LIMITED EDITION! CED48026

U-2R/S Dragon Lady

USAF Lockheed U-2R/TR-1A

Recommended kits:

1/48: Testors U-2R/TR-1A plus Cutting Edge Conversions

Cutting Edge® MODELWORKS

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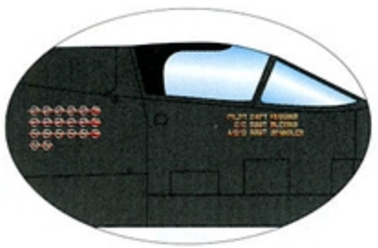
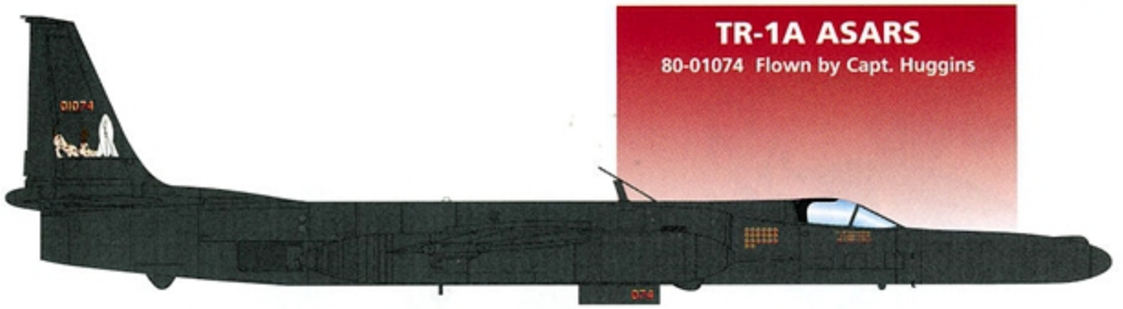
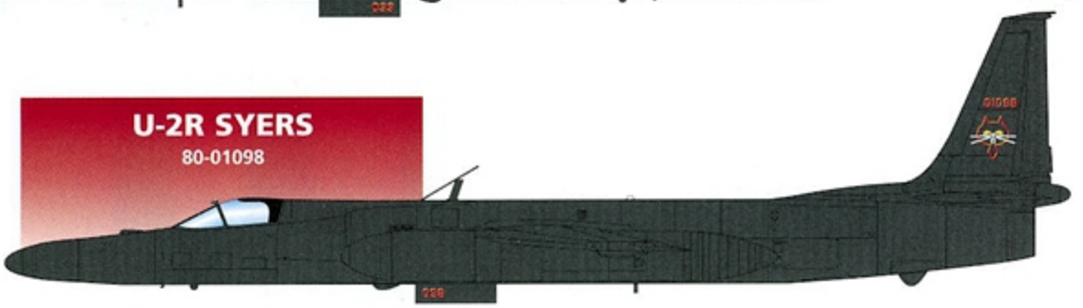
USA



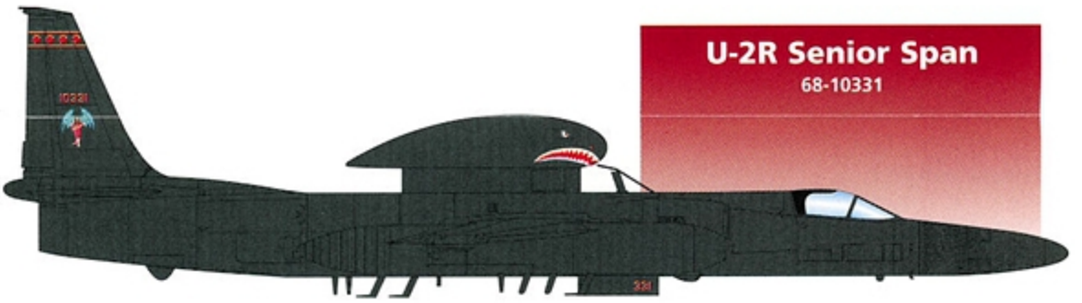


TR-1A ASARS
80-01074 Flown by Capt. Huggins

TR-1A ASARS
80-01099 Flown by Capt. Dillard



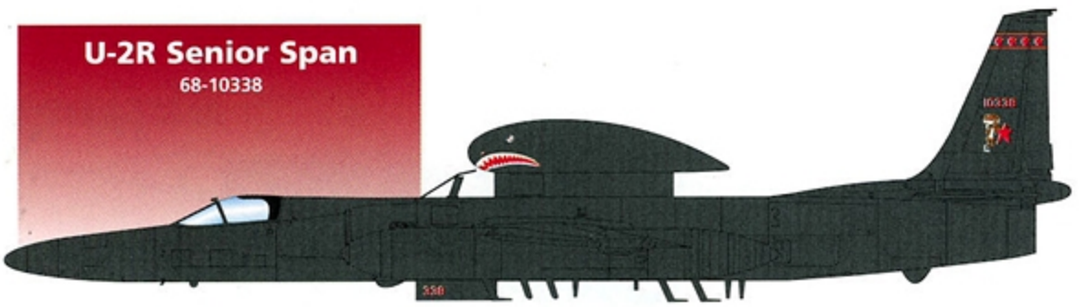
U-2R SYERS
80-01098



Antenna farm is representational only—
see text for additional information!

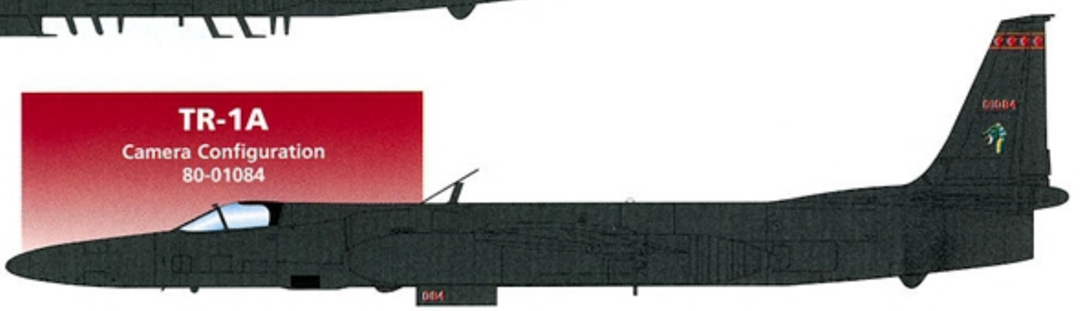
U-2R Senior Span
68-10331

TR-1A ASARS
80-01068



U-2R Senior Span
68-10338

Antenna farm is representational only—
see text for additional information!



TR-1A
Camera Configuration
80-01084

U-2R/TR-1 Dragon Lady

CED48026

Notes on Specific Aircraft

General Notes

- The original U-2Rs were built in the 1967-68 time period, and the program was resurrected in the late 1970s as the TR-1A. At that time, the original U-2Rs were kept the U-2R designation, but the new-build aircraft (which were the same airplane) were designated TR-1As. However, the USAF redesignated all TR-1As as U-2Rs in 1991 (raise your hand when you get confused!). Most of the jets were known as TR-1As during the Gulf War, but for convenience we refer to them all as U-2Rs. All TR-1As & U-2Rs are wired for specific collection systems; in other words, not every sensor system can be fitted to every U-2R.
- The U-2S is a reengined U-2R (from the P&W J75 to the F118-GE-101) with standardized wiring to allow it to carry any of the sensor suites. The jet also has a bullet shaped fairing for the GPS antenna halfway out the trailing edge of the left wing (directly opposite the System 20 infrared warning sensor (bullet pod) on the trailing edge of the right wing). The first U-2S was 81-1071, and the fleet includes two-seaters 80-1064 and 80-1078. This decal sheet provides the necessary serial numbers, tail markings, and stencils to portray an operational U-2S.

Sensor Systems

- Sensor suite designations are complicated and you should refer to Chris Pocock's *outstanding* article in World Air Power Journal Vol 28 (Spring 1997) for details and photos of the various sensor suites. Note that antenna configurations and placement have also varied over the years.
- During the Gulf War, the only U-2s configured with the Senior Span satellite uplink antenna (known colloquially as the "Polish Drop Tank") were those configured with Senior Ruby (ELINT) or Senior Spear (SIGINT) systems. The combination of these two systems was called Senior Glass. Senior Ruby can be identified by the slab-sided superpod nose sections, while Senior Spear features the famous antenna farm on the fuselage belly. A number of variations in type, placement, and shape of the Senior Spear antennas have been observed in photos.
- Since the Gulf War, the 9th Reconnaisance Wing (the "Strategic" was dropped after the war) fin flashes and "BB" tail codes have become standard and the Senior Span pod is now seen with other sensors including ASARS (Senior Spur) and SYERS (Senior Spud). Some Senior Ruby and Spear components are housed in the Q-bay behind the cockpit. This prevents other Q-bay-mounted sensors (H-Cam or IRIS III cameras, for instance) from being carried at the same time on the same aircraft.
- The curved datalink antenna on the fuselage under the tail was sometimes mounted directly behind the Q-bay, so check your references.

Markings Details

- On the color sheet, the nose gear doors are shown open to show the aircraft number on the door. Obviously, the jets don't fly with the doors down!
- During the latter part of 1990, the 9th Strategic Reconnaisance Wing (SRW) began adding the fin flash to their aircraft, but only 80-1084 is confirmed to have carried it during Desert Storm. The other aircraft certainly could have had it applied during the war, and certainly carried them soon after in any case.
- During Desert Storm, aircraft 80-1074, 80-1098, and 80-1099 were from the 17th SRW and definitely did not carry the 9th SRW fin flash (Maltese crosses).
- The "black cat" tail marking denotes a Kadena AB, Japan, based jet.
- In an attempt to make this sheet as complete as possible, we've included a large selection of current U-2R/S fin markings at the bottom of the decal sheet. Check your references for proper placement of these markings.
- The fin flashes (Maltese crosses) varied slightly from aircraft to aircraft. We've sized each fin flash specifically for each aircraft. With the exception of the three aircraft listed below, the fin flashes are NOT interchangeable between aircraft.
- Note the 20 mission markings on 80-1074 (17 missiles & 3 ships).
- It is unclear which aircraft tail numbers actually had the sharkmouth applied to the Senior Span pod on the upper fuselage, but since the pods were interchangable among aircraft (and frequently were changed), it's likely more than one tail number carried the sharkmouth. The sharkmouth was definitely carried during the Gulf War, and although the photographer could not remember which aircraft carried the pod and mouth, it was definitely one (or both) of the two shown on the color instructions. NOTE: the Senior Span aircraft always have a "bent" wire antenna in from the of "Polish Drop Tank" (as the Senior Span pod is jokingly called).

Conversion Sets

These highly accurate and detailed conversion sets from Cutting Edge Modelworks will greatly enhance your model:
CEC48104 U-2R Senior Span/Senior Spear Conversion Set
CEC48015 U-2R SYERS Nose Conversion
CEC48106 U-2R ASARS-II Nose Conversion

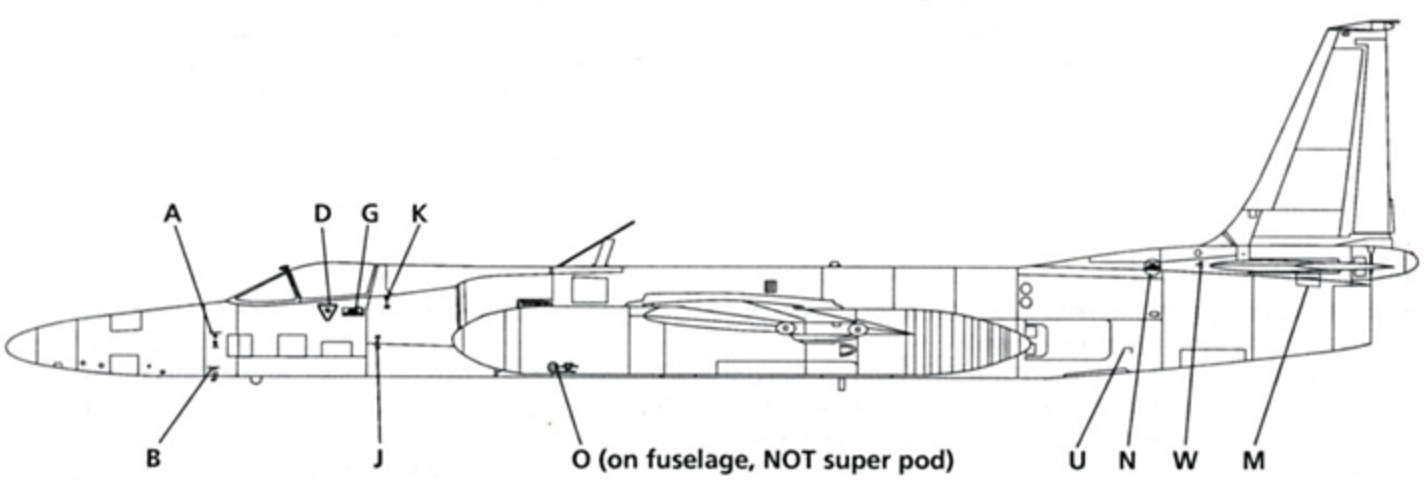
Applying the Decals

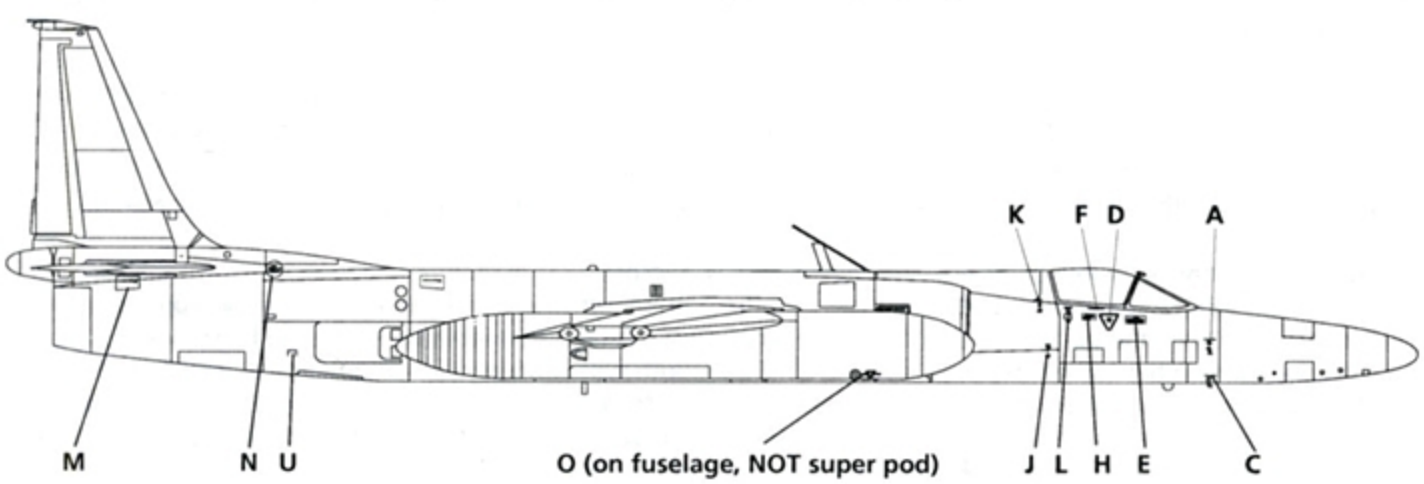
You probably already know all this stuff, so feel free to use your regular process...however, if you' re new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out without trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

Bibliography

Original photos.
U-2 The Second Generation, by Chris Pocock, World Air Power Journal #28, Spring 1997.
Lockheed U-2R/TR-1 Aerofax Minigraph #28, 1988.
Original photographs both official and private.





Credit where it's due...
Chris Pocock
Jim Rotramel
Denny Lombard, Lockheed
9 RW/HO
Bryan Wilburn
Tom Tul'is
Kathy Tullis
David Klaus