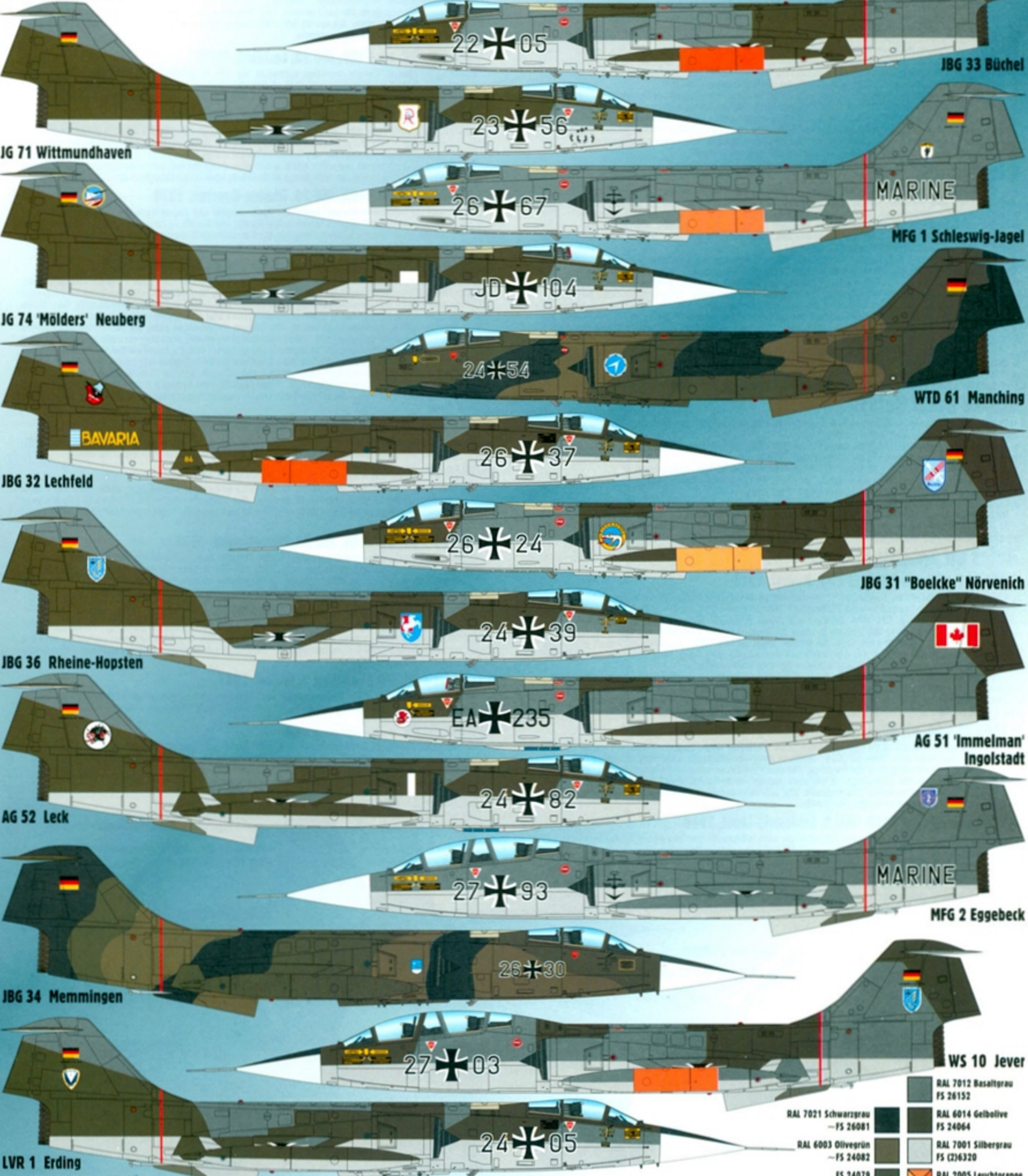


West German Luftwaffe & Marine F-104 Starfighters

VPD48003
1:48 Scale Decal

Recommended Kits: Hasegawa
Plus - Check Out These Other Victory Productions F-104 Items!
VPR48001 - AS-34 Kormoran Missiles
VPR48002 - RF-104G Camera Palette



RAL 7012 Basaltgrau	FS 26152	RAL 6014 Gelbolive	FS 24064
RAL 7021 Schwarzgrau	FS 26081	RAL 6003 Olivgrün	FS 24082
RAL 7001 Silbergrau	FS (2)6320	FS 24079	Dark Green
RAL 2005 Leuchtorange	FS 38903 (fades a lot!)		

Thank you for purchasing this Victory Productions decal. We aim to bring you interesting and offbeat subjects, so if you like this one, let us know what else you want to see. And if you have in your possession, or know where to get good reference material on cool and interesting stuff, we are always interested. Free decals await those whose reference material gets used for decal production!

General Notes:

Although it seems like we keep saying this recently, at long last Hasegawa has finally come up with a superb series of state of the art 1/48 scale kits of the F-104 family. As with most recent Hasegawa releases there isn't much to be said - they are quite simply gorgeous. If you really must have something to nitpick, our choice would be the masses of countersunk rivets which for some strange reason Hasegawa put all over the airframe. Real F-104s were very smooth, and in fact the wing skins were machined and did not even have rivets! Get out the putty...

F-104s, including Germany's, originally had the Lockheed C-2 seat as provided by Hasegawa in most of their kits. Starting in 1967 (after suffering a considerable number of losses), the Luftwaffe began retrofitting the Martin-Baker GQ7A seat. This changeover took several years, so check photos to determine which seat your model should have.

Until the mid-1970s German F-104s lacked the rotating anti-collision beacons above and below the aft fuselage. The profiles show the placement of these beacons on those aircraft which carried them.

As for improvements and additions to the Hasegawa kits, we are aware of quite a few as of the time this is written in mid-2001. AirRes from the Czech Republic has done resin replacements for the cockpit, gear wells, and afterburner nozzle. Black Box has an outstanding cockpit and external detailing set, and Cutting Edge has done a number of very good sets for both the inside and outside of the models. Our very own Victory Productions product line features a cast resin AS-34 Kormoran missile as carried by Marine F-104s (product number VPR48001).

Interestingly, all NATO F-104 fighter-bomber units except for those of the Danish and Norwegian air forces were tasked throughout the 1960s and 70s with tactical nuclear attack. The aircraft sat nuclear alert with weapons loaded 24 hours a day waiting for the balloon to go up. A 1/48 Mk.43 weapon can be found in the Monogram B-58 Hustler kit, or use the Mk. 28 or Mk. 43 found in the Belcher Bits CF-104 detail set. Most Luftwaffe Jabo units had one Staffel with nuclear tasking. Dedicated nuclear-capable aircraft had the cannon removed and a fuel tank in its place. The muzzle opening was faired over (as on the RF-104s), making these aircraft easy to identify.

Decal Notes:

This decal will allow you to build practically any Luftwaffe or Marineflieger (the German Navy) F-104G, RF-104G, or TF-104G, including the earlier natural metal schemes. Two full sets of stencil data are provided, as are enough crosses and other markings to allow you to build several models. All known Luftwaffe and Marine unit emblems are provided, although undoubtedly there were some variations on those we have provided. The profiles shown are all based on photographic evidence, but feel free to mix and match decals to suit other photos in any of the myriad available reference works on the F-104 (see below).

Luftwaffe and Marine F-104s have carried two different styles of serial number presentation (called the Stammkennzeichen in German). Prior to 1968 the letter/number style was in use. Some without white outlines may need to have stencil breaks carefully cut out or painted over the black letters & numbers on your model. Check photos. Beginning that year the more familiar four digit style was introduced. Each airframe had a permanently assigned constructor's number (c/n), which is the four digit number shown after the Stammkennzeichen in the descriptions below. While the Stammkennzeichen may have changed several times during an aircraft's lifetime, the c/n never changed. This c/n is displayed under the German flag on the vertical fin of all aircraft (see scrap view). Each c/n is provided on the decal, as well as extras.

Extras are provided in the form of 4th ATAF badges from the 1969 Tactical Air Meet, as well as two styles of crosses. The heavier style ('A' below - one set provided) was used earlier and represents the "official" Luftwaffe standard. The narrower style ('B' below - two sets provided) is by far the most commonly seen style. We have also provided extra stencil style numbers of various types seen in photos. Use as required for your particular subject.

Stencil Decal Notes:

- 8A, 8B: Check photos to see which type was applied to the specific aircraft you are modelling. They are provided in the order most commonly seen (ie. A is most common).
- 9A & 9B: Two of each are provided, the extras for use on TF-104s. 9A is for aircraft equipped with the Lockheed C-2 seat, while 9B is for aircraft fitted with the Martin-Baker GQ7 seat.
- 10: Two are provided for each side, the extras being for use on some TF-104s. Check photos.
- 17 & 22: The outer red ring bends upward along the side of the spine fairing. Check photos.
- 40A, 40B, 40C, 41A, 41B, 41C: As with 8A through 8C, check photos.
- 218 & 225: Apply the wing crosses FIRST, then apply these decals in the position shown.
- 302A & 302B: As with 8A through 8C, check photos. Some aircraft had the white background, others did not.
- As noted below, the wrap-around "lizard" Tornado camouflage scheme used toned-down rescue markings. These are provided separately and are found on the decal in the section containing the smaller numbers & crosses.

Notes on Specific Aircraft:

F-104G 22 + 05, c/n 7075, JBG 33, Büchel, 1978

This aircraft is shown as it appeared while participating in the 1978 NATO Tactical Weapons Meet held at Wildenrath AB, Germany. It was finished in the standard Luftwaffe hard-edged splinter camouflage consisting of RAL 7012 Basaltgrau (FS 26152), RAL 6014 Gelbolive (FS 24064), RAL 7001 Silbergrau (FS 26320), and RAL 2005 Leuchtorange (FS 38903). Note that contrary to many published references, the belly was light grey, not painted silver. The confusion seems to come from the German name for RAL 7001. All colors were semi-gloss. The fluorescent orange on the tip tanks was fairly fresh (and thus actually were fluorescent). This color was subject to very heavy fading, often appearing more yellow than orange after a few months.

As a fighter-bomber unit, JBG 33's aircraft usually carried the centerline stores pylon and wingtip tanks. The large white "C" on the tail was applied for the Tactical Weapons Meet and was not part of the normal JBG 33 color scheme. Each Staffel of JBG 33 used a different color Geschwader badge on the tail. The red and blue were in use for many years, and later (during Tornado conversion) when there was only a single Staffel, yellow was used.

F-104G 23 + 56, c/n 8035, JG 71 'Richtofen', Wittmundhaven, 1974

JG 71 'Richtofen' was one of the Luftwaffe's two F-104 interceptor units. As such, the aircraft carries only the wingtip AIM-9 Sidewinder rails. Given the 104's notoriously short legs, interceptor units using the wingtip Sidewinder rails usually carried external tanks under the wings. The centerline stores rack was not usually carried. This aircraft carries the standard splinter camouflage. It has been "zapped" by members of RAF No. 111 Squadron - and a somewhat "adult" themed zap at that! This particular "zap" was seen on many other Luftwaffe F-104s in the 1970s, so keep your eye open when looking at reference photos.

F-104G 26 + 67, c/n 7413, MFG 1, Schleswig-Jagel, 1978

The Marineflieger had two F-104 units, both of which were tasked with maritime missions from their bases on the Flensburg Peninsula. Initially Marine F-104s were finished in the same splinter camouflage scheme as Luftwaffe aircraft. In the early 1970s however, they dispensed with the dark green pattern, going with a solid grey upper surface. This aircraft was one of the last F-104s produced, coming from an attrition replacement batch produced by MBB in the early 1970s. Standard Marine operational configuration was wingtip fuel tanks, a centerline stores pylon, and AS-34 Kormoran missiles on the wing pylons. Both Marineflieger units also flew RF-104Gs in their respective reconnaissance Staffeln. Note the application of the aircraft's Stammkennzeichen in bold stencil numbers on the nose of each wingtip fuel tank.

F-104G ID + 104, c/n 8212, JG 74 'Mölders', Neuberg, 1967

This aircraft features the pre-1968 pattern Stammkennzeichen with white outlines. Standard camouflage, and the standard interceptor weapons fit as on the JG 71 example. This aircraft was still fitted with the Lockheed C-2 ejection seat. Note the white rectangle on each side of the intakes. Other JG 74 F-104Gs were seen with tip tanks and fuelage mounted AIM-9 rails, but it appears that JG 71 did not employ them.

F-104G 24 + 54, c/n 8202, WTD 61, Manching, 1987

Very late in the F-104's career in German service the traditional splinter camouflage gave way to the wrap-around "lizard" scheme then in vogue. Colors were RAL 7021 Schwarzgrau (approximately FS 26081), RAL 6003 Olivegrün (approximately FS 24082), and FS 24079 dark green. All colors were semi-gloss. This was a hand-sprayed pattern with soft edges, and a LOT of variation between individual airframes - so much so that it almost appears that there wasn't a pattern, although there definitely was. This aircraft was flown by the Luftwaffe's research & development unit, WTD 61 (Wehrtechnische Dienststelle 61, formerly known as Erprobungsstelle 61). Note the use of toned down rescue markings on this paint scheme. Very little other stenciling is visible. Tip tanks in this scheme were overall FS 24079 dark green, but aircraft with older camouflaged tanks (even some with fluorescent orange) were often seen until the end of F-104 operations.

F-104G 26 + 37, c/n 9189, JBG 32, Lechfeld, 1976

Featuring the special "Bavaria" markings applied for the 12th Allied Tactical Weapons Meet at Twenthe AB, Netherlands, this aircraft is otherwise standard in all respects. Note the yellow stencilled number applied to the outside surface of each tip tank vertical fin. For the standard JBG 32 scheme, simply leave off the "Bavaria" markings.

F-104G 26 + 24, c/n 9175, JBG 31 'Boelcke', Nörvenich, 1982

Another classic NATO "zap" job. JBG 31 participated in an exchange with USAF's 78th TFS at RAF Woodbridge, Suffolk in the summer of 1982 and picked up a pair of huge 78th TFS "Bushmasters" badges on its flanks. Otherwise a standard Luftwaffe fighter-bomber with very faded fluorescent orange bands on the tip tanks. Two types of JBG 31 Geschwader badges are provided, one with a light blue background and one with a silver background. It is hard to tell them apart in black & white photos, but color photos do show both types in use throughout JBG 31's F-104 period.

F-104G 24 + 39, c/n 8182, JBG 36, Rheine-Hopsten, 1970

JBG 36 was the Luftwaffe's shortest lived F-104 fighter-bomber unit, converting to the F-4F Phantom in 1976. This aircraft is unusual in that it appears to have a dual identity with the WS 10 badge on the tail. We are not sure which unit was the donor and which was the recipient, but it is otherwise in standard markings. In photos the aircraft is completely free of all external stores and pylons.

RF-104G EA + 235, c/n 8146, AG 51 'Immelman', Ingolstadt, 1966

Royal Canadian Luftwaffe? Well, almost. When this aircraft visited the RCAF's No. 1 Fighter Wing at Marville, France in 1966, the notoriously "zap-happy" Canadians (headed up by Gary Watson - whom we thank for the photos) had a large supply of the then-new Canadian flag decals for their own F-104s and applied them liberally. Gary relates a story of this aircraft being bounced by a pair of USAF fighters after the zapping incident at Marville. Apparently radio communication was not established between the German and American pilots, but the German pilot reported some confusion between the two Americans, one on each side of his aircraft, since they were talking and gesturing to each other profusely. Since the Canadian flag appeared only on the left side, it's a good bet that some money was lost in the bar at the officer's club later that evening! Note that this aircraft has English-only rescue markings. Use decal numbers 8A (cut off the German language rescue arrow & instruction block on the left side), 40C, and 41C.

RF-104Gs usually flew with only wingtip tanks. A cast resin RF-104G camera palette conversion set is available from Victory Productions (product number VPR48001). Use the heavier style crosses, plain black letters and numbers and the C-2 seat.

RF-104G 24 + 82, c/n 8232, AG 52, Leck, 1969

AG 52 was the shortest lived of all Luftwaffe F-104 units, trading in its RF-104Gs for RF-4E Phantoms in 1971. Absolutely standard RF-104G colors and stores setup. Note the white rectangle on each side of the intakes.

TF-104G 27 + 93, c/n 5921, MFG 2, Eggebeck, 1973

One of MFG 2's 'Doppelsitzern' TF-104s, this aircraft features standard Marineflieger colors. Note that it lacks fluorescent orange on the tip tanks, and that as on some other Luftwaffe and Marine TF's there is only one large ejection seat warning triangle on each side (others had one for each cockpit). Photos show it carrying a full load of tip tanks and underwing tanks.

F-104G 26 + 30, c/n 9182, JBG 34, Memmingen, 1988

Showing the opposite side camouflage pattern for the Tornado "lizard" scheme, this JBG 34 aircraft was one of the last F-104s in active service with the Luftwaffe. Note that JBG 34 aircraft in the toned down colors used the smaller Geschwader badge. Those in the standard splinter scheme used the larger one in the same location. Note the use of toned down rescue markings on this paint scheme. Very little other stenciling is visible.

TF-104G 27 + 03, c/n 5704, WS 10, Jever, 1982

Waffenschule 10 at Jever was the Luftwaffe's (and Marine's) European Theatre schoolhouse. Having come from initial F-104 training in sunny Arizona, WS 10 taught fledgling pilots how to put the bombs on the target - from low altitude and in the typically horrible European weather. The aircraft is in standard colors and markings with relatively fresh fluorescent paint on the tip tanks.

F-104G 24 + 05, c/n 8140, LVR 1, Erding, 1987

The final operator of the F-104 in German service was Luftwaffenversorgungsregiment 1 (and that's a mouth full). This aircraft was in the standard older splinter scheme and carried only tip tanks and a centerline stores pylon.

References

(in somewhat casual order):

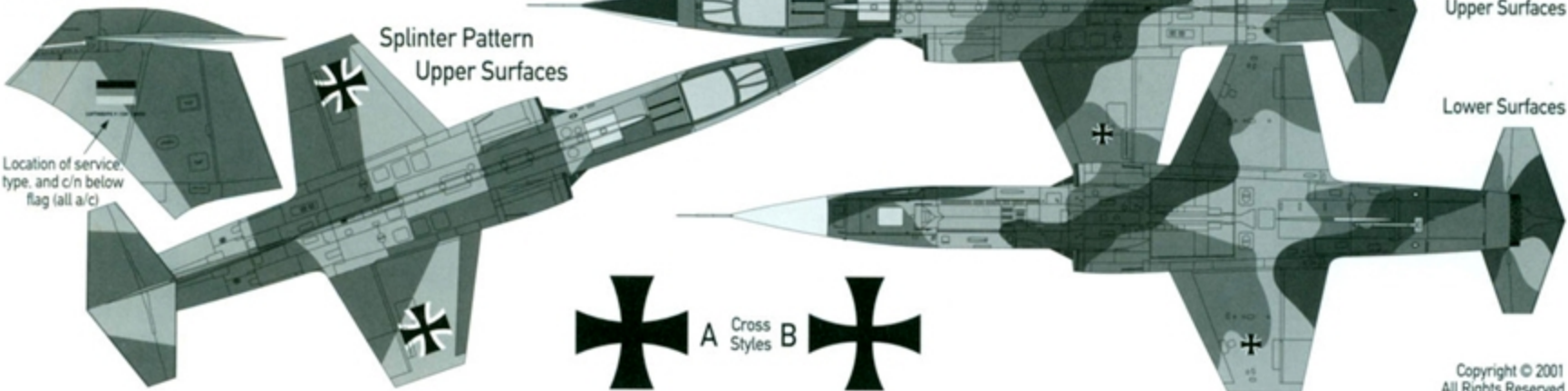
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Splinter Pattern
Upper Surfaces

Location of service type, and c/n below flag (all a/c)



Lizard Pattern
Upper Surfaces

Lower Surfaces



A Cross Styles B

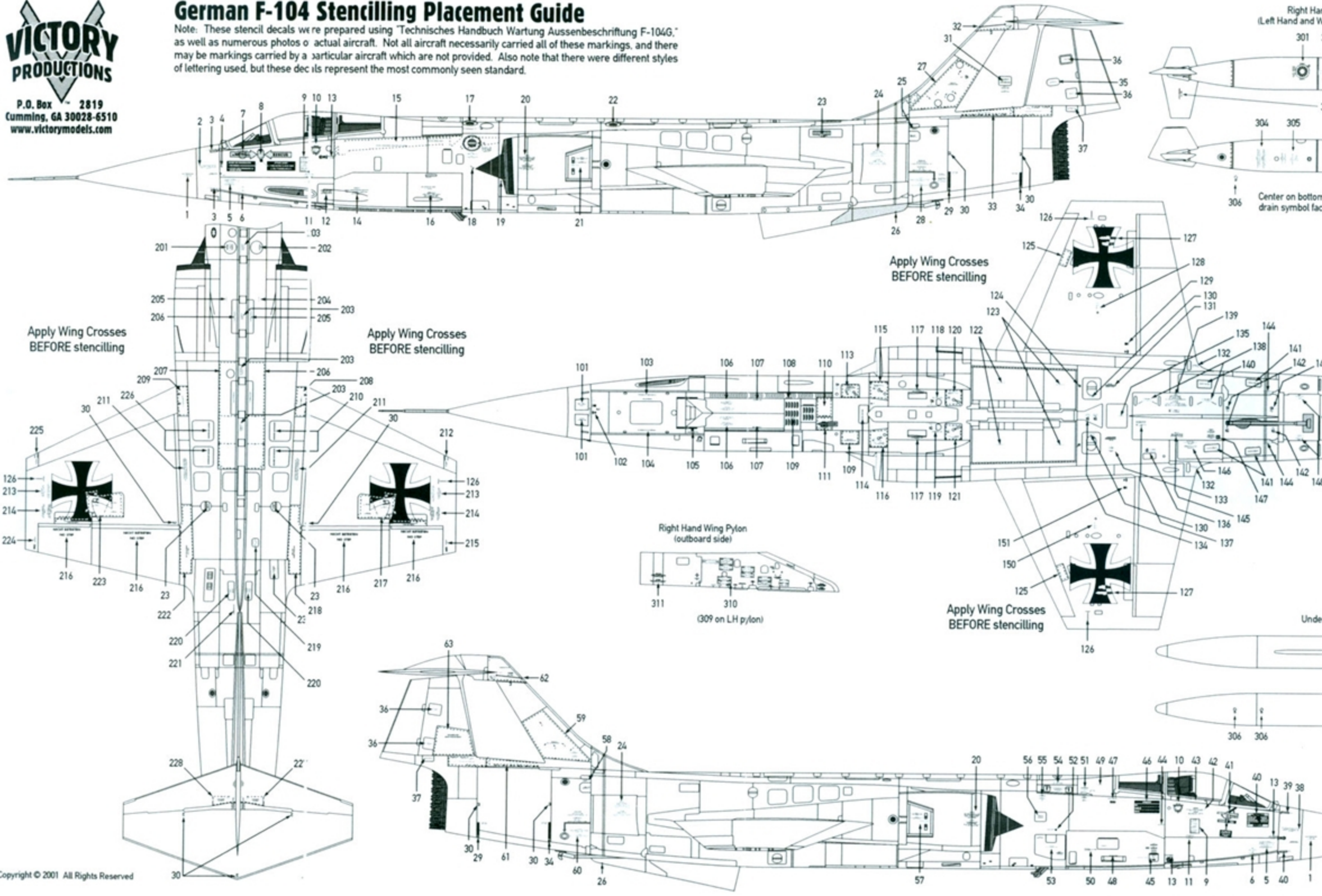
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German F-104 Stencilling Placement Guide

Note: These stencil decals were prepared using "Technisches Handbuch Wartung Aussenbeschriftung F-104G," as well as numerous photos of actual aircraft. Not all aircraft necessarily carried all of these markings, and there may be markings carried by a particular aircraft which are not provided. Also note that there were different styles of lettering used, but these decals represent the most commonly seen standard.



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