

Generic Instructions for Decal Placement**General painting instructions:**

The standard paint scheme for U.S. Navy and Marine Corps aircraft during the "Golden Age" (1930 to early 1941) was an overall glossy aluminum pigmented dope finish on the fuselage, lower wings and fabric surfaces. This finish gave the appearance of a very light silvery-gray color. Earlier aircraft from 1930 to approx. 1936 also used glossy lt. gray on all metal surfaces. The upper surface of the wings were painted a glossy orange-yellow, which served as a tool in search and rescue should the plane go down. The tails of the aircraft were also painted with a gloss finish in a number of different colors according to the squadron the plane was attached to or its individual assignment.

We have included a list of model paints that closely match the colors used by these services at the time.

NOTE: Since all our decals are custom printed by Microscale, we highly recommend the use of their decaling system and products. Please read and follow their instructions for use to achieve the best results.

Painting:

Using the color guide provided with this decal sheet, completely paint the model in the color scheme of your choice. Now here's the hard part, WAIT till the paint has completely dried before proceeding to the next step.

Fuselage Band:

Once the painted model has dried thoroughly, carefully cut the desired fuselage band from the decal sheet in the color of your choice. Remember the fuselage band color and the wing chevron colors **MUST** match. Test fit the decal on the model before you immerse it in water to be sure it is facing in the correct direction. Refer to your reference photos or our diagram for the correct placement of the fuselage band on the model. Using the Microscale system or the system of your choice apply the decal to the aircraft and allow to dry. Once the fuselage band decal has dried thoroughly you can proceed with adding the fuselage codes of your choice right over the fuselage band.

Tri-Color Prop Tips & Logos:

Completely paint the prop according to the kit instructions and let dry. Once that's done carefully cut from the decal sheet the number of tri-colored prop tips needed for the back of the prop. Begin by applying the prop tip decals to the flat backside of the prop and let dry completely. **REMEMBER** that the **RED** part of the decal is at the tip of the prop. When dry, cut off excess decal material using a sharp razor blade or exacto knife with a number 11 blade. Now proceed to the front side of the prop and repeat the same steps, you can also now add the prop logos to the front of the prop .

Wing Chevrons:

The wing chevrons should be the next decals to be applied, but before they can be installed you must first apply the wing-walks if they were supplied with the kit, some wing chevrons ran over the wing-walks on the portion of the walkway that extends out onto the wings of the aircraft. Be sure to let the wing-walks dry completely before proceeding with the next step. Carefully cut from the decal sheet the pair of wing chevrons in the Squadron color you have chosen. Be sure to select the same color as the fuselage band you applied earlier. You should notice that there is a right and left chevron that may have slightly different angles on each end.

Once again as you did earlier with the fuselage band dry fit the chevrons to be sure they are facing in the right direction. The chevrons are placed on the top surface of the wings running from the leading edge (front) to the trailing edge (rear) of the wings at approximately a 45 degree angle. Again refer to your reference photos or our diagram for correct placement.

Squadron Badges:

The next items to be applied to the model are the squadron badges or insignia. We have included squadron badge decals if they were used on this aircraft. They are to be applied to both sides of the fuselage. Again refer to your photos or our diagram for proper placement of the squadron badges.

LSO Tail Stripes:

The LSO or landing signal officer tail stripes are next if they were used on this aircraft. We have included different colors of LSO stripes depending on the color of the tail. Again refer to your reference material as to what color was used for the LSO stripes on the particular aircraft you are modeling. The LSO stripes are placed on the side of the fin of the plane and wrap around the front of the fin. There are a number of photos showing the square ends of the stripes slightly wrapping around the front of the fin to the other side.

SUGGESTED MODEL PAINTS:

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

Official U.S.Navy, U.S. Marine Corps & U.S.A.A.C Colors

Color Match

Gloss Aluminum Pigmented Dope FS-17178	Tamiya Gloss Aluminum #TS-17 (Comes in spray can 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.

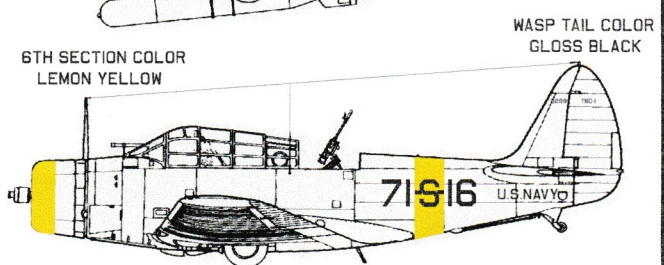
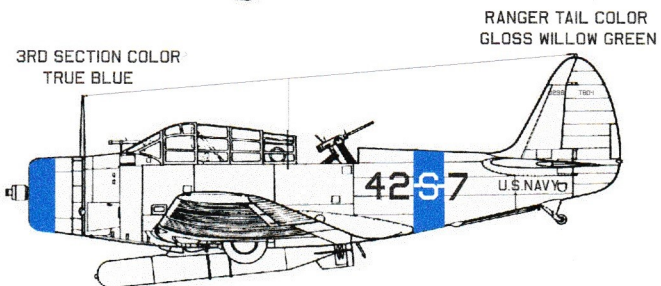
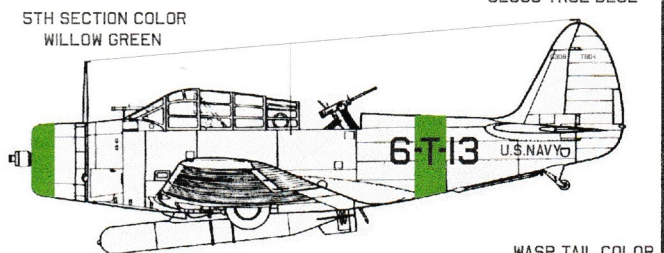
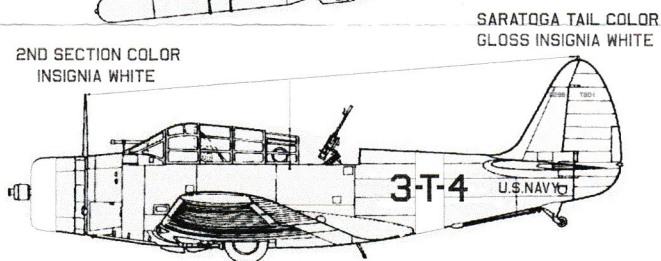
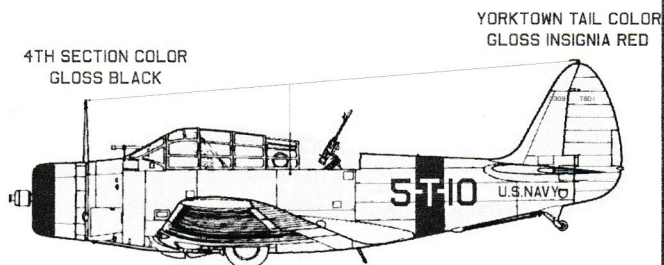
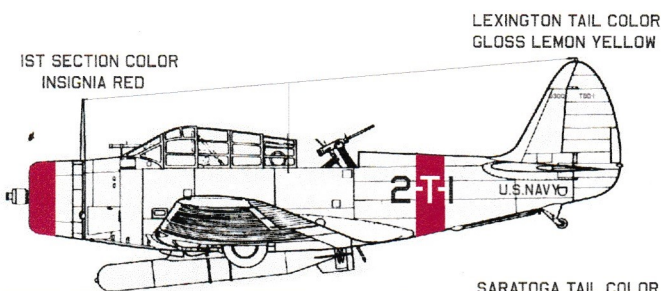


Douglas TBD-1 "Devastator" A Brief History

The TBD-1 officially entered U.S. Navy squadron service on 5 October, 1937. It's original design was submitted to the BuAer on 30 June, 1934. The Navy had been looking for a new Torpedo/Bomber to replace it's aging bi-planes then in service. The TBD carried a crew of three. Armament consisted of two M2 Browning machine guns, one .30 calibre was mounted on a flexible ring at the rear of the canopy, the other a .30 or .50 calibre was fixed in the starboard side of the cowling. It could also carry up to 1200 Lbs. in bombs. The main armament however was the infamous MK XIII torpedo. The TBD is credited with many firsts. It was the first all-metal, low wing monoplane to enter into U.S. Navy carrier service. It was also the first carrier aircraft to have hydraulically powered folding wings.

When the Devastator entered U.S. Navy service in 1937 it was considered the most advanced aircraft in carrier service at the time. But by 7 December, 1941 the Devastator was already obsolete and suffered the indignity of being totally outclassed by the enemy at the beginning of WWII. But in the few years before the war she must have been a glorious bird to behold in flight. She will always be recognized as a pioneer in monoplane carrier development.

PRE-WWII 1937-41 USN TBD-1 "Devastator"



UPPER WING COLOR
ORANGE-YELLOW

LOWER WING COLOR
ALUMINUM PAINT

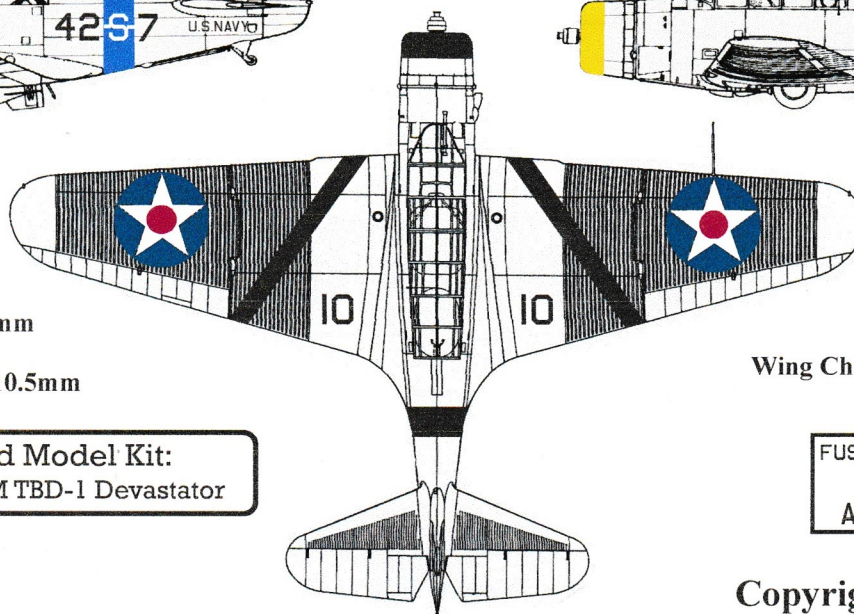
Cowl Band Width: 9.5mm

Fuselage Band Width: 10.5mm

Wing Chevron Width: 8.5mm

Recommended Model Kit:
REVELL/MONOGRAM TBD-1 Devastator

FUSELAGE COLOR FOR ALL
AIRCRAFT
ALUMINUM PAINT



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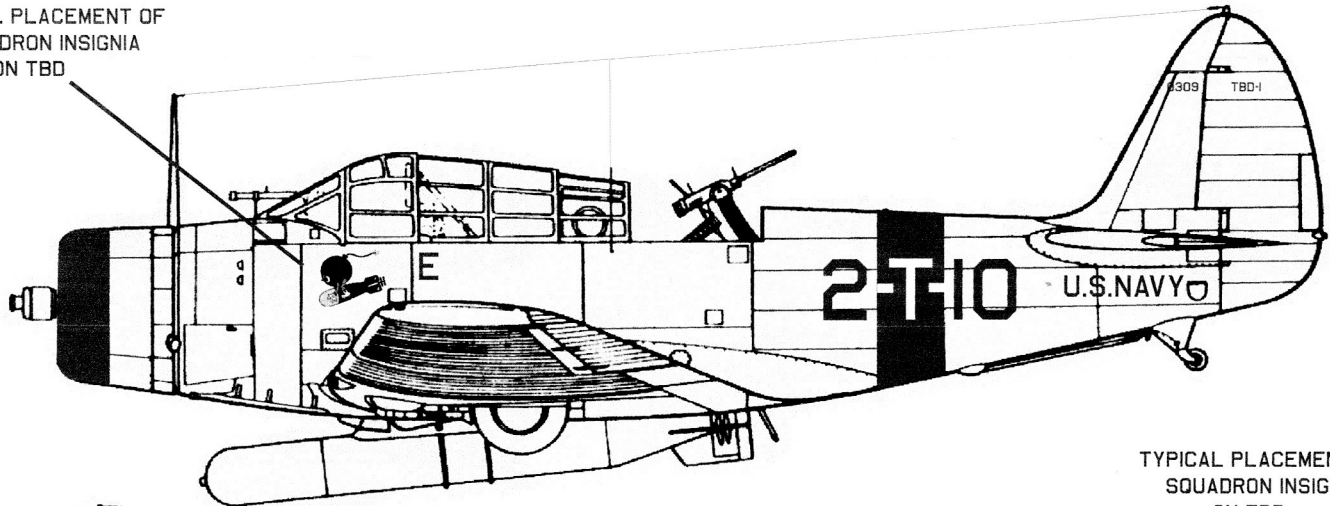
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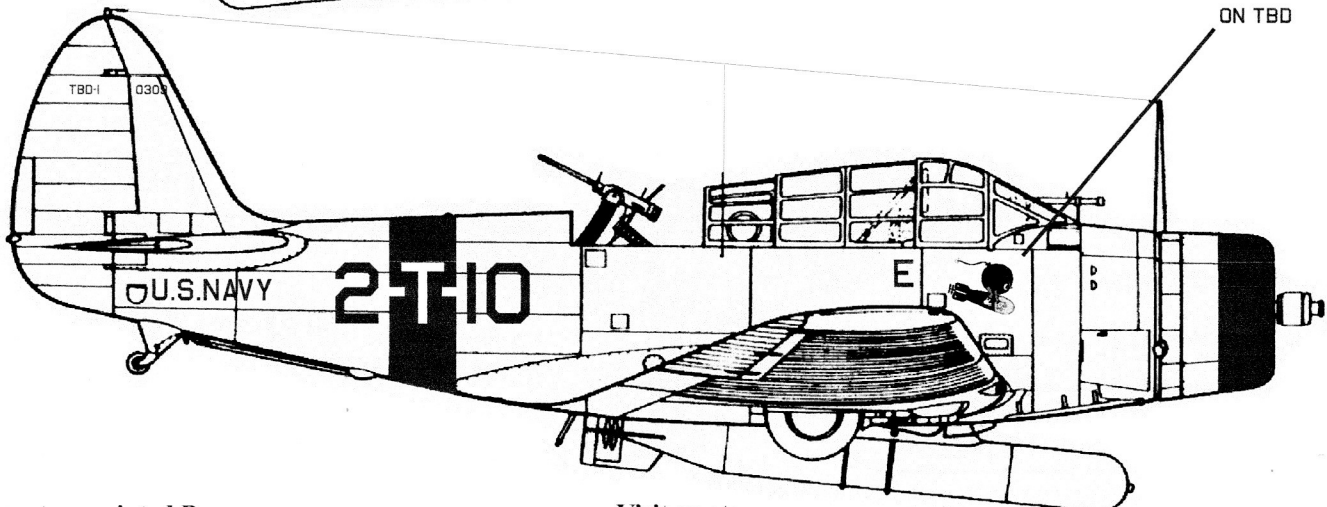
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TYPICAL PLACEMENT OF
SQUADRON INSIGNIA
ON TBD



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Decals custom printed By:
Microscale

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