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THE MALTA CONNECTION BY
RICHARD J. CARUANA

■ Kit Reviews ■ New Releases
■ Decals ■ Accessories ■ Books

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WILLY THE WHALE
F3D SKYKNIGHT FROM
CZECH MODEL

FAST FARMER
UPDATING TRUMPETER'S
1:48 MiG-19S



Beauty *in the* Beast

Battleaxe's 1:32 Albatros D.III

ACCESSORIES

22 new products reviewed this month

DECALS

33 new sheets reviewed

KITS

11 of the latest releases assessed

BOOKS

12 new titles for the aircraft modeller

All the information you'll ever need to create the best aircraft models...

Contents



REGULARS

p 4-5 News

All that is new on the modelling scene from around the world

p 56-57 News - Releases

An easy to use list of all the latest releases

p 58-60 News - Future Releases

A comprehensive list of forthcoming releases for 2006

p 75 Diary

Model shows and other important dates for your diary

p 75 Contact details

For all manufacturers featured in this month's edition

p 76-78 Letters & Editorial

p 79 Next Issue

See what we have planned for the next issue...

p 82 Last word

REVIEWS

p 6-9 Kwik Builds

The Macchi C.200 Serie VII from Flying Machines & Grumman F3F-2 from Special Hobby built by Libor Jekl

p 62-65 New Releases Kits

We assess a selection of the latest kit releases

p 66-68 New Releases Accessories

New products from Aires, Model Design Construction, Warbird Production, Part and Galdec

p 69-71 New Releases Decals

New sheets from Eagle Strike, Elite Decals, Aviprint, Rising Decals and Model Art Decal System

p 72-74 Book reviews

A selection of new titles that aircraft modellers will find useful

FEATURES

p 12-23 Beauty in the Beast

Jay Laverty shows you how to do realistic wood effects when he builds Battleaxe's 1:32 Albatros D.III and Ray Rimell offers notes on camouflage and markings

p 26-34 Fast Farmer

Steve A. Evans updates the Trumpeter 1:48 MiG-19S with a Neomega cockpit set

p 36-43 HMS Illustrious - The Malta connection

This month Richard J. Caruana takes a look at the history of this carrier and goes aboard during its recent visit to the island

p 46-55 Willy the Whale

The F3D Skyknight, built as an EF-10B in 1:48 from the Czech Model kit by Pierre A. Lambert



Colour Profiles

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

Big-scale Typhoon Arrives

Model Design Construction have delivered their stunning new resin kit of the Tiffie in 1:32.

Some of you will have seen the initial examples at the Nationals last October, well now they are generally available and it was certainly worth the wait! Have a look at the accompanying image and you will see that the kit comes in a big box with the main resin fuselage (in a tube to protect it) and wings prominent. All the smaller parts are bagged up to protect them and you get brass undercarriage units as it is going to be quite heavy once built. Our overall impression is that this is a very impressive kit so keep a look out for the full build on it that will appear in a few months time. In the interim for all of you wanting to order this kit contact Model Design Construction, Tel/Fax: 01773 513345, Email: models@ModelDesignConstruction.com or visit www.modeldesignconstruction.com.



WEEAC Navigator

This is a new range of CD-ROM 'how to' guides to specific aircraft models.

Each CD contains the following elements • Navigator Construction [On average a six thousand word document with hyper links to photographs showing the build process] • Navigator Walkaround Gallery [A section dedicated to the finished kit. Containing on average forty photographs from various angles] • Navigator Directions [This is a section

for all modellers containing hints and tips for creating that model with a difference. It comes with photographs and text to navigate you through some tricky areas with ease]. Thus far the series comprises the following subjects:
No.1 Hasegawa 1:48 P-40E Warhawk
No.2 Academy 1:48 MiG-21MF
No.3 Airfix 1:48 V.S. Spitfire F.46/FR.47

No.4 Classic Airframes 1:48 Meteor F.8
Soon to join this will be the fifth title, covering the Trumpeter 1:32 Me 262A-1a.
The current price is £3.50 each plus P&P so visit them at <http://www.weeac.co.uk> for more information.

Val - small and perfectly formed!

Some of you will know of the MonoChrome brand, which as far as we can make out is a model shop in Japan that has a tie-in with Trumpeter and produced the N.A. F-107 Rapier and later also went on to release the Trumpeter Wyvern kit for the Far Eastern market only. Well this firm has recently released a lovely little Aichi D3A1 Val in 1:144 scale (#MCT-008) and you can obtain it in the UK from Freightdog Models. You actually get two complete kits in the box, so at £7.00 + P&P it is well worth considering. Contact Freightdog on 01342 716004, Email: freightdog@bopenworld.com or visit www.freightdogproductions.com for more information.



Fw 200 Update

We forgot to include in the list of references in Jamie's article on the Fw 200 last month the excellent softback title on the type from Schiffer. Written by well-known German author H.J. Nowarra it is simply called Fw 200 Condor (ISBN: 0-88740-235-6) and if you are in the UK or Europe you can obtain a copy from UK importer Bushwood Books (Tel: 020 8392 8585, Fax: 020 8392 9876 or Email: info@bushwoodbooks.co.uk), or directly from the publisher if you are elsewhere in the world.



Big Guide to Post-war General Aviation

If this subject interests you then this new book from Midland Publishing by Rod Simpson may be worth investing in. It has been ten years since the first edition of this title and this new one is completely revised and updated. It is a massive 320-page, softback book entitled The General Aviation Handbook (ISBN: 1-85780-222-5) and it is available from Ian Allan for £29.99 (\$54.95) plus P&P. Visit www.midlandcountiessuperstore.com for more details

For all the very latest news on kit releases, other news and secure online ordering check out our website at www.modelairplaneinternational.com

1:72

LITTLE GOTHA FROM DRAGON

Having made us all happy with the release of their Ar 234P, Dragon have now announced their intention to carry on with new aircraft kits by announcing an all-new kit of the Gotha Go 229 (#5027) complete with a full interior and, we suspect, engines just like their 1:48 version. Just when and how much this kit will be only time will tell, but knowing Dragon it will be sooner rather than later!

Airfix Memories

Airfix have announced some more reissued and reboxed releases for the early stages of 2006 as follows.

- 03177 1:44 SE210 Caravelle
- 02309 1:72 Bristol Bloodhound Missile Launcher
- 04015 1:72 Martin B-26 Marauder
- 08009 1:72 Utility Aircraft Collection: DH Heron, DHC Beaver & Ford Tri-Motor
- 09005 1:72 Concorde
- 05113 1:48 Spitfire Mk IXc

Please note that the planned 1:24 Hurricane Mk IIc (#H6002) has been cancelled

COM-ART FROM IWATA

Any of you who know Iwata and their excellent range of airbrushes may be interested to hear of their range of non-toxic ready-to-use paints. Called Com-Art, this range offers four distinct groups within it: opaque colours, transparent colours, photo grey colours and pearl additive, metallic and repro colours. The main opaque range will interest the modeller and although it only comprises 44 main colours and none of these link with 'authentic' shades, this is still a useful range of high-quality basic colours that some of you may well find of use. Certainly the fact that they have Burnt Sienna, Raw Sienna, Burnt Umber and Red Oxide may well have a few of you reaching for these instead of oils for weathering etc! For more details on price and the whole range of colours contact Cammett Ltd, Tel: 01544 388514, Email: cammettco@btopenworld.com or visit www.cammett.co.uk.



Award Winners

Large Scale Planes on the net have just announced their first 'Kit of the Year' poll and have awarded top honours for best injected kit to Trumpeter with their 1:32 Grumman Avenger, and best limited-run kit to Fisher Model & Pattern for their stunning 1:32 Grumman F9F-8 Cougar. Well done guys!



8th AF Aces Mustang

Tamiya have recently reissued their lovely little P-51D in this scale with new decals by Cartograf for some well-known 8th AF Aces. The options now include 'Big Beautiful Doll' flown by Col. John D. Landers, the CO of the 78th Fighter Group in 1945; 'Glamorous Glen III'

flown by Capt. Charles E. Yeager of the 363rd Fighter Squadron, 357th Fighter Group in November 1944; 'Old Crow' flown by Capt. Clarence Anderson of the 362nd Fighter Squadron, 357th Fighter Group in late 1944. The UK price for this little gem (#60773) is £9.99

Trumpeter Announcements for 2006-7

usual this is probably for a two-year period, and thus relates to 2006/2007, not just this year. Those items announced are as follows.

- 03904 1:44 Tupolev Tu-95MS Bear H
- 03905 1:44 Tupolev Tu-142MR Bear J
- 01610 1:72 Shenyang FB II Finback B
- 01617 1:72 Republic F-105D Thunderchief
- 01618 1:72 Republic F-105G Thunderchief
- 01621 1:72 Boeing-Vertol CH-47A Chinook
- 01622 1:72 Boeing-Vertol CH-47D Chinook
- 02808 1:48 Vickers Wellington Mk Iic
- 02815 1:48 Beriev Be-6 Madge
- 02820 1:48 Westland Wyvern S 4
- 02823 1:48 Vickers Wellington Mk III
- 05104 1:35 Boeing-Vertol CH-47A Chinook
- 05105 1:35 Boeing-Vertol CH-47D Chinook
- 02211 1:32 Curtiss P-40M Kittyhawk
- 02212 1:32 Curtiss P-40 Kittyhawk

- 02225 1:32 Grumman F4F-3 Wildcat
- 02226 1:32 Douglas TBD-1 Devastator
- 02229 1:32 McDonnell AV-8B Harrier II
- 02232 1:32 N.A. F-100D Super Sabre
- 02237 1:32 Messerschmitt Me 262-1a/U1
- 02239 1:32 Russian MiG-29K Fulcrum
- 02241 1:32 Douglas SBD-1/-2 Dauntless
- 02242 1:32 Douglas SBD-3/-4 Dauntless/A-24A Banshee
- 02245 1:32 LTVA-7D Corsair II
- 02249 1:32 Grumman A-6A Intruder
- 02269 1:32 Curtiss P-40E Kittyhawk
- 02270 1:32 Sukhoi Su-27UB Flanker C
- 02402 1:24 N.A. P-51B/C Mustang Mk III
- 02414 1:24 Hawker Hurricane Mk I
- 02418 1:24 Messerschmitt Bf 109K-4
- 02419 1:24 Focke-Wulf Fw 190A-6/A-8

MACCHI MC.200 SERIE VII

BUILT & WRITTEN
BY LIBOR JEKL FROM
THE CZECH REPUBLIC

Basically, this kit comes from the same moulds as the Special Hobby MC.200 Serie I kit (See Issue 5), the difference between early and late marks being achieved with a new fuselage that features the half-closed cockpit. Otherwise the balance of the plastic and resin parts is virtually the same.

Naturally, quality of the plastic parts is equal to the Special Hobby example, so in comparison to other Flying Machines kits this one seems a little below par. The panel lines are a bit heavy in places, running in various thicknesses and depths around the kit. The amount of flash seems to be excessive, and a lot of it can be found on the smaller parts. The rest of the components look much better though, I especially liked the one-piece engine cowl casting. Having said that, some of the complex smaller parts are not that well defined, e.g. the propeller hub, which would benefit from having been made from resin. Two vac-

The interior colour is a mix of Gunze Sangyo 74 (Sky) with 302 (Green)

MODEL INFO

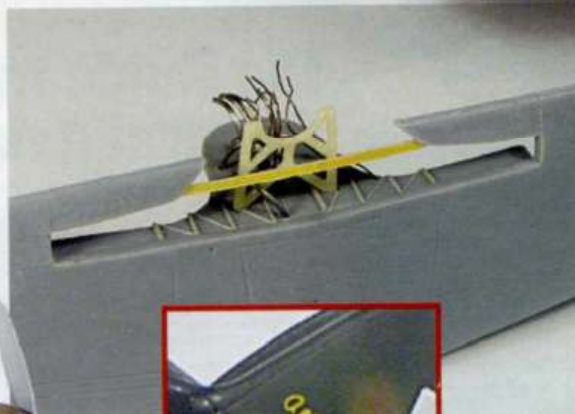
SPEC: Flying Machines 1:72 Macchi MC.200 Serie VII **KIT NO.:** FM72002 **MATERIALS:** IM, R, VF **AVAILABLE FROM:** Hannants (UK importer) and Flying Machines stockists worldwide. **PRICE GUIDE:** £13.70

formed canopies are included, as well as a nicely printed decal sheet featuring two options.

For an out of the box build the kit is reasonably detailed, with all the essential cockpit and wheel well parts included. However, there is plenty of scope for extra detail, especially the



The 'poached egg' camouflage is a very striking scheme to finish your Saetta in



The undercarriage bay is one area that can be improved in this kit



The decals in this kit are very good, with even colours like the yellow on the tail not being affected by the dark camouflage underneath



The combination of theatre (yellow) and tactical (white) markings liven up the otherwise 'drab' camouflage scheme

YOU WILL NEED...

Before Starting:

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

Dimensions:

Span - 34ft 8 1/2in (10.58m)
Length - 26ft 10 3/4in (8.20m)
Dimensions - 1:72:
Span - 146.9mm
Length - 113.9mm

Paints Used:

Gunze Sangyo Aqueous Color acrylic:
64 Dark Green No.2 (Verde Mimetico 2) • H11 Flat White
66 Yellow No.4 (Giallo Mimetico 4) - RLM79 Sandy Brown
310 Camouflage Brown (Bruno Mimetico)
317 Camouflage Gray (Grigio Mimetico)
Interior Green (Verde Anticorrosione) = 74 Sky • 302 Green

Gunze Sanyo Mr Color acrylic:
113 RLM04 Yellow

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





The vac-formed canopy on this example was replaced by one from a Falcon aftermarket set

Even the white decals did not let the dark colours underneath seep through

Subtle weathering is essential when working in 1:72

RCR kits. These fitted like a glove and seem to have a more accurate shape than those supplied in the kit anyway!

I also decided to cut off the rudder and the elevators and glue them back deflected to add a little more life to the model.

The instruction sheet gives you two colour options, the first one being from 369° Squadriglia, 22° Gruppo Autonomo C.T. (the instructions erroneously refer to 362° Squadriglia). This machine operated in the autumn of 1941 on the

Eastern Front at Krivoj Rog air base and it was piloted by the unit's commander, Capitano Giorgio Lanicelli. The second option offers the personal mount of General Ferdinando Raffaelli, commanding the Eastern Sector Command



in Libya, North Africa. On studying the reference material I noticed this machine was equipped with an externally mounted oil cooler, and this is missing in the kit. Both planes carry typical 'mottled' camouflage, the first one having the base colour in dark green (Verde Mimetico 2) covered with 'poached egg' spots done in sand yellow (Giallo Mimetico 4) and brown (Bruno Mimetico), while the second one has the sand yellow undercoat with dark green (Verde Mimetico 2) mottling. The under surfaces in both cases are Grigio Mimetico (grey).

The decal sheet is of very good quality, printed in register with good opacity. The white fuselage roundels on my example did not show through even on the dark green background! ■

ALSO RECOMMENDED...

References:

- Aer Macchi C.200, Ali d'Italia No.8 by G. Cataneo (La Bancarella Aeronautica 1998)
- Air International (December 1977)
- Colori e schemi mimetici della Regia Aeronautica 1935-1945 (1992)
- Macchi C.200/202/205 by C Di Napoli & R. Mancini - Aero Detail No.15 (Art Box Co., Ltd, 1995)
- Macchi MC.200 by G. Cattaneo, Profile No.46 (Profile Publications 1966)
- Macchi MC 200 Saetta Pt.I by M.DI

- Terlizzi, Aviolibri No.5 (IBN 2002)
- Macchi MC 200 Saetta Pt.2 by M.DI Terlizzi, Aviolibri No.9 (IBN 2004 ISBN: 88-7565-005-5)
- Regia Aeronautica (Squadron/Signal Publications, 1976)
- Replic No.55 (March 1996), No.57 (May 1996) & No.149 (January 2004)
- Scale Models International (January 1983)
- Warplanes of the Second World War - Vol.2 Fighters by W. Green (1961)

FINAL VERDICT

As I mentioned in the C.200 Serie I review, fans of Regia Aeronautica are grateful to Special Hobby for choosing this long neglected type and this also applies to this revised reissue from Flying Machines. The late mark C.200 is probably even more attractive than the early one, so hopefully it will be reissued shortly, as this first production run is already sold out. I would also like to propose a 'high-tech' version of the kit, with some extra resin parts for the cockpit and wheel wells and perhaps more decal options as well, because only two options are in my opinion insufficient considering how many appealing schemes the M.C.200 wore. Recommended!

MODEL INFO

SPEC: Special Hobby 1:72 Grumman F3F-2 'Flying Barrel' **KIT NO.:** SH72106

MATERIAL: IM, R, PE **AVAILABLE FROM:** Hannants (UK importer) and Special Hobby stockists worldwide. **PRICE GUIDE:** £9.50



BUILT & WRITTEN
BY LIBOR JEKL FROM
THE CZECH REPUBLIC

Even though it is a biplane the shape and that retractable undercarriage certainly hint of the F4F that was to follow

The rather portly lines that led to the F3F being called the 'Flying Barrel' are well depicted in this little kit

GRUMMAN F3F-2 'FLYING BARREL'

The Grumman F3F represented the pinnacle of pre-war US carrier-borne fighter biplane development. It was a graceful aircraft with retractable undercarriage and can be ranked among the most elegant biplanes in aviation history. Designed during the peaceful times of the 1930s, it remained in frontline service until replaced by the F4F Wildcat and then went on to serve as a training aircraft with numerous Naval Air Stations during the early stage of WWII.

Considering how historically significant and just how handsome this aircraft is it has never caught the attention of manufacturers of 1:72 kits. This was all put right in 2001 when MPM released a kit of the F3F-1 and it is that kit, modified to represent the F3F-2, that Special Hobby have now released. The kit shares most of its main parts with its predecessor, but has been updated with the addition of some resin for the interior. It comes in the standard Special Hobby end-opening

box and inside is a single sprue of light grey plastic, a handful of resin parts, a small etched fret and the decals. The plastic parts feature very delicate engraved panel lines, while the wings have subtle moulded raised rib detail. Being a short-run kit there is fine flash around most parts, but not an excessive amount. Both etched and resin parts are of the usual high quality as is the injected canopy, which although a little bit on the thick side, is still quite clear and does not distort the view into the cockpit.

I compared the kit parts against the scale drawings featured in Czech magazine *History and Plastic Modelling* (Historie a Plastikové Modelářství) No.12/1998. The kit seems to be spot on both in dimension and shape; the only comment is that the trailing edge of the upper wing cut-out above the canopy is too tapered. There are also some missing panel lines and covers along the bottom of the fuselage, but this can all be quickly rectified with a few strokes of the engraving tool. The rendition of some raised covers on the fuselage

might seem overdone, but personally I am happy with it. More importantly the kit captures the typical stubby stance of the real aircraft.

The instructions are done in common MPM/Special Hobby layout, consisting of an A5 booklet showing all the important building stages with a painting guide at the end. However one point, which is in my opinion missing, is a rigging diagram. The instructions include only front and side scale views and these are not sufficient to understand where individual wires are exactly

YOU WILL NEED...

Before Starting:

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

Paints Used:

Aeromaster Aircraft Color acrylics:
I047 US Light Gull Grey
I048 US Blue Grey

Gunze Sangyo Mr Color acrylics:
8 Silver

Gunze Sangyo Aqueous Color acrylics:
I2 Flat Black

Dimensions:

Span - 32ft (9.75m)
Length - 23ft 1 1/2in (7.03m)
Dimensions - 1:72
Span - 135.4mm
Length - 97.6mm



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

anchored. Fortunately the box art is much more helpful on these points and can be used as a guide.

Following the instructions the build starts with the cockpit, which is assembled out of quite a number of plastic, resin and etched parts and it looks pretty busy. Their installation into the fuselage went without hitch until I discovered the upper parts of the side consoles are far too broad, meaning that the seat could not be installed between them. I decided to cut the consoles off the cockpit side mouldings, reduced their width by some 2mm and then glued them back. Although I lost some of the console details this was a

much easier option than replacing them with scratchbuilt versions or making a new (narrower) seat. I also had some doubts with

regard to the cockpit interior colour. The instructions refer to Zinc Chromate Primer and silver without giving any specific guidelines. Based on a photo of the cockpit published in the Squadron/Signal book, I decided to go with just silver. The various details were picked out in black (instrument panel, control column, throttle quadrant, etc.), brown (headrest) and green (oxygen bottle). The instructions are also a little bit vague on the placement of the wheel well insert. Looking at the photos, the inner assembly has to be placed in a way that leaves an opening at the front, into which the landing gear legs were retracted. Joining the fuselage halves together did not bring any difficulties; however, fit of the insert with the landing gear struts in it required some adjustments to fit snugly in the fuselage. Modellers that are not at home with assembling biplanes should now think about attaching the upper wing before commencing the real action. First I drilled out holes in the wings

and struts, in which I glued little pins made of copper wire. Then I

attached the cabane struts to the fuselage, checking continuously their position in relation to the upper wing until

the glue set. The upper wing itself will be added after the painting and decal stages.

For the rigging I used plastic threads made from heated sprue, which I glued in pre-drilled holes and tensioned using a hair dryer. Be careful using this method as excessive heat can damage not only the thread, but the struts! At the very end I added all the remaining tiny bits and pieces with the exception of the telescopic gunsight, as this does not seem to have been mounted on the machine I chose.

There are four decal options to choose from, all of them depicting US Marine Corps machines:

■ F3F-2, BuNo.0979, VMF-2, flown by Carson A. Roberts, 1940

■ F3F-2, BuNo.0976, VMF-7, flown by future Guadalcanal ace and Medal of Honor Winner Robert E. Galer (he ditched this aircraft in November 1940 due to engine failure. The wreck was recovered in the early 1980s from the Pacific Ocean and restored to original condition)

■ F3F-2, BuNo.0995, VMF-2, NAS San Diego, California 1941

■ F3F-2, BuNo.0995, repaired and oversprayed after a crash, served as fighter trainer until 1943

I chose the last option simply because I like that 'navy blue' colour, which superbly suits this elegant machine. The instructions give a comprehensive colour guide referring to the Gunze Sangyo paint range; however, I used colours from my Aeromaster stock (which is running lower and lower). The decal sheet printed by Aviprint contains all individual markings, including the stencils. The application of the decals on a glossy surface was easy and no decal solution was really needed. ■

All rigging was done with heat-stretched sprue, which was tensioned with heat from a hair dryer

The 'blue' scheme applied to this model depicts BuNo.0995, which was repaired after a crash and repainted in these colours before continuing as a training aircraft until 1943

It is amazing how much detail Special Hobby get into their 1:72 kits, the F3F being a good example of this!

ALSO RECOMMENDED...

References:

■ Grumman Biplane Fighters by Richard S. Dann, In Action No.160 (Squadron/Signal Publications)
■ Grumman F3F Series by Lt. Cdr. B. Reams USN, Profile No.92 (Profile Publications 1966)

■ History and Plastic Modelling (Historie a Plastikove Modelarstvi) 12/1998
■ Navy Air Colors 1911-1945 Vol.1 (Squadron/Signal Publications)

FINAL VERDICT

Even though this is not an easy kit to assemble, I rate it positively in every aspect. Obviously, it is intended for experienced modellers who can manage its mixed medium nature and have some biplane kits under their belts. If you feel confident enough go ahead and add this elegant Grumman fighter from the colourful interwar period to your collection, you will not regret it.

BEAUTY



MODEL INFO

SPEC: Battleaxe 1:32 Albatros D.III

KIT NO.: BA3204

MATERIALS: IM, R, PE

AVAILABLE FROM: Hannants (UK Importer) and Battleaxe stockists worldwide

PRICE GUIDE: £54.99

YOU WILL NEED...

Before starting:

- Zap-A-Gap superglue
- Zip Kicker accelerator
- Tamiya Extra Thin Cement
- Microstrip
- Humbrol Putty
- Squadron sanding sticks
- 800 grade sandpaper
- Hasegawa scribing tool

Paints Used:

Xtracolor enamel:
 X12 Night Black (2i) BS642
 X21 RFC Doped Natural Fabric
 X141 White (FSI7875)
 X241 WWI Topside Green
 X242 WWI Topside Purple
 X243 WWI Underside Blue
 X505 Tyre Black

Humbrol enamel:

53 Gunmetal
 82 Orange Lining
 100 Red Brown
 113 Rust

Alclad II:

D02 Grey Primer
 D2A Aluminium
 D2B Duralumin
 D2C Dark Aluminium
 D2L Steel
 D2E Highly Polished aluminium

CMK 'Stardust' Weathering Pigments

D01 Dark Rust
 D02 Light Rust
 D03 Sandy Dust
 D07 Light Dust
 D08 Light Earth
 D10 Black Smut



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

IN THE BEAST



BY JAY LAVERTY

I tend to stay away from limited-run kits, as they take a lot more work than your average mainstream kit and aren't always a great deal of fun to get together. However, when this kit came along it fell into the "If someone ever makes this plane in 1:32 I am going to have it!" category and I was left with no alternative than to build it. ➤

YOU WILL NEED...

Accessories Used:

Eduard
48406 1:48 Wire stretchers and
control horns
32547 1:32 Fokker Dr.I

Dimensions:

Span - [Upper] 9.05m,
[Lower] 8.81m
Length - 7.33m
Dimensions 1:32:
Span - [Upper] 282.8mm,
[Lower] 275.3mm
Length - 229mm



The classic lines of an Albatros fighter of this era are so evident from this angle



From the front it looks as if it is going to start flapping its wings any minute now!

This bigger scale really works with WWI subjects like the D.III

The complexity of getting wood grain to look right in any scale are made even worse in 1:32, but the end result is well worth the effort



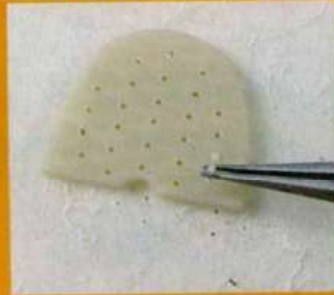
STAGE-BY-STAGE - INTERIOR & ENGINE



Starting with the seat seemed as logical as anything else, so why not? I thought the buckles would be a nice detail to add...



Calibre 35 produce some lovely...er...well, 1:35 rivets that will make perfect buckles. They are easy to use as they simply snap off the casting block with tweezers



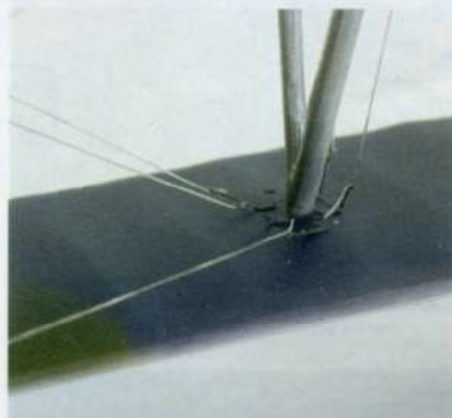
After drilling out the holes where they will end up, it is a simple task of inserting them into place



Adding superglue to the back of the cushion as opposed to each buckle saves so much time. The entire cushion only took a couple of hours to make

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

CLOSE UP - FUSELAGE, UNDERCARRIAGE & ENGINE



"I am not sure how to describe it, but there was a therapeutic feeling while I patiently worked my way through the parts, carefully sanding them to a workable countenance"

FIRST IMPRESSIONS

During the cursory perusal of the contents, things were definitely looking good for this model. Comprising injected, resin and photo-etched parts, it certainly has potential. Well cast, the engine is one superb bit of resin. A couple of radiator options are available and the photo-etched parts are well detailed: slightly basic, but well detailed. The same cannot be said for the injection plastic parts. While they certainly do not hold the detail or crispness of a Tamiya kit, this can gladly be overlooked and accepted as the detail on the plastic is good for a limited run kit and obviously great care and pride has gone into it. My first impression is

a very good one and at this point I am really looking forward to taking on the challenge and building it!

GETTING UNDERWAY

This journey will begin with the seat. At first glance it looks quite chunky and the plan was to rebuild it from scratch. However, upon closer inspection it is actually quite good. With some further research and an examination of photographs of the preserved item at the Museum of Flight, East Fortune, Scotland, I decided that all this seat would require was some plugs on the cushion.

Unable to resist the urge, the next part to be tackled was the fuselage.

Once again a tad on the rough side at first glance, although a little clean up shows this to be a fairly nice bit of work. There is a fair amount of work involved preparing it for assembly, as there are sizeable sections that need removing to accept the engine. There can be no illusions at this point about this model being a 'shake and bake' job.

As there are no part numbers on the sprues and very basic 'identify by sight' instructions, I decided to cut out as many parts as possible prior to beginning assembly in earnest so as to have everything ready to go once this phase of the project got underway. I'm not sure how to describe it but there was a therapeutic feeling while I patiently

worked my way through the parts, carefully sanding them to a workable countenance.

The first major task is the removal of the area on the top wing where the radiator will sit. This is a simple enough chore aided by the Hasegawa scribing tool. Unfortunately the width of my purgation was slightly more than required, and some filler was needed to rectify the situation. With the opening complete, the job of attaching the interior plug of the upper wing can be undertaken. There is a slight gap around the edges of the plug, as well as some larger gaps at the root and around the radiator opening. If we were judging this model by Tamiya standards this would admit-



The Mercedes engine is beautifully cast by Battleaxe. I was greatly impressed with its accuracy and attention to detail



Obviously every last detail cannot be reproduced, practically so this is where our ingenuity comes into play. After drilling locator holes, each starter wire was added



Several different amps of fuse wire were used to add the tubing and wiring to the engine and I think they breathe a new level of believability to the power plant



STAGE-BY-STAGE - ASSEMBLY & PAINTING

The first colour to go on is the base Natural Doped Linen from Xtracolor. It is a light and solid colour that will provide a perfect base for the wood



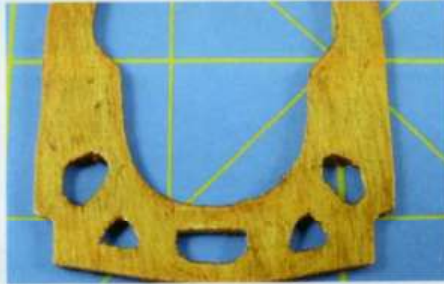
The first pass of the Griffin Alkyd oils from Winsor and Newton and it looks pretty decent yet I am not completely satisfied. The interior is where I will do all of my experimenting with grains and tones, and the process takes a few days



I experimented with a couple of tones and found I was most pleased with the slightly darker ones



Not the brush I would recommend for this task, as it does not hold up well with the solvents in oils and the thinners, but it does show that a flat brush is what I suggest for grain work



The finished result of a couple of days of experimentation. I was pleased overall but this had shown me a couple of things I will do differently with the exterior and the propeller



It may look like it has that gloom from Poltergeist all over it but this picture shows just how nice the instruments are from the Eduard Fokker D.III set. They may not be strictly correct on this model, but they certainly look nice!



After gloss varnishing the propeller, de-tacking the Tamiya tape and masking the appropriate areas I brushed on the Raw Umber to supply the tonal variation for the laminations



Removing the tape is always a hair-raising task, but when it came off the results were quite pleasing



The finished laminations. As you can imagine I was feeling pretty pleased with myself at this point, as to my eye this looks a lot like laminated wood. The good news is that Battleaxe provide two types of propeller logo with the decals so there is an infinite number of variations you can use

tedly be a shocker, but this is a limited run kit and thus the gaps are forgivable in my opinion. In fact they are much appreciated as they have forced me to reintroduce myself to an old and under appreciated friend! They say you always go back to your roots, and I used Humbrol filler on all of my early models. Why I stopped is beyond me,

as the superlative qualities of this grand old stuff are very appreciated now. Using a spatula to spread it thinly over the surface and into the gaps, I was able to remove a lot of the excess even before sanding. Speaking of sanding, this stuff sands very easily and buffs to a super smooth surface. It really is spectacular and with the

proliferation recently of some 'new and wonderful' types of filler, it would be a shame to think the Humbrol offering doesn't have a place in every modeler's tool box. After much more therapeutic sanding aided by the acoustical musings of Metallica (Surely Wagner is more fitting for this project! - Ed) I was ready to tackle the interior.

THE INSIDE STORY

Before anything could be done here, the wood grain finish needed to be completed. There are two separate types to be represented, as there is a framework that surrounds the cockpit area that needs to be a different pattern than the walls. Several different colours of oil paints were used for this and thankfully the interior will not

STAGE-BY-STAGE - WINGS & FUSELAGE

All of the detail is very well represented on this kit, and there isn't a great deal of work that needs doing on it. I decided I would open the vents up to add to their appearance



In all about an hour and a half's work, but the result is a much improved area. The Hasegawa scribe is getting better by the minute!



One of the issues you need to grow accustomed to with short run injected kits is the lumps and bumps all over the place. Quite simple to deal with when you have the right tools



Speaking of the right tools...The Hasegawa scribe is one of my favourite tools and easily the best scribe I have ever used

STAGE BY STAGE - ASSEMBLY & PAINTING



By leaving the quick-drying Griffin Alkyd Burnt Sienna on for a couple of hours, then going back with a small amount of paint on the brush, finer grain can be achieved with patience and care



The amazingly stark contrast between my first attempt and my subsequent work. I was pleased to be using oils at this point since they are not fully dry so are still pliable and corrective work is thus very simply done



Never be afraid to experiment with oils as they will be very malleable for a day after application. This is the following day and by applying more paint then patiently removing excess a finer grain is achieved along with some lighter contrasts with the dark grains



This was a very satisfying moment as it seemed there would never be any construction on this model, but here it is! The interior carefully test fitted over and over again as it was a tad tricky to get right, and there is little room for error when dealing with all of the bulkheads



OK so I'm lazy and I cheated. These are the belts from the Eduard set for the Dr.1 but they certainly look the business on this model. I also noticed Eduard have started painting both sides of the seat belts and that is a very nice touch when it comes to posing them



The work begins on the propeller. One of the changes I decided to make was switching to Raw Sienna as a grain colour and I think it is the best choice I had made thus far



While I was nicking the seat belts and dials from the Eduard set for the Roden kit, I noticed that the guns were pretty nicely done, and would be a lot simpler than cutting the resin guns in the kit and adding a metal tube, followed by some etched and the muzzle break



Once again Natural Doped Linen is used as a base coat...



I decided there would be different angles of grain on the exterior so each panel was masked off and the following panel started afresh

be too visible as this was an experimental exercise, and not a completely successful one at that. With a less than thrilling result on both the fuselage and the inserts, it was time to move onto something else, or run the risk of becoming frustrated.

The engine was the next logical step, and this is a very faithful representation of the Mercedes engine, which comes fur-

ther alive with the addition of some ignition wiring and various plumbing rendered with the aid of fuse wire. First, the basic parts were primed and painted with Alclad and some of the details picked out with a combination of Humbrol and Xtracolor enamels. After the aforementioned wiring was completed and painted, the entire engine was glossed with Xtracolor varnish,

ready for the oil wash. As is becoming standard practice for my models, a mixture of Raw Umber and Paynes Grey was used for the wash and this was applied with a fine brush locally as opposed to over the entire surface and removing the excess. With fine details and nuts and bolts, it is best to avoid removing excess as this leaves hairs all over the place!

WOOD GRAIN WORRIES

I was satisfied, although not thrilled, with the results achieved with the constant experimentation on the interior. However, the lights were on now and the curtain was up, so there was little room for error when it came to the exterior grain. After the Doped Linen base coat had dried and been varnished the



This procedure is pretty much the M.O. for this kit as sanding all of the parts is very helpful for assembly. The tyres benefited immensely from this, as did the fuselage.



I break out in a cold sweat just looking at this photo. I should have used some plastic strip and inserts to shore up the Humbrol putty, but all credit to the stuff, it performed amazingly!



Most of the parts in the kit have the locations for opening marked out, but they need cutting out: good practice with the scriber if you ask me!



The interior framework is clearly marked out and quite nicely done, although my first reaction was that I would have done it separately myself. However, it comes up quite nicely under paint as you will see later...

STAGE-BY-STAGE - ASSEMBLY & PAINTING

I have found that there is some debate as to the direction of the wood grain on these planes and there is some suggestion that it would all have run front to back. To me that seemed boring, and the illustrations in the Windsock Datafiles showed different angles as well



...and the process is finished off with Highly Polished Aluminium. Alclad is so durable and resilient it is a pleasure to work with. Add to that the fact that it dries in a minute and never clogs the airbrush, you cannot beat this stuff. I love it!



Before the upper wing can go on details like the machine guns and exhaust need to be added. There will be some slight enhancement of the exhaust with the use of CMK's Stardust pigments

choice was made to use Raw Sienna as it offered a very light look and seemed the most realistic to my eye. The process took a couple of days of drawing the paint straight across masked panels and going back again and again, leaving several hours between applications, until the grain looked right. The beauty of Griffin Alkyd Oils is apparent here, as they are dry enough overnight to be

varnished. Once the varnish had dried black was added where needed in the form of stripes, and while this dried the remaining sub-assemblies were completed.

WRAPPING THINGS UP

Some careful planning was required here as test fits (literally!) showed that the upper wing would be very precarious



Things are starting to move along quite rapidly now and the tail is the first area to receive lashings of black paint. I used some Maskol along the edges of the masking tape to give the impression of some chipping



Modelling is all about following stages. Obviously I prime everything first, then it receives the base coat. In this case Xtracolor WWI German Underside Blue. Highlights are achieved by spraying a mixture of the blue and white



The decals in the kit were a bit thick, but actually went on pretty well, and responded very well to setting solutions. I did find that they need the big guns in the form of Gunze Sangyo's Mr Decal Softer as this is much more aggressive than Micro Set

once on, and therefore as much must be done prior to its placement as possible to avoid handling and the risk of it falling off. The machine guns and exhaust were added along with the control horns and wire stretchers. The wire stretchers came from the Eduard 1:48 set, which in my opinion would be very oversize in this smaller scale, as they look perfect in 1:32!

To be on the safe side I did as much

of the weathering and matting down as humanly possible at this point, as I really do not want to invert this model with the wing on top.

The trickiest parts of these final assembly stages were the wheels. To make them fit on the rod it needed to be whittled down, and due to my carelessness they were a very wonky fit afterwards. The best solution I could come



Being an unabashed fan of Alclad, I relish every opportunity to use it. Here I start the shading process with dark aluminium...



The process is then completed by spraying another, much thinner, couple of coats of the base colour until it looks about right



These wire stretchers are intended for use on 1:48 kits but I imagine they would be well oversize in that scale as they are perfect on this 1:32 kit

CLOSE UP - DETAILS



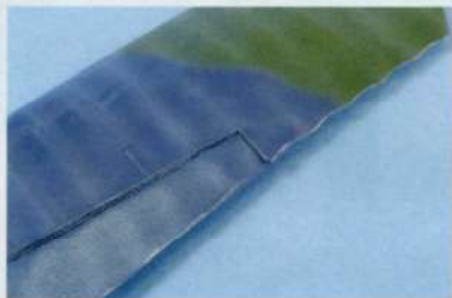
... this is followed with Steel as a dark tonal variation...



... then comes aluminium in the centre sections of the panels to begin the highlights



A further bit of blending with some Duralumin...



The entire process of the wing undersurfaces is repeated with each colour of the upper wing. All of the metal details will be added after the decals have been applied



As is the norm when I am building a kit, I only noticed this problem after I had reached an advanced level of construction. The front wasn't straight and needed to be built up with Microstrip



I thought I would 'beef up' the leather padding around the cockpit by using some putty. A simple task that took about fifteen minutes



I had a little black left in the cup after painting the wheels so I added a whack of thinner and sprayed it like a wash over the panel lines and in the divots in the wings. It looks OK but next time I will use a mixture of Raw Umber and Paynes Grey, methinks



Everything is matted down aside from the spinner at this point, as I was a bit worried about how matt to make it because I thought too matt would spoil the wood. However, I reckon it looks just as good if not better



Patience, patience and more patience. Tweezers are good to have when rigging, along with superglue, but patience is the most important asset

up with was to fill the insides with Kristal Kleer using a syringe, and place them on. After letting them dry for a while until they were still slightly pliable I pulled them part-way off, added liberal amounts of superglue, then pushed them back into place. After positioning them correctly I built up some support underneath as a box, rested the wings on the edge for support and let them dry in the right

position. Make sense? No, me neither...

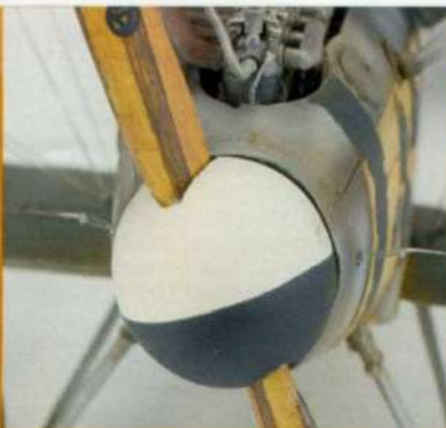
Once the wheels were dry it was time for the real adventure with this model, the rigging.

'FRIGGIN IN THE RIGGIN'

You'll have to excuse the cheesy paragraph title but really how often in life will I get the chance to use that one? To start, Lycra thread was fastened to

the wire stretchers using superglue, however this warped the thread and weakened the fibres, so Kristal Kleer to the rescue again! Albeit, the Microscale wonder stuff would take much longer to dry, it would provide a much safer bond, and would be more malleable when the time came to fix the wires. Obviously when the opposite end was to be secured, a quicker setting

superglue would be necessary, but that wouldn't cause too much grief as the wire stretchers would already be in position. As it ended up I needed to put a dab of superglue on top of the Kristal Kleer anyway, to add some support, but I noticed that the Kristal Kleer protected the Lycra thread and prevented it becoming misshapen? The key word for doing rigging is patience, by the bucket ->





There is certainly something about the D.III, it looks very 'space age' with its rounded spinner and smooth racing lines

Jay has got the weathering just right on this model, as WWI subjects need subtle weathering that nevertheless deals with the manner in which these fragile machines soon started to show signs of wear and tear

ALSO RECOMMENDED...

References:

- Air Aces of the Austro-Hungarian Empire 1914-1918 by Dr M. O'Connor (Champlin Fighter Museum Press 1986)
- Albatros D.II & D.III Oeffag by Dr Mgr P. A. Tesar (JaPo 1998)
- Albatros D.III by P.M. Grosz, Windsock Datafile Special (Albatros Productions 2003 ISBN: 1-902207-62-9)
- Albatros D.III (OEF) by P.M. Grosz, Windsock Datafile 19 (Albatros Productions 1990, 1995 & 2000 ISBN: 0-948414-23-5)
- Albatros D.I-D.III by P.L. Gray, Profile No.127 (Profile Publications 1966)

- Albatros Fighters, Windsock Datafile Special (Albatros Productions 1991 & 1998 ISBN: 0-948414-35-9)
- Cross & Cockade International Vol.19 Nos. 1, 2 & 4: Article 'Markings and Camouflage of Austro-Hungarian Aircraft in World War One' by Dr. M. O'Connor
- Die Albatros (Oeffag) Jagdflugzeuge der K.u.K. Luftfahrtruppen by P. Schiemer (H. Weishaupt Verlag 1984)
- Richthofen by A.E. Ferko (Albatros Productions 1995 ISBN: 0-948414-80-4)



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



load! Tweezers are also imperative, and good vision helps as well. Threading the Lycra through the eyelet is not all that difficult with the above-mentioned tools. With the bottom threads attached to the wire stretchers the upper wing can be added. It took about six hours and there were a couple of pins and reattachments, but get there in the end I did.

PRECARIOUS POSITIONS

It took a day and a half, but the wing went on. To help the fit along, one of the struts had to be removed to get the centre struts on, but with patience and blood, sweat, and tears (literally!) the very heavy and uncooperative upper wing was on. Oh yes, it fought me tooth and nail, but in the end I emerged victorious, although I will never ever invert

this model as the results would be disastrous for both of us. The unfortunate thing is that the upper wing is forcing down the lower wing, and the anhedral has become quite noticeable in the first couple of days after completion and I imagine will only get worse with time.

Now we can add the final (at last) touches in the form of weathering powders, crack open a Boddingtons and enjoy the feeling of a well deserved victory (only if you are over 18! Otherwise have some lemonade and a Mars bar. But hey if you are under 18 and can build this model you are a god, and can do pretty much what you like as far as I am concerned!) ■

With the wings in camouflage, the tail black and white, the engine panels in bare metal and the rest as varnished wood this 'beast' can be considered a thing of beauty



FINAL VERDICT

■ Let's not beat around the bush here. This kit was tough. It tests patience and skill, but I'll surprise you here by saying this is a very good thing. Taking on a model that is a good old-fashioned challenge is very rewarding. I learnt a great deal from this model, and I would like to think it has improved my skills immensely. Normally my practise is to face a problem and fix it and worry about any effect this may have on the model later. With this type of model you cannot do that. You must carefully plan the build and this was the lesson I learnt the hard way here. This model is definitely not for beginners and is a stretch for the intermediate modeller such as myself, but it was a lot of fun for me and while I let myself down in places, the model was more than up for it, and can be made into a real stunner with some care. The instructions are a tad vague, but then at the very beginning they say that you will need to have a great deal of knowledge on the subject to complete the model and they are right. I look at it this way. Rather than building the same safe model you've done so many times before, following a set pattern and method, try this model. The skills I had to learn on this have given me more confidence and I will gladly take on projects I was wary of before.

Was it worth the effort?

■ This model will reward very highly every bit of effort put into it. I honestly feel like I climbed the modelling equivalent of Everest.



Albatros D.III, Jasta 5, March 1917. Varnished natural wood fuselage and grey metal areas, including interwing struts; dark green/mauve/light blue wings. Green tail section, including horizontal tail surfaces, outlined in red; blue/white fin/rudder 'Bavarian' flag pattern, blue/white/blue fuselage band. Red spinner



Albatros D.III, Jasta II, Spring 1917. Natural plywood fuselage and fin with dark grey metal areas, including struts and mainwheel legs; clear doped linen rudder and wheel covers. Upper surfaces of wings and tailplane in dark green/mauve wavy finish; spinner and fuselage decoration in red. Note company logo on rudder



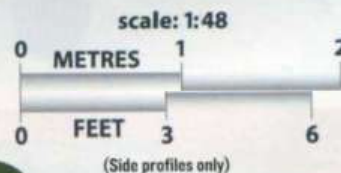
Albatros D.III, flown by Obit Bruno Lörzer, Jasta 26, Belgium, June 1917. Black/white fuselage and vertical tail surfaces; black fin. Clear doped rudder and wheel covers; dark green/mauve upper wing surfaces with light blue undersides. Note patched port upper wing tip (see above)



Albatros D.III (Def), 153/45, flown by Hauptmann Godwin Brumowski, Flik 41J, early 1918. Bright red overall with black/white crosses in six positions; black/white skull markings on fuselage side and dorsal position



Albatros D.III, 2nd Eskadra, Polish Air Force, Poznan, 1919. Dark green fuselage, dark green/mauve uppersurfaces with light blue undersides; red/white national markings in six positions and on rudder. Red/white stripe on fuselage, repeated in chevron form above top wing; red/white spinner



© Richard J. Caruana - 2006

QUICK TWITCHERS' GUIDE TO:

ALBATROS PLUMAGE

BY RAY RIMELL

Recent research into WWI German aeroplane finishes has established that many examples of the D.III bore a three-colour camouflage scheme on their wing and tail upper surfaces. Although precise colour codes are not available, contemporary accounts are reasonably consistent. Wings were divided into three broad segments of pale green (port), red brown (centre) and a dark olive green to starboard. Undersurfaces were usually pale blue, with the varnished plywood fuselages appearing as a light or bright yellow to RFC pilots - at least according to most combat reports that have survived. Metal panels and wheel covers, struts too, were painted a dull shade, though wartime sources cite various options such as 'khaki brown', 'greyish beige', 'olive' or 'grey-green'. Modellers are really on their own with this one - save all this anxiety and paint your D.III red!

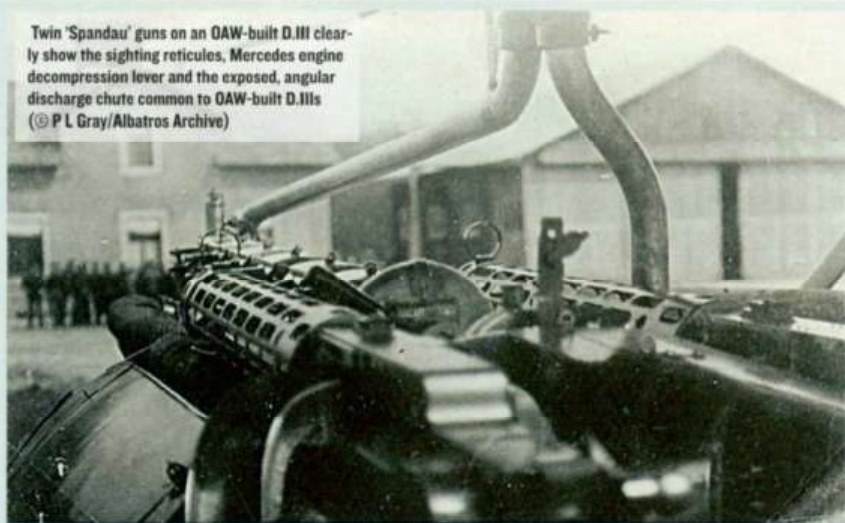
OAW-built D.IIIs were also seen in the three-tone scheme but the demarcations and colour sequence varied considerably. Note that on OAW-built D.IIIs the fuselage cross was positioned further forward than those of the parent concern's products, whilst underwing crosses were usually white-outlined on OAW fighters, plain black on Johannisthal machines.

Later Albatros bore mauve and olive green camouflage uppersurface patterns and in May 1917, five-colour 'lozenge' fabric was being employed by the Schneidemühl plant. Most OAW-built D.IIIs from the middle of the second production batch (D.2362-2561/17) were covered in five-colour Tarnstoff over wing and tail surfaces. ■

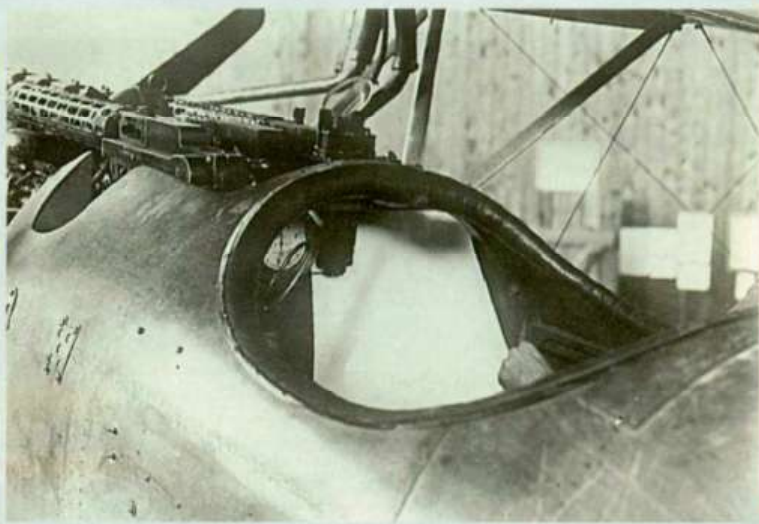


Possibly the last photo ever taken of Leutnant Reinhold Oertelt of Jasta 19 before his death on 7th July 1918 at the hands of Capt. Georges Guynemer for the French ace's 47th victory. Oertelt's Albatros D.III (1997/16) was from the first production batch of 400 D.IIIs built in late 1916 (1910-2309/16). The bracket below the cockpit holds a flare pistol under which is the container for six cartridges (© P L Gray/Albatros Archive)

Twin 'Spandau' guns on an OAW-built D.III clearly show the sighting reticules, Mercedes engine decompression lever and the exposed, angular discharge chute common to OAW-built D.IIIs (© P L Gray/Albatros Archive)



Albatros D.III D.1941/16 was flown by Leutnant Ernst Udet in Jasta 37. Also from the October Albatros batch it bears the same basic finish of varnished plywood areas, grey/green (?) metal panels, wheel covers and struts, with camouflaged upper wing and tail surfaces - pale blue below. The image should provide inspiration for diorama enthusiasts and there's plenty of scope. Tail trestles were *de rigueur* either for gun testing, maintenance (as here) or in preparation for flight. It was Jasta doctrine to raise the tail in this way so as to provide proper water and oil circulation when running the engine, until the water temperature reached prescribed take-off level for safety (© P L Gray/Albatros Archive)



FURTHER READING:

- Albatros D.III (Special) by Peter M Grosz (Albatros Productions, Ltd, 2003).
- Above The Lines by N. L. R. Franks, F. W. Baily and R. Guest (Grub Street, 1993)
- Albatros Aces of WWI by N. Franks & G. Van Wyngarden (Osprey, 2000)

Variation on a theme: the discharge chutes are removed from this captured D.III. The untypical optical sight, probably of British origin, may be noted (© P L Gray/Albatros Archive)

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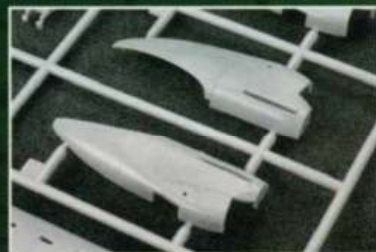
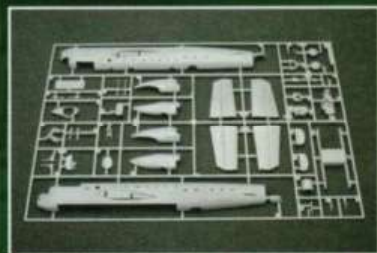
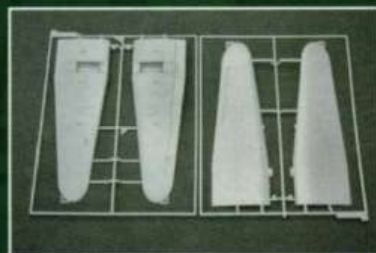
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 Length - 40ft 3in (12.54m)
 [w/o probe], 46ft 11in
 (14.64m) [with probe]
 Height - 12ft (3.74m)
 Dimensions - 1:48:
 Span - 191.7mm
 Length - 261.3mm [w/o
 probe], 305mm [with probe]
 Height - 77.9mm

Accessories Used:

Neomega resin cockpit set #C53 (available from Parade Figures in UK)

Paints Used:

Alclad II:
 Aluminium
 White Aluminium
 Dark Aluminium
 Clear Smoke

Daler Rowney oils:
 034 Ivory Black
 223 Burnt Umber

Halfords acrylic spray:
 Grey Plastic Primer

Humbrol enamels:

53 Gunmetal
 56 Aluminium
 191 Chrome Silver
 27002 Polished Aluminium

Lifecolor acrylics:

LC01 White FS37295
 LC02 Black FS37038
 LC22 Red FS38913
 UA038 Intermediate Blue FS35189
 UA042 Chrome Yellow FS13432
 UA062 Grey Green FS35414
 UA126 Israeli Blue FS35177

Tamiya acrylics:

X19 Smoke

Daler Rowney pastels:

73 Warm Grey

Winsor Newton pastels:

227.3 Yellow Ochre
 411.3 Burnt Sienna
 704.5 Grey



BY STEVE A. EVANS

FAST FARMER

The family lineage of the MiG-19 is clear for all to see, its resemblance to the historic MiG-15 is obvious but this really was the final step for Mikoyan and Gurevich's famous fighter.

MODEL INFO

SPEC: Trumpeter 1:48 MiG-19S

KIT NO.: 02803

MATERIALS: IM, PE

AVAILABLE FROM: Pocketbond Ltd (UK Distribution) and Trumpeter stockists worldwide

PRICE GUIDE: £29.95

The MiG-19 departed from its ancestor's single-engine simplicity becoming a bigger, heavier and more complex twin-engine aircraft with supersonic performance. Eventually it grew even more, into a missile-armed, all-weather interceptor. As the Russian Air Force's first aircraft capable of breaking the speed of sound in level flight, it was roughly equivalent to the North American F-100 Super Sabre and was one of the major stepping-stones from the post-war era into the new world of supersonic fighters. As with most Russian aircraft of the

Cold-War era, the Western analysts underestimated its performance and its abilities, claiming that it was a rough, barely serviceable type, giving it the code name 'Farmer'. In truth the MiG design was aerodynamically superior to the F-100 and was a formidable opponent in combat, as both the Americans (in Vietnam) and the Israelis later found out. In keeping with the Russian need to maintain influence over satellite states, the MiG-19 was produced in large numbers and supplied as aid packages to a whole host of communist and sympathetic nations. These countries included the Chinese, who liked it so much they preceeded to licence build their own version as the Shenyang F-6.

Trumpeter seem to like Soviet aircraft, with releases of not only this MiG but also the earlier MiG-15bis and UTI models and the Sukhoi Su-15

Flagon in different marks. ➔



Getting changes in the tone of the various panels is the best way to stop a model like this looking too uniform and thus 'boring'



"Trumpeter listen to the public when they tell them something is wrong and this progression can be seen here in this 2002 release; not as crisply done as their newest kits but still streets ahead of their early stuff"

all of which are very welcome to this particular modeller as these early jets have so much character. Trumpeter's progression through the ranks of the world's model manufacturers can be mapped out from their earliest days making pretty rough kits of almost toy-like approach, through to the new big scale kits with some impressive detailing. They seem to listen to the public when they tell them something is not the way it should be (overdone rivet detail anyone?) and this progression can be seen here in this 2002 release of the MiG; not as crisply done as the newest releases but still streets ahead of their early stuff.

IN THE BOX

One thing they don't seem to have listened to us about yet is the truly atrocious artwork that sits on their box tops, and this MiG is no different,

terrible, just terrible. I'm sure that there are plenty of casual buyers that have put these kits back on the shelves just because they look so rough on the outside. This is a pity, because the box contents do look pretty good; nicely engraved panel lines and crisp detailing in light grey plastic that is well moulded and without any major sink marks (although there are some minor ones around the cockpit). Some of the detail work is a taste of their continuing improvement as it's actually very good indeed, especially inside the cockpit in



this particular case. The only immediate negative is a slightly warped left-hand upper wing panel, but it's nothing serious. You do get optional parts to make one of those Chinese F-6 versions, including different cannon armament and a parachute housing for the fin.

BUILDING THE MIG-19S

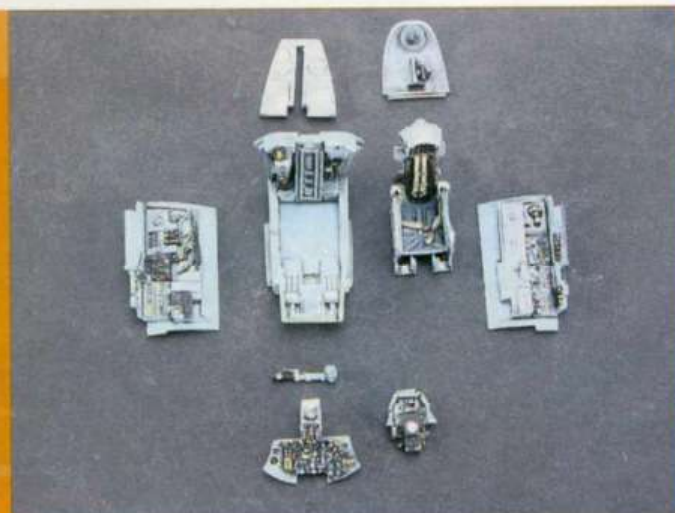
Even though the parts in the box do look pretty impressive, the cockpit still has room for improvement and Neomega do a beautiful little resin set for this kit (Set No.C53) so I decided to start with this addition to the basic kit. It comprises eleven wonderfully cast resin parts and the detail work on it is (as you'd expect) stunning, but it does need careful painting to get the best out of it. The basic colour for the cockpit structure is one of those Russian oddities, a kind of light blue-green that defies description for me (especially as I'm colour

STAGE-BY-STAGE - ASSEMBLY



The Neomega resin set, beautifully detailed castings

The painted set, it looks pretty good, it's just a pity that so little of it will be seen in the finished kit



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

DETAILS - FUSELAGE & WINGS



The area directly behind the 30mm NR-30 cannon needs to receive a bit of 'blast effect' to make this area more eye-catching



Small additional details like the brake line for the nose wheel liven up a model in any scale



The exhaust nozzles on the MiG-19 are shrouded, so there is no option for staining on the exterior of the airframe, just inside the tail cone



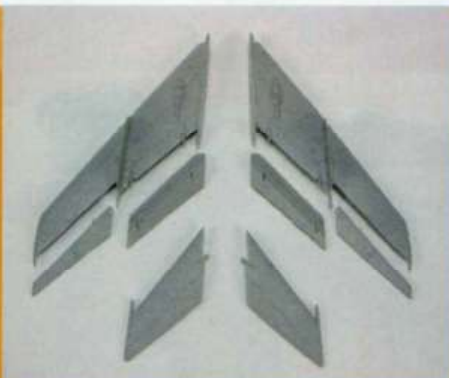
Wing fences and big air brakes on the fuselage sides, it just has to be a MiG!



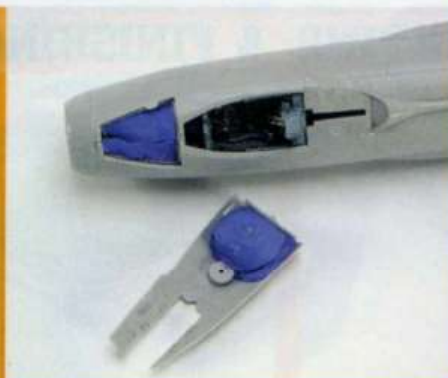
Different shades of paint and different treatment (polishing etc.) of them will give you no end of shades when working with Alclad



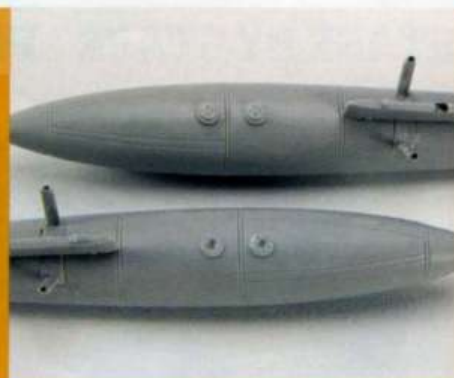
You can so easily overdo the weathering with a subject like this, so knowing when to stop is the key to successfully representing the type



The wings and tail. It's good to see Trumpeter still doing completely separate control surfaces as this gives the modeller the option to 'pose' the model a little more



Nose weighted with modelling clay. The instructions say you'll need 3 grams of weight but I used about twice that and the 'Farmer' will still sit on its tail if provoked



The underwing tanks have massively raised fuel filler caps which are way out of scale, however the pattern on the cap is more accurate than the one I created on the modified ones...funny how you always learn these things after the deed is done, isn't it?



You can have any colour you like, as long as it's silver!



Going for the East German option still meant the model was silver with big red numbers, but then again a MiG looks wrong in any other scheme!

← blind... 'doh!'). This I mixed from 50% FS35189 (Intermediate Blue) + 25% FS35177 (Israeli blue) + 25% FS35414 (Grey Green) which looks pretty close, and applied over the entire cockpit. Once dry the black boxes and controls are touched in with matt black before a thin wash of black oil paint is applied to deepen the shadows. A drybrush of light grey to highlight all the edges is needed and then details can be picked out with acrylics, paying particular attention to the instrument panel and its tiny dials. The resin KK-2 ejection seat is also a lovely bit of casting with moulded seat belts and very fine detail work, again needing some nifty paintwork. These resin parts fit together

very nicely, but the fit to the kit fuselage parts is a bit of a problem. It slots into place easily enough once a series of trial fits and trims have been undertaken to get everything aligned. It's actually a bit fiddly getting it all to line up properly but with perseverance and not a little butchery, it does go in there. It's by no means perfect, but it's not that bad either.

The kit parts come together very well, with no major troubles, the wings build up nicely and have good location to the fuselage, slotting into big, faired recesses. They do need careful align-



The big PTB-760 tanks have a very nose-down attitude to them, this is correct, but it looks very odd

ing and don't forget those trial fits and trimming because they need it to allow them to snuggle up to the curves of the fuselage. Talking about the wings, the control surfaces are all separate items and can be positioned with a little bit of offset to give some character. The flaps can't be positioned in the fully open

position because of the mouldings, but they can be slid back a little to make the wing look a little 'busier'.

Of the main construction, the only seriously negative points are the trays that fit into the lower fuselage. The forward one for the gun and front wheel, as well as the one just behind

STAGE-BY-STAGE - PAINTING & FINISHING



The base Alclad II coat of Dark Aluminium, which looks pretty good on its own



The first set of tape masks...it won't be the last

"The kit parts come together very well, with no major troubles, the wings build up nicely and have good location to the fuselage, slotting into big, faired recesses"

A four cartridge EKS-46 signal flare launcher was fitted to the outer face of the port side of the vertical fin

You would think that the bullets on the end of the tail-planes contained radio or radar equipment, but they don't, they are purely aerodynamic

The bulged skin and reinforcing strip in the wing over the wheel well location is well reproduced by Trumpeter

The prominent air scoops for the engine need to be drilled out in this kit

Here the model is fitted with the PTB-760 drop tanks on the outer pylons

A 30mm NR-30 cannon is fitted into the leading edge of each wing

ORO-57K rocket pods are usually carried on these inboard pylons.

The smaller PTB-400 drop tanks are an alternative for use on the outer pylons

The same 30mm NR-30 cannon is fitted in the lower fuselage, but only on the starboard side



After a coat of white Aluminium the masking is completed. The big blue nose is a lump of modelling clay used to block up the intake to stop any spray getting in



Once the MiG is de-masked, the Tamiya Smoke gets a chance to do its magic. Remember to be subtle with it or the effect will be lost



The undercarriage needs only minimal attention. Note the characteristic Russian Green wheels



The Neomega set was an easy addition to liven up the entire model, as a jet like this has only a few options in which you can add extra detail that you can actually see!

"The basic colour for the cockpit is one of those Russian oddities, a kind of light blue-green that defies description!"

FINISHING TOUCHES

As usual this part of the build is a busy time, getting all the bits and pieces together at the end. This includes the undercarriage units and their associated doors, with a suitable brake line addition of course. Under the nose there are a few lights and panels to add, as well as the wingtip navigation lights, which are tiny, so be careful. There are also the aerials and pitot tube to do, this last item being almost comically oversized, sticking out of the lower intake lip like a harpoon! Finally there are the underwing drop tanks and cockpit canopy to build and position. The Neomega set has a resin insert to go into the canopy and the whole thing needs to be carefully trimmed to fit in the open position to try and show off the new cockpit interior.

While the kit was also nice and glossy I touched up the weathering effects with a splash or two of black oil paint wash. Limited to the areas around the guns, the undercarriage bays and the engine panels, this was the final bit of accentuation.

Once dry the whole kit was given a coat of Johnsons Klear to even out the finish and blend everything together, leaving one shiny silver MiG for my display shelf. ■

very nicely, with no need for thinning or any other preparation in readiness for the decals. As mentioned, you get three versions in the box and all three have an almost identical layout of markings; national insignia in the standard positions, a large identification number on the nose sides and a handful of stencils. Trumpeter's decals, as usual, work reasonably well with Microscale's setting solutions although they are a little unresponsive and need a few treatments of the softening solution to get them to conform. The only thing I had to do was to remove the thin white border from the East German markings, as this was peculiar to the special scheme. I ended up using the aircraft number '287' as I had a couple of good photographs of this aircraft to work from. The finished result is simple but pretty pleasing. No silvering, with good colours and fine register, but they really didn't react as much as I was expecting them to with the setting solutions and they seem a little thick, maybe the Gunze Sangyo solutions would have done a better job?

Small details like the RV-2 radio altimeter aerial are well done in this kit

All those aerodynamic bullets all over the place make the MiG-19 very 'Flash Gordon' if you know what we mean!



A little discolouration around the rear tail cone makes the subject look as if it has been used and is in keeping with the blast marks behind the cannon muzzles

If you just painted a subject like this silver overall it would look very boring, so working with different shades of Alcad is the only way to bring a subject like the MiG-19S to life

ALSO RECOMMENDED - REFERENCES



References:

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- MiG-19, Day Interceptor & Two-seat Versions (4+ Publications 2004)
- MiG-19P, All-weather Interceptor Versions (4+ Publications 2004)
- MiG-19 Farmer In Action No.143 (Squadron/Signal Publications, 1994)
- OKB MiG - A History of the Design Bureau and its Aircraft by P. Butowski & J. Miller (Midland Counties Publications 1991 ISBN:0-904587-80-6)



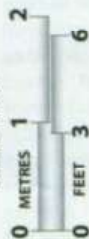
⚠ Always ensure that you work in a well-ventilated area when using solvents



MIG-19S, '464', East German Air Force. Natural metal overall with national markings in four wing positions and both sides of fin; code in black



scale: 1:72



Below: MIG-19S, 1902/F, Indonesian Air Force. Natural metal overall with national markings on fuselage sides, above both wings and below starboard wing; 'AURI' in black under port wing. Code and serial in black

MIG-19, 47, Red Banner acrobatic team, Soviet Air Force, late 1950s. Red upper-surfaces with light blue undersides; white outlined stars. Numbers in white

MIG-19S, 882, Bulgarian Air Force, medium grey/dark green/dark brown upper-surfaces with light blue undersides; national markings on fuselage sides and fin

MIG-19S, 3608, Egyptian Air Force, 1967. Dark earth and sand upper-surfaces with light blue undersides; national markings in six positions. Serial in black on top of fin and forward fuselage

MIG-19S, 3571, United Arab Republic Air Force. Natural metal overall with national markings in six positions; white rear fuselage band edged in red

The Malta Connection

HMS ILLUSTRIOUS

BY RICHARD J. CARUANA

Flagship of the Royal Navy, HMS *Illustrious*, spent a few days at Malta during November 2005, rekindling memories and connections with the inhabitants of the Island. Under the command of Captain Robert Cooling RN, the ship berthed alongside Pinto Wharf on 21 November, to a grand welcome by thousands of Maltese and tourists who lined the bastions of Valletta on one side of Grand Harbour and The Three Cities (Vittoriosa, Senglea, Cospicua) on the other side.

On the way into harbour, the ship fired a 21-gun salute, this being reciprocated from the Upper Barrakka's saluting gallery fired by members of the Armed Forces of Malta. "There must have been 10,000 people welcoming the ship to harbour", said Captain Cooling during his first press conference, visibly moved by what he described as an 'incredible welcome'. Commander Ian Annet added that he could not remember such a reception in a foreign port during his 20 years of naval career. This time *Illustrious* came to Malta in support of HM Queen Elizabeth II's visit, that was to commence a few days later, and was accompanied by HMS *Exeter*.

1941

During the first six months of operations against Malta the Regia Aeronautica (Italian Royal Air Force) registered very meagre results and the

defences of the Island had been gradually improved with the arrival of more fighter aircraft. These, however, were still well below the desired level and the proof of this was to come during the early months of 1941. During December 1940, Fliegerkorps X began arriving in Sicily in full force, with the intent of commencing a major offensive the following month.

These consisted of two Ju 88 units based at Catania (Stab. II and III/LG I), one unit of He IIIs at Comiso (II/KG 26, 2/KG 4), two Ju 87 units based at Trapani-Milo (Stab. StG 3/ I/StG I and II/StG 2), a unit of Bf 110C-4s (III/ZG 26) based at Palermo together with photo reconnaissance, transport and air-sea rescue units. Fliegerkorps X consisted of some 10,000 men and established its Headquarters in Taormina.

On January 6, 1941 'Force H' (Operation Excess) left Gibraltar for Malta and Greece with a convoy of four supply ships together with their

escorts. These included the aircraft carrier HMS *Illustrious* and a formidable escort of warships. The very next day the naval units were first attacked by S.79s of 32^a Stormo from Sardinia when off Bougie, Algeria. On January 10, *Illustrious* became the target of a very heavy attack by Ju 87s from I/StG I led by Major Enneccerus and II/StG 2 under the command of Kapitän Werner Hozzel, which had just arrived at Trapani, Sicily, that same day. This attack became a fierce battle during which the German dive bombers managed to hit the carrier six times. HMS *Warspite* was badly damaged by one of their 500kg bombs dropped from a height of not more than 500m. Fulmars that had been sent up to defend the carrier were ordered to make for Hal Far, Malta, which at that time was only some 100 miles away.

A second attack was performed on the same day during which the He IIIs of II/KG26 were also involved. As soon as the Ju 87s landed in Sicily they were

quickly re-armed and refuelled and continued to hound the carrier until she entered Malta's Grand Harbour, at about 1800hrs, with 126 dead members of the crew and 91 injured. In the meantime the Fulmars tried to return to their ship but could not land due to a large gaping hole in the flight deck. Moreover the *Illustrious* was listing to port and was down at the stern.

Since the convoy passed to the south of Malta and went on its way to Greece (only one supply ship of the four was intended for Malta), the Luftwaffe concentrated its efforts over the next few days in chasing it, before it steamed out of range. While the carrier was in the relative safety of Malta's harbour and its formidable AA, Ju 87s from II/StG2 guided by a He III as navigator aircraft, chased the British fleet as it steamed eastwards. At their extreme range of some 300 miles from Sicily, they attacked and managed to sink the cruiser *Southampton*, which received a direct hit



Merlin HM Mk I, ZH863/B-270, on the deck of HMS *Illustrious*. This was the only example on board at the time of the ship's visit to Malta



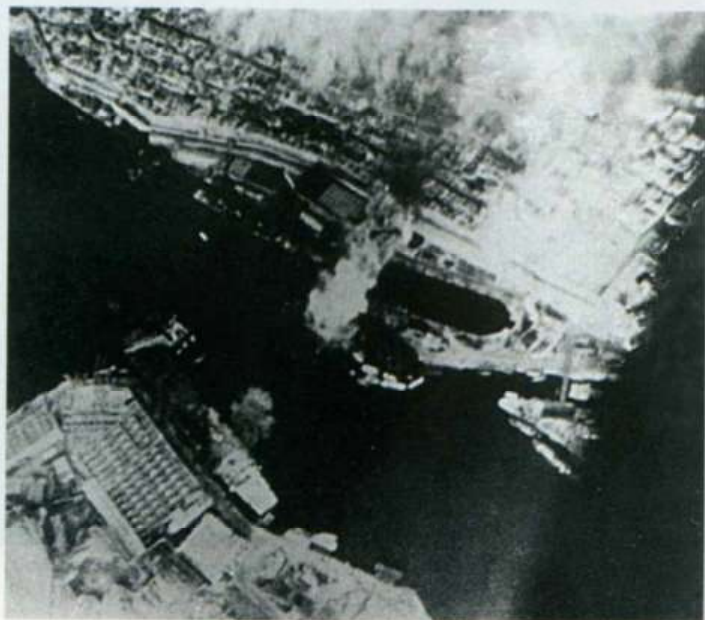
Close-up of XZ440's fin shows clear signs of previous service with No.800 and 899 Naval Air Squadron (see profile for further details)



HMS Illustrious berthed at Pinto Wharf, below the bastion of Malta's capital city, Valletta



Another view of ZH804 in its stripped down form inside the hangar of HMS Illustrious



Sea Harrier ZH804/007 undergoing extensive maintenance inside the hangar of HMS Illustrious on 24 November 2005



"The Luftwaffe offensive against the island, especially centred on Grand Harbour and the *Illustrious*, started on January 16. These attacks continued practically without respite until the *Illustrious* managed to steal out of the harbour and make for Alexandria on January 23"

in the engine room.

Malta was preparing to brace itself for the first Blitz in its history. The Luftwaffe offensive against the Island, especially centred on Grand Harbour and the *Illustrious*, started on January 16. During the six days that followed, II/KG26 was ordered to leave Sicily for Benghazi with its 14 He IIs under the command of Major Bertram von Comiso to patrol and try to control the channel between that town and the Suez Canal, a tall order for a unit which lost seven machines in the process without making contact with any British convoys. This lull in the fighting for Malta's defenders served to organise a proper defence while Maltese dockyard workers worked around the clock to repair the ship.

At around two in the afternoon of January 16 all hell was let loose. A considerable force, consisting of 20 Ju 88s, 20 Bf 110s and 45 Ju 87s performed their first attack, and systematically dropped tons of bombs onto the carrier and the

surrounding area. Notwithstanding the formidable barrage and a defensive fighter element consisting of some Hurricanes, one Gladiator and the carrier's Fulmars, the Germans lost only four of their number, with others damaged.

These attacks continued practically without respite until the *Illustrious* managed to steal out of harbour and make for Alexandria on January 23. Luftwaffe losses at the hands of defending fighters and AA guns around Grand Harbour were very heavy; 2 Staffel of I/StG1, for example, lost all its pilots except its commanding officer.

The brunt of the attack was borne by Senglea, Vittoriosa and Cospicua, including the dockyard and, to a lesser degree, Valletta. Many people lost their homes and belongings. Several were killed and hundreds were trapped beneath the rubble of their buildings. Amongst the priceless treasures lost during this blitz was the Basilica of Our Lady of Victories in Senglea which was completely destroyed



Pride of place on HMS *Illustrious*' bow ramp was Sea Harrier FA.2 XZ440/L-002. Two other Sea Harriers and a Merlin helicopter can be seen in the background



Sea King XV174/B8 in a well-worn standard finish of Medium Sea Grey overall. This scheme formed a sharp contrast to the pristine finish of ZE418



Sea Harrier FA.2 ZE690/003. The standard 'L' code on the fin of this aircraft seems to have peeled off, with only the top part visible (see colour profile for further details)

on January 19, where the belfry clock still marked ten minutes to two of three days earlier when the church was first bombed.

2005

Today's HMS Illustrious is a magnificent ship, the fifth to bear the name, weighing 25,000 tons with an overall length of 208 metres. It is 16 decks tall and carries a crew of 1,050. It had just completed an intense training and assessment period, leading the Trafalgar 200 and International Festival of the Sea Celebrations.

Preparations for the November 2005 visit had been ongoing for months, during which no detail was spared. These included a series of lectures by military historian Andrew Gordon on the part played by Malta and the Maltese during the terrible ordeal of 1941. Following the arrival of HMS Illustrious in Malta, I was able to visit the ship on two consecutive days.

During the first visit on 23 November, the ship was only open to small groups



Sea Harrier FA.2, ZH813/L-001, heavily chained to the deck of HMS Illustrious... nice idea for a diorama!

by invitation; the visit on the following day was also by invitation, whereby Captain Cooling hosted a lunchtime reception in the presence of HM The Queen and HRH The Duke of Edinburgh. The first occasion served to 'meet' the aircraft on board the ship in close-up. These included six Sea Harriers FA.2, two Sea Kings ASaC and a Merlin HM

Mk I. Of the six Sea Harriers, 007/ZH804 was in a dismantled state in the front end of the hangar, undergoing extensive maintenance. Most interesting was the other Sea Harrier residing inside the hangar, 004/ZH803, in pristine condition and fully armed, and bearing the name of Maj. B.H. Ritterby USMC as its pilot beneath the windscreen.

The Sea Harrier harks back to the first generation of this famous jump jet, based on the Royal Air Force's GR.3 which it resembles in most aspects, especially in its original FRS.1 version. Even so, it is a formidable weapon, especially in its updated FA.2 version, optimised for air-to-air combat and fleet air defence. In this form, the Sea Harrier has been given an extension of the rear fuselage for the installation of additional avionics. The most distinguishing feature is the enlarged bulbous nose that houses the Ferranti 'Blue Vixen' radar and the repositioning of the nose pitot on the leading edge of the fin.

On board the ship there was a single Merlin HM Mk I, a type that has been in service with the RN since 1998. Primary mission of the Merlin is the anti-submarine role, although it is also equipped for anti-surface warfare. The other two helicopters present were Sea Kings, which are now referred to as Airborne Surveillance and Area Control (ASaC). Among the differences from the AEW version, one can notice the removal of the dorsal hump.

HM The Queen arrived on HMS Illustrious at around 12.30pm on November 24, 2005. Guests had been filling up the gangway into the ship's hangar since 11.00am, under a constant drizzle. It was indeed a memorable occasion, especially for the hard-working committee of the Battle for Malta Veterans' Reunion of which I formed part. At first we thought it was rather strange that we had been cut off from all the other guests. We were the first group to be introduced to HM by Sir Vincent Feann, British High Commissioner to Malta. We were later highly gratified to learn that HM had insisted on meeting us, and to talk to us individually. ■



Most unusual was the high-gloss finish on this Sea King ASaC, ZE418/B-186, complete with high visibility roundels in bright blue/white/red colours

HISTORICAL FEATURE

COLOUR PROFILES



Gloster Sea Gladiator N5520/S, No.261 Squadron, Hal Far (Malta), January 1941. Dark Earth/Dark Green/Sky finish with standard markings, except for the Fleet Air Arm style fin flash that had been retained; Code 'S' and serial in black



Hawker Hurricane Mk I, V7474/A, No.261 Squadron, Luqa, early 1941. This aircraft was flown to Malta from HMS Argus by Flt Lt J.A.F. MacLachlan on 17 November 1940. MacLachlan (DFC+) was to become one of Malta's major aces, with eight victories. Dark Earth/Dark Green upper surfaces; undersides most probably in Duck Egg Blue. Black spinner and Light Grey code 'A'

Above: Hawker Hurricane Mk IIb, HA-E (serial unknown), 'Death Warmed Up', flown by Plt Off Bill Hollis Hallett, No.261 Squadron, 1941. Typical Battle of Britain aircraft finish of Dark Earth/Dark Green/Sky with Black spinner and Light Grey codes. Note absence of Vokes filter

Below: Ju 87R, St-HK, I/StG3, Fliegerkorps X, Sicily, January 1941. RLM 70/71/65 finish with code 'H' in Rot (RLM 23) outlined in white; RLM 23 tip to spinner



Above: Macchi C.200, 79-8 of the 79a Squadriglia (6° Gruppo, 1° Stormo), Catania-Fontanarossa, February 1941. Verde Mimetico upper surfaces with Giallo Mimetico and Marrone Mimetico mottling; Grigio Mimetico undersides. Engine cowling is in Giallo Cromo while an unusually large cross is painted on the fin and rudder in white; tail cone is also white. Underwing roundels are black with white fascies; those on top are white with black fascies



Messerschmitt Bf 110D-3, 3U-LT/3406, of 9/ZG 26 Palermo (Sicily), 1941. RLM 65 overall with RLM 02/71 mottling on fuselage; top of wings and tailplane in RLM 02/71. Code 'L' is Gelb (RLM 04); spinner is RLM 04 and RLM 70. Note RLM 04 patch on rudder and unit emblem on the forward fuselage



Junkers Ju 88A-5, LI-GR, of III/LG based at Catania, early 1941. RLM 70/71/65 scheme with white bands around the spinner, front of cowlings and fuselage. Codes are black with 'G' in white. Note 'G' repeated under wingtips

scale: 1/72



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Sea Harrier FA.2, ZF796/001/L, No.801 Naval Air Squadron, HMS Illustrious, Malta, November 2005. Medium Sea Grey overall with Dark Sea Grey radome; light blue/pink roundels on air intakes and above port wing only. Codes, serials and lettering in white; black/white checks on rudder. Black/white unit marking on fin. ; no pilot's name on either side of cockpit



Sea Harrier FA.2, XZ440/002/L, No.801 Naval Air Squadron, HMS Illustrious, Malta, November 2005. Standard finish. Note that the markings on 002 show remains of previous markings of No.899 NAS on fin, the red arrowhead No.800 NAS marking and a larger version of the current No.801 NAS marking. Pilot's name under windscreen in black: 'LT CDR TC TIDBALL'



Sea Harrier FA.2, ZE690/003, No.801 Naval Air Squadron, HMS Illustrious, Malta, November 2005. Standard finish; pilot's name under cockpit in black: 'LT. PN TREMELLING'. Note that the code 'L' on the fin has peeled off except for a small part at the top

Scrap view at right shows standard position of upper wing roundel, carried on top of the port wing only



scale: 1:72



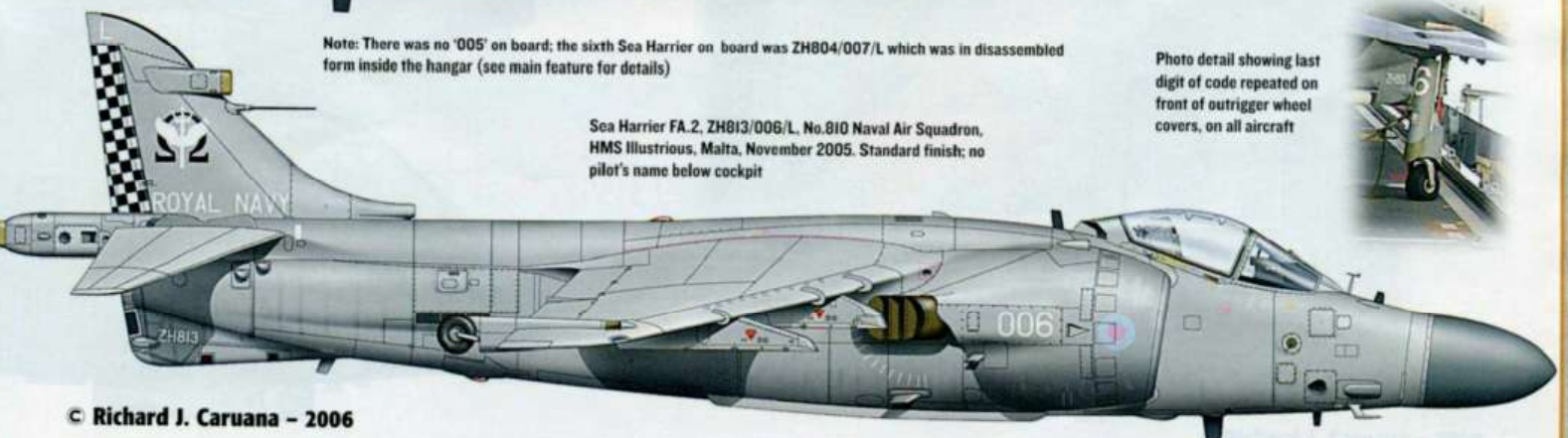
Sea Harrier FA.2, ZH803/004/L, No.801 Naval Air Squadron, HMS Illustrious, Malta, November 2005. Standard finish; pilot's name in black is 'MAJ. BH RITTERBY USMC'



Note: There was no '005' on board; the sixth Sea Harrier on board was ZH804/007/L which was in disassembled form inside the hangar (see main feature for details)

Sea Harrier FA.2, ZH813/006/L, No.810 Naval Air Squadron, HMS Illustrious, Malta, November 2005. Standard finish; no pilot's name below cockpit

Photo detail showing last digit of code repeated on front of outrigger wheel covers, on all aircraft





scale: 1:72





Above: Sea King ASaC, XV714/88, No. 849 (A) Flight, HMS Illustrious, Malta, November 2005. Medium Sea Grey overall with white markings; pink/light blue roundels. Unit marking below cockpit (both sides) and centrally on nose; '88' repeated in white on nose, below cockpit framing (See photo detail at far left)



Left: Sea King ASaC, ZE418/B-186, No. 849 (A) Flight, HMS Illustrious, Malta, November 2005. High gloss Medium Sea Grey overall with all markings in white; roundels in bright blue/white/red finish. Unit marking in dayglo red under cockpit (both sides) and centrally on nose; '86' in white also repeated on nose, below cockpit framing (see marking detail in photo at bottom, far left)



Below: Merlin HM Mk I, ZH863/270, HMS Illustrious, Malta, November 2005. Medium Sea Grey overall with all markings in white; light blue/pink roundels on both sides of fuselage. '70' repeated on nose (see photo detail at right)



WILLY



BUILT & WRITTEN
BY PIERRE LAMBERT
FROM FRANCE

Before Czech Model released their F3D-2 kit last year, the only game in town in 1:48 for Skyknight lovers was the European limited-run standards, with good outline and dimensions, resin parts for the cockpit and undercarriage

INTERNAL DETAILS:

FIRST STEPS, FIRST TROUBLE

The first thing to do with a kit of this type is to dip the sprues in warm water with a few drops of dishwashing soap (washing-up liquid in the UK) and to use an old toothbrush to get rid of any trace of grease that would prevent good paint adhesion. Then all parts can be separated from the sprues and carefully cleaned up. I elected not to follow

the instructions and to begin with the engine nacelle assembly, which is one of the trickiest stages of this build. It is easier to assemble the engine cowlings, intakes and exhausts before the fuselage halves are mated together, as the engine intakes shape is the first big issue with this build. Czech Model has completely missed this point, and a lot of effort was spent in trying to make things look right as a result. First,

several applications of filler were necessary to smooth the join between the nacelles, front recessed walls (Parts 43 & 49) and the fuselage halves. Then I assembled the intake duct halves together, carefully filled and sanded the joint. Placing the tubes as the instructions recommend makes them stand several millimetres outside of the intake lip, and leaves a lot of work to reproduce the auxiliary intake/boundary

layer bleed shape accurately. With the help of several close-up photos taken from different angles, this is the way I proceeded. First, I used a ball-shaped drill to add depth to the recessed intake walls where the auxiliary intakes are supposed to be. Then I cleared the intake ducts of their approximate external slots and pushed them forward inside the cowlings so as to align the tube front ends with the panel line

YOU WILL NEED...

Before starting:

- Cyanolite ultra-fluid cyanoacrylate
- Loctite Super Glue 3 gel cyanoacrylate
- Araldite two-part epoxy cement
- Tamiya extra thin cement
- Testors liquid cement
- Tamiya masking tape
- Tamiya polishing compound
- Tamiya putty
- 600 & 1200 grit wet and dry sandpaper
- Micromesh polishing cloth set
- Humbrol Maskol
- Super Sol & Set
- No. 00 and 000 paint brushes

- No. 2 flat paint brush
- Scalpel with IOA blades
- Needle files
- Bare-Metal Chrome adhesive foil
- Evergreen strip styrene

ACCESSORIES USED:

CMK
4060 Navigation lights & gunsights

Reheat Models
RH03 Seat buckles and harnesses

Dimensions:

Span - 50ft 0in (15.24m)
Length - 45ft 5in (13.85m)
Height - 16ft 1in (4.9m)
Dimensions - 1:48:
Span - 317.5mm
Length - 288.5mm
Height - 102.1mm



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

Douglas EF-10B Skyknight

THE WHALE



expensive resin offering by Collect-Aire. The new injection-moulded rendition is up to the well-known 'eastern-and a very good decal sheet, but it hides some pitfalls and needs effort and care to build into an accurate replica.

engraved on the engine nacelles. This is where the auxiliary intake lips should stand. Then I glued everything in place. After the glue had set, I cut out the part of the intake ducts protruding outside so as to recover the proper external intake lip shape. A lot of Tamiya putty was necessary to fill the joints, using cotton buds dipped into acetone to smooth things and get flush surfaces. After careful sanding, I added stripes

of plasticard to represent the two fences on each secondary intake, then airbrushed the whole area with Tamiya X2 White. The compressor faces were glued in place after painting with Humbrol II (Silver) and adding a black wash to the recesses. The exhaust nozzles are mounted on plates that need some sanding to fit correctly. There is nothing to hide the inside of the fuselage, which remains largely visible with

the nozzles in place, so I cut rectangles of thick aluminium foil to represent the inner walls of the engine compartments. This area on the Skyknight suffered a lot from high temperatures, as the engines used Avgas in lieu of Kerosene, so everything was painted with a mix of brown, grey and metal acrylics to simulate the effects of heat-oxidized metal.

The cockpit resin parts are not the best I have seen from Czech Model.

The surfaces are rough and there are ripples and bubbles from place to place. Given the limited field of view afforded the cockpit on the finished model, I used the parts as they were and tried to hide some of the major imperfections with an intensive weathered paint job. All parts were painted in Gunze Sangyo H317 Dark Gull Grey, then the main instrument panel and side consoles received a coat of flat

PAINTS USED

Aircraft Colors acrylics:
1003 Flat Clear

Gunze Sangyo Aqueous acrylic:
H77 Tyre Black
H90 Clear Red
H91 Clear Yellow
H94 Clear Green
H95 Smoke Gray
H315 Light Gull Gray FS16440
H317 Dark Gull Gray FS36231
H343 Soot

Humbrol enamels:
11 Silver
16 Gold
28 Camouflage Grey
32 Dark Grey
66 Olive Drab
85 Coal Black
90 Beige Green
121 Pale Stone
170 Brown Bess
180 Red Leather

Alclad II
Dark Aluminium
Jet Exhaust

Lefranc & Bourgeois oil paints
Titanium White
Burnt Umber
Mars Black

Prince August acrylics:
Gloss White

Tamiya acrylics:
X1 Black
X2 White

CMK 'Stardust' Weathering Pigments
SD04 Vietnam Earth

STAGE-BY-STAGE - PREPARING FUSELAGE AND WINGS

The exhaust lips before (left) and after intensive sanding (right). Note the over-flat aspect of the left section, which, although incorrect was left 'as is'



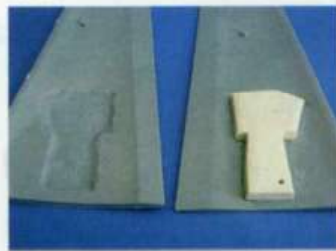
This is what you get after mating the fuselage halves and engine nacelles together... prepare the putty!



The intake area after filling and sanding... yet worse is still to come



A view of the whole nacelle-to-fuselage joint



Making enough room for the wheel wells inside the wings



Drilling, sanding, filling and sanding again...



and here's something more like the real thing



The wheels after some rework on the hubs and carving of the circumferential tyre tread

**STAGE-BY-STAGE - MAIN ASSEMBLY**

Riveting the surfaces is a good and not that difficult way of improving the visual aspects of the finished model



Opening the access panel in the canopy



Reinforcing the wing joint with two aluminium tube spars that go through the fuselage



A canvas cover was added to fill the gap at the cockpit front end. The map and log sheets just add some colourful detail

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



This is what you get by following the instructions...



The only addition to the cockpit parts was a set of harness and buckles



black. The surfaces were drybrushed with various shades ranging from dark grey to white. Some paint chips and scratches were represented with Humbrol 32 (Dark Grey), and finally dust traces were applied on the floor and rudder pedals. The only added parts were the seat belts, a mix of spare photo-etched parts and stripes of tin sheet with Reheat buckles. The systems operator's panel is not the regular F3D-2 type, but it could match one of the alternate EW suites used on the EF-10B. The two rectangular screens were painted Olive Drab then filled with several coats of Gunze Sangyo H94 Clear Green to give some depth.

UNDERCARRIAGE AND EXTERNAL DETAILS

The wheels look quite accurate at first glance, but the hubs of both front and main wheels should be open, so you have to undertake another session of



drilling and filing. A circumferential tread was also engraved on the

tyres and they were flattened a little by gently pressing them on a warm domestic iron. For those ready to exchange money for time, an option for getting more accurate main wheels is to use a

set of Skyraider resin wheels by True Details, as they are exactly the same. The axle pin on the front undercarriage leg is way too short to ensure sufficient stiffness with the wheel in place, so reinforcement with some metal rod was necessary. The main gear legs provided with this kit are too long - or maybe the wheel wells are not deep enough? Anyway, if you use them as they are,

your Skyknight will stoop forward like an F-89 Scorpion. Therefore the second key issue in this build will be your ability to reproduce the characteristic 'Drut' look with its big belly nearly trailing on the ground. First, do not follow the instructions at Step 8, keep the prominent resin tab on the front wheel roof in place, add a 1.5mm long styrene cylinder of the same diameter to it and you will get the proper height to locate the base of the front leg. Secondly, cut about 2mm at the main leg bases, and use another 2mm to carve a pin that will ensure a secure assembly with the wells (see below). This will shorten the gear leg by 4mm overall. It will also move the triangular reinforcements (Parts 60 & 61) to nearly the shock absorbers scissors' position, but will not affect the final overall look of the assembled leg and will get your model sitting with the right, slightly 'tail-down' ➔



The fitted canopy after filling and sanding. To protect the interior, the access hatch was first closed from the inside with Tamiya Tape and Humbrol Maskol



Two views of the airframe ready for the paint job



Adding some sheet styrene and metal wire detail to the undercarriage legs and doors. Note the landing light on the front door

attitude. The springs on the retraction struts were very badly formed, so I removed and replaced them with copper wire rolled up around a rod. The shock absorber scissors are unusable so I made new ones from Evergreen sheet styrene and rod. I also used 0.32mm tin wire to represent the brake hydraulic lines that are absent from the kit parts. All of these elements received a coat of Tamiya X2 White, then I painted the tyres with Gunze Sangyo H77 (Tyre Black) and the brake disks on the main wheels using a mix of Humbrol 11 (Silver) and 16 (Gold) with a drop of 180 (Red Leather) to give them a slightly rusty appearance. Dust covered PSP dispersals were commonplace at the crowded Da Nang air base, so I elected to use a brown oil wash to enhance the undercarriage details, and after a coat of matt varnish I simulated some dust and mud traces and splashes with CMK pigments. The oleo strut chrome parts were covered with Bare-Metal

Chrome foil. The tail bumper is a separate part that needs the addition of a hinge mechanism to represent it in the deployed position, as was always the case on the ground. I drilled four different diameter holes on its inner surface then inserted a small diameter rod at the front as a jointing point to the fuselage. The strut itself is simply a nail of appropriate diameter, covered with a coat of Johnsons Klear to prevent any risk of... rust! A 2mm

diameter ring is also added at the point where the strut enters the fuselage.

The 150Imp. Gal. external fuel tanks provided by Czech Model have an odd shape and would require a lot of work to achieve a more accurate look. I replaced them with a pair of 300Imp.

Gal. tanks taken from Hasegawa's Skyhawk kit. Such tanks were often seen on EF-10Bs during the late 1960s, with a variety of tail fin configurations. The sway braces on the tank pylons were detailed a little further with styrene rod of various diameters.

ASSEMBLING THE AIRFRAME

The raised rib (wiring housing) which is prominent on the right forward fuselage of the kit is not found on any photos of an operational Navy or Marine Skyknight and seems to relate to only a few aircraft used by Raytheon into the late 1970s for missile tests (See Steve Ginter's book). It was easily scraped and sanded away. The panel lines are quite nicely recessed but I wanted to add some extra detail that I felt would definitely enhance the look of the completed model. I used a word processor and laser printer to print dotted lines



STAGE-BY-STAGE - PREPARING FUSELAGE AND WINGS



Thick aluminium foil was used to reproduce the aft inner walls of the engine compartment



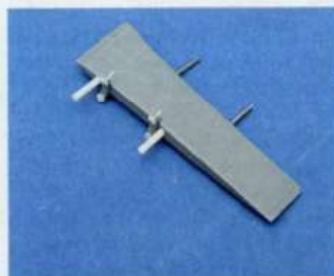
Covering up any mismatches with the intakes using a coat of Tamiya X2 White



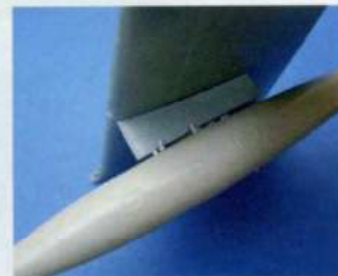
The dials on the instrument panels come from various spare decal sheets and were covered with gloss varnish



The painted and weathered cockpit is now ready for fuselage assembly



The pylons after sway brace detailing and the addition of pins for a correct alignment with both the tanks and wings



no glue necessary!



A last look before mating the fuselage halves



Here goes the drill again... and you will need much more than that lonesome piece of lead to get the airplane on three wheels!

STAGE-BY-STAGE - ASSEMBLY & PAINTING



Painted and weathered wheels, Da Nang atmosphere!



Fuel stains and heavy scratches on the fuel tanks were reproduced using Humbrol enamels and a No.0 brush



Masking the white areas on the upper surfaces. Note the base coat of black on the canopy hinges to match the internal colour



"Gluing the kit's fuselage halves together should be considered as an Olympic sport by itself. It needed my whole stock of clamps and rubber bands, lots of cyanoacrylate and Tamiya extra thin cement"

of various spacing on transparent acetate sheet then cut stripes to give me templates with which to reproduce the main rivet lines using a needle scriber. I also drilled the footsteps open on the right side, as they never seem completely closed on the real aircraft – even in flight!

Getting the cockpit and front wheel well to fit properly within the fuselage halves needs another trimming and carving session. The instrument panel cover provided only covers part of the

large gap in front of the cockpit. Having limited photographic reference on this area, I elected to hide it under a canvas cover made of paper tissue dipped into wood cement (PVA) thinned with water. Once dry this was painted Humbrol 66 (Olive Drab) and drybrushed with various lighter shades of green. Vietnam-era EF-105s retained the gunsight for limited strafing, so I replaced the approximate kit part with a scratchbuilt one. Gluing this kit's fuselage halves together should be considered as an

Olympic sport by itself. It needed my whole stock of clamps and rubber bands, lots of cyanoacrylate and Tamiya extra thin cement, and a couple of swear words as well, but there is sufficient plastic thickness to allow trouble-free rigidity once everything has set.

No surprise, the resin main wheel wells are too tall to fit inside the wings. After an intensive machining session using cylindrical and ball-shaped drills in a Maxicraft power tool to reduce both resin height and wing half thickness,

everything finally went together easily and was secured with two-part epoxy. The small towers inside the wheel wells were sanded flat and a hole was drilled instead, so as to get a solid attachment point for the legs. There isn't any location pin or tab to correctly secure the wings to the fuselage. Needless to say this Skyknight's integrity would be in great peril if I did not provide some reinforcement here. I used two 3mm diameter aluminium tubes as spars, one on each side of the wheel wells, and



Masking the walkways area



The primary colour scheme is finished, now for the first stage of weathering



Mottling and panelling technique using Post-it Notes as masks

DETAILS - UPPER & UNDER SURFACES



To give some contrast between the anti-dazzle panel and the radome Gunze Sangyo 'Tire Black' was used for the latter and Tamiya black (X1) for the former



All the leading edge panels are Corruguard on the real machine and this was reproduced using Alclad II Dark Aluminium on the model



The undercarriage was painted and weathered and little extra details like placards were added as decals from the spares box



Weathering white is always difficult, but at least the effects can be seen quickly, so making sure you do not add too much too quickly is the key to success

"The canopy is split into three thick parts that do not fit well to the fuselage. However, splitting appears certainly not have been more accurate as a result. Moreover the kit parts become quite transparent once

glued them using two-part epoxy. The wings are thicker than the corresponding fuselage fillet, so I chose to set the upper surfaces flush and leave the filling and sanding work for the bottom of the wing where it would be less visible. One-millimetre wide styrene strips had to be added at the trailing edges of

the fuselage fairings to match the wing chord.

Next came the tailplane; not much to say here except that the tail wedge receiving the horizontal tailplane had to be reworked a little bit to allow correct alignment. The assembly leaves a noticeable gap between the rudder base

and the stabilator, which is a regular feature on this aircraft, so do not try to fill it.

A word of warning here, this model is one of the worst tail-sitters I have even been faced with. Once the stabilators are put in place the tail becomes so heavy that you need to put a lot of fish-

ing lead in its big nose to get it stand on three wheels. I did not count the exact weight I had to add, but I decided to glue the flat plate at the rear of the front wheel well (Resin Part RI0) at the last moment in case some more weight would be necessary after assembling the undercarriage, and this was just

STAGE-BY-STAGE - ASSEMBLY & PAINTING



The same area after adding a medium grey wash into the recesses

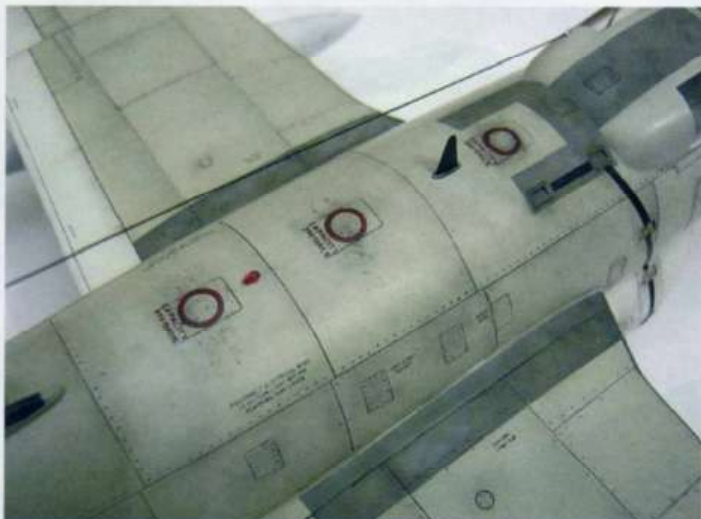


All the undercarriage components painted and weathered. Decals from the spares box were used for the black stripes on the arresting hook



The airframe is now ready for final assembly

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



The grey and white USN scheme is prone to weathering, but not that easy to reproduce easily, so take it easy when 'fading' the grey by adding white in patches



The exhaust stains tend to lie in the ripples in the rear fuselage and this is reproduced on the model with some careful airbrushing



Weathering has to extend to the drop tanks, as missing these would have made the whole model look very odd!



The intakes were one of the hardest elements of the build (see text), but with a little hard work they can be made to fit

to be the only way to reproduce the bulbous 'bug-eye' canopy shape, and a vac-form one-piece canopy would polished with Micro-mesh and Tamiya polishing compound."

as well, because this proved to be the case!

I have heard and read a lot of complaints about the clear parts provided by Czech Model and it is true in this case that the canopy is split into three thick parts that do not fit well to the fuselage. However, splitting appears

to be the only way to reproduce the bulbous 'bug-eye' canopy shape, and a vac-formed one-piece canopy would certainly not have been more accurate as a result. Moreover the kit parts become quite transparent once polished with Micro-mesh and Tamiya polishing compound, so I used them

regardless. The only negative point I discovered was the shape of the roof top windows as the access hatch should have a much larger window. The two small rectangular frames on the kit part can indeed be seen on some F3D pictures, but they seem to be openings in a sun shield that can be deployed

under the hatch. Anyway, in order to give a better view of the cockpit, I decided to represent the access hatch in the open position, so I drilled and carved a square hole with round corners in the roof panel, leaving approximately 1.5mm on each side. Thanks to the roof thickness, I managed to get



The main assembly complete, all the bits and pieces laid out and ready, it was nearly time to put the Whale together at last!



"The decals are quite thin, in perfect register and they conform very well to all the curves, without the use of setting solutions. The red colour is too dark however, even for the Insignia Red it is supposed to match"

← this right without breaking the part into pieces. The canopy and fuselage areas again needed some trimming and liberal amounts of putty to obtain a proper fit, especially on the front area where a large step had to be eliminated.

COLOURS, MARKINGS AND WEATHERING

After assembly, the whole airframe was carefully sanded with I200 grit wet & dry, then polished with a felt buffer. After all window surfaces were masked with Tamiya tape, I airbrushed Tamiya X2 White, then carefully masked the intake areas and applied a coat of Alclad II Dark Aluminium to the intake lips. Gunze Sangyo H315 Light Gull Grey (FS16440) was used on the upper surfaces. The anti-glare panel and fin dielectric panel were painted with Tamiya XI Black. I did not like the nose grey and white pattern proposed by Czech Model and so having found some pictures taken in Atsugi, Japan

of BuNo.125849 with a black radome, I used Gunze H77 (Tyre Black) to give contrast and a weathered look. Another intensive masking session was necessary in order to mark out the shape of the walkways and these received a coat of Gunze H317 (Dark Gull Grey). Finally I applied Alclad II Dark Aluminium to all Corroguard protected leading edges and various mixes of Alclad II Jet Exhaust and Dark Aluminium to the engine nozzle areas.

The first step of the weathering process was a random mottling of heavily thinned white paint to the Gull Grey surfaces to give them a sun-faded look. Then various shades of a darker grey were applied along the panel lines with the help of Post-It Notes as masks. This gives more contrast to the overall scheme and is followed by a wash of medium grey oil paint spread into all the recesses.

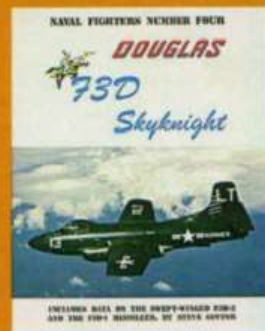


The decals are quite thin, in perfect register, and they conform very well to all the curves, even without the use of setting solutions. The red colour is too dark however, even for the Insignia Red it is supposed to match. A correction is

straightforward on the 'stars and bars', but not on the intake danger triangles, so I decided to leave them as they are. Speaking of the national insignia, the blue frame of the bars also appeared to be too wide, so I cut out a stripe of about half of a millimetre on each face make these more accurate. The decals were applied between two hand-brushed coats of Klear (Future).

The fuselage aft of the exhausts, around the cannon and maintenance areas, was treated with heavily thinned spray coats of Gunze Sangyo H95 (Smoke) and H343 (Soot), then I applied a final coat of Aircraft Colors Flat Clear. The weathering treatment was pushed a little further with various washes, the use of an HB pencil and CMK pigments to represent oil and fuel stains, hydraulic leakages, footsteps marks, dust and mud splashes. ■

REFERENCES



- Douglas F3D Skyknight by Steve Ginter, Naval Fighters No.4 (Ginter Publishing)
- <http://www.philsaeronauticalstuff.com/f3d/f3d.html>
- <http://www.spyflight.co.uk/EFI0B.HTM>



FINAL VERDICT

■ Having already made provision for metal rods and their corresponding holes to ease undercarriage and wing pylons attachment, assembling all the smaller parts onto the airframe was a quick job. I used Lycra thread for the antenna wire, CMK resin clear parts for the navigation beacons, and the final touch was obtained with a scratch-built pilot's windshield wiper. This kit has been around for about a year and already seems very difficult to find. Still I have only seen a couple assembled up to now, so where are all those boxes? Come on you 'Gull Grey & white' addicts, get it out of the stockpile and take the plunge!

Was it worth the effort?

This is not the kind of kit that will snap together just by shaking the box, but the subject definitely deserves some effort.



Douglas F3D-2 Skyknight, BuNo.125371/106-T, VF-11 'Red Rippers', 1953. Sea Blue Gloss overall with red/white trim to front fuselage sides, air intakes and fin/rudder top; black radome. Standard national markings on fuselage sides, above port and below starboard wings; '106T' in white above starboard wing



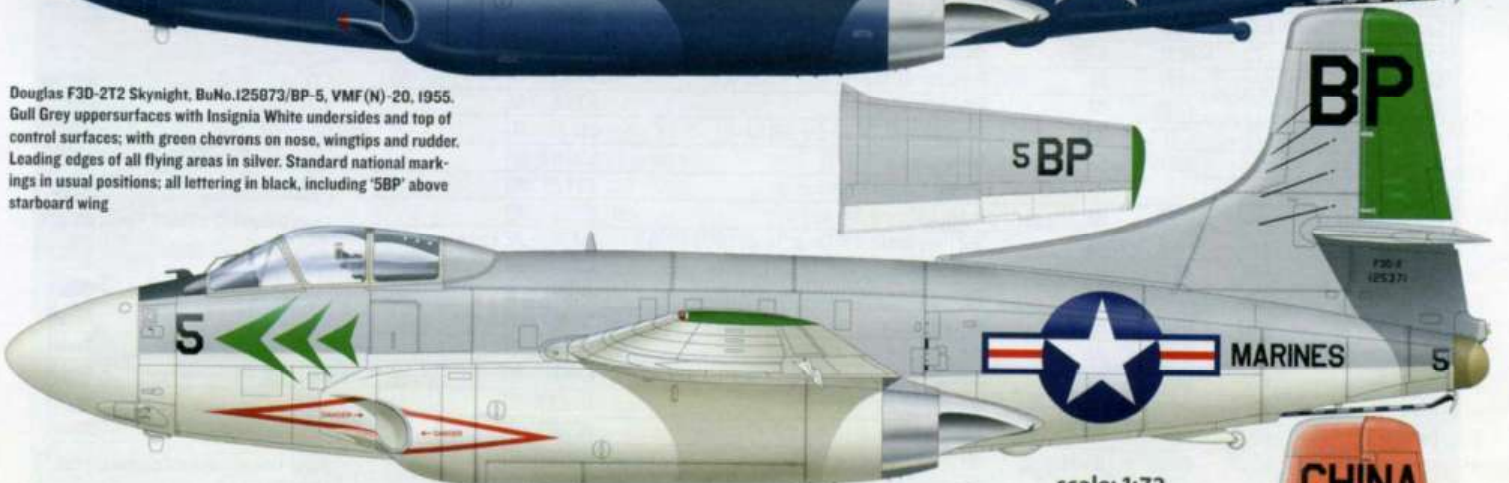
Douglas F3D-2 Skyknight, BuNo.127038/ATG-404, VF-14 'Tophats', USS Intrepid, 1954. Sea Blue Gloss overall with yellow trim to forward fuselage, wingtips and top of fin/rudder; black radome and anti-dazzle panel. Standard national markings; all lettering in white except '303' on top of tail which is in black. 'ATG' repeated in white above starboard wing



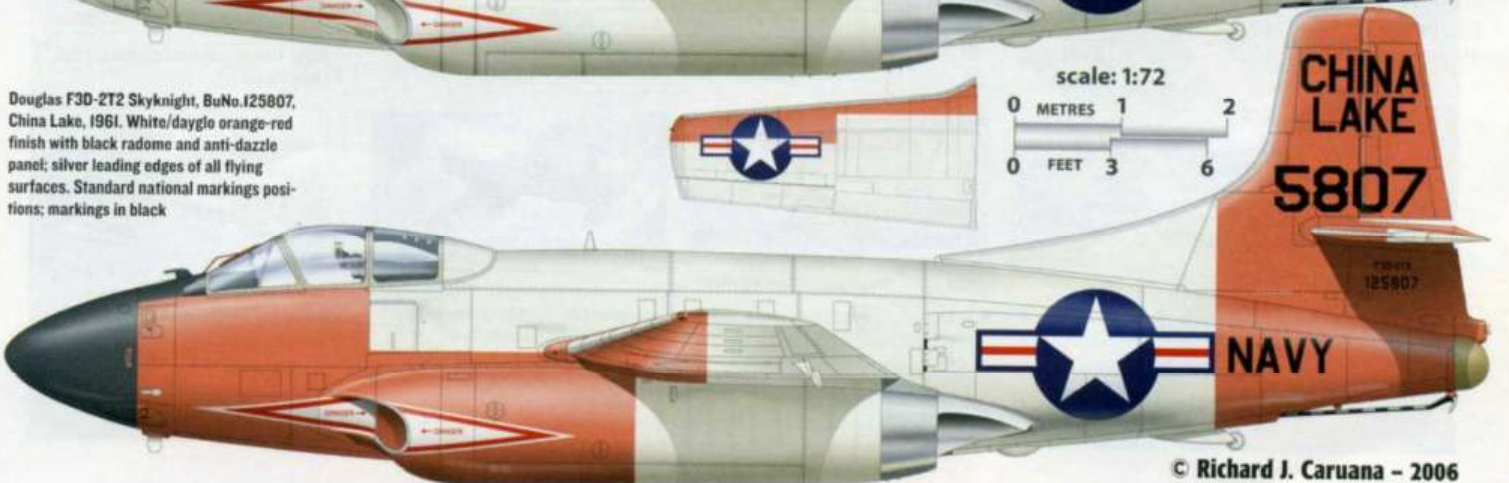
Douglas F3D-2 Skyknight, WF/23A, VMF(N)-513, March 1953. Sea Blue Gloss overall with national markings in standard positions; codes on nose and tail in dull red. Note two kill markings under cockpit. The first was scored by Maj W.T. Stratton Jr/MSgt H.T. Hoagland on 3/11/52 (Yak-15, first jet-vs-jet night kill); the second by Lt Col R.F. Conley/MSgt J.F. Scott on 31/1/53 (MiG-15)



Douglas F3D-2T2 Skyknight, BuNo.125873/BP-5, VMF(N)-20, 1955. Gull Grey upper surfaces with Insignia White undersides and top of control surfaces; with green chevrons on nose, wingtips and rudder. Leading edges of all flying areas in silver. Standard national markings in usual positions; all lettering in black, including '5BP' above starboard wing



Douglas F3D-2T2 Skyknight, BuNo.125807, China Lake, 1961. White/dayglo orange-red finish with black radome and anti-dazzle panel; silver leading edges of all flying surfaces. Standard national markings positions; markings in black



scale: 1:72

0 METRES 1 2
0 FEET 3 6

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newsline

03 / 2006 - Latest news & information for Scale Aircraft Modellers

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

News - Just Released

The below lists all kit releases since our last edition and thus covers February. Those items with a non-Sterling price (e.g. ¥ = Yen) have been released in that country and are, as yet, not on 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
Academy	1:72	I2406	IM	Curtiss SBC-4 Helldiver	£10.99	NT
AMC Models	1:72	7205	R/BF	Curtiss P-400-2	£26.80	NT
Anigrand Craftwork	1:72	2050	R/PE/VF	Vought XF7U-1 / F7U-1 Cutlass	\$40.00	NT
A & V Models	1:72	I43	R	PSN-2 Soviet attack glider with torpedo	£21.80	NT
Best Models	1:48	I001	IM/R/PE	JAS 39C Gripen 'Czech Air Force'	£39.30	RT Ex-Italeri
Czech Omega	1:32	32001	R/PE	Hansa Brandenburg W.20	£78.50	NT
Czech Omega	1:48	4808	R/PE	Borovkov Florov I-207 No.3	£53.55	NT
Czech Omega	1:72	72085	R/PE/VF	Hanriot HD-320 'Yugoslavian'	£28.60	NT
Czech Omega	1:72	72228	R/PE/VF	Percival Vega Gull	£28.60	RE
Eastern Express	1:72	72154	IM	Siemens Schuckert D.III/D.IV	£5.99	RE Ex-Toko
Eastern Express	1:72	72155	IM	Sopwith Snipe	£5.99	RE Ex-Toko
Eastern Express	1:72	72160	IM	Sopwith I 1/2 Strutter	£5.99	RE Ex-Toko
Eastern Express	1:72	72162	IM	Nieuport 16c	£5.99	RE Ex-Toko
Eastern Express	1:72	72203	IM	Bl-1 rocket fighter	£4.50	RE
Eastern Express	1:72	72206	IM	Spiritfire Mk V Floatplane	£4.99	RE
Eduard	1:48	8132	IM/PE	Fokker D.VII (Fokker)	£21.60	RT
Fonderie Miniatures	1:48	6047	IM/R/WM/VF	Loire 130	£45.00	NT
F-Rsin	1:144	044	R/VF	Fokker VFW-614 'Cimber'	£28.50	NT
Fujimi	1:72	72189	IM	MiG-29 'Slovak, Hungary & Bulgaria'	¥2000	RE
Fujimi	1:72	28011	IM	F-14D Tomcat 'VF-213 Black Lion Final'	¥2800	RE
Hasegawa	1:72	00793	IM	F-14A Tomcat 'VF-1 Wolf Pack'	¥3000	RE
Hasegawa	1:72	00797	IM	PIYI Ginga Type II '762nd Flying Group'	¥2800	RE
Hasegawa	1:48	09665	IM	McDD F-4F Phantom II 'JG73 Special Paint'	¥3600	RE
Hasegawa	1:48	09666	IM	F4U-5 Corsair 'Argentinian Navy'	¥2600	RE
Hasegawa	1:48	09667	IM	Mitsubishi J2M3 Raiden '302nd Flying Group'	¥2400	RE
Hasegawa	1:48	09669	IM	Arado Ar 234B-2 'Kommand Sperling'	¥3400	RE
HiPM	1:48	4804	IM/PE	Blohm & Voss Bv 141B	£19.99	RE
Karaya	1:72	72007	R/PE	Fairey F.17 'Campania'	£35.55	NT
Legato	1:72	074	R/PE/VF	Letov S.39	£21.40	NT
Legato	1:72	076	R/PE/VF	Letov S.239	£21.40	NT
Legato	1:48	035	R/PE/VF	Avia B.35.1	£38.40	NT
LF Models	1:72	7275	R/PE	Ansaldo AC.3	£29.00	NT
Maquette	1:72	7247	IM	Polikarpov I-153	£3.99	RE
Maquette	1:72	7248	IM	Polikarpov R-5	£3.99	RE
MPM	1:72	72536	IM/R	Douglas A-33/DB 8A-5N / DB 8A-4U	£12.85	NT
Omega Models	1:72	72215	R/PE/VF	Lavochkin La-7 [D.10]	£30.50	NT
Planet Models	1:48	I07	R/PE/VF	Curtiss CW-22/SNC-I Falcon	£35.25	NT
Platz	1:144	PD-8	IM	P-51D Mustang '8th Air Force'	¥1200	NT
Platz	1:72	AB-7	IM	S-2 Pitts Racer #31 Tango Tango 2003-2005	¥1400	RE Ex-LS
Special Hobby	1:48	48055	IM/R/PE	Polikarpov I-152 with RS-82 Rockets	£17.70	RT
Special Hobby	1:72	72059	IM/R/PE	De Havilland DH.103 Sea Hornet Mk 21	£18.50	RT
Sram	1:144	049	R/PE	Sopwith Baby	£11.40	NT
Tamiya	1:48	61096	IM	Republic P-47M Thunderbolt	£28.99	RT
Trumpeter	1:72	01610	IM	Shenyang F-8II Finback B	¥2400	NT
Trumpeter	1:72	01620	IM/PE	Tupolev Tu-160 Blackjack	£69.99	NT
Trumpeter	1:35	05104	IM	CH-47A Chinook	¥12800	NT
Trumpeter	1:24	02418	IM/PE	Messerschmitt Bf 109K-4	¥9800	NT



Academy 1:72 #I2406 Curtiss SBC-4 Helldiver



Hasegawa 1:72 #00793 F-14A Tomcat 'VF-1 Wolf Pack'



Best Choice 1:48 #1001 JAS-39C Gripen



Legato 1:48 #035 Avia B.35.1



Czech Omega 1:72 #72085 Hanriot HD-320 'Yugoslavian'



Planet Models 1:48 #107 Curtiss CW-22/SNC-I Falcon



Karaya 1:72 72007 Fairey F.17 'Campania'



Trumpeter 1:72 #01620 Tupolev Tu-160 Blackjack



AMC Models 1:72 #7205 Curtiss P-400-2



Hasegawa 1:48 #09666 Chance-Vought F4U-5 Corsair 'Argentinian Navy'

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

News - Future Releases

■ We will refrain from looking too far into the future with this column this month, as there is a full report on the announcements for 2006 elsewhere in this edition. What follows here is a list of all those items due for release within the next couple of months both in the UK and elsewhere in the world. For up-to-date news on all the latest releases visit our website at www.modelairplaneinternational.com.

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Academy	1:72	I2407	IM	LTV F-8P Crusader 'French Navy Special'	¥2400	RE
Academy	1:48	I2208	IM	P-38F Lightning 'Glacier Girl'	¥2000	RE
Accurate Miniatures	1:48	48-003	IM	TBM Avenger 'Flight 19 Bermuda Triangle'	¥1800	RE
Airfix	1:144	03177	IM	Sud-East SE210 Caravelle	£6.99	RE
Airfix	1:72	02309	IM	Bristol Bloodhound Missile	£4.99	RE
Airfix	1:72	04015	IM	Martin B-26 Marauder	£9.99	RE
Airfix	1:72	08009	IM	Variety Aircraft Set	£19.99	RE
Airfix	1:48	05113	IM	V.S. Spitfire Mk IX	£10.99	RT
Arii	1:144	30021	IM	P-63 Kingcobra	¥200	RE
Arii	1:144	30022	IM	SB2C Helldiver	¥200	RE
Arii	1:144	30023	IM	P-40 Warhawk	¥200	RE
Arii	1:144	32021	IM	Zero Fighter Model 32	¥200	RE
Arii	1:144	32022	IM	Ki-84 Hayate	¥200	RE
Arii	1:144	32023	IM	NIKI-J Shiden-Kai	¥200	RE
Arii	1:144	32024	IM	Aichi D3A Type 99 Bomber	¥200	RE
Arii	1:144	32025	IM	A6M2-N Type 2 Seaplane Fighter	¥200	RE
Arii	1:144	32026	IM	Nakajima Type 97 Bomber	¥200	RE
Arii	1:144	32027	IM	N.A. P-51 Mustang	¥200	RE
Arii	1:144	32028	IM	Focke Wulf Fw 190A	¥200	RE
Eduard	1:48	TBA	IM/PE	Yakovlev Yak-1b	£TBA	RE Ex-Accurate Min
Hasegawa	1:72	00795	IM	Boeing B-17G Flying Fortress 'IDF'	¥2800	RE
Hasegawa	1:72	00796	IM	McDD F-4B Phantom II 'VF-14 Tophatters'	¥2000	RE
Hasegawa	1:72	DT122	IM	UH-60J Rescue Hawk 'JASDF'	¥1400	RE
Hasegawa	1:72	00792	IM	McDD F-15J Eagle 'Aggressor'	¥2600	RE
Hasegawa	1:72	00798	IM	McDD F-4C/D Phantom II 'MiG Eater'	¥2600	RE
Hasegawa	1:72	00799	IM	Boeing/McDD F/A-18F Super Hornet 'Low Vis'	¥2000	RE
Hasegawa	1:32	08162	IM	Focke-Wulf Fw190A-6 'Checker Nose'	¥4200	RE
Hasegawa	1:48	09670	IM	Kasawasaki Ki-61-I '68th Flight Regiment'	¥2400	RE
Hasegawa	1:48	09671	IM	Messerschmitt Bf 109E-4 'H. Wick'	¥2400	RE
Hasegawa	1:48	09673	IM	Junkers Ju 87R-2 Stuka 'StG2 Immelman'	¥2600	RE
Hasegawa	1:48	09674	IM	Lockheed F-104G Starfighter 'USAF'	¥2800	RE
Hasegawa	1:48	09675	IM	Grumman F6F-5 Hellcat 'Reserve'	¥2600	RE
Hasegawa	1:32	IM	08161	Canadair Sabre Mk 6 'Black Tulip'	¥4200	RE
Italeri	1:72	I252	IM	Vickers Wellington Mk X	£10.99	RE Ex-MPM
Italeri	1:72	I253	IM	Lockheed Hudson Mk III/IV	£10.99	NT Ex-MPM
Planet Models	1:72	I72	R/VF	SNCASE SE-100	£TBA	NT
Planet Models	1:72	I74	R/VF	Heinkel P.1079B	£TBA	NT
Planet Models	1:72	I76	R/VF	Blohm und Voss P.213	£TBA	NT
Planet Models	1:48	I68	R/VF	Hughes H-1 Racer - Long-Wing version	£TBA	NT
Planet Models	1:48	I77	R/VF	Avia B.35.1 First Prototype	£TBA	NT
Revell	1:144	04047	IM	RAF Puma 'Tigermeet'	£3.49	NT
Revell	1:72	04111	IM	Sopwith Camel	£3.99	RE
Revell	1:72	04249	IM	Junkers F.13	£6.99	RT
Revell	1:72	04372	IM	MiG-3	£3.99	RE Ex-Italeri
Revell	1:72	04394	IM	Handley-Page Halifax B Mk I/II/GR Mk II	£12.99	RE Ex-Marchbox
Revell	1:48	04500	IM	Henschel Hs 123A-I	£13.99	RE Ex-Esci
Revell	1:48	04521	IM	Junkers Ju 52/3m g4	£19.99	RE Ex-Monogram
Special Hobby	1:72	72065	IM/R	Piaggio P.108A	£TBA	RT
Special Hobby	1:72	72090	IM/R	Focke Wulf Fw 58B 'Gunner's Trainer Version'	£TBA	RE
Special Hobby	1:72	72098	IM/R	Reggiane Re 2000 Serie III	£TBA	RT
Special Hobby	1:72	72111	IM/R	Sikorsky S-43	£TBA	NT
Special Hobby	1:48	48020	IM/R	Focke-Achgelis FA 223E-O Drache	£TBA	NT
Special Hobby	1:32	32006	IM/R	Morane Saulnier N	£TBA	NT
Trumpeter	1:32	02249	IM/PE	A-6A Intruder	¥12800	NT
Valom	1:72	72011	IM/R/PE	Douglas TBD-1 Devastator (1938)	£19.50	NT
Valom	1:72	72012	IM/R/PE	Douglas TBD-1 Devastator (1942, Wake Island)	£19.50	NT



Special Hobby 1:32 #32006 Morane-Saulnier Type N



Valom 1:72 #72011 Douglas TBD-1 Devastator (Early 1938)



Revell 1:48 #04500 Henschel Hs 123A-I



Planet Models 1:48 #168 Hughes H-1 Racer 'Long-Wing version'



Hasegawa 1:32 #08161 Canadair Sabre Mk 5 'Black Tulip'



Special Hobby 1:48 #SH48020 Focke-Achgelis FA 223E-O Drache



Italeri 1:72 #I253 Vickers Wellington Mk X

KEY **NT** - New Tooling **RT** - Revised Tooling **RE** - Reissue, with or without new decals

2006 Kit Releases - Part 1

The below list has been compiled from press and catalogue information released by the manufacturers prior to or at the British Toy Fair. No release dates have been quoted, even if offered by the manufacturer, as these can often prove to be inaccurate. Part 2 will follow next month and will cover all the releases announced at the German Toy Fair, plus any further information we receive from manufacturers around the world. For up-to-date news visit our website at www.modelairplaneinternational.com.

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	STATUS
Academy	1:72	I2407	IM	LTV F-8P Crusader 'French Navy'	RE
Academy	1:72	I2408	IM	Curtiss P-40 Warhawk	RT
Academy	1:48	I2206	IM	Grumman F-14A Tomcat	RE
Academy	1:48	I2208	IM	Lockheed P-38F 'Glacier Girl'	RE
Academy	1:48	TBA	IM	Sikorsky CH-53 Sea Stallion	NT
Airfix	1:144	03177	IM	Sud-East SE210 Caravelle	RE
Airfix	1:72	02309	IM	Bristol Bloodhound Missile Launcher	RE
Airfix	1:72	03067	IM	Britten-Norman Islander	RT
Airfix	1:72	04015	IM	Martin B-26C Marauder	RE
Airfix	1:72	04047	IM	De Havilland Dragon Rapide	RE Ex-Heller
Airfix	1:72	04048	IM	Westland Sea King HAS.5	RT
Airfix	1:72	05034	IM	Lockheed Hudson Mk I	RE
Airfix	1:72	08008	IM	Lockheed Super Constellation	RE Ex-Heller
Airfix	1:72	08009	IM	DH Heron, DHC Beaver & Ford Tri-Motor	RE
Airfix	1:72	08678	IM	Spitfire 70th Anniversary; S.6B, Mk Ia, Vc & XVIe	RE
Airfix	1:72	09005	IM	BAC Concorde	RE
Airfix	1:72	I2050	IM	BAE Nimrod MR Mk 2/2P	NT
Airfix	1:48	05113	IM	V.S. Spitfire Mk IXc	RT
Airfix	1:48	08679	IM	Spitfire 70th Anniversary; Mk I, IXc & F.22/24	RE (*)
Airfix	1:48	I0101	IM	E.E. Canberra B.2, B.20 & B(I).6	NT
Airfix	1:48	I0102	IM	E.E. Canberra B(I).8 and B(I).12	NT
Airfix	1:48	I0103	IM	E.E. Canberra PR.9	NT
Airfix	1:48	I0104	IM	Martin B-57B, RB-57E and RB-57G	NT
Dragon	1:72	5027	IM	Horten/Gotha Go 229 Flying Wing with interior	NT
Dragon	1:48	5515	IM	Messerschmitt Me 262A-1a Nachtjäger	RE
Dragon	1:48	5537	IM	Focke-Wulf Fw 190G-3	RE
Dragon	1:48	5542	IM/PE	Focke-Wulf Ta 154 Moskito	NT
Eduard	1:144	TBA	IM/PE	Messerschmitt Me 262	NT Both A & B versions
Eduard	1:72	TBA	IM/PE	SPAD XIII	NT
Eduard	1:72	TBA	IM/PE	MiG-15	NT
Eduard	1:48	TBA	IM/PE	Polikarpov I-16 Type 10	NT
Eduard	1:48	TBA	IM/PE	Polikarpov I-16 Type 10 'Spanish service'	NT
Eduard	1:48	TBA	IM/PE	Polikarpov I-16 Type 17	NT
Eduard	1:48	TBA	IM/PE	Polikarpov I-16 Type 18	NT
Eduard	1:48	TBA	IM/PE	Polikarpov I-16 Type 24	NT
Eduard	1:48	TBA	IM/PE	Polikarpov I-16 Type 27	NT Limited edition
Eduard	1:48	TBA	IM/PE	Polikarpov I-16 Type 28	NT Limited edition
Eduard	1:48	TBA	IM/PE	Polikarpov I-16 Type 29	NT
Eduard	1:48	TBA	IM/PE	Focke-Wulf Fw 190A-5	NT
Eduard	1:48	TBA	IM/PE	Focke-Wulf Fw 190A-6	NT
Eduard	1:48	TBA	IM/PE	Focke-Wulf Fw 190A-7	NT
Eduard	1:48	TBA	IM/PE	Focke-Wulf Fw 190A-8	NT
Eduard	1:48	TBA	IM/PE	Focke-Wulf Fw 190A-9	NT
Eduard	1:48	TBA	IM/PE	Focke-Wulf Fw 190A-8/R-2	NT
Eduard	1:48	TBA	IM/PE	Focke-Wulf Fw 190A-8/R8 Sturmjäger	NT
Eduard	1:48	TBA	IM/PE	Focke-Wulf Fw 190A-6/R-II Nachtjäger	NT
Eduard	1:48	TBA	IM/PE	Avia B-534	NT
Eduard	1:48	TBA	IM/PE	Fokker E.III	NT
Eduard	1:48	TBA	IM/PE	SPAD XIII	NT
Eduard	1:48	TBA	IM/PE	Caproni Ca-3	NT
Eduard	1:48	TBA	IM/PE	Messerschmitt Bf 110C	NT Probably 2007
Eduard	1:48	TBA	IM/PE	Messerschmitt Bf 110D	NT Probably 2007
Eduard	1:48	TBA	IM/PE	Messerschmitt Bf 110E	NT Probably 2007
Eduard	1:48	TBA	IM/PE	Messerschmitt Bf 110F	NT Probably 2007
Heller	1:100	80432	IM	Sud-East SE210 Caravelle	RE
Heller	1:72	80328	IM	Panavia Tornado GR.4/GR.4A	RE Ex-Airfix
Heritage Aviation	1:48	TBA	R/VF	Percival Mew Gull	NT
Heritage Aviation	1:48	TBA	R/VF	De Havilland DH.53 Humming Bird	NT
Heritage Aviation	1:24	TBA	R/VF	De Havilland Mosquito	NT



Airfix 1:72 #02309 Bristol Bloodhound



Airfix 1:144 #03177 SE210C Caravelle



Eduard 1:48 Messerschmitt Bf 110 series



Neomega 1:48 SAAB J-29 Tunnan



Panther Productions 1:32 Fairey Firefly F Mk I



Revell 1:72 #04399 Sukhoi Su-24M



Revell 1:48 #04526 Republic F-84F

Note

*1 - This boxed set will contain a Mk I version that will be modified from their Mk V and will only be available in this set.

*2 - This is the version with new paratrooper figures that was only previously issued in the USAQ by Revell-Monogram

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	STATUS
Italeri	1:72	I252	IM	Vickers Wellington Mk X	RE Ex-MPM
Italeri	1:72	I253	IM	Lockheed Hudson Mk III/IV	NT Ex-MPM
Neomega	1:48	TBA	R	SAAB J-29 Tunan	NT
Olimp Models	1:72	72007	IM	Thomas-Morse S-4C	NT
Olimp Models	1:72	72010	IM	Douglas TBD-1 Devastator	NT
Panther Productions	1:32	TBA	R/VF	Fairey Firefly FR Mk I	NT
Panther Productions	1:32	TBA	R/VF	De Havilland Sea Vixen F(AW) Mk I & 2	NT
Revell	1:144	04030	IM	Panavia Tornado IDS	RE
Revell	1:144	04046	IM	McDOD AH-64D Longbow Apache	NT
Revell	1:144	04047	IM	RAF Puma 'Tigermeet'	NT
Revell	1:144	04048	IM	Panavia Tornado ECR	RE
Revell	1:72	04125	IM	Spad XIII	RE
Revell	1:72	04111	IM	Sopwith Camel	RE
Revell	1:72	04249	IM	Junkers F-13	RT
Revell	1:144	04252	IM	Lockheed L-1049 Super Constellation	NT
Revell	1:32	04253	IM	LS8-a glider	NT
Revell	1:32	04363	IM	F-16A 'Anniversary'	RE
Revell	1:72	04372	IM	MiG-3	RE Ex-Italeri (?)
Revell	1:72	04374	IM	Lavochkin La-5FN	RE Ex-Italeri (?)
Revell	1:72	04378	IM	MiG-31	RE Ex-Zvezda
Revell	1:144	04387	IM	Focke-Wulf Fw 200C-8 with Hs298	NT
Revell	1:72	04391	IM	Supermarine Walrus Mk I	RE Ex-Matchbox
Revell	1:72	04394	IM	H.P. Halifax	RE Ex-Matchbox
Revell	1:72	04398	IM	Douglas A-1E Skyraider	RE
Revell	1:72	04399	IM	Sukhoi Su-24M	RE Ex-Zvezda
Revell	1:72	04485	IM	Eurocopter Tiger	NT
Revell	1:72	04486	IM	Eurocopter EC 135 'REGA & ADAC'	RE
Revell	1:72	04489	IM	NH-90 NATO helicopter	RE
Revell	1:72	04491	IM	Sikorsky MH-53J Pave Low	RT
Revell	1:72	04492	IM	Eurocopter EC 135 'REGA'	RE
Revell	1:72	04493	IM	Kamov Ka-29	RE ex-Zvezda
Revell	1:48	04500	IM	Henschel Hs 123	RE Ex-Esci
Revell	1:48	04521	IM	Junkers Ju 52/3mg4	RE Ex-Monogram (*2)
Revell	1:48	04524	IM	Ryan 'Spirit of St. Louis'	NT Ex-Monogram
Revell	1:48	04526	IM	Republic F-84F	RE Ex-Monogram
Revell	1:48	04562	IM	Canadair Sabre Mk 6	RE Ex-Hasegawa
Revell	1:144	04568	IM	Eurofighter Typhoon (single-seat)	NT
Revell	1:72	04602	IM	C-160 Transall	RE
Revell	1:72	04638	IM	Lockheed P-3C Orion	RE Ex-Hasegawa
Revell	1:72	04639	IM	N.A. T-6G Harvard	RE
Revell	1:32	04727	IM	Hawker Hunter F Mk 6	RT
Trumpeter	1:144	03904	IM	Tupolev Tu-95MS Bear H	NT
Trumpeter	1:144	03905	IM	Tupolev Tu-142MR Bear J	NT
Trumpeter	1:72	01610	IM	Shenyang F8 II Finback B Chinese Fighter	NT
Trumpeter	1:72	01617	IM	Republic F105D Thunderchief	NT
Trumpeter	1:72	01618	IM	Republic F105G Thunderchief	NT
Trumpeter	1:72	01620	IM	Tupolev Tu-160 Blackjack	NT
Trumpeter	1:72	01621	IM	Boeing-Vertol CH-47A Chinook	NT
Trumpeter	1:72	01622	IM	Boeing-Vertol CH-47D Chinook	NT
Trumpeter	1:48	02808	IM	Vickers Wellington Mk Ic	NT
Trumpeter	1:48	02815	IM	Beriev Be-6 Madge	NT
Trumpeter	1:48	02820	IM	Westland Wyvern S.4	NT
Trumpeter	1:48	02823	IM	Vickers Wellington Mk III	NT
Trumpeter	1:35	05104	IM	Boeing-Vertol CH-47A Chinook	NT
Trumpeter	1:35	05105	IM	Boeing-Vertol CH-47D Chinook	NT
Trumpeter	1:32	02211	IM	Curtiss P-40M Kittyhawk	RT
Trumpeter	1:32	02212	IM	Curtiss P-40 Kittyhawk	RT
Trumpeter	1:32	02225	IM	Grumman F4F-3 Wildcat	RT
Trumpeter	1:32	02226	IM	Douglas TBD-1 Devastator	NT
Trumpeter	1:32	02229	IM	McDOD/BAe AV-8B Harrier II	NT

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KEY **NT** - New Tooling **RT** - Revised Tooling **RE** - Reissue, with or without new decals

2006 Kit Releases - Part 1

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	STATUS
Trumpeter	1:32	02232	IM	North American F-100D Super Sabre	NT
Trumpeter	1:32	02237	IM	Messerschmitt Me 262B-1a/U1	RT
Trumpeter	1:32	02239	IM	Russian MiG-29K Fulcrum	RT
Trumpeter	1:32	02241	IM	Douglas SBD-1/-2 Dauntless	NT
Trumpeter	1:32	02242	IM	Douglas SBD-3/-4 Dauntless/A-24A Banshee	NT
Trumpeter	1:32	02245	IM	LTVA-7D Corsair II	RT
Trumpeter	1:32	02249	IM	Grumman A-6A Intruder	NT
Trumpeter	1:32	02269	IM	Curtiss P-40E Kittyhawk	RT
Trumpeter	1:32	02270	IM	Sukhoi Su-27UB Flanker C	RT
Trumpeter	1:24	02402	IM	North American P-51B/C Mustang Mk III	RT
Trumpeter	1:24	02414	IM	Hawker Hurricane Mk I	NT
Trumpeter	1:24	02418	IM	Messerschmitt Bf 109K-4	RT
Trumpeter	1:24	02419	IM	Focke-Wulf Fw 190A-6/A-8	NT
Valom	1:72	72010	IM/R/VF	Fisher P-75 Eagle	NT
Valom	1:72	72011	IM/R/VF	Douglas TBD-1 Devastator [1938]	NT
Valom	1:72	72012	IM/R/VF	Douglas TBD-1 Devastator [1942, Wake Island]	NT
Valom	1:72	72013	IM/R/VF	Supermarine Walrus Mk I	NT
Valom	1:72	72014	IM/R/VF	Supermarine Seagull Mk V	NT
Valom	1:72	72015	IM/R/VF	Bell Airacuda	NT
Valom	1:72	72106	IM/R/VF	Northrop BT-1	NT



Revell 1:32 #04727 Hawker Hunter F Mk G



Valom 1:72 #72014 Supermarine Walrus Mk I



Valom 1:72 #72015 Bell YFM-1 Airacuda

Note

*1 - This boxed set will contain a Mk I version that will be modified from their Mk V and will only be available in this set.

*2 - This is the version with new paratrooper figures that was only previously issued in the USAQ by Revell-Monogram

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Nothing terrified Allied bomber crews more than the sight of Fw190A-8/R2s approaching in wedge formation. As they closed in, Sturmjäger (assault fighter) pilots trusted their armor to protect them from enemy fire, holding formation even as their comrades were shot down around them. A combination of superior dedication and nerves of steel was vital in order to get into close enough range for their devastating 30mm cannon to seal another bomber's fate. The daring pilots of the Sturmgruppen faced overwhelming odds in their struggle to defend their homeland.

Too Many Choices!

Tamiya's Fw190 A-8/R2 offers an amazing number of options for a single kit. Wing and nose 20mm and 30mm guns are interchangeable, allowing depiction of both A-8 fighter and A-8/R2 interceptor. The A-8's wing-mounted 20mm gun panels come in early and late types. Clear parts reproduce A-8/R2's reinforced canopy, while panel stickers attach easily to fuselage side to depict auxiliary armor. Kit comes with pilot figure as well as five types of markings, including planes belonging to Sturmgruppe IV/JG3, renowned as the first ever Fw190 A-8/R2 assault wing.

Choice of A-8 fighter or A-8/R2 bomber interceptor



Fw190 A-8/R2
IV/JG3, flown by
Hauptmann Wilhelm Moritz



Fw190 A-8
5/II/JG300, flown by
Unteroffizier Ernst Schröder



Compact and highly detailed 1/48 scale reproduction of Fw190 A-8/R2's distinctive features, such as bulletproof canopy and side-armor panels.

Includes parts for both
metal and wood propeller

Length: 190mm

A-8 gun panels come in
both early and late-war types

Comes with full scale
painting guide and
masking seal for canopy

Choice of 5 markings
including 11/IV/JG3

Fw190 A-8/R2 Specifications

●Fuselage length: 8.84m ●Wingspan: 10.36m
●Wing area: 18.30m² ●Engine: BMW 801
●Output: 1,700hp ●Armament: 30mm
cannon x 2, 20mm cannon x 2, 13mm MG x 2.

Allied Bomber's Favorite "Little Buddy"

1/72 scale North American P-51D Mustang 8th A.F. Aces (Item 60773)

Tamiya's 1/72 scale War Bird models are ideal for collecting entire squadrons of historical and modern aircraft. The latest release is the P-51D Mustang, cutting edge fighter which served as a bomber escort with the U.S. 8th Air Force. This assembly model kit perfectly captures the elegant and aerodynamic form of the Mustang, with features like cockpit shape and belly-mounted radiator reproduced in excellent detail. High quality Cartograf decals depict 3 different 8th A.F. aces, including "Big Beautiful Doll" flown by Col. John D. Landers, featuring distinctive checker nose coloring, and Cap. Charles "Chuck" Yeager's "Glamorous Glen III."



TAMIYA

TAMIYA, INC.

3-7 ONDWARA, SURUGA-KU,
SHIZUOKA 422-8610 JAPAN

new releases - kits

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

Junkers Ju 87G-2 'Kanonenvogel'

Scale 1:32 / Hasegawa, Japan / Materials: **IM** / Kit No.: ST25 / Availability: Amerang Ltd (UK Importer) and Hasegawa stockists worldwide /

Price Guide: £34.99

+ This is the eagerly anticipated new tooling and on initial inspection you can see that it is loosely based on their 1:48 kit (#JT54) from 1998 insofar as the breakdown of parts. It is obvious that both D and B versions will be made at some point. Cockpit detail is nice, with floor, bulkhead and sidewalls as per the 1:48 version. The separate nose is expected, but the appliqué armour either side of the cockpit just confirms the use of the fuselage tooling for the earlier D versions, and it is born out even more by the fact that the extended tips of the wings are also separate parts. The wing is actually made of inner and outer sections, with the inner including the lower fuselage section and a neat box spar unit. Only spatted undercarriage is included in this version, but hopefully an aftermarket firm or special edition from Hasegawa will give us some unspatted legs at a later date? The canopy is a five-part unit

with the armoured glass on the windscreen and the armour plates for the MG81Z as separate parts. Decal options are for Hans-Ulrich Rudel's aircraft from Stab./SG2 in the autumn of 1944 and GS+MD of Versuchsverband für Panzerkampfung, both in RLM70/71 over 65. The last page of the instructions includes outline diagrams to create the paint masks for the RLM 71 areas, which is a useful addition.



Verdict: It is certainly an impressive kit and one that will probably go together well. There are bound to be some fit problems, with areas like the separate wing tips coming to mind, but this is all part-and-parcel of having such multi-version toolings. It has been a long time since we have had a Ju 87 in this scale and it can be most highly recommended to all Luftwaffe fans. Our thanks to Hasegawa for the review sample.

Dimensions

Span - 15.00m

Length - 11.50m

Height - 3.84m

Dimensions - 1:32

Span - 468.8mm

Length - 359.4mm

Height - 120mm

References

Junkers Ju 87 by U. Eifarth (Schiffer ISBN: 0-89740-477-4)

Junkers Ju 87 Stuka by M. Bily (MBI/Sagitta, 1992)

Junkers Ju 87 Stuka Vol.2 by F. Zobel & J.M. Mathmann

(Schiffer ISBN: 0-7643-0092-X)

Junkers Ju 87 Monografie Lotnicze No.19 (AJ-Press)

Junkers Ju 87D/G, Aero Detail No.11 (Art Box Co., Ltd 1994)

ISBN: 4-499-22634-1)

Wings of the Luftwaffe by E. Brown (Airlife, 1979)

Republic P-47M Thunderbolt

Scale 1:48 / Tamiya, Japan / Materials: **IM** / Kit No.: 61096 / Availability: The Hobby Company Ltd (UK Importer) and Tamiya stockists worldwide /

Price Guide: £28.99

+ Here we have the standard P-47D (#61090) issued back in late 2003 modified to M standard with the addition of a new sprue containing 21 parts. These parts include the dorsal spine with fillet and vertical fin, inserts for the lower wing (by the wheel well and at the tip), revised engine reduction casing and a completely new cockpit interior and instrument panel. The breakdown and build is otherwise identical to

the D version and you also get optional parts like 150Imp. Gal aluminium drop tanks, 108Imp. Gal pressed paper drop tanks, 150Imp Gal (flat) ventral drop tank, 500lb bombs and 4.5in rocket launcher tubes. Decal options are for HV+Z flown by Capt. W. Lanowski of the 61st FS, 56th FG; HV+J flown by Lt R. Kyler of the 61st FS, 56th FG, 8th AF; UN+Z flown by Maj. G. Bostwick of the 63rd FS, 56th FG, 8th AF. All of these were based at Boxed in 1945.



Verdict: Tamiya's P-47 is a lovely kit, probably one of the best kits around to date. It builds well and looks great once completed so I can't see many USAF fans not wanting to add this one to their collection, and rightly so! Our thanks to Tamiya Inc. for the review sample.

Dimensions

Span - 40ft 9 3/8in

Length - 36ft 1 3/4in

Dimensions - 1:48

Span - 258.9mm

Length - 229.5mm

References - Our pick of the bunch!

Modelling the P-47 Thunderbolt by B. Green, Osprey Modelling No.11 (Osprey Publishing 2004)

P-47 Thunderbolt Detail & Scale Vol.54 by B. Kinzey (Squadron/Signal Publications 1998)

P-47 In Action No.67 (Squadron/Signal Publications)

P-47 Thunderbolt Walk Around No.11 by Lou Drendel (Squadron/Signal Publications 1997)

Republic P-47 Thunderbolt - Aero Detail No.14 by S. Nohara & N. Okazaki (Art Box Co., Ltd 1995)

Republic's P-47 Thunderbolt by Warren M. Bodie (Widewing Publications 1997)

Republic P-47 Thunderbolt by M. Velek & V. Roman (MBI 1997)

Republic P-47D Bubbletop, Model Detail Photo Monograph No.15 (Rossagraphics 2004)

Grumman OV-10 Mohawk

Scale 1:48 / Roden, Ukraine / Materials: IM

Kit No.: 413 / Availability: Pocketbond Ltd (UK Importer) and Roden stockists worldwide / Price Guide: £22.99

+ This version of the OV-1 is probably the most sought after and it is a follow on from the previous OV-1A/JOV-1A (#406) produced by them last year. This shares many common parts with the earlier kit and in fact all that has happened is that in this version you lose one of the areas on the two sprues containing the underwing stores (with the rocket launchers and machine gun pod on it) and you gain a new sprue with the sideways-looking radar pod, the new blister under the fuselage for the camera system and the additional air intakes on the fuselage side and top. Assembly of this and the A version are very similar as a result and the manufacturer has cross-referred the colours to Humbrol, Testors, Lifecolor and Gunze Sangyo ranges to make life easier. There are three decal options: S/No. 69-17008 of the 2nd Military Intelligence Battalion during Operation Desert Storm in 1991; S/No. 68-15938 of the 73rd Combat Intelligence Company based in Stuttgart in 1988; S/No. 69-17121 of the IDF in 1975. The first two are Gull Grey overall, while the third option is Olive Drab over light grey.

Dimensions

Span - 12.80m

Length - 12.5m

Dimensions - 1:48

Span - 266.7mm

Length - 260.4mm

References

Avions de Guerre No.97 (1988)

Mohawk In Action No.92 (Squadron/Signal Publications)

Verdict: The first kit of the Mohawk from Roden was nice and this latest one is just as good. The overall-grey scheme suits the type better than Olive Drab, and with a Desert Storm option you get to weather it pretty heavily as well! Any self-respecting modern USAF collection will need this one in it, so it is highly recommended to all. Our thanks to Roden for the review sample.



Curtiss SB2C-4 Helldiver

Scale 1:72 / Academy, Korea / Materials: IM / Kit No.: 12406 / Availability: Toyway (UK Importer) and Academy stockists worldwide / Price Guide: £10.99

+ We have waited a while for this kit, as it was first announced a couple of years ago. It is here now though and is easily as good as the P-38J we saw from them earlier in the year (See Issue 3). The injected parts are excellent with nice crisply recessed panel lines and a good amount of interior detail. The instructions in the kit are no longer simple line artwork, they are now computer generated, three-dimensional graphics. These are effective, but they lack a certain

something when compared with what we are used to, albeit we will soon get used to this as well! The kit has a full bomb bay with two bombs in it and separate bomb doors. The cockpit is multi-part with separate sidewalls that just slot into place (very nice). There is room for more detail and a little more finesse in the interior, but that will come from the aftermarket boys and from the box this kit is pretty realistic. The fit of the wings to the fuselage and

other parts is excellent and you have the option of open or closed leading edge slats. There are four colour options: 'White 80' of VB-85 on USS Shangri-La in June 1945; 'White 79' also from VB-85; 'White 110' of VB-3 on USS Yorktown in April 1945; '47' of an unknown unit. These four machines offer the three schemes carried by the type, with options 1 & 2 being overall Glossy Sea Blue, option 3 being Sea Blue and Intermediate Blue over white and option four being grey over white.

Verdict: A stunning kit and Academy are showing the way in 1:72 aircraft kit production at the moment. If you do USMC or USN subjects then this one is a must. Our thanks to Toyway for the review sample.



Dimensions

Span - (Open) 49ft 9in

Length - 36ft 8in

Height (tail wheel on ground, prop blade vertical) - 14ft 8in

Dimensions - 1:72

Span - 210mm

Length - 155.1mm

References

Curtiss SB2C Helldiver (Crowood 1998 & 2004)

Curtiss SB2C-5 Helldiver - In French Service (DTU sarl 1998)

Helldiver In Action No. 54 (Squadron/Signal Publications)

Replic No.11 (June 1992) & 74 (October 1997)

SB2C Helldiver, Detail & Scale Vol.52 by B. Kinsey (Squadron/Signal Publications 1997)

new releases - kits

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

**Curtiss P-40 'AVG Flying Tigers'**

Scale 1:24 / Vintage Fighter, United Kingdom

Materials: **IM** / Kit No.: VF2401 / Availability:

Worldwide distribution by manufacturer /

Price Guide: £44.99

+ Produced in the Far East, this kit includes all the current 'vogue' items in the form of etched metal and rubber tyres and all the plastic parts are nicely moulded with no flash. The panel lines look a little deep, although a coat of primer will sort that out, and they are also quite limited with many of the vertical ones missing altogether. The rivets are a mix of recessed and raised, with the former being deep and the latter being over-accentuated in places (e.g. the drop tank). There are other areas of concern, like the pilot and his seat both of which look far too small (nearer 1:32). The kit offers four decal options, 'White 77' flown by R.T. Smith, 'White 75' flown by William Reed, 'White 68' flown by Charles Older and 'White 21' flown by G. 'Pappy' Boyington all of which were members of the American Volunteer Group (AVG).

Verdict: To have an early P-40 in 1:24 is certainly not something most of us would have ever envisaged. Although this kit is not perfect, and in some respects quite basic, it will form the starting point from which a large-scale replica can be made. From the box it will be OK, albeit looking a little 'ancient' to some, but to get a really good model you will need to invest a little extra time and effort.

Dimensions

Span - 37ft 4in (11.38m)

Length - 31ft 8 3/4in (9.7m)

Height - 10ft 7in (3.22m)

Dimensions - 1:24

Span - 474.2mm

Length - 404.2mm

Height - 134.2mm

References

Curtiss P-40 from 1939 to 1945, Planes & Pilots series (Histoire & Collections 2002 ISBN: 2-913903-47-9)

Curtiss P-40 by V. Ehrman & V. Ronan (MBI 1998)

Curtiss P-40 In Action No.26 (Squadron/Signal Publications) [ISBN 0-89747-025-7]

Curtiss P-40 Walk Around No. 8 by Lou Drendel (Squadron/Signal Publications 1996) [ISBN 0-89747-361-2]

Curtiss P-40 Warhawk (Ace Publications 1996)

Eagle Files EF#4, 'Tigers Over China' (Eagle Editors Ltd)

Kittyhawk Mk I/IIa (Rossagraphics 2004)

P-40 Warhawk Part I [P-36 to P-40C] by B. Kinsey, Detail & Scale Vol.61 (Squadron/Signal Publications 1999)

Replic No.43 (March 1995) & No.44 (April 1995)

**Sopwith TF.1 Camel 'Trench Fighter'**

Scale 1:72 / Roden, Ukraine / Materials: **IM**

Kit No.: 052 / Availability: Pocketbond Ltd (UK

Importer) and Roden stockists worldwide /

Price Guide: £6.95

+ The TF.1 may seem an odd choice, as it never went into series production and only Camel B9278 was ever converted, but it makes sense as Roden have already done the 2F.1 and are also planning the F.1 Camel, so this version employed parts from both. The kit only shares one sprue with the previous 2F.1 Camel, marked as 'K' in this kit although it was 'A' in the 2F.1. Sprue C includes the parts special to this version with the upper wing (unchanged from the 2F.1), cockpit decking without forward-firing machine guns, two Lewis guns and the ventral floor panel to take them. The instructions seem to indicate that holes need to be drilled in the ventral floor panel, but these are already in the part anyway, just make sure you get the guns at 45° though. Sprue B contains the fuselage halves, lower wing, interplane struts and cowling, all of which are unchanged from the 2F.1, plus a new horizontal tailplane. It is odd the way parts have moved about on the sprues without changing while at the same time being joined by new parts? As always, Roden thoughtfully provide a rigging diagram in the instructions. Just one colour scheme is offered, that of the only prototype B9278 in 'WWI Green' over clear-doped linen.

Verdict: This is an unusual subject and the fact only one was ever made may limit its appeal, but this was a forerunner of the TF.2 Salamander from a technical point of view and so we can only hope that Roden intend making the Salamander as well one day? Our thanks to Roden for supplying the review sample.

Dimensions

Span - 28ft (8.54m)

Length - 18ft 8in (5.64m)

Dimensions - 1:72

Span - 118.6mm

Length - 78.3mm

References

Sopwith Camel, by J.M. Bruce Windsock Datafile 26 (Albatros Productions, 1991 & 2004 ISBN: 0-94818-30-8)

Sopwith 2F.1 Camel by J.M. Bruce, Windsock Datafile 6 (Albatros Productions 1987, 1996 & 2004)

Sopwith Fighters In Action No.110 (Squadron/Signal Publications)

The Camel File by R. Sturdivant & G. Page (Air-Britain (Historians) 1996)

The Sopwith Fighters by J.M. Bruce, Vintage Warbirds No 5 (Arms & Armour Press 1989 ISBN 0-85368-790-0)

**Fiat G.50 Serie I**

Scale 1:48 / Flying Machines, Czech Republic

Materials: **IM**, **R**, **PE** / Kit No.: FM48003 /

Availability: Hannants (UK Distribution) and

Flying Machines stockists worldwide /

Price Guide: £29.99

+ This is an MPM/Special Hobby standard limited-run injected plastic kit, with the usual amount of resin and etched parts for the more delicate components. You get quite a lot of parts on the sprues that relate to the later G.50bis and G.50bis/AS versions which they have already produced as #FM48002, but you also get two new sprues with the tailplanes, rudder, upper cowl decking, fuselage tip and tailwheel that are specific to this series. The kit does feature the clear parts as injected plastic, and very nice they are too! Just one decal option is included, MM3576 flown by Mag. Mario Bonzano the CO of Reparto Sperimentale (XXIII Gruppo Caccia), Aviazione Legionaria Escalona in May 1939, which is dark green, brown and sand mottle over light grey.

Verdict: This is a very nice kit of the early series G.50 and although limited run it should not be beyond the skills of most modellers to make, just as long as you can deal with resin and photo-etched. Our thanks to Flying Machines for the review sample.

Dimensions

Span - 10.99m

Length - 8.29m

Height - 3.28m

Dimensions - 1:48

Span - 228.9mm

Length - 172.7mm

Height - 45.6mm

References

Fanatique de l'Aviation No.115, 116 & 117 (1979)

Fiat G.50 Ali d'Italia No.6 by Piero Vergnano (La Bancarella 1997)

Modelaid International No.17 (1986)

Regia Aeronautica 1937-1945 (Squadron/Signal Publications)

Replic No.7 (February 1992)

Republic RF-84F Thunderflash

Scale 1:72 / PJ Production, Belgium / **Materials:** R, PE, WM, VF / **Kit No.:** 721023 / **Availability:** Hannants (UK Importer) and PJ Production stockists worldwide / **Price Guide:** £39.30

+ PJ produce stunning resin kits and this one is no exception. The detail is excellent with a full cockpit interior and a choice of ejection seats (although the instructions don't clarify which goes with what option?). The breakdown of the parts means that the nose is truncated forward of the cockpit and this nose is split horizontally, with the lower section in clear resin. There is nothing inside this area and the inner face of the resin is quite rough anyway, so you are best to just paint the camera ports gloss black. Things like the wing fences and undercarriage doors are all etched brass, and the undercarriage legs and wheels are white-metal. Two vac-formed canopies are included, although surgery will be required if you want to pose one of these in the open position. Decal options include one Norwegian, one Danish and two Belgian options, the first three

being bare metal overall, while the fourth (Belgian) option is in NATO camouflage.

Verdict: *The quality is not in doubt, but this type of product is going to be expensive, which this one surely is. There is nothing else on the market to touch it though, so if you want an accurate and highly detailed RF-84 in your collection this is the only option. Visit www.pjproduction.net for more details.*

Dimensions

Span - 33ft 6in

Length - 47.5in

Height - 15ft

Dimensions - 1/48th

Span - 142.2mm

Length - 201.7mm

References

Air Fan No.96 (November 1986) & No.101 (April 1987)

Air Action No.7

Famous Aircraft of the World No.61 (Bunrin-Do) F-40 No.2

Replic No.37 (September 1994)

Republic F-84F Thunderstreak by R. Wagner, Profile No.95 (Profile Publications 1966)

US Fighters of the Fifties (Squadron/Signal Publishing)



Curtiss P-6E Hawk

Scale 1:72 / Olimp Models, Ukraine / **Materials:** IM / **Kit No.:** P72-006 / **Availability:** Hannants (UK Distribution) and Olimp stockists worldwide / **Price Guide:** £5.99

- New tooling
- Forty-six P-6Es were built and they were derived from the XP-22. Originally designated the P-6C, this was changed to P-6E before deliveries commenced. S/Nos. 32-233 to 32-278 were allocated
- Kit comprises one clear and 39 grey injected plastic parts
- Decals for two machines: P-6E based at Wright Field, Ohio in 1937; 17th Pursuit Squadron based at Selfridge Field, Michigan in 1933. Unfortunately the colour codes have been omitted from the instructions, so only decal placement is clearly defined.

Verdict: *As far as we are aware the P-6E has not been done as an injected kit in this scale before (Classic Airframes did it in 1:48), so this new one is welcome. The builder will have to be OK working with this type of injected plastic, as it is not mainstream (e.g. Revell etc), nor is it limited-run, and there is therefore the need to check fit etc and there are no locating pins on any of the main parts. Our thanks to Olimp Models for the review sample.*

Dimensions

Span - 31ft 6in

Length - 23ft 2in

Height - 8ft 11in

Dimensions - 1:72

Span - 133.3mm

Length - 98mm

References

Curtiss Army Hawks by P.M. Bowers, Profile No.45 (Profile Publications 1965)

Curtiss Army Hawks, In Action No.128 (Squadron/Signal Publications 1992)

Model Airplane News (August 1968)

Paul Matt Scale Aircraft Drawings Vol.I



Sukhoi Su-24MR

Scale 1:72 / Zvezda, Russia / **Materials:** IM / **Kit No.:** 7268 / **Availability:** The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide / **Price Guide:** £10.99

+ This is the second version of the 'Fencer' produced by Zvezda and follows on from the M version (#7267) issued previously. The MR of the designation stands for 'Morskoy Razvedchik' (Maritime Reconnaissance) and this version of the Su-24 shares many common parts with the previous M so the only new parts in this kit are contained within three small sprues. These include the nose, as the MR version had a shorter radome than the M with flush dielectric panels, the pylon to carry two R-60 (AA-8 Aphid) missiles under the port wing, the Efir-IM radiation detector pod to go under the starboard wing, the Zima IR reconnaissance system that is carried under the fuselage centreline and the AFA AP-402M panoramic camera. Most MRs had the wing fences fitted, so these are also supplied on one of the new sprues. Cockpit interior is sparse, with the K-36DM ejection seats looking nothing like they should, so these will need replacing. However the rest of the kit is not bad, with nice recessed panel lines and clear and clean canopy parts.

Verdict: *The M and MR versions have been produced before in this scale by Dragon, but they are not readily available anymore. This new kit from Zvezda is certainly worth considering and with a few extra details here and there it should look very nice indeed. At just £10.99 it has got to be worth investing in if you have any interest in modern Russian military aviation.*

Dimensions

Span - 57ft 10 1/2in (17.638m) at 16° sweep,

34ft (10.366m) at 69° sweep

Length - 74ft 3 1/2in (22.67m)

Dimensions - 1/72nd

Span - 244.9 [Extended], 143.8mm [Folded]

Length - 341.5mm

References

Air International, September 1992

Air Action No.35

Avions de Guerre No.106 (Atlas)

Modern Soviet Military Aircraft, Koku Fan No.62



Republic P-43 Lancer

Scale 1:72 / Pavla Models, Czech Republic / **Materials:** IM / **Kit No.:** 72061 / **Availability:** Hannants (UK Distribution) and Pavla stockists worldwide / **Price Guide:** £15.50

- New tooling, limited-run
- 134 P-43As were built, even though they were, by 1940, outclassed. 125 were later ordered and supplied to China and a number were modified to photo-recce configuration for use by the USAAC (RP-43B & C) and RAAF (RP-43D)
- Kit comprises 32 injected, four vac-formed, eighteen resin and five photo-etched parts
- Decals for four machines: P-43A, 55th Pursuit Group, USAAC, Hamilton Field, 1941; P-43A, 38th Pursuit Squadron, 55th Pursuit Group, Hamilton Field, 1941; RP-43D, No.1 PR Unit, RAAF, 1942; P-43A-1 of the Chinese AF, Kunming, June 1942

Verdict: *The P-43 was done in 1:48 by Classic Airframes back in 1998, so having this injected version in 1:72 is very welcome. It is a nice product but being limited run and mixed medium it is one for the experienced modeller only. Our thanks to Pavla Models for the review sample.*

Dimensions

Span - 10.98m

Length - 8.69m

Dimensions - 1:72

Span - 152.5mm

Length - 120.7mm

References

Aero Journal No.34

Flying Tigers - American Volunteer Group (DTU)

From Seversky to Victory (Widewing)

P-43 Lancer, Mini In Action No.1 (Squadron/Signal Publications)

P-47 Thunderbolt, Lotnicze No.25 (AJ-Press)



new releases - accessories

A pretty large selection of new products this month, so read on...

Aires, Czech Republic (www.aires.cz) - Available from Hannants & LSA Models

Here is the latest batch of resin and etched brass update sets from this Czech manufacturer



1:72 7130

F-16C cockpit set

As usual in this type of cockpit update you get the new tub, ejection seat, instrument console with HUD base, sidewalls and canopy linkage all in resin, plus the seat belts, rudder pedals, instrument panels and HUD framework as etched brass.

Designed for: Hasegawa kit

Material: R, PE, RB



1:72 7137

McDD F/A-18 Hornet radar antenna

This update comprises the base of the radar scanner, scanner dish, ring inside the radome and inserts for the upper gun port area, all in resin, and the mesh of the radar dish along with a mask to allow you to spray the warning stencil onto it in etched brass.

Designed for: Hasegawa kit

Material: R, PE



1:72 7145

RA-5C Vigilante exhaust nozzles [Late]

This late-series set of exhaust nozzles consists of three resin and one etched component per side and are direct replacements for those in the kit

Designed for: Trumpeter kit

Material: R, PE



1:48 4213

McDD AV-8B Plus Harrier II cockpit set

This cockpit set comprises a cockpit tub, ejection seat, sidewalls, instrument console with HUD base, control column and canopy frame all in resin, plus rearview mirrors, instrument panels, seat belts (both USMC & USN styles), rudder pedals and HUD frame in etched brass. The projector in the base of the HUD is supplied as a clear resin component.

Designed for: Hasegawa kit

Material: R, PE



1:48 4245

McDD F-4D cockpit set [Early]

This boxed set offers a completely new highly detailed resin cockpit for early production F-4Cs. It comprises the new cockpit tub, ejection seats, instrument consoles, sidewalls and control columns all in resin, plus seat belts, canopy sills, rearview mirrors, rudder pedals and instrument panels in etched brass

Designed for: Hasegawa kit

Material: R, PE



1:48 4261

Lockheed-Martin F-16N Aggressor cockpit set

This set comprises a resin tub, ejection seat, sidewalls, instrument console with HUD base, spare throttle lever and linkage for the canopy. It also includes etched seat belts, rudder pedals, instrument panels and HUD framework.

Designed for: Hasegawa kit

Material: R, PE



1:48 4269

V.S. Spitfire Mk IXc gun bays [Late]

This allows you to open up the gun bays in both wings and consists of resin inserts for the cannon and machine gun bays, the weapons themselves and all the access panels. This is supplemented with the addition of smaller details like the framework in the wing skin and the charging handles for the machine guns and some structural frames for the access panels all in etched brass. This is a late-series armament with the single 20mm cannon with drum belt feed and two machine guns in the outboard stations.

Designed for: Hasegawa or Revell kits

Material: R, PE



1:32 2021

F4U-I Corsair cockpit set

This is a big boxed set offering the whole cockpit area in resin as an insert with the seat, rudder pedals and kick-boards, control column, sidewalls, rear bulkhead and upper front bulkhead with control panels as separate parts and smaller details like the seat belts, canopy frame, rearview mirrors, control levers and instrument panels in etched brass

Designed for: Trumpeter kit

Material: R, PE

1:32 2024

F4U-I Corsair wheel bays

This small boxed set offers replacement resin main undercarriage bays complete with all doors and associated linkage in resin plus some of the other linkage and brake lines for each oleo leg in etched brass.

Designed for: Trumpeter kit

Material: R, PE



1:32 2032

Su-27 exhaust nozzles

Another boxed set. Because of the size of the components in this scale, each exhaust is made up of four resin parts plus a three-part afterburner ring in etched brass.

Designed for: Trumpeter kit

Material: R, PE



1:32 2038

F/A-18C Hornet wheel bays

Once again boxed because of the size of these resin parts, this offers highly detailed replacement main and nose wheel bays with all the door linkage and mounting brackets supplied in etched brass.

Designed for: Academy kit

Material: R, PE



Verdict: These are all excellent sets, with detail that just 'pops' out at you. The grey resin examples seem a little crisper than the (older) tan-coloured ones, albeit that the 'difference' is between excellent and superb! Our thanks to Aires for the review sample

Available from: www.hannants.co.uk
and www.lsamodels.co.uk

Key
BR - Brass (not etched)

DEC - Waterslide Decals
GL - Glass or Glass Lenses

IM - Injection Moulded Plastic
PE - Photo-etched metal (with or w/o acetate film)

Model Design Construction, UK (www.modeldesignconstruction.com) - Available from manufacturer

It is always nice to see new update sets from MDC, so here are some of their latest releases.



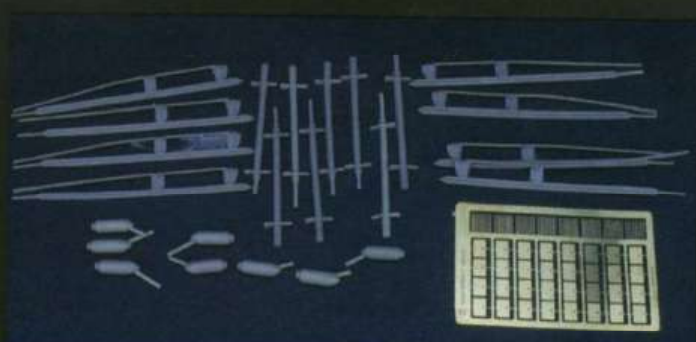
1:32 CV32035 British Late War 3in Rockets (AP)

Eight 3in rocket projectiles complete with 25lb armour-piercing heads. The main bulk of each rail and rocket is resin, with separate etched brass fins and collar details and they are completed with the 'pig tail' electrical connectors that are supplied in rubber. This type of 3in RP with the square fins is suitable for most WWI era RAF machines, such as the Typhoon, but check your references for post-war use, as the fin shape changed.

Designed for: See review

Material: R, PE, RB

Price Guide: £7.50



1:32 CV32036 British Late War 3in Rockets (HE)

This is an identical set to the previous one, but in this version the rockets are fitted with 60lb high explosive (HE) heads.

Designed for: See CV32035 review

Material: R, PE, RB

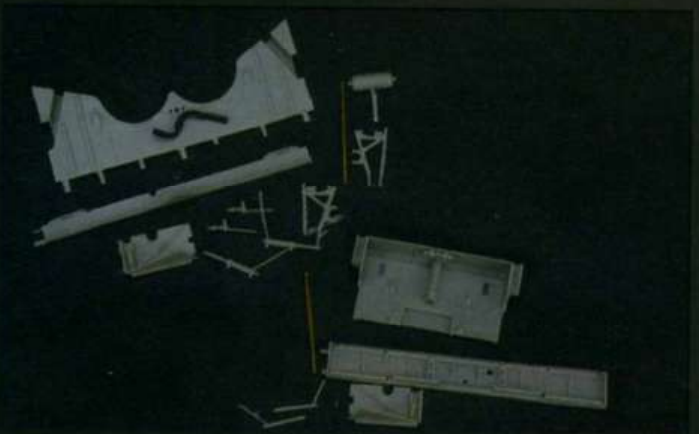
Price Guide: £7.50

Verdict: As always these sets are beautifully cast and detailed to the highest level. They will add a lot to any subjects that they are added to and can be highly recommended to all. Our thanks to MDC for the review sample.

Available from: www.modeldesignconstruction.com

Warbird Production, UK - Available from Model Design Construction

Warbird Production seem to be having a bit of a 'thing' with the Hurricane of late, which is quite understandable, so here are their latest couple of sets for it.



1:32 WB3219 Hurricane wheel well

This update comprises the entire wheel well area in the Hurricane made up of sixteen resin, one rubber and two brass components. The resin makes up the bay itself, with front spar, lateral bays, retraction rams, locking frames, air bottle and outer wing skin, while the rubber component is the hose for the air bottle and the brass elements are the supports for the main oleo legs.

Designed for: Revell kit

Material: R, RB

Price Guide: £14.00



1:32 WB3220 Hurricane cockpit

This update offers the cockpit tubular framework, seat, control column, rudder pedals, instrument panel, trim wheel, knock-out (escape) panel, flap, throttle and mixture levers, front bulkhead and rudder pedal kick-plates all in resin. Also included is the MDC etched brass RAF Sutton harness set (#E32002) and their RAF instrument decal sheet (#D32006)

Designed for: Revell kit

Material: R, PE, DEC

Price Guide: £20.00

Verdict: It is good to see the old Revell kit getting a make-over, even though we all want to see a brand-new tooling, and these two new sets can therefore be most highly recommended to all. Our thanks to MDC for the review samples.

Available from: www.modeldesignconstruction.com

PM(T) - Masking Tape Paint Mask (Die cut)
R - Resin

RB - Rubber
VM - Self-adhesive Vinyl Paint Mask (Die-cut)

WM - White-metal (including Pewter)

new releases - accessories

A pretty large selection of new products that will be on your mind

Part, Czech Republic (www.part.pl) - Available from Aeroclub (UK) and Squadron (USA)

This is the first time we have had Part products in MAI, so thanks for the samples guys and let's get on with the reviews.



1:48 S48-131

Fokker D.VII [Late]

This set is designed for the Fokker-built, late production version of the D.VII. It offers a completely new framework for the fuselage, control column, cockpit floor, rudder pedals, compass, throttle quadrant, seat framework, seat with harness, instrument panel, machine guns, spoked wheels, hand-holds, tail skid, propeller boss, radiator shutter, engine panels and all the control line and rigging cable lead-ins.

Designed for: Roden kit

Material: PE



1:32 S32-012

P-40B Warhawk

This is a very necessary detail set considering the failings of the Trumpeter kit in this area. It offers a cockpit interior, with the sidewalls complete with stringers and frames, rudder pedals, electrical distribution boxes, instrument panel, map case, seat (strangely without seat belts), floor and rear bulkhead.

Designed for: Trumpeter kit

Material: PE



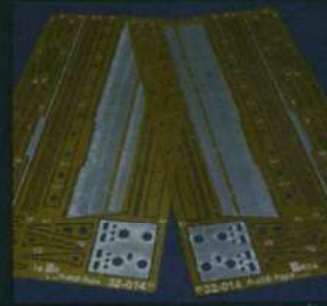
1:32 S32-013

P-40B exterior

This set includes undercarriage doors, wheel hubs, tailwheel door, fuselage access door with first aid kit, radiator matrix, control linkage, a complete (and we mean complete!) set of flap cowls, various access panels and the lead-in plates for the radio lead on the upper wing tips.

Designed for: Trumpeter kit

Material: PE



1:32 S32-014

P-40B/C flaps

This set offers the flaps and corresponding area in the wings of the P-40. The former is made of some fifteen etched pieces, while the latter is done in sixteen.

Designed for: Trumpeter kit

Material: PE

Verdict: These are all excellent sets, which offer superb levels of detail. If you feel you can handle such detail in this medium then these sets can be recommended. Our thanks to Part for the review samples.

Available from: www.part.pl

Galdecal, UK - Available from Hannants (UK)

Galdecal produce the occasional resin update and conversion set and here are the most recent three.



1:72 R72-02

Bristol Blenheim Mk I conversion [Finnish Series I]

This conversion allows you to make one of the eighteen Mk I Blenheims produced for the Finnish Air Force in 1938. These featured four open shallow troughs under the fuselage, plus two in each wing centre section. The main bomb bay is also extended 15in further forward than on the RAF Blenheims. Although designed for the MPM kit, with some modification it may well also fit the Frog/Novo/Revell kit.

Designed for: MPM kit

Material: R

Price Guide: £6.50



1:72 R72-03

Bristol Blenheim Mk II conversion [Finnish Series II]

This conversion allows you to make one of the fifteen Mk IIs built under license in Finland in 1941-42. The bomb bays of these machines were extended 15in further forward than on the RAF examples, with a distinct bulge to the front doors. With some modification it may well also fit the Frog/Novo/Revell kit.

Designed for: MPM kit

Material: R

Price Guide: £6.00



1:72 R72-04

Bristol Blenheim Mk IV conversion [Finnish Series III]

This conversion allows you to make one of the twelve RAF Mk IVs flown to Finland in January 1940. These machines were fitted with bomb doors that featured narrow bulges and these are supplied as a single resin insert in this set.

Designed for: MPM (Mk IV) kit

Material: R

Price Guide: £6.00

Verdict: These are a trio of simple and effective conversions. They are well cast and can be recommended to all. Our thanks to Galdecal for the review samples.

Available from: www.hannants.co.uk

Key

BR - Brass (not etched)

DEC - Waterslide Decals

GL - Glass or Glass Lenses

IM - Injection Moulded Plastic

PE - Photo-etched metal (with or w/o acetate film)

PM(T) - Masking Tape Paint Mask (Die cut)

R - Resin

RB - Rubber

VM - Self-adhesive Vinyl Paint Mask (Die cut)

WM - White metal (including Pewter)

new releases - decals

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

Eagle Strike, USA [www.eaglestrikeproductions.com]

I:48 48187 - Luftwaffe's Sabres Pt.III

- Canadair CL-13B Sabre Mk 6, JB-250 of 2./JG 72 'Fuechse' based at Leck in 1962 (DG/DGR/LG)
- Canadair CL-13B Sabre Mk 6, JB-366 of 3./JaboG 43 based at Oldenburg in 1964 (DG/DGR/LG)
- Canadair CL-13B Sabre Mk 6, JC-236 of 2./JG 73 based at Pflersfeld in 1963 (DG/DGR/LG)

Colour Key: DG - Dark Green (RAL 6014 Gelboliv), DGR - Dark Grey (RAL 7012 Basaltgrau), LG - Light Grey (RAL 7001 Silbergrau)

Designed for: Hasegawa or Academy kits

I:48 48194
- Furies of the Fleet in Colour Pt.III

- North American FJ-4B, BuNo.141466 of ATG-1 in 1958 (GG/W)
- North American FJ-4B, BuNo.143493 of VX-5 in the mid-1950s (GG/W)

Colour Key: GG - Gull Grey FS36440, W - White

Designed for: Grand Phoenix kit

I:48 48199 Checkers anyone?
- 78th FG P-51s Part I

- P-51D, S/No.44-63209, WZ-S, 'Sherman was Right!', flown by Lt Frank Oiler of the 84th FS, 78th FG (NM)
- P-51D, S/No.44-15577, WZ-G, 'Just Hangen' Around', flown by Lt John Murphy of the 84th FS, 78th FG (NM)

Colour Key: NM - Natural Metal

Designed for: Tamiya kit

I:48 48200 Checkers anyone?
78th FG P-51s Part II

- P-51D, S/No.44-63171, WZ-K, 'Lady Eve', flown by Lt Buron J. Newmark of the 84th FS, 78th FG (NM)
- P-51D, S/No.44-64147, MX-U, 'Big Dick', flown by Maj. Richard A. Hewitt of the 82nd FS, 78th FG (NM)

Colour Key: NM - Natural Metal

Designed for: Tamiya kit

I:48 48203 Marauding Havocs A-20/F-3

- Douglas F-3A (A-20J), S/No.44-39440 of the 155th Night Photo Squadron, 10th Photo Reconnaissance Group flown by Lt. Gordon Hulse (OD/NG/GR)

- Douglas A-20B, 'Lady Jean' of the 476th BG, 12th Air Force based at Youks Les Bain, Algeria in December 1942 (OD/NG)

Colour Key: OD - Olive Drab, NG - Neutral Grey, GR - Green 42

Designed for: AMT kits

I:48 48224 Corsairs over Korea Part 3

- Chance-Vought F4U-4B, BuNo.97507 of VF-53 off USS Valley Forge in 1950 (GSB/B [fin tip])
- Chance-Vought F4U-4, BuNo.97417 of VF-653 off USS Valley Forge in 1951-2 (GSB/R [fin tip])
- Chance-Vought F4U-4, BuNo.94922 of VF-192 off USS Princeton in 1952 (GSB/W [fin tip])

Colour Key: GSB - Glossy Sea Blue, B - Blue, R - Red, W - White

Designed for: Academy & Hasegawa kits

I:48 48225 Corsairs over Korea Part 4

- Chance-Vought F4U-4B, BuNo.83043 of VMA-323 based at K-6 airfield, Korea in 1952 (GSB)
- Chance-Vought F4U-4B, BuNo.93061 of VF-53 off USS Valley Forge in 1950 (GSB/B [wing tips, propeller hub and tail fairing])
- Chance-Vought F4U-4, BuNo.830113 of VMF-214 'Blacksheep' off USS Sicily in 1951 (GSB/R [propeller hub & tail fairing])

Colour Key: GSB - Glossy Sea Blue, B - Blue, R - Red

Designed for: Academy & Hasegawa kits


I:48 48235 Voodoo Flight Part I

- McDonnell F-101B, S/No.57-0425 of the 437th Fighter Interceptor Squadron (FIS), 28th Air Defence Wing (NM/B [radome])
- McDonnell F-101B, S/No.58-0267 of the 15th FIS, 28th Air Defence Wing (NM/B [radome])

Colour Key: NM - Natural Metal, B - Black

Designed for: Monogram kit

I:48 48236 Voodoo Flight Part 2

- McDonnell F-101B, S/No.57-0322 of the 444th Fighter Interceptor Squadron (NM/B [radome])
- McDonnell F-101B, S/No.59-0424, 'I Love NY' of the 136th FIS, 107th Fighter Interceptor Group (NM/B [radome])

Colour Key: NM - Natural Metal, B - Black

Designed for: Monogram kit

I:48 48237 Skytrains at War Part III

- C-47D, S/No.41-18927, 'Jimmy Cricket' based at Enfidaville, Tunisia in July 1943 (OD/NG)
- C-47A, S/No.43-15159, 'The Argonia' of the 94th TCS, 439th TCG based in Devon and used during D-Day in June 1944 (OD/NG)
- C-47A, S/No.42-24046 of the 320th TS, 27th TG based in Lancashire in 1944 (OD/NG)
- C-47B, S/No.43-46471 of the 312th FS, 27th TG based in France in early 1945 (OD/NG)

Colour Key: OD - Olive Drab, NG - Neutral Grey

Designed for: Monogram kit

I:48 48237 Skytrains at War Part IV

- C-47A, S/No.42-100533, 'Honeybun III' of the 80th TCS, 436th TCG based in the UK in 1945 (OD/NG)
- C-47A, S/No.42-24190, 'Sugar Puss' of the 90th TCS, 438th TCG based in the UK and used during D-Day in June 1944 (OD/NG)
- C-47A, S/No.43-46250 of the 312th FS, 327th AT based in France in 1945 (OD/NG)
- C-47A, S/No.42-100521, 'Kiroy is Here' of the 92nd TCS, 439th TCG based in Devon and used during D-Day in June 1944 (OD/NG)

Colour Key: OD - Olive Drab, NG - Neutral Grey

Designed for: Monogram kit

Verdict: This is an excellent selection of new sheets from Eagle Strike. They are all well printed with full-colour instructions. These instructions often include notes and other information about modifications that will be needed and this is especially useful with subjects like the Sabre Mk 6 and the F-101 Voodoo. Our thanks to Eagle Strike for the review samples.

BEST BUY 9/10

FOR: SEE REVIEWS

new releases - decals

Latest product information for Scale Aircraft Modellers

Elite Decals, Israel www.isradecal.com**1:72 72006 B-24 Liberators - Zodiacs Part 1**

- B-24H, S/No.42-52508, 'Libra' of the 834th BS (OD/NG)

- B-24H, S/No.41-29490, 'Gemini' of the 834th BS (OD/NG)

Colour Key: OD - Olive Drab, NG - Neutral Grey

Designed for: Academy kits

1:72 72007 B-24 Liberators - Zodiacs Part 2

- B-24H, S/No.42-52532, 'Virgo' of the 834th BS (OD/NG)

- B-24H, S/No.41-52650, 'Cancer' of the 834th BS (OD/NG)

Colour Key: OD - Olive Drab, NG - Neutral Grey

Designed for: Academy kits

1:48 48001 F-16 Nose Art, Gulf War

- F-16C, S/No. N/K, 'Desert Shield' of the 363rd TFW during Operation Desert Shield

- F-16C, S/No. 84-0265, 'Wild Child' of the 363rd TFW during Operation Desert Shield

Colour Key: All options are three-tone grey (FS 36118 and 36270 over 36375)

Designed for: Hasegawa, Revell or Academy kits

1:48 48002 F-16 Nose Art, Gulf War

- F-16C, S/No.85-0240, 'Code-One Candy' of the 363rd TFW during Operation Desert Shield

- F-16C, S/No. 84-0257, 'Desert Storm' of the 363rd TFW during Operation Desert Shield

AviPrint, Czech Republic www.aviprint.cz**1:72 72011 P-47D Thunderbolt Part 2**

- P-47D-25-RE, S/No.42-26635, MX-E of the 82nd FS,

- 78th FG, Duxford, Summer 1944 (DG/S)

- P-47D-22-RE, S/No.42-25845, R3-G of the

- 410th FS, 373rd FG, France, Summer 1944

- (NM/OD[spine]/B[cowl front])

- P-47D-4, S/No. 42-22684, 'Miss Mutt II/Price

- of Lodi Ohio', flown by Lt Col. Robert Rowland

- of the 341st FS, 348th FG, New Guinea, 1943-44

- (OD/NG)

- P-47D-30-RA, S/No.44-32718, '70' of the 5th

- FS, 1st Air Command Group, Burma, 1944 (NM/

- OD[spine]/BL[cowl front])

- P-47D-30-RA, S/No.44-32710, '2' of the 5th FS, 1st

- Air Command Group, Burma, 1944 (NM/OD[spine]/

- BL[cowl front])

Colour Key: DG - Dark Green, S - Sky, OD - Olive Drab,

NM - Natural Metal, B - Black, NG - Neutral Grey, BL - Blue

Designed for: Tamiya [D-4, D-22 & D-25] and Revell [D-30]

kits



- F-16C, S/No. N/K, 'Dwl' of the 17th TFS/AMU during Operation Desert Shield

Colour Key: All options are three-tone grey

(FS 36118 and 36270 over 36375)

Designed for: Hasegawa, Revell or Academy kits

1:48 48003 F-16 Nose Art, Gulf War

- F-16C, S/No.84-0381, 'Hammer Time' of the 363rd TFW during

- Operation Desert Shield

- F-16C, S/No. 84-0261, 'Blood Storm' of the 363rd TFW during

- Operation Desert Shield

Colour Key: All options are three-tone grey (FS 36118 and 36270 over 36375)

Designed for: Hasegawa, Revell or Academy kits

1:48 48004 F-16 Nose Art, Gulf War

- F-16C, S/No.84-0219, 'Hot Cock' of the 363rd TFW during Operation

- Desert Shield

- F-16C, S/No. 83-0219, 'Death Dealer' of the 363rd TFW during

- Operation Desert Shield

Colour Key: All options are three-tone grey (FS 36118 and 36270 over 36375)

Designed for: Hasegawa, Revell or Academy kits

**1:48 48005 F-16 Nose Art, Gulf War**

- F-16C, S/No.83-0150, 'Max Thrust' of the 363rd TFW during Operation Desert Shield

- F-16C, S/No. 84-0241, 'Hooters Standards' of the 363rd TFW during

- Operation Desert Shield

- F-16C, S/No. 84-0244, 'Eat my shorts Hussein' of the 363rd TFW during Operation Desert Shield

Colour Key: All options are three-tone grey (FS 36118 and 36270 over 36375)

Designed for: Hasegawa, Revell or Academy kits

1:48 48006 B-24 Liberators - Zodiacs Part 1

This offers the same two schemes seen in 1:72 on 72006

Designed for: Monogram kit

1:48 48007 B-24 Liberators - Zodiacs Part 2

This offers the same two schemes seen in 1:72 on 72007

Designed for: Monogram kit

1:32 32001 F-16 Nose Art, Gulf War

This offers the same two options seen on the 1:48 sheet, 48001

Designed for: Tamiya, Hasegawa, Revell or Academy kits

1:32 32002 F-16 Nose Art, Gulf War

This offers the same three options seen on the 1:48 sheet, 48002

Designed for: Tamiya, Hasegawa, Revell or Academy kits

1:48 48011 F-16C Fighting Falcon

- F-16CJ (Block 50P), S/No.92-3920, 'Sumter/ Gamecock City' of the 77th FS, 20th FW, Shaw AFB, 2003 (GG/NG)

- F-16CJ (Block 50C), S/No.91-0352, 'Let's Roll' of the 22nd FS, 52nd FW, Spangdahlem AB, Germany, 2001-3 (GG/NG)

- F-16CJ (Block 50), S/No.N/K, 'Sumter/Gamecock City' of the 77th FS, 20th FW, Shaw AFB (GG/NG)

- F-16CJ (Block 40E), S/No.89-2003 of the 35th FS,

- 8th FW, Kunsan AB, South Korea, 2004 (GG/NG)

- F-16CJ (Block 40E), S/No.89-2013 of the 35th FS,

- 8th FW, Kunsan AB, South Korea, 2004 (GG/NG)

Colour Key: GG - Gunship Grey FS36118, NG - Neutral Grey FS36270

Designed for: Hasegawa kit

1:48 48012 S.E.5a

- S.E.5a (Hispano-Suiza), B507 flown by Lt J.J. Fitzgerald, No.60 Squadron RFC, October 1917 (PC/DL)

- S.E.5a (Hispano-Suiza), D351, 6th (Training) Squadron, RAAF, circa 1918 (PC/DL)

- S.E.5a (Hispano-Suiza), A8898 flown by Capt. K.L. Caldwell, No.60 Squadron RFC, August 1917 (PC/DL)

- S.E.5a (Wolseley Viper), F8005 flown by Lt J.C. Rorison, 25th Aero Squadron, late 1918 (PC/DL)

- S.E.5a (Wolseley Viper), C1096 flown by Lt H.J. Burden, No.56 Squadron RAF, Spring 1918 (PC/DL)

- S.E.5a (Wolseley Viper), D3540 flown by Capt. G.H. Lewis,



I:32 32003 F-16 Nose Art, Gulf War

This offers the same two options seen on the I:48 sheet, 48003

Designed for: Tamiya, Hasegawa, Revell or Academy kits

I:32 32004 F-16 Nose Art, Gulf War

This offers the same two options seen on the I:48 sheet, 48004

Designed for: Tamiya, Hasegawa, Revell or Academy kits

I:32 32005 F-16 Nose Art, Gulf War

This offers the same three options seen on the I:48 sheet, 48005

Designed for: Tamiya, Hasegawa, Revell or Academy kits

Verdict: This is a new range from IsraDecal, covering non-IAF subjects. All of the above sheets are well printed by Microscale in the USA, with the nose art supplied separately in 'photo quality' decals that are printed on continual carrier film. These need to be applied over the white areas on the main decals and they are most impressive. Our thanks to IsraDecal for the review samples.

BEST BUY 10/10

FOR: SEE REVIEWS

No.40 Squadron RAF, mid-1918 (PC/DL)

Colour Key: PC - PC10, DL - Doped Linen

Designed for: Roden kits

I:48 48013 Messerschmitt Bf 109s of JG52 in Deutsch Brod

• Bf 109G-14, W/Nr. N/K, 'Yellow 6' of III/JG52 (RLM75/83/76

• RLM 81/83]

• Bf 109K-4, W/Nr. 335??? Of Stab III/JG52 (RLM75/81/83/76)

• Bf 109G-10/R6, W/Nr. 152???, 'Yellow 11' of JG52[?]

(RLM83/76)

Colour Key: RLM 75 - Grauviolett, RLM 76 - Lightblau,

RLM 81 - Braunviolett, RLM 82 - Dunkelgrün,

RLM 83 - Lichtgrün

Designed for: Hasegawa or Fujimi kits

Verdict: This is an excellent new selection of sheets and they are all of the highest quality. The final sheet (#48013) is created in co-operation with JaPo and details on these options can be found in the 'Messerschmitt Bf 109s of JG52 in Deutsch Brod' title by that publisher. Our thanks to Kits at War for the review samples. This range can be obtained in the UK from Hannants

BEST BUY 10/10

FOR: SEE REVIEWS

Rising Decals, Czech Republic (http://risingdecals.czweb.org)

I:72 72004 M.S.406 in the service of

Croatian AF & Yugoslav Partisan AF

• M.S.406CI, S/No.2305 of the Hrvatsko Ratno Zrakoplovstvo (Croatian AF), Zagreb, early 1944 (RLM02/71/65)

• M.S.406CI, S/No.2308 of the Hrvatsko Ratno Zrakoplovstvo (Croatian AF), Zagreb, early 1944 (RLM02/71/65)

• M.S.406CI, S/No.2308 of the Jugoslovensko Ratno Vazduhoplovstvo (Yugoslav Partisan AF), Banja Luka in September 1944 (RLM02/71/65)

Colour Key: RLM 02 - Grau, RLM 65 - Helblau, RLM 71 - Dunkelgrün

Designed for: Hasegawa kit

I:72 72005 Dying Sun

• Ki-44-II Hei, TAIU-SWPA No.11, Clark Field, Philippines, June 1945 (NM)

• Ki-44-II Tei, flown as hack by VMF-322 at Kadena AB, Okinawa, May 1945 (GSB/W[cowl front/vertical fin])

• Ki-46-II, TAIC No.10, Hollandia AB, New Guinea, December 1944 (GG)

• Ki-46-II, TAIC No.10, NAS Anacostia, Washington D.C., 1945 (GG/G, R or B? [rudder])

• Ki-61-I Kom TAIC No.9, NAS Anacostia, Washington D.C., 1944 (NM)

• Ki-44-II Hei, Iwakuni AB, Yamaguchi Pref., Japan, October 1945 (OD/GG)

• Ki-84-I, TAIU-SWPA No.17, Clark Field, Philippines, June 1945 (NM)

Colour Key: NM - Natural Metal, IJAG - IJA Green, GSP - Glossy Sea Blue, W - White, GG - Grey-Green, G - Grey, R - Red, B - Blue, OD - Olive Drab

Designed for: Hasegawa [Ki-44, 46 & 84] and Fine Molds [Ki-61] kits



Verdict: Both of these sheets are very striking and offer something a little unusual for their chosen subjects. One can only hope they will be scaled up to I:48 as well before too long. Our thanks to Rising Decals for the review sample.

BEST BUY 10/10

FOR: SEE REVIEWS

Model Art Decal System, UK



I:72 72/052 France 1943-1985 Roundels

This A5-sized sheet offers French AF roundels suitable for the 1943 to 1985 period in seven different diameters: 27.5cm, 35cm, 40cm, 60cm, 70cm and 80cm. These cover various aircraft and helicopter types, each of which is listed on the instructions.

Price Guide: £7.00 + P&P

I:72 72/053 Mirage IIIE & Caudron C.630-5

• Dassault Mirage IIIE, EC 24/118m C.E.A.M. Mont-de-Marsan, 1965 (NM)

• Dassault Mirage IIIE, EC 2/4 'La Fayette', Luxeuil, 1966 (NM)

• Dassault Mirage IIIE, EC 24/118, C.E.A.M., Mont-de-Marsan, 1967 (NM)

• Dassault Mirage IIIE, EC 01/003 'Navarre', Nancy-Ochey, 1969 (NM)

• Dassault Mirage IIIE, EC 1/4 'Dauphine', Luxeuil, 1966 (NM)

• Dassault Mirage IIIE, EC 02/003 'Champagne', Nancy-Ochey, 1967 (NM)

• Caudron C.635 Simoun, F-ANRY, A de Saint-Exupéry, Raid Paris-Saigon, 1935 (GIW/GBR)

• Caudron C.632 Simoun, F-DANXA, Génin & Robert, Raid Le Bourget-Madagascar, 1935 (GR)

• Caudron C.630 Simoun, F-ANRJ, Air Bleu, Le Bourget, 1935 (GB)

• Caudron C.635 Simoun, F-ANXQ, Maryse Bastié, Traversée de l'Atlantique Sud, 1936 (GW)

Colour Key: NM - Natural Metal, GIW - Gloss Ivory White, GBR - Gloss Burgundy Red, GR - Gloss Red, GB - Gloss Blue, GW - Gloss White

Designed for: PJ Production (Mirage IIIE) and Heller (Caudron C.635)

Price Guide: £7.00 + P&P

Verdict: Both of these sheets are excellent, beautifully produced and printed. They can be highly recommended to all, as they offer something that little bit out of the ordinary. Our thanks to Model Art Decal System for the review samples.

BEST BUY 10/10

FOR: SEE REVIEWS

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Latest product information for Scale Aircraft Modellers

Mikoyan-Gurevich MiG-29 Fulcrum

by Y. Gordon & P. Davidson

Specialty Press

ISBN: 1-58007-085-X

Price Guide: £11.99 (\$16.95)

- Warbird Tech Series Vol.41
- 104-page, 280mmx216mm, laminated card cover
- English
- www.specialtypress.com



+ This series is well established, so the format will be familiar to all. The narrative covers the concept, development and service life of the type, with detail sections covering all the variants, the upgrades, carrier trials and overseas sales. Each of these is extensively illustrated with black and white images and the last chapter (MiG-29 In Detail) offers walk-around images of the airframe. There are only four pages of colour photos in this title, and a two-page section at the very back covering the type in model form.

Verdict: This is the type of series you collect, as it is very informative and we can highly recommend this to all Russian aviation fans. UK and European customers should contact Midland Publishing, while all other enquiries should be made directly to the publisher.

**RATING 10/10**

SUPPLIED BY: THANKS TO MIDLAND PUBLISHING

Luftwaffe Sturmgruppen

by J. Weal

Osprey Publishing

ISBN: 1-84176-908-8

Price Guide: £13.99

- Aviation Elite Units No.20
- 128-page, A5 format
- Osprey Direct www.ospreypublishing.com (UK) or info@ospreydirectusa.com (USA)



+ The text deals with the development and operational history of the units within the Luftwaffe specifically tasked with attacking the four-engine bombers of the USAAF as they undertook daylight raids over occupied Europe and into Germany from 1944 until the end of the war. All the crews that operated in this role were volunteers, and were trained to undertake the task at very close range in an attempt to knock down the heavy American bombers. The narrative within this title looks at all aspects of the history of these units, as well as looking at the men who undertook the missions, the machines they flew and the bases from which they operated. The last-ditch attempt by these units to actually ram the bombers is also covered within this title and it is illustrated throughout with a good mix of period images, both well known and not so well known. As usual there are eight pages of colour artwork in the middle of the title, offering both side profiles and a selection of unit badges.

Verdict: This series is long established and this latest title is well written and illustrated and can be recommended to all.

**RATING 9/10**

SUPPLIED BY: THANKS TO OSPREY PUBLISHING LTD

A-10 Thunderbolt II

by T. Zmuda

Kagero

ISBN: 83-89088-82-7

Price Guide: £6.99

- Topshots No.11012
- 50-page, A5 landscape, laminated card cover
- Polish & English
- www.kagero.pl



+ The content is mainly photographic and is in colour throughout with all the text and captions in both languages. As usual the book also contains a sheet of decals, produced by Techmod, that offer markings in 1:32, 1:48 and 1:72 for OA-10A S/No.80-0258 of the 172nd FS, 110th FE that received a mis-

sile strike to one engine while on operations over Baghdad on the 8th April 2003. The main gist of the title is to offer a photographic 'walk-around' for the chosen subject and to this end the title does not include much narrative

save for the introduction and extensive captions for each image. It seems that every inch of the airframe has been covered, with clear images of the cockpit, engines, electronic bays, undercarriage and weapons.

Verdict: With good kits of the A-10 in all three of the main scales this is certainly a subject that is of interest to the modeller. To be truthful, you really only need a title like this to build, detail or super-detail a model of it in any scale, and we highly recommend it to all.

RATING 10/10

SUPPLIED BY: THANKS TO KAGERO

Hurricane & Gladiator

by K. Keskinen & K. Stenman

Suomen Ilmavoimien Historia No.25

- 96-page, A5, laminated card cover
- Finnish & English
- www.kolumbus.fi/kari.stenman



+ This is once again a reprint in this very popular series, and very welcome it is too. As usual it is a superb collection of black and white images of the Hurricane and Gladiator used in Finland throughout and after WWII. The text is mainly captions and elsewhere is limited to a small introductory passage, details of squadron use and technical specifications. As well as offering stunning images of the aircraft themselves, for the modeller there are detail images of things like the engine, undercarriage and cockpit interior.

Verdict: Finnish aviation is always interesting and the reprinting of this title is most welcome. It can be highly recommended and UK customers can obtain this series from The Aviation Book Centre, The Aviation Bookshop and Midland Counties, to name but a few.

**RATING 10/10**

SUPPLIED BY: THANKS TO KARI STENMAN

F-16I Sufa in IAF service

by R. Weiss

IsraDecal Publications

ISBN: 965-7220-02-5

Price Guide: £N/K

- Aircraft in Detail No.1
- 84-page, A4, laminated card cover
- www.isradecal.com



+ This comprises a brief historical text of about 15 pages, and then the rest of it is a detailed series of images, all in colour. These images cover both general views of the F-16I, as well as a very, very detailed walk-around series that covers just about every bit of the airframe. There must be in excess of 500 images in this latter section, so you get an idea just how detailed it is. The images are clear and sharp, with good details of the armament and a selection of images showing an airframe going through its daily routine maintenance.

Verdict: This is a stunning title; ideal for the modeller and one that, if you make IAF subjects in general or the F-16I specifically, you just have to have. You will not be disappointed!



RATING 10/10

SUPPLIED BY: THANKS TO ISRADECAL PUBLICATIONS

The Messerschmitt Bf 110 in Color Profile

by J. Vasco & F. Estanislau

Schiffer Publishing

ISBN: 0-7643-2254-0

Price Guide: £32.50 (\$39.95)

- Hardback with separate dust jacket
- 160-page, A4 landscape
- English
- www.schifferbooks.com



+ As you will probably guess by the title, this new book offers a detailed look at the Bf 110 by combining wartime images with modern colour profiles. The content is sub-divided into variants in chronological order. The descriptive text is limited to specific data; the rest is made up of black and white photos and the profiles. Covering from B-1 to G-4, there is one aircraft per page and the last section of the title offers colour side profiles of each variant, which is very useful in understanding the changes to the airframe. **Verdict:** This is an excellent title and very useful to Luftwaffe modellers. The number of subjects and the combination of period images with clear colour profiles makes for a very user-friendly title, and the bit covering variants at the end just adds to the overall package. UK and European orders are dealt with by Bushwood Books, while all other orders should be made directly to the publisher.



RATING 10/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS

Luftwaffe im Focus

Luftfahrtverlag Start

ISBN: 3-9808468-8-1

Price Guide: £9.99

- Luftwaffe im Focus No.8
- 50-page, A4, laminated card cover
- www.Luftfahrtverlag-Start.de



+ For those of you who have not come across this series it basically offers a series of unpublished photographs relating to Luftwaffe aircraft and operations from 1935 through to 1945. The title is meant for those with an interest in the subject and each image is produced big with a comprehensive caption in both German and English. The title also acts as a forum, with 'unknown' images of aircraft, events and markings that request input from other readers. It is very much about camouflage and markings, with sets of images combined to allow a colour profile to be created of that particular aircraft.

Verdict: With such a superb selection of unpublished images per edition the series is worth investing in, and when you combine this with the forum nature of the text it is an ideal way of learning more about Luftwaffe camouflage and markings. If you are a Luftwaffe fan this is a series that is well worth having.



RATING 10/10

SUPPLIED BY: THANKS TO LUFTFAHRTVERLAG START

Hawker Hunter F Mk 6/6A

by M. Ovcacic & K. Susa

Mark I Ltd

ISBN: 80-86637-02-6

Price Guide: £9.90

- Mark I Guide No.1
- 28-page, A4 landscape, laminated card cover
- English



+ This is the first in a new series from Mark I Ltd, whom you will all know better by their 4+ Publishing brand. This new series takes the form of a detailed look at a specific subject and this is tied in with a model; in this case the Revell 1:72 kit. The first four pages contain the narrative history and technical specifications etc. The remainder of the title is photographic, with a few pages of overall shots followed by a massive series of walk-around images, mainly in black and white. There are eight pages of colour in the centre, three of which are colour profiles and the rest colour photos. There are good narratives on camouflage and markings and armament and equipment, with a good diagram showing the combinations of external stores carried by the type.

Verdict: Stunning, an excellent new series and one we hope will continue to expand. With the Hunter now in 1:72, 1:48 and 1:32 this is a book that has a lot of potential for the modeller and we can heartily recommend it.



RATING 10/10

SUPPLIED BY: THANKS TO MARK I LTD

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Sepecat Jaguar In Action

by G. Ashley

Squadron/Signal Publications

ISBN: 0-89747-491-0

Price Guide: £9.70

- In Action series No.197
- 50-page, A4 landscape, laminated card cover
- English



Following the standard format for the In Action series, this new title covers the development and service life of the Jaguar with both the RAF and various nations around the globe. Each sub-variant is covered from both the technical and service use standpoint. There are scale plans of most of the main versions and scrap views of changes to the airframe like the nose profile etc. As usual the only colour is in the centre, where you get ten colour side profiles. The final section covers all the operational deployments that the Jaguar has been used for in the last couple of decades, including Desert Shield, Desert Storm and Telic.

Verdict: The In Action series is always useful and if you combine this title with Patrick Watson's excellent detailed study of the Jaguar in RAF service (See Issue 5 p73) then you will have a pretty comprehensive guide to the type.



RATING 8/10

SUPPLIED BY: THANKS TO SQUADRON/SIGNAL PUBLICATIONS

Messerschmitt Bf 110 Vol.II

by M.J. Murawski

Kagero

ISBN: 83-89088-83-5

Price Guide: £12.99

- Guide No.21
- 124-page, A4, laminated card cover
- Polish & English
- www.kagero.pl



This second volume of coverage of the Bf 110 deals with the period from the start of WWII through to operations in the Middle East in 1943. The historical text is in chronological order and is supported with an excellent selection of period black and white images, many of them previously unseen. There is a set of fold-out colour profiles in the centre depicting two C-1s and two D-0s and this is supplemented by four pages, plus the cover at the back of the book that offer more profiles. As usual there is a good series of scale plans, in 1:48 for the C-1, C-1/UID-2/Trop, D-3E-1, E-1/Ui, E-2, E-2/Trop, E-3, E-3/Trop, F-2, F-3 and F-4, as well as diagrams showing the changes in the airframe from D-3 through to F-4. As usual there is a free decal sheet included and it offers options for four of the aircraft featured in the colour profiles.

Verdict: Another excellent title in this series from Kagero and one that all Luftwaffe modellers will rightly want to add to their collection.

RATING 10/10

SUPPLIED BY: THANKS TO KAGERO



B-25H/J Mitchell Vol.1

by P. Wisniewski

Rossagaph

ISBN: 83-89717-95-6

Price Guide: £TBA

- Model Detail Photo Monograph No.25
- 112-page, A5 landscape, laminated card cover
- Polish & English



For those of you not familiar with this series, it is basically walk-around images intermixed with period black and white shots. In this addition to the series this has been supplemented with a good selection of diagrams from the flight manual. Every detail of the airframe is covered and the use of period images plus the diagrams does mean that a more 'authentic' feel for how the type looked in service can be achieved. Although not mentioned, this first volume on the B-25 seems to cover just the exterior or the airframe, with good shots of areas like the engines and bomb bay included, but nothing on the cockpit and other crew compartments which we assume will therefore be in volume 2?

Verdict: This is an excellent set of walk-around images that coupled with the diagrams and period photos makes for a very useful guide for the modeller. It seems odd that most of the modern images are in black and white, but with 112 pages covering just the exterior you know you are getting a lot for your money and we can recommend it to all.



RATING 8/10

SUPPLIED BY: THANKS TO ROSSAGAPH

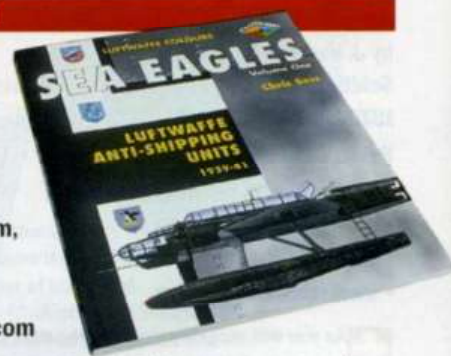
Sea Eagles Volume 1

by C. Goss

ISBN: 1-903223-55-5

Price Guide: £16.99 (UK), \$29.95 (USA)

- Luftwaffe Colours
- 96-page, 303mmx206mm, laminated card cover
- English
- www.ianallanpublishing.com



The Classic Colours series is intended to build into a set covering all aspects of camouflage and markings for Luftwaffe operations during WWII. They all follow a standard format with the vast majority of the photos in black and white, but there are a few in colour. This volume covers anti-shipping operations in the 1939 to 1941 period and aircraft types covered include the He 59, He 60, He 115, Do 18, He 111, Ju 88, Fw 200 and Do 217. A number of the aircraft featured in this title are also offered as colour profiles.

Verdict: This is another instalment in an excellent series. If you are a Luftwaffe modeller then this series is well worth having and we can recommend this and all other titles in the series. Our thanks to Classic Publications (Ian Allan Ltd) for the review sample.



RATING 8/10

SUPPLIED BY: THANKS TO IAN ALLAN LTD

MESSAGE FROM THE EDITOR

Future & Past

As I write this, uppermost in my mind are the Toy Fairs that are soon to take place in the UK and Germany. The former will be concluded by the time this is set and sent to print, but the latter will fall after the print deadline, so you will have to wait until Issue 9 to find out what is due from everyone else. Each month I take a look back ten years (see below) and as you can see 2006 is certainly busier than ever kit release wise, and we certainly are enjoying a 'golden era'. I will have to have a look back 20 and 30 years, maybe next month, just to see how many new products there were in 1986 and 1976. I am pretty sure neither will equal what we can expect this year, although isn't it odd to see a new 1:24 Hurricane being produced some 30 years after Airfix did theirs? All we need now is a 1:24 Gladiator and Mosquito, as so often quoted as being the 'next' subjects from Airfix all those years ago, and the wheel will have turned full circle. Until next month...

Richard A. Franks - Editor
Model Airplane International

Ten years ago...

So what was going on back in March 1996? News from the Toy Fairs was starting to circulate, so it will make an interesting comparison with this year's event to see just how much more we are now getting! As far as what was going on is concerned, Eduard had announced plans to do

the Hawker Tempest Mk V in 1:48. Revell had reissued the Italeri Ju 52/3m and Sukhoi Su-32/34FN in 1:72, ex-Mauve Lippisch P13a in 1:48 and ex-MRC H-13H in 1:35. Tamiya had announced their plans to do the Beaufighter, Ki-46, F-51D, Dewoitine D.520, G4M Betty, A-1H Skyraider and F4U-1A Corsair all in 1:48. Mauve had released their third P-40 variant in the shape of the P-40M, complete with lime green plastic! Aeroclub had just released their limited run Gloster Meteor in F Mk 8 or T Mk 7 guise and these were



mixed-medium with vac-form and injected parts. Also of note was that the first incarnation of the Boulton Paul Defiant had just appeared from Classic Airframes. Looking back on it and comparing it with the second-generation version seen recently (See Iss. 2 p8-9) you can see that things really have come a long way in the last ten years!



WORTHY PRAISE INDEED DEAR EDITOR

THERE are a lot of readers who have taken the time and effort to sing your praises with this new magazine. Well let me please add my own. I have been a modeller for around 35 years now and the progress that the manufacturers have made with their mouldings is incredible. What your magazine provides are in-depth reviews and pictures that I have never seen before in a magazine. Most magazines have provided the same dull and outdated layouts that don't necessarily provide the modeller with what they need to know; the articles always seemed to be aimed at the professional and assumed that everybody

was working to the reviewing modeller's own high standards and left some people bemused, myself included. Your magazine has taken a completely different route in the way that things are explained and the addition of almost step-by-step photos and tips on how to emulate the remarkable finishes that can be achieved is brilliant. Until now I had never subscribed to a magazine before, mainly because none had ever filled me with the enthusiasm to go and get the next issue. Well team, your magazine has and as soon as I had bought the first issue I was hooked and immediately subscribed for a year. It's so nice not to have to hunt through the magazine racks in the local shops hoping they had a copy of your magazine. Well done team on a really excellent magazine, long may you continue.

Robin Cruse, UK

Ed Says: Thanks Rob, we are all delighted to read that MAI is the first title to have met your needs. From the very start it was all about

presenting information that was useful to all levels of the modelling community and doing this with a style that was both fresh and pleasing to the eye. I know what you mean about finding copies in local shops and a subscription is a very easy way to get around this, especially as our subscription rates will save you money as well! So thanks once again for your praise and long may your enjoyment of MAI continue.

MAI AS A PERIODICAL DEAR RICHARD,

I HAVE JUST received copy Issue 4, and am awaiting Issues 1, 2 and 3 recently back ordered. The whole layout is without doubt the best yet, so, please don't drop your standards and cut corners in any form, as has been the 'death-knell' of many a model magazine. Richard Caruana's profiles are spot on as usual, and I like the 'you will need' and skill levels approach, which I as a 'fired-up' 67 year old deeply appreciate, and it also helps the young and up-and-coming modeller (the future of the hobby)



giving him or her every encouragement. Good for you!

The only minor criticism that comes to mind is the problem of the Lancaster (on the double page spread 38/39) that appears to have suffered serious damage to the starboard oleo axle, and is in dire need of an immediate heavy landing inspection and repair!

Please keep up the good work - you have a very avid fan here!
Geoffrey Hamp-Adams, South Africa

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Ed Says: Thanks Geoffrey, it is good to know that our magazine is already so far-reaching and that it is helping modellers to enjoy the hobby. The Lancaster you mention did suffer a bit, and we did not notice it before going to print, I am afraid. The builder had shortened the axle stubs to fit the wheel late on in construction and during shipment up to our office it obviously came loose, or it came adrift while it was being moved around for photography. Whichever is the case we missed it, so apologies all round to both John, who built it, and the readership. Models are very fragile by their very nature, so photography is a very dangerous process, but thankfully all those involved in producing this title are modellers and we are aware of this, however even with the utmost care things will still slip through the net and this was one instance.



JANUARY ISSUE

OOOPS... COVER HAS two nasty printers' errors... Quote: "The worlds greatest fighter"... where's the apostrophe in "world's"? Or quantify how many worlds... even then an apostrophe is needed... Quote: "All the information ou'll ever need..." ('y' missing)

C'mon, guys, you can do better than this - on the front page too... Someone owes the editor a beer or two!

I haven't started searching inside the mag yet! I have just scanned so far.

Happy Ewe Nyare to all! (I ave gott ve same dikshunary...)

Tony Cook, UK

Ed Says: Thanks Tony, the errors were actually caused by a software problem. It also caused the issue number, month and price information to disappear as well! We know what caused it and have taken some steps to stop it happening again.

Hope it did not spoil your enjoyment too much and apologies to all our readers worldwide for this hiccup!

REPLY TO ERNARDO FIALHO'S LETTER IN ISSUE 6

I HAVE AN answer to Bernardo's query about canopy masks for the Grand Phoenix Fairey Firefly. Cutting Edge produce a BlackMagic set for the Mk I kit - reference number CEBM48522. I obtained mine direct from their website. I have not used them yet so I cannot report on their effectiveness.

I would also echo Bernardo's comments about your magazine - it is excellent. The only slight criticism I could make is that sometimes the photographs and captions that accompany some articles are a bit small and difficult to see. Other than that I have really enjoyed the magazine so far.

Paul Chambers, UK

Ed Says: Thank you Paul for passing on that information as this is one of the main reasons we have a letters page. Thanks also for the kind words about MAI. I am glad to hear you enjoy it. I note the comments about picture and caption sizes, my main problem is fitting everything in each month, as I am sure you will realise. There are various plans for development of this title, so as and when these can take effect I am sure we will be able to deal with these factors by dint of the fact we will have more space each month (I hope!)

OLD MODELLERS

I HAVE BOUGHT your magazine here in NZ from Issue 1 as I was struck by the quality of articles and clarity of the images. It really shows some skilled design ideas. I am especially pleased to see the profiles of Richard Caruana as these are very useful.

However, my main criticism of the magazine is that it just depresses me and regularly convinces me to not start another of my stored 300+ models. The skill of the reviewers is so far above mine that I can NEVER see myself getting anywhere near them. I have been modelling for over 40 years now and have always used

Letter of the Month

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AN INSPIRATION

DEAR SIR

What a great magazine; helpful tips and so much advice. After reading the last few editions I feel ready to start model making again after quite a lay-off due to having three mini-strokes in five weeks. I have recently started on a couple of 1:72 kits and I am starting to feel better thanks to your excellent magazine giving me inspiration to start again. Many thanks and best wishes for 2006

David Craig, UK

Ed Says: Well David we are a delighted to hear that not only have we encouraged you back into the hobby but that this hobby of ours allows you to gain some rest and relaxation after your recent health problems. Isn't this hobby of ours great!

Our thanks to you for the kind words and our best wishes to you for the future.



very simple tools and built 'straight from the box'. I only have paints (usually Humbrol cans), a very small selection of brushes (one really fine one that keeps losing hairs until it is replaced with the next in line), two pieces of sandpaper (180 and 1200grit), Tamiya masking tape and some Squadron filler. And that's it! I did buy a Tamiya spray gun and compressor but have never used it as the effort of cleaning out after each small piece of spraying has put me off completely. So it's back to brushes and 'smerging' or blurring the line between two colours with a finger wrapped in a rag. Call me an impatient modeller (and you can) but that's my technique. I like to see some results ASAP to a good (not excellent) standard and tend to make models on a thematic approach (read the book, fly the simulator, make the model, view the video).

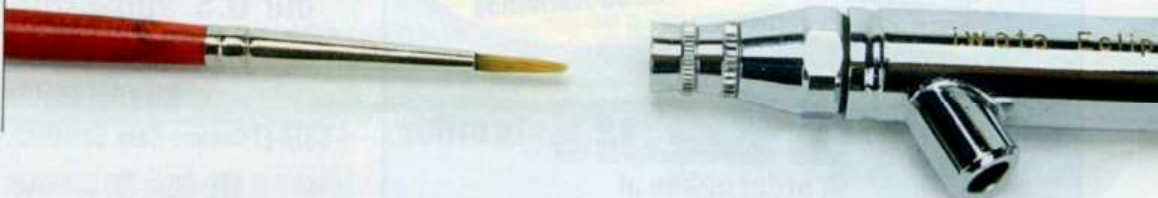
I'd like to do better with weathering and the accentuation of panel lines but ONLY using the

above tools. I'm sure there are lots of other modellers like me out there who are simply put off by the (to us) extremes that your reviewers go to. I'm not personally criticising them or your magazine per se (you should strive to do your best) but I have no time or inclination to go anywhere that far.

I challenge you to do an article building a model to the best you can using only the set of tools I've listed above! No spraying, no add-on extras, no modifications. The techniques your builders may then be forced to explore would then REALLY interest me!

Brett Young, New Zealand

Ed Says: Well Brett I have to say that answering this is a difficult one! I am a little surprised to hear you say that on the one hand you enjoy our magazine because of the quality of the articles, then on the other say that it puts you off because of the skill of the reviewers? MAI is not judge and jury, we are here to share with everyone our assessment of new products and to pass on hints and



air-mail

Write to:

Air-Mail, ADH Publishing, Doolittle Mill, Doolittle Lane,
Tottenham, Bedfordshire, LU6 1QX.

Email: editorial@modelairplaneinternational.com

tips to help fellow modellers improve their skills. All the Kwik Builds in MAI are built straight from the box, so it is not all about extras and detailing. Everyone models to their own 'comfort zone' and achieves finishes that are a combination of skill + time + effort. If you are happy with this then that is fine and no one has the right to say your work is not 'good enough'. The problem arises when you yourself say your work is not good enough, and that is the point at which most modellers start to take on board new techniques and the equipment to achieve them. You already have a good quality airbrush and compressor, so all you need are safety features like a respirator suitable for working with enamel and cellulose paints (a safety equipment firm will be able to advise you on this, as there are specific needs when working with 'organic' solvent-based paints, and that includes acrylics!) and, ideally, an extraction system within the working area. Sure these cost money, quite a lot really, but none of us are Superman and your long-term health IS worth the money (if any of you are not willing to invest the money in safety equipment, don't start using an airbrush - end of lesson). The reason that you have

not seen in print features about achieving an airbrush finish with a paintbrush is, I think, because you can't do it. I am sure the mythical 'I know a guy who can get an airbrush finish with a brush' will raise his ugly head again, but the brutal truth is that even if such a man exists he has probably spent years learning to achieve what you can in a couple of months with an airbrush! This is not elitism, it is the easiest and quickest way to achieve a uniform and 'scale' paint effect on a model. An airbrush will apply the paint very thinly, more akin to the real aircraft, thus the overall effect will be more realistic. Techniques like pre- and post-shading can only be achieved effectively with an airbrush, as the boundaries of the 'shading' need to be feathered so that no hard demarcation is apparent. Someone may be able to achieve this with a brush, but we mere mortals can't, so we use an airbrush instead. Mottle camouflage is another effect only an airbrush can do realistically as the real thing was done that way, so why would you try to replicate it with any other method? Personally I have to say I don't have a steady enough hand or sharp enough sight to use a brush to good effect; sure I have seen stunning work from modellers who can,

but for me it is get out the masking tape and airbrush every time! As I said in the Last Word of Issue 1, MAI is all about encouragement, not elitism, inspiration, not intimidation and to achieve these goals we have to present modelling and models to a set standard. This may be pitched above the standards some achieve, or want to achieve, but we have a duty to present the hobby in a good light and to hope that this acts as encouragement to others.

There are already a number of modelling guides that have been published that cover the basics and advanced levels of aircraft modelling, but if anyone out there thinks they are up to the task of creating the type of feature Brett is asking about, then please get in touch with me as I would be very interested!

RLM 82 AND 83 REPLY

DEAR RICHARD,

I HAVE JUST read the mention on page 77 of Issue 7 your bit about RLM 82 and 83. I have been aware for a long time that the current information indicates that we have got them the wrong way around. But interestingly you recommend referring to the Monogram painting

guides but this is the very publications that got them wrong in the first place and where we took our information from back in the days when we launched Xtracolor. Apparently they subsequently issued a correction which I did not see and rather than cause more confusion by switching ours round, we left well alone. Testors seem to have had the same problem with Polly Scale, although Aeromaster got it right with their Aircraft Colors.

David Hannant, UK

Ed Says: Thanks for that insight David, I must admit that my Monogram guide is, I think, just the initial version and there does not seem to be any errata added to it. Obviously with two different ways of identifying these two colours there is going to be confusion. Expecting every paint manufacturer using the 'wrong' system to change it around, or delete and reissue the effected colours would cause even more confusion. So I reiterate my original concluding comments and just advise modellers to either do additional research into the actual colour applied (is it dark or light green) and then to go by the shade not the RLM code on the tin.

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next issue

Time to get all enthusiastic about next month's edition! On Sale 23rd March 2006

Hello Bebe! ➤

Mike Capell builds Eduard's lovely
little Nieuport II in 1:48

Hawker-Siddeley HS 125
by Richard J. Caruana

➤ Butcher Bird II
Steve A. Evans tackles the
Fw 190F-8 from Tamiya in 1:48

✓ Curtiss P-40
Jay Laverty builds and updates
Vintage Fighter's 1:24 P-40



➤ Kwik Build
Hasegawa's new 1:32
Junkers Ju 87G-2 built from
the box

Richard J.
Caruana colour
profiles with all
our main features

Plus all the latest news and kit,
accessory, decal and book reviews.

**Model
AIRPLANE**
INTERNATIONAL

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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 23 MARCH 2006

WHAT'S IN STORE IN 2006?



As I write this the year has just kicked off and news is already starting to circulate about the new releases scheduled by kit manufacturers for 2006. We will get a visit to the British Toy Fair in before this edition closes, but you will have to wait until next month's edition to hear what has been announced at Nuremberg.

Already though we have seen the likes of Trumpeter announcing some pretty ambitious projects for the 2006-7 period; who would have thought a Devastator in 1:32 and an all-new Hawker Hurricane in 1:24! Personally I want a new 1:32 Hurricane and hope someone will make this happen. Some British medium and heavyweight bombers in 1:48 would not go amiss either, with the Halifax top of the pile! It really is good to see so many new products planned, and not just in one scale, we seem to have new kits in all three major scales and a good smattering in 1:144 as well. There are of course always kits that we want, but know in our heart-of-hearts will never be done as a mainstream injected kit, but you have just got to hope! Today is a 'golden era'

for the hobby, forget the 1970s, as that was good but dominated by the toy market and the manufacturers still aiming their products at youngsters. Today the manufacturers know it is important to stimulate younger modellers, hence the proliferation of sci-fi kits, but at the same time they also know they have a discerning generation of 30-somethings to satisfy as well, and they all grew up on products in the 1970s so want it even better this time around! My personal recollections of modelling from the mid-1970s was of building anything I was given by doting grandparents, so many of these were Matchbox. Recently I was sorting through my reference files and in these are many Matchbox kit instructions, so a good evening of reminiscing was had! Don't get me wrong, I don't get all dewy eyed about that period, extolling the virtues of the Airfix 1:72 Me 262 or Zero (!), as my criteria for 'enjoying' making a model was down to the speed with which it could

be completed and so I never really achieved a good standard as a result. Today though you have got to wonder what will be next to be kitted, and in what scale? Are we going to see the Mosquito in 1:32 or 1:24? Will any of the interwar types like the Gladiator, Gauntlet, Grebe and Siskin ever arrive in 1:32 injected plastic? Will the manufacturers realise that yes they have done all the main warbirds of WWII in 1:72, 1:48 and 1:32, but a load of these are outdated now by the technological advances of the last decade, and yes we would be interested in a brand-new A-36A or P-51B/C in 1:32, or a Do 17 series in 1:72 and 1:48. There are just so many subjects that could be covered, and so many manufacturers out there to do it, you really have to wonder what 2006 and beyond will have to offer?

Richard A. Franks
Editor - Model Airplane International

THINGS TO DO...

With this edition on the news stand on the 23rd February there are two big modelling events to consider. The first will be Truck 'N' Tracks 2006 over the weekend of the 25th & 26th February. As usual this event will be held in the Leas Cliff Hall, Folkestone and although intended for military and vehicle modelling there is always a great deal to learn by looking at other genres in the hobby, so we urge you to go if you can. Visit www.truckntracks.com for more information. The big one for most of us will be the welcome return of The Southern Expo over the weekend of the 18th & 19th March. The event will be at the usual venue (Hornchurch Sports Centre, Harrow Lodge Park, Hornchurch Road, Hornchurch, Essex. RM11 1ET) so for more information Email: southernexpo@tiscali.co.uk or visit <http://myweb.tiscali.co.uk/southernexpo/>



EDITOR'S CHOICE

Sparmax Airbrush Cleaning Pot

Now if you use an airbrush one of the tasks you need to do regularly is clean-up and you need to do this thoroughly while still not spraying thinners etc all over the worktop! To get around this you can use this very useful little 'pot' from Sparmax. Basically this is a container into which you spray

the thinners etc and they will not spill out, nor will the fumes spread. The design of this particular unit means that it will hold both gravity and siphon-feed airbrushes, the lid is solvent proof (the main bottle is glass and therefore also solvent proof), there is a built-in handle to ensure the unit remains stable on the worktop even with an airbrush hanging off it and there is a filter unit built into the lid with one filter already installed and two more included as spares. It is pretty neat already but the whole thing comes in a screw-top container so when not in use you can take off the steady bar and handle and store it inside: very neat!

At £15.00 it is big enough to do the job for all modellers and is made to sufficiently high quality to make it well worth investing in. Contact Paul at Little-cars.com (www.little-cars.com, Email: info@little-cars.com) for more details.



**1:48
Scale**



**1:144
Scale**

Black Hawk down!



#D5545

Fw190A-7 'Doppelreiter'

- New Cartograf decals
- Cockpit detail
- Antenna and seatbelt photoetch parts
- Newly tooled slipper tanks

#D4580

MH-60L Task Force Ranger Somalia 1993

- Two complete helicopters in one kit
- Completely new cockpit nose with new radar dome
- New FLIR
- Cockpit nose is transparent for ease of painting, revealing all interior details
- New tooling for optional assembly of front and rear infrared sensors
- New Cartograf decals



NEW RELEASES FROM ZVEZDA

#Z7002

TU-160 Russian Supersonic Bomber

- The most important long range bomber still in service with the Russian Air Force.
- Length - 37,5cm
- Wingspan - 38,7cm
- New tooling



**1:144
Scale**

**1:72
Scale**



#Z7255

MIL MI-28N Russian Attack Helicopter

- Latest version of the new standard attack helicopter of the Russian Army
- Mast mounted radar
- New front fuselage with up-dated equipment

**THE
HOBBY
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ZVEZDA and DRAGON kits are distributed in the UK by:
The Hobby Company, Knowlhill, Milton Keynes, MK5 8PG

Zvezda and Dragon models are available from all good model shops

REPUBLIC P-47M THUNDERBOLT™



8 TONS OF OVERPOWERING FORCE

1/48 scale REPUBLIC P-47M THUNDERBOLT® (Item 61096)

Juggernaut of the Skies

First introduced as a fighter escort for Allied bombers, the Republic Thunderbolt was nicknamed the "Jug" for its heavy, imposing frame. Deployed in January 1945, the P-47M was a special high-speed version designed to counter threats like the V-1 buzz bomb and new jet fighters. The P-47M featured a P-47D-28-RE airframe fitted with a radial R-2800-57 engine capable of top speed of 756km/h. Now available in 1/48 scale, this model faithfully reproduces the P-47M's features such as air brakes installed under wings, dorsal tail fin and cockpit interior. Kit includes 3 types of dorsal fin, as well as parts necessary to build P-47M or P-47D Bubbletop versions with or without dorsal tail fins, vastly increasing modeling options. 3 sets of markings depict planes of the 8th Air Force, 56th Fighter Group, including Major George Bostwick, who downed a German Me262 jet fighter in his P-47.

Includes 4 types of propeller, including Curtis and Hamilton types

Comes with 1 pilot figure

Optional parts depict 3 types of external fuel tank and 500 lb. bomb

Overall length: 230mm

Choice of 3 sets of markings: image shows 61st Fighter Squadron, Capt. Witold Lanowski

Decals for 3 different markings included



61st Fighter Squadron, 56th Fighter Group, 8th Air Force, Lt. Russell Kyler



63rd Fighter Squadron, 56th Fighter Group, 8th Air Force, Maj. George Bostwick

Includes 3 different styles of dorsal fin

2006 TAMIYA CATALOG

A color catalog of all the latest Tamiya items, including models, accessories and finishing products. Also introduces the full lineup of high performance R/C vehicles.



Trace the Evolution of the P-47 on a 1/48 Scale



Follow the development of the P-47 Thunderbolt with Tamiya's 1/48 scale series. Tamiya's Razorback (Item 61086) and Bubbletop (Item 61090) models realistically capture unique design features, such as raised rear fuselage and teardrop shaped canopy. The P-47's massive fuselage and cowlings are accurately reproduced, with fully detailed cockpit interior and pilot figure included. Extra parts depict 500 lb. bombs, rocket launchers and drop tanks.



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