

MODELDECAL

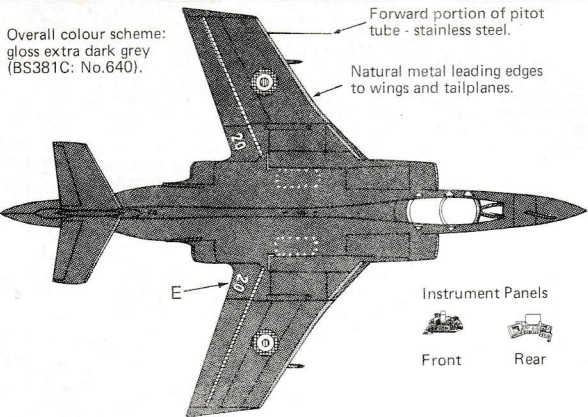
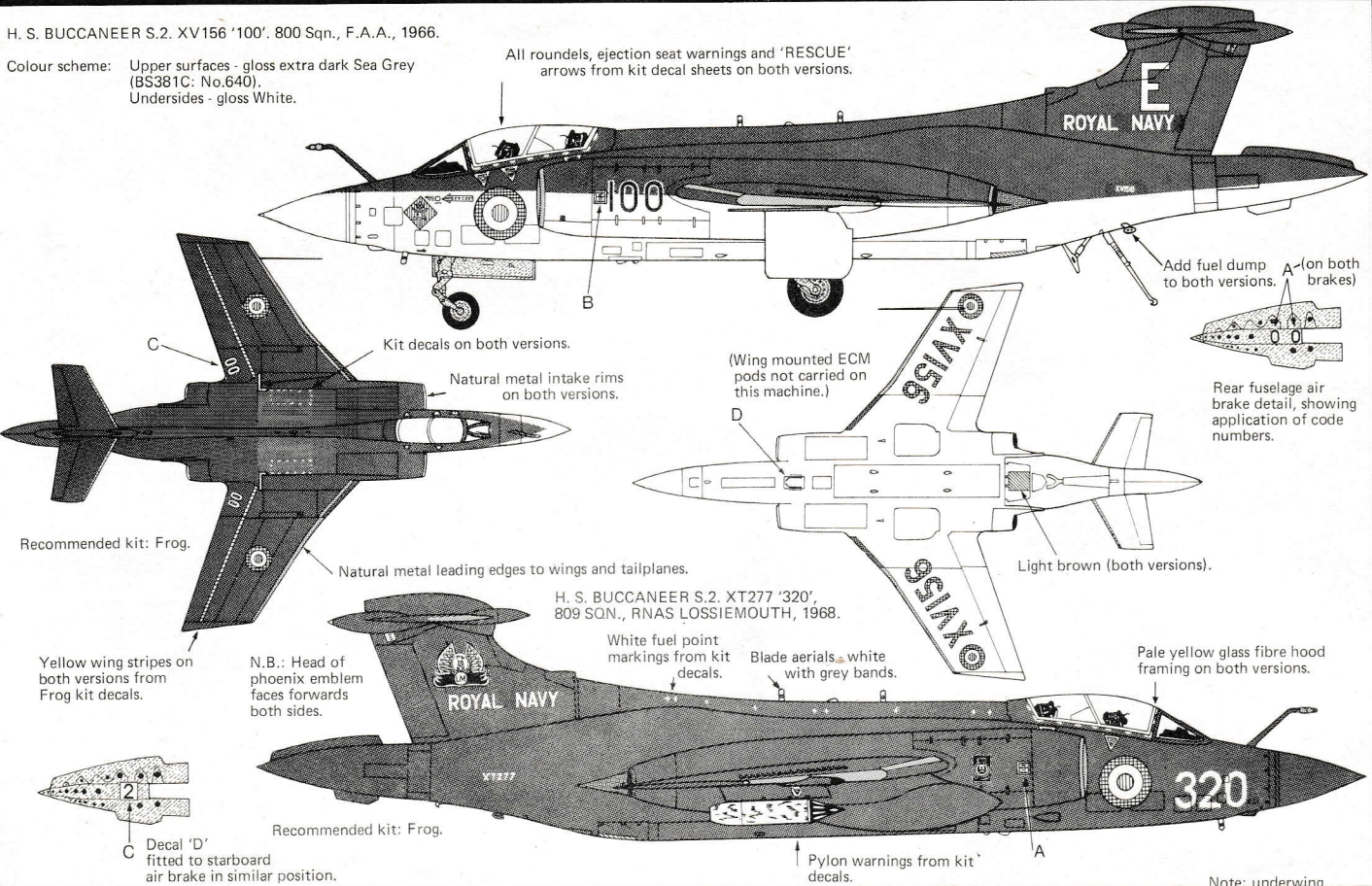
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ROYAL NAVY BUCCANEER S2's and DUTCH AIR FORCE NF-5A's + BEAVER

H. S. BUCCANEER S.2. XV156 '100'. 800 Sqn., F.A.A., 1966.

Colour scheme: Upper surfaces - gloss extra dark Sea Grey (BS381C: No.640).
Undersides - gloss White.

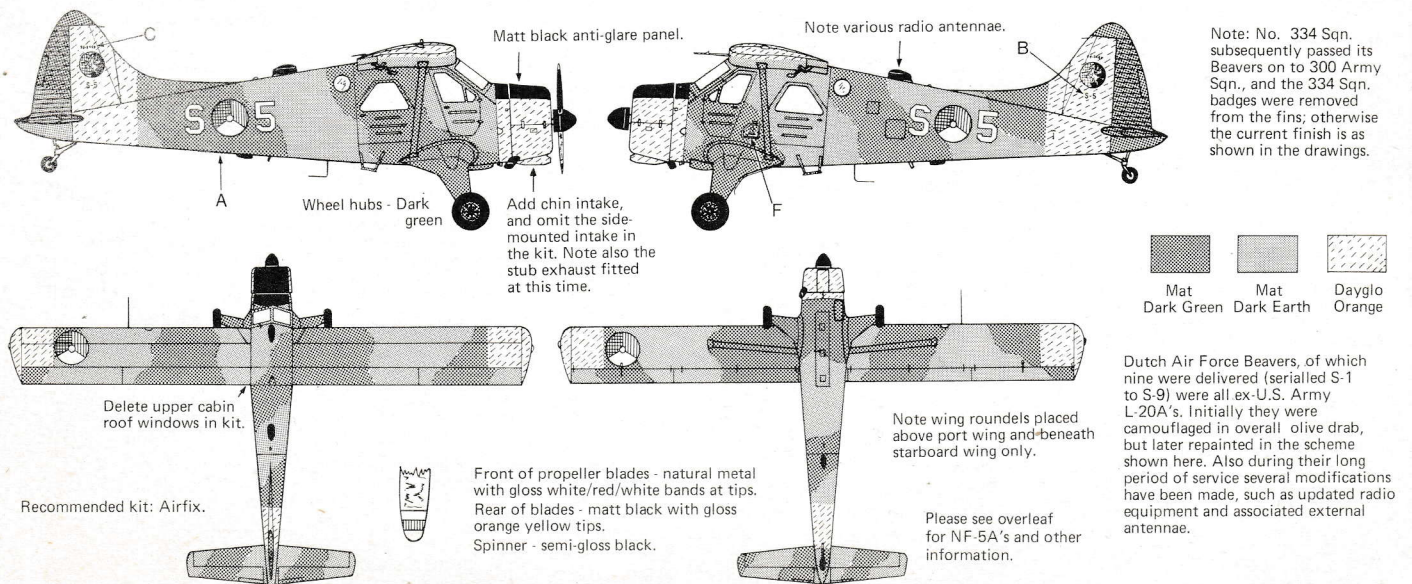
All roundels, ejection seat warnings and 'RESCUE' arrows from kit decal sheets on both versions.

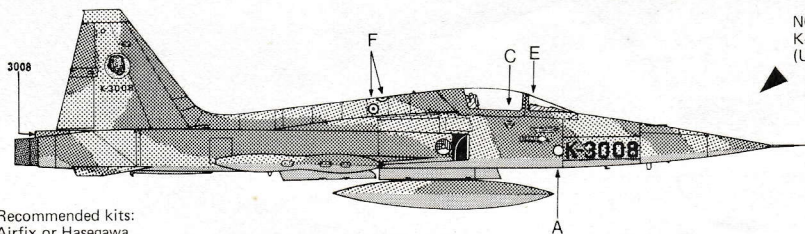


The enthusiast will no doubt wish to improve the Frog Buccaneer kit by adding internal detailing to areas such as the engine intakes, cockpit, wheel wells and internal weapons bay. The rear-mounted air brakes should in any event have their hollowed interiors filled flush, as on the actual machine. This (with the correct detailing added) will enable the air brake code numbers to be applied.

Note also that the Martel guided missiles included in the kit are not applicable to R.N. machines, and are in fact only to be fitted to RAF Mk.2B's. Various other standard stores, and also the distinctively shaped underwing slipper tanks, will enhance your model.

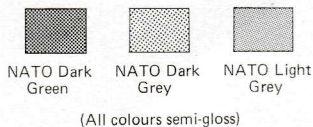
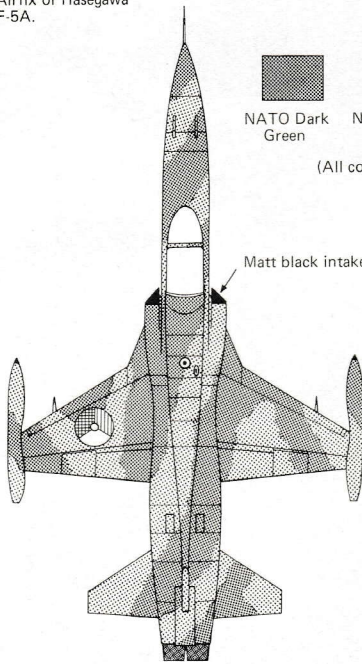
D.H.(C).2. BEAVER. 334 SQN., DUTCH AIR FORCE, YPENBURG, CIRCA 1967.





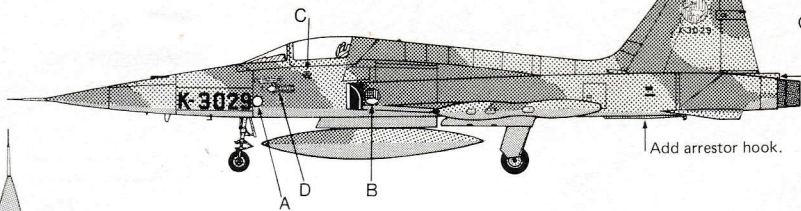
NORTHROP NF-5A FREEDOM FIGHTER, DUTCH AIR FORCE.
K-3008 OF 315 SQN., TWENTE, 1972.
(Use alternative decals for this version.)

Recommended kits:
Airfix or Hasegawa
F-5A.



Matt black intake lips.

Add tip tanks if desired. (These are normally fitted.)



K-3029 of 314 SQN., EINDHOVEN, 1972.

Add arrestor hook.

Note that the underwing roundel will need to be cut and fitted to the undercarriage door and surrounding wing surface. We have intentionally included a spare roundel in case you should need a second attempt at this.

INSTRUMENT PANEL DECALS.

Paint a small area of thin plastic card with medium grey paint (or Dark Gull Gray; FS595a:36231 for the NF-5A's) and allow to dry. Carefully cut out and apply the instrument panel decals in the normal manner, and allow these to thoroughly set. Cut out the panels and apply to the kit. In order to maintain correct panel shapes you may have to make minor alterations to the kit to obtain a good fit.

APPLICATION OF DECALS

Each subject should be cut out and used as required, great care being taken to only wet the backing paper sufficiently to release the decal. A few seconds in luke-warm water will be sufficient, as prolonged soaking will impair the adhesive qualities of the decals. You may find one of the proprietary brands of decal setting solution useful for applying decals over rivetted or other detailed surfaces. Great care must be taken when handling these decals as the varnish finish currently used is extremely thin. Any excess width of varnish can be trimmed off before setting, or carefully removed with a sharp blade or overpainted after application.

GENERAL NOTES

Since their introduction into squadron service with the Royal Navy in 1965, Buccaneer S.2's have carried two major types of colour scheme, both of which are represented by these decals. The earlier scheme comprised extra dark sea grey upper surfaces and white under surfaces, as XV156 of 800 Sqn., while the current scheme of overall extra dark sea grey was introduced as standard in 1966, as XT277 of 809 Sqn. However, some machines, especially S.1's used for training or other second line duties, have retained the older scheme to the present day. In case we are taken to task for not printing XV156's underwing serial numbers in the usual black, we would add that roundel blue was the specified (and used) colour of these items prior to the changeover to the overall extra dark sea grey scheme. Prior to the use of roundel blue serials, these were usually in a pale blue, with roundels in pink, white and pale blue as a precaution against the heat effects of nuclear weapon explosions. Frog's recently introduced Buccaneer S.2. kit does, with a bit of time and care spent on it, produce a very neat and accurate model. The fin needs to be increased in height to give complete accuracy of this part, and other modifications as listed overleaf are all worth incorporating. We recommend you to obtain an excellent set of drawings of the Buccaneer S.2. published originally in *Aeromodeller* magazine for July 1967, and currently available as Plan Pack 2868 from MAP Ltd., 13/35 Bridge Street, Hemel Hempstead, Herts, England. (Price should be ascertained from MAP before ordering.) XV156 is in fact the subject of the scale plans, though shown in a slightly later and experimental colour scheme of two-tone grey.

The Dutch Air Force NF-5A Freedom Fighters are finished in NATO camouflage colours of Dark Green (RAL6014), Dark Grey (RAL7012) and Light Grey undersides (RAL7001), and we recommend a semi-gloss finish on your models as this will be more representative than a high gloss finish. The dark green is a close match to FS595a:34087, which is olive drab; the dark grey is similar to FS595a:26152, while the underside light grey is close to FS595a:37373. These FS595a comparisons were made by examining K-3062 of 315 Sqn. with the FS595 samples to hand. However, it should also be borne in mind that the colours on this particular NF-5A may have changed slightly in shade compared to when they were freshly applied due to weathering etc., and in any case even new paints show differences in shades especially if they are from different batches and different manufacturers. For the same reasons we are hesitant to give "accurate" colour mixes for modelling paints, since these too often vary from tin to tin and especially one make to another, it is thus more accurate to suggest the modeller matches his paints to one of the well known standards such as BS381C or FS595a, which documents should be regarded by the keen modeller as vital references and not as unnecessary luxuries.

Cockpit interior surfaces of the Buccaneers are dark Admiralty grey (or cockpit grey) to BS381C:No.632, matt finish; ejection seats are semi-gloss black, with light buff coloured survival packs and headrest padding, straps etc. Similar interior surfaces of the NF-5A's are matt dark gull grey (FS595a:36231), the ejection seat being similarly finished with dull red headrest padding. The cockpit and cabin interior surfaces of the Beaver are left in matt zinc chromate finish, tinted light green. The interior surfaces of the Buccaneer wheel wells, inside faces of undercarriage doors and rear-mounted air brakes, undercarriage legs and wheel hubs are gloss pale greenish-blue, similar to BS381C:No.697 (Light Admiralty Grey). Similar areas on the NF-5A are dull aluminium finish.

Modeldecals gratefully acknowledge the kind assistance of the following in providing some of the information on which these decals are based: J.D.R. Rawlings; Hawker Siddeley Aviation Ltd., Brough Division; M. McEvoy, B.J. Lowe, D.A. Rough (Blackbushe Aviation Research Group - Naval Aviation Section); J.S.A. Stone (IPMS-Holland); M.J.F. Bowyer, P.R. March and A.W. Hall (Editor, *Aviation News*). Decals and instruction sheets designed and produced in Great Britain by Richard Leask Ward of Modeldecals.

The Modeldecals range consists of the following sets: BAC Lightning Mk. 1A, 2 and 6 (six alternatives in RAF service). No.2: McDonnell F.4 Phantom (VMFA-531, USMC; 555th TFS, USAF, and 767 Sqn., R.N.). No.3: N.A. F-100D Super Sabre (four alternatives in USAF service). No.4: U.S. Navy (F6F-3 Hellcat, VF-6; SBD-3 Dauntless, VS-2, and TBM-3 Avenger, USS Bunker Hill). No.5: Luftwaffe (Fw190D-9, IV/JG.26; Fi156 Storch, 2(H)/14; Do.217E-4, 8/KG.2). No.6: U.S. Navy (F4U-1A Corsair, VF-17; SB2C-3 Helldiver, VB-7; OS2U-3 Kingfisher, NAS Pensacola). No.7: Royal Air Force (Hunter F.6, 14 Sqn.; Phantom FGR.2, 6 Sqn.; Meteor F.4, 63 Sqn.; and Harrier GR.1, 1 Sqn.). No.8: USAF (Tail code letters, serials, "mini" insignia, etc.). No.9: U.S. Navy (A-1J Skyraider, VA-176; A-7E Corsair, VA-195; SH-3A Sea King, HS-3). No.10: USAF-S.E.Asia (RF-101C, F-105D, A-1H and EC-47N). No.11: F-102A, 460th FIS, USAF; Harrier GR.1, 4 or 20 Sqn.; Sabre 6, 430 Sqn., RCAF and alternative RCAF Sabre fin emblems. No.12: Phantom FGR.2, 17 Sqn., RAF; F-104G, 10th F.B. Wing, Belgium A/F, and TAC Badges. No.13: German Air Force and Navy (T-33A WsLW50; G91R/3, LaKG43 (431 Sqn.); F-104G, MFG.1). No.14: Royal Air Force (Sabre F.1. 234 Sqn., Vampire F.B.5, 112 Sqn., and Chipmunk T.10, 2 FTS.). No.15: U.S.M.C. AV-8A Harrier, VMA-513, and U.S.Navy A-7E Corsair, VA-113 and F-4B Phantom, VF-111. No.16: USAF - S.E.Asia(2): F-4E Phantom, 34TFS, 388TFW, O-2A, 23 TASS; AC-47, 432TRW., and USMC OV-10A Bronco, HML-267. No.17: T-33, RCAF; F-35 Draken, 725 Sqn., Danish Air Force; Mosquito FB.V1, 4 Sqn.; A-4G Skyhawk, 805 Sqn., RAN, and A-4K squadron markings for 75 Sqn., RNZAF and 'Kiwi' roundels. No.18: Royal Navy - Post War (Gannet 4 COD, Sea Hawk F.1., 898 Sqn., Wessex Mk.1., Ark Royal, and Avenger 6, 831 Sqn.). No.19: German Air Force and Navy (RF-4E Phantom, AG51 or 52); F-84F Thunderstreak, Jabo 33; RF-84F Thunderflash, AG51; and Marine Sea King Mk. 41. No.20: H.S. Buccaneer S.2's, 800 and 809 Sqn., F.A.A.; NF-5A Freedom Fighter, 314 or 315 Sqn., Dutch Air Force, and L-20A Beaver, 334 Sqn., Dutch Air Force.

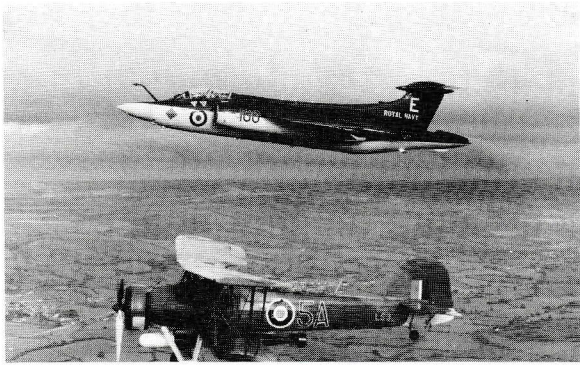
Note: Some of the above listed sets may be unavailable at the present time; please check with Modeltoys' current advertisements or your local dealer (if outside UK) before ordering.

THE INTERNATIONAL PLASTIC MODELLERS' SOCIETY

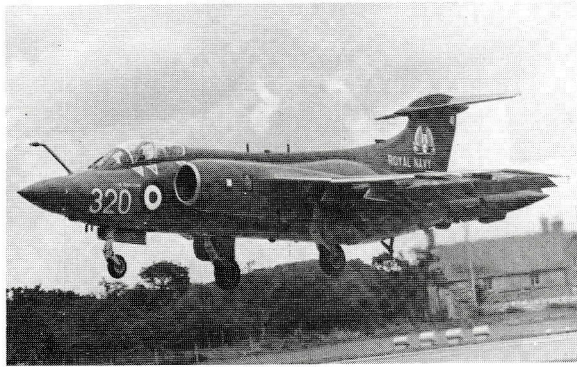
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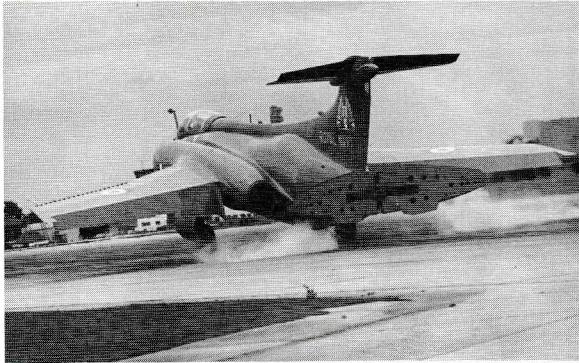
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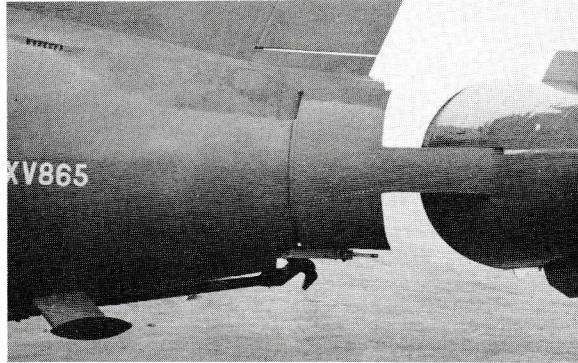
Buccaneer S.2. XV156 '100/E' of 800 Sqn., FAA, prior to embarkation on HMS Eagle. Seen here forming with a Swordfish, both being photographed from a Whirlwind helicopter, which called for some accurate timing by all concerned! Royal Navy photo via B.J. Lowe.



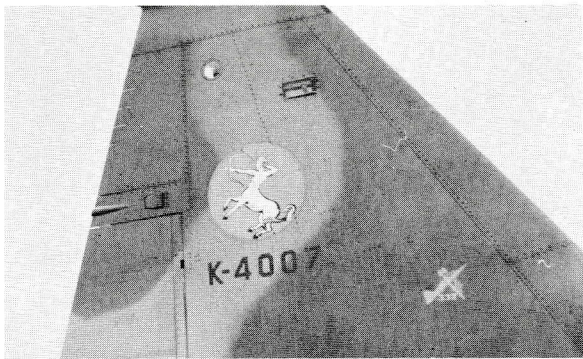
Buccaneer S.2. XT277 '320/LM' of 809 Sqn., based at Lossiemouth and seen here landing at Yeovilton in September 1968. Previously the squadron was on board HMS Hermes, and later served on HMS Ark Royal. Photo by P.R. March.



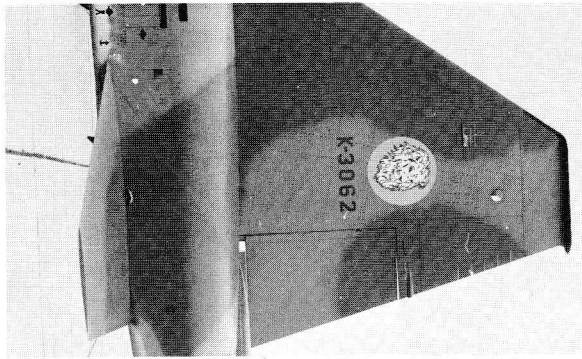
Another 809 Sqn. machine (serial unknown) landing at Yeovilton in 1968, showing to advantage the rear air brakes opened and the drooping ailerons. Note also the perforations in the inner faces of the brakes. Photo by P.R. March.



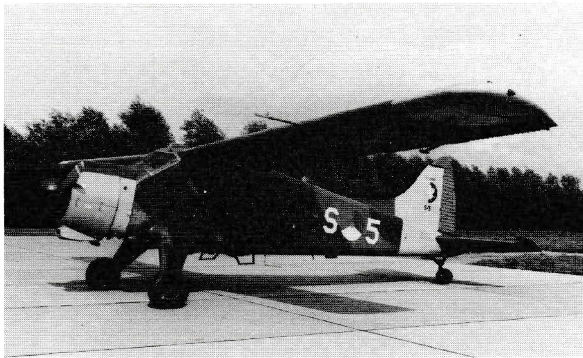
Detail of the operating arm fairings for the Buccaneer's rear air brakes. These fairings will have to be cut from the kit brakes, or made from plastic card or similar if you wish to show the brakes opened. Photo by R. Levy.



Tail of NF-5B (two seat version of NF-5A) of 314 Sqn., Dutch Air Force, showing the application of the unit badge. Though outside the scope of these decals, one could easily convert Hasegawa's T-38 Talon kit into the two-seat F-5. Photo by B.J. Zirkle.



Another tail view, this time of K-3062, a NF-5A of 315 Sqn., seen at North Weald in May 1972. By using the numbers provided, you could model this particular machine, or one or two others of the two units.



L-20 Beaver S-5 of 334 Sqn. Dutch Air Force, 1967. Note the stub exhaust pipe and ventral aerials etc. carried at this time, and also the intake under the cowling. Photo by M.J.F. Bowyer.



The same Beaver S-5, seen at Wildenrath in 1970 when serving with 300 Army Sqn., Dutch Air Force. Although still wearing the same colour scheme, the ventral aerials were removed, and a long exhaust pipe fitted. Ahead of the '5' is a Canadian mini-roundel.