

MODELDECAL

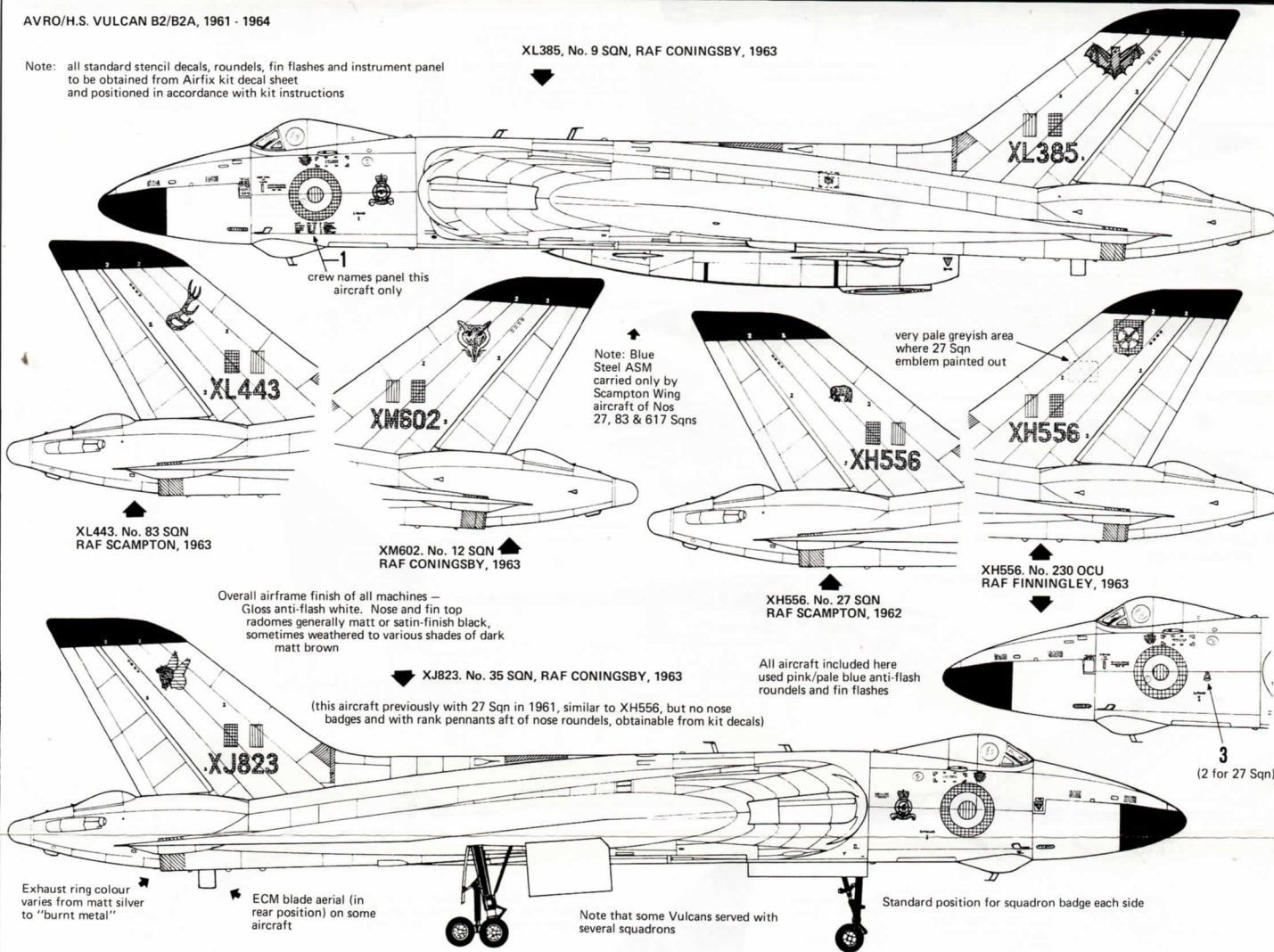
set no
70
1:72 scale

ROYAL AIR FORCE: VULCAN B2 - 9, 12, 27, 35, 83 SQN + 230 OCU; TORNADO GR1, 617 SQ; ASF: LIGHTNING T4, 74 SQ; ROYAL NAVY SEA HARRIERS: 800, 801, 899 NAS

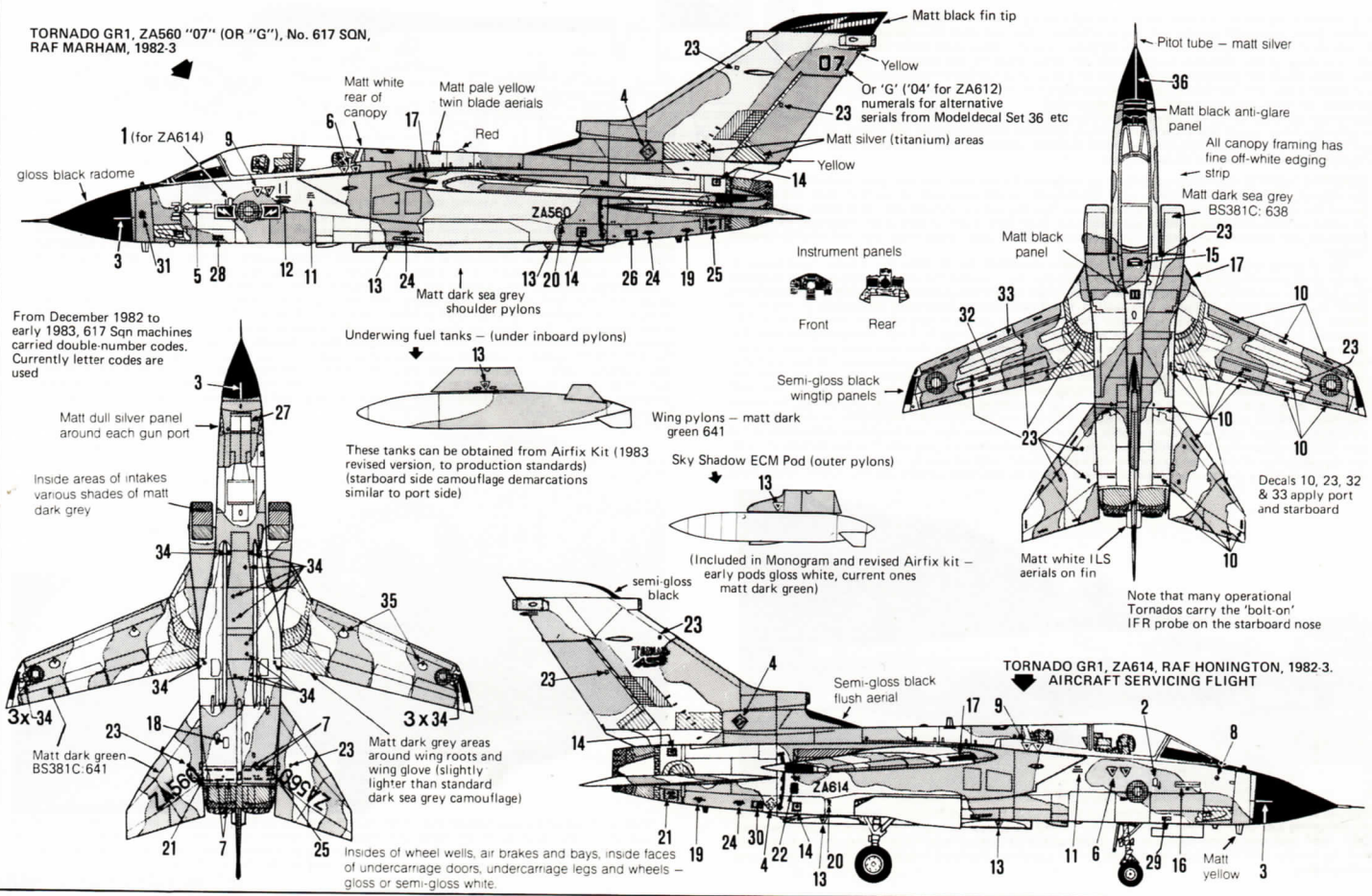
AVRO/H.S. VULCAN B2/B2A, 1961 - 1964

Note: all standard stencil decals, roundels, fin flashes and instrument panel to be obtained from Airfix kit decal sheet and positioned in accordance with kit instructions

XL385, No. 9 SQN, RAF CONINGSBY, 1963



TORNADO GR1, ZA560 "07" (OR "G"), No. 617 SQN, RAF MARHAM, 1982-3

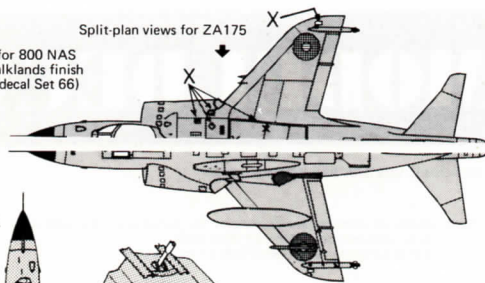


B. Ae. SEA HARRIER FR81.

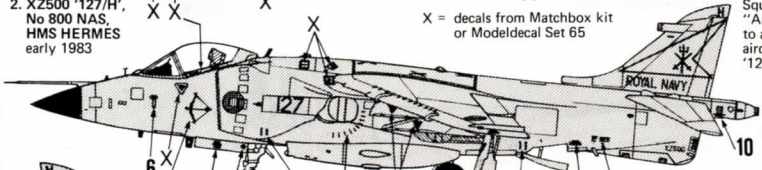
1. ZA175 '125/H' No. 800 NAS, HMS HERMES/RNAS YEOVILTON, LATE 1982
Extra dark sea grey overall finish and Falklands style roundels (ex-'004' of 801 Sqn)



(Stencil markings for 800 NAS machines in the Falklands finish as shown in Modeldecals Set 66)

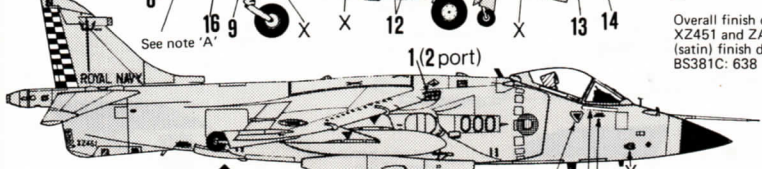


2. XZ500 '127/H', No 800 NAS, HMS HERMES early 1983

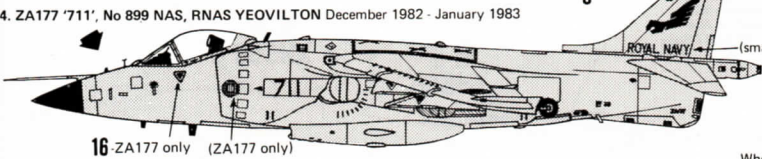


X = decals from Matchbox kit or Modeldecals Set 65

Note 'A' this 'zap' applied by R. Norwegian Air Force Squadron during Exercise 'Arctic Express', Spring 1982, to at least two 800 Sqn aircraft, including XZ500 '127' & XZ493 '123'



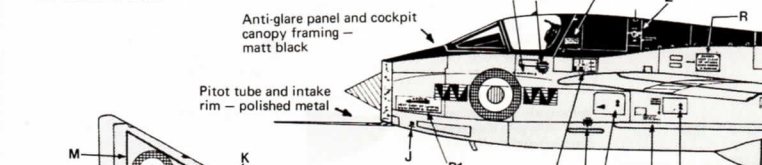
3. XZ451 '000/N', No 801 NAS HMS INVINCIBLE/RNAS YEOVILTON, early 1983.



4. ZA177 '711', No 899 NAS, RNAS YEOVILTON December 1982 - January 1983

16. ZA177 only (ZA177 only)

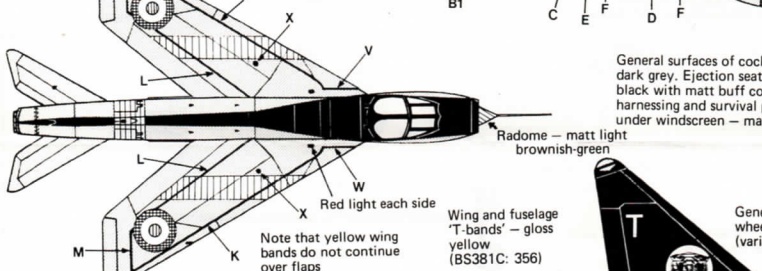
BAC LIGHTNING T4, XM974 'T', No 74 (F) SQN, RAF LEUCHARS, SCOTLAND. SEPTEMBER 1965.



Anti-glare panel and cockpit canopy framing - matt black

Pitot tube and intake rim - polished metal

Whole of dorsal spine, coaming aft of canopy and fin surfaces - gloss black



General surfaces of cockpit interior: matt dark grey. Ejection seats - semi-gloss black with matt buff coloured headrests, harnessing and survival packs. Coaming under windscreens - matt black

Red light each side

Note that yellow wing bands do not continue over flaps

Radome - matt light brownish-green

Wing and fuselage 'T-bands' - gloss yellow (BS381C: 356)

General surfaces of airframe, including undercarriage legs and bays, wheels, insides of air brakes - semi-gloss silver/natural metal (various shades) Firestreak missiles - gloss white

Application of decals: cut out each subject and wet backing in warm water for a few seconds to release decal: prolonged soaking will impair adhesion. Place item close to required position and slide decal into its required location; gently press on with a damp cloth to remove surplus water, and allow to dry. The thin tough varnish will allow decals to 'bed down' on raised or sunken detail. We do not guarantee successful use of special decal application systems involving use of solvents etc. with our decals; apart from standard varnish sealing coats before and after application, no other steps are necessary or recommended.

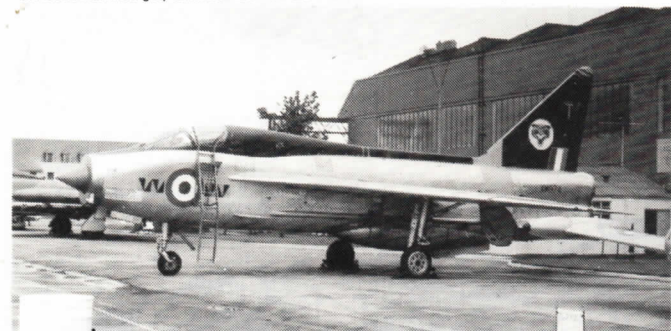
Instrument panel decals: paint a small area of thin plastic card with gloss black (for Vulcan), light grey (for other types) and allow to dry. Apply decals in normal manner, cut panels to shape and apply to kit, modifying kit if necessary to obtain proper fit. (NB: instrument panel for Vulcan obtained from Airfix kit decal sheet).

GENERAL NOTES: the following colours are suggested for cockpit interiors: matt medium grey for the Sea Harrier, Lightning and Tornado, with detailing of certain areas such as ejection seats and consoles picked out in black and other appropriate colours. Ejection seats in Vulcan: semi-gloss black, and virtually all other surfaces matt black. Seats generally have matt buff, black or dark green headrests, harnessing, parachute and survival packs etc. Should you wish to super-detail these areas, you will need to research further.

The all-white scheme for Vulcans was relatively shortlived, for in 1964 the V-force types began to receive dark green/medium sea grey upper surfaces; also the colourful fin unit emblems began to disappear as a policy of centralised servicing was introduced at the main V-force bases. At the time of first marketing these decals, the Airfix Vulcan is still awaited, but these markings have equal application to any of the Vulcan models you may have built from the well-known vac-form kits of same. New Tornado GR1 squadrons continue to form following the demise of the Vulcan units, 617 Sqn having received their first batches of aircraft by the end of 1982. The initial double-numeral codes then used have given way to single-letter codes, examples of each being included for ZA560; at the time of this changeover, 27 Sqn started to reform, they in turn using double-numeral codes, and it remains to be seen whether they too will eventually change to letter codes. (27 Sqn Tornado markings will feature in the next releases of decals). The 'ASF Tornado' given as an alternative with this set is an interesting one-off example; ZA614 had, for several months in 1982/3, not been allocated to either 9 Sqn or the TWCU at RAF Honington, so the engineering officer in charge of such windfalls was able to exercise his aeronautical and modelling enthusiasms at full size! The aircraft servicing flight (ASF) does not of course operate as a flying unit. The Sea Harriers included are representative of the three squadrons currently formed, with a majority of machines now appearing in the overall dark sea grey scheme. Also included is one of the 800 NAS aircraft, ZA175 '125/H' which along

with several others were still wearing the overall extra dark sea grey scheme with Falklands-style roundels well into 1983. For further information on the Sea Harriers, refer to Scale Models for February and May 1983, and various other model journals of the same period. For the Lightning T4, you will need to convert existing kits; the obvious source of the two-seater nose and canopy parts being the Matchbox T.55 model; whether the best method of arriving at a T4 (or indeed T5) is to convert the rest of the same kit or use an alternative such as the Airfix F.1A kit is largely a matter of personal choice.

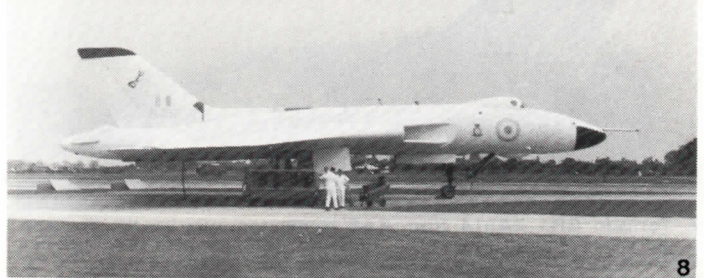
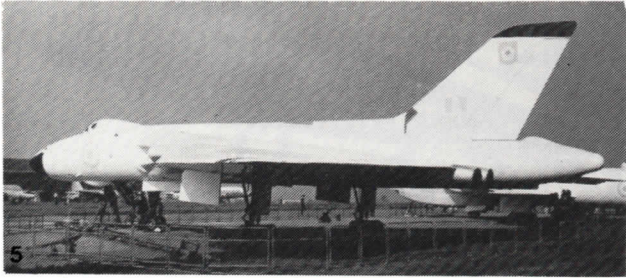
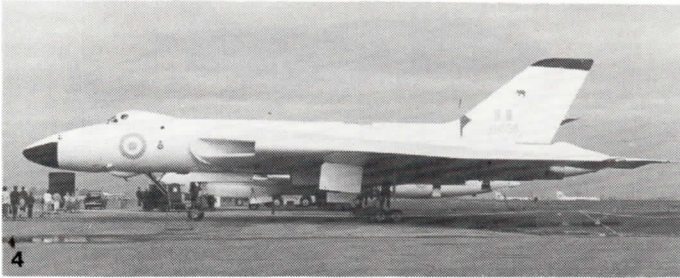
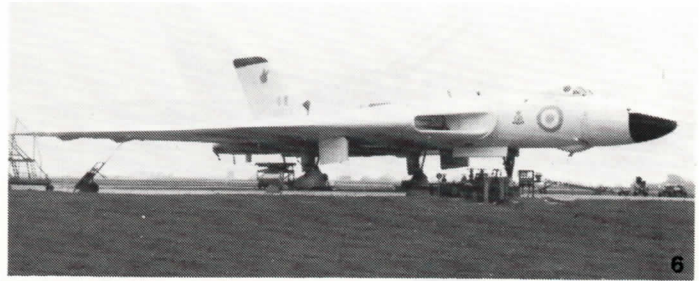
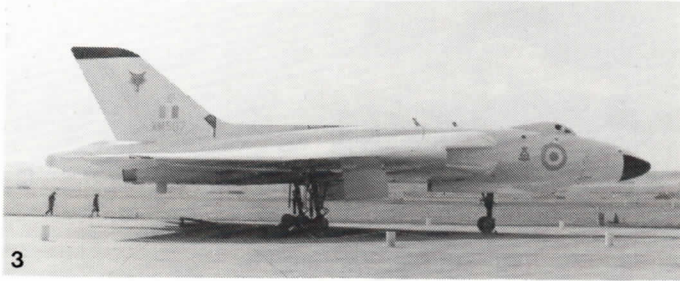
Modeldecals gratefully acknowledge the kind assistance of the following during the preparation of these decals: 617 Sqn RAF; Lt Cdr A.R.W. Ogilvy, RN, the C.O. of 801 NAS, Public Relations Officer of HMS Invincible, and the Public Relations Staff at RNAS Yeovilton; P.E. Beaver, R.R. Downey, I. Garnet, R. Lindsay B. McDowell, and J.D.R. Rawlings. 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 Portsmouth 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.



Entering service with the Lightning Conversion Squadron at RAF Middleton St. George in June 1962, this unit becoming 226 OCU in 1963, the Lightning T4 and T5 served for many years with the unit; between 1962-1964 each operational squadron was issued with a T4, and our scheme represents one such example from the famous 74(F) Squadron, then based at RAF Leuchars, Scotland, in late 1965. Photo: J.W. Browne via R. Lindsay.

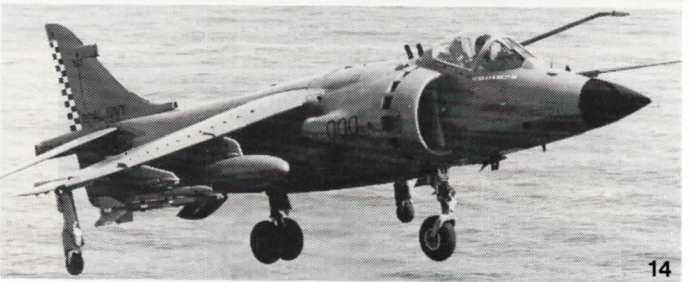
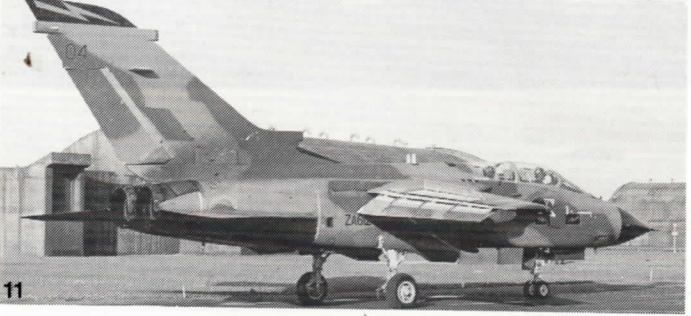
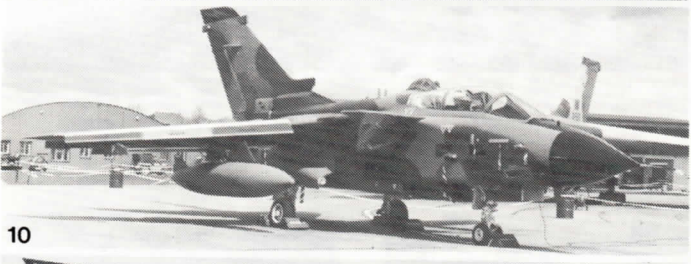


Close-up detail of the port nose of Vulcan B2 XL385 of 9 Sqn. at RAF Coningsby in September 1963. This well shows the location of the large unit badges then carried either side of the nose by the various squadrons, together with some of standard pale blue and pink stencil detail contained in the Airfix decals; also the unusual application of full crew names under the roundel. Photo: JD RR



3. Vulcan B2 XM597 of 12 Sqn. based at RAF Coningsby in the early 1960s; our subject XM602 was similarly finished, and this shot well illustrates the main markings and other details, including the large ECM blade aerial. Nearly twenty years later, XM597 became one of the famous Falklands war 'Black Buck' aircraft, and is included in Set 71. Photo: via R. Lindsay. 4. Vulcan B2 XH556 from Scampton, seen here at Wyton's Battle of Britain display 15/9/62; at this time it featured a standard weapons bay, its doors being opened here. 5. XH556 again, but a year later on 14/9/63 at Wyton's B of B display, and this time wearing

230 OCU's markings. Photos: RLW. 6. Vulcan B2 XJ823 of 35 Sqn., Coningsby 18/9/63; like XM597, this aircraft has the ECM blade aerial fitted. Photo: J.D.R. Rawlings. 7. XJ823 again, this time in a previous guise with 27 Sqn. at Waddington in September 1981. Note rank pennant aft of the fuselage roundel, and no badge. Photo: R. Lindsay. 8. Vulcan B2 XL392 of 83 Sqn., Scampton, seen at Finningley 14/9/63; the annual Battle of Britain days were, for most enthusiasts in the 1960s, the main opportunities to photograph the V-bombers. XL443 was similarly finished. Photo: R. Lindsay.



9. Tornado GR1 ZA614 from RAF Honington, wearing the Tornado Aircraft Servicing Flight emblem on its fin, and seen here at Abingdon's annual B of B display in September 1982. 10. Tornado GR1 ZA560 'G' (previously '07') on static display at Marham's special weekend 8-9 April 1983; the correct underwing tanks and Sky Shadow pods are included in Airfix's kit. Photos: RLW. 11. Sister Tornado GR1 ZA612 '04' taxis out at Marham in January 1983, displaying its fin code and red lightning flash on the black fin top. Photo: RAF Marham. 12. Sea Harrier FRS1 ZA175 '125/H' of 800 Sqn. at RNAS Yeovilton in October 1982. This was one of several ex-801 Sqn. HMS Invincible Air Group machines still in the original Falklands campaign colour scheme and roundels; these aircraft did not just have grey applied over their white undersides, as they were completely stripped and repainted en-route to Ascension in April

1982 — indeed a fine tribute to the personnel involved! Photo: P.R. March. 13. A superb study of all three Sea Harriers included with these decals; nearest is XZ500 '127/H' of 800 Sqn. (which later had the Norwegian bow and arrow marking applied); middle is XZ451 '000/N' of 801 Sqn., and furthest is ZA177 '711' of 899 Sqn. fitted with medium sea grey gun pods and tanks. All three are in the current satin finish dark sea grey overall; the photograph was taken in mid-January 1983, and a few days later ZA177 'retired' itself in untimely manner. Photo: HMS Heron. 14. Another superb action study, of XZ451 '000/N' coming aboard HMS Invincible in March 1983; IFR probes fitted during refuelling exercises with US Navy KA-6D tankers in the western Atlantic. Photo: HMS Invincible.

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