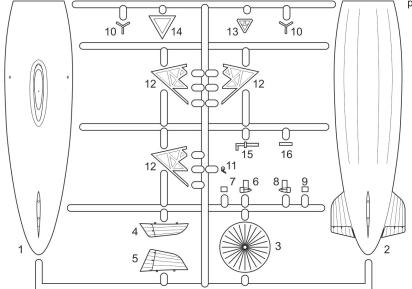
US NAVY K-TYPE BLIMP K-19/K-43/K-125

SPECIAL MARKINGS





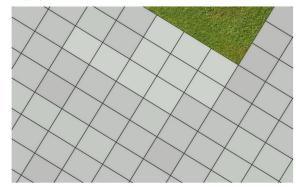
1/720 scale



plastic parts resin parts R1R1R1

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display base



Repeat this operation





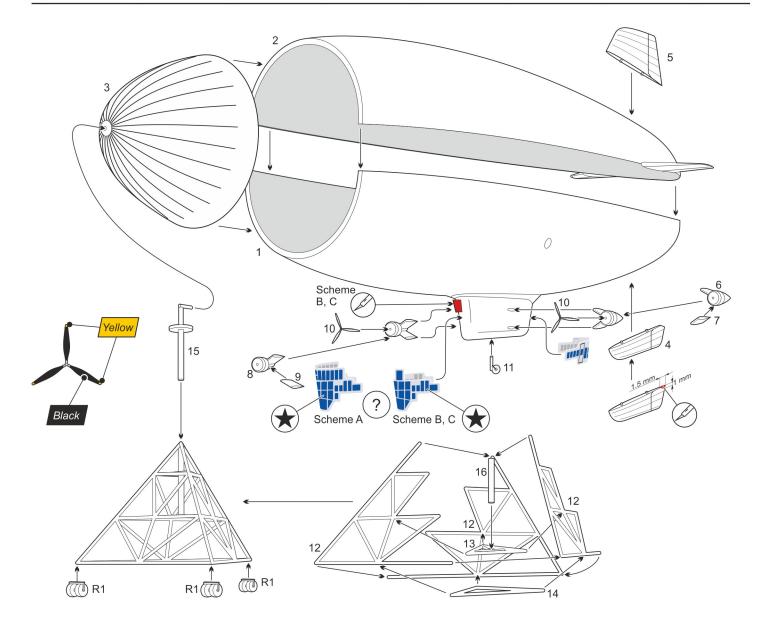






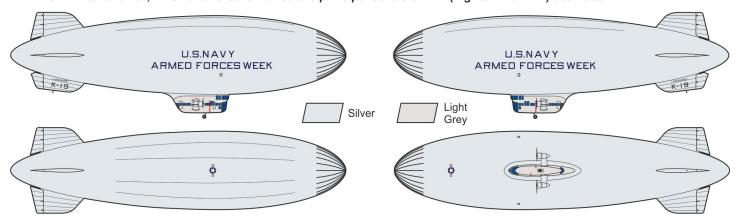


? Optional



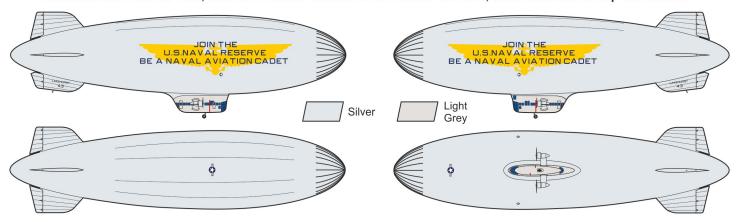
Goodyear ZPK-19 (K-type) Blimp, BuNo 04369, Black K-19, Blimp Squadron ZP-2, Fleet Airship Wing 1 (FASW-1), US Navy, Naval Air Station Lakehurst, New Jersey, U.S.A., seen during the first official celebration of Armed Forces Day at Annapolis, Maryland, on 20 May 1950.

Ordered in October 1941 within the second contract for K-type airships (21 ships), the K-19 was delivered by the end of 1942. After the war, NAS Lakehurst remained the principal centre of LTA (Lighter-Than-Air) activities.



Goodyear ZSG-3-43 (K-type) Blimp, BuNo 30165, Black 43, Blimp Squadron ZP-2, Fleet Airship Wing 1 (FASW-1), US Navy, Naval Air Station Lakehurst, New Jersey, U.S.A., recorded during a recruiting circle trip, NAS Moffett Field, California, December 1955.

This improved Blimp was the last K-type ship remaining in the Navy's inventory. The final flight was conducted at Lakehurst on 20 March 1959, with Vice Admiral Charles E. Rosendahl on board, after which the airship was retired.



Goodyear ZSG-3-125 (K-type) Blimp, BuNo not received, Black K-125, Reserve Patrol Squadron ZP-951, Naval Air Reserve Training Unit (NARTU), LTA (Lighter-Than-Air), US Navy, Marine Corps Air Facility, Santa Ana, California, U.S.A., summer 1955.

The K-125 was included in the fourth and final order for K-type Blimps (85 ships) and was produced in late 1943. In 1949, new reserve LTA patrol squadrons were established to reflect the need for maintaining basic flying skills and active duty training of the reservist crews and this ship was assigned to one of these units. Following modernisation of the remaining K-type fleet it was one of 30 airships upgraded to ZP3K standard in the early 1950s and was redesignated ZGS-3 in the spring of 1954.

