

# AIRCRAFT A R C H I V E

VOLUME I

**POST-WAR JETS**



**A detailed collection of original scale aircraft drawings**

Since the earliest days of aviation, the ever-changing shape of the aeroplane has held a special fascination. Over the years, this has led draughtsmen and designers to produce superb, detailed 3-view scale drawings, generally to 1/72 scale, of a whole variety of aircraft from the first biplanes to the modern jet fighter bombers.

The purpose of this AIRCRAFT ARCHIVE series is to bring together, in a thematic and organized manner, selections of some of the best of these designs, many of which are hailed as masterpieces of the draughtsman's art. Each book covers a number of aircraft of a particular period or type and, although the emphasis is firmly on the drawings and detailed aspects of these drawings, each aircraft section includes information on technical data and numerous black and white photographs.

AIRCRAFT ARCHIVE will build up into a library which will be an indispensable source of reference, information and, indeed, sheer pleasure for aviation enthusiasts and for all interested in the construction, development and history of aircraft worldwide.

#### **AIRCRAFT INCLUDED IN THIS VOLUME**

**De Havilland Venom FB Mk 1 and 4**  
**Lockheed F-94C Starfire**  
**Avro CF-100 Canada Mk 4**  
**Republic F-84F Thunderstreak**  
**Boulton Paul P.111A**  
**North American F-100D Super Sabre**  
**Saab A32A Lansen**  
**Nord 1500 Griffon II**  
**English Electric Canberra B(1) Mk 8**  
**Fiat G91**  
**Lockheed CF-104 and F104G Starfighter**  
**Saab J35A, SK35C and J35F Draken**  
**Sukhoi Su-7B 'Fitter-A'**  
**Macchi MB326**  
**Northrop N-156F (F-5A prototype)**  
**Handley Page Victor Mk 2**  
**Dassault Mirage IIIC**  
**BAC Lightning F Mk 6**  
**Hawker Siddeley Harrier GR Mk 1 and T Mk 2**  
**SEPECAT Jaguar A, S, E, B and M**  
**Grumman F-14A Tomcat**  
**Panavia Tornado GR Mk 1**

Argus Books Limited  
Wolsey House  
Wolsey Road  
Hemel Hempstead  
Herts. HP2 4SS  
England

First Published by Argus Books 1988

© In this Collection Argus Books 1988

All rights reserved. No part of this publication may be reproduced in any form, by print, photography, microfilm or any other means without written permission from the publisher.

ISBN 0 85242 940 1 paperback  
ISBN 0 85242 949 5 hardback

Designed by Little Oak Studios  
Phototypesetting by Typesetters (Birmingham) Ltd  
Printed and bound by William Clowes Ltd

# **AIRCRAFT A / R / C / H / I / V / E**

## **VOLUME 1 POST-WAR JETS**

---

### **Contents**

Introduction	2
De Havilland Venom FB Mk 1 and 4	4
Lockheed F-94C Starfire	6
Avro CF-100 Canada Mk 4	8
Republic F-84F Thunderstreak	10
Boulton Paul P.111A	14
North American F-100D Super Sabre	16
Saab A32A Lanser	20
Nord 1500 Griffon II	22
English Electric Canberra B(I) Mk 8	24
Fiat G91	29
Lockheed F-104 and F-104G Starfighter	32
Saab J35A, SK35C and J35F Draken	36
Sukhoi Su-7B 'Fitter-A'	42
Macchi MB326	45
Northrop N-156F (F-5A prototype)	48
Handley Page Victor Mk 2	52
Dassault Mirage IIIC	62
BAC Lightning F Mk 6	66
Hawker Siddeley Harrier GR Mk 1 and T Mk 2	71
SEPECAT Jaguar A, S, E, B and M	77
Grumman F-14A Tomcat	84
Panavia Tornado GR Mk 1	90

---

---

# Introduction

Since the earliest days of the Wright Brothers and the pioneers of European aviation, the ever-changing shape of the aeroplane has always held a special fascination. At first, the basic distinction of canard, tractor, pusher monoplane or biplane conveyed an adequate identity of the design. However, sketches soon began to appear in the magazines which reported aerial races and the latest developments were eagerly sought by enthusiasts, among them model makers and even competitive designers.

So began a practice which became a major feature among aeronautical publications and one which this series of *Aircraft Archive* sets out to preserve in collective form. What follows is a selection from the files of 'Aeromodeller' and 'Scale Models', two of the many monthly magazines from the original Model Aeronautical Press, now part of Argus Specialist Publications.

The books in this series form a representative group of subjects. Each is a typical example of skill and dedication applied by an amateur researcher over countless hours of translating measurements and photographic interpretation into a multiple-view scale drawing which, in fact, no manufacturer could ever provide! For it may come as a surprise, but the reality is that manufacturers' general arrangement drawings have little value in the factories, are rarely accurate in shape or scale and, without exception, illustrate the aeroplane in a stage long since superseded by production variants. It is the sub-assembly, or component detail drawing, which offers priceless data for the researcher to complete the jigsaw puzzle of any aeroplane. That is, of course, if such drawings become available as many of the records are now destroyed.

Access to the real thing is the ideal but how can one measure each panel, check every angle and record all the shapes? It takes a special sort of dedication to undertake such a mammoth task. A museum visit will confirm the enormity of the undertaking. Aeroplanes are almost always bigger than imagined. The tape measure becomes inadequate when required to confirm distances between extremities that are intercepted by protrusions, and the draughtsman resorts to that original method of projecting chalk marks on the floor. In this way, the preparation of a drawing reverses early procedures when designs were actually created out of chalked plans on the factory concrete!

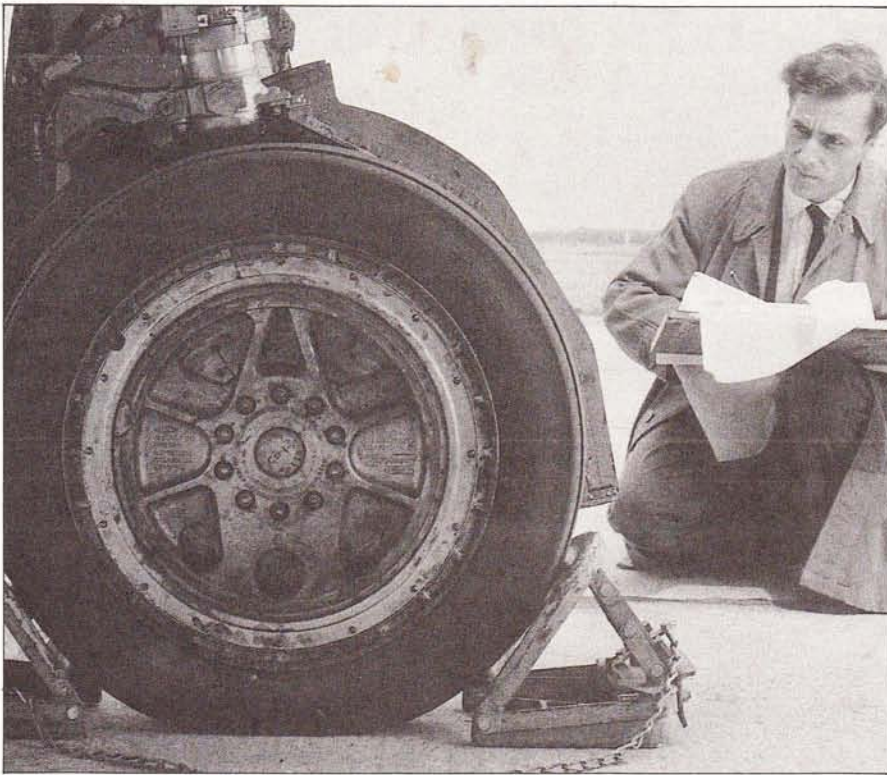
Similarly, half a century of progress later, the three-view draughtsman can reflect with pride on the compliment that some of the museum restorations could only be completed to such fine standards through the part his work had played in the re-build.

Flattery comes in oblique forms. A priority requisite for film and documentary makers has been reference to the only general arrangement available, perpetuated for modellers and aero enthusiasts through plan services. The engineering director of a major airport has used these drawings to plan a new maintenance hangar. A restorer, on his acquisition of a foreign airframe, was able to complete his job and satisfy inspectorates through the research documentation borrowed from a three-view draughtsman, and that world famous *Magnificent Men in their Flying Machines* film depended to a considerable extent on those early sketches.

The modelling world owes another debt to the three-view draughtsman. True scale models, whether in moulded plastic or from such sophisticated composites as large radio controlled flying replicas, have emerged in vast numbers from kit boxes or individual designs, all based upon the initial researchers who produced a frozen view of the whole aeroplane.

Demand for accuracy and authenticity originated through the work of James Hay Stevens in 'Aeromodeller'. He was among the first to adopt 1/72nd scale, based on the Imperial measure of one sixth of an inch representing one foot. Opening standards, as set by James Stevens, were taken up through the series of *Aircraft of the Fighting Powers* volumes published by Harborough, an associated company. Wartime urgency quickly generated a new breed of detail draughtsman, typified by Harry

---



◀ George Cox contemplates the intricacies of the main undercarriage gear of a Republic F-84F Thunderstreak 'on loan' from the US Air Force.

Cooper and Owen Thetford. After seven volumes and the creation of an *Aircraft Described* series, centred on civil aircraft by Eddie Riding, 1/72nd scale was firmly established, and the fine detail in the drawings reached levels of intricacy to satisfy the most demanding enthusiast – though not for long!

From the immediate postwar years to the present day, the levels of minutiae have soared far beyond the first conceptions. Out of *Aircraft Described* came *Aeroplanes in Outline* and *Famous Biplanes* and, through forty years of publication in 'Aeromodeller' magazine, a band of skilled contributors built up a series which now comes in book form.

The drawings reflect the individual character of the originator. Each was in its time a labour of love, the fruits of which have been the immense pleasure given to students, collectors and aeromodellers. If, by reproduction in this form we commemorate their work permanently, rather than in a transient monthly magazine, then we will have rewarded both the draughtsmen and the reader with a treasure store.



◀ Pat Lloyd, tape measure in hand, about to get to grips with a Stampe biplane.

# De Havilland Venom FB Mk 1 and 4

**Country of origin:** Great Britain.

**Type:** Single-seat, land-based fighter-bomber.

**Dimensions:** Wing span 41ft 8in 12.70m; length 31ft 10in 9.70m; height (FB Mk 1) 7ft 4in 2.23m, (FB Mk 4) 6ft 10½in 2.10m; wing area 282 sq ft 26.2m<sup>2</sup>.

**Weights:** Empty 8926lb 4050kg; loaded 15,400lb 6987kg.

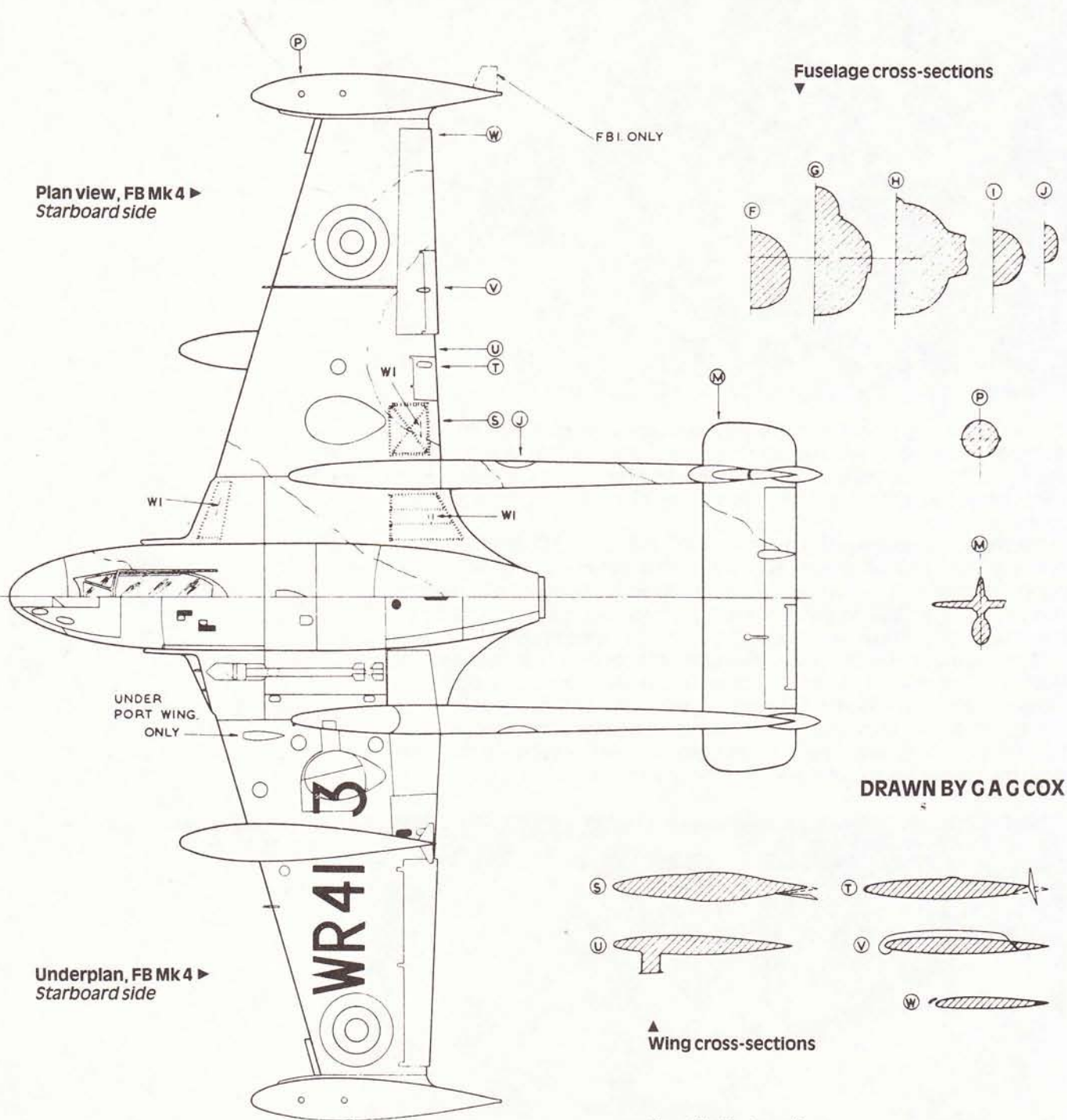
**Powerplant:** One de Havilland Ghost 103 turbojet of 4850lb 2200kg static thrust.

**Performance:** Maximum speed 640mph 1030kph at sea level; initial climb rate about 4330ft/min 1320m/min; service

ceiling about 39,500ft 12,000m.

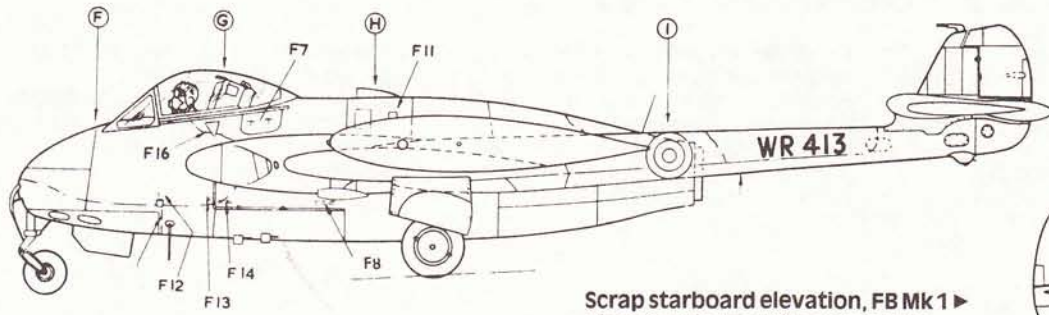
**Armament:** Four fixed 20mm Hispano cannon, plus (optional) up to 2000lb 907kg of external ordnance.

**Service:** First flight (FB Mk 1) 2 September 1949.

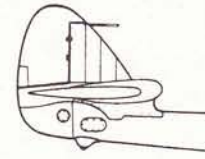


## Stencilled instructions

F7 – First aid. Pull out and turn (Red). F8 – Hydraulic pressure release valve inside. F12 – Push STEP Pull. F13 – Hydraulic pressure release valve inside under cockpit floor. F14 – Dive brake non-return valve inside. W1 – KEEP OFF (Red).

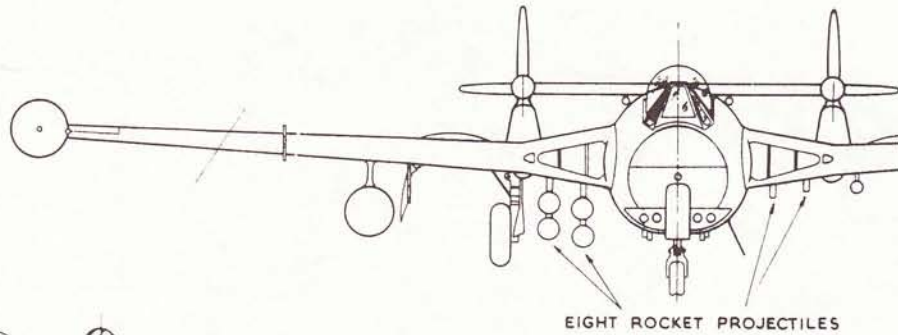


Scrap starboard elevation, FB Mk 1 ▶  
Showing shape of fin and rudder

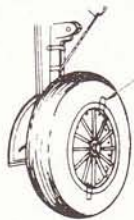


▲ Port elevation, FB Mk 4

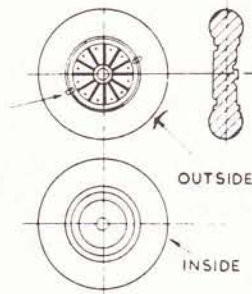
Front elevation, FB Mk 4 ▶



EIGHT ROCKET PROJECTILES

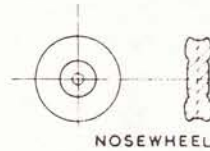


WHITE CREEP MARKS



OUTSIDE

INSIDE



NOSEWHEEL

◀ Scrap views, FB Mks 1 and 4  
Undercarriage details

Venom FB.4 dispensed with the characteristic de Havilland fin shape and was fitted with an ejection seat but otherwise differed little from the Mk 1.





# Lockheed F-94C Starfire

**Country of origin:** USA.

**Type:** Two-seat, land-based, all-weather fighter.

**Dimensions:** Wing span 37ft 4in 11.38m; length 44ft 6in 13.56m; height 14ft 11in 4.55m; wing area 238 sq ft 22.11m<sup>2</sup>.

**Weights:** Empty 13,450lb 6103kg;

maximum loaded 24,200lb 10,980kg.

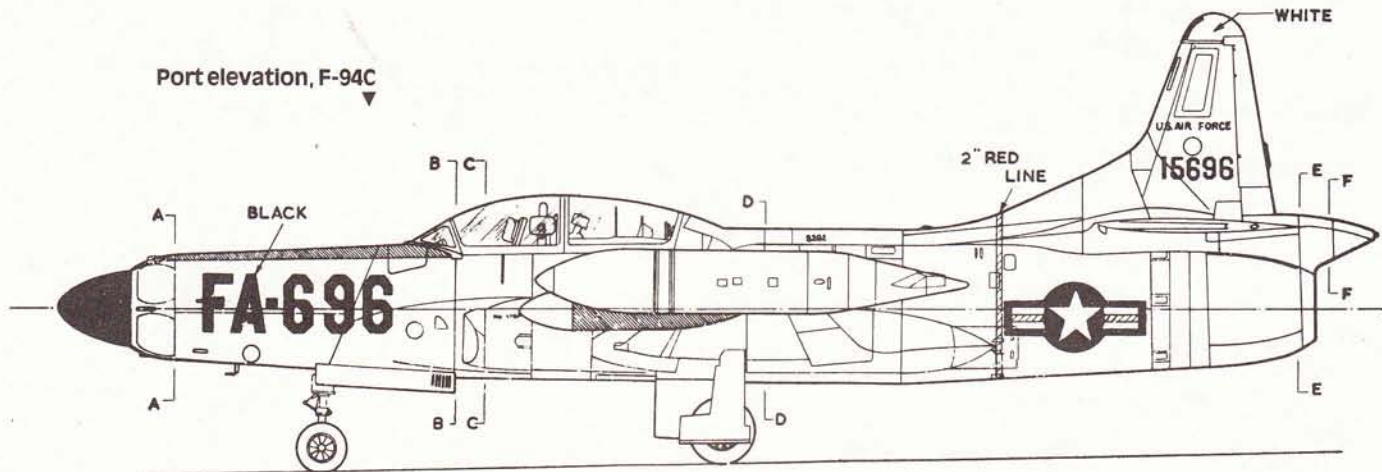
**Powerplant:** One Pratt & Whitney J48-P-5 centrifugal, afterburning turbojet of 6250lb 2835kg static thrust.

**Performance:** Maximum speed 646mph 1040kph; initial climb rate 7980ft/min 2430m/min; service ceiling 48,000ft

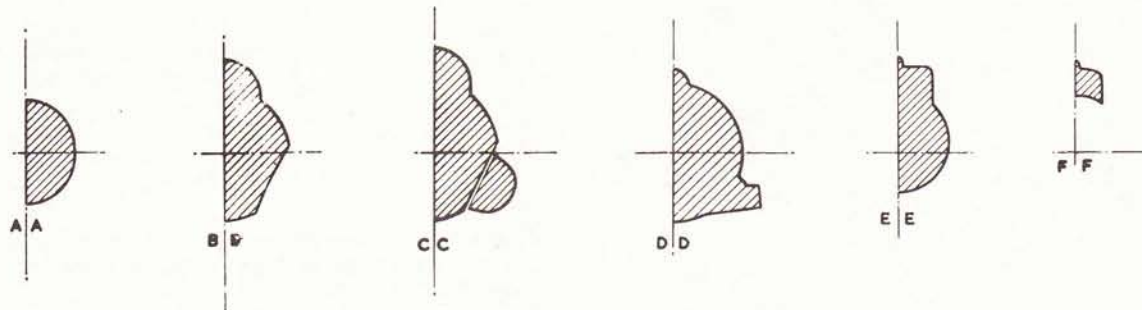
14,630m; range (maximum) 1250 miles 2010km.

**Armament:** Forty-eight 2.75in 70mm 'Mighty Mouse' rockets in nose and wing pods.

**Service:** First flight 19 January 1950.



Port elevation, F-94C

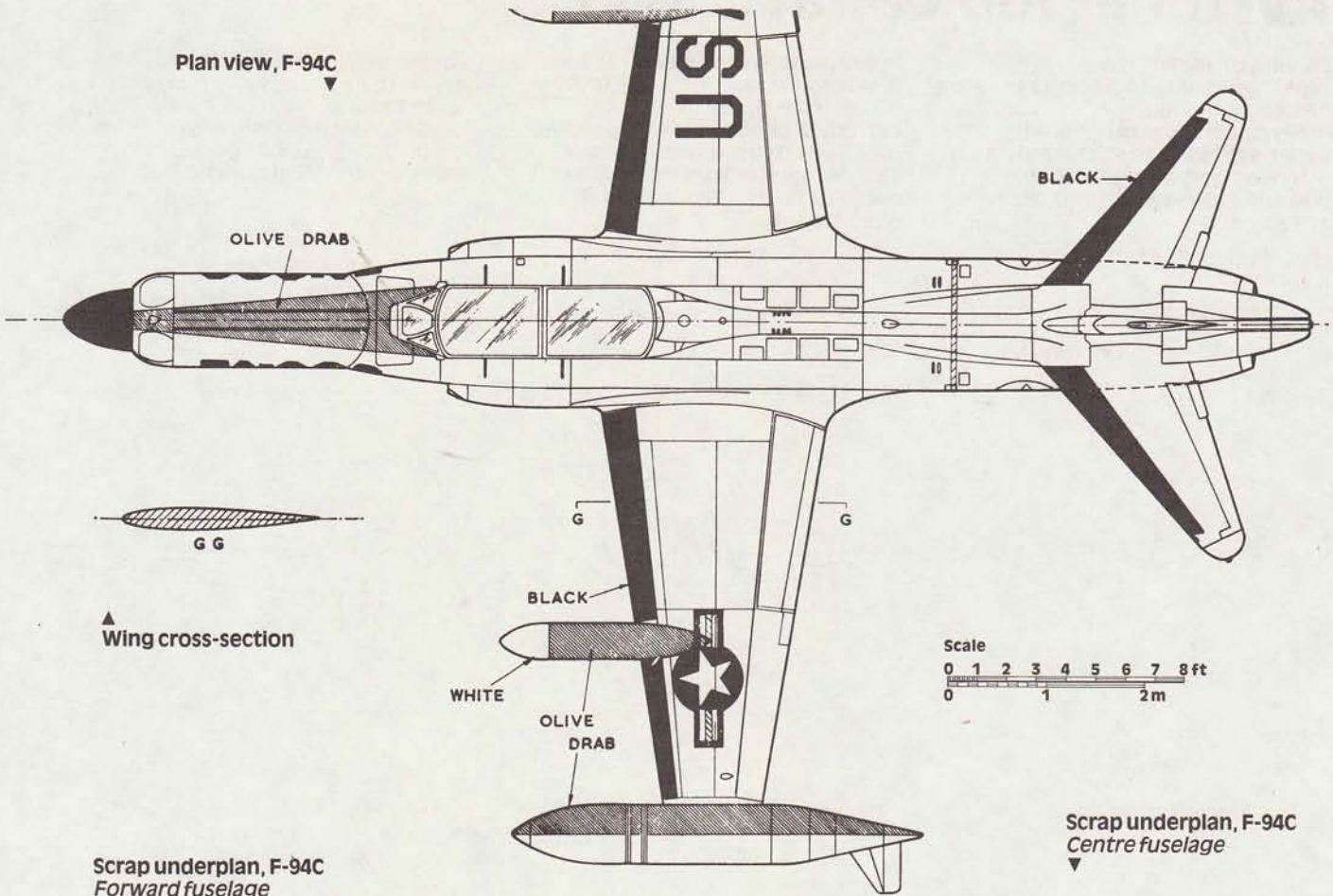


Fuselage cross-sections

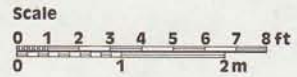
Each of the F-94C's wing-tip pods held a dozen air-to-air rockets, complementing the two dozen packed in the nose.



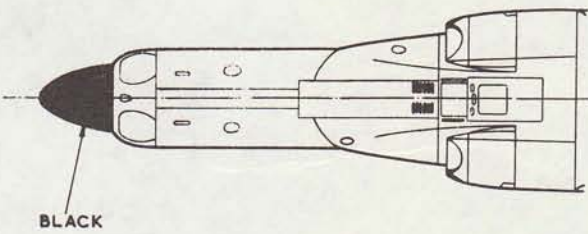
Plan view, F-94C



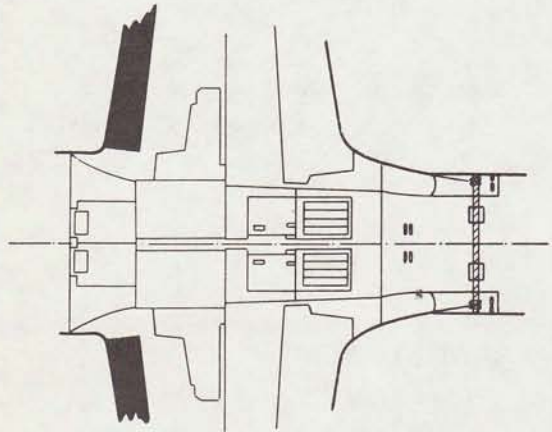
Wing cross-section



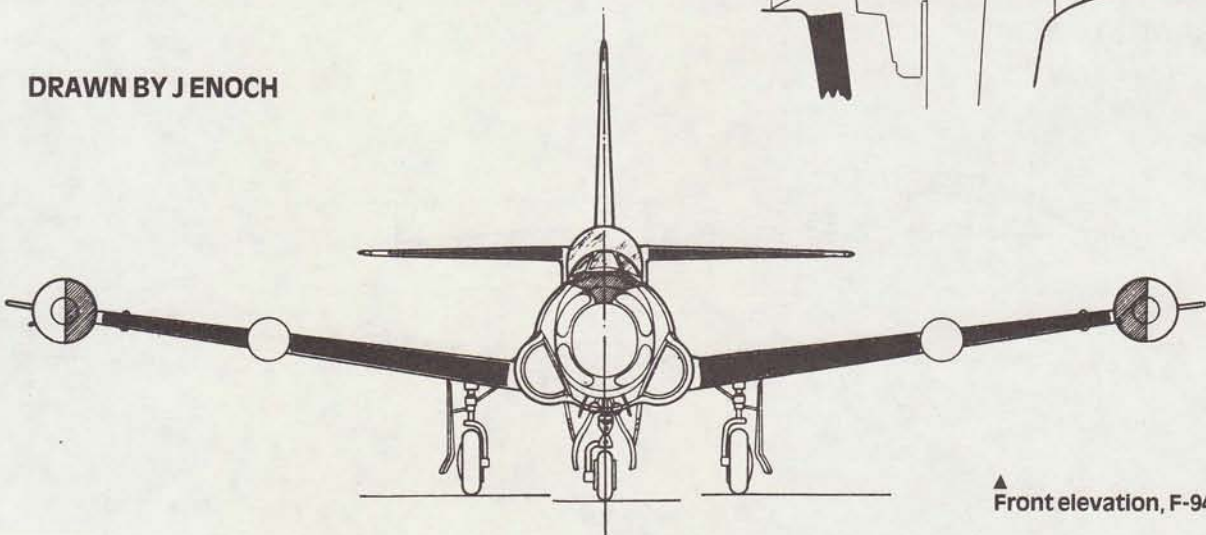
Scrap underplan, F-94C  
Forward fuselage



Scrap underplan, F-94C  
Centre fuselage



DRAWN BY JENOCH



Front elevation, F-94C

# Avro CF-100 Canada Mk 4

**Country of origin:** Canada.

**Type:** Two-seat, land-based, long-range, all-weather fighter.

**Dimensions:** Wing span 53ft 7in 16.33m; length 54ft 2in 16.51m; height 15ft 6½in 4.74m; wing area 540 sq ft 50.16m<sup>2</sup>.

**Weights:** Loaded about 37,000lb 16,800kg.

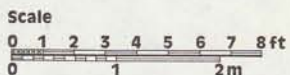
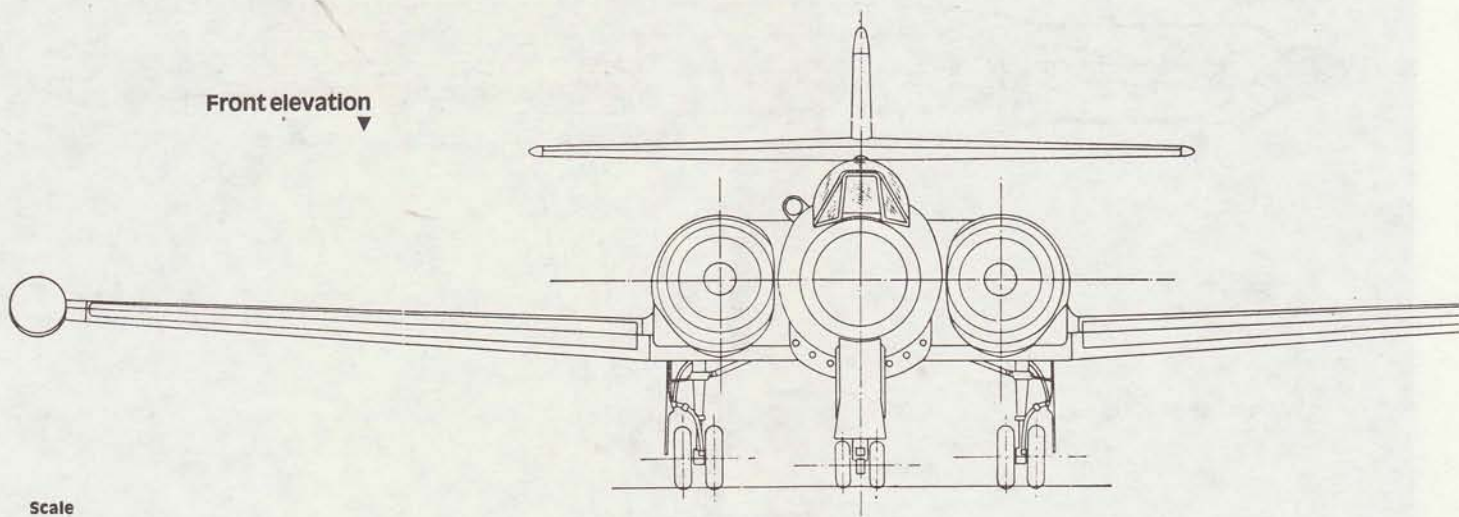
**Powerplant:** Two Orenda Mk 11 axial-flow turbojets each of over 7000lb 3180kg static thrust.

**Performance:** Maximum speed (dive) over Mach 1; initial climb rate over 12,000ft/min 3660m/min; service ceiling over 45,000ft 13,700m; range over 1150 miles 1850km.

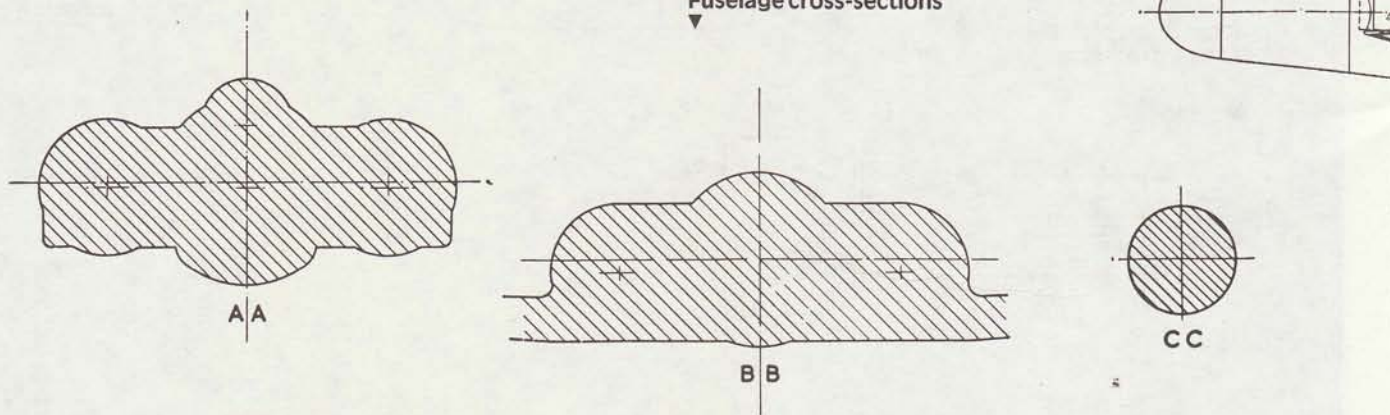
**Armament:** Eight fixed 0.5in machine guns in belly pack, plus 60 rockets in wing-tip pods.

**Service:** First flight (prototype) 19 January 1950, (Mk 4) 11 October 1952; service entry (Mk 4) early 1954.

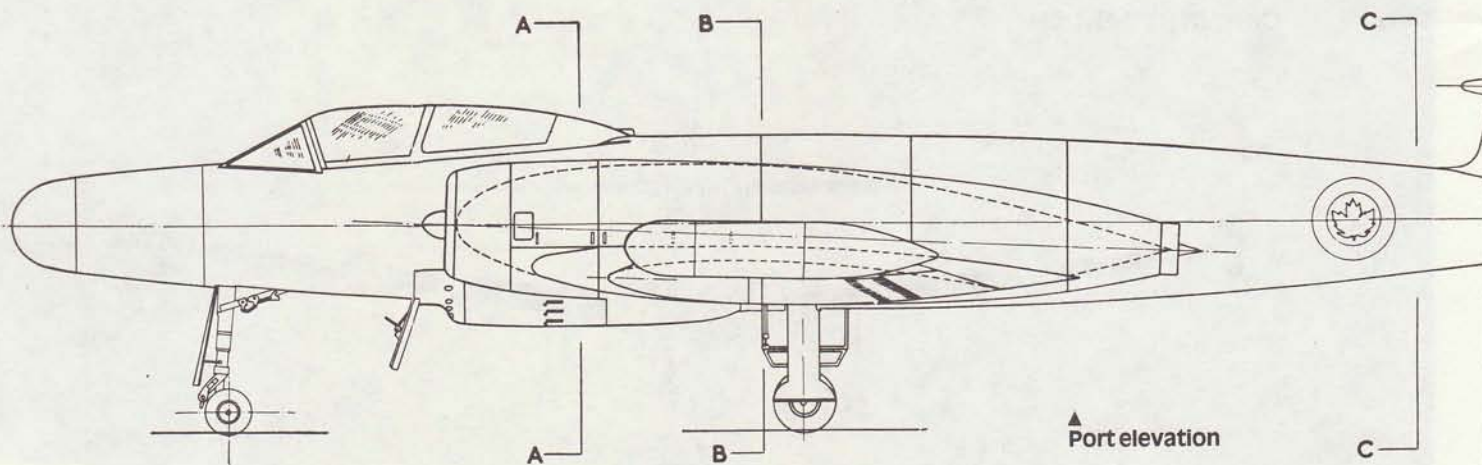
Front elevation



Fuselage cross-sections

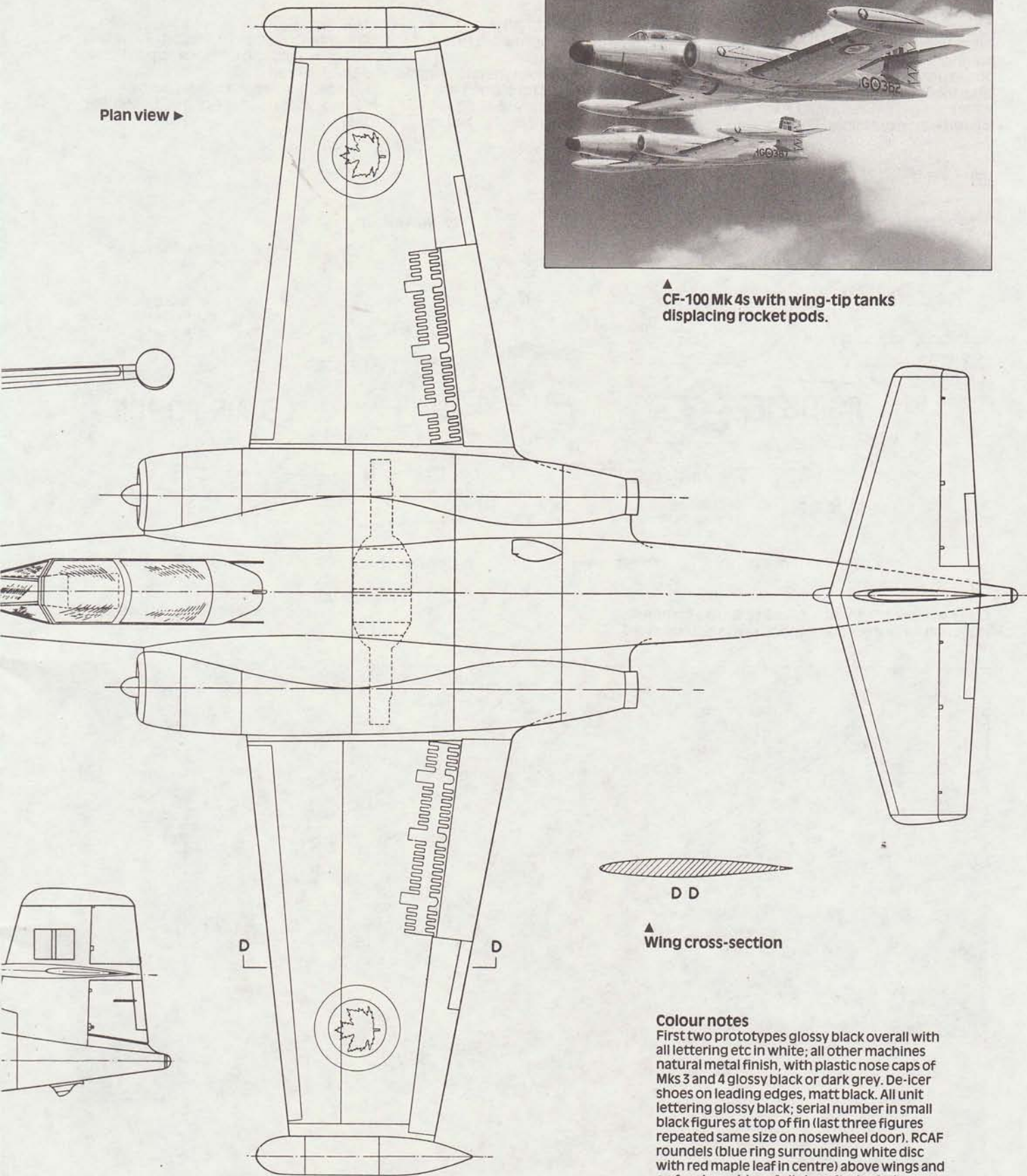


DRAWN BY G A CULL



Port elevation

Plan view ►



▲ CF-100 Mk 4s with wing-tip tanks displacing rocket pods.

▲ Wing cross-section

**Colour notes**

First two prototypes glossy black overall with all lettering etc in white; all other machines natural metal finish, with plastic nose caps of Mk 3 and 4 glossy black or dark grey. De-icer shoes on leading edges, matt black. All unit lettering glossy black; serial number in small black figures at top of fin (last three figures repeated same size on nosewheel door). RCAF roundels (blue ring surrounding white disc with red maple leaf in centre) above wings and on fuselage sides of all aircraft, also below wings on service machines. Red, white and blue flash above tailplane and below serial.

# Republic F-84F Thunderstreak

Country of origin: USA.

Type: Single-seat, land-based fighter-bomber.

Dimensions: Wing span 33ft 6in 10.21m; length 43ft 4in 13.21m; height 14ft 4in 4.37m; wing area 325 sq ft 30.19m<sup>2</sup>.

Weights: Empty 13,800lb 6261kg;

maximum 28,000lb 12,700kg.

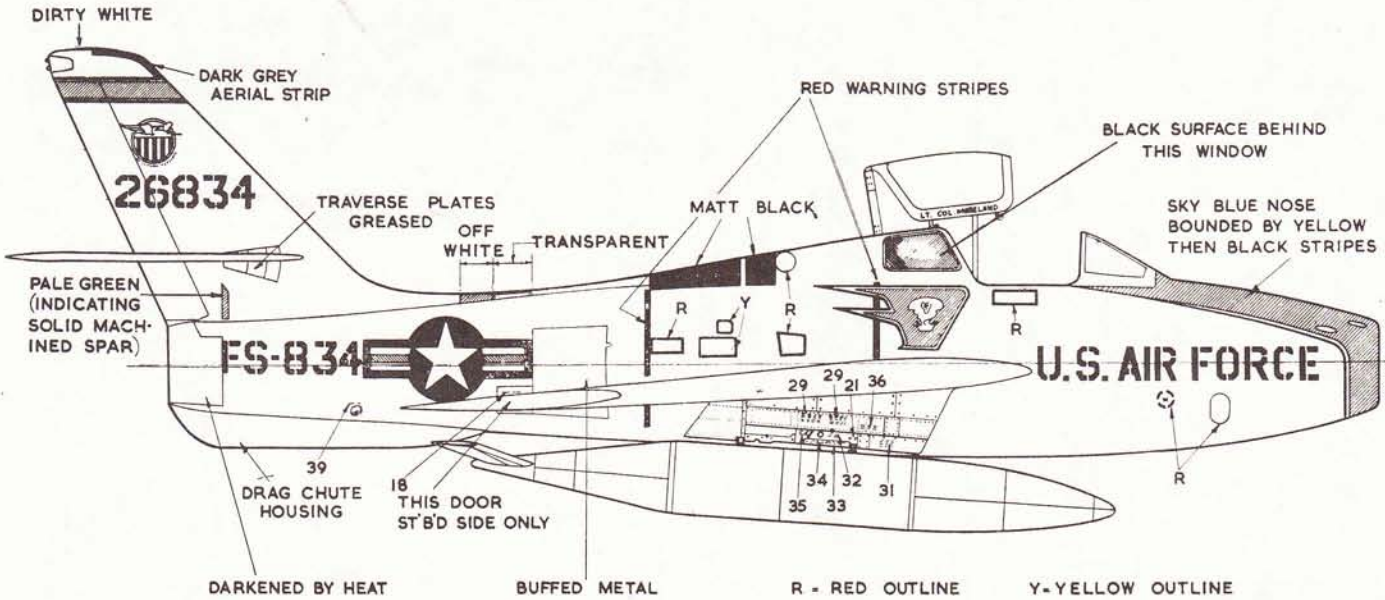
Powerplant: One Wright J65-3 turbojet of 7220lb 3276kg thrust.

Performance: Maximum speed 695mph 1120kph; initial climb rate 8200ft/min 2500m/min; service ceiling 46,000ft 14,000m; range (clean) over 850 miles

1350km.

Armament: Six fixed 0.5in Colt-Browning machine guns and (optional) up to 6000lb 2720kg of ordnance.

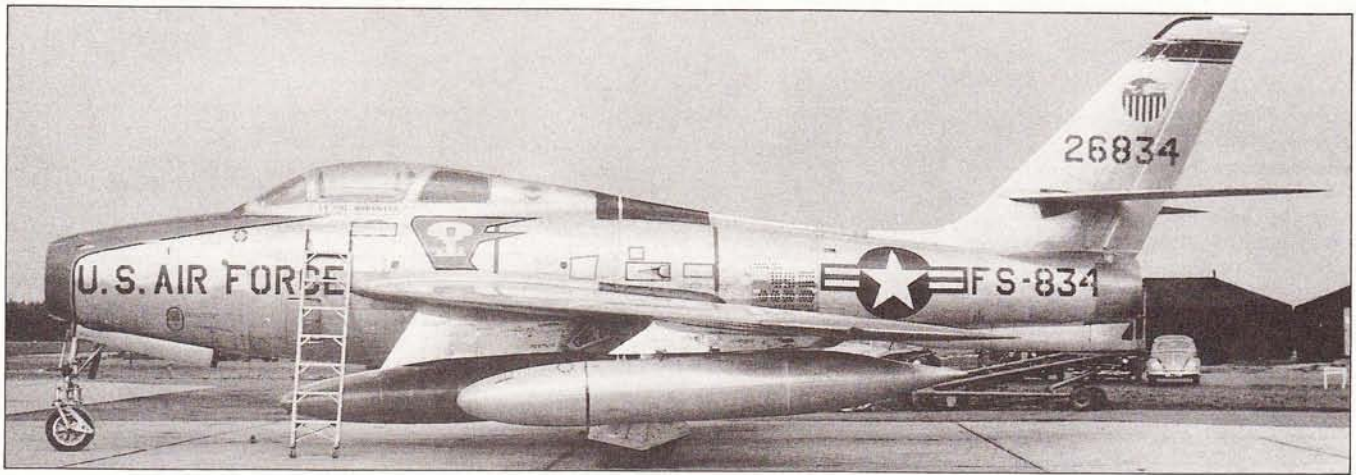
Service: First flight (prototype) 14 February 1951; service entry 3 December 1952.



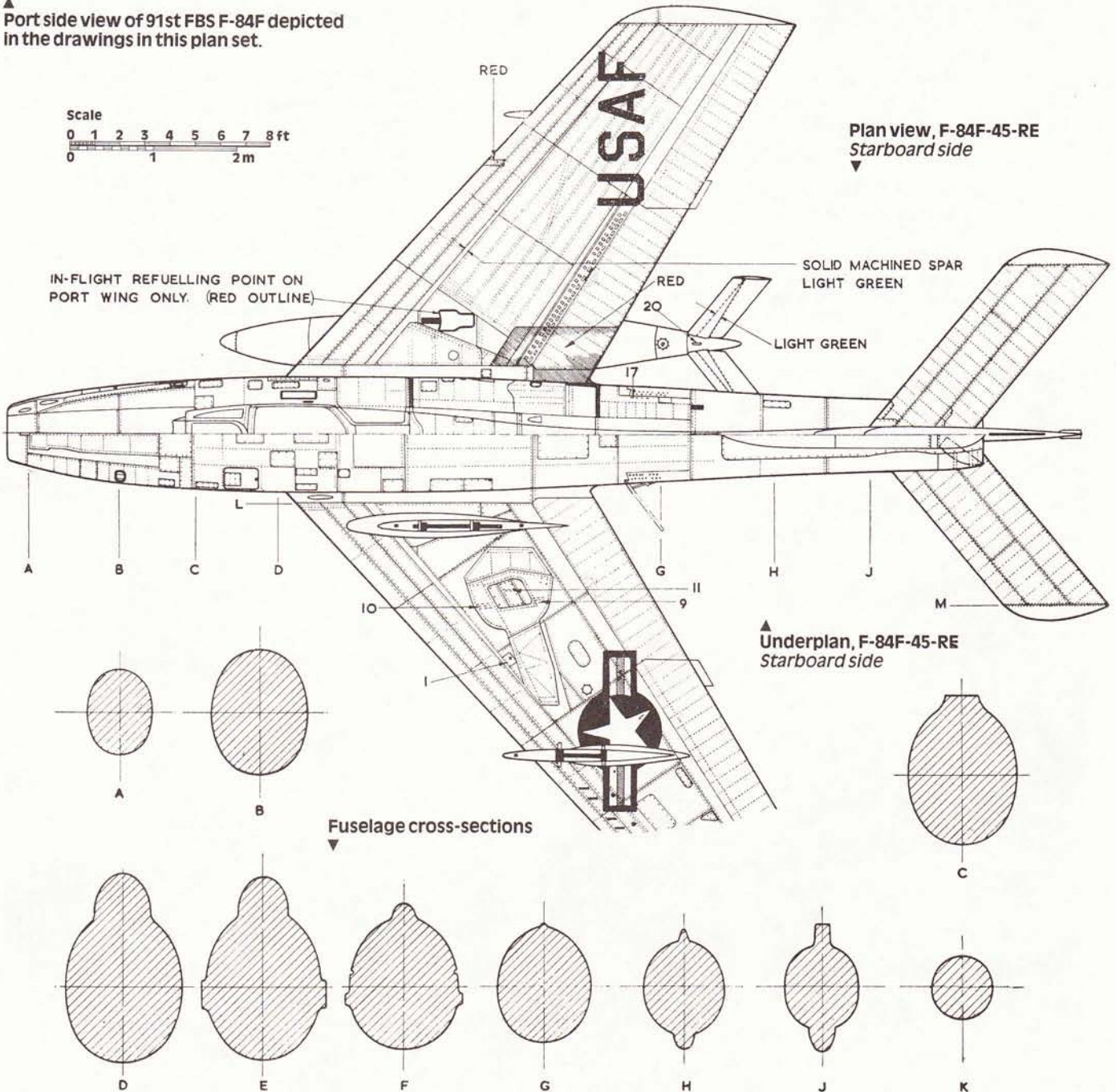
Close-in view of the 'Streak's nose shows complex undercarriage gear and cannon ports above intake.

▲ Starboard elevation, F-84F-45-RE





▲ Port side view of 91st FBS F-84F depicted in the drawings in this plan set.





RED AND WHITE STRIPES  
WHITE WING AND CLOUD  
YELLOW LIGHTNING AND  
OUTER CIRCLE



WHITE ATOMIC BOMB BURST ON BLUE FIELD  
EDGED WITH YELLOW, THEN  
BLACK. INSIDE CLOUD YELLOW WINGED HORSE ON BLACK SHIELD

TAILPLANE WING AND  
RUDDER, TIPS PAINTED IN  
FLIGHT COLOURS:-

- A. RED.
- B. WHITE
- C. BLUE
- D. GREEN

BORDERED IN EACH CASE  
BY YELLOW AND BLACK  
STRIPES

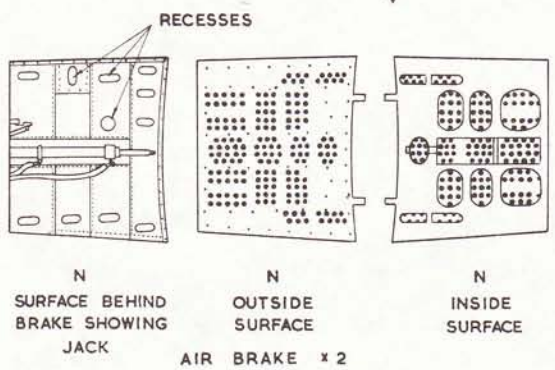


EMBLEM OF 81ST.  
FIGHTER BOMBER  
WING



OUTBOARD PYLON x 2

Scrap views  
Airbrakes

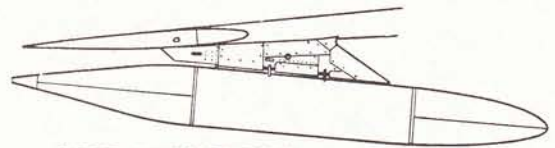


N SURFACE BEHIND  
BRAKE SHOWING  
JACK

N OUTSIDE  
SURFACE

N INSIDE  
SURFACE

AIR BRAKE x 2

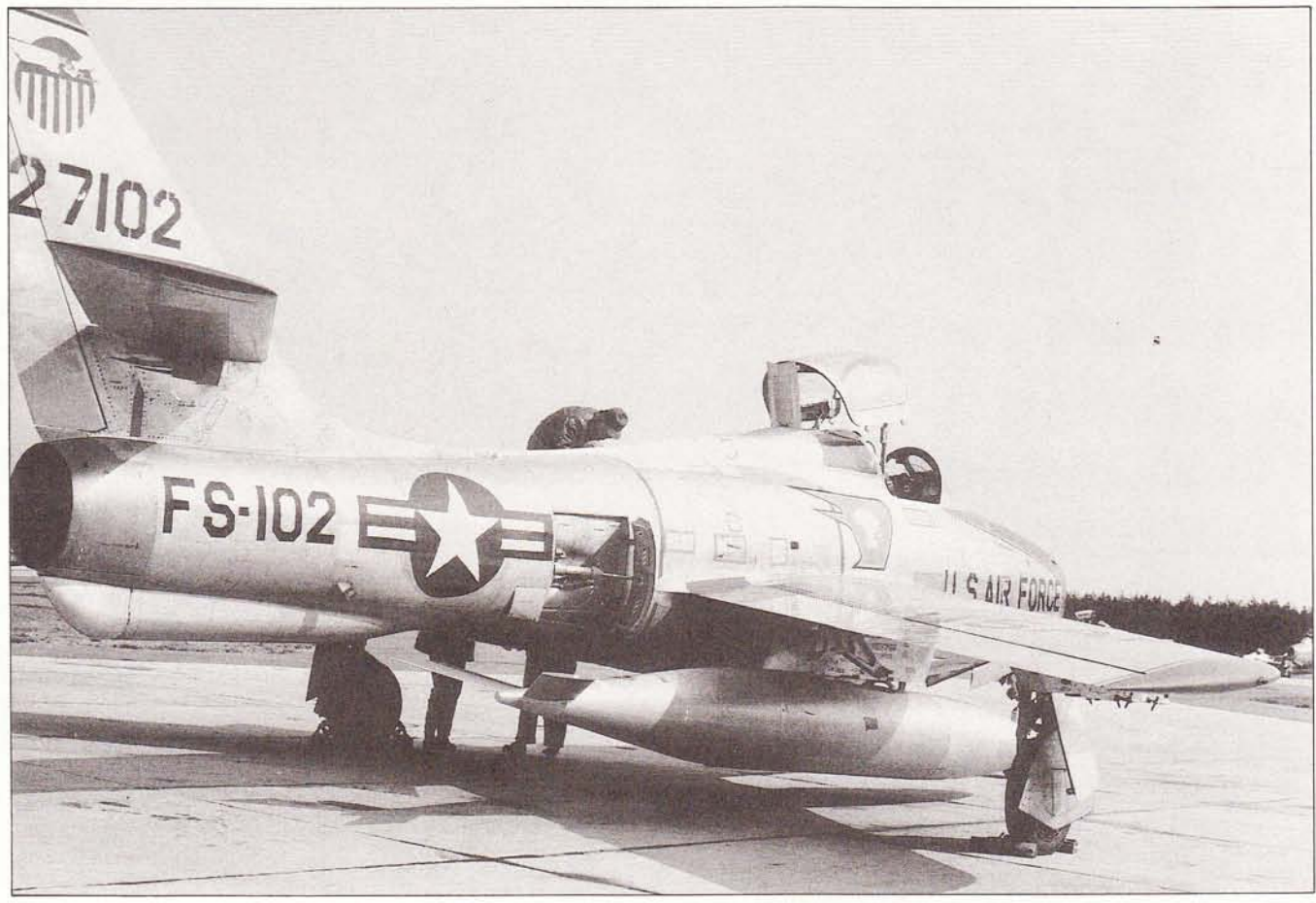


OUTER AUXILIARY TANK

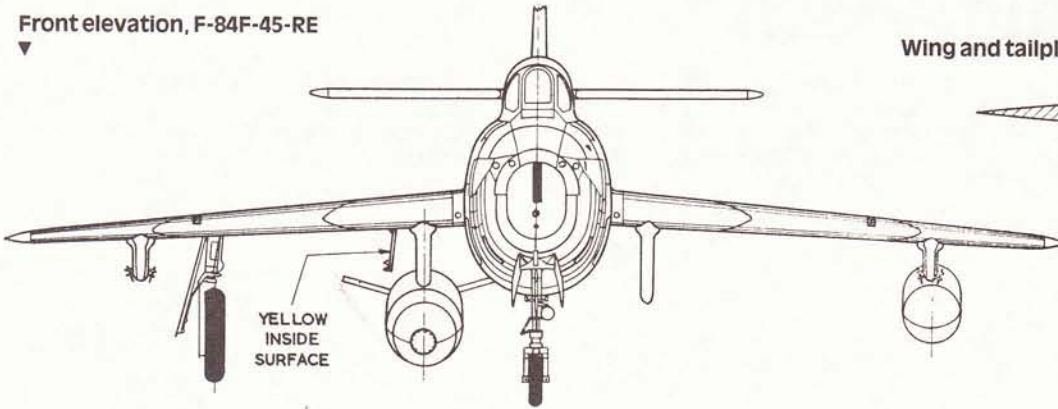
▲ Scrap starboard elevation

▲ Scrap views, F-84F-45-RE  
Details of markings applied to 52-6834,  
91st FBS, 81st FBW

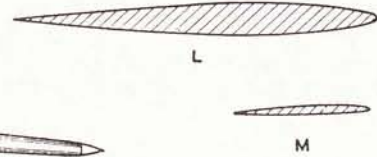
▼ Aircraft 52-7102 with canopy raised. Fairing beneath tail pipe  
houses drag 'chute.



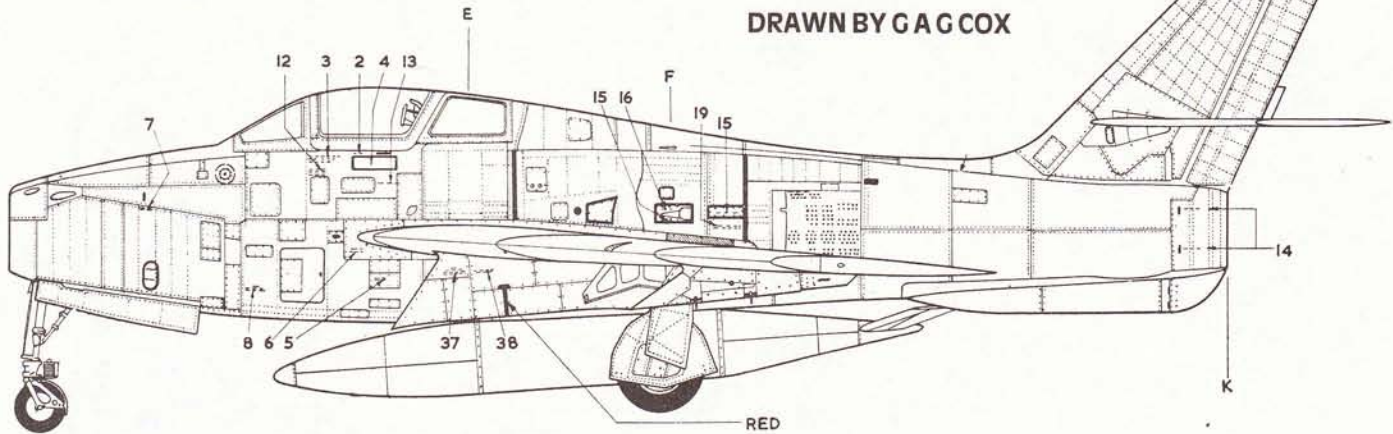
Front elevation, F-84F-45-RE



Wing and tailplane cross-sections

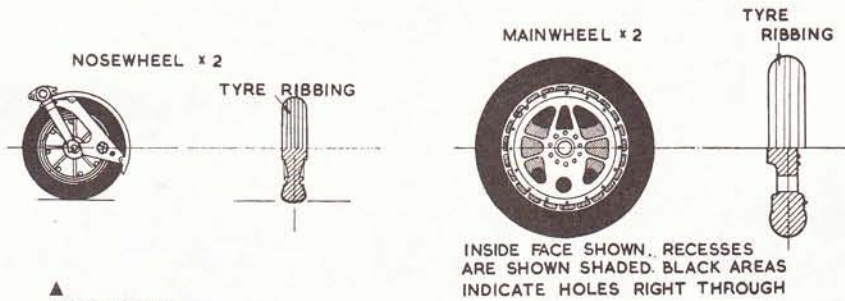


DRAWN BY G A G COX



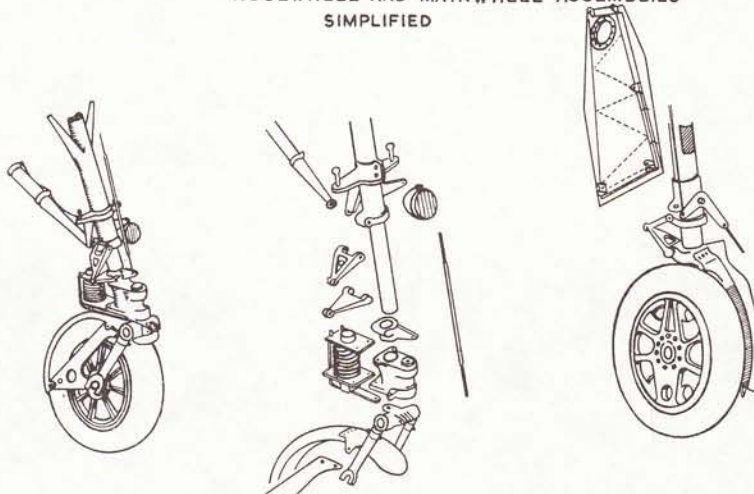
BLACK LETTERING & SERIALS ON FUSELAGE AND WINGS

Port elevation, F-84F-45-RE



Scrap views  
Undercarriage details

NOSEWHEEL AND MAINWHEEL ASSEMBLIES  
SIMPLIFIED



**Stenciled instructions**

1. External power receptacle 24 volts. 2. No step. 3. US Air Force model F84F-45RE. AF Serial No 52-6681A. Project No AFE F-477. 4. Warning. This aircraft contains a seat ejection and canopy jettison initiators containing explosive charges. See TO for complete instructions. 5. Duct screen clear out. 6. Attach wing cover here. 7. Attach nose cover here. 8. Caution. Stand clear when venting pneumatic system. 9. To open unlock camlocks and remove 3 screws. 10. To open unlock 3 earlocks and remove 1 screw. 11. For jack point. 12. (Detailed fuelling instructions). 13. Aileron booster control. 14. Tail cover slot. 15. Fire ingress door. 16. Spark plug access. 17. Tail pipe clamps. 18. Seat pins. 19. Battery location aft of nosewheel door. 20. No lift. 21. Sway brace. 22. Torque sway brace stems etc. 23. Bomb rack inspection holes. 24. Deflate cyls before removal of tank or pylon. 25. Release manual lever 52A rack. 26. Caution torque and pylon attaching bolts 71-80 ft lbs. 27. Caution. Explosive squibs inside. 28. Fill aft gauge to center of green arc on dial after pylon is installed on wing. 29. Fill fwd gauge to center of green arc on dial after pylon is installed on wing. 30. Tank elect plug. 31. Remove fairing and frag rack door when flying chemical tank and install 37W/9038-1. 32. For wind up bomb hoisting. 33. Tighten sway brace stems finger tight after tank is fueled. 34. Bomb rack inspection holes. 35. Release manual lever 52A rack. 36. Caution. Torque and pylon attaching bolts 100-110 ft lbs. 37. Caution. Disconnect manual controls and electrical harness before moving pylon. 38. Install all electrical connections with key way fwd. 39. Fuel vent.

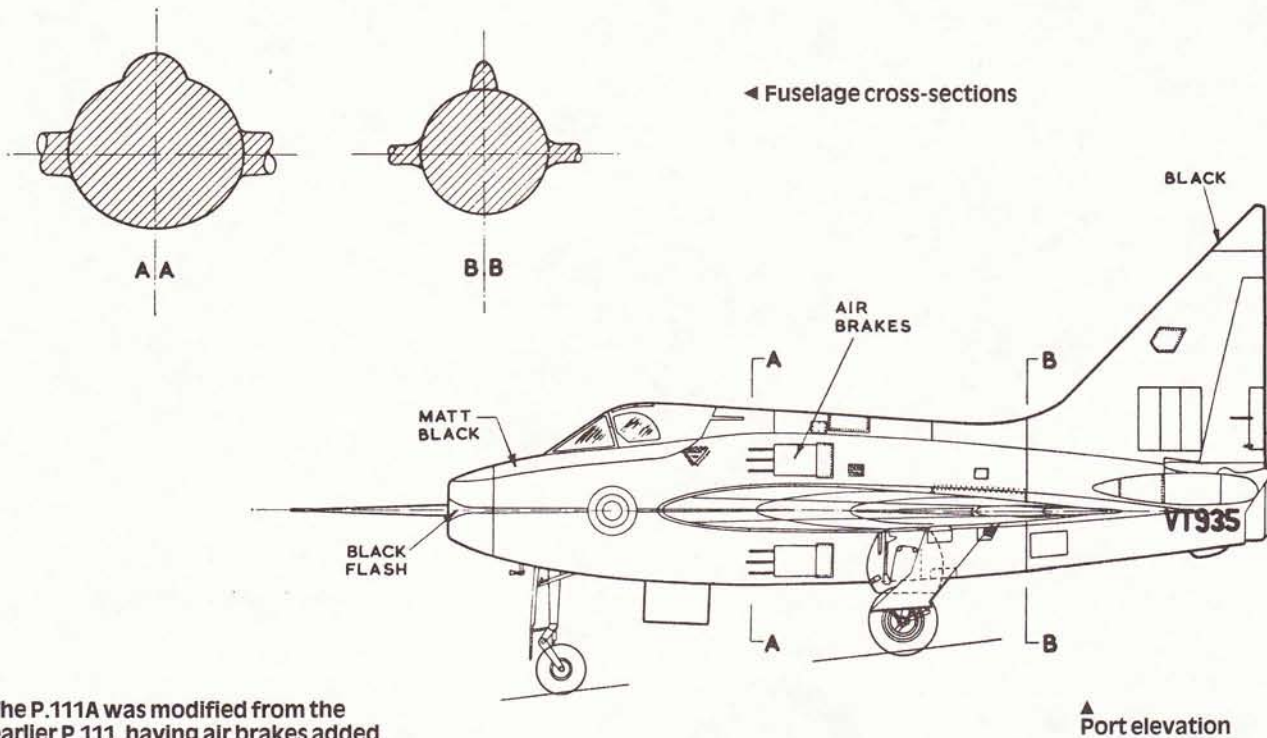


# Boulton Paul P.111A

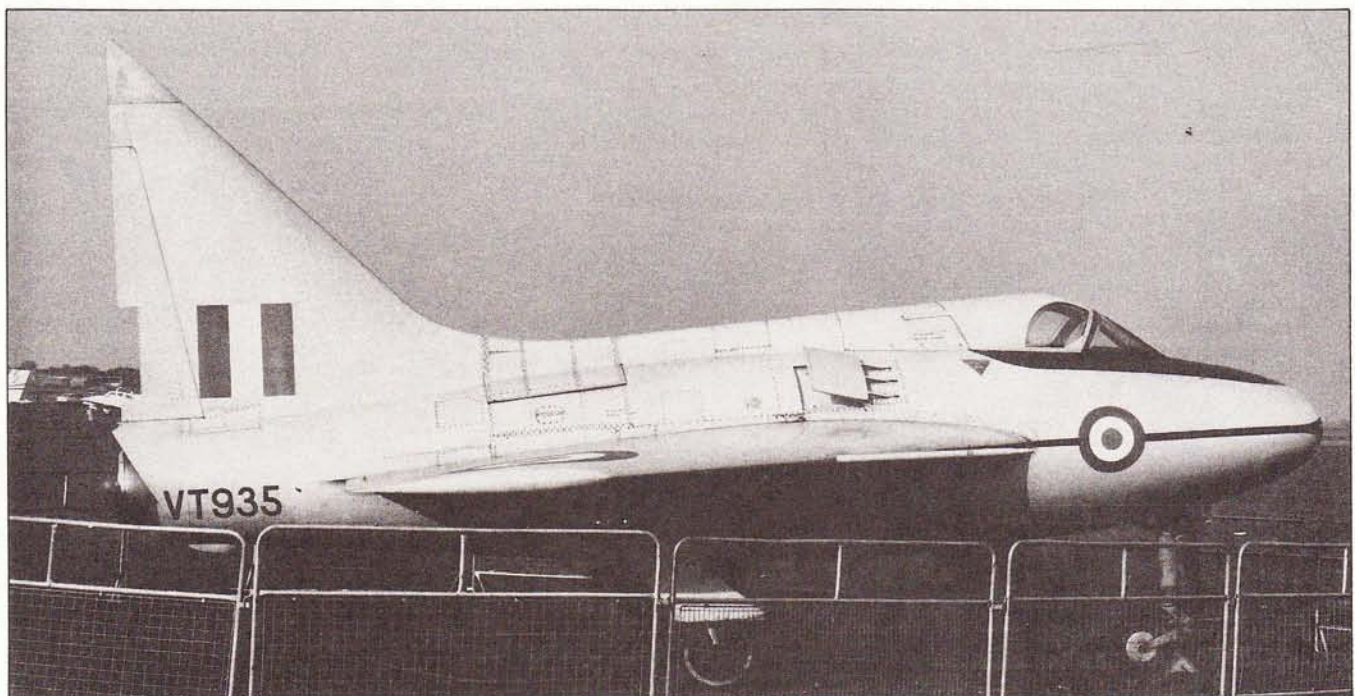
**Country of origin:** Great Britain  
**Type:** Single-seat, land-based research aircraft.  
**Dimensions:** Wing span 33ft 5½in 10.20m; length 26ft 1in 7.95m; height 12ft

6½in 3.82m.  
**Weights:** No data available.  
**Powerplant:** One Rolls-Royce Nene centrifugal-flow turbojet of 5000lb 2268kg thrust.

**Performance:** No data available.  
**Armament:** None.  
**Service:** First flight (P.111) 10 October 1951, (P.111A) 2 July 1953.



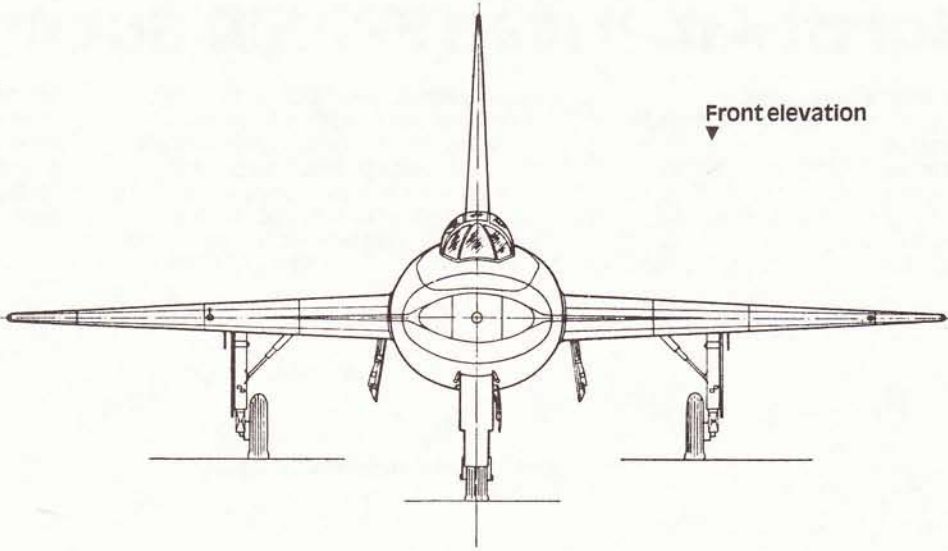
The P.111A was modified from the earlier P.111, having air brakes added and the one-piece windscreen replaced by that shown.



Scale  
0 1 2 3 4 5 6 7 8 ft  
0 1 2 m

Front elevation  
▼

Plan view  
▼

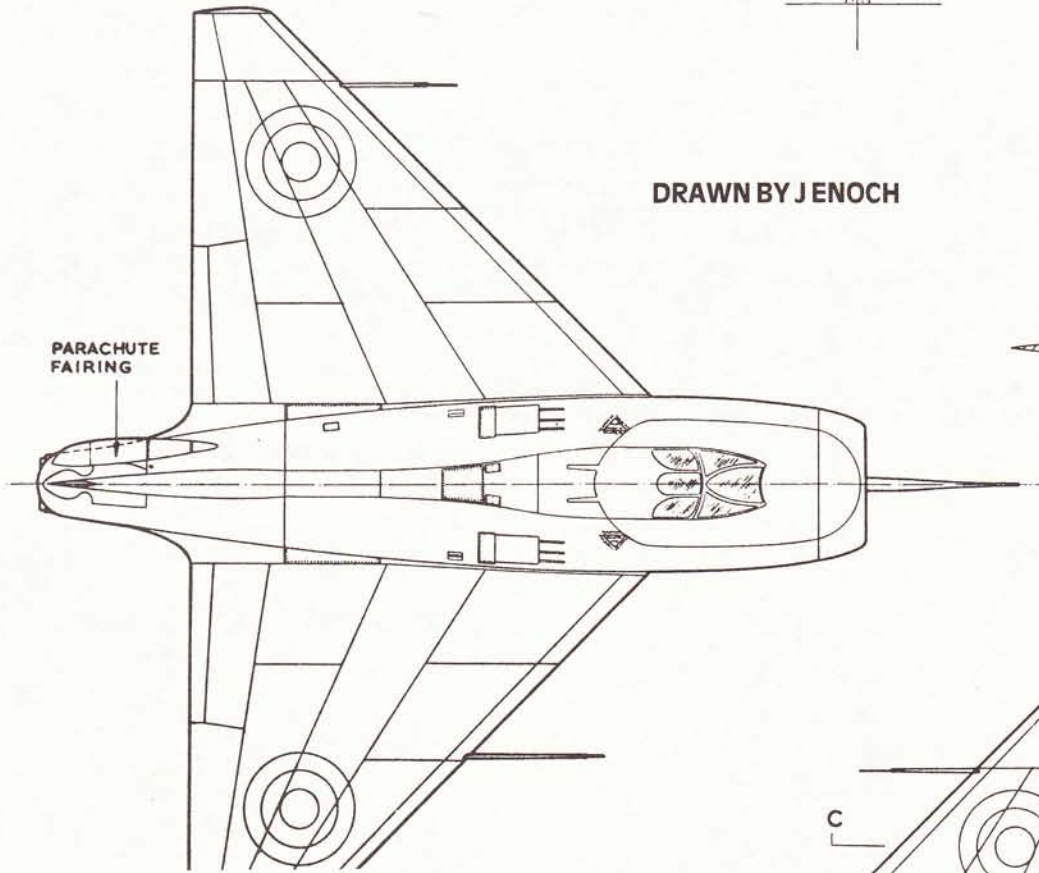


DRAWN BY JENOCH

Wing cross-section  
▼



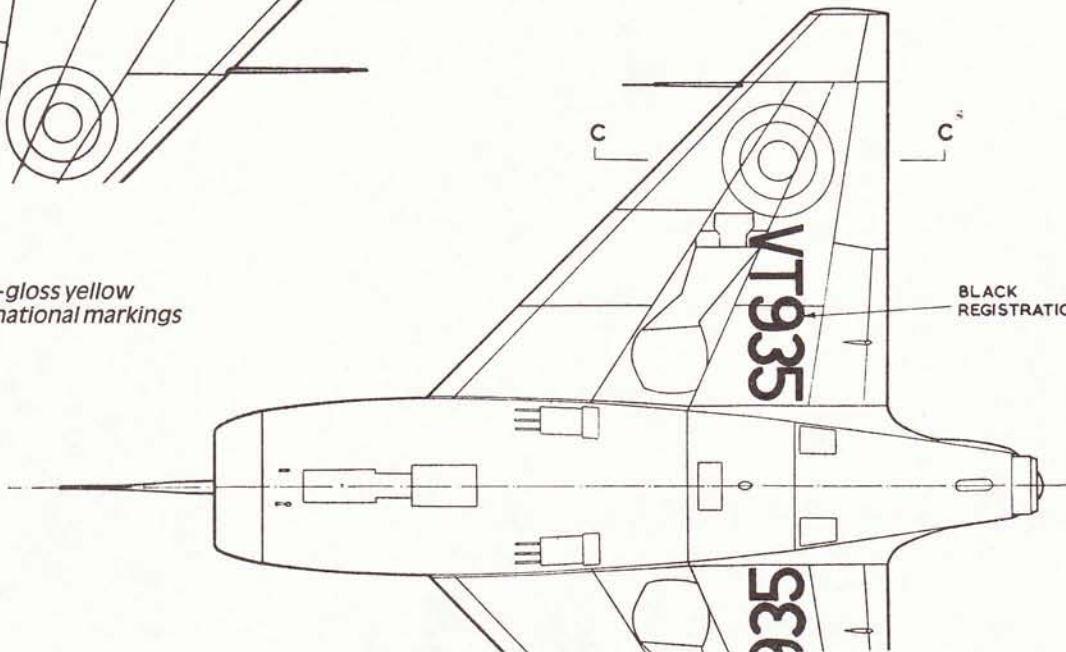
PARACHUTE FAIRING



Colour scheme is high-gloss yellow overall with standard national markings

BLACK REGISTRATION

Underplan ►



# North American F-100D Super Sabre

**Country of origin:** USA.

**Type:** Single-seat, land-based fighter-bomber.

**Dimensions:** Wing span 38ft 9½in 11.82m; length (exc probe) 49ft 6in 15.09m; height 16ft 2¾in 4.95m; wing area 385 sq ft 35.76m<sup>2</sup>.

**Weights:** Empty 21,000lb 9528kg;

maximum loaded 34,832lb 15,804kg.

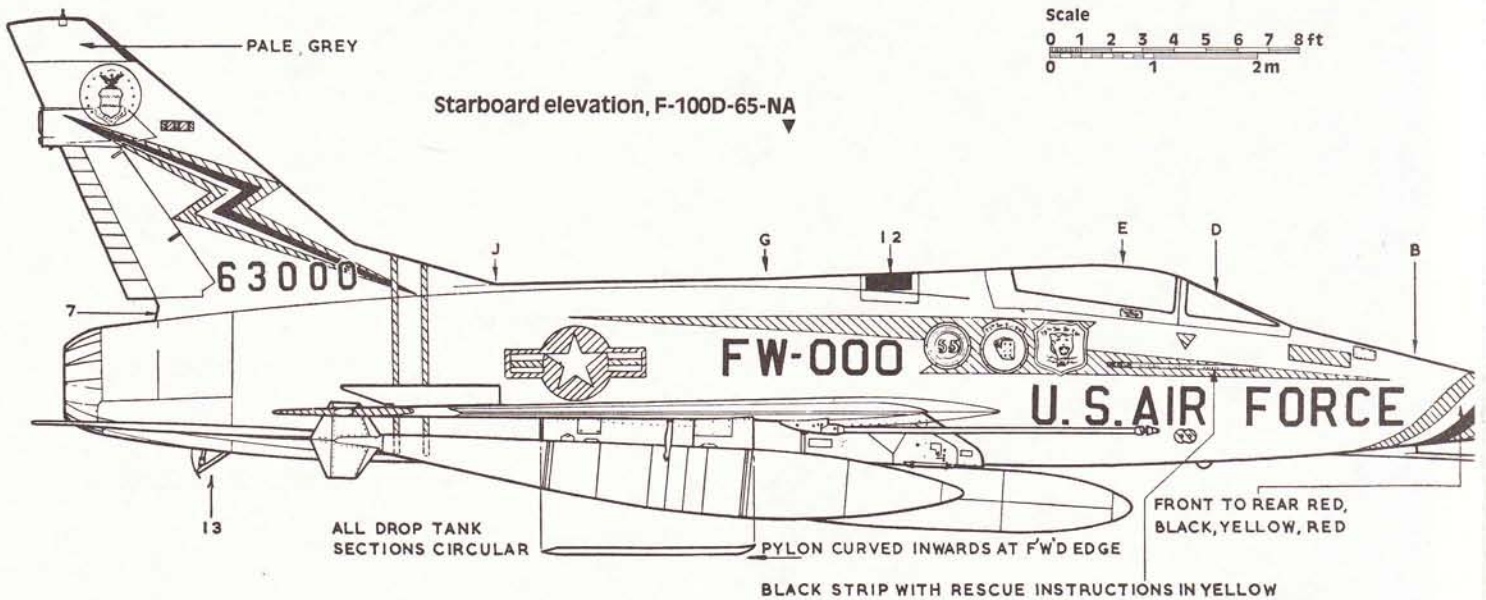
**Powerplant:** One Pratt & Whitney J57-21A two-shaft, afterburning turbojet of 16,950lb 7690kg maximum thrust.

**Performance:** Maximum speed 865mph 1390kph (Mach 1.3) at altitude; initial climb rate (clean) 16,000ft/min 4875m/min; service ceiling about 45,000ft

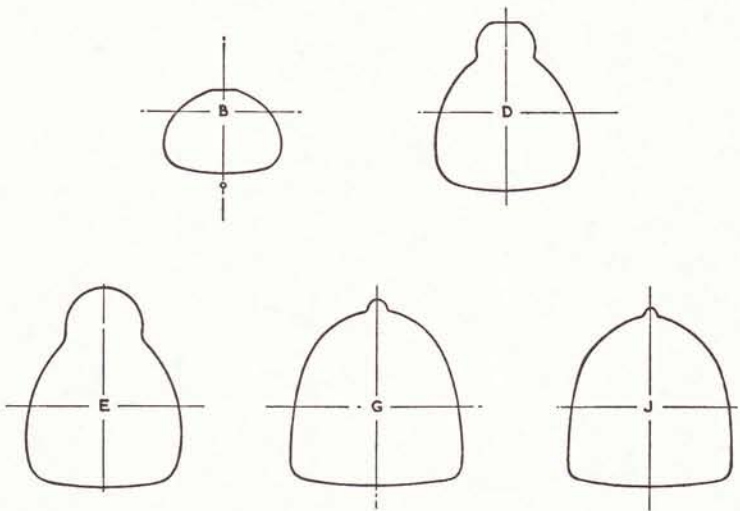
13,700m; range (external fuel) about 1500 miles 2415km.

**Armament:** Four fixed 20mm M39E cannon, plus (optional) up to 7500lb 3400kg of external ordnance.

**Service:** First flight (YF-100A) 25 May 1953.

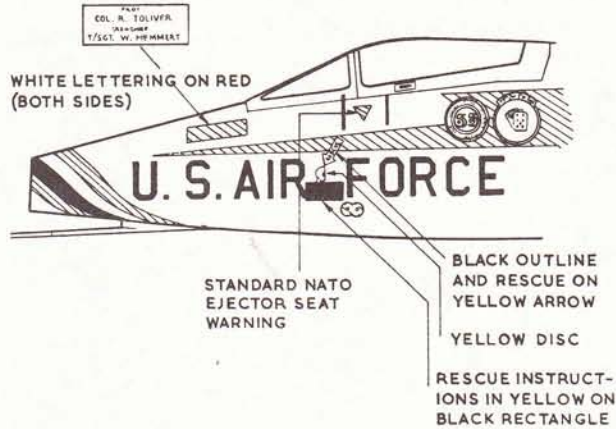


Fuselage cross-sections



Colour code





20TH.T.F. WING  
FIN BADGE.



Pale blue ground, white cloud and base to black eagle. Shield dark blue, yellow and red. Banner and stars, yellow.

▲▶  
 Scrap views, F-100D-65-NA  
 Details of markings applied to 56-3000A  
 as flown by Col R F Toliver, CO 20th TFW

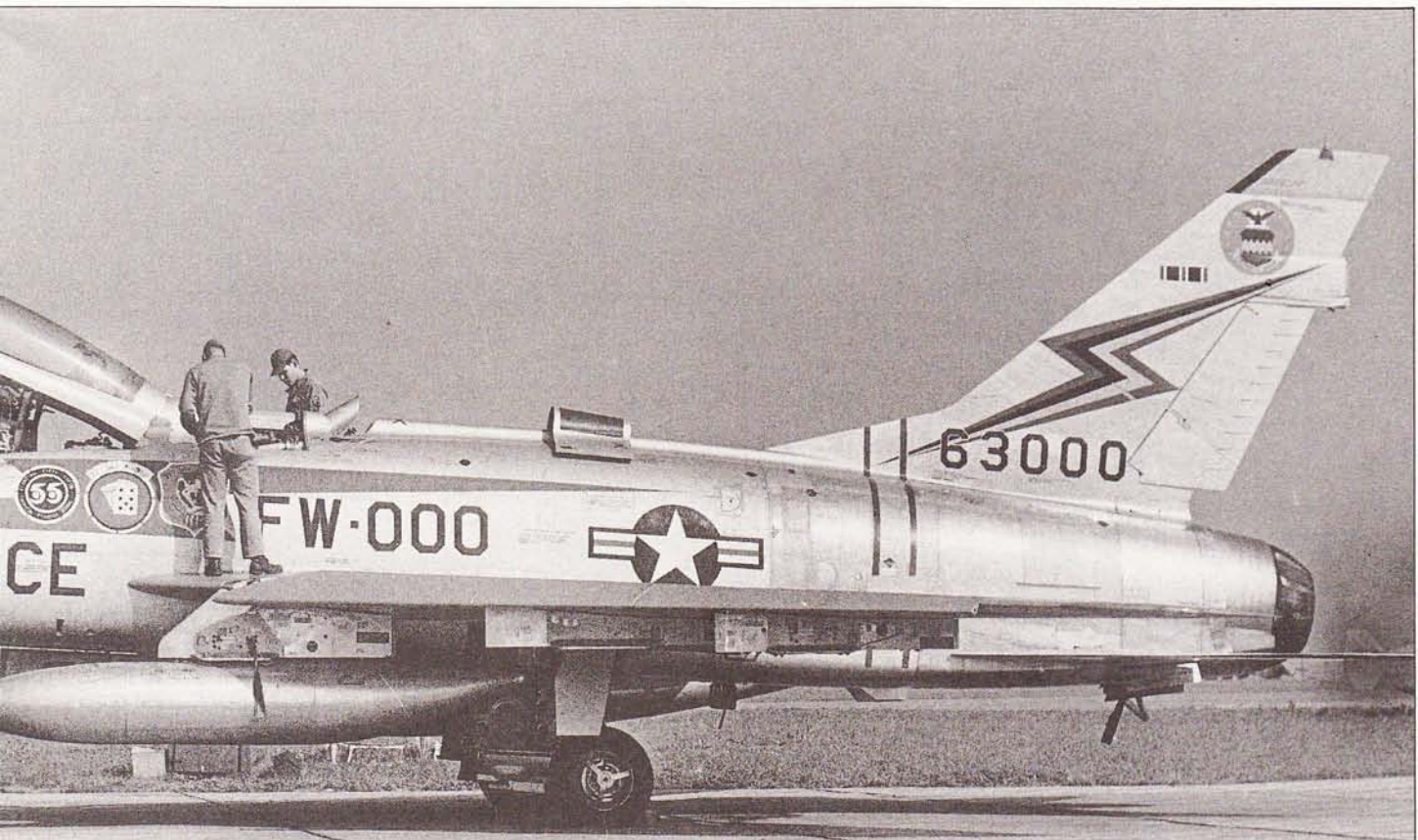


55 Squadron. All dark blue except for white dice, numerals and border to yellow title. 77 Squadron: Red ground, white cards and name panel, black then white circles on outside.

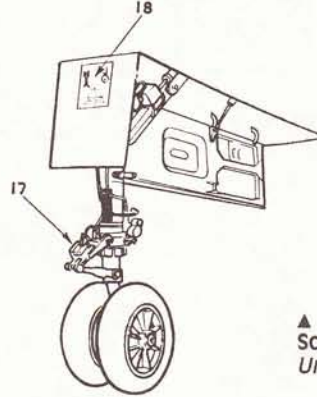
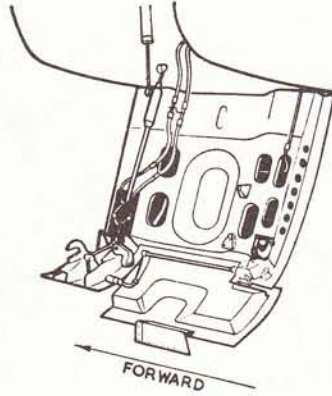
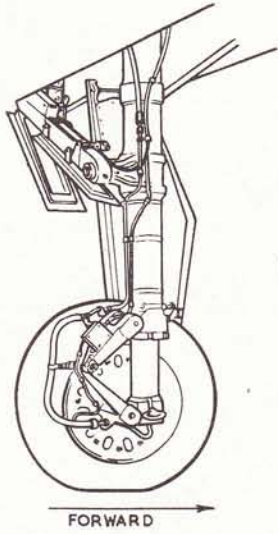
79 Squadron: White outline to pale blue shield, white, black and orange head, orange "sparks" with red shading, red patch under orange claws

RED, WHITE, RED,  
 WARNING STRIPES

The famous 'Triple Zilch', subject of George Cox's drawings—surely the most colourful F-100 ever flown.



DRAWN BY G A G COX



OUTSIDE SURFACE  
STBD NOSEWHEEL  
X.2

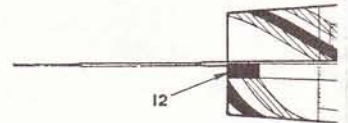
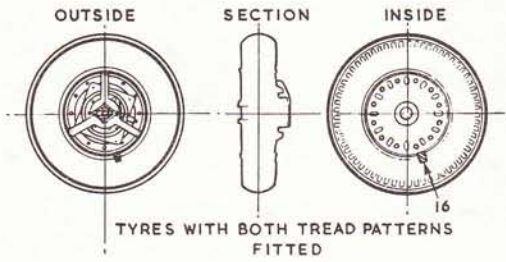


OUTSIDE SURFACE  
PORT NOSEWHEEL  
X.2

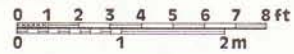


▲ Scrap views, F-100D-65-NA  
Undercarriage details

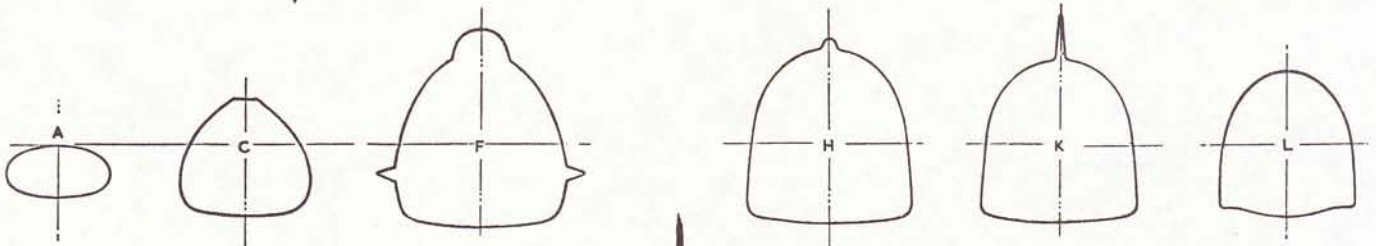
MAINWHEEL X 2



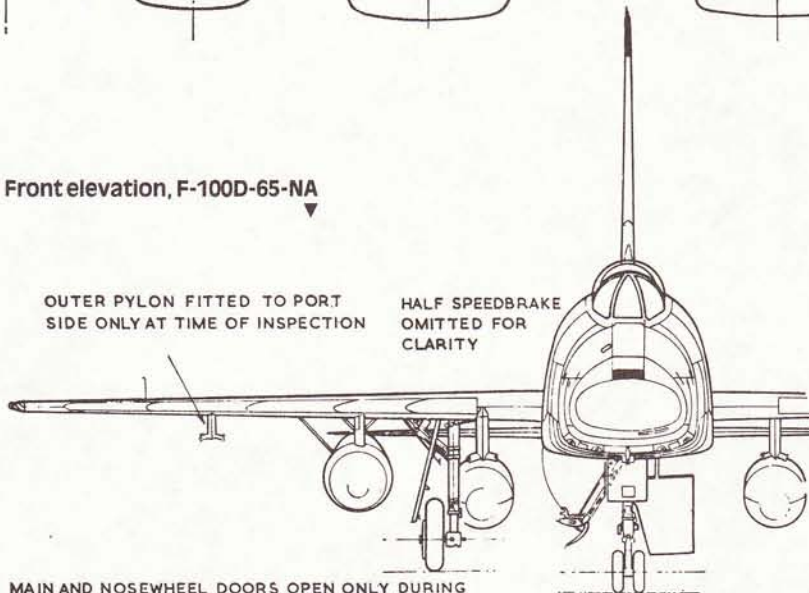
Scale



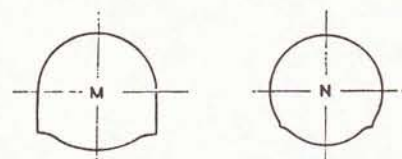
Fuselage cross-sections ▼



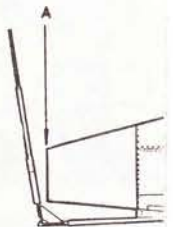
Front elevation, F-100D-65-NA ▼

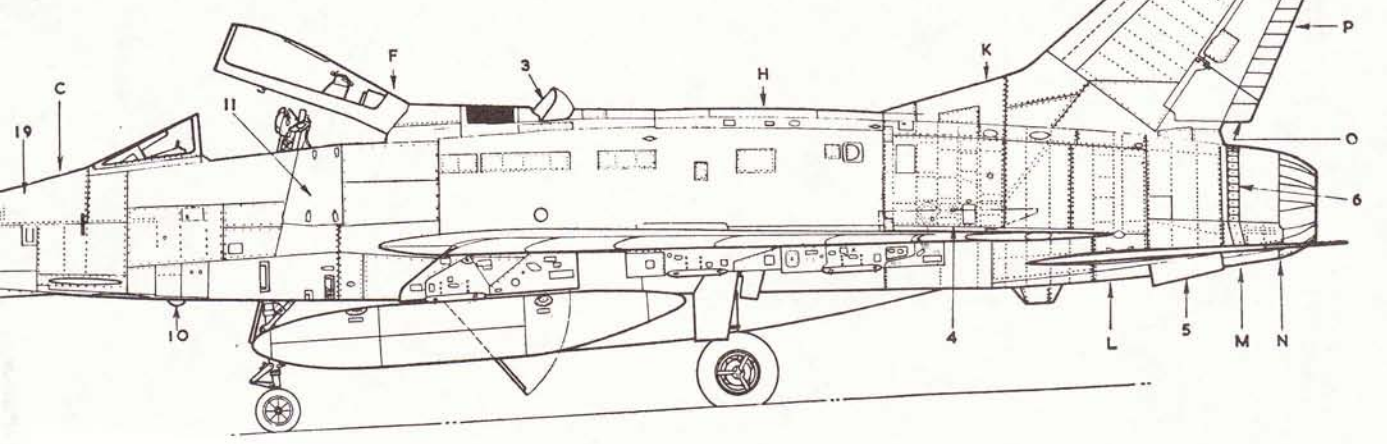
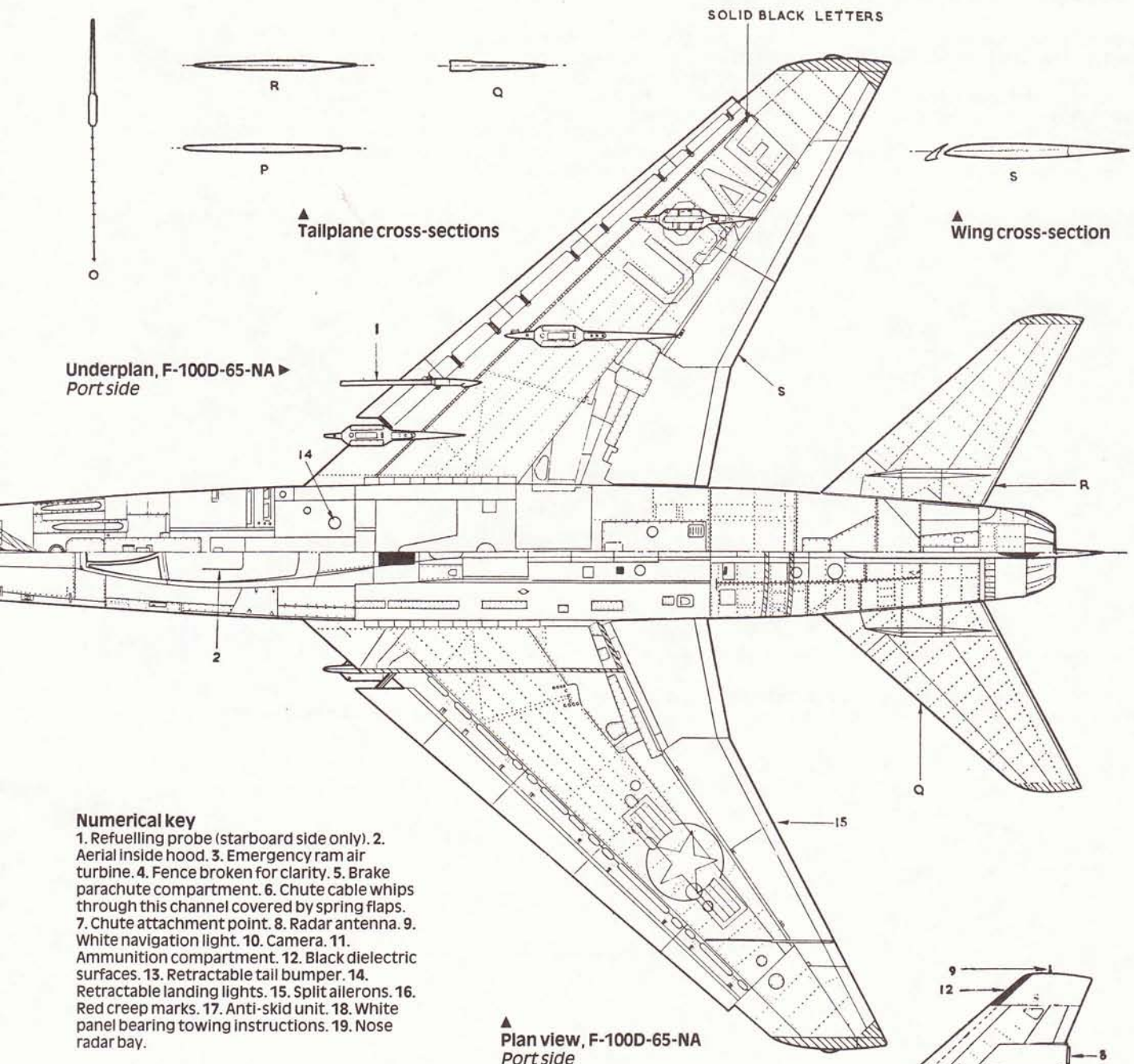


MAIN AND NOSEWHEEL DOORS OPEN ONLY DURING  
PASSAGE OF UNDERCARRIAGE



Port elevation, F-100D-65-NA ►





# Saab A32A Lansen

**Country of origin:** Sweden

**Type:** Two-seat, land-based all-weather attack fighter.

**Dimensions:** Wing span 42ft 8in 13.00m; length 49ft 2in 14.99m; height 16ft 5in 5.00m.

**Weights:** Empty about 15,500lb 7030kg; loaded about 22,000lb 10,000kg.

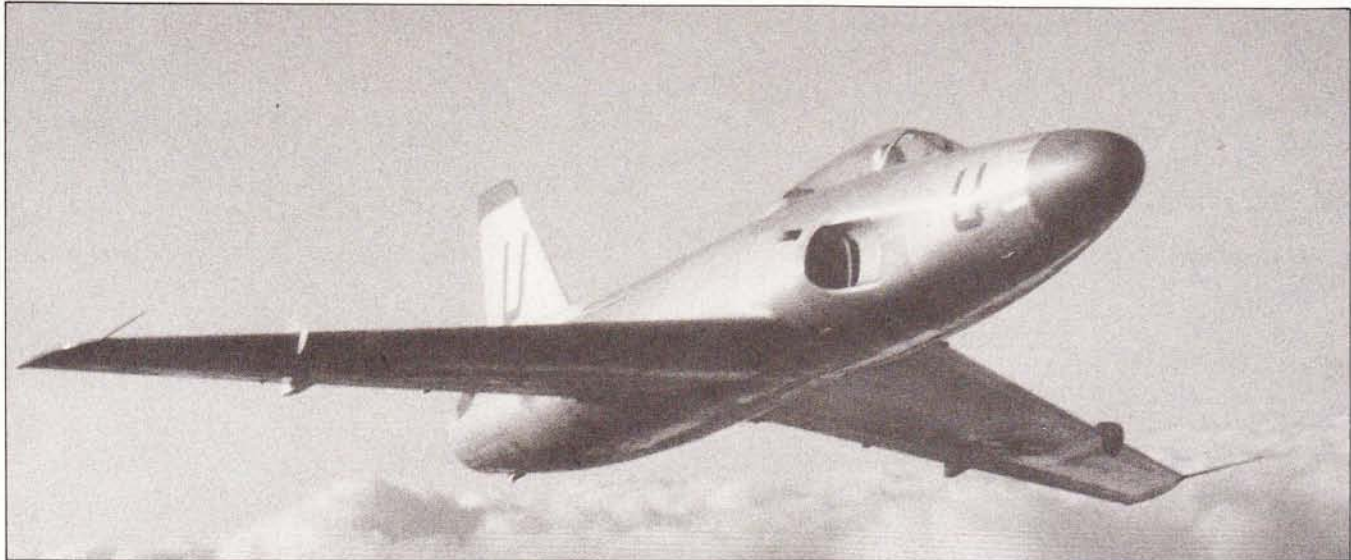
**Powerplant:** One Svenska Flygmotor RM5 (Rolls-Royce Avon) axial-flow, afterburning turbojet of about 10,000lb 4535kg maximum thrust.

**Performance:** Maximum speed over 700mph 1125kph; initial climb rate about 12,000ft/min 3660m/min; service ceiling 49,210ft 15,000m; range (external fuel)

about 2000 miles 3200km.

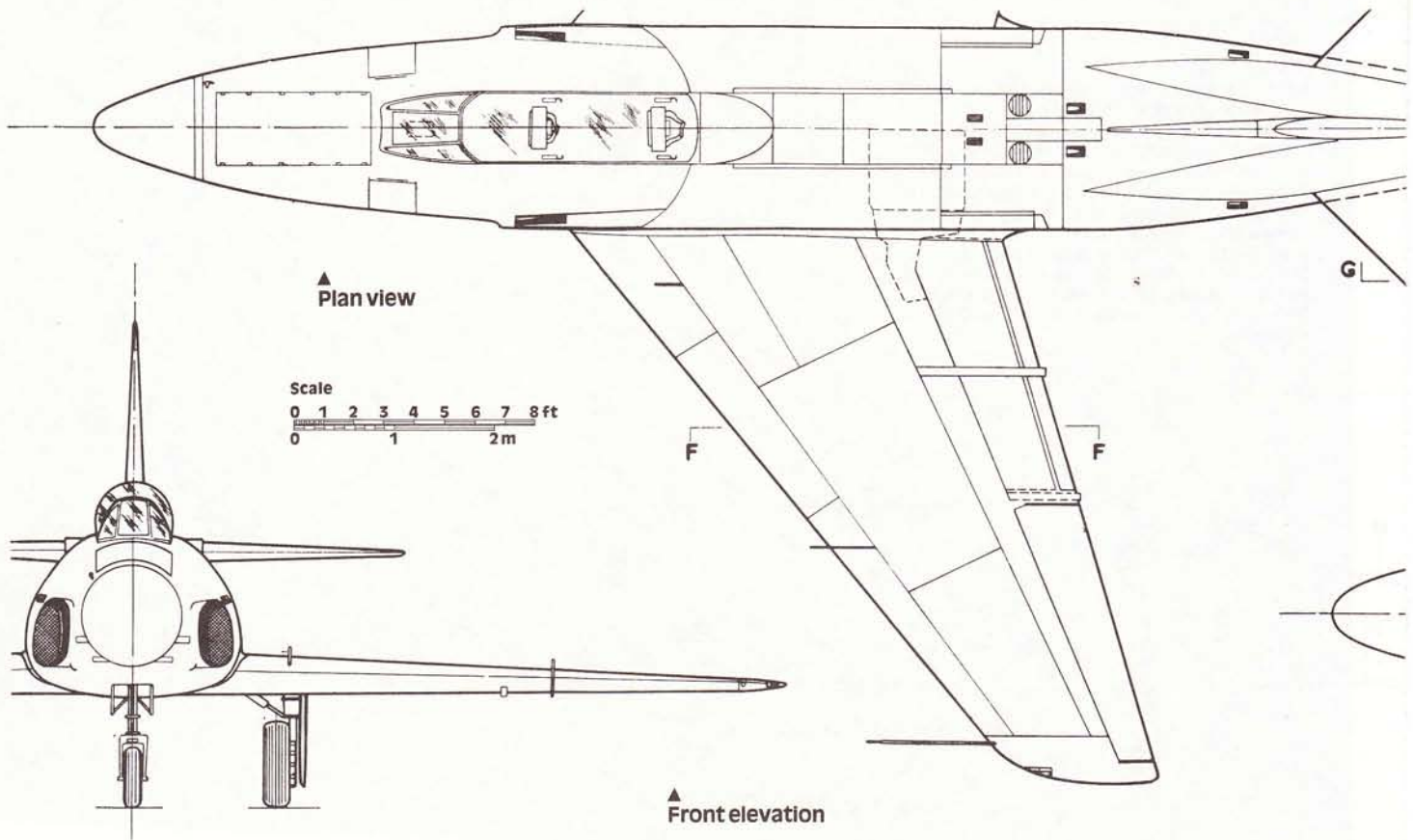
**Armament:** Four fixed Hispano Mk V 20mm cannon, plus up to 3000lb 1360kg of external ordnance.

**Service:** First flight (prototype) 3 November 1952; service entry December 1955.



▲ The smooth lines of the Saab 32 are evident in this photo. A32A was the Lansen's Swedish Air Force designation.

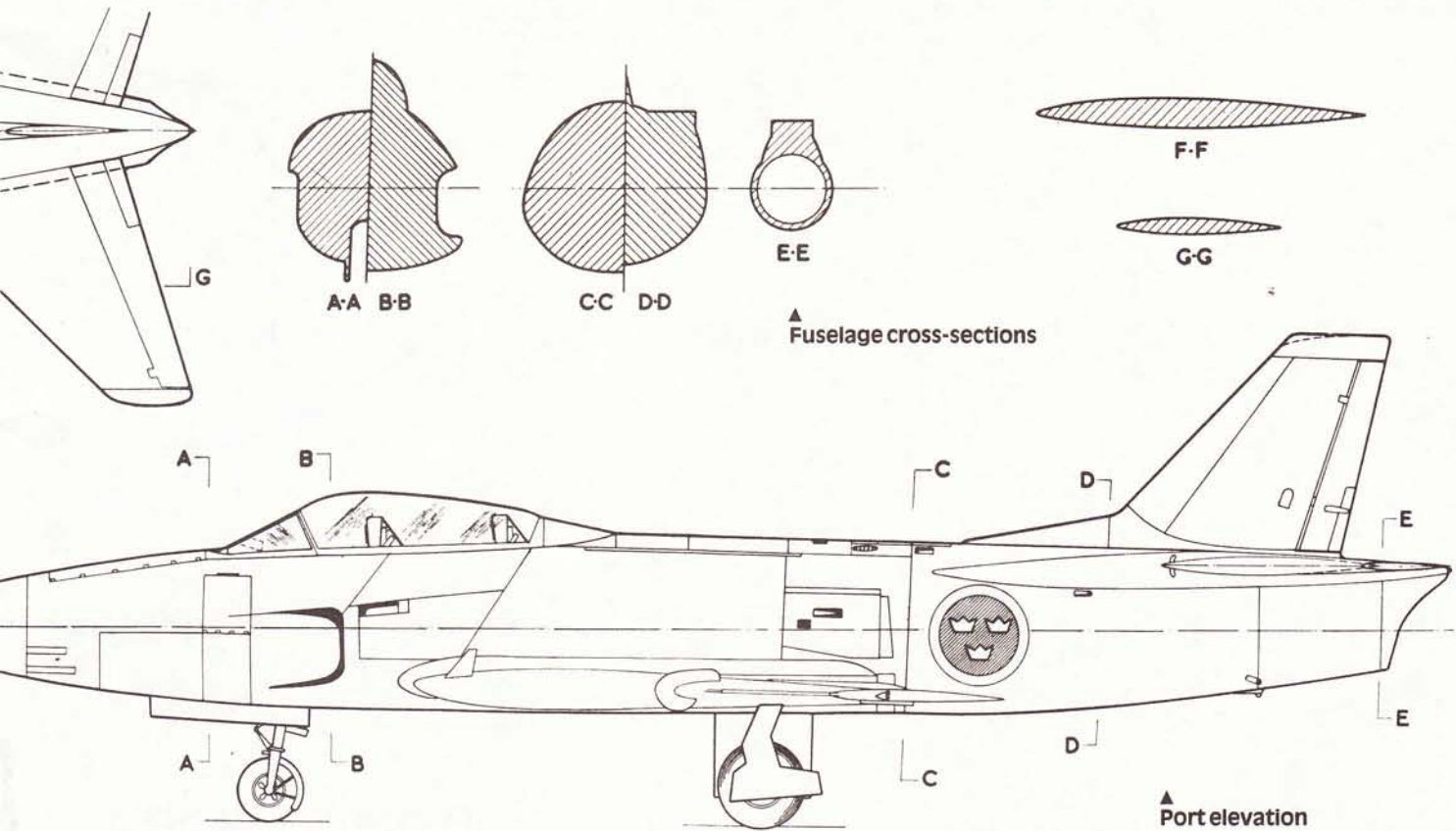
DRAWN BY J ENOCH





▲ Early Lansens had a rounded tip to the fin leading edge, modified on production aircraft to the square contours seen here. 'Lansen' is Swedish for 'Lance'.

▼ Wing and tailplane cross-sections





# Nord 1500 Griffon II

**Country of origin:** France.

**Type:** Experimental single-seat, land-based interceptor fighter.

**Dimensions:** Wing span 26ft 0in 7.93m; length 46ft 0in 14.00m; height 16ft 5in 5.00m.

**Weights:** Loaded about 13,225lb 6000kg.

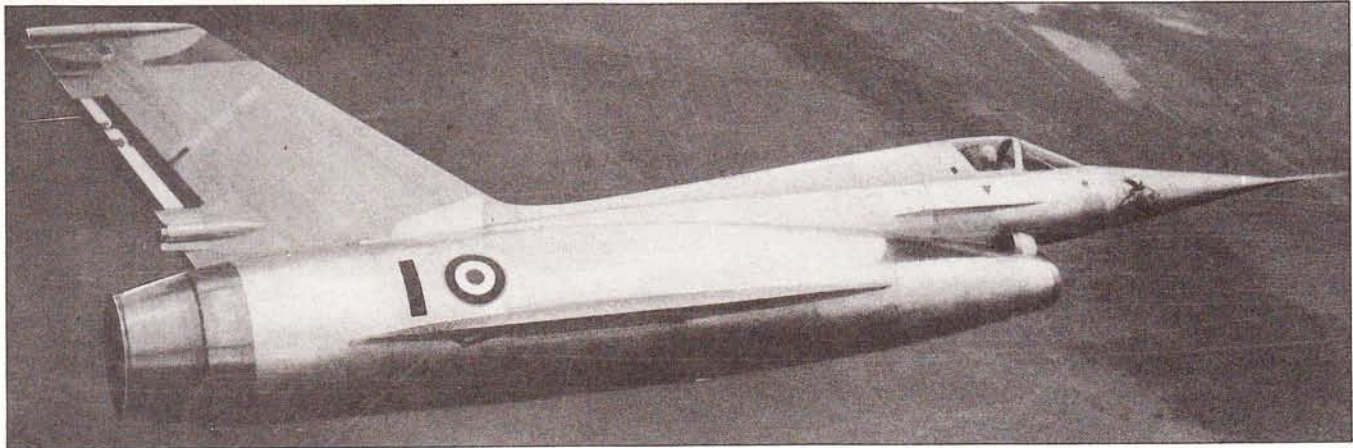
**Powerplant:** One SNECMA Atar 101E axial-flow turbojet of 7715lb 3500kg static thrust, plus one Nord ramjet.

**Performance:** Maximum speed 930mph 1500kph at 10,825ft 3300m; initial climb

rate 17,050ft/min 5200m/min.

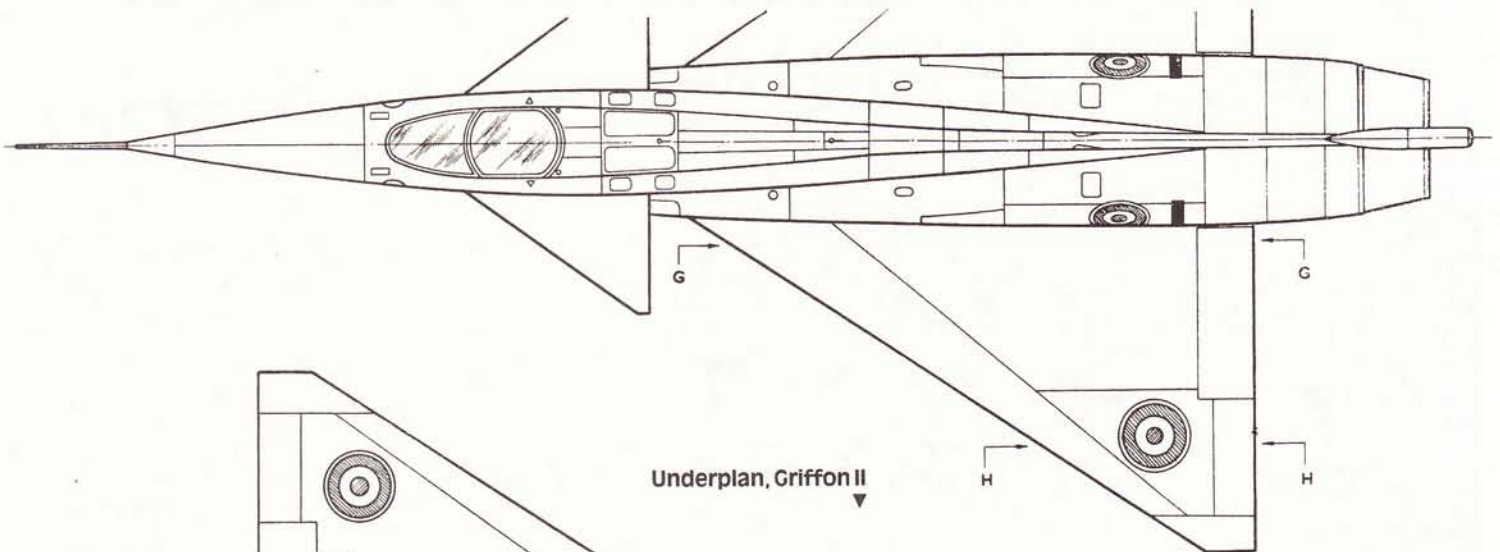
**Armament:** None.

**Service:** First flight (Griffon I) 20 September 1955, (Griffon II) 23 January 1957.

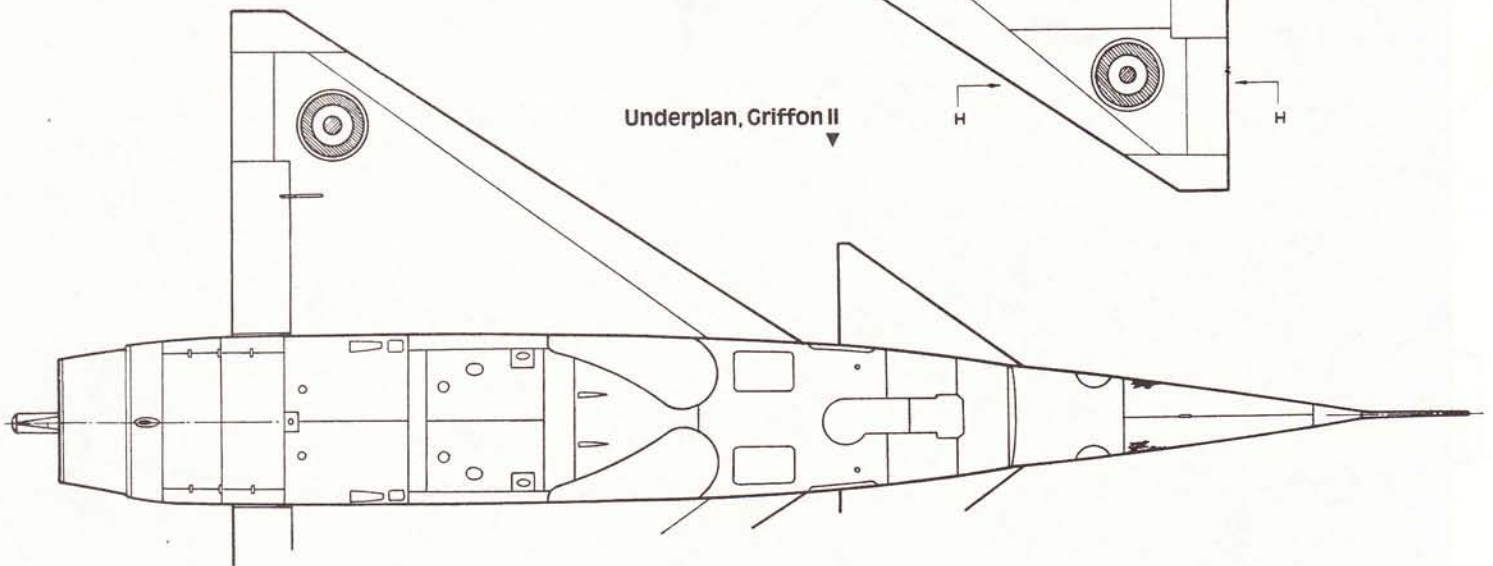


▲ Griffon II in flight, successor to the less powerful Griffon I. Ventral intakes are nowadays very fashionable, as on the F-16 and EFA, and canard foreplanes are also much in vogue.

Plan view, Griffon II

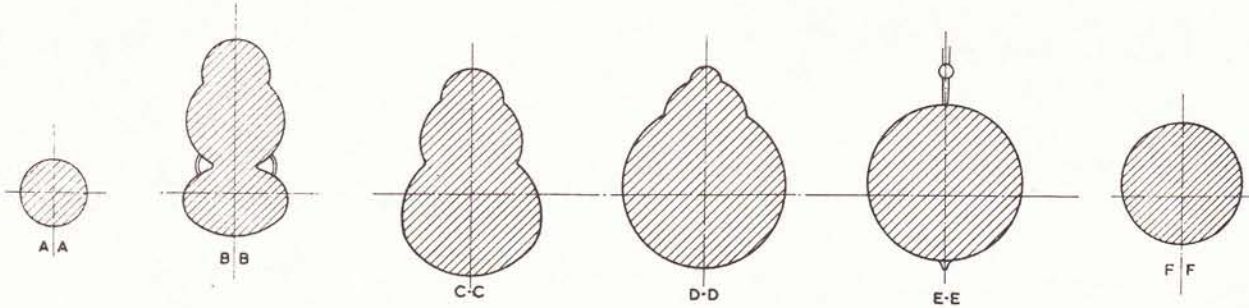
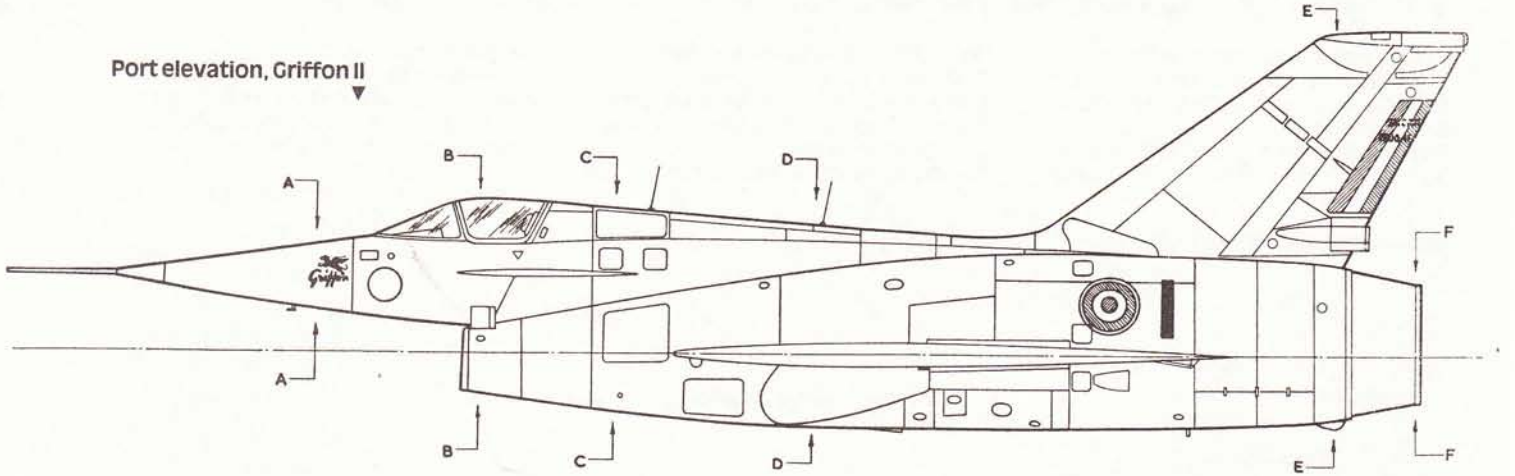


Underplan, Griffon II

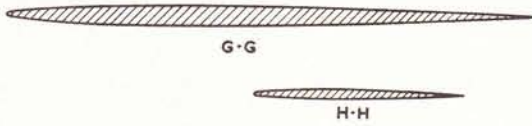


DRAWN BY E TAGE LARSEN

Port elevation, Griffon II



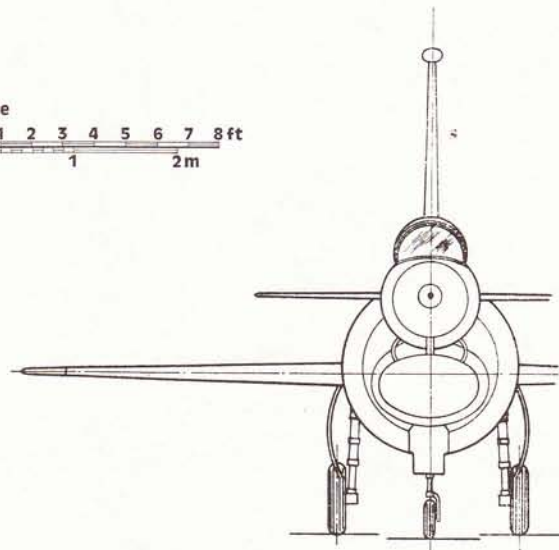
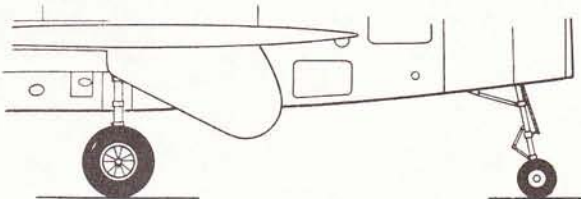
Wing cross-sections



Fuselage cross-sections



Scrap starboard elevation, Griffon II  
Showing undercarriage details



Front elevation, Griffon II

# English Electric Canberra B(I) Mk 8

**Country of origin:** Great Britain.

**Type:** Long-range, land-based night interdicator or high-altitude bomber and target marker.

**Dimensions:** Wing span 63ft 11½in 19.49m; length 65ft 6in 19.96m; height 15ft 7in 4.75m wing area 960 sq ft 89.17m<sup>2</sup>.

**Weights:** Empty 23,165lb 10,510kg;

normal 46,990lb 23,215kg; maximum 50,990lb 23,135kg.

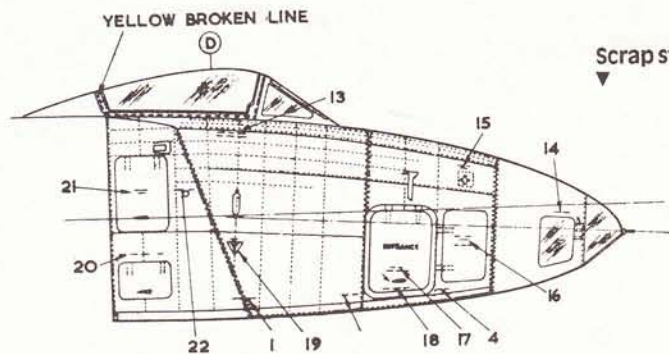
**Powerplant:** Two Rolls-Royce Avon Mk 109 axial-flow turbojets each of 7500lb 3402kg static thrust.

**Performance:** Maximum speed 560mph 902kph at 40,000ft 12,190m; initial climb rate 3600ft/min 1100m/min; service ceiling 48,000ft 14,630m; range about 800

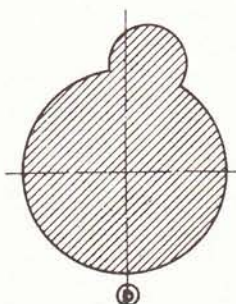
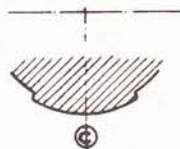
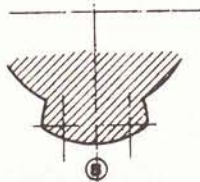
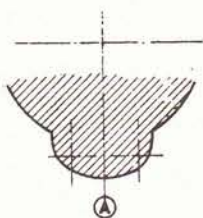
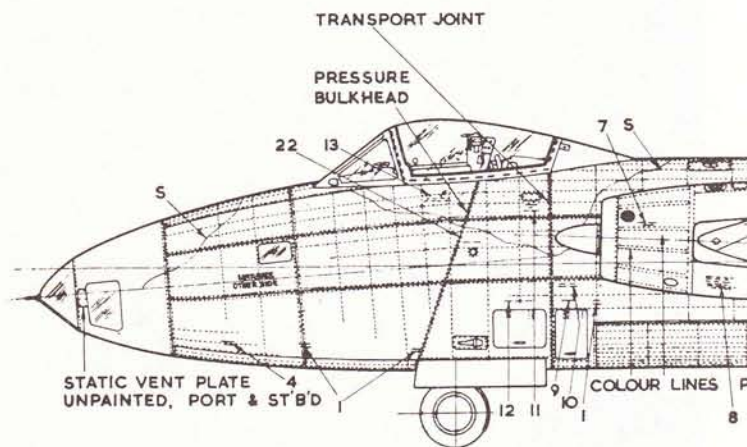
miles 1300km.

**Armament:** Four fixed 20mm Hispano cannon in detachable belly pack; up to 3000lb 1361kg of bombs in fuselage bay, plus up to 2000lb 907kg of bombs or rockets under wings.

**Service:** First flight (prototype) 13 May 1949, (Mk 8) 23 July 1954.



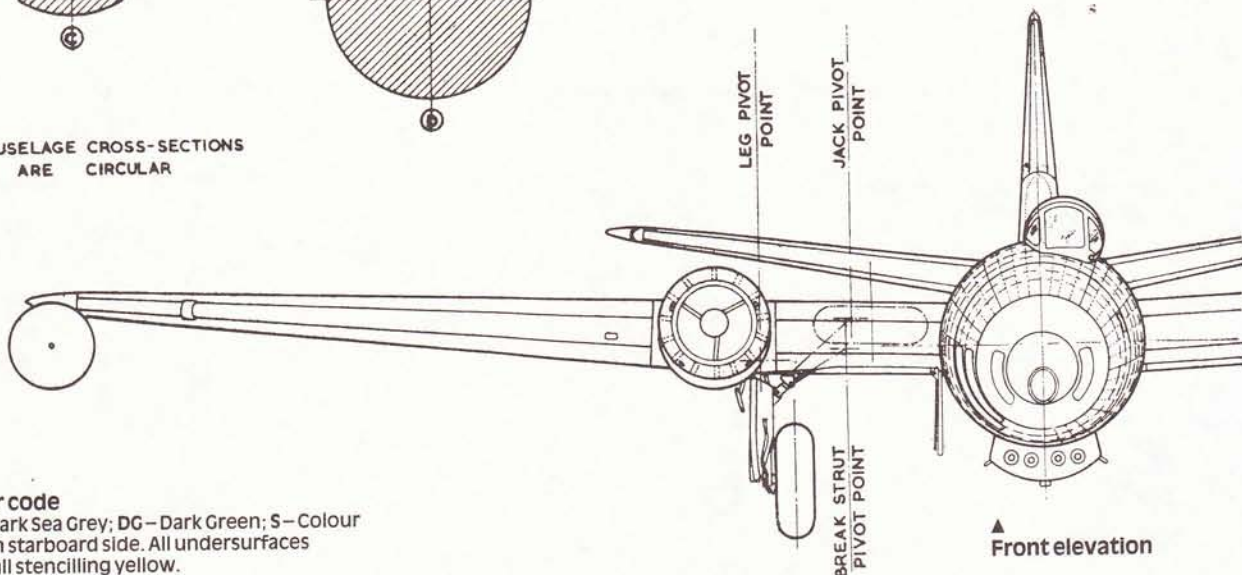
Scrap starboard elevation



Fuselage cross-sections



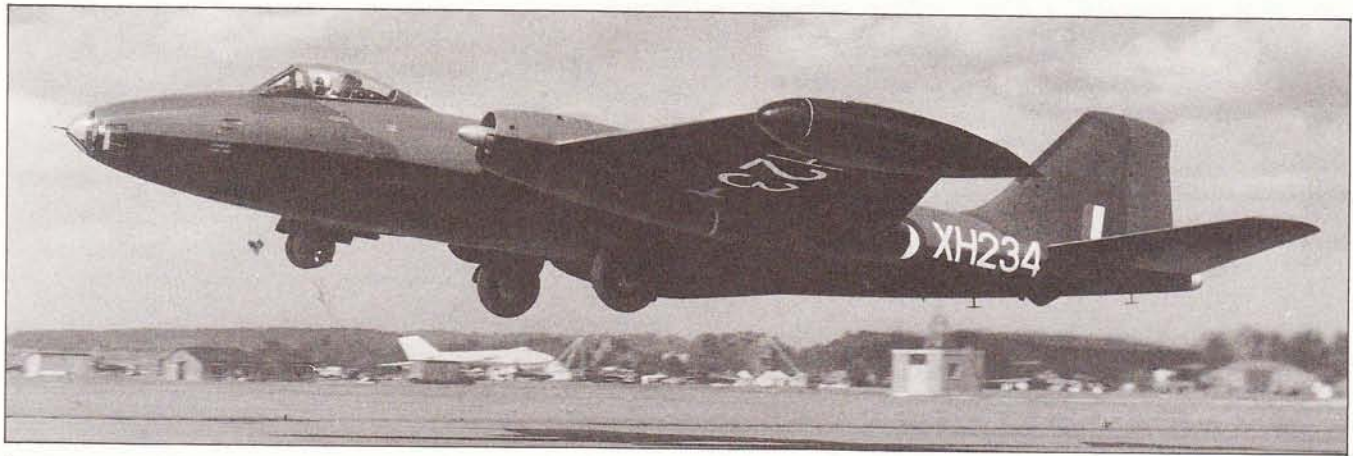
ALL FUSELAGE CROSS-SECTIONS ARE CIRCULAR



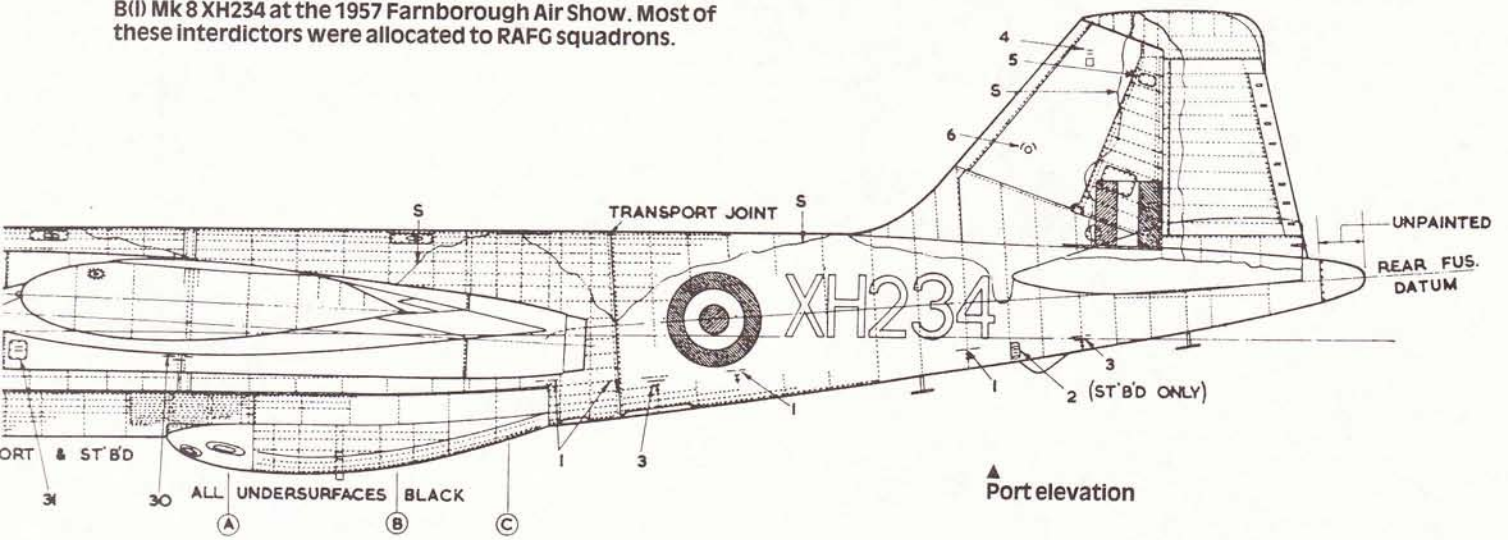
Front elevation

## Colour code

DSG - Dark Sea Grey; DG - Dark Green; S - Colour lines on starboard side. All undersurfaces black; all stencilling yellow.

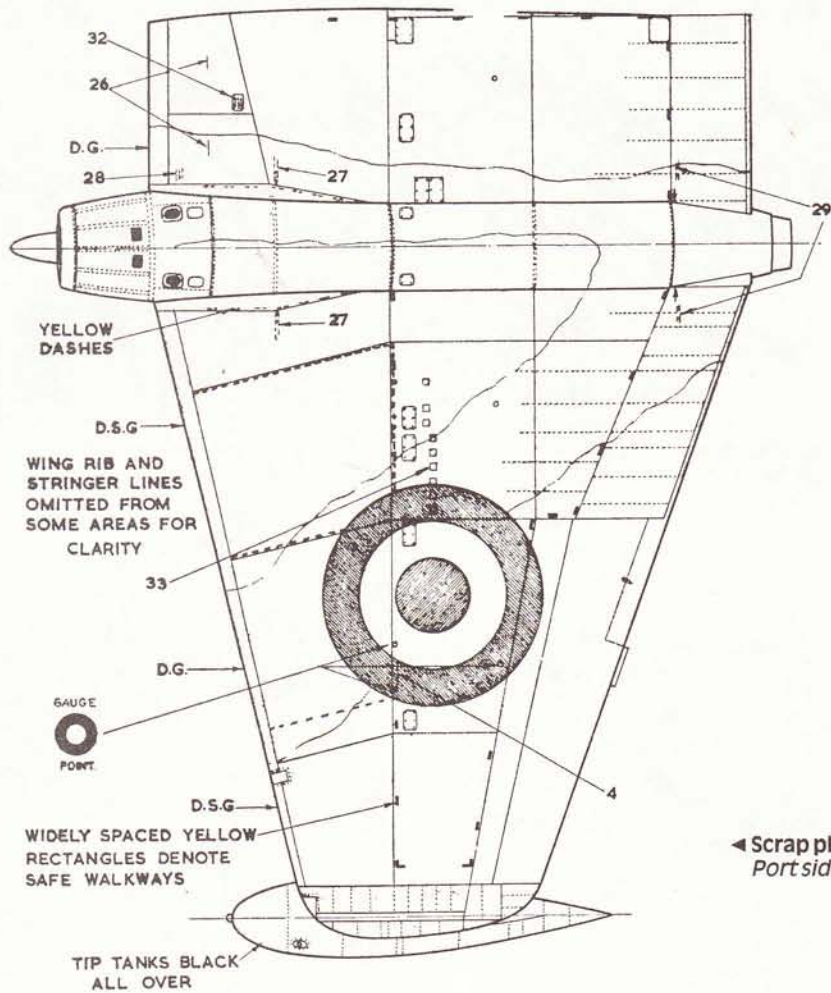


▲ B(I) Mk 8 XH234 at the 1957 Farnborough Air Show. Most of these interceptors were allocated to RAFG squadrons.

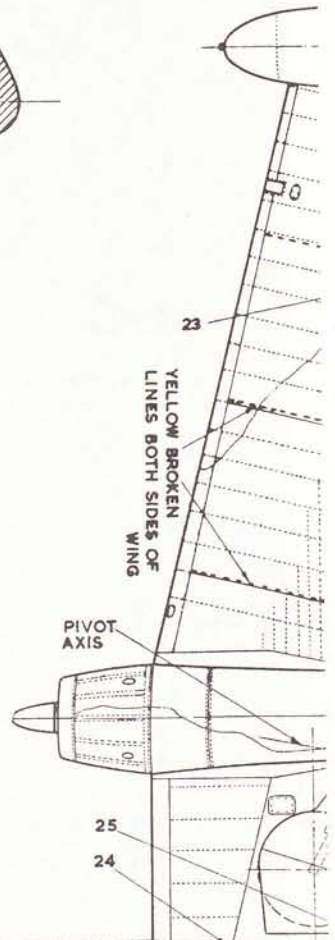
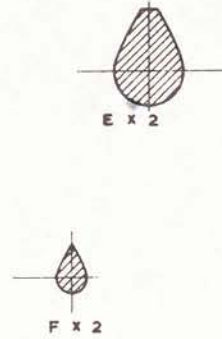


▼ The B(I).8 prototype, VX185, was converted from the sole B Mk 5, the record-breaking 'double-crosser' of the Atlantic.

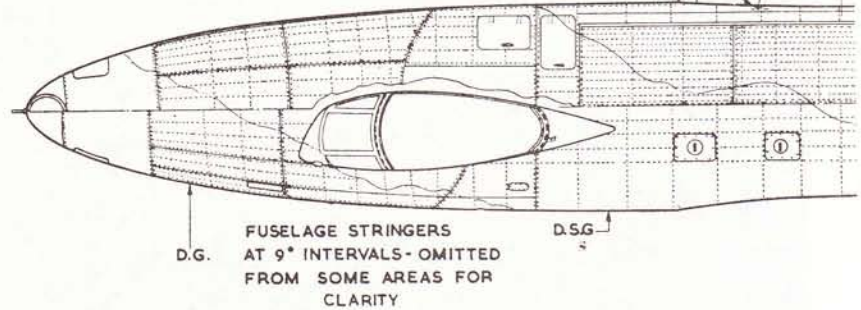




Tip tank cross-sections

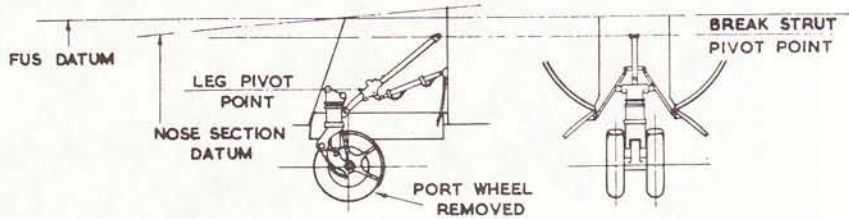


Scrap plan view Port side



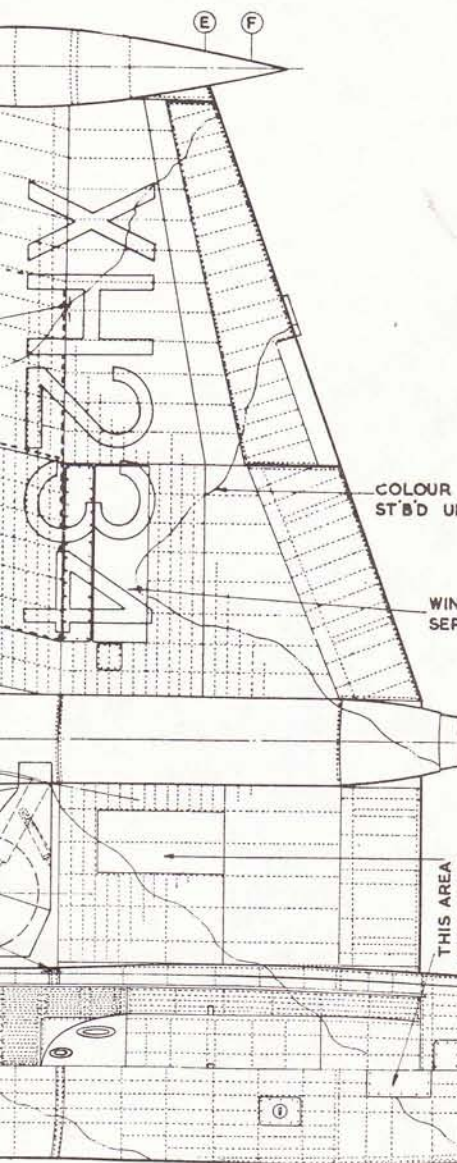
**Stencilled instructions**

1. Trestle here. 2. Forward, Critical angle of attack normal to skin line  $28^\circ \pm 1^\circ$ . Do not damage. 3. Picketing lugs in here, Camera Hatch. 4. Sling here. 5.  $\text{Æ}$  conn. 6. Short  $\text{Æ}$  Long. 7. Debris guard lock. 8. Engine oil filler. 9. Oxygen charging valve inside. 10. Accumulators. 11. Hydraulic filler. 12. VHF TR units. 13. Chop thro canopy for emergency release. 14. Do not paint. 15. First aid inside (Red cross). 16. Wind break door. No entrance. 17. To open, press and turn. 18. Fire extinguisher inside. 19. Ejection seat warning (Red and white). 20. Ground supply socket 24 volts. 21. Equipment hatch. 22. Jacking point. 23. Picketing point. 24. Wing pick up. 25. Sling on wing pick up. 26. Equipment. 27. Sling on bridge 02/103 sht. 5 inside. 28. Gearbox oil fillers OM 71. 29. Sling under cross member. 30. Jacking point inside. 31. Fire panel (Red). 32. Cold air unit OM 71. 33. Finger air brakes.
- Note: All lettering except that visible on drawings is 1in high; 'Entrance' and 'Entrance other side' are 2in high.



Scrap views Undercarriage details

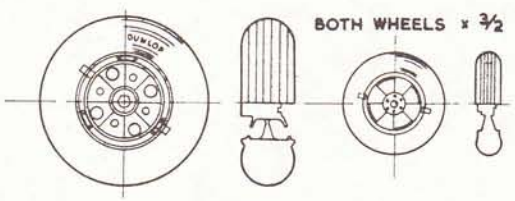
**DRAWN BY G A G COX**



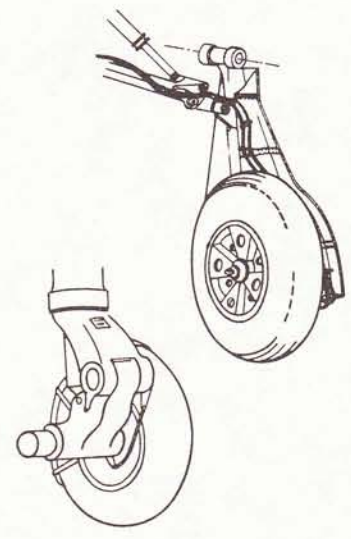
COLOUR LINES ON ST'D UPPER SURFACES

WING AND FUSELAGE SERIALS WHITE

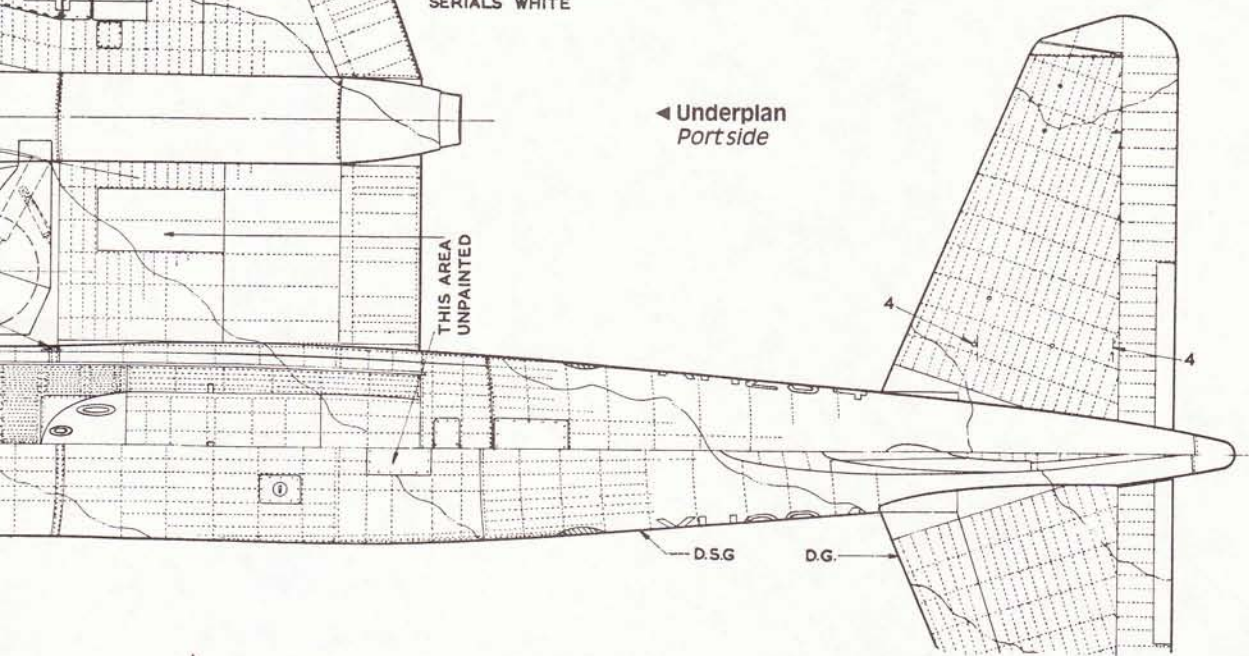
THIS AREA UNPAINTED



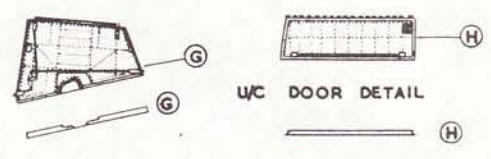
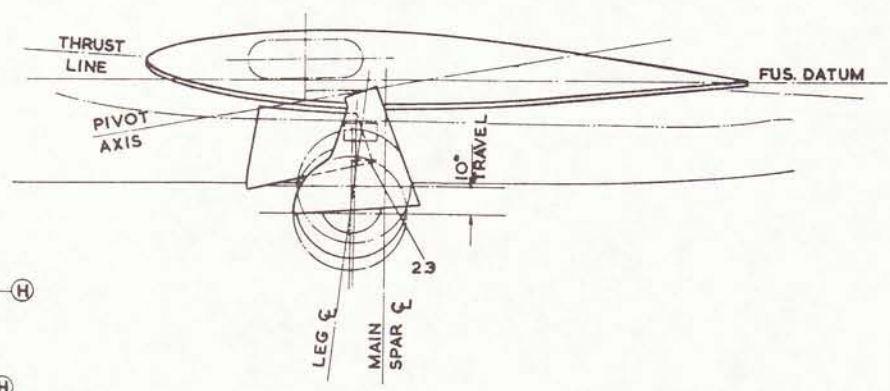
▲▲ Scrap views  
Undercarriage details



◀ Underplan  
Port side



▲ Plan view  
Port side



Overleaf: A trio of Canberra Mk 8s, showing slight variations in their camouflage patterns. ▶



# Fiat G91

**Country of origin:** Italy.

**Type:** Single-seat, land-based light ground-attack fighter.

**Dimensions:** Wing span 28ft 1in 8.56m; length 33ft 9½in 10.30m; height 13ft 1½in 4.00m; wing area 176.74 sq ft 16.42m<sup>2</sup>.

**Weights:** Empty about 7200lb 3267kg;

maximum take-off 12,125lb 5500kg.

**Powerplant:** One Bristol Orpheus 801 turbojet of 4850lb 2200kg static thrust.

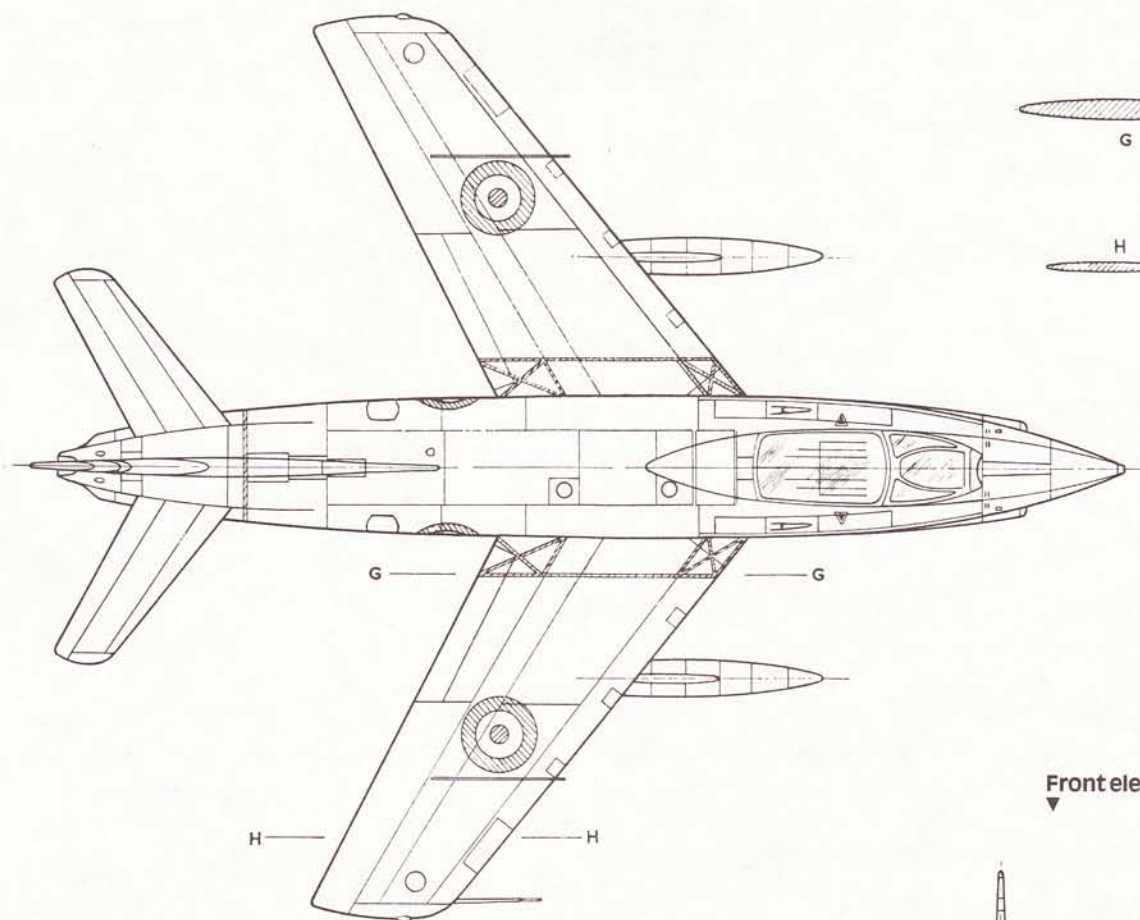
**Performance:** Maximum speed 650mph 1045kph at 4920ft 1500m; initial climb rate about 6000ft/min 1800m/min; service ceiling 40,000ft 12,190m; range (clean, at sea level) about 400 miles

650km.

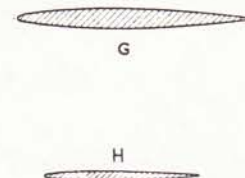
**Armament:** Four fixed 0.5in Colt-Browning machine guns, plus (optional) up to 1000lb 454kg of external ordnance.

**Service:** First flight (prototype) August 1956; service entry February 1959.

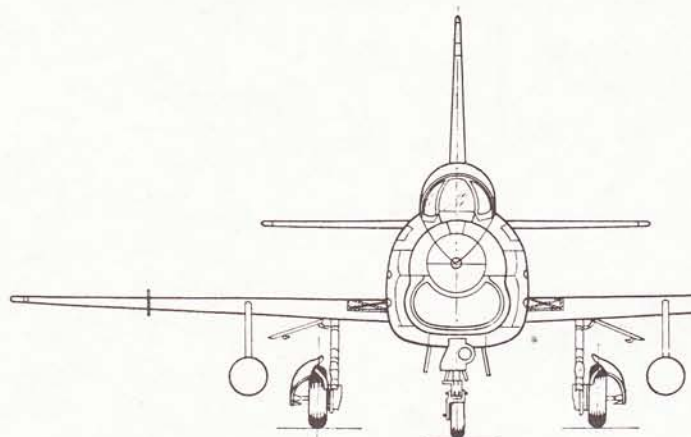
Plan view



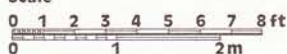
Wing cross-sections



Front elevation



Scale

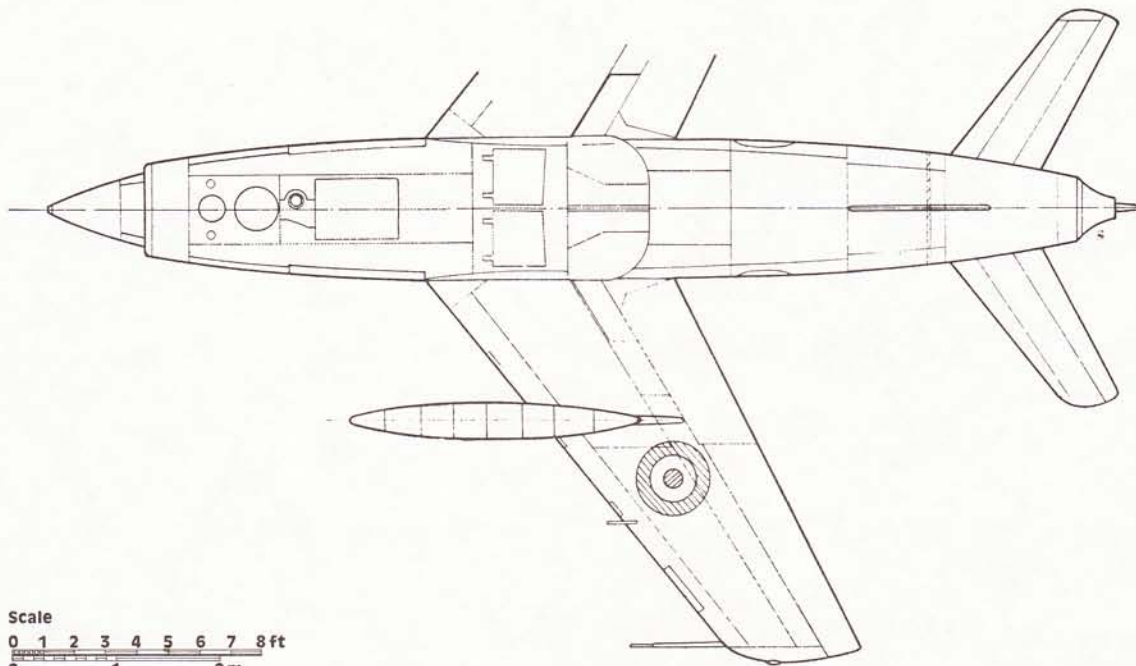




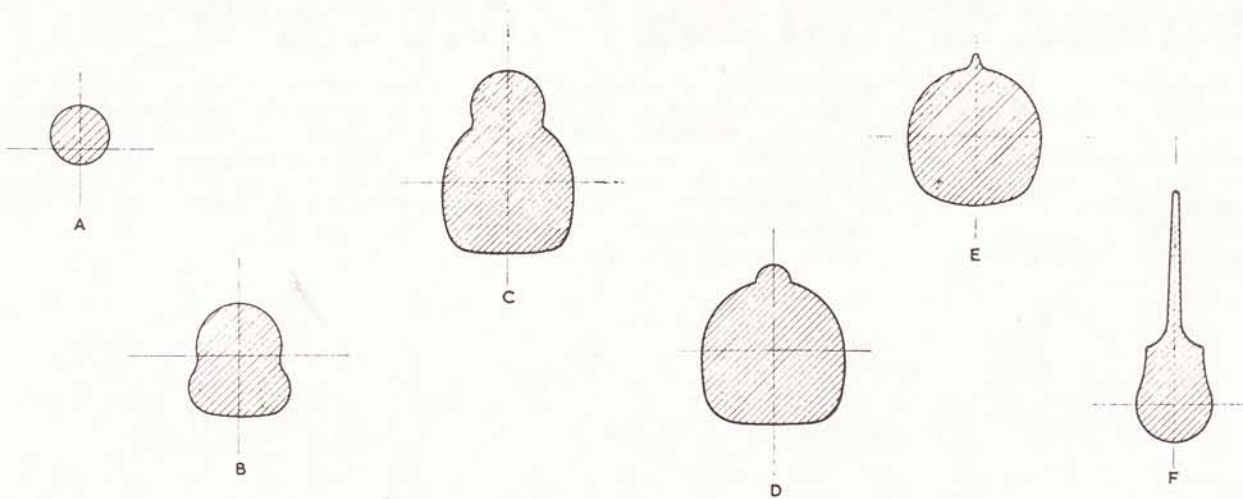


▲ Fiat (now Aeritalia) G91T two-seat trainer in Luftwaffe service. The general similarity of the G91 design to that of the F-86 Sabre was no accident.

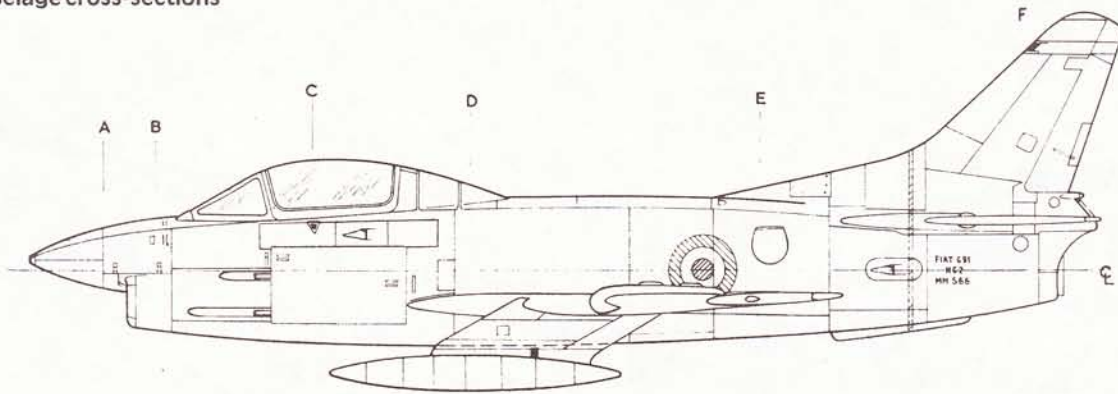
Underplan  
▼



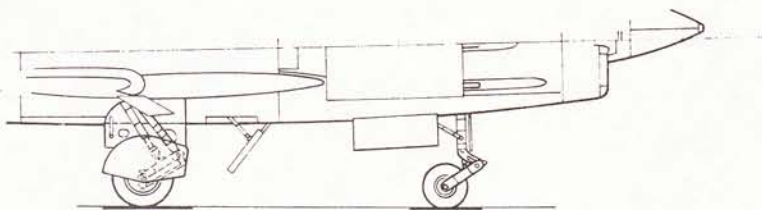
Scale  
0 1 2 3 4 5 6 7 8 ft  
0 1 2 m



Fuselage cross-sections ▲



▲ Port elevation



▲ Scrap starboard elevation  
Showing undercarriage details

DRAWN BY ETAGE LARSEN



Flat sectional drawing ►

# Lockheed CF-104 and F-104G Starfighter

**Country of origin:** USA.

**Type:** Single-seat, land-based strike fighter.

**Dimensions:** Wing span (without tip tanks) 21ft 11in 6.68m; length 54ft 9in 16.69m; height 13ft 6in 4.11m; wing area 196.1 sq ft 18.22m<sup>2</sup>.

**Weights:** Empty 14,082lb 6387kg;

maximum take-off 28,779lb 13,054kg.

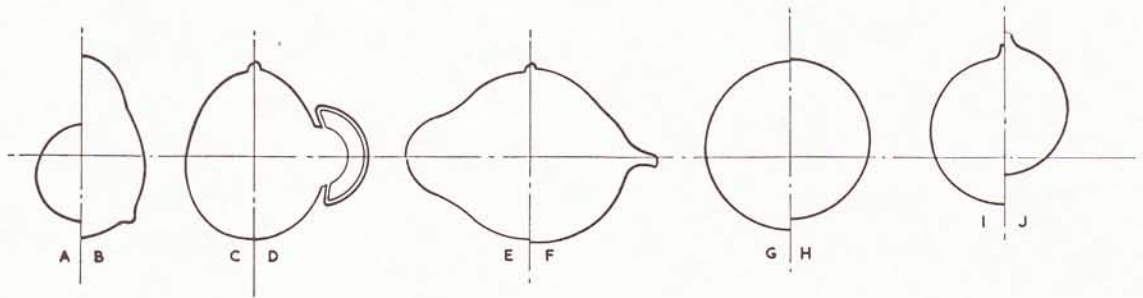
**Powerplant:** One General Electric J79-GE-11A afterburning turbojet of 15,800lb 7170kg maximum thrust.

**Performance:** Maximum speed 1450mph 2330kph (Mach 2.2) at 36,000ft 10,975m; initial climb rate 50,000ft/min 15,240m/min; service ceiling 58,000ft 17,680m;

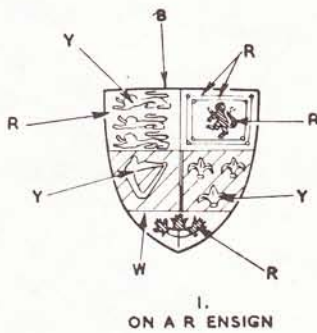
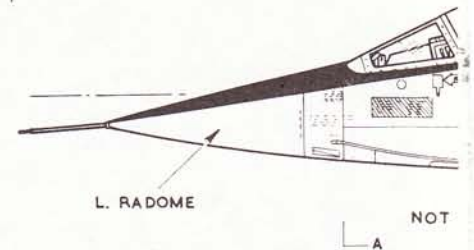
range (ferry) 2180 miles 3500km.

**Armament:** Two or four AIM-9 AAMs and (optional) one 20mm M61 cannon, or up to 4000lb 1820kg of ordnance.

**Service:** First flight (XF-104) 28 February 1954, (F-104G) 5 October 1960, (CF-104) 26 May 1961.



Fuselage cross-sections

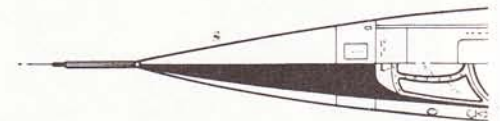


- BLACK
- BLUE
- RED
- SMALL STENCILLING

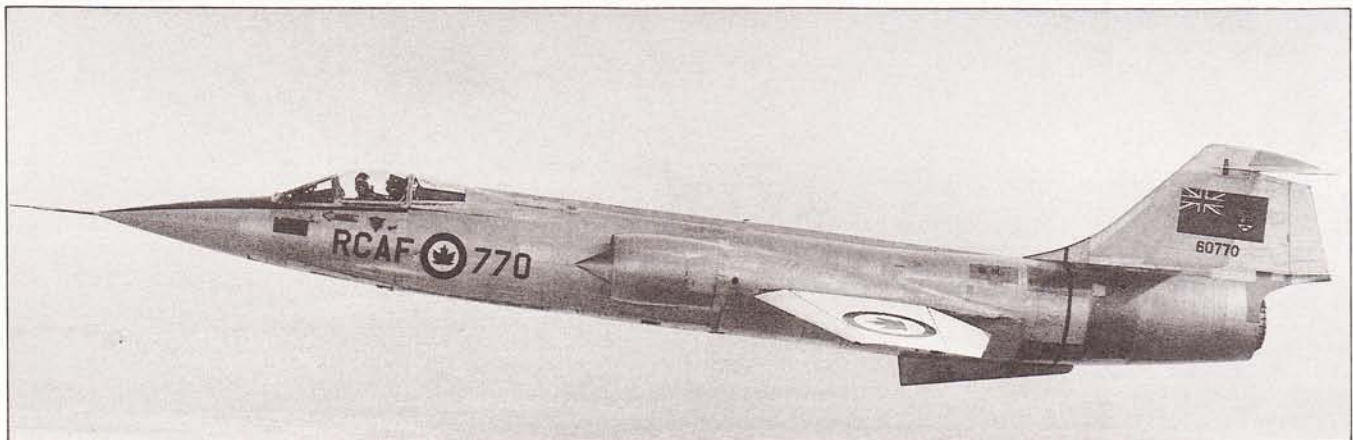
**Colour code**

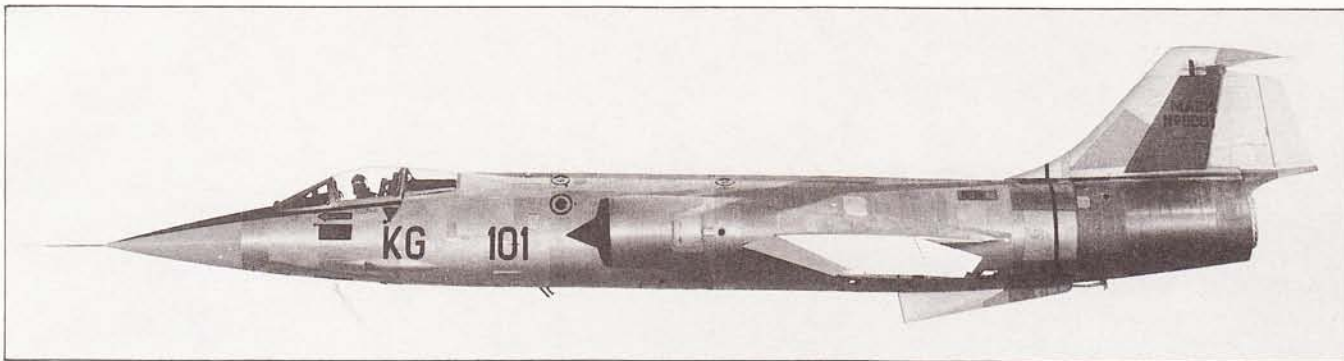
B-Black; G-Green; L-Light fawn; R-Red; W-White; Y-Yellow.

Note: Entire aircraft-polished metal; all radomes, anti-dazzle and dielectric panels matt.

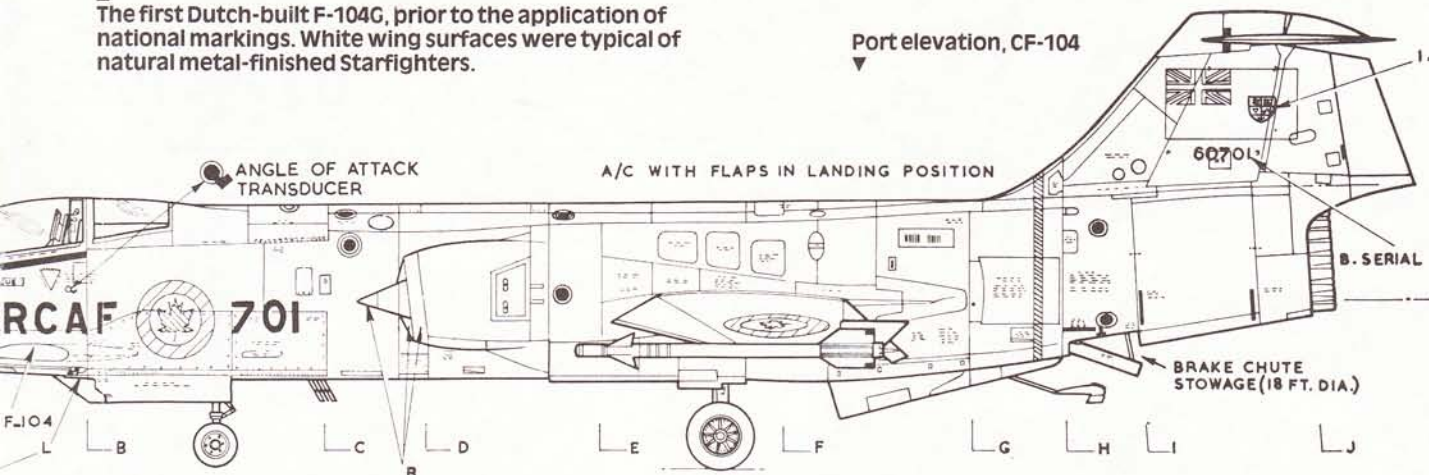


CF-104 without wing-tip stores. Note slight drooping of movable wing surfaces.



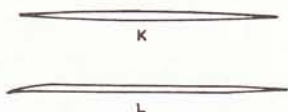


▲ The first Dutch-built F-104G, prior to the application of national markings. White wing surfaces were typical of natural metal-finished Starfighters.

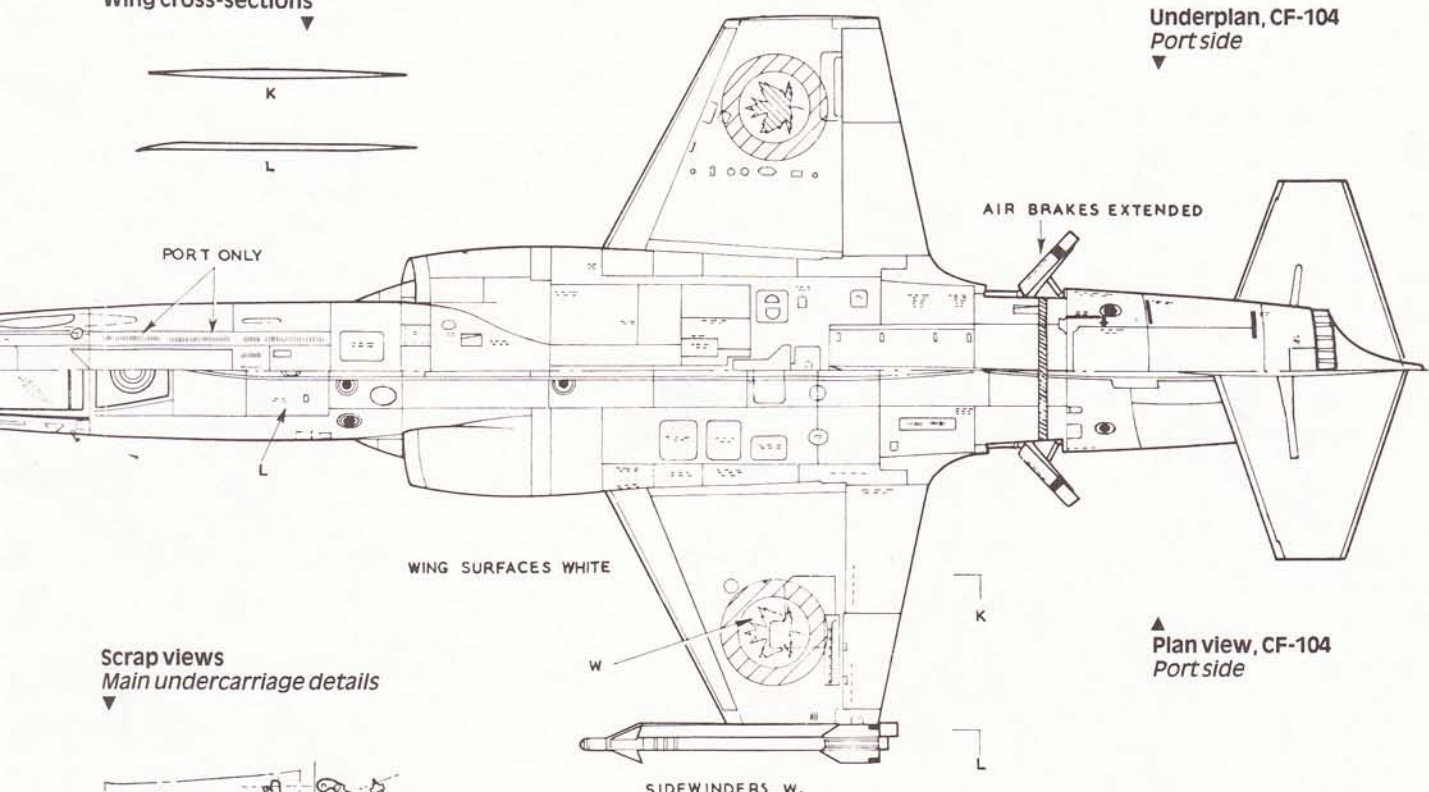


Port elevation, CF-104

Wing cross-sections

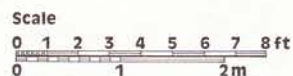
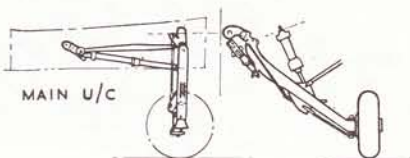


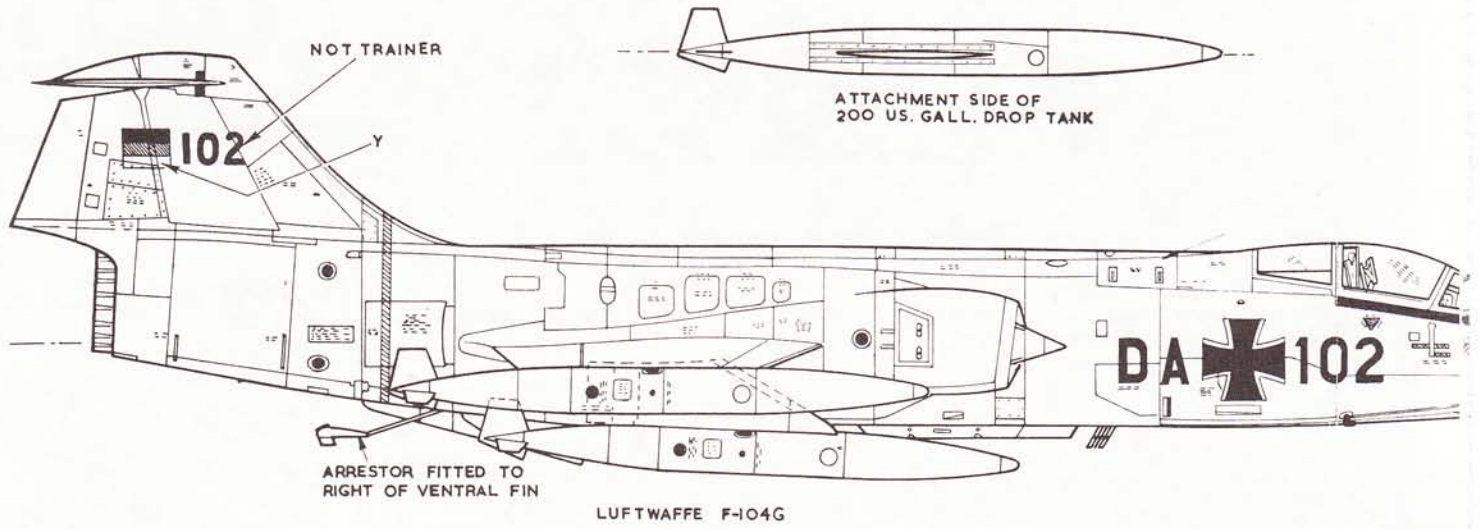
Underplan, CF-104  
Port side



▲ Plan view, CF-104  
Port side

Scrap views  
Main undercarriage details



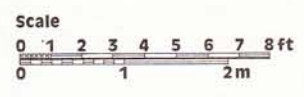
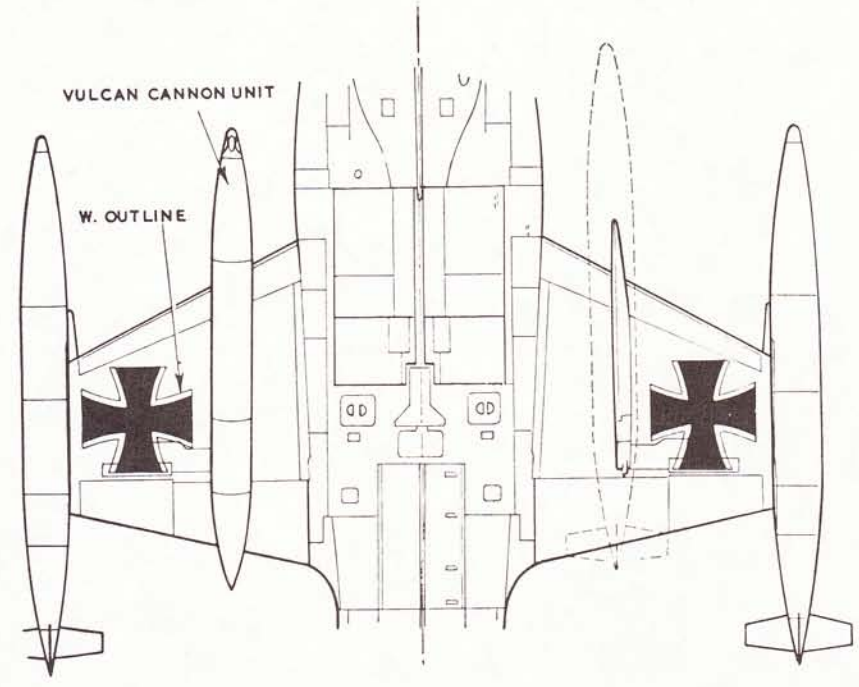
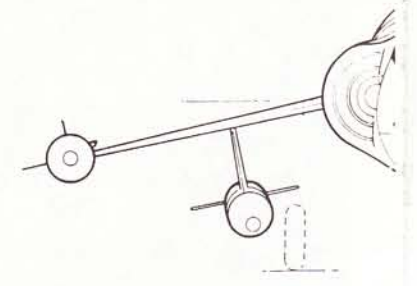


Starboard elevation, F-104G ▲

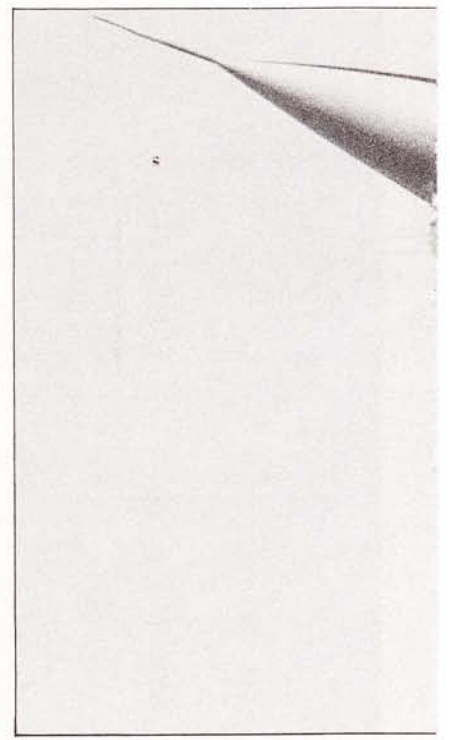
DRAWN BY DH COOKSEY

Scrap underplan, F-104G ▼

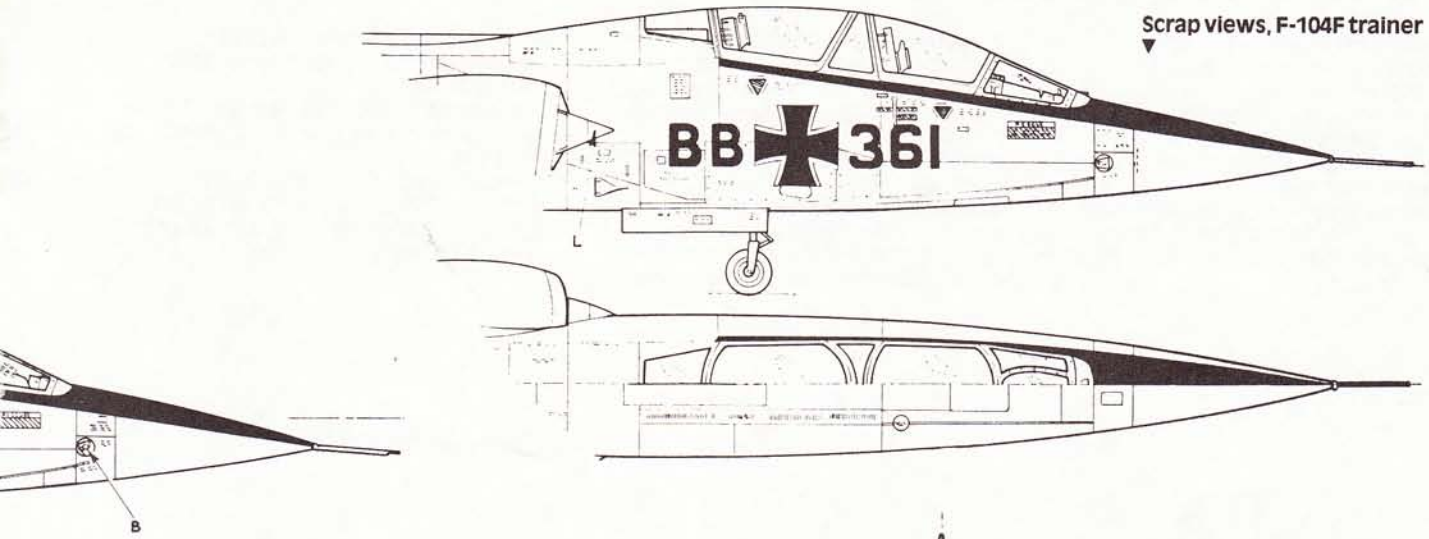
Front elevation, F-104G ►



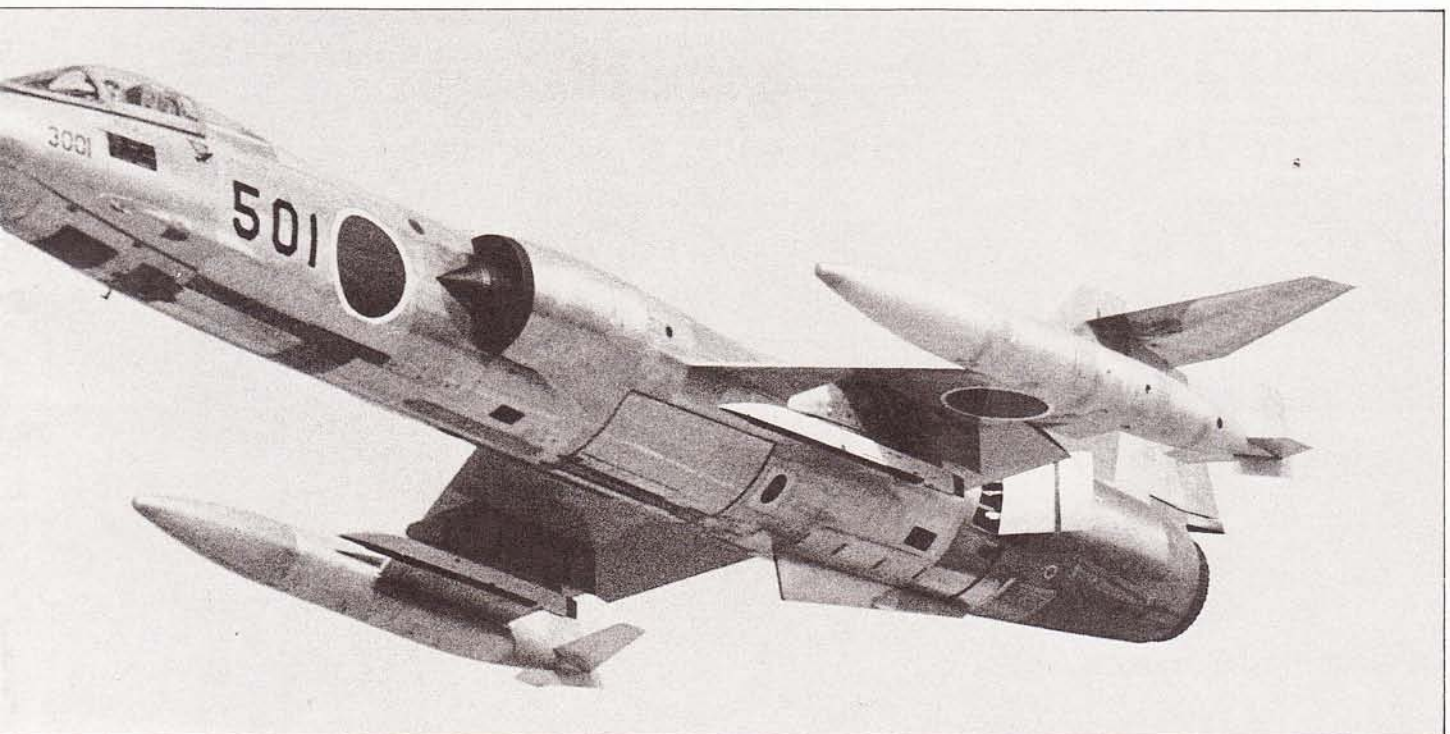
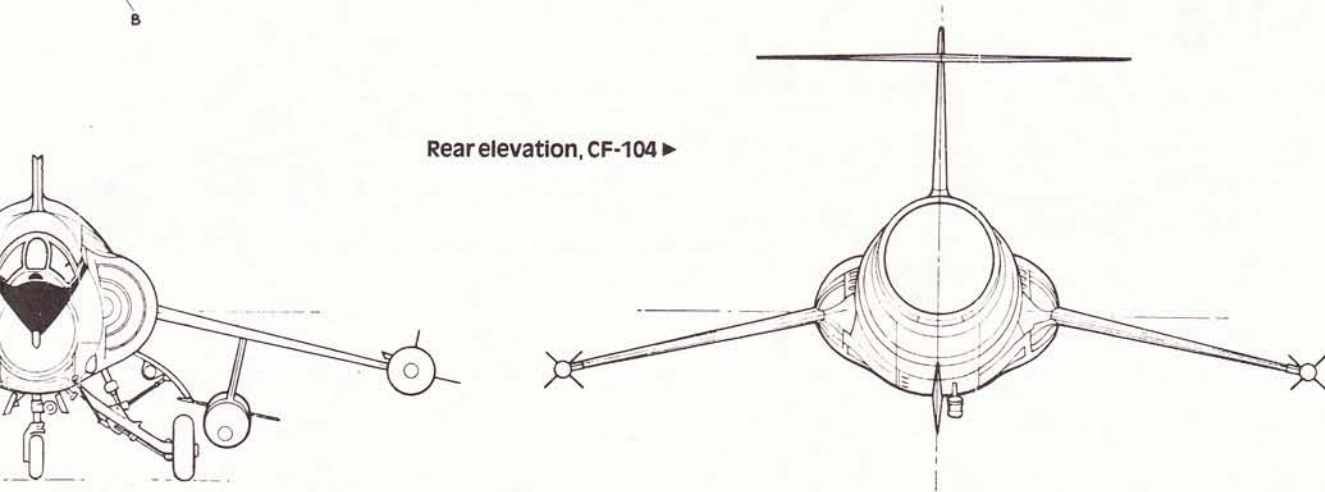
Japanese F-104J was generally similar to the F-104G. This example has tip tanks and wing pylons fitted, and is flying with air brakes open. ►



Scrap views, F-104F trainer



Rear elevation, CF-104 ▶



# Saab J35A, SK35C and J35F Draken

**Country of origin:** Sweden.

**Type:** Single-seat, land-based fighter and (SK35C) trainer.

**Dimensions:** Wing span 30ft 10in 9.40m; length 50ft 4in 15.35m, (J35F) 52ft 0in 15.85m; height 12ft 9in 3.9m; wing area 529.6 sq ft 49.2m<sup>2</sup>.

**Weights:** Empty (J35F) 18,185lb 8250kg; loaded (J35A) 17,850–20,170lb 8100–9150kg; maximum loaded (J35F) 27,050lb 12,275kg.

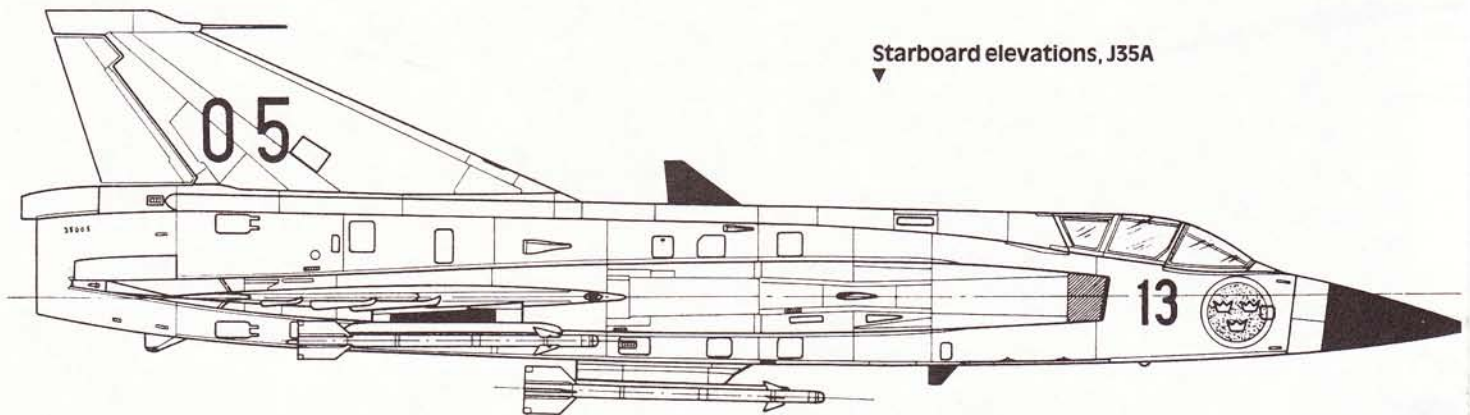
**Powerplant:** One Svenska Flygmotor RM6 (Rolls-Royce Avon) afterburning turbojet of 15,000lb 6805kg thrust, (J35F) RM6C of 17,635lb 8000kg maximum thrust.

**Performance:** Maximum speed Mach 1.8 at altitude, (J35F) 1320mph 2125kph (Mach 2.0) at altitude; initial climb rate about 39,370ft/min 12,000m/min, (J35F) 49,210ft/min 15,000m/min; service ceiling (J35F) 60,000ft 18,290m; range

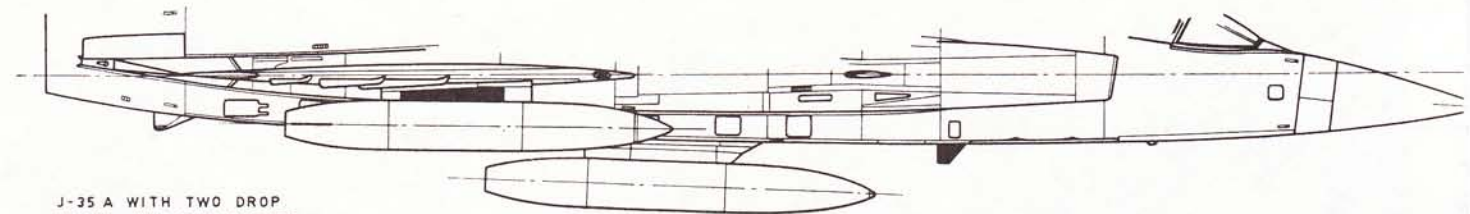
(clean) about 800 miles 1300km, (maximum external fuel) about 2000 miles 3250km.

**Armament:** (J35A, J35F) Two fixed 30mm Aden cannon, plus external ordnance up to 6830lb 3100kg.

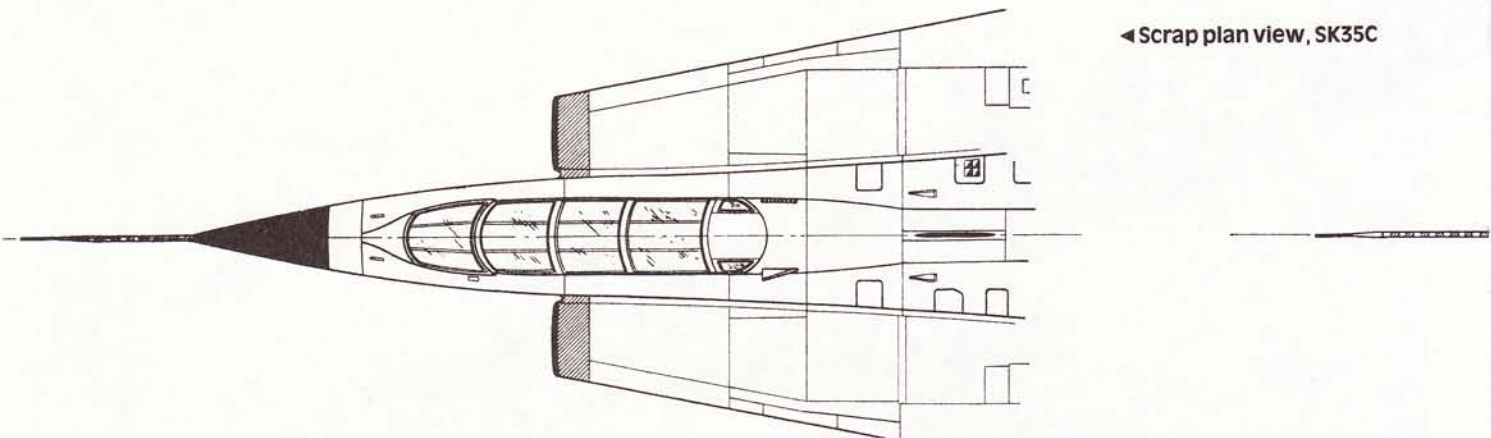
**Service:** First flight (prototype) 25 October 1955, (J35A) 15 February 1958, (SK35C) 30 December 1959; service entry (J35A) early 1960.



Starboard elevations, J35A



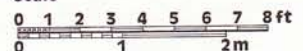
J-35 A WITH TWO DROP TANKS AND TWO ROCKET PODS



◀ Scrap plan view, SK35C

**DRAWN BY E TAGE LARSEN**

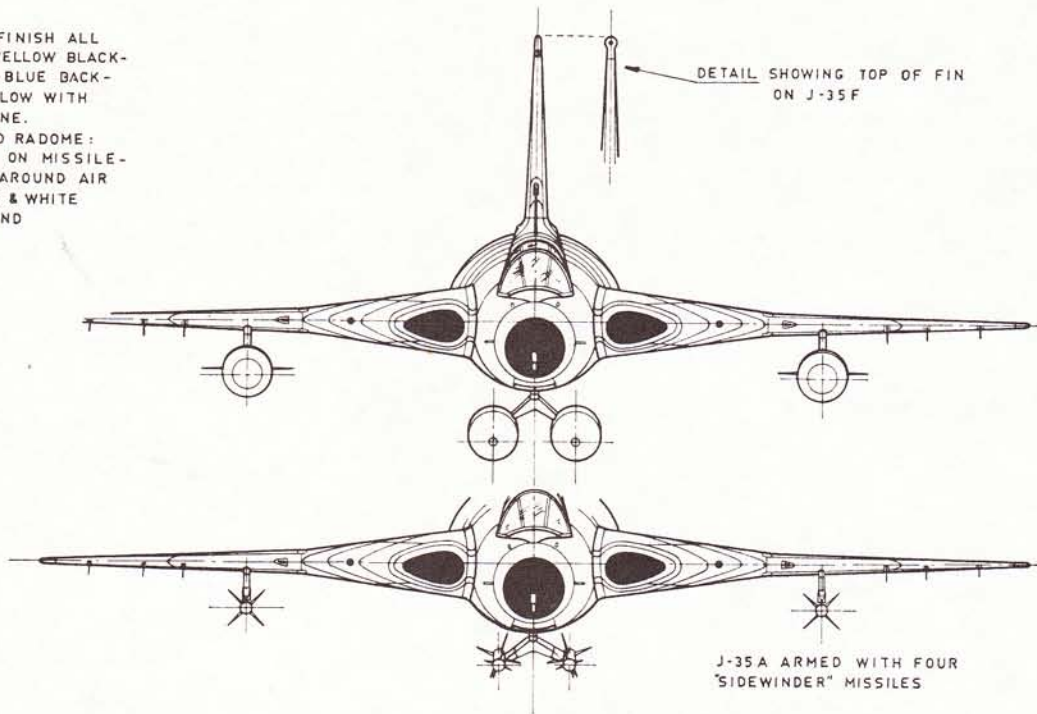
Scale



**COLOUR SCHEME:**

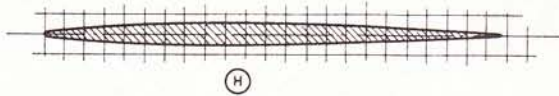
POLISHED NATURAL METAL FINISH ALL OVER. SWEDISH MARKINGS: YELLOW BLACK-BORDERED CROWNS ON SKY-BLUE BACKGROUND ENCIRCLED IN YELLOW WITH NARROW BLACK BORDER LINE. NUMERALS, ANTENNAS, AND RADOME: BLACK. ALSO BLACK AREAS ON MISSILE-CARRIERS. PAINTED AREAS AROUND AIR INTAKES: RED & BLACK. RED & WHITE STRIPES ON PITOT TUBE AND WING TIPS.

EXCEPT FOR THE PITOT TUBE ARRANGEMENT ON TOP OF THE FIN, AND THE VARYING EXTERNAL STORES, THE J-35B, D, F, AND S-35E ARE IN ALL ESSENTIALS EXTERNALLY IDENTICAL

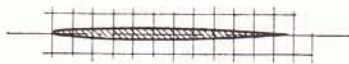


J-35A ARMED WITH FOUR 'SIDEWINDER' MISSILES

▲ Front elevations, J35A

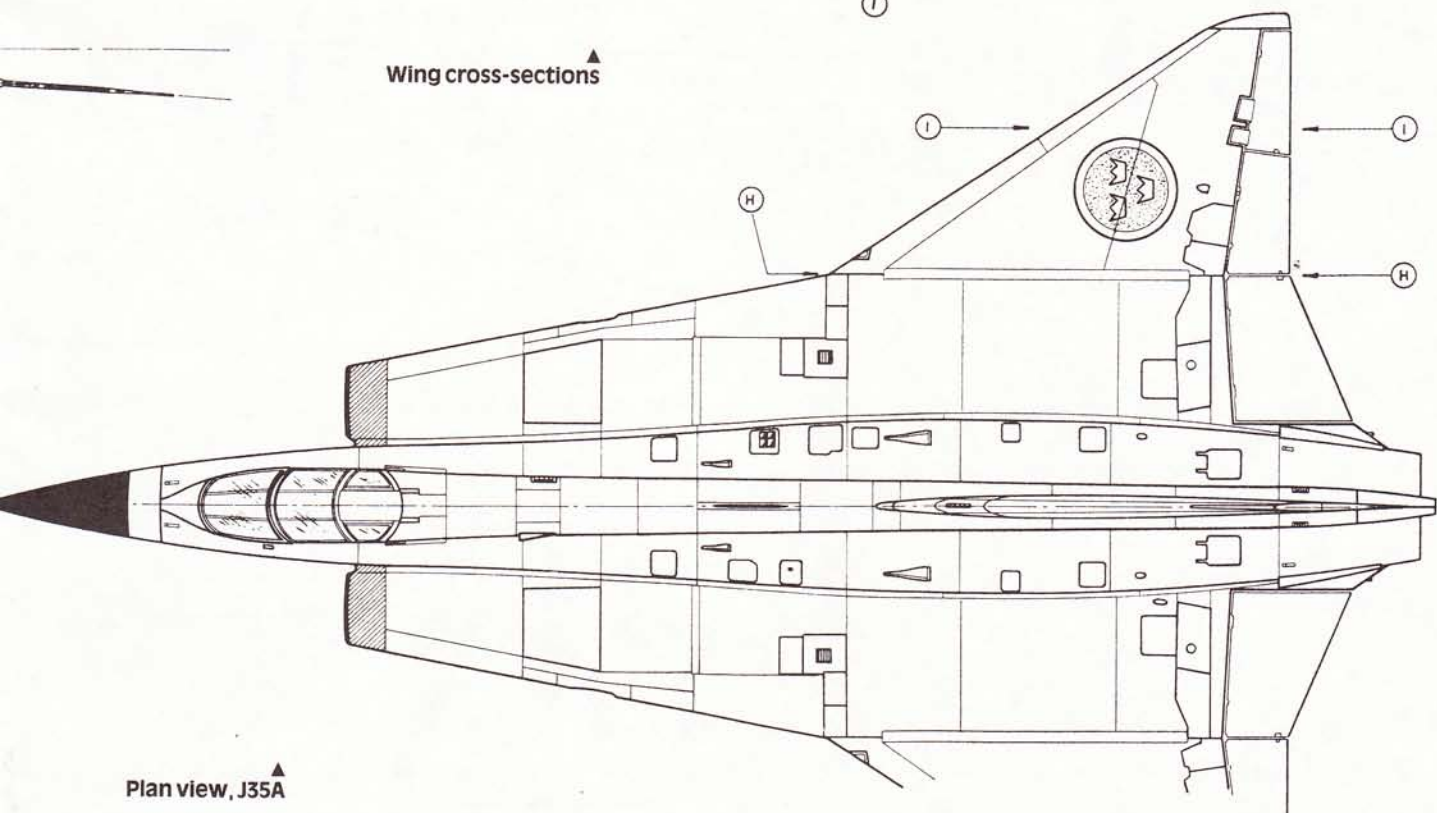


H



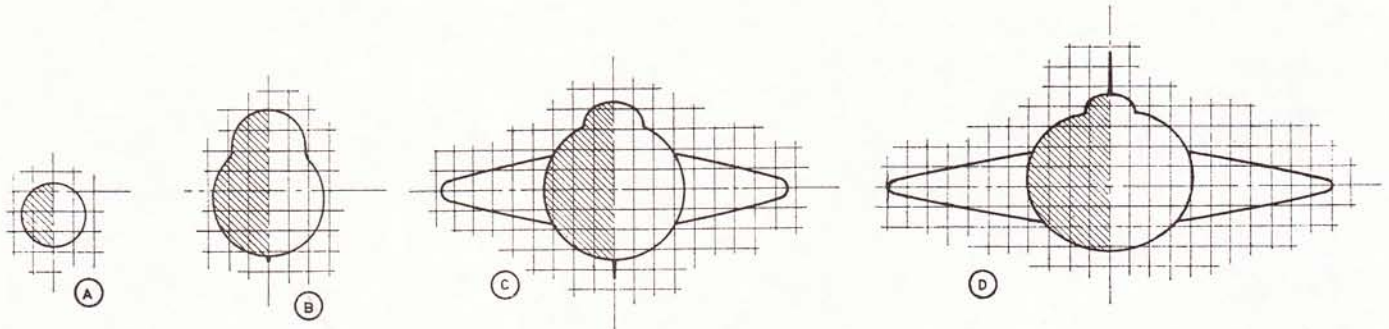
I

▲ Wing cross-sections

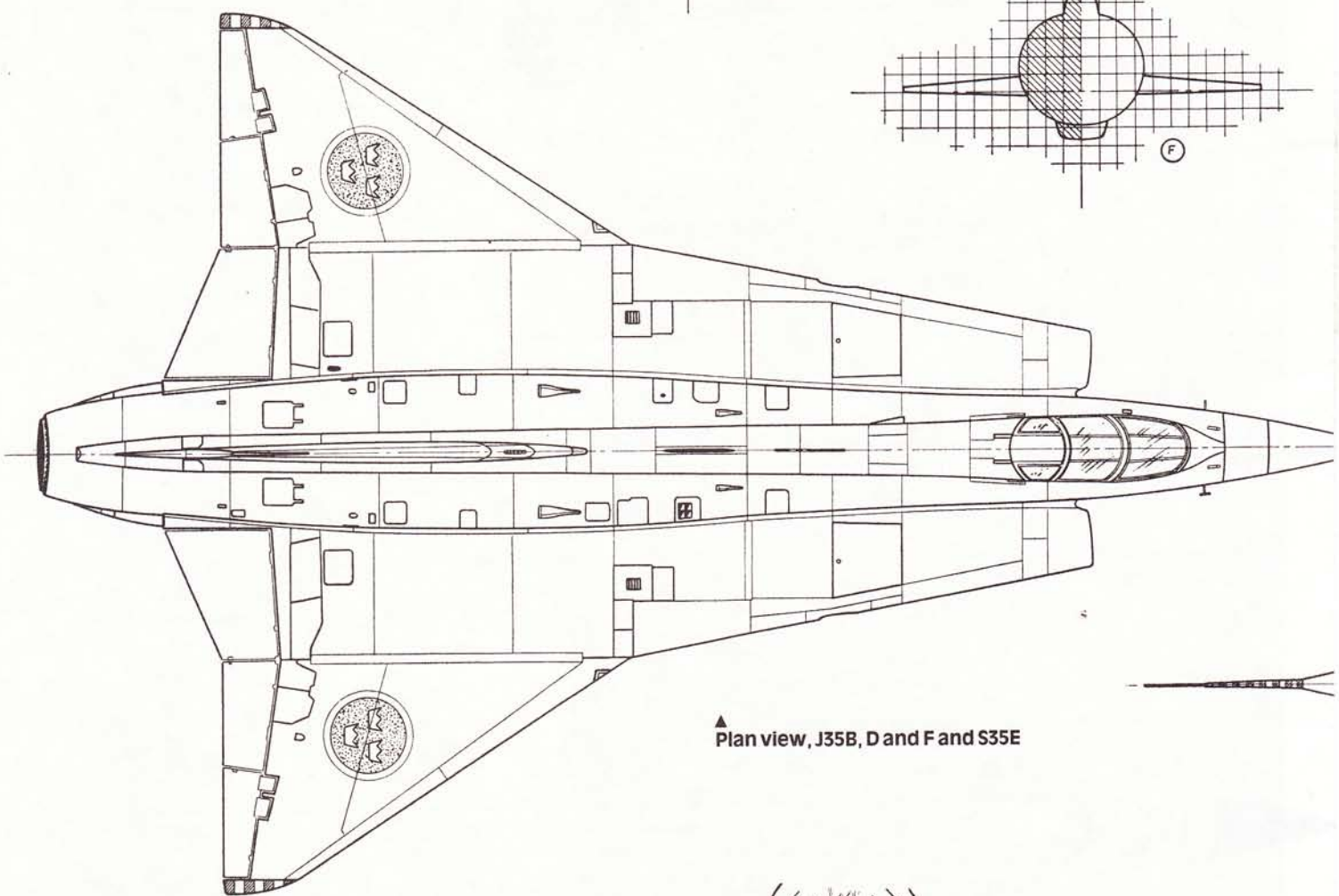
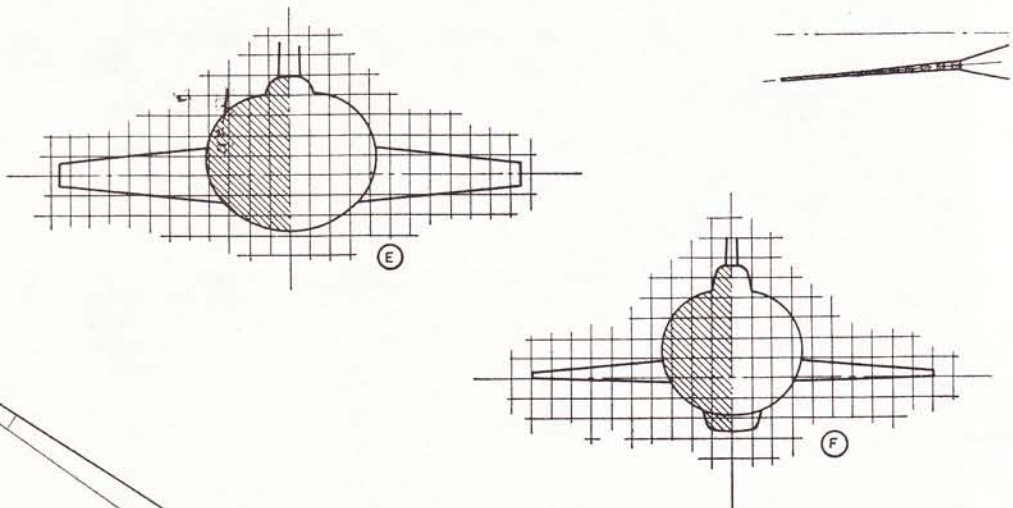


▲ Plan view, J35A



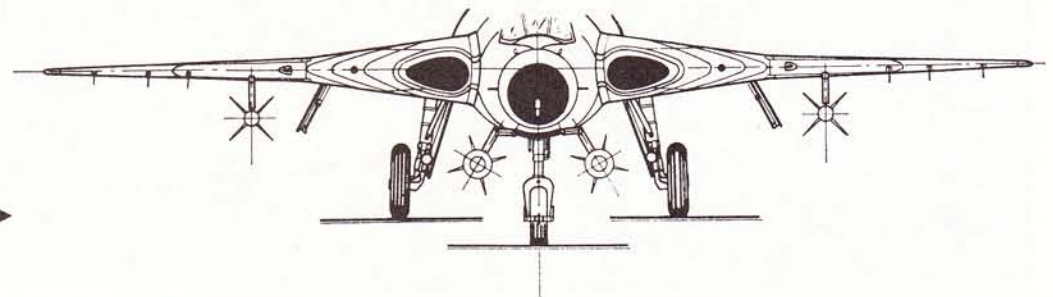


Fuselage cross-sections ▲▶

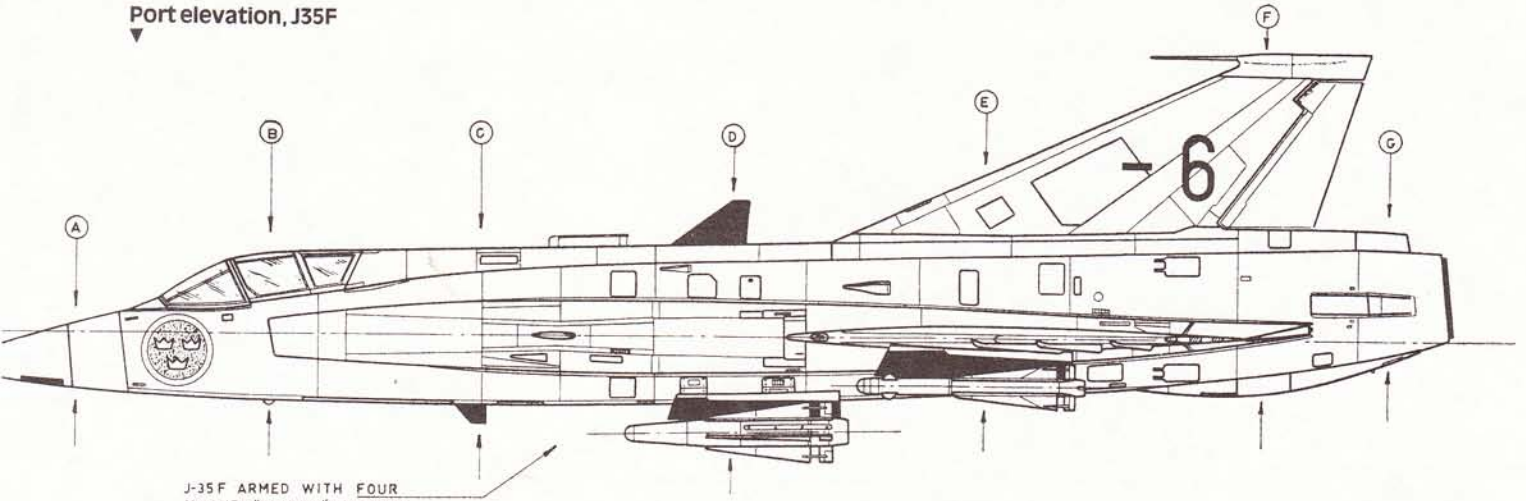


▲ Plan view, J35B, D and F and S35E

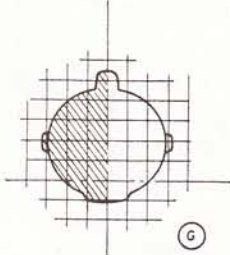
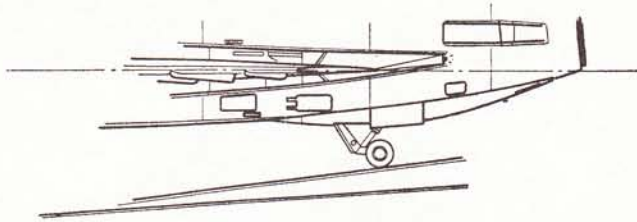
Front elevation, J35F ▶



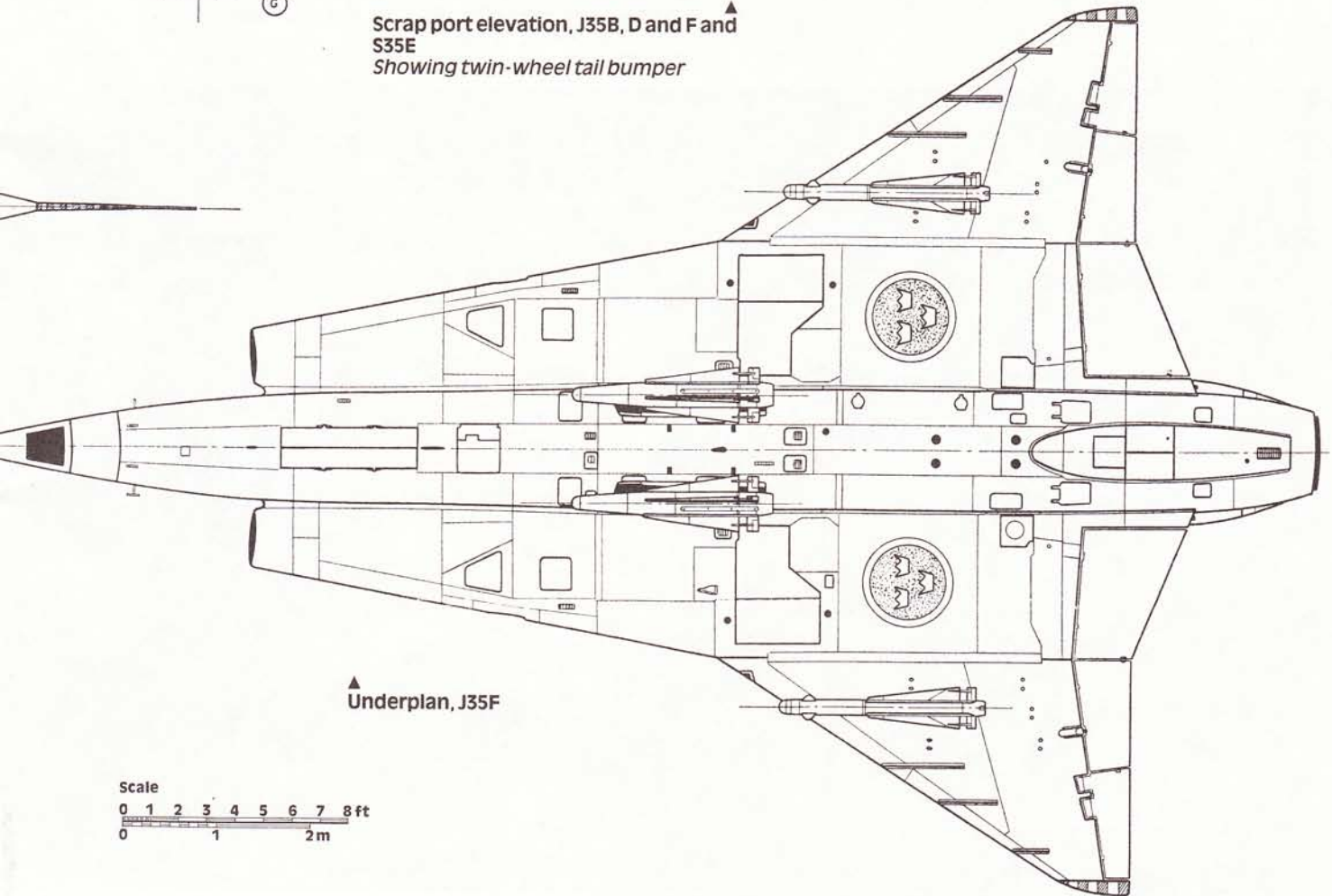
Port elevation, J35F



J-35F ARMED WITH FOUR HUGHES "FALCON" MISSILES

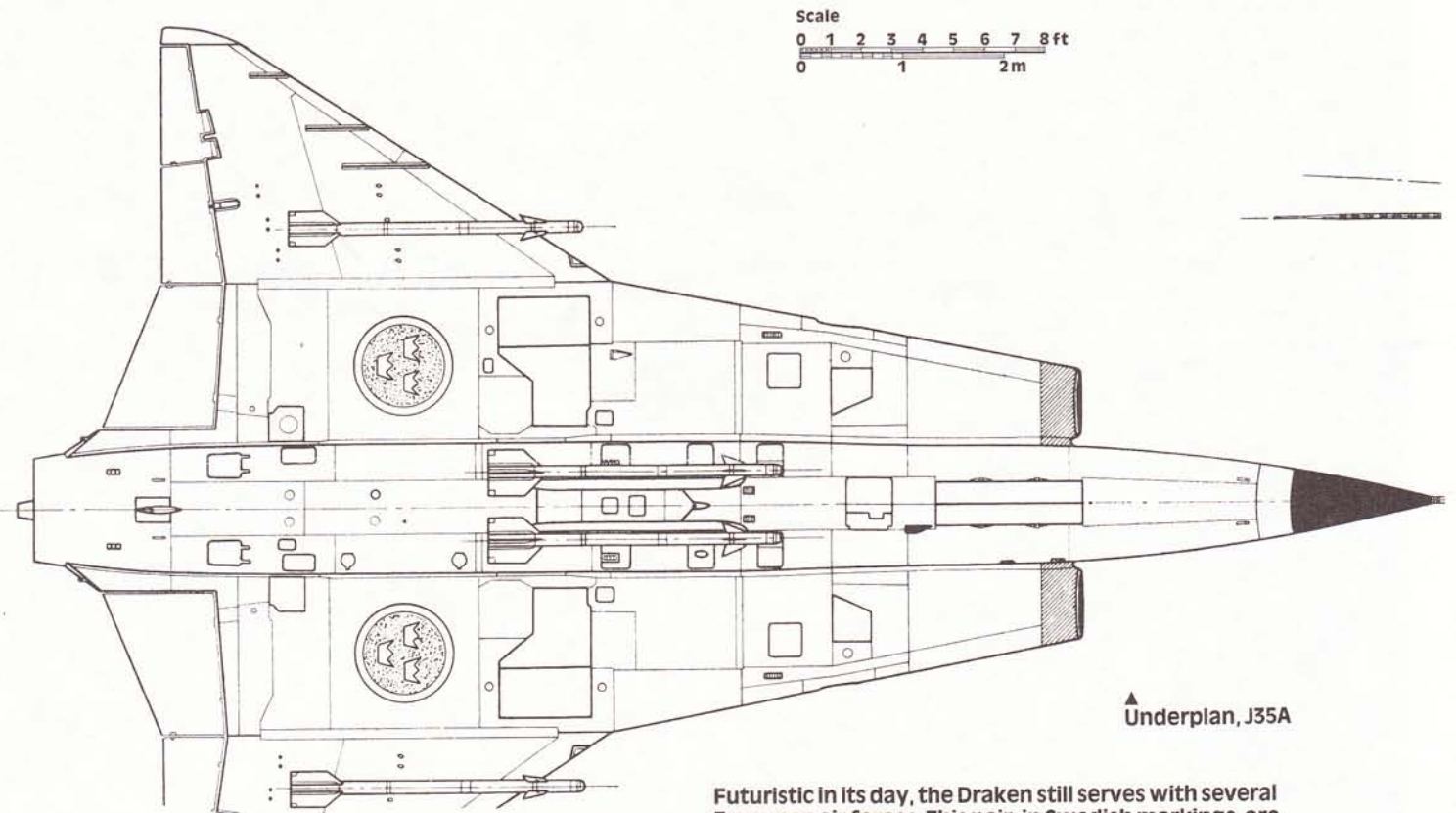


Scrap port elevation, J35B, D and F and S35E  
Showing twin-wheel tail bumper



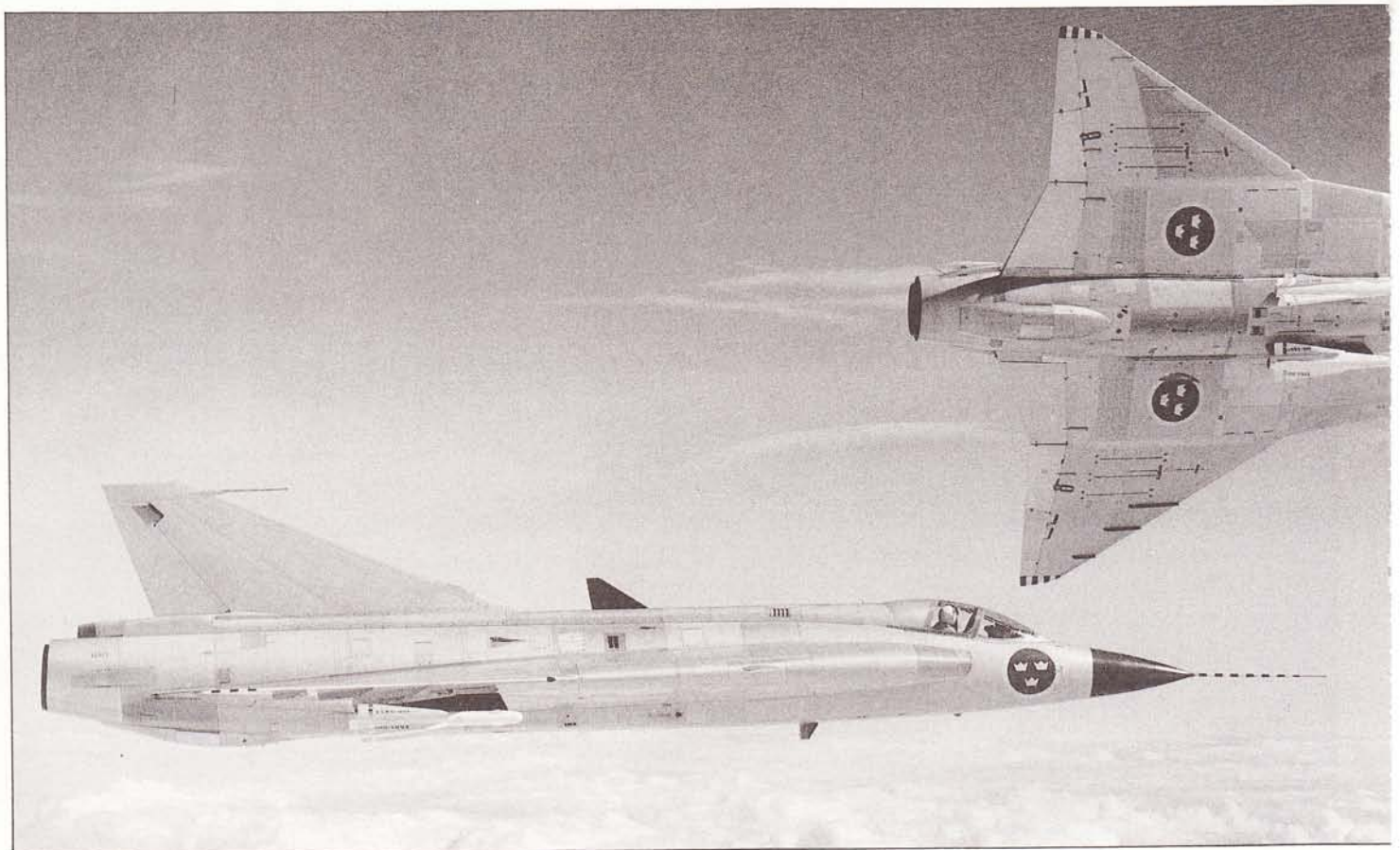
Underplan, J35F

Scale  
0 1 2 3 4 5 6 7 8 ft  
0 1 2 m

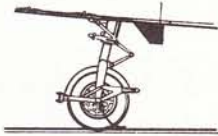
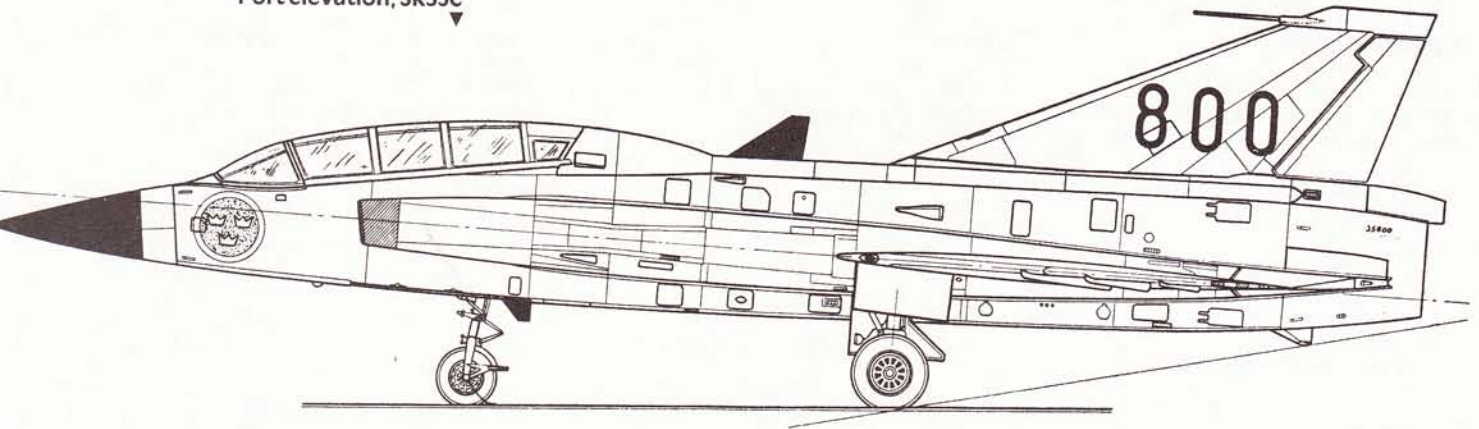


▲ Underplan, J35A

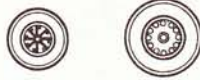
▼ Futuristic in its day, the Draken still serves with several European air forces. This pair, in Swedish markings, are armed with Falcon missiles.



Port elevation, SK35C

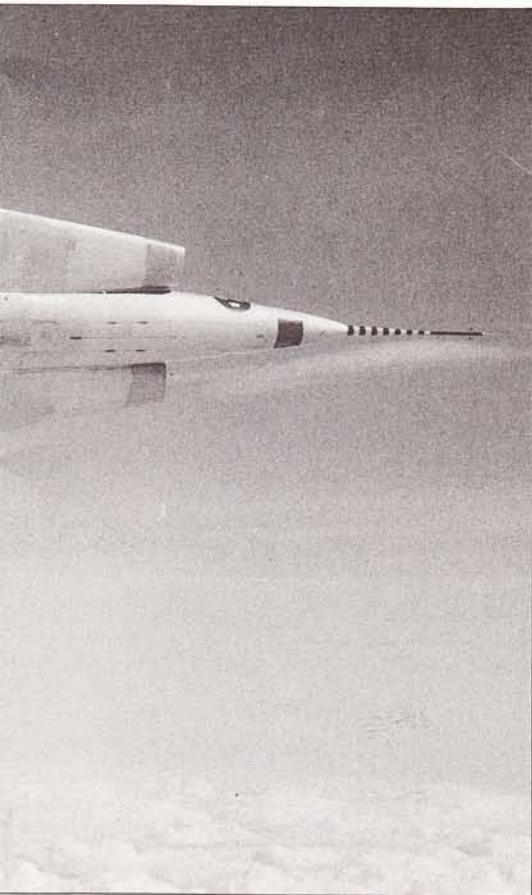


DETAIL SHOWING THE NOSE WHEEL OF THE -35 A,B,D,F, AND S-35E

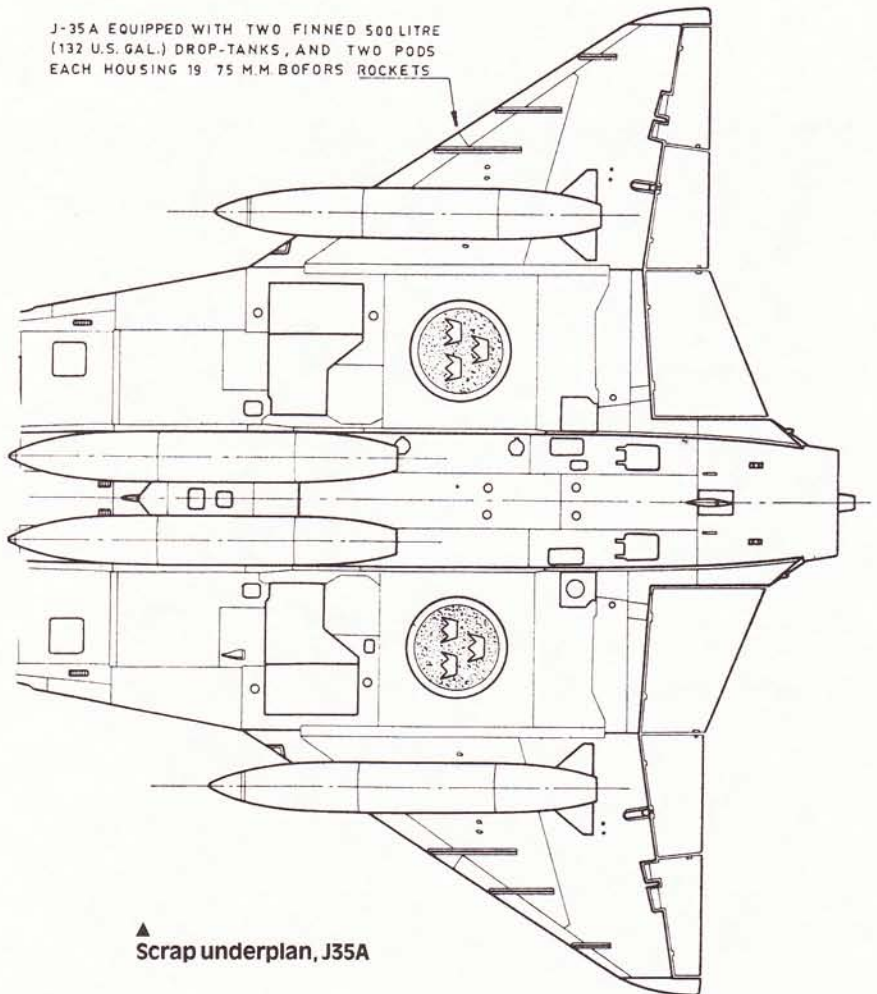


ALTERNATE TYPE OF WHEELS

◀ Scrap views Undercarriage details



J-35A EQUIPPED WITH TWO FINNED 500 LITRE (132 U.S. GAL.) DROP-TANKS, AND TWO PODS EACH HOUSING 19 75 M.M. BOFORS ROCKETS



▲ Scrap underplan, J35A

# Sukhoi Su-7B 'Fitter-A'

**Country of origin:** USSR

**Type:** Single-seat, land-based ground attack fighter.

**Dimensions:** Wing span 29ft 3½in 8.93m; length (inc probe) 57ft 0in 17.37m; height 15ft 0in 4.57m.

**Weights:** Normal take-off 26,450lb 12,000kg; maximum take-off 31,965lb

14,500kg.

**Powerplant:** One Lyulka AL-7F-1 afterburning turbojet of about 22,000lb 10,000kg maximum thrust.

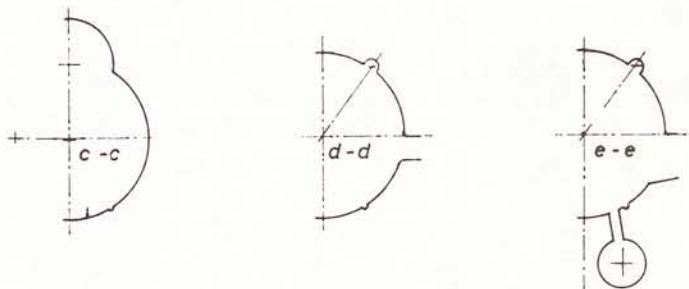
**Performance:** Maximum speed 1085mph 1750kph (Mach 1.7) at 36,100ft 11,000m; initial climb rate about 29,500ft/min 9000m/min; service ceiling about

50,000ft 15,240m; range about 900 miles 1450km.

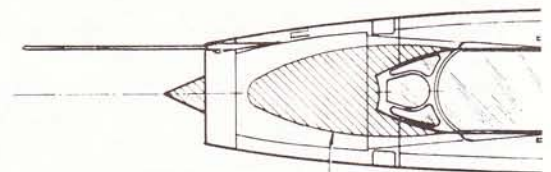
**Armament:** Two fixed 30mm cannon, plus up to about 2200lb 1000kg of external ordnance.

**Service:** First flight (prototype) 1956; service entry about 1960.

## Fuselage cross-sections



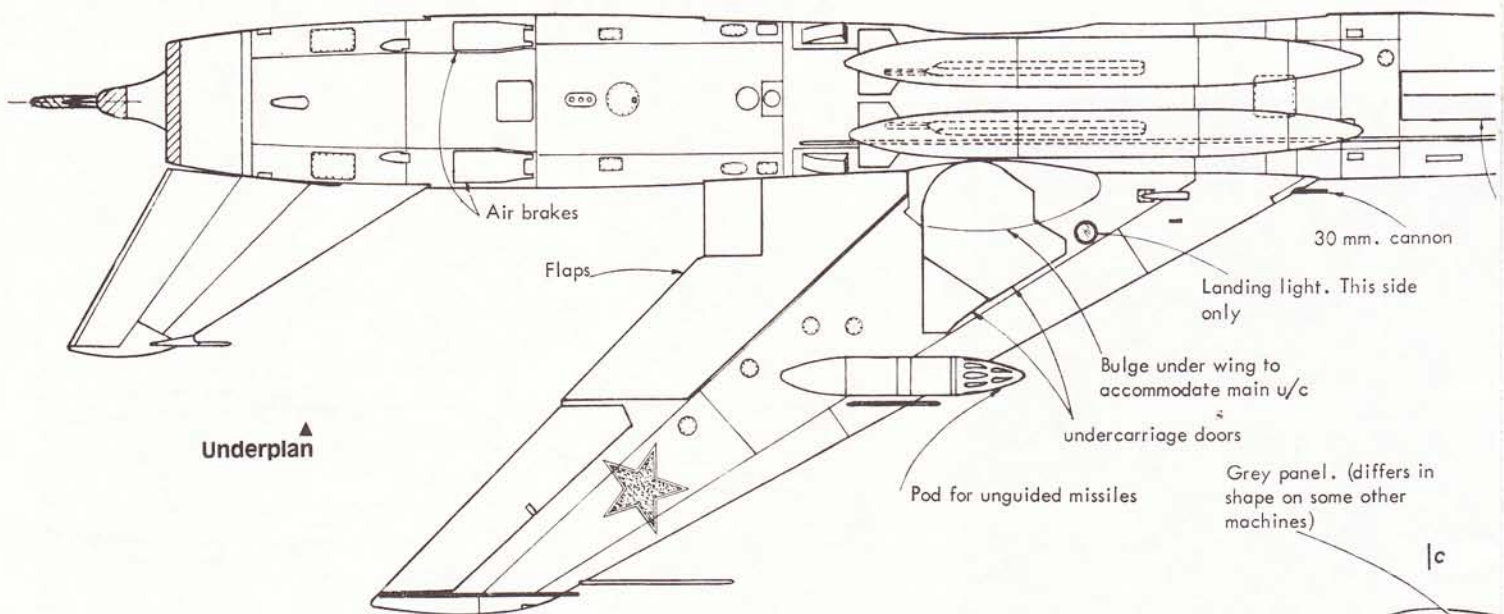
## DRAWN BY IAN R STAIR



Dk. blue grey panel

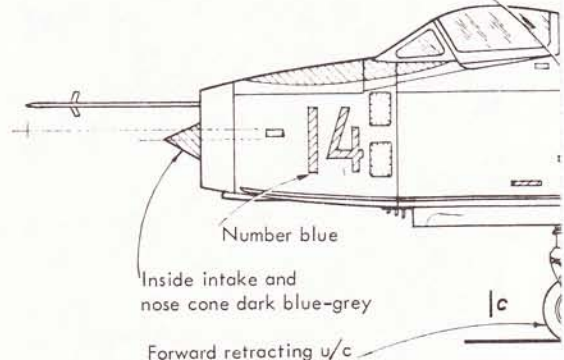
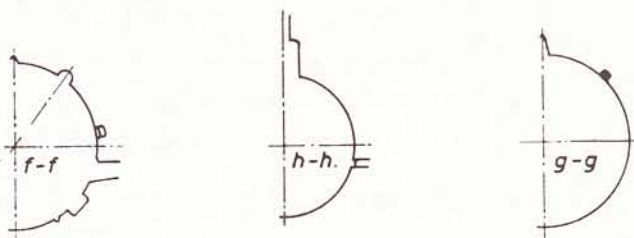
### COLOUR

Natural metal except where noted otherwise

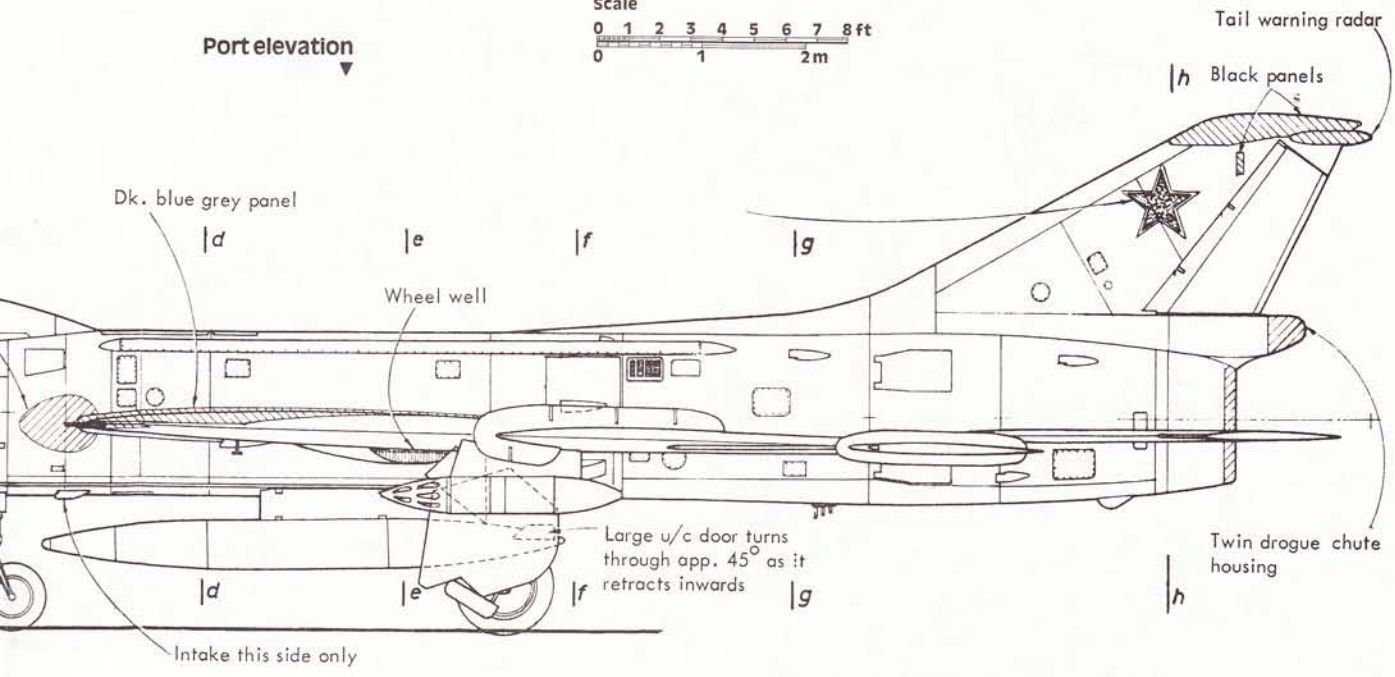
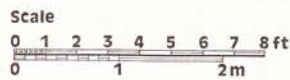
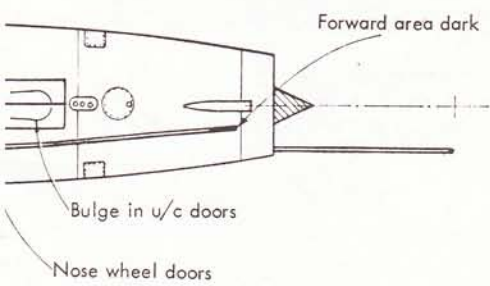
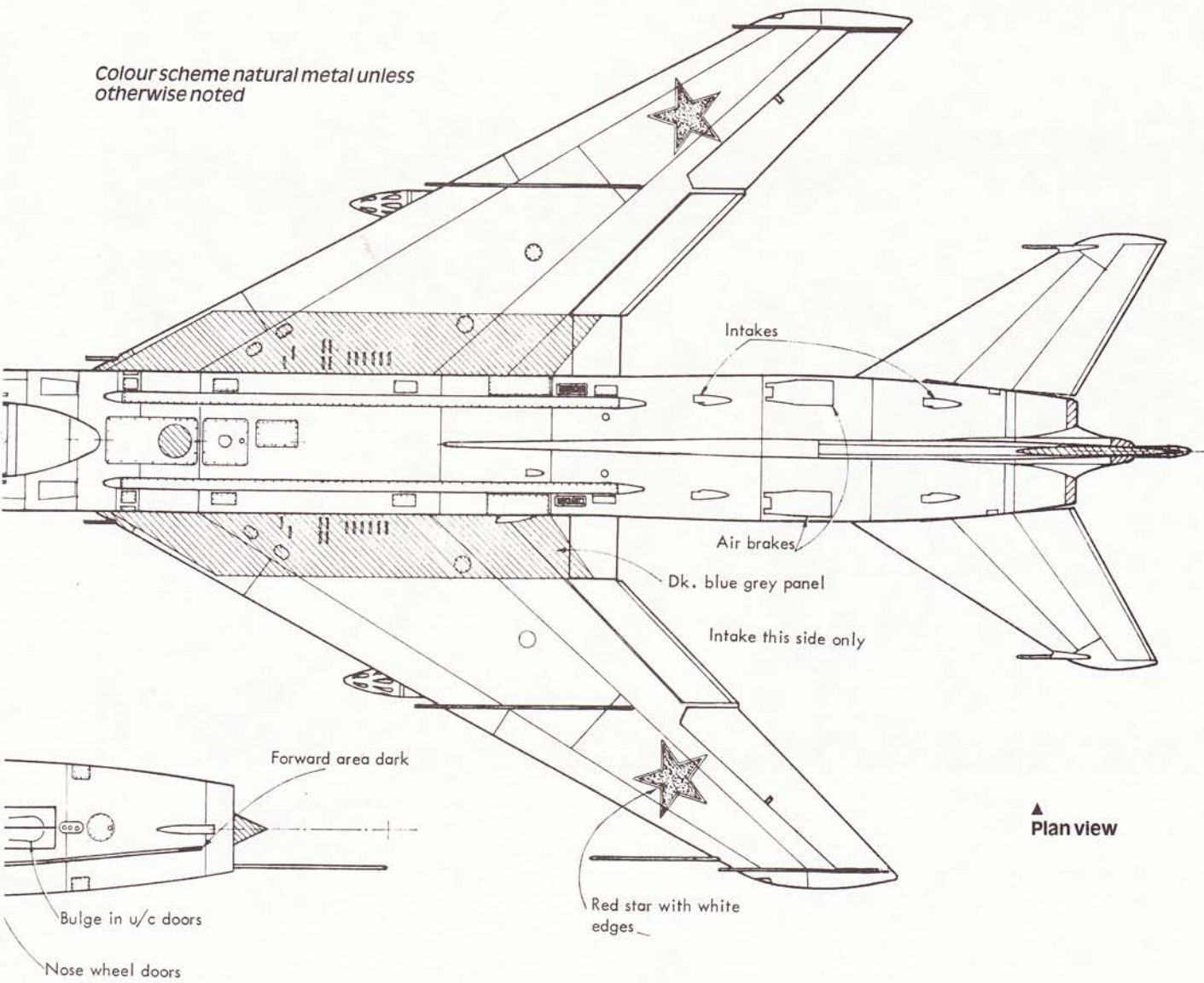


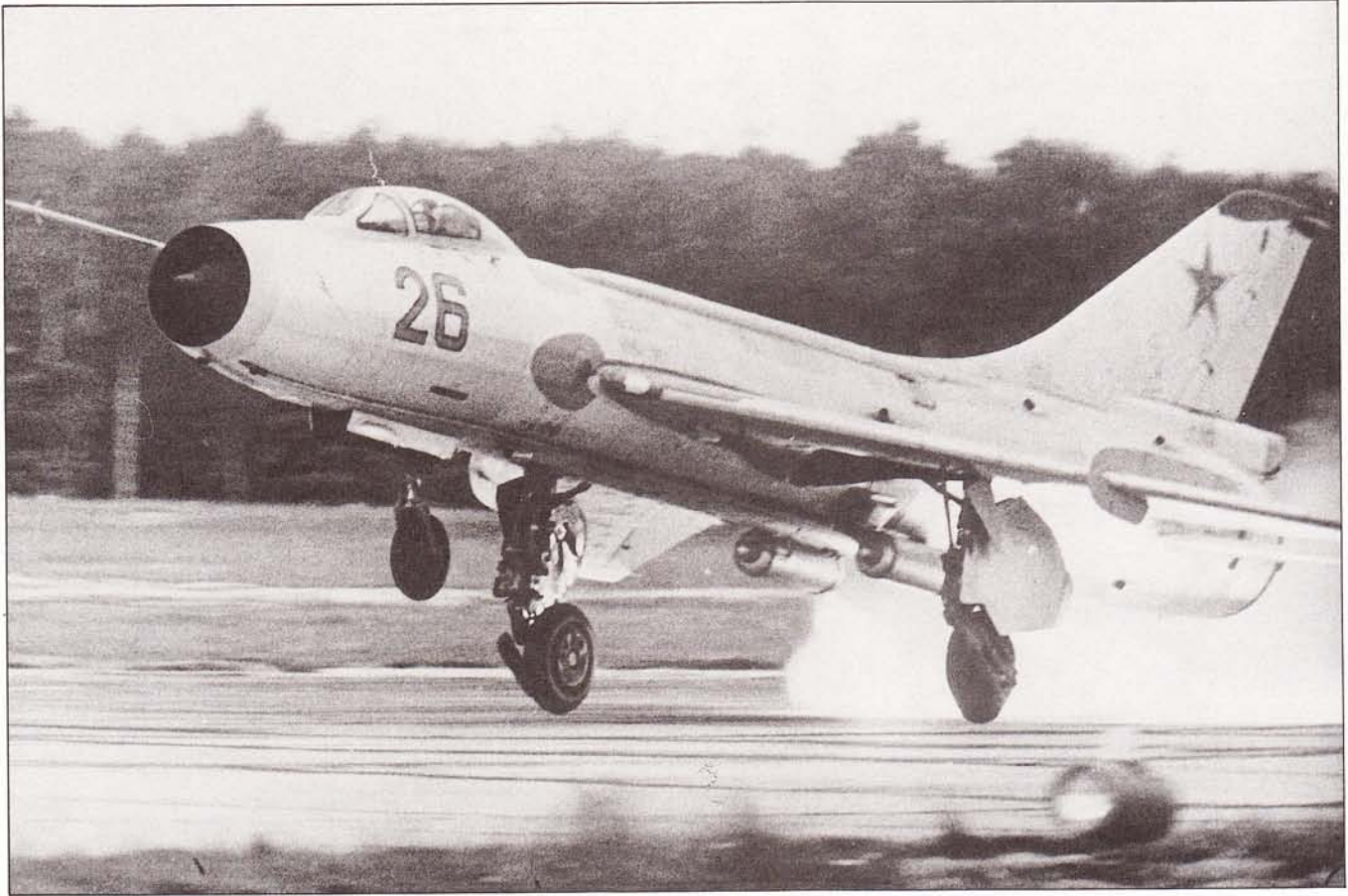
## Underplan

## Fuselage cross-sections



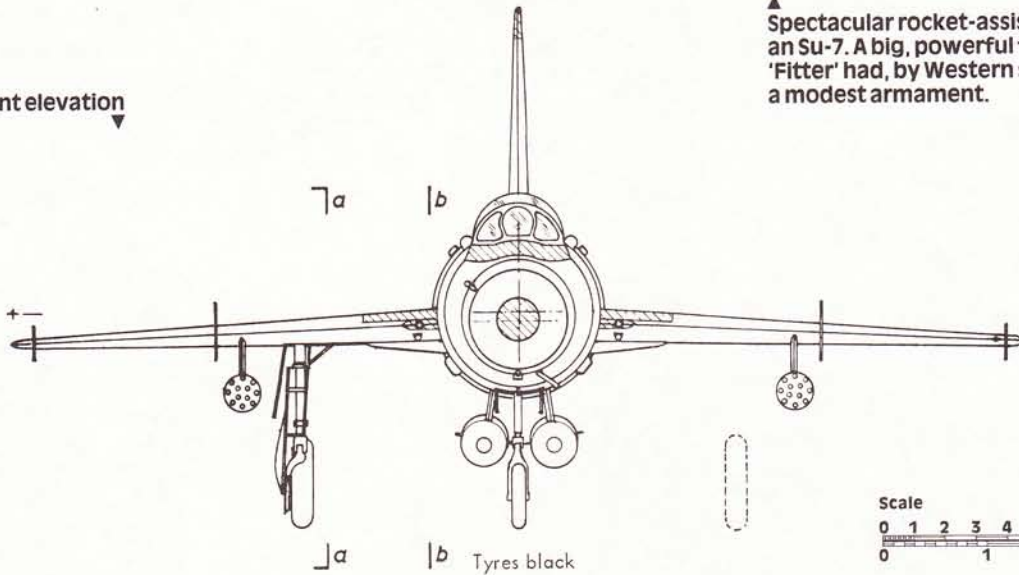
Colour scheme natural metal unless otherwise noted



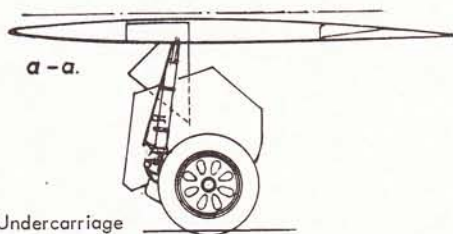


▲ Spectacular rocket-assisted take-off by an Su-7. A big, powerful fighter, the 'Fitter' had, by Western standards, only a modest armament.

Front elevation ▼



Scale  
0 1 2 3 4 5 6 7 8 ft  
0 1 2 m



Undercarriage detail

Wing cross-sections ▼



# Macchi MB.326

**Country of origin:** Italy

**Type:** Two-seat, land-based trainer.

**Dimensions:** Wing span (over tip tanks)

34ft 8in 10.57m; length 34ft 11½in

10.65m; height 12ft 2½in 3.72m; wing

area 204.52 sq ft 19.0m<sup>2</sup>.

**Weights:** Empty 4930lb 2237kg;

maximum take-off 7347lb 3334kg.

**Powerplant:** One Bristol Siddeley Viper 11 turbojet of 2500lb 1134kg thrust.

**Performance:** Maximum speed 500mph

805kph at 20,000ft 6100m; initial climb

rate 4500ft/min 1375m/min; service

ceiling 44,000ft 13,400m; range 690 miles

1110km.

**Armament:** (Optional) Two fixed 7.7mm

machine guns, plus up to 500lb 227kg of

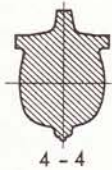
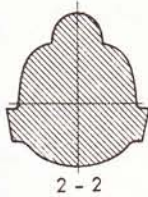
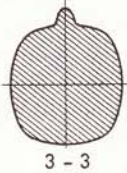
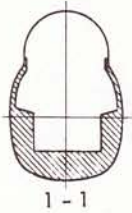
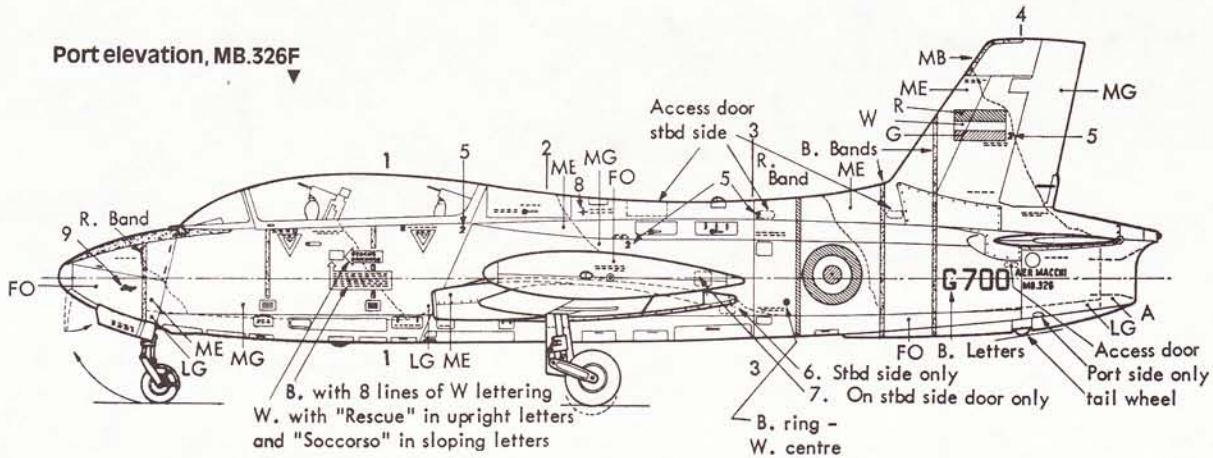
bombs or rockets under wings.

**Service:** First flight (prototype) 10

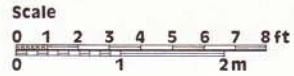
December 1957, (production aircraft)

5 October 1960; service entry January

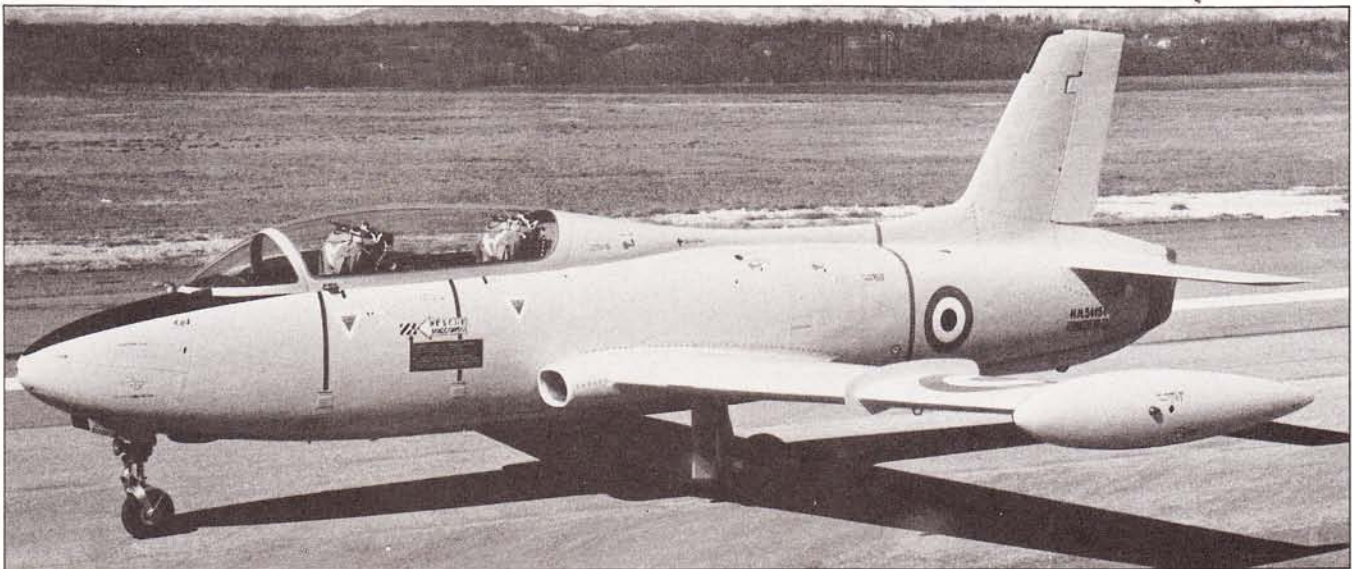
1962.



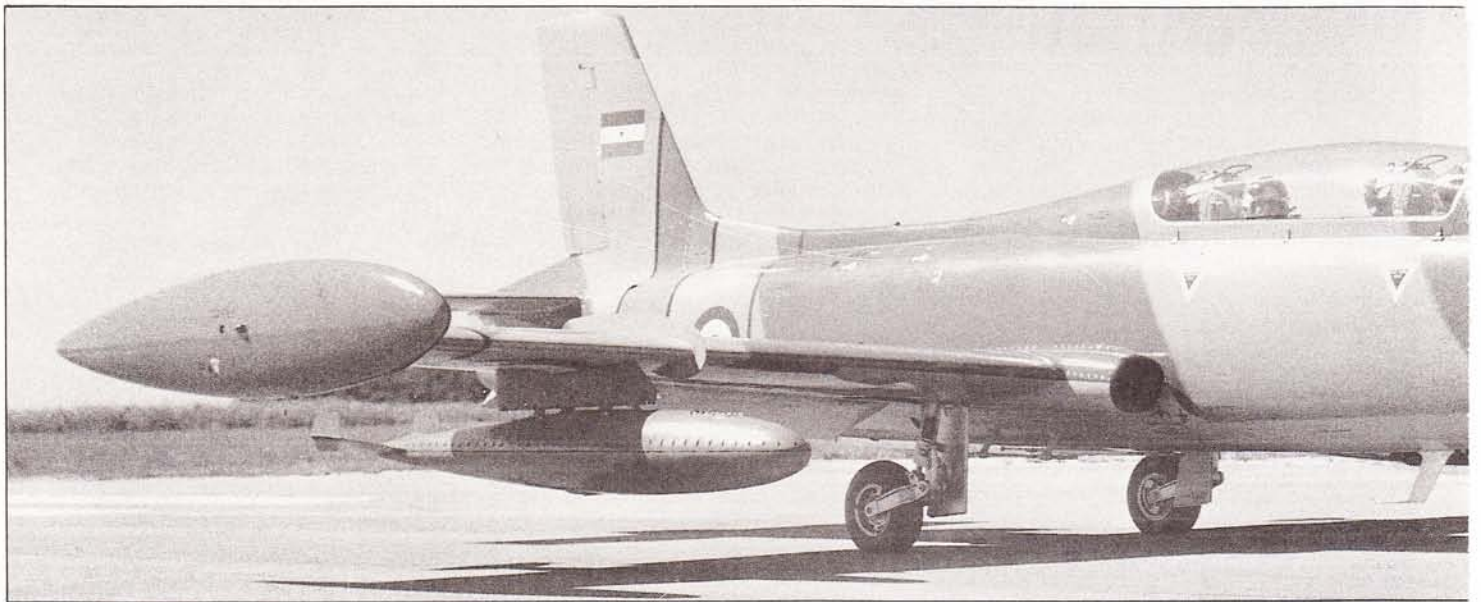
◀ Fuselage cross-sections



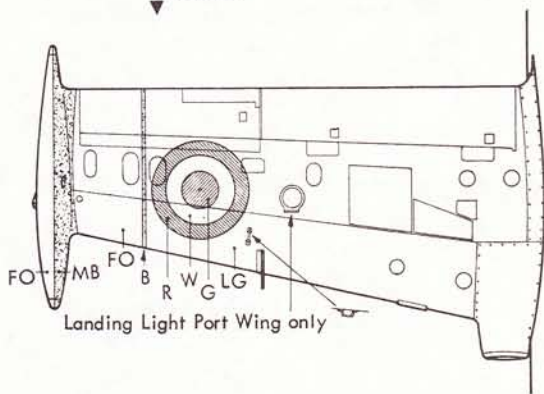
Basic MB.326 trainer in Italian Air Force service. Colour scheme is orange overall.



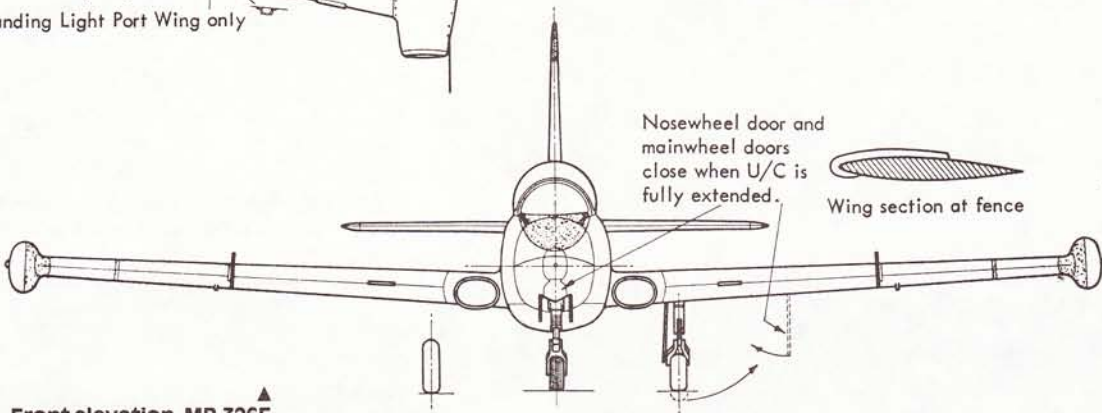
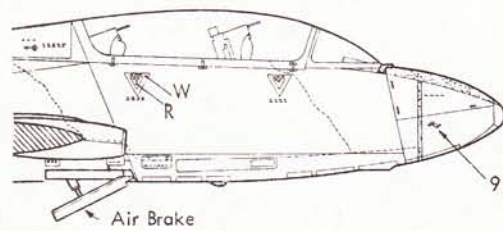




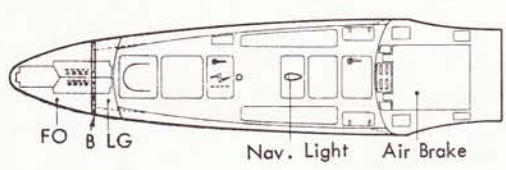
Scrap underplan, MB.326F  
Port side



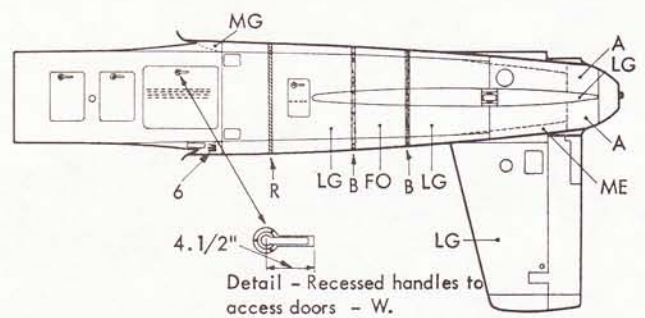
Scrap starboard elevation, MB.326F



Front elevation, MB.326F








Scrap underplan, MB.326F



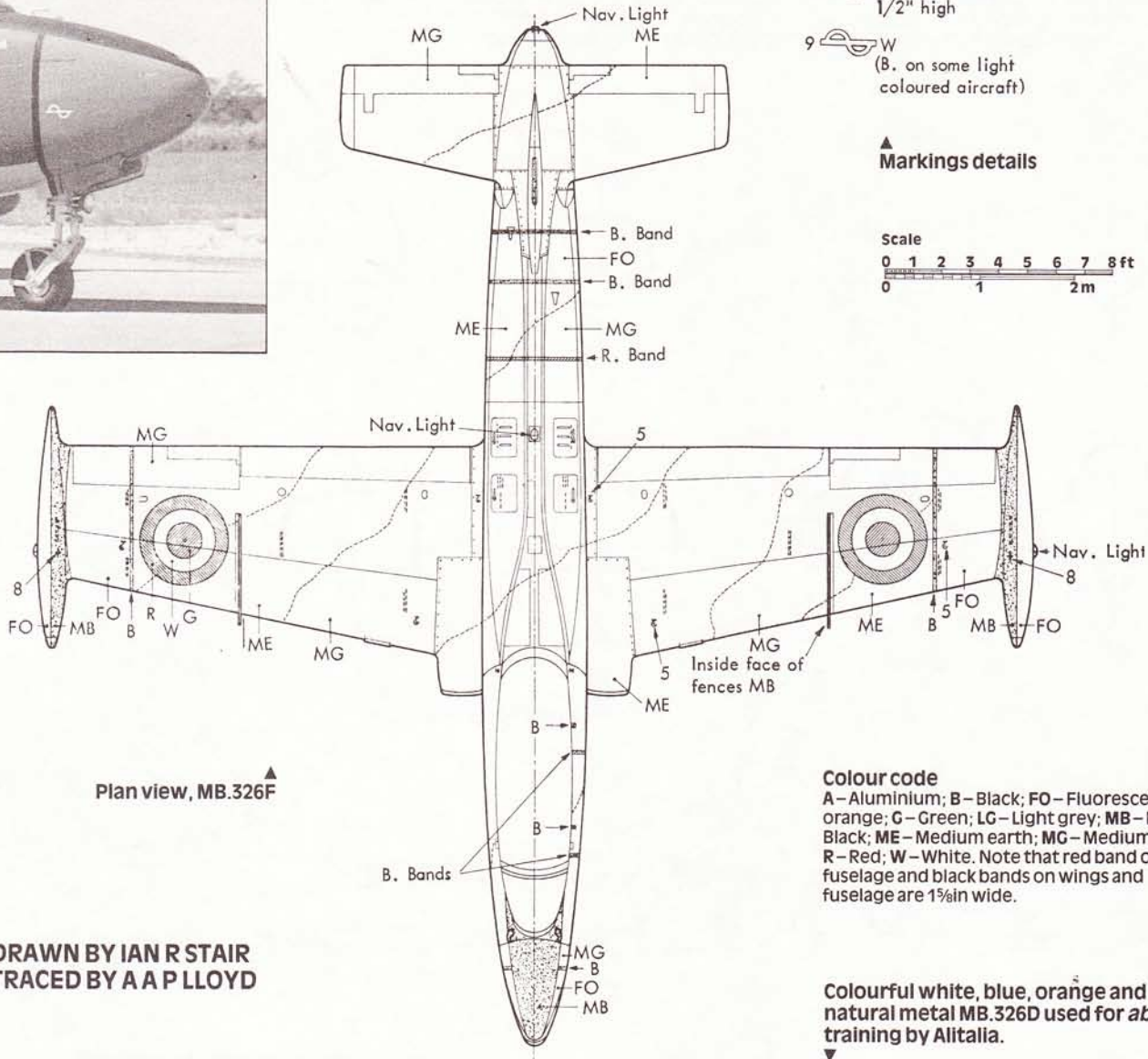
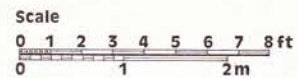
Detail - Recessed handles to access doors - W.



◀ Ghanaian MB.326F, one of seven delivered in 1965. See plans for details of colour scheme.

- 5 =  2.1/4" x 3" W. with B. edge
- 6 =  3.1/2 x 3 1/4 B
- 7 =  3.1/2" x 3" W. with B. edge and square
- 8 =  3.1/4" x 3.1/4" B. (W. on tip tanks)
- = small lettering 1/2" high
- 9 =  W (B. on some light coloured aircraft)

▲ Markings details



▲ Plan view, MB.326F

Colour code

A - Aluminium; B - Black; FO - Fluorescent orange; G - Green; LG - Light grey; MB - Matt Black; ME - Medium earth; MG - Medium green; R - Red; W - White. Note that red band on fuselage and black bands on wings and fuselage are 1 1/2 in wide.

Colourful white, blue, orange and natural metal MB.326D used for *ab initio* training by Alitalia.

DRAWN BY IAN R STAIR  
TRACED BY A A P LLOYD



# Northrop N-156F (F-5A prototype)

**Country of origin:** USA.

**Type:** Prototype single-seat, land-based light tactical fighter.

**Dimensions:** Wing span 25ft 3in 7.70m; length 45ft 1in 13.74m; height 13ft 1in 3.99m; wing area 170 sq ft 15.79m<sup>2</sup>.

**Weights:** Empty equipped about 8000lb 3630kg; maximum about 20,000lb 9075kg.

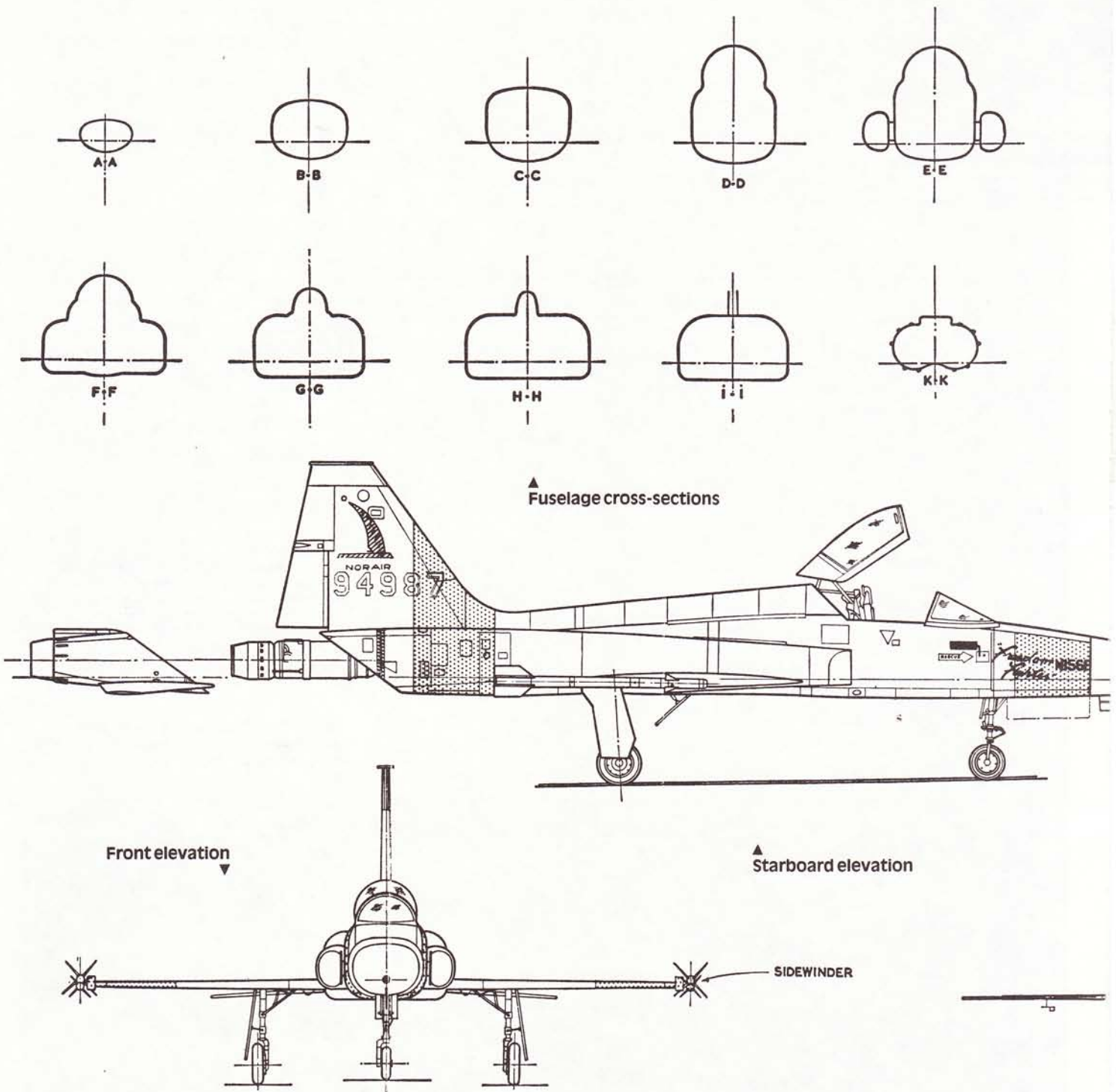
**Powerplant:** Two General Electric J85 afterburning turbojets each of 3850lb 1750kg maximum thrust.

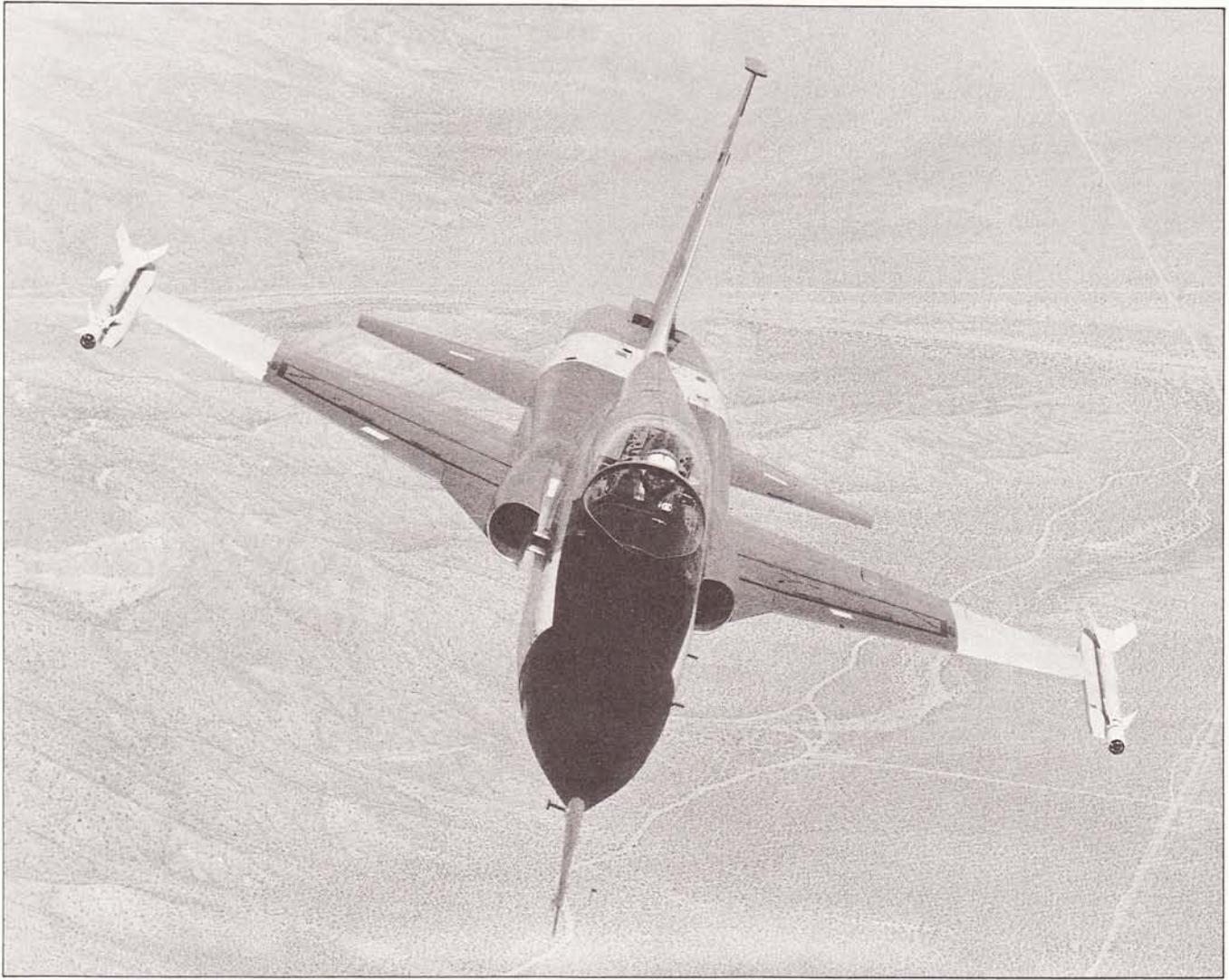
**Performance:** Maximum speed about 1000mph 1600kph at 36,000ft 10,975m; initial climb rate 28,700ft/min 8750m/min at sea level; service ceiling 52,000ft 15,850m; range (external fuel) about 1400

miles 2250km.

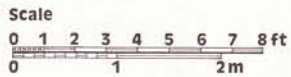
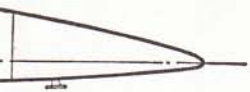
**Armament:** Bombs, rockets, gun pack or AAMs up to total of about 2000lb 900kg (considerably enhanced for production F-5A).

**Service:** First flight 30 July 1959.

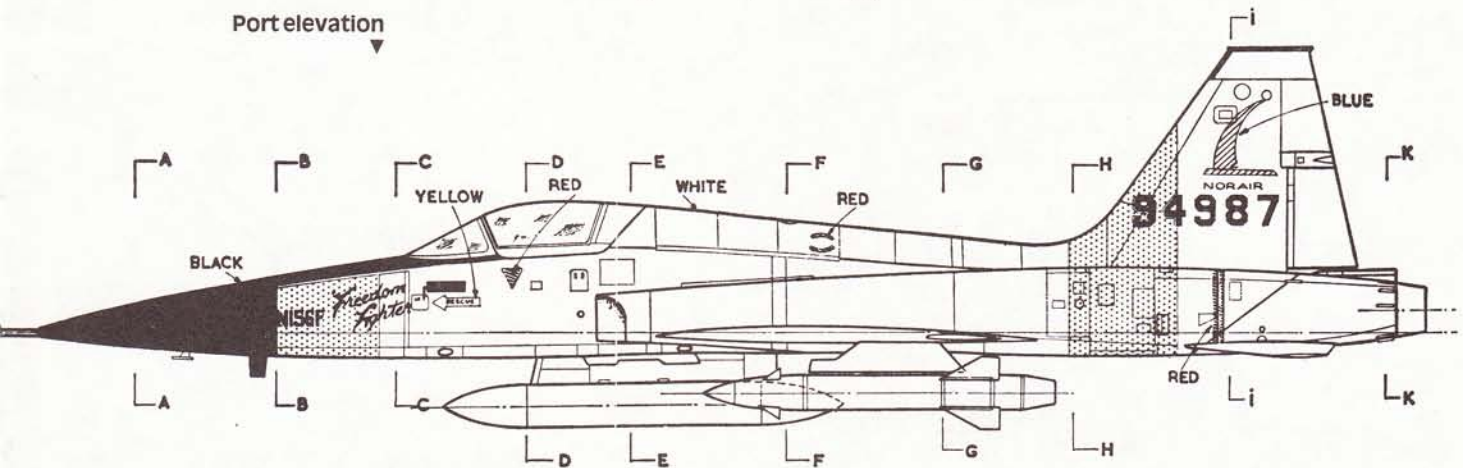


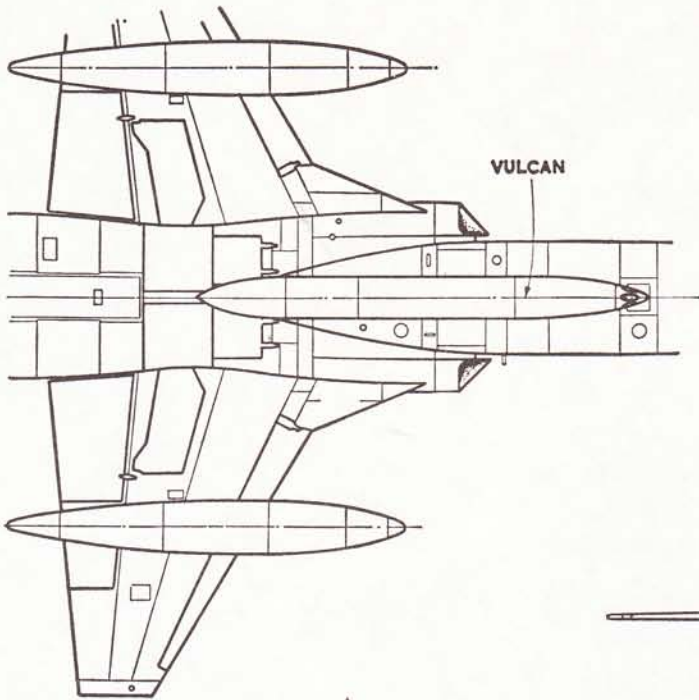


▲ N-156F, forerunner of a very successful lightweight fighter, the F-5. This view shows the aircraft equipped with wing-tip AIM-9S.

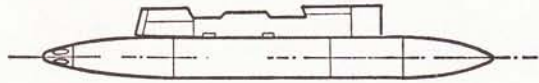


Port elevation ▼

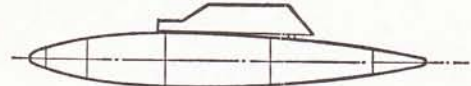




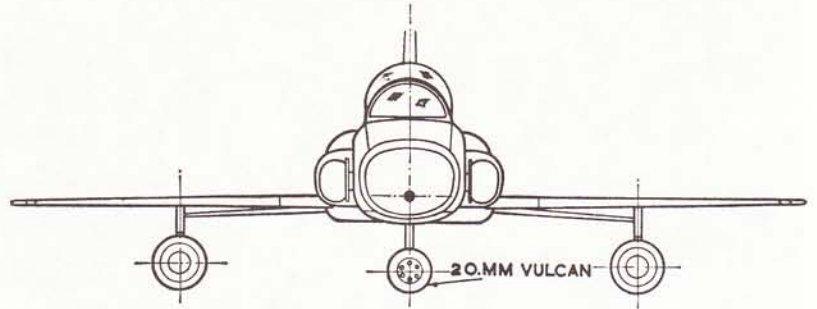
VULCAN



20.MM. VULCAN CANNON UNIT

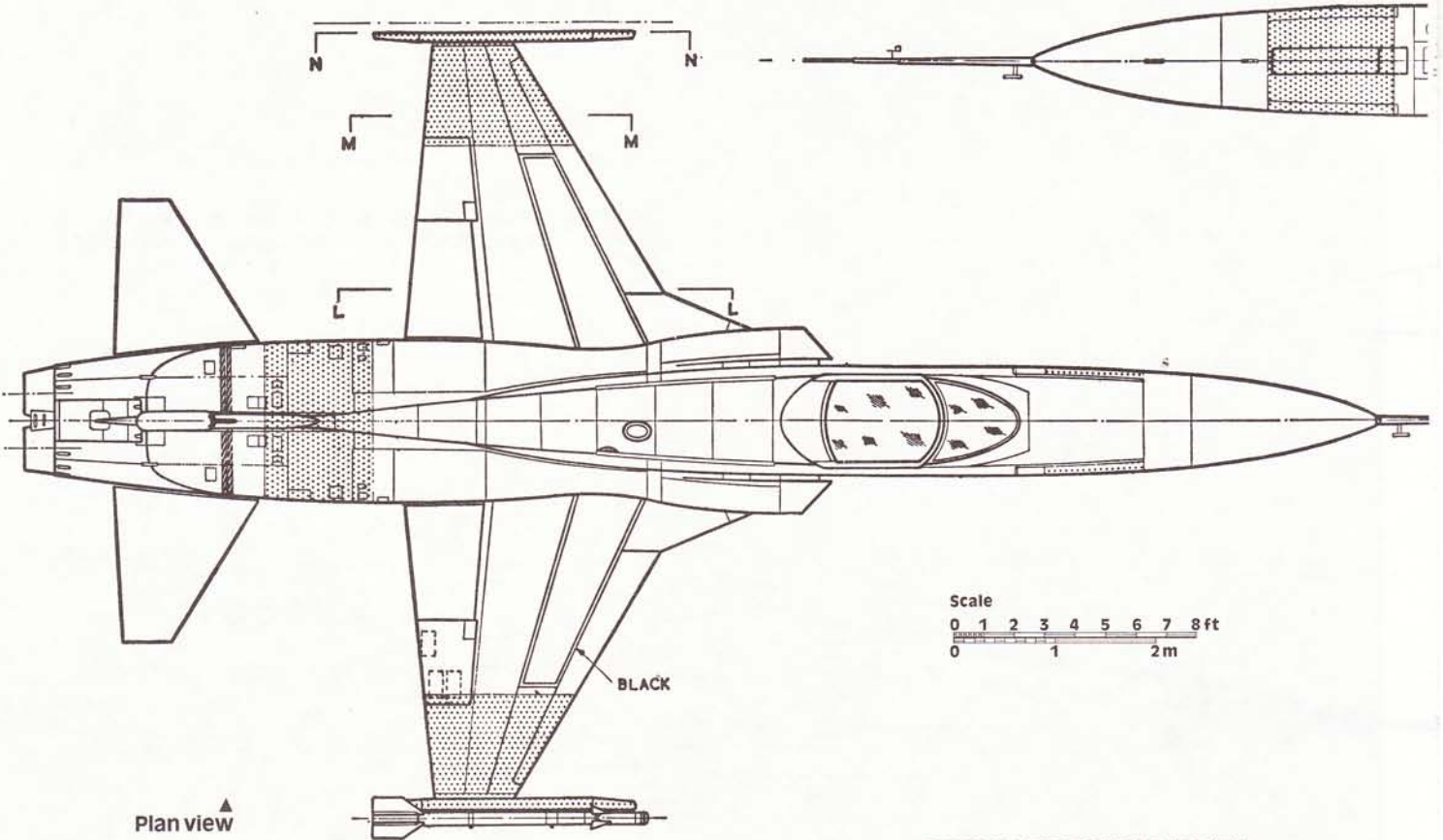


200. GAL. PYLON TANK



20.MM VULCAN

▲ Scrap views  
Showing stores options



▲ Plan view

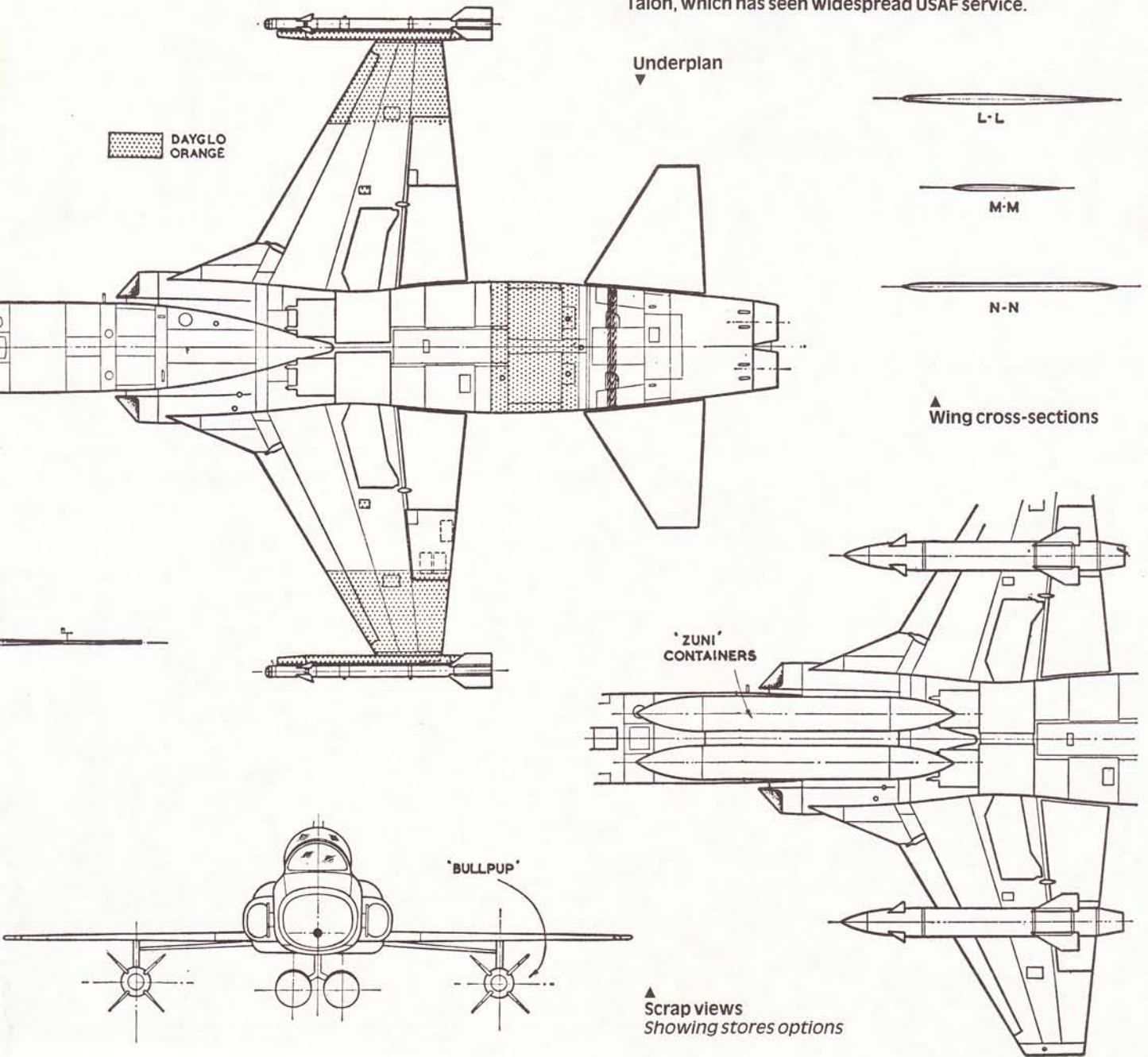
BLACK

Scale  
0 1 2 3 4 5 6 7 8 ft  
0 1 2 m

DRAWN BY E TAGE LARSEN



▲ The two-seat trainer variant of the N-156F became the T-38 Talon, which has seen widespread USAF service.



# Handley Page Victor Mk 2

**Country of origin:** Great Britain.

**Type:** Long-range, land-based, strategic bomber, (SR Mk 2) strategic reconnaissance aircraft and (K Mk 2) tanker aircraft.

**Dimensions:** Wing span 120ft 0in 36.58m; length 114ft 11in 35.03m; height 30ft 1½in 9.18m; wing area 2597 sq ft

241.22m<sup>2</sup>.

**Weights:** (K Mk 2) Empty 110,310lb 50,050kg; maximum 238,000lb 107,985kg.

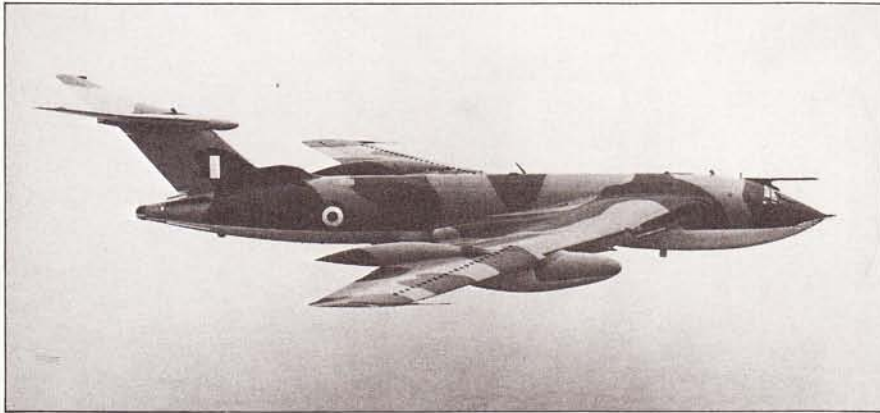
**Powerplant:** Four Rolls-Royce Conway RCo17 Mk 201 turbojets each of 20,600lb 9345kg static thrust.

**Performance:** Maximum speed 610mph 982kph; service ceiling 55,000ft 16,765m;

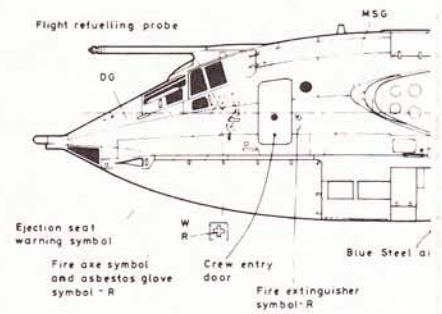
range (at altitude) 4600 miles 7400km.

**Armament:** Thirty-five 1000lb 454kg bombs or one HS Blue Steel stand-off nuclear missile or other ordnance up to about 30,000lb 13,600kg, (SR, K Mk 2) none.

**Service:** First flight 20 February 1959; service entry February 1962.

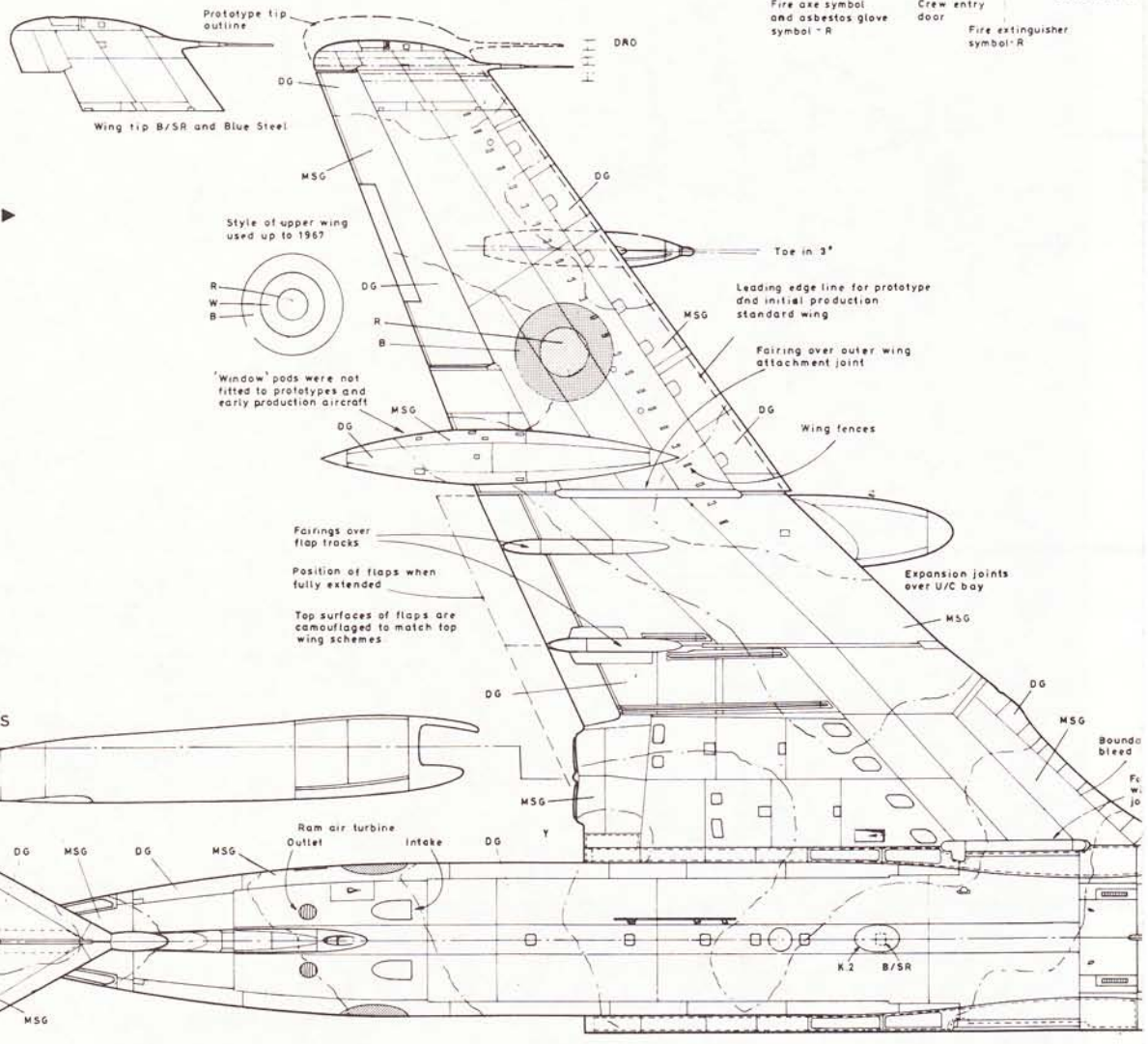


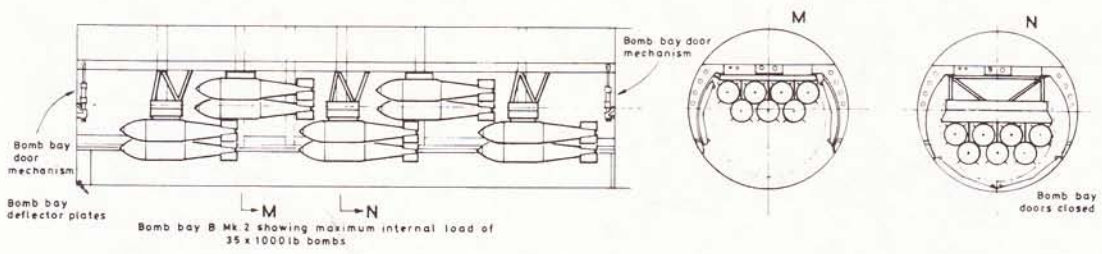
◀ Victor B.2 in low-level camouflage. The tip of the Blue Steel missile can just be made out.



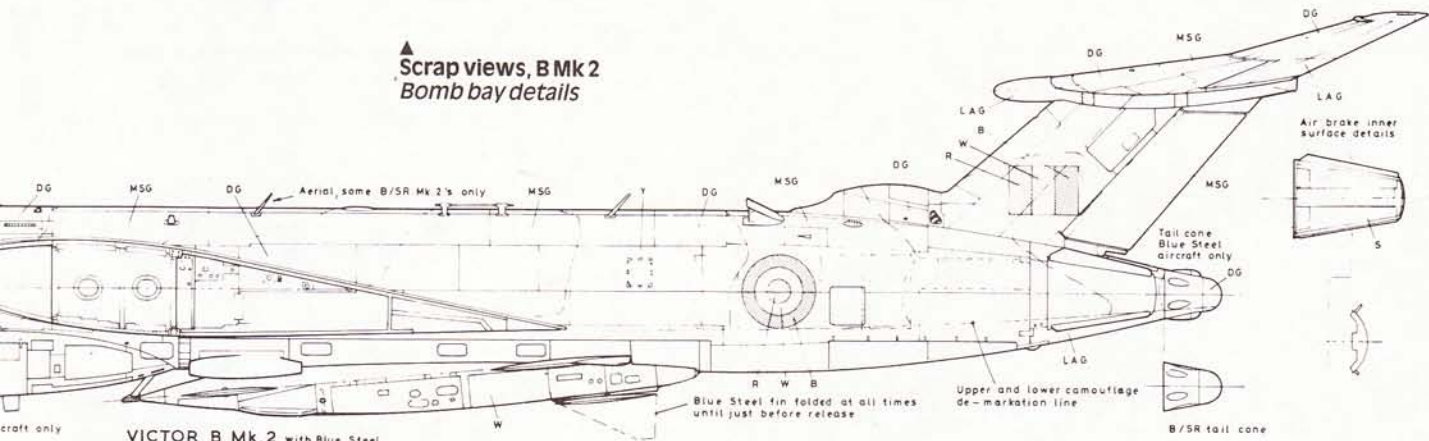
Plan view, K Mk 2 ▶

Scale



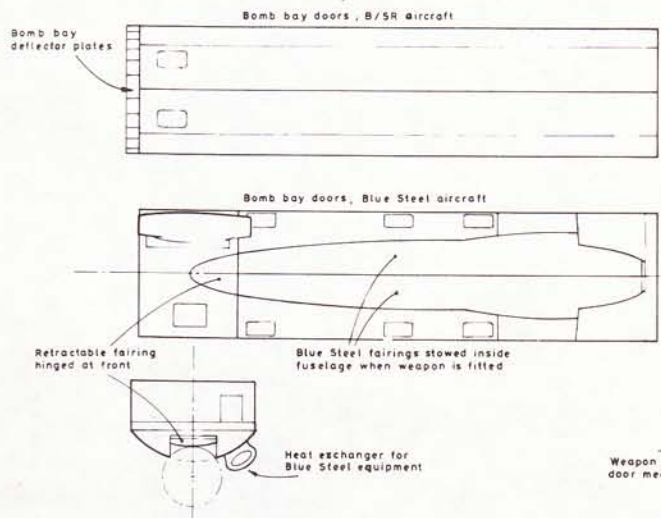


▲ Scrap views, B Mk 2  
Bomb bay details

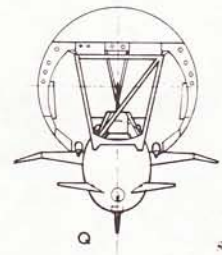


▲ Port elevation, B Mk 2

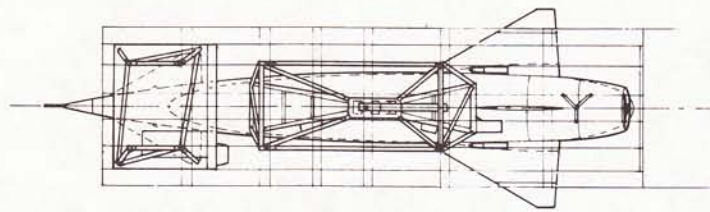
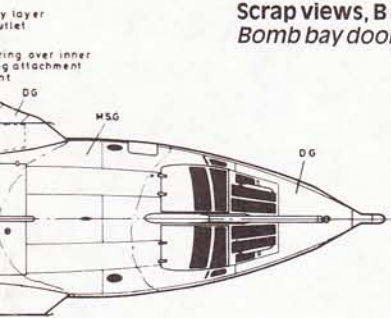
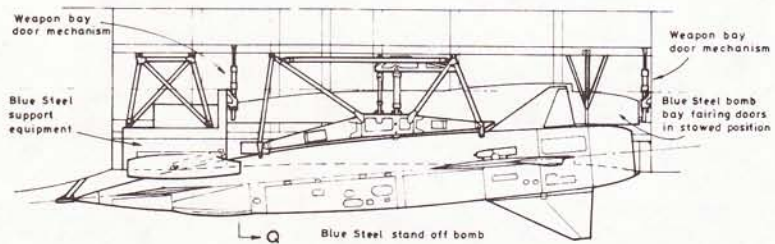
DRAWN BY A L BENTLEY



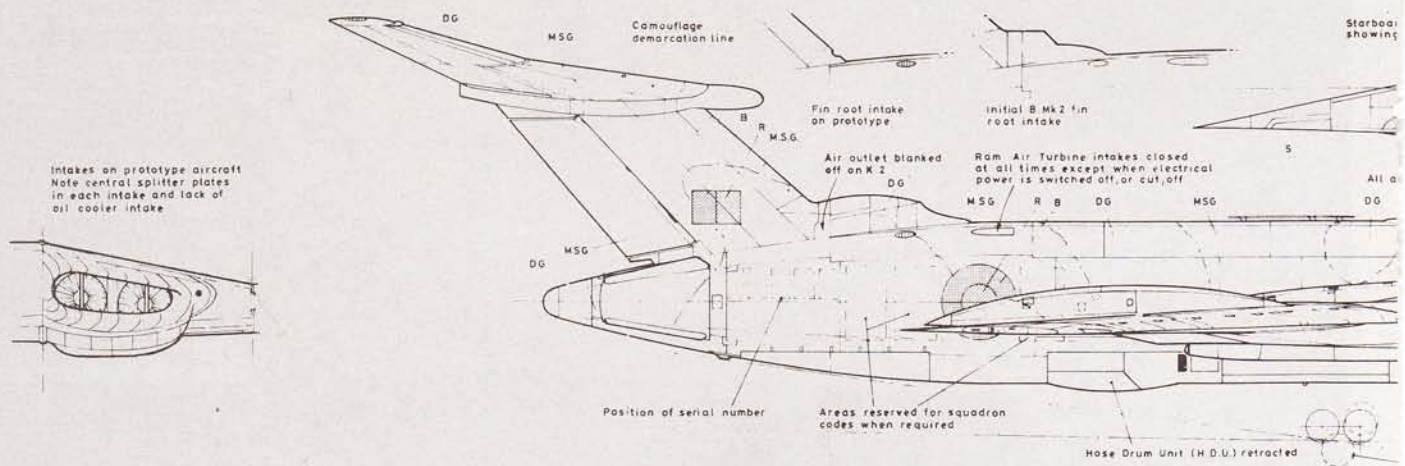
▼ Scrap views, B Mk 2  
Blue Steel carriage



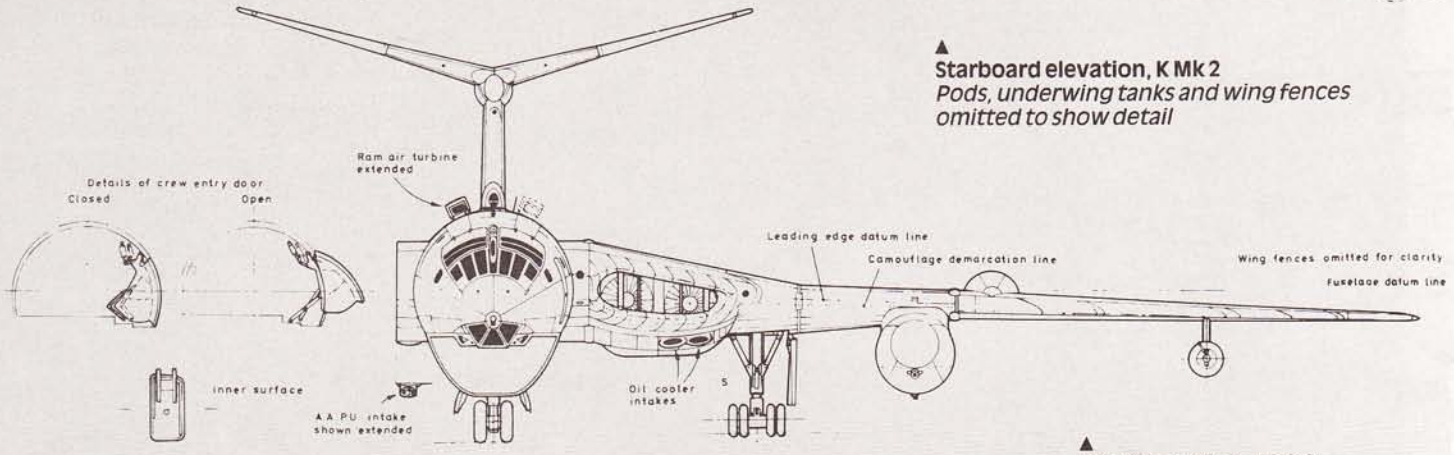
▲ Scrap views, B and SR Mk 2  
Bomb bay doors







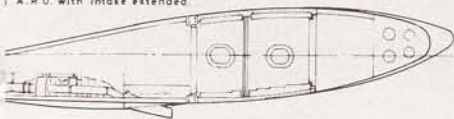
▲ Starboard elevation, K Mk 2  
Pods, underwing tanks and wing fences omitted to show detail



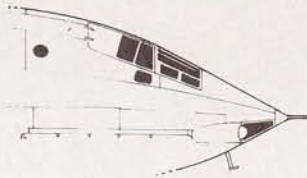
▲ Front elevation, K Mk 2



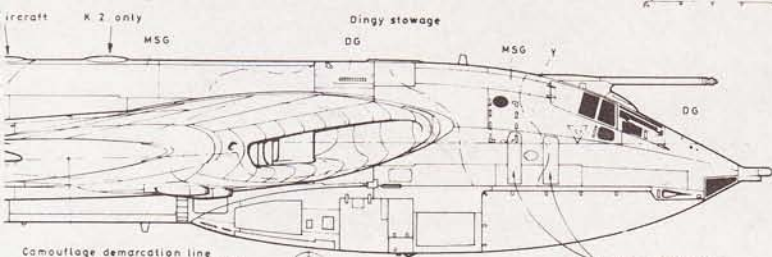
Wing root at stn 54.5  
A.R.U. with intake extended



Prototype nose details



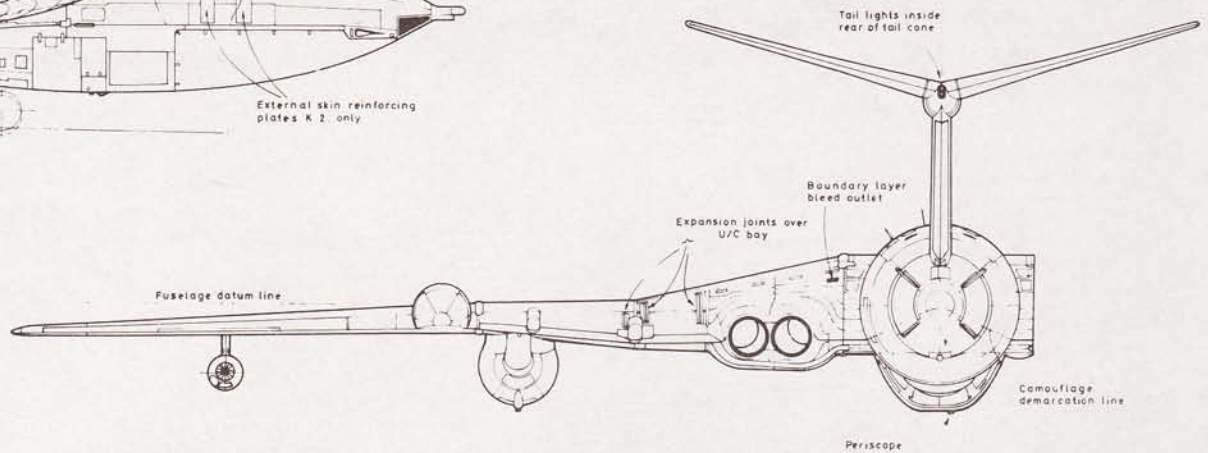
Scale



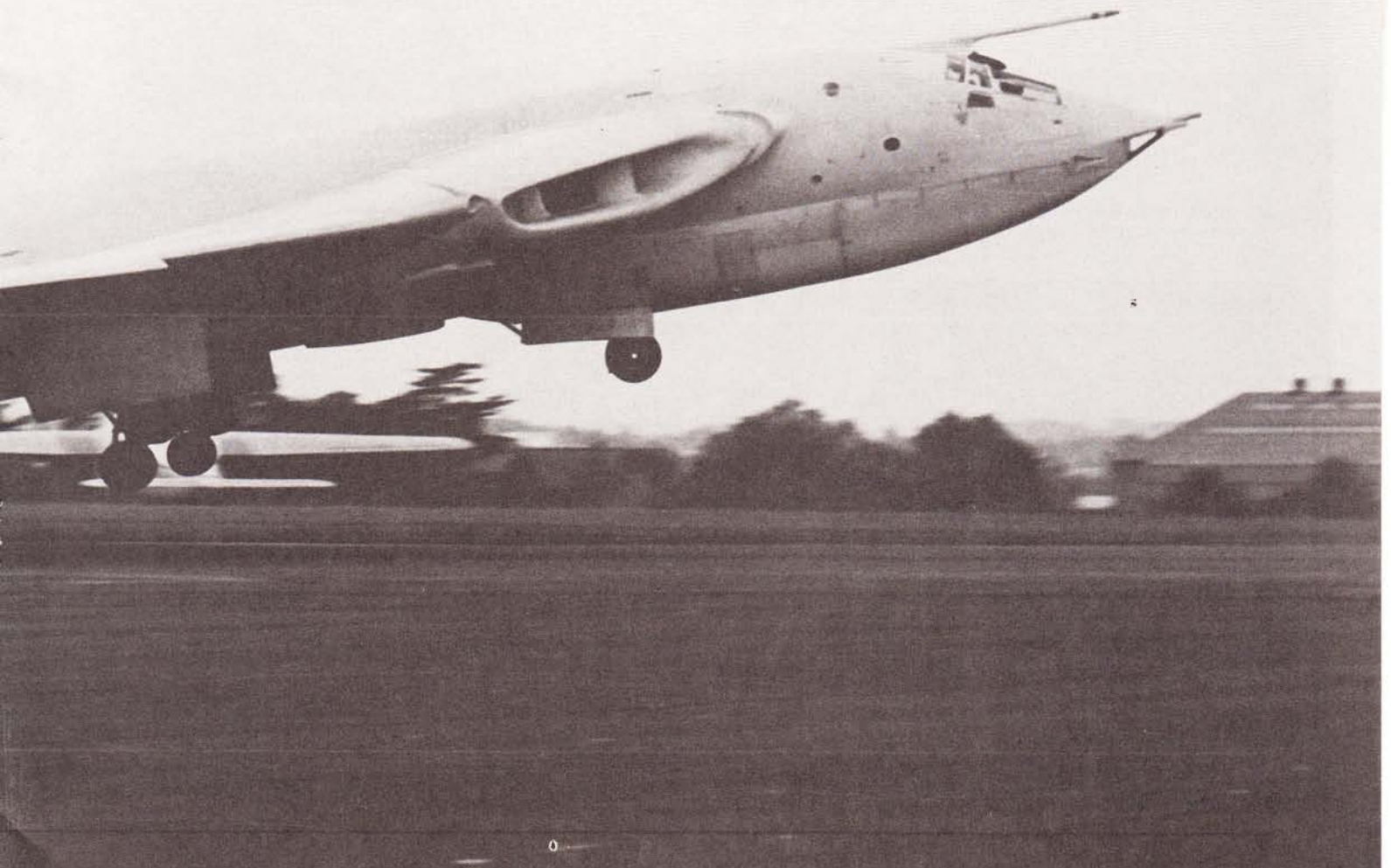
Camouflage demarcation line  
between upper and lower surfaces  
Static ground line  
Free hanging position of wheels

External skin reinforcing  
plates K 2, only

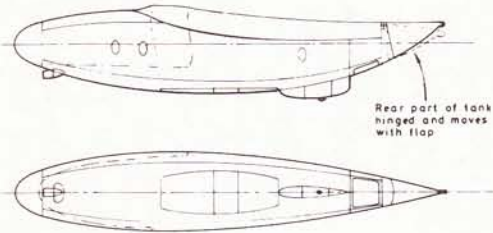
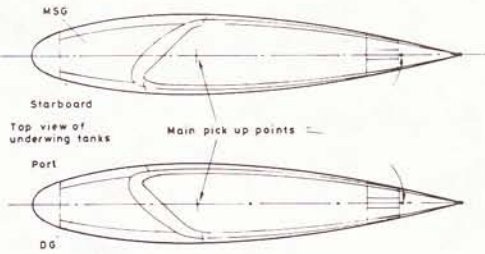
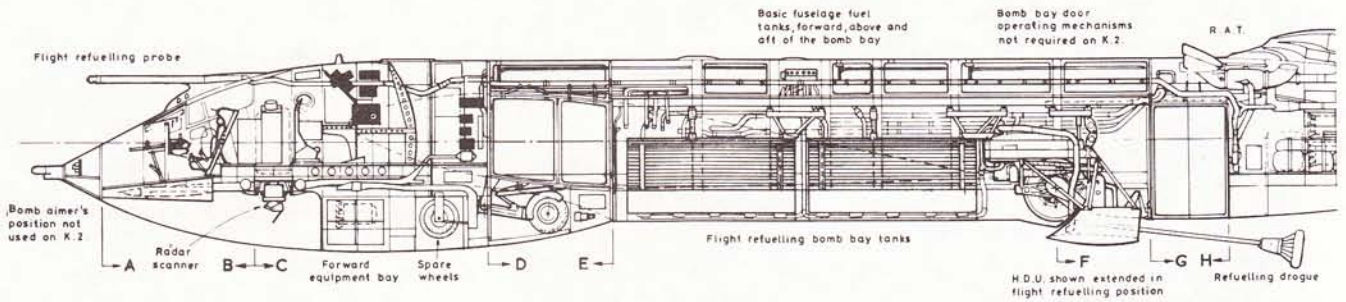
Rear elevation, K Mk 2



The first operational Victors were finished in anti-flash white,  
with pink, white and pale blue national markings.

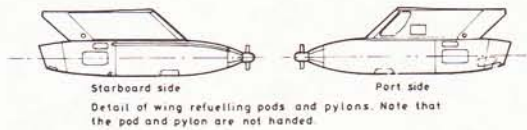


Port inboard profile, K Mk 2

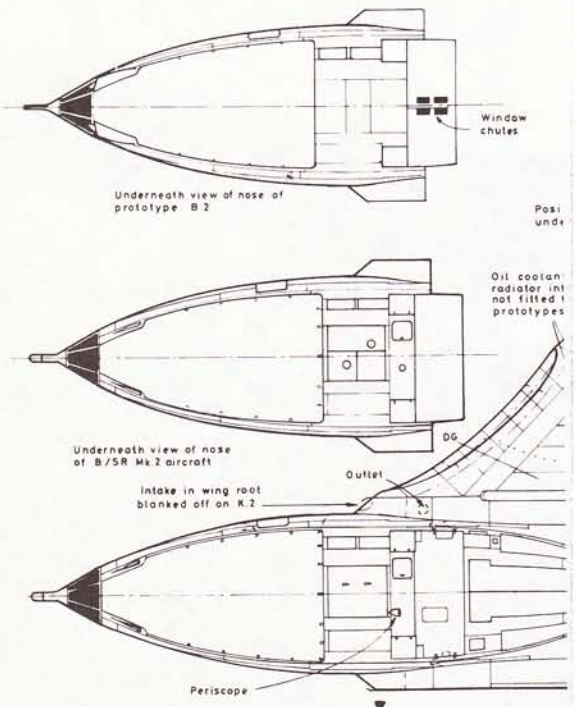


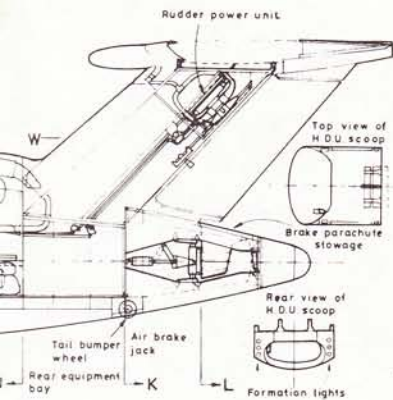
Tank is same for both wings, only tank to wing fairing is handed. Tanks fitted to all Mk.2 aircraft except prototypes

Scrap views  
Underwing tanks



Inboard view of wing-mounted refuelling pod, Victor K Mk 2, showing prominent dayglo stripes.



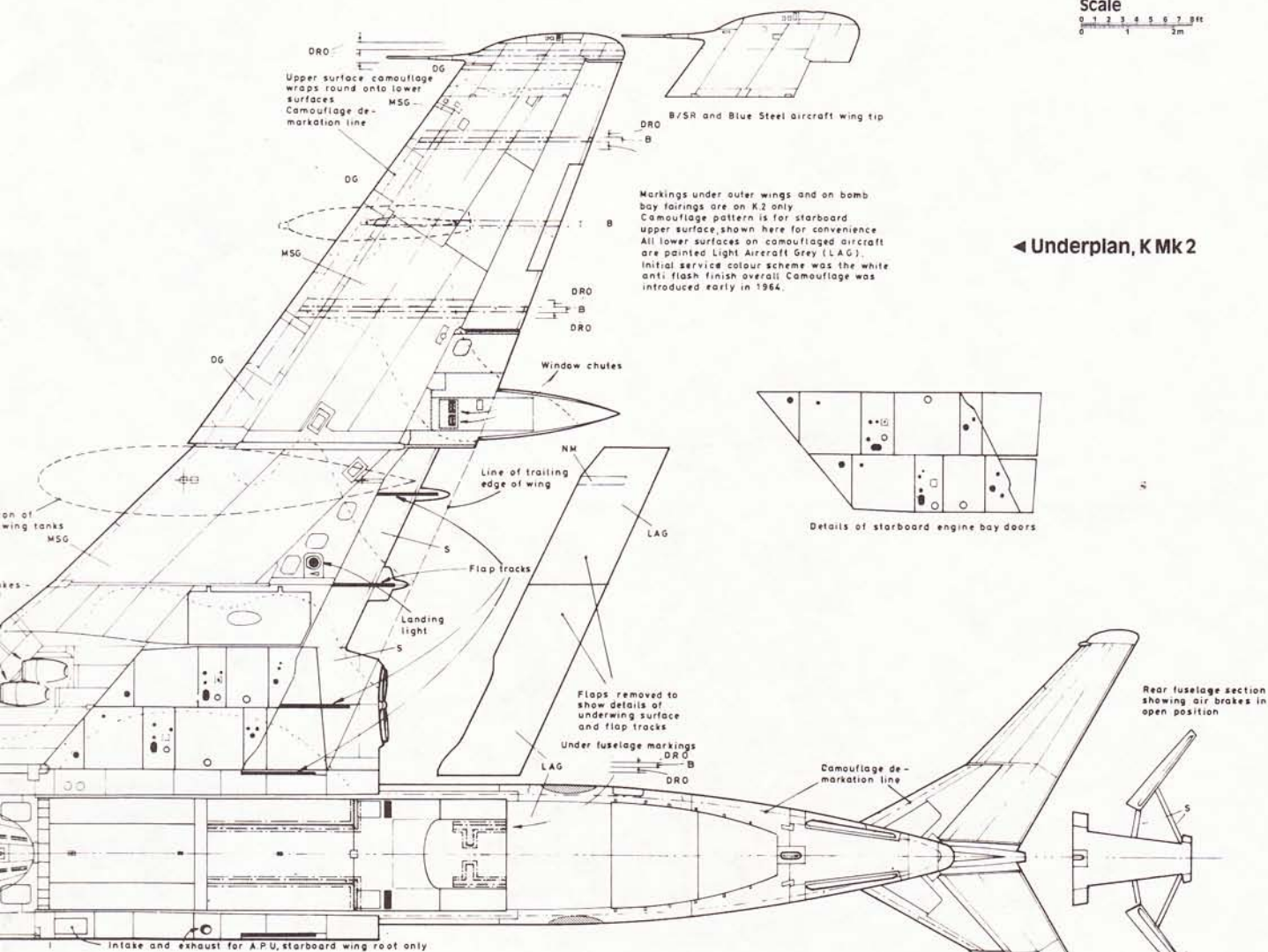


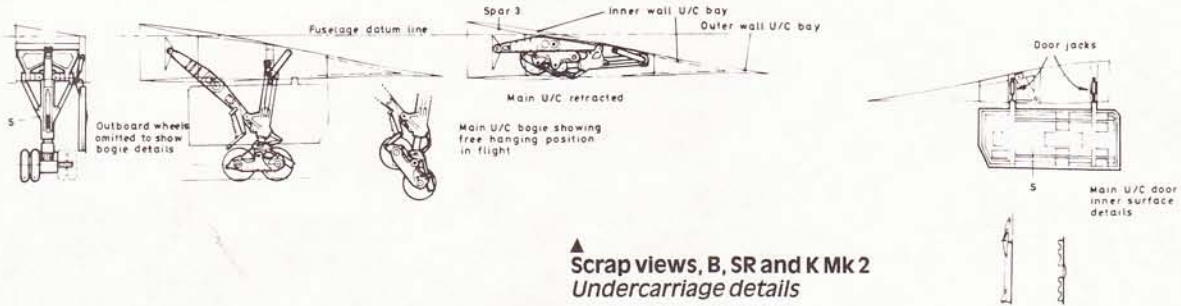
▲ Victor K.2 in current 'hemp' and light grey finish, based at RAF Marham in Norfolk.

**Colour code**

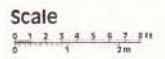
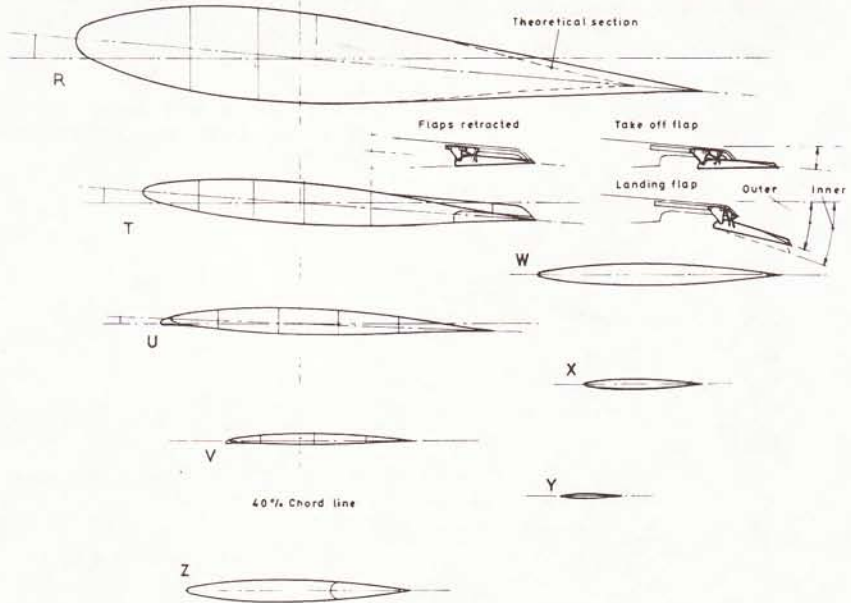
R - Red; W - White; B - Blue; DG - Dark Green; MSG - Medium Sea Grey; LAG - Light Aircraft Grey; B - Black; S - Silver; DRO - Dayglo red-orange; Y - Yellow; NM - Natural metal. Walkway areas at wing roots and on tailplane are outlined with a continuous, 1/4in thick yellow line with a fringe of red stripes.

Scale  
0 1 2 3 4 5 6 7 8ft  
0 1 2 3m

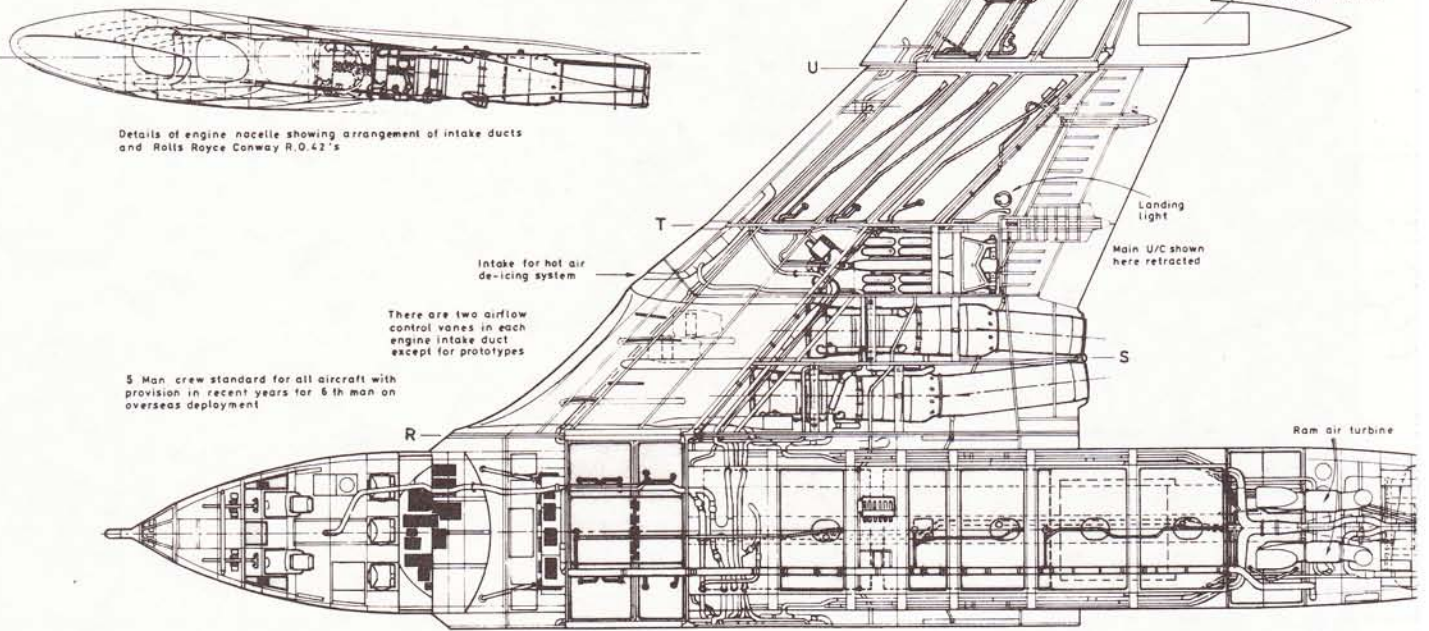




▲ Scrap views, B, SR and K Mk 2 Undercarriage details



◀ Wing and tailplane cross-sections



Details of engine nacelle showing arrangement of intake ducts and Rolls Royce Conway R.O.42's

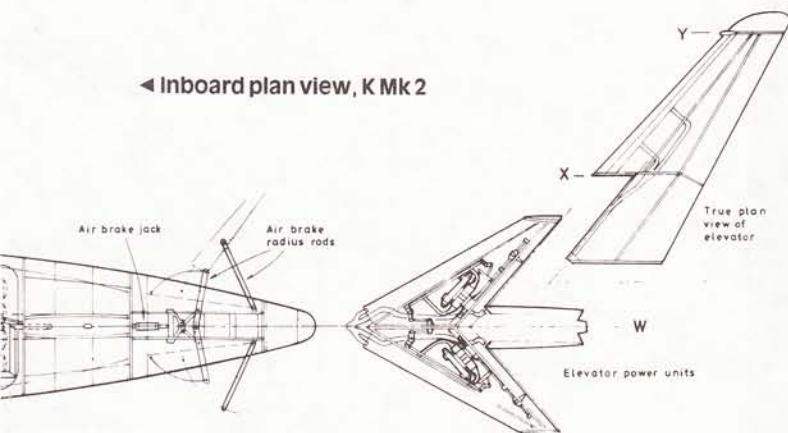
There are two airflow control vanes in each engine intake duct except for prototypes

5 Man crew standard for all aircraft with provision in recent years for 6th man on overseas deployment



▲ Victor SR.2s at Wyton. As nuclear/conventional strategic bombers, then reconnaissance platforms and now aerial tankers, Victors have certainly given value for money.

◀ Inboard plan view, K Mk 2



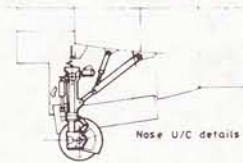
Nose U/C door inner surface detail



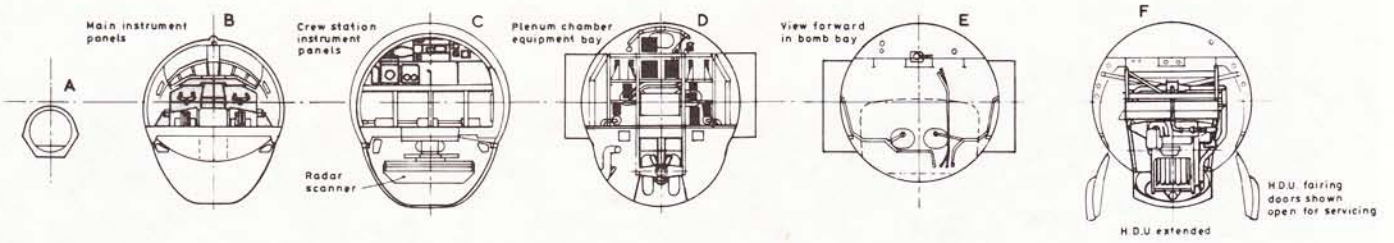
Part nose wheel omitted to show lower leg details



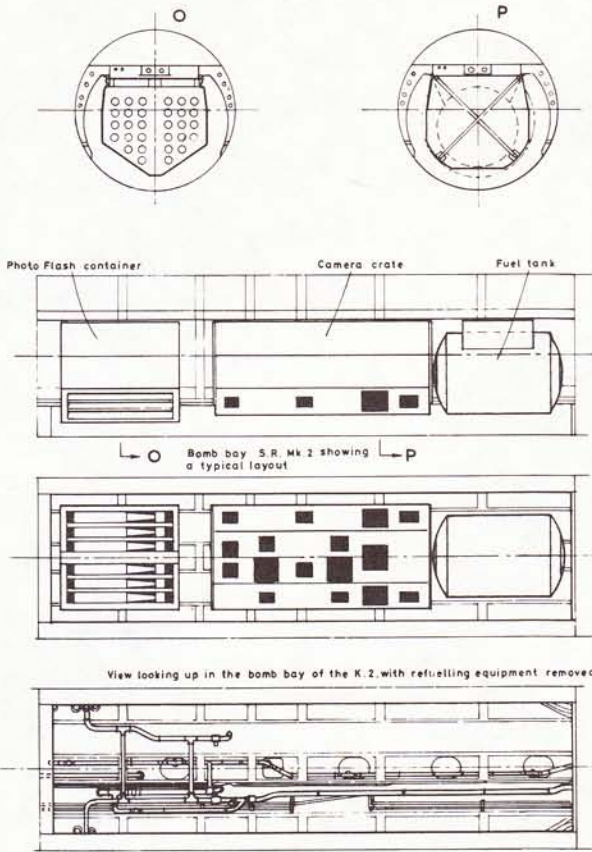
Stn 303 Stn 398



▲ Scrap views, B, SR and K Mk 2 Undercarriage details

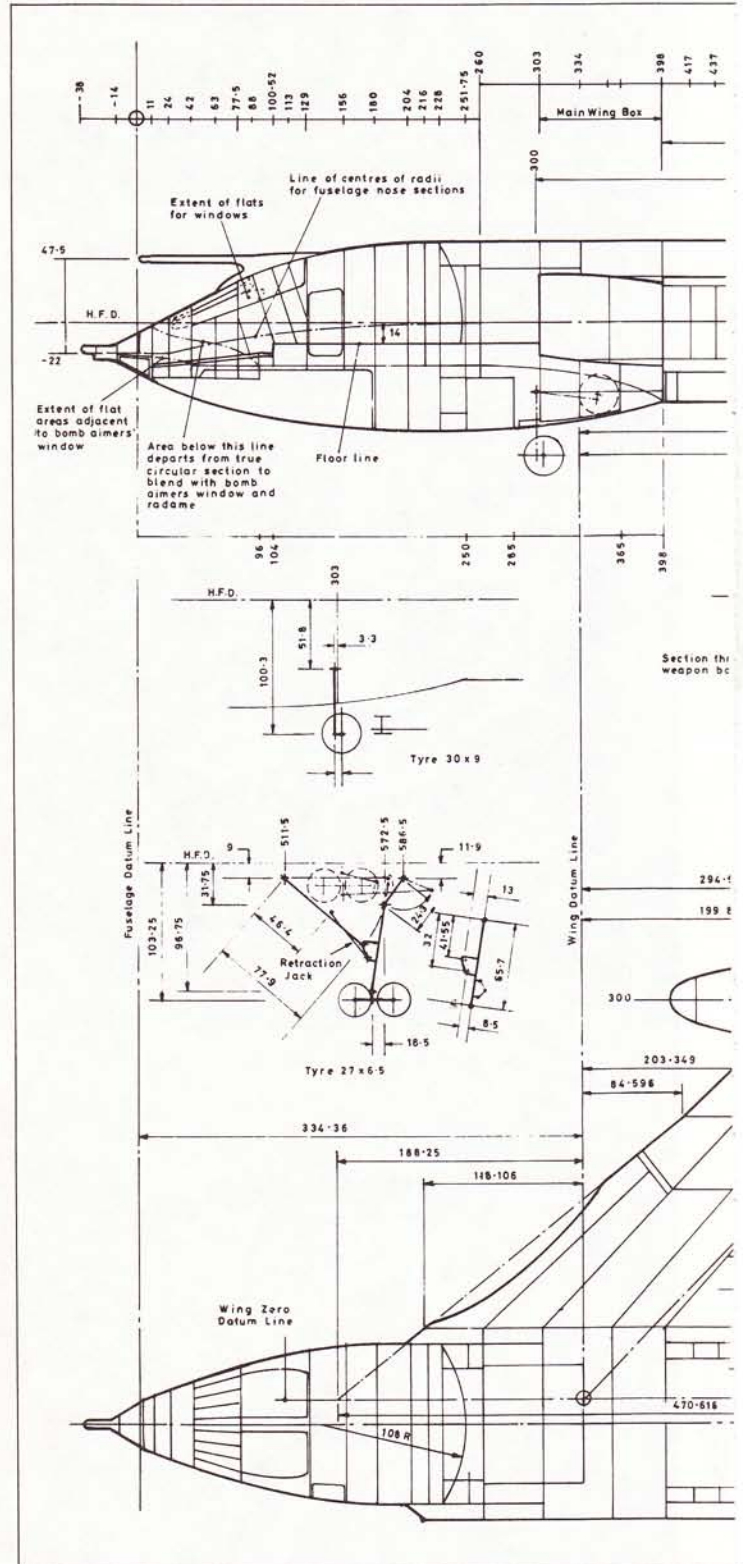


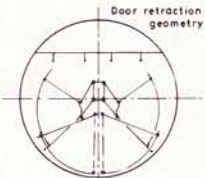
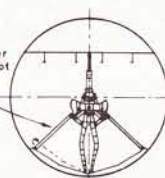
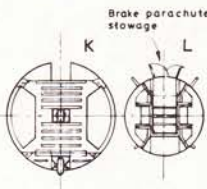
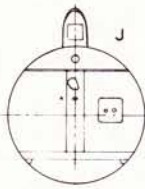
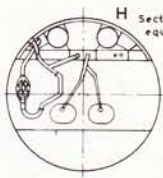
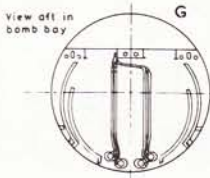
Scale 0 1 2 3 4 5 6 7 8ft  
0 1 2 3 4 5 6 7 8m



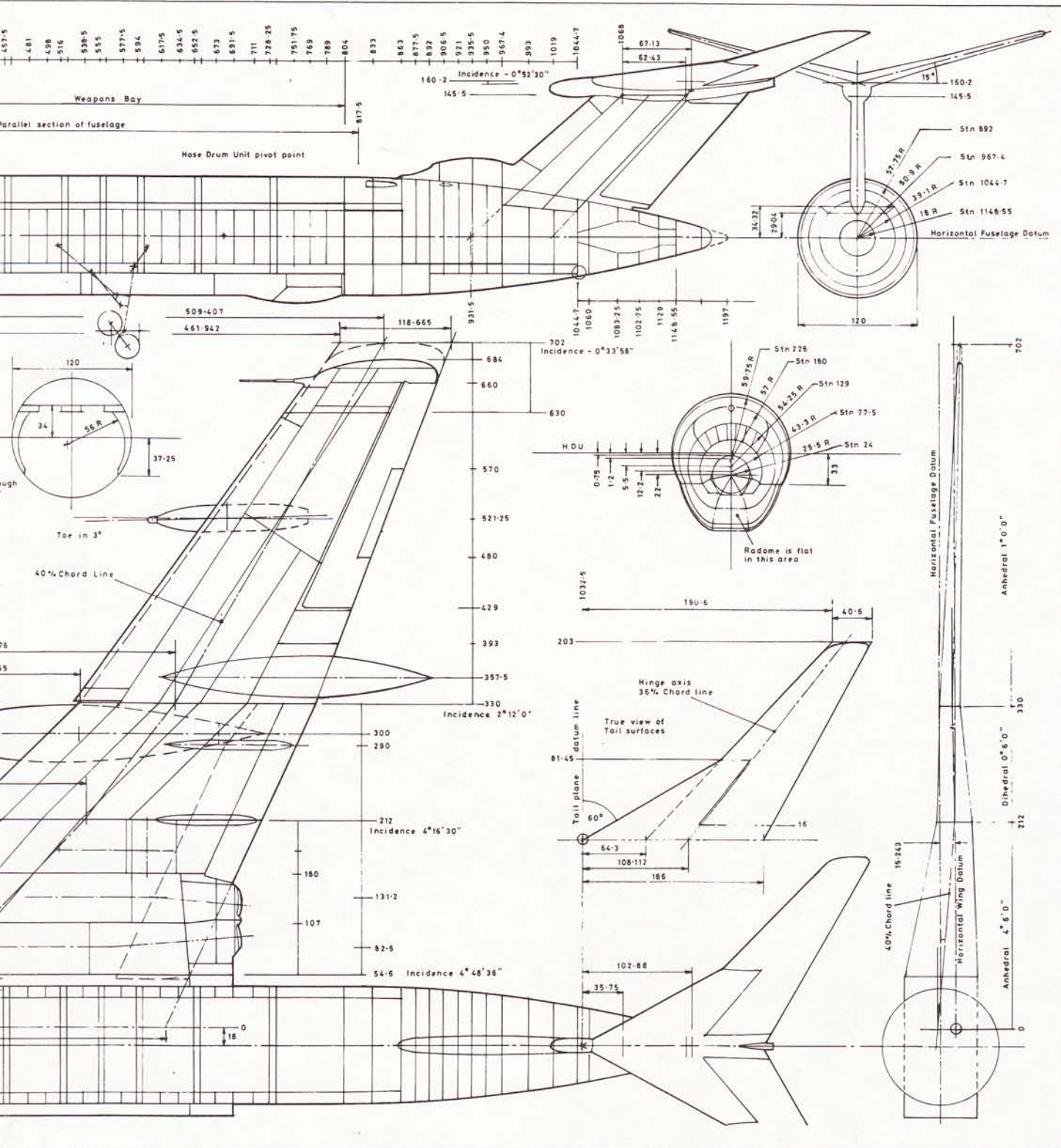
▲ Scrap views, SR and K Mk 2  
Bomb bay details

Co-pilot's position, Victor K.2. Only the pilot and co-pilot have ejection seats.





**Fuselage cross-sections**





# Dassault Mirage III C

**Country of origin:** France.  
**Type:** Single-seat, land-based  
 interceptor fighter.

**Dimensions:** Wing span 26ft 11½in  
 8.22m; length (exc probe) 48ft 4¾in  
 14.75m; height 13ft 11½in 4.25m; wing  
 area 377 sq ft 35.0m<sup>2</sup>.

**Weights:** Empty equipped 13,555–  
 13,995lb 6150–6350kg; mission take-off

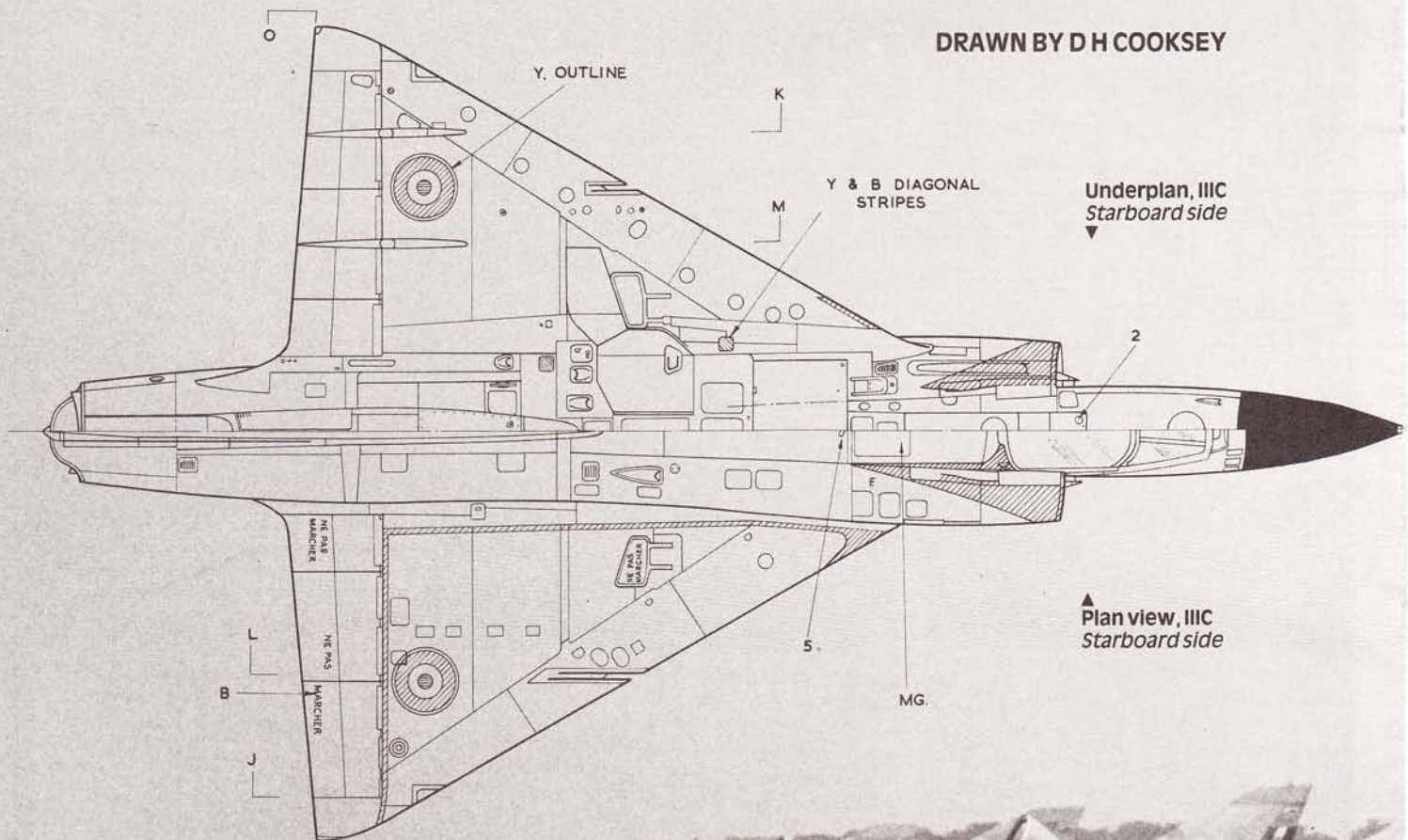
17,545–21,445lb 7960–9730kg.  
**Powerplant:** One SNECMA Atar 9B  
 afterburning turbojet of 13,225lb 6000kg  
 maximum thrust.

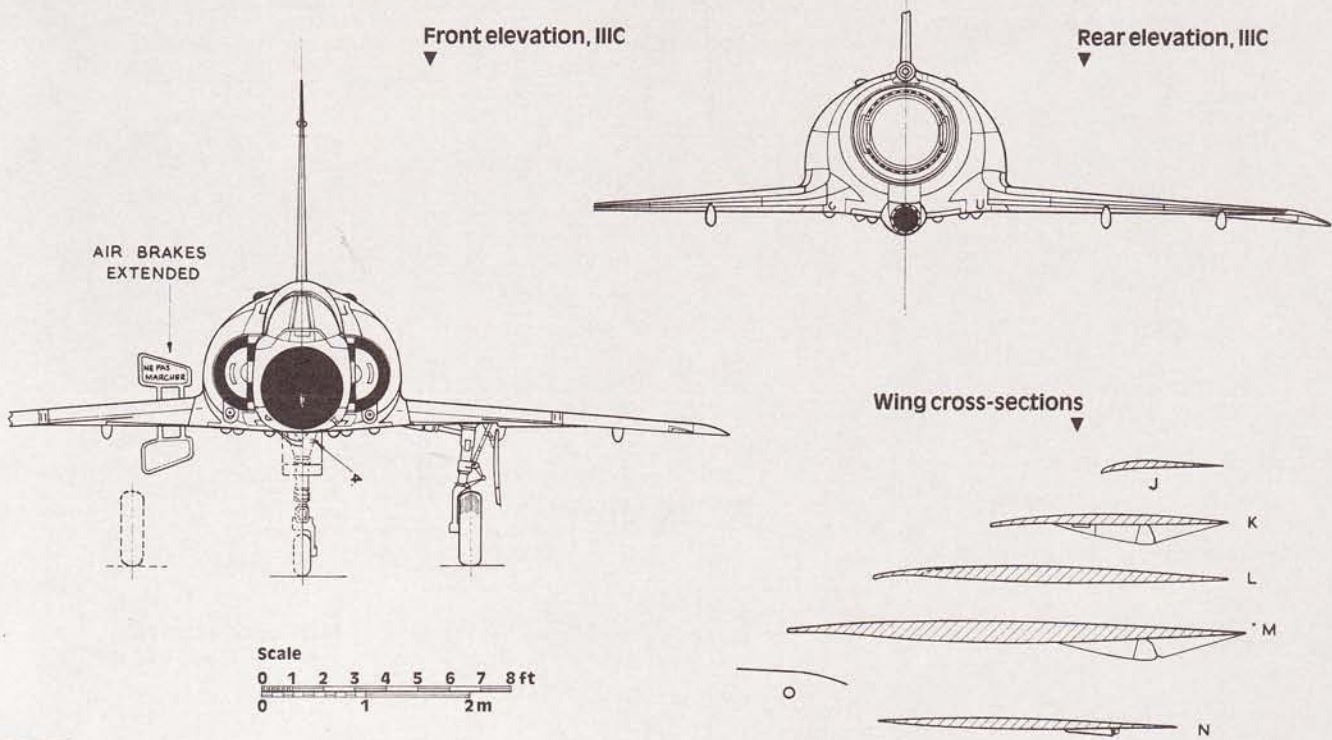
**Performance:** Maximum speed Mach  
 2.15 at 36,100ft 11,000m; initial climb rate  
 over 16,400ft/min 5000m/min; service  
 ceiling 55,770ft 17,000m; range (clean, at  
 altitude) over 1000 miles 1600km.

**Armament:** Two fixed 30mm DEFA 5-52  
 cannon, plus (optional) one Matra R.530  
 AAM and two AIM-9 Sidewinder or R.550  
 Magic AAMs, or up to 3000lb 1360kg of  
 bombs.

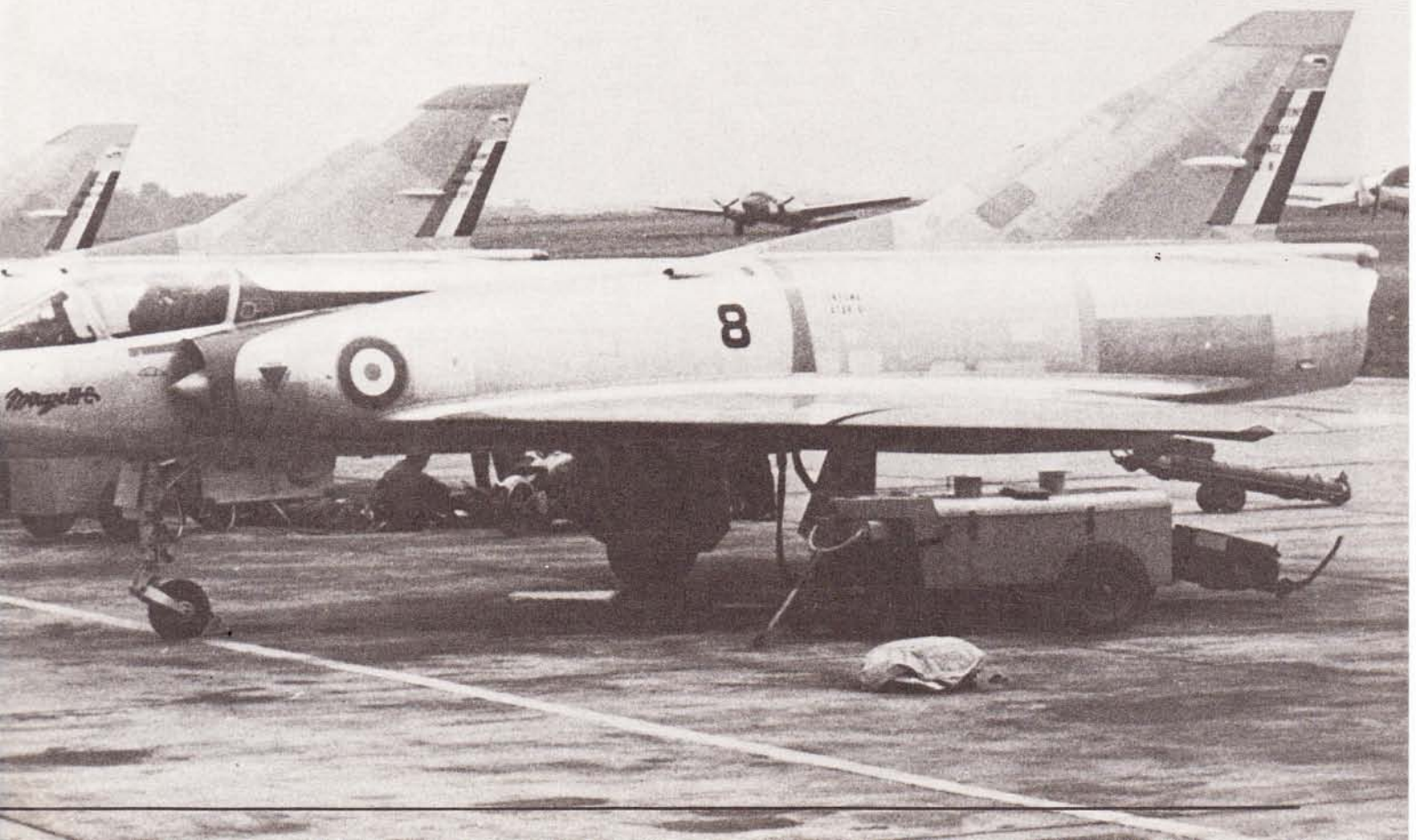
**Service:** First flight 9 October 1960;  
 service entry October 1961.

DRAWN BY D H COOKSEY

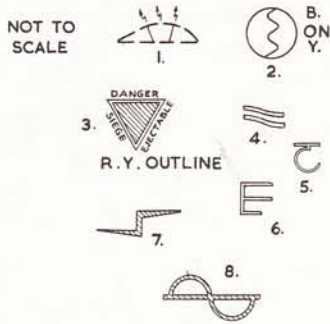




French fighter power in the 1960s: Mirage IIICs on the flight line. The IIIC had formed the basis for one of the most successful of all postwar military aircraft.



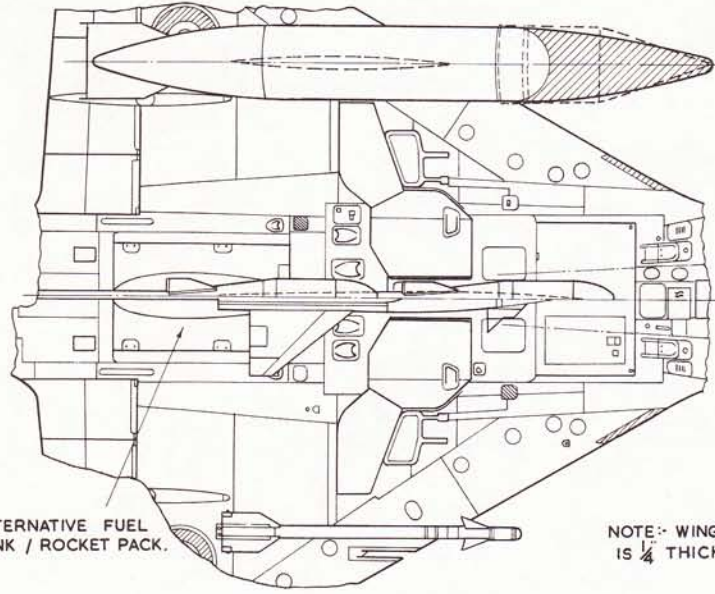
**Instruction symbols**  
See main drawings for locations



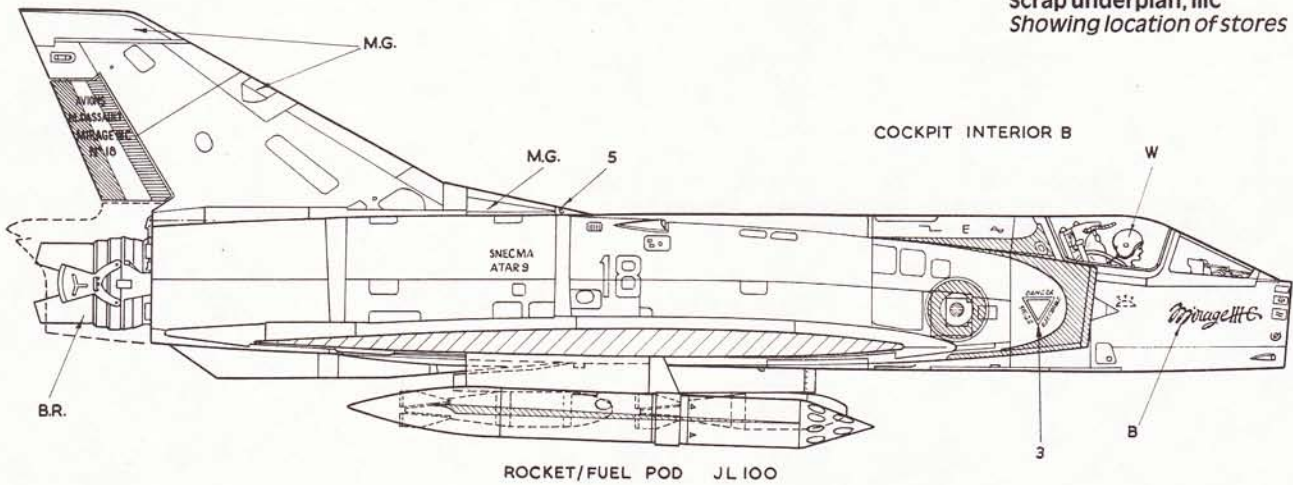
NOTE:- A/C NATURAL POLISHED METAL OVERALL. PYLONS AND PACKS, ALSO MISSILES W.

ALTERNATIVE FUEL TANK / ROCKET PACK.

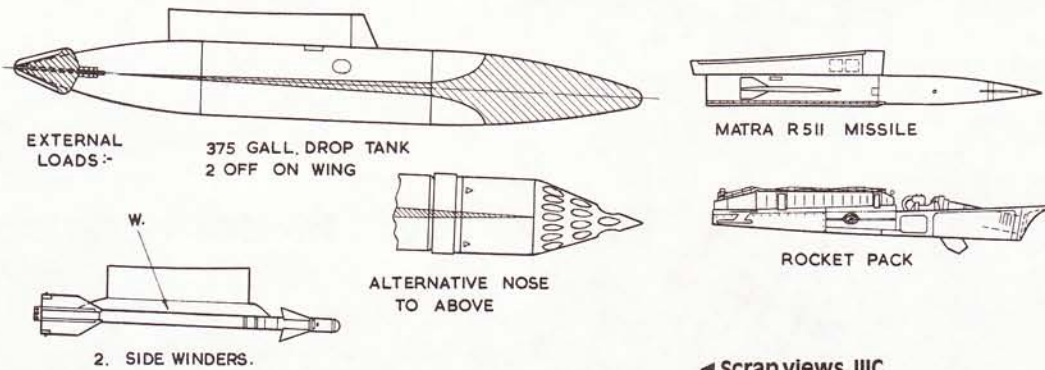
NOTE:- WING T.E. IS  $\frac{1}{4}$  THICK



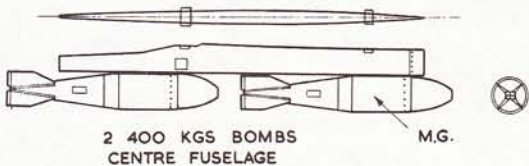
▲ **Scrap underplan, IIC**  
Showing location of stores



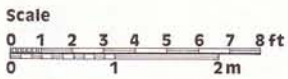
▲ **Starboard elevation, IIC**



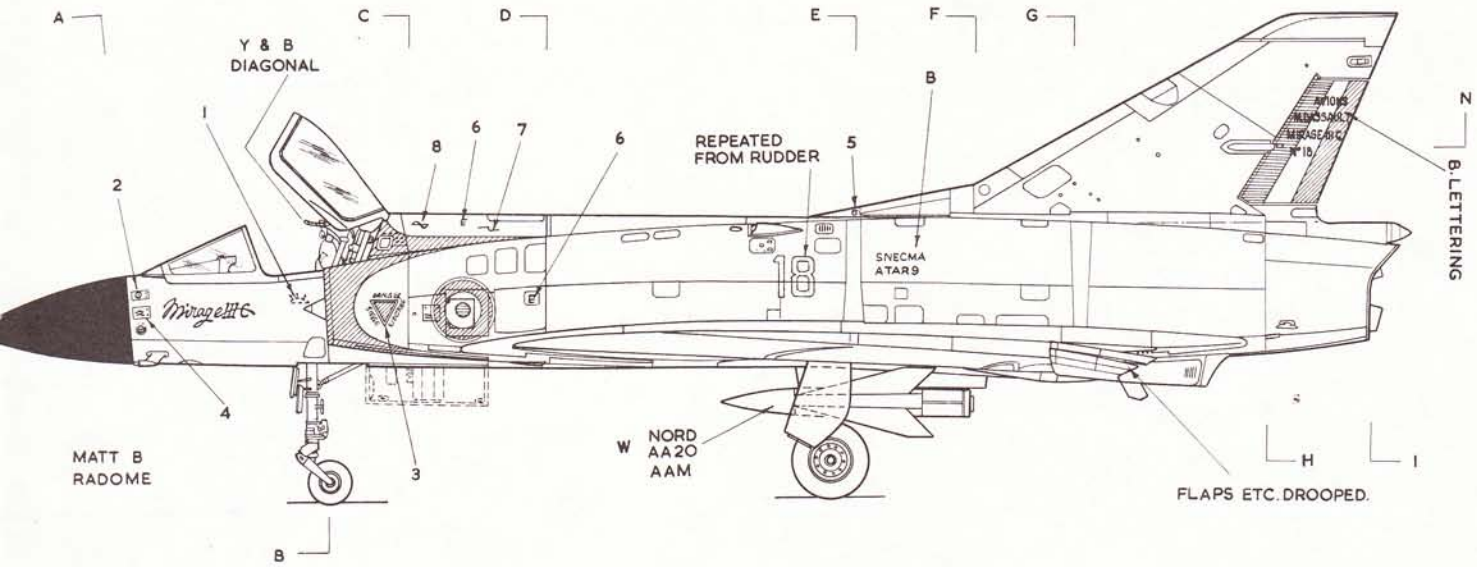
◀ **Scrap views, IIC**  
Stores carriage



- |                         |  |      |
|-------------------------|--|------|
| BR. MATT BROWN          |  | RED  |
| B. BLACK                |  |      |
| (MATT) M.G. MEDIUM GREY |  | BLUE |
| W. WHITE                |  |      |
| Y. YELLOW               |  |      |



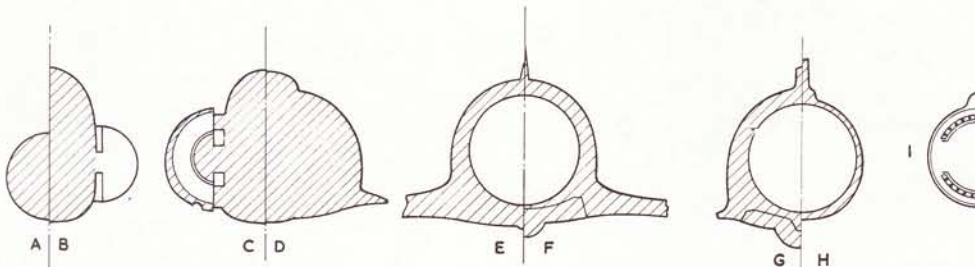
▲ RAAF Mirage III O is one of many export variants of the Mirage III/V family. This one has a dramatic yellow high-visibility scheme.



Fuselage cross-sections ▼

▲ Port elevation, IIIC

Scrap views, IIIC  
Intake centrebody ▼



# BAC Lightning F Mk 6

**Country of origin:** Great Britain.

**Type:** Single-seat, land-based interceptor fighter.

**Dimensions:** Wing span 34ft 10in 10.62m; length 55ft 3in 16.84m; height 19ft 7in 5.97m; wing area 380.1 sq ft 35.31m<sup>2</sup>.

**Weights:** Empty about 28,000lb 12,700kg;

loaded about 50,000lb 22,700kg.

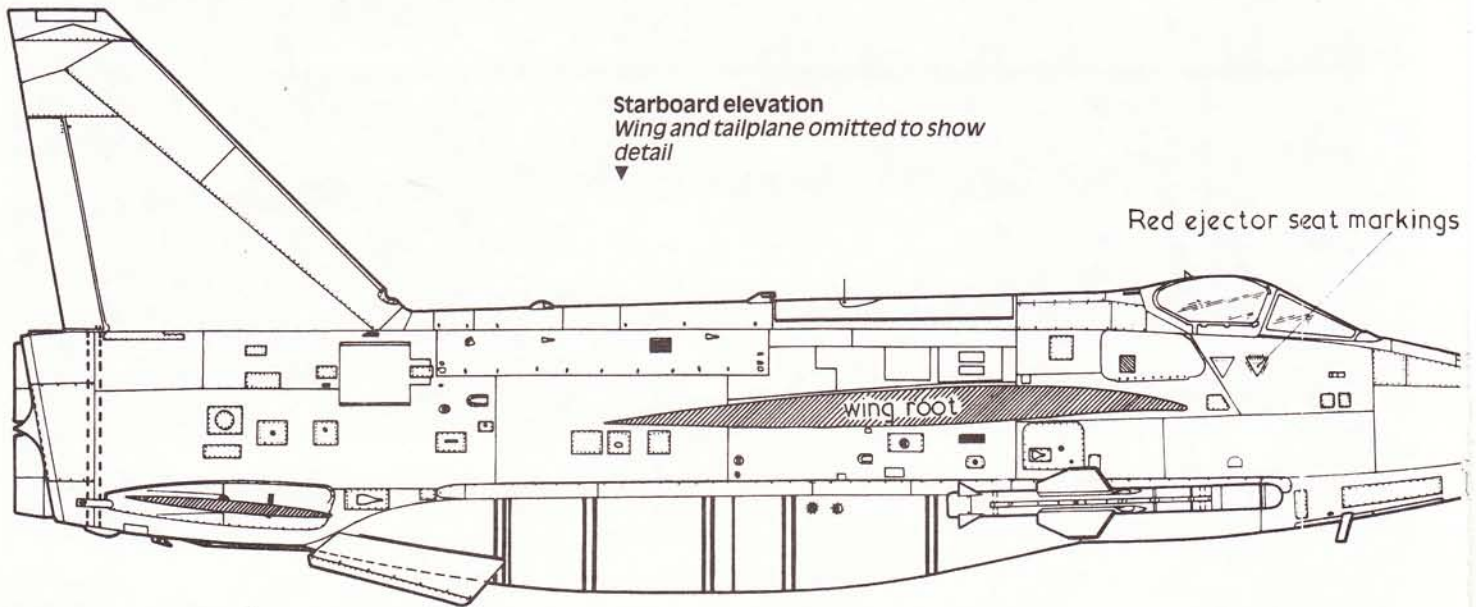
**Powerplant:** Two Rolls-Royce Avon 302 afterburning turbojets each of 15,680lb 7115kg maximum thrust.

**Performance:** Maximum speed 1500mph 2415kph at 40,000ft 12,200m; initial climb rate 50,000ft/min 15,240m/min; service ceiling 60,000ft 18,290m; range 800 miles

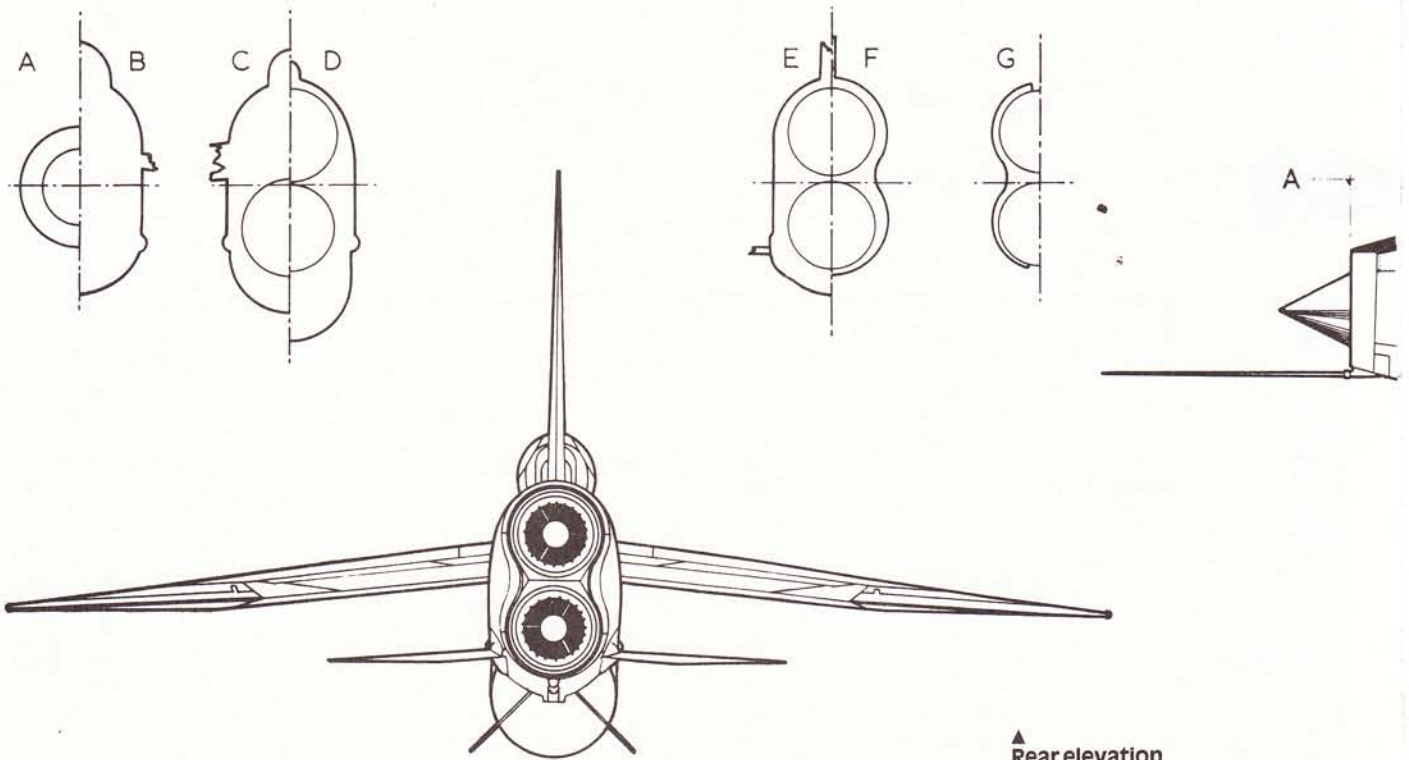
1290km.

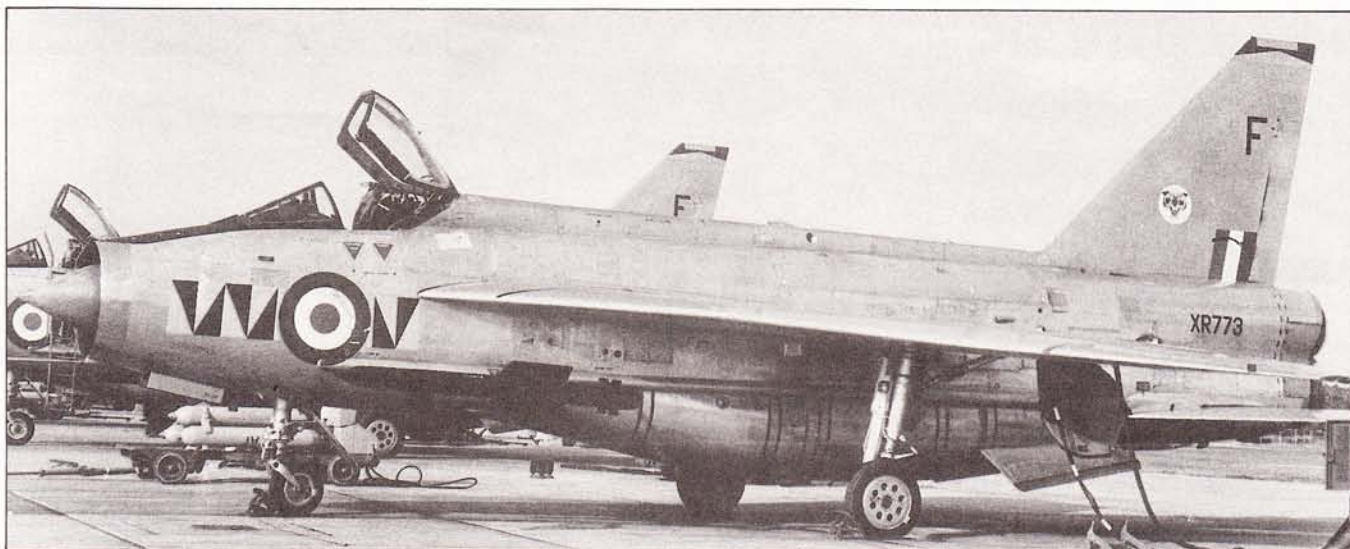
**Armament:** Two Red Top or Firestreak AAMs, plus (optional) two fixed 30mm Aden cannon in belly fairing; other weapons possible (see drawings).

**Service:** First flight (P.1A) 4 August 1954, (F Mk 6) 17 April 1964.

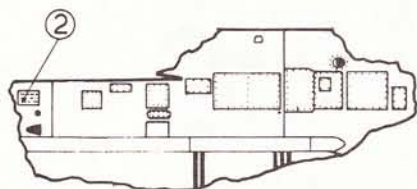
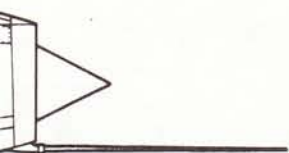


Fuselage cross-sections

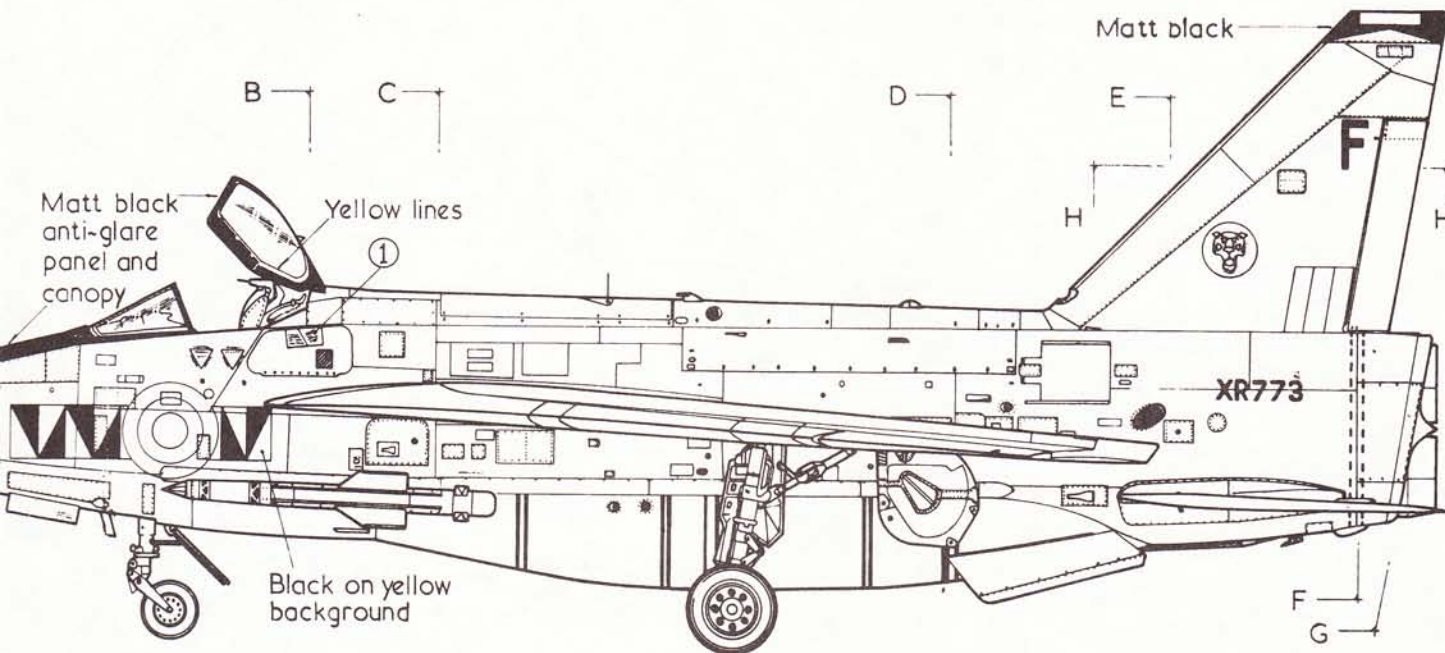




▲ No 74(F) Squadron Lightning F.6 as depicted in the plans. Despite their limited range and ancient radar system, Lightnings still equipped two front-line RAF squadrons in 1987.

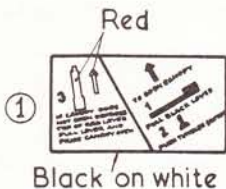


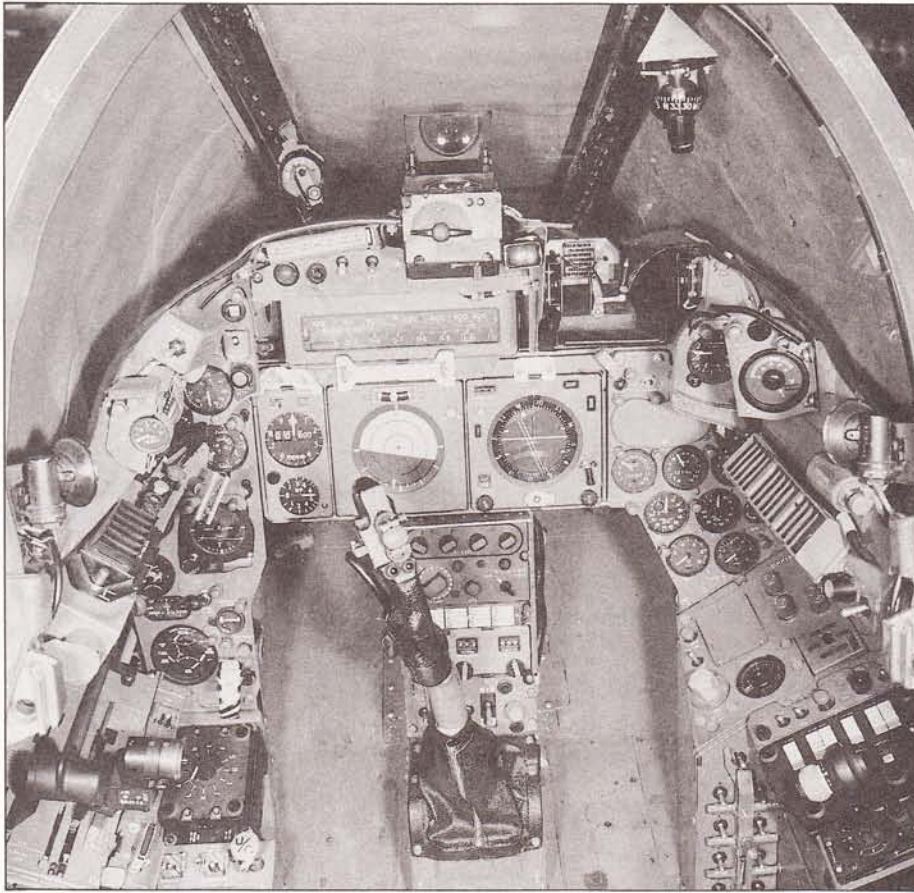
Area obscured by wing & U/C



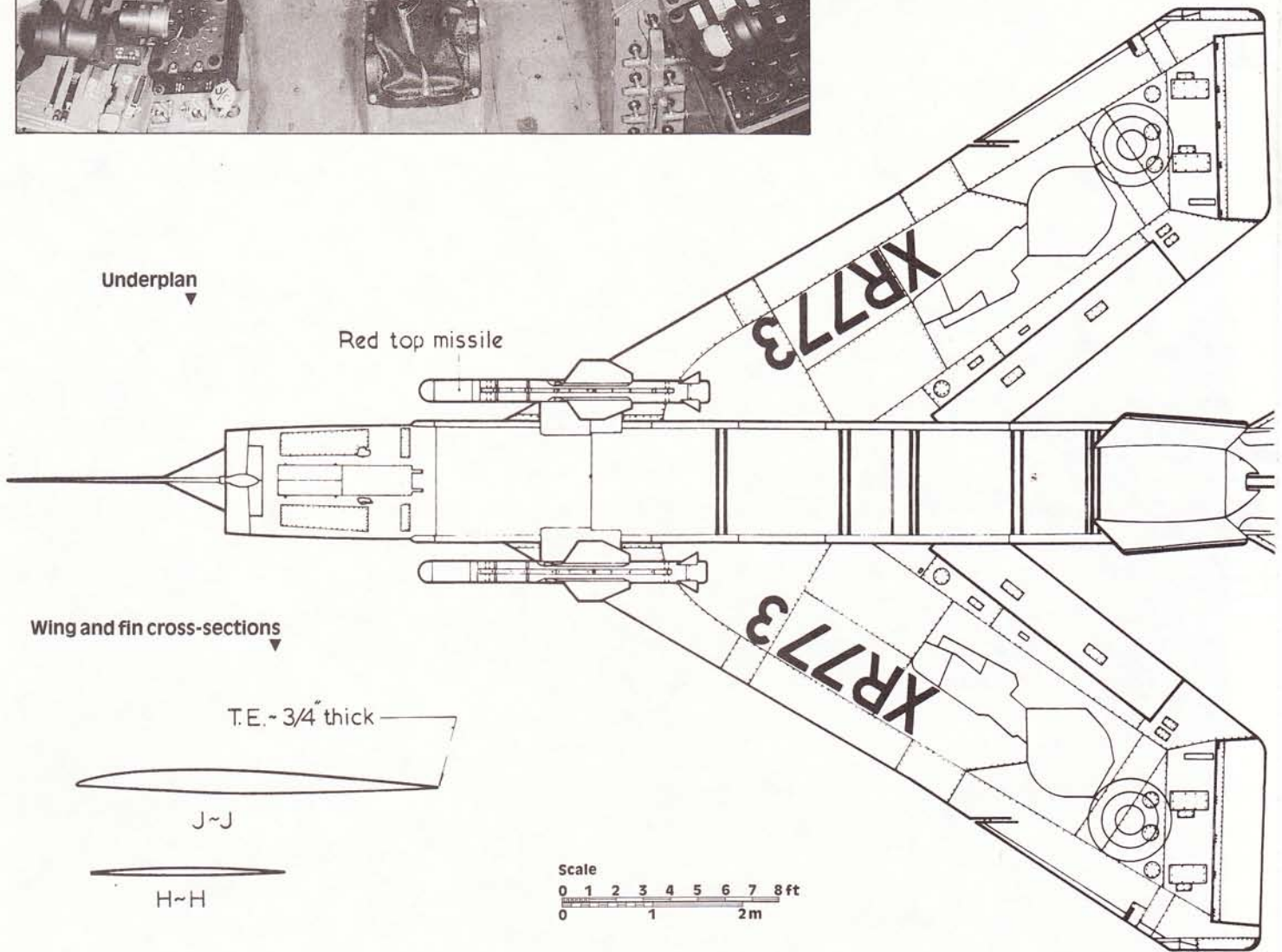
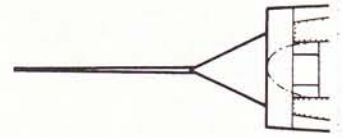
▲ Port elevation

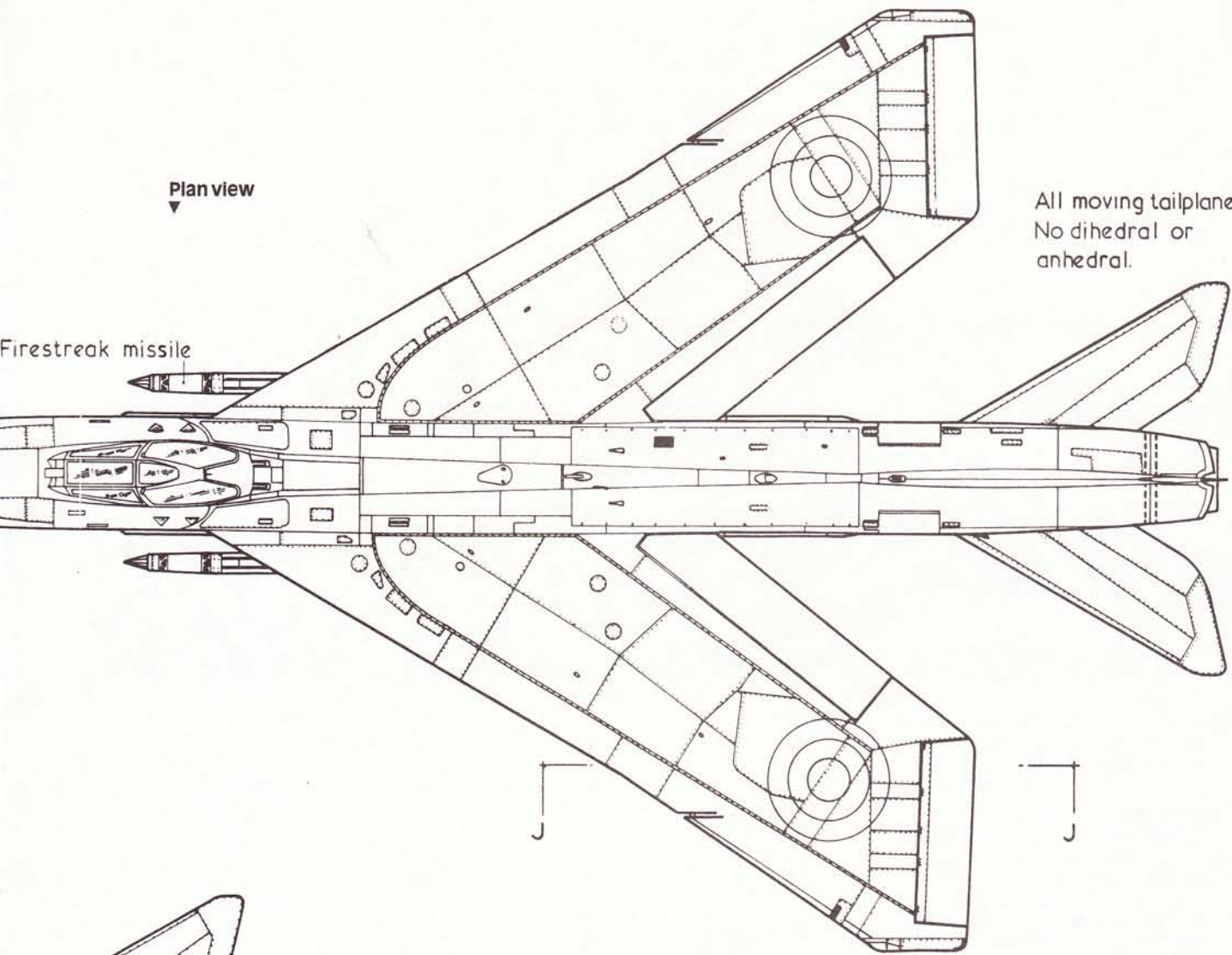
DRAWN BY C J NICHOLS





◀ Cockpit interior mock-up, showing layout of instruments and consoles.

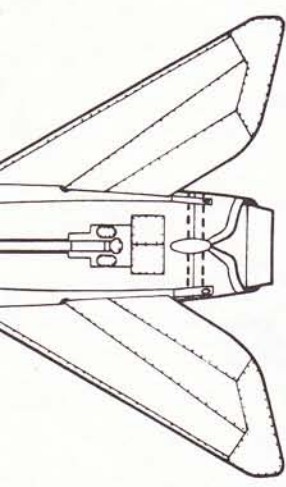




Plan view

All moving tailplane.  
No dihedral or anhedral.

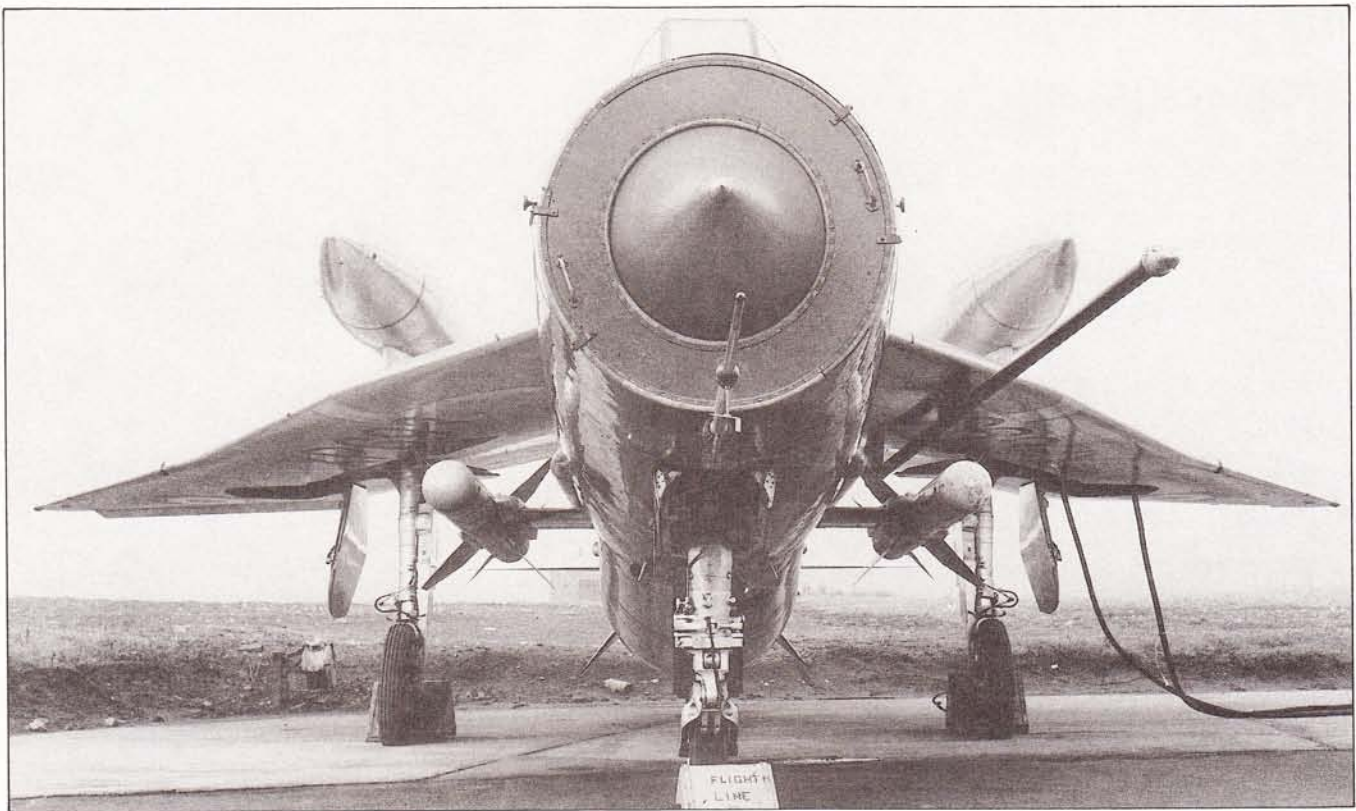
Firestreak missile



Few Lightnings were exported, but some reached Saudi Arabia. Note the rocket pods beneath the wings.



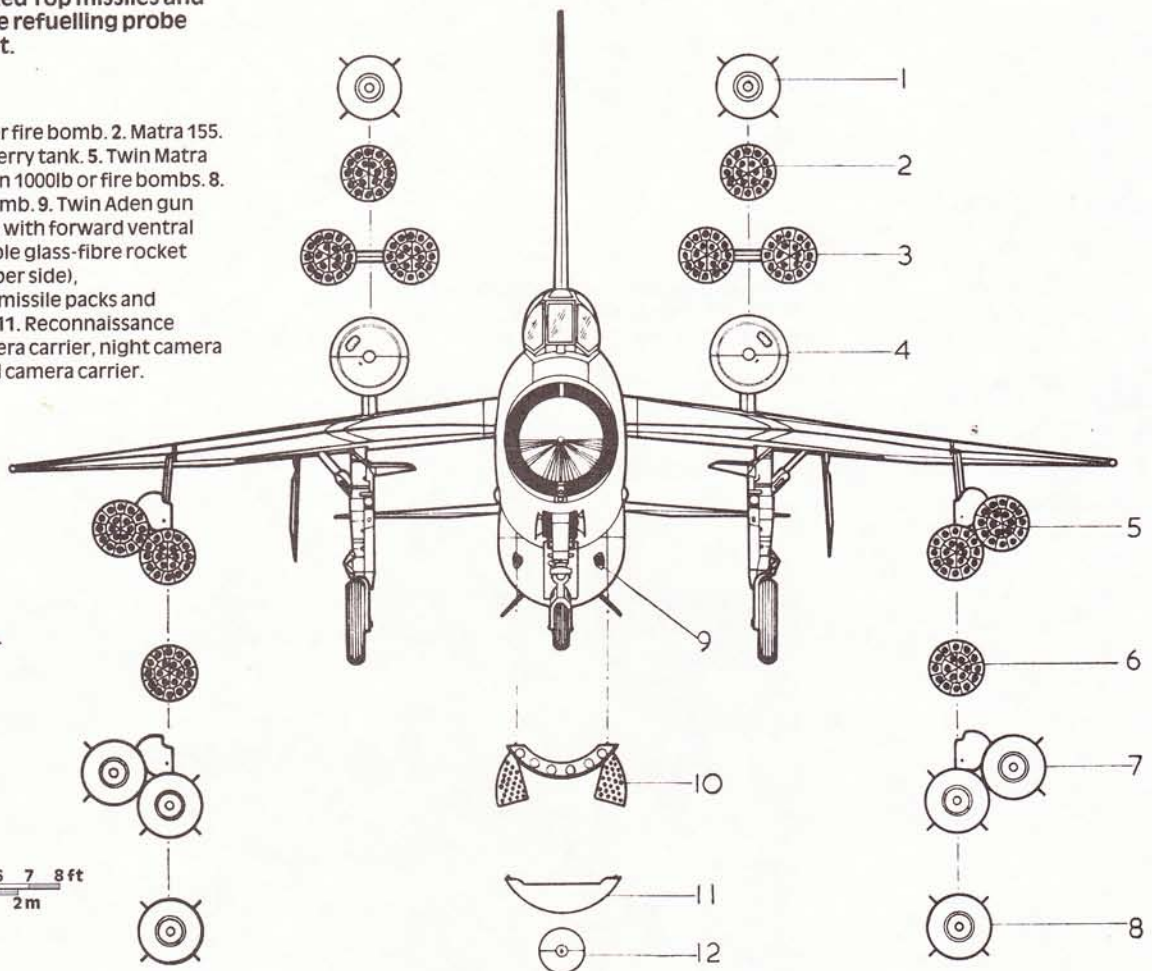




▲ Lightning F.6 with Red Top missiles and overwing tanks. The refuelling probe became standard fit.

**Numerical key**

- 1. 1000lb HE retarded or fire bomb.
- 2. Matra 155.
- 3. Matra 100.
- 4. 260gal ferry tank.
- 5. Twin Matra 155.
- 6. Matra 155.
- 7. Twin 1000lb or fire bombs.
- 8. 1000lb bomb or fire bomb.
- 9. Twin Aden gun pack, interchangeable with forward ventral fuel tank.
- 10. Retractable glass-fibre rocket launchers (22 rockets per side), interchangeable with missile packs and reconnaissance pack.
- 11. Reconnaissance pack.
- 12. Daylight camera carrier, night camera carrier or line scan and camera carrier.



Front elevation ▶

Scale  
 0 1 2 3 4 5 6 7 8ft  
 0 1 2m

# Hawker Siddeley Harrier GR Mk 1 and T Mk 2

**Country of origin:** Great Britain.

**Type:** Single-seat, land-based, V/STOL tactical attack and reconnaissance aircraft and (T Mk 2) two-seat trainer.

**Dimensions:** Wing span 25ft 3in 7.70m; length 45ft 6in 13.87m, (T Mk 2) 55ft 9½in 17.01m; height 11ft 3in 3.43m, (T Mk 2) 12ft 2in 3.71m; wing area 201 sq ft 18.67m<sup>2</sup>.

**Weights:** Basic operating weight 12,200lb 5535kg, (T Mk 2) 13,000lb 5900kg; maximum take-off 22,000lb 9980kg.

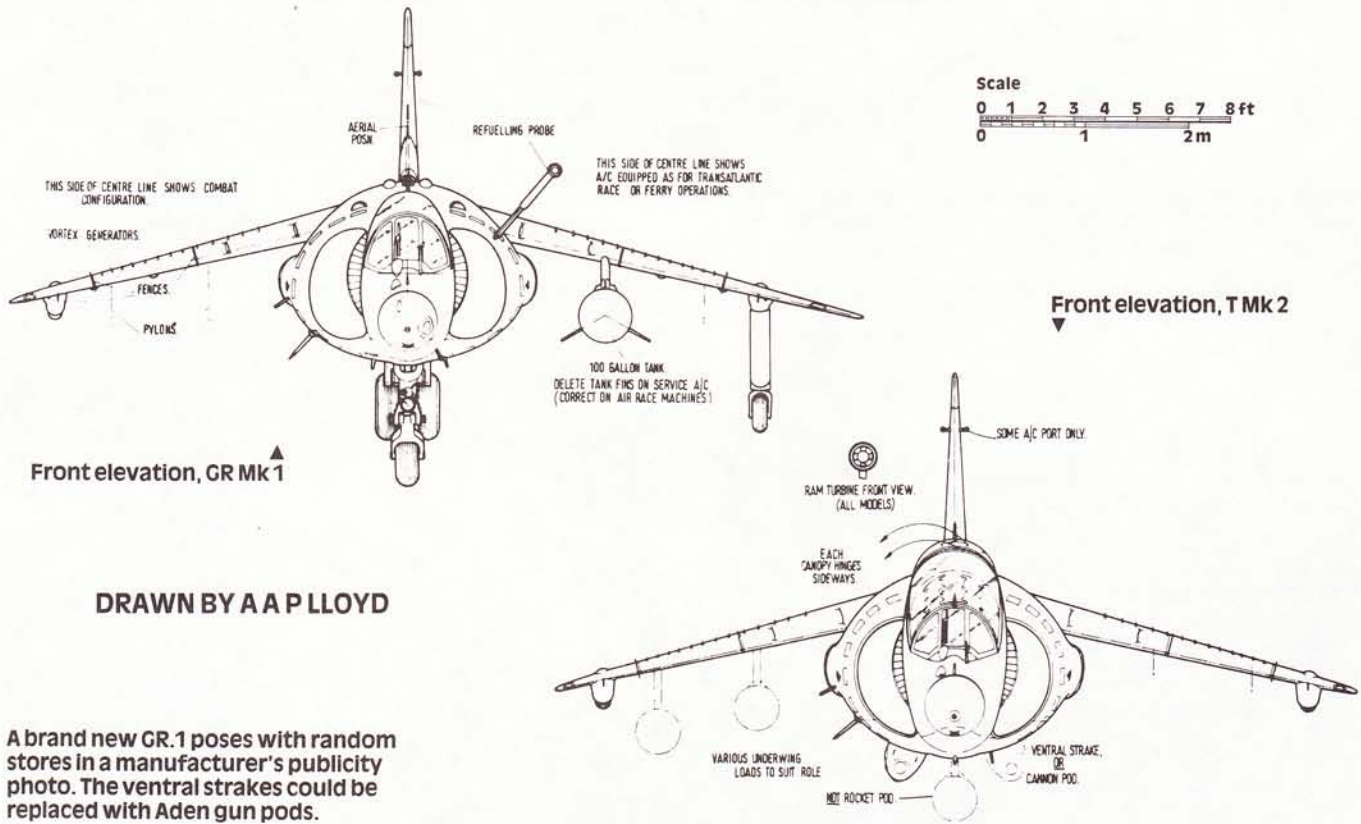
**Powerplant:** One Rolls-Royce Pegasus Mk 101 vectored-thrust turbofan of 19,000lb 8620kg.

**Performance:** Maximum speed 740mph 1190kph (Mach 0.98); initial climb rate 50,000ft/min 15,240m/min; service

ceiling over 50,000ft; range (ferry) 2070 miles 3330km.

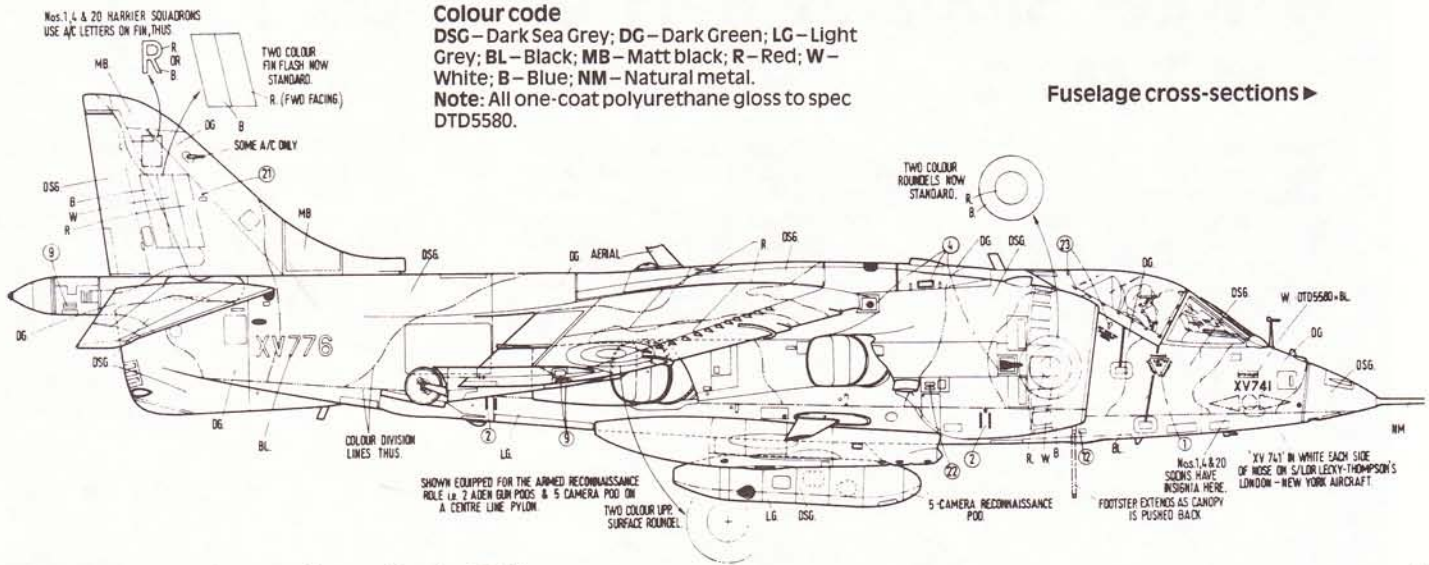
**Armament:** Two fixed 30mm Aden cannon in detachable pods; up to 8000lb 3630kg external ordnance.

**Service:** First flight (P.1127) 21 October 1960, (GR Mk 1) 28 December 1967, (T Mk 2) 24 April 1969; service entry (GR Mk 1) April 1969.



A brand new GR.1 poses with random stores in a manufacturer's publicity photo. The ventral strakes could be replaced with Aden gun pods.





Sporting No. 1(F) Squadron markings, a Harrier GR.1 hovers over its hideaway. Current GR.3s have bulbous laser noses and other refinements.

Starboard elevation, GR Mk 1



**Numerical key**

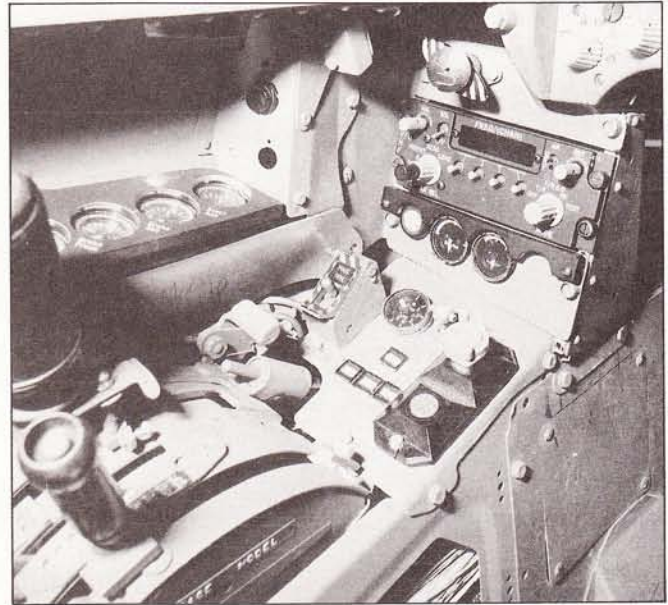
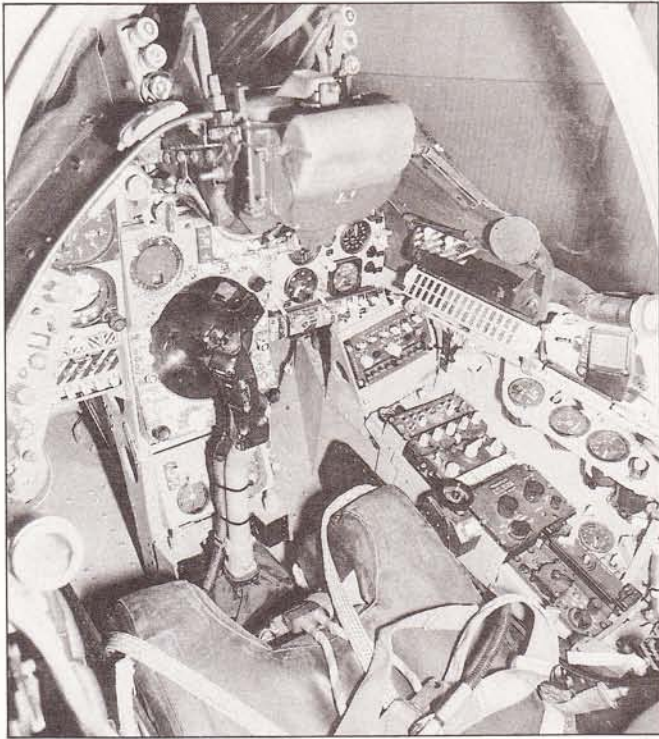
1. 'Ejection seat' - R triangle, R and W lettering.  
 2. 'Trestle here' - BL arrow and lines. 3. 'Armament safety key - locked' - BL lettering, Waligning bars. 4. 'Fire access' - R bordered by 1in R outlines. 5. Crosses 8in x 1in R, panel edged 1in R line. 6. 'Wing trestle, not A/C jacking' - BL letters and tee. 7. Incidence degrees - BL 1in x 3/8in bars at 2° intervals +4° to -10°. 8. R 1in band round edge of fwd T/P aperture. 9. 'Danger Power control & jet blast' - R. 10. Normal canopy release. 11. 'Ensure

personnel are clear of footstep before releasing canopy' - BL. 12. 'Keep clear of footstep when canopy is released. Push in to lock canopy' - BL. 13. 'Emergency canopy release other side'. 14. Mic. Tel. - Y and BL symbol. 15. Hoisting point - Pale green and BL symbol. 16. Vector angles - 1 3/4in x 1/2in BL bars at 10° intervals from thrust line, 1in numbers at 0°, 30°, 60°, 90° and 98 1/2°, port fwd nozzle only. 17. 'Earth. Fuel. Nitrogen. Engine oil' etc - BL on W panel. 18. 'Air brake lock'. 19. 'APU output'.

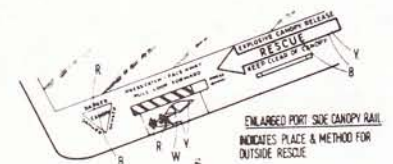
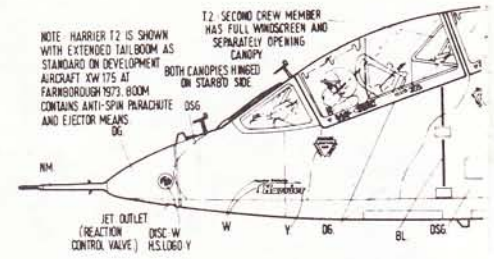
20. 'Electrical ground supply'. 21. 'Slings point'. 22. 'Hydraulic fluid No 2 System - Defuelling pressure connection'. 23. Yellow dotted lines indicate where to break into canopy for rescue. 24. 'Water'. 25. 'Nitrogen'. 26. 'Danger - Keep clear'. 27. 'Danger - Explosive release' - in R triangle similar to ejection seat marking. 28. 'Starter inlet and exhaust'.

**Note:** Ringed numbers indicate positioning of descriptive matter.

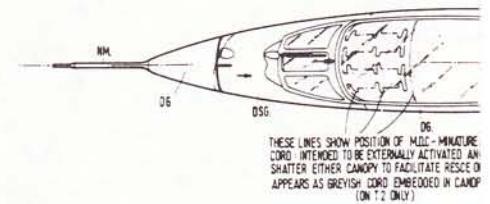




◀◀ Cockpit views – compare with drawing opposite. The close-in photo shows part of the rear cockpit of the T.60 (similar to T.2).



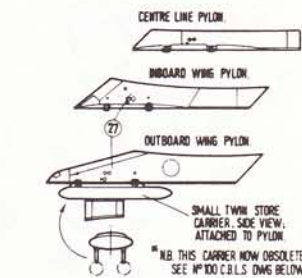
◀ T.2 take-off. Note long 'sting' at tail, to counterbalance the extension of the forward fuselage in the trainer version.



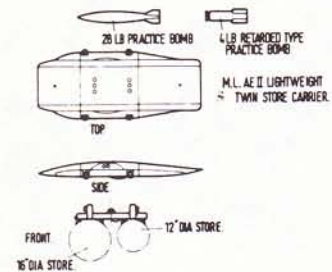
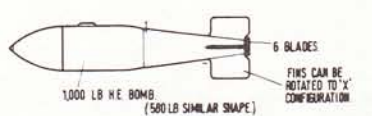




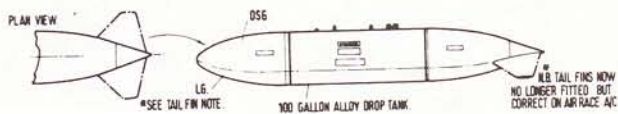
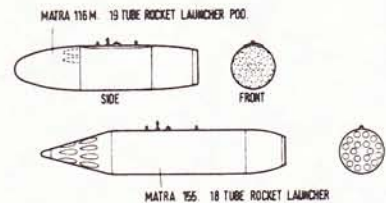
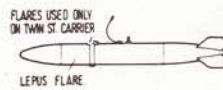
▲ US Marine Corps AV-8As were broadly similar to the GR.1 but, externally, had a prominent dorsal antenna. These two are from VMA-231.



Scrap views, GR Mk 1 and T Mk 2  
Weapons and stores



DRAWN AND TRACED BY - A. P. LLOYD.



# SEPECAT Jaguar A, S, E, B and M

**Countries of origin:** France and Great Britain.

**Type:** Single-seat, land-based tactical attack aircraft and (B, E) two-seat trainer; (M) prototype single-seat, carrier-based tactical attack aircraft.

**Dimensions:** Wing span 27ft 10¼in 8.49m; length 50ft 11in 15.52m, (B, E) 53ft 11in 16.42m; height 15ft 1½in 4.64m; wing area 258.33 sq ft 24.00m<sup>2</sup>.

**Weights:** Normal take-off 22,040lb 10,000kg; maximum 30,865lb 14,000kg.

**Powerplant:** Two Rolls-Royce/Turboméca RT172 Adour 102 augmented turbofans each of 7305lb 3315kg thrust.

**Performance:** Maximum speed 1120mph 1800kph (Mach 1.7) at 36,100ft 11,000m; time to 30,000ft 9145m, 2.5min; service ceiling 46,000ft 14,000m; range (external fuel) 2800 miles 4500km.

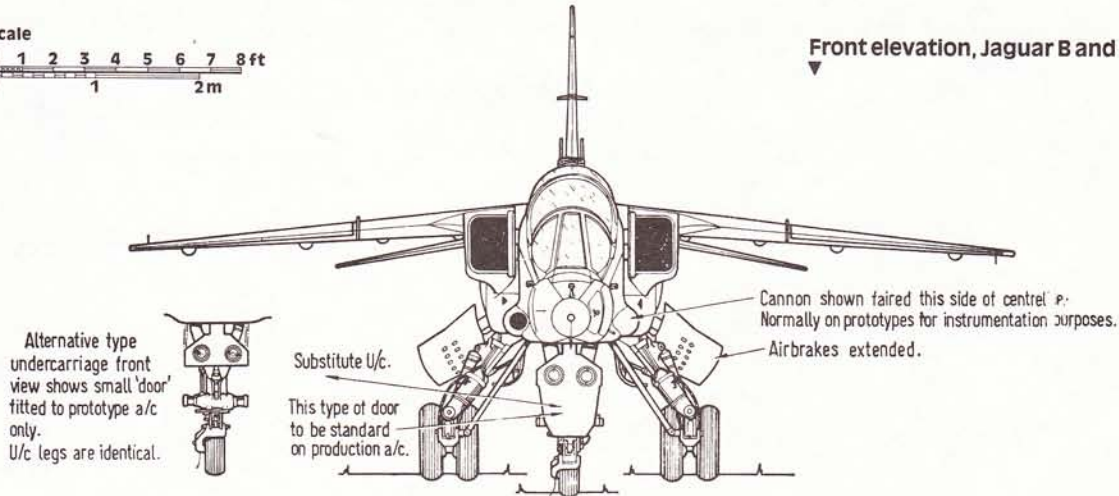
**Armament:** Two fixed 30mm DEFA cannon, (S) two fixed 30mm Aden cannon, (B) one fixed 30mm Aden cannon; up to 9900lb 4500kg of external ordnance.

**Service:** First flight (prototype) 8 September 1968; service entry (A, E) May 1972, (S/GR Mk 1, B/T Mk 2) June 1973.

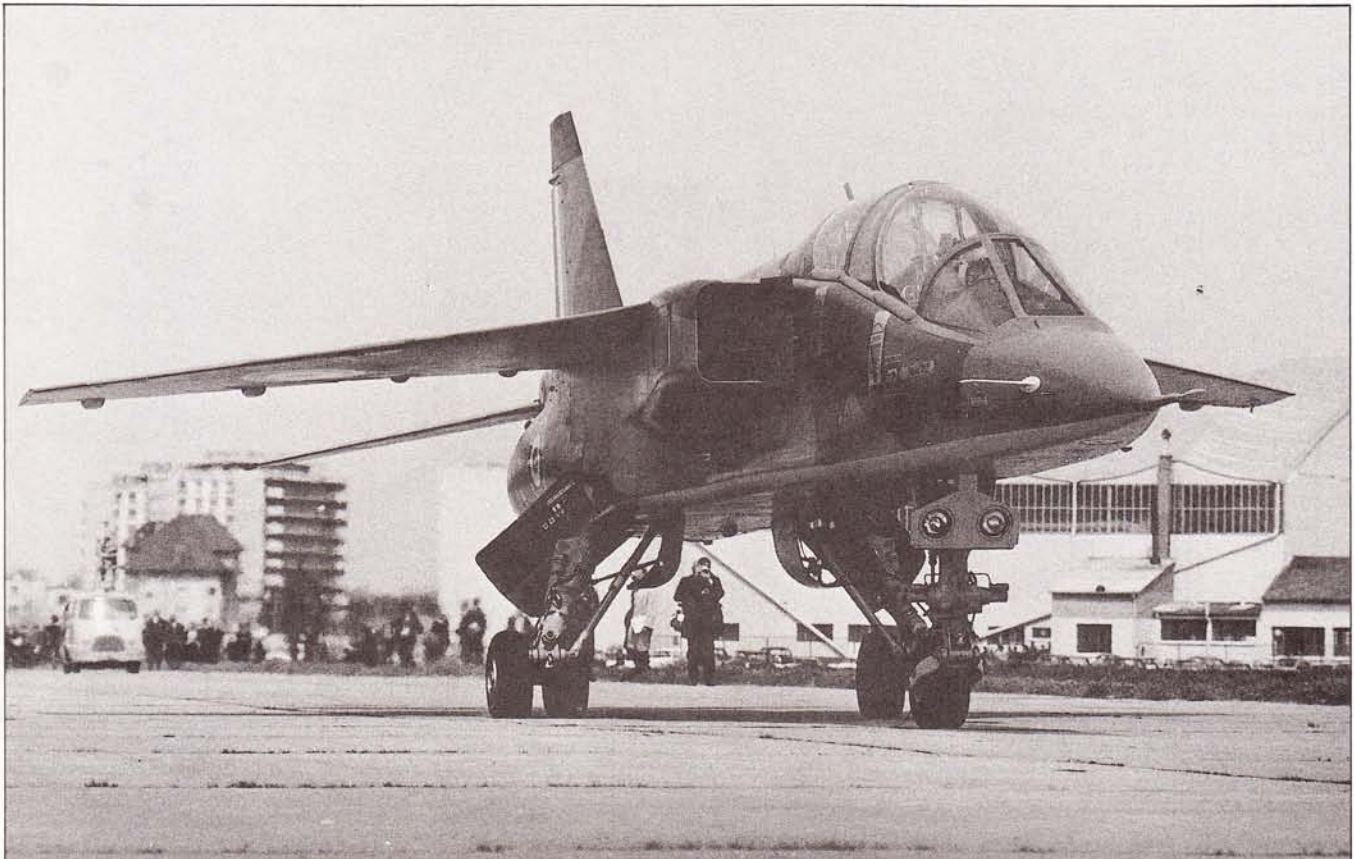
Scale



Front elevation, Jaguar B and E

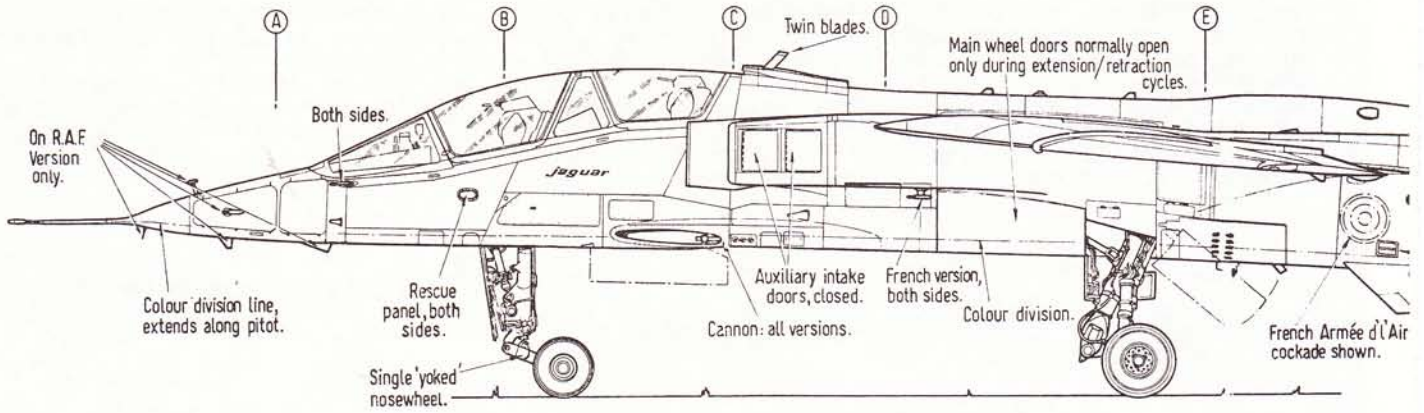


Prototype Jaguar E, French two-seater, shows original intake splitter plates and early-style nose gear door.

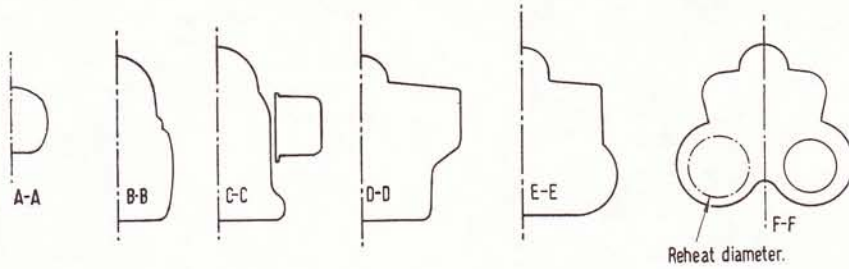




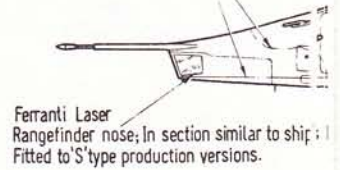
Port elevation, Jaguar B and E



◀ Fuselage cross-sections

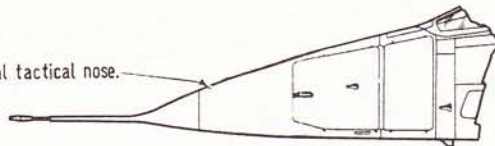


Camouflage division lines.

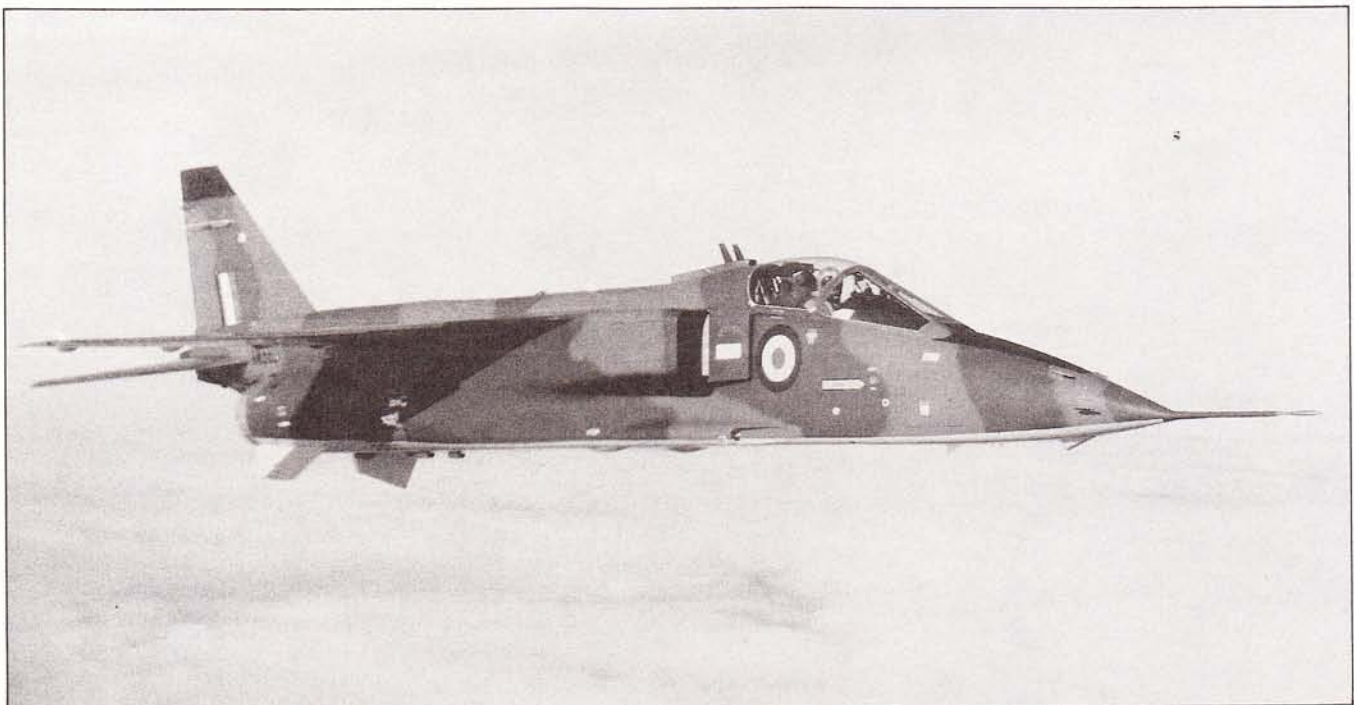


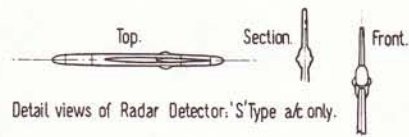
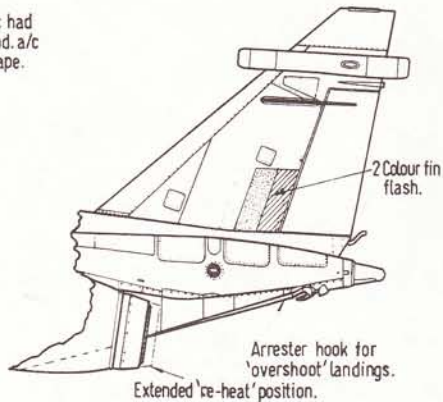
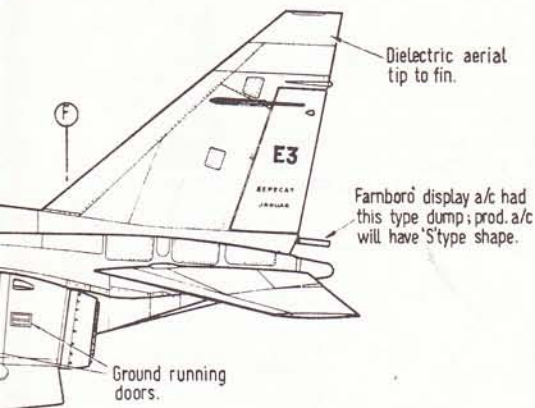
Scrap port elevation, Jaguar S ▶  
Early-type nose

Normal tactical nose.

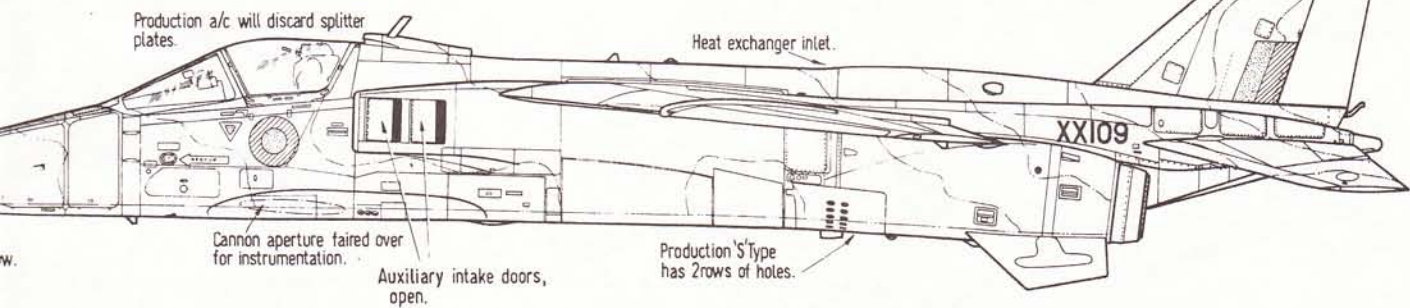


S06 during flight trials, with pre-production nose shape and low fin.





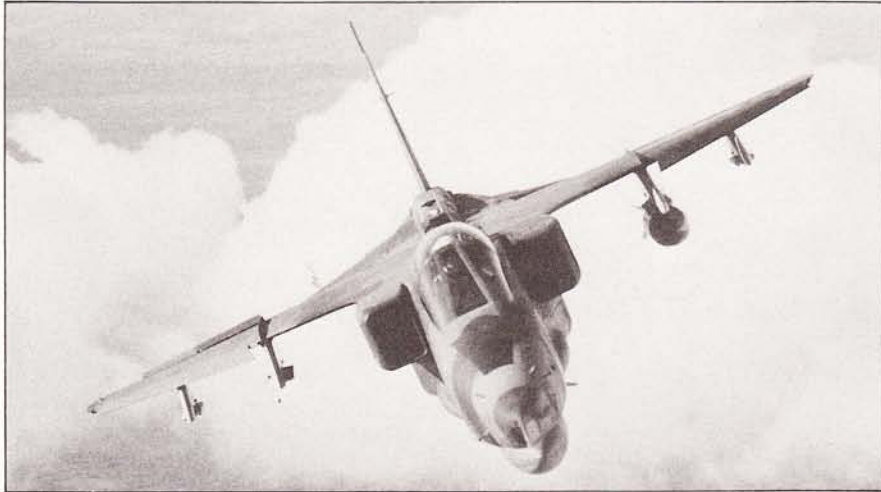
◀ Scrap port elevation, Jaguar GR Mk 1  
Showing RWR fairing



▲ Port elevation, Jaguar GR Mk 1

E01 again. Two-seat Jaguars have a strike capability – they are far too expensive to use as mere trainers!

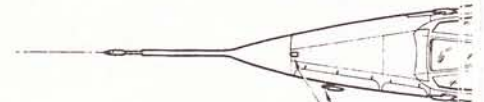




▲ Early-production Jaguar GR Mk 1 showing chisel-shaped laser nose. Starboard spoiler is raised, enabling the aircraft to roll, and slats are extended.

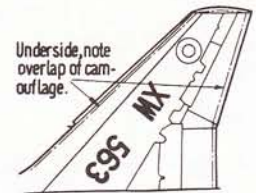
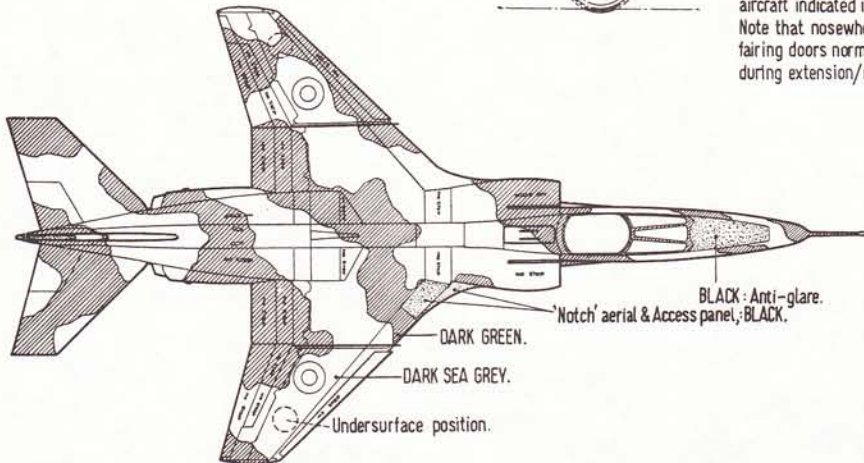
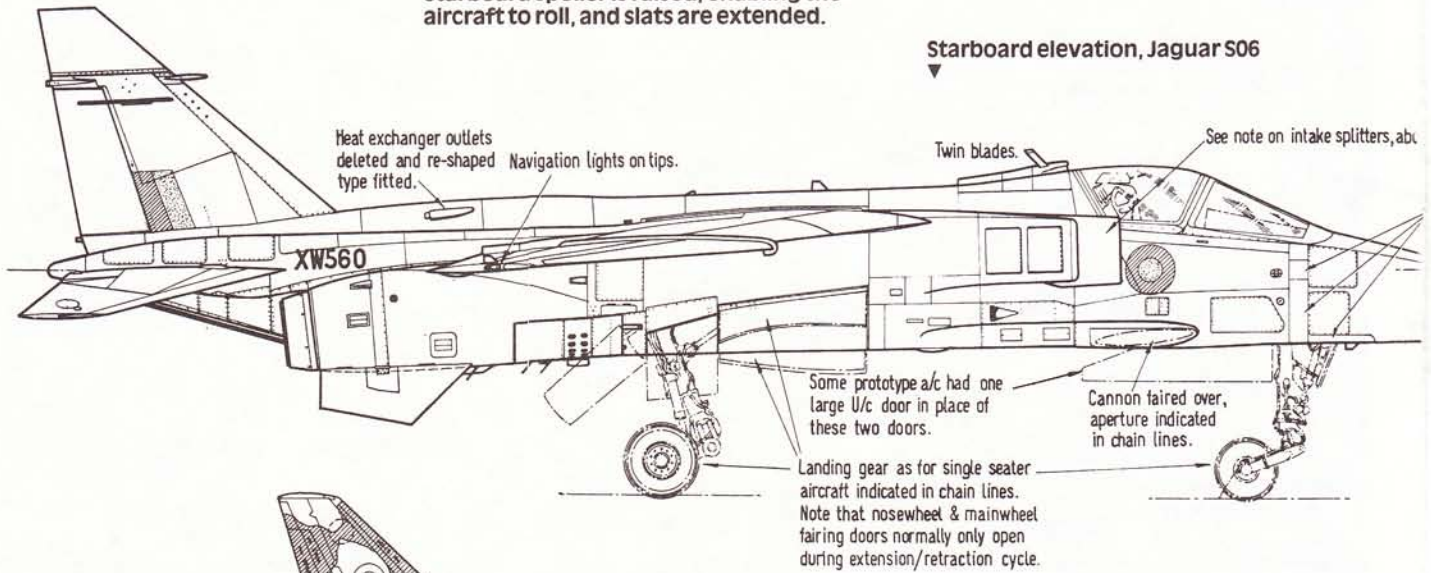
**Colour code**

1. 'Rescue' arrow – yellow outlined black.
  2. Ejection seat triangle – red outlined white.
  3. 'Danger air intake keep clear' – black and white bars.
  4. 'Cut here emergency', canopy edge dotted 'break in' line and letters – yellow.
  5. Fire access panels edged with stripes – red.
- Note:** Prototypes and pre-production aircraft varied in detail.

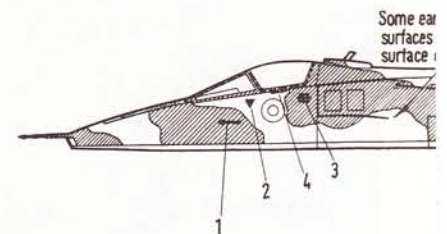
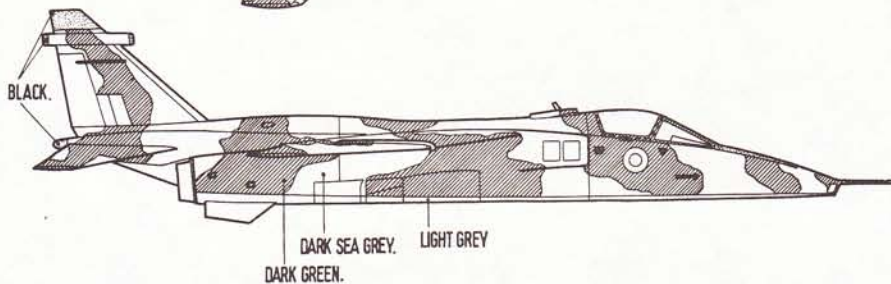


R.A.F. Version only.

▼ Starboard elevation, Jaguar S06

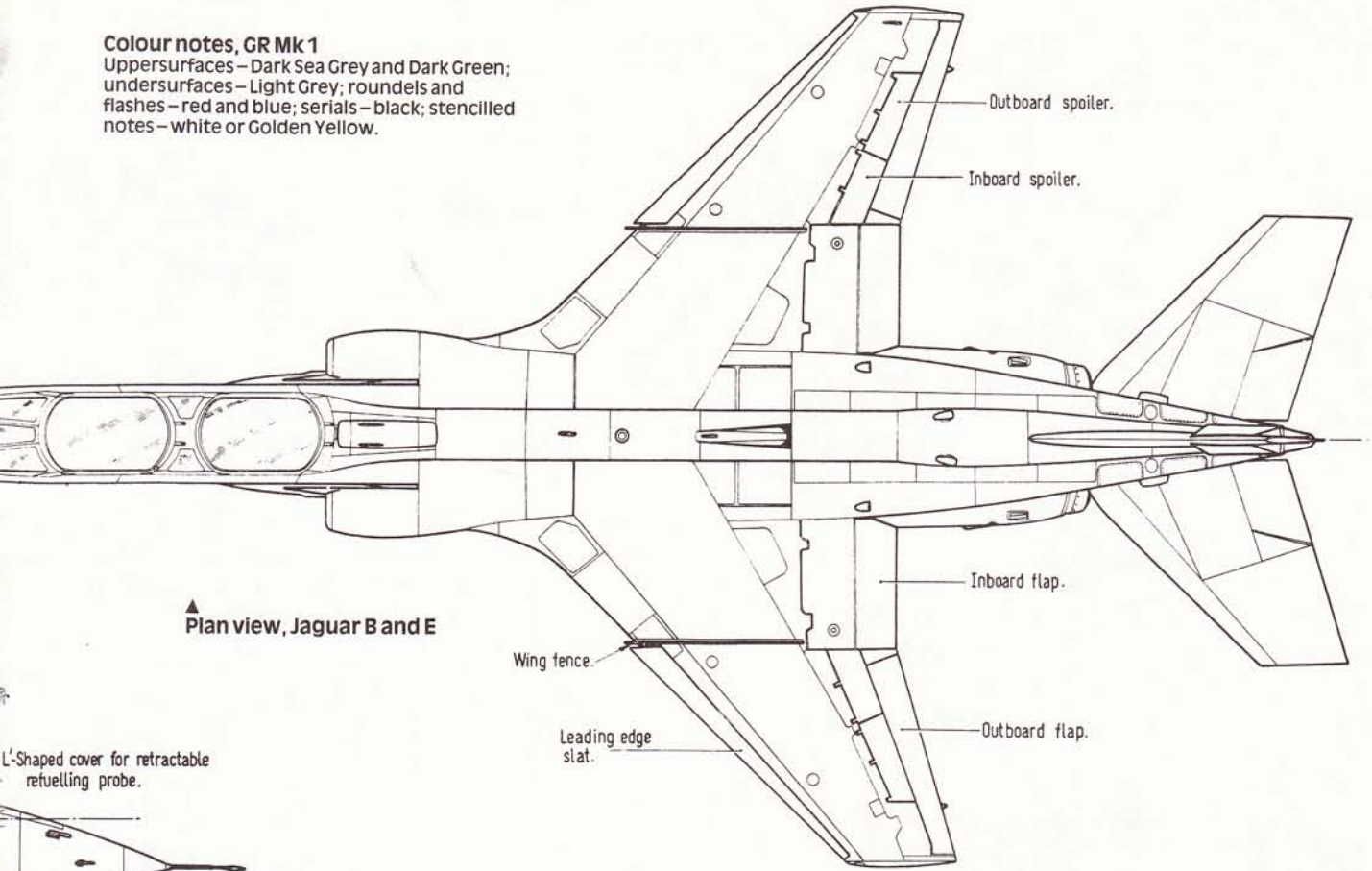


Underside, note overlap of camouflage.



**Colour notes, GR Mk 1**

Uppersurfaces – Dark Sea Grey and Dark Green;  
undersurfaces – Light Grey; roundels and  
flashes – red and blue; serials – black; stencilled  
notes – white or Golden Yellow.

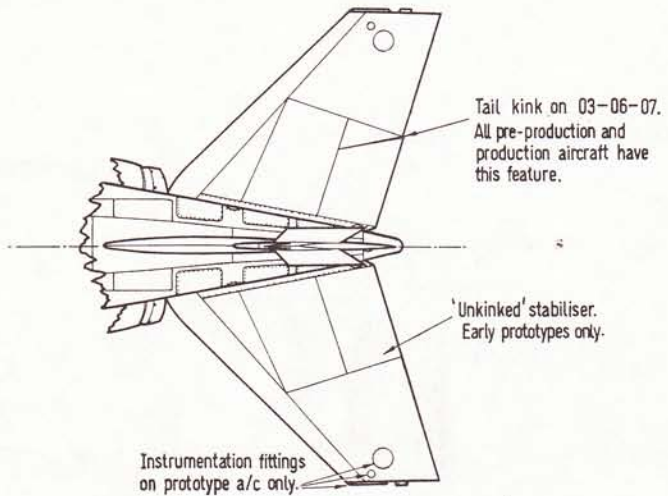


▲ Plan view, Jaguar B and E

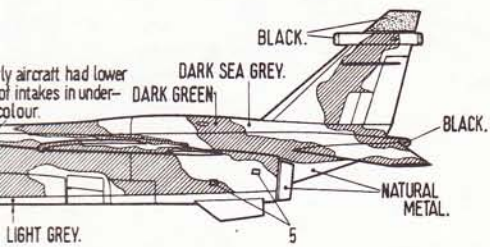
L-Shaped cover for retractable  
refuelling probe.



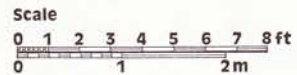
◀ Scrap port elevation, Jaguar S06



▲ Scrap plan view  
Tailplane details



◀ Camouflage pattern, Jaguar GR Mk 1

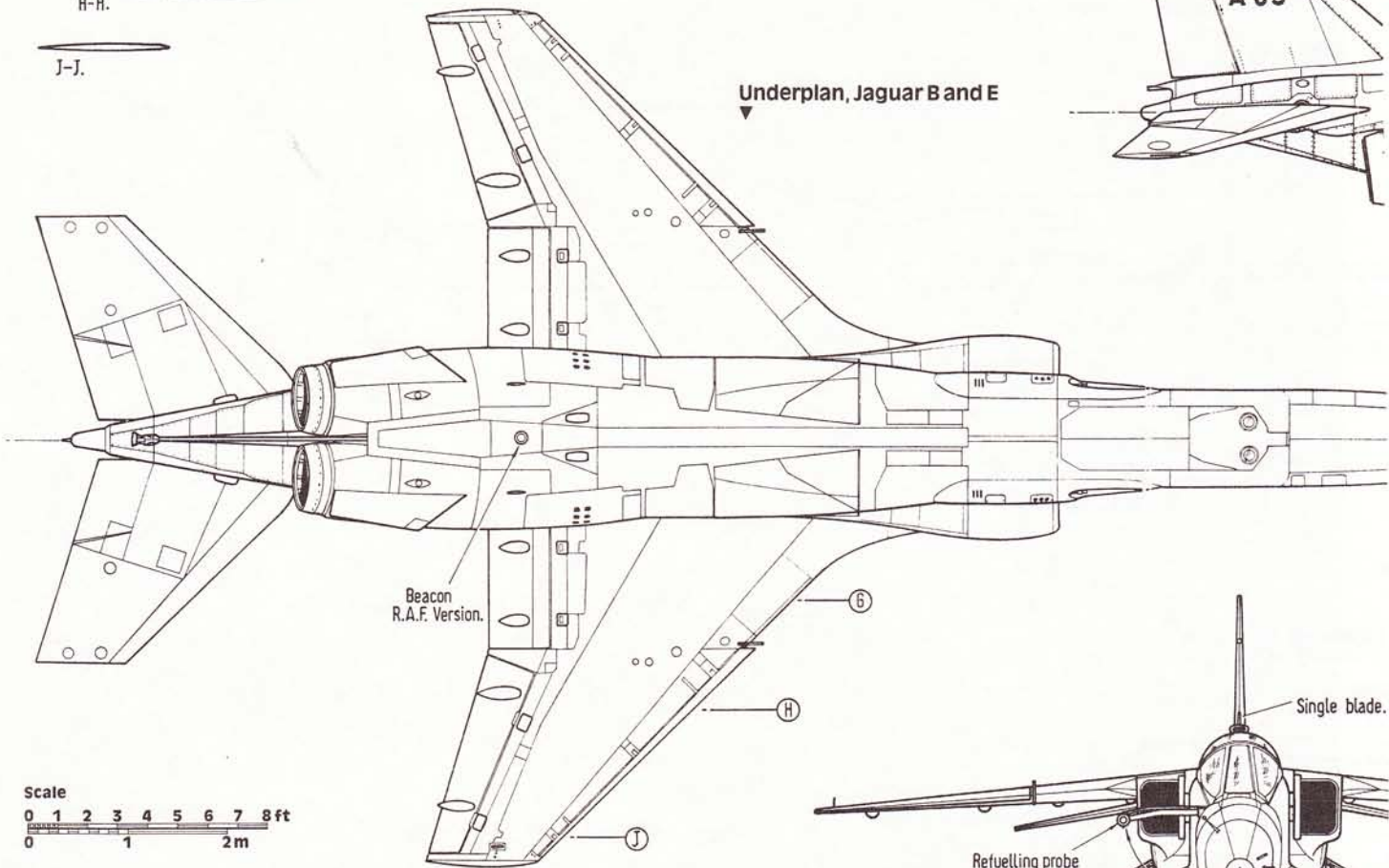


◀ Wing cross-sections

G-G.

H-H.

J-J.



Underplan, Jaguar B and E

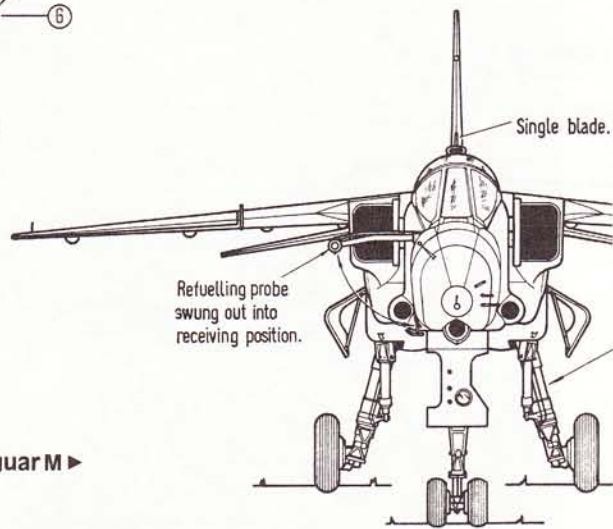
Beacon  
R.A.F. Version.

Scale



Single blade.

Refuelling probe  
swung out into  
receiving position.



Starboard elevation, Jaguar M

Front elevation, Jaguar M ▶

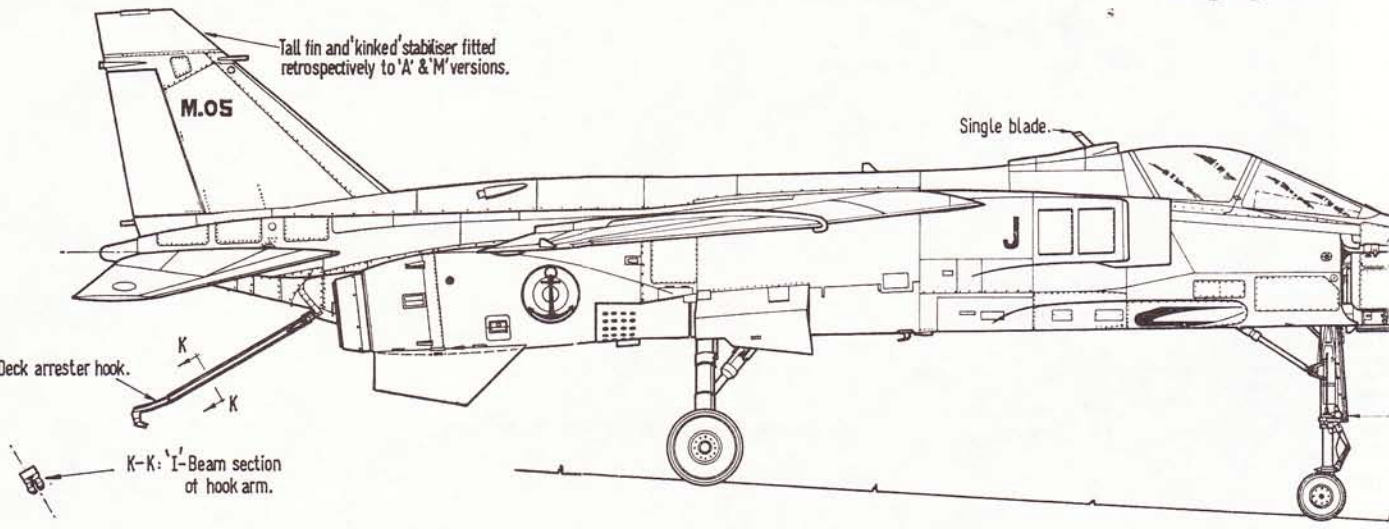
Tall fin and 'kinked' stabiliser fitted  
retrospectively to 'A' & 'M' versions.

M.05

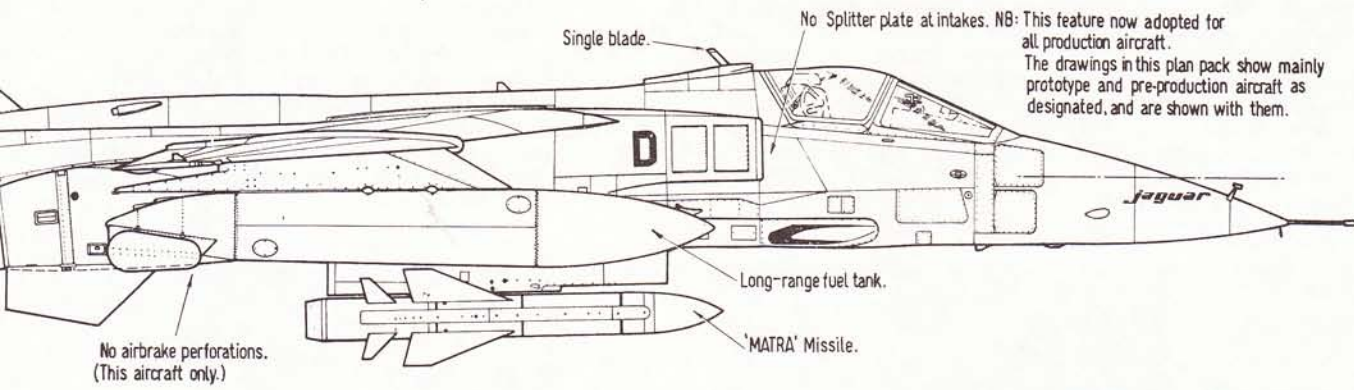
Single blade.

Deck arrester hook.

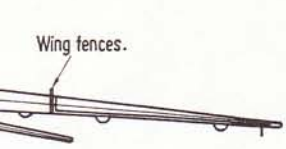
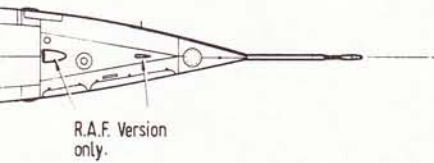
K-K: I-Beam section  
of hook arm.



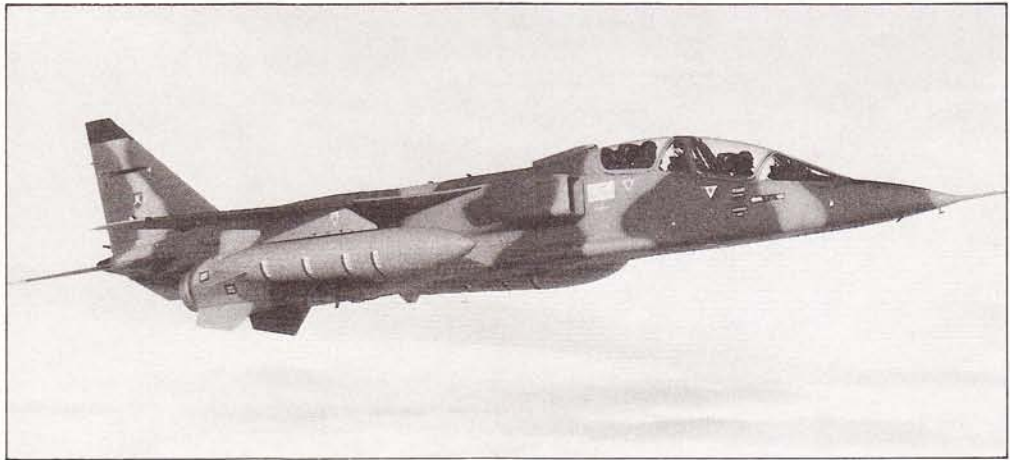
Starboard elevation, Jaguar A03



**DRAWN BY C J NICHOLS AND  
A A P LLOYD**

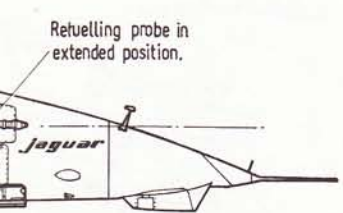


Front elevation: type 'M',  
Undercarriage differs on  
'A' & 'S' versions. See sheet 2.



▲ Export two-seater for the Sultan of Oman's Air Force.

▼ The navalised Jaguar M, a programme abandoned in favour of the Super Etendard.



Extended noseleg on maritime version equipped with twin nosewheels.



# Grumman F-14A Tomcat

**Country of origin:** USA.

**Type:** Two-seat, carrier-based, multi-role fighter.

**Dimensions:** Wing span (maximum sweep) 38ft 2in 11.63m, (minimum sweep) 64ft 1½in 19.54m; length 62ft 8in 19.10m; height 16ft 0in 4.88m; wing area 565 sq ft 52.49m<sup>2</sup>.

**Weights:** Empty 40,104lb 18,191kg;

normal loaded 58,539lb 26,552kg;

maximum loaded 74,348lb 33,724kg.

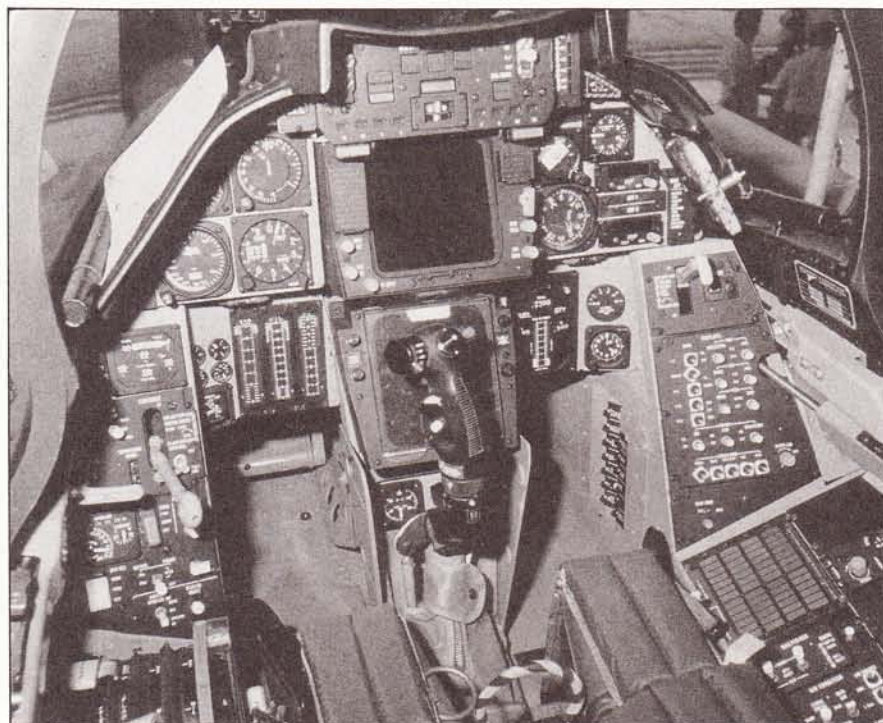
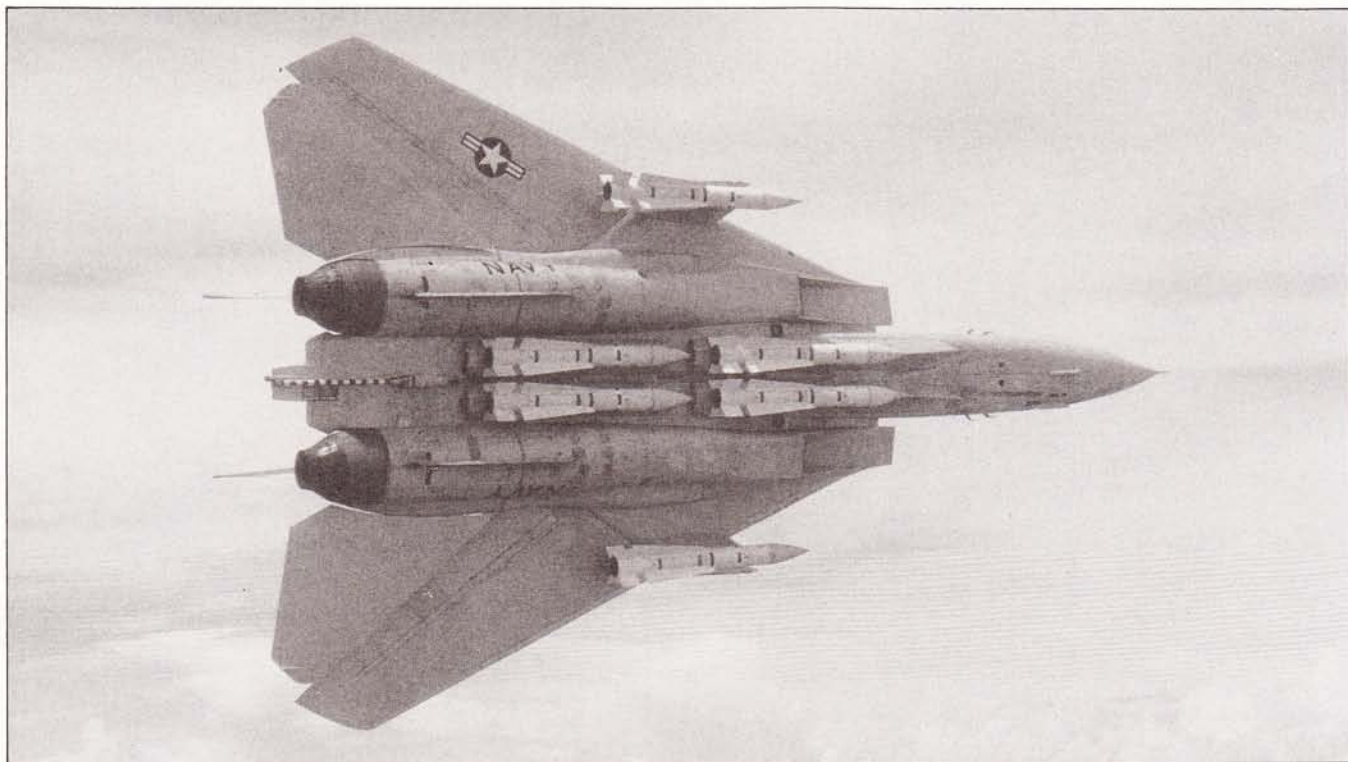
**Powerplant:** Two Pratt & Whitney TF30-412A two-shaft, afterburning turbofans each of 20,900lb 9480kg thrust.

**Performance:** Maximum speed 1544mph 2485kph (Mach 2.34); initial climb rate (normal loaded) 30,000ft/min 9150m/min; range (external fuel) 2000 miles

3220km.

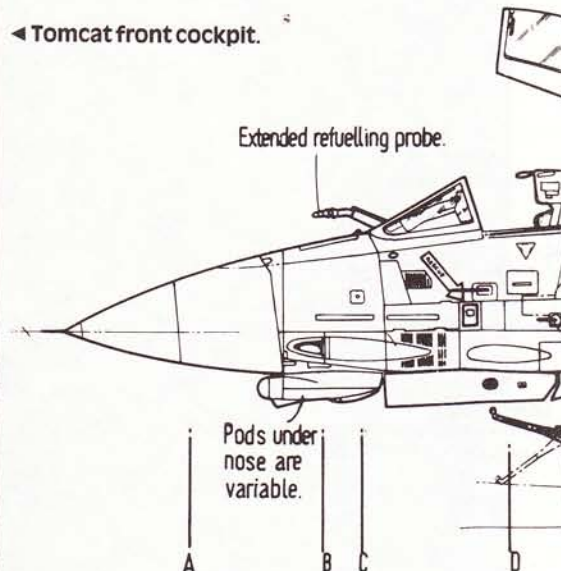
**Armament:** One fixed 20mm M61A1 cannon; four AIM-7 plus four or eight AIM-9 AAMs, or up to six AIM-54 AAMs plus two AIM-9 AAMs; (attack role) up to 14,500lb 6580kg of ordnance.

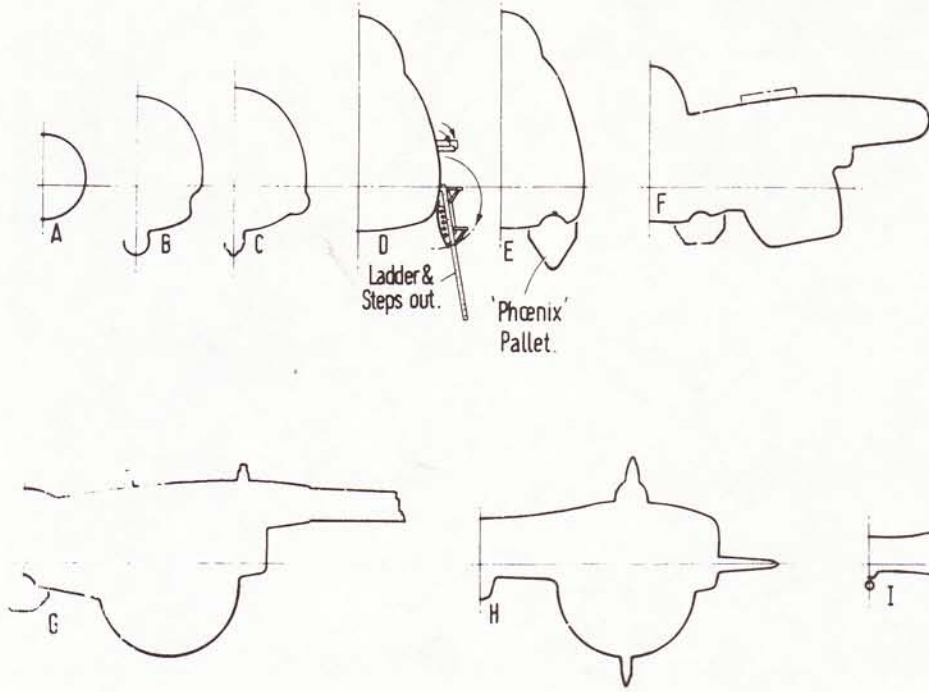
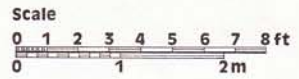
**Service:** First flight (prototype) 21 December 1971; service entry 31 December 1972.



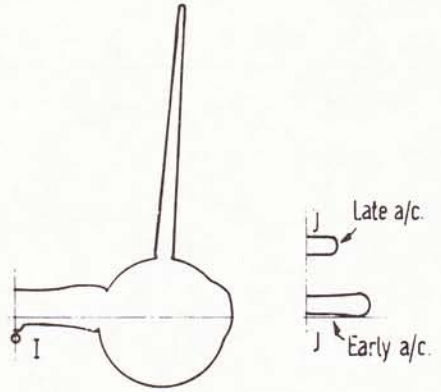
▲ F-14A with a full complement of AIM-54 Phoenix missiles and wings at maximum sweep.

◀ Tomcat front cockpit.

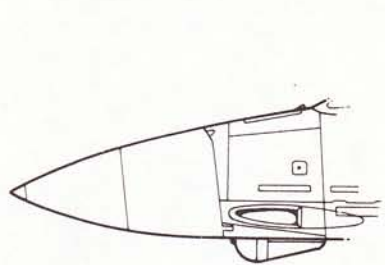




Fuselage cross-sections



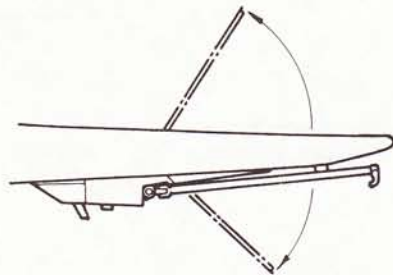
Aft fuselage section  
 Showing hook and speed brakes



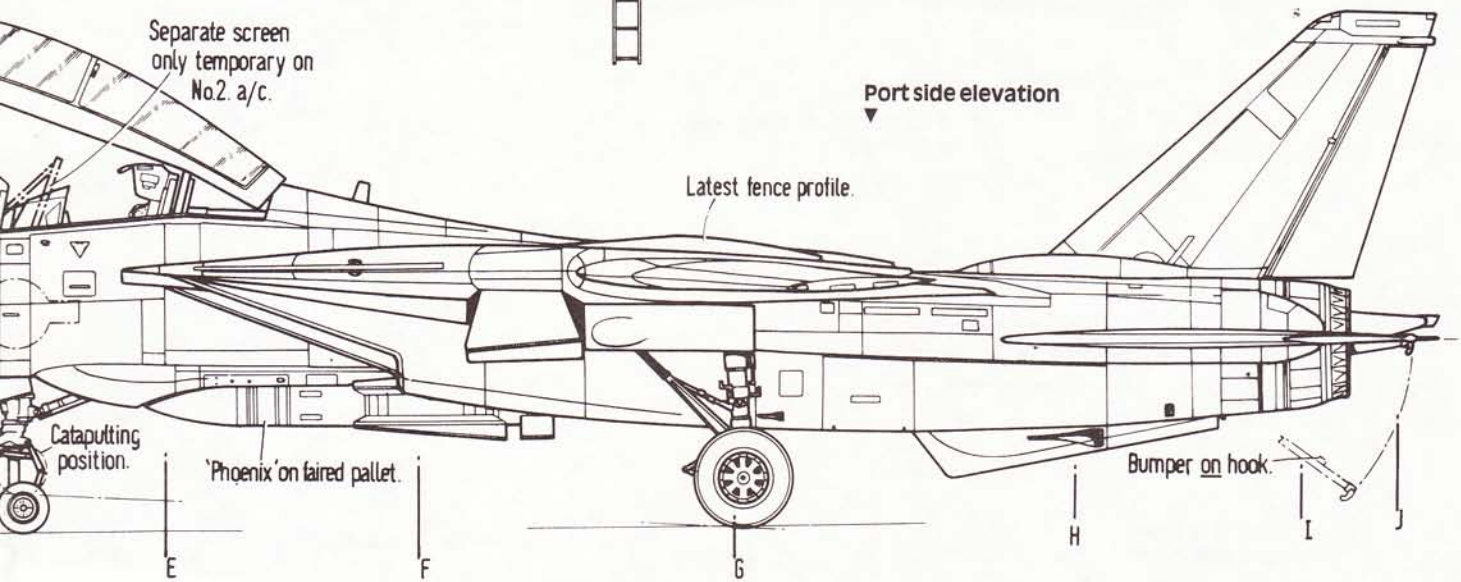
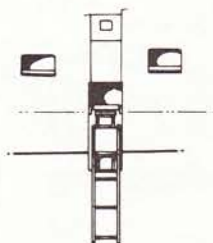
Scrap elevation  
 Early gun fairing and alternative pod



Scrap elevation  
 Looking outboard on wing fences

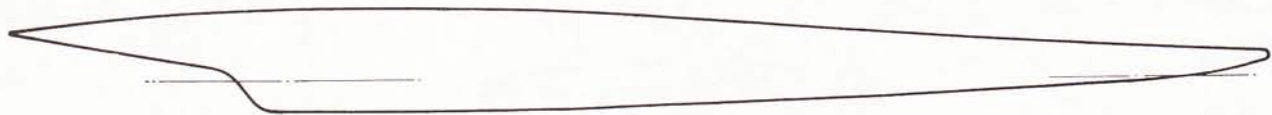


Scrap elevation  
 Ladder extended

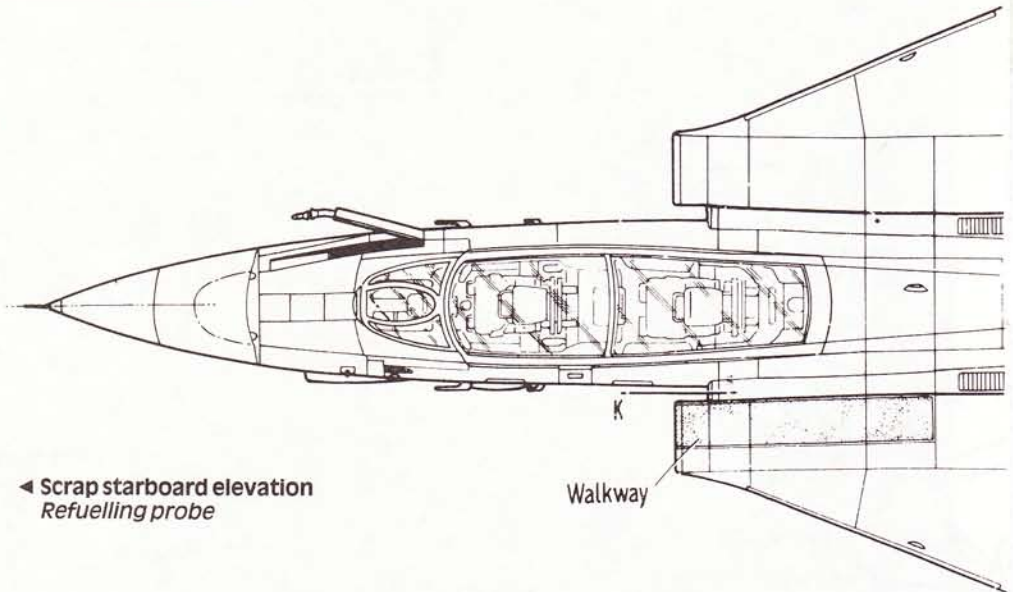


Port side elevation



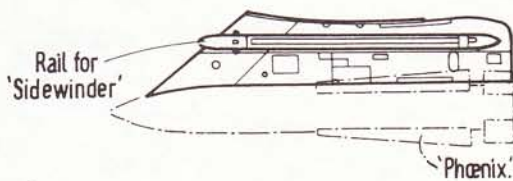


▲ Section on 'K'  
Just outboard of aircraft centreline



◀ Scrap starboard elevation  
Refuelling probe

Walkway

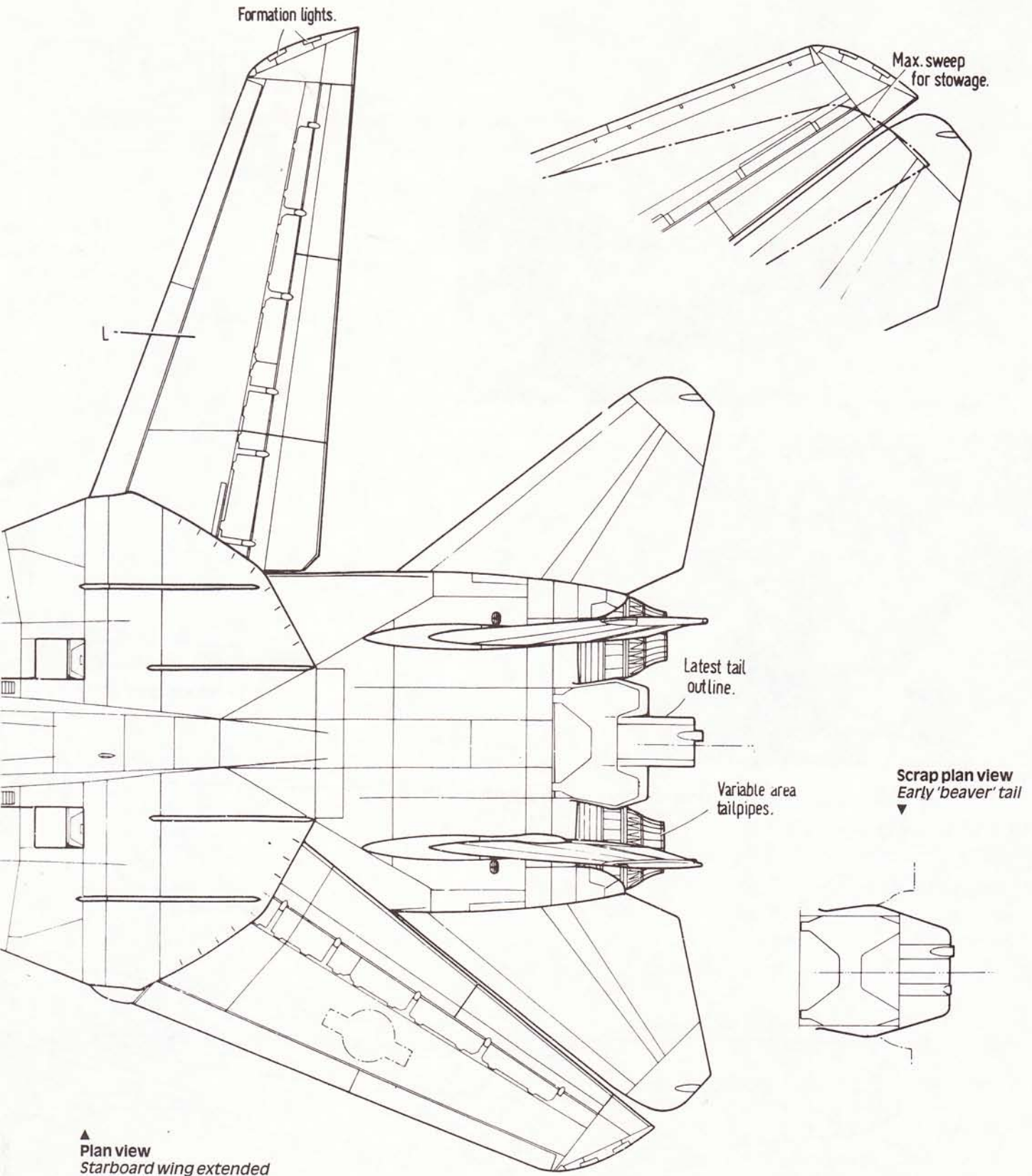
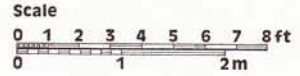


▲ Side elevation  
Cranked pylon



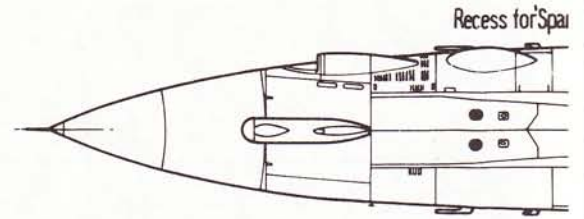
▲ Typical wing cross-section

◀ Unarmed F-14A from VF-84 'Jolly Rogers', with black, white and yellow tail decor. Although primarily an air-to-air fighter, the Tomcat can, if required, lift seven tons of air-to-ground ordnance in the strike role.



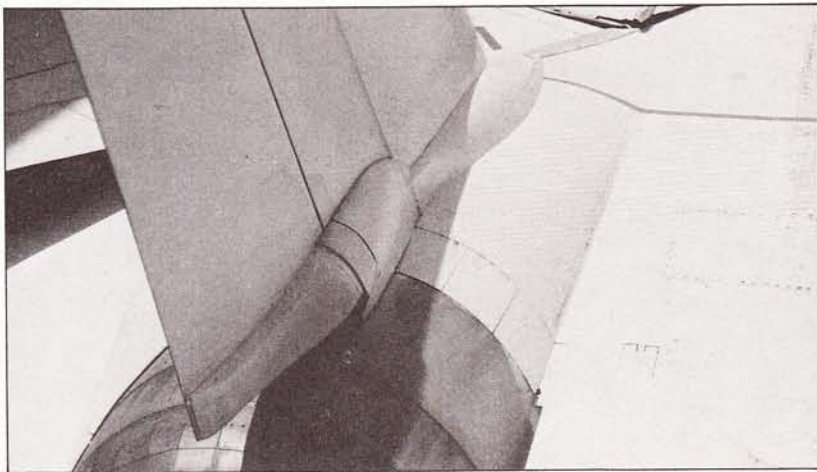


◀ Tail details of a VF-143 machine.  
Markings on US Navy aircraft are strictly  
'low-viz' these days!

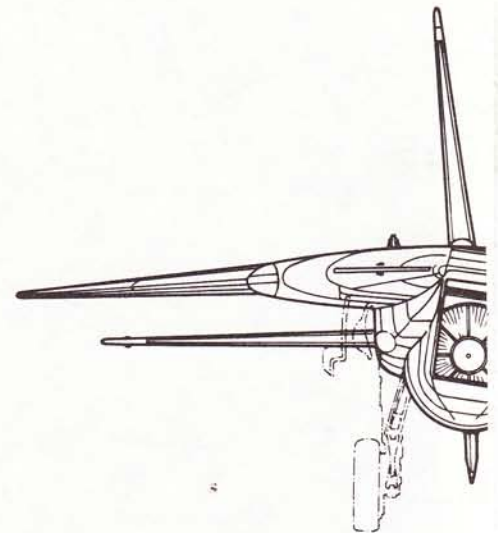


Recess for 'Spar'

'Phoenix' pallet  
lines: 2 missile  
each side of c



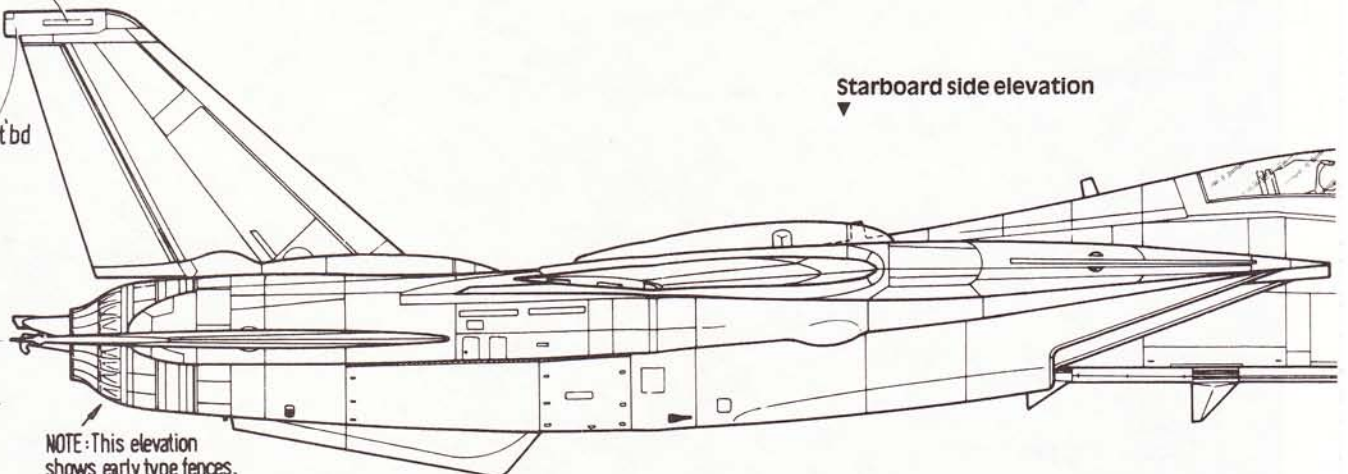
▲ Close-up photo showing details of  
fairings around base of port fin.



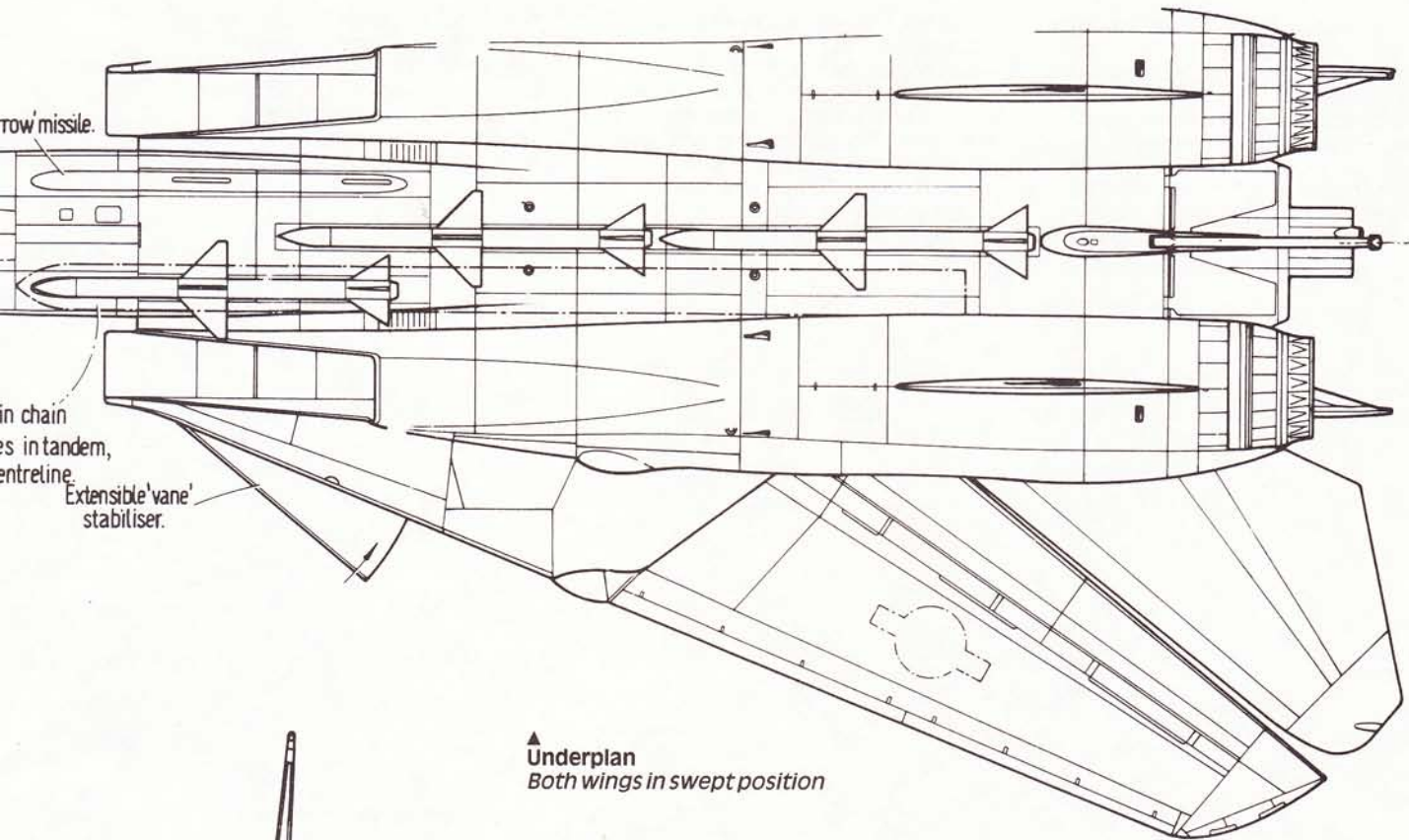
▼ Starboard side elevation

NOTE: Single formation light  
each outer  
fin tip.  
(A/C N°39 on.)

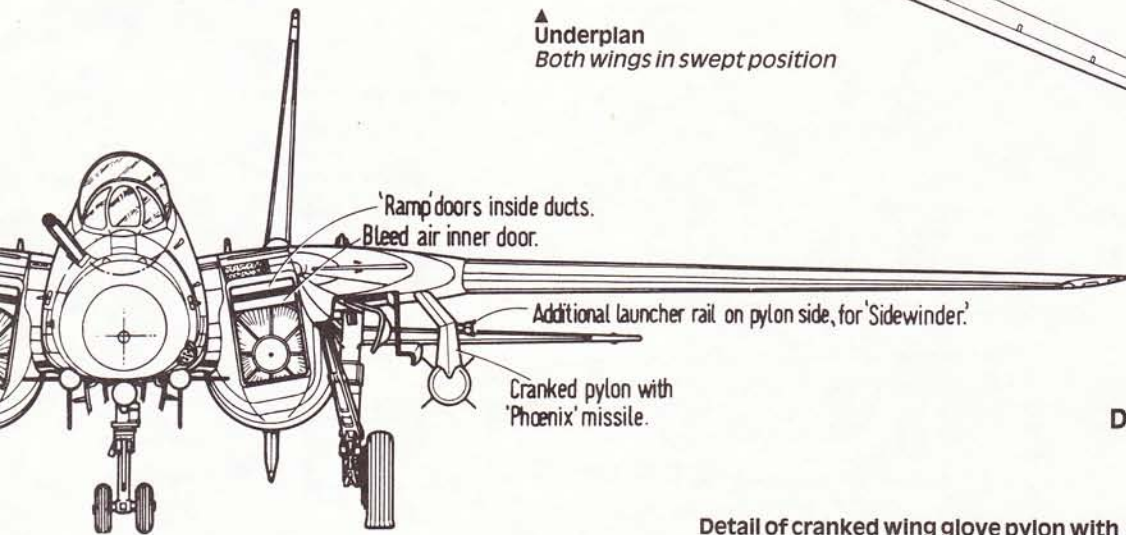
E.C.M Pod, st'bd  
fin tip.



NOTE: This elevation  
shows early type fences,  
and arrestor hook.



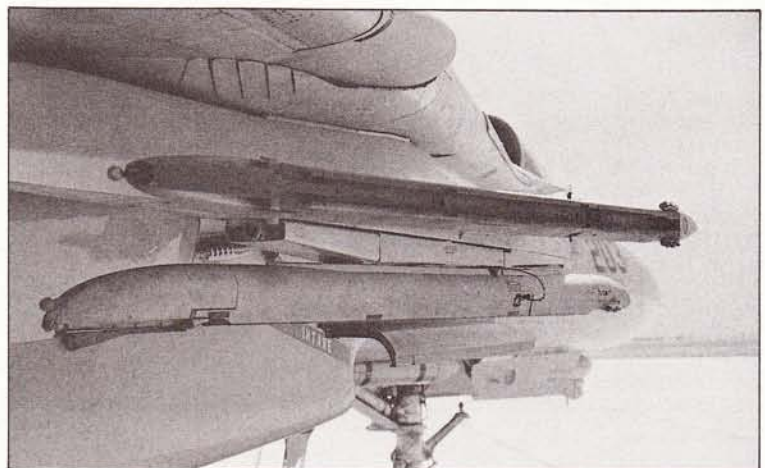
▲ Underplan  
Both wings in swept position



▲ Front elevation  
Starboard wing in swept position

DRAWN BY A A P LLOYD

▼ Detail of cranked wing glove pylon with missile launch rails.



# Panavia Tornado GR Mk 1

**Countries of origin:** Great Britain, West Germany and Italy.

**Type:** Two-seat, land-based, multi-role strike aircraft.

**Dimensions:** Wing span (maximum sweep) 28ft 2½in 8.60m, (minimum sweep) 45ft 7½in 13.91m; length 54ft 10¼in 16.72m; height 19ft 6¼in 5.95m.

**Weights:** Empty equipped 31,065lb 14,095kg; take-off (clean) 45,000lb

20,420kg; take-off (maximum) about 60,000lb 27,225kg.

**Powerplant:** Two Turbo-Union RB199-34R Mk 101 augmented turbofans each of over 16,000lb 7260kg maximum thrust.

**Performance:** Maximum speed (clean) over 1450mph 2335kph (Mach 2.2) at altitude, over 920mph 1480kph (Mach 1.2) at sea level; time to 30,000ft 9150m from brakes release, under 2min; service

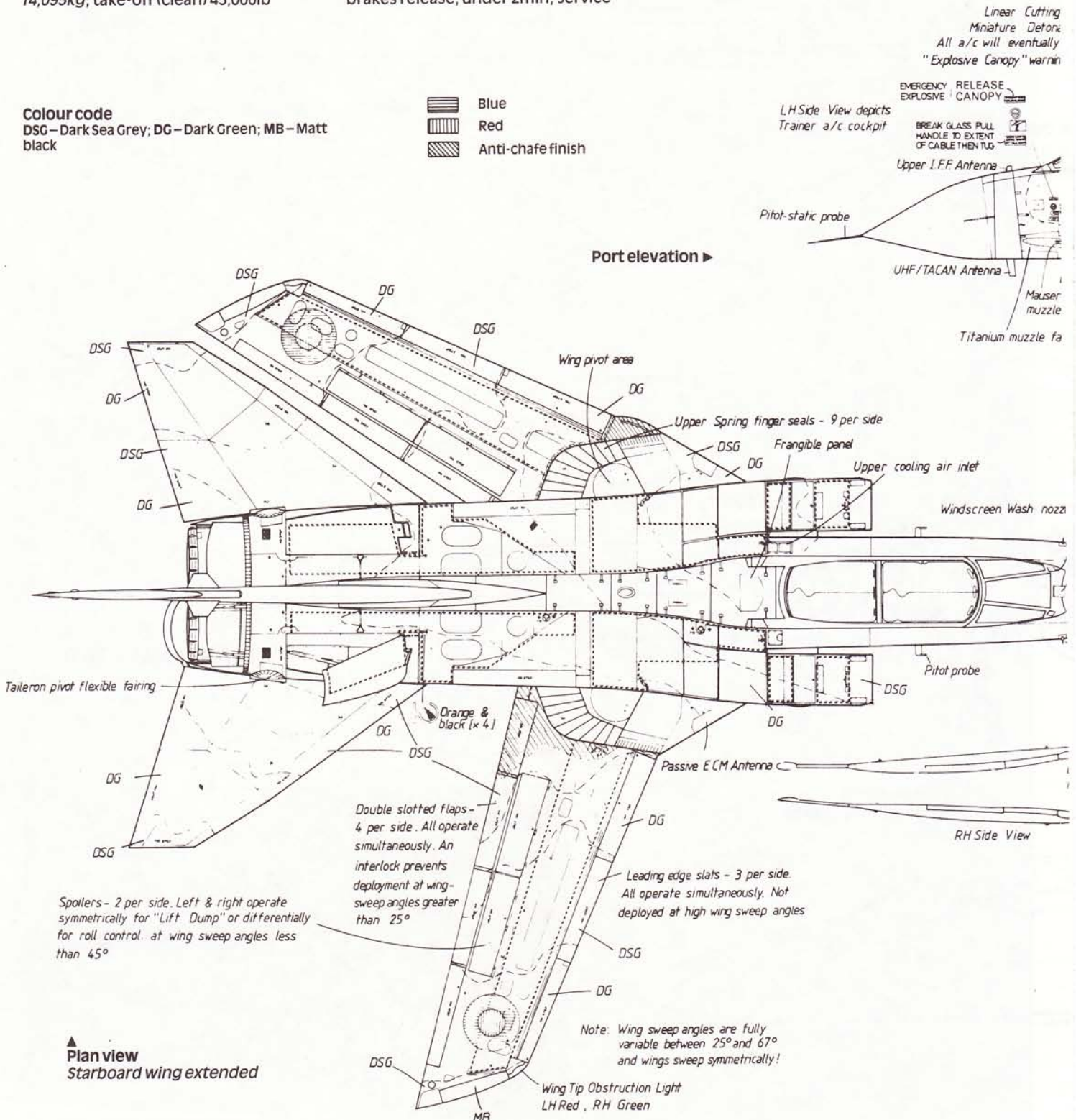
ceiling over 50,000ft 15,250m; range (ferry) about 2400 miles 3850km.

**Armament:** Two fixed 27mm IWKA Mauser cannon, plus up to 18,000lb 8165kg of external ordnance.

**Service:** First flight (prototype) 14 August 1974, (GR Mk 1) July 1979; service entry 6 January 1982.

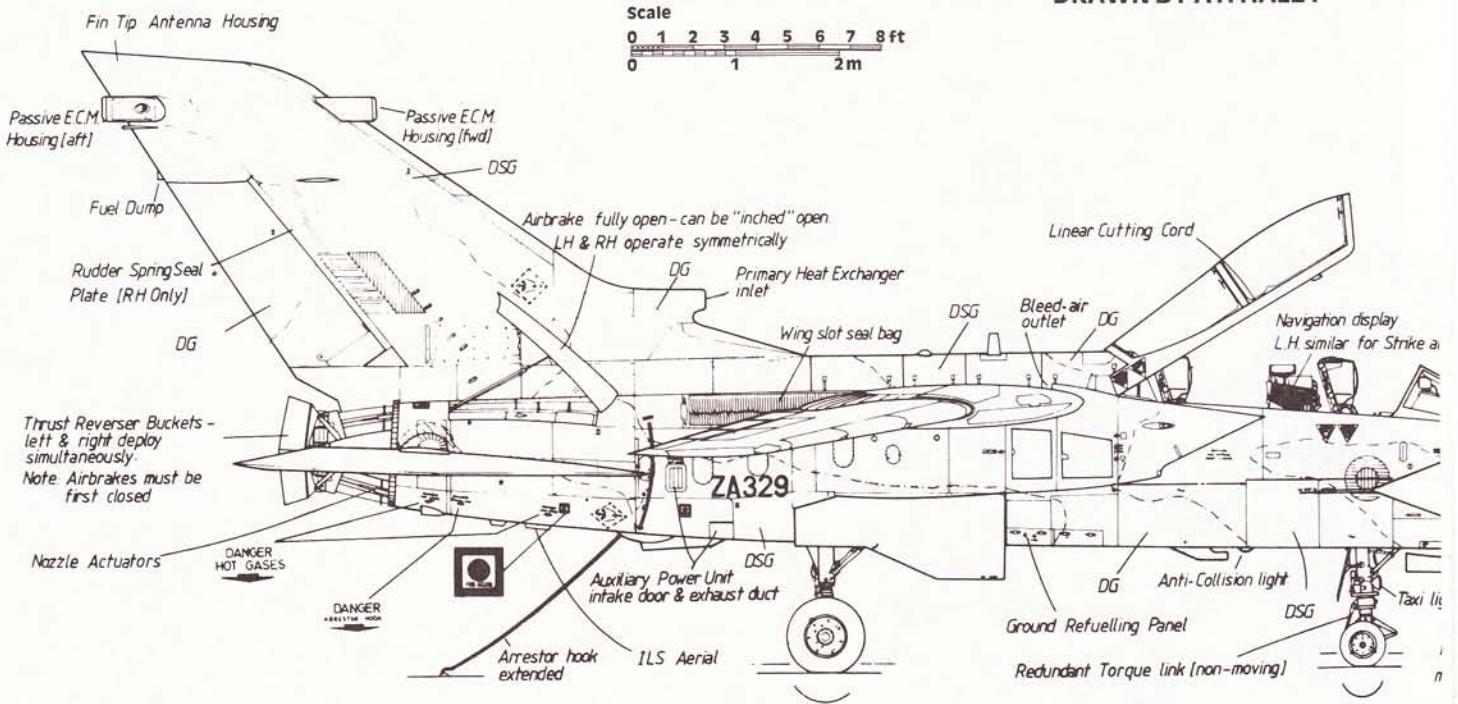
## Colour code

DSG - Dark Sea Grey; DG - Dark Green; MB - Matt black





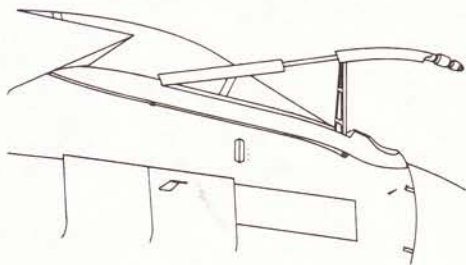
DRAWN BY A H HALEY



A November 1981 photo showing GR Mk 1s from the Tornado Weapons Conversion Unit (TWCU) lined up at RAF Honington.

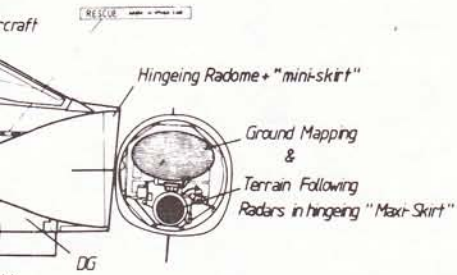
▲ Starboard elevation





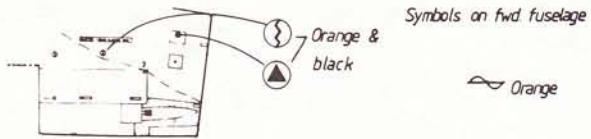
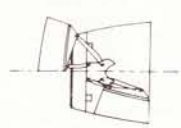
**Colour notes**

Air intake interiors – DSG; antennas – white or straw colour; walkway markings and most stencilling – MB; arrester hook – light grey; anti-chafe paint, early machines – light grey, later machines – dark grey; anti-collision lights have red lenses; fin tip – DSG with MB leading edge; HF antenna – DG with MB leading edge; danger triangles – red and white; fire access (6 off) – red and white; 'Danger hot gases' and 'Danger arrester hook' – red; rescue instructions – black on yellow; radome – semi-gloss black; anti-glare panel – MB; probes – natural metal; wing slot seal bag – medium brown textile; hot gases 'diamond' – red broken line and arrows, black divergent lines; taileron range of movement markings – red.



▲ **Scrap view**  
In-flight refuelling probe (not to scale)

NB. Large amount of oleo travel - varies with load, a/c motion, wing sweep angle etc.

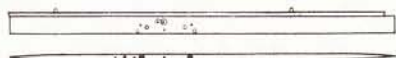


▲ **Scrap view**  
Thrust reverser bucket mechanism





**Second British-assembled Tornado prototype, P03, showing early-style cut-out beneath rudder. ▶**



Centre-line Pylon

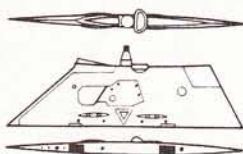


Shoulder Pylon - always fitted as a pair

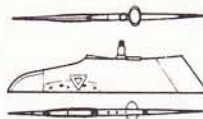
**Scrap views  
Weapons and stores carriage**



Centre Line pylon has one Light Duty Ejector Release Unit (LDERU),  
Shoulder pylons have two LDERUs and one Heavy Duty ERU.  
Inboard Wing pylon has one HDERU, Outboard Wing pylon has one LDERU.  
1500l External Tank, Kormoran require HDERUs

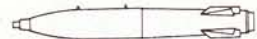


Inboard Wing Pylon



Outboard Wing Pylon

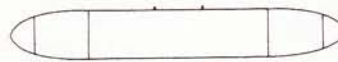
Pylon inner faces shown here



Matra 250 kg



Kormoran Anti-shiping missile

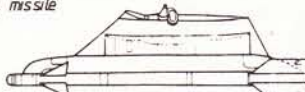


BLU-1B 750lb Firebomb

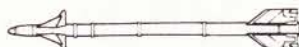


Hunting BL755 Cluster bomb

Sidewinder AIM-9B with adaptor and launcher

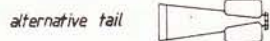


Sidewinder AIM-9L



Twin Store Carrier

Mk 13 - 1000lb bomb & alternative tail



Buddy Buddy Pod for Air-Air Refuelling Tanker aircraft [not R.A.F.]



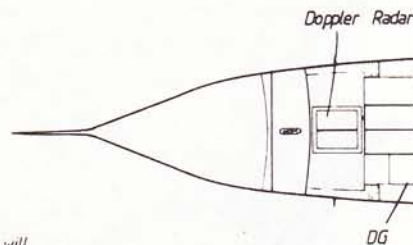
Lepus flare



Mk 83 High speed "free fall"



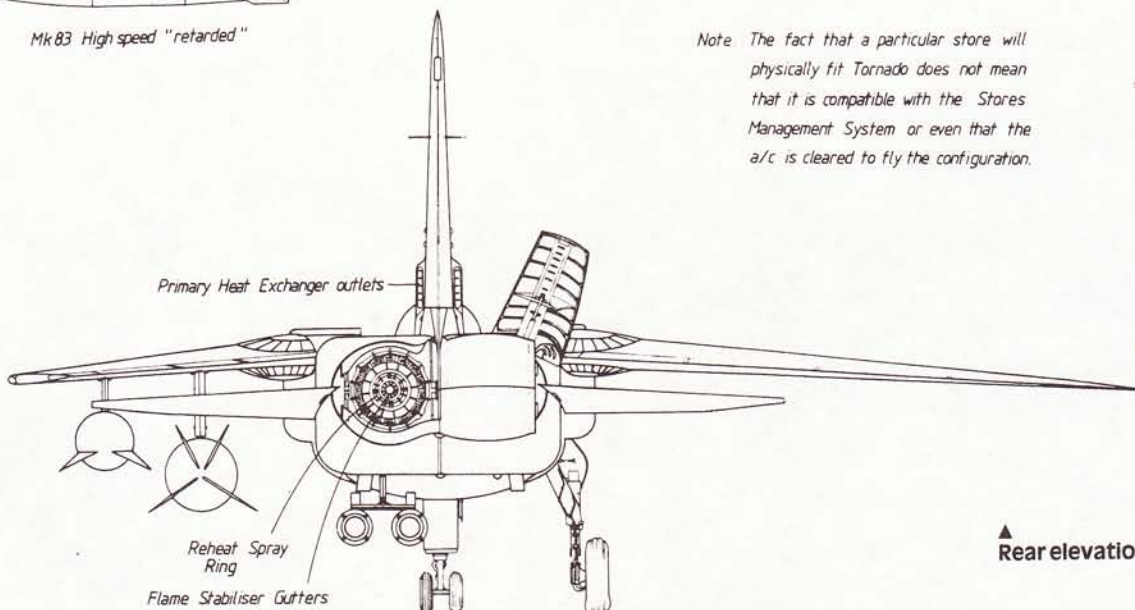
Mk 83 High speed "retarded"



Doppler Radar

DG

Note The fact that a particular store will physically fit Tornado does not mean that it is compatible with the Stores Management System or even that the aircraft is cleared to fly the configuration.

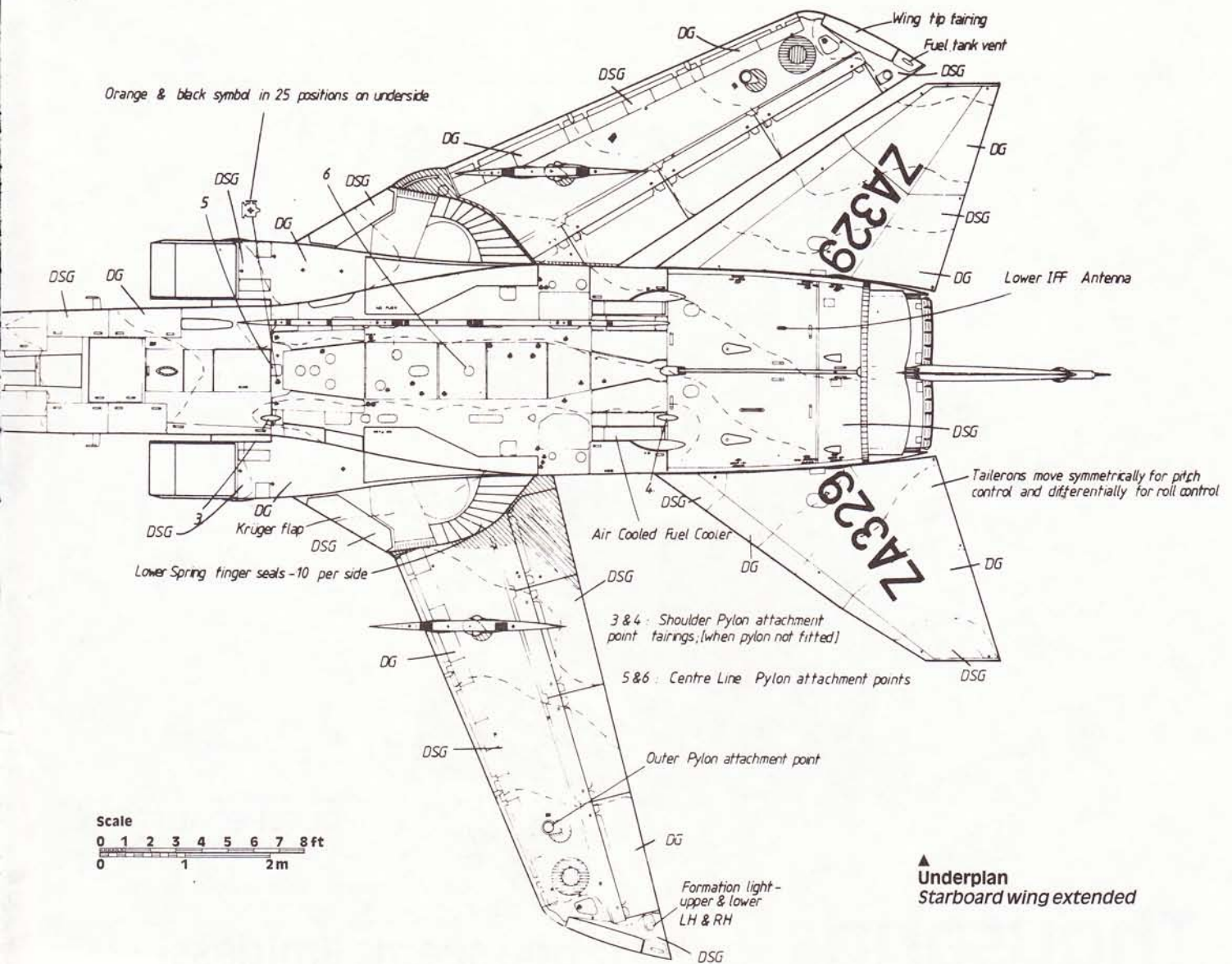
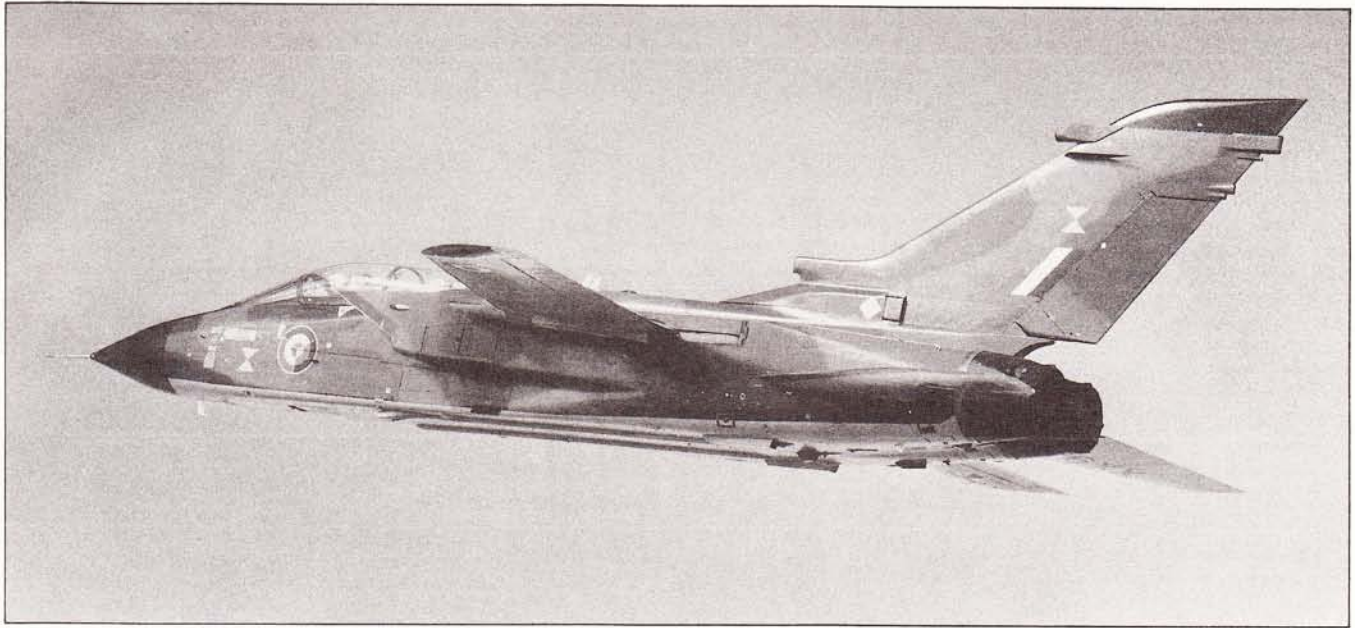


Primary Heat Exchanger outlets

Reheat Spray Ring

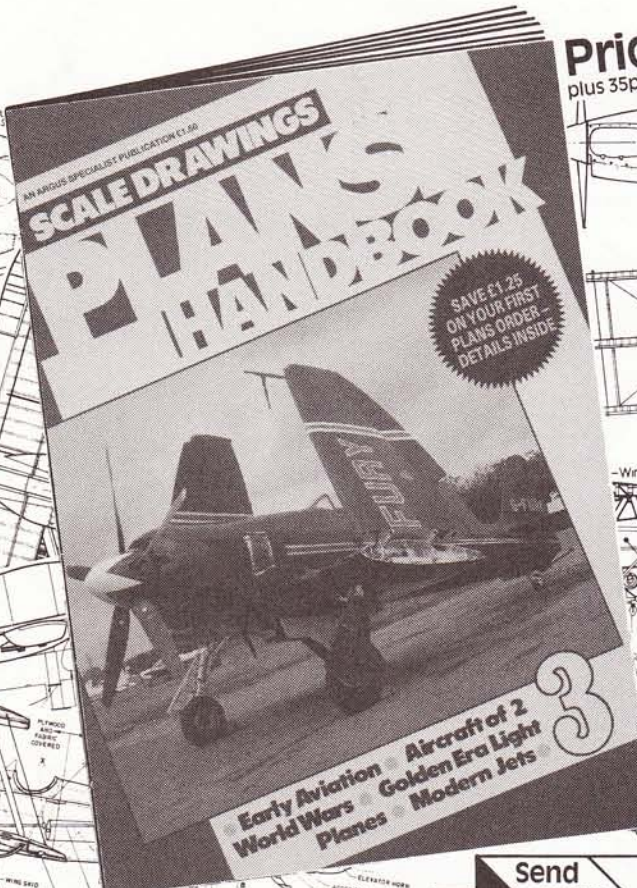
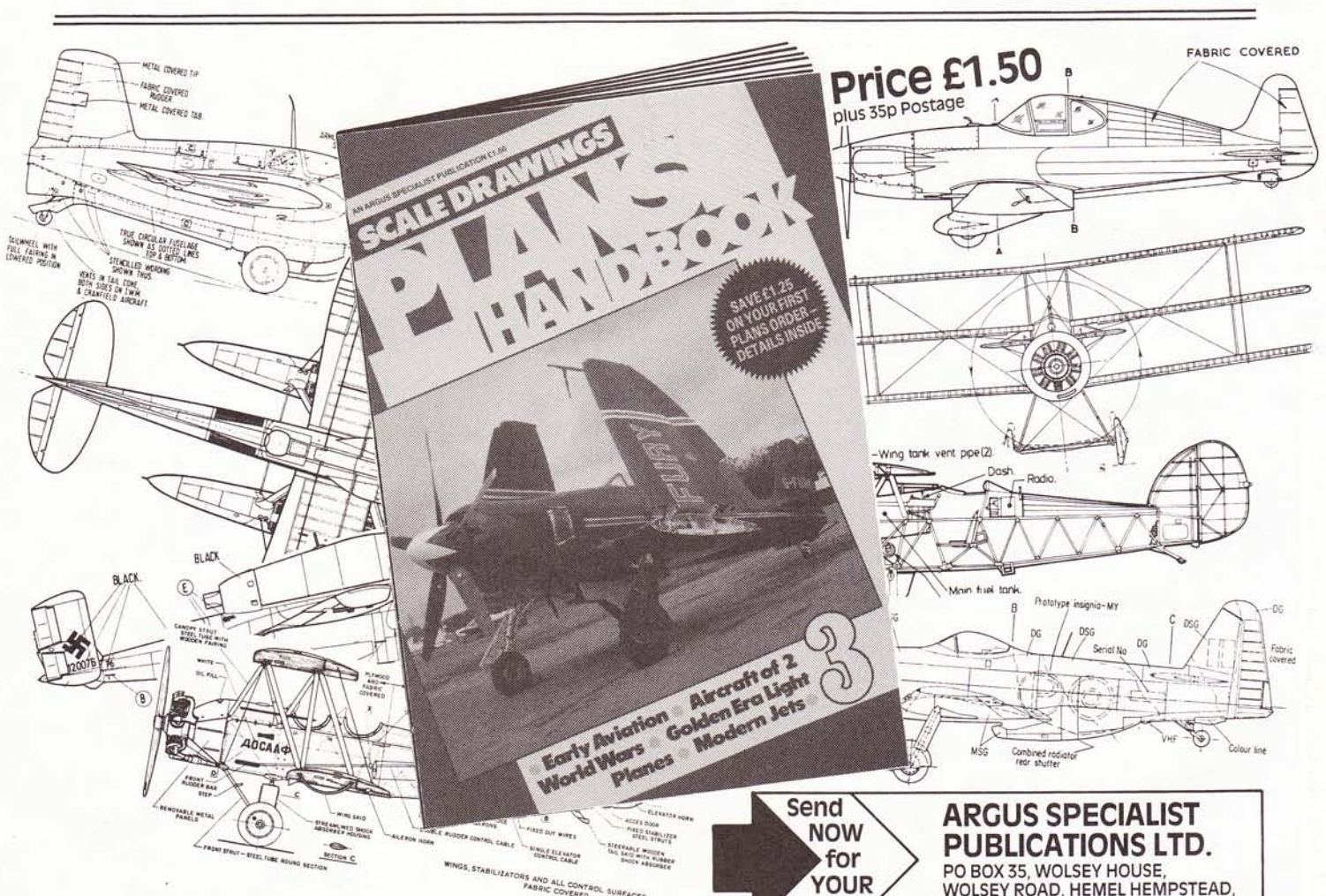
Flame Stabiliser Gutters

▲ Rear elevation



The Publisher wishes to thank the following draughtsmen whose drawings appear in this volume

ARTHUR BENTLEY    A H HALEY  
 D H COOKSEY    E TAGE LARSEN  
 GEORGE COX    PAT LLOYD  
 GEORGE CULL    C J NICHOLS  
 J R ENOCH    IAN STAIR



Price £1.50 plus 35p Postage

Send NOW for YOUR COPY

**ARGUS SPECIALIST PUBLICATIONS LTD.**  
 PO BOX 35, WOLSEY HOUSE,  
 WOLSEY ROAD, HEMEL HEMPSTEAD,  
 HERTS. HP2 4SS, ENGLAND

**Thousands . . . the range seems limitless!**

Since the earliest days of aviation, the ever-changing shape of the aeroplane has held a special fascination. Over the years, this has led draughtsmen and designers to produce superb, detailed 3-view scale drawings, generally to 1/72 scale, of a whole variety of aircraft from the first biplanes to the modern jet fighter bombers.

The purpose of this AIRCRAFT ARCHIVE series is to bring together, in a thematic and organized manner, selections of some of the best of these designs, many of which are hailed as masterpieces of the draughtsman's art. Each book covers a number of aircraft of a particular period or type and, although the emphasis is firmly on the drawings and detailed aspects of these drawings, each aircraft section includes information on technical data and numerous black and white photographs.

AIRCRAFT ARCHIVE will build up into a library which will be an indispensable source of reference, information and, indeed, sheer pleasure for aviation enthusiasts and for all interested in the construction, development and history of aircraft worldwide.

#### **AIRCRAFT INCLUDED IN THIS VOLUME**

**De Havilland Venom FB Mk 1 and 4**  
**Lockheed F-94C Starfire**  
**Avro CF-100 Canada Mk 4**  
**Republic F-84F Thunderstreak**  
**Boulton Paul P.111A**  
**North American F-100D Super Sabre**  
**Saab A32A Lansen**  
**Nord 1500 Griffon II**  
**English Electric Canberra B(1) Mk 8**  
**Fiat G91**  
**Lockheed CF-104 and F104G Starfighter**  
**Saab J35A, SK35C and J35F Draken**  
**Sukhoi Su-7B 'Fitter-A'**  
**Macchi MB326**  
**Northrop N-156F (F-5A prototype)**  
**Handley Page Victor Mk 2**  
**Dassault Mirage IIIC**  
**BAC Lightning F Mk 6**  
**Hawker Siddeley Harrier GR Mk 1 and T Mk 2**  
**SEPECAT Jaguar A, S, E, B and M**  
**Grumman F-14A Tomcat**  
**Panavia Tornado GR Mk 1**