

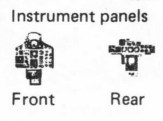
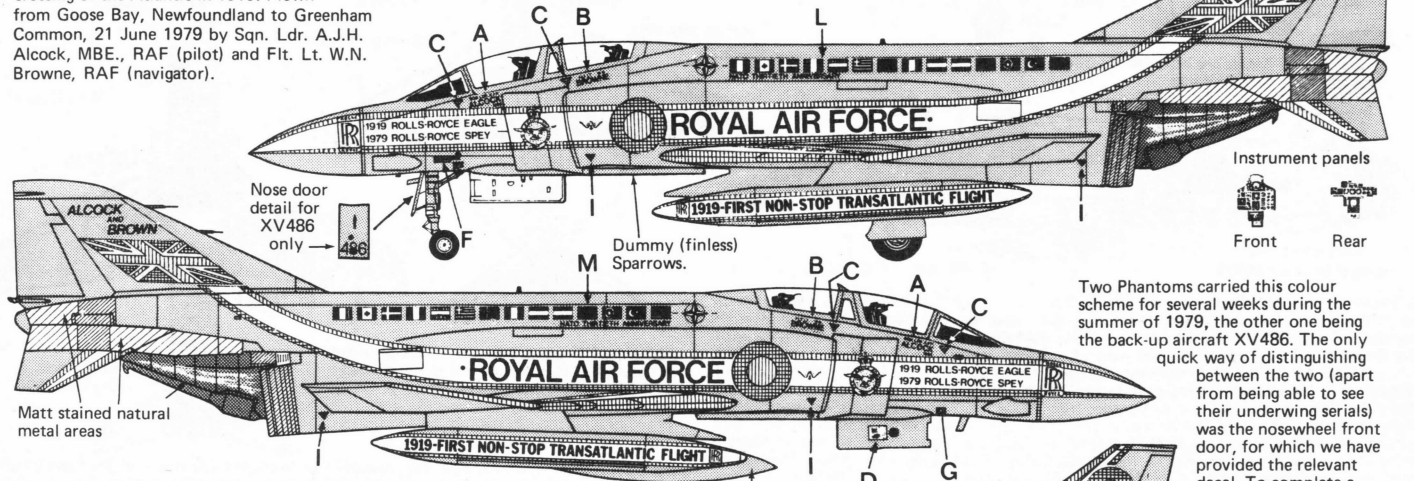
MODELDECAL

set no
55
1:72 scale

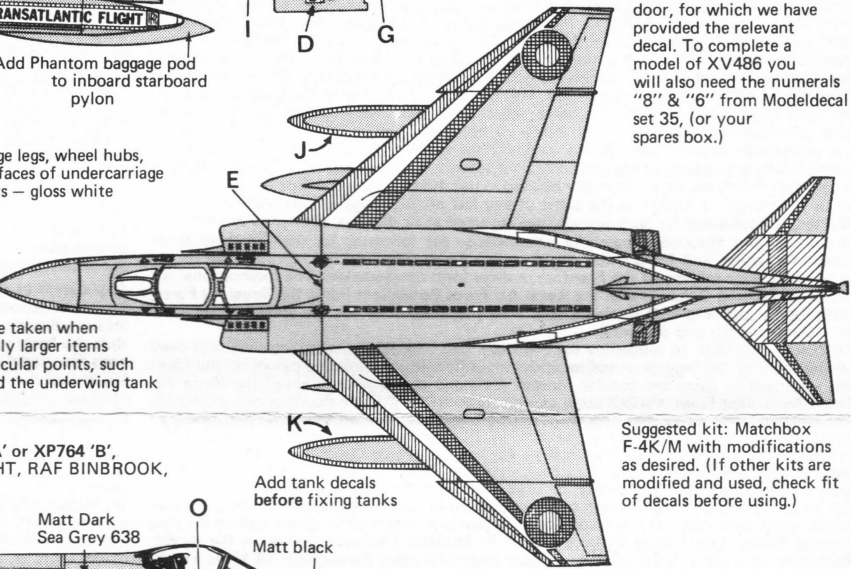
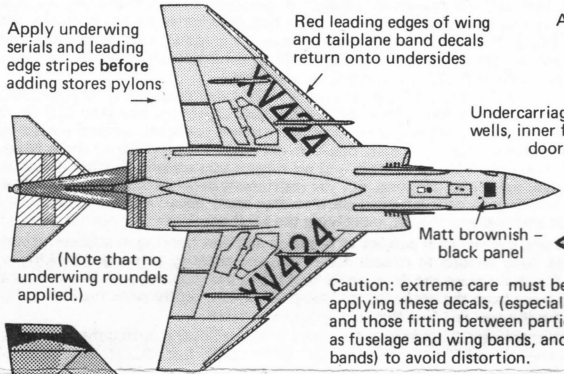
GREENHAM COMMON 1979 - R.A.F. PHANTOM FGR2 (ALCOCK & BROWN) LIGHTNING F3, LTF; HAWK T1, TWU.

McDONNELL PHANTOM FGR.2, ROYAL AIR FORCE; JUNE 1979.
Special colour scheme applied to XV424 of 56 Sqn. from Wattisham, to commemorate the 60th Anniversary of Alcock and Brown's first non-stop crossing of the Atlantic in 1919. Flown from Goose Bay, Newfoundland to Greenham Common, 21 June 1979 by Sqn. Ldr. A.J.H. Alcock, MBE., RAF (pilot) and Flt. Lt. W.N. Browne, RAF (navigator).

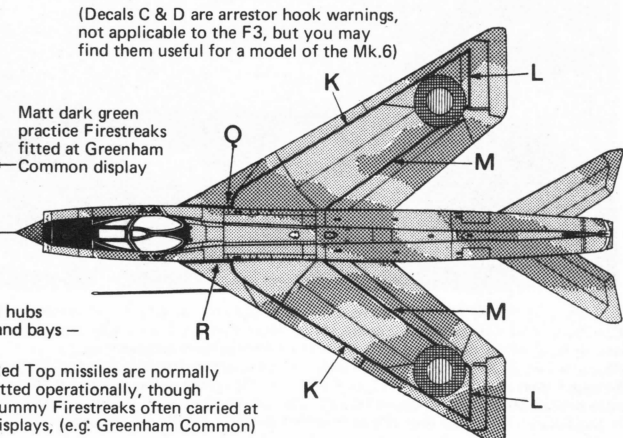
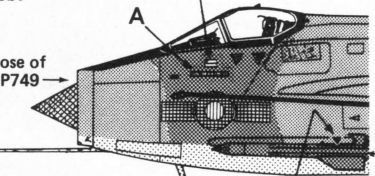
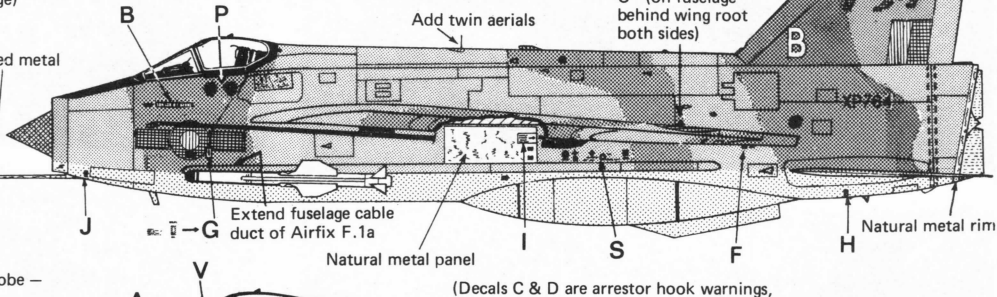
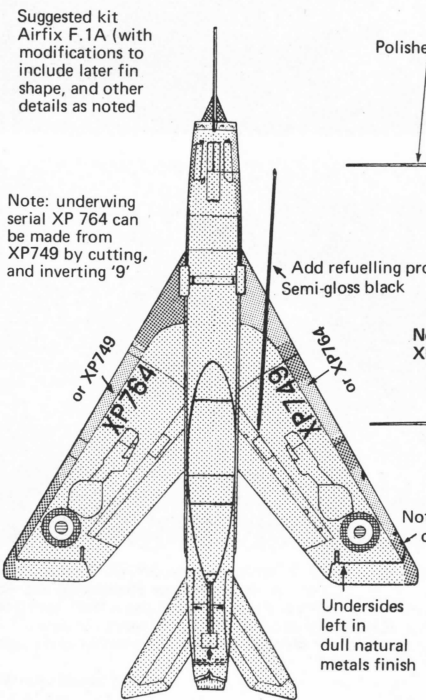
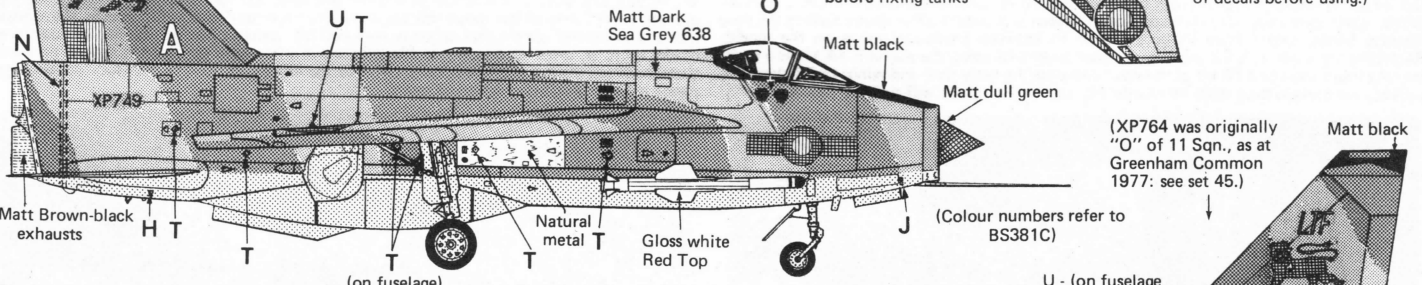
Overall finish - Gloss Light Aircraft Grey
BS381C:627

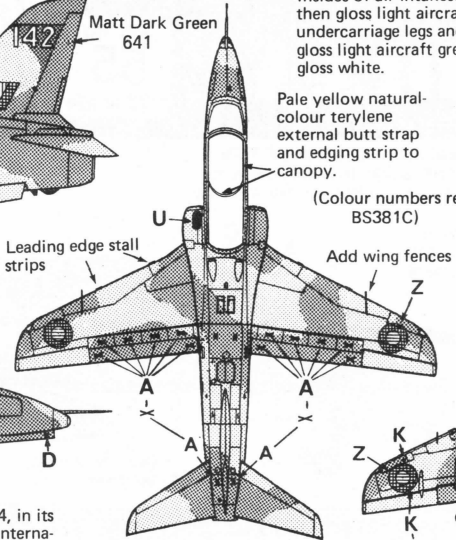
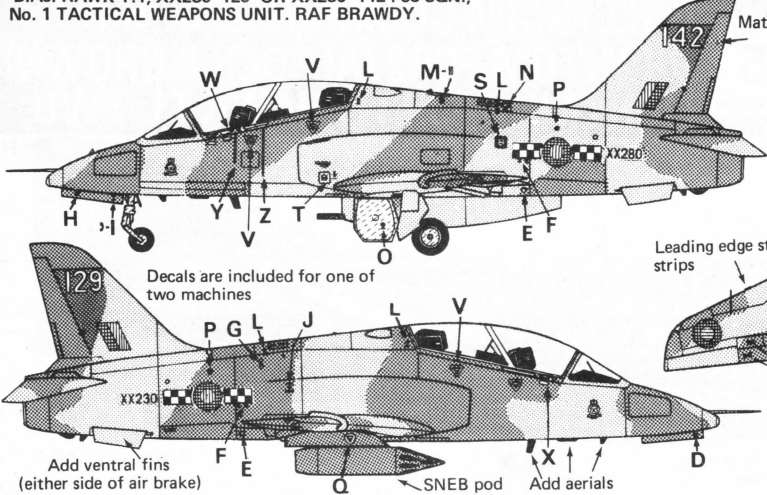


Two Phantoms carried this colour scheme for several weeks during the summer of 1979, the other one being the back-up aircraft XV486. The only quick way of distinguishing between the two (apart from being able to see their underlying serials) was the nosewheel front door, for which we have provided the relevant decal. To complete a model of XV486 you will also need the numerals "8" & "6" from Modeldecals set 35, (or your spares box.)



BAC LIGHTNING F3, XP749 'A' or XP764 'B', LIGHTNING TRAINING FLIGHT, RAF BINBROOK, LINGS.

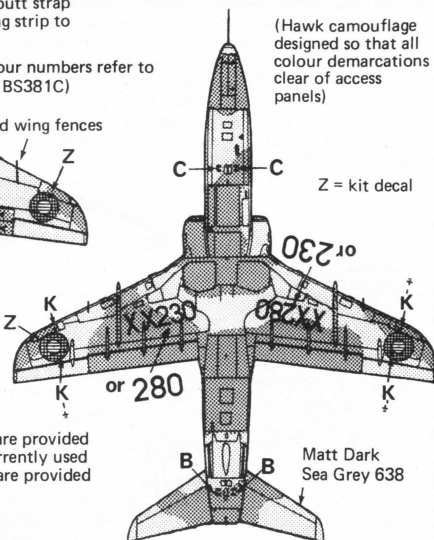




Insides of air intakes: local camouflage to depth of 300mm then gloss light aircraft grey 627. Insides of undercarriage doors, undercarriage legs and wheel hubs, inside of air brake and well - gloss light aircraft grey 627. Insides of undercarriage bays gloss white.

Pale yellow natural-colour terylene external butt strap and edging strip to canopy.

Recommended kits: Airfix or Matchbox



Although 100 gall combat tanks are provided in the Airfix kit, these are not currently used on RAF machines, (though they are provided for export machines).

underwing refuelling probe, Red Top missiles and fuselage cable ducts of the right lengths; as always, which methods are chosen is a matter of personal choice. Modelling the Hawk presents fewer problems, as apart from mostly minor additions noted on the drawings, available kits are excellent. Reference to fairly recent aviation magazines will give much background information on the Lightning Training Flight at Binbrook and the TWU Hawks at Brawdy, as well as additional useful photographic coverage.

Cockpit interiors of the three types are generally matt Dark Admiralty Grey (BS381C:632), with ejection seats semi-gloss black for the Phantom and Lightning, and grey 632 for the Hawk. Details such as seat harnessing, parachute and survival packs etc. generally matt buff or dark green, and padded headrests matt black or dark green. Colouring of these items is variable, even on the same types of aircraft, and we suggest you research further if you wish to be precise for any particular detailing. For the instrument panel decals, paint a small area of thin plastic card with gloss light grey and allow to dry; apply decals in the normal manner, cut panels to shape and apply to the kit, modifying the kit if necessary to obtain a proper fit.

Application of decals; cut out each subject as required and wet backing in luke-warm water for a few seconds, long enough to release decal from the backing; prolonged soaking will impair adhesion. Carefully place the decal on its backing in the required position, and gently slide the backing away from the decal; using a damp soft cloth, gently press the decal firmly onto the model, having ensured first that it is correctly located.

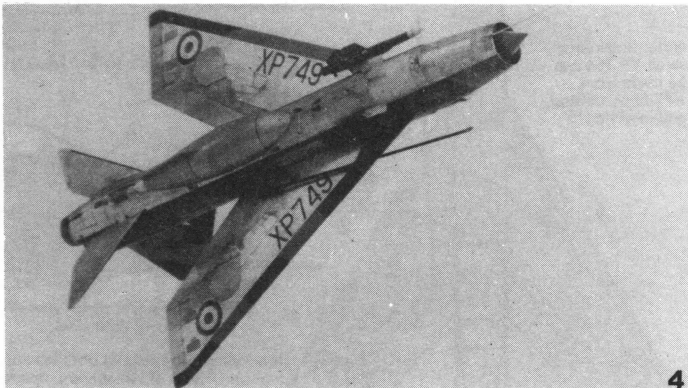
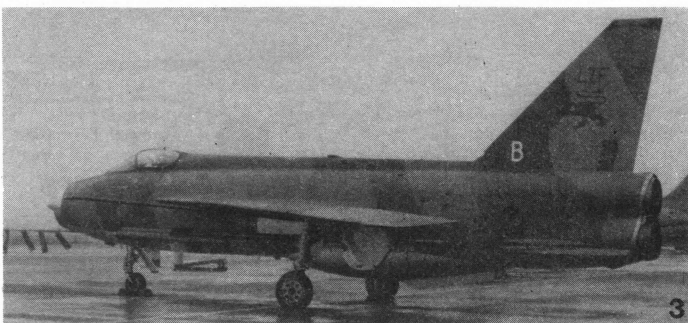
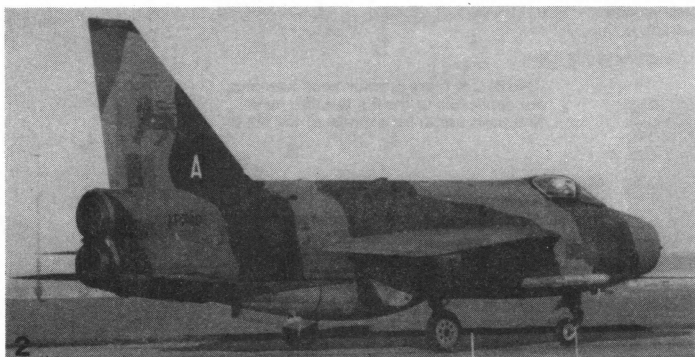
Modeldecals also acknowledge the generous assistance of the following during the preparation of these decals: staff at RAF Binbrook and St. Athan; Sqn. Ldr. A.J.H. Alcock, MBE, P.A. Bowen, P.J. Bultitude, C.R. Hughes, M.D. Howley, M.J. Ingham, R. Lindsay, M. McEvoy, J.D.R. Rawlings and D.G. White. Decals and instruction sheets designed and produced in Great Britain by Modeldecals, and marketed through their sole distributors, Messrs. Modeltoys, 246 Kingston Road, Portsmouth, Hants, England, to whom all overseas trade and individual enquiries should be addressed.

Modeltoys, who specialise solely in plastic kits and associated products for the scale modeller, operate a retail shop at the above address, and also a 'by return' mail order service. Remember that if you cannot obtain that urgently required kit, accessory or publication at your local model shop, an order or enquiry to Modeltoys will often save you a great deal of time and travel expense, even if you live outside UK. For the latest additions to the Modeldecals range, please refer to Modeltoys advertisements.

A special feature of this set of decals is the Royal Air Force Phantom FGR2, XV424, in its very colourful Alcock and Brown commemorative colour scheme. Early in 1979 the International Air Tattoo Organising Committee of the RAFBF working in close co-operation with the Royal Air Force, conceived the idea of a special surprise item to appear at the 1979 International Air Tattoo at Greenham Common. Being the 60th. anniversary of Alcock and Brown's epic transatlantic crossing in June 1919 in a specially converted Vickers Vimy, the Royal Air Force agreed to 'lend' a Phantom from 56 Sqn. at Wattisham for a commemorative flight from Newfoundland across the Atlantic, though on this occasion with an orthodox touchdown and proper reception at Greenham Common as opposed to the somewhat undignified landfall of the original flight! Rolls-Royce Ltd. agreed to sponsor the special paint scheme that would be needed, apt in view of their famous Eagle and Spey engines respectively fitted to the Vimy and Phantom. As if to underline the connections between this flight and its predecessor, the Royal Air Force also provided appropriately named crew members for the flight; Sqn. Ldr. A.J.H. Alcock, MBE, a nephew of Capt. John Alcock of the Vimy flight, and Fit. Lt. W.N. Browne, respectively pilot and navigator. The IAT Committee commissioned their artist Wilf Hardy to design the colour scheme for the Phantom, and great credit must be given to the artist and the staff at RAF St. Athan who so expertly and tastefully applied one of the most colourful schemes ever to appear on a military aircraft. In fact two Phantoms were identically painted in this scheme, the other one being XV486 to act as a 'backup' to XV424 in the event of any last minute snags. In the event all went as planned, and subsequently both aircraft have appeared at air displays during the summer.

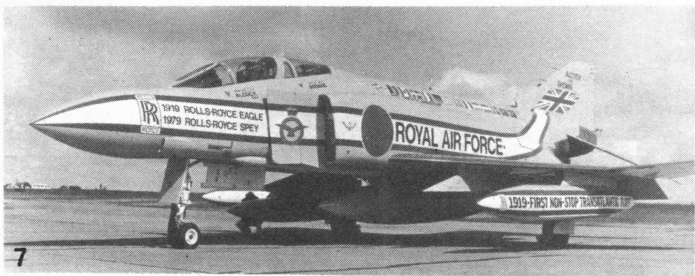
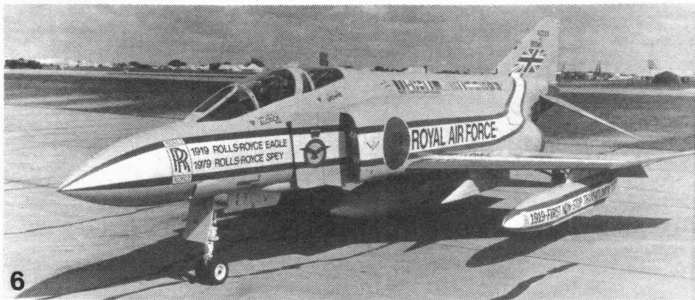
Modeldecals and Modeltoys gratefully acknowledge the following for their kind assistance with information and for granting their various permissions for the reproduction of the copyright colour scheme of the Phantom in decal form for modellers: The International Air Tattoo Organising Committee of the Royal Air Force Benevolent Fund; the Royal Air Force; Rolls-Royce Ltd. and W.R.R. Hardy Esq. (The projected dates for the 1981 International Air Tattoo are 4th and 5th July).

GENERAL NOTES: In modelling the Phantom, one additional underwing store will need adding, namely the baggage container under the starboard wing inboard pylon; on the flight this was used to carry the commemorative philatelic covers sold in aid of the Royal Air Force Benevolent Fund. Various other modifications can be made to the kit as desired, though when making any alterations check the effect they may have on the fit of the decals. In addition, some careful cutting and touching in with appropriate colours may be required to certain of the decals, for example those to the inner and outer faces of the underwing fuel tanks at their ends due to the extreme compound curvatures at these points. These decals do have a certain amount of pliability to stretch without cracking up, and while this factor can be an advantage in some cases (such as bedding down over awkward curves or surface detail), great care must also be taken not to stretch and distort other decals such as the long fuselage bands, which have to be a precise fit between particular points on the model. Regarding the Lightning F3 models, we have suggested using the Airfix F.1A kit as a basis, but one could also use a F6 kit as the basis and alter the belly tank and wings to F3 standard, possibly by cross-kitting with the Airfix kit; use of the F6 kit will provide the correct fit,



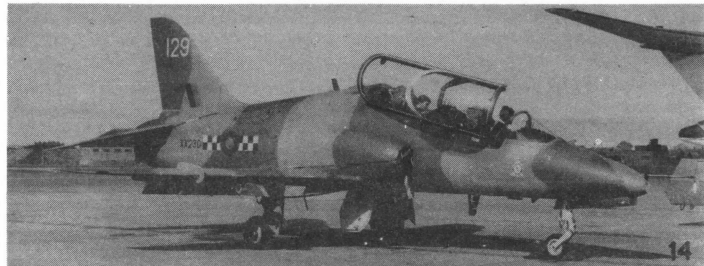
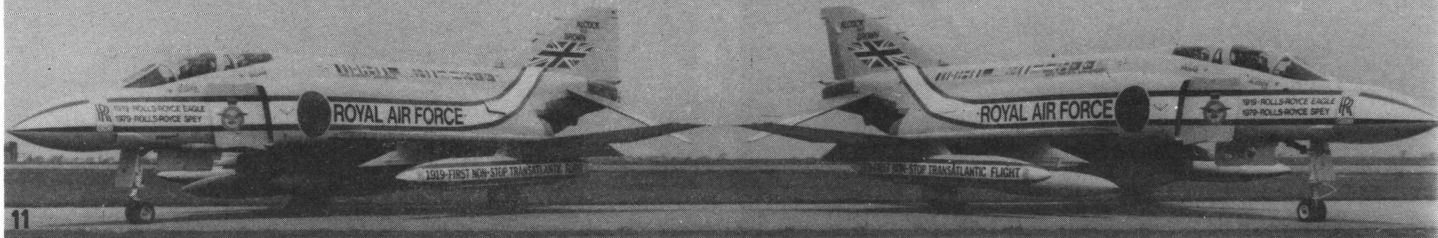
1. Lightning F3 XP749 'A' of the LTF at Binbrook taxis off the runway at Greenham Common, 24/6/79, towing its brake chute. Note dummy Firestreak missiles, the starboard one with a white nose, and also the hard demarcations between the camouflage colours. Photo: RLW. 2. XP749 again, some eighteen months previously in January 1978 at Binbrook. Between then and the 1979 IAT at Greenham Common, some repainting had taken place; note the camouflage demarcations on the starboard side of the fin compared to the drawings. It should also be noted that the positioning of the 'LTF' varies in relation to the lion motif

from one machine to another. Photo: R. Lindsay. 3. Sister machine, XP764 'B' of the LTF; two years previously it had been 'O' of 11 Sqn. at Binbrook (see Modeldecals Set 45), indicative of the way these machines rotate amongst the units based there. Matt dark green dummy Firestreaks are fitted. Photo: B. Pickering, MAP. 4. XP749 'A' again, showing off its undersides at Greenham Common; the 'silver' finish often appears well weathered on Lightnings, especially the rear wing areas. Photo: RLW



5. Phantom FGR2, XV424 in flight prior to the commemorative Atlantic crossing, being flown by Sqn. Ldr. Tony Alcock and Flt. Lt. Norman Browne; as can be seen, no underwing roundels were applied. *Photo: courtesy of Rolls-Royce Ltd.* 6, 7 & 8: three port side views of XV424 at Greenham Common showing useful details. The only visible clues as to the origin of the Phantom were the red intake cover plates neatly painted with 56 Sqn's red/yellow checkerboards. Note the paint details at the front of the underwing tanks, and the bottom of the fuselage band coinciding with the wing root for a short distance; applying a straight band over most of the fuselage length was a trickier job than it might appear to the casual

onlooker! The small emblem over the top of the rudder on the port side of the fin was St. Athan's own stylised Welsh dragon; the white wording underneath (in 1/4in. high letters, slightly small for 1/72 scale!) read 'PAINTED BY RAF ST. ATHAN MAY 1979/DESIGNED BY W.R.R. HARDY' *Photos courtesy of IAT Committee.* 9. Starboard view of XV424 at Greenham Common, again showing the exceptionally clean appearance of the scheme. It should also be noted that apart from the small amount of stencil detail shown on the decals and instruction sheet drawings, none of the mass of stencil detail usually seen on Phantoms was carried. *Photo courtesy of IAT Committee.* 10. XV424 departs Greenham Common on 25 June, luckily not its last appearance in public. *Photo: RLW*



11. No, not double vision, but a rare glimpse of XV424 (left) together with its twin XV486 on roll out at St. Athan in early June. At this stage, XV486's nose door had not been applied, and the only way of distinguishing them easily was by the underwing serials. *Photo: RAF St. Athan.* 12. Positively XV486 again, seen at Coningsby's open day on 21 July, with the red 'last three' on the nosewheel door; this machine was ex 'B' of 23 Sqn., and the first of the two to be stripped down at St. Athan. *Photo: S.G. Richards.* 13. A more frontal view of XV486, again showing the nose door number; a black disc with white maple leaf appeared inside the lower loop of the central '8'; this zap applied in Newfoundland by the CAF no doubt; shortly after, this zap was removed from the '8', and can also be painted out

on the decal if you wish. *Photo: M.D. Howley.* 14. Hawk T1 XX230 '129' seen in clean display condition, and showing off its 63 (Shadow) Sqn. black and yellow checks either side of the fuselage roundels; the nose badge carried by the Brawdy Hawks is that of the TWU, not the individual squadrons, since all aircraft are pooled; (see Modeldecad Set 50 for a 234 Sqn. Hawk). *Photo: S.G. Richards.* 15. The other Hawk is this set, XX280 '142' in 63's markings, seen at Greenham Common. In their normal role the Hawks are usually seen carrying SNEB pods and CBL5100 streamlined practice bomb carriers, with the 30mm. Aden cannon pod fitted under the belly; from 1980 onwards, they may well be equipped with Sidewinders. *Photo: D.G. White.*