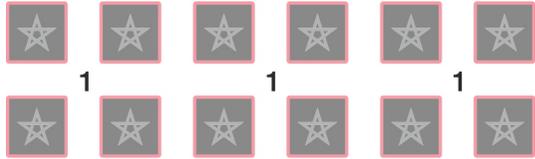


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1/144 Fresco over Atlas - Moroccan MiG-17s

Shelf
Oddity



06² 06 1FF³ 1FF

10⁴ 10 1FJ⁵ 1FJ

01⁶ 01 1FA⁷ 1FA

02⁸ 02 1FB⁹ 1FB

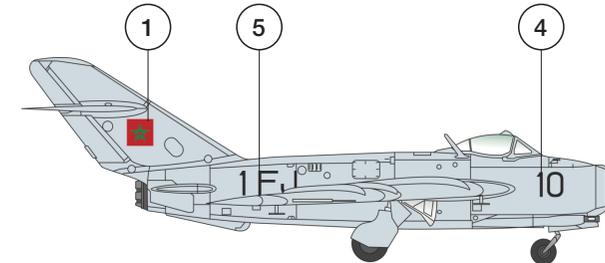
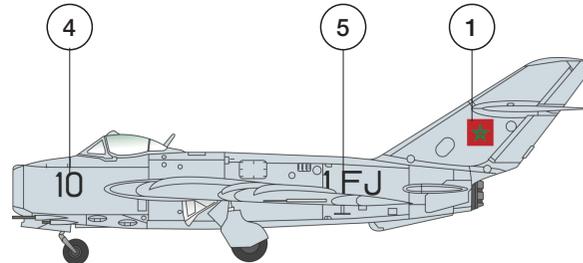
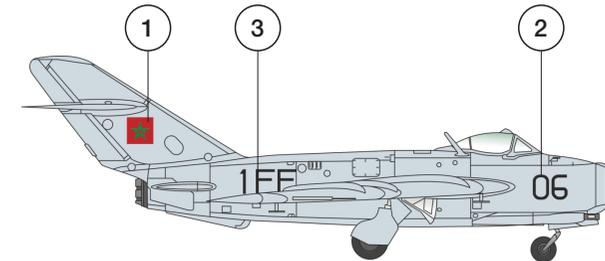
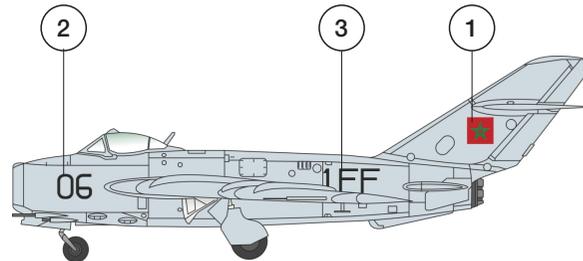
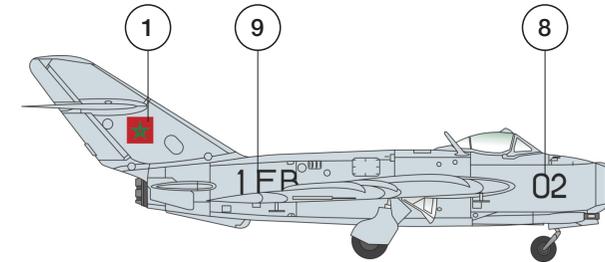
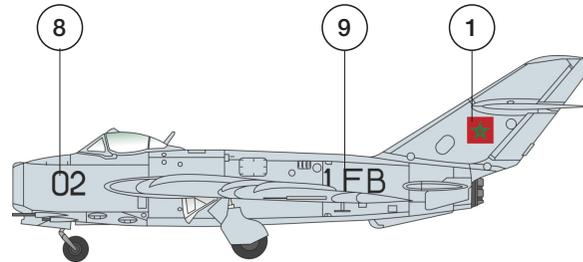
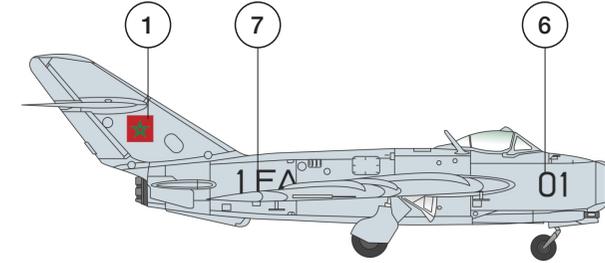
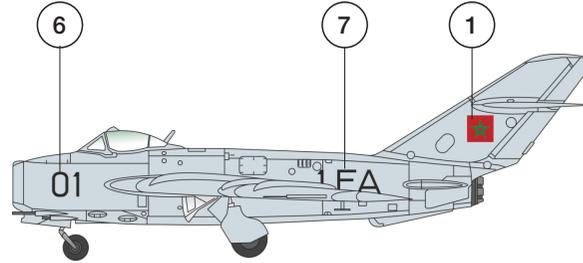
11¹¹ 11 1F¹⁰ 1F



Aviation Royale Chérifienne (Sherifian Royal Aviation) formed in 1956, inherited infrastructure from France and United States. Initially this referred also to aircraft.

At the beginning of 1960s however the wind was blowing from the East. MiG-17s had arrived.

-  Light Grey
FS36373
-  bare aluminum
-  steel

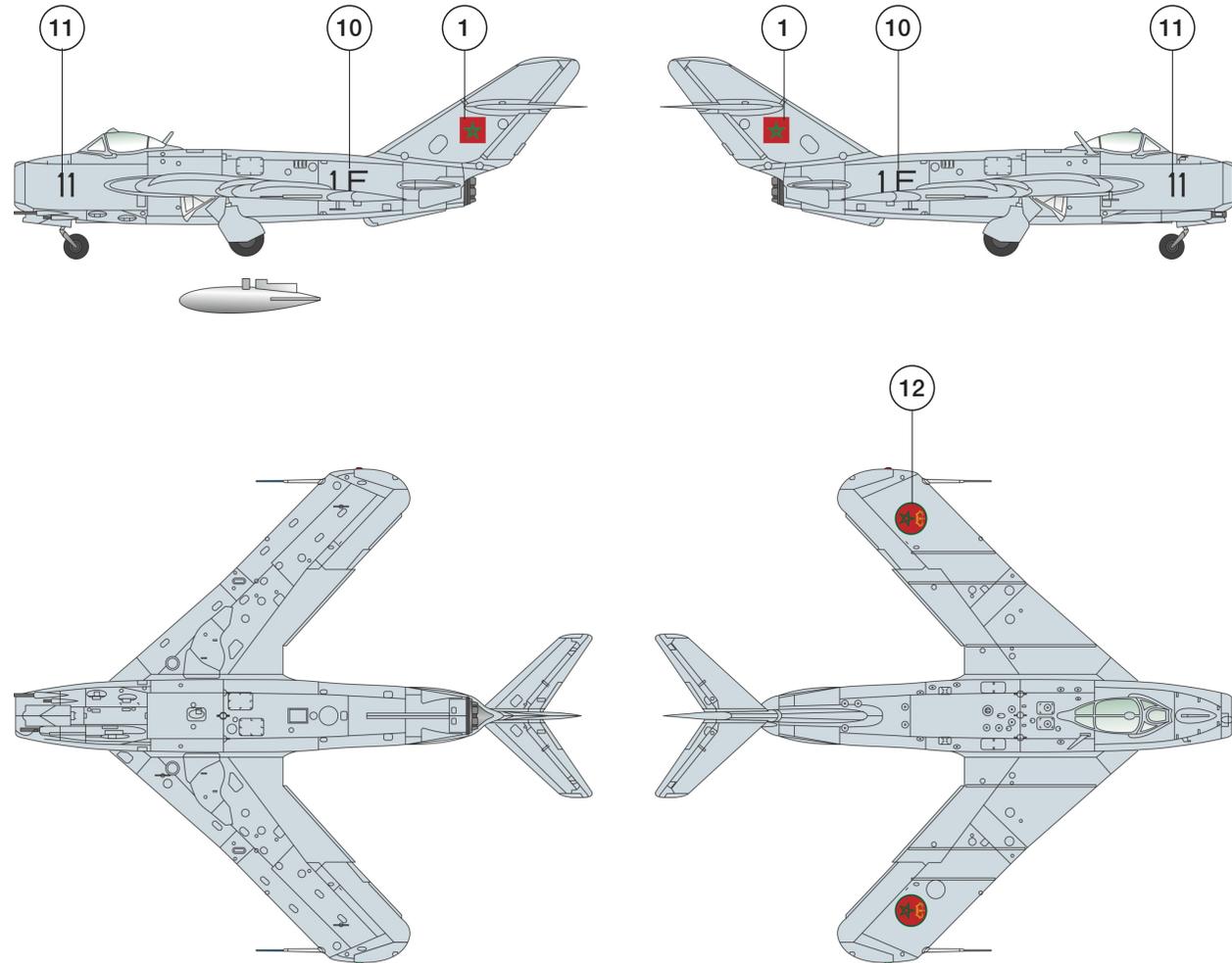


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1/144 Fresco over Atlas - Moroccan MiG-17s

Under the soviet influence, the renamed Force Aérienne Royale Marocaine (Royal Moroccan Air Force) acquired Soviet equipment, among which were twelve MiG-17s. The sympathy for the Communism wound back rather quickly and 1966 saw new aircraft again coming from the United States. The MiGs were to linger on in RMAF until late 1980s.

Moroccan MiG-17s were painted overall Light Grey. What exactly grey and how light actually it was - this can be debated. Our guesstimate based on available photographic evidence is FS36373. Wing insignia are even more whiffy - their size and orientation proposed here are only estimate based on very limited photographic material available. No trace of wing walkways near the root of the wing is can be found on the phorographs. When drop tanks are carried, they appear to be left in natural aluminum, most likely internal surfaces of undercarriage doors follow suit. Undercarriage struts appear to be medium grey, significantly lighter than wheel hubs.



- Light Grey
FS36373
- bare aluminum
- steel