

Belcher Bits Decal BD10: Canadian CF-101 Voodoo 1/72

In 1959, Canada cancelled the Avro CF-105 Arrow interceptor and opted for the IM-99 Bomarc missile. Eventually realizing a manned interceptor was still required, 56 ex-USAF F-101Bs (and 10 F-101F two seat trainers) were obtained in 1961-62. These aircraft were all fitted with nose mounted refueling probes, although this was not used in Canadian service. In 1970-71, all remaining aircraft were returned to the USAF in exchange for a replacement batch of 66 refurbished machines with IR sensors in the nose and updated fire control systems. These remained in service until replaced by the CF-18 in 1985.

This decal sheet allows the modeller to build a CF-101 in ANY of the operational schemes in which it served, from initial delivery to the RCAF until it went out of service in 1985. The decal sheet is generic, and although specific aircraft are illustrated, there should be enough numbers to do just about any aircraft desired. Specific schemes illustrated are:

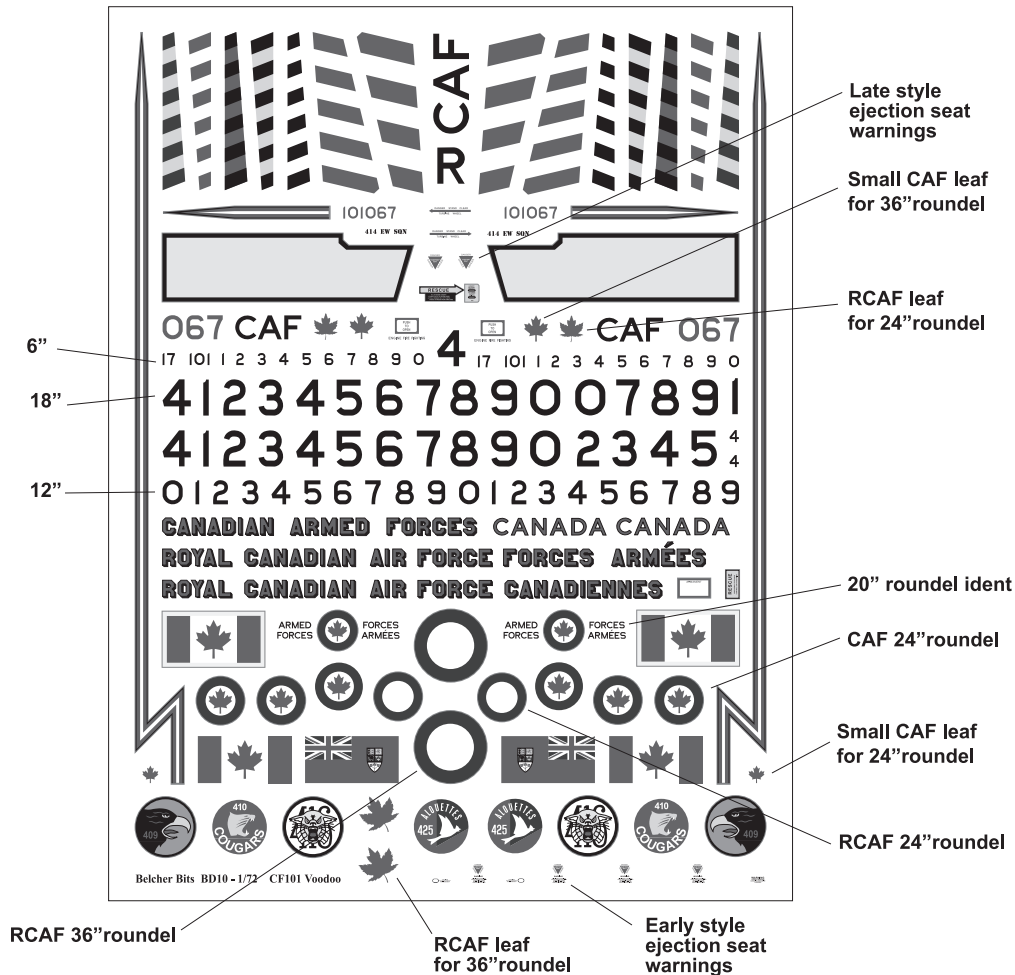
1. CF-101 s/n 17404, 410 Sqn RCAF, 1962.
2. CF-101 s/n 17402, 425 Sqn RCAF, 1965.
3. CF-101 s/n 17433, 409 Sqn RCAF, 1967.
4. CF-101 s/n 17483, 416 Sqn, CAF, 1968.
5. CF-101 s/n 101009, 425 Sqn CAF, 1972.
6. CF-101 s/n 101052, 410 Sqn CAF, 1974.
7. CF-101 s/n 101025, 416 Sqn CAF, 1984.

This decal sheet also allows you to depict an EF-101B electronics countermeasures aircraft, the all-black 'electric Voodoo' 101067 which retired in 1986, bringing the Voodoo era to a close.

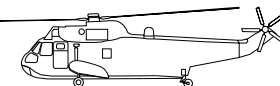
Other 1/72 Belcher Bits decal sets available:

- BD3: Canadian Navy and Air Force Helicopters
- BD7: CF-104 Starfighter
- BD11: Labrador/Voyageur, Chinook and Cormorant
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- BD17: RCN Fighters
- BD18: RCAF Lancaster Mk 10

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Note: This instruction is available in colour on the website.

CF-101 Voodoos in Service

The CF-101 Voodoo entered RCAF service in November, 1961 with 410 Sqn in Ottawa, followed by the other all-weather interceptor squadrons: 409 Sqn (Comox, BC), 416 Sqn (Chatham, NB) and 425 Sqn (Bagotville, PQ) and 414 Sqn (North Bay, ON) also the Operational Training Unit for the type.

Voodoos were armed with AIM-4D Falcons and the AIR-2A Genie, a nuclear-tipped weapon. The use of nuclear weapons in Canada is well covered in Clearwater's book (see ref.); these weapons were under US control even when being used by Canadian forces.

Voodoos continued their role as all-weather interceptors until 1985 when they were finally phased out in favour of the new CF-18 Hornet. The role of the Voodoo never changed in its 24 year history in Canadian service, and the CF-18 was a more capable machine but perhaps not as ideal an all-weather interceptor.

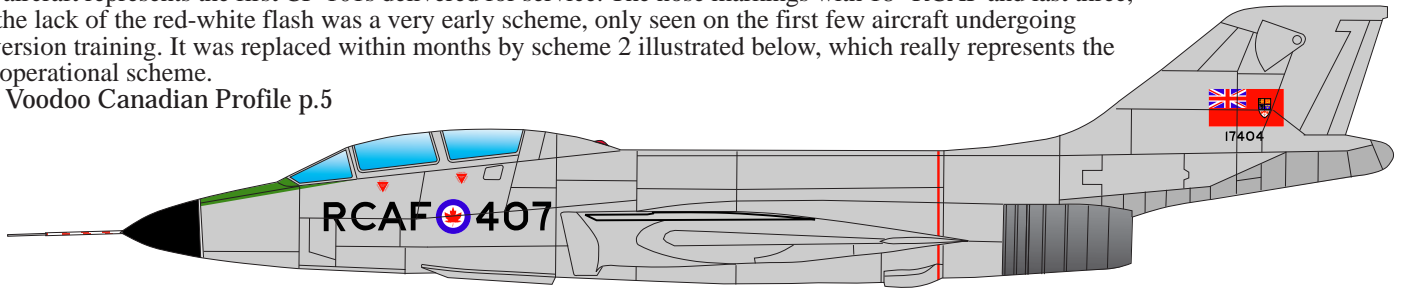
References:

1. CF-101 Voodoo Canadian Profile by Bob McIntyre, Sabre Publishing, 1984
2. Canadian Armed Forces Finish and Markings by Pat Martin, 1997
3. IPMS Canada RT Vol 17 No. 5
4. IPMS Canada RT Vol 18 No. 3
5. Canadian Nuclear Weapons by John Clearwater, Dundurn Press, 1998
6. Canada's Air Force today by Larry Milberry, Canav Books, 1987

1. CF-101 s/n 17407, 1961 (For reference only: not all markings are included on sheet)

This aircraft represents the first CF-101s delivered for service. The nose markings with 18" RCAF and last three, and the lack of the red-white flash was a very early scheme, only seen on the first few aircraft undergoing conversion training. It was replaced within months by scheme 2 illustrated below, which really represents the first operational scheme.

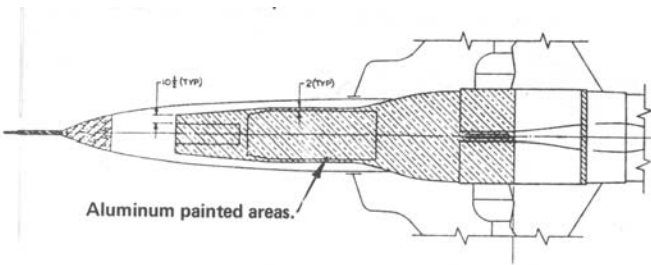
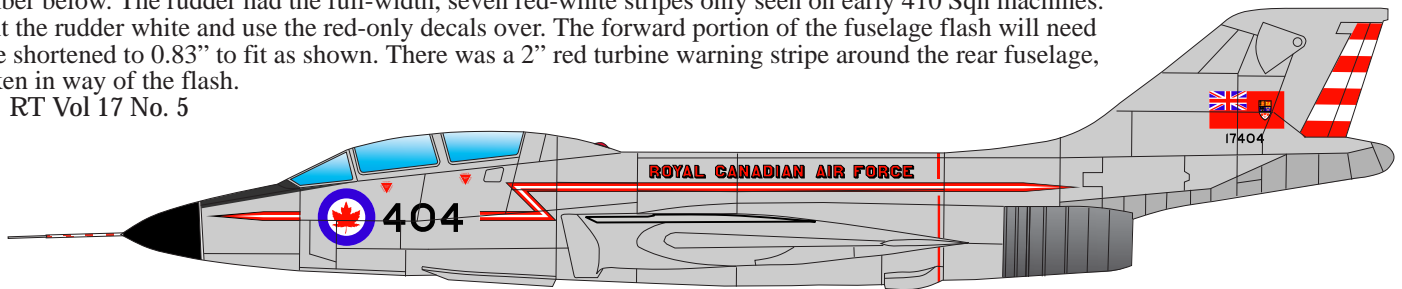
Ref: Voodoo Canadian Profile p.5



2. CF-101 s/n 17404, 410 Sqn, Ottawa, 1962

This aircraft represents the first operational scheme. Overall natural metal. Fuselage roundels were 36" RCAF followed by the last three in 18" black letters. The fuselage had 9" Royal Canadian Air Force in black-shadowed red letters. The tail had a 47" Red Ensign flag (the Union Jack forward on both sides) with 6" black serial number below. The rudder had the full-width, seven red-white stripes only seen on early 410 Sqn machines. Paint the rudder white and use the red-only decals over. The forward portion of the fuselage flash will need to be shortened to 0.83" to fit as shown. There was a 2" red turbine warning stripe around the rear fuselage, broken in way of the flash.

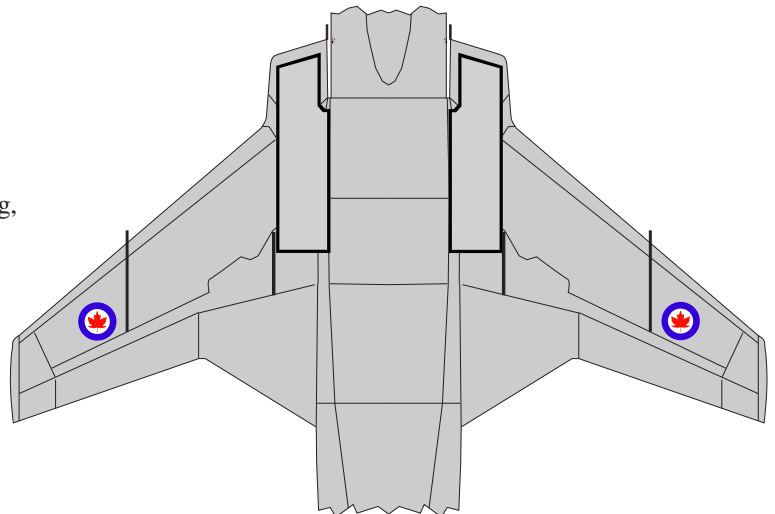
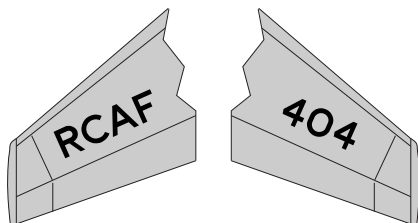
Ref: RT Vol 17 No. 5

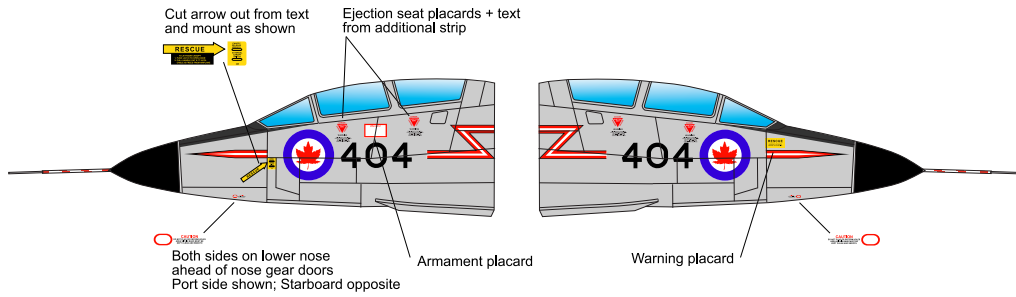


Below, upper surface markings were 24" RCAF roundels on both wings. Note the position of the wing walkways, starting 6" aft of the leading edge of the intakes. The interior of the intakes of natural metal aircraft were also natural metal; when the aircraft were painted at a later stage, the interiors of the intakes were white..

Above, all natural metal aircraft had a section of their under surfaces painted with aluminum lacquer as an anti-corrosion protection in the indicated area.

Below, under surface markings were RCAF under starboard wing, and last three under port wing in 18" black letters.



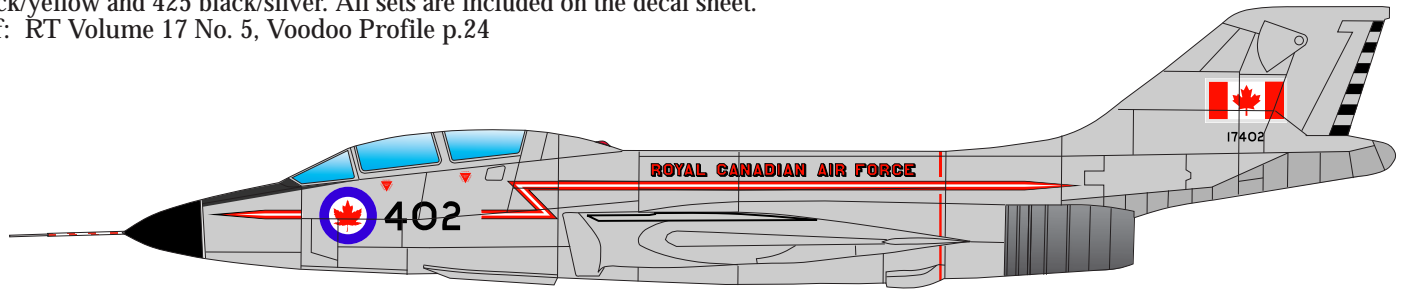


First series CF-101 rescue markings

3. CF-101 s/n 17402, 425 Sqn, 1965

With the adoption of the new Canadian flag in 1965, the Red Ensign was replaced by a similar sized new flag. At this time, all five interceptor squadrons used tail stripes on the aft half of the rudder; 409 was blue/yellow, 410 was red/white, 414 black/red, 416 black/yellow and 425 black/silver.

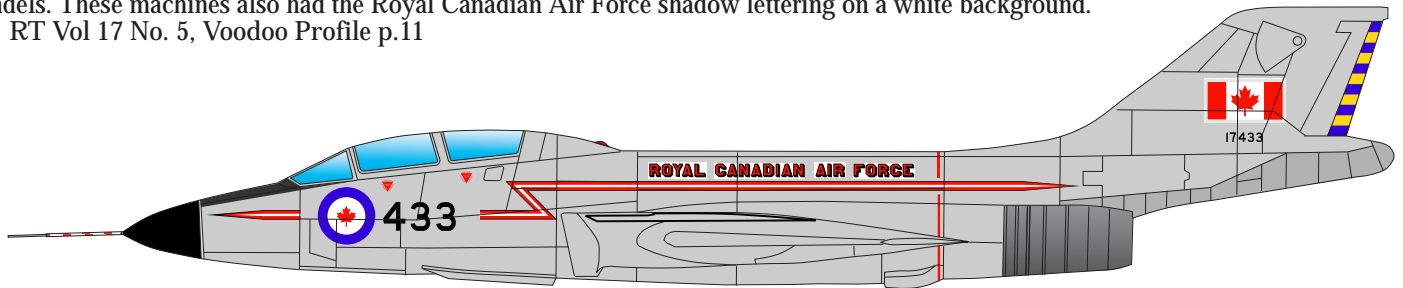
Ref: RT Volume 17 No. 5, Voodoo Profile p.24



4. CF-101 s/n 17433, 409 Sqn, Comox, 1968

This is an interim scheme, not seen on all aircraft. With the new flag, the RCAF roundels were modified with a new-style leaf inserted in the old roundel ring. Some initial versions had the leaves much undersized, eventually being replaced with more correctly proportioned roundels. These machines also had the Royal Canadian Air Force shadow lettering on a white background.

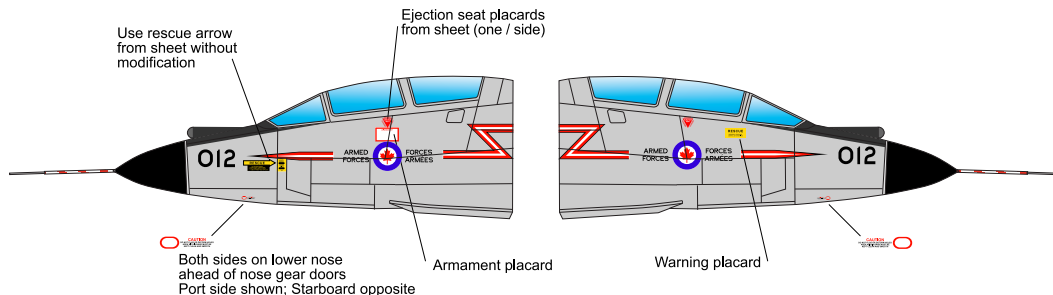
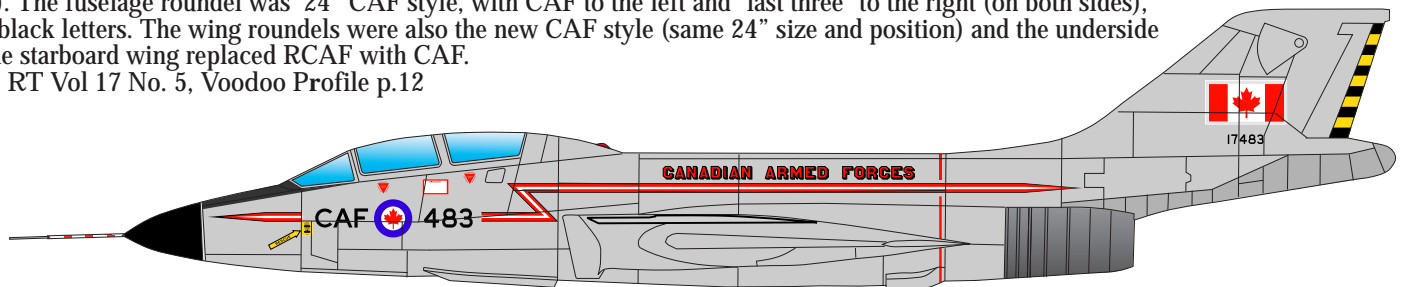
Ref: RT Vol 17 No. 5, Voodoo Profile p.11



5. CF-101 s/n 17483, 416 Sqn, Chatham, 1970

This is the final scheme seen on the original batch of Voodoos. The amalgamation of the Canadian Forces in 1968 is indicated by the new 9" Canadian Armed Forces shadow lettering (Forces Armees Canadiennes on the starboard side). The fuselage roundel was 24" CAF style, with CAF to the left and 'last three' to the right (on both sides), 12" black letters. The wing roundels were also the new CAF style (same 24" size and position) and the underside of the starboard wing replaced RCAF with CAF.

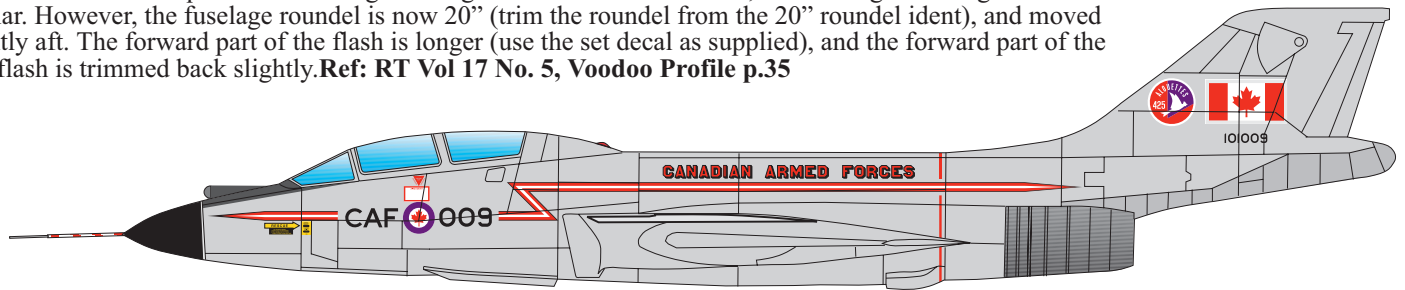
Ref: RT Vol 17 No. 5, Voodoo Profile p.12



Second series CF-101 rescue markings

6. CF-101 s/n 101009, 425 Sqn, Bagotville, 1971

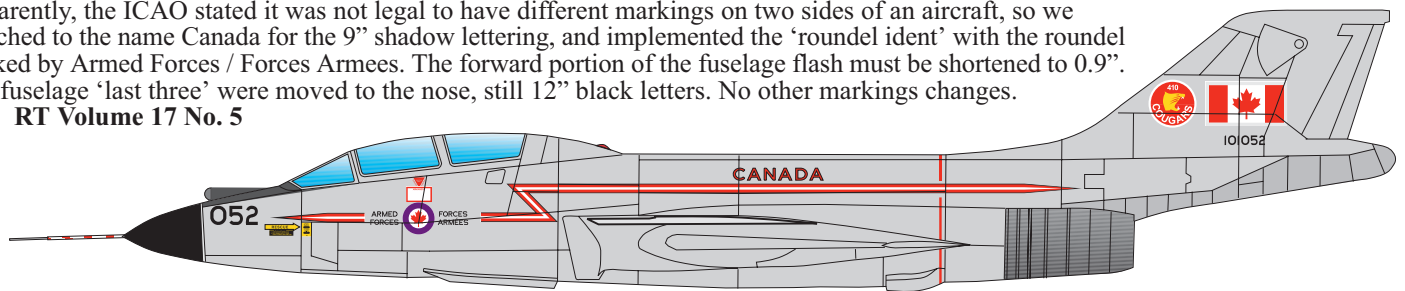
This is the first scheme seen on the second batch of Voodoos, only distinguishable externally by the IR sensor on the nose. While the original batch used the last three of the USAF serial as their 'last three', the new batch used current CAF numbering schemes (101XXX), with the last three sequentially assigned. These aircraft were painted aluminum lacquer overall. Wing markings were the same as before, and fuselage markings looked similar. However, the fuselage roundel is now 20" (trim the roundel from the 20" roundel ident), and moved slightly aft. The forward part of the flash is longer (use the set decal as supplied), and the forward part of the rear flash is trimmed back slightly. Ref: RT Vol 17 No. 5, Voodoo Profile p.35



7. CF-101 s/n 101052, 410 Sqn, Cold Lake, 1973

Apparently, the ICAO stated it was not legal to have different markings on two sides of an aircraft, so we switched to the name Canada for the '9" shadow lettering, and implemented the 'roundel ident' with the roundel flanked by Armed Forces / Forces Armees. The forward portion of the fuselage flash must be shortened to 0.9". The fuselage 'last three' were moved to the nose, still 12" black letters. No other markings changes.

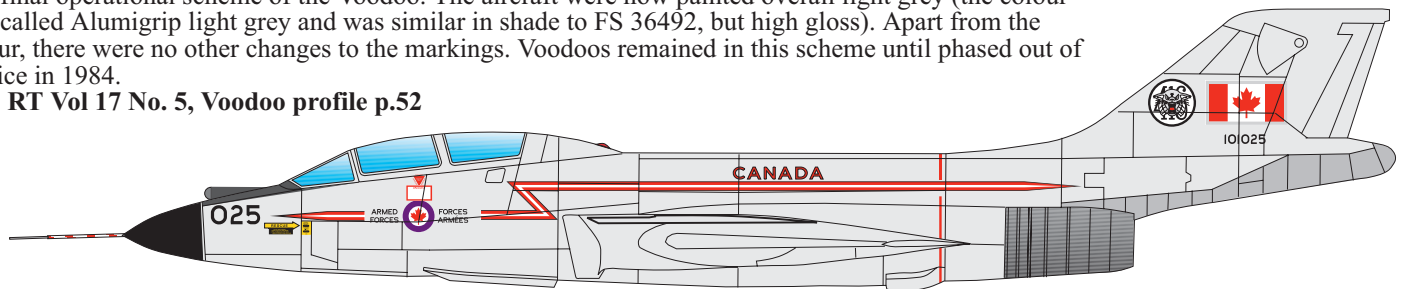
Ref: RT Volume 17 No. 5



8. CF-101 s/n 101025, 416 Sqn, Chatham, 1980

The final operational scheme of the Voodoo. The aircraft were now painted overall light grey (the colour was called Alumigrip light grey and was similar in shade to FS 36492, but high gloss). Apart from the colour, there were no other changes to the markings. Voodoos remained in this scheme until phased out of service in 1984.

Ref: RT Vol 17 No. 5, Voodoo profile p.52

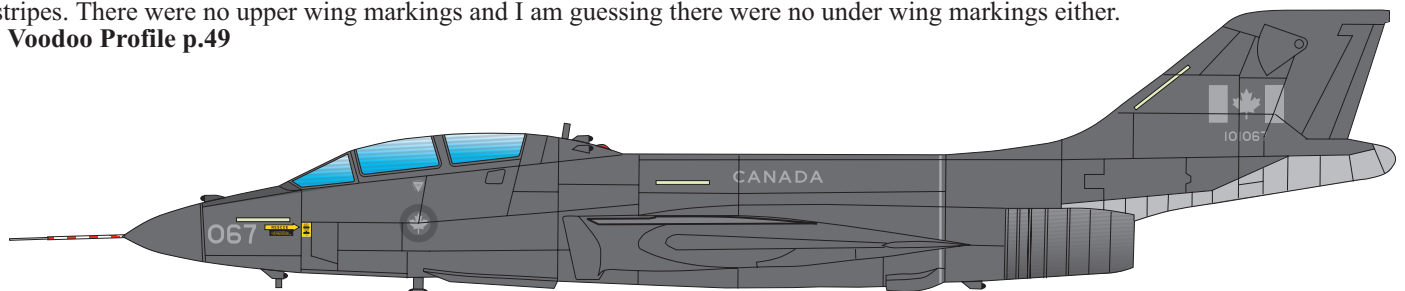


9. CF-101 s/n 101067, 414 EW Sqn, North Bay, 1985

This is a unique scheme for a unique aircraft. This aircraft was modified for ECM work by the USAF and was leased by Canada after disposal by its original operators. Externally distinguishable by its lack of nose mounted IR sensor, this aircraft had a number of ECM antennas fitted: one forward facing on the upper nose, two rear facing below the nose with a small blade antenna between, three rear facing behind the canopy (again with one small blade antenna, and two rear facing ones below the fuselage forward of the afterburners). There were also three small bi-directional pod antennas between the nose gear door and the weapons bay. The aircraft was often seen with an ECM pod apparently modified from a luggage pod, fitted to a pylon on the weapons bay door.

The aircraft was gloss black overall. Fuselage roundels were 24" CAF with the white removed. The last three on the nose were 12" red letters. The word CANADA on the fuselage side and tail serial number are also red only, as was the flag on the tail. The rudder had four red stripes. There were no upper wing markings and I am guessing there were no under wing markings either.

Ref: Voodoo Profile p.49



Modelling the Voodoo in 1/72 Scale

There are two kits, neither generally available at the moment, but only one is worth looking for ... the Revell. Looking like a scaled down version of its 1/48 big brother, but with scribed panel lines, it is a gem. Bug Revell to re-issue it ... it's time.