

LIMITED EDITION!

CE48276

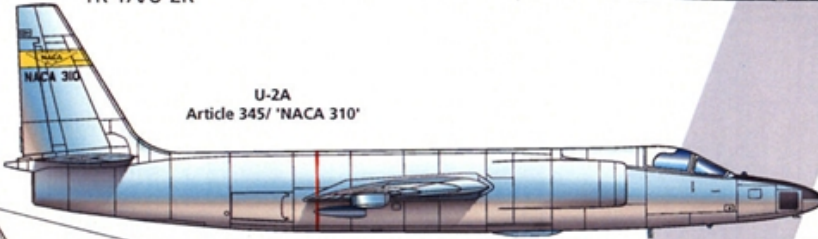
# U-2/ER-2 Dragon Lady



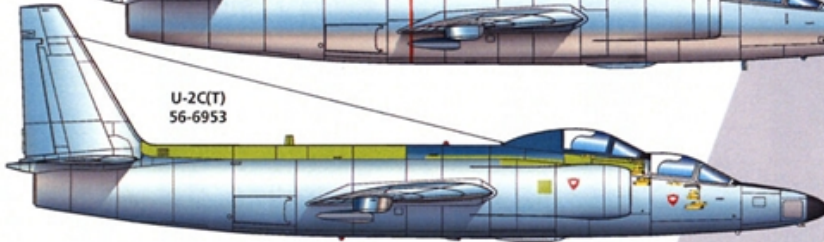
Recommended kits:  
Testors U-2C with:  
Cutting Edge U-2A conversion  
Cutting Edge U-2CT conversion  
TR-1A/U-2R



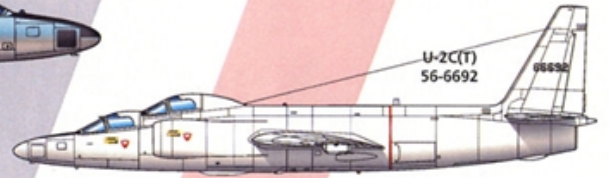
U-2A  
Article 378



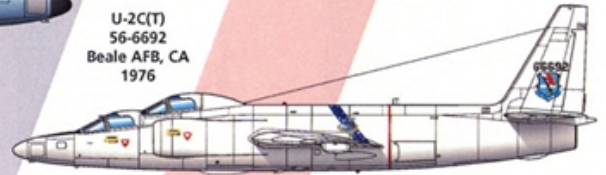
U-2A  
Article 345/ 'NACA 310'



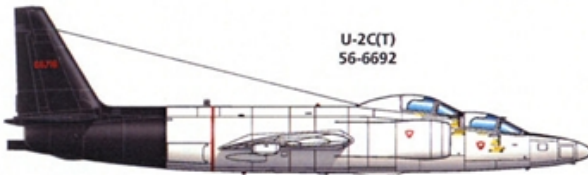
U-2C(T)  
56-6953



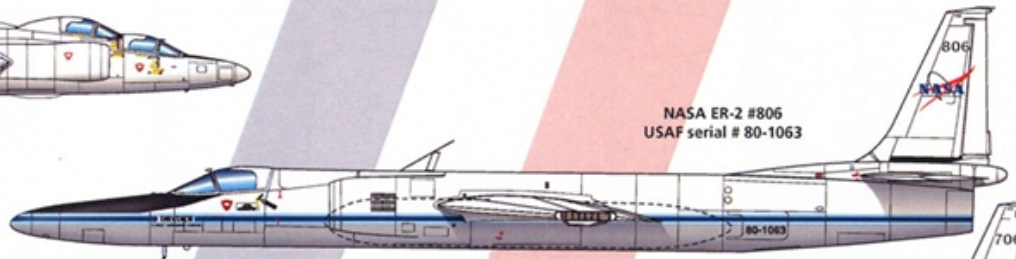
U-2C(T)  
56-6692



U-2C(T)  
56-6692  
Beale AFB, CA  
1976



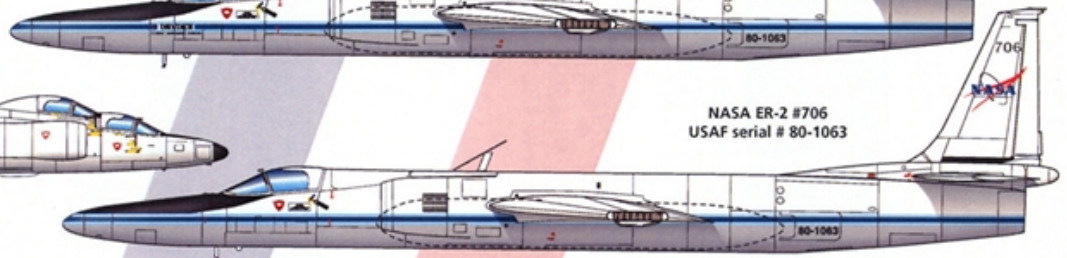
U-2C(T)  
56-6692



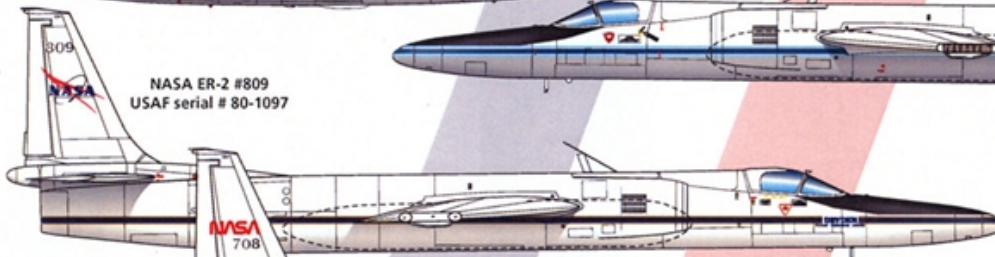
NASA ER-2 #806  
USAF serial # 80-1063



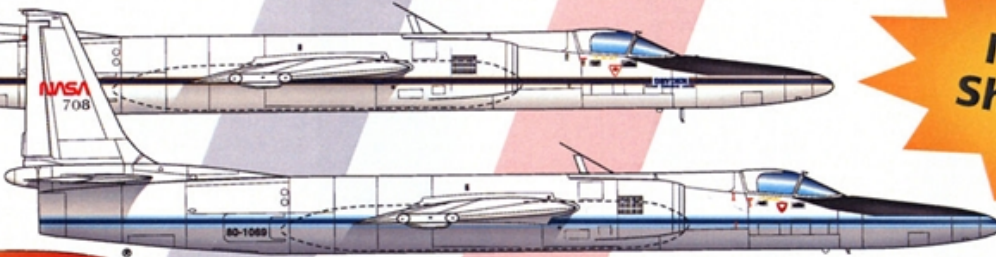
U-2C(T)  
56-6953  
Beale AFB, CA



NASA ER-2 #706  
USAF serial # 80-1063



NASA ER-2 #809  
USAF serial # 80-1097



NASA ER-2 #708  
USAF serial # 80-1069



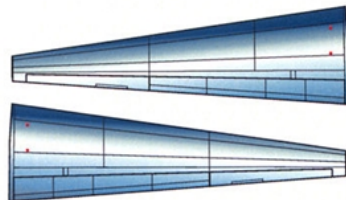
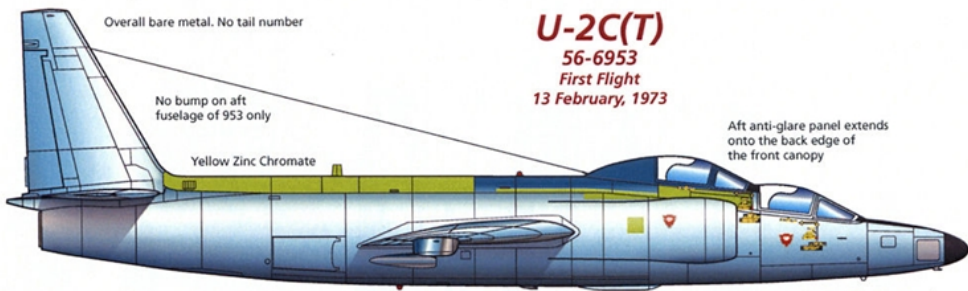
...available from



P.O. Box 3956, Merrifield, VA 22116 USA  
703/440-8720 FAX 703/440-8724  
www.meteorprod.com



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Black nose cap on 953 only

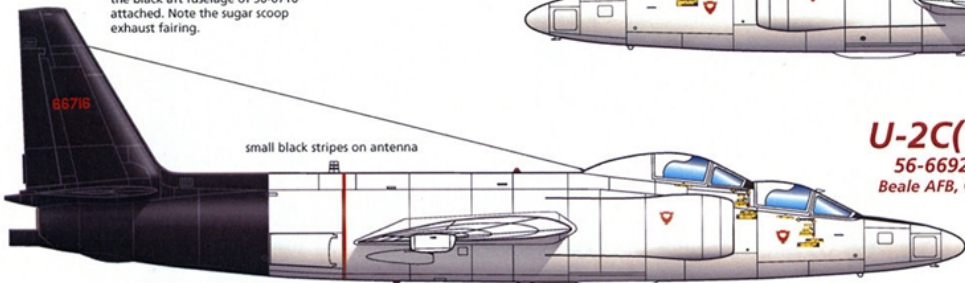
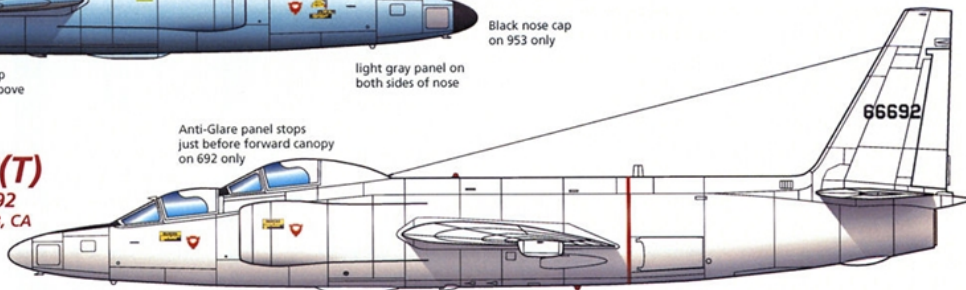
953 had larger wingtip skids that extended above the top of the wing

light gray panel on both sides of nose

Both U-2C(T)'s spent most of their careers painted overall white

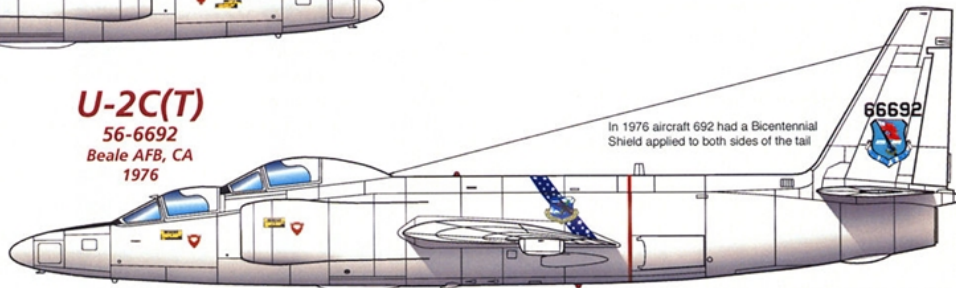
For a brief time 56-6692 had the black aft fuselage of 56-6716 attached. Note the sugar scoop exhaust fairing.

**U-2C(T)**  
56-6692  
Beale AFB, CA

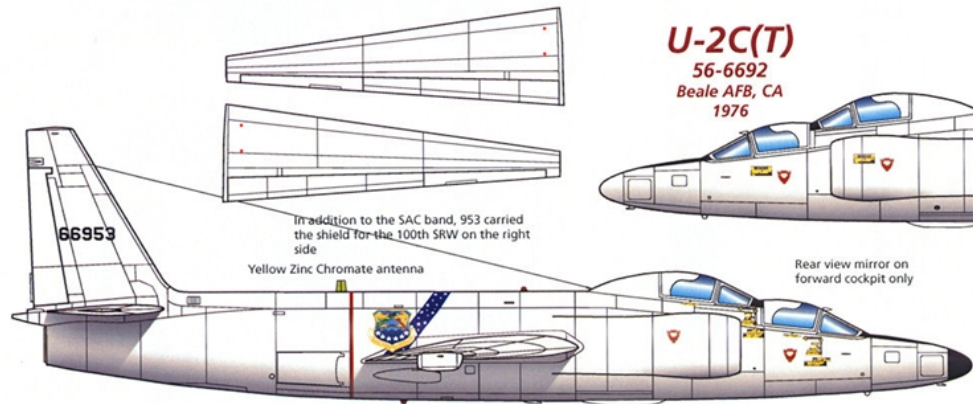


**Cutting Edge**  
MODELWORKS

**U-2C(T)**  
56-6692  
Beale AFB, CA  
1976



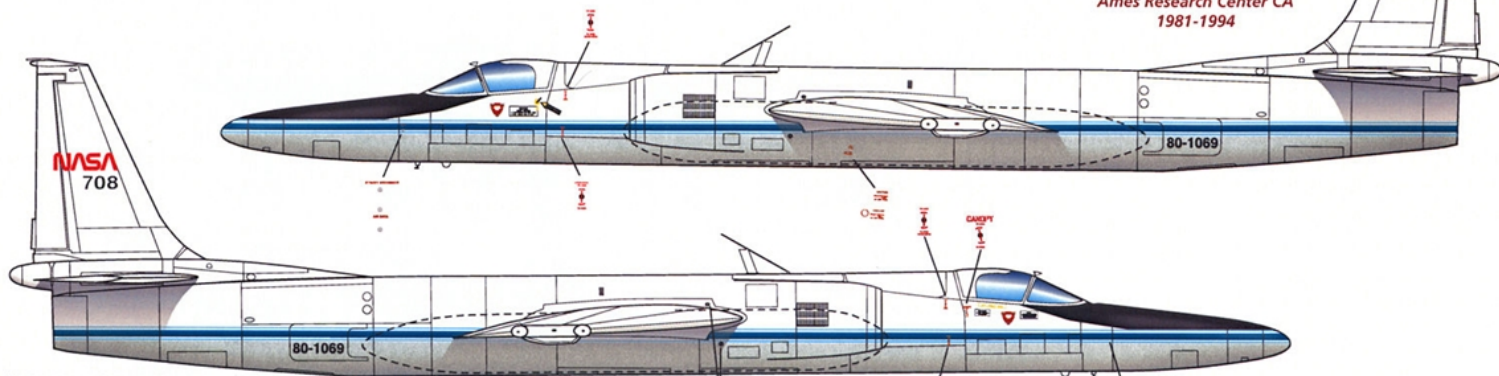
For a few years both U-2C(T)'s carried the SAC band around the fuselage. No shield carried on the opposite side of 692.



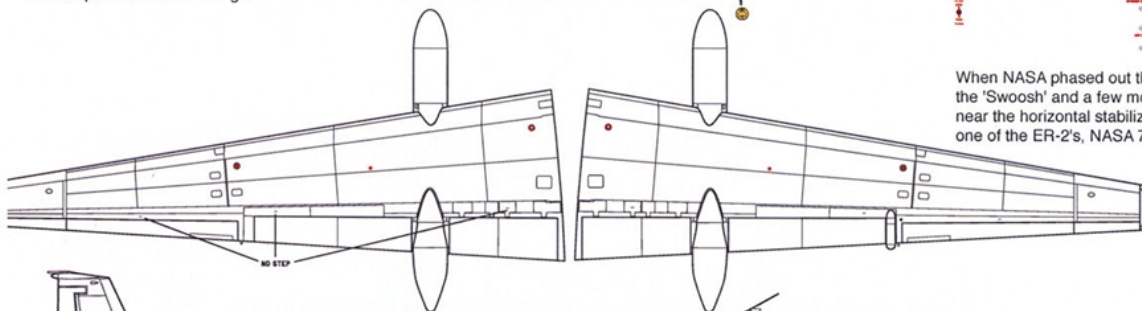
Three U-2R/TR-1 aircraft were loaned to NASA and designated ER-2. They were given the NASA serial numbers 706, 708 and 709 and were assigned to the NASA Ames Research Center in California. These aircraft were delivered and initially flown with basic warning markings and the NASA 'Worm' logo on the tail. Each aircraft carried their respective Air Force serial numbers on the speed brakes.

**NASA ER-2 #708**

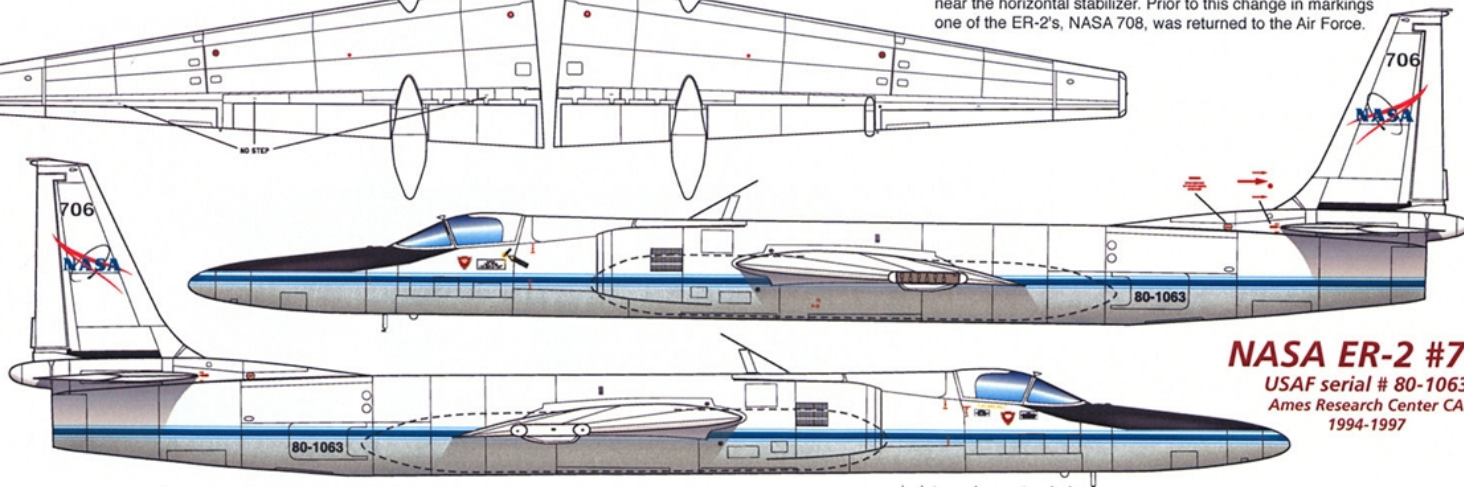
USAF serial # 80-1069  
Ames Research Center CA  
1981-1994



No bump on lower aft fuselage



When NASA phased out the 'Worm' logo, it was replaced by the 'Swoosh' and a few more warning markings were added near the horizontal stabilizer. Prior to this change in markings one of the ER-2's, NASA 708, was returned to the Air Force.



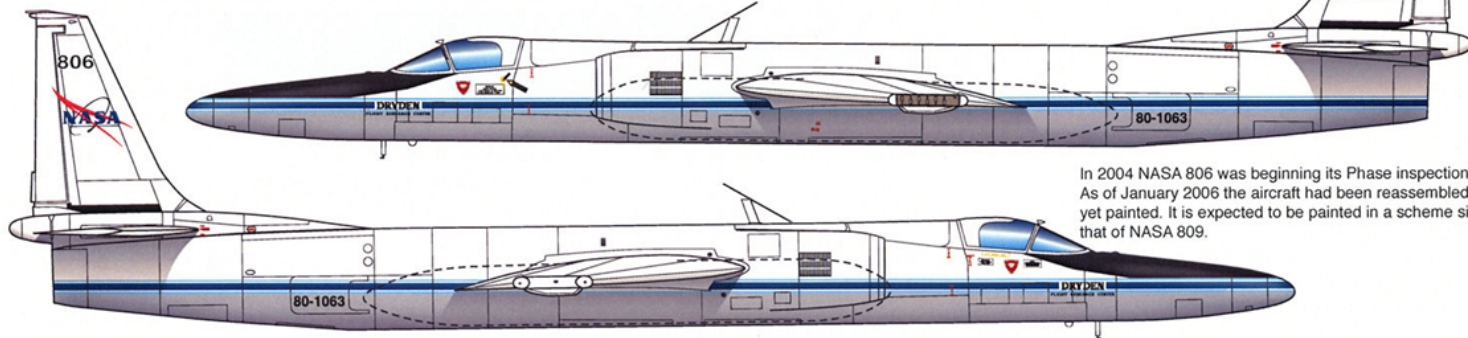
**NASA ER-2 #706**

USAF serial # 80-1063  
Ames Research Center CA  
1994-1997

In November 1997 the two remaining ER-2's were transferred to the Dryden Flight Research Center and they wasted no time changing the serial numbers to 806 and 809. A short time later "Dryden Flight Research Center" was added to the nose of each aircraft.

## NASA ER-2 #806

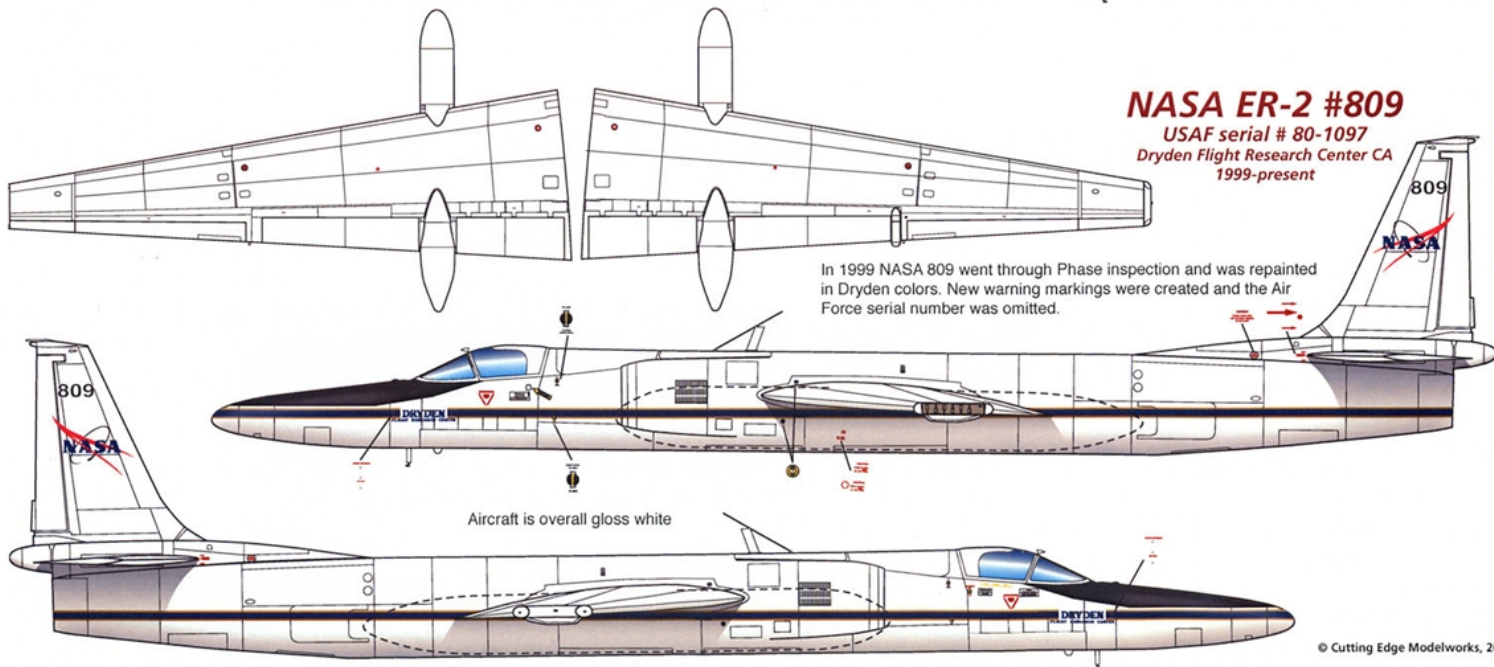
USAF serial # 80-1063  
Dryden Flight Research Center CA  
1997-2004



In 2004 NASA 806 was beginning its Phase inspection period. As of January 2006 the aircraft had been reassembled but not yet painted. It is expected to be painted in a scheme similar to that of NASA 809.

## NASA ER-2 #809

USAF serial # 80-1097  
Dryden Flight Research Center CA  
1999-present

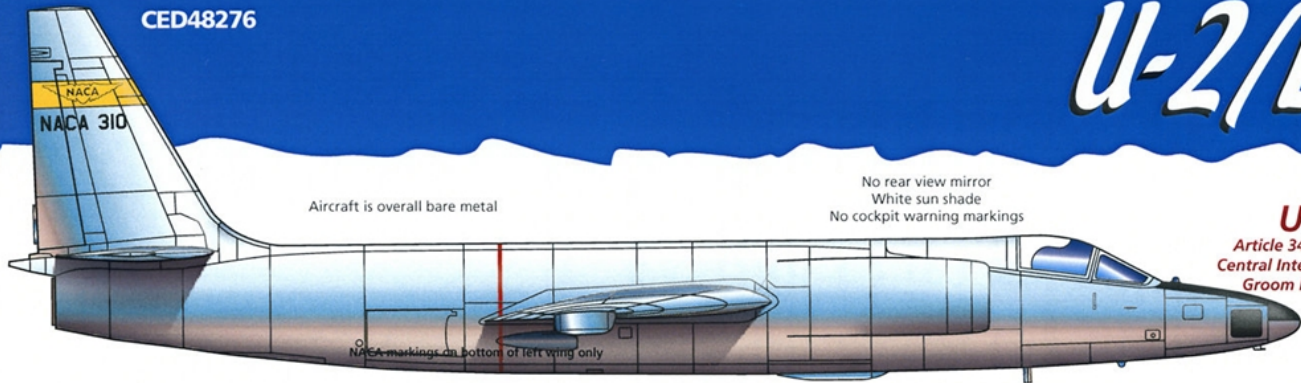


In 1999 NASA 809 went through Phase inspection and was repainted in Dryden colors. New warning markings were created and the Air Force serial number was omitted.

Aircraft is overall gloss white

CED48276

# U-2/ER-2



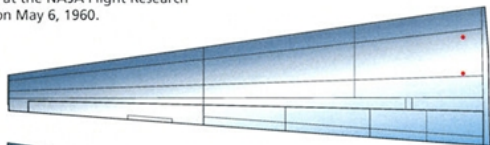
Aircraft is overall bare metal

No rear view mirror  
White sun shade  
No cockpit warning markings

NACA markings on bottom of left wing only

**U-2A**  
Article 345/ 'NACA 310'  
Central Intelligence Agency  
Groom Lake, Nevada  
1957

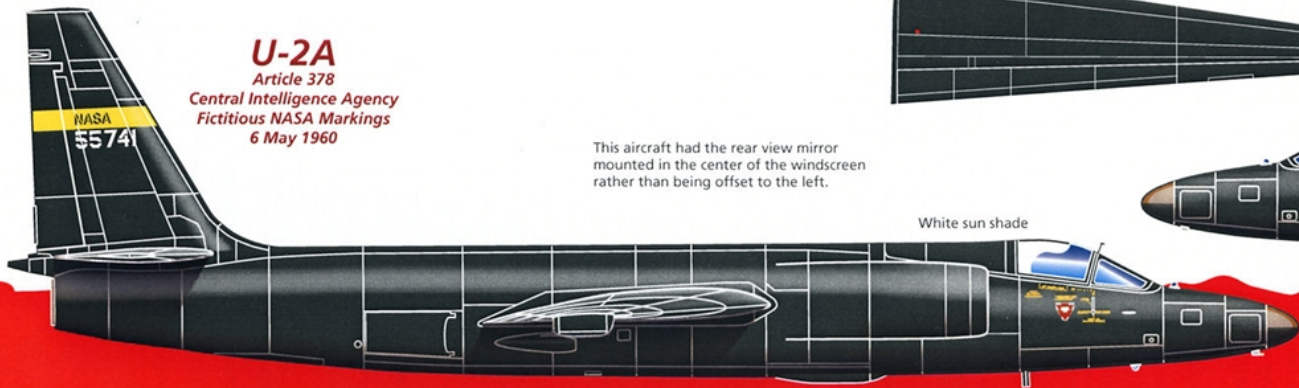
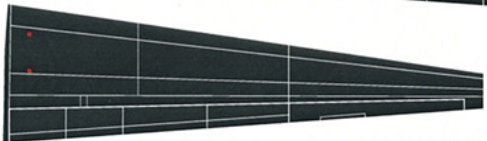
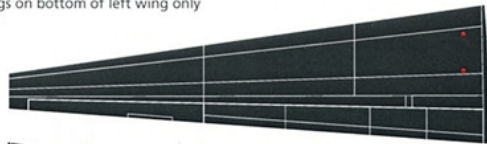
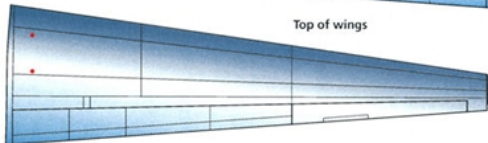
These fictional markings were applied just hours before the first public display of a U-2 at the NASA Flight Research Center on May 6, 1960.



Top of wings



NACA markings on bottom of left wing only



**U-2A**  
Article 378  
Central Intelligence Agency  
Fictitious NASA Markings  
6 May 1960

This aircraft had the rear view mirror mounted in the center of the windscreen rather than being offset to the left.

White sun shade





# U-2/ER-2 Dragon Lady

**Special thanks to TONY LANDIS, without whom this decal sheet (and our upcoming 1/48 U-2CT conversion set) would not have been possible. Tony did the research and most of the artwork. Thanks, Tony!**

## 56-6953

• The first of two U-2C(T) trainers first flew on February 13, 1973. Both trainers were built from parts of other aircraft that had been damaged in accidents. The two aircraft differ in some small detail areas that have been pointed out on the profile art. Both aircraft spent their entire operational careers at Beale AFB in California. Both airframes still exist but both have been converted back into standard single seat C models and are on display in museums overseas.

## Useful Conversion Sets

All of us here at Cutting Edge Modelworks have had a long-running love affair with the Dragon Lady. Over the years, we've designed and produced quite a few conversion or correction sets for the 1/48 Hawk, Testors, and Italeri kits of the U-2A, U-2C, and U-2R (TR-1). A full list of sets available is below.

### BlackMagic™ Predut Painting Masks

CEBM48197 U-2R/TR-1/ER-2 Canopy & Wheel Hub Masks for Testors  
CEBM48416 U-2C Canopy & Wheel Hub Masks for Hawk/Testors/Italeri

### Cutting Edge Conversion & Correction Sets

CEC48104 U-2R/S/TR-1A Senior Span, Senior Spear & Senior Ruby Conversion Set  
CEC48106 U-2R/S/TR-1A ASARS II Nose Conversion  
CEC48287 U-2A Conversion For Testors U-2C kit. Includes flat spine, rear fuselage, and adapter pieces for the smaller intakes. Note this set REQUIRES the use of set CEC48293, U-2A Seamless Intakes for the intake parts themselves.  
CEC48288 U-2A/C Super Detailed Cockpit for Hawk/Testors  
CEC48289 U-2A/C B Camera Q-Bay Cover (includes BlackMagic(tm) masks for camera windows!)  
CEC48290 U-2E/F (Ram's Horns) Conversion  
CEC48292 U-2A-F Airframe Conversion (short spine radome ("canoe"), landing gear struts & wheel well, air brakes & wells, U-2C wing inserts, trapezoid & other antennas) for Hawk U-2A, Testors U-2C, and other Cutting Edge conversions for the early U-2s  
CEC48293 U-2A Seamless Intakes  
CEC48294 U-2C Coke Bottle Seamless Intakes  
CEC48298 U-2A/C Exhaust & Rear Wheel Well  
CEC48299 U-2C Interim Seamless Intakes-applicable to ALL U-2Cs before 1965, therefore Francis Gary Powers, Cuba overflights, etc.! These intakes are significantly different from the coke bottle intakes provided in the Testors kit.  
CEC48318 U-2A HASP Conversion (nose & side scoop)  
CEC48325 U-2C Flat Spine Conversion. All U-2Cs were built with the flat spine; the long dorsal canoe was not installed until late 1965!  
CEC48409 U-2R/U-2S/TR-1A Super Detailed Cockpit for Testors/Italeri. Note this cockpit is applicable to all TR-1As, U-2Rs, and U-2Ss up to the U-2S RAMP upgrade (the RAMP configuration is a possible future cockpit set). This set is NOT applicable to the earlier U-2s (U-2A, U-2C, U-2D, U-2E, U-2F; see CEC48288 for those versions).  
CEC48414 U-2R/U-2S/TR-1 Ejection Seat WITHOUT Seatbelts  
CEC48441 U-2R/S & TR-1A Dropped Flaps, Open Spoilers, & ECM Bumps Set for Italeri/Testors  
CEC48442 U-2R/S & TR-1A Seamless Intakes & Forward Landing Gear Bay for Italeri/Testors  
CEC48443 U-2R/S & TR-1A Exhaust Nozzle & Aft Landing Gear Bay for Italeri/Testors  
CEC48489 U-2R Correct Horizontal Stabilizers. This set provides left and right stabilizers with the many small external "wing fence" stiffeners applied top and bottom to the original U-2R production batch. The Testors/Italeri kit supplies stabilizers with the stiffeners on one side only. Note that on the later U-2R (TR-1A) production, these stiffeners were internal and will not show on a model from that production batch.

CEC48490 U-2CT (U-2C(T)) Conversion for Italeri U-2C. This set adds the second cockpit of the U-2CT to the Testors U-2C kit. This set does NOT fit the Hawk U-2A or Testors U-2R/TR-1 kits. Full airframe conversion, cockpit interior and ejection seat, and new clear resin canopy are included.

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## Applying the Decals

You probably already know all this stuff, so feel free to use your regular process; however, if you're new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out without trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath.
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

## FS 595 Color Cross Reference

Black	Any flat black paint
White	(FS 17875) Any gloss white paint
Zinc Chromate	Any green (not yellow) chromate paint

## Bibliography

Original photos.