

fündekals :)

*The Mighty*

*Vulcan*

FD72003



**A**

Vulcan B.2 XL385  
9 Squadron  
RAF Coningsby  
1963



Note crew names

**B**

Vulcan B.2 XM600  
9 Squadron  
RAF Cottesmore  
Late 1960s



**C**

Vulcan B.2 XH562  
9 Squadron, Near East Air Force  
RAF Akrotiri, Cyprus/RNZAF Ohakea  
March 1972



Crew entry door

*Detail Note*

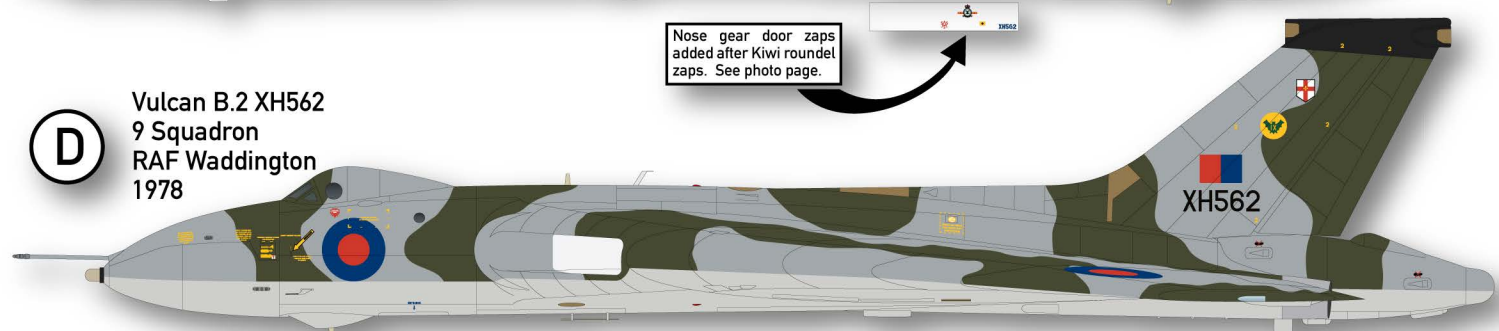
XH562 most likely carried the day-glow bat on the tail as an unofficial "self-zap", as squadron badges were not authorized at the time she visited the RNZAF at Ohakea in March of 1972. The scrap view of the nose shows how she looked prior to the attentions of RNZAF 75 Squadron.



Nose gear door zaps added after Kiwi roundel zaps. See photo page.

**D**

Vulcan B.2 XH562  
9 Squadron  
RAF Waddington  
1978





**E**

Vulcan B.2 XM597  
12 Squadron  
RAF Coningsby  
1963



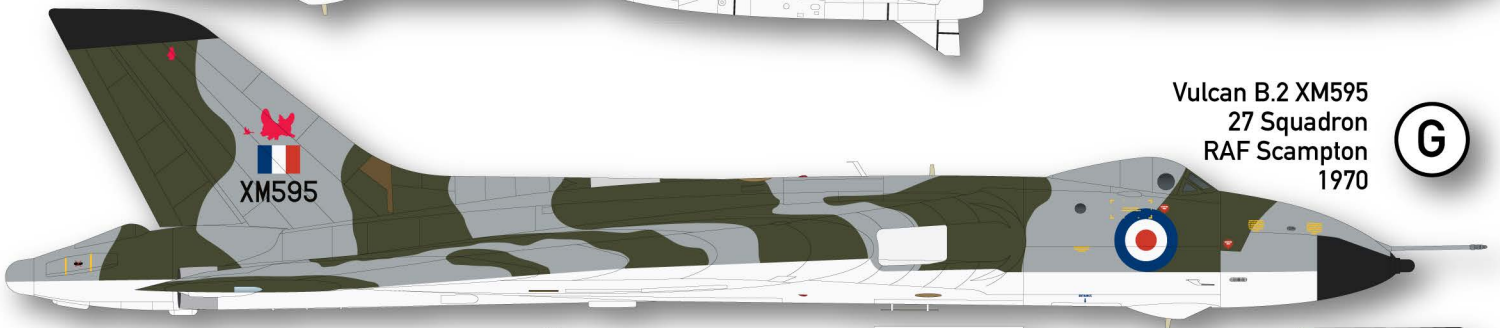
**F**

Vulcan B.2 XH555  
27 Squadron  
RAF Scampton  
1963



**G**

Vulcan B.2 XM595  
27 Squadron  
RAF Scampton  
1970

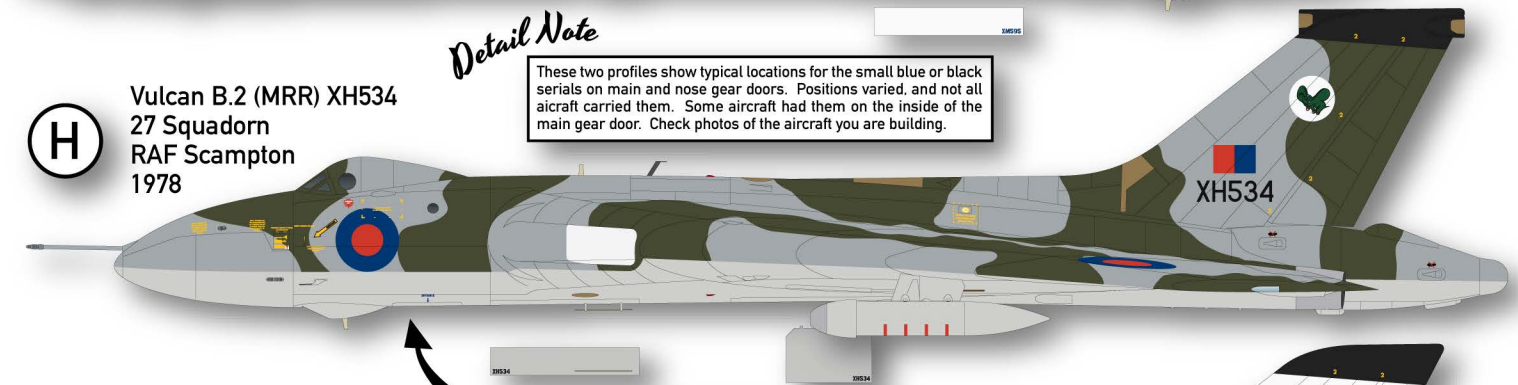


### Detail Note

These two profiles show typical locations for the small blue or black serials on main and nose gear doors. Positions varied, and not all aircraft carried them. Some aircraft had them on the inside of the main gear door. Check photos of the aircraft you are building.

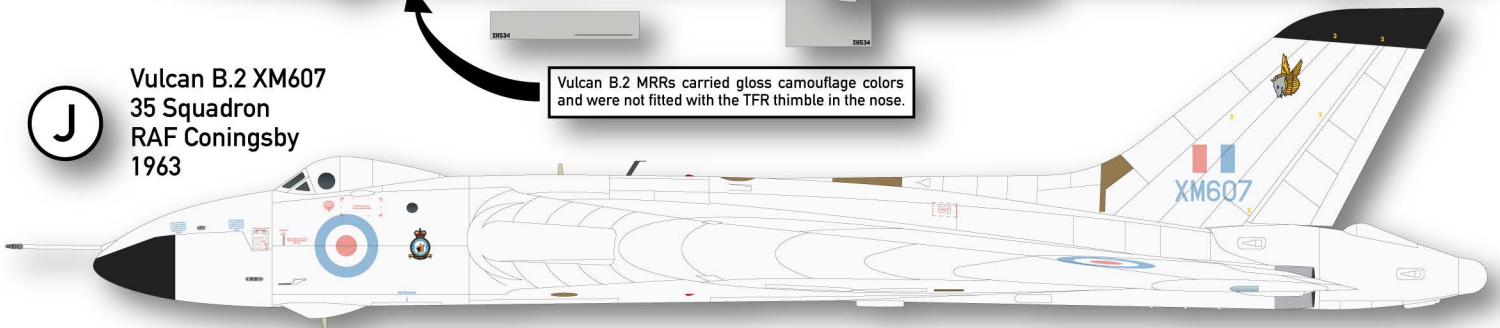
**H**

Vulcan B.2 (MRR) XH534  
27 Squadron  
RAF Scampton  
1978



**J**

Vulcan B.2 XM607  
35 Squadron  
RAF Coningsby  
1963



Sea Grey  
Medium



Dark  
Green



Light Aircraft  
Grey



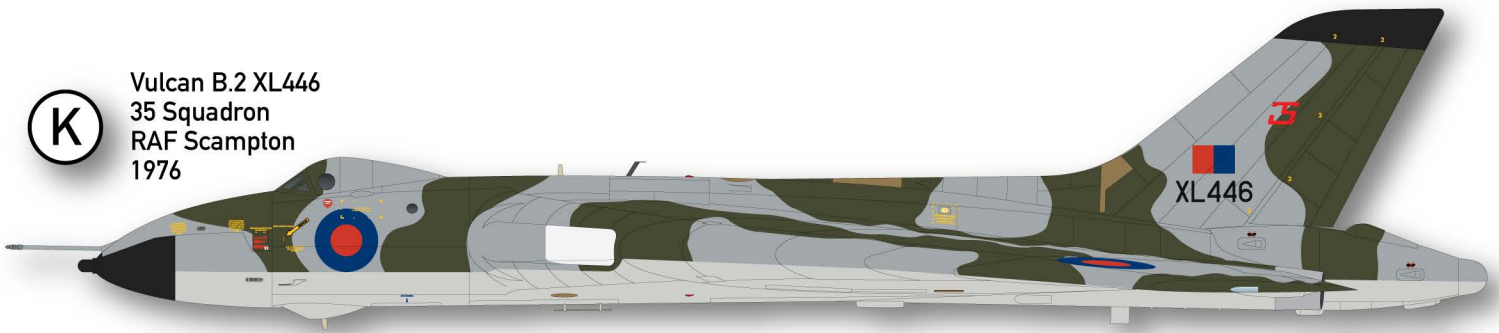
Semi-gloss  
Black



Gloss  
White

(K)

Vulcan B.2 XL446  
35 Squadron  
RAF Scampton  
1976



(L)

Vulcan B.2 XL361  
35 Squadron  
RAF Scampton  
1979



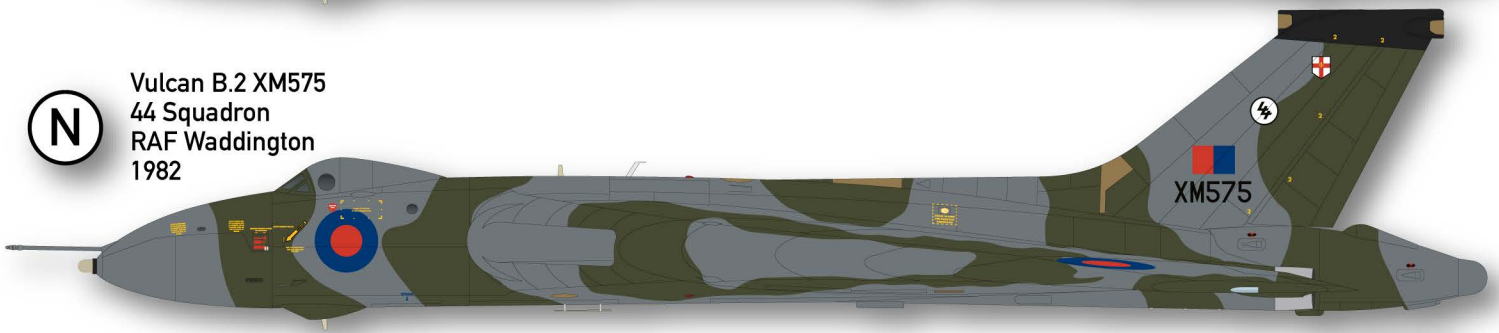
(M)

Vulcan B.2 XM594  
44 Squadron  
RAF Waddington  
1981



(N)

Vulcan B.2 XM575  
44 Squadron  
RAF Waddington  
1982



(P)

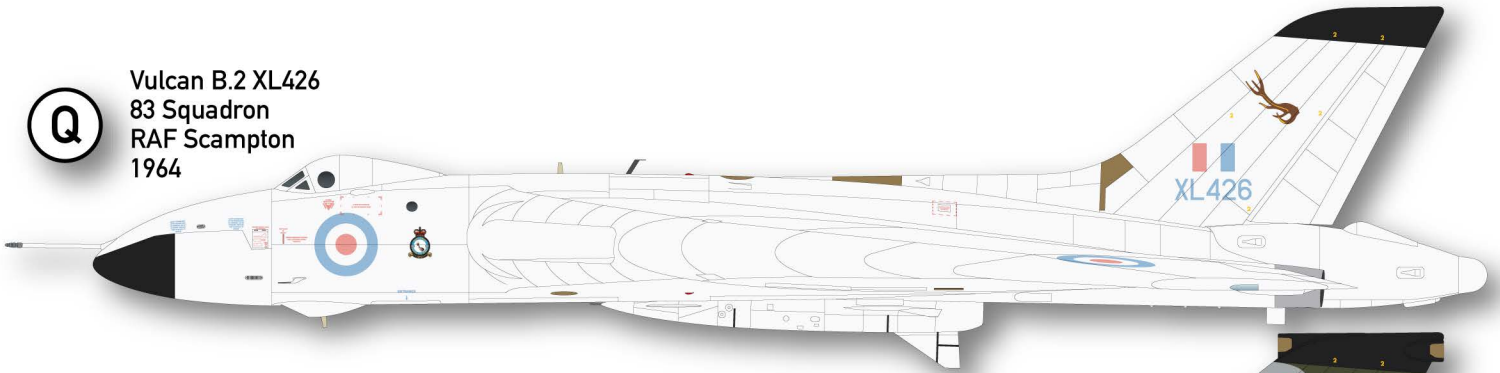
Vulcan B.2 XM608  
50 Squadron  
RAF Waddington  
1976





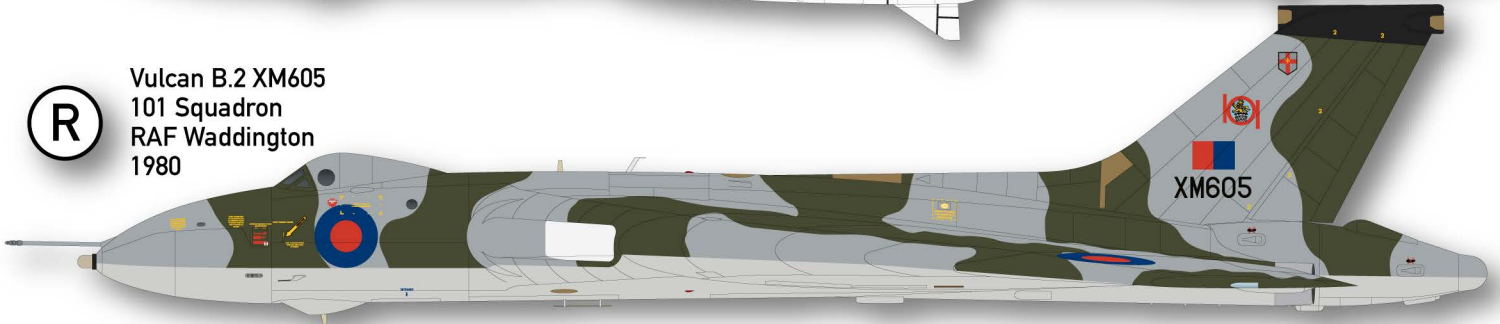
Q

Vulcan B.2 XL426  
83 Squadron  
RAF Scampton  
1964



R

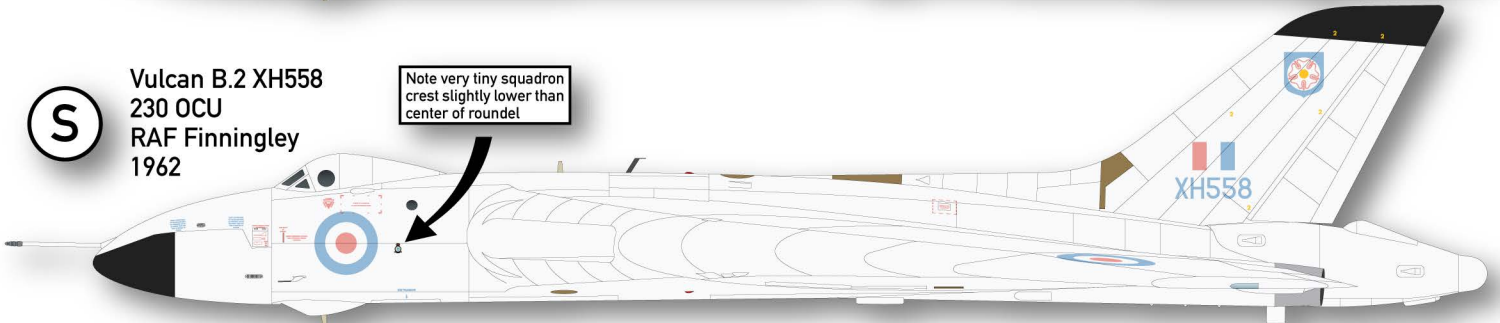
Vulcan B.2 XM605  
101 Squadron  
RAF Waddington  
1980



S

Vulcan B.2 XH558  
230 OCU  
RAF Finningley  
1962

Note very tiny squadron crest slightly lower than center of roundel



T

Vulcan B.2 XL360  
230 OCU  
RAF Scampton  
1973

Note white stripe



U

Vulcan B.2 XL321  
230 OCU  
RAF Scampton  
1978



Sea Grey  
Medium



Dark  
Green



Light Aircraft  
Grey



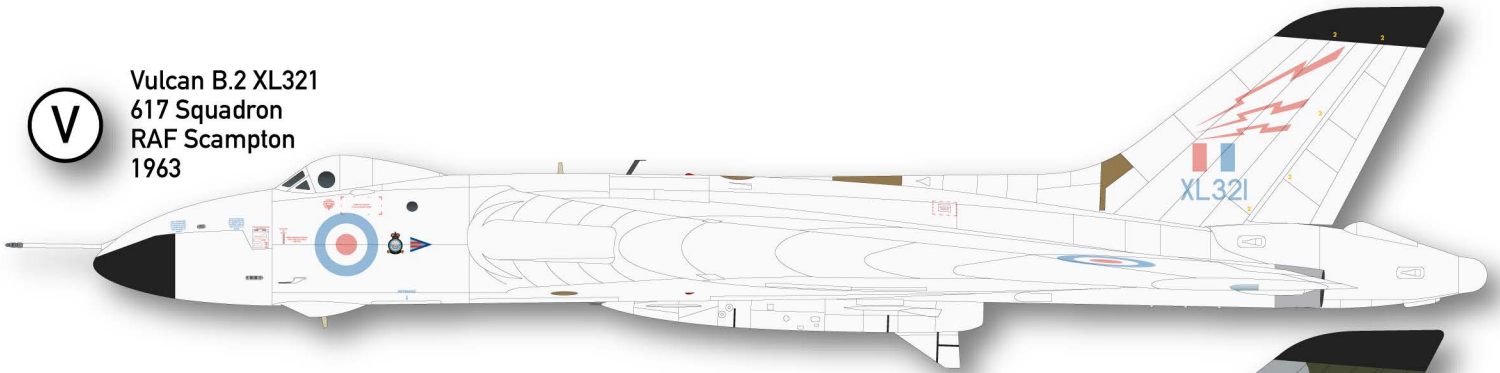
Semi-gloss  
Black



Gloss  
White

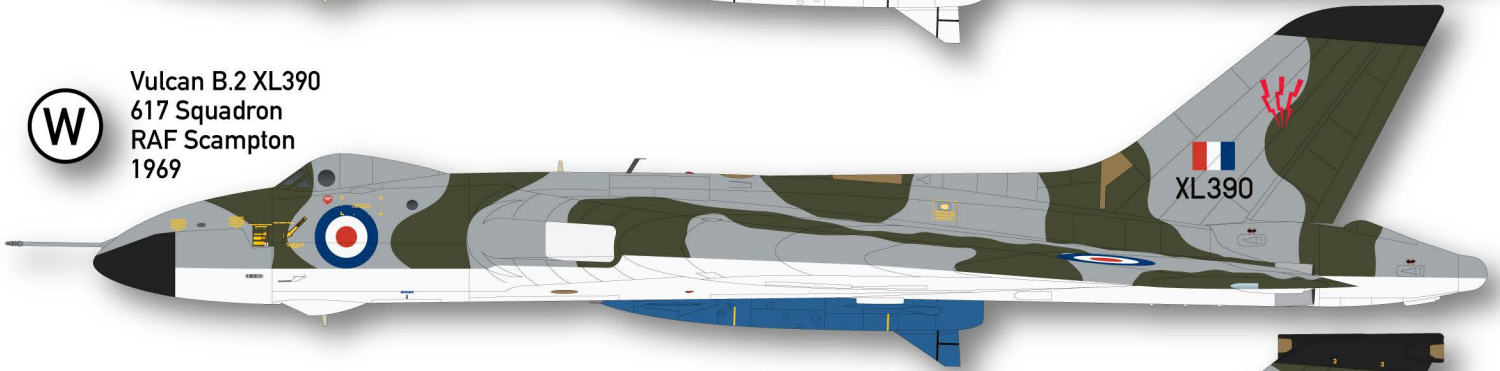
V

Vulcan B.2 XL321  
617 Squadron  
RAF Scampton  
1963



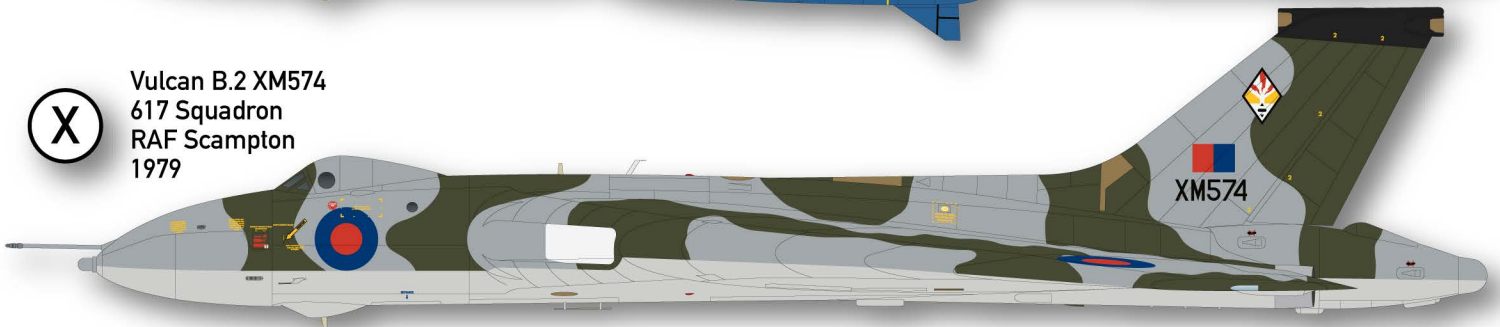
W

Vulcan B.2 XL390  
617 Squadron  
RAF Scampton  
1969



X

Vulcan B.2 XM574  
617 Squadron  
RAF Scampton  
1979



Y

Vulcan B.2 XM650  
No. 1 Group, RAF Strike Command  
USAF Giant Voice Bombing Competition  
1972



White outlined  
Union Jack

Z

Vulcan B.2 XH538  
No. 1 Group, RAF Strike Command  
USAF Giant Voice Bombing Competition  
1979



Borderless  
Union Jack



Sea Grey  
Medium



Dark  
Green



Light Aircraft  
Grey



Semi-gloss  
Black



Gloss  
White



AA

Vulcan B.2 XM609  
Waddington Wing (44, 50, 101 Sqdns)  
RAF Waddington  
1972

### Detail Note

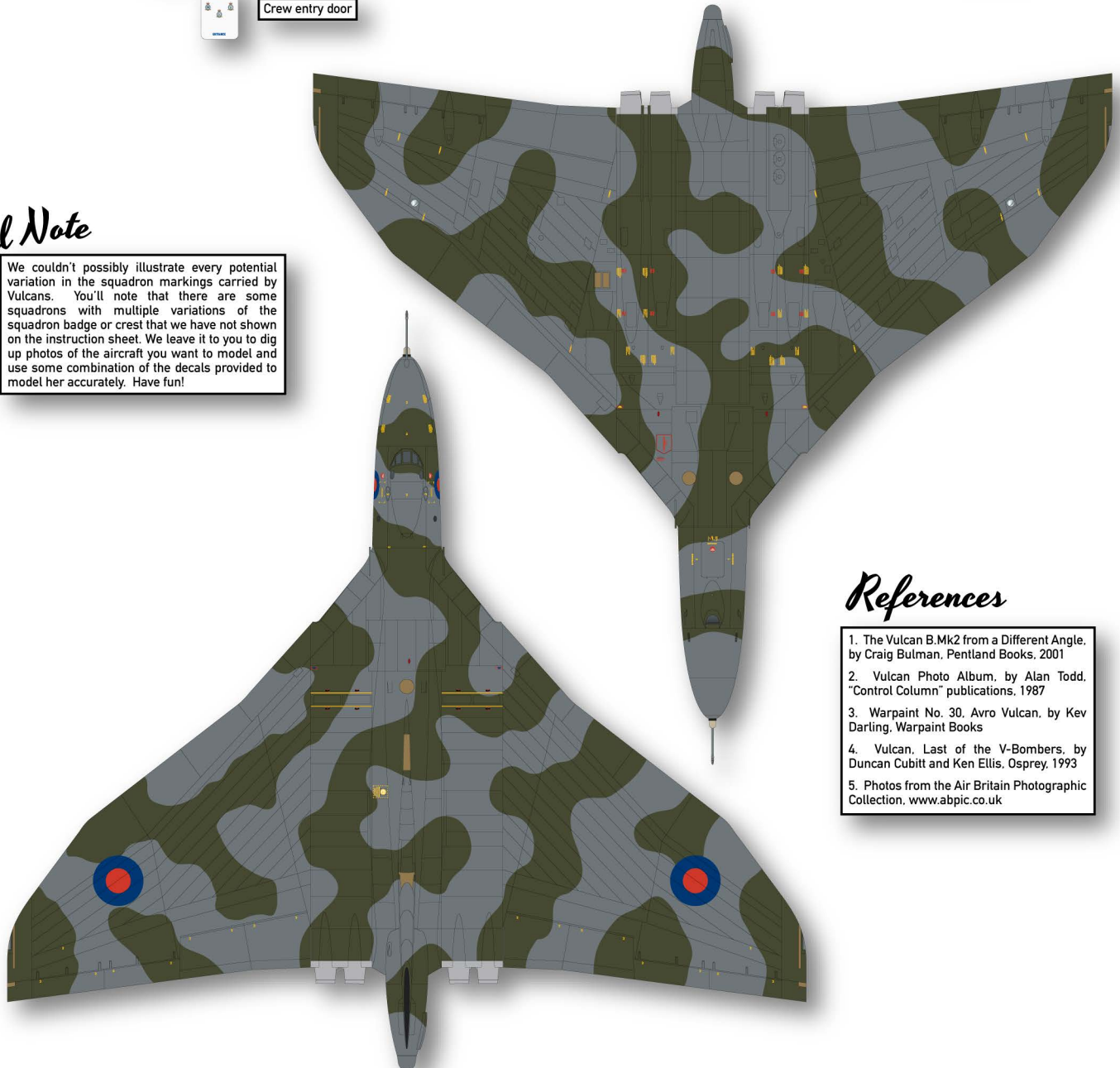
XM609 is illustrated to show what a typical Waddington wing aircraft looked like late in the centralized servicing period. The Lincoln crest has appeared on the tail, and she carries the station crest and the three squadron crests on the crew entry door.



Crew entry door

### Detail Note

We couldn't possibly illustrate every potential variation in the squadron markings carried by Vulcans. You'll note that there are some squadrons with multiple variations of the squadron badge or crest that we have not shown on the instruction sheet. We leave it to you to dig up photos of the aircraft you want to model and use some combination of the decals provided to model her accurately. Have fun!



### References

1. The Vulcan B.Mk2 from a Different Angle, by Craig Bulman, Pentland Books, 2001
2. Vulcan Photo Album, by Alan Todd, "Control Column" publications, 1987
3. Warpaint No. 30, Avro Vulcan, by Kev Darling, Warpaint Books
4. Vulcan, Last of the V-Bombers, by Duncan Cubitt and Ken Ellis, Osprey, 1993
5. Photos from the Air Britain Photographic Collection, www.abpic.co.uk



### Engine Types

#### Olympus 201 Powered Aircraft

XH533 - XH539  
XH554 - XH563  
XJ780 - XJ784  
XJ823 - XJ825  
XL317 - XL321  
XL359 - XL361  
XL384 - XL390  
XL392  
XL425 - XL427  
XL443 - XL446  
XM569 - XM573

#### Olympus 301 Powered Aircraft

XH557\*  
XJ784\*  
XL384 - XL391\*  
XM574 - XM576  
XM594 - XM595  
XM597 - XM612  
XM646 - XM657

\* These aircraft were built with 201 Series engines and were retrofitted with the Olympus 301 when converted to carry Blue Steel standoff missile

### Blue Steel

Aircraft modified to carry the Blue Steel standoff missile:

XH539  
XL317 - XL321  
XL359 - XL361  
XL384 - XL390  
XL392  
XL425 - XL427  
XL443 - XL446  
XM569 - XM576  
XM594 - XM595

### ECM Plates

Aircraft fitted with one ECM plate (right wing only):

XH533 - XH539  
XH554 - XH563  
XJ780 - XJ784  
XJ823 - XJ825  
XL317  
XL360 - XL361  
XL391 - XL392  
XL425 - XL427  
XL443  
XM574  
XM597 - XM612  
XM645 - XM657

Aircraft fitted with two ECM plates (fitted during 1962-64):

XL318 - XL321  
XL359  
XL384 - XL390  
XL444 - XL446  
XM569 - XM573  
XM575 - XM576  
XM594 - XM595

### Detail Note

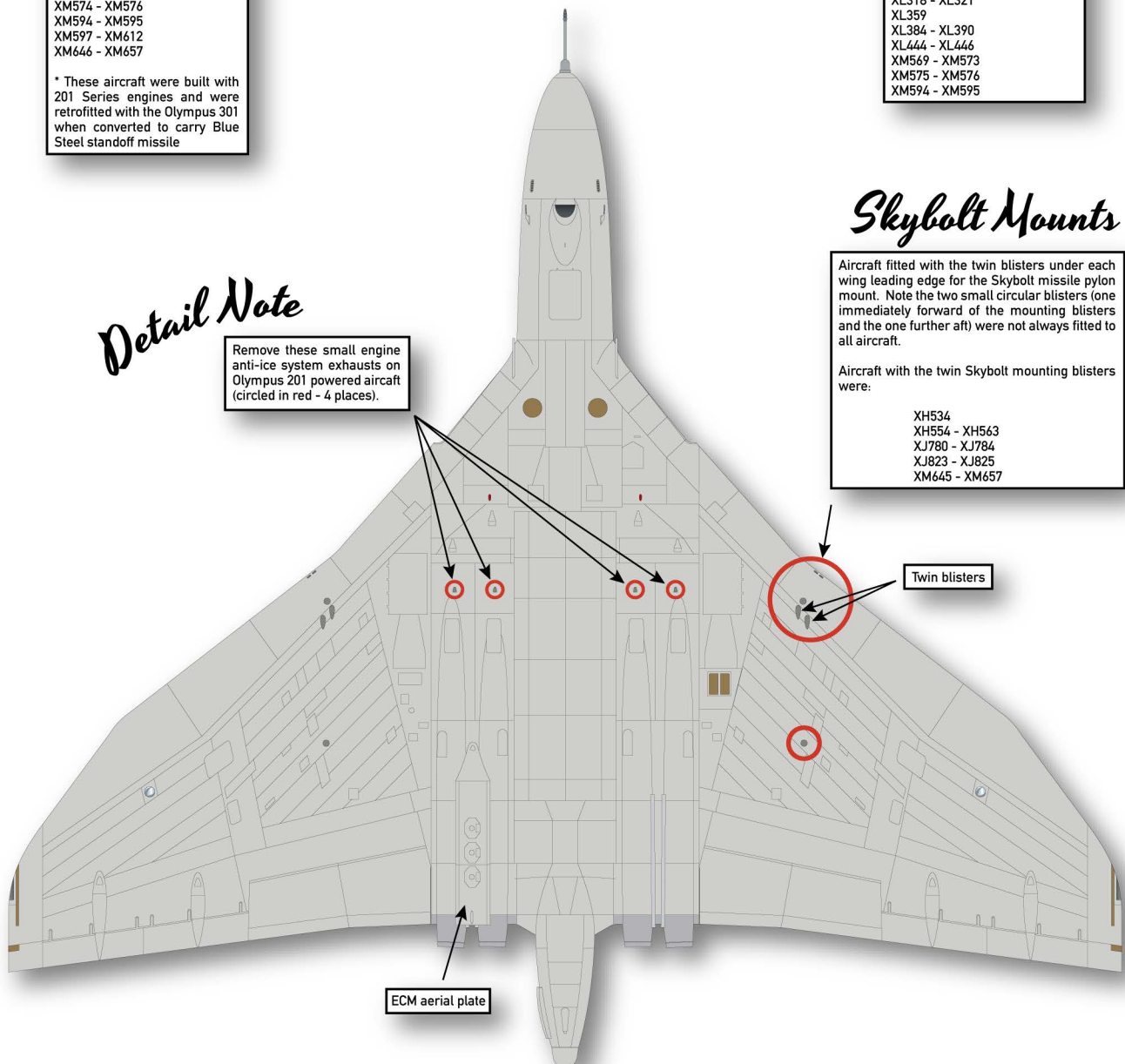
Remove these small engine anti-ice system exhausts on Olympus 201 powered aircraft (circled in red - 4 places).

### Skybolt Mounts

Aircraft fitted with the twin blisters under each wing leading edge for the Skybolt missile pylon mount. Note the two small circular blisters (one immediately forward of the mounting blisters and the one further aft) were not always fitted to all aircraft.

Aircraft with the twin Skybolt mounting blisters were:

XH534  
XH554 - XH563  
XJ780 - XJ784  
XJ823 - XJ825  
XM645 - XM657







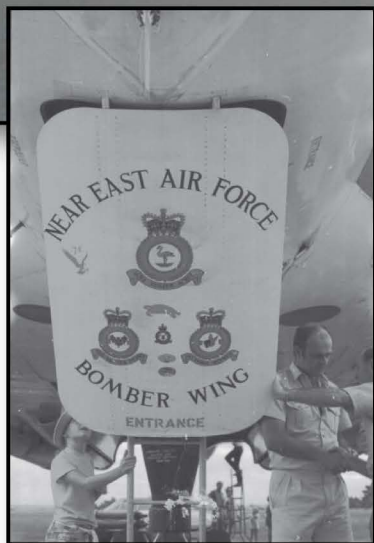
Vulcans from the swinging '60s (yeah baby, yeah!). Gloss camouflage, white bellies, and utterly devoid of individual identity other than the serials. These aircraft are somewhat unusual in having the white belly extend to the lower nose radome. Most were still black at this time. Just visible in the original photo is a small serial number at the lower front corner of the main gear door on the second aircraft in line. Emergency equipment outlines at this time were in yellow. Later these were changed to red.



A Vulcan from the Scampton wing during the centralized servicing period. On the crew entry door are the Scampton station crest at the top, surrounded by the badges of 27, 83, and 617 Squadrons. Note the lack of an ejection warning triangle.



Three shots of our favorite Vulcan - and the only one ever flown by the Royal New Zealand Air Force! Well, sort of. XH562 was assigned to IX Squadron with the Near East Air Force at Akrotiri, Cypress. She went on a goodwill visit to RNZAF Ohakea in March of 1972, and RNZAF 75 Squadron personnel went to town on her. Both of her fuselage roundels got probably largest Kiwis ever seen. After these photos were taken, a 75 Sqn crest and other zaps were applied to the right nose gear door. There was also some additional zappage applied to the crew entry door.

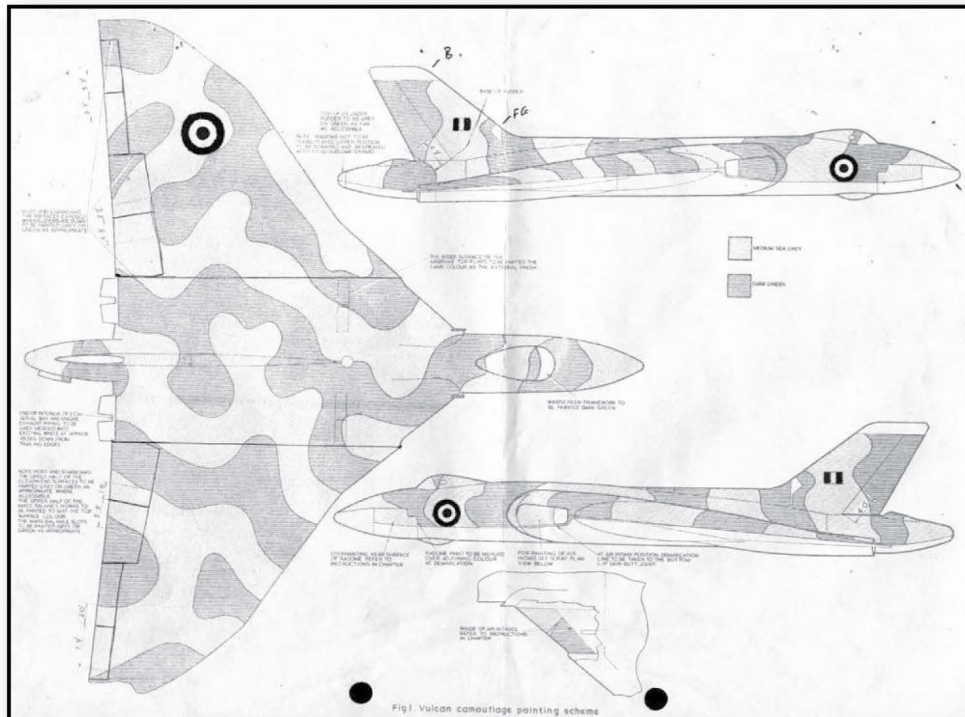




XM646 shows off the typical appearance of a Vulcan during the centralized servicing period from 1964 through around 1972. Her camouflage follows the standard pattern, but appears to have feathered edges between the Dark Green and the Sea Grey Medium, unlike most Vulcans of the time. Radomes are semi-gloss black, and the Type D roundel only appears above the left wing. This view also shows the shorter, larger diameter Olympus 301 series exhaust pipes. Compare to the photo at right.



XH558 displays the lower surface camouflage pattern, albeit with her one-off wrap-around scheme that retains the Sea Grey Medium. Other Vulcans with wrap-around camouflage switched to Dark Sea Grey. This view also shows the single ECM plate between the #3 and #4 engine fairings, as well as the two small blisters under each wing leading edge for the Skybolt missile pylon mounts.





What could we possibly say about the mighty Vulcan that hasn't been said a hundred times over? Suffice it to say we are not going to give you a history of the design or its operations, but what we will endeavor to do is give you a brief history of the colors and markings applied to this iconic aircraft. These decals are designed to fit the new Airfix 1/72 Vulcan B.2 kit.

When the Vulcan B.2 made its appearance, the standard color scheme for the V-bombers was overall gloss white with toned down pink and light blue markings. Squadrons were permitted to personalize their aircraft with a squadron motif on the tail, and often with a full RAF squadron crest on the forward fuselage. Radomes were generally a semi-gloss black.

Starting in late 1964 with the switch to the low level bombing role, upper surfaces were camouflaged with gloss Dark Green and Sea Grey Medium. On some aircraft the upper colors had a feathered edge, but most had a hard demarcation. Due to the implementation of a centralized servicing scheme, all traces of individual squadron markings disappeared. Aircraft were shuffled among squadrons within the wing as maintenance dictated, and were not assigned to a specific squadron. During this period some aircraft featured a station crest and either squadron motifs or full squadron crests on the crew entry door. This was by no means universal, and most aircraft served during this time completely anonymously, with just the serial number on the tail. At this time most aircraft also started carrying a small stencilled serial number on either the outside of the nose gear doors, the outside of the main gear doors, the inside of the main gear doors, or some combination of those locations. Check photos, as the location of these stencilled serials was not standardized. Some aircraft had these serials painted black and others in blue - we have provided both colors. During this period the full color Type D roundels and fin flashes were carried. The upper right wing roundel was not initially carried, but it reappeared late in this period.

The early 1970s saw another period of major change in the appearance of the Vulcan fleet. The first examples of matte camouflage, now with Light Aircraft Grey on the belly and low-vis red/blue roundels appeared in 1972. At around the same time, the centralized servicing scheme was abandoned and squadrons received their own dedicated compliment of aircraft. This brought squadron markings on the vertical fins back, and these continued in use until the end of Vulcan operations. Radomes were initially semi-gloss black, but by 1977 these were camouflaged as well. TFR radome (fitted starting in 1967) colors varied. Early on they tended to be all black. Later they were often a buff color with a black base, and still later the local camouflage color.

As the end of the Vulcan came into sight in the early 1980s, several aircraft appeared in a new wrap-around camouflage scheme of Dark Green and Dark Sea Grey. The pattern remained unchanged, and the lower surface pattern was simply a mirror image of the upper surface. The Argentine invasion of the Falklands in 1982 provided yet another variation. Black Buck Vulcans had standard camouflage above with Dark Sea Grey bellies. The end of the Vulcan story came with the K.2 tanker conversions. Tankers carried their standard camouflage, but with wide white areas and day-glow alignment markings on the belly (sadly, we ran out of room to provide tanker markings).

### Individual Aircraft Notes:

A: XL385, 9 Squadron, RAF Coningsby, 1963: Overall gloss white with semi-gloss black radomes. Olympus 201 engines. Note the crew names on the left side below the fuselage roundel.

B: XM600, 9 Squadron, RAF Cottesmore, late 1960s. This aircraft had a very unusual gloss Dark Sea Grey and Dark Green camouflage variation. Olympus 301 engines. The IX Squadron emblem on the tail was not approved at the time, but the squadron seems to have had a history of ignoring standing orders regarding display of a squadron identity on its aircraft.

C: XH562, 9 Squadron, Near East Air Force, RAF Akrotiri, Cyprus, 1972: Gloss camouflage with semi-gloss black radomes, including the TFR radome on the nose. Olympus 201 engines. Aircraft was "zapped" in a big way by members of 75 Squadron, RNZAF when the aircraft visited Ohakea in March 1972. Both fuselage roundels, the right nose gear door, and the crew entry door received 75 Squadron attention. To build prior to the zapping incident, use standard roundels, leave off the zap on the nose gear door, and alternative crew entry door decal without the zaps.

D: XH562, 9 Squadron, RAF Waddington, 1978. Matte camouflage with Light Aircraft Grey belly. Olympus 201 engines. RWR fairing and fin cap semi-gloss black. TFR radome buff colored.

E: XM597, 12 Squadron, RAF Coningsby, 1963: Overall gloss white with semi-gloss black radomes. Olympus 301 engines. Squadron crest on forward fuselage.

F: XH555, 27 Squadron, RAF Scampton, 1963: Overall gloss white with semi-gloss black radomes. Blue Steel missile. Note 27 Squadron elephant badge faces left on both sides of fin. Smallest size elephants for this aircraft. Small squadron crest on forward fuselage.

G: XM595, 9 Squadron, RAF Scampton, 1970. Gloss camouflage with semi-gloss black radomes, including TFR radome on nose. Olympus 201 engines. Day-glow zaps on fin. Note that this was prior to the official authorization of squadron markings. It is not known for certain if the zaps were on both sides.

H: XH534, 27 Squadron, RAF Scampton, 1978. Gloss camouflage for maritime reconnaissance role. Olympus 201 engines. Air sampling pods on both sides. No TFR radome fitted to maritime reconnaissance Vulcans.

J: XM607, 35 Squadron, RAF Coningsby, 1963. Overall gloss white with semi-gloss black radomes. Olympus 301 engines. Squadron crest on forward fuselage.

K: XL446, 35 Squadron, RAF Scampton, 1976: Matte camouflage with Light Aircraft Grey lower surfaces and semi-gloss black radomes. Olympus 201 engines.

L: XL361, 35 Squadron, RAF Scampton, 1979: Matte camouflage. Note unusual Dark Green fin tip ECM antennas. TFR radome buff with black base. Olympus 201 engines.

M: XM594, 44 Squadron, RAF Waddington, 1981: Matte camouflage. Lincoln crest has grey background. TFR radome buff with black base. Olympus 301 engines.

N: XM575, 44 Squadron, RAF Waddington, 1982: Wrap around camouflage of Dark Green and Dark Sea Grey. ECM antenna semi-gloss black. TFR radome buff with black base. Olympus 301 engines.

P: XM608, 50 Squadron, RAF Waddington, 1976: Matte camouflage. ECM and TFR radomes semi-gloss black. Olympus 301 engines.

Q: XL426, 83 Squadron, RAF Scampton, 1964: Overall gloss white with semi-gloss black radomes. Olympus 201 engines. Squadron crest on forward fuselage. Blue Steel missile.

R: XM605, 101 Squadron, RAF Waddington, 1980. Matte camouflage. TFR radome buff with black base. Olympus 301 engines.

S: XH558, 230 OCU, RAF Finningley, 1962: Overall gloss white with semi-gloss black radomes. Olympus 201 engines. Very small squadron crest on forward fuselage.

T: XL360, 230 OCU, RAF Scampton, 1973: Gloss camouflage with white lower surfaces and semi-gloss black radomes, including TFR radome. Olympus 201 engines. Note white stripe at bottom of fin tip antenna.

U: XL321, 230 OCU, RAF Scampton, 1978: Matte camouflage. TFR radome buff with black base. Olympus 201 engines. This aircraft performed at the Dayton, Ohio air show in 1978.

V: XL321, 617 Squadron, RAF Scampton, 1963: Overall gloss white with semi-gloss black radomes. Olympus 201 engines. Squadron crest on forward fuselage. Blue Steel missile.

W: XL390, 617 Squadron, RAF Scampton, 1969. Gloss camouflage. Olympus 301 engines and Blue Steel missile (training round shown).

X: XM574, 617 Squadron, RAF Scampton, 1979: Matte camouflage. TFR radome Sea Grey Medium. Olympus 301 engines. This aircraft performed at the Dayton, Ohio air show in 1979.

Y: XM650, 11 Group RAF, USAF Giant Voice bombing competition, Barksdale AFB, Louisiana, 1972. Gloss camouflage with No. 1 Group panther on forward fuselage. White bordered Union Jack. Olympus 301 engines.

Z: XH538, 11 Group RAF, USAF Giant Voice bombing competition, Barksdale AFB, Louisiana, 1979. Matte camouflage with No. 1 Group panther on tail. Olympus 201 engines.