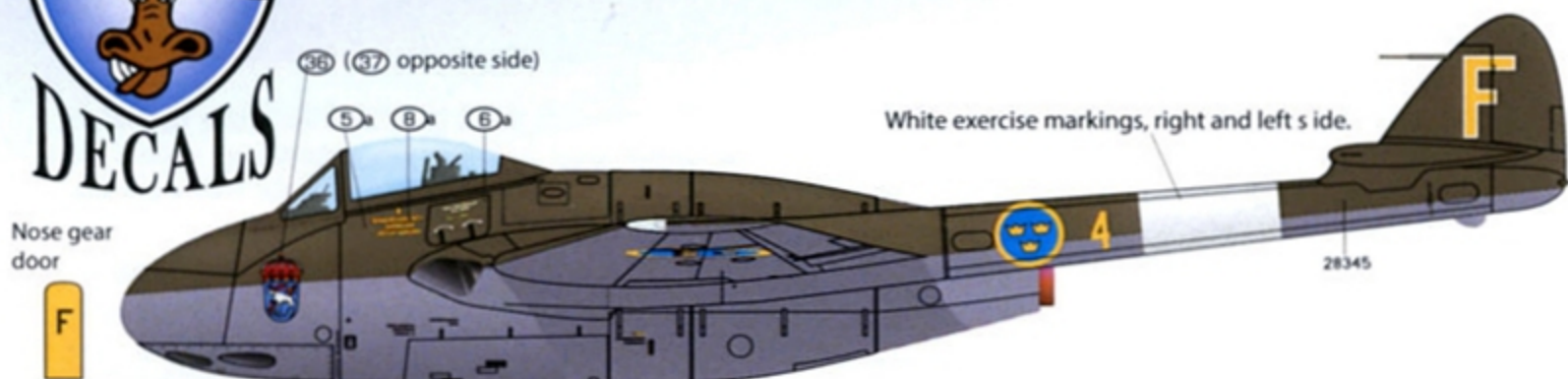
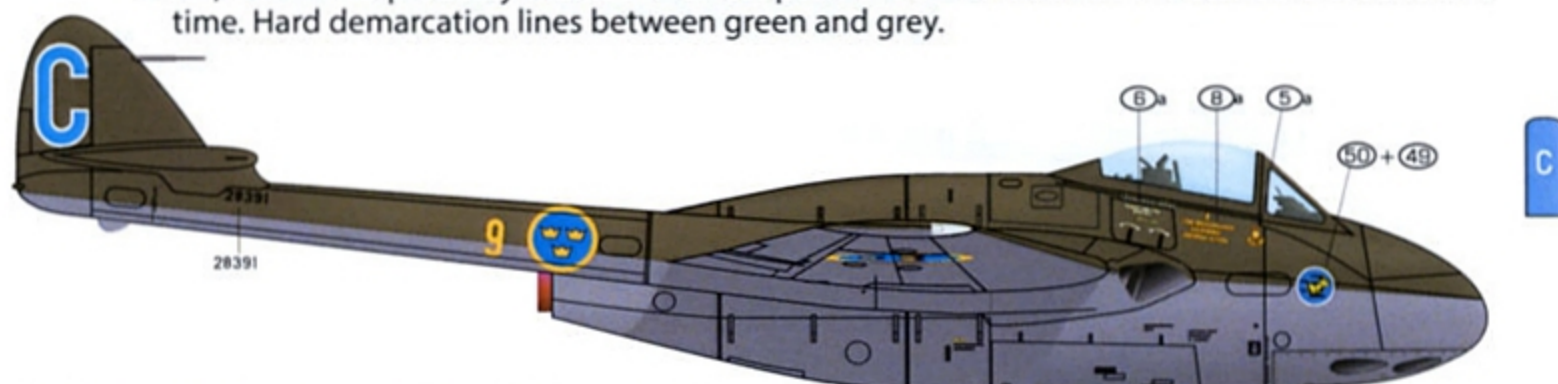


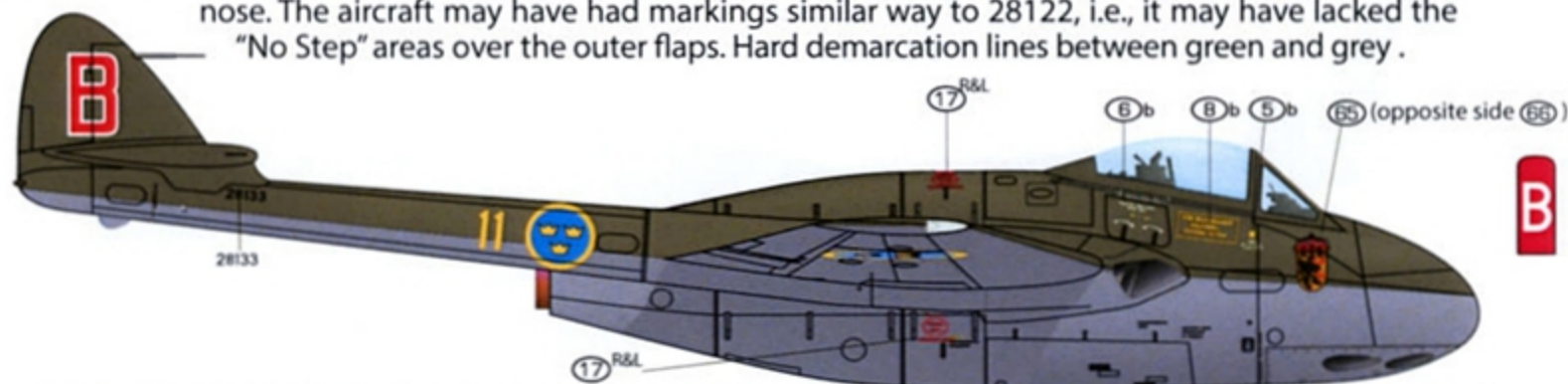
# D.H. FB. 5 J 28B Vampire



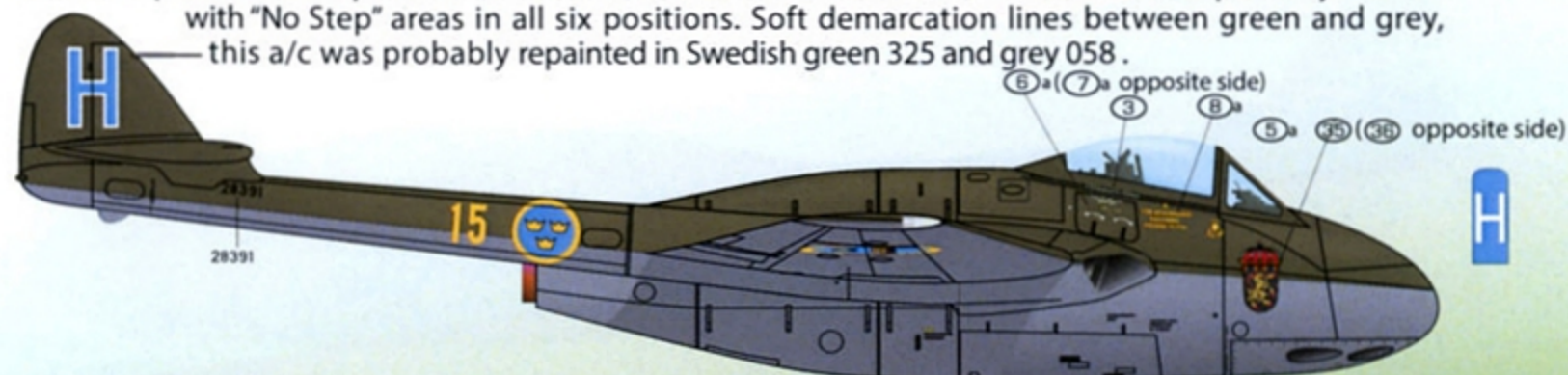
**J 28B, 28345 Yellow Filip - F4 Frösön/Östersund 1954.** No information regarding type of "No Step" areas, but it was probably marked in all six positions since that was the standard around this time. Hard demarcation lines between green and grey.



**J 28B, 28147 Blue Cesar, F9 Säve/Gothenburg.** The second squadron's badge "Bonzo" on right side of the nose. The aircraft may have had markings similar way to 28122, i.e., it may have lacked the "No Step" areas over the outer flaps. Hard demarcation lines between green and grey.

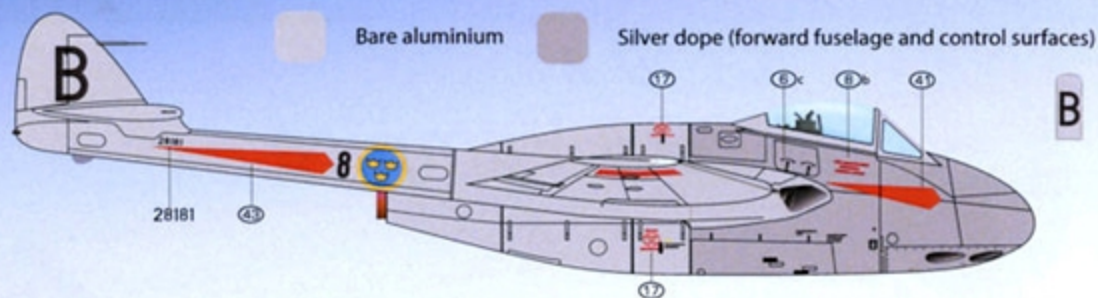


**J 28B, 28133 (FB. V0117) Red Bertil (earlier red Erik) - F11 Skavsta, 1954.** This was one of a couple of J 28B's that were transferred to F11 in order to practice flying jet aircraft, covering the gap between S 31 (PR Mk. XIX) Spitfire and the photo reconnaissance version of Saab Tunnan, the S 29C. It was probably marked with "No Step" areas in all six positions. Soft demarcation lines between green and grey, this a/c was probably repainted in Swedish green 325 and grey 058.

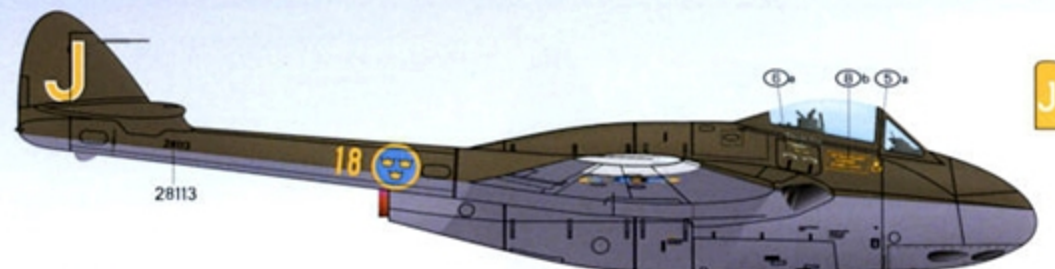


**J 28B, 28391, Blue Helge F15 Söderhamn.** Most likely carried "No Step" areas in all six positions. Hard demarcation lines between green and grey.





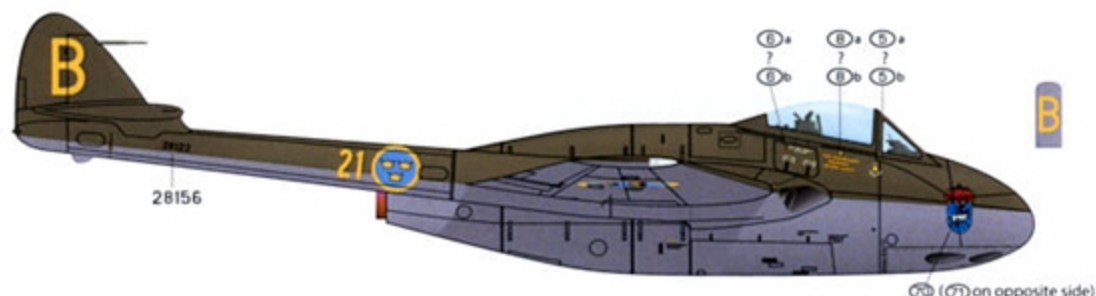
**J 28B, 28181 (FB.50 V0285) Black Bertil F8 Barkarby.** Dayglo-test during 1959-1960 (the test also included a/c 28169 Black A which was marked in the same way but carrying standard colors of green/grey). The gun sight seems to have been detached during the test. See separate top view for more details regarding the markings.



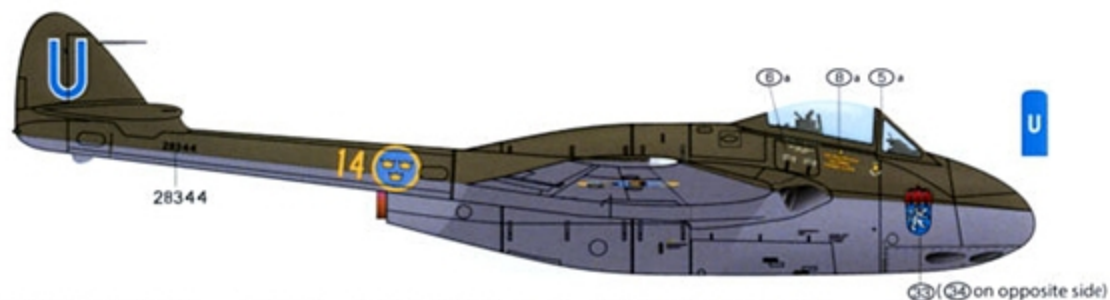
**J 28B, 28113, Yellow Johan - F18 Tullinge.** Most likely carrying "No Step" areas in all six positions, unknown style, (a or b). Notice the white wing tips, see top view for further details. Hard demarcation between green and grey.



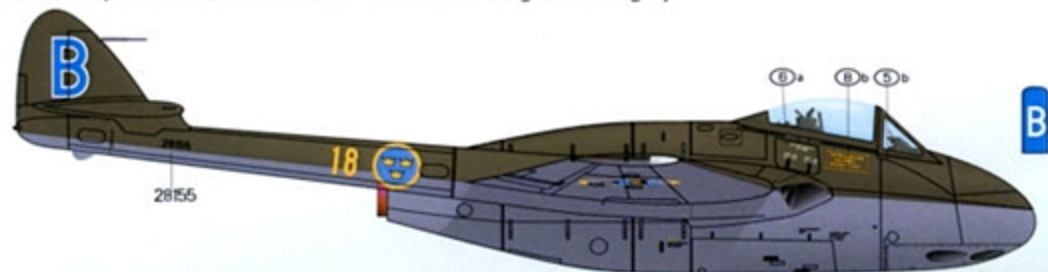
**J 28B, 28122 Red Filip - F9 Säve/Ghotenburg 1950.** See top view for more information, this a/c lacked outer "No Step" areas on the wings, use the solid type of "No Step" decals (30a), (31a), (26a) and (27a). Hard demarcation between green and grey. Use stencils marked \* and \*\* in Stencils section.



**J 28B, 28156 Yellow Bertil - F21 Kallax/Luleå.** This a/c was transferred from F4 28 of December 1953. It most likely carried "No Step" areas in all six positions, unknown style, (a or b). Hard demarcation between green and grey.

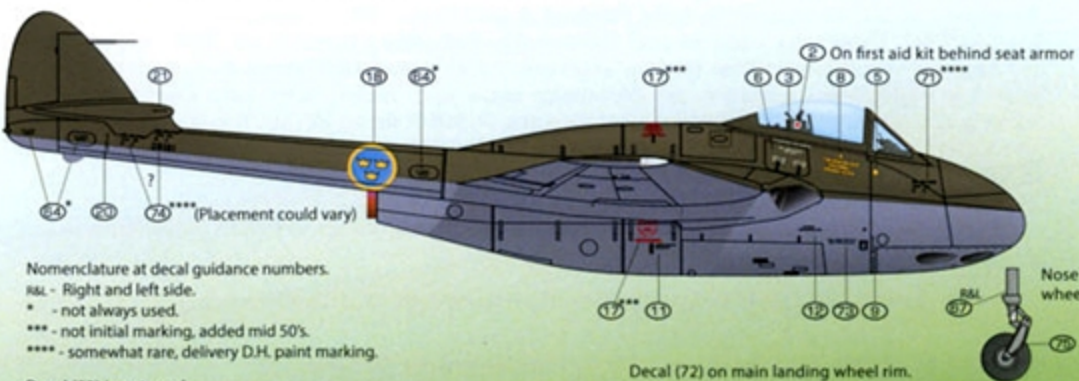
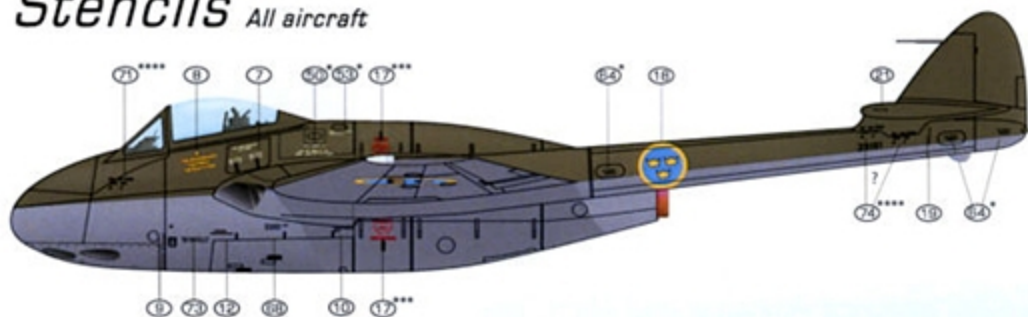


**A 28B, 28344 Blue Urban - F14 Halmstad.** Most likely carrying "No Step" areas in all six positions, unknown style, (a or b). Hard demarcation between green and grey.



**J 28B, 28155, Blue Bertil, F18 Tullinge.** This a/c was hit by ricocheting bullets during a shooting exercise and crashed on the 19th August 1954. Most likely carrying "No Step" areas in all six positions, unknown style though, (a or b). Hard demarcation between green and grey.

## Stencils All aircraft



Nomenclature at decal guidance numbers.

R/L - Right and left side.

\* - not always used.

\*\*\* - not initial marking, added mid 50's.

\*\*\*\* - somewhat rare, delivery D.H. paint marking.

Decal (53) is not used.

Decal (72) on main landing wheel rim.

Nose wheel



## Top and bottom markings

Nomenclature at decal guidance numbers.

R&L - Right and left side.

\* - not always used.

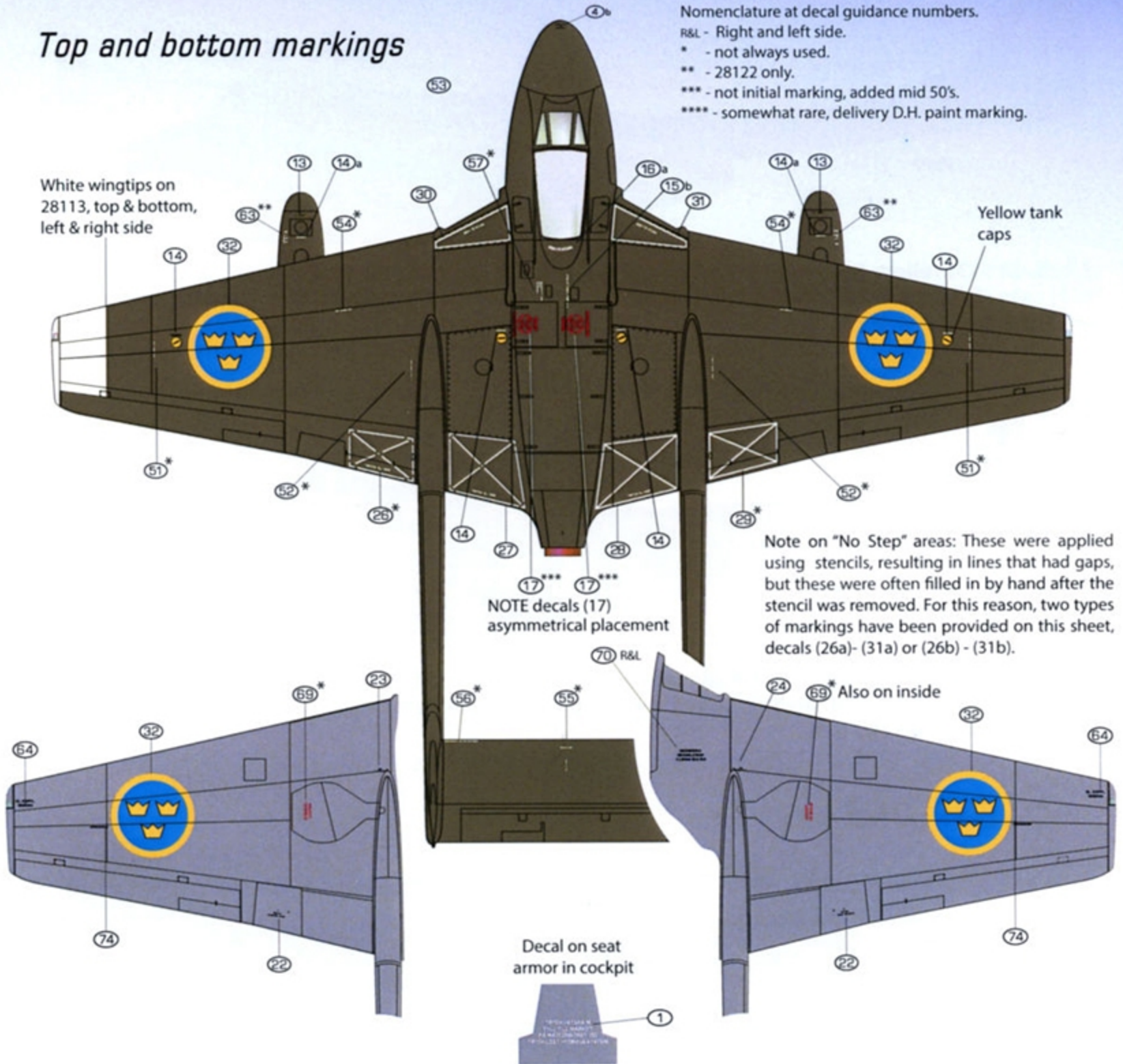
\*\* - 28122 only.

\*\*\* - not initial marking, added mid 50's.

\*\*\*\* - somewhat rare, delivery D.H. paint marking.

White wingtips on 28113, top & bottom, left & right side

Yellow tank caps



Note on "No Step" areas: These were applied using stencils, resulting in lines that had gaps, but these were often filled in by hand after the stencil was removed. For this reason, two types of markings have been provided on this sheet, decals (26a)- (31a) or (26b) - (31b).

## J 28B Vampire Painting and Markings

The delivery colours for Swedish Air Force Vampire F.B. 50 J28B were UK standard, -Green T340 and Medium Sea Grey T341. These were replaced with Swedish standard Olive Green 325 and Blue Grey 058 during maintenance. Stencil font and the "No Step" areas over the air intakes and flaps could vary a little in design, when it is known it is specified in the information under each profile. Some early examples show this marking in only four positions, over the inner flaps and on top of the air intakes. This was a more common practice at the two first wings that were equipped with J 28B Vampire, F8 Barkarby and F9 Säve. The standard was to carry "No Step" areas in all six positions.



Green T340, (slightly brighter than SweAF 325H, a little more yellow than FS 24079). Later repainted with 325

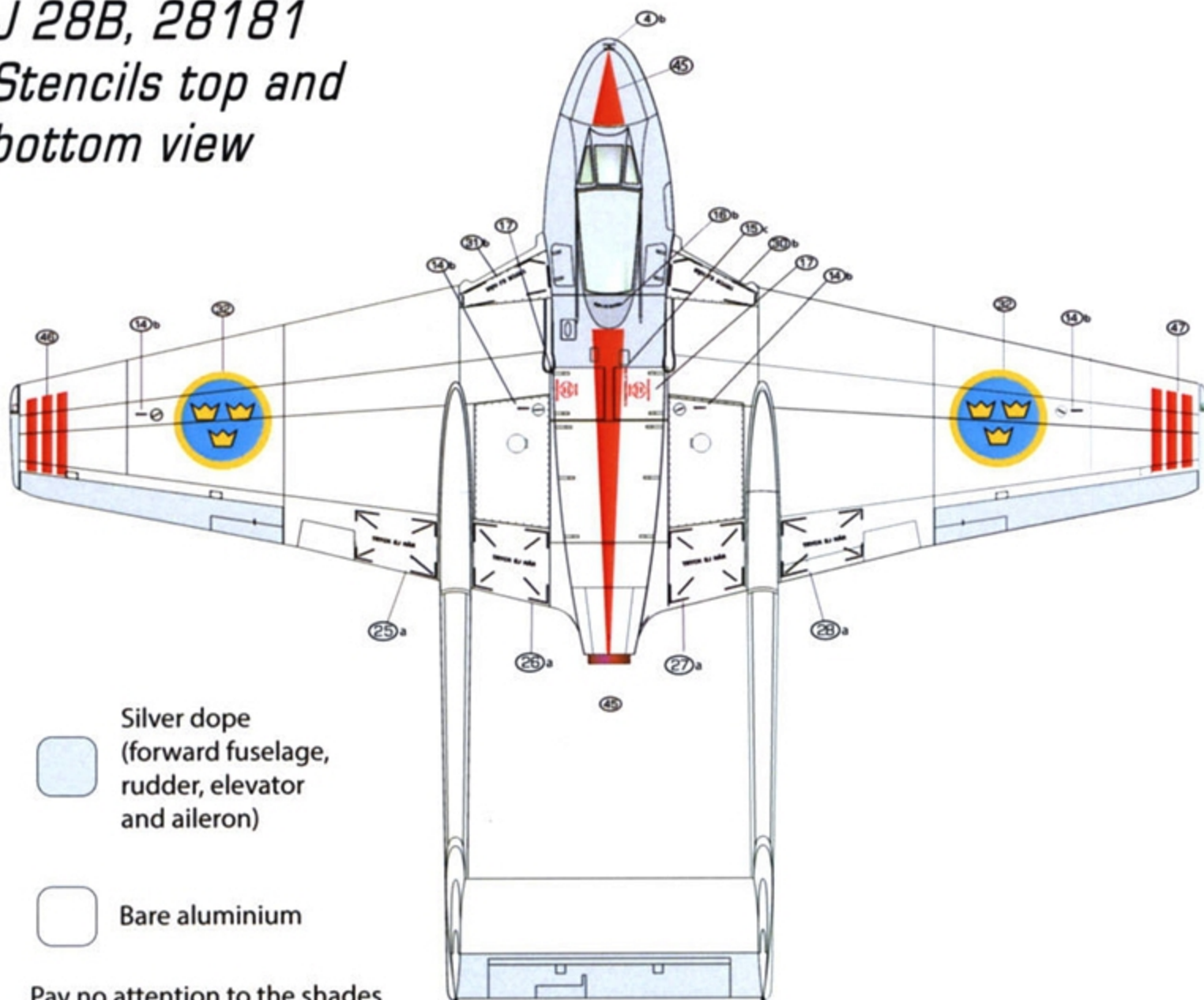


Medium sea grey T341, (slightly darker than SweAF 058H wich is a little brighter than FS 26329)



# J 28B, 28181

## Stencils top and bottom view



Pay no attention to the shades of colours in this representation.

