

**P-40N-5 Kittyhawk,(43-105864) A29-563, HU-L, Black Magic,
78 Squadron RAAF, Morotai, early 1945.
Flown by Warrant Officer Leonard Waters.**

**DECAL APPLICATION
Thin Film Decals – Please Use Care**

1. Ensure model has received a suitable coat of gloss varnish before applying these decals.
 2. Cut around the required decal. Do not excessively trim carrier film, it is this film that protects the decal edge and prevents it from chipping.
 3. Soak the decal in water for about 15 seconds, then remove the decal from the water and stand on glass or plastic surface.
 4. Moisten the application site with your favourite settling solution. Remember, the carrier film on these decals is very thin, test the effect of your settling solution on an unwanted decal if in doubt.
 5. Apply decal carefully by sliding off backing paper with a soft, long bristle brush. Position carefully and use tissue paper to absorb excess moisture.
 6. Use decal-settling solution to draw the decal down over surface detail. If air bubbles or "silvering" form during drying phase wait till decal is thoroughly dry, then pierce affected area with a pin and re-apply settling solution. Do not try to force decals to conform to surface or express air bubbles – doing this will tear the decals.
 7. Apply a coat of gloss varnish over the decals once they are thoroughly dry.
 8. Apply a coat of matt varnish over the entire model when the previously applied gloss varnish is thoroughly dry to hide the carrier film.
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Warrant Officer Leonard Waters, RAAF

Aborigines and Torres Strait Islanders have participated in each war Australia has fought since the end of the nineteenth century. In WWI approximately 500 Aborigines served as enlisted soldiers, about a third of these were wounded in action and several, including Albert Knight and William Rawlings, were decorated for their outstanding courage in battle. Aboriginal soldiers found, to their disgust, that their performance of the duties of citizenship did not win them citizen's rights on their return to Australia. Aborigines suffered under highly repressive and paternalistic policies between the wars, their contribution unrecognized. In WWII Aborigines made their greatest contribution in terms of sheer numbers who enlisted and the wide range of duties they performed. Initially the Army and Navy rejected Aborigines and Islanders, along with anyone else of "non-European descent". This attitude changed as some Aboriginal and Islander recruits who had managed to enlist rose through the ranks, displaying skill and aptitude equivalent to that of white recruits. Unlike the segregated US Army, the smaller numbers of Aborigines and Islanders serving made segregated units in the Australian Army impossible. When the Japanese threat materialized greater numbers of Aborigines and Islanders enlisted. The RAAF had more pressing demands for personnel and accepted man-power from any source. One man, Leonard Waters, realized his boyhood dreams of becoming a fighter pilot. Waters was Australia's first Aboriginal pilot, an impossibility for an Aborigine before the war. Waters began training as a flight mechanic in the RAAF in August 1942. It was to be another year before he applied for aircrew training and was one of only 48 men picked to re-train as pilots. Waters graduated in the top five of his pilot's course. Waters was discharged from the RAAF on 18 January 1948, marrying shortly thereafter, he returned to shearing. It is ironic that he was not able to find employment in any field other than "bush work", despite his leadership skills acquired in his RAAF service. Leonard Waters has been commemorated by Australia Post several years ago in the issue of a pre-paid Aerogramme featuring a sketch of his aircraft and his portrait. Leonard Victor Waters passed away on 24 August 1993 in Cunnamulla, Queensland.

It is impossible to estimate the numbers of Aborigines and Islanders who served during WWII because the Australian defence forces did not record the race of their recruits. After WWII Aborigines and Torres Strait Islanders again faced discriminatory and repressive government policies until finally, in the 1960s, full citizen's rights were accorded to them. Today, Aborigines and Torres Strait Islanders are represented within the Australian Defence Forces proportionately as a whole in accordance with their representation within the community. Several Army regional surveillance units are comprised almost entirely of Aborigines. However, both groups are still under-represented in the Commissioned ranks, due mostly to stringent educational requirements. This situation is changing as more and more of Australia's indigenous people undertake tertiary studies. Men like Leonard Waters pioneered the way.

P-40N-5 Kittyhawk, A29-563, HU-L, "Black Magic", 78 Squadron RAAF.

This aircraft was delivered to the RAAF in the standard USAAF camouflage scheme of Dark Olive Drab 41 (applied to the upper surfaces) and Neutral Gray 43 (applied to the lower surfaces). The aircraft had the standard New Guinea theatre identification markings, white wing leading edges and white tail, applied. The white on the wing leading edges does not extend inboard of the undercarriage fairing. Additionally, the radiator intake fairing leading edge was painted white, but this did not extend up onto the interior surfaces of the intake. The spinner was white, with a blue tip and band applied to it. The same colour stripe was applied to the tip of the fin and rudder. These were squadron markings employed at the time. Nothing is known about the blue other than that it was a "dark blue".

A bare metal replacement canopy windscreen frame and sliding hood have been fitted. The bottom and rear frames of the rear glazed fairing has also been treated similarly. The reason for this is unknown, but it appears so in the two photographs of the aircraft known to exist. The small access panel ahead of the windscreen is also bare metal.

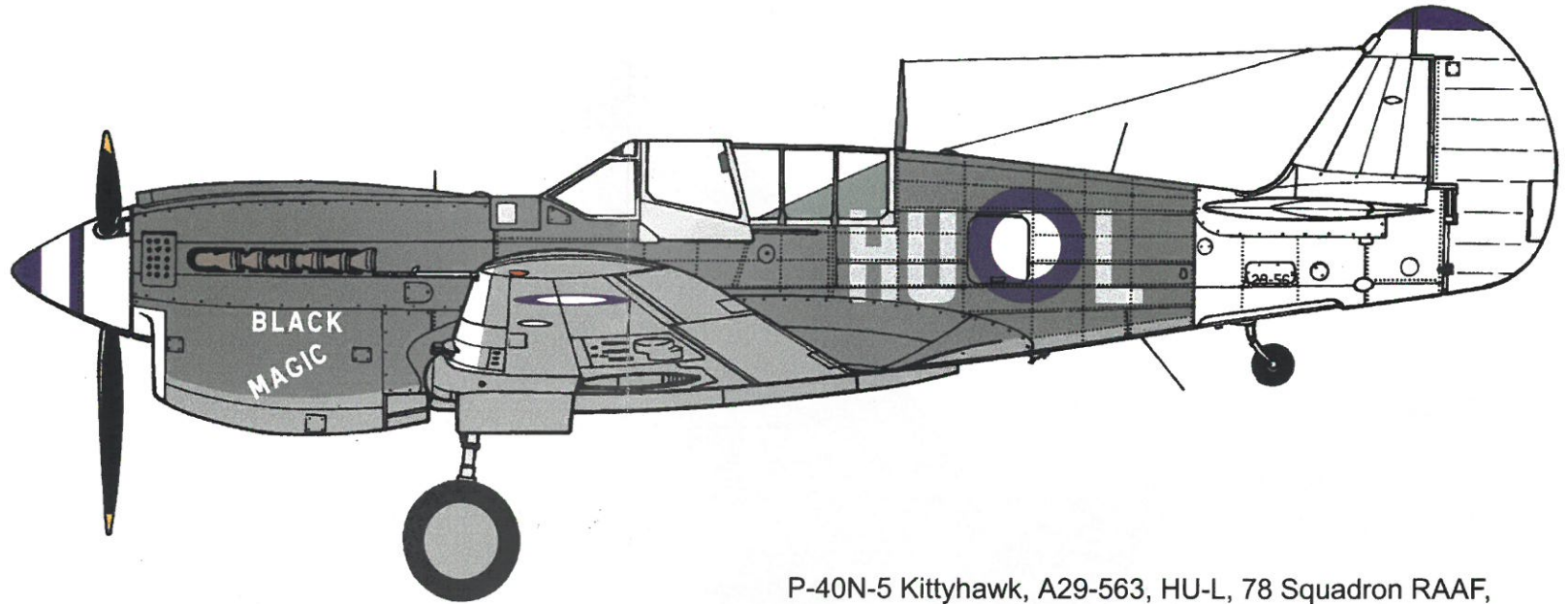
The nose artwork consist of the words "Black Magic" applied in white capital letters to the cowling. The precise location of the code letters is unknown, however, the position depicted on this instruction sheet appears to be the most likely, judging from photographs of other 78 Squadron Kittyhawks taken around the same time. The only photograph of "Black Magic" shows the aircraft to have been fairly clean and the paint work relatively new. The aircraft serial appears to be three inches high, and this was certainly the norm in the RAAF at the time.

Red Roo Models gratefully acknowledges the assistance of the family and relatives of Leonard Waters, as well as Peter Malone and Dave Coupe, in the preparation of this decal sheet.

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MADE IN AUSTRALIA

BLACK MAGIC



-  Interior Green
ANA 611
-  Blue
-  Dark Olive
Drab 41
-  Neutral Gray
43
-  White

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