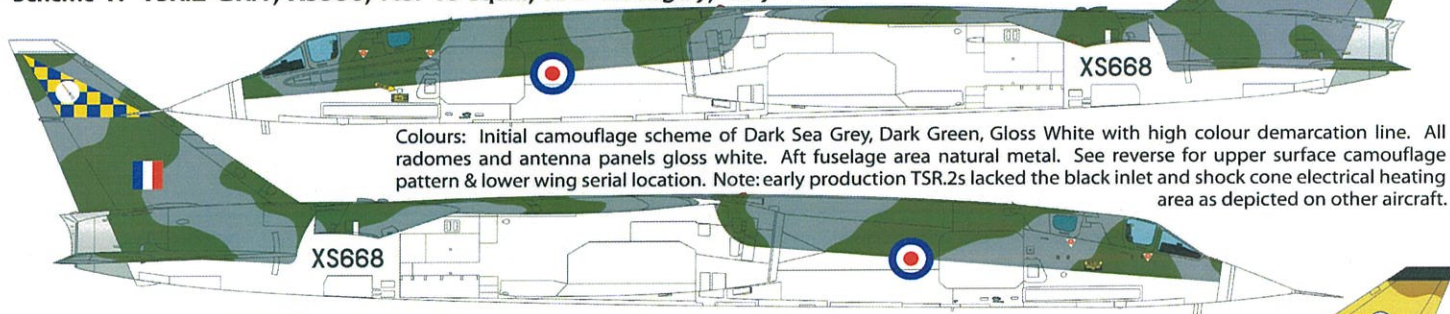


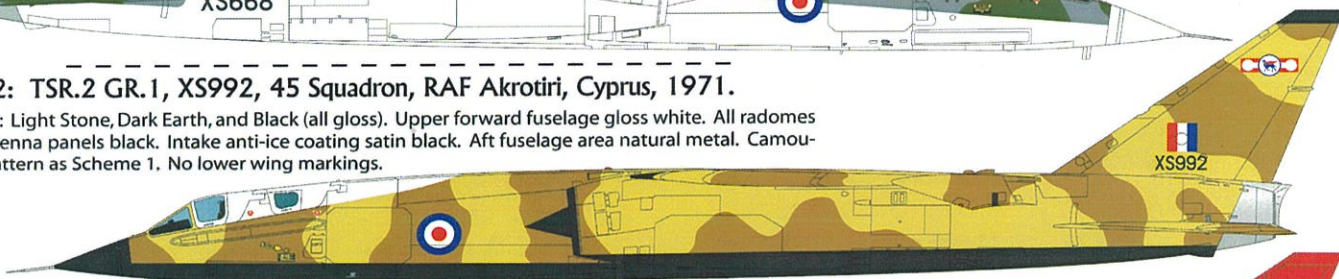
Produced by: Hannants, Harbour Road, Oulton Broad, Lowestoft, Suffolk, NR32 3LZ, England.
Tel: 01502 517444. Fax: 01502 500521. <http://www.hannants.co.uk>

Scheme 1: TSR.2 GR.1, XS668, No. 40 Sqn., RAF Coningsby, early 1968.



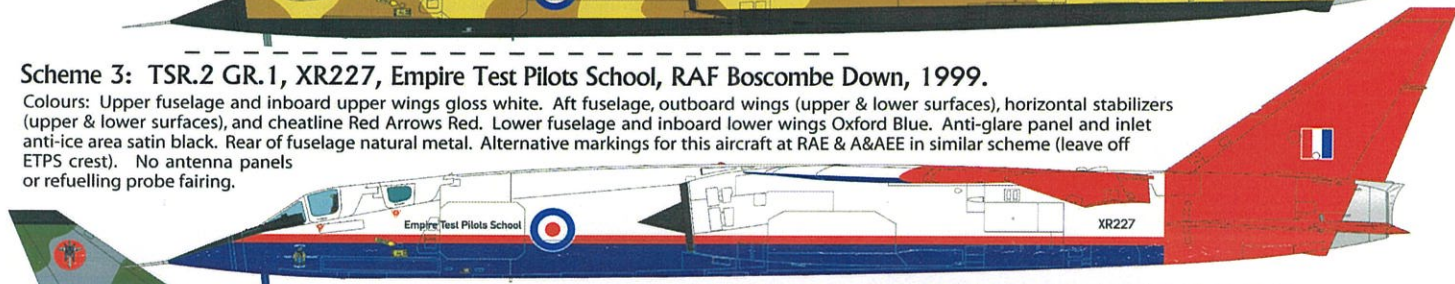
Scheme 2: TSR.2 GR.1, XS992, 45 Squadron, RAF Akrotiri, Cyprus, 1971.

Colours: Light Stone, Dark Earth, and Black (all gloss). Upper forward fuselage gloss white. All radomes and antenna panels black. Intake anti-ice coating satin black. Aft fuselage area natural metal. Camouflage pattern as Scheme 1. No lower wing markings.



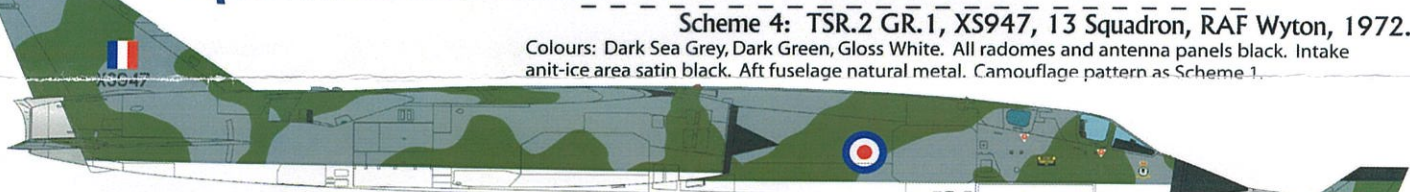
Scheme 3: TSR.2 GR.1, XR227, Empire Test Pilots School, RAF Boscombe Down, 1999.

Colours: Upper fuselage and inboard upper wings gloss white. Aft fuselage, outboard wings (upper & lower surfaces), horizontal stabilizers (upper & lower surfaces), and cheatline Red Arrows Red. Lower fuselage and inboard lower wings Oxford Blue. Anti-glare panel and inlet anti-ice area satin black. Rear of fuselage natural metal. Alternative markings for this aircraft at RAE & A&AEE in similar scheme (leave off ETPS crest). No antenna panels or refuelling probe fairing.



Scheme 4: TSR.2 GR.1, XS947, 13 Squadron, RAF Wyton, 1972.

Colours: Dark Sea Grey, Dark Green, Gloss White. All radomes and antenna panels black. Intake anti-ice area satin black. Aft fuselage natural metal. Camouflage pattern as Scheme 1.



Scheme 5: Canadair CF-109, 109034, 421 Squadron, 1 Canadian Air Group, CFB Baden-Söllingen, West Germany, 1983.

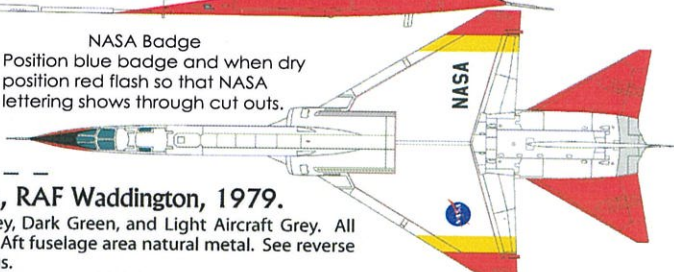
Colours: Upper surfaces Canadian green 503-301 (~FS 34064) and grey 501-302 (FS 36118). Lower surfaces Canadian light grey 101-327 (FS 36375). Antenna panels, radome, anti-glare, and inlet anti-ice areas satin black. Aft fuselage natural metal.



Scheme 6: TSR.2 GR.1, N802NA (ex-XR225), NASA Flight Research Center, Edwards AFB, California, 1969.

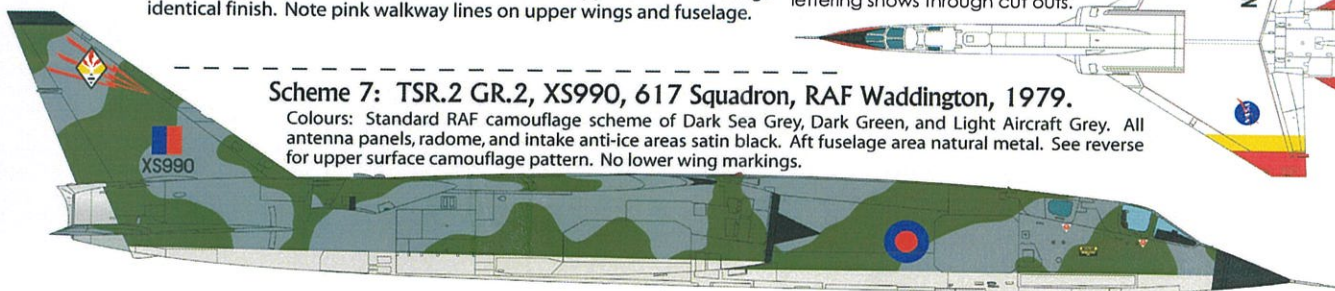
Colours: Overall gloss white. High visibility panels day-glo red-orange (FS28903). Stripes on main wings top and bottom are yellow (FS 13538). Black anti-glare. Aft fuselage area natural metal. Upper and lower wings identical finish. Note pink walkway lines on upper wings and fuselage.

NASA Badge
Position blue badge and when dry position red flash so that NASA lettering shows through cut outs.



Scheme 7: TSR.2 GR.2, XS990, 617 Squadron, RAF Waddington, 1979.

Colours: Standard RAF camouflage scheme of Dark Sea Grey, Dark Green, and Light Aircraft Grey. All antenna panels, radome, and intake anti-ice areas satin black. Aft fuselage area natural metal. See reverse for upper surface camouflage pattern. No lower wing markings.



Scheme 8: FB-112B, 72-0493, 493rd TFS, 48th TFW, RAF Lakenheath, Operation Eldorado Canyon, 15 April 1986.

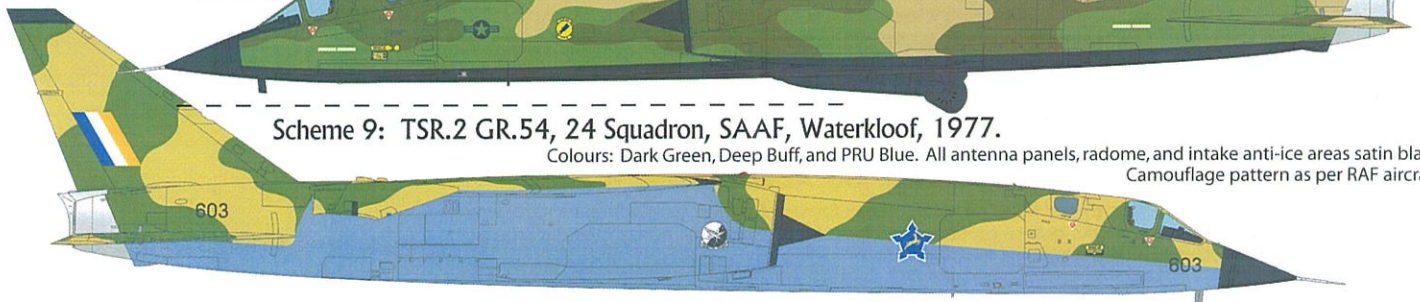
Colours: USAF Southeast Asia scheme of FS 30219 tan, FS 34079 forest green, FS 34102 green, and gloss black. All antenna panels, radome, anti-glare, and intake anti-ice areas satin black. See reverse for upper surface camouflage pattern.



Pave Tack laser designator pod (optional)

Scheme 9: TSR.2 GR.54, 24 Squadron, SAAF, Waterkloof, 1977.

Colours: Dark Green, Deep Buff, and PRU Blue. All antenna panels, radome, and intake anti-ice areas satin black. Camouflage pattern as per RAF aircraft.



Upper surface camouflage pattern, Schemes 1, 4, 7 & 9

Serial location for Scheme 1

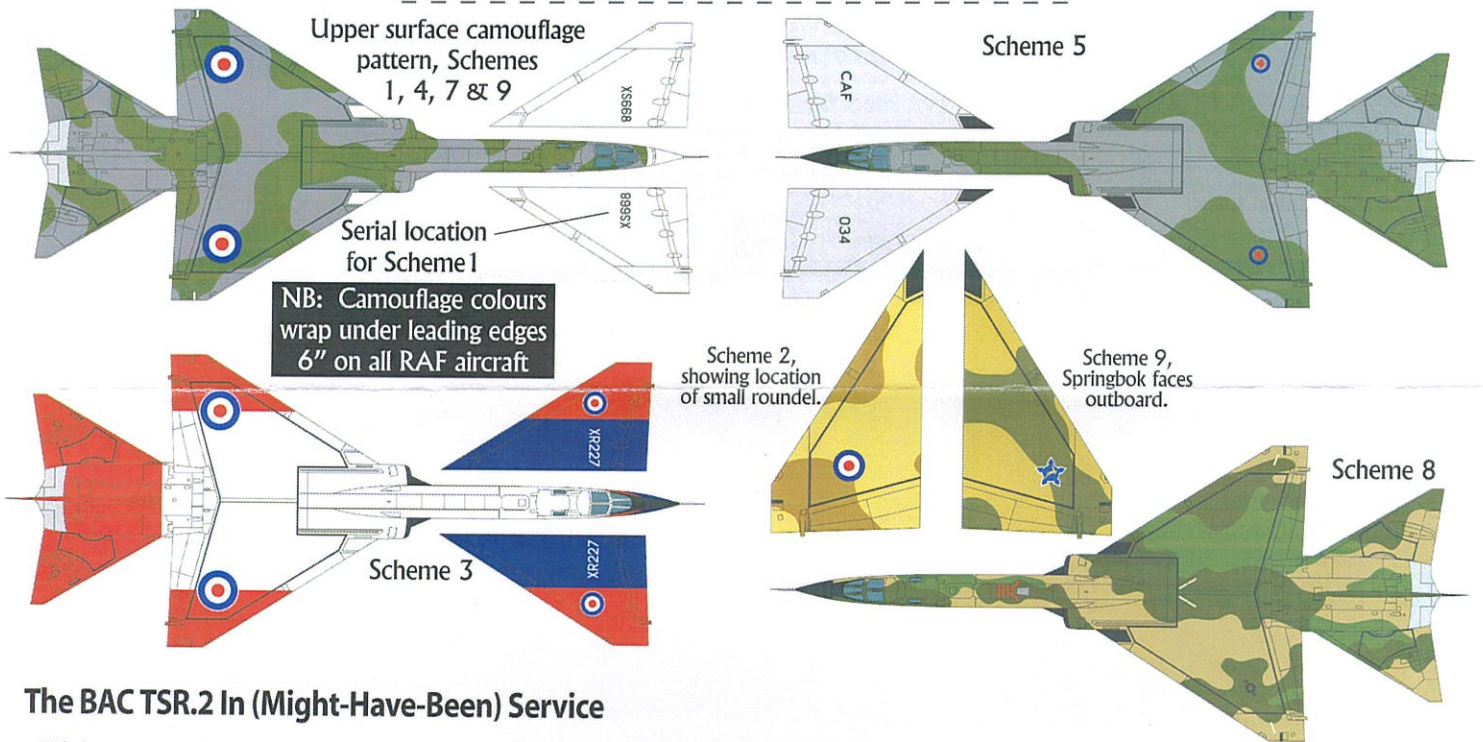
NB: Camouflage colours wrap under leading edges 6" on all RAF aircraft

Scheme 5

Scheme 2, showing location of small roundel.

Scheme 9, Springbok faces outboard.

Scheme 8



The BAC TSR.2 In (Might-Have-Been) Service

With the surprise re-election of the Conservative Party in the 1964 UK General Elections, defence programmes already underway were accelerated and expanded. The incredible TSR.2, which made its first flight on 15 September 1964, went on to a virtually trouble-free development, and was introduced into service in its initial GR.1 form by No.40 Squadron at RAF Coningsby in the autumn of 1967. Service entry was not without a few problems, but overall the program accelerated smoothly, given the complex nature of the aircraft.

Many of the former Canberra squadrons of Bomber Command took up the TSR.2 mantle, and by the early 1970s, the TSR.2 began to replace the Vulcan as well, with several former V-Bomber squadrons converting to the type. In all, a total of 11 RAF squadrons converted to the TSR.2 GR.1, with five still operational (albeit with the much improved GR.3 variant) at the time of the Gulf War in 1991. Ironically, the last TSR.2 in RAF service was ironically one of the oldest. GR.1 XR227 was utilized as a research vehicle for its entire life, and at various times flew with the Royal Radar Establishment at Pershore, the A&AEE at Boscombe Down, the Royal Aircraft Establishment at Farnborough, and finally with the Empire Test Pilots School at Boscombe Down, where it was retired at the end of 1999 and transported to the RAF Museum collection at Hendon for preservation in the new TSR.2 hall.

The TSR.2 was cleared for limited export in 1970, several foreign customers already having expressed interest. The first exports were made to the Federal Republic of Germany. Both the Luftwaffe and Marineflieger utilized the aircraft, both services forming units for strike and reconnaissance duties. The Marineflieger naturally concentrated on maritime missions, while the Luftwaffe handled strike (including nuclear) and reconnaissance of the Warsaw Pact front line.

A license production deal was negotiated with Canadair for the Canadian Armed Forces. In addition to two British built pattern aircraft, a total of 78 Canadair CF-109s (as the TSR.2 was called in Canada) were built at Downsview, Ontario. Canada was unique in using the aircraft in both the nuclear strike/reconnaissance role and in the long range interceptor role. While ill-suited to the latter role, Canadair's program to modify the TSR.2 into a capable interceptor, totting a load of under wing AIM-54

Phoenix missiles and an innovative (if not a bit overly complex) retractable M61 rotary cannon in the former bomb bay worked reasonably well, and the CF-109 replaced the CF-101 Voodoo.

Another license production deal for the TSR.2 was negotiated with Commonwealth Aircraft Corporation of Australia. The RAAF had been keen to obtain the cancelled F-111, so after some heated deliberation (which resulted in a change of government in Australia in 1972), a TSR.2 production line was set up by CAC at Fisherman's Bend. A total of 29 aircraft was produced for the RAAF, eventually equipping No's. 1 and 6 Squadrons of 82 Wing at RAAF Amberley, Queensland. Several aircraft were held as spares, being rotated through the squadrons to keep airframe utilization even throughout the fleet. The last RAAF TSR.2 GR.73 was retired in 1999.

After much political in-fighting and deliberation, the General Dynamics F-111 TFX program was finally cancelled (belatedly) in December 1969. This left the USAF with no good prospects for a modern long range fighter-bomber, so badly needed to bolster its NATO commitments and other far-flung operational requirements. Thus, in October of 1970 a deal was negotiated between BAC and Lockheed Corporation for the license production of the TSR.2 as the FB-112. Lockheed-produced FB-112s were completed with much American equipment replacing similar British components, not least of which was a modified version of the J-58 turbojet from Lockheed's YF-12 and SR-71 Blackbirds. The J-66, while similar in design to its J-58 progenitor, burned normal JP4 fuel, and could be operated dry or with reheat. The first Lockheed-built FB-112A flew in July of 1973. The first European-based USAF unit was the 48th TFW at RAF Lakenheath, with the improved FB-112B variant.

One of the more unusual users of the TSR.2 was the U.S. National Aeronautics & Space Administration - NASA. One of the initial TSR.2 prototypes, XR225, was supplied to NASA in 1968 (registered N802NA), where it was used to investigate various aspects of high speed, low altitude flight. This aircraft was retired to the National Air & Space Museum in Washington, DC in 1980 where it resides today as a centerpiece display at the Udvar-Hazy Center at Dulles International Airport.

Paints:

The colours used on these aircraft can be found in the Xtracolor and Xtracrylics ranges:

- | | | |
|---------------------|--|------------------------------|
| X001 Dark Green | X023 Oxford Blue | X253 Leuchtorange (FS 18903) |
| X002 Dark Earth | X106 Insignia Yellow | X012 Night Black |
| X004 Dark Sea Grey | X251 Gelbolive (FS 16064) | X141 White |
| X029 Light Stone | X130 Gunship Grey (FS 16118) | |
| X014 Red Arrows Red | X136 Lt. Compass Ghost Grey (FS 16375) | |

References:

1. TSR.2 In-the-Act, Skvadron Signal, 1997.
2. Warpoint Series No. 397, BAC TSR.2, by E.R. Haceyby-Braceby (CBE, MBA, LSMFT) Hill Pork Books, 2002.
3. The TSR.2 Files, by Yor S. Truly, Ye Olde Englishe Publications, 2002.

Special thanks to: Joe Cherrie, Jens Håkon Brandal, Paul Bradley, Brian Nicklas, Dave Fleming, Larry Engstath, and Tony Landis; and to the members of the TSR.2 and What-If SIGs for their kind assistance on this project.