



PD DECALS

JET KILLERS (Part 1)

1/48 SCALE
48 - 017

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. The references quoted below are also very good sources of general details.

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.

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.

Note : These decals should be applied to a clean gloss surface. Some of these decals may produce a milky residue; this will dry clear and will not harm your model if our instructions are followed. However, it is recommended that excess residue be cleaned away from around the decal.

KITS AND PARTS

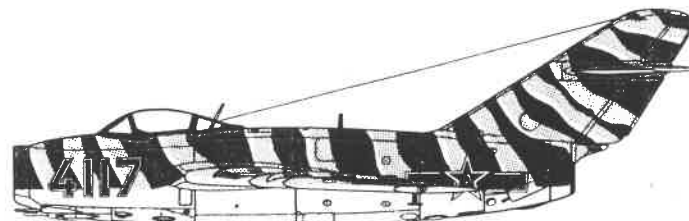
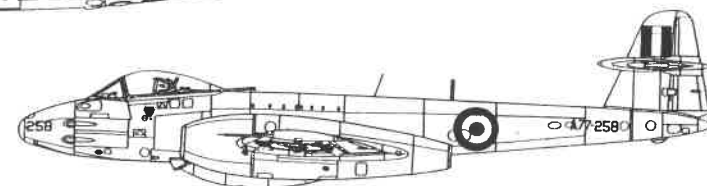
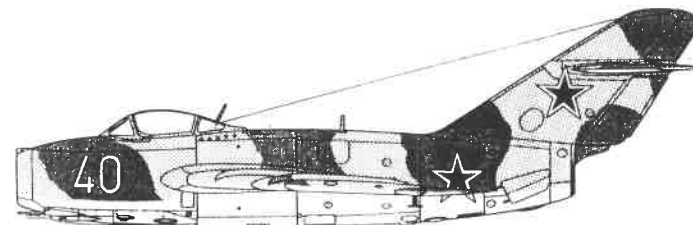
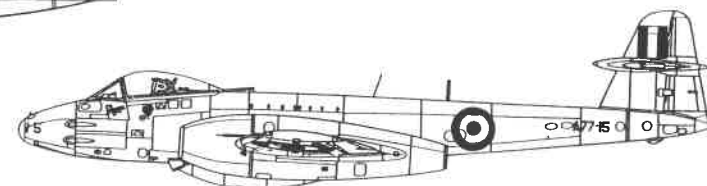
F-86F Sabre - Monogram; MiG 15 - Monogram
F-8 Meteor - Combat models vac-form (Southern Cross models have also announced a kit)

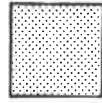
REFERENCES

- 1) "MIG ALLEY - Air to air combat over Korea", by Larry Davis, Squadron/Signal Publications, Carrollton, Texas, 1978
- 2) "Lion over Korea - 77 Fighter Squadron RAAF 1950-53", by David Wilson, Banner Books, Belconnen, ACT, Australia, 1994
- 3) "Meteor, Sabre and Mirage in Australian Service", by Stewart Wilson, Aerospace Publications, Weston Creek, ACT, Australia, 1989
- 4) "Air War over Korea", by Larry Davis, Squadron/Signal Publications, Carrollton, Texas, 1982
- 5) "Plastic Kits Revue", no. 13, Model Hobby Press, Czech Republic, 1993
- 6) "Plastic Kits Revue", no. 11, Model Hobby Press, Czech Republic, 1993

Note : the above references will be referred to by their number in these instructions.

These decals were prepared with the kind and invaluable assistance of Mr. Tomas Polak and Mr. Peter Malone.

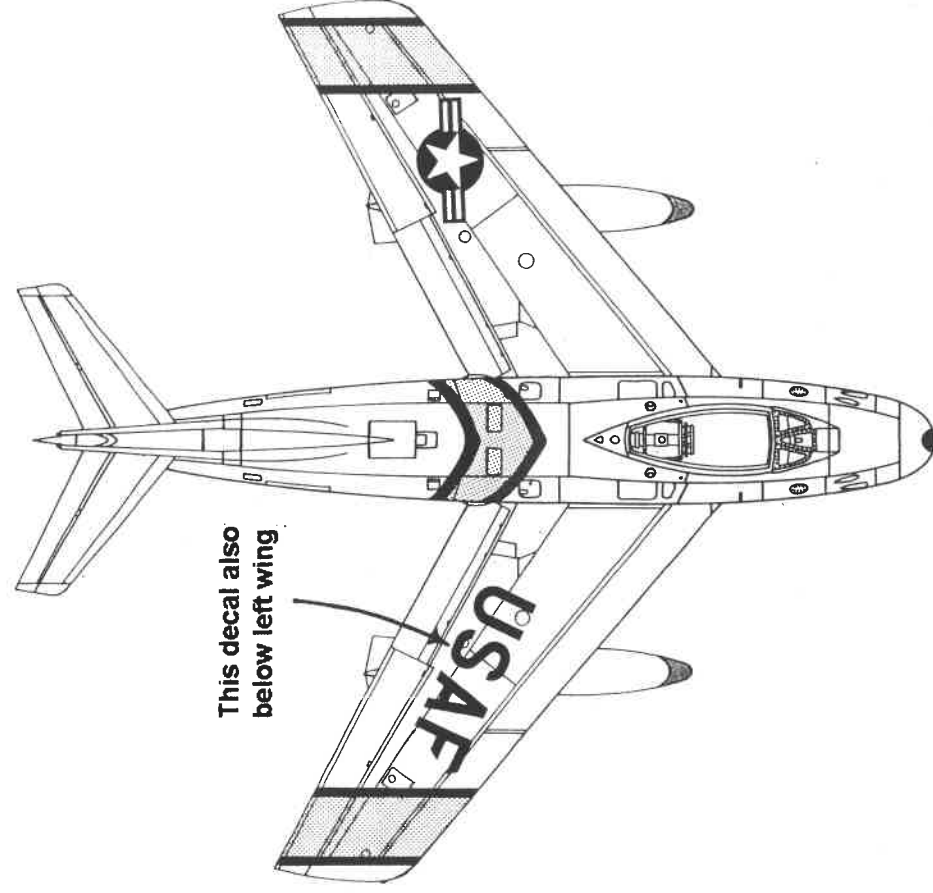




Yellow
(Humbrol 24)



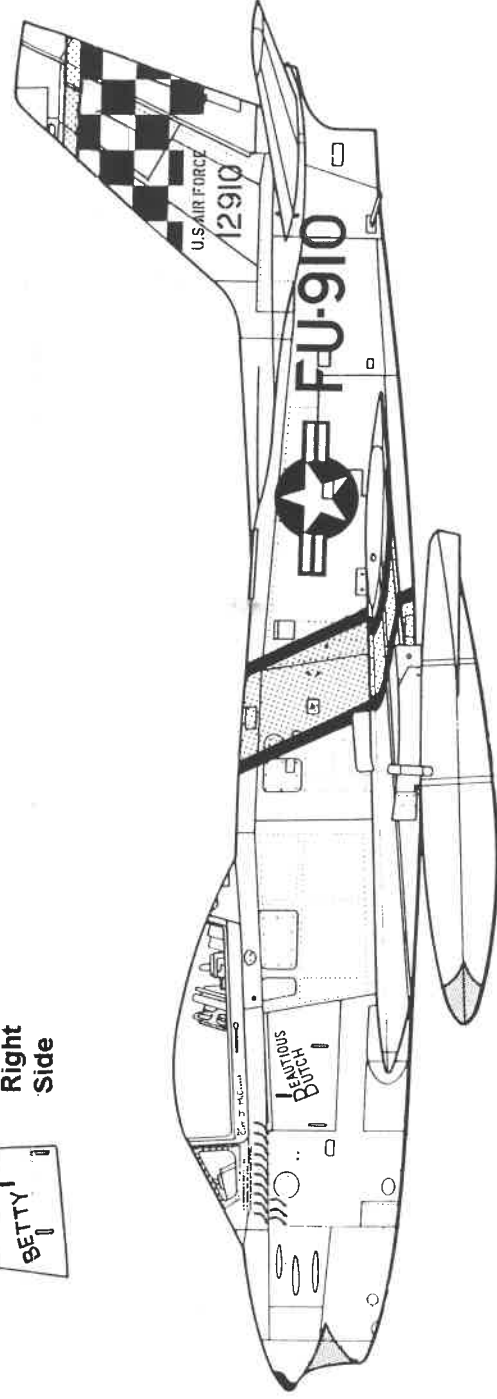
Dark Blue
(Humbrol 189)



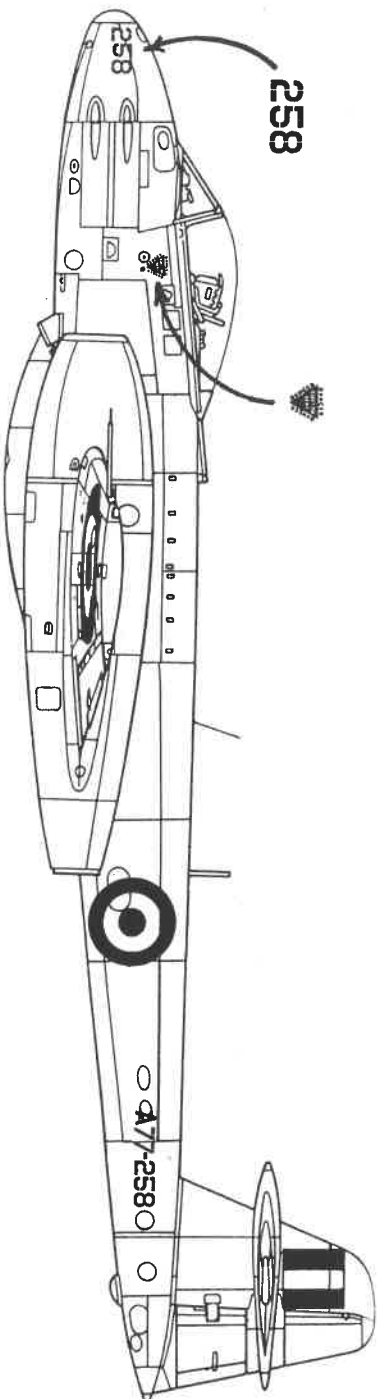
This decal also
below left wing



Right
Side



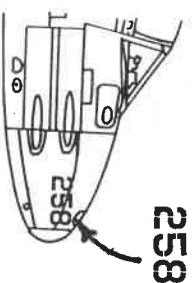
1) F-86F SABRE, 51-2910, Capt. J. McConnell, 39th F.I.S., Korea, May 1953
 A bomber aircrew veteran of WW2, Jo McConnell qualified as a pilot after WW2 and was sent to Korea. His first F-86 Sabre, an "E" model, was serial no 51-2753 and named "Beautiful Butch" after his wife. He claimed his first of 16 MiG victories on 14 January 1953, and by 24 April had claimed 10 victories. On the 12 May, he was shot down, but rescued from the sea by helicopter. F-86F Sabre 51-2910 was his new aircraft, and was also named "Beautiful Butch". He went on to claim another six victories, his last three on the 18 May 1953. He returned home soon after this, and was killed in tragic circumstances testing a new model F-86.
Aircraft was natural metal with dark blue embellishments to the nose intake and drop tank noses. This aircraft had the usual yellow identification stripes with black borders - note that the yellow will need to be painted and the black decal stripes applied to either side. The curved black stripes are applied around the fuselage, with the longer stripe to the front. The straight stripes are applied to the wings. The yellow stripes should be applied to the top of the fin after applying the black check decals. These markings represent the aircraft before it was repainted for publicity photos - our reference shows the seventh MiG kill emblem as incomplete as in our decals (this is not a misprint).
 References : No. 1 pp. 44 & 77



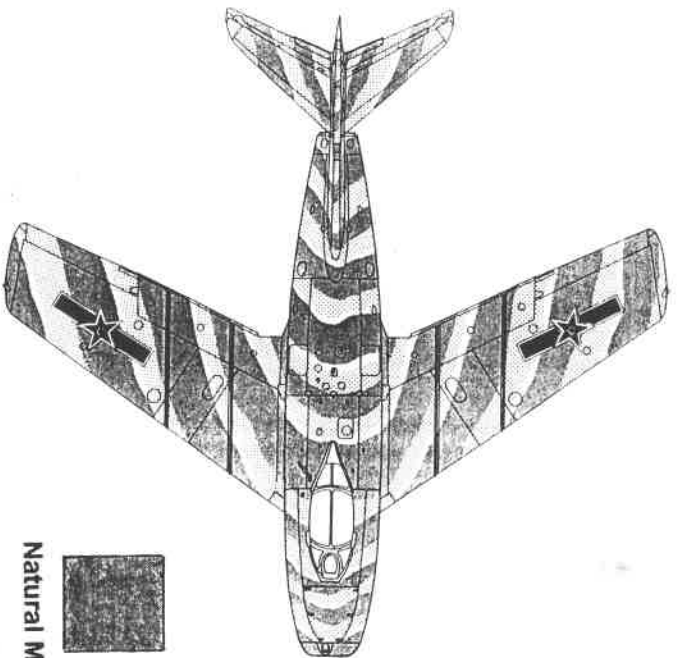
258

4) F-8 METEOR, A77-258, P/O J. Surman, 77 Sqn, Korea, May 1952

P/O John Surman was flying A77-258 on patrol with Sgt Murray on 4 May 1952. Attacked by MiGs, they broke away through clouds, but one MiG followed and fastened on to the tail of Sgt Murray's Meteor. P/O Surman was able to get a good position on this MiG and destroyed it, closing to a range of 30 feet in doing so. Sadly, five weeks later, John Surman was dead; on 9 June 1952, during an attack on ground targets, his Meteor flew into the ground. A77-258, British serial no. WH254, survived the Korean conflict and was sold for scrap in 1959. Aircraft finished in overall aluminium paint scheme. Note that the distorted nose number "258" should be applied to the left hand side (the "5" is at a slight angle).
References : No. 2 pp. 112, 120 & 196 ; No. 3 pp. 6-11



258



Dark Green
(Humbrol 30)



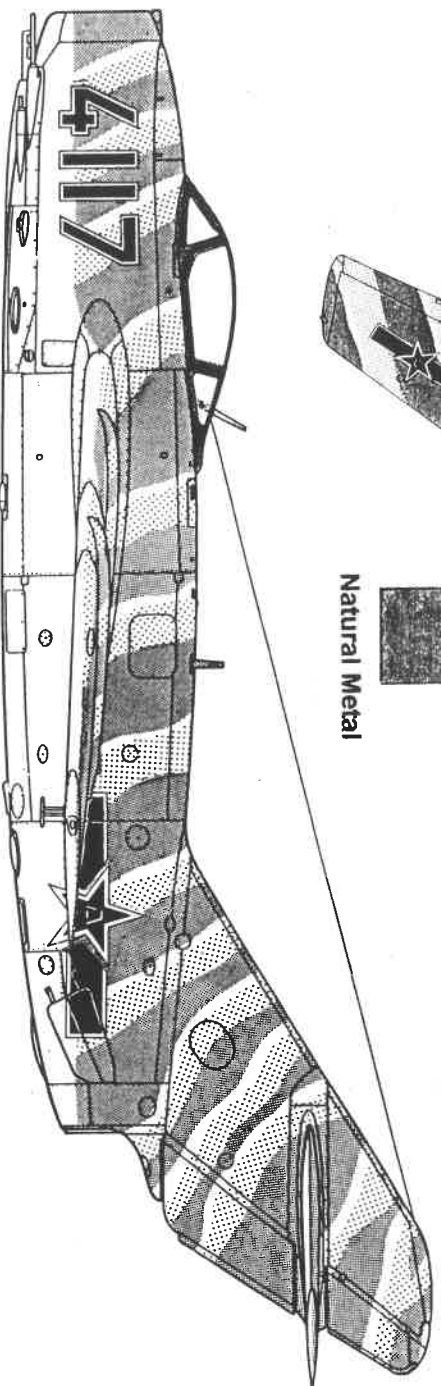
Light Blue
(Humbrol 47 with
10% Humbrol 147)



Light Olive
(50% Humbrol 86
25% Humbrol 24
25% Humbrol 34)



Natural Metal

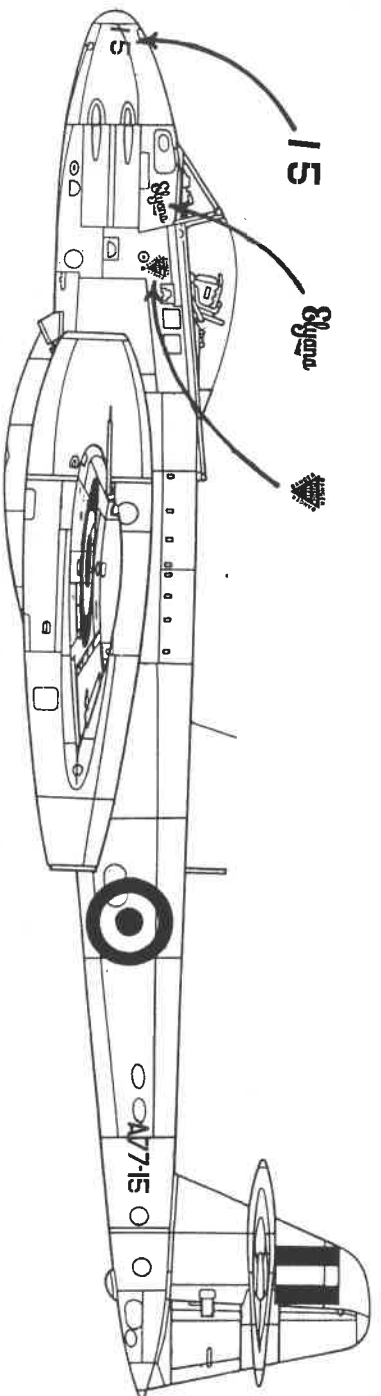


5) MiG 15, 4117, Chinese Peoples Liberation Air Force, Korea

Though not "official" participants in the Korean war, the Chinese Peoples Liberation Airforce did claim several victories during the Korean conflict, though details are scarce. This aircraft was marked with a star indicating one victory.

Aircraft finished in light blue with the upper surfaces camouflaged in alternating stripes of light olive, dark green and light blue. The national insignia is carried in six positions, above and below wings and on the rear fuselage. The yellow portion of the star and bar should be applied first, then the red. On the nose, the white "4117" should be applied first, then the red "4117" to leave a white border. Natural metal cockpit canopy framing.

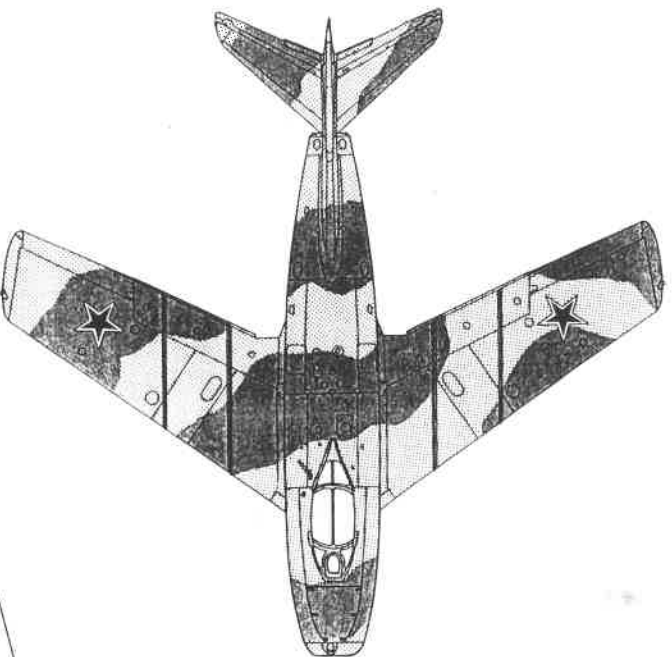
References : No. 5 p.37



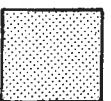
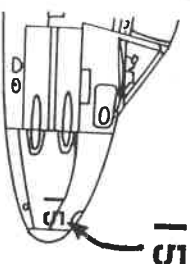
2) F-8 METEOR, A77-15, F/O B. Gogerly, 77 Sqn, Korea, December 1951

Flying Officer Bruce Gogerly claimed 77 Squadrons first MiG victory on 1 December 1951 flying A77-15. (This is often quoted as A77-17) In a dogfight where MiGs out numbered Meteors by almost four to one, F/O Gogerly managed to destroy one MiG, a second being credited as a squadron victory. Three Meteors were lost and a fourth damaged; tragically, Sgt Armit was killed, but Sgts Thompson and Drummond survived as P.O.W.s. Evidence since indicates that these MiGs were likely to have been flown by Russian pilots. A77-15, British serial no. WE911, was lost to ground fire. Bruce Gogerly is believed to have passed away in 1991.

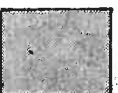
Aircraft finished in overall aluminium paint scheme. It is not known if the name "Elyana" was carried at the time of the MiG victory - this name was seen on the aircraft in early 1952. Note that the distorted nose number "15" should be applied to the left hand side.
References : No. 2 pp. 94, 196 ; No. 3 pp. 30-33 ; No. 4 p. 66



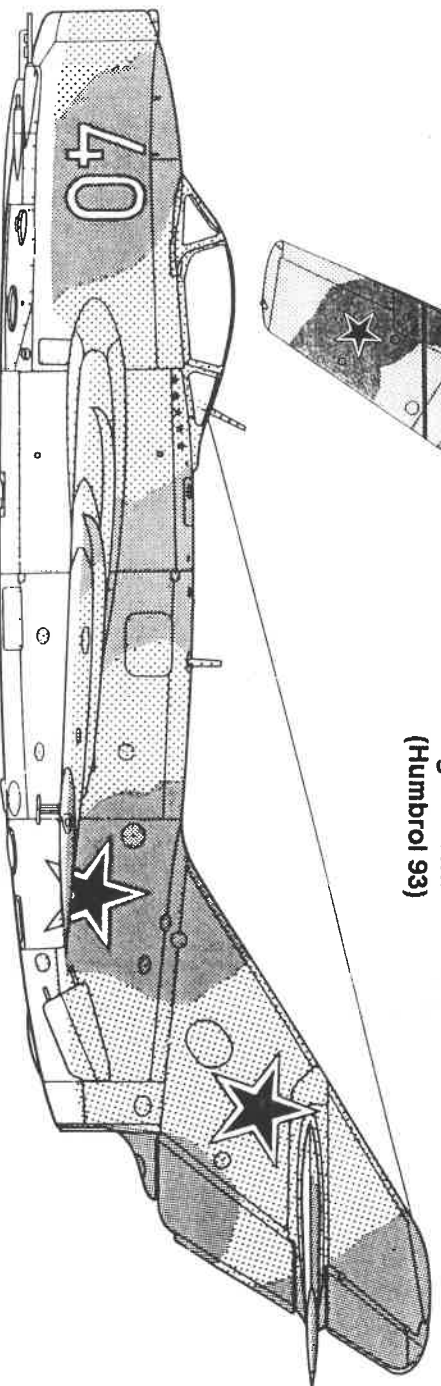
Light Blue
(Humbrol 47 with
10% Humbrol 126)



Light Brown
(Humbrol 93)



Dark Green
(Humbrol 88)



3) MiG 15, 40, flown by N. I. Shkodin, WS SSSR, Korea

Russian pilots were also "unofficial" participants in the Korean war, and were able to claim several victories against the USAAF and Commonwealth Forces. Nikolai Shkodin was credited with 5 victories during the Korean war (four F-86's and one F-84G) from 150 combat missions. He retired from the airforce as a General-Major.

Aircraft finished in light brown (FS 30257) and green (FS34128) on the upper surfaces, and light blue (FS35448 on the lower surfaces). The national insignia is carried in eight positions, above and below wings, and on each side of the fin and rear fuselage. Apply the white star first, then the red portion over the top. The red number "40" should be applied to the nose, then the black outline applied over the top.

References : No. 6 p. 37

FU-910

U.S. AIR FORCE
12910

FU-910

U.S. AIR FORCE
12910

BEAUTIFUL
DUTCH

BETTY

Don J. McGraw

USAF USAF

A77-15 258 A77-258

A77-258 A77-15

15 15 258

Elyana



4117



4117



4117



4117





40 40



40 40

