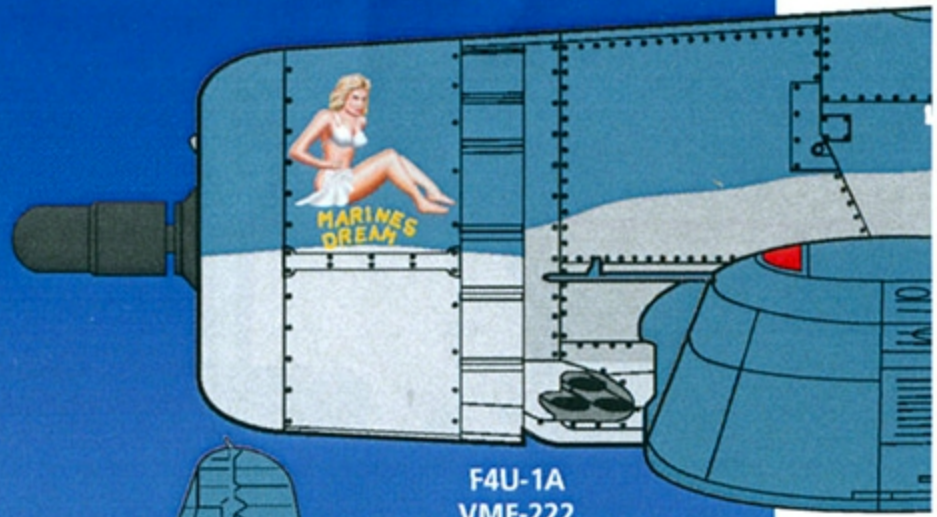


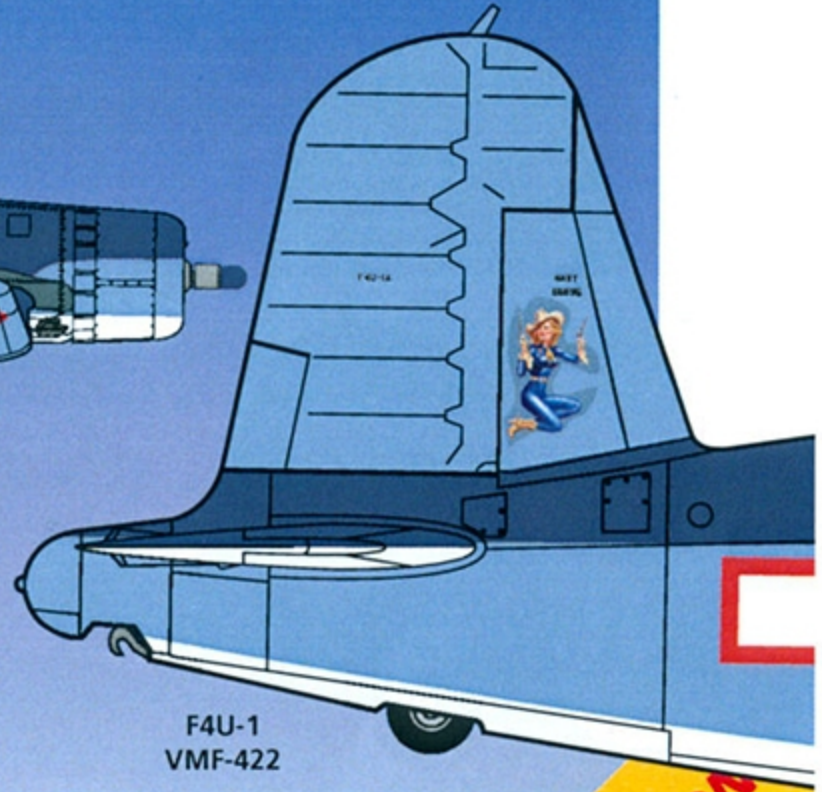
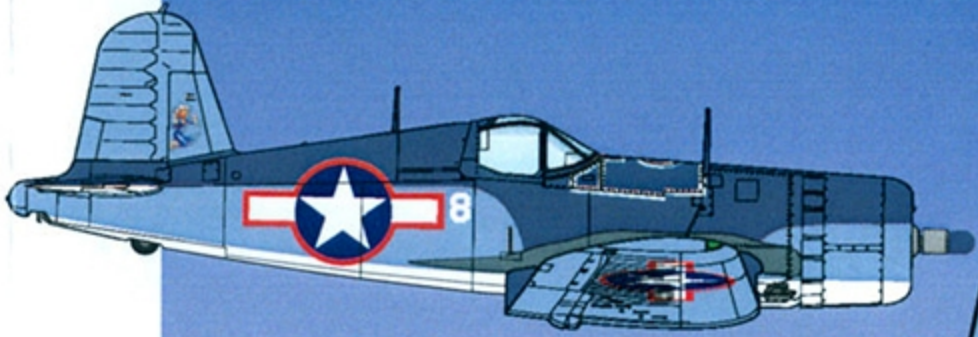
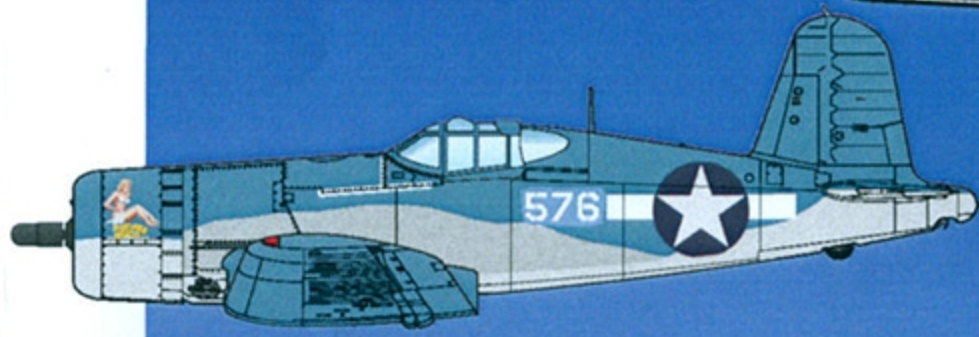
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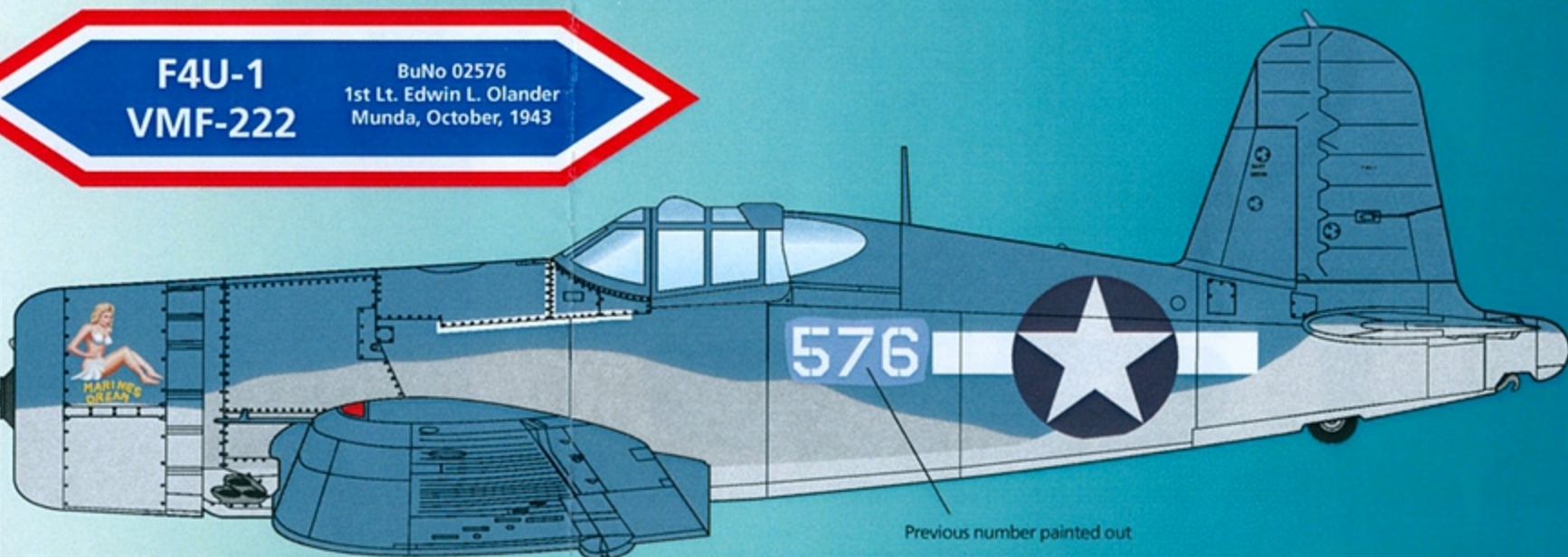
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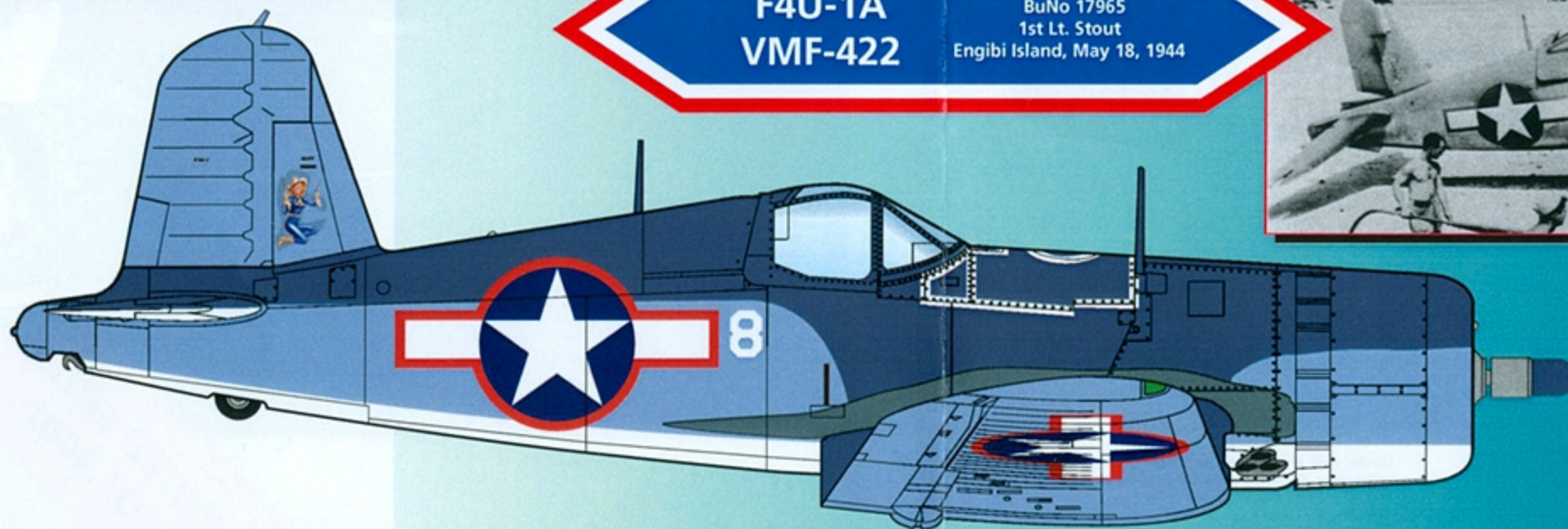
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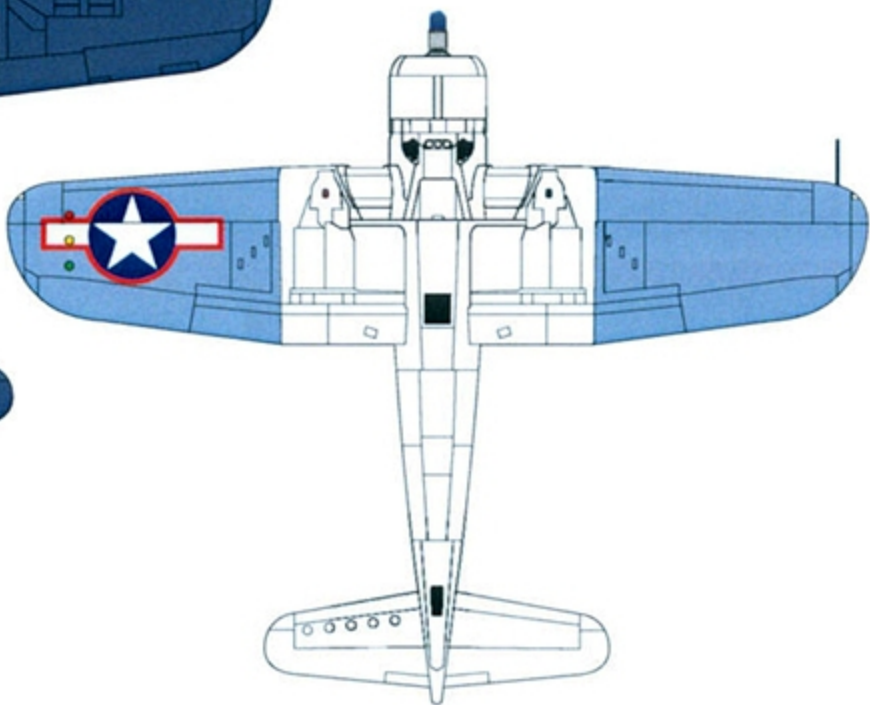
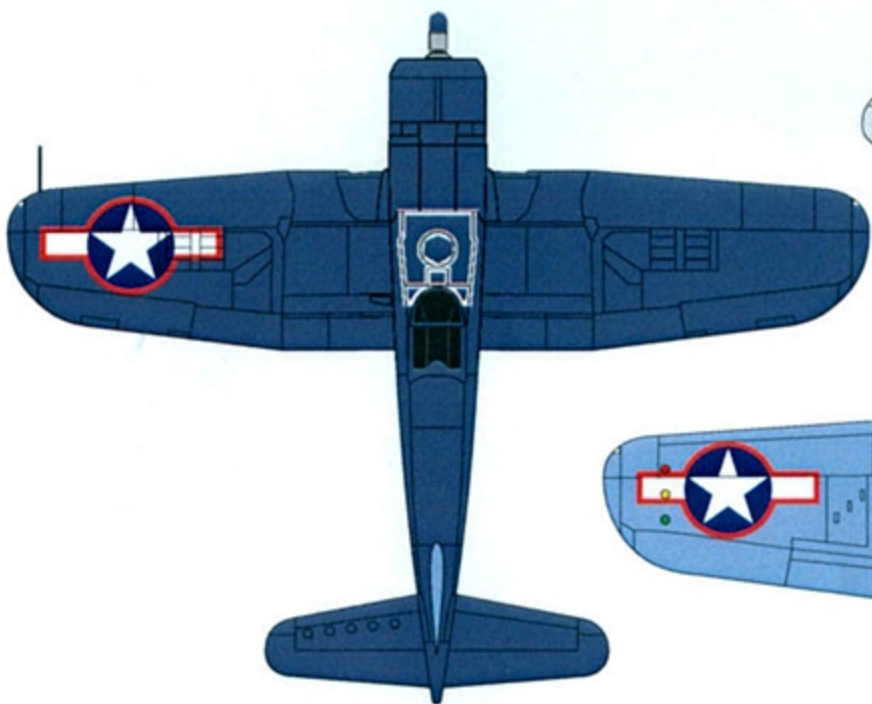
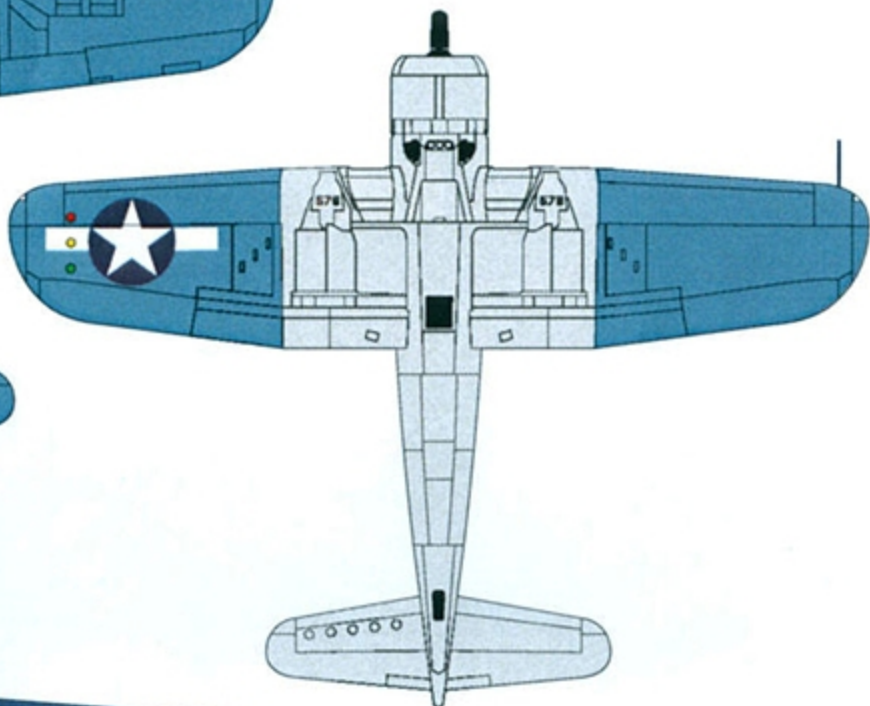
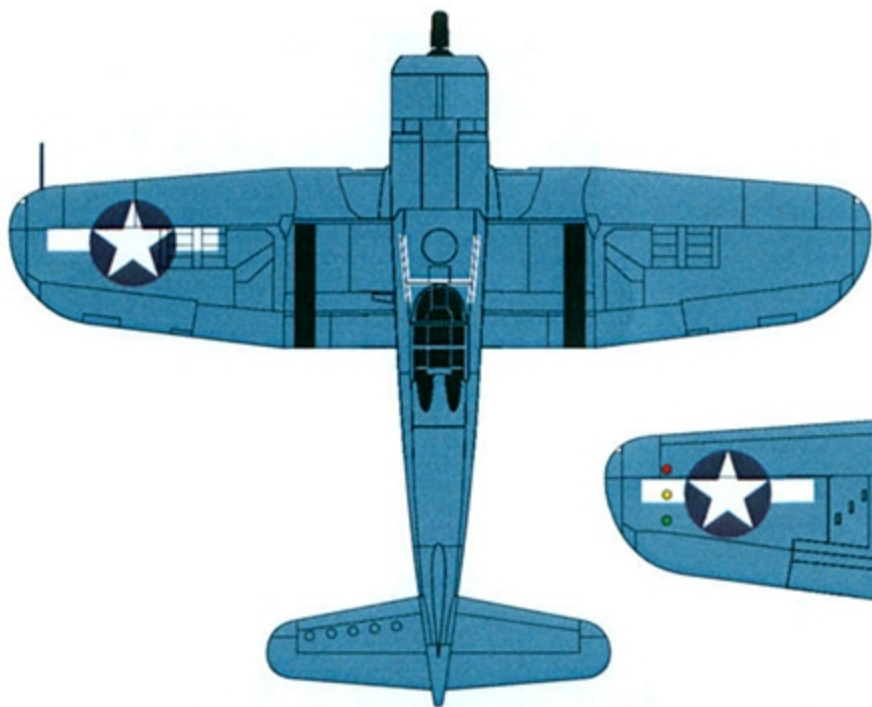
BuNo 02576
1st Lt. Edwin L. Olander
Munda, October, 1943



F4U-1A
VMF-422

BuNo 17965
1st Lt. Stout
Engibi Island, May 18, 1944





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Applying the Specialty Nose Art

PYN-ups has supplied you with the thinnest possible decal material to create a true masterpiece on your model. Some extra care is required when handling these decals. After applying the white background decal from the main decal sheet, carefully trim around the nose art decal to separate it from the rest of the paper. Only use room temperature water. Do NOT leave the decal in the water by itself. The material will curl on you. Place the image in the water and hold the opposite edges down against the paper (either with your fingers or cotton swabs) and wait for the decal to separate from the paper. Once it has separated, the tendency to curl will have passed for the most part. Gently slide the nose art decal on top of the previously applied white background decal.

White 576, Marine's Dream

- Olander was part of VMF-222, although this plane has been often incorrectly identified in print as being assigned to VMF-214. This is confirmed by information cards for the official Marine Corps photos (see below). This aircraft flipped over upon making an emergency landing at the unfinished Torokina airstrip on Bougainville on 13 December 1944. That the plane has been so well recorded in photos is due to the fact that the Marine Corps took a series of photos of its recovery that are now in the US National Archives collection. The first in this series shows the plane on its back in a large mud puddle. Subsequent photos in the series show the large truck-mounted crane pulling the aircraft back right side up. It's unrecorded whether this plane ever flew again, but if so would have required a new fin and rudder and left outer wing, both of which were well bent in the flip over. One source notes this plane was scrapped in February 1944.
- This plane was painted in the early two-tone scheme of M-485 Blue Gray (non-specular) over M-495 Light Gray (non-specular). However, the scheme was extremely weathered, with a very large amount of overspraying and touch-up with fresh colors. Given the time period this plane was in combat service, it is highly likely that stocks of the Blue Gray paint were exhausted and at least some of the touch-up was in ANA 607 Non-Specular Sea Blue and/or ANA 608 Intermediate Blue. Touch-up was especially heavy on the upper inboard wings, which were almost completely covered with darker, fresher paint than the original faded camouflage.
- The original modex number on the fuselage was painted out with darker paint. It's possible that ANA 608 Intermediate Blue was used, given the time period the aircraft was in service. In addition, extremely heavy, light colored exhaust staining ran from the engine exhausts back over the sides of the fuselage to well aft of the wing trailing edge. This was one beat-up plane!
- The national insignia, at the time of the landing accident, were the original large star-only cocarde with white horizontal bars added. Both the fuselage and wing insignia can easily be seen in the crash photos. At this time there was no outline to the white bars. The upper right wing star has been overpainted, leaving only an upper left wing star cocarde with plain white bars added.
- A F4U-1D warbird is currently flying in these markings. The warbird's markings are considerably different than the photos show for the original aircraft, and for some reason the team flying the warbird claim it was Marine ace Ken Walsh's Corsair. While it is possible that Walsh may have flown this aircraft, it was certainly not his "regular" aircraft, which carried his Japanese flag kill markings. The currently-flying warbird has red-bordered insignia, but no photographic evidence of this on the original has been found.

White 8, Vargas cowgirl artwork

- Photos of the left side of the fin have not been found, so we do not know whether the artwork was also applied to this side. The tail art was artwork that was painted off the plane and then lacquered onto the fin, so if there was duplicate art on the opposite side it is not likely to have been handed.

Applying the Decals

You probably already know all this stuff, so feel free to use your regular process; however, if you're new to aftermarket decals, here goes: