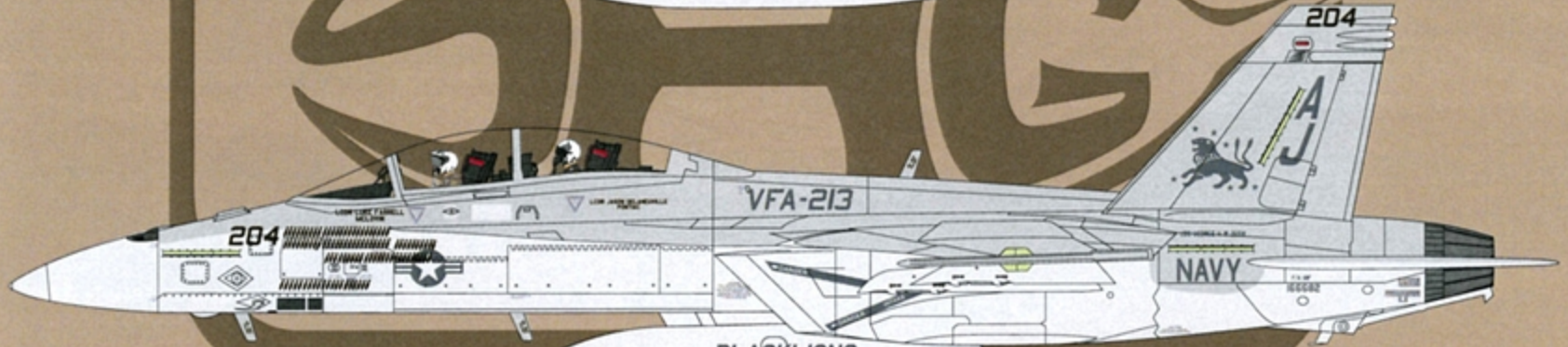


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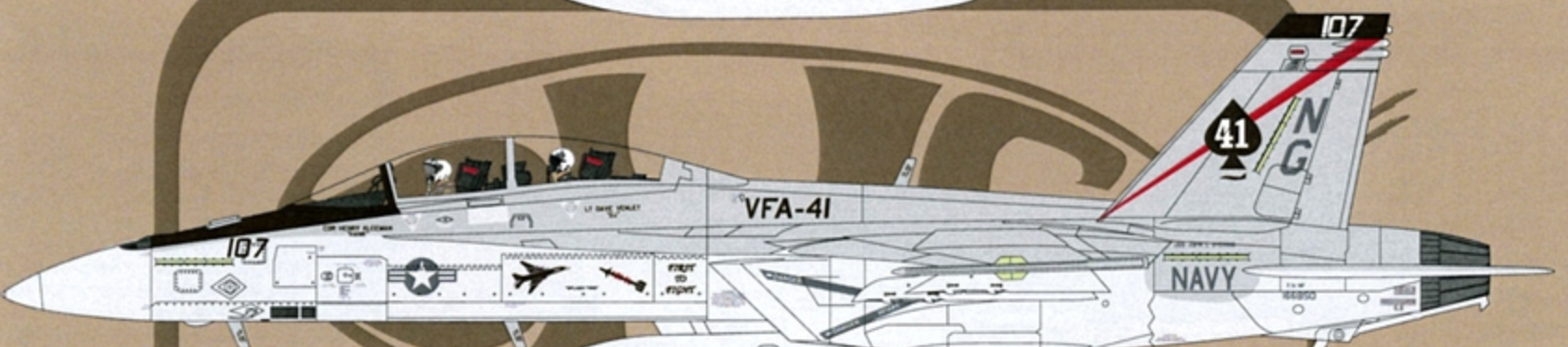


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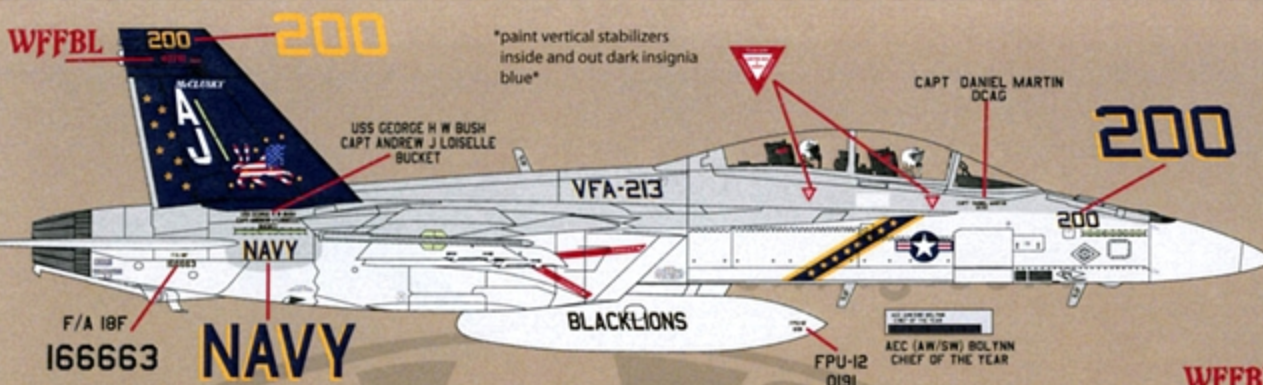
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WAR PARTY

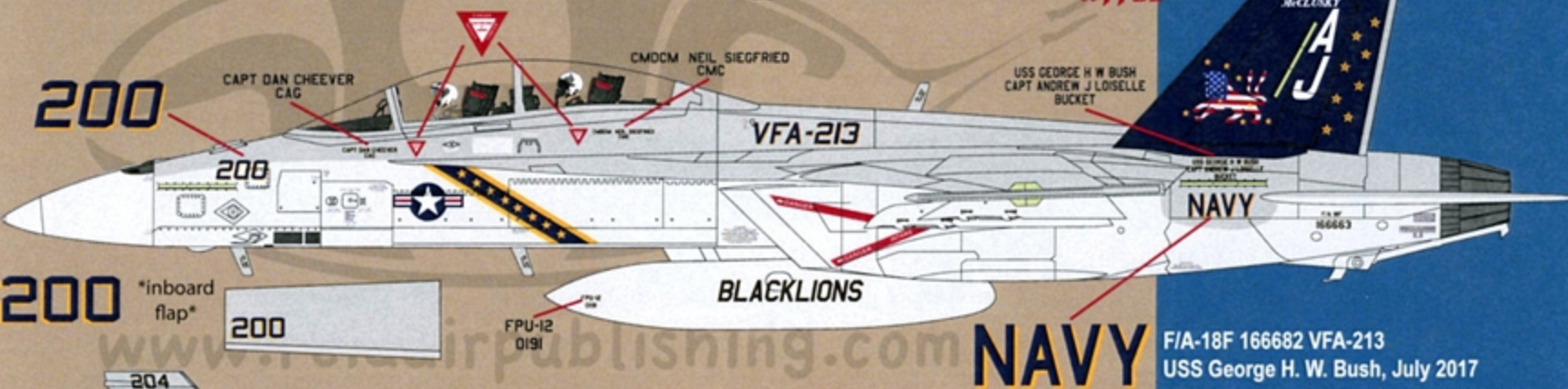


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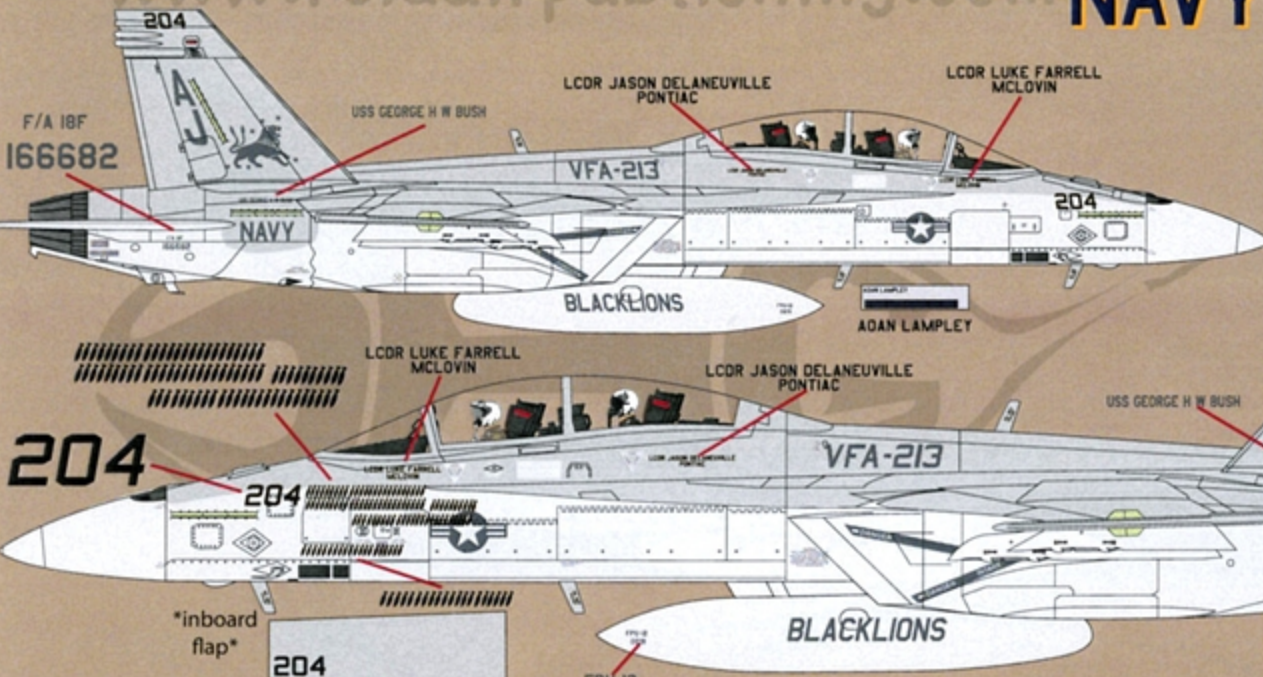
F/A-18F 166663 VFA-213
NAS Oceana, Virginia, May 2015

Based at NAS Oceana, VFA-213 was among the last two squadrons to operate the F-14 Tomcat prior to conversion to the Super Hornet in 2006. 166663 has been the squadron's CAG jet since at least 2008. In 2015, the markings were slightly altered to give the jet a more patriotic look. This jet went on to fly combat missions over Syria in 2017, and was lost in an accident at NAS Key West, Florida, on March 14, 2018, resulting in the tragic loss of both crewmembers.



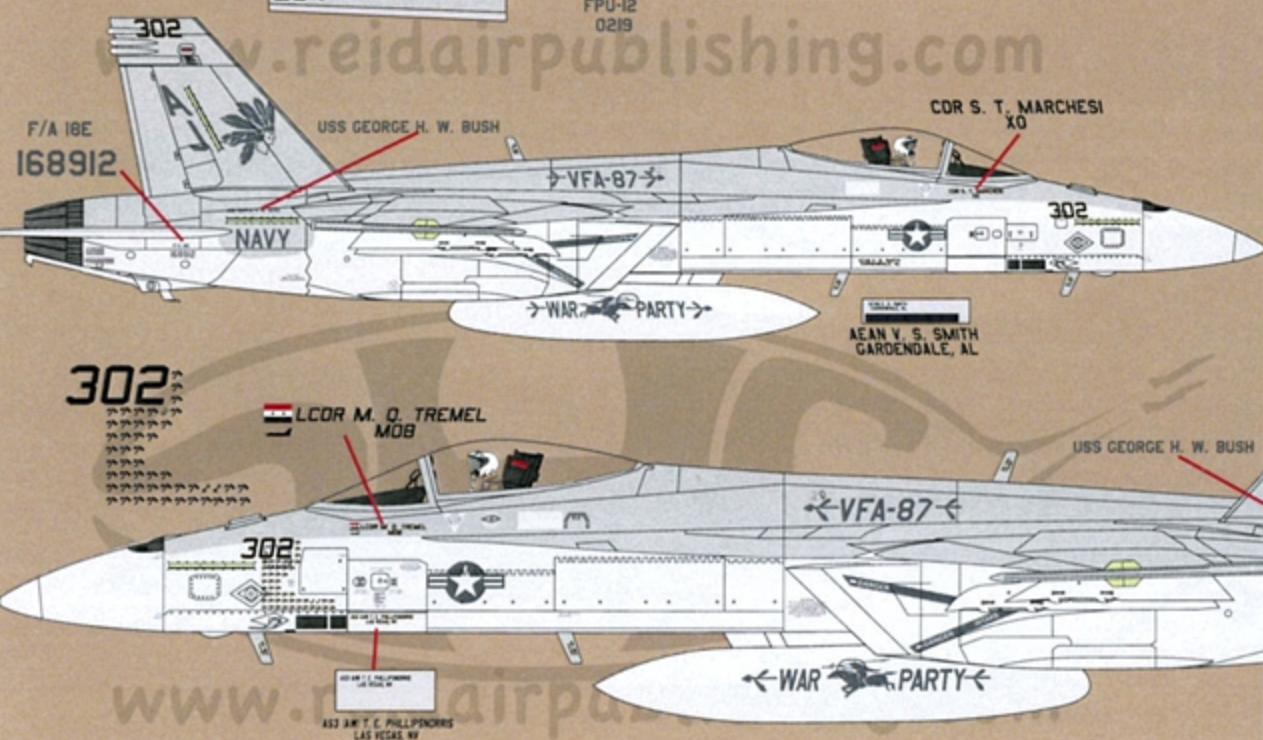
F/A-18F 166682 VFA-213
USS George H. W. Bush, July 2017

VFA-213 went to sea aboard the Bush in early 2017. During their six-month long cruise, they were heavily engaged in striking ISIS targets in northern Iraq and Syria during some of the heaviest fighting and intense airstrikes seen during the campaign to date. 166682 returned home to the United States with a very healthy scoreboard of mission markings.



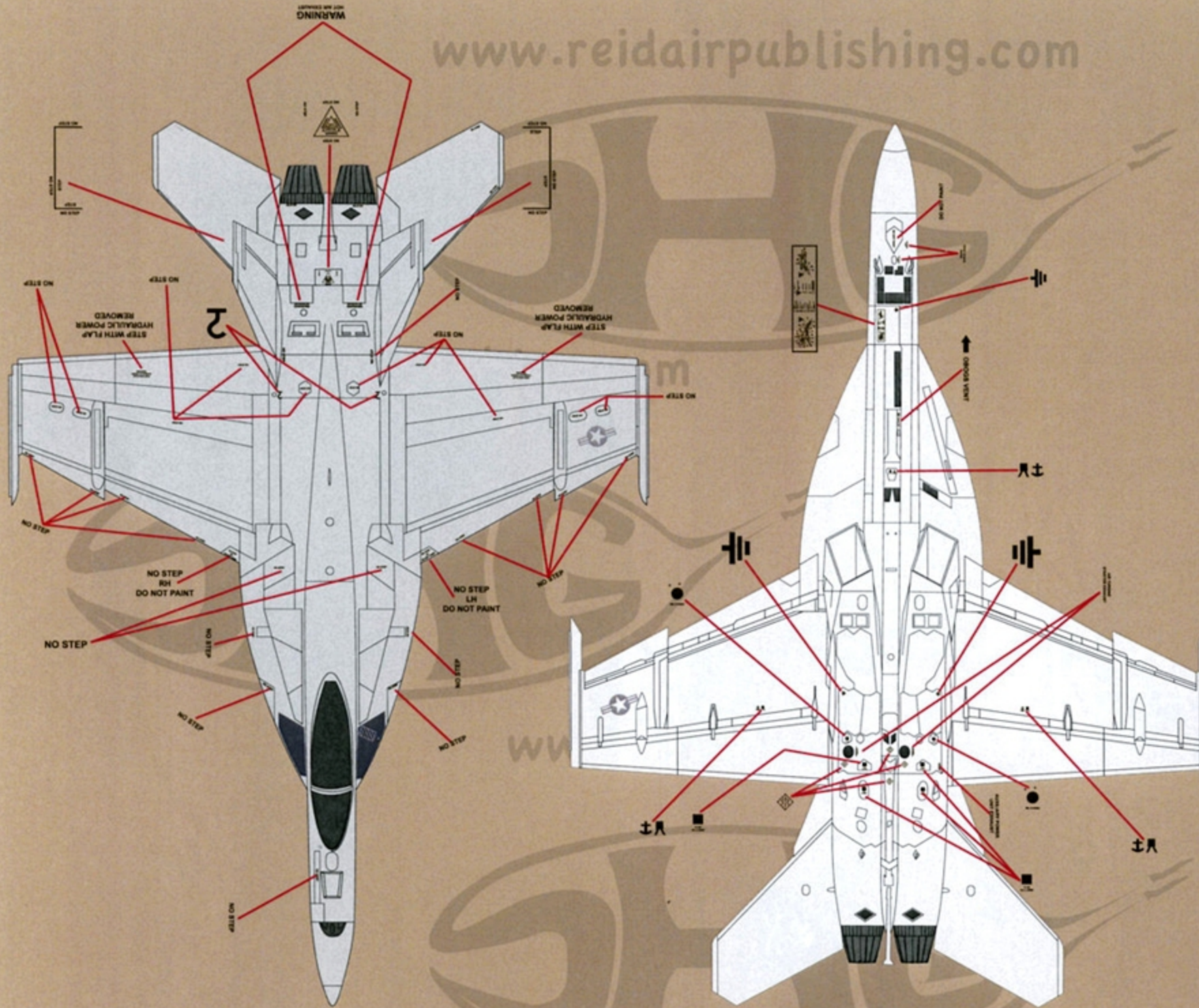
F/A-18E 168912 VFA-87
USS George H. W. Bush, July 2017

Also present on the anti-ISIS cruise of 2017 was VFA-87 flying the single-seat F/A-18E. Like VFA-213, VFA-87 was engaged in striking terrorist targets. 168912, however, went a step further and shot down a Syrian Air Force Su-22 on June 4, 2017, using an AIM-120 missile. A Syrian flag and Su-22 silhouette were added to this jet's nose shortly after the kill took place.



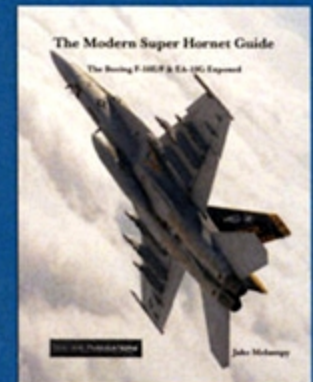
F/A-18E 168912 VFA-87
USS George H. W. Bush, July 2017

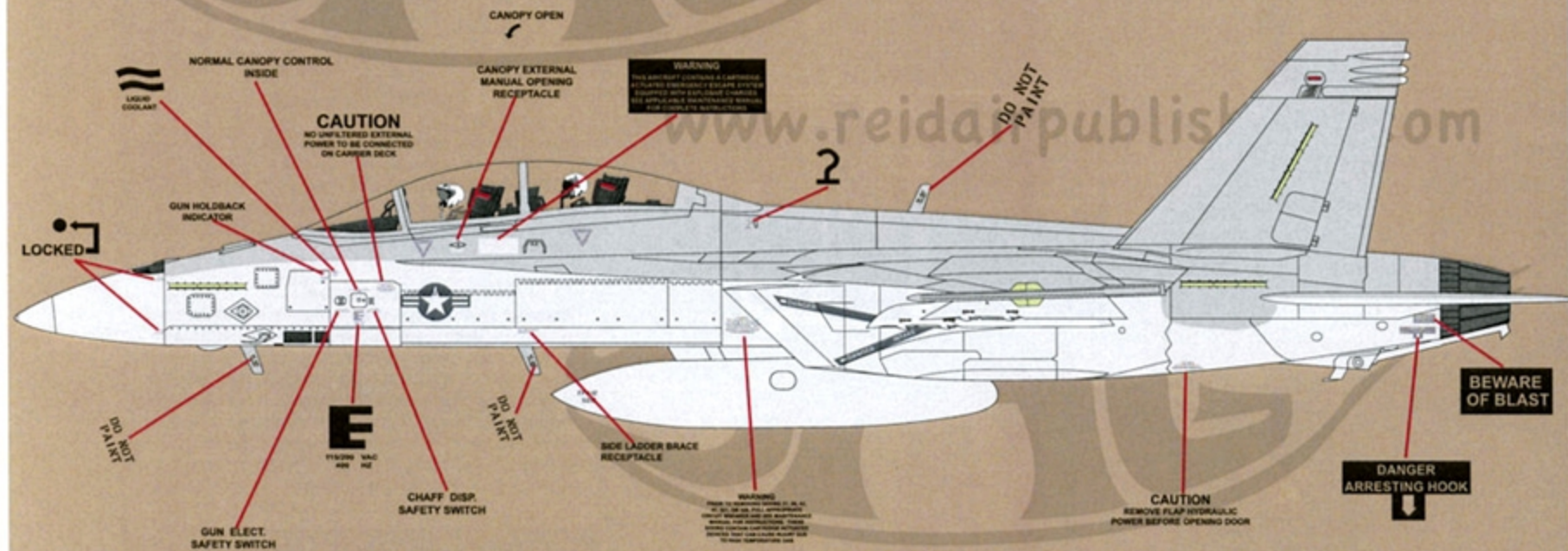
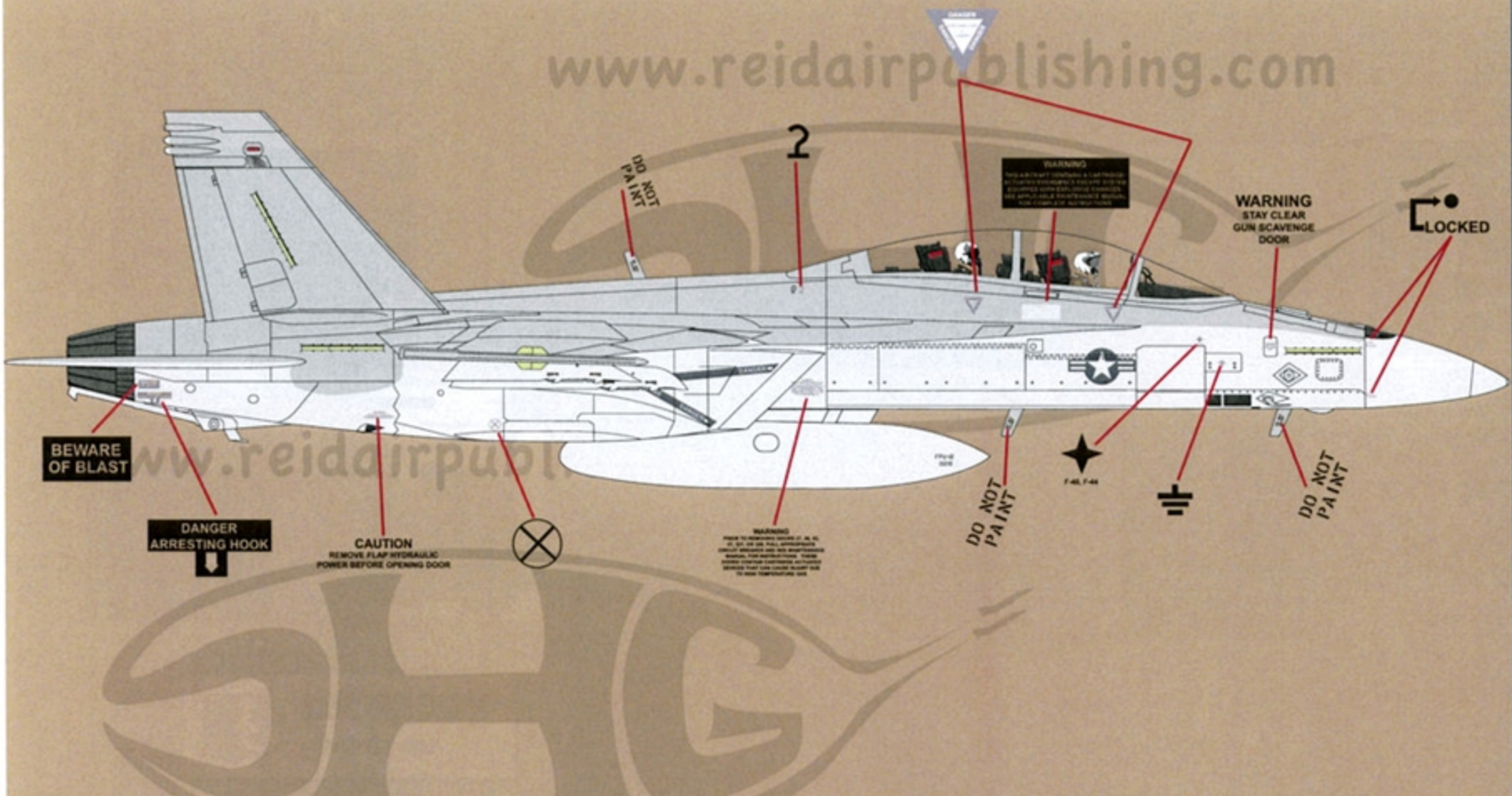
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Maintenance Stencils & Markings

Most markings on the Super Hornets are sprayed onto the jet in contrasting grays, i.e., darker markings over the light gray camouflage color, and lighter markings over the dark gray camouflage color. Some squadrons paint some standard markings in color to match the overall paint scheme of their squadron flagship or the CAG jet, such as that shown on the ejection seat triangles of the VFA-213 and VFA-103 CAG jets on this sheet. The jet's bureau number will also sometimes be painted in something other than gray. Unlike some aircraft types that have been in service for decades, and had received multiple new paint jobs and depot maintenance overhauls, such as the F-4, the Super Hornet markings are still fairly standard, with only a few markings in a slightly different location. For the most part, all maintenance markings are fairly standard from one jet to the next. When building your model, and when applying the decals, *The Modern Super Hornet Guide*, available from Reid Air Publications, will prove to be an invaluable reference, revealing photos and information not available anywhere else. You can buy yours at www.reidairpublishing.com.





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The Modern Super Hornet Guide was first published in 2011, but quickly sold out of all remaining copies in only four short years. At the time of this decal release, a 2nd Edition is in the works and planned for release. Naturally, it will cover all aspects of the Super Hornet in exquisite detail. Check the Reid Air Publications website for details once it is released.

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