

# FM-1 Wildcat

eduard

1/48 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 82204

**At the outbreak of the War in the Pacific, the Wildcat was the main fighter aircraft on the carrier decks of US Navy ships. And even the introduction of more advanced Hellcat and Corsair fighters was not the end of story for their predecessor. In fact, Wildcat became a star of the escort carrier fleet and served until the end of the war.**

In the early 1930's Grumman company became a major supplier of fighter aircraft to the US Navy with the FF biplane and its successors, the F2F and F3F. By 1935, however, the biplanes were reaching their limits and with the XF4F-1 prototype (factory designation G-19) Grumman failed against the cantilever monoplane Brewster F2A-1 Buffalo in the US Navy's competition for a new fighter. The XF4F-1 prototype was retained as a backup, but at Grumman they realized biplanes had become obsolete, so they redesigned it as an all-metal mid-wing monoplane, designated the XF4F-2 (G-18).

The fuselage was adopted with only minor changes, the wing employed the newly-developed NACA 230-series airfoil. Powered was delivered by a 1,000 hp (750 kW) Pratt & Whitney R-1830-66 Twin Wasp engine with a single-stage single-speed supercharger. The 110 gal (415 l) fuel tank was located beneath the cockpit with a 20 gal (75 l) reserve tank behind the pilot's seat. Armament consisted of two .30 (7.62 mm) machine guns in the fuselage and two .50 (12.7 mm) machine guns in the wing. There were also provisions for two 100lb (45kg) bombs under the wing. Undercarriage was structurally complex design adopted from previous types, which the pilot retracted manually into the fuselage using a crank. The maiden flight of the XF4F-2 occurred on September 2, 1937, and in April 1938 comparative trials were conducted with the XF2A-1 Buffalo and with the Seversky XFN-1. Although the Wildcat prototype was the fastest, it still did not meet the Navy's requirement of 300 mph (482 km/h). Finally, it was Brewster who received an order to deliver 54 units of the F2A-1 Buffalo, as this handled better, had hydraulically operated landing gear and was powered by less complicated Cyclone engine. Grumman did not give up, however, and work on an improved version of the XF4F-3 (G-36) began.

#### On the third try

The fuselage was lengthened to 28 ft (8.53 m) but otherwise was almost unchanged. The wingspan was also increased from 34 ft (10.36 m) to 38 ft (11.58 m) with squared-off tips. A P&W XR-1830-76 engine with a two-stage, two-speed supercharger rated at 1,200 hp (890 kW) was selected. The prototype made its maiden flight on February 12, 1939, and reached a speed of 333,5 mph (537 km/h). As deliveries of the Buffaloes were delayed, the Navy decided to order 54 Grummans, which were named Wildcat on August 8, 1939. The first of these was delivered in February 1940. Production F4F-3s had .30 fuselage machine guns removed and four .50 guns were installed in the wing. The F4F-3 wing did not yet have a folding mechanism, this was not introduced until the F4F-4 version.

#### In the British service

Even before the US Navy ordered the new aircraft, France rushed in, ordering 81 aircraft with the export designation G-36A. These were powered by the Wright R-1820-G205A-2 Cyclone engine with a single-stage, two-speed supercharger, developing up to 1,000 (850 kW). Armament was to consist of six 7.5 mm Darne machine guns. However, these aircraft never made it to the customer. After the fall of France,

they were rebuilt to British specification (the armament changed to four .50 machine guns) and were used by Fleet Air Arm. They served under the name Martlet (changed to Wildcat in January 1944). In all, 1,200 Wildcats of various versions were delivered to the FAA.

#### Pacific Lumberjack

The Wildcat was the main carrier-borne fighter of the US Navy and USMC at the time of the attack on Pearl Harbor and as such had to face a new and dangerous adversary, the Japanese Zero. Although the Wildcat lagged in terms of performance and maneuverability, its rugged design, strong armor protection and self-sealing fuel tanks made it tough opponent. In addition, their pilots were also helped by the defensive tactics developed by Lt. Cmdr. John S. "Jimmy" Thach and named the Thach Weave. During the fighting for Guadalcanal, Wildcat pilots also used the "hit and run" high altitude ambush tactics with success. In 1943 new American fighters Grumman F6F-3 Hellcat and Vought F4U-1 Corsair were introduced and Grumman stopped the production of the Wildcat. A total of 7,860 Wildcats and Martlets of all versions were produced.

#### This kit: FM-1 Wildcat

In early 1943, Grumman ceased production of the Wildcat, but this did not mean the end of the Wildcat. The Navy needed compact fighter aircraft for the rapidly growing number of its escort carriers and that brought a "second life" to the type. Escort carriers were smaller than standard ones, so the new Hellcats and Corsairs were quite not suited for them. Grumman, fully occupied with the production of Hellcats and Avengers, therefore, in agreement with the Navy, assigned the production to General Motors, which had already reduced or stopped production at five of its modern car plants. By June 1942 they had all been converted for aircraft production and combined into the newly formed Eastern Aircraft Division. Production of Wildcats was entrusted to the Linden, New Jersey factory. Aircraft produced there were designated FM-1 (F stands for fighter, M for General Motors, and 1 for first type of the manufacturer). The first Wildcat produced at Linden was test-flown on August 31, 1942, meaning this happened during the ongoing fighting at Guadalcanal, which fully exposed the shortcomings of the F4F-4. The first ten FM-1s were assembled from Grumman parts in their original form, but starting with the eleventh, it was decided to remove the external machine guns to reduce the weight. After solving some of the problems caused by the wing folding system, the ammunition supply was increased significantly. While the F4F-3 carried 1800 rounds (450 per barrel), the FM-1 pilots could use 1720 rounds (430 per barrel) in combat. This was a big improvement over the F4F-4's mere 250 rounds per barrel. A total of 839 FM-1 Wildcats were produced before a further developed FM-2 with a more powerful engine was introduced into production. In addition to the naval Composite Squadrons, FM-1s also served with training units, and 311 of them were taken by the British FAA under the initial Martlet V designation, which was changed to Wildcat V in January 1944.

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 lepidla 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  
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)

PARTS



DÍLY



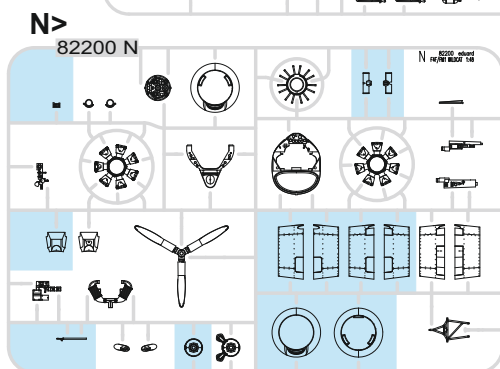
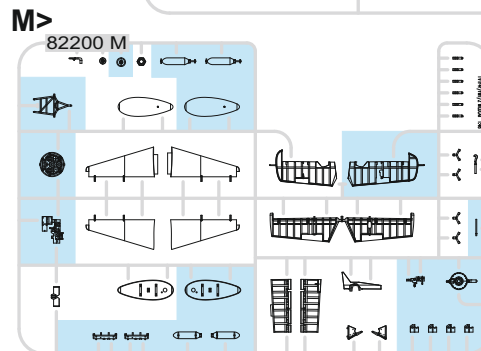
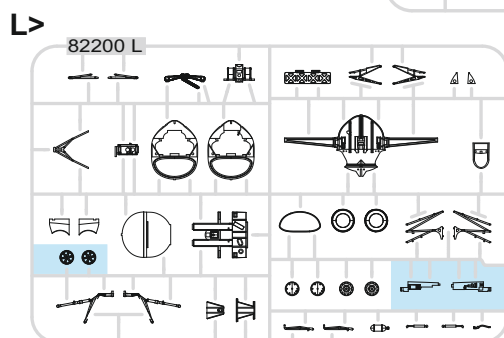
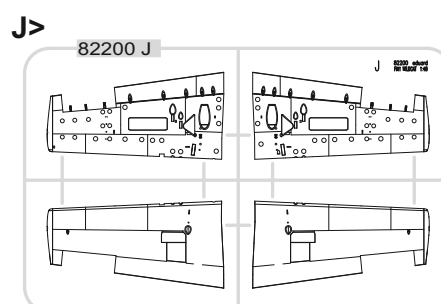
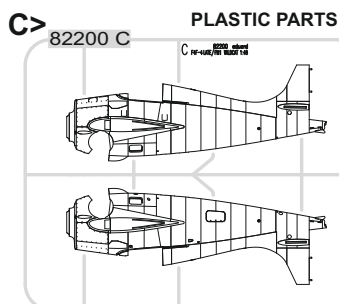
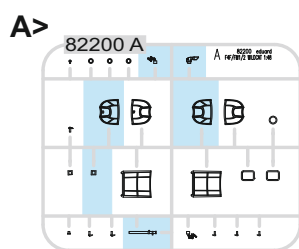
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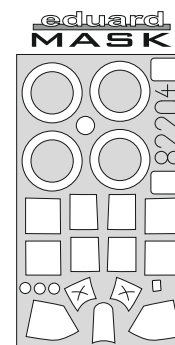
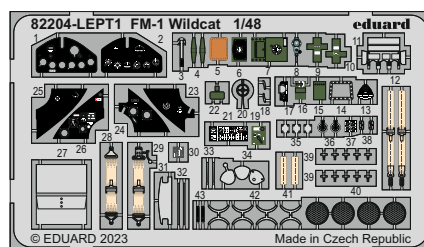
PIÈCES



部品



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

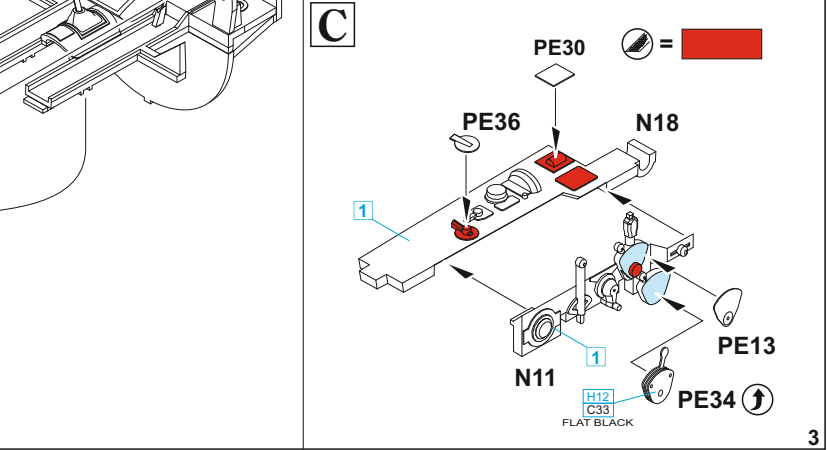
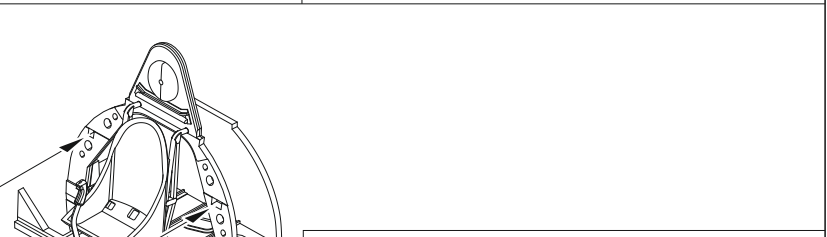
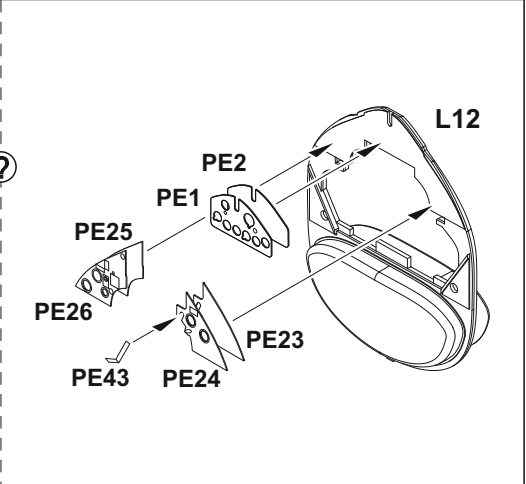
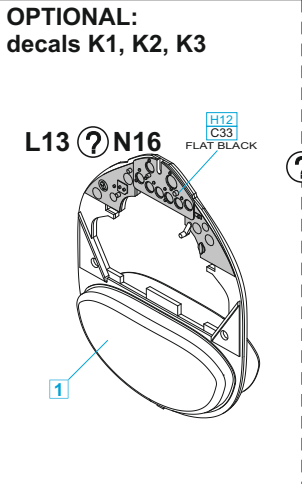
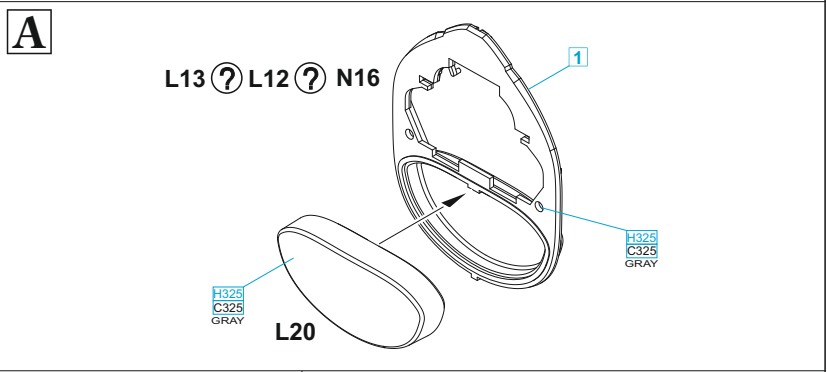
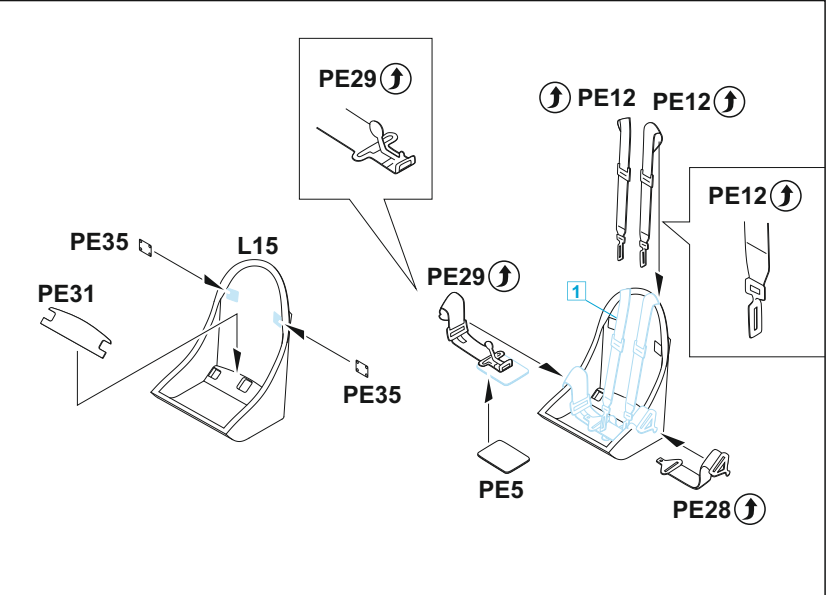
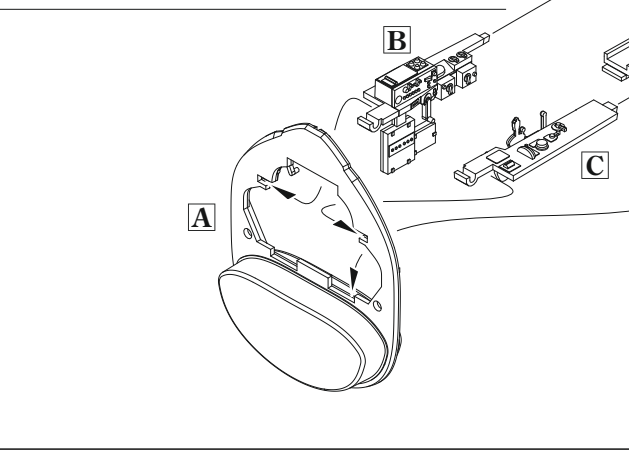
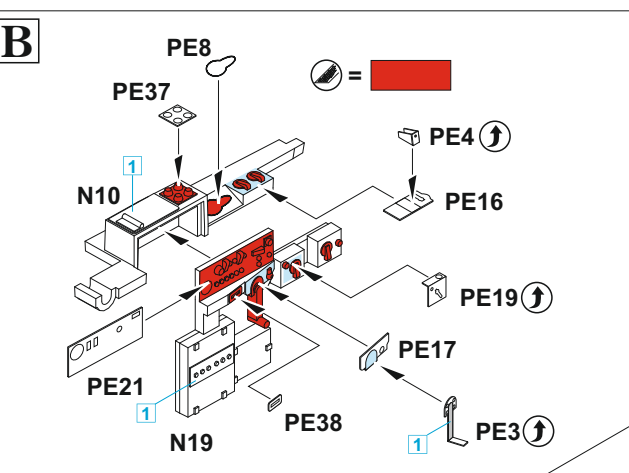
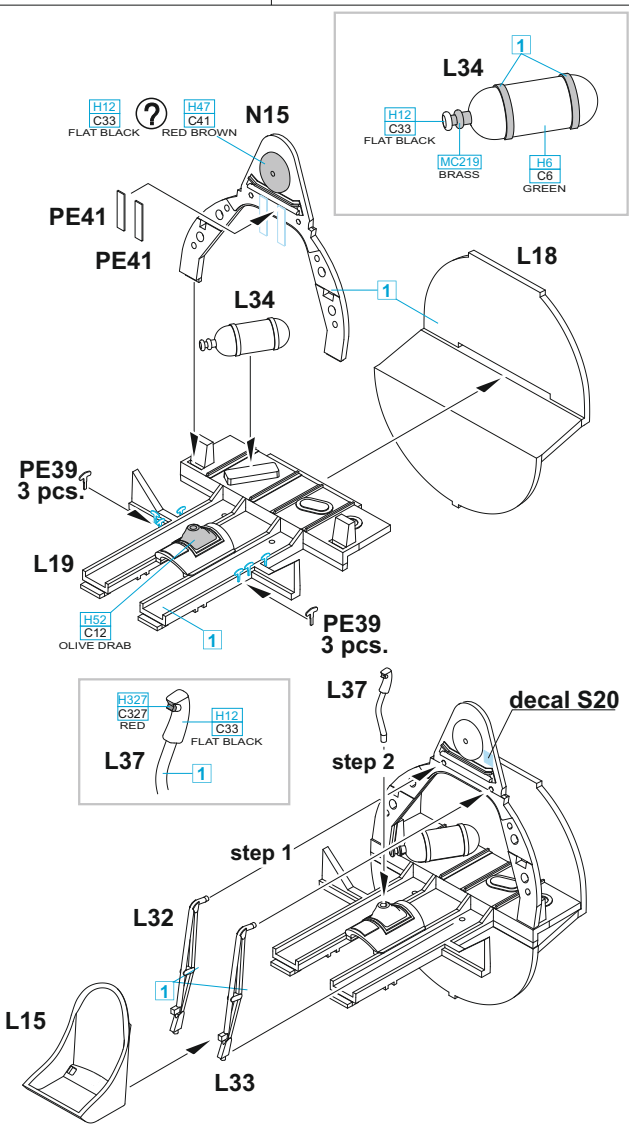


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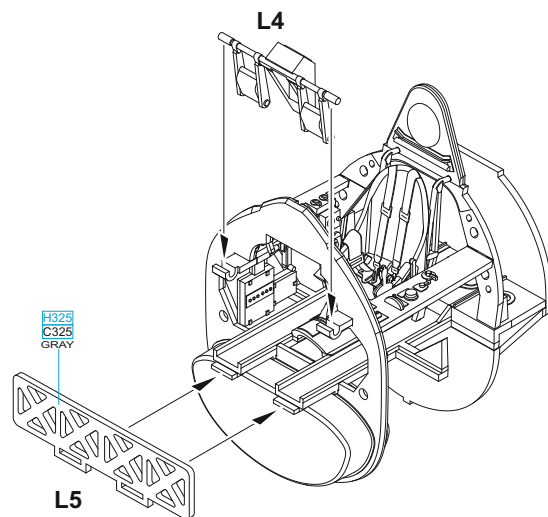
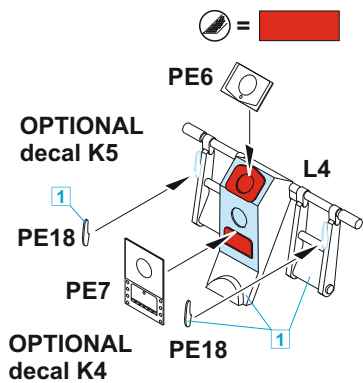
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AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H6	C6	GREEN
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H32	C40	FIELD GRAY
H47	C41	RED BROWN
H51	C11	LIGHT GULL GRAY
H52	C12	OLIVE DRAB
H54	C365	NAVY BLUE
H56	C366	INTERMEDIATE BLUE
H58	C351	INTERIOR GREEN
H74	C368	SKY
H77	C137	TIRE BLACK
H78	C38	OLIVE GREEN
H85	C45	SAIL COLOR
H90	C47	CLEAR RED

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H92	C49	CLEAR ORANGE
H93	C50	CLEAR BLUE
H94	C138	CLEAR GREEN
H306	C306	MEDIUM GRAY
H316	C316	WHITE
H317	C317	GRAY
H325	C325	GRAY
H327	C327	RED
H329	C329	YELLOW
H333	C333	EXTRA DARK SEAGRAY
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER

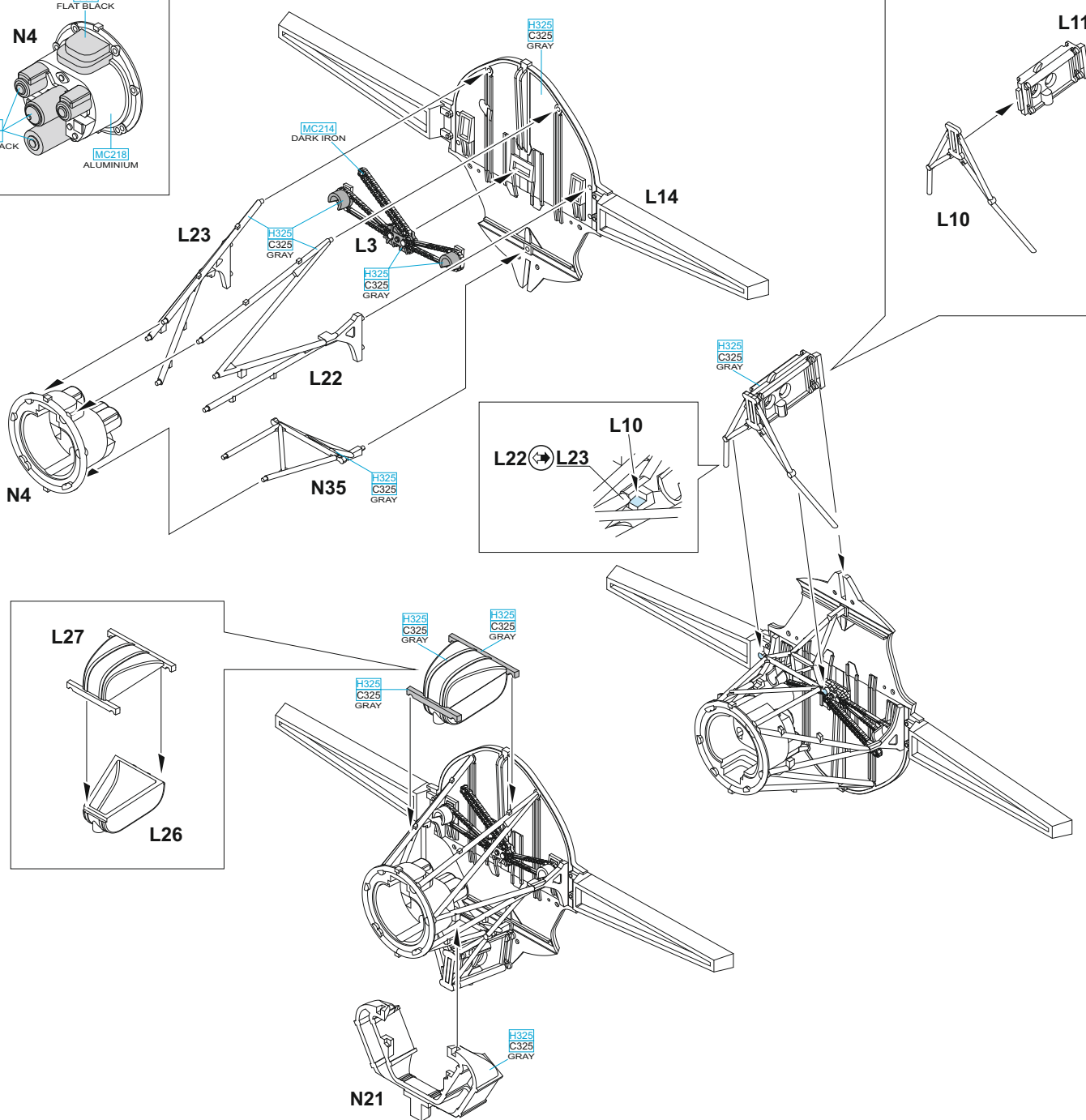
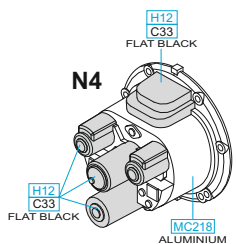
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 H58 H12  
 C351 C33  
 INT.GREEN FLAT BLACK



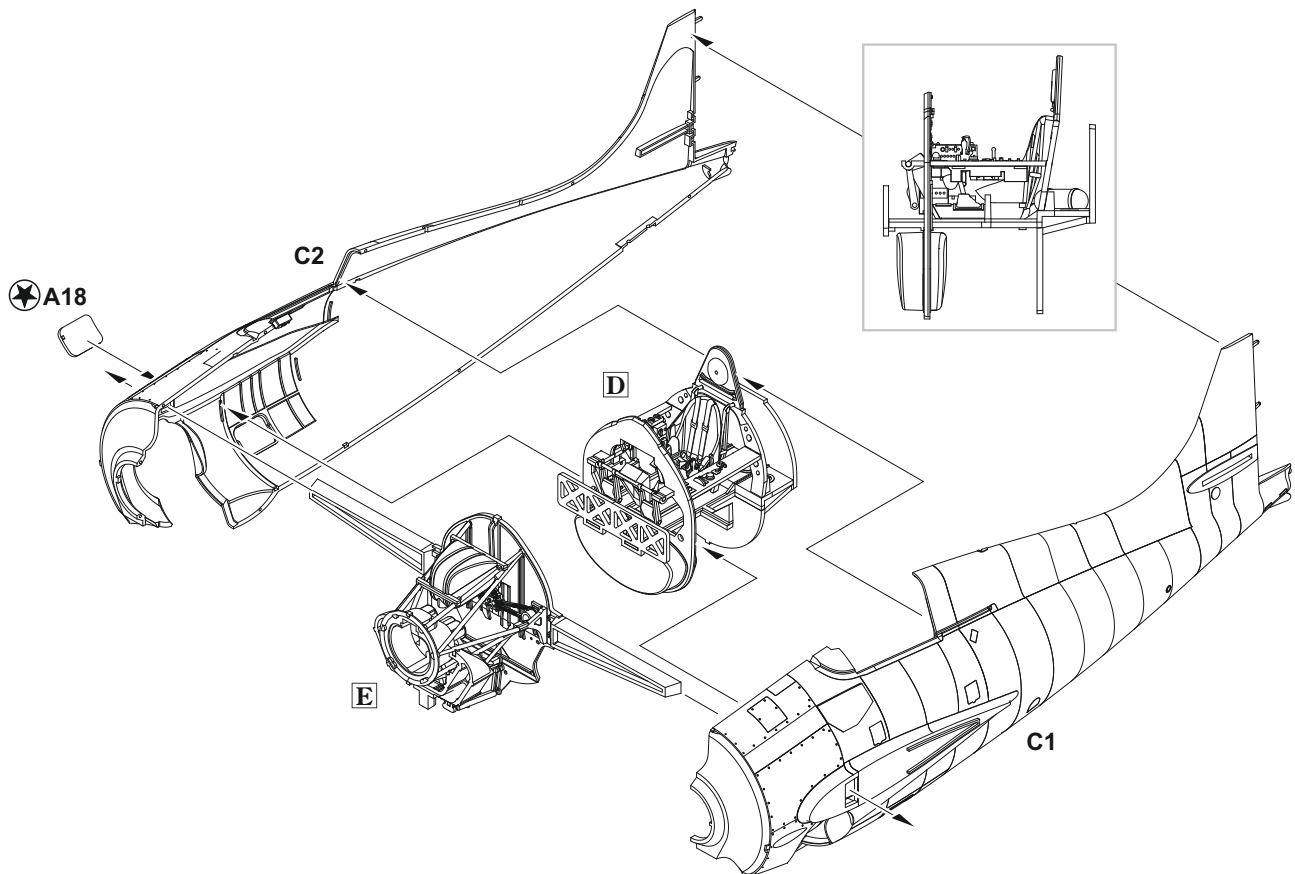
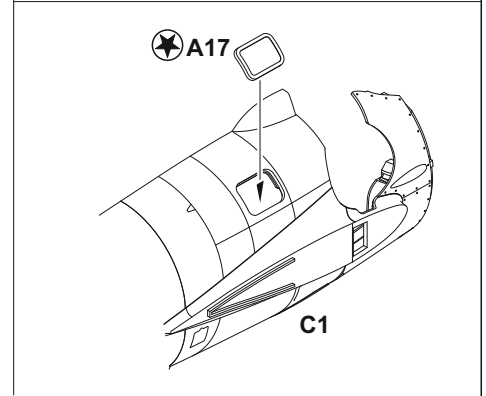
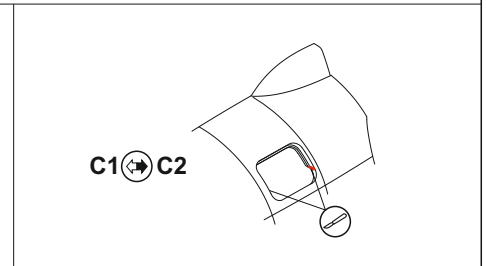
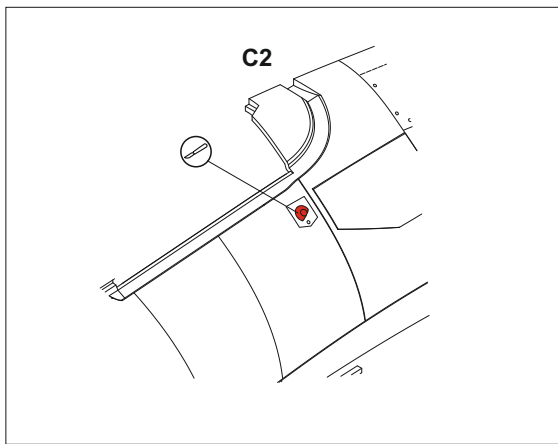
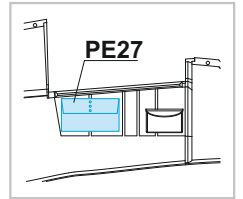
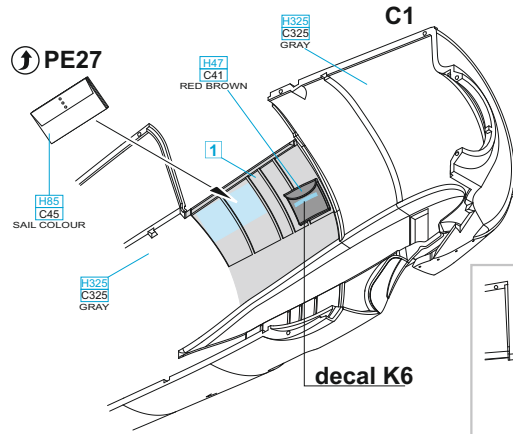
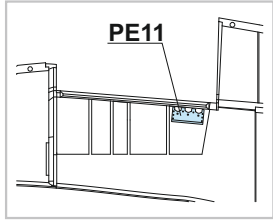
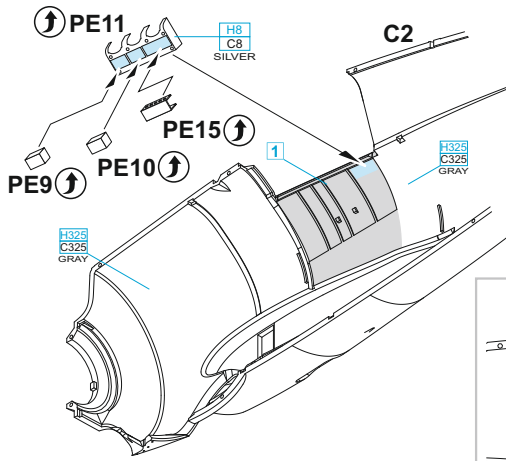
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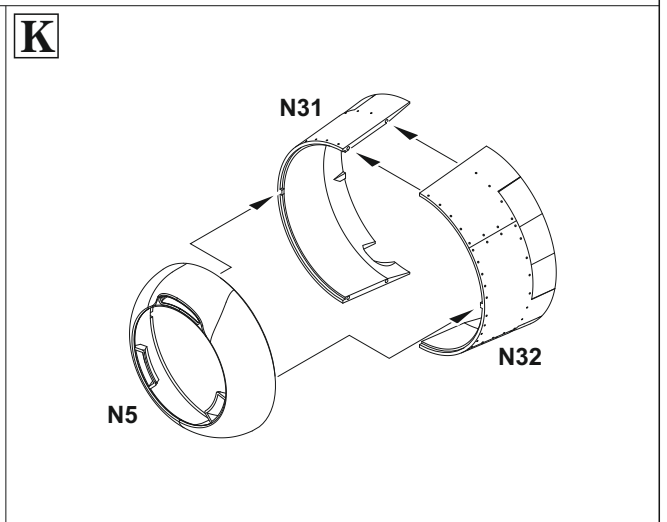
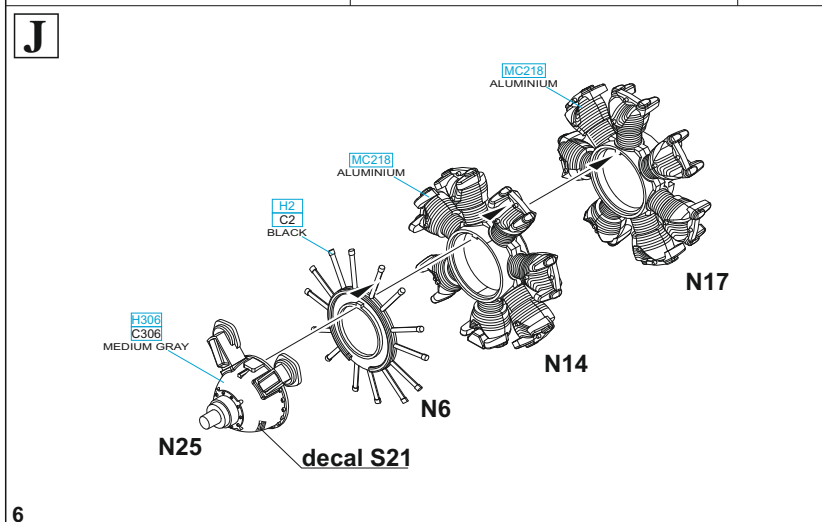
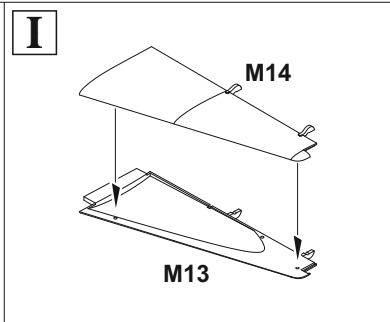
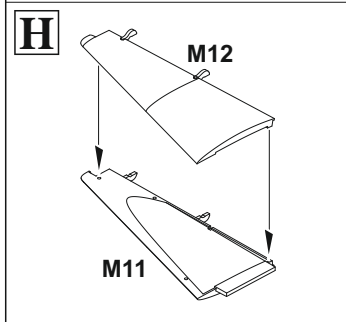
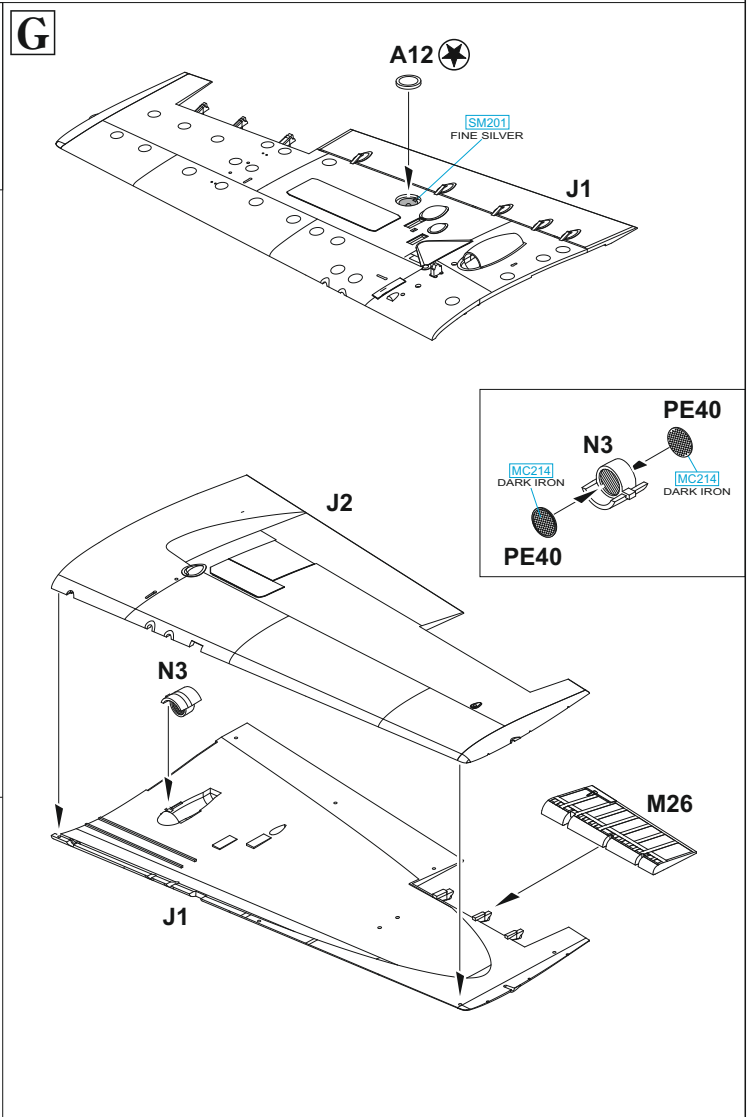
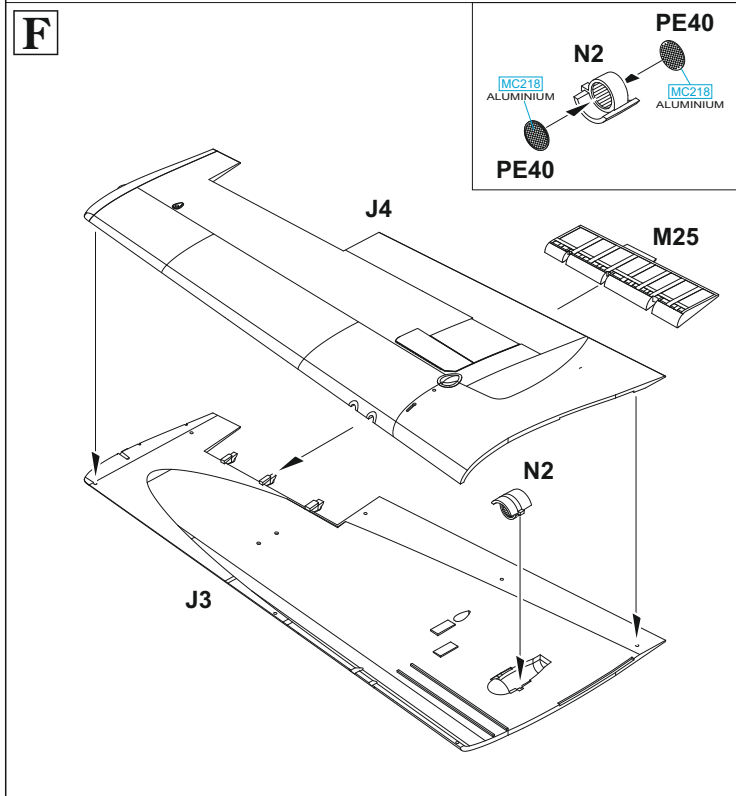
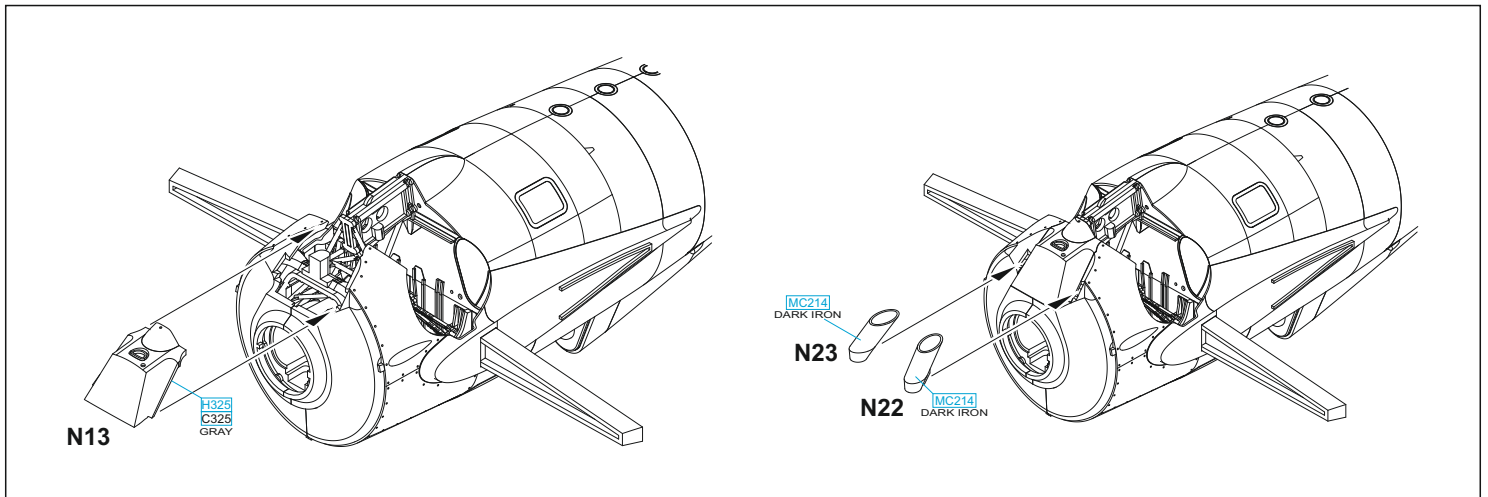


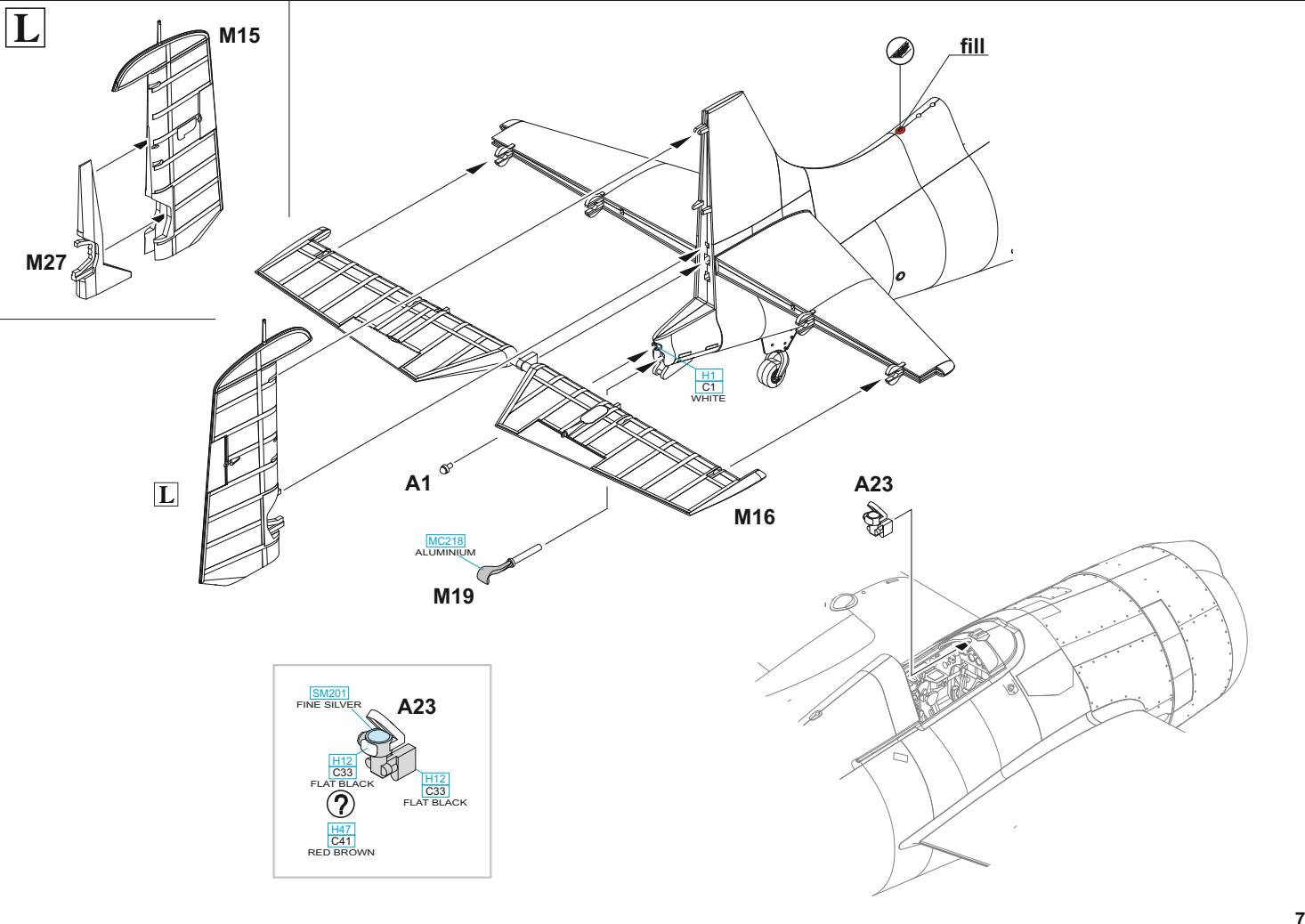
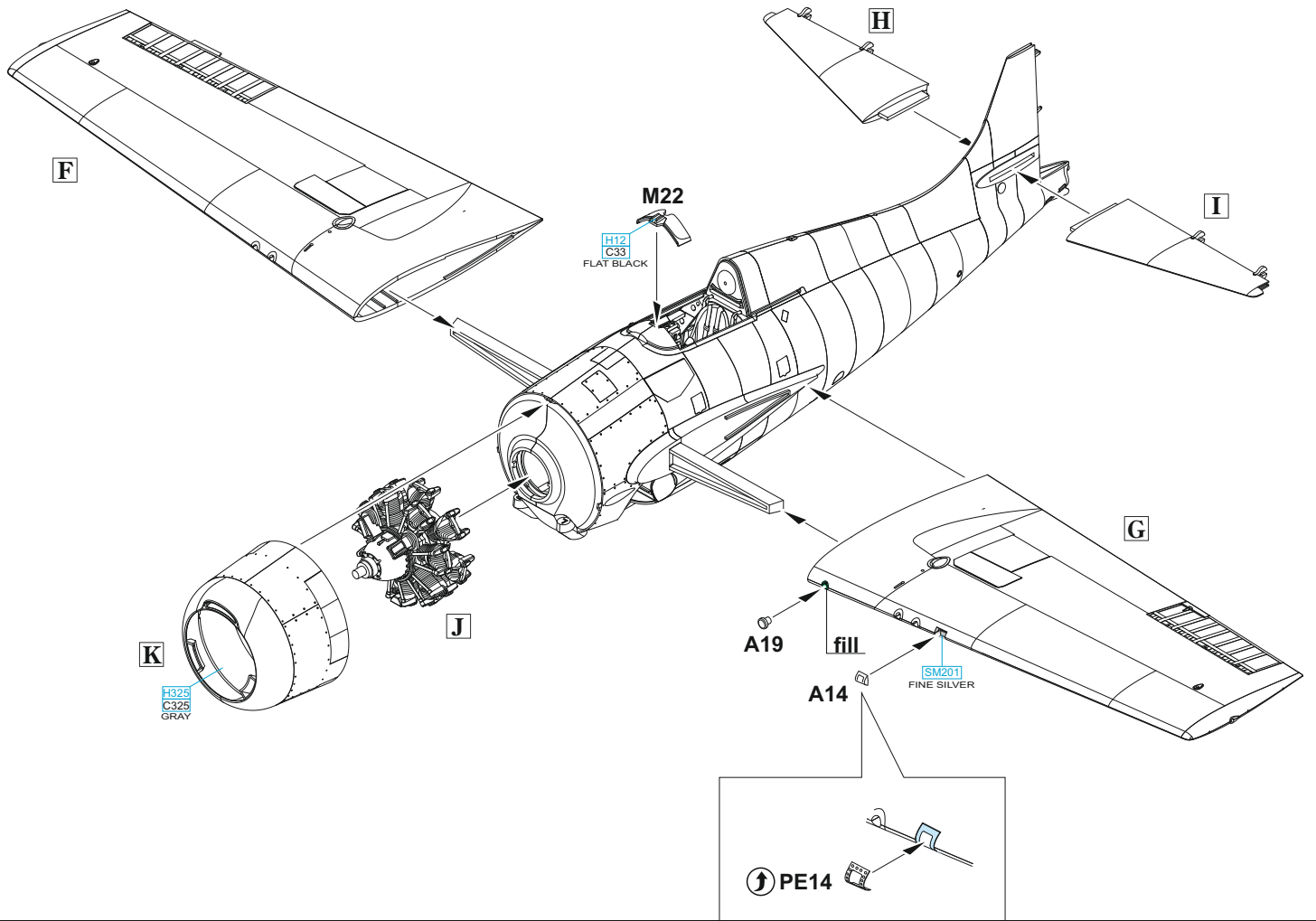
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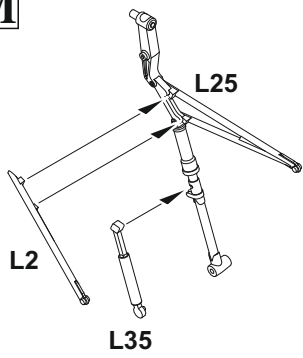
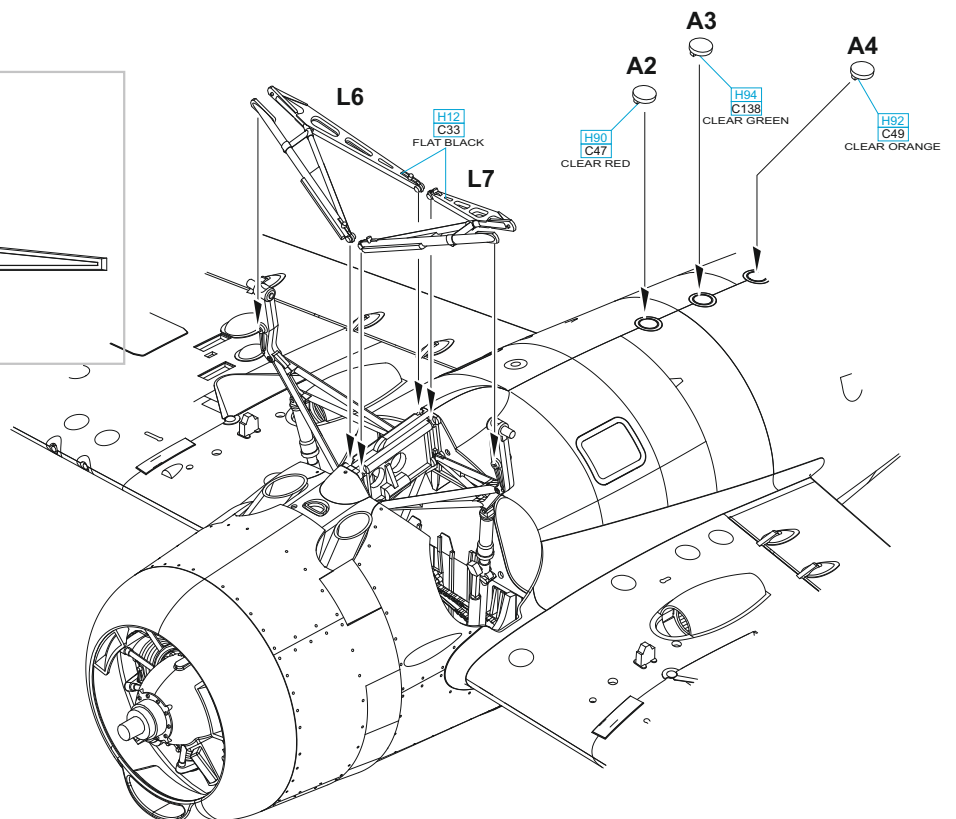
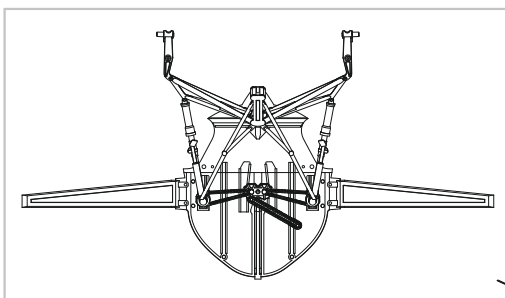
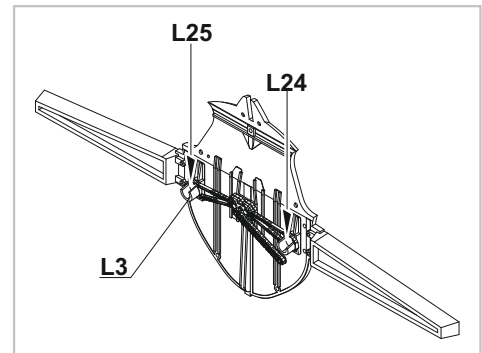
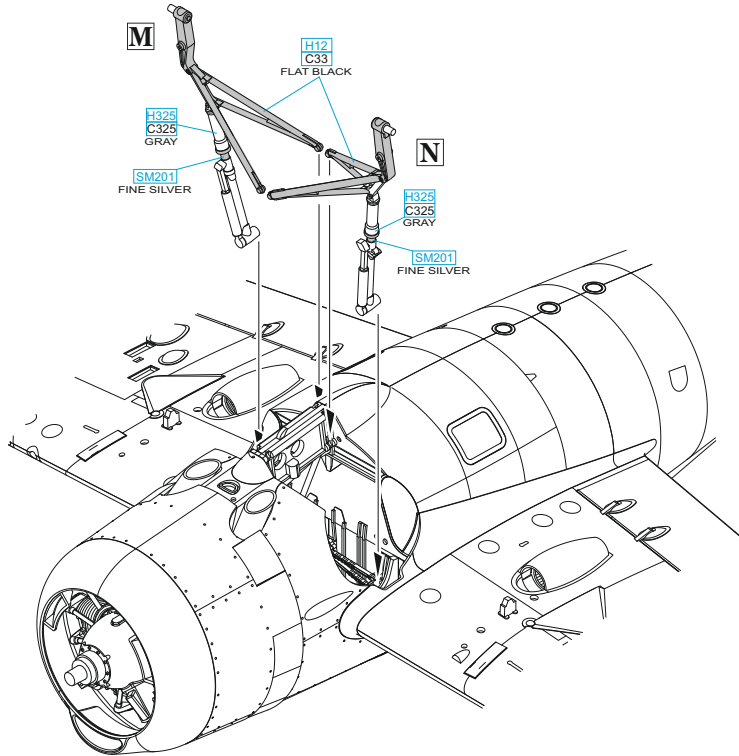
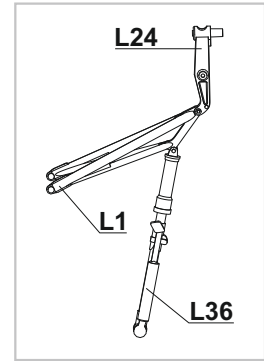
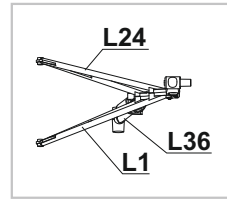
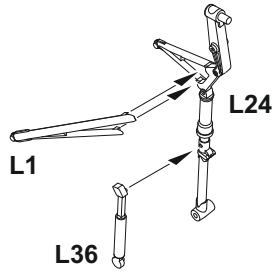




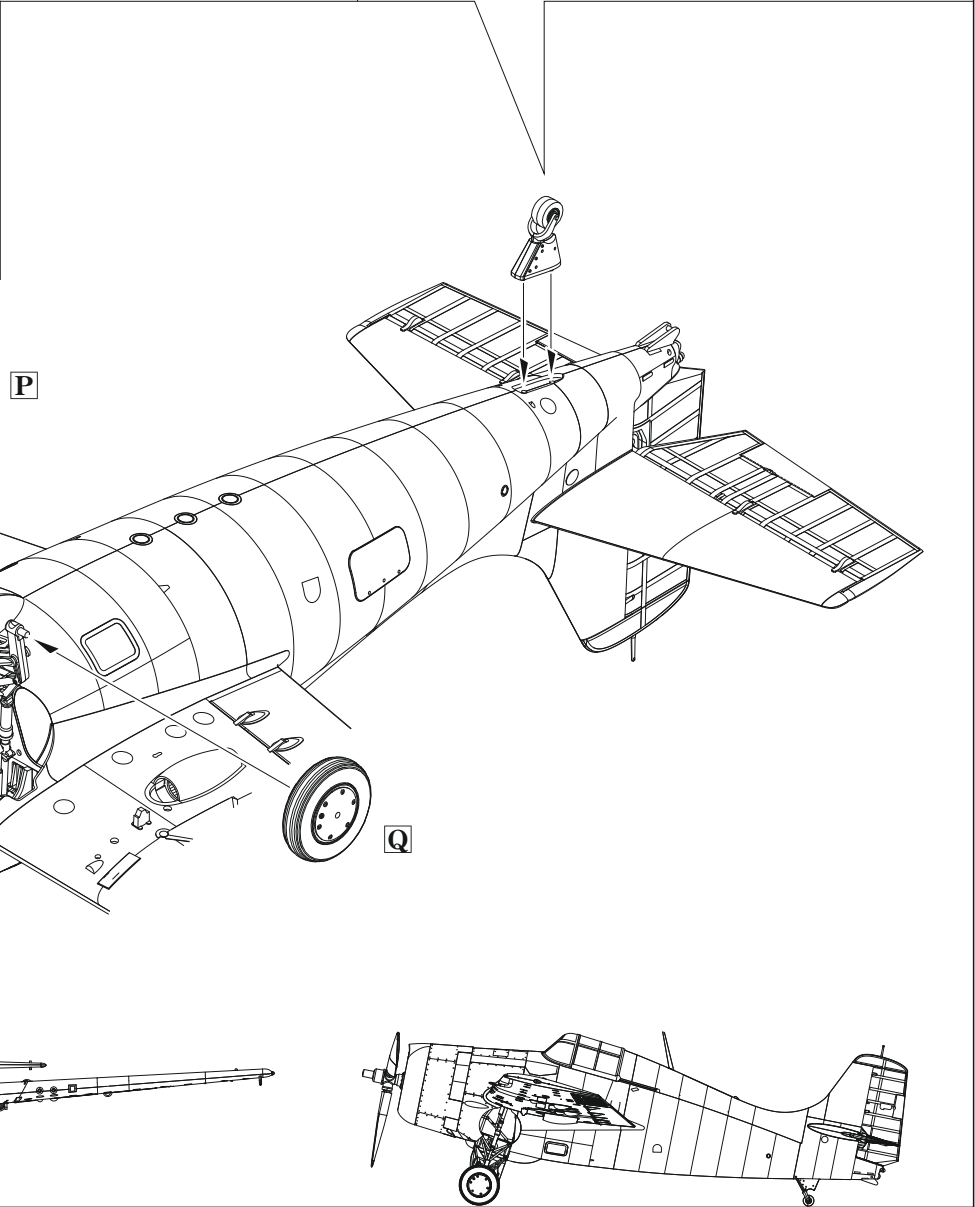
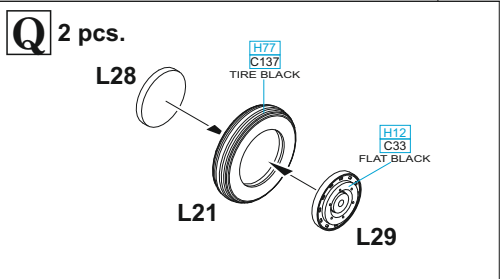
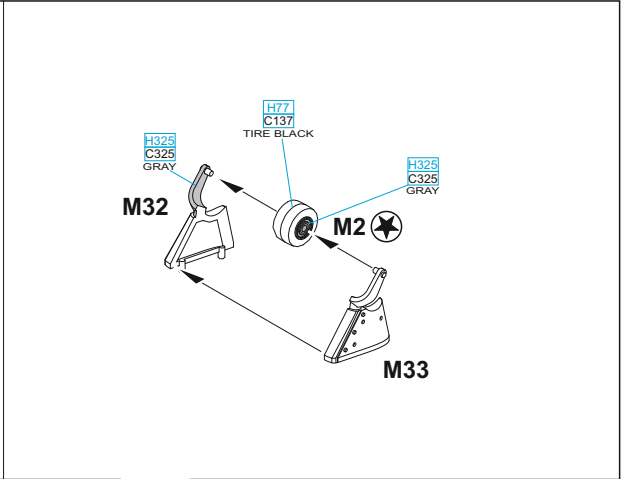
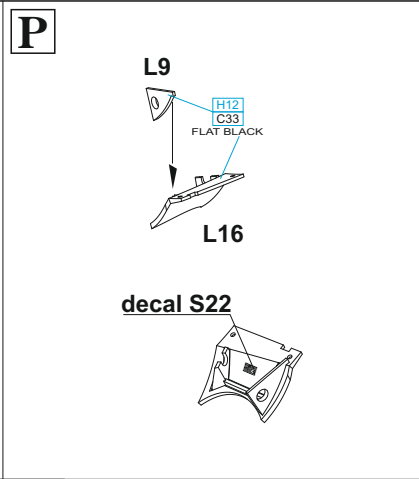
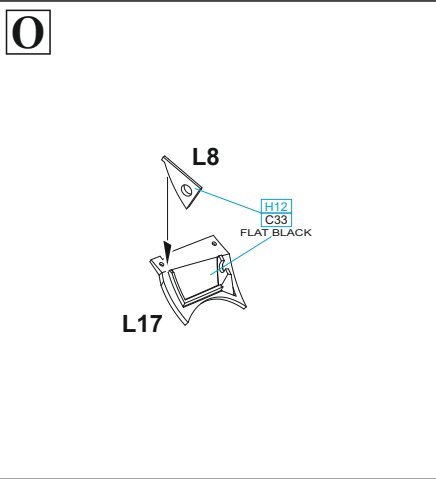




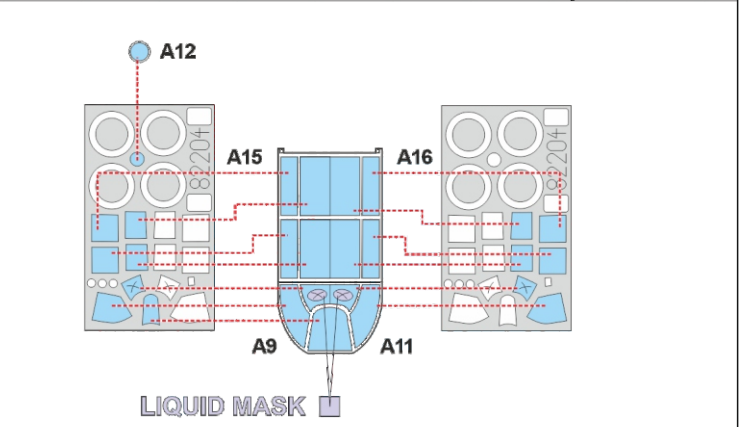
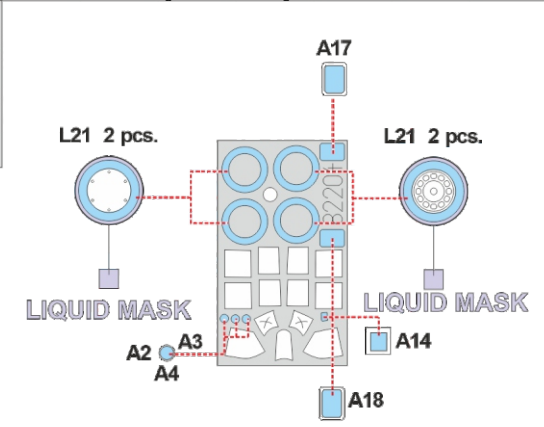


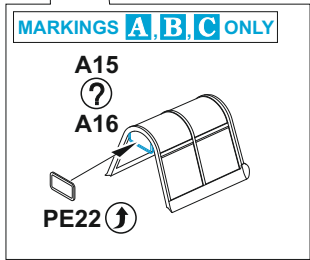
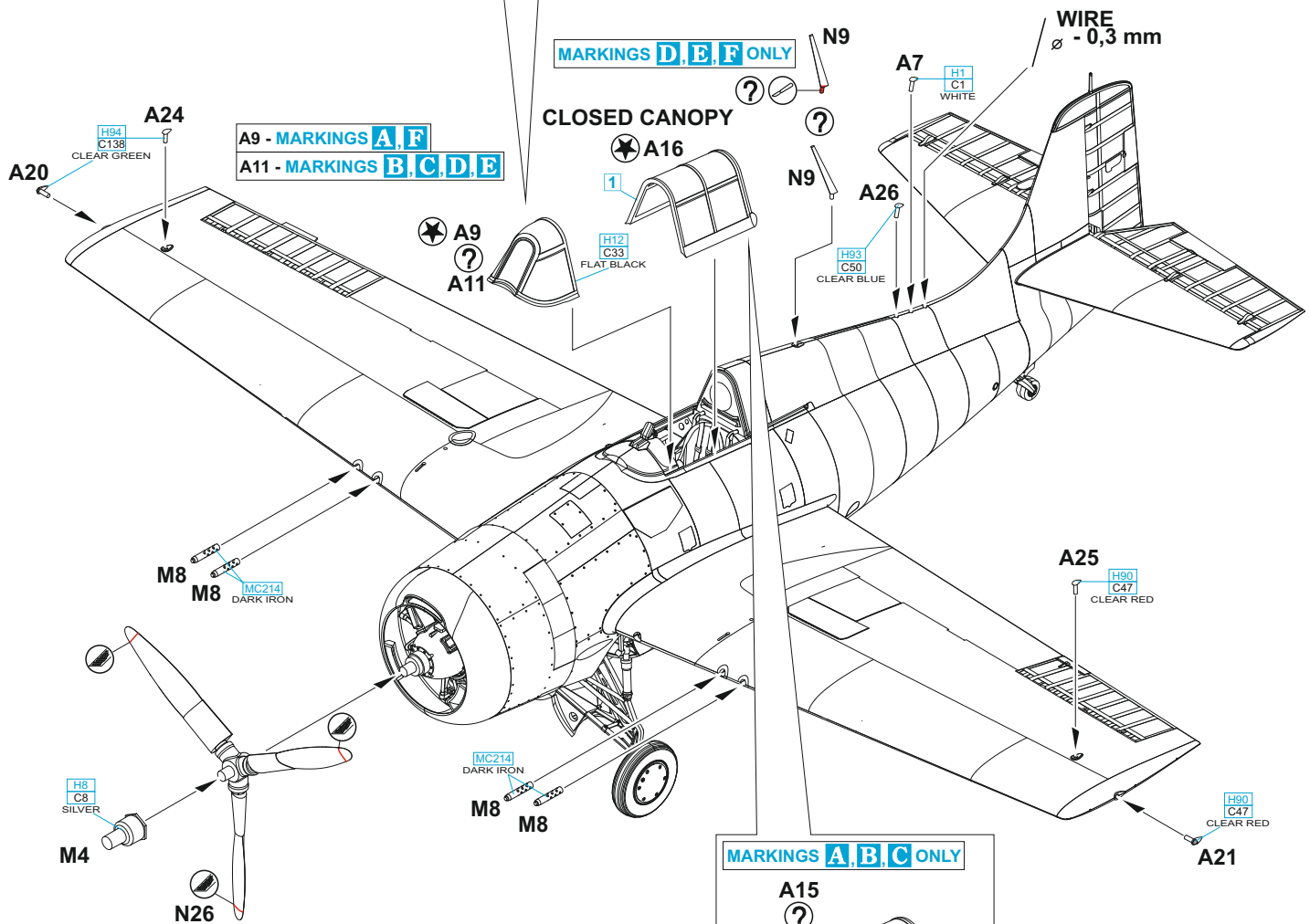
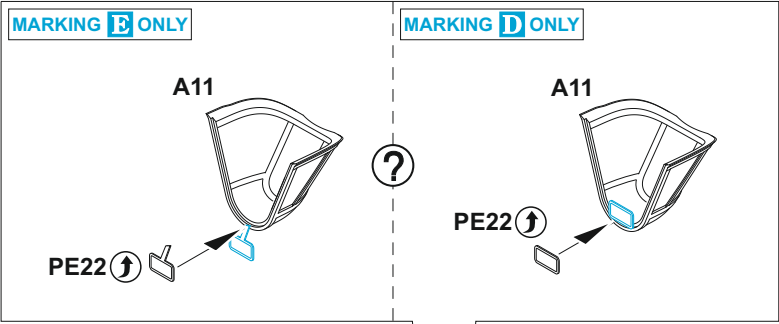
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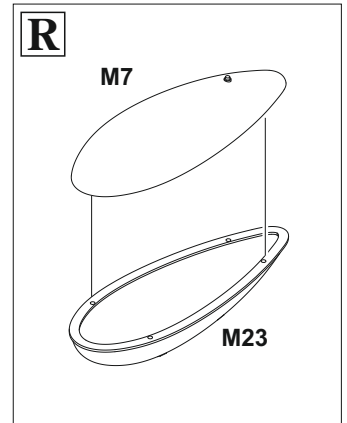
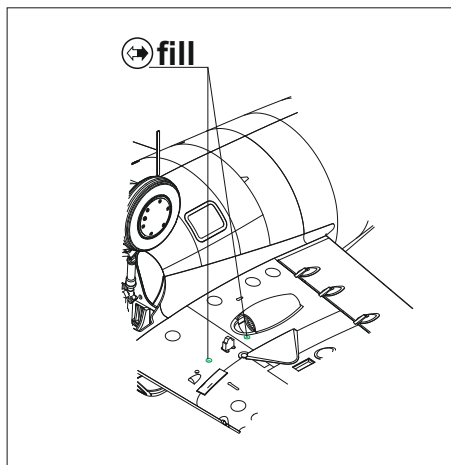
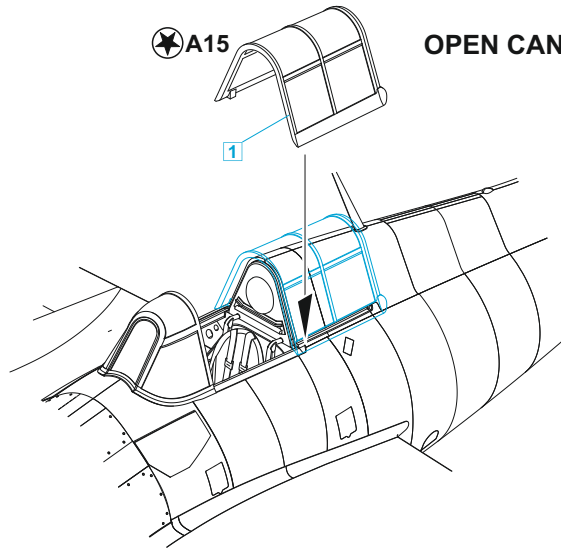


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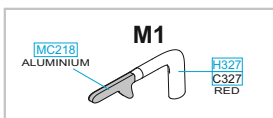
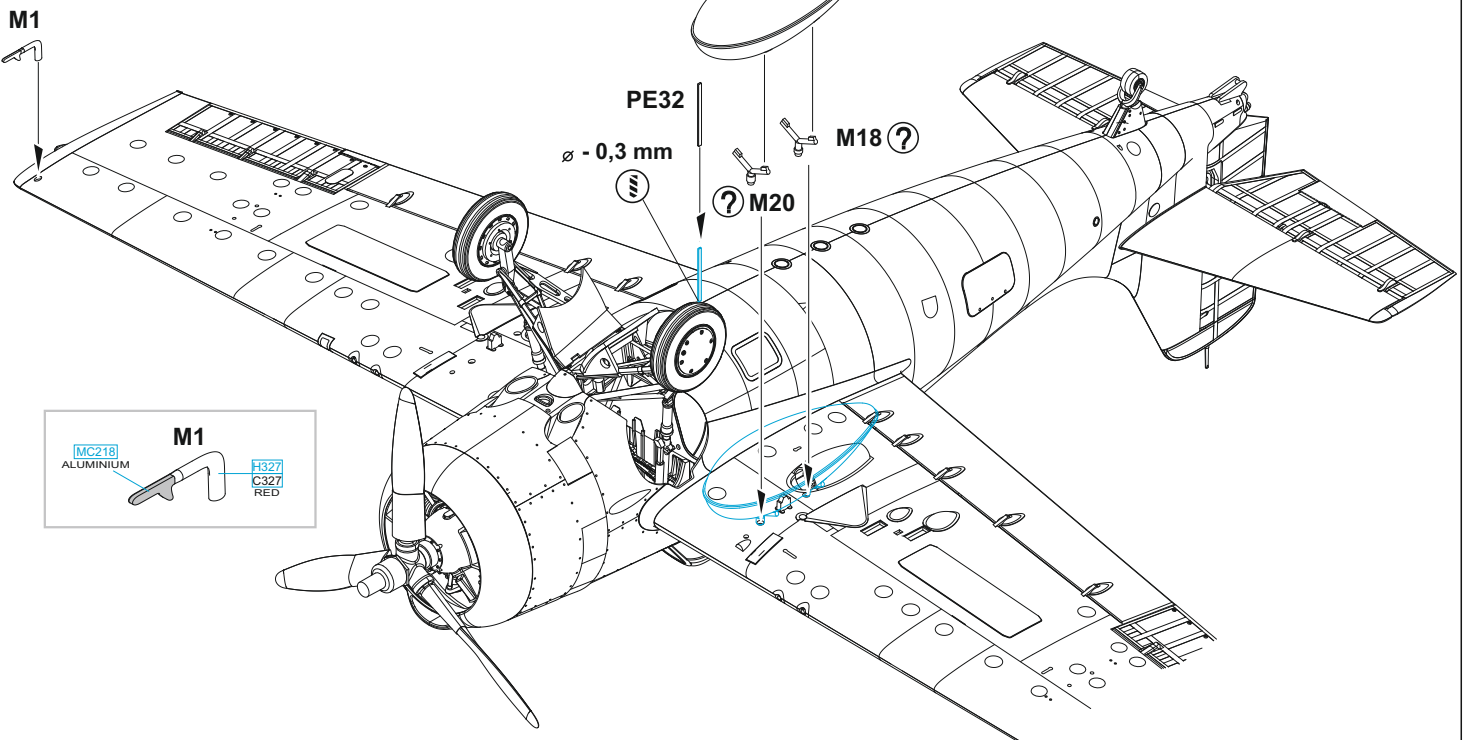


★A15 **OPEN CANOPY**



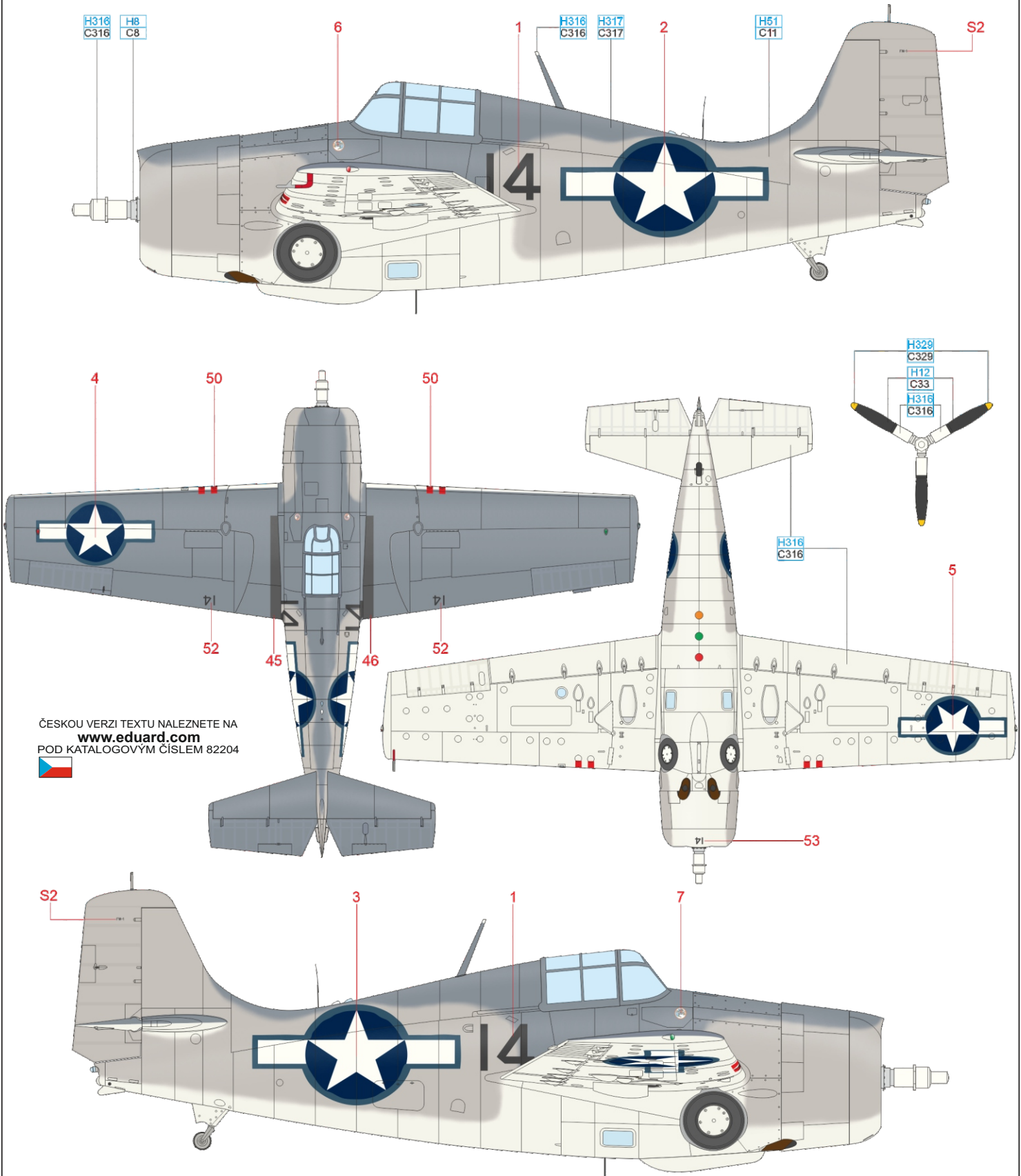
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**R**, M18, M20 - MARKINGS **A** ONLY



# A VC-1, USS Block Island (CVE-21), Autumn 1943

The VC-1 composite squadron operated from USS Card (CVE-11) during its first deployment. The unit operating from escort carriers with Wildcats F4F-4 fighters and Avenger bombers in the summer of 1943 scored several successful attacks on German submarines. An aircraft with number 14 served with VC-1 on USS Block Island in the fall of 1943 during second combat tour of the unit. During this deployment the U-boat U-220 was sunk on October 28. The paint scheme for this aircraft was one of two standard ones created for single engine aircraft operating in the Atlantic area. It consisted of shades of Dark Gull Grey and Light Gull Grey on the upper surfaces and Insignia White on the lower ones. The national insignias had the original red trim overpainted. Photographs of this and other Wildcats from USS Block Island are often attributed to VC-55, but the affiliation with VC-1 is evidenced by the emblem located under the cockpit.



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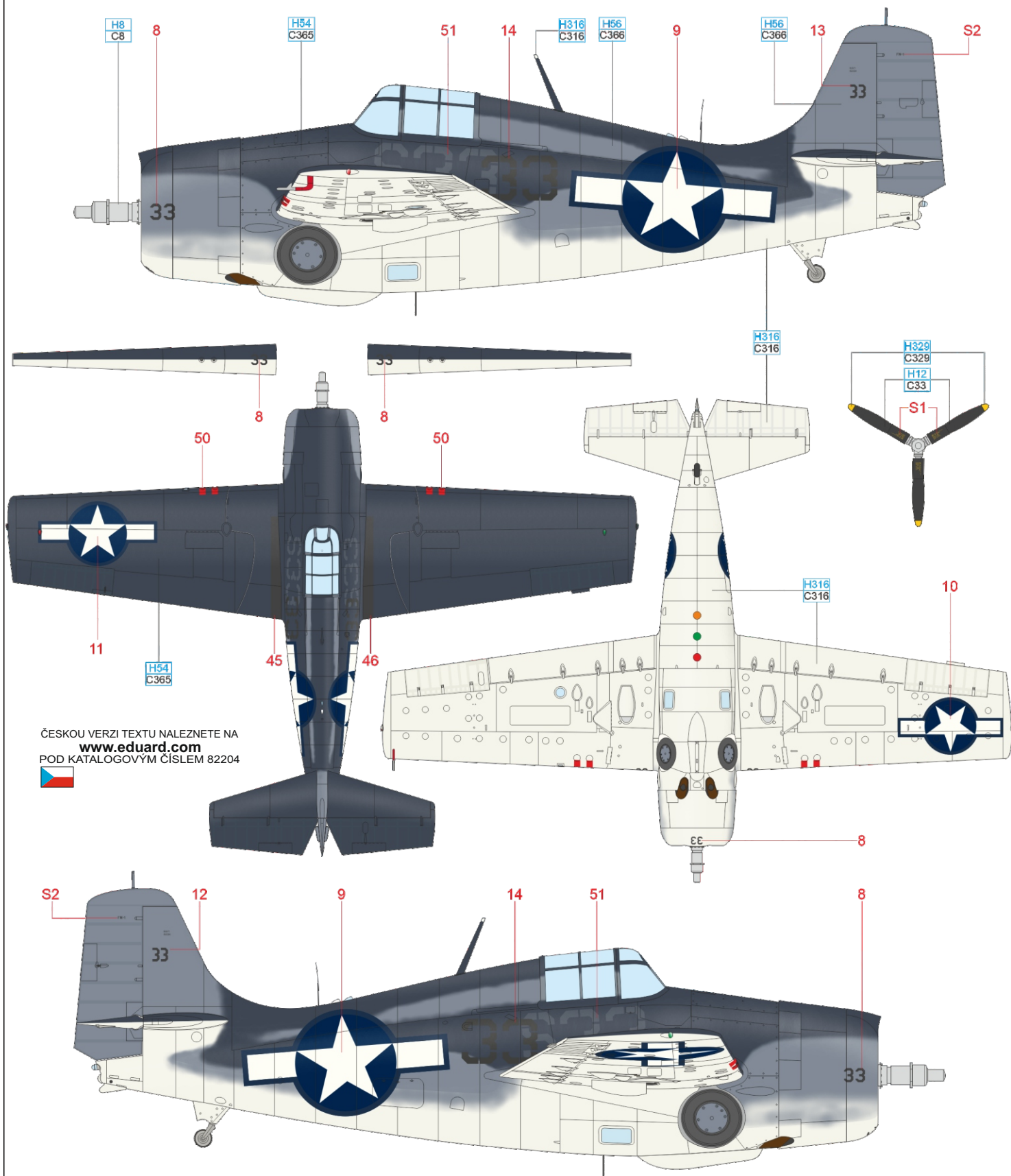


SILVER	H8 C8	WHITE	H316 C316	LIGHT GULL GRAY	H51 C11	GRAY	H317 C317	YELLOW	H329 C329	BLACK	H12 C33
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# B BuNo. 15334, VC-33, USS Coral Sea (CVE-57), November 1943

The VC-33 composite squadron participated in Operation Galvanic in November 1943, where USS Coral Sea (CVE-57) operated alongside USS Corregidor (CVE-58) and USS Liscome Bay (CVE-56) during the attack on Makin Atoll. One of the FM-1s of VC-33 operating from USS Coral Sea was the one with number 33, which crashed during one of the landings on that ship in November. The Wildcat's livery was done in the standard shades of Sea Blue, Intermediate Blue and Insignia White. On the fuselage, rudder, engine cowls and leading edge was black number 33, while the original white S33 marking under the cabin was overpainted.



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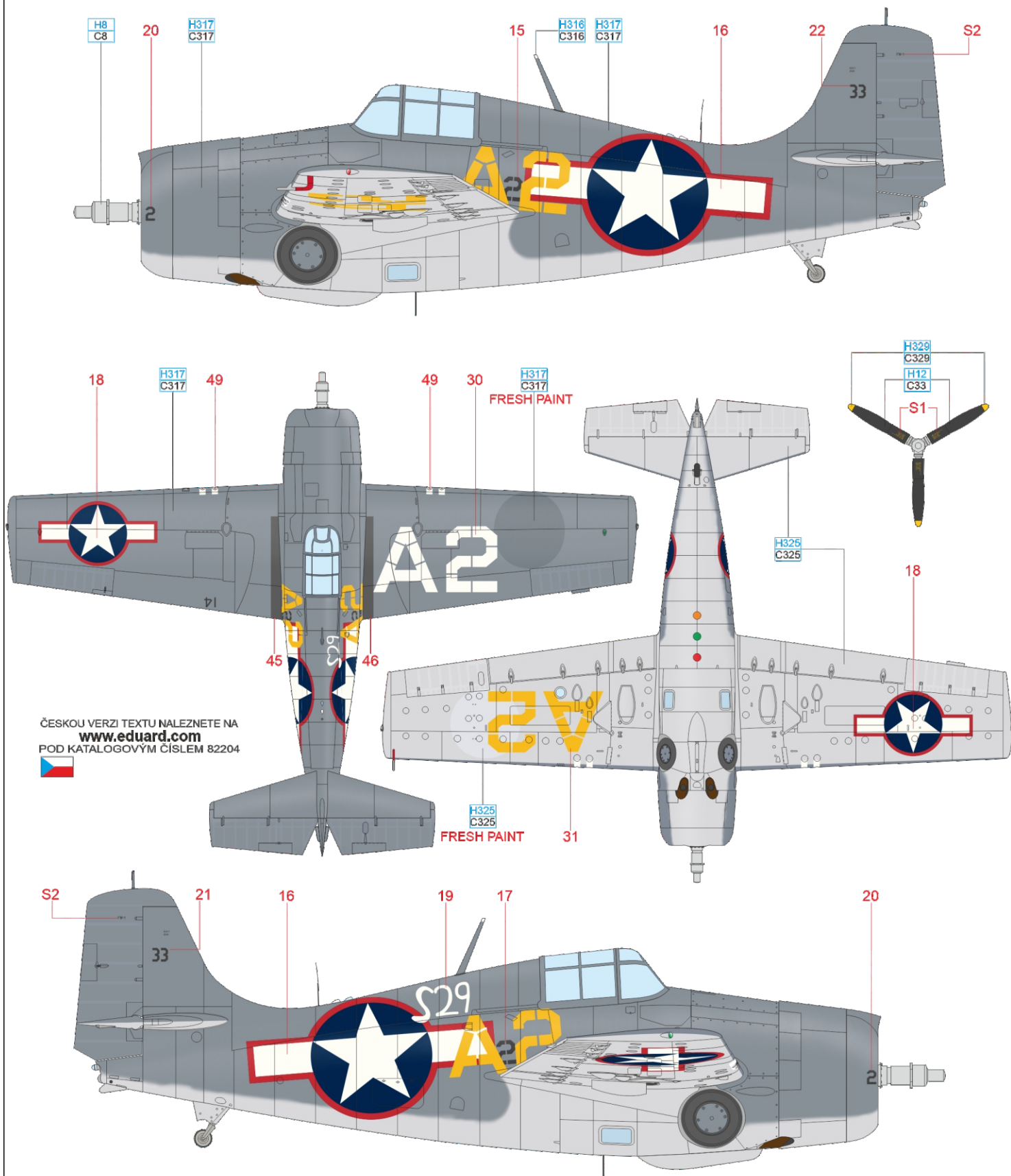


SILVER	H8 C8	WHITE	H316 C316	INTERMEDIATE BLUE	H56 C366	SEA BLUE	H54 C365	YELLOW	H329 C329	BLACK	H12 C33
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# C VC-33, USS Nassau (CVE-16), September 1943

The VC-33 is shown in its pre-embarkation form on the USS Coral Sea (CVE-57). At the time, VC-33 was preparing on USS Nassau (CVE-16) for an early combat deployment as part of Operation Galvanic. The USS Nassau did not intervene in Operation Galvanic, but in December 1943, Army P-39 Airacobras from the 72<sup>nd</sup> FS launched from her deck to reach their combat area. The Airacobras then fought from the airfield at Makin Atoll, which was also captured thanks to air support from the Wildcats of the USS Coral Sea. The livery of the Wildcats from the time they were training on USS Nassau was done in the standard shades of Dark Gull Grey and Blue Grey. The distinctive A2 code on the fuselage and wings marked the aircraft used for training and was removed after the transfer to the USS Coral Sea. The hand-painted S29 marking on the back of the fuselage was the aircraft designation on the VC-33. This makeshift inscription was on the starboard side only.

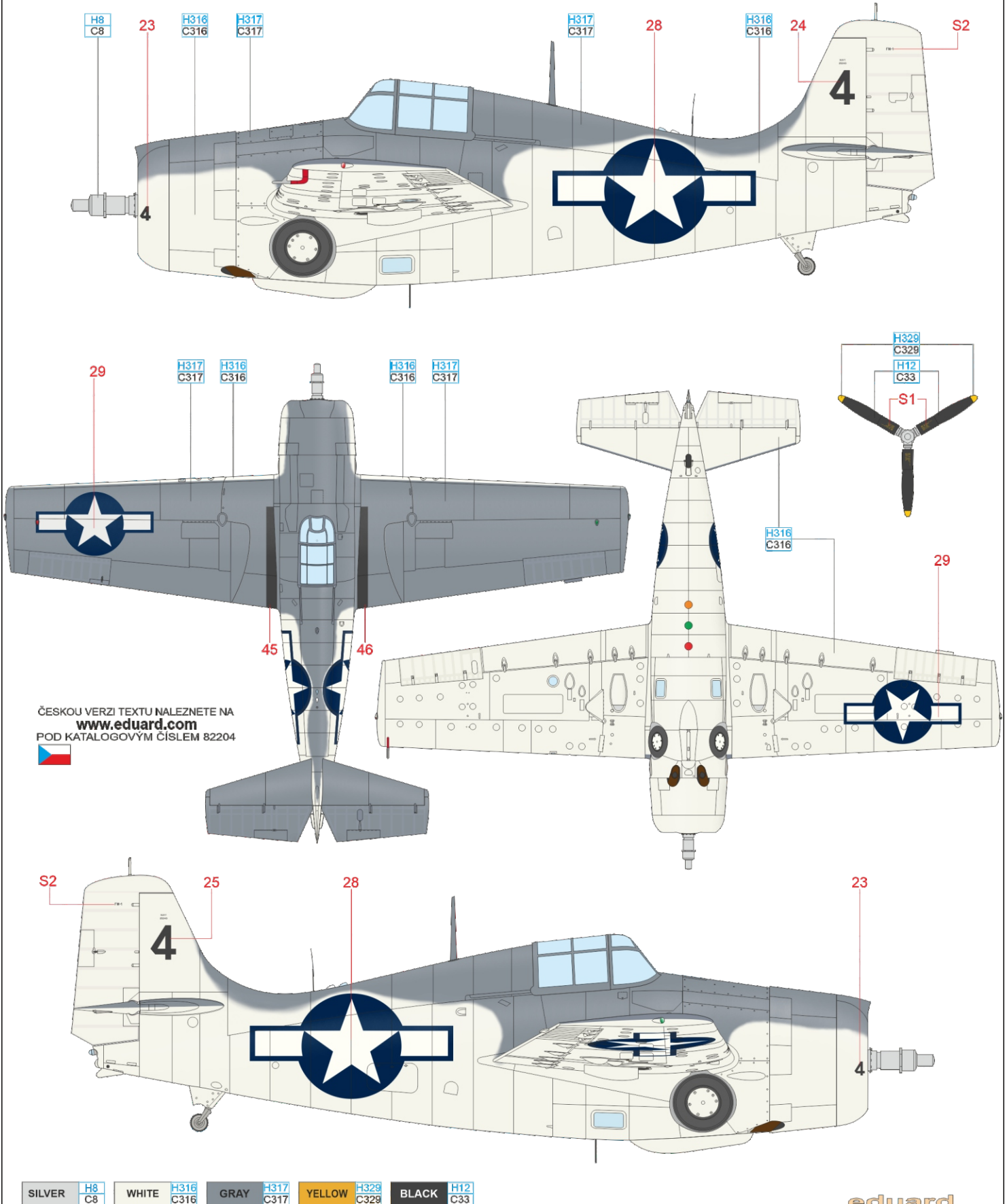


SILVER	H8 C8	GRAY	H325 C325	GRAY	H317 C317	YELLOW	H329 C329	BLACK	H12 C33
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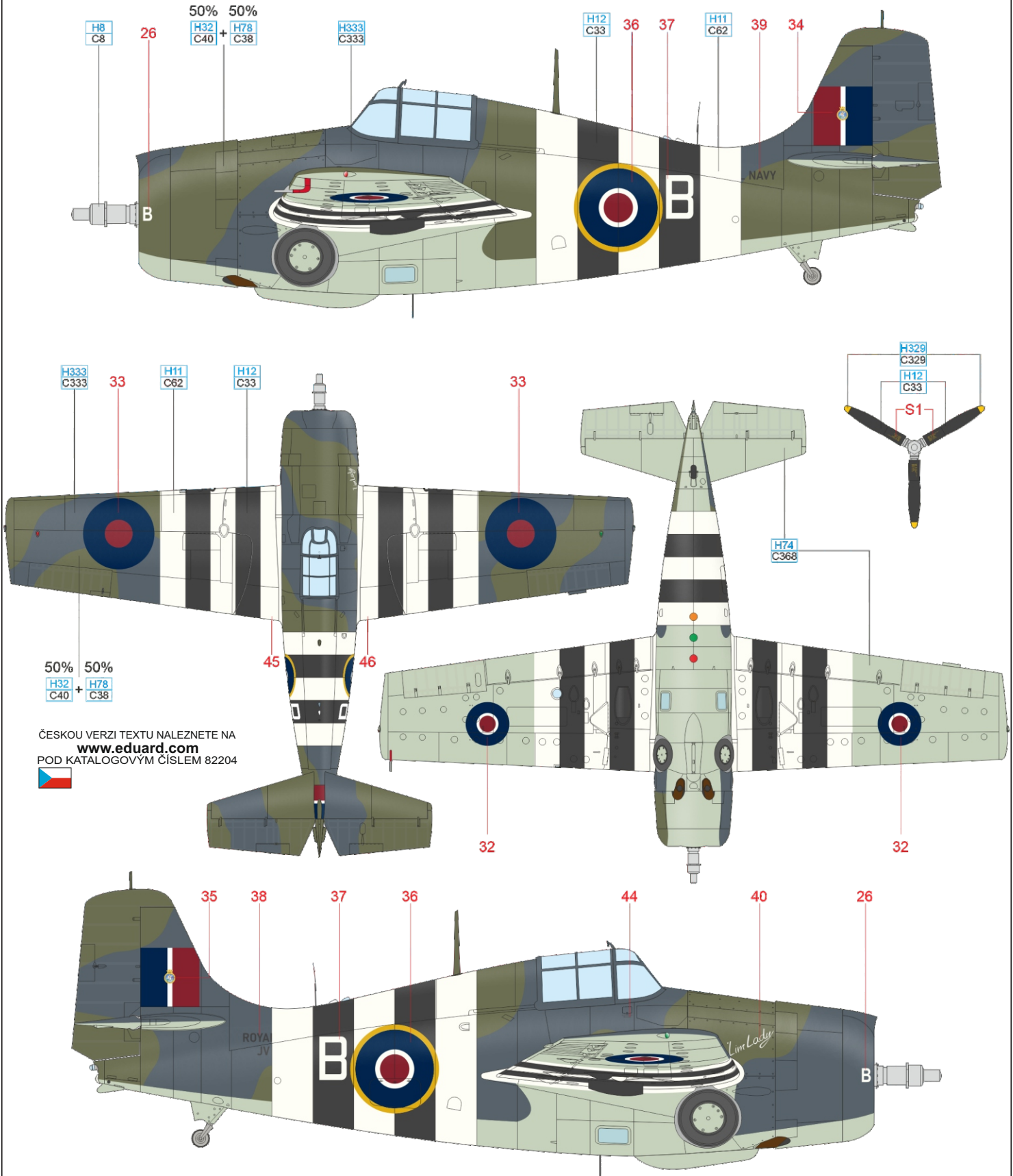
# D BuNo. 46776, VC-13, USS Guadalcanal (CVE-60), spring 1944

Wildcat number 4 has been mistakenly assigned to VC-58 by the vast majority of sources. This unit, however, operated in the spring 1944 from the USS Guadalcanal and was operating Wildcats FM-2. In January and February 1944, the VC-13 Squadron, known by the emblem with a cat painted on the sides of the fuselages of its aircraft, operated from the ship. Unfortunately, the application of the unit's emblem is not documented for Wildcats FM-1 of VC-13, although USS Guadalcanal records from February 1944 do mention the unit's emblem. With the FM-1 version Wildcats, this was the third operational tour for VC-13 in early 1944. During the previous two in the spring and summer of 1943, the squadron operated from USS Core (CVE-13) and scored several successful hits against German U-boats. In the spring of 1944, after rearming with the new FM-2, the unit underwent another combat tour in the Atlantic. The last combat deployment was in 1945 in the Pacific from USS Anzio (CVE-57). Wildcat's paint scheme was done in the standard shades of Dark Gull Grey and Insignia White.





This color scheme shows a Martlet Mk.V with code letter B belonging to No. 846 Naval Air Squadron operating from the deck of HMS Tracker. The serial number was painted over with invasion stripes and thus remains unknown. On the starboard side of the fuselage behind the engine cowling there was the white inscription, probably "Lim Lady". The camouflage pattern of the Mk.V Martlets was applied in shades of Temperate Sea Scheme, so that the upper surfaces were painted with Extra Dark Sea Grey and Dark Slate Grey shades, while the lower surfaces were painted Sky. Black and white invasion stripes were on the fuselage and wing.



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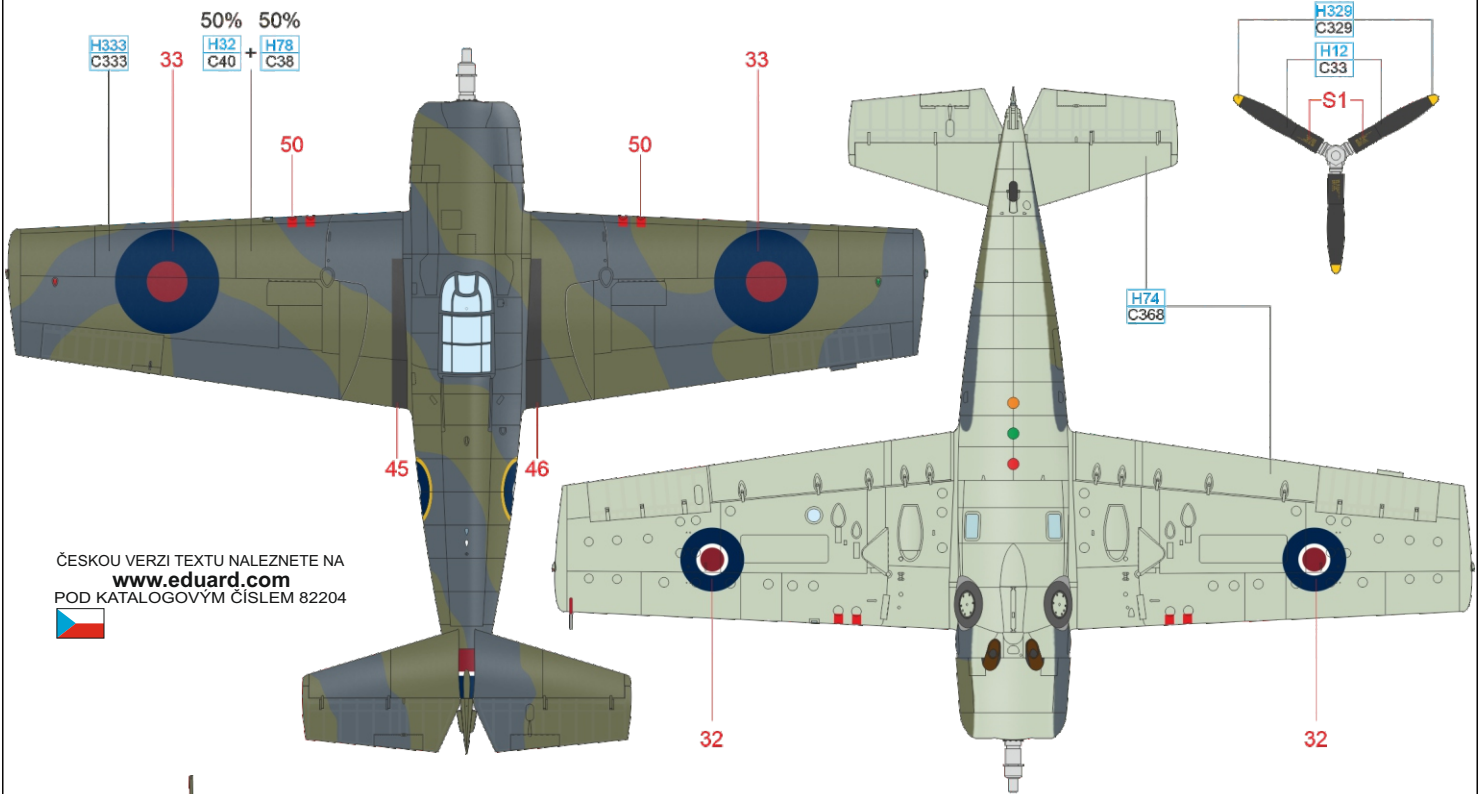
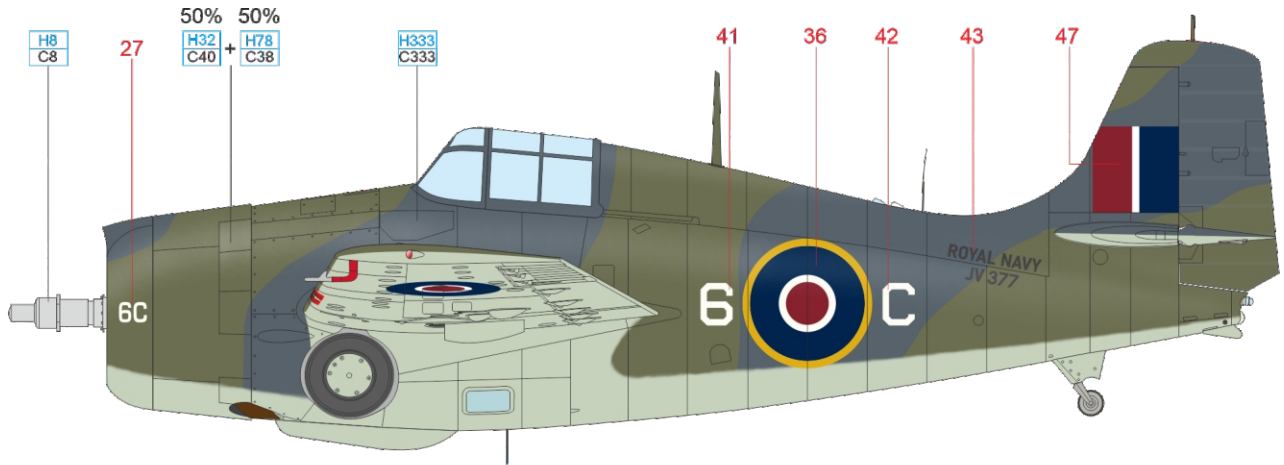


SILVER H8 C8 SKY H74 C368 WHITE H11 C62 FIELD GRAY H32 C40 OLIVE GREEN H78 C38 EXTR. DARK SEA GRAY H333 C333 YELLOW H329 C329 BLACK H12 C33

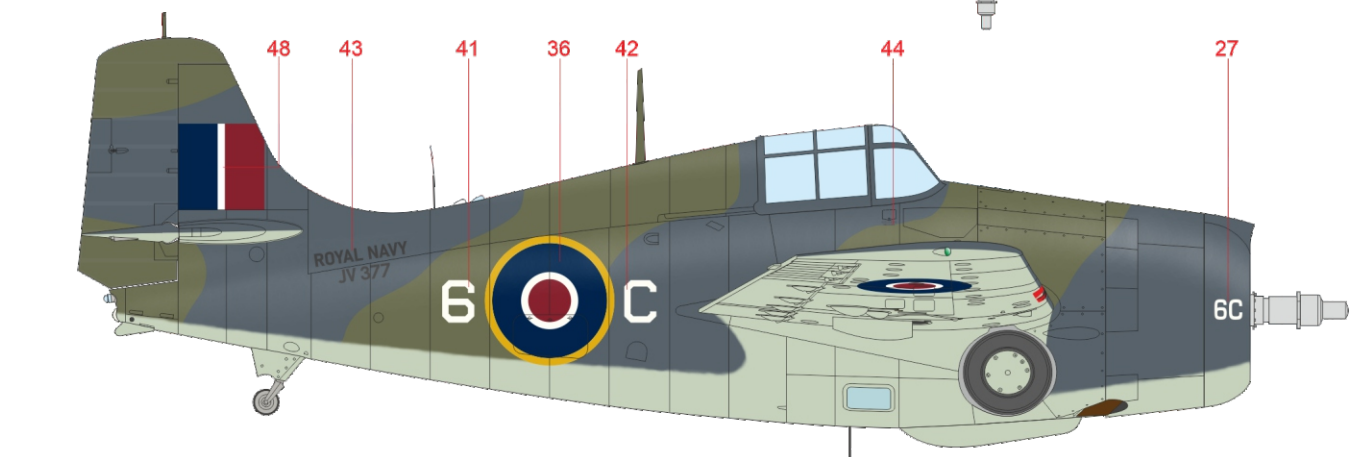


# F JV377, No. 882 Naval Air Squadron, HMS Searcher, August 1944

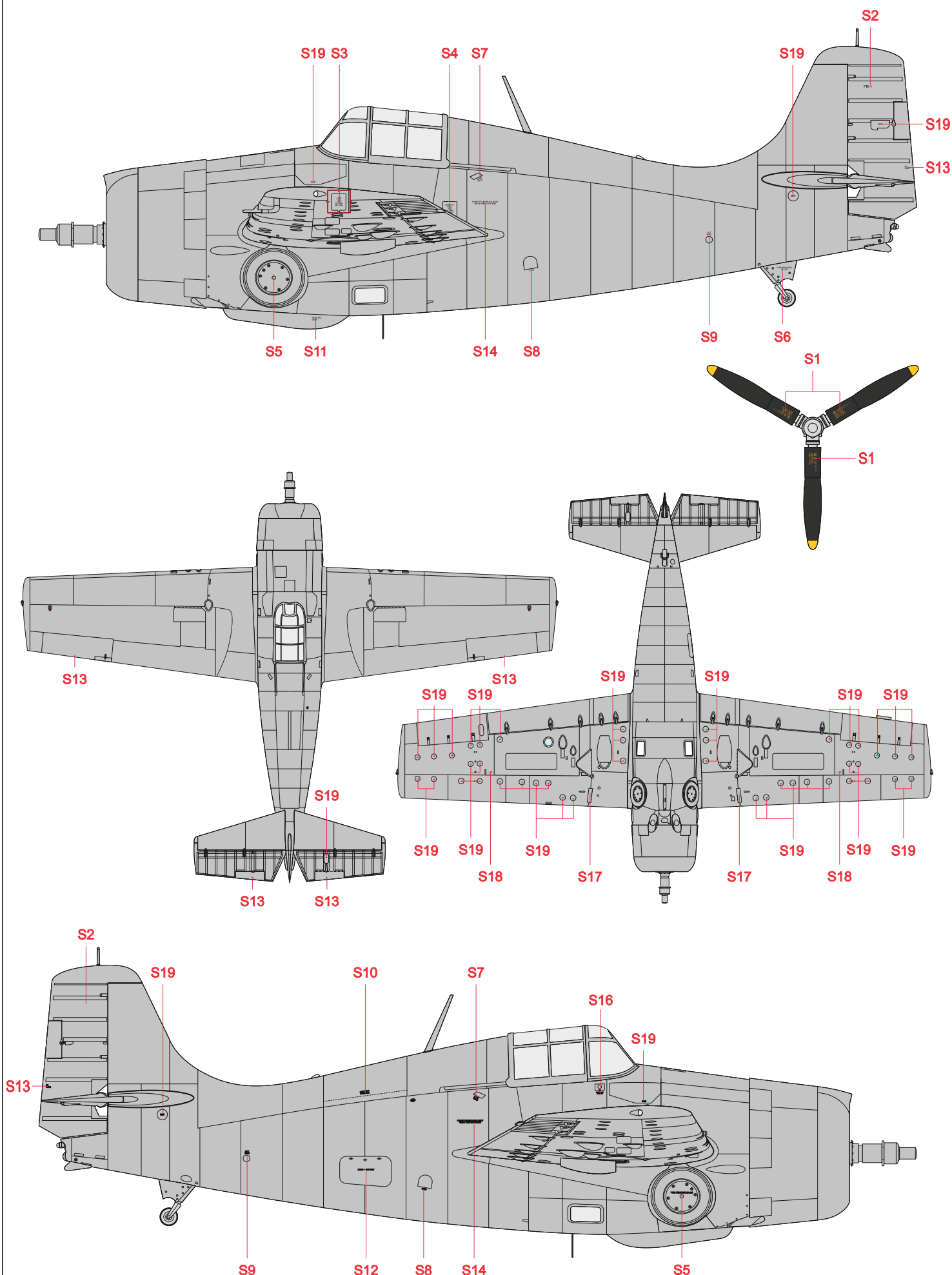
The HMS Searcher ship operated mainly around the UK coast from 1943. In late December 1943 she escorted convoys and ships in the Atlantic and arrived in Norfolk in early January 1944. She took part in the attacks on the German battleship Tirpitz as part of the Home Fleet Strike Force in Operation Tungsten, during which her role was to provide fighter cover. Martlet Mk.V serial number JV377 was one of the aircraft of No. 882 Squadron supporting Operation Dragoon, the Allied invasion of southern France in August 1944. The camouflage pattern of the Martlet Mk.V was applied in Temperate Sea Scheme, i.e., with the upper surfaces in Extra Dark Sea Grey and Dark Slate Grey, the lower surface in Sky.



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SILVER	H8 C8	SKY	H74 C368	FIELD GRAY	H32 C40	OLIVE GREEN	H78 C38	EXTR. DARK SEA GRAY	H333 C333	YELLOW	H329 C329	BLACK	H12 C33
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- 644241 FM-1 LööK (Brassin)
- 648943 FM-1 undercarriage legs BRONZE (Brassin)
- 648944 FM-1 wheels (Brassin)
- 648945 FM-1 folding wings PRINT (Brassin)
- 648946 FM-1 exhaust PRINT (Brassin)
- 648947 FM-1 engine PRINT (Brassin)
- 648948 FM-1 wheel bay PRINT (Brassin)
- 648949 FM-1 seat PRINT (Brassin)
- 648950 FM-1 gun barrels PRINT (Brassin)
- 3DL48149 FM-1 SPACE (3D Decal Set)

