

MODELDECAL

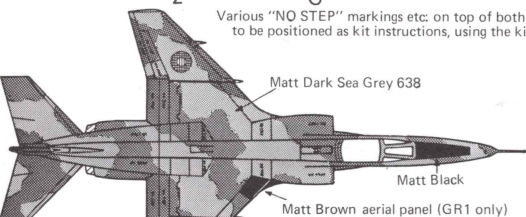
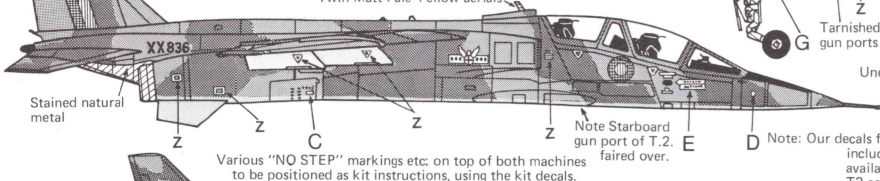
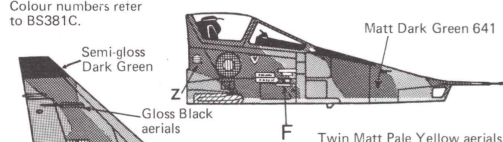
set no
29
1:72 scale

R.A.F./NATO: C-130H, Danish; F-84F, Dutch;
JAGUARS (RAF); RF-84F, Norwegian.

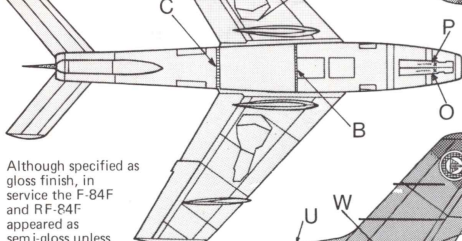
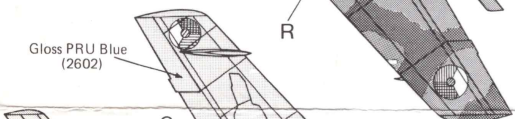
BAC-SEPECAT JAGUAR G.R.1 (XX764) and T.2. (XX836), 14 SQN., R.A.F. BRUGGEN, GERMANY, 1975.
(Decals are included to enable you to complete both versions).

Insides of undercarriage bays and doors - matt yellowish green Zinc Chromate primer. Insides of air brakes - matt light grey.

Colour numbers refer to BS381C.

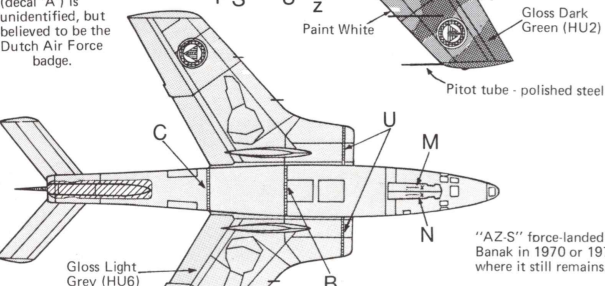


F-84F: interiors of wheel wells and air brakes, undercarriage doors, undercarriage legs, wheel hubs-natural metal.



RF-84F: interiors of wheel wells etc. - as F-84F above.

The small badge (decals 'A') is unidentified, but believed to be the Dutch Air Force badge.



"AZ-S" force-landed at Banak in 1970 or 1971, where it still remains.
(Paint numbers refer to nearest equivalents in Humbrol range, but with gloss finish).

GENERAL NOTES: Cockpit interiors: - Matt Interior Grey (BS381C: 632) for Jaguars, Matt Dark Gull Grey (FS595a: 36231) for others. Ejection seats in Jaguars: semi-gloss Black, Matt Dark Gull Grey in F-84F and RF-84F, with matt orange headrests. Instrument panel decals: paint a small area of thin plastic card (medium grey for Jaguars, RF-84F and C-130H) and allow to dry. Cut out and apply decals in normal manner and allow to set; cut out panels and apply to kit, modifying kit where necessary to obtain a good fit. Jaguar T2: the Frog kit for this version will require some modifications, the main ones being as follows; omission of intake splitter plates, addition wing fences, amend weapon pylon shapes, alteration of nose undercarriage doors (similar to GR1), single yoke to starboard side of nosewheel, curved wingtips, "stepped" tailplanes and deletion of the pitot head from the front of the fin.

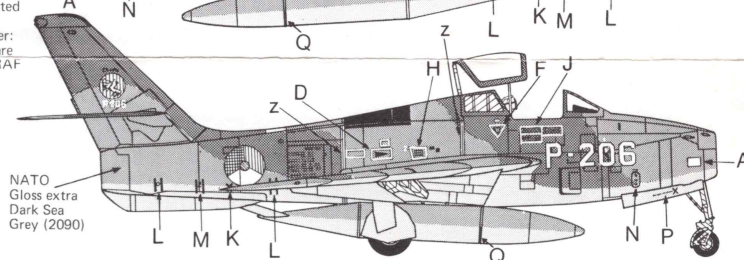
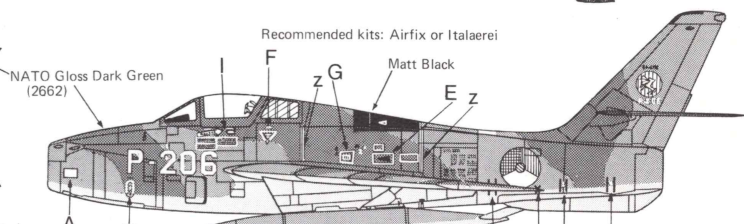
Application of decals: - After studying the positions of the items, cut out each decal as required for use, wetting the backing paper in luke warm water for a few seconds to release decals; avoid prolonged soaking, which will impair adhesive qualities. Handle and apply decals carefully, as the varnish finish is very thin; smaller items are best placed with the wetted tip of a fine paint brush or tweezers. Long items such as walkway lines, are best applied by placing wetted decal still on its backing in position on the model, and gently withdrawing backing along the length of the decal. Any excess width of varnish can be trimmed off before wetting, or carefully removed with a sharp blade or overpainted after application.

Recommended kits:
GR1: Airfix (revised) - see note
T.2.: Frog (with modifications to bring up to standard production machine).

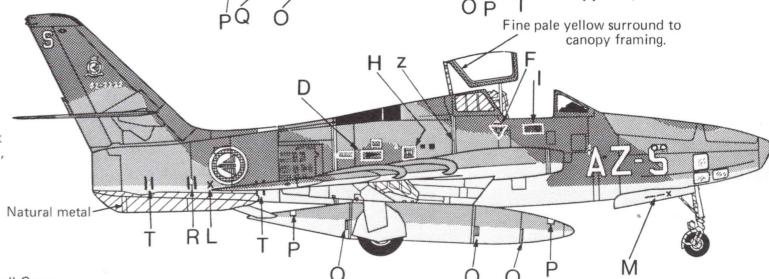
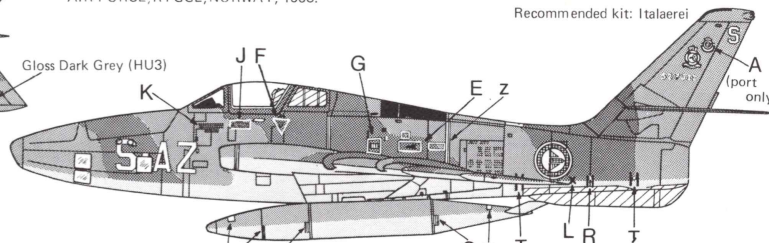
T2 camouflage patterns similar to GR1; see Frog kit colour illustrations etc.

For all types, items "Z" refer to kit decals.

REPUBLIC F-84F THUNDERSTREAK, No. 314 SQN.,
DUTCH AIR FORCE, EINDHOVEN, HOLLAND, 1969



REPUBLIC RF-84F THUNDERFLASH, No. 717 SQN, ROYAL NORWEGIAN
AIR FORCE, RYGGE, NORWAY, 1968.



In all cases, a close study of the actual machines or good photographs will be of considerable help to you in adding fine detail to your models.

Modeldecals gratefully acknowledge the kind assistance of the following during the preparation of these decals: C. F. Smedley and No. 14 SQN., R.A.F. H. G. Beentjes and members of IPMS - Netherlands; S. Meum and members of IPMS - Norway; B. Mikkelsen and J. Stoppel (IPMS - Denmark); R. Lindsay and J. D. R. Rawlings. Decals and instruction sheets designed and produced in Great Britain by Modeldecals and marketed through their sole distributors, Modeltoys, 246 Kingston Road, Portsmouth, Hants, England.

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LOCKHEED C-130H HERCULES, No. 721 Sqn., ROYAL DANISH AIR FORCE, VAERLOSE, DENMARK, 1975.

Decals are provided to enable you to make any of the three C-130H's of the Danish Air Force (B-678, B-679, or B-680).

Recommended kit: Airfix

Cut black edgings to nose area from decals 42

Edges of undercarriage doors — Gloss Insignia Red.

A—Add red glass anti-collision beacons.

Undercarriage legs, inside faces of undercarriage doors and wells — natural metal (silver). Wheel hubs — Gloss White

Gloss fluorescent Orange-Red. (Also nose and wingtips).

Add various aerials and antennae as shown.

Yellow "EMERGENCY RESCUE" panels

Add fairing

Overall colour:— Gloss Dark Green, (except where noted) The shade of green approximates to BS381C: No. 298 (Olive drab) (official designation for colour is LAC 1907C).

Propellor blades Silver-grey Semi-gloss Black Cuffs and Spinners

Underwing tanks and pylons are optional

Stainless steel intake rims

Add fuel vent pipes to wingtips

Remove jacking pads moulded onto each side of nose.

Interior colours:— (1) Cockpit: general surfaces — matt light grey. (2) Fuselage: walls — matt medium green floor — matt dark grey

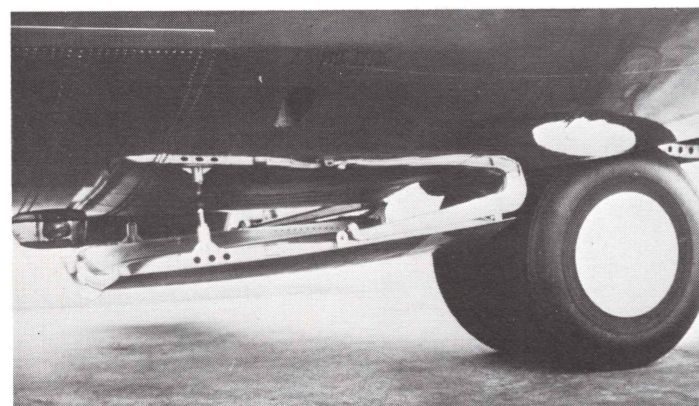
Radome — matt Black



C-130H, B-679, at its home base of Vaerlose, late 1975. Note the wingtip fuel jettison pipe. The apparent fairing on top of the fuselage, just ahead of the propellers, is in fact the top of a building behind the machine; do not add this to your model! Photo: B. Mikkelsen.



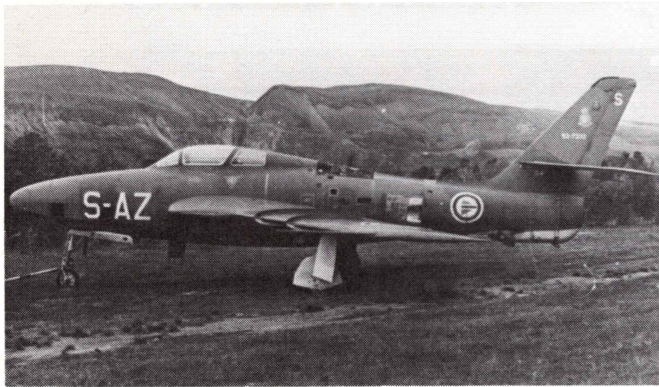
The same machine from three-quarter rear. Note that the wing trailing edge fillet is longer than in the kit, and that these machines have a high gloss finish, unlike many other R. Danish Air Force combat types. Photo: B. Mikkelsen.



Close-up detail of the nose undercarriage door, which when opened slides backwards on rails under the fuselage. Note the shape of the red plexiglass anti-collision beacon to the rear of the door, there being a similar one on top of the fuselage. Photo: B. Mikkelsen.



RF-84F Thunderflash, 52-7332 'AZ-S' of 717 Sqn., R. Norwegian Air Force. In this case the camera windows have been sealed over. It should be noted that all camouflaged Norwegian RF-84F's were in grey/green scheme, never in a single-tone grey or a PRU blue that some references have stated. Photo: K. Arveng, via S. Meum.



RF-84F 'AZ-S' again, this time grounded for good following an emergency landing at Banak; structural damage to the underside rear fuselage is apparent. The additional small badge on the port fin remains a mystery. Close tonal values of grey and green make the colour demarcations difficult to discern. Photo : via S. Meum.



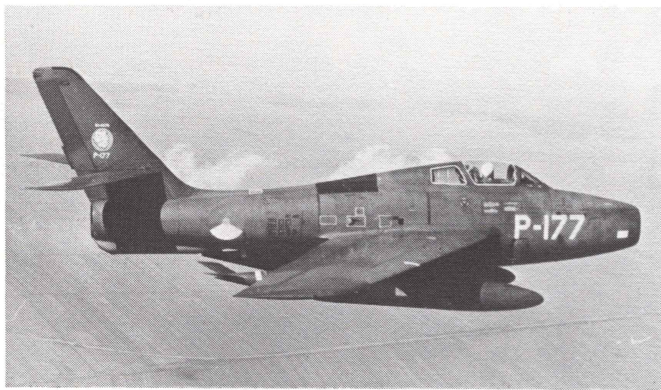
F-84F Thunderstreak, P-206, of 314 Sqn., R. Netherlands Air Force, from Eindhoven and seen here at RAF Wildenrath in July 1969. As with the Norwegian RF-84F's, tonal values of the colours are very close, with considerable feathering of the demarcation lines. Original US serial, 53-6576, is above unit badge. Photo: RAF Wildenrath.



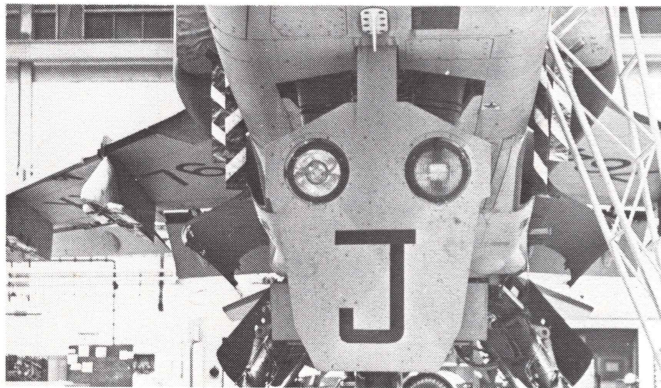
Another RF-84F of 717 Sqn., seen at Gutersloh circa 1961, at which time the unit code was 'T3'. Machine is serialised 51-17058, and could easily be modelled using these decals plus some from the spares box. Colour scheme identical to 'AZ-S'. Photo via R. Lindsay



Starboard view of P-206 on the same day. Note the very weathered and different appearance between the large underwing tanks, which are of a different style to those in the kits, and lack fins. At one time, the intake rim of P-206 was believed to be painted yellow.



A F-84F of 315 Sqn., based at Twenthe; original US serial over unit badge is 53-6676 (not to be confused with P-206's serial). Note kit-style underwing tanks are carried. By using the 315 Sqn. badges in Modeldecal Set 20, and the decal spares box, you could easily model this machine. Photo: Royal Netherlands Air Force Official.



Useful close-up of the 'barn door' to the nose undercarriage, typical of all production GR1's and T2's, showing the prominent landing and taxiing lights. Small blade aerial immediately forward of door is white; note also the forked ('Y' shaped) leg to the nose-wheel, and prominent shoes on underwing pylons. Photo: C. F. Smedley.



Jaguar GR1, XX764 'J' of 14 Sqn., at its home base of Bruggen, summer 1975. In this case, all undercarriage doors are opened, and when 'at rest' the air brakes are open. All Jaguar GR1's in RAF Germany have the laser nose. Although matt painted there is a noticeable sheen to the finish. Photo: C. F. Smedley.



14 Sqn's Jaguar T2, XX836, at Bruggen. There are small white blade aerials above the starboard and below the port wingtips. XX836 was not given a letter code, and recently the squadron has reverted to using number codes ('last three' of the serials) in place of letters. Note the drooped leading edge slats. Photo: C. F. Smedley.

[illegible]

C-130H HERCULES
721 SQN DANISH A.F.

The image is a page from a cryptogram puzzle book. It features a variety of symbols and letters used for decoding. At the top, there are four circular symbols with red and blue segments. Below them are four more circular symbols, some with a red triangle and a blue triangle. A large 'P-206' watermark is visible in the background. The page is divided into sections by a vertical line. On the left side, there are letters A through S, some with numbers 1 through 9. On the right side, there are letters A through S, some with numbers 1 through 9. At the bottom, there is a section labeled 'JAGUAR GRI/T2 I4 SQN.' with a large 'XX 764' and 'XX 836' repeated. The page also includes a large 'RF-84F 717 SQN. R. Nor. A.F.' text. The symbols include circles, triangles, rectangles, and various geometric shapes. Some symbols are labeled with 'RF-84F' and '717 SQN. R. Nor. A.F.'.