



"Old 66"

The Navy's most famous Sea King

A limited edition decal
designed for
1:72 FUJIMI
or REVELL-GERMANY
SEA KING KITS



**HORNET
PLUS
THREE**



**Apollo
Decals™**

AD7201

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About this decal

Thanks for purchasing this decal. It's the result of two decades of research, inquiry, investigation and discovery, and we've tried our best to make it as accurate as possible. We hope you'll enjoy it.

Note that this decal sheet is not all-inclusive -- while it contains the major markings for "Old 66," it doesn't include more typical stencils and other details, so grab those from other decal sheets if you want them. In addition, since "Old 66" was completely repainted and received new markings before Apollo 13, that would have basically required a whole new set of art; therefore, this decal sheet focuses on Apollo 8 through Apollo 12.

The information here is from our research and investigation. We're also indebted to David Weeks, whose amazing diorama of the Apollo 9 recovery was a source of information and inspiration.

Kit and Conversion Notes

The easiest route in 1:72 is to use the old but still good Fujimi SH-3 or HSS-2B kits, which basically depict SH-3D aircraft. Some boxings have parts for later variants, but still include the shorter stabilizer and teardrop-shaped sponsons. (Some boxings of the Westland Sea King include only the six-blade tail rotor, so shop wisely.) Although the tooling is old, the finished model has the right look to it, and a nice photoetch set is available from Eduard if you wish to add detail.

Revell-Germany's otherwise beautiful 2000-vintage Westland Sea King requires very careful removal of molded-on detail and several other modifications to represent any SH-3. (Its sponsons also look a little scrawny.) However, a motivated modeler could build a nice SH-3D from this kit.

The Airfix/Heller and Lindberg Sea King kits have long since been superseded. Given the availability of better kits, it's best not to use them. Let the kids have fun building them, or keep 'em as relics.

To more accurately depict "Old 66" as an Apollo recovery helicopter:

1. Do not install the AN/AQS-13 dipping sonar array. This was temporarily removed to provide additional room in the cabin during recovery. Install a cover over the hole in the cabin floor. The sonar well in the bottom of the hull remained, so do not plug it. (Contrary to what some published sources have stated, "Old 66" was a standard SH-3D configured to hunt submarines.)

2. Install a Yagi antenna on each sponson support strut (see drawings).

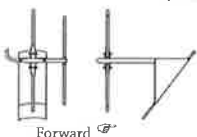
3. Install 70 mm cameras aft of and below the main cabin door (see drawings).

4. Apply the yellow or gray tape along the route of the camera power cables. You may use the yellow decal provided, or use thin strips of painted tape. (You may want to place a piece of small-diameter thread under the tape or decal for added effect.)

Yagi antenna

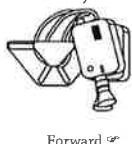
(enlarged for detail)

Side view Front view (stbd)



70 mm cameras and mounts (enlarged for detail)

Side view of assembly



Side view of camera mount



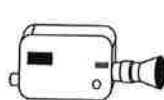
Bottom of camera mount



Front view of camera mount



Camera details



For further information, we recommend the following books:

Hornet Plus Three: The Story of the Apollo 11 Recovery
by Bob Fish (Creative Minds Press, 2009)

Moon Men Return: USS Hornet and the Recovery of the Apollo 11 Astronauts by Scott Carmichael
(Naval Institute Press, 2010)

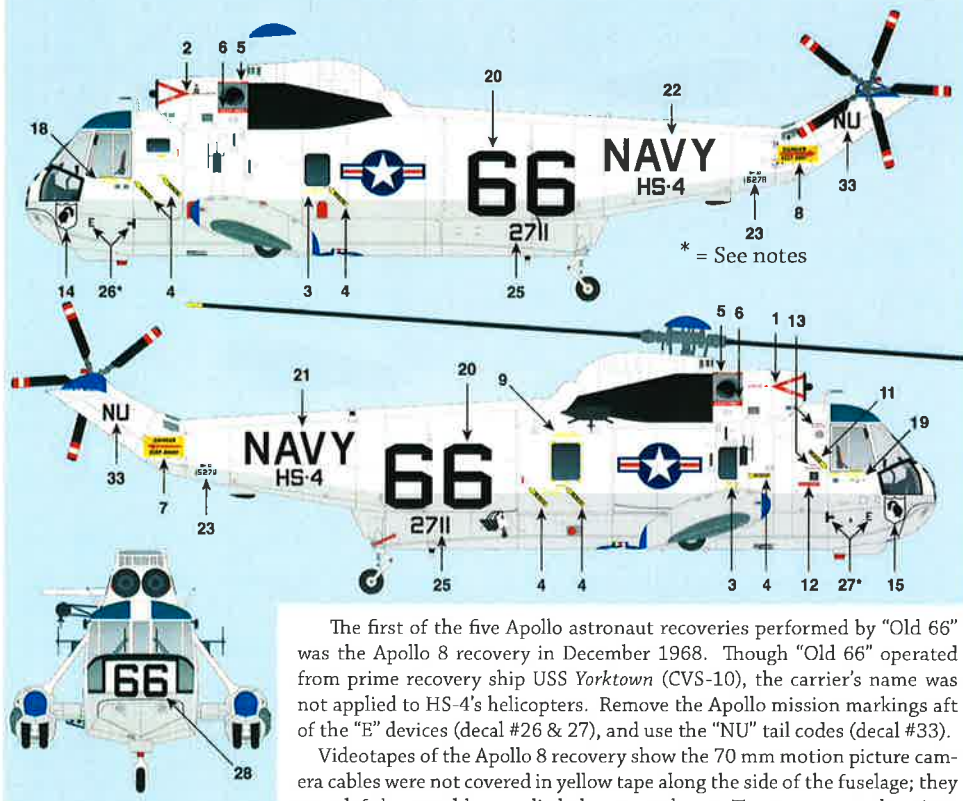
This decal project is the culmination of an awful lot of research and effort -- and we thank everyone who helped us bring this project to life!



Apollo Decals™

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Apollo 8 recovery - December 27, 1968



The first of the five Apollo astronaut recoveries performed by "Old 66" was the Apollo 8 recovery in December 1968. Though "Old 66" operated from prime recovery ship USS *Yorktown* (CVS-10), the carrier's name was not applied to HS-4's helicopters. Remove the Apollo mission markings aft of the "E" devices (decal #26 & 27), and use the "NU" tail codes (decal #33).

Videotapes of the Apollo 8 recovery show the 70 mm motion picture camera cables were not covered in yellow tape along the side of the fuselage; they were left bare and hung a little loose, as above. They were routed up into the sliding door and along the edge of the door sill, where they were covered with yellow safety tape. You can just make this yellow tape out in the photo below. Use the yellow decal stripe supplied for this purpose, and use thread to represent the cable.

The aircraft was in the standard finish of FS 17875 Gloss Insignia White over FS 16440 Gloss Light Gull Gray, with a tightly feathered edge between them. The rotor cap, the tail rotor gearbox knuckle, and both ends of the landing gear sponsons were medium blue (approximately FS 15102). Flotation bags were a greenish gray color. Main and tail rotor blades carried standard colors and markings. The exhaust hide area was gloss black.

Due to a printing error on the main decal sheet, use warning decals #2, #5 and #6 from the insert.

- FS 17875
Gloss Insignia White
- FS 16440
Gloss Light Gull Gray
- FS 15102
Medium Blue



NASA photo



Apollo 10 recovery - May 26, 1969



NASA photo

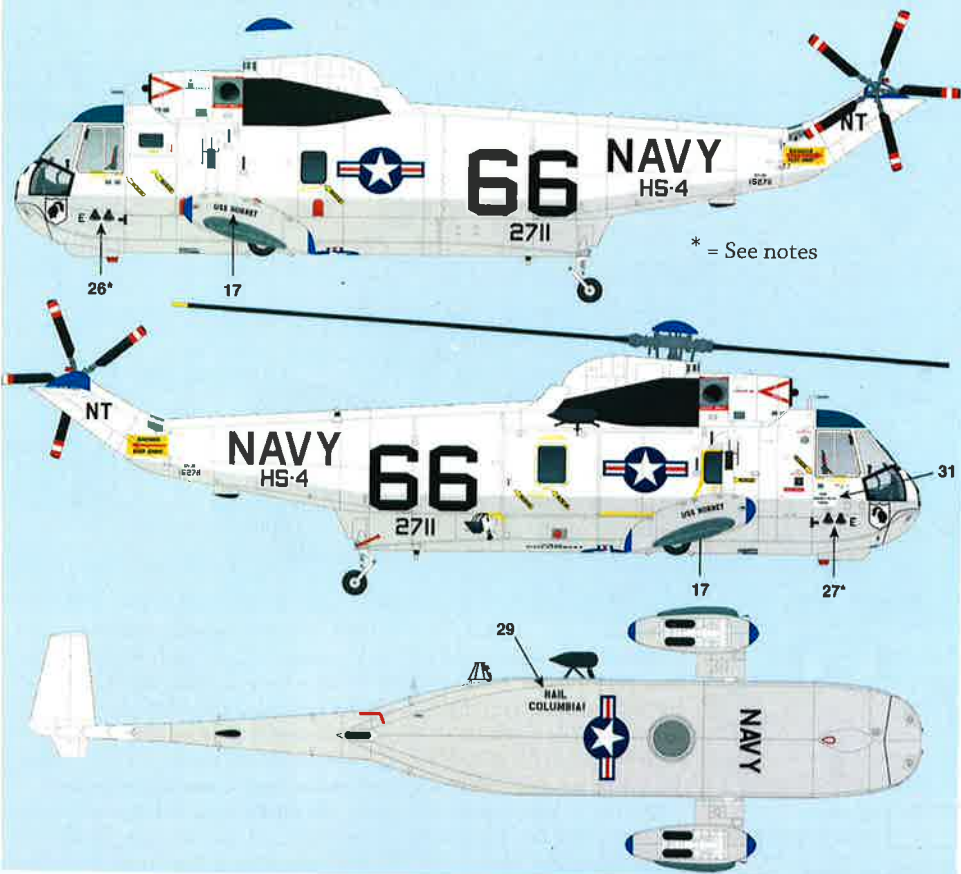
152711 didn't change much between Apollo 8 and the Apollo 10 recovery five months later. The only significant changes were the addition of the name of the prime recovery ship, USS *Princeton* (LPH-5), on the sponsons, the change to an "NT" tail code (for CVSG-59), and the welcome home message on the lower hull. Pictures of these messages have yet to surface, but informed sources have told us they were most likely painted on with stencils. ("Charlie Brown" was the call sign of the Apollo 10 command module.)

The power cables for the 70 mm cameras were routed up and into the sliding door, but were covered in yellow tape along the fuselage. You can just make out the yellow safety tape holding these cables in place in the photo at left.



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Apollo 11 recovery - July 24, 1969



* = See notes

The very quick turnaround between Apollo 10 and Apollo 11 meant very few changes to "Old 66." The name of the recovery ship, USS *Hornet* (CVS-12), was added to the sponsons. The Apollo 10 greeting remained on the belly until the discrepancy was pointed out the day before splashdown. It was quickly replaced with "Hail Columbia!" (We're not sure if it had the exclamation mark; trim it off if you learn otherwise.)

The camera cables were configured much as they were for Apollo 10 (see the photo at right for details). At some point before the Apollo 11 mission, two small spacecraft symbols labeled "Apollo 8" and "Apollo 10" were applied on either side of the nose (decals #26 & 27). During the Apollo 11 recovery, only these two were displayed. Remove the bottom symbol to depict the recovery in progress. Immediately after the recovery, the third spacecraft was applied as a sticker, and a chief petty officer stuck a cardboard sign beneath the starboard cockpit window reading "Now Hornet Plus Three." Decal 31 gives you this option.



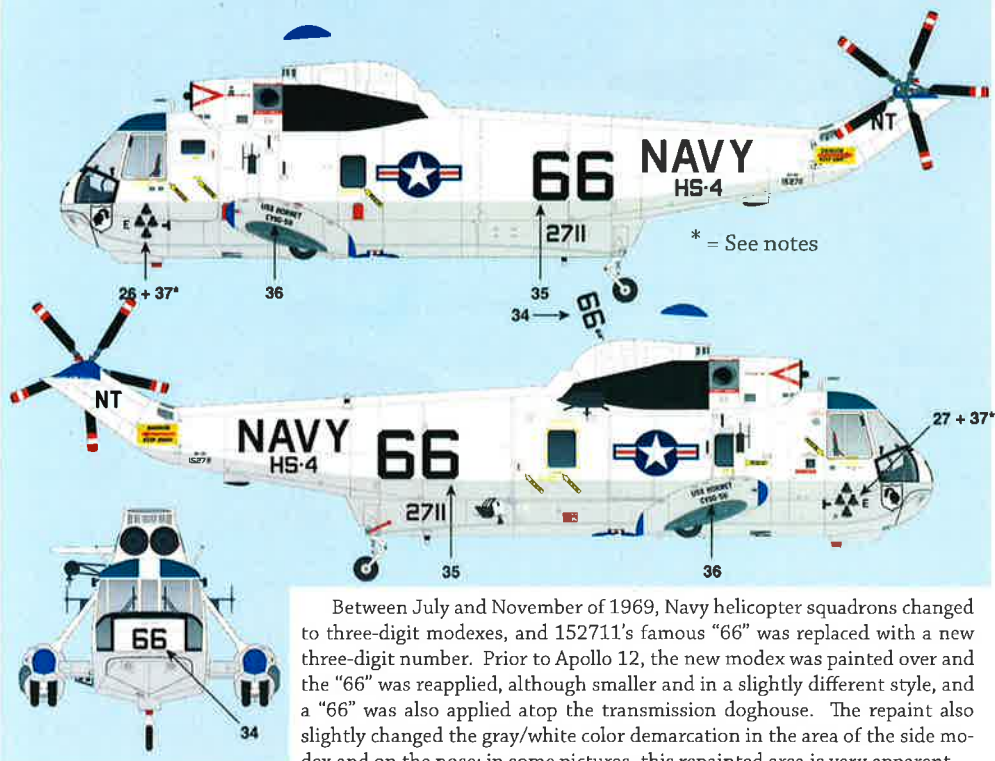
NASA photo



Apollo Decals.

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Apollo 12 recovery - November 24, 1969



Between July and November of 1969, Navy helicopter squadrons changed to three-digit modexes, and 152711's famous "66" was replaced with a new three-digit number. Prior to Apollo 12, the new modex was painted over and the "66" was reapplied, although smaller and in a slightly different style, and a "66" was also applied atop the transmission doghouse. The repaint also slightly changed the gray/white color demarcation in the area of the side modex and on the nose; in some pictures, this repainted area is very apparent.

For the all-Navy Apollo 12 mission, the Apollo symbols remained on the nose; a fourth was applied prior to recovery and uncovered as the helicopter landed aboard *Hornet* with the astronauts aboard. The carrier name was moved higher on the sponsons, with "CVSG-59" below it. The camera cables were routed as before, but covered with gray tape this time. We don't know if a "welcome home" message was applied for Apollo 12.

152711 underwent a complete repaint with totally new markings prior to the Apollo 13 recovery in April 1970. These markings are available in 1/48 scale from Steel Beach Decals. (Contrary to what the Steel Beach profiles depict, the trim colors changed from blue to red for the Apollo 13 recovery.)

-  FS 17875
Gloss Insignia White
-  FS 16440
Gloss Light Gull Gray
-  ~FS 15102
Medium Blue



NASA photo

