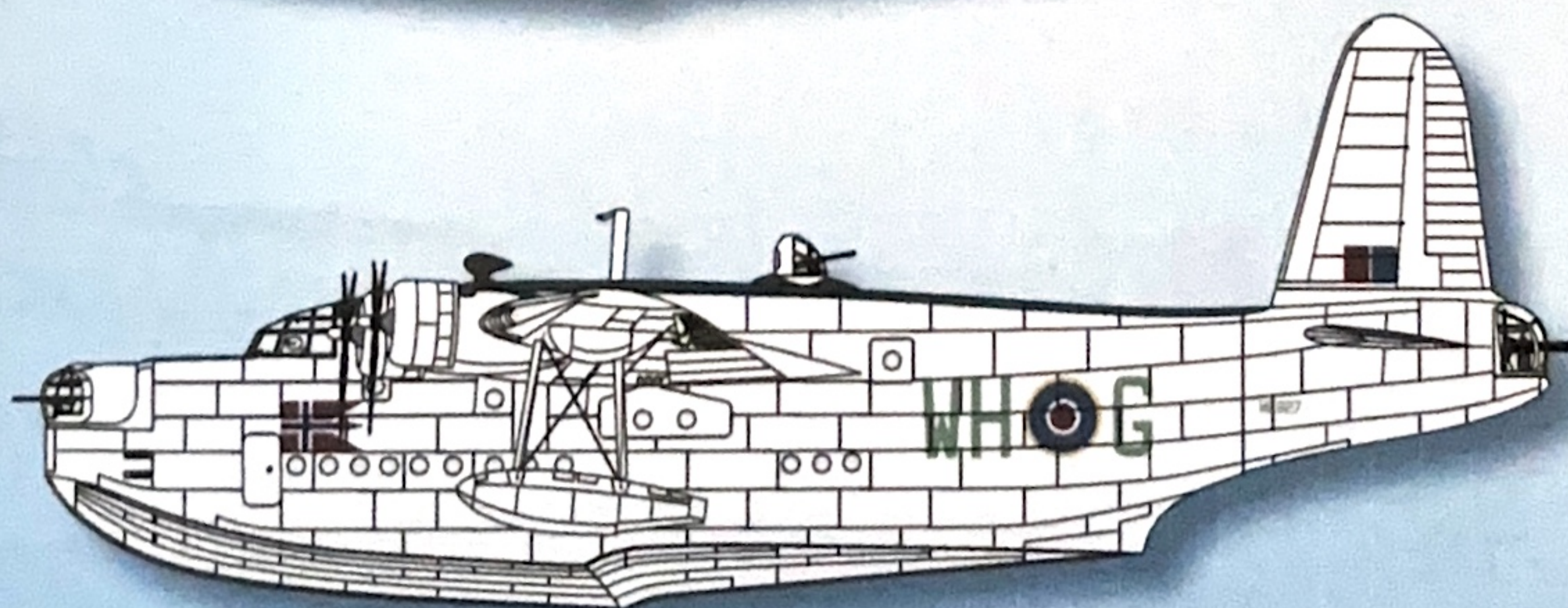
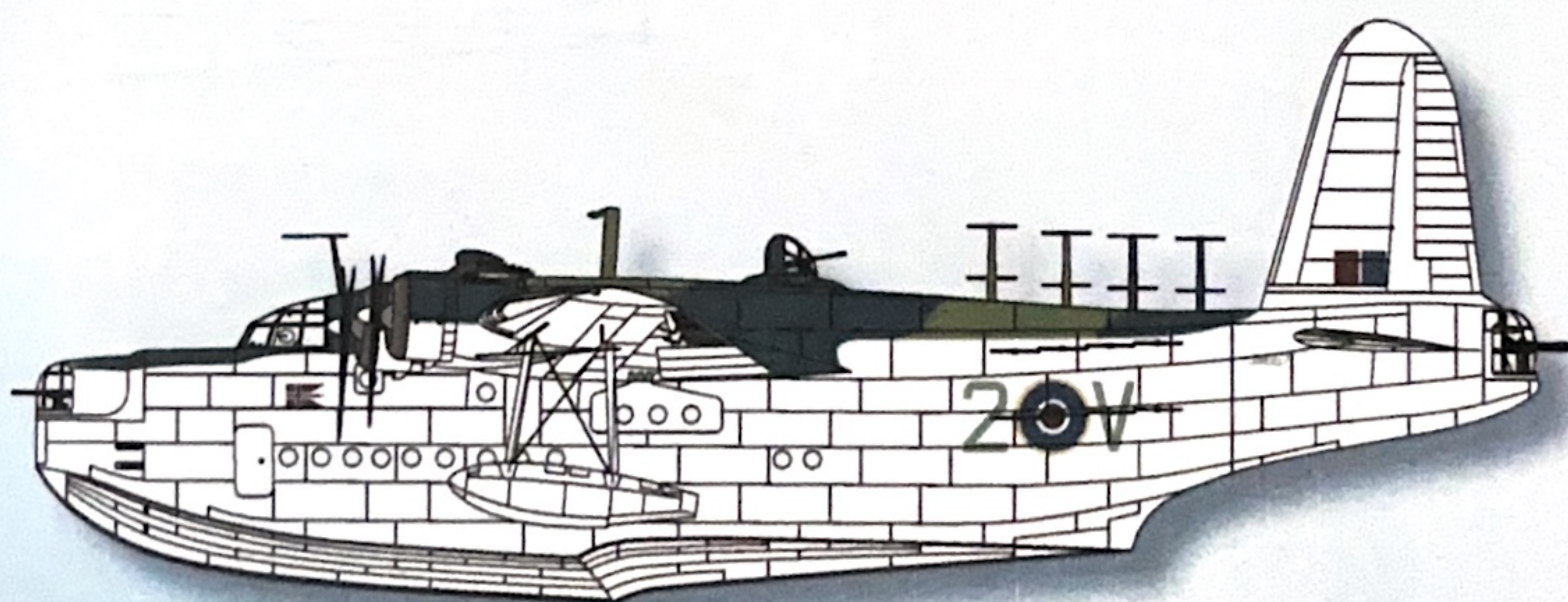
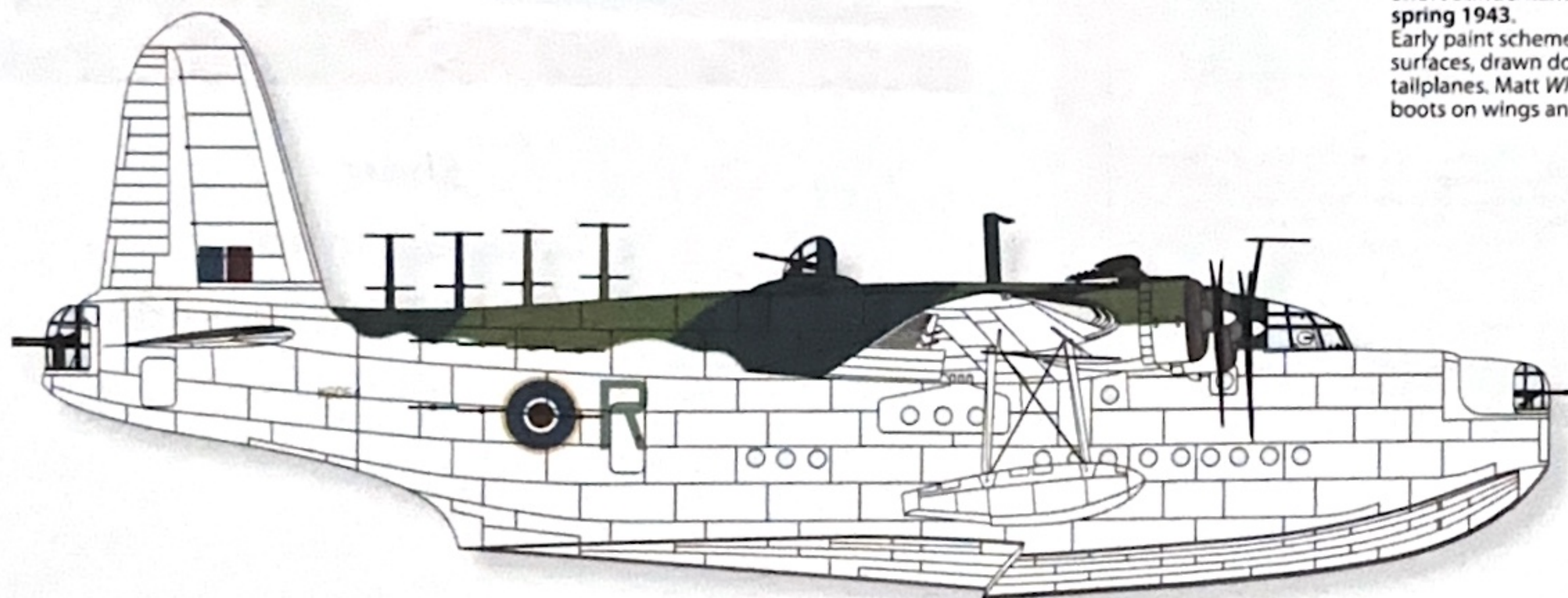


72-149

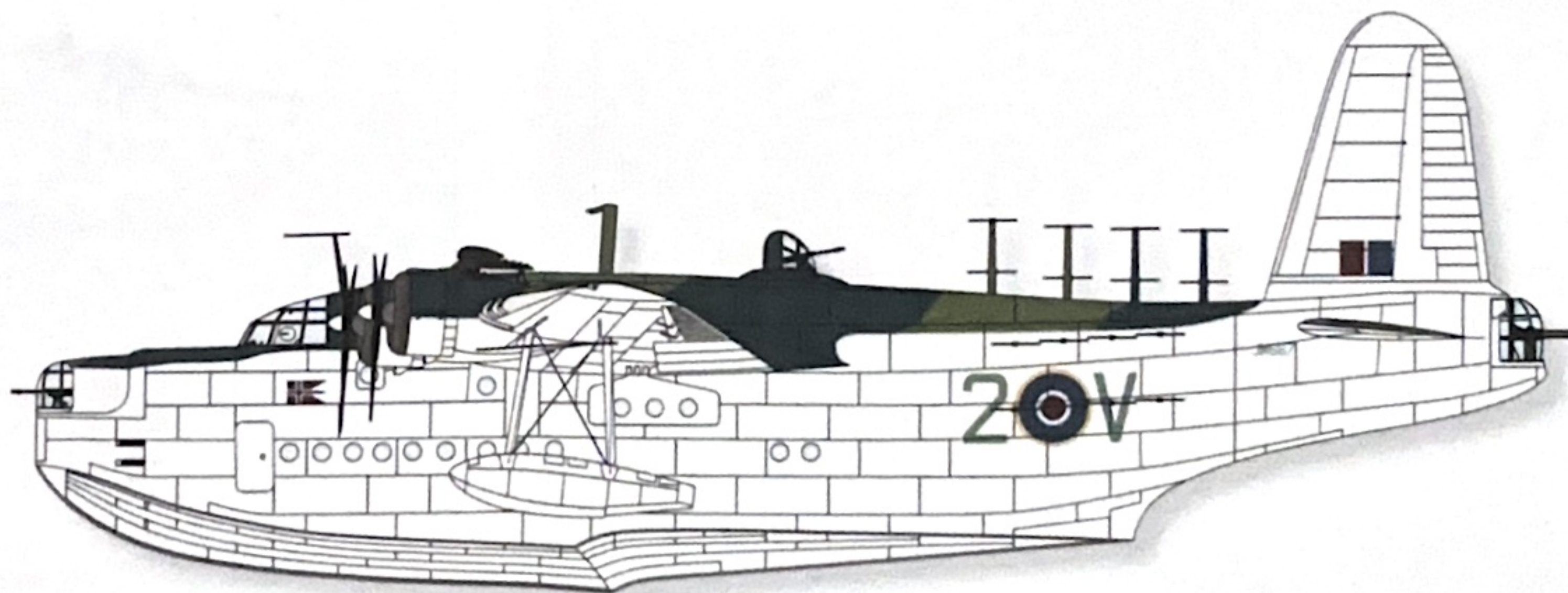
**Vingtor**  
DECALS

**Short  
Sunderland  
330 (Norwegian) Sqn. RAF**

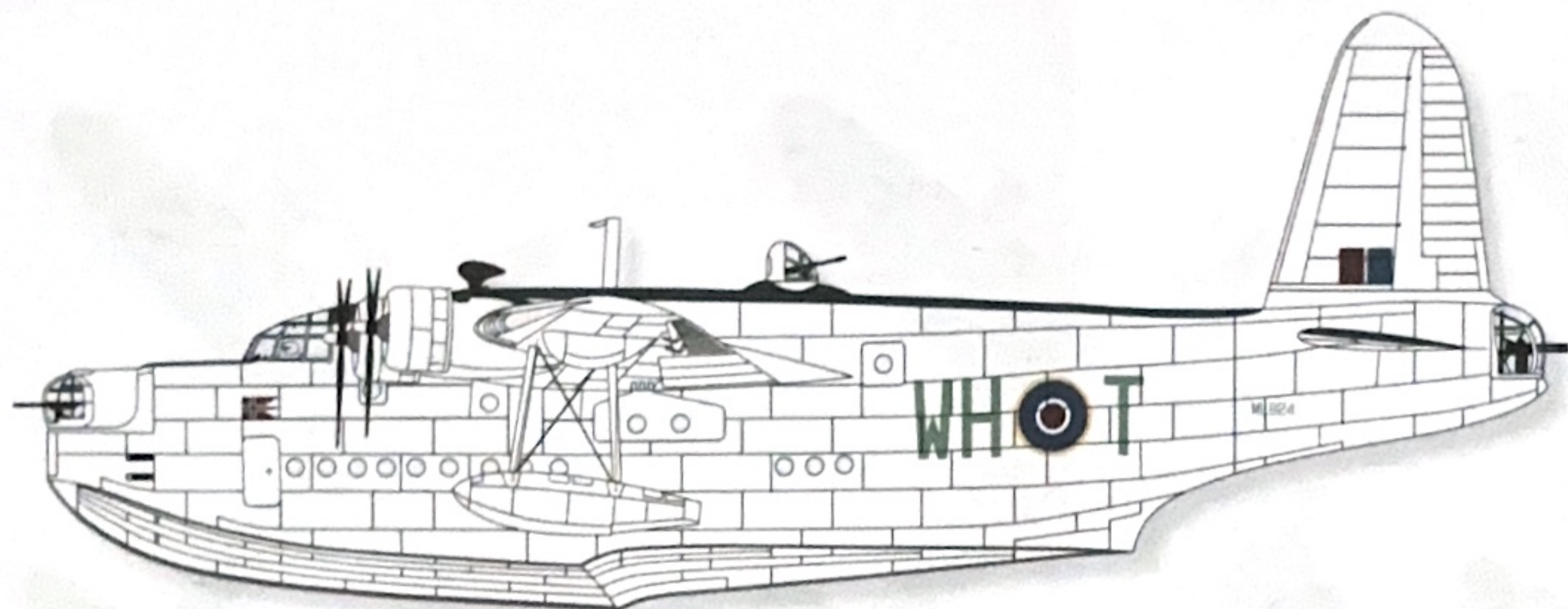




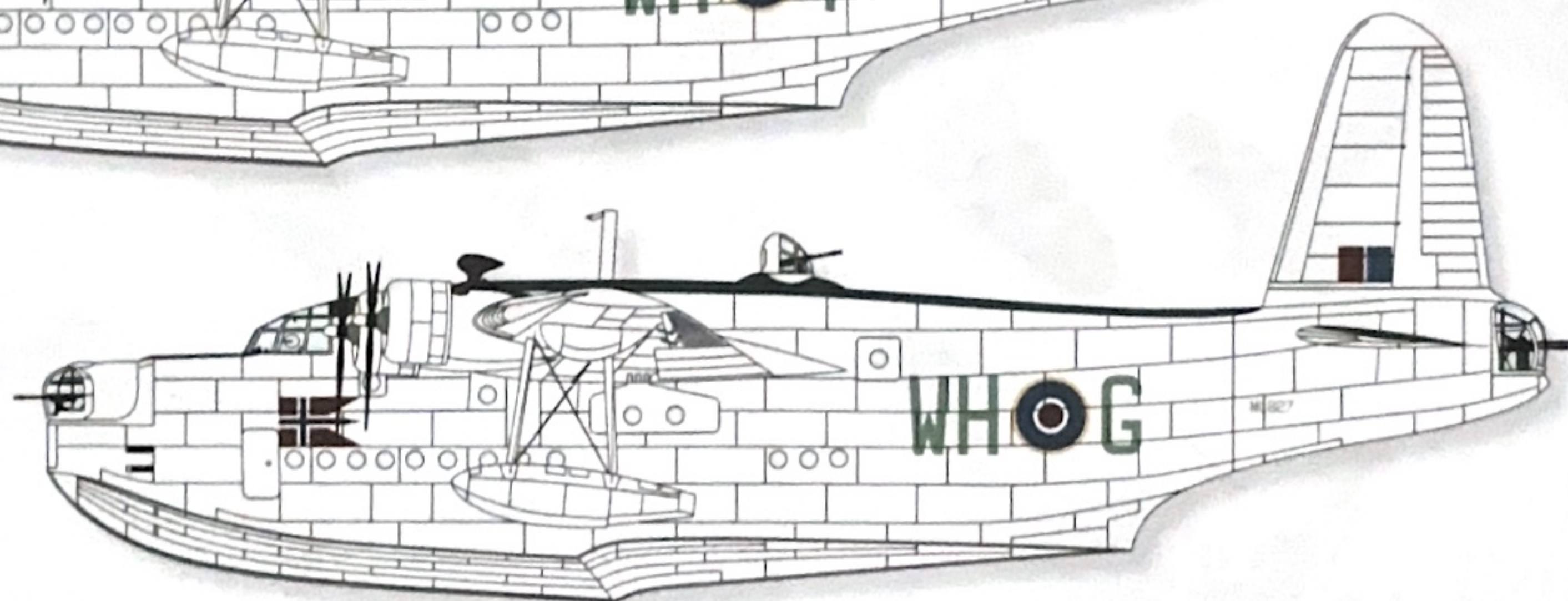
Short Sunderkand Mk.II, W6064/R, 330 (Norwegian) Squadron, Oban, spring 1943.  
Early paint scheme with *Extra Dark Sea Grey* and *Dark Slate Grey* on upper surfaces, drawn down to a line between the wing trailing edges and the tailplanes. Matt *White* vertical surfaces and gloss *White* undersides. De-icing boots on wings and tailplanes are *Aluminium*.



Short Sunderkand Mk.III, JM667/2-V, 330 (Norwegian) Squadron, Sullum Voe, autumn 1943 - spring 1944.  
Early paint scheme with *Extra Dark Sea Grey* and *Dark Slate Grey* on upper surfaces, drawn down to a line between the wing trailing edges and the tailplanes. Matt *White* vertical surfaces and gloss *White* undersides. De-icing boots on wings and tailplanes are *Aluminium*.

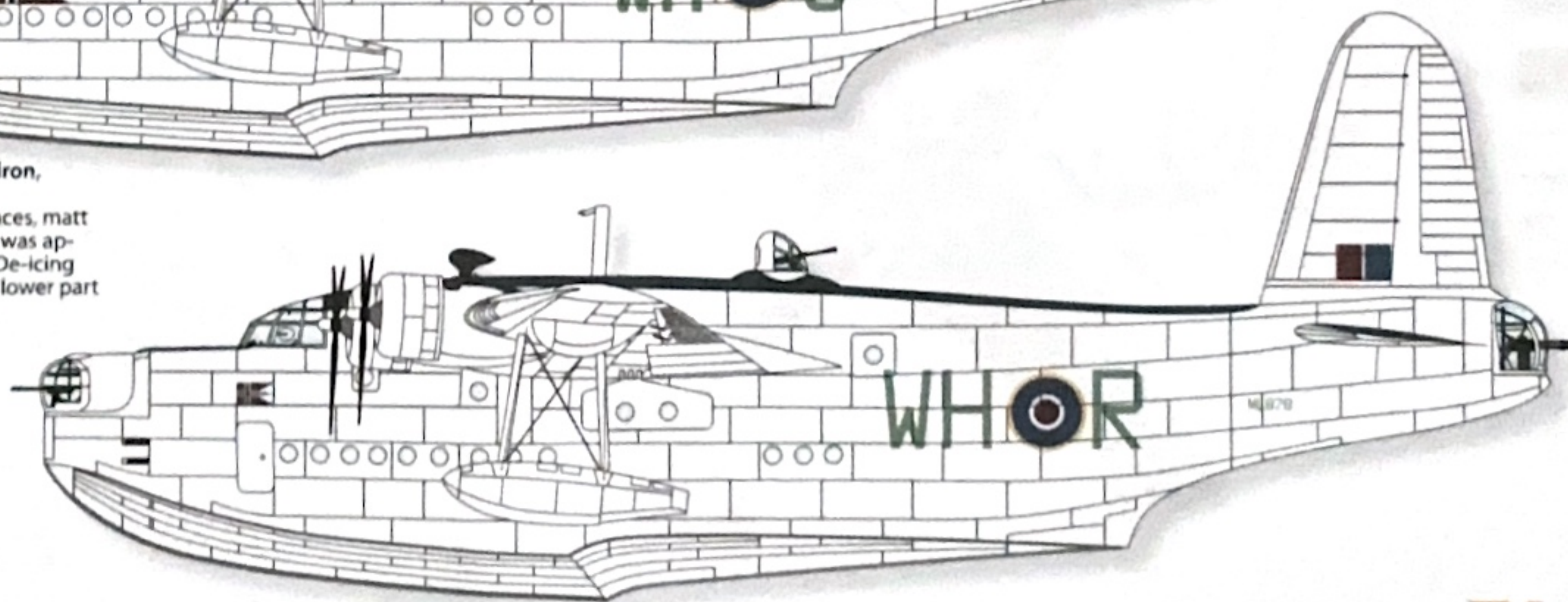


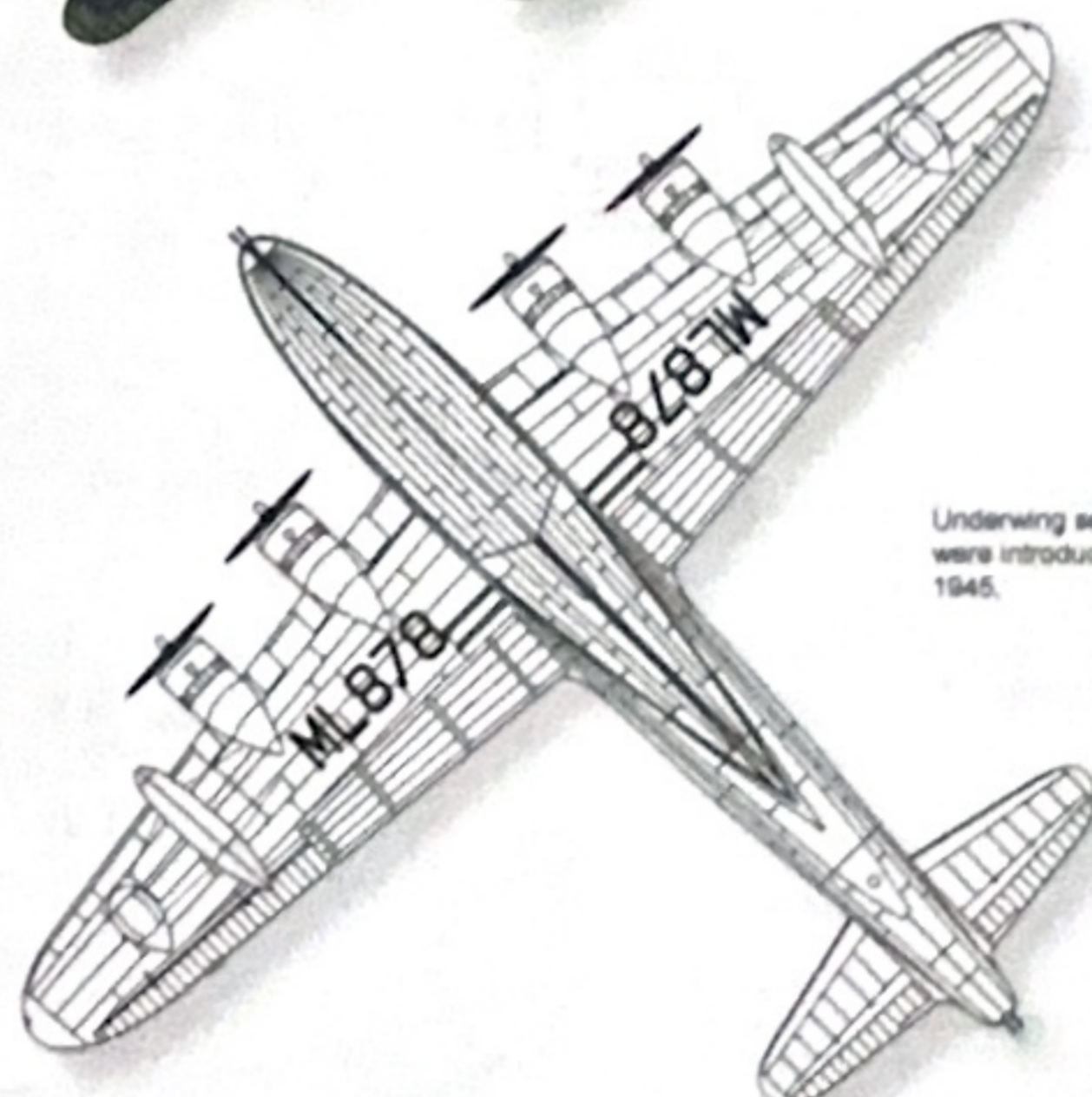
Short Sunderland Mk.V, ML824/WH-T, 330 (Norwegian) Squadron, Sullum Voe, spring 1945.  
*Ordinary Coastal Duties* scheme of Extra Dark Sea Grey upper surfaces, matt White vertical surfaces and gloss White undersides. De-icing boots on wings and tailplanes are Aluminium.



Short Sunderland Mk.V, ML827/WH-G, 330 (Norwegian) Squadron, Sullum Voe, May 1945.  
*Ordinary Coastal Duties* scheme of Extra Dark Sea Grey upper surfaces, matt White vertical surfaces and gloss White undersides. The large flag was applied for flying the Allied peace commission to Oslo 8 May 1945. De-icing boots on wings and tailplanes are Aluminium. Lanolin coating on lower part of hull and floaters.

Short Sunderland Mk.V, ML878/WH-R, 330 (Norwegian) Squadron, Fornebu, summer 1945.  
*Ordinary Coastal Duties* scheme of Extra Dark Sea Grey upper surfaces, matt White vertical surfaces and gloss White undersides. De-icing boots on wings and tailplanes are Aluminium. Lanolin coating on lower part of hull and floaters.





Underwing serial numbers  
were introduced summer  
1945.

### **Short Sunderland in Norwegian service**

330 Squadron had been operating Northrop N-3PB seaplanes from Iceland since the squadron was established in April 1941. Flying single engined aircraft with limited navigational equipment and endurance on Atlantic patrols was somewhat risky, and several were lost in accidents. After a short time of operating Catalina Mk.IIIa amphibians from Iceland in parallel with the Northrops, 330 Sqn. was posted to Oban for conversion to Sunderland flying boats. The intention was to continue their North Atlantic patrols, but with larger and more suitable aircraft. The idea was not met with enthusiasm due to the amount of manpower required to operate such a large aircraft and the limited number of crews available. Still, the squadron received its first Sunderland Mk.III in Oban on 10 February 1943 and several Mk.IIs and Mk.IIIIs followed. After being declared operational on the type on 7 April, the squadron was posted to Sullom Voe where they spent the remainder of the war. The earlier variants were replaced by the more powerful Mk.V in April and May 1945. When the war ended, the squadron performed mainly transport duties between the southern and northern part of Norway. On 21 November, 330 Sqn. was separated from the RAF and transferred to the Royal Norwegian Air Force, and the Sunderlands would be returned to the RAF. The squadron was disbanded in December 1945 and the last Sunderland aircraft were returned to the RAF in January 1946.

### **Modelling notes**

For many years the Airfix Sunderland Mk.III was the only kit available for modelling this aircraft in 1/72 scale. First released in 1959 it was fairly accurate in shape, but by current standards it is quite basic. A new tool kit was released by Italeri in 2012, first as a Mk.III and later backdated to a Mk.I. Although this is a modern kit, it suffers from deep, soft and wide panel lines, especially on the wing surfaces. Finally Special Hobby came with a kit of the Mk.V in 2019. This is probably the best kit of the Sunderland, and has since been released also as Mk.I/Mk.II and Mk.III. The limited run nature of the kit will require some modelling skill to make the most out of it – dry fit before committing to glue.

### **Decal application**

The decals have a very thin carrier film and need to be handled with care. Individual decals should be cut out and soaked for a few seconds in lukewarm water. Slide the decal from the paper over to the model's surface without wrinkling. Avoid moving the decal excessively to avoid tearing the film and washing off the adhesive. The carrier film might at first seem rigid and difficult to lay down over complex surfaces but using decal solutions like Micro Set and Micro Sol will make them snuggle down over detail and make them look painted on when completely dry. For best results, decals should always be applied to a gloss surface.

### **Thanks**

Thanks to Jens Håkon Brandal for help with the instructions.