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 WESTERN AUSTRALIA

HALO DECALS

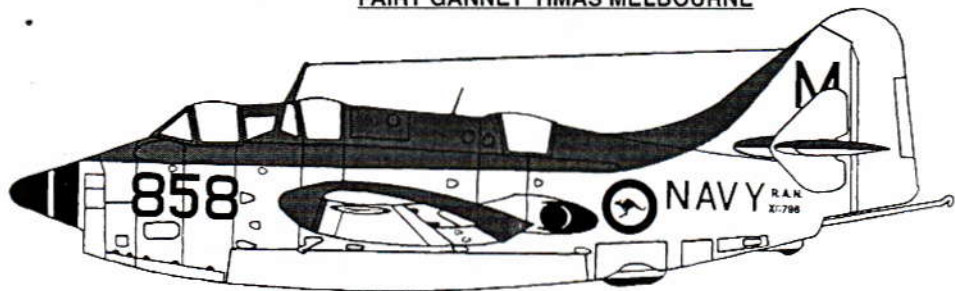
GUNZE SANGYO	H331	H074
XTRACOLOR	X130	X7
TAMIYA		XF-32
AREOMASTERS ENAMEL	9050	9114
AREOMASTERS ACRYLIC	1057	1114
TESTORS.	1723	2049
HUMBROL	125	90
F.S.	36118	34424
	EXTRA DARK SEA GREY	SKY TYPE 5

Contents of this pack is fully designed & printed in Australia

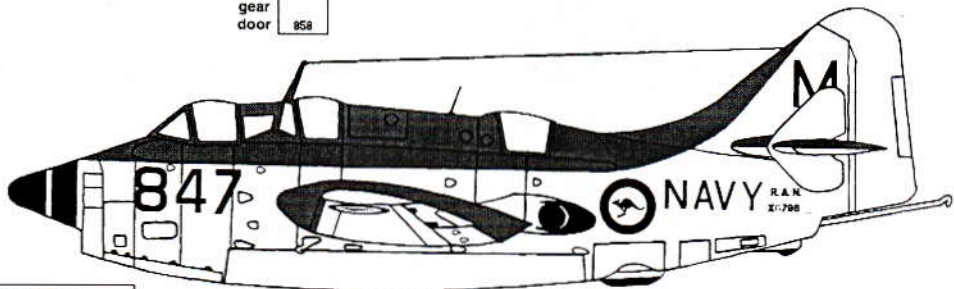


Recommended Kits in 1/72 Scale:
 Revell Kit No: 04106
 Plastyk Kit No: S-124
 Chematic
 Frog

FAIRY GANNET HMAS MELBOURNE



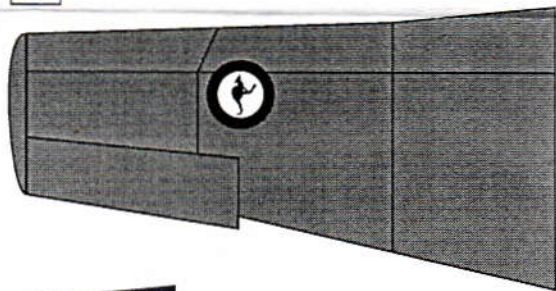
Main gear door 858



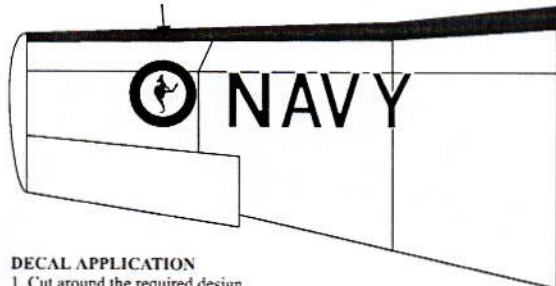
Main gear door -47



Port wing upper



Starboard wing underside.
Note wrap around of upper surface colour.



DECAL APPLICATION

1. Cut around the required design
2. Soak in luke-warm water for 3 - 4 seconds
3. Stand the Decal on facial tissue
4. Moisten application area with plenty of water
5. Apply Decal by carefully sliding off backing paper
6. Use Decal setting agent to nestle Decal around body detail
7. Paint model with clear lacquer to hide Decal film

N.B. Decals adhere best to gloss surfaces.
This Decal film is very thin and will need extra care in application

Camouflage :

Upper surfaces are Extra Dark Sea Grey, sides and lower surfaces are Sky.

Suggested colours:

FS 36118 - Extra. Dark Sea Grey

BS 210 - Sky

(Extracolor X-7 is a good match)

Propeller spinners seem to have been black with a thin band.

FAIREY GANNET

No:	Service No:	Side No:	When	From	By	Disposed	How & Remarks
1	WN456	312/Y 884/NW 811/M	1956	UK	ME	10/09/65	Ditched in the sea
2	WN567	310/Y	1956	UK	ME	9/10/63	Ditched in the sea
3	WN458	435/B 314/Y	1956	UK	ME		To Spares & Produce
3	WN459		1956	UK	ME	0/11/65	Crashed in sea
5	XA326	432/B 311/Y 825/M 853/M	1956	UK	ME		F/Fighting
6	XA327	880/NW	1956	UK	ME		F/Fighting
7	XA328	304/Y	1956	UK	ME		Sold by DOS - scrap
8	XA329	424/B 814/M 829/M 973/NW	1956	UK	ME	0/04/68	Sold by DOS
9	XA330	302/Y 883/MW	1956	UK	ME		To Spares & Produce
10	XA331	422/B	1956	UK	ME		F/Fighting - scap
11	XA332	421/B	1956	UK	ME	30/01/59	Crashed Nowra
12	XA333	431/B 310/YW 857/M 877/NW	1956	UK	ME	21/02/61	Crashed Nowra. AT2 trainer
13	XA334	308/Y 860/M	1956	UK	ME	10/10/69	Sold by DOS - Gamden Air Museum
14	XA343	307/YW	1956	UK	ME		F/Fighting
15	XA350	316/Y	1956	UK	ME	16/03/63	Ditched at Sea
16	XA351		1956	UK	ME	30/03/67	Sol by DOS
17	XA356		1956	UK	ME	30/11/60	Crashed on board
18	XA359		1956	UK	ME	09/05/60	Ditched at sea
19	XA389		1956	UK	ME	30/03/67	Sold by DOS
20	XA403		1956	UK	ME		F/Fighting
21	XA434	846/M	1956	UK	ME		Navel Aviation Museum
22	XA236	/M	1957	UK	MV	17/06/58	Ditched at sea
23	XA514	854/MW 878/NW	1956	UK	ME		F/Fighting AT2 trainer
24	XA517	876/M 855/NW	1956	UK	ME		F/Fighting AT2 trainer
25	XD898	826/M 847/M	1957	UK	MV		F/Fighting
26	XG784	811/M 882/M	1957	UK	MV	30/03/67	Sold by DOS
27	XG785		1958	UK	MV	30/03/67	Sold by DOS
28	XG787	818/M	1957	UK	MV		F/Fighting
29	XG789	841/M	1958	UK	MV	10/10/69	Sold by DOS - Morrabin Air museum
30	XG791		1958	UK	MV	30/03/67	Sold by DOS
31	XG792		1958	UK	MV	19/11/65	Ditched at sea
32	XG795	811/M	1958	UK	MV	30/03/67	Sold by DOS
33	XG796	882/M 858/M	1958	UK	MV	24/04/61	Ditched in JB
34	XG825	813/M	1958	UK	MV		F/fighting
35	XG826		1958	UK	MV		F/Fighting
36	XG888		1958	UK	MV		Sold to Royal Navy AT2 trainer



Gannet AS-1 No: 858 preparing to land



858 in trouble

The Fairey Gannet in Royal Australian Navy Service

The Initial production Gannet AS1 for the Royal Navy flew in October 1953. The first RAN aircraft flew in late 1955 with Squadrons 816 & 817. The RAN continued to use the Gannet until 1967 when it was replaced with the Grumman S-2E/G Tracker.

Three Gannets were converted to T5 (trainer) configuration with 13 more being converted to AS-4 specifications. Standard aircraft code letters were used on all Gannets, these were NW (Nowra), K (HMAS Sydney) and M (HMAS Melbourne).

The Gannet itself combined its anti-submarine role with that of the search role. It had the ability to carry all its weapons internally (except for wing mounted rockets). All Mamba engines were designed to run on either kerosene, wide cut turbine fuel or Naval diesel fuel.

An interesting excerpt from USN Tailhook Magazine written by LCDR Fred Lane

FAIREY GANNET AS1

Type: Carrier-borne fighter, anti-submarine aircraft

Manufacturer: Fairey Aviation Co Ltd, Middlesex, UK.

Ordered: 1953

Number Purchased: 36

First Delivered: October 1955

Last Delivered: September 1958

Crew: Three

Weight (lbs): Empty 15,069; Loaded 19,600

Dimensions: Wing Span 54 ft 4 in; Length 43 ft; Height 13 ft 8 in

Engine: One 1,950shp Armstrong Siddeley Double Mamba 100 turboprop or One 3,035shp Armstrong Siddeley Double Mamba 101 turboprop

Performance: Initial Rate of Climb - 2,000 ft/min; Ceiling 25,000 ft; Speed 299 mph (max); Range 662 miles

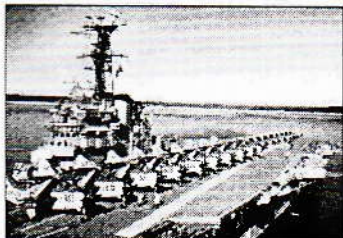
Armament: Guns - None; Bombs - 2x torpedoes in bomb bay; 16 60lb rocket projectiles under wings

Ships Embarked in: Melbourne

Numbers Lost: Fire - 11 (including instruction); Crashes - 11; Survivors - 4; Transferred to RN - 1

First Aircraft Deleted: 10th November 1955

Last Aircraft Deleted: 10th October 1969



Gannet Squadron aboard the H.M.A.S. Melbourne

References:

- * Wings Across the Sea by Ross Gillett
- * Royal Australian Navy
- * I.C.DR.R.E. GEALE (OBE, MBE, RAN Ret)
- * Sea Fury, Firefly & Sea Venom by Stewart Wilson
- * H.M.A.S. Melbourne 25 Years by Ross Gillett
- * Tailhook Magazine

THE CENTURION SAGA

The names of many Naval Aviators are logged in the centurion record book, but not many can claim "septurion" status - 700-plus landings on board the same carrier. From LCDR Fred Lane, Royal Australian Navy (Ret), comes a report that such an honor belongs to Commodore Toy Dadswell, RAN(Ret), who logged his 720th trap on board HMAS Melbourne, 3 June 1970, at the controls of an S-2E Tracker. Modestly, multi-centurion Dadswell allowed that of all his traps "only one or two were assessed as safe." And not without justification: Melbourne was an aviation platform slightly larger than a Saipan class CVL - 18,000 tons, with a 700 by 90 ft. flight deck and the capability of 24 kt. max. all boilers on the line. With the nosewheel smack on Melbourne's centerline during a trap, the Stoop had a maximum of four feet clearance between wingtip and island.

COMO Dadswell's first Melbourne trap occurred 30 September 1957 in a Fairey Gannet, a British-designed ASW turboprop with twin engines and contra-rotating propellers. As an aside, Lane reports that, in theory at least, the Gannet was incapable of a single-engine wayout. Dadswell twice disproved the theory, once with an engine on fire. "A stuffed approach," according to Dadswell.

Two of our Down-Under carrier jocks meet the previously announced criteria for Early Centurion (100 landings, same carrier, prior to 1 January 1956). In addition, we present some other RAN centurions and their impressive trap totals. The first two listed were achieved on board HMAS Sydney and the others were on Melbourne:

Name	Number	Aircraft	Date
LCDR Dicky Dyke	200	Sea Fury	3 Dec 1953
LCDR Fred Lane	200	Firefly	12 Nov 1954
SUBLT Beatles Bailey	200	Gannet	22 Mar 1967
LCDR Fred Lane	400	Skyhawk	18 May 1969
LCDR John Dacosta	500	Skyhawk	19 Feb 1970
CDR Toy Dadswell	700	Tracker	3 Jun 1970
LT Beatles Bailey	300	Tracker	25 Aug 1971
LCDR Jim Campbell	400	Tracker	1 Nov 1971
LT Jeremy Clark	200	Skyhawk	30 Jul 1976
LT David Ramsay	300	Skyhawk	23 Aug 1977
LCDR Jeff Dangleish	400	Tracker	22 Sep 1981

Multi-Centurion Dangleish boasts the Australian record for traps on board the greatest number of USN carriers: USS Ticonderoga (CVA-14) during RimPac '71, Franklin D. Roosevelt (CVA-42), Ranger (CVA-61), Kitty Hawk (CV-63) while serving a 1973 exchange tour with VS-38 and Midway (CV-41) during 1981 cross-deck ops.

Aussie Tailhooker Fred Lane also reveals that fellow RAN aviator, LCDR Keith Engelsman, a helo pilot, claimed he never logged his carrier landings because they were "too easy." During his flying career, Engelsman logged 1,077 day and 146 night helo landings on board a variety of ships, other than carriers. Eschewing the more plebeian "Centurion" label, Engelsman claims a five-ship "Rotarian" status.

"A STOOF IS A NAVAL TERM FOR THE TRACKER"

Research:

With special thanks:

- * Chris Nally
- * Dave Coupe
- * Alan Deakoff