

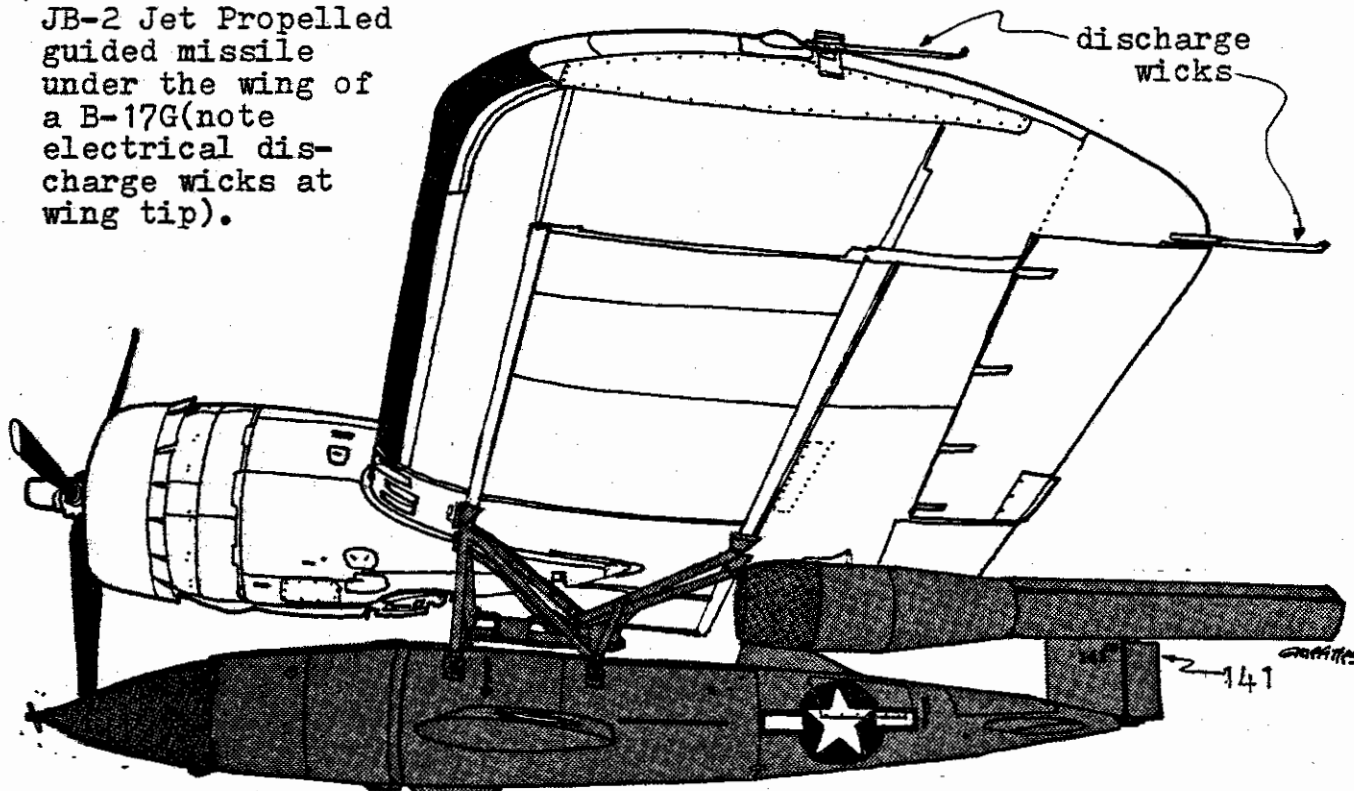
by

Jim Griffiths

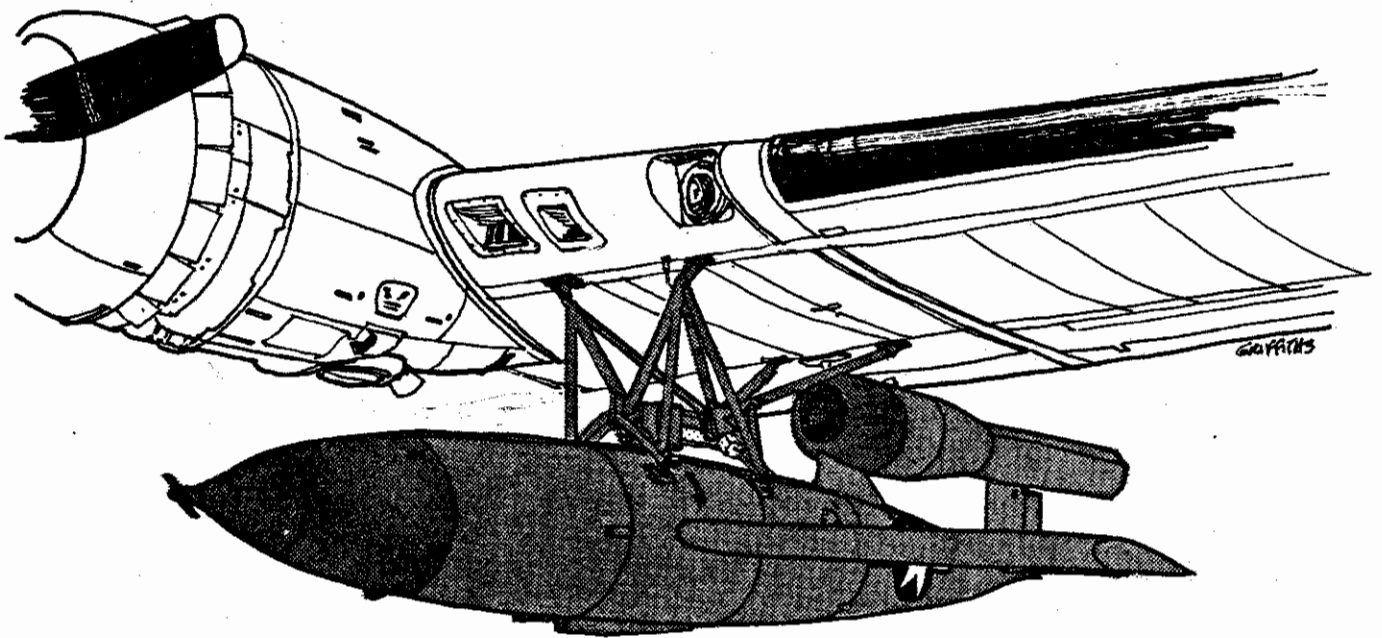
Way back in Volume 2, Nos. 1 & 2, we ran two articles on super-detailing the V-1(No. 1) and the U.S. version of the V-1, the Loon and the Thunderbug(No.2). What we didn't have info on was the a/c mounting rack for ariel launches from B-17 and B-29 a/c. Well, now we do(thanks to some from very timely photographs acquired from DAVA by our very own Mike the Knife). The following pages and drawings will hopefully help out those wishing to add these additions to a model. For those who are quarter-scalers, use the Monogram B-17 or B-29 and the Testors/Italeri V-1. For those of you who are into 1/72nd scale, the hunt is a bit more difficult. Frog used to produce a Spitfire kit with the V-1; however, when they sold out to NOVO and Revell of Germany, NOVO took all the Allied kits and left Revell of Germany with all the Axis kits. It seems to me that the V-1 was then packaged in with one of those re-issued Luftwaffe kits...maybe the Arado 234. This is speculation on my part, so don't rush off looking for the Arado. Anyways, you still might find a hobby shop that can get its hands on some of the Frog kits thru mail order.

As to the mounting rack: it appears to be O.D. with shiney silver strut cable bands, center sway brace, and electrical junction box. You can make this rack out of the various diamters of Slater's Rod that is available, and bits & pieces from the scrap box. As to color schemes for the JB-2 Thunderbugs;we've included several here and of course there are those in Vol. 2, No. 2. As to launch a/c, two are also included; and there're some extra detail drawings for those of you who are crazy for that sort of thing.

JB-2 Jet Propelled guided missile under the wing of a B-17G(note electrical discharge wicks at wing tip).

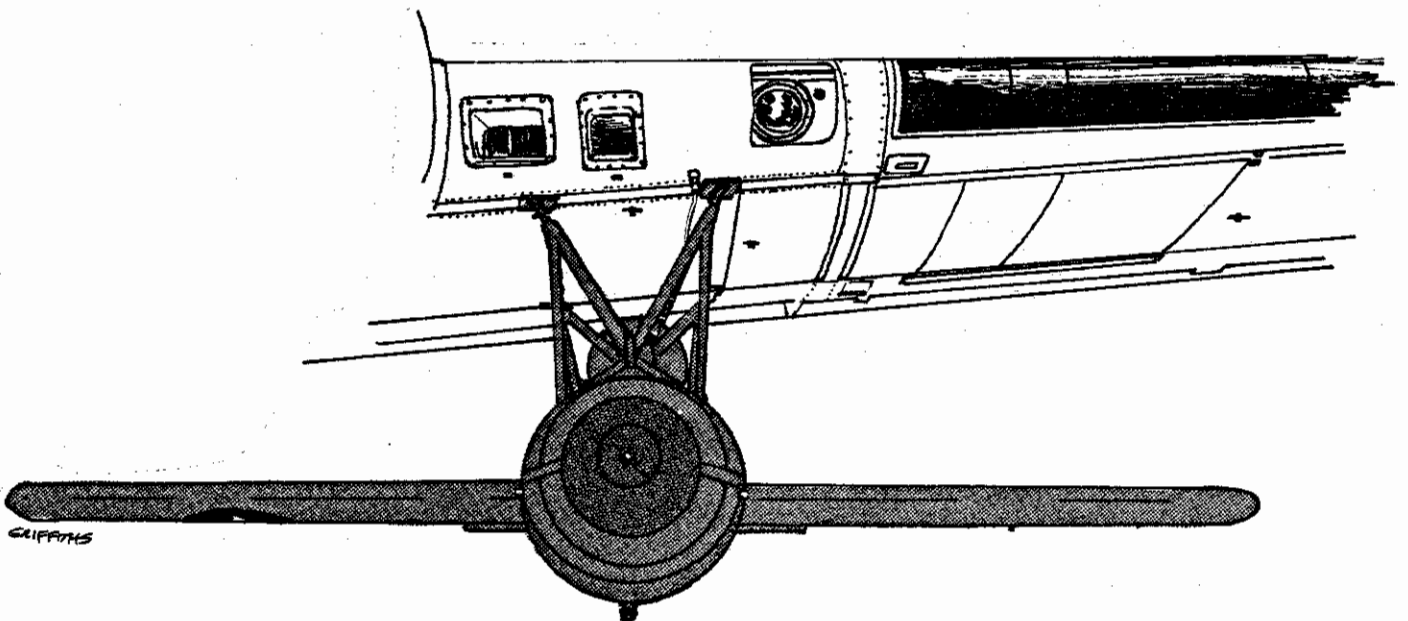


JB-2 in this and the following two illus. is overall flt. O.D. w/ glossy red nose & pulse jet intake cover; nat. insig. in 4 locations. Stencilling instructions in flt. yellow; white 141.

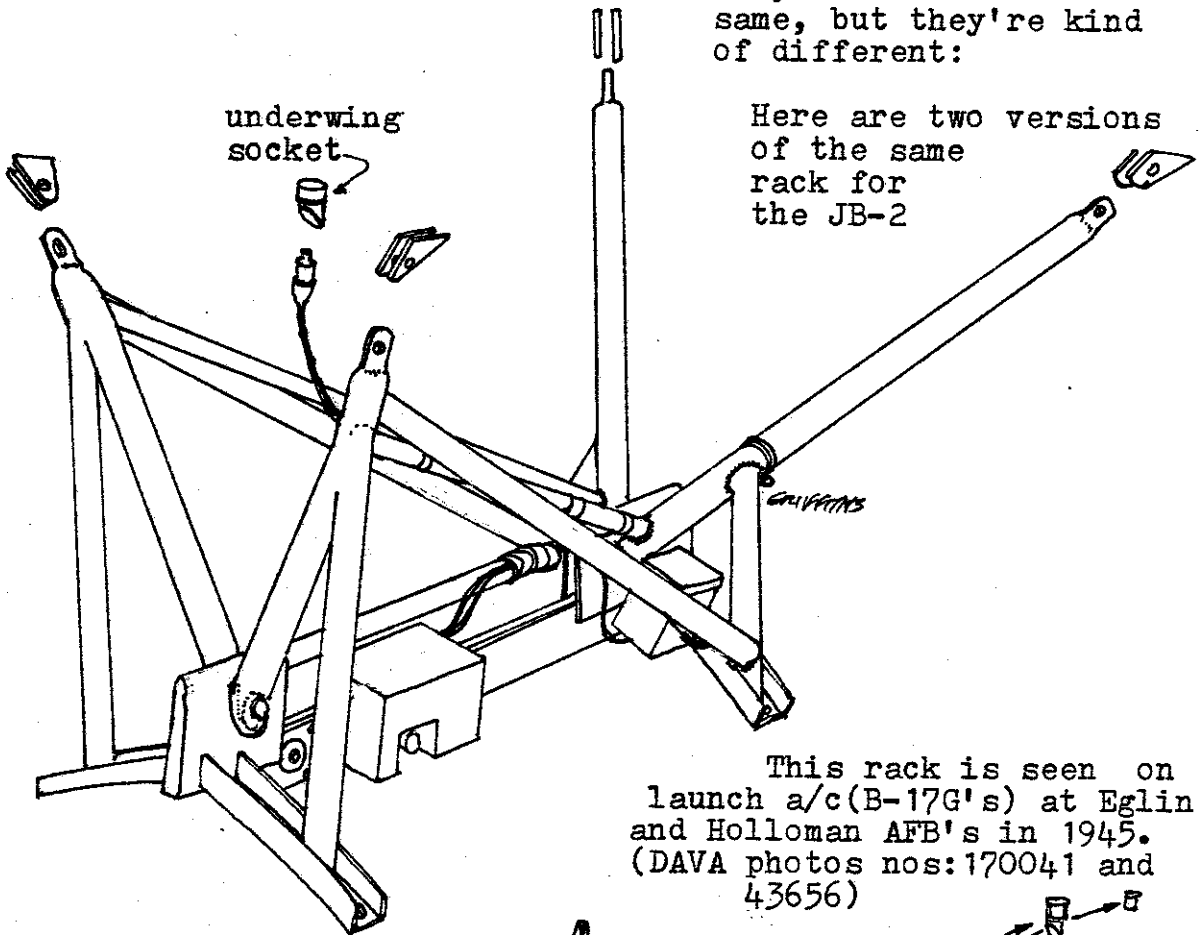


ABOVE:
 Three-quarter front view of JB-2 and launch rack under port wing of B-17G. This particular JB-2 was attached to the -17G on March 2, 1945, at Eglin Field, Florida.

BELOW:
 Head-on view of JB-2 attached to launch a/c. Note that the struts are not equal in length: outboard struts are slightly longer to compensate for lift of wing thus keeping JB-2 level on launch sway braces & pads.

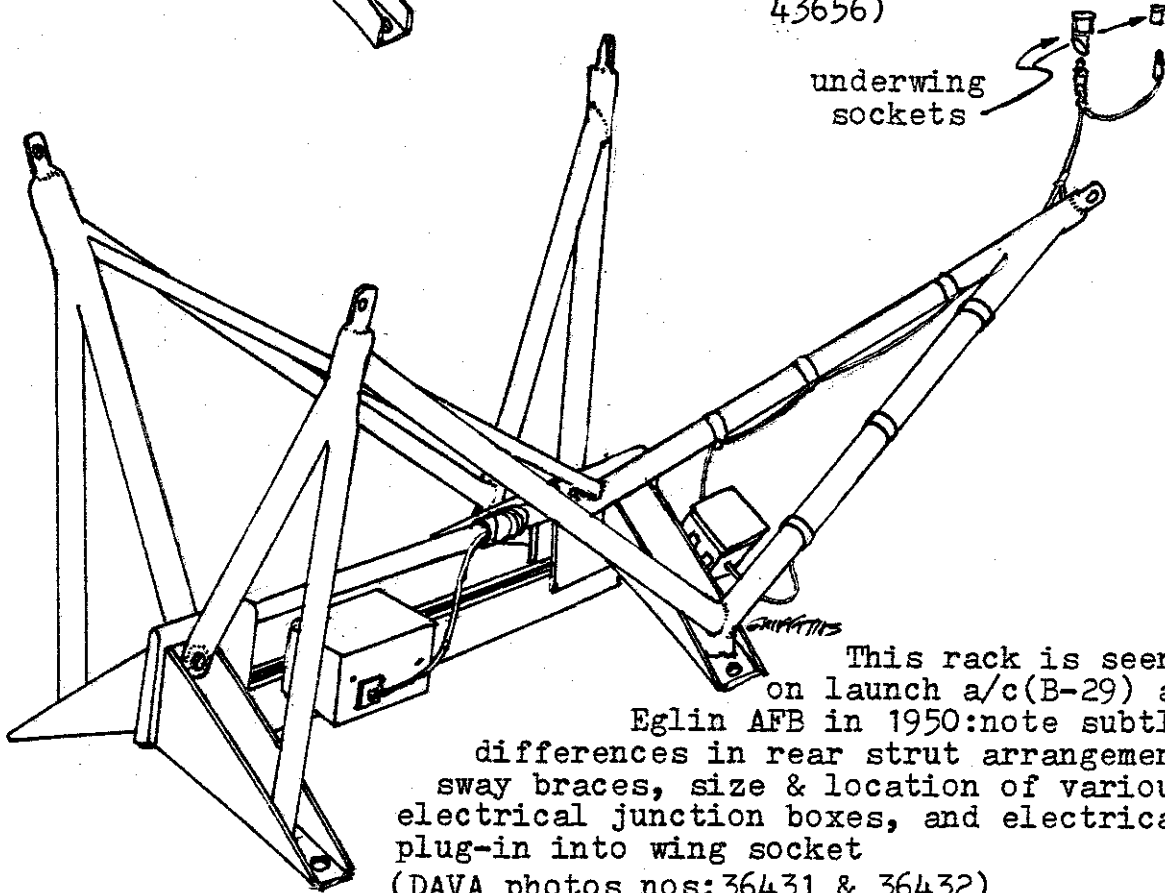


They're sort of the same, but they're kind of different:



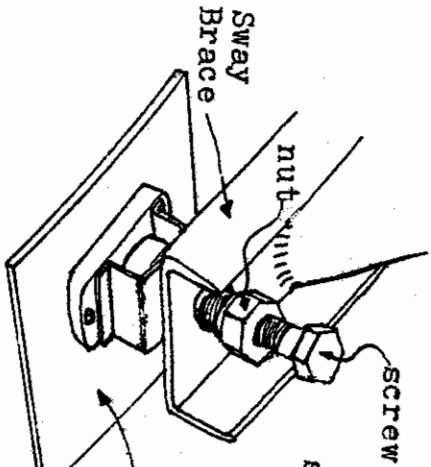
Here are two versions of the same rack for the JB-2

This rack is seen on launch a/c (B-17G's) at Eglin and Holloman AFB's in 1945. (DAVA photos nos: 170041 and 43656)

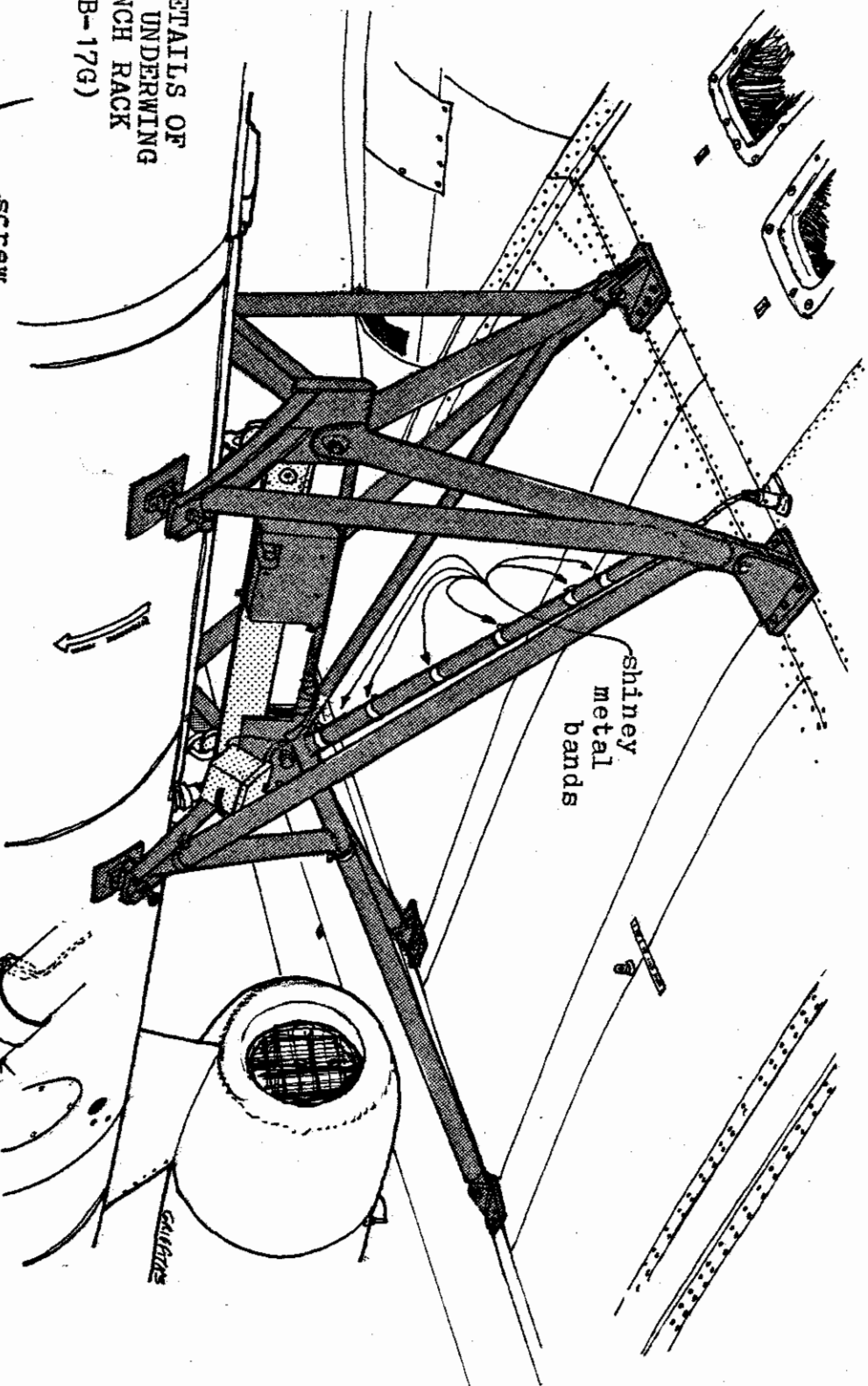


This rack is seen on launch a/c (B-29) at Eglin AFB in 1950: note subtle differences in rear strut arrangement, sway braces, size & location of various electrical junction boxes, and electrical plug-in into wing socket (DAVA photos nos: 36431 & 36432)

DETAILS OF
JB-2 UNDERWING
LAUNCH RACK
(B-17G)

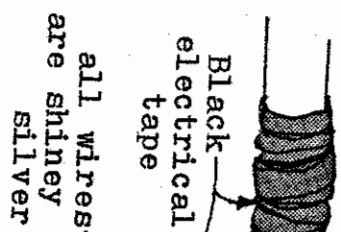


Close-up of
sway brace end,
adjusting screw
& nut, and
sway brace plate
(or pad)
Plate(or pad)

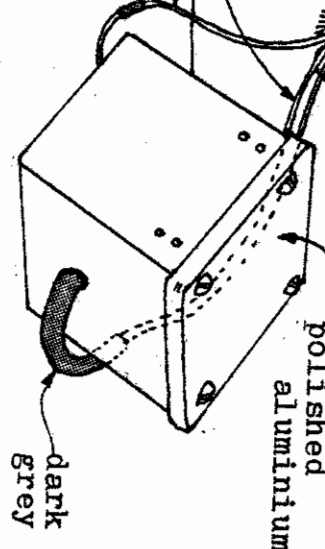


shiny
metal
bands

calibrator

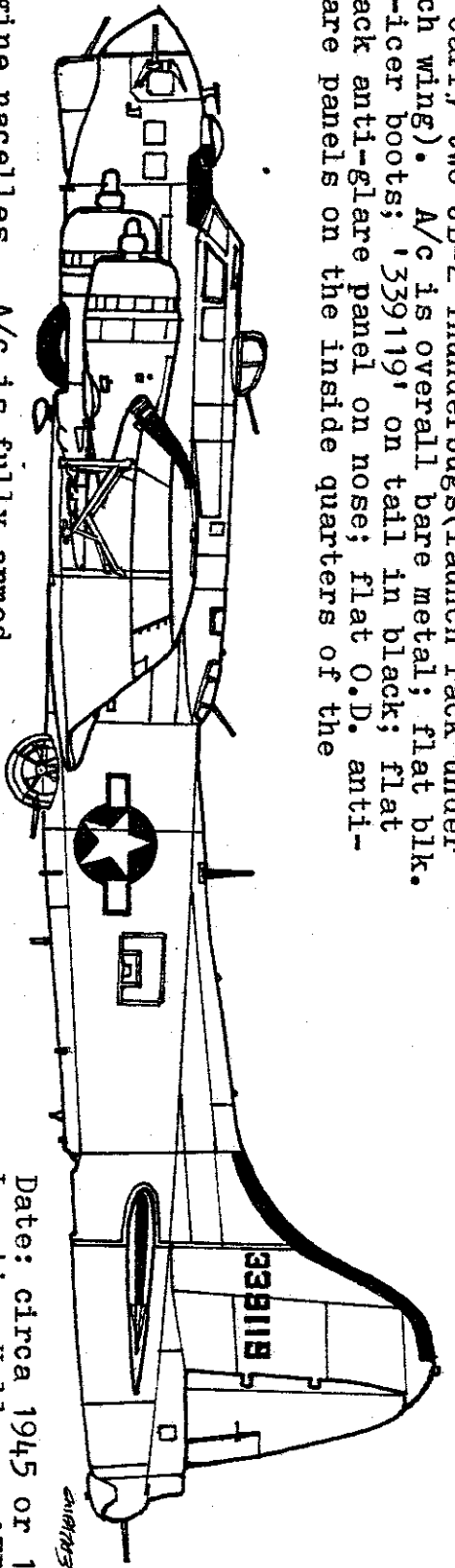


CLOSE-UP
OF WIRING DETAILS



dark
grey

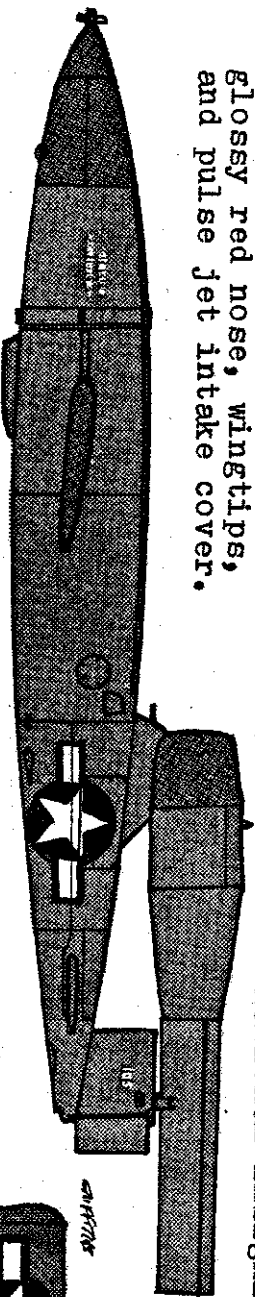
A B-17G (with the Cheyenne rear turret) rigged to carry two JB-2 Thunderbugs (launch rack under each wing). A/c is overall bare metal; flat blk. deicer boots; '339119' on tail in black; flat black anti-glare panel on nose; flat O.D. anti-glare panels on the inside quarters of the



engine nacelles. A/c is fully armed w/.50 cal m.g.'s at all ports. No other markings of any kind showing on plane. National insignia in normal four locations. Note the various antennas on the underside of the fuselage. Launch racks are O.D.

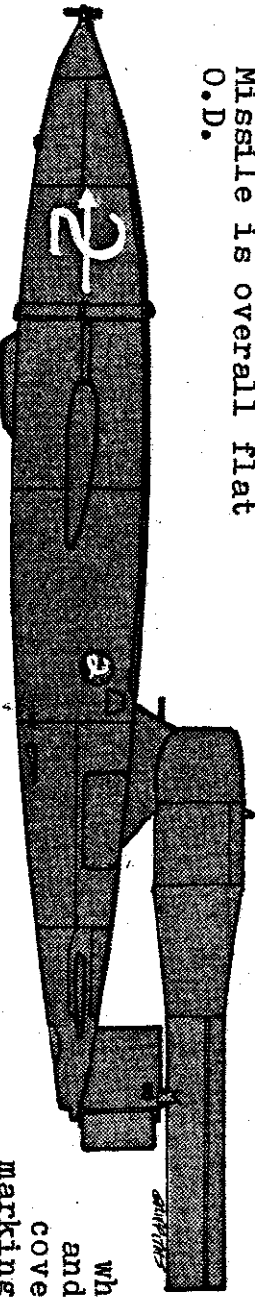
Date: circa 1945 or 1946
Location: Holloman AFB,
New Mexico

Below: this JB-2 carried on port rack of above a/c. Overall flat. O.D. w/ glossy red nose, wingtips, and pulse jet intake cover.

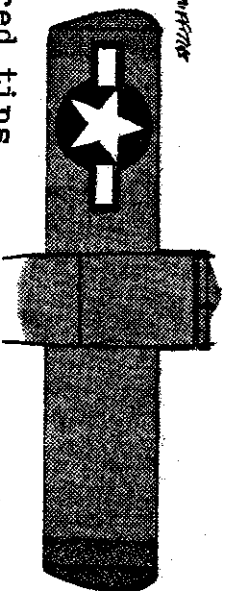


National insignia in four locations; unreadable 3-digit number on tail; unreadable two lines of white lettering on forward nose.

Below: JB-2 carried on starboard rack of above a/c. Missile is overall flat O.D.



Right: drawing of upper mainwings showing star & bar and location of glossy red tips



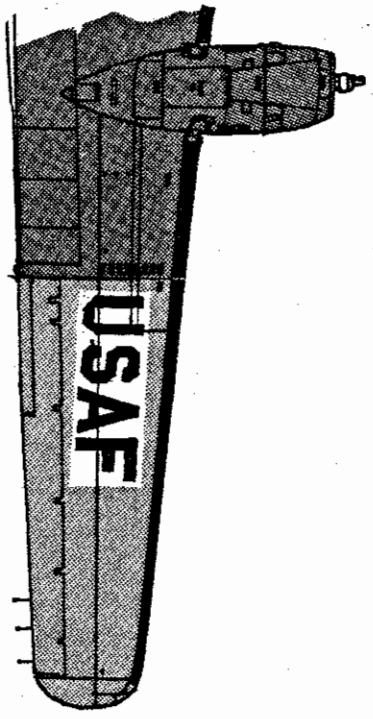
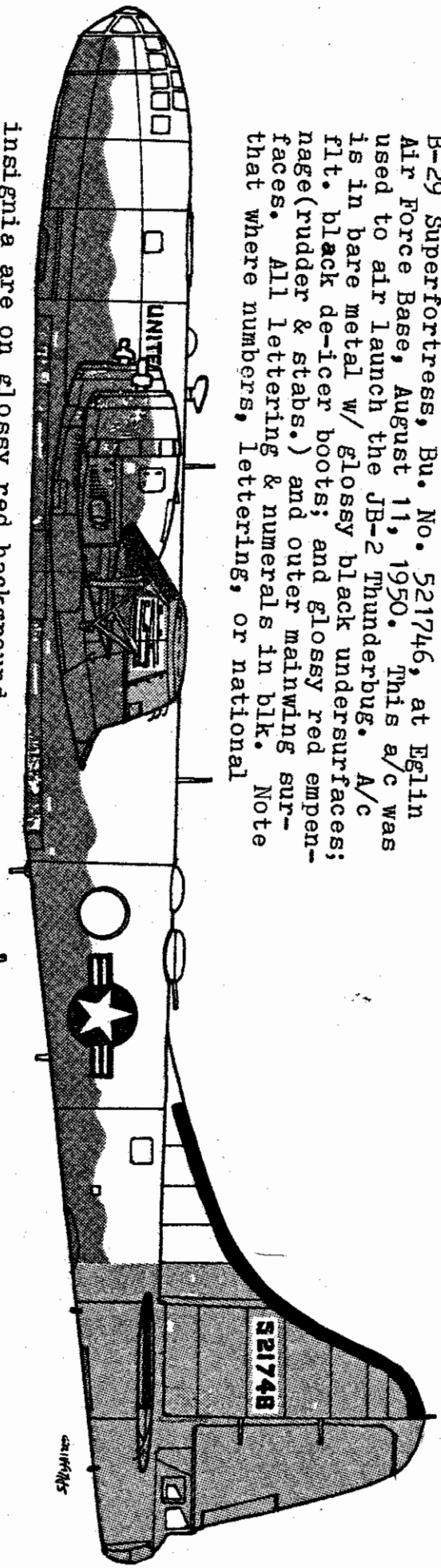
Missile carried no national insignia; only markings appear to be a large white '2' w/ white arrow thru it on forward nose and small script '2' on access cover. It's not known if these markings are repeated on starboard side.

B-29 Superfortress, Bu. No. 521746, at Eglin Air Force Base, August 11, 1950. This a/c was used to air launch the JB-2 Thunderbug. A/c was in bare metal w/ glossy black undersurfaces; flt. black de-icer boots; and glossy red empenage (rudder & stabs.) and outer mainwing surfaces. All lettering & numerals in blk. Note that where numbers, lettering, or national

insignia are on glossy red background, there is an outline of bare metal to the marking to separate it from the red. There is a fair amount of chipping to the bombay doors, and the engine cowls.

Below: JB-2 Thunderbug carried by above B-29 on 8/11/50. Thunderbug appears to be in a scheme of glossy white and glossy red, the red being applied in two tapering stripes (one on the fuselage the other on the pulse jet. The JB-2 carries no national insignia or other markings. Caption on the photo of this missile (from DAVA) states that JB-2 will be launched over the Gulf of Mexico and will,

in all probability, end up in the sights of a jet fighter pilot's guns.



Above: view of underside of mainwing showing location of 'USAF' and glossy red. Note the 3 static discharge wicks on the aileron; horizontal stabilizer has two of the discharge wicks; none on the rudder.

