

CANADAIR F-86E SABRE F4s

uppersurface camouflage of all aircraft gloss dark green 641 & gloss dark sea grey 638
38
2 (3-stb'd)
1

note that ejection seat warnings varied in their positioning at different times. At one stage, XB984/K' of 3 Sqn. had its warning triangles in the same positions as shown for XB590/V'. (Black and white photos do not always show up the warnings due to similarities between colours).
36
5
45

Fuselage and upperwing roundels 30in. diameter Type D. These, along with the 18in. dia. underwing roundels and the 18in. wide (x 24in. high) fin flashes can be obtained from Modeldecals Set 47.
7 (or 8 for XB981)

Camouflage colour numbers quoted here refer to BS381C.
15
14
gloss roundel blue
gloss aluminium silver undersides

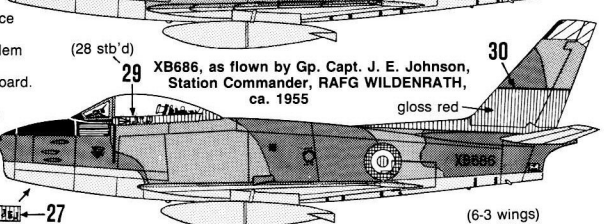
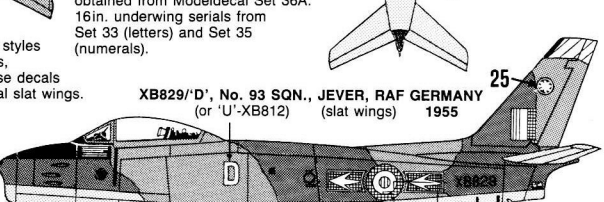
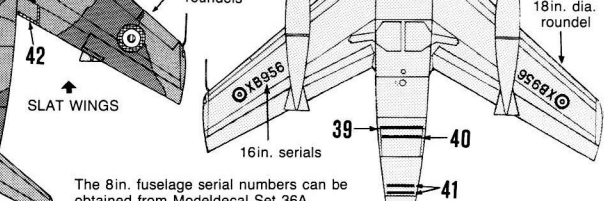
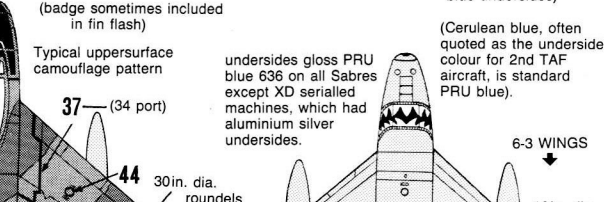
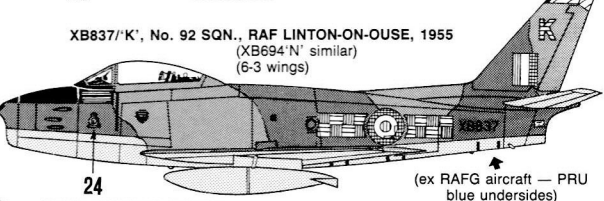
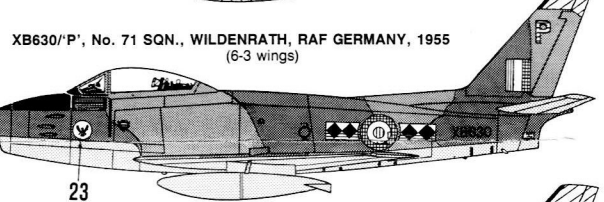
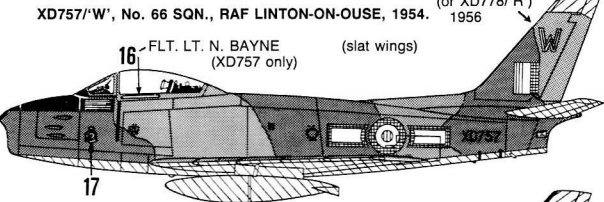
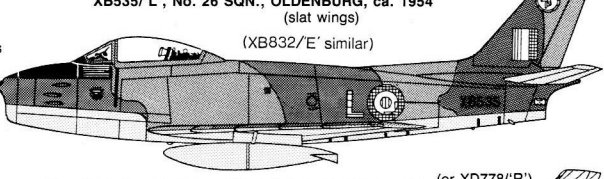
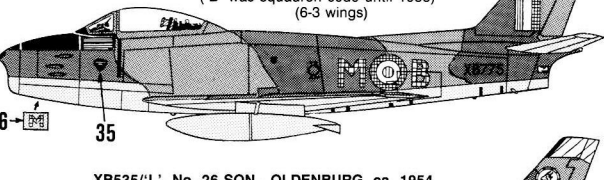
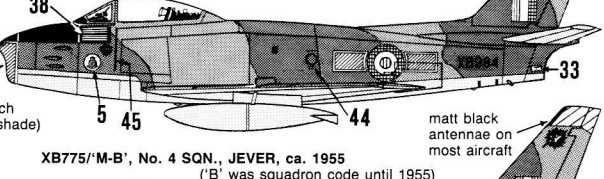
XB796/Z, No. 67 SQN., 'B' FLT., WILDENRATH, 1955
20
21
21 (not all machines — sometimes positioned on nose)

Suggested kit: Fujimi F-86F-30 (for 6-3 wing version: see also notes on reverse).
22
gloss roundel blue

(Removable triangular root fillet which overlaps onto ammunition bay door)
37 (34 port)
44
43
42
6-3 WINGS
SLAT WINGS

note the two different styles of black walkway lines, those provided in these decals applying to the original slat wings.
31 (32 port)

note: we have been unable to locate photographic evidence of the port fin of XD763, and do not know if the sabre emblem was handed, or of the same design as starboard. The handed style (surmised) is shown here, and we leave the choice to you.
10

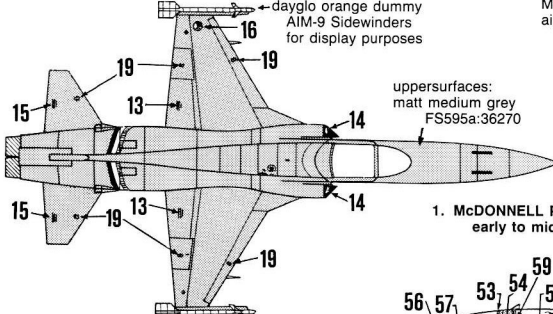
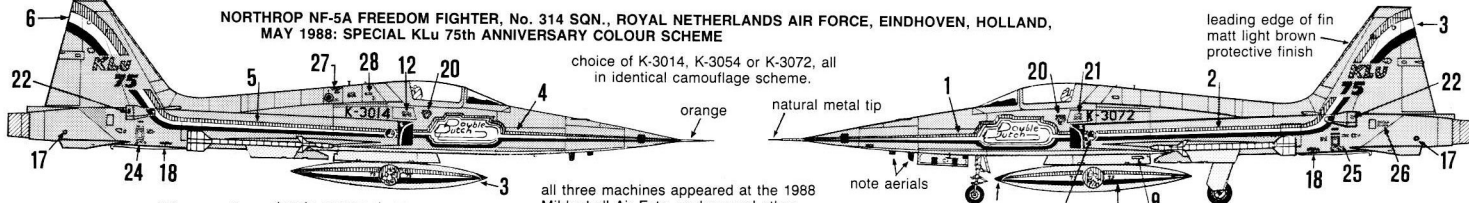


undersides gloss PRU blue 636 on all Sabres except XD serialised machines, which had aluminium silver undersides.
39
40
41
16in. serials
6-3 WINGS
18in. dia. roundel

The 8in. fuselage serial numbers can be obtained from Modeldecals Set 36A. 16in. underwing serials from Set 33 (letters) and Set 35 (numerals).
29 (28 stb'd)
30
gloss red
27

(Cerulean blue, often quoted as the underside colour for 2nd TAF aircraft, is standard PRU blue).
25

note the two different styles of black walkway lines, those provided in these decals applying to the original slat wings.
27



choice of K-3014, K-3054 or K-3072, all in identical camouflage scheme.

orange

natural metal tip

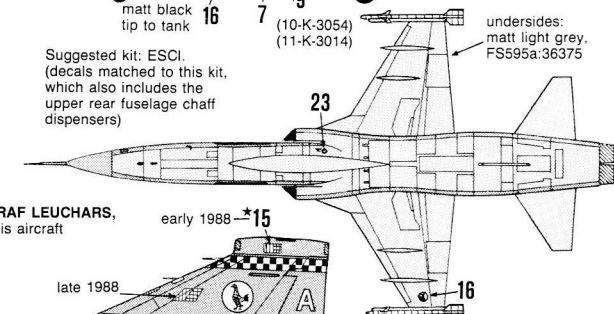
note aerials

matt black tip to tank

(10-K-3054)
(11-K-3014)

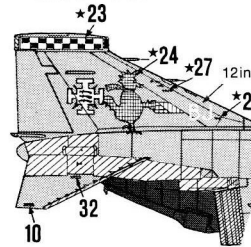
undersides: matt light grey, FS95a:36375

Suggested kit: ESCI. (decals matched to this kit, which also includes the upper rear fuselage chaff dispensers)



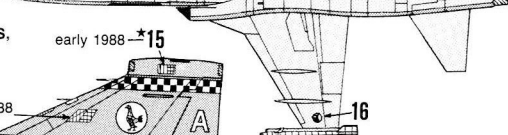
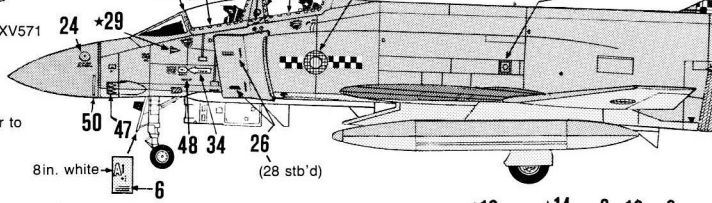
In 1988 the upper fuselage area of XV571 (coinciding with the area covered in black and white checks in 1986) appears slightly darker than the surrounding paintwork.

* - item numbers marked thus refer to items on the main decal sheet. all other numbers refer to the addendum sheet.



RAF PHANTOM UPDATES

1. McDonnell Phantom FG.1, XV571/A', No. 43 SQN., RAF LEUCHARS, early to mid 1988. Refer also to Set 89 decals for this aircraft in its 1986 scheme.



early 1988 *15

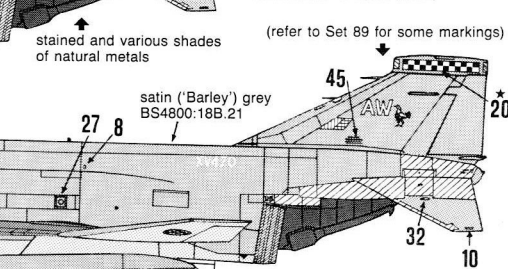
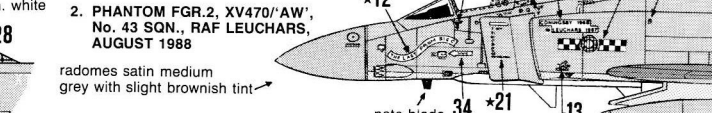
late 1988

stained and various shades of natural metals

early in 1988, decals 15 (rectangular fin flashes) appeared on the RWR, and rudder code was 18in. standard black letter 'A'. (see photo)

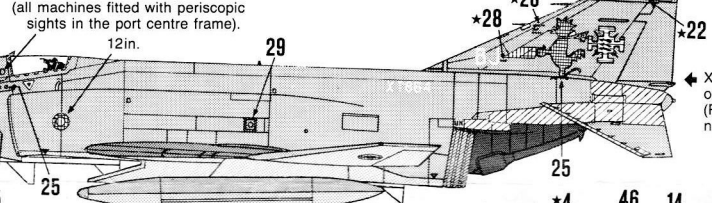
(refer to Set 89 for some markings)

2. PHANTOM FGR.2, XV470/AW', No. 43 SQN., RAF LEUCHARS, AUGUST 1988



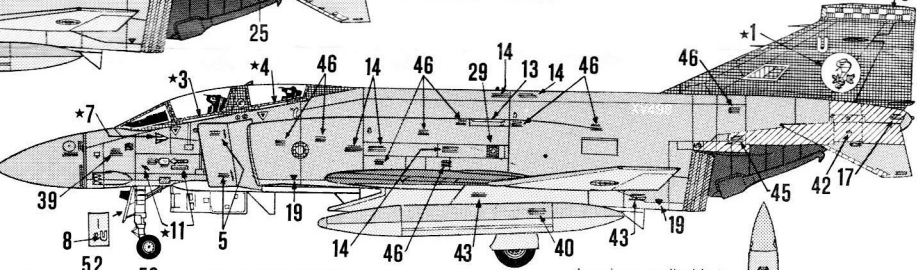
The special markings applied to XV470 above celebrate the last Phantom to be serviced by the Phantom Aircraft Servicing Flight at Coningsby, which station had been closely involved with the Phantom for 20 years.

3. PHANTOM FG.1, XT864/BJ', No. 111 SQN., RAF LEUCHARS, OCTOBER/NOVEMBER 1988 (all machines fitted with periscopic sights in the port centre frame).



XT864 suffered one of the more outrageous examples of "zapping" by "the competition" (43 Sqn. ground crews). (Refer to previous Modeldecals sets for standard 111 Sqn. nose and fin markings).

4. PHANTOM FGR.2, XV498/U', No. 92 SQN., WILDENRATH, RAF GERMANY, SEPTEMBER 1987.

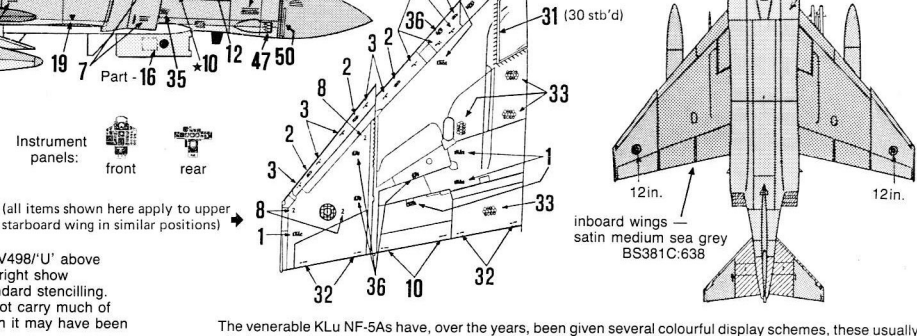
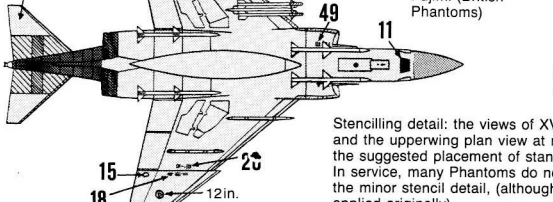
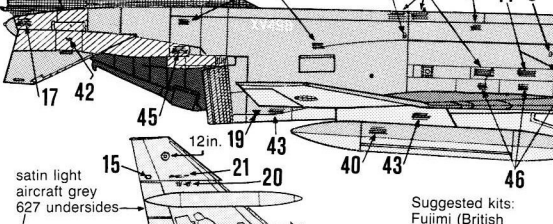


plan views applicable to all aircraft.

upper port wing

30 stb'd

inboard wings - satin medium sea grey BS381C:638



GENERAL NOTES: The following colours are suggested for the general surfaces of cockpit interiors. Sabre: matt black; NF-5As and Phantoms: matt medium grey. Ejection seats: Sabre and Phantom generally matt black, NF-5A matt dark grey. The following details apply to the Martin Baker seats in the Phantom: parachute harnessing a mixture of tan and olive drab; seat harnesses black; leg restraint lines blue; survival packs yellow; seat back pads olive drab; headrests and seat cushions black. Seat headrests in the NF-5A are matt red; other details for the Sabre and NF-5A seats will be similar colours to those for the Martin Baker seats, but if you wish to super-detail cockpit interiors you will need to research further. Instrument panel coverings under cockpit windcreens are matt black. The general surfaces of undercarriage bays and legs, insides of undercarriage doors, wheels, leg struts and insides of air brakes: matt aluminium silver for the Sabre, gloss white for the Phantom. Instrument panel decals: paint a small area of thin plastic card gloss black (Sabre) or gloss medium grey (NF-5A and Phantom); when dry, apply decals, cut panels to shape and fit to model; use kit decals if preferred.

For the Sabres, we have provided markings for all the RAF operational squadrons, and some variations of same, with the exception of markings for Nos. 20 and 234 Squadrons, examples of which were included in Modeldecals Sets 37 and 14 respectively. Since then, modelling a RAF 'hard' or 6-3 wing Sabre has been made easier with the introduction of Fujimi's F-86F-30 kit, which is externally similar to the basic Sabre F.4 fitted with this type of wings. However, modelling the original slatted wing RAF Sabres still calls for some conversion work or cross-kitting with Matchbox's F-86A variant to obtain the correct style of wings, as the slatted wings in all other 1/72 scale Sabre kits marketed to date are of the later 6-3 variety, and in some cases of extended span; this includes the wings of the Heller F-86F and more recent Hobbycraft Canada Sabre 6 kits (both of which are of the right span for a RAF variant). Whether you wish to convert or cross-kit (or ignore the difference altogether!) is a matter of personal choice; we would add that many RAF Sabres that were delivered with the original slatted wings were later converted in service to have the 6-3 wings, and without exception these were always of the 'hard' leading edge type with fences. Since Set 37, where we included some notes on RAF mark numbers for Sabres, correct information has become available which shows that there were only three machines delivered as F.1s (XB530-532), and these were later redesignated F.2s to tie in with their Canadair Sabre 2 origin; all subsequent RAF machines were Canadair Sabre 4s, which became F.4s. The style of wings fitted did not determine the RAF mark number.

The venerable KLU NF-5As have, over the years, been given several colourful display schemes, these usually applied to a single aircraft; for the 75th anniversary celebrations, 314 Sqn. applied the colourful 'Double Dutch' scheme to at least four aircraft (three options being included here). Note that the fin 'KLU' titling was originally in two shades of orange, as at Mildenhall Air Fete in May 1988, but this was soon amended to a single shade of bright orange, as seen at Deelen in July.

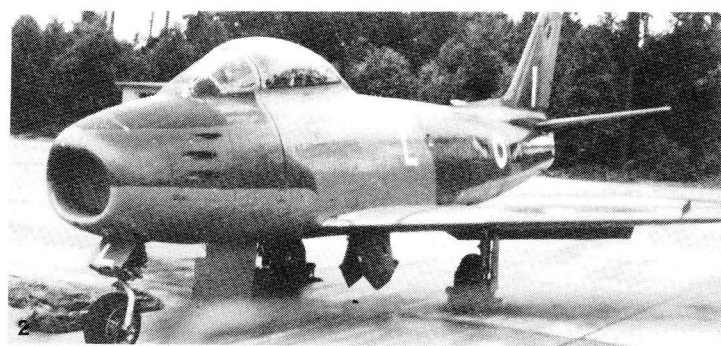
Late 1987 and 1988 saw yet more examples of artistry on RAF Phantoms, some of which was for squadron C.O.s, and one example of which certainly did not amuse a squadron boss! This latter case hardly saw the light of day in UK on its return from foreign parts on 3/11/88, but at least it fell far short of some previously recorded examples of outlandish 'zapping', such as a RCAF CT-133 which overnight became a French T-33, or the infamous pink Harrier T-bird incident also courtesy of French. 1989 will see a continued run down of the Phantom force as the Tornados F.3 squadrons continue to form. No. 23 at Leeming is already re-equipped (see Modeldecals Set 98), while both 43 and 111 Squadrons are scheduled to re-equip, leaving just Nos. 56 and 74 with Phantoms in UK, and Nos. 19 and 92 in RAFG, plus No. 1435 Flight in the Falklands for operational service, with No. 228 OCU at Leuchars for the immediate future in the training role.

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.

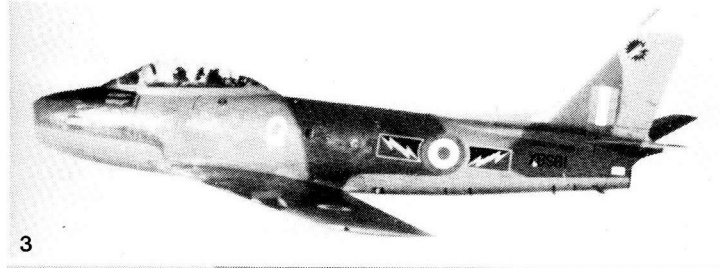
Modeldecals gratefully acknowledge the kind assistance of the following during the preparation of these decals: Fit Lt M T Andrews, No. 92 Sqn., R A Brown, A B Carlaw, P J Cooper, H W Frost, A Hodgson, R Lindsay, M J McEvoy, J D R Rawlings and A S Thomas. Decals and instruction sheets designed and produced in Great Britain by Modeldecals, and marketed through their sole distributors, Messrs. Modeltoys, 246 Kingston Road, Portsmouth, Hants. PO2 7LR, England, to whom all individual and overseas trade enquiries should be addressed. Modeltoys, who specialise solely in plastic 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 Modeldecals range, and sets currently available, please refer to Modeltoys advertisements.



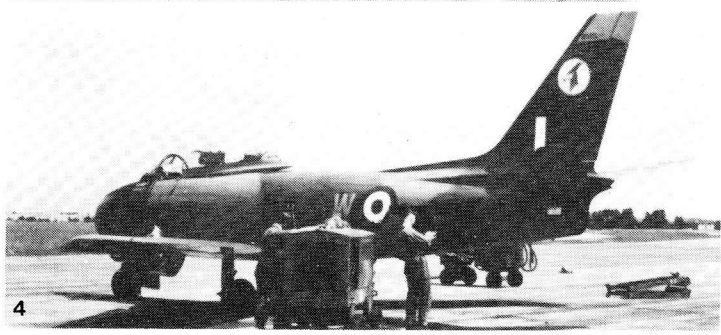
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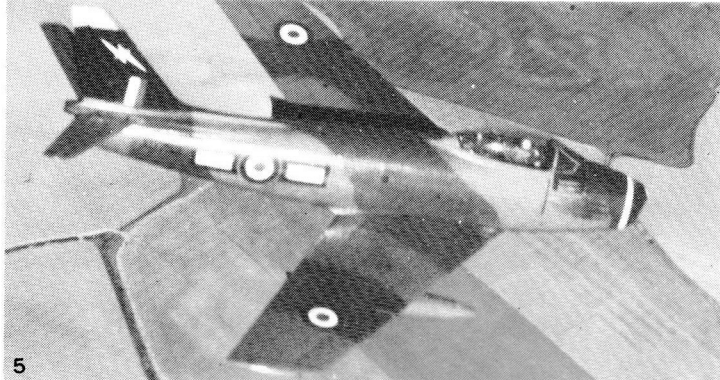
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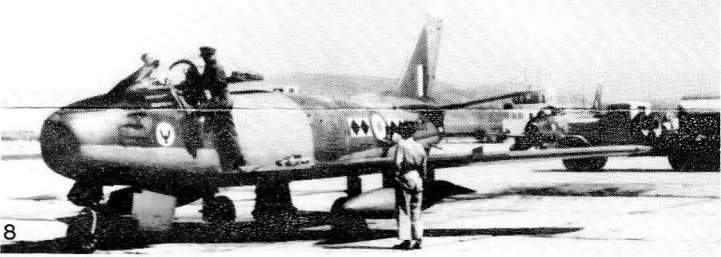
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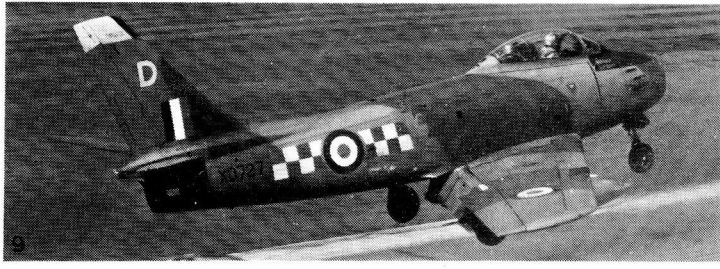
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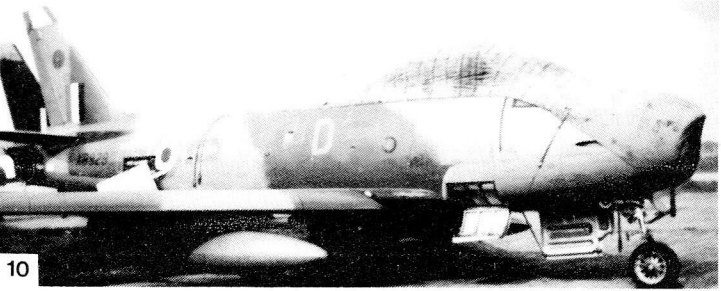
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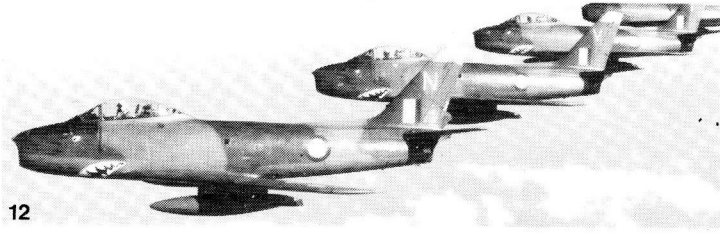
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9



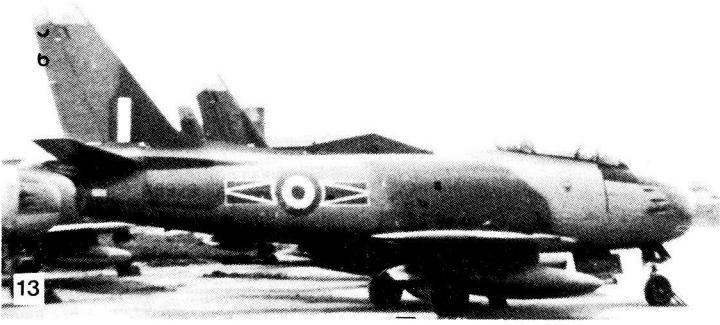
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12



11



13



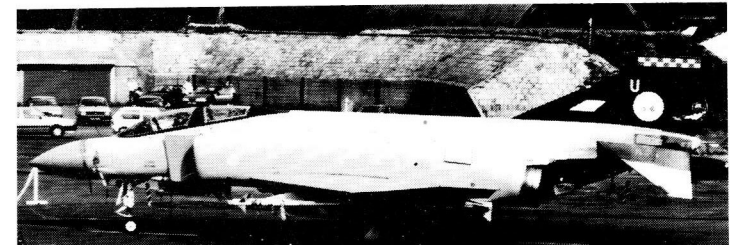
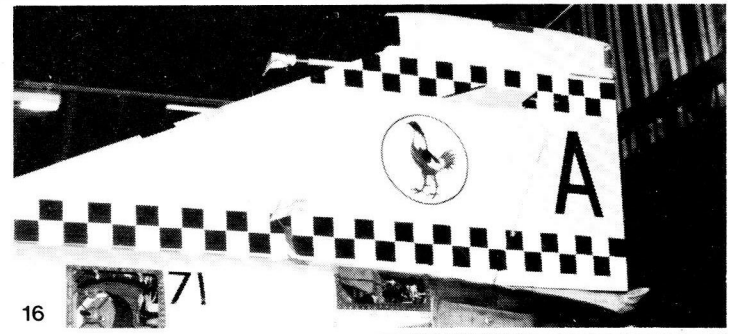
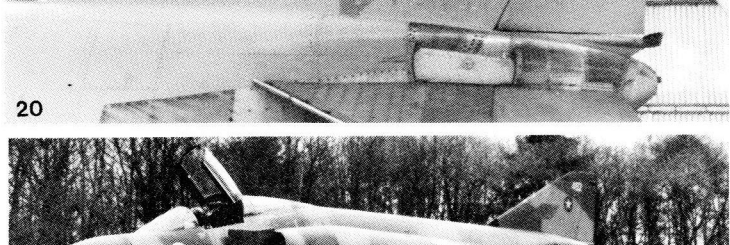
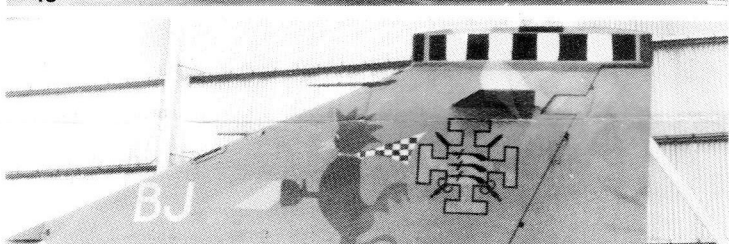
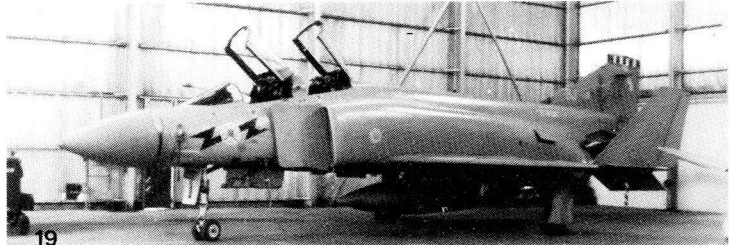
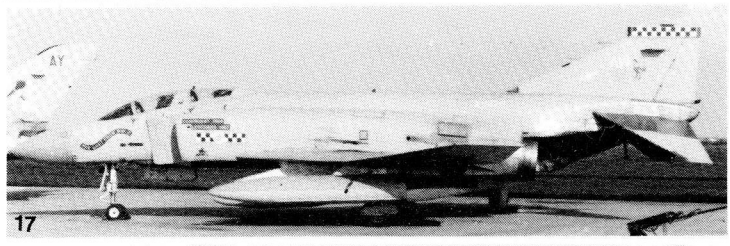
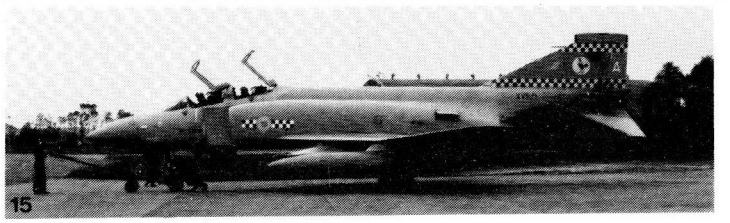
14

(captions overleaf)

SABRE CAPTIONS

1. No. 3 in 2 TAF was the first and last RAF squadron to fly the Sabre in operational service; this pair, XB749/'A' and XB640/'P', were seen in June 1956 as the unit was converting to Hunters. Photo: RAFG via JDRR. 2. XB770/'L' of No. 4 Sqn. rests on the pan at Jever in 1956; sister machine XB931/'G' received extensive damage to its port nose when its oxygen bottles were inadvertently charged to the pressure for Hunters and exploded — the problems of operating mixed types! Photo: H W Frost. 3. XB981/'Q' shows its full squadron markings circa July 1955. Photo: 4 Sqn. via R Lindsay. 4. No. 26 Sqn. at Oldenburg had XB595/'W' on strength in 1954, and was (along with No. 112 Sqn.) unusual in never adopting fuselage squadron markings. Photo: via A S Thomas. 5. The C.O. of No. 66 Sqn. at Linton-on-Ouse flew this attractively marked Sabre, XD753, seen here in April 1956. Photo: MoD via R Lindsay. 6. XD757/'W' under tow circa 1954, clearly showing the drooped wing slats, main u/c doors and air brakes, typical when hydraulic pressure slackens. Photo: via JDRR. 7. XB664/'B' of No. 67 Sqn. rests at Wildenrath circa 1955. Photo: via M McEvoy. 8. No. 71 Sqn. eventually added fuselage bars in addition to its American eagle nose emblem; thus marked, XB630/'P' refuels at Athens in June 1955. Photo: Flt Lt J Finch via R Lindsay. 9. An attractive shot

of No.92's XD727/'D' about to touch down on Linton-on-Ouse circa April 1956, showing the low demarcation of the silver undersides of XD-serialled machines. Photo: MoD via R Lindsay. 10. No.93 Sqn. at Jever flew XB829/'D' circa 1955; note how the wing leading edge root of slat-wing Sabres is well clear of the ammunition bay door, unlike those fitted with the 'hard' wings. Photo: via R Lindsay. 11. Linton's Wing Leader, Wg Cdr E W Wright, flew XD763/'EWW' with his own personal fin emblem, seen here 24/7/55; as noted, details of the emblem on the port side of the fin are unknown — we would be interested to hear from anyone who does know! Photo: R Rayner via R Lindsay. 12. No.112 carried its unique sharkmouth and eyes marking on its Sabres; some references show the mouth as red . . . colour photos only will be accepted as evidence; all squadron sources indicate it was always black! Photo: MoD via J Scutts. 13. No.130 Sqn. added attractive fuselage bars later; for most of their service they were identified by the white letter in a black disc on the fin, XB928/'G' being a rarer example; photo shows XB929/'Q' devoid of its fin code, up for disposal at Stansted in June 1956. Photo: via R Lindsay. 14. Gp Capt J E Johnson (Britain's highest scoring fighter ace in WW2) commanded RAFG Wildenrath in the mid-1950s, and flew XB686 with distinctive fin and cockpit canopy markings. Photo: via JDRR.



15. Phantom FG.1, XV571/'A' — for a long time the C.O.'s aircraft on 43 Sqn. — in its later style of 1988 markings, its upper fuselage still showing the overpainted area where the large black and white checks were applied in 1986 (see Set 89 decals). 16. Fin detail of XV571 earlier in 1988, showing the small fin flash (decal 15) on the RWR, and the 16in. black 'A' on the rudder; a little later this was replaced by a white 'A' of similar size before being replaced by the style included in these decals. We would not wish to predict that this is the final scheme for XV571! 17. FGR.2, XV470/'AW' of No.43 Sqn. after its return from the the Phantom ASF at Coningsby, seen at Leuchars in July 1988. Note the rear of the underwing tank in the old dark sea grey/light aircraft grey finish. Photos: A B Carlaw. 18. For its 70th Anniversary celebrations in September 1987, No.92 Sqn. completed the paint job on XV498/'U' by painting the fin blue and restyling the markings; the canopy framing was already blue, as seen at IAT Fairford in July 1987, but crew names were added later. Photo: via BARG. 19. When No.111 Sqn. returned from its annual APC at Akrotiri, they left behind FG.1, XT864/'BJ' which fell to the mercies of a certain rival squadron that visited Cyprus in September/October. The markings provided here are intended as an update to standard 111 Sqn. markings included in previous sets. 20. & 21. Port and starboard views of XT864/'BJ' showing the differing forms of artistry, as seen on 2/11/88. Indeed, a rare example of zapping, for on its return to Leuchars on 3/11/88, the whole lot was cleaned off . . . by the offenders so we understand! Photos: RLW. 22. As an update to Set 94, we have included the later style of 31 Sqn. nose emblems, seen

here on XV462 at Bruggen in 1976. Photo: via J B E Hale. 23. NF-5A, K-3072, was one of three similarly decorated aircraft at the 1988 Mildenhall Air Fete, the other two being K-3014 and K-3054. The rear of the fuselage bands, where they pass over the forward ends of the prominent chaff and flare dispensers and the rear of the intake scoops, will need careful application. Photo: RLW. 24. & 25. Two aspects of K-3014 in its 'Double Dutch' scheme, the rearward view at Mildenhall and the other at Deelen in July 1988; note the unmarked belly tank in the former view. Photos: RLW/A Hodgson. 26. Another NF-5A in this scheme was K-3042, seen at Yeovilton's weather-beaten open day 30/7/88; this one can easily be modelled from the decals provided. Photo: RLW.