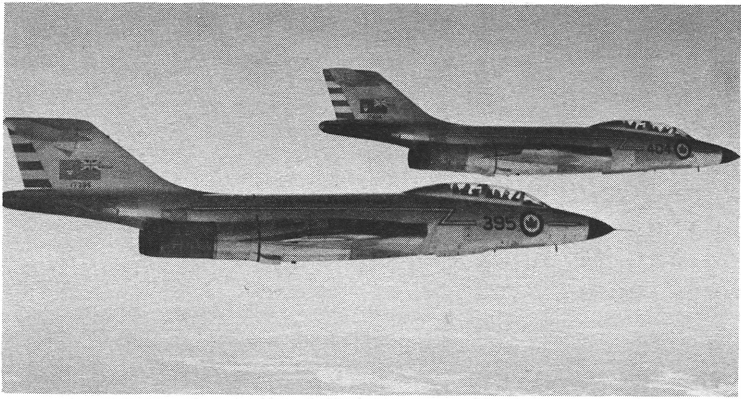


Flight Colours 7-72



**MCDONNELL CF101B/F VOODOO
IN ROYAL CANADIAN AIR FORCE SERVICE**

A.L.S. ENTERPRISES
BOX 364 · DEEP RIVER, ONTARIO K0J 1P0 · (613) 584-2926

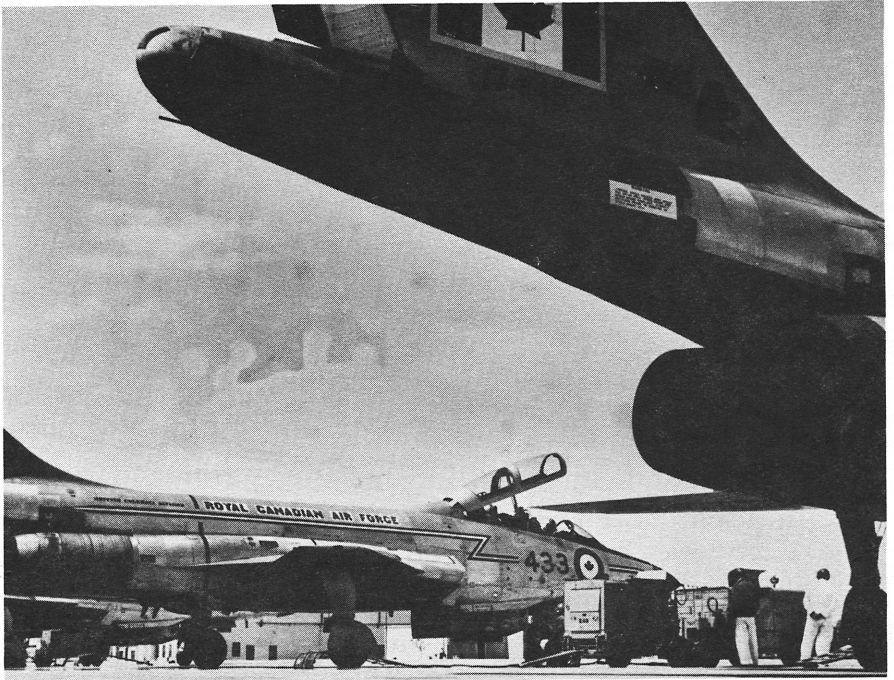


Aircraft 17395 (ex USAF 59-395) in the definitive RCAF marking scheme, which was adopted in April, 1962. The distinctive flash was adopted on the fuselage, and the fuselage roundel was increased in size. The lettering RCAF was deleted from the fuselage, the last three numbers of the serial number being retained aft of the roundel. The words Royal Canadian Air Force were added over the flash on each side, and 7 equal width stripes were painted on the rudder, both sides, to identify the base from which the aircraft operated (see details overleaf).

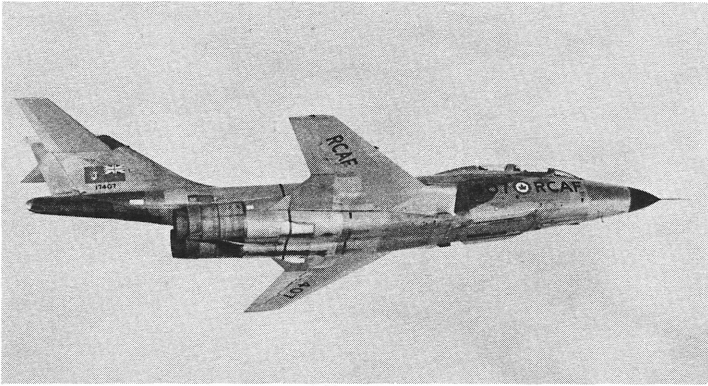
In July, 1963, these rudder markings were modified, only the top three bands being retained. All other features remained the same.

These were again changed in November, 1963, the stripes being confined to the aft portion of the rudder, but the number of stripes being increased to eleven, and once again, they covered the rudder top to bottom. Also, around this time the squadrons that survived the cut-backs in Air Defence Command began to adopt their own distinctive unit markings.

17395 was serving with 416 "Lynx" AW(F) Squadron, which wore black and yellow tail bands although it was operating temporarily from RCAF Station Uplands, which was the home base of 410 "Cougar" AW(F) Squadron, where the colours were red and white, as seen on 404 in the photograph.

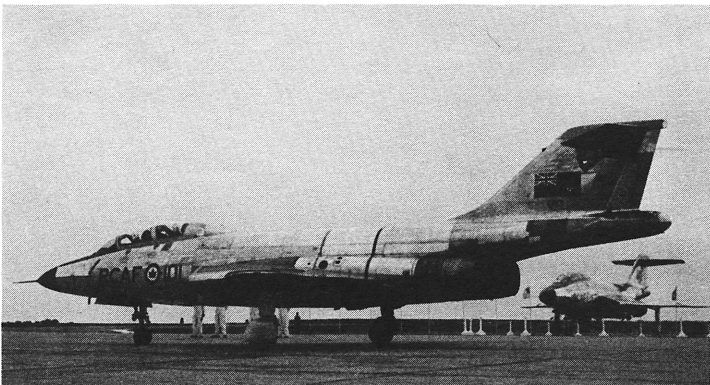


Aircraft 17445 and 17433 (ex USAF 59-445 and 59-433) while serving with 409 "Nighthawk" AW(F) Squadron show the definitive RCAF scheme in transition. The new Canadian flag had been adopted in 1965, and a new roundel, featuring a stylized maple leaf as per the flag, was being adopted. Initially, as in the photograph, a makeshift roundel was used, utilizing the outer ring of the old silver maple roundel with an undersize stylized leaf. This was gradually replaced by the standard stylized leaf roundel. The words Royal Canadian Air Force above the flash were given a white background, and the new flag had an aluminum border. The aircraft of the original RCAF fleet had air-refuelling capability, although there were no tanker aircraft on strength at the time. The surviving aircraft were taken on strength by the Canadian Armed Forces when the Air Force, Navy, and Army were unified on 1 February, 1968. (see Flight Colours decal #5-72 for Voodoos in Canadian Armed Forces Service)



Aircraft 17407 (ex USAF 59-407) in the original marking scheme sported by the Voodoos of the RCAF. A CF101F, 407 was one of the initial aircraft used by 425 AW(F) Squadron at RCAF Namao while acting as operational training squadron for the other units of Air Defence Command while they converted to the Voodoo aircraft. Aircraft 407 was returned to the USAF after its RCAF service and was mounted on a pedestal at Duluth, Minnesota as 59-407.

Aircraft 17101 and 17102 were demonstration aircraft which toured Canada at the time the Voodoos were first acquired. They were ex-USAF 59-410 and 59-440 and became RCAF 17410 and 17440 respectively, and were both CF101B models. This scheme was very plain, and soon gave way to the definitive marking scheme as seen on 17-395 as described above.



Colour Scheme

Aircraft basic colour natural metal (polished) except as follows:

Painted aluminum: magnesium fuselage skins, chemically milled wing torque box and flap skins, magnesium alloy stabilator skins, rotary armament door, and fibre glass wing, stabilator, and fin tips. The stabilator had a 2" wide corogard anti-erosion strip over the leading edge (black)

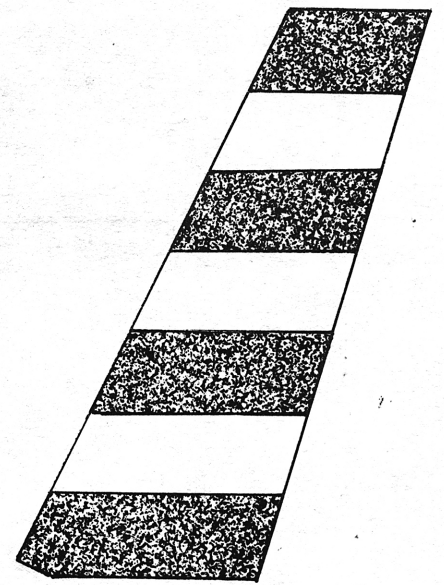
Painted red: flap well, upper surface of flap exposed when flap is down, speed brake well, inner surface of speed brake, inner surface of undercarriage doors.

Painted green zinc chromate primer: undercarriage wells.

Painted white: inside of armament bay.

Painted matte black: anti-glare panel on nose.

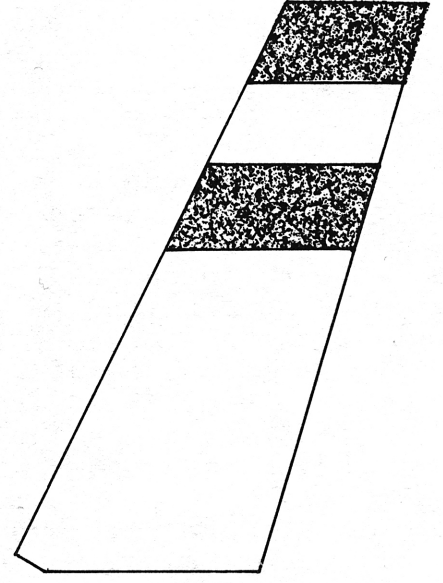
The radome is dull black anti-erosion corogard finish. The aft fuselage becomes coated with oily black soot from the engines. The aft underside fuselage panels and engines made of titanium and stainless steel become heat-stained and discoloured as seen in the accompanying photographs.



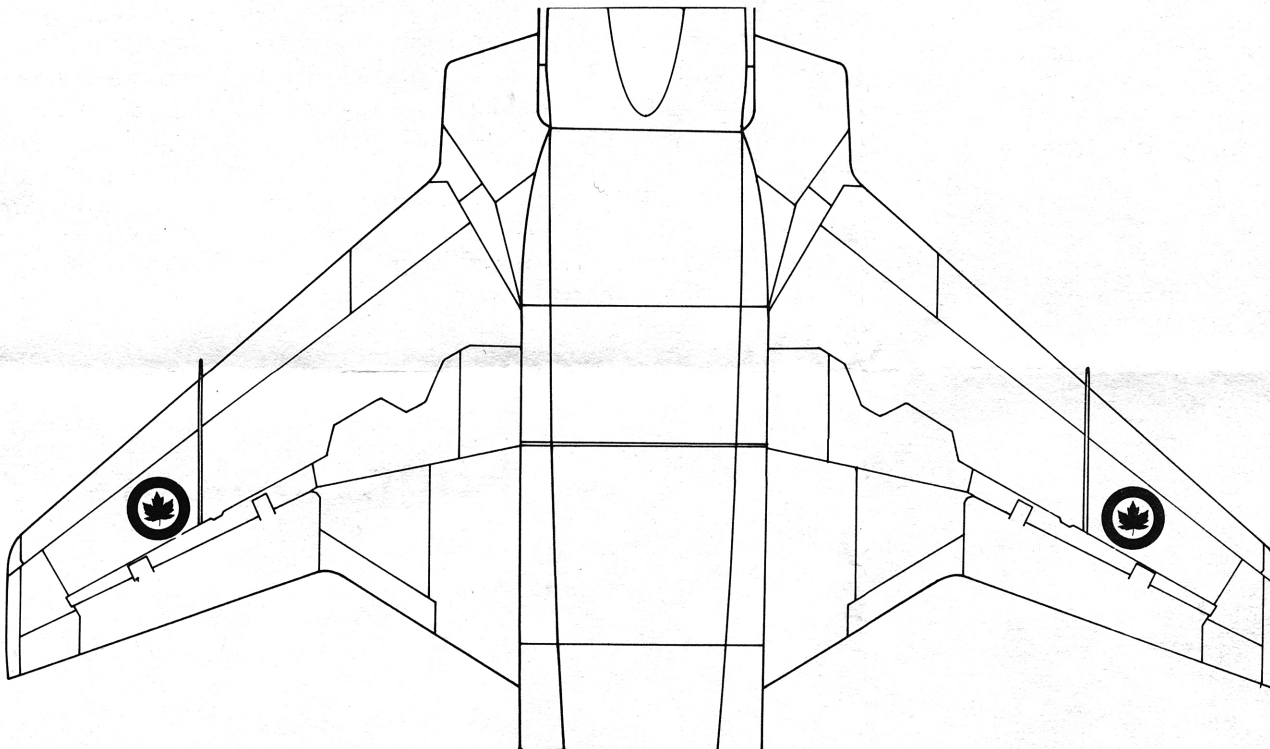
As of 11 April 1962

Rudder Band Colours

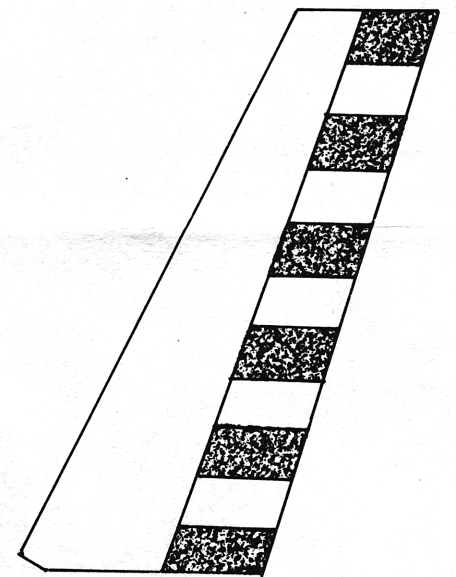
RCAF Station Chatham, New Brunswick	416 "Lynx" AW(F) Sqdn.	Black/Yellow
RCAF Station Bagotville, Quebec	425 "Alouette" AW(F) Sqdn.	Black/Aluminum
RCAF Station Uplands, (Ottawa) Ontario	410 "Cougar" AW(F) Sqdn.	Red/White
RCAF Station North Bay, Ontario	414 "Black Knight" AW(F) Sqdn.	Black/Red
RCAF Station Comox, British Columbia	409 "Nighthawk" AW(F) Sqdn.	Blue/Yellow



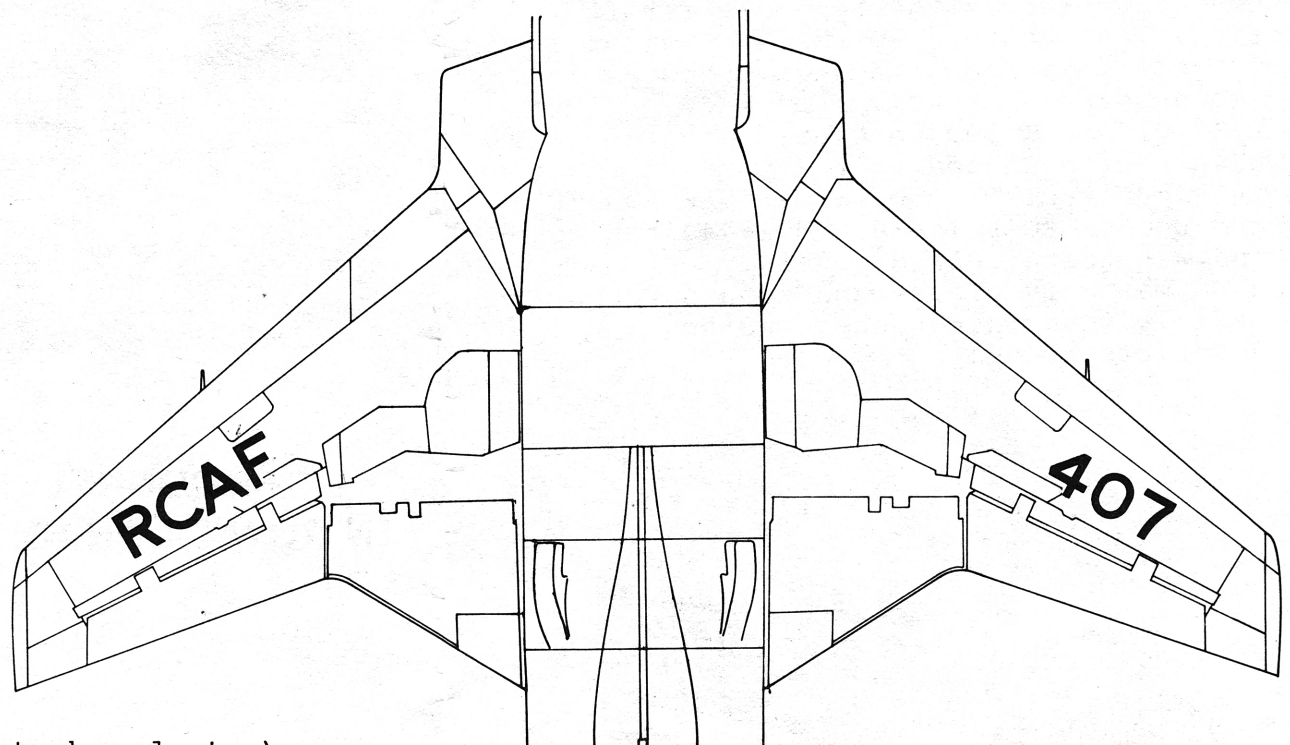
As of 3 July 1963



Wing upper surface - roundel placement



As of 6 November 1963



Wing lower surface - RCAF (starboard wing)
last three numbers of serial
(port wing)
(see photograph of 17407 - typical all aircraft)