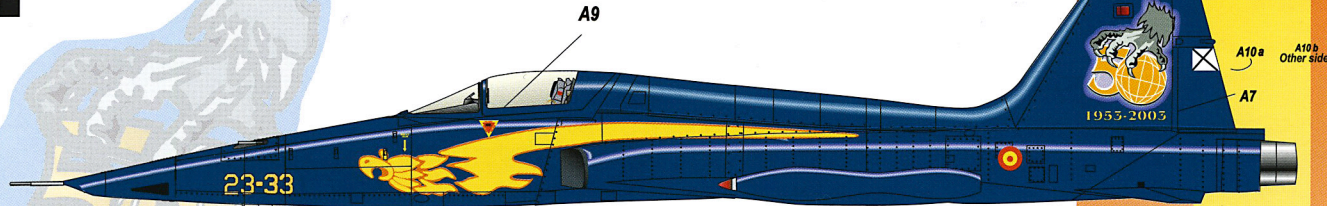


RF-5A Spanish Air Army 50th. Anniversary

Ejército del Aire Español
EdA



In 1964, Spanish Government took the decision to equip the Army with seventy aircraft Northrop F-5A / B to be manufactured under license by local spanish contractor Construcciones Aeronauticas (CASA).

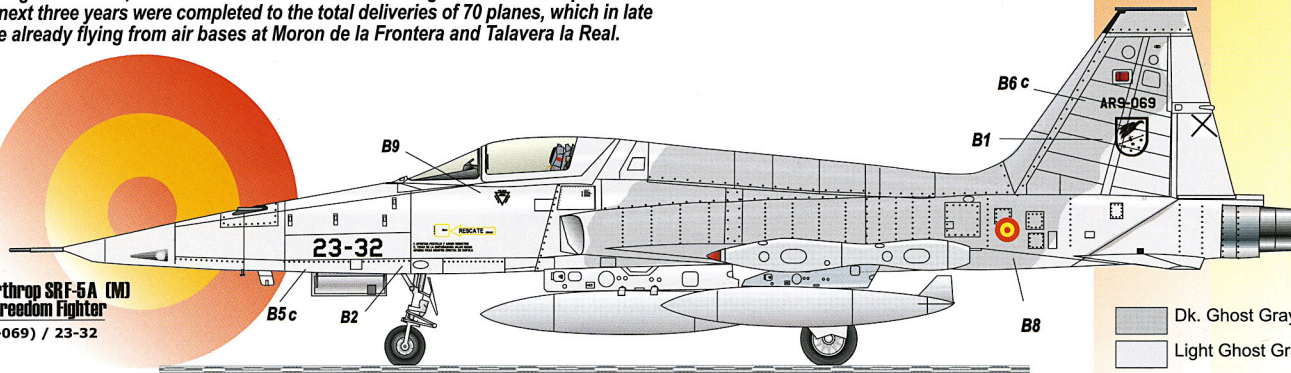
Initial forecasts were 36 fighters (F-5A) and 34 F-5B two-seaters but, prior to its completion, the last A models were converted into photo-reconnaissance version RF-5A by installing KS-92 cameras in the nose.

On 22 May 1968, the first F-5B built at GETAFE first flew. Few months later, with Spanish official designation EC-9, was delivered to the Air Force along with nine other planes. Over the next three years were completed to the total deliveries of 70 planes, which in late 1971 were already flying from air bases at Moron de la Frontera and Talavera la Real.

By 2003, the last RF (AR.9-070 22-33) was decorated in order to commemorate the Fifth Anniversary of EdA. In April 30th, the a/c was lost during training previously to the ceremony. The pilot was killed near to Talavera AB.

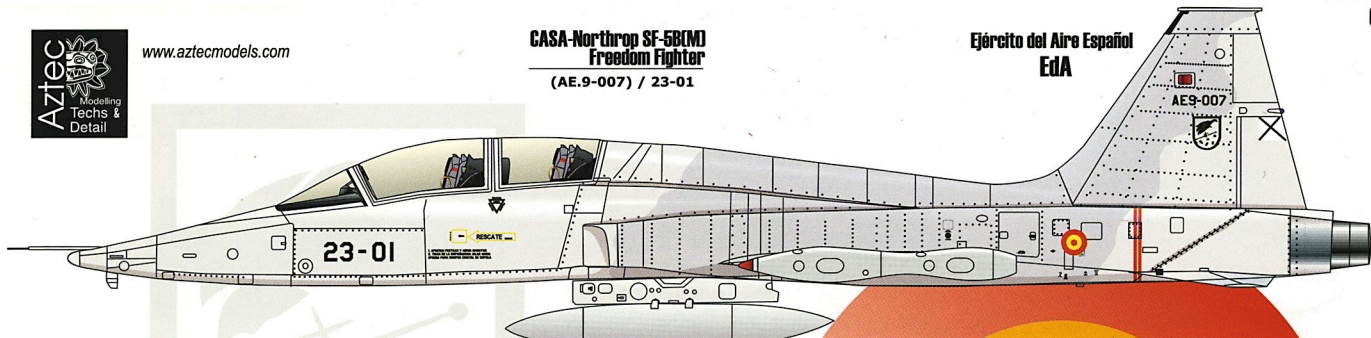
Metallic Dk. Blue FS 15050

23th Wing. Training Unit Talavera AB.



CASA-Northrop SRF-5A (M)
Freedom Fighter
(AR.9-069) / 23-32

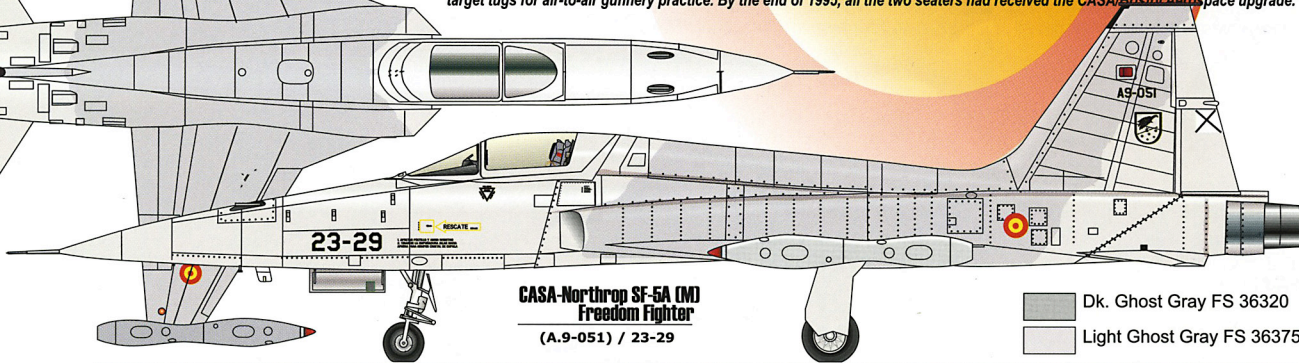
■ Dk. Ghost Gray FS 36320
■ Light Ghost Gray FS 36375



Half of the SF-5As were converted to SRF-5 (CR.9) standard by CASA, but retaining the M39 nose cannon.

In 1988, CASA instigated a limited structural and avionics upgrade program for the 25 surviving SF-5As and SF-5Bs. CASA had previously started a limited upgrade, with a minor reinforcement of the wingroot and a limited avionics improvement. This included VIR-31A VOR/ILS, AN/ARC-164 UHF radio, and a new AN/APX-101 IFF. An accident in which an SF-5B lost its wing root led to a realization that a more comprehensive upgrade was needed, and Bristol Aerospace of Canada was given a prime contract. This upgrade included wing modifications, a steel dorsal longeron, a new wing spar, and the incorporation of a new undercarriage. Engines and ejection seats were overhauled, and the avionics improvements from the original CASA upgrade were incorporated. The number of aircraft to be upgraded was reduced to 22 when another two-seater was lost in an accident.

The sole remaining EdA F-5 operator is Ala 23, which has two component squadrons Escuadron 231 and Escuadron 232, which provide fast-jet training and lead-in fighter training for the F-18 Hornet. The current strength is 22 SF-5Bs and six SF/SRF-5As. Ala 23 has a secondary close-air support mission, and the two-seaters have a laser designator in the rear cockpit. The single seaters can also act as target tugs for air-to-air gunnery practice. By the end of 1995, all the two seaters had received the CASA/Bristol Aerospace upgrade.



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Use these templates to airbrush with light blue the edge before to apply decal. Try your own mix in order to match blue color of the decal.

This decal is laser printed one, so is very recommended to apply a coat of varnish before to use it.

