

Belcher Bits Decal BD23: Canadian T-33 Silver Star 1/72

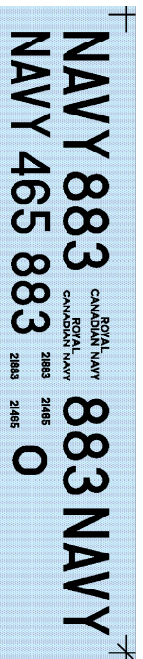
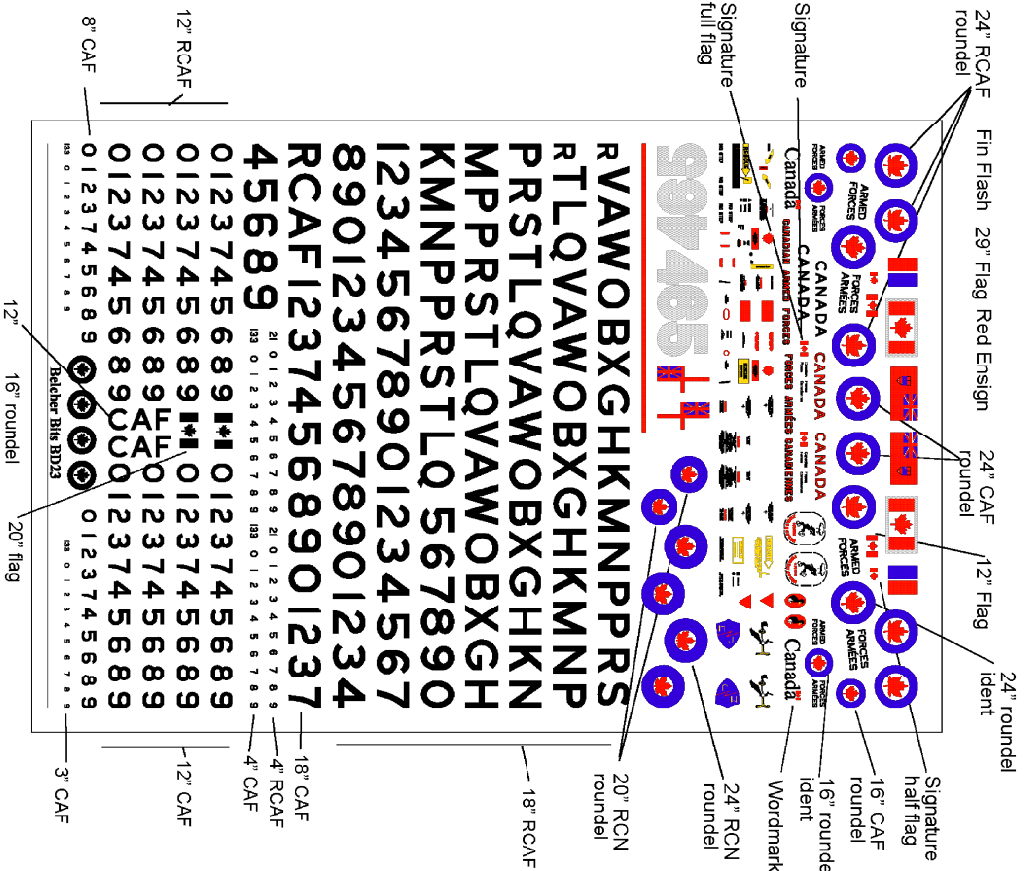
Developed as a two seat trainer variant of the P-80, the Lockheed T-33 first flew in 1948. Canada bought 20 T-33As and these entered service as the Silver Star Mk 1 in 1951. These were delivered with under-wing tip tanks, the only major distinguishing factor.

Canadaair was contracted to build 656 Silver Star Mark 3s, which differed in using the Rolls Royce Nene instead of the Allison J-33. The lighter engine gave improved performance. All these aircraft had the larger tip-mounted fuel tanks. Silver Stars had a long service life in Canada starting in 1951; the last were retired in 2005. During that time, they were used primarily as trainers but also as communication aircraft, target tugs and electronic target simulators. In 1968, they transitioned from the RCAF to Canadian Armed Forces, changing designator to CT-133 to avoid serial number conflicts with the Labrador helicopters. Some aircraft were also used by the Royal Canadian Navy as lead-in trainers for Banshees, and CT-133s continued as target tugs. Silver Stars were also used as flight demonstrators, as the Red Knight and accompanying the Golden Centennaires and Snowbirds.

This decal sheet covers all Silver Star Mk 3s from when they went into service until the switch to low visibility greys around 1989, and includes camouflaged examples serving in Europe. Sufficient numbers and letters are included to allow depiction of any unit during the early years when aircraft carried two letter squadron codes as well as the last three of their serial number.

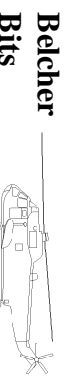
References:

1. Royal Canadian Air Force Aircraft Finish and Markings by Patrick Martin, 2003
2. Canadian Armed Forces Aircraft Finish and Markings by Patrick Martin, 1997
3. RCAF Squadrons and Aircraft, S. Kostenuk and J. Griffin, 1977
4. Canadian Military Aircraft: Serials and Photographs, J. Griffin et al, 2005
5. Sixty Years: RCAF and CF Air Command 1924-1984, L. Milberry, 1984



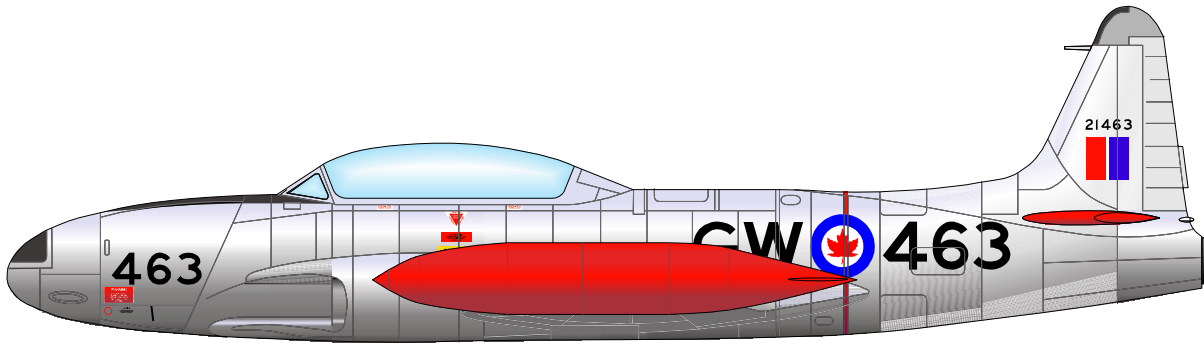
ROYAL CANADIAN AIR FORCE
ROYAL CANADIAN AIR FORCE

Squadron / Unit	2 Letter Code	Period	Example
400 (Toronto)	GW	1955-58	21463
401 (Westmount)	QT	1956-58	21530
402 (Minneapolis)	SV	1954-56	21297
403 (Calgary)	PR	1955-57	21460
406 (Saskatoon)	XK	1956-58	21159
403	-	1964-68	21137
411 (York)	KH	1955-58	21463
418 (Edmonton)	HO	1956-58	21907
420 (London)	AW	1954-56	21447
424 (Hamilton)	PV	1956-64	21469
438 (Montreal)	BQ	1954-58	21326
1 AFS/FTS	GO		
2 AFS/3 FTS	PP		
3 AFS	MI		



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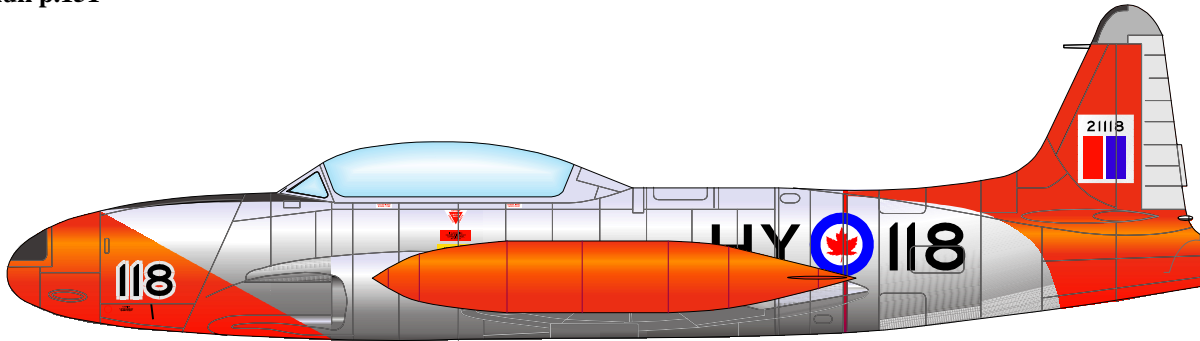
1. Silver Star Mk 3, s/n 21463, 400 Sqn, 1955

This represents the first RCAF operational scheme of the Silver Star Mk 3. (Earlier Mk 1s had large 24" VC era 3 letter codes on the nose, and fuselage roundel further back, centred between the engine warning stripe and leading edge of the tailplanes). On the nose was the last three of the serial in 12" black numbers. There was a black anti-glare panel on the top of the nose, and the nose radome was black. On the fuselage side was a 24" RCAF roundel, flanked by the squadron code and last 3 in 18" black letters. On the starboard side, this was repeated in the same location but the roundel ended up further aft because the 2 letter code was of course shorter than the 3 number serial. On the tail was a 16" square fin flash (red forward on both sides) with the serial number in 4" black numbers above. The fin top was a light grey plastic.

Standard wing markings were red (1-GP-12 509-102, similar to FS595 11310) tips, tanks (but not the ailerons) top and bottom 56" from the inboard edge of the tip tank. The horizontal tailplanes (but not the elevators) were also red.

The tip tanks had a black anti-glare finish from inboard horizontal to top centre. On the wing tops were 24" roundels, centred on the edge of the red area. Below the wing, the roundels were inboard of the red area. Flanking these roundels were the 2 letter codes inboard and the last 3 outboard. On the port wing these read from the rear, on the starboard they read from the front.

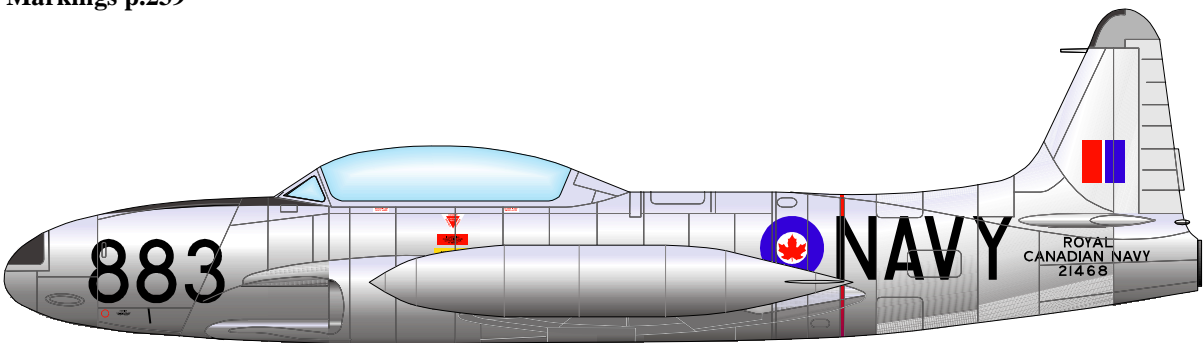
Ref: Kostenuk p.151



2. Silver Star Mk 3 Target Tug, s/n 21118, Weapons Practice Unit (HY) 1956

Similar to scheme 1 above and from the same era, but high visibility areas are in dayglo orange-red rather than red, and nose and tail areas are also painted. The area around the nose numbers and around the fin flash are left bare metal. Note that the decal sheet does not include a Y but it is easily made from an X and L.

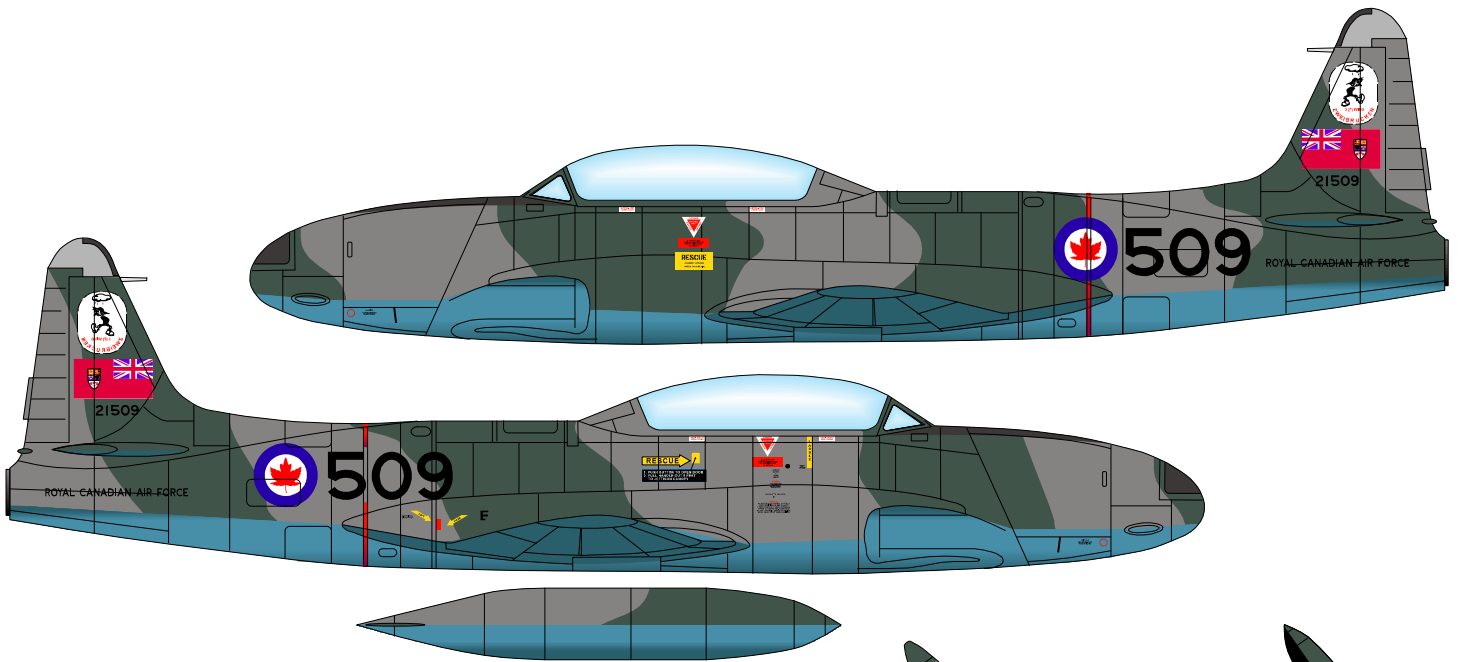
Ref: RCAF Markings p.239



3. Silver Star Mk 3, s/n 21468, VT-40, RCN, 1956

The Royal Canadian Navy needed jet trainers as they brought the Banshees into service and used a small number of Silver Stars. Earliest markings were very plain, with a fin flash on the tail, NAVY in 24" letters on the rear fuselage, and the aircraft number (not the last 3 of the serial) on the nose. Under the tail was the service identifier and the aircraft serial number. Do NOT use the 21883 on the small decal sheet, but make up the serial from 4" RCAF font numbers. References show red wingtips and tails per RCAF practice but photos clearly show early RCN T-Birds had no such markings initially, even on the tip tanks which did however have the inboard anti-glare markings. Later in the 50s, the RCN started using the White Ensign instead of the old style fin flash. On the upper wings, 24" RCN roundels were placed in the same position as used by the RCAF. Below the wings, 20" roundels occupied the same positions. Inboard of the roundel under the starboard wing was NAVY in 20" letters; inboard on the other wing was the aircraft number.

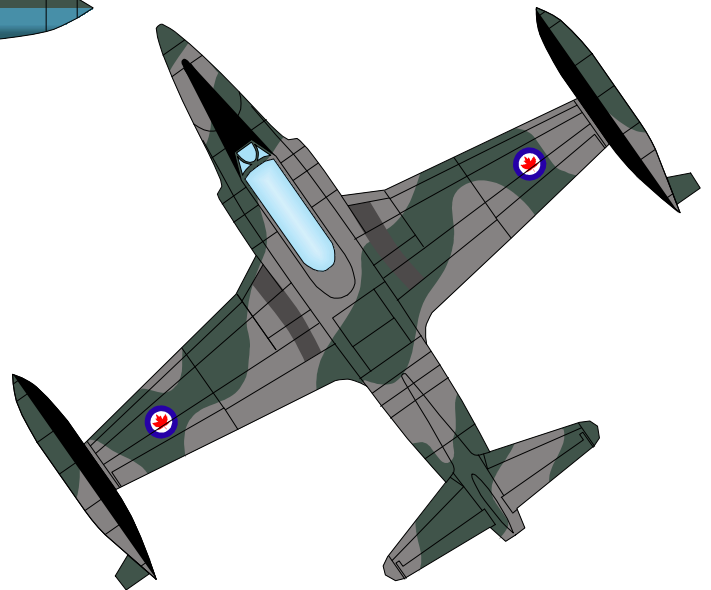
Ref: Canadian Naval Aviation 1945-1968, p105.



4. Silver Star Mk 3, s/n 21509, 3 Wing, Zweibrucken, 1957

This represents camouflage version of the AB+3 scheme. When Sabres in European based fighter squadrons changed from natural metal to camouflaged schemes, so did the check trainers assigned there. These aircraft were assigned at the Wing level, not to individual squadrons, so no squadron codes. Colours were Dark Sea Grey and Dark Green over PRU Blue. There was a black anti-glare panel on the top of the nose, and the nose radome was black. On the fuselage side was a 24" RCAF roundel and to its right the last 3 in 18" black letters. Below the tailplanes was ROYAL CANADIAN AIR FORCE in 3" black letters. On the tail was a 29" Red Ensign (Union Jack forward on both sides) with the serial number in 4" black numbers below. The special marking above the flag is Joe Bflstk from the L'il Abner comic strip. The tip tanks had a black anti-glare finish from inboard horizontal to top centre. On the wing tops were 24" roundels, centred 70" in from the wing tip. Below the wing, the roundels were centred 84" in from the tip. Outboard of these roundels were the last 3 in 18" black letters. On the port wing these read from the rear, on the starboard they read from the front.

Ref: IPMS Canada RT



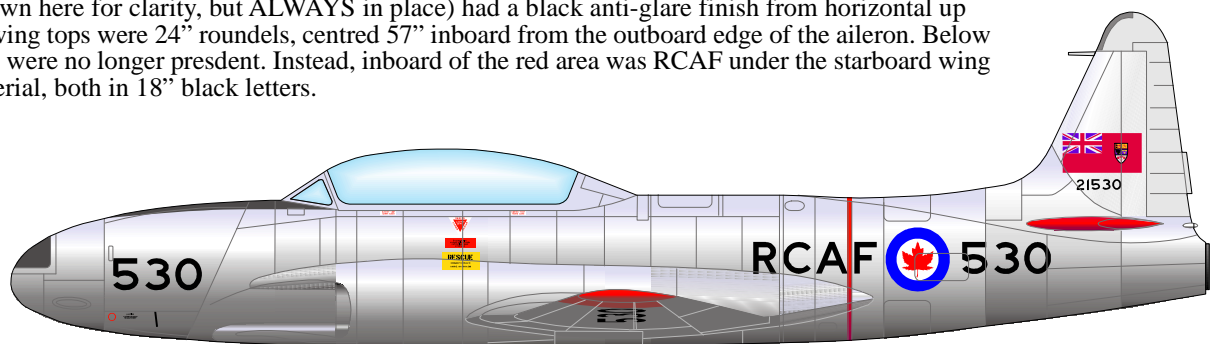
5. Silver Star Mk 3, s/n 21530, 1958

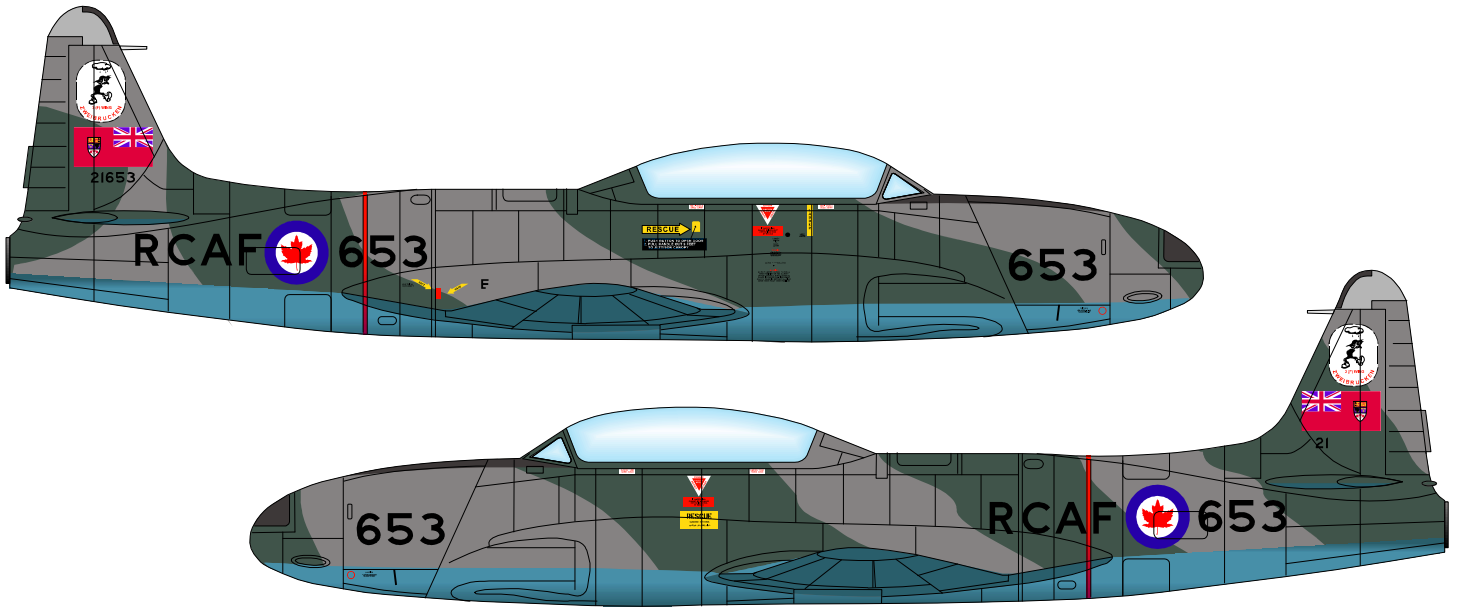
This represents the later RCAF+3 scheme of the Silver Star Mk 3. On the nose was the last three of the serial in 12" black numbers. There was a black anti-glare panel on the top of the nose, and the nose radome was black. On the fuselage side was a 24" RCAF roundel, flanked by RCAF on forward side and last 3 aft in 12" black letters. On the starboard side, this was repeated and the roundel was in the same location as RCAF was still on the forward side. On the tail was a 29" Red Ensign (Union Jack forward on both sides) with the serial number in 4" black numbers below.

Standard wing markings were still red tips top and bottom, in 23" from the outboard edge of the aileron; this included the tip tanks, but not the ailerons. The horizontal tailplanes (but not the elevators) were also red.

The tip tanks (not shown here for clarity, but ALWAYS in place) had a black anti-glare finish from horizontal up to top centre. On the wing tops were 24" roundels, centred 57" inboard from the outboard edge of the aileron. Below the wing, the roundels were no longer present. Instead, inboard of the red area was RCAF under the starboard wing and the last 3 of the serial, both in 18" black letters.

Ref: Kostenuk

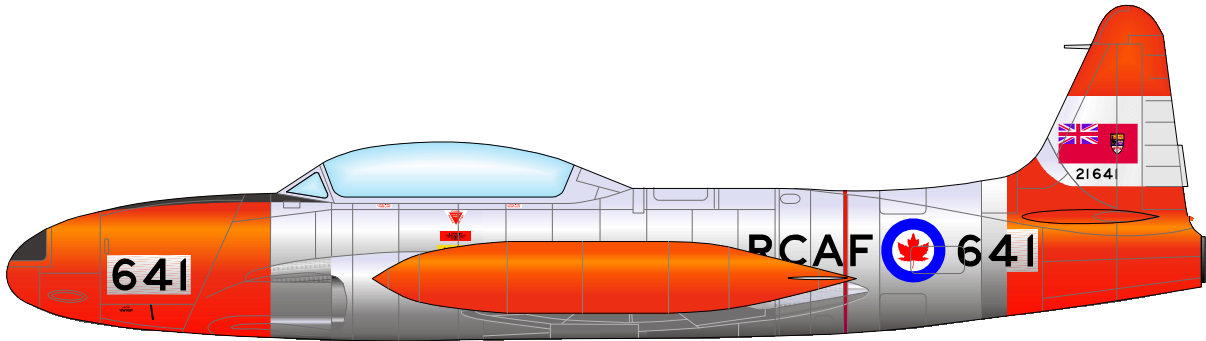




6. Silver Star Mk 3, s/n 21653, 3 Wing, Zweibrucken, 1960

This represents the later RCAF+3 camouflaged scheme. Camouflage schemes followed closely that worn by the fighter aircraft in Europe. Again, these Silver Stars were assigned to the four fighter wings in Europe as check trainers and hacks. This machine carries Joe Bflstk again (and the same logo has been seen on 21645 as well). Basically, these machines displayed a similar (but not identical) camouflage scheme as illustrated for number 4, but with the markings scheme as shown on number 5.

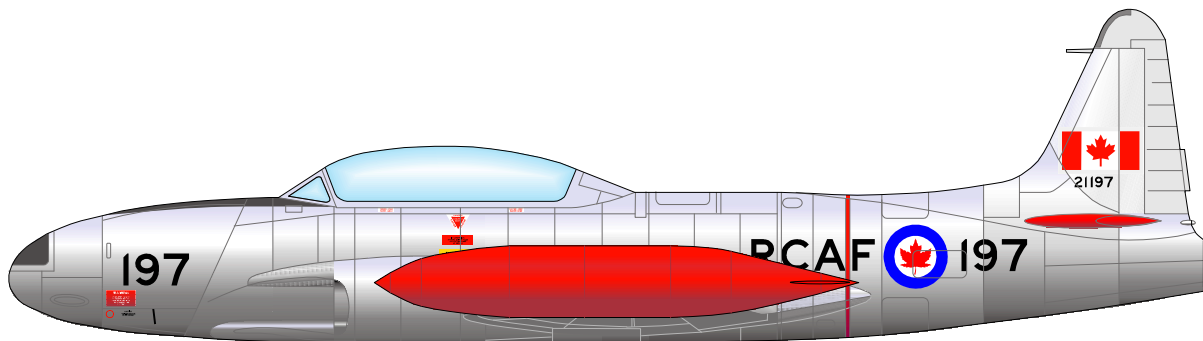
Ref: RCAF Aircraft Finish and Markings, p.241



7. Silver Star Mk 3 Target Tug, s/n 21641, 1960

This is the tow-target variation of the RCAF+3 marking scheme. Markings were similar to number 5, but note the variations in the dayglo high-visibility areas to that shown in number 2. Areas where aircraft numbers or other markings are located are now surrounded by natural metal blocks rather than thin borders around the individual letters.

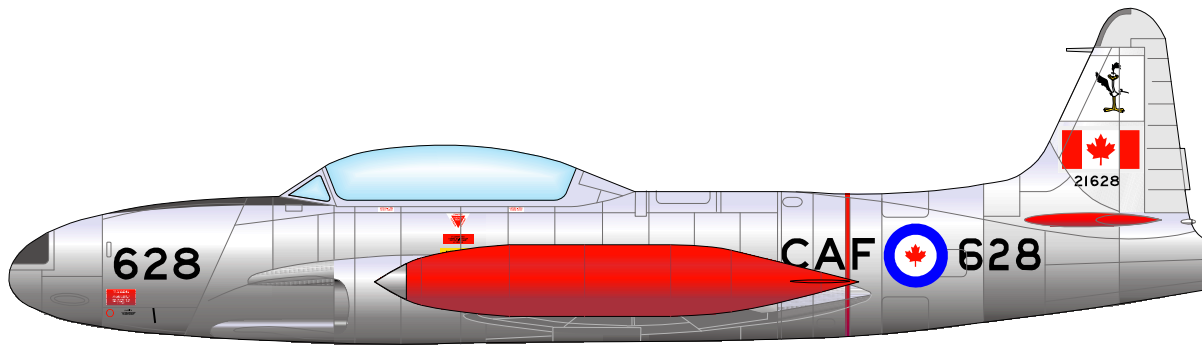
Ref: RCAF Aircraft Finish and Markings p.241



8. Silver Star Mk 3, s/n 21197, 1965

This represents the last scheme before unification. In 1965, Canada replaced the Red Ensign with our own new Maple Leaf flag, and this was updated on all RCAF aircraft. Otherwise, markings are identical to that shown in number 7. This particular aircraft served in Europe but Canada-based T-33s were similarly marked.

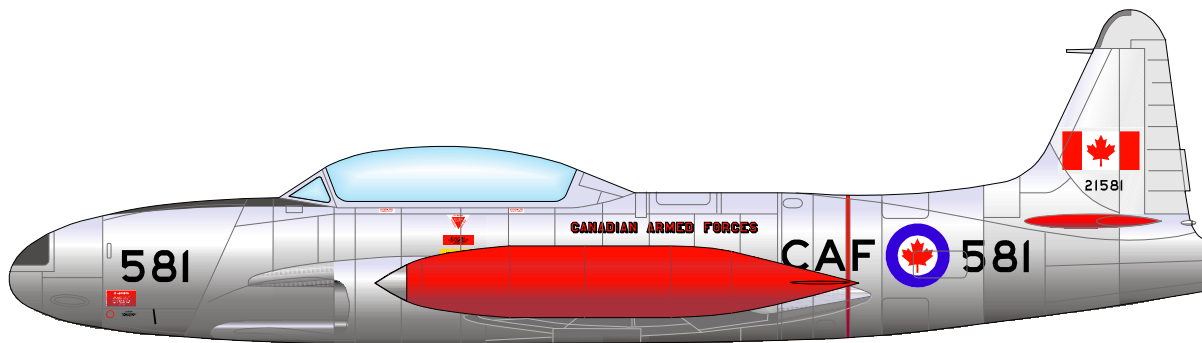
Ref: RCAF Aircraft Finish and Markings p.243



9. Silver Star Mk 3, s/n 21628, 1 Air Division, 1968

This represents an air force in transition. In 1968, the three arms of the Canadian military were joined into the Canadian Armed Forces. The old RCAF roundel with its silver maple leaf was to be replaced with a new CAF roundel (with a slightly thicker blue ring) and the leaf from the new flag. Changing from RCAF to CAF was simple; drop the R. The new roundels took longer to get into the system, and as an interim, many aircraft were modified by simply overpainting the old leaf and cutting a leaf from new flag decals. Initially, this resulted in some non-standard proportion roundels. These small leaf roundels were seen on many CAF aircraft at this time, and would have been replaced when available. The reference photo for this aircraft clearly shows the small leaf roundel, and you can make this from the decal by painting a white disc in place, using the blue rings from the 24" RCAF roundels and the centre leaves from the 16" CAF roundels. Another oddity of this aircraft is that the nose numbers are in the old RCAF font, but fuselage numbers are in the new CAF font. Finally, this is one of the European flightless birds and it has the Roadrunner on the tail on a painted white background. Starting about 1969, the tip tanks had the entire inboard surfaces in black and had the leading 12" left natural metal. The outer wingtips were red top and bottom, measuring in 38" from the inner edge of the tanks. On the wing tops were 24" roundels, centred 14" in from the red wing tip. Below the wing, no roundels were carried, but under the starboard wing was CAF in 18" black letters, with similarly sized last 3 under the port wing. Both of these read from the front. These markings were centred just a few inches outboard of the flap/aileron junction.

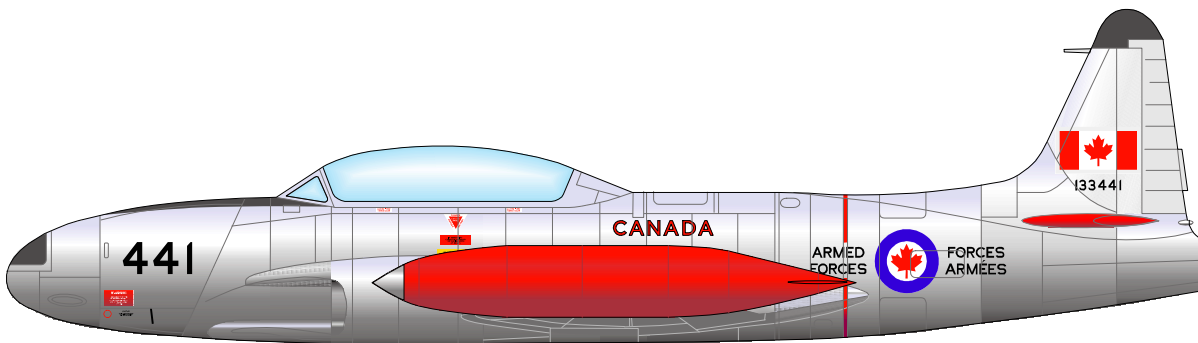
Ref: Photo courtesy Bryan Volstad



10. Silver Star Mk 3, s/n 21581, 1970

This is the fully developed CAF era scheme. Proper proportion roundels, 4" shadow lettering on the mid fuselage (FORCES ARMEES CANADIENNES on the starboard side), same style numbers front and rear. Otherwise identical to number 9.

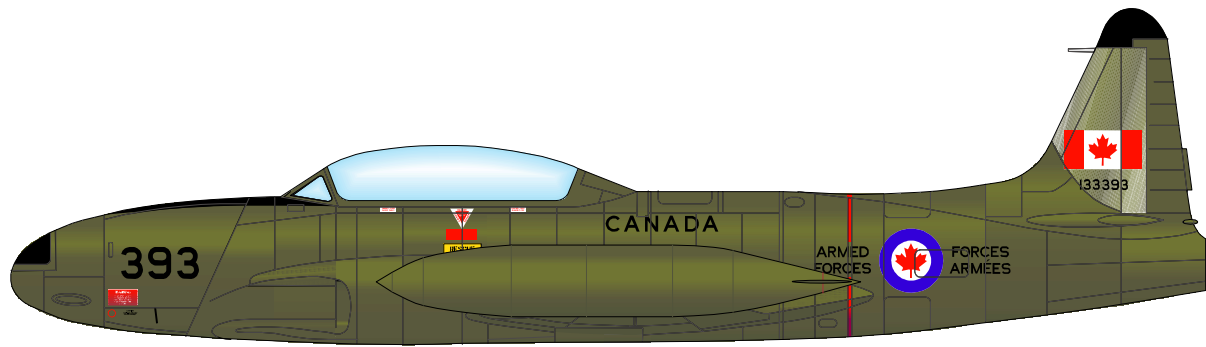
Ref: CAF Finish and Markings p.129



11. CT-133 (Silver Star Mk 3), s/n 133441, 1975

Apparently, it was not allowed under ICAO rules to have different markings on two sides of an aircraft, so Canada was forced to account for our bilingual military in a different manner. The shadow lettering was replaced with a 6" black bordered red word CANADA, and the plain roundel was replaced with the Roundel Ident with ARMED FORCES / FORCES ARMEES flanking the roundel. Finally, all major markings were symmetrical side-to-side. By this time, the new serial numbers had come into use with 133 replacing 21 for all CT-133s. Otherwise, all other markings are the same as CAF era machines.

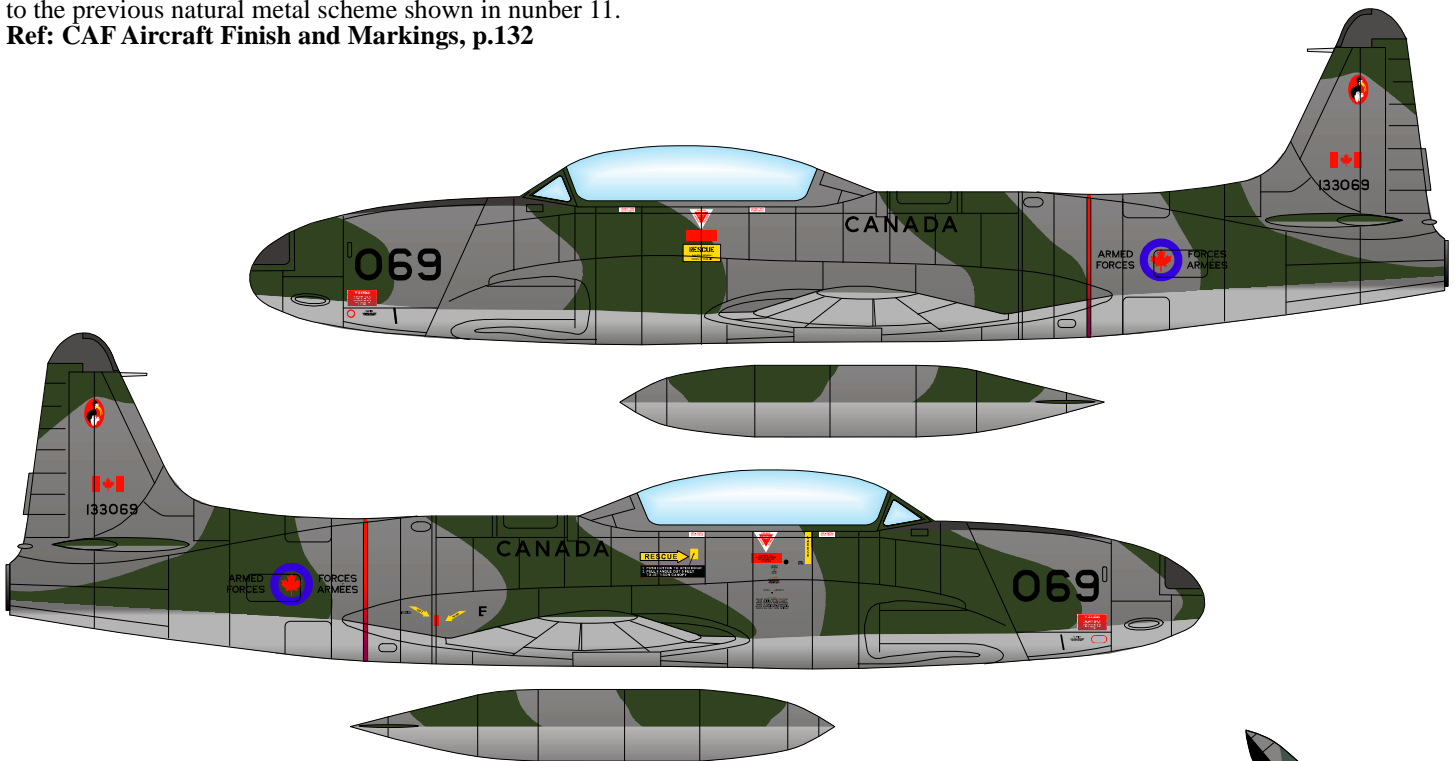
Ref: Canada's Air Force Today, p.59



12. CT-133, s/n 133393, 1 Air Division, 1978

As the CF-104s in Europe went from a nuclear strike to a conventional attack role, they changed from natural metal to an overall green, so too did the Silver Stars attached to the 1 Air Division squadrons. Colour is overall 1-GP-12C 503-322 (no direct FS595 equivalent, but close to 24172), although one reference called up 503-301 which is a darker green used in later variegated schemes. Apart from the removal of the aluminum surround to the flag on the tail, and the change to a 6" black CANADA on the side, the markings are identical to the previous natural metal scheme shown in number 11.

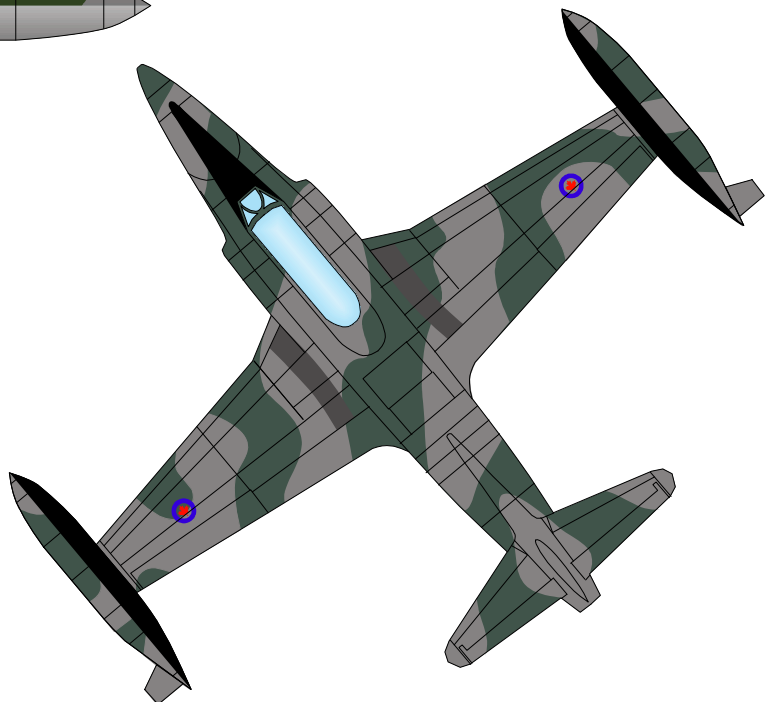
Ref: CAF Aircraft Finish and Markings, p.132

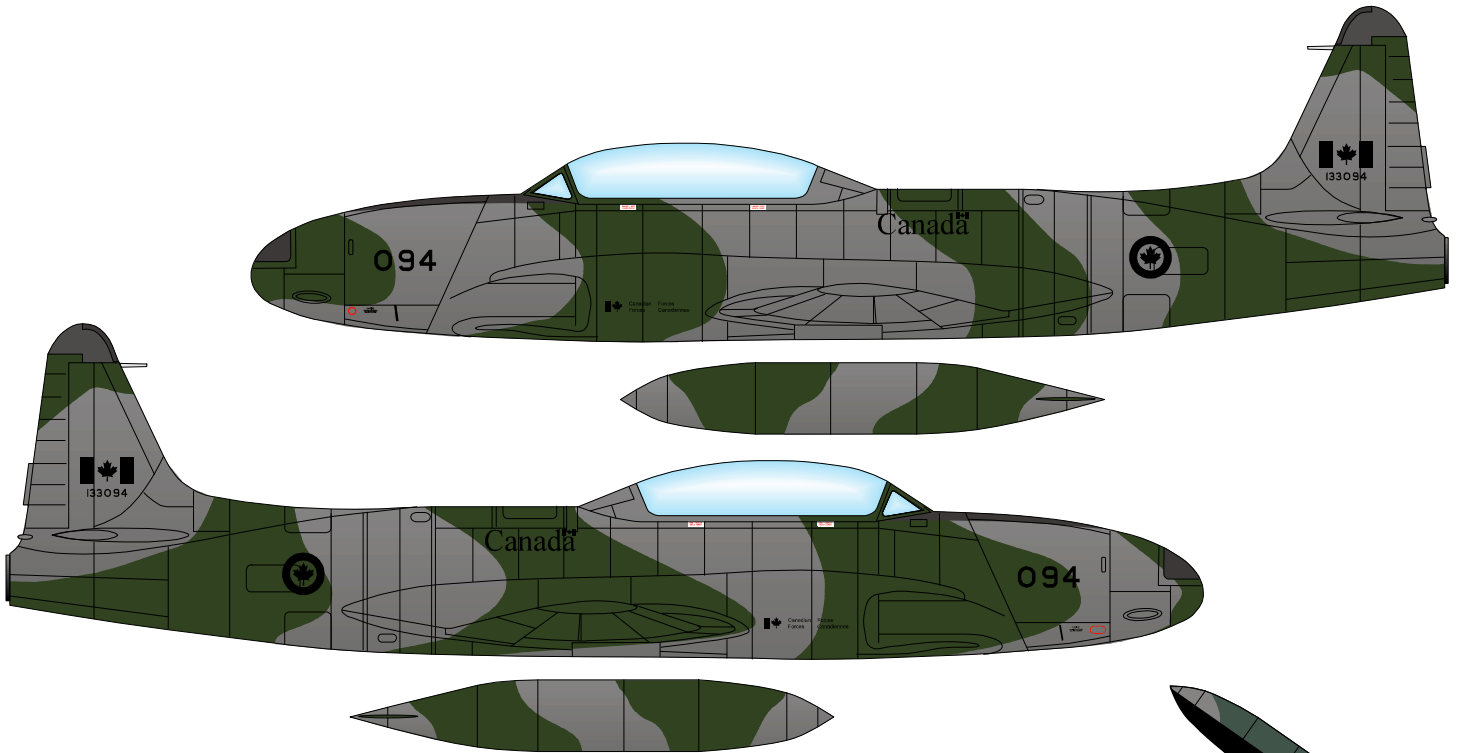


13. CT-133, s/n 133069, 1 Air Division, 1982

This represents the symmetrical era camouflaged scheme. This particular aircraft carried a Kiwi flightless bird on the tail. Basically, these machines displayed a similar (but not identical) camouflage scheme as illustrated for number 6, but with the markings scheme as shown on number 11. Colours were Green 503-301 (FS595 34064) and Grey 501-102 (FS595 36099 or 36118) over Light Grey 101-327 (similar to FS595 36473). However, the roundels were 16" with white removed and the flag was 12" red only.

Ref: Kostenuk





14. CT-133, s/n 133094, 1988

This represents the final variegated camouflage scheme, a full wraparound in Green 503-301 and Grey 501-302 with all black FIP markings. Fuselage roundels are 16", tail flag is 20" and tail serial numbers are 3". Nose numbers are 8" black. There is an all black 140mm Canada wordmark and 100mm Signature, located as shown in number 13. Wing markings are 16" roundels and 12" last 3 as shown; bottom is similar. The bottom camouflage pattern is a mirror image of the top. Ref: CAF Aircraft Finish and Markings, p.133



15. CT-133, s/n 133423, CFB Winnipeg, 1988

The final natural metal scheme with FIP (Federal Identity Program) markings. The 140mm Canada wordmark replaces the red and black CANADA on the mid-fuselage and a 100mm Signature block with single bar flag is on the intake midway between lip and wingroot. The 24" roundel is in the same position as the old roundel ident. Red wing and tail markings as per previous versions. Wing markings are asymmetric; left side a 24" roundel, right side are the last 3 in 18" letters, and same on the bottom. Top markings are centred 67" in from the tip tanks, bottom are centred a few inches out from aileron/flap junction. Few pictures exist of this scheme and I believe most CT133s went straight from the symmetric scheme (number 11) to overall grey with FIP markings.

Ref: Canada's Air Force Today, p.60

