

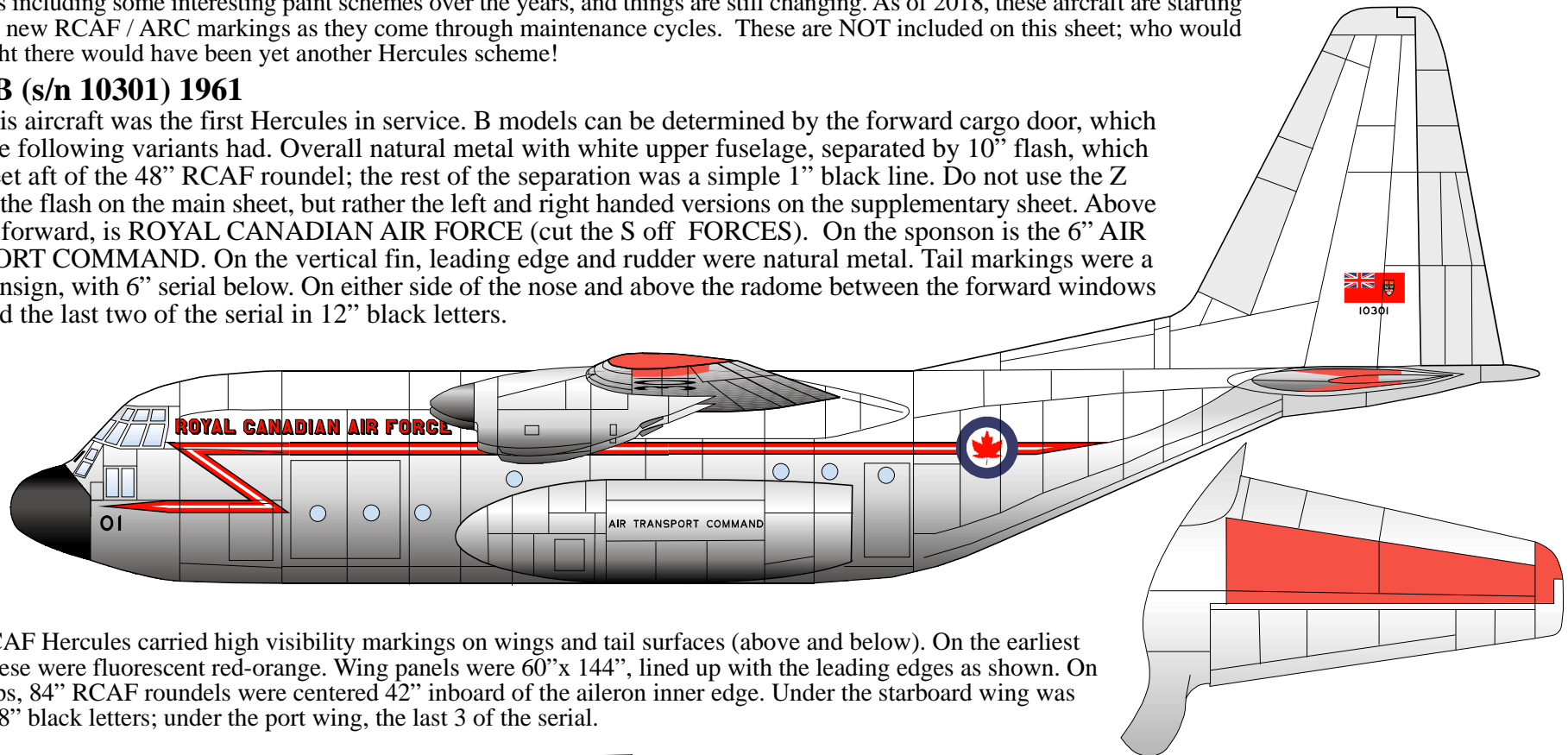
Belcher Bits Decal BD30: RCAF / CAF CC-130 Hercules 1/48

In 1960, the RCAF took delivery of the first of 4 C-130Bs (s/n 10301-4) to move CF-104s from the factory to Europe. Starting in 1964, the first of 24 C-130Es (to replace the C-119 Flying Boxcar) were delivered (s/n 10305-10328); part of the purchase involved trading back the 3 remaining B models, so those only were in RCAF service a short while.

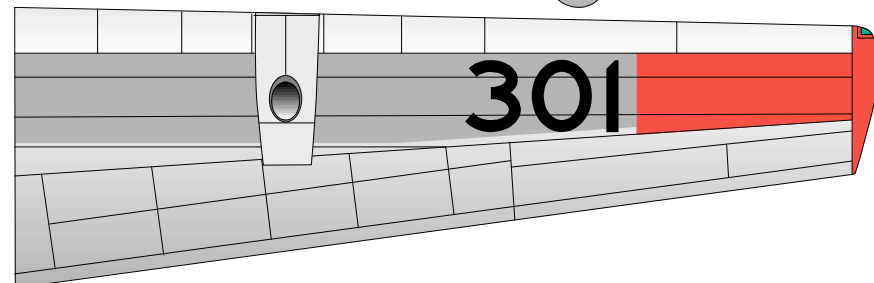
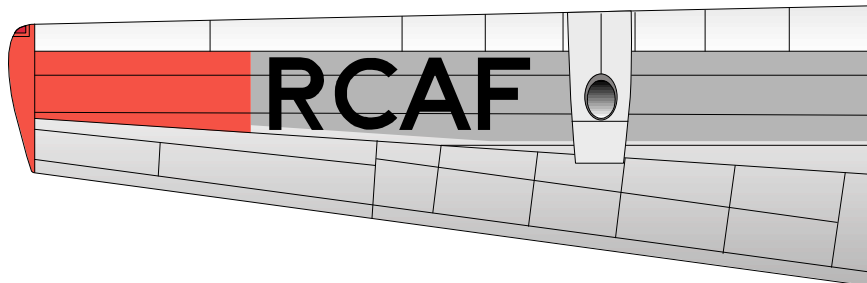
After 1970, an additional 12 CC-130H Hercules were purchased in small batches in the serial number range 130329-342. In addition, two commercial L-100-30 stretched Hercules were acquired as 130343-344. Finally, in 2010, the first of 17 new CC-130J (all stretched versions) was delivered. These machines are given numbers in the range 130601-617) to indicate they are significantly different variants of the venerable Hercules. With such a long history within the RCAF / CAF / RCAF again, these aircraft have carried a variety of markings including some interesting paint schemes over the years, and things are still changing. As of 2018, these aircraft are starting to sport the new RCAF / ARC markings as they come through maintenance cycles. These are NOT included on this sheet; who would have thought there would have been yet another Hercules scheme!

CC-130B (s/n 10301) 1961

This aircraft was the first Hercules in service. B models can be determined by the forward cargo door, which none of the following variants had. Overall natural metal with white upper fuselage, separated by 10" flash, which ended 6 feet aft of the 48" RCAF roundel; the rest of the separation was a simple 1" black line. Do not use the Z portion of the flash on the main sheet, but rather the left and right handed versions on the supplementary sheet. Above the flash, forward, is ROYAL CANADIAN AIR FORCE (cut the S off FORCES). On the sponson is the 6" AIR TRANSPORT COMMAND. On the vertical fin, leading edge and rudder were natural metal. Tail markings were a 47" Red Ensign, with 6" serial below. On either side of the nose and above the radome between the forward windows was carried the last two of the serial in 12" black letters.



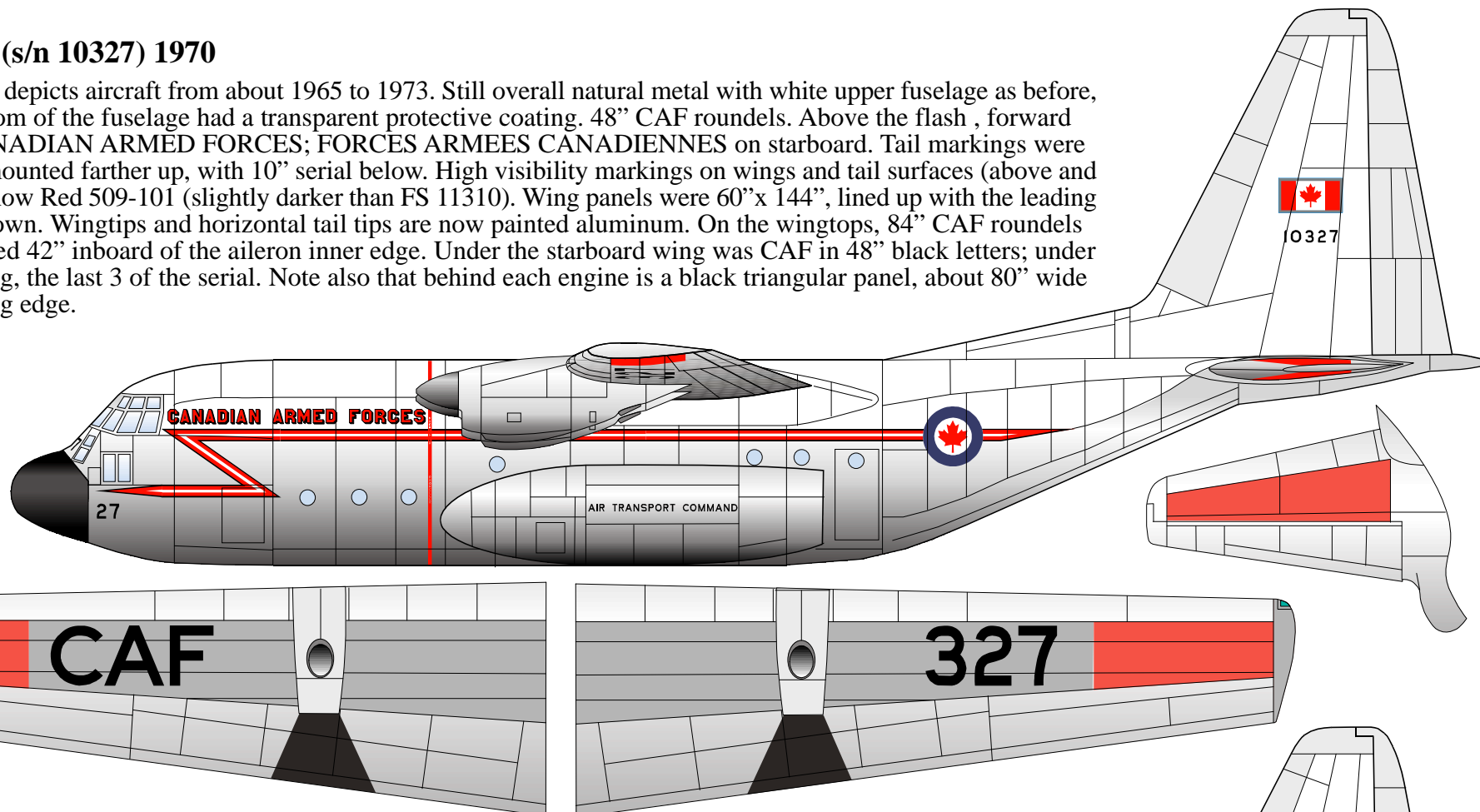
RCAF Hercules carried high visibility markings on wings and tail surfaces (above and below). On the earliest variants, these were fluorescent red-orange. Wing panels were 60"x 144", lined up with the leading edges as shown. On the wingtips, 84" RCAF roundels were centered 42" inboard of the aileron inner edge. Under the starboard wing was RCAF in 48" black letters; under the port wing, the last 3 of the serial.



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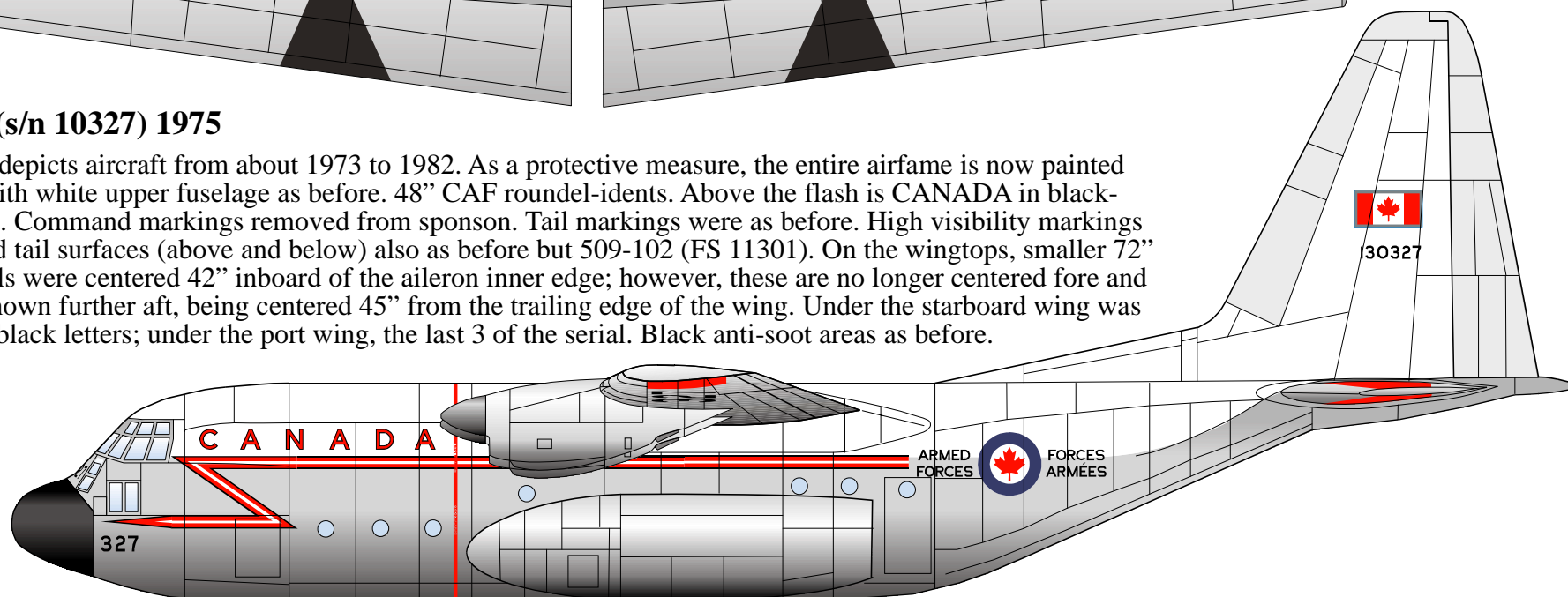
CC-130E (s/n 10327) 1970

This depicts aircraft from about 1965 to 1973. Still overall natural metal with white upper fuselage as before, but the bottom of the fuselage had a transparent protective coating. 48" CAF roundels. Above the flash, forward port, is CANADIAN ARMED FORCES; FORCES ARMEES CANADIENNES on starboard. Tail markings were a 47" flag mounted farther up, with 10" serial below. High visibility markings on wings and tail surfaces (above and below) are now Red 509-101 (slightly darker than FS 11310). Wing panels were 60"x 144", lined up with the leading edges as shown. Wingtips and horizontal tail tips are now painted aluminum. On the wingtops, 84" CAF roundels were centered 42" inboard of the aileron inner edge. Under the starboard wing was CAF in 48" black letters; under the port wing, the last 3 of the serial. Note also that behind each engine is a black triangular panel, about 80" wide at the trailing edge.



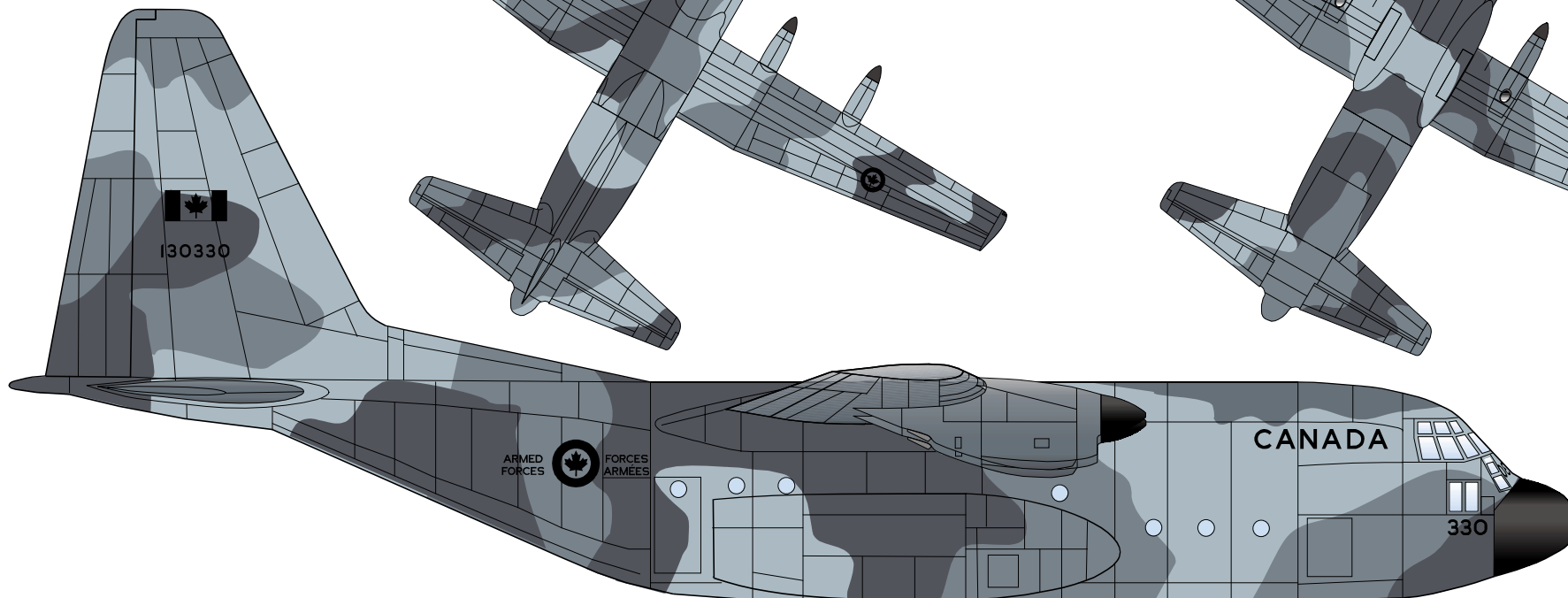
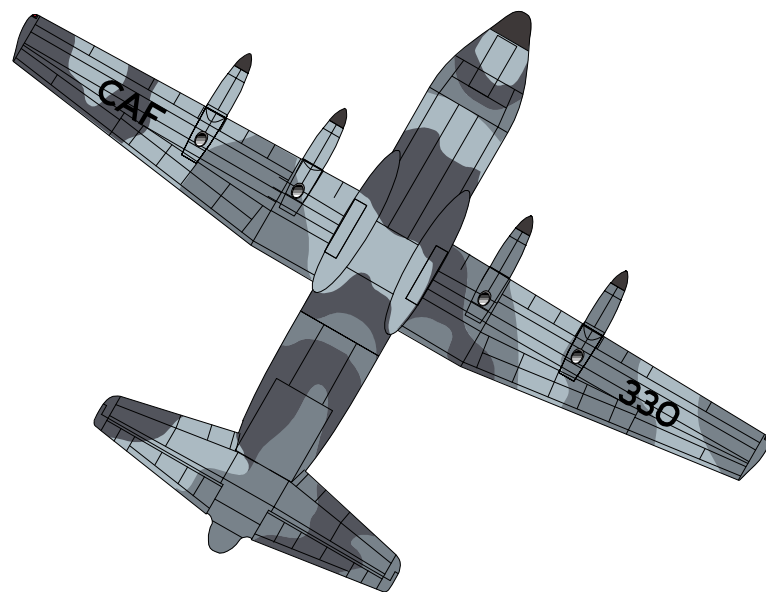
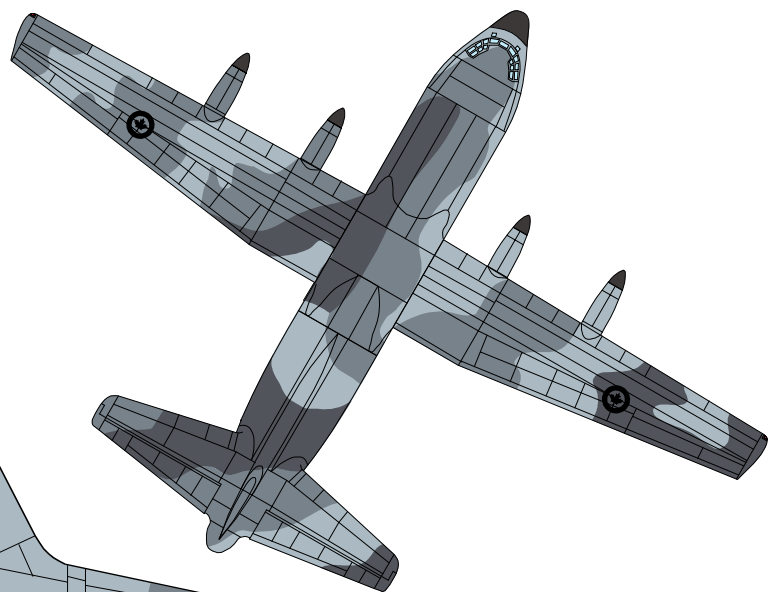
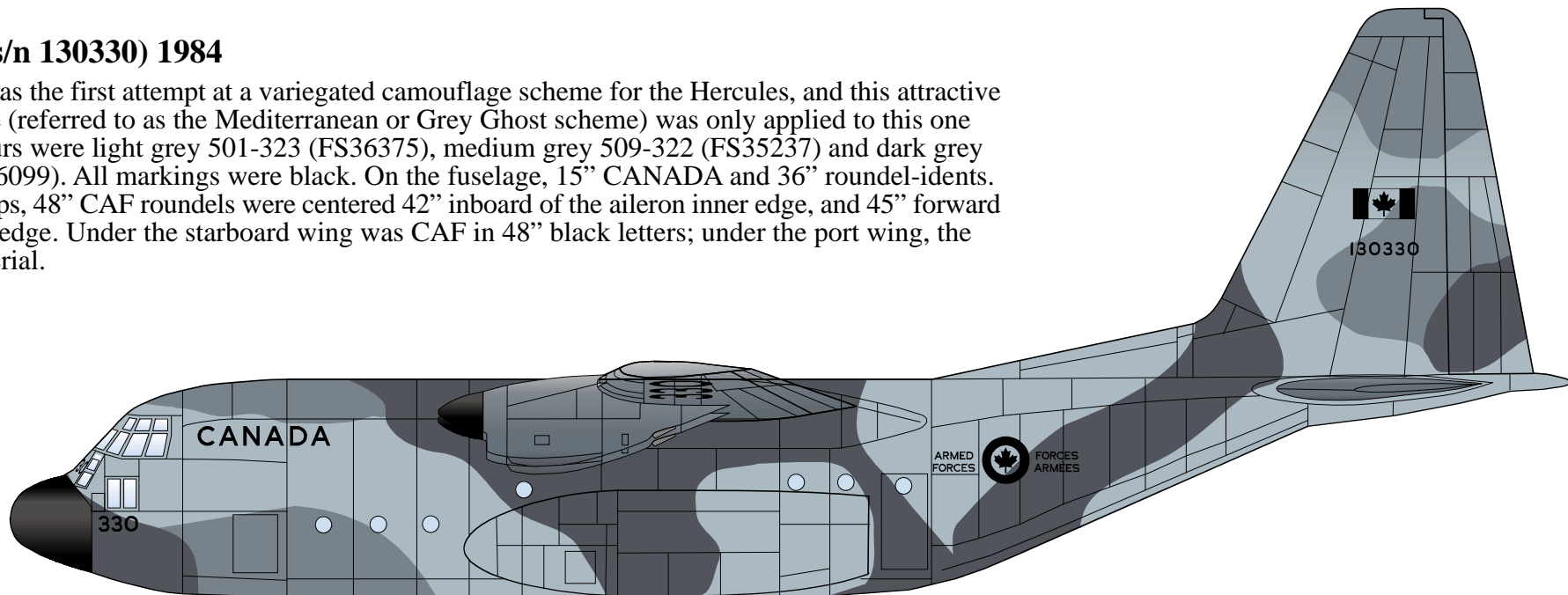
CC-130E (s/n 10327) 1975

This depicts aircraft from about 1973 to 1982. As a protective measure, the entire airframe is now painted aluminum with white upper fuselage as before. 48" CAF roundel-idents. Above the flash is CANADA in black-bordered red. Command markings removed from sponson. Tail markings were as before. High visibility markings on wings and tail surfaces (above and below) also as before but 509-102 (FS 11301). On the wingtops, smaller 72" CAF roundels were centered 42" inboard of the aileron inner edge; however, these are no longer centered fore and aft but are shown further aft, being centered 45" from the trailing edge of the wing. Under the starboard wing was CAF in 48" black letters; under the port wing, the last 3 of the serial. Black anti-soot areas as before.



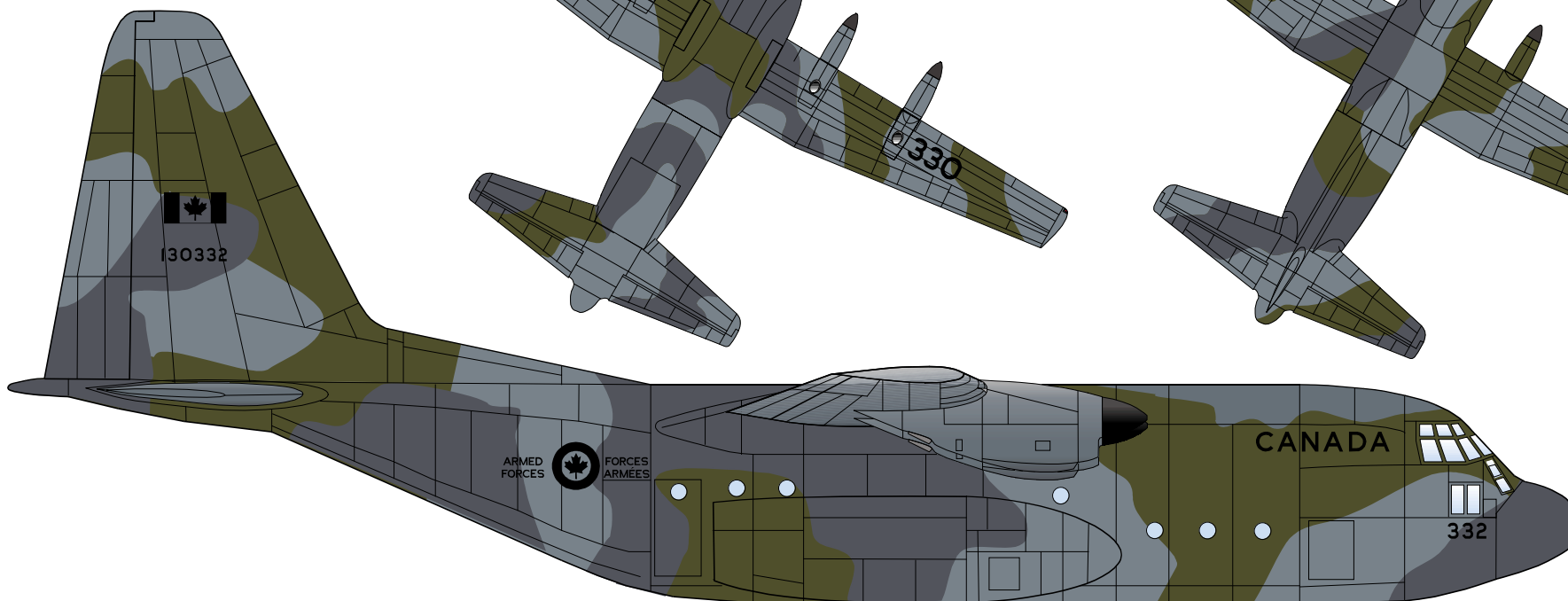
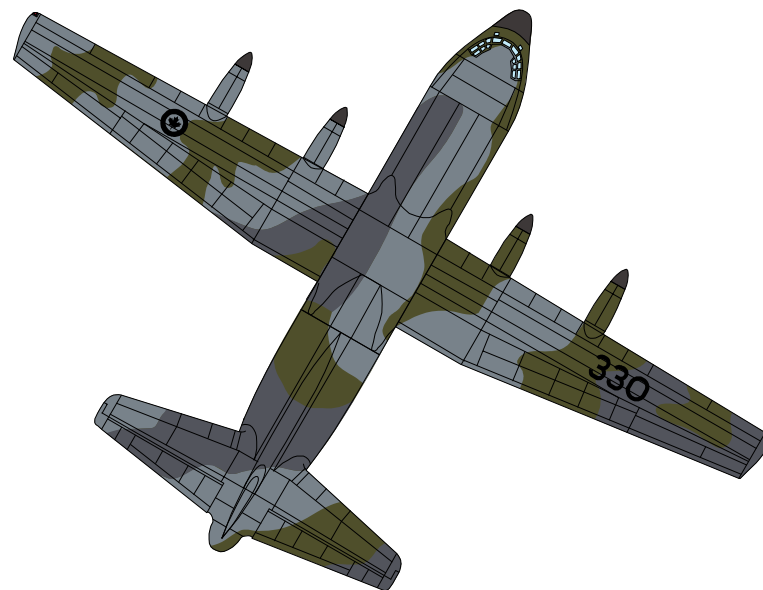
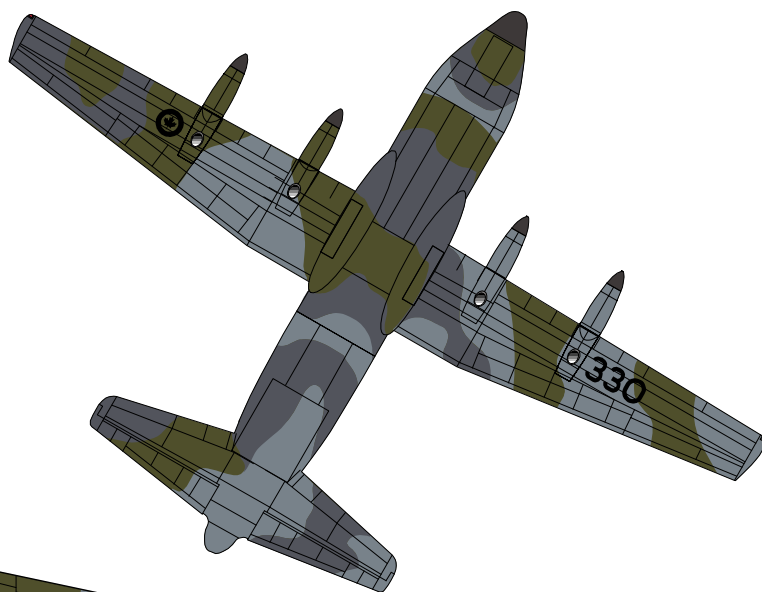
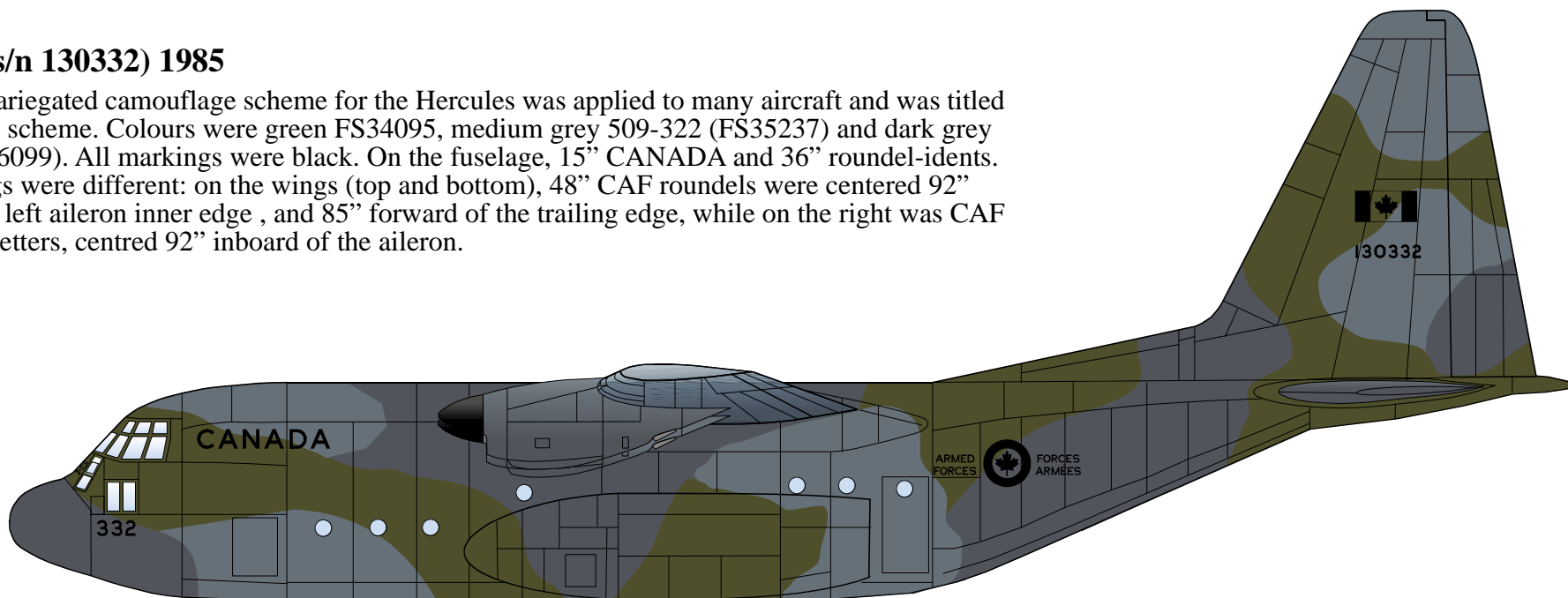
CC-130H (s/n 130330) 1984

This was the first attempt at a variegated camouflage scheme for the Hercules, and this attractive 3 grey scheme (referred to as the Mediterranean or Grey Ghost scheme) was only applied to this one aircraft. Colours were light grey 501-323 (FS36375), medium grey 509-322 (FS35237) and dark grey 509-302 (FS36099). All markings were black. On the fuselage, 15" CANADA and 36" roundel-idents. On the wingtops, 48" CAF roundels were centered 42" inboard of the aileron inner edge, and 45" forward of the trailing edge. Under the starboard wing was CAF in 48" black letters; under the port wing, the last 3 of the serial.



CC-130H (s/n 130332) 1985

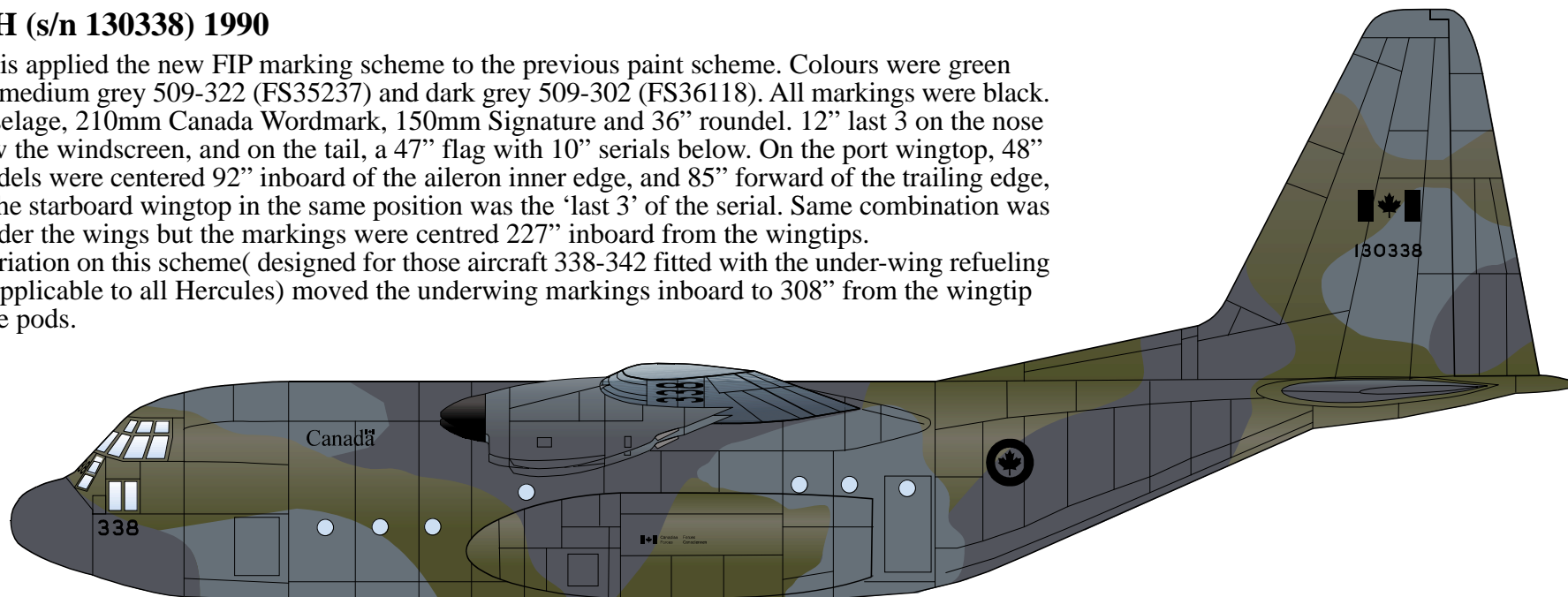
This variegated camouflage scheme for the Hercules was applied to many aircraft and was titled Canadian One scheme. Colours were green FS34095, medium grey 509-322 (FS35237) and dark grey 509-302 (FS36099). All markings were black. On the fuselage, 15" CANADA and 36" roundel-idents. Wing markings were different: on the wings (top and bottom), 48" CAF roundels were centered 92" inboard of the left aileron inner edge, and 85" forward of the trailing edge, while on the right was CAF in 36" black letters, centred 92" inboard of the aileron.



CC-130H (s/n 130338) 1990

This applied the new FIP marking scheme to the previous paint scheme. Colours were green FS34095, medium grey 509-322 (FS35237) and dark grey 509-302 (FS36118). All markings were black. On the fuselage, 210mm Canada Wordmark, 150mm Signature and 36" roundel. 12" last 3 on the nose and below the windscreen, and on the tail, a 47" flag with 10" serials below. On the port wingtop, 48" CAF roundels were centered 92" inboard of the aileron inner edge, and 85" forward of the trailing edge, while on the starboard wingtop in the same position was the 'last 3' of the serial. Same combination was carried under the wings but the markings were centred 227" inboard from the wingtips.

A 1992 variation on this scheme (designed for those aircraft 338-342 fitted with the under-wing refueling pods but applicable to all Hercules) moved the underwing markings inboard to 308" from the wingtip to clear the pods.



Federal Identity Program (FIP) elements

Canada

Wordmark: Size refers to height of lowercase letter 'a'.

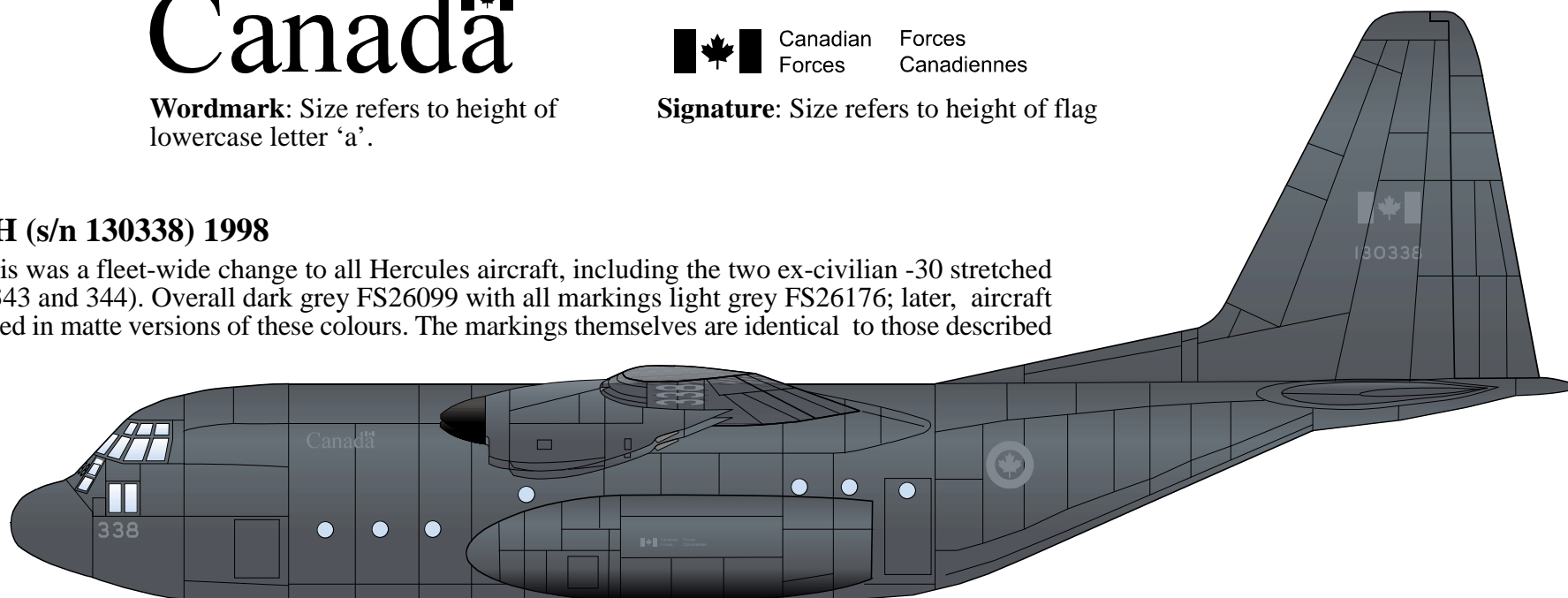


Canadian Forces
Forces Canadiennes

Signature: Size refers to height of flag

CC-130H (s/n 130338) 1998

This was a fleet-wide change to all Hercules aircraft, including the two ex-civilian -30 stretched variants (343 and 344). Overall dark grey FS26099 with all markings light grey FS26176; later, aircraft were painted in matte versions of these colours. The markings themselves are identical to those described above.



CC-130J (s/n 130607) 2010

The latest additions to the Hercules fleet are 17 C-130J-30, the stretched versions with the new engines (serial range 130601-617). Overall medium grey FS26176 with dark grey FS36118 markings. The marking scheme is similar to the previous darker grey C130H machines; the Canada Wordmark is larger (315mm) as is the Signature (200mm) but placed in similar locations. As with all stretched Hercs, the fuselage roundel is mounted further aft of the rear door.

