

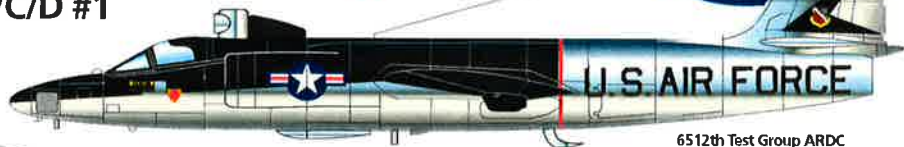
LIMITED EDITION!

CED48149

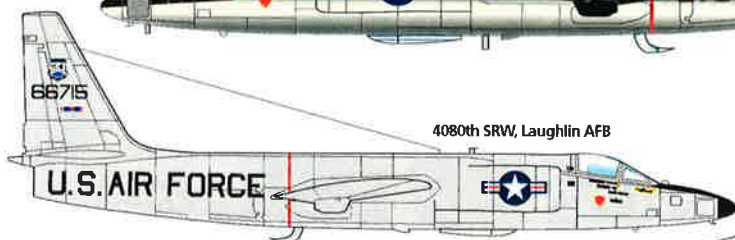
U-2 Dragon Lady



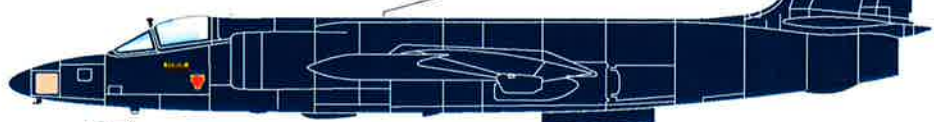
U-2A/C/D #1



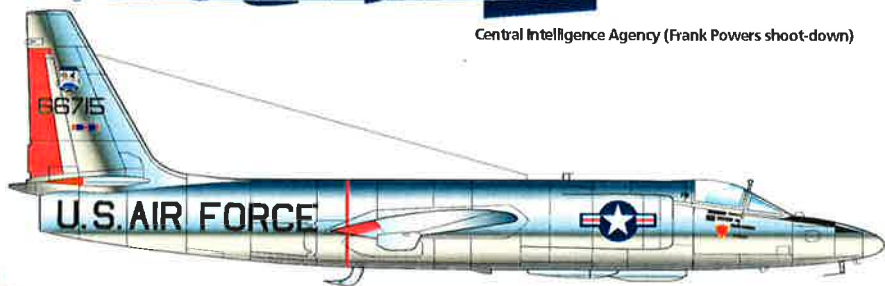
6512th Test Group ARDC



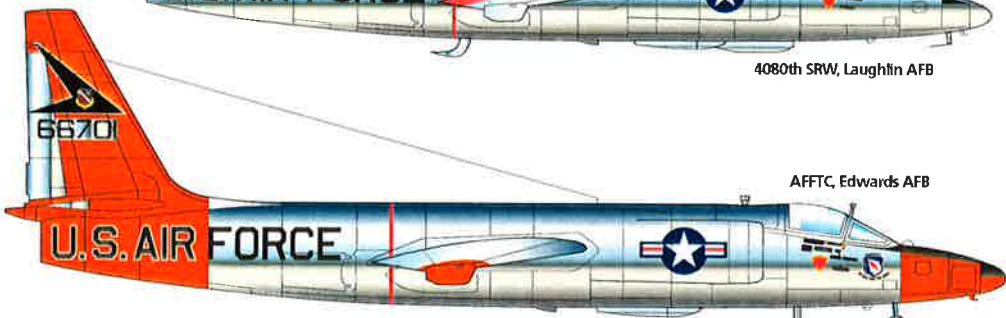
4080th SRW, Laughlin AFB



Central Intelligence Agency (Frank Powers shoot-down)



4080th SRW, Laughlin AFB



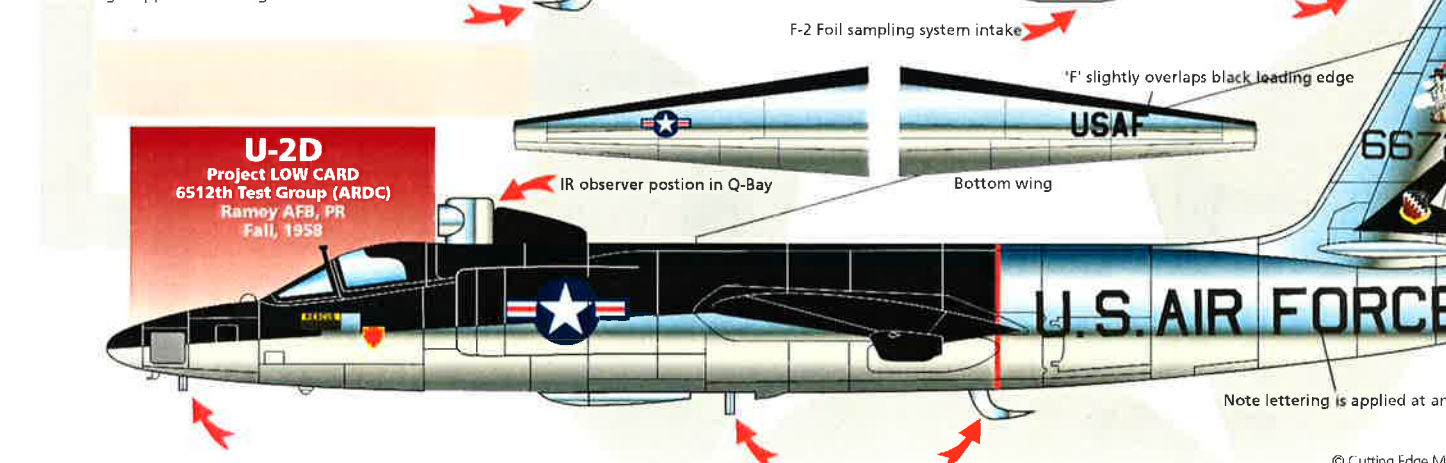
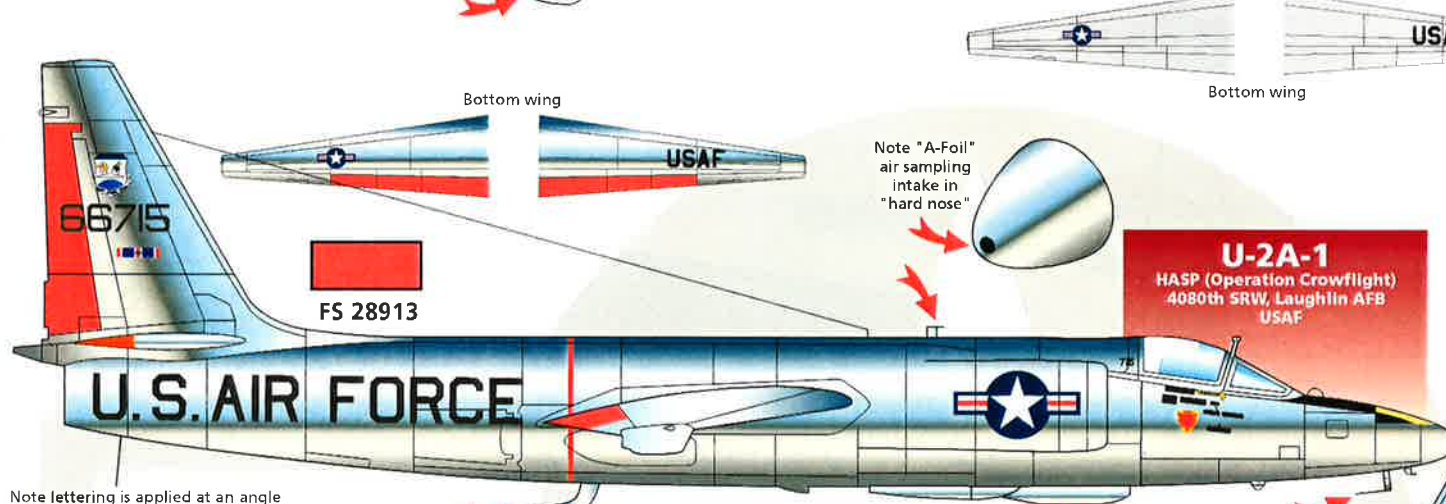
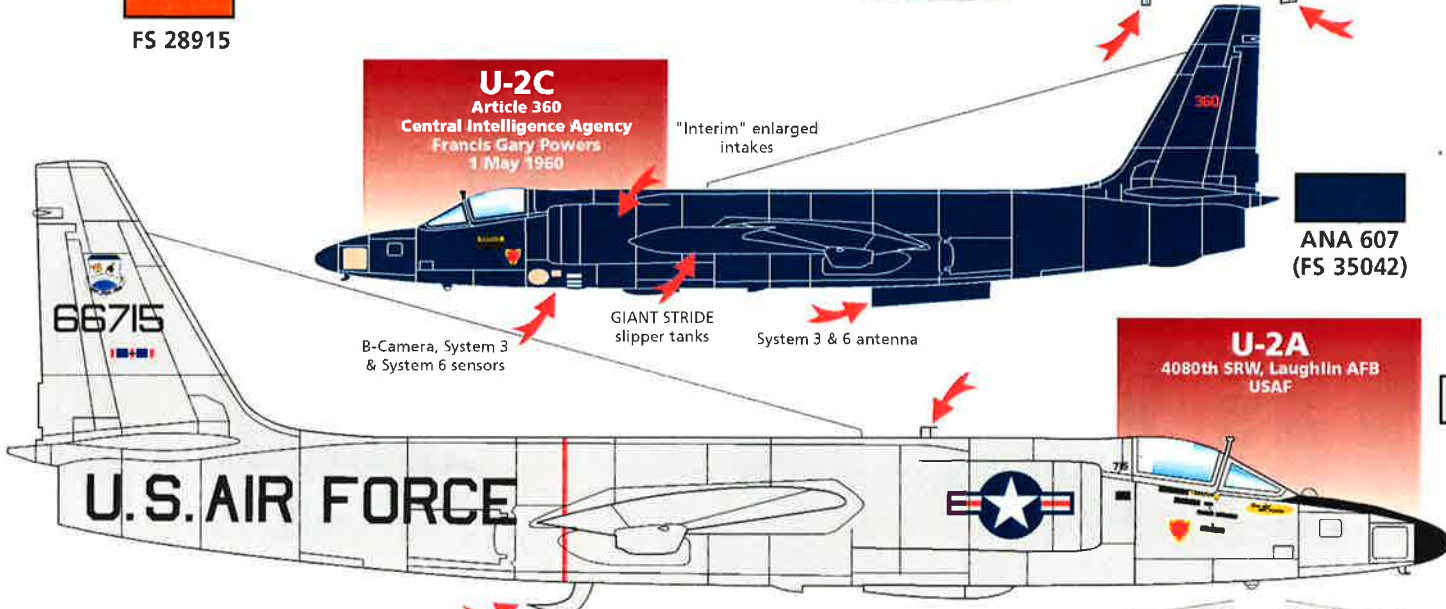
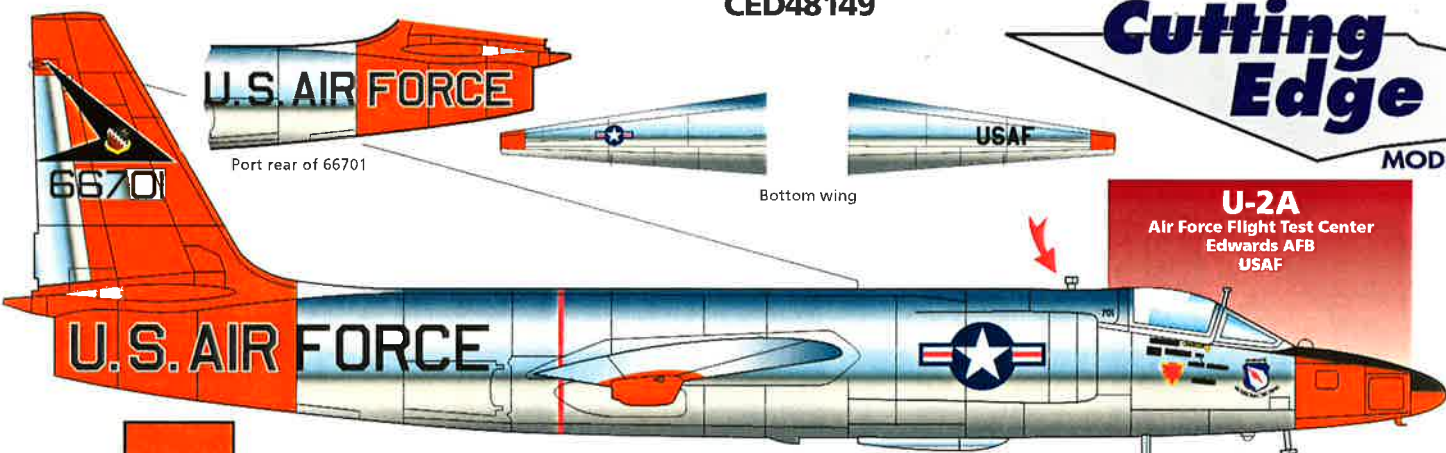
AFFTC, Edwards AFB

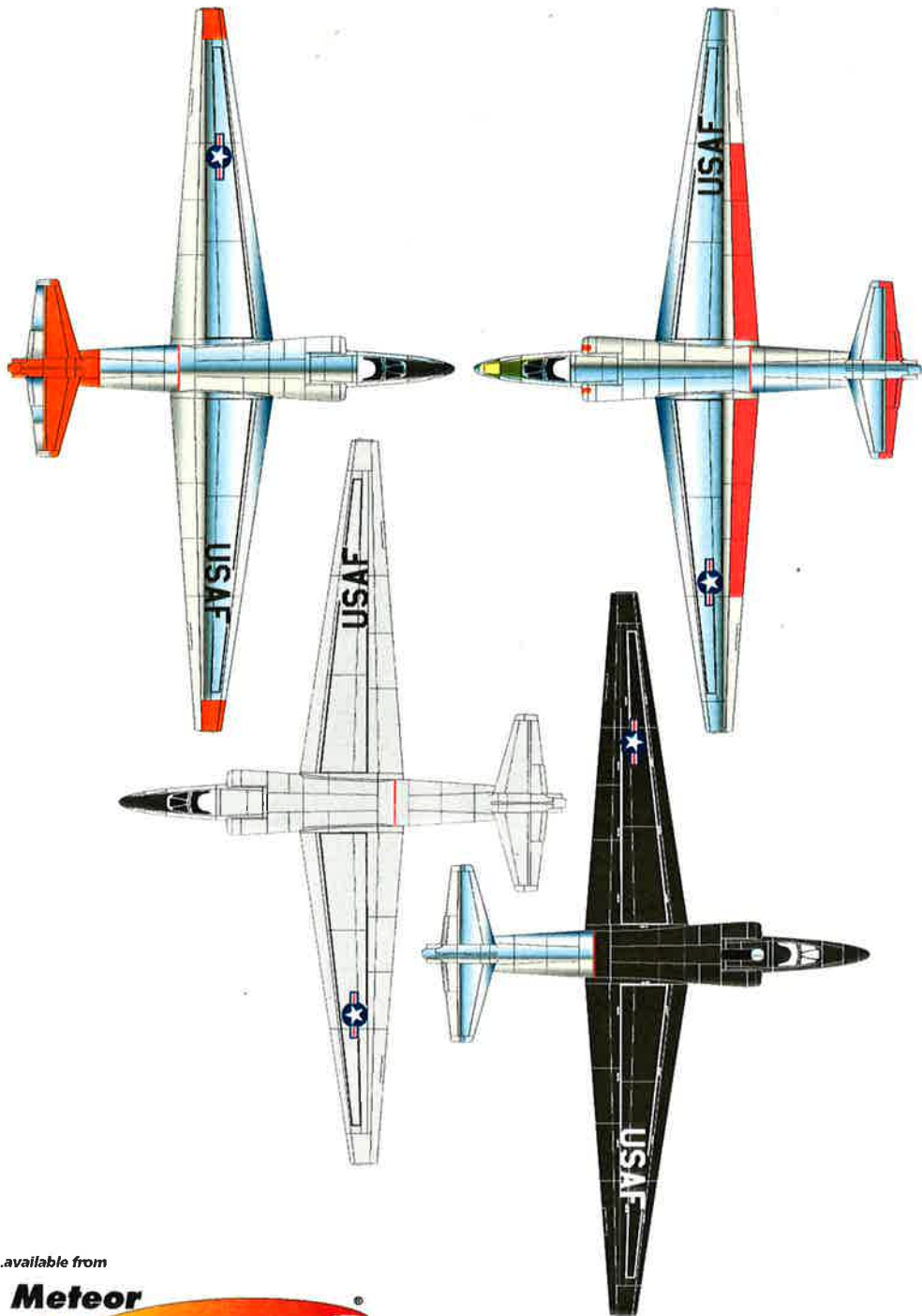
Recommended kit:
Testors U-2A or C
Cutting Edge conversions

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Notes on Aircraft

- Black wing walks, wing stencils, national insignia and additional warning stencils are available on Cutting Edge decal sheet CED48151.
- Ejection seats were fitted to all U-2s from late 1957.
- The red arrows highlight equipment applied to the jet at the time our photos were taken. Note that the configuration of these planes often changed significantly over time, as did the paint schemes.
- There have been tons of trash published about the U-2, some of it by well known authors. This is possibly because the jet was so secret for so long that a plethora of apocryphal stories, misdirection, and conventional wisdom sprang up in the absence of real information. In any case there has been considerable confusion about nomenclature, systems, markings, colors, etc. We believe Chris Pocock has done the best research of all the open source, published authors who've written about the U-2. He certainly has the best reputation among the Agency and Air Force people who were with the program. As just one example, various aircraft (especially U-2Ds) have been identified over the years as U-2Bs. Pocock's research confirms that the U-2B was never built (it would have had two crewmembers and tricycle landing gear), but some people misidentified the U-2Ds, which were legitimately the testbeds for the U-2B, as actual U-2Bs. We consistently use Pocock's nomenclature and other information for our decals and resin sets. You will definitely find differences between what's here and other published sources. We believe Pocock.
- Most published "scale" drawings of the U-2C portray a significantly bulged Q-Bay bottom. The U-2 was designed from the outset to be capable of carrying a variety of payloads; many had differently shaped and configured Q-Bay contours. The large, bulged Q-Bay shown in most published drawings are applicable ONLY to the ALSS (Advanced Location Strike System) U-2Cs, and were used from 1972 and later. The two tone gray U-2Cs deployed to England in the 1970s were configured this way. There were quite a few other configurations beyond this oft-drawn bulged Q-Bay!

U-2A 56-6701

- The U.S. AIR FORCE on the fuselage is applied parallel to the centerline of the fuselage.
- The wing stencils do not have the usual 'NO STEP' markings. Use the standard stencil from the Cutting Edge U-2 stencil sheet (CEC48151) and simply cut off the 'NO STEP' markings.
- Cutting Edge set CEC48287 contains the parts necessary to convert the Testors U-2C back to a U-2A.

U-2C Article 360

- This was the U-2C that Frank Powers was flying when shot down over the Soviet Union. While no photos of this aircraft are known, it is reliably reported that it had a small red '360' on the tail and warning stencils. No other markings are reported in interviews with Powers before his death. As the exact size of the tail number is not known, we've included several sizes for the modeler to choose from. In any case, it had similar markings to other CIA U-2s of the period.
- Although this was a U-2C, it did NOT have the long dorsal spine canoe we've all come to expect on U-2Cs since that's the way Testors modeled their kit. This jet had NO dorsal canoes (it looked like a U-2A on top).
- This jet had the enlarged "interim" air intakes, NOT the "coke bottle" intakes given in the Testors kit.
- This jet carried the System 3 and System 6 COMINT gear in the large flat radome under the rear fuselage and System 6 COMINT antennas in the nose and Q-Bay. The Q-Bay was also configured for the B camera.
- The drogue chute was replaced by the "Granger Box" ECM transmitter.
- The jet was painted overall ANA 607 Non-Specular Sea Blue (FS 35042) as were all CIA U-2s from 1958. The overall black "Iron Ball" paint scheme was not applied regularly until the mid-1960s, long after this jet was shot down. This color remains a matter of controversy, and many published sources claim the jet was black. However, the blue color information is taken directly from the Lockheed Service Bulletin. This color was definitely used on the Agency U-2s when they were first painted (originally bright natural metal—not the world's best camouflage color!). It is possible, even likely, some experimentation was carried out using various colors and shades, but this jet was blue.
- At one time earlier in its life this jet was marked "449" on the tail. It was certainly marked "360" when Powers was shot down.

U-2A-1 56-6715

- This jet was built for the USAF by Lockheed in the U-2A-1 "hard nose" sampling configuration for Project HASP. The "hard nose" had a circular air intake with butterfly valve in the tip of the nose and lacked the large fiberglass System 1 and System 3 flat radomes on the sides and bottom (ergo, "hard"). This resin conversion is available from Cutting Edge set CEC48295, U-2A HASP Conversion.
- This jet carried the F-2 Foil sampling system in a very large intake attached to the port side of the lower Q-Bay. This system supplemented the A Foil sampling system inside the nose. Note that not all HASP aircraft carried both A Foil and F-2 Foil, and non-HASP jets certainly did not carry F-2 Foil, which means the large intake included with the Testors and Hawk kits was NOT used on most U-2s! It was also possible for a "soft nose" jet with the fiberglass System 1 and System 3 conformal radomes to

be equipped with the F-2 Foil. It was also possible for a HASP aircraft to have the A Foil in the nose but not the F-2 foil, so CHECK YOUR PHOTOS if you're modeling a HASP aircraft other than the one we provide here!

- The Dayglo red paint on the flaps and tail control surfaces was highly prone to flaking off in flight, leaving a rather ratty look to the control surfaces.
- The wing stencils do not have the usual 'NO STEP' markings. Use the standard stencil from the Cutting Edge U-2 stencil sheet and simply cut off the 'NO STEP' markings.
- The U.S. AIR FORCE on the fuselage is applied at an angle-it is NOT parallel to the centerline of the fuselage.

U-2D 56-6722

- This jet was the initial aircraft in Project LOW CARD, a long-running test to detect intercontinental missile plumes (exhausts) to provide early warning of a Soviet first strike ICBM attack. Initially the sensor was located on the bottom of the Q-Bay (it could also be used to locate jet aircraft exhausts), but after a belly landing was reconfigured with the sensor on top. Unlike the other U-2Ds, this jet was never configured with the second crew position in the Q-Bay. Our Cutting Edge set CEC48291 contains all the parts necessary to convert the Hawk U-2A kit into either version of the U-2D.
- Note that the black paint wraps over the leading edge and is applied to the forward portion of the lower wings.
- The U.S. AIR FORCE on the fuselage is applied at an angle-it is NOT parallel to the centerline of the fuselage.

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

This information is taken from the IPMS Color Cross-Reference Guide and used with permission.

FS 16473	Xtracolor X138, Modelmaster 1731, Gunze Sangyo H062, Tamiya XF66, Pro Modeler 88-0042, Floquil 303095/303251
FS 28913	Testors 1875
FS 28915	Humbrol 192, Modelmaster 1775
FS 35044	Gunze Sangyo H326, ModelMaster 1719, Mr Color 326, Tamiya XF17, Xtracolor X122
Black	Any gloss black

Bibliography

Original photos from the collection of noted aviation photographer/historian Tony Landis
The U-2 Spyplane, Toward the Unknown, A New History of the Early Years, by Chris Pocock, Schiffer, 2000
Lockheed U-2 Dragon Lady, Warbird Tech Vol 16, by Dennis R. Jenkins, Specialty Press, 1998.
Lockheed Blackbirds by A.M. Thornborough & P.E. Davies, Motorbooks International, 1988.

**We are deeply indebted to Tony Landis
for supplying such beautiful color
photos of some of these U-2s.
You da man, Tony!**