



# PD DECALS

F/A 18 HORNETS

1/72 SCALE  
72 - 003

## **IMPORTANT : PLEASE READ THE DIRECTIONS FIRST**

### DIRECTIONS

Study the subject you wish to model closely, and be sure you have properly identified the decals you will require

Tweezers and a clean paint brush can be useful tools when applying decals. Decal setting solutions may also be used with this product, but their manufacturers directions must also be observed. Better results can be achieved by applying decals to a clean gloss surface.

It is recommended that these decals be applied one at a time. Cut out the decal you wish to apply, dip into water, and put aside. When the decal slides freely on its backing paper, it is ready for application. The decal should be slid directly onto the model; wetting the area receiving the decal with water or setting solution will assist final positioning of the decal.

### KITS AND PARTS

Hasegawa, Italeri, Esci, Monogram, Airfix, Revell, Entex.

Aeroclub - ejection seat

PP Aeroparts - boarding ladders

Verlinden - cockpit/aircraft detail set, ejection seat

Model Technologies - cockpit detail set, boarding ladder

Airwaves - cockpit and canopy detail sets

Scale Cast - wings, flaps and slats, IFR probe

### REFERENCES

Australasian Airpower Magazine, December 1991 - February 1992 edition, Yaffa Publishing Group, Surrey Hills, NSW, Australia (c/o GPO Box 606, Sydney, Australia, 2001)

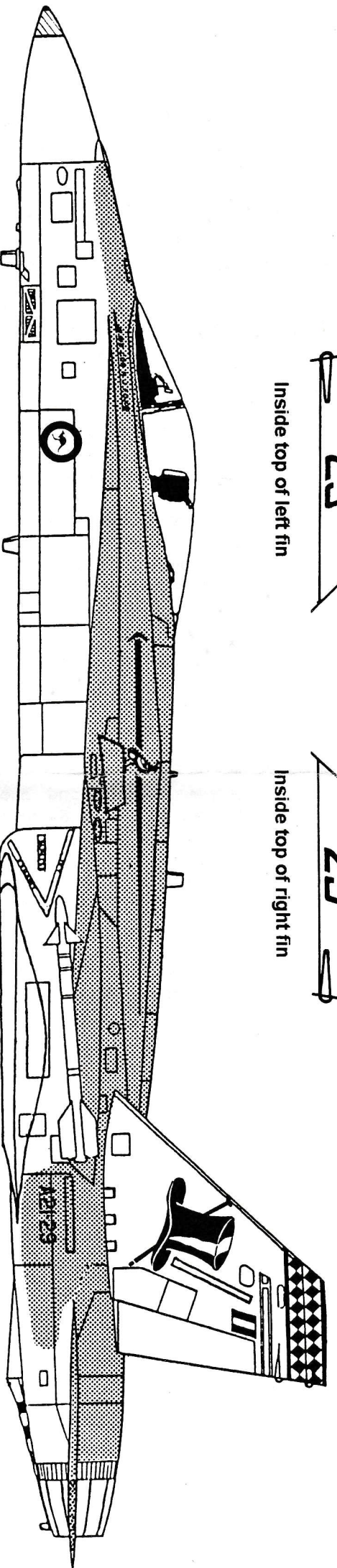
Kind assistance from F/Ltn D.A. Taylor, 75 Squadron, Sgt W.L. Dickens, 3 Squadron, and the Williamstown Photographic Unit is gratefully acknowledged.



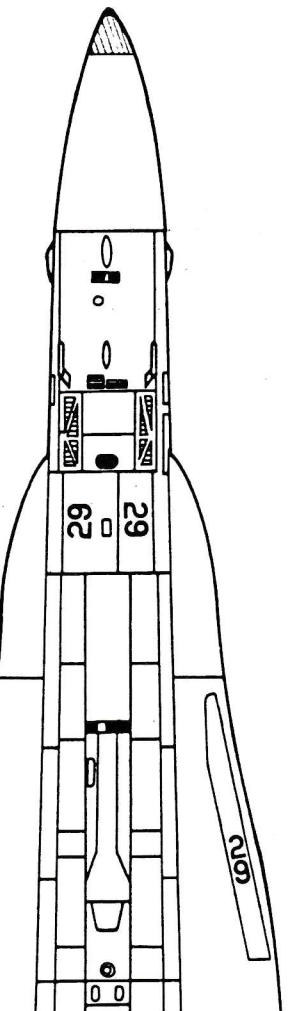
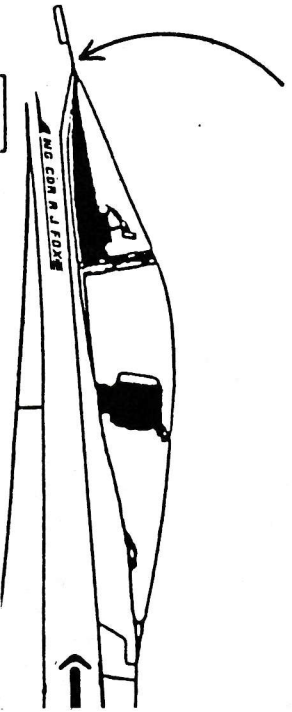
Inside top of left fin



Inside top of right fin



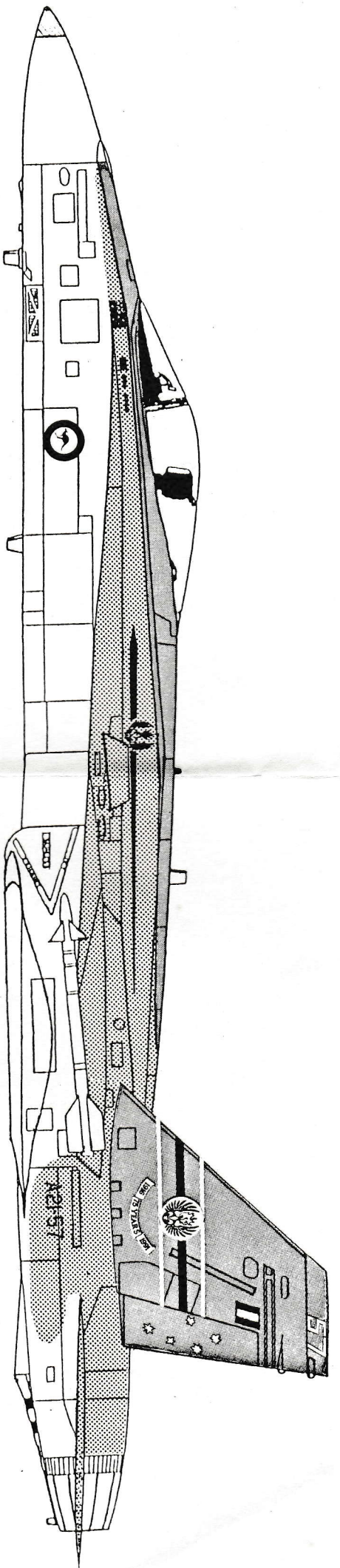
Wing Commander R J FOX



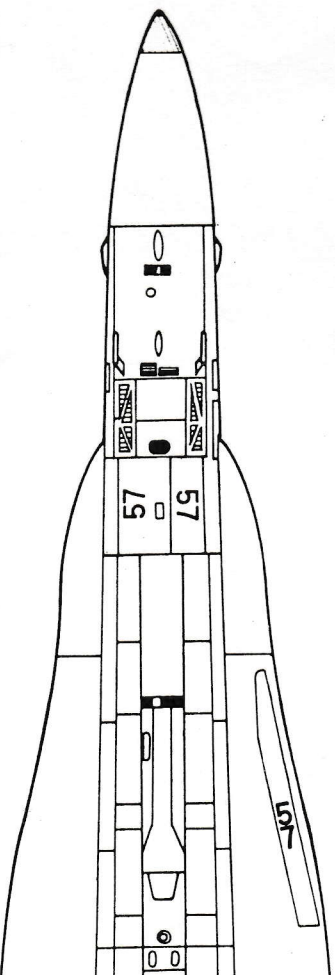
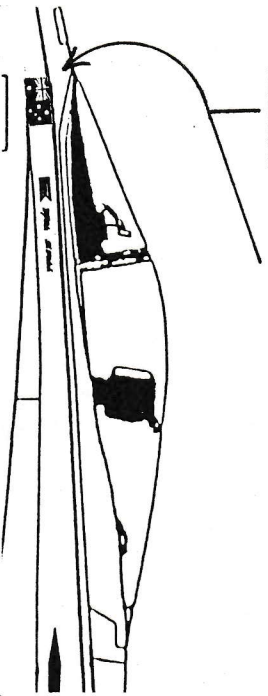
**F/A 18 HORNET, A21-29, C.O. 75 SQUADRON, RAAF TINDAL, JULY 1990**

A21-29 rolled off the assembly line in March 1988, and was delivered to the RAAF on 26 April 1988. In this year, Ross Fox, then aged 37, achieved the rank of Wing Commander and was appointed C.O. of 75 Squadron. He took over A21-29 as his personal aircraft. In an attempt to resurrect an earlier squadron marking, he had a top hat marked on the fins of A21-29. Wing Commander Fox was tragically killed on 2 August 1990 whilst flying A21-42. He was participating in combat manoeuvres as part of Operation Pitch Black when a mid-air collision resulted in the destruction of A21-42. Ironically, the other aircraft involved was A21-29, being flown by Flying Officer David Smith. A21-29 lost 1.6 meters off its port wing and suffered a badly damaged stabiliser, but displaying superb airmanship, Flying Officer Smith managed to nurse the aircraft 50 kilometres back to Tindal and land safely.

Finished in the standard two greys, with FS35237 on upper surfaces and inner fin surfaces, FS36375 on the lower surfaces and outer fin surfaces. Note positions of aircraft number on nose undercarriage doors and access ladder. Slanted number 29's are applied to the inside top of the fins, sloping to the rear. Black/white checkered decals for the fin tops will need trimming; decal should first be applied, taking care to avoid wrapping the decal over the fin edges - decal setting solution may be helpful here. When completely dry, carefully trim with a very light grade wet/dry sand paper around the fin edges. Tip of nose cone is radome tan FS33613 with a small chrome tip. Arrestor hook is striped in the two greys.



*3 Squadron*



### **F/A 18 HORNET, A21-57, C.O. 3 SQUADRON, RAAF WILLIAMTOWN, OCTOBER 1992**

In 1991, 3 Squadron RAAF reached its 75th Anniversary. To help celebrate the occasion, 3 Squadron C.O., Wing Commander David Pletsch, had his F/A 18 Hornet, A21-57, suitably decorated. 3 Squadron began operations in 1916 as part of the Australian Flying Corps, serving in northern France. Using RE-8 aircraft, their main role was reconnaissance and artillery spotting, with the odd dog fight or bombing mission. By wars end, they had forced down 51 enemy aircraft for the loss of 11 of their own, and had achieved an imposing record in their main role. Army and navy co-operation, and aerial photography occupied the Squadron in the inter-war years. With the outbreak of World War 2, the Squadron was posted to North Africa. Soon equipped with successive marks of P-40 aircraft, 3 Squadron went on to become the highest scoring Desert Airforce Squadron with 212.5 destroyed, 63 probably destroyed and 136 damaged enemy aircraft to its credit. Wars end saw it stationed in Italy flying the P-51 Mustang. Following the war, its role again included reconnaissance as well as air defence and ground attack. 3 Squadron deployed to Butterworth, Malaysia in 1958, returning home in 1967 for conversion onto the Mirage III OA. The Squadron returned to Butterworth in 1969, and was stationed there until 1991, having swapped its Mirage aircraft for the new F/A 18 Hornet in 1986. Its primary role is now air superiority, with surface attack as a secondary mission.

Finished in the standard two greys, FS35237 on the upper surfaces and inner fin surfaces, FS36375 on the lower surfaces, but with the spine and outer fin surfaces in glossy Oxford Blue (Humbrol no.104 with a gloss coat is a very good match). Note position of aircraft number on nose undercarriage doors and access ladder. Slanted white number 57 on the outside top of the fins, sloping to the rear. When applying the fin striping/emblem decal, first align the decal with the rudder hinge line. Take care not to wrap the decal around the fin leading edge, as the striping will be too long. Decal set can be useful here. When the decal is completely dry, excess decal should be removed with careful use of a very fine grade of wet/dry sanding paper. Arrestor hook is striped in the two greys. These markings represent the aircraft as seen at the 1992 Avalon International Airshow.

