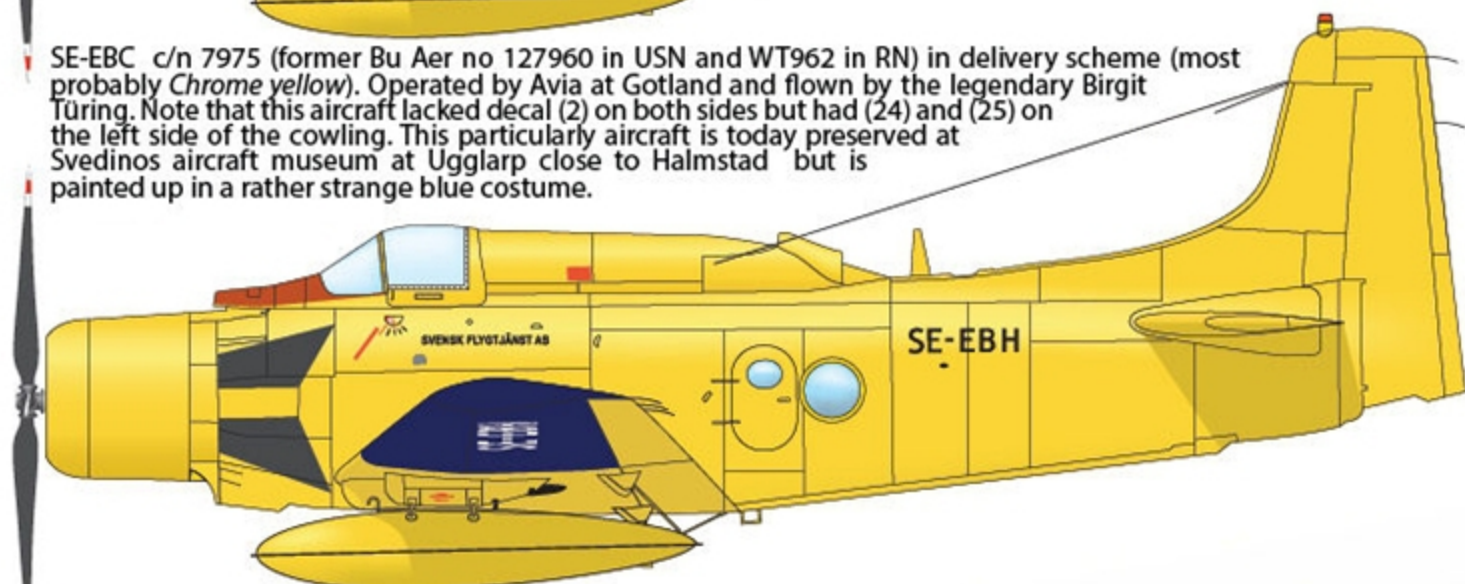


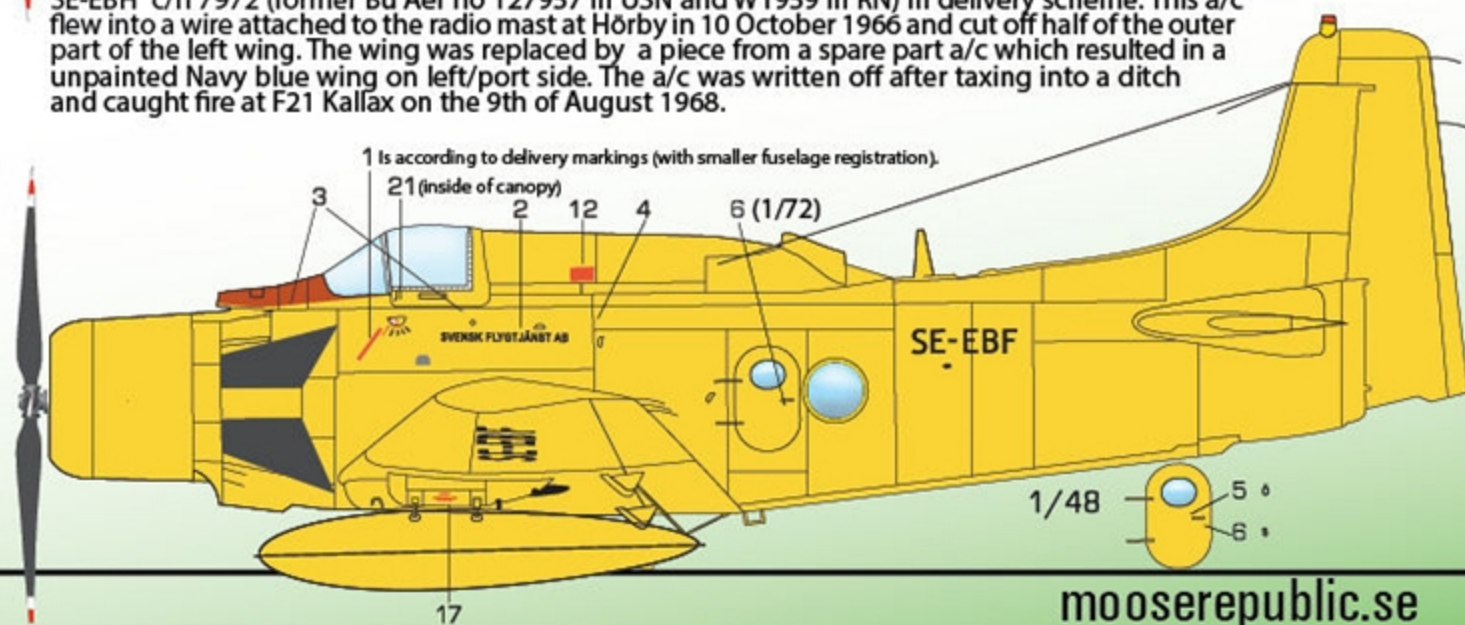
AD-4W Skyraider Target Tug Swedish Flight Service & AVIA



SE-EBC c/n 7975 (former Bu Aer no 127960 in USN and WT962 in RN) in delivery scheme (most probably *Chrome yellow*). Operated by Avia at Gotland and flown by the legendary Birgit Tüning. Note that this aircraft lacked decal (2) on both sides but had (24) and (25) on the left side of the cowling. This particularly aircraft is today preserved at Svedinos aircraft museum at Ugglarp close to Halmstad but is painted up in a rather strange blue costume.



SE-EBH c/n 7972 (former Bu Aer no 127957 in USN and WT959 in RN) in delivery scheme. This a/c flew into a wire attached to the radio mast at Hörby in 10 October 1966 and cut off half of the outer part of the left wing. The wing was replaced by a piece from a spare part a/c which resulted in a unpainted Navy blue wing on left/port side. The a/c was written off after taxiing into a ditch and caught fire at F21 Kallax on the 9th of August 1968.



1 is according to delivery markings (with smaller fuselage registration).

Douglas AD-4W Skyraider Swedish Target Tug Painting and marking information

Swedish Flight Service, Svensk Flygtjänst AB bought 13 Skyraiders AD-4W (USN) AEW 1 (RAF) registered as SE-EBA to SE-EBM from the Royal Air Force in the early 1960ies. The target tug modification and paint job were completed in the U.K. and included removal of radar equipment and installation of target winch and also involved an additional bubble canopy aft of the fuselage doors on both sides. The colour was most probably Chrome yellow. The last spare a/c (c/n 7832) came with boat and was modified at Flygverkstäder in the spring of 1969 and was put into service as SE-EBN (It is unclear if this a/c received the registration on the top side of the (left) wing since this marking was no longer necessary according to civil regulations in 1964/65. EBN crashed and burned in an landing accident at Midlanda on the 6th of June 1971 and was destroyed.

The black triangles at the exhaust stacks was locomotive paint and a initiative taken by the maintenance crew at Gothenburg who were tired of cleaning this area. Many a/c were updated with ADF antenna (behind the cockpit) and propeller light in left wing (to facilitate landing in darkness) in the mid or late 1960ies. This modification appears to be followed by a paint job in a somewhat brighter yellow colour than earlier, the anti-glare panel in front of the windshield was also changed from earlier red to black. The paint job also included somewhat larger registration on the fuselage (30 cm) meanwhile the registration on the top side of the (right) wing was discontinued on some a/c. This later marking is however not covered in this decal sheet.

