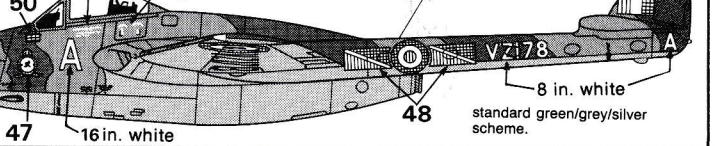
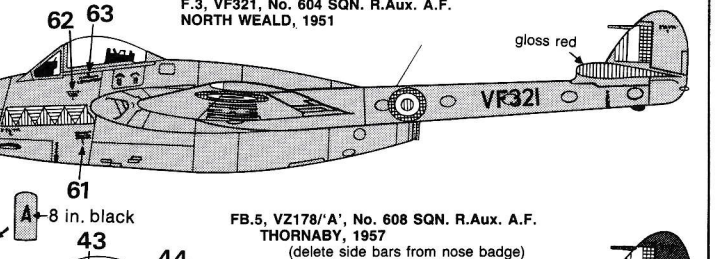
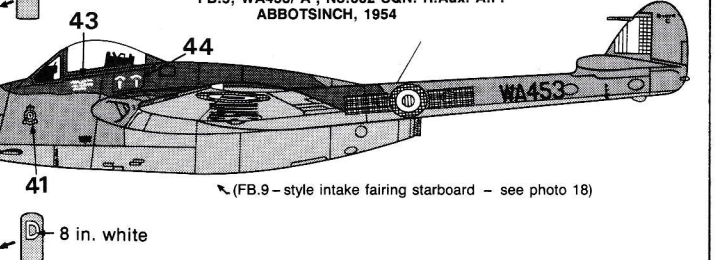
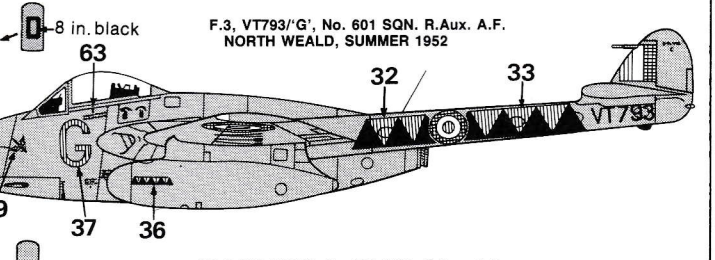
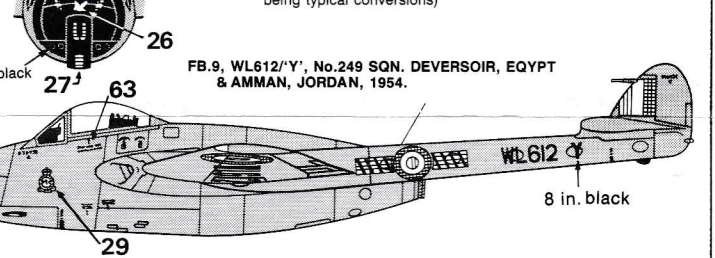
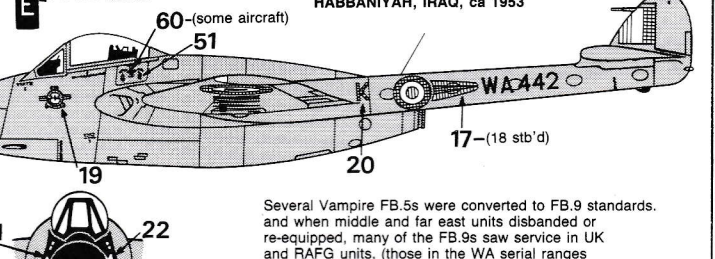
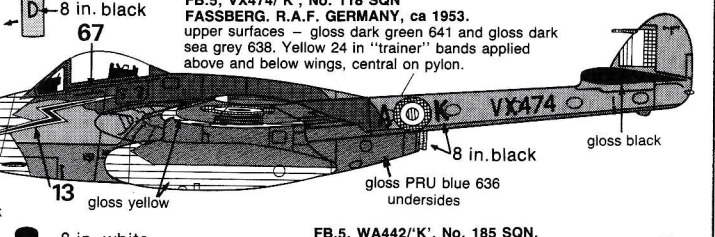
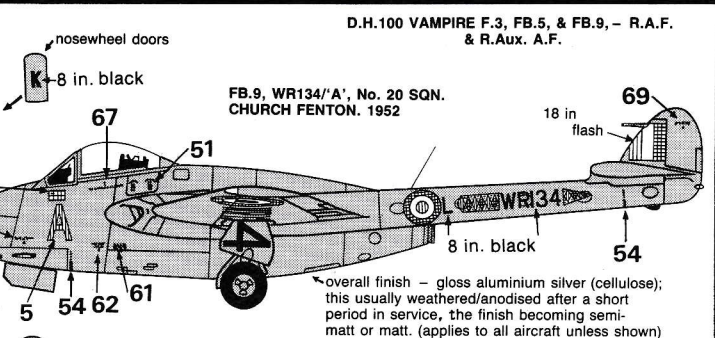
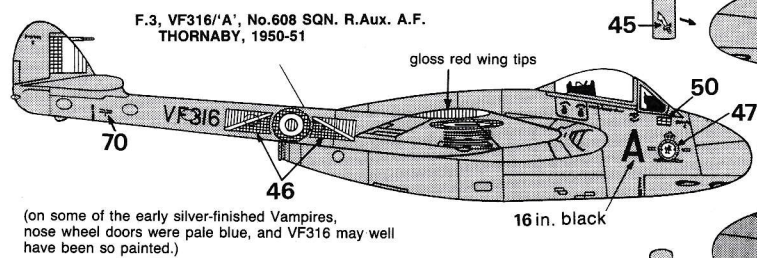
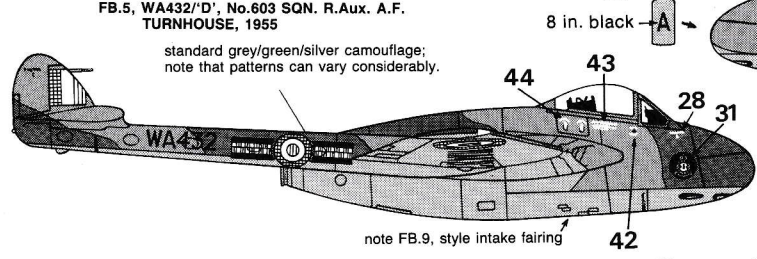
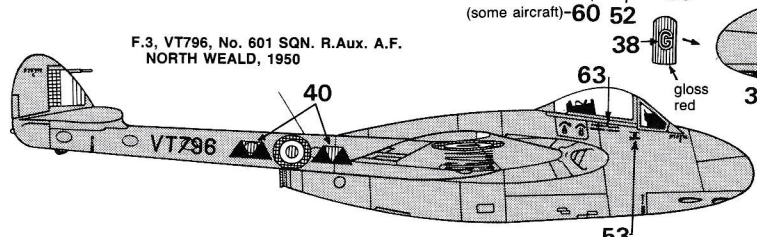
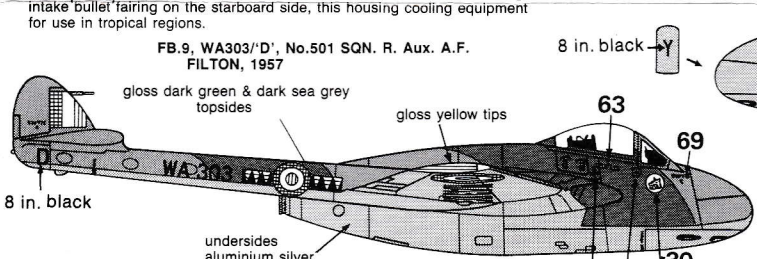
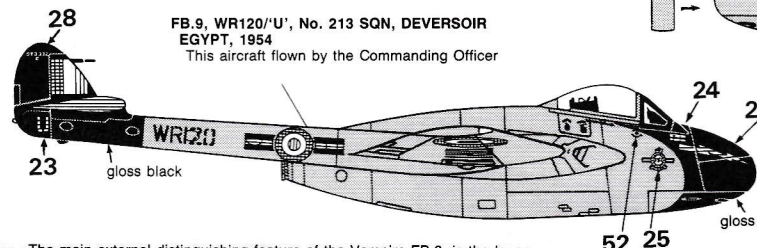
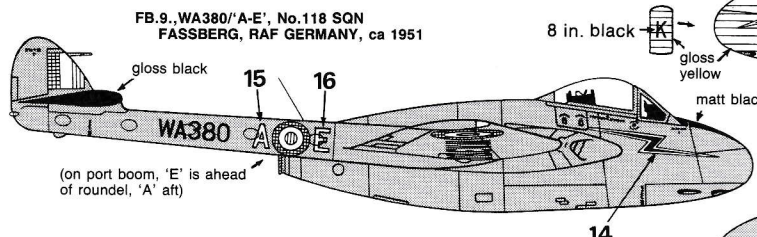
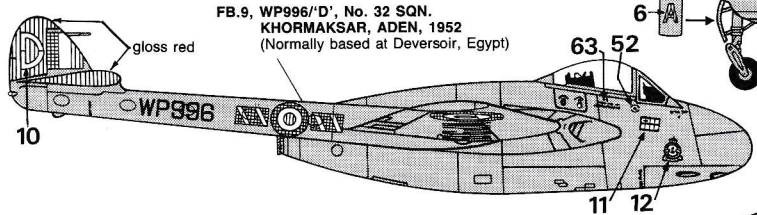
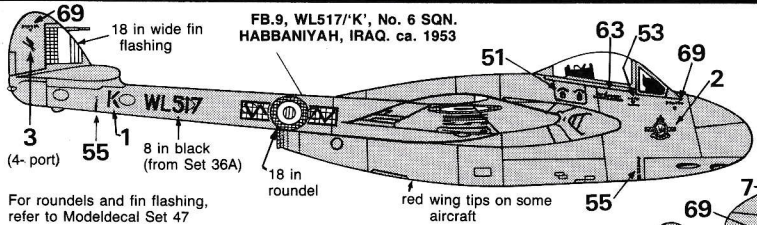


MODELDECAL

set no
100
1:72 scale

ROYAL AIR FORCE: D.H.100 VAMPIRES (Nos. 6, 20, 30, 32, 118, 185, 213, 249, 501, 602, 603, 604, 608 SQNS); B Ae HARRIER GR5s
BELGIAN AIR FORCE: CF-100 CANUCK (Nos 11, 349 & 350 SQNS)



For roundels and fin flashing, refer to Modeldecals Set 47

FB.9, WP996/'D', No. 32 SQN. KHORMAKSAR, ADEN, 1952 (Normally based at Deversoir, Egypt)

FB.9, WA380/'A-E', No. 118 SQN. FASSBERG, RAF GERMANY, ca 1951

(on port boom, 'E' is ahead of roundel, 'A' aft)

FB.9, WR120/'U', No. 213 SQN, DEVERSOIR EGYPT, 1954
This aircraft flown by the Commanding Officer

The main external distinguishing feature of the Vampire FB.9 is the longer intake 'bullet' fairing on the starboard side, this housing cooling equipment for use in tropical regions.

FB.9, WA303/'D', No. 501 SQN. R. Aux. A.F. FILTON, 1957

F.3, VT796, No. 601 SQN. R.Aux. A.F. NORTH WEALD, 1950

FB.5, WA432/'D', No. 603 SQN. R.Aux. A.F. TURNHOUSE, 1955

standard grey/green/silver camouflage; note that patterns can vary considerably.

F.3, VF316/'A', No. 608 SQN. R.Aux. A.F. THORNABY, 1950-51

note FB.9, style intake fairing

(on some of the early silver-finished Vampires, nose wheel doors were pale blue, and VF316 may well have been so painted.)

The style of unit markings on the booms, as shown on VF316 above, was typical between 1950 and 1956; thereafter the style changed to that shown on VZ178/'A' at right.

overall finish - gloss aluminium silver (cellulose); this usually weathered/anodised after a short period in service, the finish becoming semi-matt or matt. (applies to all aircraft unless shown)

FB.5, VX474/'K', No. 118 SQN. FASSBERG. R.A.F. GERMANY, ca 1953.
upper surfaces - gloss dark green 641 and gloss dark sea grey 638. Yellow 24 in "trainer" bands applied above and below wings, central on pylon.

FB.5, WA442/'K', No. 185 SQN. HABBANIYAH, IRAQ, ca 1953

Several Vampire FB.5s were converted to FB.9 standards, and when middle and far east units disbanded or re-equipped, many of the FB.9s saw service in UK and RAF units. (those in the WA serial ranges being typical conversions)

FB.9, WL612/'Y', No. 249 SQN. DEVERSOIR, EGYPT & AMMAN, JORDAN, 1954.

F.3, VT793/'G', No. 601 SQN. R.Aux. A.F. NORTH WEALD, SUMMER 1952

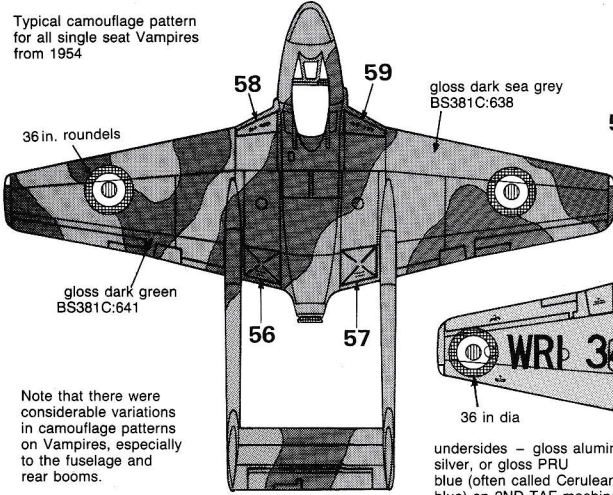
FB.5, WA453/'A', No. 602 SQN. R.Aux. A.F. ABBOTSINCH, 1954

(FB.9 - style intake fairing starboard - see photo 18)

F.3, VF321, No. 604 SQN. R.Aux. A.F. NORTH WEALD, 1951

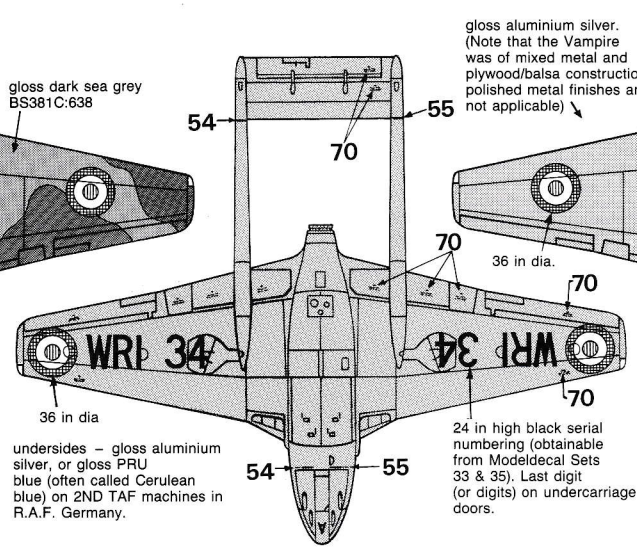
FB.5, VZ178/'A', No. 608 SQN. R.Aux. A.F. THORNABY, 1957
(delete side bars from nose badge)

Typical camouflage pattern for all single seat Vampires from 1954



Note that there were considerable variations in camouflage patterns on Vampires, especially to the fuselage and rear booms.

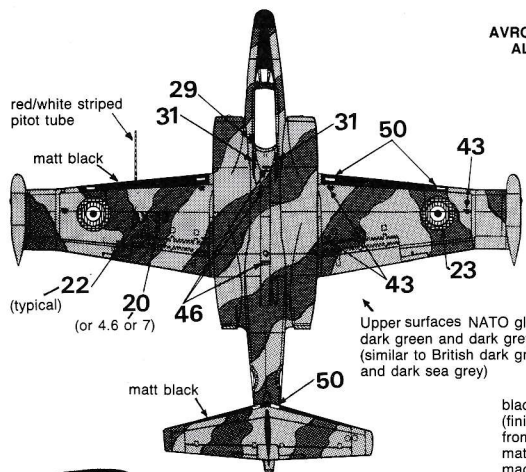
gloss aluminium silver. (Note that the Vampire was of mixed metal and plywood/balsa construction - polished metal finishes are not applicable)



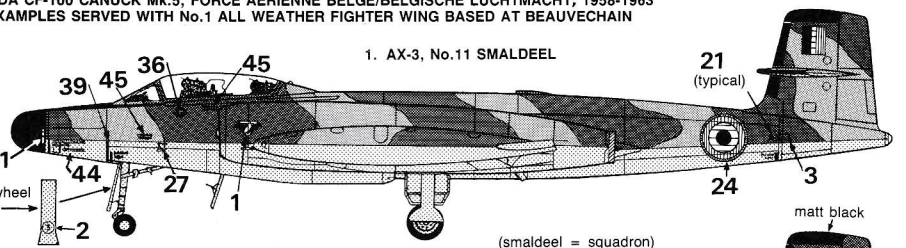
Suggested kits : Heller, or Frog/Novo. (If using the Heller kit, ensure you use the British Vampire variant, not the French Mistral version.)

Also refer to Modeldecals Set 14 for a Vampire FB.5 of No.112 Sqn., and Set 38 for a Vampire FB.9 of No.8 Sqn. Check Modeltoys adverts for current availability of these or other sets

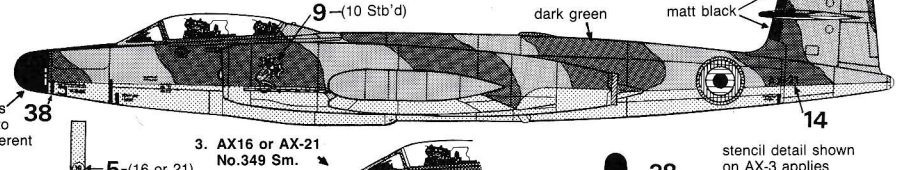
AVRO CANADA CF-100 CANUCK Mk.5, FORCE AERIENNE BELGE/BELGISCHE LUCHTMACHT, 1958-1963
ALL 53 EXAMPLES SERVED WITH No.1 ALL WEATHER FIGHTER WING BASED AT BEAUVECHAIN



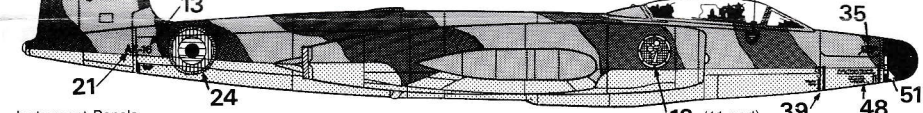
4. AX-16, No.349 SMALDEEL



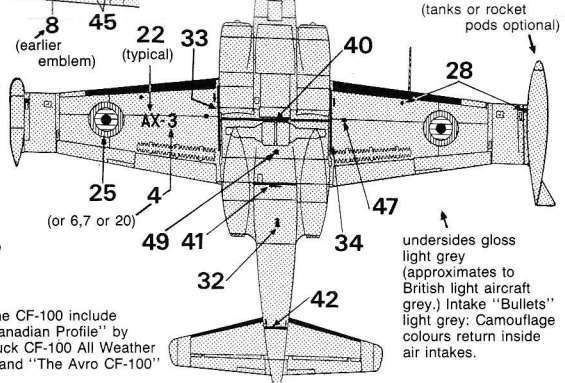
2. AX-21, No.349 SMALDEEL



3. AX-16 or AX-21 No.349 Sm.



5. AX-36, No.350 SMALDEEL



Useful references for the CF-100 include the "CF-100 Canuck Canadian Profile" by SMS Publishing; "Canuck CF-100 All Weather Fighter" by R.D.Page; and "The Avro CF-100" by Larry Milberry.

GENERAL NOTES: the following colours are suggested for the general surfaces of cockpit interiors: matt night (black) for the Vampire and CF-100, matt medium grey for the Harrier GR5. Coamings under cockpit windscreen, and seat in Vampire, matt night, the latter with matt buff parachute packs and harnessing. The ejection seats in the CF-100 are Martin Baker Type 3 CFE, those in the Harrier GR5 Type 12H. The following colours are applicable: Type 3 CFE: seat, matt black; safety harness, blue; parachute harness, tan and olive drab; survival packs, yellow; cushions, black leather; back pads, tan; head rest pads, black. Type 12H seat: satin black overall; the simplified seat safety and parachute harnessing is primarily tan, with olive drab back pad; head rest pad black; cushion light olive drab; leg restraints blue. If you wish to super detail internal areas, you will need to research further. Instrument panel decals: paint a small area of thin plastic card light grey for the Harrier GR5 and black for the Vampire and CF-100; when dry, apply decals in normal manner and cut out panels and apply to kit. Interior surfaces of undercarriage bays and doors, undercarriage legs and wheels, insides of air brakes, flaps etc. for the Vampire and CF-100 - matt (aluminium) silver. Similar areas of the Harrier GR5 are gloss white, except inside faces of ventral air brake and forward retractable blast deflection door, which are satin medium grey-green.

The Vampire single-seaters, alongside the Meteor single-seaters, formed the backbone of the RAF's day fighter force in the late 1940s and early 1950s, and many were adorned with colourful unit markings from around 1950, when the re-introduction of the pre-war styles was allowed. In fact, many of the RAF squadrons added little more than a squadron badge on the nose, but invariably the RAuxAF squadrons 'went to town' to make up for any dullness on the part of their full time brethren. We will include the remaining RAF and RAuxAF Vampire units in a future set. The Belgian Air Force CF-100 Mk.5s served only with the three squadrons of the 1st All Weather Wing, taking over from the ageing Meteor night fighters. Their most spectacular action was in Operation 'Simba' in July 1959, when a force of four Canucks was deployed to Kamina in the Belgian Congo during the unrest there. Two C-119s supported this epic flight over four days, (4-8 July), but all returned to Belgium by 16 July. In service with the FAB, machines were all similar in appearance, with the usual minor variations in camouflage demarcations and stencilling. Harrier GR5s employ the camouflage scheme first tried out on Harrier GR3, XV809/'AF' of 3 Sqn. in 1984, when operational comparisons were made with the grey-painted GR3, XV738/'B' of 4 Sqn; see Modeldecals Set 78 for both of these earlier schemes. The early GR5s were finished in greys, while the undersides were tried out with various greys and blue greys, but eventually the preferred greens scheme was adopted for production

aircraft. Of lighter appearance than traditional RAF dark green, the NATO IRR colour can appear very pale under some lighting conditions, as can the underside 'Lichen' green; perhaps the colours used reflect the compromise between the darker colours suited to a ground environment in RAF Germany and the paler greys used for air defence schemes. It is also interesting to note that, for the first time, aircraft come off the production line with German-language emergency and rescue markings already applied, which saves a lot of remarking when machines are deployed in and out of RAFG.

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: R C B Ashworth, R Binnemans/Belgium; A B Carlaw and D Cameron/Squadron Prints; P J Cooper, J B E Hale, M D Howley, R Lindsay, M J McEvoy, R Montgomery, J D R Rawlings, A S Thomas, C Thomas, S Warren and D G White. 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.



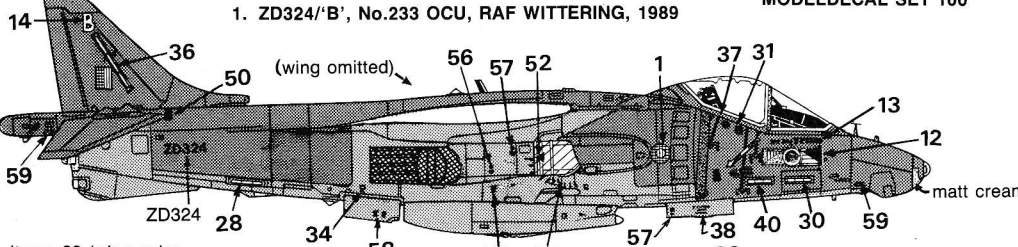
1. No 11 Smaldeel displayed its small bat-on-triangle emblem on the intakes of its CF-100s; it was the shortest lived of the three units operating the type, using them between January 1958 and November 1960. Photo: courtesy R Binnemans.



2. No 349 Smaldeel had its CF-100s for over five years, from March 1958 to August 1963, and used three distinct presentations of its well known Goedendag emblem, the shield version on the nose being the first. Photo: courtesy R Binnemans.

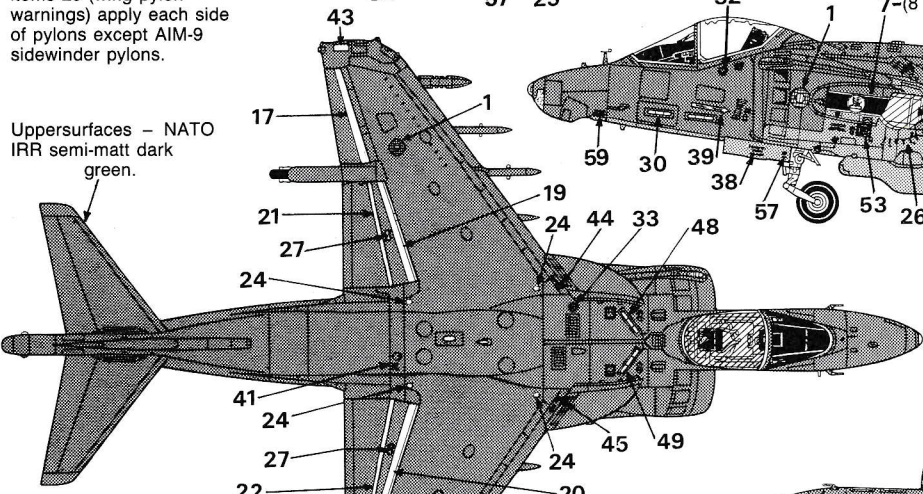
1. ZD324/'B', No.233 OCU, RAF WITTERING, 1989

rear (hot) exhaust nozzles and deflector plates aft - matt blackish-brown "burnt" metal.

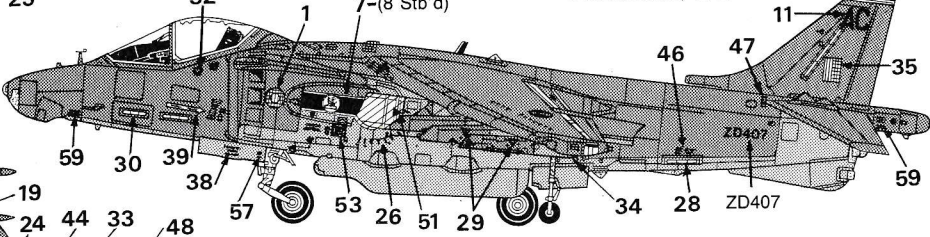


items 29 (wing pylon warnings) apply each side of pylons except AIM-9 sidewinder pylons.

Uppersurfaces - NATO IRR semi-matt dark green.



2. ZD407/'AC', No.3 SQN RAFG GUTERSLOH, W.GERMANY, 1989



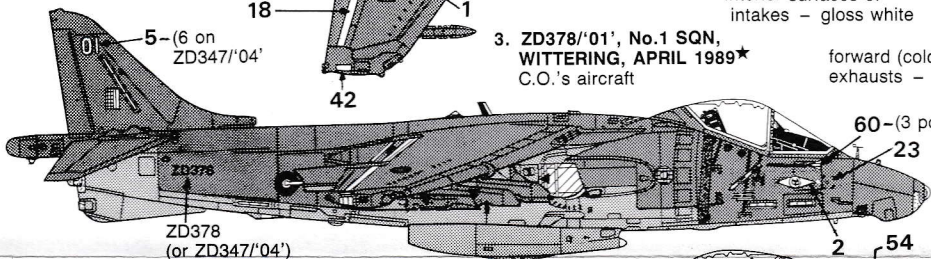
2in overlap of uppersurface green onto underside

undersides - semi-matt light green (matches BS4800. 12B.25). (ICI TRADE paint card colour "Chive")

interior surfaces of intakes - gloss white

forward (cold air) exhausts - matt silver

1 1/2 in overlap of uppersurface green onto underside



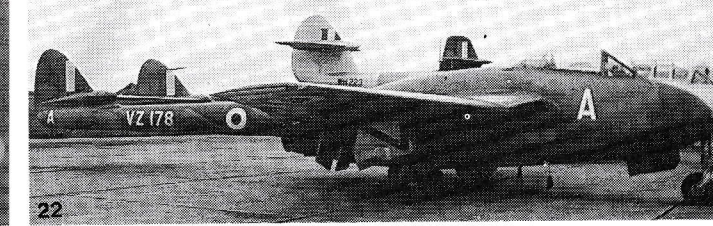
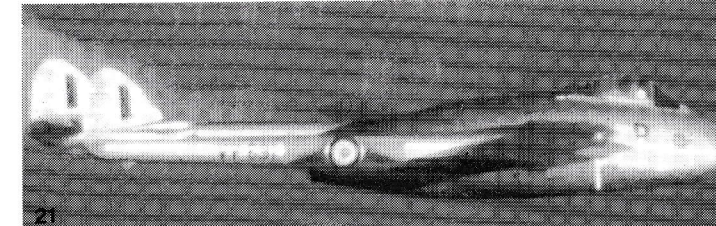
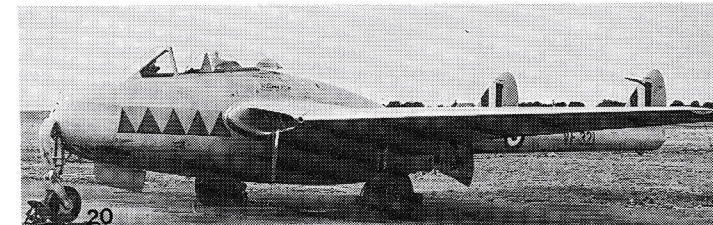
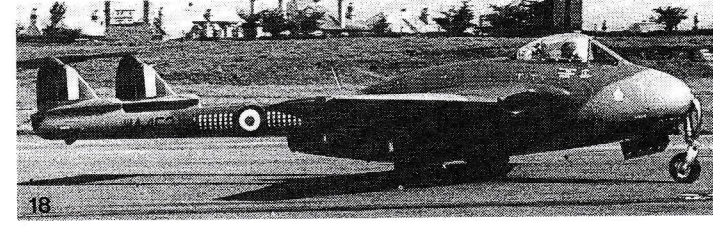
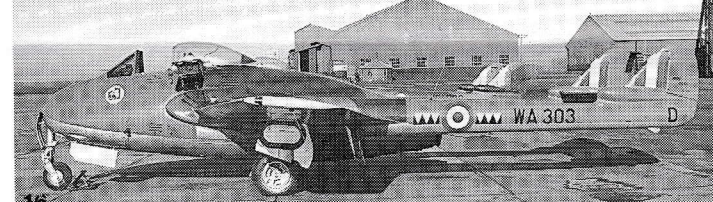
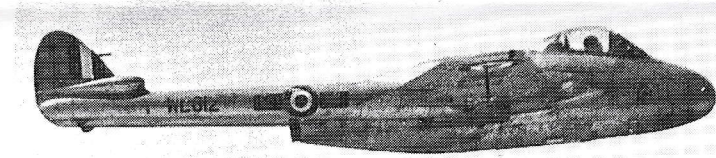
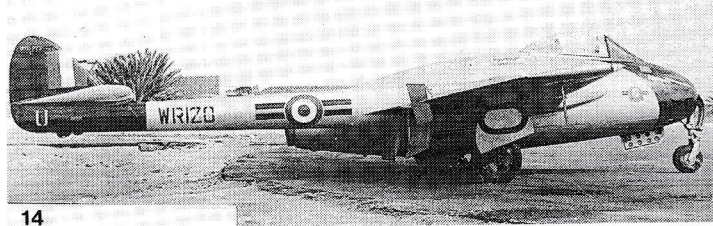
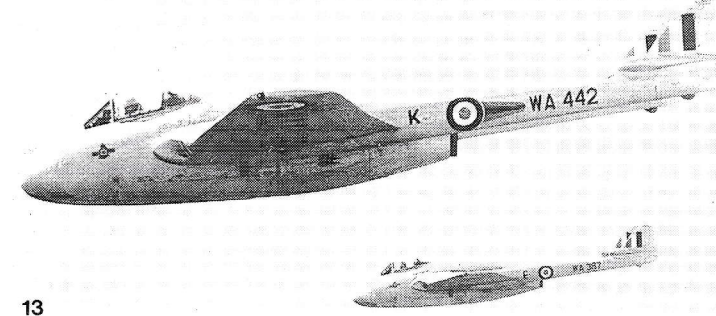
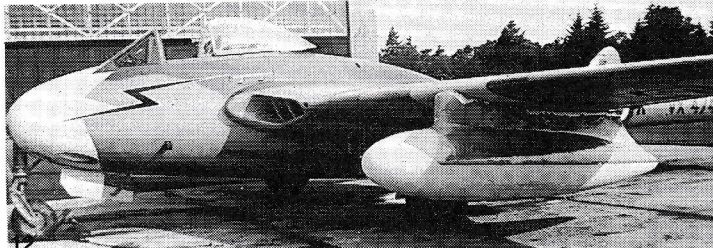
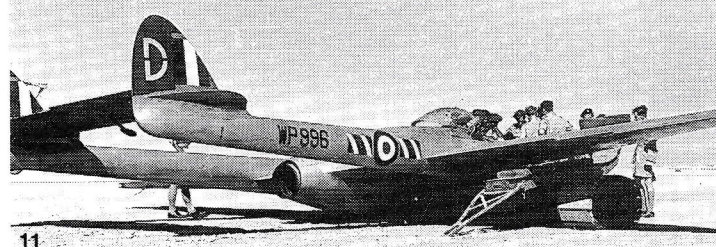
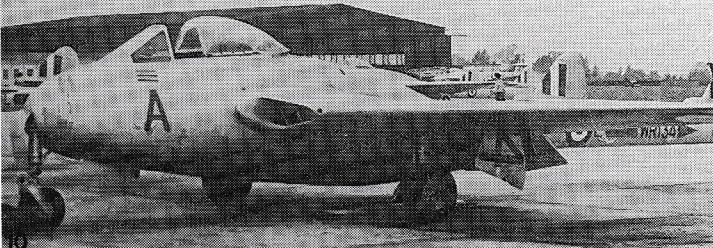
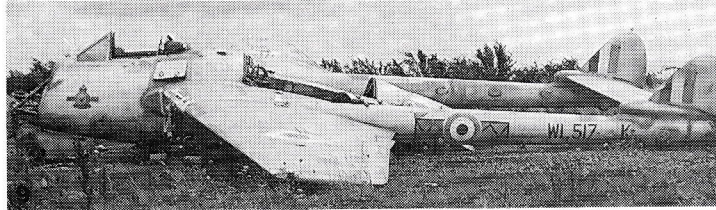
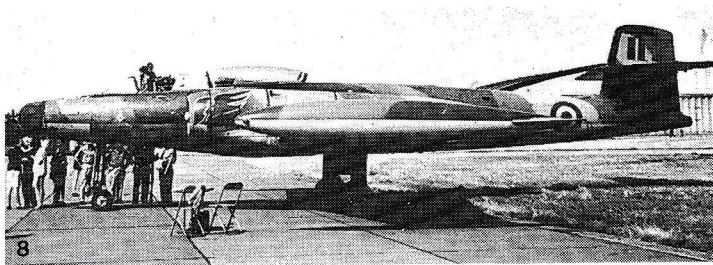
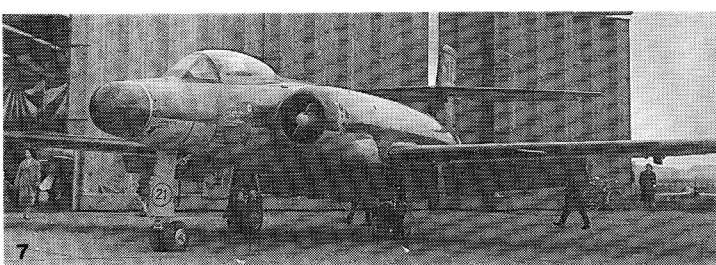
*-in July 1989, '01' was ZD355, the rank pennants omitted but with pilot's name retained. It appeared thus in the static park at IAT Fairford.

For useful detail reference on the Harrier GR5, Aeroguide No.26 by Linewrights Ltd., is recommended.



3. Harrier GR5, ZD328/'O' of the Boscombe Down based SAEU, taxiing at its home base 30/7/88; the nose emblem is similar, to, but not the same as, that carried by the Tornado F3s of the TOEU. Photo: M McEvoy. 4. The first GR5s to Wittering went to No 233 OCU, who applied their traditional nose emblems. ZD324/'B' was statically displayed at the 1989 Mildenhall Air Fete in May. Photo: RLW. 5. On the 27 May 1989, the CO of No 1 Sqn. had 'his' ZD378/'01' statically displayed at Wittering for the benefit of the press; note the position of the rank pennant, (further aft than

on the starboard side.) Photo: P J Cooper. 6. Sister GR5, ZD347/'04', was statically displayed at Abingdon's Battle of Britain show, 15-16/9/89. Even a quick glance at the GR5 will reveal that it has several external differences to the AV-88, most noticeably the nose profile and addition of the AIM-9 Sidewinder wing pylons. Note the fitment of twin 25mm Aden cannon pods, the centreline store often comprising a baggage pod; the GR5 does not carry the GR3 recce pod. Photo: PJC



7. CF-100 AX-21 of 349 Sm., FAB, on static display circa 1970, with a poster taped to its forward fuselage. 8. No 350 Sm. carried the most attractive markings amongst the Belgian CF-100s, as seen on AX-19, fitted with long range tip tanks. Photos: R Binnemans. 9. Vampire FB9, WL517/'K', seen in a sorry state dumped at Sillioth, 7/9/58; this MU was the last resting place of many 1950s Vampires and Meteors. Photo: R Lindsay. 10. This FB9, WR134/'A' was 'owned' by the CO of 20 Sqn. Other 20 Sqn. Vampires had black nosewheel door codes; 'L' was the squadron code. Photo: 20 Sqn. 11. The CO of 32 Sqn. used this FB9, WP996/'D' up to this point in time ... possibly it was repaired! Photo: via R C B Ashworth. 12. 118 Sqn. usually marked its Vampires with the 'Fassberg flash' on the nose, FB5, VY474/'K' being curiously marked with what may have been a stylish form of exercise colours. It is believed this paintwork was yellow, but positive confirmation would be welcomed. Photo: F A Butcher. 13. A very rare shot of 185 Sqn. Vampire FB5s with unit markings, WA442/'K' nearest with WA387/'E' behind. Photo: Sqn. Ldr P H P Roberts via A S Thomas/R C B Ashworth. 14. Another exotic example of Vampire artwork seen on FB9, WR120/'U' of 213

Sqn; note the angular style stencilled serials. Photo: via C Thomas. 15. Photos of 249 Sqn. Vampires are also rare, this one being FB9, WL612/'Y' in 1954. Photo: via R C B Ashworth. 16. 501 Sqn., RAuxAF, used this smart looking FB5, WA303/'D' in 1957. Photo: R Rayner via R Lindsay. 17. 601 Sqn., like most of the Auxiliaries, tended to be more flamboyant with markings, as seen on F3, VT793/'G' and others in Malta, 1952. Photo: via R Montgomery. 18. This FB5, WA453/'A' served with 602 Sqn., its camouflage being somewhat unusual. Photo: W G White via R Lindsay. 19. 603 Sqn. used this FB5, WA432/'D' in 1955; note the FB9-style intake fairing on this and 602's WA453. Photo: P M Corbell via J D R Rawlings. 20. 604 Sqn. applied its colours on the nose, as seen on F3, VF321, in 1951. Photo: J G Johnson via R Lindsay. 21. 608 Sqn. carried a variety of markings, the earlier style rear boom markings seen here on F3, VV691/'B'. 22. Later on, when equipped with camouflaged FB5s such as VZ178/'A', the boom markings changed in style and order of colours, white serial numbers also being unusual. Photos: via R Lindsay.