

For almost thirty years from 1960 when the first Lightning F Mk 1 entered service with No 74 Squadron to their final phasing out in 1988, the Lightning had a distinguished career as an RAF fighter. It was their first supersonic interceptor and was developed during the late 1950's from the prototype English Electric P.1. During this period it has served with many squadrons and carried some interesting and colourful markings on four basic camouflage schemes. At the start of its life the Lightning was left in a natural metal finish and it was to this state that some of the more exotic markings were applied. In the mid 1970s an overall Dark Green camouflage was applied to the upper surfaces, but this was short lived and soon changed to the familiar RAF style disruptive camouflage of Dark Green and Dark Sea Grey upper surfaces with first natural metal and then Medium Sea Grey undersurfaces. The final scheme used three greys, Medium Sea, Barley and Light Aircraft with pink and pale blue roundels and no under-wing serials. All these schemes, with the exception of the dark green upper surface, are covered by this decal and only Mk 3s and Mk 6s are included as these are the most readily available versions in kit form. The Mk 3 from Airfix and the Mk 6 from Hasegawa and Matchbox.

The following is a brief history of each of the aircraft on this decal.

XP750. First flew 3.1.64. Served with Nos 111, 56 and 23 Squadrons before joining No 5 Sqn 19.2.80. Subsequently with the LTF and scrapped in 1987.

XR711. First flew 6.10.64. Only service was with No 111 Sqn and it crashed on take-off at RAF Wattisham 29.10.71.

XP763. First flew 11.9.64. Joined 23 Sqn as 'M' in October 1964, and subsequently served with Nos 56 and 29 Sqs before being scrapped in 1975.

XR725. First flew 19.2.65 as F3 and then converted to F6. While serving with 23 Sqn flew to Toronto in 1968 for an Air Show. Then with Nos 74, 56, 5 Sqs and LTF. Joined 11 Sqn as 'BA' on 11.5.87 and scrapped 4.88.

XR749. First flew 30.4.65. It was retained by BAC and partially modified to F6 before de-modded to F3. Served with Nos 56, 5 and 11 Sqs and the LTF before being specially marked in October 1985 for the 10th Anniversary of the LTF. Then used by all three Binbrook units until 1987.

~~XS903. First flew 17.8.66. Joined 5 Sqn in 1967 and was exhibited at 1969 Paris Air Show. Stayed with 5 Sqn apart from periods in overhaul and storage until joining LTF in 1979. Damaged in landing accident at Conningsby and after repair joined 11 Sqn. Then with 5 Sqn before returning to 11 Sqn as 'BE' in September 87 and then 'BA' in November before leaving on 18.5.88 for preservation by the Yorkshire Air Museum.~~

XS895. First flew 6.4.66. Served with Nos 74, 5, 23 and 111 Sqs before joining Leuchars Station Flight in 1974. Specially decorated in Scottish markings at Binbrook in 1976 before rejoining 5 Sqn in 1979. Continued with Nos 5 and 11 Sqs until scrapped in 1988.

XS898. First flew 20.5.66. Stored and then with 5 Sqn from 1967. Experimental 5 Sqn markings in 1978 as on decal. Served with Nos 5 and 11 Sqs from 1981 until 1983 when stored. With 11 Sqn again in 1986/7 until bought by Mr Arnold Glass at Cranfield in 1988.

Full histories of these and all other Lightnings will be found in the Ian Allan Aircraft Illustrated Special on the Lightning by Roger Lindsay and other references are Aeroguide No 8 and the Airlife Publication's Lightning by Ian Black.

All the colours needed for these aircraft will be found in the Xtracolor 'Decal Ready' range of paint.

X1 RAF Dark Green BS641; X3 Medium Sea Grey BS637; X4 Dark Sea Grey BS638; X12 Black;  
X15 Light Aircraft Grey BS627; X17 Barley Grey BS4800-18-B-21; X141 White; X142 Aluminium;  
X504 Exhaust, X505 Tyre Black.

One set of wing walks and stencil data is supplied for a natural metal or grey/green camouflage aircraft and one for a grey aircraft. The nose roundels on the former should be applied and allowed to dry before the squadron markings are applied around them. Additional red/blue roundels can be obtained from Xtradecal X008-72.

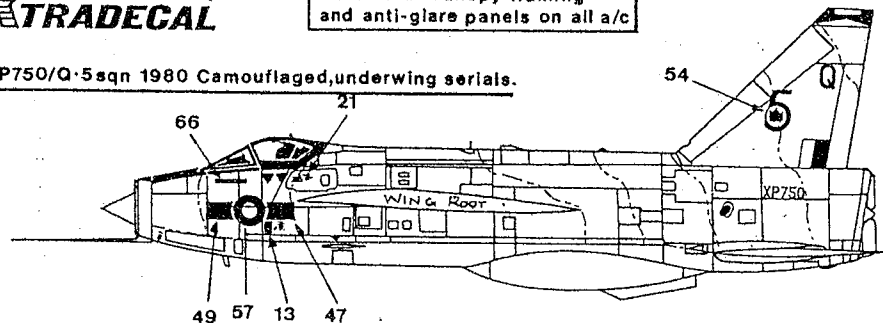
The Micro/Superscale Decal system may be used with these decals.

Research and Artwork by Ashley Annis.

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NR32 2AT, England. Tel: 01502 517444. FAX: 01502 500521

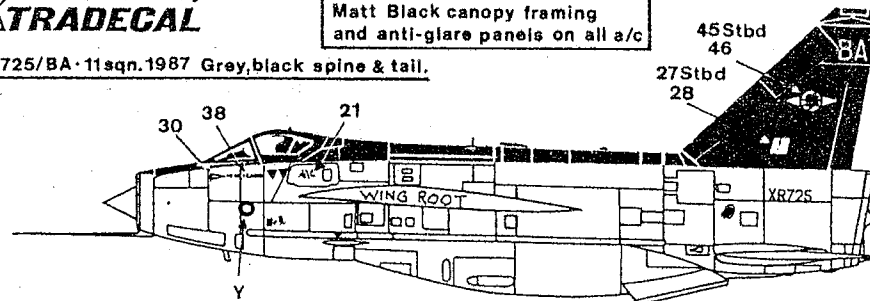
Matt Black canopy framing  
and anti-glare panels on all a/c

F3.XP750/Q-5sqn 1980 Camouflaged,underwing serials.

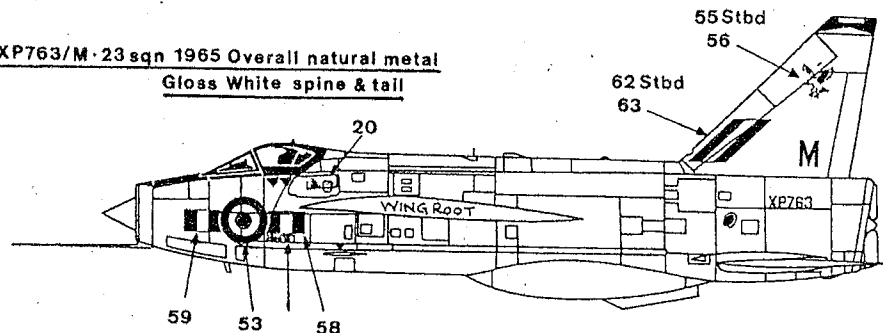


Matt Black canopy framing  
and anti-glare panels on all a/c

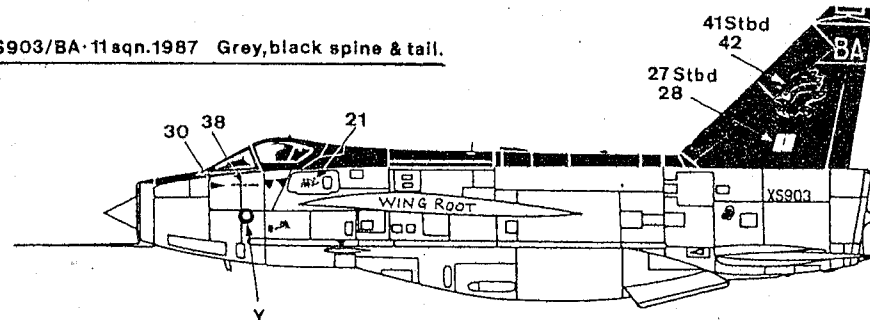
F6.XR725/BA-11sqn.1987 Gray,black spine & tail.



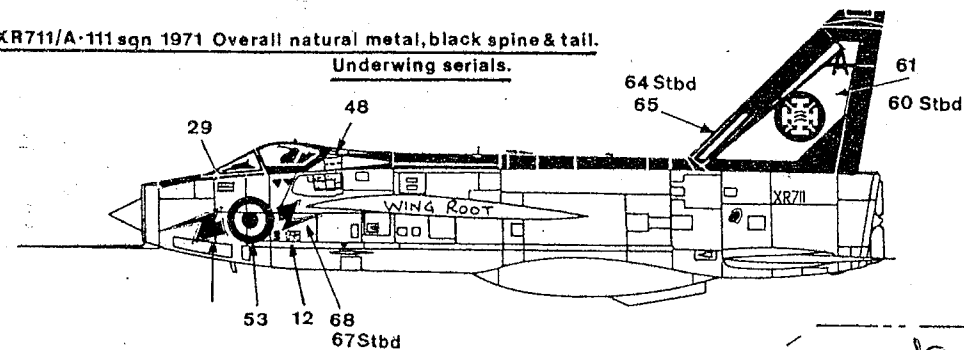
F3.XP763/M-23sqn 1965 Overall natural metal  
Gloss White spine & tail



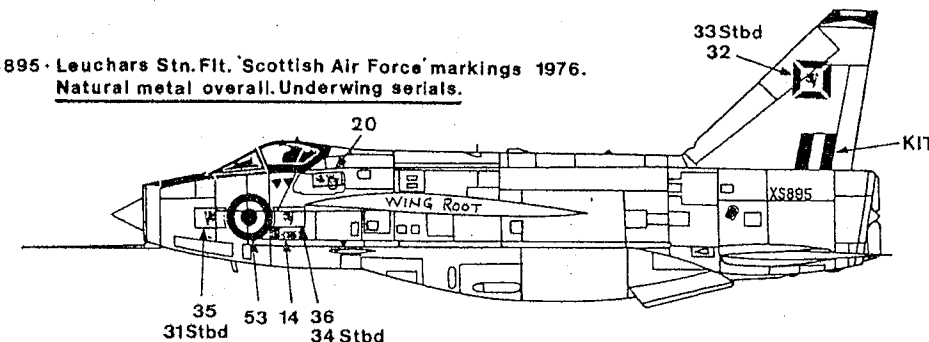
F6.XS903/BA-11sqn.1987 Gray,black spine & tail.



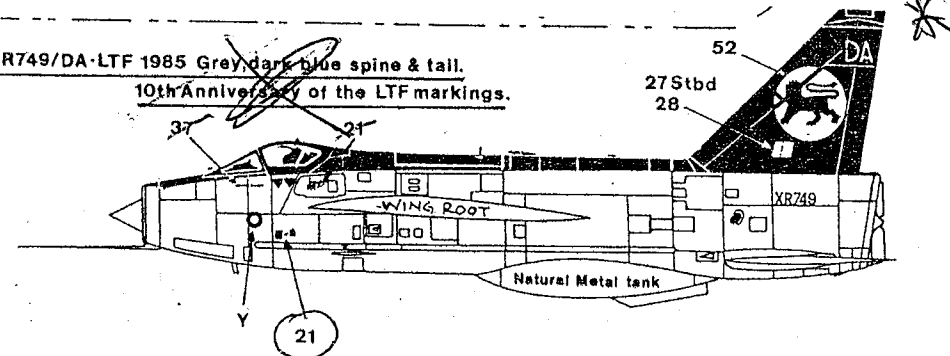
F3.XR711/A-111sqn 1971 Overall natural metal,black spine & tail.  
Underwing serials.



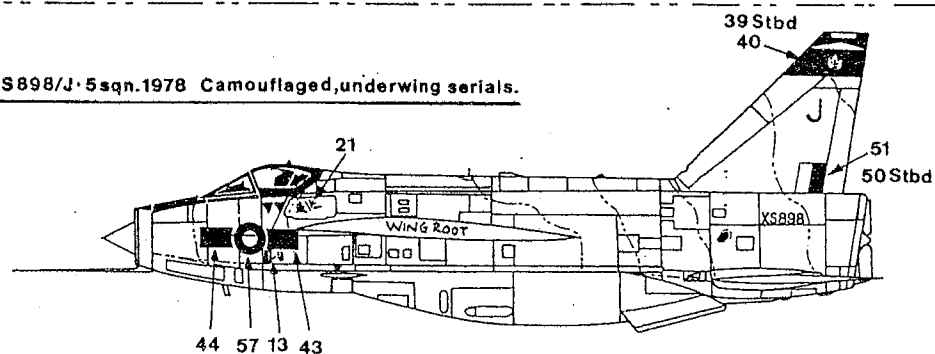
F6.XS895-Leuchars Stn.Flt. 'Scottish Air Force' markings 1976.  
Natural metal overall.Underwing serials.



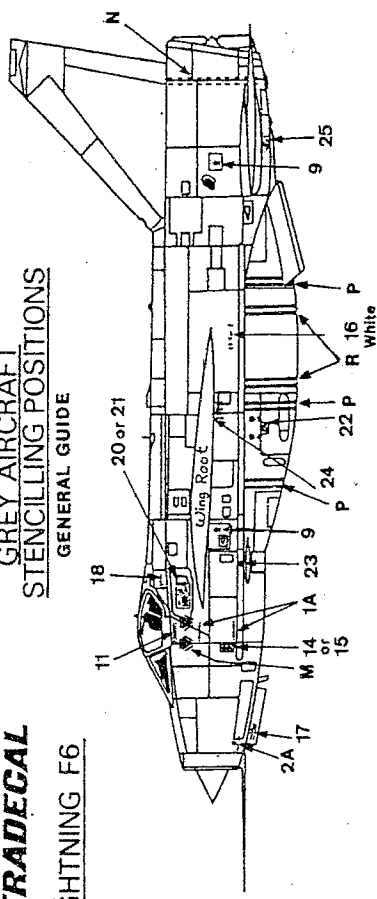
F3.XR749/DA-LTF 1985 Grey,dark blue spine & tail.  
10th Anniversary of the LTF markings.



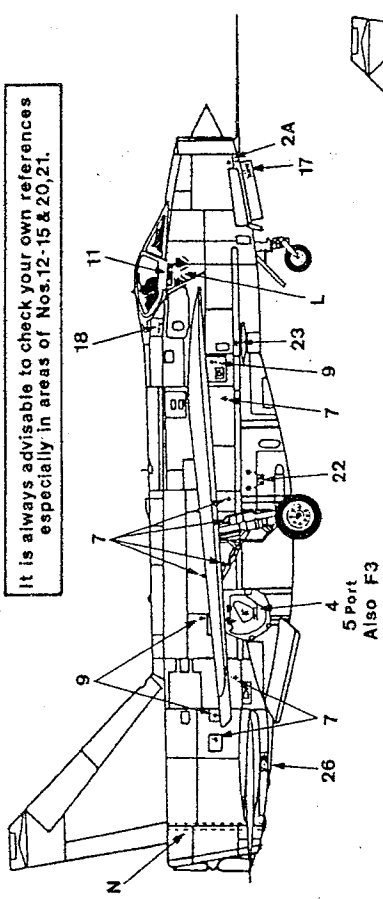
F6.XS898/J-5sqn.1978 Camouflaged,underwing serials.



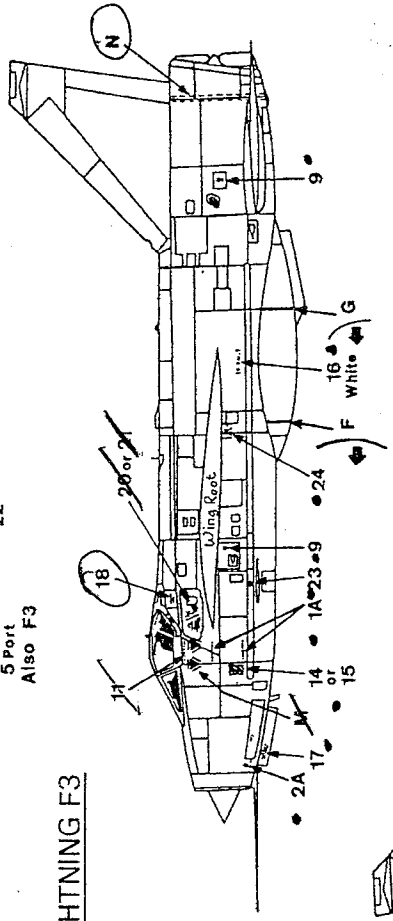
**GREY AIRCRAFT  
STENCILLING POSITIONS  
GENERAL GUIDE**



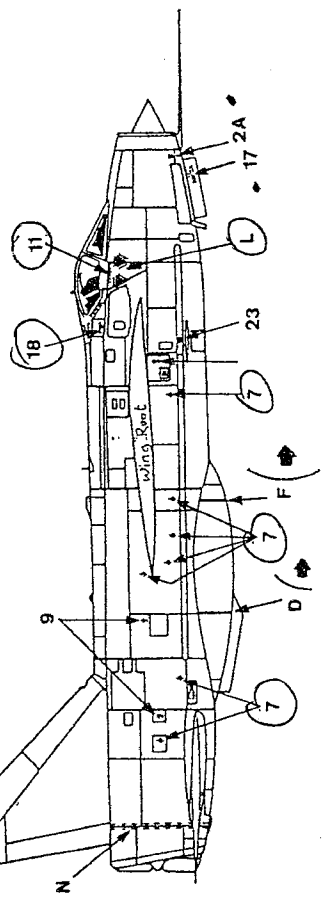
It is always advisable to check your own references especially in areas of Nos. 12-15 & 20, 21.



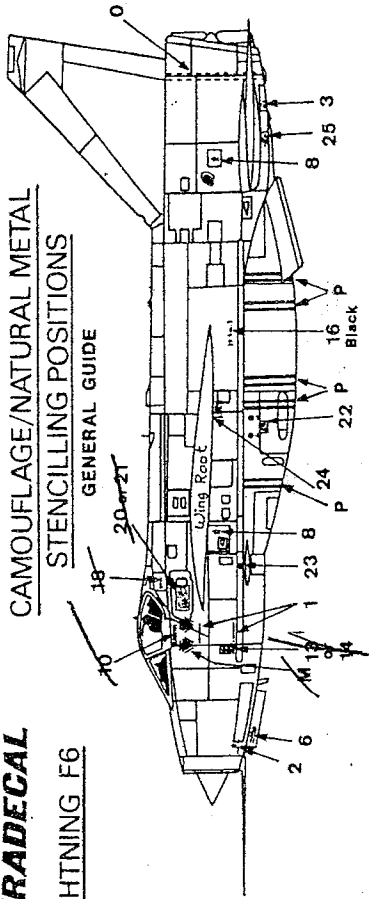
**LIGHTNING F6**



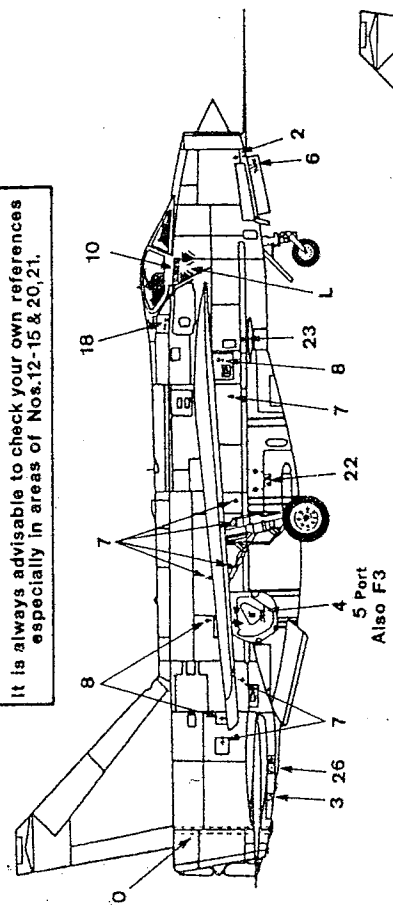
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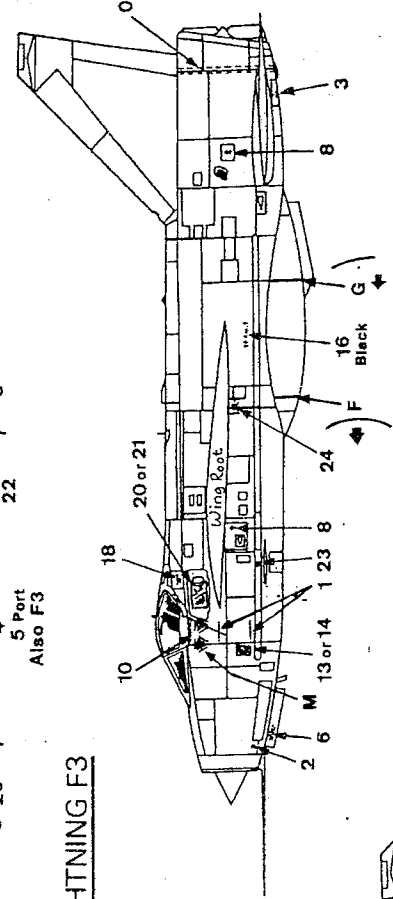
**CAMOUFLAGE/NATURAL METAL  
STENCILLING POSITIONS  
GENERAL GUIDE**



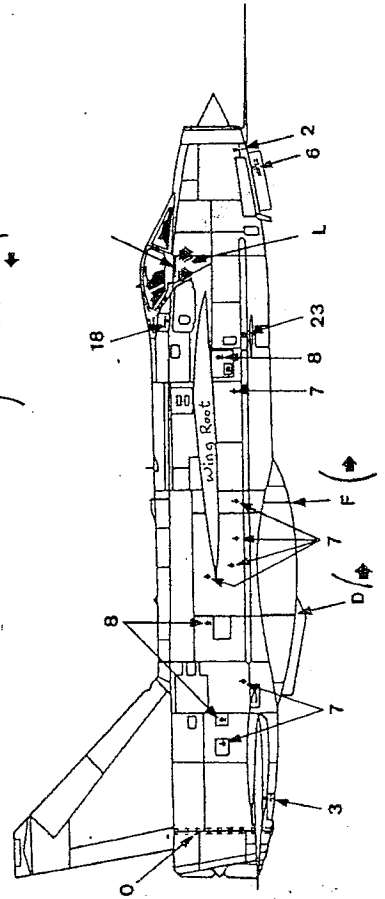
It is always advisable to check your own references especially in areas of Nos. 12-15 & 20, 21.



**LIGHTNING F6**

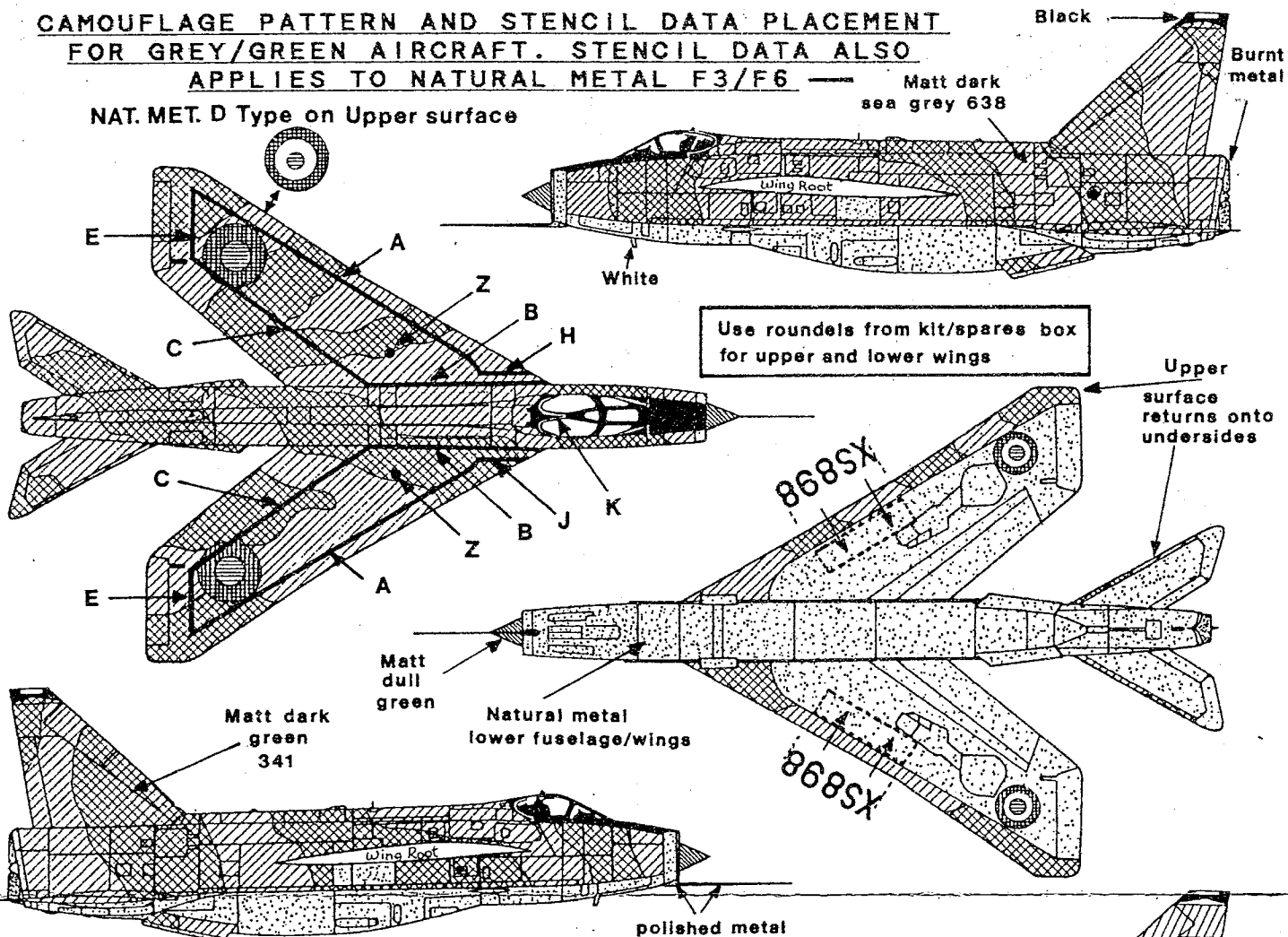


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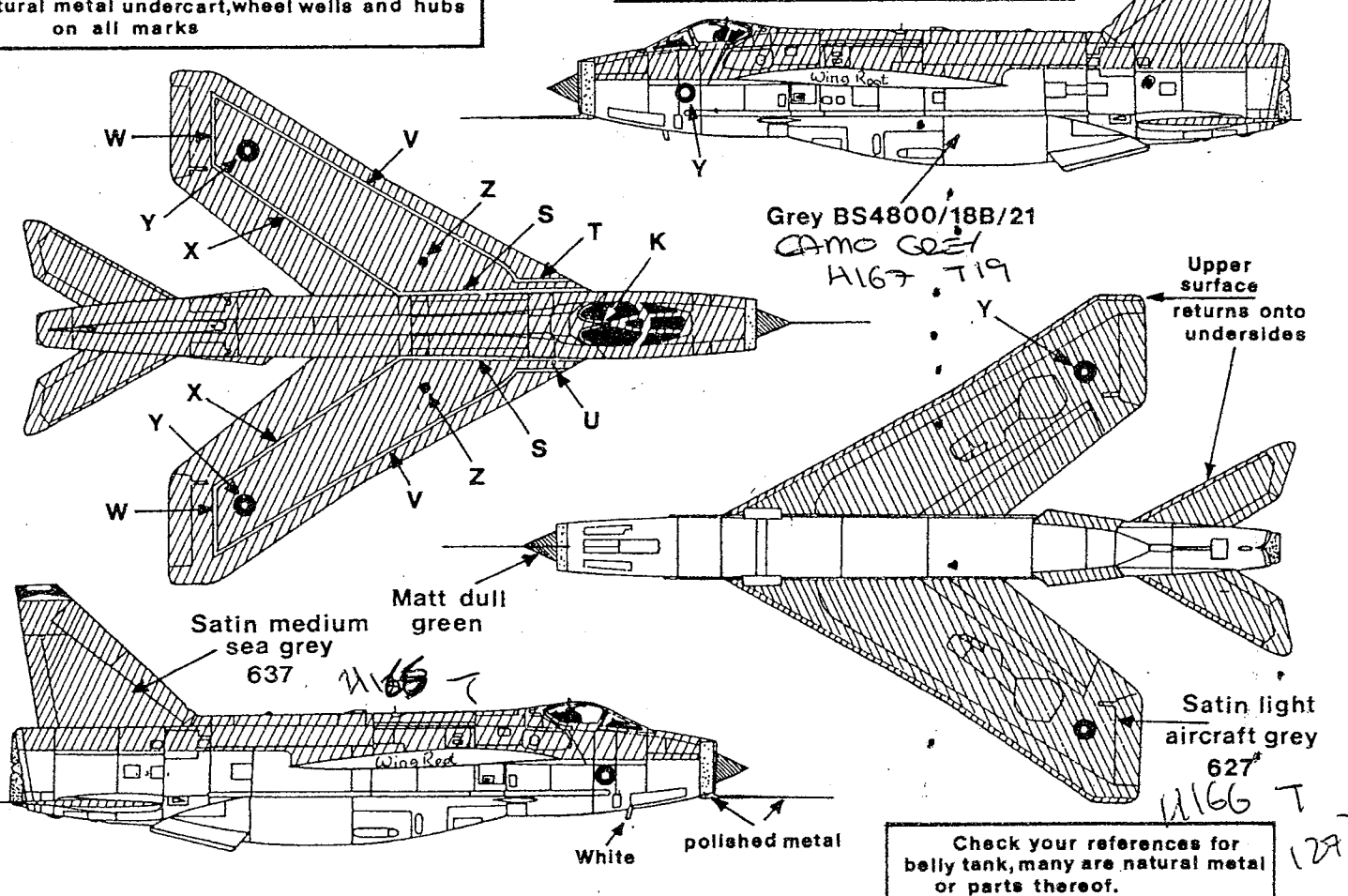
**CAMOUFLAGE PATTERN AND STENCIL DATA PLACEMENT  
FOR GREY/GREEN AIRCRAFT. STENCIL DATA ALSO**

**APPLIES TO NATURAL METAL F3/F6**  
NAT. MET. D Type on Upper surface



**PATTERN FOR GREY F3/6**

Natural metal undercart, wheel wells and hubs on all marks



068878890

XP7 XR XS XR XP7

1135678890

XR7II

XR7II

