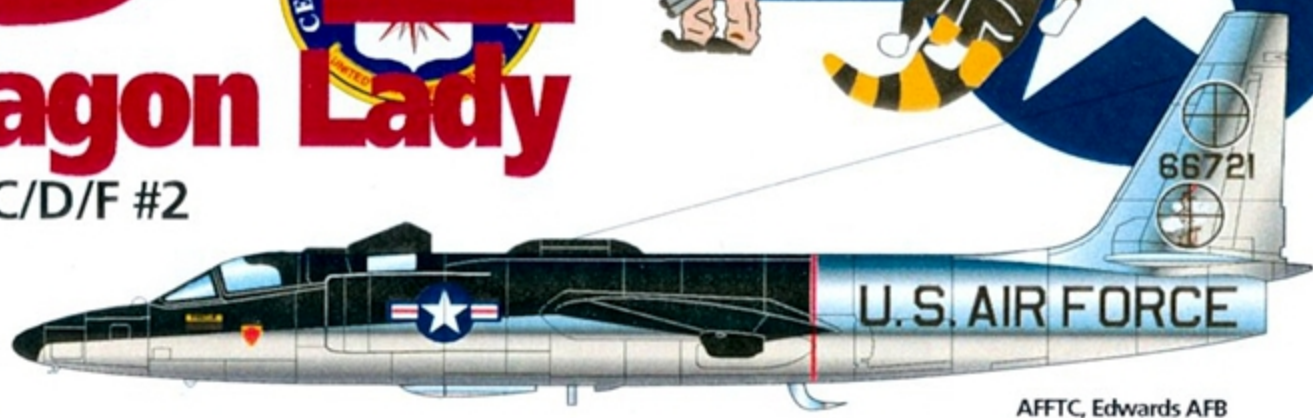


LIMITED EDITION!

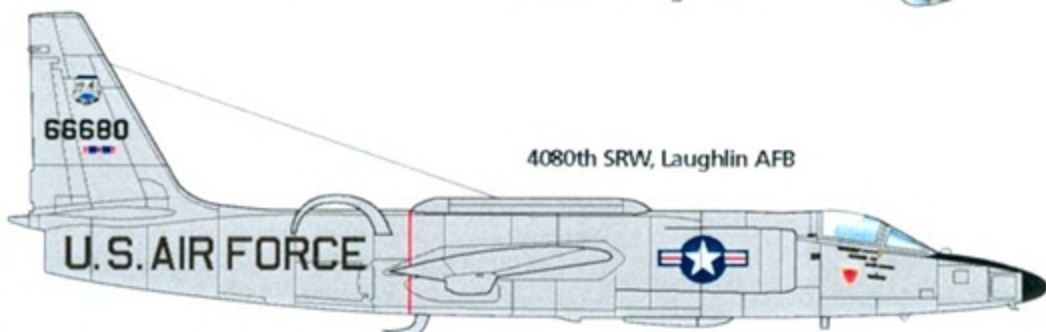
CED48150

U-2 Dragon Lady

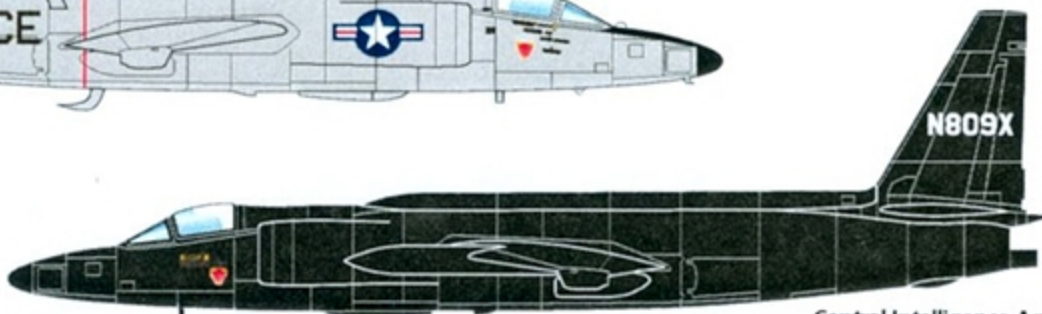
U-2A/C/D/F #2



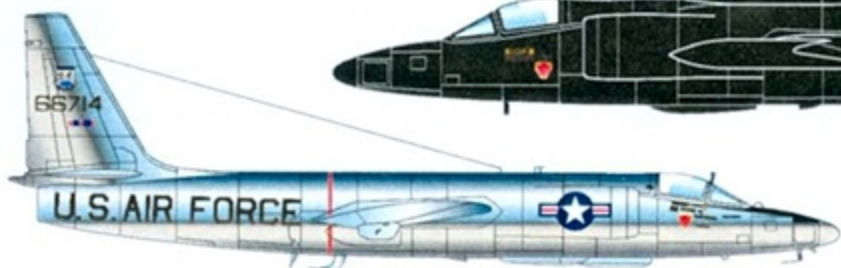
AFFTC, Edwards AFB



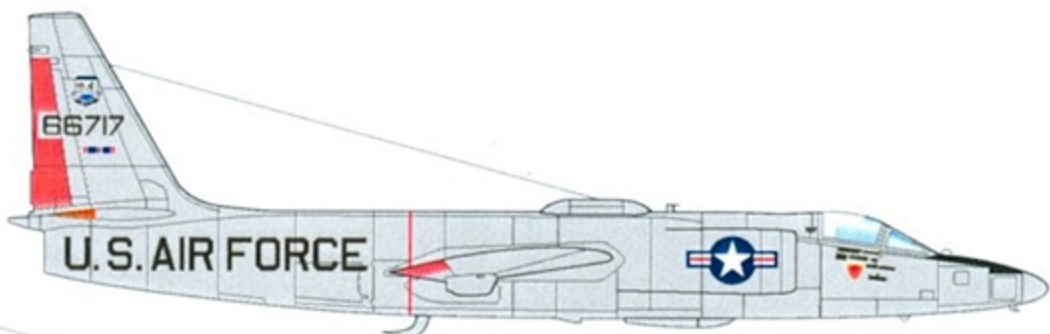
4080th SRW, Laughlin AFB



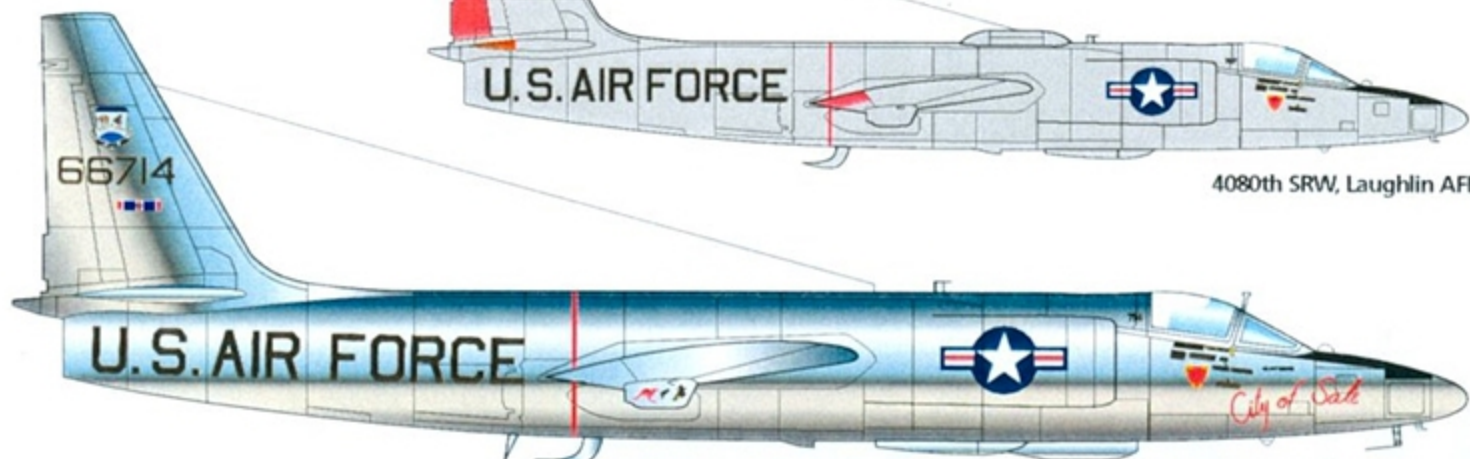
Central Intelligence Agency



4080th SRW, Laughlin AFB



4080th SRW, Laughlin AFB



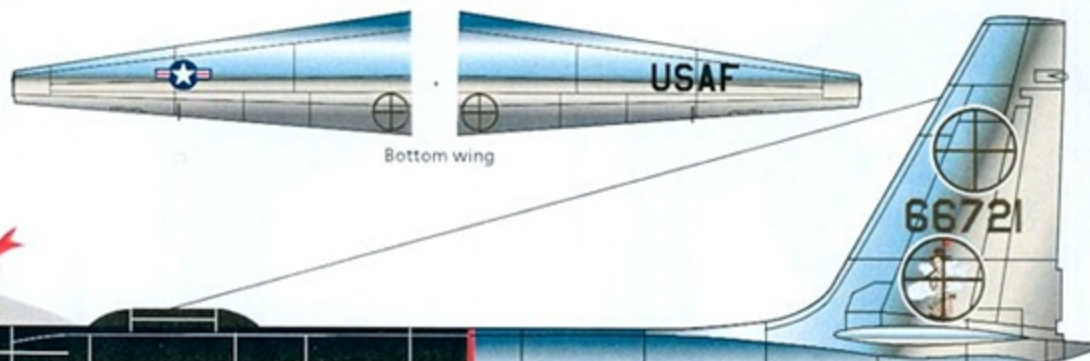
4080th SRW, Laughlin AFB

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

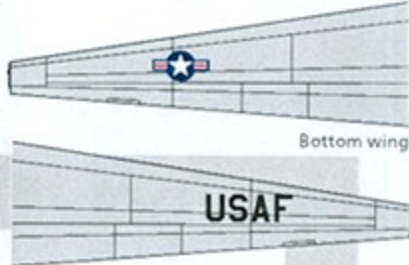
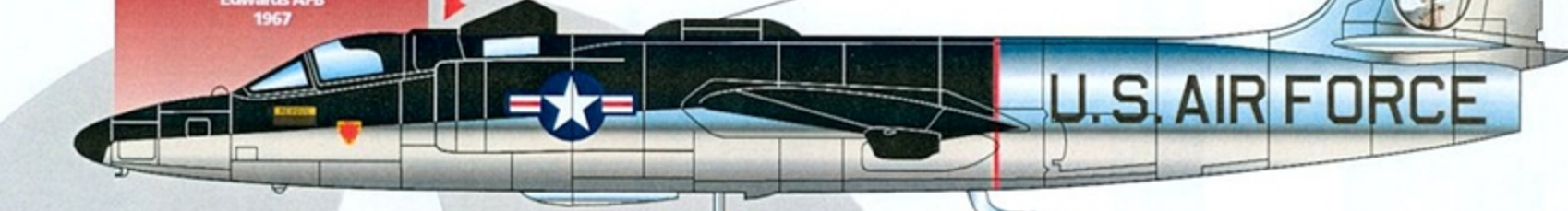


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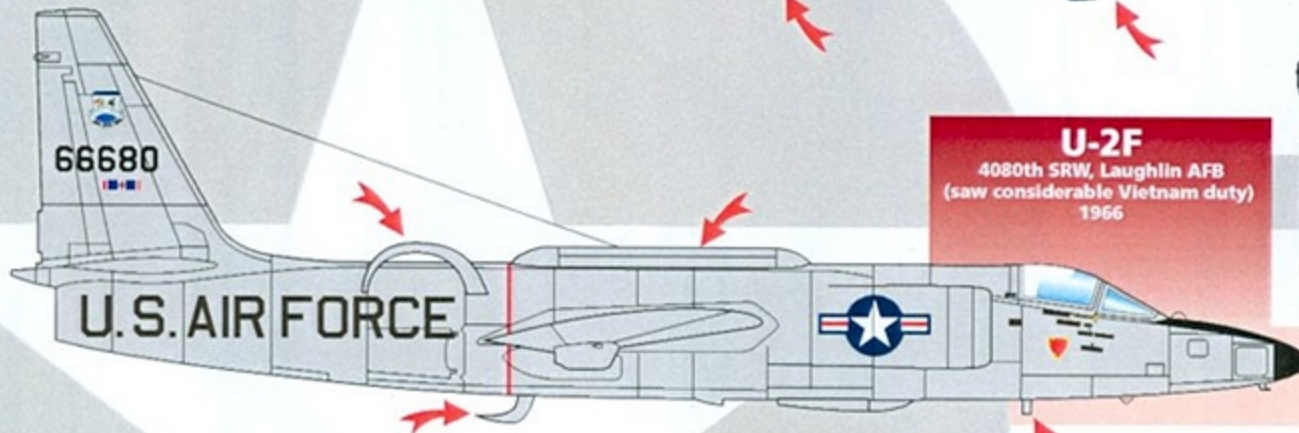
P.O. Box 3956
Merrifield, VA 22116
USA
www.meteorprod.com



U-2D
 Air Force Flight Test Center
 Edwards AFB
 1967



U-2F
 4080th SRW, Laughlin AFB
 (saw considerable Vietnam duty)
 1966



FS 16473

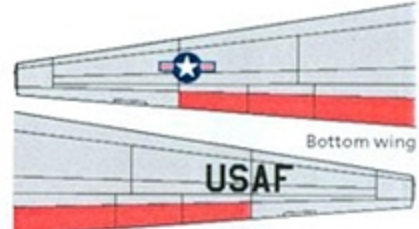
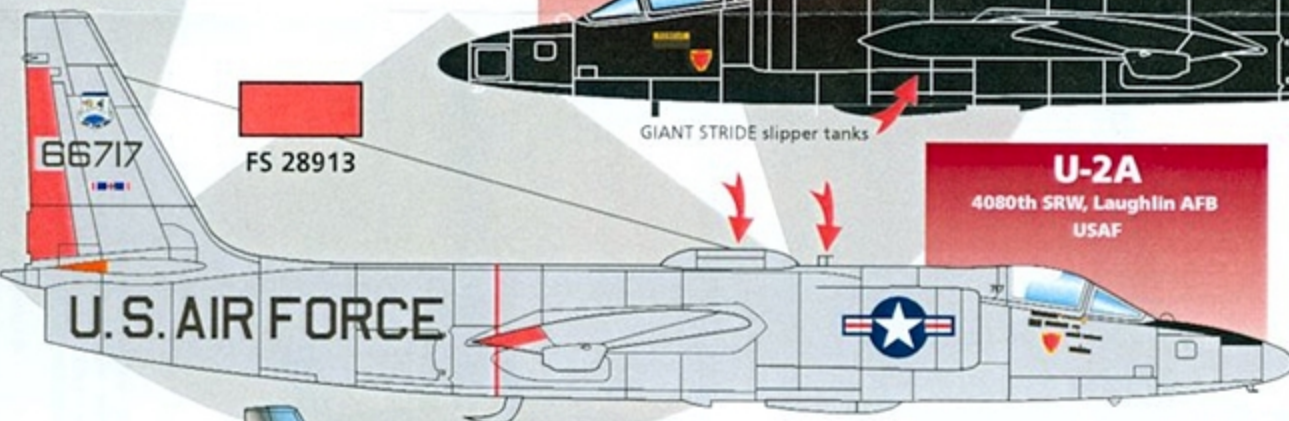
U-2C
 Article 356
 Central Intelligence Agency
 (later 56-6689 USAF designation)



GIANT STRIDE slipper tanks

FS 28913

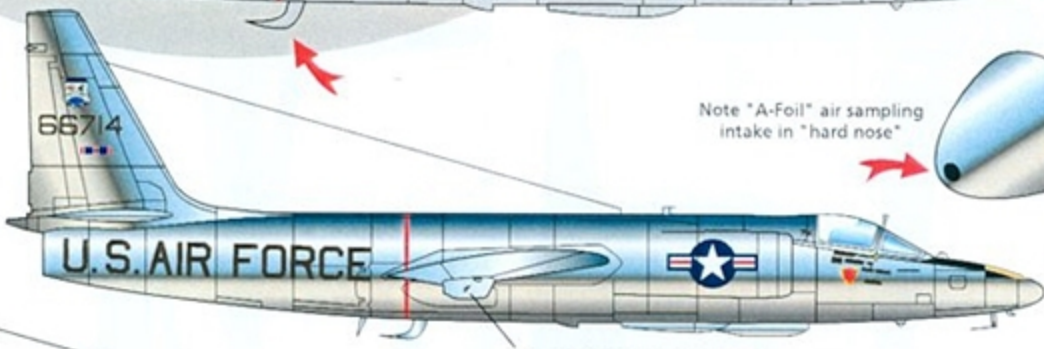
U-2A
 4080th SRW, Laughlin AFB
 USAF



Note dual '714'

Note "A-Foil" air sampling intake in "hard nose"

Kangaroo mission marks applied under the port windscreen

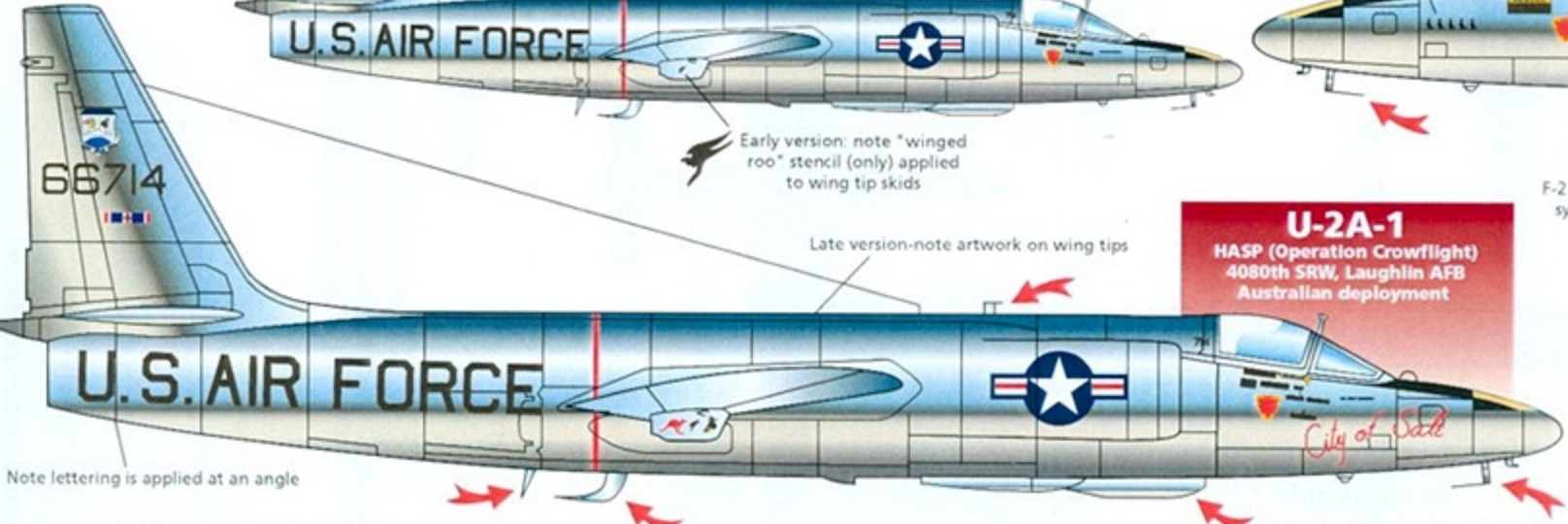


Early version: note "winged roo" stencil (only) applied to wing tip skids

F-2 Foil sampling system intake

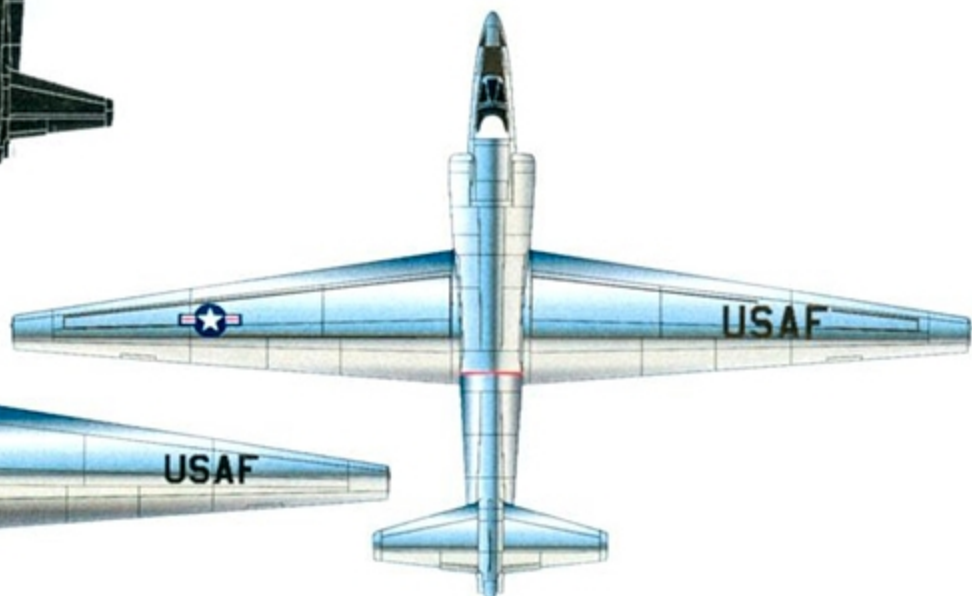
Late version-note artwork on wing tips

U-2A-1
 HASP (Operation Crowflight)
 4080th SRW, Laughlin AFB
 Australian deployment



Note lettering is applied at an angle

F-2 Foil sampling system intake



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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 on the color sheets highlight equipment carried on 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-2D 56-6721

- This jet participated in Project LOW CARD, a long-running test (later called Project SMOKEY JOE) to detect intercontinental missile plumes (exhausts) to provide early warning of a Soviet first strike ICBM attack. A second crew position was added inside the Q-Bay (this is NOT the U-2CT trainer) to relieve the pilot from the sensor monitoring tasks. 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 unlike U-2D 56-6722 (available on decal sheet CED48149), this jet did NOT have the black paint wrap around the leading edge and onto the forward portion of the lower wings.

U-2F 56-6680

- These SAC U-2s operated in (at least) Vietnam in the mid-1960s. Both overall gray and overall black schemes were photographed on at least two different tail numbers. The nomenclature and purpose of the "rams horns" antennas is not known at this point; we hope to find out at some time in the future! It's possible they were for System 7, a missile telemetry sensor suite, but perhaps for a completely different system that merely used the System 7 antennas.
- These jets have frequently been referred to as U-2Es or Fs, although both these versions were air refuelable (and all E/F aircraft were later returned to non-refuelable configurations) so it's not clear at this point what the technically correct designation was.

U-2C N809X

- Central Intelligence Agency U-2C (although frequently misidentified as a U-2B). The civilian 'N' number was applied during test flights conducted after modification work conducted by Lockheed.
- This aircraft was later transferred to the USAF and carried the serial number 56-6689.

U-2A-1 56-6717

- Note that this aircraft has the 'small-size' fuselage hump and lacks the large F-2 Foil intake on the Q-Bay port side.

U-2A-1 56-6714

- 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 conformal 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 possible for a "soft nose" jet with the fiberglass System 1 and System 3 conformal radomes to be equipped with the F-2 Foil on the Q-Bay side. 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 HASP program was universally called Operation Crowflight (or just "Crowflight") by the SAC troops.

- Early version carried only the small black bird stencil on the wing tips. Later it had additional artwork on the wing tips and the name 'City of Sale' on forward starboard fuselage. Kangaroo mission markings were carried on the port nose area on the later version.
- 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!**