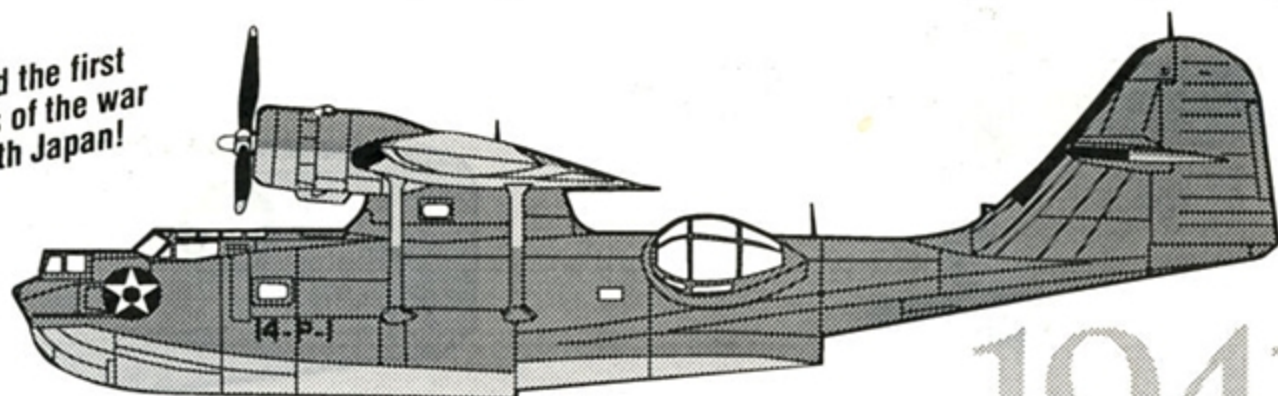


Fired the first
shots of the war
with Japan!

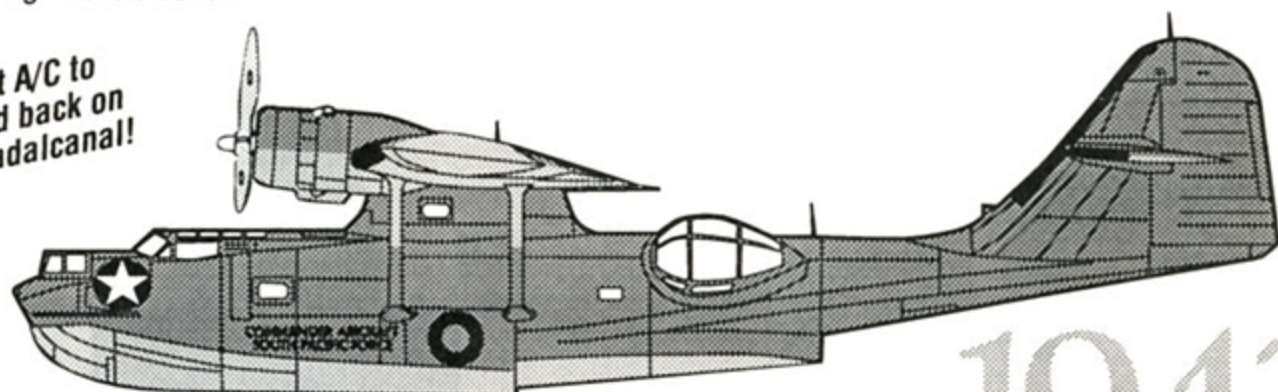


PB-5 PEARL HARBOR SUB-HUNTER

This PB-5 Catalina is credited with firing the first shot of the war by a U.S.N. aircraft when it dropped depth charges on a Japanese midget submarine just before the attack on December 7th, 1941, near the entrance to Pearl Harbor. This same midget submarine was simultaneously engaged by the U.S.S. Ward and was sunk. The pilot was Ensign William P. Tanner, Co-pilot Ensign Robert B. Clark, and the navigator was Ensign Donald Butler.

1941

1st A/C to
land back on
Guadalcanal!

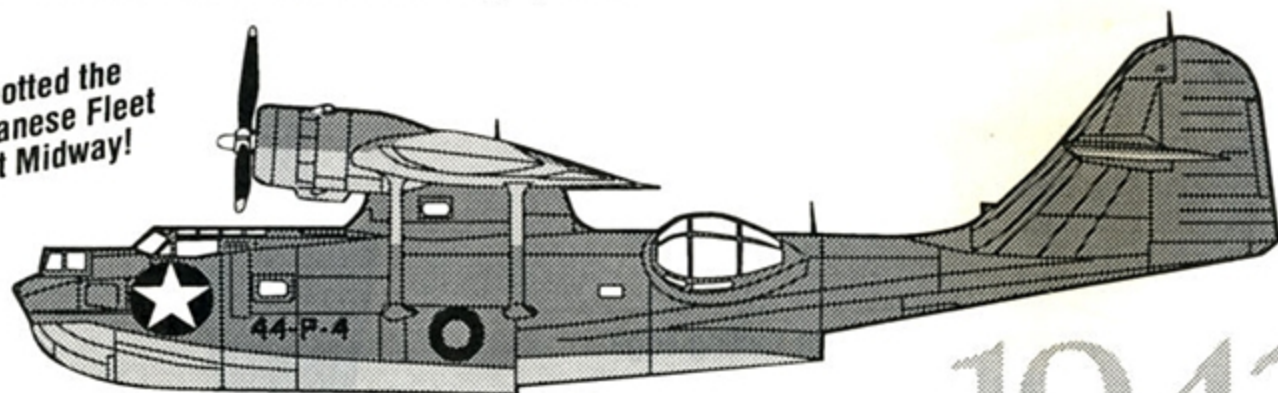


PB-5A GUADALCANAL FLAGSHIP

This PB-5A was used as an executive transport for Vice Admiral John S. McCain. Piloted by Lt. William S. Sampson, this Catalina was the first U.S. aircraft to land on former enemy-occupied soil when it arrived on Guadalcanal 12 August, 1942.

1942

Spotted the
Japanese Fleet
at Midway!

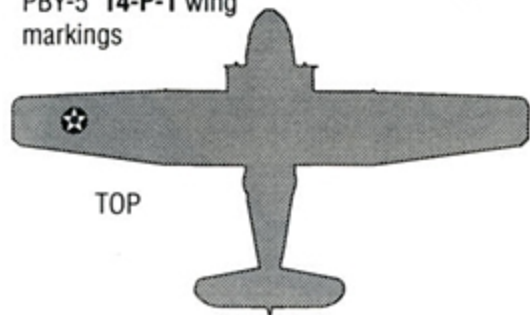


PB-5A JACK REID'S MIDWAY SPOTTER

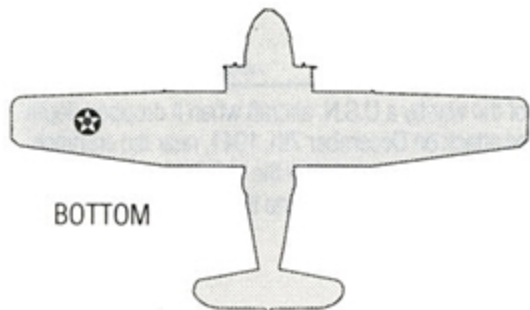
Patrol Squadron 44 arrived at Midway on the 22nd of May, 1942 and immediately went to work flying patrol missions. On June 3rd, 1942, this PB-5A piloted by Ensign Jack Reid, was nearing the end of a 700 mile patrol on a heading of 270°. Deciding to patrol a little further, Ensign Reid spotted the Japanese fleet and radioman Chief Musser sent the message, "Sighted main enemy fleet, course 90°, range 730 miles..." Reid's persistence sealed the fate of the Japanese fleet.

1942

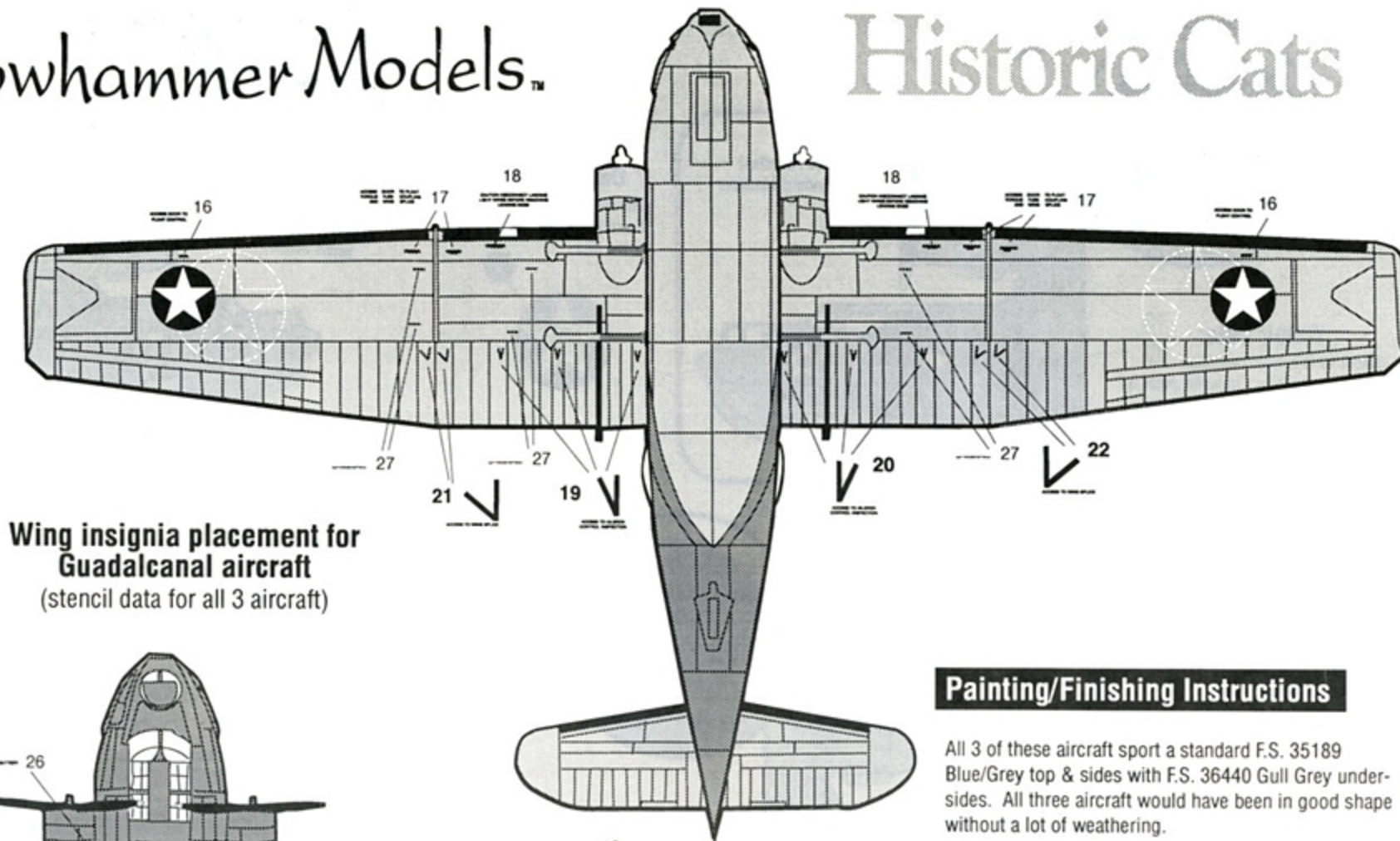
PBY-5 14-P-1 wing markings



TOP



BOTTOM



Wing insignia placement for Guadalcanal aircraft
(stencil data for all 3 aircraft)

Painting/Finishing Instructions

All 3 of these aircraft sport a standard F.S. 35189 Blue/Grey top & sides with F.S. 36440 Gull Grey undersides. All three aircraft would have been in good shape without a lot of weathering.

The Pearl Harbor and Guadalcanal planes were fitted with de-icer boots while the Midway plane was not. (Painting the de-icer boots a dark grey will simulated the faded appearance of rubber better than flat black.)

Radar equipment was not carried on any of these aircraft.

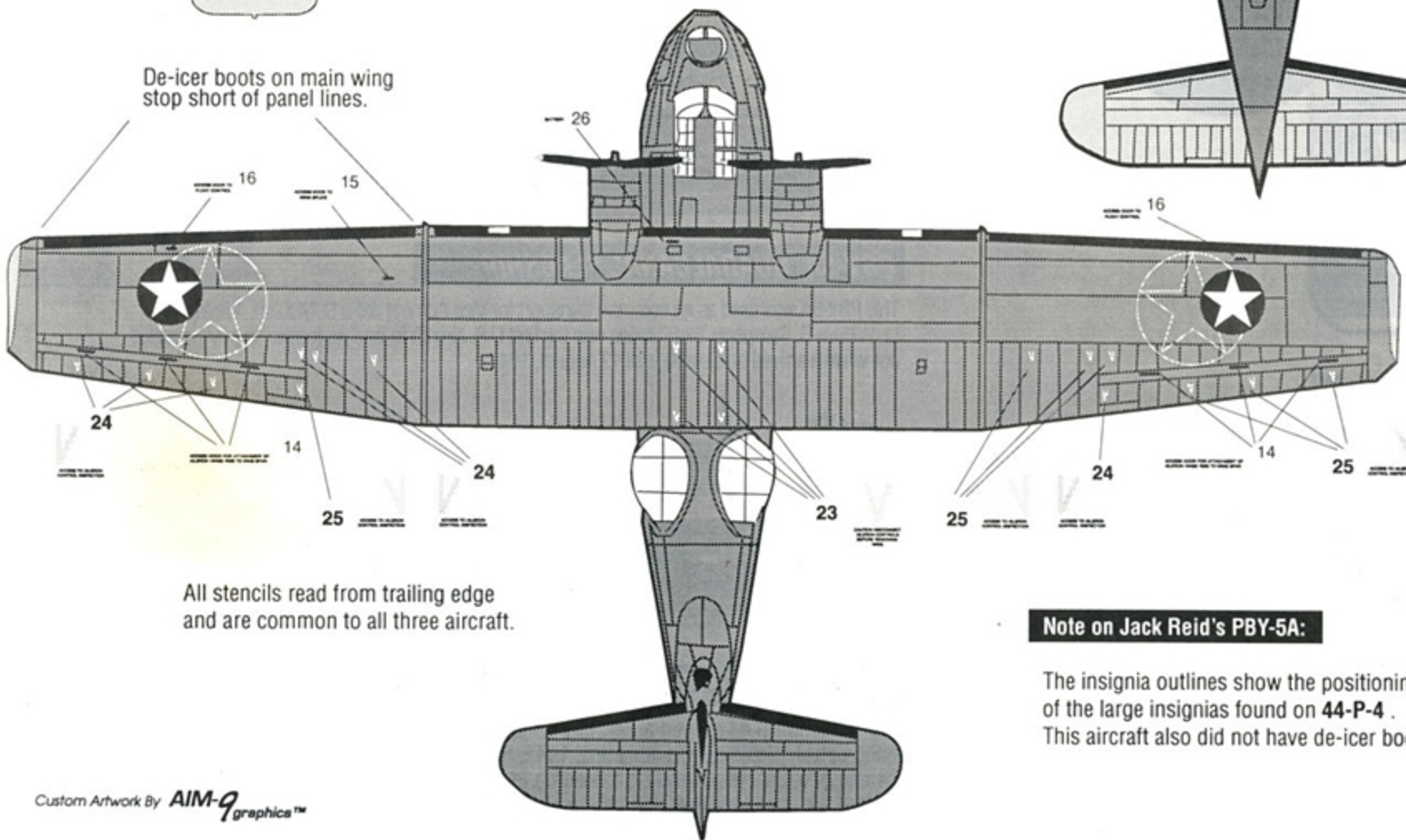
REFERENCE:

Jack Reid Collection-National Museum of Naval Aviation
Aero Pictoral #4, Flying Leathernecks in World War II
PBY in Action, Squadron publications
Official Monogram United States Navy & Marine Corp.
Aircraft Color Guide, John M. Elliott
Personal Collection, Donald H. Butler
The Way It Was-Pearl Harbor-The Original Photographs
Donald Goldstein, Katherine Dillion, Micheal Wenger
Flying Cats, The Catalina Aircraft in Word War II
I.P.M.S. Color Cross-Reference Guide, David H. Klaus

Note on Jack Reid's PBY-5A:

The insignia outlines show the positioning of the large insignias found on 44-P-4. This aircraft also did not have de-icer boots.

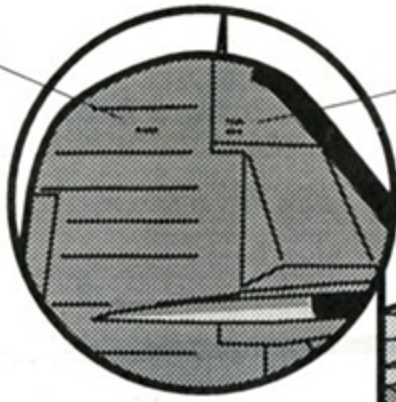
De-icer boots on main wing stop short of panel lines.



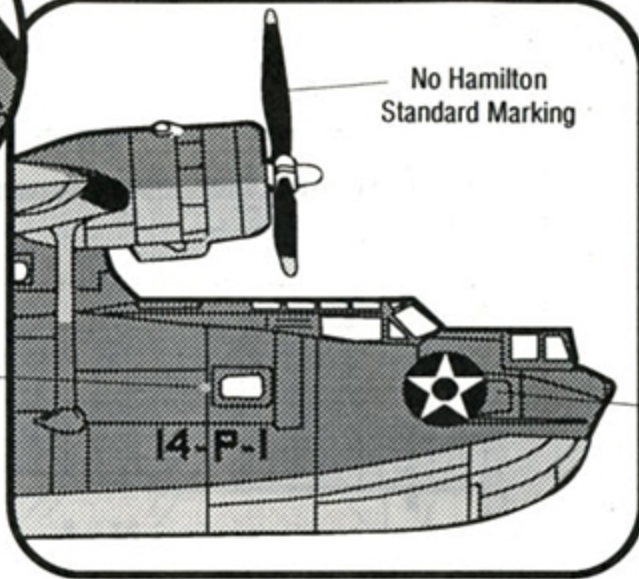
All stencils read from trailing edge and are common to all three aircraft.

PBY-5

NAVY
2419



No Hamilton
Standard Marking



Detail Note:

The red disc does not touch the inside points of the star.

Detail Note:

13

Decal 13 is a radio antennae insulator marking. Once the decal is dry, apply a tiny drop of white glue into the center of the decal to simulate the insulator.

(This is applied to all three aircraft.)



Detail Note:

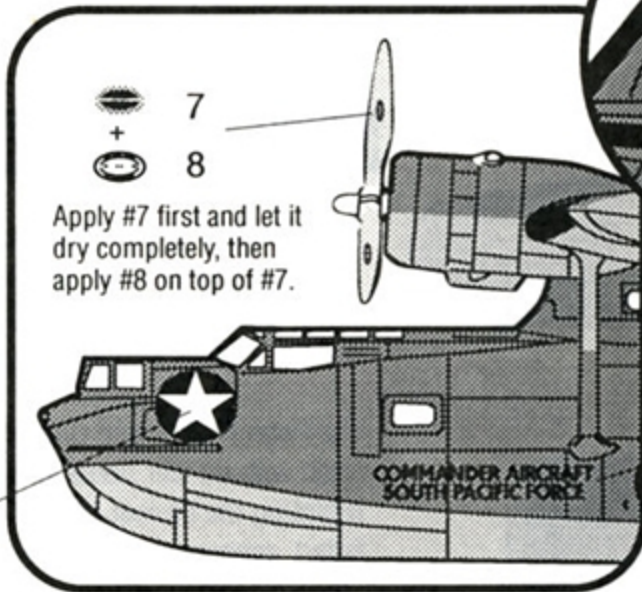
This aircraft sported polished natural metal propellers with no yellow tips.

NAVY
05045

PBY-5A



Apply #7 first and let it dry completely, then apply #8 on top of #7.



BOTH SIDES



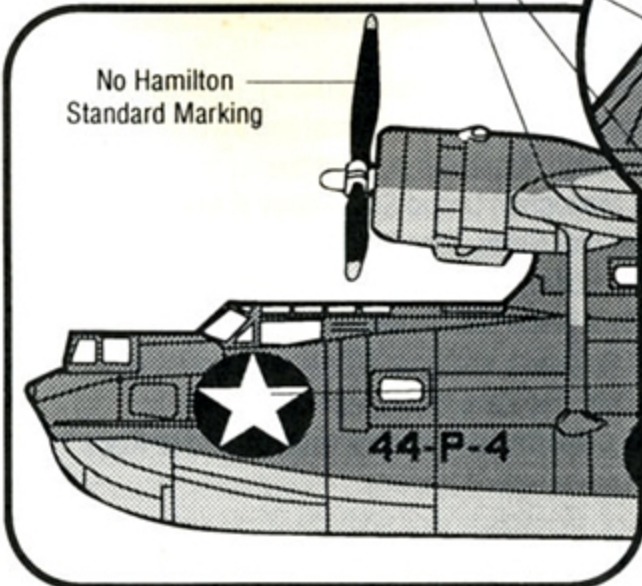
No de-icer boots

NAVY
04982

Detail Note:

This a/c had no rudder markings because the rudder had been freshly painted shortly before it arrived at Midway. (This would be fresh paint and would appear darker than the rest of the aircraft. If weathering to simulate faded upper surfaces, the rudder should not be weathered at all.)

No Hamilton
Standard Marking



Yellowhammer
Models.

P.O. Box 50199
Mobile Alabama 36605-0199