

MODELDECAL

set no
13
1:72 scale

GERMAN AIR FORCE & NAVY (Post War) T-33A, G.91R/3 & F-104G

LOCKHEED T-33A, WSLw50; GERMAN AIR FORCE,
FURSTENFELDBRUCK, 1968.

Light grey with black leading edge

Matt Black

Red turbine warning band

9 8 1

2

9512

3

3

Instrument Panels:
Front Rear

Silver

Recommended kit:
Hasegawa.

Orange leading edge (stall stripe)

4 6 5 7

FIAT G.91R/3. LeKG 43 (431 SQUADRON), GERMAN AIR FORCE,
OLDENBURG, 1969.

This machine was observed at the RAF Germany Open Day,
Wildenrath, June 1969. It was unusual in that it carried the
fox head emblem on the fin in place of the normal LeKG43
unit badge; see further note overleaf.

Paint matt white stripe over matt black top to fin

10 3 2 7

Silver intake lip

13 6 15 12 Both sides 12 Both sides

30 67

8 16 14 11 9 13

1 2 3

Add fairing both sides.

Guns: fill in the four gun troughs of the kit and add two DEFA 30mm. cannon with projecting barrels

NATO Light Grey

Detail 'A'

Add pitot tube to starboard wing tip

Recommended kit: Airfix, (or Plasty Airfix of Germany, Nr. 1640/40).
Although basically a good kit, the enthusiast may wish to make certain improvements apart from the modifications necessary for the German Air Force version. Examples of such improvements are correction of the fin shape and rudder outline, larger diameter underwing tanks and shallower inboard pylons, the addition of outboard wing pylons, thinner wing fences and a roof to the intake duct. The four small raised triangular shapes on the fuselage, being intake ducts, should be removed and the detailing sunk into the surface, and with a small raised fairing behind in the case of the two rear fuselage duct inlets (see Detail 'A').

Paint matt white stripe

13 1 4 - (Both sides)

Pale greenish-white panel.

10 15

Matt Dark Green anti-dazzle panel

13 8 9 6 14 12

22 22

Pitot tube - stainless steel.

Pale greenish-white

Underside of wing showing insignia and Dayglo Orange areas.

F-104G STARFIGHTER, MARINEFLIEGERGESCHWADER 1,
(MFG.1). JAGEL, (near Schleswig), 1970.

Suggested kits:
Heller, Hasegawa,
Matchbox, Airfix

Note that extended fins of wing tip drop tanks face inboard

Matt Black intake cone and rim.

Underwing national insignia in similar positions to those on upperwing surfaces.

Sidewinder missiles - gloss white overall.
Jet orifice - burnt metal (matt blackish-brown).

11

15 10 2 2 13

22 22

MARINE

13

COLOUR KEY (ALL AIRCRAFT)

NATO Dark Green

NATO Dark Grey

Dayglo Orange

All colours matt finish.

Silver

(Also in 5 similar position on starboard side).

Apply decal before red fuselage band.

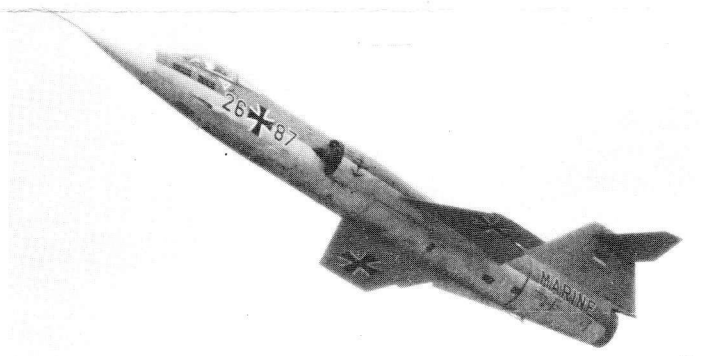
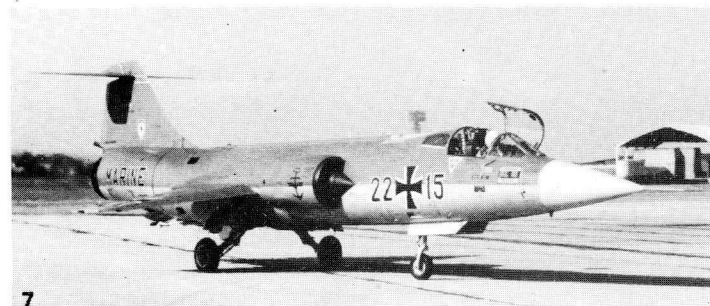
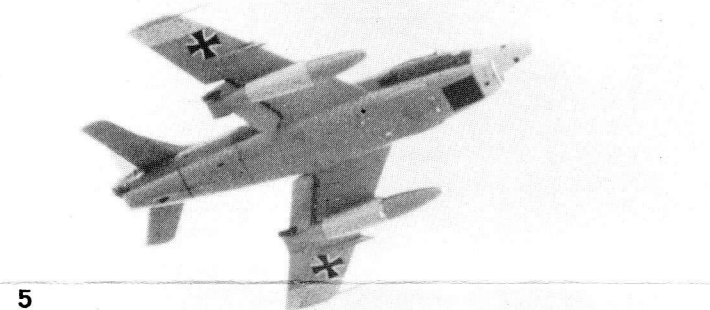
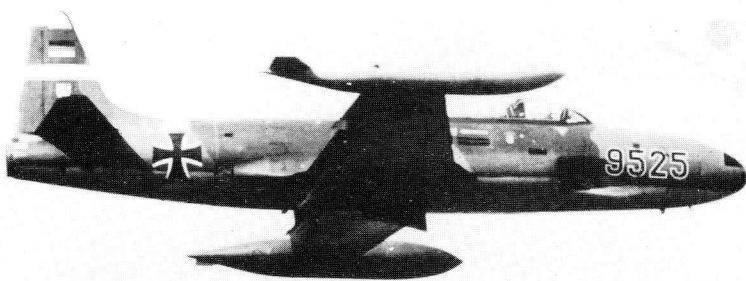


Photo 1: port nose of T-33A 9512 of WS50 at Furstendelbruck in 1968. WS50 formed at 'Fursty' in 1956 with RF-84Fs, but redesignated AG51 at Erding in 1959, when it re-equipped with G91s. It was later reformed back at Fursty, still with G91s, and in 1964 absorbed the T-33As of the Flugzeugführerschule Section B (FFS-B) also at this base, its main purpose to act as the G91 OTU. **Photo H. Obert 2.** T-33A 9525 of WS50 seen overflying Wildenrath in late 1971; the camouflage and markings of this machine, as with most of the camouflaged T-33s, is fairly consistent with that for 9512. **Photo R.A. Walker. 3 & 4:** Two views of Dornier-built Fiat G91R-3 3067 of LKG43, as it appeared at the RAFG open house at Wildenrath in June 1969. Unusual was the red fox head on the fin, this being the emblem of 1 Staffel of LKG43, or 431 Sqn., in minute characters '431' appeared in yellow above the head, and 'SQUADRON' below. More usual of course is the application of the geschwader (wing) badge on Luftwaffe aircraft, but in this case the 1 Staffel badge was applied when the squadron decided to gatecrash the 1969 NATO Tiger Meet, and at least one of the other G91s carried a legend around the fox head reading 'Would you believe this is a tiger?' 1/LKG43 was immediately 'adopted' by the Tiger Squadrons, albeit temporarily. Also of interest is the small blue zap below the starboard cockpit

(decal 9), this being the traditional peeing fox of the Belgians 31 (Tiger) Sqn., and no doubt collected at the Tiger Meet. **5.** Underside view of a G-91R taken in 1979, showing the large black di-electric panel under the nose, and the positioning of national insignia and dayglo areas. Despite being taken almost exactly ten years apart, the photo reveals virtually no changes in the colour scheme of G91s during this time. **Photos 3 & 5: RLW; photo 4, via R.A. Walker. 6.** F-104G 2222 of MFG1, Bundesmarine, seen at Hannover, April 1970, note the wingtip fuel tanks have grey upper and silver undersides and the usual dayglo high-visibility bands. **Photo: via R.A. Walker. 7.** Sister machine 2215, albeit some seven years later at RNAS Yeovilton in September 1977, but like the T-33s, G91s and most other German types, camouflage and markings have tended to remain very constant over a long period of time. One minor noticeable difference on this machine is the lack of an anti-glare panel on the nose. **Photo: RLW. 8.** Though carrying no unit emblem, this F-104G is from MFG2, serial no. 2687, and seen displaying its undersides at Greenham Common in August 1973. For air display purposes, most F-104 pilots prefer to dispense with the wingtip fuel tanks and operate the aircraft as clean as possible. **Photo: RLW.**

GENERAL NOTES: the following colours are suggested for the general surfaces of cockpit interiors - floors, sidewalls, bulkheads, consoles etc., matt medium grey. Ejection seats in T-33, G91 and F-104G, generally semi-gloss black with headrests respectively matt dull red, light brown and dull green; (note that German F-104s were retrofitted with Martin Baker seats after 1965). Parachute and survival packs fitted to ejection seats generally matt light brown for G91, white or light buff for T-33, matt medium green for F-104, with harnessing in same or other light colours. Coamings under windcreens - matt black. If you wish to superdetail cockpit areas, note that the colours of cockpit ancillary equipment can and do vary considerably, and you will need to research further. Insides of undercarriage bays of T-33 and F-104 - matt silver, for G91s, matt light grey or silver. (On Italian-built G91s, these bays were painted in dark matt green, but in Luftwaffe service they were respayed in the normal under-surface light grey or silver for better visibility of the interior parts). Undercarriage legs and struts, wheels and inner faces of undercarriage doors - matt silver, (doors sometimes grey on G91s). It should also be noted that German paints often weather badly, and in service dark green often takes on a distinct brown hue, greys considerably lighten, and dayglo orange often fades, sometimes to a pale yellow in extreme cases on the more light-exposed upper areas. Although German paints generally conform to NATO colour standards, like British paints to BS381C they show variations in tone to paints used by other NATO countries, and the German specifications for the main colours are as follows: - Dark Green RAL6014; Dark Grey RAL7012; Light Grey RAL7001; Silver RAL9006; all colours matt.

Instrument panel decals: paint a small area of thin plastic card with gloss light grey and allow to dry, apply decals in normal manner, cut panel to shape and apply to kit, modifying kit if necessary

to obtain a proper fit.

Application of decals: cut out each subject as required and wet backing in luke warm water for a few seconds to release decal, prolonged soaking will impair adhesion. Place near to required position and slide decal off backing onto model, and gently press decal down to remove surplus water and allow to dry. These decals have a thin but tough varnish which will allow decals to 'bed down' over raised or into sunken detail without splitting or distortion. We do not guarantee successful use of special decal application systems involving the use of solvent or setting solutions with these decals, apart from the application of varnish sealing coats before and after decals are applied, if appropriate, no other steps are necessary or recommended.

Modeldecal gratefully acknowledge the kind assistance of A.W. Kruger, H. Obert, P.M.R. Richter, the late F. Schaedler, and R.A. Walker in providing some of the information for this set of decals. Decals and instructions sheets are designed and produced in Great Britain by Modeldecal, and marketed through their sole distributors, Messrs. Modeltoys, 246 Kingston Road, Portsmouth, Hants PO2 7LR, England, to whom all overseas trade and general enquiries should be addressed. Modeltoys operate a retail shop at the above address and a specialist 'by return' mail order service; if you cannot obtain that urgently needed kit, accessory or publication in your local area, an order or enquiry to Modeltoys will often save you time and expense, even if you live outside UK. For the latest additions to the Modeldecal range, refer to Modeltoys advertisements in the modelling press.

Modeldecal Set 13 first issued 1971; reissued 1981 with revised instruction sheet