

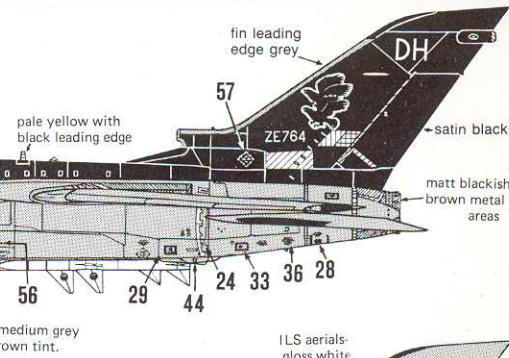
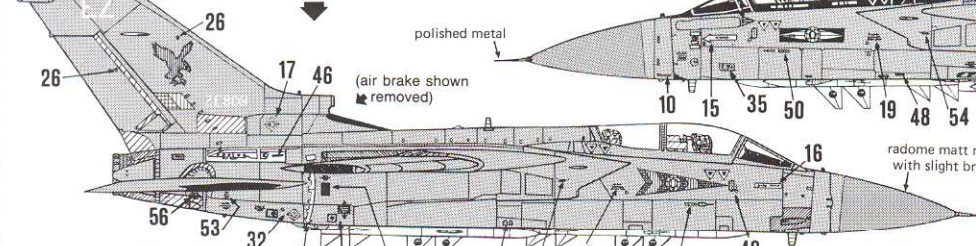
# MODELDECAL

set no  
**98**  
1:72 scale

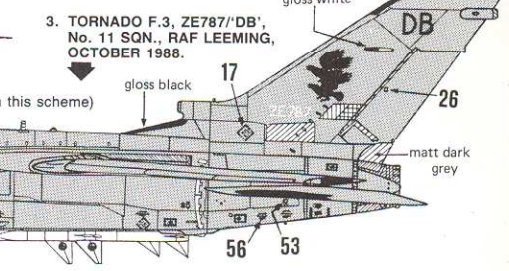
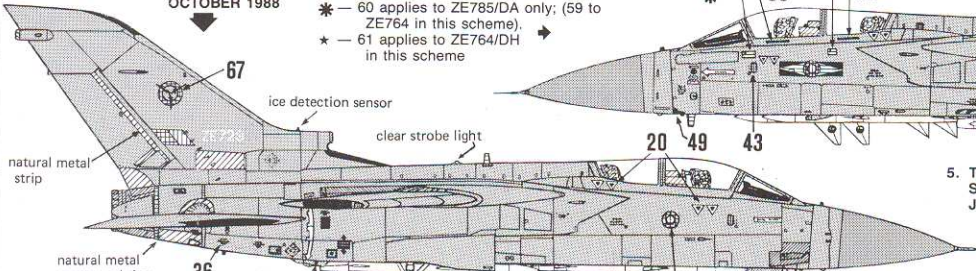
ROYAL AIR FORCE: TORNADO F.2/F.3:- Nos. 11 & 23 SQNS.  
ETPS & TOEU: JAGUAR GR.1A. No.2 SQN.  
ROYAL NETH. AIR FORCE: F-16A, No. 312 SQN. (75th ANNIVERSARY)

1. PANAVIA TORNADO F.3, ZE764/'DH', No. 11 SQN., RAF LEEMING, OCTOBER 1988. This aircraft wears the special scheme of the Commanding Officer, Wg. Cdr. David Hamilton. Earlier, ZE764 appeared in the standard scheme (as ZE787/'DB' below), with the yellow-outlined black fin codes, and small black crew names on the port lower canopy frame. By September, the canopy framing and part of the dorsal spine were semi-gloss black, with yellow crew names applied to the canopy frame. (see photo). By October, the black was extended to the fin areas as shown here, with yellow-outline fin codes 'DH'; these were soon amended to solid yellow letters.

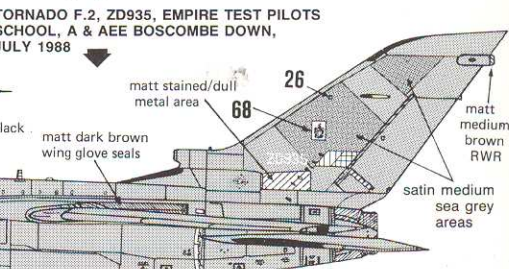
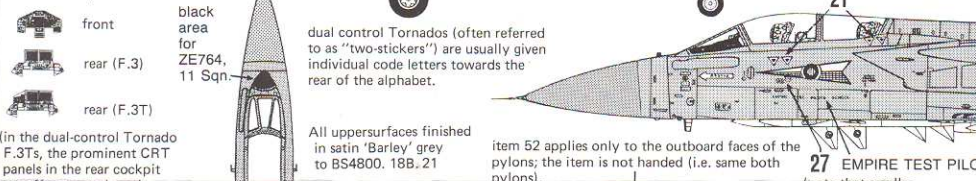
2. TORNADO F.3T, ZE809/'EZ', No. 23 SQN., RAF LEEMING, OCTOBER 1988



4. TORNADO F.3, ZE729, TOEU, RAF CONINGSBY, OCTOBER 1988

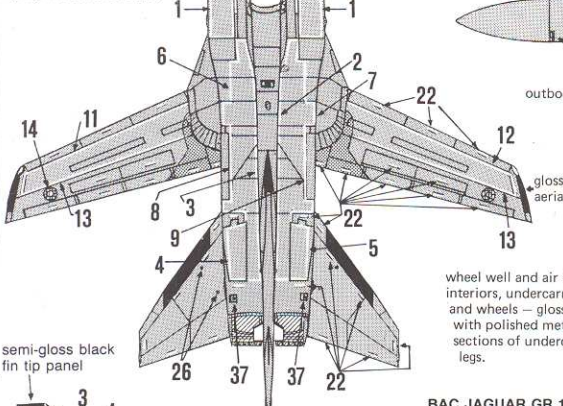


5. TORNADO F.2, ZD935, EMPIRE TEST PILOTS SCHOOL, A & AEE BOSCOMBE DOWN, JULY 1988

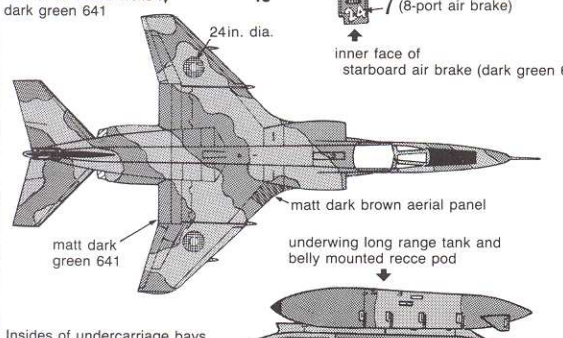
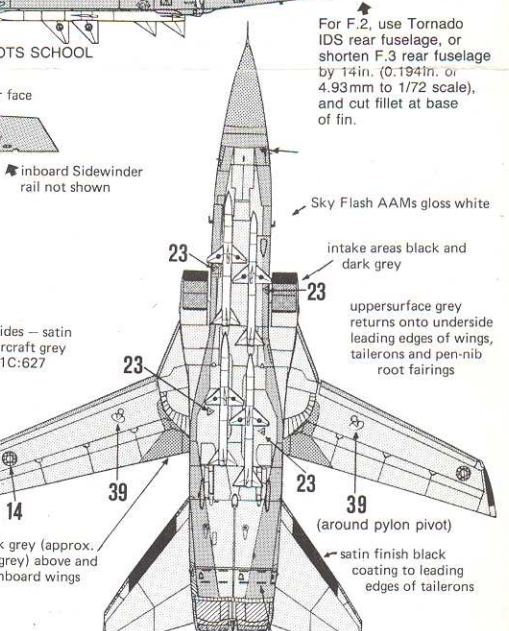
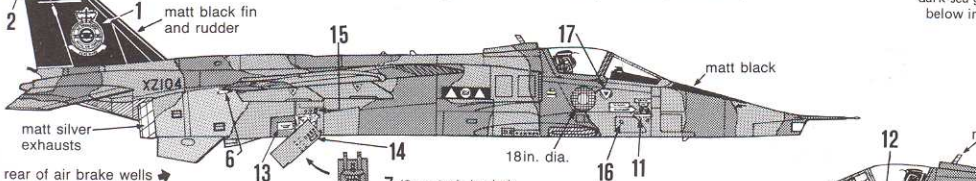


- Instrument panels:
- front
  - rear (F.3)
  - rear (F.3T)

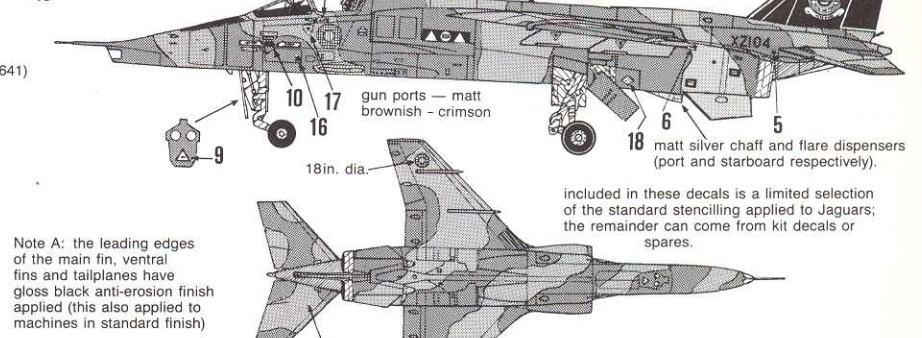
(in the dual-control Tornado F.3Ts, the prominent CRT panels in the rear cockpit are offset to starboard to make room for a basic flying instruments panel.)



BAC JAGUAR GR.1A, XZ104/'24', No. 2 (AC) SQN., LAARBRUCH, RAF GERMANY, MAY 1988. Special 76th anniversary scheme (1912-1988)



Insides of undercarriage bays and doors - matt yellowish-green zinc chromate primer. Undercarriage legs and wheel hubs - matt medium grey.



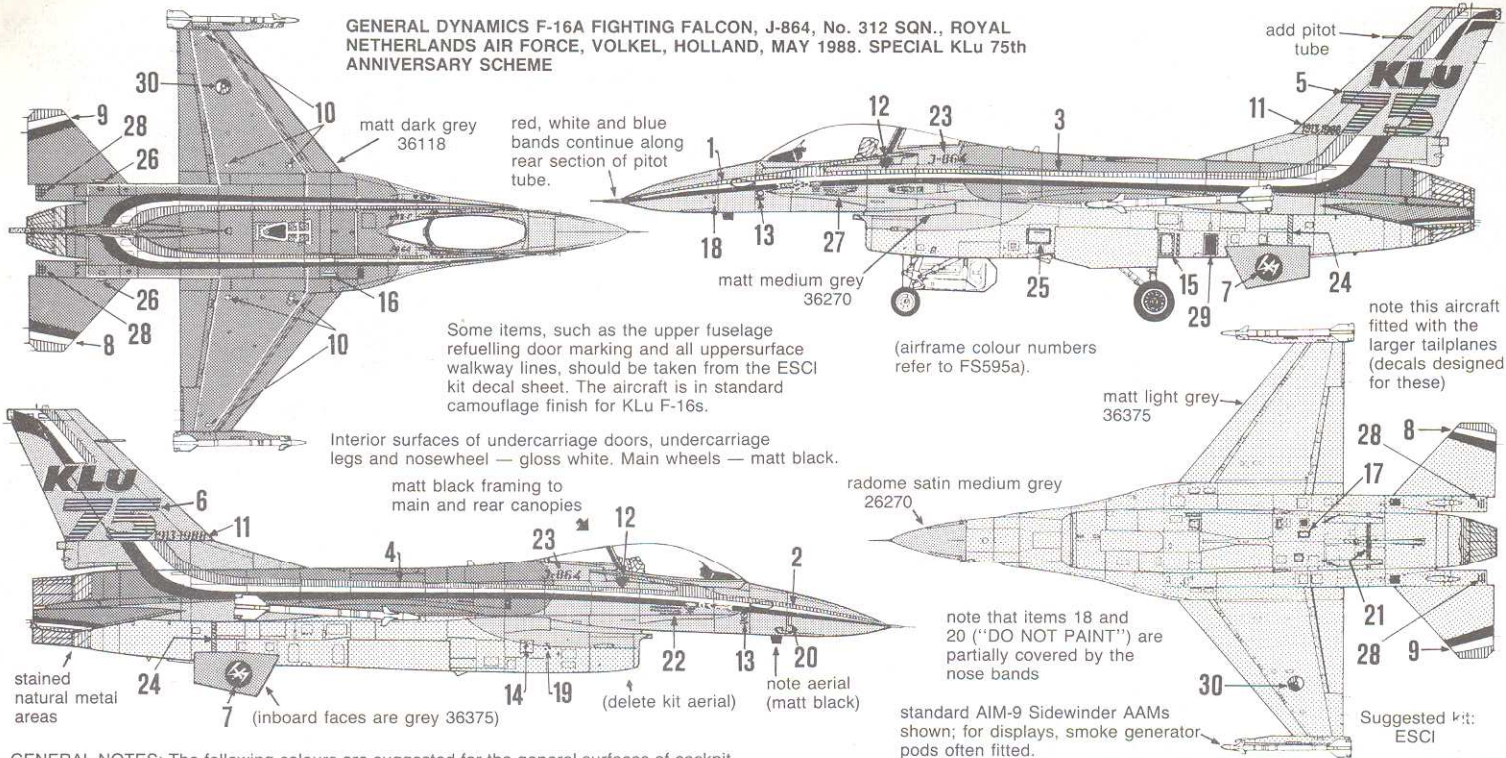
Note A: the leading edges of the main fin, ventral fins and tailplanes have gloss black anti-erosion finish applied (this also applied to machines in standard finish)

roundels: use Modeldecals Set 54, sizes as noted, or kit decals

also included in this set of decals are the current style fin flashes applied to Jaguars in the standard finish.



**GENERAL DYNAMICS F-16A FIGHTING FALCON, J-864, No. 312 SQN., ROYAL NETHERLANDS AIR FORCE, VOLKEL, HOLLAND, MAY 1988. SPECIAL KLU 75th ANNIVERSARY SCHEME**



**GENERAL NOTES:** The following colours are suggested for the general surfaces of cockpit interiors: matt medium grey for all types, with instrument side consoles picked out in black; ejection seat frames in the Jaguar (Martin Baker Type 9B Mk.3) matt black; those in the Tornado F.3 (Martin Baker Type 10A) matt dark sea grey, and in the F-16A (Aces II) matt dark grey (FS595a:36231). The following details apply to the Martin Baker 9B seat (with details for 10A in parenthesis): seat safety harness, headrest pad — black; parachute harness a mixture of tan and olive drab; survival packs yellow; cushions — black leather (olive drab); leg restraint lines — blue; back pads — olive drab. General details of the Aces II seat will be similar, the headrest pad being matt red, but if you wish to super-detail cockpit areas you will need to research further. Instrument panel coamings under cockpit windscreens are matt black. Instrument panel decals: paint a small area of thin plastic card gloss medium grey; when dry, apply decals, cut panels to shape and fit to model; use kit instrument panels and decals where included if preferred.

Tornado F.3 squadrons continue to form up, late 1988 seeing Nos. 11 and 23 Squadrons so equipped at RAF Leeming. On the day that No. 11 was declared operational to SACLANT, 1 November, eleven of its aircraft departed for a six week Armament Practice Camp (APC) at Akrotiri, Cyprus, led by the distinctively painted ZE764, flown by its 'owner', Wg Cdr David Hamilton. Wg Cdr Hamilton is a traditionalist when it comes to unit markings on RAF fighters, hence the rectangular bar markings either side of the roundel rather than the arrowhead style adopted by most Tornado GR.1 and F.2/3 units to date. The all-black fin surfaces are also reminiscent of the way pre-war and early post-war squadron commanders painted their aircraft, though in this instance the black paint for the fin of ZE764 had to be specially formulated and carefully applied to avoid aerial panels etc; it was partly for this reason that the machine flew for a while with the fin in the original finish. We have also provided options for the three different styles of 'DH' fin codes that were applied to ZE764. By October 1988, No. 23 Squadron had several machines painted with unit markings, the more usual arrowhead style of nose flash being adopted, and the traditional red eagle on the fin being continued. Tornado F.3s of the Coningsby-based Tornado Operational Evaluation Unit (TOEU) perpetuate the fin marking first seen on Tornado GR.1s in 1983, though this latter type, along with Harriers, now serve in the more recently formed Strike Attack Operational Evaluation Unit (SAOEU) at Boscombe Down. The SAOEU emblem differs to that of the TOEU in having a dark blue ring and white sword blades. Modelling the ETPS Tornado F.2 will require conversion of any F.3 kit to the

same rear-end configuration as the GR.1/IDS version; the actual difference in length is 14in. (0.194in/4.93mm to 1/72 scale), the cut being between the rear of the air brakes and the rear fuselage retaining ring. ZD935 served as 'AF' with No. 229 OCU/65 Sqn. at Coningsby before joining the ETPS, the darker grey areas on the fin indicating where the original OCU fin markings were painted out.

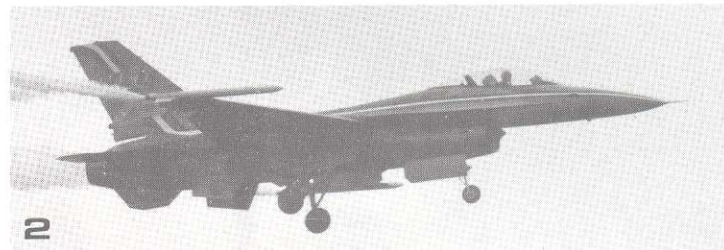
Perhaps something prevented No. 2 (AC) Squadron from applying a special paint scheme to one of its Jaguars in 1987 (though five of its aircraft flew into RAE Farnborough on 13/5/87 in celebration of its formation there 75 years previously), but their 76th anniversary year saw a striking adornment of the fin surfaces of GR.1A, XZ104/24'. The Royal Netherlands Air Force celebrated its 75th anniversary in 1988, and sent three attractively painted types to the annual Mildenhall Air Fete in May; these include the F-16A in this Set, and the NF-5As included in Set 97. (The third type was F-27M Troopship C-5 of No. 334 Sqn).

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: H G Beentjes, A B Carlaw, P J Cooper, D Holyland, T P Laming, R Lindsay, M J McEvoy; also M J Hill, CPRO at HQ RAF Strike Command, Flt Lt R Cullen, PRO at RAF Akrotiri, C Shepherd, SIO, British Forces Cyprus, and Wg Cdr D Hamilton and crews of No. 11 Squadron, RAF. 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. 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 Modeldecal range, and sets currently available, please refer to Modeltoys advertisements.

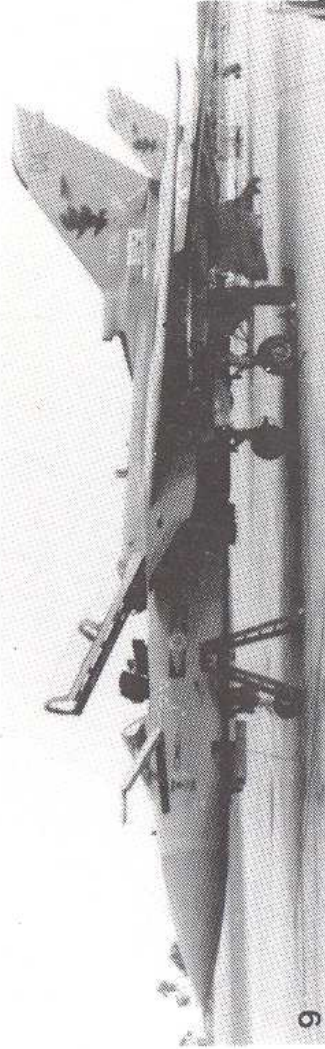
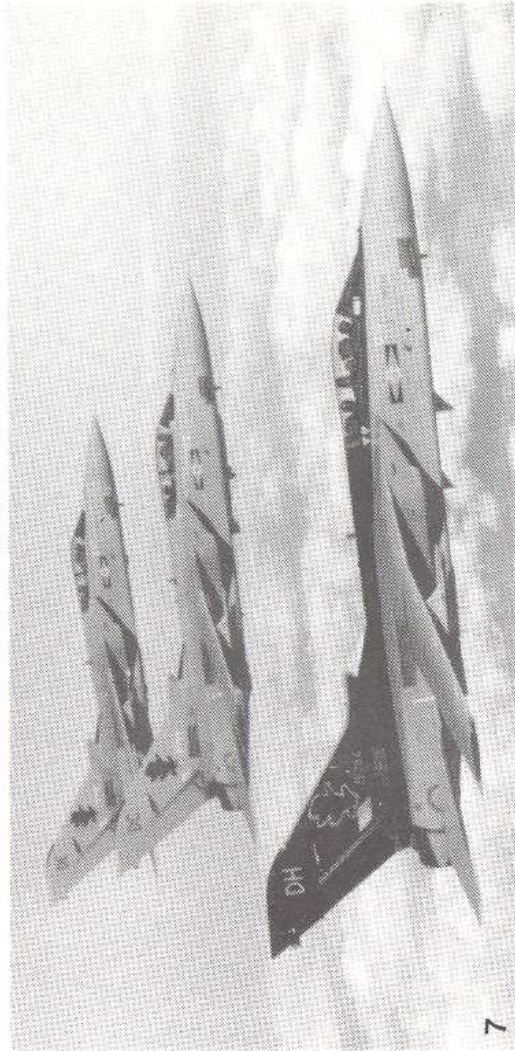
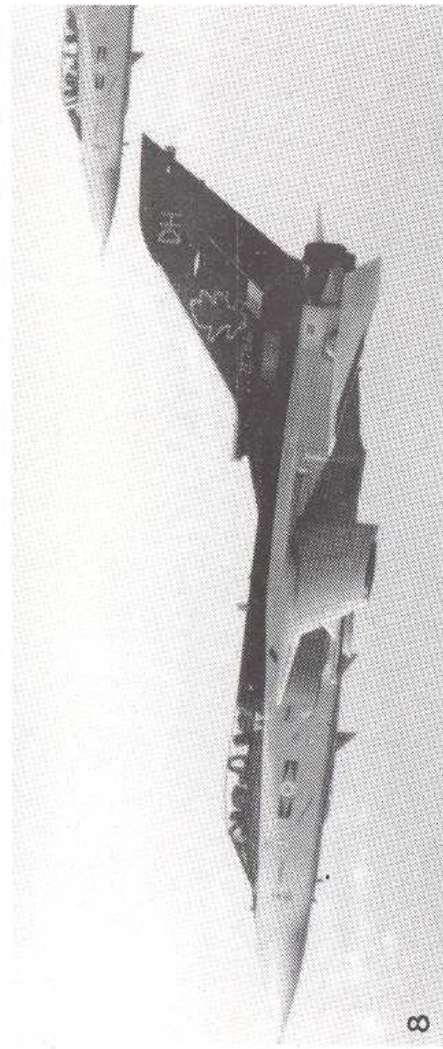
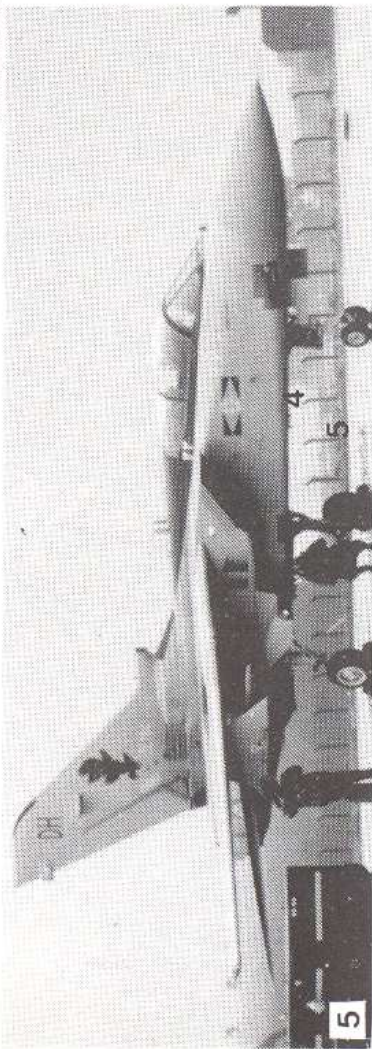


1. F-16A J-864 of 312 Sqn., KLU, on the flightline at Mildenhall's Air Fete, 28/5/88, showing the colourful 75th anniversary scheme. 2. J-864 appeared again in UK at IAS Middle Wallop, 16/7/88, this time with wingtip smoke generator pods; akin to Sidewinder AAMs without the forward fins, these pods are fluorescent orange. Photos: RLW. 3. A fine in-flight study of

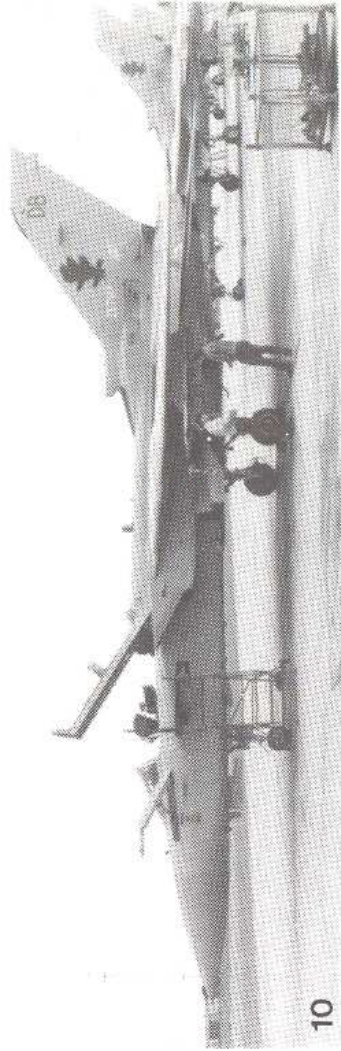


J-864 early in 1988, before the 312 Sqn. emblem was added to the ventral fins. 4. Another air-to-air, showing the bands applied to the tips of the later style enlarged tailplanes, and the typical vortex trails from the LERXs. Photos: courtesy of the R. Neth. Air Force via H G Beentjes.

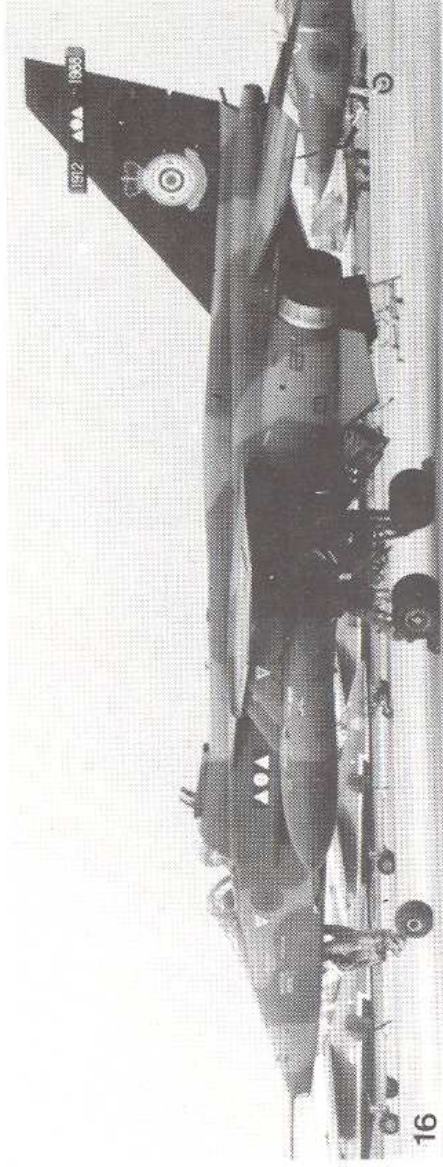
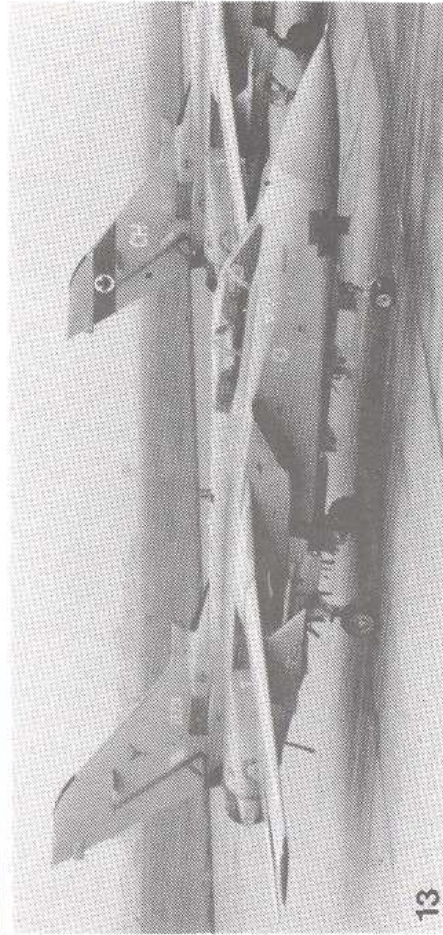
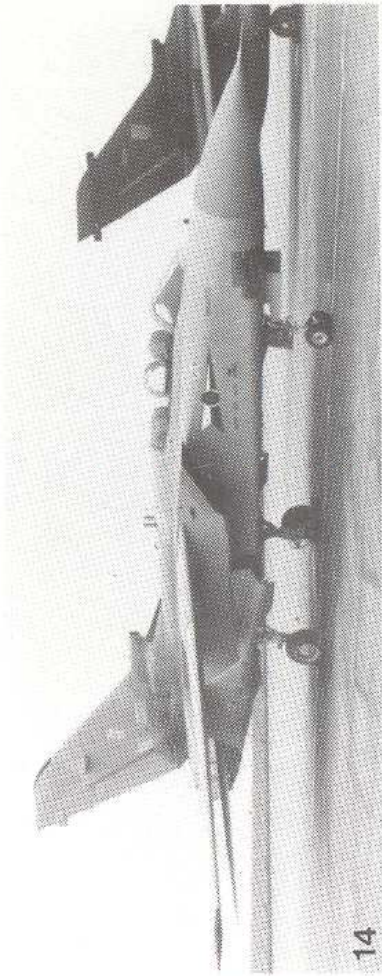
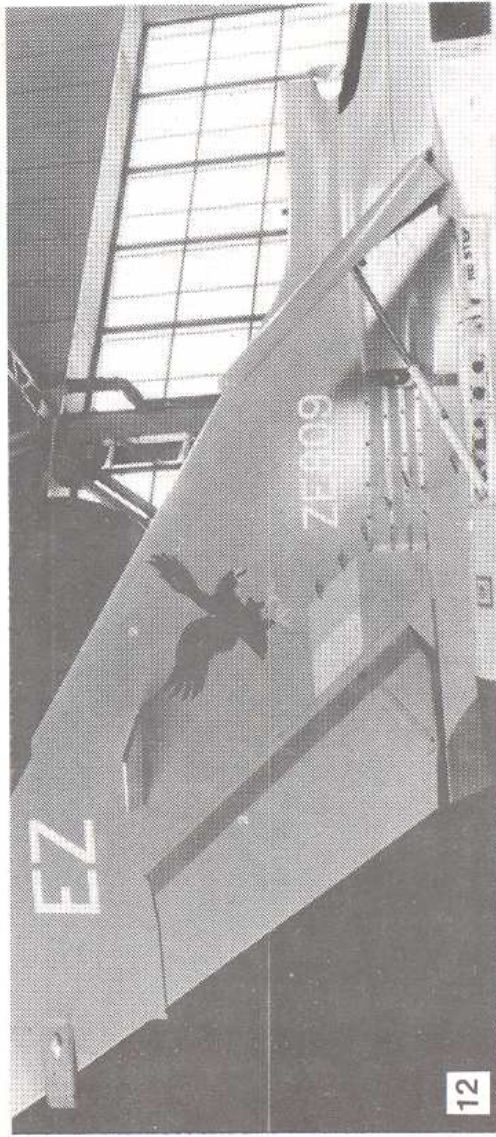
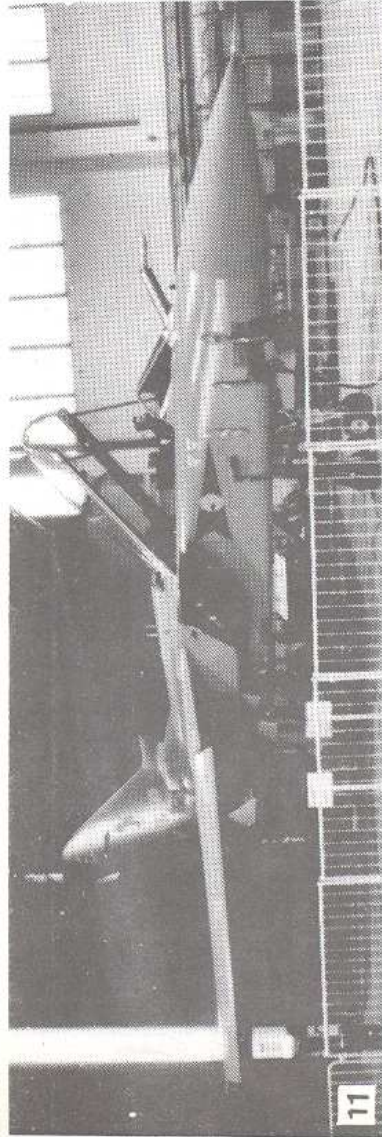




5. Tornado F.3, ZE764/'DH', the personal mount of Wg Cdr David Hamilton and his EWO, Flt Lt John Marr, seen here on 10/9/88 with its partially completed black trim. Fin codes at this stage were black with yellow outlining. Photo: R Lindsay. 6. Close-up of the all-black fin and markings in October 1988, the codes being yellow outline style, with yellow serials and grey surrounds to the eagle emblems. Photo: A B Carlaw. 7. No.11 Sqn. deployed to Akrotiri on 1/11/88; ZE764/'DH' — now with solid yellow fin codes — along with ZE788/'DC' and ZE790/'DE', were in the lead formation accompanied by their 216 Sqn TriStar tanker. 8. Port aspect of ZE764/'DH' en route for Cyprus; note that crew names are applied only to this side of the cockpit canopy. Underwing tanks were not needed, and are rarely seen fitted to Tornado F.3s. 9. Tornado F.3, ZE785/'DA' on the pan at Akrotiri, 1/11/88; this machine has a rank pennant (decal 60) aft of the refuelling probe, but no canopy crew names. 10. Sister aircraft ZE787/'DB' on 1/11/88, with rank pennant (decal 58) below the rear cockpit, and with crew names applied. The squadron spent six weeks in Cyprus, major aspects of the stay including gun firing against towed targets (courtesy No.100 Sqn. Canberras) and DACT with No.228 OCU Phantoms. Photos: RLW.





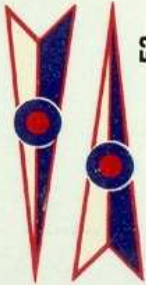


11. Hard on the heels of No.11 Sqn in forming up was No.23 Sqn., also at Leeming, and ZE809/EZ being supported on jacks to allow full undercarriage and other 'moving parts' to be operated for the viewing masses. 12. Fin details of ZE809, showing No.23's traditional eagle emblem and other stencilling in the area. Photos: R Lindsay. 13. The Tornado Symposium at Cottesmore in mid-October 1988 brought many interesting specimens from far and wide — at one point it seemed as if most of the Luftwaffe and Marineflieger Tornado force was on the airfield! The TOEU sent F.3 ZE731 along for the line-up on the pan, wearing its distinctive triple swords on the ring fin emblem. 14. Also present

was the ETPS Tornado F.2, ZD935, also from Boscombe Down; even this prestigious unit seems unable to resist adding an arrowhead emblem onto the nose of a Tornado! This would also appear to be the first time the ETPS has ever used any form of unit emblem on its aircraft. Photos: RLW. 15. No.2 (AC) Squadron's Jaguar GR.1A, XZ104/24, on display at Teesside Airport, 15/5/88, showing its normal front end appearance; and if you spot a spelling error in decal 10... that's the way it was on the real thing. If you want authenticity....! Photo: T P Laming. 16. The same aircraft earlier in May at the Hannover Air Show, clearly showing its special paint job on the fin. Photo: D Holyland.



EMPIRE TEST PILOTS SCHOOL



F2

EMPIRE TEST PILOTS SCHOOL



11 SQN



DH

DH DH DH DH HH



NO COPY OR REPRODUCTION

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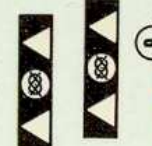
DAB DAB ZE764 ZE764



23 SQN

SET 98  
1/1988

© MODELDECAL



JAGUAR

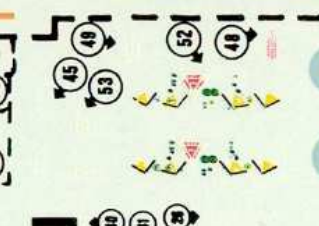
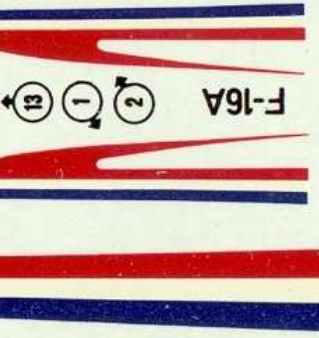


J-864 J-864



1913-1988

1913-1988



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