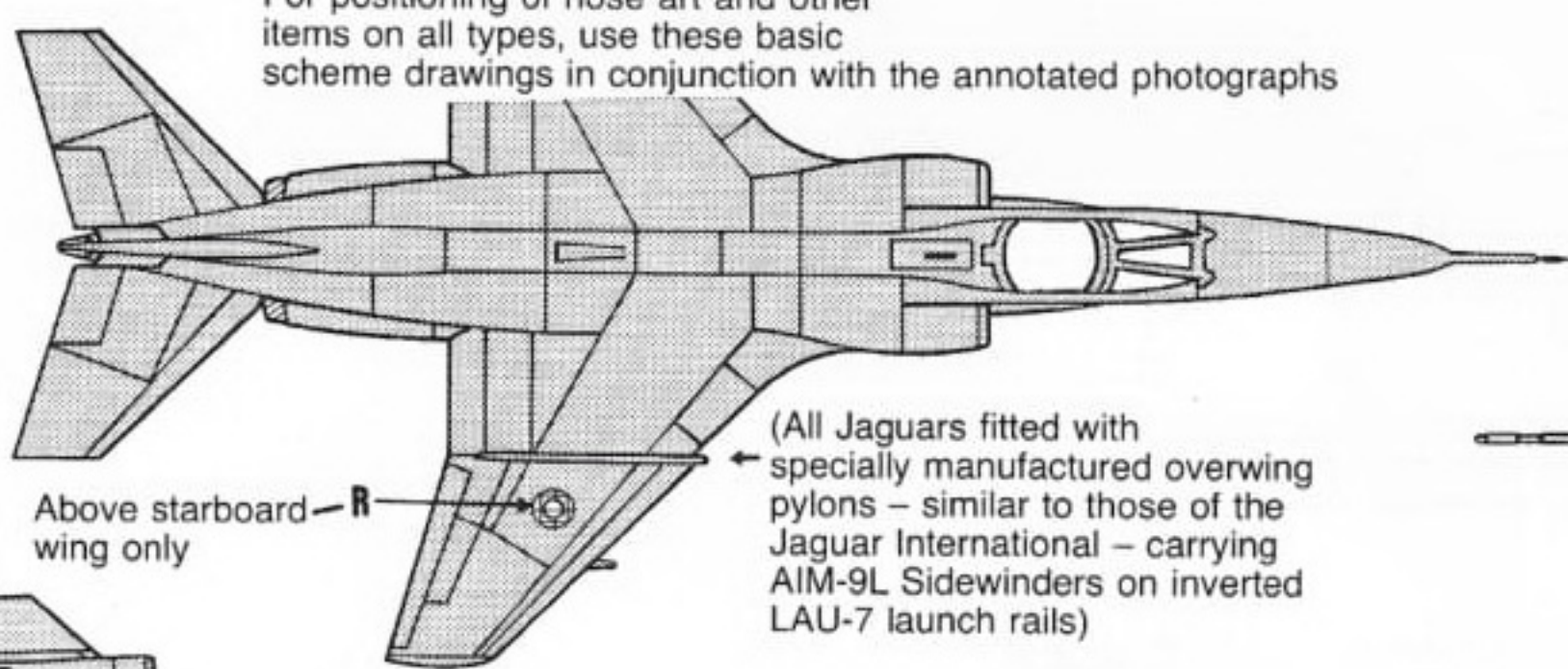


MODELDECAL

set no
109
1:72 scale

RAF-DESERT STORM (1) TORNADO GR1 JAGUAR GR1A BUCCANEER S2B VICTOR K2

For positioning of nose art and other items on all types, use these basic scheme drawings in conjunction with the annotated photographs

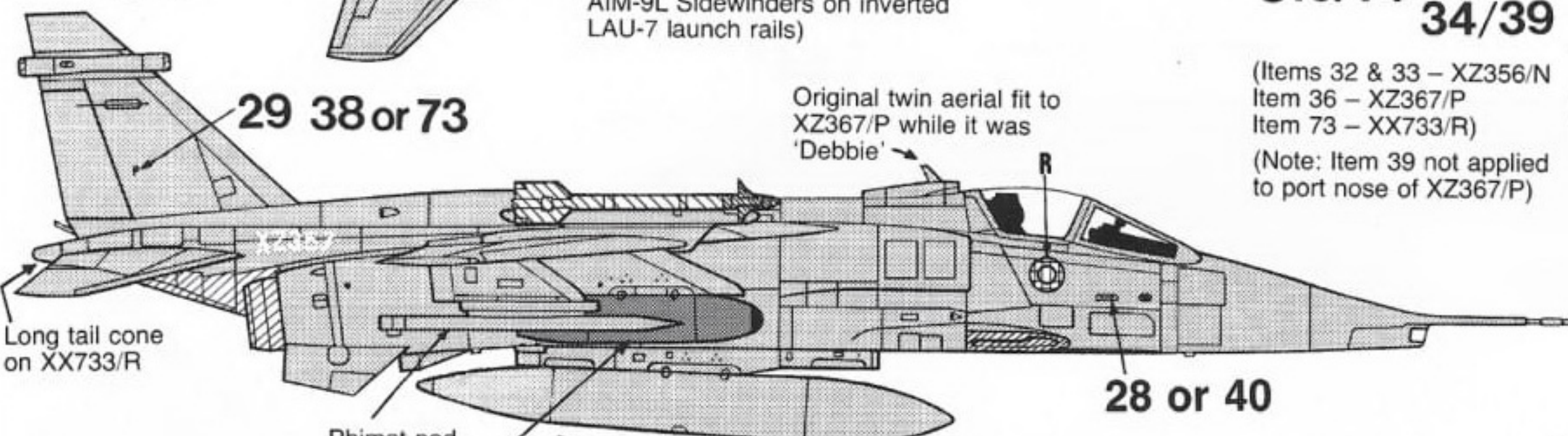


Above starboard wing only

(All Jaguars fitted with specially manufactured overwing pylons - similar to those of the Jaguar International - carrying AIM-9L Sidewinders on inverted LAU-7 launch rails)

29 38 or 73

Original twin aerial fit to XZ367/P while it was 'Debbie'



Long tail cone on XX733/R

Phimat pod

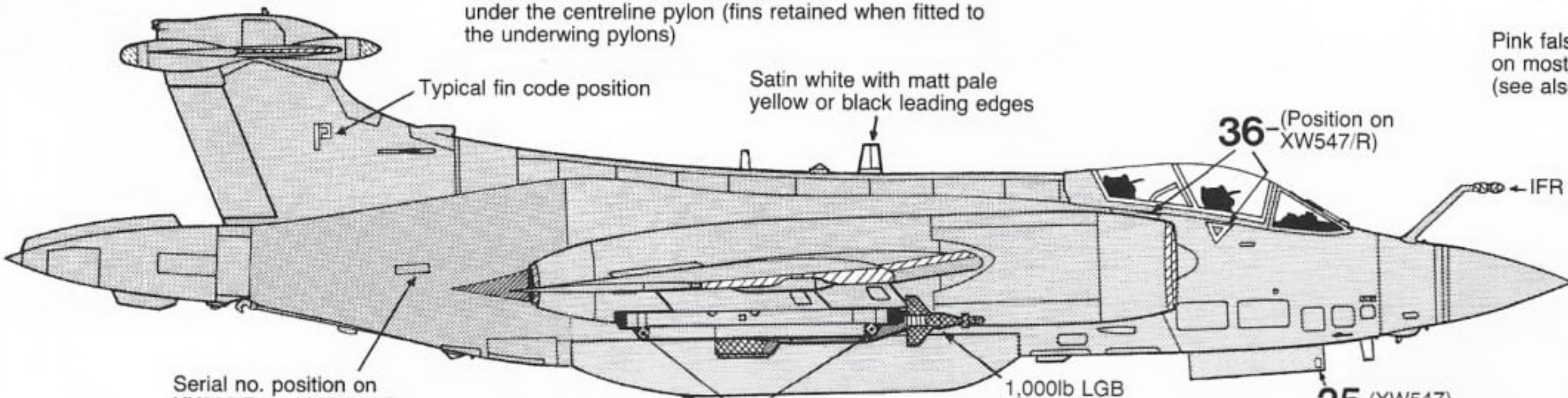
LAU-5003 B/A (CRV-7 rocket) pod

From the start of hostilities, long range tanks had the fins removed when fitted under the centreline pylon (fins retained when fitted to the underwing pylons)

Typical fin code position

Satin white with matt pale yellow or black leading edges

28 or 40



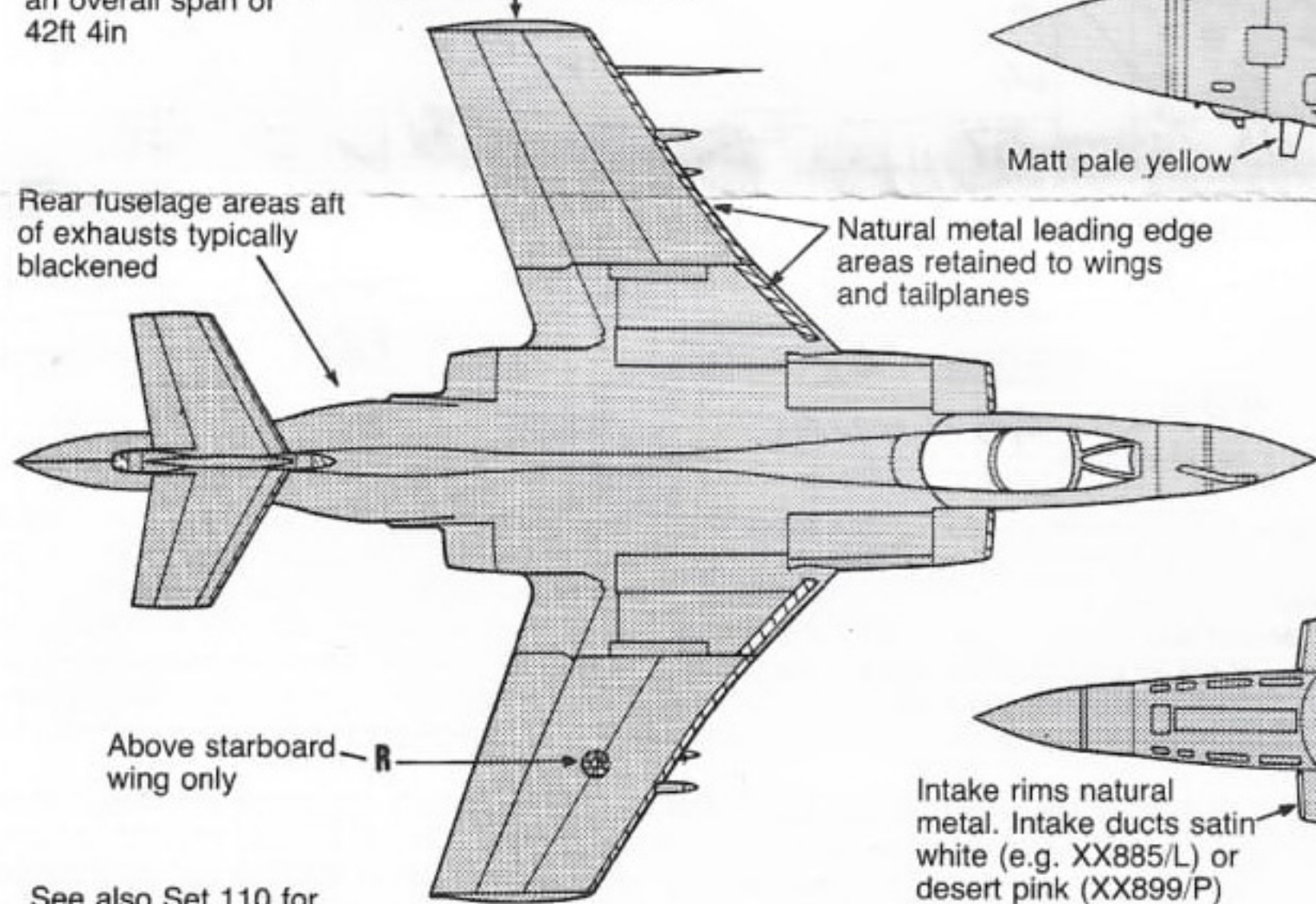
Serial no. position on XX899/P and XW547/R

1,000lb LGB (starboard inner pylon)

79 (Both sides of AN/ALQ-101(V)-10 jammer)

25 (XW547)

For Desert Storm, all 12 Buccaneers (and two others readied but not sent) had their wing tips modified to S.Mk.1 standard (the original wing tips, giving an overall span of 42ft 4in)

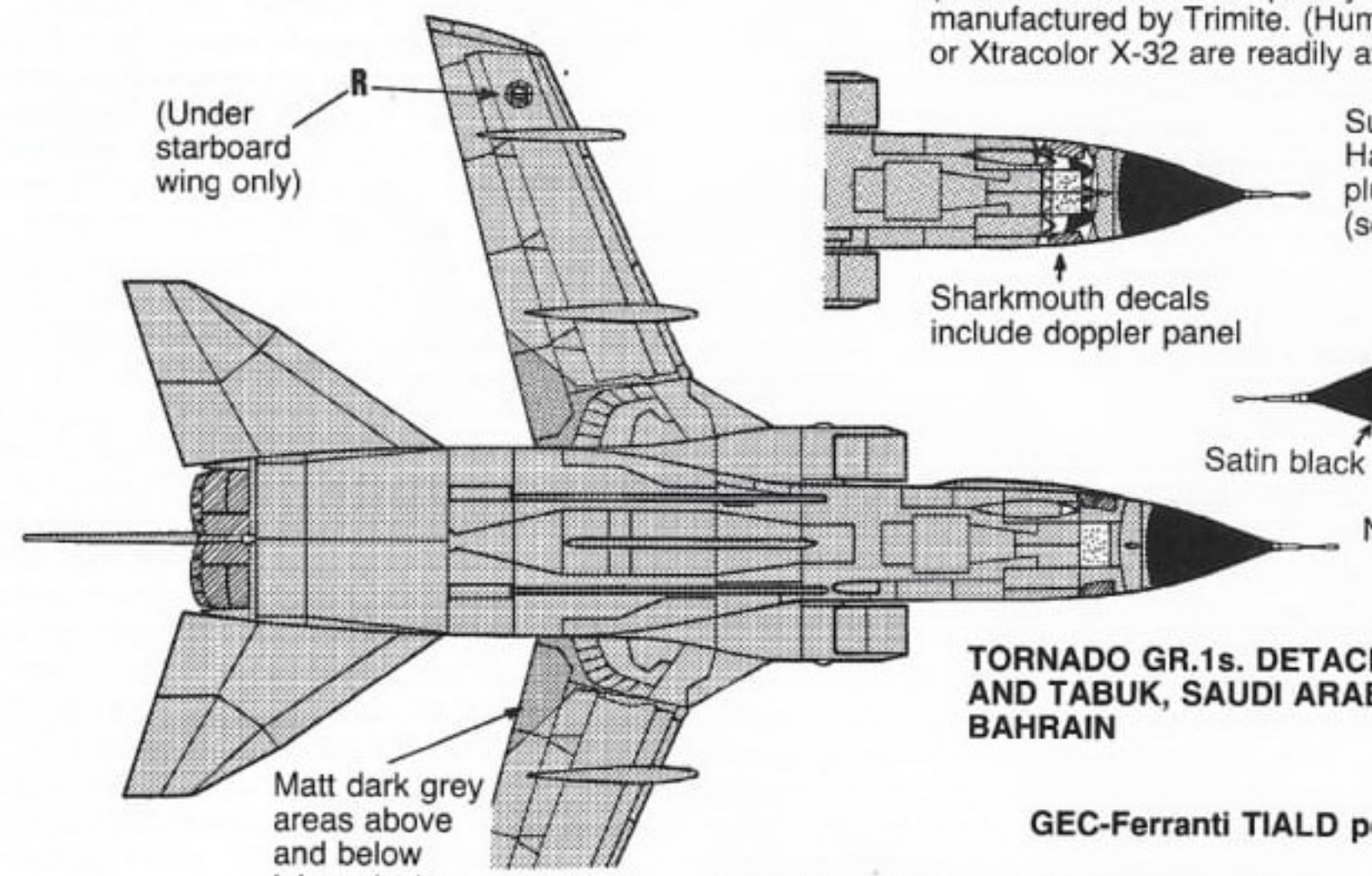


Rear fuselage areas aft of exhausts typically blackened

Natural metal leading edge areas retained to wings and tailplanes

Above starboard wing only

See also Set 110 for further information on all types included in Set 109



(Under starboard wing only)

Sharkmouth decals include doppler panel

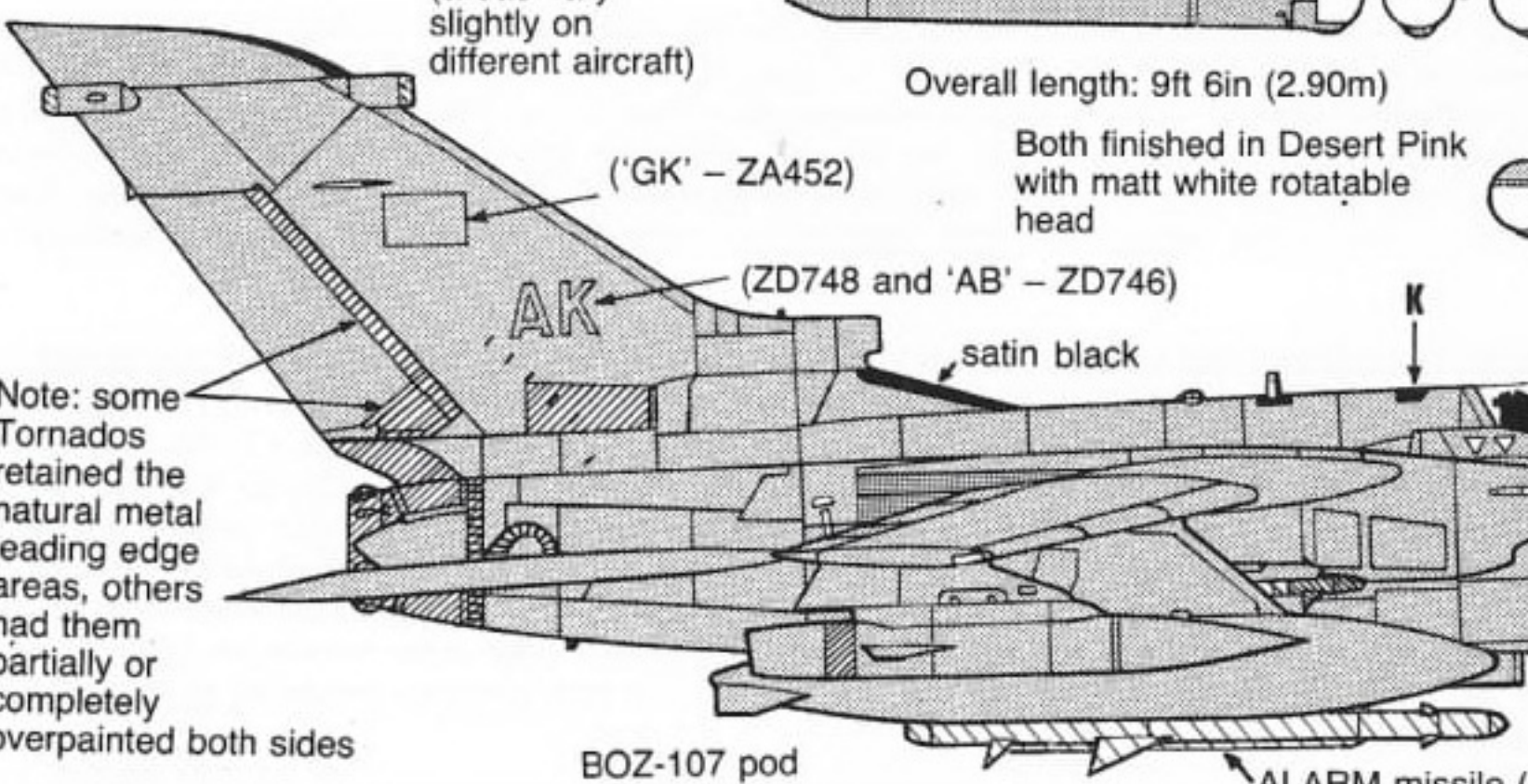
Suggested kit: Hasegawa GR1 plus additional stores (see note elsewhere)

Satin black

4, 8 or 11

TORNADO GR.1s. DETACHMENT AT DHAHRAN AND TABUK, SAUDI ARABIA AND MUHARRAQ, BAHRAIN

Matt dark grey areas above and below inboard wings (areas vary slightly on different aircraft)



Note: some Tornados retained the natural metal leading edge areas, others had them partially or completely overpainted both sides

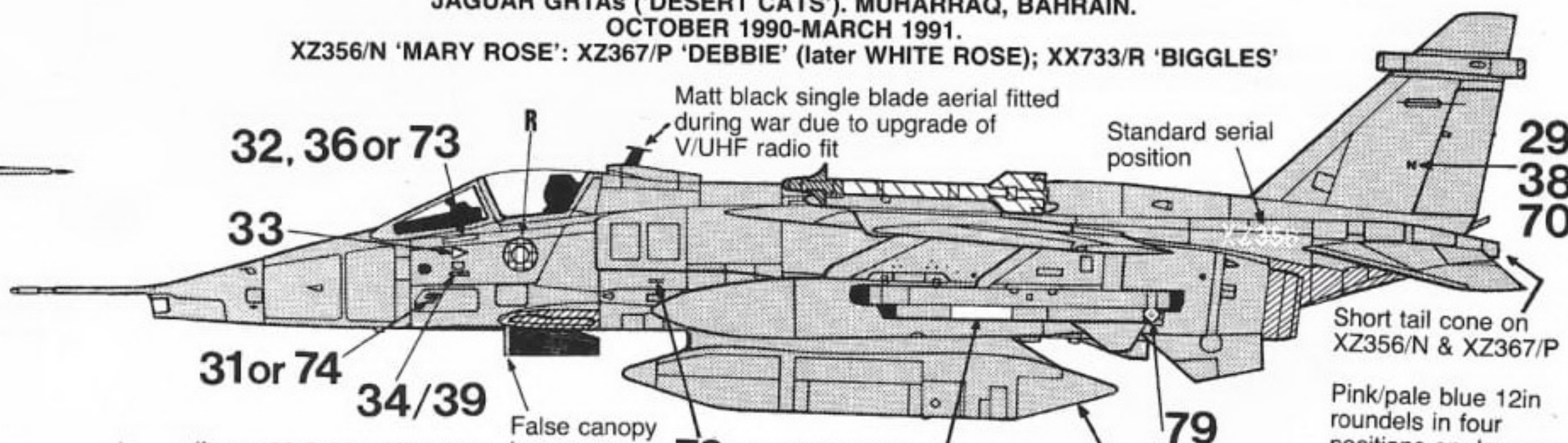
BOZ-107 pod

ALARM missile (on belly racks)

Nosewheel door

3, 7 or 10

JAGUAR GR1As ('DESERT CATS'). MUHARRAQ, BAHRAIN. OCTOBER 1990-MARCH 1991. XZ356/N 'MARY ROSE'; XZ367/P 'DEBBIE' (later WHITE ROSE); XX733/R 'BIGGLES'



32, 36 or 73

33

31 or 74

34/39

(Items 32 & 33 - XZ356/N Item 36 - XZ367/P Item 73 - XX733/R) (Note: Item 39 not applied to port nose of XZ367/P)

Matt black single blade aerial fitted during war due to upgrade of V/UHF radio fit

Standard serial position

29

38

70

Short tail cone on XZ356/N & XZ367/P

Pink/pale blue 12in roundels in four positions on Jaguars

False canopy bar across front of rear doors

72 (XX733/R only)

AN/ALQ-101(V)-10 jammer pod

Infra red line scan reconnaissance pod (BAe or Vinten versions)

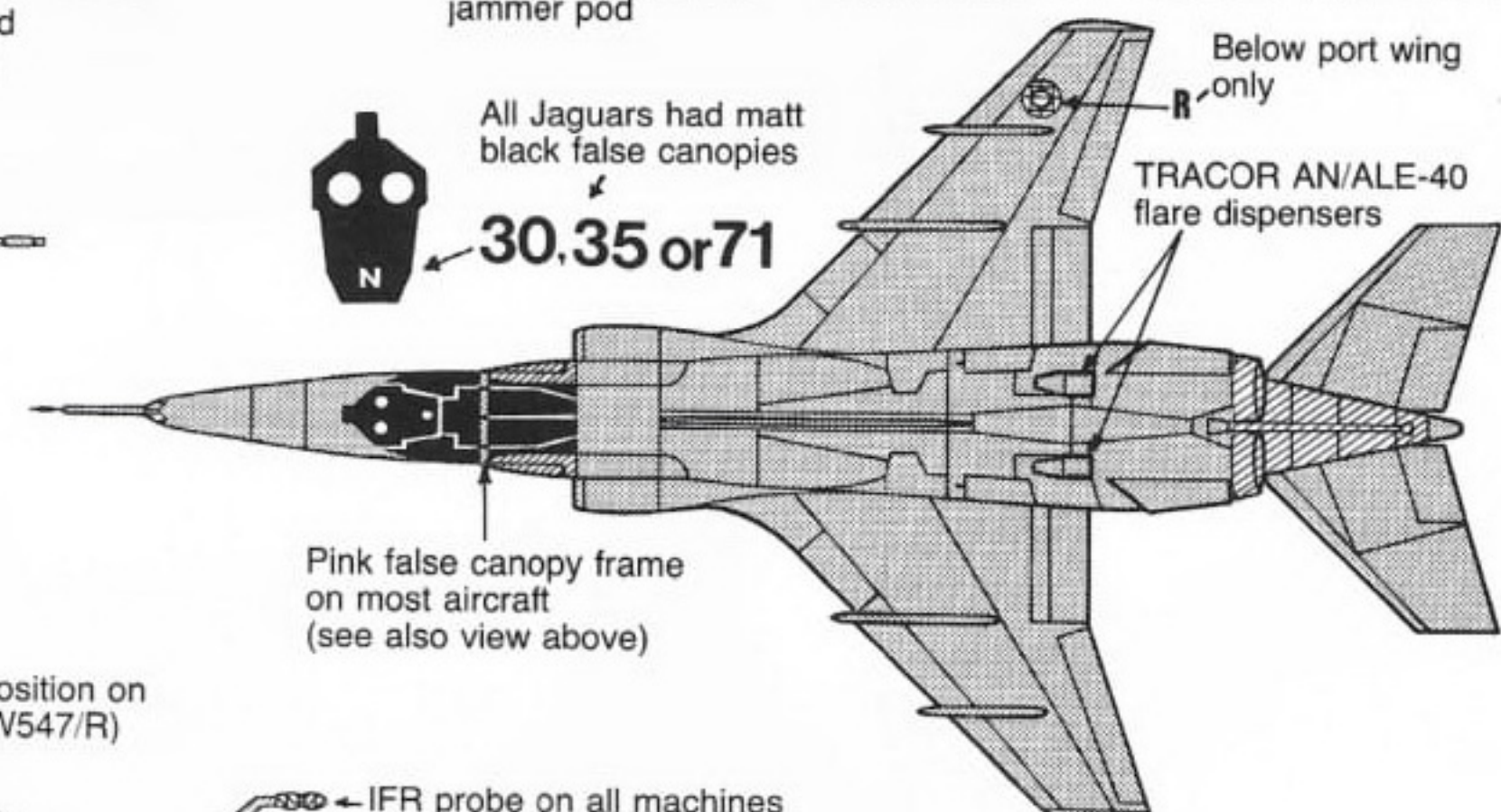
79



All Jaguars had matt black false canopies

30, 35 or 71

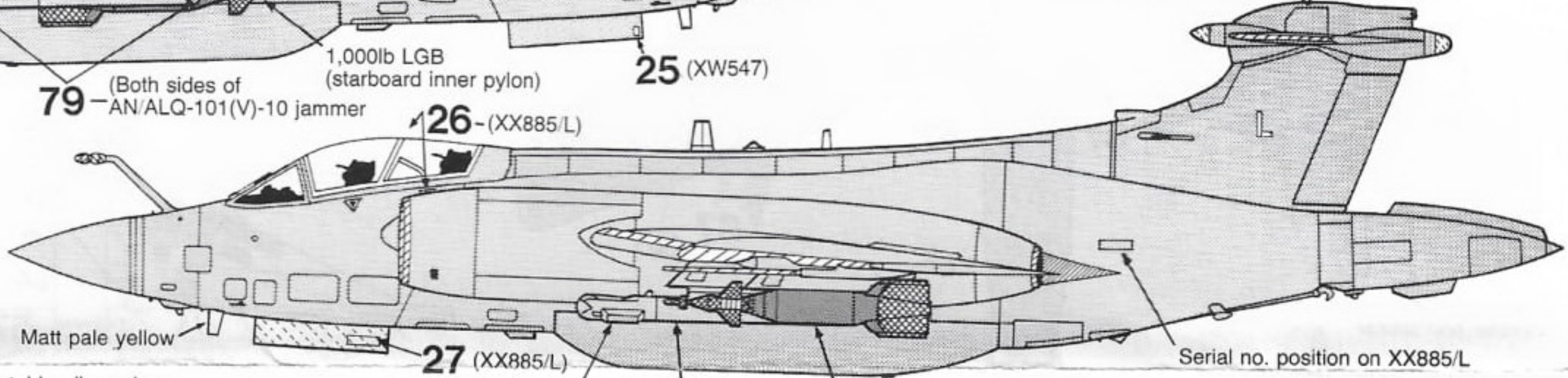
Pink false canopy frame on most aircraft (see also view above)



Below port wing only

TRACOR AN/ALE-40 flare dispensers

BUCCANEER S.2Bs, MUHARRAQ, BAHRAIN. Late JANUARY-MARCH 1991. XW547/R 'GUINNESS GIRL'; XX885/L 'HELLO SAILOR'; XX899/P 'LASER LIPS LAURA'



79 (Both sides of AN/ALQ-101(V)-10 jammer)

25 (XW547)

26 (XX885/L)

Matt pale yellow

27 (XX885/L)

Forward part matt black on some pods

Pave spike pod (port inner pylon)

1,000lb LGB (port outer or starboard inner pylons)

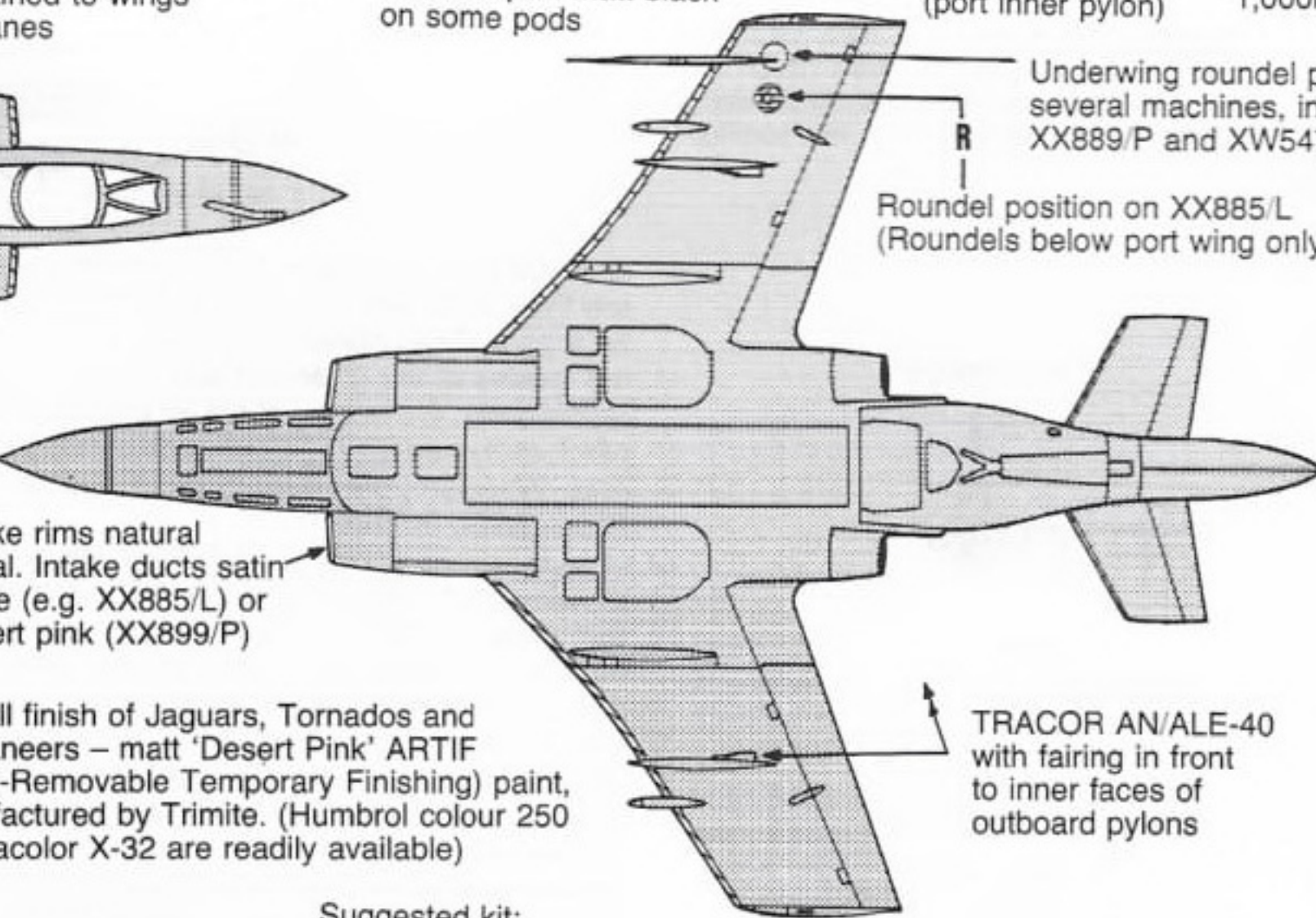
Underwing roundel position on several machines, including XX889 P and XW547/R

Roundel position on XX885 L (Roundels below port wing only)

(ZA491)

N

Serial no. position on XX885/L



TRACOR AN/ALE-40 with fairing in front to inner faces of outboard pylons

TIALD pod (see detail below)

13 (14 stb'd) ZD748/AK

Typical serial position

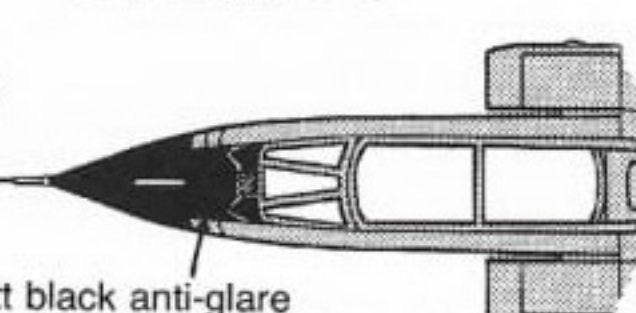
15

(ZD890)

(ZD739)

AC

Sky Shadow ECM pod in desert pink with matt black sensor areas; larger 495 gallon 'Hindenburg' tanks also frequently carried under inner wing pylons only



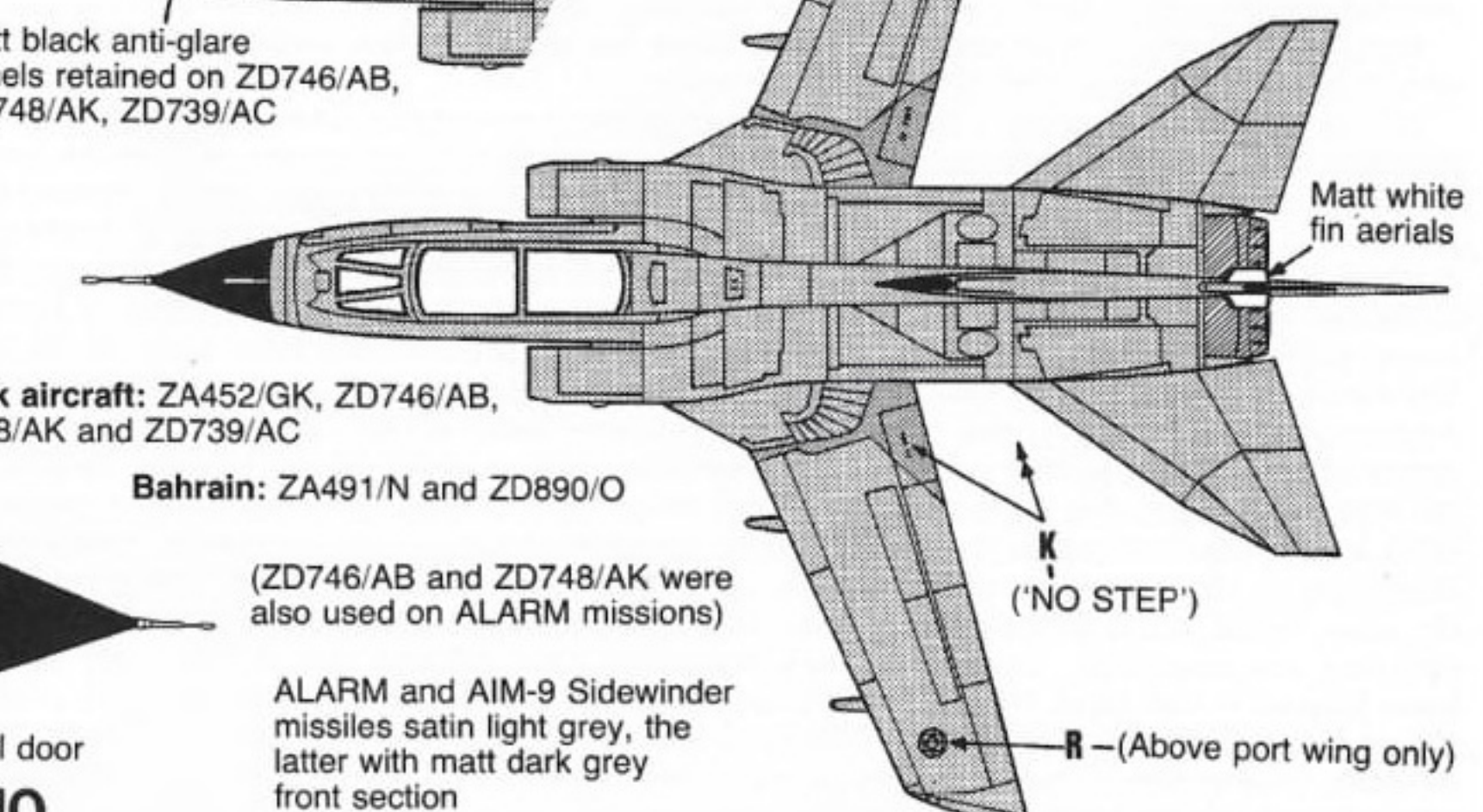
Matt black anti-glare panels retained on ZD746/AB, ZD748/AK, ZD739/AC

Tabuk aircraft: ZA452/GK, ZD746/AB, ZD748/AK and ZD739/AC

Bahrain: ZA491/N and ZD890/O

(ZD746/AB and ZD748/AK were also used on ALARM missions)

ALARM and AIM-9 Sidewinder missiles satin light grey, the latter with matt dark grey front section

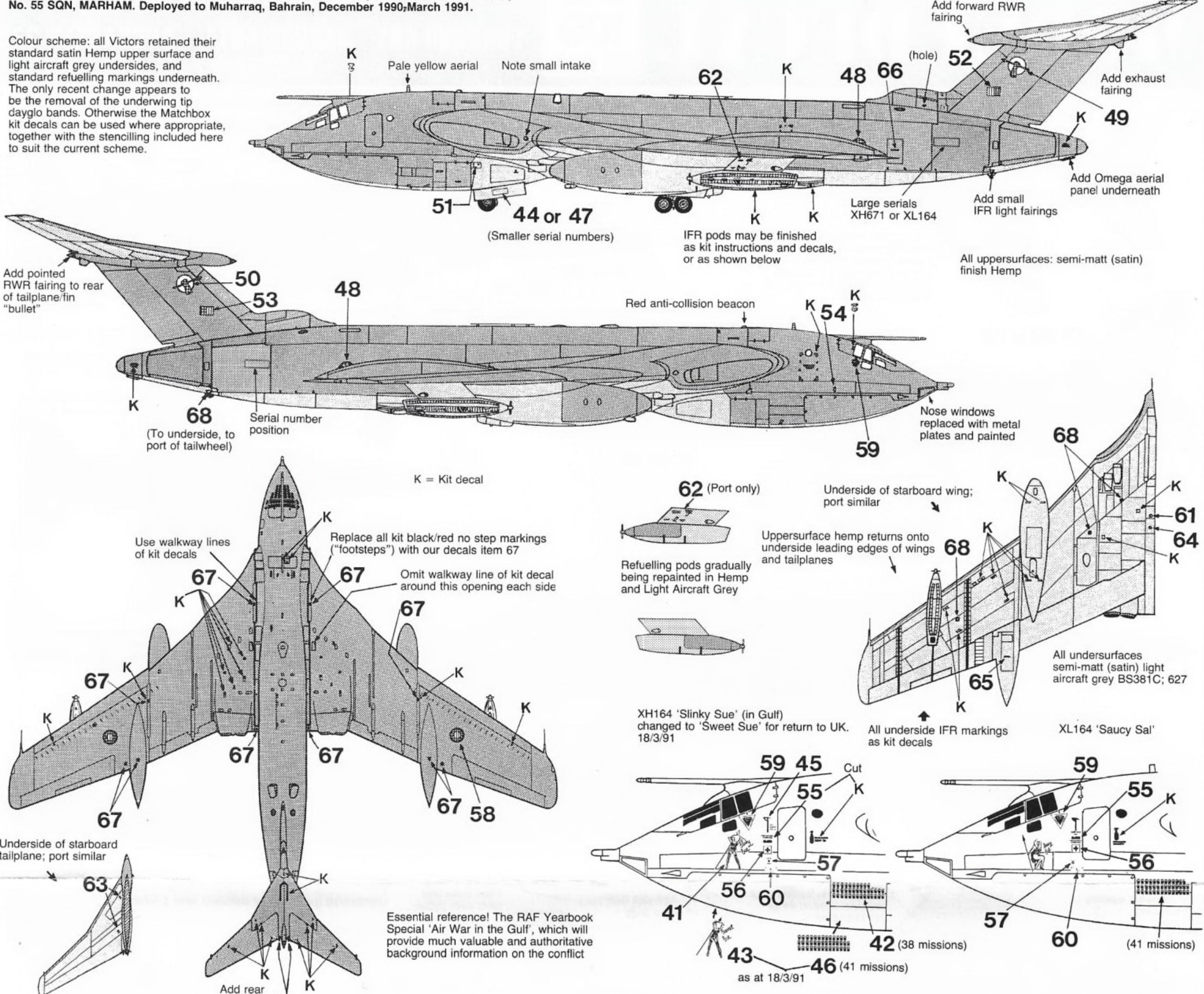


Matt white fin aerials

(NO STEP)

R (Above port wing only)

Colour scheme: all Victors retained their standard satin Hemp upper surface and light aircraft grey undersides, and standard refuelling markings underneath. The only recent change appears to be the removal of the underwing tip dayglo bands. Otherwise the Matchbox kit decals can be used where appropriate, together with the stencilling included here to suit the current scheme.



TYPICAL STORES PLACEMENTS

TORNADO GR1		JAGUAR		BUCCANEER	
Store	Pos.	Store	Pos.	Store	Pos.
1,000lb GP BOMB	3, 4, 5	1,000lb GP BOMB	2, 4	1,000lb LGB	2, 4
1,000lb LGB	3, 4, 5	BL755 CBU	2, 4	AIM-9L AAM	4
ALARM ASM (early)	2, 6	CBU-87 ROCKEYE II	2, 4	LR TANKS	2, 3
ALARM ASM (later)	3, 4, 5	CRV-7 (LAU 5003 B/A)	2, 4	AN/ALQ-101(V)-10	2, 3
JP 233	3, 5	TANKS (RECCE)	2, 4	AN/ASQ-153 PAVE SPIKE	3
AIM-9L AAM	2A, 6A	TANKS (BOMBING)	3		
350 gall. TANKS	2-6	RECCE POD	3		
495 gall. TANKS	2, 6	AIM-9L AAM	6		
BOZ107	1	PHIMAT POD	1		
SKY SHADOW	7	AN/ALQ-101(V)-10	5		
TIALD POD	5				

Note: The table only indicates the positions various stores were commonly fitted; actual combinations can easily be ascertained from references such as the RAF Yearbook Gulf air war special already mentioned.

GENERAL NOTES: Some of the stores listed above are included in the relevant kits, but many others that are not so included are available from specialist manufacturers; the various Hasegawa and Italeri stores and weapons sets do have limited applications to British aircraft in the Gulf theatre, for example AIM-9L Sidewinder AAMs in Hasegawa Set 3, AN/ALQ-101 jammer pod in Set 4, and AIM-9Ls and Sea Skua ASMs by Italeri. The following listings may be useful ready reference on other applicable stores for the Tornado GR1 and Buccaneer S2B in the Gulf conflict. (Refer to these manufacturer's own advertisements for product reference numbers, prices and ordering).

AIRWAVES (E.D. Models): AN/ALQ-101 (and -119) jammer pods; AN/ALE-40 flare dispensers for Tornado F3; BOZ-107 chaff/flare pods. (Also planned: TIALD pod).

SCALE CAST: A comprehensive selection including: Tornado GR1: JP233, BAe ALARM, CPU-123B LGBs, 495 gall. (F3 style) fuel tanks, BOZ-107 and Sky Shadow ECM pod. Jaguar GR1A: Linescan recce pod, 264 gall. fuel tanks, overwing AIM-9 overwing pylons, AIM-9L AAMs, Matra Phimat and AN/ALQ-101 pods. Buccaneer S2B: AN/ALQ-101 and ASQ 153 pods, AN/ALE-40 flare dispensers. (Also planned: TIALD pod and updated ALARMS).

'DANGLY BITS' and 'KITBITS' (Flying High): numerous individual kits, including Phimat, BOZ-107, AN/ALQ-101 and Sky Shadow pods, Jaguar recce pod and fuel tanks, and JP233.

Many other items such as detailed ejection seats are available from various manufacturers, all providing the wherewithal to produce models of exceptional accuracy.

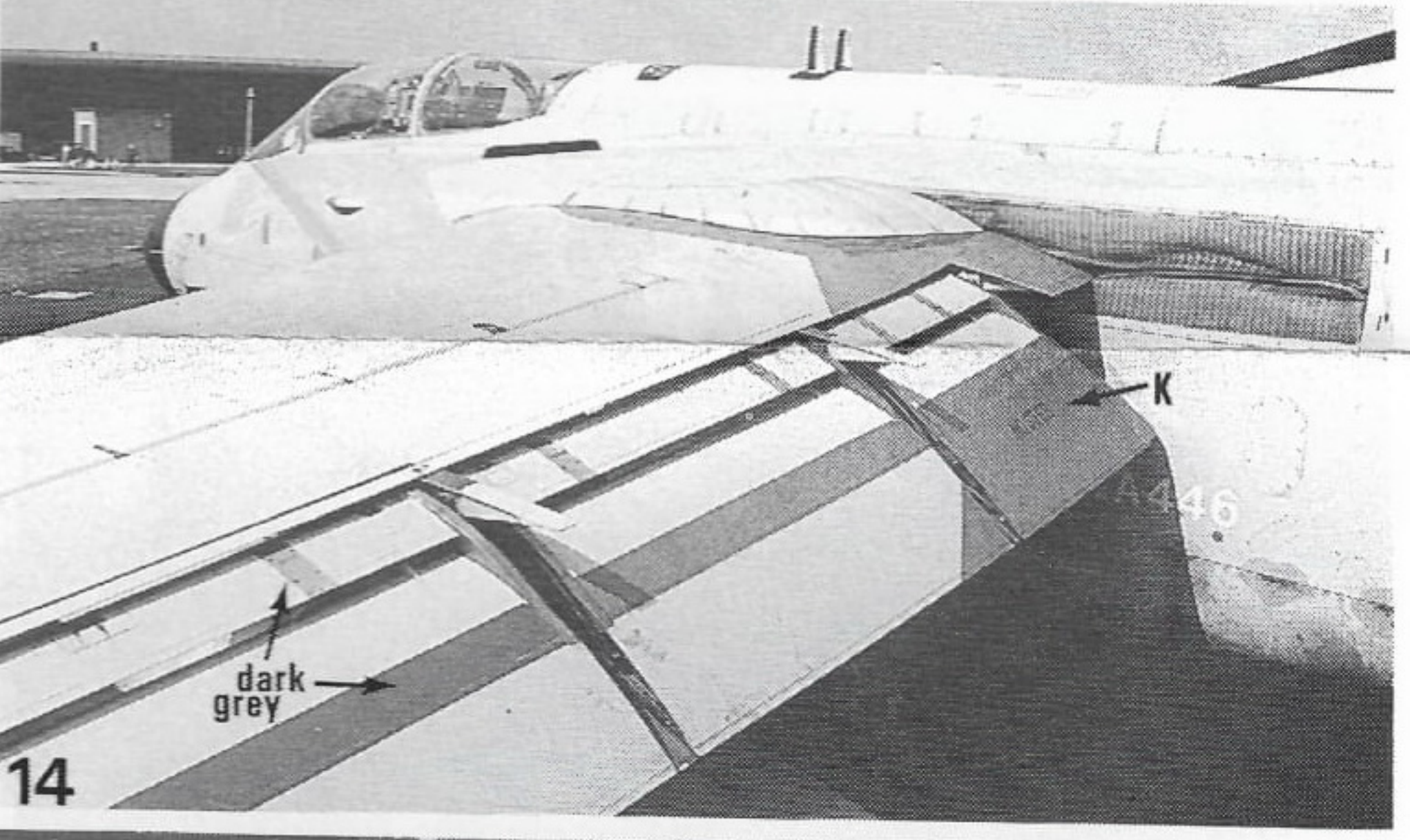
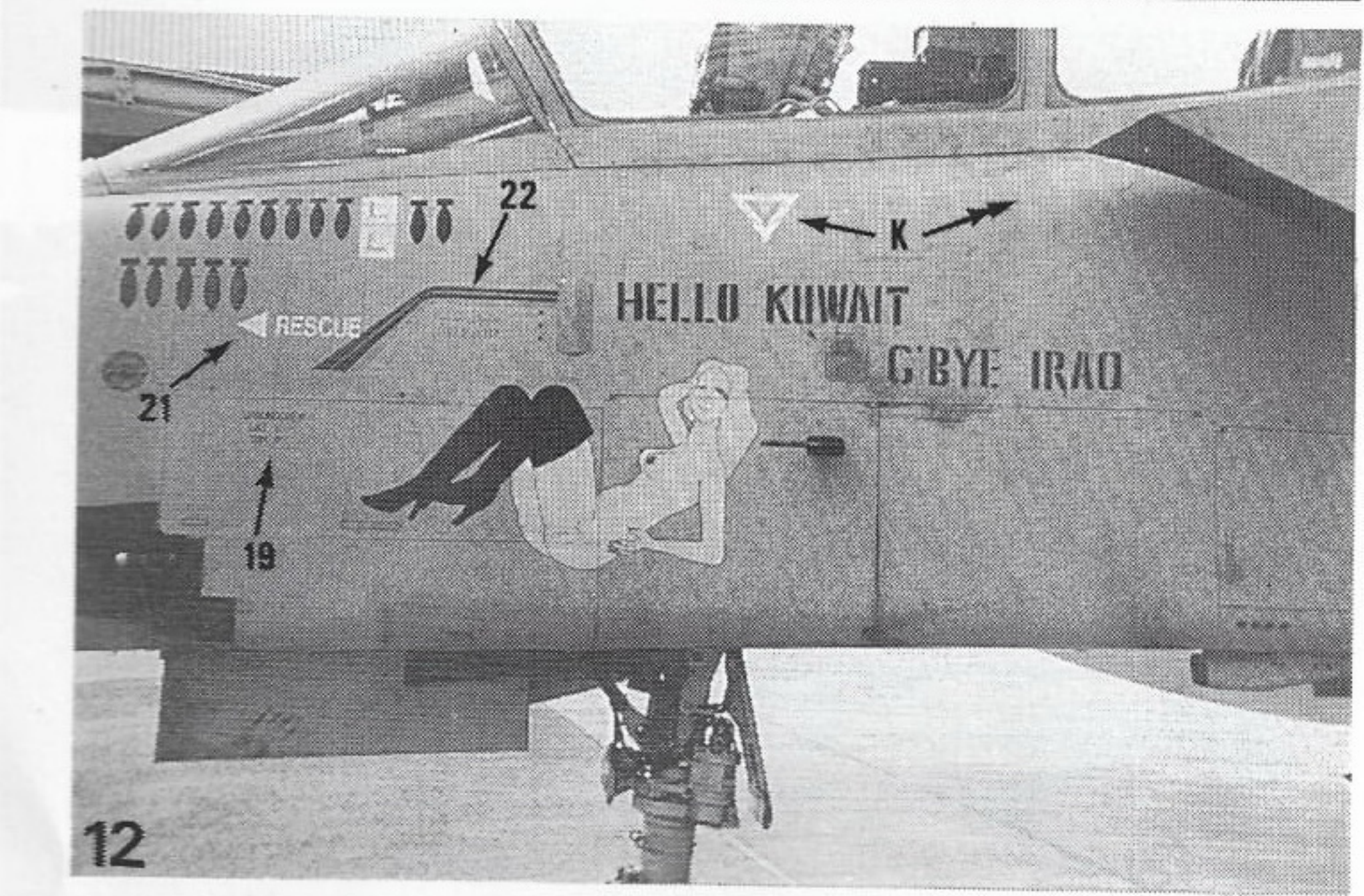
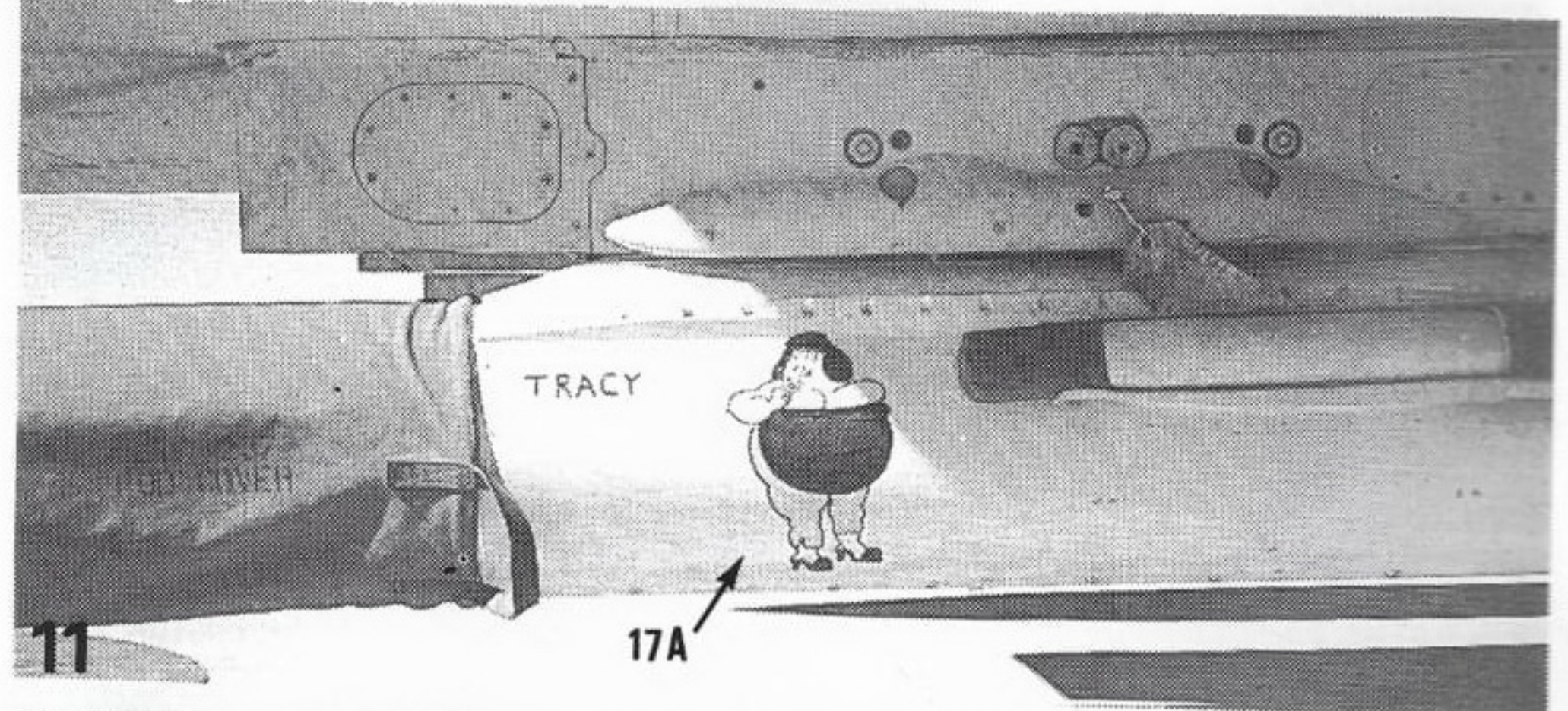
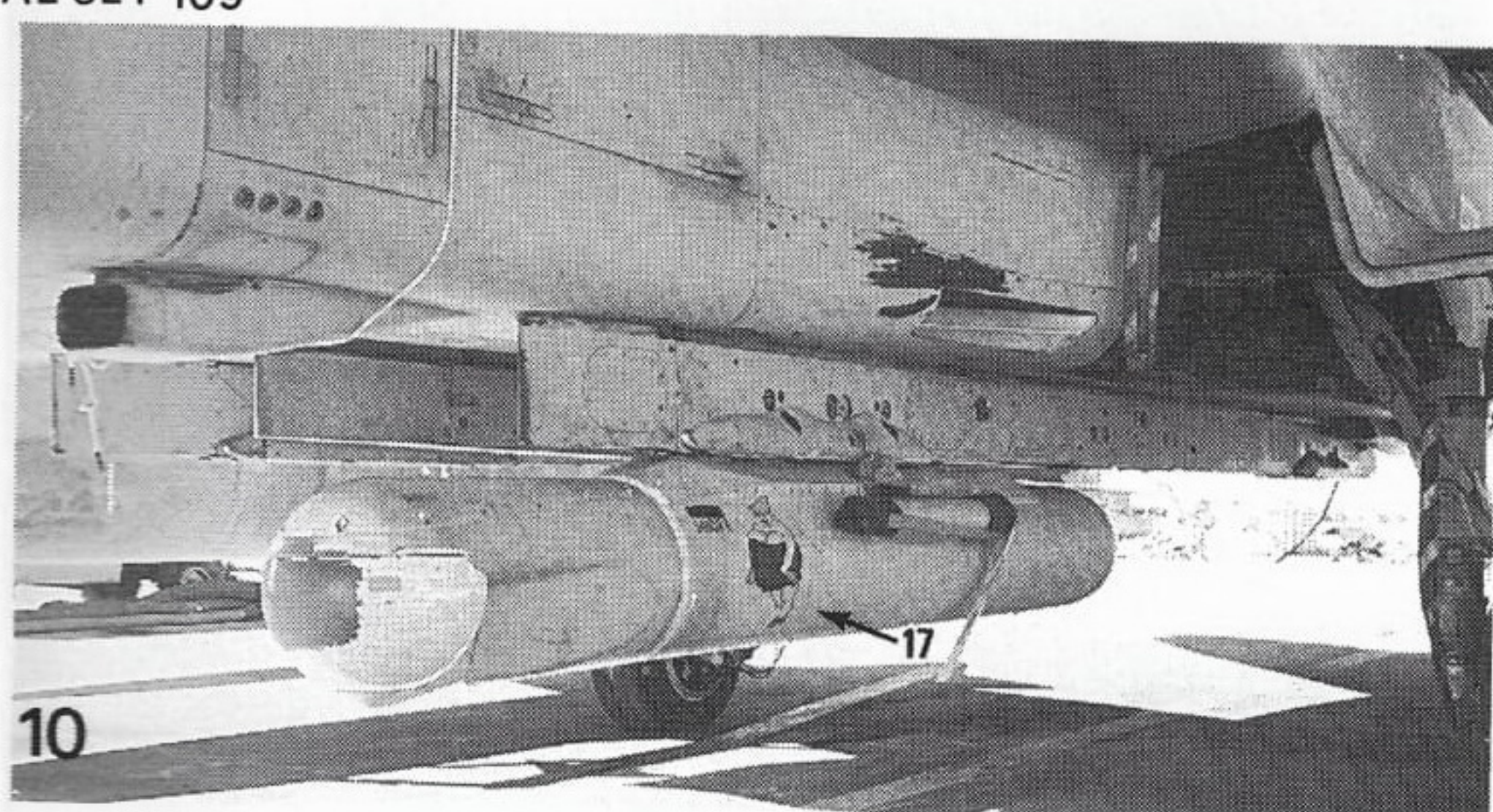
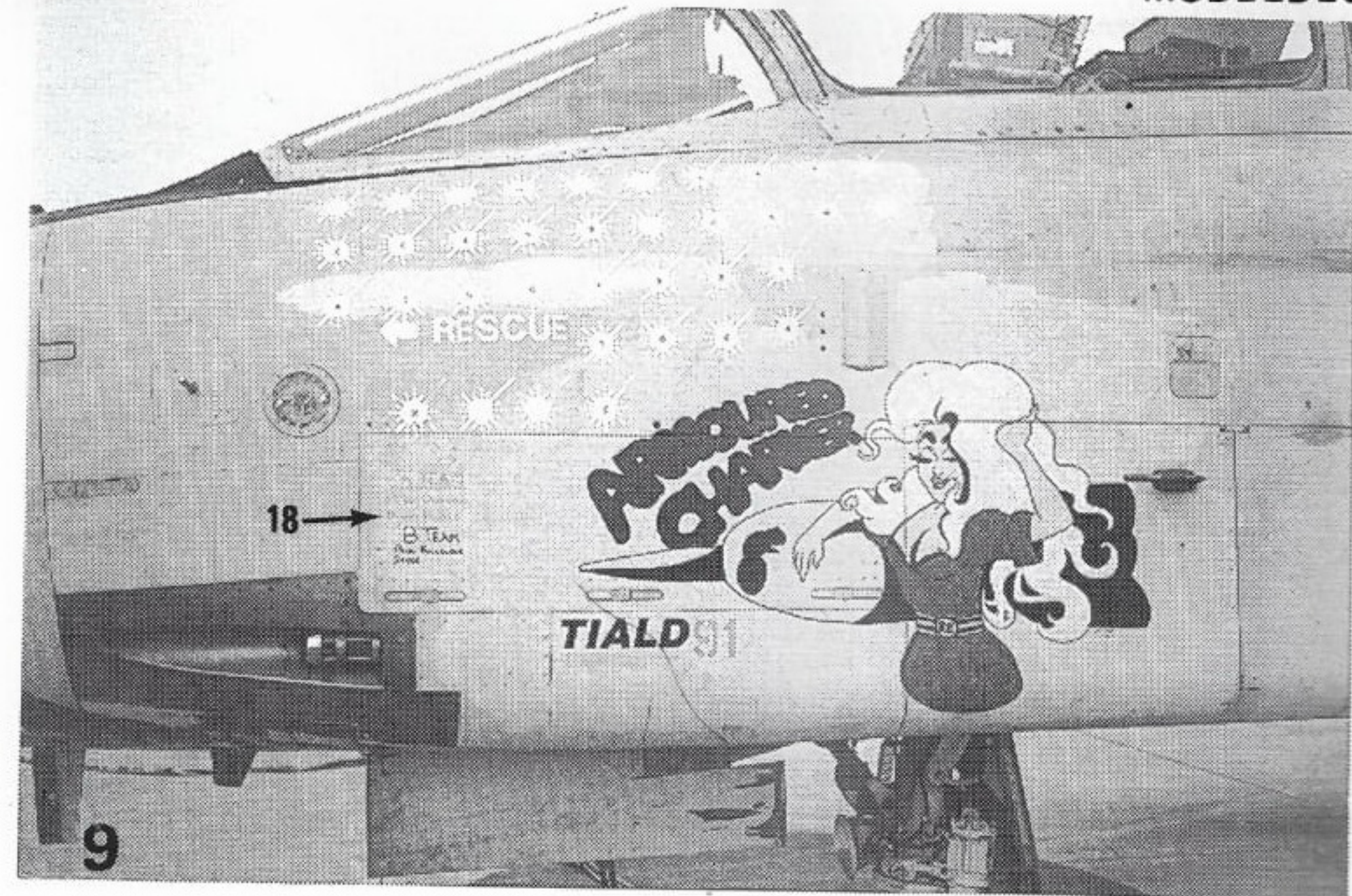
Interior details: for the most part, the existing colouration of cockpits, undercarriage bays and the like was not affected by the external overall application of desert pink finish, although on the Jaguars the fuselage area behind the rear two-thirds of the air brakes was painted in desert pink, and the engine intake ducts of some Buccaneers, and most if not all those of the Tornado GR1s and Jaguars were also desert pink. A recent study of numerous Tornado GR1s also reveals that undercarriage bays, and in many cases the undercarriage legs, wheels and insides of the bay doors are now painted in semi-gloss (satin) light grey rather than white. Also note that a similar light grey is now being used on air-launched missiles, rather than the long-established gloss white for the (operational) items, Sky Flash, ALARM and AIM-9 Sidewinders being typical. The general surfaces of cockpit interiors of the Tornados, Jaguars and Buccaneers is matt dark grey, with instrumentation on the side consoles picked out in matt black. Instrument panels are medium grey with instrumentation again in black; for the Tornado, use the kit decals if using the Hasegawa kit; in spite of one or two well-publicised shortcomings, which are easily corrected, we recommend using this kit. We have provided instrument panel decals for the Jaguar and Buccaneer, which you may wish to use depending on kits chosen; for these panels, paint a small area of thin plastic card light or medium grey, and when dry apply decals, cut to shape and apply to model. Ejection seats in the Tornado are Martin Baker Type 10A with matt dark sea grey finish. Those in the Jaguar are M.B. Type 9B, and Type 6MSB in the Buccaneer, both these types finished in matt black, the Type 6MSB having light grey seat pans. On all these types, seat safety harnessing is matt black; parachute harnessing a mixture of tan and olive drab; survival packs yellow; leg restraint lines blue; cushions: black leather (Type 6MSB and 9B), olive drab (Type 10A). Seat firing and manual separation handles black with yellow stripes and red body assemblies; rocket motors gloss white; oxygen bottles black; headrest pads black,

and seat back pads olive drab. Coamings under cockpit windscreens matt black on all types. Victor K2 ejection seats are Type 3LS, with colouring as for the Type 6MSB except for black seat pans, blue seat safety harnessing and tan back pads. The undercarriage bays and forward air brake compartments of the Jaguar are a matt dull yellow, as are the insides of the undercarriage doors; same areas of the Buccaneer are satin white and satin medium blue-grey respectively; the insides of the air brakes of the Jaguars are normally desert pink (though there may have been some which remained in grey/green finish), and the inside faces of the Buccaneer's rear air brakes are satin medium blue-grey. Wheels of the Jaguars and Buccaneers satin medium grey, though satin white nosewheels are common for Buccaneers.

As is widely known, availability of the current British Desert Pink for use in the Gulf operations stems from trials carried out in 1988 on a Hercules C1, XV196, deployed to RAF Akrotiri and Kings Field in Cyprus; this shade, along with several others, is the result of a need for easily applied and removable temporary finishes for out-of-normal theatre operations, and is classified as ARTF (Alkali-Removable Temporary Finishing); the manufacturer is Trimite. The use of pink finishes is nothing new, the previously best known examples being the use of pink schemes on some RAF reconnaissance Spitfires, and even more relevant the 'desert pink' shade evolved by the Americans and used on many types based in the North African theatre during World War 2. The historical aspects of such finishes were borne in mind by those evolving the current RAF shade. However, as to precisely how the current colour appears to the eye, especially after it has been on any particular aircraft for a period of time, is not easy to define. As with the numerous shades of greys now used worldwide, particularly on fighter aircraft, what hue the eye interprets depends on several factors, not least of which are the lighting conditions; look at any desert pink Tornado, Jaguar, Buccaneer or Sea King etc., in bright sunlight conditions, and it will often appear to be a light red-brown. If heavy cloud suddenly obscures the sun, or the conditions are dull and wet, the same aircraft then appears to be in a very pale and almost grey-tinged hue with not much 'pink' in it; add to this the considerable touching-in and retouching of areas of paintwork, especially in the noses of Tornados where very often original versions of nose artwork and mission markings were painted out and re-applied more than once, many different shades of desert pink may be seen. Interpreting colour photographs in print is hazardous; one only has to do a comparison of many photos in magazines and books - these often being from the same source photograph - to see how widely the printed shades vary. As far as Trimite is concerned, the order to manufacture this paint came suddenly in August 1990 for the Jaguars at Coltishall and the colour standard to be matched was FS595a: 30279. It is this shade which Humbrol 250 closely matches. However, we also have samples of this paint kindly sprayed up by Coltishall's paint shop in March 1991, and it looks nothing like 30279; in fact it is a good match to, though slightly paler than, FS595a: 30372. So why the difference? According to Trimite, the rushed manufacture of numerous batches of the colour meant that strict adherence to 30279 on every batch was not feasible (or really called for), and it is probable that later batches lacked some of the very 'pink' shade of initial batches. However, there is one other very important factor to be taken into account, viz. the manufacturers' recommendations call for the basic paint to be thinned 50-50 for spraying with a water/methylated spirit mixture, and this thinning has the effect of reducing the pink hue when applied. So if the paint is thinned more than 50%, it will look paler and probably something akin to 30372, and the less it is thinned (as is often the case when areas are touched in by brush), the more it will tend towards 30279... but to actually match 30279 on the aircraft, the paint would have to be applied neat or with well under the 50% recommended thinning. This is why a more accurate representation on models is likely to be between 30279 and 30372, with a tendency towards the latter.

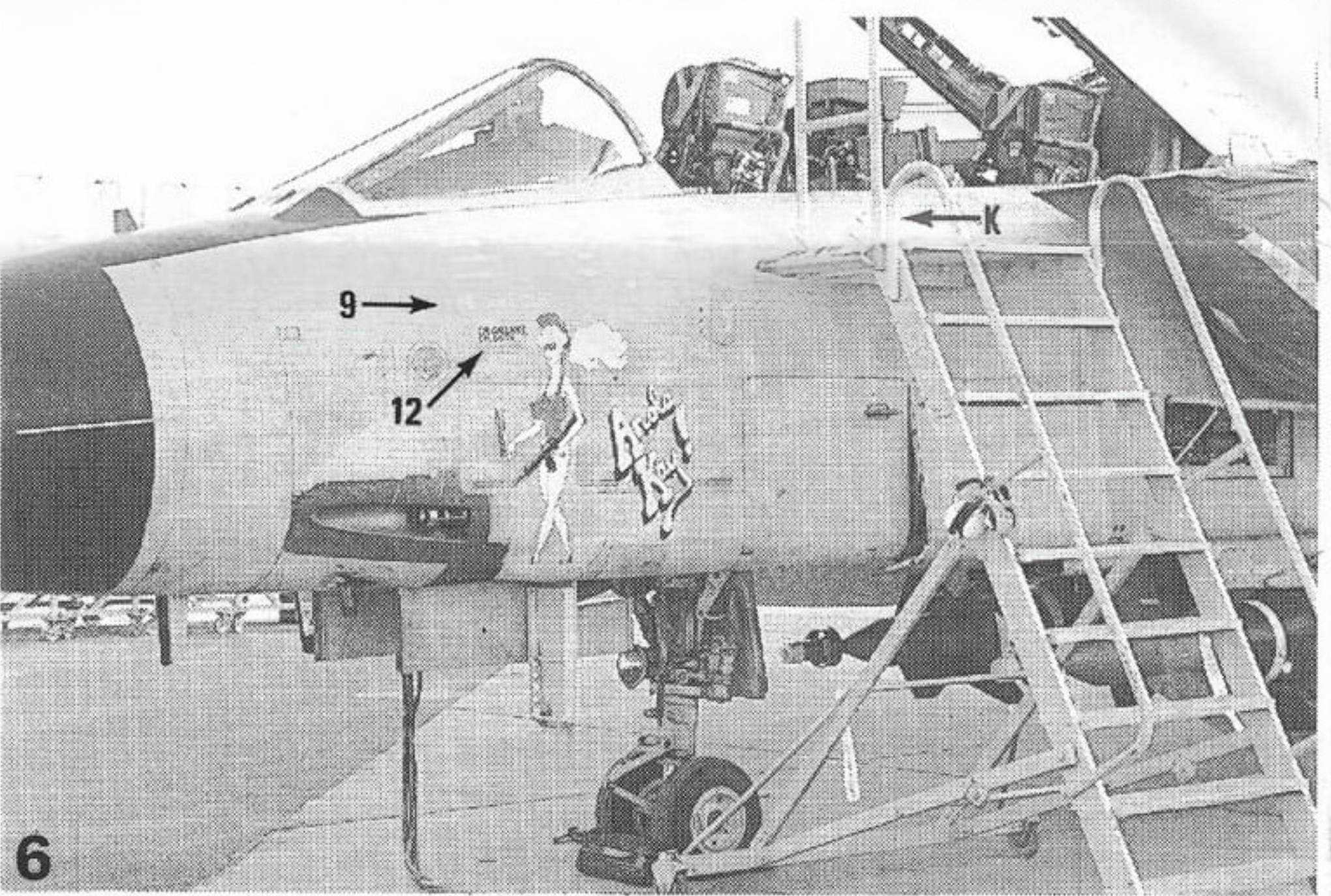
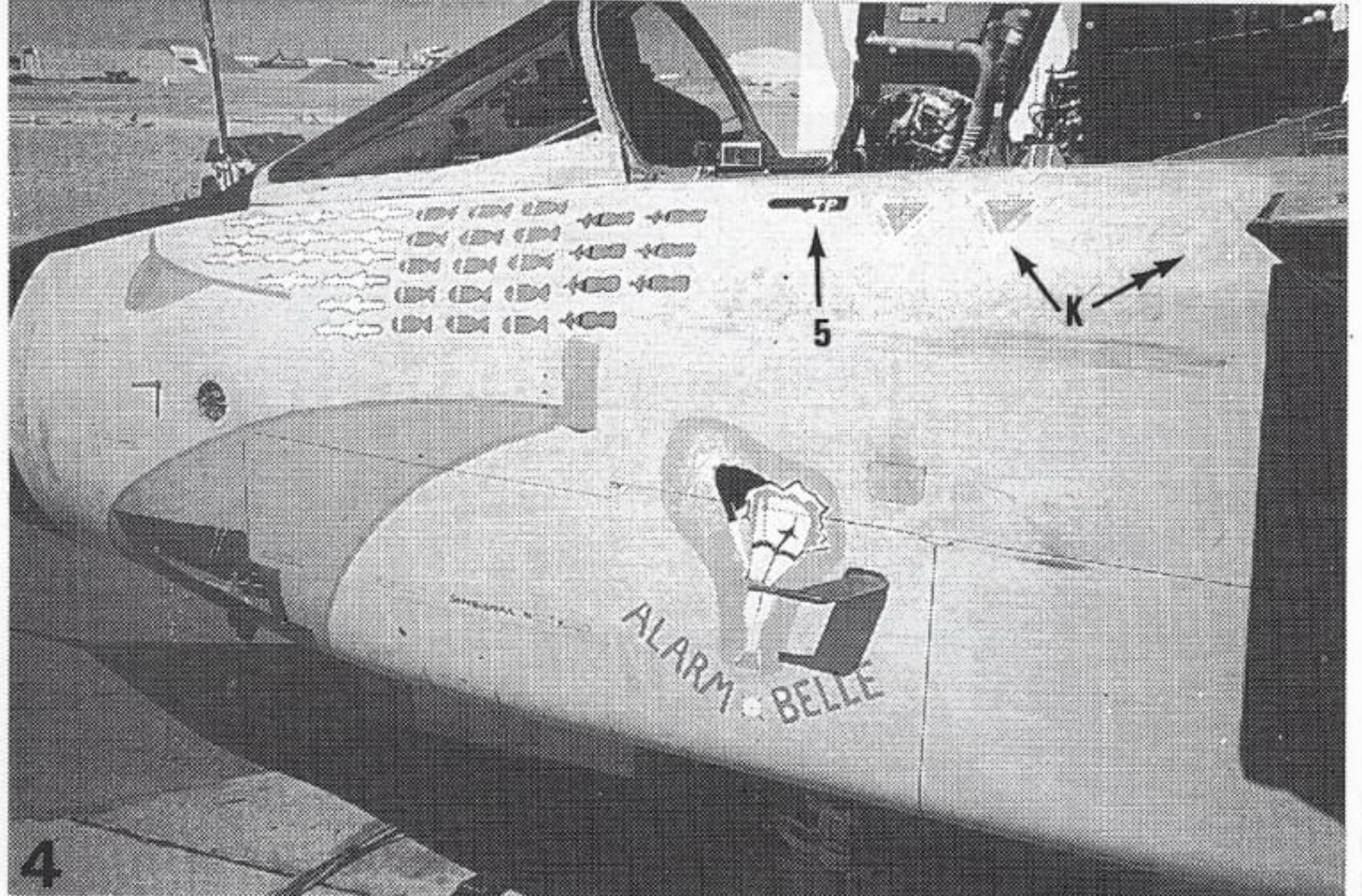
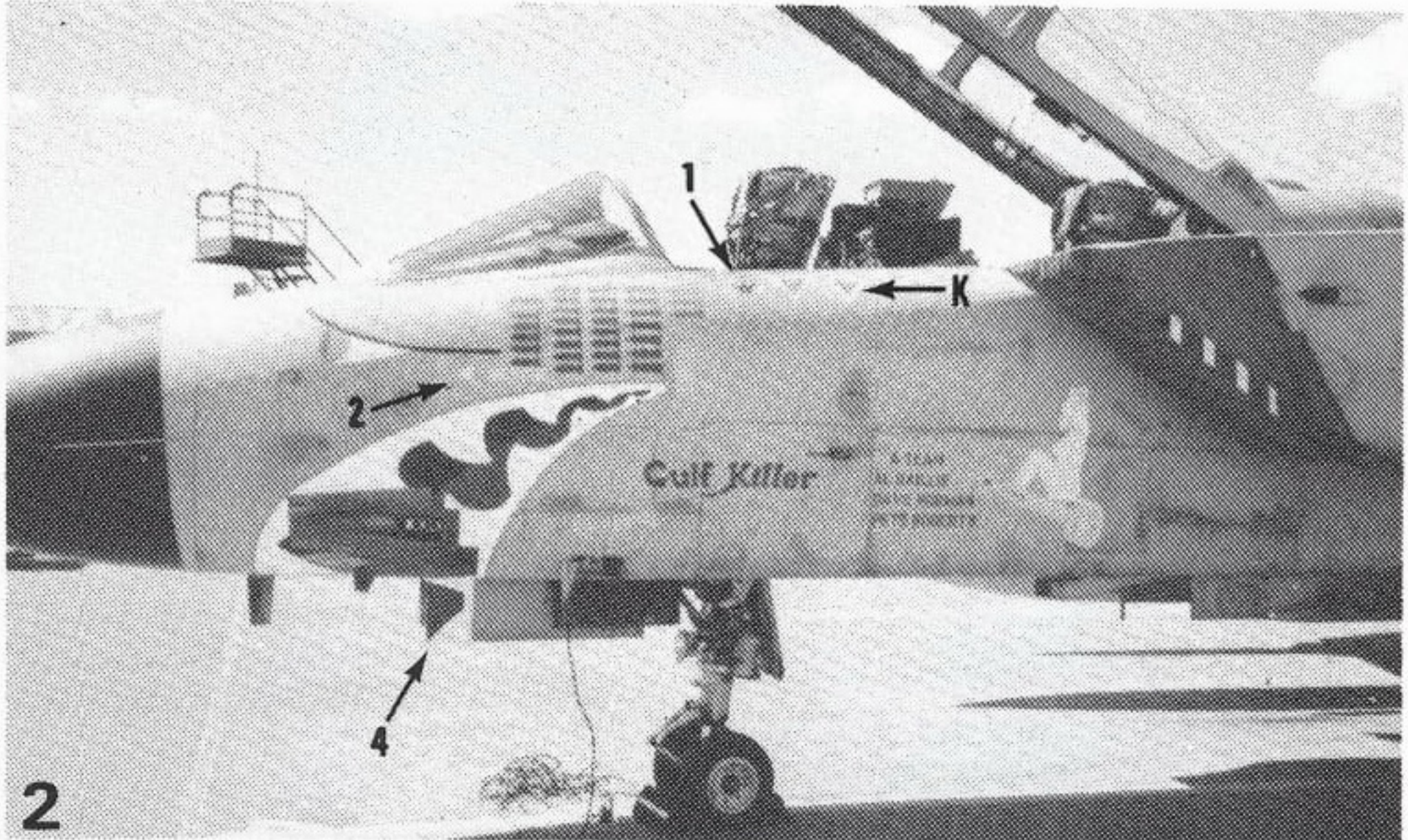
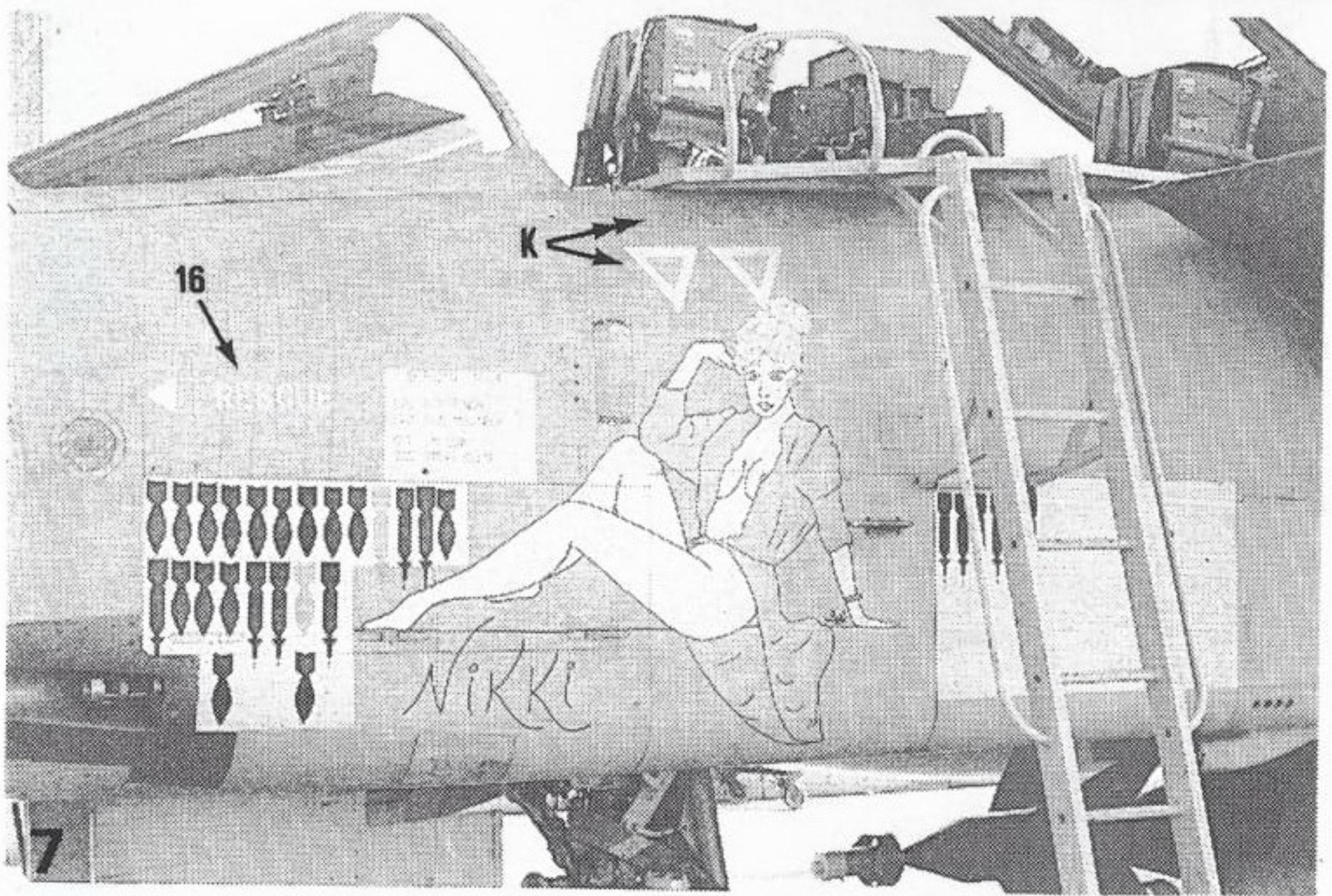
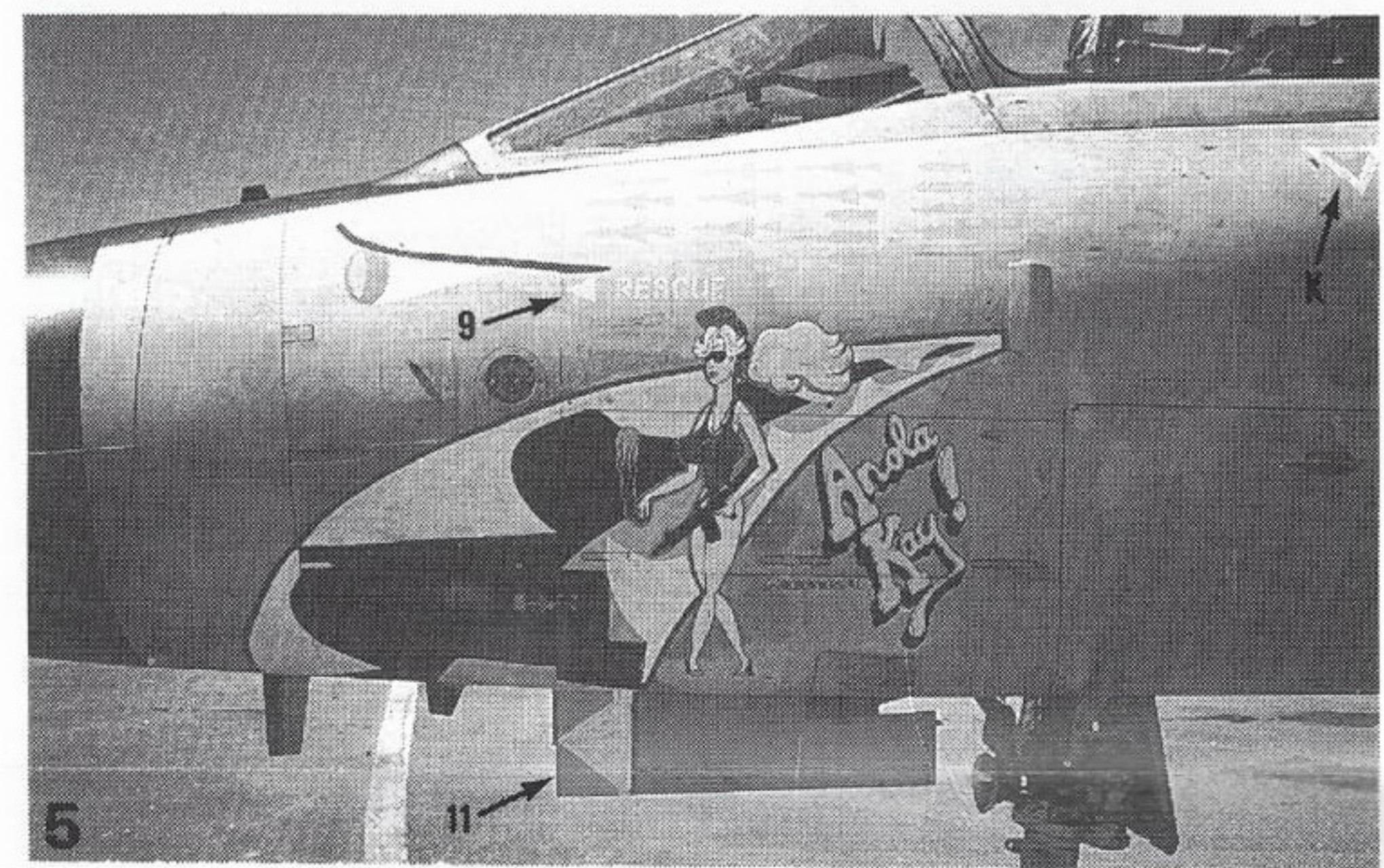
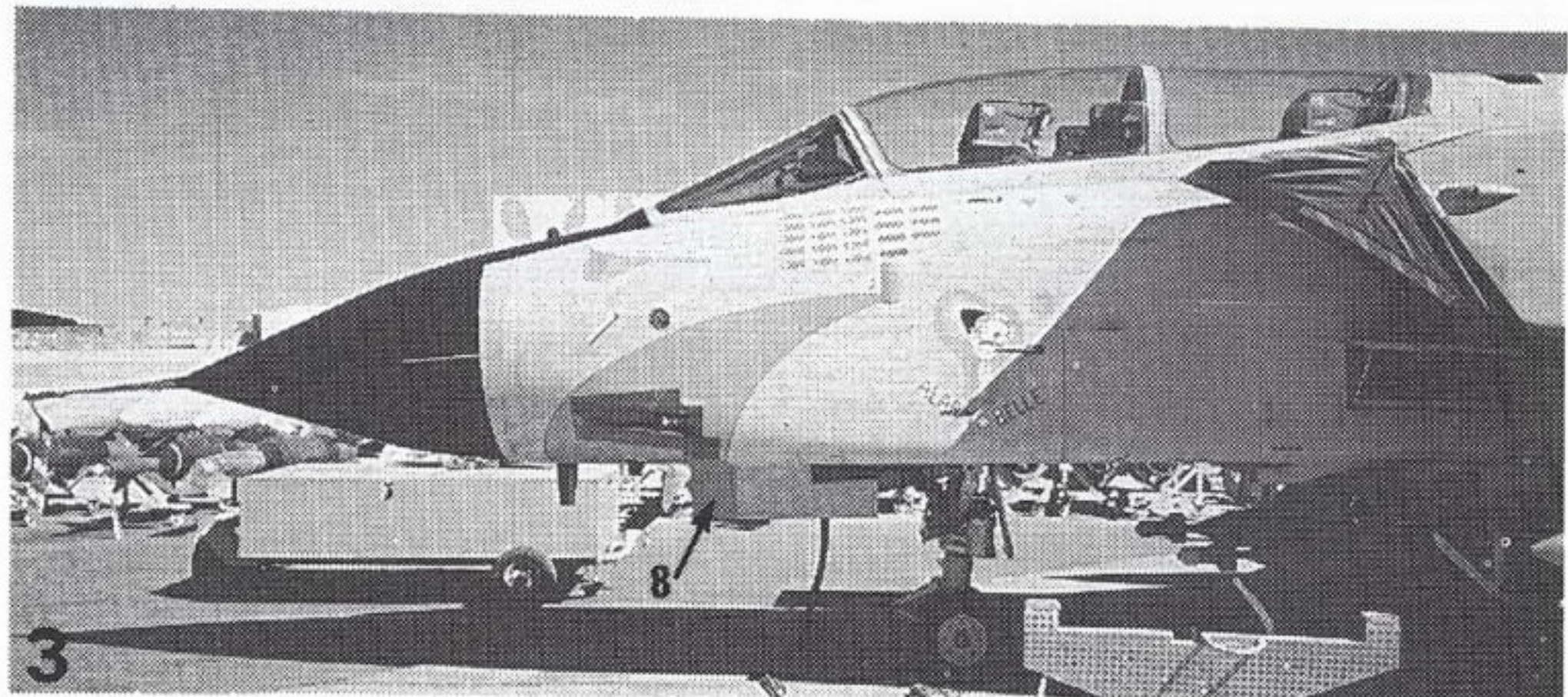
Application of decals: cut out each subject and wet backing in warm water for a few seconds to release decal; prolonged soaking may impair adhesion. Place item close to required position and slide decal off backing, gently pressing down with a soft damp cloth to remove excess moisture, and allow to dry. The thin tough varnish will allow the decal to 'bed down' on raised or sunken detail. We do not guarantee the successful use of special decal application systems involving solvents etc., as these may not be compatible with the varnish coatings we use. Apart from standard varnish sealing coats before and after application if desired, no other steps are necessary or recommended.

Modeldecals gratefully acknowledge the kind assistance of the following during the preparation of these decals: A. B. Carlaw (Squadron Prints), P. J. Cooper, P. A. Jackson, M. Keep, J. Kyte, J. Lake, P. R. March, H. Mason, K. Melville, L. Peacock, J. D. R. Rawlings, J. Ross, S. Shutt, B. Strickland, J. Wood, M. J. Hill, CPRO RAF Strike Command and Community Relations Officers at RAF Coltishall, Honington and Marham. Decals and instruction sheets designed and produced in Great Britain by Modeldecals, and marketed through their sole distributors, Modeltoys, 246 Kingston Road, Portsmouth, Hants PO2 7LR, England, to whom all trade enquiries should be addressed. Modeltoys, who specialise solely in plastic kits and associated products and technical references for the scale modeller, operate a retail shop at the above address, and a 'by return' mail order service for both UK and overseas customers. For the latest additions to the Modeldecals range, and sets currently available, please refer to Modeltoys advertisements.



9. Attractive 'Armoured Charmer' artwork and mission symbols of Tornado GR1, ZD739/AC, from No. 9 Sqn., and one of five aircraft used on TIALD (Thermal Imaging and Laser Designator) missions. Note that the forward part of the bomb and the girl's arms and upper body are left in desert pink; the artwork was devised by a member of the Royal Engineers (the belt buckle containing the letters 'RE') who was unfortunately 'sent into the desert to dig latrines or something' before he could use his talents further! The name 'TIALD 91' was applied by resident Ferranti personnel on the five aircraft at the end of the war. No ejection seat warnings were worn. The 'laser splash' symbols were only used by the TIALD machines; inside some were black numbers denoting the number of targets successfully hit on each mission, those left blank were usually because ground crews couldn't ascertain this quickly enough. 10 & 11. Only two TIALD pods were used between the five Tornados, soon named 'TRACY' and 'SANDRA', the original names given to the pods by Ferranti ('THOR' and 'KILLER') not being used; the black bar above the names was where the Fat Slags names had been transposed, and obliterated - later the black bars were painted over in desert pink. TIALD missions were undertaken by crews from 13 Sqn. at Honington, ZD739 coming from 9 Sqn. which was originally designated for this role; nicknamed 'Scudhunters', 13 Squadron's TIALD aircraft were based at Tabuk. 12. At Muharraq, Bahrain, another Tornado section went under the 'Hello Kuwait - G'bye Iraq' slogan, the un-named ZD890/0 being one such; believed to have been hangared in Gulf Air's complex, they received an appropriate nose flash... but semi-naked females do not conform to local custom, and these flashes were later removed; decal 22 refers. The significance of the two 'L plates' amongst the mission symbols is unknown to us, but doubtless have a story attached. 13. Later on, with a full set of mission markings, ZD890 was to remain with the Tornado detachment at Muharraq for several weeks after the end of

hostilities. Note the single ejection seat warnings. Photos via P. R. March and J. Lake. 14. If modelling a Tornado GR1 with extended wing flappery, the dark grey flap bands and wing root areas were retained, usually with the inboard 'NO STEP' stencil. It should be noted that there were variations in the extent of the wing-glove area grey; on some it was minimal or entirely overpainted in desert pink on the main wing surface, with the area of inboard wing flap aft of the grey band also in desert pink. On others, the flap areas forward of the spanwise grey band were often left in the original grey or green camouflage. Without the ability to walk around every single Gulf Tornado and note such refineries, it is not possible to be precise in most cases. The photo is of ZA446/EF, seen at Marham 10/5/91, still in its original markings worn at Tabuk (though not one of our decal subjects). RLW. 15. & 16. In anticipation of the need for the RAF Tornado GR1s in the Gulf to undertake medium to higher level precision bombing, twelve Lossiemouth Buccaneers were prepared and sent to Muharraq, equipped with AN ASQ-153 Pave Spike laser designator pods. From then on, accompanying Tornados delivered LGBs and bombing targets they themselves marked - such missions were usually denoted with a red bomb symbol. All twelve machines carried mission tallies on the starboard sides below the windscreen side panels, and all had Scotch whiskey names applied. The 'girlie' nose art was applied at the end of the war, only on six of the machines at Muharraq, and with one exception only on the starboard nose... that exception being XX899/P (see photos 21-23). Don't be misled by some paintings that exercise artistic licence by showing, for example, the 'Miss Jolly Roger' artwork on the port nose of XW533 A, for it never appeared that way. The photos show the 'Guinness Girl Pauline' artwork on XW547 R, together with whiskey name 'The Macallan'. Photos: A. B. Carlaw.



1. Sharkmouths were commonly featured on Tabuk detachment Tornado GR1s, as on ZA452/GK 'Gulf Killer' of No. 20 Sqn., seen during March 1991. By this time its desert pink finish was well worn, with much evidence of retouching paintwork on the nose and fin surfaces; a newly applied lighter area below the fin code indicates that a piece of artwork may have been obliterated, perhaps similar to that worn by ZD747/AL 'Anna Louise' (see Set 110). The large 495 gallon 'Hindenburg' tanks common to the Tornado F3 are fitted, these having large patches of the original Barley grey showing through the desert pink; note also the blackened lower fin caused by reverse thrust braking. ZA452 appeared at the Paris Air Show in June 1991 looking in pristine condition; it had been resprayed, with the Paris show number '267' on the rear fuselage, causing the serial numbers to be moved down and reduced in size to a mere 2in high. However, its original nose artwork had been masked and sprayed around, 'Gaynor' now looking slightly the worse for wear. 2. The nose of 'Gulf Killer', showing the markings positions annotated with the relevant decal item numbers where these are not so obvious; in all cases of machines with sharkmouths and eyes, those on the starboard side correspond in position to those in the photos. Missions recorded on 'GK' are: 1 x JP233; 21 x free fall bomb and 10 x LGB. Care should be taken to note the positions and styles of ejection seat warnings on the nose and rear canopy frame, for they were not always worn; in all cases where they are evident, use the kit decals. Via P. Jackson.

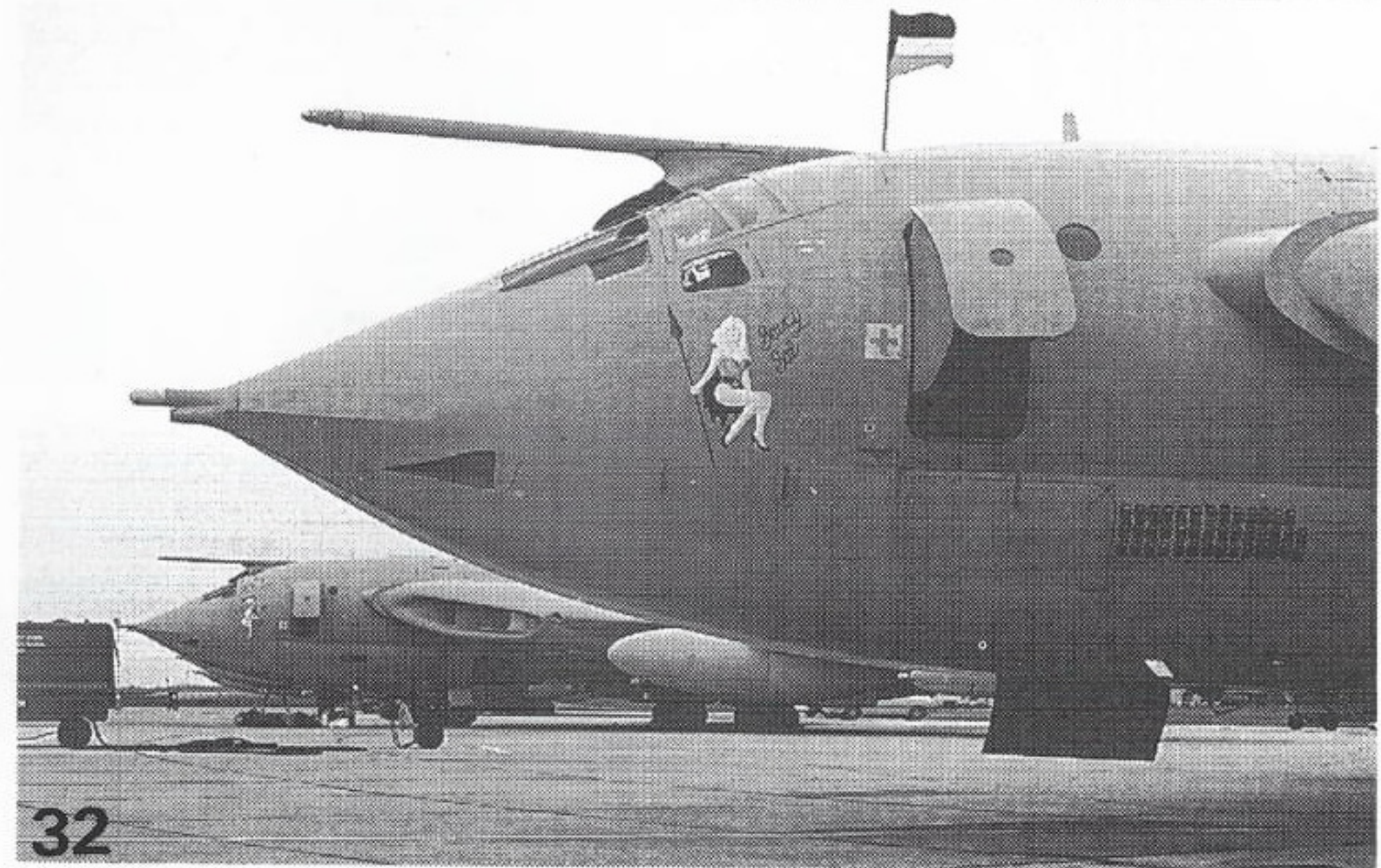
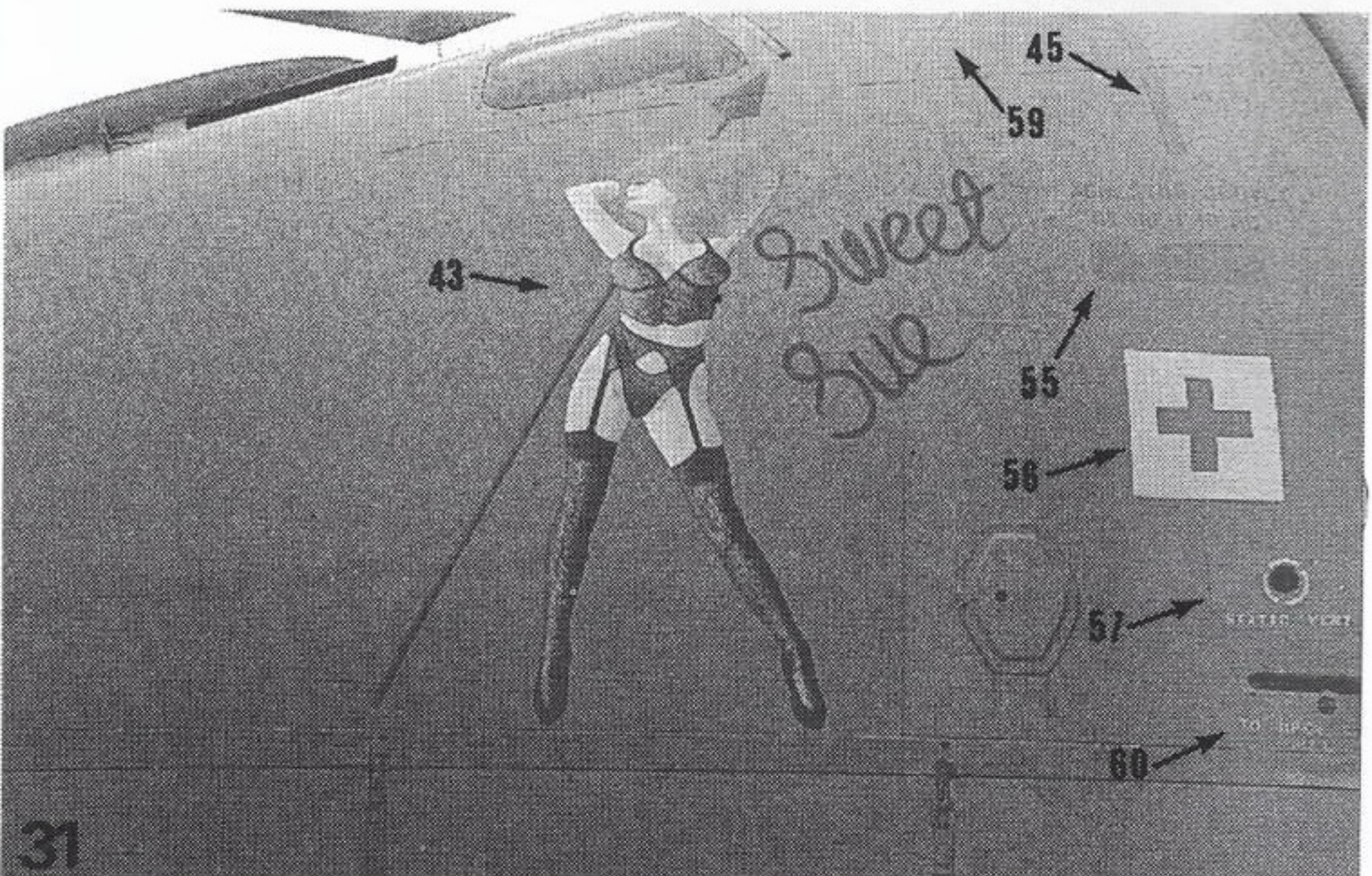
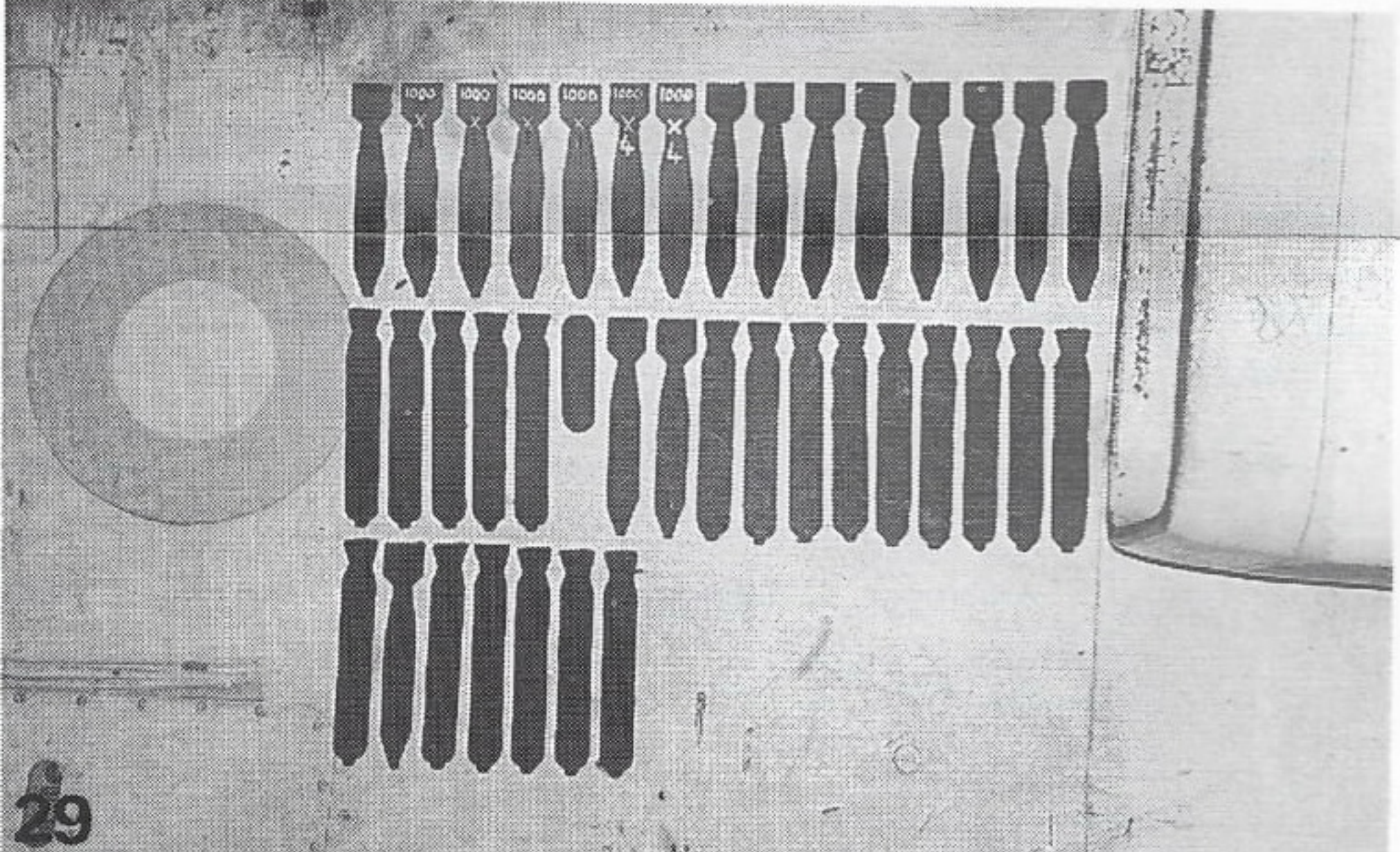
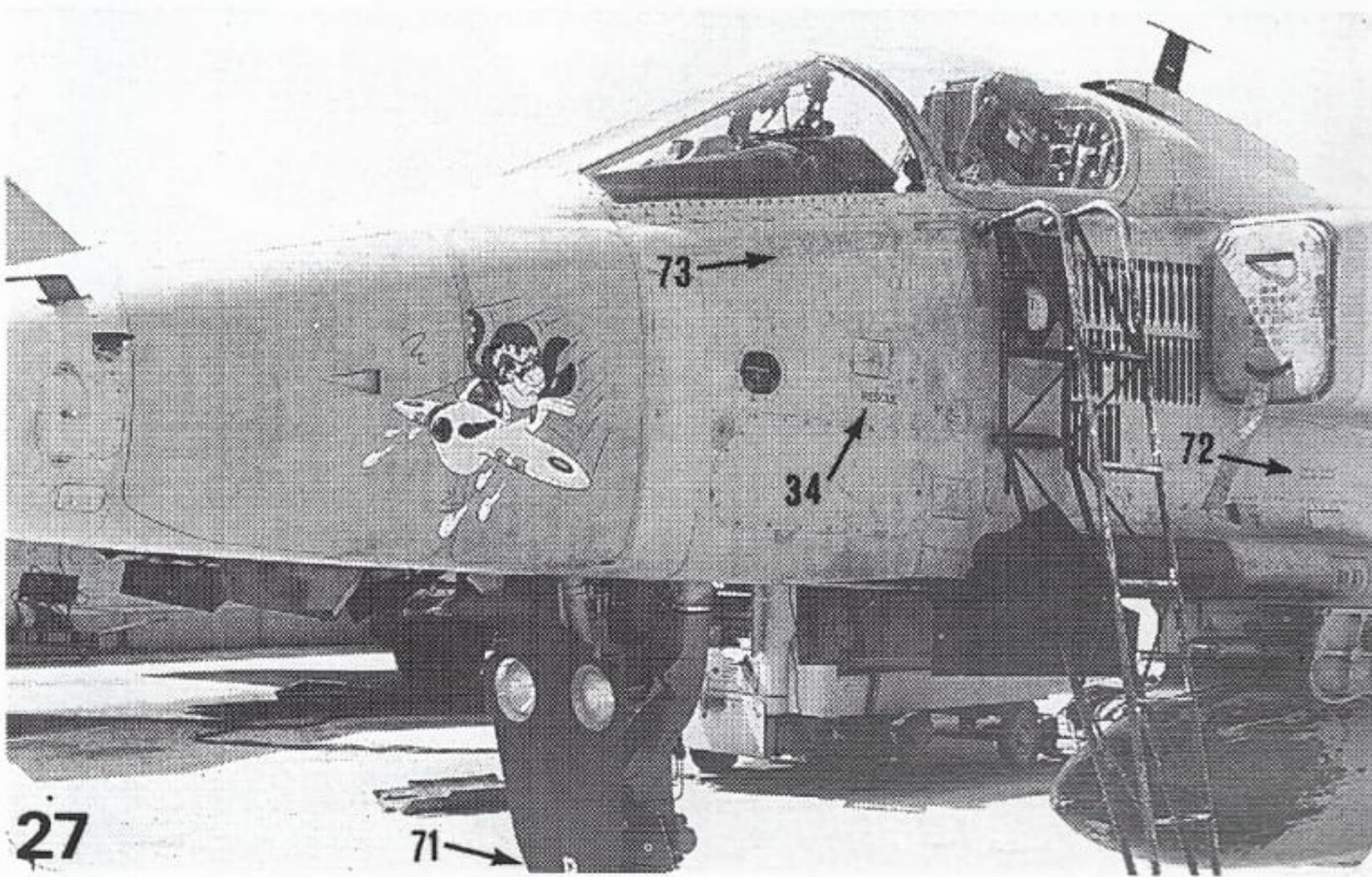
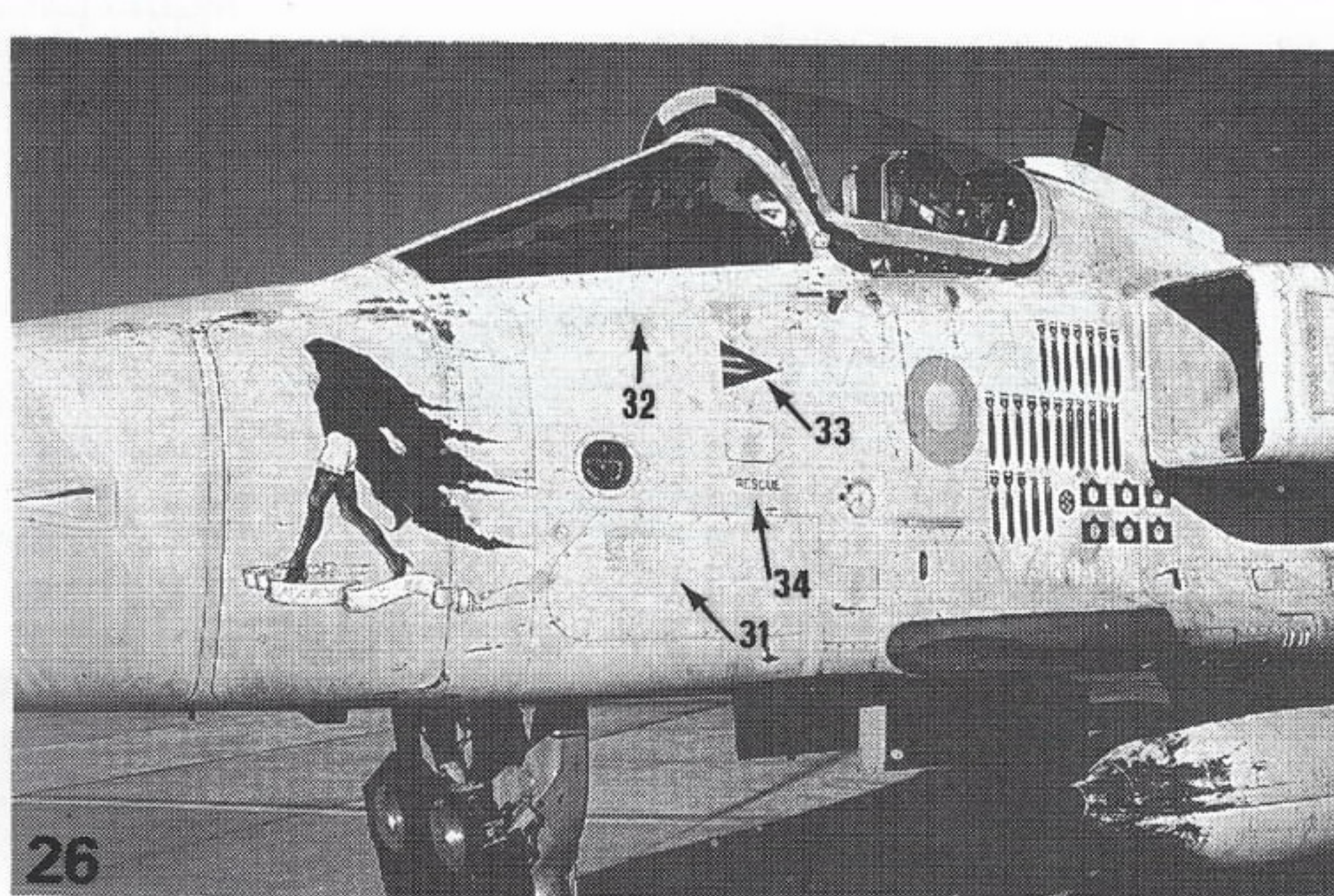
3 & 4. 'Alarm Belle' was ZD746, with a peculiarly pale sharkmouth and eye detail. Mission markings include 1 x JP233 (item 5), 15 x free fall bomb, 7 x LGB and 13 x ALARM. The darkened area around the girl is probably 'old' desert pink, for ZD746 had carried two previous names, 'Abdul' and 'Arse Banded', (neither of which may have found too much local favour!) as was later revealed when stripped down at St. Athan to show its 9 Sqn. identity, although ALARM missions were the responsibility of No. 20 Sqn. crews mostly using 9 Sqn. aircraft modified for that role. By now it will be obvious that it was a common practice for the nose names on Tornado GR1s to be based on their (fin) codes. Photo 4: S. Isherwood via H. Mason. 5. Another of the 9 Sqn. aircraft operated by 20 Sqn. at Tabuk was ZD748/ AK 'Anola Kay', and showing an all-red scoreboard comprising 1 x JP233, 6 x free fall bomb, 3 x LGB and 8 x ALARM missions. It is worth mentioning that the scoreboards marked on the aircraft should not be taken as definitive, for there are several examples of supposedly final scoreboards at the end of hostilities not matching the actual sorties flown by the aircraft. Note the obvious touching in of desert pink all around the nose area, much of this by brush and very rough in texture; again, typical of most aircraft in this finish as time progressed. S. Isherwood via H. Mason. 6. The earlier 'Anola Kay', with obvious signs of a sharkmouth having been painted out; note the runs of desert pink paint on the gun panel. Around this time the intake sharkmouths were applied, but later on these also were removed

and the original nose sharkmouth and eyes reinstated. Strangely, when in this earlier scheme, the mission scoreboard had four LGB symbols compared with three later on (the numbers of free fall, JP233 and ALARM symbols being the same); some scoreboards may include aborted missions, others not. When seen in June 1991, 'Anola Kay' appeared as in photo 5. Also note single ejection seat warning triangles fore and aft. For the super-detailer, inner faces and edges of access doors (such as the opened one adjacent to the nosewheel door) are matt medium red via P. Jackson. 7. 'Nikki' was a well publicised Tornado GR1 pin-up of the Gulf war, belonging to ZA491/N of the Bahrain-based 'Snoopy Airways' section of four machines. We include 'Nikki' in her final guise, with the second mission panel containing 6 LGBs further aft. The red bombs indicate successive tenth missions, the final tally appearing to be 16 free-fall and 13 with LGBs. ZA491 (full fin code 'GC' before becoming 'N' - Bahrain favoured single letter fin codes) had its fin letter in black only, unlike some others which had white-outlined black codes, these usually being one of the original code letters retained. via J. Lake. 8. Starboard nose of ZA491/N showing the Snoopy Airways emblem, and no forward ejection seat warning triangles. Photo P. R. March.



17. The port nose of Buccaneer S2B, XW547/R, showing the 'Sky Pirates' Jolly Roger flag. Eleven of the twelve Bahrain machines had such emblems (again, the exception being XX899), and in each case the flag was individual in overall shape, and each skull was different in design. Rescue arrows and ejection seat warnings tended to vary in design and positions; XW547 belongs, evidently, to 208 Sqn. 18. Buccaneer S2B XX885/L 'Hello Sailor/Caroline' sported the whiskey name 'Famous Grouse', along with one red bomb symbol and the red silhouette of an Antonov An-12; this was one of two An-12s duly 'spiked' and bombed by XX885 and XX901/N at Shayka Mayhar airfield on 27/2/91. Photos: A. B. Carlaw. 19. Port nose of XX885/L, showing its serial number repeated on the nosewheel door and the small-size ejection seat warnings on some aircraft (decals 27 and 26). Also visible are the white intake ducts aft of the natural metal rims. N. Browne via A. B. Carlaw. 20. Rear aspect of XW547/R, showing the typically exhaust stained area aft of the exhaust, and the usual fin code letter position. The 4in. serial numbers were positioned further forward on some aircraft, as noted elsewhere; as with other types, the desert pink soon showed signs of considerable wear and tear in the harsh operating conditions, with much touching-in with fresh paint. A. B. Carlaw. 21. Buccaneer S2B, XX899/P 'Laser Lips Laura' carried the whiskey name 'Linkwood', and was unique in having these items on the port nose. It is reputed that this was done so that our friends at Squadron Prints could prepare their artwork ... ironically, this was the first Buccaneer to have its nose artwork and desert pink removed within hours of arriving back at Lossiemouth and before anyone in UK could effectively wield a camera on it! The

photo shows her taxiing out at Muharraq in March; note the positions of the ejection seat warnings and the serial number 'last three' on the nosewheel door (Item 69). The intake ducts are finished in desert pink, via P. R. March. 22. A rare starboard view of XX899/P, showing its 19 mission bomb symbols in the usual location. The AN/ALQ-101 jammer is carried under the starboard outer pylon, and the normal slipper tank is fitted inboard. 23. Taxiing out and now showing its port side, XX899 reveals its asymmetric stores fit, with the Pave Spike pod inboard and AIM-9 Sidewinder rail fitted outboard. Also visible in these two views are the Tracor AN/ALE-40 flare dispensers bolted to the inside rear faces of the outboard pylons as standard Gulf-period fit, and the short-span wing tips of all 14 machines kitted out for Gulf operations. These original Mk. 1 wing tips apparently gave a better ride in the local climatic conditions when operating at medium levels rather than the more usual Buccaneer altitudes frequented by rabbits and mud-movers. Photos by M. Rondot via P. R. March. 24. The first RAF strike aircraft sent to the Gulf were the venerable Jaguar GR1As from Coltishall, a dozen or so of which were painted up overnight in desert pink; on 11 August 1990 twelve left for Thumrait, Oman, in little over a week after the invasion of Kuwait. In October the Jagdet moved to Muharraq, Bahrain, and readied itself for operations. Here XZ367/P 'Debbie' shows its four missions to date, and the original radio-fit twin aerials behind the cockpit, with the pink letter 'P' at the base of the nosewheel door. Also clearly visible is the pink front end of the rear nosewheel door, forming a 'false' canopy frame. In this photo, the pilots name is not painted below the windscreen area, but was shortly afterwards (see photo 25). Photo: S. Shutt.



25. Close-up of 'Debbie' on XZ367/P, showing the aircrew name now applied (Sqn. Ldr. M. A. Gordon). Note the lack of any 'RESCUE' arrow marking (the decal can be ignored or used elsewhere). 'Debbie' did not find universal favour amongst the aircrews, and was soon removed and replaced by the 'White Rose' of Yorkshire emblem . . . though some might consider her a good deal better taste than some of the artwork Jaguars received by devotees of VIZ magazine! Photo: S. Shutt. 26. The C.O., Wg Cdr Bill Pixton, flew XZ356/N 'Mary Rose', and as the camera mission symbols denote, this was one of the machines used in the reconnaissance role, carrying as a centreline store the BAe infra-red linescan and optical camera pod or the camera-only Vinten LOROP (Long Range Oblique Photography) pod. Seen after its return to Coltishall on 12 March 1991, it carries the upgraded radio aerial fit behind the cockpit; although its gun troughs are in a dull red, these normally deep maroon items often weathered to a dark grey metallic finish in the Gulf due to constant firing of the guns and normal erosion. Interestingly, this aircraft sat alongside Tornado GR1 ZA452/GK at the 1991 Paris Show, but unlike the former, 'Mary Rose' was still in identical condition to that seen back in March, apart from the refitting of the original twin blade aerials behind the cockpit, and the addition of small show number '268' on the intake flanks. via K. Melville. 27. Various referred to as 'Biggles' and 'Pink Spitfire', XX733/R was the mount of Sqn Ldr David Bagshaw AFC and Flt Lt R. J. Livesey, their names under the windscreen area; Sqn Ldr Bagshaw has the distinction of being the RAF's oldest operational strike fighter pilot, and

on 8 January 1991, while in the Gulf, logged his 4,000th hour in Jaguars! Seen at Muharraq, this machine lacked the pink false canopy bar across the front of the rear nosewheel doors. Photo: S. Shutt. 28. Another view of the nose of 'Biggles', showing the addition of the ground crew names (Item 74) by 13/3/91 on its return to Coltishall. 29. Closer view of the final mission scoreboard of XX733, showing a mix of 1,000lb free fall bombs and CBU-87 Rockeye IIs, the second to seventh bombs in the top row being dark grey with the numbers dropped; the significance of the 'mini-bomb' in the second row is unknown to us. RLW. 30. Seen in its Gulf environs at Muharraq is Victor K2 XH671 'Slinky Sue' of No. 55 Sqn. Of all nose art on RAF Gulf aircraft, that applied to the Victors is held by many to be the finest . . . but like any piece of art, it's in the eye of the beholder (and we don't wish to upset all the others!) In typical Victor fashion, various stencilling around the crew entry door is inconsistent from one machine to another, and some cutting around of kit and our decals may be required to accurately match individual machines. Photo: S. Shutt. 31. On return to the UK on 18 March 1991, XH671 displayed its name change to 'Sweet Sue', and its finalised tanking mission symbols in the form of mini petrol pumps. 32. Also back to Marham on 18 3 91 was XL164, 'Saucy Sal', displaying its final mission score, and sprouting a Kuwaiti flag for the occasion. The petrol pump symbols were applied with stencils, and show slight amounts of black overspray in some instances. Photos: P. J. Cooper.