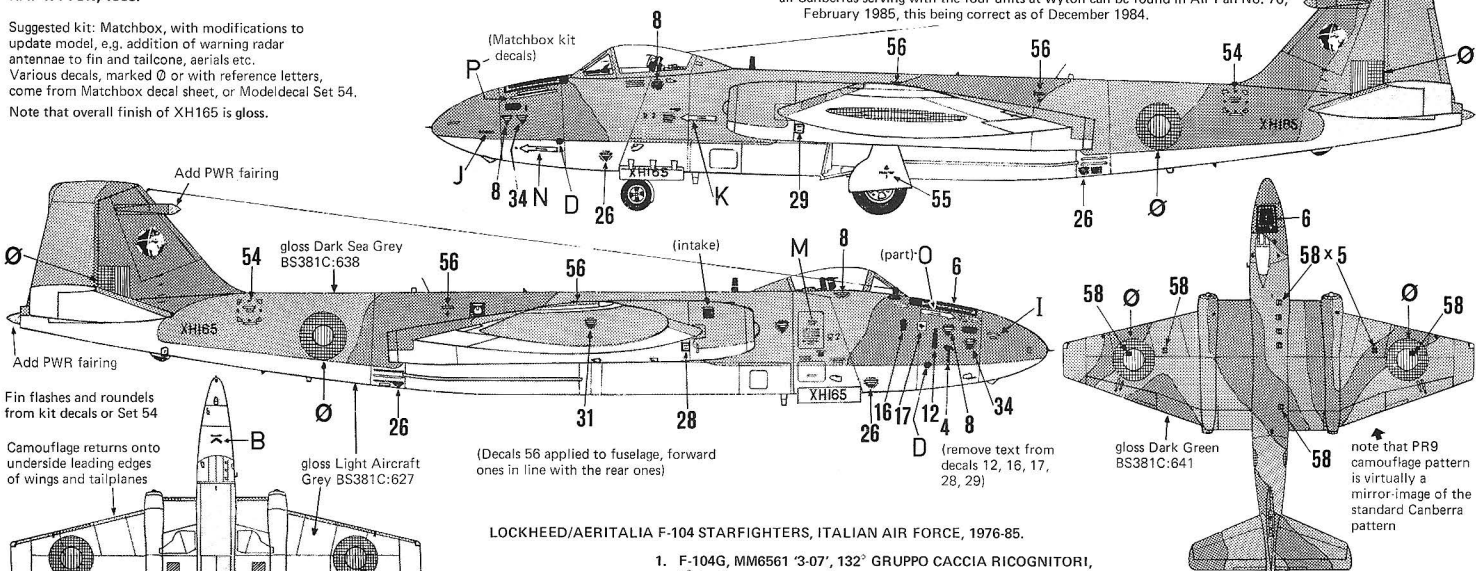
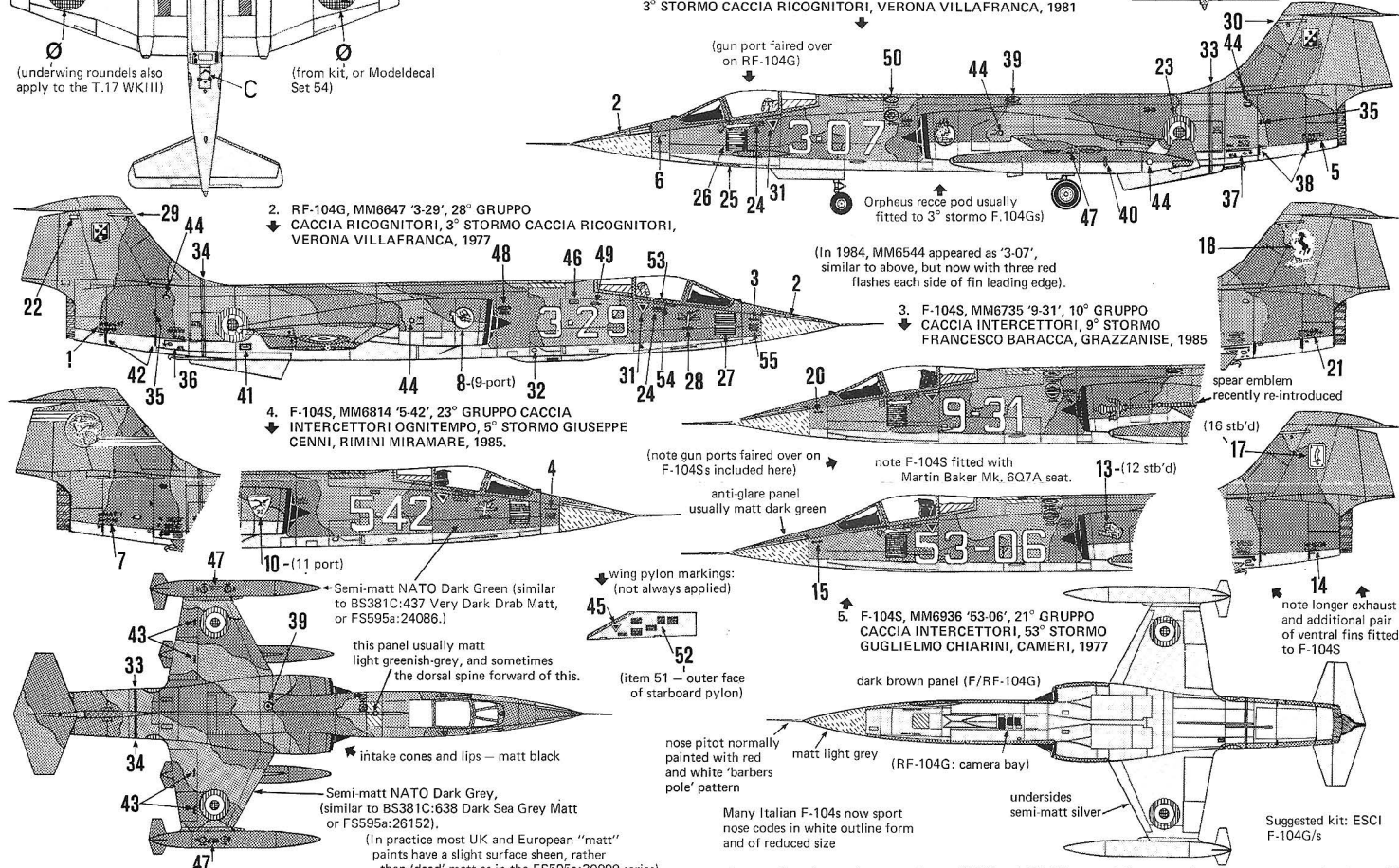


Suggested kit: Matchbox, with modifications to update model, e.g. addition of warning radar antennae to fin and tailcone, aerials etc. Various decals, marked \emptyset or with reference letters, come from Matchbox decal sheet, or Modeldecals Set 54. Note that overall finish of XH165 is gloss.



LOCKHEED/AERITALIA F-104 STARFIGHTERS, ITALIAN AIR FORCE, 1976-85.



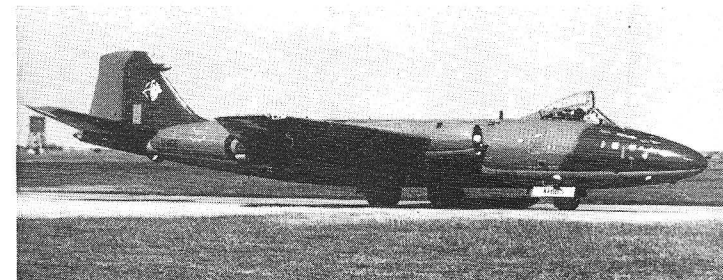
GENERAL NOTES: the following colours are suggested for cockpit interiors: matt black for general interior surfaces of the Canberras, and matt medium grey (FS595a:36231, Dark Gull Gray) for the F-104s. Martin Baker ejection seats usually have black seat frames, while US seats are generally medium grey; seat cushions and padding, parachute and survival packs vary in colour, as does harnessing, and if you wish to detail the cockpit interiors you will need to research further. Instrument panel decals: paint a small area of thin plastic card gloss black (Canberras) or medium grey (F-104s); when dry apply decal, cut panel to shape and apply to model.

This set features two types of aircraft that have served worldwide for many years; the Canberra is slowly approaching the end of its long career with the RAF, the present force being concentrated into four units all based at Wyton, so it is appropriate to feature all four units here. Apart from the versions included, there is also a small number of B.2/B.2T, PR.7 and TT.18 variants at Wyton, and these decals will also help if you model these. The high gloss PR.9s of 1 PRU tend to look immaculate, and when modelling this version care should be taken not to overdo any weathering. . . . in fact any weathering effect is probably best forgotten. In contrast, some of the matt finished Canberras of other marks can end up looking rather worse for wear; noticeable for example was the very worn paintwork around the mid-fuselage area of 100 Squadron's E.15, WJ756, to the point where a considerable area of what was once dark green appeared to have been oversprayed with dark sea grey; similarly, where the one time 24 in. square fin flash had been reduced in width, (something typical for many Canberras), the dark green areas were filled in with grey. The Italian Air Force F-104s we have included represent a small selection of unit schemes carried over the years by the numerous Stormos (Wings). A most useful reference book for anyone wishing to model Italian aircraft is 'Italian Military Aviation' by Frank McMeiken, published by Midland Counties Publications; the full serials ('MM . . . ' numbers) with unit allocations are also helpful, as great care needs to be taken when

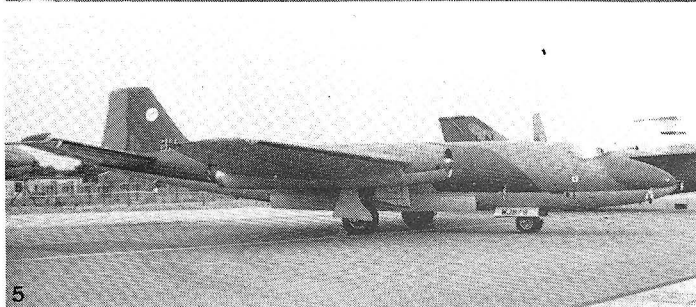
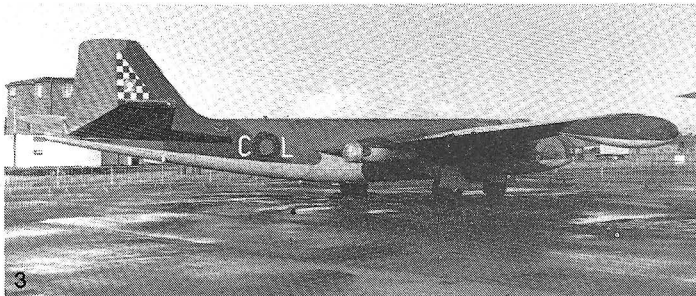
No. 1 PRU is now the main PR.9 unit in the RAF; a complete list of all Canberras serving with the four units at Wyton can be found in Air Fan No. 76, February 1985, this being correct as of December 1984.



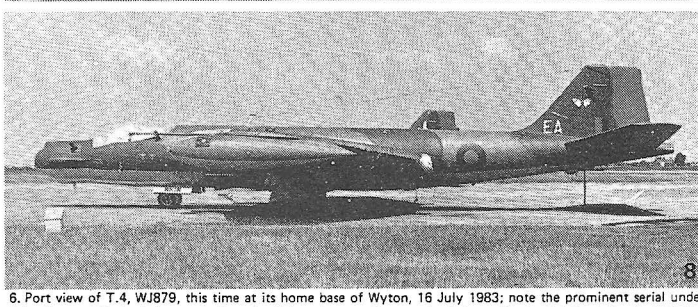
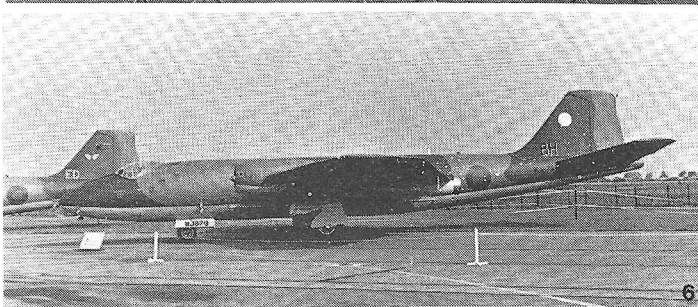
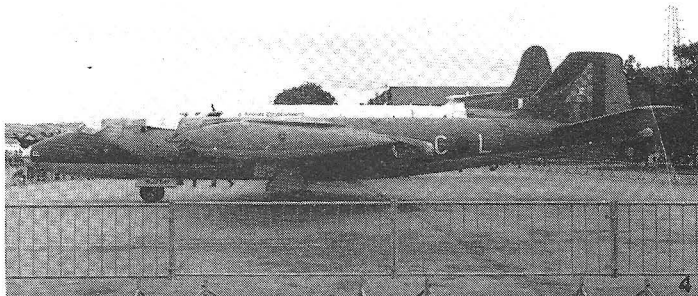
1. Canberra PR.9, XH165 of No. 1 P.R.U., Wyton, seen in mid-1985 at RAF Brize Norton; its gloss finish is not due to the obvious weather conditions — unlike the other Canberra variants still in service at Wyton, the PR.9s are in high gloss finish. Note the crew ladder in place, and the prominent PWR 'bullets' on the fin and rear end of the fuselage. Photo: J. Kyte



2. The same aircraft a year later while taxiing with the cockpit hood open, and the high gloss finish again evident. 29 Sqn. PR.9s also had the tail end PWR fairings prior to the formation of 1 P.R.U., while XH165 in early 1985 lacked underwing serials or roundels. Photo: J. B. E. Hale.



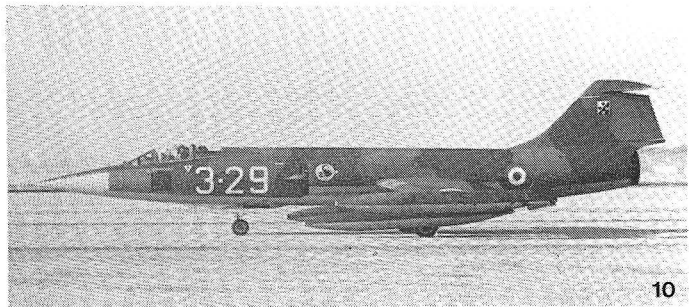
3. Starboard aspect of Canberra E.15, WJ756 'CL' of No. 100 Sqn., seen at Abingdon 10 September 1983. The rather weathered upper mid-fuselage colouring referred to in the drawings and text can just be seen. Photo: P. J. Cooper. 4. Port aspect of this aircraft the same day, with engine and upper fuselage hatch covers fitted. The narrower presentation of the port fin checks can also be seen (reason unknown, but probably only applicable to this machine), together with the grey touched-up area in front of the fin flash. Photo: RLW. 5. 231 OCU's Canberra T.4, WJ879 'BH' appeared in the static park at the 1983 IAT at Greenham Common, clearly showing its clean underwing starboard. Photo: T.A. Caws.



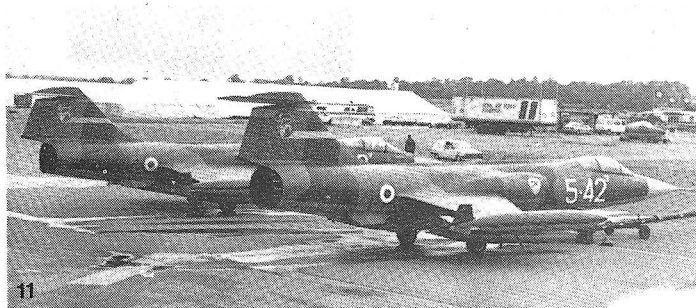
6. Port view of T.4, WJ879, this time at its home base of Wyton, 16 July 1983; note the prominent serial under this wing, and the typical presentation of serial numbers on the nosewheel doors. Photo: P. J. Cooper. 7. Canberra T.17 WK111 'EA' of 360 Sqn. appeared at Yeovilton's open day 3 August 1985, sporting a Wing Commander's pennant on the starboard nose. 84in. red/blue roundels appeared underwing, and protective engine covers seemed fixtures for the day. Photo: RLW. 8. The other side of WK111, at home at Wyton on 31 July 1982; at this earlier period it would not have carried underwing roundels, and probably still had the 24in. high serials typical of the T.17. Its finish in 1975 was similar, though gloss and with a black nose radome, with the fin code 'B'. Photo: P. J. Cooper.



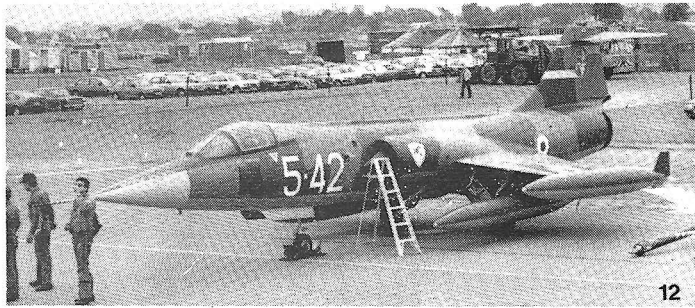
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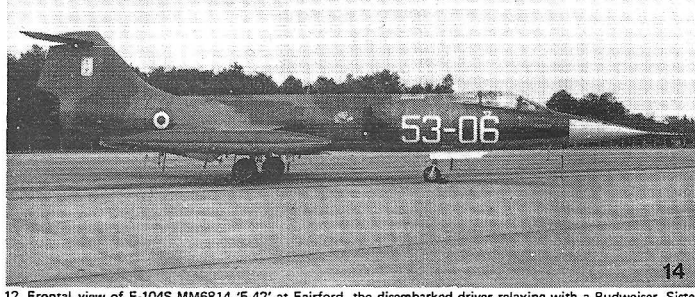
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9. F-104G Starfighter, MM6561 showing the prominent nose codes carried by these aircraft until very recently, and also the emblem of 132° Gruppo C.R. on the intake flank. This shot well illustrates the surface sheen of most so-called matt paints. Photo: C. Toselli via Alberto Zanfi. 10. RF-104G, MM6647 '3-29' of 3° Stormo's 28° Gruppo C.R., seen during a deployment to Yeovilton, 26 November 1977. The RF-104Gs of 28° Gruppo were soon to assume a training role alongside the operational 132° Gruppo, whose F-104Gs were fitted with Orpheus recce pods. Photo: R. A. Walker. 11. 5° Stormo sent this pair of 23° Gruppo F-104S Starfighters to the 1985 IAT at Fairford, displaying their colourful 'Diana Cacciatrice' fin emblems. Photo: RLW. -

12. Frontal view of F-104S MM6814 '5-42' at Fairford, the disembarked driver relaxing with a Budweiser. Sister aircraft was MM6705 '5-43', both aircraft having a very clean finish. Photo: RLW. 13. F-104S, MM6735 '9-31' of 9° Stormo's 10° Gruppo C.I., displaying the former's famous prancing horse emblem and 'F. Baracca' signature under. The red spear emblem on the intake flanks is a recent re-introduction of that carried in the early 1970s, this example being seen in 1985. Photo: R. C. B. Ashworth. 14. Those who attended the 1977 IAT at Greenham Common will remember the 53° Stormo 21° Gruppo C.I. F-104Ss, of which MM6936 '53-06' appeared in the static park. When modelling the F-104S, the differences between this variant and standard G models should be taken into account. Photo: RLW.