

General interior colouring for RAF Wessex is matt dark Admiralty Grey BS381C:632 for metal areas of the rear cabin, and matt black non-slip areas to floors. The cockpit general surfaces are matt black for HC.2s and matt dark Admiralty Grey BS381C:632 for the HU.5s.

GENERAL NOTES: The following colours are suggested for the general surfaces of cockpit interiors. Phantom: matt medium grey, with the Martin Baker ejection seats in matt black; parachute harnessing a mixture of tan and olive drab; seat safety harnesses black, leg restraint lines blue, survival packs yellow, seat back pads olive drab, headrests and seat cushions black. Wessex: generally matt black, though soundproof padding to the side walls and bulkheads is olive green; electrical console behind pilot's seat matt light grey; seats, including body side armour when fitted, matt black, with yellow seat cushions. Sun blind above pilots seats matt olive green. Side walls, bulkheads and roof of rear cabin, matt light grey soundproof quilting; seats have matt black frames and dark blue canvas-type covering. Floors in both types matt black. If you wish to super-detail the above areas, you will need to research further. The general surfaces of undercarriage bays, insides of doors, undercarriage legs and wheels for the Phantom are gloss white. Instrument panel coamings under windscreens matt black. Instrument panel decals: paint a small area of thin plastic card gloss medium grey; when dry, cut panels to shape and fit to kit; in the Phantom, use kit decals if preferred.

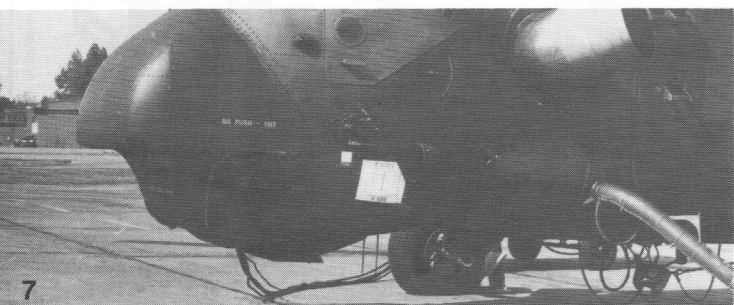
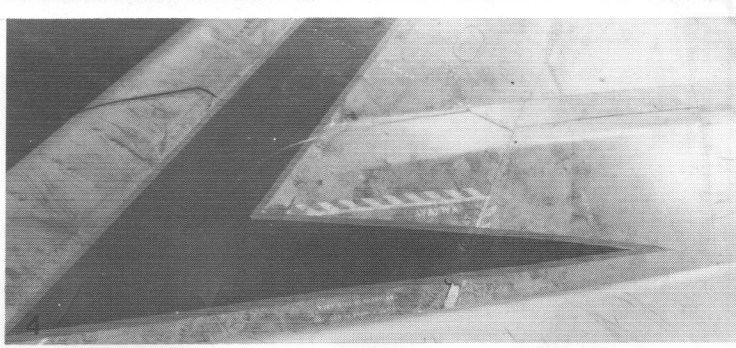
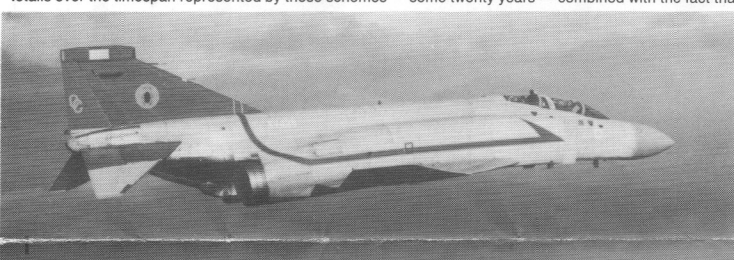
stenciling can vary considerably from one machine to another even in the same unit at any one time — means you may find it necessary to add some details yourself. As always, some machines can be seen with very little stenciling, while others are liberally endowed. Apart from the rescue winch normally fitted, RAF Wessex HC.2s have never normally carried the range of externally mounted stores and weaponry usually seen on their FAA HU.5 counterparts, being more usually engaged on battlefield trucking and troop transport, as well as their legendary rescue role. Almost unique in RAF service is the use of Wessex HU.5s by No. 84 Sqn. in Cyprus, where the Squadron maintains a commitment to the United Nations forces. The Matchbox kit does not specifically cater for the Wessex HC.2 variant, the main modification required being the smaller square windows to the cabin, and the deletion of the port side aerial masts, plus other minor details peculiar to the HC.2; if you have a store of old Frog/Novo Wessex kits, these might prove useful for cross-kitting.

Since its move to RAF Leuchars in April 1987, No. 228 OCU has added another special scheme to its inventory for the 1988 display season, the subject being XV428/'CC', although by the end of July this scheme was removed. When modelling this Phantom, care should be taken not to represent a fully pristine finish, since not only was it devoid of virtually all the small white airframe stenciling typical of machines coming straight from a respray, but the upper inboard wings were almost certainly finished in 'Barley' grey rather than the officially specified medium sea grey shown in the drawings overleaf. If these areas were originally painted in medium sea grey, then they have faded to as good as a match for the surrounding area.

Application of decals: cut out each subject and wet backing in warm water for a few seconds to release decal; prolonged soaking may impair adhesion. Place item close to required position and slide decal off backing, gently pressing down with a soft damp cloth to remove excess moisture, and allow to dry. The thin tough varnish will allow the decal to 'bed down' on raised or sunken detail. We do not guarantee the successful use of special decal application systems involving solvents etc., as these may not be compatible with the varnish coatings we use. Apart from standard varnish sealing coats before and after application if desired, no other steps are necessary or recommended.

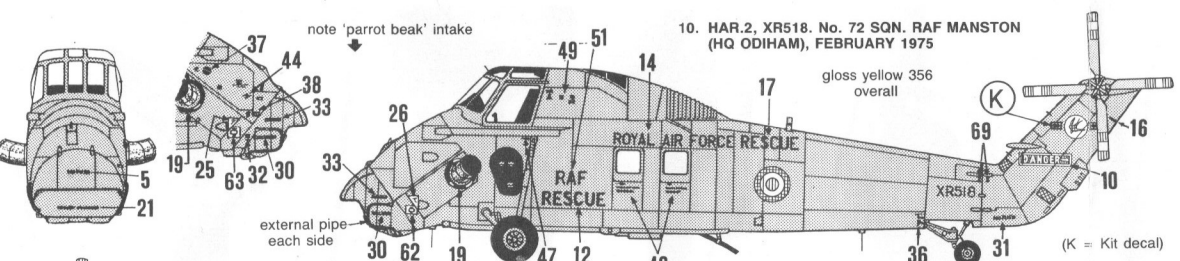
For the Wessex, we have concentrated on providing markings for all the main RAF squadron users of the type since it entered service, including some of the better known variations of unit markings. The numerous views drawn are intended as examples only in most cases; since you will need to make up the individual serial numbers and codes from various Modeldecals sets (mainly nos. 33, 34, 36A and 58-59) or other sources, you can easily make any other machines of your choice. In covering a large number of options, we have provided a comprehensive selection of smaller stencilled items normally to be found on 'the average' Wessex airframe, and these are indicated for each aircraft; however, it should also be noted that the application of stencilled details over the timespan represented by these schemes — some twenty years — combined with the fact that

Modeldecals gratefully acknowledge the kind assistance of the following during the preparation of these decals: R C B Ashworth, A B Carlaw, D Calvert, T M English, M D Howley, M Keep, J Kyte, Fit Lt C C M Lackman, B & B Marsh, E Myall, G Pennick, J D R Rawlings and J C Scutts. Decals and instruction sheets designed and produced in Great Britain by Modeldecals, and marketed through their sole distributors, Messrs. Modeltoys, 246 Kingston Road, Portsmouth, Hants. PO2 7LR, England, to whom all individual and overseas trade enquiries should be addressed. Modeltoys, who specialise solely in plastic kits and associated technical references for the scale modeller, operate a retail shop at the above address, and a 'by return' mail order service for both UK and overseas customers. For the latest additions to the Modeldecals range, and sets currently available, please refer to Modeltoys advertisements.



1. Phantom FGR.2, XV428/'CC' of No. 228 OCU flies over the Scottish mountains early in 1988, resplendent in its display scheme. 2. Port aspect of XV428, parked at Wethersfield, 5 June, showing some signs of wear on the fuselage band. 3. Overview of XV428 showing the wing bands, and the uniformity of the uppersurface colouring referred to above. 4. Closer view of how the inboard end of the wing bands is painted over the white walkway panel, starboard wing shown here. Photos: 1 & 3: Fit Lt C C M Lackman. 2 — G Pennick. 4 — A B Carlaw.

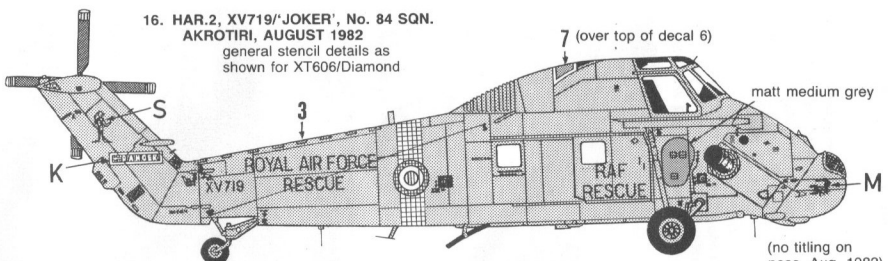
5. Wessex HC.2, XR515/'B' of No. 18 Sqn., which appeared with sister HC.2, XR519/'M' at Benson's B of B day, 18/9/64. 6. The rarer 'parrot-beak' intake version of the RAF's HC.2s, XV728/'BR' of No. 18 Sqn. at its home base, Gutersloh, 26/4/74. 7. Close up of the intake and surrounding details of XV728 — an interesting diversion for the conversion fans. 8. No. 22 Sqn. sent HAR.2, XR518, to the Queen's Silver Jubilee Review at Finningley in July 1977, for which it was duly cleaned and polished as befits such an occasion. Photos: RLW. © MODELDECAL 1998



10. HAR.2, XR518, No. 72 SQN. RAF MANSTON (HQ ODIHAM), FEBRUARY 1975

gloss yellow 356 overall

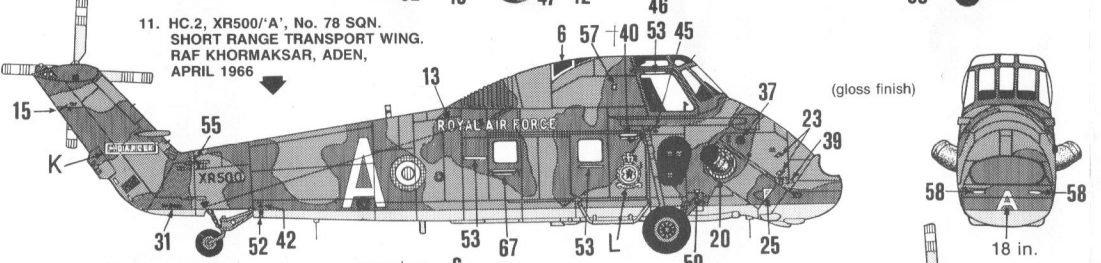
(K = Kit decal)



16. HAR.2, XV719/'JOKER', No. 84 SQN. AKROTIRI, AUGUST 1982

matt medium grey

(no tilting on nose, Aug. 1982)

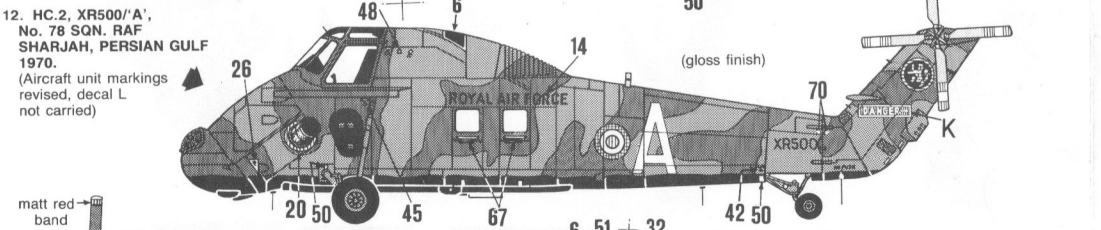


11. HC.2, XR500/'A', No. 78 SQN. SHORT RANGE TRANSPORT WING. RAF KHORMAKSAR, ADEN, APRIL 1966

(gloss finish)

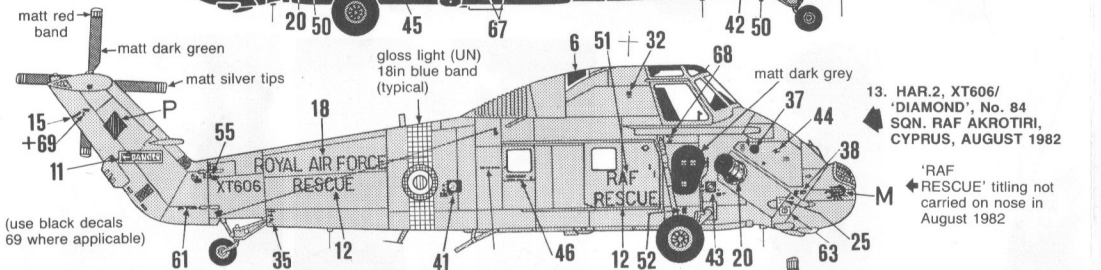


18 in.



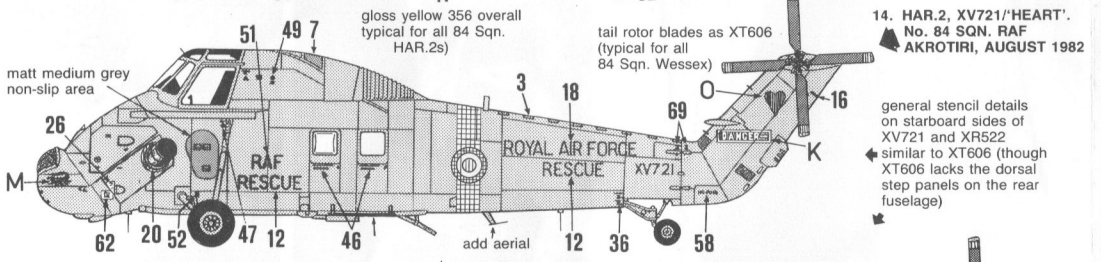
12. HC.2, XR500/'A', No. 78 SQN. RAF SHARJAH, PERSIAN GULF 1970. (Aircraft unit markings revised, decal L not carried)

(gloss finish)



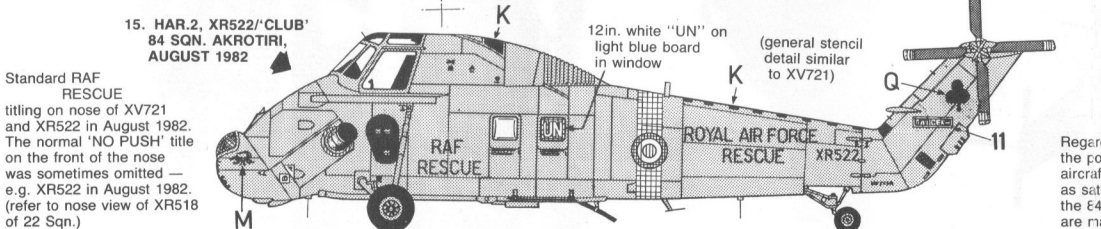
13. HAR.2, XT606/'DIAMOND', No. 84 SQN. RAF AKROTIRI, CYPRUS, AUGUST 1982

'RAF RESCUE' titling not carried on nose in August 1982



14. HAR.2, XV721/'HEART', No. 84 SQN. RAF AKROTIRI, AUGUST 1982

general stencil details on starboard sides of XV721 and XR522 similar to XT606 (though XT606 lacks the dorsal step panels on the rear fuselage)

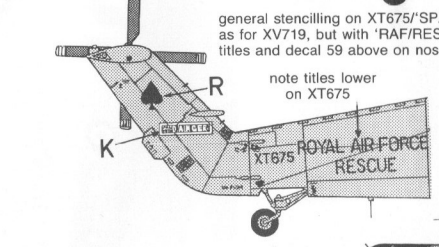


15. HAR.2, XR522/'CLUB', 84 SQN. AKROTIRI, AUGUST 1982

Standard RAF RESCUE titling on nose of XV721 and XR522 in August 1982. The normal 'NO PUSH' title on the front of the nose was sometimes omitted — e.g. XR522 in August 1982. (refer to nose view of XR518 of 22 Sqn.)

12in. white 'UN' on light blue board in window

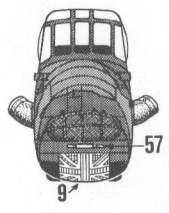
(general stencil detail similar to XV721)



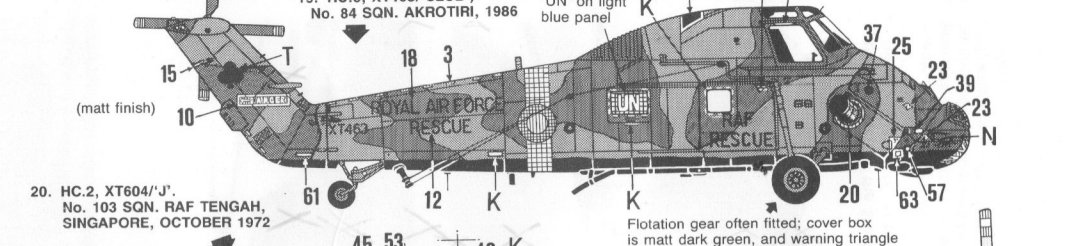
17. HAR.2, XT675/'SPADE', No. 84 SQN. AKROTIRI, AUGUST 1984

general stencilling on XT675/'SPADE' as for XV719, but with 'RAF/RESCUE' titles and decal 59 above on nose

note titles lower on XT675

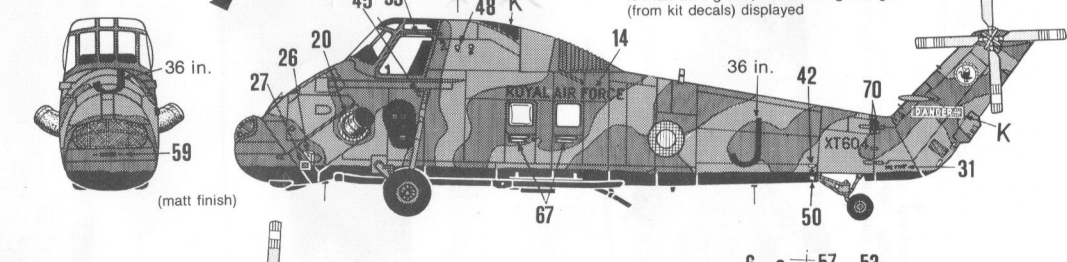


9 in.



18. HU.5, XS518/'JOKER', No. 84 SQN. RAF AKROTIRI, CYPRUS, 1986

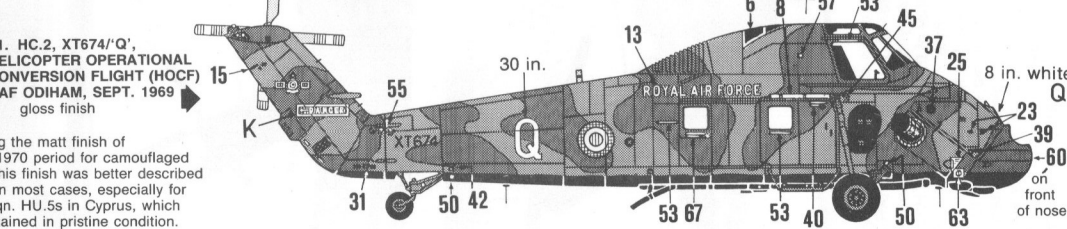
(matt finish)



20. HC.2, XT604/'J', No. 103 SQN. RAF TENGAH, SINGAPORE, OCTOBER 1972

(matt finish)

Flotation gear often fitted; cover box is matt dark green, and warning triangle (from kit decals) displayed



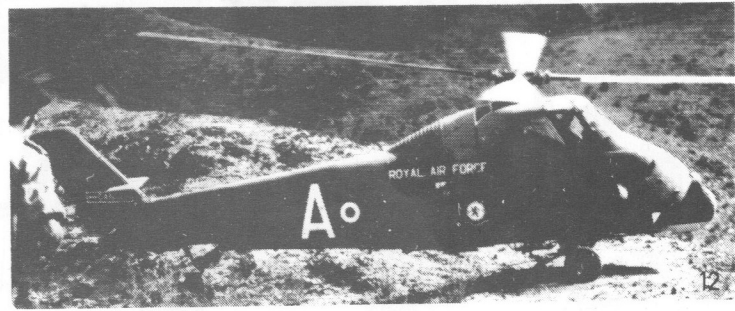
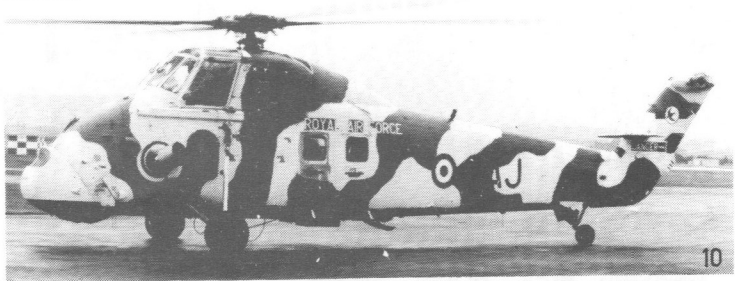
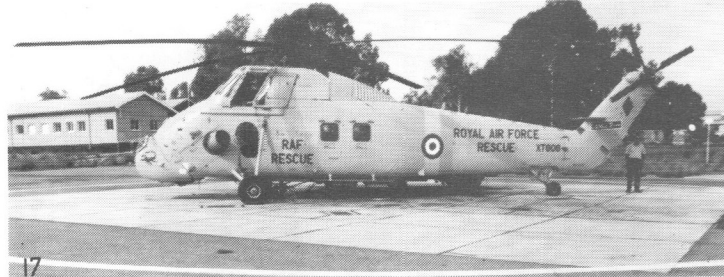
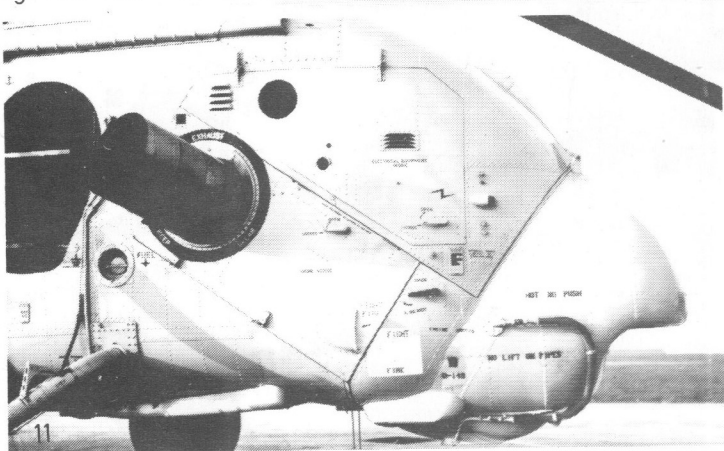
21. HC.2, XT674/'Q', HELICOPTER OPERATIONAL CONVERSION FLIGHT (HOCF) RAF ODIHAM, SEPT. 1969

gloss finish

Regarding the matt finish of the post-1970 period for camouflaged aircraft, this finish was better described as satin in most cases, especially for the E4 Sqn. HU.5s in Cyprus, which are maintained in pristine condition.

HU.5s - 1988: by mid-1988, the scorpion emblem faced forwards on both sides of the noses of XS485/Heart, XT463/Club, XS498/Joker, XS517/Diamond. Use decal M port and N starboard.





9. Wessex HC.2, XR588/'D' of No. 28 Sqn. hovers over the apron at Hong Kong's Kai Tak Airport in August 1972, its finish appearing quite glossy. Later on, No. 28's machines sported prominent white bands on the nose and rear fuselage, as on XT673/'G' in 1980. Photo: P R March via JDRR. 10. With its dark green areas overpainted white for winter camouflage, HC.2 XV726/'A' of No. 72 Sqn. makes an interesting variation, circa 1968. Photo: via E Myall. 11. Close-up of the parrot's beak intake of a Wessex HAR.2, XR518, of No. 72 Sqn., as drawn. Photo: T Carfrae. 12. In the hostile Radfan terrain, XR500/'A' of No. 78 Sqn. sits atop a hill, ready to make a quick getaway! Photo: via E Myall. 13. In the Far East, No. 103 Sqn. operated its Wessex HC.2s out of Tengah between 1972-1975, XT604/'J' being typical. Photo: via JDRR. 14. Tasked with training Wessex crews for the first operational units, the HOCF at Odiham operated several machines, of which XT674/'Q' was typical in 1969. 15. The most colourful Wessex HAR.2s were those operated by No. 84 Sqn. in Cyprus between 1981

and 1985, each of the five having a playing card emblem on its fin and the light blue UN fuselage band, this example being XT675/'Spade'. Photo: DJ Calvert. 16. HAR.2, XV719/'Joker', suns itself at Akrotiri in 1982, while 17. the similarly marked XT606/'Diamond', stands by, c 1984. Photos: J Kyte and via B Marsh. 18. Another of the pack, XV721/'Heart', also sits at rest, its maintenance platform lowered. Photo: J Kyte. 19. In 1985, No. 84 received its replacement HU.5s, the five aircraft on strength receiving their playing card fin emblems, along with Union Flags on their noses just to confirm ownership. Here XT463/'Club' displays its external fuel tank in 1988, its scorpion emblem now facing forwards. 20. Rearward aspect of HU.5, XS498/'Joker', also in 1988 (it's predecessor being XS518), showing the white-outlined fin emblem. Photos: B & B Marsh.



