

**Leading
Edge** MODELS

CAF CF-18 409 SQDN "NIGHTMARE 01"

DECAL SET #72.60 1/72 SCALE

High Quality Model Decal Set



LIGHT GRAY
FS #36375



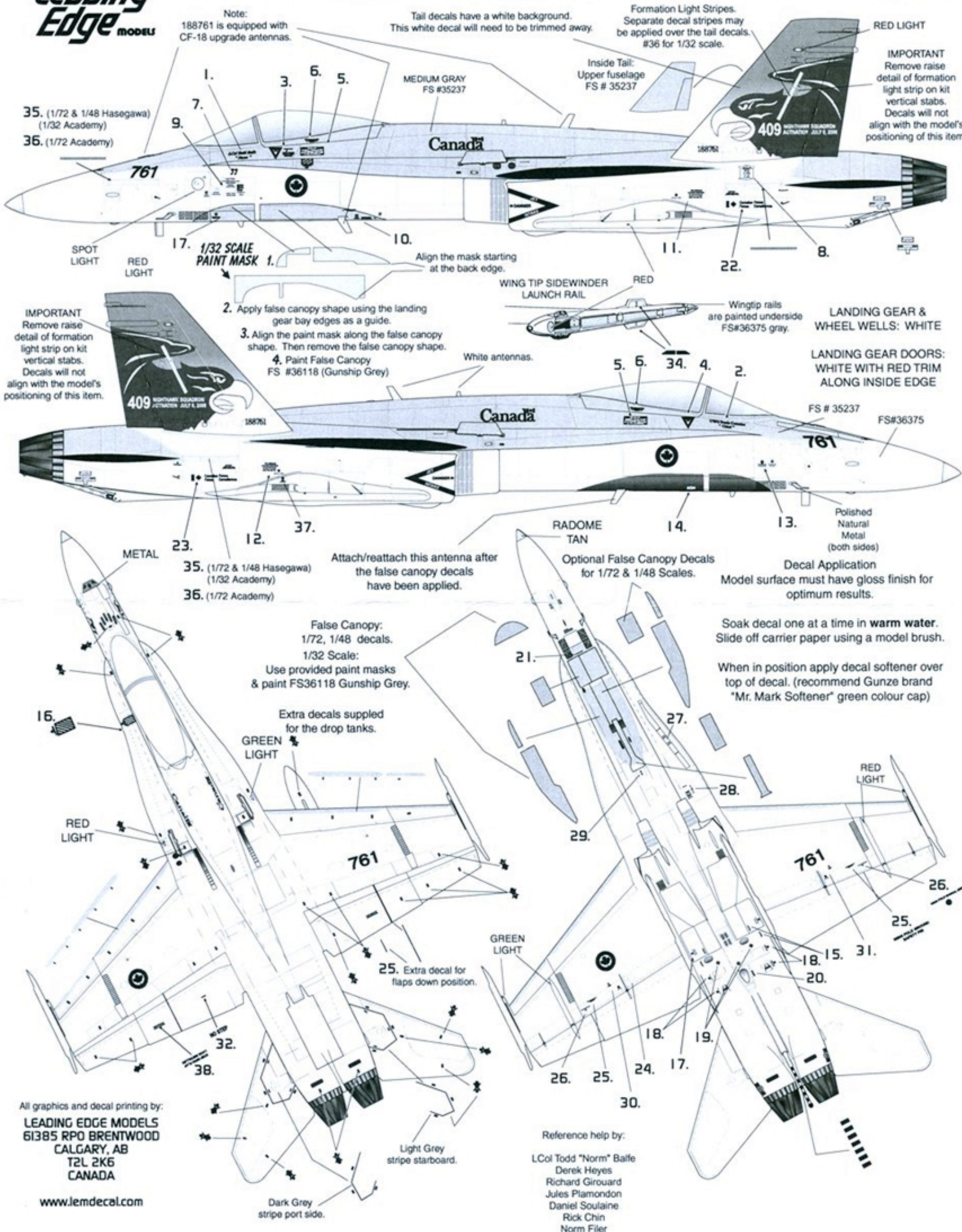
MEDIUM GRAY
FS #35237



RADOME TAN
FS #31140



Photos: Derek Heyes



Note:
 188761 is equipped with
 CF-18 upgrade antennas.

Tail decals have a white background.
 This white decal will need to be trimmed away.

Formation Light Stripes.
 Separate decal stripes may
 be applied over the tail decals.
 #36 for 1/32 scale.

IMPORTANT
 Remove raise
 detail of formation
 light strip on kit
 vertical stabs.
 Decals will not
 align with the model's
 positioning of this item.

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**LANDING GEAR &
 WHEEL WELLS: WHITE**

**LANDING GEAR DOORS:
 WHITE WITH RED TRIM
 ALONG INSIDE EDGE**

Decal Application
 Model surface must have gloss finish for
 optimum results.

Soak decal one at a time in **warm water**.
 Slide off carrier paper using a model brush.

When in position apply decal softener over
 top of decal. (recommend Gunze brand
 "Mr. Mark Softener" green colour cap)

False Canopy:
 1/72, 1/48 decals.
 1/32 Scale:
 Use provided paint masks
 & paint FS36118 Gunship Grey.

Extra decals supplied
 for the drop tanks.

Attach/reattach this antenna after
 the false canopy decals
 have been applied.

All graphics and decal printing by:
LEADING EDGE MODELS
 61385 RPO BRENTWOOD
 CALGARY, AB
 T2L 2K6
 CANADA

www.lemdecal.com

Reference help by:
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 Daniel Soullaine
 Rick Chin
 Norm Filer



CF-18 188761 History

CF-18 *Hornet* aircraft 188761 was produced by McDonnell Douglas in St Louis, Missouri as part of Block 18 of the initial F/A-18A production run. Initially assigned to 439 Tactical Fighter Squadron at CFB Baden-Sollingen, Germany, it flew without incident until 20 October 1987. That afternoon when departing RAF Alconbury, England, in a formation take-off with CF-18 188748 following Dissimilar Air Combat Training against RAF aircraft, 761 (call sign 'X-Ray 2') failed to rotate as quickly as the lead aircraft and a takeoff abort was initiated.

Consequently, the aircraft veered off the runway and tore through both wood and barbed wire fences before coming to rest in a farmer's field, broken in half at the cockpit section, the pilot having successfully ejected before the aircraft left the runway. 761 was repaired by MBB in Germany and would ultimately become the last Canadian CF-18 to return to Canada following the closure of Canadian Forces Europe, with Major Lee Obst (formerly of 421 Squadron, Baden) at the controls for the ferry flight.

The aircraft flew without incident for several more years before being selected for the ECP-583 Hornet modernization program to fit it with Have Quick jam resistant radios, Hughes AN/APG-73 multimode radar, and the AIM-120 AMRAAM missile. Following the upgrade, 761 was assigned to 441 Tactical Fighter Squadron (the first Canadian unit equipped with modernized Hornets) where it continued to fly without incident until June 2004. On the morning of 19 June, three CF-18s, including 761, were landing in Yellowknife en route to Inuvik, NWT in support of northern sovereignty operations when 761 failed to decelerate as normal and emergency brakes were selected. Eventually leaving the runway after a 270-degree skidding turn during which the pilot ejected successfully, the aircraft eventually came to rest where it was found that, apart from minor damage to its landing gear and AIM-7 and AIM-9 missiles, it had escaped from the incident relatively unscathed.

Returned to service following repairs, in June 2006, it became the flagship for the newly reformed 409 "Nighthawk" Tactical Fighter Squadron as depicted by the artwork that adorns the aircraft tail.

Note: "Nightmare 01" is the call sign of 188761 flown by LCol Balfe.

Special thanks to 409 squadron for providing this biography.

Leading Edge MODELS
www.lemdecal.com

Quality paint masking sets available for your F-18 model.

1/72, 1/48, 1/32 Scales

3 different styles walkway masks.

Foam Landing Gear Bay Plugs

Set of Card Masks.