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■ Decals ■ Accessories ■ Books

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NEW!

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REVIEWS

RODEN
1:48 SE.5a

MPM
1:48 L-39ZA

Hasegawa's all new 1:72 B Mk I/III

LANCASTER

P-40E - Painting and Weathering
1:48 Curtiss P-40E from Hasegawa



F-16 Viper

Academy's all new 1:32 Block 40/50



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Colour Profiles

Richard J. Caruana provides colour profiles for all of our main features this month

Tamiya's New Butcher Bird

Tamiya have confirmed the release during October of their new Focke-Wulf Fw 190A-8 & A-8/R11 (#61095/¥2400).

This is a welcome release, as the A-8 series was the one they 'missed' when they first did the Butcher Bird in 1:48. This will be followed in December by the Republic P-47M Thunderbolt (#61096/¥2800).



AMTECH

News from this manufacturer confirms that work on the Focke-Wulf Ta 183B(n) and the Curtiss XP-40Q-2 is now well underway in the Far East. The XP-40Q-2 will be offered in two versions, 'Cleveland Racer' (#489212/\$29.98) and the stock military version (#489211/\$32.98), so here is the artwork for the former to whet your appetite.

'Classics' from Classic

1:48 - Released in the UK in the early October was the new kit of the Supermarine Attacker (#4102) from Classic Airframes. The kit features decals for two FAA squadrons and one Pakistani Air Force machine and is well worth the £32.99 asking price here in the UK.

Next to be reissued will be the Supermarine Walrus (#4105), follows by the new Avro Anson series and the early Bf 109 series. The former will include a number of

Anson versions and will kick-off with the Mk I. The Bf 109 series will offer the V-series prototypes plus an early production B-I. This will be followed with the later B-series as well as the C & D versions. We have no confirmed UK prices as we go to press, but as the Anson is quite large in 1:48 a price of £30+ would be in order, while the Bf 109s could be around the same price as the Hurricane series?

JUST RELEASED!

KEY

NT - New Tooling, RT - Revised Tooling, RE - Reissue, with or without new decals, PE - Etched Brass, IM - Injection Moulded Plastic including Limited Run, R - Resin, RB - Rubber, VF - Vac-formed Plastic, WM - White-metal or Pewter

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
AB Toys/Azur	1:32	32001	IM/R/PE/VF	Morane-Saulnier MS.406C.1	£26.50	NT
Academy	1:72	12405	IM	Lockheed P-38J Lightning 'European Theatre'	£10.99	RE
Accurate Miniatures	1:48	0017	IM	N.A. F-6A Mustang	¥4800	RE
Accurate Miniatures	1:48	0030	IM	N.A. B-25D Mitchell 'Red Wrath'	¥7800	RE
A-Model	1:72	72118	IM	Antonov An-26	£33.99	NT
A-Model	1:72	72126	IM	MiG AT	£9.85	RT
Aoshima	1:100	03660	IM	McDD AH-64 Apache	¥800	NT
Aoshima	1:100	03661	IM	Bell UH-1 Gunship	¥800	NT
Azur	1:72	A041	I/R/PE	Nieuport-Delage NID 52/62/72	£9.50	NT
A & V	1:72	141	R/WM/VF	Von Braun VTO Interceptor [2nd Version]	£28.20	NT
A & V	1:48	4806	R	L.II Schneewittchen	£17.99	NT
Classic Airframes	1:48	493	IM/R/PE	D.H. Vampire T.II/22	£29.99	NT
Classic Airframes	1:48	4102	IM/R	Supermarine Attacker	£32.99	NT
Classic Airframes	1:48	4104	I/R/PE	D.H. Vampire. [Foreign Service Pt. II]	£29.99	NT
CMR	1:72	1147	R	Avia BH-33E/Avia BH-33E-SHS	£22.90	NT
Czech Omega	1:72	72145	R/PE	Morane Saulnier G [Single-seat Belgium]	£28.20	NT
Czech Omega	1:72	72181	R/PE	Fokker PW-5 F-VI	£28.20	NT
Czech Omega	1:72	72187	R/PE	Mosca Bistritsky MB [Two-seat with skis, Russian]	£28.20	NT
Czech Omega	1:72	72190	R/PE	I.V.L.K.I Kurki	£31.75	NT
Czech Omega	1:72	72197	R/PE	Morane Saulnier H [Two-seat, Russian]	£28.20	NT
Czech Omega	1:72	72201	R/PE	Hawker Hurricane Mk IIB [Russian armament]	£31.75	NT
Czech Omega	1:72	72207	R/PE	Fokker D.XIV (Netherlands)	£28.20	NT
Czech Omega	1:48	48025	R/PE	Ponnier M-1	£39.50	NT
Dragon	1:72	5026	IM	Arado Ar 234P	£21.98	RT
FE Resin	1:144	14444	R/PE/VF	Mitsubishi B5M 'Mabel'	£9.40	NT
FE Resin	1:144	14445	R/PE/VF	Grumman F8F-I Bearcat	£9.40	NT
FE Resin	1:144	14448	R/PE/VF	Vought F-8G Crusader	£10.10	NT
Flying Machine	1:72	72003	IM/R/PE	Fiat G. 55 'Silurante'	£13.85	RT
Flying Machine	1:48	48003	IM/R/PE	Fiat G.50 Serie I	£29.99	NT
Fujimi	1:144	14410	IM	B-29 'Pacific War' vs Raiden & Shoki	¥3000	RE
Fujimi	1:72	72183	IM	LTV A-7E Corsair 'VA-93 Ravens'	¥1800	RE
Gran	1:72	7235	IM	Lavochkin La-5	£7.15	RE
Hasegawa	1:72	00780	IM	Douglas A-1H Skyraider '6th Special Ops Sqd'	£13.99	RE
Hasegawa	1:72	00781	IM	N.A. B-25J Mitchell 'Silver Wing'	£23.99	RE
Hasegawa	1:72	00782	IM	McDD F-4EJ '301st Sqn '90 Air Combat Meet'	£17.99	RE
Hasegawa	1:72	E23	IM	Avro Lancaster Mk I/Mk III	£29.99	NT
Hasegawa	1:48	09612	IM	McDD RF-4E Phantom II '501st Sqn Old Fashion'	£25.99	RE
Hasegawa	1:48	09624	IM	Messerschmitt Bf 109E-3 'Romanian Air Force'	£16.99	RE
Hasegawa	1:48	09625	IM	Douglas SBD-1 Dauntless 'Yellow Wing'	£25.99	RE
Hasegawa	1:48	09626	IM	Mitsubishi AGM2b Zero Type 21 with 60kg bombs	£16.99	RT
Hasegawa	1:48	09627	IM	Messerschmitt Bf 109G-6 'Hungarian Air Force'	£16.99	RE
Hasegawa	1:48	09628	IM	Sikorsky UH-3H Sea King 'HSL-51 VIP'	£29.99	RE
Hasegawa	1:48	09635	IM	Curtiss Kittyhawk Mk I	¥2400	RT
Hasegawa	1:48	09636	IM	Mitsubishi T-2 'Blue Impulse'	¥3200	RE



Competition Winners

In issue 1 we ran a competition in association with Creative Models to win the superb HobbyCraft 1:24 Spitfire Mk Vb (worth £69.99). Two runners up win a One year's subscription to MAI.

The answer was - a Seafire

Winner -

Heath Denton (Doncaster)

Runners Up -

Alan Currie (Airdrie)

Shelley Harvey (London)

Congratulations

More big subjects from Trumpeter

1:72 - The Tupolev Tu-160 Blackjack (#01620/¥10260) will be released in the Far East in December, so it could be in the UK at the same time, depending on shipment dates etc. Going by the Japanese price it is likely it may be in excess of £40 though?

1:35 - Due in December in 1:35 will be the all-new kit of the Boeing-Vertol CH-47A/D Chinook (#05104/¥10450) that I am sure will delight a lot of modellers. Can we have one in 1:48 now please?

1:32 - Confirmed for release in December in 1:32 are the LTV A-7E Corsair II 'US Navy' (#02231/¥10450), MiG-29M Fulcrum (#02238/¥11400) and the Grumman A-6A Intruder (#02249/¥11400). The former is expected, but getting three 1:32 kits of such big subjects all at one go, wow!

Hasegawa update

1:48

To quell the speculation, the 'new' Fw 190A-3 from Hasegawa has been allocated a JT-series code (#JT90/¥2400) that confirms that it is an all-new tooling, NOT a reissue of the Dragon kit. It will be out in Japan during October and probably in the UK by November, with a UK price around the usual £16.99 mark we hope.

1:32

The all-new Junkers Ju 87G-2 (#ST25) will be out in Japan in December and thus could be in the UK by the end of January. The Japanese price of ¥5800 would give a direct exchange price of around £33.00, but with shipping and import duties it may well be higher. The Super Hornet was around the same Japanese price and was £32.99 over here, so who knows we may see it for that price as well?

■ The below lists all kit releases since our last edition and thus covers September. Those items with a non Sterling price (e.g. ¥ = Yen) have been released in that country and are, as yet, not a general release in the UK. For all the latest news check out our website at www.modelairplaneinternational.com

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Hasegawa	1:48	09640	IM	P-38F Lightning '94th Fighter Squadron'	¥3600	RE
Hasegawa	1:48	09650	IM	F/A-18F Super Hornet 'VFA-102 50th Anniversary'	¥5800	RT
Hasegawa	1:32	08156	IM	Boeing P-26A Peashooter '20th Pursuit Group'	£17.99	RE
Hasegawa	1:32	08158	IM	Boeing P-12E '6th Pursuit Squadron'	¥3000	RE
Heller	1:24	80495	IM	N.A. P-51D/F-6D Mustang	\$54.98	RT Ex-Airfix
HR Models	1:72	7342	R/VF	Renard R.42	£28.20	NT
HR Models	1:72	7344	R/WM/VF	Fokker MIOZ	£17.60	NT
HR Models	1:72	7345	R/WM/VF	Fokker B.I (MIOE)	£17.60	NT
HR Models	1:72	7346	R/WM/VF	Fokker V.4 [W/Nr.1661]	£15.50	NT
Italeri	1:48	2641	IM	EF-18G Growler	¥2600	RT
Legato	1:72	068	R/VF	SK-1 Tremplik	£20.45	NT
Legato	1:48	4818	R/PE	Knoller B.I	£51.50	NT
Legato	1:48	4819	R/PE	Lloyd FJ.40.05	£44.50	NT
Pavla	1:72	72051	IM/R/VF	DH.82 Tiger Moth Mk II	£14.99	NT
Planet Models	1:72	144	R/WM/VF	XTB2D-1 Skypirate	£35.25	NT
Planet Models	1:48	145	R/PE	Rumpler C.I	£45.80	NT
Planet Models	1:72	169	R/PE/VF	Heinkel He P.1078B	£26.50	NT
Revell	1:122	04242	IM	Douglas DC-7	£6.99	RE
Revell	1:72	04234	IM	Douglas DC-3 'Finnair'	£9.99	RE
Revell	1:72	04362	IM	Dornier Do 24 Flying Boat	£12.99	RE Ex-Italeri
Revell	1:72	04368	IM	Blohm und Voss Bv 138C-1/MS	£19.99	RE Ex-Supermodel
Revell	1:72	04369	IM	MiG 1.44 MFI	£7.99	RE Ex-Zvezda
Revell	1:72	04376	IM	Eurofighter, Shelter & Ground Equipment	£34.99	RE
Revell	1:48	04554	IM	Supermarine Spitfire Mk IX	£13.99	RE Ex-Hasegawa
Revell	1:48	04573	IM	MiG-15bis 'NVA'	£13.99	RE Ex-Monogram
Revell	1:48	04585	IM	F/A-18E Super Hornet	£19.99	RE Ex-Revell-Monogram
Revell	1:32	00185	IM	Dassault Mirage III	£14.99	RE
Special Hobby	1:48	48036	IM/R/PE	Phoenix D.II	£16.50	RT
Special Hobby	1:72	72094	IM/R/PE	Lockheed L-212 Electra Junior 'with turret'	£14.30	RT
Tamiya	1:32	60316	IM/WM	Lockheed-Martin F-16C 'Thunderbirds'	£99.99	RT
Trumpeter	1:700	03409	IM	Mig-29K Fulcrum	£2.99	NT
Trumpeter	1:700	03410	IM	Su-33 Flanker	£2.99	NT
Trumpeter	1:700	03411	IM	Su-25UTG Frogfoot	£2.99	NT
Trumpeter	1:700	03412	IM	Su-33UB Flanker	£2.99	NT
Trumpeter	1:700	03413	IM	Yak-141 Freestyle	£2.99	NT
Trumpeter	1:700	03414	IM	Ka-29 Helix	£2.99	NT
Trumpeter	1:700	03415	IM	Ka-27 Helix	£2.99	NT
Trumpeter	1:700	03416	IM	Ka-31 Helix	£2.99	NT
Trumpeter	1:700	03417	IM	Russian Naval Aviation Set I	£6.95	RE
Trumpeter	1:24	02412	IM/PE/R	Supermarine Spitfire Mk Vb Tropical	£59.95	RT
Vintage Fighter	1:24	2401	IM	Curtiss P-40B/C Warhawk 'AVG'	£44.99	NT
Vintage Fighter	1:24	2402	IM	Curtiss P-40B/C Warhawk 'Pearl Harbor'	£44.99	NT
Vintage Fighter	1:24	2403	IM	Curtiss P-40B/C Tomahawk 'RAF'	£44.99	NT
Zvezda	1:72	7207	IM	Sukhoi Su-33	£9.99	RT

KWIK BUILD

SKILL LEVEL: INTERMEDIATE

MODEL INFO

SPEC: Special Hobby 1:72 Reggiane Re.2000 Serie I **KIT NO.:** SH72079
MATERIAL: IM/R/EB/VF AVAILABLE
FROM: Hannants (UK importer) and all Special Hobby stockists worldwide

Reggiane Re.2000 Serie I

The Re.2000 is one of the lesser known types operated by the Regia Aeronautica, which is no surprise as less than 30 saw frontline service. Greater use of the type was undertaken by Hungary and Sweden, who bought relatively large numbers (70 and 60, respectively) and the former even producing them under licence (Heja I and II).

This kit comprises two grey sprues, a small etched fret, the resin parts, the vac-formed canopies and a decal sheet. Even though the main plastic parts are nicely moulded with just a little flash, I didn't like the engraved panel lines, as they varied in both thickness and depth. I also feel that Special Hobby have failed to realistically reproduce the cowlings as the flaps looked very poor, being thick and faintly defined. In think that a separate resin cowlings would have been an ideal solution. Fortunately the rest of the parts seemed to be much better, with the resin parts free of bubbles and the etched parts (produced by Eduard) were of their usual high quality. I also appreciated the inclusion of the spare canopy, even though the clear plastic used showed a blue tint, this disappeared once the canopy was attached.

Reference material for this type is very sparse, however comparing the main parts against the scale drawings published in *Aviolibri No.6* I didn't find

any major errors. I must comment on the engine casting though, as this is very much a 'universal' item that does not capture the look of original Piaggio unit. Also the cowling lacks the machine gun troughs; only the outline is engraved on the kit parts. Being a nit picker, I have to also mention the two circular filler caps for the fuselage fuel tanks, as these are only applicable to the later versions called G.A. (Grande Autonomo, i.e. long range).

I started by removing the cowl halves from the fuselage and joining them together using thick cyanoacrylate. I also opened up the gun muzzles with a fine drill bit, reduced the thickness of the cowling rear edge and cut through the individual cowl flaps. Having set the unit aside, I continued with the cockpit, built up from a mixture of resin and etched parts. I test fitted all the parts inside the fuselage and all seemed to be OK but the rear bulkhead was a little too high, so I shortened it by 2mm. The same treatment applies to the rudder pedals, otherwise they collide with the cockpit floor.

Next was the wing, with the first task being the usual boring procedure of thinning the trailing edge thickness. With this kit it took a couple of minutes and then I glued in the resin wheel well inserts. They fitted perfectly so I put the wing halves together and joined it to the fuselage. To my disappointment, the wings exceeded the fuselage width on each side by about 2mm! I had no choice but to carefully sand down the wing, continuously checking the fit to avoid further unnecessary filling and to ensure I maintained the correct

wing dihedral. Eventually I got the wing in the right position, so I sealed the join lines with cyanoacrylate and sanded it smooth. Unfortunately I had similar problems with the horizontal tailplanes. The butt joint 'flats' on them were a different length when compared to those moulded on the fuselage halves. This can be corrected by simply cutting off about 1.5mm of the superfluous material!

As I mentioned the engine is over simplified, so using stretched sprue and copper wire I added the missing push rods and ignition cables. After painting it with Testors Metalizer metallic shades and adding some weathering I fitted it into the cowl and attached the whole unit to the fuselage. Gluing the upper air scoop caused some problems, as the fit in front of the windshield was so bad that I needed quite a lot of filler to merge it in. I brushed the affected areas with Mr Surfacer 500, which is perfect for this sort of thing, and blended it all smooth again with fine wet 'n' dry.

I don't like vac-formed canopies but thankfully you get two canopies in this kit. As I wanted to go for an open canopy I cut off the centre section from the first one while the second one gave me the other sections. The inner surface of the clear parts were treated with Future in order to avoid any fogging when I used superglue to attach them. I attached the front and rear sections to the fuselage (wipe off any excess glue with a swab dipped in debonder) and then blended it all in with Mr Surfacer 1000 before masking it all off.

The kit has two marking options,

both from the initial period of Re.2000 operations. The first is from the 23rd Group Experimental Section flown by William Dusi and the second is a machine of the 74th Squadriglia, 23rd Gruppo Autonomo, operating in May 1941 from the Sicilian airbase at Comiso. Both were camouflaged in the standard scheme of the time, i.e. Giallo Mimetico 4 (Camouflage Yellow No.4) with mottling done in Verde Mimetico 3 (Camouflage Green No.3) and Bruno Mimetico (Camouflage Brown) for the upper surfaces, while the under surfaces were Grigio Azzuro Chiaro I (Camouflage Blue-Grey No.1). Do not worry too much about exact camouflage shades as these paints weathered rapidly and photographs of the Re.2000 reveal that the mottled camouflage soon changed into a rather dark, uniform state. I did notice that the suggested cowling colour (yellow) of the particular machine I was building did not correspond to photos of the real aircraft; therefore I opted for white instead. The decals included in the Special Hobby kits are truly excellent, they are thin and opaque and their application on a glossy surface was trouble-free, with no silvering at all.

As far as the final completion is concerned, I recommend you drill out the anchor points for the gear legs to give a stronger fit and to omit the radio mast on top of the canopy. In photographs of both machines featured in this kit, they lack the radio mast and based on information from the above mentioned book I understand that only the later versions were equipped with wireless. ■



YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Masking Tape
- Blu-Tack
- Scalpel, with 10A blade
- Micro-mesh Files
- Micro Sol & Set
- Mr Surfacer 500 & 1000

Paints Used:

- Gunze Sangyo
- Giallo Mimetico 4 (H79 Sand)
- Verde Mimetico 3 (H65 Black Green + H11 White)
- Bruno Mimetico (H310 Brown)
- Grigio Azzuro Chiaro I

(H324 Light Grey)

Dimensions:

- Span - 36ft 1in (11.00m)
- Length - 26ft 2.5in (7.99m)
- Height - 10ft 6in (3.20m)
- Dimensions 1:72
- Span - 152.77mm

Length - 110.97mm
Height - 44.5mm

References Books:

- Reggiane Re.2000, Profile No.123 [Blue Series]
- (Profile Publications)
- Aviolibri No.6

FINAL VERDICT

What to say in conclusion?

During the building I got the impression that the manufacturer did not pay sufficient attention to certain areas and therefore it is up to the modeller's skill and patience to deal with them. Nevertheless, this is the best kit of the Reggiane Re.2000 to date, so my recommendation whether to purchase this kit is an unreserved yes.

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Hasegawa
Hobby kits



1/48 SCALE

- H-09635 Kittyhawk Mk.I
- H-09636 Mitsubishi T-2 "Blue Impulse"
- H-09637 Mustang Mk. IV "RAAF"
- H-09638 Messerschmitt Bf109F "HAHN"
- H-09639 F-14B Tomcat "VF-102 Diamondbacks"
- H-09640 P-38F Lightning "94th Fighter Squadron"
- H-09641 F-4EJ Phantom II "Amigo"

1/72 SCALE

H-00787 RF-4C Phantom II "USAF Special"

1/32 SCALE

H-08158 Boeing P-12E "6th Pursuit Squadron"



NEW 1/48 SCALE PLUS MODEL

- PLU4027 Square Fountain
- PLU4028 Round Fountain

plus model



**XTREME MILITARY
MODELLING
MAGAZINE #12**

ACCURATE MINIATURES

1/48 SCALE HELLDIVERS LIMITED EDITIONS

- ACM480405 SB2C-1C "Helldiver"
- ACM480406 SB2C-4 "Helldiver"



AVAILABLE OCTOBER / NOVEMBER

ACM480201 SB2U VINDICATOR

ACM480312 SBD-2 "DAUNTLESS" DIVE BOMBER



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KWIK BUILD

SKILL LEVEL: INTERMEDIATE

BRITISH SQUARE-NOSE!

The S.E.5a was an important aircraft for British (and some Allied) forces during WWI, so it is surprising that it has been somewhat under-represented in model form...until quite recently that is.

This is Roden's second S.E.5a kit and it follows on from their Viper-powered version. Looking at the kit 'in the box,' it is immediately clear that the standard of moulding is excellent with finely rendered surface detail and a beautifully moulded fabric effect for the flying surfaces. The kit offers three styles of upper decking, four styles of propeller, both short and long exhausts and even a spinner (from a German LVG C.V!) for one of the colour options (although

not all of these options are applicable to this boxing of the S.E.5a). The latter option was flown by Capt. J. T. B. McCudden, and is one of six finishing options in the kit. They all come in the standard PC10 and doped fabric colour scheme except for two, one which has a very distinctive three-colour topside camouflage scheme while the other has what's stated as Dark Earth over doped fabric. The decals look very well produced with the red centres to the roundels being separate, and a small clear acetate sheet is provided for the windscreens and small window just ahead of the

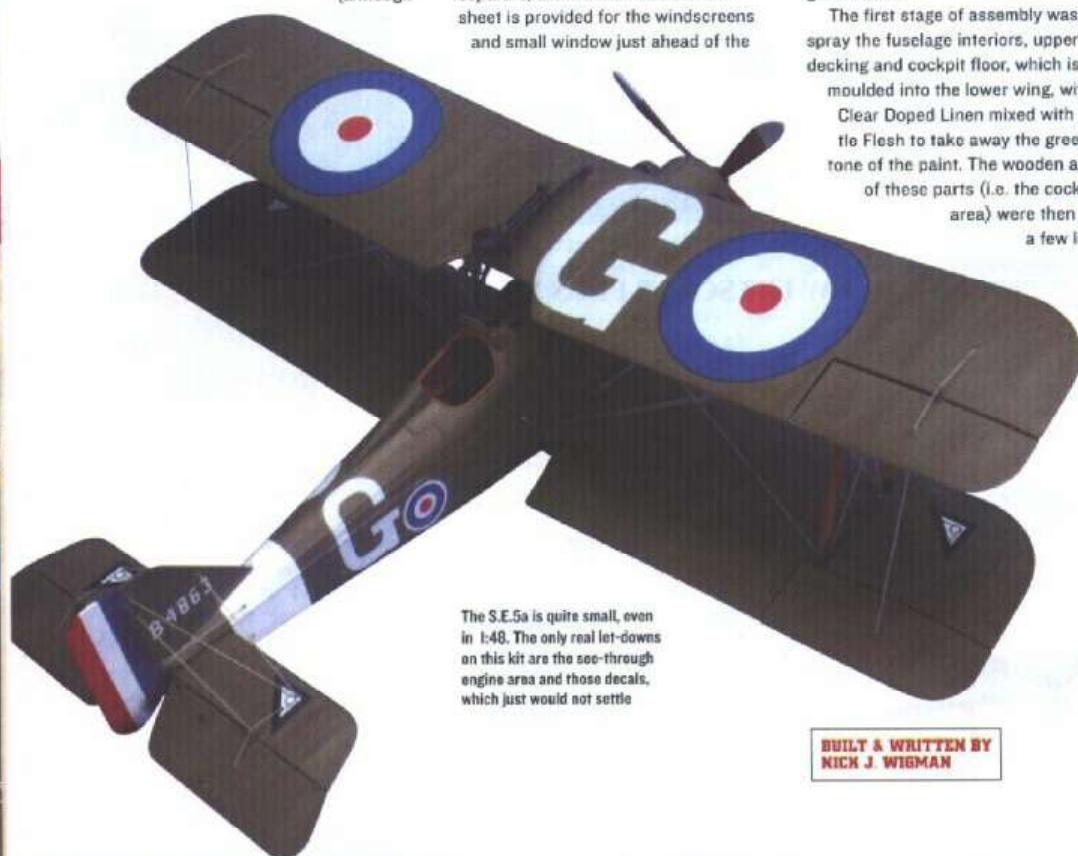
cockpit. Two styles of wing-mounted machine gun and mounts are offered, in addition to four 25lb bombs...an impressive array of parts! Some minor flash is present and a few parts exhibit mould misalignment, especially the elevators, but nothing that cannot be easily rectified. In addition, a rigging diagram is included, which is a nice touch, my only gripe here is that it doesn't show the 'doubled' rigging lines where appropriate. In all this looks a high quality kit, and I couldn't wait to get stuck in!

The first stage of assembly was to spray the fuselage interiors, upper decking and cockpit floor, which is moulded into the lower wing, with Clear Doped Linen mixed with a little Flesh to take away the greenish tone of the paint. The wooden areas of these parts (i.e. the cockpit area) were then given a few light

coats of Earth Red brushed on in parallel strokes thus replicating a wood grain effect. The rudder bar and internal cross-member were attached to the lower wing and the elevators glued to the tailplane along with their control horns. After removing some injection pins within the fuselage halves, the fuselage halves were joined together, and this assembly proved to be fairly flimsy as the plastic is a tad soft and quite thin and there is nothing holding the nose sections in place at this time. I therefore added strips of plasticard to reinforce the joins in the rear fuselage. The control column, instrument panel assembly (for which no instrument decals are supplied which is a shame) and the seat (which is quite simplified) were secured within the fuselage, followed by fitting the upper engine cowl panels, upper decking (with window fitted), and tailplane. Making up the fuselage is a bit tricky due to its multi-part assembly but looks good, and the stitching effect is very well portrayed, although care is needed to line up the parts to keep any sanding to a minimum.

The lower nose panel is shown the wrong way up in the instructions, but unfortunately I didn't discover this error this until too late...when the model was finished! The radiator and lower wing fitted with little fuss, and the headrest was also installed.

After masking the cockpit opening and the small window just forward of the cockpit, the model was given a coat of Halfords grey primer, and the undersides of the wings and tailplane were sprayed Clear Doped Linen. Following this, the topsides of the wings and the complete fuselage were given a coat of Olive Drab, a good approximation for the PC10 camouflage colour (given as WWI Green in the kit instructions). I added a touch of white to the Olive



The S.E.5a is quite small, even in 1:48. The only real let-downs on this kit are the see-through engine area and those decals, which just would not settle

**BUILT & WRITTEN BY
NICK J. WIGMAN**

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Masking Tape
- Blu-Tack
- Scalpel, with 10A blade
- Micro-mesh Files
- Micro Sol & Set

Other Materials:

- Tamiya Clear spray varnish (TS-13)
- Rub 'n' Buff
- Burnt Umber oil paint

Paints Used:

- Polly S Acrylics:
- 505014 Scale Black
- 505029 Clear Doped Linen
- 505098 Olive Drab (US WW2)
- 505212 Flesh
- 505252 Dark Earth
- 505386 US Earth Red
- Humbrol Enamels:
- 11 Silver
- 54 Brass

Dimensions

- Span: 26ft 7.5in (8.12m)
- Length: 20ft 11in (6.38m)
- Height: 9ft 6in (2.90m)

1:48 Dimensions

- Span: 189.2mm
- Length: 132.9mm
- Height: 80.4mm





This new kit from Roden certainly captures the lines of the SE.5a and with care it is quite easy to build from the box

MODEL INFO

SPEC: Roden 1:48 RAF S.E.5a with Hispano Suiza engine
KIT NO.: 419
MATERIAL: IM
AVAILABLE FROM: Pocketbond Ltd (UK importer) and all Roden stockists worldwide.

more wires into holes and the struts secured thereafter, this time for the undercarriage. The rigging was carried out for the tail surfaces, including the rudder and elevators, and the same for the ailerons, thus completing rigging. 'Invisible' rigging thread from Aeroclub was used throughout.

The two parts for the wheels (omitting the caps that fits inside) are quite a tight fit and some minor trimming was needed to obtain a good fit. The wheels, tailskid, and the machine-gun and mount, were painted and added, and I chose to omit the bombs as, from looking at contemporary photos, these were not always fitted.

The propeller was first painted Flesh, then given a few light coats of Earth Red (thinned with water) followed by a light application of thinned Burnt Umber Oil paint. Finally here, the light grey tips to the blades were masked off and painted. The propeller boss was painted black and to give it a metallic appearance, it was touched lightly with Rub 'n' Buff.

To round off, the whole model was finally given a few light coats of Matt varnish, taking care not to let any varnish collect (or 'bead') on any of the rigging threads. ■

Drab and sprayed this along some of the wing ribs and on various areas on the fuselage to add some interest to the otherwise monotone scheme. A coat of Tamiya Clear varnish from a spray can (TS-13) was applied to make the surface decal friendly. The decals went on very nicely and being thin, they settled nicely onto the model. However, despite a high gloss finish and repeated applications of Micro Set and Sol, and even Daco 'strong' decal solutions, I could not completely eliminate silvering, which was a great shame. Also a few of them were very slightly out of register.

Now the engine cylinder banks were added, followed by the exhaust pipes, and it was here that I noticed a serious but easily rectified error, if spotted early enough. It is possible to see light right through where the engine would be due to the slots in each side of the nose,

just below the cylinder banks. This should be blanked off with plasticard before attaching the radiator, but by this time I was too late unfortunately... forewarned is forearmed as they say!

The fuselage-mounted machine-gun and telescopic sight was also added at this stage, as adding them after the top wing had been fitted could prove tricky.

Holes were drilled into the wings, fuselage, and tail area where appropriate, bearing in mind the 'doubled' rigging threads and I also used another reference (SE.5/SE.5a Squadrons) for this. With the plastic being slightly soft, and the struts being thin, as they are in scale, I decided to replace the cabane struts with some made from brass 'Strutz.' The appropriate rigging threads (on consulting the diagram in the instructions and references) were simply pushed into the holes I drilled

for the cabane struts, then the struts secured into the holes thereafter.

This eliminates knots and so looks cleaner and more accurate. The same method was used for the outer wing struts that were then secured in place. Here, I drilled holes right through the wing, which helps make things easier. Corresponding holes to seat the struts and for rigging were opened up, but not drilled right through the upper wing, and the threads glued in place in preparation. Now with all the rigging threads attached to both the fuselage/lower wing and top wing, the top wing was glued in place atop the array of struts. The wires where possible were threaded through their corresponding holes, and finally secured with a tiny dab of superglue once all were in place. A few wires do need tying though and this was done followed by the adding



The machine gun on the upper wing is nicely detailed and well moulded. A couple of versions are included in the kit, as this was not a 'standard' installation



The propeller is painted with a combination of Flesh, Red Earth and finally, Burnt Umber to achieve the 'wood' effect. The hub is black touched with Rub 'n' Buff

Reference books:

Aircraft Archive Vol.2 (Argus Books)
Aircraft In Profile Vol.1 No.1
British Fighter Units over the Western Front (Osprey)
RAF S.E.5A, Profile No.1 (Profile Publications)
SE.5 In Action No.69 (Squadron/Signal Publications)
SE.5 by J.M. Bruce Windsock Datafile 30 (Albatros Productions)
SE.5/SE.5a Squadrons Windsock Datafile Special by L.A. Rogers (Albatros Productions)
SE.5a Windsock Datafile 10 (Albatros Productions)
SE.5a Windsock Datafile Special by B. Knight (Albatros Productions)
SE.5a Windsock Datafile Special by J.M. Bruce (Albatros Productions)

FINAL VERDICT

This is a very nice kit, as it is well produced and very nicely moulded, the trailing edges of all the flying surfaces for example have excellent ribbed detail while the trailing edges are commendably thin. It is however a bit tricky in some areas, especially the multi-part fuselage, and some parts need a little trimming to get to fit better, so taking time is the key. I was slightly disappointed with some areas of the kit such as the absence of instrument decals, the silvering of the decals that could not be fully eliminated, and the undesirable 'see-through' nose. Despite these points there is little doubt that this kit builds into an accurate S.E.5a which very much looks the part, even straight out of the box as done here...it just takes a little effort. Just one request...please Roden, can we now have a 1:32 version next? My thanks to Roden for the review sample.

⚠ Wear the right protective clothing when advised to

KWIK BUILD

SKILL LEVEL: INTERMEDIATE

BUILT & WRITTEN BY
NICK J. WIGMAN**MODEL INFO**

SPEC: Special Hobby 1:48 Phönix D.I 'K.u.K. Luftfahrtruppe'

KIT NO: SH48027

MATERIALS: IM/R/EB

AVAILABLE FROM: Hannants (UK importer) and all Special Hobby stockists worldwide.



Phönix D.I

The Phönix D.I may seem an odd and rather esoteric choice to some, but the type was considered faster than the Albatros D.III (Oef) and its flight characteristics were superior to the Aviatik D. In fact many Austro-Hungarian aces achieved victories while flying the type, so it is a very welcome release from Special Hobby.

The contents comprise two sprues of injected plastic in addition to resin parts (exhaust pipes, gun muzzle/blast tubes & radiator) plus an etched fret for things like the seat belts, instrument panel (with printed acetate sheet for the dials), rudder control horns and flare rack. Two decal options are included, which both share the same basic scheme (more of that later), but one has a 'skull and crossbones' on the rear fuselage while the second has a red band around the fuselage. The quality of the plastic parts looked very nice, although the dihedral of the wings didn't look right as they were both curved up toward the wing tips, as opposed to the left and right sides of each wing being straight but with the

tips higher, something like a 'Vee.' Apart from this, and the plastic being slightly soft with some flash and cleaning up needed here and there (typical in limited run type kits), the model looked nicely produced.

The sprues are first washed in mild soapy water and construction starts with removal of all the plastic parts from the sprues and cleaning up any flash and mould seams. The engine needs the most work here, with flash filling the gaps between the cylinders. You will also need to straighten the wings so place both in a bowl of hot water for about 2 minutes then gently flex each left and right side until they are straight, while still retaining the 'Vee' across the whole wing. The cockpit was a simple affair and only

a minimal amount of trimming was needed for everything to fit inside the fuselage halves. All wooden areas were first painted Flesh, followed by two light coats of slightly thinned Earth Red, applied in parallel strokes to produce a wood grain effect.

The engine halves needed some sanding to get a better join and I chose to leave the resin exhaust pipes off for now, along with the radiator pipe. Placement of the engine was somewhat vague, as no positive locating mounts are present. I had to trim the front end as well, so that it was narrower and didn't impede the fit of the fuselage halves. It was put in place with Plastic Weld to initially tack it along the front, and after checking its alignment, Araldite was pushed in to secure it firmly.

ly. Once the fuselage halves are joined and dry, the headrest fairing and engine fairing were both put in position.

The colour scheme for both options are wooden undersides for the fuselage and clear doped linen for the under-surface of the wings. The remaining upper surfaces are, according to the instructions, pale plywood with brown spots. After a little research I felt that the finish looks more like brown dappled onto the wood and linen, so I sprayed the fuselage with a mix of Clear Doped Linen and Flesh, followed by just one thin coat of Earth Red to replicate the wood grain effect. Both the upper and lower surfaces of the wings and tailplanes, plus the vertical fin, were then sprayed with Clear Doped Linen. For the brown (of the 'dapple'), I used

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Masking Tape
- Blu-Tack
- Scalpel, with IDA blade
- Micro-mesh Files
- Micro Sol & Set

Paints Used:

- Polly S acrylics:
- 505014 Scale Black
- 505029 Clear Doped Linen
- 505212 Flesh
- 505366 US Earth Red

Other Materials:

- Tamiya Clear spray varnish (TS-13)
- Burnt Umber oil paint

References:

- Austro-Hungarian Army Aircraft of World War One (Flying Machine Press)
- Phönix Scouts, Profile No.175 (Profile Publications)
- Phönix D-I/III (JaPo Publications 2005)
- Phönix D.I/II, Windsock Datafile No.31 (Albatros Productions)

Earth Red, although the exact colour and tone is a matter of personal choice. Finding an old No.3 brush, I trimmed the bristles until they were about 4 mm long. A No.6 brush loaded with water was then used to wet the surface fairly evenly (not too much), and then the same brush was dipped into the Earth Red and spread around randomly until a fairly even coverage was achieved. While still wet, the trimmed brush, held perpendicular to the surface, was dabbed onto the surface until the required effect was achieved although two applications are necessary. This whole process was done on one wing, then the other, and so on. In order to get the effect into the corners of the wing roots and where the tailplanes and vertical fin join the fuselage, I did not attach these parts prior to applying the camouflage. The wings and tail surfaces were then secured to the fuselage, and the join where the lower wing meets the fuselage was sanded smooth. The underside of the fuselage was also given the same 'wooden' treatment.

The plastic used in the kit is slightly soft, and as such, is not ideally suited to biplanes. I used brass 'Strutz' (available from Aeroclub) for the cabane struts using the kit ones as patterns. These brass struts were then secured into holes drilled into the fuselage. The outer wing struts in the kit were OK to use though, as the brass cabane struts

added significantly to the rigidity of the upper wing, which at this point was not glued in place. Now the model was given a coat of Tamiya spray gloss varnish and then the decals were applied. I opted for the 'skull and crossbones' version, and the decals went on very nicely, although they are very slightly out of register.

The holes for the rigging were drilled, and the instructions along with the box top give a good indication of where they go. Drilling holes where possible helps to keep things looking neater, and so holes were drilled into, but not right through the top wing as well as through the lower wing and wing roots. Holes were also drilled in the fuselage, around the nose and undercarriage areas. Aeroclub invisible thread was used for the rigging, and first off, knots were tied into the thread, trimmed off, and the knots superglued into the holes on the underside of the upper wing. The upper wing was then glued in place and the threads from the top wing were threaded through the holes earlier drilled into the lower wing and fuselage. Once all threads were in place, 'thin' superglue secured them while pulling them taut. All the remaining ends of the threads were then trimmed off, and any paint touch-ups done. The undercarriage (which now

has its rigging wires secured into holes in the fuselage) was assembled, painted and affixed to the fuselage. Again the four (in this case) wires were secured in place, and trimmed off, and then the wheels were fitted.

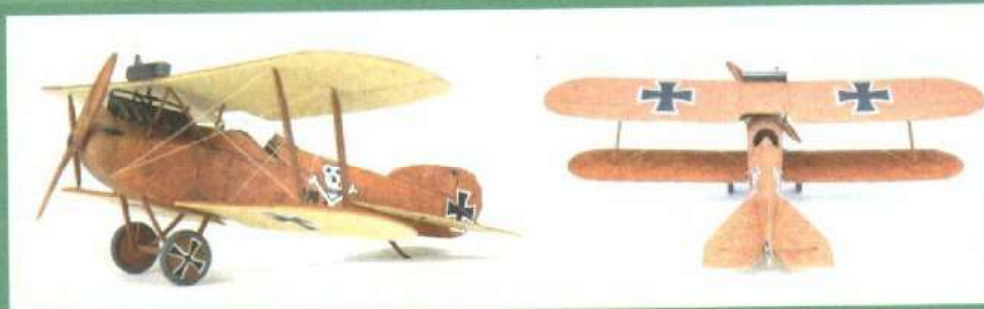
The propeller was given the 'wooden' treatment as described earlier, but this was applied in stripes to help to reproduce the laminated layers of the real thing. I also used oil paint (Burnt Umber) to add extra effect. The tailskid, rudder control horns, tailplane braces, resin radiator, exhaust pipes, and gun

muzzles/blast tubes were then secured in place. I found that the recesses in the fuselage for the gun muzzles/blast tubes weren't really deep enough, so these should ideally be deepened. A coat of matt varnish with a little satin added was then sprayed over the complete model while taking care not to get 'beads' of varnish appearing on any of the rigging threads.

Once this was dry, the windscreen was made from the acetate sheet supplied in the kit and put in position. ■



The odd 'dapple' effect on this model was achieved by first painting the model with Clear Doped Linen, then once water was applied. A brush loaded with water was then dipped into acrylic Earth Red and applied, with the 'dapple' being created with a trimmed No.3 brush stippled onto the surface.



FINAL VERDICT

This was my first build of a biplane from the now quite common limited-run genre of kits available today. While the usual moulding limitations for limited-run kits apply here, Special Hobby have produced a very nice kit with thinner injection gates, and parts that do on the whole fit together well. A few parts needed some work to clean up and a few fits are slightly vague, but on the whole, this model was a joy to build. If I had one criticism it would be that the slightly soft plastic isn't ideally suited to WWI aircraft, or rather biplanes as a whole. Apart from that, this kit is quite simple to build, looks accurate, and highly enjoyable...nice one Special Hobby!

KWIK BUILD

SKILL LEVEL: SIMPLE

BUILT & WRITTEN BY
MIKE CAPELL**MODEL INFO**

SPEC: Eduard 1:48 Albatros D.III
KIT NO: 1104 MATERIALS: IM/EB
AVAILABLE FROM: Hannants & LSA
Models and all Eduard stockists
worldwide



Albatros D.III

The Albatros D.III was an attempt to improve the manoeuvrability of the D.II by copying the design of the French Nieuports with their narrower bottom wing. Unfortunately the drawback to this design was that the wing tended to collapse during tight turns and dives. Despite this the Albatros D.III proved to be superior to any Allied fighter of the time.

THE KIT

The box lid shows excellent artwork of the Albatros that I chose to depict for the purposes of this Kwik Build. Inside you get two sand-coloured sprues, a large fret of photo-etched, a large sheet of Express Masks and an excellent decal sheet. One nice touch is the painting guide, which is in colour and very helpful.

THE BUILD

The first step is to identify and drill all the rigging points using a 0.3mm drill bit. All these holes are drilled straight through with the exception of the top wing, which was drilled halfway into the underside, these will be used as the rigging anchor points later on.

After the normal clean up and undercoat, I started on the cockpit and engine assembly, which is all straight-forward. All the parts marked 'H37' are wood brown. To simulate the wood

grain effect first spray on Tamiya X2 gloss white, when dry simply brush on a thin layer of yellow ochre oil paint, then using a flat brush proceed to gently brush in parallel strokes to get the desired wood effect. When dry this is sealed in with a coat of Hannants Xtracolor matt varnish.

The assembly of all the internal parts followed and the fuselage halves closed up and, as usual with Eduard, no filler was required. I left the guns off until after final assembly so as not to damage them. All external colours are Tamiya as shown in the instructions, lightened with white to get a close match to the colours shown in the painting guide. When complete the whole model was sprayed Hannants Xtracolor Satin Varnish mixed 50:50 with white spirit.

The rigging comes next and using thin superglue all rigging lines were glued to the holes on the underneath of

the top wing and to all fuselage points. Eduard's clear rigging diagram is simple to follow and makes this stage of construction a breeze.

The next stage was to glue on the struts to the bottom wing and fit the engine cowlings. When dry line up and glue on the top wing, just take your time here, as the rigging does tend to get in the way to some extent. Finally using a pair of tweezers, thread the rigging lines and then using a weight of some kind (I use interlocking forceps to tension the lines) a small drop of superglue was used to secure them in position. The next stage was to cut the excess off the ends of the rigging and then to superglue the undercarriage assembly to the fuselage. The final stage is simply to touch up the rigging attachment points with Xtracolor varnish as the superglue appears 'glossy' otherwise. Job done! ■

BUILDERS' TIP

Dust is a constant problem to modellers during painting. Try using antistatic disposable cloths. Simply wipe over the surface to be sprayed immediately beforehand to eliminate dust. These are available from supermarkets or chemists.



The wood effect on this model was achieved by applying white acrylic paint, then when dry, Yellow Ochre oil paint that is 'dragged' to simulate the grain

YOU WILL NEED...**Before Starting:**

- Cyanoacrylate (Thin type)
- Masking Tape
- Blu-Tack
- Scalpel, with IDA blade
- Micro-mesh Files
- Micro Sol & Set
- Smoke-Coloured Fishing Line

Paints Used:

- Tamiya acrylics*
- X2 White
 - X3 Brass
 - X6 Orange
 - XF1 Black
 - XF3 Yellow
 - XF7 Red
 - XF9 Brown
 - XF23 Light Blue
 - XF27 Black Green
 - XF53 Grey
 - XF58 Olive Green

Alclad II

- Dark Aluminium
- Winsor & Newton Oil Paint
- Yellow Ochre

Xtracolor

- Matt Varnish, Satin Varnish

Dimensions

- Span - Upper 8.50m, Lower 8.00m
- Length - 7.40m, Height - 2.64m
- Dimensions - 1:48
- Span - Upper 177mm, Lower 166.7mm
- Length - 154.2mm, Height - 55mm

References.

- Albatros D.I-II, Profile No.127 (Profile Publications)
- Albatros D.I/D.II by P.M. Grosz Windsock Datafile 100 (Albatros Productions 2003 ISBN: 1-902207-55-6)
- Albatros Fighters, Windsock Datafile Special (Albatros Productions 1991 & 1998 ISBN: 0-948414-35-9)
- Albatros Fighters In Action No.48 (Squadron/Signal Publications ISBN: 0-89747-115-6)
- German Aircraft of the First World War (Putnam)
- World War I Modelling - www.wwi-models.org

FINAL VERDICT

Eduard really have included the proverbial kitchen sink in this kit, the quality and fit is first class. Anyone looking for a change from the usual WWI jets etc should give these kits a try. Look at it this way, you not only get a good plastic kit, but you also get etched brass, Express Masks, superb decals and clear instructions and painting guide, can it get any better?

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MIMX Tamiya X Colours Paint Set



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Vallejo Acrylic Model Color - 17ml
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VAL70109 Vallejo Model Color Set - WW II ALLIED COLOURS (16)
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VAL70104 Vallejo Model Color Set - High Elves (6)
VAL70103 Vallejo Model Color Set - Wargames Basic (8)
VAL70102 Vallejo Model Color Set - FOLKESTONE SPECIALS (16)
VAL70101 Vallejo Model Color Set - FOLKESTONE BASICS (16)

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Hasegawa 1:48

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Tamiya 1/72

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KIT BUILD

SKILL LEVEL: INTERMEDIATE

PLANE ACADEMY

BUILT & WRITTEN BY
GEOFF COUGHLIN**MODEL INFO**

SPEC: Academy 1:32 Lockheed-Martin F-16CG/CJ (Block 40/50) Fighting Falcon
KIT NO: 12101 **MATERIALS:** IM, RB
AVAILABLE FROM: Toyway (UK distribution) and all Academy stockists worldwide



Having been fortunate enough to build two F/A-18 Hornet kits in this larger scale from Academy, and having seen how good they were, much anticipation greeted the arrival of Academy's F-16CG/CJ. Let me quickly sum this kit up for you – superb!

YOU WILL NEED...

Before starting:

- Blu-tack
- Masking tape
- Micro Set and Sol decal solutions
- 5-Star Cyanoacrylate (thick)
- EMA Plastic Weld
- Micro Kristal Klear
- 000 brush (for pastels)

Paints used:*Humbrol Metalcote:*

27002 Polished Steel

27004 Gunmetal

Revell

02 Flat varnish (overall)

Tamiya acrylic:

XF-63 German Grey (tyres)

X-19 Smoke

Xtracolor:

X130 Gunship Grey FS38118

X133 Neutral Grey FS36270

X141 White FS17875 (undercarriage & wheel wells)

X403 Matt Interior Grey FS36231

Dimensions

Span - 31ft 0in (9.45m) [Block 40]

Length - 49ft 3in (15.01m) [Block 40]

Height - 16ft 8.5in (5.09m) [Block 40]

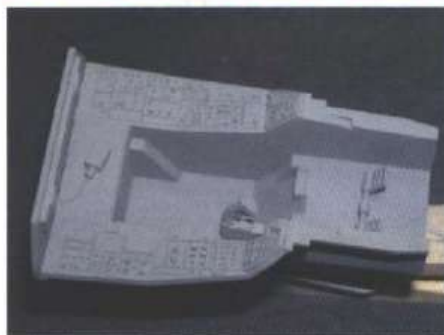
Dimensions - 1:32

Span - 295.3mm

Length - 469mm

Height - 159mm

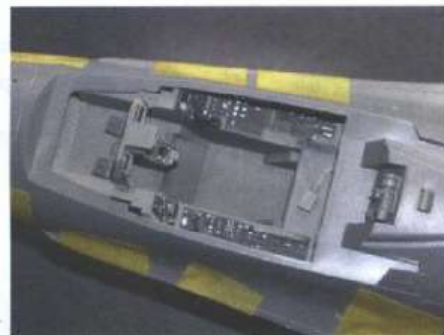
STEP BY STEP GUIDE - COCKPIT



The decent moulded cockpit tub is given a coat of the FS36231 Interior Grey as a base colour. The excellent raised detail can just be seen



The kit seat is OK, but not a patch on a resin replacement item. The moulded-on belts and straps are mostly removed, pending replacement with new ones made from metal foil and etched buckles from an old Reheat set



The relatively simple cockpit tub is painted and inserted into the upper fuselage section. Everything is visible, so it's worth spending time on this area



By any standards the F-16 must rank as one of the most successful combat warplanes of modern times. Having seen action in Bosnia, Iraq and Afghanistan, the 'Viper' has been highly successful in the fighter, fighter-bomber and reconnaissance roles. The aircraft can carry more than thirty different types of ordnance and electronic system loads, in various combinations to a weight limit of around 10 tons! Quite astonishing considering it's a relatively small aircraft.

THE ACADEMY KIT

This kit is much better than I initially expected, maybe because Tamiya hit the shelves first with their stunning F-16 Block 50 release, who knows? Comparisons will inevitably be made between the two kits and Marcus made a terrific job of the Tamiya offering in his extensive two-part article in Tamiya Model Magazine (TMMI), so you can judge for yourself. In a nutshell though here are a couple of observations. Firstly the price because if you're on a budget, then go for the Academy kit as it has everything in terms of detail and weap-

ons options. If you really want a detailed General Electric F-110-GE-129 engine, that you can remove and display on its trolley, then Tamiya have the only kid on the block as Academy don't include a detailed engine. If this is less important to you, and you want to build, say, a Greek aircraft (using the superb Zotz decals) or an F-16 used by one of the many European air arms, then Academy include the tail parachute housing to make this possible, as this is not included in the Tamiya version. So as you can see, there isn't, frankly, a lot to split these two F-16s, it's simply about budget and fit/type options.

Academy includes everything that an F-16 can carry – well, just about! Included are:

- AIM-9L/M (x2)
- AIM-9X (x2)
- AIM 120B/C (x4)
- AGM-88 (x2)
- GBU-12 (x2)
- GBU-12 (W/TER) (x4)
- GBU-31(V)1 (x2)
- 370 gal fuel tank (x2)
- 300 gal fuel tank
- AN/AAQ-13
- AN/AAQ-14
- AN/ASQ-213 ➔

STEP BY STEP GUIDE - CONSTRUCTION



The General Electric F-110-GE-129 engine intake rear section, attached to the main gear bay. All fits snugly into position as you can see here



The main gear bay is well detailed as it is. You can always add more but when all the weapons and pods are attached I for one am not going to play around picking it up too much!



The bulged canopy and clear rear section are very clear and fit well. The thin mould seam line is readily removed with a nail buffer as you can see here and given a final polish with MER car polish

⚠ Wear the right protective clothing when advised to

KIT BUILD

SKILL LEVEL: INTERMEDIATE

"If you want to build, say, a Greek aircraft or an F-16 used by one of the many European air arms, then Academy include the tail parachute housing to make this possible"



The kit comes with a vast array of underwing stores (see text) and you just have to build it with as much as possible installed!

AN/ALQ-184(V)1
AN/ALE-5- FOTD(W/LAU-129)

Other nice inclusions are: both Big-Mouth and standard engine intakes; two different styles of HUD; separate crew entry ladder; two different types of IFF antennae on top of the nose; detailed M-61 Vulcan rotary cannon and bay that can be displayed open or closed; detailed APG-66 nose radar and bay (the nose cone can be mounted open or closed); highly detailed wheel bays and undercarriage units and a decent cockpit tub, with very nicely moulded raised detail. The twin split speed brakes either side of the engine nozzle are neat and these can be positioned open to expose the well-detailed interior on each. The option of dropped flaps completes the excellent package on offer from Academy.

The recessed panel line detail is first class and there are none of the small sink marks experienced in Academy's F/A-18 release (especially around the nose section). The fit of parts is, again extremely good on the whole, with lit-

tle in the build that'll bite you (unlike the engine intakes in the F/A-18 kit, for example). The main problem is the separate rear fuselage section that butts onto the reheat can (part E23). The forward edge of the joining 'ring' is smaller in section than the rear fuselage creating a very nasty step under the rear fuselage (if you make the fit good at the top, as I did). Not easy to correct this one, so I made a thin strip of metal foil to cover the join and painted it to merge in with the rest of the rear underside of the fuselage. Hardly accurate and just acceptable in the circumstances, but I only noticed how bad the fit was at an advanced stage of completion (that'll teach me!).

The kit decal sheet is nothing short of stunning as it is printed in Italy by Cartograf, and the quality is unbelievable. Everything is included, all stencil data and enough for six different F-16s, five USAF and one for a KF-16C Block 52D from the Republic of Korea Air Force (RoKAF). A brilliant touch is that every single decal (and there are liter-

ally hundreds) is individually numbered, with tiny white numbers on a small black square back plate, so that they're easy to identify – excellent.

A 28-page instruction book completes the package and this is very clear and easy to understand.

My F-16 is finished as option five in the kit: F-16CJ Block 50P S/No.92-3901 of the 35th Fighter Wing... flown by Brig. Gen. William J. Rew based at Misawa AB, Japan in September 2004.

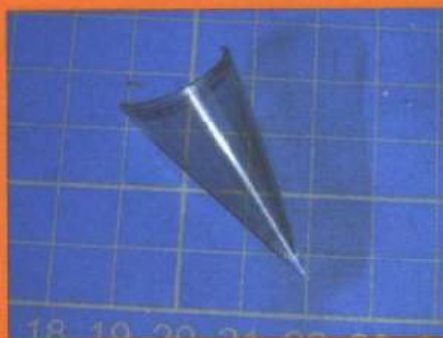
CONSTRUCTION

The cockpit tub is very well detailed and has a simple layout, although you need to remember that the F-16 is a modern fighter, with two main multi-function screens. Decals with data detail are included for these, designed to stick behind the clear screens, but this isn't strictly accurate as the screens take on a solid, very dark green colour when the aircraft systems are shut down. The ACES II ejection seat is OK, but has moulded-on straps and these just don't work in this larger scale. I removed

most of the moulded detail and added new belts using metal foil and some old etched buckles from the spares box. The seat was left out until the very end of construction.

Right about now I began to realise that I needed to get very systematic and plan out this build so that the completed model would come together OK and any unnecessary handling would be avoided. I had decided on the 35th Fighter Wing machine early on and I wanted it 'tooled-up' with a full, realistic weapons load so my plan was to basically try and complete most of the undersides first, before moving on to complete the upper surface detail like the radar, canopy and fin tip details.

The instructions are excellent at warning you about choices and options for the various aircraft featured on their decal sheet, so it was clear that I needed the big-mouth intake. Once assembled, the separate trunking can be sprayed white (I used an off-white mix for added realism) and then the whole sub-assembly can be fitted to the

STEP BY STEP GUIDE - CONSTRUCTION

Here you can see the finished rear windscreen

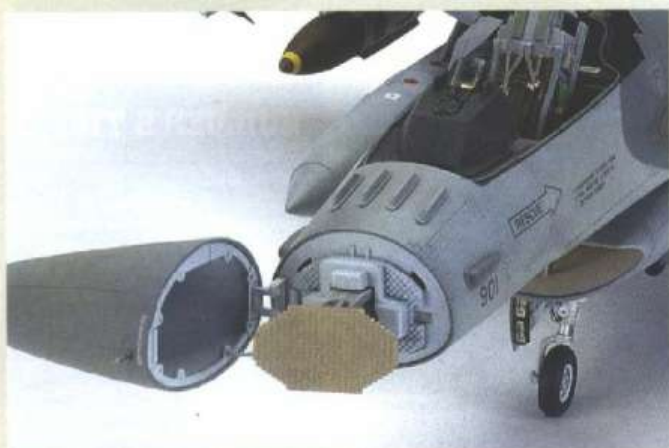


Again, the fit of the fin to fuselage is excellent. The fin is secured with cyanoacrylate cement and taped down to make sure no unsightly gap appears at the join line



I really like the M-61 Vulcan cannon. It is well detailed and is straightforward to put together. I have just added thin strips of metal foil to hide the joints in the bracing plates

⊗ Always ensure that you work in a well-ventilated area when using solvents



The APG-66 radar unit is supplied in the kit and the radome is hinged to allow you to expose this lovely bit of extra detail



With a little extra work the cockpit area can be made to look very good. There is scope for an aftermarket cockpit of course, but what is in the kit is quite acceptable

main fuselage underside section. The fit is very good, but take great care to line it up exactly (I used a lot of masking tape to hold it all together while the glue dried). The main gear bay attaches nicely to the engine intake trunking and the whole lot fits neatly into the fuselage. The M-61 Vulcan rotary cannon is very nice too, making up into a delicate, detailed representation of the real gun and the bay can be displayed open. I did find that the main cover panel over the magazine drum wouldn't sit flat, so I have removed the panels for display purposes and so you can see the finished area. The M-61 cannon and magazine units can be fitted at the end of the project, provided you are willing to shave a little off the rear of the gun, including the locating peg.

UNDERCARRIAGE

These are simply excellent, well detailed and they fit cleanly into the finished undercarriage bays. They don't have any brake lines moulded on (good), allowing you to add realistic items using fuse wire. I attached the fuse wire with thin strips of metal foil. On the real F-16 there is even more detail in the undercarriage bays, but they looked busy enough to me, especially when the vast majority of the time this finished scale



There are a few points that can catch you out with this kit, some items like the cannon access cover and the rear exhaust ring just don't fit, but overall this is a very competent package from Academy



I've included this image to show how the main cover panel for the M-61 gun doesn't fit too well. It will glue into place perfectly well, but mine just wouldn't clip on and off as I suspect it should to reveal the detail within



When working in 1:32 you need a lot of clothes pegs and space to get the parts ready for spraying. Working to a systematic plan always helps me not to forget anything



The completed nose gear leg and bay. All the parts fit well and sit at the correct angles

① Wear the right protective clothing when advised to

KIT BUILD

SKILL LEVEL: INTERMEDIATE



Very much a modern 'grey' aircraft the F-16 is a classic that looks really something in 1:32. Academy give you everything you need in the box to build this great fighter, so there is no excuse for not building it right away!

BUILDER'S TIP

■ Highlighting panel lines when spraying light grey
This technique works very well when the plastic is a similar shade or darker than the paint you're spraying. Concentrate the spray coverage in the centre of the main panels, with the paint turned down for control. Come up to the panel lines and only lightly spray along each line and a natural looking weathering of the airframe results that's especially helpful when the model has large areas of grey. On the darker grey surfaces spray the centre of each panel with a lighter shade of the base colour. Try to avoid too much of a patchwork quilt effect though! Your 'grey' jets should look much more interesting as a result.

← model isn't going to get picked up an awful lot as there is just too much ordnance and 'stuff' hanging underneath it! When you look at the excellent references (Daco Publications - Lockheed Martin F-16A/B/C/D and the classic Verlinden Publications Lock On No.2) you'll see just how complex the F-16's undercarriage is. This may at least be in part to the fact that the main units fold inwards and forwards during retraction and this takes a lot of hydraulic power and muscle to achieve.

The wheels are prepared and small flats sanded onto the bottom of each tyre. Remember to place the flat spot on each of the main wheel tyres slightly towards the inside edge, as the wheels

take on a slightly 'splayed-out' look when the aircraft is standing.

ENGINE

The General Electric F110 engine nozzle is detailed, featuring the textured interior, trunking and rear face of the engine. I just treated this as a separate modelling project, only adding the completed nozzle assembly towards the end when the aircraft was standing on its undercarriage. The white ceramic interior of the engine is represented by applying an off-white paint mix, then when dry, liberally coating the insides with well-thinned Tamiya Smoke (X-19). The afterburner ring is mainly Humbrol Metalcote Polished Steel and Gunmetal,

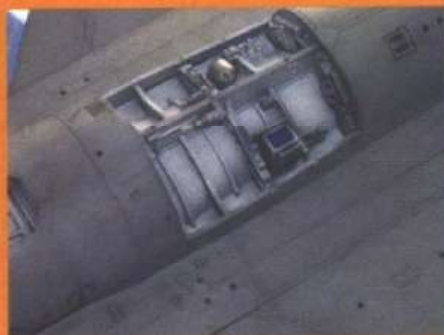
all buffed up to different tones. Tamiya Clear Blue was added to the darker forward ring.

PAINTING AND FINISHING

It's wise to start thinking about doing the main painting, decaling and primary weathering before getting too carried away with adding all the stores and pylons. This will greatly ease handling. This USAF F-16 is very straightforward to paint. The main overall colour is the lighter of the two greys you can see (FS36270), Xtracolor XI33 Neutral Grey. The darker upper surface colour is Gunship Grey (FS36118), Xtracolor XI30 and the radome is (FS36231) Xtracolor X403 Matt Interior Grey

- although many different tones are present on F-16 aircraft in USAF service. I used small rolls of Blu-Tack putty for the curved demarcation line around the rear of the canopy/forward fuselage, choosing not to ink in all the panel lines this time as I think it's too much with the large expanse of grey you get on most modern jets. Instead, I sprayed the main colours more heavily in the centre of the main panels and this has the effect of highlighting many of the panel lines, rather more subtly. Hydraulic staining and streaks were added with a small dry brush and pastel chalks. ■

STEP BY STEP GUIDE - CONSTRUCTION



The main gear bay this time builds up into a good replica of the original. Not sure what the blue-faced box is in the centre?



The main gear bay nears completion. The wheels are left off until the whole underside is complete when they are attached to their axles using tube cement, adjusted and the aircraft left overnight to set on its wheels



That superb Cartograf decal sheet, well at least a small part of it! Every single marking is individually numbered on a black backing plate so that it can be easily identified, what a great idea!

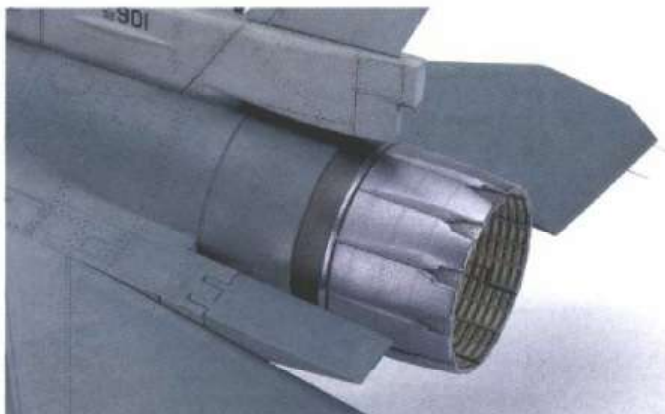
⊗ Always ensure that you work in a well-ventilated area when using solvents



The various electronic jammers and infra-red pods are all included in the kit so you can build a very 'busy' looking model without resorting to aftermarket sets



The main wheel well is quite well detailed, but not as 'busy' as the real thing. There is obvious scope to add more detail here, but I was not intending to lift the model up much once it was built!



The exhausts white ceramic interior is reproduced with off-white paint, coated with Tamiya Smoke. The afterburner is Metalcote Polished Steel and Gunmetal with Tamiya Clear Blue added to the forward ring



Splashes of colour are the only thing that break up the overall grey shades of modern fighters, the F-16 is no different and at least the Academy decal options include a bit of colour plus some nice artwork



The M-61 cannon bay comes complete with the ammunition drum and can be displayed open. The other reason for displaying it open is that the separate panel does not fit that well!



The kit ordnance has a mass of stencil decals included, thankfully these are all made by Cartograf so their quality is assured

ALSO RECOMMENDED...

Reference books:

Aeroguide No.18 Fighting Falcon (Linewrights, 1987)
 Aggressor Aircraft (Osprey Colour Series)
 Color & Markings of the US Navy Adversaries Aircraft (Detail & Scale)
 Details in Scale Vol.3
 F-16, Aeroguide No.18 (Linewrights)
 F-16 by L. Drendel, Modern Military Aircraft (Squadron/Signal Publications)
 F-16 In Action No.53 (Squadron/Signal Publications)
 F-16 Lock-On No.2 (Verlinden Publications)
 F-16 Walk Around No.1 by L. Drendel (Squadron/Signal Publications)
 F-16 Vipers, Modern Military Aircraft (Squadron/Signal Publications)

Interavia, May 1990
 Koku Fan No.28
 Lockheed Martin F-16A/B/C/D (Daco Publications 2004)
 Replic No. 43, March 1995
 Superbase 2: Miramar (Osprey)
 The Shield of David (Concord Publications)
 The United States Air National Guard (Aerospace Publishing)
 World Air Power Journal Vol.5 (Aerospace Publishing)

FINAL VERDICT

Well, why not judge for yourself? The model you see is 'out-of-the-box', save for the new seat harness and fuse wire hydraulic lines on the undercarriage units. The more the project went on, the more I liked it as it was all very rewarding and straightforward with good fit of parts, excellent level of detail and options, plus that simply stunning decal sheet.

WAS IT WORTH THE EFFORT?

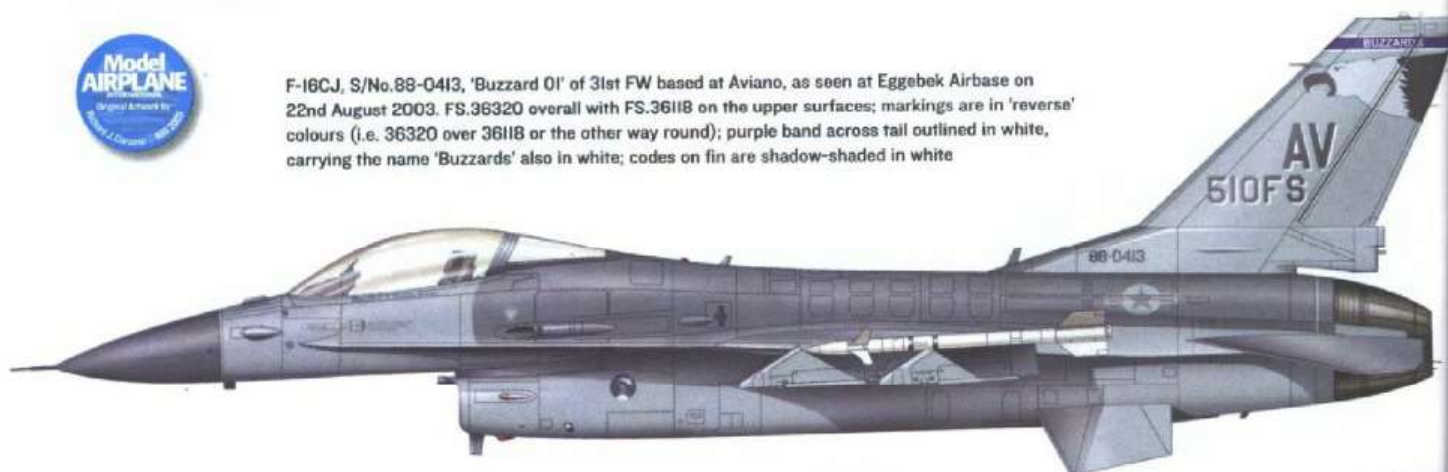
Most definitely, as the kit offers a 'complete package' from the box and is therefore highly recommended to all.

KIT BUILD

SKILL LEVEL: INTERMEDIATE



F-16CJ, S/No.88-0413, 'Buzzard 01' of 31st FW based at Aviano, as seen at Eggebek Airbase on 22nd August 2003. FS.36320 overall with FS.36118 on the upper surfaces; markings are in 'reverse' colours (i.e. 36320 over 36118 or the other way round); purple band across tail outlined in white, carrying the name 'Buzzards' also in white; codes on fin are shadow-shaded in white



F-16CG, S/No.88-0491, 510th FS, 31st FW, Aviano, Italy. Standard scheme with purple band across tail carrying name 'Buzzards' in white; unit badge on port side of air intake only



F-16CG, S/No.89-031, 125th FS 'Tulsa Vipers', 138th FW, USAF (ANG), Tulsa. Standard scheme with red band across tail with 'Tulsa' in white; Indian head on both sides of fin



F-16CJ, S/No.91-0352, 52nd FW, Spangdahlem, Germany. Standard scheme with lettering shaded in black; red/yellow/blue flash across tail



F-16CJ, S/No.92-3918, 23rd FS, 52nd FW, Spangdahlen, Germany. Standard scheme with blue band across tail with name 'Fighting Hawks' in white

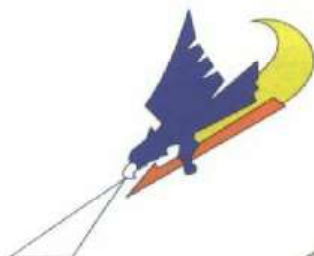


F-16C (Block 50), S/No.93-1058, 341 Mira, Greek Air Force. 'Ghost' scheme in FS.36307, 35237 and 36251; red stripe across top of tail. Roundels above port and below starboard wings only



F-16C (Block 52), 612, No. 140 Squadron, Singapore Air Force, during its participation at 'Western Arc' exercises, Dijon AB, September 2004. FS.36375, 36320, 36118 with red/black checks across tail. Note style of pilot's name under cockpit

DCC Lim Swee Koon



F-16C (Block 40), S/No.90-0006, 162 Filo 'Zipkin', Bandirma AB, Turkish Air Force. FS.36375, 36320, 36118 with yellow/black checks across top of tail; roundels on fuselage sides, above port and below starboard wings



KIT BUILD

SKILL LEVEL: ADVANCED

AERO L-39ZA

Isn't it strange how some aircraft seem to skip the modelling net? While there are myriad numbers of P-51s or Bf 109s to choose from, other types are seemingly ignored. The situation has vastly improved over the last couple of years with the likes of Trumpeter and Classic Airframes bridging the gaps (Wyvern anyone?) but there is still an awful lot out there that needs a good model made of it.

The Aero L-39 Albatros is a case in point. It's been one of the most numerically important trainers for the Communist air forces since the mid-70s. It had over 2,200 produced for 18 countries worldwide, it has its own 'Unlimited Jet' category in the Reno Air Races and it even made a movie with James Bond, so it's surprising that none of the big kit manufacturers have done something more with this undeniably pretty aircraft.

In 1:72 you have the old KP kit now marketed under the Kopro brand and the excellent trio of Eduard kits, but if you want to go up a scale (and the diminutive size of the L-39 demands 1:48) then the only game in town is the MPM offering. That's not to say that you're being left with the short end of the stick. Far from it, MPM do some lovely work. It's just that a choice would be nice.

Czech Master Kits (CMK) produce three different resin detailing sets for the L-39 so it'll be interesting to see what these additions bring to the limited run offering. Razor saw in hand, it was time to find out.

IN THE BOX

Within MPM's 'letterbox' style card-board, sits three sprues of dark grey limited-run injected plastic. You know what to expect with limited-run stuff; heavy injection gates, rough textures, flash by the bucket load and poor detail. In this case however, even though the injection gates are suitably

big, and yes, there is a fair bit of flash, the plastic is smooth and well moulded with lovely detail work. The panel lines are all crisply etched with good even spaces, probably the best I've seen in a limited-run injected kit, and with the addition of a bag of resin parts, as well as a beautiful looking decal sheet, it's a good initial feeling of money well spent.

The included resin parts are well up to MPM's usual standard, cast in a pale ivory-coloured material and very nicely done, the thickness of the gun-pod fairing has to be seen to be believed, it is so fine. It's just a pity I would end up using few of these bits.

The CMK resin parts are exactly the same quality (they would be really as MPM and CMK are part of the same company, I believe). All three sets have tremendous levels of detail and very finely cast parts. The addition of little Eduard etched frets within them is always welcome and whilst the three sets will see you out of pocket by £26 (UK), they could be worth it to make the Albatros come alive, but we'll see.

BUILDING THE L-39

As with most kits the build process starts with the interior but for this poor kit all its inside bits are only seeing the inside of the bin as the CMK resin interior set (#4082) takes its place. This means that 44 kit parts either go out with the rubbish or might find a use later in the spares box. This seems like a lot of wasted plastic but the quality of the CMK set more than makes up for it. The resin tub fits will into the fuselage

halves, needing only minor adjustments at the rear bulkhead, but the real stars of the show are the instrument panels and the ejection seats.

Each instrument binnacle is made up of a resin console and an acetate sheet trapped into place by an etched brass fascia. Painting all the parts separately and then carefully assembling them to get the instruments properly aligned produced wonderful results. The same can be said for the seats. Great little castings with the addition of etched brass buckles and details made for a pretty realistic looking finished product. The rest of the cockpit, including sidewalls and lots of little fiddly etched levers and handles, goes together in a completely straightforward manner. The design of the casting shapes and the way they fit the kit are exemplary, needing very little trimming, so far it's going well.

But, what goes up must come down. The next bit was just plain nasty! The etched frets come complete with internal framing for the cockpit canopies. Very nice, I hear you say, except that the canopies are vac-formed and when cut from their backing sheet they lose all rigidity making the fitting of the metal strips an absolute pain. I would suggest that the better way to do this task is to leave the cutting until later and carefully fit the framework into place on the untouched vac-forms. After a struggle they do fit of course and suitably painted everything begins to take on a nicely 'busy' look, but it took a long time getting there.

**BUILDER'S TIP**

Flush faced, butt joints can be quite delicate, especially when using Cyano acrylate glue, which can produce a brittle joint. An easy solution is to drill and fit a small locating pin, in this case (the horizontal stabiliser) made from an off-cut of small diameter welding rod, but fuse wire or a panel pin would do just as well.



One thing to note is that the instruction sheet for the interior set tells you to fit the ejection seats straight away, don't! Leave them out until the fuselage and the cockpit frame has been assembled, if the seats are in before this you'll never get it all to line up. I had to

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Masking Tape
- Blu-Tack
- Scalpel, with IOA blade
- Micro-mesh Files
- Micro Sol & Set

Dimensions:

Span - 31ft (9.46m) [L-39ZA]
Length - 40ft 5in (12.32m) [L-39ZA]
Height - 15ft 5.5in (4.72m) [L-39ZA]

References: Aero L-39 Albatros
(Wings & Wheels Publications 2003)

Accessories Used:

Czech Master Kits
4084 Air Intake Set
4083 Exterior Set
4802 Interior Set

Accessories Used:

Humbrol
94 Brown Yellow

Lifecolor

UA FS 30118 Dark Earth
UA FS16473 Aircraft Grey

STEP BY STEP GUIDE - COCKPIT



The kit resin set is lovely, just a pity I'd be using so little of it



The first of the CMK resin parts, the interior, beautifully cast with exquisite detail, just remember how delicate the resin is

ALBATROS

BUILT & WRITTEN BY
STEVE A. EVANS



BUILDER'S TIP

■ When the kit provides you with separate wheels and undercarriage legs one of the real weak points can be the actual attachment of the wheel to the strut. Take a hint from the real aircraft and use an axle, made in this particular case from a short length of fuse wire. Careful drilling is required paying very close attention to getting the hole centred but a sturdy joint will be your reward.

MODEL INFO

SPEC: MPM 1:48 Aero L-39ZA Albatros
KIT NO: 48052 MATERIALS: IM/R/EB/VF
AVAILABLE FROM: Hannants and all
MPM stockists worldwide



Painted up the seats and the instrument panels look pretty good, the Eduard etched panel faces are a nice touch that work extremely well!

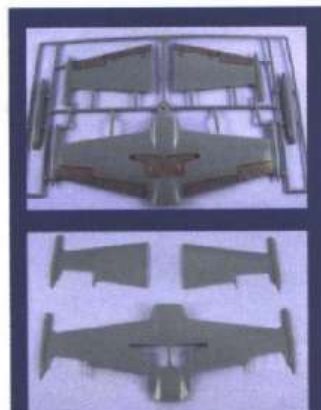
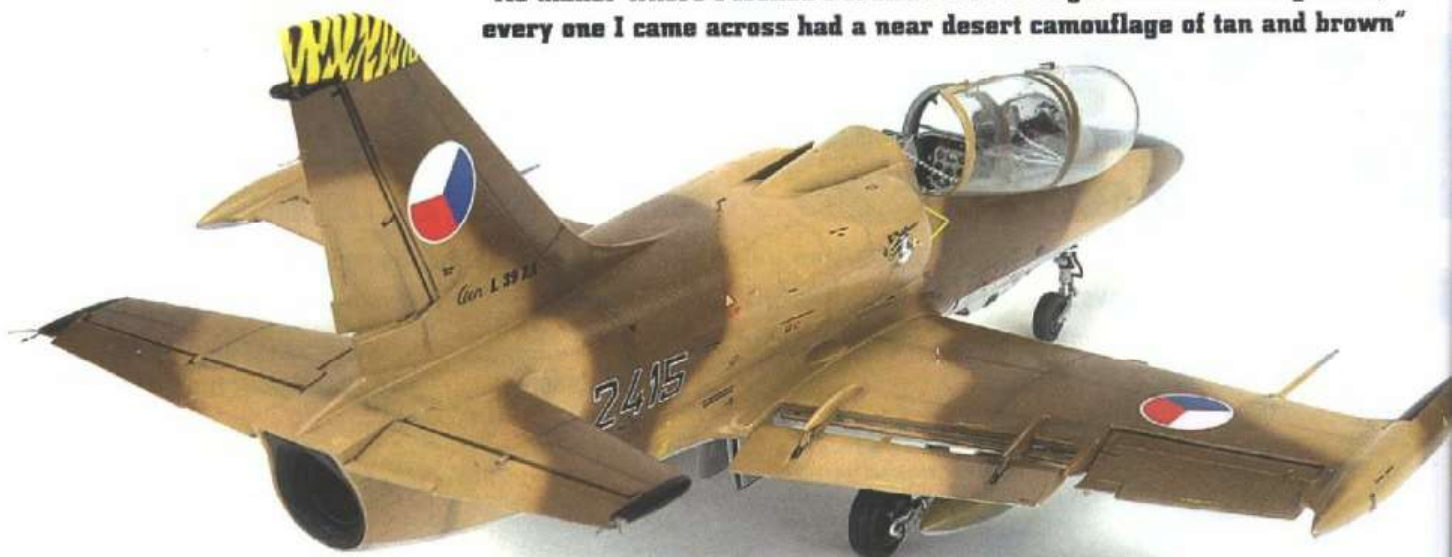


A better look at the seats, painting is the key to making such fine mouldings come alive

KIT BUILD

SKILL LEVEL: ADVANCED

"No matter where I looked I couldn't find a single Czech L-39 in greens, every one I came across had a near desert camouflage of tan and brown"

**BUILDER'S TIP**

If you've got a lot of parts to dissect from a kit to fit a new resin set, I find it a great help to carefully mark out the areas to be removed with a marker pen. This gives you a good line to follow and to prevent the accidental slicing of some important parts...Ouch! Remember the old carpenters

prize the seats out again and lost a bit of the etched detail in the process... ho hum, live and learn!

Before the fuselage can be closed up though, its time to tackle the next resin set, (#4084). It's titled 'Air Intake Set' but it also includes replacement wheels,

jet pipe and a little 'black box' for the rear fuselage. The kit surgery needed to fit these parts is minimal, limited to opening out the intake area and a small panel on the rear fuselage for the black box. The plastic of the rear fuselage will also need to be thinned out because as it stands it's about 1.10mm thick, which means the skin is 48mm scaled up... this is an Albatros not a Rhino! A quick grinding with a rotary file had the edges down to something that looked a lot better. The box itself only needed a lick of paint and the addition of a couple of wires before it was fitted.

The other interior parts are even less trouble, the jet pipe is a two-part item that can best be left out for later fitment, the intakes are straight replacements for the kit items and the compressor face and ducting needs only minor sanding down at its widest points to get it to snuggle up to the kit fuselage. Again, good casting work

getting the shapes to match the plastic parts so well.

The final resin set (#4083) is the exterior set and is by far the most involved, requiring major butchery... ahem I mean, 'careful surgery', of the basic kit. This means the removal of the main undercarriage doors, flaps, ailerons, rudder and the entire horizontal stabiliser assemblies. Thankfully it all follows the panel lines quite nicely and can be done quite easily. The only real problems are the delicacy of some of the parts, which manifested itself in two ways. The first is that some of the parts require VERY careful handling, especially the slotted section of the flaps (I'm afraid I didn't do too good a job with those bits). The second is that a couple of the trim tabs, supplied as separate items, were already broken in the packaging but these were easily replaced with shaped plasticard.



Both the canopy retraction jacks and the ejection seat lanyards are missing from the kit and were therefore scratchbuilt as a result

So how does the fitting of all the resin actually work out? All in all, surprisingly good. I'm no expert on using quite this amount of replacement airframe components but I would have to say that these resin sets are as good a place to start with this kind of thing as any. The only real area that needed more attention than elsewhere was the fit of the ailerons. Once again the thickness of the kit plastic is the real problem, causing the resin parts to be forced backwards. A simple bit of internal carving allowed the nose of the ailerons to nestle forwards into the wing and hey presto! Resin overload!

After that it's just a matter of a few details to add which include the resin gun pod and airbrake hinge fairings under the forward fuselage, the addition of support struts for the intake splitter plates and doing something with the frankly terrible, underwing pylons.

STEP BY STEP GUIDE - AIRFRAME

And thinning out of the rather thick plastic to get a more 'in scale' look to the skin



The 'black box' in question, lovely casting, just a bit of a waste really, it looks a touch odd on the finished kit, being the only open panel



Resin interior parts trimmed and fitted, with little aligning tabs also added, the fuselage is ready for closure



The big one, resin by the bucket load, the CMK exterior set will be requiring some serious kit slicing to get it all into place

⚠ Always ensure that you work in a well-ventilated area when using solvents

"The choice of colour scheme was obvious to me, tiger striped tail and rather fetching little cartoon Albatros on the intake sides, no contest!"



The glazed panel between the two cockpit stations was not included in the kit and had to be scratchbuilt from clear plasticard

These poor, sad degenerate things are probably the weakest parts of the whole kit. Without any detail at all, save a couple of panel lines, they are really only a shaped representation of the pylons. But an hour's work with knife, drill and plasticard had them looking a little more reasonable. With sway braces courtesy of the spares box, they wouldn't actually seem out of place slung under wing.

This left me with only a small amount of filling and blending to do, nearly all confined to the centre-line joint, then the kit was masked and prepped, ready for paint.

COLOURING IN

You get three versions in this boxing of the kit, all Czech Air Force ranging from 1978 right up to 1998. The earliest is green (FS16555) and khaki (FS34102) with yellow extremities, whilst the other two aircraft are both

two-tone green (FS16555 & FS 34128) with black wing and tail tips.

The trouble is, no matter where I looked I couldn't find a single Czech L-39 in greens, every one I came across had a near desert camouflage of tan and brown. Eventually I had to side with the picture evidence and using some great colour shots of an Albatros, borrowed from our esteemed Editor, I chose Humbrol 94 (Brown Yellow) as the base top-coat with an overspray of Lifecolor acrylic FS 30118 (Dark Earth) applied freehand with the airbrush. The undersides were FS16473 (Aircraft Grey).

The whole aircraft was then given a light application of grey pastels along panel lines and dirty bits, keeping this very subdued, as the aircraft in the photos look spotless. A bit of detail painting then followed. The fin top has a rather fetching tiger-skin affair whilst the elevator, wing tips



and nose have black panels applied. Straightforward and simple, just like me really.

With a couple of coats of Johnsons Klear sprayed over the top, it was time for the decals.

MARKING UP

So what's the difference between the three versions on offer? Well #3, the earliest one with the yellow training aircraft panels, has large Czech roundels and plain white numbers. #2 is the



This is what resin is all about, detail, glorious detail



But it all needs painting to get the full effect



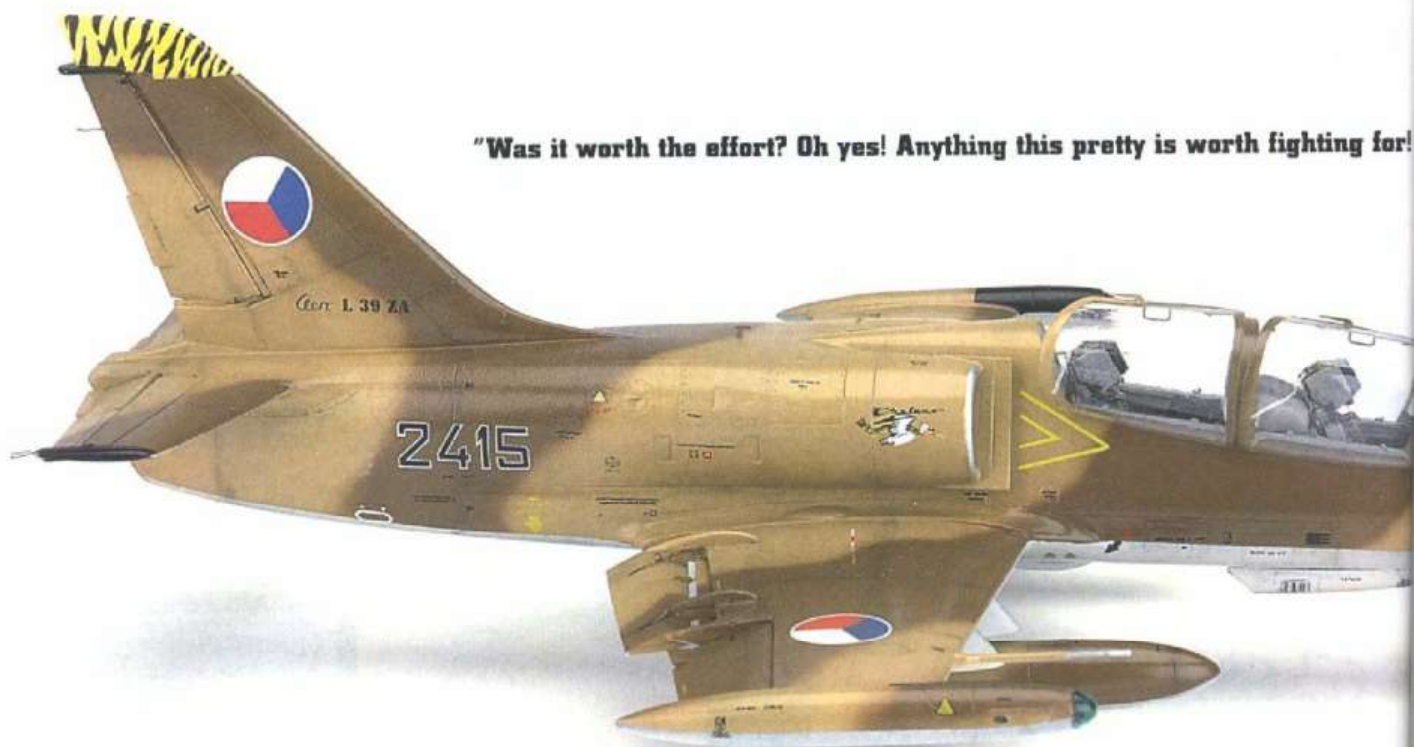
Looking forward into the aileron attachment slot you can see just how thick the plastic is



And how much I had to thin it all down to allow the resin replacement part to slide into its proper position. I did tell you... serious slicing

KIT BUILD

SKILL LEVEL: ADVANCED



"Was it worth the effort? Oh yes! Anything this pretty is worth fighting for!"



The pylons are probably the weakest part of the kit and benefit if quite a bit of extra detail is added

◀ drabdest of them all with smaller roundels, black panels and numbers and #1 is the obvious choice for me, tiger striped tail and a rather fetching little cartoon Albatros on the intake sides. In fact the pictures I was working from

show the sister aircraft to these very markings, serial No.2430 as opposed to 2415 in the kit.

The decals look gorgeous on the sheet, very thin, perfect register and lovely colours. It just says MPM on the

sheet so I don't know if they do their own printing (although the style is reminiscent of Cartograf) but if they do they are to be congratulated, some of the larger mainstream manufacturers should take note.

In use the decals are pretty good with excellent colour density with not a hint of 'bleed through', but their thinness is a double-edged sword. It allows them to conform very easily to the curves and settle into the nooks and crannies but it makes them hard to move around and position. Many of the smaller stencil markings (of which there are a lot) just wouldn't do as they were told and folded up on themselves, meaning that half the stencils you see on the finished article are drawn on with a pen, it was easier that way.

I can easily forgive them for this minor inconvenience though,

because the final effect from the decals is just beautiful. Zero silvering, total conformity, they really do look like they were sprayed on. Lovely.

FINISHING OFF

The final phase of kit making can be a long drawn out affair or quick and easy. I was hoping for quick and easy but I didn't get it.

Starting with the cockpit, I trimmed and positioned the central arch, a resin piece that sits between the front and rear canopies. This requires an acetate screen to be positioned inside which isn't provided in the kit.

Whilst this was setting I attacked the undercarriage. If you are using the intake set you'll have three sets of wheels to play with, one from that set and two more from the kit, one resin, one plastic. After checking the photos

STEP BY STEP GUIDE - AIRFRAME

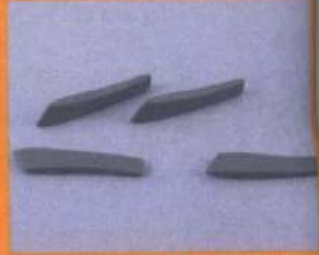
Resin overload! Both the MPM kit parts and the CMK replacements had very few fit problems, an admirable result from both parties



The intakes aren't really such a great improvement on the standard kit parts



They even still need the three support struts to be added



Aah, would you look at those poor things, not much like the real thing are they?

⚠ Always ensure that you work in a well-ventilated area when using solvents

STEP BY STEP GUIDE - PAINTING



The first of the colour coats, Humbrol Hu94, sprayed over Halfords grey plastic primer gives a good smooth base for the application of the next layers of colour



I sprayed the camouflage pattern free hand with the airbrush to maintain a nice soft edge to the demarcation lines



Detail painting began with the tiger stripes on the fin top and black panels at each extremity



Anti glare panel and the little nose radome all in matt black and the paint job is beginning to have some real character



A few touch ups to the paint job and things were beginning to look pretty good



The resin centre arch for the canopies needed a little sheet of acetate as a separator between the cockpits



Trying to mimic the look of the real cockpit area is actually hard work. Modern jets are very busy workplaces indeed but with all the resin details, as well as the additions of my own I think this one is getting there



The wing tip lights, I did all four at once to allow for my usual muck ups, which mercifully didn't happen. Indelible pens make excellent colours for the light lenses, as the ink remains completely transparent



The finished article is a delicate little thing needing careful handling, all the etched aerials, probes and sticky out bits mean that this Albatros' flights will be few and far between

I ended up using the kit resin wheels and brake units as these are the correct pattern for this version. With the addition of a single hydraulic line (fuse wire) and wheel spindles made from stainless steel locking wire they looked pretty good. The doors are also resin, supplied by the exterior set, but they need hinges made up for them before fitment, in this case taken from the etched fret spares box. Now that the Albatros was stood on its own three (?) feet it was back to the cockpit.

The canopies have to be fitted next but there are a couple of missing items: the retraction jacks and ejection seat lanyards. The jacks are taken from the spares box, one either side of the central arch, whilst the lanyards posed a problem. On the real aircraft there is a connecting line between the canopy and the firing mechanism

of the ejector seat. It's a long curly line that looks like a stretched out telephone cable and a right pain to reproduce. In the end I used an Olfa 'P' cutter, drawn gently along a narrow strip of plasti-card to produce a curly piece of plastic swarf. It took lots of attempts but finally I found a couple of lengths that looked about right (alternatively you could wind fuse wire around a pin, then stretch it back out a bit to make that type of 'coil'? - Ed).

So now I was down to the final details. These were the navigation lights

on the wing tips and all the little etched parts from the exterior resin set. The vacuum lights are no problems. Two sets are provided in case of mistakes (thanks MPM) and all they need is a little backing plate, with the impression of a light unit, made up to fit inside. Coloured on the inside of the lenses with indelible pen, and carefully trimmed they fit very nicely, matching the contours of the wing tip pods perfectly.

The etched parts are the last to go on and are decidedly fiddly. There are sixteen of them, spread out over

the airframe, making the final model one of the hardest to handle I've got in my collection. The risk of clumsy finger trouble is huge, especially around the tail, which has five of them wrapped round it. The one on the rudder about 2/3rd of the way up isn't mentioned in the sets or the kit, but it is drawn on the markings and colour guide and is another bit found in the spares box. So with all those sticky out bits stuck on that's it, one Aero L-39 Albatros for the display shelf. ■



A quick raid on the spares box, for some sway braces and the careful alteration of the lower face of the pylon, made some improvement. Small shaped pieces of 10thou plasticard completed the transformation into something approaching a weapons pylon



The kit resin parts are the gun pod and airbrake hinge fairings, not much of the rest was used at all I'm afraid



KIT BUILD
SKILL LEVEL: ADVANCED

PHOTO ALBUM

L-39ZA of the Czech Air Force seen during the Czech International Air Fest 2003 at Brno
All photos © George Papadimitriou



Close-up of the hinged access panel on the port fuselage side



One of the ammunition boxes for the ventral gun seen partially removed



An overall view of the machine on the hardstanding



Overall view of the rear fuselage and vertical fin



The nose bay viewed from the port side

The L-39 prototype X-05 preserved in the aviation museum at Prague-Kbely. All photos © George Papadimitriou



A look up into the jet exhaust on this prototype



A useful shot showing both the outer and inner faces of the main wheels



An overall view of the X-05 prototype



A good shot of the inboard flaps and their links



The port side of the forward fuselage



A look up underneath the forward fuselage, showing the twin gun pack in this area



The ventral gun pack, seen from the starboard side



The rest of the airframe, of interest (for diorama builders) is the access platform



The crew access steps in the port side of the forward fuselage



The ejection seat removed from the airframe, where you can see a lot of detail usual obscured when it is installed

FINAL VERDICT

There are two parts to my conclusive ranting, the first the kit, the second the resin sets.

The kit: on its own MPM's limited-run kit is pretty good. Nice moulded detail on well fitting parts, that builds up into an exceptionally accurate shape. Length and span are absolutely spot on and the only discrepancy I could find is with the height, the kit being about 2mm too low. Undercarriage positioning I guess, as the fin and fuselage look right. But this is a seriously minor niggle.

The Resin: those additional sets bring one thing to the party - detail. The cockpit set is lovely, those instrument panels and ejector seats are worth the price alone. The exterior set, with all the control surfaces may require major surgery to be

carried out but the character they provide is again worth the money. My only reservation comes with the intake set. I think that the little black box in the rear fuselage looks a little out of place, being the only opened panel. The jet pipe is nice but then the kit one isn't half bad either, and the intakes are not a really noticeable improvement, whilst the compressor fan blades can't even be seen on the finished kit unless you get a torch and actually climb in there.

Personally I would say you can give that one a miss but all in all the effects on MPM's L-39 are worth the effort and cash. If this is the kind of quality and finished result we can expect from both MPM and Czech Master Kits, I'll definitely be

looking out for more of their products.

Oh, and by the way, in case you were wondering, of the 110 parts in the kit, 69 of them remained unused in total: that's quite a haul for the spares box!

Was it worth the effort?

Oh yes! Anything this pretty has to be worth fighting for.

KIT BUILD

SKILL LEVEL: INTERMEDIATE



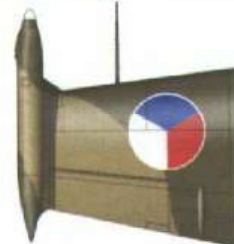
Aero L-39ZA, NL-86, Algerian Air Force. Light and dark brown uppersurfaces with light grey undersides; red-orange nose, wing tip, tip-tanks and top of tail. National markings on fuselage sides, above port and below starboard wings; code in black repeated above starboard and below port wings



Aero L-39ZA, '211', Bulgarian Air Force. Light and dark earth uppersurfaces with light grey undersides; yellow nose, wing tips, tip-tanks and top of tail. Black anti-dazzle panel; code in white, outlined black



Aero L-39ZA, '2433', Czech Air Force. Light earth/dark brown uppersurfaces with light grey undersides; black nose, anti-dazzle panel and top of tail. Code in black, outlined white; national markings on fin and four wing positions, the latter with the white segment always pointing aft and towards wing tip



Aero L-39ZA, '06', Lithuanian Air Force. Light sand/dark olive green uppersurfaces with light grey undersides; red-orange nose, wing tips, tip-tanks and top of tail. Black anti-dazzle panel; '06' light blue, outlined in white. Black/white cross marking on fin and four wing positions



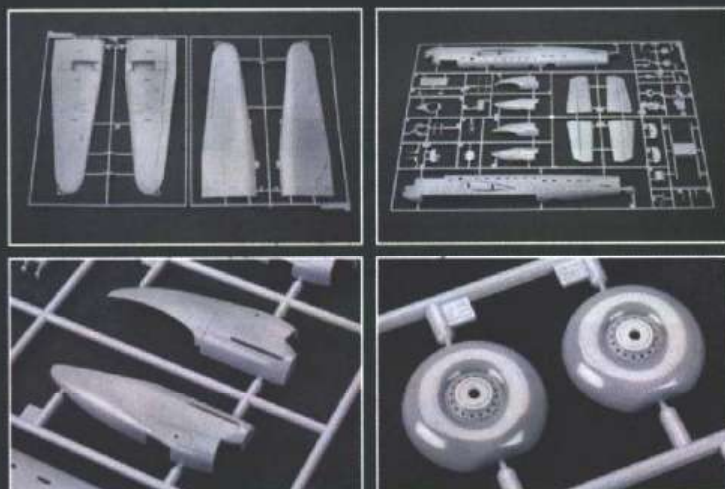
Aero L-39ZA, '4711', Slovak Air Force. Light earth and dark brown uppersurfaces with light grey undersides; black nose, anti-dazzle panel and top of tail. Codes in white; national markings on fin and four wing positions



BOUNCING BACK

1:72 Lancaster B Mk.I/Mk.III

ALL NEW
TOOLING



- 1:72 WWII British Bomber
- Markings: 1) Royal A.F. 467 SQ. Code: PO-S after Summer 1944
2) Royal A.F. 467 SQ. Code: PO-S May 1944
3) Royal A.F. 467 SQ. Code: PO-V Summer 1943
- No. of parts: 249



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KIT BUILD

SKILL LEVEL: INTERMEDIATE

MODEL INFO

SPEC: Hasegawa 1:72 Avro Lancaster

B Mk I/III

KIT NO: E23 MATERIALS: IM

AVAILABLE FROM: Amerang Ltd (UK Distribution) and all Hasegawa stockists worldwide

BUILT & WRITTEN BY
JOHN MCILLMURRAY

CHADWICK'S HEAVY HITTER

Modellers worldwide have eagerly awaited Hasegawa's all new Lancaster, but how does it build up?
With some reservations, **John McIlmurray** gives Hasegawa's new kit of Roy Chadwick's famous bomber the 'thumbs up'...

YOU WILL NEED...

Accessories Used:

Eduard #73-006 RAF seat belts (pre-painted)

Paints Used:

Halfords

Grey Primer

White Primer

Xtracrylix

XA1001 BS241 RAF Dark Green

XA1002 BS450 RAF Dark Earth

XA1012 BS642 Night Black

Xtracolor

X10 BS283 Aircraft Grey/Green (Matt)

X23 BS105 Oxford Blue (roundels)

Humbrol

33 Matt Black

128 FS36440 US Light Gull Grey

Alclad II

Duraluminium

Chrome

Dimensions

Span - 102ft 0in (31.09m)

Length - 69ft 6in (21.18m)

Height - 20ft 0in (6.10m)

Dimensions - 1:72

Span - 431.8mm

Length - 294mm

Height - 84.7mm



⚠ Always ensure that you work in a well-ventilated area when using solvents



When I was ten years of age I built the Matchbox 1:72 Lancaster, and years later I tackled the Tamiya 1:48 kit, so I was delighted when asked if I was interested in reviewing Hasegawa's new rendition of this famous aircraft. It feels a little odd having never made the Airfix kit but I do own the 'Grand Slam' edition issued a few years back. Not having the right wheels with the larger and flatter hubs (also seen on Lincolns), as well as the taller astrodome has put off the Grand Slam project for now but the purchase had the advantage of inspiring me to start collecting together a number of very helpful references that have proved invaluable during this current build. I would however caution against rushing to palm off your Airfix Lancaster kits as it has a number of features that are much better represented than the

Hasegawa offering (mentioned during the course of the article) and besides, you will have the option of Falcon canopy and turret replacements designed to fit the Airfix kit.

CONSTRUCTION

As you might have guessed the Hasegawa instructions kick off with the construction of the flight deck, the pilot's pedestal and navigator/wireless operator's table being mounted atop an ejection pin infested bomb bay ceiling. This is most unsightly and best covered over with 0.5thou styrene sheet. I used my Waldon punch & die set to punch holes out of the 0.5thou styrene sheet for the pilot's pedestal as well as for the two table supports nearest the left side wall so they could still fit securely into their recesses. It would seem it has not been possible to produce a basic cockpit without also making it sadly inaccurate.

The radio equipment and 'Gee' box form a solid block on top of the table in what looks nothing like it should.

As for the decals

provided for the blank faces of this block, they do not really represent anything used by the RAF! One saving grace is perhaps that the light coming in from the two square windows either side the wireless operator's station, as well as the light coming in from the astrodome is not enough, nor are the Perspex parts clear enough to really see this incorrect detail.

If the clear parts were to be replaced with vac-form versions than I would suggest you consider doing something to improve the detail in this area. I was not happy to risk it and just enjoyed making things look as accurate as my mediocre skills allowed. The whole of the flight deck can be improved upon simply by using 0.5thou - 0.30thou styrene sheet and fuse wire. The replacement radio equipment came from a Tamiya Mosquito kit as an Aries detail set had made these parts redundant anyway.

Note that at the forward base of the pedestal the flight deck is made to look as if it juts out. This is achieved ➔



ALSO RECOMMENDED...

References:

Lancaster B Mk I - Air Publication 2062A (Air Ministry)
 Lancaster B Mk II - Air Publication 2062B (Air Ministry)
 War Equipment Schedule (Lancaster B Mk I/III) - Air Publication 3064 (Air Ministry)
 Architect of Wings - A Biography of Roy Chadwick, Designer of the Lancaster Bomber by Harold Penrose (Airlife Publishing 1985)
 Avro Lancaster by Ken Delve (The Crowood Press 1999, ISBN: 1-86126-222-1)
 Avro Lancaster, Photo Profile* (Guildhall Publication)
 Avro Lancaster I - Profile No. 65 [Blue Series] by Michael Garbett & Brian Goulding, (Profile Publications Ltd)
 Avro Lancaster Mk II - Profile No. 235 [Blue Series] by Bruce Robertson (Profile Publications Ltd)
 Battle of Britain Memorial Flight (BBMF © 1983)
 Bomber Command At War by Chaz Bowyer (Ian Allan)
 B-17, B-29 & Lancaster, Legends of the Air No.2 by Stewart Wilson (Aerospace Publications 1995)
 City of Lincoln, A Lancaster at peace by Sqn. Ldr. R.E. Leach B.A. (Lincolnshire Classic Fighter and Bombers of WWII (Aerodata International) Lancaster Committee)

Flying Wartime Aircraft; ATA Ferry Pilot's Handling Notes for Seven WWII Aircraft (David & Charles 1972, ISBN 0-7153-5350-3)
 Lancaster In Action No.52 by R.S.G. MacKay (Squadron/Signal Publications, 1994)
 Lancaster - RAF Heavy Bomber by Dan Patterson & AVM Ron Dick (Airlife Publishing Ltd 1996, ISBN: 1-85310-775-1)
 Lancaster Squadrons in Focus by Mark Postlethwaite (Red Kite Publishing)
 Lancaster - The Story of a Famous Bomber by Bruce Robertson (Harleyford Publications Ltd 1964)
 Scale Aircraft Modelling February 1999 (Avro Lancaster in WWII)
 The Avro Lancaster B.I/III by Francis K. Mason (Aston Publications 1989)
 The Design and Development of the Lancaster by D.C. Wood (Royal Aeronautical Society, Manchester Branch 1991)
 The Lancaster at War Vol 1 by Michael Garbett & Brian Goulding (Ian Allan)
 The Lancaster at War Vol 2 by Michael Garbett & Brian Goulding (Ian Allan)
 The Lancaster at War Vol 3 by Michael Garbett & Brian Goulding (Ian Allan 1984)
 The Lancaster Manual - RAF Museum Series No. 5 (Arms & Armour Press 1977)
 The RAF of WWII in Colour by Roger A. Freeman (Arms and Armour Press)

KIT BUILD

SKILL LEVEL: INTERMEDIATE

STEP BY STEP GUIDE - UNDERCARRIAGE



The main undercarriage assembly can be built in its entirety, painted, then the wheel inserted



Here, the wheel has been fitted. Of note in this view is the flat spot, a feature that's moulded into the kit parts

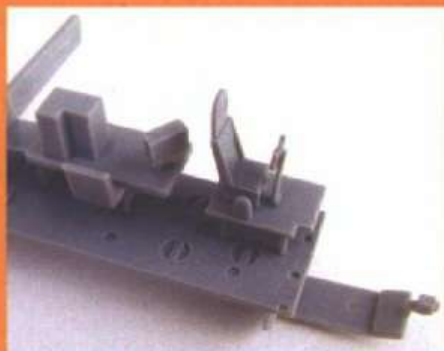


With the main undercarriage units fitted into their respective bays, the doors can be fitted



Hasegawa have captured the business-like stance of the Lanc to perfection, and most of the kit is in a different league to the older releases. With some photo etch parts and resin goodies, this model will sparkle!

STEP BY STEP GUIDE - FLIGHT DECK



The bare-bones of the cockpit, complete with ejection pin marks, glaringly apparent. The detailing is somewhat basic



With some work with plastic card and wire, the Lancaster's crew compartment looks much better



The flight deck is seen here in place within the right hand side fuselage half, complete with extra detailing

⚠ Always ensure that you work in a well-ventilated area when using solvents



"Sadly the instrument decal is not for a Lancaster at all but is a perfect copy of that used in an Avro Manchester"

by removing the overhang from the right side of the gangway. Sadly the instrument decal is not for a Lancaster at all but is a perfect copy of that used in an Avro Manchester! An Airfix decal I had was not very clear but at least all the detail was spot on, I opted to scratchbuild mine from 0.5thou sheet with dials punched out and raised details added. The 'fixed six' (blind flying panel) part of the decal sheet was cut from the rest of the instrument decal and re-employed later on over a raised area of more 0.5thou sheet.

As well as the flight deck details the kits boxed-in wing spar is also cemented to the bomb bay ceiling at this stage. This is one of the best features of the kit, giving it strength when it comes to gluing the wings to the fuselage, more

of which later.

Step two sees the fuselage halves sandwich both the construction of step 1 as well as a tab for the tailplanes, but not before the cockpit and bomb aimer's sidewalls were significantly improved upon using the same materials and paints as mentioned for the flight deck. Unlike the work done to improve the navigator's and wireless operator's instruments everything done to the cockpit sidewalls, and a little under the rear decking, is on view on the finished model so it is perhaps best to take this seriously. Of note is the remodelled flight engineer's folding seat, which replaces the smallish one provided. Staying on the right side the decal for the engineer's panel is sadly inaccurate (again the Airfix one was better)

but can be improved upon using the fictitious decals provided for the Gee equipment. Not much will be seen in the bomb-aimer's compartment except the yellow ladder, the bombsight bracket and the bomb aimer's bench-like rest abreast the downward window, so you need to at least scratchbuild these.

Step 3 sees the construction of the turrets. Although very good, they are still rather basic and can be considerably improved upon in little time but the biggest let down is the absence of the rear half of the nose turret (another reason not to be too hard on the old Airfix kit). The clear parts themselves can also be improved upon by using 0.10thou styrene sheet to start the process of 'blocking in' the gun traverse slots. As the Editor mentioned in Issue →

BUILDER'S TIP

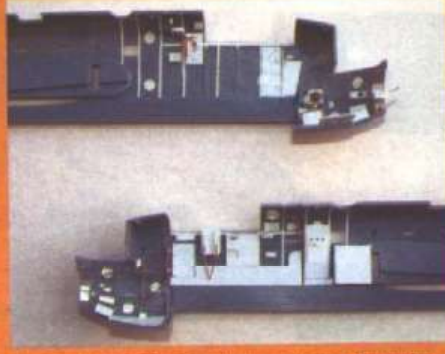
On the Lancaster, the green and dark earth camouflage on the wing's upper surfaces butt right up against the black fuselage sides, and a hard demarcation line is required between the colours. Once the fuselage halves of Hasegawa's new kit have been mated, a pair of spars project from each side, allowing the wings and fuselage to be built, painted and weathered prior to wing installation. The wings can then be fitted with relative ease at the end of assembly, obviating the need for tricky masking operations at the wing root, and for an easy life, we recommend you make full use of this very handy piece of styrene engineering!



The pilot's station was extensively re-worked, as can be witnessed here. Note the new trim wheel and seat back detail



The bomb aimer's area didn't escape the plastic card treatment! With vac-form glazings, more could be seen



The inner faces of each fuselage half were the target of extensive detailing by the author

Ⓢ Wear the right protective clothing when advised to

KIT BUILD

SKILL LEVEL: INTERMEDIATE



With a restrained paint job and some appropriately prominent exhaust streaks, Hasegawa's new kit of this most famous of British bombers looks magnificent. With a few modifications and corrections, a very impressive model can be produced

3 a number of extras are included in this kit that will have a use in later versions so make sure you use the right parts for the rearmost fuselage halves which fair in the rear turret. You are also instructed to make your choice at this stage as to what decal option you are planning to model as it will effect what style bomb aimer's nose blister you use. Staying with the subject of options, please note that at no stage is the modeller instructed to either keep or delete the tail mounted Monica main support dipole! I can confirm that the early decal option for PO+S (option 2) did not have this equipment, but cannot vouch for the other two options.

WINGS AND NACELLES

Steps 5-7 concern the construction of the multi-part engine nacelles and the joining of the wing halves. Much more could be done with the sides of the wheel wells, but I left this well alone. A little bit of filler will be needed to blend the nacelles to the wings and this might delete some of the locking screw detail, which is so to scale that it looked easy to obliterate any surviving detail in the painting process! I was not taking any chances and drilled them out just a little deeper.

The wing and engine nacelle

recessed detail is simply outstanding and is worth the purchase price for this alone. Either before or after joining the wing halves together you will need to remove the solid plastic wing tip navigation lights so as to facilitate fitting of the clear parts provided later on, and this rather odd situation is certainly due to one of the proposed future versions Hasegawa will offer.

Step 8 is related to the above in that it concerns the assembly of the main gears and other nacelle features. Obviously very few of you will want to locate them at this stage but they can be built now. I would not however follow Hasegawa's advice and paint the oleo

legs and retraction arms overall Gloss Black. With the exception of an area each oleo leg, which is a metallic gloss black, the rest should be aluminium dope. The wheel hubs (which incidentally have 16 perforated holes instead of 15 - Airfix got it right again!) colour varied a great deal. Photos of PO+S just before and on its 100th mission show aluminium hubs but some latter photos near the end of its final missionally and on morale trips to American bomber group airfields show the hubs painted black. Painting of the oleo legs and retraction arms is best done by assembling all the parts and simply gluing one side of the front 'V' shaped

STEP BY STEP GUIDE - FLIGHT DECK

Following on from the view of the fuselage halves on the previous page, here we see the same areas painted



The flight deck has received its coat of green, with matt black flooring. These improvements were worth making!



Of note here is the black, non-reflective finish in the bomb aimer's position and yellow handrail

⊕ Always ensure that you work in a well-ventilated area when using solvents.

STEP BY STEP GUIDE - WEATHERING



Fitting the wings at the last stage allows the exhaust streaks to be applied with accuracy to all sides of the nacelles. A selection of weathering materials can be seen here



After an application of sooty black staining, streaks of pale grey were airbrushed on to simulate the lead deposits from the powerful Merlins. Note the fine oil runs

brace. This will help you paint the assembly in one go and also allow the fitting of the wheels at a later date.

I like to use the excellent Alclad II range of paints, which actually meant following the Hasegawa advice to begin with in order to give the Alclad II Chrome the gloss black undercoat it needs. When the chrome and metallic black gloss areas were masked off the rest was sprayed with Alclad II Duralumin. The fantastic detail of the undercarriage can be further enhanced by drilling three holes in each side of the retraction locks as well as attaching some brake piping, leaving the hub end loose, or the whole wheel, until you know at what position the wheel will lay on the finished model.

A major let down is the lack in any form what so ever of carburetor FOD guards. The exhaust shrouds were not added at this stage as suggested but secured to cocktail sticks using double-sided sticky tape and sprayed individually, first in a creamy grey colour followed, when dry, by flat black mixed with some blue. This was applied in thin coats at about 40psi and sprayed at close range with almost zero needle aperture in order to leave the right pattern of creamy grey exhaust staining. Remember that the shrouds were not flush fitted so you do get 'creep under' at the edges of the shrouds.

TAILPLANE

In step 9 the tailplane and vertical stabilisers are constructed. The detail of these parts is superb but the locating pins inside the horizontal stabilisers have caused sink marks in the upper surface detail (spotted sadly after spraying the camouflage). In step 10 the wing and tailplane assemblies are mated to the fuselage using the extremely strong and tight fitted spar tabs mentioned earlier. I wanted to see if I could go ahead and completely finish

the fuselage, wings and tailplanes as separate assemblies so left off cementing them in place at this stage.

Before any painting can be started on the fuselage you will need to start blanking off the various apertures using the parts mentioned in both step 11 and step 16. Most of these parts are clear and in my opinion the fit of all these remaining clear parts could have been a lot better. The fit of all the fuselage side windows is very poor indeed, as are the two dorsal escape hatches, which could have done with a 0.5thou shims being placed on the internal ledge to raise the hatches flush with the curve of the fuselage. I didn't do this but would have saved a lot of filling and sanding if I had (the same goes for the ventral hatch). The four-piece canopy is considerably better (again watch out for options) but will need some filler. Before this is located however the rear decking will need to be painted RAF Dark Green (for the A scheme of the 3 decal options given at least). ➔



The vast red/black roundel dominates the wings upper surfaces and is an iconic piece of RAF marking design. The subtly feathered demarcation between camouflage colours is just discernable in this view, created by using Blu-Tack as a masking medium



Here we see the complete sub-assemblies of the model, awaiting final union. The twin wing spars can be clearly seen - they are a great help in making sure the wings align correctly

KIT BUILD

SKILL LEVEL: INTERMEDIATE



"The wing and engine nacelle recessed detail is simply outstanding and is worth the purchase price for this alone"



Bombs were routinely 'customised', and '100 and not out' is a typical line of graffiti. A white artist's pencil, sharpened to a fine point was used to re-create the marking



Here we see the Lancaster's vast bomb bay with full bomb load installed. The author added extra detail to the tip of each weapon, visible here

STEP BY STEP GUIDE - GLAZING



The kit's canopy is very clear and acceptably thin for an injection part. Here, the internal framing is being applied



The gun turret glazings are nicely moulded, but vac-formed items would afford a better view of the internals



And here are the internal structures. The author added a fair amount of extra detailing here with wire and styrene

⚠ Always ensure that you work in a well-ventilated area when using solvents



← The DF loop also needs adding and perhaps some other details like an Aldis lamp and some hoses. As I was going to be using the glossy Xtracrylix paints this small matter became time consuming as it needed spraying and then over spraying matt when dry before the canopy could be located and any filler applied.

Using the matt PolyScale RAF Dark Green was not an option as it is considerably lighter and I wanted more conformity than that. As in step 8 a number of details can be left off from step 11 until after spraying, but be aware that the Hasegawa instructions fail to point out that the late style pitot tube (#A16) is only needed if modelling decal option 1. Step 12 also concerns options - propeller options! As I wanted to model decal option 2 (the earlier PO+S option) I would be using the de Havilland D.H. 5/40 narrow blade propellers. Make sure the spinners backing plate (#D25) has the moulded-on circles pointing towards the engine as this gives the best fit. Step 13 sees work commence on the Lancaster's ordnance, if model-

ling the bomb bay doors open. I am not at all that clued up on this area of modelling but I do know that the Hasegawa 4,000lb HC Mk II 'Cookie' is too long to be a Mk II and also slightly too long to be an Mk I. As for the eighteen smaller bombs these are listed by Hasegawa as being of the 200lb type. I did not know these existed as I thought the RAF only used 250 or 500lb bombs?. The final construction step sees propeller assemblies and a number of smaller components added to complete the model. As has been intimated this advice was not followed as I really wanted to try completing the entire model, weathering and all, whilst still at the sub-assembly stage.

PAINTING

All the main sub-assemblies and small parts were primed with Halfords grey automotive primer, with the exception of the propeller assemblies, which due to the need to spray that most difficult of colours, yellow, was primed instead with Halfords white primer. I find it best to cut the primer back slightly using Micromesh cloth before applying any further paint. The RAF Dark Green, Dark Earth and Special Night colours were provided from the Xtracrylix range

and diluted 50/50 using that same range's thinners.

With the RAF Dark Earth sprayed the model can be prepared for the Dark Green camouflage. In general I think a feathered edge in 1:72 looks unrealistic and so would not recommend, as I have in the past, using rolled up Blu-Tack to get such a look. However spraying inside the curve of the Blu-Tack gets an excellent look for a model of this scale. Note

also that the conflux of upper surface colours on Lancasters seems far more feathered than on other aircraft types. Masking the model ready for the Special Night paint was easy thanks to the model being still in sub-assemblies and the handling of the model during spraying was also really easy thanks to the wing spars. Please note that the painting diagram is incorrect as the Special Night carried on up to the canopy sill on R5868 right up until a very evident complete respray prior to application of its new high visibility markings (decal option 1). I could only find photos of a small amount of Lancs finished like this, and even fewer with the more limited application of Dark Green in the cockpit area than seen on most Lancs. A colour photo of PO+S after its 100th mission clearly shows virtually no

Dark Green on the left side of the cockpit.

DECALING

With the Xtracrylix paint giving a good surface to decal straight onto work began on applying the various decals belonging to option two. As with the decals for the inside, some of those for the outside suffer from being poorly researched and quality control checked. The small 'S' (decal 33) above the bomb aimer's side windows is both far too big and the wrong style. I was able to find replacements from the Modeldecal sheet that were the wrong style but at least the right size. The awards represented on all three decal options are poor, with the blue outer bars of the DSO not showing up against the black and the DFC's having blue and red stripes instead of just four red stripes, while the DFM on option 3 has it with just four blue stripes on a white background.

Neither is the actual bomb tally correct on option 2 (decal 21) as it only has eleven rows of bombs. Way before the tally got down to immediately above the DFC the tally had 12 rows of bombs. Another row can be taken from decal 20, with the added bonus of perhaps modelling PO+S just after reaching its 100th mission. The instructions call for eight decals (decal 14) to be placed on the upper surface of the tailplanes. The fact that only four decals are provided is →



A classic view of the Lanc - who could resist a kit of this handsome beast?



Masking the massive canopy of the Lanc is always going to be an involved chore, even in 1:72



Problems with the kit's decals meant that replacements were sourced from the spares box, explained in the text



Tail-end Charlie - a vulnerable place to be. This turret features a rear panel, unfortunately the front turret does not

⚠ Wear the right protective clothing when advised to

KIT BUILD

SKILL LEVEL: INTERMEDIATE

← a little confusing so being unable to see them in photos anyway I left them off.

For all their errors one has to say that Hasegawa decals are beautifully thin and can bed down well enough with decal setting solutions given a bit of supervision. They do require care because of their thinness and once coated with setting solution will not willingly be re-positioned too much (I nudged a decal whilst it was setting and was never able to delete the resulting creases). The only other point to make would be to make sure the aileron actuators (D38) are located after application of the wing roundels. Part of the actuator is superimposed over the roundel and will need painting the appropriate colour, I found Xtracolor X23 RAF Oxford Blue a perfect match.

WEATHERING

If there is one noticeable feature on these hard working aircraft it is their exhaust staining above the wings, on all but the most outer exhaust stack, and below them as well. I wanted to try and get this right if anything and having the wings as separate items made it a little easier for me. So with the decals well settled overnight four simple weathering mediums were used, pencil, brush applied paint, spray-applied paint and pastels. First of all the panel lines were slightly accentuated by running an artists black pencil with a very fine point into them (as the surface was gloss any mistakes just wipe away with a wet finger). A silver pencil was used to simulate paint chipping around the fronts of some of the engine nacelles after the whole model had been sprayed matt.

Running diluted artists oil paint into recessed detail was limited to just moving parts and fuel/inspection hatches. Finally the exhaust staining was sprayed on using my Iwata dual-action airbrush. Humbrol 33 Matt Black was mixed extremely thin and forced out of the airbrush at 40psi with almost zero needle aperture. Some of the exhaust staining travelled back to the tailplanes as well, so these were also treated but not with as much severity. After the black paint had settled the same procedure was followed a second time but with a very pale grey (Humbrol 129) to simulate the lead staining from the engines running rich. I suggest you consult period photos before you start this work. After the whole model had been sprayed matt some translucent red paint, simulating hydraulic fluid, was applied with a brush around

the filler hatch just aft of the engine. I could see red streaks flowing from this area in colour photos and wanted to represent this. Pastels were used on some of the moving part hinge lines as well as on the bomb casing but this was done after the model was sprayed

FINISHING

With the canopy and turret framing painted and the last few fragile items on board and painted, the whole model was sprayed with PolyScale flat varnish. Once the flat varnish was dry the clear parts were de-masked and all the model sub-assemblies were brought successfully together, along with those last items like the wing tip navigation lights and aerial wires (10lb fishing wire) that were added to complete my attempt at modelling this historic aircraft. ■

"I did a little more than was necessary to detail the inside of this lovely kit.. Was it worth the effort? A definite yes, and I am now just looking forward to making one with all the after market sets that are bound to be produced"



Ⓢ Wear the right protective clothing when advised to.

FINAL VERDICT

■ This model was on the whole an engineering dream and was only let down by skimping the measure with the internal parts, poor fit of a few of the smaller clear fuselage parts, poor quality control on the decals and the very noticeable absence of the carburettor FOD guards, which give the whole model a rather incomplete look. I did a little more than was necessary to detail the inside of this lovely kit and it goes without saying that much more of what I did do would have been visible had I been using vac-formed clear parts, but I am glad I did what I did as I feel I got the best out of this latest Hasegawa kit.

WAS IT WORTH THE EFFORT?

A definite yes, and I am now just looking forward to making one with all the aftermarket sets that are bound to be produced for this kit!

Avro Lancaster L7537, KM•L, No.44 (Rhodesia) Squadron, Waddington, January 1942. Dark Earth/Dark Green upper surfaces with Night undersides; Light Grey codes and Dull red serial. Note unfaired dorsal turret. First Lancaster delivered to a Bomber Command squadron



Avro Lancaster B Mk I, L7571, OF•X of No.97 Squadron RAF, Woodhall Spa, April 1941. Dark Earth/Dark Green on upper surfaces, Night undersides. AI roundels on fuselage and B type above wings (no markings under wings). Note early style fin flash, Light Grey codes, and three mission markings in white on the nose



Avro Lancaster B Mk I, W4366, PH•R, No.12 Squadron, Wickenby, March 1943. Dark Earth/Dark Green upper surfaces with Night undersides; 'B' roundels above wings. Dull red codes in nonstandard position (reading PH•R on starboard) with serial, also in Dull Red, overpainted and repositioned on fuselage behind fin



Avro Lancaster B Mk III, ND988/G, AR•O of No.480 Squadron, Royal Australian Air Force, Binbrook, 1945. Dark Earth/Dark Green upper surfaces with Night undersides. CI roundels on fuselage sides, B roundels above wings (no markings under wings). Note 67 mission markings, consisting of red bombs with yellow wings, and name 'BERYL' in white on the nose



Avro Lancaster B Mk I, PA308, AS•W of No.166 Squadron RAF, Kirmington, August 1945. Dark Earth/Dark Green upper surfaces with Night undersides. Codes and serial Dull Red, CI roundels on fuselage, B type roundels above wings. 'W' repeated in yellow on nose, propeller spinners in red and serial repeated in white under wings, reading from leading edge under port and from trailing edge under starboard. Note bulged bomb bay



KIT BUILD

SKILL LEVEL: INTERMEDIATE



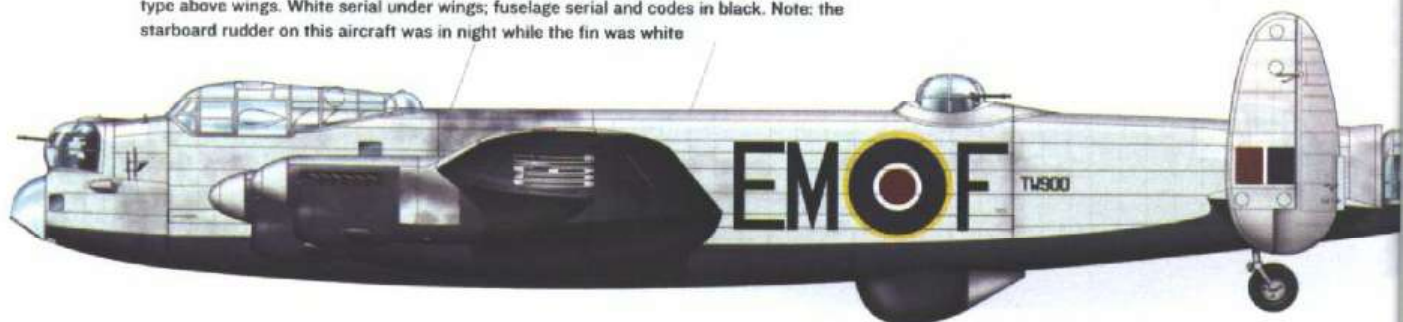
Avro Lancaster B Mk I, LM378, PG-J, No.619 Squadron, Dunholme Lodge, spring 1944. Dark Earth/Dark Green upper surfaces with Night undersides; 'B' type roundels above wings. Codes in Dull Red, 'J' repeated in white on nose



Avro Lancaster B Mk I, NG358, LS-H, No.15 Squadron, Mildenhall, June 1945. Dark Earth/Dark Green upper surfaces with Night undersides; 'B' type roundels above wings. Yellow horizontal bars across fins (inside and outside faces); note mustard gas detection patch ahead of dorsal turret



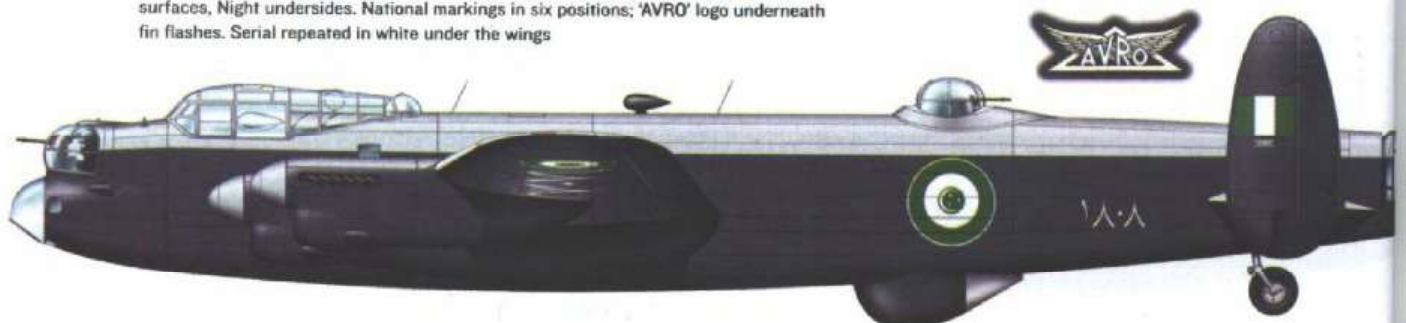
Avro Lancaster B Mk I (F.E.), TW900, EM-F, No.207 Squadron, early 1948. Heavily weathered white upper surfaces with Night undersides; 'CI' type roundels on fuselage sides and 'C' type above wings. White serial under wings; fuselage serial and codes in black. Note: the starboard rudder on this aircraft was in night while the fin was white



Avro Lancaster B Mk I, B-033 (ex-PA348), Argentine Air Force, 1947. Dark Earth/Dark Green upper surfaces with Night undersides; national markings on fuselage sides, above starboard wing and under port wing. Serial in white on fin, nose, above port and under starboard wings



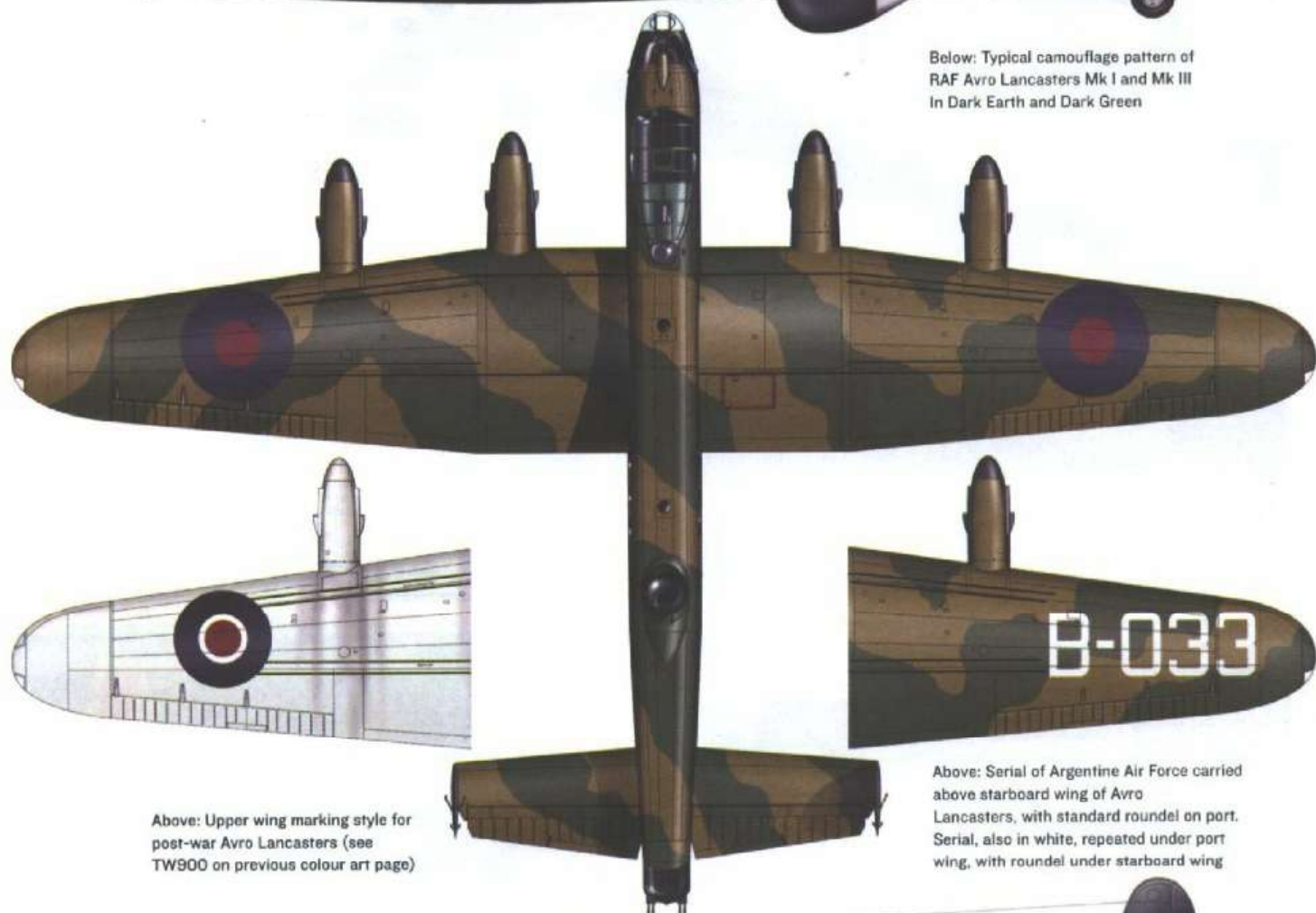
Avro Lancaster B.I, 1808, Royal Egyptian Air Force, 1952. Medium Sea Grey upper surfaces, Night undersides. National markings in six positions; 'AVRO' logo underneath fin flashes. Serial repeated in white under the wings



Avro Lancaster B Mk III, PB513, LQ•H, No.405 (Vancouver) Squadron, Gandsden Lodge, late 1944. Dark Earth/Dark Green upper surfaces with Night undersides; 'B' type roundels above wings



Below: Typical camouflage pattern of RAF Avro Lancasters Mk I and Mk III in Dark Earth and Dark Green



Above: Upper wing marking style for post-war Avro Lancasters (see TW900 on previous colour art page)

Above: Serial of Argentine Air Force carried above starboard wing of Avro Lancasters, with standard roundel on port. Serial, also in white, repeated under port wing, with roundel under starboard wing



Avro Lancaster B Mk III, RF144, EM•H of No.207 Squadron RAF, Spilsby, March 1945. Dark Earth/Dark Green upper surfaces with Night undersides. CI roundels on fuselage and B roundels above wings (no markings under wings). Codes in Dull Red outlined in yellow; serial in Dull Red

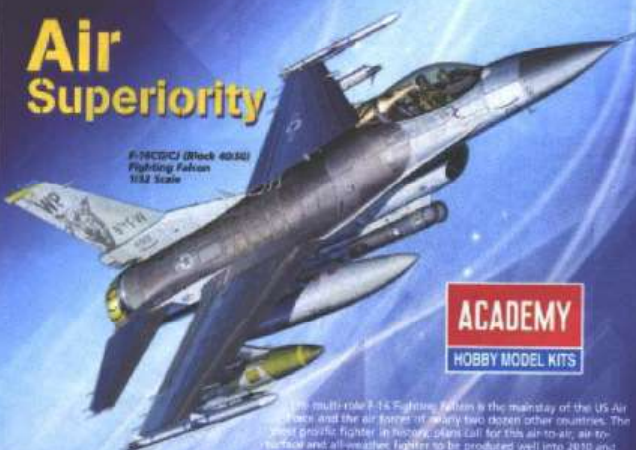
LOVELY LOU



Avro Lancaster B Mk III, ME545, XH•L of No.218 Squadron RAF, Chedburgh, April 1945. Dark Earth/Dark Green upper surfaces with Night undersides. CI roundels on fuselage, B roundels above wings (no markings under wings). Code and serial in Dull Red, two horizontal bars in yellow on fins; 'L' repeated in yellow on nose. Note six mission markings in white, and just visible behind engine nacelles is the name 'LOVELY LOU'

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1:32 Scale



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HOW TO...

SKILL LEVEL: INTERMEDIATE

BY JEROEN VENH
JEROEN HAS BEEN BUILDING MODELS FOR THE PAST 25 YEARS, INITIALLY BEING MATCHBOX KITS BOUGHT FROM HIS POCKET MONEY, THEN MOVING ON TO MILITARY AND FIGURES BEFORE SETTLING DOWN TO MAKE AIRCRAFT. HE LIVES AND WORKS IN THE NETHERLANDS

**MODEL INFO**

SPEC: Hasegawa 1:48 Curtiss P-40E
KIT NO.: JT86

MATERIALS: IM

AVAILABLE FROM: Amerang Ltd (UK Importer) and Hasegawa stockists worldwide

PAINTING AND WEATHERING AN E-TYPE FROM CHINA

Although there have been a bunch of fairly good P-40 models on the market, it was the 1:48 Hasegawa kit of the P-40E that made my heart go faster. This one had to be built, painted and weathered of course.

FIRST STEPS

As with most aircraft models this build also begins with assembling and painting of the cockpit. This is one of my personal favorites, because almost always this is an interesting area in which to simulate weathering and when I am pleased with the results it motivates me to continue with the rest of the kit. Hasegawa's P-40E has a very well

detailed cockpit and it is a good starting point to add lots of detail if you want, but I didn't feel the need. I only added an Eduard harness, because strangely enough the kit does not provide any.

EXAGGERATION!

Because most of the time cockpit interiors are largely hidden I am looking for a lot of contrast in the colours I use. When all is hidden in the airframe the colours tend to come together, so I slightly overdo the painting to avoid a dull and boring look. Some exaggeration is key here, at least in my opinion. I did build the cockpit in components, sprayed on a coat of primer followed by a random very dark green that

covered the entire cockpit area. After that I mixed Humbrol 179 (Matt French Artillery Green) and Humbrol 24 (Matt Yellow). By making the colour lighter each step and trying to stay away from recesses the first perception of depth is achieved. After letting this base coat dry thoroughly I started giving all components a wash of burnt sienna oil paint and Humbrol 33 (Matt Black).

THE 'LIGHT AND DARK'-GAME

I nearly always paint my cockpits with Humbrol paints as they have this very fine, grainy pigment that is ideal for drybrushing. After the wash has dried I drybrush all surfaces with lighter and lighter mixes of green and yellow, until

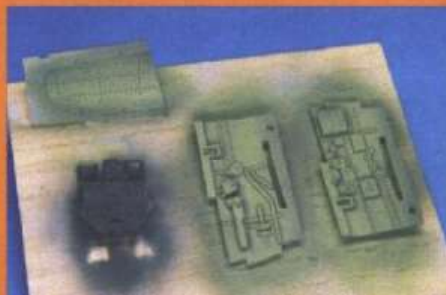
the point I am satisfied with the contrast. This is a 'light and dark'-game, really. Don't be afraid to add washes after drybrushing again and vice versa. Go on until the end result pleases you, just make sure that the previous step has dried and hardened completely.

Now there's only one thing to do and that is to paint in all the details. I normally do this with a number 1 round brush, because the tip of these brushes lets the paint go easily. Finally: chipping. Mix some Humbrol 11 (Silver) and burnt sienna oil paint and paint little scratches on the surfaces that would be subject to wear and tear. By strategically placing these scratches and chipping, you can also emphasize panel lines.

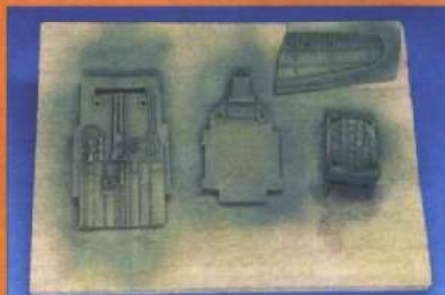
STEP BY STEP GUIDE - COCKPIT



The main cockpit components, unpainted. Strangely enough in this kit there are no seat belts whatsoever. I added them from the Eduard set. Airbrushing the entire cockpit with Humbrol 1 (Matt Primer) is next



The cockpit components have been airbrushed with a mix of Humbrol 179 French Artillery Green and Humbrol 33 Matt Black. After that, a mix of Humbrol 179 French Artillery Green and Humbrol 24 Matt Yellow was added in a patchy pattern. With these highlight colours I try to stay away from recesses and airbrush the mixture on the higher areas. This increases the illusion of depth



Two washes have been applied. The first one consists of Humbrol 33 Matt Black and burnt sienna oil paint and was kept very thin. This wash covers all areas, giving it a chance to build up around the raised details. The second wash was thinned Humbrol 33 Matt Black only, applied around the raised details

⚠ Always ensure that you work in a well-ventilated area when using solvents



First steps in the painting process. A base coat of grey primer has been applied with the airbrush and panel lines have been shaded with a random application of gloss black paint



The entire model has been airbrushed with Xtracolor X112 Olive Drab. This is applied in very thin layers, because the pre-shading needs to remain slightly visible. You can see that I brought out the putty again on an area behind the cockpit which I wasn't satisfied with

SUB-ASSEMBLIES

Fast forward now. I glued airframe and wings together and sanded them down until all is smooth. A coat of Humbrol 1 (Matt Primer) was airbrushed on and although this is not really necessary, I always do it to check for flaws. After that, all the panel lines are pre-shaded and I prefer to do this with a random application of gloss black. Gloss dries to a very hard finish that gives me better control over the effects I am looking to achieve with the following coats of paint.

MENTAL IMAGE

Before painting the airframe I try to get this 'mental image' of the end result. This image is often far beyond my modelling skills, but it gives me a goal to work to and is very helpful in directing me towards how the end result will look. 'No mental image' means 'a poor end result' and for me personally would be a good reason to not even tackle the project! In this specific case I wanted my P-40E to look faded, very used and battered. I do not know a great deal about the history of The Flying Tigers but from the pictures I have seen I could imagine that operational conditions were very hard and demanding. How much excuse for extensive weathering does one need?



Xtracolor X2 RAF Dark Earth and Xtracolor X3 Medium Sea Grey applied by airbrush. The basics of the camouflage pattern are now on

PAINTING AND DECALS

The painting process starts with airbrushing on Xtracolor X112 [Olive Drab], followed by Xtracolor X2 [RAF Dark Earth] to create the camouflage pattern and Xtracolor X3 [Medium Sea Grey] for the underside. This is all done in very

thin layers to allow the pre-shading to show through slightly. All the panels receive more paint in the middle to get a rich colour. The end result should be a very glossy aircraft, which is ideal for applying the decals. The Hasegawa decals are very nice and thin and went

on beautifully with the help of Micro Set and Sol. The prelude to the weathering process is a coat of Xtracolor XFD [Matt Varnish]. This needs to harden very thoroughly because it needs to protect the paint job against all the thinners used in the next weathering phase. ➔



Drybrushing was done with mixes of Humbrol 179 French Artillery Green and Humbrol 24 Matt Yellow, working with progressively lighter shades to bring more and more detail out and to give a strong contrast between higher and lower areas. Exaggeration doesn't hurt here



Detail has been painted by brush. Black switches, white and red knobs, and some chips on the most worn areas (Humbrol 11 Silver and burnt sienna, mixed). The padding above the seat was first painted black and after it was dry it was drybrushed lightly with burnt sienna oil paint, lightened a bit with yellow ochre



Cockpit in place! I first glued the two fuselage halves together. The cockpit could later be added through the bottom. The advantage of this is that I could continue working on the body (gluing, but mainly sanding, a lot of sanding...) during the drying time of the cockpit painting

HOW TO...

SKILL LEVEL: INTERMEDIATE

THE FUN PART: WEATHERING

The weathering process starts with post-shading. For this I use heavily thinned black paint. One pass of the airbrush over the desired area is hardly visible, more passes need to be made to get contrast. Post-shading is used for all panel lines, recesses and sometimes to accentuate specific contours on the airframe. After the post-shading, all panel lines receive a wash of Humbrol 33 [Matt Black] mixed with raw umber oil paint and this is a very thin paint mixture (thinned with turpentine). Because of its capillary action you only need to touch the panel line slightly with your brush, and the thinned paint will flow into the panel lines with great ease.

After all has dried the chipping begins. I never use a pure silver colour, but instead mix the silver with, say, raw umber oil paint. By varying the amount of raw umber you can create the effect of old and more recent scratches. Pick out areas that are intensively handled by ground crew, or use chipping to accentuate certain panels. Don't be afraid to 'chip' the decals, as this will enhance their 'painted-on' look.

BUILDER'S TIP

Weathering is all about building up colours and paint effects, not getting as much on as quickly as possible! The art to getting a pleasing result is to build up the colours and washes gradually, taking time for them to dry and for you to be able to judge the effect. It is often best to place the model under a good light source (preferably a 'daylight' bulb) as this will allow you to better judge if the effects are enough, or still need to be continued. It is far easier to add more than it is to remove too much, so take your time and develop a style of weathering that you like. Exhaust staining and wear over national insignia and other markings are areas that take practice to get right, so try using bits of old kits, painted and decaled, to try techniques out on first.

**STEP BY STEP GUIDE - WEATHERING**

All panels have been post-shaded with very diluted black paint. It took me a lot of time, but I was pleased with the end result. A thin mixture of black and raw umber oil paint was used to accentuate panel lines even further. Other details, like exhaust staining and chipping are also applied.

The underside of the wing. Where you can see that the decals have settled down nicely and once covered with matt varnish now appear to be 'painted' on. This can be enhanced even further by weathering and chipping over the decal. I feel it adds extra realism to the end result.

Always ensure that you work in a well-ventilated area when using solvents



More and more details are glued to the model and painted in the process. Of course you have to work very carefully, but tiny spoils of glue will be covered under a final coat of matt varnish and will disappear

Simple weathering techniques can add a lot to your models, but they take time and practice to get right. Do not get disheartened by your mistakes, learn by them and develop a style of weathering that you like

DETAIL PAINTING

Now it's time to paint the details. The gasses from the exhaust cause discolouration on the fuselages sides. Check the colour these gases would leave behind, because there is a large number of potential variations. On my P-40E

they are painted on with an airbrush using a light grey over a dark grey. Discolouration on the wings near the guns is painted on in the same way, this time using (very) thinned black. Don't forget discolouration caused by mud splattering against the wings and fuse-

lage. Check your references frequently to get a good impression where this type of staining should go.

Once all the final sub-assemblies (antennas, bombs and pitot tube) are glued onto the model I finish it off with a coat of matt varnish. This blends in all

the weathering, creating the same shine all over the model. The final thing to is to take off the masking on the cockpit and glue it carefully into position. ■



CONCLUSION

■ Simple weathering techniques like those shown above can add a great deal to your models. They all take time and practice and you will not get it all correct right from the beginning, take you time, learn by mistakes and don't get disheartened if at first it seems you will never get the hang of it. All you need to remember with weathering is that the previous coat must be **FULLY** dry before you even consider doing the next stage and that it is better to weather in light stages and build the contrasts up than to save time and try to do it all at once. It just won't work, so take your time and gain enjoyment from seeing how different these techniques can make your model look.

HOW TO...

SKILL LEVEL: INTERMEDIATE



The finished model. A final coat of matt varnish brings all painting, decaling and weathering effects together



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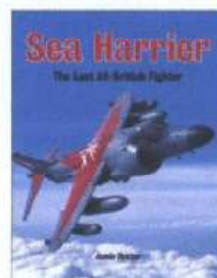
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new releases - kits

Key: IM (Injection-moulded Plastic), R (Resin), PE (Photo-etched Brass), VF (Vac-formed Plastic), WM (White-metal)



Macchi-Castoli MC.72

Scale 1:32

Aerotech, United Kingdom

Materials: R, WM, EB

Kit No.: AT32002

Availability: Marsh Models (manufacturer) and specialist stockists worldwide

+ Limited to just 150 examples worldwide, this kit is a follow-on to the Supermarine S.6B that we featured in Issue 1 (Page 54). This time around AeroTech have opted for the darker type of resin, which is stronger and gives better definition of detail. As the support struts of the floats have radiator units on them as well, in this kit they are resin with wire cores to give them strength. The fuselage is split horizontally, with more pins moulded in at the wing root to add strength to that joint. The main resin parts should pose no real problem to anyone; the skill in cracking this project will be in getting all the etched brass to fit! There is a massive sheet of it covering the whole of the bottom of the box and it is very thin (how about backing it on card in future AeroTech to cut down on damage and to make it easier to handle?) This large sheet offers all the 'radiator' elements to go on the wings, floats and float supports. You will need to test fit all of these before committing to glue and I suspect some work will be required on the resin parts to get the etched to 'sit' properly in certain areas (e.g. near the wing tips). The make or break will be these large areas of etched as all the other parts, including the metal propeller and resin and metal beaching trolley, look quite straightforward in comparison. The decal sheet is simple, with the black panel for atop the engine cowl, the national insignia for the rudder and the serial number that goes on the rear fuselage.

Dimensions

Span - 31ft 5in (9.48m)
Length - 27ft 3.5in (8.32m)
Height - 19ft 10in (3.3m)

Dimensions - 1:32

Span - 298.25mm
Length - 260mm
Height - 103.13mm

References

Aviation Century - The Early Years by AVM R. Dick and D. Patterson (Boston Press 2005, ISBN: 1-55046-407-8)
The Schneider Trophy Story by E. Eves (The Crowood Press 2001 ISBN: 1-84037-257-5 and Motorbooks International 2002 ISBN: 0-76031-119-8)
The Air Racer by C.A. Mendenhall (Specialty Press 1994 ISBN: 0-93342-401-9)

Verdict: As a kit this is a good one, better I feel than the previous one and certainly AeroTech are establishing themselves in this field. The question though will always be price and at over £100 a time there is going to be very few, that will be built. Being a limited edition that is numbered the collectors will have the lion's share, but with that said we intend building ours, so there!

Albatros D.V

Scale 1:48

Eduard, Czech Republic

Materials: IM

Kit No.: 1111

Availability: Hannants and LSA Models (UK Distribution) and all Eduard stockists worldwide

+ Eduard released the original D.Va back in early 1996, with the D.V version coming along later that year. These were their initial style of limited-run injected kits and they were replaced in 2000 by the new LTM (low temperature moulding) system examples and this is what is offered here. No longer 'limited run' the LTM kits are full blown 'mainstream' injected products and this latest release comes with the added bonus of a large etched fret (not pre-painted strangely) and die-cut 'Kabuki' tape paint masks. The kit parts look as good as ever, well moulded with no flash worth mentioning, although the pilot figure in our example had a large sink mark right in his middle! The etched fret offers a few alternative parts and exterior panels as well as seat belts and perforated gun jackets. The Kabuki tape masks allow you to mask up the nose to paint the metal panels, as well as the wheel hubs, mid-wing radiator and the colour edging for the vertical fin and tailplanes. All of these are very useful and Kabuki is far superior to any form of vinyl mask. There are four colour options in this kit, those flown by Richard Flashar, Hans von Hippel, Paul Baumer and Fritz Oppenhorst, all of which were in Jagdstaffel 5. They have a combination of schemes ranging from the grey and blue through to those with the exposed wooden fuselage. Each has the dark green and violet camouflage pattern on the upper surfaces of the wings as well as the green rear fuselage, vertical fin and tailplanes of the Jasta. The first option is probably the most contentious, as it depicts the tail of the dragon emblem carried down the fuselage sides of Flashar's machine going up onto the vertical fin and splitting into almost tree-like 'branches'. We have not seen any photos that clearly depict this, in fact all the ones we could find of this machine show the tail truncated at the sternpost by the demarcation between the grey and green. If Eduard have found photos to prove this, we would love to see them, as I am sure many will opt to cut off the supplied decals at the demarcation point and depict their model in line with the photos they have seen.



Dimensions

Span - 29ft 8.25in (9.05m)
Length - 24ft 0.5in (7.33m)
Height - 8ft 10.25in (2.70m)

Dimensions - 1:48

Span - 188.5mm
Length - 152.7mm
Height - 56.25mm

References

Albatros Fighters, Windsock Datafile Special (Albatros Productions 1991 & 1998 ISBN: 0-94844-35-9)
Albatros D.V, Windsock Datafile No.31 (Albatros Productions, 1991)
Albatros Fighters In Action No.46 (Squadron/Signal Publications)
Balloon-Busting Aces of World War I by Jon Guttman, Osprey Aircraft of the Aces 66 (Osprey 2005 ISBN: 1-84176-877-4)
Replic No.55, March 1996
Richtshofen by A.E. Ferko (Albatros Productions 1995 ISBN: 0-94844-80-4)

Verdict: All of the LTM WWI kits from Eduard are lovely, even early ones like this. They are certainly not to be considered as 'limited-run' anymore and it is good to see the D.V back once again. The new etched parts, those very useful masks and the nice selection of colourful decals all make for an appealing package well worth investing your money in.

Douglas SBD-3 Dauntless

Scale 1:48 / Accurate Miniatures, USA / Materials: IM / Kit No.: 4803II / Availability: Creative Models and all Accurate Miniatures stockists worldwide



Dimensions

Span - 4ft 6.5in (12.96m) [SBD-5]
Length - 33ft 1.25in (10.09m) [SBD-5]

Dimensions - 1:48

Span - 263.5mm (SBD-3, 4 & A-24A)
Length - 209.5mm (SBD-3, 4 & A-24A)

References

Aeri Modellismo, June 1992
Air International, October 1979
Douglas SBD Dauntless, Profile No.196 (Profile Publications)
Famous Aircraft of the World No.126 (Burin-Do, 1979)
L'album du fanatique de l'aviation Nos. 40, 41 & 42 (1973)
(The) Official Monogram US Navy & Marine Color Guide Vol.2 (Monogram Aviation Publishing)
Replic No.41 & 50
(The) RNZAF, the first decade 1937-1947 (Kookabura)
SBD Dauntless, Detail & Scale No.48 by B. Kinzey (Squadron/Signal 1996)
SBD Dauntless In Action No.64 (Squadron/Signal Publications)
US Navy Carrier Bombers of WWII - Aerodata International (Squadron/Signal Publications, 1987)

Originally released back in 1997 in both 'Battle of the Coral Sea' (#34II) and 'Tarawa' (#34I2) forms this kit is back once again, unchanged save for the new box and decal options. The new style box with the majority of it in white is a lot better, clearer and therefore more eye-catching on the shelves. The box top artwork though is inferior to the original kit and in this way the presentation is let down. Inside you have the same parts as we first saw back in 1997, still all nice and crisply moulded with recessed panel lines. The obvious high tolerances of the kit parts have lead over time to flash and ejector pin marks becoming more and more evident. This latest incarnation suffers from both, with flash noticeable on the main oleos (#E6IL & R) and fuselage forward panels (#B17L & R). More worrying still is that in our example the single-piece lower wing (#C52) had a serious twist to it, so that the starboard wing tip twisted up and backwards and the port one bowed downwards! The plastic is quite flexible and commendably thin though so hopefully in building these twists can be corrected. The clear sprue is bagged separately in the bottom of the box as in the

original kits, and it looks as crisp and clear as even. Die-cut self-adhesive painting masks are included, although going by the problems Nick had last month with them in the Vindicator, only time will tell how well they will fit in this kit. Decal wise the kit box art and the interior colour artwork all depict a machine from VB-3 flown by Lt (jg) Paul 'Lefty' Holmberg who scored the first hit on the carrier Soryu during the early stages of the Battle of Midway. However some may be confused as the kit instruction sheet has not been changed from #34II, so it shows the aircraft of Ensign Leppla and ARM-3c Liska of Scouting Squadron 2 during the Battle of the Coral Sea. Ignore these as a separate sheet shows the painting and decal markings for the VB-3 options, but it would have been better if the last page in the original instruction sheet had, at least, been overprinted with a 'not applicable - see separate sheet' statement. As with previous Accurate Miniatures kits the decal sheet does include all the individual markings for all the aircraft of VB-3 and the separate instructions tie all the aircraft codes in with their BuNo and crew names.

Verdict: It is always good to have Accurate Miniatures' kit available. The intervening eight years since the initial launch do not seem to have been kind with the moulds and the flash and ejector marks seen in this incarnation do detract the eye a little. The only real criticism is the instructions, which not only cause confusion due to that odd carry-over of the painting guide from the first release, but also still include Stage 13 which shows the fitment of the single rear gun, and all the VB-3 Midway machines were late series ones with the twin 0.30in. guns. This is once again shown in the separate sheet, but it would have been far better if the instructions had been redone for this version, or revised so these elements could be removed for future incarnations. The kit has not been revised in any major way, so unfortunately the dive brakes are still about 5mm short of the corresponding holes in the wings and this does mean you can really only build the kit with these open (as it hides the shortfall) or use after-market etched ones instead. Overall though this is still a good kit and worth considering.

Lockheed P-38J Lightning 'European Theatre'

Scale 1:72 / Academy. Korea / Materials: IM / Kit No.: 12405 / Availability: Toyway (UK Distribution) and all Academy stockists worldwide



Dimensions

Span - 52ft (15.85m)
Length - 37ft 10in (11.53m)
Height - 12ft 10in (3.91m)

Dimensions - 1:72

Span - 220mm
Length - 160mm
Height - 54.3mm

References

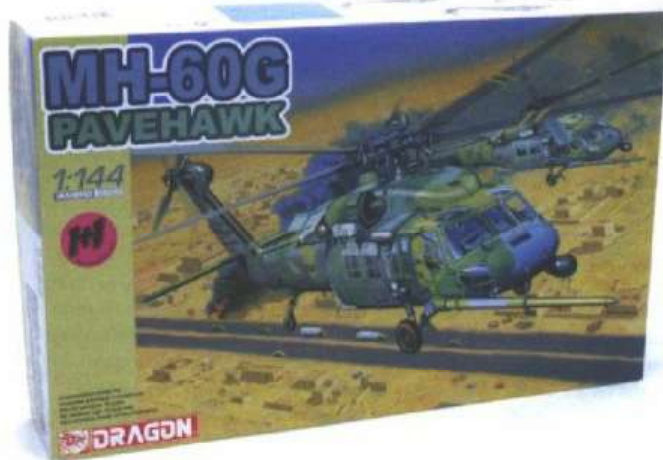
Aero Modellismo, December 1980, Aero Special No.19, Aircam No.10, Air International, August 1978, May & June 1991, Air Power Vol.11 No.6, November 1991, Au revoir St Ex by J. Phillips (Gallimard), Encyclopédie de l'aviation No.64 (Atlas), Famous Aircraft of the World No.30 (Burin-do), Famous Aircraft of the World No.106 (Burin-do), Icare Sixième époque 1943-44, L'album du fanatique de l'aviation No.55 & 64, Les Chasseurs Américains de la Deuxième Guerre Mondiale (Docavia), Lockheed P-38 A History by A. Shennan (Historian Publisher), Lockheed P-38 Lightning by A. Pellerier (Quest-France), Peter Three Eight by J. Stanaway (Pictorial Histories Publishing), Lockheed P-38J-M Lightning, Profile No. 106 (Profile Publications), P-38 'Lightning' (Motorbooks Int), P-38 'Lightning' by J. Ethels (Jane's), P-38 Lightning Aces of the ETO/MTD by John Stanaway, Aircraft of the Aces No.19 (Osprey 1998), P-38 Lightning In Action by Larry Davis (Squadron/Signal Publications, ISBN: 0-89747-255-1), P-38 Lightning In Detail & Scale Part 2 by Bert Kinzey (Squadron/Signal Publications, ISBN: 1-8839374-10-9), Lockheed P-38J-L Lightning by Robert Peczkowski (Mushroom Model Magazine Special, ISBN: 83-91776-2-8), Replic No.26, Scale Aircraft Modelling, November 1988, The Lockheed Lightning by Warren M. Brodie (Widewing Publications 1997)

What you have here is a simple reissue of the 'Pacific Theatre' version (#12404) of the P-38J with new decals for machines that operated over Europe during WWII. The kit is otherwise identical, so see Libor Jekl's article on building the type in last month's edition. Oddly enough Academy have chosen the very same option as Libor did, in so far as P-38J-10-LO, S/No.42-67916 'California Cutie' flown by Lt Richard O. Leohnert of the 55th FS, 20th FG. The other option in the kit is 'Arkansas Traveller' a P-38J-20-LO (S/No.44-23511) flown by Lt Owen Fincher of the 392nd FS, 367th FG. The first option is Olive Drab over Neutral Grey with those lovely yellow fronts to the engines and nose cap, while the second option is natural metal overall with red spinners and tip to the nose. In this kit 'California Cutie' is depicted with full invasion stripes, around both wings and tail booms, so it is a little different from the one Libor built.

Verdict: What can you say other than this kit is as good as you will get. It is beautifully engineered, produced and packaged and at £10.99 you have to say it is also good value for money as well.

new releases - kits

Key: **IM** (Injection-moulded Plastic), **R** (Resin), **PE** (Photo-etched Brass), **VF** (Vac-formed Plastic), **WM** (White-metal)



Sikorsky MH-60G Pavehawk

Scale 1:144

Dragon, Hong Kong

Materials: **IM**

Kit No.: 4579

Availability: The Hobby Company Ltd (UK Distribution) and all Dragon stockists worldwide

+ I have to say that the initial inspection of the contents of the box soon shows you that this is a modern product and one that, considering the small size, is very impressive. Like Sweet, Dragon have opted to include two complete kits and that is a nice touch I am sure many modellers working in this scale will appreciate. The injected grey parts are beautiful, with recessed panels lines (maybe a bit too deep for this scale, but probably 'effective' nonetheless). You get a full cargo bay interior with seats that even have seat belts moulded on and the cockpit is also kitted out in the same fashion. The entire nose section is clear plastic so the resulting join will be covered in a painted area, which is clever thinking by Dragon. The rotor head has good detail, as do the intakes and exhausts and this version is complete with the in-flight refuelling boom and the rescue hoist. Colour options include a machine of the 55th Special Operations Squadron, based at Hurlburt Field in 1994 and one machine each from Operation Desert Storm in 1991 and the AFSOC. The colours are all listed by Gunze Sangyo codes, with IJA Green, Neutral Grey and Dark Sea Grey for the first one, Red Brown and Tan for the second and Neutral Grey overall for the third. Some additional research will be required to find the exact matches for the colour required, as it is likely those shown in the kit are only approximations.

Dimensions

Length - 17.1m (54ft 10in)

Height - 5.1m (16ft 8in)

Rotor Diameter - 14.1m (53ft 8in)

Dimensions - 1:144

Length - 118.75mm

Height - 35.42mm

Rotor Diameter - 97.9mm

References

Air Fan No. 154

Avions de Guerre No.36

Koku Fan Illustrated No.9 (1984)

H-60 Black Hawk In Action No.133 (Squadron/Signal Publications)

UH-60A Blackhawk in Detail No.1 (Wings & Wheels Publications, 1995)

World Air Power Journal Vol.12 (1993)

Verdict: Stunning. The kit is excellent, well detailed, nicely injected and the inclusion of two complete kits in the box just makes it all the more appealing. Dragon is to be commended on their move into the smaller scales and if this MH-60G is under £10 in the UK then it is also excellent value for money as well.

Grumman F3F-2 'Flying Barrel'

Scale 1:72

Special Hobby, Czech Republic

Materials: **IM, R, EB**

Kit No.: SH72106

Availability: Hannants (UK Distribution) and all Special Hobby stockists worldwide

+ This is not really a 'new' kit, as it is based on the F3F-1 kit marketed under the MPM banner back in 2001 and the -2 version depicted here only differs in having the Wright R-1820-22 Cyclone engine fitted, which results in a new shape cowling being installed. This latter item is included on the main sprue at the top right, where the previous -1 version had its cowl parts on the top left of the sprue. The cockpit interior is made up of a mix of resin (floor and side consoles), plastic (rear bulkhead, seat, control column and instrument panel) and etched brass (instrument panel facia, throttle box, various levers and seat belts), not bad for an area about 15mm x 10mm x 10mm! The remainder of the kit is plastic with the exception of the bomb racks, which are etched brass. Decal options offering markings for three machines of VMF-2 and one used after repair from a crash by a flight-training establishment. The first two are aluminium with Chrome Yellow upper wing and nose, the third is an overall Non-specular Light Grey machine, while the final option is Non-specular Blue-Grey over Non-specular Light Grey. The supplied decal sheet has all the unique markings plus a full set of stencils and even the propeller tip coloured bands.



Dimensions

Span - 32ft (9.75m)

Length - 23ft 1 1/2in (7.03m)

Dimensions - 1:72

Span - 135.4mm

Length - 97.6mm

References

Grumman Biplane Fighters In Action No.169 (Squadron/Signal Publications)

Grumman F3F Series, Profile No.92 (Profile Publications)

Navy Air Colors 1911-1945 Vol.1 (Squadron/Signal Publications)

Carrier Fighters Vol.1 (Sentry Books)

Verdict: Being a small subject 1:72 does not lend itself to such a plane, that said if you have the skill to work on a complex biplane in this scale and to fit all that resin, plastic and brass in the cockpit then quite an impressive model will result. The limited-run nature of the plastic does mean the detail can be a bit 'wishy-washy' in places, but the recessed lines are so fine in others that doing any sanding could spell disaster. It is certainly a case of making the parts fit before committing to cement!



Sepecat/BAe Jaguar T.2

Scale 1:72

Italeri, Italy

Materials: IM

Kit No.: 1251

Availability: The Hobby Company Ltd (UK Distribution) and all Italeri stockists worldwide

Italeri released their first Jaguar kit back in late 1996 (#067 GR Mk I). It has taken another nine years for Italeri to get around to doing a two-seater, just about in time before the Jaguar fleet is retired from the RAF! The main sprue is still from the original #067 kit and we all knew then that a two-seater was in the offing, as the fuselage was cut into two just forward of the intakes. The new two-seat elements have been added to one end of the older sprue with the weapons on it, and they consist of the two halves of the nose, vertical fin, dorsal spine, two-seat cockpit tub, second instrument panel, control column and ejection seat. The whole product is typically Italeri, in that it is well moulded with clearly defined recessed panels lines and basic detail, nothing lavish here. The ejection seats are basic, and as they are so prominent, they would best be replaced with metal or resin aftermarket versions. Everything else is clean, clear and basic, all you need, nothing more nothing less. You can add as much as you want to this kit, or build it from the box, either way you can get a good model from it. Decal options include XX146 from No.54 Squadron in 2004, XX845 from No.6 Squadron in 2003 and XX846 from No.41 Squadron in 1995. All three options were based at Coltishall and the first is in the current scheme of Dark Sea Grey overall, the second is in Desert Sand overall and the final option, in the oldest scheme of the lot, is in the wrap-around Dark Green and Dark Sea Grey camouflage. Italeri are to be congratulated here, because as well as doing the usual x-ref to the Model Master paint range they have opted to use the correct name for the paint so that modellers can easily substitute their preferred brand instead.

Dimensions

Span - 28ft 6in (8.69m) [Jaguar E/T Mk 2]
Length - 55ft 2 1/2in (16.83m) [Jaguar E/T Mk 2]
Height - 16ft 1/2in (4.99m) [Jaguar E/T Mk 2]

Dimensions - 1:72

Span - 120.7mm
Length - 233.75mm
Height - 67.9mm

References

Aeroguide No.2 (Linewrites 1983), Air Actualité, February 1991, Air Action No.2 (July 1988), 4 (November 1988), 8 (May 1989), 10 (September 1989), 11 (November 1989), 18 (June 1990), 25 (March 1991), Air Fan No.42 (April 1982), 55 (May 1983), 56 (June 1983), 61 (November 1983), 111 (February 1988), 131 (October 1989), 136 (March 1990), 140 (July 1990) & 176 (July 1993), Air International, July 1978, December 1979, January 1982, October, December 1983, January 1985, December 1987, June & October 1990, Aviation Magazine No.55, February 1988, Avions de guerre No.28 (Atlas, 1987) & 97 (1988), Docavia No.8, Famous Aircraft of the World No.119 (Burin-do, 1980), Koku Fan No.119 (May 1980), La Fanatique de l'aviation No.173 (1984) & 282 (May 1993), Modelair International, August 1987, Modern Combat Aircraft No.14 (Ian Allan, 1982), Replic No.1 & 24, Scale Aircraft Modelling, November 1978 & Vol.17 No.3 (May 1995), Warbirds Photofax (Arms & Armour Press, 1989), World Air Power Journal Vol.11 (Winter 1992)

Verdict: If you look at the Italeri kit in comparison with the Hasegawa one you have to say the latter has the edge, it just looks better, but the Italeri version is newer, well moulded, has three decal option and, most important of all, it is some £3 cheaper. The kit has the 'feel' of the old Matchbox kit, by which we mean that the model will build from the box into a good model (as all Matchbox kits did). It has been a long time in coming but I can bet that modellers around the world are delighted to have this kit and at £6.99 a go here in the UK you really cannot fault it.

Curtiss P-40K-5/Kittyhawk III

Scale 1:48

AMtech, USA

Materials: IM, R

Kit No.: 489213

Availability: All AMtech stockists worldwide

This kit is again another modification based on the AMT P-40 tooling. This time around AMtech have reused the E version and added to it the 'round' tail seen from the K-5 until the tall tail of the F was installed. The kit is as it was in the E version, all you have to do now is cut off the vertical fin and rudder, at a panel line on the rear fuselage, and install the new 'rounded' tail unit that has been produced by Black Box in resin for AMtech. The work involved is as simple as that, as that is the only external difference on the type from the basic AMT kit. There are four decal options in the kit, 'Death on Wings' of the 64th FS, 57th FG in Egypt in 1942, Kittyhawk III, FR346, OK-T of No.450 Squadron, RAAF in Libya in 1942, a P-40E-1 of an unknown training Unit at Randolph Field in mid-1943 and Kittyhawk III, OK-F of No.450 Squadron, RAAF in the Western Desert in 1942. Option one is Sand over Neutral Grey, option 2 is Dark Earth and Dark Green over Sky Grey, option 3 is Olive Drab over Neutral Grey and option 4 is Dark Earth and Mistlestone over Azure Blue.



Dimensions

Span - 37ft 3.5in (11.37m)
Length - 33ft 4in (10.16m)
Height - 10ft 7in (3.23m)

Dimensions - 1:48

Span - 236.88mm
Length - 211.67mm
Height - 67.29mm

References

Kittyhawk Mk III (P-40K & K-1) - Air Publication 2014C (Air Ministry)
Air International Vol.11 No.4, Curtiss P-40 by V. Ehrman & V. Cronan (MBI 1996)
Curtiss P-40 Walk Around No. 8 by Lou Drendel (Squadron/Signal Publications 1996) [ISBN 0-89747-361-2]
Fama de l'aviation No.132 & 133 (1980)
Famous Aircraft of the World No.117 (Burin-Do)
Planes & Pilots: P-40, Histoire & Collections 2002, ISBN: 2-913903-47-9
P-40 Warhawk, Detail & Scale #61 (Squadron/Signal Publications)
P-40 Warhawk In World War II Color by J.F. Erhell (Motorbooks Int, 1994)
P-40 In Action No.26 (Squadron/Signal Publications) [ISBN 0-89747-025-7]
Replic No. 44, April 1995
U.S. Military aircraft since 1908, Putman 1971, ISBN: 0-370-00094-3

Verdict: This is an interesting kit, certainly with a lot of appeal to modellers around the world. The rounded tail of the K-5 makes for a more 'usual' look to the type, as it never looks right with the larger F-series tail. The kit itself is OK to build and there are various updates out there for it already. The new Black Box tail conversion part looks as if it will fit, so that is no bad thing. The kit itself is very limited, with it only being available in the USA via the Hobby Lobby chain of shops. At \$24.98 it is around the same price as the Hasegawa P-40, so we have to wonder when someone will make a P-40 in this scale that is really easy to build!

new releases - kits

Key: **IM** (Injection-moulded Plastic), **PE** (Photo-etched Brass), **VF** (Vac-formed Plastic), **WM** (White-metal)



De Havilland Vampire T.11/T.22

Scale 1:48

Classic Airframes, USA

Materials: **IM/R**

Kit No.: 493

Availability: Hannants (UK Distribution) and all Classic Airframes stockists worldwide

+ This is the latest Vampire from Classic and is identical save for the decals to their 'Foreign Service' version (#494). The kit itself shares a few parts with the previous single-seat Vampire kits, the wings and jet pipe being the only things really. Although similar, the sprue with the rest of the parts on it has revised tail booms and the fuselage halves are, as you would expect, completely different. The resin components, twenty-three of them, cover the new two-seat interior, the intakes and the nose and main wheel wells. Much criticism has been levelled at this Vampire series from within the modelling fraternity, as there were errors in the whole fuselage pod shape and the intake inserts. The latter items in this edition looks just the same as in the previous single-seaters, so the 'issues' are probably still there, but the fuselage pod is all new, so hopefully the problems have been sorted out. You get a big, single-piece, injected canopy, which for some will be a bind as it is really too thick to cut and pose open, so hopefully an aftermarket vac-formed one will arrive shortly? Decals in the kit include the box art subject, XD538 of the Central Air Traffic School at RAF Shawbury in 1966, XD452 of No.5 Flying Training School in 1961 and Sea Vampire T.22 XA160 of the Flag Officer Flying Training Unit at RNAS Yeovilton in 1963. There is some speculation on the upper surface colour on the latter option, but we agree with Classic in depicting this as Sea Blue Gloss. The colour diagrams with the kit are all in black and white with the colours for the first option show in shades of grey, unfortunately in the example we had the difference in the shades is non-existent, so working out what is aluminium and what is Medium Sea Grey is almost impossible!

Dimensions

Span - 38ft 0in (11.58m)

Length - 34ft 7in (10.55m)

Height - 6ft 2in (1.86m)

Dimensions - 1:48

Span - 241.25mm

Length - 219.79mm

Height - 38.75mm

References

Vampire T Mk II, Air Publication 4099J (Air Ministry)

Sea Vampire T Mk 22, Air Publication 4269C (Air Ministry)

De Havilland Vampire, Warpaint No.27 (Hall Park Books)

De Havilland Vampire: The Complete History by D. Watkins (Sutton Publishing, 1996)

De Havilland Vampire F.1-T.55 by R. Levy and R. Ward (Osprey, 1973)

De Havilland Vampire, Venom and Sea Vixen by P.J. Birtles, Postwar Military Aircraft No. 5 (Ian Allan, 1996)

Les Avions Britanniques aux Couleurs Françaises by J-J Petit (Avia Editions 2003 ISBN: 2-915030-04-9)

Le Fanatique de l'Aviation No. 124 & 129

Vampire et Mistral en France (Le Trait d'Union)

Verdict: It is good to have some twin-seat Vampires in 1:48 at last. Being limited-run you need to check and re-check each sub-assembly before committing to glue, but these kits are buildable and they are well worth investing both the time and money in.

Blohm & Voss BV 138C-1/MS

Scale 1:72

Supermodel, Italy

Materials: **IM**

Kit No.: 10-017

Availability: The Hobby Company Ltd (UK Distribution)

+ Blimey, here is a blast from the past! This kit of the 'Flying Clog' has had the market to itself since the mid-1970s and has always commanded a high price, even second-hand. It is very much a product of the 1970s and you can see the Artiplast lineage (Supermodel being created from the break up of that firm in the early 1970s to form Supermodel and Italeri [or 'Italeri' as it was originally called]). The plastic parts are basic, with raised panel lines and no hint of rivets etc. The interior is sparsely detailed and although there are decals for the instrument panel and engineer's consoles, the latter are woefully inaccurate. The clear parts, although separately packaged, are all very thick with vertical joins for things like the gun turrets which will neither ease assembly nor painting. The kit did always win with the inclusion of the magnetic ring of the MS version for mine detection and the inclusion of a trolley so the completed model could be built on a base other than simulated water (Revell take note here, we would have all loved one in the Bv 222!). The kit includes three decal options, +FH, K6+BK and B+JA, all of which are unidentified (K6+BK is from of 3./Kü.Fl.Gr.406 and the supplied decal wrongly depict the 'B' in black, when it should be in blue) and the latter option is the one for the MS version. The colours are listed by simple names, 'dark green', 'black green' and 'light blue' and some of you may rush off to paint this machine RLM 70/71 over 65, but as it is a maritime patrol aircraft it is in fact RLM 72/73 over 65 and it would have been nice to have the correct RLM codes shown in the painting guide on the back of the box.



Dimensions

Span - 86ft 4 1/4in [A-I], 88ft 7in (27m) [C-I]

Length - 65ft 1 1/2in [A-I], 65ft 3 1/2in (19.3m) [C-I]

Height - 21ft 7 7/8in (6.6m)

Dimensions - 1:72

Span - 375mm

Length - 276.4mm

Height - 91.6mm

References

German Aircraft of the Second World War by J.R. Smith & A.L. Kay (Putnam, 1972)

Luftfahrt International No.11, Sept-Oct 1975 and No.12, Nov-Dec 1975 [Bv 138MS]

The Official Monogram Painting Guide to German Aircraft 1935 - 1945 by K. A. Merrick (Monogram Aviation Publications 1980 ISBN: 0-941444-29-4)

The Warplanes of the Third Reich by William Green (Macdonald & Co Ltd, 1970)

Verdict: For many years this was your only choice and with Revell's 'new' Bv 138 transpiring to just be this kit in their box this is going to remain the case. If you are willing to spend time rescribing and adding detail then this kit is still worth considering, however as it is still commanding quite a high asking price and with the amount of work needed to bring it up to speed it is probably not going to be high on many Luftwaffe modellers shopping lists now. One final point, the box top and instructions state you can make the B-I and C-I version from the kit, well you can't. The B-I had a three-blade propeller on the middle engine, while the C-I had a four-blade version and only the latter is included in this kit.

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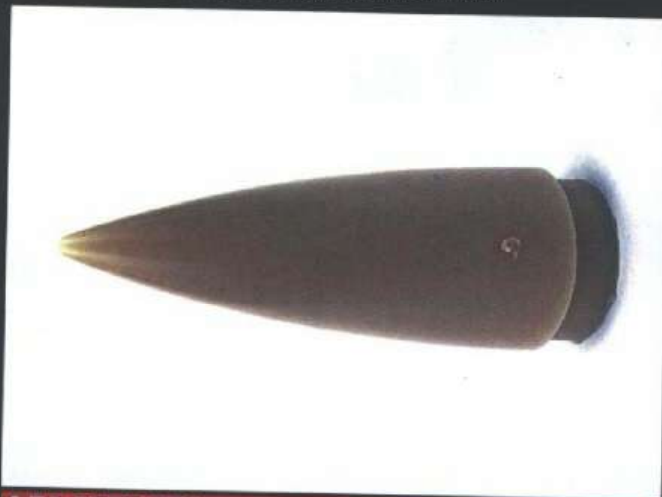
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new releases - accessories

A small selection of new items this month, so read on...

Quickboost, Czech Republic

This is a new brand produced by Aires and as the title suggests it offers 'quick' update sets for various kits and some of their most recent samples are as follows.



1:72 QB72 001

Su-27 Correct Nose

This single resin piece replaces the nose in the Hasegawa Flanker kit and can also be used with the recent reissue of that kit by Revell. It is a direct replacement for that area in the kit although, as that is not moulded separately, you will have to cut the corresponding area off the kit first.



1:72 QB72 002

B-25H/J Corrected Cowlings

This set of two new cowls are designed for the Hasegawa kit and therefore can also be used by Revell's reboxing of it as well. These are direct replacements for the kit parts and correct the shape and detail errors seen in that area of the kit.



1:72 QB72 003

P-47D Thunderbolt Engine

This replacement engine is designed for the Tamiya kit and is a simple 'plug in' part complete with the bulkhead but with far more detail than the kit example. The smaller ancillary parts are separately moulded and there is a clear set of instructions to show what goes where.



1:72 QB72 004

F4U-1 Corsair Engine

Once again this replacement engine is designed for the Tamiya kit, in this case their F4U-1D (#60752). The engine comes as a single main part, complete with bulkhead and all the smaller parts are separate.



1:72 QB72 006

PBY-5 Catalina Propellers

This is a set of two complete propeller units are suitable for any PBY-5 kit (e.g. Academy). Once again they are direct replacements for those in the kit and offer greater detail, especially as far as the hub is concerned.



1:48 QB48 004

F-4 Phantom Ejection Seats

This is a set of two Martin-Baker ejection seats suitable for various marks of the McDD F-4 Phantom and they each come complete with moulded seat belts. Each seat is identical, belts and all, which can make them look a bit 'odd' when installed, but overall detail wise they can't be faulted.



1:48 QB48 005

P-47D Thunderbolt Engine

As with the 1:72 example, this engine is designed for the Tamiya kit and is a simple 'plug in' replacement with far more detail than the example in the kit. The smaller ancillary parts are once again all supplied as separate components.



1:48 QB48 006

F4U Corsair Engine

This is another highly detailed engine for the Tamiya kit, complete with moulded-on rear bulkhead and ancillary equipment as separate parts.



1:48 QB48 007

Revue C/120 Gunsights

This is a neat little pack of six resin gunsights complete with acetate film to make up the twin lenses for each.



1:32 QB32 005

Su-27 Flanker Instrument Panel

This set actually offers the upper decking for the Su-27 in resin with the instrument panel itself and the lens of the HUD projector in clear resin and the dial faces etc as an acetate film.

Verdict: We all know the quality of Aires products and all of these new sets are every bit as good as their standard range. This new series is a good idea, as it will allow the main series to concentrate on detail and update sets, while covering smaller updates and corrections in the Quickboost range. Each of the above items are well detailed and beautifully cast and they can be highly recommended to all.

Our thanks to Quickboost (Aires) for the review samples

new releases - accessories

Fine Molds, Japan

1:72 AA-43

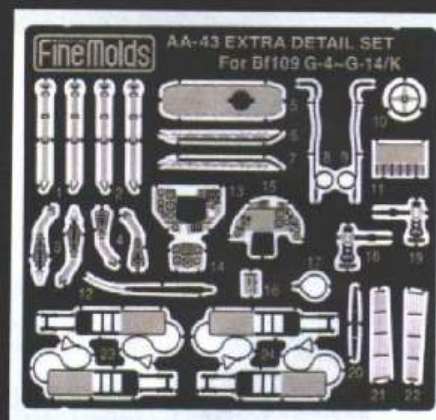
Extra Detail Set for Bf 109G-4/G-6/G-10/K

This is a new etched detail set offered by Fine Molds for use with any of their new G and K-series Bf 109 kits in this scale. The etched fret looks like steel, not nickel-plated brass, so it is quite rigid. The details offered on it include seat belts, instrument panel in two styles (G and K), rudder pedals, trim wheel, radiator inserts, sand filter screen,

brake lines, FuG16ZY antenna, DF loop and a set of wheel chocks. The set also contains a minute white-metal pitot tube which needs to be bent slightly to correctly depict the 'kinked' version seen on the G and K series.

Verdict: This is a good little set costing around £6.50 (¥1300) in Japan. I am unaware of any other such sets from the more mainstream manufacturers like Eduard or Part, so this may be the only game in town. If that is the case then it is worth considering, however with such a small set it may have been better to put it in the kit from the outset and adjust its price accordingly? Fine Molds kits are brought into the UK by Arba Products, but this does not include the detail sets so anyone interested will have to try obtaining them directly from Japan via a mail order outlet.

Our thanks to Fine Molds for the review sample.



Fusion Models, Canada



FUS 4806

Focke-Wulf Ta 152C conversion

Any of you not having the very expensive and rare Right Staff kit of the Ta 152C-O, or the equally expensive RV Resin version will be pleased to see this new resin conversion from Fusion. The C-O is a cross between a Fw 190D and Ta 152H and this new conversion uses the Dragon (or Italeri, who reissued it) kit of the Ta 152H-I as the basis for which a new nose, propeller and set of wings are

supplied in resin. Each of these are direct replacements for the kit parts, although the engine will need some cutting as I recall the cowls could be opened in the Dragon kit, but it had to be cut open in the first place. You will see in the instructions that the photo shows the engine being installed with one of the engine bearers in situ and this is probably a good idea as it will keep the engine

level and thus ensure you don't get a completed model with a trust line off the horizontal! The set is completed with a decal sheet that offers markings for both prototypes, VH-EY and CI-XM, (printed by Fantasy Printshop here in the UK) and this has solid carrier film so careful trimming will be required before they can be applied.

Verdict: An excellent set and one that will fill a gap in most peoples' Fw 190/Ta 152 collection in this scale. It is certainly well thought out and manufactured and well within the abilities of most modellers to utilise, so it can be highly recommended to all Luftwaffe fans.

Our thanks to Fusion for the review sample. Visit www.fusion-models.com for more details, or email info@fusion-models.com for price and availability.



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This 1:32 scale model kit from Revell features a highly detailed cockpit, and a wide range of decal options including markings for the Gliders based at RAF Halton.



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new releases - decals

There are quite a number of new sheets this month, so let's get straight into them...

AviPrint, Czech Republic

1:32 32003 F-16CJ Fighting Falcon

This sheet offers the following schemes and is suitable for the Academy or Tamiya kits.

- F-16CJ (Block 50C), S/No. 91-0352, 'Let's Roll' of the 52nd Fighter Wing (FW), 22nd Fighter Squadron (FS) based at Spangdahlem AB, Germany and flown by Capt. Stephen 'Maggot' Mueller.
 - F-16CJ (Block 50C), 'Sumter/Gamecock City' of the 20th FW, 77th FS based at Shaw AFB in the USA and flown by Brig. Gen. Chuck Horner.
 - F-16CJ (Block 50P), S/No. 92-3920, 'Sumter/Gamecock City' of the 20th FW, 77th FS based at Shaw AFB in the USA. This depicts this aircraft when used as a flagship for the 20th FW before it reorganised into three squadrons in 2003. All aircraft are GG/NG/LCG with a DCG radome and modellers should use our below paint guide to cross ref those colours listed on the instructions as AviPrint has just used common names like 'light' and 'dark grey' and the FS code instead of their official names.
- Colour Key: NG - Neutral Grey FS36270, GG - Gunship Grey FS36118, LCG - Light Compass Grey FS36375, DCG - Dark Compass Grey FS36320



Verdict: This is another good sheet from AviPrint and one I am sure will prove popular with the Academy and Tamiya kits to use it on. Each of the options has a splash of colour on them, no great special paint jobs and for that reason alone they are something a little 'different' that may well appeal to many.

Our thanks to AviPrint for the review sample.

BEST BUY 8/10

FOR: ACADEMY OR TAMIYA KITS

Aeromaster, USA



1:72 72-216 Southern European Mustangs Part II

- F-6C, S/No. 43-25162, 'Hotshot', ZM-U of the 12th Tactical Reconnaissance Squadron (TRS), 10th Photo Reconnaissance Group (PRG) and flown by Lt William R. 'Bob' Gardner. BM/YCN/BCT
 - F-6C, S/No. 42-103368, 5M-G of the 15th TRS, 10th PRG, flown by Capt. John H. Hoefker. BM/GN
 - F-6D, S/No. 44-14735, 'Pride of Bluegrass', ZM-D of the 12th TRS, 10th PRG, flown by Lt John R. 'Red' Ellis. BM/YCN/BCT
 - F-6D, S/No. 44-14675, 5M-M of the 15th TRS, flown by Lt Leland A. 'Lee' Larson. BM/BCN/BCT
- Colour Key: BM - Bare Metal, YCN - Yellow Checked Nose, BCT - Blue Checked Tail, GN - Green (nose)
- Designed for: Tamiya, Hasegawa, Revell or Academy P-51 kits



1:48 48-675 Lead Sleds Part III

- F-105G (Late), S/No. 63-8291, 'Muttley The Flying Dog' of the 388th Tactical Fighter Wing (TFW) based at Korat AFB in 1972 (DG/MG/T/G)
 - F-105D, S/No. 60-0504, 'Memphis Belle II' of the 379th Tactical Fighter Squadron (TFS) 355th TFW, Takhli RTAB, flown by Maj. Buddy Jones in 1968 (DG/MG/T/G)
 - F-105D, S/No. 59-17433, 'Arkansas Traveler' of the 388th TFW based at Korat AFB in 1968 and flown by Col. Paul Douglas (DG/MG/T/G)
 - EF-105F, S/No. 62-4435, 'Roman Knight' flown by Capt. Roman Darmer of the 44th TFS, 388th TFW based at Korat AFB in 1967 (DG/MG/T/G)
- Colour Key: DG - Dark Green FS34079, MG - Medium Green FS34102, T - Tan FS30219, G - Grey FS36622
- Designed for: Monogram F-105 & F-105G kits



1:48 48-676 Lead Sleds Part IV

- F-105D, S/No. 62-4270, 'Noli Non Lightme Carbor Undum Est' of the 34th TFS, 388th TFW based at Korat AFB in 1976 (DG/MG/T/G)
 - F-105D (Thunderstick II), S/No. 60-0471 of the 457th TFS, 301st TFW that carried special markings in 1978 (DG/MG/T/G)
 - EF-105F, S/No. 62-4435, 'Roman Knight' of the 44th TFS, 388th TFW based at Korat AFB in 1968 and flown by Capt. Roman Darmer (DG/MG/T/G)
 - EF-105G, S/No. 63-8320, 'Cooter' flown by Major Wallace and Capt. Hoynacki of the 333rd TFS, 355th TFW based at Takhli RTAB in 1969 (DG/MG/T/G)
- Colour Key: DG - Dark Green FS34079, MG - Medium Green FS34102, T - Tan FS30219, G - Grey FS36622
- Designed for: Monogram F-105 & F-105G kits



1:48 48-697 Super Seafires Part I

- Seafire Mk XV, 12-2 of No. 806 Squadron on HMS Glory in September 1946 (EDSG/S)
 - Seafire Mk XV, PR464, 'Q' of No. 803 Squadron (RCN) on HMCS Warrior in May 1947 (EDSG/DSG/S)
 - Seafire Mk 17, SX273, S-50 of No. 741 Squadron, Operational Flying Training Unit, Air Warfare School, RNAS St. Merryn, early 1947 (EDSG/DSG/S/Y [wing tips and ailerons])
 - Seafire Mk 17, SX156, +156, No. 767 Squadron, Deck Landing Control Officer Training Unit, RNAS Yeovilton, 1950 (EDSG/S/W[tail])
- Colour Key: EDSG - Extra Dark Sea Grey, S - Sky, DSG - Dark Slate Grey, Y - Yellow, W - White
- Designed for: Hobbycraft (Mk XV) kit and Aeroclub (Mk 17) conversion

Leading Edge Models, Canada



1:72 & 1:48 72.55 & 48.55 RAAF F/A-18 20th Anniversary Special

Both of these sheets depict the same subject and are designed for the Hasegawa F/A-18A/C or Italeri F/A-18A kits in 1:72 or Hasegawa F/A-18A/C or Revell-Monogram F/A-18A/C in 1:48. Please note that the smaller sheet is not sized to fit the Fujimi F/A-18A kit. Each offers the special scheme applied to an RAAF F/A-18A to celebrate 20 years of service by the type in Australia. This machine, A21-26, had a striking red, white and blue scheme applied to it with graphics on the tail and squadron badges etc on either side of the nose. Each decal set comprises four decal sheets and sixteen resin components. The latter are the dummy ASRAAM missiles for the wing tip rails, two large blade antenna and the smaller antenna on the top of the nose, forward of the canopy. The decals offer all the markings required, so all you do is complete the model in Light Compass Grey FS16375 overall before applying them. The scheme is complex, but the instructions are comprehensive and clever use of certain areas on the model to align decals makes the task easier. If you use a C version kit you will have to do some modifications, but these are all called out in the instructions. Paint matches are given for the two blues used on this machine and we have given alternatives below, however we would advise that with the Bright Blue FS15183 you check it once dried to ensure it matches the lighter blue of the decals.

Colour Key: Oxford Blue FS15050 [FS quoted is Blue Angels Blue, Oxford Blue is BS105] - Xtracolor X108 or Tamiya X3, Gloss Bright Blue FS15183 - Xtracolor X146 or Tamiya XFB, Gloss Light Grey FS16375 [Light Compass Grey] - Xtracolor X136

Verdict: Leading Edge always produce stunning sheets of very colourful options and these new sets are no different. This is quite a complex scheme, that surprisingly does not look that complex to apply on a model and at least does not use special mixes of colours for the graphics etc (always a bind when you are trying to mix paints to match decal colours!). Once built in either scale this option is going to look stunning and we can therefore recommend it to all fans of the Hornet and the RAAF.

Our thanks to Leading Edge Models for the review sample. This range is stocked by Hannants in the UK, elsewhere in the world visit www.lemdecad.com or email lemdecad@telusplanet.net for details of price and availability.

BEST BUY 10/10

FOR: SEE REVIEWS

Our thanks to Aeromaster for the review samples. For more information visit them at www.aeromaster.com.



1:48 48-697 Super Seafires Part 1

- Seafire Mk XV, PR478, +5 of No.803 Squadron, Notts Corner, Northern Ireland, December 1945 (EDSG/DSG/S)
 - Seafire Mk XV, SW768, II-4, "Y" of No.802 Squadron on HMS Glory in September 1946 (EDSG/DSG/S)
 - Seafire Mk XV, PR434, AA-J of No.883 Squadron (RCN), RCMAS Dartmouth, 1948 (EDSG/SG)
 - Seafire Mk IV, SX301, 129 "CH" of No.1832 Squadron, RNFVR, RNAS Culham, 1950 (EDSG/S)
- Colour Key: EDSG - Extra Dark Sea Grey, S - Sky, DSG - Dark Slate Grey, SG - Sky Grey
Designed for: Hobbycraft (Mk XV) kit and Aeroclub (Mk IV) conversion



1:48 48-706 Aces of Aces - Erich Hartmann

- Bf 109G-6, W/Nr. 20499, 'Yellow I' of 9./JG52, Russia, October 1943 (RLM 74/75/76)
 - Bf 109G-6, 'White I' of 7./JG52 in Rumania in October 1944 (RLM 74/75/76)
 - Bf 109G-6, W/Nr. 166221, 'Yellow I' of 9./JG52, Rumania, August 1944 (RLM 74/75/76)
 - Bf 109G-6, <<< of 1./JG53, Hungary, February 1945 (RLM74/75/76/WW)
 - Bf 109G-10, <<< of 1./JG52, April 1945 (RLM83/75/76)
- Colour Key - RLM 74 - Graugrün, RLM 75 - Grauviolett, RLM 76 - Lichtblau, RLM 83 - Lichtgrün, WW - Whitewash
Designed for: Hasegawa Bf 109G-6 & G-10 kits



1:48 48-725 F-100D Super Sabre Part 3

- F-100D, S/No. 56-3307 of the 417th TFS, 50th TFW based at Ramstein AFB, Germany in 1959 (BM/R [tail/wing tanks])
 - F-100D, S/No. 56-3433 of the 352nd TFS, 354th TFW based at Myrtle Beach AFB in 1959 98M/Y [tail & nose band]
- Colour Key: BM - Bare Metal, R - Red, Y - Yellow
Designed for: Monogram kit



1:48 48-726 F-100D Super Sabre Part 4

- F-100D, S/No. 56-3056 of the 524th TFS, 27th TFW based at Cannon AFB, in 1959 (BM/Y [tail flash])
 - F-100D, S/No. 56-3775 of the 615th TFS, 401st TFW based at England AFB in 1958 (BM/G [nose band]/BC [tail])
- Colour Key: BM - Bare Metal, Y - Yellow, G - Green, BC - Black Checked
Designed for: Monogram kit

Verdict: Aeromaster products are always good and this new batch is no exception. They are beautifully printed with perfect register and they are all complete with full colour instructions. In the case of many the instructions include notes and other information relating to the modifications needed to the existing kit to reproduce the variants included on the sheet, which is very useful. They can be most highly recommended to all.

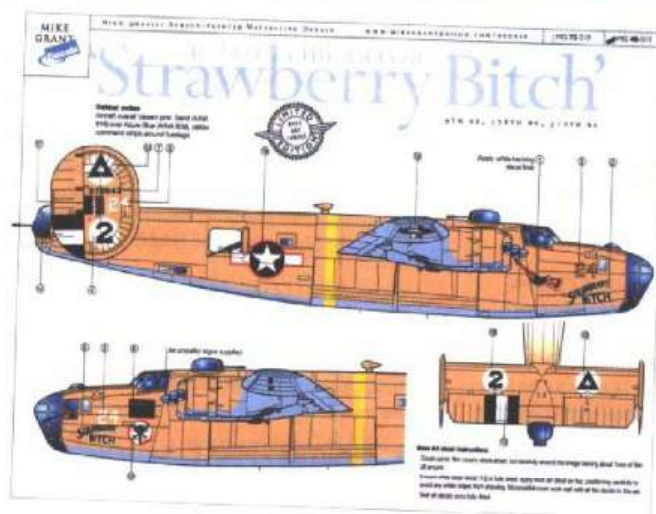
BEST BUY 9/10

FOR: SEE REVIEWS

new releases - decals

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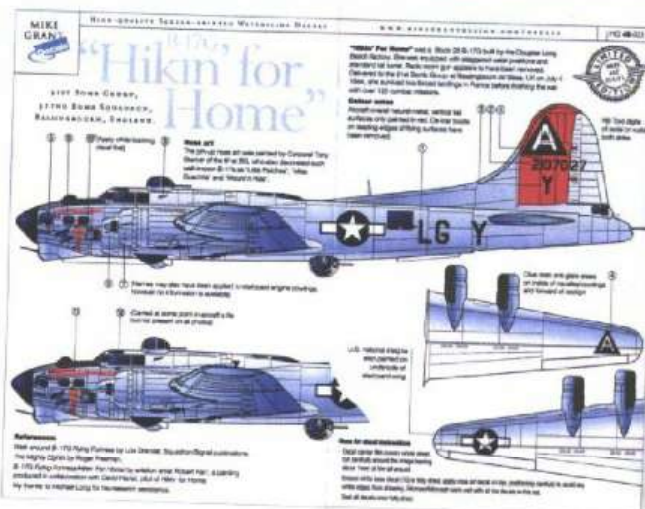


1:48 MG 48-019 Consolidated B-24D Liberator

This sheet offers a single scheme for the B-24D as follows and is designed for the Monogram kit.

- B-24D S/N. 42-72843, 'Strawberry Bitch' of the 512th Bomber Squadron (BS), 378th Bomber Group (BG), 9th Air Force.

This machine was ANA616 Sand ('desert pink') over ANA609 Azure Blue with a yellow command band around the mid-fuselage.



1:48 MG 48-023 Boeing B-17G Flying Fortress

This sheet offers markings for the following B-17G and is designed for the Monogram kit.

- B-17G-25, S/N. 42-107027, 'Hikin' for Home' of the 322nd BS, 91st BG based at Bassingbourn in the UK.

This aircraft is natural metal overall with a red vertical fin and Olive Drab panels on the upper nose and on the inside of each engine nacelle. This sheet actually offers you two slightly different schemes for this particular machine, as there are different names carried at crew stations on the airframe throughout its life and these are included on the sheet.

Eagle Strike, USA



1:72 72075 Best Sellers - Mosquito Part I

- FB Mk VI, AS625, NE-D of No.143 Squadron, Banff Strike Wing, flown by Sqn Ldr David Pritchard (EDSG/S)
- FB Mk VI, LR347, -T of No.248 Squadron, Banff Strike Wing, flown by Flt Lt Stanley G. Nunn on the 10th June 1944 (EDSG/S)
- NF Mk II, DZ717, UP-O of No.605 Squadron at RAF Castle Camps in June 1943 and flown by Flt Lt D.H. Blomley DFC (DG/MSG/N)
- FB Mk VI, RF784, UX-N of No.45 Squadron based at Jaori, Arakan, India in 1945 (A)
- FB Mk VI, HR402, OB-C of No.45 Squadron based at Kumbhirgram, India in January 1945 (DG/DE/MSG)
- FB Mk VI, HRI30, LA-E of No.235 Squadron, Banff Strike Wing in December 1944 (EDSG/S)
- FB Mk VI, NT137, TH-T, 'Lady Luck' of No.418 Squadron RCAF, 136 Wing, 2nd Tactical Air Force, late 1944, flown by Flt Lt Jack Phillips RCAF (DG/MSG)

Colour Key: EDSG - Extra Dark Sea Grey, S - Sky, DG - Dark Green, MSG - Medium Sea Grey, N - Night, DE - Dark Earth, A - Aluminium

Designed for: Hasegawa kit



1:48 48-172 Shokis of the IJAAF Part I

- Ki-44-11b of the 87th Sentai, 1st Chutai based at Sumatra, Dutch East Indies in 1943 (DG/NM)
- Ki-44-11 flown by Capt. Hatano commander of the 3rd Chutai, 47th Sentai based at Chubu AFB in October 1944 (NM)
- Ki-44-11b of the 246th Sentai, 1st Chutai based in the Philippines in November 1944 (DG/NM)
- Ki-44-11 Hei of the 246th Sentai, 3rd Chutai based at Taisho AFB in the Spring of 1945 (NM)
- Ki-44-11 Hei of the 70th Sentai, 3rd Chutai flown by 2nd Lt Makoto Ogawa based at Chiba AFB, Japan in June 1945 (NM)

Colour Key: DG - IJAAF Dark Green, NM - Natural Metal
Designed for: Hasegawa kit

Our thanks to Mike Grant Designs for the review samples. For more information on price and availability visit www.mikegrantdesign.com/decals.



1:48 MG 48-041 Finnish Air Force Part I

This sheet offers the following options for the Revell Ju 88A-4 and Tamiya (or now, Special Hobby) Brewster Type 239 kits.

- Junkers Ju 88A-4, JK-267, 'Red 3' of 3/LeLv 24 in RLM 70/71 over 65
 - Junkers Ju 88A-4, JK-272, 'White 3' of 4/LeLv 24 in RLM 70/71 over 65
 - Brewster Type 239, BW-387, 'Black 6' of 4/LeLv 24, A/W [rudder]
 - Brewster Type 239, BW-364, 'Orange 4' of 3/LeLv 24 and flown by W/O J. Juutilainen. OG/B/LG
- Colour Key: A - Aluminium, OG - Olive Green FS34096, B - Black, LG - Light Grey FS36492, W - White

Verdict: Mike Grant decals are always good and these new sheets are no exception. They are printed on continual carrier film so require careful cutting out before they are used, but that should not prove a problem. They are highly recommended to all.

BEST BUY 9/10

FOR: SEE REVIEWS

Our thanks to Eagle Strike for the review samples. For more information about their range visit them at www.eaglestrikeproductions.com.



1:48 48-177 Shokis of the IJAAF Part 2

- Ki-44-Ib of the 85th Sentai, 2nd Chutai based at Nanking, China (NM)
 - Ki-44-II Hei of the Army Hitachi Kyodo Hiko-Shidan (Training Air Division) Isat Hikotai, Mito AFB in November 1944 (DG/NM)
 - Ki-44-Ib of the 246th Sentai, 3rd Chutai based at Hyogo, Japan in August 1944 (NM)
 - Ki-44-II Kou of the 47th Sentai (NM)
 - Ki-44 Otsu of the 85th Sentai, 2nd Chutai flown by Lt Col. Yukiyoishi Wakamatsu based at Kwangtung, China in 1944 (DE/DG[mottle]/LB)
- Colour Key: DG - IJAAF Dark Green, NM - Natural Metal, DE - Dark Earth, LB - Light Blue
- Designed for: Hasegawa kit



1:48 48190 Birds of Prey, Warhawks & Kittyhawks Part II

- P-40N 'Squirrelbait', flown by Capt. Richard J. Vodra of the 8th FS, 49th FG (DG/MS/AB)
 - P-40E, '38' of the 16th FS, 51st FG based at Peishitwa, China in October 1943
 - P-40F-20, 'Lee's Hope' XI-7 flown by Lt Robert Duffield of the 85th FS, 79th FG based in Italy in 1944 (MS/DE/AB)
 - P-40L S/No. 42-10536, 'Gerry', flown by Lt Ralph Griffith of the 58th FS, 33rd FG based in Naples, Italy in 1944 (OD/NG)
- Colour Key: DG - Dark Green, MS - Middlestone, AB - Azure Blue, DE - Dark Earth, OD - Olive Drab, NG - Neutral Grey
- Designed for: Oraki/Arii, AMT & Mauve P-40 kits

Verdict: This is a fine bunch of new sheets from Eagle Strike that are all well printed and can be most highly recommended to all.

BEST BUY 9/10

FOR: SEE REVIEWS

KWIK BUILD

SKILL LEVEL: SIMPLE

Junkers Ju 87G-2 'Kanonen Vogel'

Having done a G-1 kit (#1641) already, Academy has now produced the long-span G-2 version. The kit only offers decals for one machine and that is the well-known mount of Hans-Ulrich Rudel the only man in German military history to receive the Golden Oak Leaf with Sword and Diamonds to the Knight's Cross of the Iron Cross.

The kit itself is nicely moulded with crisp details and subtle recessed panel lines. The wing correctly has the long span of the D-5, on which the G-2 was based, and there is no sign of the dive brakes, as all trace of them were deleted on the G-2. The MG17 machine guns in the wing leading edges are also correctly deleted and you get the option of the plain (domed) covers for these (#D12) or the truncated ones (#D11) which in fact should have a glazed tip as these are installed when camera guns were fitted. The additional armour plate seen either side of the pilot's cockpit is correctly depicted, although not all production G-2s had this fitted. The canopy in the kit comes with the option of one moulded as one piece (closed) or in four sections (open). The frame lines on this are too wide for 1:72, resulting in very thick frames if you follow them whilst painting, or visible lines on the 'glass' if you ignore them (I followed the kit ones, well that is my excuse anyway!). Canopy shape and frame sizes on the D and G series are open to debate as there were a lot of different styles, so do not worry too much about this unless you have a specific scheme you want to build and have photos to prove otherwise.

The interior is quite nice, basic, but nice and you can update it if you want as Eduard do a set for the G-1

kit in their range (#72-401) that you could also use here. Fit of all of the major parts is extremely good, the only problems being the rear decking insert (#A8), which is a little vague in its fit and can move about while the glue sets if you are not careful. Check the locating pin size of the Bk 37 cannon before you drill the holes in the lower wing half (#E1) in stage 5, because with care you can make the holes just big enough so that the guns can be snapped into place after all the assembly and painting is done. Leave off the landing light (#F5) until after painting, as it fits quite snugly and can be secured in place with PVA right at the end. You can cut the tabs for the wheels in the spats (#D3, 4, 5 & 6) by about half in stage 7, that way you can push the completed wheels up into them right at the end of assembly and save yourself a lot of time and effort in masking and painting both spats and wheels!

Leave off the tailplane support struts (#D14 & 15) in stage 8 until final assembly, because if you

install them early they get right in your way when masking and spraying the model. I found I had to do a bit of cleaning up along the wing trailing edges, as there was flash between the wing and flaps. There is also a step on the extreme wing tip, probably caused by a multi-part mould to make the shorter-span G-1? This can be smoothed out with Micro-Mesh, but go easy as the engraved detail is not that deep. The Bordkanone (Bk) 37mm Flak 18 anti-tank units are nicely moulded, with the magazines and the mounting supports all separate. This is very useful, as it makes painting and weathering the cannon units all the easier and the whole lot can be fixed to the model once all other work is concluded. This also means that you can adjust them on the model, as the cannon magazines should be parallel with the ground, not the wing under-surface. The four-part canopy looked great, excellent! I thought to pose open so I merrily went ahead and prepared them all only to find the forward section is too thick and will not allow you

to pose it open? What a waste of time and effort and as far as I can see Squadron only do a B-series replacement vacuum-formed canopy and the D-series one in Falcon Set No.5 is for the Fujimi kit, so may not fit here?

Colour scheme wise you get one, not really an 'option' one is it? This is the previously mentioned Rudel scheme that is standard RLM 70/71 on the upper surface and RLM 65 underneath. The lower wing tips, ground attack 'V' on the wing and band around the rear fuselage are all RLM 04 Gelb (yellow) and the spinner is RLM 70 with a white spiral. All of these bar the yellow wing tips are supplied as decals. I must admit initially that I thought the yellow 'V' would be too translucent to apply over the dark colours of the upper surface, but no, it was fine, really good colour density with no 'seepage' from the colours underneath. The yellow rear fuselage band is in two parts and I could not get it to fit and remain parallel, so I ditched it and masked and sprayed on that band while I was



YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Masking Tape
- Blu-Tack
- Scalpel, with IOA blade
- Micro-mesh Files
- Micro Sol & Set
- CMK Stardust Powders

Paints Used:

- Xtracrylic
- XAI201 RLM 02 Grau
- XAI202 RLM 65 Helblau
- XAI203 RLM 66 Schwarzgrau
- XAI204 RLM 70 Schwarzgrün
- XAI205 RLM 71 Dunkelgrün
- XAI213 RLM 04 Gelb

Reference books:

- Ju 87 - A Luftwaffe Profile No.5 (Schiffer)
- Ju 87 - Aero Series No.8 (Aero Publisher, 1966)
- Junkers Ju 87 Stuka by M. Billy (MBI/Sagitta, 1992)
- Junkers Ju 87 Monografie Lotnicze No.19 (AJ-Press)
- Junkers Ju 87D/G, Aero Modellismo Anno IV No.3 (Delta, 1983)
- Junkers Ju 87D/G, Aero Detail No.11 (Art Box Co., Ltd 1994 ISBN: 4-489-22634-1)
- Junkers Ju 87G-2, Luftfahrt International No.19, Jan-March 1977
- Ju 87 Stuka In Action No.73 by B. Filley (Squadron/Signal Publications 1986 ISBN-0-89747-175-X)
- Ju 87 Stukageschwader 1937-1941
- Stuka by G. Adlers (Schiffer)
- Stuka by H. Leonard (Heimdal)

Dimensions

Span - 49ft 2 1/2in (15.00m), Length - 37ft 8 3/4in (11.50m) Dimensions - 1:72, Span - 208.33mm, Length - 159.72mm, Dimensions - Kit Span - 208mm (14.98m), Length - 155mm (11.16m)

⚠ Always ensure that you work in a well-ventilated area when using solvents





doing the lower wing tips. The spiral on the spinner is another decal item and I would recommend with hindsight that you assembly the backplate and propeller as one unit and keep the spinner separate, then spray them all RLM 70 and once dry apply the spiral decal to the spinner. I say this, as the spiral supplied is neither long enough or prescribes a tight enough spiral and as a result it overlaps the cut-outs of the blades on the spinner. You need to therefore apply it earlier and trim it to fit or you run the risk of having the awful example seen on my model!

This is a good kit, from the build point of view, easily as good as the Italeri series, and better in many ways than the Fujimi ones, and at £4.99 in the UK who can complain about the price. Now, when I started this Toyway asked if I could check the dimensions of the completed model, as some reviewers had stated that the kit was inaccurate. I therefore put the scale rule over this one before and after assembly and then had a look at published dimensions, huuummm... There seems to be some confusion on the span of the G-2, so I used those in the Aero Detail title,

which state 15.00m for the span and 11.50m for the length. Oh dear, the model is OK span wise but the length, it measure out at around 11.16m and I am being generous here, so over 34cm (over a scale foot) short? Initially I thought it was the rear fuselage, that it was too short or truncated in some way, but no? Trying to work out where the shortfall was is difficult, so I took a look at the type purely on its proportions and this is where you can see the problem. It is the entire nose that is undersize and too short. The way to see it is to look at the profile of the upper cowl line and then look down at the depth and shape of the radiator and you will see what I mean. Use a set of side profiles if you can, the D-5 set in the In Action title on page 51 are suitable and you will see what I mean. Of course, this is actually good news as Academy could, if they wanted, just retool the entire nose area and get this model back on track.

**BUILT & WRITTEN
BY R.A. FRANKS**

FINAL VERDICT

A nice kit to build well, moulded and with good levels of detail, but from a modellers' point of view the discrepancies in the nose mean that with other kits out there this one is going to be considered inferior. A shame that as it is a good kit and if you can prove my measuring wrong I would be delighted to take it all back, as otherwise I quite enjoyed that one as it got me back into model making again.



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Kits:

- Academy 1/72 JU87G-2 Stuka Kanonen Vogel - £ 4.49
- Academy 1/32 F-16C/J Fighting Falcon - £53.07
- Special Hobby 1/72 Reggiane Re-2000 - £10.80
- Eduard 1/48 Albatros D.III - £16.43
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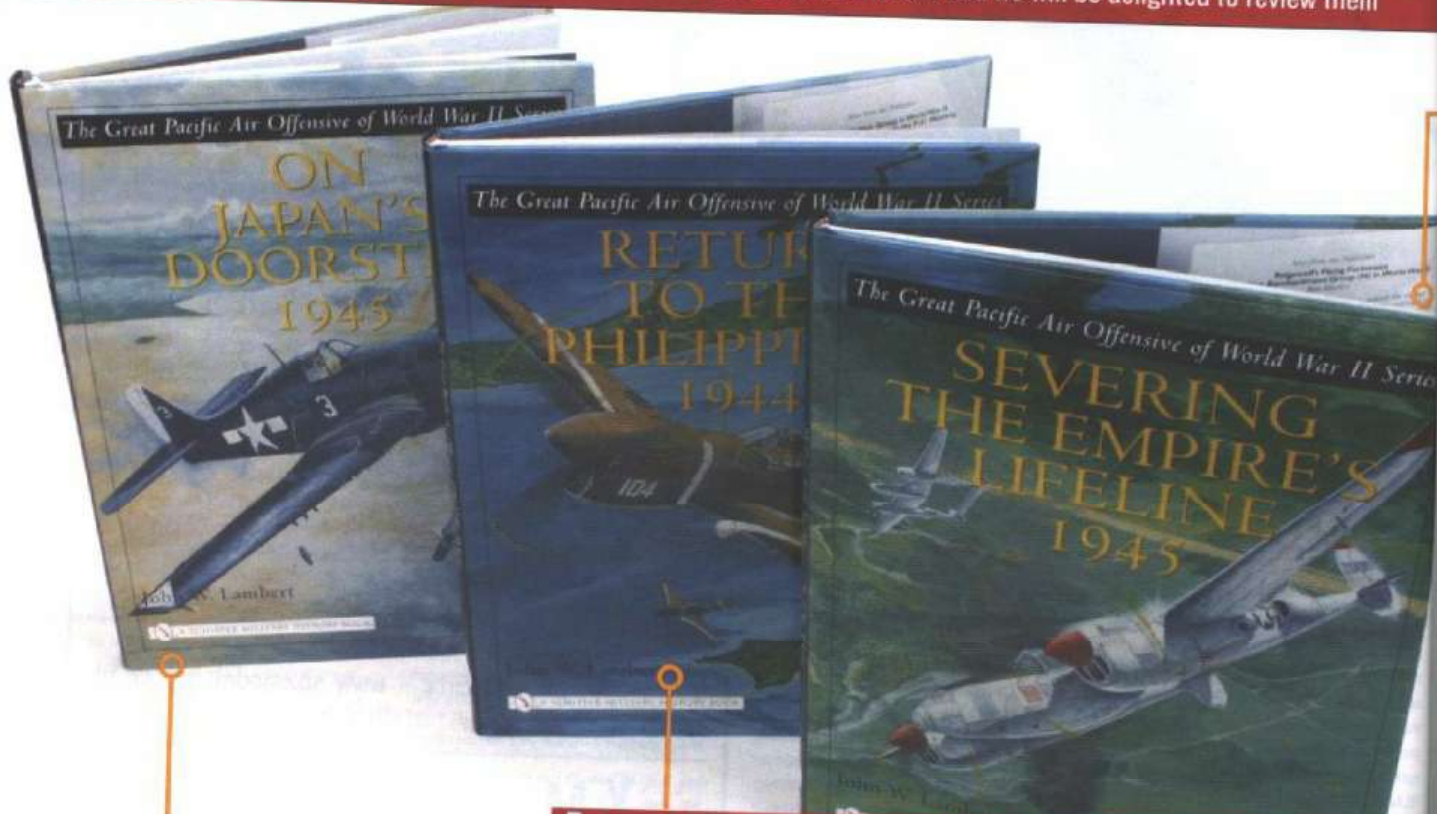


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On Japan's Doorstep 1945

by John W. Lambert / Schiffer Publishing Ltd / ISBN: 0-7643-2268-0

+ This is the third and final volume in The Great Pacific Air Offensive of World War II series and again it is in the same format as seen with the previous two. The operations and events covered in this final volume include Okinawa and Ie Shima, the strategic air offensive against Japan, Mustangs over Honshu, the final blows inflicted by Task Force 38 and, to round off, post-VJ-Day images. There is a good mix of both American and Japanese subjects in this volume, both men and machines and there are good shots of nose art like 'Too Big, Too Heavy' as depicted in the Revel-Monogram 1:48 P-47N kit. There are good shots of P-61s and A-26s, as well as a mass on the B-29. Once again many of the images are harrowing in what they depict, but are also of immense value to the modeller, as they show the aircraft as they were, and often close-up so you can see the wear and tear on them. I am just waiting to see some-one model the 'Uncle Dog' trainer built by Tech Sgt Barr and seen on page 86!

Verdict: The whole set are worth investing in and so this final volume can be given the big thumbs-up, as it is just so packed with information that it is ideal for the modeller, and will be the inspiration for many a model, as well, I hope, as a few dioramas. Our thanks to Bushwood Books and Schiffer for the review sample. All UK and European orders are dealt with by Bushwood, so contact them at 020 8392 8585 (email: info@bushwoodbooks.co.uk), while all other orders around the world should be made directly to Schiffer

RATING 10/10

SAMPLE SUPPLIED BY: BUSHWOOD BOOKS

Return to the Philippines 1944

by John W. Lambert / Schiffer Publishing Ltd / ISBN: 0-7643-2266-4

+ This is the first volume in a series entitled The Great Pacific Air Offensive of World War II from Schiffer. Each title in this series is the same format, with 112 A4 pages and a hardback cover. The content is basically a huge selection of period images interspersed with small narrative passages as introductions to each chapter. These chapters cover a specific event or stage in the operations against Japan at the end of WWII and in this first volume these consist of New Guinea and the Solomons, Mandates and the Reduction of Truk, the Battle of the Philippine Sea (The Marianas Turkey Shoot) and, finally, the Battle for Leyte. As already stated the bulk of the title is photographic and just about every USAF and USN type is covered, with a smattering of images of crashed and captured Japan types as well. A few offensive strike images from ground attack and anti-shipping missions are also included, as well as images of aircrew and aircraft nose art etc. The images are all reproduced large with two to the page being the 'norm' and each has a good informative caption.

Verdict: The depth of photographic coverage in this title makes it ideal for modellers. There are images that will allow you to fully understand what an operational machine in this theatre looked like, and as many of the overall shots are supported with close-up ones, they really are worth their weight in gold. The images of P-40s of the 7th FS on page 37 are a point of fact, as they were all overpainted sand but all the stencils were just painted round and so the Olive Drab still shows through!

Our thanks to Bushwood Books and Schiffer for the review sample. All UK and European orders are dealt with by Bushwood, so contact them at 020 8392 8585 (email: info@bushwoodbooks.co.uk), while all other orders around the world should be made directly to Schiffer

RATING 10/10

SAMPLE SUPPLIED BY: BUSHWOOD BOOKS

Bristol Bulldog & Gloster Gauntlet

by Alex Crawford / Mushroom Model Publications / ISBN: 83-89450-04-6

+ This is the latest title in the Yellow Series from this publisher and follows their usual A5, softback format that, in this instance, has 144 pages of which 54 are in colour. Not much has been specifically done on the Bulldog or the Gauntlet, although I recall a hardback title a few years back on the former (by David Luff the bibliography tells me). This new title from Mushroom is therefore welcome as it combines a nice clear narrative that charts the development and service use of each type individually, as well as dealing with those foreign nations that operated the type. This is all supported with a good selection of period images, diagrams and photos from the flight manuals and some walk-around shots of preserved examples in the form of the Bulldog at the RAF Museum and the Bulldog Mk IVa and airworthy Gauntlet in Finland (albeit this is re-engined with a Leonides). All of these walk-around style images are in colour toward the back of the title and they are followed by 24 pages of colour profiles. These have been reproduced on a grey page background that is, I am sure, to give better definition to the silver overall colour of these subjects, something that would have been lost on a white page.

Verdict: It is great to have a good concise guide to these two types and the historical and technical data contained within it are very useful to the modeller. All we need do now is convince mainstream manufacturers that inter-war biplanes are the next 'big thing' (just think of a Bulldog in 1:32!) Our thanks to Mushroom Model Publications for the review sample. You may obtain a copy for £11.00 (inc. P&P) from the publisher or alternatively if you are in the USA the range is stocked by MMD (Squadron), while in Australia the series is handled by Platypus Publications.

Severing the Empire's Lifeline 1945

by John W. Lambert / Schiffer Publishing Ltd / ISBN: 0-7643-2267-2

+ This is the second volume in The Great Pacific Air Offensive of World War II series from Schiffer. Once again it follows the same format the first volume, however in this one the narrative and photos cover the Liberation of Luzon and the Southern Philippines, carrier strikes from Indo-China to Japan, victory in Burma (stalemate in China), Iwo Jima and Okinawa, facing the Kamikaze storm and the battleship Yamato's last operation. The images are again reproduced nice and big, with clear captions and although some of the images are harrowing and thought provoking in what they show, the wealth of information they offer the modeller is immeasurable.

Verdict: Just got to have it, if you have volume one you will want volume two as the quality of the product coupled with the information it contains make it a 'must' for all USAF and USN modellers. Our thanks to Bushwood Books and Schiffer for the review sample. All UK and European orders are dealt with by Bushwood, so contact them at 020 8392 8585 (email: info@bushwoodbooks.co.uk), while all other orders around the world should be made directly to Schiffer

RATING 10/10

SAMPLE SUPPLIED BY: BUSHWOOD BOOKS

Zerstörer Volume 1 - Luftwaffe Fighter-Bombers & Destroyers 1936-1940

by John J. Vasco / Classic Publications / ISBN: 1-903223-57-1

+ This is the latest in the Classic Colours series, produced by Classic Publications, which is now part of Ian Allan. These softback series of monographs will build into a set covering all aspects of camouflage and markings for Luftwaffe operations during WWII. They all follow a standard format and the page numbers run consecutively within each set, so this one, being Volume 1 for Zerstörer, runs from 1 through to 96. The vast majority of the photos in this volume are black and white, but there are a few in colour. The main subject of the first volume is the Bf 110, so there are a good selection of images coupled with high quality colour side profiles depicting some of the aircraft seen in the accompanying photos. This volume covers the early development of the Zerstörer concept, as well as its use in the initial stages of WWI up to 1940 when it was found to be wanting in the face of modern, fast monoplane fighters. With the losses of the Bf 110 quite high, there are a good number of photos of crashed and captured examples, but there are also a similar number of them in service as well as being maintained. Probably the most interesting material in this volume is the series of colour stills from the ciné film produced by Vultee of D-O W/Nr. 3341 (S9+CK). This machine was shot down over the UK in August 1940, and after going the rounds for display it was sent to the USA where Vultee evaluated it. The colour images included in this book (18 of them) are not ones I have seen before and are of great interest.

Verdict: This is another instalment in an excellent series. If you are a Luftwaffe modeller then this series as a whole is well worth having and we can recommend this and other titles in the series. The UK price for this title is £16.99, while in the USA it should be \$29.95. Our thanks to Classic Publications (Ian Allan Ltd) for the review sample.

RATING 8/10

SAMPLE SUPPLIED BY: IAN ALLAN

Messerschmitt Me 262 - The Production Log 1941-1945

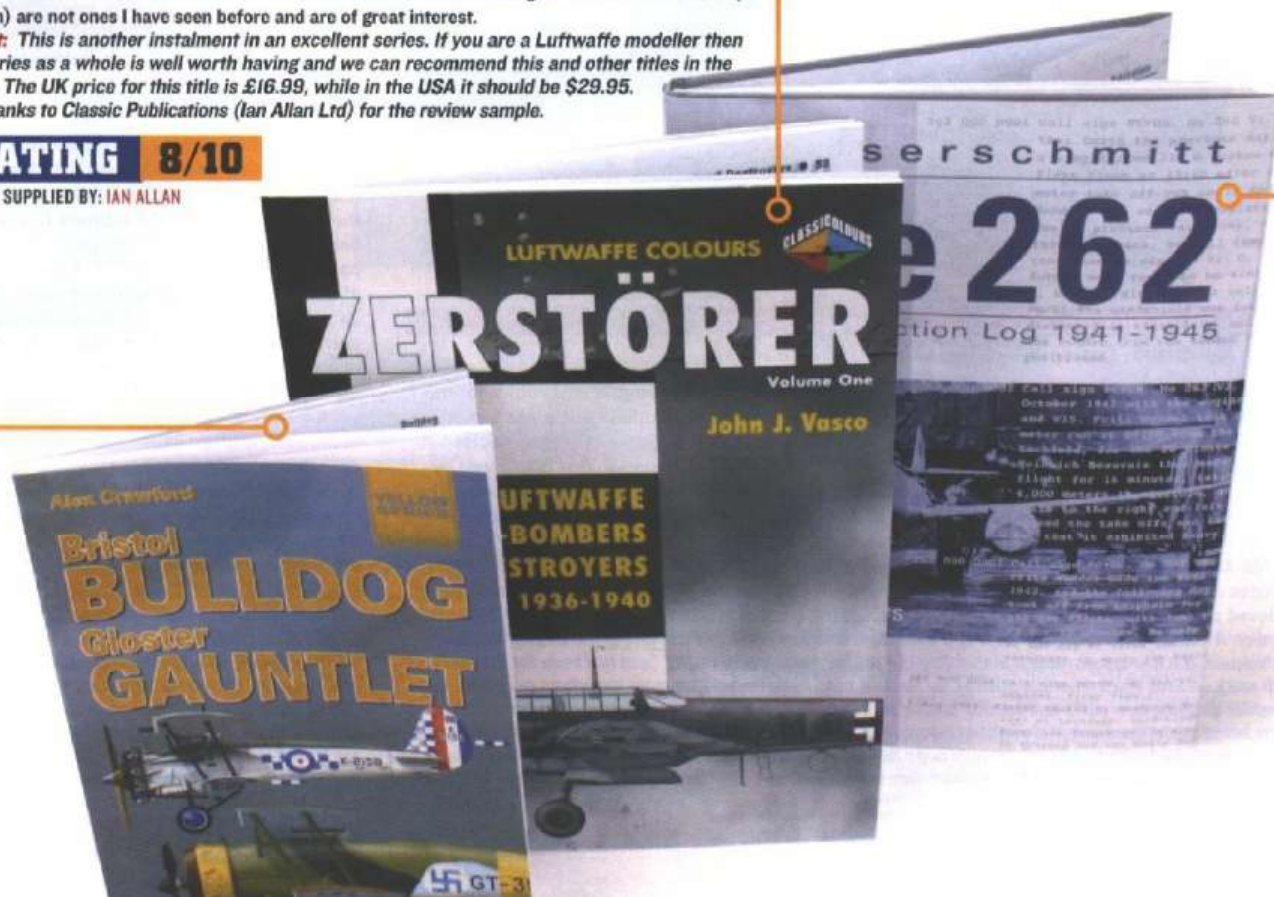
by Dan O'Connell / Classic Publications / ISBN: 1-903223-59-8

+ As the title suggests, this is a complete log of all Me 262 production. The format of the title takes the form of a run-down of the entire Me 262 production, listing each W/Nr with both its service and ultimate fate. The list is in Werknummern (W/Nr) order, not my version, so it is actually easier to use as a reference guide as a result. The text is informative and concise, with the author also helpfully putting in both sets of accounts if they contradict each other. The text is not huge per airframe, but overall it fills 189 of the 224 pages. Interspersed within the text are period images of some of the airframes and yes, before you ask, a number of these are previously unpublished. There are even a few colour shots and quite a few show wrecked airframes after the end of the war, or how they were discovered by advancing Allied troops (all very useful for dioramas). The second part of the title deals with those aircraft or listed losses that have 'unknown' W/Nr. And once again follows a similar format to the previous section, although this time the text is organised in date order.

Verdict: This is certainly a very interesting title and one all Luftwaffe fans will want to add to the previous ones produced by Classic on the Me 262. The text and format is more suitable for the aviation enthusiast than the modeller, but with that said many of the images are extremely useful, so we leave the ultimate decision up to you. The UK price for this title is £35.00, while in the USA it should be \$59.95. Our thanks to Classic Publications (Ian Allan Ltd) for the review sample.

RATING 8/10

SAMPLE SUPPLIED BY: CLASSIC PUBLICATIONS



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De Havilland DH.60 Moth

by Stuart McKay / Midland Publishing / ISBN: 1-85780-212-8

+ This is a lavish new title on the DH.60 Moth from an author with an obvious love of De Havilland designs, as he did the excellent DH.82 Tiger Moth title for Midland. The bulk of this 192-page title is narrative, with a good mix of period images and a large colour section towards the end. The text is split into chapters that chart the development and use of the DH.60 in chronological order from 1925 onwards. The initial chapter looks at work by De Havilland prior to 1925 that set the scene for the DH.60 and from then onwards the text is purely about the production and use of the type all around the world. Many famous names of the era are included, with of course, mention being made of Amy Johnson's DH.60G 'Jason' (G-AAAH), as well as the replacement aircraft G-ABDV, christened 'Johnnie'. The back of the title contains sixteen pages of colour images, mainly showing those DH.60s flying today, but also including a few shots of those airframes now retired to museums. All of the images tell a story in this title, and we have to admit to a wry smile with the captions on page 164 as the "what appears to be a huge dog." is in fact a lady seated in the foreground of the photo wearing one of those domed woolly hats very much of the era. OK, she is out of focus, but 'that's no dog...!'

Verdict: The title is ideal for fans of the type, as well as anyone interested in civil light aircraft in the 1920s and 30s. The title is well illustrated, albeit the photos are small and the text extensive so this is a true historical reference book that many modellers may wish to own. The UK price is £24.99, while in the USA it should be \$44.95. Our thanks to Midland Publishing (Ian Allan Ltd) for the review sample.

RATING 8/10

SAMPLE SUPPLIED BY: IAN ALLAN LTD



Modelling the De Havilland Mosquito

by Roy Sutherland / Osprey Publishing / ISBN: 1-84176-765-4

+ Roy Sutherland should need no introduction, as his Cooper Detail range is well known for the high standards of detail and quality. Choosing him to do this new modelling title was a good one because Roy has a bit of a liking for British subjects. The book itself kicks off with a concise list of Mosquito kits, accessories and decals, as well as data on the various marks. This is followed by chapters that look at a specific build, the first of which is the Tamiya 1:48 B Mk IV from the box. This is then followed by a conversion of the Tamiya 1:72 FB Mk VI into the NF Mk XIII, then a conversion of the Tamiya 1:48 B Mk IV into the PR Mk XVI and, finally, the Tamiya 1:48 NF Mk XIII into the NF Mk XIX. All of these chapters features stage-by-stage photography of the build and conversion process and these are all very well done. The burnt-off paint on the NF Mk XIX has to be seen to be believed and the quality, detail and finish of each of the models in this title cannot be faulted.

Verdict: A 'must' for all Mosquito fans and a title that also has much to offer just in the form of tips and techniques. If it has a down side it is that Roy is a professional model maker (and has been for 20 years, with work on Star Wars amongst others), so he does tend to do things that most modellers would not even consider (making new parts and casting copies etc) and the book, although good in showing you these parts being made, does not give you the material you would need to actually do it yourself. Apart from that the title can't be faulted and one can only hope Roy can be persuaded to do a similar title on the Typhoon, as we know how much he likes that subject! Our thanks to Osprey Publishing for the review sample.

RATING 9/10

SAMPLE SUPPLIED BY: OSPREY PUBLISHING

Nachtjäger Volume 1 - Luftwaffe Night Fighter Units 1939-1943

by David P. Williams / Classic Publications / ISBN: 1-903223-53-9

+ As with the previous Zerstörer title, this is another new addition in the Classic Colours series from Classic Publications. It is in the standard 96-page, A4 softback format and being Volume 1 of the Nachtjäger coverage; the pages run from 1 through to 96. Again the bulk of the title is photographic, mixed with a good informative narrative text, detailed photo captions and a large number of colour side profiles depicting the aircraft seen in the accompanying black and white photos. This first volume covers the early development of the night fighter in Germany, with an initial look back at similar operations during the latter stages of WWI and work on developing the concept during the inter-war period. Many different aircraft types were used in the night fighter role, so this first volume looks at the Ar 68, Bf 109D & F, Bf 110C, E & G, Do 17Z, Ju 88C and Do 217. The title covers up to 1943 and there is a special section on Luftwaffe night fighter ace Helmut Lent.

Verdict: This is yet another excellent instalment in this series. All Luftwaffe modellers will want to have this series in their collection and this latest addition is no exception. The UK price is £16.99, while in the USA it should be \$29.95. Our thanks to Classic Publications (Ian Allan Ltd) for the review sample.

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LETTER OF THE MONTH

CONGRATS FROM DOWN-UNDER

I HAVE NEVER written to a publication of any sort before, but felt compelled to do so in order to pass on my heartfelt congratulations for producing such a fantastic magazine. I am a Brit living in New Zealand and am one of the many who seem to be re-discovering a passion for modelling. I think that MAI has really hit the nail on the head, delivering a perfect mix of information and inspiration, and all presented in a beautifully photographed and helpfully written manner. I really like the 'step by step guide', the 'you will need', and the 'builders tip' sections for all of us who are not quite able to construct show winners... yet. As far as I am concerned there is only one very small area that could be made slightly better and that is to include a rough guide price for the models being reviewed. Down here in NZ hobby shops are rather thin on the ground, and as such I order many kits over the net. A rough idea of price, even in pounds sterling, would save a little bit of research (a very minor gripe I know). To end I have a question.

I have just seen the movie 'Stealth' and was wondering if you know of any manufacturers who may be planning to produce the fantastically sexy looking (but totally fictional of course) 'Talon' aircraft featured in it?

Many, many thanks for such an awesome magazine; I'm very glad that I subscribed!

Regards

Rick Barrett (Wellington, New Zealand)



Ed Says: I am pleased to hear that you like MAI and find the information, style and presentation all to your liking. It is difficult to get the mix right in any publication but it seems as if we have got it just right for you and many others going by the congratulations we have thus far received.

The request for prices in our features is a difficult one, as we are producing this title for a world market and as RRP (Recommended Retail Prices) no longer exist, and SRP (Suggested Retail Prices) are the norm nowadays, prices for products can vary from outlet to outlet just in the UK, without looking at the world market! If the manufacturer or exclusive distributor supplies a sample to us and they include the SRP, we will include it in the feature, if not, well we have to leave it out. I can see the reasoning behind the request and it is certainly a valid point, so let me think on it some more and I will see what we can do from Issue 5 onwards.

As far as we are aware the 'Talon' from the movie has not, as yet, been announced by anyone. However, knowing how popular movie subjects can be with manufacturers to capture the imagination of the younger generation, there is a good possibility it will be produced. Keep checking our news pages and our website, as who knows, it may be announced one of these days!

TIPS & TECHNIQUES

THANKS FOR PUBLISHING my letter, I didn't expect it to make letter of the month and I was very excited by it. Anyway I think the magazine is great, modern and well printed and I will certainly be buying it every month. I am sure you will cover all aspects of my requests in the coming months and I look forward to making my model planes to a much higher standard which with the help of your magazine I'm sure I will.

Kind regards and thanks again
Graham Palmer (UK)

Ed Says: We all hope you enjoy the prize from Academy for your Letter of the Month and I have already started work on scheduling in the series of 'how to' features. The list is ever expanding, but if anyone else out there has subjects and techniques they would like to see explained in print, let us know and I will add them to the list.



MESSAGE FROM THE EDITOR

Doing the rounds and it's nearly 'that' time again

As I write this I have been to a couple of shows with MAI and at each of them I have been very happy to receive such positive feedback from so many of you. As I said last month the overall consensus of opinion is that the title is 'just right' and about the only things you want is 'more', but isn't that always the way! I take in all that you pass on, and build this in with the plans I already have and from this I can see that the potential for MAI is huge, not just because of the great releases we are seeing nearly every month, but by the fact that you are all so keen on the hobby. The enthusiasm you have is obvious; it manifests itself in the way in which you have greeted MAI and by the sales of the previous three issues. By the comments made I can gauge that you enjoy having a fresh new title, with a new way of looking at the hobby coupled with excellent design and layout. It is hard getting all the info into an edition that we do each month, but it is worth it, as you have all told me so! We have yet to take MAI to a 'big' event though, but that is just around the corner...

Yes, it is time to really start thinking about the IPMS/UK Scale Modelworld event at Telford. By the time you read this it will be less than a month away! We all love the 'Nats', as we like to refer to it, as it is a great time to catch up with people, to see what is in the competition area and, yes let's admit it, shop! I have been going for a number of years now and although I don't recall the old Stoneleigh years, I do recall Donington and that year it was held during the first week of December and snowed as we were all packing up on the Sunday afternoon! ADH will be there as usual, with MAI squeezing in alongside our sister magazine, Tamiya Model Magazine on the stand. It will be good to see any of you, and I am sure I will be doing too much talking as usual! It does save me from spending though, which is no bad thing, but what chance actually stopping a modeller from buying - none! If you are coming to the event, we hope you will drop by the ADH stand to just say hello or to have a chat. If you are considering becoming a contributor, drop by the stand and we can discuss things at length. Don't be shy, the offer is there to everyone, if you think you are up to the challenge and would like to see your work on the pages of MAI then you are not going to do so unless you put yourself forward. I would like to have a few more contributors undertaking the Kwik Builds each month, so if you don't feel up to doing articles Kwik Builds are a nice way of getting into the 'rhythm'.

Got to go now, as I am running short on time to complete this edition and I can hear a certain kit calling me from the model room!



Richard A. Franks
Editor
Model Airplane International

A correction

My apologies to Creative Models, as in last month's edition I listed Amerang Ltd as the UK importer and distributor of the Accurate Miniatures brand.

This is, of course, incorrect, as Creative Models are the official UK importers for that manufacturer. My apologies to Creative Models for this oversight and to the readership for any confusion this may have caused. For more information on Accurate Miniatures you can contact Creative Models on 01354 660088, email info@creativemodels.net or visit their website at www.creativemodels.net.



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The air tingles with excitement... There! Just on the horizon, 6 planes flying in tight formation rocket over the crowd, leaving smoke trails across the clear blue sky as they break into a new formation. These are the Thunderbirds, the United States Air Force Air Demonstration Squadron, one of the premiere aerobatic teams in the world. Tamiya is proud to offer a 1/32 replica of the specially modified F-16C Block 32 flown by the Thunderbirds. This large, 475mm long model features a truly impressive finish to capture all the excitement of modern aerobatics. High quality decals are included to fully reproduce the plane's striking red, white and blue color scheme, as well as the Thunderbird of Native American legend depicted on the plane's underside. Choose from 2 sets of markings to represent the Thunderbirds at the April, 2005 show at MacDill Air Force Base, or during their 2004 Pacific Tour. This model accurately reproduces the Block 32's characteristics like smaller air intake, engine nozzle and landing gears. The kit includes a large display stand featuring 3 adjustable angles to depict the Thunderbird F-16 in full flight, while flaps, rudder and horizontal stabilizers all move thanks to poly caps. Further highlights include fully accurate cockpit with moveable canopy, detailed pilot figure and special access ladder used by the Thunderbirds team. This high-quality, large scale model lets you experience the action and excitement of the Thunderbirds firsthand!



Large display stand features sturdy steel construction and 3 adjustable angles.

Paints recommended for the F-16C Block 32



TS25 Pure White TS8 Italian Red X3 Royal Blue

Metal pitot tube and static discharger, die-cast metal landing gears provide extra detail and durability. Model reproduces smoke discharger used during aerobatic shows. Includes 1 pilot figure and 2 sets of markings.

Ultra realistic Block 32 cockpit with Thunderbirds pilot figure



2 Interchangeable engine nozzles depict cruising or afterburner speed. High-grade metal parts increase durability and realism.

Metal parts for extra realism



F-16C Block 32
Thunderbirds U.S. Air Force
Air Demonstration Team
MacDill Air Force Base, Florida, April 2005

Thunderbirds



Box designed to store model after assembly



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DESPATCHES FROM

From our WWI correspondent looking through a wing darkly...

Roland Michel's ambitious 1:24 scale Hansa Brandenburg D.I 'Starstrutter' (see MAI August 2005) boasts a number of commendable features, not the least being the inclusion of 'fabric' covering material for its skeletal flying and control surfaces – a praiseworthy and important inclusion. For it is your scribe's humble opinion that any WWI scale model worth its salt, even down to 1:72 and especially those representing overall clear-doped machines, really should reflect the translucency of the original airframes. Not easy to accomplish I admit, but there are solutions. Over the years there have been a number of adventurous kit manufacturers like Contact Réline who have addressed this very issue with varying degrees of success. Hillcrest of America were the first, way back in 1957, with their 1:48 scale 1910 Curtiss Pusher and 1909 US Army Wright biplane. Moulded in a brown and silver grey plastic (Tenite), they included pale cream tissue paper for covering their finely moulded airframes. The large scale enabled fairly sharp components to be produced and of all the plastic/tissue kits these are generally considered to have been the best. Poorly distributed at the time, these kits, especially mint examples, are now extremely difficult to get hold of and can fetch alarming prices between kit collectors. When was the last time you saw one of them on eBay? No, me neither... Brifaut of France produced three 1:72 scale pioneers in 1961, also moulded in brown with tissue covering, the Antoinette and 1909 Blériot XI were obvious choices. Less expected was an excellent 1890 Clement Ader Eole which contained blue silk covering material and there were two complete kits in one box pre-dating both Sweet and Eduard by a considerable margin. Clearly there's nothing new under the sun...

Other companies took up the challenge, chief among them being Renwal from the USA. In 1966 they released three double kits of 'Fabulous Flying Machines' in the wake of Fox's popular 'Magnificent Men...' movie that was packing them in at cinemas around this time. Generally accurate and crisply moulded, the kits were, regrettably, moulded in black and the Aeroskin tissue was a stark white. Had more appropriate colours been employed maybe they would have enjoyed a more appreciative audience. Not long after, with The Blue Max creating a revival of interest in WWI aircraft, Renwal

released a dozen 1:72 kits with pre-printed coloured Aeroskin featuring the markings of leading aces – not always completely accurately it must be said. The kits themselves were moulded in white, semi-skeletal form, and loosely based on Airfix, Aeroskin and Revell products; Aeroskin was easily applied by using the liquid Testors cement each kit included. In 1967 Renwal released five more in 1:48 scale, among them an attractive post-war Jenny in fish scale décor! Renwal were on the right lines here and some of their kits looked fairly reasonable if carefully made – certainly the translucent effect was realistically conveyed and I also used Aeroskin on better quality kits to good effect. Renwal's Aeroskin was, overall, a great idea, marred only by its execution...

In 1982 the Swiss manufacturer Metropolitan announced a series of 1:24

scale WWI kits including a Taube, Spad XIII and Morane Saulnier Type N – in the event only the Caudron G.III was ever released, an ambitious, well-designed kit to high standards – but for £99 it was something of an investment at the time. The wings and tailplanes were moulded in a whitish transparent plastic with pre-painted rib and spar positions all present and generally correct. Over this you were expected to attach self-adhesive cloth – and roundels! – of a thickness and coarseness that most modellers found quite unacceptable. On my original Scale Models review model I merely airbrushed light coats of clear-doped linen (CDL) over all surfaces and handpainted the markings using dividers. As may be seen the resultant effect looks convincing enough and certainly offered a far more realistic alternative to the material supplied with the kit.

CLEARLY AN OPTION

In more recent years AJP Maquette from France have produced a wide range of excellent 1:48 scale brass-etch kits covering pre-war and WWI classics such as the Antoinette, Demoiselle, Bristol Boxkite, Caproni Ca.3 bomber (yes, really!), Voisin and Nieuport fighters. All are beautifully produced, if somewhat expensive, the brass structures being exquisitely produced. To purists, these two dimensional brass airframes appear too flat yet, when covered with the cream tissue paper provided the effect is stunning and the compromise visually acceptable. At first sight, using a Pritt adhesive stick to attach tissue firmly to metal frame-work appears ludicrous but believe me – it works a treat!

Ever innovative Roden from the Ukraine released a quartet of 1:48 scale Sopwith 1/2 Strutters throughout 2003 uniquely moulded in clear plastic, the modeller having to mark in the rib stations and bracing with a Rotring pen prior to applying thin, airbrushed coats of paint. The idea was a sound one; albeit with some reservations, not the least of which being the brittle nature of transparent polystyrene plastic. Presumably the kits were not over-popular for to date Roden have yet to produce any other WWI kits this way.

On a number of past scratchbuilds I've achieved a reasonable effect by using 5 or even 10 thou. plastic sheet (white and clear) for producing



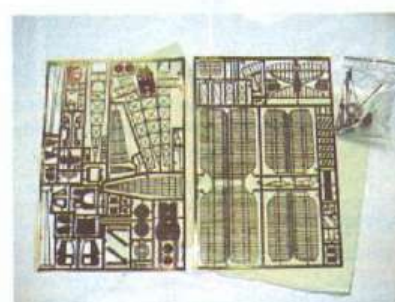
Renwal's SE5a in Elliot White Springs' décor – with the sun above, the roundels and identification letter of the upper wing may be seen showing through the lower covering as Airfix advertising used to say – 'Just like the real thing!' Note the square 'repair patch' – another handy by-product of Aeroskin!



Another of your columnist's 40 year old models dusted off for photography. Renwal's D.VII was based on a Willi Gabriel colour scheme published in the classic 'Warplanes in Battle' and not entirely authentic. Nevertheless the Aeroskin treatment really lends itself to realistic representation of Tarnstoff...



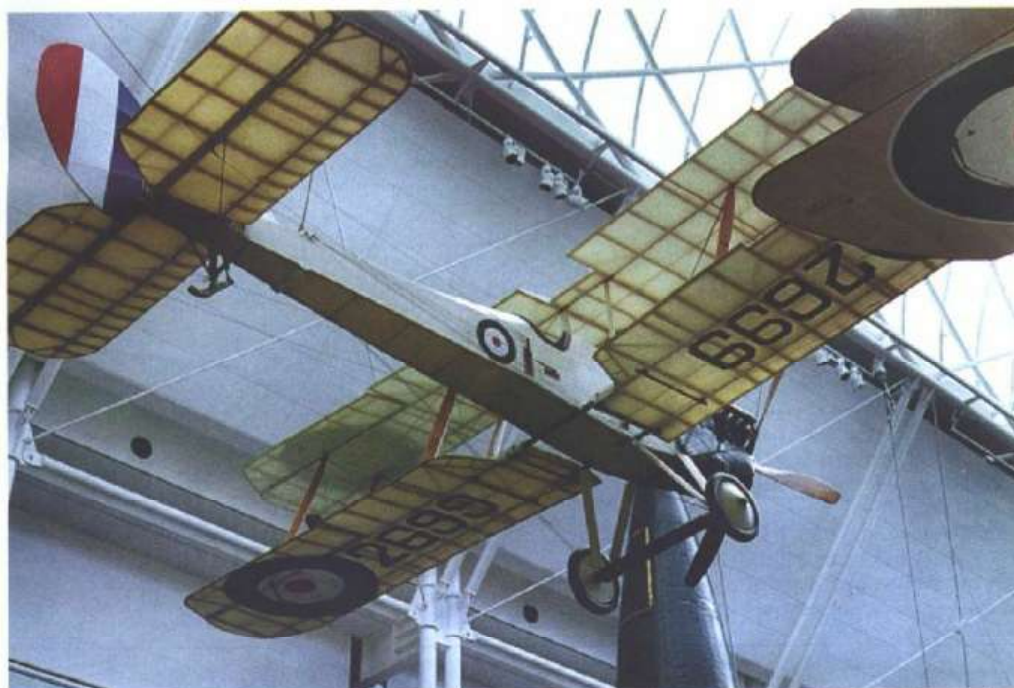
Box art for one of AJP Maquette's 1:48 brass etch kits, this the Spad VII with white-metal wheels, cowling, airscrew and Hispano-Suiza engine. Tricky to build but in the right hands the end result could be stunning.



Spread of brass and tissue is impressive – a typical AJP production with meticulous detail worked into the etched sheets. Only 'clear' buff tissue was supplied for the Spad that you'd need to paint and decal after varnishing obviously. If you thought this kit looks complex, consider their massive 1:48 Ca.3?

THE FRONT

WRITTEN BY
RAY RIMELL



RAF BE2c 2699 as currently displayed at the Imperial War Museum, Lambeth, in clear-doped linen overall; its suspension under the light-emitting roof emphasizes the visible structure and roundels through the covering. Similar effects as noted in the text may also be seen to advantage on the RAF Museum's D.VII and Camel slung high up in the Milestones of Flight hall.

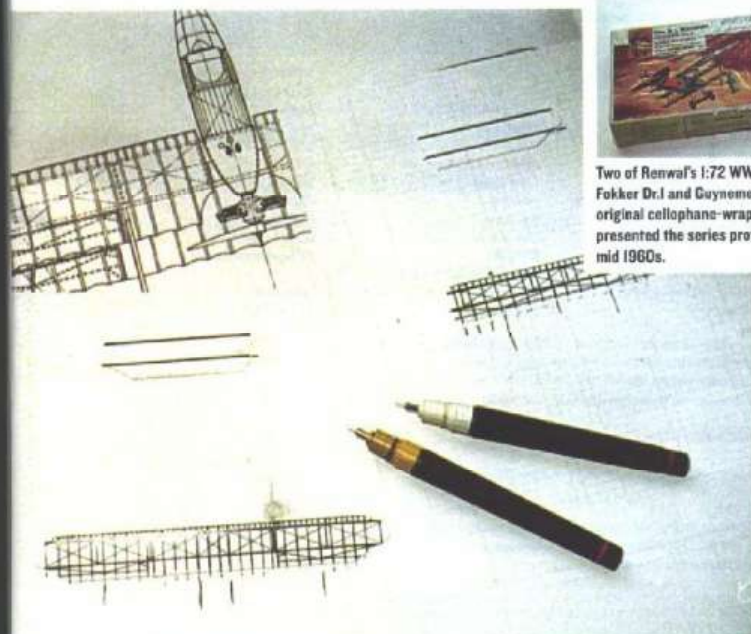
wings with a ruling pen to mark out the structure, lightly over-spraying CDL did the rest. On contemporary resins, such as those produced by CSM, Choroszy, Omega, etc., parts are usually cast in a light cream/buff colour. Wings and tails are often extremely thin and appear semi-trans-

lucent which works in the modellers' favour. Conceivably they could be left unpainted for a reasonably realistic appearance out of the box. As ever, experimentation is the keyword here and no doubt those MAI readers with a strong WWI interest will favour their own methods.

Not that the authentic depiction of a fabric-covered surface is necessarily restricted to clear-doped machines. Consider the various German Tarnstoff printed fabrics which are invariably featured as opaque on all but very large scale flying models for which pre-printed covering material is com-

mercially available. Having seen examples of extant aircraft covered with 'lozenge' fabric it is clearly apparent that when viewed from beneath, sunlight reveals the upper surface pattern showing through the lower covering – crosses also being visible. On certain 'lozenge' decal sheets where the pattern is present on their undersurfaces, the effect could be produced by applying to clear-moulded wings etc. Although the colours were out by a mile, Renwal's 1:72 D.VII with its 'lozenge' Aeroskin provided the most realistic impression. Maybe someone out there might care to resurrect the pre-printed idea for the present generation of modellers? In respect of these dyed fabrics, Americal/Gryphon provide 'reversed' lozenge for fuselage interiors, now adopted by Eduard for their acclaimed 1:48 D.VII series. It's a slight cheat of course but it gets the idea across reasonably well.

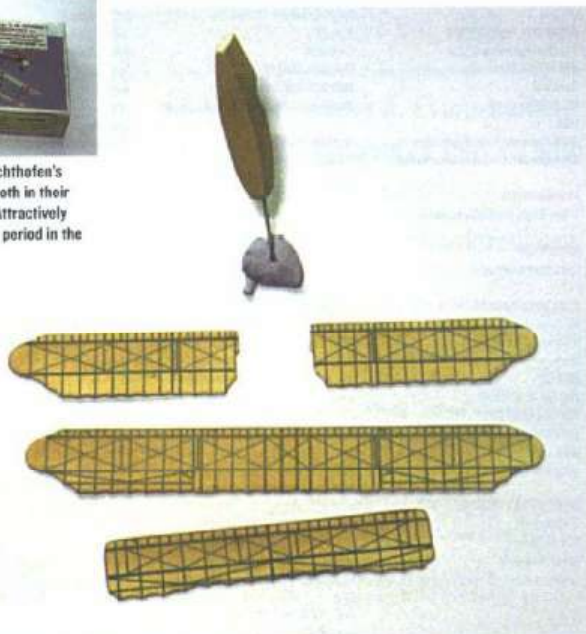
On Allied types, even those with camouflaged upper surfaces, roundels can be seen showing through under surface fabric, not only on period photos but in restored museum examples. Contrary to popular belief, roundels were rarely applied over the camouflage finish, rather being painted directly to the fabric following marked-out pencil guides created with dividers and/or plumb lines. The camouflage paint was applied around them and not too neatly either as contemporary panels preserved in museums the world over amply testify! ■



An old vac-form – Libramodels' A D Scout – which boasted extremely thin wings and tail parts that when lightly roughened would accept fine ruling pen ink with ease – as shown.



Two of Renwal's 1:72 WWI Aeroskins – Richthofen's Fokker Dr.I and Guynemer's Nieuport 17, both in their original cellophane-wrapped packaging. Attractively presented the series proved popular for a period in the mid 1960s.



The results of all the groundwork – under a preliminary coat of CDL, the 'structure' shows through in realistic manner. Application of decals and a semi-gloss overspray completed the job.

events diary

Model and Air Show dates for the rest of 2005 and some announcements for 2006

November 19th & 20th

Scale Modelworld 2005 IPMS(UK) at the International Centre, Telford, Shropshire. For more details visit www.ipms-uk.co.uk/scalemodel-world.

December 4th

Midland Air Museum Xmas Model Show. For more details contact the Midland Air Museum, Coventry Airport, Baginton, Warwickshire CV8 3AZ, Tel: 02476 301033

2006

January 22nd

IPMS Bolton presents The 6th Annual Bolton Model Bonanza at Adlington Community Centre, Railway Road, Adlington, Lancashire. Each year we have one table devoted solely to models of one subject. The theme for 2006 will be 'Animals', so if you've built a model that ties in with this theme, in any scale, bring it along. The venue has free parking, disabled access, and refreshments will be available. Open 10:00am to

4:30 pm. Admission: Adults £2.00, Children/OAP's £1, Family Ticket £5. For further information contact the club at ipms.bolton@btopenworld.com or visit www.boltonipms.co.uk.

February 5th

Modelkraft 2006, Bletchley Leisure Centre, Milton Keynes. For more details visit www.mksmc.co.uk.

February 25th & 26th

Truck 'N' Tracks 2006. For more information contact Trevor Claringford (truckntracks@hotmail.com)

March 25th

13th Annual Model Contest & Swap Meet hosted by IPMS Roscoe Turner, at the Raymond Park Middle School, 8575 East Raymond St, Indianapolis, USA. For contest information contact Kevin Burns, e-mail kjb599@yahoo.com or +317 847 7036. Vendor information contact Ron Young, e-mail youngones@insightbb.com, or

write to P.O. Box 1376 Greenwood, IN 46142, USA or visit: www.ipmsroscoeturner.org.

SMALL IS BEAUTIFUL

Back in the summer, MAI's sister title Tamiya Model Magazine crossed the pond to visit the USA IPMS Nationals in Atlanta, Georgia. Literally thousands of superb models were there to be seen, but the phrase 'less is more' could have been the event's moto, as the smallest models were often the most impressive. To prove the point, here's a shot of a tiny and exquisite Kaman Huskie that caught our eye....



Organisers

If you want details of your event posted here, then please send it via email to editorial@modelairplaneinternational.com or via fax to 44 (0) 1525 222574. We will endeavour to run the notice until the event occurs, but no responsibility will be taken by the publisher for errors or inaccuracies that may occur, or any losses etc that may arise as a result of such errors or inaccuracies

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 **Me 262A-1a - Jay
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last word

TOO MANY KITS, TOO LITTLE TIME!

Today is the 'golden era' for the modeller, with just about every product you could want available. The only thing that is not available for so many of us is the actual time to spend enjoying our hobby!

When you edit a modelling magazine you get to see just about every facet of this hobby and meet just about every type of modeller. In the last couple of years my workload had taken me away from actual modelling. I have had no time for it, and although this may seem like an unfortunate situation, it has allowed me to view our hobby from a distance. I also took time to stand back and take stock at a recent event, to look at what was going on, and to get a 'feel' for what modellers in general were up to. It was interesting, because as I have previously said, this is the 'golden era for the modeller' not the 1970s, we have just about everything we could ever desire



and in that lays the problem. If you look at the industry that supports our hobby it looks very buoyant, lots of names, lots of brands and lots of products. Sure enough every month you find new products, not just accessories and decals nowadays, but new kits, lots of them. Take one month for instance and look at what is new; Trumpeter 1:32 Me 262, Accurate Miniatures Vindicator, Hasegawa Super Hornet and Lancaster and Revell Super Hornet. That is just one month in the UK with products totalling £130+ and each one will take a

minimum of a couple of weeks to build, even straight from the box, and months to do with extra details etc. The problem is that the next month the same number again may arrive, and so on, month after month. Yes it is great, we get all these new kits to build, we have all the aftermarket products to support our work, but we lack one thing, time to actually build them. I am loathed to say it, but it is probably true to say that today we have so many products on the market, and the one thing that modelling is all about is relaxation and the one thing we are all short of is time in which to build them. It is a vicious circle and one that I am sure leads to so many of us failing to actually sit down and make models, as well as causing others to go from one part-built project to the next. Looking at the number of kits being sold and the number of active modellers in this country, I have to assume that well over 80% of the kits just become loft insulation! Think of the last new kit you bought, have you built it yet? If you have not built the last kit you bought, why not and have you every intention of buying another new kit next month?

I do not know the answer to this little conundrum, but as far as I can see our hobby consists of a large number of models being purchased by a smaller number of modellers, of which an even smaller number gets built. Just how many unbuilt kits are there in the UK? I wonder, would it be tens of thousands or, as I suspect, hundreds of thousands! We all like new kits, we all like bargains

Things to do...

Not much to make note of this late in the year. By the time you read this the only shows on the agenda will possibly be the FAA Museums end-of-year model show on the 22nd October and, of course the 'big one', the IPMS/UK Scale Modelworld at Telford.

This year the event will be held on the weekend of the 19th & 20th November at the usual venue, the International Centre at Telford. For more details visit www.ipms-uk.co.uk/scalemodelworld.

and we all go on a spending spree at the Nationals each year, but just how many of last year's purchases will you have made by the time you go to this year's event? I do feel that the proliferation of products in our hobby somehow reduces the enthusiasm of the modellers and that the 'boy in a candy shop' scenario takes over and we are all looking to what is 'next' instead of concentrating on actually building. We all have limited time and sometimes you just do not want to even do any modelling, but the whole enjoyment of this hobby is, once in a while at least, just sitting down, grabbing the kit you just got at a show and building it then and there. The simple enjoyment you get from building one of today's excellent new kits from the box is a real tonic and having been through a drought period in my modelling activities I can assure you that doing just this is the reason why I am actually doing any modelling at all. It is sort of reverse-aversion therapy! Go on build the kit.

Richard A. Franks
Editor - Model Airplane International

EDITOR'S CHOICE

Pacer - Formula 560

Although better known within the radio-controlled market, Pacer produce a large selection of modelling products and this one especially has applications in the static scale modelling environment. Formula 560 is a strong PVA glue designed to secure canopies and other clear parts. Like other PVA glues it is water-soluble when wet and it cures clear. Unlike other PVAs Formula 560 is very strong once set, while still retaining a degree of flexibility. Once used the join can be handled after 3 hours and it is fully cured in 24. It will stick the clear acetate used for vac-formed canopies as well as injected plastic parts to almost anything and being PVA it is not 'aggressive' like solvent-based cements are. This means that even when applied it does not 'eat' into the contact surfaces to create the 'key' for the bond. This is very useful as it allows you to tack on parts without risk of damage.

At just £2.00 for a 59ml plastic bottle, Formula 560 is inexpensive and a must for all modellers' toolboxes. Contact Little-cars.com for more information at info@little-cars.com or visit their website at www.little-cars.com.

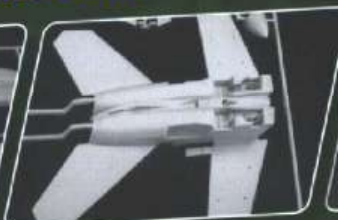
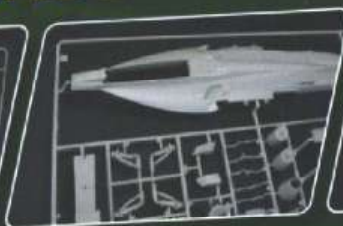
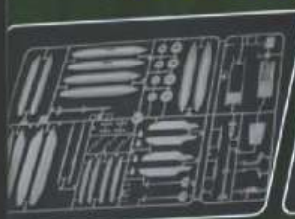




1:48
Scale

ITALERI GROWLER

#2641 1:48 EA-18G Growler



- 132 parts
- Cartograf Decal sheet for 2 versions
- Detailed cockpit with ejector seat
- Recessed panel lines
- Crew access ladder
- Search and Disturb weapons complement including 2 x AGM 88 Harm and 2 x AIM 120 AMRAAM missiles
- Detailed undercarriage
- 38.1 cm length

* figures not included



Italeri Kits are distributed in the UK by:
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Italeri models are available from all good model shops



2005 Catalogue available
from your local modelshop

LOCKHEED MARTIN™
F16CJ (BLOCK 50)
FIGHTING FALCON™



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SMOOTH OPERATOR

1/32 LOCKHEED MARTIN® F-16CJ [BLOCK 50] FIGHTING FALCON™

Wild Weasel On The Loose

A top class lightweight multi-purpose fighter, the F-16 Fighting Falcon features cutting edge aerodynamic design and fly-by-wire technology for precision maneuvering and attack during air-to-air and air-to-surface combat. Featuring distinctive "Big Mouth" duct, the F-16 Block 50 is the latest F-16 being deployed to active U.S. units. The F-16CJ variant comes equipped with High-speed Anti-Radiation Missiles (HARM) and are used for "Wild Weasel" SEAD (Suppression of Enemy Air Defense) missions, which include searching out and destroying air-defense radar and missile sites. F-16CJ most recently flew SEAD missions during Operation Iraqi Freedom.

That's What I Call A Real Model

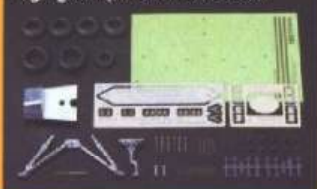
Following more than 1 year of research and design, Tamiya's 1/32 scale F-16 combines detail and accuracy with innovative modeling technology. The first ever 1/32 F16 to feature a "Big Mouth" duct, model features an immaculately detailed jet engine that can be removed and loaded via a simple hook and rail system, exactly like the real aircraft. Specially designed poly caps allow stores to be removed and replaced, and trailing edge flaps, horizontal stabilizer fins and vertical tail fin flaps to move even after assembly. Boasting more detail and accuracy than any other 1/32 Tamiya release, this beautiful replica model sets a whole new standard in large-scale aircraft modeling.

Poly caps allow missiles and fuel tank to be interchanged and replaced after assembly.



Ejector Seat

High-grade parts for extra detail



Box designed to store model after assembly



F110-GE-129 jet engine displayed outside of aircraft on dolly.



Paints recommended for the F-16CJ (Block 50)

Tamiya Colors for Aircraft



Metal pitot tube and static dischargers, die-cast metal landing gear, metal weight for accurate weight distribution, photo-etched buckles, radar antenna and flare dispensers, 1 pilot figure, 4 sets of markings. Overall length: 475mm Wingspan: 296mm



Ejector seat slides up and down on a rail exactly like the real thing. Seat belt buckles, parachute, and photo-etched parts.