

BAC LIGHTNING F.2A. XN730 "J". 92 SQN. GUTERSLOH, RAF GERMANY, 1973.
FLOWN BY FLT.LT. J. T. KINGSLEY.

Recommended kit: Frog (Hasegawa) F6,
with modifications noted.

Cockpit canopy framing and anti-dazzle panel - matt Black.
Yellow sealing strips around edge of canopy glazing.

Paint black walkway lines
(or use suitable transfer).

Add aerial

Matt Dark Green
(standard RAF shade)

Add arrestor
hook

Polished Natural metal

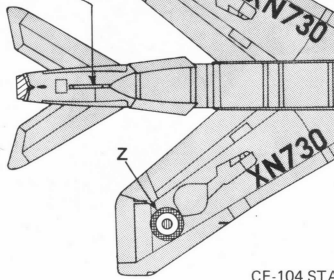
Natural metal
(silver)

Note cable duct starts here
(further back than F6)

Z = kit decal.

D (E starboard)

- Modifications for F.2A:
1. Add 30mm cannon to top of nose, and fairing plates over lower nose cannon.
 2. Fit Firestreak missiles to fuselage pylons (Red Top missiles not carried by F.2A).
 3. Cut back fuselage cable duct as Inset drawing.



Underwing refuelling probe
may be added (see Photos.)

Pale blueish-green.

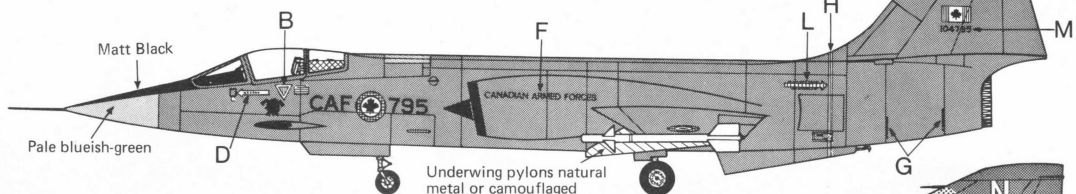
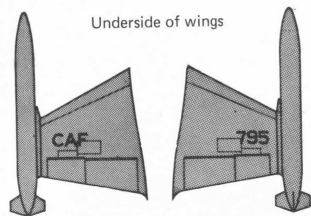
CF-104 STARFIGHTER. 421 SQN. CAF. BADEN-SOELLINGEN
1 CANADIAN AIR GROUP, GERMANY, JULY 1973.

Recommended kits: Hasegawa/Frog

Red and white striped
pitot tube.

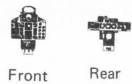
Underside of wings

Overall matt Dark Green (Canadian spec.
503-301). (See note overleaf)

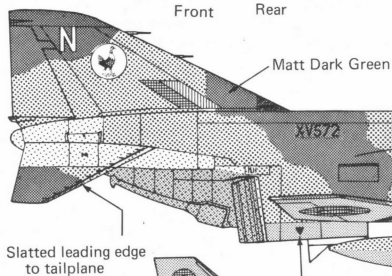
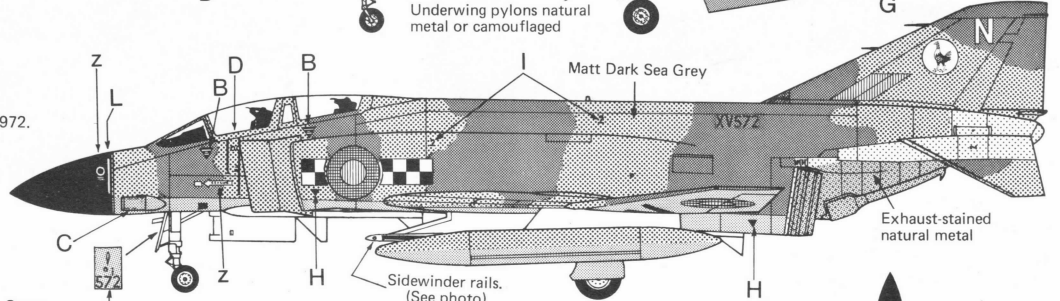


McDONNELL F-4K PHANTOM F.G.1.
XV572 "N". 43 SQN. ROYAL AIR
FORCE LEUCHARS, SCOTLAND, AUGUST 1972.

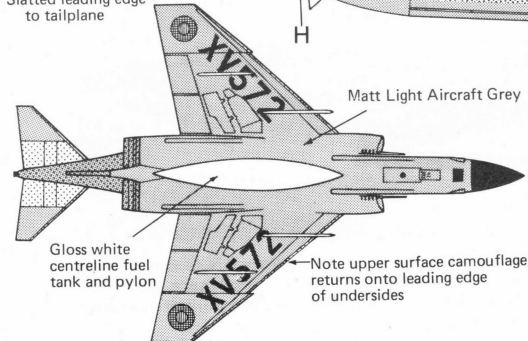
Instrument Panels



Front Rear



Slatted leading edge
to tailplane



Matt Light Aircraft Grey

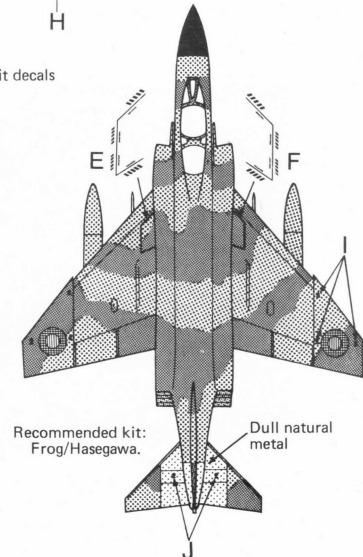
Instrument Panel Decals
Paint a small area of thin plastic card with medium grey paint,
and allow to dry. Cut out and apply instrument panel decals
in the normal manner, and allow to set. Cut out panels and
apply to kit.

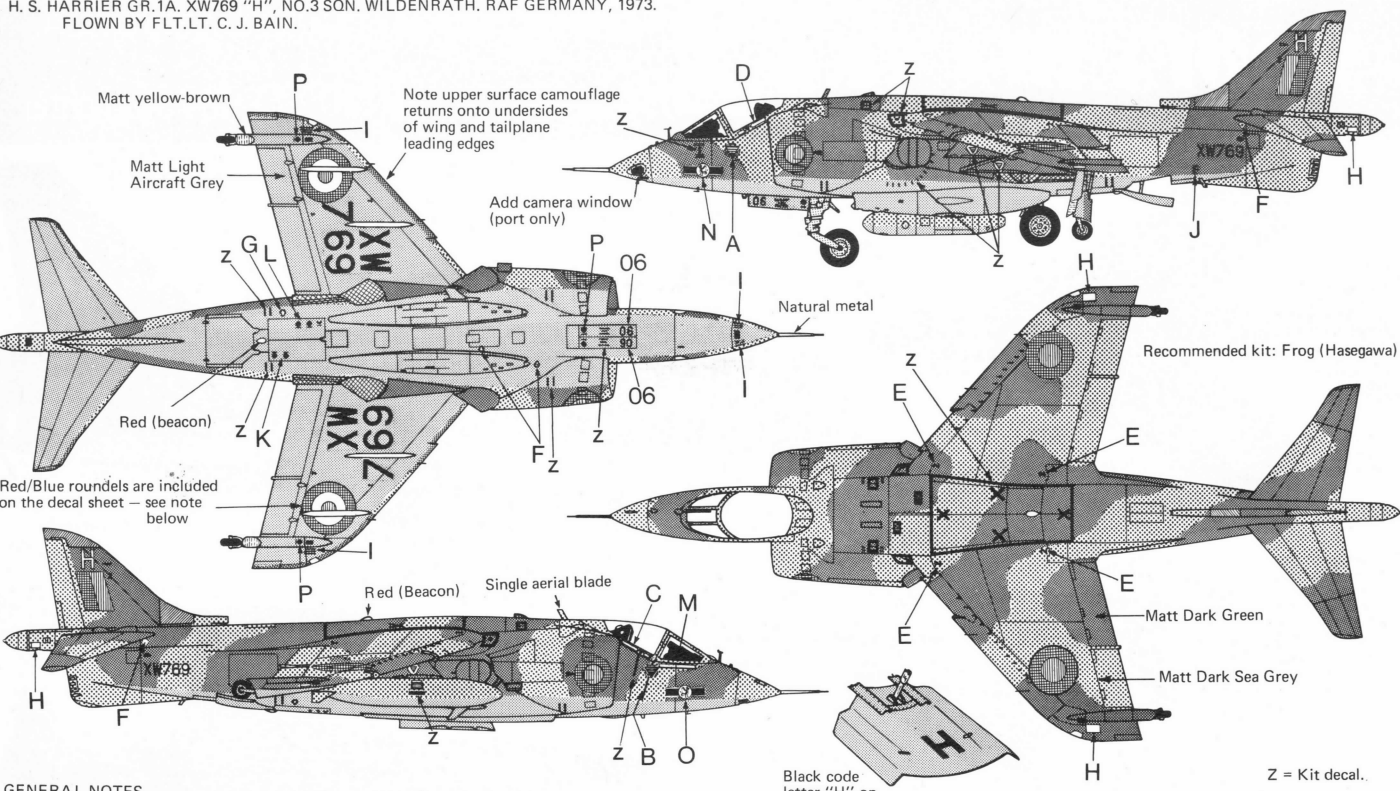
Application of Decals

Each subject should be cut out and used as required, great care
being taken to only wet the backing paper sufficiently to release
the decal. A few seconds in luke warm water will be sufficient,
as prolonged soaking will impair the adhesive qualities of the
decals. You may find one of the proprietary brands of decal
setting solution useful for applying decals over rivetted or other
detailed surfaces. GREAT CARE MUST BE TAKEN WHEN
HANDLING THESE DECALS AS THE VARNISH FINISH
CURRENTLY USED IS EXTREMELY THIN. Any excess
width of varnish can be trimmed off before wetting or carefully
removed with a sharp blade or overpainted after application.

Recommended kit:
Frog/Hasegawa.

Dull natural
metal





GENERAL NOTES

The four aircraft included here all wear the recently adopted matt finishes for RAF and CAF tactical types, and for the three RAF aircraft the colours are to BS381C: Dark Green No.641, Dark Sea Grey No.638, and Light Aircraft Grey No.627. The Lightning retains its original natural metal (silver) undersides, as shown; it, and the Harrier, also retain D type underwing roundels, though it is possible that the latter may by now have the newer red/blue roundels underwing, and these are included on the sheet. The CAF shade of Dark Green 503-301 approximates to NATO Dark Green or Green FS595a:34086; a chip of the actual paint can be found in IPMS - Canada's 'RT' magazine for March 1971. Cockpit interiors of all four aircraft are medium grey, seats in the three RAF types being black, that in the CF-104 being medium grey; all colours matt. Wheel wells, inside faces of undercarriage doors, legs and wheel hubs of the Phantom are gloss white, doors with red edges; similar areas for the Lightning and CF-104 are aluminium/dull silver. For the Harrier, undercarriage legs and hubs are semi-gloss light blue-grey (BS381C:631), whilst insides of wells etc. are matt light grey 627. Inside faces of flaps, air brakes and the like on the Phantom and CF-104 are Gloss Red. Exhaust pipes are generally blackish-bronze on the outer faces, matt black inside.

If you do not possess a copy of British Standards BS381C: Colours for Specific Purposes, we strongly advise you to obtain this from the British Standards Institution, Sales Department, Newton House, 101 Pentonville Road, London N.1. (Please ascertain prices from them before ordering.) You will find it a very valuable aid to your hobby, as it gives virtually all the colours used on British aircraft.

Modeldecal gratefully acknowledge the kind assistance of the Command Public Relations HQ., RAF Germany; MoD Press Office; R. Levy, J. D. R. Rawlings, G. Pennick and P. Beaver in providing much of the information used in the preparation of these decals. Decals and instruction sheets designed and produced in Great Britain by Modeldecal, and marketed through their sole distributors, Modeltoys of 246, Kingston Road, Portsmouth, Hants., England.



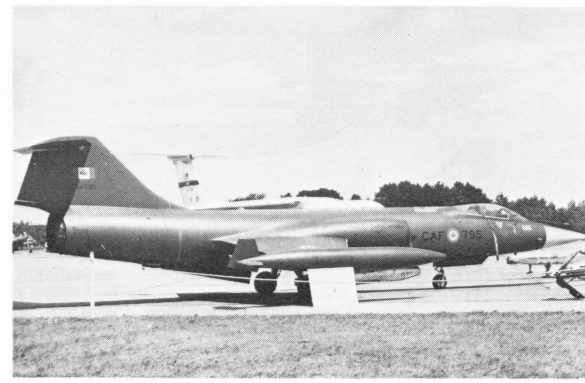
Lightning F.2A XN730 'J' of 92 Sqn., landing at Gutersloh early in 1973, when the fin code was black. Note refuelling probe fitted. Credit: R. Levy.



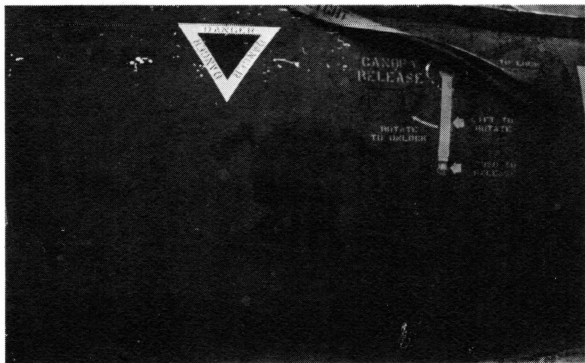
The same machine seen in October 1973, with yellow fin code as on decals. Some Firestreak missiles have been painted matt Dark Green, as in drawings. Credit: Command P.R. HQ., RAF Germany.



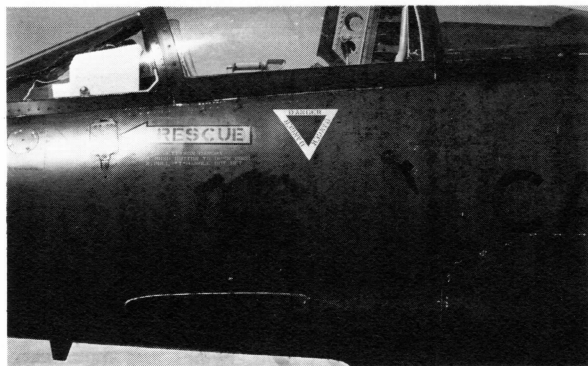
Another 92 Sqn. Mk.2A, XN732 'R' coming in to land. Note the large natural metal panel under wings each side, and also the Dark Green Firestreak missiles. Credit: G. Kipp via R. Levy.



CF-104, 104795 of 421 Sqn., 1st. Canadian Air Group, based at Baden Soellingen, Germany. Seen at Greenham Common in July 1973. Note sheen on the paint finish, which is nearer semi matt. Credit: R. Levy.



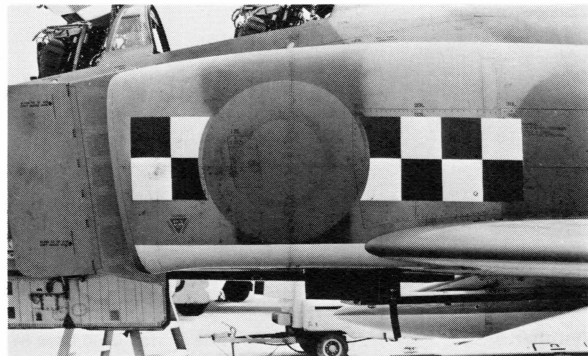
Close up detail of starboard cockpit area, showing ejection seat warning and canopy release markings, and the Indian's head motif of 421 Sqn.



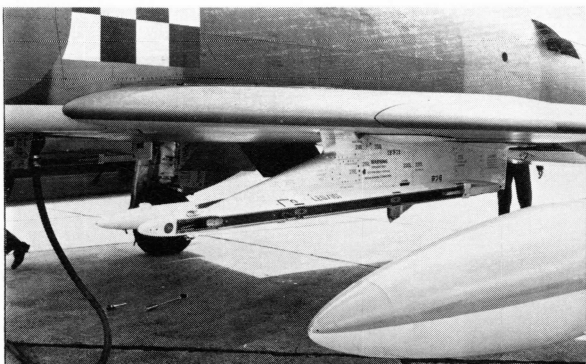
Close-up of port cockpit area showing similar detail. Note the Indian's head insignia faces left both sides, and that the gun port is faired over on some machines.



Phantom FG.1., XV572 'N' of 43 Sqn., Leuchars, seen at Chivenor in August 1972. Sister machine XV585 'P' in the background is still in the 'old' finish.



Close-up of the port intake area, showing the squadron markings. Small red triangle below forward checks (decals 'H' on sheet) is for ejector release unit.



Close-up of the LEU/101 twin mountings for a pair of Sidewinder missiles on inboard pylons. Pylons and mountings gloss white, the former with natural metal leading edges.



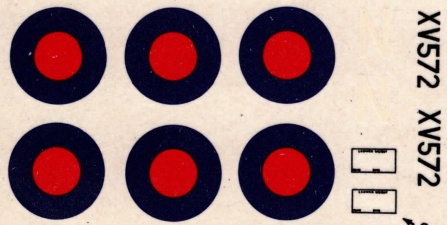
Harrier GR.1A, XW769 of 3 Sqn., seen in September 1972 at the SBAC show. Then uncoded, it was at that time assigned to a different pilot. Credit: J. D. R. Rawlings.



Another 3 Sqn. Harrier, XW765, this time at its home base in Germany. This units Harriers flew for a long time without individual codes allotted. Photo: Command P.R. HQ., RAF Germany.

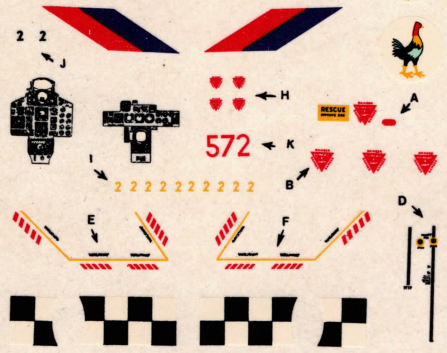


Sister machine to our subject, XW770 'J' shows off its starboard side in August 1973, by which time letter codes had been added to the previous number codes. Photo: MoD – Crown Copyright.

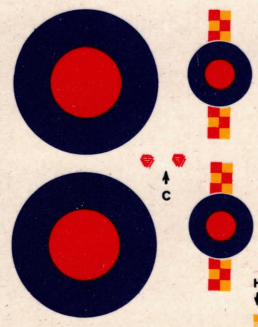


XV572 XV572

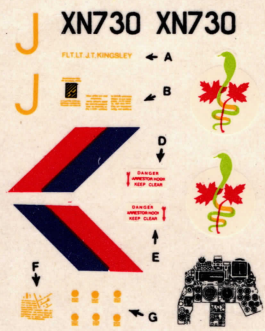
XV572
XV572



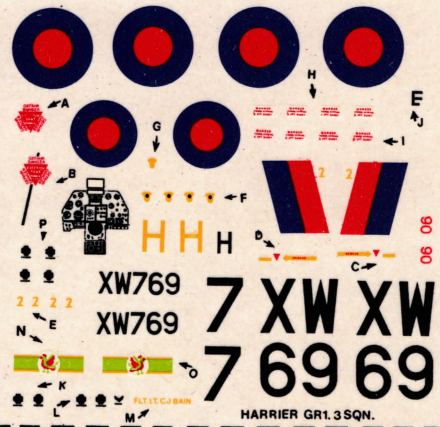
PHANTOM FG.1, 43 SQN.



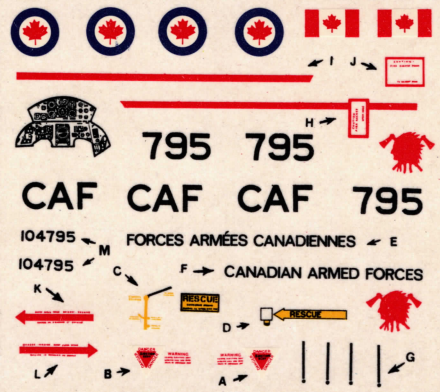
XN730
XN730



LIGHTNING F2A, 92 SQN



XW769
XW769
7 XW XW
7 69 69
HARRIER GR.1, 3 SQN.



CF-104 421 SQN