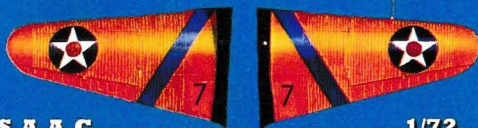


# YELLOW-WINGS DECALS



1930



1942



U.S.N U.S.M.C. U.S.A.A.C.

1/72

1/48

1/32



## 48-045

**1941 USMC VMF-211 F4F-3  
"WAKE ISLAND WILDCATS"  
COMPLETE  
12 PLANE SQUADRON**



### 1/48 Scale



VMF-211



*PROFILE ARTWORK COURTESY OF:  
RICH DANN*



## U.S.M.C. VMF-211 F4F-3 "WAKE ISLAND WILDCATS"



Visit our website at:  
[www.yellow-wingsdecals.com](http://www.yellow-wingsdecals.com)  
Or contact us at:  
[yellow-wingsdecals@att.net](mailto:yellow-wingsdecals@att.net)



## SUGGESTED MODEL PAINTS:

Below is an updated list of hobby paints we have used and had very good results with.

<b>Official U.S.Navy, U.S. Marine Corps &amp; U.S.A.A.C Colors</b>		<b>Color Match</b>
Gloss Aluminum Pigmented Dope FS-17178		Tamiya Gloss Aluminum #TS-17 (Comes in spray only), best match for pre-war aluminum doped finish.
Orange-Yellow Gloss FS-13538		Tamiya Camel Yellow #TS-34 (3oz spray can)
Insignia Red Gloss FS-11136		Testors Flame Red #28110 (3oz spray can)
Insignia White Gloss FS-17875		Tamiya Pure White #TS-26 (3oz spray can)
True Blue Gloss FS-15102		Tamiya Brilliant Blue #TS-44 (3oz spray can)
Gloss Black FS-17038		Tamiya Gloss Black #TS-14 (3oz spray can)
Willow Green Gloss FS-14187		Testors Willow Green #2028 (1/2oz bottle) No spray can
Lemon Yellow Gloss FS-13655		Tamiya Yellow #TS-16 (3oz spray can)
Blue-Gray FS-35189		Polly Scale Blue-Gray #505088 (1/2 oz bottle) Testors Blue-Gray #2055 (1/2 oz bottle) No Spray Can
Non Specular Lt. Gray FS-36622		Testors Camouflage Gray #1933 (3oz spray can) Tamiya Light Gray USAF #AS-16 (3oz spray can)
Gloss Olive Drab #22		Tamiya Olive Drab #TS-5 (3oz. Spray Can) Tamiya Olive Drab 2 #TS-28 (3oz. Spray Can)
Non Specular Neutral Gray #43		Tamiya Neutral Gray #AS-7 (3oz. Spray Can)
Olive Drab #31		Tamiya Olive Drab (USAAF) AS-6 (3oz. Spray Can)
Non Specular Dark Olive Drab #41		Testor's Dark Green #1910 (3oz. Spray Can)

The Tamiya spray paints are Lacquer based, dry quickly and are very hardy once fully cured.

The Testors spray paints are enamel based, and are slower to dry but are just as hardy once fully cured.

### Hobby Spray Paint Color Conversion Chart

Paint Brand	Paint Number	Paint Name	Primer Base Color	Color Match	FS Number
Testors	#28110	Flame Red	White	Insignia Red	11136
Tamiya	#TS-26	Pure White	Gray	Insignia White	17875
Tamiya	#TS-44	Brilliant Blue	White	True Blue	15102
Tamiya	#TS-14	Black	White	Gloss Black	17038
Tamiya	#TS-16	Yellow	White	Lemon Yellow	13655
Tamiya	#TS-17	Gloss Aluminum	Gray	Alum. Lacquer	17178
Tamiya	#AS-12	Bare Metal Silver	Gray	Alum. Lacquer	17178
Tamiya	#TS-30	Silver Leaf	Gray	Alum. Lacquer	17178
Tamiya	#TS-34	Camel Yellow	White	Orange-Yellow	13538
Testors	#1920	Intermediate Blue	White	Intermediate Blue	35164
Testors	#1233	Lt. Aircraft Gray	White	Non Spec. Gray	36622
Tamiya	#AS-16	Lt. Gray USAF	White	Non Spec. Gray	36622
Testors	#1933	Camo Gray	White	Non Spec. Gray	36622
Tamiya	#87042	Primer Gray	Gray	Aircraft Gray	16473
Tamiya	#TS-48	Gun Gray	White	Engine Gray	16081
Testors	#1930	Gull Gray	White	Lt. Gull Gray	36440
Tamiya	#AS-7	Neutral Gray	White	Dk. Gull Gray	36231
Tamiya	#AS-27	Gunship Gray	White	Sea Gray	36118
Tamiya	TS-9	British Green	Gray	Bronze Green	24050



**48-045**

# USMC VMF-211 DECEMBER 1941 WAKE ISLAND

UPPER SURFACE OF AIRCRAFT  
**BLUE-GRAY**

SERIAL NUMBER AND  
SERVICE ID WHITE

MODEL DESIGNATION WHITE



VMF-211

UPPER SURFACE OF AIRCRAFT  
**BLUE-GRAY**

**211-F-10**

20 INCH NATIONAL INSIGNIA  
ON FUSELAGE BOTH SIDES

COWL NUMBER

FUSELAGE SIDE CODE

LOWER SURFACE OF AIRCRAFT  
**LIGHT GRAY**

## Specifications:

### Grumman F4F-3 Wildcat

Wingspan.....38 feet  
Length.....28 feet 9 inches  
Height.....9 feet 2 inches  
Empty Weight.....5,342 pounds  
Maximum Weight.....8,152 pounds

Powerplant.....One 1,200 hp  
Wright R-1830-76/86 Twin Wasp Engine

Armament.....Four .50 calibre  
machine guns and two 100 lb. bombs.

## Performance:

Maximum Speed.....331 mph at 21,300 feet  
Cruising Speed.....147 mph  
Rate of Climb.....2,265 feet per min.  
Service Ceiling.....37,500 feet  
Maximum Range.....860 miles

Crew.....1

50 INCH NATIONAL INSIGNIA  
IN 2 PLACES ON WINGS  
TOP LEFT - BOTTOM RIGHT

UPPER SURFACE OF AIRCRAFT  
**BLUE-GRAY**

LOWER SURFACE OF AIRCRAFT  
**LIGHT GRAY**

WING WALK BLACK  
AND DK. GRAY

## PROP NOTES:

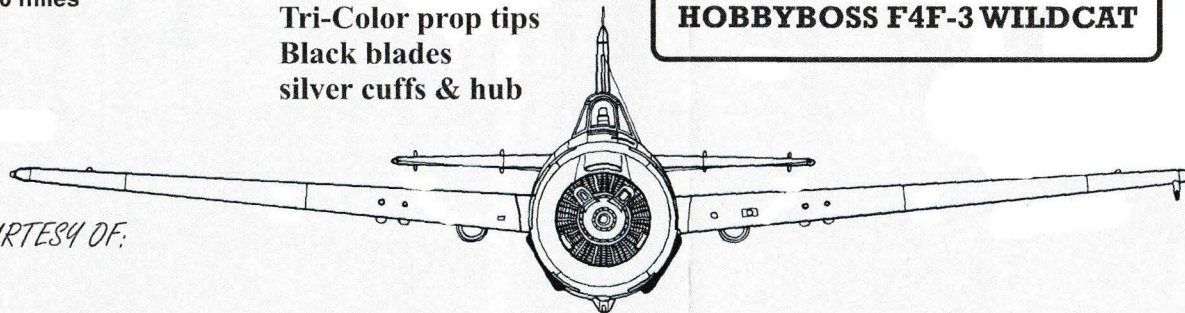
Tri-Color prop tips  
Black blades  
silver cuffs & hub

## Suggested Model Kit:

**HOBBYBOSS F4F-3 WILDCAT**

LOWER SURFACE OF AIRCRAFT  
**LIGHT GRAY**

PROFILE ARTWORK COURTESY OF:  
RICH DANN



## Wake Islands F4F-3's A Brief History By Tom Doll

The first event to capture the American public's heart after the Japanese sneak-attack at Pearl Harbor, Hawaii, on the morning of Sunday, 7 December 1941, was the United States Marine's gallant fight to defend their positions on tiny Wake Island.

Pan American Airways came to Wake Island Atoll on 5 May 1935 to begin developing an airport with accompanying support systems for their airline passengers making the long over-water flight across the Pacific Ocean from San Francisco to the Far East. Pan Am found that of the three islets making up the atoll, (Wake, Peale and Wilkes), Peale would provide the best location for their airport and hotel. The elevation of Peale was eighteen feet above sea level, with Wake and Wilkes Islands being twenty-one feet each.

Within three years the United States Navy and the politicians in Washington, D.C. decided that the Wake Island Atoll would be of strategic importance to our country. In early 1941 work began on the land-plane airfield on Wake Island. With construction moving along at a fever pitch, seven days a week, ten hours a day. It became apparent though that the atoll had to be protected by at least a battalion of U.S. Marines. By the end of the day on 22 August 1941 the Marines were ashore.

### Enter The F4F-3's of VMF-211:

On 28 November 1941, eleven F4F's went aboard the USS Enterprise, CV-6, to begin the six day move from off-shore Hawaii to Wake Island.

Originally, twelve, F4F-3's, were to go aboard Enterprise but one of VMF-211's F4F's suffered a starter malfunction on Ford Island and could not take off. As a result, 211-F-9 was left behind. Its pilot, 2<sup>nd</sup> LT. Frank J. Holden flew out to meet the Enterprise as a passenger in a VT-6, TBD-1 Devastator. Later on Wake, Holden was killed during a strafing attack against Wake Island on 8 December 1941.

Enroute to Wake on 3 December 1941, VMF-211's aircraft were re-painted on the topside only, using the then standard color for all carrier based aircraft of Non-Specular Blue-Gray, Specification M-585. That particular color is a shade lighter than the current Federal Standard color found in 595-A, FS-36118. The underside color was not re-painted as it was deemed unnecessary because the color of Non-Specular Light Gray had been the preceding overall color of the camouflage scheme that had been adopted in late 1940/early 1941.

Special note, in an effort to use the time allotted the U.S. Navy to re-paint these aircraft during their trip to Wake Island a few shortcuts were used to get the job done in time. Of special interest is the re-painting of the cowl section of the aircraft. It is assumed that tarps or some other device was draped over the propeller of the plane and the top portion of the cowl to shield the engine and prop from being painted. As a result the forward top portion of the cowl all the way down to the underside of the aircraft retained the Light Gray color of its original paint scheme.

Fuselage codes remained twelve inches high, block style, eight inches wide with a stroke of two inches. The color of the fuselage codes was changed from Non-Specular Insignia White to Non-Specular Black. The fuselage code was located just ahead of the U.S. National Insignia which was located just forward of the F4F's horizontal stabilizer.

The wing National Insignia were located on the top port and bottom starboard surface of the wings. Of note is that the Bureau Number, branch of service and model type applied with a one inch stencil to the upper portion

of the fin and rudder of the VMF-211 Wildcats remained in Non-Specular Insignia White, while those particular legends were changed to Non-Specular Black on most carrier based aircraft. Very small cowl ring numbers were applied using Non-Specular Black. It appears that there were no wing root numbers applied to VMF-211's F4F-3's. The dictates of time no doubt played a roll in this omission of standard policy.

The Marines on the atoll fought with all they had and wrote an honorable page in our country's history. The pilots and personnel of VMF-211 paid dearly in the defense of Wake Island.

Capt. Henry T. Elrod – Medal of Honor, (posthumously)  
 S/Sgt. Robert O. Arthur – Navy Cross (Naval Aviation Pilot)  
 2<sup>nd</sup> Lt. Carl R. Davidson – Navy Cross, Air Medal, (posthumously)  
 Capt. Herbert C. Freuler – Navy Cross, Bronze Star, Air Medal  
 2<sup>nd</sup> Lt. David D. Kliewer – Silver Star, Air Medal, Gold Star (in lieu of second award)  
 1<sup>st</sup> Lt. Frank C. Tharin – Silver Star  
 T/Sgt. William J. Hamilton – Air Medal, Gold Star (in lieu of second award), Legion of Merit (Naval Aviation Pilot).

### VMF-211's F4F-3's:

<u>Bureau Number</u>	<u>Fuselage Code</u>	<u>Lost</u>
3980	211-F-10	12-14-41
3988	211-F-9	12-22-41
4019	211-F-11	12-11-41
4020	211-F-12	12-11-41
4022	211-F-8	12-22-41 (captured on Wake)
4024	211-F-1	12-8-41
4027	211-F-2	12-8-41
4028	211-F-3	12-8-41
4030	211-F-4	12-8-41
4032	211-F-5	12-8-41
4037	211-F-6	12-8-41
4041	211-F-7	12-8-41

### Pilots of VMF-211 on Wake Island:

Major Paul A. Putnam, Commanding Officer  
 Capt. Henry T. Elrod, Executive Officer, KIA  
 Capt. Frank C. Tharin  
 Capt. Herbert C. Freuler  
 1<sup>st</sup> Lt. George Graves, KIA  
 2<sup>nd</sup> Lt. Frank J. Holden  
 2<sup>nd</sup> Lt. Carl R. Davidson, KIA  
 2<sup>nd</sup> Lt. John F. Kinney  
 2<sup>nd</sup> Lt. David D. Kliewer  
 2<sup>nd</sup> Lt. Robert J. Conderman, KIA  
 2<sup>nd</sup> Lt. Henry G. Webb  
 S/Sgt. Robert O. Arthur, (Naval Aviation Pilot)  
 T/Sgt. William J. Hamilton, (Naval Aviation Pilot)

## Note:

All U.S. Marine Corps personnel that survived the “Battle of Wake Island” received a special campaign ribbon that featured a large “W” centered on the ribbon to signify Wake Island. It was a Marine Corps custom and courtesy whenever a Wake Island survivor, wearing the ribbon, entered a room, those present would stand.

A special thanks to the following sources:

Robert J. Cressman and his outstanding book, “A Magnificent Fight, The Battle for Wake Island”, Naval Institute Press, 1995.



## A BRIEF HISTORY

In the pre-war years (1930-41) the U.S. military had some of the most colorful aircraft ever flown. This period, known as "the golden age" was also a transitional period for military aircraft, evolving from bi-planes to monoplanes. These brightly colored aircraft, though not very practical from a modern military perspective, reflected the times and the invulnerability the U.S. thought it had during this period. Pearl Harbor changed all that.

The high visibility orange-yellow paint of the upper wing surface of these aircraft (used as a recovery tool in search and rescue) along with painted tail sections, fuselages, wing chevrons and belly bands added to the color of these planes. During the decade of the 30's these brightly colored aircraft, known as "**YELLOW-WINGS**", filled the skies.

## OUR GOAL

Our goal at "**YELLOW-WINGS**" DECALS is to replicate the colorful markings of these aircraft. Using historic records, military archives and published reference materials on the subject, we hope to bring you the most accurate and authentic markings possible. Yellow-winged aircraft will be our primary subject matter, although we may occasionally depart from this theme to do a decal sheet on an unusual or unique aircraft from the time period (1930-45). We believe our decals will help both the novice and serious modeler build a model with museum quality markings. Our decals are custom printed by Microscale and we highly recommend the use of their decaling system which can be found at your local hobby shop.

## APPLYING DECALS

1. Choose and cut out the subject decal from the sheet, being careful not to trim the excess clear film from around the subject.
2. Immerse the subject decal into lukewarm water for 10-15 seconds.
3. Let decal sit for approx. 1 minute or more until decal slides easily off backing paper. Do not force, or decal may split or tear.
4. Slide decal onto model surface by gently holding in place while sliding away paper backing.
5. Using a piece of paper towel or soft cloth, blot away any water and adhesive. Let dry thoroughly, preferably over night