

eduard

LIMITED  
EDITION



# The Bloody Hundredth 1943

INSTRUCTION SHEET  
BONUS

1/48

11183-NAV



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. SYMBOL \* 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  
POUŽIT EDUARD MASK  
NABARVIT

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

## PARTS



## DÍLY



## TEILE

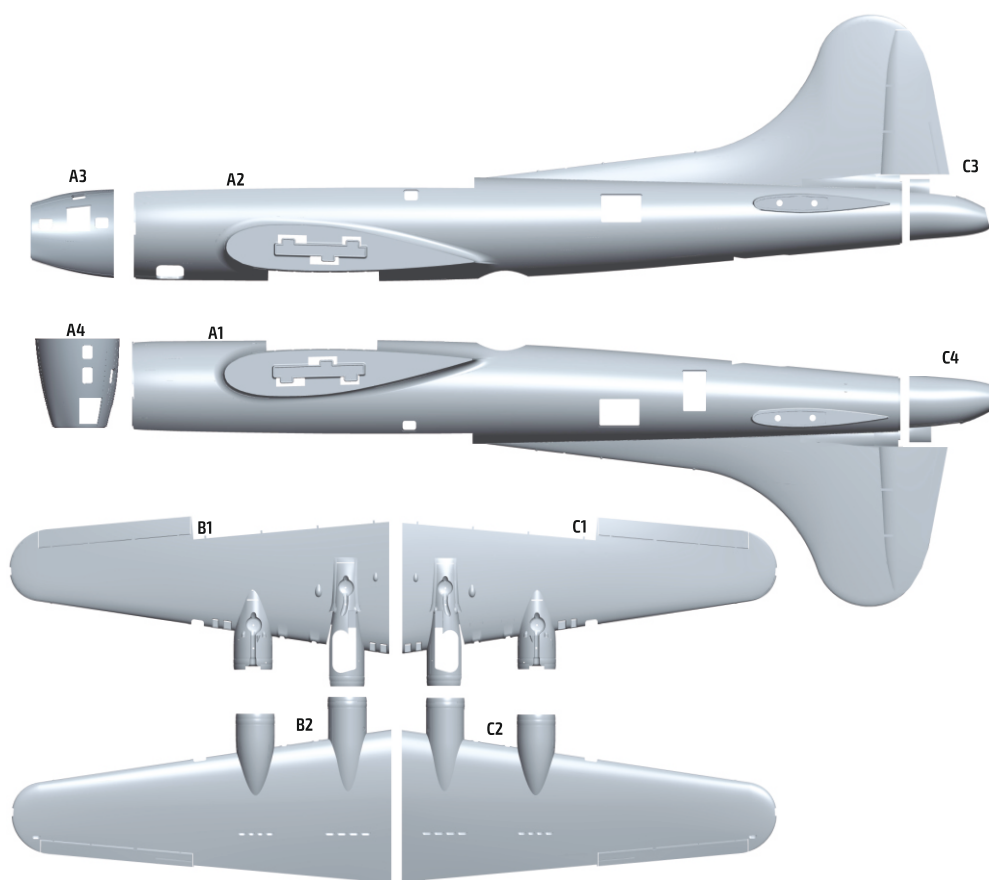


## PIÈCES

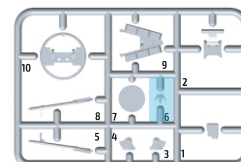


## 部品

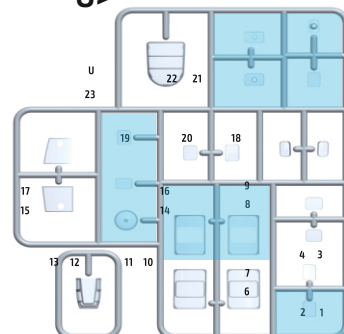
## PLASTIC PARTS



J&gt;

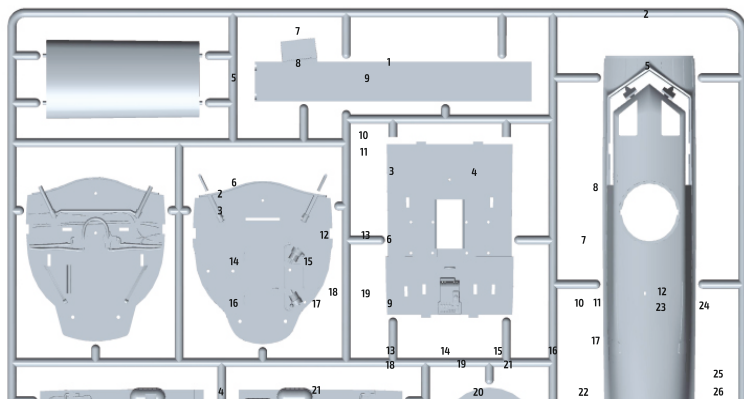


U&gt;

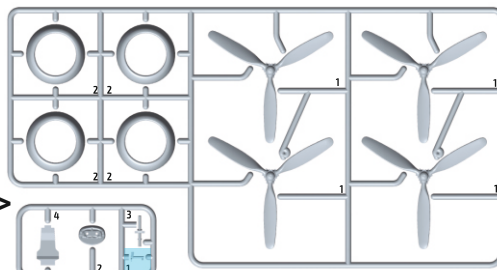


D&gt;

E&gt;



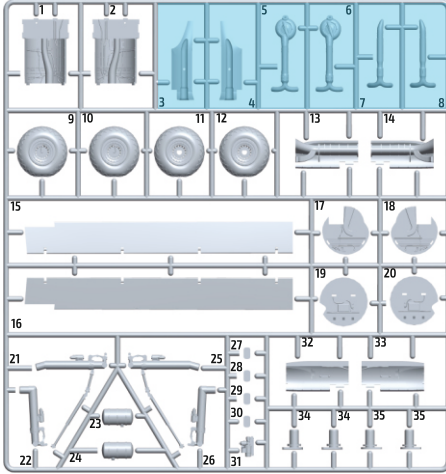
N&gt;



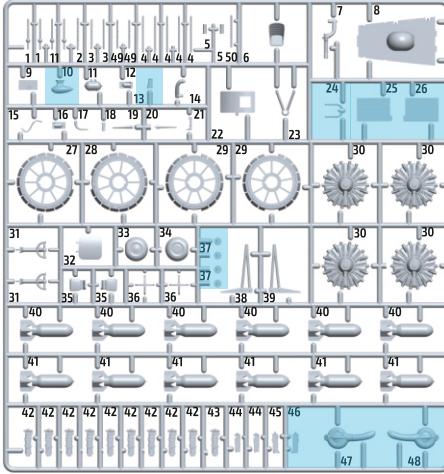
L&gt;



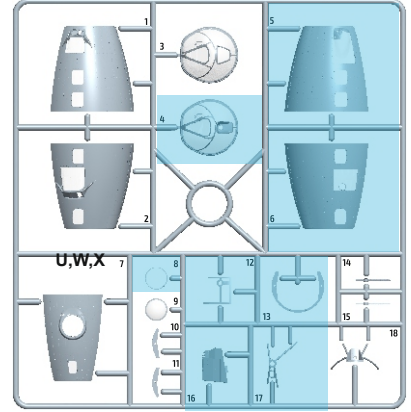
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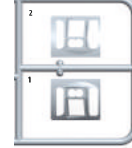
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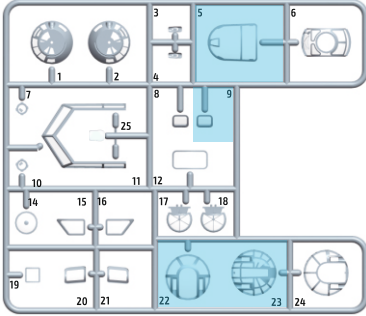
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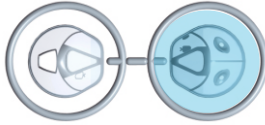
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V>

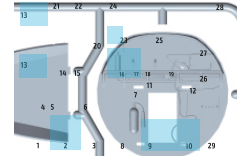


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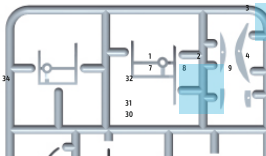


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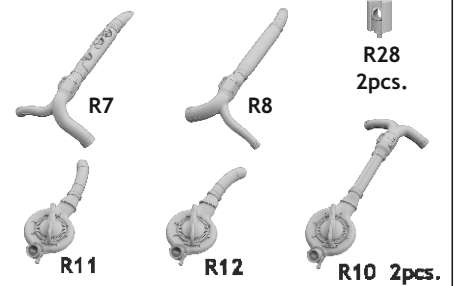
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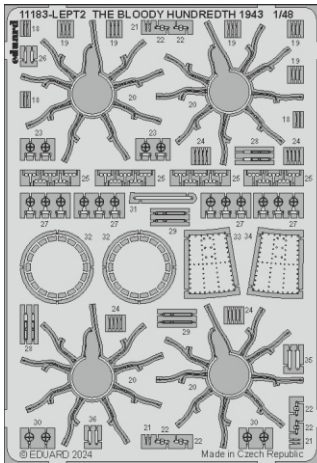
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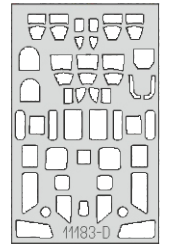
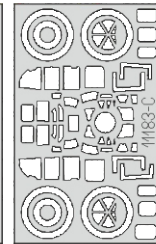
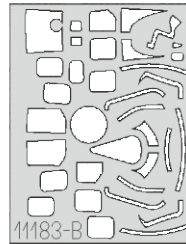
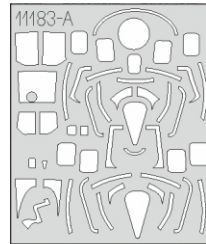
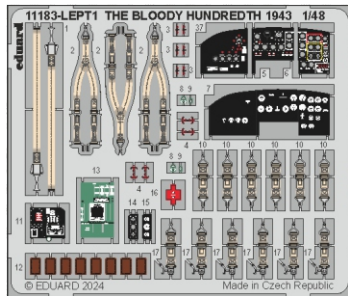
RP - RESIN PARTS



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MASK



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	
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H37	C43	WOOD BROWN
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H77	C137	TIRE BLACK
H78	C38	OLIVE GREEN
H79	C39	SAND YELLOW
H94	C138	CLEAR GREEN
H90	C47	CLEAR RED
H302	C302	GREEN

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H327	C327	RED
H329	C329	YELLOW
H331	C331	DARK SEAGRAY
H351	C331	DARK SEAGRAY
	C351	ZINC-CHROMATE
Mr.METAL COLOR		
MC211		CHROME SILVER
MC213		STEEL
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER

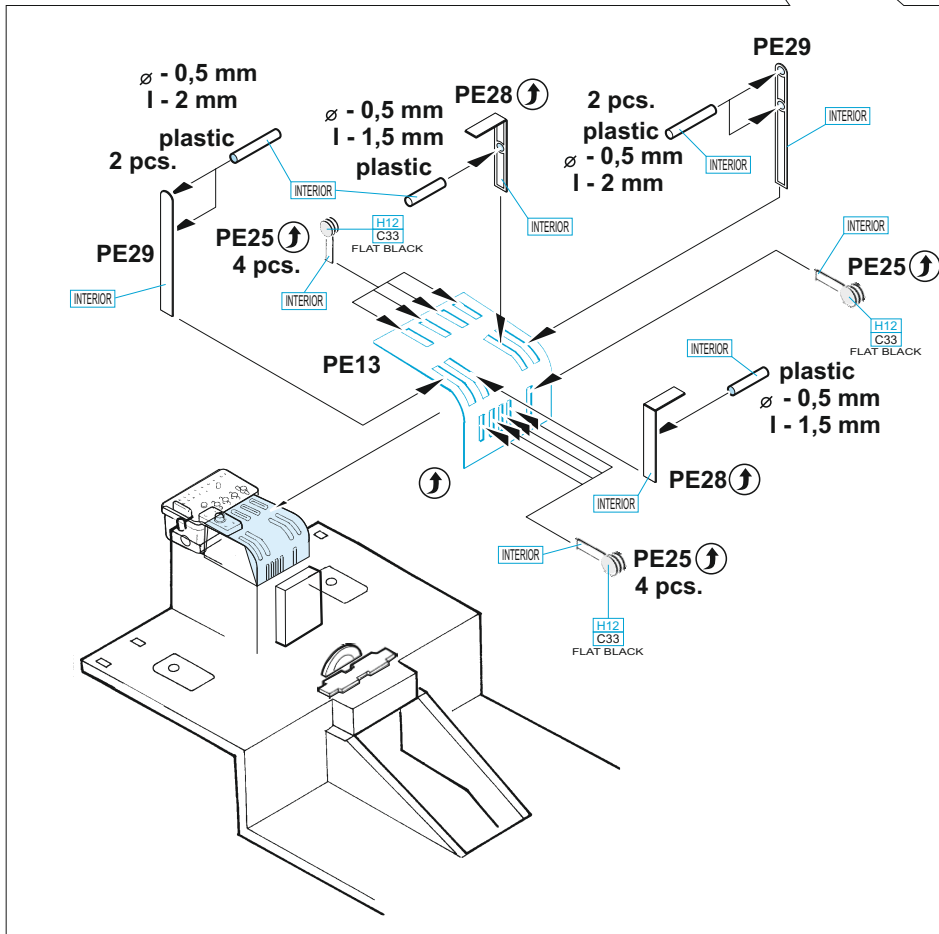
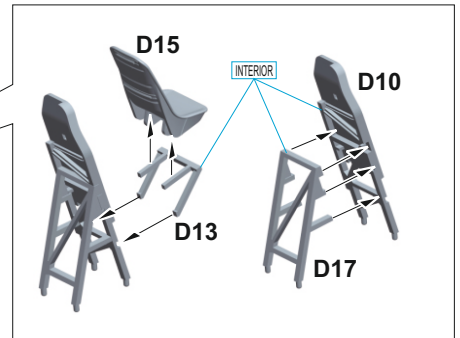
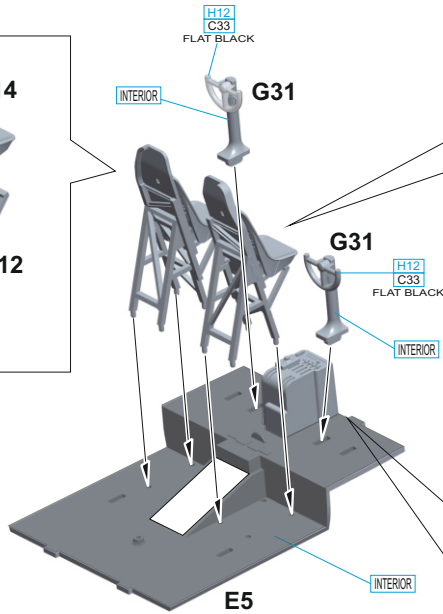
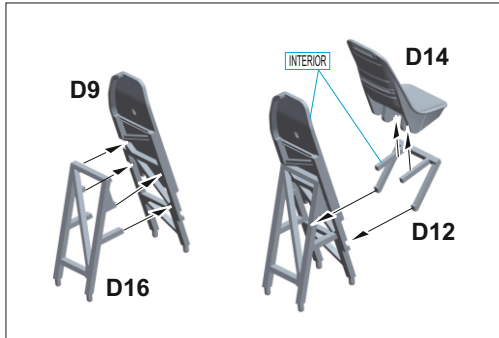
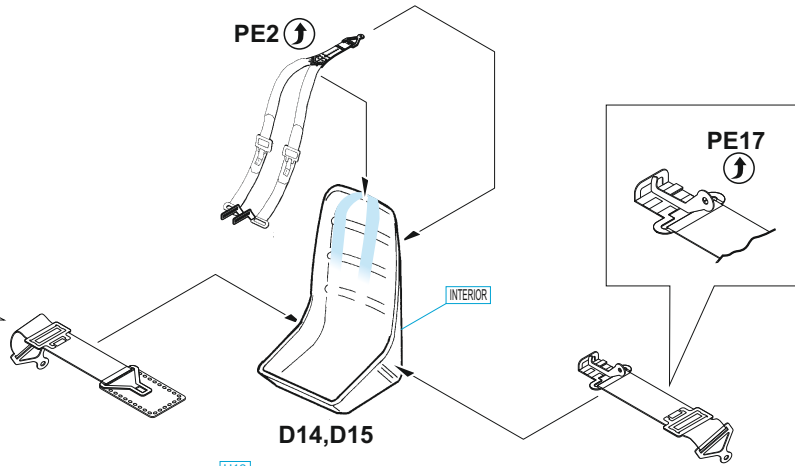
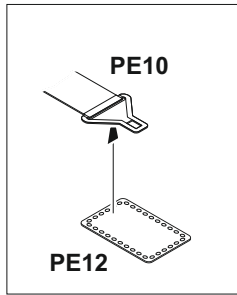
INTERIOR COLOR - BARVA INTERIÉRU

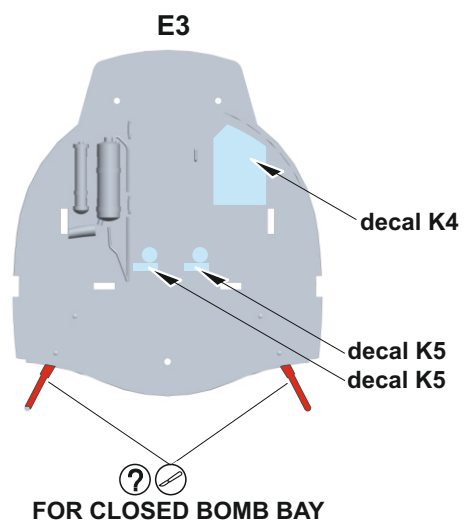
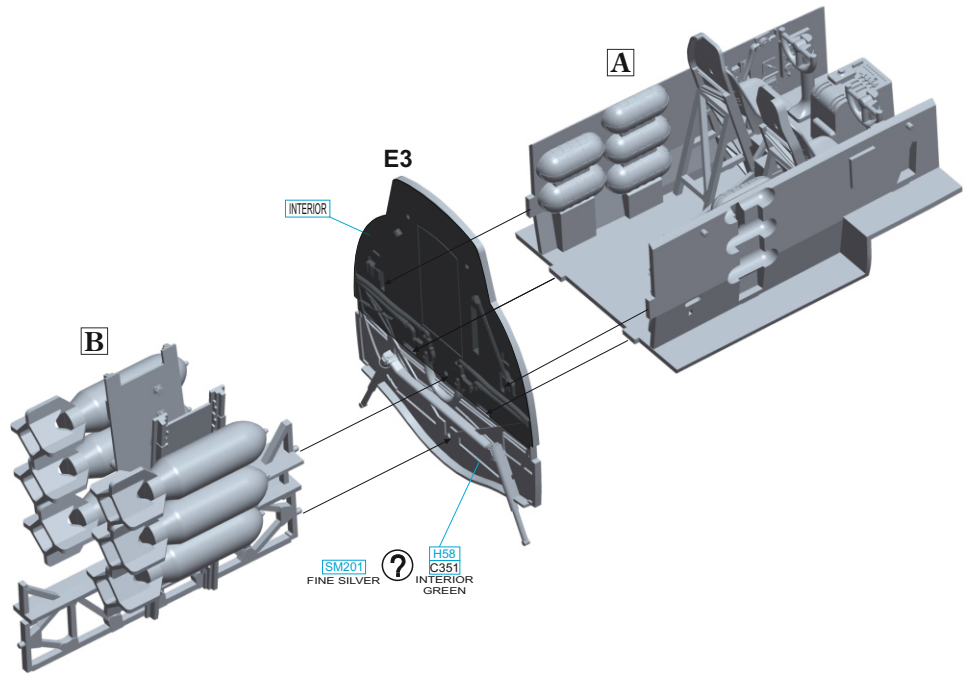
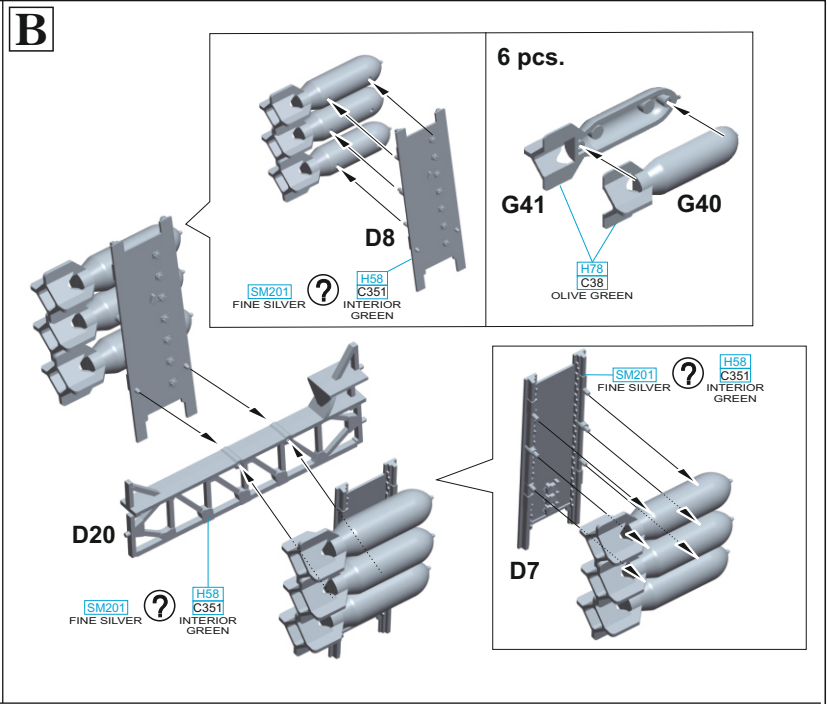
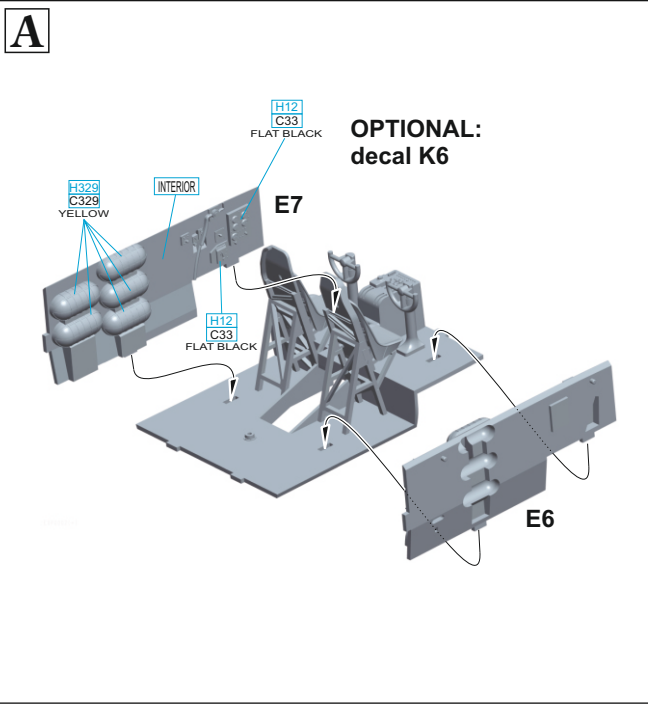
INTERIOR

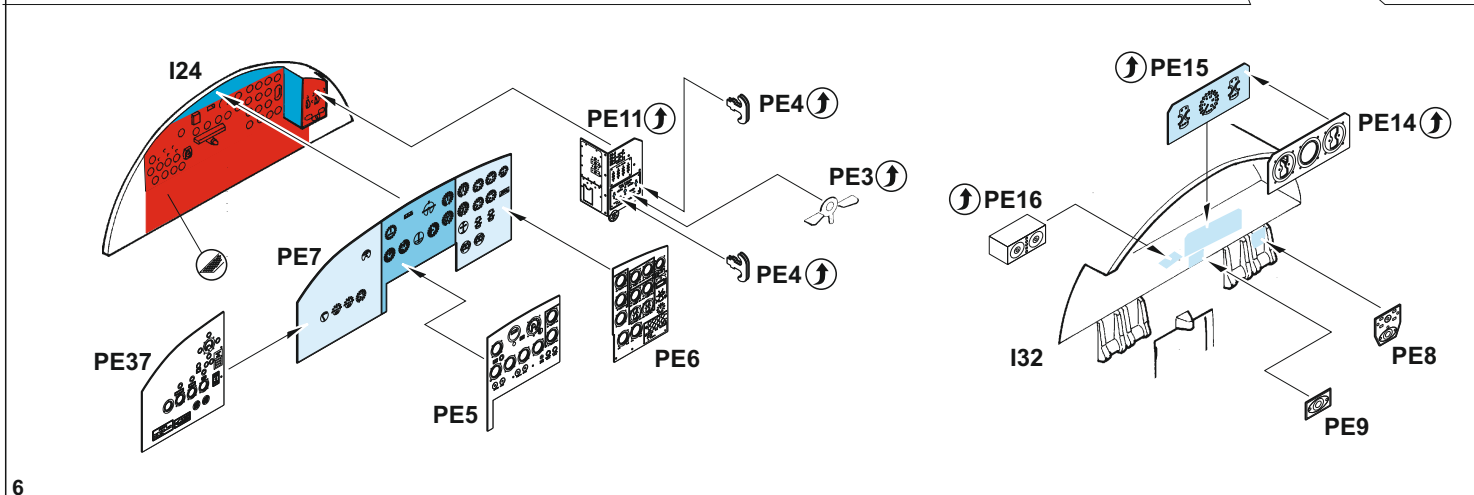
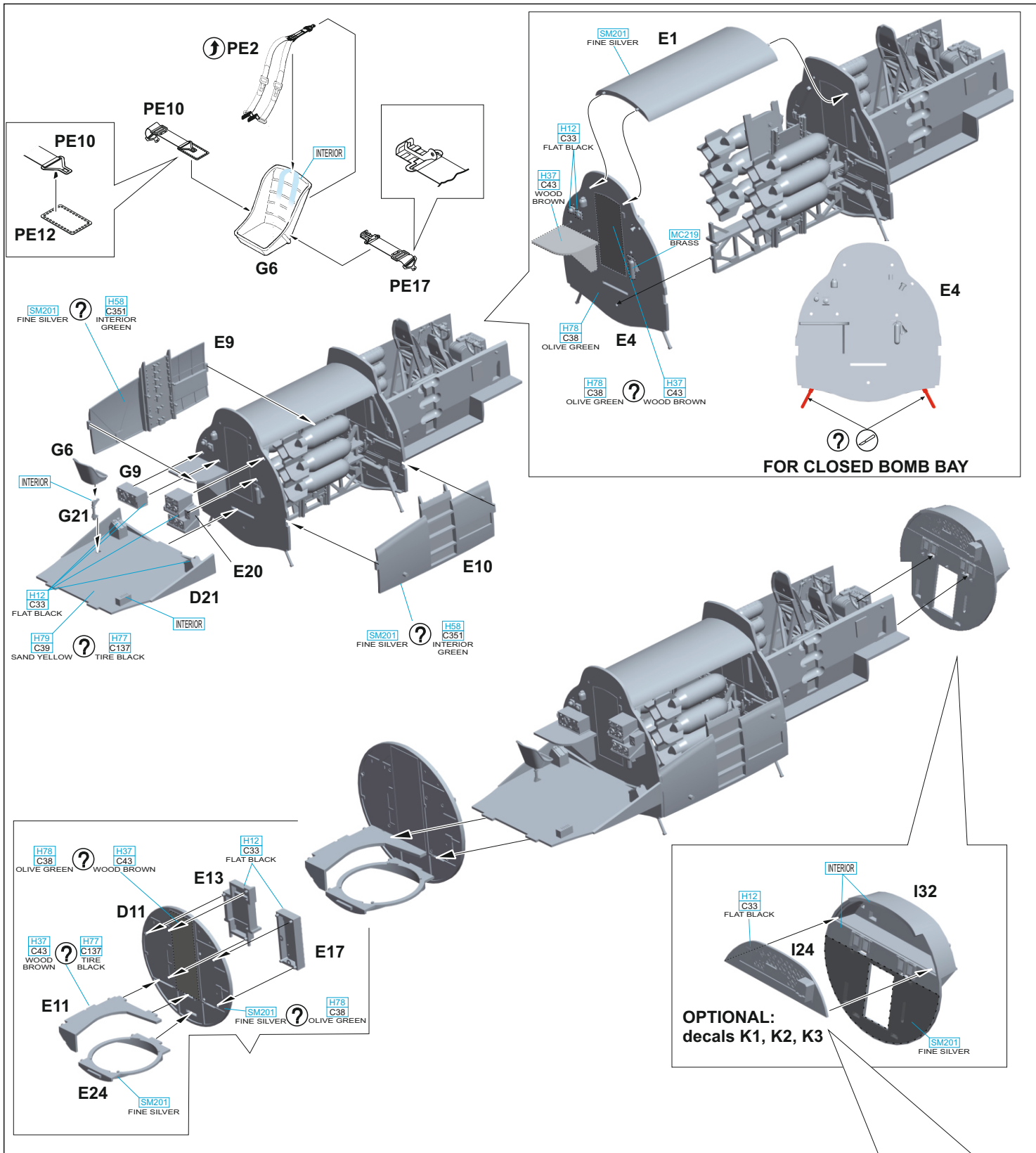
90% + 10%

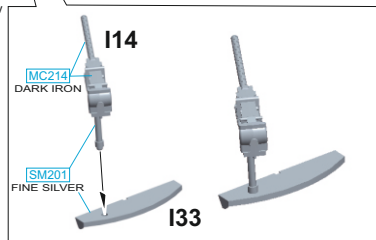
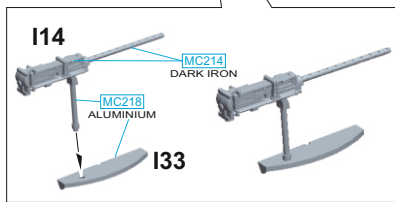
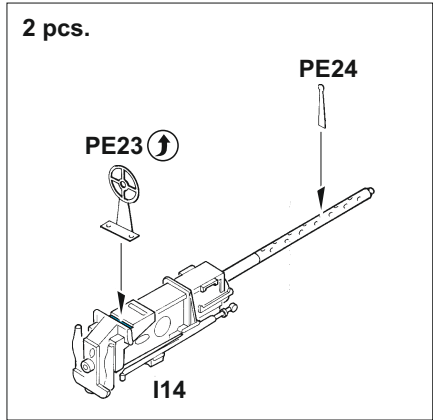
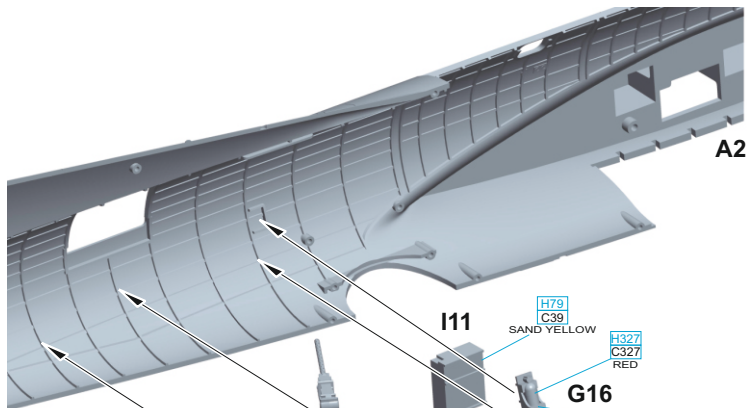
H53  
C351  
INTERIOR  
GREEN

H12  
C33  
FLAT BLACK

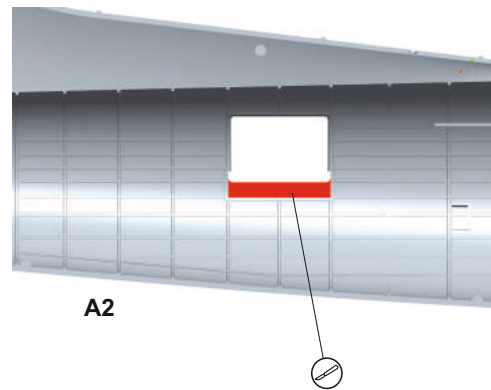
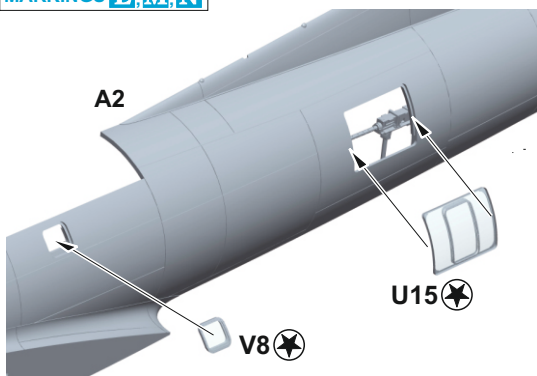




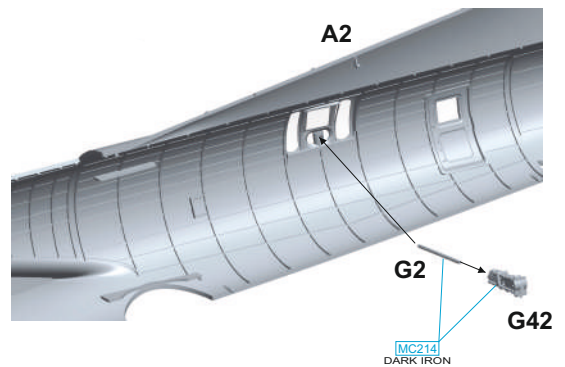
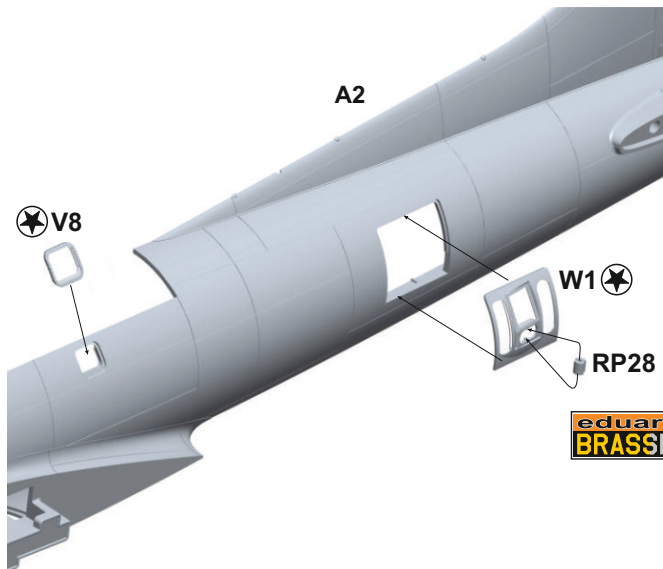


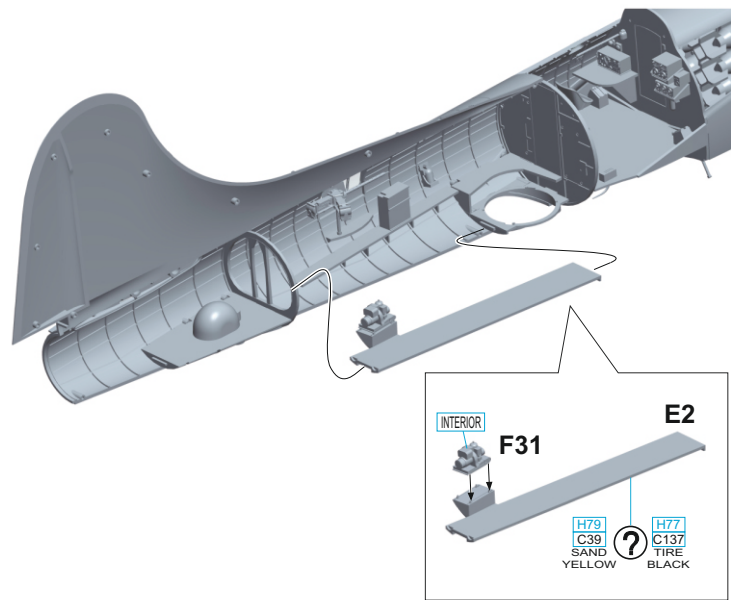
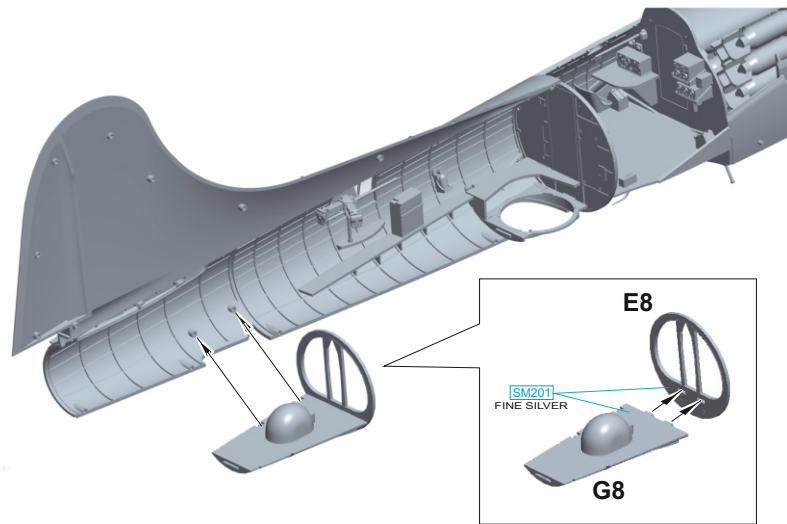
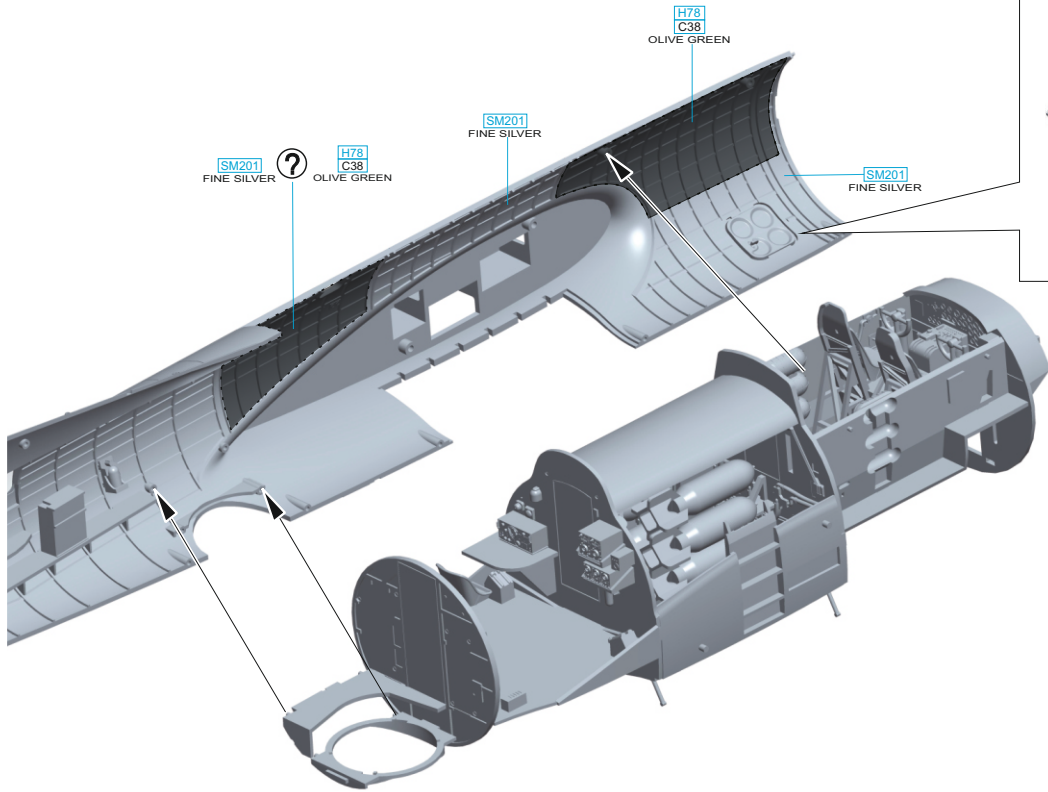


**C** MARKINGS L, M, N

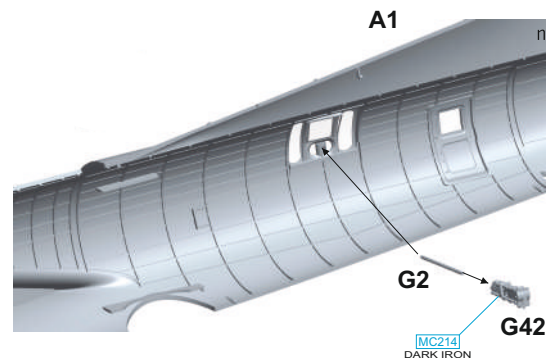
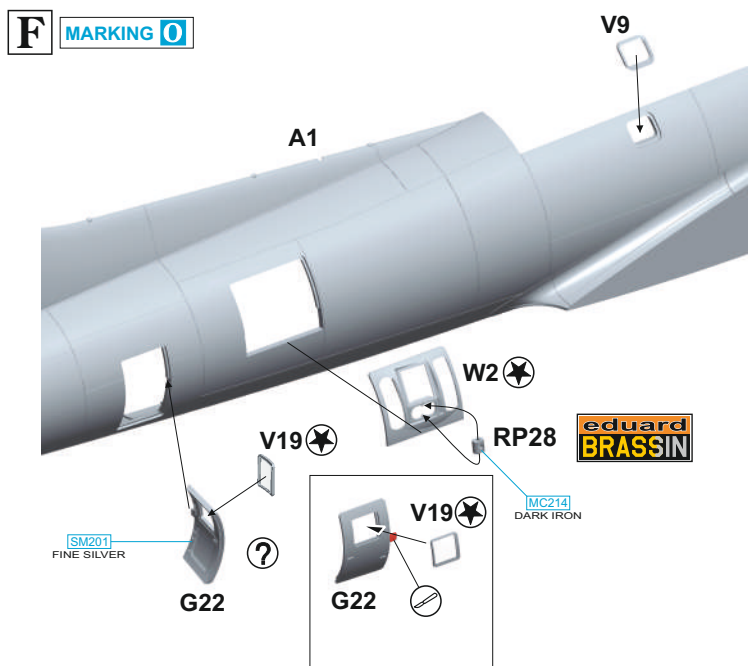
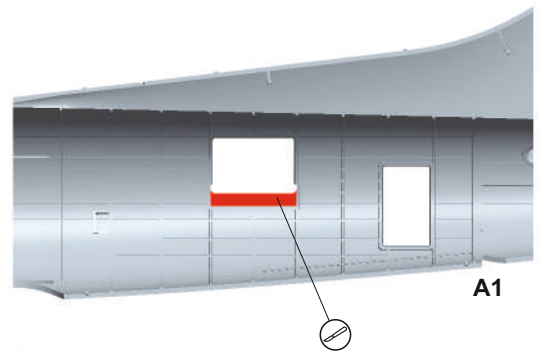
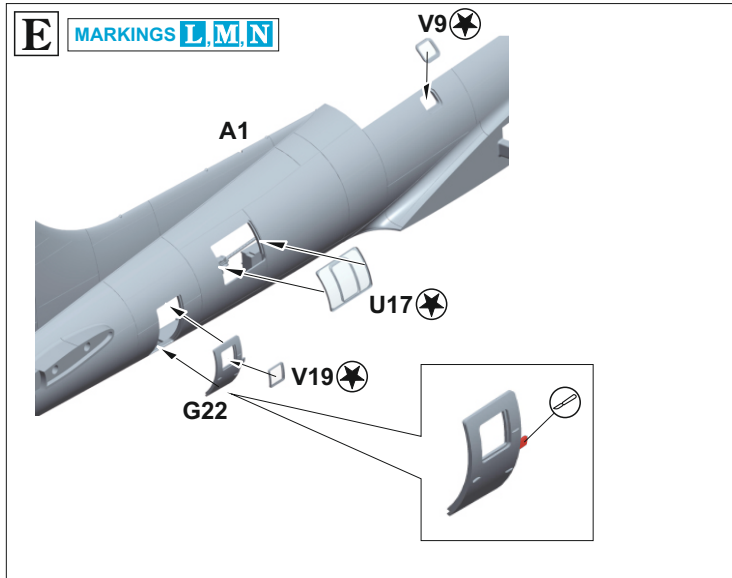
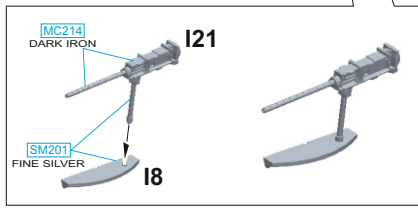
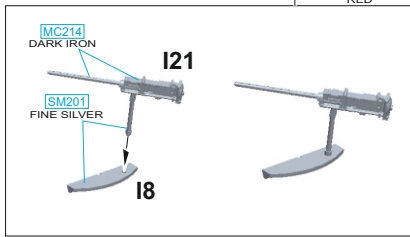
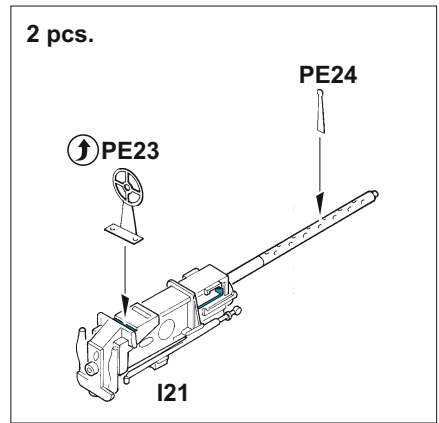
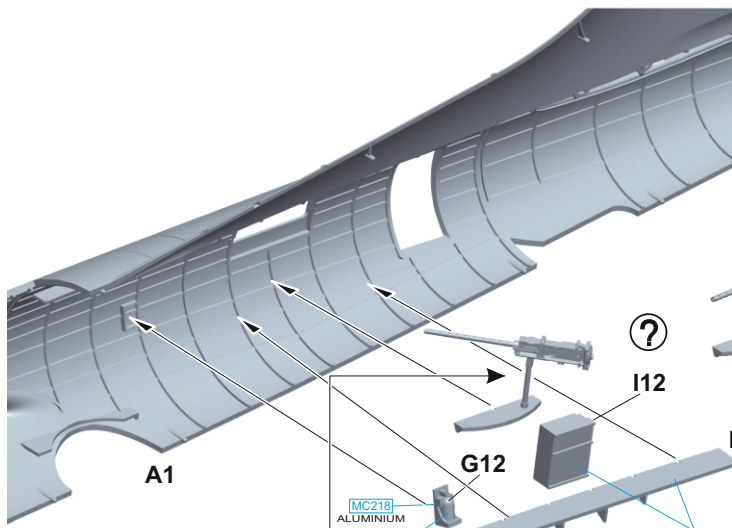


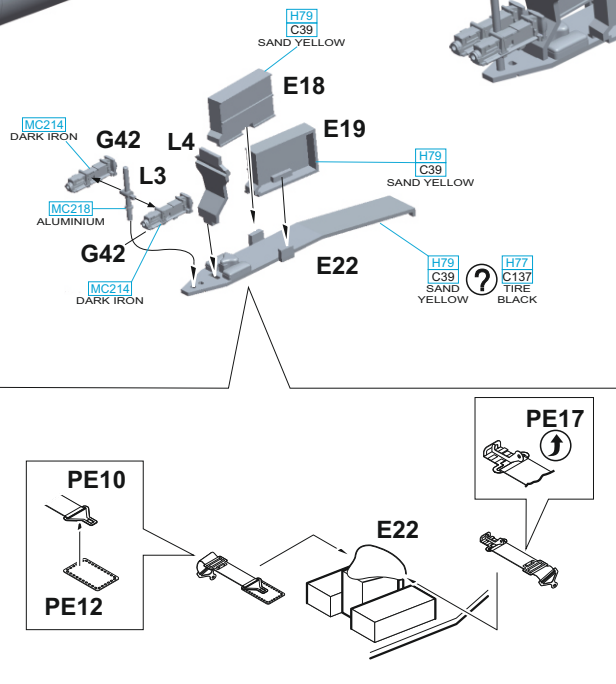
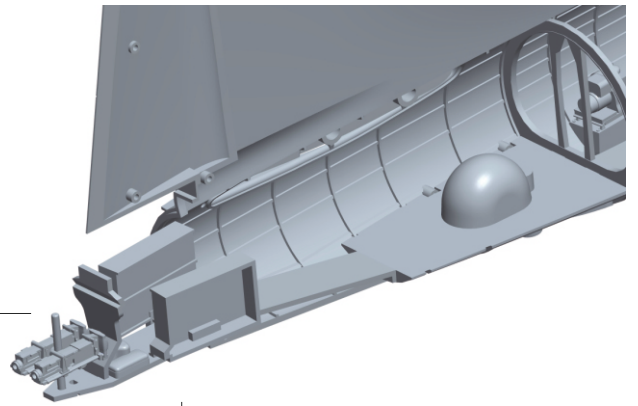
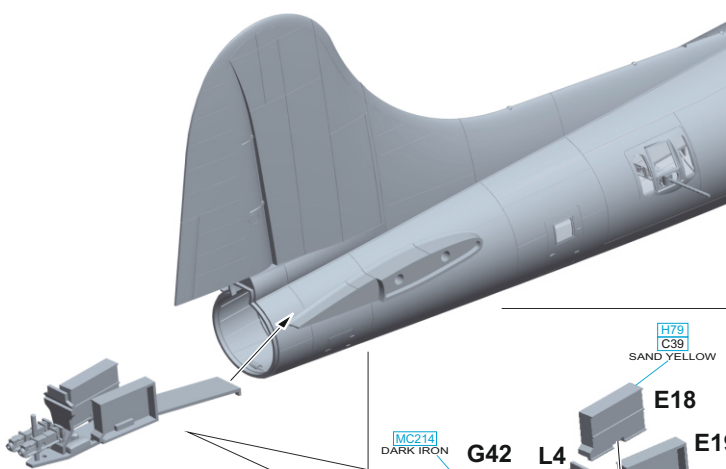
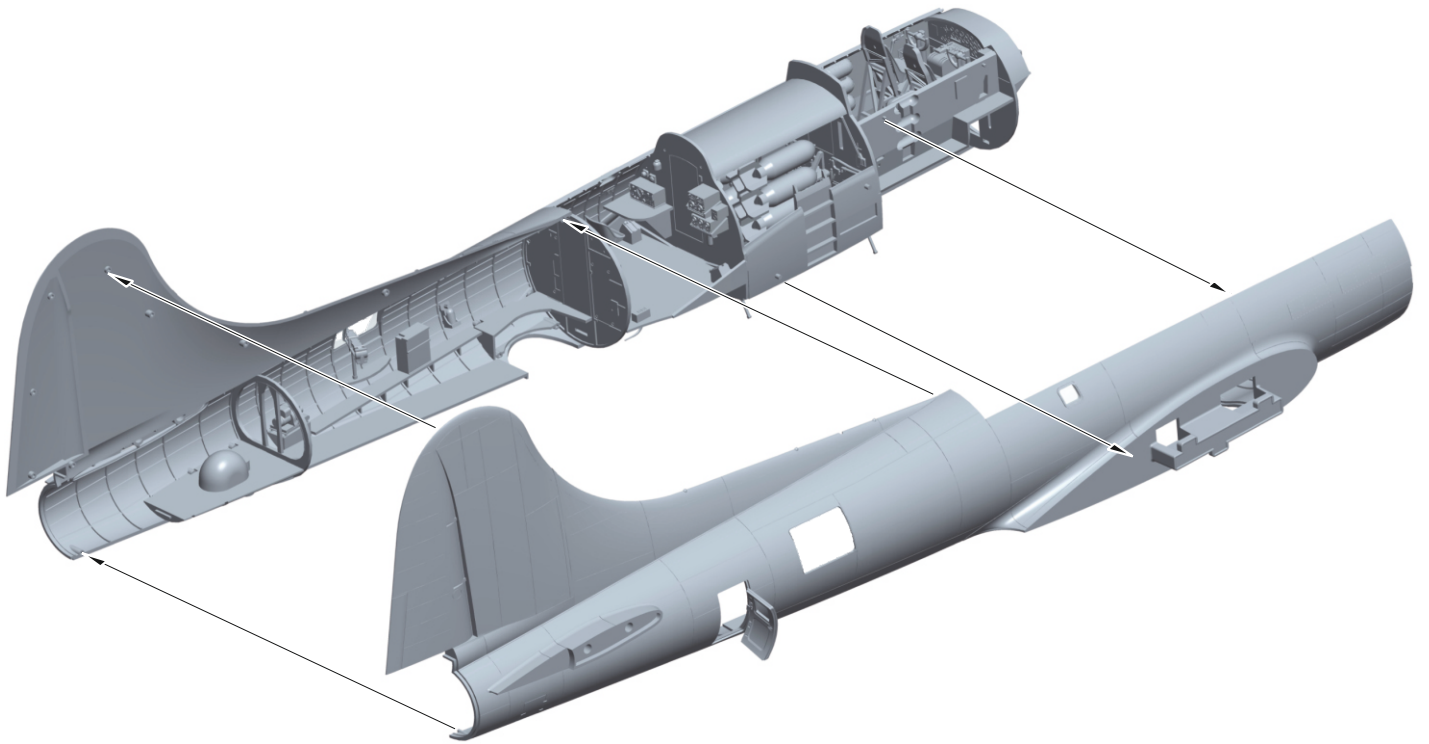
**D** MARKING O

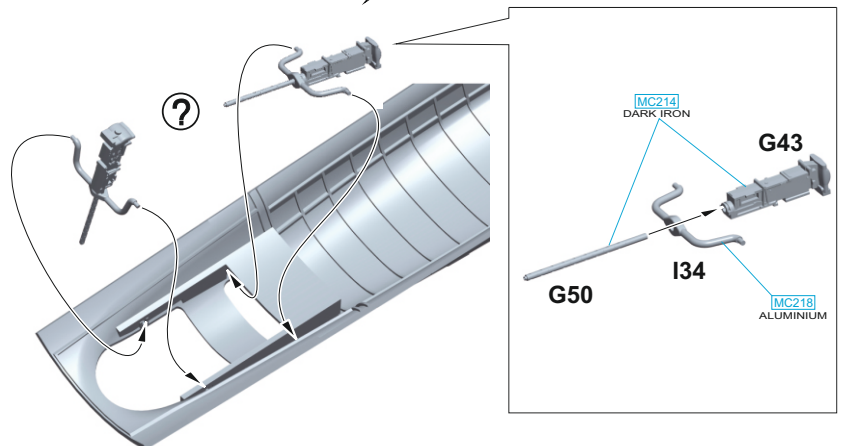
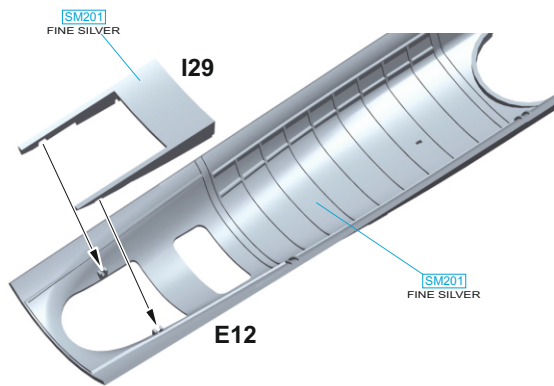
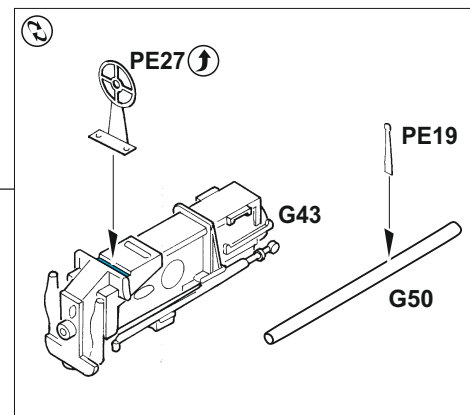
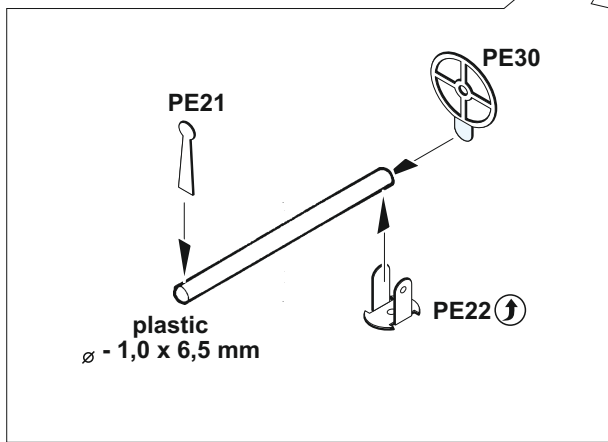
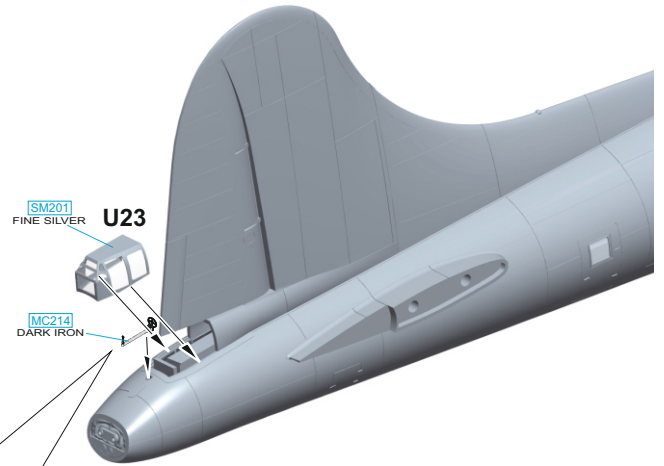
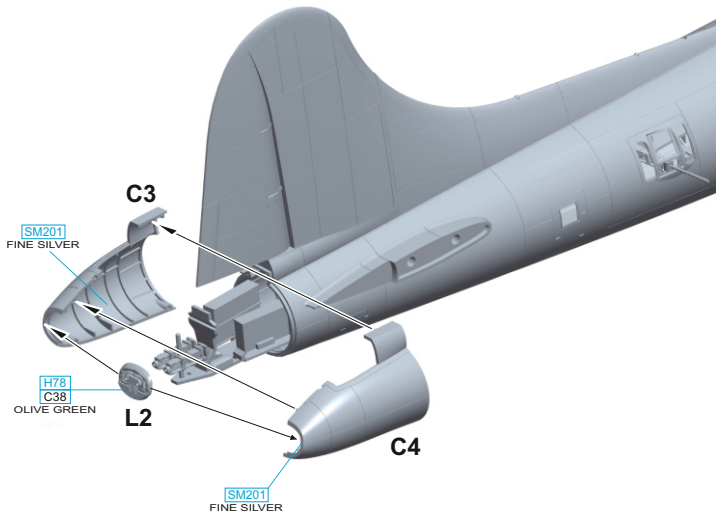


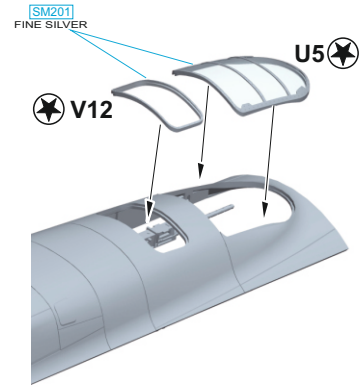
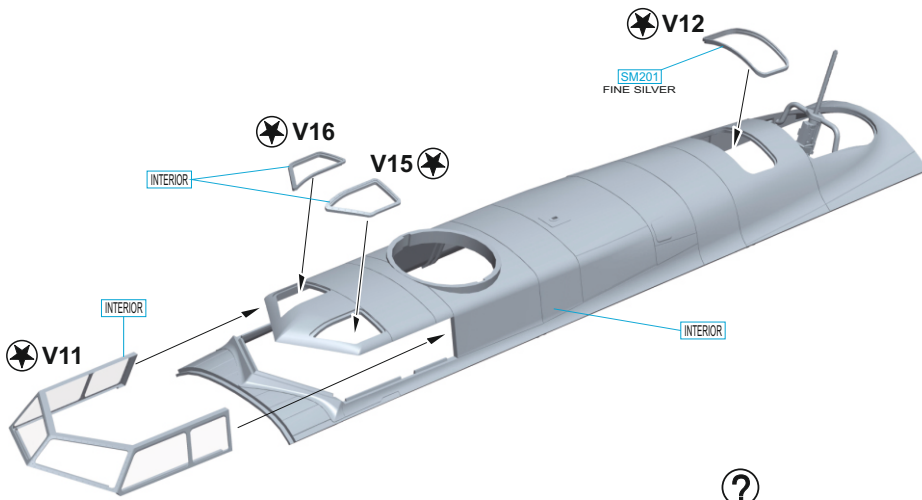






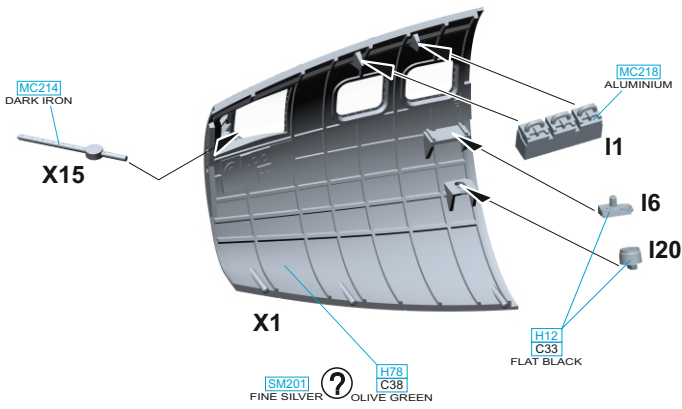




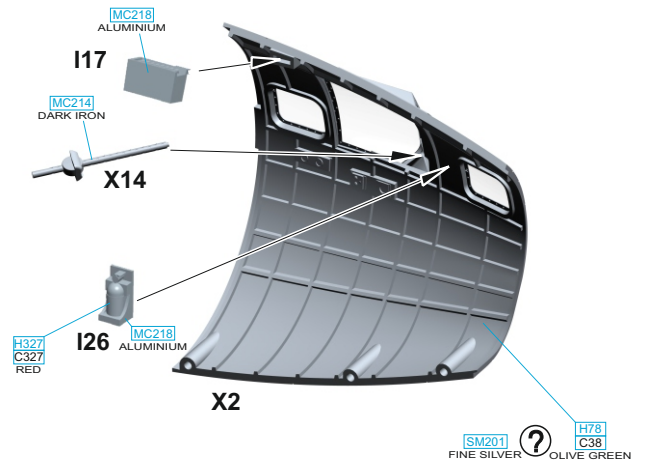


?

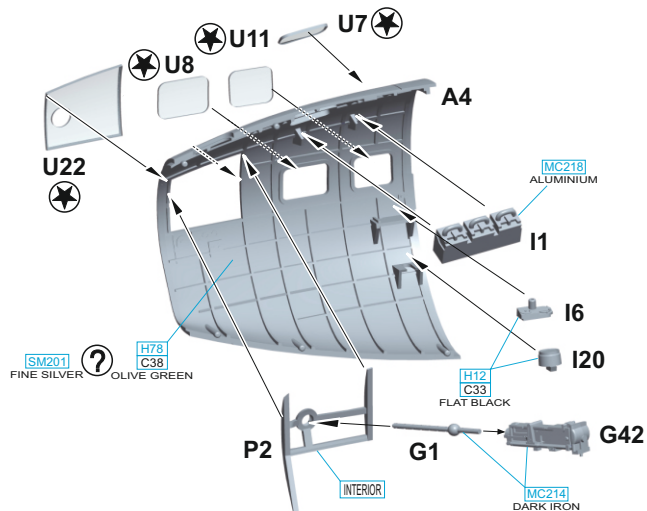
**G** MARKING **N**



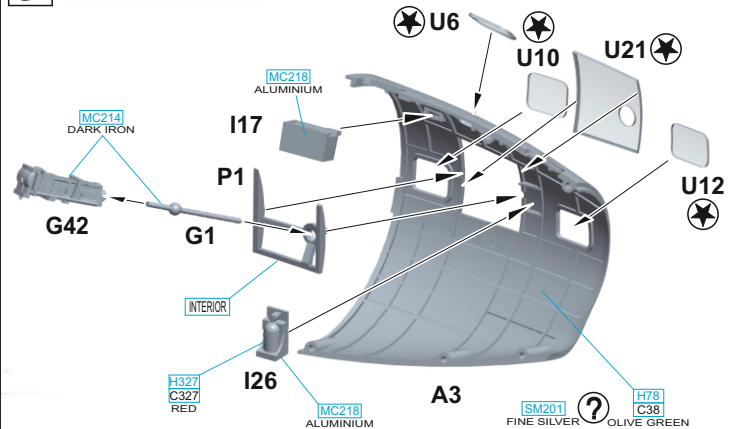
**H** MARKING **N**

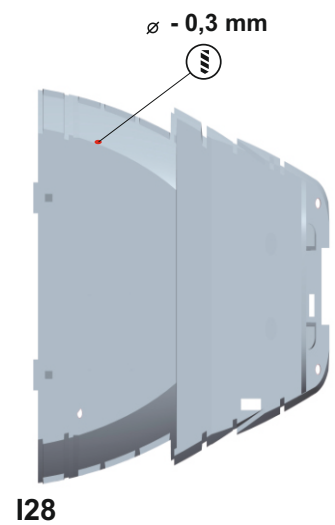
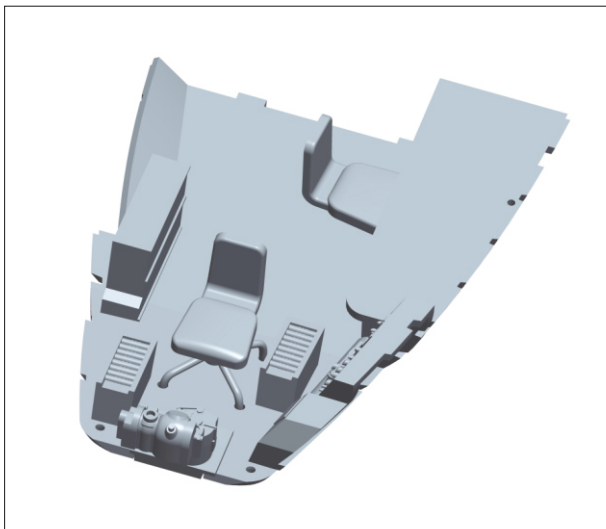
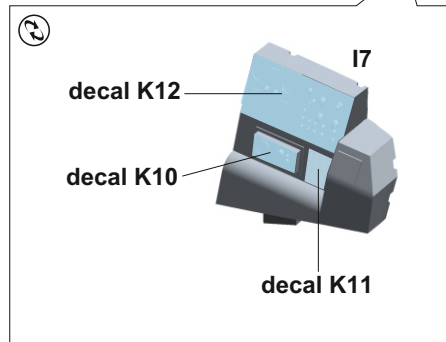
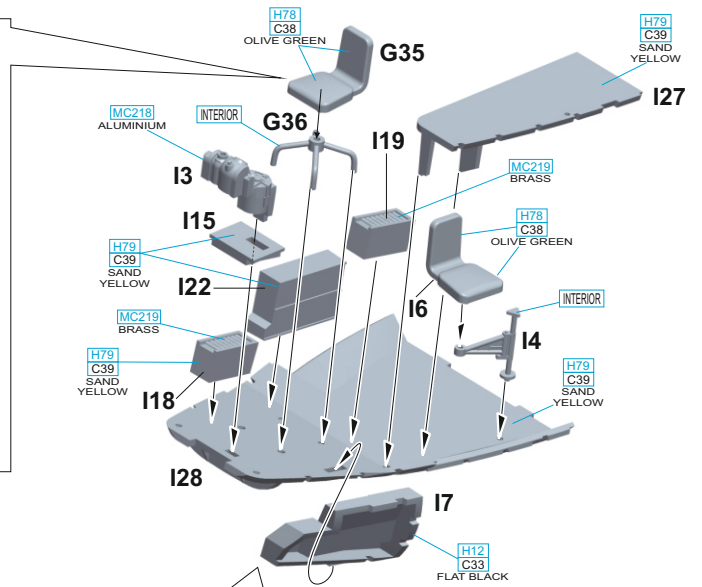
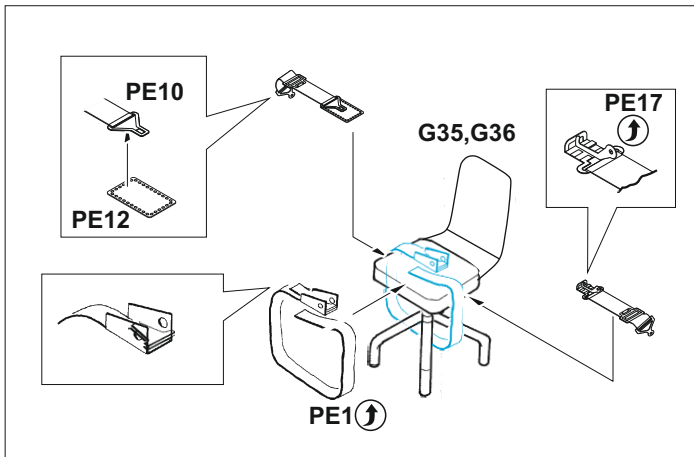


**I** MARKINGS **L, M, O**

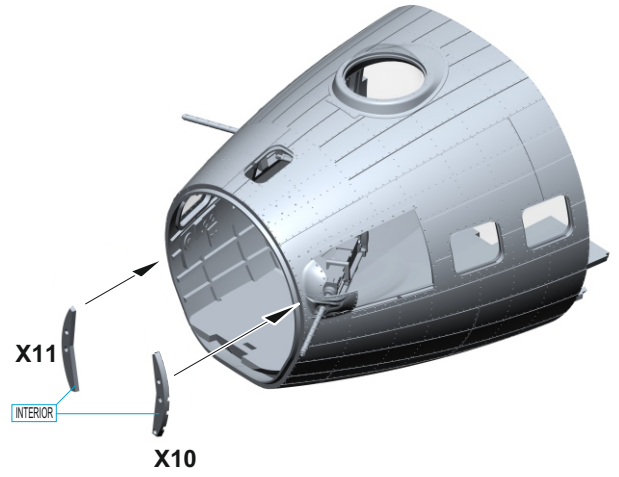
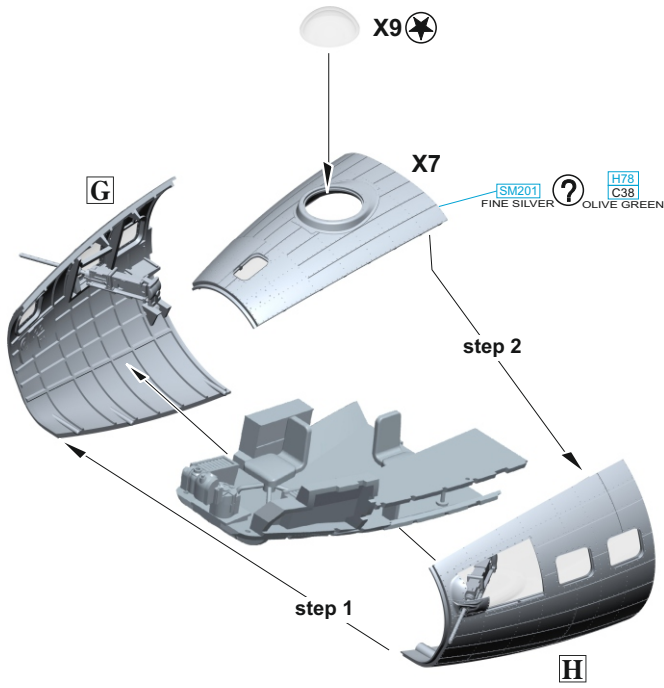


**J** MARKINGS **L, M, O**

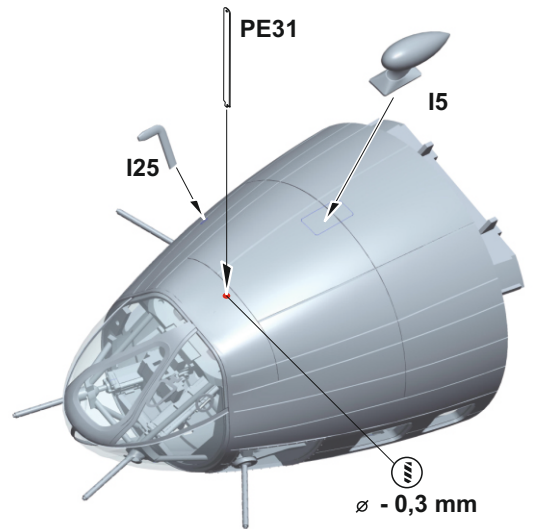
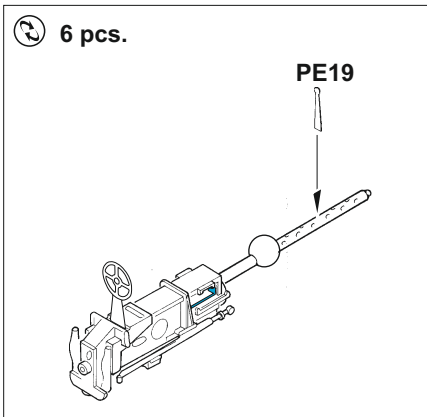
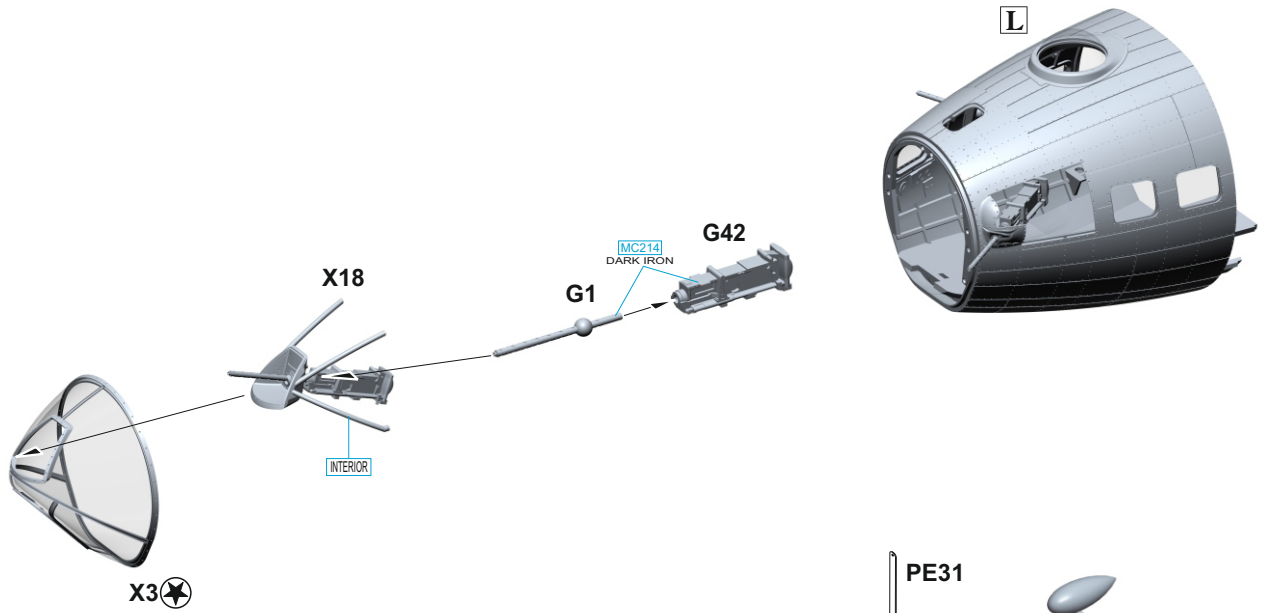


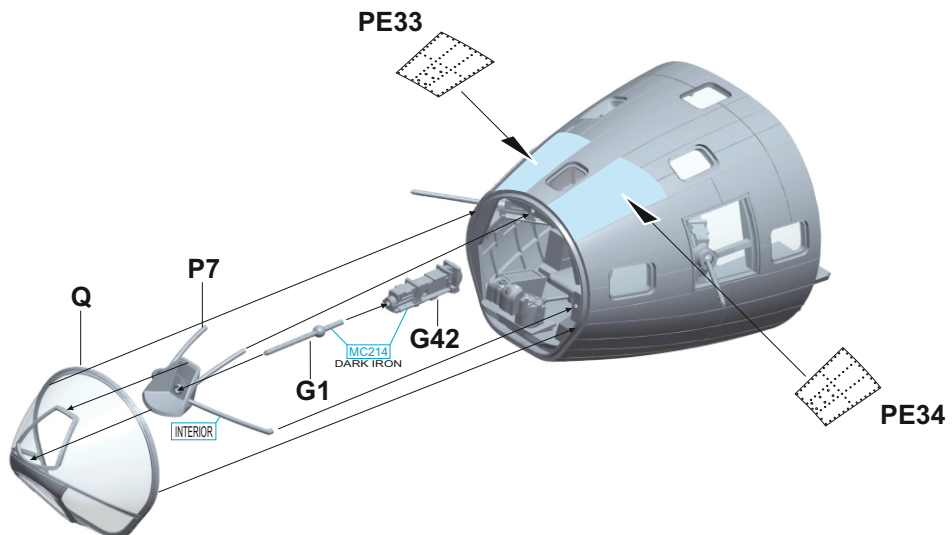
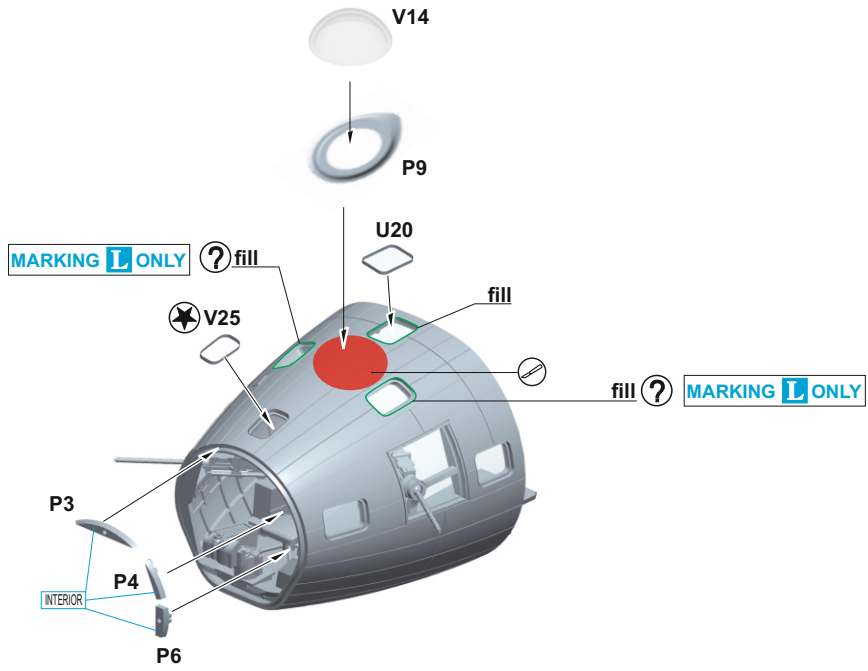
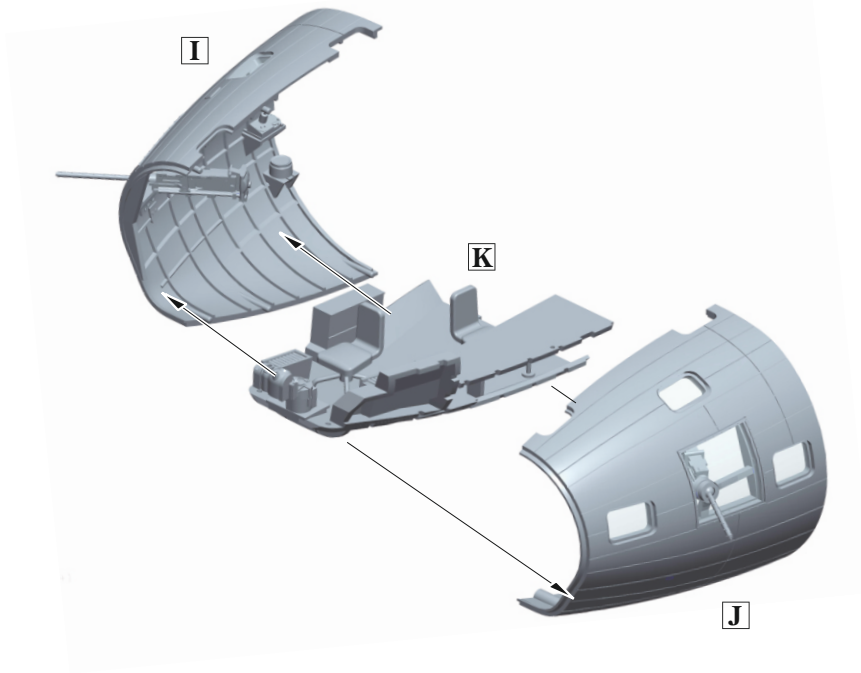


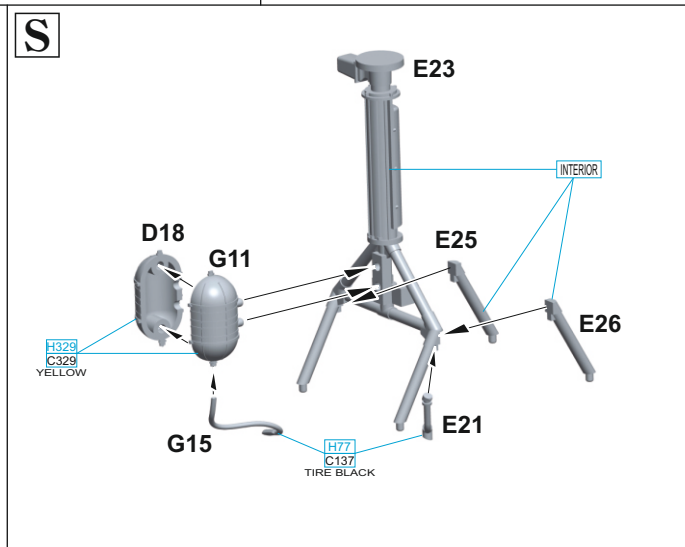
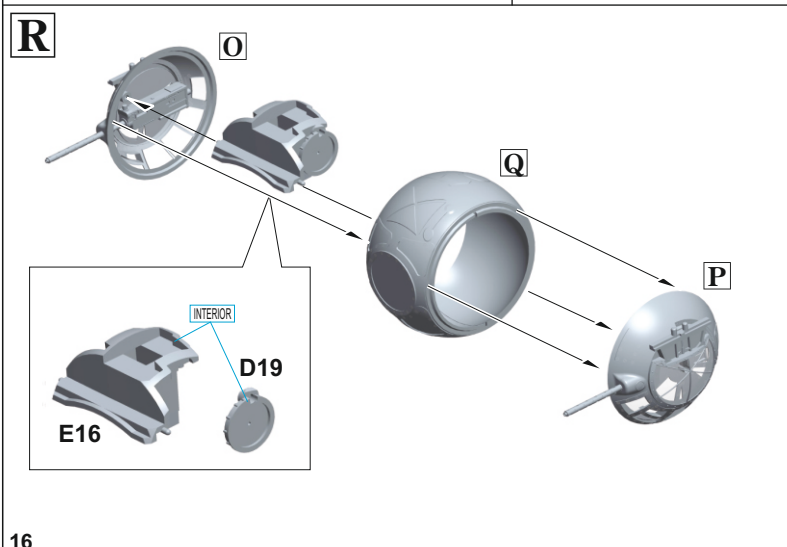
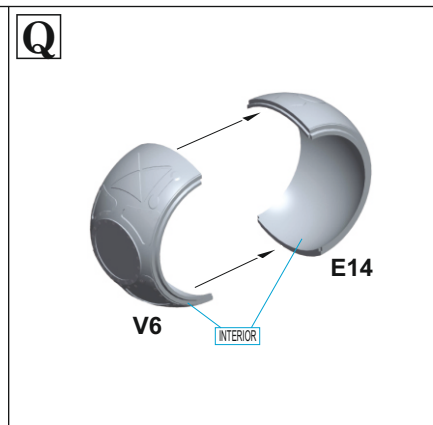
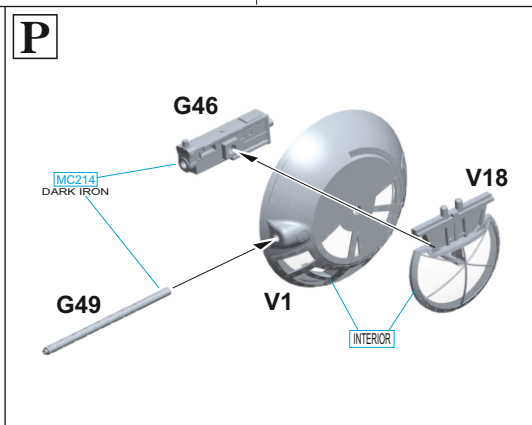
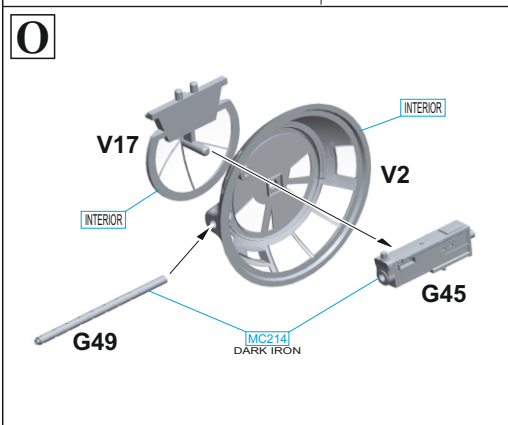
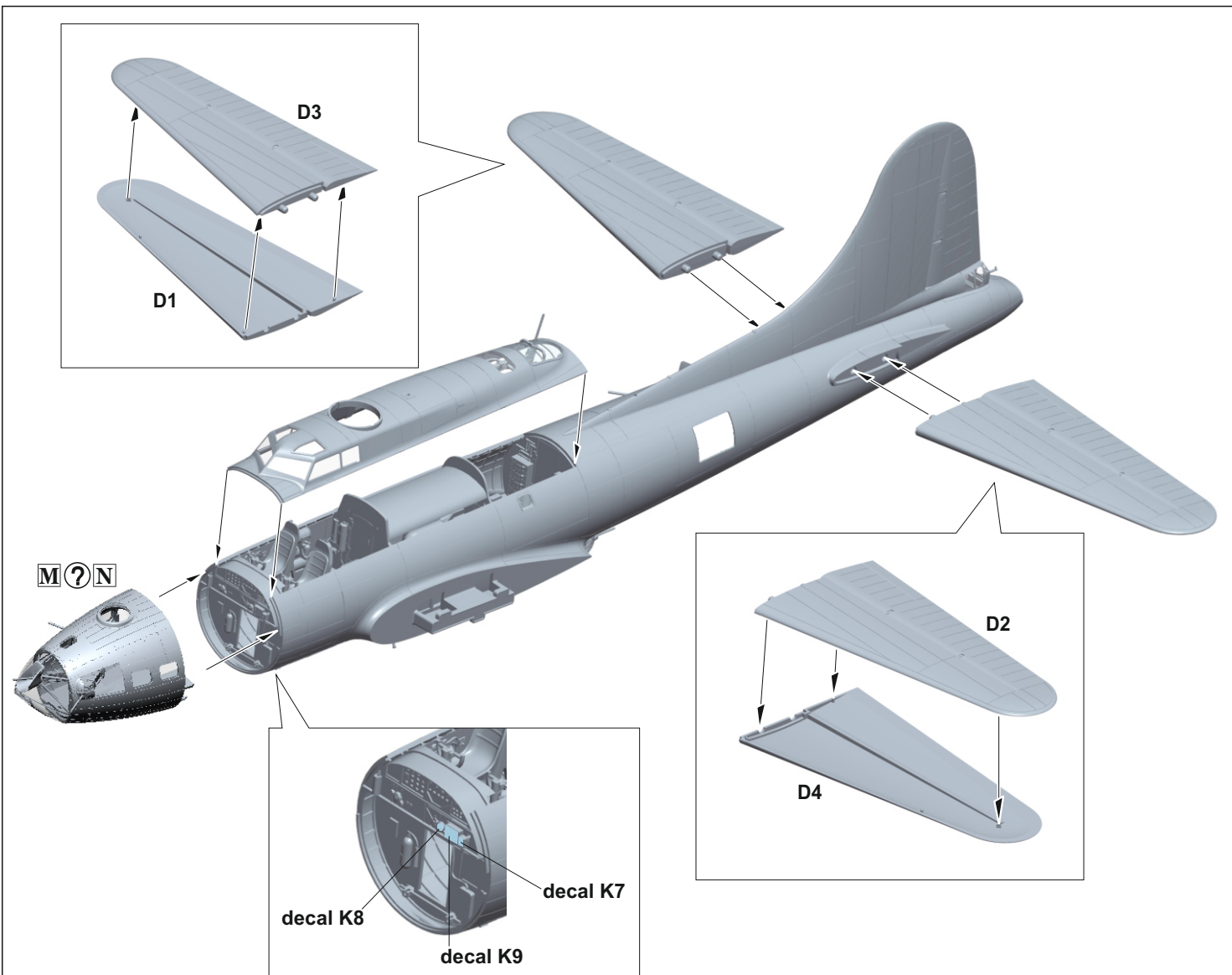
**L** MARKING **N**



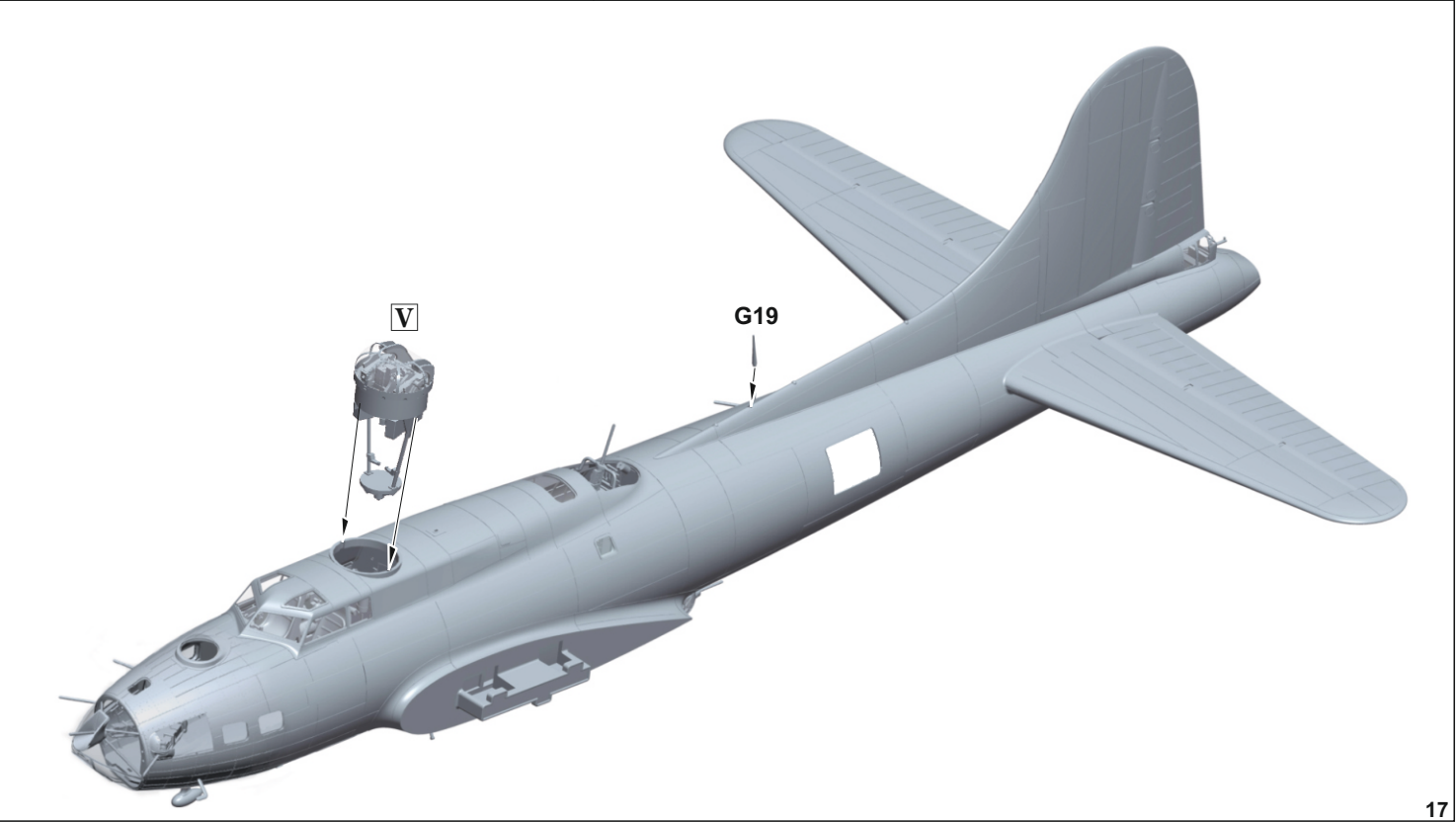
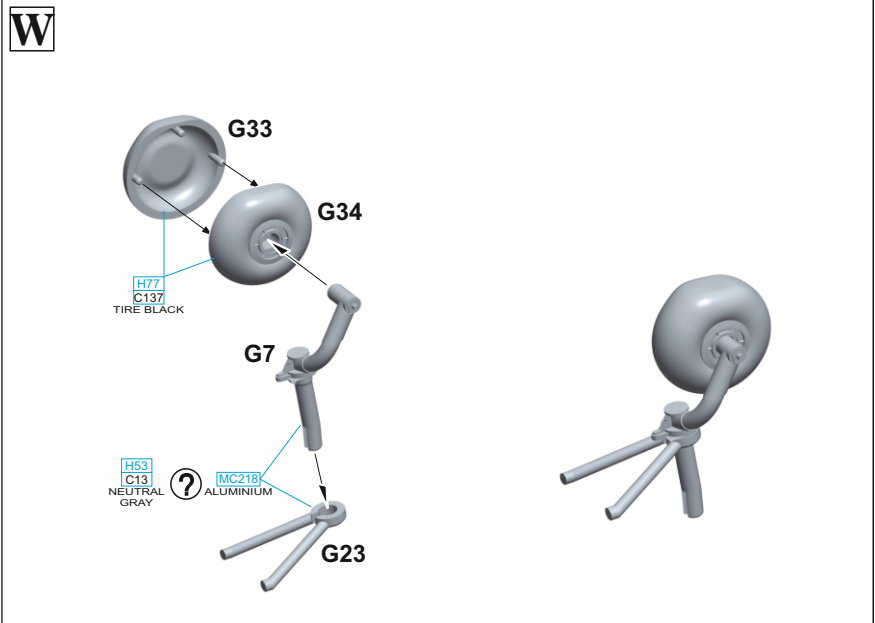
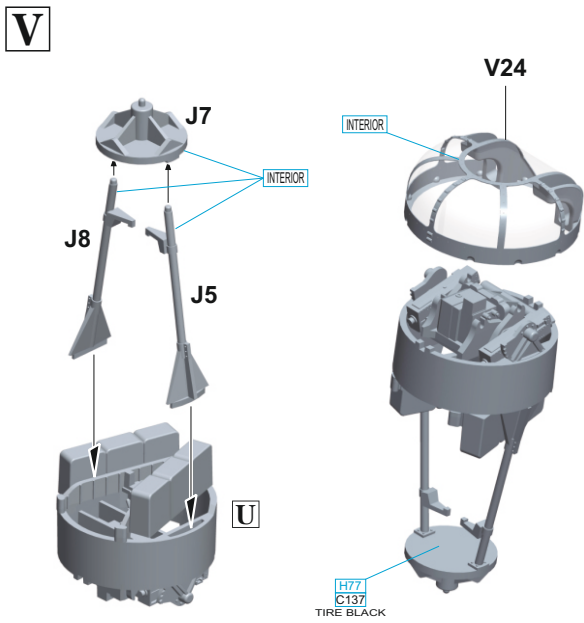
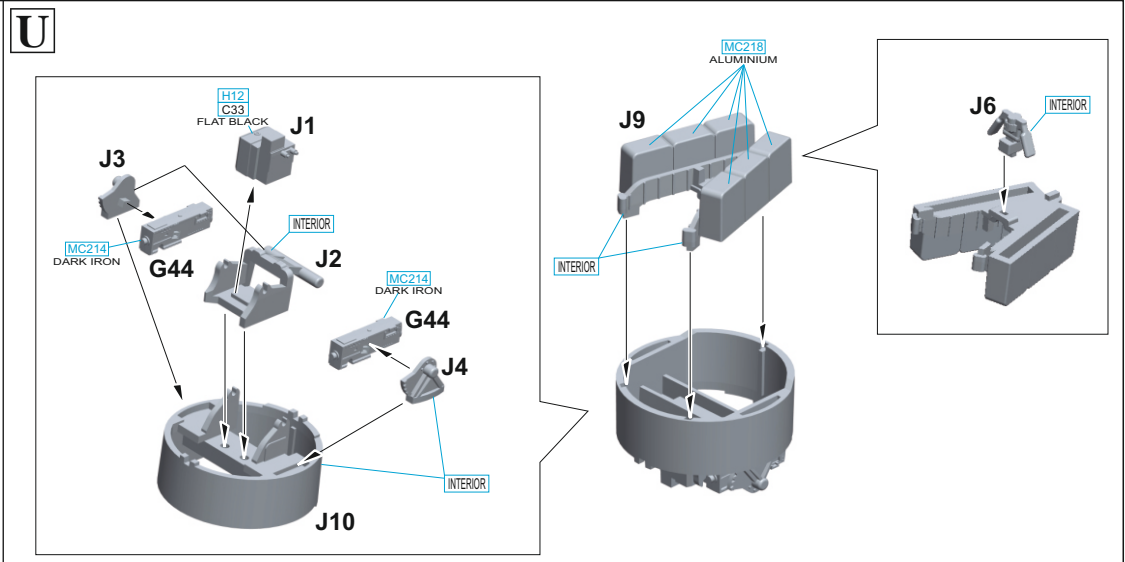
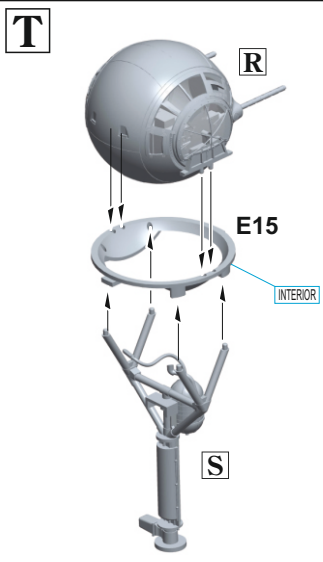
**M** MARKING **N**



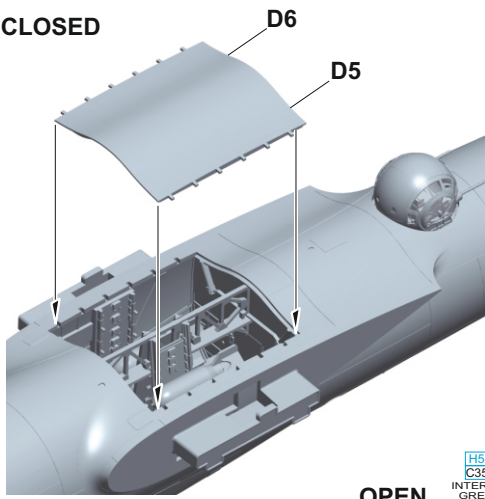




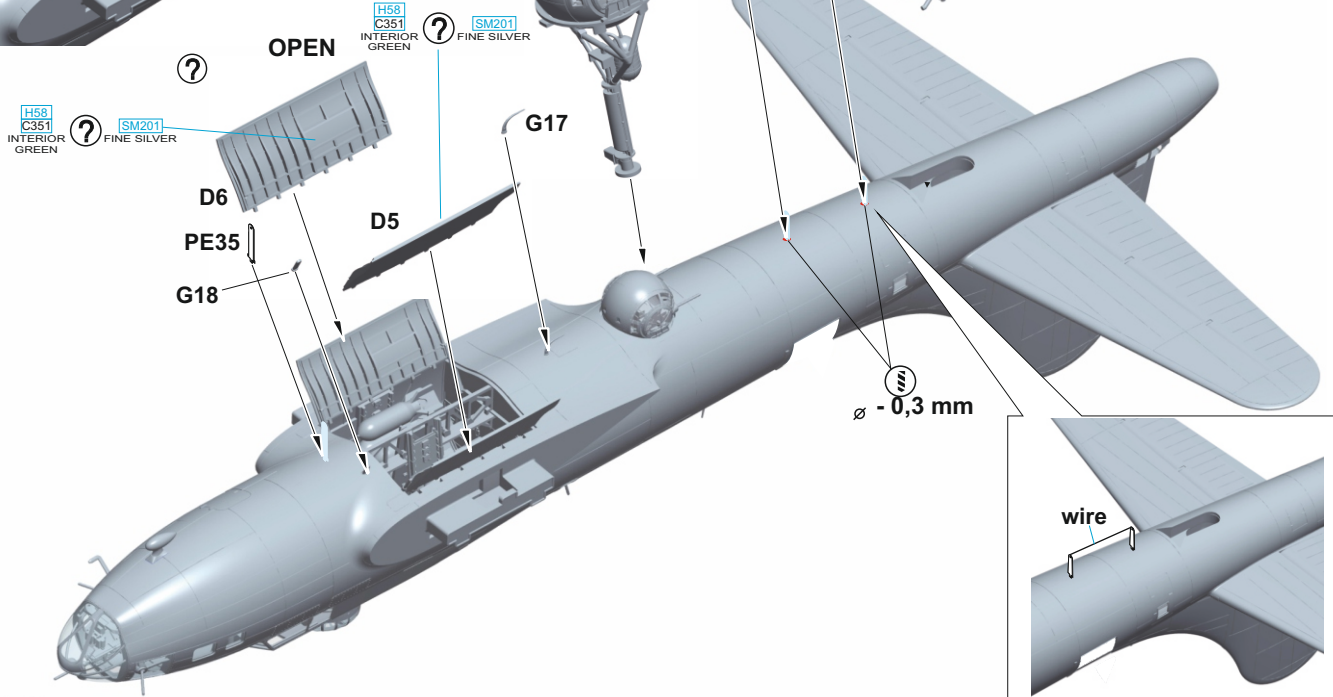




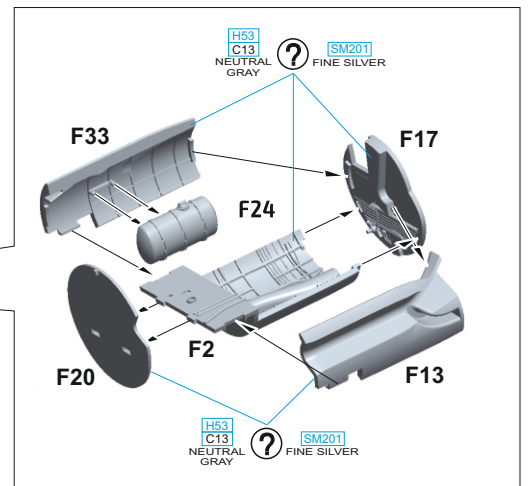
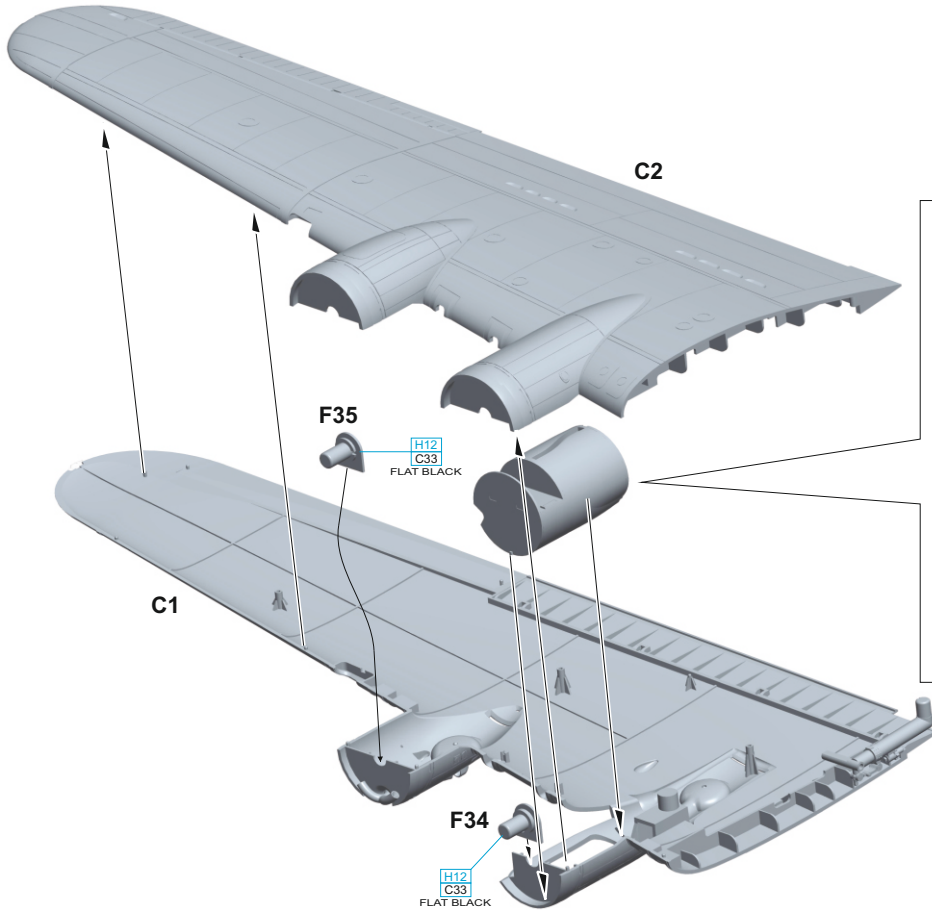
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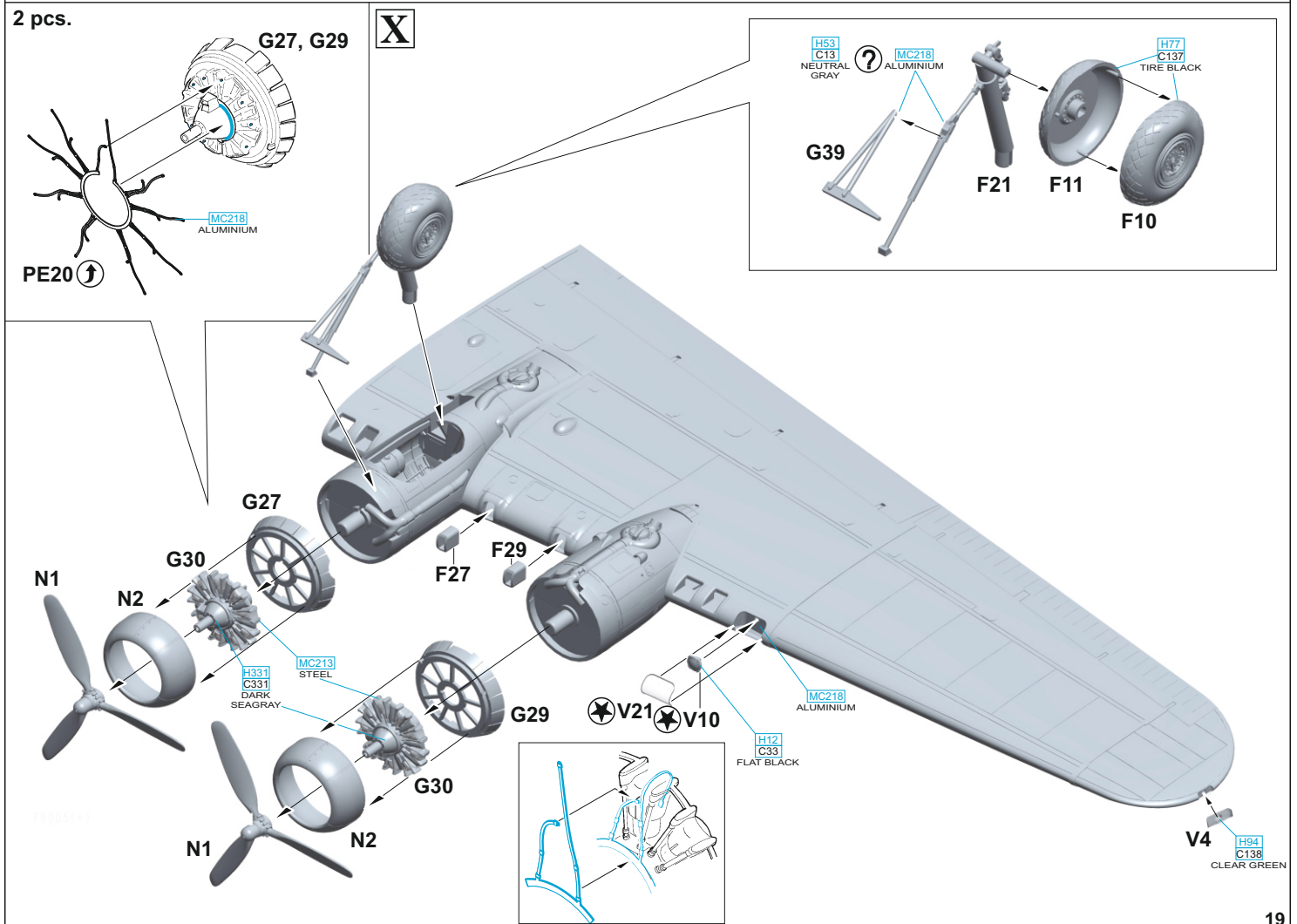
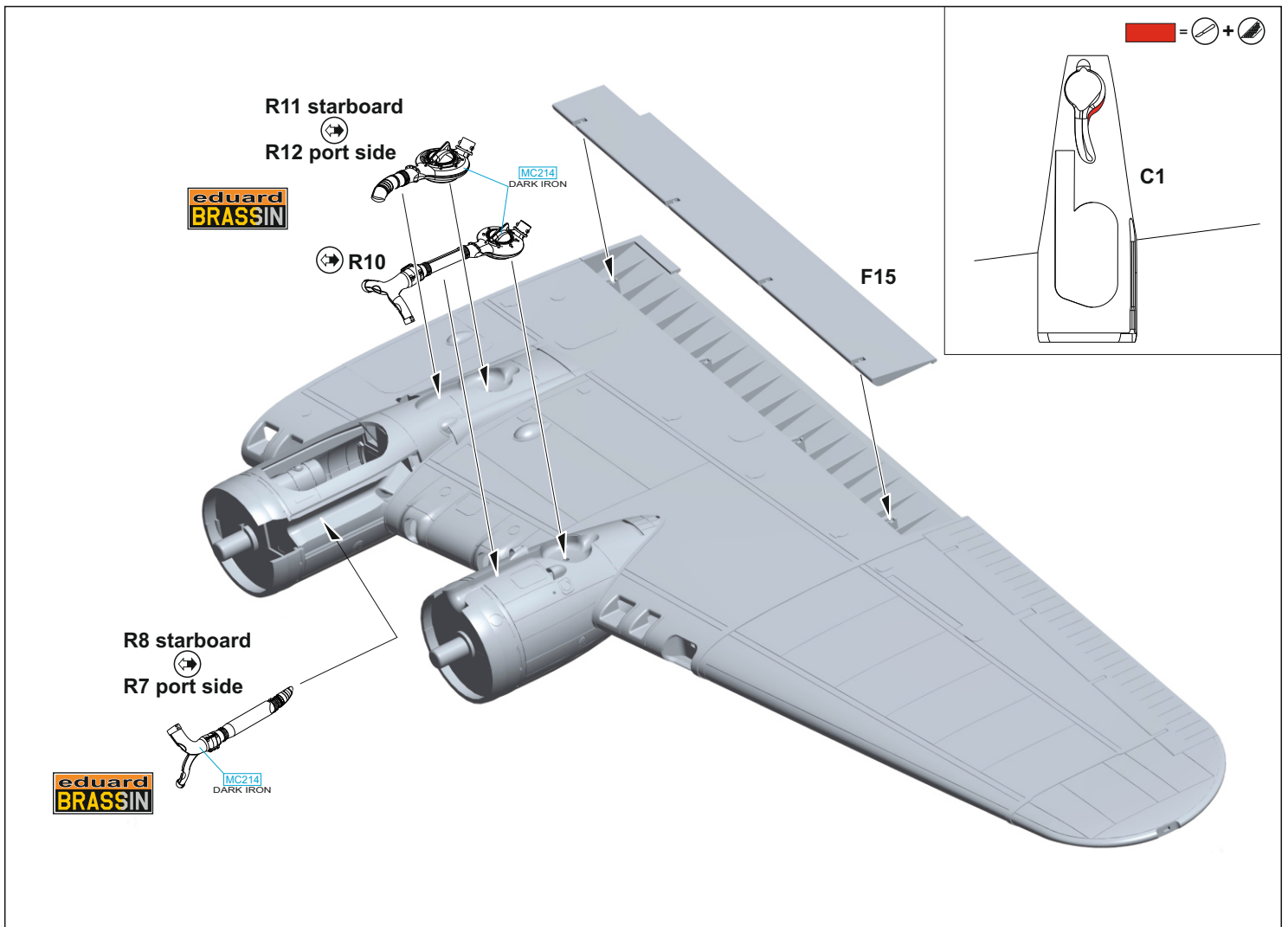


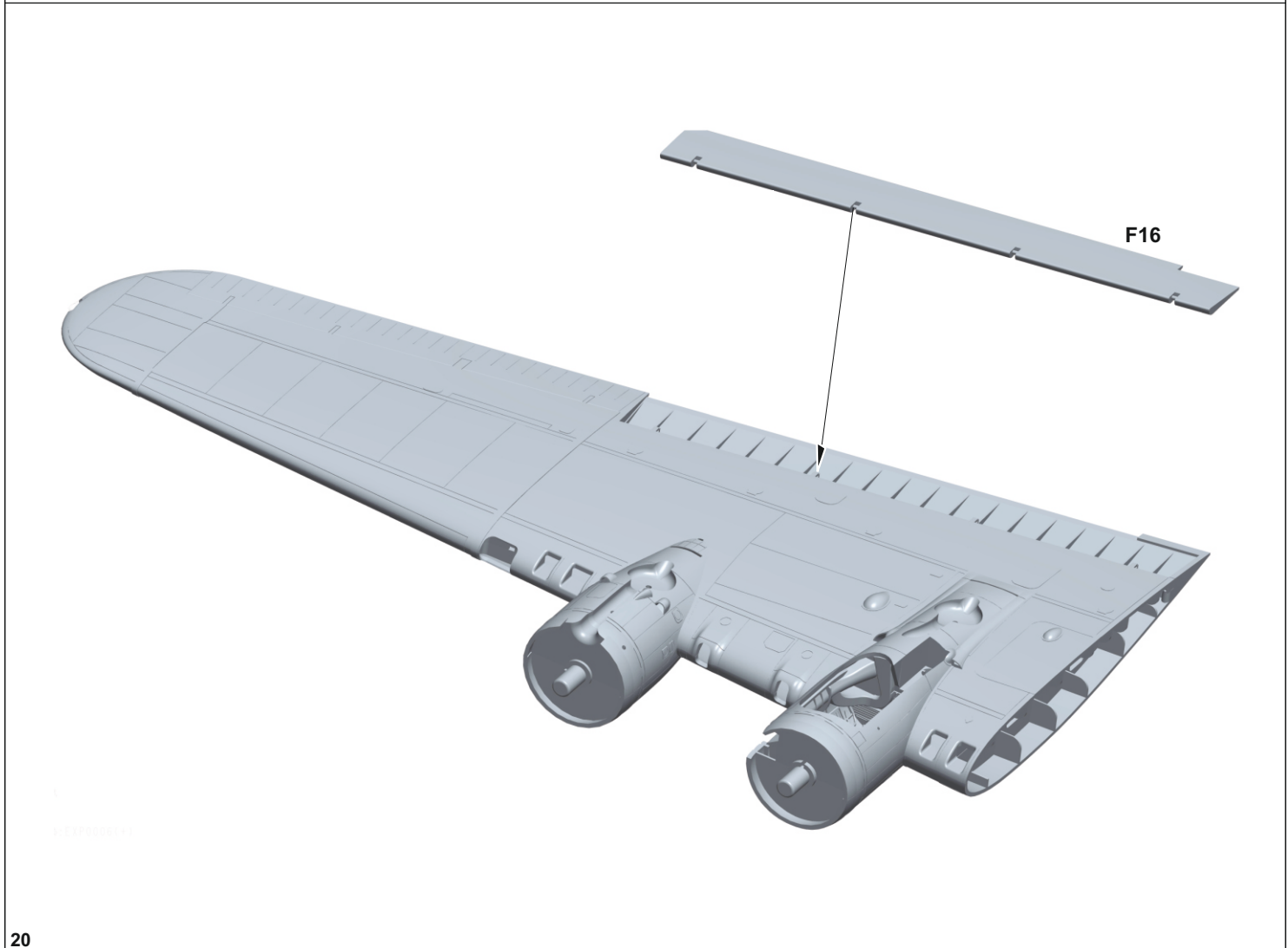
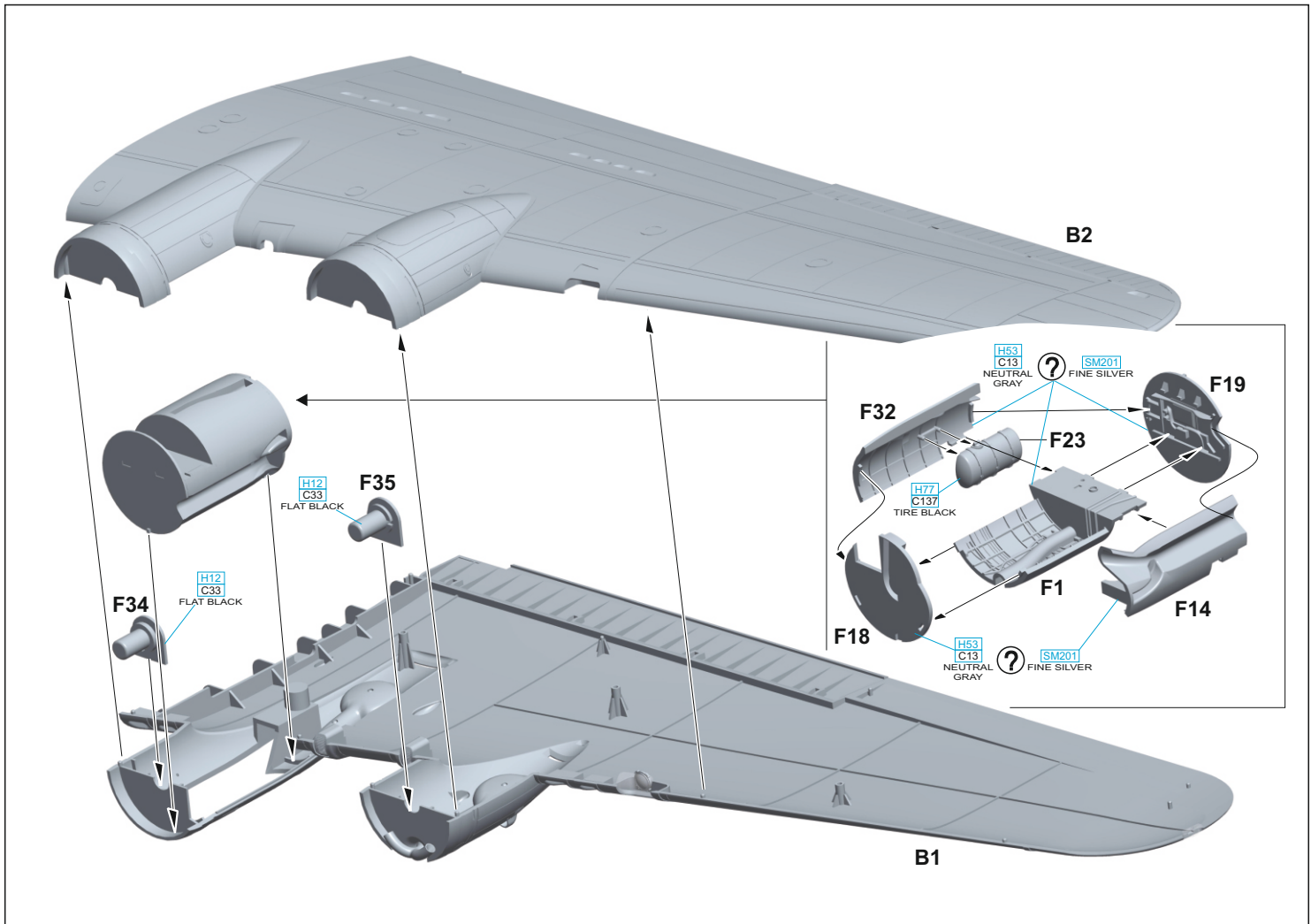
OPEN



C2

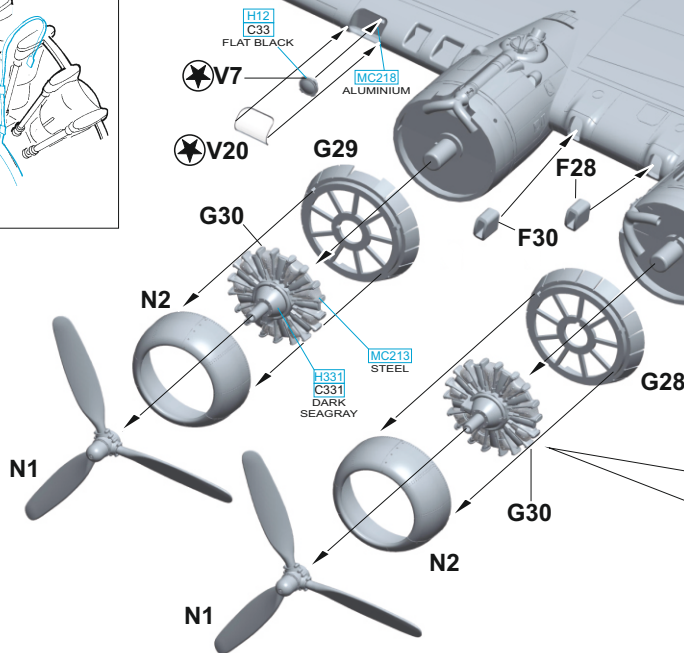
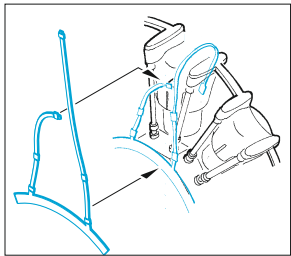
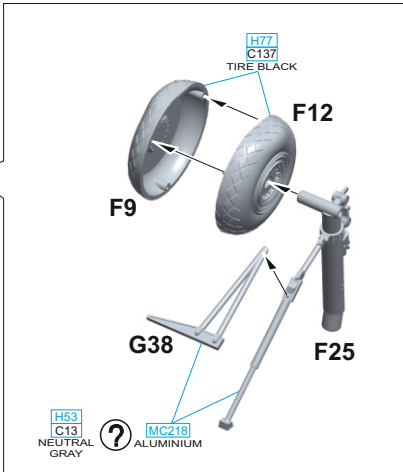




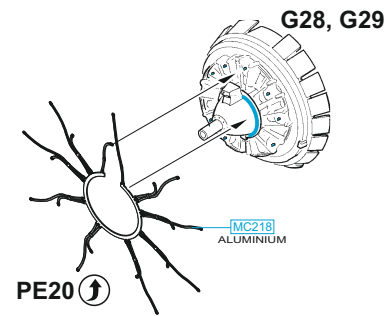


Y

H90  
C47  
V3  
CLEAR RED



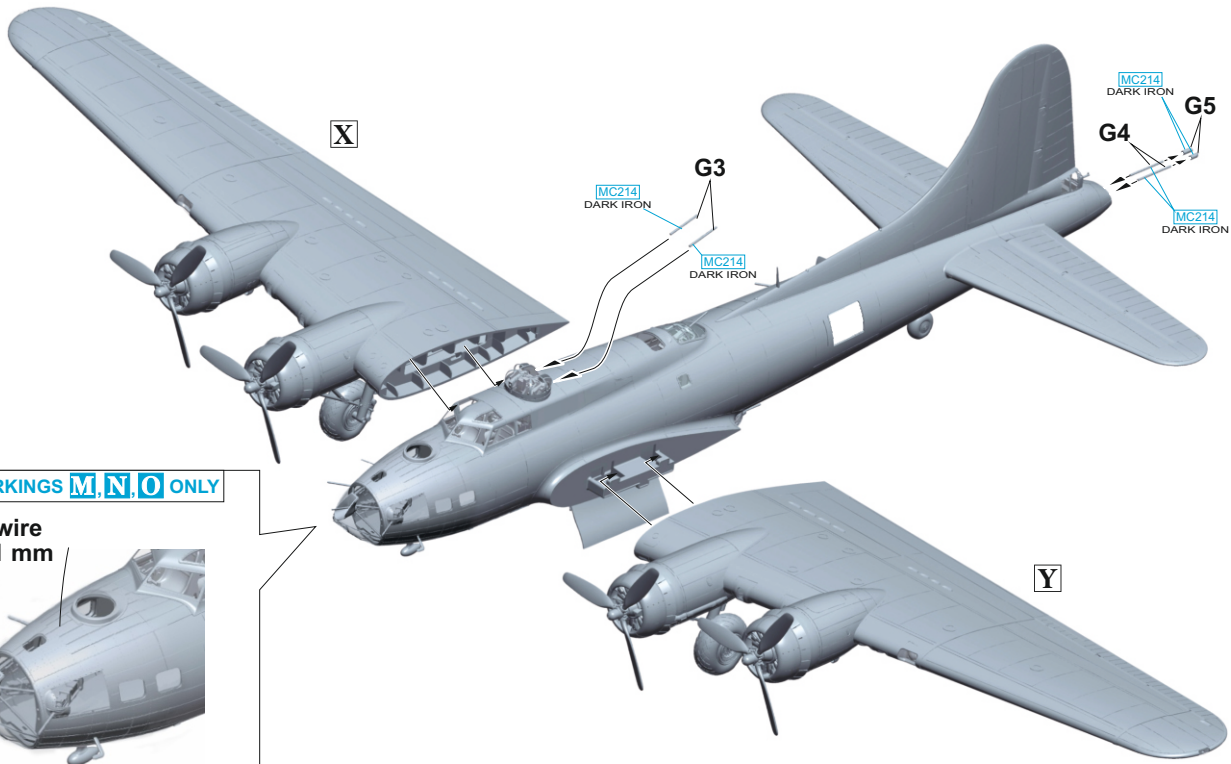
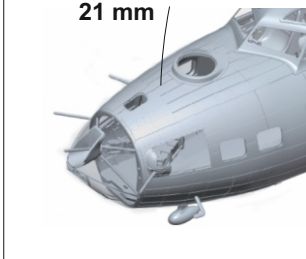
2 pcs.

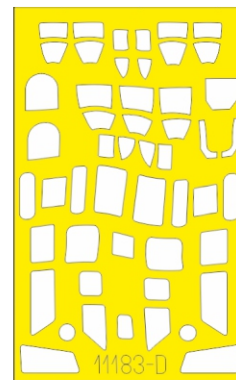
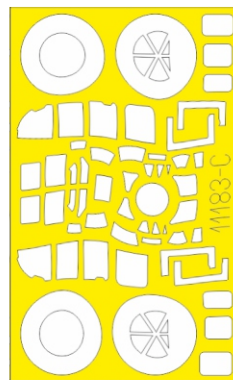
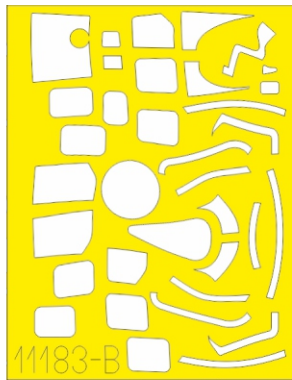


X

wire - MARKINGS M, N, O ONLY

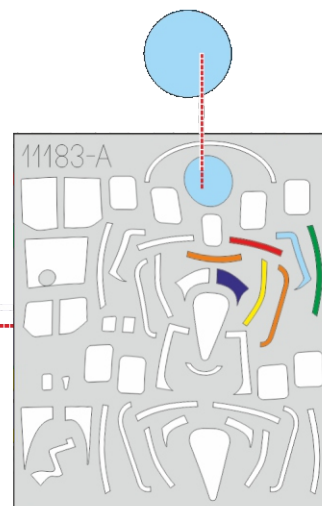
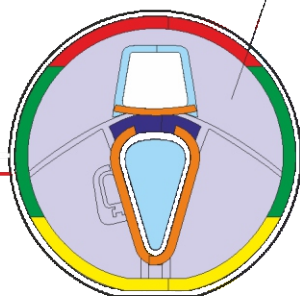
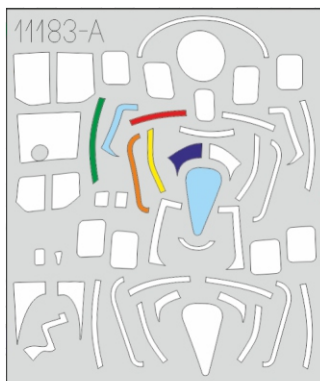
wire  
21 mm





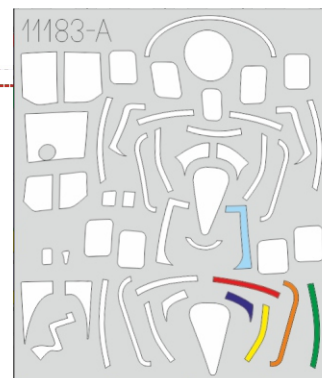
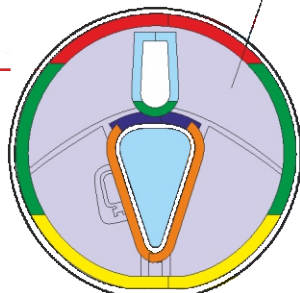
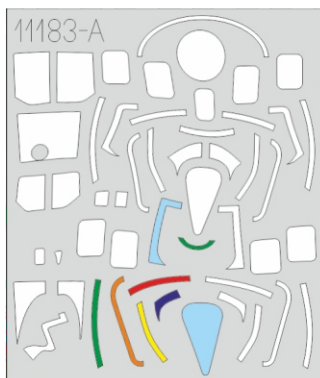
LIQUID MASK

X3

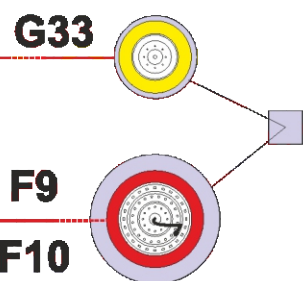
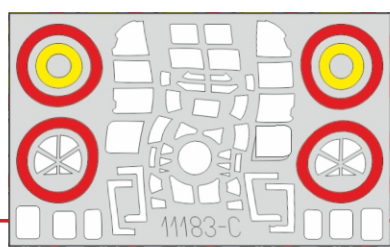
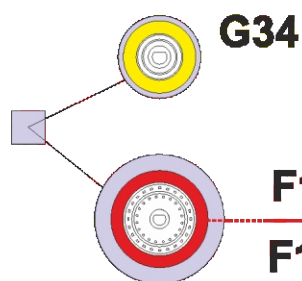
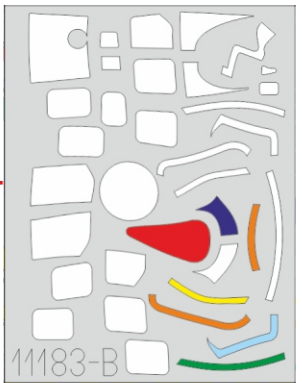
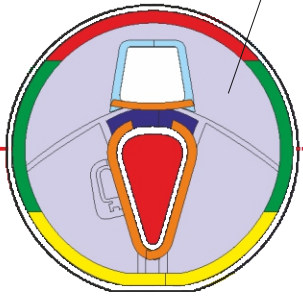
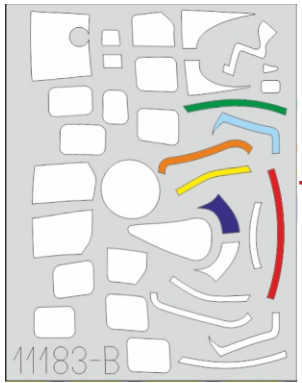


LIQUID MASK

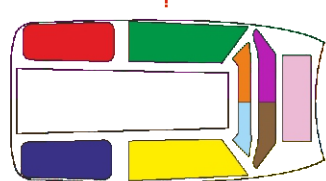
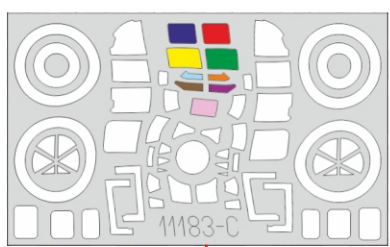
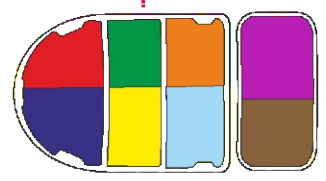
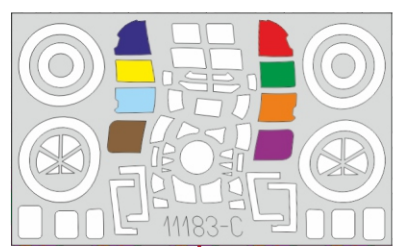
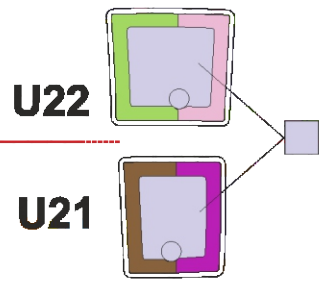
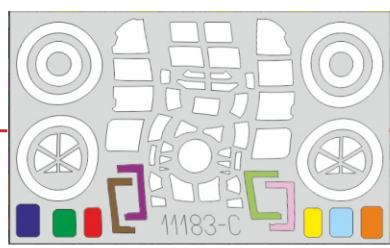
X4



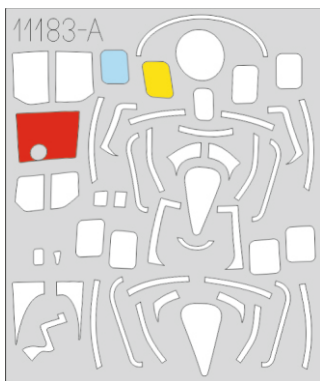
LIQUID MASK



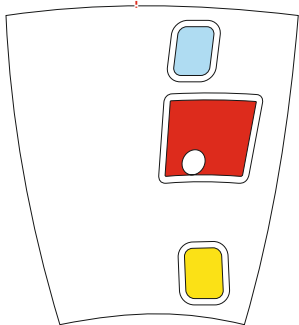
- U6
- U7
- U8
- U10
- U11
- U12



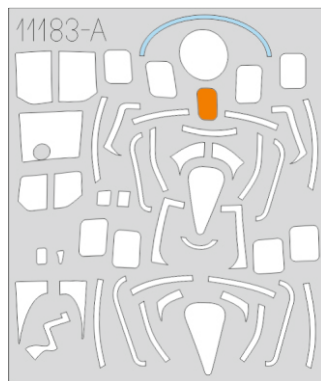
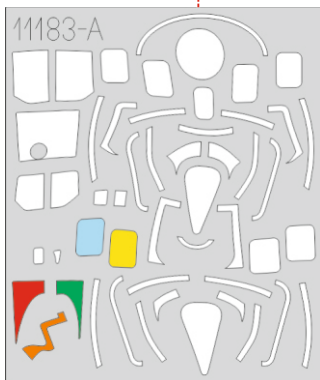
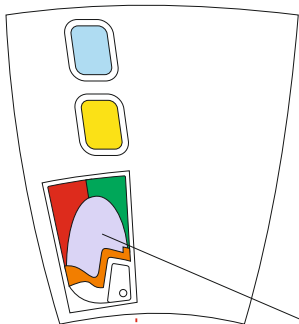
# OUTSIDE



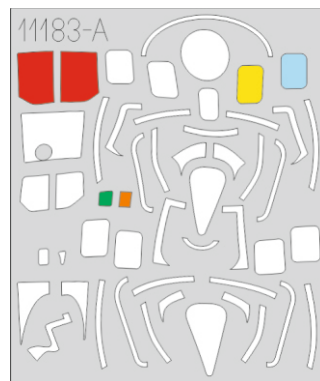
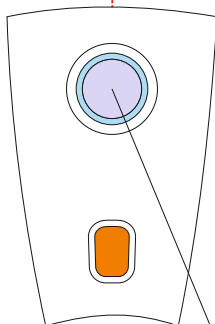
X6



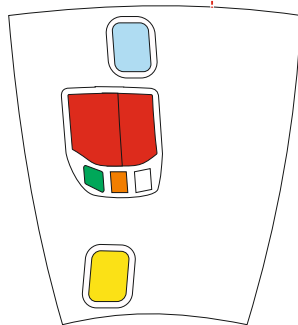
X5



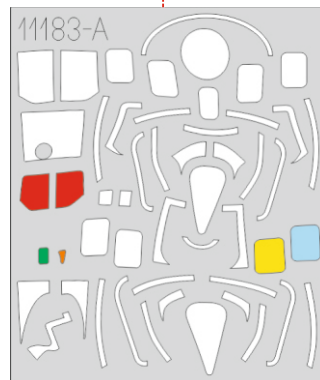
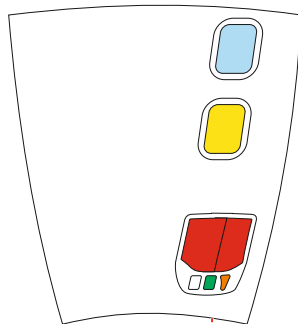
X7



X2



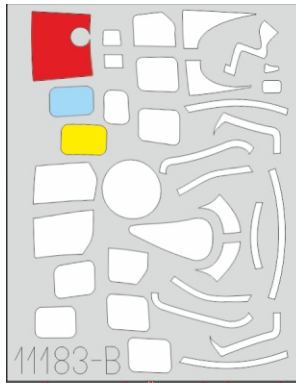
X1



LIQUID MASK

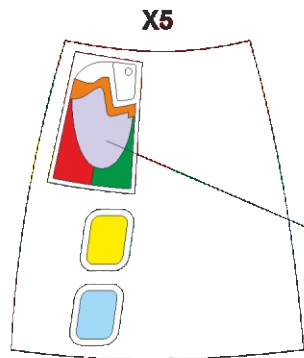
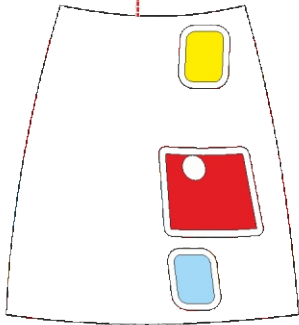


INNER

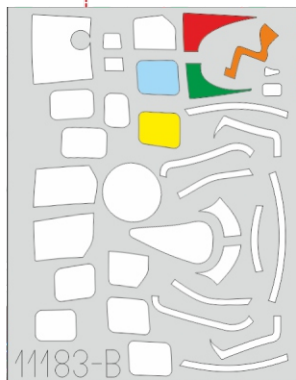


11183-B

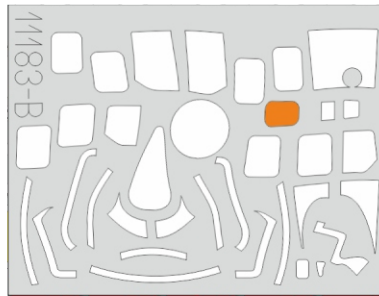
X6



X5

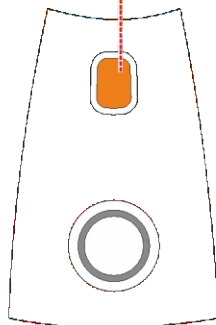


11183-B

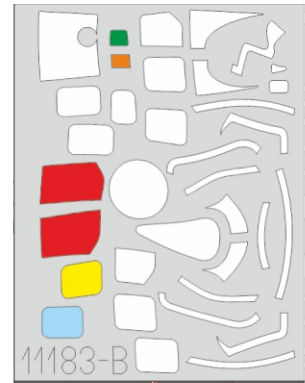


11183-B

X7

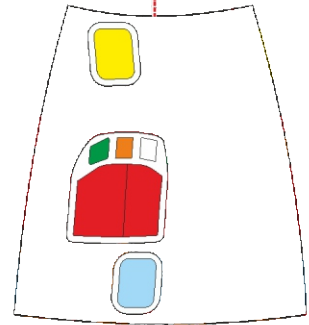


LIQUID MASK

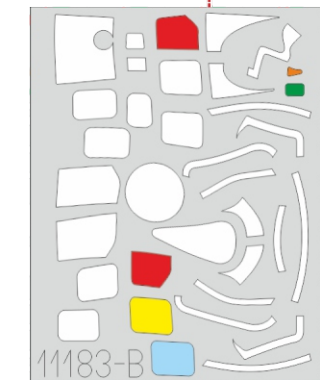
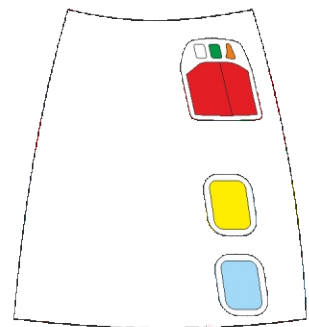


11183-B

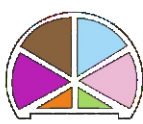
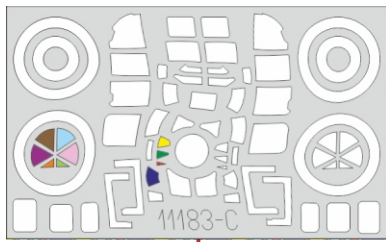
X2



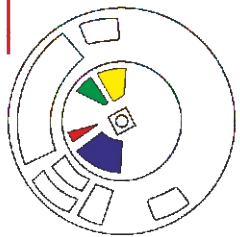
X1



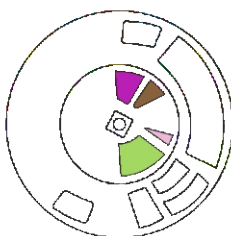
11183-B



V17



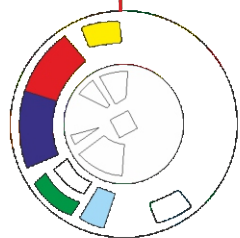
V2



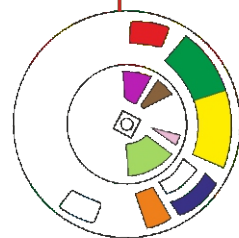
V1



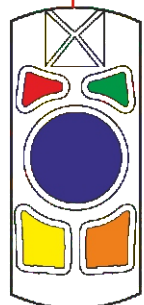
V18



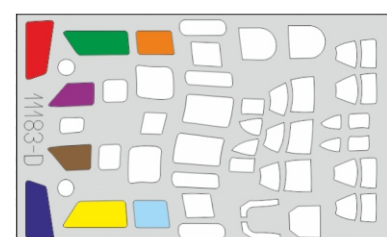
V2



V1


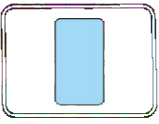
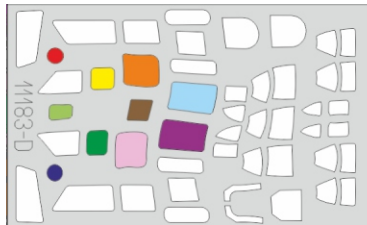
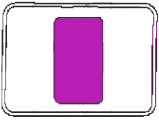









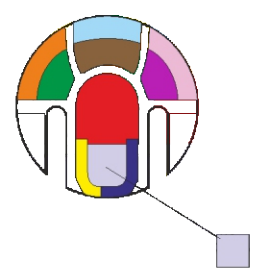
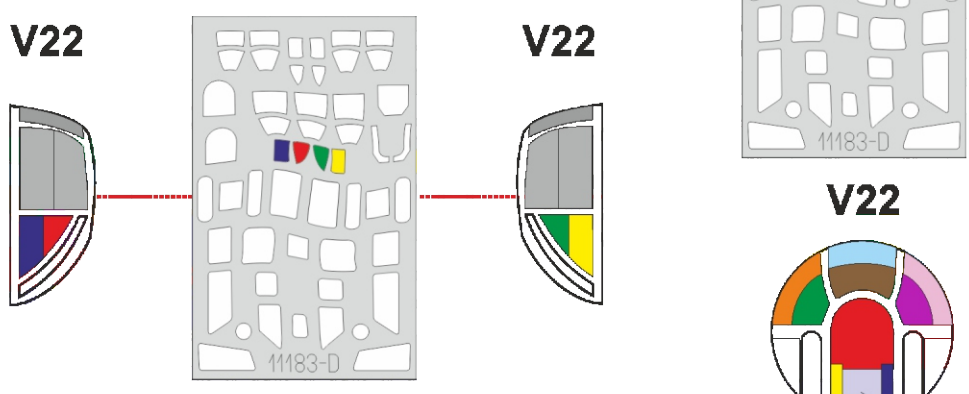
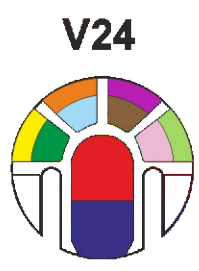
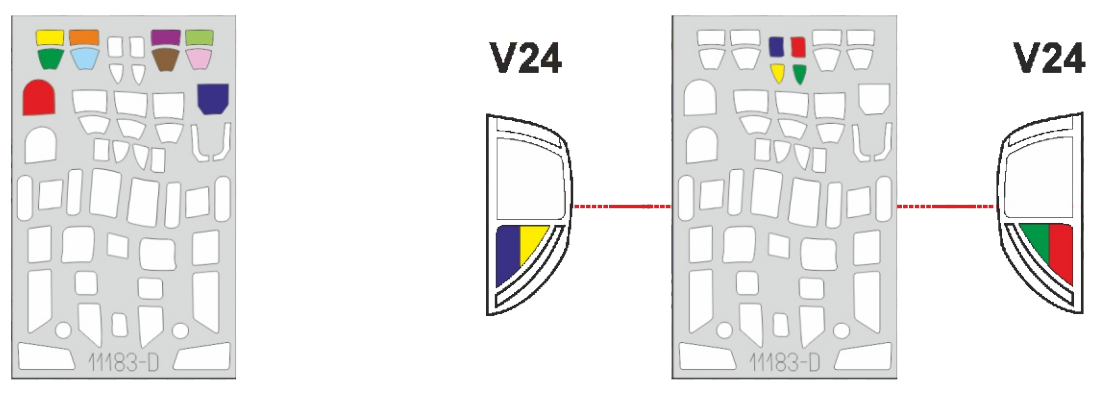
V6



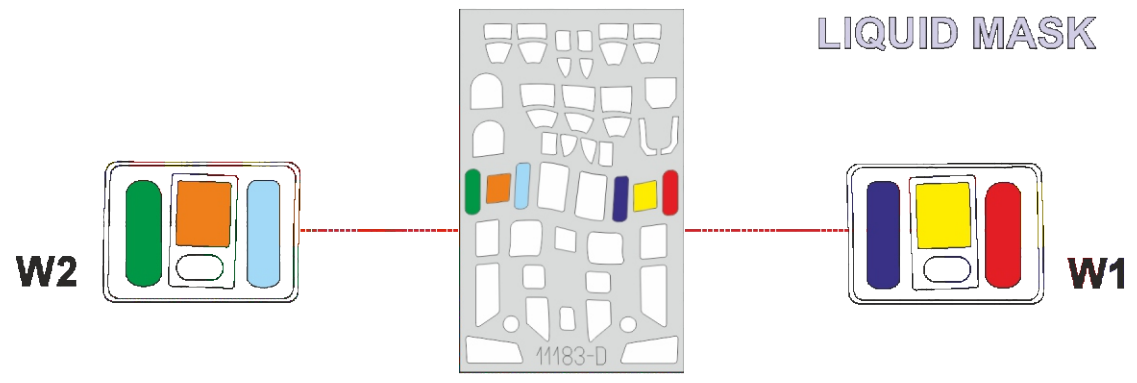
V16 V15

V11

 V7	 U15		 U17	 V10	
 V8	 V20		V21		 V19
 V9					 V25



LIQUID MASK



**L B-17F-85-B0 42-30066, Lt. Charles B. Cruikshank crew, Maj. John C. Egan, 418<sup>th</sup> BS, 100<sup>th</sup> BG, Thorpe Abbots, United Kingdom, August 1943**

The Mugwump, one of the original B-17Fs with which the 100<sup>th</sup> BG moved overseas in early summer 1943, was assigned to the crew of Lt. W. R. Flesh. For the August 17, 1943, mission to Regensburg, the aircraft was borrowed by Lt. Charles B. Cruikshank and his crew. Seated next to him in the cockpit was 418<sup>th</sup> BS Commander, Maj. John C. "Bucky" Egan. The Mugwump was severely damaged during the flight, in which the 100<sup>th</sup> BG lost nine aircraft. Its pilots were able to fly it to its planned landing site in North Africa. However, the damage was so severe that it had to be left in Algeria. The aircraft was later repaired and flown back to England, but not to the 100<sup>th</sup> BG. In early spring 1944, it was modified for electronic warfare and later assigned to Project Aphrodite, which involved guiding four-engined bombers, in the form of explosives-laden drones, to hard-to-destroy targets. On October 30, 1944, the former Mugwump was launched against the submarine docks in Heligoland. The target was not reached, and the drone crashed in Sweden. At the time of the Regensburg mission, the aircraft bore simple Type 2 insignia with a light grey star, nose art, and mission markings on both sides. The de-icing boots on the leading edges were removed.

**LIGHTER SHADE**

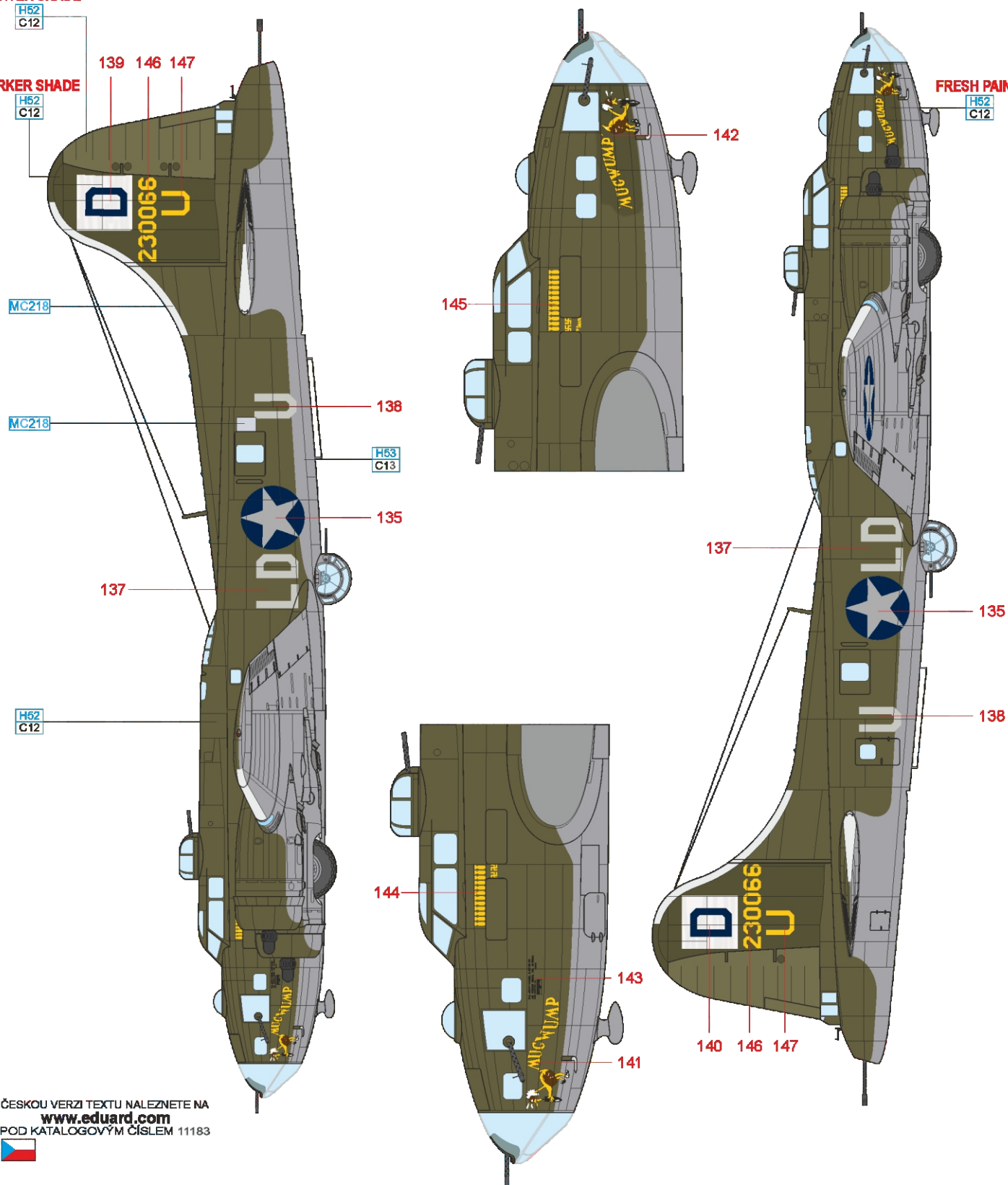
H52  
C12

**DARKER SHADE**

H52  
C12

**FRESH PAINT**

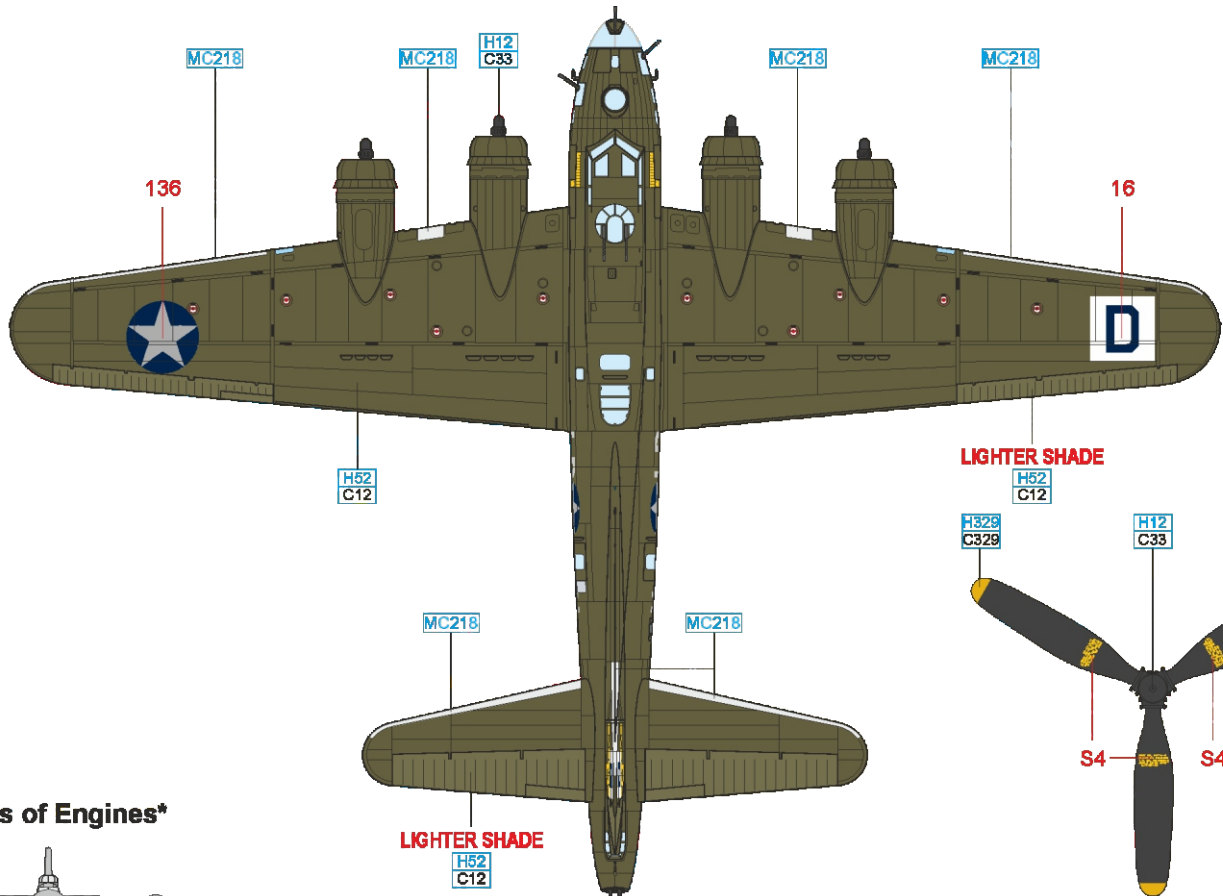
H52  
C12



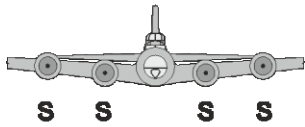
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
POD KATALOGOVÝM ČÍSLEM 11183



FLAT BLACK	H12 C33	YELLOW	H329 C329	ALUMINIUM	MC218
OLIVE DRAB	H62 C12	NEUTRAL GRAY	H53 C13	CHROME SILVER	MC211

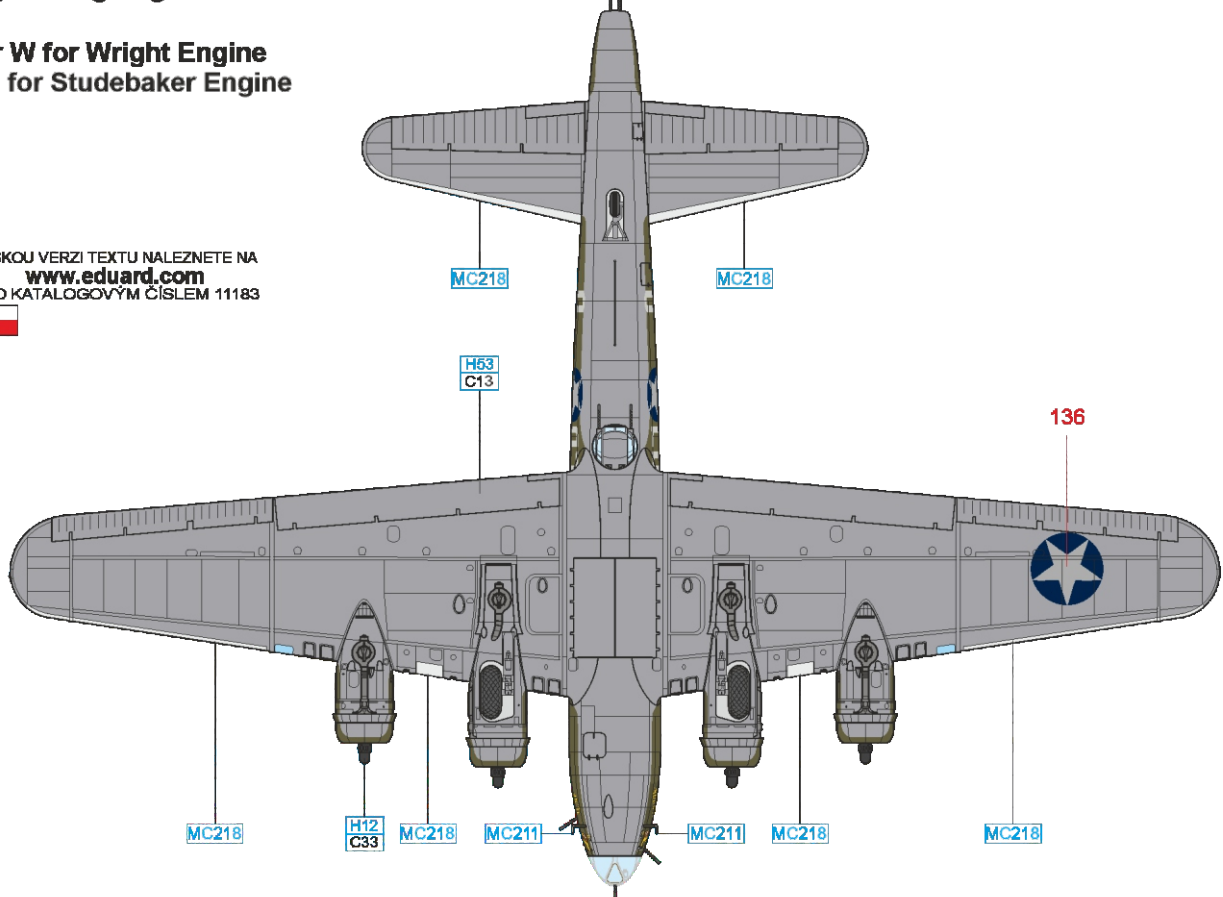


**Types of Engines\***



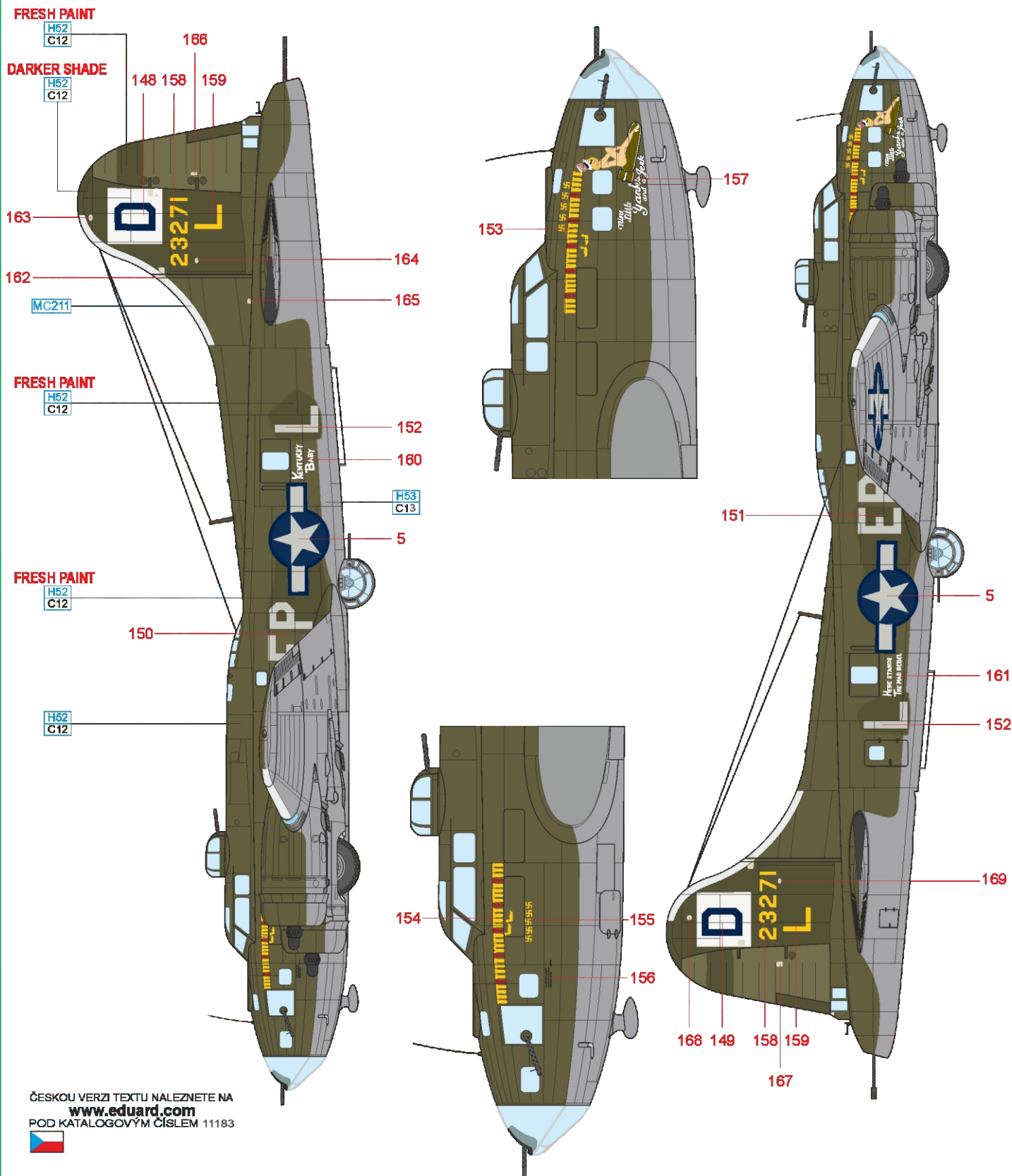
\* Letter W for Wright Engine  
Letter S for Studebaker Engine

ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
POD KATALOGOVÝM ČÍSLEM 11183



# M B-17F-40-DL 42-3271, Capt. Robert L. Hughes crew, 351<sup>st</sup> BS, 100<sup>th</sup> BG, Thorpe Abbots, United Kingdom, January 1944

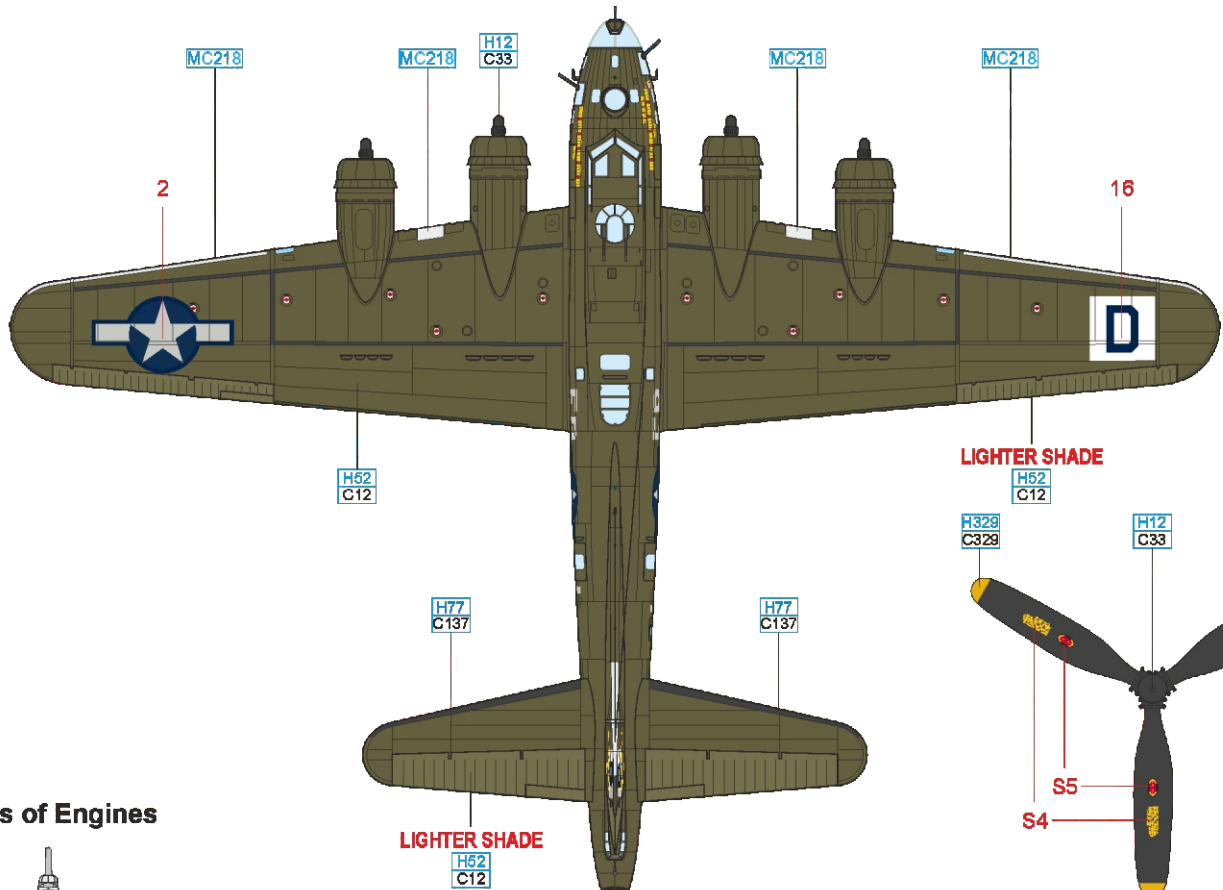
This B-17F firstly served for a month with the 91<sup>st</sup> BG, then was assigned to the 100<sup>th</sup> BG and arrived at Thorpe Abbots on July 5, 1943. The meaning of the name "Nine Little Yanks and a Jerk" has two different interpretations. The first speaks of the ten-man crew of Lt. Hughes, which had nine boys from the North (Yanks) and only one from the South (Jerk), implying friendly banter between the men of one crew. Another version uses the fact that the word "Jerk" may also be interpreted as "dork, dunce, dumb...", with a different person supposedly earning the nickname "Jerk" on each mission. This B-17 was damaged many times during its service and spent a considerable amount of time in repair. On January 24, 1944, the left landing gear leg retracted during a landing, and the B-17 was damaged and scrapped. At that time, it had marked 28 combat missions, 2 decoy missions, and 5 kills. Armor glass was installed in the cockpit, the de-icing boots were retained, and the propeller hubs were black. The sides of the fuselage bore signs of repainting the original squadron letters and the original small Type 2 insignia. Three nose ceiling windows were factory fitted, and the astrodome was replaced with flat plexiglass, a relic of earlier service with the 91<sup>st</sup> BG.



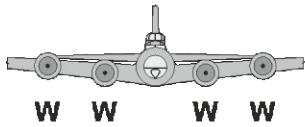
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FLAT BLACK	H12 C33	YELLOW	H329 C329	ALUMINIUM	MC218
OLIVE DRAB	H62 C12	NEUTRAL GRAY	H53 C13	TIRE BLACK	H77 C137
				CHROME SILVER	MC211

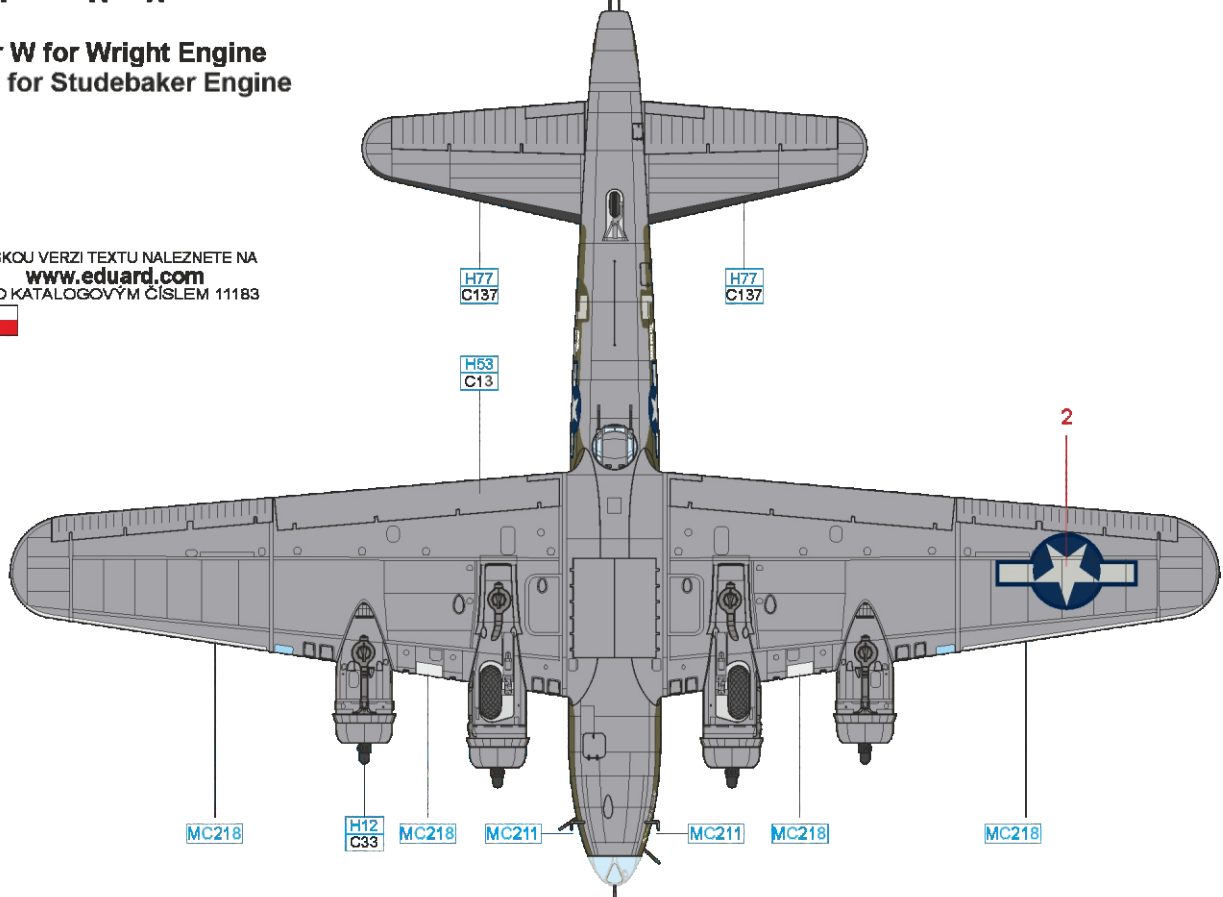


Types of Engines



\* Letter W for Wright Engine  
Letter S for Studebaker Engine

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**N** B-17F-120-BO 42-30788, Lt. Steward A. McClain crew, 350<sup>th</sup> BS, 100<sup>th</sup> BG, Thorpe Abbots, United Kingdom, early 1944

Mismalovin' was assigned to the crew of Lt. McClain. For most of their missions, they flew in this B-17F, which carried nose art on either side of the nose. While the right side was adorned with a naked lady and the name of the aircraft, the left side, in front of the pilot's windows, featured a large gremlin from the emblem of the 350<sup>th</sup> BS, climbing on the aircraft and releasing bombs from a chamber pot. On February 25, 1944, the 100<sup>th</sup> BG attacked the dreaded Regensburg target. Flak over the target shortly after 14:00 knocked out the number 2 engine. The aircraft shook violently and lost altitude, forcing the crew to abandon formation. It was a lonely 800-mile return. Before long, German fighters swooped down on the damaged Mismalovin'. Their fire inflicted further damage on the B-17, successively killing the navigator, radio operator, and copilot, and seriously wounding other crew members, including the pilot. Over the English Channel near Calais, the aircraft was eventually shot down. In addition to the two survivors, the bodies of some of the crew were recovered. Two other airmen remain missing to this day. Their bodies lie with the wreckage of Mismalovin' at the bottom of the English Channel, near the French coast.

**LIGHTER SHADE**

H52  
C12

**DARKER SHADE**

H62  
C12

H77  
C137

H62  
C12

170 173 174

171

172

H53  
C13

6

178

175

177

171

172

170 173 174

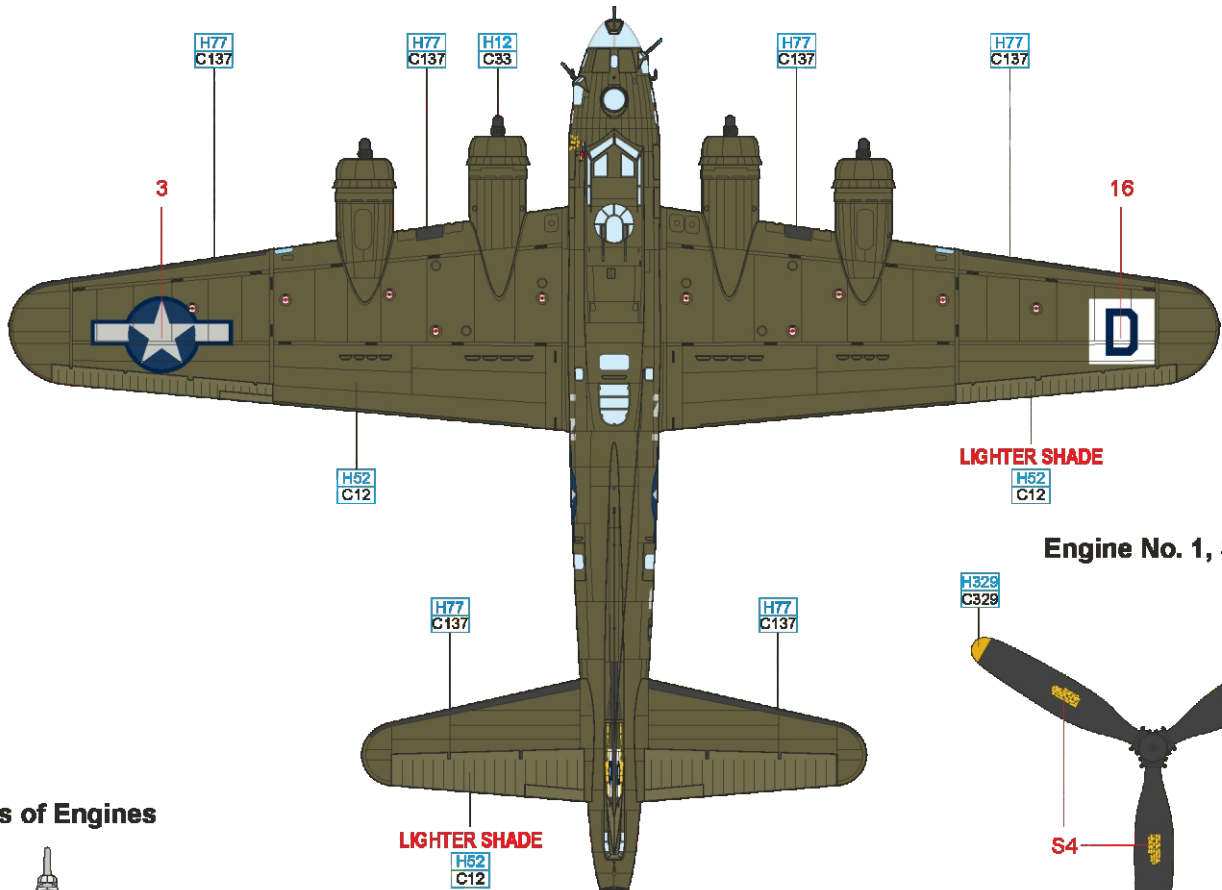
170 173 174

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POD KATALOGOVÝM ČÍSLEM 11183



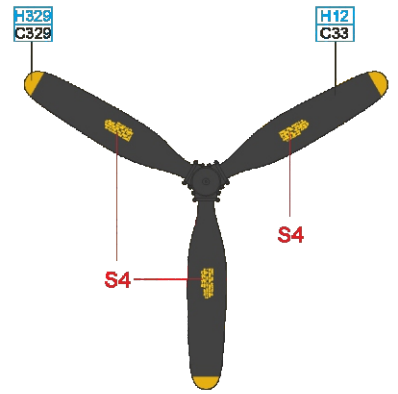
FLAT BLACK	H12 C33	YELLOW	H329 C329
OLIVE DRAB	H62 C12	NEUTRAL GRAY	H53 C13
TIRE BLACK	H77 C137	CHROME SILVER	MC211



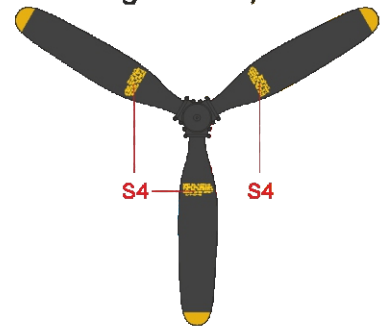


LIGHTER SHADE

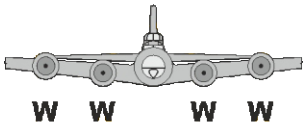
Engine No. 1, 3



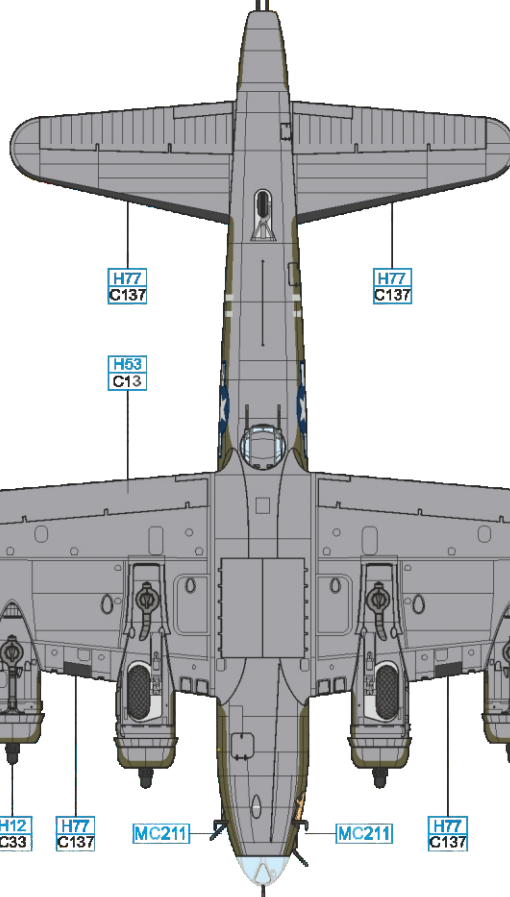
Engine No. 2, 4



Types of Engines



\* Letter W for Wright Engine  
Letter S for Studebaker Engine



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This B-17 is mainly connected to the crew of Maj. Sumner H. Reeder, although they flew "only" twelve missions with her out of the fifty that Squawkin' Hawk completed. During the fall of 1943 and early 1944, this B-17 sustained some serious damage. During the repair of one of these incidents, a large portion of the aircraft's rudder and stabilizer was replaced. During the repairs, the "D" in the white square was painted black, as was common on B-17Gs at the time. In the process, the "D" on the wing was also repainted. On April 10, 1944, Squawkin' Hawk became the first B-17 from the 100<sup>th</sup> BG to fly 50 missions. Subsequently, nearly every available surface of Squawkin' Hawk was covered with messages for her return to the U.S., where she was to participate in a war bond tour. This was intended to show that the Bloody Hundredth was no longer just an unlucky unit from which almost no one returned, but that there were also stories with happy endings. In the spring of 1944, this aircraft had armored glass and enclosed waist gunners' windows installed. The de-icing boots on the leading edges were retained. The propeller hubs of the outboard engines were all black, while those on the inboard engines were only partially black.

**LIGHTER SHADE**

H52  
C12

**DARKER SHADE**

H62  
C12

179 183 185

H77  
C137

**FRESH PAINT**

H52  
C12

H53  
C13

182

191

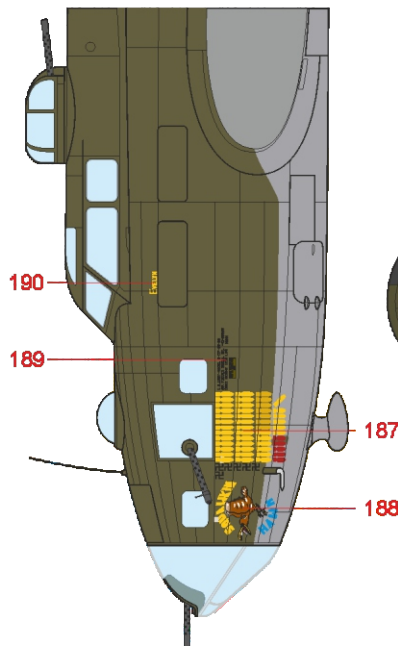
181

H62  
C12

181

192

182



190

189

187

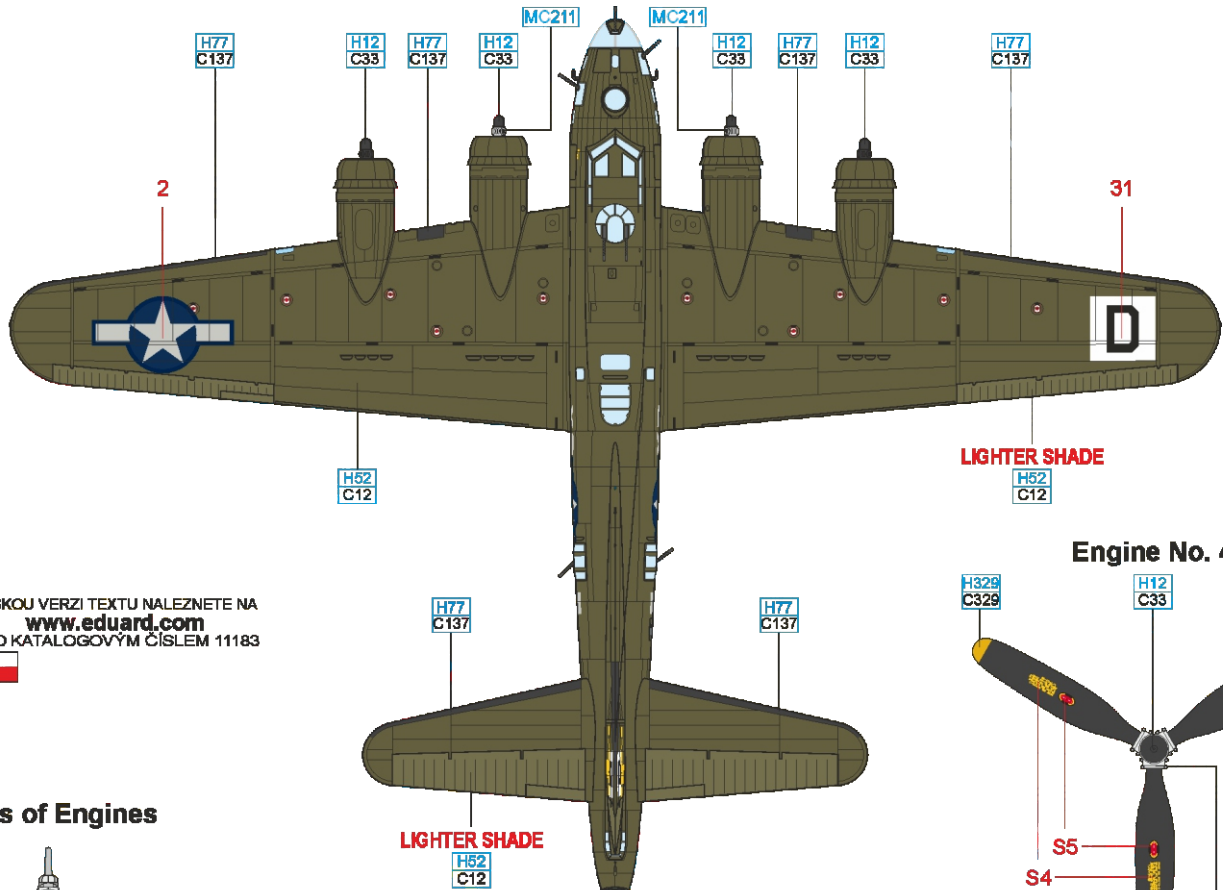
188

180 184 186

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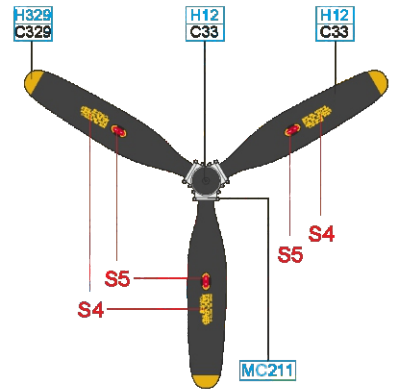


FLAT BLACK	H12 C33	YELLOW	H329 C329	FLAT WHITE	H11 C62
OLIVE DRAB	H62 C12	NEUTRAL GRAY	H53 C13	TIRE BLACK	H77 C137
				CHROME SILVER	MC211

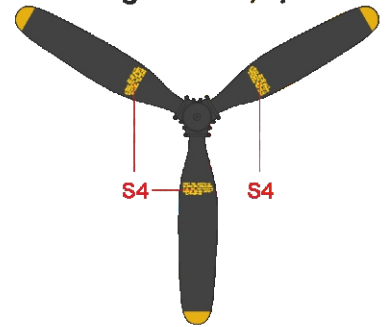


LIGHTER SHADE  
H52 C12

Engine No. 4



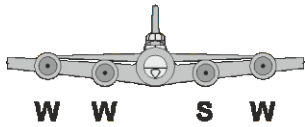
Engine No. 1, 2, 3



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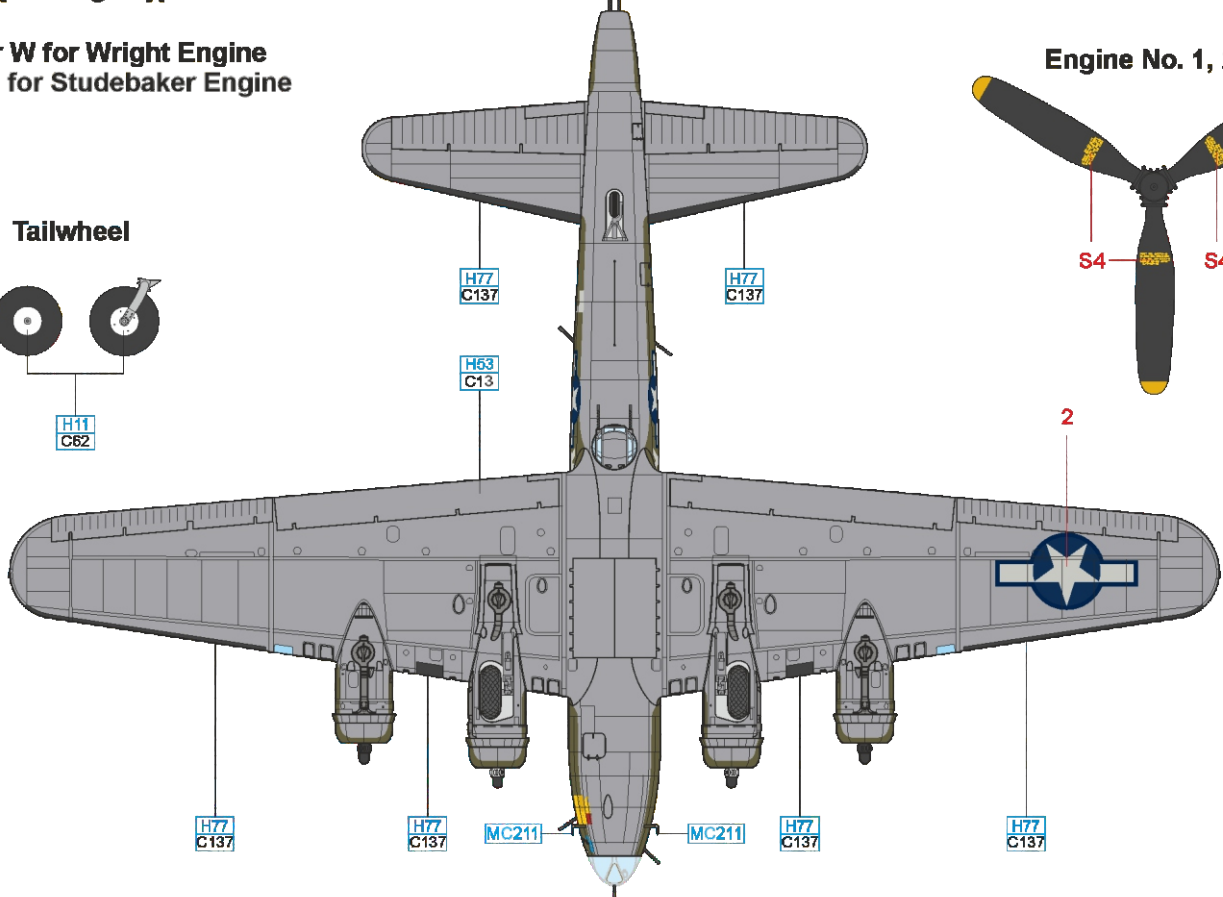
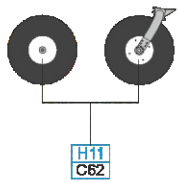


Types of Engines

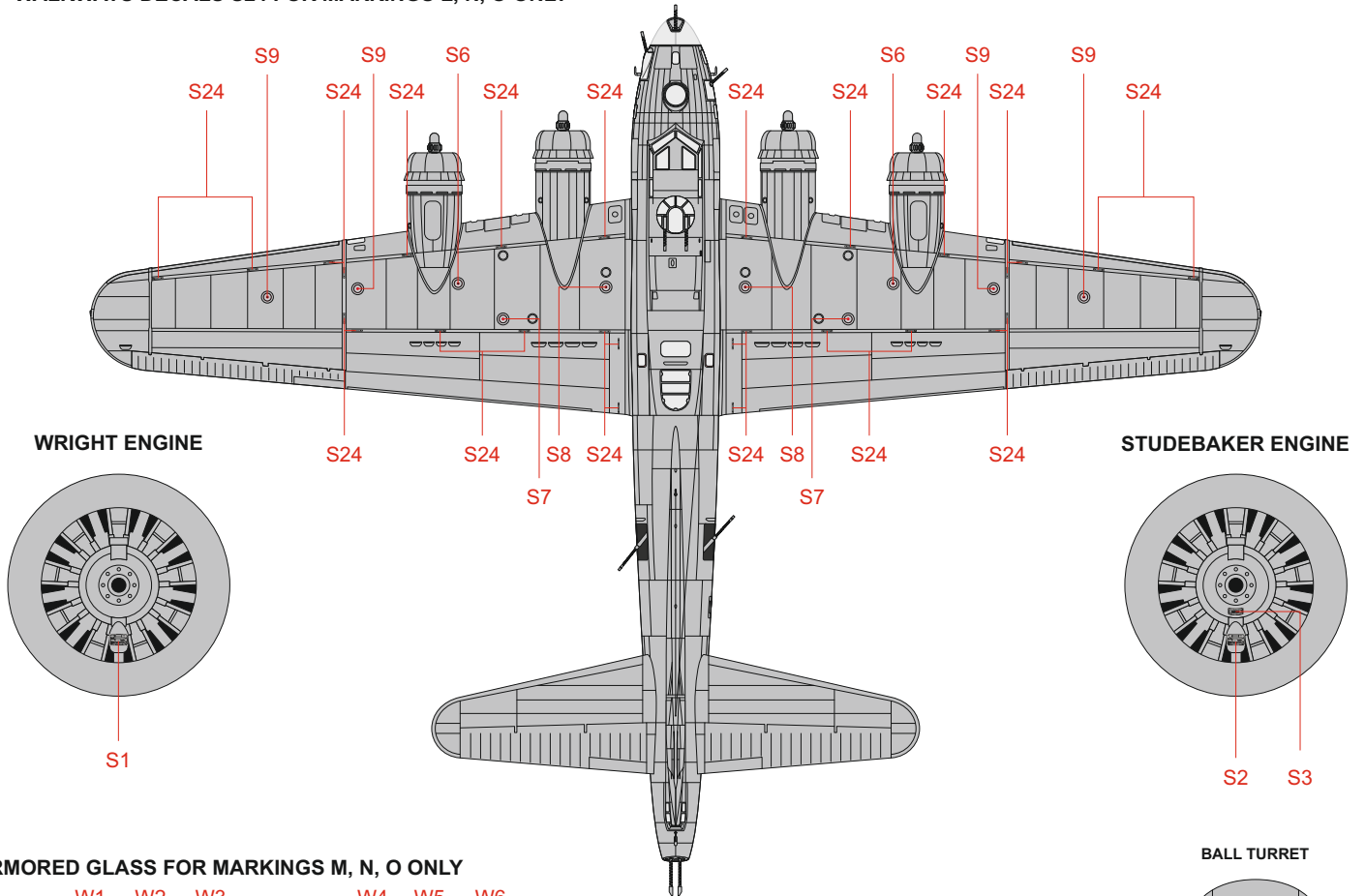


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Letter S for Studebaker Engine

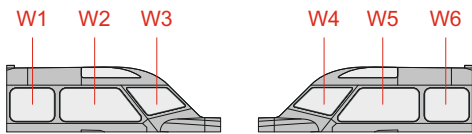
Tailwheel



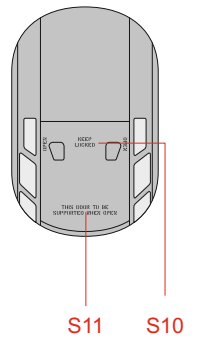
## WALKWAYS DECALS S24 FOR MARKINGS L, N, O ONLY



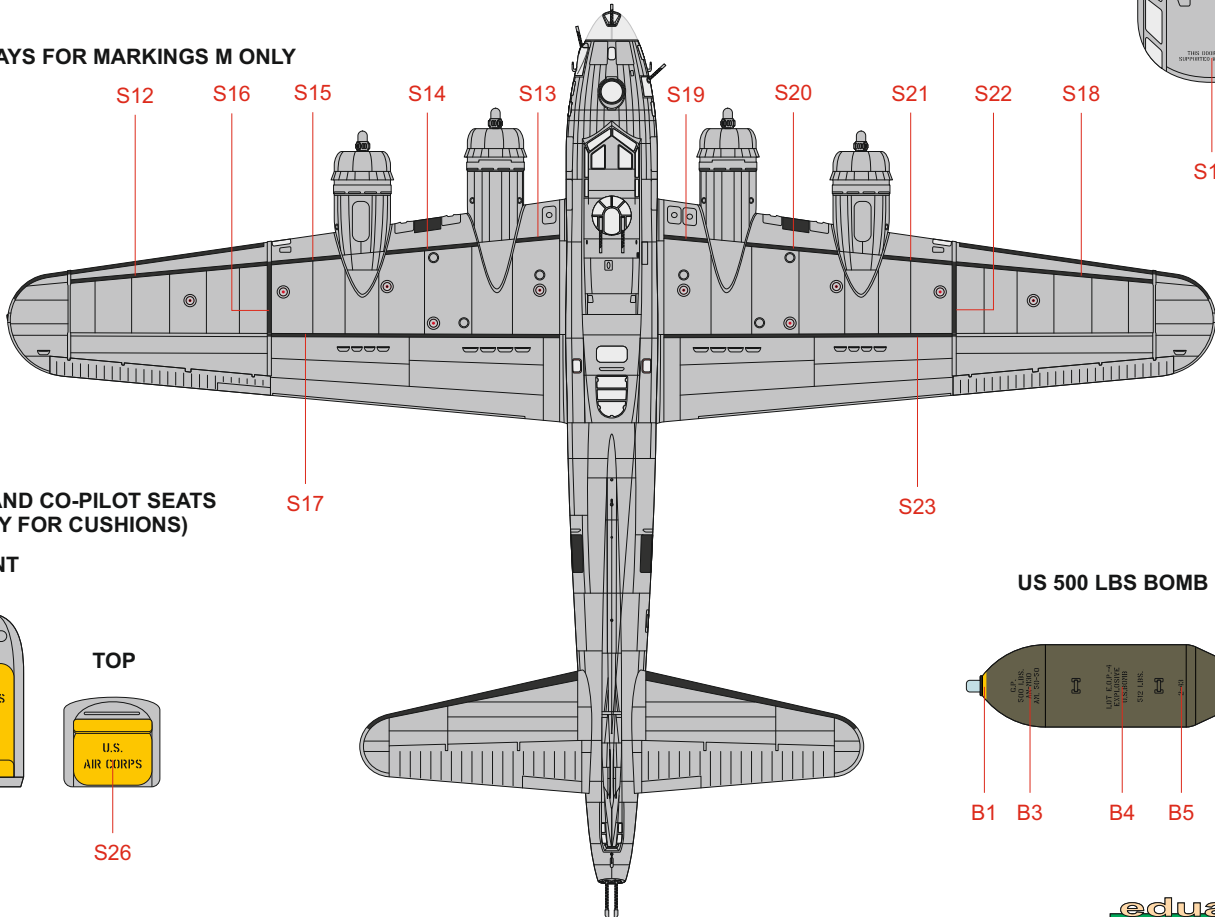
## ARMORED GLASS FOR MARKINGS M, N, O ONLY



## BALL TURRET

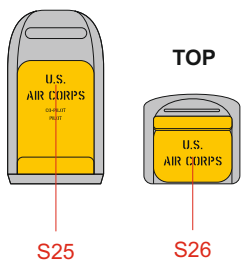


## WALKWAYS FOR MARKINGS M ONLY



## PILOT AND CO-PILOT SEATS (ONLY FOR CUSHIONS)

### FRONT



## US 500 LBS BOMB

