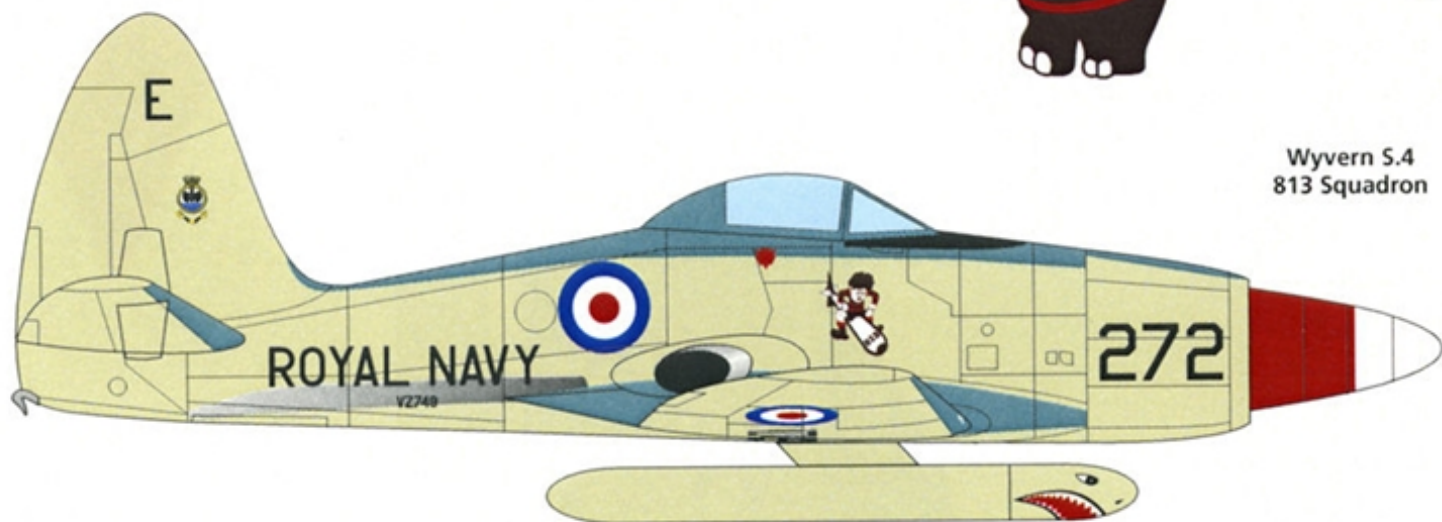


LIMITED EDITION!

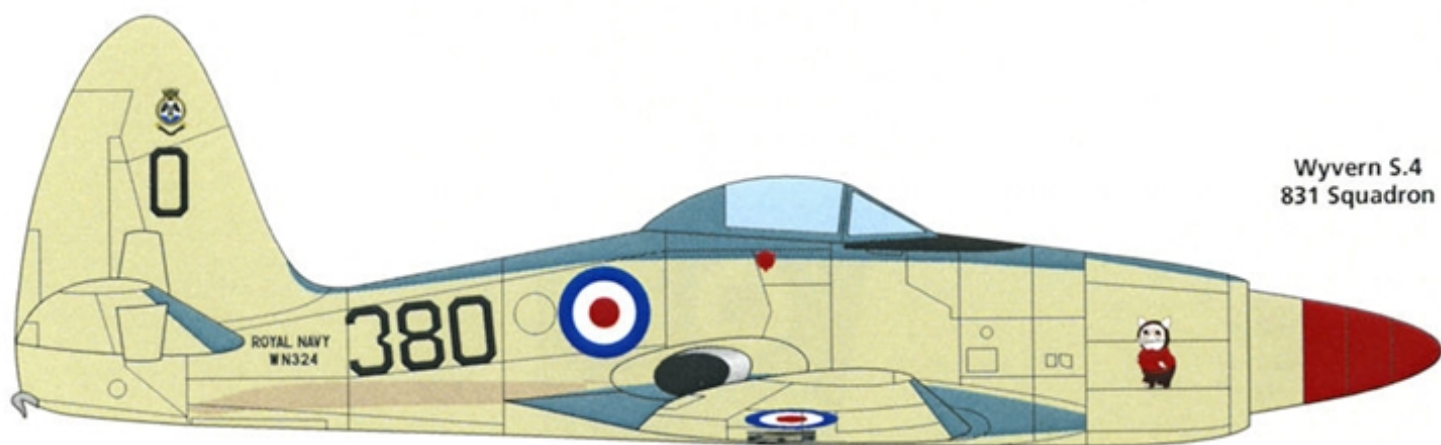
CED48275

Wyvern S.4

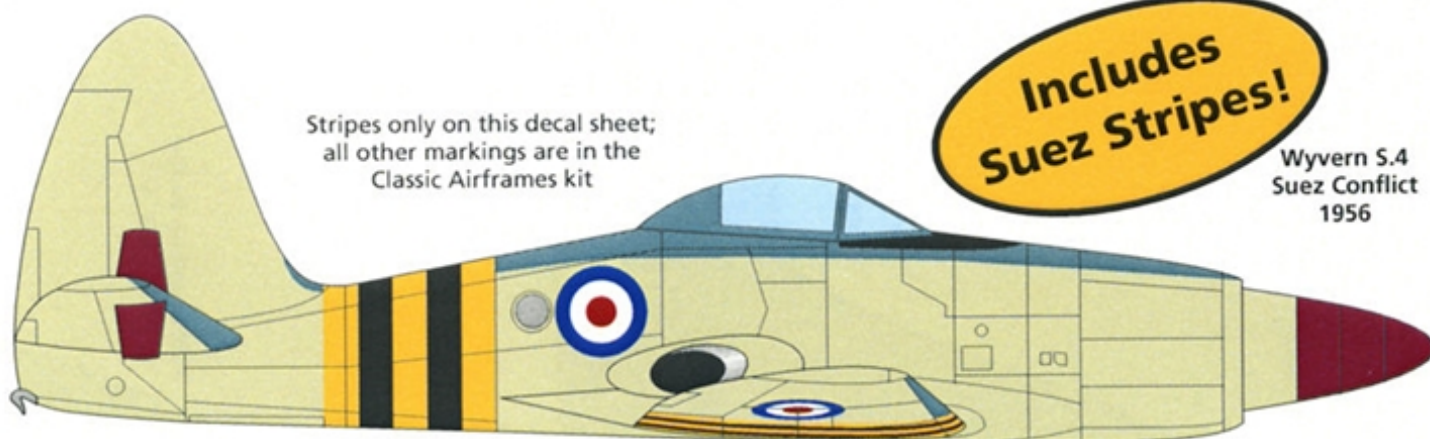
Wicked Wyvern Schemes



Wyvern S.4
813 Squadron



Wyvern S.4
831 Squadron



Stripes only on this decal sheet;
all other markings are in the
Classic Airframes kit

**Includes
Suez Stripes!**

Wyvern S.4
Suez Conflict
1956

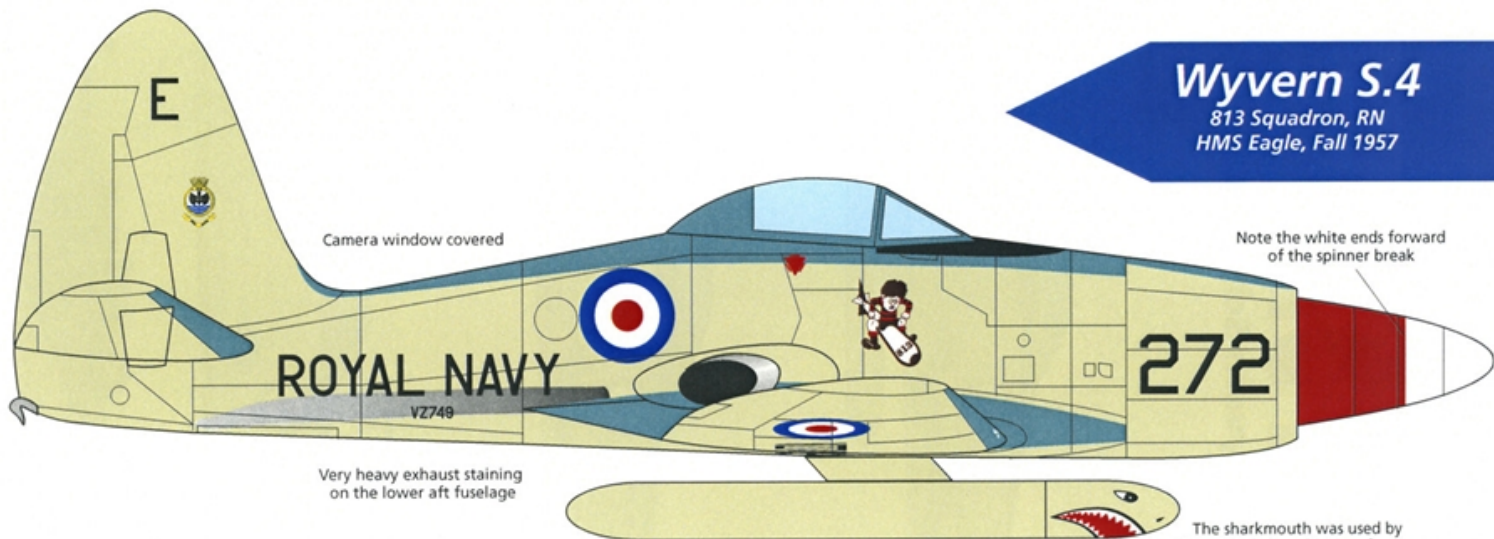
Recommended kit:
Classic Airframes
Westland Wyvern S.4



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Wyvern S.4

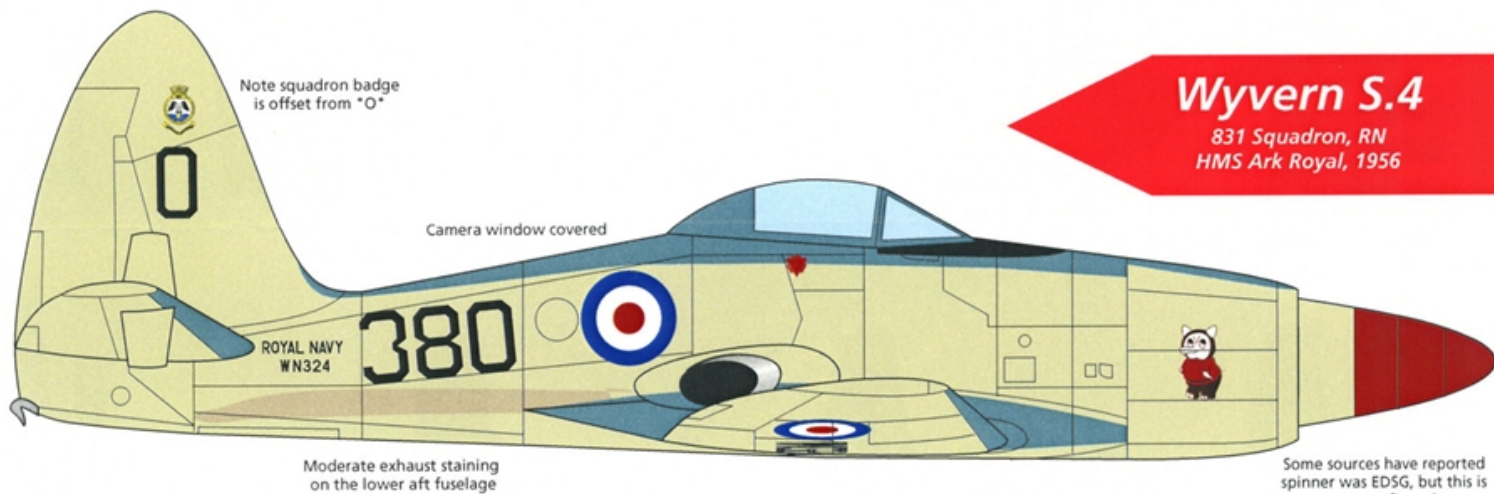
813 Squadron, RN
HMS Eagle, Fall 1957

Camera window covered

Note the white ends forward of the spinner break

Very heavy exhaust staining on the lower aft fuselage

The sharkmouth was used by 813 NAS during this time frame, but we don't have a photo showing VZ748 with the sharkmouth tank



Wyvern S.4

831 Squadron, RN
HMS Ark Royal, 1956

Note squadron badge is offset from "O"

Camera window covered

Moderate exhaust staining on the lower aft fuselage

Some sources have reported spinner was ED5G, but this is not confirmed



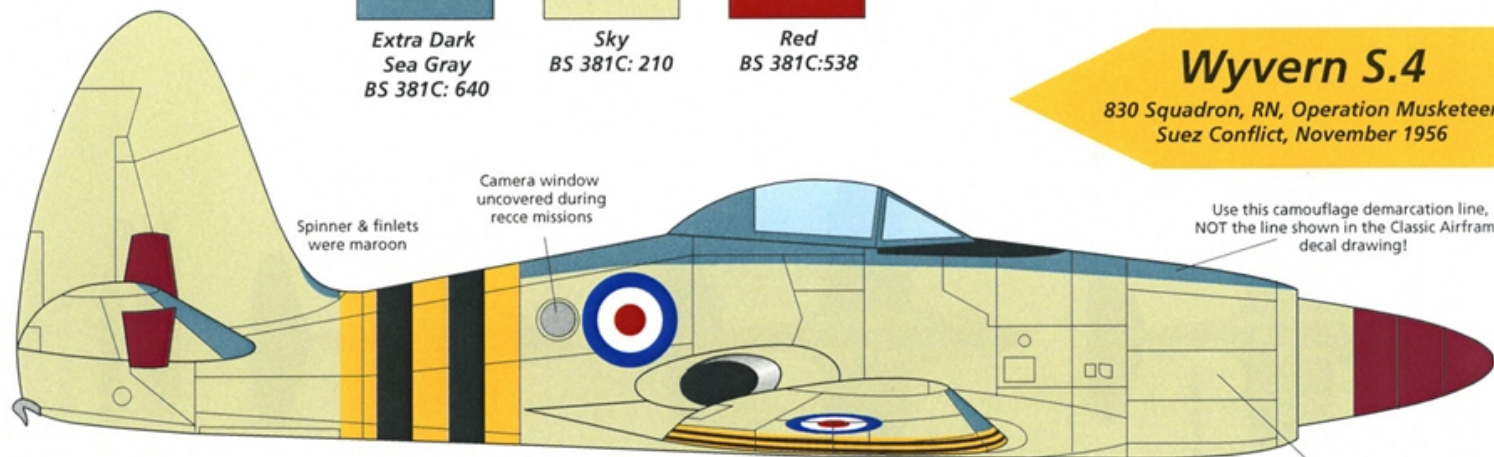
Extra Dark Sea Gray
BS 381C: 640



Sky
BS 381C: 210



Red
BS 381C:538



Wyvern S.4

830 Squadron, RN, Operation Musketeer
Suez Conflict, November 1956

Spinner & finlets were maroon

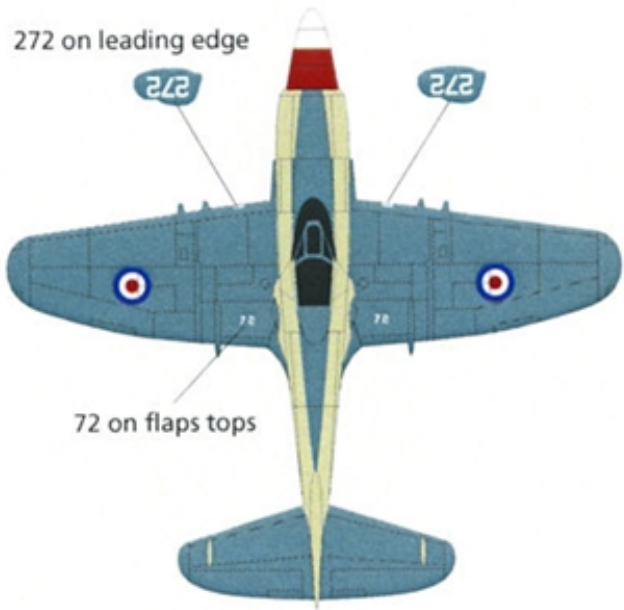
Camera window uncovered during recce missions

Use this camouflage demarcation line, NOT the line shown in the Classic Airframes decal drawing!

Note: All markings for #378 in this combat scheme except the stripes come from the Classic Airframes kit

During the actual Suez Conflict, the modex numbers were NOT applied to the noses of 830 aircraft. The numbers were added about a month after hostilities ceased.

272 on leading edge



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Westland Wyvern S.4



General

- Note the small black antiglare panel in front of the windscreen. We've included a small BlackMagic™ precut painting mask for this black panel. Please note that as aircraft were repainted, the antiglare panel was not always exactly the shape provided.
- Note the 6" EDSG (Extra Dark Sea Grey) topside camouflage wraparound to the lower wing. It seems to have not included the wingtip, however.
- Most photos show rather heavy exhaust staining on the lower rear fuselage coming aft from the jet exhausts.
- Note the top and bottom finlets on all aircraft on this sheet were Sky EXCEPT the Suez scheme, where both sides of the top finlets were EDSG.
- The camouflage demarcation line between the EDSG and Sky changed three times during Wyvern service. The first scheme, delivered from the factory on serials up to about VZ 766, had a high demarcation line along the fuselage, changing to a band of EDSG along the top of the cowlings as shown in our top view. The second, also delivered from the factory from about VZ 766 to the end of production, continued the demarcation line from the fuselage forward along the cowlings to the front cowl lip. The third was a much lower demarcation line along the fuselage and cowlings that appeared only from 1957 on aircraft that had been repainted at RNAY Fleetlands. This lower demarcation line is a sure identification point for the point in time (1957 or later).
- Recommended kit: Classic Airframes Wyvern S.4. The Suez stripes decals may not fit the Dynavector vacuform kit!

Suez

- Artwork shown is for positioning of stripes only. See kit instructions for specific markings.
- Note the nose modex in the Classic Airframes kit ("378") was NOT applied to the nose during the actual Suez War (Operation Musketeer); the modex was applied to the rear fuselage and was covered by the invasion stripes when they were applied. The modex was not applied to the nose until December, 1956, by which time the fighting had been over for a month.
- The "high speed" 1000 lb. bombs commonly carried on the Suez combat missions will be available from Cutting Edge in the near future.
- 830 NAS Wyverns flew both attack/bombing missions and photo recce missions during the Suez War. The camera windows were uncovered ONLY when flying a photo recce mission; otherwise a metal cover painted the camouflage color was installed to protect the optical window glass.

VZ 749

- The forward spinner was white; the second spinner and fixed portion of the spinner was red. Some artists have incorrectly portrayed this as white/red/EDSG, but this is obviously incorrect. On some 813 Wyverns the entire spinner was painted red, but the standard was white/red, and photos show VZ 749 with the standard colors. The spinner has been incorrectly reported as blue in some published drawings.
- Very heavy exhaust staining on the rear fuselage.
- The centerline tank will be available soon from Cutting Edge. The plane could and often did fly with both wing tanks as provided in the kit and the centerline tank.
- The white "72" on the flap top surfaces has previously been incorrectly published by some artists as "272." The "72" is confirmed by clear photos.

WN 324

- Note that there were two different '380' marked aircraft in this squadron with different camo demarcation lines. The other '380' was WN 325.
- The first and second spinners were almost certainly red, although some sources claim they were EDSG; the fixed portion of the spinner was Sky.

- An oft-repeated (and incorrect) statement about this and some other Wyverns is that the cowl was "overpainted with Sky." This is incorrect and shown by numerous photos and official information. This plane had a fairly narrow band of EDSG along the top of the cowl as shown in our top view.

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

BS 381C: 640 Extra Dark Sea Grey Color 333	[FS 36118] Xtracolor X5; Floquil 303157, Gunze Sangyo H333, Mr
BS 381C: 210 Sky	[FS 34424] Xtracolor X7; Floquil 303147
BS 381C: 538 Post Office Red	[FS 11136] Pro Modeler 88-0026, Floquil 303055/303059, Gunze
Sangyo H327, Modelmaster 1705, Mr Color 327, Tamiya XF07, Xtracolor X103	

Bibliography

A History of the Westland Wyvern, The Blackbushe Aviation Research Group Naval Aviation Research Section, No. 1 (S). Blackbushe Aviation Research Group, 1973.