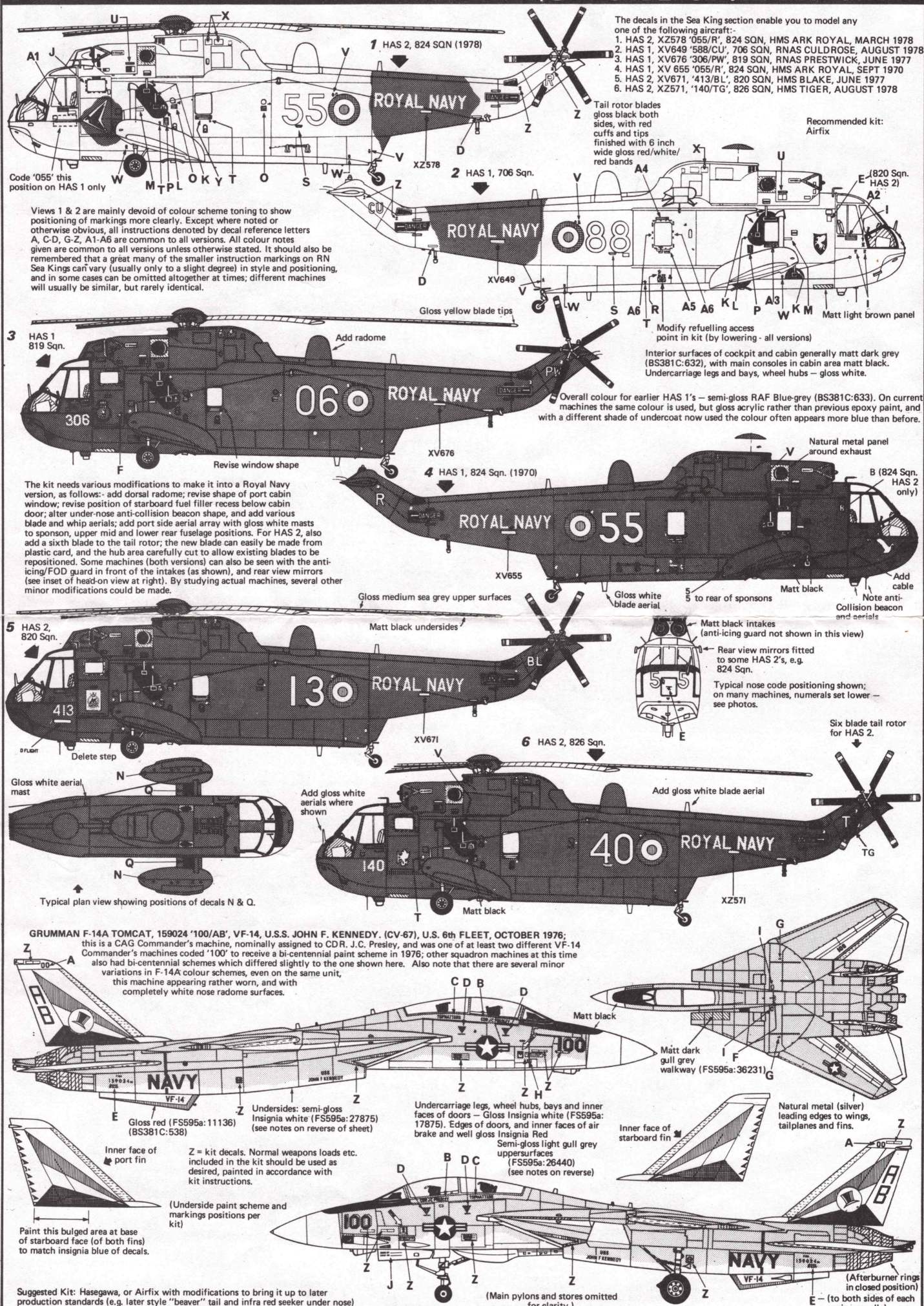


**SEA KING HAS 1/2, RN: F-14A TOMCAT,
USN: CF-104 STARFIGHTER, CAF:
F-84E/G THUNDERJET, Armée de l'Air**



Insides of undercarriage doors and bays, air brakes and ventral parachute door and bays — Matt yellowish zinc-chromate primer.



Suggested kits:
Heller, Hasegawa,
Matchbox, Airfix

Apert from new build Seacraft HAS2's now in service, several older HAS1's have been upgraded to HAS2 standards, and with the decals provided, plus the use of other markings from Modeldecals Set 48 (white letters, numerals 4, 8 & 12 in. high) and from the spares box, you could easily model several other options. For example, 824 Sqn. HAS2's up to 1978 carried the unit markings provided for the HAS1, and XZ578 '065/R' was so marked; the 826 Sqn. markings could be used to make HAS1 XV663 '141/E' when on board HMS Eagle. Regarding the Tomcat scheme, by 1976 many USN combat types had distinctly glossy light grey upper-surfaces in place of the often specified matt grey used previously, this in turn being affected by weathering and localised retouching, so that some machines ended up with a mixture of matt, semi-gloss and gloss areas. Similarly, many Armée de l'Air Thunderjets had a well worn appearance, the two we have included being no exception, and on many examples distinct traces of the original USAF markings could still be seen. The CF-104 tiger stripes were relatively short-lived after the machine returned to Baden-Soellingen in June 1977, this machine in fact being the first CAF Starfighter to receive the recently introduced grey/green scheme with tone-down national markings. Of interest is that the 1977 tiger-stripe pattern was virtually identical to that used on 104756 in 1976; not surprising, since the same pattern drawing was used on both occasions, this in turn being designed by a member of the CAF who is also a keen modeller!

Instrument panel decals: Tomcat - we have not provided these, since the Hasegawa kit includes them, and Airfix's kit has neatly sculptured panels onto which decals would not fit, and these are best carefully hand painted. For other types, paint a small area of thin plastic card with gloss light grey (black for F-4E/G) and allow to dry. Apply decals in normal manner and allow to set; cut panel to shape and apply, modifying kit if necessary to obtain a proper fit.

Application of decals: cut out each subject as required and wet backing in luke-warm water for a few seconds to release decal; prolonged soaking will impair adhesion. Excess varnish film may be trimmed before or after application with a sharp blade, or overpainted; alternatively, do not trim film if the paintwork of the model lends itself to having a base coat of gloss varnish before applying decals, followed by a varnish of the desired degree of gloss or matt to seal the decals.

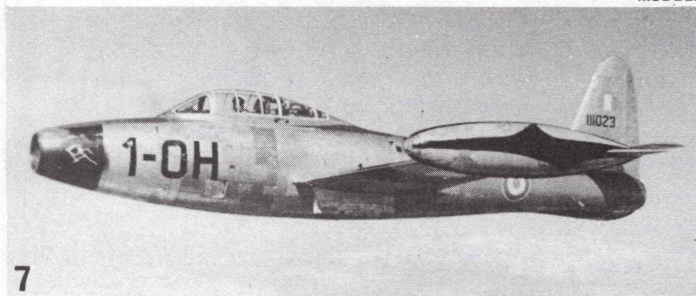
Modeldecal gratefully acknowledge the kind assistance of the following in the preparation of these decals: F. Ballam; P.E. Beaver; P. Cooper (BARG); J. Craik (IPMS-CANADA); J. Cuny; J.M. Guhl (AIR FAN); P. Guiver A.D. Lovelock; G. Marshall (IPMS-CANADA); J.D.R. Rawlings; R.A. Walker (BARG); D.G. White (IPMS-UK), and Public Relations Staff at RNAS Yeovilton. 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, England, to whom all overseas trade and individual enquiries should be addressed

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1. Tiger-striped CF104, 104838, of 439 Sqn. CAF taxiing to its Tiger Meet lair at Greenham Common, 23/6/77; air brakes and ventral brake chute door open. Photo: RLW. 2. 104838 moving out of its south side dispersal at Greenham Common; in background is one of two 36TFW F-15B's with more sedate tiger markings, for which see Airfix kit. Photo: RLW. 3. 104838 safely back in its hangar at Baden-Soellingen, usefully showing some of its upper surface scheme. Photo: J. Craik via G.L. Marshall. 4.

These F-84E's (in common with USAF ones) had several modifications to bring them towards G standard, but not the port wing in-flight refuelling receptacle. Photo: E.C.A. via J. Cuny. 5. Close up of '3N-B' showing heavier framing of F-84G-style canopy, two 'NO STEP' markings and other detail. Photo: E.C.A. via J. Cuny. 6. F-84G 51-1987 '1-OD' of E.C. 2/1 'Morvan' at St. Dizier, 1953, looking weathered. Photo: G. Vaugeois via J. Cuny.



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7. F-84G 51-11023 '1-OH' also from E.C. 2/1 'Morvan'; faintly visible is the black wing band. Note also the perforated style of air brake on this one, plus whole nose area painted black and lack of fin code letter. Photo: via J. Cuny. 8. Sea King HAS1, XV649 '588/CU' from 706 Sqn., Culdrose, seen at Yeovilton 5/8/78. Note that the side nose codes on RN Sea Kings are port only. Photo: RLW. 9. Sea King HAS1, XV676 '306/PW' of 819 Sqn., from Prestwick, fitted with anti-fod guard ahead of the intakes. Seen at Yeovilton, 28/6/77 for the Fleet Review. Photo: P.J. Cooper. 10. HAS2 XV671



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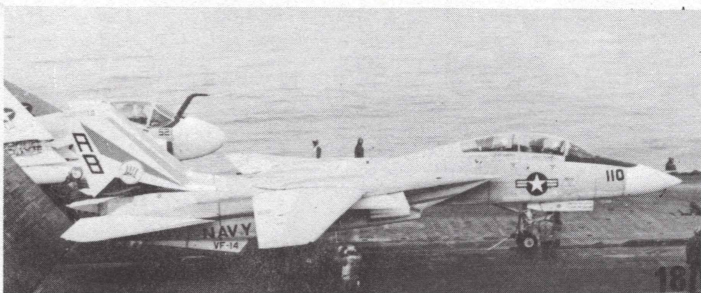
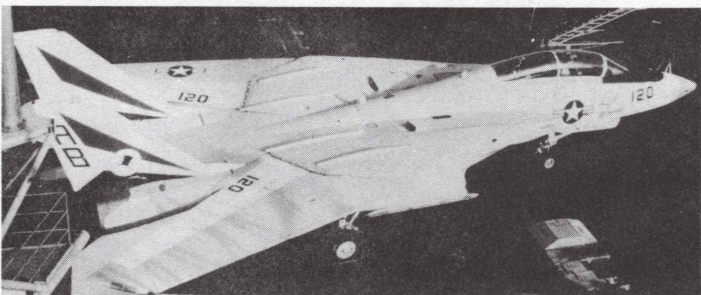
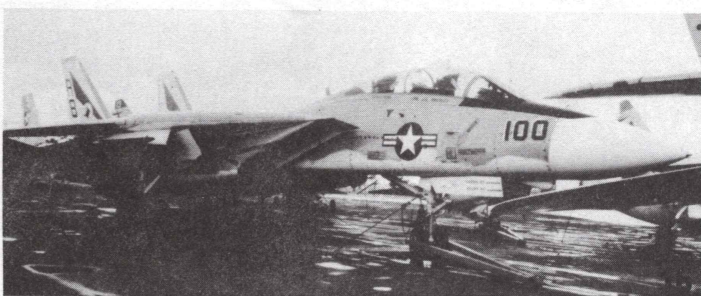


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'413/BL' of 820 Sqn., also seen at Yeovilton for the Review 28/6/77; 820's machines are split into ships flights, this one being D Flight. 11. 820 Sqn's. XV671 showing its starboard view; anti-fod guard fitted. Note three 'E' symbols on side of nose (decals '1') — smaller markings can vary. 12. HAS1 XV655 '055/R' of 824 Sqn., from Ark Royal in September 1970; markings changed very little in next seven years. Photo: J.D.R. Rawlings.



13. Sea King HAS2, XZ578 '055/R' of 824 Sqn., in November 1978, hovering over Ark Royal during the final days of the last commission; note upper portion of crew door taken out, and anti-fod guard fitted. Earlier unit emblems could be used on XZ578 in 1977 period. Photo: L. Air. (Phot) J. Anderson, RN, HMS Ark Royal, via P.E. Beaver. 14. HAS2 XZ571 '140/TG' of 826 Sqn., at Yeovilton, 5/8/78; folded main rotor blades with their tie lines on a model would also take up less room on the shelf; Photo: RLW. 15. XZ571 again, showing its heavy-lift capability during a mock battle at Yeovilton; lower rear corner of tail danger markings still missing after a mod. in this area. Photo: Royal Navy.



16. F-14A Tomcat 159024 '100/AB' of VF-14 on USS John F. Kennedy, Portsmouth, UK, 23/10/76 — in foul weather and not too accessible for photography! No stores fitted except wing glove pylons with Sidewinder shoes; note all-white nose radome surfaces. Photo: A.D. Lovelock/G.S. Long. 17. Sister F-14A 159593 '120/AB' showing upper surface detail and rear wing code positions. Photo: via D. White. 18. Another VF-14 F-14A aboard JFK, again with all-white radome but with 'Uncle Sam' top hat emblem in red, white, blue; serial 159023, '110/AB'. Photo: B. Pickering.

