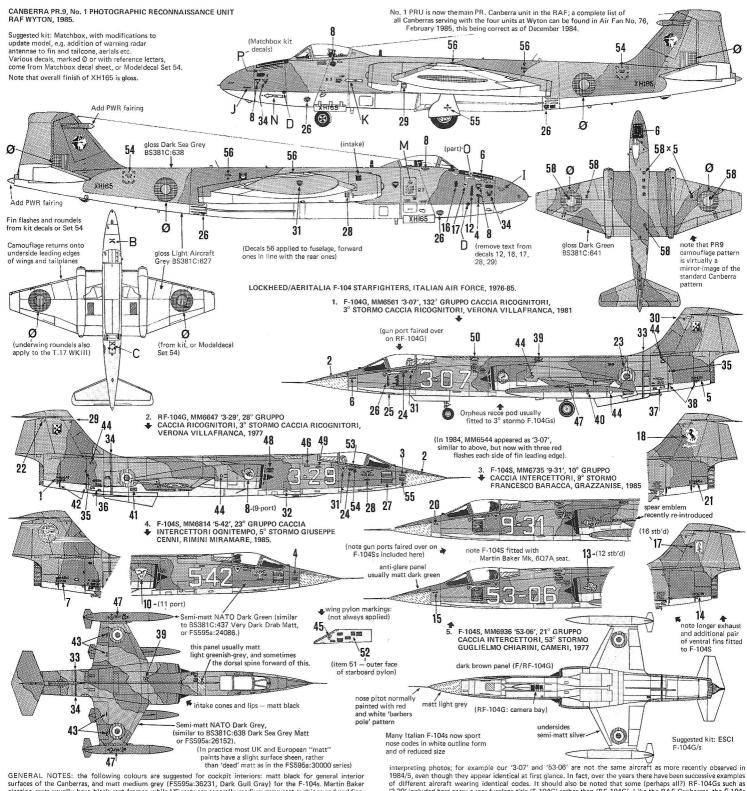
MODBLIDB CAL 85 1:72 scale ROYAL AIR FORCE CANBERRAS - E.15, 100 SQN; PR.9, 1PRU; T.4, 231 OCU; T.17, 360 SQN. ITALIAN A.F.-F-104 STARFIGHTERS - 3°, 5°, 9° + 53° STORMOS. the camouflage colours of this aircraft were considerably weathered when seen in 1983. The normal dark green in the area arrowed was largely missing, appearing as normal dark sea grey, merging into dark green further forward. Paint dark sea grey background (under central disc) 58 Camouflage of E.15, T.4 -50 50and T.17 - matt 49 32 36 17 cut this decal 22 for WJ756 15 38 CANBERRA E.15, WJ756 'CL', No. 100 SQN, RAF WYTON, SEPT. 1983 32 58 50 58 12 50 27 58 50 54 # 1756 49 32 52 52 55 27 8 14 Suggested kit: Airfix B.6 43-45 (original kit), with modifications; note 13 50 54 pale yellow intake 'bullets' vary according to version, and are sometimes coloured, natural metal or finished WJ879 in local camouflage colour. 20 53 52 39 31 51 29 12 58 18 k delete text CANBERRA T.4, WJ879 'BH', No. 231 O.C.U., R.A.F. WYTON, 41~43 to decals 6, 30 37 50 50 54 12 & 18 50 JULY 1983. (note 'solid' nose and dual control seating in T.4) 53 (cut)-9 51 before modelling any of these 28 Serial ur 52 8 51 21 Canberras, we suggest you study port win. only 51 as much pictorial information 30 red warning as possible, (as well as the lights on top and actual machines at air shows 35 57, (31 underside 7 56 if possible) note ECM fairings add ILS aerials 32 note variations 8 note decals 50, 56 and 57 are usually in this aerial CANBERRA T.17, WKIII 'EA', No. 360 SQN, RAF WYTON, 18 52 positioned approx. 12-18 ins. above wing root. 52 white 56 60 58 r57 For the T.17 conversion, you may find the C Scale kit AC15 useful: not shown on these drawings is the aerial positioned on the upper port inboard 49 32 36 10 9 23 55 27 30 61 semi-gloss white interiors to undercarriage typical uppersurface camouflage note port duct bays (Underwing roundels pattern for Canberras shown above * is shorter (decals 33 not applied to T.17 WKIII; Wingtip fuel tanks on most applied to E.15 WJ756). see PR.9 details Canberras optional; T4s overleaf) are often seen without tanks 30 camouflage returns on undersides of 40 40 serial under wing and tailplane (decals 37 for T.4) port wing only leading edges 4 58 E.15 only (though seer on some other T 17s) note that during the early 1980s, underwing serial numbers were often reduced in size. or deleted from the starboard wing. More recently, underwing serials have been completely removed on many Canberras (in line with their matt Light Aircraft Grey BS38IC:627 59-(yellow/red bands similar removal from many other types nowadays). Increasingly common is the application of large cut serial and use '8' & '9' on addendum sheet) dark on addendum (84 in. dia.) red/blue roundels underwing, as on (not E.15) sheet to make serial WJ879 matt Dark Green BS38IC:641 the PR.9 and T.17. It should also be noted that stencilled details on Canberras vary in styles matt Dark Sea Grey BS38IC:638 and precise locations from one machine to another. (see overleaf for Canberra PR.9 of 1 P.R.U.).



than 'dead' matt as in the FSS95a:30000 series)

GENERAL NOTES: the following colours are suggested for cockpit interiors: matt black for general interior surfaces of the Canberras, and matt medium grey (FSS95a:36231, Dark Gull Gray) for the F-104s. Martin Baker ejection seats usually have black seat frames, while US seats are generally medium grey; seat cushions and padding, parachute and survival packs vary in colour, as does harnessing, and if you wish to detail the cockpit interiors you will need to research further. Instrument panel decals: paint a small area of thin plastic card [30ss black (Canberras) or medium grey (F-104s); when dry apply decal, cut panel to shape and apply to model.

This set features two types of aircraft that have served worldwide for many years; the Canberra is slowly approaching the end of its long career with the RAF, the present force being concentrated into four units all based at Wyton, so it is appropriate to feature all four units here. Apart from the versions included, there is also a small number of B.2/B.27, P.R.7 and TT-18 variants at Wyton, and these decals will also help if you model these. The high gloss PR.9s of 1 PRU tend to look immaculate, and when modelling this version care should be taken not overdo any weathering ... in fact any weathering effect is probably best forgotten. In contrast, some of the matt finished Canberras of other marks can end up looking rather worse for wear; noticeable for example was the very worn paintwork around the mid-fuselage area of 100 Squadron's E.15, W1756, to the point where a considerable erae of what was once dark green appeared to have been oversprayed with dark sea grey; initiarly, where the one time 24in, square fin flash had been reduced in width, (something typical for many Canberras), the dark green areas were filled in with grey. The Italian Air Force F-104s we have included represent a small section of unit schemes carried over the years by the numerous Stormos (Wings). A most useful reference book for anyone wishing to

interpreting photos; for example our "3-07" and "53-06" are not the same aircraft as more recently observed in 1884/5, even though they appear identical at first glance. In fact, over the years there have beaucessive examples of different aircraft wearing identical codes. It should also be noted that some (perhaps all?) RF-104Gs such as "2-29" included here carry a rear fuselage title "F-104G' rather than "RF-104G". Like the RAF chaherras, the F-104s are coming slowly towards the end of their long service with the Italian Air Force, with Tornados, and possibly the AMX, replacing them in front line service.

Application of decals: cut out each subject and wet backing in warm water for a few seconds to release decal; prolonged spaking will impair adhesion. Place item close to required position and slide decal into location; gently press on with a damp cloth to remove excess water 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 comparible with the varnish coarlings we use apart from standard

'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. Modeldecal gratefully acknowledge the kind assistance of the following during the preparation of these decals: R. C. B. Ashworth, T. A. Caws, P. J. Cooper, S. DiNucci, J. B. E. Hale, J. Kyte, J. Lake, B. Marsh, I. Rentoul, D. Thomas, R. A. Walker, Alberto Zanfi and Aldo Zanfi.

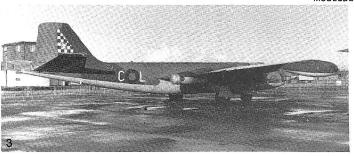
Decals and instruction sheets designed and produced in Great Britain by Modeldecal, and marketed through their sole distributors, Messrs. Modeltoys, 246 Kingston Road, Portsmouth, Hants. POZ 7LR, England, to whom all individual and overseas trade enquiries should be addressed. Modeltoys, who specialise solely in platic kits and associated 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 Modeldecal range, and sets currently available, please refer to Modeltoys advertisements.



1. Canberra PR.9, XH165 of No. 1 P.R.U., Wyton, seen in mid-1985 at RAF Brize Norton; its gloss finish is not due to the obvious weather conditions — unlike the other Canberra variants still in service at Wyton, the PR.9s are in high gloss finish. Note the crew ladder in place, and the prominent PWR 'bullets' on the fin and rear end of the fired



2. The same aircraft a year later while taxiing with the cockpit hood open, and the high gloss finish again evident. 39 Sqn. PR.9s also had the tail end PWR fairings prior to the formation of 1 P.R.U., while XH165 in early 1985 lacked underwing serials or roundels. Photo: J. B. E. Hale.













3. Starboard aspect of Canberra E.15, WJ756 'CL' of No. 100 Sqn., seen at Abingdon 10 September 1983. The rather weathered upper mid-fuselage colouring referred to in the drawings and text can just be seen. Photo: P.J. Cooper. 4. Port aspect of this aircraft the same day, with engine and upper fuselage hack overs fitted. The narrower presentation of the port fin checks can also be seen (reason unknown, but probably only applicable to this machine), together with the grey touched-up area in front of the fin flash. Photo: RLW. 5. 231 OCU's Canberra T.4, WJ879 'BH' appeared in the static park at the 1983 IAT at Greenham Common, clearly showing its clean underwing starboard. Photo: T.A. Caws.

6. Port view of T.4, W1879, this time at its home base of Wyton, 16 July 1983; note the prominent serial under this wing, and the typical presentation of serial numbers on the nosewheel doors. Photo: P.J. Cooper. 7. Canberra T.17 WK111 'EA' of 360 Sqn. appeared at Yeovilton's open day 3 August 1985, sporting a Wing Commander's pennant on the starboard nose. 84in. red/blue roundels appeared underwing, and protective engine covers seemed fixtures for the day. Photo: R.L.W. 8. The other side of WK111, at home at Wyton on 31 July 1982; at this earlier period it would not have carried underwing roundels, and probably still had the 24in. high serials typical of the T.17. Its finish in 1975 was similar, though gloss and with a black nose radome, with the fin code 'B'. Photo: P. J. Cooper.













9. F-104G Starfighter, MM6561 showing the prominent nose codes carried by these aircraft until very recently, and also the emblem of 132° Gruppo C.R. on the intake flank. This shot well illustrates the surface sheen of most so-called matt paints. Photo: C. Toselli via Alberto Zanfi. 10. RF-104G, MM6647 '3-29' of 3° Stormo's 28° Gruppo C.R., seen during a deployment to Ysovilton, 26 November 1977. The RF-104Gs of 28° Gruppo were soon to assume a training role alongside the operational 132° Gruppo, whose F-104Gs were fitted with Orpheus recce pods. Photo: R. A. Walker. 11. 5° Stormo sent this pair of 23° Gruppo yellos Starfighters to the 1985 IAT at Fairford, displaying their colourful 'Olana Cacciarrice' fit memblems. Photo: R.W.

12. Frontal view of F-104S MM6814 '5-42' at Fairford, the disembarked driver relaxing with a Budweiser. Sister aircraft was MM6705 '5-43', both aircraft having a very clean finish. Photo: R.W. 13. F-104S, MM6735 '9-31' of 9° Stormo's 10° Gruppo C.I., displaying the former's famous prancing horse emblem and 'F. Baracca' signature under. The red spear emblem on the intake flanks is a recent re-introduction of that carried in the early 1970s, this example being seen in 1985. Photo: R. C. B. Astworth. 14. Those who attended the 1971. AT at Greenham Common will remember the 53° Stormo 21° Gruppo C.I. F-104Ss, of which MM6936 '53-06' appeared in the static park. When modelling the F-104S, the differences between this variant and standard G models should be taken into account. Photo: RLW.