

# F4F-4 Wildcat early

eduard

1/48 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 82202

**At the outbreak of the War in the Pacific region, the Wildcat was the most important fighter aircraft on the carrier decks of US Navy ships. But the Wildcat pilots had to confront faster and more maneuverable Japanese Zero fighters ...**

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 Brewster F2A-1 Buffalo cantilever monoplane in the US Navy's competition for a new fighter. The XF4F-1 prototype was retained as a backup, but at Grumman they had realized biplanes were getting obsolete as they redesigned it into an all-metal mid-wing monoplane, designated the XF4F-2 (G-18).

The fuselage of the XF4F-1 was retained with minor changes, while the wing was completely new, employing the newly-developed NACA 230 airfoil. The new aircraft was powered by a 1,000 hp (736 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 100-lb (45 kg) bombs under the wing. Structurally complex undercarriage was adopted from previous designs. It was retractable 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, reaching 290 mph (466 km/h) compared to 280 mph (450 km/h) for the Buffalo and 250 mph (402 km/h) for the XFN-1, it still did not meet the Navy's requirement of 300 mph (482 km/h). It also lagged behind the Buffalo in some areas. So, it was Brewster who received an order to deliver 54 units of the F2A-1 Buffalo, which handled better, not to mention the hydraulically operated landing gear. Grumman did not give up, however, and started the work on an improved version of the XF4F-3 (G-36).

#### On the third try

The fuselage was lengthened to 28 ft (8.53 m) but otherwise was almost unchanged. The wingspan was 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 (883 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 on August 8, 1939, to order 54 Grumman fighters, which were named Wildcat. The first of these was delivered in February 1940.

For production F4F-3s the .30 fuselage machine guns were removed and four .50 guns were installed in the wing. The F4F-3 wing did not yet have a folding mechanism, it was introduced with the F4F-4 version.

#### In British hands

Even before the US Navy ordered the new aircraft, France rushed in, ordering 81 of them 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 Darné 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 (Wildcat from January 1944) and were intended as a stopgap solution before the arrival of Fairey Fulmars. Eventually, however, they served until the end of the war.

#### 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 it in terms of performance and maneuverability, its rugged design, quite a strong armor protection and self-sealing fuel tanks made it much more capable of taking damage in combat. In addition, the American pilots were also helped by the defensive tactics developed before the outbreak of the war by Lt. Cmdr. John S. "Jimmy" Thach which was named the Thach Weave after him. During the fighting for Guadalcanal, Wildcat pilots then used the "hit and run" high altitude ambush tactics with success.

It was not until 1943 that new American fighter aircraft appeared which significantly outclassed the Japanese Zero – Grumman F6F-3 Hellcat and Vought F4U-1 Corsair. Thus, by early 1943, Grumman ceased the production of the Wildcat, while General Motors carried on under the designation GM-1 (identical to the F4F-4 version, but with four machine guns) and GM-2 with a more powerful engine, which was a version optimized for service on escort carriers. A total of 7,860 Wildcats and Martlets of all versions were produced.

#### This kit: F4F-4 Wildcat early

As experience has shown, the armament of four .50 (12.7 mm) machine guns was insufficient for fighting multi-engine bombers. Thus, the British Admiralty made a request for increase in weight of fire, as did a request to add a folding wing. The resulting F4F-4 received a pair of extra .50 machine guns. However, Grumman was faced with an additional weight to the aircraft, which already was lacking power. As they sought a means to limit the weight increase, the ammunition was reduced. Instead of the 450 rounds per barrel of the F4F-3, the F4F-4 had only 250 rounds for each of its six barrels, which cut the firing time from 34 to 20 seconds.

The "Sto-Wing" system, developed by Leroy Grumman, was used for folding wing, in which the outer part of the wing was folded to the rear while being rotated to a near-vertical position. The F4F-4s were received with reservations by pilots. Increased weight made them less agile, and the rate of climb was noticeably reduced. The early production aircraft retained the lifeboat stowage in the fuselage ridge behind the cockpit, with the box only opening to the right.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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



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

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

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

PARTS



DÍLY



TEILE



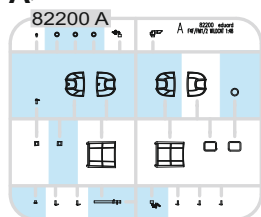
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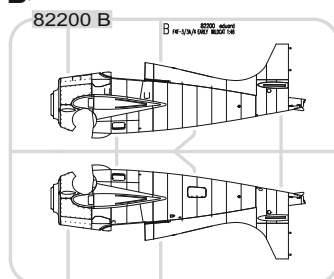
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## PLASTIC PARTS

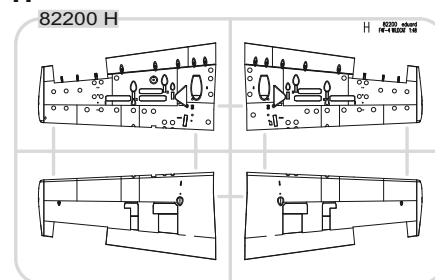
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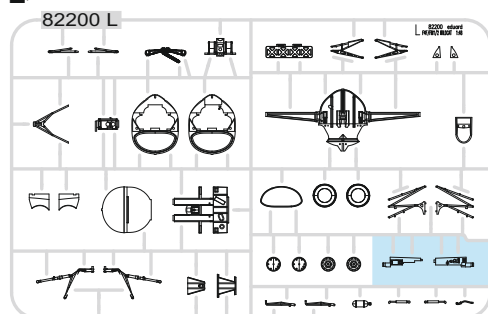
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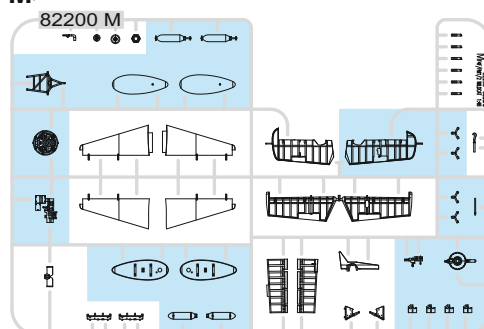
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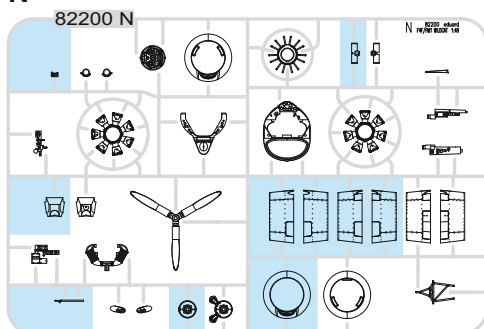
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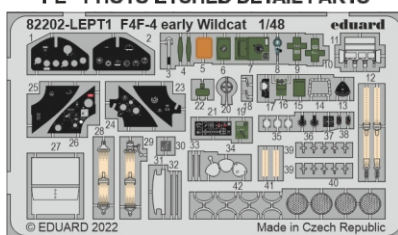
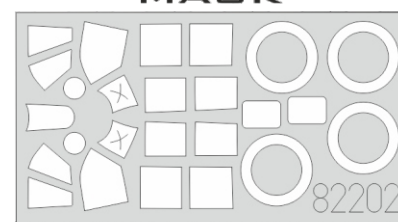
M&gt;



N&gt;



## PE - PHOTO ETCHED DETAIL PARTS

eduard  
MASK

-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

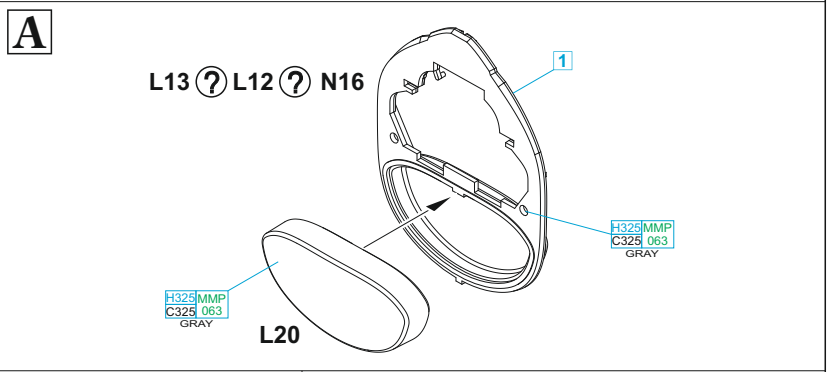
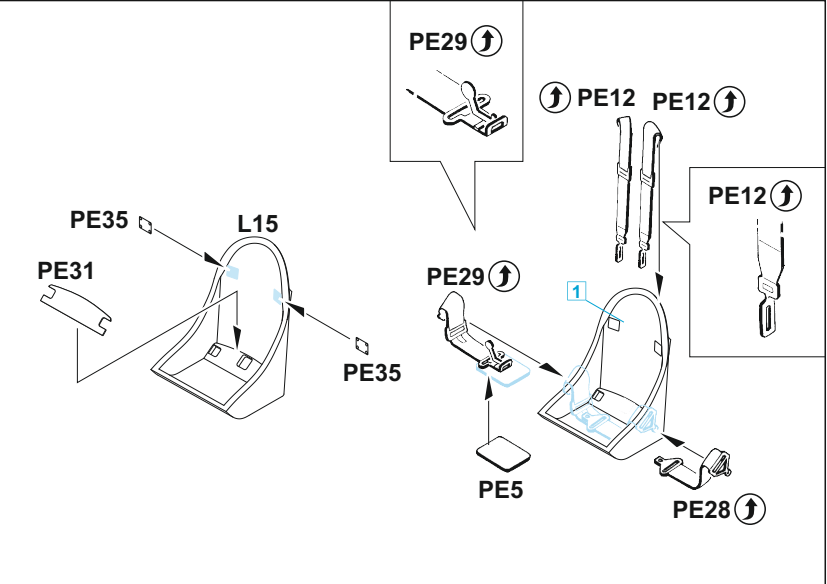
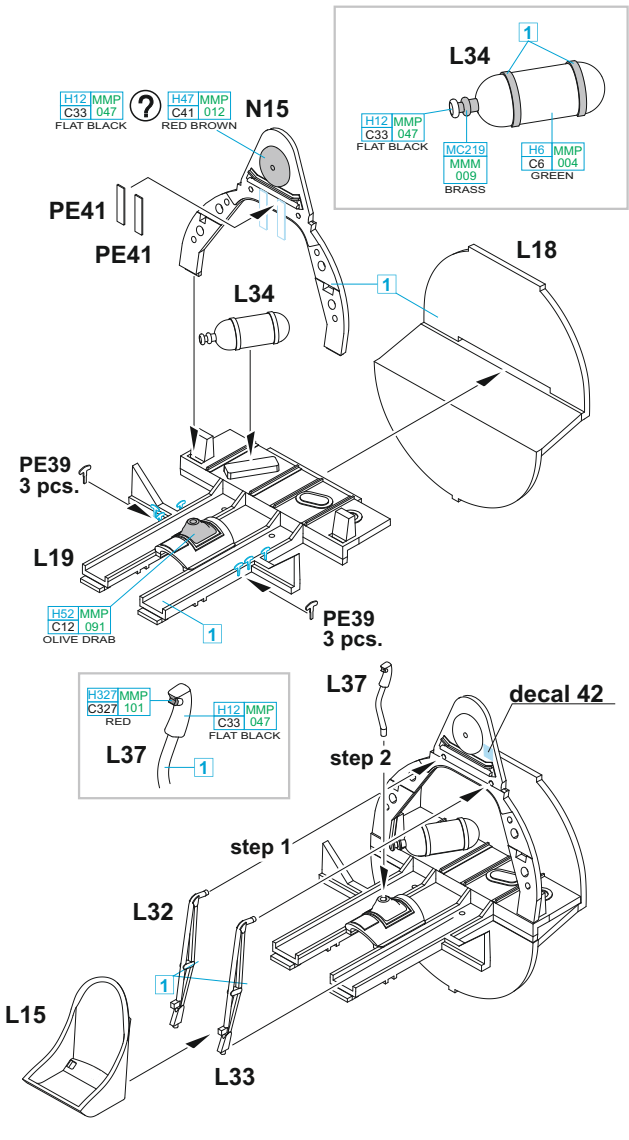


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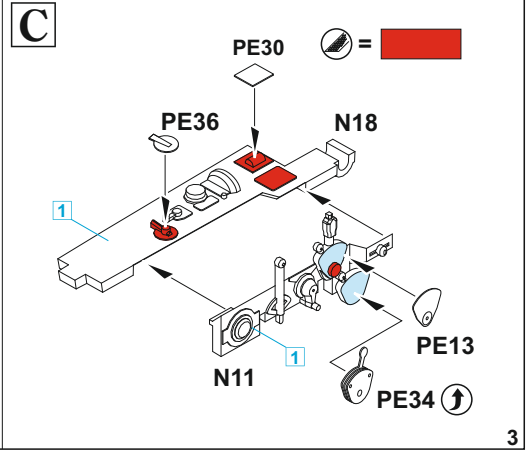
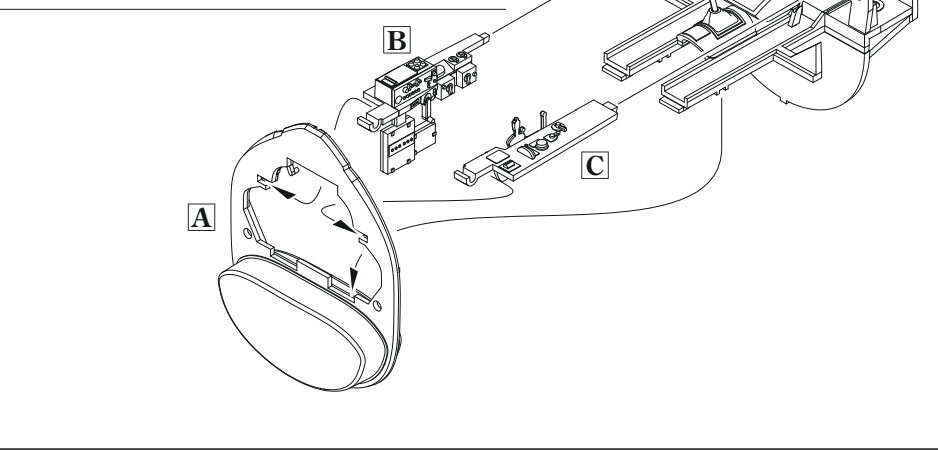
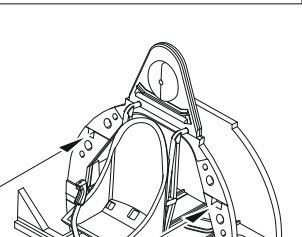
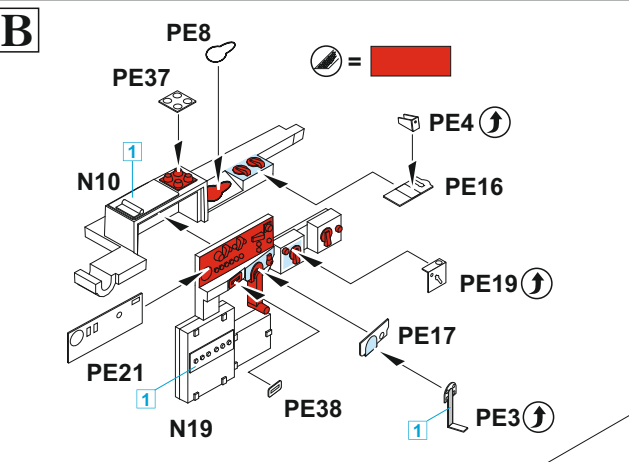
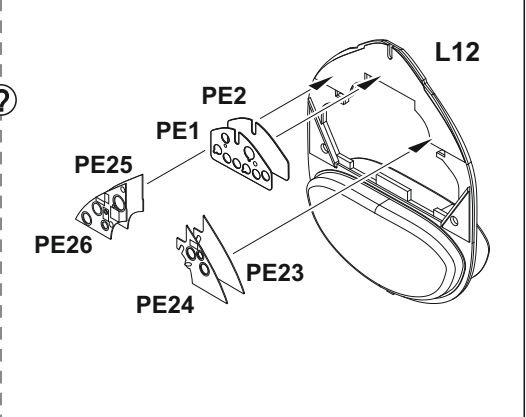
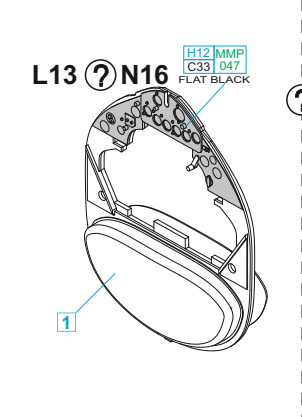
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|-------------------|----------|----------------|-------------------|
| AQUEOUS           | Mr.COLOR | PAINTS         |                   |
| H1                | C1       | MMP-001        | WHITE             |
| H2                | C2       | MMP-047        | BLACK             |
| H6                | C6       | MMP-004        | GREEN             |
| H8                | C8       |                | SILVER            |
| H12               | C33      | MMP-047        | FLAT BLACK        |
| H47               | C41      | MMP-012        | RED BROWN         |
| H52               | C12      | MMP-091        | OLIVE DRAB        |
| H54               | C365     | MMP-065        | NAVY BLUE         |
| H56               | C368     | MMP-071        | INTERMEDIATE BLUE |
| H58               | C351     | MMP-059        | INTERIOR GREEN    |
| H77               | C137     | MMP-040        | TIRE BLACK        |
| H85               | C45      | MMP-040        | SAIL COLOR        |
| H90               | C47      |                | CLEAR RED         |
| H93               | C50      |                | CLEAR BLUE        |

| GSI Creos (GUNZE)       |          | MISSION MODELS |                   |
|-------------------------|----------|----------------|-------------------|
| AQUEOUS                 | Mr.COLOR | PAINTS         |                   |
| H94                     | C138     |                | CLEAR GREEN       |
| H306                    | C306     | MMP-118        | MEDIUM GRAY       |
| H316                    | C316     | MMP-104        | WHITE             |
| H325                    | C325     | MMP-063        | GRAY              |
| H327                    | C327     | MMP-101        | RED               |
| H329                    | C329     | MMP-041        | YELLOW            |
|                         | C367     | MMP-061        | BLUE GRAY         |
| Mr.METAL COLOR          |          | METALLICS      |                   |
| MC214                   |          | MMM-001        | DARK IRON         |
| MC218                   |          | MMM-003        | ALUMINIUM         |
| MC219                   |          | MMM-009        | BRASS             |
| Mr.COLOR SUPER METALLIC |          | METALLICS      |                   |
| SM201                   |          | MMC-001        | SUPER FINE SILVER |

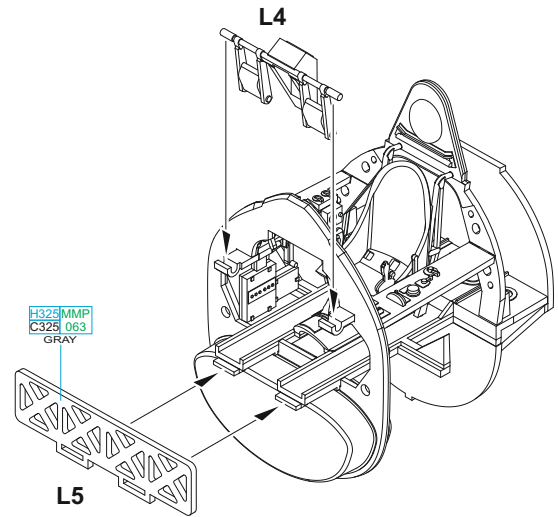
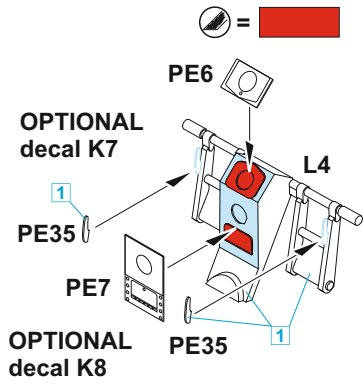
1 = 90% + 10%  
 H58 MMP C351 059 INT. GREEN  
 H12 MMP C33 047 FLAT BLACK



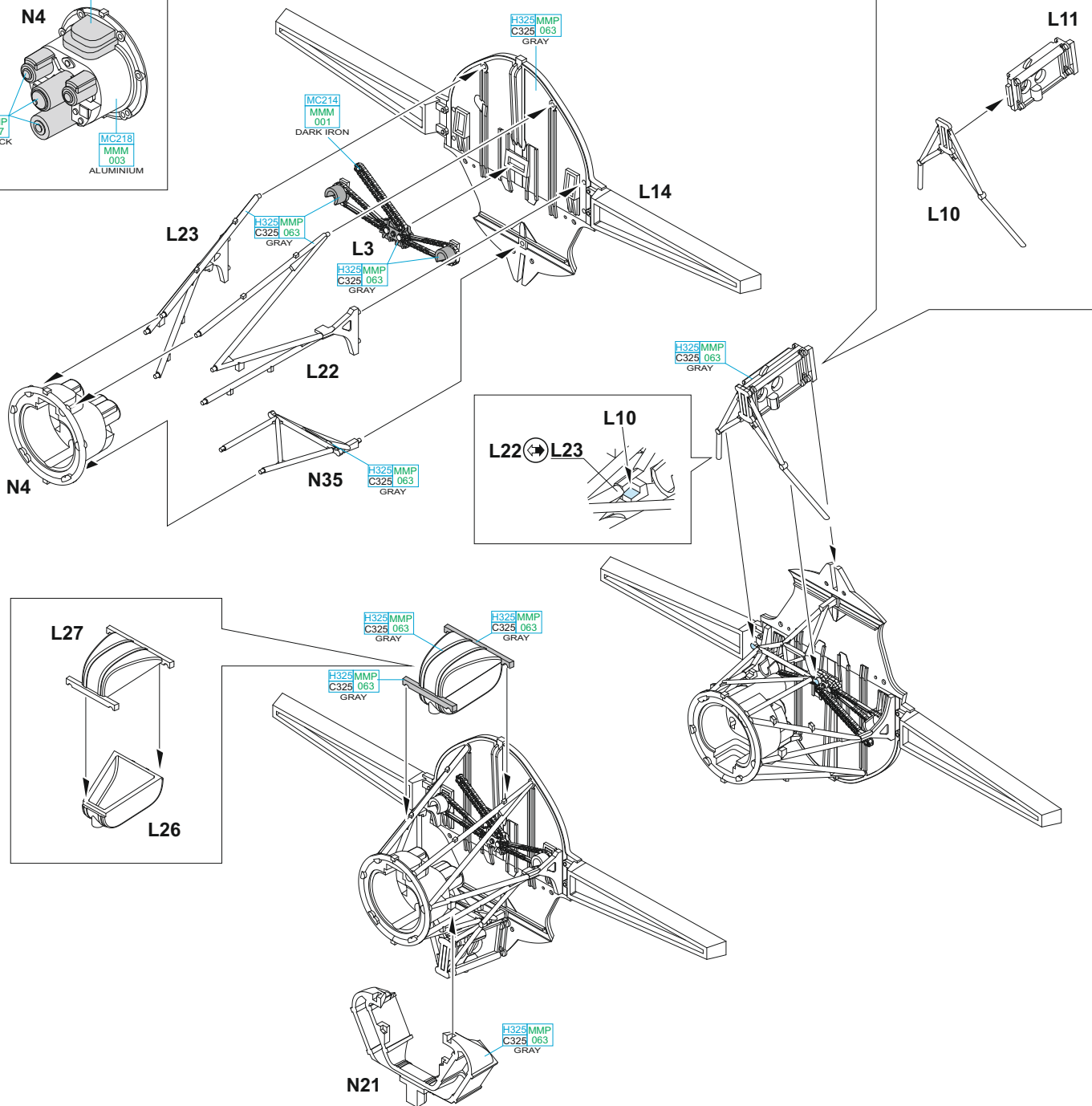
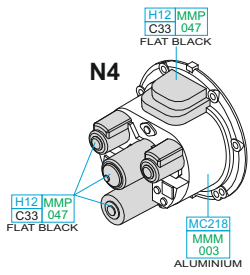
OPTIONAL:  
 decals K11, K12, K13

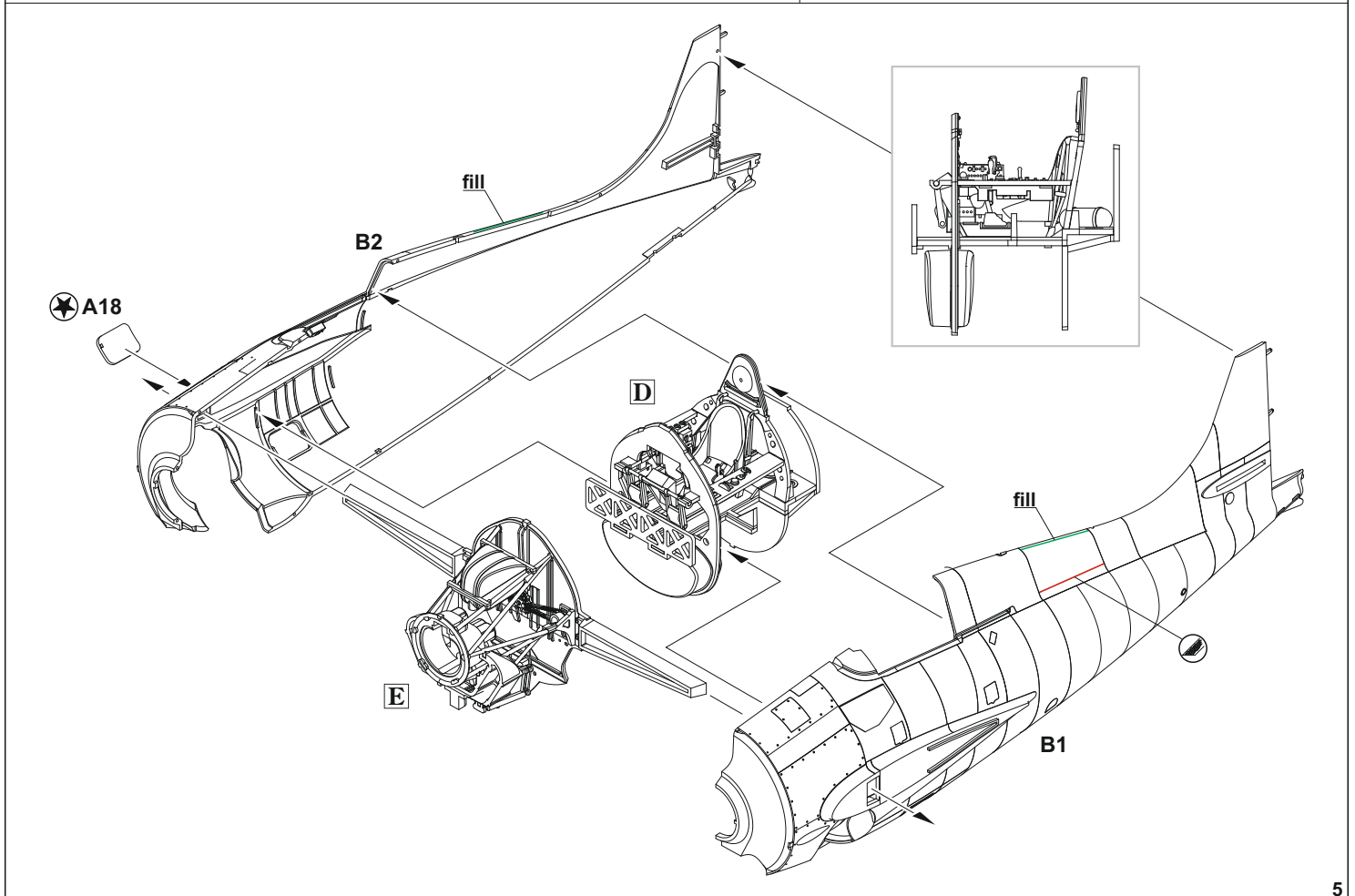
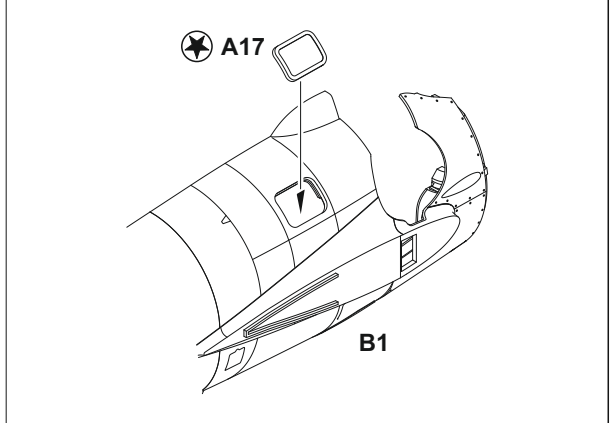
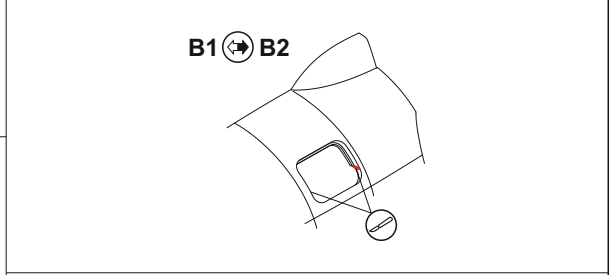
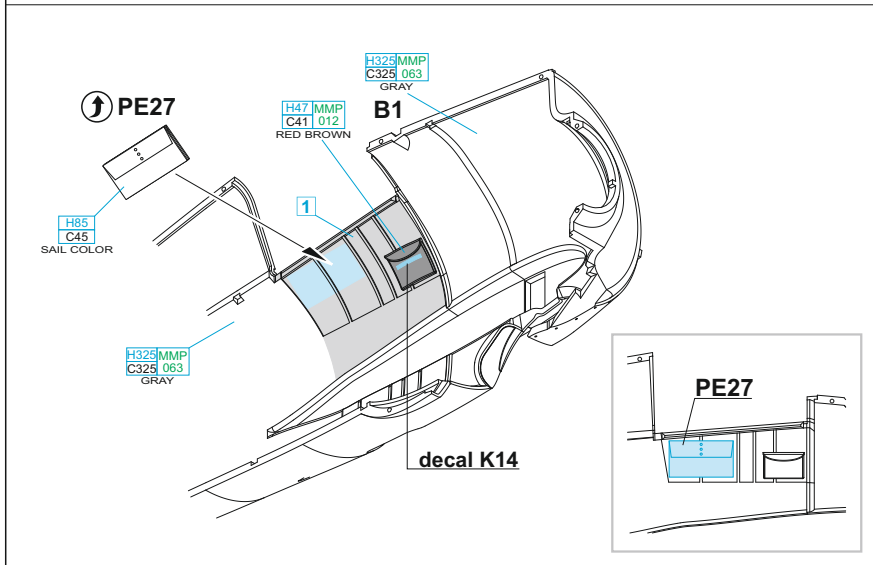
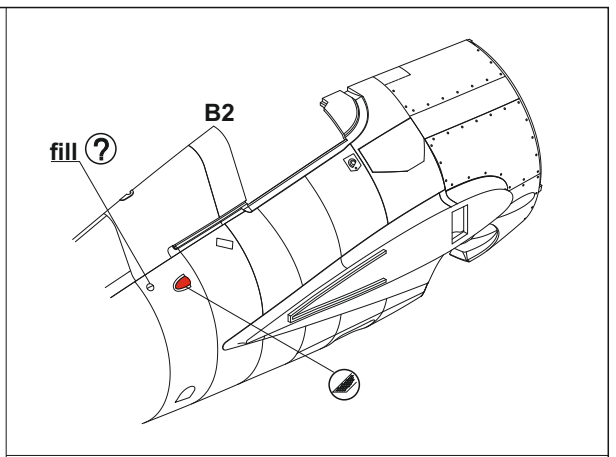
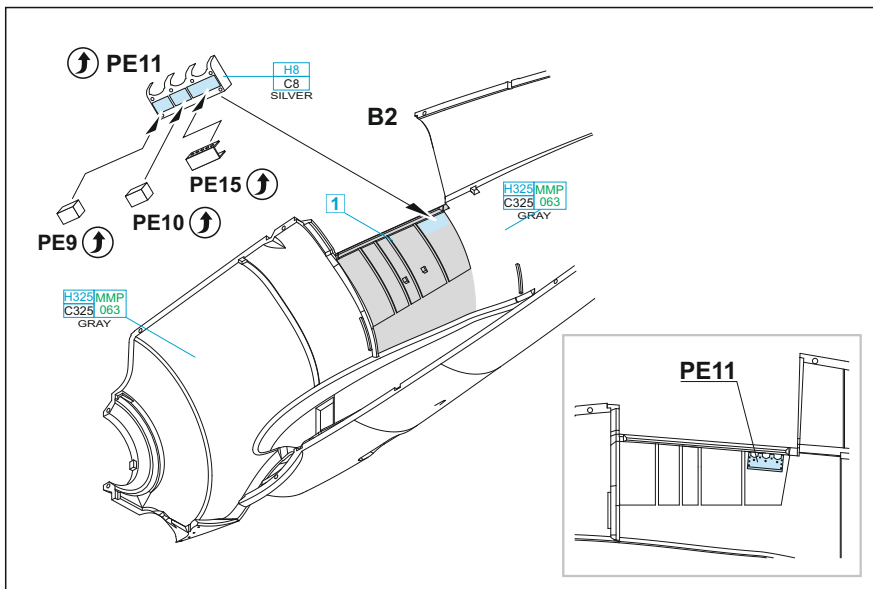


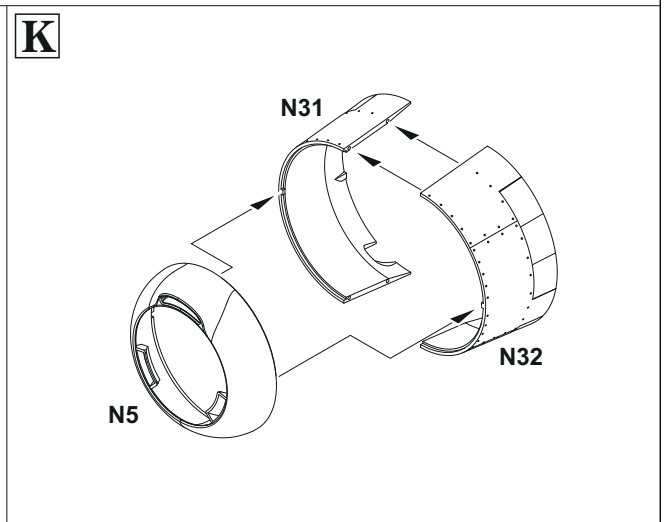
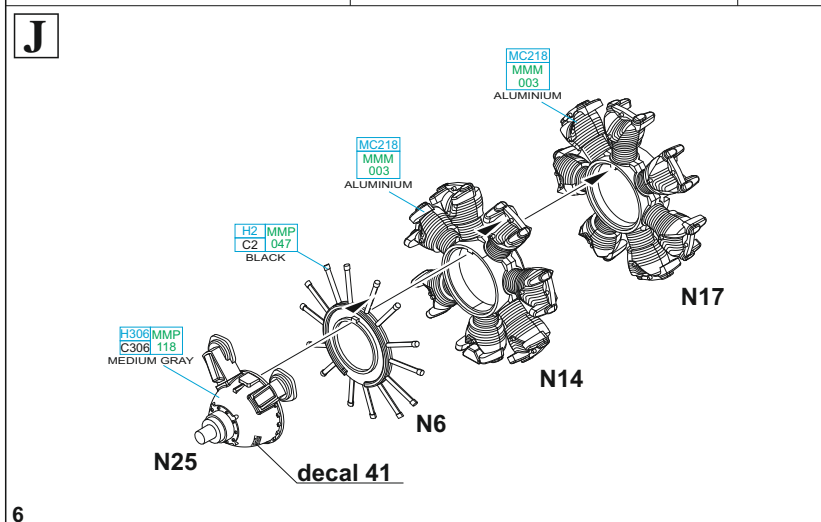
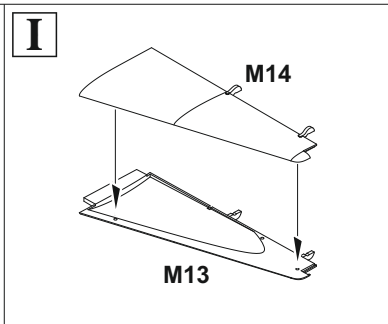
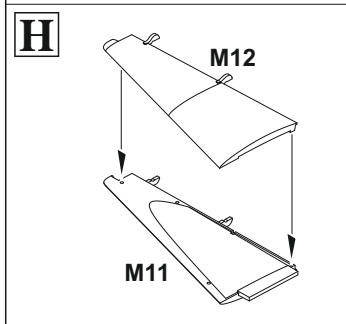
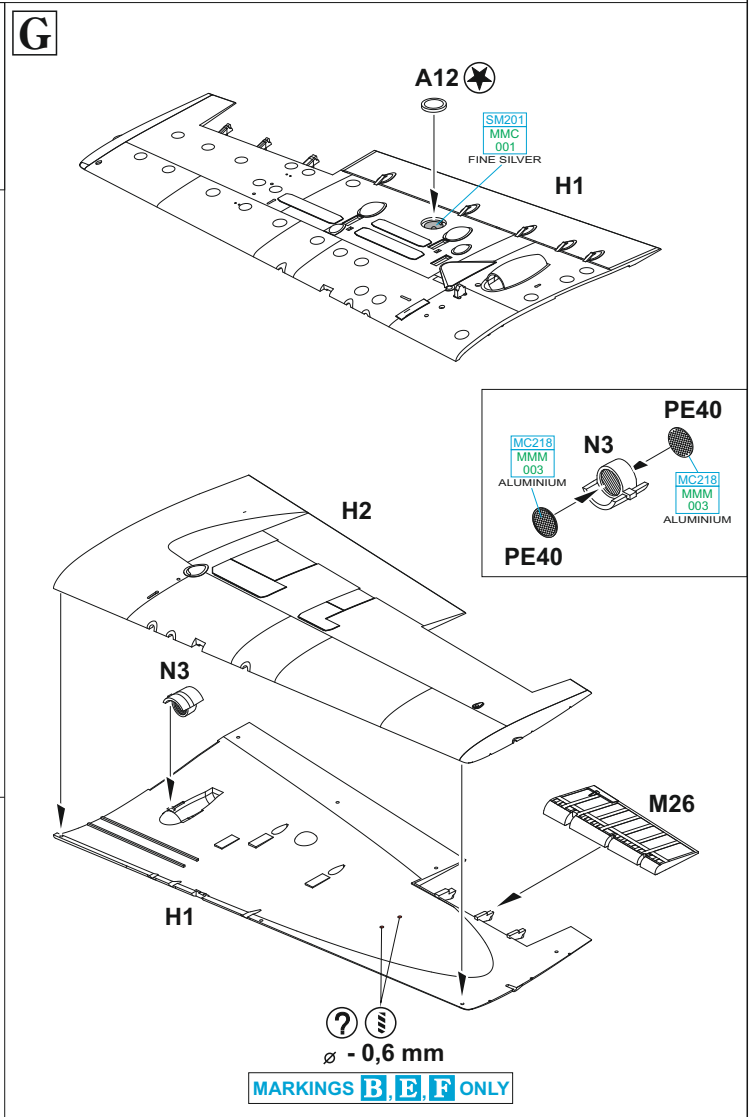
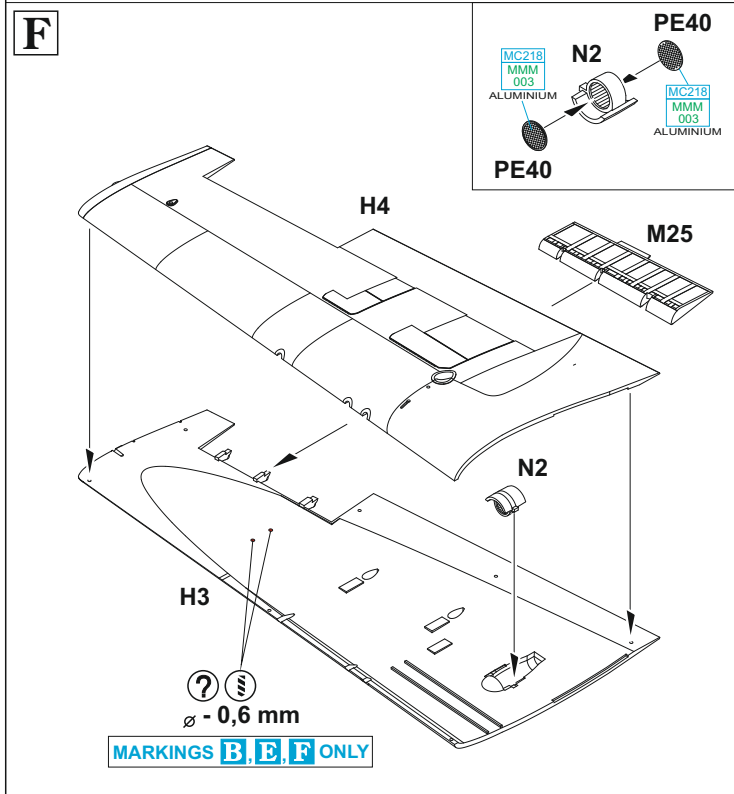
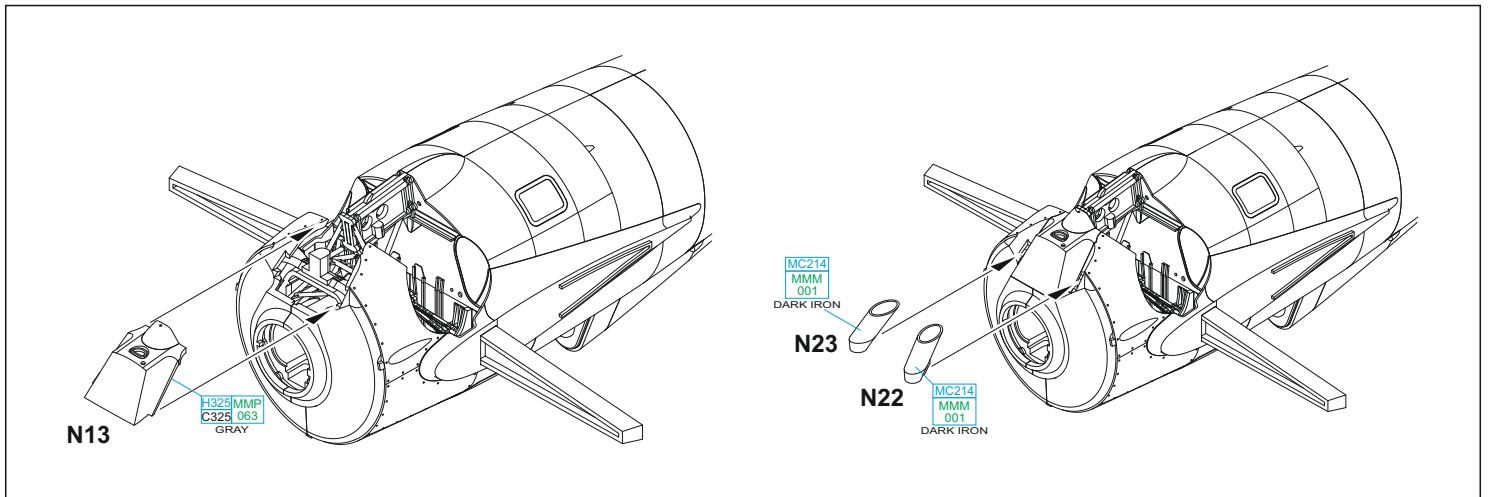
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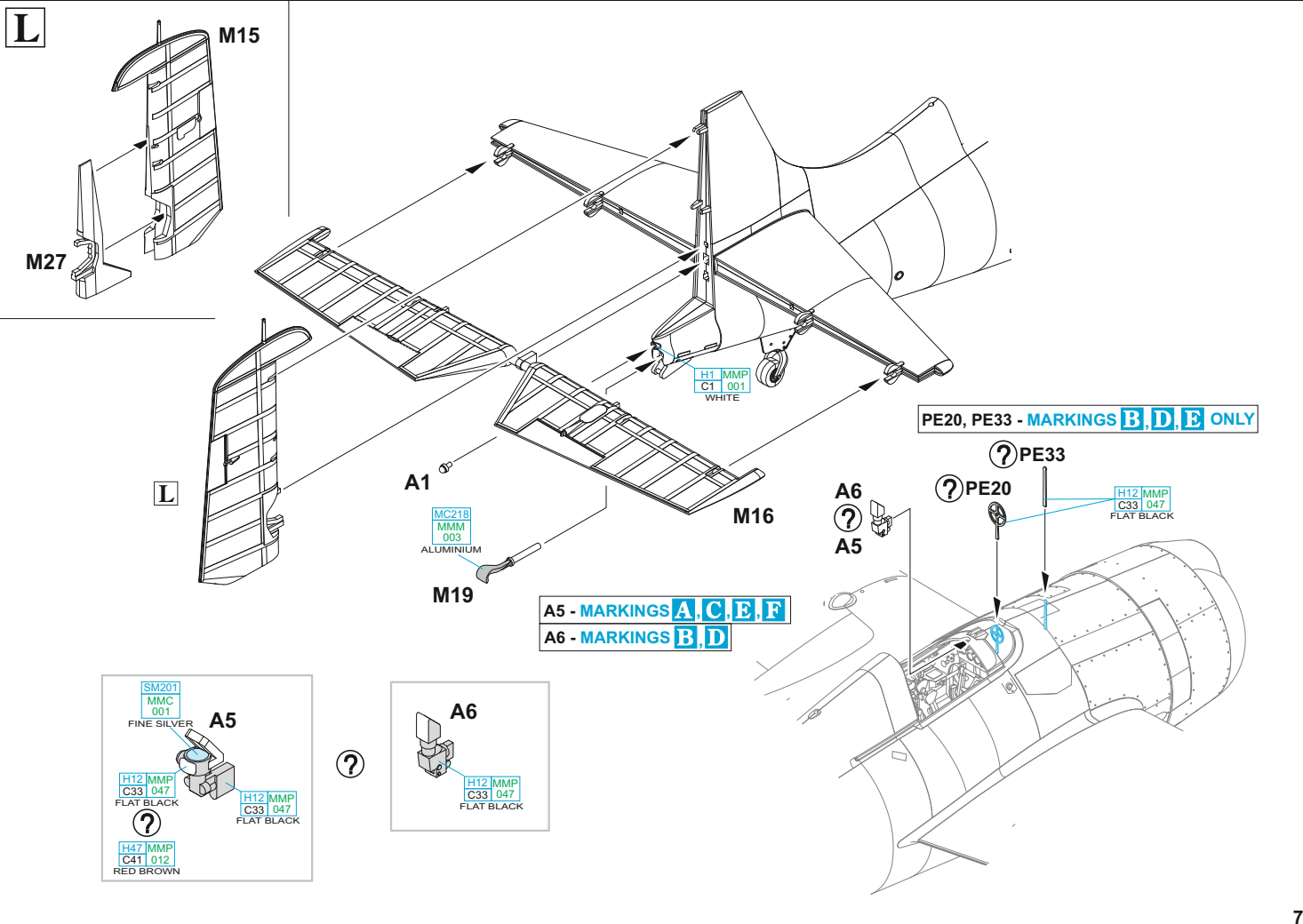
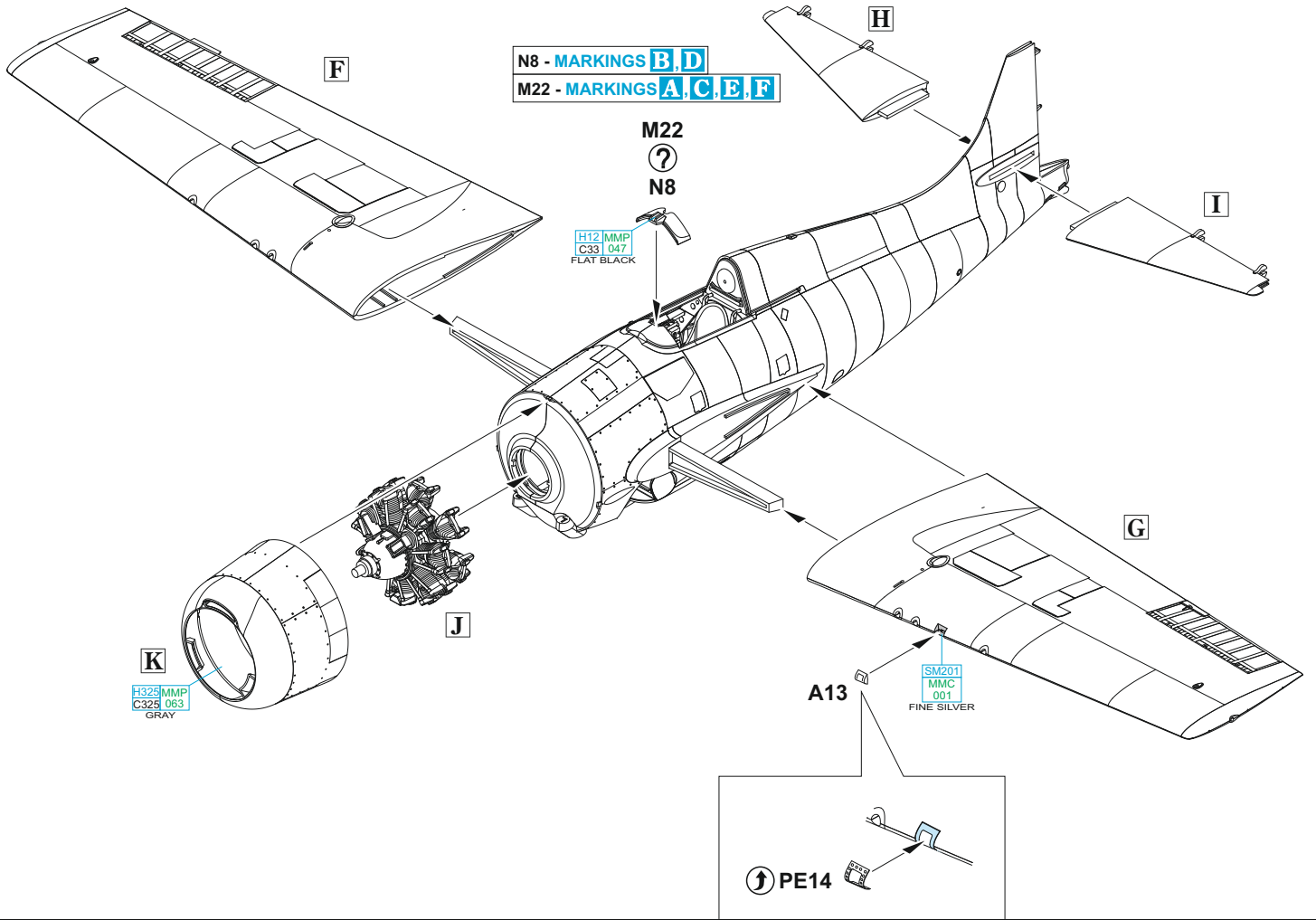


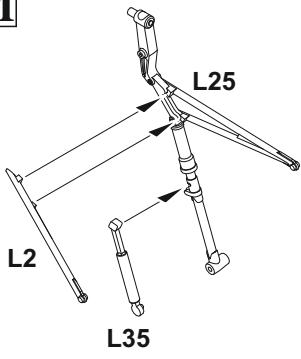
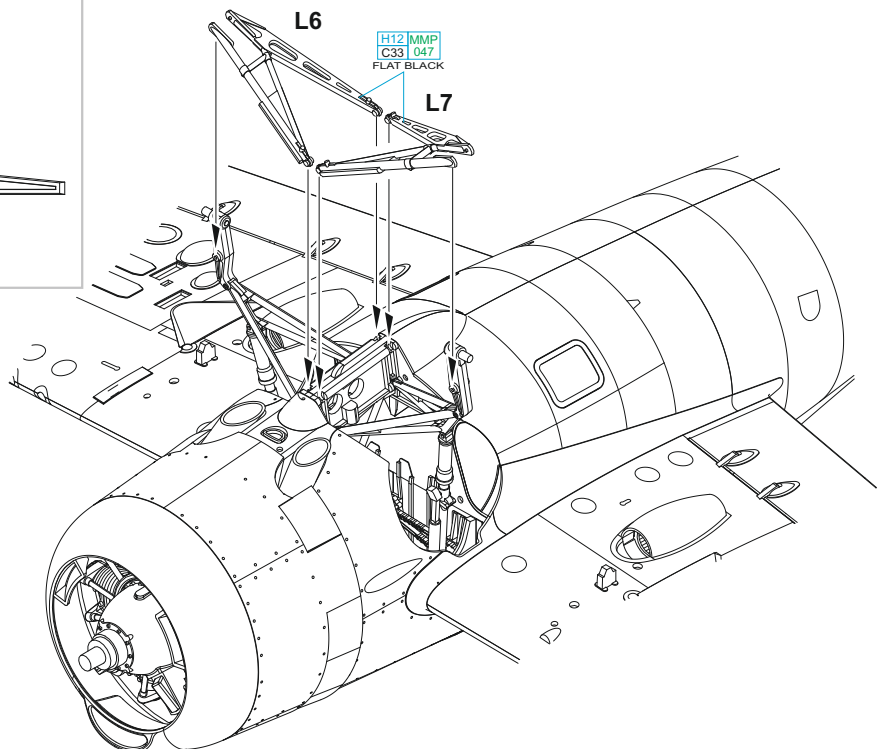
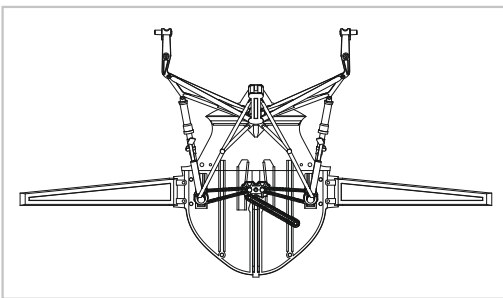
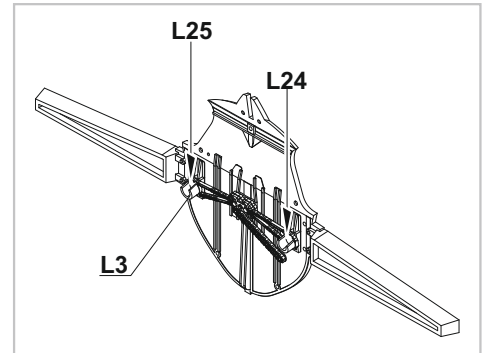
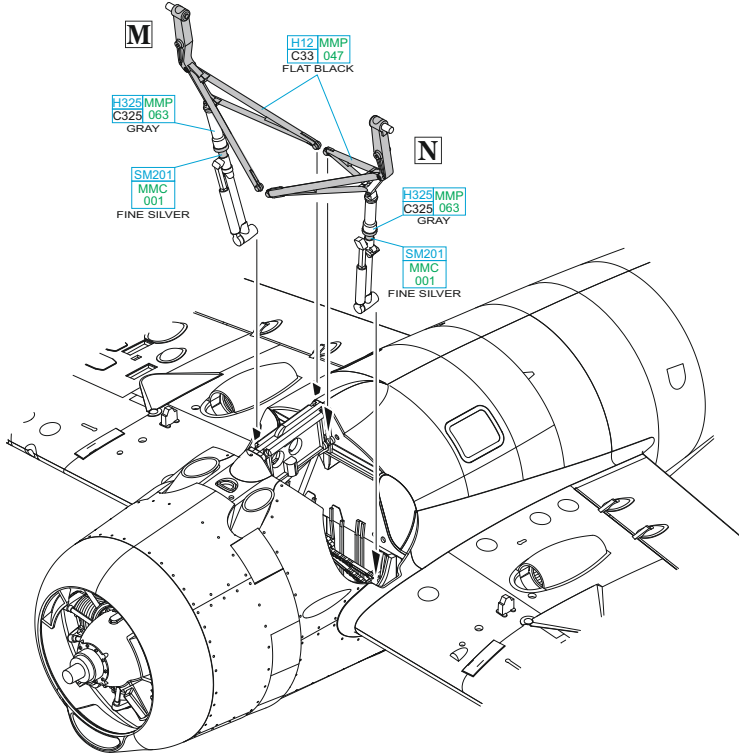
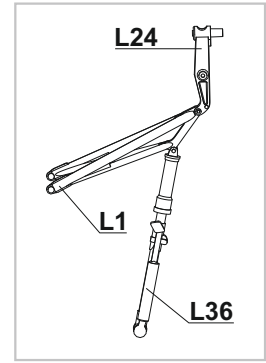
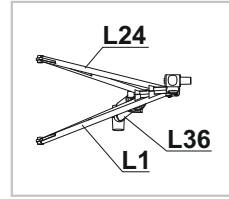
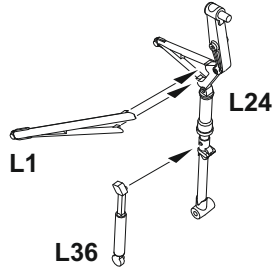
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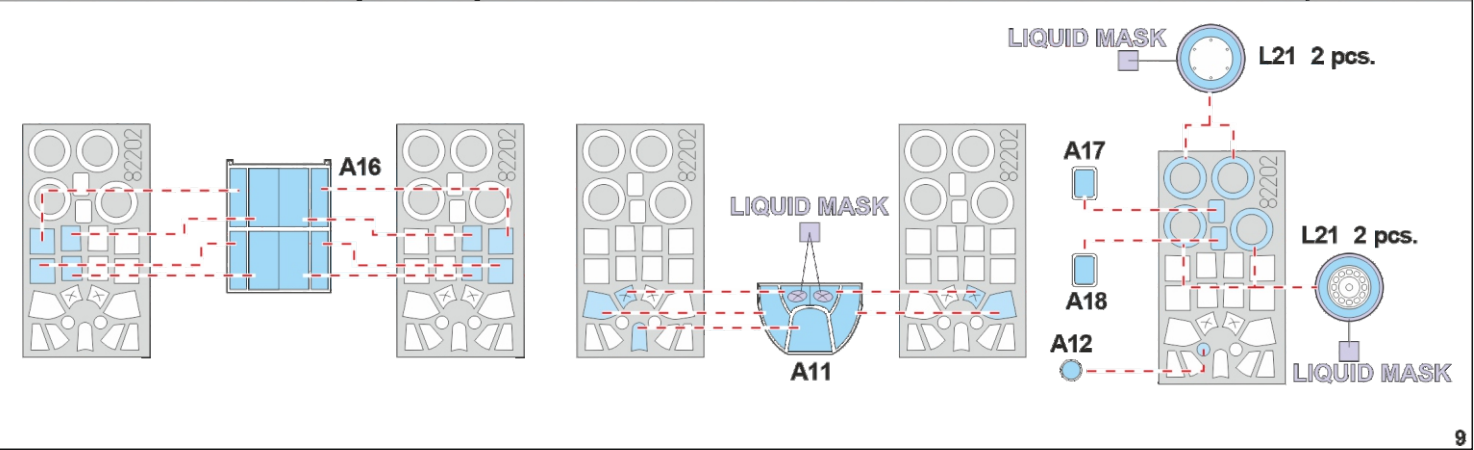
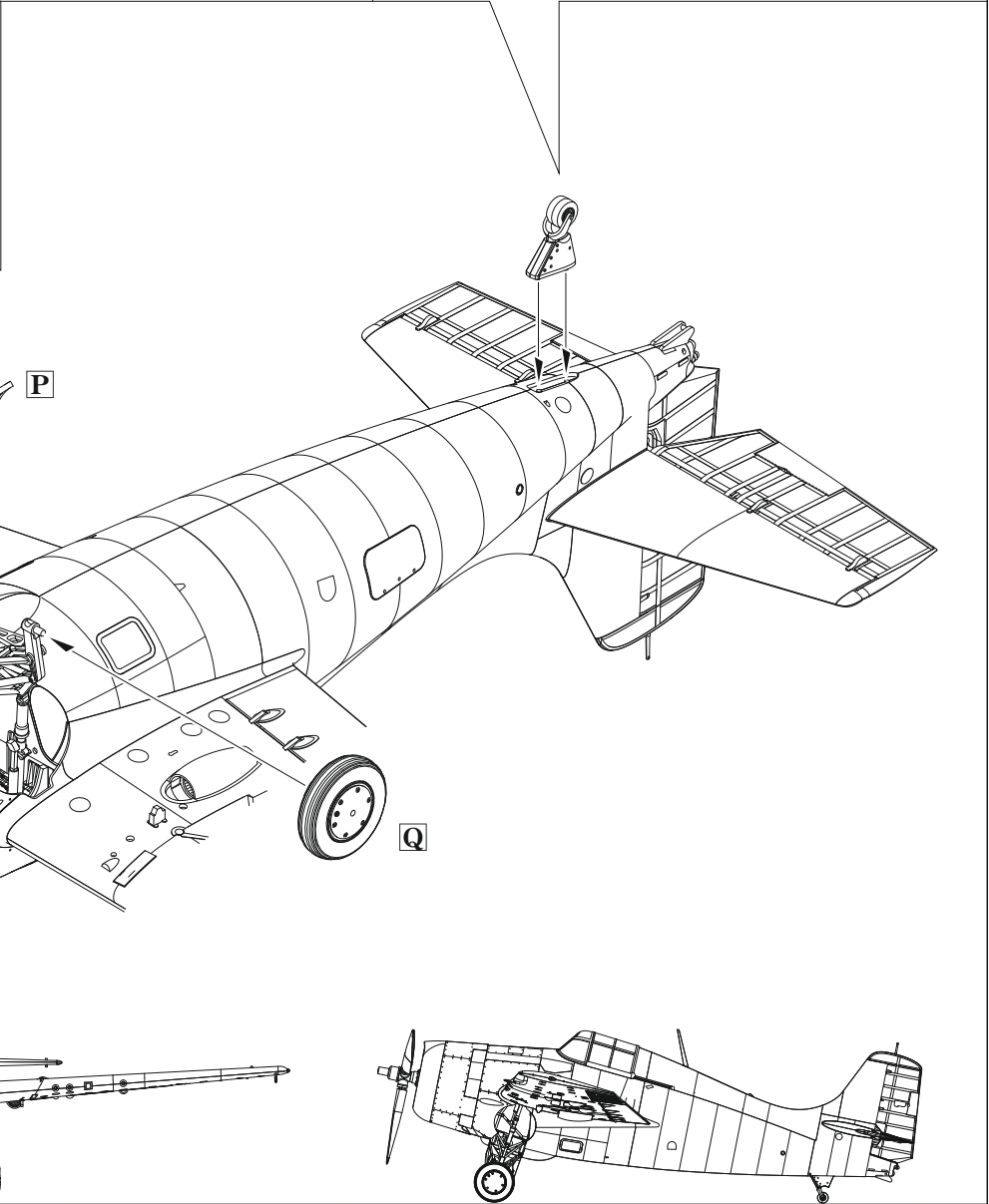
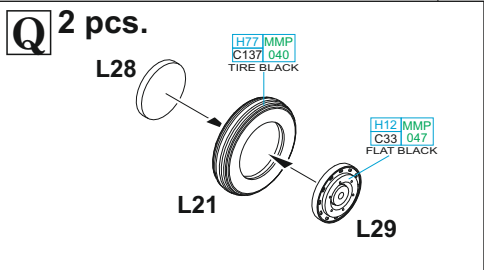
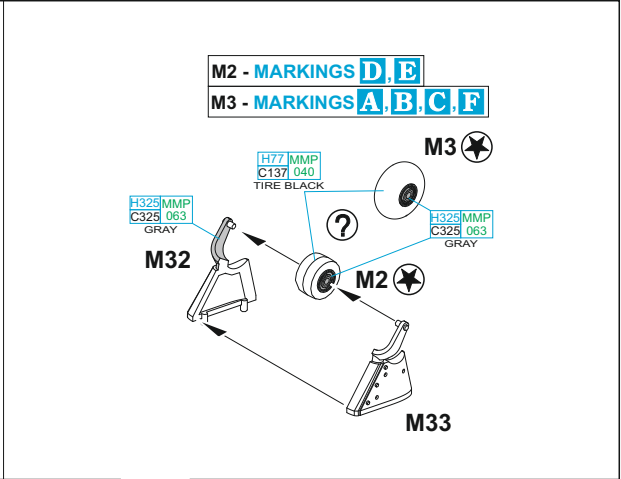
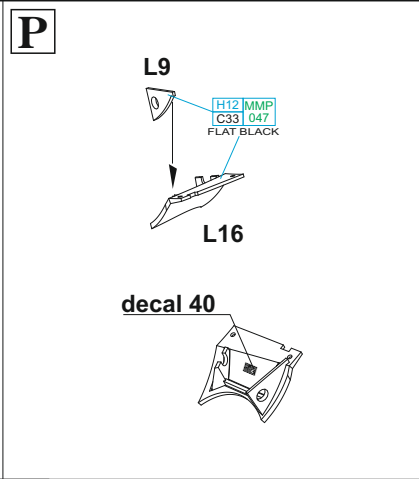
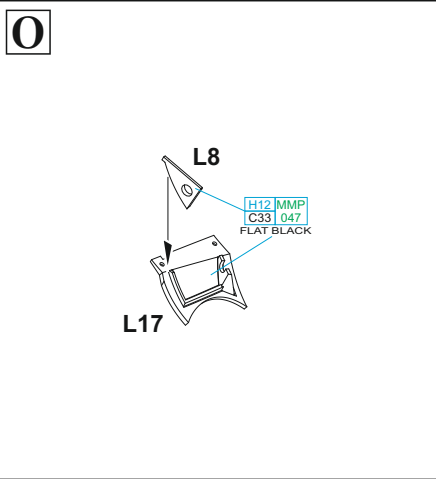






**M****N**





MARKINGS B, C, D, F ONLY

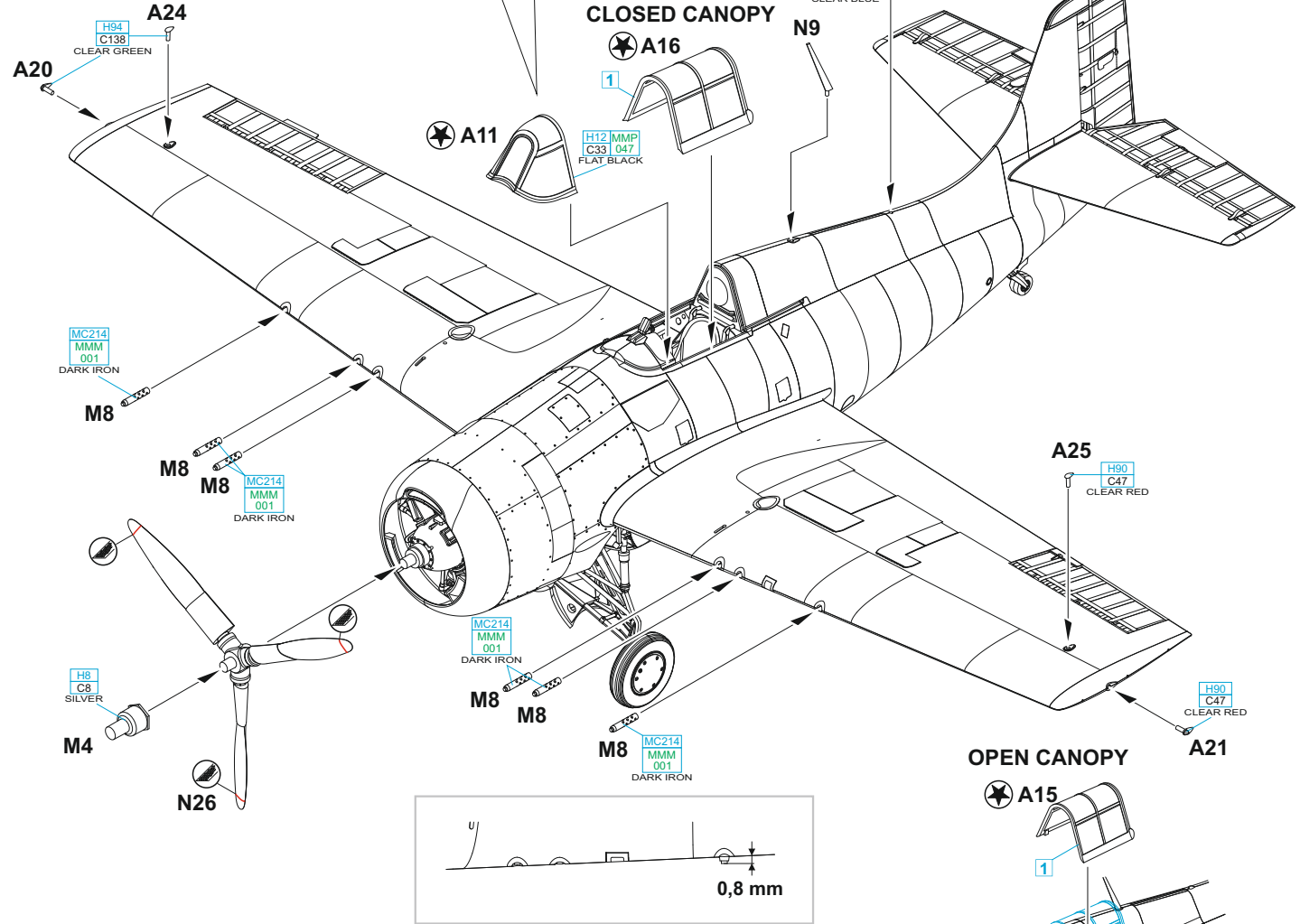
MARKING E ONLY

A11

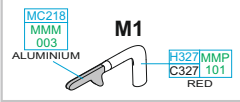
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PE22

PE22

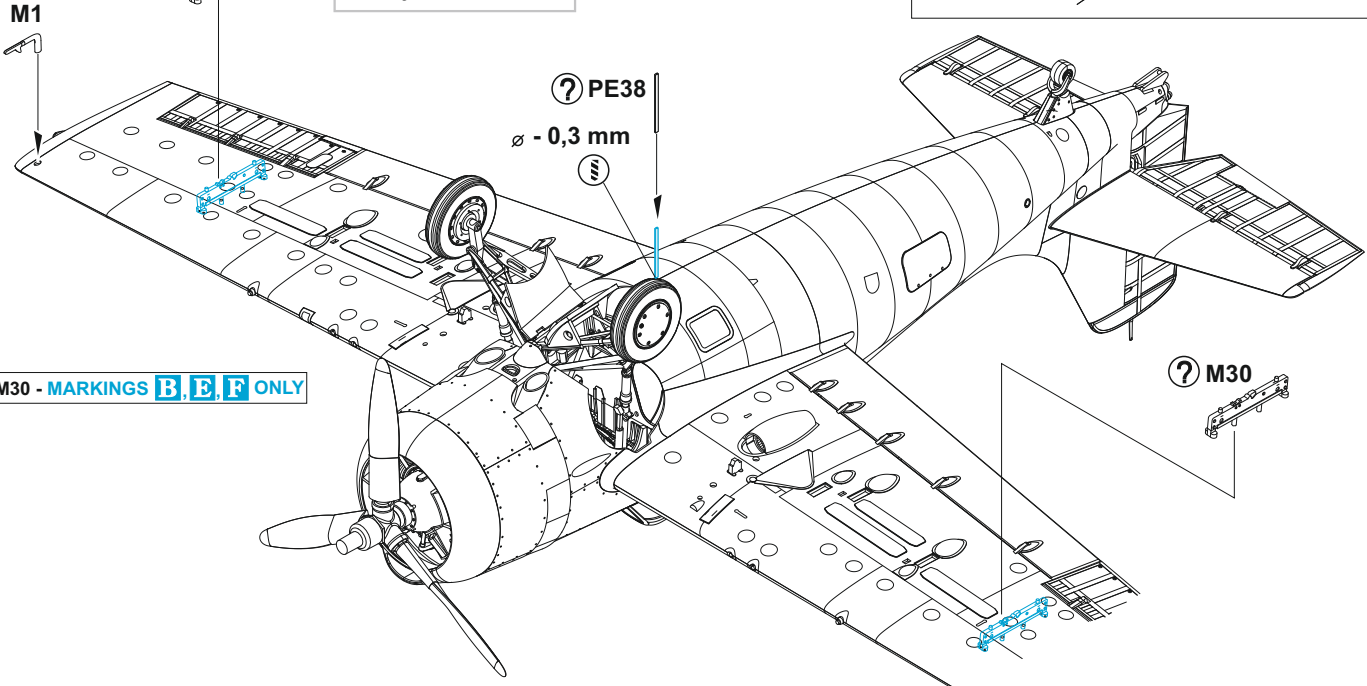


M30



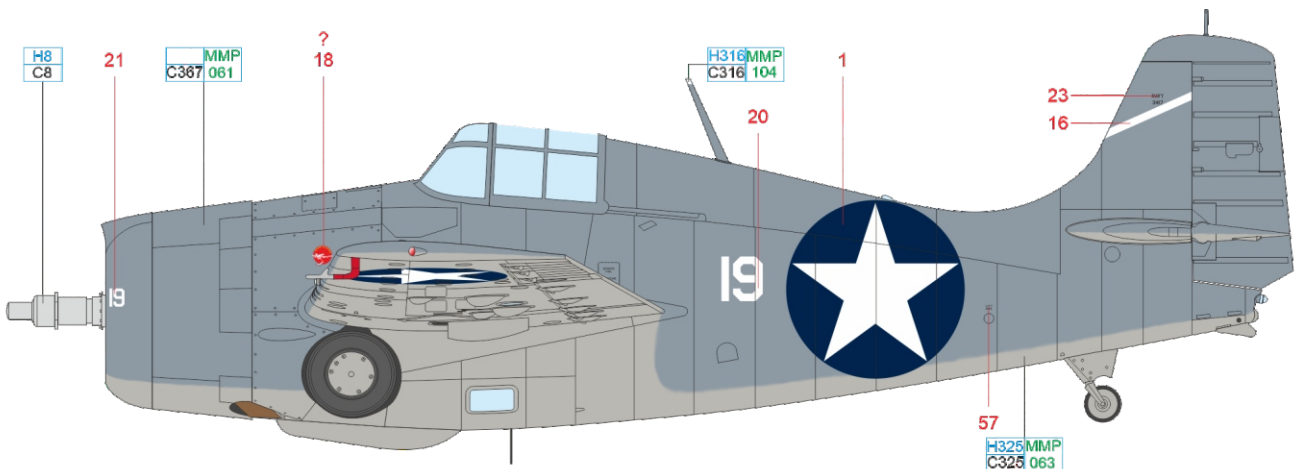
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M30 - MARKINGS B, E, F ONLY

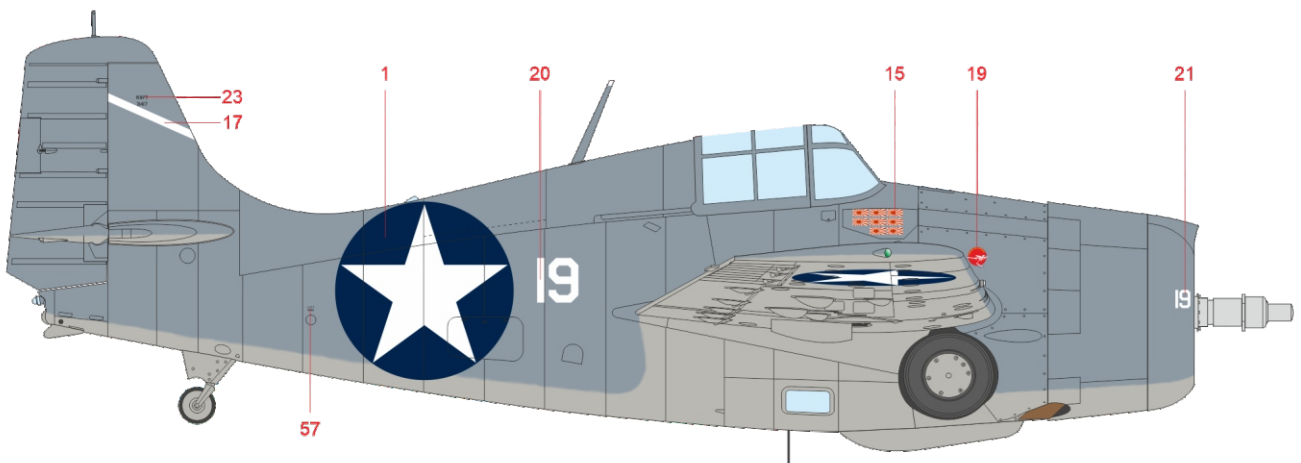
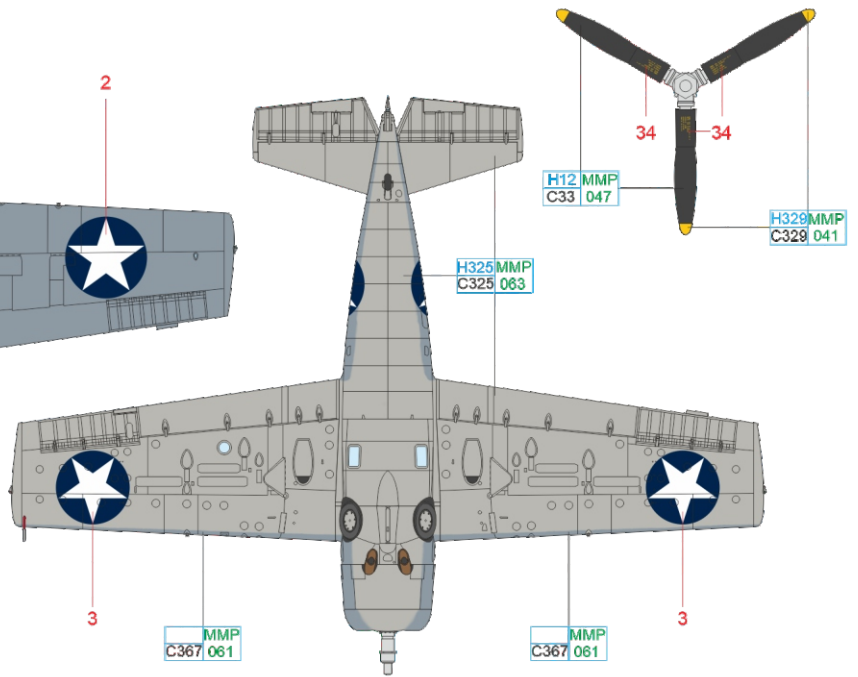
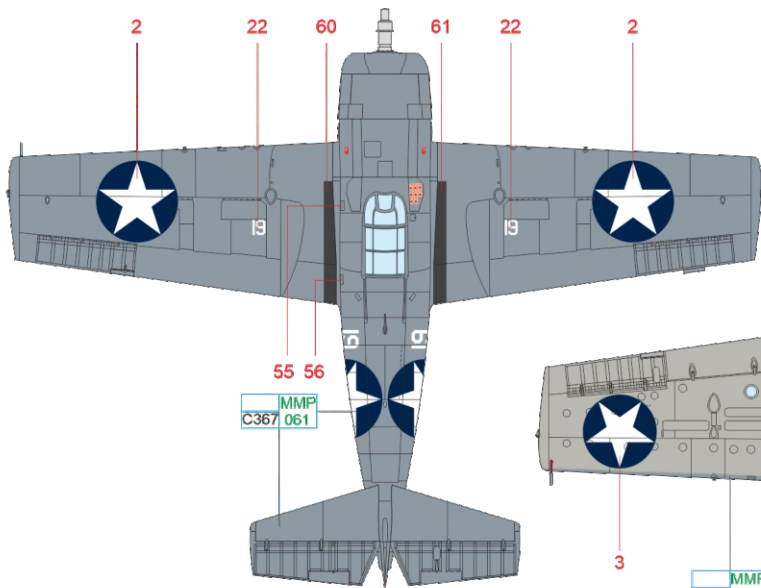


# A BuNo. 03417, Lt. Stanley W. Vejtasa, VF-10, USS Enterprise (CV-6), October 1942

Paris, Montana native, Stanley Winfield Vejtasa after graduation from the university in Montana enlisted in the Navy where he undertook the pilot training. He finished it at Pensacola base in June 1939 when he was twenty-five years old. Consequently, he was assigned to VS-5 flying Dauntless off USS Yorktown aircraft carrier (CV-5). During the Battle of Coral Sea, he scored the hit on Shōhō aircraft carrier. In May 1942 he was transferred to VF-10 where he flew Wildcat off USS Enterprise aircraft carrier until July 1943. During the Battle of Santa Cruz, he flew the depicted Wildcat BuNo. 03417 and scored seven kills at its controls - two D3A Val and five B5N Kate, plus one probable kill of B5N Kate. After this mission he had eight Japanese flags painted on the access hatch under the windshield on the fuselage port side.



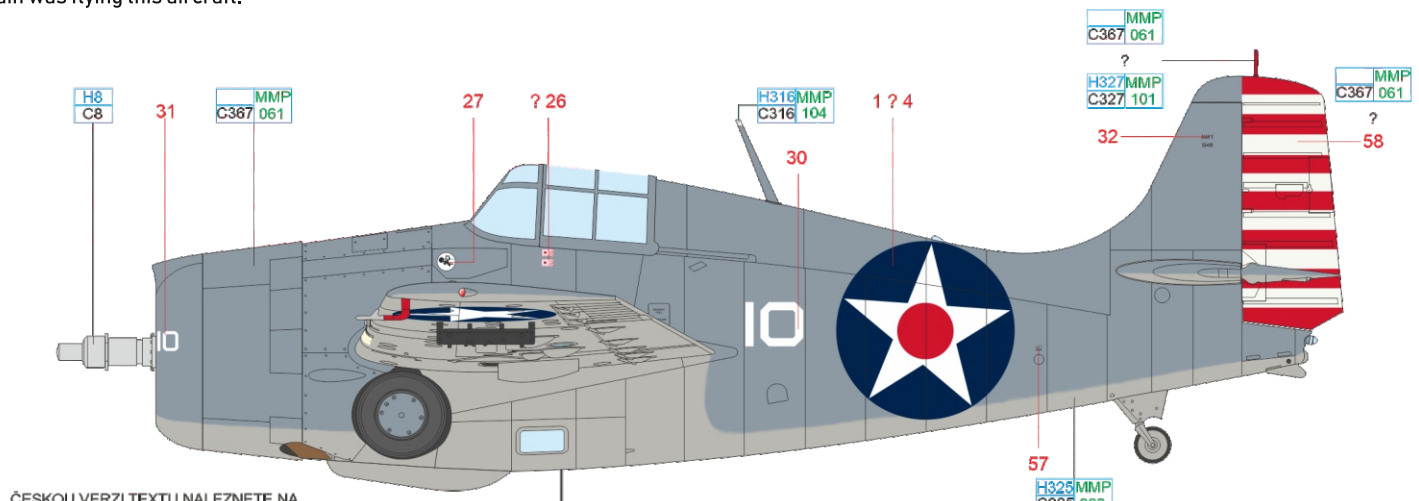
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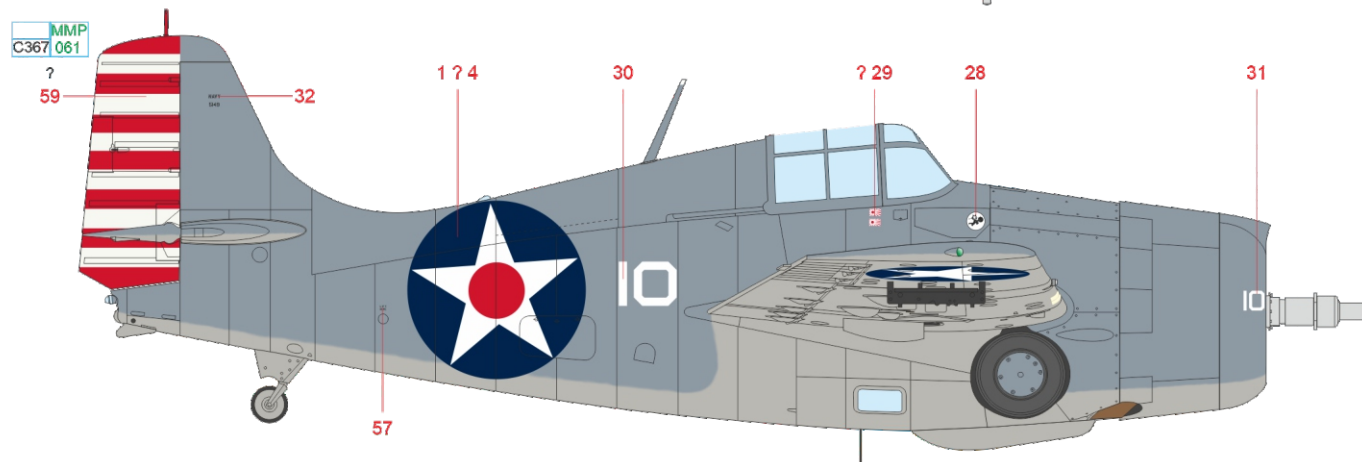
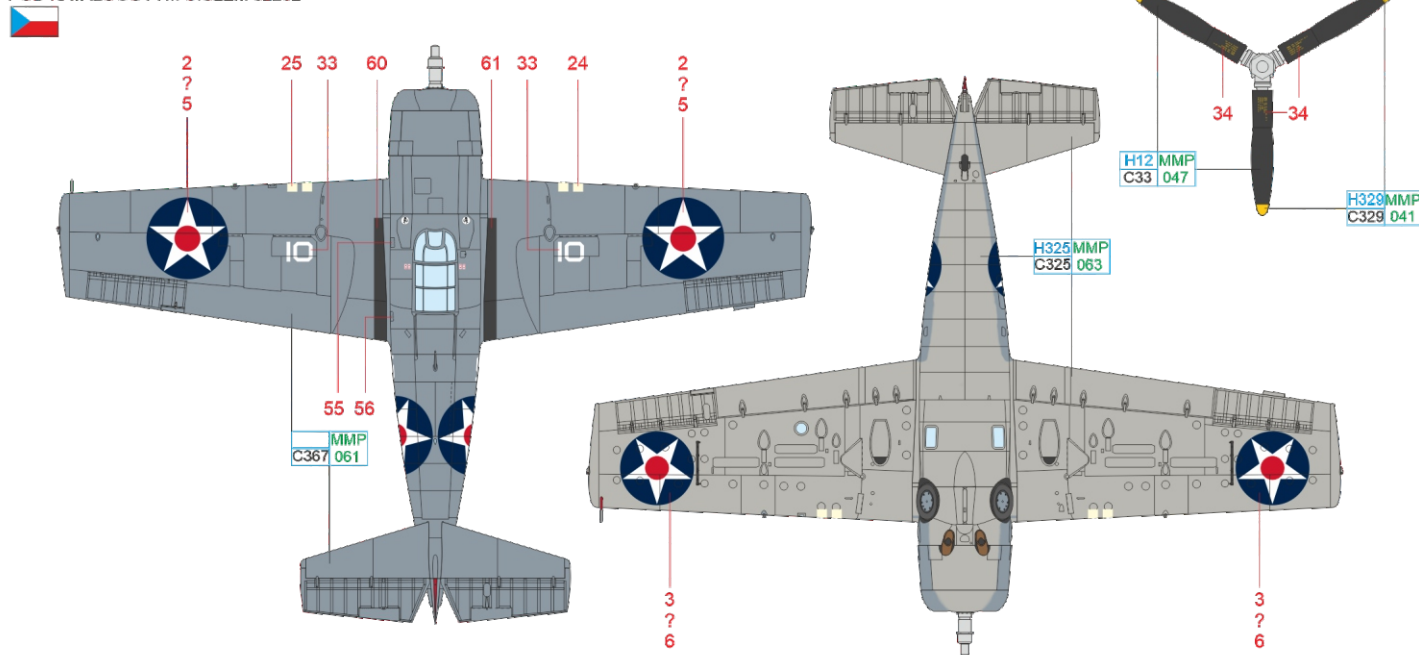
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# B BuNo. 5149, VF-3, USS Yorktown (CV-5) & USS Hornet (CV-8), May/June 1942

In April 1942 this Wildcat was assigned to VF-3 unit based at Kaneohe Bay airbase. The following month it was assigned to Ens. G. F. Markham. After that the unit was transferred on board of USS Yorktown (CV-5). During the Battle of Midway Fox-10 was also flown by Lt. A. J. Brassfield who during this engagement shot down four carrier borne D3A Val bombers and damaged another two. Despite all the efforts of the defenders USS Yorktown was damaged and for that reason the surviving Yorktown pilots and her Wildcats as well had to be transferred to USS Hornet (CV-8) where, under the command of Lt. Cdr. Thatch, they formed the provisional unit designated VF-3-42-8. One of the pilots of this unit was John Burton Bain who flew Wildcat portrayed hereby. At that time Ens. Bain's score stood at two confirmed kills, A6M Zero fighter from the Battle of Coral Sea and another Zero from the Battle of Midway, shot down during the preceding raid on Shōkaku. Therefore, there are two Japanese flags painted under his windshield as a symbol of his success in combat. The national markings in the form of blue circles with white star and red circle in the center were painted on both sides of the fuselage and in four positions on the wings. They were supplemented by red and white stripes on the rudder. During the Battle of Midway these stripes were painted over with the camouflage paint and the red circles were deleted from the national insignia. The kill marks were added only at the time Ens. Bain was flying this aircraft.



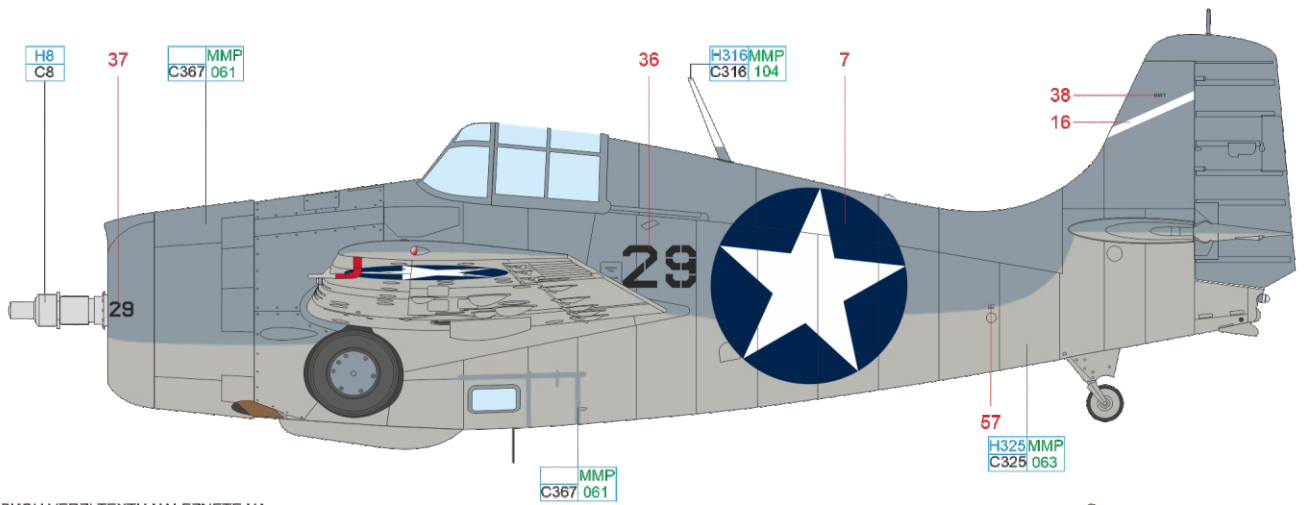
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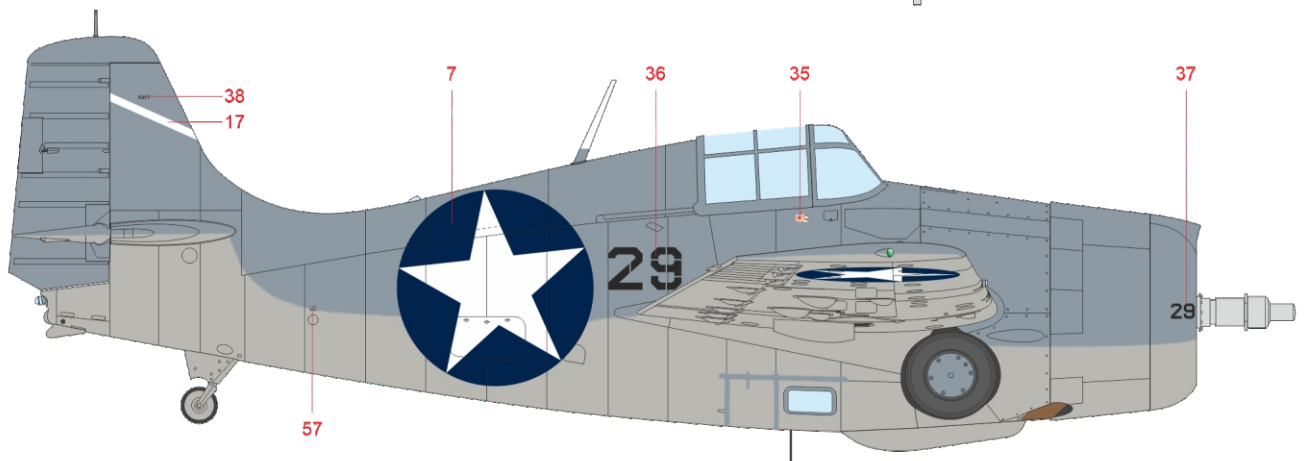
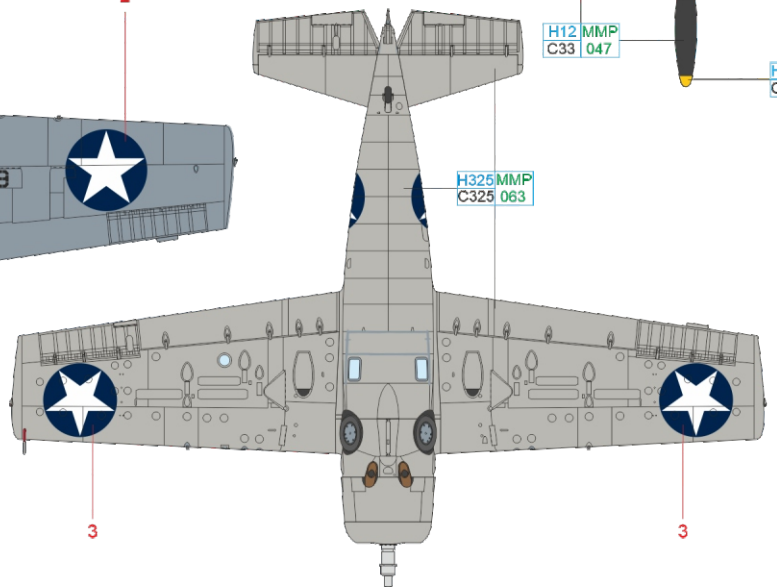
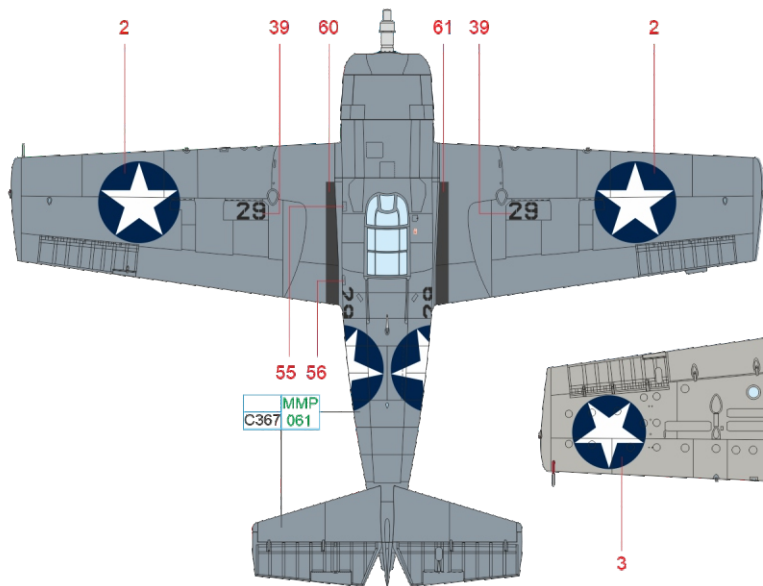
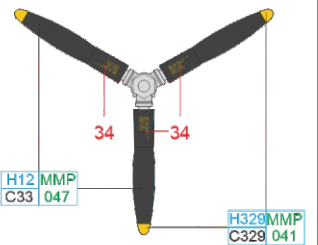
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# C Ens. Thomas W. Rhodes, VF-6, USS Enterprise (CV-6), beginning of August 1942

Texan Thomas Walker Rhodes enlisted in the Navy on January 7, 1937 and served as a radio operator at VT-2 until January 1941 when he commenced his pilot training. After its completion first he flew with VF-2 and in March 1942 he was ordered to VF-6 where he stayed until September 1942. During this deployment he took part in the air battles defending the units that had landed at Guadalcanal. On August 7, during the dogfight with Zeros, his Wildcat was damaged by the gunfire of his opponent, but regardless Rhodes scored one A6M Zero kill. On August 24 he added a carrier borne bomber B5N Kate to his score. He continued with his career with Navy, ultimately, he scored five kills and on February 1, 1965 retired. He passed away on August 15, 2016, at the remarkable age of 99 years.



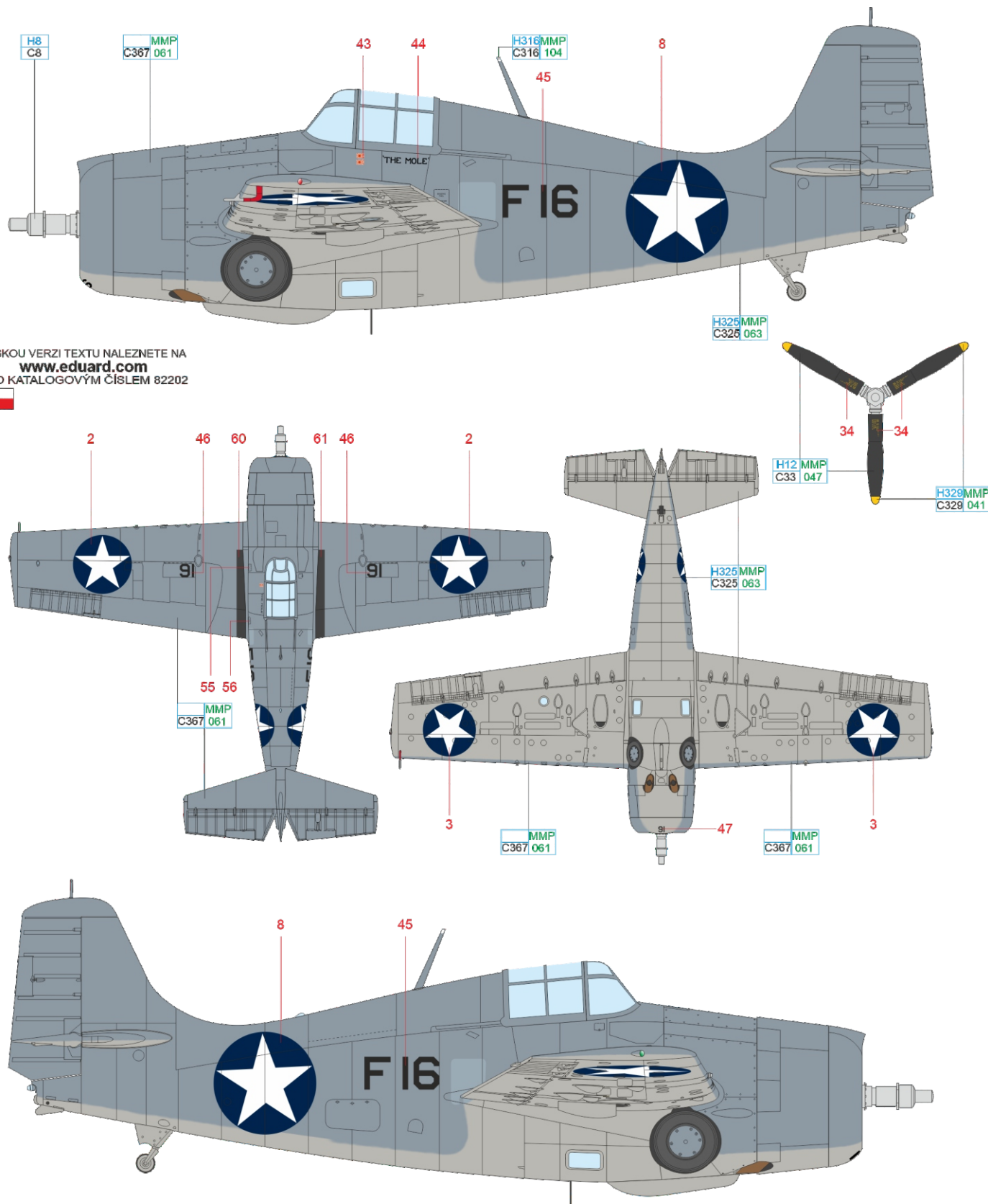
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# D Ens. Benjamin F. Currie, VF-5, USS Saratoga (CV-3)/Guadalcanal, autumn 1942

On August 7, 1942, the American naval forces, to the big surprise of the Japanese, disembarked the 1<sup>st</sup> USMC Division on Guadalcanal and led by General Vandegrift captured the Japanese unfinished airfield. The first American pilots to land on this island were the Marines from VMF-223 (F4F Wildcat) and VMSB-232 (SBD Dauntless) who did so on August 20, 1942. Later they were reinforced by further USAAF and USMC units. Due to the heavy losses in the battles with the retaliating Japanese units it was decided to further reinforce the fighter component of the Cactus Air Force, as the air units operating from Guadalcanal were called, and on September 9 another 24 Wildcats from VF-5 were dispatched to the island from Espiritu Santo. They immediately joined the fight against the incoming Japanese formations. One of the VF-5 pilots involved in the Henderson airfield's defense was Ens. Benjamin Currie. The unit was relieved from the Guadalcanal operations in the middle of October and sent for a rest. In November the pilots returned to the United States and in January 1943 the unit was disbanded.

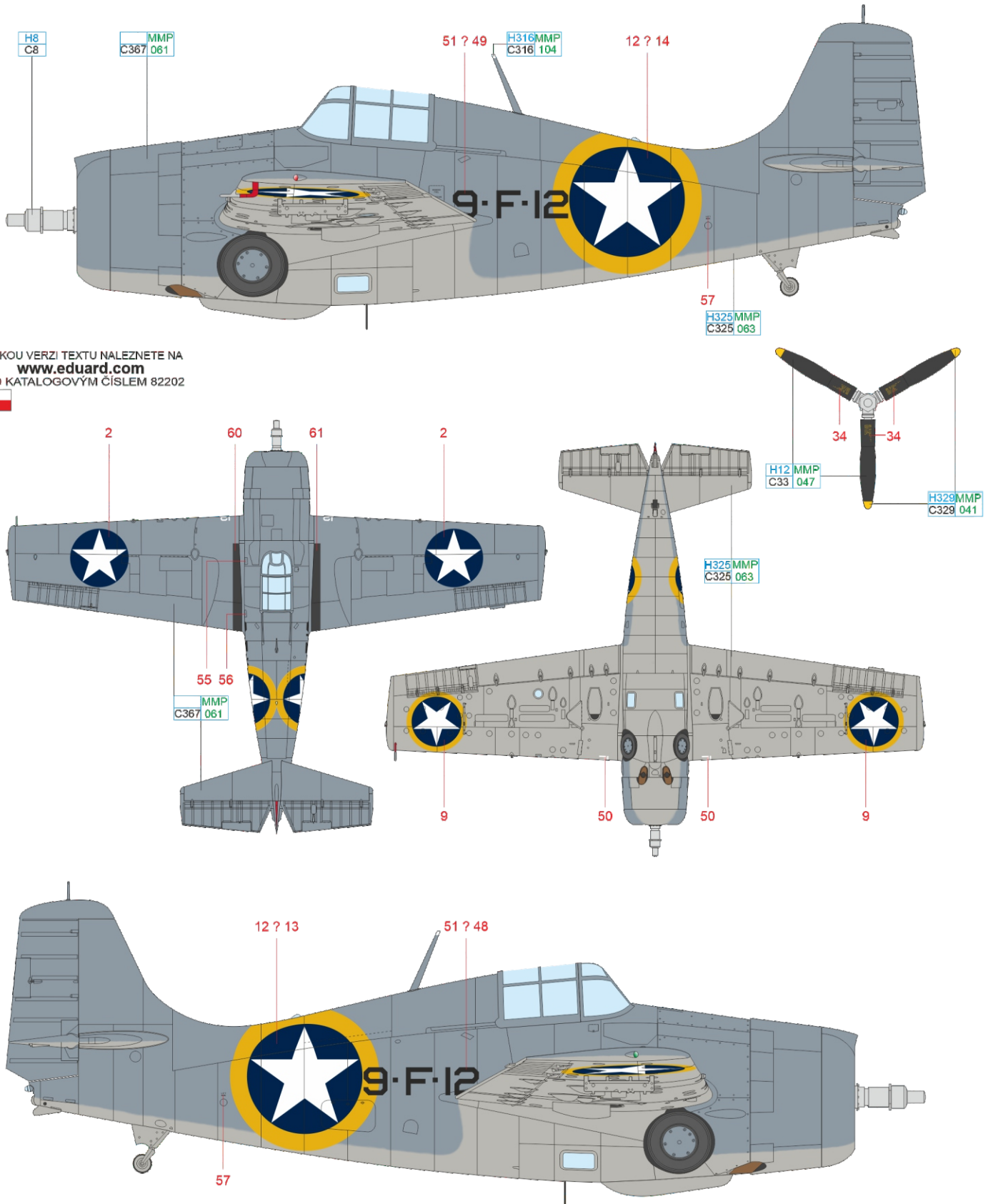


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# E Ens. Hamilton McWhorter, VF-9, USS Ranger (CV-4), October 1942

Athens, Georgia native Hamilton McWhorter enlisted in the Navy in June 1941 having graduated from the university in Georgia. After he completed the training in Miami he was assigned to VF-9 flying Wildcats. In the beginning of October, the unit embarked on USS Ranger (CV-4) aircraft carrier headed to the African continent where it was to participate in the Allied successful landing at Casablanca in the French Morocco (operation Torch). For the better friend-or-foe recognition the aircraft participating in the operation Torch carried a yellow outline to the fuselage and lower wings national markings. After the French resistance ceased the USS Ranger formation was dispatched back to Norfolk. In the beginning of 1943, VF-9, as the first Navy unit equipped with Hellcats, embarked on USS Essex (CV-9) aircraft carrier and was dispatched to the Pacific. On November 19, 1943, McWhorter became the first Hellcat pilot who scored five kills in the combat against the Japanese. During the further battles he added seven more kills to his credit and his final score stood at twelve enemy aircraft shot down.



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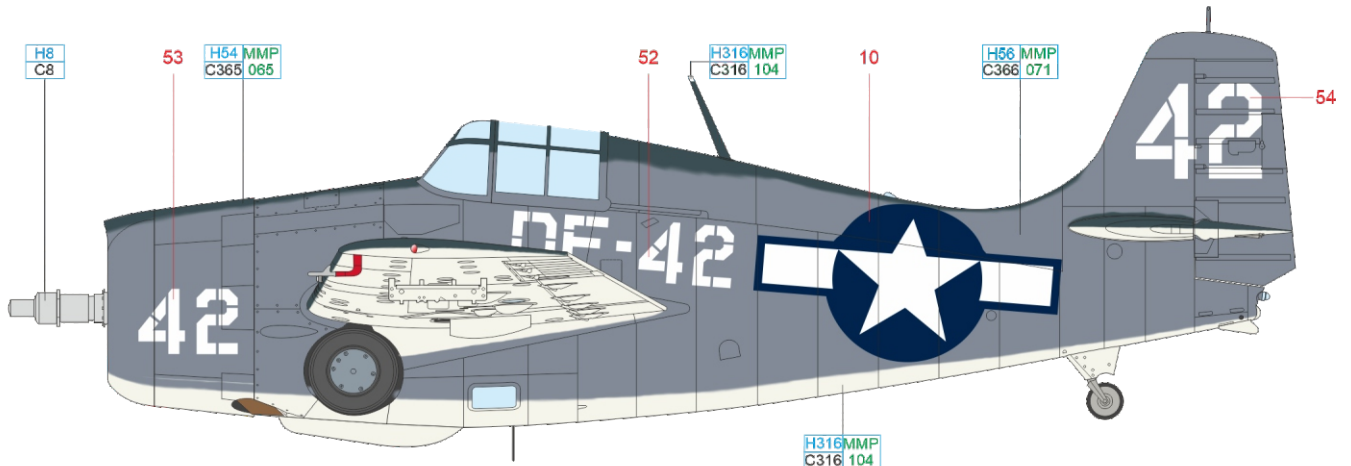


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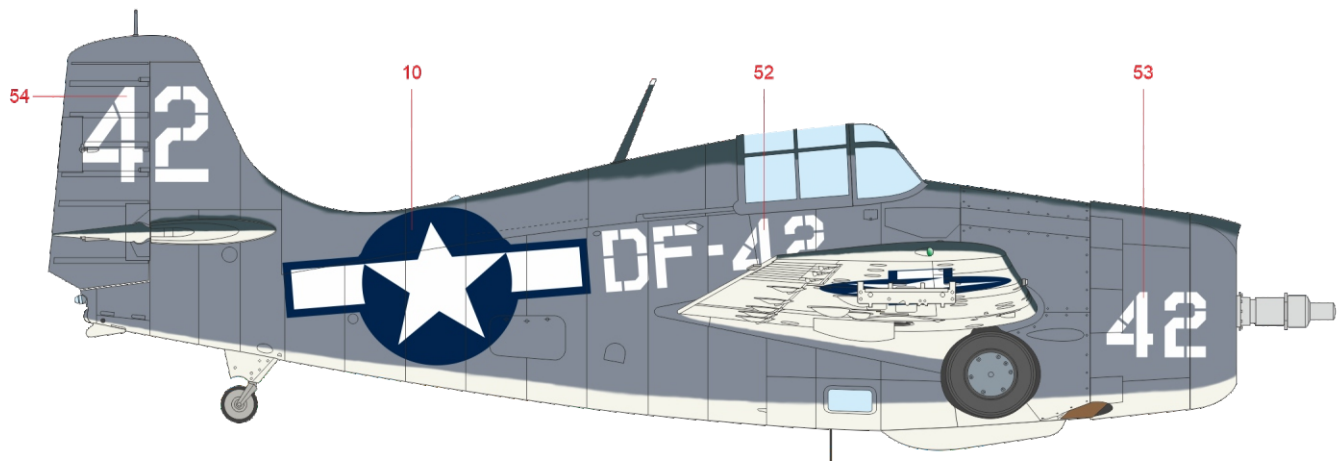
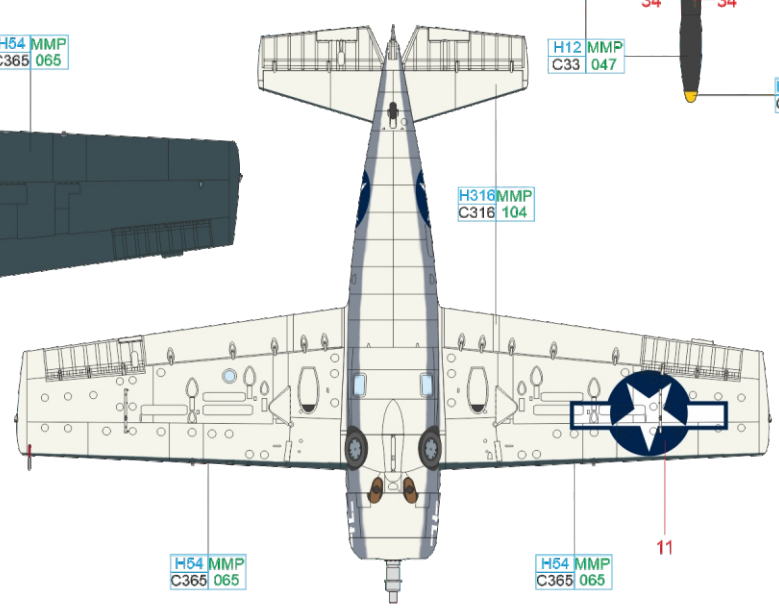
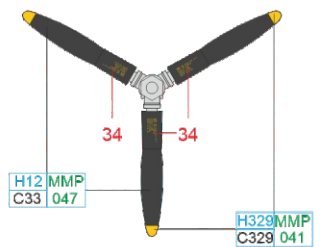
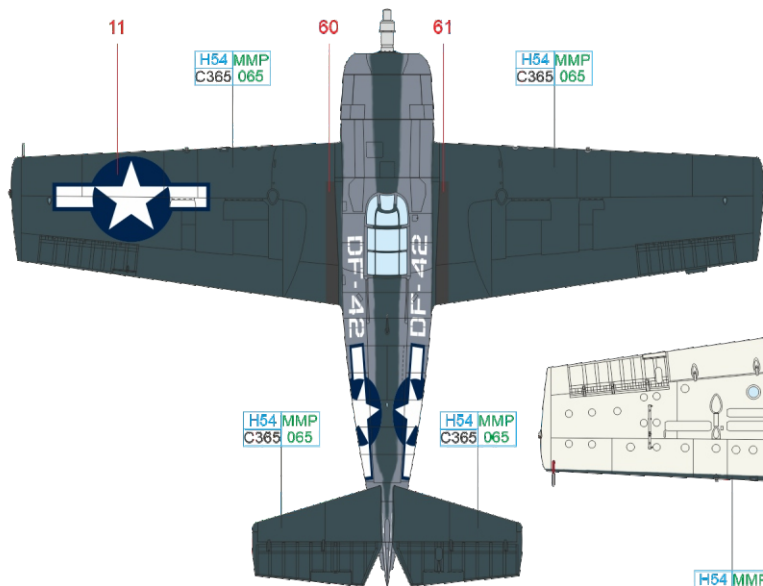
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# F OTU VFB-8, Daytona Beach, the United States of America, 1944

VFB-8, the operational-training unit, based at NAS Daytona Beach in Florida, was from its establishment in January 1943 commissioned to train the dive bombing and equipped with SBD Dauntless aircraft. After March 1944 its inventory was changed and Dauntless were replaced by F4F and FM versions of Wildcat and the new task of the unit was to train bombing techniques to the VBF squadrons' pilots flying Hellcat. Wildcats were used in this role until September 1944 when they were replaced by Hellcats supplemented by FM-2 in April 1945 and SB2C Helldiver in June of the same year. The featured F4F-4 Wildcat flew with this unit and sports the tri-color camouflage of Glossy Sea Blue on the upper surfaces while the side surfaces were sprayed in Intermediate Blue. The lower surfaces were painted white, the national insignia on the fuselage and wings show design introduced after August 1943. Wildcats flying at the training units carried highly visible markings in the form of large letters and numbers painted on the fuselage, occasionally on the tail surfaces or wings.



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| SILVER | H8<br>C8 | WHITE | H316MMP<br>C316 104 | INTERMEDIATE<br>BLUE | H56 MMP<br>C366 071 | SEA BLUE | H54 MMP<br>C365 065 | BLACK | H12 MMP<br>C33 047 | YELLOW | H329MMP<br>C329 041 |
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