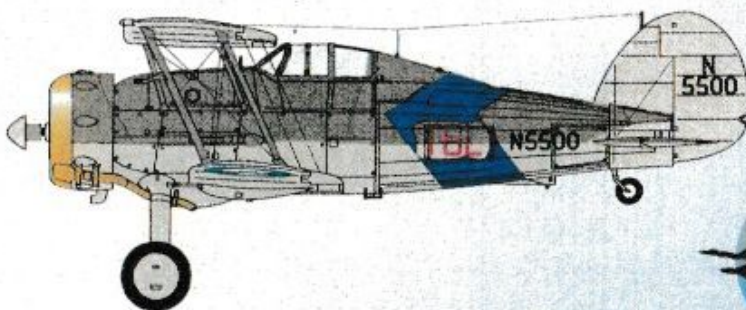
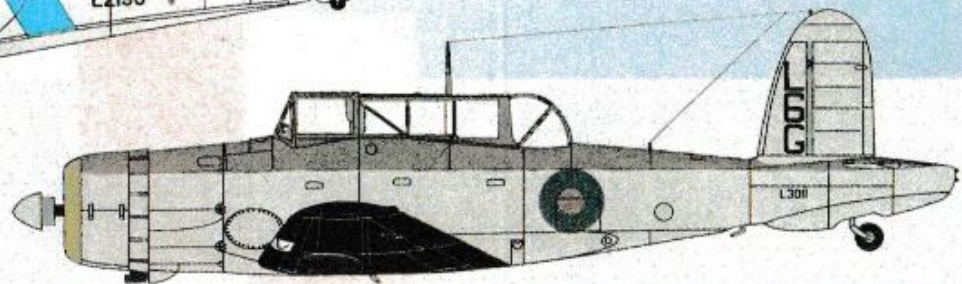
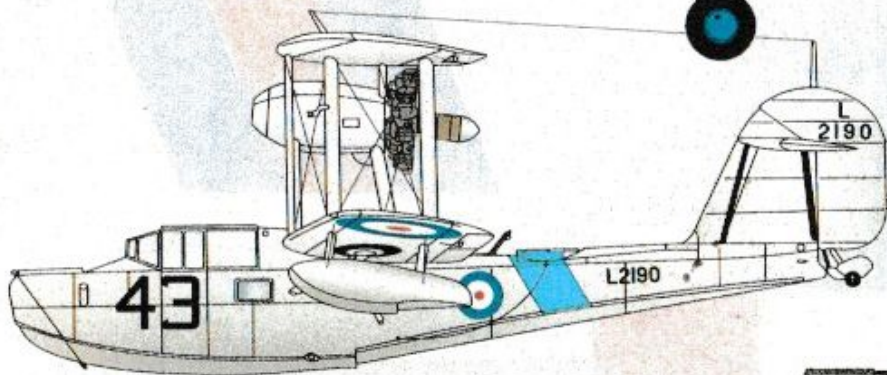
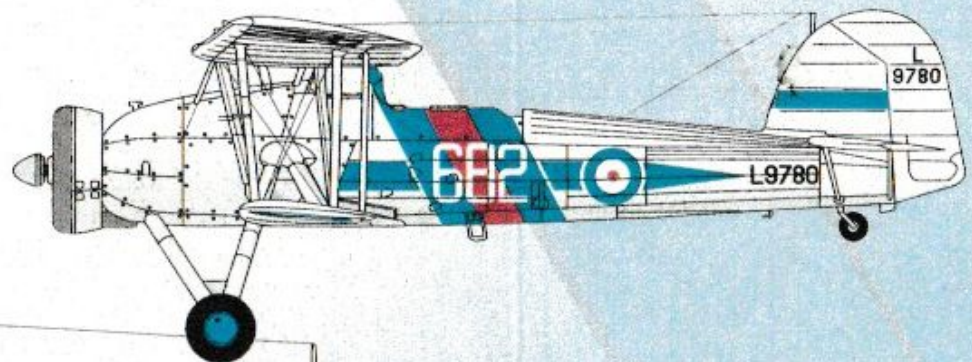
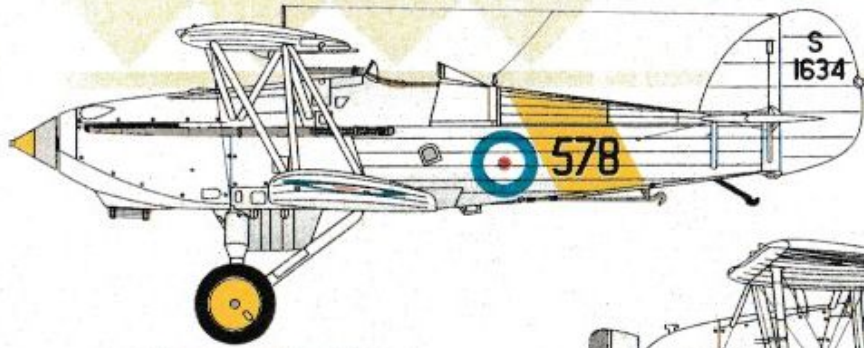


MODEL ALLIANCE

DECALS

Wings & Waves

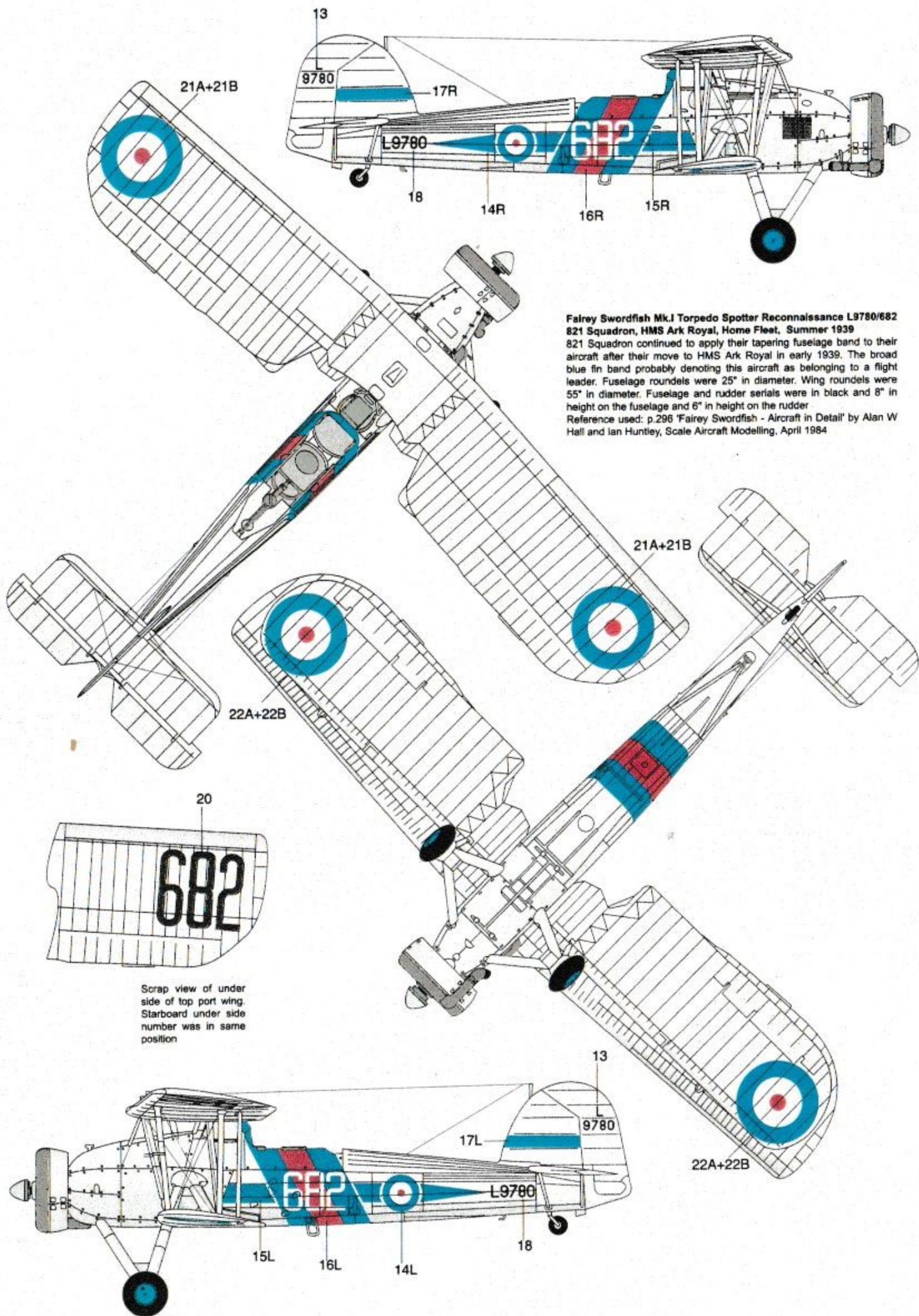
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ON TARGET
Special 5

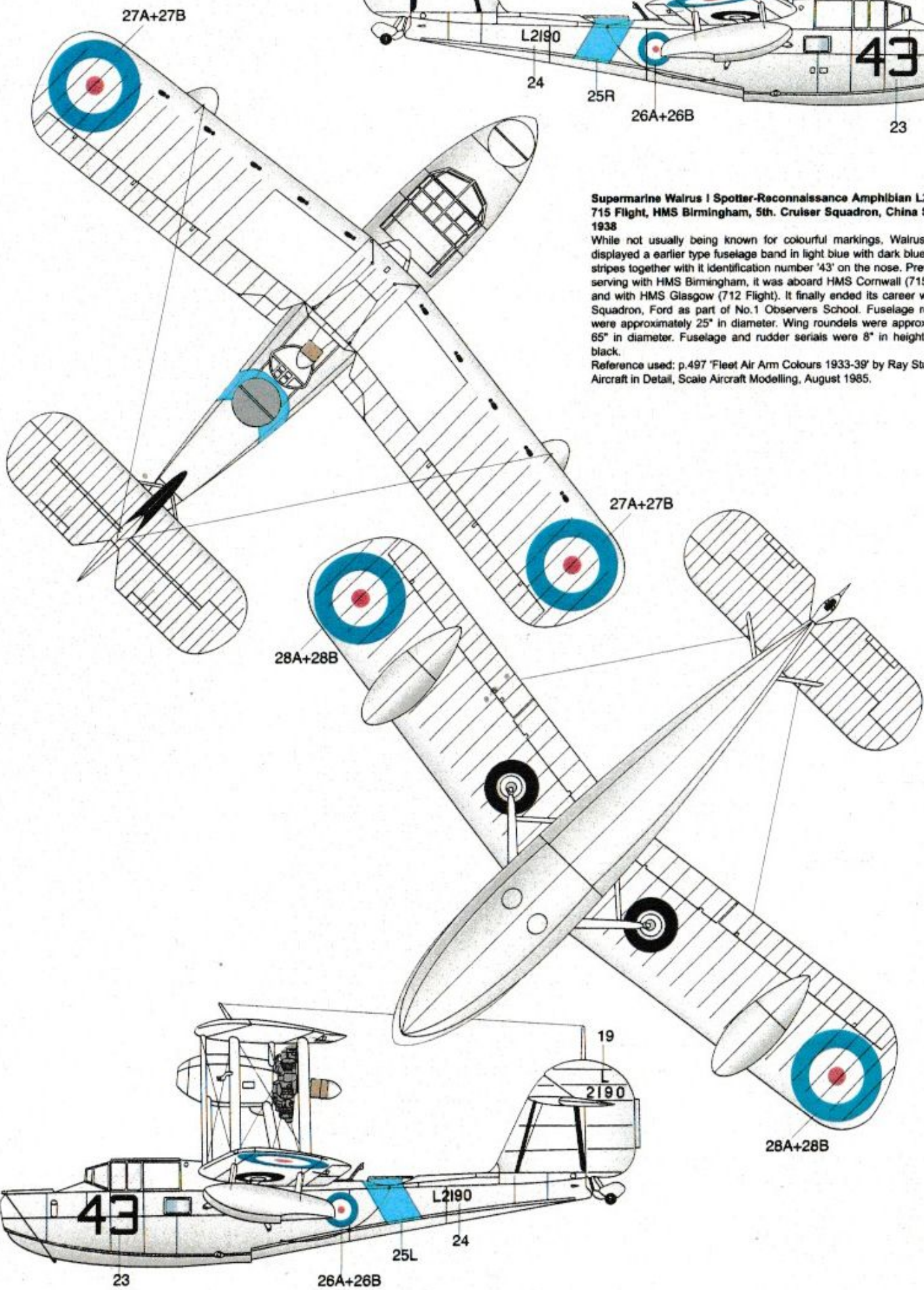
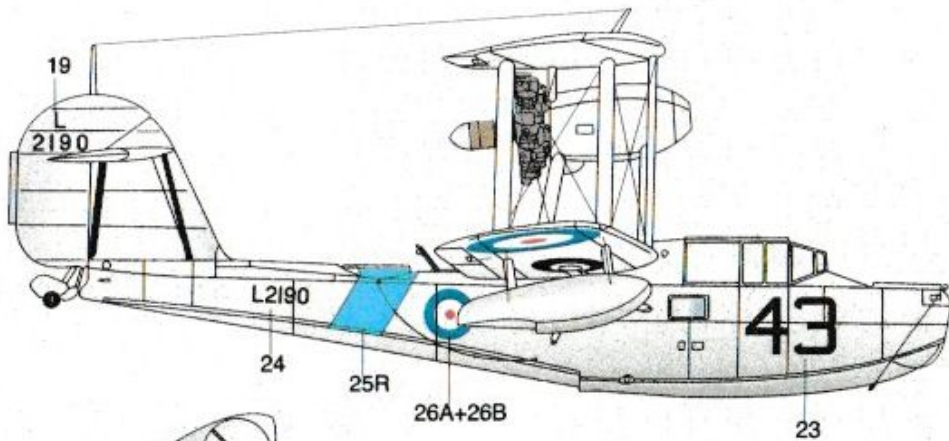
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Fairey Swordfish Mk.I Torpedo Spotter Reconnaissance L9780/682
 821 Squadron, HMS Ark Royal, Home Fleet, Summer 1939
 821 Squadron continued to apply their tapering fuselage band to their aircraft after their move to HMS Ark Royal in early 1939. The broad blue fin band probably denoting this aircraft as belonging to a flight leader. Fuselage roundels were 25" in diameter. Wing roundels were 55" in diameter. Fuselage and rudder serials were in black and 8" in height on the fuselage and 6" in height on the rudder
 Reference used: p.296 'Fairey Swordfish - Aircraft in Detail' by Alan W Hall and Ian Huntley, Scale Aircraft Modelling, April 1984

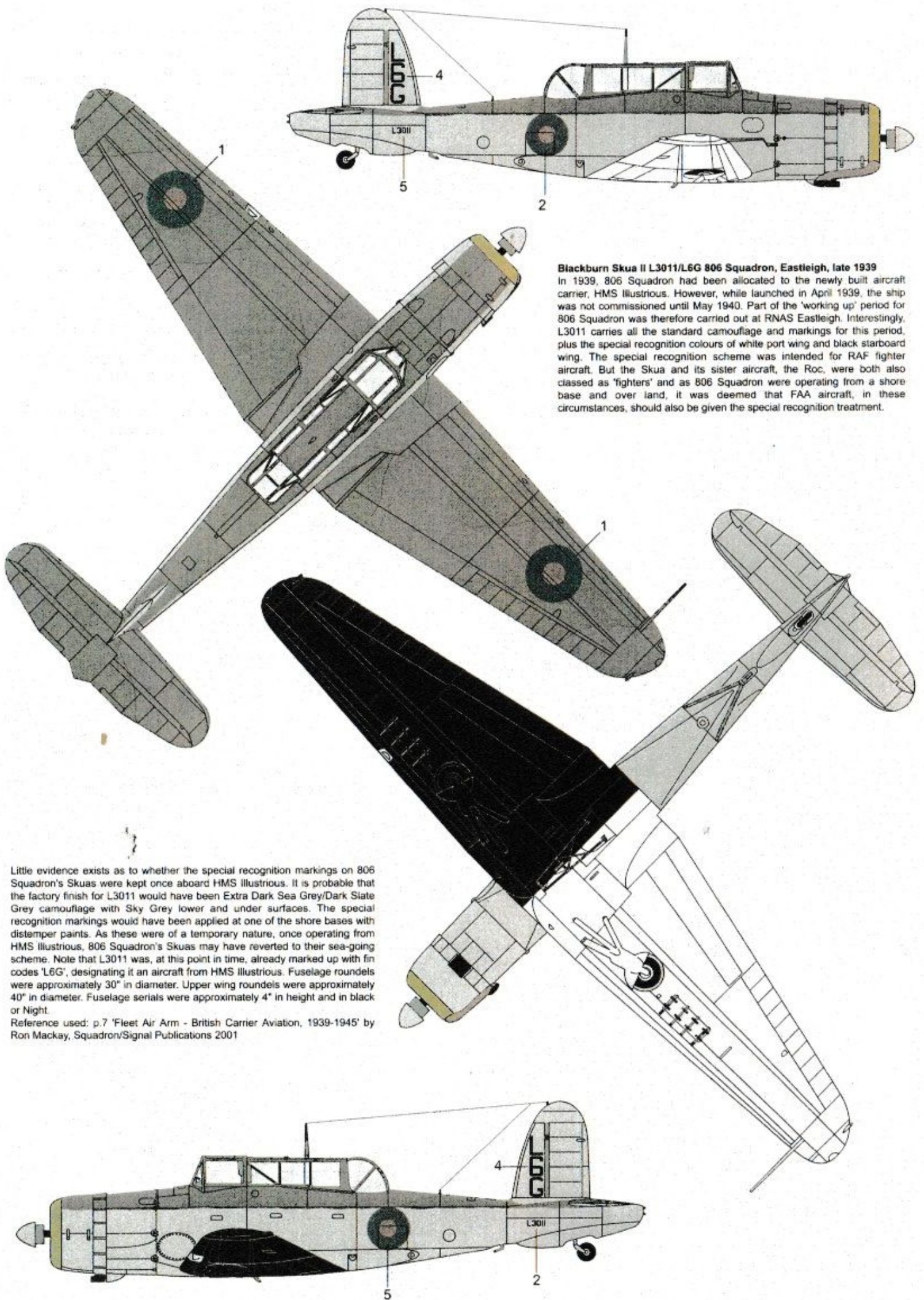
Scrap view of under side of top port wing. Starboard under side number was in same position



**Supermarine Walrus I Spotter-Reconnaissance Amphibian L2190/43
715 Flight, HMS Birmingham, 5th. Cruiser Squadron, China Station,
1938**

While not usually being known for colourful markings, Walrus L2190 displayed an earlier type fuselage band in light blue with dark blue edging stripes together with its identification number '43' on the nose. Previous to serving with HMS Birmingham, it was aboard HMS Cornwall (715 Flight) and with HMS Glasgow (712 Flight). It finally ended its career with 751 Squadron, Ford as part of No.1 Observers School. 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.

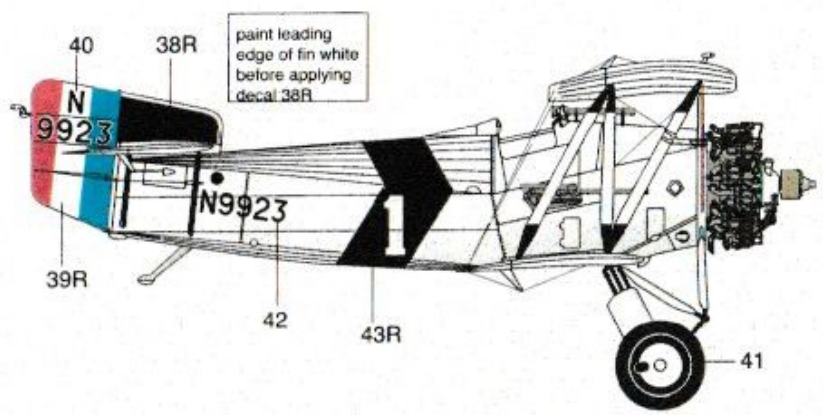
Reference used: p.497 'Fleet Air Arm Colours 1933-39' by Ray Sturivant, Aircraft in Detail, Scale Aircraft Modelling, August 1985.



Blackburn Skua II L3011/L6G 806 Squadron, Eastleigh, late 1939
 In 1939, 806 Squadron had been allocated to the newly built aircraft carrier, HMS Illustrious. However, while launched in April 1939, the ship was not commissioned until May 1940. Part of the 'working up' period for 806 Squadron was therefore carried out at RNAS Eastleigh. Interestingly, L3011 carries all the standard camouflage and markings for this period, plus the special recognition colours of white port wing and black starboard wing. The special recognition scheme was intended for RAF fighter aircraft. But the Skua and its sister aircraft, the Roc, were both also classed as 'fighters' and as 806 Squadron were operating from a shore base and over land, it was deemed that FAA aircraft, in these circumstances, should also be given the special recognition treatment.

Little evidence exists as to whether the special recognition markings on 806 Squadron's Skuas were kept once aboard HMS Illustrious. It is probable that the factory finish for L3011 would have been Extra Dark Sea Grey/Dark Slate Grey camouflage with Sky Grey lower and under surfaces. The special recognition markings would have been applied at one of the shore bases with distemper paints. As these were of a temporary nature, once operating from HMS Illustrious, 806 Squadron's Skuas may have reverted to their sea-going scheme. Note that L3011 was, at this point in time, already marked up with fin codes 'L6G', designating it an aircraft from HMS Illustrious. Fuselage roundels were approximately 30" in diameter. Upper wing roundels were approximately 40" in diameter. Fuselage serials were approximately 4" in height and in black or Night.

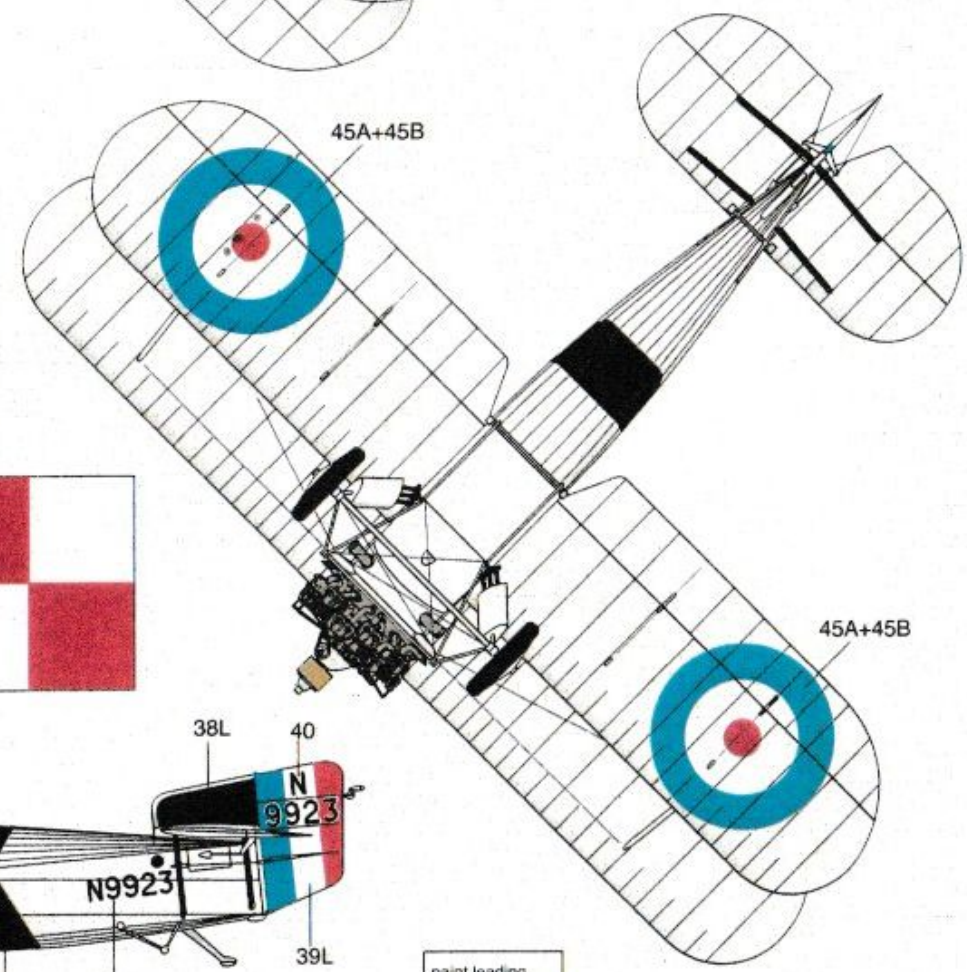
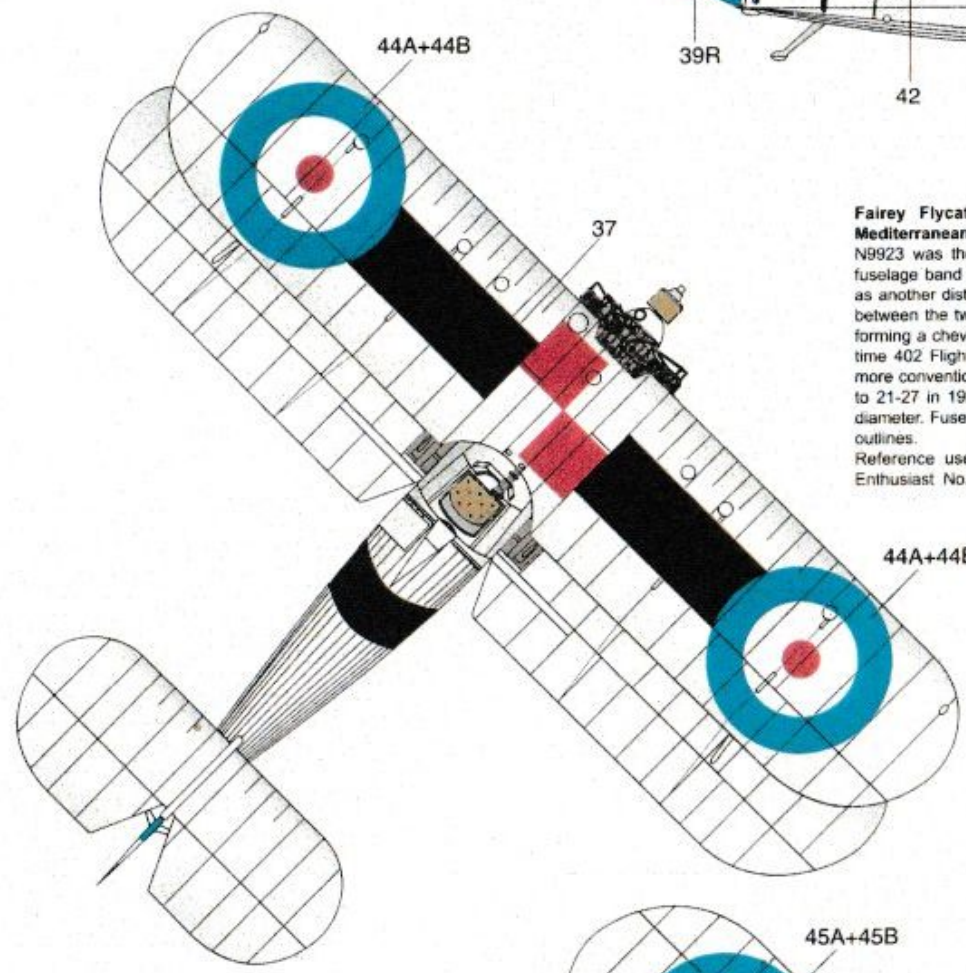
Reference used: p.7 'Fleet Air Arm - British Carrier Aviation, 1939-1945' by Ron Mackay, Squadron/Signal Publications 2001



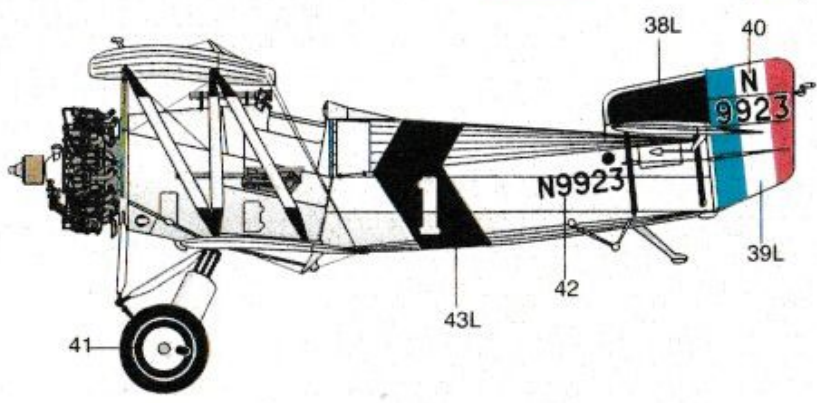
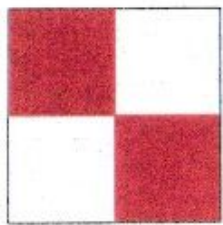
Fairey Flycatcher Fleet Fighter N9923/1 402 Flight, HMS Eagle, Mediterranean Fleet, 1927.

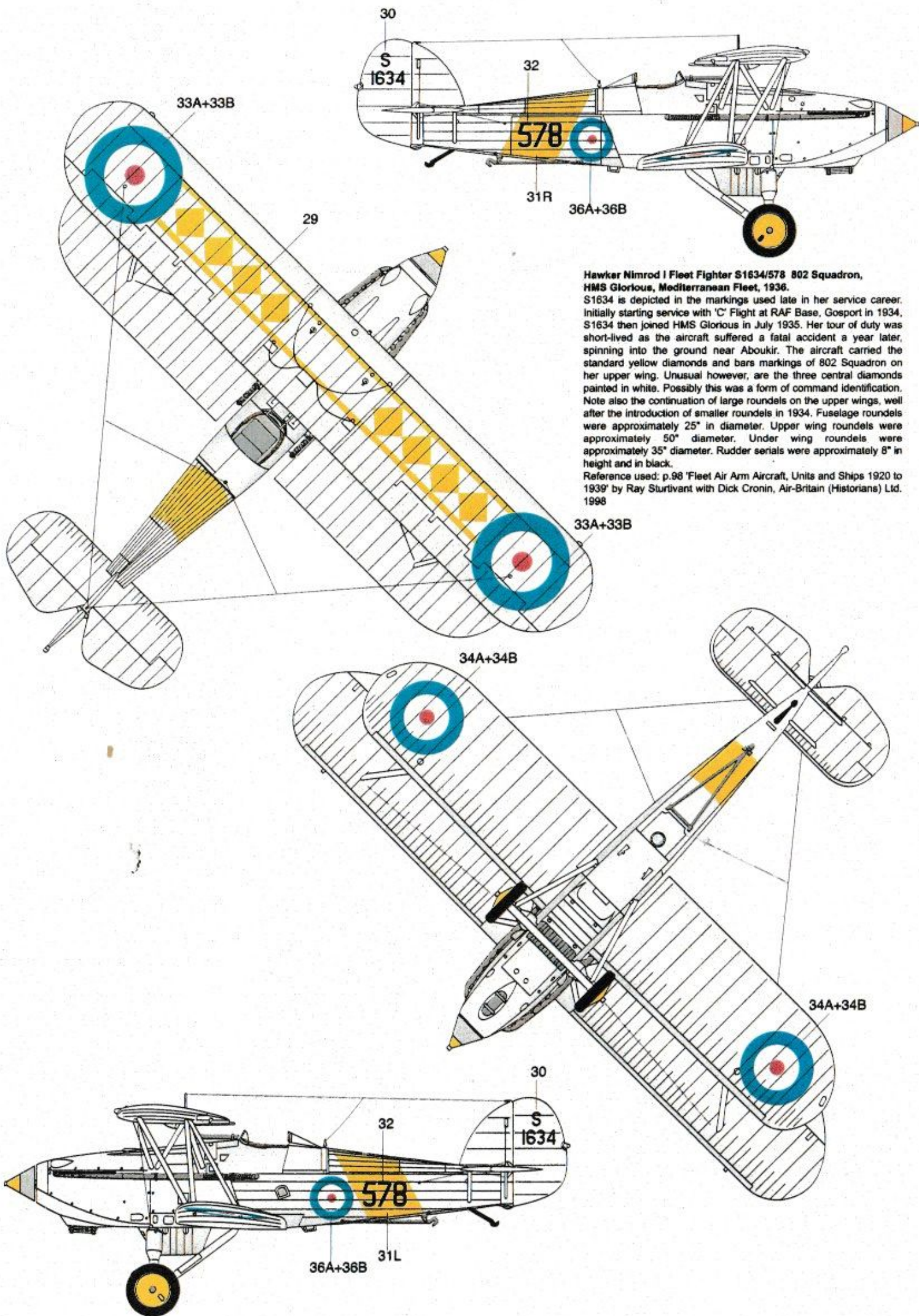
N9923 was the Flight Commander's aircraft, bearing the number '1' on the fuselage band and naval signal flag '1' in the centre of the upper wings. Also, as another distinguishing mark, the commander's aircraft carried a black band between the two upper wing roundels. Note also the distinctive fuselage band forming a chevron rather than the standard forward or aft sloping band. At this time 402 Flight carried silver numbers with white outlines as opposed to the more conventional plain white numbers. The Flight number series 1-7 changed to 21-27 in 1929. Upper and lower wing roundels were approximately 66" in diameter. Fuselage and rudder serials were 8" in height and in black with white outlines.

Reference used: p.10 'Fairey's First Fleet Fighter' by Ray Sturtivant, Air Enthusiast No.37, Pilot Press Ltd 1988



For over a decade the Fairey Flycatcher served as the FAA's front-line fighter. It served in all aircraft carriers of its day and, as a seaplane, with many of the Battle and Cruiser Squadrons. Its small size and ability to be easily dismantled and stowed away was ideal for the carrier's hangar decks. A familiar sight on board HMS Furious, Courageous and Glorious was the take off of Flycatchers from the forward hangar below the main flight deck. This 60 foot runway was ample for the Flycatcher to become airborne. Between 1923 and 1930 Fairey produced a total of 192 Flycatchers for the FAA. 403 and 406 Flights were the last units to operate the aircraft, exchanging them for Hawker Ospreys in June 1934.

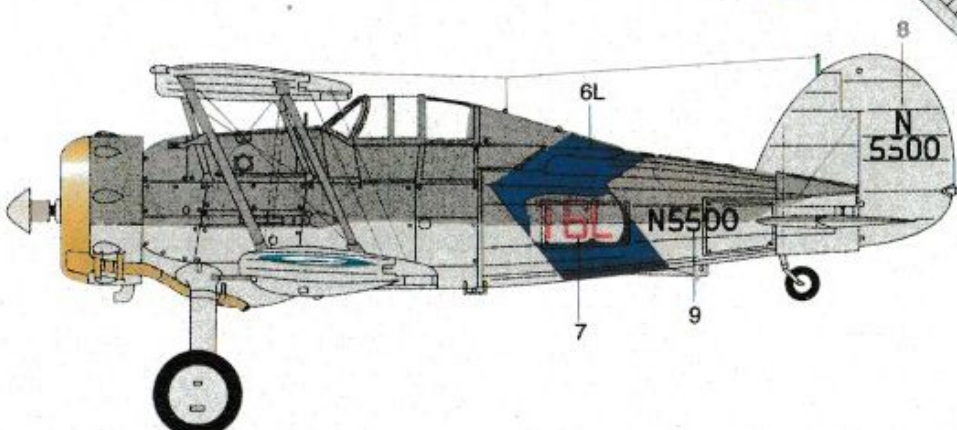
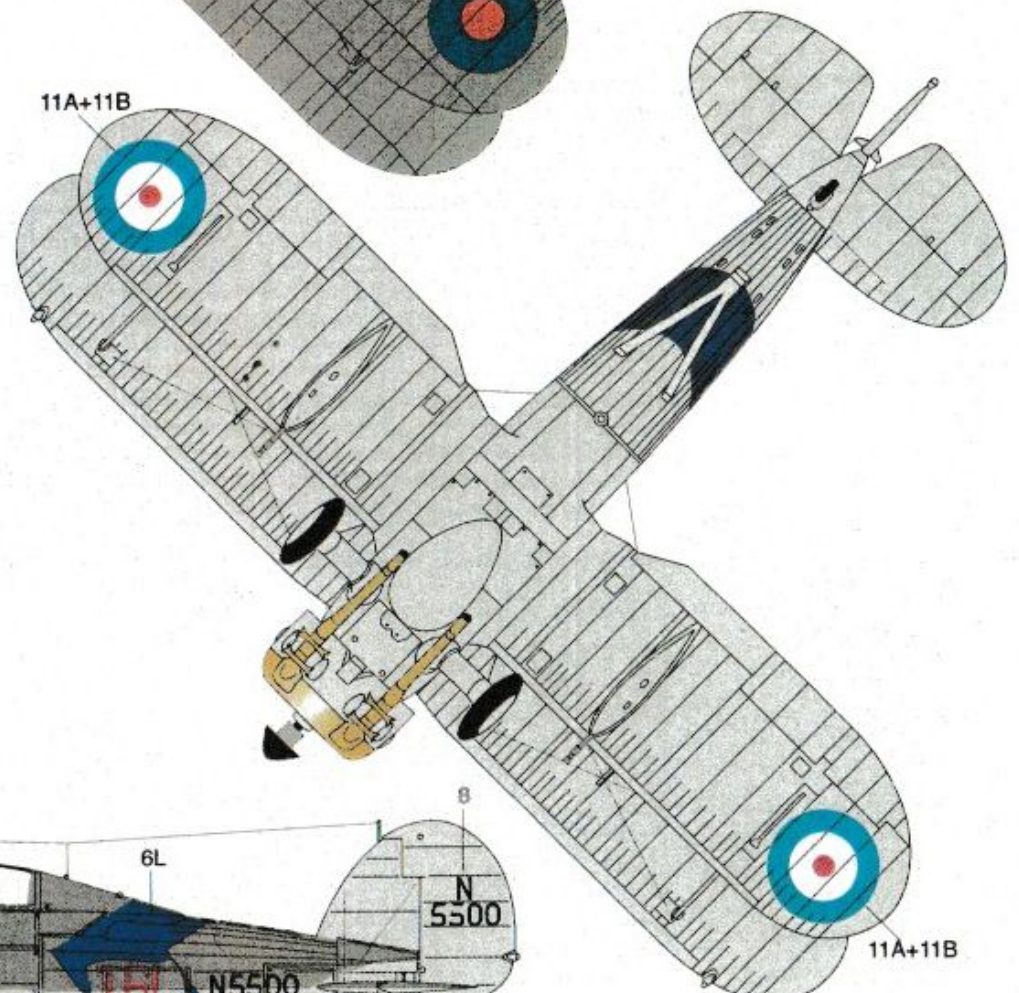
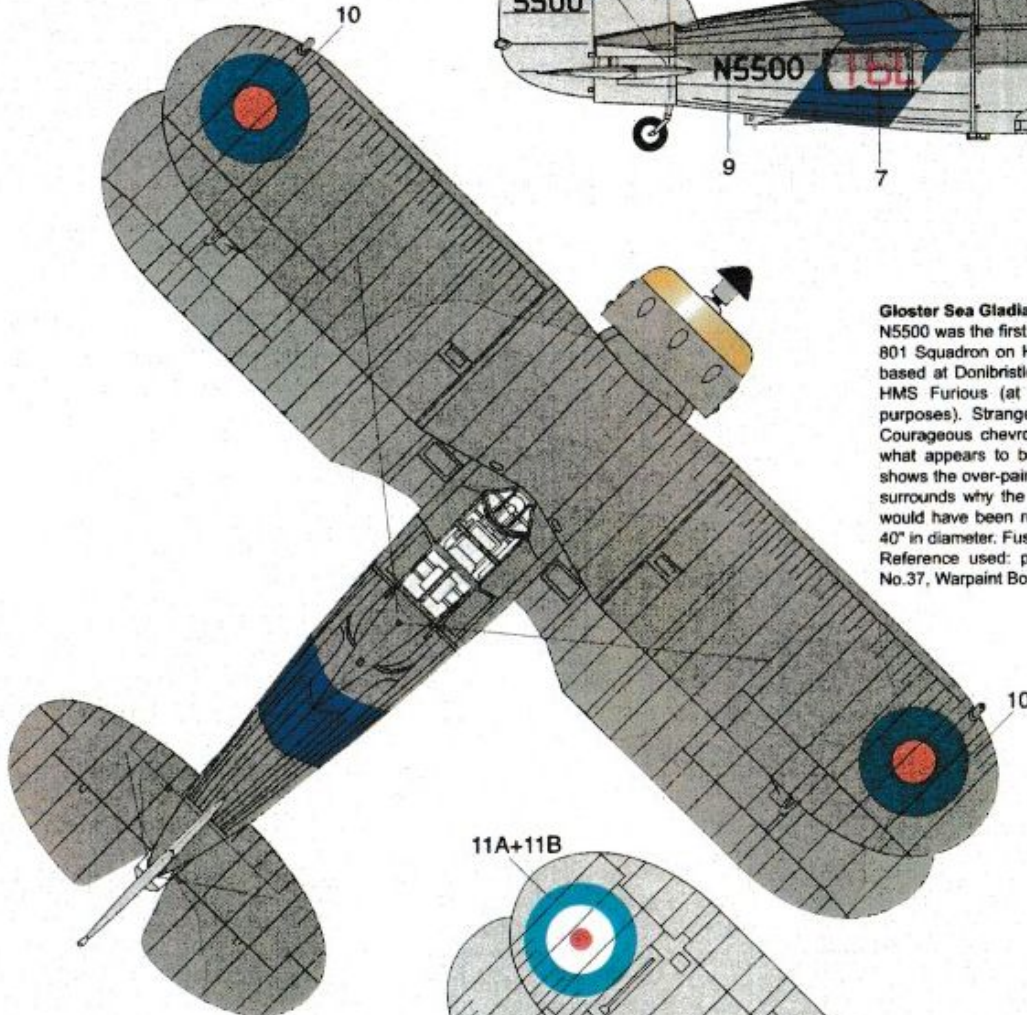
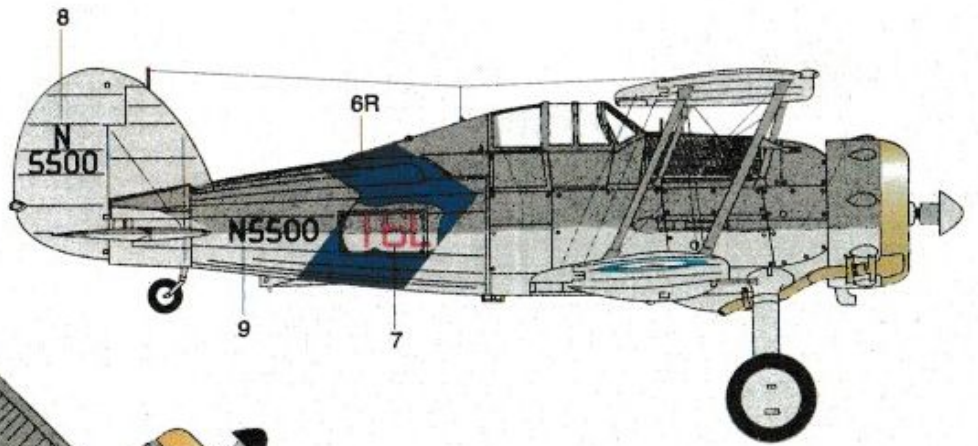




Hawker Nimrod I Fleet Fighter S1634/578 802 Squadron, HMS Glorious, Mediterranean Fleet, 1936.

S1634 is depicted in the markings used late in her service career. Initially starting service with 'C' Flight at RAF Base, Gosport in 1934, S1634 then joined HMS Glorious in July 1935. Her tour of duty was short-lived as the aircraft suffered a fatal accident a year later, spinning into the ground near Aboukir. The aircraft carried the standard yellow diamonds and bars markings of 802 Squadron on her upper wing. Unusual however, are the three central diamonds painted in white. Possibly this was a form of command identification. Note also the continuation of large roundels on the upper wings, well after the introduction of smaller roundels in 1934. Fuselage roundels were approximately 25" in 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.

Reference used: p.98 'Fleet Air Arm Aircraft, Units and Ships 1920 to 1939' by Ray Sturtivant with Dick Cronin, Air-Britain (Historians) Ltd. 1998



Gloster Sea Gladiator N5500/T6L 769 Squadron, Donibristle, August 1939
 N5500 was the first of the main production batch of Sea Gladiators. Initially with 801 Squadron on HMS Courageous, it then went to 769 Squadron who were based at Donibristle. As a Deck Landing Training squadron they operated off HMS Furious (at this time non-operational and being used for training purposes). Strangely, N5500 was camouflaged but retained its blue HMS Courageous chevron. However, the codes 'T6L' had been painted in red on, what appears to be Extra Dark Sea Grey and Sky Grey. Reference clearly shows the over-painting to be roughly done probably at squadron level. Mystery surrounds why the whole chevron was not painted out. Upper wing roundels would have been red/blue and lower wing roundels red/white/blue. Both 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.



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Decals Instructions:

These decals are a high quality product produced for Model Alliance Decals - UK by Fantasy Print Shop. The decals are very thin but very strong and flexible.

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 decals 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 area's 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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The Aviation Workshop

13 Charlton Road, Wantage,
Oxon, OX12 8EP, UK

www.theaviationworkshop.co.uk

Email: aviation-workshop@btconnect.com