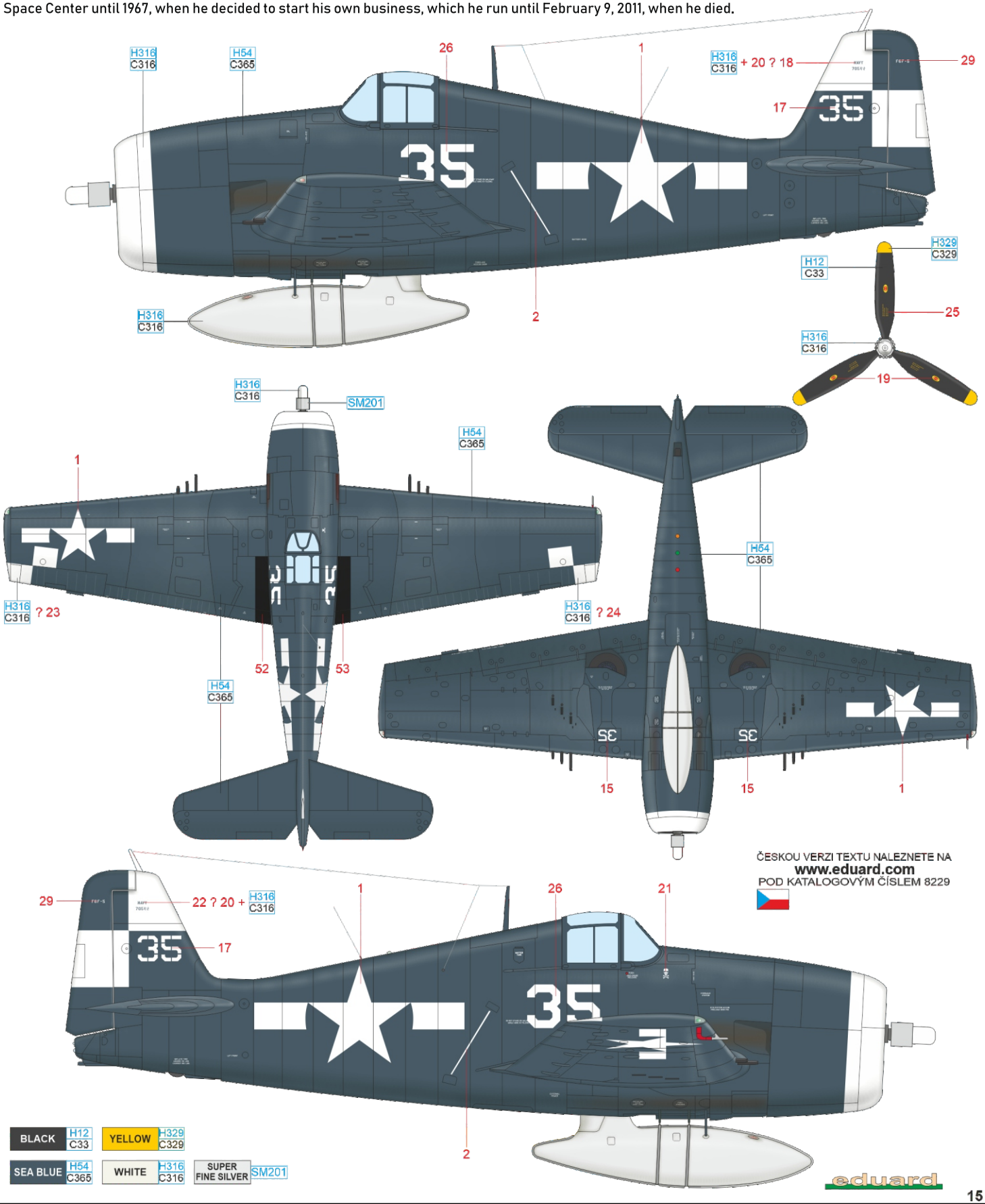
C BuNo 70597, Lt. James L. Pearce, VF-17, USS Hornet (CV-12), March 1945

James Lano Pearce became not only a Naval fighter but also a remarkable aviation personality. He enlisted with the Navy on July 3, 1941. After getting his "wings" and promotion to the rank of Ensign he served with VS-52 flying scout planes from Bora Bora, Society Islands, from December 1942 to July 1943. Following he was transferred to VF-18 and he probably shot down a Zeke on November 11 in vicinity of Rabaul and shared 0,25 of the victory over a Betty on December 25, 1943. A damaged Betty bomber on January 1944 was his last achievement with VF-18 prior to his return to west coast, where he helped to reform VF-17 from March 1944. He returned to combat aboard USS Hornet (CV-12). He shared one Myrt shot down on March 18, 1945 and his best day came on March 21, when he sent down two Betty bombers and finally recorded 5,25 victories plus 15 aircraft destroyed on the ground. After the war he was stationed at the Flight Test Division at NAS Patuxent River until his departure from the Navy on August 27, 1948. He then continued his career of test pilot with Grumman, but just after six months he changed employer and for the next 15 years helped with the development of the North American Aviation aircraft. During this service he lost his left leg below knee in 1953 but kept flying. Another change came at the early stage of the Apollo space program. Jim Pearce was placed in charge of test and check out of the Apollo Command and Service Modules for the Lunar program and remained at the Kennedy Space Center until 1967, when he decided to start his own business, which he run until February 9, 2011, when he died.



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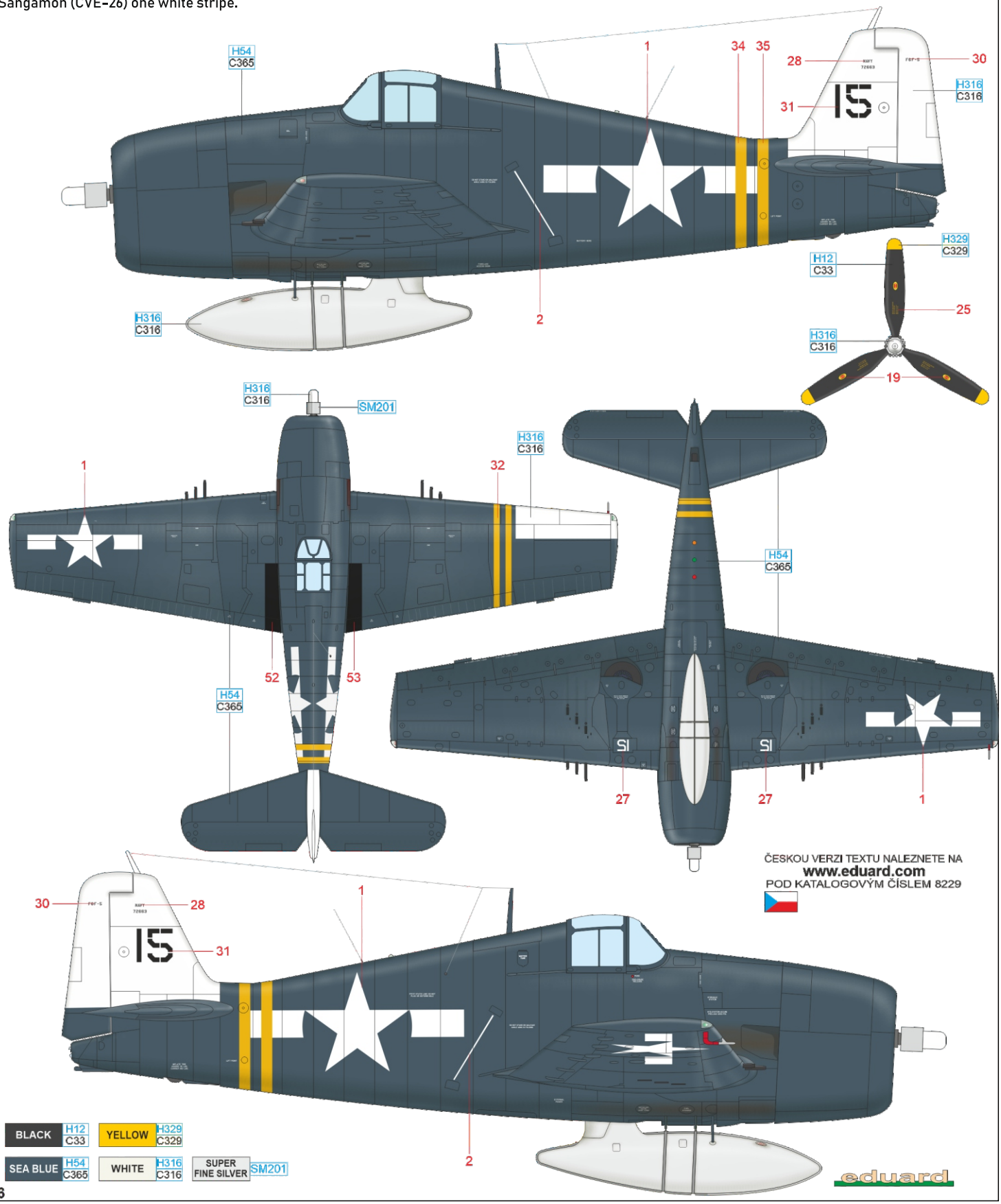
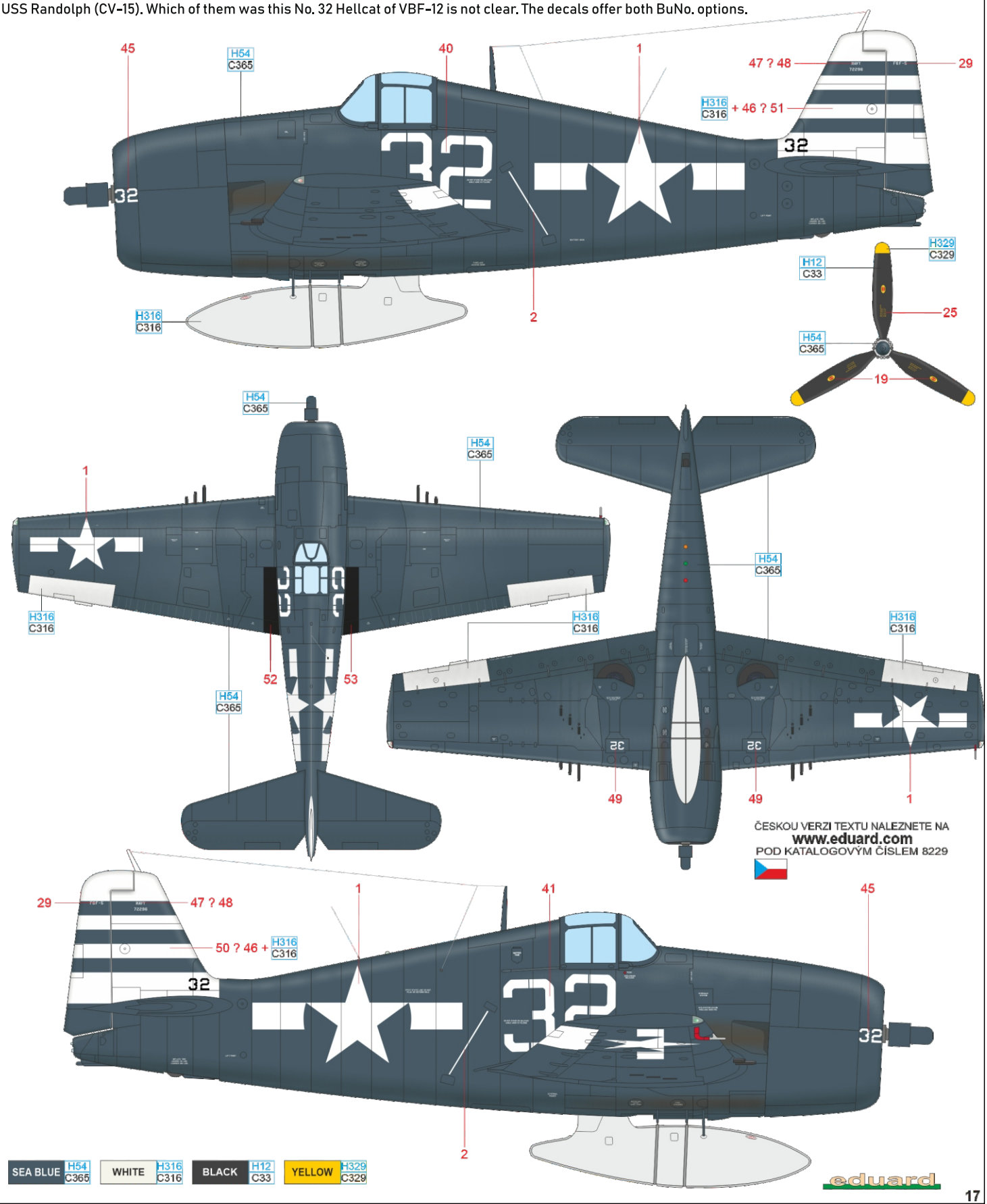
D BuNo 72663, Ens. William A. Sinnott, VF-24, USS Santee (CVE-29), July 1945

July 7, 1945, was not a lucky day for the escort carrier USS Santee (CVE-29) units VF-24 and VT-24. During the landing procedure the arresting hook of the Hellcat flown by Ens William A. Sinnott broke, the aircraft cleared all the barriers a ran into parked planes, causing a fire. Four Hellcats and two Avengers were jettisoned, six torpedo bombers were damaged and one of the pilots of the parked aircraft was killed. VF-24 was on its second tour from March 27 to July 19. During this spell the pilots were mostly tasked with ground attack missions, as they were supporting the Allied landings on Okinawa from April 1 and helping British carrier forces to deny Japanese units to use the airfields on the Sakishima islands. On June 16, USS Santee launched a fighter bomber mission against targets on Kyūshū, Japanese mainland. On June 19 the ship arrived at Leyte Gulf and undergo minor repairs. She was in action again from July 1 and at the time of the Sinnott's crash was covering minesweeping operations west of Okinawa. During the whole second tour the pilots of VF-24 achieved just three aerial victories, which was down to the nature of their tasks. Two months and two weeks after the crash on the deck of USS Santee, the VF-24 was disbanded on September 20, 1945. As a part of the Carrier Division 22, their Hellcats sported white tails and white rectangles on the leading edge of the starboard wing's upper side. The aircraft of USS Santee were distinguished by two yellow stripes on the rear fuselage and on the wing, accompanying the white rectangle. Aircraft from USS Chennango (CVE-28) sported one yellow stripe, USS Suwanee (CVE-27) two white stripes and USS Sangamon (CVE-26) one white stripe.



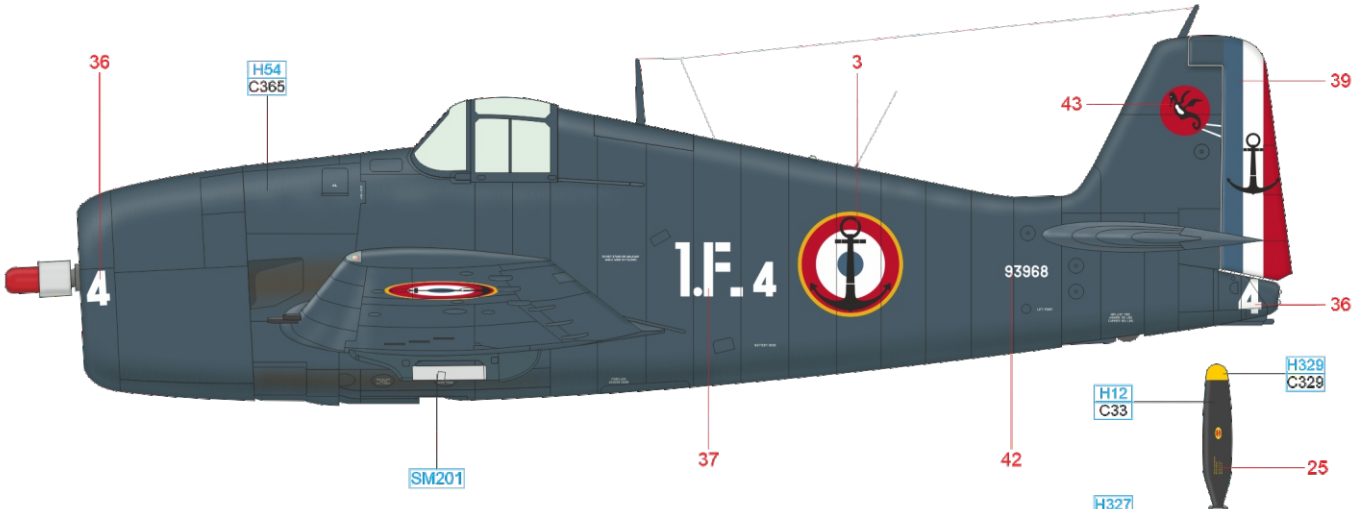
E BuNo 72296 Lt. Louis A. Menard, jr., VBF-12, USS Randolph (CV-15), February 1945

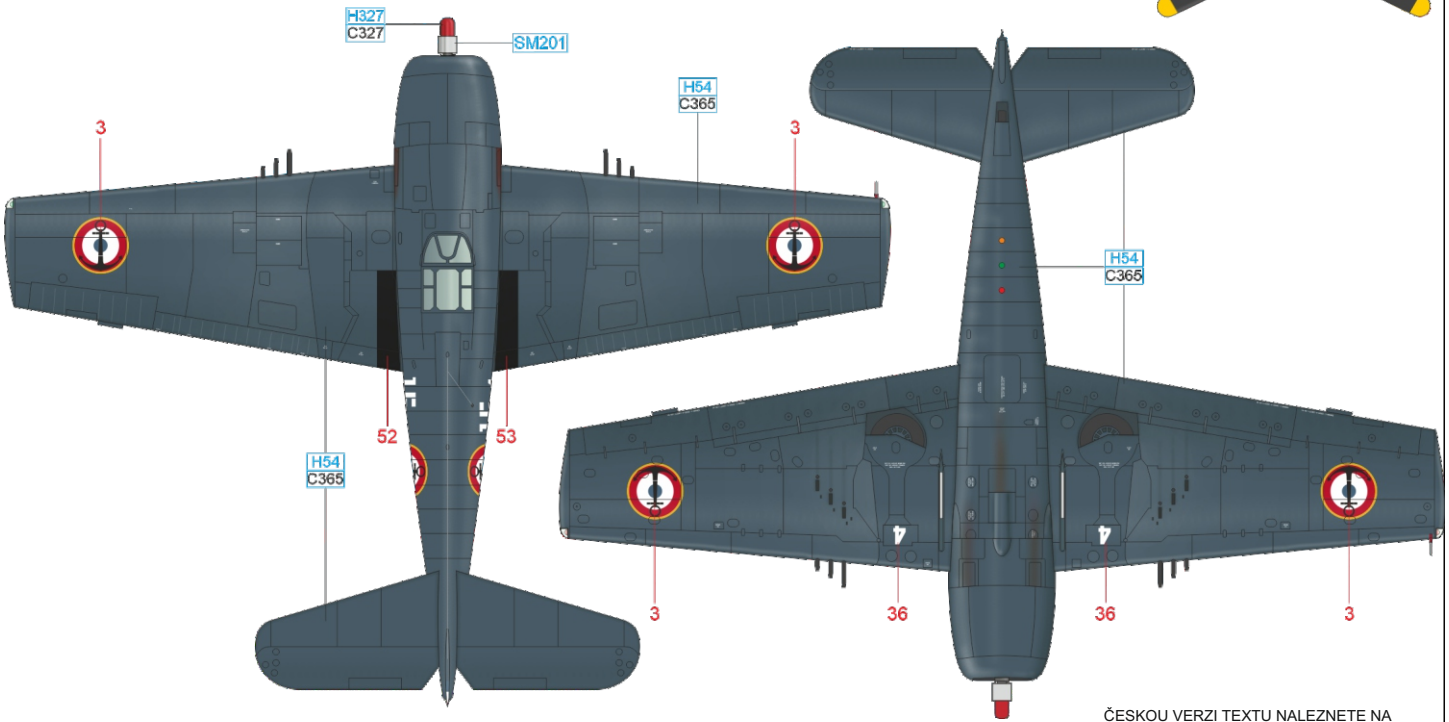
Louis Arthur Menard, called Lou, joined the Navy on July 21, 1941. He was designated a Naval Aviator on January 31, 1942 and promoted to the rank of Ensign. His first combat deployment took him to North Africa on board of USS Ranger (CV-4) as a member of VF-9. There he achieved one confirmed and one probable kill flying F4F-4 on November 9. A year later, on November 11, he added two Zekes to his tally still as a member of VF-9, but aboard USS Essex (CV-9). After shooting down a Kate on January 29, 1944, he made himself an ace as he shot down two Kates and two Petes on February 17. Promoted to the rank of Lieutenant on April 1, 1944, he was attached to the VF-12 and, on January 2, 1945, moved to its sibling squadron VBF-12. February 16 was the day of his last victory. He shot down one Judy, but the next day he had to bail out over the ocean and strong wind dragged him through the water. The crew of the destroyer Taussig (DD-746) finally saved him. This ended his tour and he returned to the USA. Ha stayed in active duty until 1968, when he retired in the rank of Commander. He was XO of VF-33 from June 1953 and CO of VF-102 from September 1954. Regarding the Navy loss list, Menard flew Hellcat BuNo. 72296 and a painting accompanying the interview with him portrays the aircraft with tactical number 32. We thus assume it was the one Lou had to bail out from. Another source states the aircraft was BuNo. 72635 and to make the things even more complicated, there were two Hellcats with number 32 on board of USS Randolph (CV-15). Which of them was this No. 32 Hellcat of VBF-12 is not clear. The decals offer both BuNo. options.



F Flottille 1F, PA Arromanche, French Indochina, 1951

The French Navy bought 124 F6F-5s and fifteen F6F-5Ns between 1950 and 1953. The plane equipped several combat units, including famous wartime I/6 Corse and II/6 Normandie-Niemen squadrons. The Naval 1F Flotille was another unit to convert to Hellcats and one of those fighting in Indochina, where France tried to reinstate its pre-war colony but faced the communists opposition led by Ho Chi Minh. The unit was transformed into 11F on June 20, 1953, while back in France, and sent back to French Indochina immediately. The Hellcats were also used by 54S, 57S and 59S training squadrons. French scrapped their Hellcats in 1960 and replaced them with the F8F Bearcat. Their Hellcats were painted in Gloss Sea Blue and had a modified French roundel with an anchor. The aircraft sported the famous symbol of the Seahorse on the vertical stabilizer. The appearance of the seahorse varied from aircraft to aircraft.





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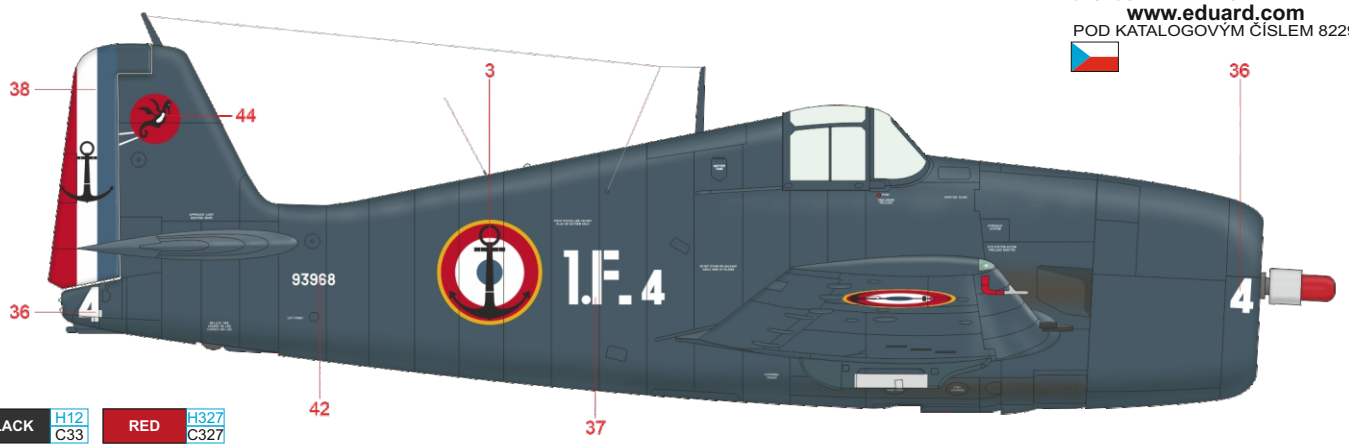
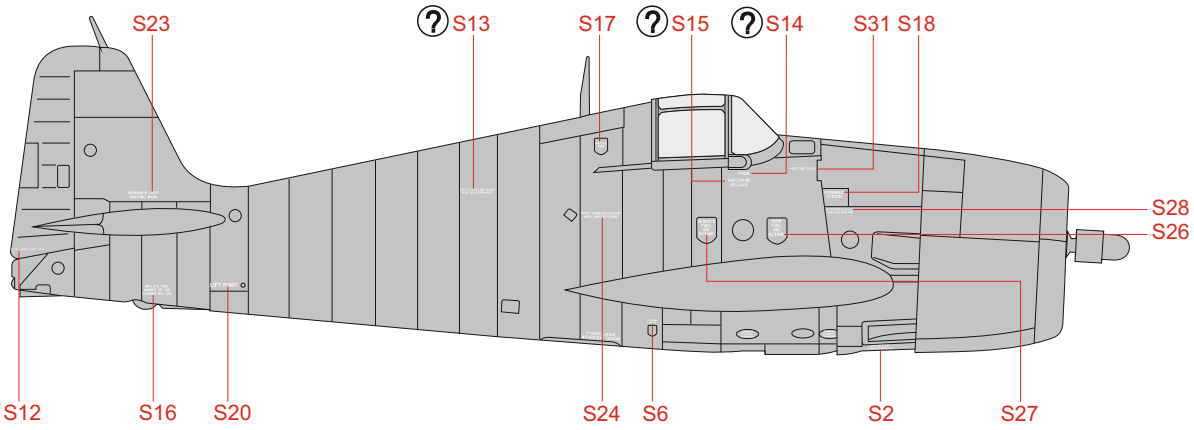
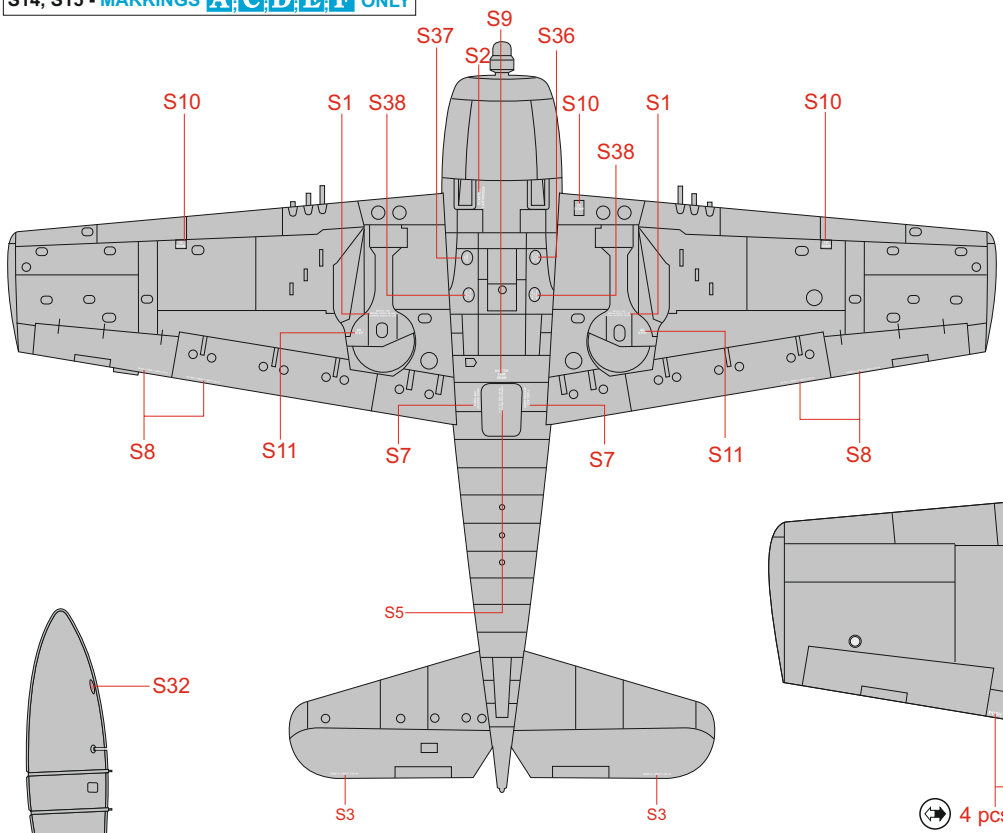
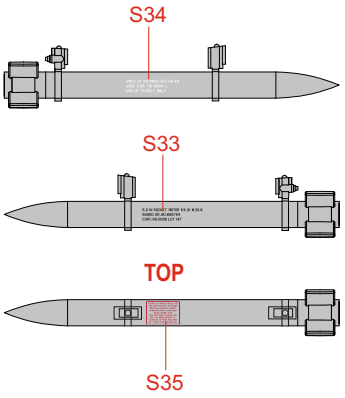


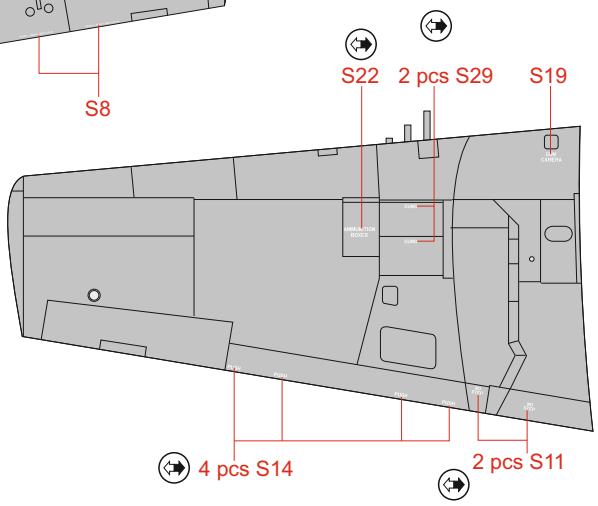
BLACK	H12 C33	RED	H327 C327		
SEA BLUE	H54 C365	YELLOW	H329 C329	SUPER FINE SILVER	SM201

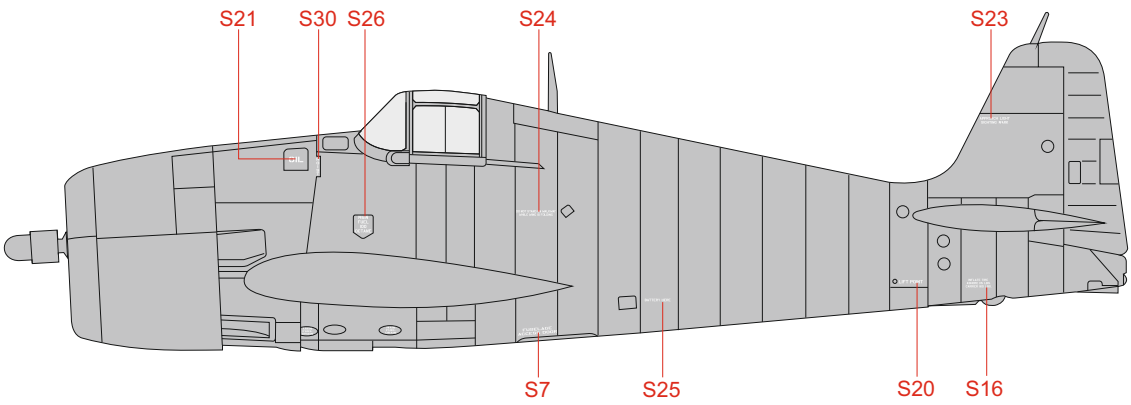


S13 - MARKINGS B,D,E,F ONLY
S14, S15 - MARKINGS A,C,D,E,F ONLY



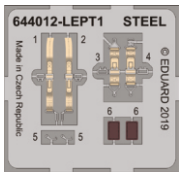






Eduard goodies for F6F-5 Hellcat 1/48

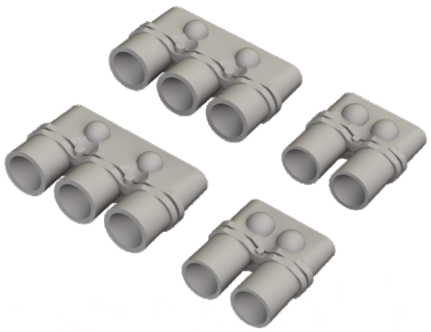
48585	F6F undercarriage (PE-Set)
48588	F6F gun bay (PE-Set)
491347	F6F-5 (PE-Set)
FE1065	F6F-5 seatbelts STEEL (PE-Set)
644012	F6F-5 LööK (Brassin)
648061	HVAR rockets (Brassin)
648086	US 250lb bombs (2 pcs) (Brassin)
648102	F6F wheels (Brassin)
648683	F6F exhaust stacks (Brassin)
648747	F6F undercarriage legs BRONZE (Brassin)
648798	F6F wheel bays PRINT (Brassin)
3DL48069	F6F-5 SPACE (3D Decal Set)
EX866	F6F-5 TFace (Mask)



Cat. No. 644012

Cat. No. 648747

Cat. No. 648683



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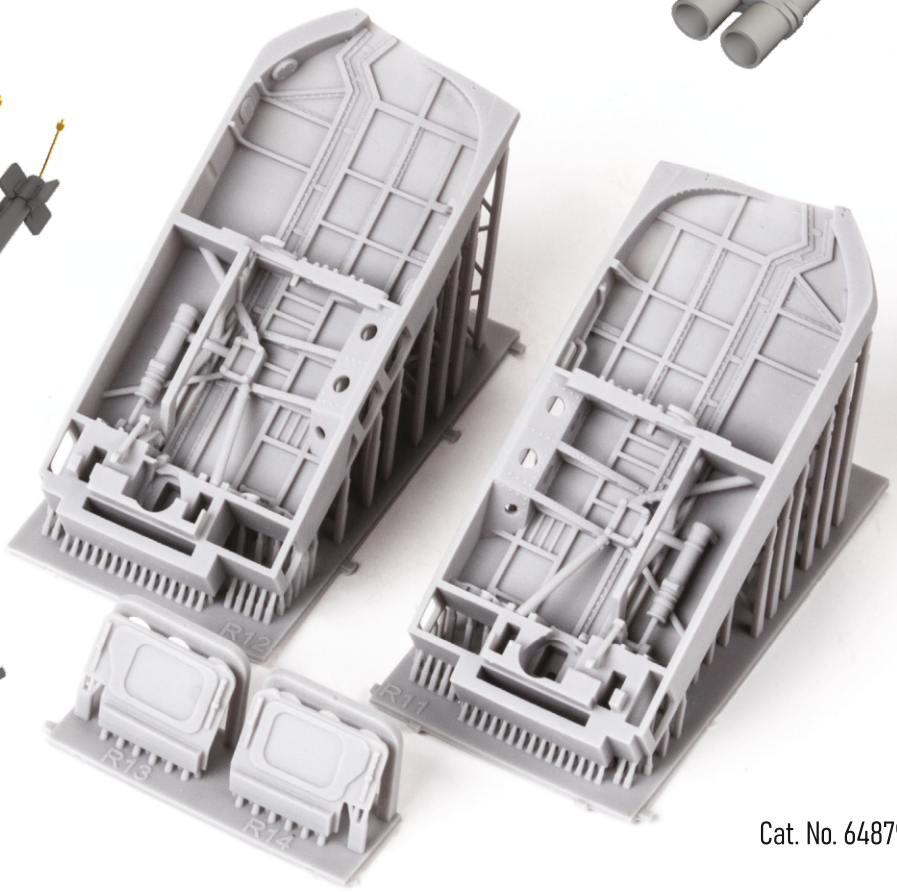

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