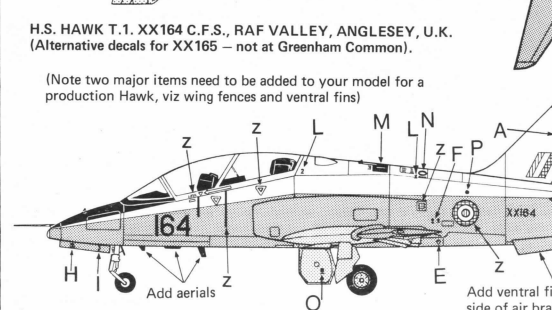
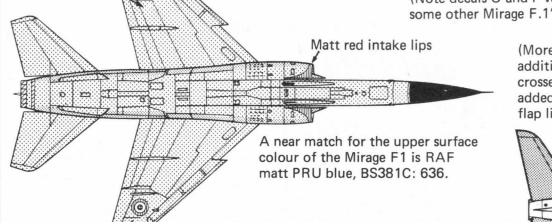
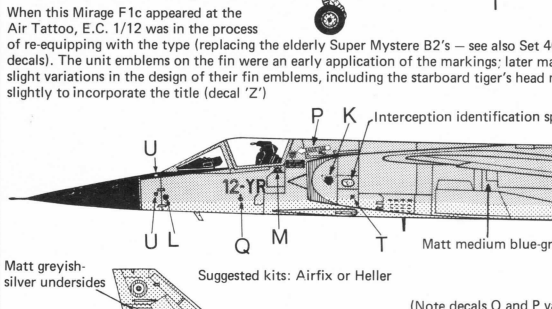
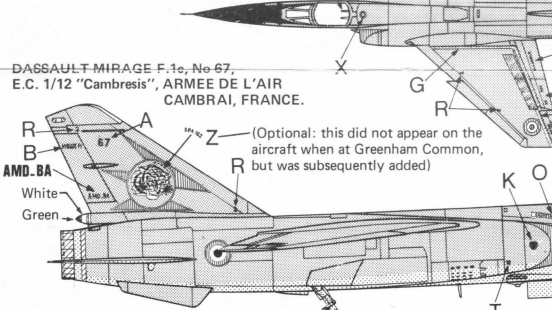
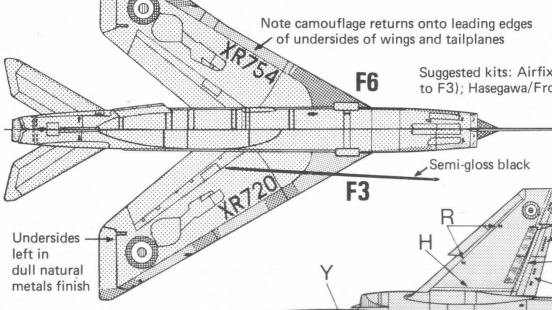
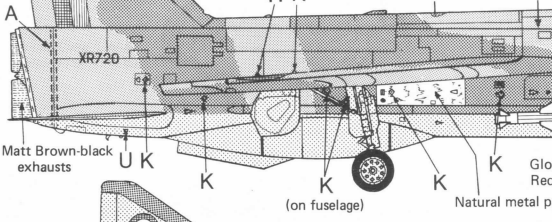
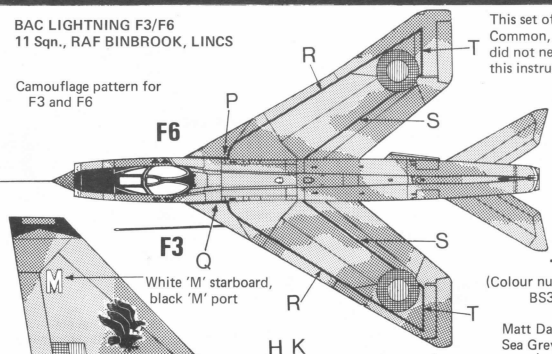


BAC LIGHTNING F3/F6
11 Sqn., RAF BINBROOK, LINCS

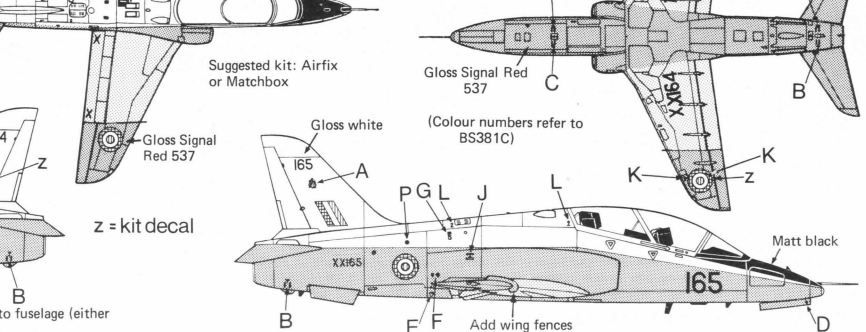
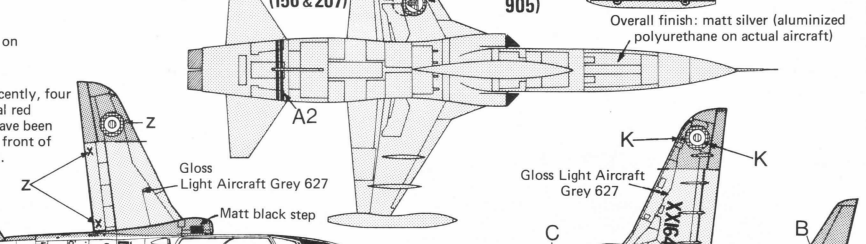
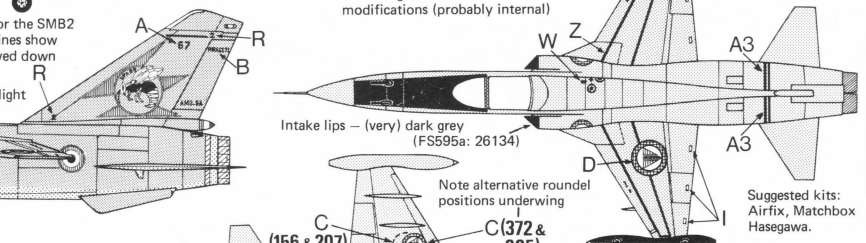
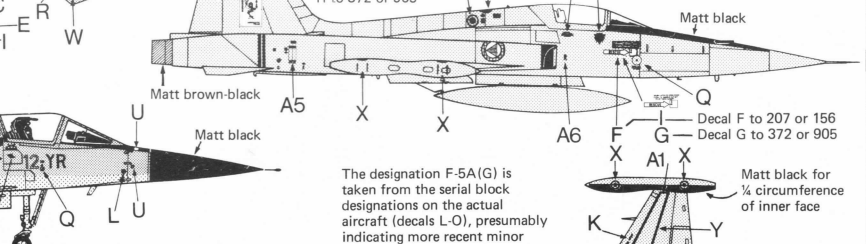
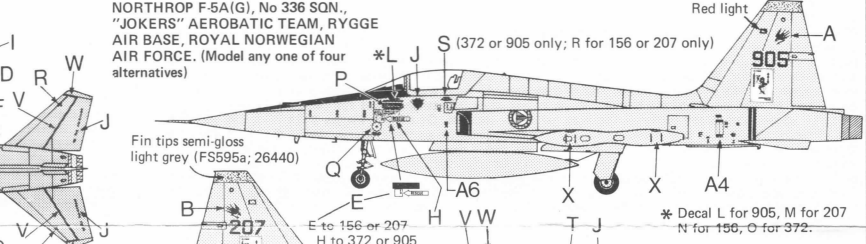
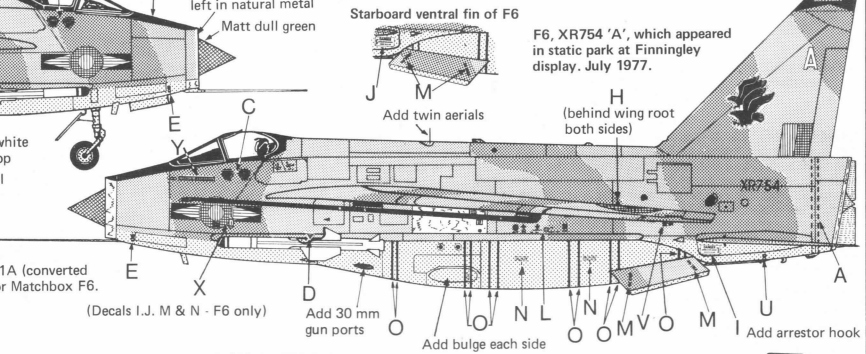
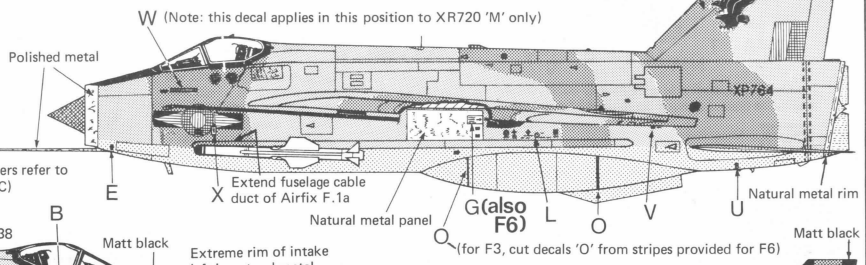
Camouflage pattern for F3 and F6



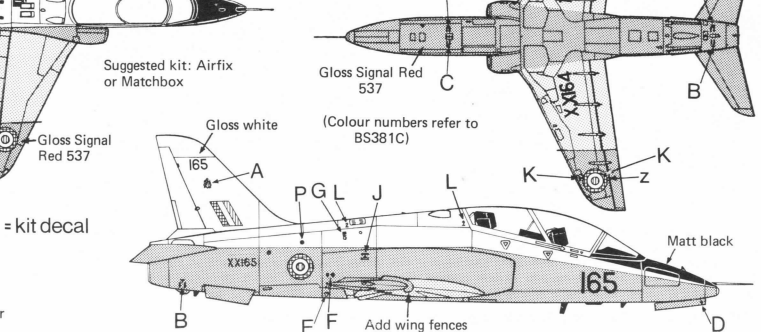
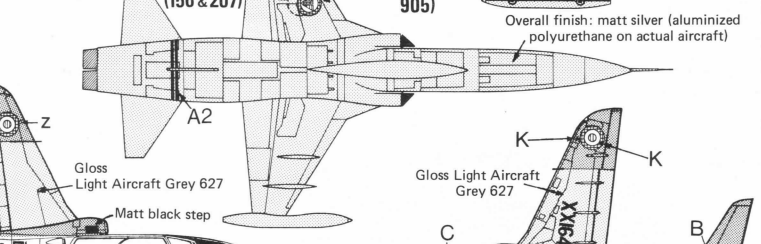
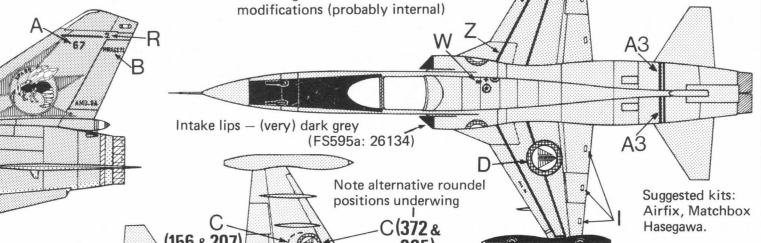
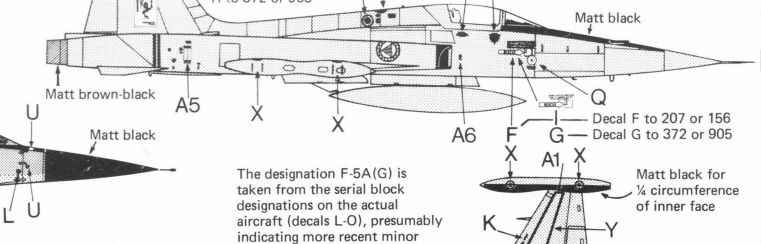
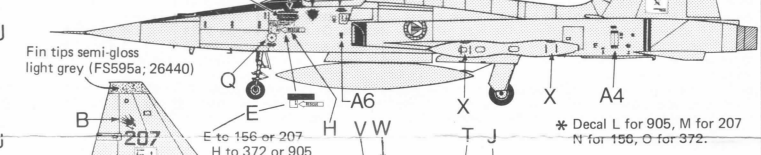
This set of decals (together with Set 46) features aircraft, which appeared at the International Air Tattoo at RAF Greenham Common, Berks, England, in late June 1977. In addition, some alternative schemes are provided for individual aircraft which did not necessarily appear at the Air Tattoo, but which we feel appropriate to include here; these are noted as you read through this instruction sheet.

F3, XP764 'O' or XR720 'M'

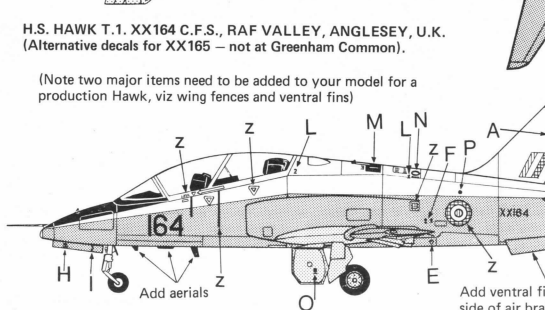
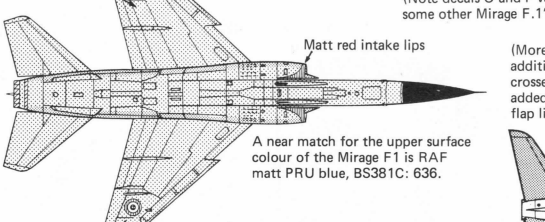
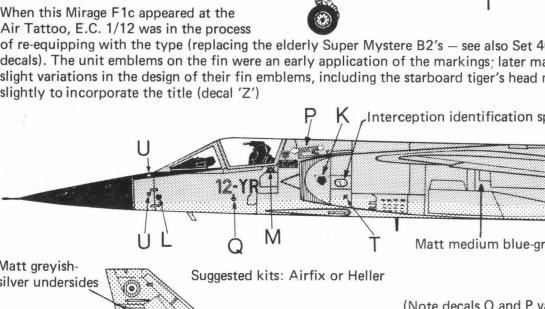
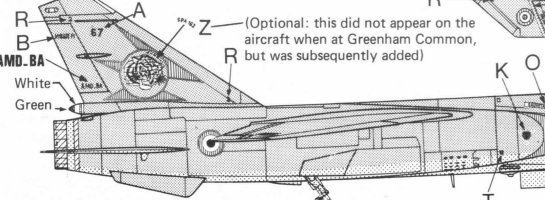
Matt Dark Green 641



NORTHROP F-5A(G), No 336 SQN., "JOKERS" AEROBATIC TEAM, RYGGJE AIR BASE, ROYAL NORWEGIAN AIR FORCE. (Model any one of four alternatives)



DASSAULT MIRAGE F.1c, No 67, E.C. 1/12 "Cambresis", ARMEE DE L'AIR CAMBRAI, FRANCE.



When this Mirage F1c appeared at the Air Tattoo, E.C. 1/12 was in the process of re-equipping with the type (replacing the elderly Super Mystere B2's - see also Set 46 for the SMB2 decals). The unit emblems on the fin were an early application of the markings; later machines show slight variations in the design of their fin emblems, including the starboard tiger's head moved down slightly to incorporate the title (decals 'Z')

(Optional: this did not appear on the aircraft when at Greenham Common, but was subsequently added)

(Note decals O and P vary on some other Mirage F.1's)

(More recently, four additional red crosses have been added in front of flap line)

The designation F-5A(G) is taken from the serial block designations on the actual aircraft (decals L-O), presumably indicating more recent minor modifications (probably internal)

Intake lips - (very) dark grey (FS595a: 26134)

Note alternative roundel positions undervwing

Suggested kits: Airfix, Matchbox Hasegawa.

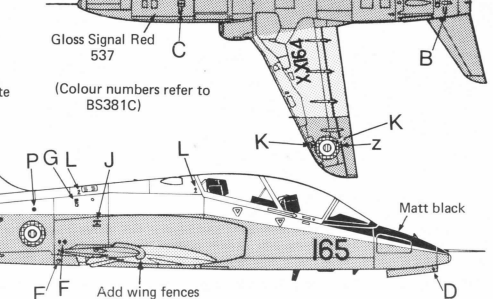
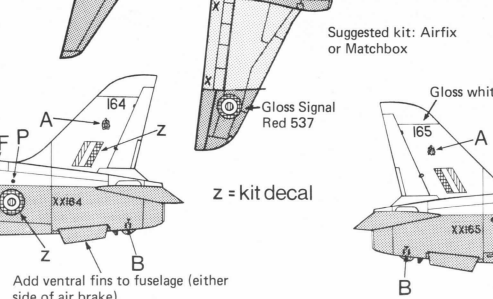
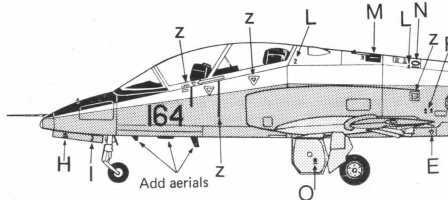
Overall finish: matt silver (aluminized polyurethane on actual aircraft)

Gloss Light Aircraft Grey 627

Matt black for 1/2 circumference of inner face

H.S. HAWK T.1. XX164 C.F.S., RAF VALLEY, ANGLESEY, U.K.
(Alternative decals for XX165 - not at Greenham Common).

(Note two major items need to be added to your model for a production Hawk, viz wing fences and ventral fins)



Suggested kit: Airfix or Matchbox

Gloss Signal Red 537

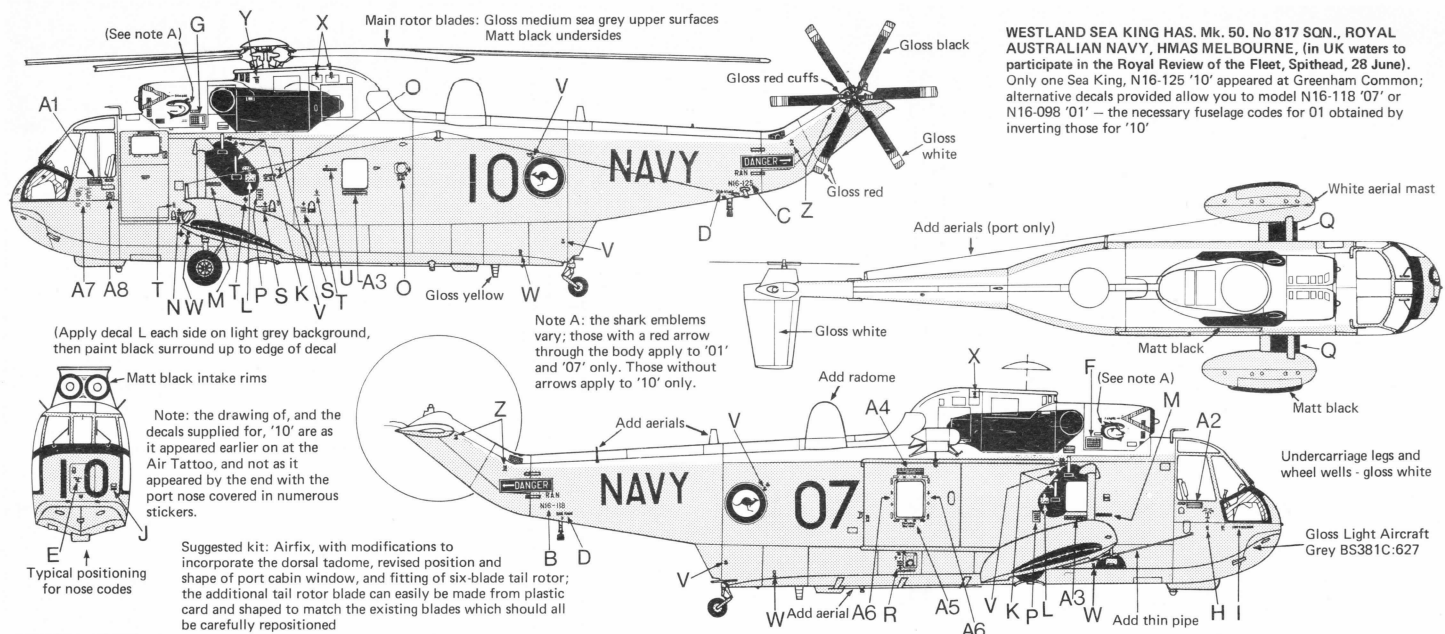
(Colour numbers refer to BS381C)

Matt black

Add wing fences

Add ventral fins to fuselage (either side of air brake)

z = kit decal



WESTLAND SEA KING HAS. Mk. 50. No 817 SQN., ROYAL AUSTRALIAN NAVY, HMAS MELBOURNE. (in UK waters to participate in the Royal Review of the Fleet, Spithead, 28 June). Only one Sea King, N16-125 '10' appeared at Greenham Common; alternative decals provided allow you to model N16-118 '07' or N16-098 '01' – the necessary fuselage codes for 01 obtained by inverting those for '10'

(Apply decal L each side on light grey background, then paint black surround up to edge of decal)

Matt black intake rims

Note: the drawing of, and the decals supplied for, '10' are as it appeared earlier on at the Air Tattoo, and not as it appeared by the end with the port nose covered in numerous stickers.

Typical positioning for nose codes

Suggested kit: Airfix, with modifications to incorporate the dorsal radome, revised position and shape of port cabin window, and fitting of six-blade tail rotor; the additional tail rotor blade can easily be made from plastic card and shaped to match the existing blades which should all be carefully repositioned

GENERAL NOTES: If you were able to visit the International Air Tattoo at Greenham Common in June 1977, the subject matter of this set of decals will already be familiar to you; and any notes or photographs you took at the time will usefully supplement the information we provide when you are modelling the aircraft included. Where possible we have provided optional alternative markings to cover all aircraft present from any particular unit, and one or two examples (such as the Lightning F6 of 11 Sqn) which, although not at the Air Tattoo, are nevertheless useful to have as alternatives. A further selection of Air Tattoo aircraft is featured on Set 46, and more examples will be included in future sets.

The following colours are suggested for the general surfaces of cockpit interiors: matt medium grey for cockpit walls, consoles and bulkheads of F-5 and Hawk; similar areas of Lightning and Sea King, also cabin interior of Sea King, matt dark grey; similar areas of Mirage F1 - matt black. Ejection seats semi-gloss black with black or dark grey vinyl headrests, except F-5 seats which are matt medium grey with matt red headrests; parachute packs and harnesses generally matt buff or dark green; there are limitless variations in the colours of ejection seat equipment even amongst the same types of aircraft, and seats are interchangeable in many cases. If you wish to be exact for any particular type, you will need to research further; reference to the IPMS-UK Magazine, May/June 1978 issue, will be of help, as it contains many detailed views of various ejection seats. Seats in the Sea King are matt dark grey with matt red cushioning. Cockpit coaming areas under windscreens generally matt black.

Most aircraft at the Air Tattoo were of clean and well-kept appearance, as is often the case with machines chosen for air shows, each showing the flag for its own service or country. With two or more types from a squadron present in many cases, many minor variations in paintwork and markings between individual aircraft were easily detected; for example the nose intake rim of Lightning F3 'M' finished in camouflage, and that of sister aircraft 'O' left in natural metal; also at that time, 11 Sqn. was in the process of changing to white fin codes, and 'M' was caught at the halfway stage, a new white 'M' starboard but still carrying the old black 'M' port; 'M' carried the pilot's name on the nose, while 'O' did not. Of the Norwegian F-5A(G)'s, 156 and 207 had different styles of certain markings to 372 and 905, as shown on the drawings, whilst the '6' of 156's fin serial was rather crudely painted – as shown on the decal sheet! The shark emblem on the Sea King was abnormal in not having the red mouth and arrow through it as seen on other machines not at the Air Tattoo; perhaps these details had yet to be painted – or else they had been removed in order not to offend anyone! As always, any machine will generally conform to the standard camouflage and markings specified for the type, but rarely are any two machines identical (discounting the obvious differences of serials and codes) when seen with service units.

Where possible, paint specifications are quoted (e.g. to BS381C, or FS595a), and the use of these together with your own information will probably give more accurate results on your models than attempting to quote modelling paint numbers or mixes. Modelling paints used straight from the tin are rarely fully satisfactory, as shades sometimes vary enormously from the known standards, and the degree of matt or gloss is incorrect in most cases. In addition, it is worth mentioning that the current RAF shades of matt dark green and dark sea grey are not the same as used in WW2, and today's matt paints have a definite sheen in comparison with most matt modelling paints. For a series of aircraft models representing the aircraft of a particular service, you will find it worthwhile in the long run to mix paints to obtain the correct (constant) shades and degrees of matt or gloss required, testing each mix with critical appraisal before applying to the models. As it is often difficult to get every colour to be used on a model to dry with identical finish (i.e. degree of matt or gloss), an overall varnish finish to the completed model is recommended, allowing for the fact that varnish will darken some colours very considerably.

Application of decals: cut out each subject as required and wet backing in tepid water for a few seconds to release decal; prolonged soaking will impair adhesion. Trim off excess varnish before wetting, or after application using a sharp blade, or overpaint.

Instrument panel decals: paint a small area of thin plastic card with gloss light grey (black for Mirage F1), and allow to dry. Apply decals in normal manner and allow to set; cut panel to shape and apply, modifying kit if necessary to obtain a proper fit.

Modeldecals gratefully acknowledge the kind assistance of the following in the preparation of these decals: P. Bowen and M. McEvoy of the International Air Tattoo Committee, D. Molyneux of IPMS-UK, J.-M. Guhl of IPMS-France, R. Lindsay, P.J. Cooper and R.A. Walker of BARG, and RAF Valley. 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, England, to whom all overseas trade and other 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. Remember that if you cannot obtain the kit, accessory or publication you urgently require in your local area, an order or enquiry to Modeltoys will often save you a great deal of time and expense, even if you live outside the U.K. For the latest additions to the Modeldecals range, and sets currently available, please refer to Modeltoys advertisements.



Sea King HAS.50, N16-125 '10' of 817 Sqn., R.A.N., from HMAS Melbourne, seen in the static park at Greenham Common during the earlier part of the display prior to being heavily 'zapped' with stickers etc. on the port nose; these were applied by the Aussies themselves after they had scoured the airfield for supplies – we elected to portray this machine in its normal guise! Note the practice torpedo; this was silver, with a broad red band followed by a blue band behind the nose. Photo: RLW.



N16-125 again, showing its port side markings, also earlier in the display before the nose 'zaps' were added. Note the six-blade tail rotor fitted to the later Sea Kings; the additional blade is easily made – aligning them may prove slightly more interesting! The port cabin window of the kit needs to be located further back; fill old opening, and fit new square window to new opening. Note also the dorsal radome and blade aerial. Photo: RLW.



Sea King HAS.50, N16-098 '01' of 817 Sqn., seen at RNAS Yeovilton on 28th June in readiness for participation in the mass helicopter flypast over the fleet at Spithead later that day; in the event, bad weather prevented the RAN contingent and several RN aircraft from participating in the Royal Review, the reason HMAS Melbourne was in UK waters. Fuselage codes '01' easily applied by inverting '10', likewise nose code; note shark emblem with red mouth and arrow. Photo: P.J. Cooper.



N16-118 '07', the third Sea King option on the decals, also at Yeovilton on 28th June. If amending the tail rotor proves too easy, folded main blades will exercise your skills a little more. Note the opened crew entry doors, the lower one with steps on its inside face; also the aerial wire to port only, with the gloss white aerial masts to the undercarriage sponson and fuselage. Sea Kings have a mass of minor lumps and bumps etc. which can be added to Airfix's excellent kit. Photo: P.J. Cooper.



Lightning F3 XR720 'M' of 11 Sqn, from Binbrook landing after its display at Greenham Common. With crew name panel above the fuselage roundel, intake rim camouflaged except for extreme lip, and still wearing a black 'M' to the port fin, this machine showed several minor variations to sister aircraft XP764 'O'. Carrying inert dark green Firestreak missiles, operational weapons would be Red Tops. Note forward limit of fuselage cable ducts. Photo: RLW.



Lightning F6 XR754 'A', Wg. Cdr. Graydon's mount, seen in the static park of the Queen's Silver Jubilee Review of the Royal Air Force at Finningley in July 1977; as befits such an occasion, participating aircraft were given an extra special clean and polish. Main additions to kit will be the 30mm cannon in the forward ventral tank, and an arrestor hook. Red Tops silver with matt dark green fins (display only). Photo: RLW.



F-5A(G) 207 of 'The Jokers' aerobatic team from No. 336 Sqn., Royal Norwegian Air Force, based at Rygge. Note that wingtip tanks were not fitted at the Air Tattoo, manoeuvrability being improved by fitting Sidewinder rails instead of tanks. Belly tanks were fitted, and on the aircraft at Greenham Common were camouflaged matt (NATO) dark grey on top, with matt aluminized-polyurethane (silver) underneath. Note also the drooped wing leading edge slats. Photo: B. Pickering, MAP.



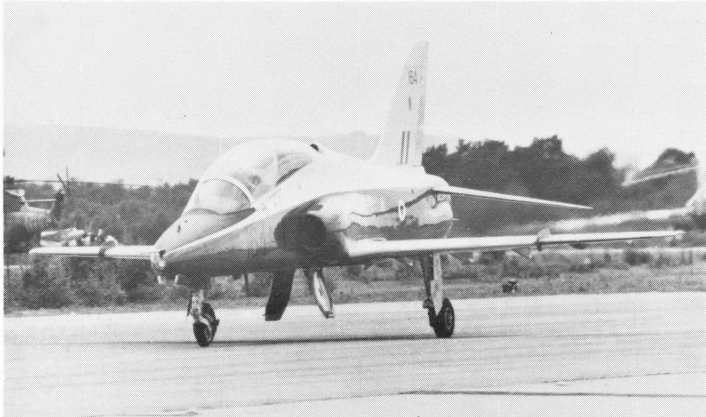
Three of 'The Jokers' F-5's getting airborne for their display at the Air Tattoo, led by 207. The varying camouflage of the belly fuel tanks is apparent; note that there is a thin pipe which runs from the top of this tank into the belly of the aircraft, shown on the drawings, and is probably part of the smoke apparatus for the team's displays. On your model, the lacquered silver appearance of the paintwork could be obtained by mixing silver with a little light grey and matt polyurethane varnish. Photo: RLW.



Mirage F.1c No. 67 '12-YR' of E.C. 1/12, Armée de l'Air, from Cambrai; at this time, the unit had received the first two or three of these machines, main equipment still being the Super Mysteres (see Set 46). As with French Jaguars, the Mirage F.1's are often seen in clean configuration (i.e. no stores underwing), so this can be optional on a model. Note the fixed spotlight in the port intake flank, this being used to illuminate certain airborne intercepts following radar lock-ons at night. Photo: RLW.



Rear view of '12-YR' showing the very attractive emblem used by E.C. 1/12, the tigers head being the emblem of SPA162, the hornet on the port side the emblem of SPA89; in fact the Mirage F.1's carry some of the most colourful unit artwork yet seen on French military aircraft. Note lack of fin-mounted ECM pods seen on some machines, and the angle of the tailplane when the machine is 'at rest'; all-flying tailplanes on most types are rarely horizontal when on the ground. Photo: RLW.



Hawk T.1 XX164 '164' of the CFS at RAF Valley taxis in after its display at Greenham Common; code numbers of the CFS and 4FTS Hawks comprise the last three numerals of their serials. XX165 provided as an alternative in the decals is similarly finished. The Valley machines are normally seen in clean configuration, unlike their camouflaged counterparts of the Tactical Weapons Unit at Brawdy, though all the usual stores can be carried as required. Note the wing fences to be added. Photo: RLW.

PRINTED IN GREAT BRITAIN BY FLETCHER & Co., FARNBOROUGH, HANTS



XX164 of the CFS again, this time a month later in the static park at the Finningley Review and in spotless finish. Apart from the wing fences, the other prominent addition to production Hawks is the pair of angular ventral fins fixed to the fuselage immediately outboard of the air brake. Again note the attitude of the tailplane when at rest, and the inboard main under-carriage doors hanging down. The CFS and 4 FTS Hawks are operated as a single unit at Valley. Photo: RLW.