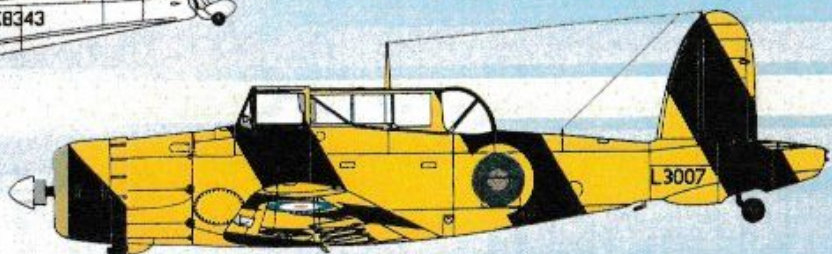
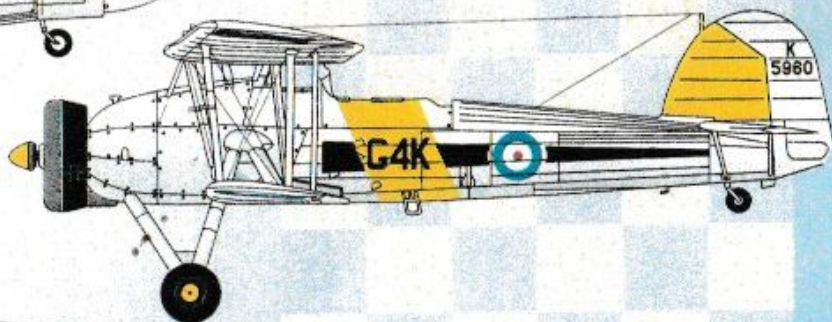
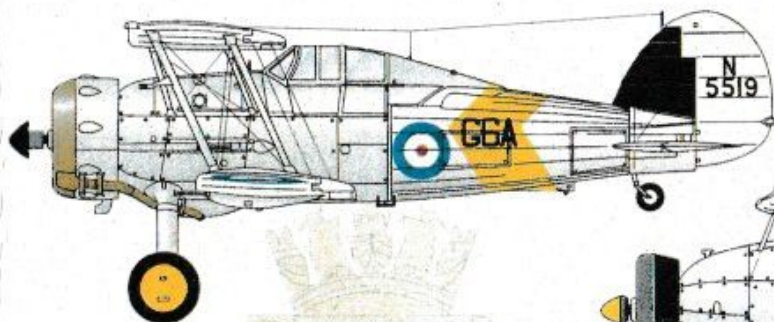
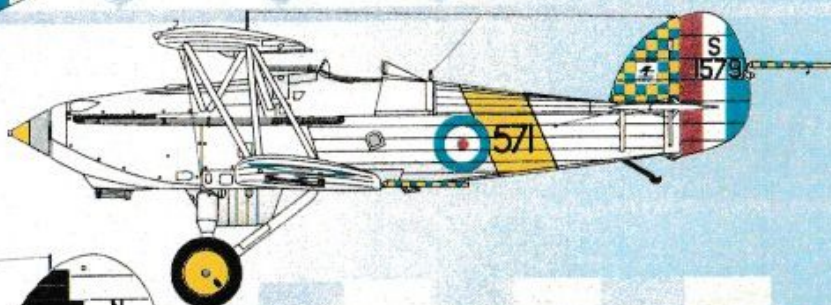
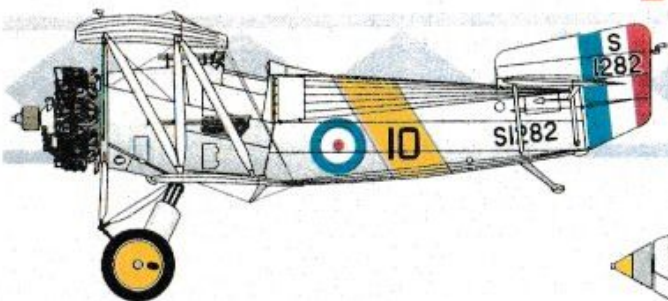


MODEL ALLIANCE

DECALS

Wings & Waves

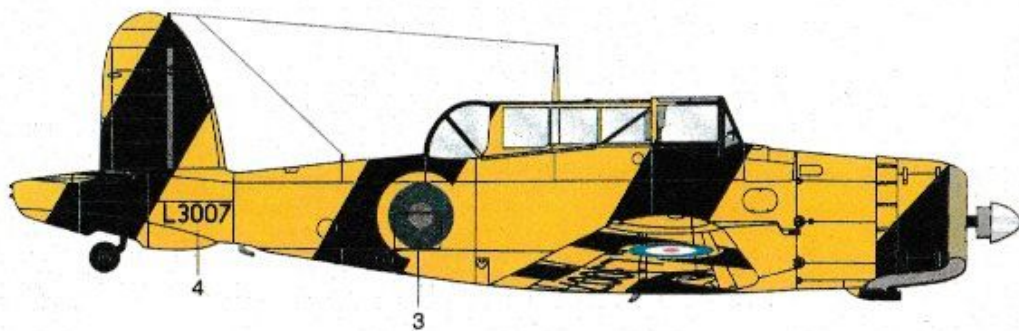
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ON TARGET
Special 5

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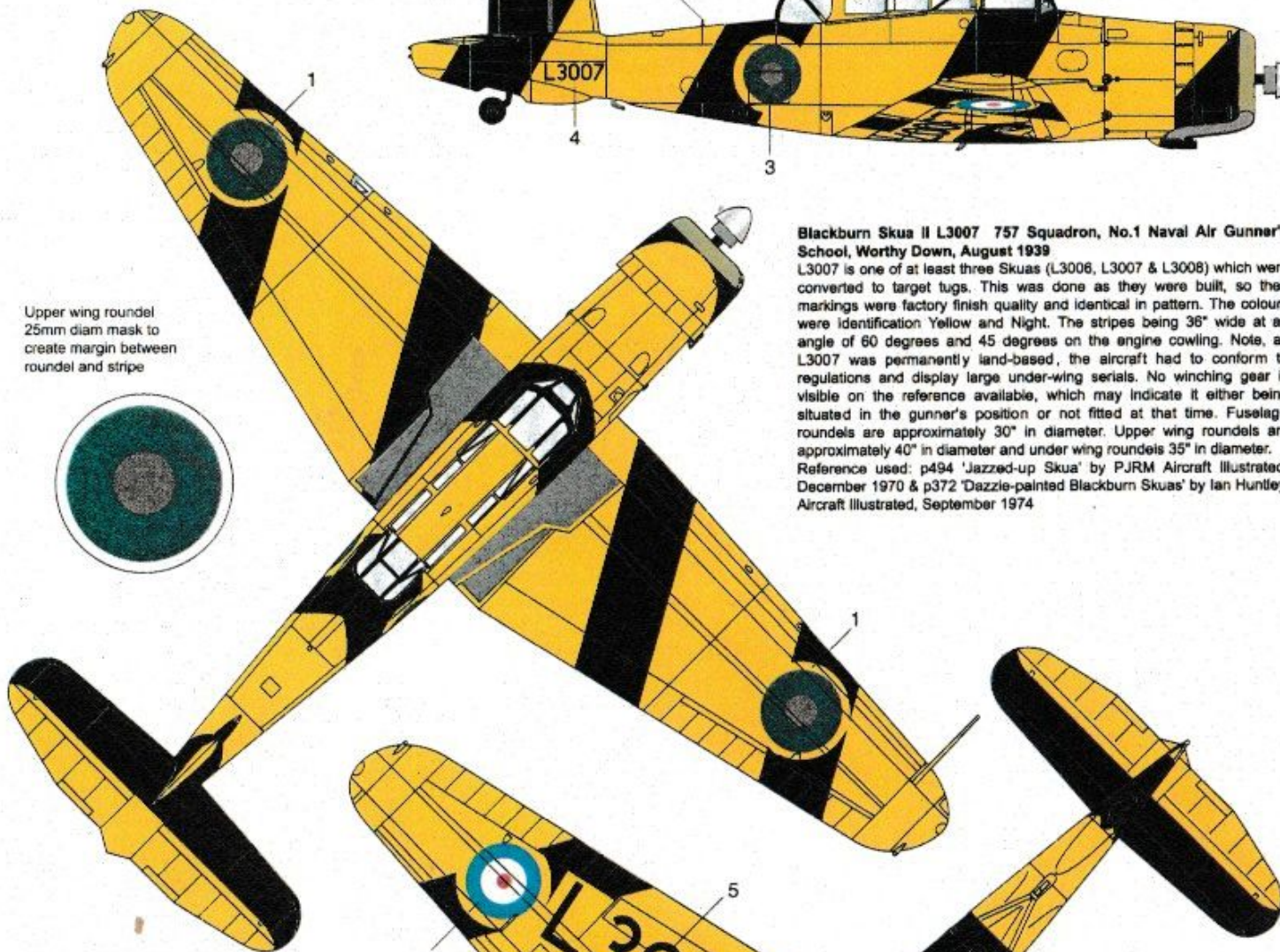
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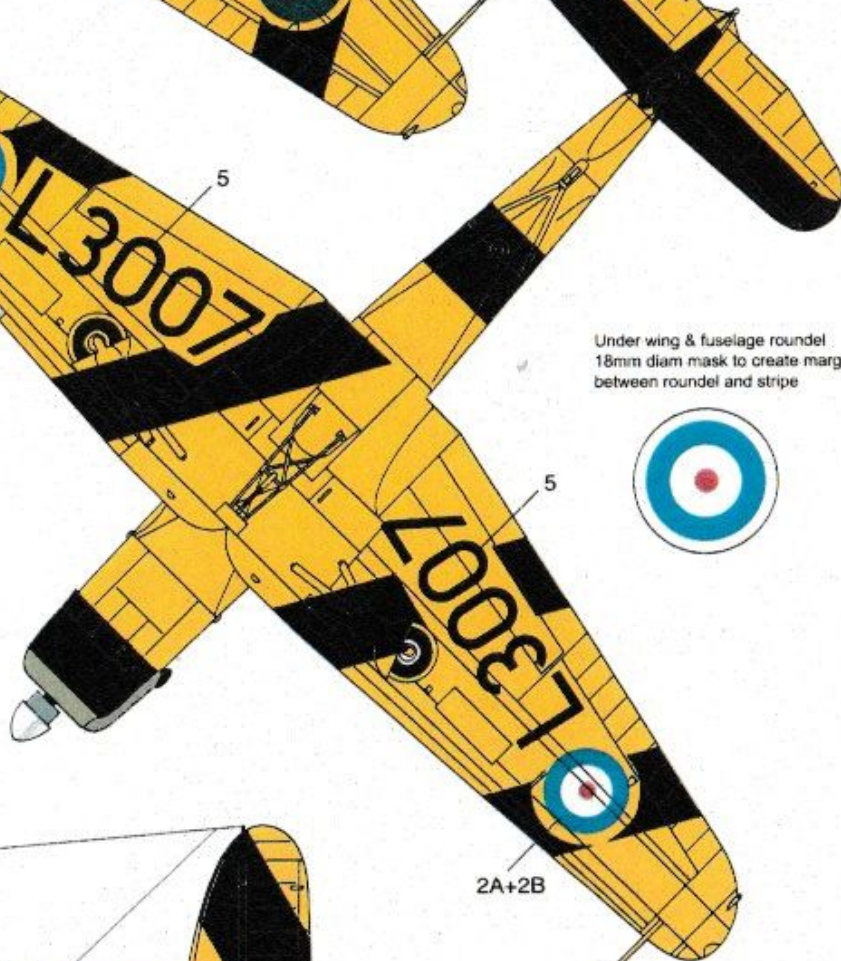
Blackburn Skua II L3007 757 Squadron, No.1 Naval Air Gunner's School, Worthy Down, August 1939

L3007 is one of at least three Skuas (L3006, L3007 & L3008) which were converted to target tugs. This was done as they were built, so their markings were factory finish quality and identical in pattern. The colours were identification Yellow and Night. The stripes being 36" wide at an angle of 60 degrees and 45 degrees on the engine cowling. Note, as L3007 was permanently land-based, the aircraft had to conform to regulations and display large under-wing serials. No winching gear is visible on the reference available, which may indicate it either being situated in the gunner's position or not fitted at that time. Fuselage roundels are approximately 30" in diameter. Upper wing roundels are approximately 40" in diameter and under wing roundels 35" in diameter. Reference used: p494 'Jazzed-up Skua' by PJRM Aircraft Illustrated, December 1970 & p372 'Dazzle-painted Blackburn Skuas' by Ian Huntley, Aircraft Illustrated, September 1974

Upper wing roundel
25mm diam mask to
create margin between
roundel and stripe



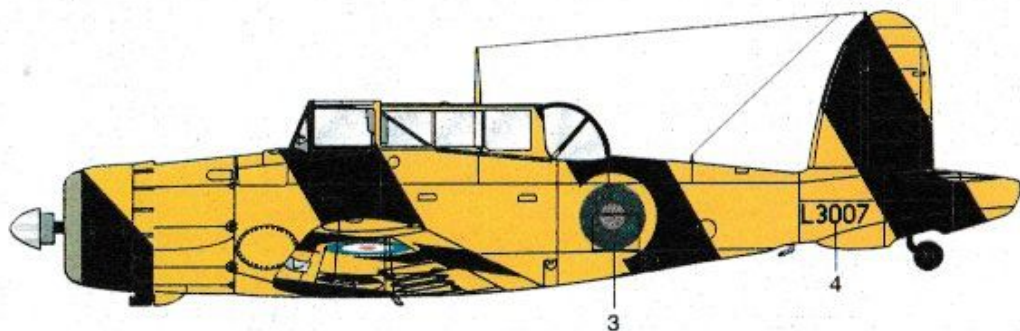
2A+2B

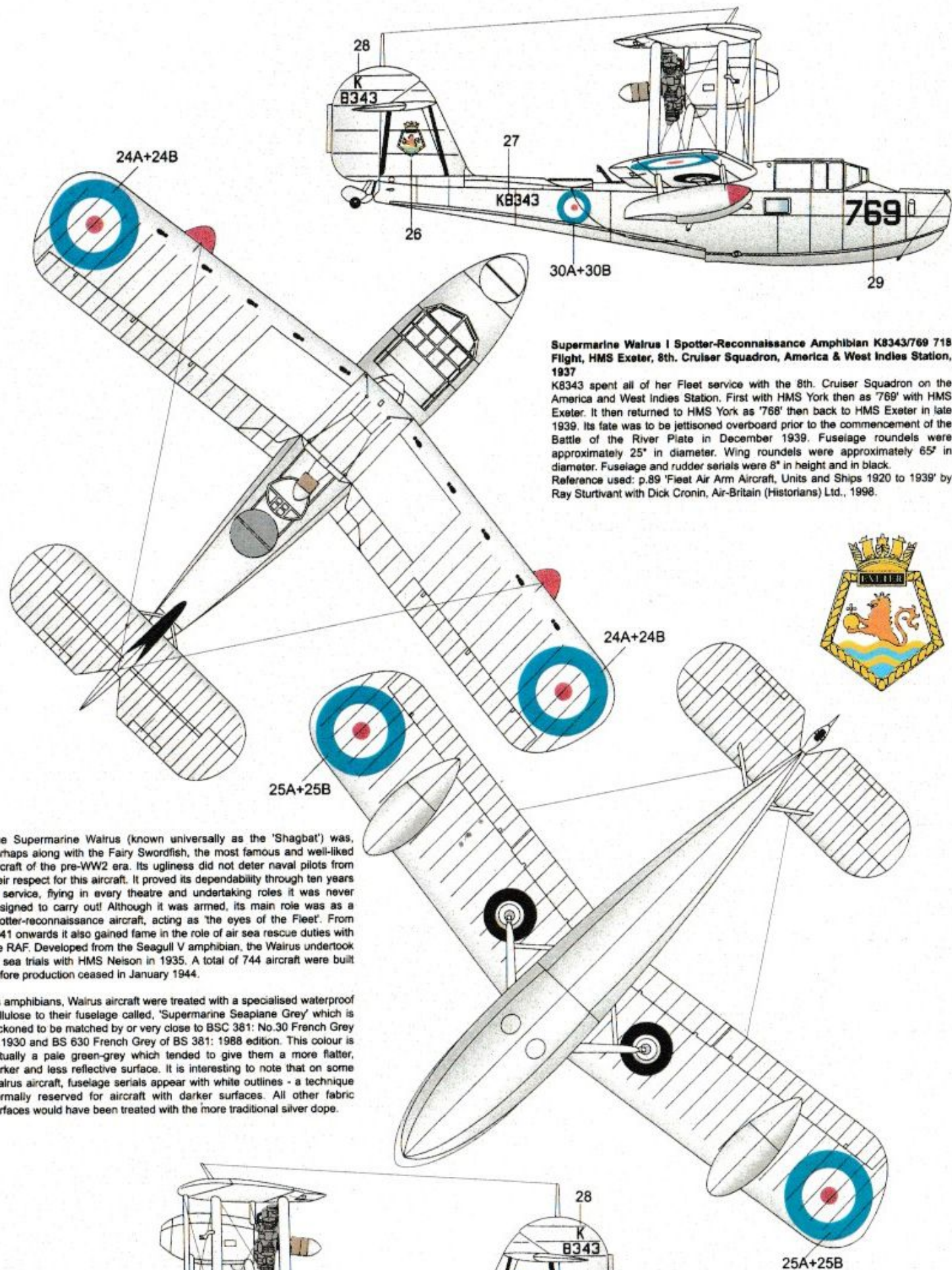


Under wing & fuselage roundel
18mm diam mask to create margin
between roundel and stripe



The Blackburn Skua was the first operational monoplane to enter service with the FAA. It was also the first purpose-designed dive-bomber to be specified by the Admiralty. In total 190 aircraft were produced between August 1938 and March 1940. The first squadron to receive Skuas was 800 Squadron on HMS Ark Royal, replacing their Hawker Nimrods and Ospreys. Skuas also later equipped 801 and 803 Squadrons, also on HMS Ark Royal, and 806 Squadron at Eastleigh. The Blackburn Skua proved to be outmatched by its enemy counterparts. However, it gave valuable service in the Norwegian campaign, the evacuation of Dunkirk and in the bombing of the German cruiser Konigsberg and Vichy French battleship Richelieu. They remained operational until 1941 when they were replaced by Fulmars and Sea Hurricanes.





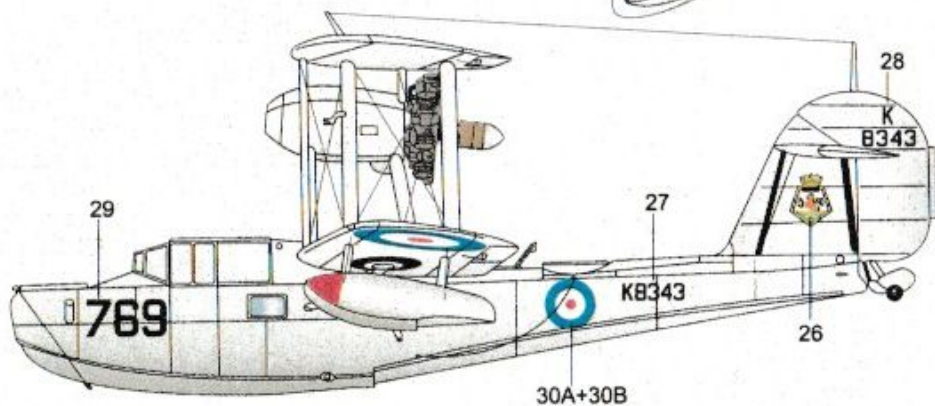
Supermarine Walrus I Spotter-Reconnaissance Amphibian K8343/769 718 Flight, HMS Exeter, 8th. Cruiser Squadron, America & West Indies Station, 1937

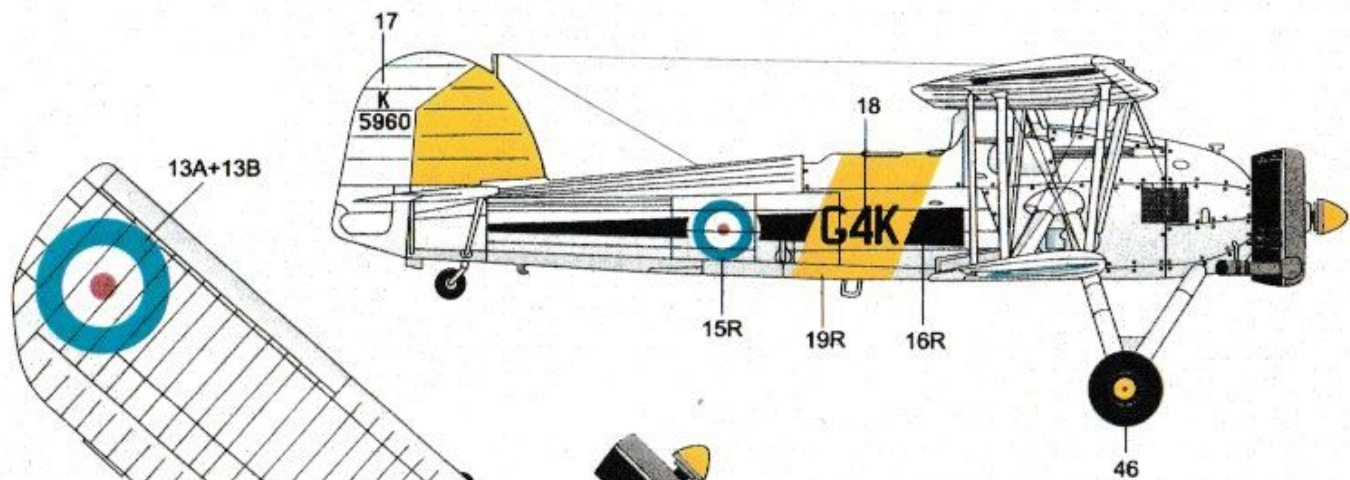
K8343 spent all of her Fleet service with the 8th. Cruiser Squadron on the America and West Indies Station. First with HMS York then as '769' with HMS Exeter. It then returned to HMS York as '768' then back to HMS Exeter in late 1939. Its fate was to be jettisoned overboard prior to the commencement of the Battle of the River Plate in December 1939. Fuselage roundels were approximately 25" in diameter. Wing roundels were approximately 65" in diameter. Fuselage and rudder serials were 8" in height and in black. Reference used: p.89 'Fleet Air Arm Aircraft, Units and Ships 1920 to 1939' by Ray Sturtivant with Dick Cronin, Air-Britain (Historians) Ltd., 1998.



The Supermarine Walrus (known universally as the 'Shagbat') was, perhaps along with the Fairy Swordfish, the most famous and well-liked aircraft of the pre-WW2 era. Its ugliness did not deter naval pilots from their respect for this aircraft. It proved its dependability through ten years of service, flying in every theatre and undertaking roles it was never designed to carry out! Although it was armed, its main role was as a spotter-reconnaissance aircraft, acting as 'the eyes of the Fleet'. From 1941 onwards it also gained fame in the role of air sea rescue duties with the RAF. Developed from the Seagull V amphibian, the Walrus undertook its sea trials with HMS Nelson in 1935. A total of 744 aircraft were built before production ceased in January 1944.

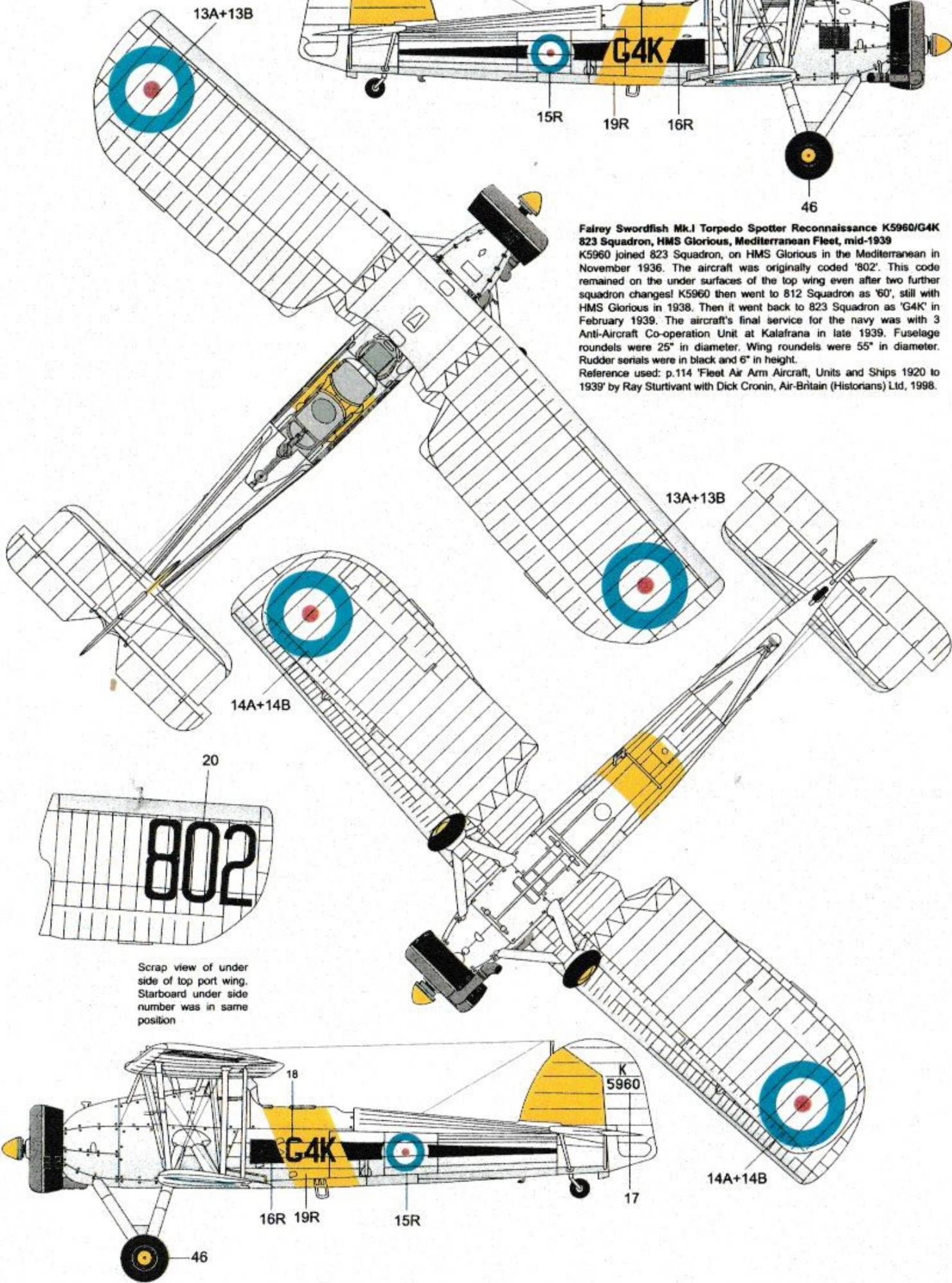
As amphibians, Walrus aircraft were treated with a specialised waterproof cellulose to their fuselage called, 'Supermarine Seaplane Grey' which is reckoned to be matched by or very close to BSC 361: No.30 French Grey of 1930 and BS 630 French Grey of BS 381: 1988 edition. This colour is actually a pale green-grey which tended to give them a more flatter, darker and less reflective surface. It is interesting to note that on some Walrus aircraft, fuselage serials appear with white outlines - a technique normally reserved for aircraft with darker surfaces. All other fabric surfaces would have been treated with the more traditional silver dope.



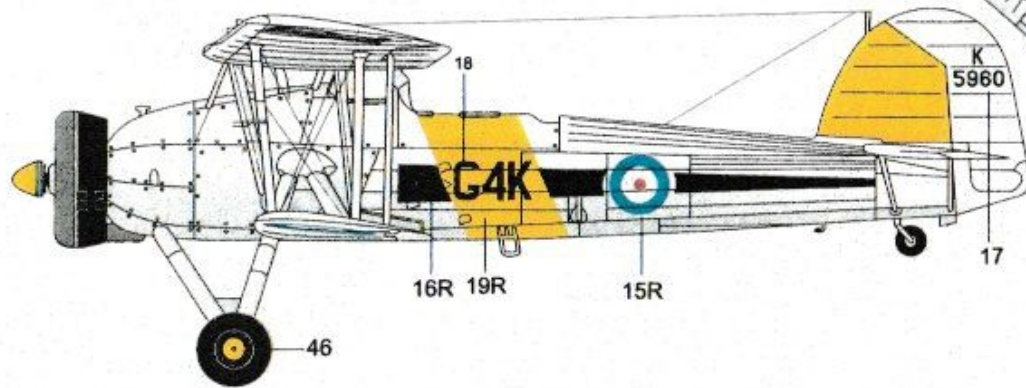


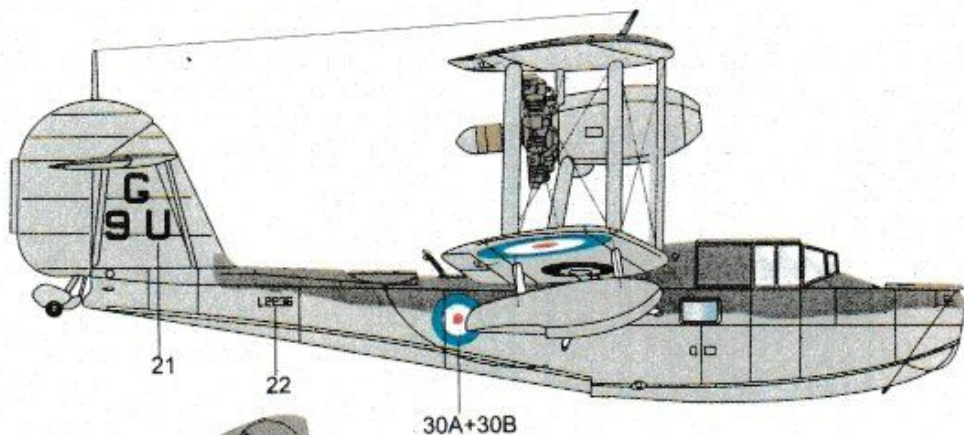
Fairey Swordfish Mk.I Torpedo Spotter Reconnaissance K5960/G4K
 823 Squadron, HMS Glorious, Mediterranean Fleet, mid-1939
 K5960 joined 823 Squadron, on HMS Glorious in the Mediterranean in November 1936. The aircraft was originally coded '802'. This code remained on the under surfaces of the top wing even after two further squadron changes! K5960 then went to 812 Squadron as '60', still with HMS Glorious in 1938. Then it went back to 823 Squadron as 'G4K' in February 1939. The aircraft's final service for the navy was with 3 Anti-Aircraft Co-operation Unit at Kalafrana in late 1939. Fuselage roundels were 25" in diameter. Wing roundels were 55" in diameter. Rudder serials were in black and 6" in height.

Reference used: p.114 'Fleet Air Arm Aircraft, Units and Ships 1920 to 1939' by Ray Sturtivant with Dick Cronin, Air-Britain (Historians) Ltd, 1998.



Scrap view of under side of top port wing. Starboard under side number was in same position

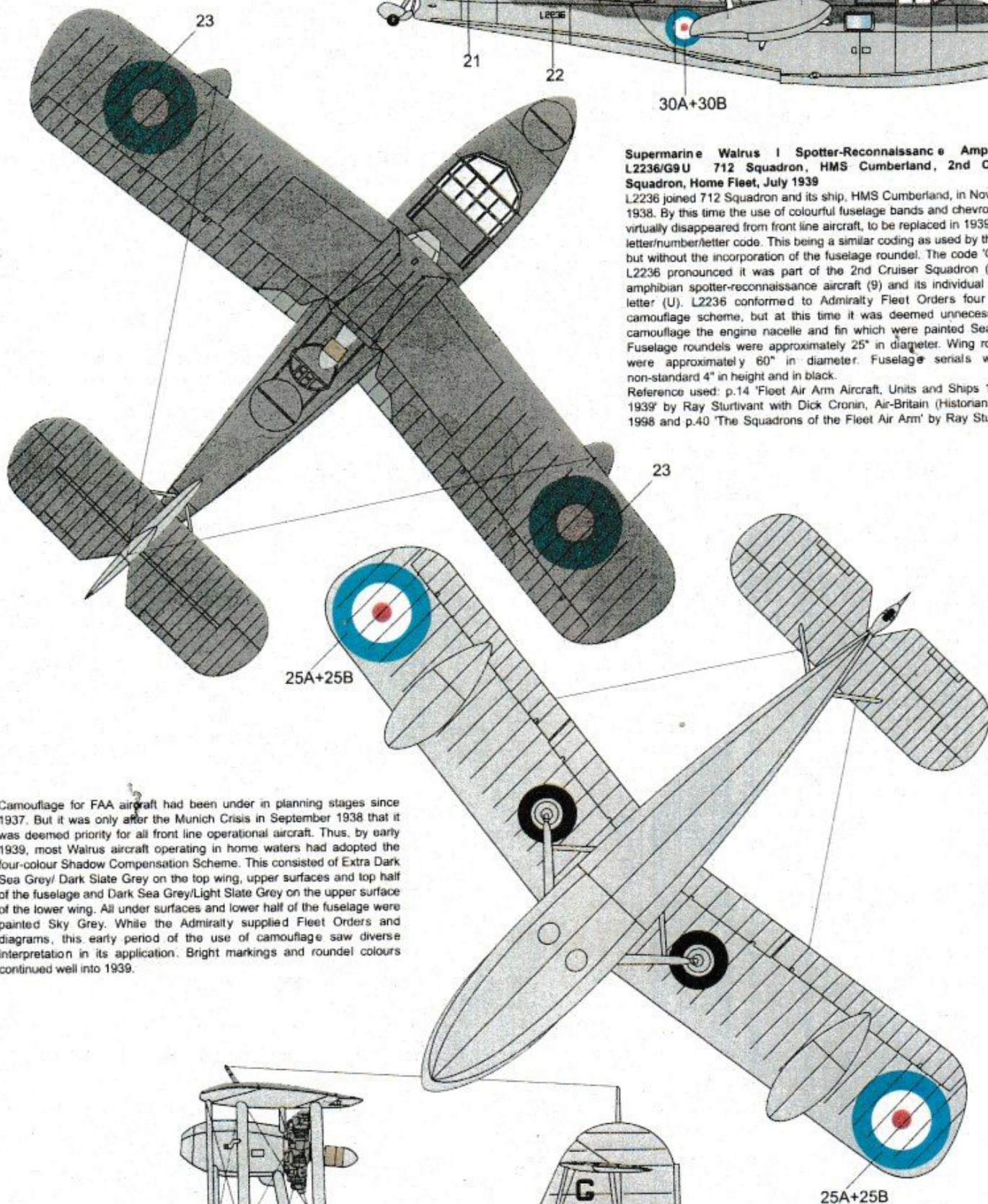




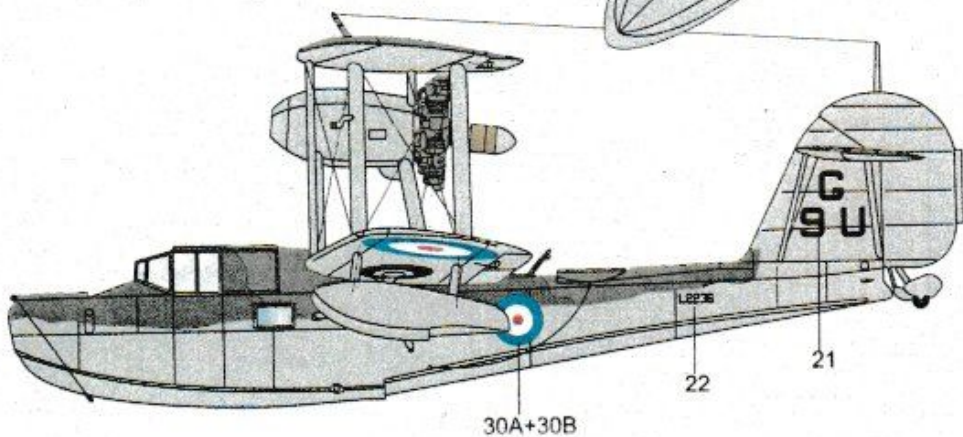
**Supermarine Walrus I Spotter-Reconnaissance Amphibian
L2236/G9U 712 Squadron, HMS Cumberland, 2nd Cruiser
Squadron, Home Fleet, July 1939**

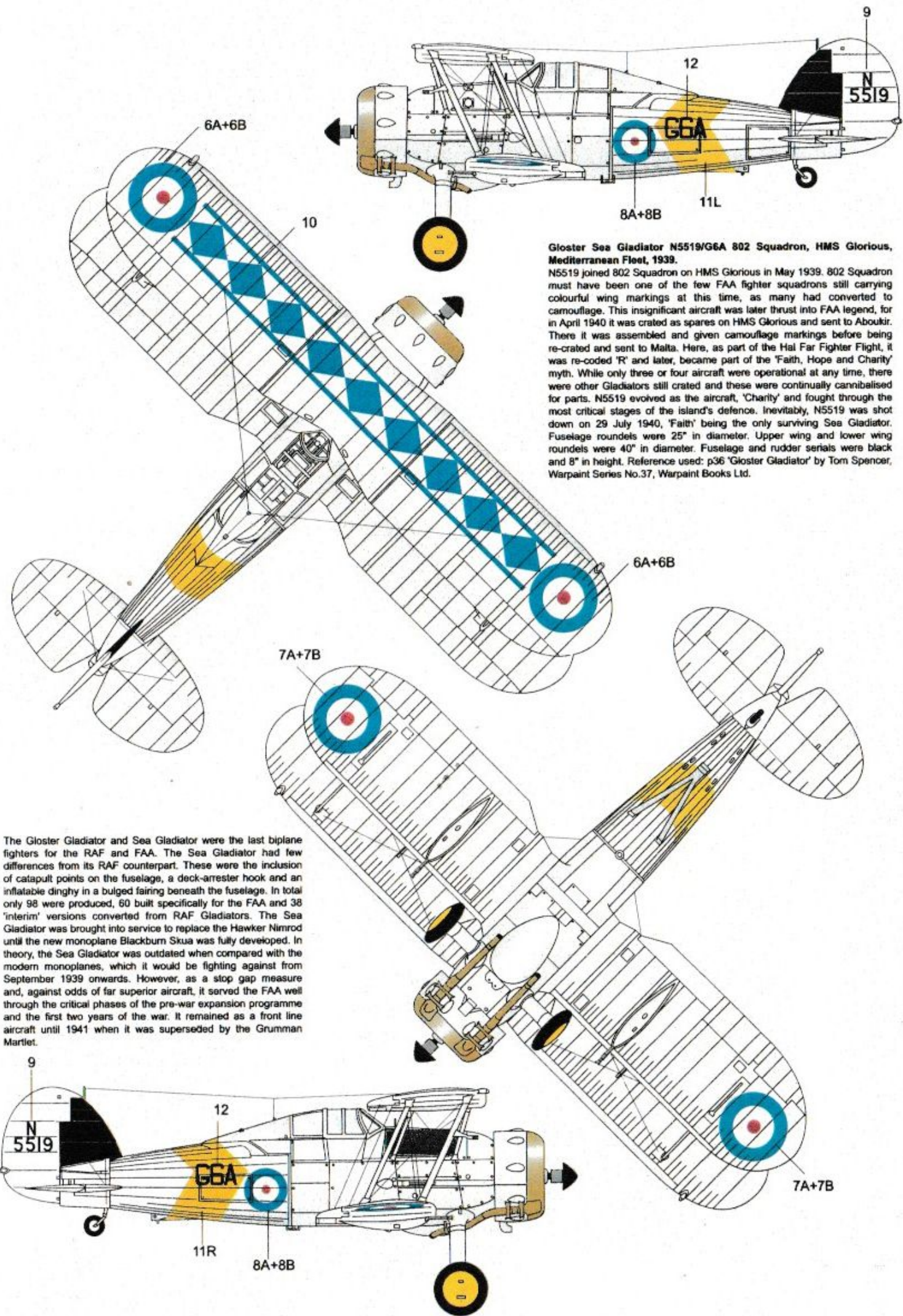
L2236 joined 712 Squadron and its ship, HMS Cumberland, in November 1938. By this time the use of colourful fuselage bands and chevrons had virtually disappeared from front line aircraft, to be replaced in 1939 with a letter/number/letter code. This being a similar coding as used by the RAF but without the incorporation of the fuselage roundel. The code 'G9U' of L2236 pronounced it was part of the 2nd Cruiser Squadron (G), an amphibian spotter-reconnaissance aircraft (9) and its individual aircraft letter (U). L2236 conformed to Admiralty Fleet Orders four colour camouflage scheme, but at this time it was deemed unnecessary to camouflage the engine nacelle and fin which were painted Sea Grey. Fuselage roundels were approximately 25" in diameter. Wing roundels were approximately 60" in diameter. Fuselage serials were a non-standard 4" in height and in black.

Reference used: p.14 'Fleet Air Arm Aircraft, Units and Ships 1920 to 1939' by Ray Sturtivant with Dick Cronin, Air-Britain (Historians) Ltd., 1998 and p.40 'The Squadrons of the Fleet Air Arm' by Ray Sturtivant.



Camouflage for FAA aircraft had been under in planning stages since 1937. But it was only after the Munich Crisis in September 1938 that it was deemed priority for all front line operational aircraft. Thus, by early 1939, most Walrus aircraft operating in home waters had adopted the four-colour Shadow Compensation Scheme. This consisted of Extra Dark Sea Grey/ Dark Slate Grey on the top wing, upper surfaces and top half of the fuselage and Dark Sea Grey/Light Slate Grey on the upper surface of the lower wing. All under surfaces and lower half of the fuselage were painted Sky Grey. While the Admiralty supplied Fleet Orders and diagrams, this early period of the use of camouflage saw diverse interpretation in its application. Bright markings and roundel colours continued well into 1939.

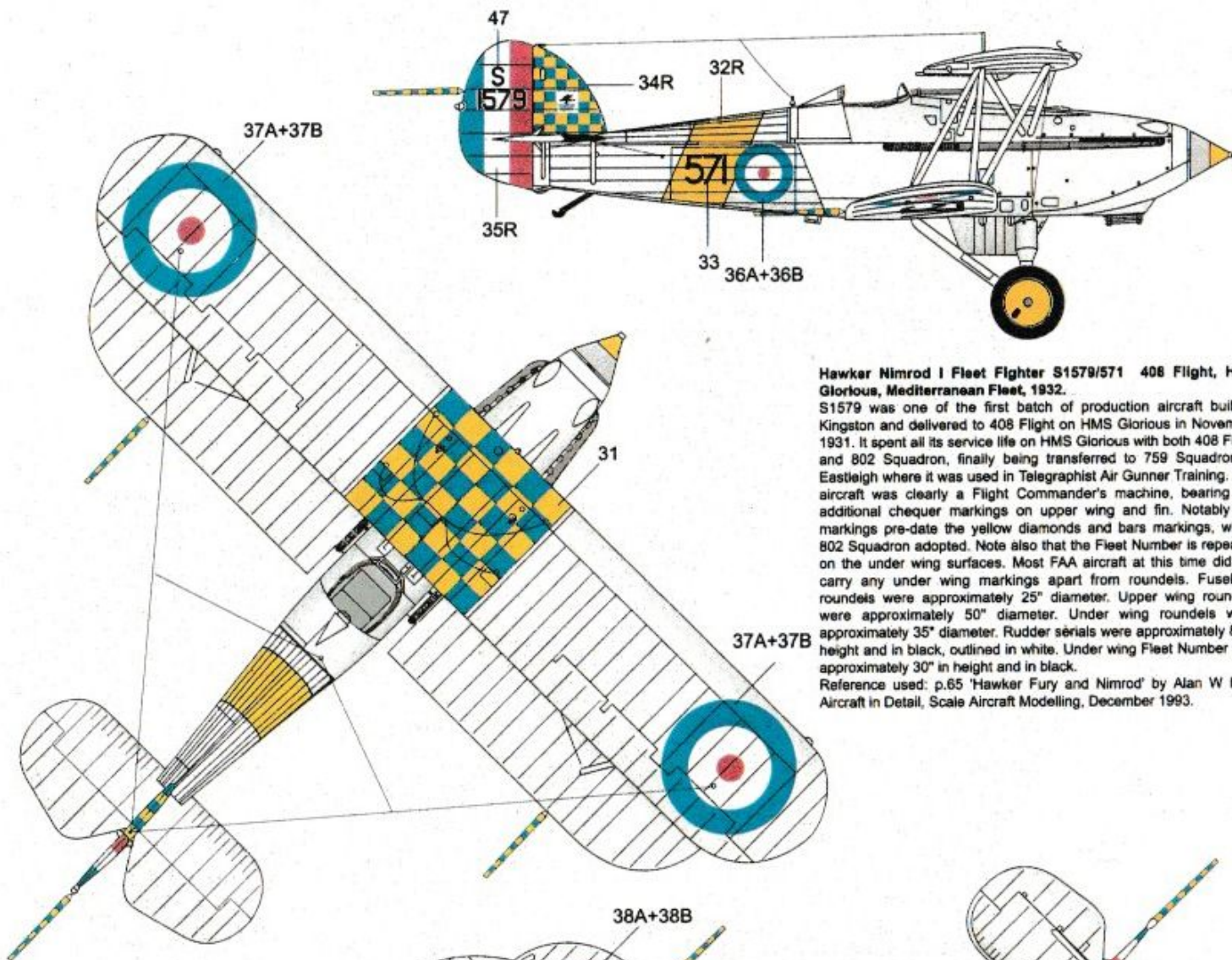




Gloster Sea Gladiator N5519/G6A 802 Squadron, HMS Glorious, Mediterranean Fleet, 1939.

N5519 joined 802 Squadron on HMS Glorious in May 1939. 802 Squadron must have been one of the few FAA fighter squadrons still carrying colourful wing markings at this time, as many had converted to camouflage. This insignificant aircraft was later thrust into FAA legend, for in April 1940 it was crated as spares on HMS Glorious and sent to Aboukir. There it was assembled and given camouflage markings before being re-crated and sent to Malta. Here, as part of the Hal Far Fighter Flight, it was re-coded 'R' and later, became part of the 'Faith, Hope and Charity' myth. While only three or four aircraft were operational at any time, there were other Gladiators still crated and these were continually cannibalised for parts. N5519 evolved as the aircraft, 'Charity' and fought through the most critical stages of the island's defence. Inevitably, N5519 was shot down on 29 July 1940, 'Faith' being the only surviving Sea Gladiator. Fuselage roundels were 25" in diameter. Upper wing and lower wing roundels were 40" in diameter. Fuselage and rudder serials were black and 8" in height. Reference used: p36 'Gloster Gladiator' by Tom Spencer, Warpaint Series No.37, Warpaint Books Ltd.

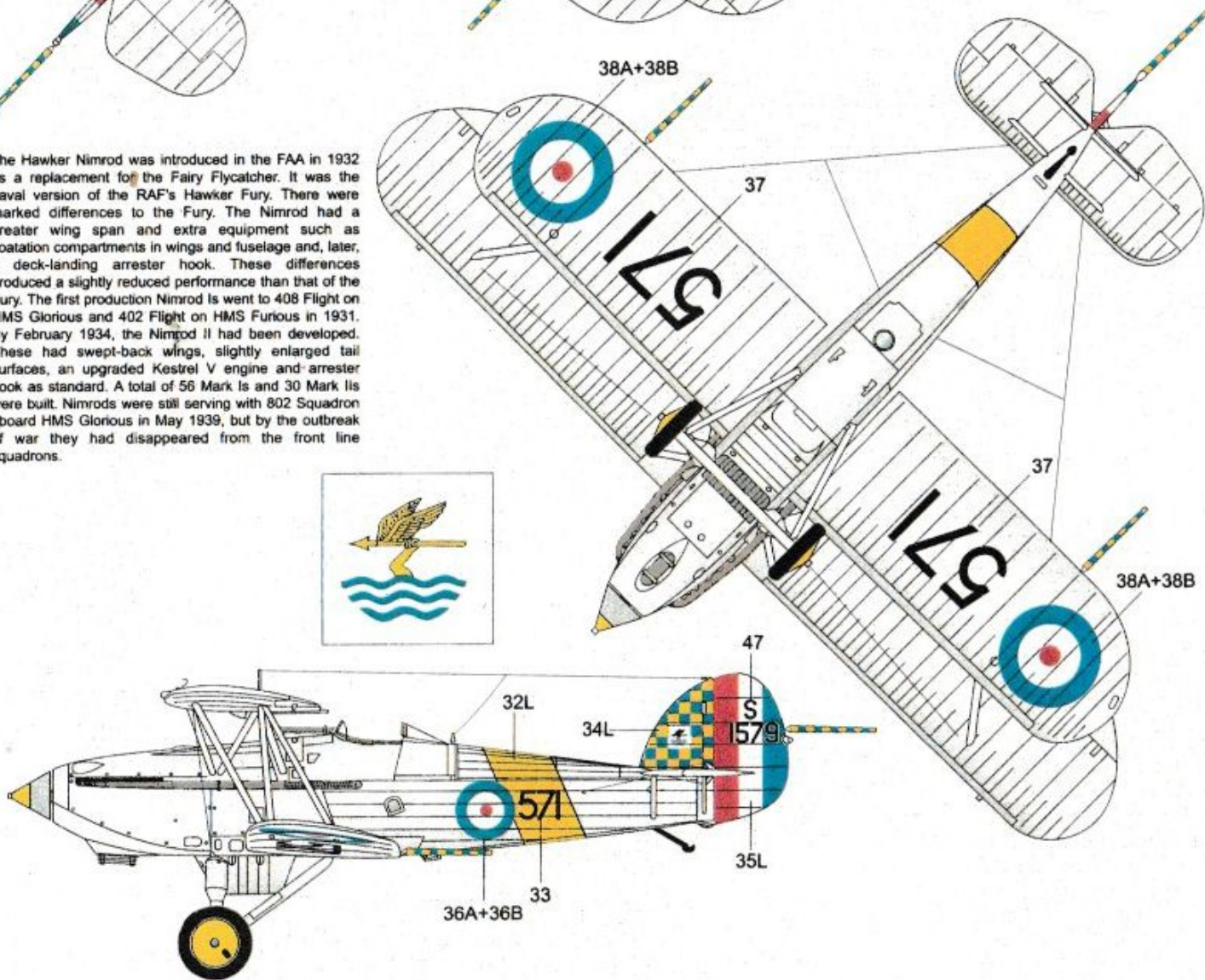
The Gloster Gladiator and Sea Gladiator were the last biplane fighters for the RAF and FAA. The Sea Gladiator had few differences from its RAF counterpart. These were the inclusion of catapult points on the fuselage, a deck-arrester hook and an inflatable dinghy in a bulged fairing beneath the fuselage. In total only 98 were produced, 60 built specifically for the FAA and 38 'interim' versions converted from RAF Gladiators. The Sea Gladiator was brought into service to replace the Hawker Nimrod until the new monoplane Blackburn Skua was fully developed. In theory, the Sea Gladiator was outdated when compared with the modern monoplanes, which it would be fighting against from September 1939 onwards. However, as a stop gap measure and, against odds of far superior aircraft, it served the FAA well through the critical phases of the pre-war expansion programme and the first two years of the war. It remained as a front line aircraft until 1941 when it was superseded by the Grumman Martlet.

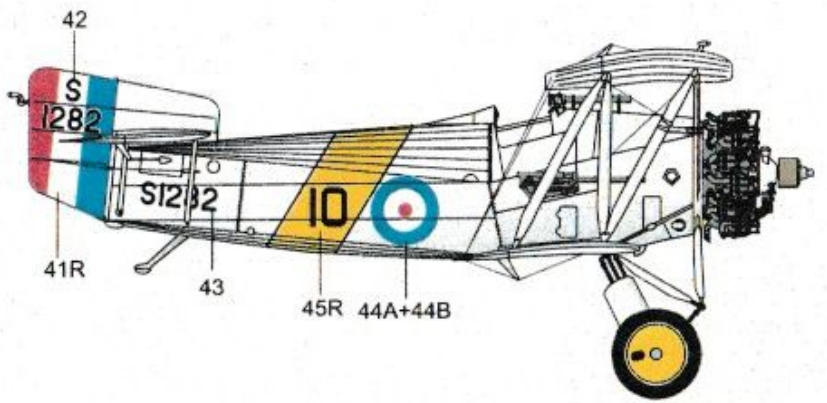


Hawker Nimrod I Fleet Fighter S1579/571 408 Flight, HMS Glorious, Mediterranean Fleet, 1932.

S1579 was one of the first batch of production aircraft built at Kingston and delivered to 408 Flight on HMS Glorious in November 1931. It spent all its service life on HMS Glorious with both 408 Flight and 802 Squadron, finally being transferred to 759 Squadron at Eastleigh where it was used in Telegraphist Air Gunner Training. The aircraft was clearly a Flight Commander's machine, bearing the additional chequer markings on upper wing and fin. Notably the markings pre-date the yellow diamonds and bars markings, which 802 Squadron adopted. Note also that the Fleet Number is repeated on the under wing surfaces. Most FAA aircraft at this time did not carry any under wing markings apart from roundels. Fuselage roundels were approximately 25" diameter. Upper wing roundels were approximately 50" diameter. Under wing roundels were approximately 35" diameter. Rudder serials were approximately 8" in height and in black, outlined in white. Under wing Fleet Number was approximately 30" in height and in black. Reference used: p.65 'Hawker Fury and Nimrod' by Alan W Hall, Aircraft in Detail, Scale Aircraft Modelling, December 1993.

The Hawker Nimrod was introduced in the FAA in 1932 as a replacement for the Fairy Flycatcher. It was the naval version of the RAF's Hawker Fury. There were marked differences to the Fury. The Nimrod had a greater wing span and extra equipment such as floatation compartments in wings and fuselage and, later, a deck-landing arrestor hook. These differences produced a slightly reduced performance than that of the Fury. The first production Nimrod Is went to 408 Flight on HMS Glorious and 402 Flight on HMS Furious in 1931. By February 1934, the Nimrod II had been developed. These had swept-back wings, slightly enlarged tail surfaces, an upgraded Kestrel V engine and arrestor hook as standard. A total of 56 Mark Is and 30 Mark IIs were built. Nimrods were still serving with 802 Squadron aboard HMS Glorious in May 1939, but by the outbreak of war they had disappeared from the front line squadrons.

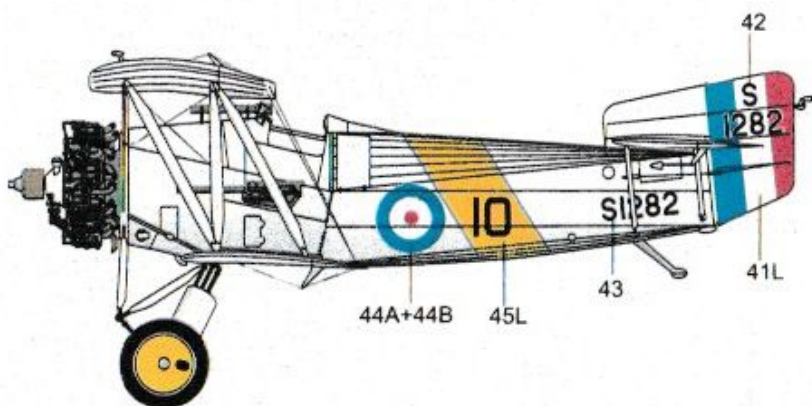
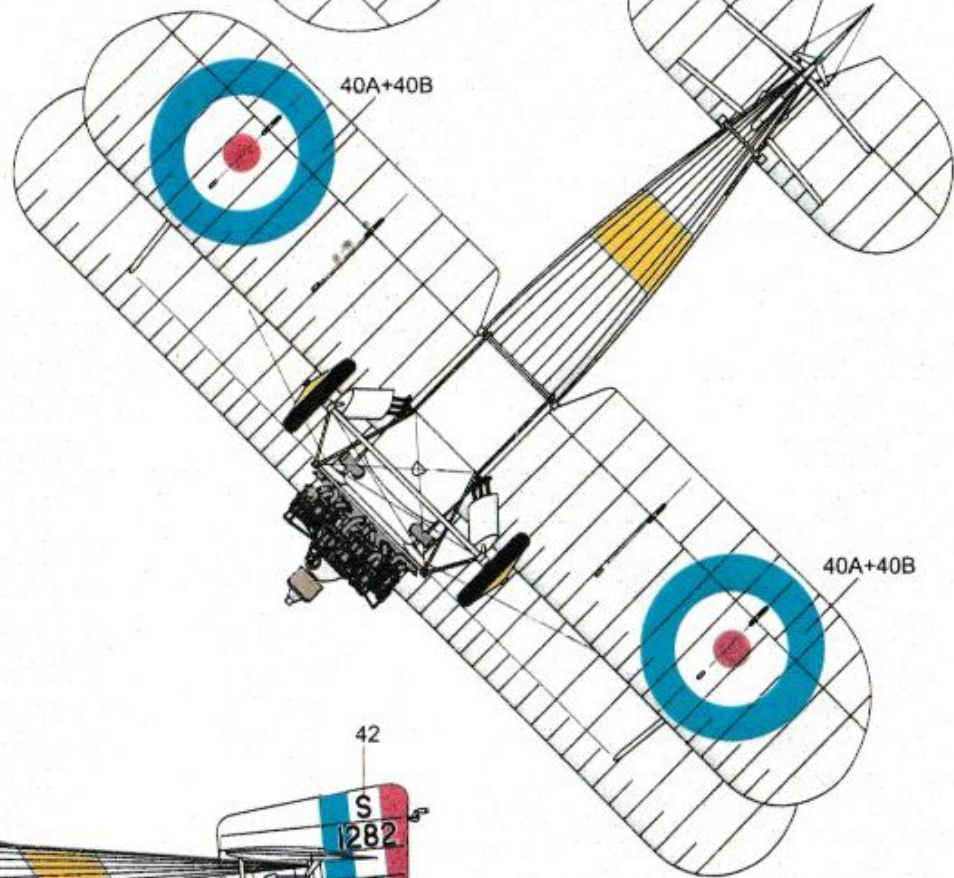
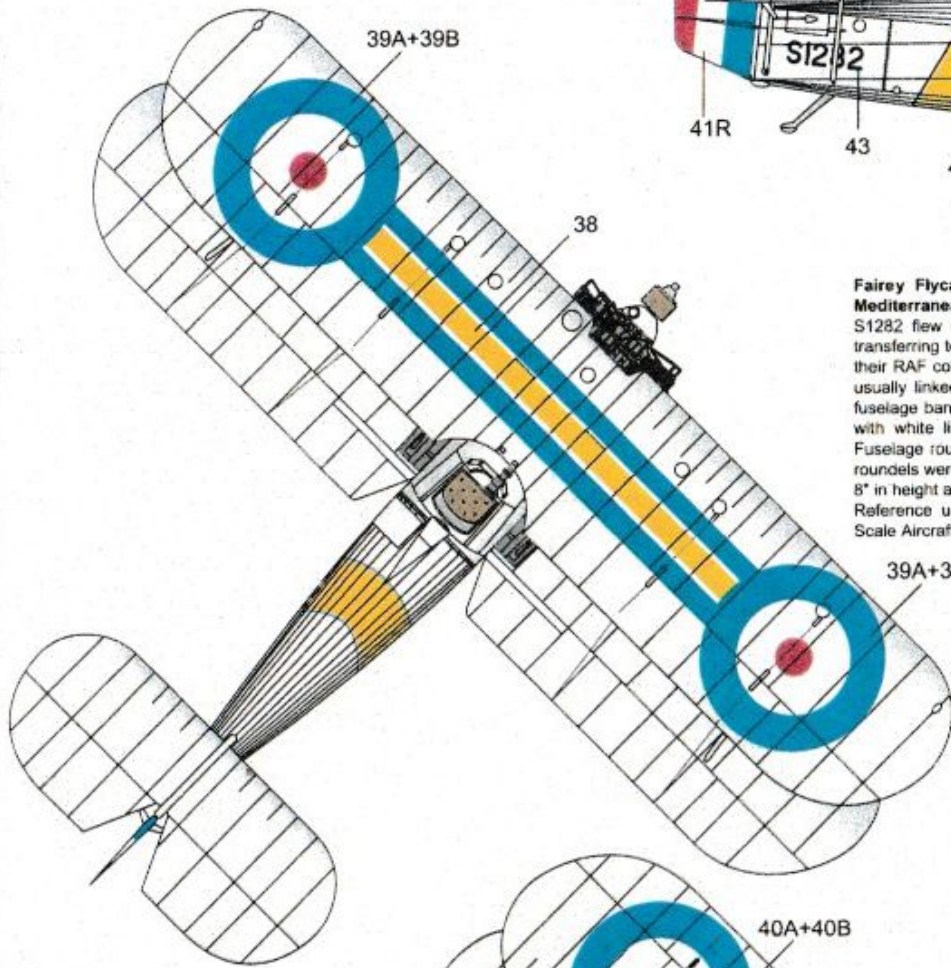




Fairey Flycatcher Fleet Fighter S1282/10 408 Flight, HMS Glorious, Mediterranean Fleet, 1930.

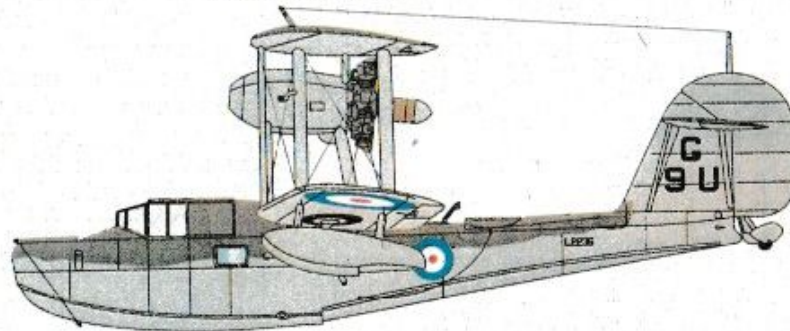
S1282 flew with 408 Flight from October 1929 until November 1931, then transferring to 402 Flight on HMS Courageous. The FAA fighter Flights took up their RAF colleagues taste for top wing markings on their aircraft. These were usually linked to their particular carrier colour code. In this case, the yellow fuselage band of HMS Glorious was the central colour between two blue bars with white lining, spaced centrally between the two upper wing roundels. Fuselage roundels were approximately 24" in diameter. Upper and lower wing roundels were approximately 66" in diameter. Fuselage and rudder serials were 8" in height and in black (with white outline on the rudder).

Reference used: p.247 'Fleet Air Arm Colours 1923-33' by Ray Sturtivant, Scale Aircraft Modelling, March 1987.





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1. Before painting the model, clean with 'Model Wipes'. This cleans the grease and any dust from the surface.
2. We recommend that you wear 'Model Gloves' to handle the model whilst preparing it for painting.
3. For best results, spray the model with a Light Grey primer, any defects can then be made good.
4. For demarcation and camouflage lines, we recommend that you use Masking Film.
5. If you wish to use a decal fixing and finishing system, we recommend you use the Microscale System, do not use strong decal solvents such as Solvaset.
6. Once you are happy with the painting of the model, coat it in a clear gloss finish, this can either be over the entire model if the model is finished glossy or spot gloss finish in the areas that have a decal. A good surface finish are clear floor shine's such as Johnson wax - Klear. This is sold under different names around the world. Klear can be either brushed on or sprayed.
7. Cut each decal from the sheet as needed. Do not trim the clear varnish finish to close to the decal. Submerge the decal in warm water for about 10 seconds and remove to a flat surface and wait for the decal to release from the backing sheet. A small amount of washing up liquid in the warm water helps the decal release from the sheet.
8. These decals do not require a decal setting solution to lay flat or to conform to the model contours.
9. With a pair of tweezers to hold the backing sheet, slide the decal in position on the model using a small soft brush. Do not use an old painting brush as bits can get under the decal.
10. Carefully remove any excess water with a soft cloth or tissue once you are happy with the position of the decal. Should you make a mistake, dip a brush in the warm water and ease under the edge of the decal. The decal will then easily move to the correct position and again remove the excess water.
11. When the decals are completely dry, gently wipe off all excess decal adhesive.
12. Leave the model to dry completely, spray or paint over the decals with a further coat of Klear or gloss.
13. Should the decal silver for any reason, this is because small air bubbles are under the decal. If found, prick with a pin and apply a small drop of Micro Sol to the decal and allow to dry for up to 12 hours.
14. Finally, coat the model with the required finish, either gloss, semi gloss or matt.
15. Decals are best stored flat and in a cool, dry place and should not be stored in direct sunlight, hot or humid conditions.
16. Should you have any problems with these decals please contact us at the address below.

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