

Gates C-21A Learjet of the USAF Military Airlift Command (serial 40063) March 1984.

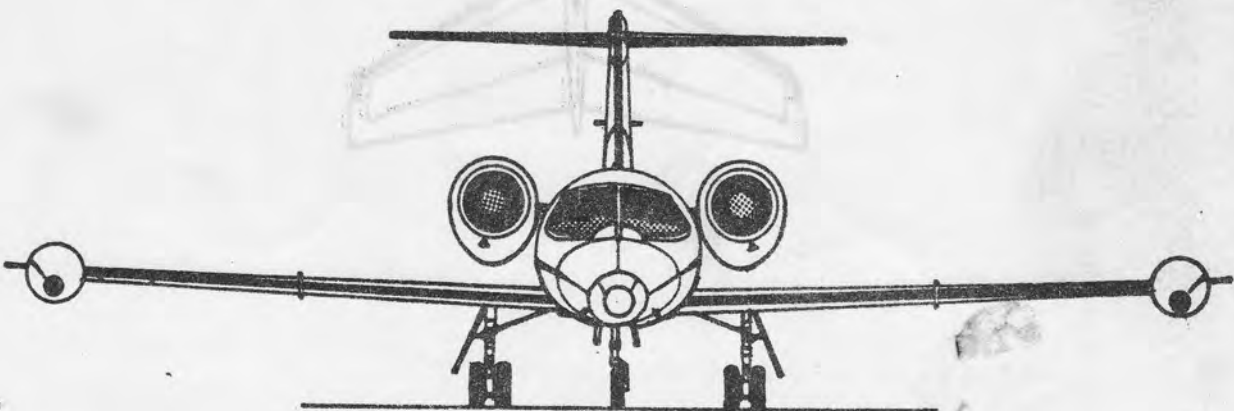
Colouring: Gloss White all over with Blue/Black serial numbers, lettering and cheat lines on fuselage and tip tanks. Black MAC stripe across tail with thin Yellow edges and White MAC letters. Small US flag in colour above. Natural metal leading edges to wing, fin, tailplane and jet pods. Dark colour panels at rear of jet pods with Danger stripe applied to centreline. National insignia on jet pods, above port and below starboard wings.

The beautiful Learjet range of small biz-jets dates back, surprisingly, to more than 20 years ago when, in 1962, design started in Switzerland under the direction of William P Lear. The prototype Model 23 flew from the production plant in Wichita, USA in October 1963 and deliveries of the four-passenger twin-jet commenced a year later. Successive models have featured greater seating capacity, up-rated engines and increased fuel loads, all enjoying the great success of the earlier models.

During 1973, a larger version was introduced, the Model 35, having new turbo-fan engines to give greater range. This particular version was chosen by the USAF in early 1984 as a replacement for their ageing CT-39 Sabreliner transports and some 80 aircraft have been ordered through a leasing arrangement which has an option for 20 more. Known as the Gates C-21A Learjet, the first deliveries were made in March 1984 and production will continue at the rate of four a month until the end of 1985.

Military Airlift Command (MAC) will use the C-21A in conjunction with the new fleet of Beech C-12F Super King Airls as operational support aircraft with 6/8 seats, or Medevac capacity, from 13 air bases in the USA, two in Germany and one in Japan.

The first C-21A Learjet to visit England was reported seen at Northolt during the latter half of August 1984 and further sightings were at various USAF Open Days where the jets appeared to have no national insignia applied, only the wording United States Air Force and the aircraft serial number.





Score vertically around each moulded part with the tip of a knife before bending and breaking it away from the carrier sheet. Use a sharp blade at all times.

Remove moulding pins with a razor blade. Sand centreline joints on a large sheet of wet & dry sandpaper, using heavier pressure where the plastic is more condensed. As a piece is sanded to correct size, a thin flake of plastic will part from the cut edge. Trailing edges of wings and tailplanes will require scraping and very heavy sanding to achieve a sharp joint line.

When cementing large mouldings together, use sticky tape to hold the parts in place at strategic points. Before the cement dries, the component halves can be pushed with finger pressure to form an even joint line. Sand centreline joints with the tip of a sanding stick to minimise damage to the moulded detail. Use

fast-setting autobody filler for filling joints. Sticky tape applied either side of joint lines will mask surfaces when applying and sanding filler pastes.

Liquid cement is recommended for joining styrene and for brushing over sanded areas to restore a glossy finish. Transparencies can be best fixed in place with white glue.

If a part is sanded undersize, insert strips of plastic card into joint to increase the dimension to correct size. If a part is oversize, the joint line can be split with a razor blade and re-sanded. On large mouldings it may be useful to attach small strips of plastic along the inner joint lines to give added strength.

Try to obtain smooth and close-fitting joints throughout. Take great care in aligning parts and continually check from all angles that a part is positioned correctly before the cement sets.

