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#### Belcher Bits Decal BD34: Canadair Argus 1/72

As early as 1948, it was recognized that RCAF Lancaster 10 MRs would need to be replaced in the maritime reconnaissance role. Initially, a design based on the Douglas DC-6 was considered but in 1952, the RCAF issued a requirement for an aircraft based on the then-new Bristol Britannia, but fitted with bomb bays for ASW weapons and using Wright R-3350 engines, to be built by Canadair. The first CL-28 Argus was delivered mid-1957, and in total 33 were taken on strength (13 Mk 1 and a further 20 Mk 2) with RCAF serials 20710-20742. The two variants are distinguishable by the chin radome; the Mk 1s had a larger, wider radome than the smaller one of the Mk 2.

The Argus was only used by the Canadian Air Force, but its long career in service from 1957-1980 meant it went through several variations of markings, as the service evolved from RCAF to CAF.

#### References

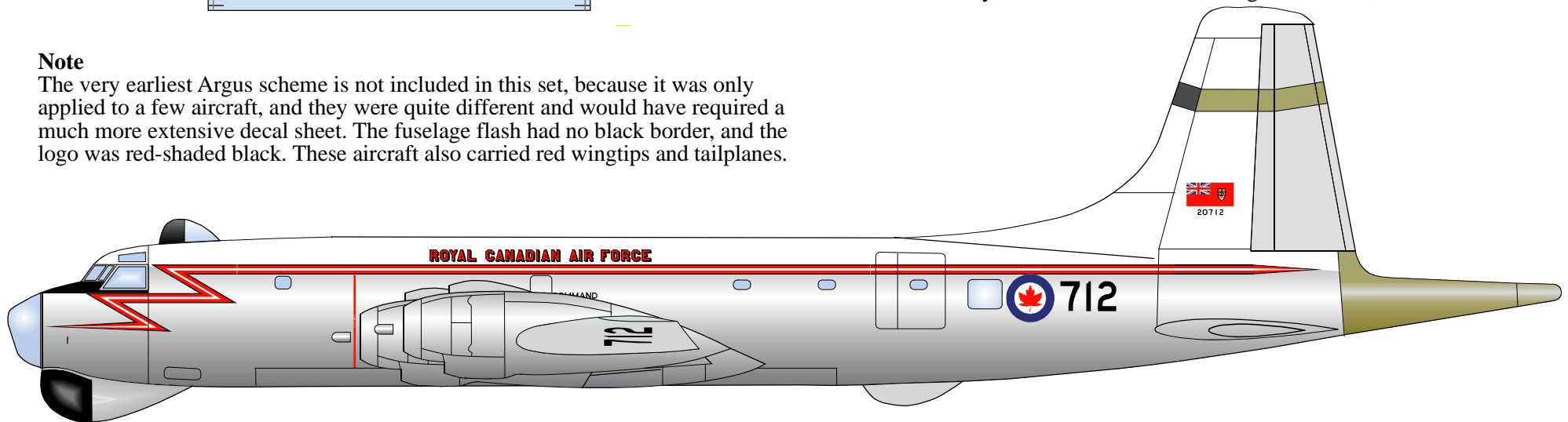
The Canadair Argus, C Baker, Bryler Publications, 2012

RCAF Aircraft Finish and Markings, P. Martin, 2003

Canadian Military Aircraft Finish and Markings, P. Martin, 2004

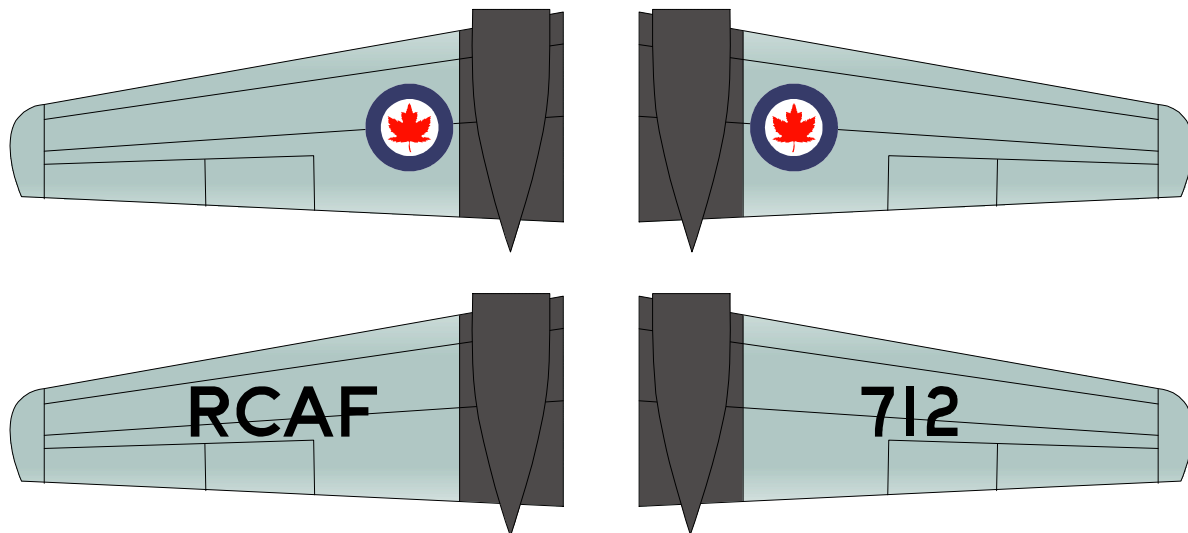
#### Note

The very earliest Argus scheme is not included in this set, because it was only applied to a few aircraft, and they were quite different and would have required a much more extensive decal sheet. The fuselage flash had no black border, and the logo was red-shaded black. These aircraft also carried red wingtips and tailplanes.



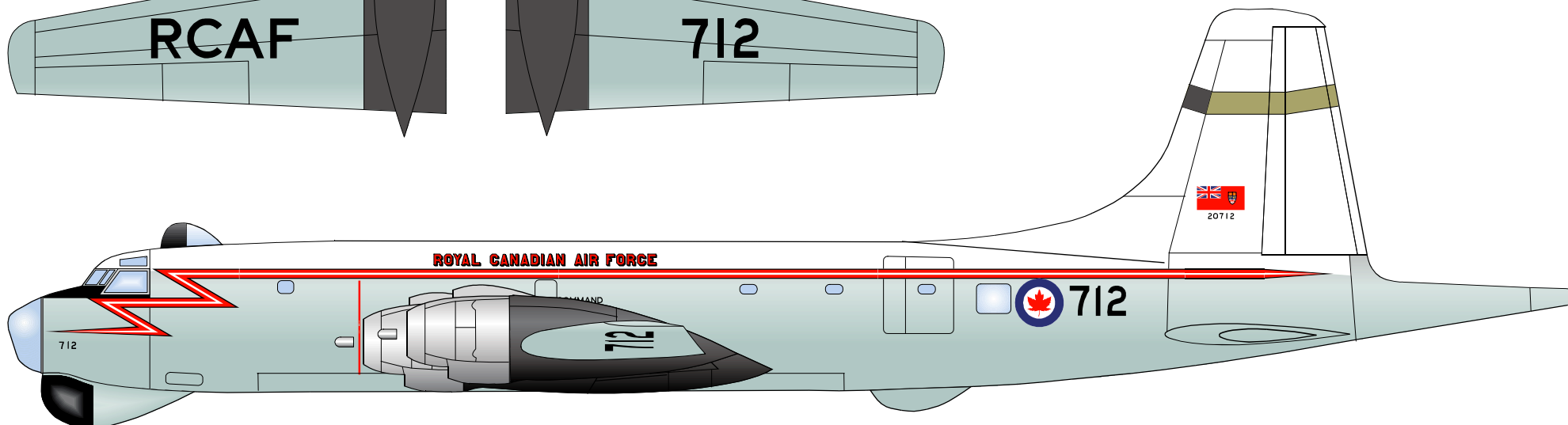
#### CL-28 Argus, s/n 20712, late 1959

This represents an early Argus operational scheme. The airframe was overall natural metal with a white fuselage top and fin. Quad-reversing fin flash with black border, ROYAL CANADIAN AIR FORCE in black shadowed red letters and MARITIME AIR COMMAND in 6" letters below. Red Ensign on the fin (always, union jack forward) with the full serial in 6" letters below the flag. Fuselage roundel 48" with 30" last-3 codes behind. MAD boom and de-icing area on tail in unpainted fibreglass. Wingtops had 84" roundels, centred 348" in from end of ailerons, while under the wings were RCAF and last-3 in 48" letters.



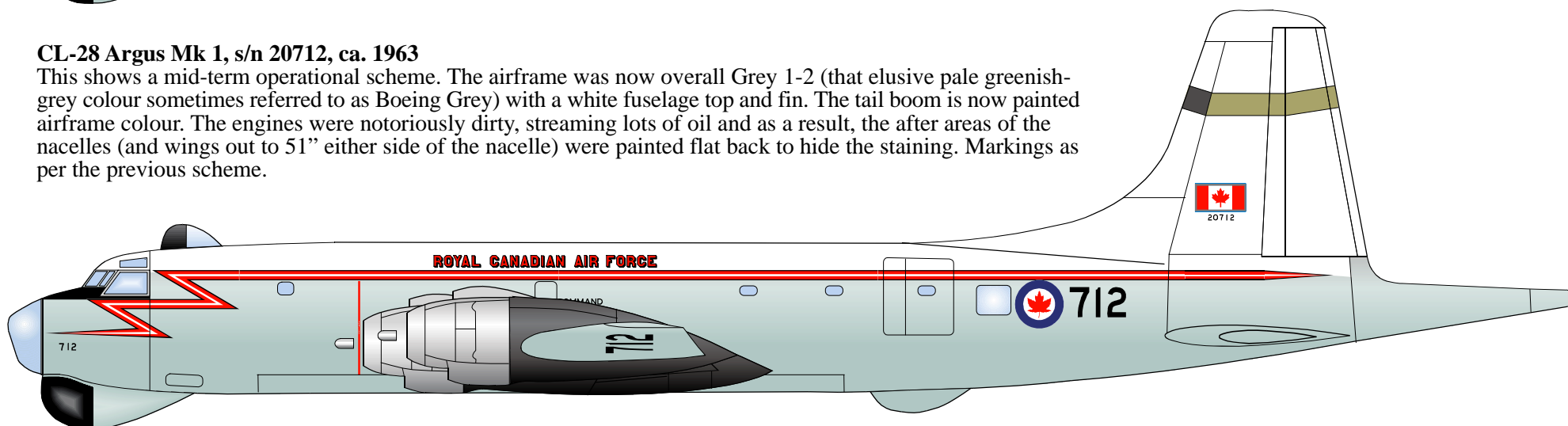
### Outer wings

The upper wings show the roundels placed 384" in from the ends of the ailerons; the lower markings are centered between the wingtips and the nacelles.



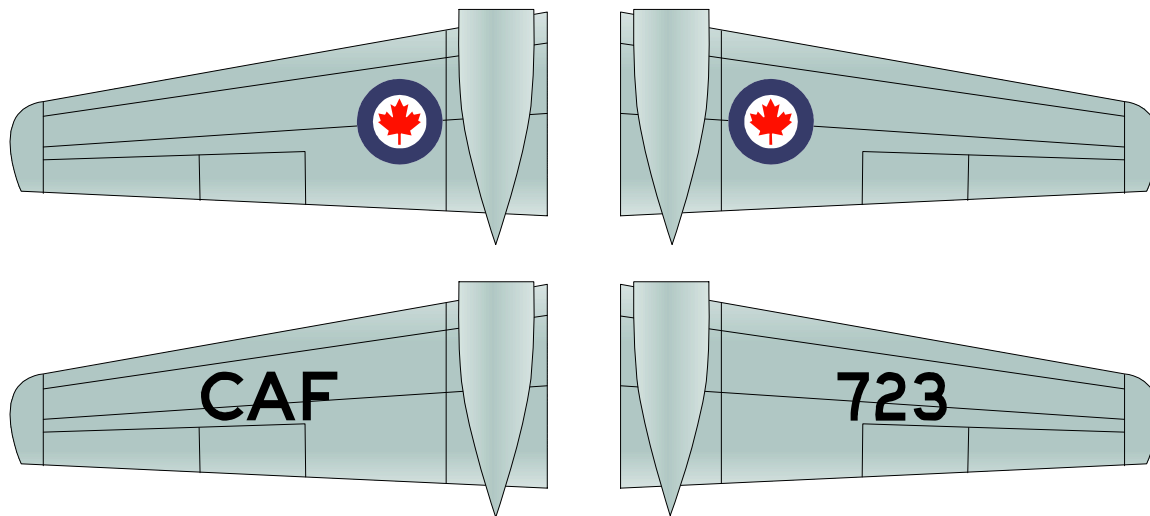
### CL-28 Argus Mk 1, s/n 20712, ca. 1963

This shows a mid-term operational scheme. The airframe was now overall Grey 1-2 (that elusive pale greenish-grey colour sometimes referred to as Boeing Grey) with a white fuselage top and fin. The tail boom is now painted airframe colour. The engines were notoriously dirty, streaming lots of oil and as a result, the after areas of the nacelles (and wings out to 51" either side of the nacelle) were painted flat back to hide the staining. Markings as per the previous scheme.



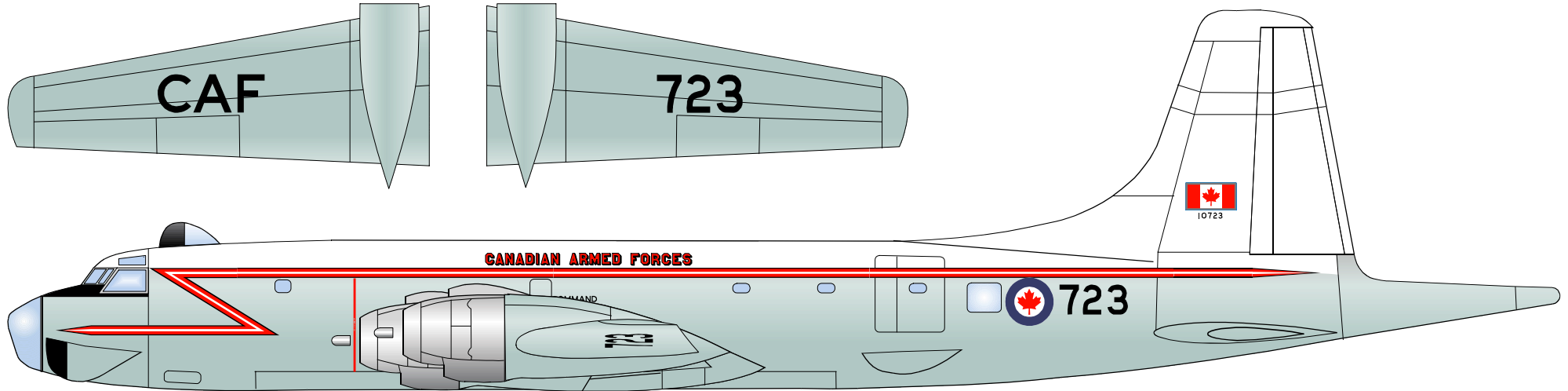
### CL-28 Argus, ca. 1966

This shows the final RCAF scheme. In 1965, Canada got a new flag and it replaced the old Red Ensign on the tail. Otherwise, same as before.



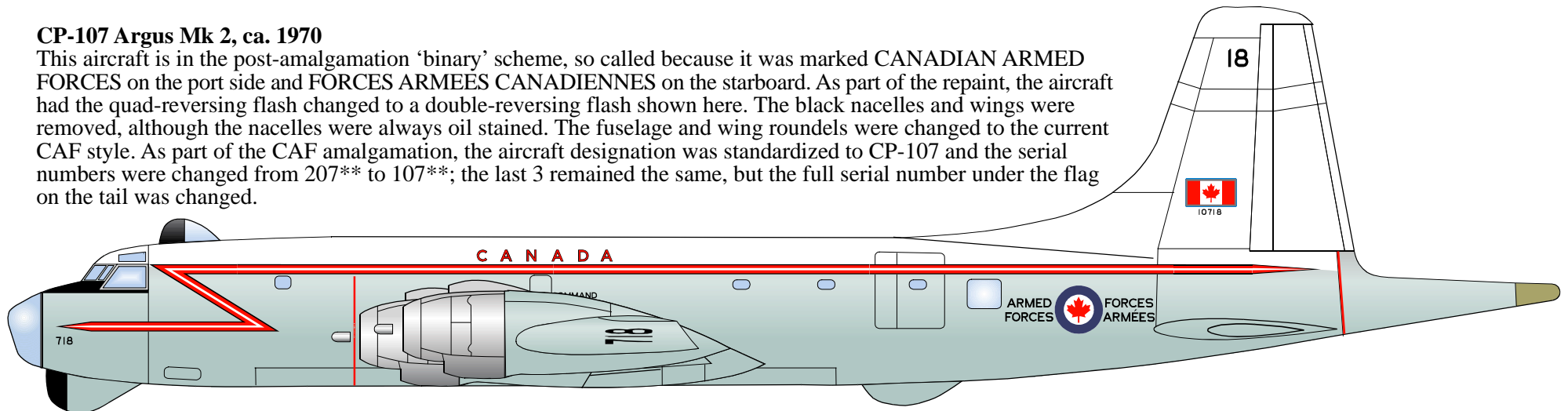
### Outer wings (Later)

The upper wings show the later CAF roundels placed 384" in from the ends of the ailerons; the lower markings are centered between the wingtips and the nacelles.



### CP-107 Argus Mk 2, ca. 1970

This aircraft is in the post-amalgamation 'binary' scheme, so called because it was marked CANADIAN ARMED FORCES on the port side and FORCES ARMEES CANADIENNES on the starboard. As part of the repaint, the aircraft had the quad-reversing flash changed to a double-reversing flash shown here. The black nacelles and wings were removed, although the nacelles were always oil stained. The fuselage and wing roundels were changed to the current CAF style. As part of the CAF amalgamation, the aircraft designation was standardized to CP-107 and the serial numbers were changed from 207\*\* to 107\*\*; the last 3 remained the same, but the full serial number under the flag on the tail was changed.



### CP-107 Argus Mk 1, ca. 1979

This aircraft is in the final CAF 'symmetrical' scheme. The 'binary' scheme was apparently in violation of ICAO regulations because the aircraft was marked differently on either side. Hence, the unilingual CANADA and the bilingual roundel-ident on the fuselage. Late variants of the Argus had the last 2 of the serial number in 18" letters on the tail in addition to 8" last 3 on the lower nose. Also note the red warning stripe around the leading edge of the mad boom. See the next page for more details.

### Marking Notes

1. Start the flash(es) at the front and work back. The early quad-reversing nose piece is a bit shorter than the later double-reversing flash, so a short length of additional flash is provided. The straight sections of flash should end about at the leading edge of the rudder, then the final tapered part is added. There will be a short section behind the flash where the white fuselage top and grey fuselage side touch without a flash to hide the edge.
2. The propeller warning stripe runs from the flash down to the bomb bay door, but not onto the door; trim accordingly. The small DANGER blocks go either side of the word PROPELLER.
3. Late in its service, aircraft of 404, 405 and 415 Squadrons based at CFB Greenwood were 'pooled' and were often seen with the CFB Greenwood logo on the tail.
4. Aircraft of 407 Sqn at CFB Comox on the West Coast displayed the winged Trident on the tail and typically had yellow spinners.
5. The decal sheet provides propeller tip markings which should be big enough to wrap around the blades. Notes that photos confirm these stripes were not equal in size, with the slightly wider red stripe being at the end of the blade.

Note that these instructions are available in full colour at [www.belcherbits.com/images/decals/bd34inst.pdf](http://www.belcherbits.com/images/decals/bd34inst.pdf)



At left, note the red warning stripe around the leading edge of the tail mad boom, with a white warning placard just behind. Note the end of the MAD boom is unpainted fibreglass.

Also note the warning placard and warning triangle just below the fuselage roundel. This placard is on both sides of the aircraft and is a warning for the ASW (flare float dispenser) door on the fuselage bottom. Photo courtesy internet.